Engineering Connection Assessment

P2592 Big Rock Solar Battery Project Connection

Enerfin Energy Company of Canada Inc.

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NOTE:

The conclusions and recommendations in this report are based on the results presented in *Attachment B-1: Engineering Study Results*, which was prepared by a third party consultant in accordance with the AESO Connection Process based on the study scope presented in *Attachment B-2: Study Scope*.

The AESO has reviewed the *Engineering 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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Attachment B: Engineering Study Results and Study Scope

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.

An appendix to this Engineering Connection Assessment contains the results of the engineering studies and the scope and methodology used to perform the studies (see Attachment B). 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

Enerfin Energy Company of Canada Inc. (Market Participant) has submitted a request for system access service to the AESO to connect its proposed Big Rock Solar Battery Project (Facility)[1] to the AIES. The Facility includes a proposed collector substation, designated Big Rock 1086S 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 90 MW and a Rate DTS, *Demand Transmission Service*, contract capacity of 1 MW; and a request for transmission development (collectively, the Project).

The scheduled in-service date (ISD) for the Project is February 28, 2027.

[1] Power Plant Application 29895-A001 and Substation Application 29895-A002, Enerfin Energy Company of Canada, Big Rock Solar Project (March 5, 2025).

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), Fort Macleod (Area 53), Stavely (Area 49), Seebe (Area 44) and Strathmore/Blackie (Area 45).

From a transmission system perspective, High River (Area 46) consists primarily of a 240 kV and 138 kV transmission system. High River (Area 46) is connected to Calgary (Area 6) via 240 kV transmission lines; Strathmore/Blackie (Area 45) via two 138 kV transmission lines; and Stavely (Area 49) via 240 kV transmission lines.

2.3 Study Area

The Study Area consists of the AESO Planning areas High River (Area 46), Calgary (Area 6), Strathmore/Blackie (Area 45), 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 B1).

3 Connection Alternatives

3.1 Overview

The AESO, in consultation with the TFO in the Study Area and the Market Participant, examined five transmission alternatives to meet the Market Participant'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.

Alternative 1 – T-tap connection to the 138 kV transmission line 812L

This alternative includes the following developments:

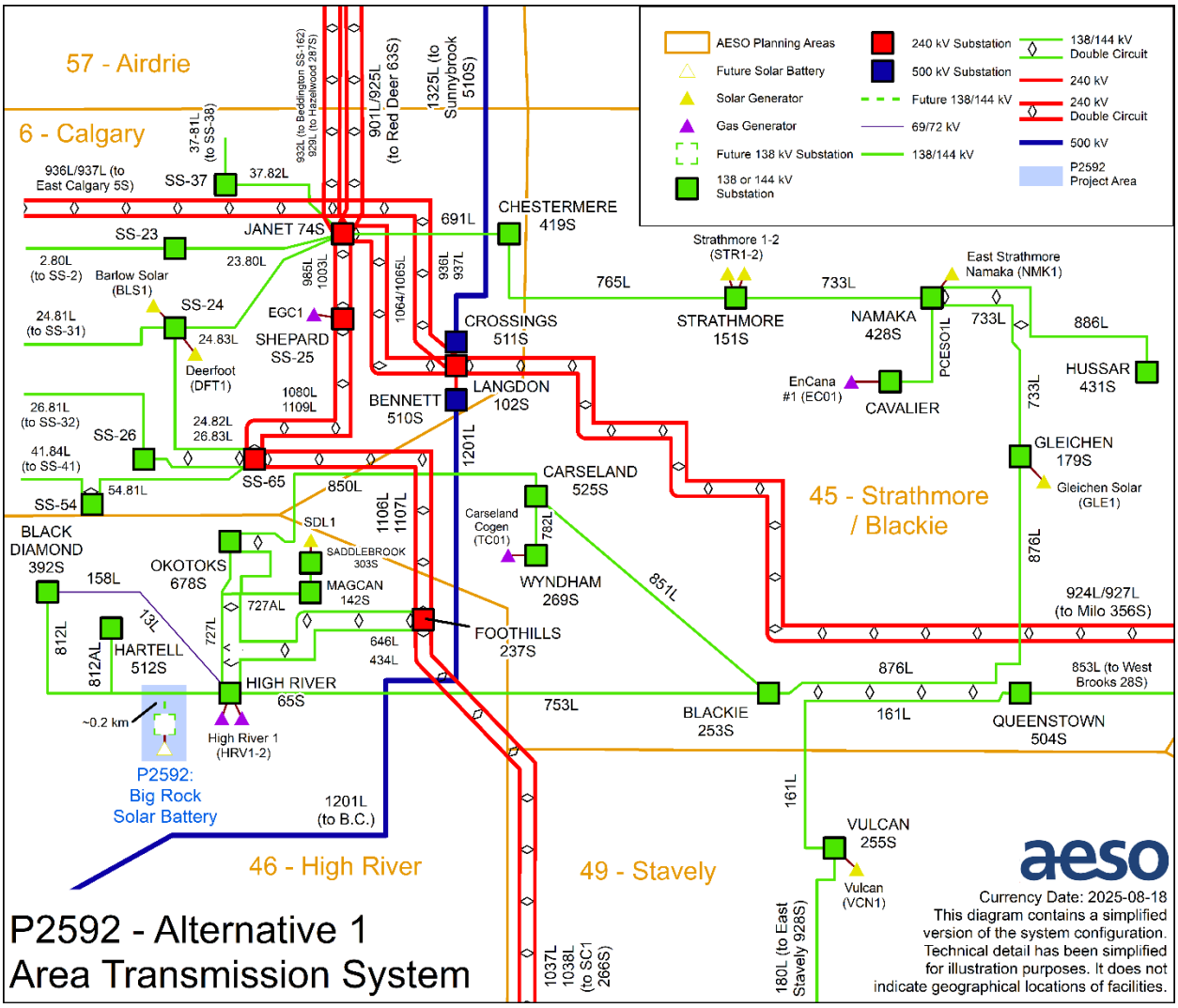
- Add one 138 kV circuit, approximately 0.2 km in length[2], to connect the Facility to the existing 138 kV transmission line 812L (between Black Diamond 392S and High River 65S substations) using a T-tap connection configuration;
- Modify High River 65S substation, including adding one 138 kV circuit breaker; and
- Add or modify associated equipment as required for the above transmission developments.

For this alternative, the existing 138 kV transmission circuit 812L must be restored to a minimum line rating of 85 MVA to accommodate this Project connection. The segment of 138 kV transmission line 812L between the High River 65S substation and the T-tap point for this Project is currently limited to a continuous rating of 48 MVA by the current transformer (CT) at the High River 65S substation. The TFO will restore the conductor line rating for this segment by changing the CT ratio at the High River 65S substation.

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

[2] Exact line length to be determined by TFO.

Figure 3-1: Connection Alternative 1



Alternative 2 – In-and-Out connection to the 138 kV transmission line 812L

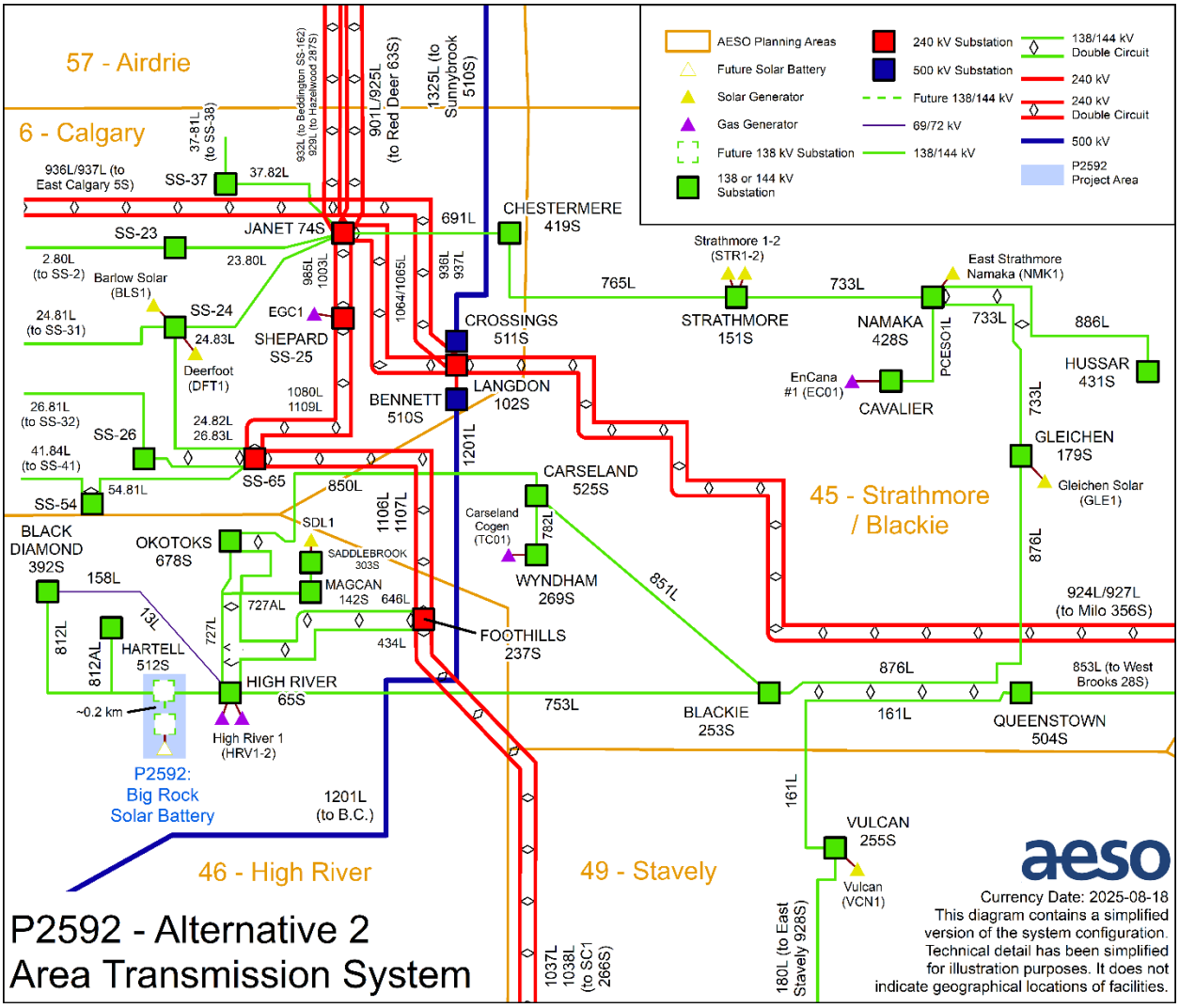
This alternative includes the following developments:

- Add one 138 kV switching substation, including three 138 kV circuit breakers connected to the existing 138 kV transmission line 812L (between Black Diamond 392S to High River 65S substations) using an in-and-out configuration[3];
- Add one 138 kV circuit, approximately 0.2 km in length, to connect the Facility to the new switching substation; and
- Add or modify associated equipment as required for the above transmission developments.

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

[3] Exact location of the new substation and new circuit length will be determined by the TFO

Figure 3-2: *Connection Alternative 2*



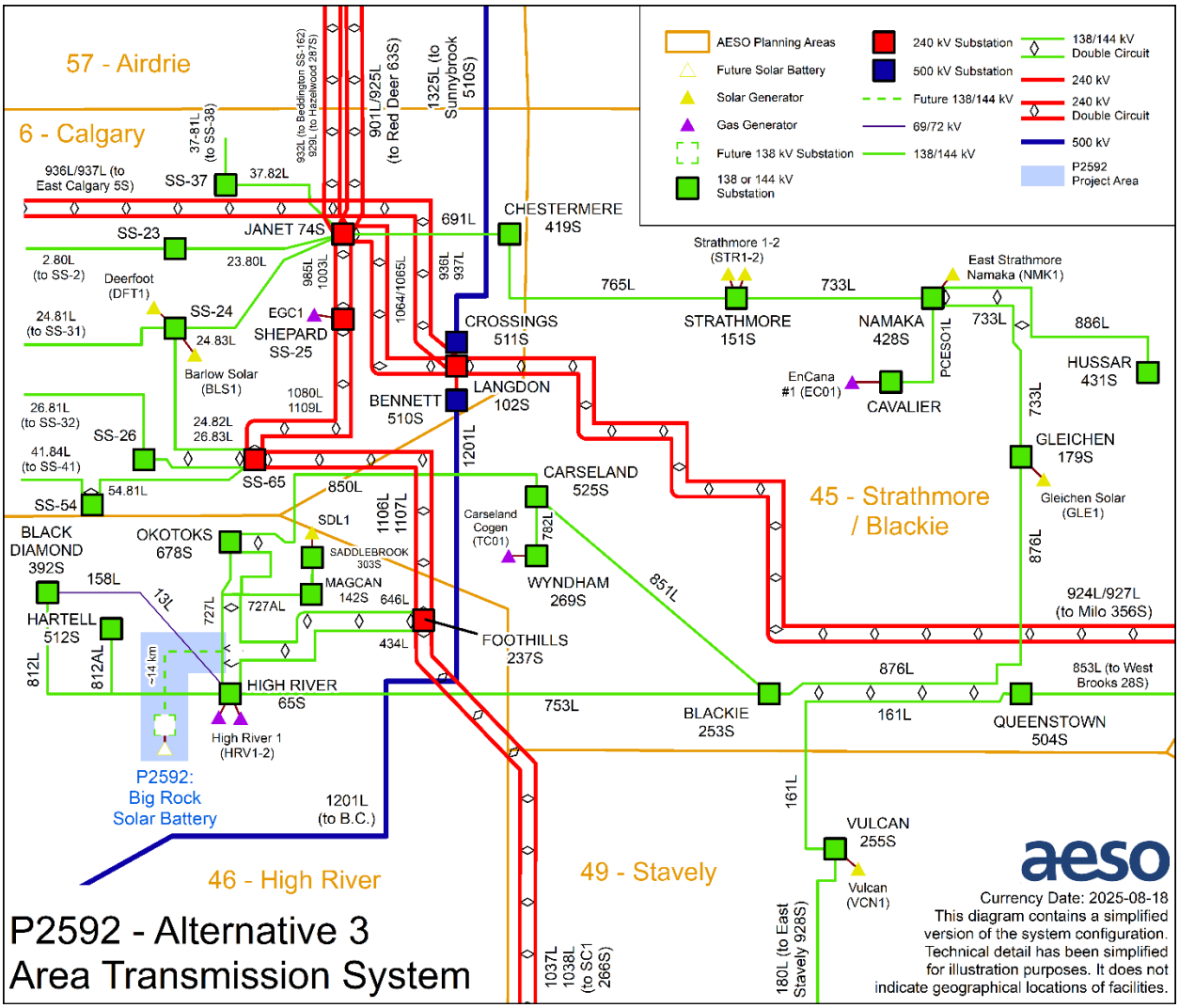
Alternative 3 – T-tap connection to the 138 kV transmission line 727L

This alternative includes the following developments:

- Add one 138 kV circuit, approximately 14 km in length[4], to connect the Facility to the existing 138 kV transmission line 727L (between Okotoks 237S and High River 65S substations) using a T-tap connection configuration, which would require crossing the 138 kV transmission line 812L; and
- 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*



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

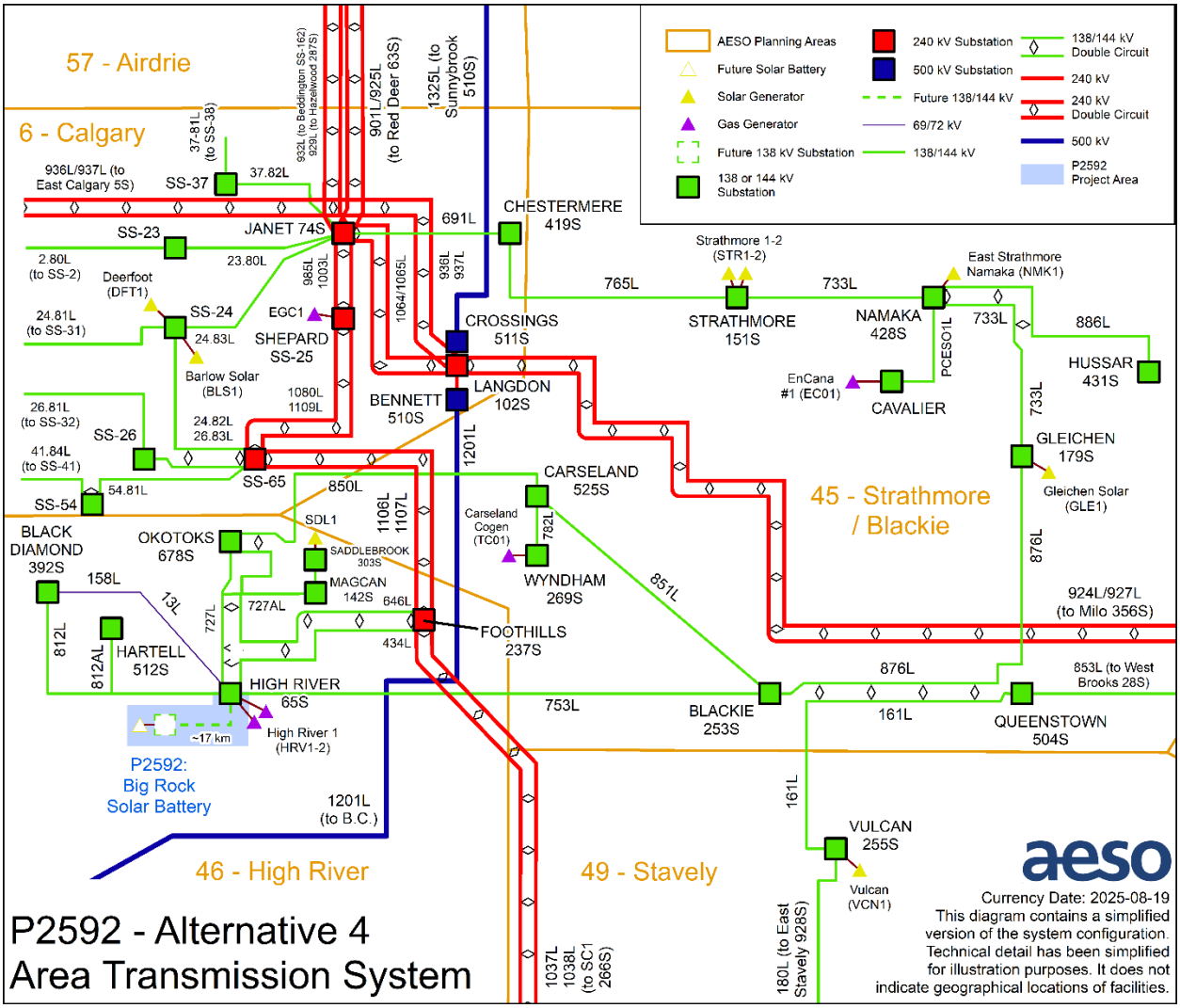
Alternative 4 – Radial 138 kV connection to High River 65S Substation

This alternative included the following developments:

- Add one 138 kV circuit, approximately 17 km in length[5], to connect the Facility to the existing High River 65S substation using a radial configuration; and
- Add or modify associated equipment as required for the above transmission developments.

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

Figure 3-4: *Connection Alternative 4*



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

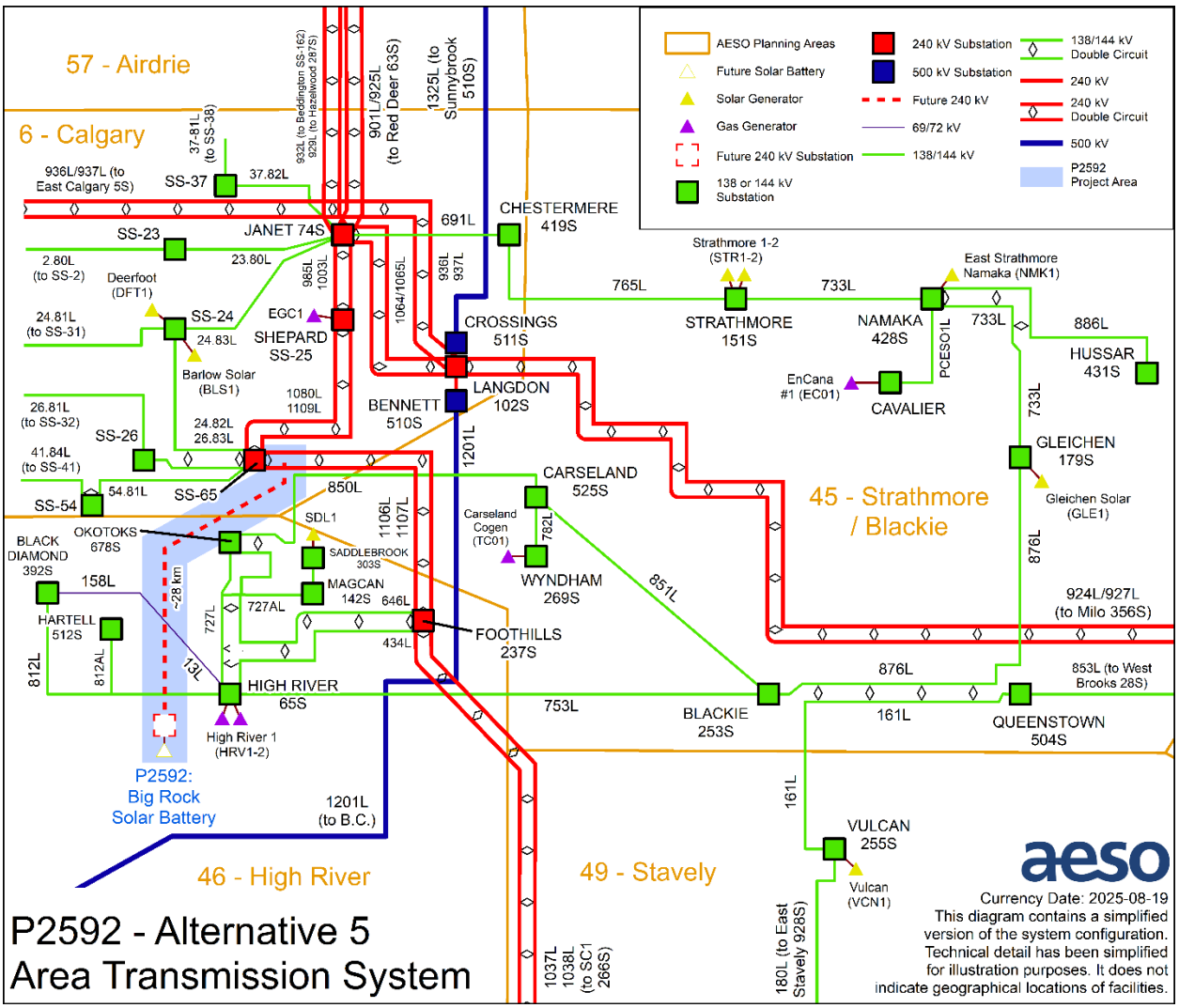
Alternative 5 – T-tap connection to the 240 kV transmission line 1107L

This alternative includes the following developments:

- Add one 240 kV circuit, approximately 28 km in length[6], to connect the Facility to the existing 240 kV transmission line 1107L (between Foothills 237S to Shepard SS-65 substations) using a T-tap connection configuration, which would require crossing the 138 kV transmission line 812L; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 3-5.

Figure 3-5: *Connection Alternative 5*



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

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, 3, 4, and 5 involve increased transmission development and hence increased cost, compared with Alternative 1, and were therefore ruled out.

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 B1).

4.2 Studies Performed

At the time of the study, the scheduled ISD for the Project was June 1, 2025; therefore, studies were performed using scenarios for 2025 Summer Light (SL) and 2025 Summer Peak (SP) High Solar (HS). After completion of the studies, the ISD of the Project was changed from June 1, 2025 to February 28, 2027. The AESO determined that the ISD change would not have material impact on the connection alternative, the mitigation measures and the conclusions for the scenario studies conducted.

Short-circuit studies were performed using the 2025 SP HS pre-Project, 2025 SP HS post-project and 2031 SP post-Project scenarios.

Table 4-1 lists the study scenarios. Post-Project scenarios reflect the final requested Rate STS contract capacity of 90 MW[7] at the Big Rock 1086S substation. Post-Project Load scenarios reflect the requested Rate DTS contract capacity of 1 MW at the Big Rock 1086S substation. At the time of study, P2334 Saddlebrook Solar and Storage Project Connection, P2422 Foothills Solar Project Connection, P2529 EER Foothills Solar II, and P1984 FortisAlberta Gleichen DG Solar (GLE1) were included in the sensitivity scenarios. However, P2422 Foothills Solar Project Connection and P2529 EER Foothills Solar II have since cancelled.

Table 4-1: Connection Study Scenarios

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
Pre-Project					
1	2025 Summer Light (SL)	High Solar (HS)	2025 SL HS Pre-Project	0	0
2	2025 Summer Peak (SP)	HS	2025 SP HS Pre-Project	0	0
Post-Project					
3	2025 SL	HS	2025 SL HS Post-Project	0	90
4	2025 SP	HS	2025 SP HS Post-Project	0	90
5	2031 SP	HS	2031 SP Post-Project	0	90
Pre-Project Sensitivity P2334, P2422, P2529, P1984					
6	2025 SL	HS	2025 SL HS Pre-Project Sensitivity	0	0
7	2025 SP	HS	2025 SP HS Pre-Project Sensitivity	0	0
Post-Project Sensitivity P2334, P2422, P2529, P1984					
8	2025 SL	HS	2025 SL HS Post-Project Sensitivity	0	90

[7] A Project Change Proposal was approved by the AESO to reduce the capacity of Big Rock Solar Battery from 100 MW to 90 MW. This reduction was due to Category A violations observed in the Stage 2 engineering study at the Project's point of connection.

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
9	2025 SP	HS	2025 SP HS Post-Project Sensitivity	0	90

Note: The Market Participant initially submitted a request for a DTS of 40 MW, which was studied as part of the engineering assessment as a load study, and the results are included in Appendix A. As the Market Participant has since changed the DTS to 1 MW, the load study results are not included in this document

The AESO Planning Region load forecasts used for the connection studies were based on the AESO's 2021 Long-term Outlook (2021 LTO). It is noted that the Stage 2 engineering studies were used in the assessment of this project.

While the AESO has updated its regional forecasts since the connection studies were performed, the use of the current AESO forecast, the 2024 Long-term Outlook (2024 LTO) would not materially alter the connection study results or affect the conclusions and recommendations in this report.

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 Appendix B – B1: Engineering Connection Assessment Scope.[8]

Power flow studies were performed for all scenarios listed in Table 4-1, except Scenario 5.

4.2.2 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 2025 Summer Light and 2025 Summer Peak post-Project scenarios (Scenarios 3 and 4).

4.2.3 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 2025 Summer Peak pre-Project scenario, 2025 Summer Peak post-project scenario and 2031 Summer Peak post-Project scenarios (Scenarios 2, 4, and 5).

[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 A1 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 Appendix B.

4.3 Mitigation Measure Development and Evaluation

As explained in Section 6 of Attachment B1, 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 constraint effective factors and to identify the most effective generators to manage thermal criteria violations that were observed under Category A conditions and Category 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 for Category A, and the proposed mitigation measures are summarized in Table 5-1. Reliability Criteria violations observed during the connection assessment studies for Category B 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- All Scenarios

Scenario	Type of Reliability Criteria Violation Pre-Project	Type of Reliability Criteria Violation Post-Project	Details of Violation	Project Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
2025 Summer Light	None	Thermal - Below Emergency Rating	765L (Chestermere 419S - Strathmore 151S)	New Violation	None	Real-time operating practices (RTOP)
2025 Summer Peak	Thermal - Below Emergency Rating	Thermal - Below Emergency Rating	924L (Milo 356S - Langdon 102S)	Marginally Increased Violation	RTOP	RTOP
	Thermal - Below Emergency Rating	Thermal - Below Emergency Rating	927L (Milo 356S - Langdon 102S)	Marginally Increased Violation	RTOP	RTOP
	None	Thermal - Below Emergency Rating	765L (Chestermere 419S - Strathmore 151S)	New Violation	None	RTOP
2025 Summer Light - Sensitivity	Thermal - Above Emergency Rating	Thermal - Above Emergency Rating	765L (Chestermere 419S - Strathmore 151S)	Materially Increased Violation	RTOP	RTOP
	Thermal - Below Emergency Rating	Thermal - Above Emergency Rating	691L (Chestermere 419S - Janet 74S)	Materially Increased Violation	RTOP	RTOP
	None	Thermal - Below Emergency Rating	733L (Namaka 428S - Strathmore 151S)	New Violation	None	RTOP
2025 Summer Peak - Sensitivity	Thermal - Below Emergency Rating	Thermal - Below Emergency Rating	916L (Sarcee 42S - East Calgary 5S)	Materially Increased Violation	RTOP	RTOP
	Thermal - Below Emergency Rating	Thermal - Above Emergency Rating	733L (Namaka 428S - Strathmore 151S)	Materially Increased Violation	RTOP	RTOP
	Thermal - Below Emergency Rating	Thermal - Above Emergency Rating	691L (Chestermere 419S - Janet 74S)	Materially Increased Violation	RTOP	RTOP
	Thermal - Above Emergency Rating	Thermal - Above Emergency Rating	765L (Chestermere 419S - Strathmore 151S)	Materially Increased Violation	RTOP	RTOP
	Thermal - Above Emergency Rating	Thermal - Above Emergency Rating	924L (Milo 356S - Langdon 102S)	Marginally Increased Violation	RTOP	RTOP
	Thermal - Below Emergency Rating	Thermal - Below Emergency Rating	927L (Milo 356S - Langdon 102S)	Marginally 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 Main Scenarios

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 power flow studies identified several thermal criteria violations under Category A conditions (i.e., all elements in service) for 240 kV transmission lines 924L and 927L.

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

Category B Conditions

The pre-Project power flow studies identified several thermal criteria violations under Category B conditions (i.e., loss of a single system element).

Results did not indicate any voltage criteria violations except the voltage collapse issue that was found following the loss of elements of the BC Intertie under Category B condition.

5.2.2 Sensitivity Scenarios

Category A Conditions

As shown in Table 5-1, with the inclusion of additional projects planning to connect in the South region and sensitivity projects, the pre-Project power flow studies identified additional thermal criteria violations under Category A conditions (i.e., all elements in service) on 240 kV transmission line 916L, and 138 kV transmission lines 733L, 691L and 765L.

Category B Conditions

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

Results did not indicate any voltage criteria violations except the voltage collapse issue that was found following the loss of elements of the BC Intertie under Category B condition.

5.3 Post-Project Study Results

5.3.1 Main Scenarios

Category A Conditions

Following the connection of the Project and with the inclusion of additional projects planning to connect in the South region, thermal reliability criteria violations observed in the post-Project scenarios on 240 kV transmission lines 924L and 927L are marginally increased. The post-Project power flow studies identified a new thermal criteria violation under Category A conditions on the 138 kV transmission line 765L.

A summary of thermal criteria violations observed under N-0 system conditions are as follows: the Summer Light scenarios are shown in Table 5-2 and the Summer Peak scenarios are shown in Table 5-3.

Table 5-2: Thermal Criteria violations under N-0 Condition in the SL scenarios

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	
765L (Chestermere 419S to Strathmore 151S)	120	132	114.8	95.7%	124.5	103.8%	8.1%

Table 5-3: Thermal Criteria violations under N-0 Condition in the SP scenarios

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)	547	656	616.5	112.7%	618.1	113.0%	0.3%
927L (Milo 356S to Langdon 102S)	576	691	619.2	107.5%	620.4	107.7%	0.2%
765L (Chestermere 419S to Strathmore 151S)	120	132	113	94.2%	122.5	102.1%	7.9%

Tables 5-2 and 5-3 indicate that the project has material impacts on N-0 thermal criteria violation of 765L in the Study Area following the inclusion of the Project and additional projects planning to connect in the South region, while its impact on 924L/927L is marginal. The project's impact on 924L/927L is negligible while the project's impact on 765L is 9%.

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

Category B Conditions

The post-Project power flow studies identified several thermal and voltage criteria violations under Category B conditions. Following the connection of the Project, most of the thermal criteria violations observed in the pre-Project scenarios were exacerbated. Similar to pre-project scenarios, a voltage collapse issue was observed following the loss of elements of the BC Intertie under Category B conditions.

Results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B conditions studied.

5.3.2 Sensitivity Scenarios

Category A Conditions

Following the connection of the Project, with the inclusion of additional projects and sensitivity projects planning to connect in the South region, the thermal reliability criteria violations observed in the pre-Project sensitivity scenarios were exacerbated.

A summary of thermal criteria violations observed under N-0 system conditions are as follows: the Summer Light scenarios are shown in Table 5-4 and the Summer Peak scenarios are shown in Table 5-5.

Table 5-4: Thermal Criteria violations under N-0 Condition in the SL Sensitivity scenarios

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	
765L (Chestermere 419S to Strathmore 151S)	120	132	137.1	114.3%	146.7	122.3%	7.9%
691L (Chestermere 419S to Janet 74S)	120	132	131.2	109.3%	140.8	117.3%	8.0%
733L (Namaka 428S to Strathmore 151S)	120	132	112.2	93.5%	121.7	101.4%	7.9%

Table 5-5: Thermal Criteria violations under N-0 Condition in the SP Sensitivity scenarios

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	
916L (Sarcee 42S to East Calgary 5S)	408	490	440.6	108.0%	476.1	116.7%	8.7%
733L (Namaka 428S to Strathmore 151S)	120	132	121.8	101.5%	131.8	109.8%	8.3%
691L (Chestermere 419S to Janet 74S)	120	132	123.7	103.1%	133.9	111.6%	8.5%
765L (Chestermere 419S to Strathmore 151S)	120	132	139.3	116.1%	149.2	124.3%	8.2%
924L (Milo 356S to Langdon 102S)	547	656	685.9	125.4%	688.1	125.8%	0.4%
927L (Milo 356S to Langdon 102S)	576	691	688.3	119.5%	690.6	119.9%	0.4%

Tables 5-4 and 5-5 indicate that the project has material impacts on most of the N-0 thermal criteria violations in the Study Area following the inclusion of the Project and additional projects planning to connect in the South region. The project's impact is as follows: negligible on 924L/927L, between 8% and 10% on 691L, 765L, and 733L and 25% on 916L.

Category B Conditions

The post-Project power flow studies identified a number of thermal and voltage criteria violations under Category B conditions. Following the connection of the Project, most of the thermal criteria violations observed in the pre-Project scenarios were exacerbated. Similar to pre-project scenarios, a voltage collapse issue was observed following the loss of elements of the BC Intertie under Category B 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 pre-Project and post-Project.

5.4.1 Pre-Project

The Category A thermal reliability criteria violations observed on the on the 240 kV transmission lines 924L and 927L can be managed by applying Section 302.1 of the ISO rules, *Real-Time Transmission Constraint Management* (TCM Rule) to curtail generation.

Prior to connection of the Project, most of the observed Category B thermal criteria violations can be mitigated using Real-time operating practices (RTOPs). The remaining thermal criteria violations can be mitigated by using existing RAS 175, planned RAS 223, and RTOP alone or in combination, as appropriate.

Real-time operating practices and RAS 136 can be used to mitigate voltage criteria violations.

In addition to the mitigations described above, planned RAS 224 can be used to mitigate some of the thermal criteria violations observed in the Pre-Project Sensitivity scenarios.

The total amount of generation tied to modified planned RAS 223 and modified planned RAS 224 exceeds the Most Severe Single Contingency (MSSC) limit of 466 MW. Pre-contingency generation curtailment under normal conditions may be required using RTOPs 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 thermal reliability criteria violations observed under Category A conditions can be managed by applying the TCM Rule to curtail generation. The AESO is developing system plans that will address some of the identified thermal criteria violations as part of the Southwest Area Transmission Development (SWATD)

plan.[9] The need and timing of generation-driven transmission plans will be assessed according to the forthcoming Optimal Transmission Planning (OTP) framework.[10]

Following connection of the Project, most of the observed Category B thermal criteria violations can be mitigated using RTOPs. The remaining thermal criteria violations can be mitigated by using existing RAS 175, and modification of planned RASs 223, 194 by including the Project in the RAS logic and RTOPs, alone or in combination, as appropriate.

Real-time operating practices and RAS 136 are used to mitigate this observed criteria violation.

In addition to the mitigations described above, modification of planned RAS 224 can be used to mitigate some of the thermal criteria violations observed in Post-Project Sensitivity scenarios.

The total amount of generation tied to modified planned RAS 223 and modified planned RAS 224 exceeds the Most Severe Single Contingency (MSSC) limit of 466 MW. Pre-contingency generation curtailment under normal conditions may be required using RTOPs 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.

[9] More information about this plan is discussed in the discussed in the South Planning Region Near-Term Transmission Plans section of the AESO 2025 Long-Term Transmission Plan; materials are available on the AESO website.

[10] More information about Optimal Transmission Planning (OTP) is available on the AESO Engage website.

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 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, exacerbating pre-Project violations under these credible worst-case load and generation forecast conditions. The probability of Category A thermal criteria violations materializing is highly dependent upon the production profile of the Facility and other generation facilities in the area.

The AESO is developing system plans that will address some of the identified thermal criteria violations as part of the Southwest Area Transmission Development (SWATD) plan.[11] The need and timing of generation-driven transmission plans will be assessed according to the forthcoming Optimal Transmission Planning (OTP) framework.[12]

Thermal and voltage criteria violations were observed under Category B conditions in pre- and post-Project scenarios. The identified system performance issues can be mitigated through the use of existing RASs 136, 175 and modifying planned RASs 194, 223 and 224 and RTOPs, 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 modified RAS 223 and 224 exceeds the 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.

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. Alternative 1 involves adding one 138 kV circuit to connect the Facility to the existing 138 kV transmission line 812L in a T-tap connection configuration, modifying the High River 65S substation, including adding one 138 kV circuit breaker and restoring the rating of the existing 138 kV transmission line 812L to 85 MVA.

The conductor used for the 138 kV circuit connecting the Facility to 812L should have a minimum rating of 100 MVA to meet the Market Participant's requested STS contract capacity.

[11] More information about this plan is discussed in the discussed in the South Planning Region Near-Term Transmission Plans section of the AESO 2025 Long-Term Transmission Plan; materials are available on the AESO website.

[12] More information about Optimal Transmission Planning (OTP) is available on the AESO Engage website.

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

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

Scenario	Type of Reliability Criteria Violation Pre-Project	Type of Reliability Criteria Violation Post-Project	Contingency	Details of Violation	Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
2025 Summer Light	Thermal - above normal rating	Thermal - above normal rating	WATL	916L (East Calgary 5S - Sarcee 42S)	Materially increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	High River 65S Transformer T1	765L (Strathmore 151S - Chestermere 419S)	Marginally increased violation	RTOP	RTOP
	None	Thermal - above normal rating	Okotoks 678S Transformer T1	691L (Janet 74S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	Thermal - above normal rating	Thermal - above normal rating	Gleichen 179S Transformer T1	765L (Strathmore 151S - Chestermere 419S)	No impact	RTOP	RTOP
	None	Thermal - above normal rating	850L (Carseland 525S - Okotoks 678S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	646L (Foothills 237S - Okotoks 678S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	753L (High River 65S - Blackie 253S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	434L (High River 65S - Foothills 237S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	Thermal - above normal rating	Thermal - above normal rating	733L (Namaka 428S - Gleichen 179S)	765L (Strathmore 151S - Chestermere 419S)	No impact	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	765L (Strathmore 151S - Chestermere 419S)	876L (Blackie 253S - Gleichen 179S)	No impact	RTOP	RTOP
	None	Thermal - above normal rating	1106L (Enmax SS-65 - Foothills 237S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	1107L (Enmax SS-65 - Foothills 237S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	Black Diamond 392S Transformer T3	812L (P2592 - High River 65S)	New violation	None	RTOP
	Voltage collapse	Voltage collapse	1114L (Langdon 102S - Bennett 520S)	Voltage collapse	No impact	RAS 136	RAS 136
	Voltage collapse	Voltage collapse	1201L (Bennett 520S - BCH Cranbrook B2S)		No impact	RAS 136	RAS 136
	Voltage collapse	Voltage collapse	Bennett 520S 500/240 kV transformer T1		No impact	RAS 136	RAS 136
2025 Summer Peak	Thermal - above normal rating	Thermal - above normal rating	1037L (Foothills 237S - SC1 266S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	No impact	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating		927L (Milo 356S - Langdon 102S)	Marginally reduced violation	RTOP	
	Thermal - above normal rating	Thermal - above normal rating	1038L (Foothills 237S - SC1 266S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	Marginally reduced violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating		927L (Milo 356S - Langdon 102S)	No impact	RTOP	
	Thermal - above emergency rating	Thermal - above emergency rating	WATL	916L (East Calgary 5S - Sarcee 42S)	Materially increased violation	RTOP	RTOP
	None	Thermal - above normal rating	Okotoks 678S Transformer T1	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	924L (Milo 356S - Langdon 102S)	927L (Milo 356S - Langdon 102S)	Marginally increased violation	RAS 175 and RTOP	RAS 175 and RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	Thermal - above emergency rating	Thermal - above emergency rating	927L (Milo 356S - Langdon 102S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RAS 175 and RTOP	RAS 175 and RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	Thermal - above emergency rating	Thermal - above emergency rating	1003L (Janet 74S - Enmax SS-25)	985L (Janet 74S - Enmax SS-25)	Materially increased violation	Planned RAS 223 and RTOP	Modified Planned RAS 223 and RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	985L (Janet 74S - Enmax SS-25)	1003L (Janet 74S - Enmax SS-25)	Materially increased violation	Planned RAS 223 and RTOP	Modified Planned RAS 223 and RTOP
	None	Thermal - above normal rating	850L (Carseland 525S - Okotoks 678S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	886L (Hussar 431S - Namaka 428S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1106L (Enmax SS-65 - Foothills 237S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	Modified RAS 194 and RTOP
	Thermal - above normal rating	Thermal - above emergency rating		765L (Strathmore 151S - Chestermere 419S)	Materially increased violation	RTOP	
	Thermal - above normal rating	Thermal - above normal rating	1107L (Enmax SS-65 - Foothills 237S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	Modified RAS 194 and RTOP
	Thermal - above normal rating	Thermal - above emergency rating		765L (Strathmore 151S - Chestermere 419S)	Materially increased violation	RTOP	
	None	Thermal - above normal rating	Black Diamond 392S Transformer T3	812L (P2592 Tap - High River 65S)	New violation	None	RTOP

Scenario	Type of Reliability Criteria Violation Pre-Project	Type of Reliability Criteria Violation Post-Project	Contingency	Details of Violation	Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
	Thermal - above normal rating	Thermal - above normal rating	967L (North Lethbridge 370S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	No impact	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	968L (North Lethbridge 370S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	No impact	RTOP	RTOP
	Voltage collapse	Voltage collapse	1114L (Langdon 102S - Bennett 520S)	Voltage collapse	No impact	RAS 136 and RTOP	RAS 136 and RTOP
	Voltage collapse	Voltage collapse	1201L (Bennett 520S - BCH Cranbrook B2S)		No impact	RAS 136 and RTOP	RAS 136 and RTOP
	Voltage collapse	Voltage collapse	Bennett 520S 500/240 kV Transformer T1		No impact	RAS 136 and RTOP	RAS 136 and RTOP
2025 Summer Light - Sensitivity	Thermal - above normal rating	Thermal - above emergency rating	WATL	916L (East Calgary 5S - Sarcee 42S)	Materially increased violation	RTOP	RTOP
	None	Thermal - above normal rating	Okotoks 678S Transformer T1	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	850L (Carseland 525S – Okotoks 678S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	646L (Foothills 237S - Okotoks 678S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	434L (High River 65S - Foothills 237S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	1106L (Enmax SS-65 - Foothills 237S)	691L (Janet 74S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	None	Thermal - above normal rating	1107L (Enmax SS-65 - Foothills 237S)	691L (Janet 74S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	None	Thermal - above normal rating	Foothills 237S Transformer T1	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	Foothills 237S Transformer T2	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	Black Diamond 392S Transformer T3	812L (P2592 - High River 65S)	New violation	None	RTOP
	Voltage collapse	Voltage collapse	1114L (Langdon 102S - Bennett 520S)	Voltage collapse	No impact	RAS 136	RAS 136
	Voltage collapse	Voltage collapse	1201L (Bennett 520S - BCH Cranbrook B2S)		No impact	RAS 136	RAS 136
	Voltage collapse	Voltage collapse	Bennett 520S 500/240 kV transformer T1		No impact	RAS 136	RAS 136
2025 Summer Peak - Sensitivity	Thermal - above normal rating	Thermal - above normal rating	1037L (Foothills 237S - SC1 266S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating		927L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	
	Thermal - above normal rating	Thermal - above normal rating	1038L (Foothills 237S - SC1 266S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating		927L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	
	Thermal - above normal rating	Thermal - above normal rating	WATL	901L (Janet 74S - 901AL JCT)	Materially increased violation	RTOP	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating		916L (East Calgary 5S - Sarcee 42S)	Materially increased violation	RTOP	
	Thermal - above normal rating	Thermal - above normal rating		918L (Beddington SS-162 - Johnson 281S)	Materially increased violation	RTOP	
	None	Thermal - above normal rating	Okotoks 678S Transformer T1	733L (Namaka 428S - Strathmore 151S)	New violation	None	RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	None	Thermal - above normal rating	Enmax #26 Transformer T2	24.81L (Enmax SS-24 - Enmax SS-31)	New violation	None	RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	924L (Milo 356S - Langdon 102S)	927L (Milo 356S - Langdon 102S)	Marginally increased violation	RAS 175 and RTOP	RAS 175 and RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	Thermal - above emergency rating	Thermal - above emergency rating	927L (Milo 356S - Langdon 102S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RAS 175 and RTOP	RAS 175 and RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	Thermal - above emergency rating	Thermal - above emergency rating	1003L (Janet 74S - Enmax SS-25)	985L (Janet 74S - Enmax SS-25)	Materially increased violation	Planned RAS 223 and RTOP	Modified Planned RAS 223 and RTOP
	Thermal - above emergency rating	Thermal - above emergency rating	985L (Janet 74S - Enmax SS-25)	1003L (Janet 74S - Enmax SS-25)	Materially increased violation	Planned RAS 223 and RTOP	Modified Planned RAS 223 and RTOP
	None	Thermal - above normal rating	434L (High River 65S - Foothills 237S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	None	Thermal - above normal rating	886L (Hussar 431S - Namaka 428S)	765L (Strathmore 151S - Chestermere 419S)	New violation	None	RTOP
	Thermal - above normal rating	Thermal - above normal rating	1106L (Enmax SS-65 - Foothills 237S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	

Scenario	Type of Reliability Criteria Violation Pre-Project	Type of Reliability Criteria Violation Post-Project	Contingency	Details of Violation	Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
	None	Thermal - above normal rating		927L (Milo 356S - Langdon 102S)	New violation	None	Modified RAS 194
	Thermal - above normal rating	Thermal - above emergency rating		733L (Namaka 428S - Strathmore 151S)	Materially increased violation	RTOP	
	Thermal - above normal rating	Thermal - above emergency rating		765L (Strathmore 151S - Chestermere 419S)	Materially increased violation	RTOP	
	Thermal - above normal rating	Thermal - above normal rating	1107L (Enmax SS-65 - Foothills 237S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	Modified RAS 194
	None	Thermal - above normal rating		927L (Milo 356S - Langdon 102S)	New violation	None	
	Thermal - above normal rating	Thermal - above emergency rating		733L (Namaka 428S - Strathmore 151S)	Materially increased violation	RTOP	
	Thermal - above normal rating	Thermal - above emergency rating		765L (Strathmore 151S - Chestermere 419S)	Materially increased violation	RTOP	
	Thermal - above emergency rating	Thermal - above emergency rating	1109L (Enmax 25S - Enmax 65S)	1080L (Enmax 25S - Enmax 65S)	Materially increased violation	Planned RAS 224	Modified Planned RAS 224
	Thermal - above emergency rating	Thermal - above emergency rating	1080L (Enmax 25S - Enmax 65S)	1109L (Enmax 25S - Enmax 65S)	Materially increased violation	Planned RAS 224	Modified Planned RAS 224
	Thermal - above normal rating	Thermal - above normal rating	26.83L (Enmax 65S - Enmax 26S)	24.81L (Enmax 24S - Enmax 31S)	Marginally increased violation	RTOP	RTOP
	None	Thermal - above normal rating	Foothills 237S Transformer T1	733L (Namaka 428S - Strathmore 151S)	New violation	None	RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	None	Thermal - above normal rating	Foothills 237S Transformer T2	733L (Namaka 428S - Strathmore 151S)	New violation	None	RTOP
	None	Thermal - above normal rating		765L (Strathmore 151S - Chestermere 419S)	New violation	None	
	None	Thermal - above normal rating	Black Diamond 392S Transformer T3	812L (P2592 - High River 65S)	New violation	None	RTOP
	Thermal - above normal rating	Thermal - above normal rating	967L (North Lethbridge 370S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	RTOP
	Thermal - above normal rating	Thermal - above normal rating	968L (North Lethbridge 370S - Windy Flats 138S)	924L (Milo 356S - Langdon 102S)	Marginally increased violation	RTOP	RTOP
	Voltage collapse	Voltage collapse	1114L (Langdon 102S - Bennett 520S)	Voltage collapse	No impact	RAS 136	RAS 136 and RTOP
	Voltage collapse	Voltage collapse	1201L (Bennett 520S - BCH Cranbrook B2S)		No impact	RAS 136	RAS 136 and RTOP
	Voltage collapse	Voltage collapse	Bennett 520S 500/240 kV transformer T1		No impact	RAS 136	RAS 136 and 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%).
- In this table, “Modify” refers to adding the Project to the logic of the respective RAS.
- RAS 136 and 175 are existing RAS (see Section 1.2.2 of Attachment B1).
- Modifications to RAS 194, 223 and 224 were proposed for this Project. These modified RAS are referred to as “Planned RAS”.

Attachment B: Engineering Study Results and Study Scope

Enerfín Energy Company of Canada

Alberta Electric System Operator
3000, 240 - 4 Avenue S.W.
Calgary, Alberta
T2P 4H4

October 2nd, 2025

Attention: **Luis Garrido, Project Manager**

Re: P2592 – Big Rock Solar Battery ("The Project") – Confidentiality Classification

Enerfin Energy Company of Canada (Market Participant) hereby authorizes the Alberta Electric System Operator (AESO) to file its Project **Engineering Study Results version V1r5** dated **August 24, 2023**, with the Alberta Utilities Commission to be made available on the public record and to publish the Project's Engineering Study Results on the AESO's Project webpage, as applicable.

Sincerely,

Jorge Villena
Development Manager

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Engineering Study Results

P2592 Enerfin Big Rock Solar Battery

Enerfin Energy Company of Canada

Date: August 24, 2023

Version: V1r5

Classification: Confidential

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Attachment A: Dynamic Data and Assumptions of All Equipment Proposed for the Connection

Attachment B: Pre-Project Power Flow Diagrams (Scenarios 1 to 2, 6 to 7 and 10 to 11)

Attachment C: Alternative 1 Power Flow Diagrams (Scenarios 3 to 4, 8 to 9 and 12 to 13)

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Attachment H: Voltage Stability Diagrams (Scenarios 12 and 13)

Attachment I: Loading Performance with STS change

1 Executive Summary

Project Overview

Enerfin Energy Company of Canada (Market Participant) has submitted a System Access Service Request (SASR) to the Alberta Electric System Operator for Demand Transmission Service of 40 MW and Supply Transmission Service of 100 MW at AESO planning area High River (the Project). Because thermal violations were observed on 812L (P2592 T-tap to High River 65s), the customer agreed to reduce the STS request for the Project from 100 MW to 90 MW to mitigate the Category A thermal violation. Please refer to Attachment I for detailed loading conditions on violated line with STS changed from 100 MW to 90 MW.

The requested In-Service Date for the Project is June 1, 2025 as per the SASR request.

Study Area for the Project

The Study Area for the Project consists of the AESO Planning areas of High River (Area 46), Calgary (Area 6), and Strathmore/Blackie (Area 45), including the tie lines connecting these planning areas to the rest of the AIES. All transmission facilities within the Study Area were studied and monitored for violations of the Reliability Criteria.

Connection Alternatives Studied

Alternative 1 – T-tap connection to the existing 138 kV transmission line 812L.

Studies Performed for the Project

Power flow analysis was performed for the 2025 summer light (SL) and summer peak (SP) pre-Project and post-Project scenarios, with the 2025 AIES topology in the South Region, to determine the impact of the connection of the Project on the AIES.

Voltage stability analysis was performed for the 2025 SP/WP post-project scenarios to identify violations, if any, of the voltage stability criteria. Transient stability analysis was performed for the 2025 SL/SP post-Project scenarios to identify violations, if any, of the transient stability criteria. Short-circuit analysis was performed for the 2025 SP pre-Project scenario and for the 2025 SP and 2031 SP post-Project scenarios to determine the short-circuit levels in the vicinity of the Project.

Results of the Pre-Project Studies

Category A Conditions

Thermal Criteria violations were observed on 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under Category A condition (i.e., all elements in service) for the pre-project scenarios. Additional thermal violations were found at 765L (Chestermere 419s to Strathmore 151s) and 812L (High River 65s to P2592 Tap) in post-project scenarios and resulted in an STS reduction. The most effective generators at STR1, P2247 (Buffalo Plains Wind) and P1927 (Solar Kraft Brooks) were re-dispatched to mitigate these thermal overloads in post-project scenarios. Pre-project scenarios were dispatched in the same way as post-project scenarios to maintain same system condition in the study area. The results for Category B and C5 below were obtained using the generation re-dispatch. The short-circuit fault levels were found to be within the typical capabilities of the nearby facilities.

Category B Conditions

The pre-Project power flow studies identified a number of thermal and voltage violations under Category B conditions (i.e., loss of a single system element).

No voltage deviations were observed that were beyond the limits listed in Table 3-1 of the AESO's Study Scope (hereafter referred to as point of delivery (POD) bus voltage deviations) under Category B conditions.

The voltage stability margin was met for all studied conditions.

Category C5 Conditions

The pre-Project power flow studies identified a number of thermal violations under certain Category C5 conditions (i.e., loss of a multiple system elements).

Voltage deviations were observed that were beyond the limits listed in Table 3-1 of the AESO's Study Scope (hereafter referred to as point of delivery (POD) bus voltage deviations) under certain Category C5 conditions.

Results of the Pre-Project Sensitivity Studies

Category A Conditions

Thermal Criteria violations were observed on 916L (Sarcee 42s to East Calgary 5s), 733L (Namaka 428s to Strathmore 151s), 691L (Chestermere 419s to Janet 74s), 765L (Chestermere 419s to Strathmore 151s), 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under Category A condition (i.e., all elements in service) for the pre-project sensitivity scenarios. Additional thermal violations were found at 812L (High River 65s to P2592 Tap) in post-project sensitivity scenarios and resulted in a STS reduction. The most effective generators at STR1, Cavalier (EC01), P2247(Buffalo Plains Wind) and P1927(Solar Kraft Brooks) were re-dispatched to mitigate these thermal overloads. Pre-project sensitivity scenarios were dispatched in the same way as post-project sensitivity scenarios to maintain same system condition in the study area. The results for Category B and C5 below were obtained using the generation re-dispatch. The short-circuit fault levels were found to be within the typical capabilities of the nearby facilities.

Category B Conditions

The pre-Project power flow studies identified a number of thermal and voltage violations under Category B conditions (i.e., loss of a single system element).

No voltage deviations were observed that were beyond the limits listed in Table 3-1 of the AESO's Study Scope (hereafter referred to as point of delivery (POD) bus voltage deviations) under Category B conditions.

Category C5 Conditions

The pre-Project power flow studies identified a number of thermal violations under certain Category C5 conditions (i.e., loss of a multiple system elements).

No voltage deviations were observed that were beyond the limits listed in Table 3-1 of the AESO's Study Scope (hereafter referred to as point of delivery (POD) bus voltage deviations) under Category C5 conditions.

Results of the Post-Project Studies

Category A Conditions

Thermal Criteria violations were observed on 812L (High River 65s to P2592 Tap), 765L (Chestermere 419s to Strathmore 151s), 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under Category A condition (i.e., all elements in service) for the post-project scenarios. P2592 was curtailed from 100 MW to 90 MW to mitigate the thermal violation on 812L (High River 65s to P2592 Tap). The most effective generators at STR1, P2247 (Buffalo Plains Wind) and P1927 (Solar Kraft Brooks) were re-dispatched to mitigate the rest of the thermal overloads. The results for Category B and C5 were obtained using the generation re-dispatch. The short-circuit fault levels were found to be within the typical capabilities of the nearby facilities. Post-Project short-circuit fault levels were not significantly higher than pre-Project levels.

The long-term short circuit levels were found to be within the designed capabilities of the nearby facilities.

Category B Conditions

Post-Project power flow studies identified a number of system performance issues under Category B conditions, namely:

- Thermal overloads on 927L (Milo 356s to Langdon 102s) and under contingency of 924L (Milo 356s to Langdon 102s);
- Thermal overloads on 924L (Milo 356s to Langdon 102s) and under contingency of 927L (Milo 356s to Langdon 102s);
- Thermal overloads on 985L (Janet 74s to Enmax SS-25) or 1003L (Janet 74s to Enmax SS-25) under contingency of 1003L (Janet 74s to Enmax SS-25) or 985L (Janet 74s to Enmax SS-25);
- Thermal overloads on 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under contingency of 1037L (Foothills 237s to SC1 266s to Windy Flats 138s) or 1038L (Foothills 237s to SC1 266s to Windy Flats 138s);
- Thermal overloads on 916L (East Calgary 5s to Sarcee 42s) under contingency of WATL HVDC;
- Thermal overloads on 765L (Chestermere 419s to Strathmore 151s) and 691L (Janet 74s to Chestermere 419s) under contingency of Okotoks 678s Transformer T1;
- Thermal overloads on 765L (Chestermere 419s to Strathmore 151s) under contingency of 733L (Namaka 428s to Gleichen 179s);
- Thermal overloads on 876L (Blackie 253s to Gleichen 179s) under contingency of 765L (Chestermere 419s to Strathmore 151s);
- Thermal overloads on 812L (High River to P2592 Tap) under contingency of Black Diamond 392s Transformer T3; Voltage collapse under any contingency of 1114L (Langdon 102s to Bennett 520s), 1201L (Bennett 520s to BCH Cranbrook B2S) or Bennett 520s 500/240 kV transformer T1.

Results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B conditions studied.

The voltage stability margin was met for all studied conditions.

Category C5 Conditions

Post-Project power flow studies identified a number of system performance issues under Category C5 conditions, namely:

- Thermal violations on 924L (Milo 356s to Langdon 102s), 927L (Milo 356s to Langdon 102s), 24.83L (Janet 74s to Enmax 24s), 691L (Janet 74s to Chestermere 419s), 733L (Namaka 428s to Strathmore 151s), 765L (Strathmore 151s to Chestermere 419s), Enmax SS-65 Transformer T1, Enmax SS-65 Transformer T2, 26.83L (Enmax 26s to Enmax SS-65), 24.82L (Enmax SS-65 to Enmax 24s), 31.84L (Enmax 32s to Enmax 31s), 9.80L (Enmax 9s to Enmax 31s), 26.81 (Enmax 26s to Enmax 32s), 2.81L (Enmax 9s to Enmax 2s), 6.82L (Enmax 6s to Enmax 41s) and 6.80L (Enmax 6s to Enmax 35s) under contingency of 1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25);
- Thermal violations on 924L (Milo 356s to Langdon 102s), 927L (Milo 356s to Langdon 102s), 691L (Janet 74s to Chestermere 419s), 876L (Blackie 253s to Gleichen 179s), 733L (Gleichen 179s to Namaka 428s), 733L (Namaka 428s to Strathmore 151s) and 765L (Chestermere 419s to Strathmore 151s) under contingency of 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s);

- Thermal violations on 765L (Chestermere 419s to Strathmore 151s), 1109L (Enmax SS-65 to Enmax SS-25) and 1080L (Enmax SS-65 to Enmax SS-25) under contingency of 924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s);
- Thermal violations on 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under contingency of 1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s).

Results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category C5 conditions studied.

Results of the Post-Project Sensitivity Studies

Category A Conditions

Thermal Criteria violations were observed on 733L (Namaka 428s to Strathmore 151s), 812L (High River 65s to P2592 Tap), 916L (Sarcee 42s to East Calgary 5s), 691L (Chestermere 419s to Janet 74s), 765L (Chestermere 419s to Strathmore 151s), 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under Category A condition (i.e., all elements in service) for the post-project sensitivity scenarios. P2592 was curtailed from 100 MW to 90 MW to mitigate the thermal violation on 812L (High River 65s to P2592 Tap). The most effective generators at STR1, Cavalier (EC01), P2247(Buffalo Plains Wind) and P1927 (Solar Kraft Brooks) were re-dispatched to mitigate the rest of the thermal overloads. The results for Category B and C5 were obtained using the generation re-dispatch.

Category B Conditions

Post-Project power flow studies identified a number of system performance issues under Category B conditions, namely:

- Thermal overloads on 927L (Milo 356s to Langdon 102s) under contingency of 924L (Milo 356s to Langdon 102s);
- Thermal overloads on 924L (Milo 356s to Langdon 102s) under contingency of 927L (Milo 356s to Langdon 102s);
- Thermal overloads on 985L (Janet 74s to Enmax SS-25) or 1003L (Janet 74s to Enmax SS-25) under contingency of 1003L (Janet 74s to Enmax SS-25) or 985L (Janet 74s to Enmax SS-25);
- Thermal overloads on 924L (Milo 356s to Langdon 102s), 927L (Milo 356s to Langdon 102s), 733L (Namaka 428s to Strathmore 151s) and 765L (Strathmore 151s to Chestermere 419s) under contingency of 1106L (Enmax SS-65 to Foothills 237s) or 1107L (Enmax SS-65 to Foothills 237s);
- Thermal overloads on 1080L (Enmax SS-25 to Enmax SS-65) or 1109L (Enmax SS-25 to Enmax SS-65) under contingency of 1109L (Enmax SS-25 to Enmax SS-65) or 1080L (Enmax SS-25 to Enmax SS-65);
- Thermal overloads on 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under contingency of 1037L (Foothills 237s to SC1 266s to Windy Flats 138s) or 1038L (Foothills 237s to SC1 266s to Windy Flats 138s);
- Thermal overloads on 901L (Janet 74S to 901AL JCT), 916L (East Calgary 5S to Sarcee 42S) and 918L (Beddington SS-162 to Johnson 281S) under contingency of WATL HVDC;
- Thermal overloads on 733L (Namaka 428s to Strathmore 151s under contingency of Okotoks 678s Transformer T1;
- Thermal overloads on 24.81L (Enmax SS-24 to Enmax SS-31) under contingency of Enmax #26 Transformer T2 or 26.83L (Enmax 65s to Enmax 26s);
- Thermal overloads on 733L (Namaka 428s to Strathmore 151s under contingency of Foothills 237s Transformer T1 or Foothills 237s Transformer T2;

- Thermal overloads on 812L (P2592 to High River 65s) under contingency of Black Diamond 392s Transformer T3;
- Voltage collapse under any contingency of 1114L (Langdon 102s to Bennett 520s), 1201L (Bennett 520s to BCH Cranbrook B2S) or Bennett 520s 500/240 kV transformer T1.

Results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B conditions studied.

Category C5 Conditions

Post-Project power flow studies identified a number of system performance issues under Category C5 conditions, namely:

- Thermal violations on 691L (Janet 74s to Chestermere 419s), 876L (Blackie 253s to Gleichen 179s), 733L (Namaka 428s to Gleichen 179s), 733L (Namaka 428s to Strathmore 151s) and 765L (Strathmore 151s to Chestermere 419s) under contingency of 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s);
- Thermal violations on 733L (Namaka 428s to Strathmore 151s), 765L (Chestermere 419s to Strathmore 151s), 1109L (Enmax SS-65 to Enmax SS-25) and 1080L (Enmax SS-65 to Enmax SS-25) under contingency of 924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s);
- Thermal violations on 924L (Milo 356s to Langdon 102s), 927L (Milo 356s to Langdon 102s), 24.83L (Janet 74s to Enmax 24 Sub), 691L (Janet 74s to Chestermere 419s), 876L (Blackie 253s to Gleichen 179s), 733L (Gleichen 179s to Namaka 428s), 733L (Namaka 428s to Strathmore 151s), 765L (Chestermere 419s to Strathmore 151s), Enmax SS-65 T1, Enmax SS-65 T2, 54.81 (Enmax 54s to Enmax SS-65), 41.84 (Enmax 54s to Enmax 41s), 26.83L (Enmax 26s to Enmax SS-65), 24.82L (Enmax SS-65 to Enmax 24s), 31.84L (Enmax 31s to Enmax 32s), 9.80L (Enmax S-31 to Enmax S-9), 26.81 (Enmax 26s to Enmax 32s), 2.81L (Enmax 9s to Enmax 2s), 6.82L (Enmax 6s to Enmax 41s) and 6.80L (Enmax SS-6 to Enmax SS-35) under contingency of 1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25);
- Voltage collapse under contingency of 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s);
- Thermal violations on 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) under contingency of 1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s).

Results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category C5 conditions studied.

Mitigation Strategy

To mitigate the observed thermal/voltage criteria violations, the following RASs need to be modified to include the Project:

- Modified Planned RAS# 194: include P2592 to Planned RAS# 194.
- Modified Planned RAS# 193: include P2592 to Planned RAS# 193.

For Scenario 3 and 4, all the thermal violations under contingency of 1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25) can be mitigated by applying Existing RAS 145, Modified Planned RAS 194 and RTOP. The thermal violations under contingency of 924L (Milo 356s to Langdon 102s) or 927L (Milo 356s to Langdon 102s) can be mitigated by the Planned RAS 175 and RTOP. Thermal violations under contingency of 1003L (Janet 74s to Enmax SS-25) or 985L (Janet 74s to Enmax SS-25) can be

mitigated by applying Modified Planned RAS 193 and RTOP. Thermal violations under any contingency of 1106L (Enmax SS-65 to Foothills 237s), 1107L (Enmax SS-65 to Foothills 237s) or 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s) can be mitigated by applying Modified Planned RAS 194 and RTOP. The rest of the thermal violations can be mitigated by Real Time Operational Practices. Voltage collapse under any contingency of 1114L (Langdon 102s to Bennett 520s), 1201L (Bennett 520s to BCH Cranbrook B2S) or Bennett 520s 500/240 kV transformer T1 can be mitigated by applying Existing RAS 136 and RTOP.

For sensitivity Scenarios 8 and 9, all the thermal violations under contingency of 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s) and 924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s) can be mitigated by applying Modified Planned RAS 194 and RTOP.

Thermal violations under contingency of 1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25) can be mitigated by applying Existing RAS 145, Modified Planned RAS 194 and RTOP. Thermal violations under contingency of 924L (Milo 356s to Langdon 102s) or 927L (Milo 356s to Langdon 102s) can be mitigated by applying Planned RAS 175 and RTOP. Thermal violations under contingency of 1003L (Janet 74s to Enmax SS-25) or 985L (Janet 74s to Enmax SS-25) can be mitigated by applying Modified Planned RAS 193 and RTOP. Thermal violations under contingency of 1106L (Enmax SS-65 to Foothills 237s) or 1107L (Enmax SS-65 to Foothills 237s) can be mitigated by applying Modified Planned RAS 194. Thermal violations under contingency of 1109L (Enmax SS-25 to Enmax SS-65) or 1080L (Enmax SS-25 to Enmax SS-65) can be mitigated by applying Modified Planned RAS 193. The rest thermal violations can be mitigated by Real Time Operational Practices.

Voltage collapse under any contingency of 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s) can be mitigated by allow additional reactive power from MATL (100 MVAr) and applying Modified Planned RAS 194 and RTOP. Voltage collapse under any contingency of 1114L (Langdon 102s to Bennett 520s), 1201L (Bennett 520s to BCH Cranbrook B2S) or Bennett 520s 500/240 kV transformer T1 can be mitigated by applying Existing RAS 136 and RTOP.

2 Introduction

This report presents the results of the engineering studies that were completed by AltaLink Management Ltd. (the Studies Consultant) to assess the impact of the Project (as defined in the AESO's Study Scope) on the performance of the Alberta interconnected electric system (AIES). The studies were performed in accordance with the AESO's Study Scope titled "P2592 Enerfin Big Rock Solar Battery" dated September 1, 2022, Version V1.

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

3 Connection Alternatives

3.1 Connection Alternatives Studied

One alternative was examined in this report. A description of the developments associated is provided below.

> **Alternative 1:** Add a 138 kV circuit, approximately 0.2 km in length, to connect the Project to the existing 138 kV transmission line 812L (Black Diamond 392s – High River 65s) using a T-tap connection configuration; Uprate existing 138 kV transmission circuit 812L (Black Diamond 392s – High River 65s) to a minimum line rating of 85 MVA to accommodate the project connection[1];

The line length of each alternative will be subject to change after line routing by TFO.

4 Pre-Project Study Results

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

4.1 Power Flow Studies

Power flow diagrams illustrating the pre-Project power flow studies results for Category A, Category B, and Category C5 conditions are provided in Attachment B.

4.1.1 Alternative 1

4.1.1.1 Scenario 1: 2025 Summer Light High Solar Pre-Project

Category A Conditions

No Reliability Criteria (as defined in the AESO's Study Scope) violations were observed under Category A condition. However, thermal violations were found at 765L (Chestermere 419s to Strathmore 151s) and 812L (High River 65s to P2592 Tap) in SL post-project scenario. Thus, the most effective generators in the area were dispatched down to alleviate N-0 violation in the post project scenario. Same generation curtailment was applied to the pre-Project scenario. The generation curtailment is shown in Table 4-1.

[1] CT Ratio is the limiting factor in derating of 812L. CT constraint will be addressed by changing connections at CT terminals as part of P2592's scope and 812L will be restored to conductor line rating. If the 812L rating cannot be uprated to 85MVA, the STS of P2592 in stage 3 must be reduced to avoid any N-0 violation on 812L.

Table 4-1: Generation Redispatch for Scenario 1 and Scenario 3

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	12.6	0	12.6

Pre- and post- curtailment results can be found in Table 4-2:

Table 4-2: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 1

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	114.8	95.7%	104.4	87.0%

Category B Conditions

Thermal Criteria Violations

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

Table 4-3: 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]
WATL	916L (Sarcee 42s to East Calgary 5s)	408	494	450.8	110.5%
765L (Strathmore 151s to Chestermere 419s)	876L (Blackie 253s to Gleichen 179s)	110	121	111.4	101.3%

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), as shown in the AESO's Study Scope.

Voltage Criteria Violations

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

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

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 4-5.

Table 4-5: Thermal Criteria Violations under Category C5 Conditions for Scenario 1

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	174.6	145.5%
	733L (Strathmore 151s to Namaka 428s)	120	132	169.3	141.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	180.5	150.4%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	691L (Janet 74s to Chestermere 419s)	120	132	131.6	109.7%
	733L (Strathmore 151s to Namaka 428s)	120	132	127.0	105.8%
	765L (Strathmore 151s to Chestermere 419s)	120	132	137.9	114.9%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	385.6	135.3%
	2.81L (SS-9 to SS-2)	287	316	300.5	104.7%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

4.1.1.2 Scenario 2: 2025 Summer Peak High Solar Pre-Project

Category A Conditions

Thermal violations on 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) were observed under Category A condition as shown in the table below:

Table 4-6: Thermal Criteria Violations under Category A Condition for Scenario 2

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results	
				Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	616.5	112.7%
	927L (Milo 356s to Langdon 102s)	576	691	619.2	107.5%

Additional thermal violations were found at 765L (Chestermere 419s to Strathmore 151s) and 812L (P2592 Tap to High River 65s) in SP post-project scenario. Thus, the most effective generators in the area were dispatched down to alleviate N-0 violation in the post project scenario and the same generation curtailment was applied to the pre-Project scenario. The generation curtailment is shown in Table 4-7.

Table 4-7: Generation Redispatch for Scenario 2 and Scenario 4

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	17.1	7.1	10
P2247	560041, 560042	279.6	0	279.6
P1927	60434, 61434	342	300	42

Pre- and post- curtailment results can be found in Table 4-8:

Table 4-8: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 2

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	113.0	94.2%	102.4	85.3%
	924L (Milo 356s to Langdon 102s)	547	656	616.5	112.7%	535.0	97.8%
	927L (Milo 356s to Langdon 102s)	576	691	619.2	107.5%	536.8	93.2%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category B conditions as shown in Table 4-9.

Table 4-9: 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 (MVA)	% Loading
1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	591.9	108.2%
	927L (Milo 356s to Langdon 102s)	576	691	594.4	103.2%
1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	592.4	108.3%
	927L (Milo 356s to Langdon 102s)	576	691	594.4	103.2%
WATL	916L (East Calgary 5s to Sarcee 42s)	408	490	563.9	138.2%
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	786.8	136.6%
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	784.4	143.4%
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1069.3	109.9%
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1069.3	109.9%
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	564.5	103.2%

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	564.5	103.2%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 4-10.

Table 4-10: Voltage Criteria Violations under Category B Conditions for Scenario 2

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 4-11.

Table 4-11: Thermal Criteria Violations under Category C5 Conditions for Scenario 2

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	779.5	142.5%
	927L (Milo 356s to Langdon 102s)	576	691	782.2	135.8%
	691L (Janet 74s to Chestermere 419s)	120	132	218.3	181.9%
	876L (Blackie 253s to Gleichen 179s)	110	121	158.1	143.7%
	733L (Namaka 428s to Gleichen 179s)	112	123	140.1	125.1%

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
	733L (Namaka 428s to Strathmore 151s)	120	132	218.5	182.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	231.2	192.7%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	1109L (Enmax SS-65 to Enmax SS-25)	487	584	546.9	112.3%
	1080L (Enmax SS-65 to Enmax SS-25)	487	584	544.5	111.8%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	644.4	117.8%
	927L (Milo 356s to Langdon 102s)	576	691	646.8	112.3%
	24.83L (Janet 74s to Enmax 24 Sub)	322	375	366.1	113.7%
	691L (Janet 74s to Chestermere 419s)	120	132	134.0	111.7%
	733L (Namaka 428s to Strathmore 151s)	120	132	137.2	114.3%
	765L (Chestermere 419s to Strathmore 151s)	120	132	150.2	125.2%
	Enmax SS-65 T1	400	400	609.6	152.4%
	Enmax SS-65 T2	400	400	612.8	153.2%
	26.83L (Enmax 26s to Enmax SS-65)	285	285	393.9	138.2%
	24.82L (Enmax 6s to Enmax 24s)	285	285	585.4	205.4%
	31.84L (Enmax 31s to Enmax 32s)	161	177	195.8	121.6%
	9.80L (Enmax S-31 to Enamx S-9)	287	316	400.4	139.5%
	26.81 (Enmax 26s to Enmax 32s)	285	287	363.1	127.4%
	2.81L (Enmax 9s to Enmax 2s)	287	316	429.4	149.6%
	6.82L (Enmax 6s to Enmax 41s)	161	177	188.9	117.3%
	6.80L (Enmax SS-6 to Enmax SS-35)	164	180	169.2	103.2%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	870.8	159.2%
	927L (Milo 356s to Langdon 102s)	576	691	873.8	151.7%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

POD bus voltage deviations were observed under Category C5 conditions as shown in Table 4-12.

Table 4-12: POD Bus Voltage Deviations under Category C5 Conditions for Scenario 2

Contingency (System Element Lost)	Voltage Deviation Location Details			Pre-Project Results						
	Substation Name and No.	Bus No.	Nominal Bus Voltage (kV)	Initial Voltage (kV)	Voltage Deviations at POD Low Voltage Buses					
					Post Transient (kV)	% Change	Post Auto Control (kV)	% Change	Post Manual (kV)	% Change
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	High River 65s	2242	25	26.111	23.383	-10.45%	24.797	-5.03%	26.445	1.28%
		3242	4.16	4.207	3.782	-10.10%	4.002	-4.87%	4.152	-1.31%
		4242	25	26.150	23.428	-10.41%	24.839	-5.01%	26.484	1.28%
	Blackie 253s	4238	25	25.970	23.281	-10.35%	24.674	-4.99%	26.099	0.50%
		4241	25	26.625	23.667	-11.11%	25.205	-5.33%	26.242	-1.44%
	Okotoks 678s	4239	25	26.009	23.390	-10.07%	24.760	-4.80%	26.165	0.60%
	Hartell 512s	4243	25	4.418	3.974	-10.05%	4.204	-4.84%	4.360	-1.31%

4.1.1.3 Scenario 6: 2025 Summer Light High Solar Pre-Project - Sensitivity

Category A Conditions

Thermal violations on 765L (Chestermere 419s to Strathmore 151s) and 691L (Chestermere 419s to Janet 74s) were observed under Category A condition as shown in the table below:

Table 4-13: Thermal Criteria Violations under Category A Condition for Scenario 6

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results	
				Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	137.1	114.3%
	691L (Chestermere 419s to Janet 74s)	120	132	131.2	109.3%

Additional thermal violations were found at 733L (Namaka 428s to Strathmore 151s) and 812L (High River 65s to P2592 Tap) in SL post-project scenario. Thus, the most effective generators in the area were dispatched down to alleviate N-0 violation in the post project sensitivity scenario. Same generation curtailment was applied to the pre-Project sensitivity scenario. The generation curtailment is shown in Table 4-14.

Table 4-14: Generation Redispatch for Scenario 6 and Scenario 8

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	12.6	0	12.6
Cavalier (EC01)	3247, 4247	100	65	35

Pre- and post- curtailment results can be found in Table 4-15:

Table 4-15: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 6

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	137.1	114.3%	103.4	86.2%
	691L (Chestermere 419s to Janet 74s)	120	132	131.2	109.3%	97.3	81.1%
	733L (Namaka 428s to Strathmore 151s)	120	132	112.2	93.5%	92.2	76.8%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category B conditions as shown in Table 4-16.

Table 4-16: Thermal Criteria Violations under Category B Conditions for Scenario 6

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
WATL	916L (Sarcee 42s to East Calgary 5s)	408	494	490.8	120.3%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 4-17.

Table 4-17: Voltage Criteria Violations under Category B Conditions for Scenario 6

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 4-18.

Table 4-18: Thermal Criteria Violations under Category C5 Conditions for Scenario 6

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	194.0	161.7%
	876L (Blackie 253s to Gleichen 179s)	110	121	122.3	111.2%
	733L (Namaka 428s to Gleichen 179s)	112	123	119.3	106.5%
	733L (Namaka 428s to Strathmore 151s)	120	132	188.5	157.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	199.6	166.3%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	24.83L (Janet 74s to Enmax 24s)	322	352	322.3	100.1%
	691L (Janet 74s to Chestermere 419s)	120	132	135.1	112.6%
	733L (Namaka 428s to Strathmore 151s)	120	132	130.1	108.4%
	765L (Strathmore 151s to Chestermere 419s)	120	132	141.3	117.8%
	Enmax SS-65 Transformer T1	400	400	455.6	113.9%

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
	Enmax SS-65 Transformer T2	400	400	458.0	114.5%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	449.2	157.6%
	9.80L (Enmax 9s to Enmax 31s)	287	316	292.5	101.9%
	2.81L (Enmax 9s to Enmax 2s)	287	316	348.1	121.3%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

4.1.1.4 Scenario 7: 2025 Summer Peak High Solar Pre-Project - Sensitivity

Category A Conditions

Thermal violations on 924L (Milo 356s to Langdon 102s), 927L (Milo 356s to Langdon 102s), 765L (Chestermere 419s to Strathmore 151s), 691L (Chestermere 419s to Janet 74s), 733L (Namaka 428s to Strathmore 151s) and 916L (Sarcee 42s to East Calgary 5s) were observed under Category A condition as shown in the table below:

Table 4-19: Thermal Criteria Violations under Category A Condition for Scenario 7

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results	
				Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	685.9	125.4%
	927L (Milo 356s to Langdon 102s)	576	691	688.3	119.5%
	765L (Chestermere 419s to Strathmore 151s)	120	132	139.3	116.1%
	691L (Chestermere 419s to Janet 74s)	120	132	123.7	103.1%
	733L (Namaka 428s to Strathmore 151s)	120	132	121.8	101.5%

Additional thermal violations were found at 812L (P2592 Tap to High River 65s) in SP post-project sensitivity scenario. Thus, the most effective generators in the area were dispatched down to alleviate N-0 violation

in the post project sensitivity scenario. Same generation curtailment was applied to the pre-Project sensitivity scenario. The generation curtailment is shown in Table 4-20.

Table 4-20: Generation Redispatch for Scenario 7 and Scenario 9

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	17.1	0	17.1
Cavalier (EC01)	3247, 4247	85	60	25
P2247	560041, 560042	279.6	0	279.6
P1927	60434, 61434	342	300	42

Pre- and post- curtailment results can be found in Table 4-21:

Table 4-21: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 7

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	139.3	116.1%	103.1	85.9%
	691L (Chestermere 419s to Janet 74s)	120	132	123.7	103.1%	87.5	72.9%
	733L (Namaka 428s to Strathmore 151s)	120	132	121.8	101.5%	103.7	86.4%
	924L (Milo 356s to Langdon 102s)	547	656	685.9	125.4%	532.8	97.4%
	927L (Milo 356s to Langdon 102s)	576	691	688.3	119.5%	535.1	92.9%
	916L (Sarcee 42s to East Calgary 5s)	408	490	440.6	108.0%	323.5	79.3%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category B conditions as shown in Table 4-22.

Table 4-22: Thermal Criteria Violations under Category B Conditions for Scenario 7

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	585.8	107.1%
	927L (Milo 356s to Langdon 102s)	576	691	588.1	102.1%
1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	585.8	107.1%
	927L (Milo 356s to Langdon 102s)	576	691	588.1	102.1%
WATL	901L (Janet 74S to 901AL JCT)	337	404	344.4	102.2%
	916L (East Calgary 5s to Sarcee 42s)	408	490	620.6	152.1%
	918L (Beddington SS-162 to Johnson 281s)	340	408	368.2	108.3%
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	784.5	136.2%
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	782.2	143.0%
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1244.5	127.9%
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1243.5	127.8%
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	571.1	104.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	123.7	103.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	122.9	102.4%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	571.1	104.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	123.7	103.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	122.9	102.4%
1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)	487	584	576.6	118.4%
1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)	487	584	577.1	118.5%
26.83L (Enmax SS-65 to Enmax 26s)	24.81L (Enmax 24s to Enmax 31s)	287	316	289.3	100.8%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 4-23.

Table 4-23: Voltage Criteria Violations under Category B Conditions for Scenario 7

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal Criteria Violations

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 4-24.

Table 4-24: Thermal Criteria Violations under Category C5 Conditions for Scenario 7

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	848.4	155.1%
	927L (Milo 356s to Langdon 102s)	576	691	851.3	147.8%
	691L (Janet 74s to Chestermere 419s)	120	132	248.6	207.2%
	753L (High River 65s to Blackie 253s)	121	133	133.1	110.0%
	851L (Carseland 525s to Blackie 253s)	85.1	94	99.9	117.4%
	876L (Blackie 253s to Gleichen 179s)	110	130	232.0	210.9%
	733L (Gleichen 179s to Namaka 428s)	120	123	232.3	193.6%
	733L (Namaka 428s to Strathmore 151s)	120	132	264.2	220.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	260.2	216.8%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378	733L (Namaka 428s to Strathmore 151s)	120	132	122.6	102.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	122.7	102.3%
	1109L (Enmax SS-65 to Enmax SS-25)	487	584	625.3	128.4%

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
Tap/Langdon 102s)	1080L (Enmax SS-65 to Enmax SS-25)	487	584	622.9	127.9%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	661.9	121.0%
	927L (Milo 356s to Langdon 102s)	576	691	664.1	115.3%
	24.83L (Janet 74s to Enmax 24 Sub)	322	375	443.4	137.7%
	691L (Janet 74S to Chestermere 419s)	120	132	142.1	118.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	158.6	132.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	158.9	132.4%
	Enmax SS-65 T1	400	400	683.6	170.9%
	Enmax SS-65 T2	400	400	687.2	171.8%
	54.81 (Enmax 54s to Enmax SS-65)	285	287	293.8	103.1%
	26.83L (Enmax 26s to Enmax SS-65)	285	285	443.2	155.5%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	676.0	237.2%
	31.84L (Enmax 31s to Enmax 32s)	161	177	230.6	143.2%
	9.80L (Enmax S-31 to Enamx S-9)	287	316	448.3	156.2%
	26.81 (Enmax 26s to Enmax 32s)	285	287	411.8	144.5%
	2.81L (Enmax 9s to Enmax 2s)	287	316	497.1	173.2%
	6.82L (Enmax 6s to Enmax 41s)	161	177	218.0	135.4%
	6.80L (Enmax SS-6 to Enmax SS-35)	164	180	198.6	121.1%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	834.7	152.6%
	927L (Milo 356s to Langdon 102s)	576	691	838.1	145.5%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

4.1.1.5 Scenario 10: 2025 Summer Peak Pre-Project - Low Generation

Category A Conditions

No Reliability Criteria violations were observed under Category A conditions.

Category B Conditions

Thermal Criteria Violations

No thermal criteria violations were observed under Category B conditions.

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 4-25.

Table 4-25: Voltage Criteria Violations under Category B Conditions for Scenario 10

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed.

Category C5 Conditions

No Reliability Criteria violations were observed under Category C5 conditions.

4.1.1.6 Scenario 11: 2025 Winter Peak Pre-Project - Low Generation

Category A Conditions

No Reliability Criteria violations were observed under Category A conditions.

Category B Conditions

Thermal Criteria Violations

No thermal criteria violations were observed under Category B conditions.

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 4-26.

Table 4-26: Voltage Criteria Violations under Category B Conditions for Scenario 11

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed.

Category C5 Conditions

No Reliability Criteria violations were observed under Category C5 conditions.

5 Post-Project Study Results

This section describes the results of the post-Project power flow studies and transient stability studies. As described in Section 2 of the AESO's Study Scope, the post-Project studies were performed using Alternative 1.

5.1 Power Flow Studies

Power flow diagrams illustrating the post-Project power flow studies results for Category A, Category B, and Category C5 conditions are included in Attachment C.

5.1.1 Alternative 1

5.1.1.1 Scenario 3: 2025 Summer Light High Solar Post-Project

Category A Conditions

Thermal violation on 765L (Chestermere 419s to Strathmore 151s) and 812L (P2592 Tap to High River 65s) were found in SL post-project scenario as shown in the table below:

Table 5-1: Thermal Criteria Violations under Category A Condition for Scenario 3

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 100 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	125.5	104.6%
	812L (P2592 Tap to High River 65s)	85	94	89.3	105.1%

Because thermal violation observed on 812L is a local violation that was triggered by P2592, the STS for P2592 was reduced from 100 MW to 90 MW to mitigate this N-0 thermal violation. The post-curtailment results can be found in the table below:

Table 5-2: Thermal Criteria Violations under Category A Condition for Scenario 3 with P2592 STS of 90 MW

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	124.5	103.8%
	812L (P2592 Tap to High River 65s)	85	94	79.7	93.8%

The most effective generators in the area were dispatched down to alleviate the rest N-0 violations in the post project scenario. Same generation curtailment was applied to the pre-Project scenario. The generation curtailment is shown in Table 5-3Table 4-7.

Table 5-3: Generation Redispatch for Scenario 1 and Scenario 3

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	12.6	0	12.6

Pre- and post- curtailment loading conditions for the violated lines can be found in Table 5-4:

Table 5-4: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 3

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	124.5	103.8%	114.1	95.1%
	812L (High River 65s to P2592 Tap)	85	94	79.7	93.8%	79.6	93.7%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 5-5.

Table 5-5: 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	
WATL	916L (Sarcee 42s to East Calgary 5s)	408	494	450.8	110.5%	468.4	114.8%	4.3%
Okotoks 678s Transformer T1	691L (Janet 74s to Chestermere 419s)	120	132	109.0	90.8%	120.0	100.0%	9.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	115.2	96.0%	126.2	105.2%	9.2%
850L (Carseland 525s to Okotoks 678s)	765L (Strathmore 151s to Chestermere 419s)	120	132	104.4	87.0%	123.0	102.5%	15.5%
434L (High River 65s to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	104.7	87.3%	122.7	102.3%	15.0%

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	
1106L (Enmax SS-65 to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	114.0	95.0%	124.8	104.0%	9.0%
1107L (Enmax SS-65 to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	114.0	95.0%	124.7	103.9%	8.9%
Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	85	94	2.2	2.6%	86.8	102.1%	99.5%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 5-6.

Table 5-6: Voltage Criteria Violations under Category B Conditions for Scenario 3

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 5-7.

Table 5-7: Thermal Criteria Violations under Category C5 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	
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	174.5	145.4%	192.7	160.6%	15.2%
	733L (Strathmore 151s to Namaka 428s)	120	132	169.2	141.0%	187.3	156.1%	15.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	180.4	150.3%	198.5	165.4%	15.1%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Strathmore 151s to Chestermere 419s)	120	132	114.0	95.0%	124.0	103.3%	8.3%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	691L (Janet 74s to Chestermere 419s)	120	132	131.6	109.7%	143.4	119.5%	9.8%
	733L (Strathmore 151s to Namaka 428s)	120	132	127.0	105.8%	138.6	115.5%	9.7%
	765L (Strathmore 151s to Chestermere 419s)	120	132	137.9	114.9%	149.6	124.7%	9.8%
	Enmax SS-65 Transformer T1	400	400	394.4	98.6%	418.8	104.7%	6.1%
	Enmax SS-65 Transformer T2	400	400	396.4	99.1%	420.8	105.2%	6.1%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	385.6	135.3%	409.8	143.8%	8.5%
	2.81L (Enmax 9s to Enmax 2s)	287	316	300.5	104.7%	320.0	111.5%	6.8%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

5.1.1.2 Scenario 4: 2025 Summer Peak High Solar Post-Project

Category A Conditions

Thermal violations on 812L (P2592 Tap to High River 65s), 765L (Chestermere 419s to Strathmore 151s), 924L (Milo 356s to Langdon 102s) and 927L (Milo 356s to Langdon 102s) were found in SP post-project scenario as shown in the table below:

Table 5-8: Thermal Criteria Violations under Category A Condition for Scenario 4

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 100 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	618.7	113.1%
	927L (Milo 356s to Langdon 102s)	576	691	620.9	107.8%
	765L (Chestermere 419s to Strathmore 151s)	120	132	123.4	102.8%
	812L (P2592 Tap to High River 65s)	85	94	86.3	101.5%

Because thermal violation observed on 812L is a local violation that was triggered by P2592, the STS for P2592 was reduced from 100 MW to 90 MW to mitigate this N-0 thermal violation. The post-curtailment results can be found in the table below:

Table 5-9: Thermal Criteria Violations under Category A Condition for Scenario 4 with P2592 STS of 90 MW

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	618.1	113.0%
	927L (Milo 356s to Langdon 102s)	576	691	620.4	107.7%
	765L (Chestermere 419s to Strathmore 151s)	120	132	122.5	102.1%
	812L (P2592 Tap to High River 65s)	85	94	76.6	90.1%

The most effective generators in the area were dispatched down to alleviate the rest N-0 violations in the post project scenario. Same generation curtailment was applied to the pre-Project scenario. The generation curtailment is shown in Table 5-10Table 4-7.

Table 5-10: Generation Redispatch for Scenario 2 and Scenario 4

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	17.1	7.1	10
P2247	560041, 560042	279.6	0	279.6
P1927	60434, 61434	342	300	42

Pre- and post- curtailment loading conditions for the violated lines can be found in Table 5-11:

Table 5-11: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 4

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	618.1	113.0%	536.1	98.0%
	927L (Milo 356s to Langdon 102s)	576	691	620.4	107.7%	538.0	93.4%
	765L (Chestermere 419s to Strathmore 151s)	120	132	122.5	102.1%	112.9	94.1%
	812L (P2592 Tap to High River 65s)	85	94	76.6	90.1%	76.9	90.5%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 5-12.

Table 5-12: 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	
1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	591.9	108.2%	591.9	108.2%	0.0%
	927L (Milo 356s to Langdon 102s)	576	691	594.4	103.2%	593.9	103.1%	-0.1%

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	
1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	592.4	108.3%	591.9	108.2%	-0.1%
	927L (Milo 356s to Langdon 102s)	576	691	594.4	103.2%	594.4	103.2%	0.0%
WATL	916L (East Calgary 5s to Sarcee 42s)	408	490	563.9	138.2%	580.6	142.3%	4.1%
Okotoks 678s Transformer T1	765L (Chestermere 419s to Strathmore 151s)	120	132	110.3	91.9%	122.0	101.7%	9.8%
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	786.6	136.6%	788.0	136.8%	0.2%
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	784.5	143.4%	786.0	143.7%	0.3%
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1069.3	109.9%	1119.9	115.1%	5.2%
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1069.3	109.9%	1119.9	115.1%	5.2%
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	564.5	103.2%	567.8	103.8%	0.6%
	765L (Strathmore 151s to Chestermere 419s)	120	132	118.2	98.5%	130.1	108.4%	9.9%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	564.5	103.2%	567.8	103.8%	0.6%
	765L (Strathmore 151s to Chestermere 419s)	120	132	118.2	98.5%	130.1	108.4%	9.9%
Black Diamond 392s Transformer T3	812L (High River to P2592 Tap)	85	94	3.6	4.3%	86.0	101.2%	96.9%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 5-13.

Table 5-13: Voltage Criteria Violations under Category B Conditions for Scenario 4

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 5-14.

Table 5-14: Thermal Criteria Violations under Category C5 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 SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	644.4	117.8%	650.4	118.9%	1.1%
	927L (Milo 356s to Langdon 102s)	576	691	646.8	112.3%	652.6	113.3%	1.0%
	24.83L (Janet 74s to Enmax 24s)	322	352	366.1	113.7%	390.3	121.2%	7.5%
	691L (Janet 74s to Chestermere 419s)	120	132	134.0	111.7%	147.7	123.1%	11.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	137.2	114.3%	148.4	123.7%	9.4%
	765L (Strathmore 151s to Chestermere 419s)	120	132	150.2	125.2%	162.4	135.3%	10.2%
	Enmax SS-65 Transformer T1	400	400	609.6	152.4%	630.8	157.7%	5.3%
	Enmax SS-65 Transformer T2	400	400	612.8	153.2%	634.4	158.6%	5.4%
	26.83L (Enmax 26s to Enmax SS-65)	285	285	393.9	138.2%	404.7	142.0%	3.8%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	585.4	205.4%	608.8	213.6%	8.2%
	31.84L (Enmax 32s to Enmax 31s)	161	177	195.8	121.6%	205.3	127.5%	5.9%
	9.80L (Enmax 9s to Enmax 31s)	287	316	400.4	139.5%	410.4	143.0%	3.5%
	26.81 (Enmax 26s to Enmax 32s)	285	285	363.1	127.4%	374.2	131.3%	3.9%
	2.81L (Enmax 9s to Enmax 2s)	287	316	429.4	149.6%	444.3	154.8%	5.2%

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	
	6.82L (Enmax 6s to Enmax 41s)	161	177	188.9	117.3%	195.0	121.1%	3.8%
	6.80L (Enmax 6s to Enmax 35s)	164	180	169.2	103.2%	175.3	106.9%	3.7%
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	779.5	142.5%	799.7	146.2%	3.7%
	927L (Milo 356s to Langdon 102s)	576	691	782.2	135.8%	802.9	139.4%	3.6%
	691L (Janet 74s to Chestermere 419s)	120	132	218.3	181.9%	237.7	198.1%	16.2%
	876L (Blackie 253s to Gleichen 179s)	110	130	158.1	143.7%	179.3	163.0%	19.3%
	733L (Gleichen 179s to Namaka 428s)	120	123	150.1	125.1%	171.5	142.9%	17.8%
	733L (Namaka 428s to Strathmore 151s)	120	132	218.5	182.1%	237.0	197.5%	15.4%
	765L (Chestermere 419s to Strathmore 151s)	120	132	231.2	192.7%	249.6	208.0%	15.3%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	870.8	159.2%	862.1	157.6%	-1.6%
	927L (Milo 356s to Langdon 102s)	576	691	873.8	151.7%	865.2	150.2%	-1.5%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Chestermere 419s to Strathmore 151s)	120	132	117.2	97.7%	130.5	108.8%	11.1%
	1109L (Enmax 65 to Enmax 25)	487	584	546.9	112.3%	561.0	115.2%	2.9%
	1080L (Enmax 65 to Enmax 25)	487	584	544.5	111.8%	558.6	114.7%	2.9%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

5.1.1.3 Scenario 8: 2025 Summer Light High Solar Post-Project - Sensitivity

Category A Conditions

Thermal violations on 765L (Chestermere 419s to Strathmore 151s), 691L (Chestermere 419s to Janet 74s), 733L (Namaka 428s to Strathmore 151s) and 812L (P2592 Tap to High River 65s) were found in SL post-project sensitivity scenario as shown in the table below:

Table 5-15: Thermal Criteria Violations under Category A Condition for Scenario 8

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 100 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	147.8	123.2%
	691L (Chestermere 419s to Janet 74s)	120	132	141.7	118.1%
	733L (Namaka 428s to Strathmore 151s)	120	132	122.6	102.2%
	812L (P2592 Tap to High River 65s)	85	94	89.5	105.3%

Because thermal violation observed on 812L is a local violation that was triggered by P2592, the STS for P2592 was reduced from 100 MW to 90 MW to mitigate this N-0 thermal violation. The post-curtailment results can be found in the table below:

Table 5-16: Thermal Criteria Violations under Category A Condition for Scenario 8 with P2592 STS of 90 MW

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	146.7	122.3%
	691L (Chestermere 419s to Janet 74s)	120	132	140.8	117.3%
	733L (Namaka 428s to Strathmore 151s)	120	132	121.7	101.4%
	812L (P2592 Tap to High River 65s)	85	94	80.0	94.1%

The most effective generators in the area were dispatched down to alleviate the rest N-0 violations in the post project scenario. Same generation curtailment was applied to the pre-Project scenario. The generation curtailment is shown in Table 5-17

Table 5-17: Generation Redispatch for Scenario 6 and Scenario 8

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	557259	12.6	0	12.6
Cavalier (EC01)	3247, 4247	100	65	35

Table 4-7Pre- and post- curtailment loading conditions for the violated lines can be found in Table 5-18:

Table 5-18: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 8

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	765L (Chestermere 419s to Strathmore 151s)	120	132	146.7	122.3%	112.9	94.1%
	691L (Chestermere 419s to Janet 74s)	120	132	140.8	117.3%	106.8	89.0%
	733L (Namaka 428s to Strathmore 151s)	120	132	121.7	101.4%	101.6	84.7%
	812L (P2592 Tap to High River 65s)	85	94	80.0	94.1%	79.9	94.0%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 5-19.

Table 5-19: Thermal Criteria Violations under Category B Conditions for Scenario 8

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	
WATL	916L (Sarcee 42s to East Calgary 5s)	408	494	490.8	120.3%	509.6	124.9%	4.6%
Okotoks 678s Transformer T1	765L (Strathmore 151s to Chestermere 419s)	120	132	113.4	94.5%	124.1	103.4%	8.9%

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	
434L (High River 65s to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	106.5	88.8%	124.0	103.3%	14.6%
1106L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	109.9	91.6%	120.5	100.4%	8.8%
	765L (Strathmore 151s to Chestermere 419s)	120	132	115.9	96.6%	126.6	105.5%	8.9%
1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	109.9	91.6%	120.5	100.4%	8.8%
	765L (Strathmore 151s to Chestermere 419s)	120	132	115.9	96.6%	126.6	105.5%	8.9%
Foothills 237s Transformer T1	765L (Strathmore 151s to Chestermere 419s)	120	132	110.2	91.8%	122.1	101.8%	9.9%
Foothills 237s Transformer T2	765L (Strathmore 151s to Chestermere 419s)	120	132	110.2	91.8%	122.0	101.7%	9.8%
Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	85	94	2.2	2.6%	87.1	102.5%	99.9%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 5-20.

Table 5-20: Voltage Criteria Violations under Category B Conditions for Scenario 8

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 5-21.

Table 5-21: Thermal Criteria Violations under Category C5 Conditions for Scenario 8

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	
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	194.0	161.7%	210.6	175.5%	13.8%
	876L (Blackie 253s to Gleichen 179s)	110	121	122.3	111.2%	142.6	129.6%	18.4%
	733L (Namaka 428s to Gleichen 179s)	112	123	119.3	106.5%	137.6	122.9%	16.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	188.5	157.1%	205.4	171.2%	14.1%
	765L (Strathmore 151s to Chestermere 419s)	120	132	199.6	166.3%	216.2	180.2%	13.8%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Strathmore 151s to Chestermere 419s)	120	132	113.3	94.4%	123.0	102.5%	8.1%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	24.83L (Janet 74s to Enmax 24s)	322	352	322.5	100.1%	341.3	106.0%	5.9%
	691L (Janet 74s to Chestermere 419s)	120	132	135.1	112.6%	146.3	121.9%	9.3%
	733L (Namaka 428s to Strathmore 151s)	120	132	130.0	108.4%	141.4	117.8%	9.4%
	765L (Strathmore 151s to Chestermere 419s)	120	132	141.3	117.8%	152.5	127.1%	9.3%
	Enmax 65s Transformer T1	400	400	455.6	113.9%	477.2	119.3%	5.4%
	Enmax 65s Transformer T2	400	400	457.9	114.5%	480.0	120.0%	5.5%
	26.83L (Enmax 26s to Enmax 65s)	285	285	281.2	98.7%	295.5	103.7%	5.0%
	24.82L (Enmax 65s to Enmax 24s)	285	285	449.2	157.6%	474.0	166.3%	8.7%

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	
	31.84L (Enmax 32s to Enmax 31s)	161	177	160.1	99.5%	169.5	105.3%	5.8%
	9.80L (Enmax 9s to Enmax 31s)	287	316	292.6	101.9%	308.0	107.3%	5.4%
	2.81L (Enmax 9s to Enmax 2s)	287	316	348.1	121.3%	368.2	128.3%	7.0%

Voltage Criteria Violations

No voltage criteria violations were observed under Category C5 conditions.

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

5.1.1.4 Scenario 9: 2025 Summer Peak High Solar Post-Project - Sensitivity

Category A Conditions

Thermal violations on 924L (Milo 356s to Langdon 102s), 927L (Milo 356s to Langdon 102s), 765L (Chestermere 419s to Strathmore 151s), 691L (Chestermere 419s to Janet 74s), 733L (Namaka 428s to Strathmore 151s), 812L (P2592 Tap to High River 65s) and 916L (Sarcee 42s to East Calgary 5s) were found in SP post-project sensitivity scenario as shown in the table below:

Table 5-22: Thermal Criteria Violations under Category A Condition for Scenario 9

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 100 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	688.7	125.9%
	927L (Milo 356s to Langdon 102s)	576	691	691.2	120.0%
	765L (Chestermere 419s to Strathmore 151s)	120	132	150.2	125.2%
	691L (Chestermere 419s to Janet 74s)	120	132	134.9	112.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	132.8	110.7%
	812L (P2592 Tap to High River 65s)	85	94	86.6	101.9%
	916L (Sarcee 42s to East Calgary 5s)	408	490	477.4	117.0%

Because thermal violation observed on 812L is a local violation that was triggered by P2592, the STS for P2592 was reduced from 100 MW to 90 MW to mitigate this N-0 thermal violation. The post-curtailment results can be found in the table below:

Table 5-23: Thermal Criteria Violations under Category A Condition for Scenario 9 with P2592 STS of 90 MW

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)	
				Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	688.1	125.8%
	927L (Milo 356s to Langdon 102s)	576	691	690.6	119.9%
	765L (Chestermere 419s to Strathmore 151s)	120	132	149.2	124.3%
	691L (Chestermere 419s to Janet 74s)	120	132	133.9	111.6%
	733L (Namaka 428s to Strathmore 151s)	120	132	131.8	109.8%
	812L (P2592 Tap to High River 65s)	85	94	77.0	90.6%
	916L (Sarcee 42s to East Calgary 5s)	408	490	476.1	116.7%

The most effective generators in the area were dispatched down to alleviate the rest N-0 violations in the post project scenario. Same generation curtailment was applied to the pre-Project scenario. The generation curtailment is shown in Table 5-24Table 4-7.

Table 5-24: Generation Redispatch for Scenario 7 and Scenario 9

Generation	Bus Number	Original Dispatch (MW)	New Dispatch (MW)	Curtailment (MW)
STR1	*557259*	*17.1*	*0*	*17.1*
Cavalier (EC01)	3247, 4247	85	60	25
P2247	560041, 560042	279.6	0	279.6
P1927	60434, 61434	342	300	42

Pre- and post- curtailment loading conditions for the violated lines can be found in Table 5-25:

Table 5-25: Thermal Criteria Violations under Category A Condition and post-curtailment results for Scenario 9

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results (P2592 at 90 MW)		Post-curtailment Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
Category A	924L (Milo 356s to Langdon 102s)	547	656	688.1	125.8%	535.0	97.8%
	927L (Milo 356s to Langdon 102s)	576	691	690.6	119.9%	536.8	93.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	149.2	124.3%	111.9	93.3%
	691L (Chestermere 419s to Janet 74s)	120	132	133.9	111.6%	96.8	80.7%
	733L (Namaka 428s to Strathmore 151s)	120	132	131.8	109.8%	112.7	93.9%
	812L (P2592 Tap to High River 65s)	85	94	77.0	90.6%	77.8	91.5%
	916L (Sarcee 42s to East Calgary 5s)	408	490	476.1	116.7%	328.4	80.5%

No Reliability Criteria violations were observed under Category A condition after re-dispatch. Category B and C5 analysis were based on the base case after generation re-dispatch.

Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 5-26.

Table 5-26: Thermal Criteria Violations under Category B Conditions for Scenario 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	
1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	585.7	107.1%	586.4	107.2%	0.1%
	927L (Milo 356s to Langdon 102s)	576	691	587.9	102.1%	588.7	102.2%	0.1%
1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	585.9	107.1%	586.9	107.3%	0.2%
	927L (Milo 356s to Langdon 102s)	576	691	588.0	102.1%	588.7	102.2%	0.1%
WATL	901L (Janet 74s to 901AL JCT)	337	404	344.4	102.2%	363.3	107.8%	5.6%

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	
	916L (East Calgary 5s to Sarcee 42s)	408	490	620.7	152.1%	647.1	158.6%	6.5%
	918L (Beddington SS-162 to Johnson 281s)	340	408	368.3	108.3%	389.3	114.5%	6.2%
Okotoks 678s Transformer T1	733L (Namaka 428s to Strathmore 151s)	120	132	110.6	92.2%	120.7	100.6%	8.4%
Enmax #26 Transformer T2	24.81L (Enmax SS-24 to Enmax SS-31)	287	316	283.7	98.8%	288.4	100.5%	1.7%
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	784.4	136.2%	787.4	136.7%	0.5%
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	782.3	143.0%	785.5	143.6%	0.6%
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1244.6	127.9%	1293.1	132.9%	5.0%
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1243.8	127.8%	1292.1	132.8%	5.0%
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	571.2	104.4%	575.4	105.2%	0.8%
	927L (Milo 356s to Langdon 102s)	576	691	573.4	99.5%	577.7	100.3%	0.8%
	733L (Namaka 428s to Strathmore 151s)	120	132	123.7	103.1%	133.9	111.6%	8.5%
	765L (Strathmore 151s to Chestermere 419s)	120	132	122.9	102.4%	132.9	110.8%	8.3%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	571.2	104.4%	576.0	105.3%	0.9%
	927L (Milo 356s to Langdon 102s)	576	691	573.3	99.5%	577.7	100.3%	0.8%
	733L (Namaka 428s to Strathmore 151s)	120	132	123.7	103.1%	133.9	111.6%	8.5%
	765L (Strathmore 151s to Chestermere 419s)	120	132	122.9	102.4%	132.9	110.8%	8.3%
1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)	487	584	576.6	118.4%	629.7	129.3%	10.9%

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	
1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)	487	584	577.1	118.5%	630.2	129.4%	10.9%
26.83L (Enmax SS-65 to Enmax 26s)	24.81L (Enmax 24s to Enmax 31s)	287	316	289.2	100.8%	294.2	102.5%	1.7%
Foothills 237s Transformer T1	733L (Namaka 428s to Strathmore 151s)	120	132	109.4	91.2%	120.7	100.6%	9.4%
Foothills 237s Transformer T2	733L (Namaka 428s to Strathmore 151s)	120	132	109.4	91.2%	120.7	100.6%	9.4%
Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	85	94	3.7	4.4%	86.9	102.2%	97.8%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 5-27.

Table 5-27: Voltage Criteria Violations under Category B Conditions for Scenario 9

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category B conditions.

Category C5 Conditions

Thermal criteria violations were observed under certain Category C5 conditions as shown in Table 5-28.

Table 5-28: Thermal Criteria Violations under Category C5 Conditions for Scenario 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	
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	733L (Namaka 428s to Strathmore 151s)	120	132	122.6	102.2%	132.7	110.6%	8.4%
	765L (Chestermere 419s to Strathmore 151s)	120	132	122.7	102.3%	132.6	110.5%	8.3%
	1109L (Enmax 65 to Enmax 25)	487	584	625.6	128.5%	657.5	135.0%	6.6%
	1080L (Enmax 65 to Enmax 25)	487	584	623.0	127.9%	654.5	134.4%	6.5%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	661.6	121.0%	668.4	122.2%	1.3%
	927L (Milo 356s to Langdon 102s)	576	691	664.1	115.3%	670.5	116.4%	1.1%
	24.83L (Janet 74s to Enmax 24 Sub)	322	375	443.4	137.7%	461.7	143.4%	5.7%
	691L (Janet 74s to Chestermere 419s)	120	132	142.1	118.4%	152.3	126.9%	8.5%
	876L (Blackie 253s to Gleichen 179s)	110	130	105.6	96.0%	118.1	107.4%	11.4%
	733L (Gleichen 179s to Namaka 428s)	120	123	111.8	93.2%	124.0	103.3%	10.1%
	733L (Namaka 428s to Strathmore 151s)	120	132	158.6	132.2%	168.8	140.7%	8.5%
	765L (Chestermere 419s to Strathmore 151s)	120	132	158.9	132.4%	168.9	140.8%	8.3%
	Enmax 65s T1	400	400	683.7	170.9%	710.8	177.7%	6.8%
	Enmax 65s T2	400	400	687.2	171.8%	714.4	178.6%	6.8%
	54.81 (Enmax 54s to Enmax 65s)	285	287	293.9	103.1%	303.8	106.6%	3.5%
	41.84 (Enmax 54s to Enmax 41s)	285	287	275.1	96.5%	285.0	100.0%	3.5%
	26.83L (Enmax 26s to Enmax 65s)	285	285	443.0	155.5%	458.0	160.7%	5.3%
	24.82L (Enmax 65s to Enmax 24s)	285	285	676.0	237.2%	701.1	246.0%	8.8%
	31.84L (Enmax 31s to Enmax 32s)	161	177	230.6	143.2%	239.6	148.8%	5.6%
	9.80L (Enmax S-31 to Enamx S-9)	287	316	448.4	156.2%	464.1	161.7%	5.5%
	26.81 (Enmax 26s to Enmax 32s)	285	287	411.9	144.5%	426.6	149.7%	5.2%
	2.81L (Enmax 9s to Enmax 2s)	287	316	497.1	173.2%	516.9	180.1%	6.9%

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	
	6.82L (Enmax 6s to Enmax 41s)	161	177	218.0	135.4%	228.0	141.6%	6.2%
	6.80L (Enmax SS-6 to Enmax SS-35)	164	180	198.6	121.1%	208.6	127.2%	6.1%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	834.7	152.6%	830.9	151.9%	-0.7%
	927L (Milo 356s to Langdon 102s)	576	691	838.1	145.5%	833.5	144.7%	-0.8%

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category C5 conditions as shown in Table 5-29.

Table 5-29: Voltage Criteria Violations under Category C5 Conditions for the Scenario 9

Contingency (System Element Lost)	Details of Violation (Violation Observed On)		Voltage Ratings (kV)			Pre-Project Results		Post-Project Results	
	Substation Name and Number	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)	Initial Voltage (kV)	Post-contingency Steady State (kV)
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	Voltage Collapse								

POD Bus Voltage Deviations

No POD bus voltage deviations were observed under Category C5 conditions.

5.1.1.5 Scenario 12: 2025 Summer Peak Post-Project - Low Generation

Category A Conditions

No Reliability Criteria violations were observed under Category A condition.

Category B Conditions

Thermal Criteria Violations

No thermal criteria violations were observed under Category B conditions.

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 5-30.

Table 5-30: Voltage Criteria Violations under Category B Conditions for Scenario 12

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed.

Category C5 Conditions

No Reliability Criteria violations were observed under Category C5 conditions.

5.1.1.6 Scenario 13: 2025 Winter Peak Post-Project - Low Generation

Category A Conditions

No Reliability Criteria violations were observed under Category A condition.

Category B Conditions

Thermal Criteria Violations

No thermal criteria violations were observed under Category B conditions.

Voltage Criteria Violations

Voltage criteria violations were observed under certain Category B conditions as shown in Table 5-31.

Table 5-31: Voltage Criteria Violations under Category B Conditions for Scenario 13

Contingency (System Element Lost)	Violation Location Details		Voltage Ratings (kV)			Pre-Project Results	
	Substation Name and No.	Bus No.	Nominal Voltage	Emergency Minimum Voltage	Emergency Maximum Voltage	Initial Voltage (kV)	Post-contingency Steady State (kV)
1114L (Langdon 102s to Bennett 520s)	Voltage collapse						
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage collapse						
Bennett 520s 500/240 kV transformer T1	Voltage collapse						

POD Bus Voltage Deviations

No POD bus voltage deviations were observed.

Category C5 Conditions

No Reliability Criteria violations were observed under Category C5 conditions.

5.2 Voltage Stability Studies

5.2.1 Alternative 1

5.2.1.1 Scenario 12: 2025 SP LG Post-Project Load

Voltage stability analysis was performed for the 2025 SP LG Post-Project Load. The reference load level for the Study Area is 229.76 MW. For Category B contingencies, the minimum incremental load transfer is 5% of the reference load, or 11.5 MW (0.05 x 229.76 MW = 11.5 MW), in order to meet the voltage stability criteria.

Table 5-32 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 H.

The voltage stability margin was met for all studied conditions.

Table 5-32: Voltage Stability Study Results under Category B Conditions for Scenario 12

Contingency (System Element Lost)	From	To	Maximum Incremental Transfer (MW)	Meets Criteria?
N-0	System Normal		280	Yes

Contingency (System Element Lost)	From	To	Maximum Incremental Transfer (MW)	Meets Criteria?
691L	Janet 74S	Chestermere 419S	155	Yes
434L	High River 65S	Foothills 237S	210	Yes
782L	Carseland 525S	Wyndham 269S	250	Yes
646L	Okotoks 678S	Foothills 237S	255	Yes
Transformer 237ST1	Foothills 237S, 240/138 kV transformer		260	Yes

5.2.1.2 Scenario 13: 2025 WP LG Post-Project Load

Voltage stability analysis was performed for the 2025 WP LG post-Project scenario. The reference load level for the Study Area is 237.66 MW. For Category B contingencies, the minimum incremental load transfer is 5% of the reference load, or 11.88 MW (0.05 x 237.66 MW = 11.88 MW), in order to meet the voltage stability criteria.

Table 5-33 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 H.

The voltage stability margin was met for all studied conditions.

Table 5-33: Voltage Stability Study Results under Category B Conditions for Scenario 13

Contingency (System Element Lost)	From	To	Maximum Incremental Transfer (MW)	Meets Criteria?
N-0	System Normal		290	Yes
434L	Janet 74S	Chestermere 419S	215	Yes
691L	High River 65S	Foothills 237S	250	Yes
782L	Carseland 525S	Wyndham 269S	250	Yes
646L	Okotoks 678S	Foothills 237S	270	Yes
Transformer 237ST1	Foothills 237S, 240/138 kV transformer		275	Yes

5.3 Transient Stability Studies

5.3.1 Alternative 1

5.3.1.1 Scenario 3: 2025 Summer Light High Solar Post-Project

Transient stability studies were completed for Scenario 3. The results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B and Category C5 conditions studied, as shown in Table 5-34. The post-Project transient stability plots are provided in

Attachment D. The dynamic data and assumptions of all equipment proposed for the Facility are provided in Attachment A.

Table 5-34: Transient Stability Study Results under Category B and Category C5 Conditions for Scenario 3

Studied Contingency	Fault Description and Location	Results
737L (High River 65s to Okotoks 678s)	3-phase fault at High River 65s	Stable
	3-phase fault at Okotoks 678s	Stable
812L (High River 65s to Black Diamond 392s)	3-phase fault at High River 65s	Stable
	3-phase fault at Black Diamond 392s	Stable
753L (High River 65s to Blackie 253s)	3-phase fault at High River 65s	Stable
	3-phase fault at Blackie 253s	Stable
434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at High River 65s	Stable
646L (Okotoks 678s to Foothills 237s)	3-phase fault at Okotoks 678s	Stable
	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1109L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
985L (Janet 74s to SS-25)	3-phase fault at Janet 74s	Stable
	3-phase fault at SS-25	Stable
646L (Okotoks 678s to Foothills 237s) & 434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65) & 1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s) & 1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Windy Flats 138s	Stable
	3-phase fault at Foothills 237s	Stable
1109L (SS-65 to SS-25) & 1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable

5.3.1.2 Scenario 4: 2025 Summer Peak High Solar Post-Project

Transient stability studies were completed for Scenario 4. The results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B and Category C5 conditions studied, as shown in Table 5-35. The post-Project transient stability plots are provided in Attachment D. The dynamic data and assumptions of all equipment proposed for the Facility are provided in Attachment A.

Table 5-35: Transient Stability Study Results under Category B and Category C5 Conditions for Scenario 4

Studied Contingency	Fault Description and Location	Results
737L (High River 65s to Okotoks 678s)	3-phase fault at High River 65s	Stable
	3-phase fault at Okotoks 678s	Stable
812L (High River 65s to Black Diamond 392s)	3-phase fault at High River 65s	Stable
	3-phase fault at Black Diamond 392s	Stable
753L (High River 65s to Blackie 253s)	3-phase fault at High River 65s	Stable
	3-phase fault at Blackie 253s	Stable
434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at High River 65s	Stable
646L (Okotoks 678s to Foothills 237s)	3-phase fault at Okotoks 678s	Stable
	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1109L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
985L (Janet 74s to SS-25)	3-phase fault at Janet 74s	Stable
	3-phase fault at SS-25	Stable
646L (Okotoks 678s to Foothills 237s) & 434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65) & 1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at SS-65	Stable
	3-phase fault at Windy Flats 138s	Stable

Studied Contingency	Fault Description and Location	Results
1037L (Foothills 237s to Windy Flats 138s) & 1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
1109L (SS-65 to SS-25) & 1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable

5.3.1.3 Scenario 8: 2025 Summer Light High Solar Post-Project - Sensitivity

Transient stability studies were completed for Scenario 8. The results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B and Category C5 conditions studied, as shown in Table 5-36. The post-Project transient stability plots are provided in Attachment D. The dynamic data and assumptions of all equipment proposed for the Facility are provided in Attachment A.

Table 5-36: Transient Stability Study Results under Category B and Category C5 Conditions for Scenario 8

Studied Contingency	Fault Description and Location	Results
737L (High River 65s to Okotoks 678s)	3-phase fault at High River 65s	Stable
	3-phase fault at Okotoks 678s	Stable
812L (High River 65s to Black Diamond 392s)	3-phase fault at High River 65s	Stable
	3-phase fault at Black Diamond 392s	Stable
753L (High River 65s to Blackie 253s)	3-phase fault at High River 65s	Stable
	3-phase fault at Blackie 253s	Stable
434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at High River 65s	Stable
646L (Okotoks 678s to Foothills 237s)	3-phase fault at Okotoks 678s	Stable
	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1109L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable

Studied Contingency	Fault Description and Location	Results
985L (Janet 74s to SS-25)	3-phase fault at Janet 74s	Stable
	3-phase fault at SS-25	Stable
646L (Okotoks 678s to Foothills 237s) & 434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65) & 1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s) & 1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Windy Flats 138s	Stable
	3-phase fault at Foothills 237s	Stable
1109L (SS-65 to SS-25) & 1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable

5.3.1.4 Scenario 9: 2025 Summer Peak High Solar Post-Project - Sensitivity

Transient stability studies were completed for Scenario 8. The results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B and Category C5 conditions studied, as shown in Table 5-37. The post-Project transient stability plots are provided in Attachment D. The dynamic data and assumptions of all equipment proposed for the Facility are provided in Attachment A.

Table 5-37: Transient Stability Study Results under Category B Conditions for Scenario 9

Studied Contingency	Fault Description and Location	Results
737L (High River 65s to Okotoks 678s)	3-phase fault at High River 65s	Stable
	3-phase fault at Okotoks 678s	Stable
812L (High River 65s to Black Diamond 392s)	3-phase fault at High River 65s	Stable
	3-phase fault at Black Diamond 392s	Stable
753L (High River 65s to Blackie 253s)	3-phase fault at High River 65s	Stable
	3-phase fault at Blackie 253s	Stable
434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at High River 65s	Stable
646L (Okotoks 678s to Foothills 237s)	3-phase fault at Okotoks 678s	Stable
	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Enmax SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable
	3-phase fault at Windy Flats 138s	Stable
1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Foothills 237s	Stable

Studied Contingency	Fault Description and Location	Results
	3-phase fault at Windy Flats 138s	Stable
1109L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable
985L (Janet 74s to SS-25)	3-phase fault at Janet 74s	Stable
	3-phase fault at SS-25	Stable
646L (Okotoks 678s to Foothills 237s) & 434L (Foothills 237s to High River 65s)	3-phase fault at Foothills 237s	Stable
1106L (Foothills 237s to Enmax SS-65) & 1107L (Foothills 237s to Enmax SS-65)	3-phase fault at Foothills 237s	Stable
	3-phase fault at SS-65	Stable
1037L (Foothills 237s to Windy Flats 138s) & 1038L (Foothills 237s to Windy Flats 138s)	3-phase fault at Windy Flats 138s	Stable
	3-phase fault at Foothills 237s	Stable
1109L (SS-65 to SS-25) & 1080L (SS-65 to SS-25)	3-phase fault at SS-65	Stable
	3-phase fault at SS-25	Stable

6 Short Circuit Studies

6.1 Pre-Project Results: 2025 SP HS Pre-Project

Pre-Project short-circuit current levels are provided in Table 6-1[2].

Table 6-1: 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)
High River 65s	138	141.2	8.954	0.009826+0.0496598j	7.23	0.0195128+0.0851865j
Black Diamond 392s	138	140.4	3.035	0.051452+0.1392982j	1.916	0.1063076+0.3964036j
Hartell 512s	138	140.6	3.549	0.0422617+0.119949j	2.282	0.0874676+0.3288258j
Magcan 142s	138	141.3	7.123	0.0152923+0.0617581j	5.13	0.0349119+0.133916j
Foothills 237s	240	249.4	13.971	0.0031765+0.0188849j	9.591	0.0115841+0.0442451j
	138	142.4	14.332	0.004147+0.0318138j	11.263	0.0122894+0.0574598j

6.2 Post-Project Results

6.2.1 Scenario 4: 2025 SP HS Post-Project

Post-Project short-circuit current levels for Scenario 4 are provided in Table 6-2.

Table 6-2: 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)
High River 65s	138	142.5	8.988	0.0098951+0.0500011j	8.249	0.0141125+0.636914j
Black Diamond 392s	138	143.3	3.061	0.051478+0.1397004j	2.65	0.0485933+0.2143297j
Hartell 512s	138	143.5	3.577	0.0422977+0.1203307j	3.393	0.0297752+0.1467854j
Magcan 142s	138	142.4	7.161	0.0153576+0.0620913j	5.516	0.0314415+0.1176725j
Foothills 237s	240	249.4	13.98	0.0031894+0.0188826j	9.817	0.0111395+0.042423j
	138	143.8	14.319	0.0042367+0.0322174j	11.537	0.0121174+0.0551572j

[2] 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.

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)
Big Rock 1086s Substation	138	143.7	4.457	0.0317161+0.0974895j	5.104	0.0068445+0.0647936j

6.2.2 Scenario 5: 2031 SP Post-Project

Post-Project short-circuit current levels for Scenario 5 are provided in Table 6-3.

Table 6-3: 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)
High River 65s	138	138.1	8.66	0.0093913+0.0481993j	7.864	0.013989+0.0629994j
Black Diamond 392s	138	138.7	2.877	0.0510304+0.1378029j	2.478	0.0486018+0.2142454j
Hartell 512s	138	138.9	3.37	0.0418219+0.1184914j	3.179	0.0297838+0.1467011j
Magcan 142s	138	138.2	6.847	0.0148852+0.0603252j	5.214	0.0313296+0.1169865j
Foothills 237s	240	249.8	14.205	0.0026641+0.0177645j	9.712	0.0109719+0.0418423j
	138	139.1	14.163	0.0035657+0.0301151j	11.372	0.0111613+0.0519112j
Big Rock 1086s Substation	138	139.1	4.214	0.031227+0.0956685j	4.805	0.0068534+0.0647128j

7 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 the AESO's Connection Study Scope.

As part of this Project, mitigation measures will not be specifically developed for the POD bus voltage deviations observed under certain Category C5 conditions during pre-Project and post-Project scenarios.[3]

7.1 Pre-Project

Pre-Project mitigation measures are summarized in Table 7-1 and Table 7-2.

Table 7-1: Pre-Project Mitigation Measures

Mitigation Measure	Location of Observed Violation	Contingency
Planned RAS 194[a] and RTOP	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)
	927L (Milo 356s to Langdon 102s)	
	691L (Janet 74s to Chestermere 419s)	
	876L (Blackie 253s to Gleichen 179s)	
	733L (Namaka 428s to Gleichen 179s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
Existing RAS 145[b], Planned RAS 194 and RTOP	924L (Milo 356s to Langdon 102s)	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)
	927L (Milo 356s to Langdon 102s)	
	24.83L (Janet 74s to Enmax 24 Sub)	
	691L (Janet 74s to Chestermere 419s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Chestermere 419s to Strathmore 151s)	
	Enmax SS-65 T1	
	Enmax SS-65 T2	
	26.83L (Enmax 26s to Enmax SS-65)	
	24.82L (Enmax SS-65 to Enmax 24s)	
	31.84L (Enmax 31s to Enmax 32s)	
	9.80L (Enmax S-31 to Enamx S-9)	
	26.81 (Enmax 26s to Enmax 32s)	
	2.81L (Enmax 9s to Enmax 2s)	

[3] 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 the AESO's Connection Study Scope does not represent a Reliability Criteria violation.

Mitigation Measure	Location of Observed Violation	Contingency
	6.82L (Enmax 6s to Enmax 41s)	
	6.80L (Enmax SS-6 to Enmax SS-35)	
Planned RAS 175[c]	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)
Existing RAS 136[d]	Voltage collapse	1114L (Langdon 102s to Bennett 520s)
		1201L (Bennett 520s to BCH Cranbrook B2S)
		Bennett 520s 500/240 kV transformer T1
Real Time Operational Practices	1109L (Enmax SS-65 to Enmax SS-25)	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)
	1080L (Enmax SS-65 to Enmax SS-25)	
	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	924L (Milo 356s to Langdon 102s)	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	916L (East Calgary 5s to Sarcee 42s)	WATL
	876L (Blackie 253s to Gleichen 179s)	765L (Strathmore 151s to Chestermere 419s)
	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)
	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s)
	924L (Milo 356s to Langdon 102s)	1107L (Enmax SS-65 to Foothills 237s)
Real Time Operational Practices (Trip 608L, 603L and 497L)	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	

Notes:

[a] Planned RAS 194 is a RAS which if 765L flow is greater than emergency rating, trip P1932, P2029 and P2030.

[b] Existing RAS 145 is a RAS which under condition of Shepard 240 kV cutplane flow > 419 MW, and 1003L, 985L are under LTO, trip Shepard GT2 (Bus 774) or 3 (Bus 775).

[c] Planned RAS 175 is a RAS which under condition of either 924L or 927L are under LTO and 927L and 924L loadings are greater than the emergency rating, trip P2247, P1927 and curtail 61.8 MW from P2341.

[d] Existing RAS 136 is a RAS which under condition of losing BC intertie, trip MATL and switch the swing bus to AIES.

Table 7-2: Pre-Project Sensitivity Mitigation Measures

Mitigation Measure	Location of Observed Violation	Contingency
Planned RAS 194[a] and RTOP	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)
	927L (Milo 356s to Langdon 102s)	
	691L (Janet 74s to Chestermere 419s)	

Mitigation Measure	Location of Observed Violation	Contingency
	753L (High River 65s to Blackie 253s)	
	851L (Carseland 525s to Blackie 253s)	
	876L (Blackie 253s to Gleichen 179s)	
	733L (Gleichen 179s to Namaka 428s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Chestermere 419s to Strathmore 151s)	
	733L (Namaka 428s to Strathmore 151s)	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)
	765L (Chestermere 419s to Strathmore 151s)	
	1109L (Enmax SS-65 to Enmax SS-25)	
	1080L (Enmax SS-65 to Enmax SS-25)	
Existing RAS 145[b], Planned RAS 194 and RTOP[f]	924L (Milo 356s to Langdon 102s)	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)
	927L (Milo 356s to Langdon 102s)	
	24.83L (Janet 74s to Enmax 24 Sub)	
	691L (Janet 74s to Chestermere 419s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Chestermere 419s to Strathmore 151s)	
	Enmax SS-65 T1	
	Enmax SS-65 T2	
	54.81 (Enmax 54s to Enmax SS-65)	
	26.83L (Enmax 26s to Enmax SS-65)	
	24.82L (Enmax SS-65s to Enmax 24s)	
	31.84L (Enmax 31s to Enmax 32s)	
	9.80L (Enmax S-31 to Enamx S-9)	
	26.81 (Enmax 26s to Enmax 32s)	
	2.81L (Enmax 9s to Enmax 2s)	
	6.82L (Enmax 6s to Enmax 41s)	
	6.80L (Enmax SS-6 to Enmax SS-35)	
Planned RAS 175[c] and RTOP	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)
Existing RAS 136[e] and RTOP	Voltage collapse	1114L (Langdon 102s to Bennett 520s)
		1201L (Bennett 520s to BCH Cranbrook B2S)
		Bennett 520s 500/240 kV transformer T1

Mitigation Measure	Location of Observed Violation	Contingency
Planned RAS 193[d] and RTOP	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)
Real Time Operational Practices	1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)
	1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)
	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	924L (Milo 356s to Langdon 102s)	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	901L (Janet 74s to 901AL JCT)	WATL
	916L (East Calgary 5s to Sarcee 42s)	
	918L (Beddington SS-162 to Johnson 281s)	
	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s)
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
	924L (Milo 356s to Langdon 102s)	1107L (Enmax SS-65 to Foothills 237s)
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
	24.81L (Enmax 24s to Enmax 31s)	26.83L (Enmax SS-65 to Enmax SS-26)
Real Time Operational Practices (Trip 608L, 603L and 497L)	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	

Notes:

[a] Planned RAS 194 is a RAS which if 765L flow is greater than emergency rating, trip P1932, P2029, P2030, P2334, P2422 and P2529.

[b] Existing RAS 145 is a RAS which under condition of Shepard 240 kV cutplane flow > 419 MW, and 1003L, 985L are under LTO, trip Shepard GT2 (Bus 774) or 3 (Bus 775).

[c] Planned RAS 175 is a RAS which under condition of either 924L or 927L are under LTO and 927L and 924L loadings are greater than the emergency rating, trip P2247, P1927 and curtail 61.8 MW from P2341.

[d] Planned RAS 193 is a RAS which under condition of losing either 985L, 1003L, 1080L or 1109L, trip P2422 and P2529.

[e] Existing RAS 136 is a RAS which under condition of losing BC intertie, trip MATL and switch the swing bus to AIES.

[f] Total curtailments for the combination of the RASs were higher than MSSC of 466 MW.

7.2 Post-Project

Post-Project mitigation measures are summarized in Table 7-3 and Table 7-4.

Table 7-3: Post-Project Mitigation Measures

Mitigation Measure	Location of Observed Violation	Contingency
Existing RAS 145[b], Modified Planned RAS 194[a] and RTOP	924L (Milo 356s to Langdon 102s)	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)
	927L (Milo 356s to Langdon 102s)	
	24.83L (Janet 74s to Enmax 24s)	
	691L (Janet 74s to Chestermere 419s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
	Enmax SS-65 Transformer T1	
	Enmax SS-65 Transformer T2	
	26.83L (Enmax 26s to Enmax SS-65)	
	24.82L (Enmax SS-65 to Enmax 24s)	
	31.84L (Enmax 32s to Enmax 31s)	
	9.80L (Enmax 9s to Enmax 31s)	
	26.81 (Enmax 26s to Enmax 32s)	
	2.81L (Enmax 9s to Enmax 2s)	
	6.82L (Enmax 6s to Enmax 41s)	
	6.80L (Enmax 6s to Enmax 35s)	
Planned RAS 175[c] and RTOP	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)
Modified Planned RAS 193[e] and RTOP	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)
Modified Planned RAS 194 and RTOP	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s)
	765L (Strathmore 151s to Chestermere 419s)	
	924L (Milo 356s to Langdon 102s)	1107L (Enmax SS-65 to Foothills 237s)
	765L (Strathmore 151s to Chestermere 419s)	
	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)
	927L (Milo 356s to Langdon 102s)	
	691L (Janet 74s to Chestermere 419s)	
	876L (Blackie 253s to Gleichen 179s)	
	733L (Gleichen 179s to Namaka 428s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Chestermere 419s to Strathmore 151s)	

Mitigation Measure	Location of Observed Violation	Contingency
Existing RAS 136[e] and RTOP	Voltage collapse	1114L (Langdon 102s to Bennett 520s)
		1201L (Bennett 520s to BCH Cranbrook B2S)
		Bennett 520s 500/240 kV transformer T1
Real Time Operational Practices	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	924L (Milo 356s to Langdon 102s)	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	916L (East Calgary 5s to Sarcee 42s)	WATL
	765L (Chestermere 419s to Strathmore 151s)	Okotoks 678s Transformer T1
	691L (Janet 74s to Chestermere 419s)	
	765L (Chestermere 419s to Strathmore 151s)	434L (High River 65s to Foothills 237s)
	876L (Blackie 253s to Gleichen 179s)	765L (Chestermere 419s to Strathmore 151s)
	812L (High River to P2592 Tap)	Black Diamond 392s Transformer T3
	765L (Chestermere 419s to Strathmore 151s)	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)
	1109L (Enmax SS-65 to Enmax SS-25)	
	1080L (Enmax SS-65 to Enmax SS-25)	
Real Time Operational Practices (Trip 608L, 603L and 497L)	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	

Notes:

[a] Modified Planned RAS 194 refers to add P2592's logic to original RAS 194: If 765L flow if greater than emergency rating, trip P1932, P2029, P2030 and P2592.

[b] Existing RAS 145 is a RAS which under condition of Shepard 240 kV cutplane flow > 419 MW, and 1003L, 985L are under LTO, trip Shepard GT2 (Bus 774) or 3 (Bus 775).

[c] Planned RAS 175 is a RAS which under condition of either 924L or 927L are under LTO and 927L and 924L loadings are greater than the emergency rating, trip P2247, P1927 and curtail 61.8 MW from P2341.

[d] Modified Planned RAS 193 refers to add P2592's logic to RAS 193 which under condition of losing either 985L, 1003L, 1080L or 1109L, trip P2592.

[e] Existing RAS 136 is a RAS which under condition of losing BC intertie, trip MATL and switch the swing bus to AIES.

Table 7-4: Post-Project Sensitivity Mitigation Measures

Mitigation Measure	Location of Observed Violation	Contingency
Modified Planned RAS 194[a] and RTOP	691L (Janet 74s to Chestermere 419s)	
	876L (Blackie 253s to Gleichen 179s)	

Mitigation Measure	Location of Observed Violation	Contingency
	733L (Namaka 428s to Gleichen 179s)	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
Modified Planned RAS 194 and RTOP	733L (Namaka 428s to Strathmore 151s)	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)
	765L (Chestermere 419s to Strathmore 151s)	
	1109L (Enmax SS-65 to Enmax SS-25)	
	1080L (Enmax SS-65 to Enmax SS-25)	
Existing RAS 145[b], Modified Planned RAS 194 and RTOP[g]	924L (Milo 356s to Langdon 102s)	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)
	927L (Milo 356s to Langdon 102s)	
	24.83L (Janet 74s to Enmax 24 Sub)	
	691L (Janet 74s to Chestermere 419s)	
	876L (Blackie 253s to Gleichen 179s)	
	733L (Gleichen 179s to Namaka 428s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Chestermere 419s to Strathmore 151s)	
	Enmax SS-65 T1	
	Enmax SS-65 T2	
	54.81 (Enmax 54s to Enmax SS-65)	
	41.84 (Enmax 54s to Enmax 41s)	
	26.83L (Enmax 26s to Enmax SS-65)	
	24.82L (Enmax SS-65 to Enmax 24s)	
	31.84L (Enmax 31s to Enmax 32s)	
	9.80L (Enmax S-31 to Enamx S-9)	
	26.81 (Enmax 26s to Enmax 32s)	
	2.81L (Enmax 9s to Enmax 2s)	
	6.82L (Enmax 6s to Enmax 41s)	
	6.80L (Enmax SS-6 to Enmax SS-35)	
Planned RAS 175[d] and RTOP	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)
Modified Planned RAS 193[e] and RTOP	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)
Modified Planned RAS 194	924L (Milo 356s to Langdon 102s)	1106L (Enmax SS-65 to Foothills 237s)
	927L (Milo 356s to Langdon 102s)	

Mitigation Measure	Location of Observed Violation	Contingency
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
	924L (Milo 356s to Langdon 102s)	1107L (Enmax SS-65 to Foothills 237s)
	927L (Milo 356s to Langdon 102s)	
	733L (Namaka 428s to Strathmore 151s)	
	765L (Strathmore 151s to Chestermere 419s)	
Modified Planned RAS 193	1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)
	1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)
Increase reactive power from MATL (100 MVAr), Modified Planned RAS 194 and RTOP	Voltage collapse	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)[c]
Existing RAS 136[f] and RTOP		1114L (Langdon 102s to Bennett 520s)
		1201L (Bennett 520s to BCH Cranbrook B2S)
		Bennett 520s 500/240 kV transformer T1
Real Time Operational Practices	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	924L (Milo 356s to Langdon 102s)	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	
	901L (Janet 74s to 901AL JCT)	WATL
	916L (East Calgary 5s to Sarcee 42s)	
	918L (Beddington SS-162 to Johnson 281s)	
	733L (Namaka 428s to Strathmore 151s)	Okotoks 678s Transformer T1
	4.81L (Enmax SS-24 to Enmax SS-31)	Enmax #26 Transformer T2
	24.81L (Enmax SS-24 to Enmax SS-31)	26.83L (Enmax 65s to Enmax 26s)
	733L (Namaka 428s to Strathmore 151s)	Foothills 237s Transformer T1
	733L (Namaka 428s to Strathmore 151s)	Foothills 237s Transformer T2
	812L (P2592 to High River 65s)	Black Diamond 392s Transformer T3
Real Time Operational Practices (Trip 608L, 603L and 497L)	924L (Milo 356s to Langdon 102s)	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)
	927L (Milo 356s to Langdon 102s)	

Notes:

[a] Modified Planned RAS 194 refers to add P2592's logic to original RAS 194: If 765L flow if greater than emergency rating, trip P1932, P2029, P2030, P2334, P2422, P2529 and P2592.

[b] Existing RAS 145 is a RAS which under condition of Shepard 240 kV cutplane flow > 419 MW, and 1003L, 985L are under LTO, trip Shepard GT2 (Bus 774) or 3 (Bus 775).

[c] In SP sensitivity post-project scenario, voltage collapsed under 1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s) contingency.

[d] Planned RAS 175 is a RAS which under condition of either 924L or 927L are under LTO and 927L and 924L loadings are greater than the emergency rating, trip P2247, P1927 and curtail 61.8 MW from P2341.

[e] Modified Planned RAS 193 refers to add P2592's logic to RAS 193 which under condition of losing either 985L, 1003L, 1080L or 1109L, trip P2422, P2529 and P2592.

[f] Existing RAS 136 is a RAS which under condition of losing BC intertie, trip MATL and switch the swing bus to AIES.

[g] Total curtailments for the combination of the RASs were higher than MSSC of 466 MW.

7.3 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 and selected C5 conditions for Scenarios 3, 4, 8, 9, 12 and 13 using Alternative 1 and the RASs described in the previous section.

The post-mitigation power flow diagrams for selected Category B and selected C5 conditions are provided in Attachment G. Post-mitigation power flow diagrams present only those contingencies that result in thermal criteria violations that require RAS mitigation. Contingencies that result in thermal criteria violations that can be mitigated by real-time operational practices, or TFO capital maintenance projects were not studied.

7.3.1 Scenario 3: 2025 Summer Light High Solar

Category B and Category C5 Conditions

Thermal and voltage criteria violations observed under Category B and selected Category C5 conditions in the post-Project studies were mitigated by RASs as shown in Table 7-5 and Table 7-6.

Table 7-5: 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
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	192.7	160.6%	150.8	125.7%[a]
	733L (Strathmore 151s to Namaka 428s)	120	132	187.3	156.1%	163.7	136.4%[a]
	765L (Strathmore 151s to Chestermere 419s)	120	132	198.5	165.4%	157.0	130.8%[a]
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	691L (Janet 74s to Chestermere 419s)	120	132	143.4	119.5%	102.4	85.3%
	733L (Strathmore 151s to Namaka 428s)	120	132	138.6	115.5%	115.8	96.5%
	765L (Strathmore 151s to Chestermere 419s)	120	132	149.6	124.7%	109.0	90.8%
	Enmax SS-65 Transformer T1	400	400	418.8	104.7%	338.4	84.6%

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
	Enmax SS-65 Transformer T2	400	400	420.8	105.2%	340.0	85.0%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	409.8	143.8%	326.6	114.6%[a]
	2.81L (Enmax 9s to Enmax 2s)	287	316	320.0	111.5%	253.1	88.2%

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

Table 7-6: Post-RAS Voltage Results for Scenario 3

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
1114L (Langdon 102s to Bennett 520s)	Voltage Recovers							
1201L (Bennett 520s to BCH Cranbrook B2S)								
Bennett 520s 500/240 kV transformer T1								

7.3.2 Scenario 4: 2025 Summer Peak High Solar

Category B and Category C5 Conditions

Thermal and voltage criteria violations observed under Category B and selected Category C5 conditions in the post-Project studies were mitigated by RASs as shown in Table 7-7 and Table 7-8.

Table 7-7: 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 SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	650.4	118.9%	615.4	112.5%[a]
	927L (Milo 356s to Langdon 102s)	576	691	652.6	113.3%	617.5	107.2%[a]
	24.83L (Janet 74s to Enmax 24s)	322	352	390.3	121.2%	304.3	94.5%
	691L (Janet 74s to Chestermere 419s)	120	132	147.7	123.1%	91.7	76.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	148.4	123.7%	122.6	102.2%[a]
	765L (Strathmore 151s to Chestermere 419s)	120	132	162.4	135.3%	106.1	88.4%
	Enmax SS-65 Transformer T1	400	400	630.8	157.7%	528.8	132.2%[a]
	Enmax SS-65 Transformer T2	400	400	634.4	158.6%	531.6	132.9%[a]
	26.83L (Enmax 26s to Enmax SS-65)	285	285	404.7	142.0%	343.7	120.6%[a]
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	608.8	213.6%	499.6	175.3%[a]
	31.84L (Enmax 32s to Enmax 31s)	161	177	205.3	127.5%	163.6	101.6%[a]
	9.80L (Enmax 9s to Enmax 31s)	287	316	410.4	143.0%	347.0	120.9%[a]
	26.81 (Enmax 26s to Enmax 32s)	285	285	374.2	131.3%	313.5	110.0%[a]
	2.81L (Enmax 9s to Enmax 2s)	287	316	444.3	154.8%	357.6	124.6%[a]
	6.82L (Enmax 6s to Enmax 41s)	161	177	195.0	121.1%	160.0	99.4%
	6.80L (Enmax 6s to Enmax 35s)	164	180	175.3	106.9%	140.2	85.5%

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
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	788.0	136.8%	652.6	113.3%[a]
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	786.0	143.7%	651.5	119.1%[a]
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1119.9	115.1%	1069.3	109.9%[a]
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1119.9	115.1%	1069.3	109.9%[a]
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	567.8	103.8%	559.0	102.2%[a]
	765L (Strathmore 151s to Chestermere 419s)	120	132	130.1	108.4%	83.5	69.6%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	567.8	103.8%	559.0	102.2%[a]
	765L (Strathmore 151s to Chestermere 419s)	120	132	130.1	108.4%	83.5	69.6%
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	799.7	146.2%	770.2	140.8%[a]
	927L (Milo 356s to Langdon 102s)	576	691	802.9	139.4%	773.0	134.2%[a]
	691L (Janet 74s to Chestermere 419s)	120	132	237.7	198.1%	182.9	152.4%[a]
	876L (Blackie 253s to Gleichen 179s)	110	130	179.3	163.0%	170.4	154.9%[a]
	733L (Gleichen 179s to Namaka 428s)	120	123	171.5	142.9%	162.5	135.4%[a]
	733L (Namaka 428s to Strathmore 151s)	120	132	237.0	197.5%	210.6	175.5%[a]
	765L (Chestermere	120	132	249.6	208.0%	194.7	162.3%[a]

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
	419s to Strathmore 151s)						
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	862.1	157.6%	771.3	141.0%[a]
	927L (Milo 356s to Langdon 102s)	576	691	865.2	150.2%	774.1	134.4%[a]

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

Table 7-8: Post-RAS Voltage Results for Scenario 4

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
1114L (Langdon 102s to Bennett 520s)	Voltage Recovers[a]							
1201L (Bennett 520s to BCH Cranbrook B2S)								
Bennett 520s 500/240 kV transformer T1								

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

7.3.3 Scenario 8: 2025 Summer Light High Solar Sensitivity

Category B and Category C5 Conditions

Thermal and voltage criteria violations observed under Category B and selected Category C5 conditions in the post-Project studies were mitigated by RASs as shown in Table 7-9 and Table 7-10.

Table 7-9: Post-RAS Power Flow Study Results for Scenario 8

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
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	210.6	175.5%	133.1	110.9%[a]
	876L (Blackie 253s to Gleichen 179s)	110	121	142.6	129.6%	88.6	80.5%
	733L (Namaka 428s to Gleichen 179s)	112	123	137.6	122.9%	88.5	79.0%
	733L (Namaka 428s to Strathmore 151s)	120	132	205.4	171.2%	146.2	121.8%[a]
	765L (Strathmore 151s to Chestermere 419s)	120	132	216.2	180.2%	139.3	116.1%[a]
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	24.83L (Janet 74s to Enmax 24s)	322	352	341.3	106.0%	225.1	69.9%
	691L (Janet 74s to Chestermere 419s)	120	132	146.3	121.9%	84.2	70.2%
	733L (Namaka 428s to Strathmore 151s)	120	132	141.4	117.8%	98.8	82.3%
	765L (Strathmore 151s to Chestermere 419s)	120	132	152.5	127.1%	91.7	76.4%
	Enmax SS-65 Transformer T1	400	400	477.2	119.3%	342.0	85.5%
	Enmax SS-65 Transformer T2	400	400	480.0	120.0%	344.0	86.0%
	26.83L (Enmax 26s to Enmax SS-65)	285	285	295.5	103.7%	218.3	76.6%

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
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	474.0	166.3%	331.7	116.4%[a]
	31.84L (Enmax 32s to Enmax 31s)	161	177	169.5	105.3%	114.1	70.9%
	9.80L (Enmax 9s to Enmax 31s)	287	316	308.0	107.3%	227.3	79.2%
	2.81L (Enmax 9s to Enmax 2s)	287	316	368.2	128.3%	253.4	88.3%

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

Table 7-10: Post-RAS Voltage Results for Scenario 8

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
1114L (Langdon 102s to Bennett 520s)	Voltage Recovers[a]							
1201L (Bennett 520s to BCH Cranbrook B2S)								
Bennett 520s 500/240 kV transformer T1								

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

7.3.4 Scenario 9: 2025 Summer Peak High Solar Sensitivity

Category B and Category C5 Conditions

Thermal and voltage criteria violations observed under Category B and selected Category C5 conditions in the post-Project studies were mitigated by RASs as shown in Table 7-11 and Table 7-12.

Table 7-11: Post-RAS Power Flow Study Results for Scenario 9

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
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	733L (Namaka 428s to Strathmore 151s)	120	132	132.7	110.6%	91.8	76.5%
	765L (Chestermere 419s to Strathmore 151s)	120	132	132.6	110.5%	69.4	57.8%
	1109L (Enmax SS-65 to Enmax SS-25)	487	584	657.5	135.0%	517.2	106.2%[a]
	1080L (Enmax SS-65 to Enmax SS-25)	487	584	654.5	134.4%	514.8	105.7%[a]
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	668.4	122.2%	592.4	108.3%[a]
	927L (Milo 356s to Langdon 102s)	576	691	670.5	116.4%	594.4	103.2%[a]
	24.83L (Janet 74s to Enmax 24 Sub)	322	375	461.7	143.4%	295.3	91.7%
	691L (Janet 74s to Chestermere 419s)	120	132	152.3	126.9%	74.9	62.4%
	876L (Blackie 253s to Gleichen 179s)	110	130	118.1	107.4%	75.2	68.4%
	733L (Gleichen 179s to Namaka 428s)	120	123	124.0	103.3%	82.1	68.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	168.8	140.7%	115.4	96.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	168.9	140.8%	93.5	77.9%

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
	Enmax SS-65 T1	400	400	710.8	177.7%	529.6	132.4%[a]
	Enmax SS-65 T2	400	400	714.4	178.6%	532.4	133.1%[a]
	54.81 (Enmax 54s to Enmax SS-65)	285	287	303.8	106.6%	229.4	80.5%
	41.84 (Enmax 54s to Enmax 41s)	285	287	285.0	100.0%	211.2	74.1%
	26.83L (Enmax 26s to Enmax SS-65)	285	285	458.0	160.7%	344.9	121.0%[a]
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	701.1	246.0%	497.3	174.5%[a]
	31.84L (Enmax 31s to Enmax 32s)	161	177	239.6	148.8%	161.3	100.2%[a]
	9.80L (Enmax S-31 to Enamx S-9)	287	316	464.1	161.7%	349.6	121.8%[a]
	26.81 (Enmax 26s to Enmax 32s)	285	287	426.6	149.7%	314.4	110.3%[a]
	2.81L (Enmax 9s to Enmax 2S)	287	316	516.9	180.1%	357.9	124.7%[a]
	6.82L (Enmax 6s to Enmax 41S)	161	177	228.0	141.6%	163.6	101.6%[a]
	6.80L (Enmax SS-6 to Enmax SS-35)	164	180	208.6	127.2%	144.2	87.9%
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	787.4	136.7%	669.9	116.3%[a]
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	785.5	143.6%	668.4	122.2%[a]
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1293.1	132.9%	1102.4	113.3%[a]
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1292.1	132.8%	1103.4	113.4%[a]
	924L (Milo 356s to Langdon 102s)	547	656	575.4	105.2%	546.5	99.9%

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
1106L (Enmax SS-65 to Foothills 237s)	927L (Milo 356s to Langdon 102s)	576	691	577.7	100.3%	548.4	95.2%
	733L (Namaka 428s to Strathmore 151s)	120	132	133.9	111.6%	108.2	90.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	132.9	107.4%	107.4	89.5%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	576.0	105.3%	546.5	99.9%
	927L (Milo 356s to Langdon 102s)	576	691	577.7	100.3%	548.4	95.2%
	733L (Namaka 428s to Strathmore 151s)	120	132	133.9	111.6%	108.2	90.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	132.9	107.4%	107.4	89.5%
1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)	487	584	629.7	129.3%	445.1	91.4%
1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)	487	584	630.2	129.4%	445.1	91.4%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	830.9	151.9%	741.7	135.6%[a]
	927L (Milo 356s to Langdon 102s)	576	691	833.5	144.7%	744.2	129.2%[a]

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

Table 7-12: Post-RAS Voltage Results for Scenario 9

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	Voltage Recovers[a]							
1114L (Langdon 102s to Bennett 520s)								
1201L (Bennett 520s to BCH Cranbrook B2S)								
Bennett 520s 500/240 kV transformer T1								

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

7.3.5 Scenario 12: 2025 Summer Peak LG Post-project Load

Category B and Category C5 Conditions

Voltage criteria violations observed under Category B conditions in the post-Project studies were mitigated by RASs as shown in Table 7-13.

Table 7-13: Post-RAS Voltage Results for Scenario 12

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
1114L (Langdon 102s to	Voltage Recovers[a]							

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
Bennett 520s)								
1201L (Bennett 520s to BCH Cranbrook B2S)								
Bennett 520s 500/240 kV transformer T1								

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

7.3.6 Scenario 13: 2025 Winter Peak LG Post-project Load

Category B Conditions

Voltage criteria violations observed under Category B conditions in the post-Project studies were mitigated by RASs as shown in Table 7-14.

Table 7-14: Post-RAS Voltage Results for Scenario 13

Contingency (System Element Lost)	Violation Location Details			Emergency Minimum Voltage (kV)	Emergency Maximum Voltage (kV)	Initial Voltage (kV)	Steady State Voltage (kV)	Post-Mitigation Steady State (kV)
	Substation Name and No.	Bus No.	Nominal kV					
1114L (Langdon 102s to Bennett 520s)								
1201L (Bennett 520s to BCH Cranbrook B2S)	Voltage Recovers[a]							
Bennett 520s 500/240 kV transformer T1								

Notes:

[a] The remaining thermal overloads will be mitigated by Real Time Operation Practice (RTOP).

7.4 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 and C5 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 F.

8 Project Interdependencies

The Project is not dependent on the future developments of the AESO Long Term Plan for the region. TFO has confirmed that the 812L normal ratings will be increased from 48 MVA to a minimum of 85 MVA as part of this project. If this requirement is not met, the Project will need to decrease their STS to clear any thermal violation under Category A conditions on 812L for this connection alternative to proceed[4].

[4] CT Ratio is the limiting factor in derating of 812L. CT constraint will be addressed by changing connections at CT terminals as part of P2592's scope and 812L will be restored to line conductor rating.

Attachment A: Dynamic Data and Assumptions of All Equipment Proposed for the Connection

Study Area load representation assumed for the transient studies is shown in Table A-1

Table A-1: Transient Stability Analysis Load Representation

Planning Areas	% of load specified as Large Motors	% of load specified as Small Motors	The Remainder of the Load (excluding Motor loads)	
			Active Power	Reactive Power
			Constant Current	Constant Impedance
Areas in South regions	*40%*	*30%*	*100%*	*100%*
Areas in other regions	*10%*	*10%*	*100%*	*100%*

Table A-2: Generator Dynamic

Generator Dynamic Data (REGCA1 model)											
Tg	**Rrpwr**	**Brkpt**	**Zerox**	**Lvpl1**	**Volim**	**Lvpnt1**	**Lvpnt0**	**Lolin**	**Tfltr**	**Khv**	**Iqrmax**
0.0200	10.0000	0.9000	0.5000	1.0000	1.2000	0.0100	0.0000	-1.0000	0.0000	0.0000	20.0000
Iqrmin	**Accel**										
-20.0000	0.7000										

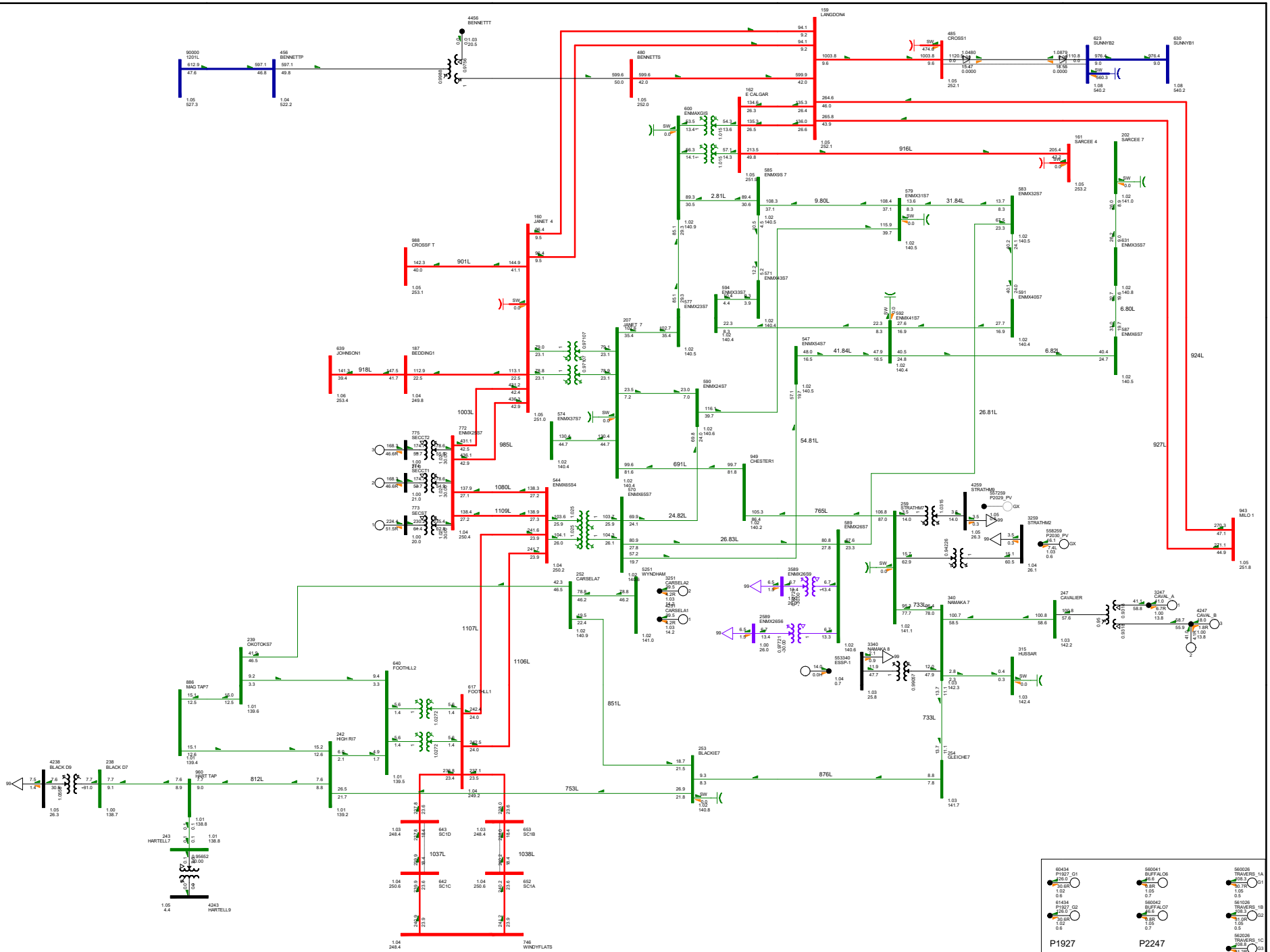
Table A-3: Electrical Dynamic Data

Electrical Dynamic Data (REECA1 model)											
Vdip	**Vup**	**Trv**	**Dbd1**	**Dbd2**	**Kqv**	**Lqhl**	**Lqll**	**Vref0**	**Lqfrz**	**Thld**	**Thld2**
0.9000	1.1000	0.0100	-0.1000	0.1000	1.0000	2.0000	-2.0000	0.0000	1.0000	0.0000	0.0000
Tp	**QMax**	**QMin**	**VMAX**	**VMIN**	**Kqp**	**Kqi**	**Kvp**	**Kvi**	**Vbias**	**Tiq**	**dPmax**
0.0500	0.6000	-0.6000	1.2000	0.8000	0.0000	1.0000	0.0000	1.0000	0.0000	0.0100	1.0000
dPmin	**PMAX**	**PMIN**	**Imax**	**Tpord**	**Vq1**	**Iq1**	**Vq2**	**Iq2**	**Vq3**	**Iq3**	**Vq4**
-1.0000	1.0000	0.0000	1.0000	0.0100	0.0000	1.0000	0.3300	1.0000	0.6600	1.0000	1.0000
Iq4	**Vp1**	**Ip1**	**Vp2**	**Ip2**	**Vp3**	**Ip3**	**Vp4**	**Ip4**			
1.0000	0.0000	1.0000	0.3300	1.0000	0.6600	1.0000	1.0000	1.0000			

Table A-4: Auxiliary Dynamic Data

Auxiliary Dynamic Data (REPCA1 model)											
Tfltr	**Kp**	**Ki**	**Tft**	**Tfv**	**Vfrz**	**Rc**	**Xc**	**Kc**	**Emax**	**Emin**	**Dbd1**
0.0400	0.0000	0.5000	0.0000	0.0400	0.8800	0.0019	0.0070	0.0400	999.0000	-999.0000	0.0000
Dbd2	**Qmax**	**Qmin**	**Kpg**	**Kig**	**Tp**	**Fdbd1**	**Fdbd2**	**Femax**	**Femin**	**Pmax**	**Pmin**
0.0000	0.6000	-0.6000	0.0000	0.5000	0.0400	0.0000	0.0000	999.0000	-999.0000	1.0000	0.0000
Tg	**Ddn**	**Dup**									
0.0400	0.0400	0.0400									

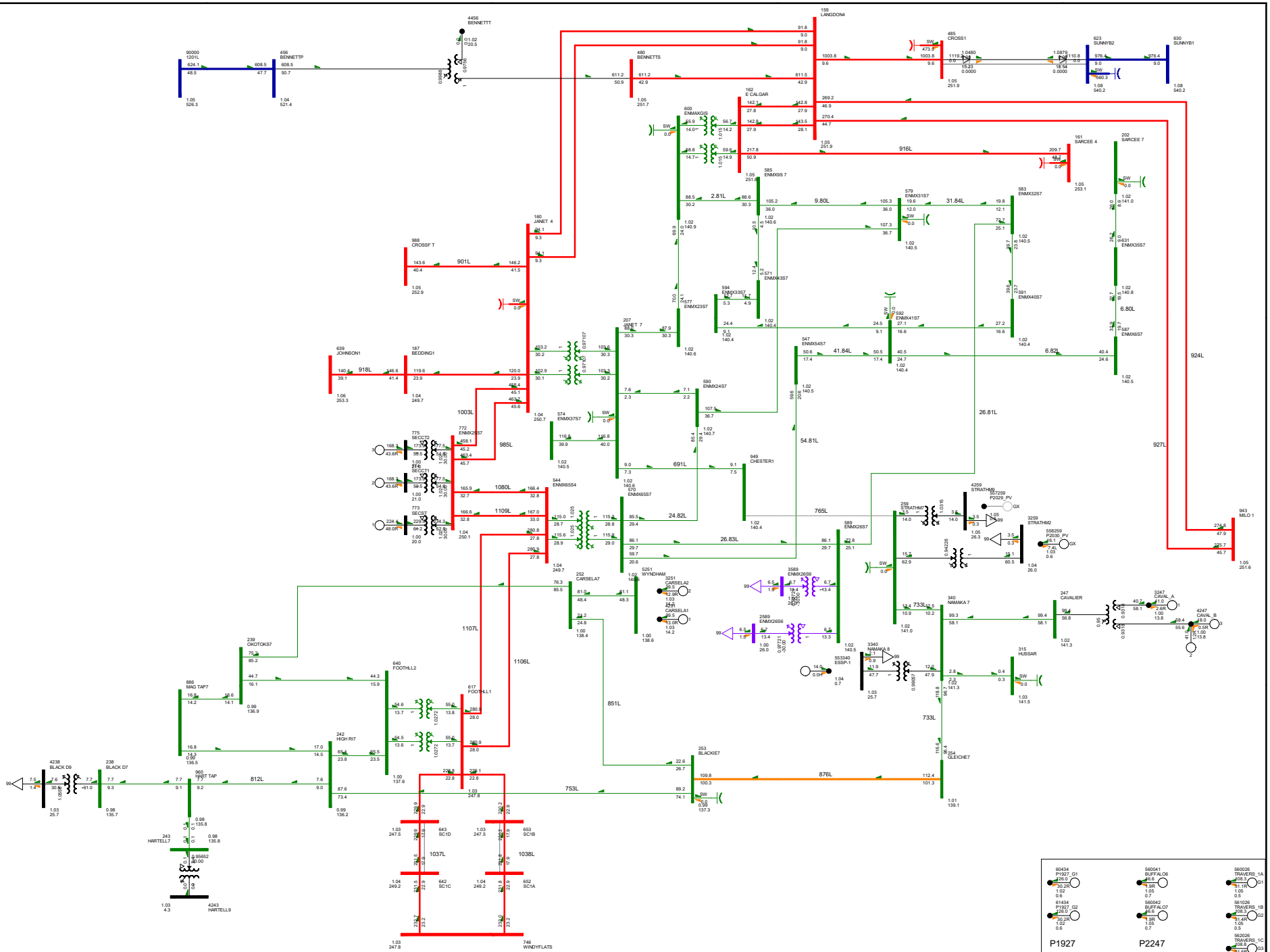
Attachment B: Pre-Project Power Flow Diagrams (Scenarios 1 to 2, 6 to 7 and 10 to 11)



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-1-1: S1-P2592-SL-PRE.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 21:55

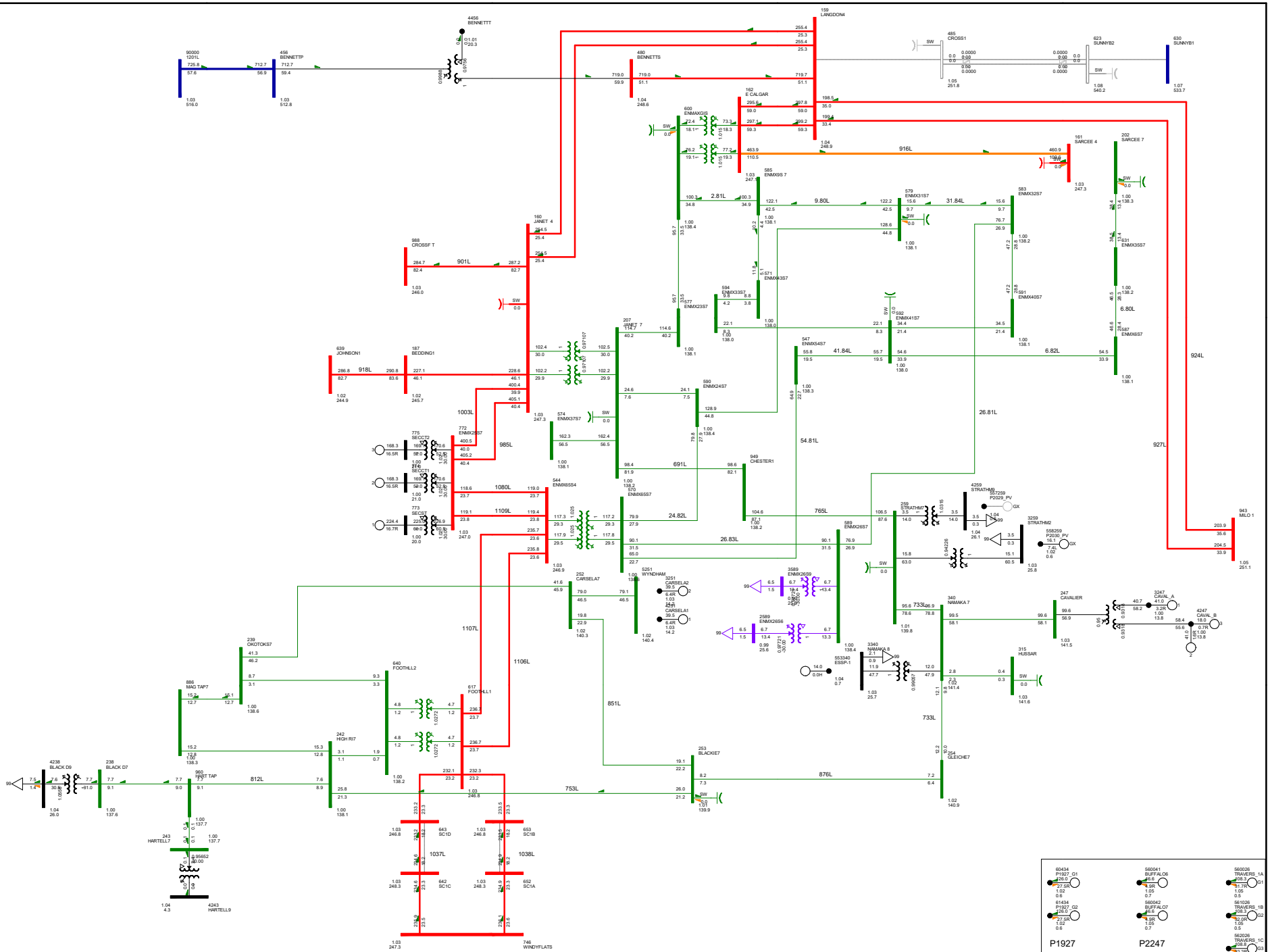
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-1-1: S1-P2592-SL-PRE.SAV
CATEGORY B - 765L (STRATHMORE 151S TO CHESTERMERE 419S)
WED, AUG 23 2023 21:56

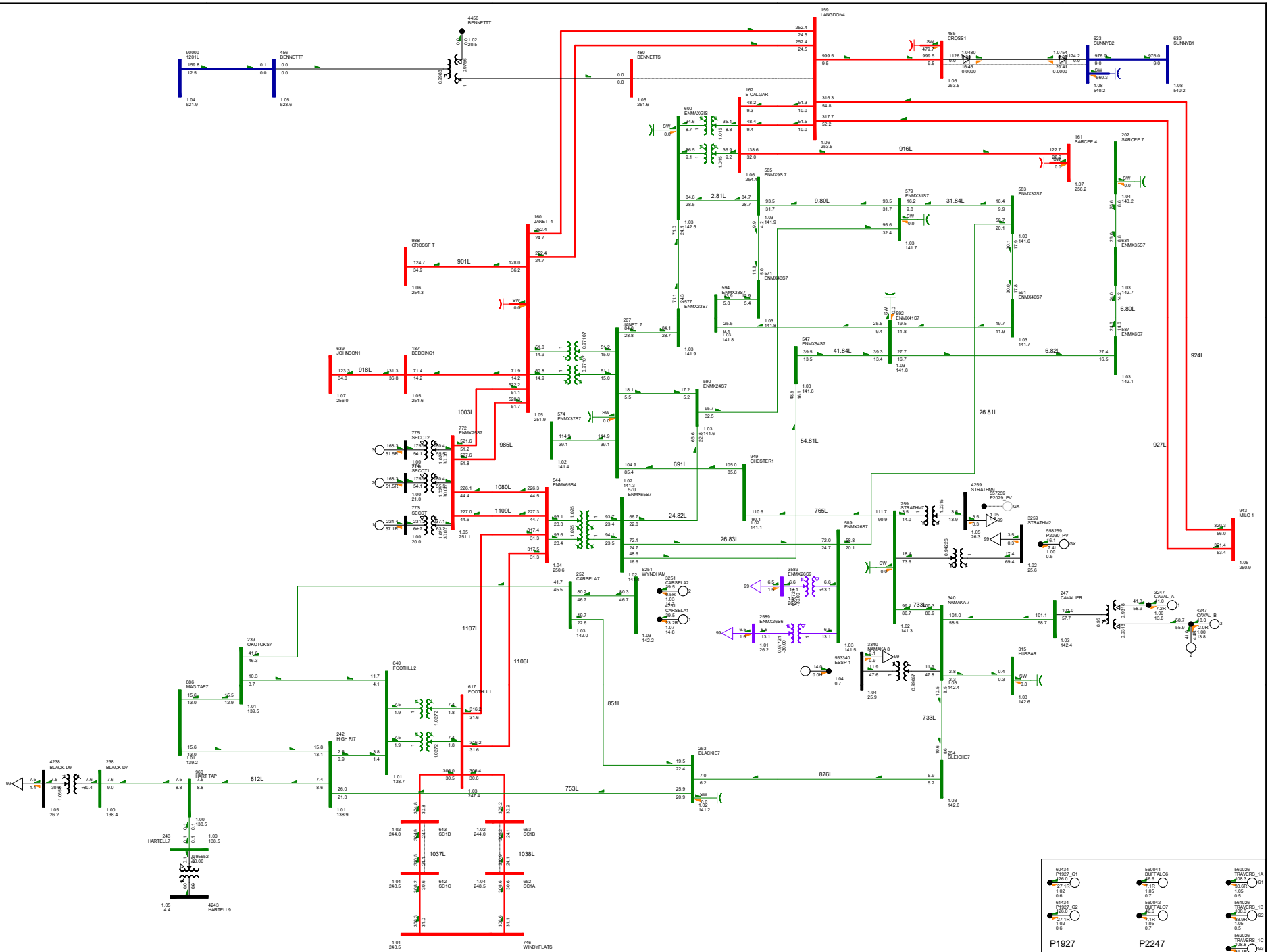
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-1-2: S1-P2592-SL-PRE.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 21:57

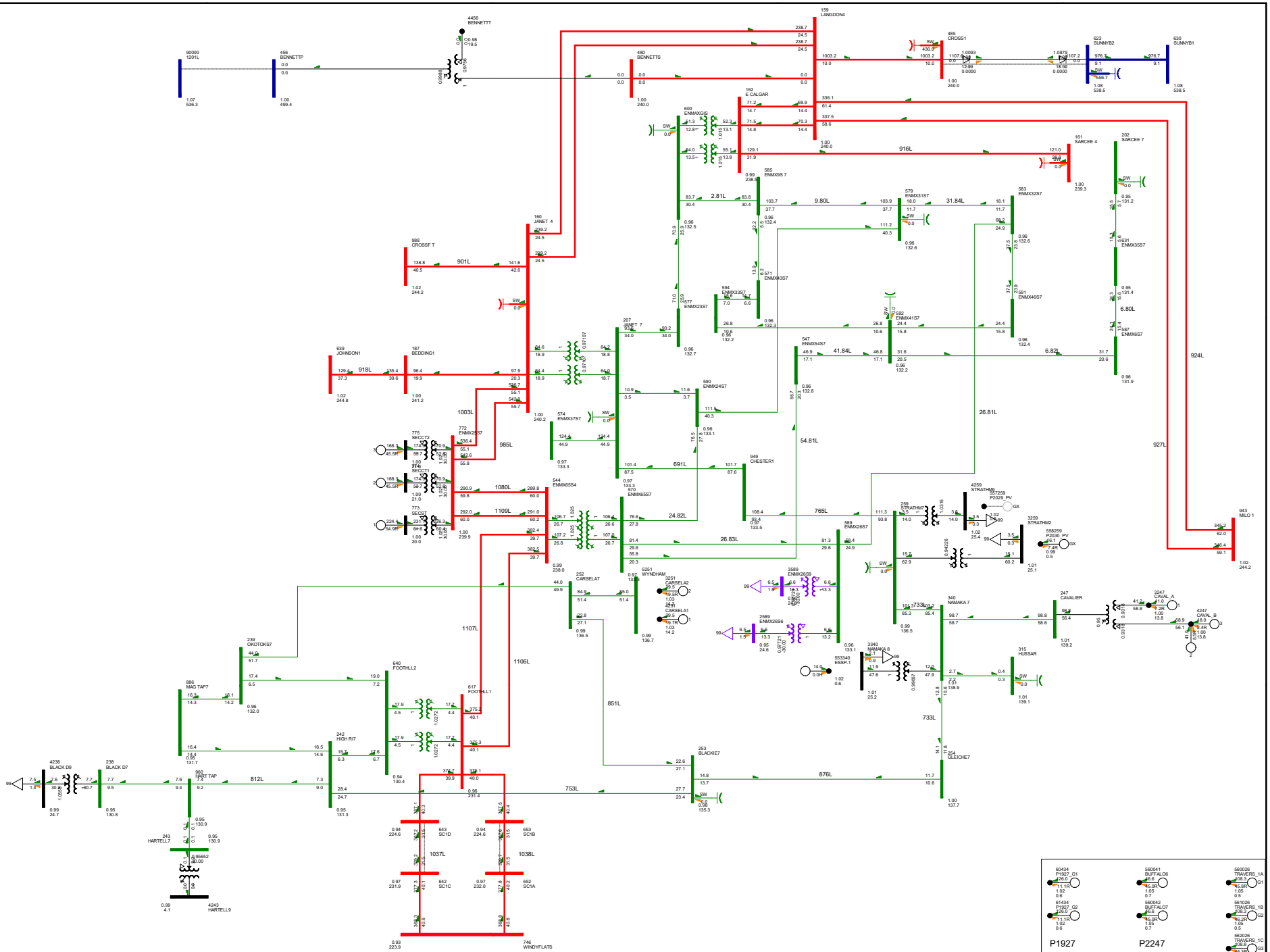
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-1-3: S1-P2592-SL-PRE.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 21:57

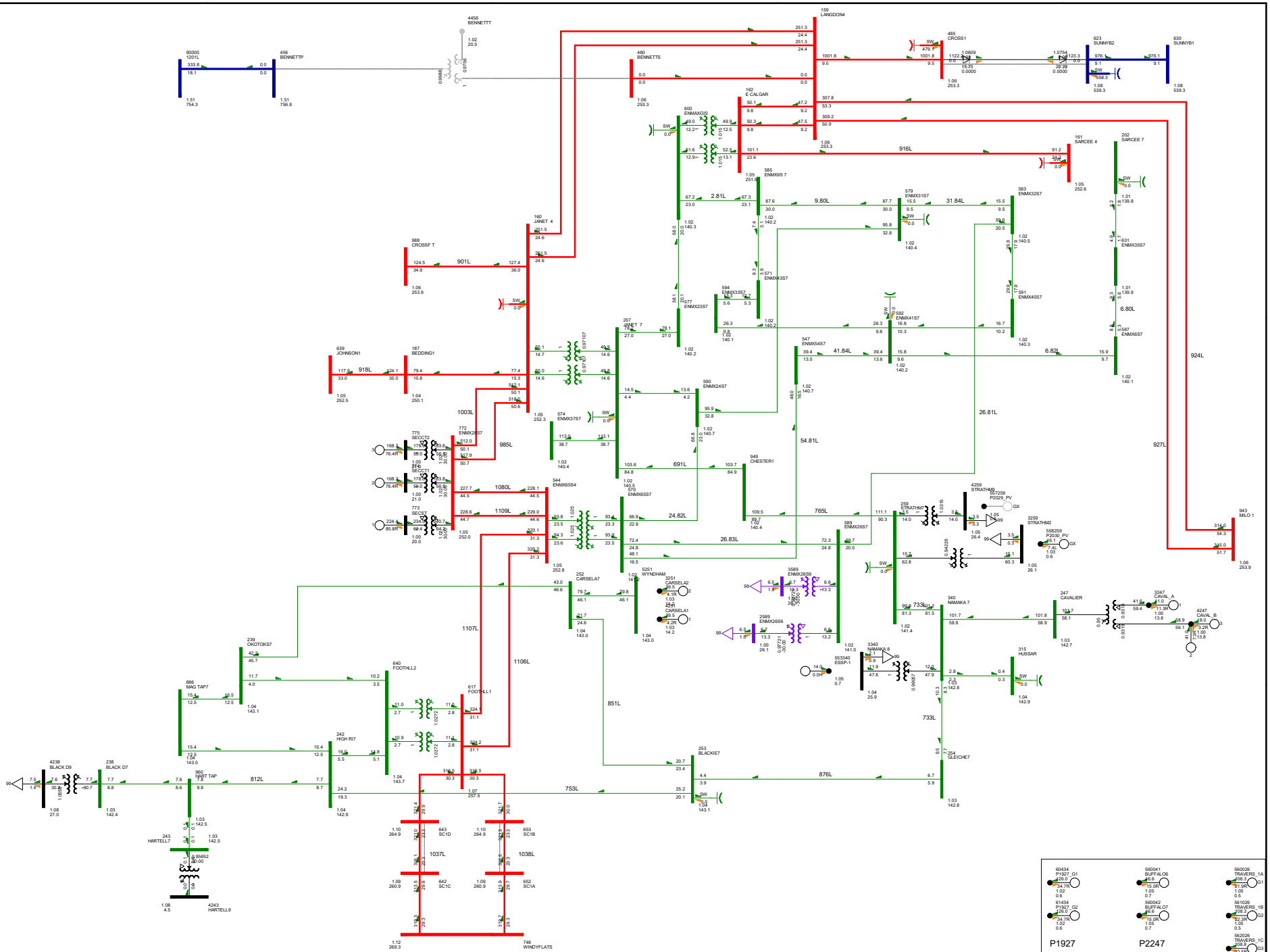
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-1-4: S1-P2592-SL-PRE.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 21:58

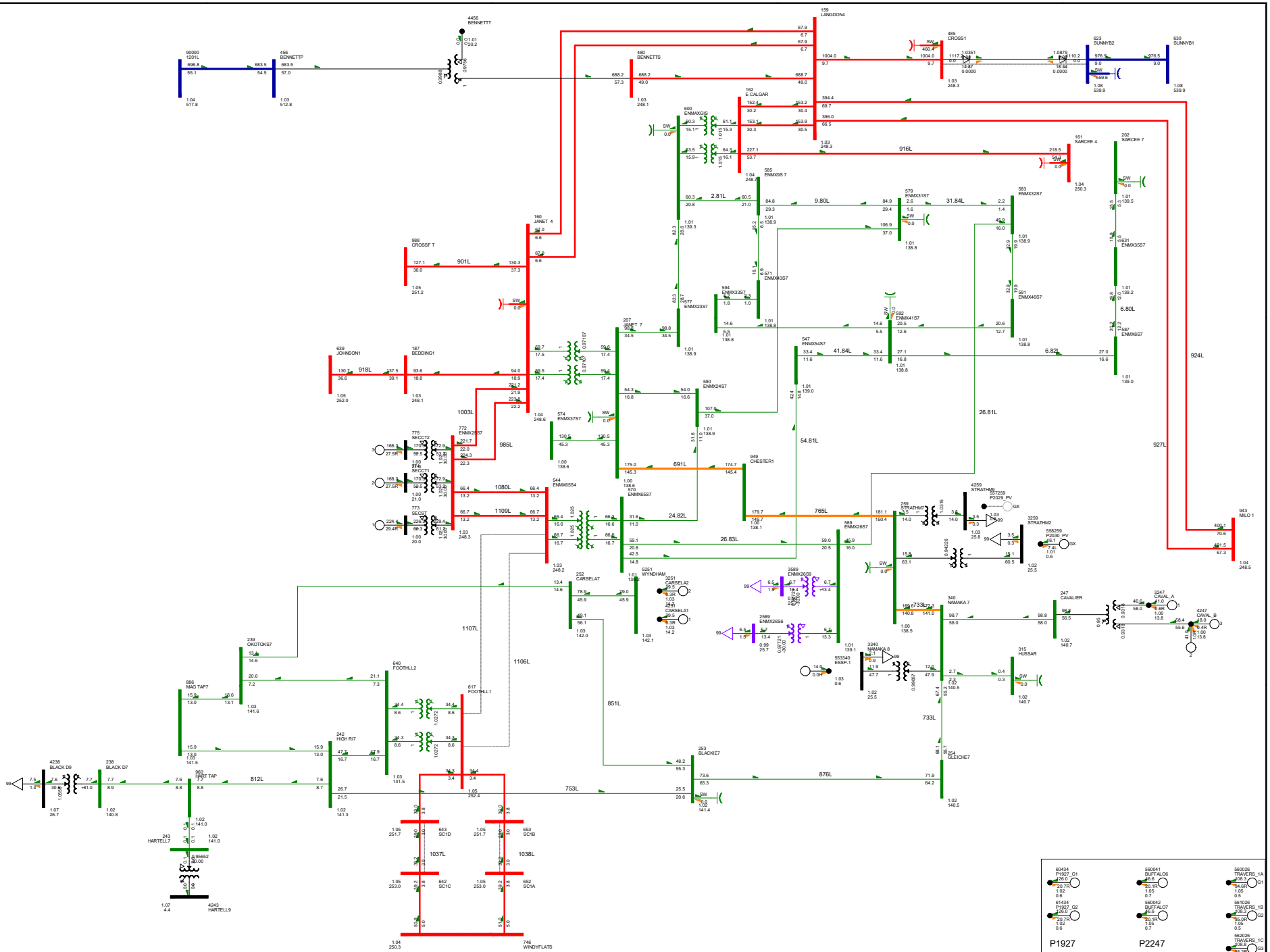
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-1-5: S1-P2592-SL-PRE.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 21:59

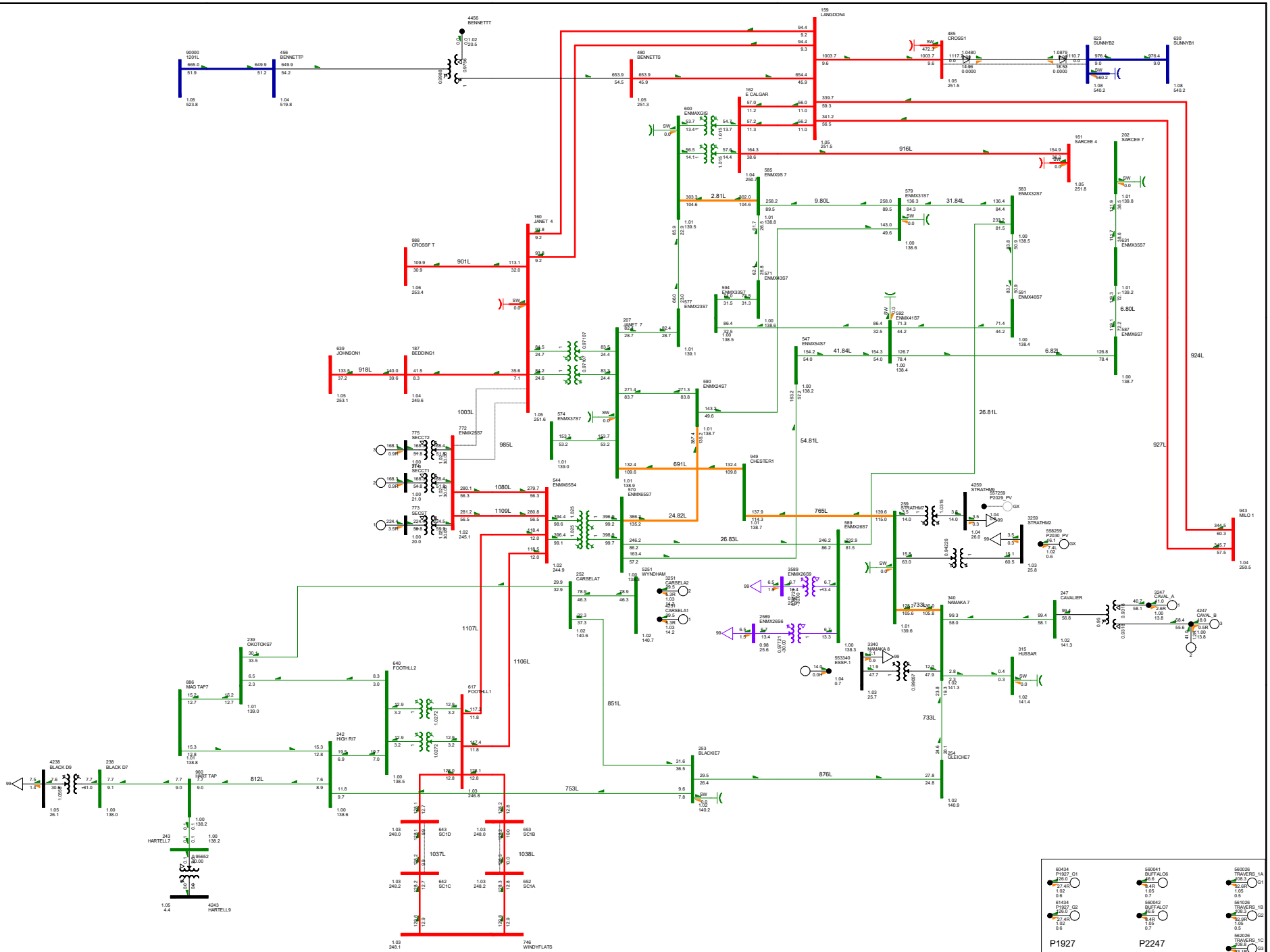
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-1-1: S1-P2592-SL-PRE.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:00

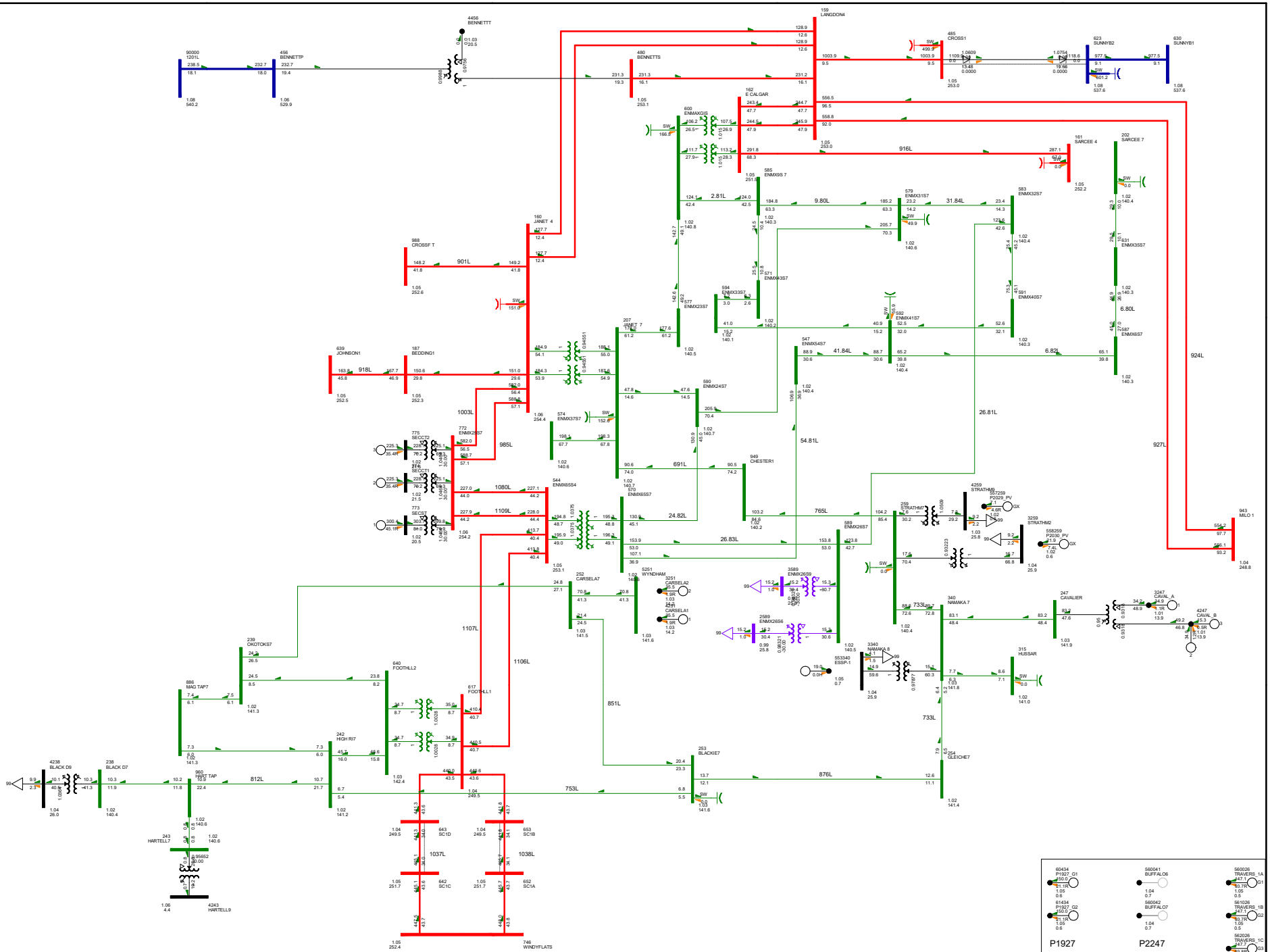
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-1-2: S1-P2592-SL-PRE.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:01

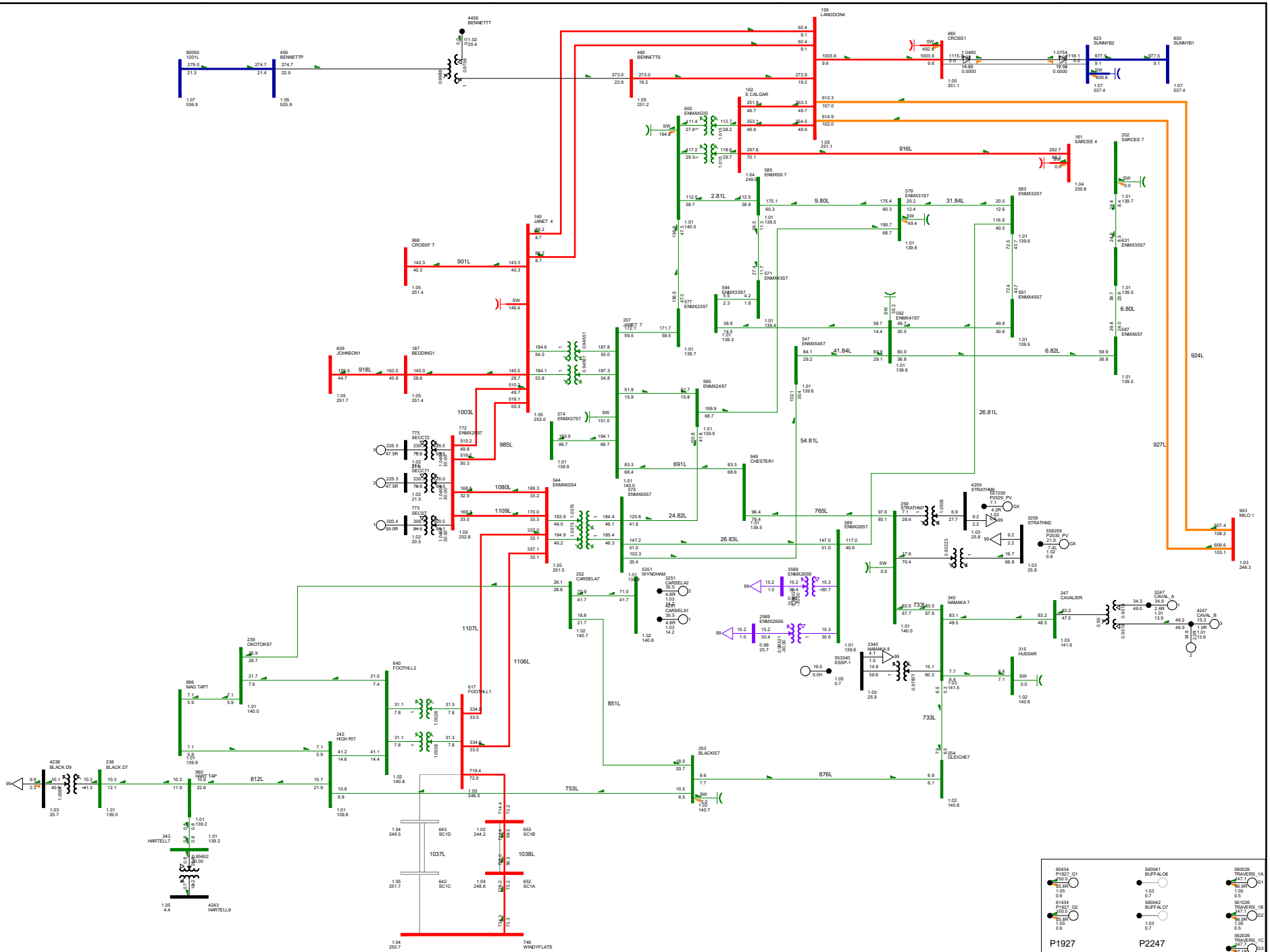
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-2-1: S2-P2592-SP-PRE.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 22:03

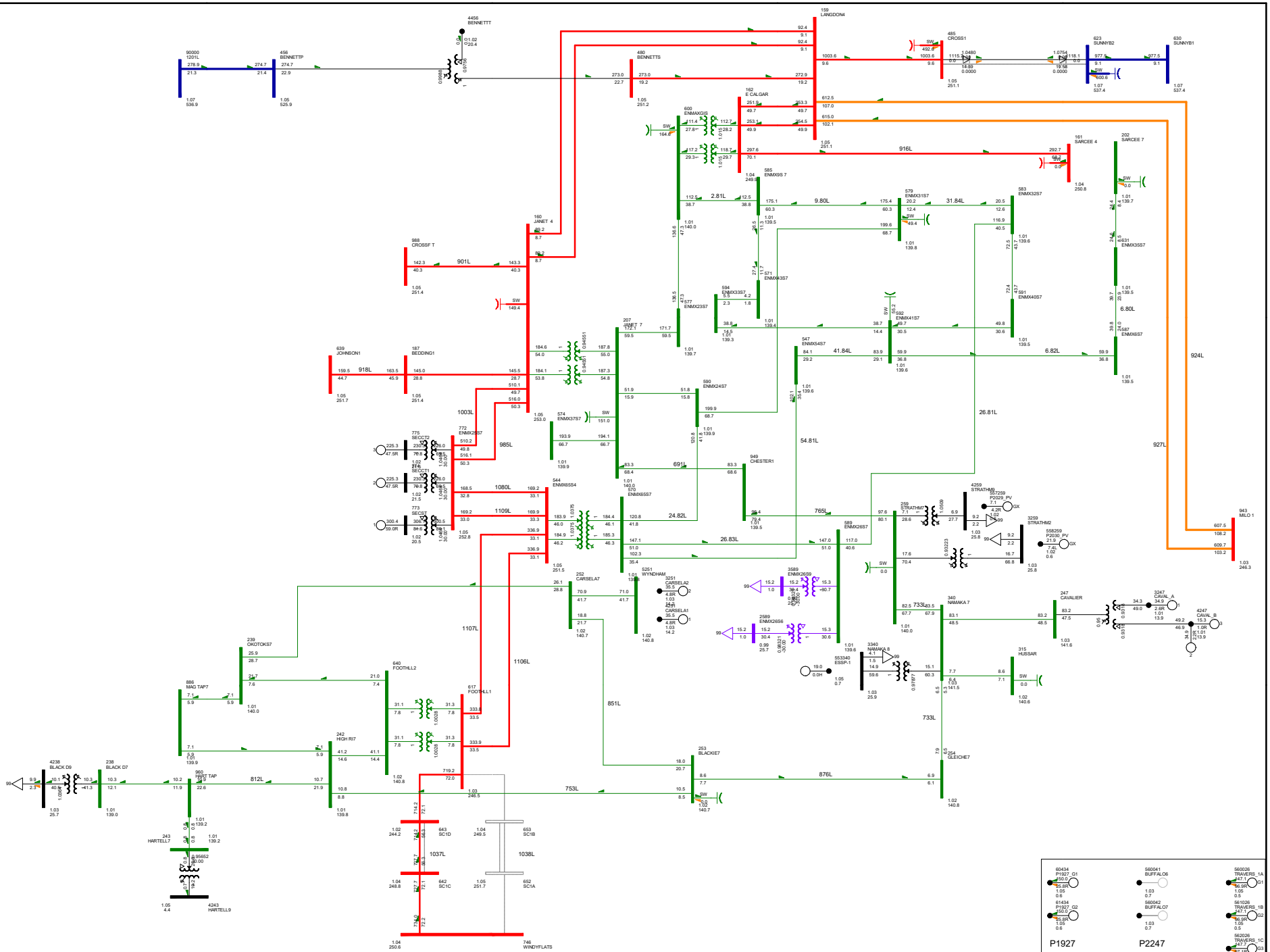
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-1: S2-P2592-SP-PRE.SAV
CATEGORY B - 1037L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 22:17

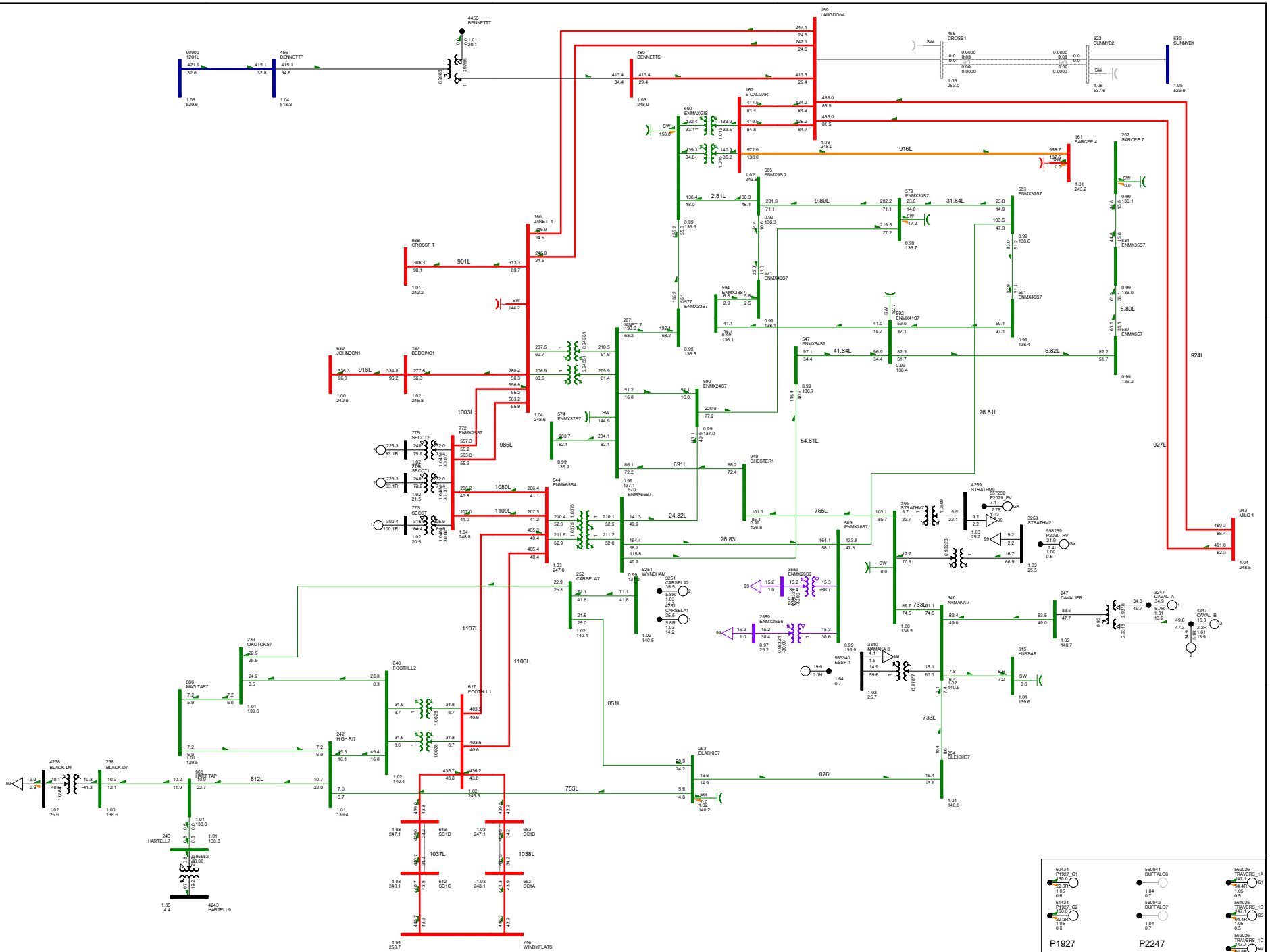
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-2: S2-P2592-SP-PRE.SAV
CATEGORY B - 1038L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 22:18

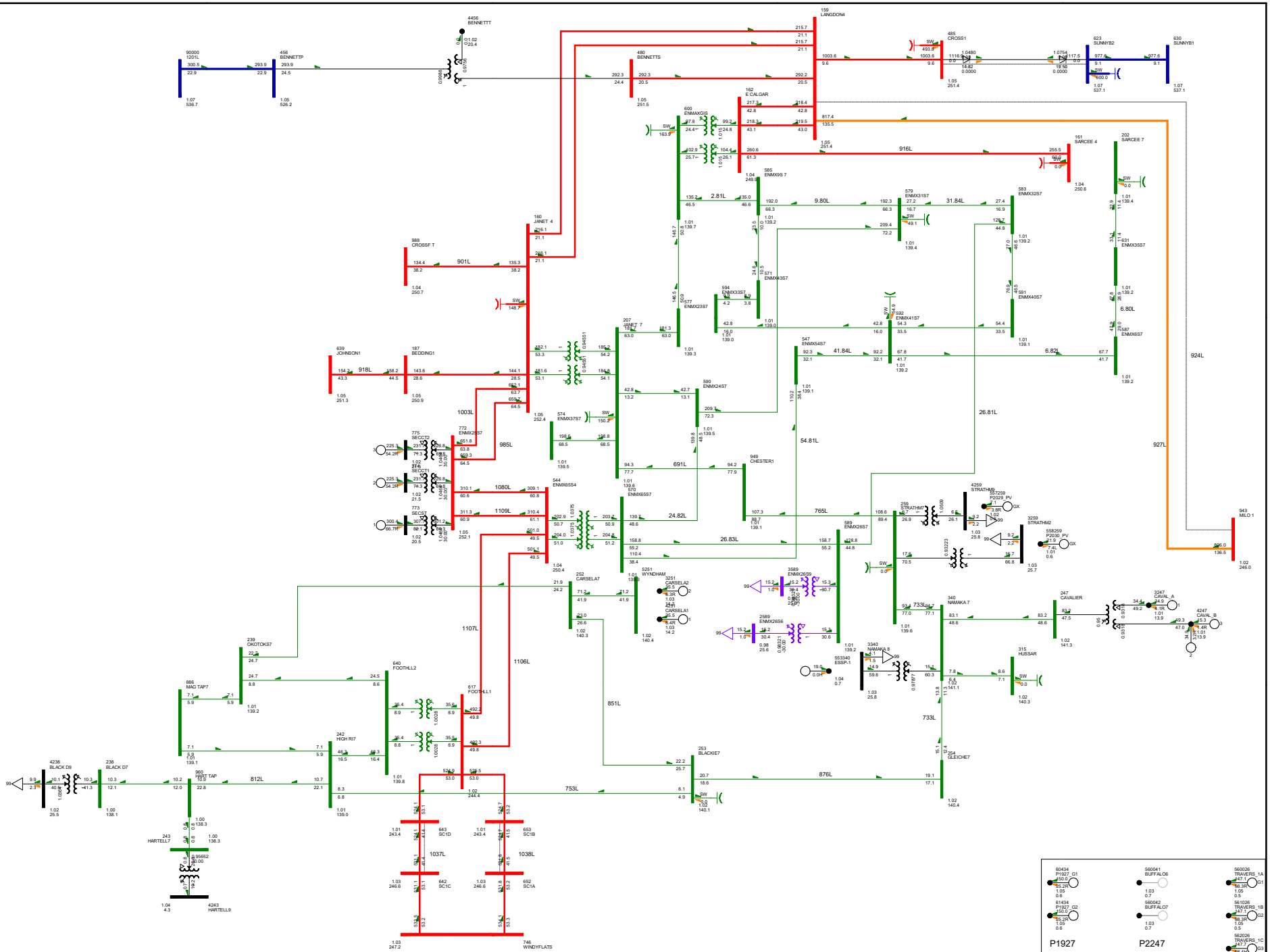
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-3: S2-P2592-SP-PRE.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 22:18

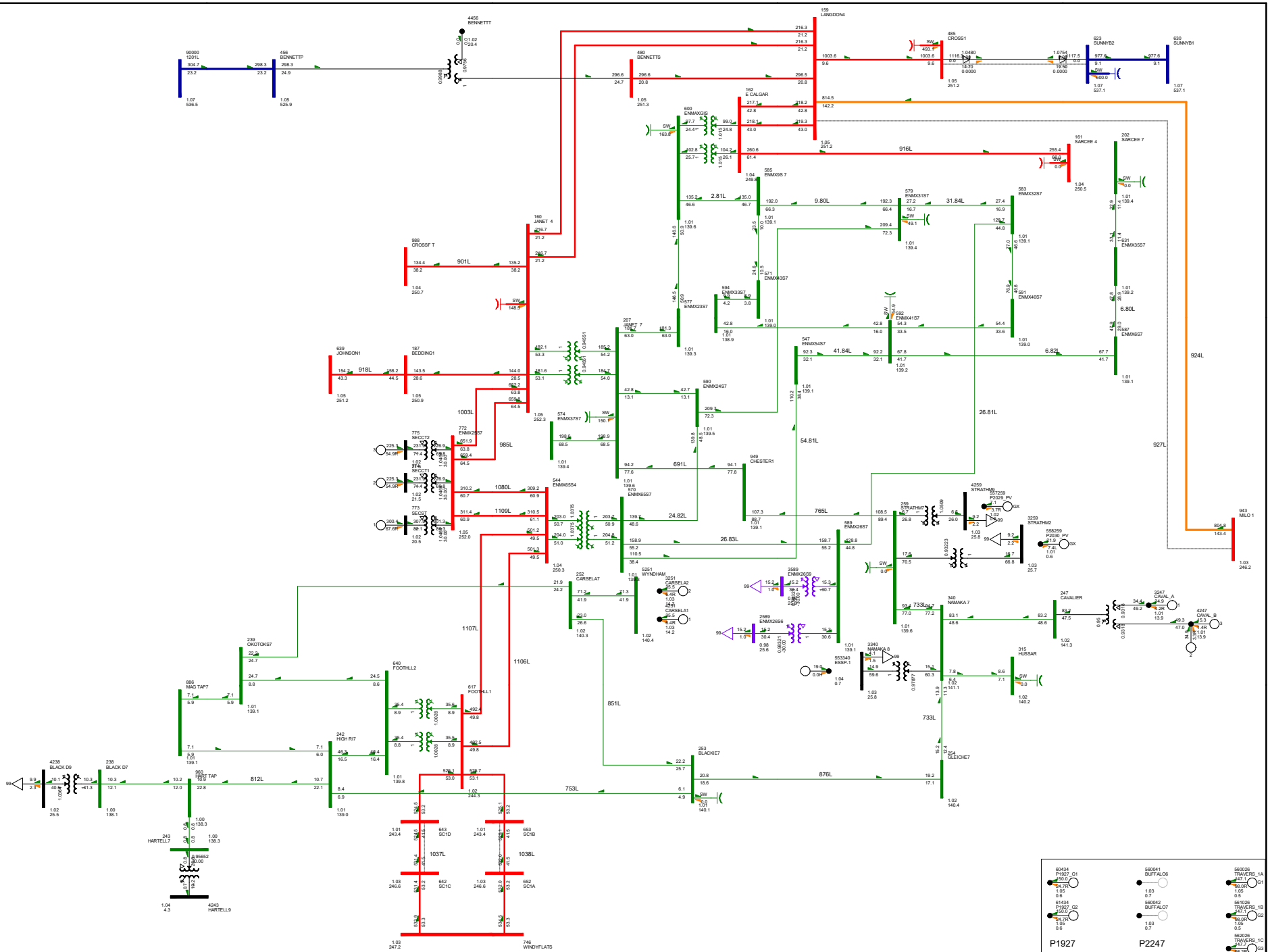
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-4: S2-P2592-SP-PRE.SAV
CATEGORY B - 924L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:19

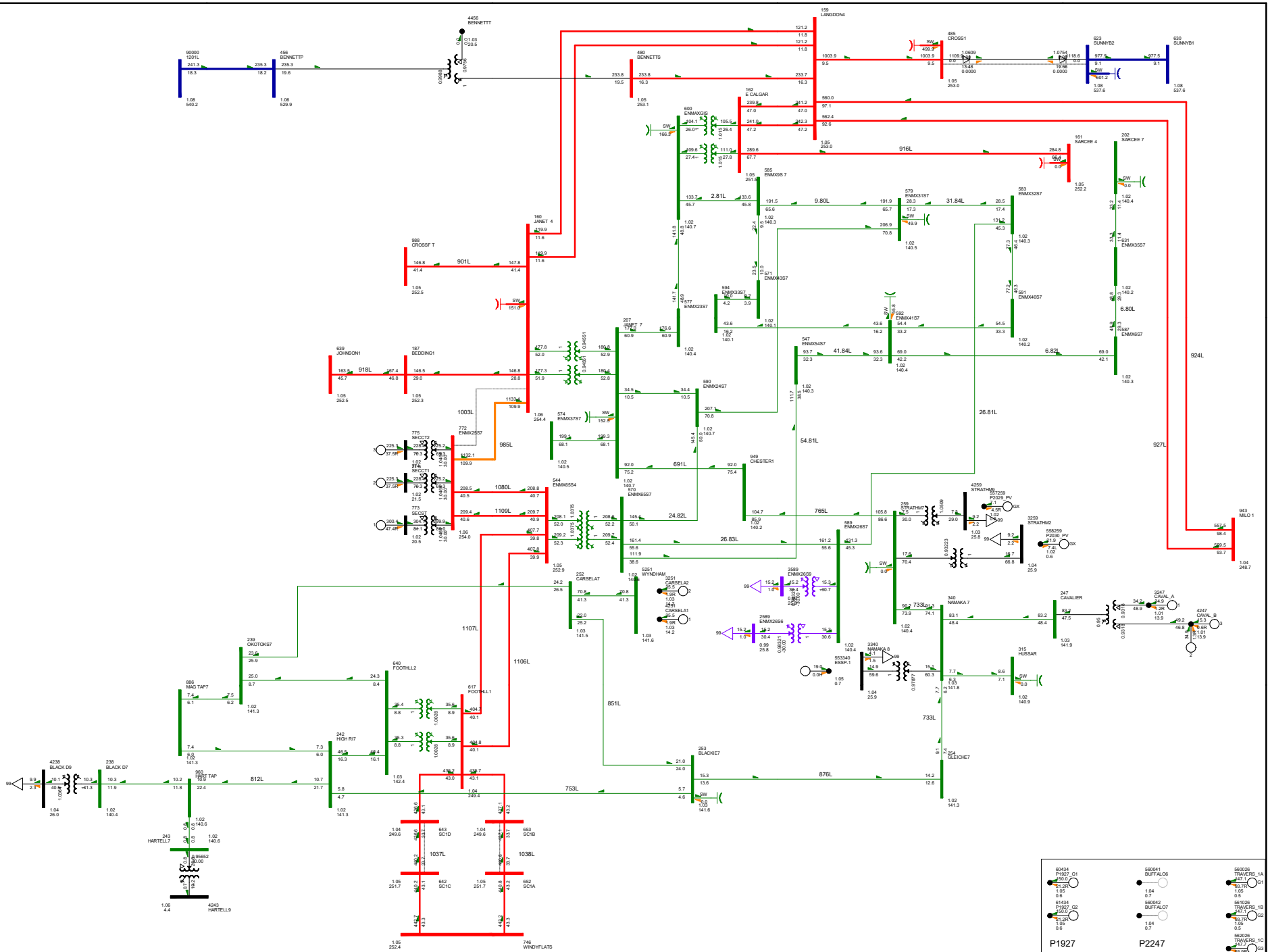
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-5: S2-P2592-SP-PRE.SAV
CATEGORY B - 927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:19

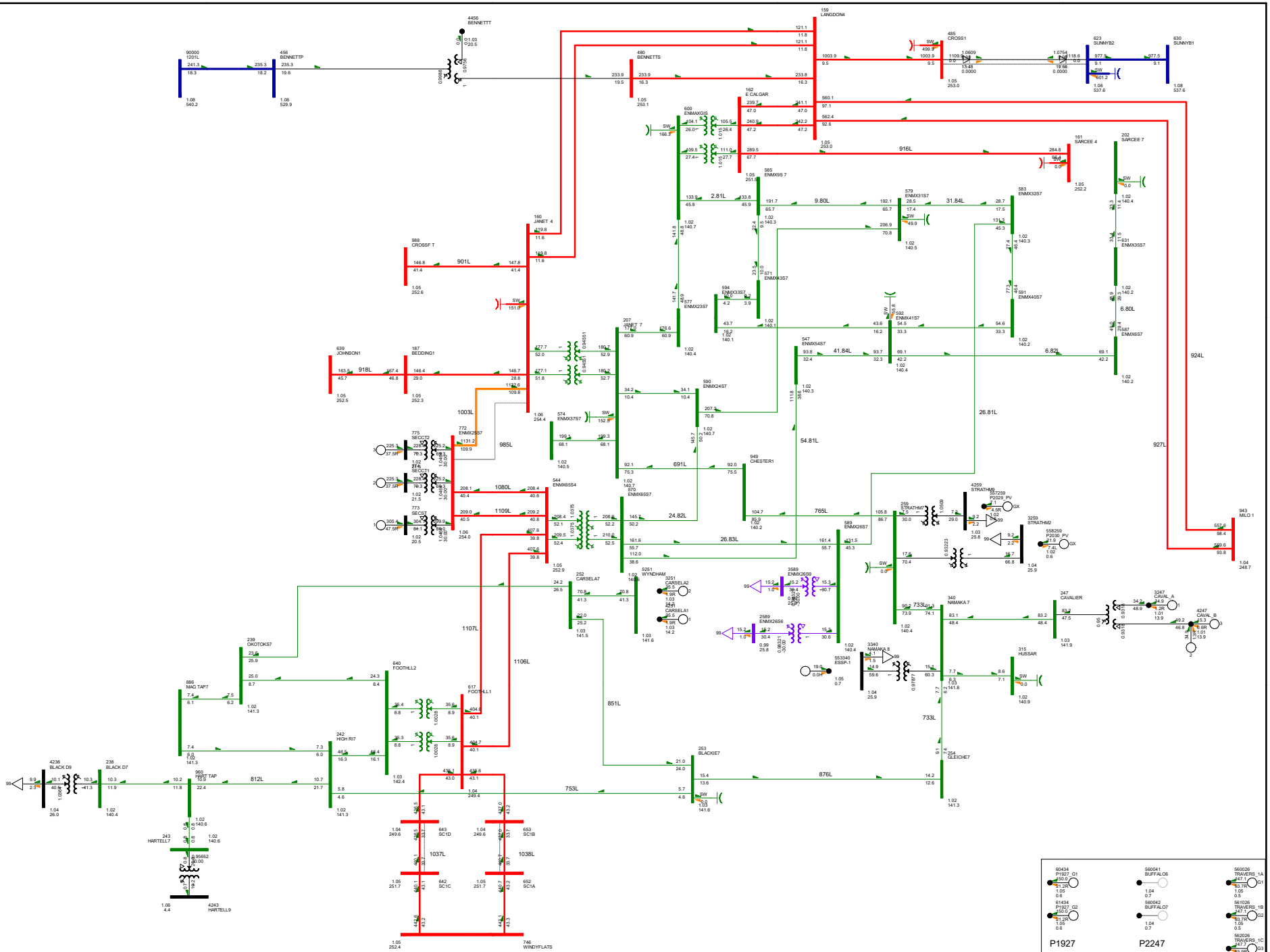
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-6: S2-P2592-SP-PRE.SAV
CATEGORY B - 1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:20

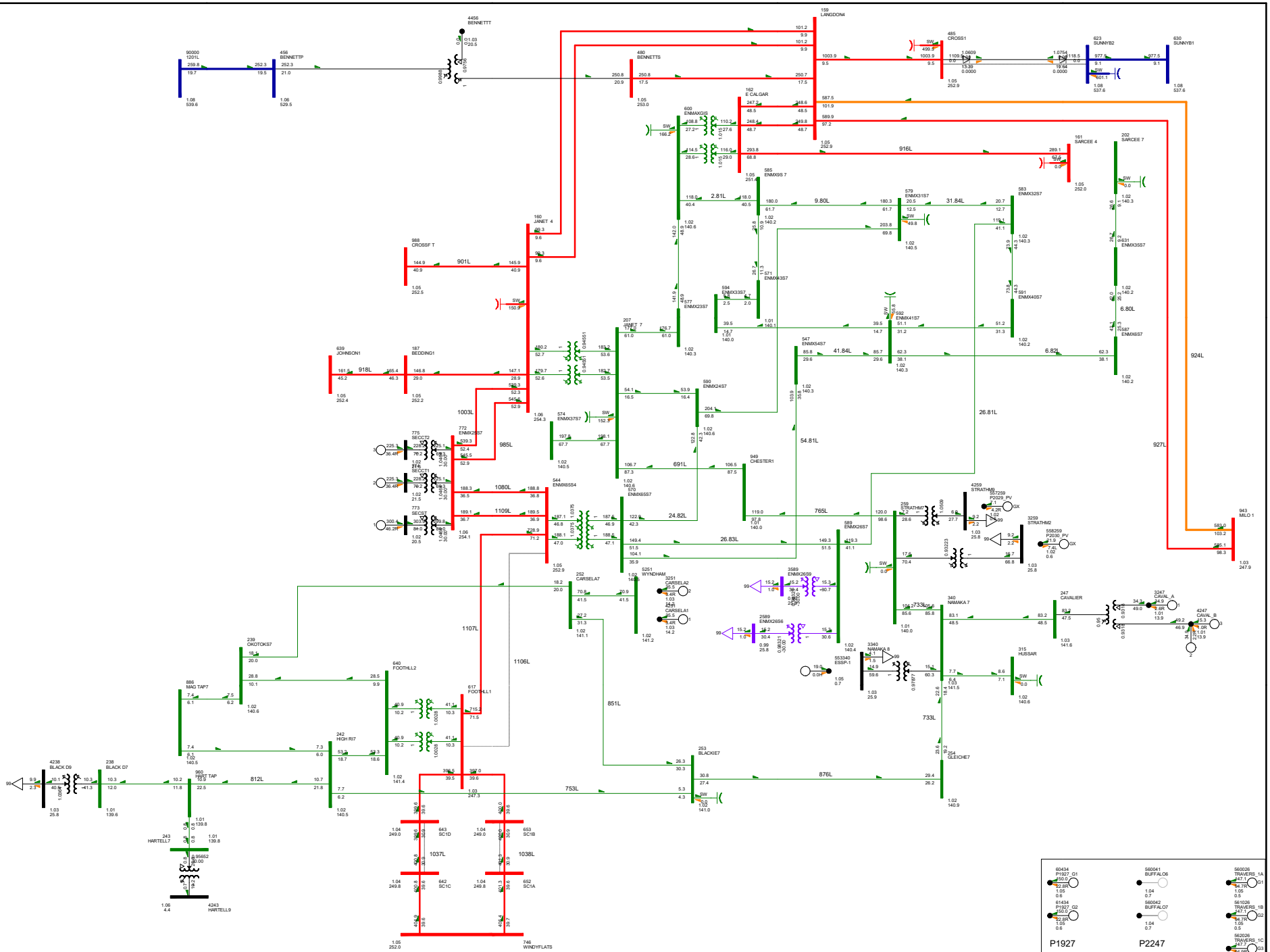
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-7: S2-P2592-SP-PRE.SAV
CATEGORY B - 985L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:20

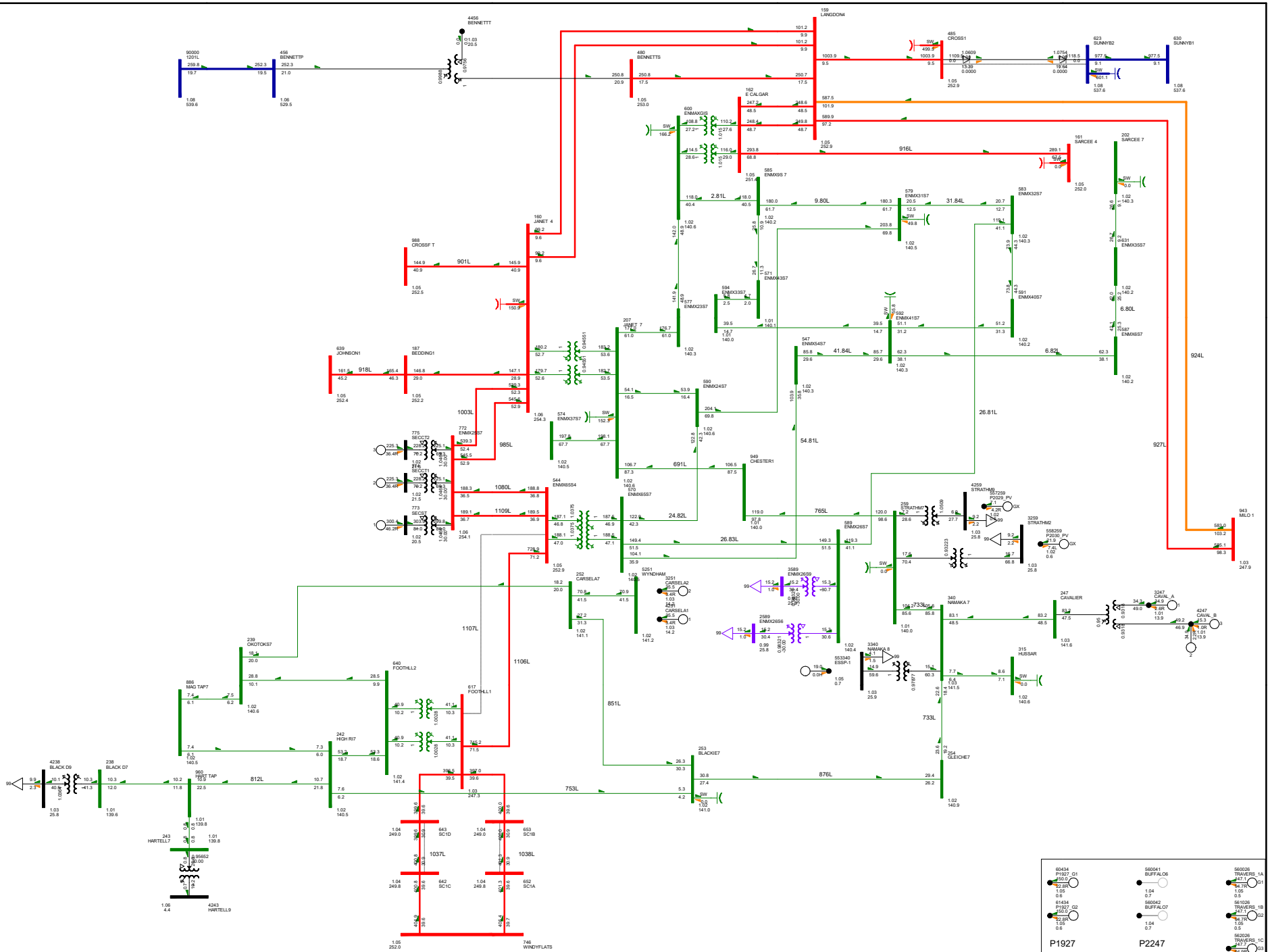
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-8: S2-P2592-SP-PRE.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:21

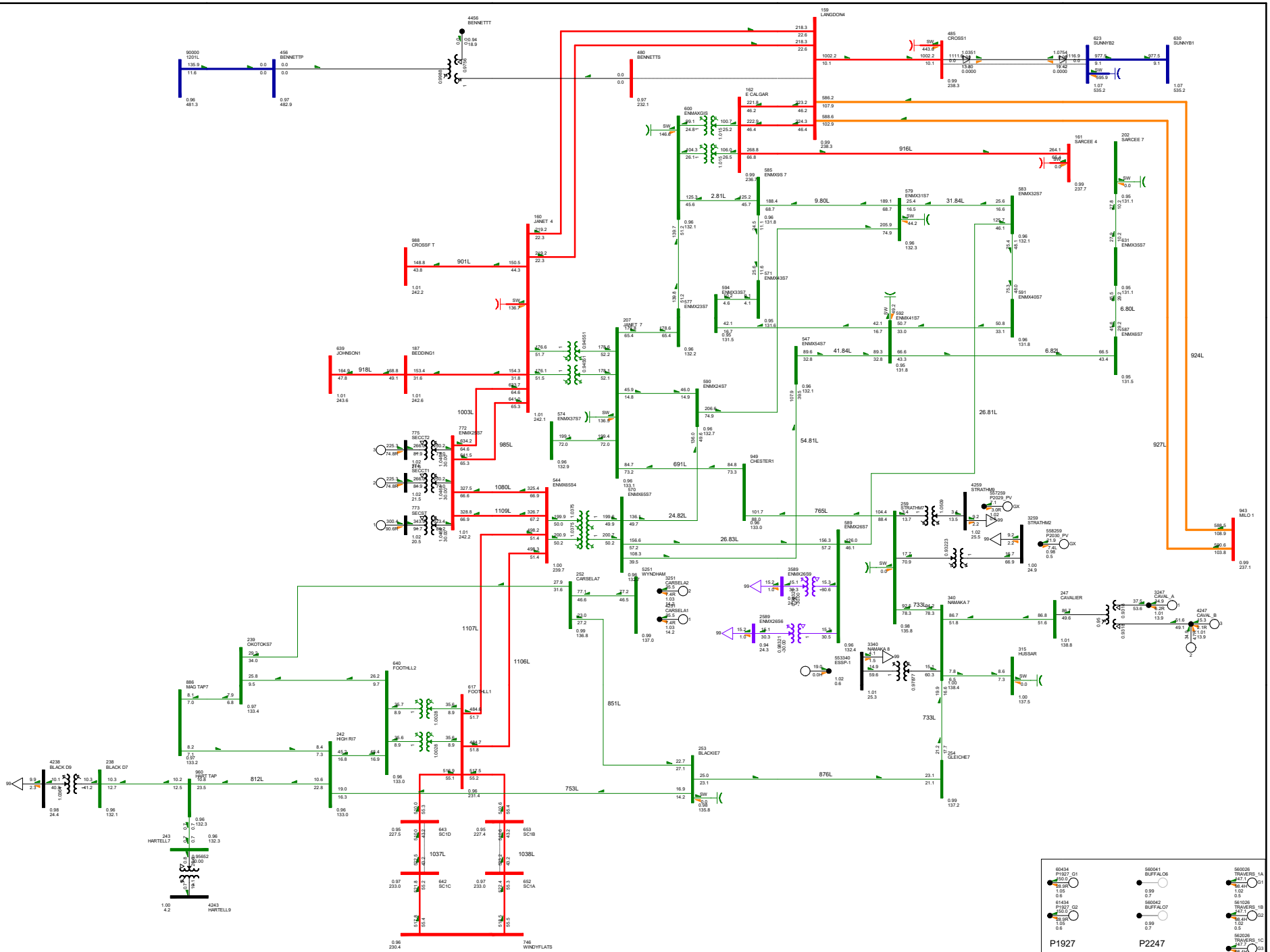
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-9: S2-P2592-SP-PRE.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:22

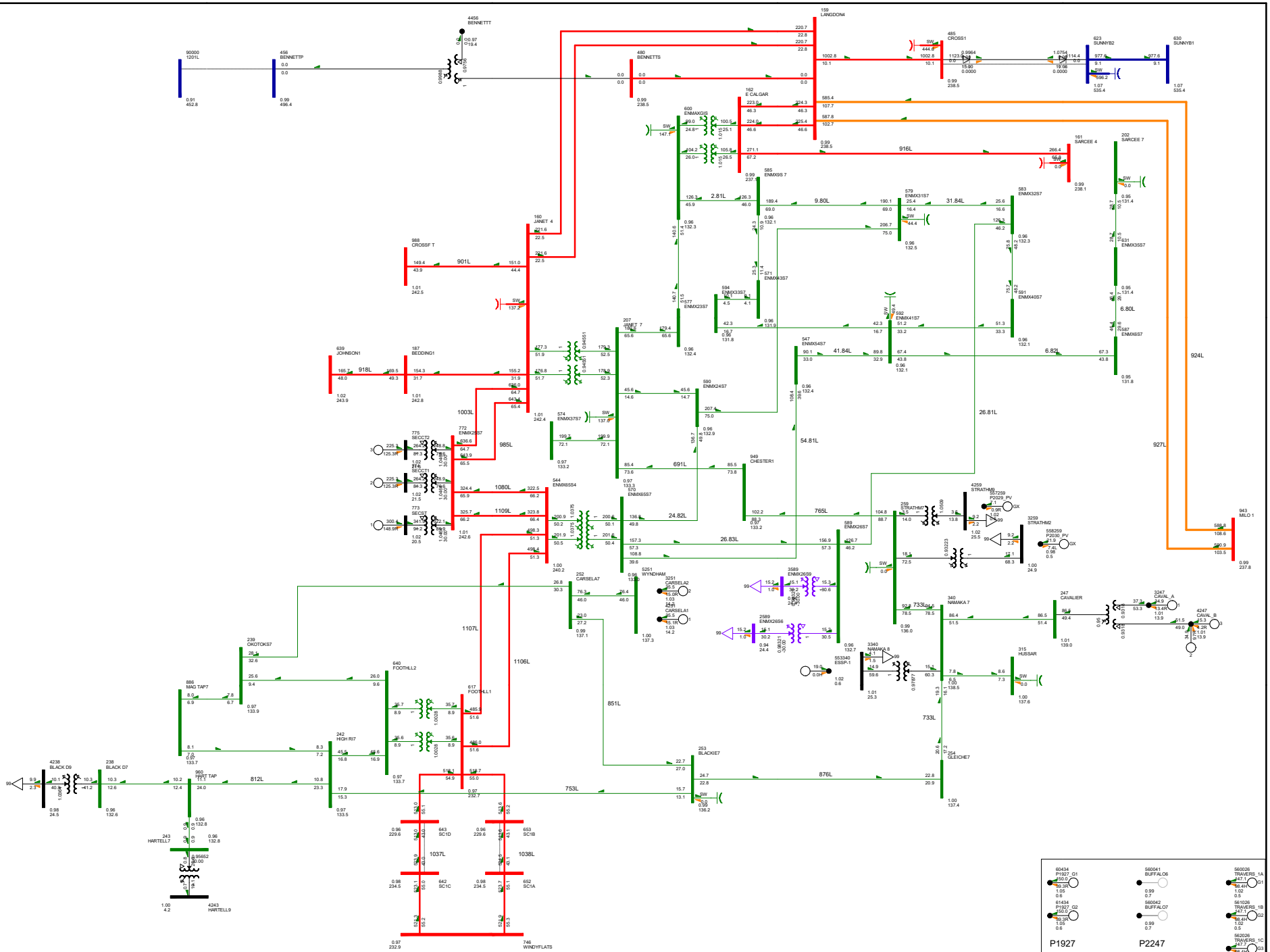
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-10: S2-P2592-SP-PRE.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 22:22

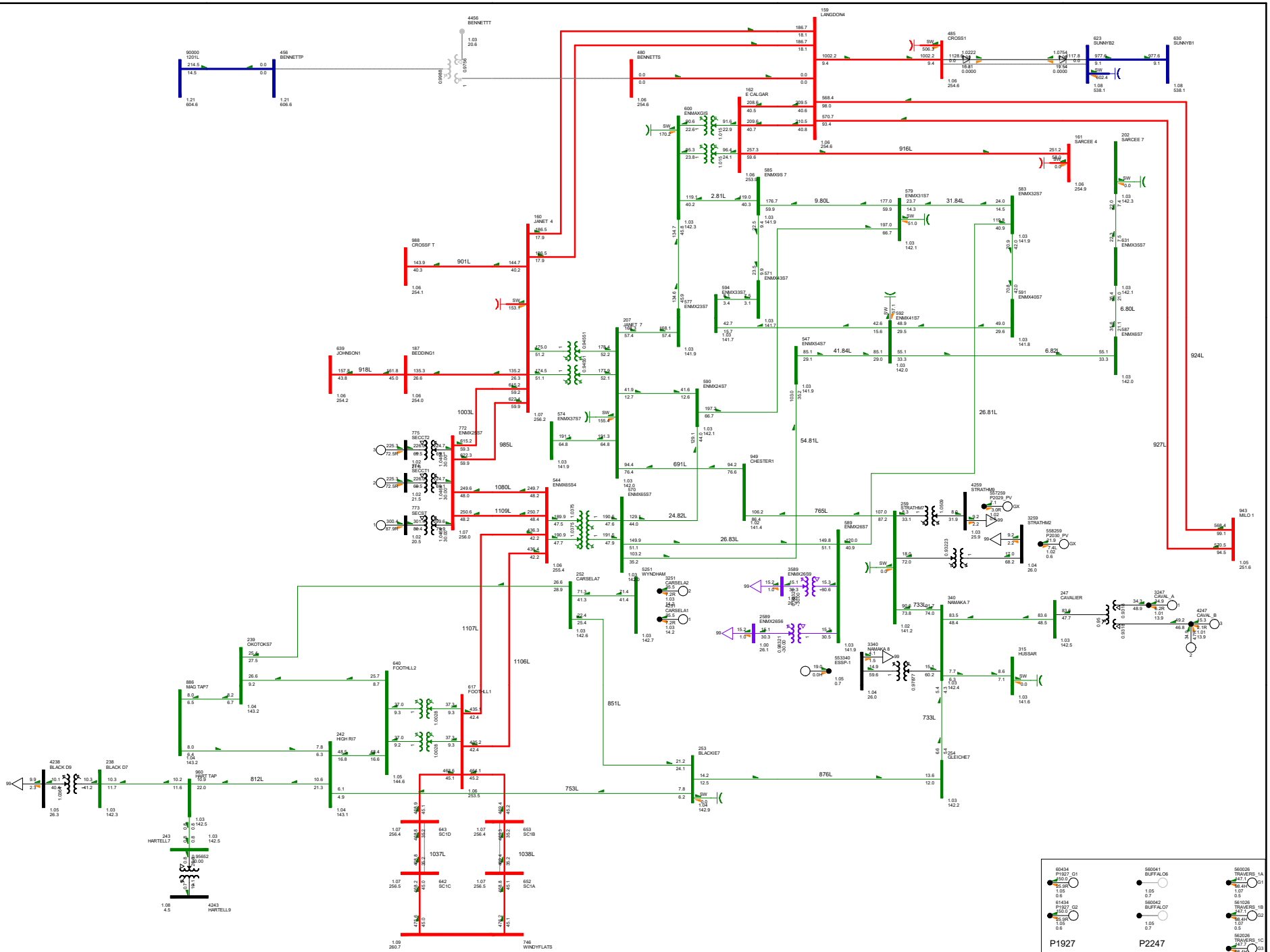
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-11: S2-P2592-SP-PRE.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 22:23

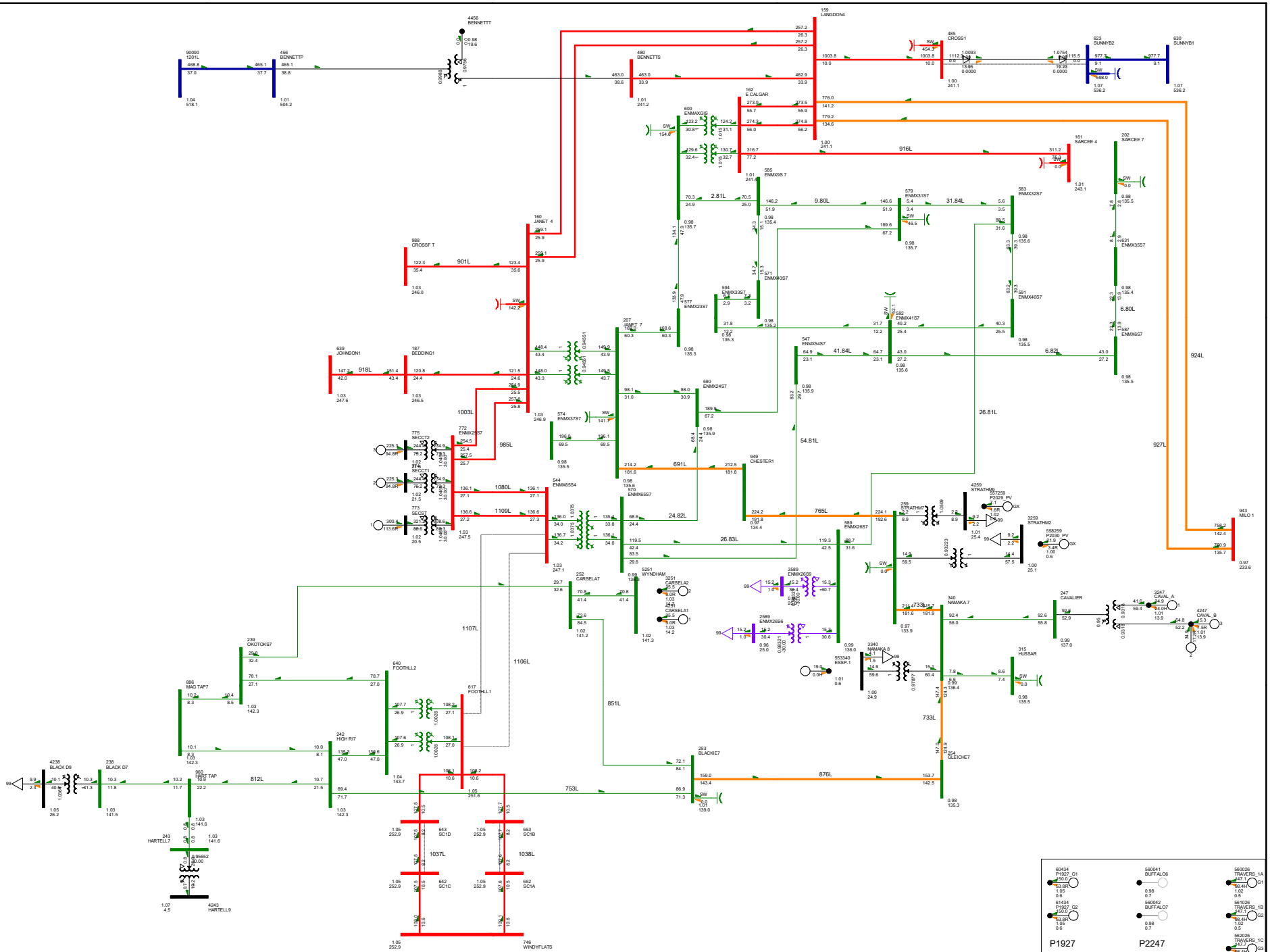
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.959UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-2-12: S2-P2592-SP-PRE.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 22:23

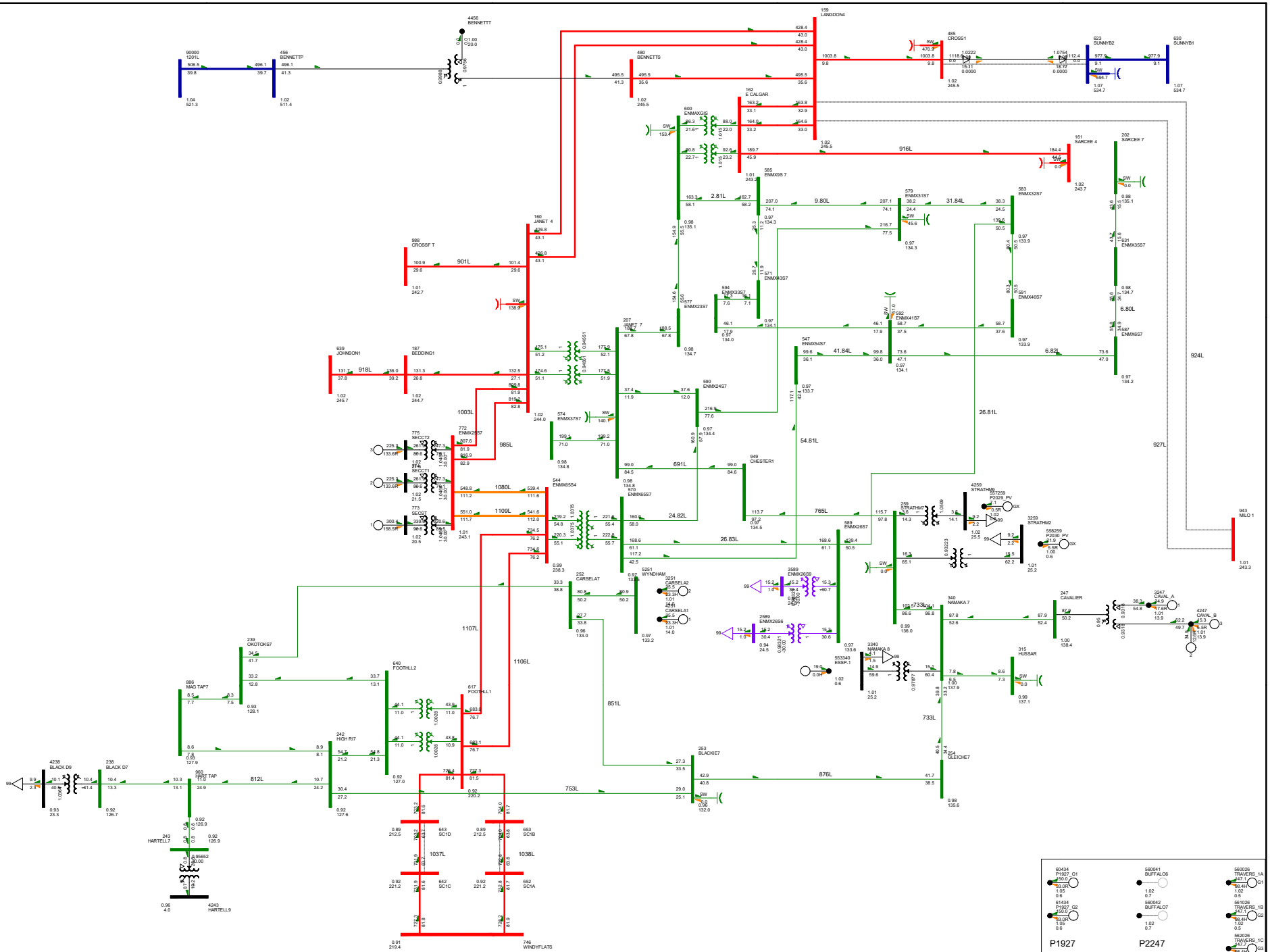
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-2-1: S2-P2592-SP-PRE.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:24

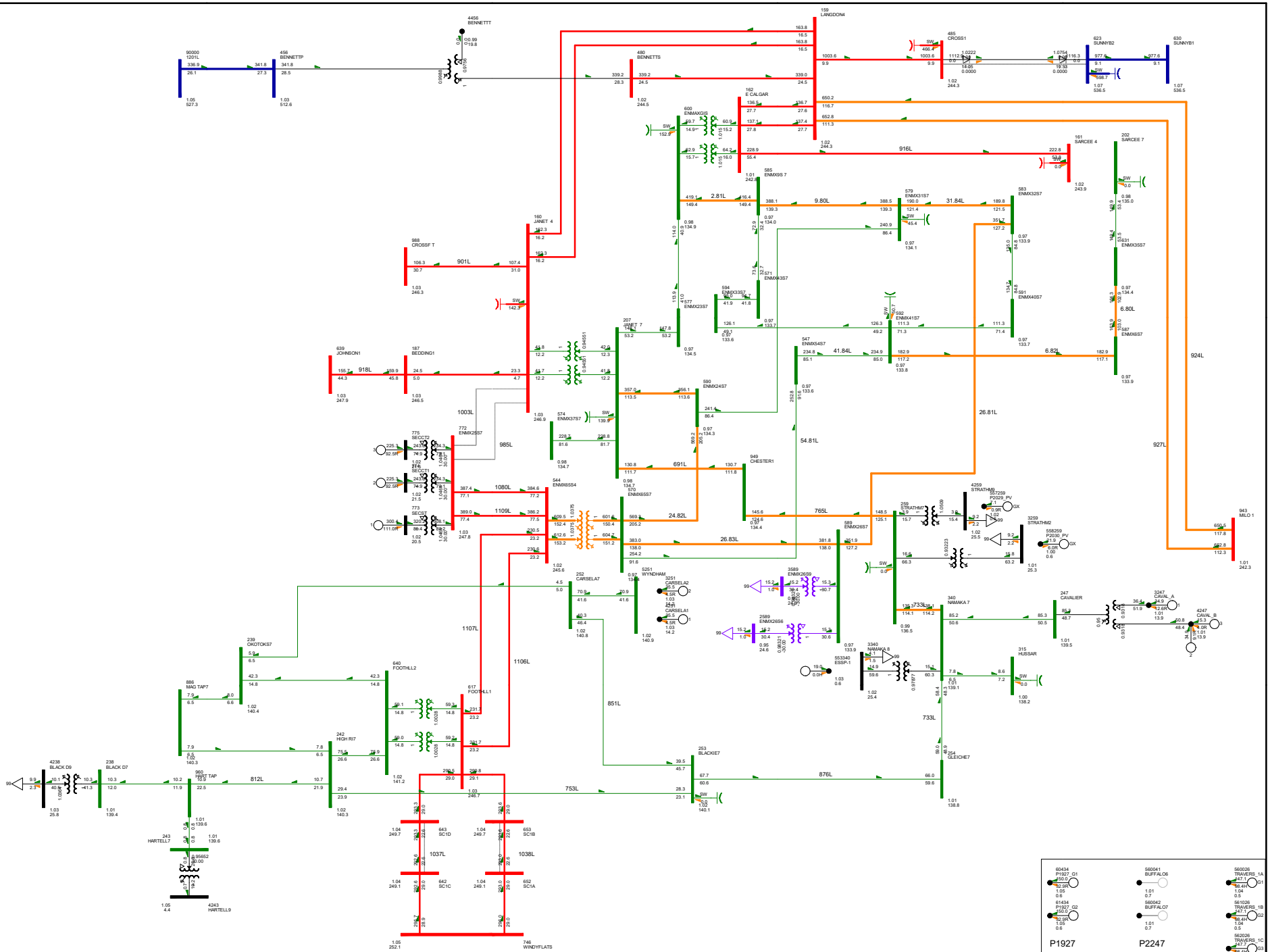
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-2-2: S2-P2592-SP-PRE.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:25

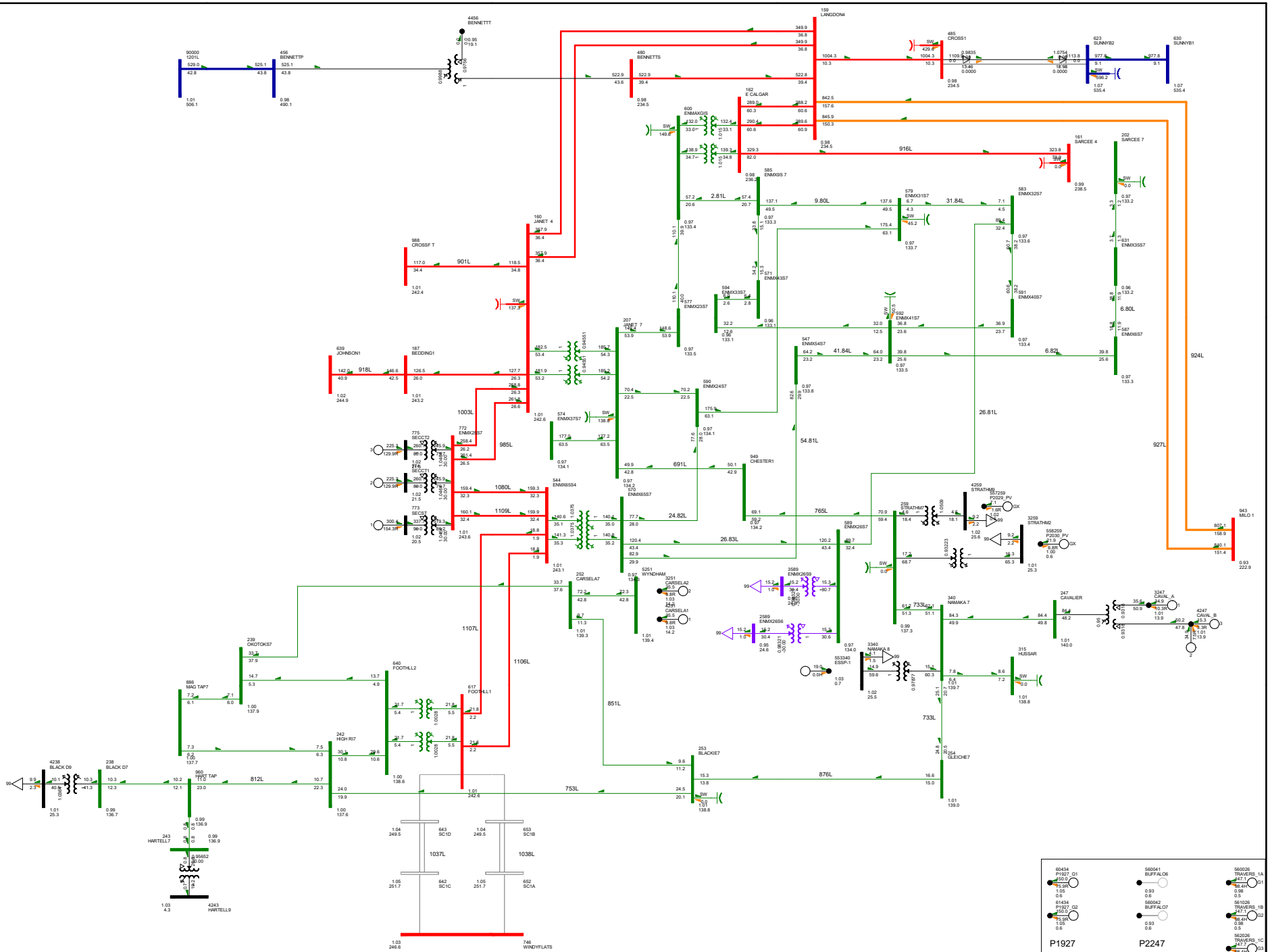
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-2-3: S2-P2592-SP-PRE.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:26

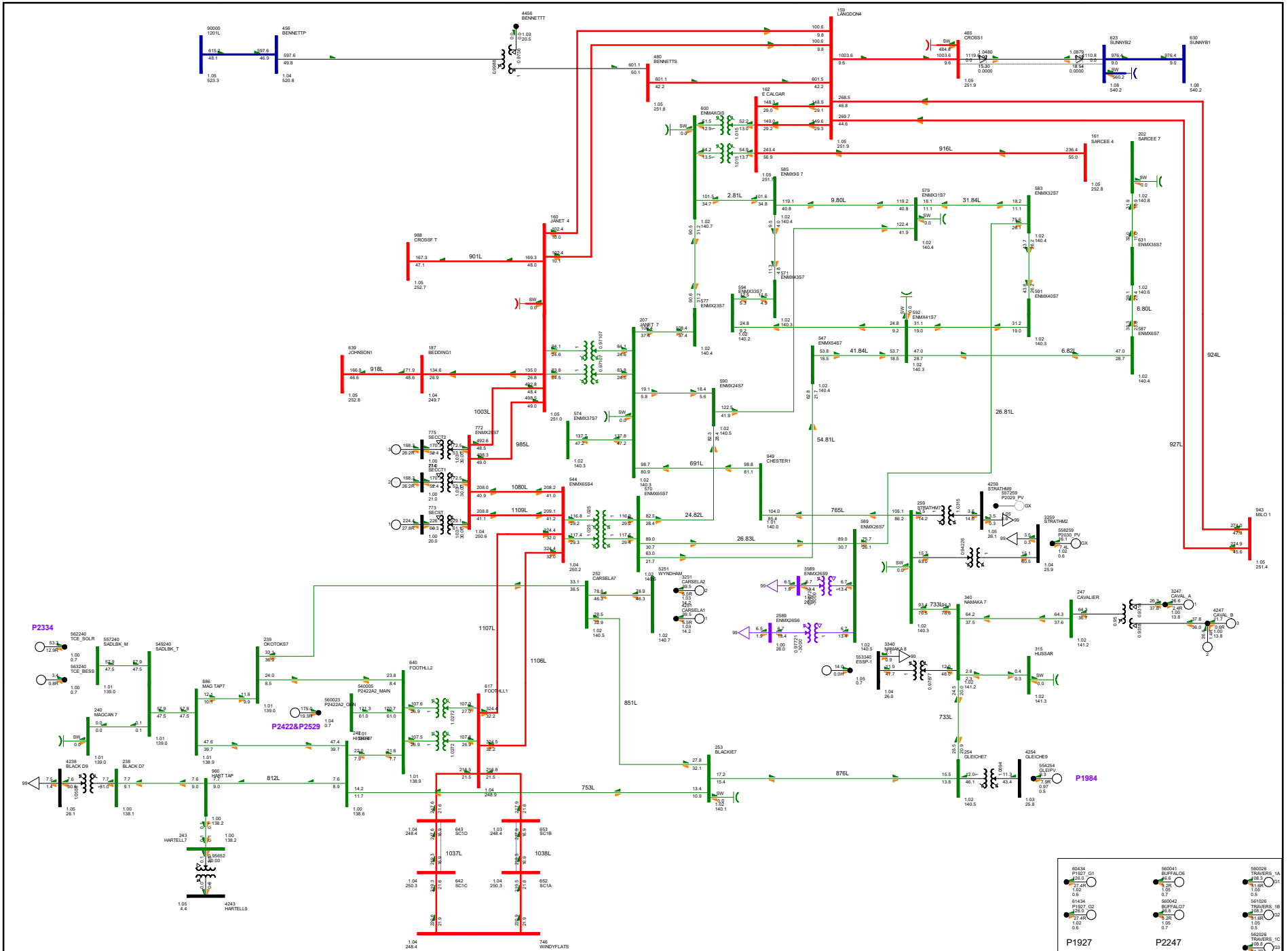
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.892UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-2-4: S2-P2592-SP-PRE.SAV
CATEGORY C5 - 1037L&1038L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 22:27

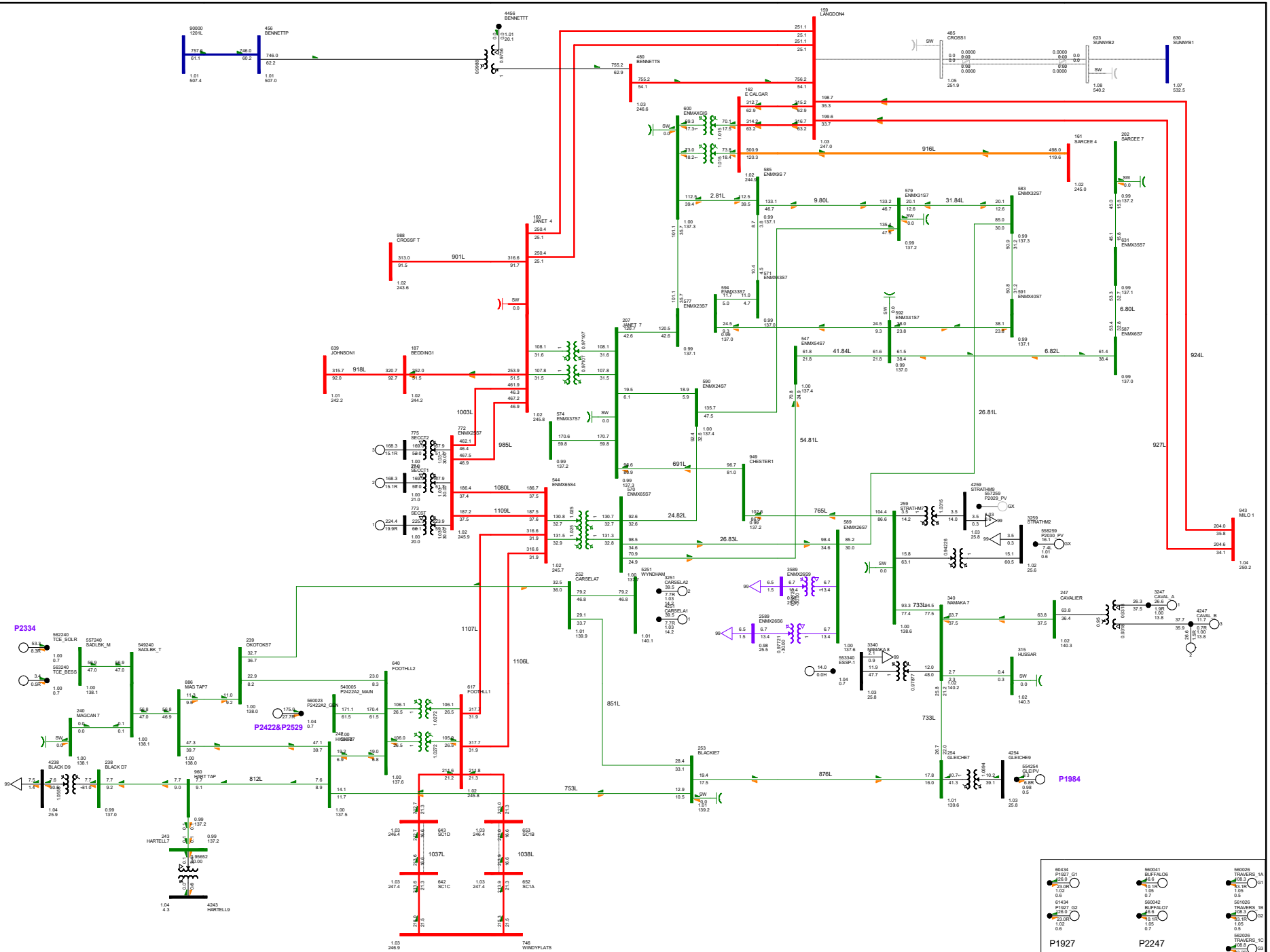
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-6-1: S6-P2592-SL-PRE-SEN.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 23:20

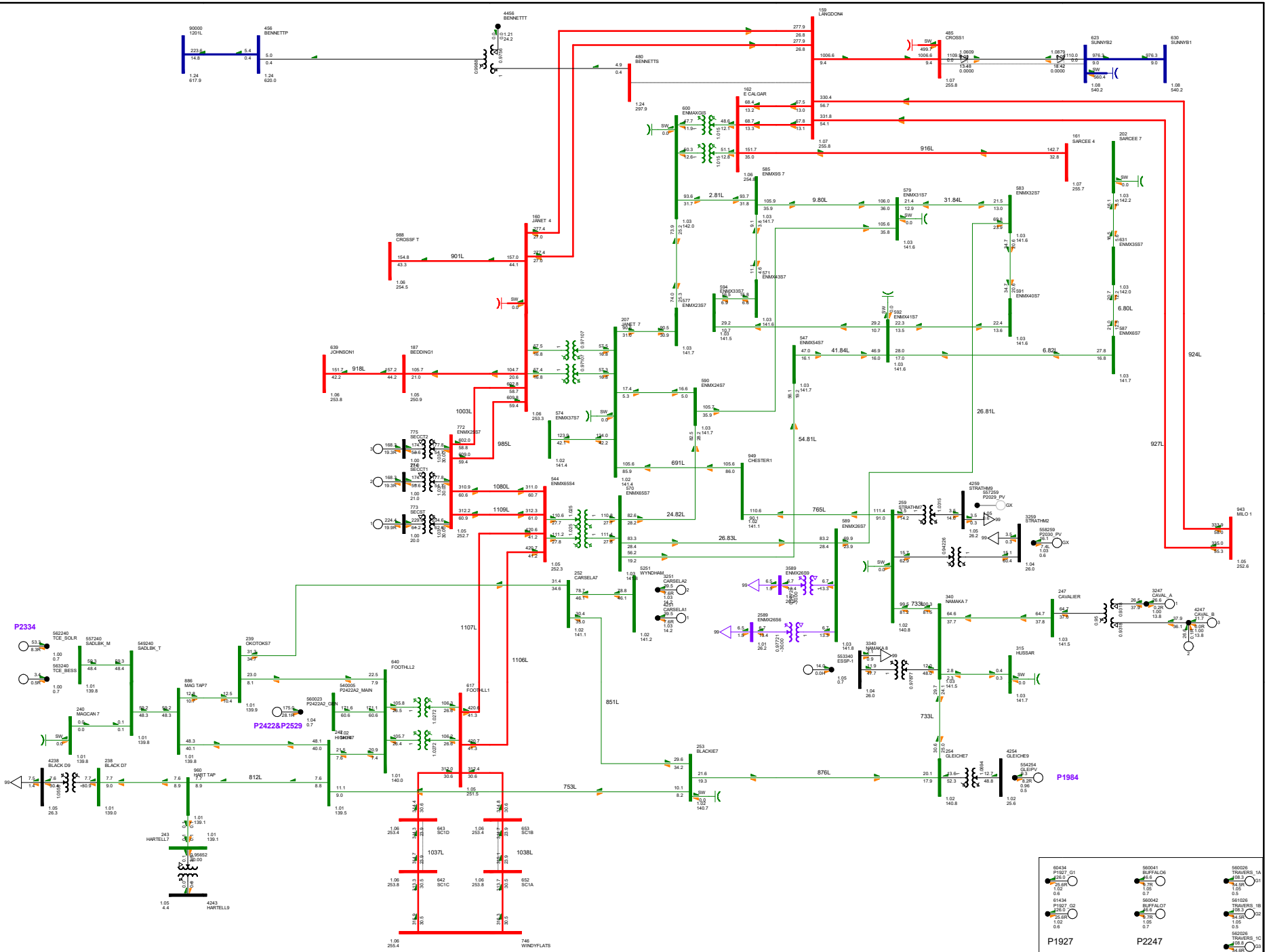
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVAbase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-6-1: S6-P2592-SL-PRE-SEN.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 23:21

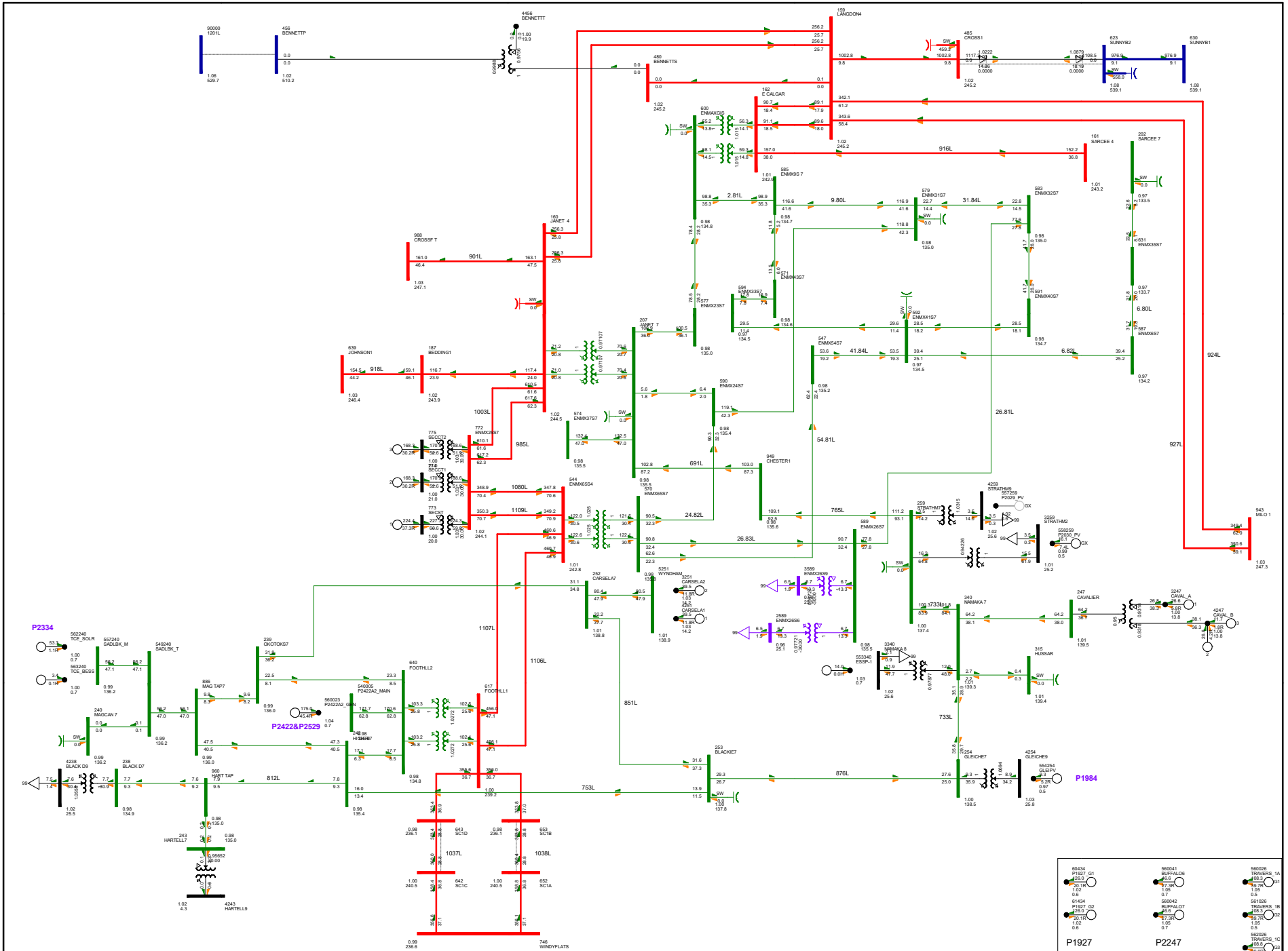
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-6-2: S6-P2592-SL-PRE-SEN.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 23:22

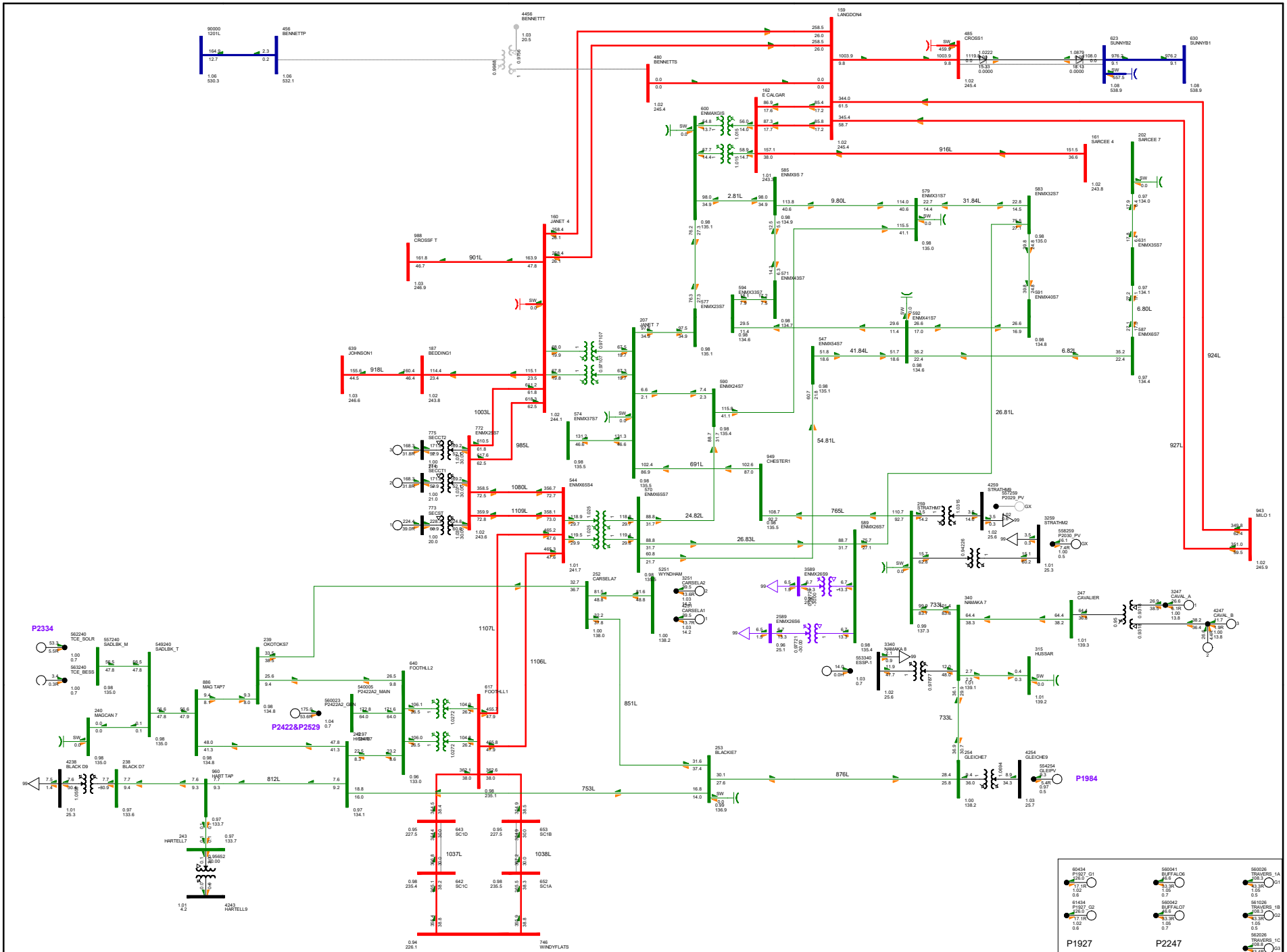
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-6-3: S6-P2592-SL-PRE-SEN.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 23:23

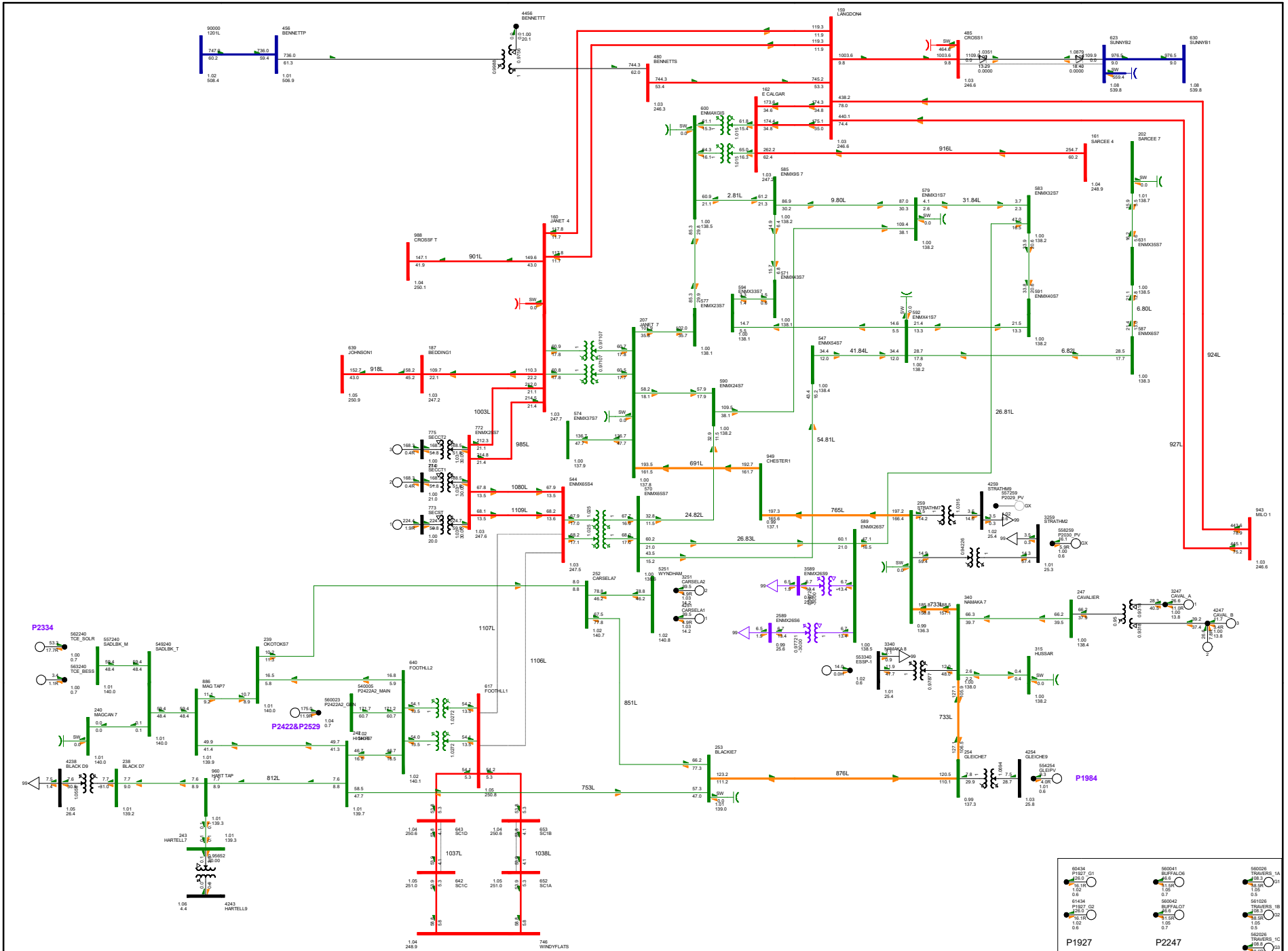
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-6-4: S6-P2592-SL-PRE-SEN.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 23:24

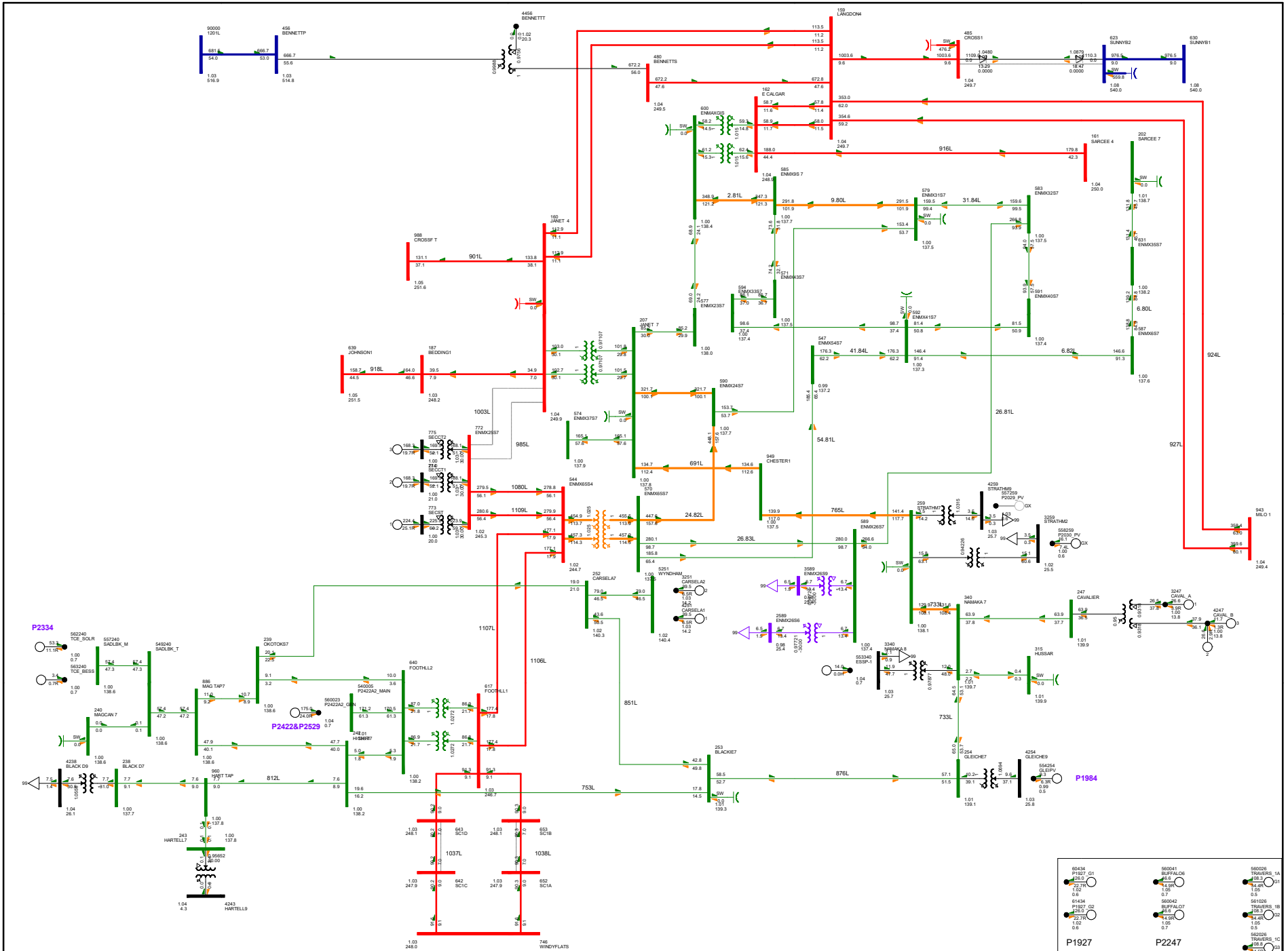
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Rate A
1.1480V 0.992uV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-6-1: S6-P2592-SL-PRE-SEN.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:26

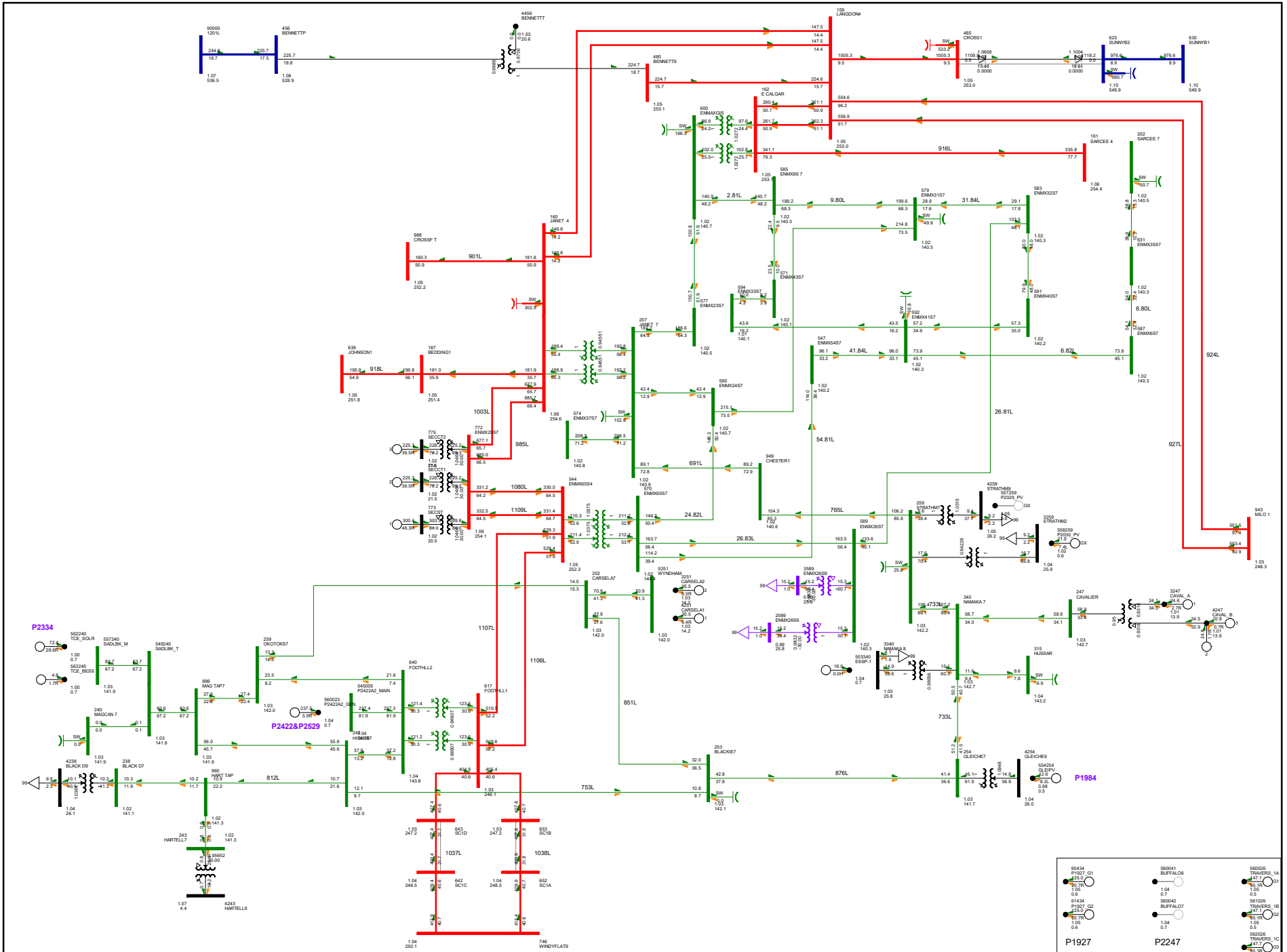
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140OV 0.950UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-6-2: S6-P2592-SL-PRE-SEN.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 23:27

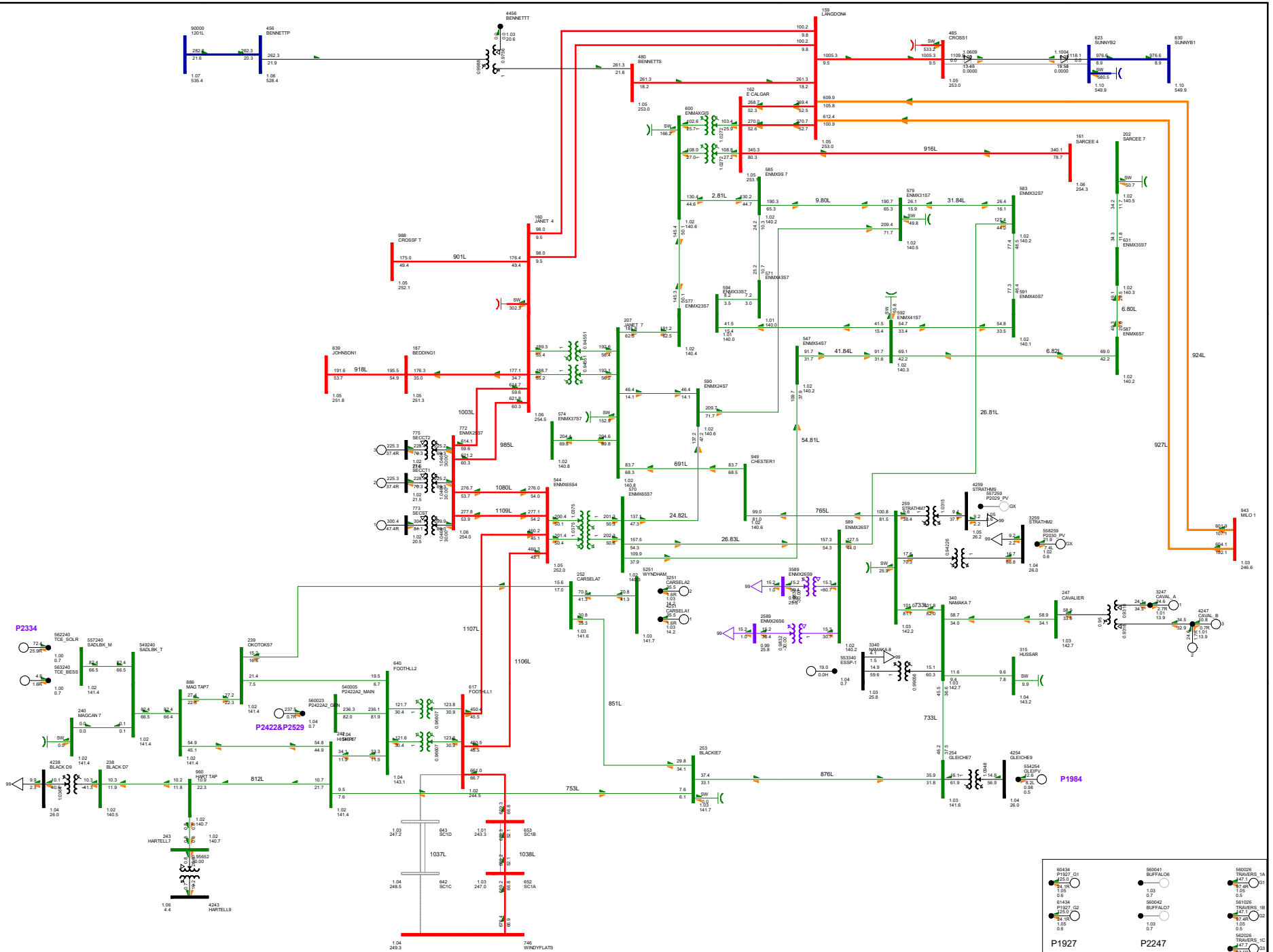
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-7-1: S7-P2592-SP-PRE-SEN.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 23:28

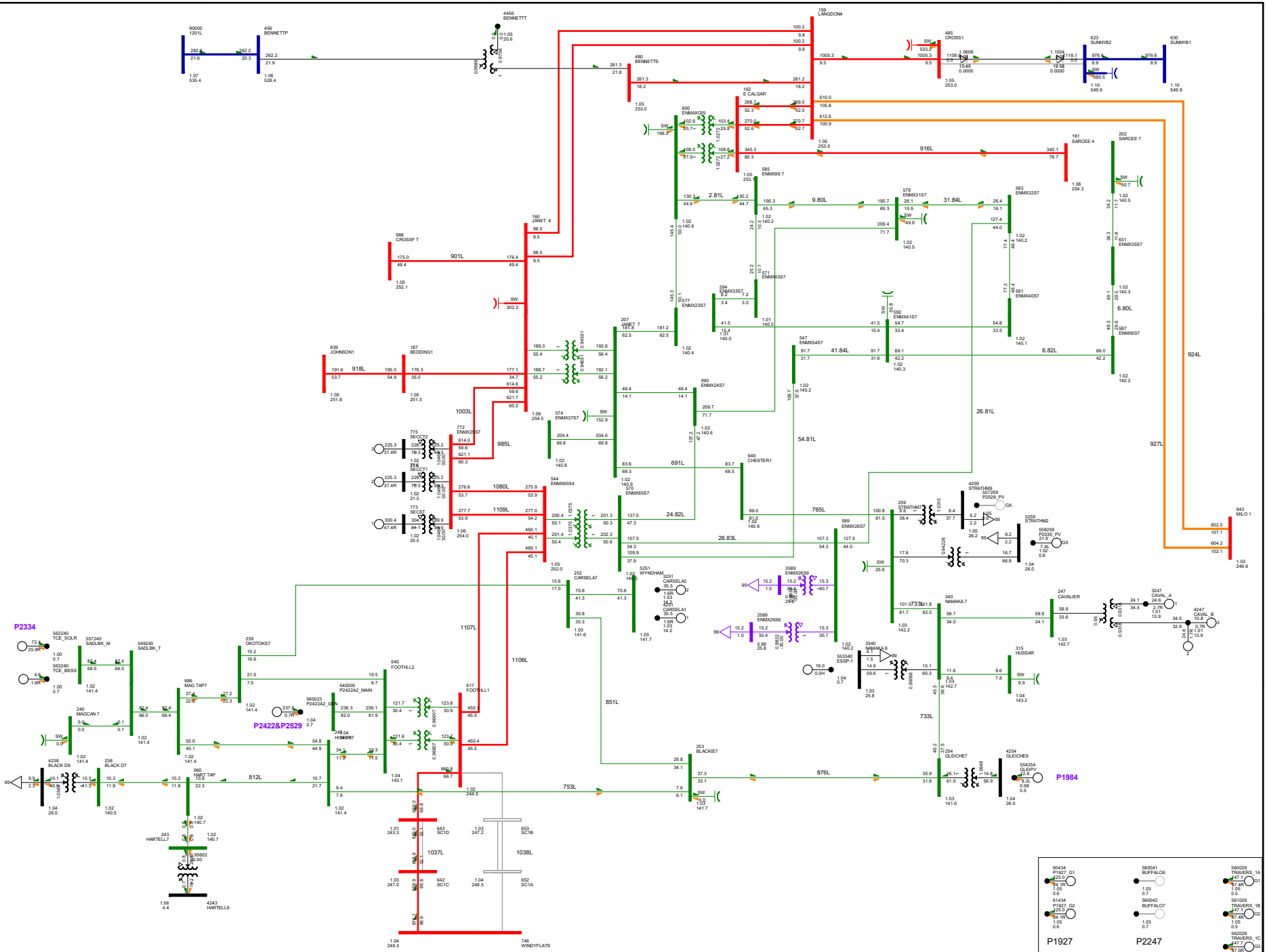
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-1: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1037L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 23:30

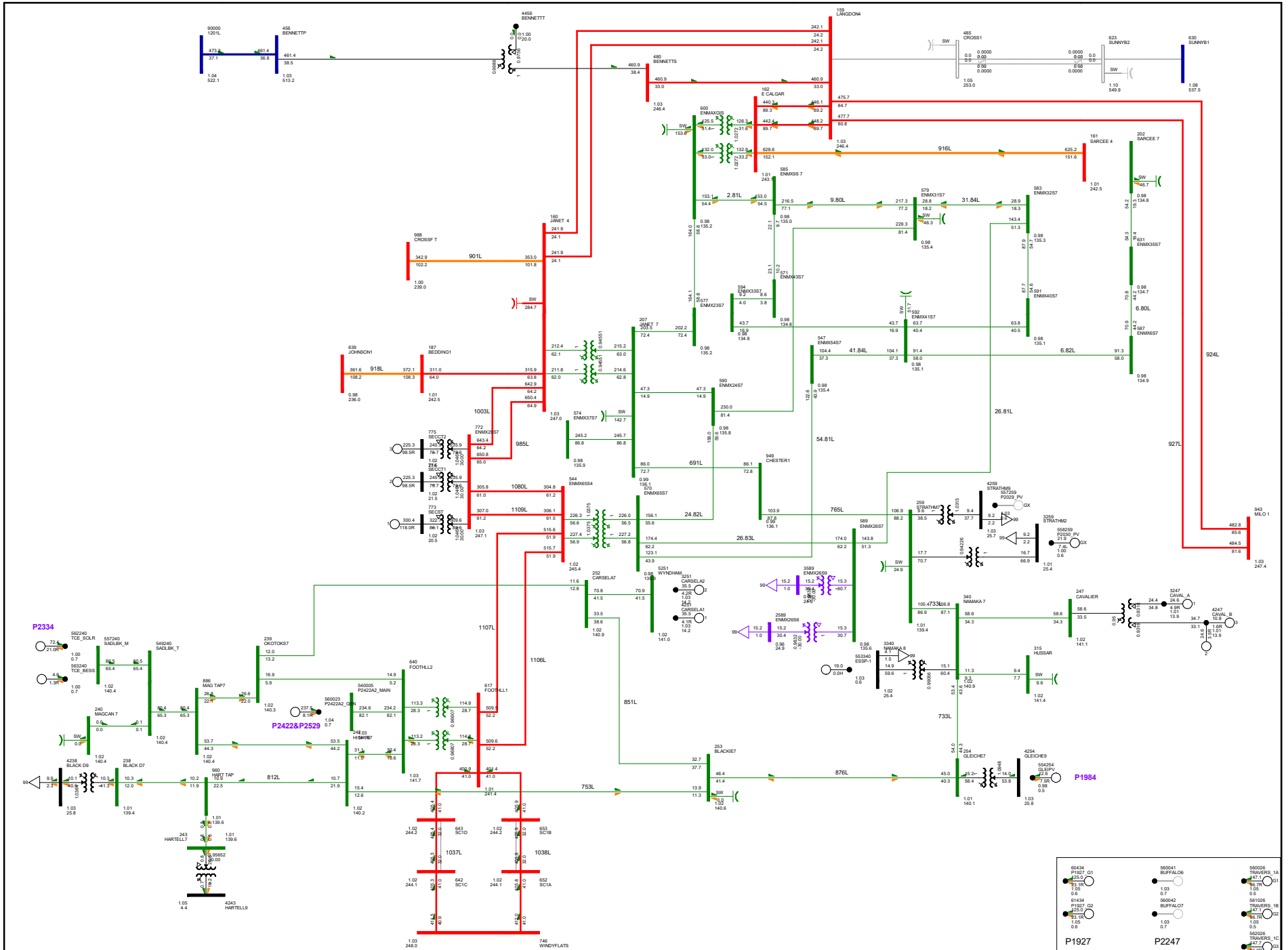
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140V 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-2: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1038L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 23:31

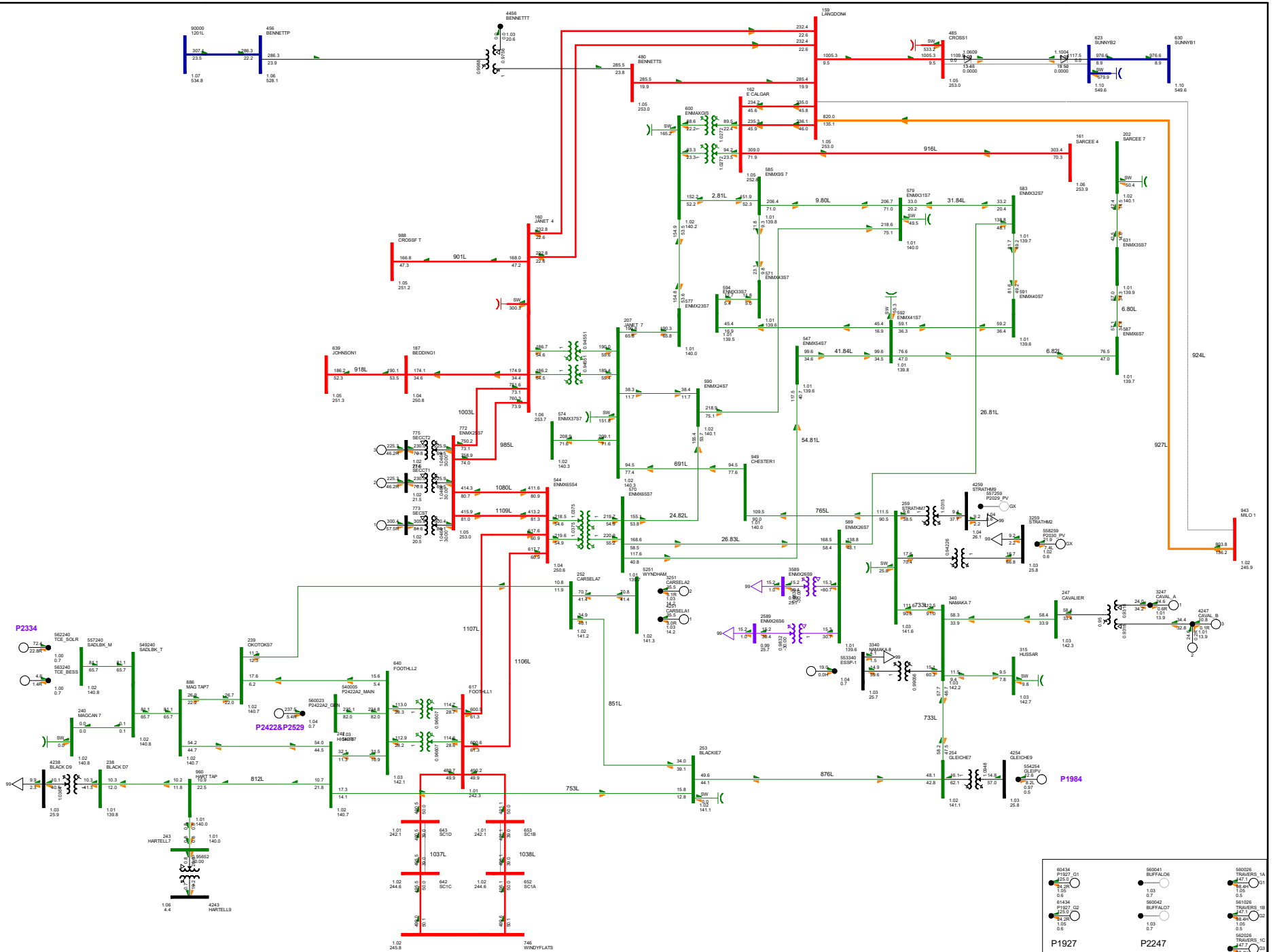
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-3: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 23:34

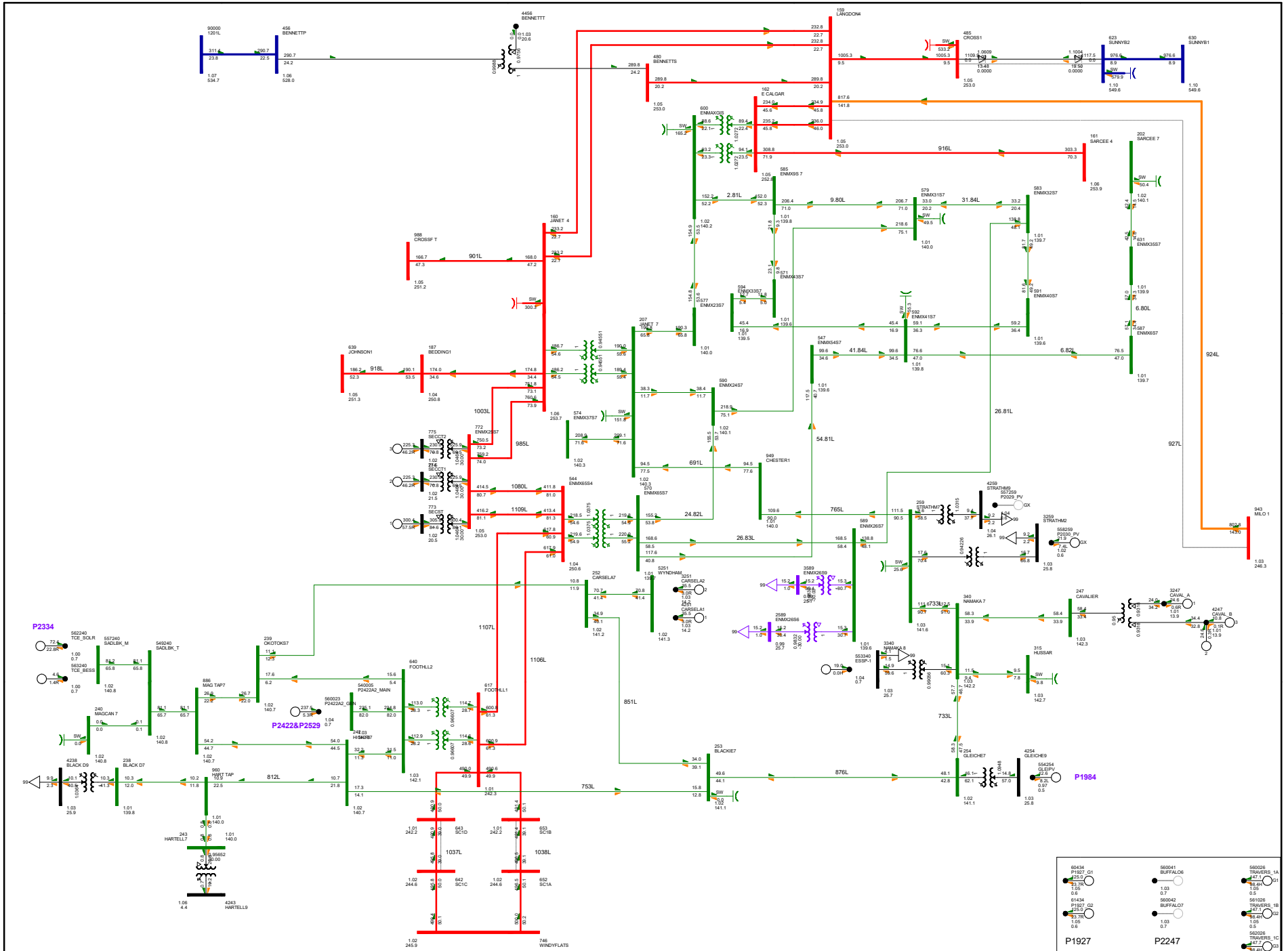
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVBase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-4: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 924L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 23:35

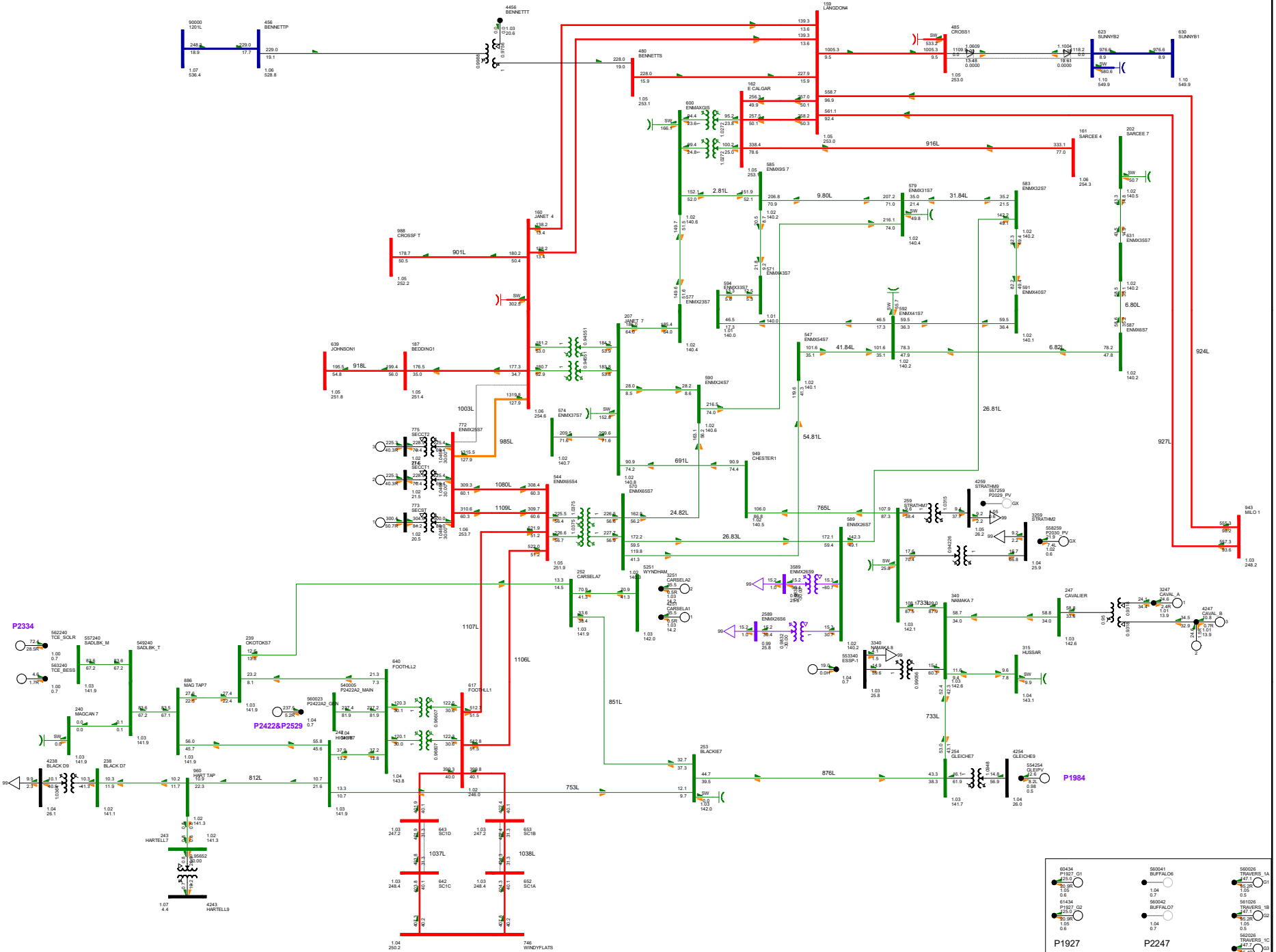
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-5: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 23:36

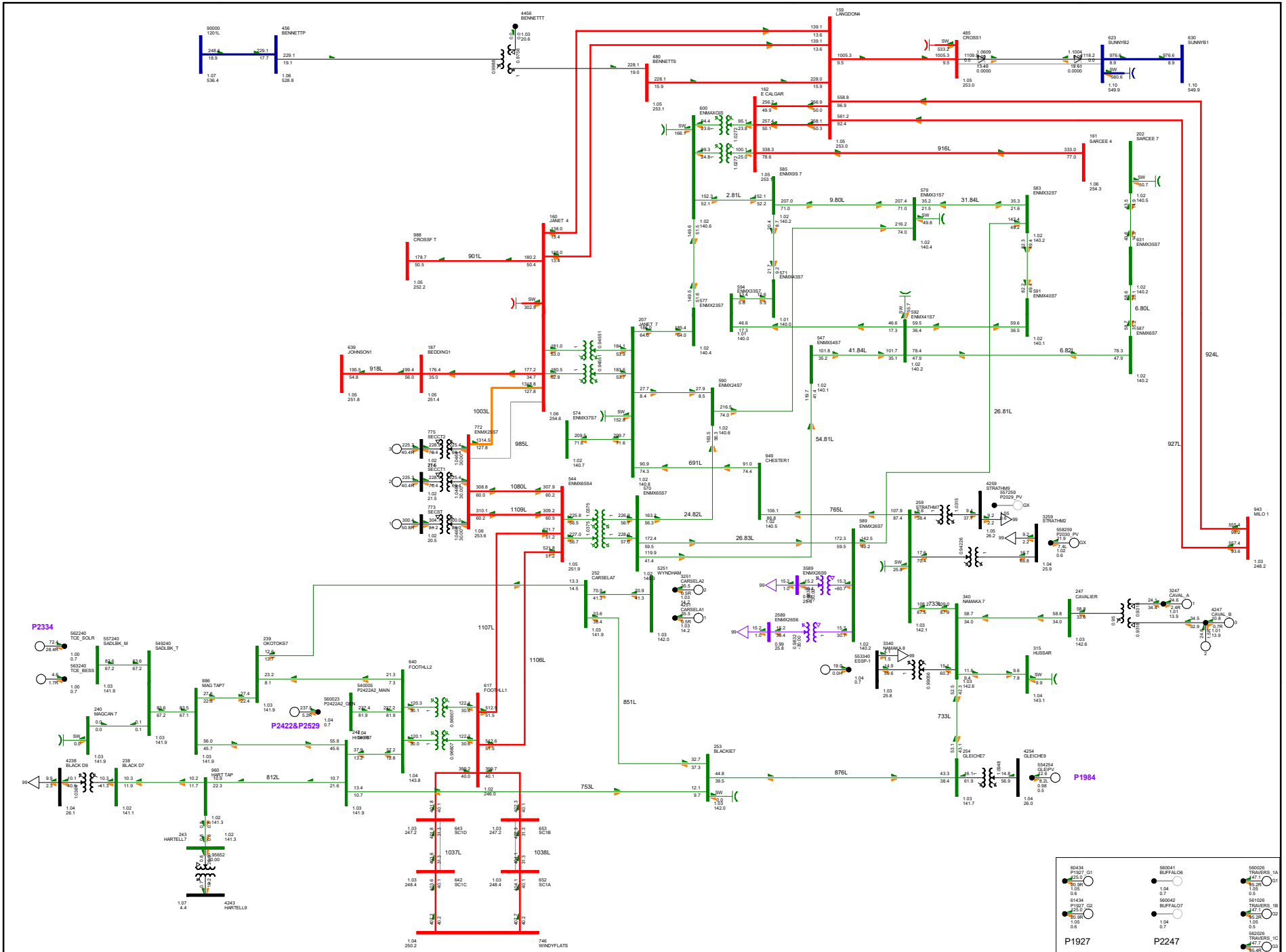
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146KV 0.636UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-6: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 23:37

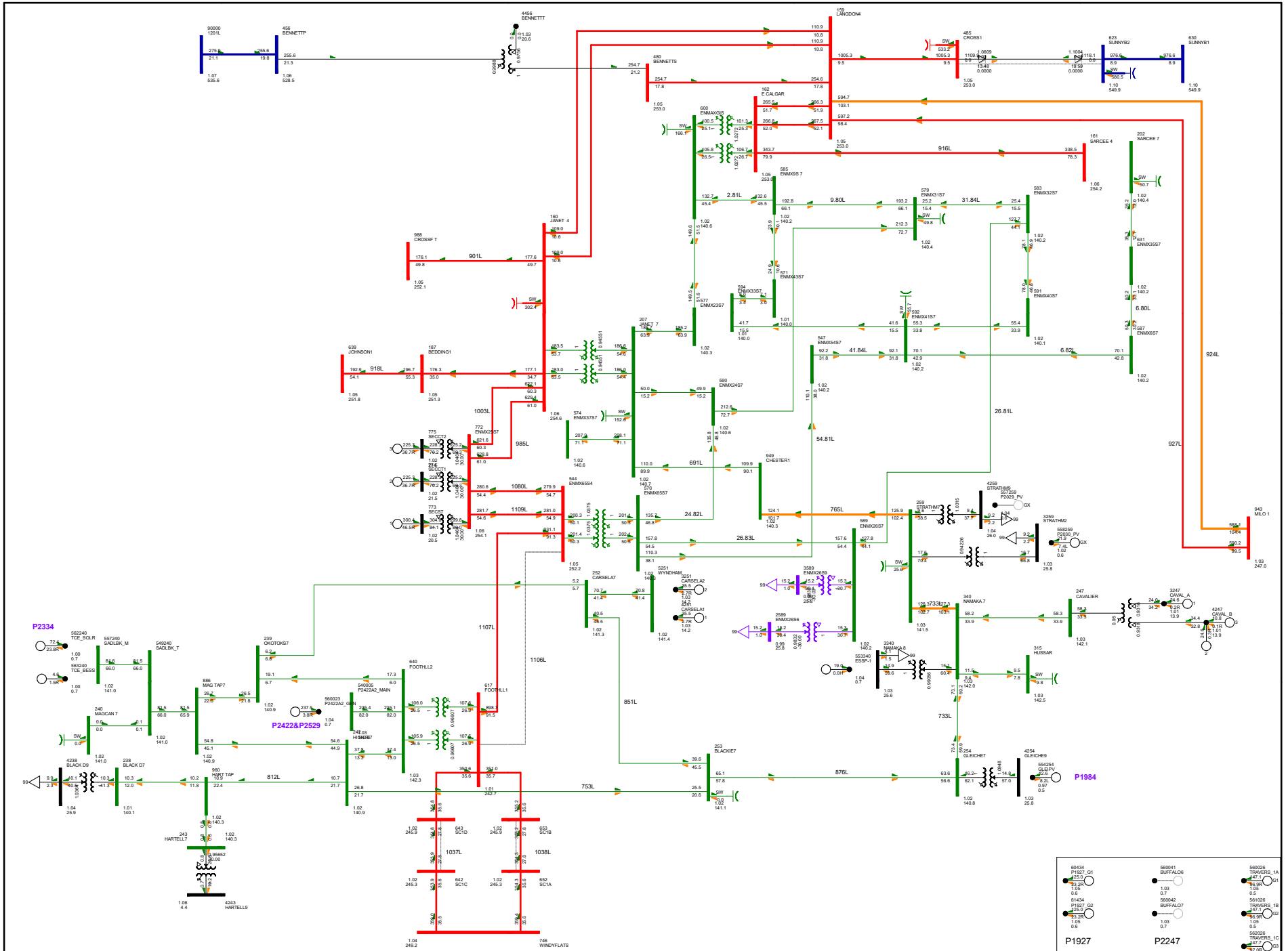
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-7: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 985L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 23:38

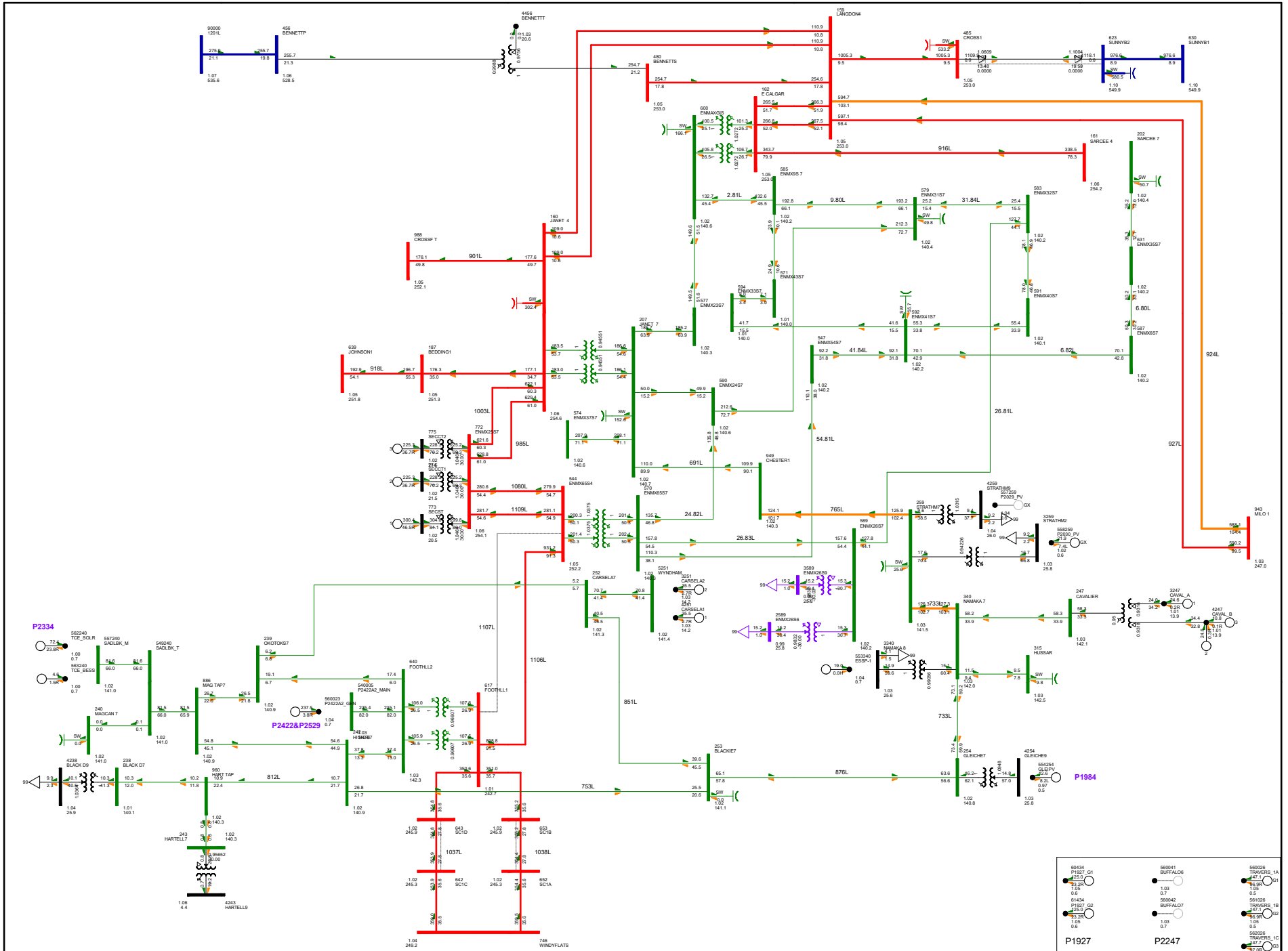
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-8: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:39

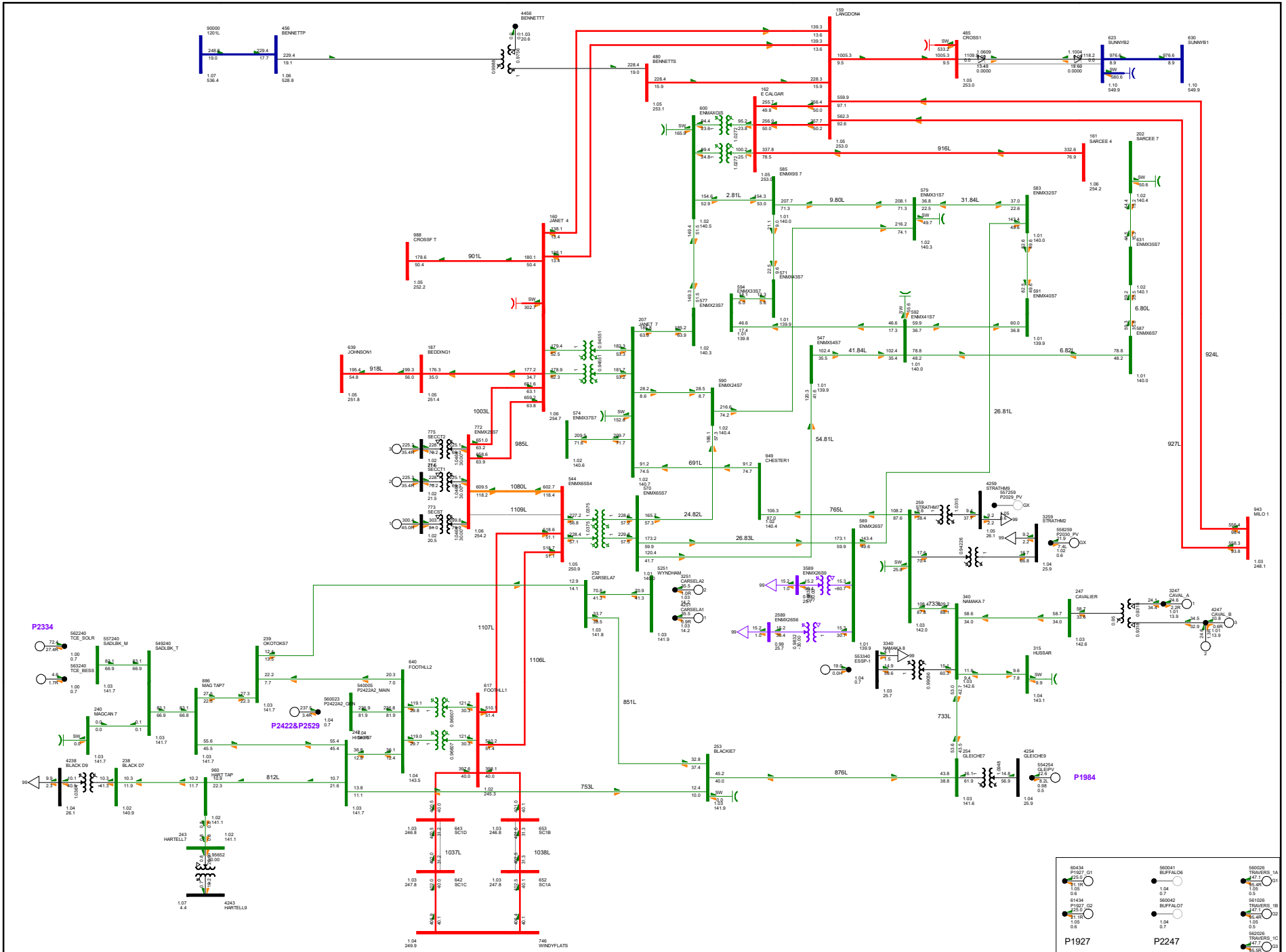
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-9: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:39

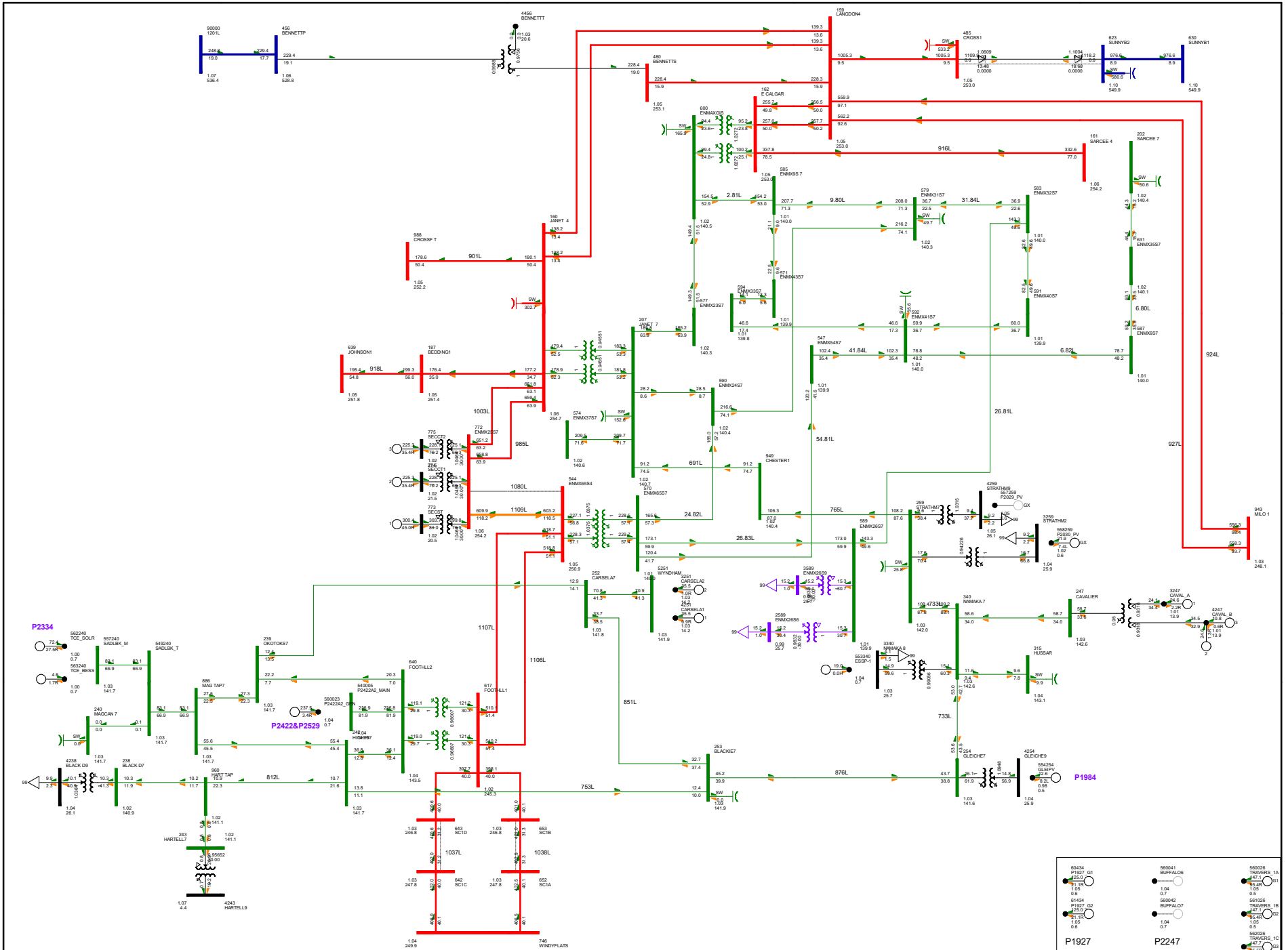
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-10: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1109L (SS-25 TO SS-65)
WED, AUG 23 2023 23:40

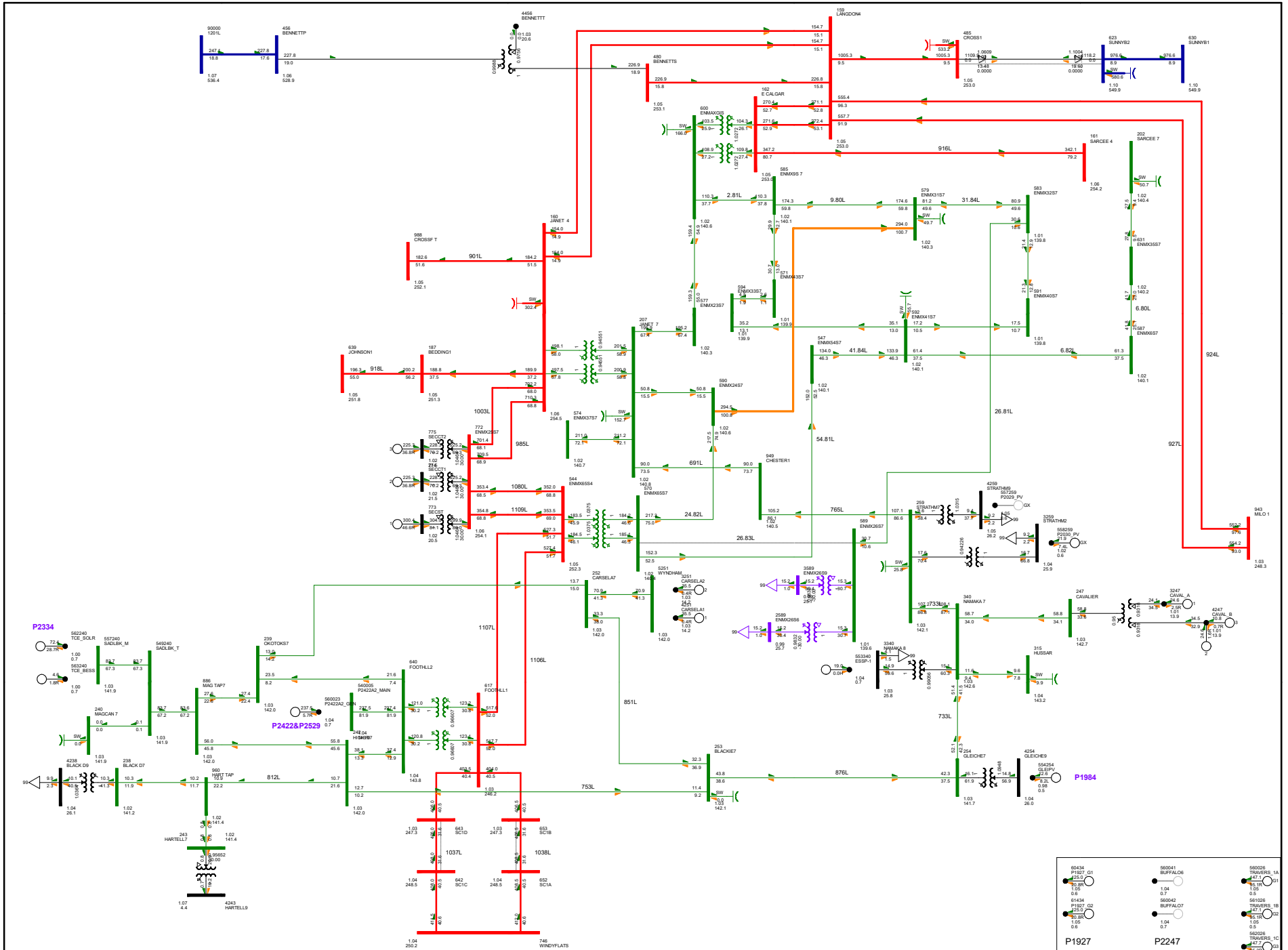
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.636UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-11: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1080L (SS-25 TO SS-65)
WED, AUG 23 2023 23:41

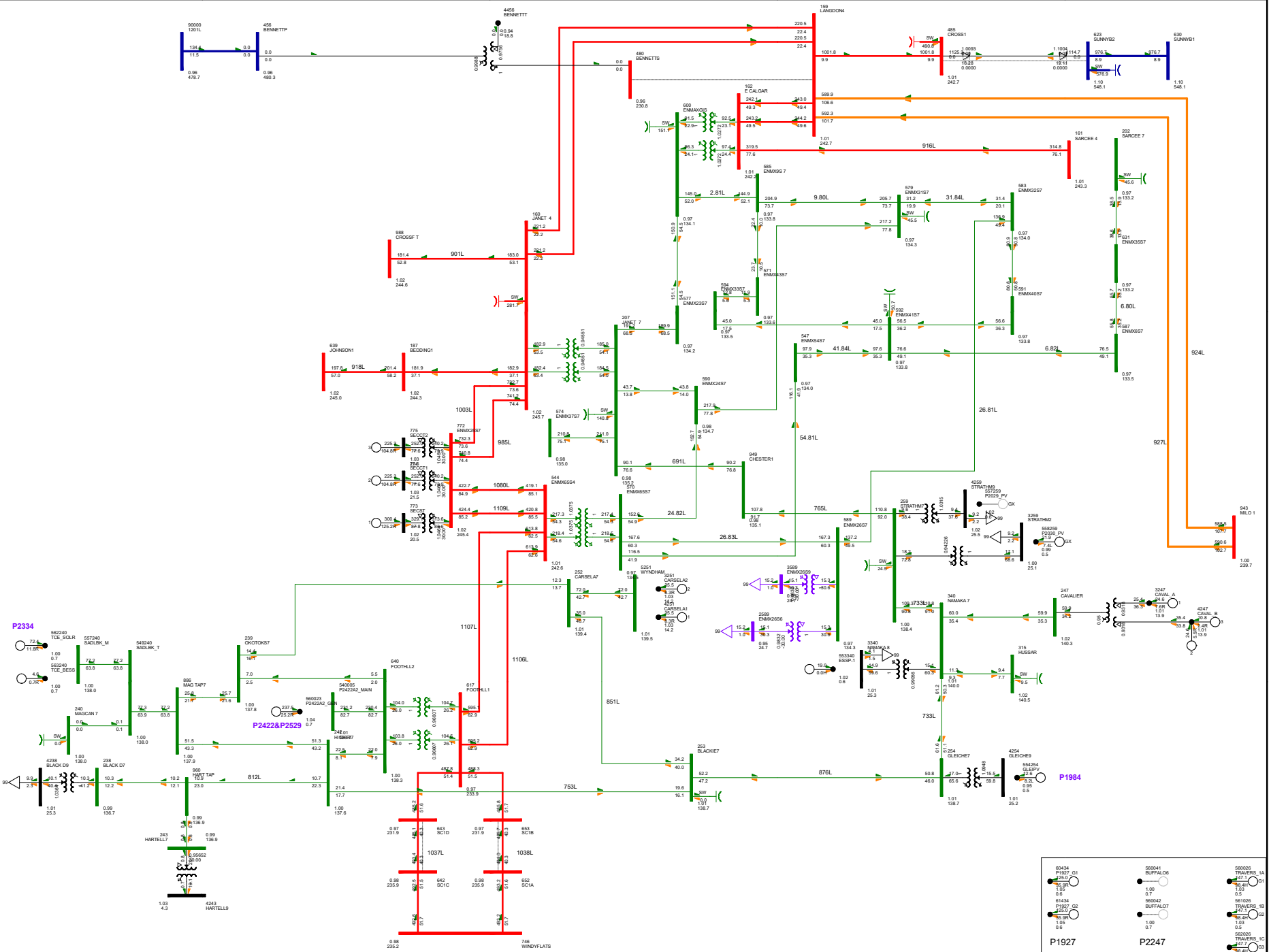
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVAbase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-12: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 26.83L (SS-65 TO ENMAX 26S)
WED, AUG 23 2023 23:42

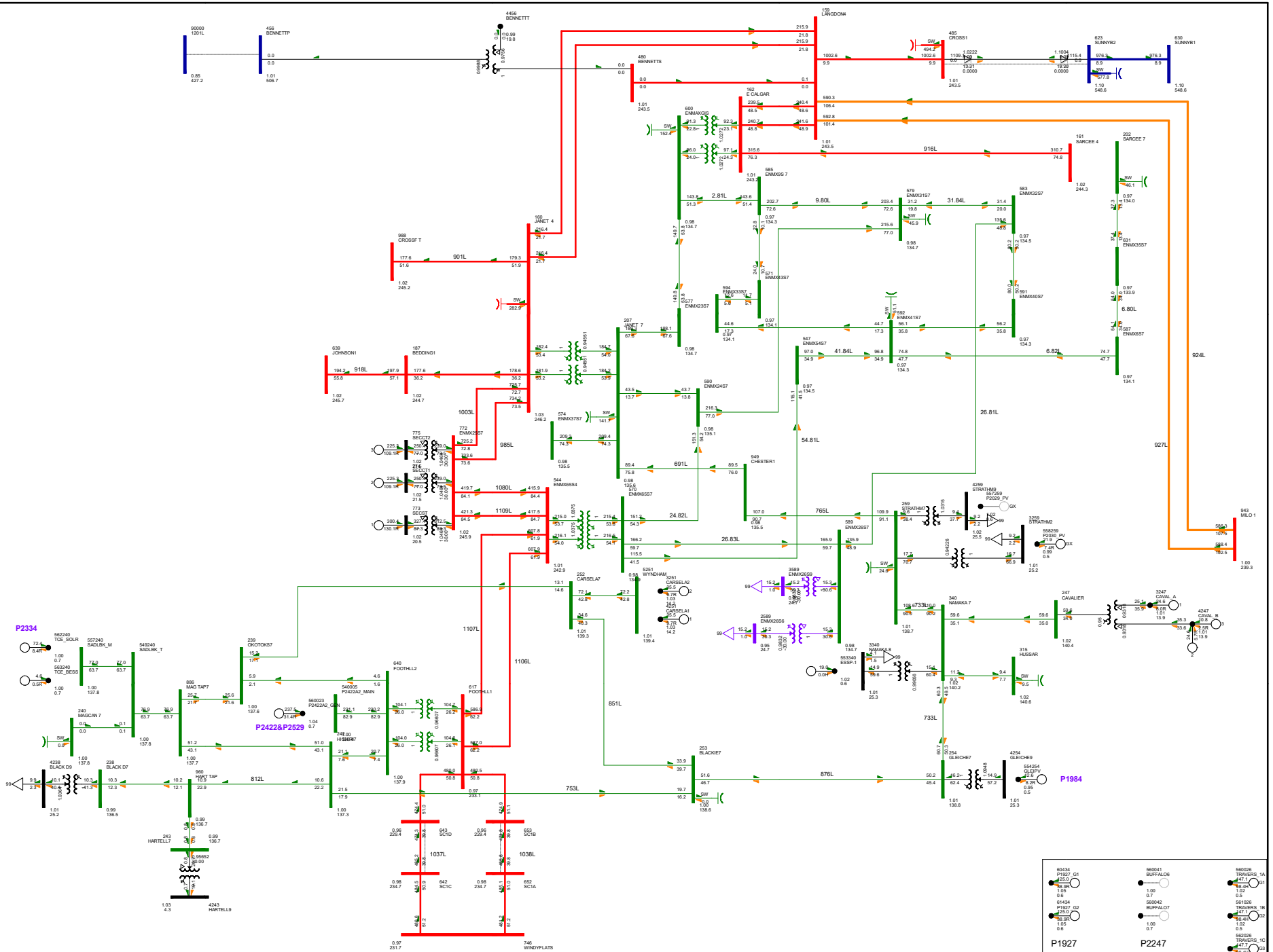
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140V 0.899UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-13: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 23:42

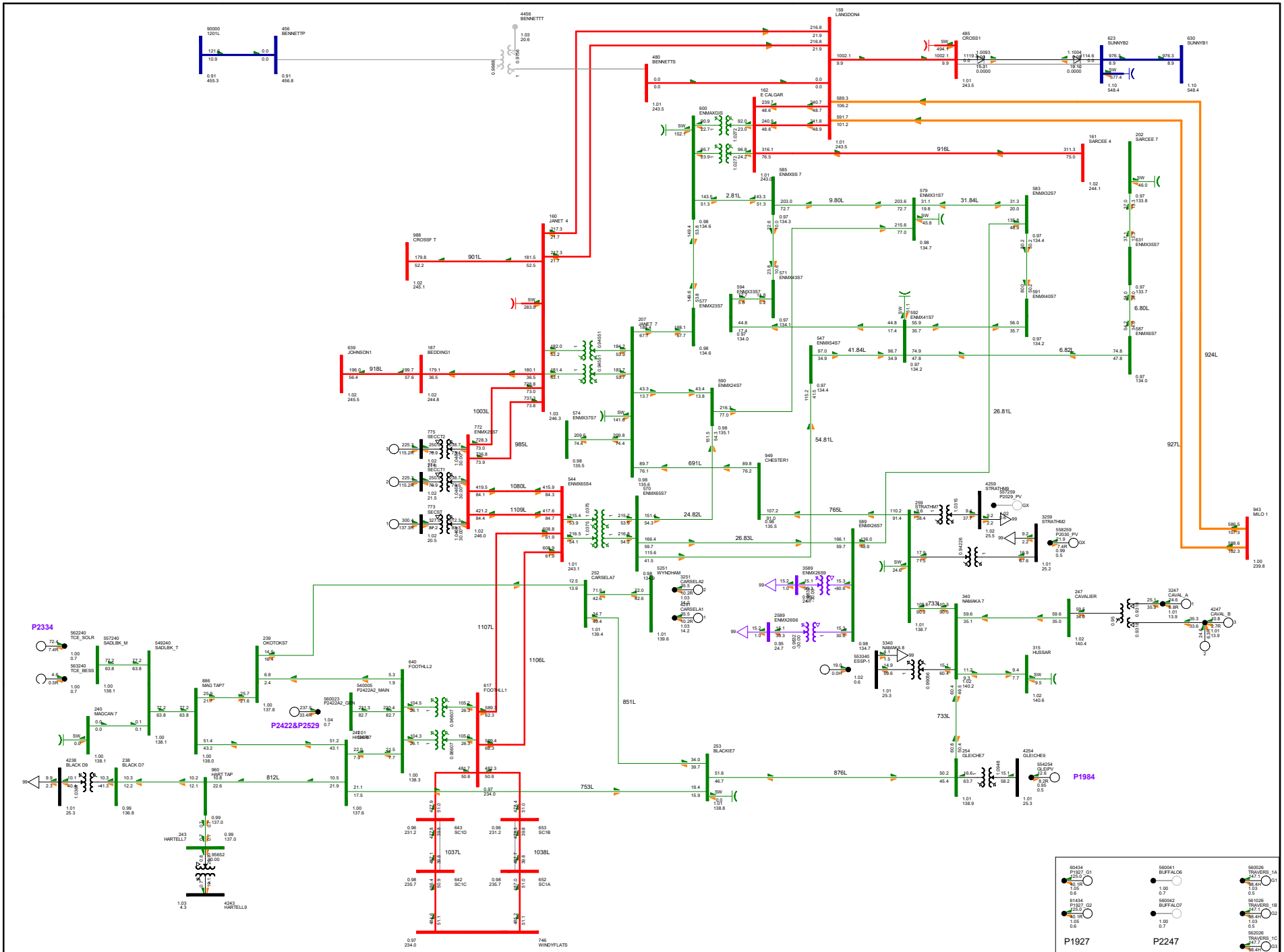
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.140V 0.950UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-14: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 23:43

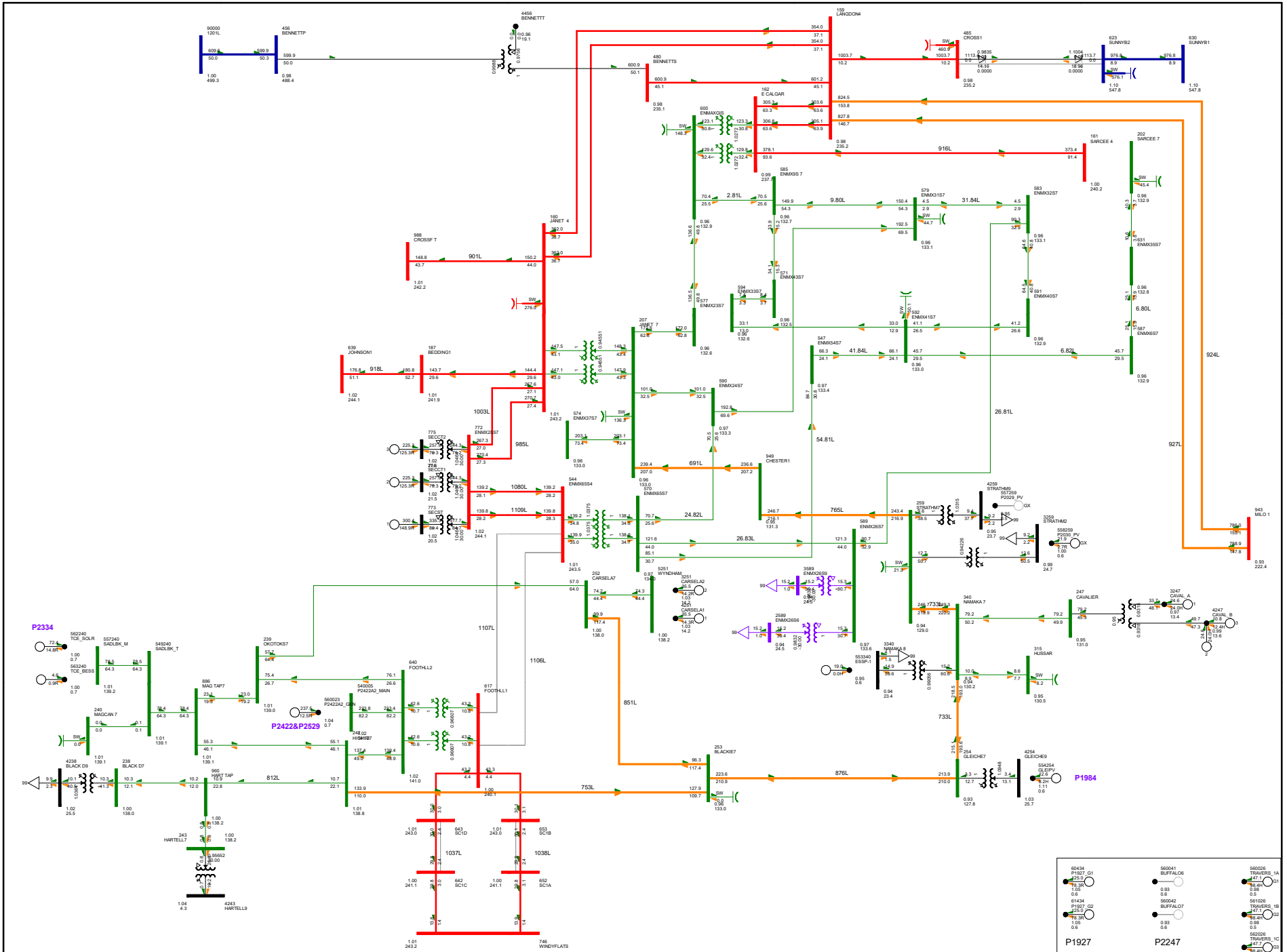
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140OV 0.950UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-7-15: S7-P2592-SP-PRE-SEN.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 23:43

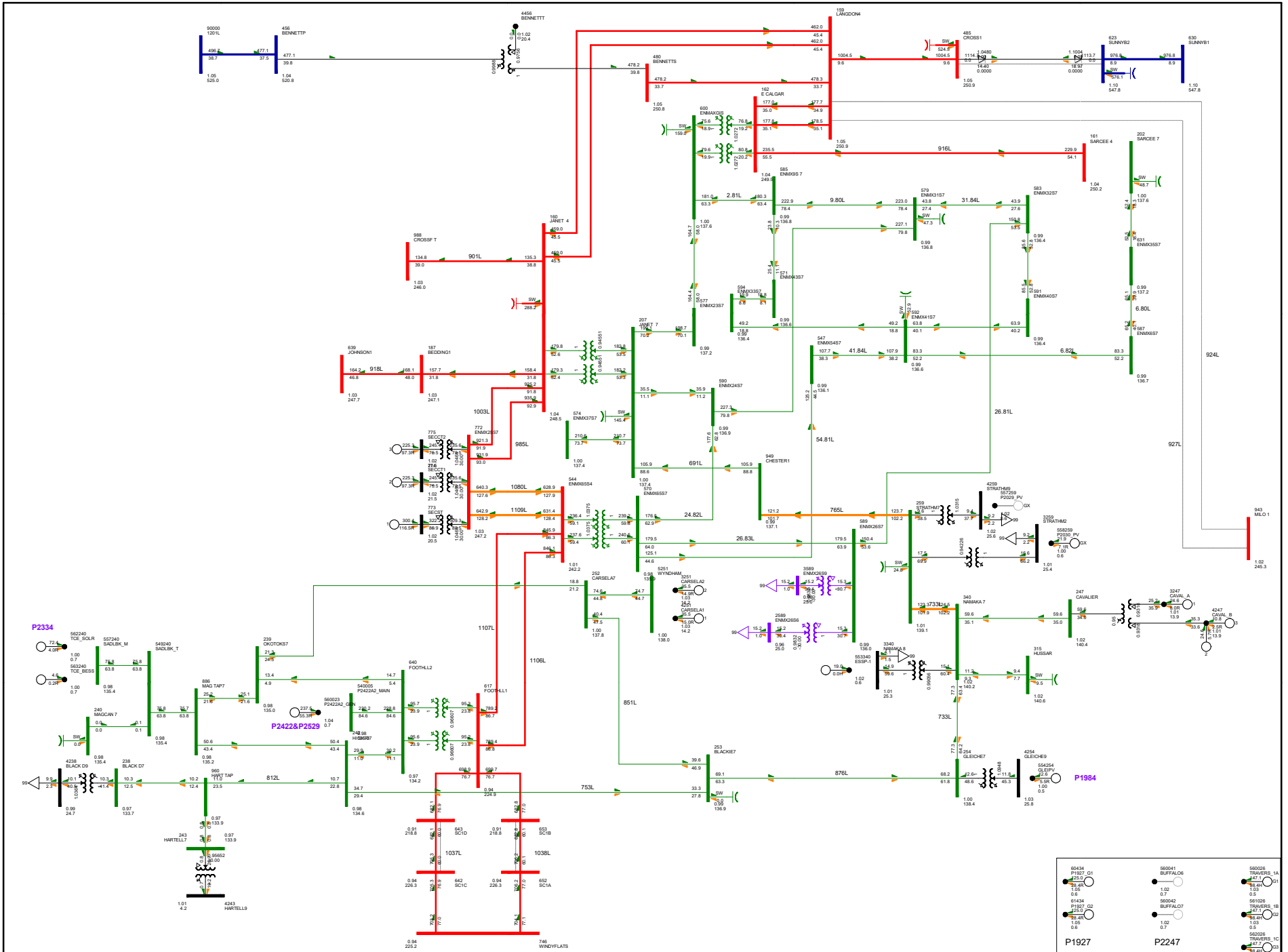
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.1480V 0.992UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-7-1: S7-P2592-SP-PRE-SEN.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:45

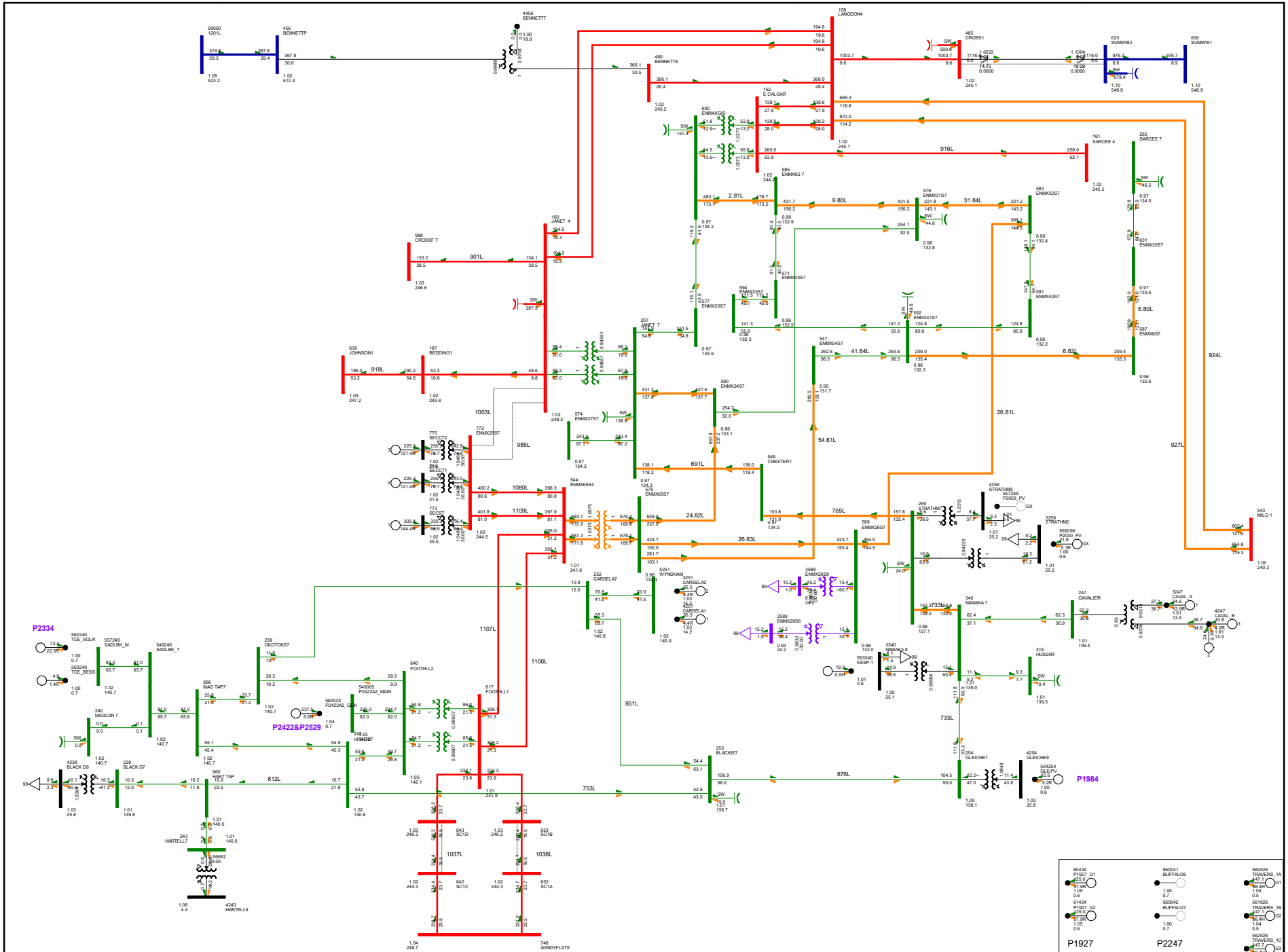
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVAbase A
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-7-2: S7-P2592-SP-PRE-SEN.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 23:45

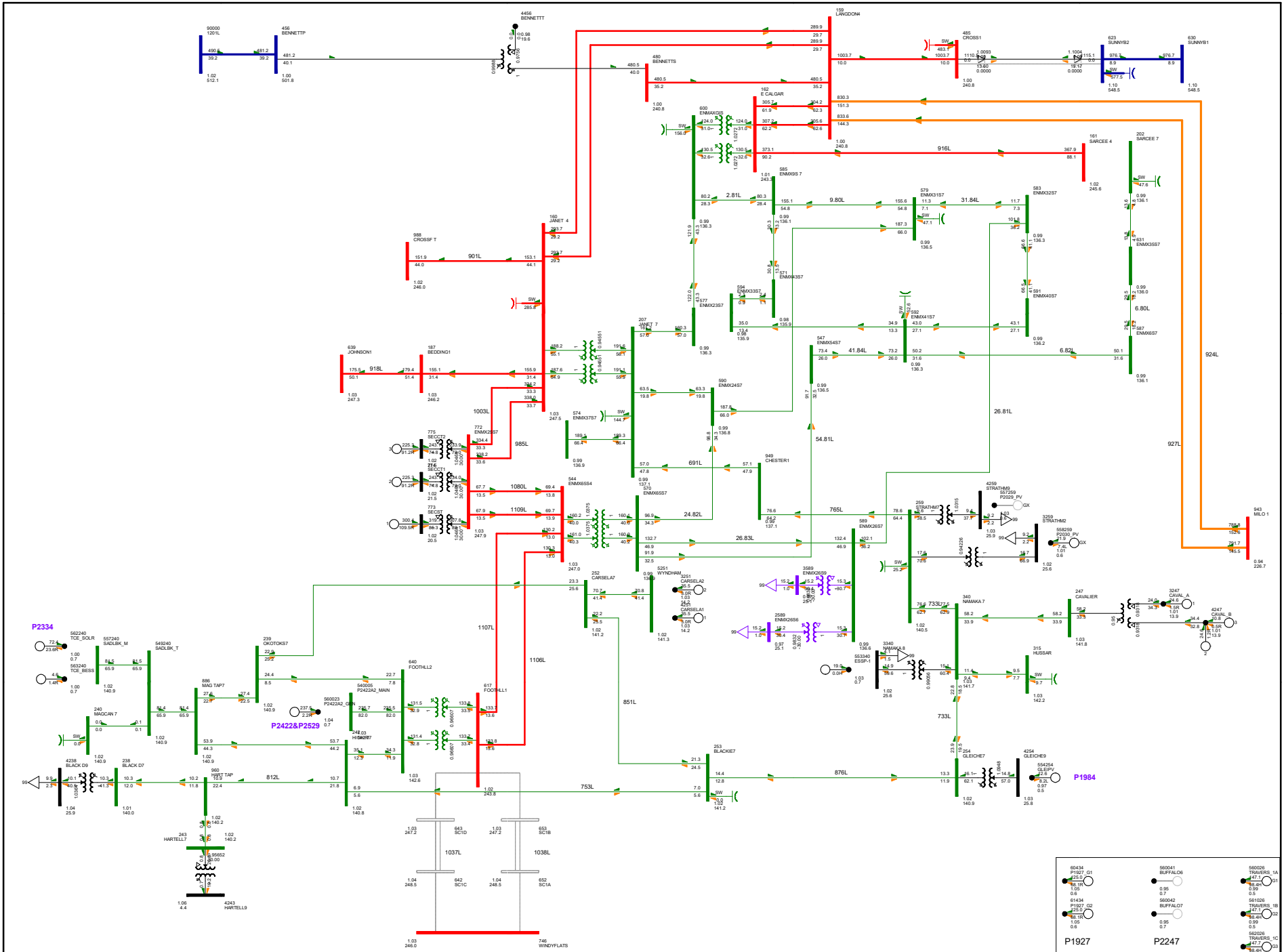
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-7-3: S7-P2592-SP-PRE-SEN.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 23:46

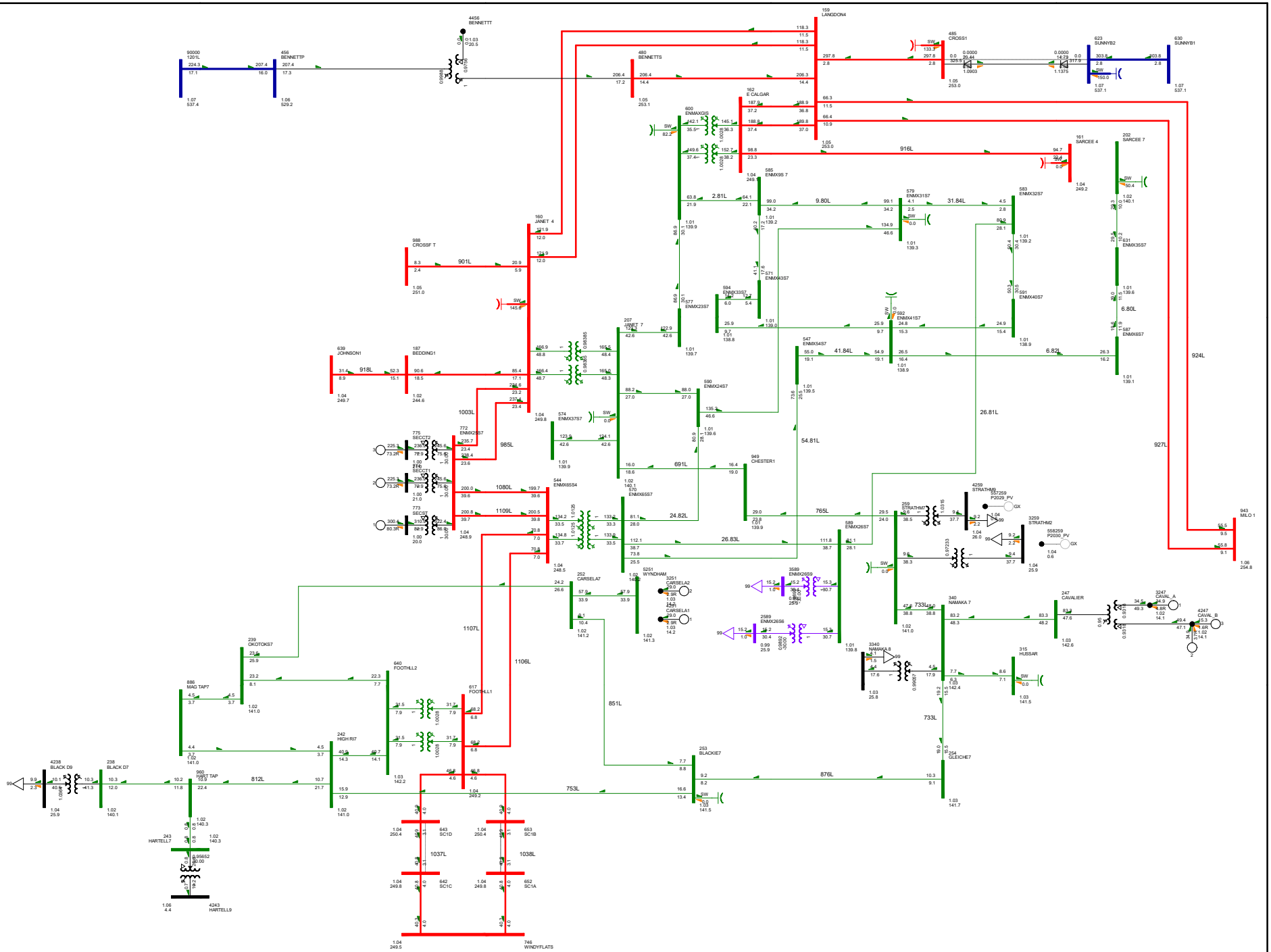
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVAbase A
1.148OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-7-4: S7-P2592-SP-PRE-SEN.SAV
CATEGORY C5 - 1037L&1038L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 23:47

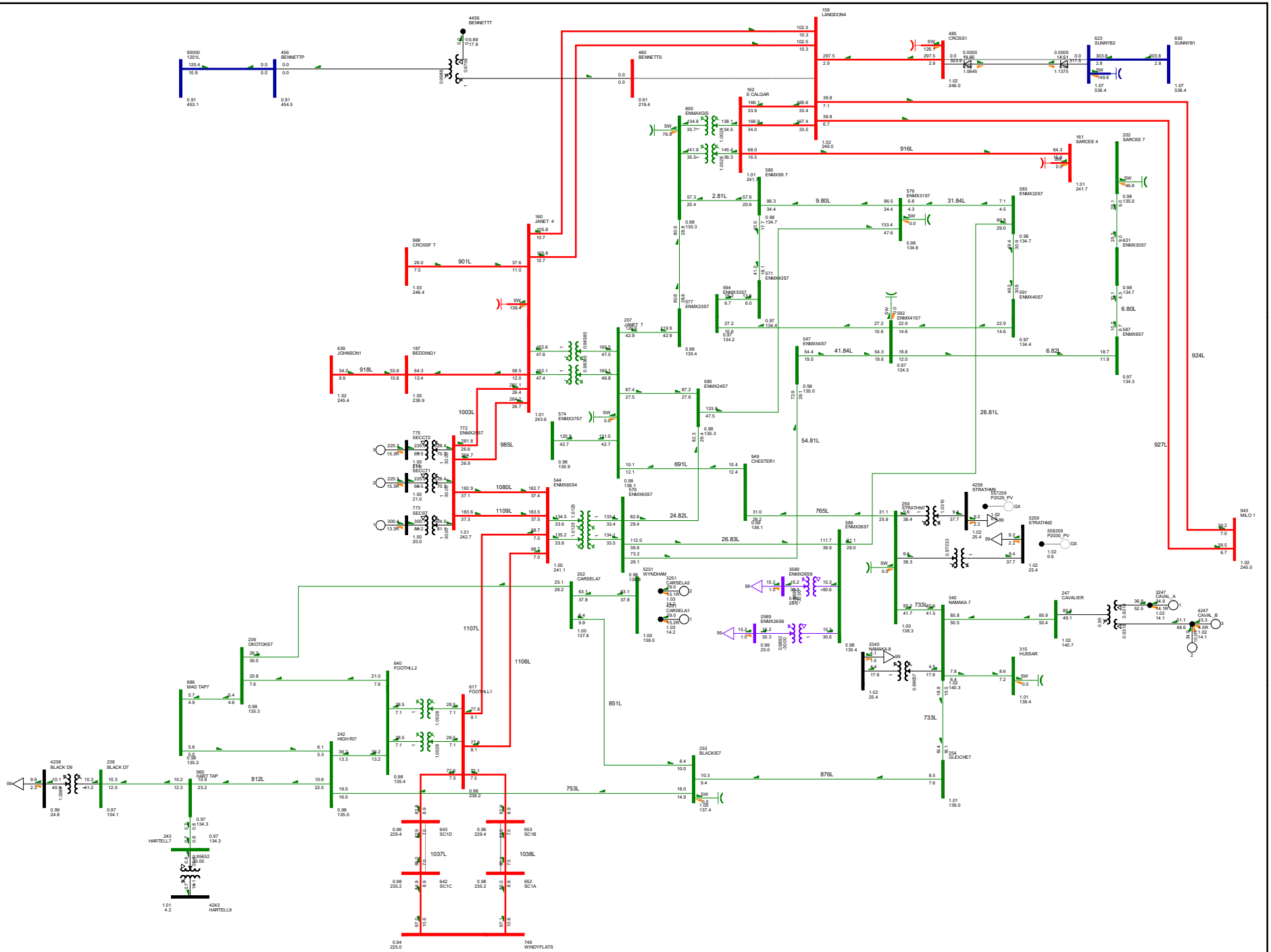
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-10-1: S10-P2592-SP-LG-PRE.SAV
CATEGORY A - NO CONTINGENCY
THU, AUG 24 2023 15:42

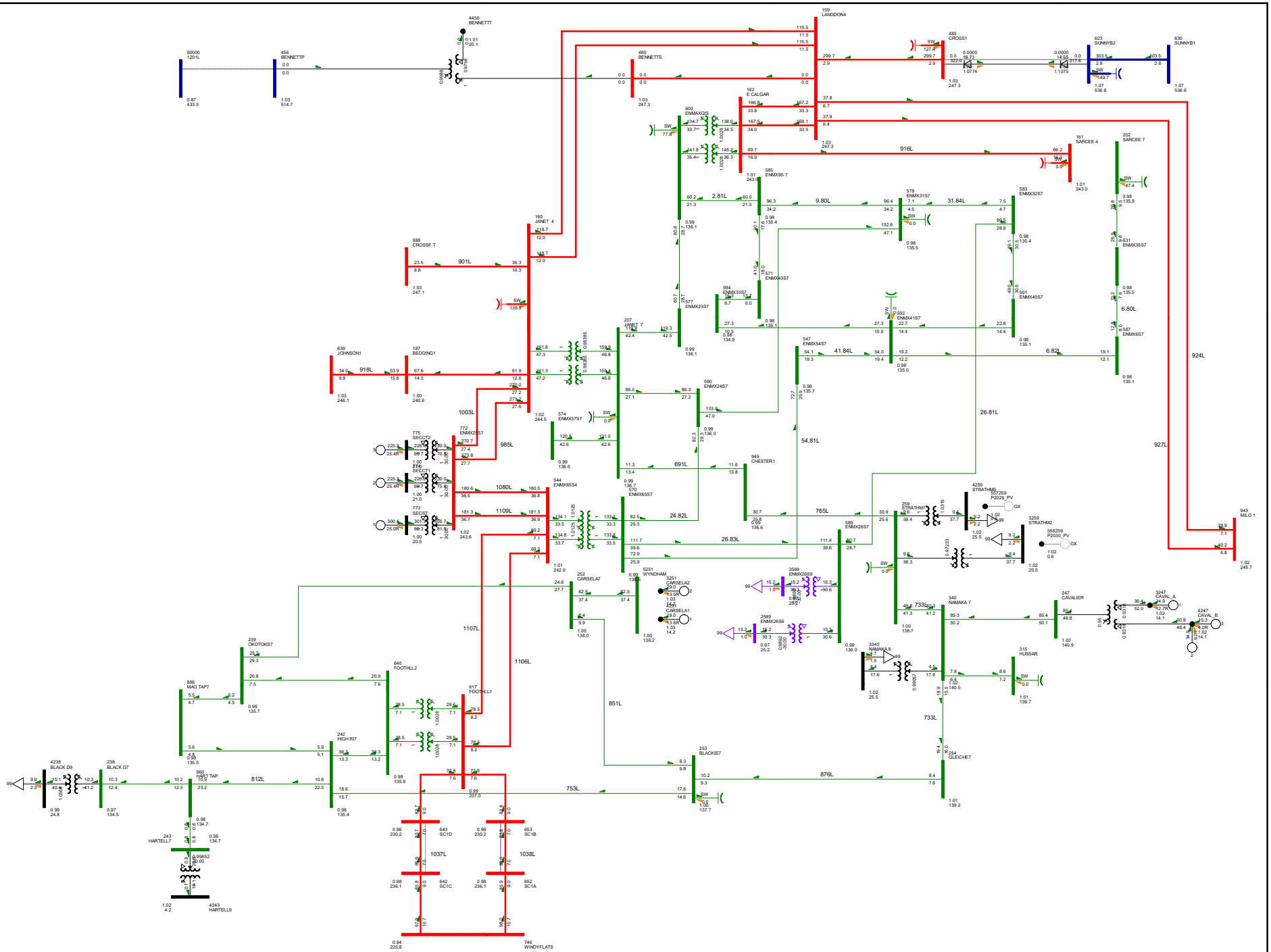
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-10-1: S10-P2592-SP-LG-PRE.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 15:43

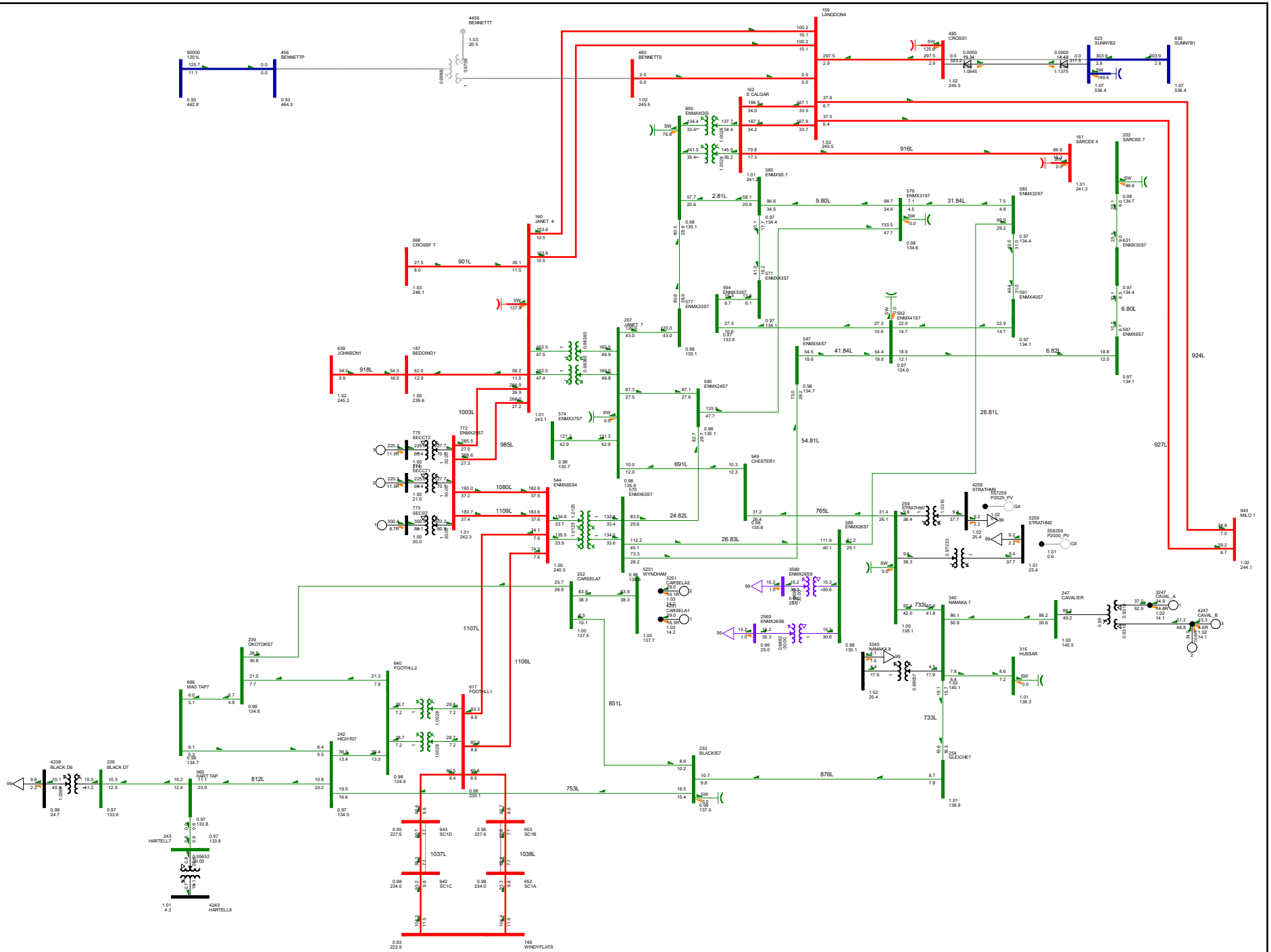
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-10-2: S10-P2592-SP-LG-PRE.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 15:44

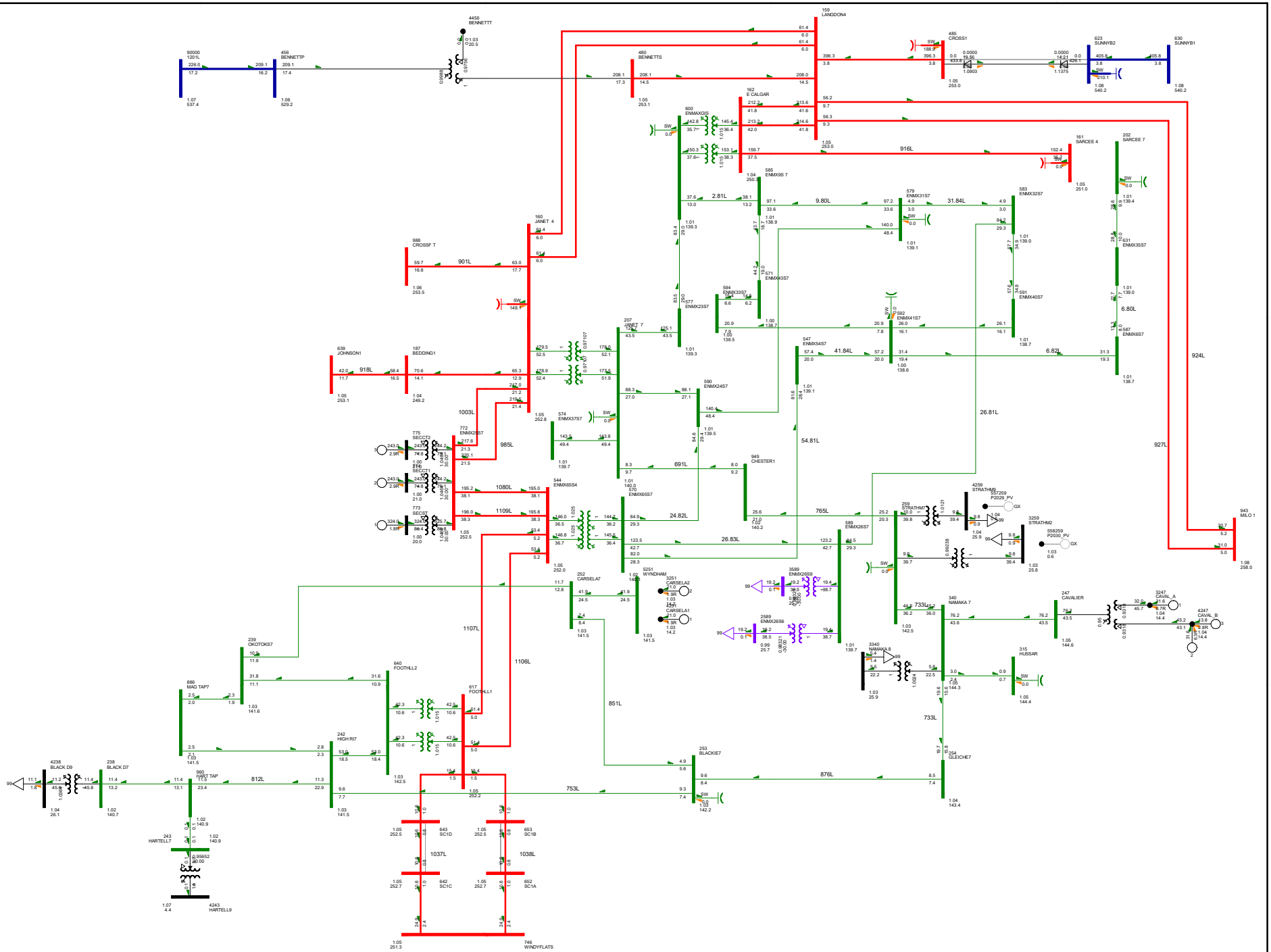
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-10-3: S10-P2592-SP-LG-PRE.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 15:44

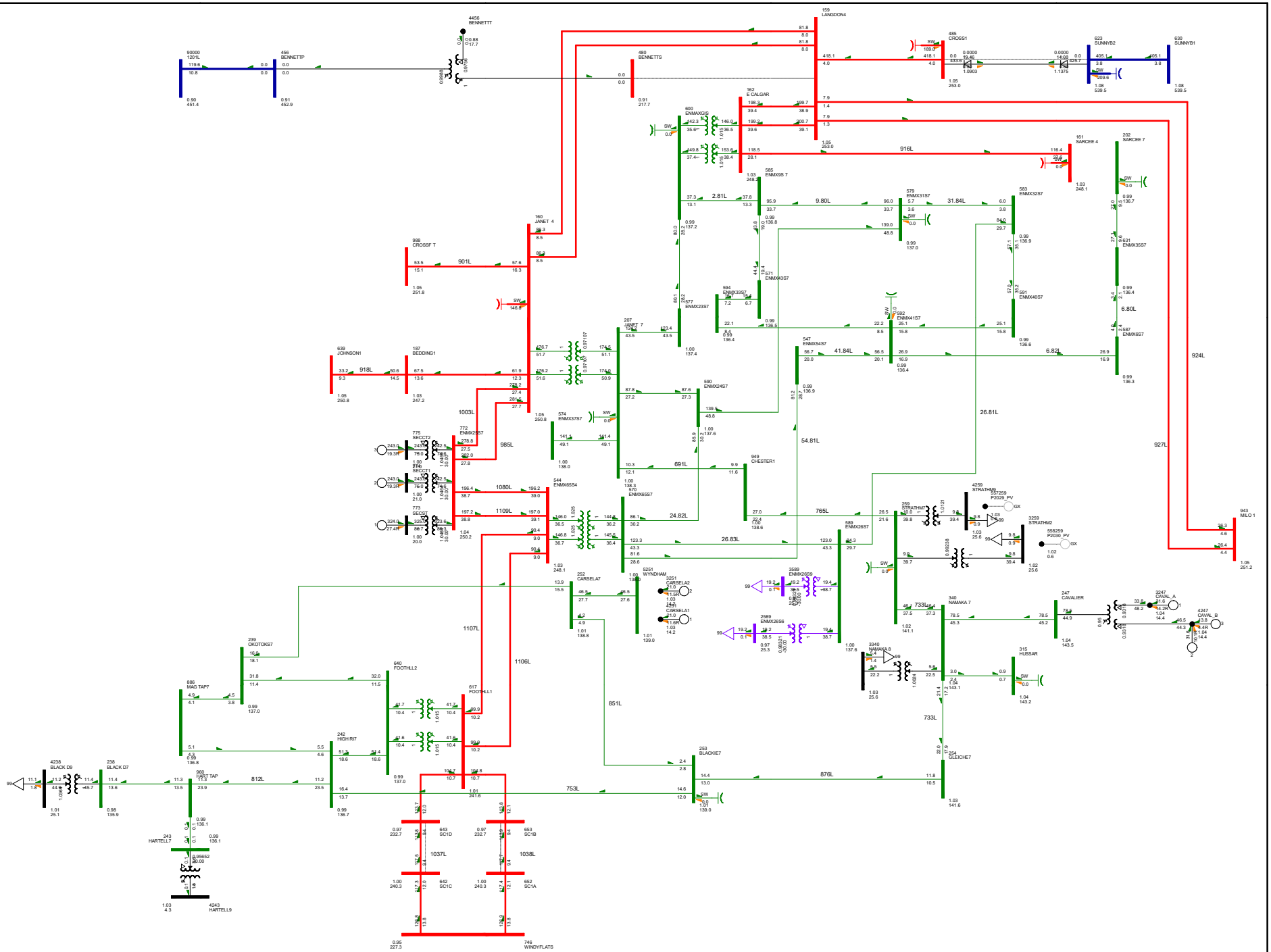
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-11-1: S11-P2592-WP-LG-PRE.SAV
CATEGORY A - NO CONTINGENCY
THU, AUG 24 2023 15:45

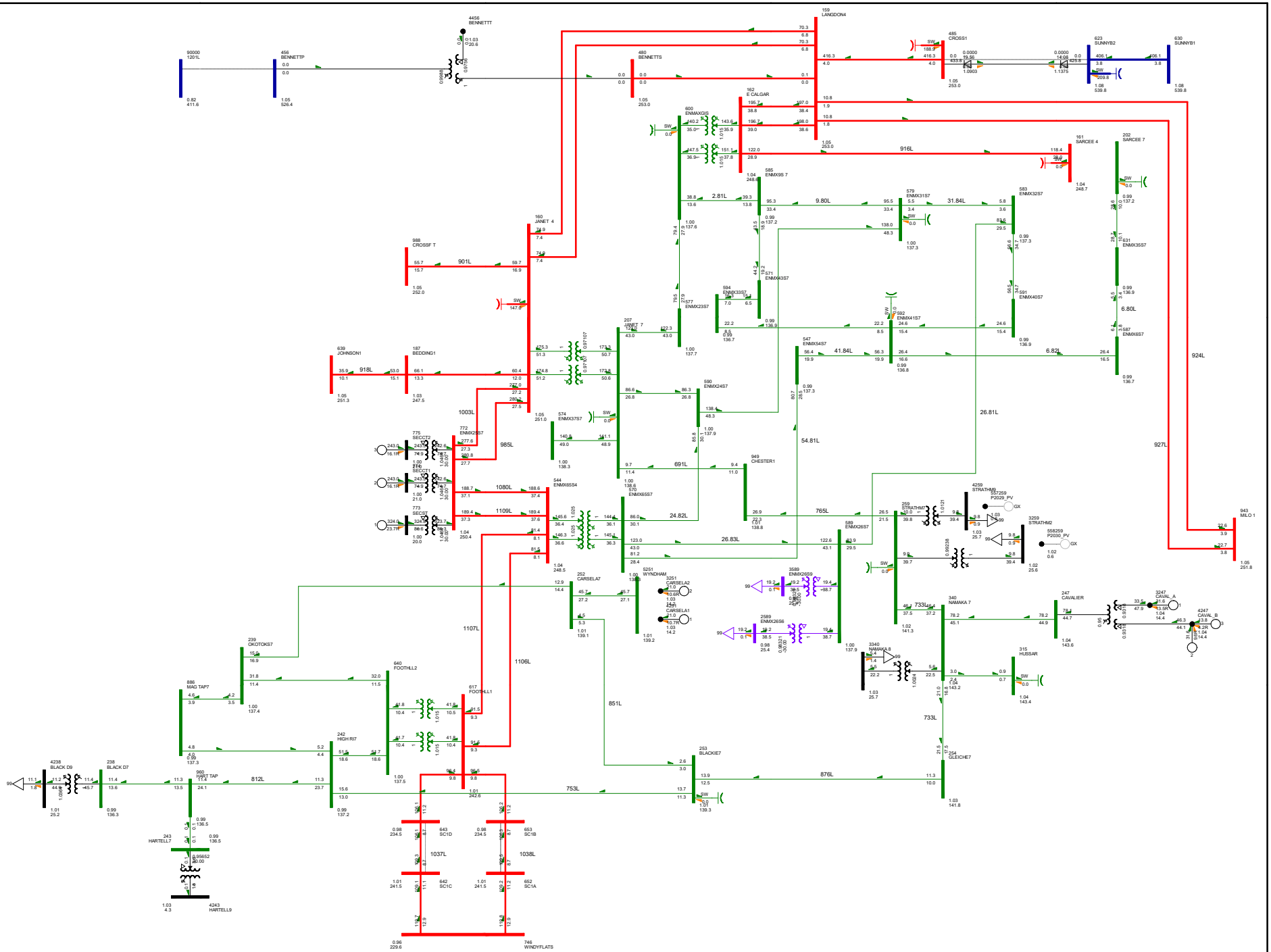
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-11-1: S11-P2592-WP-LG-PRE.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 15:45

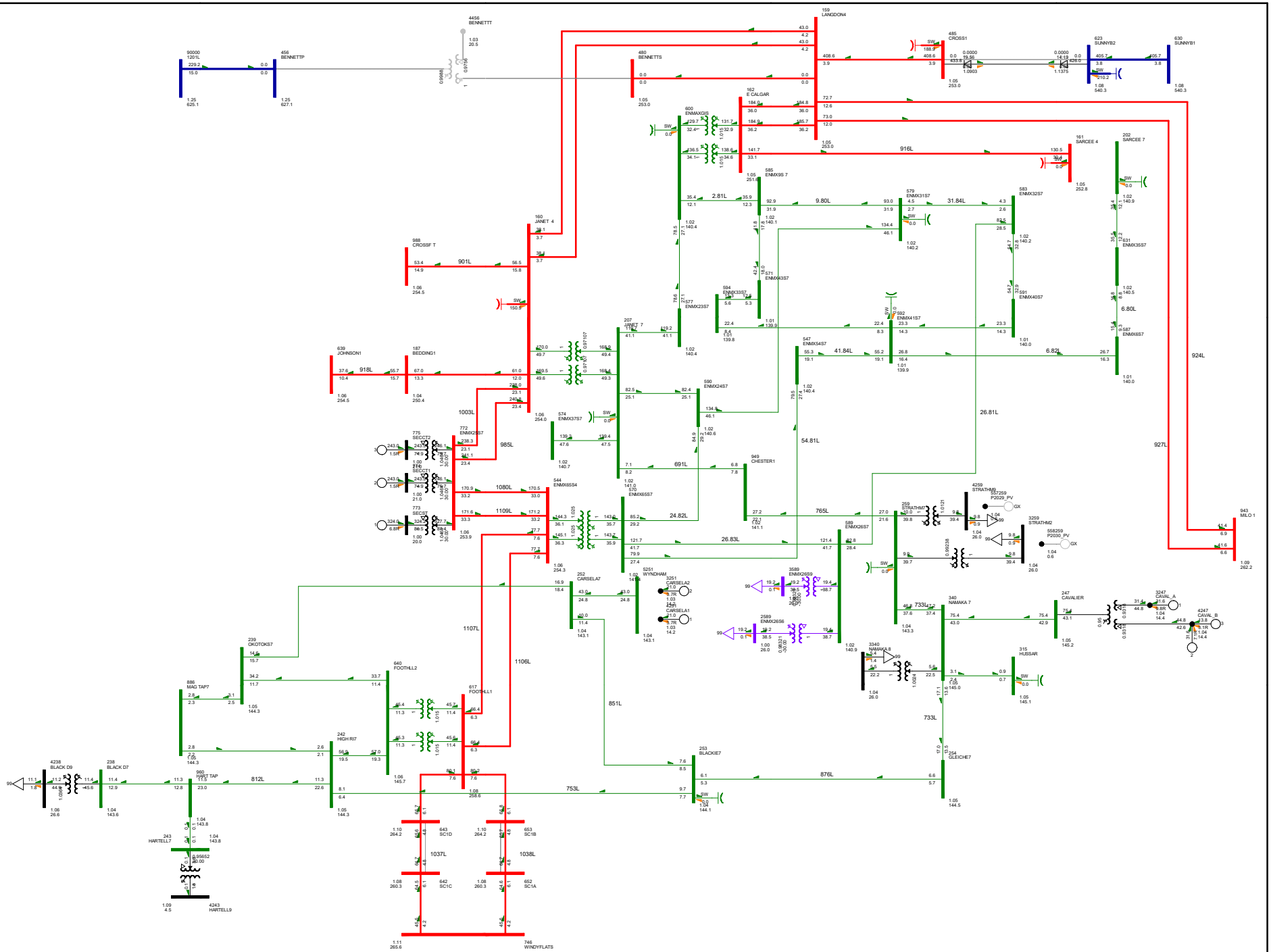
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-11-2: S11-P2592-WP-LG-PRE.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 15:46

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0 MVA Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

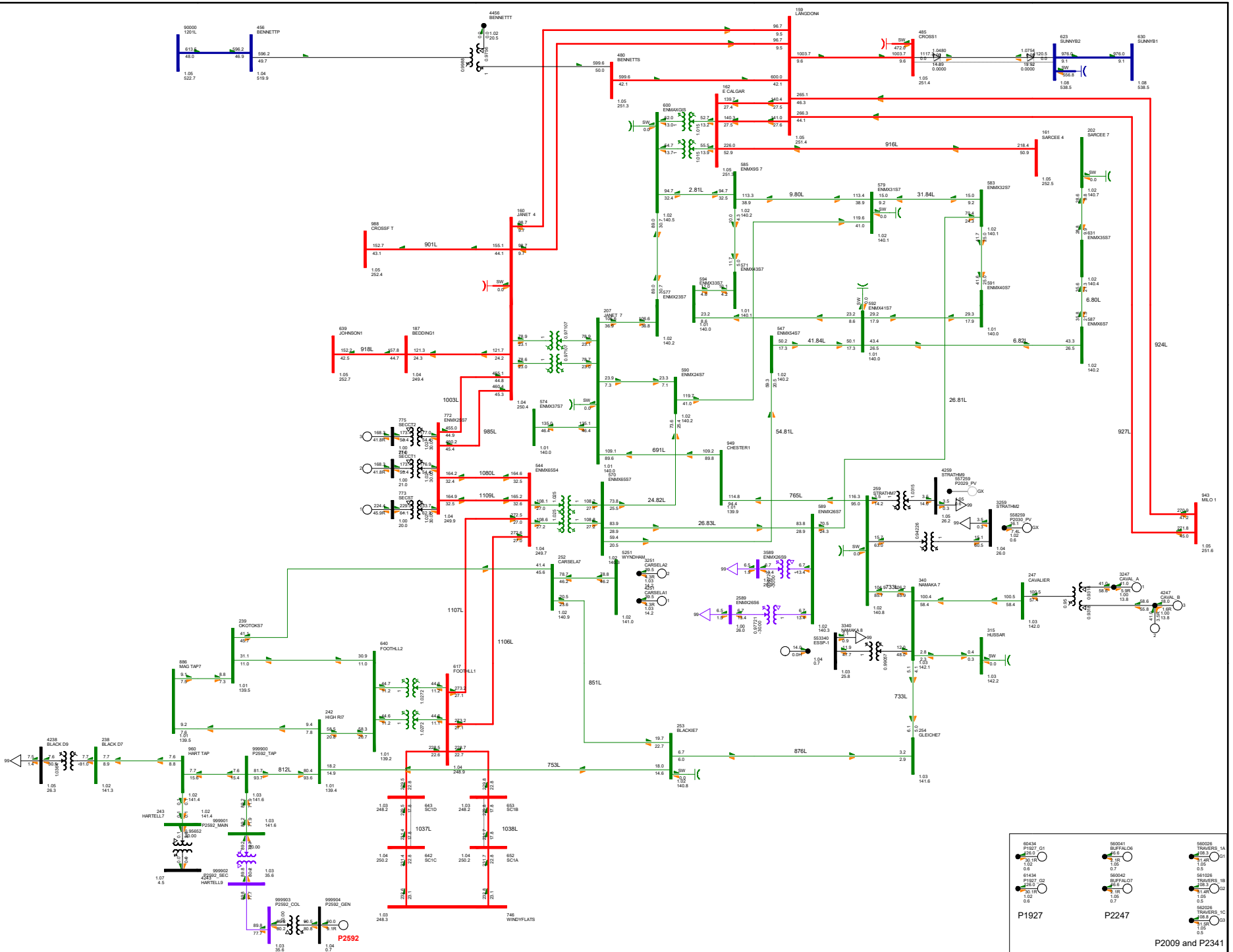


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-11-3: S11-P2592-WP-LG-PRE.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 15:47

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

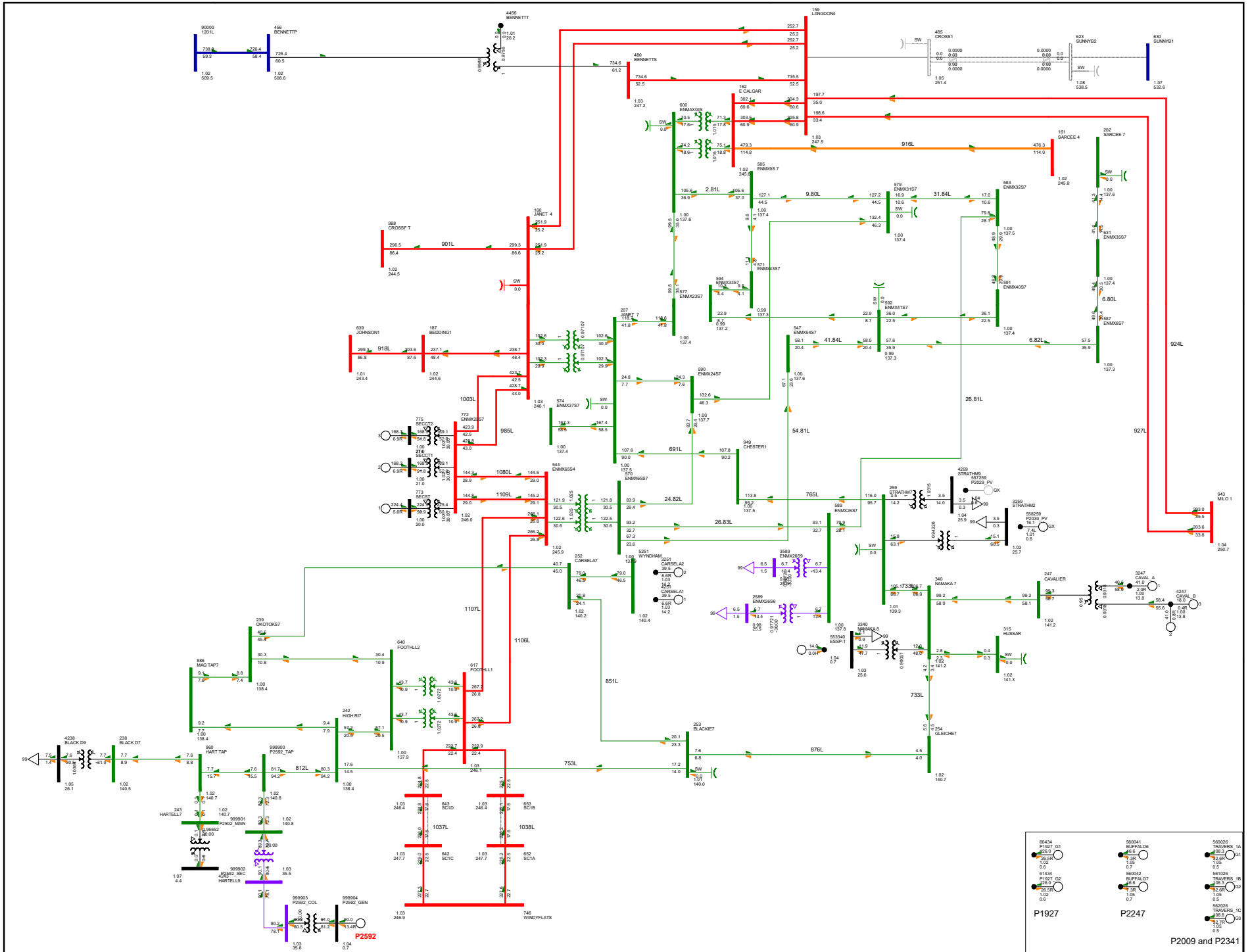
Attachment C: Alternative 1 Power Flow Diagrams (Scenarios 3 to 4, 8 to 9 and 12 to 13)



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-3-1: S3-P2592-SL-POST.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 22:31

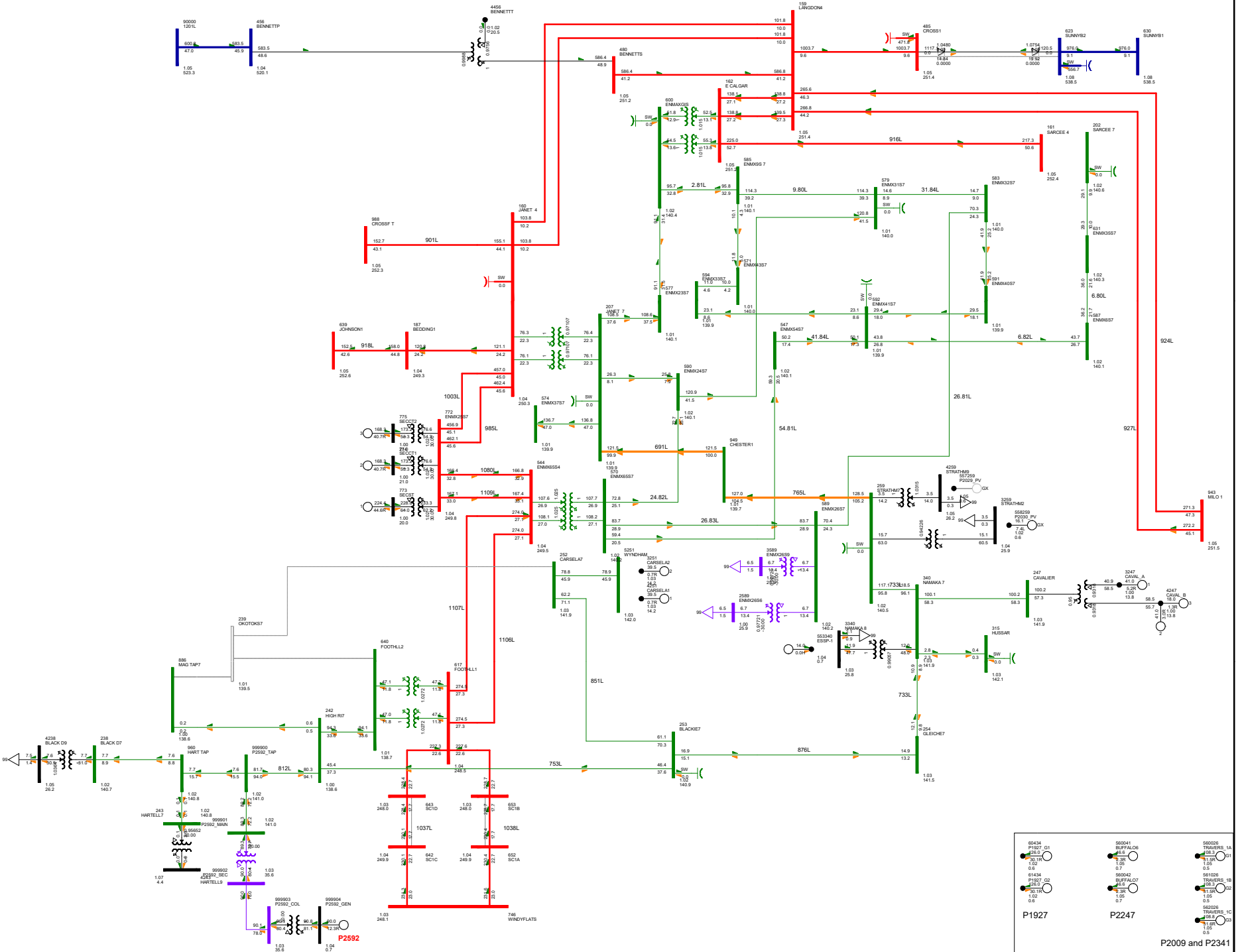
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVAStats A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

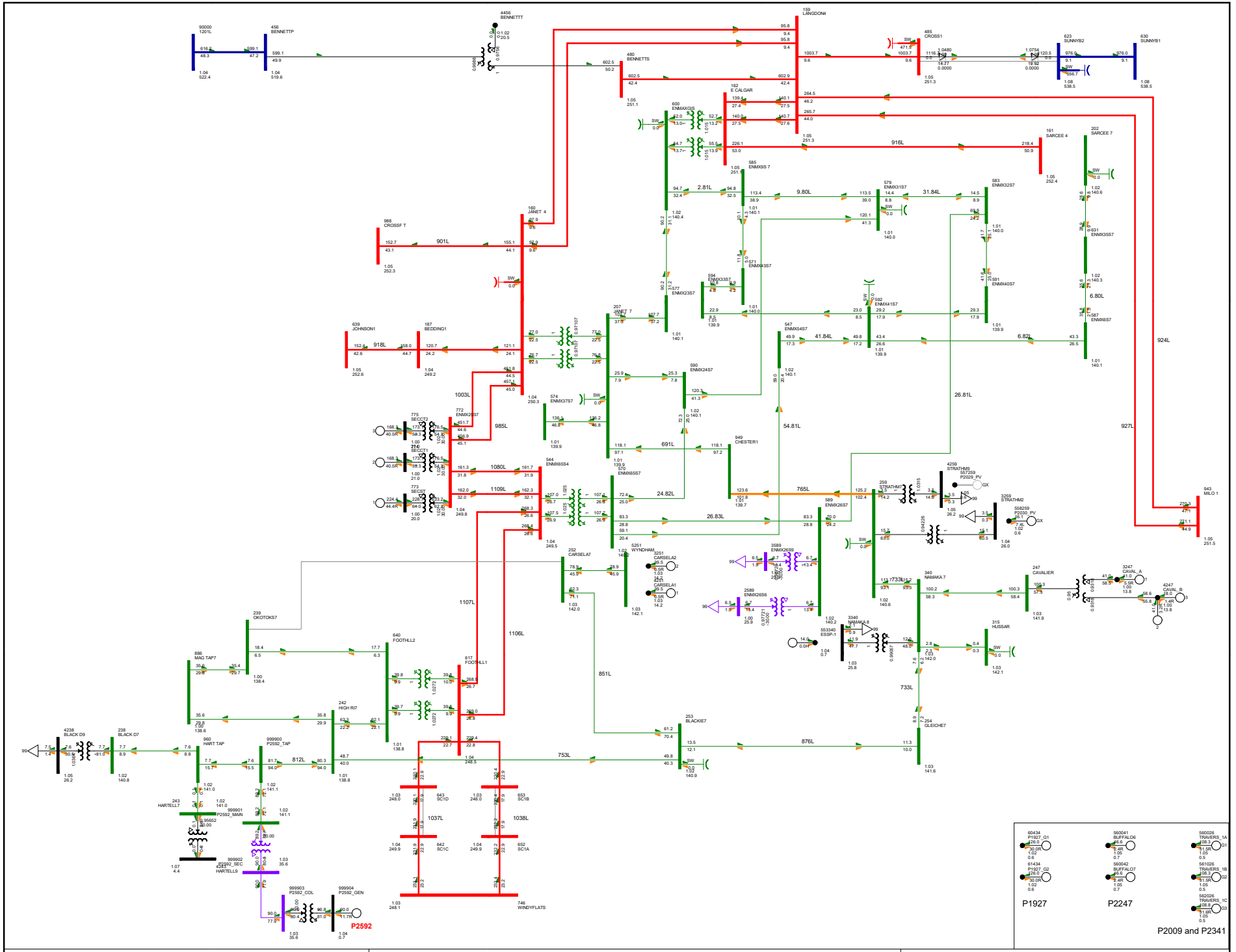


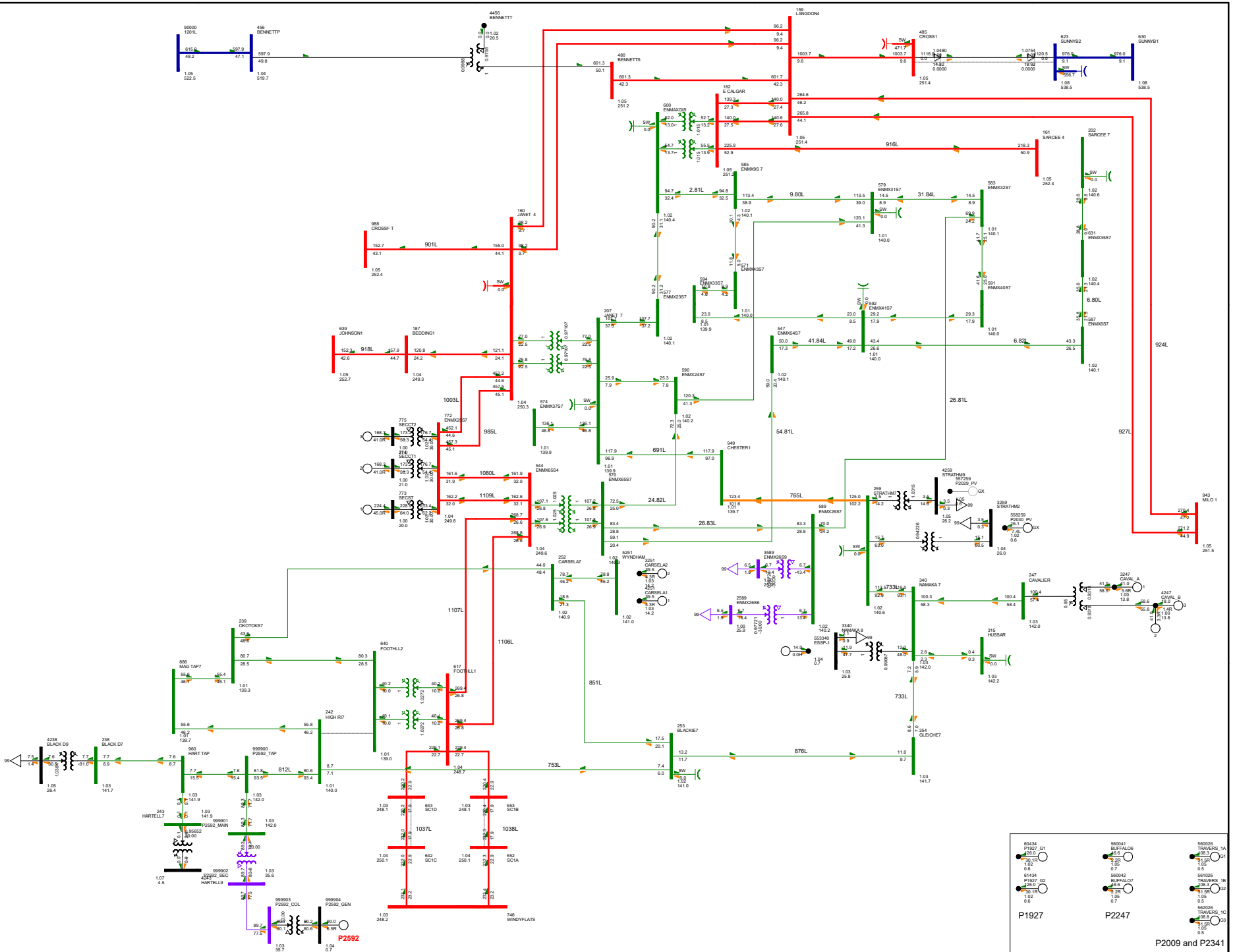
P2592 - Enerfin Big Rock Solar Battery

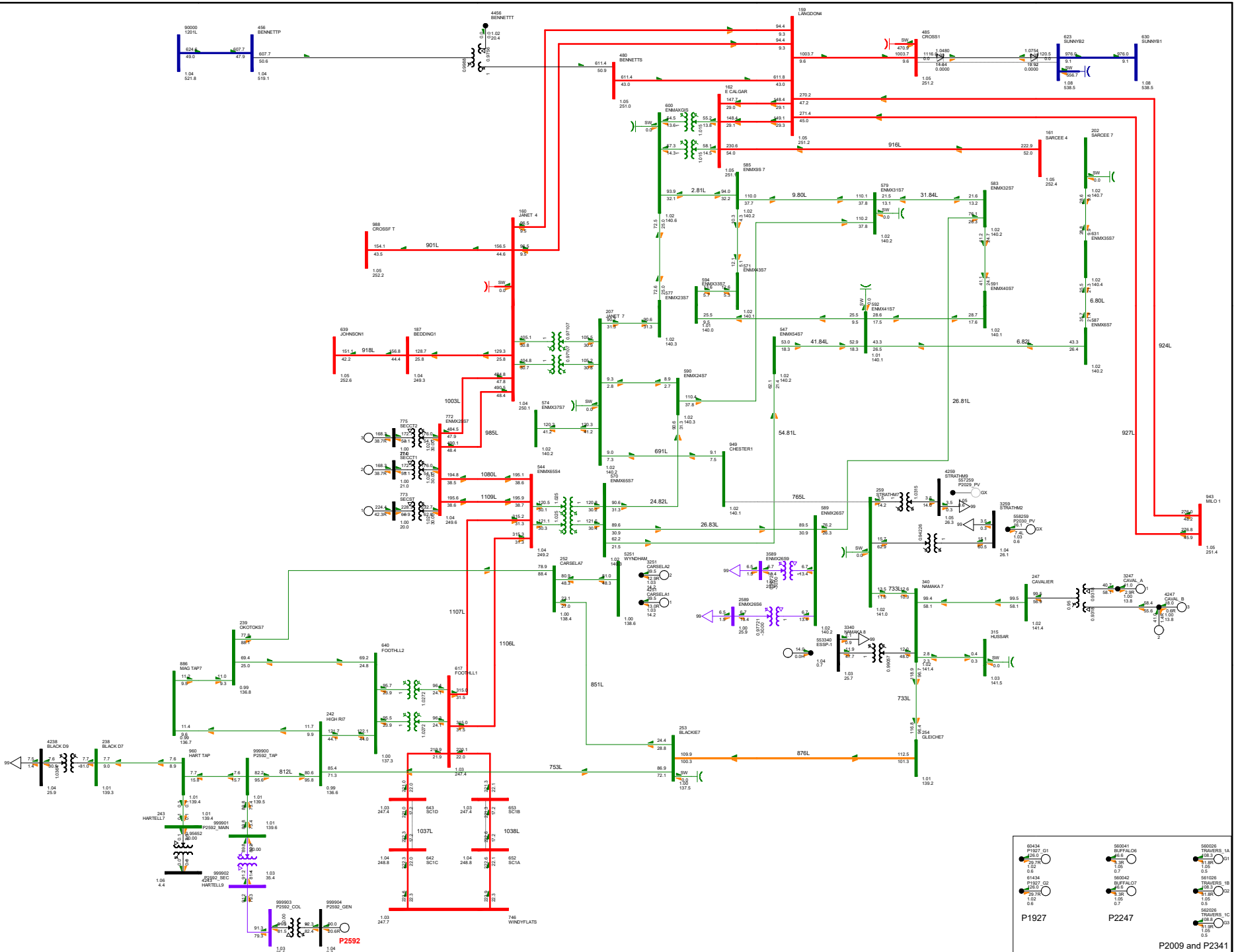
FIGURE B-3-1: S3-P2592-SL-POST.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 22:32

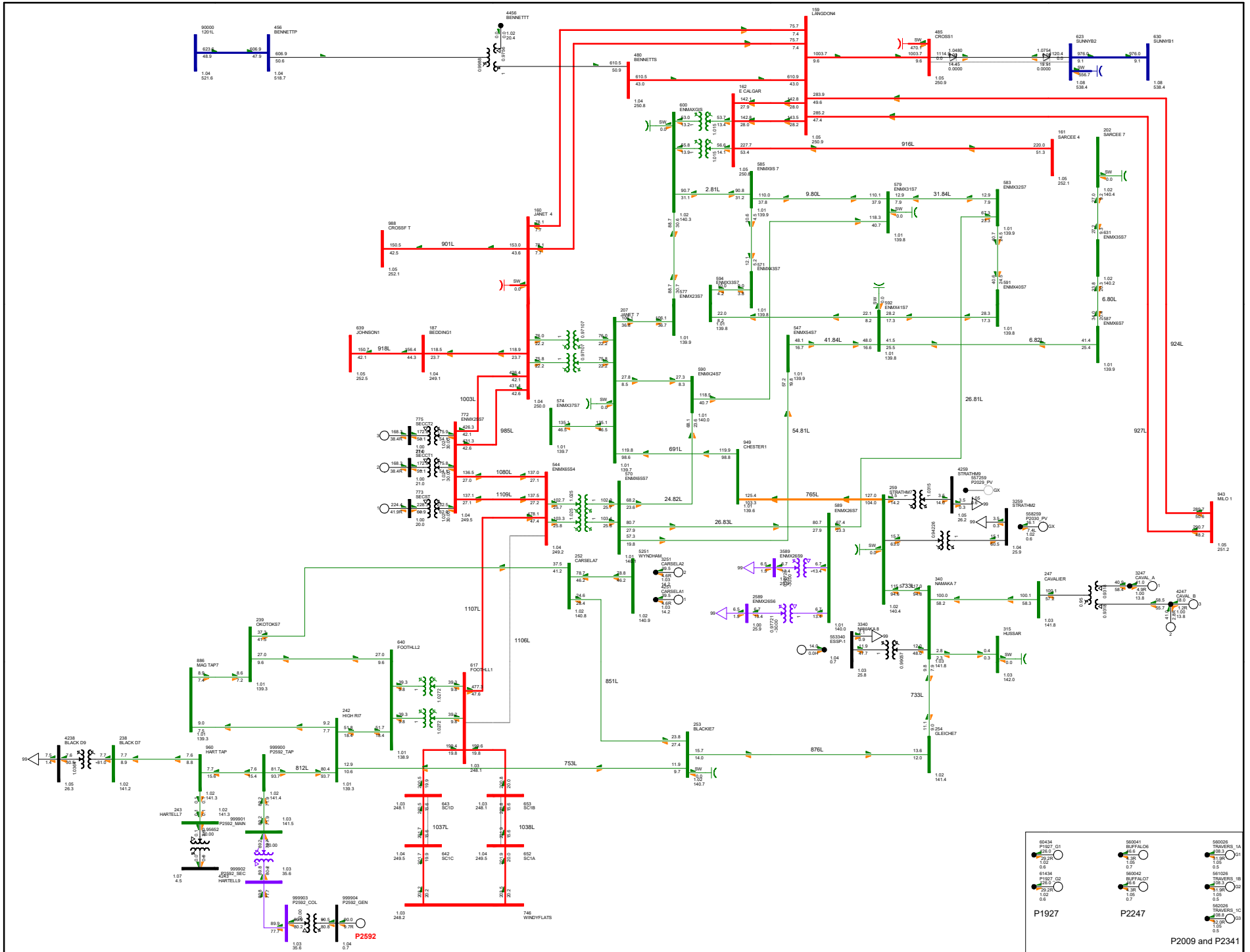
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-2: S3-P2592-SL-POST.SAV
CATEGORY B - OKOTOKS 678S TRANSFORMER T1
WED, AUG 23 2023 22:33
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146KV 0.398UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-3: S3-P2592-SL-POST.SAV
CATEGORY B - 850L (CARSELAND 525S TO OKOTOKS 678S)
WED, AUG 23 2023 22:34
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVArate A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-4: S3-P2592-SL-POST.SAV
CATEGORY B - 434L (HIGH RIVER 65S TO FOOTHILLS 237S)
WED, AUG 23 2023 22:34
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVArate A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1

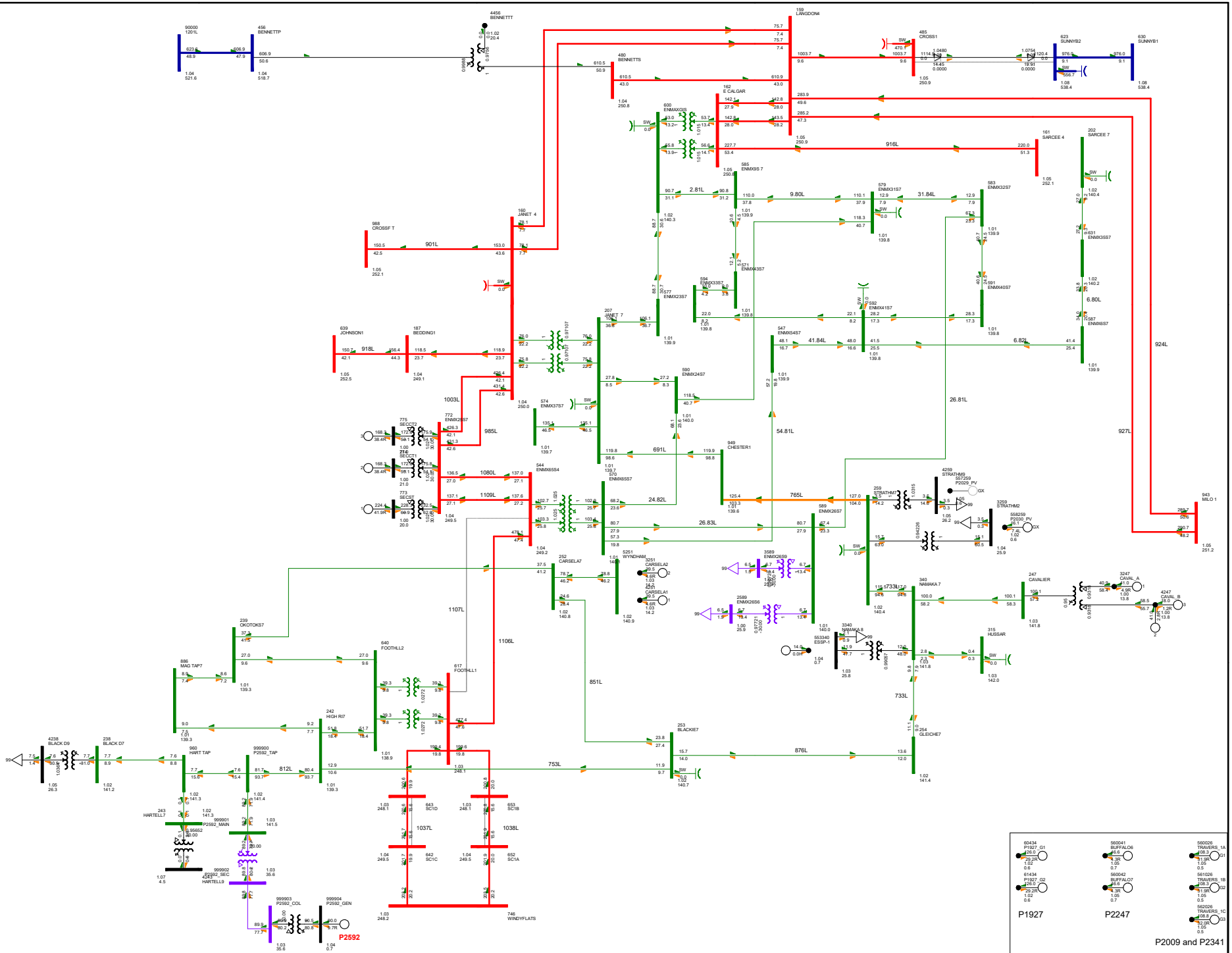

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-5: S3-P2592-SL-POST.SAV
CATEGORY B - 765L (STRATHMORE 151S TO CHESTERMERE 419S)
WED, AUG 23 2023 22:35
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-3-6: S3-P2592-SL-POST.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:36

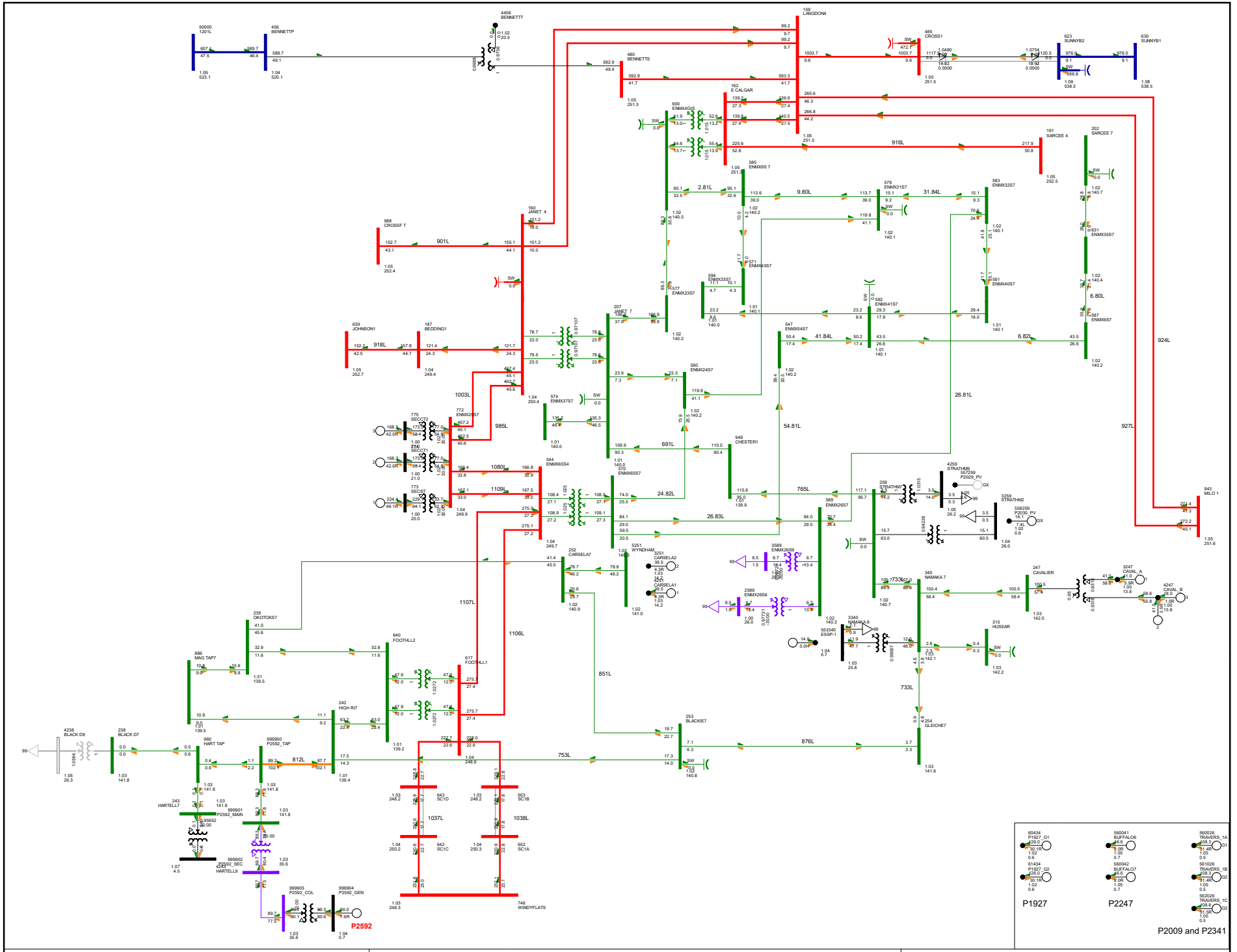
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0%Rate A
1.146pu 0.399pu
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-3-7: S3-P2592-SL-POST.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:36

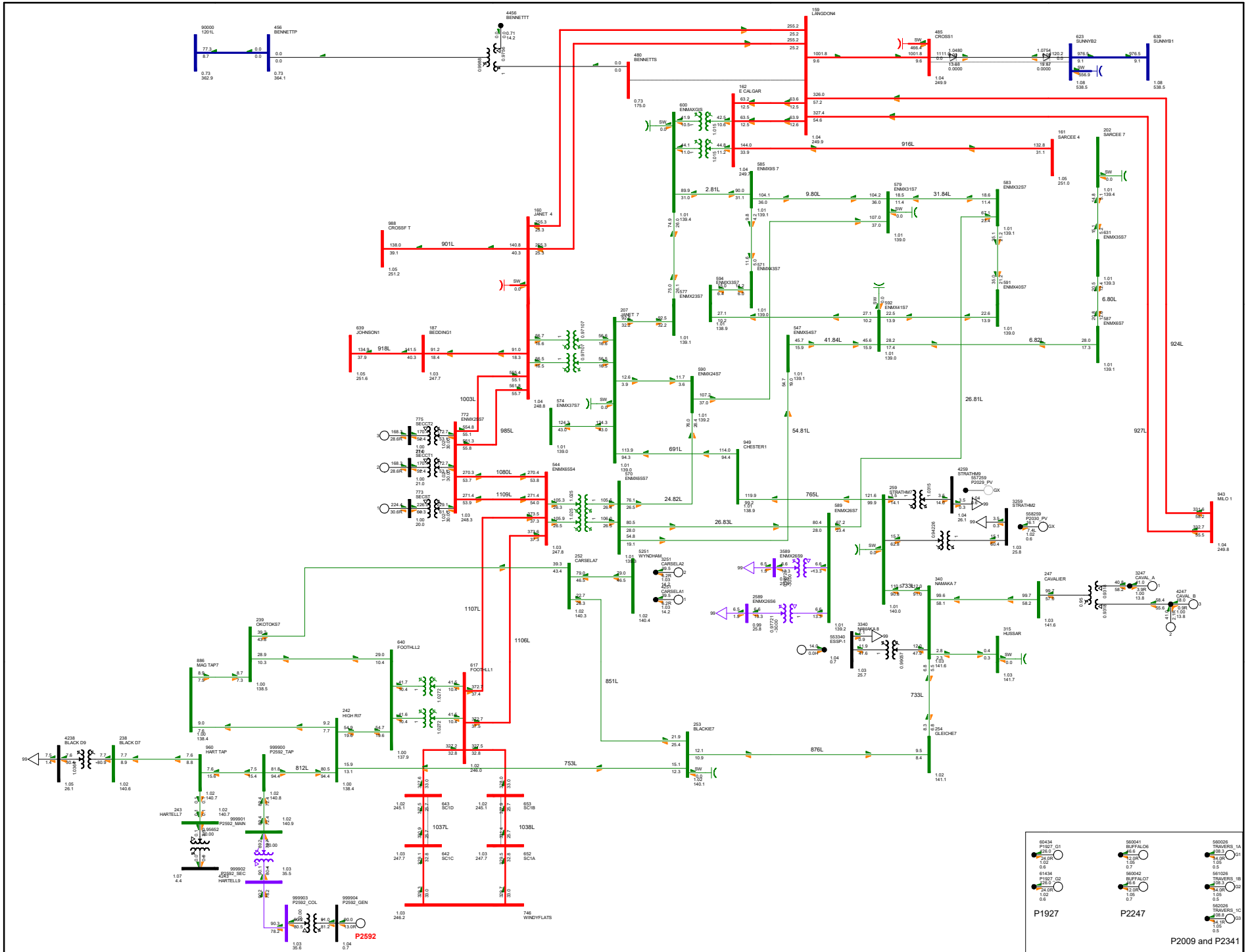
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146PU 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-3-8: S3-P2592-SL-POST.SAV
CATEGORY B - BLACK DIAMOND 392S TRANSFORMER T3
THU, AUG 24 2023 15:29

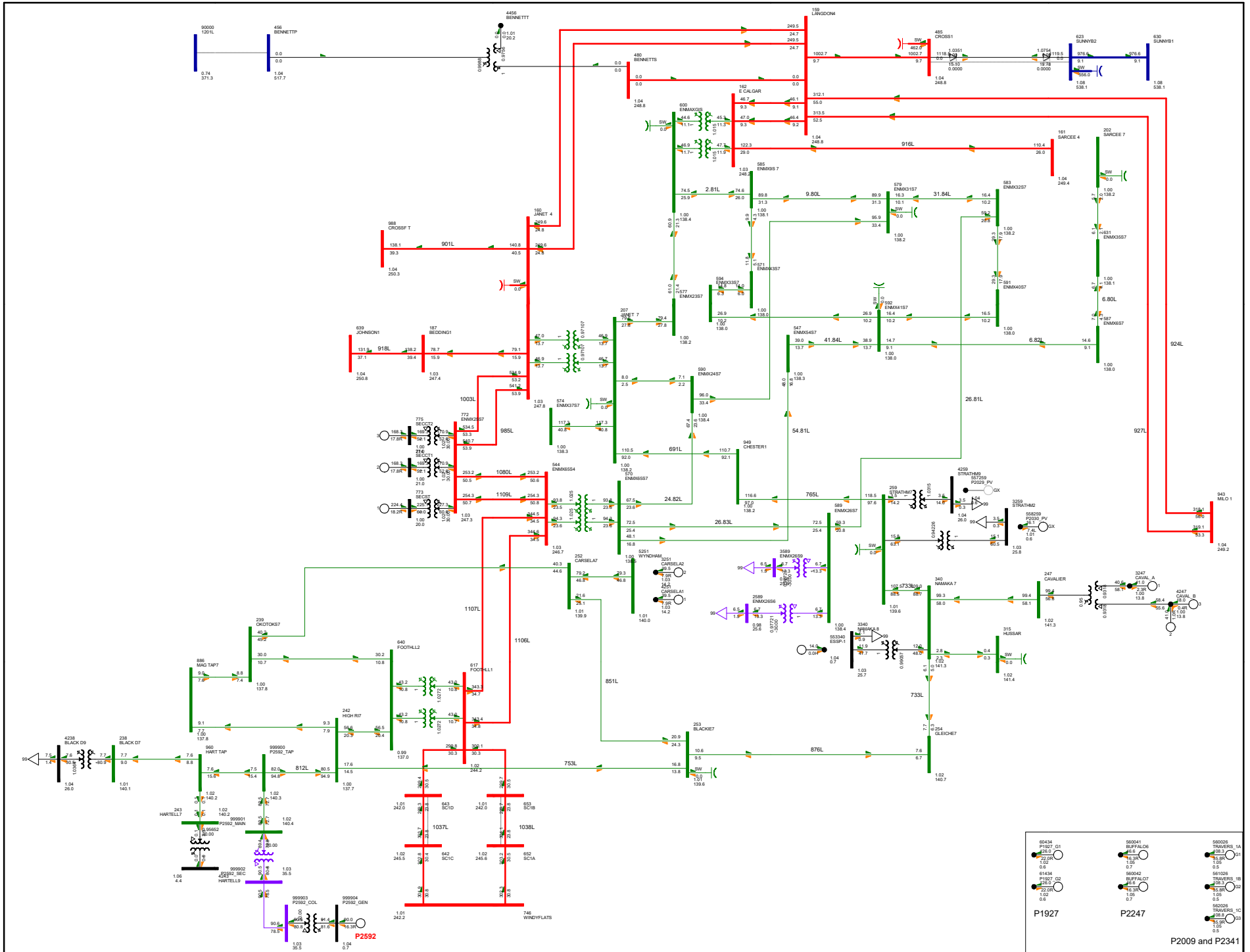
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.895UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

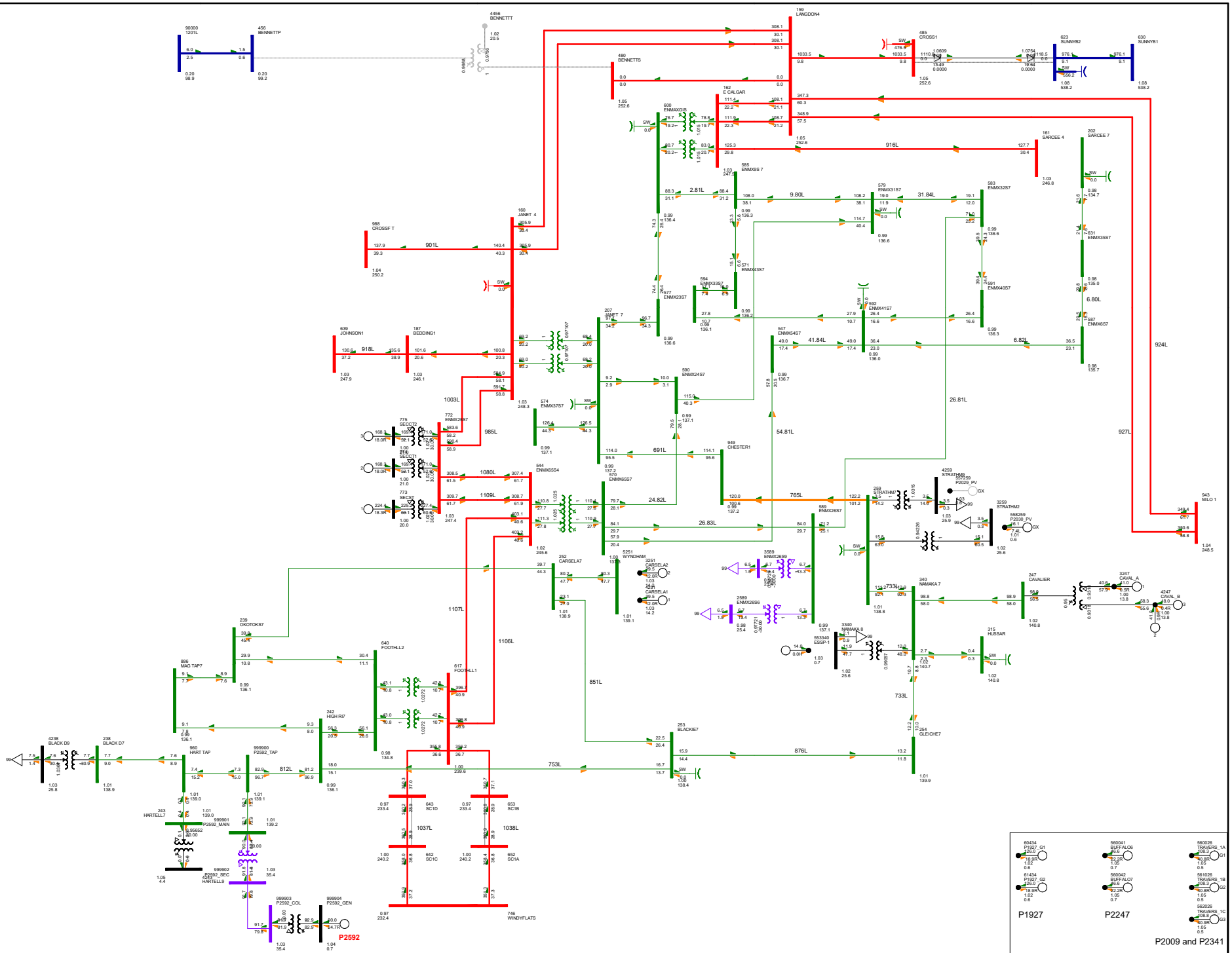


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-3-9: S3-P2592-SL-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 22:38

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

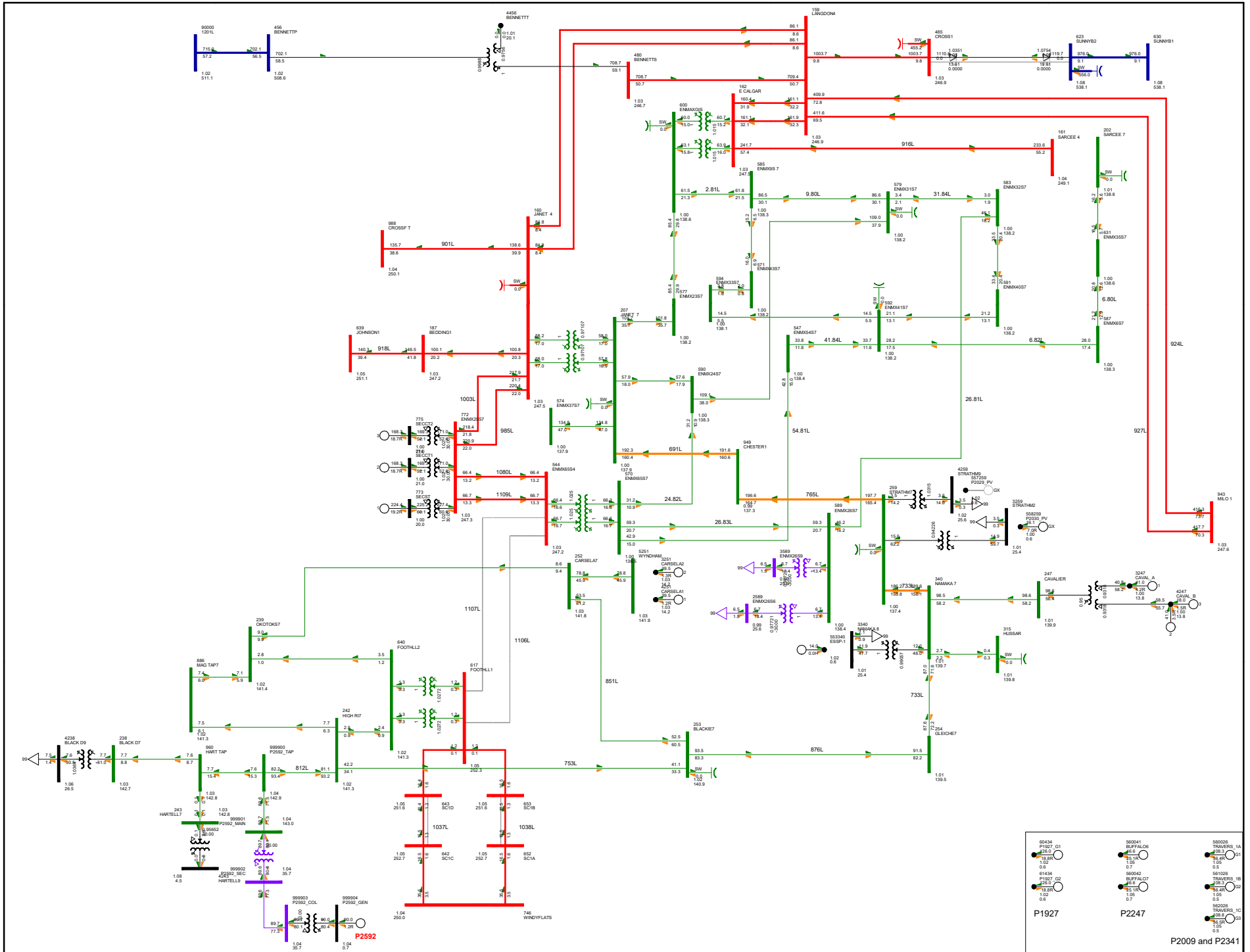

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-10: S3-P2592-SL-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 22:39
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-3-11: S3-P2592-SL-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 22:39

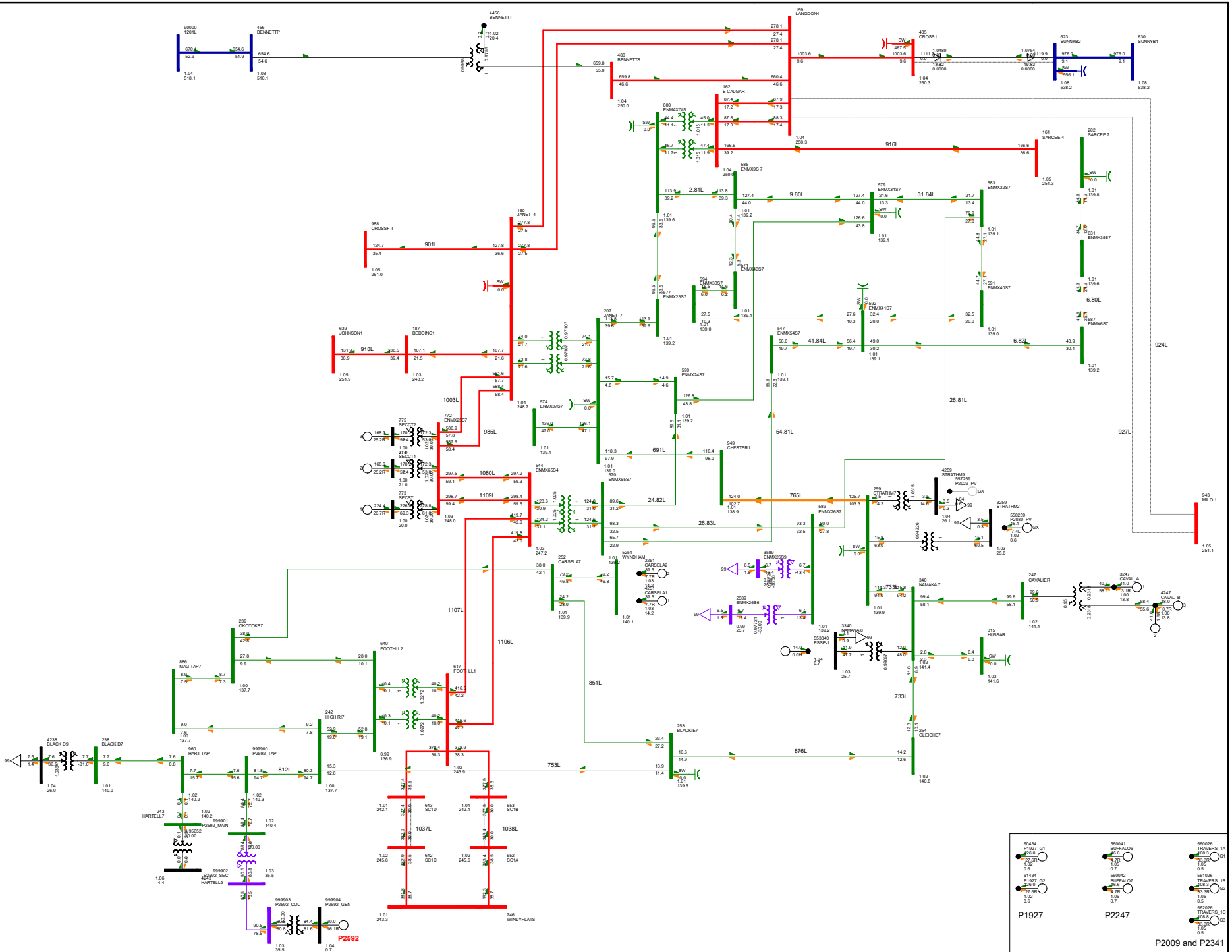
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.1480V 0.992UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-3-1: S3-P2592-SL-POST.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:41

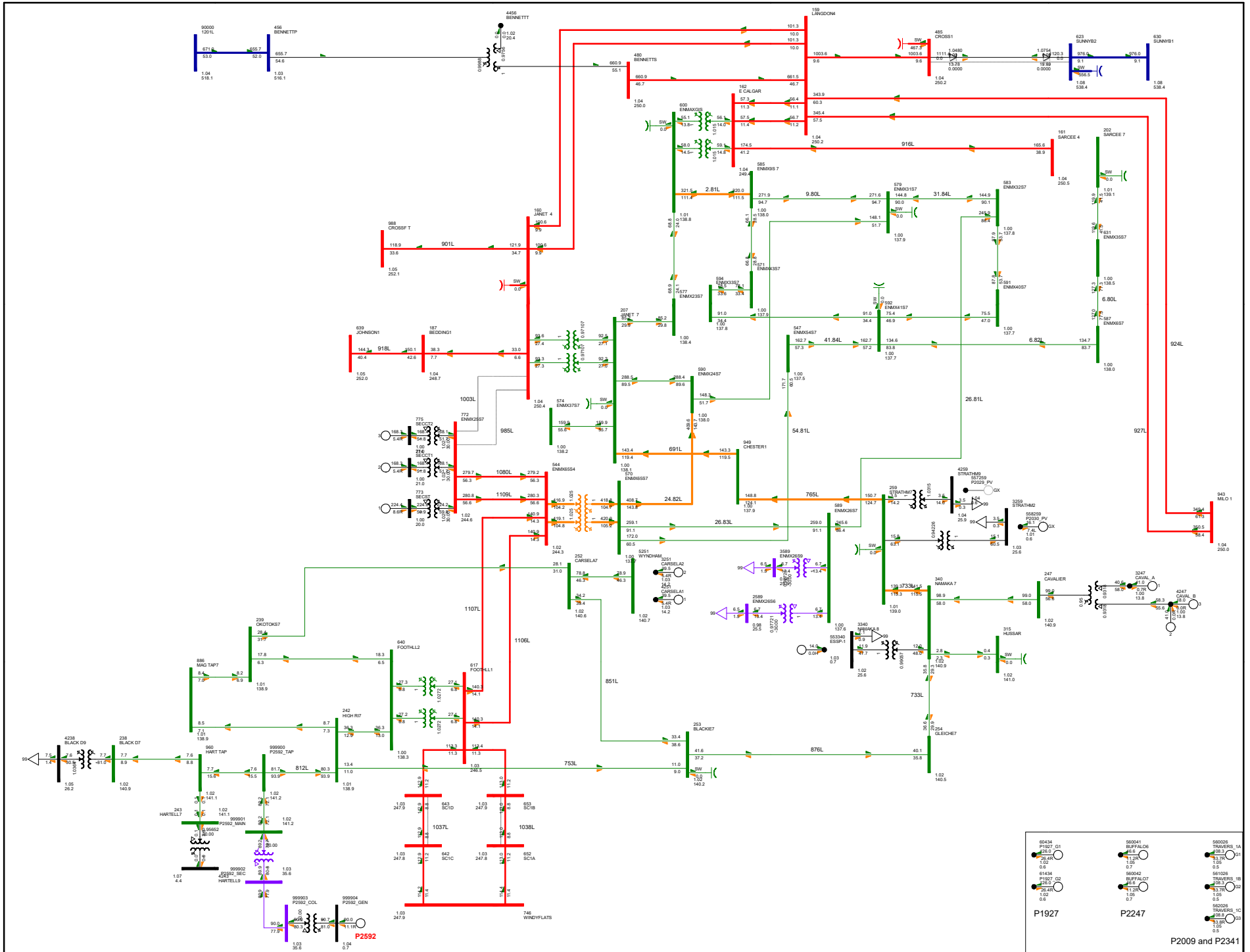
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.140KV 0.950UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-3-2: S3-P2592-SL-POST.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:43

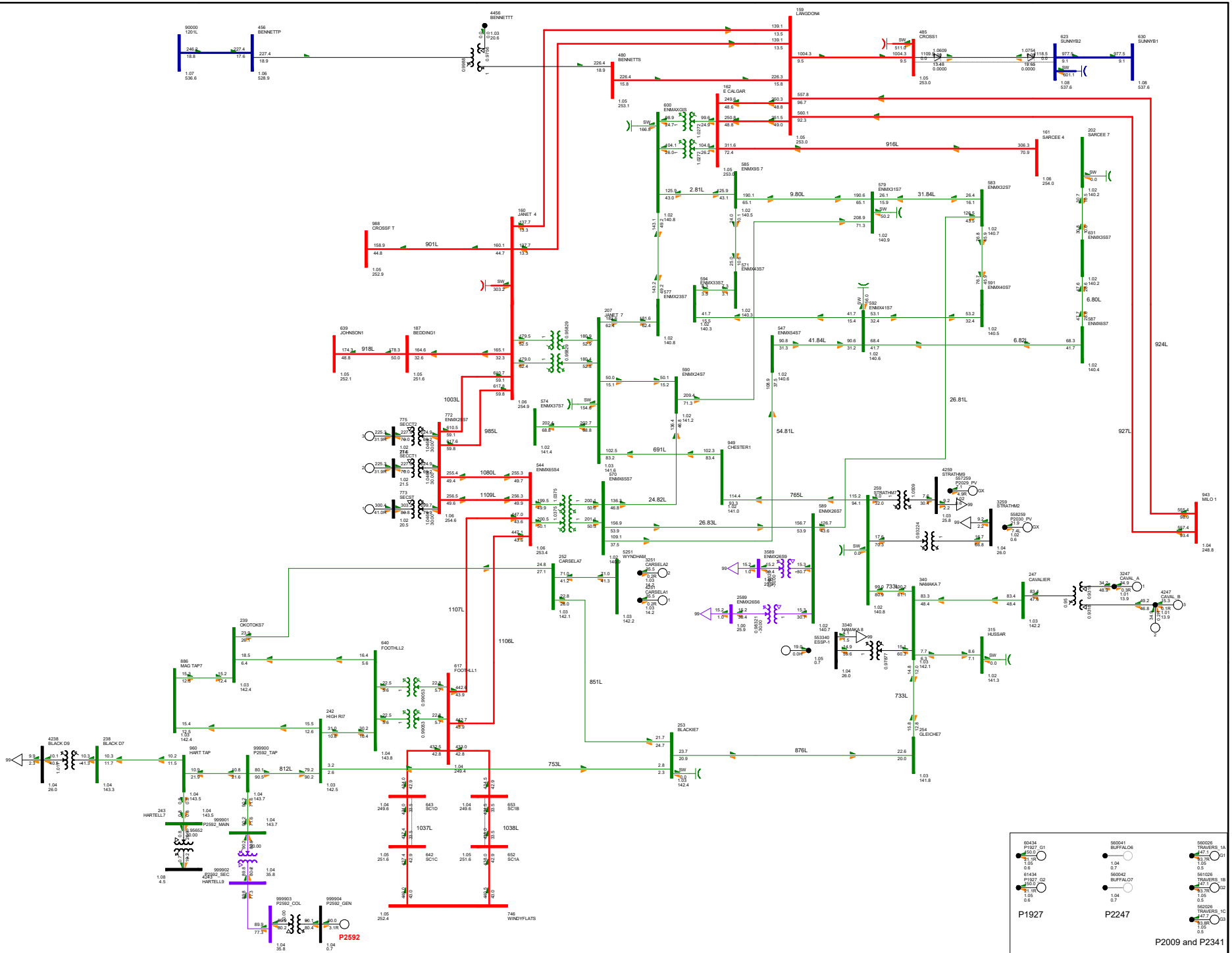
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-3-3: S3-P2592-SL-POST.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:43

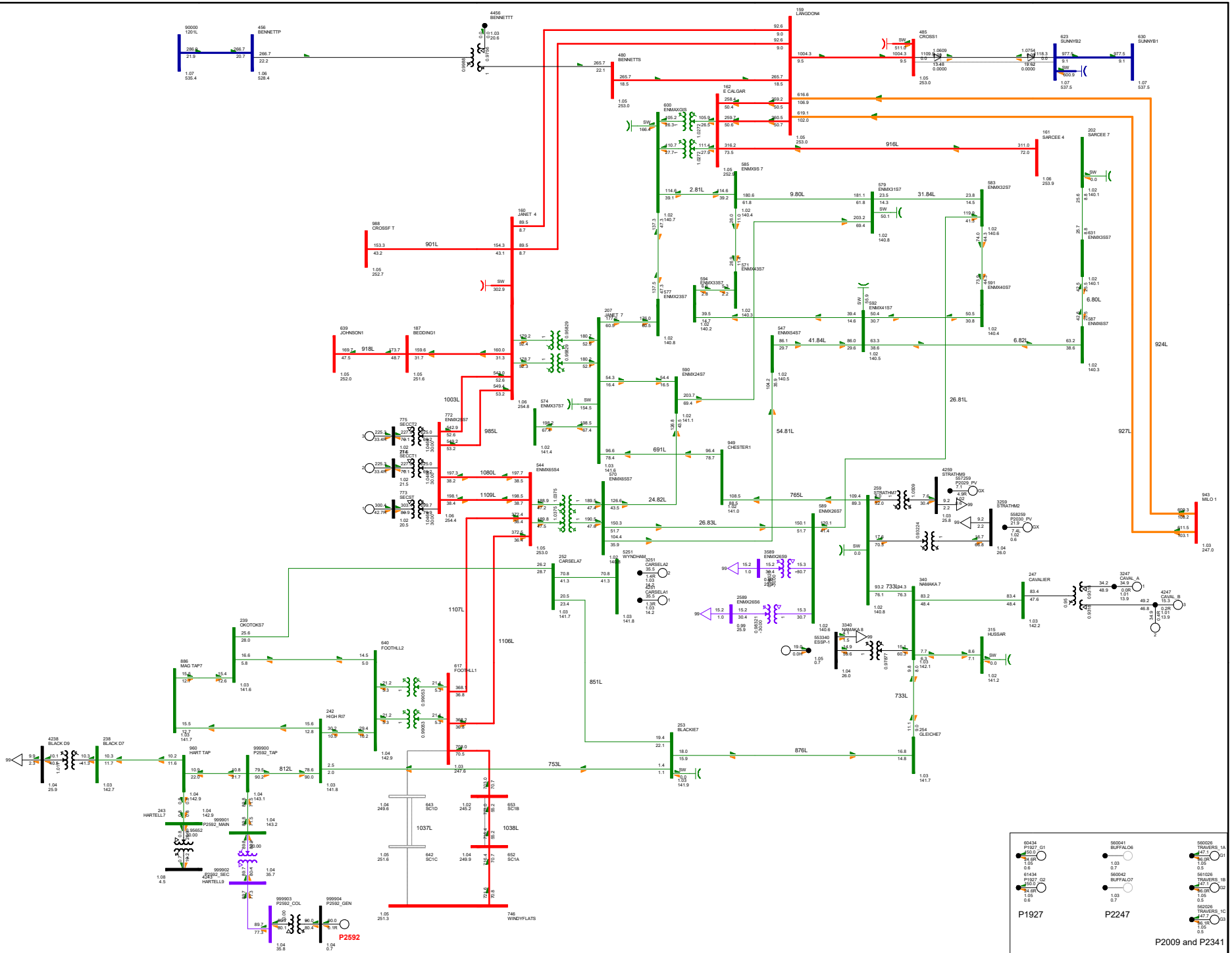
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.140KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-4-1: S4-P2592-SP-POST.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 22:45

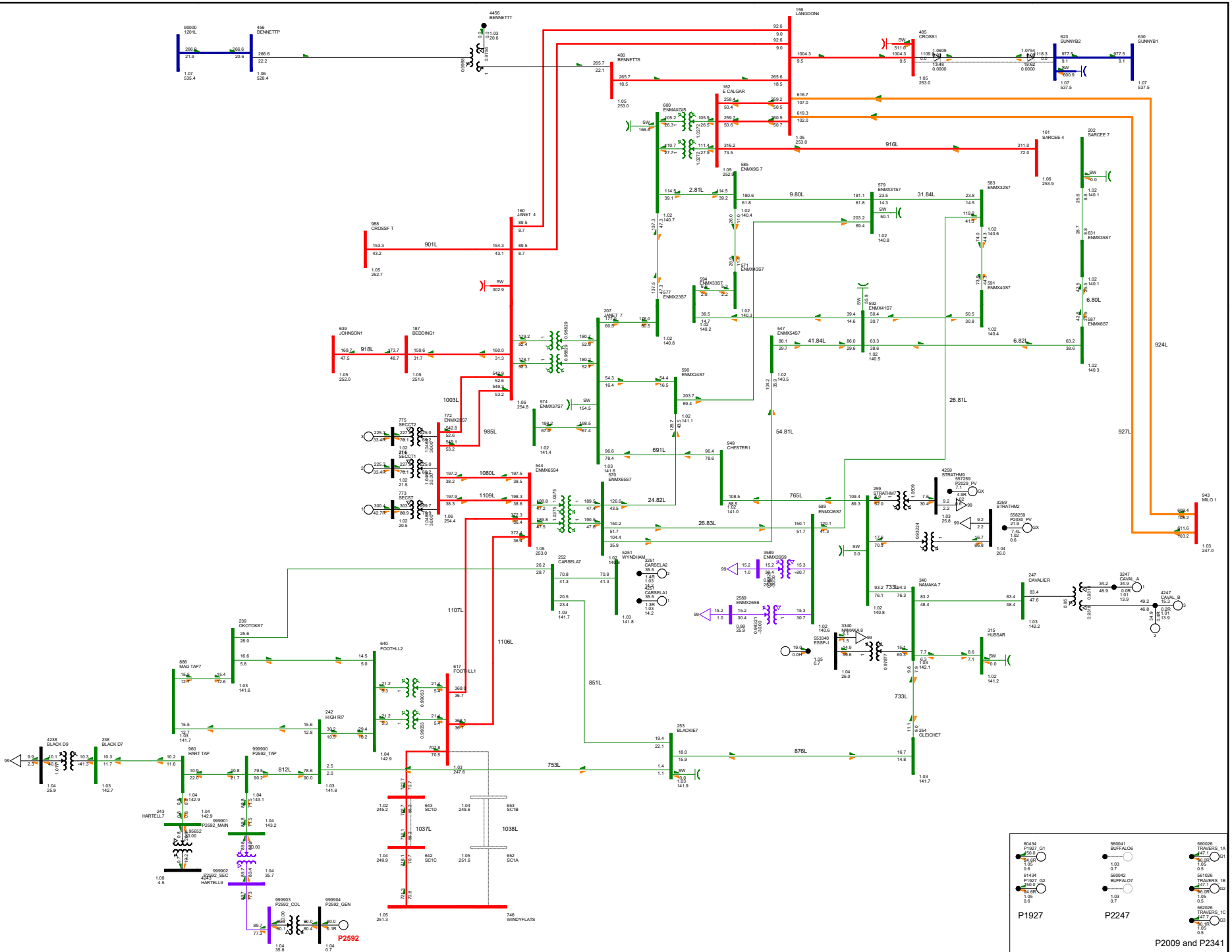
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146KV 0.398UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-1: S4-P2592-SP-POST.SAV
CATEGORY B - 1037L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 22:46

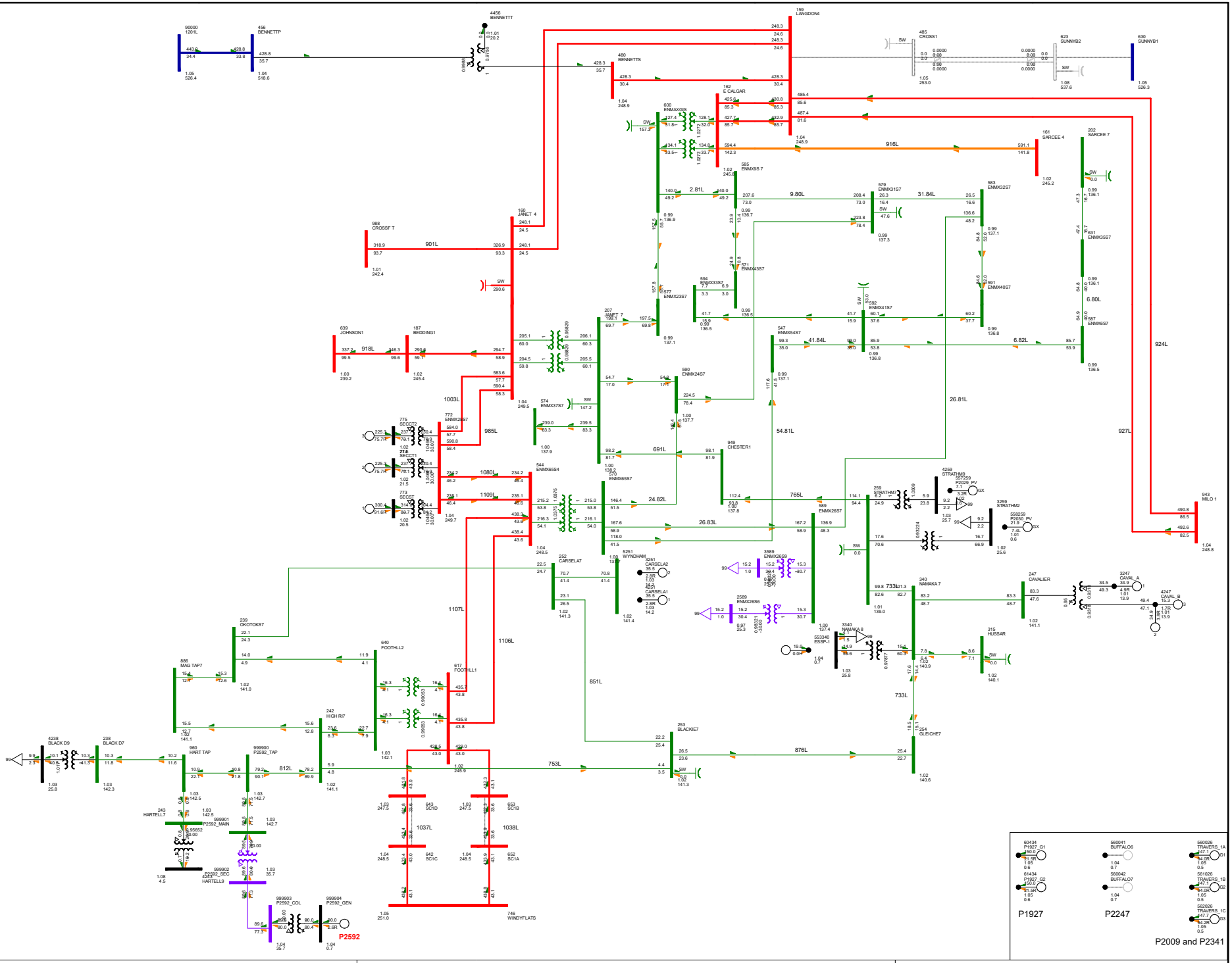
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

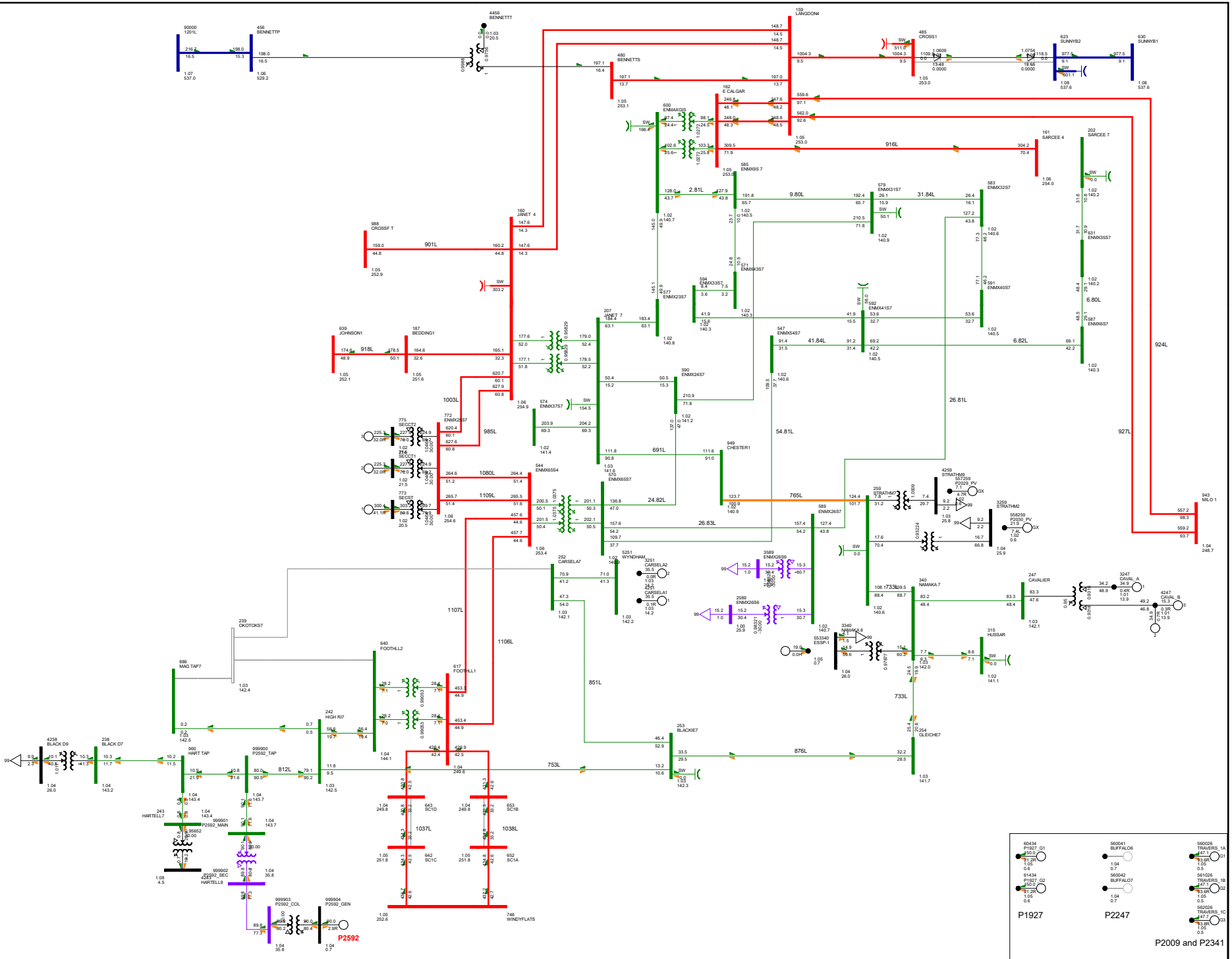


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-2: S4-P2592-SP-POST.SAV
CATEGORY B - 1038L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 22:47

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

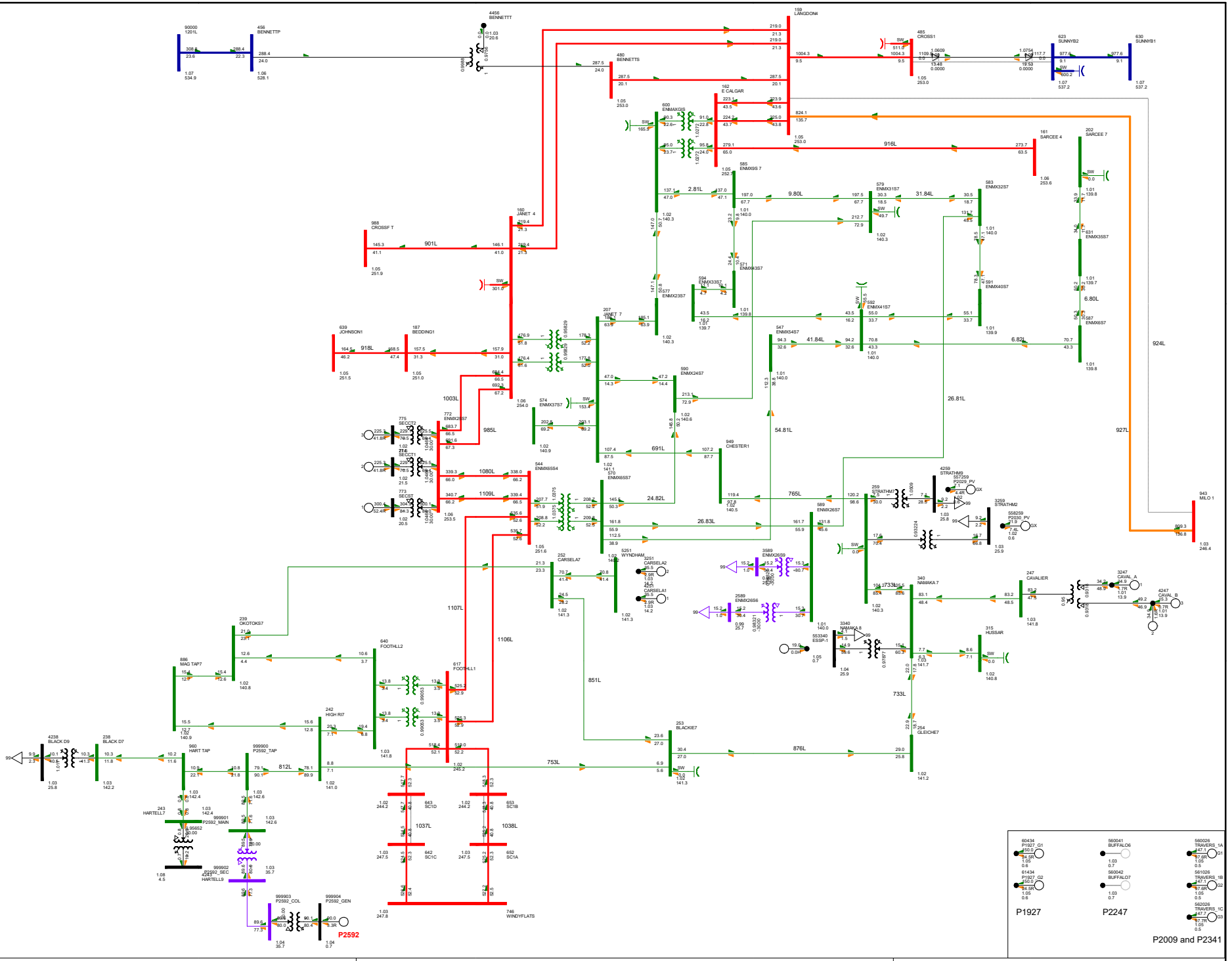

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-3: S4-P2592-SP-POST.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 22:48
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0%Rate A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
P2592



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-4: S4-P2592-SP-POST.SAV
CATEGORY B - OKOTOKS 678S TRANSFORMER T1
WED, AUG 23 2023 22:49

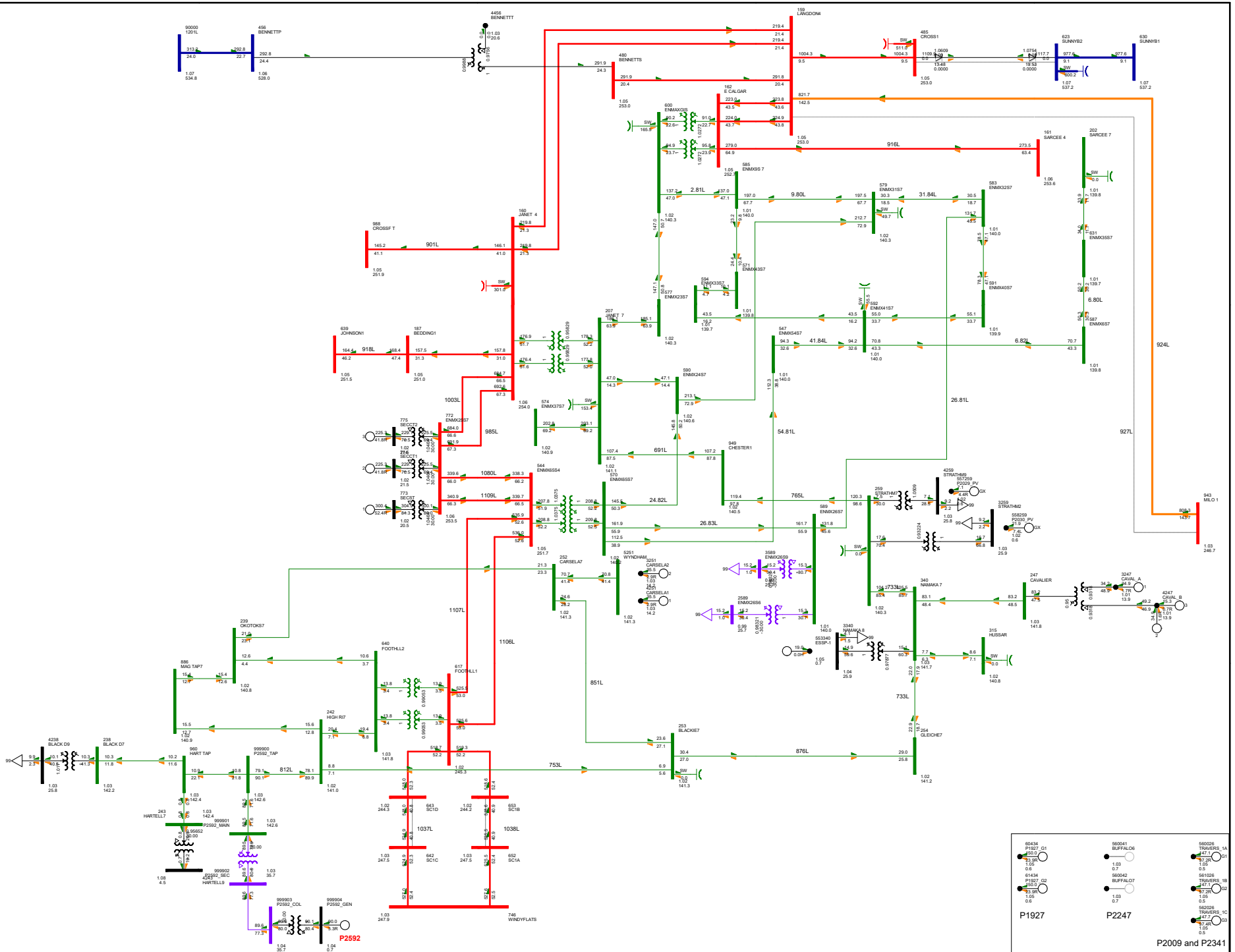
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVBase A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-5: S4-P2592-SP-POST.SAV
CATEGORY B - 924L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:50

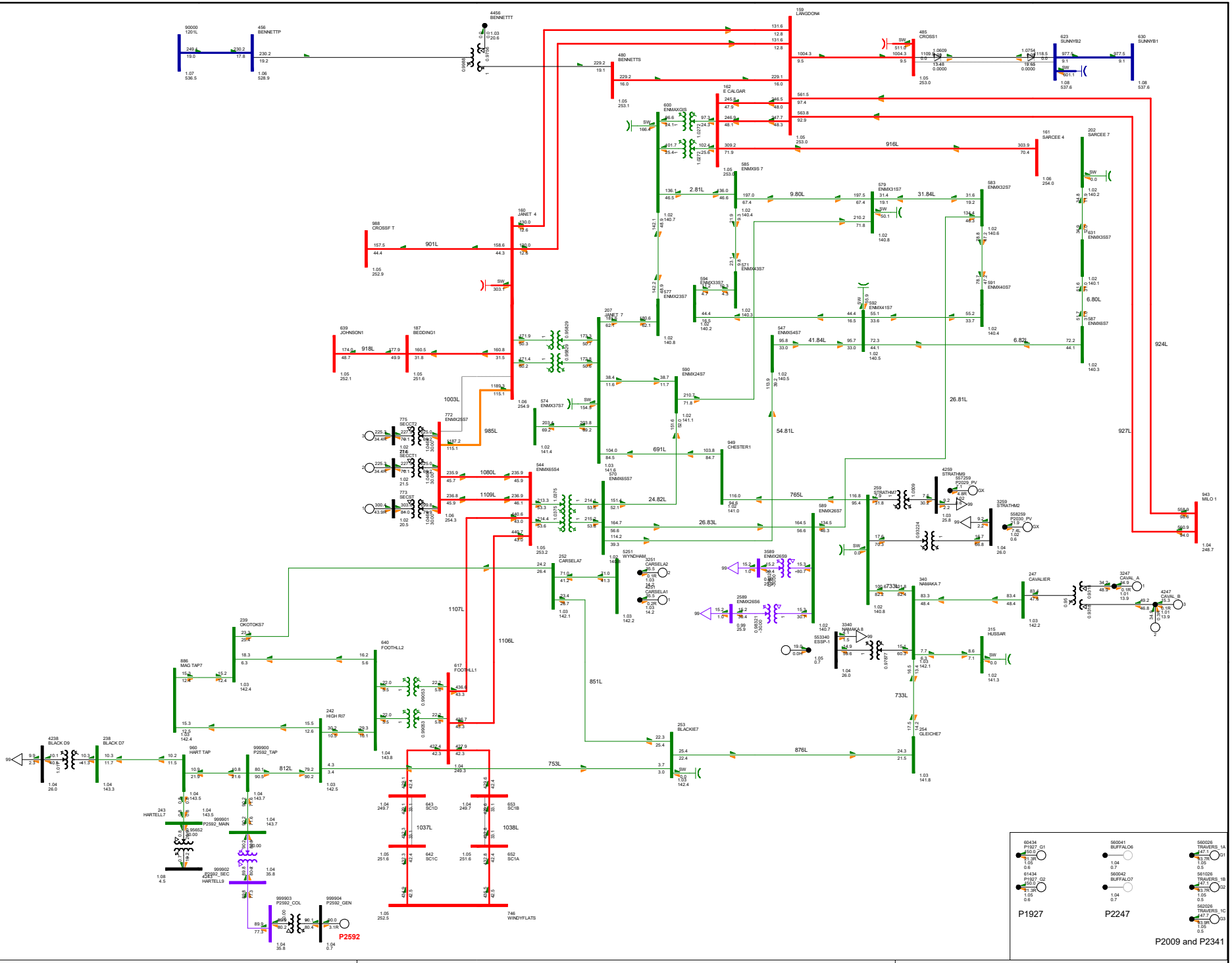
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVBase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-6: S4-P2592-SP-POST.SAV
CATEGORY B - 927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:50

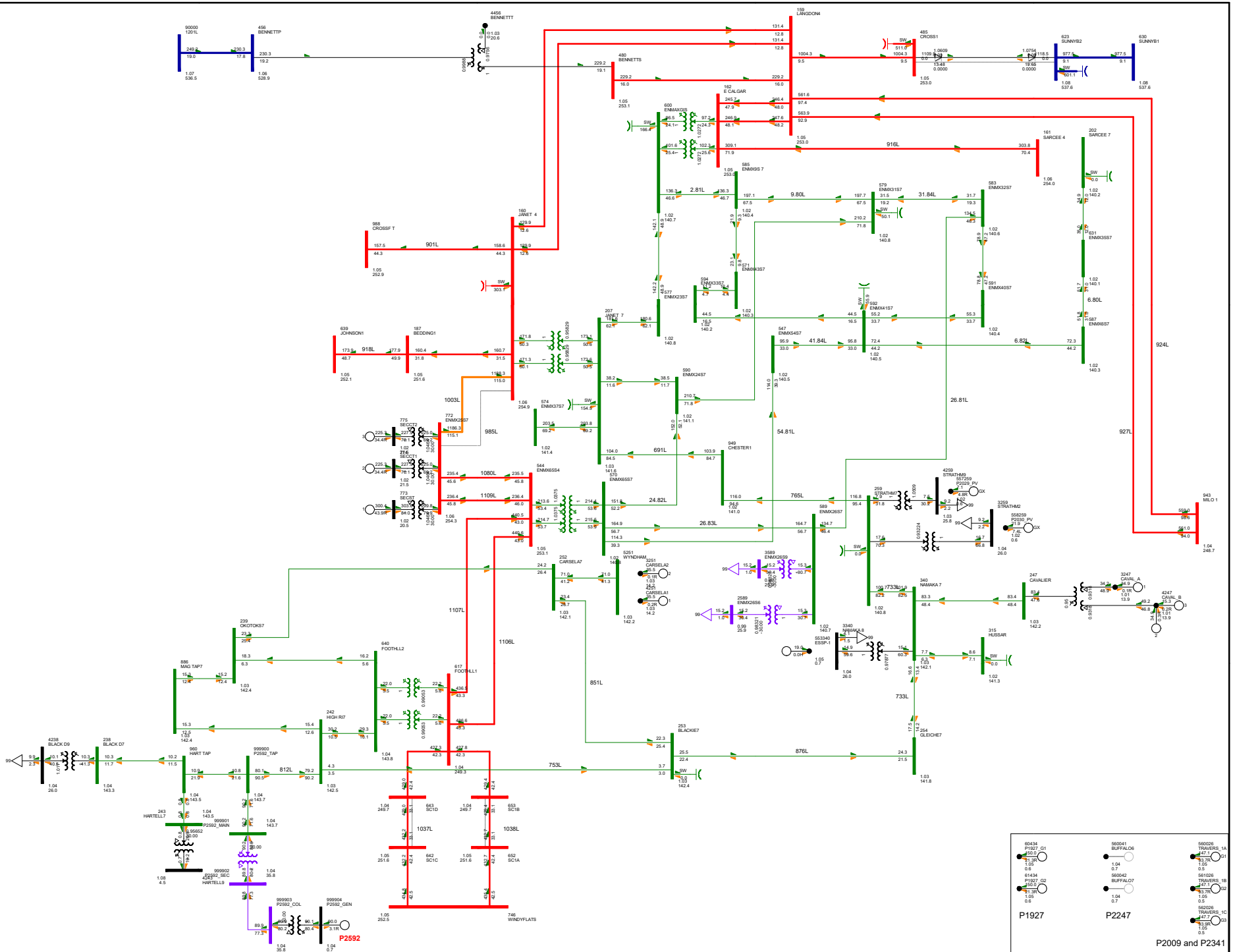
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

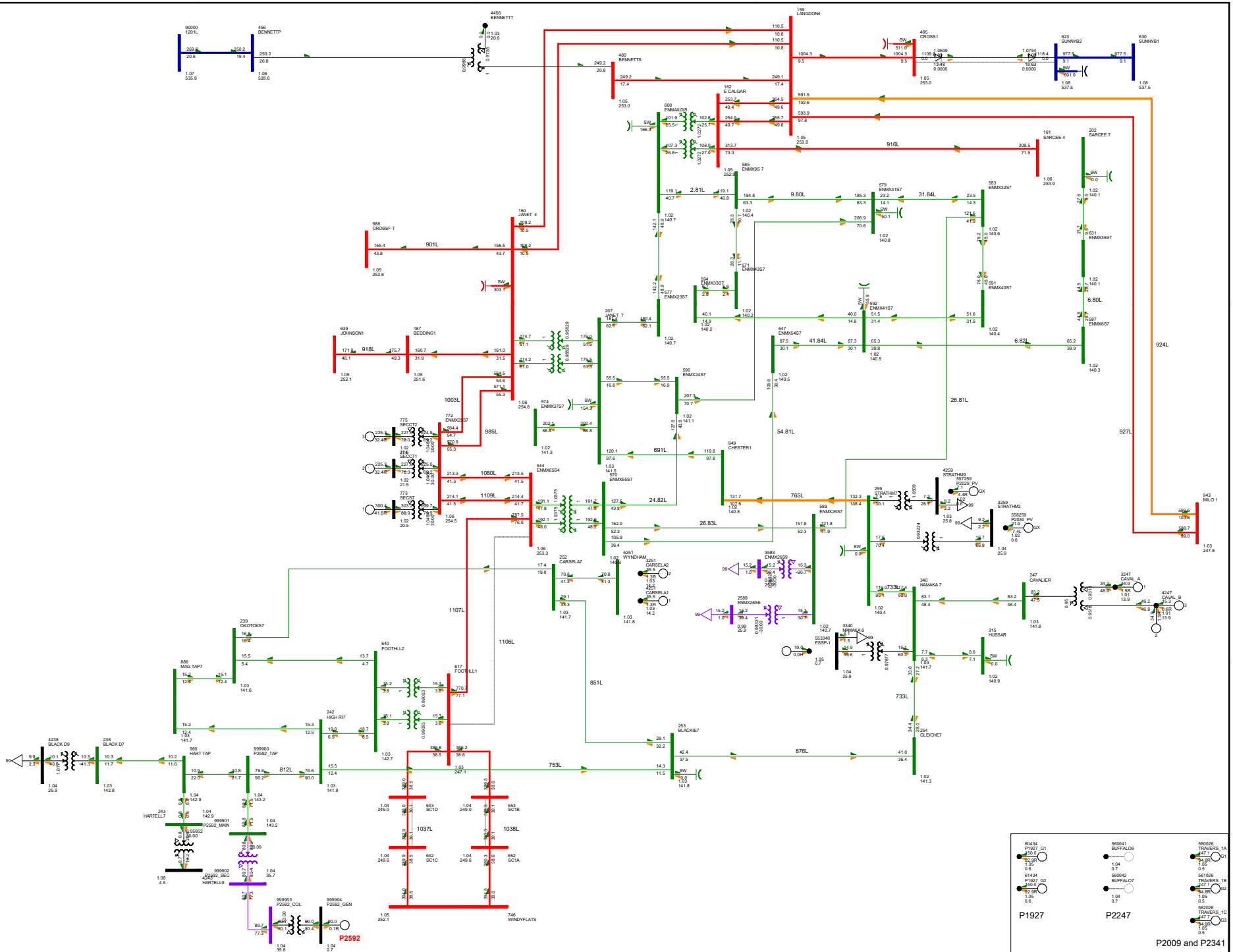


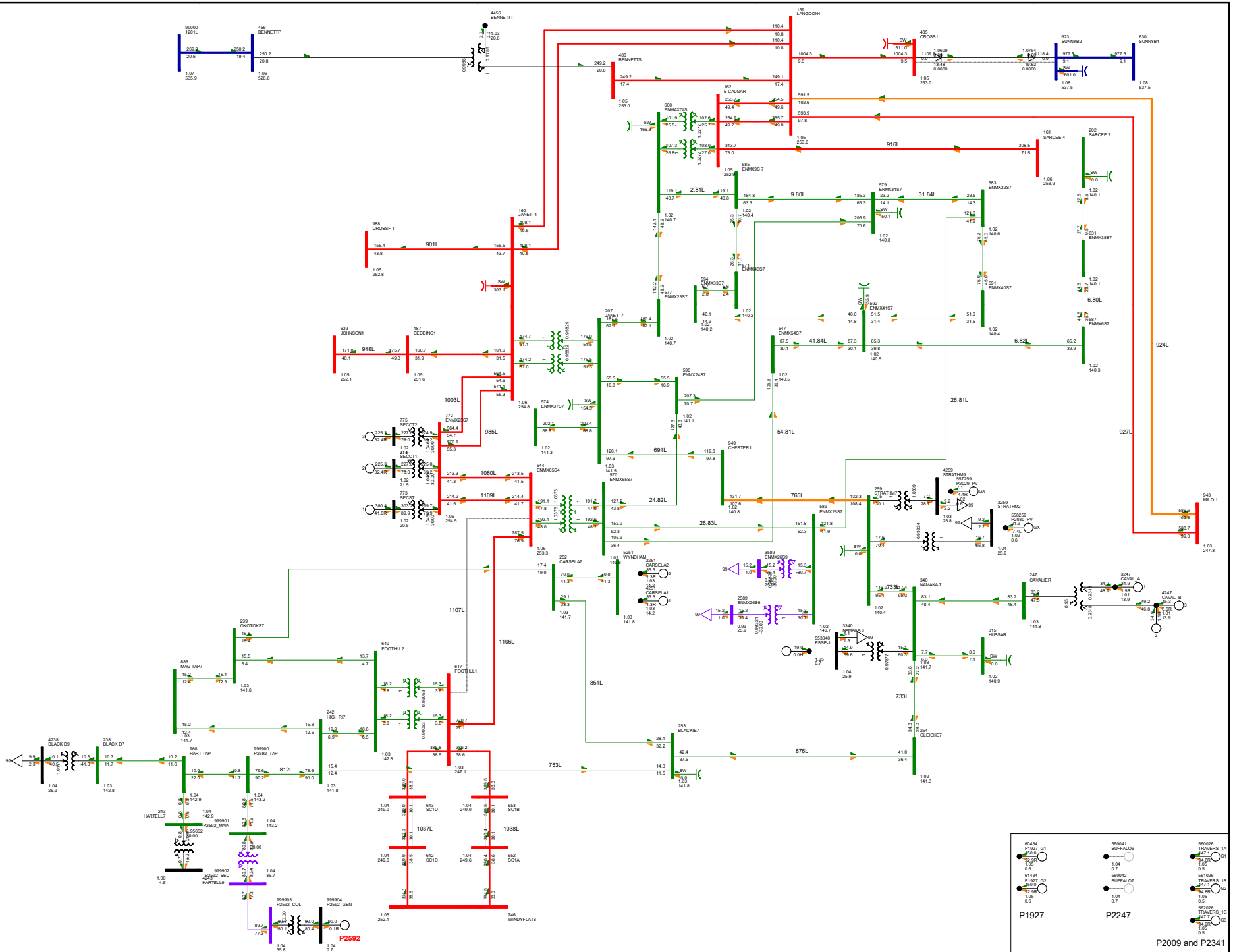
P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-7: S4-P2592-SP-POST.SAV
CATEGORY B - 1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:51

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0%Rate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-8: S4-P2592-SP-POST.SAV
CATEGORY B - 985L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:52
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1

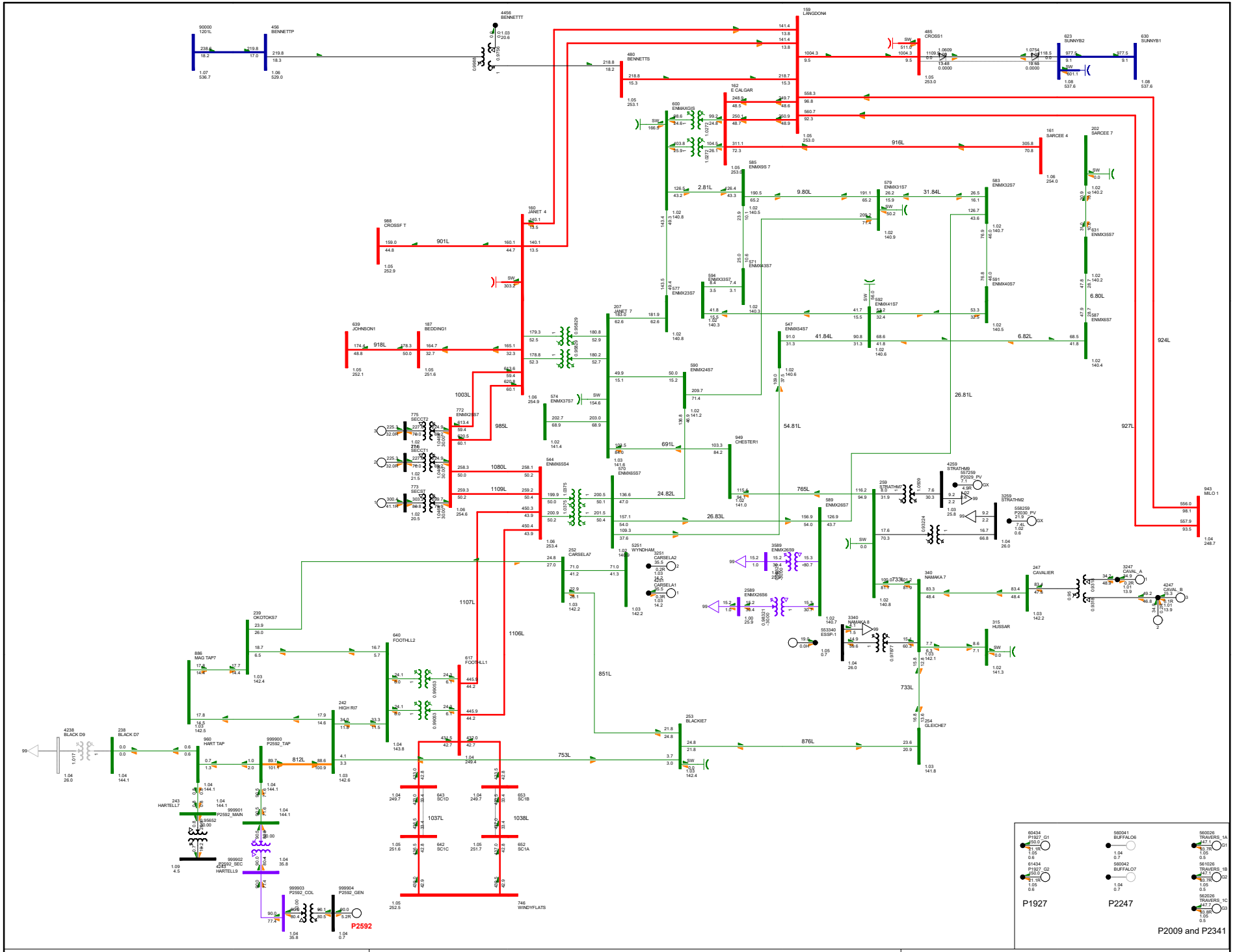

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-9: S4-P2592-SP-POST.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:52
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-10: S4-P2592-SP-POST.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:53

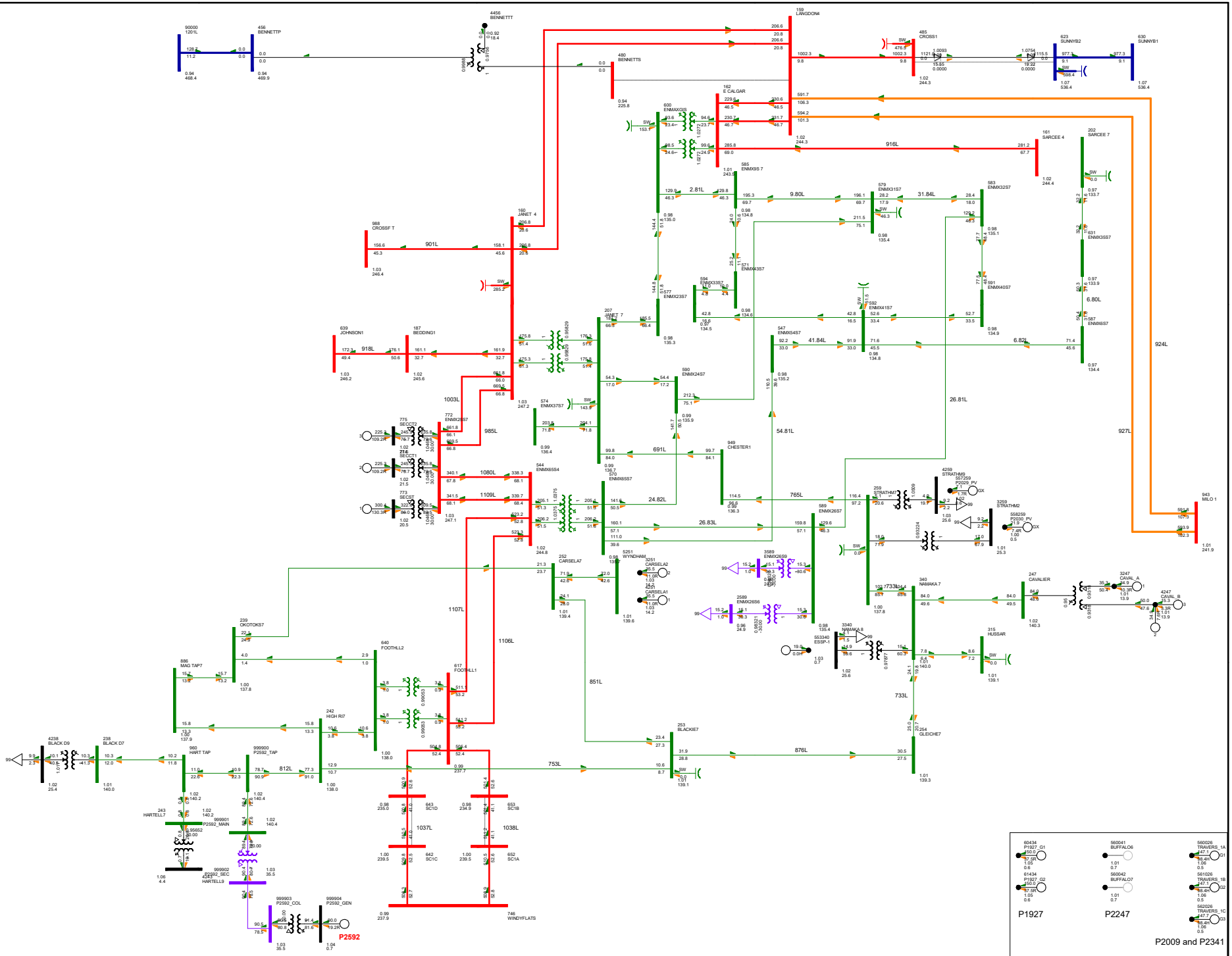
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0%Rate A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

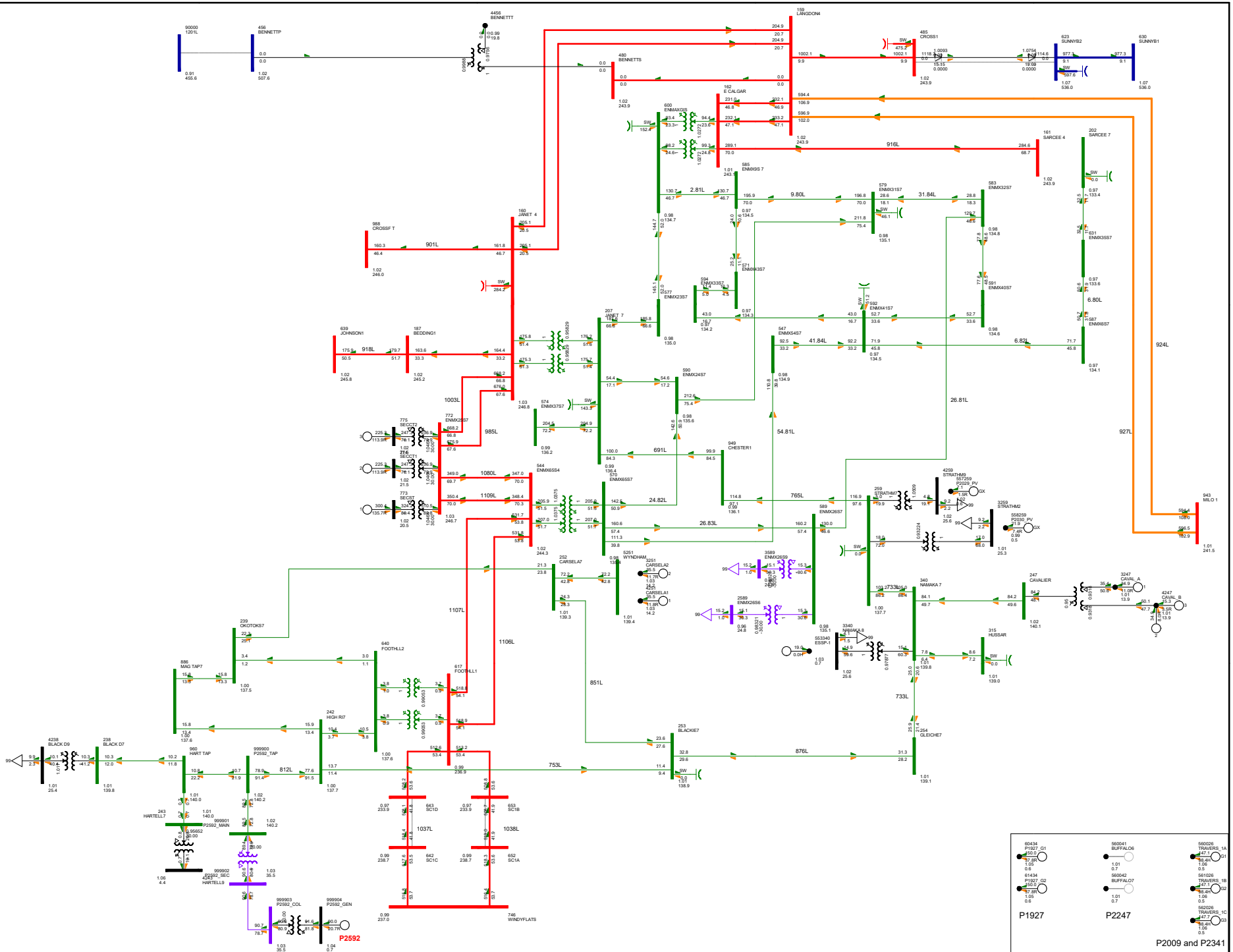


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-11: S4-P2592-SP-POST.SAV
CATEGORY B - BLACK DIAMOND 392S TRANSFORMER T3
THU, AUG 24 2023 15:32

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.859UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

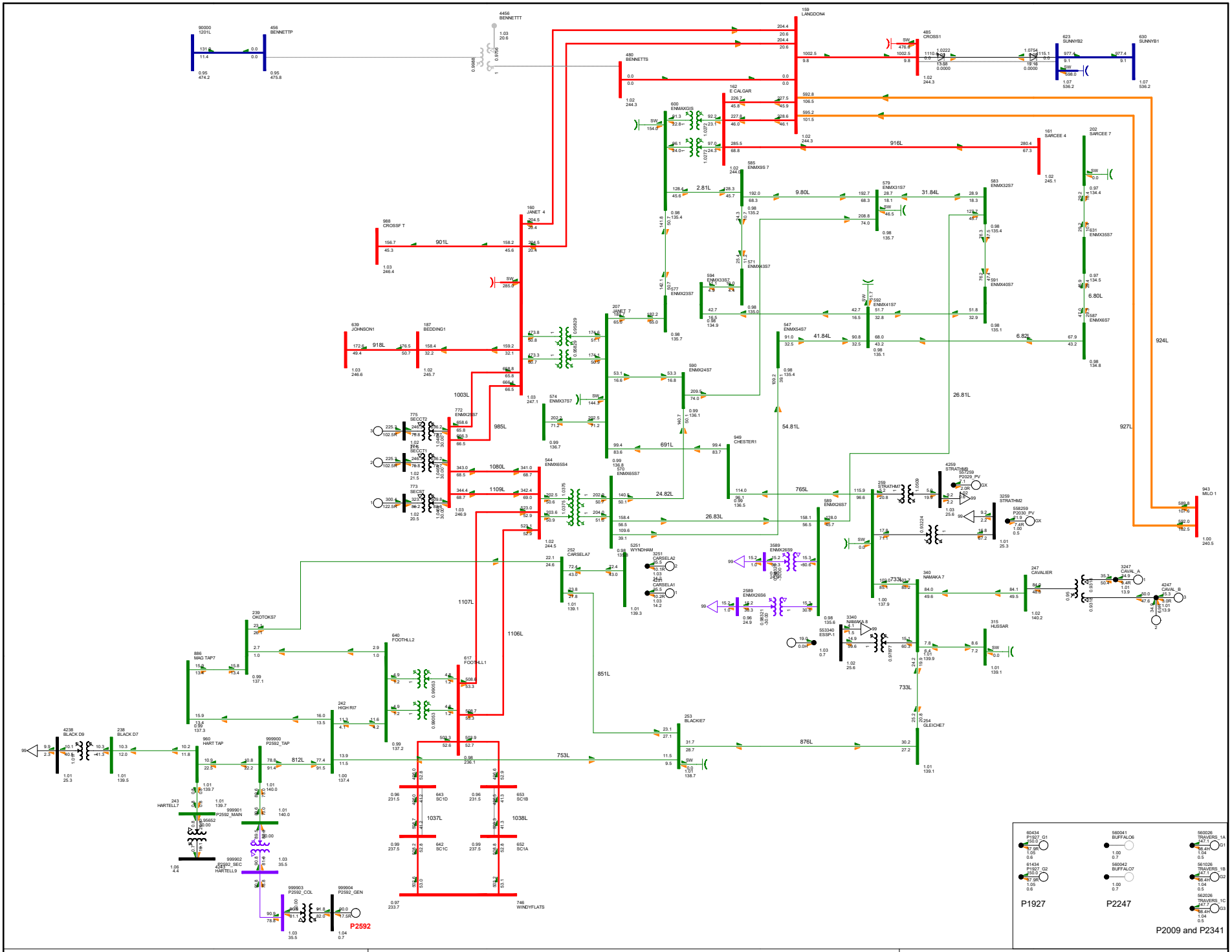

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-12: S4-P2592-SP-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 22:54
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146OV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-13: S4-P2592-SP-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 22:55

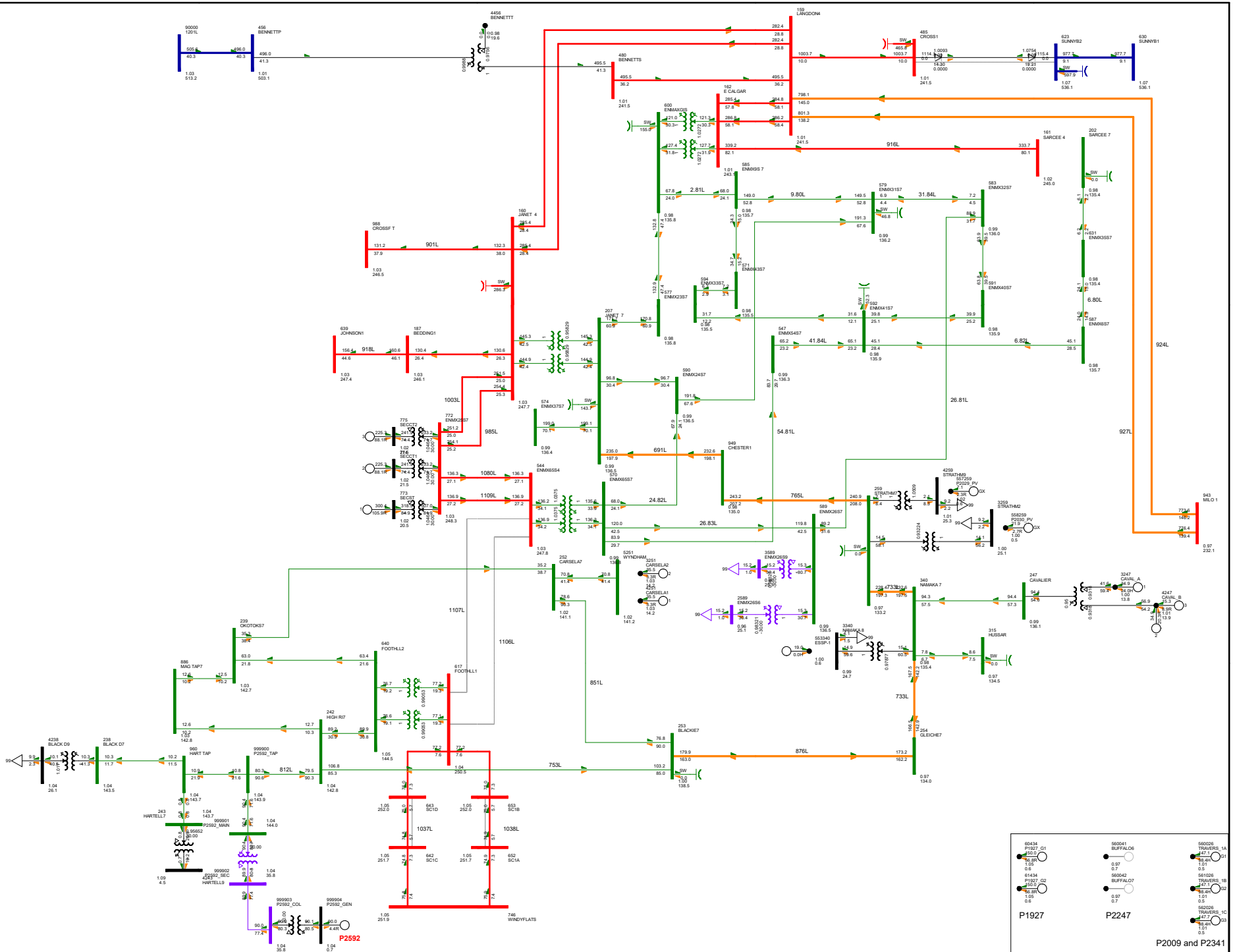
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-14: S4-P2592-SP-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 22:56

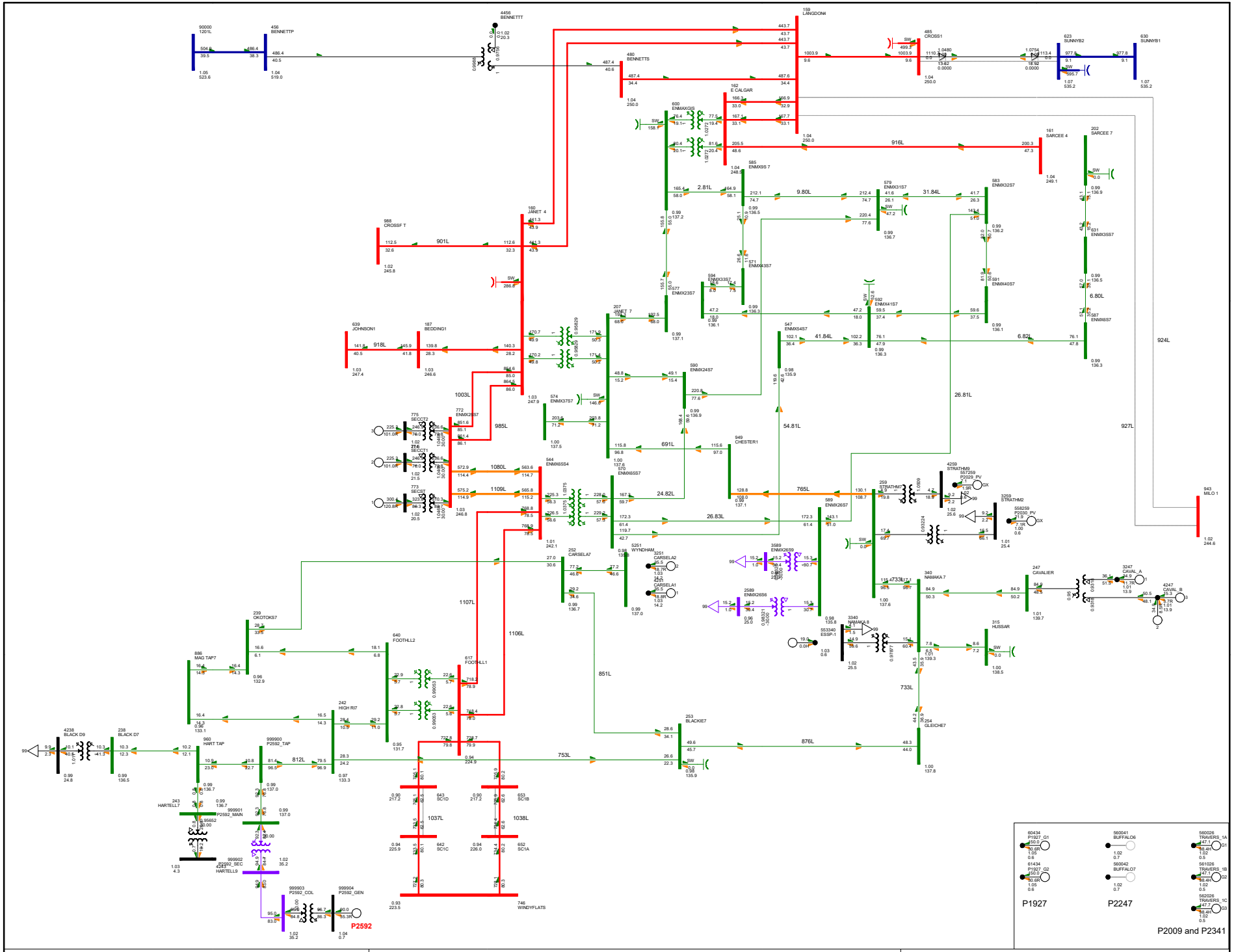
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.1480V 0.989UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

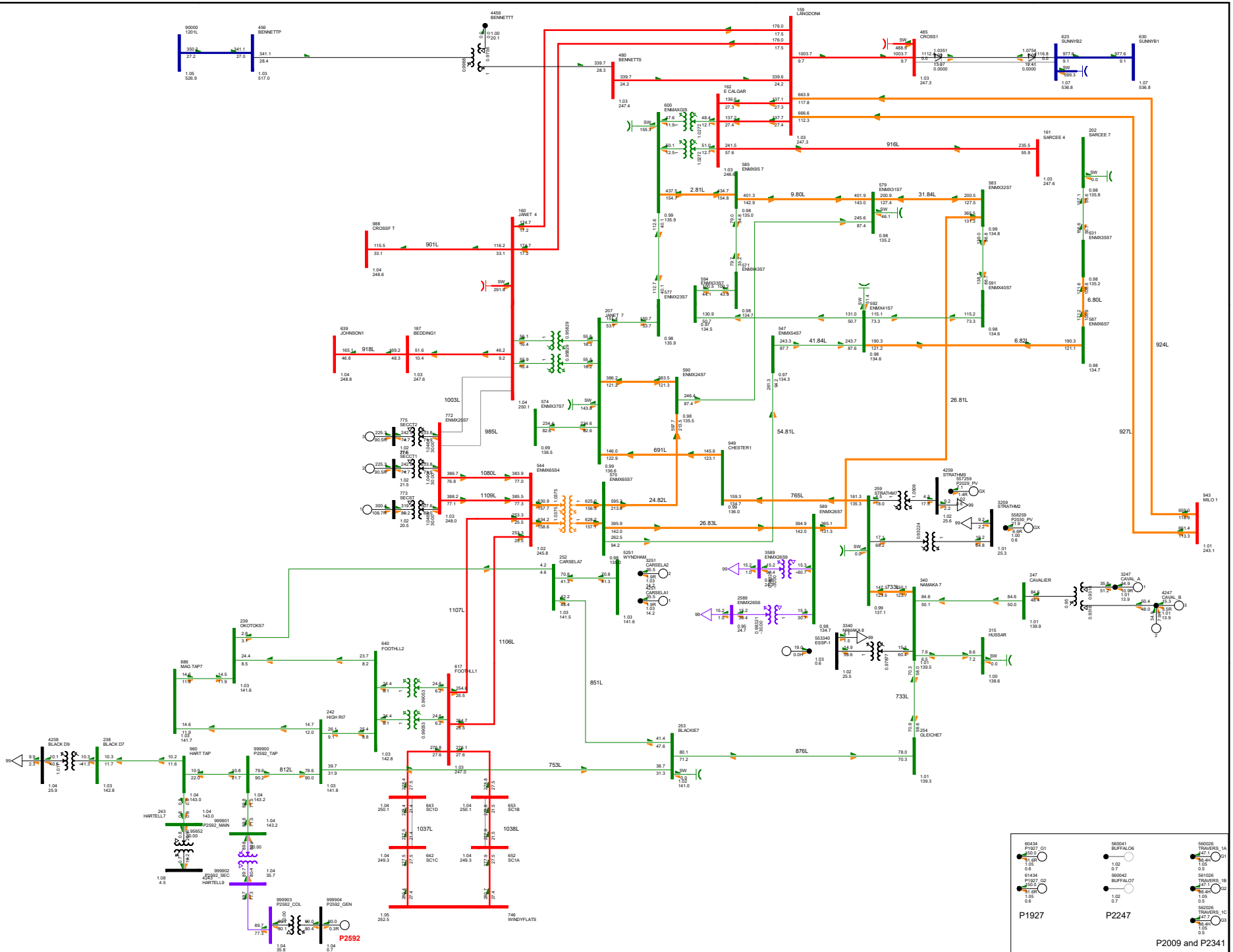


P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-4-1: S4-P2592-SP-POST.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 22:57

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

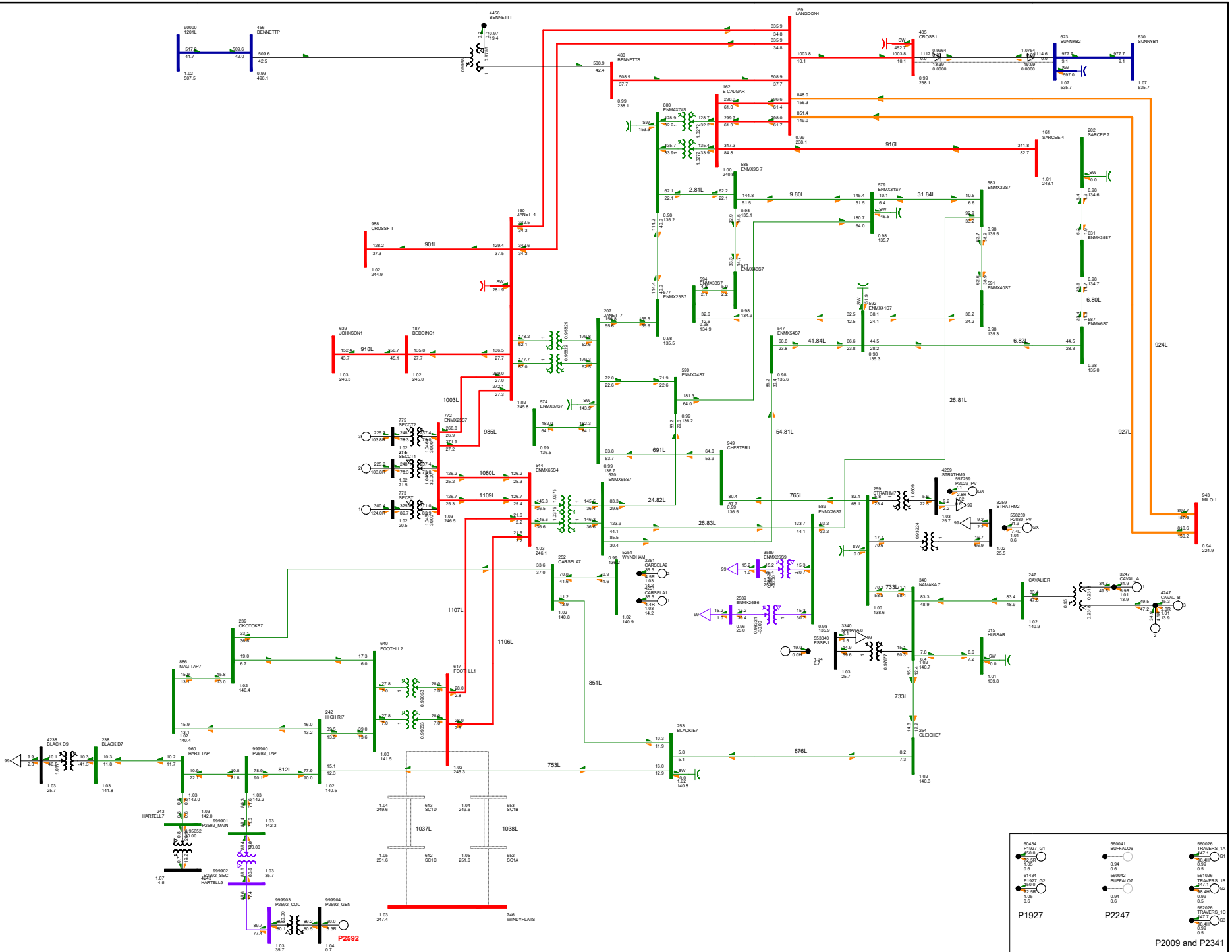

P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-4-2: S4-P2592-SP-POST.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 22:58
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVBase A
1.146OV 0.359UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1

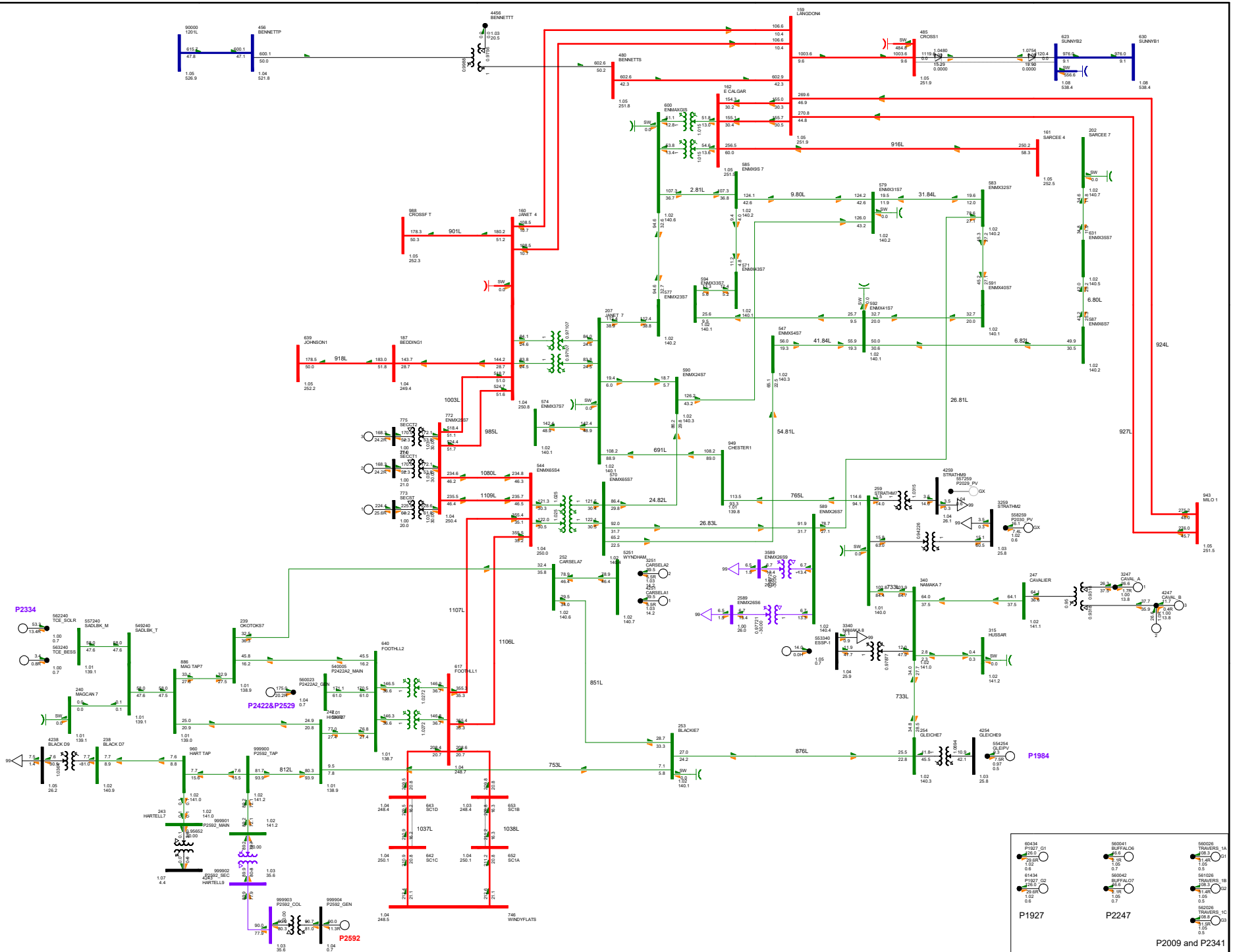


P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-4-3: S4-P2592-SP-POST.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 22:58

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

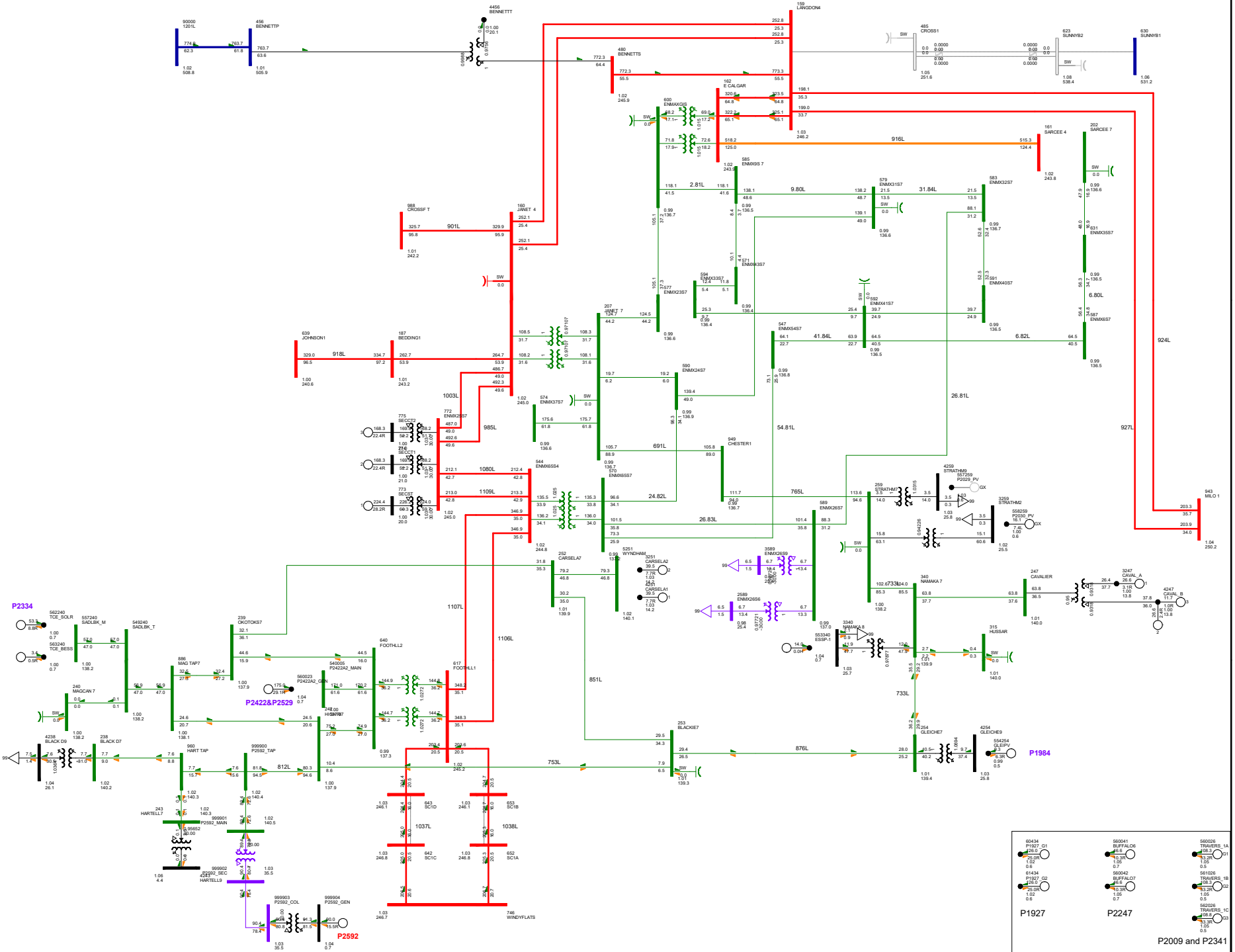

P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-4-4: S4-P2592-SP-POST-1037L1038L.SAV
CATEGORY C5 - 1037L&1038L (FOOTHILLS 237S TO 266S/138S)
WED, AUG 23 2023 23:00
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVBase A
1.146KV 0.398UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1

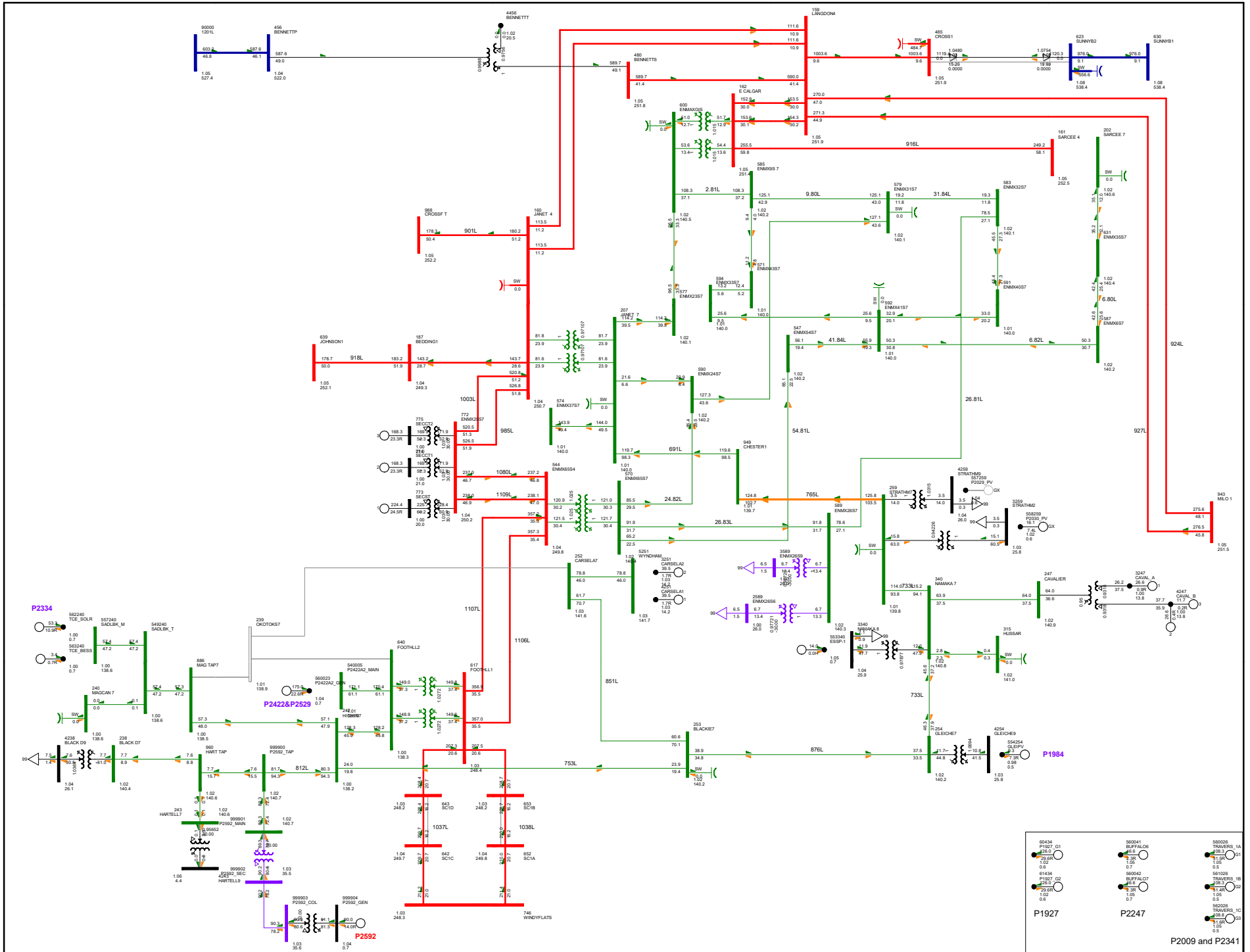


P2592 - Enerfin Big Rock Solar Battery

FIGURE A-8-1: S8-P2592-SL-POST-SEN.SAV
CATEGORY A - NO CONTINGENCY
WED, AUG 23 2023 23:48

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

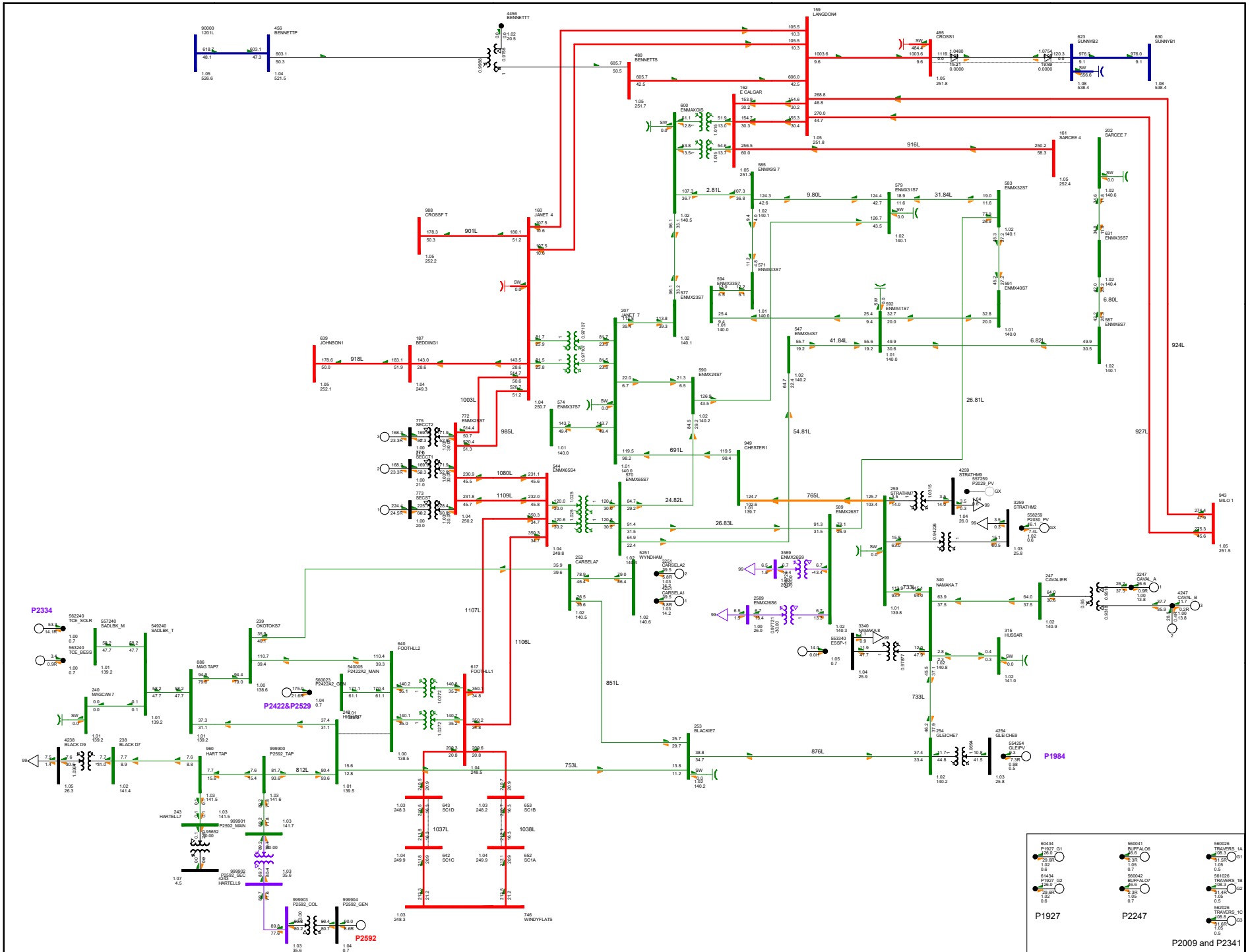

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-8-1: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - WATL HVDC
WED, AUG 23 2023 23:50
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P2334
P2422&P2529
P2592
P1984
P1927
P2247
P2009 and P2341
916L
924L
927L
901L
918L
985L
1003L
1080L
1109L
1107L
1106L
851L
753L
812L
1037L
1038L
691L
765L
876L
733L
26.81L
54.81L
24.82L
26.83L
41.84L
31.84L
9.80L
6.82L
6.80L
2.81L



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-2: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - OKOTOKS 678S TRANSFORMER T1
WED, AUG 23 2023 23:52

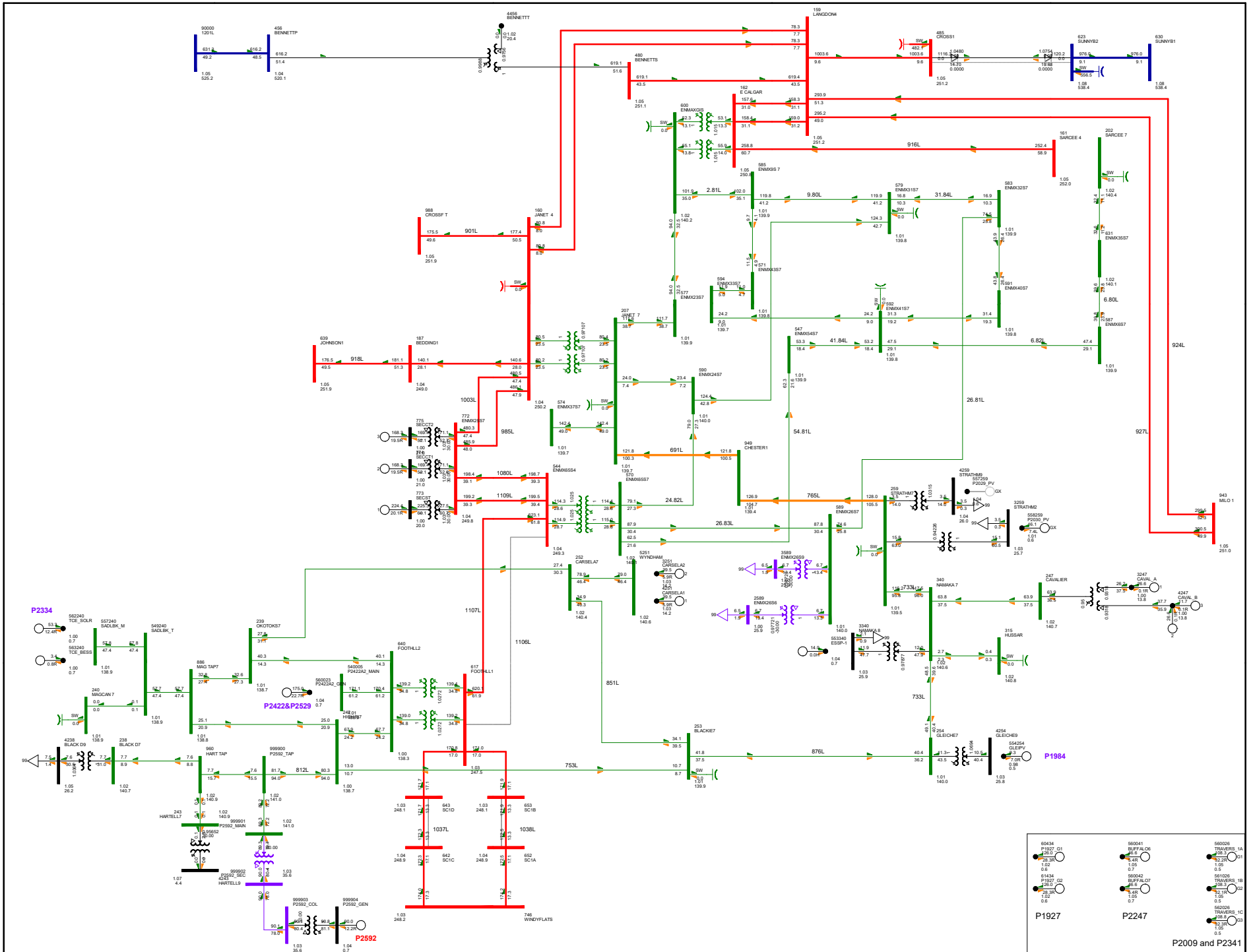
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-3: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 434L (HIGH RIVER 65S TO FOOTHILLS 237S)
WED, AUG 23 2023 23:52

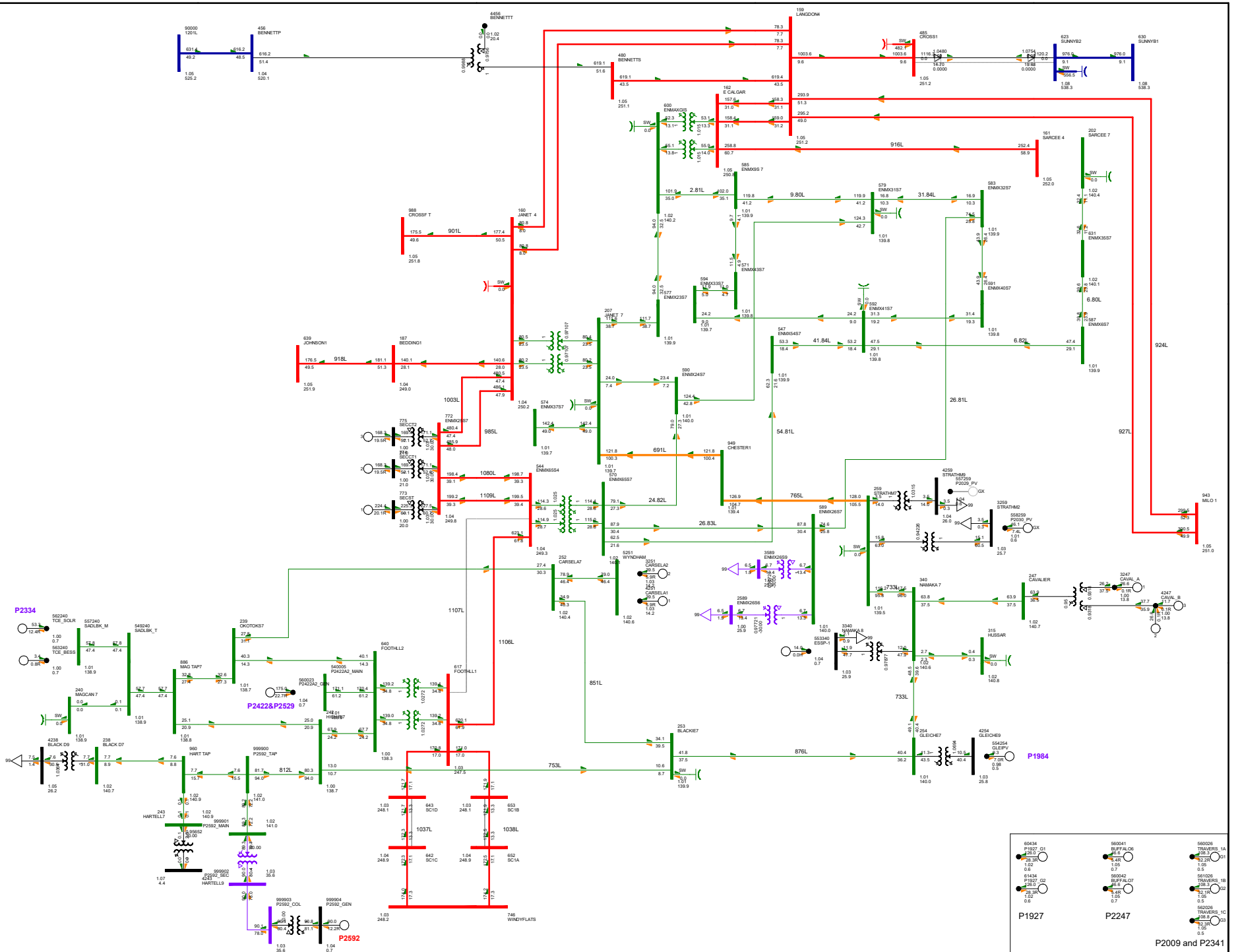
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-4: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:53

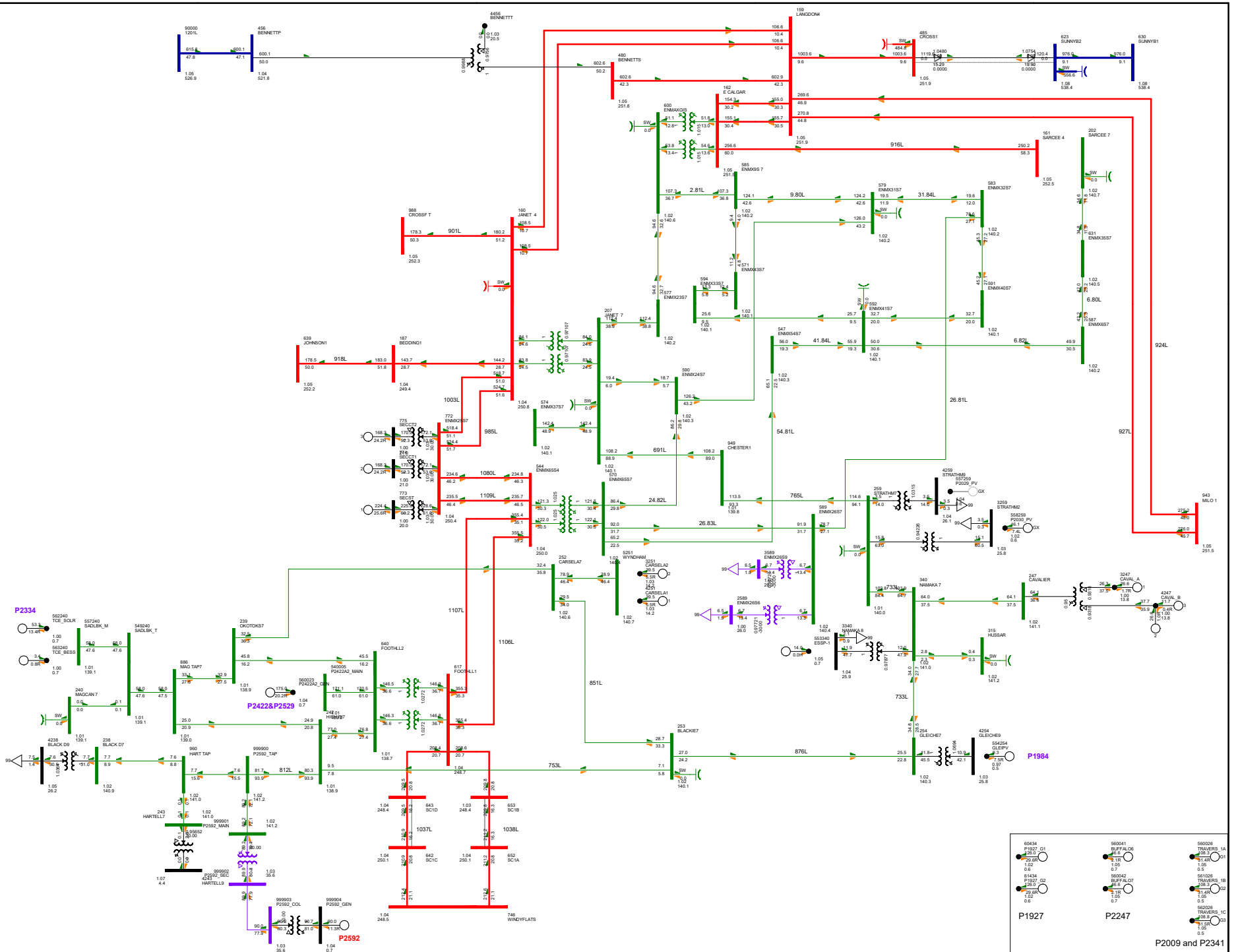
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-5: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:54

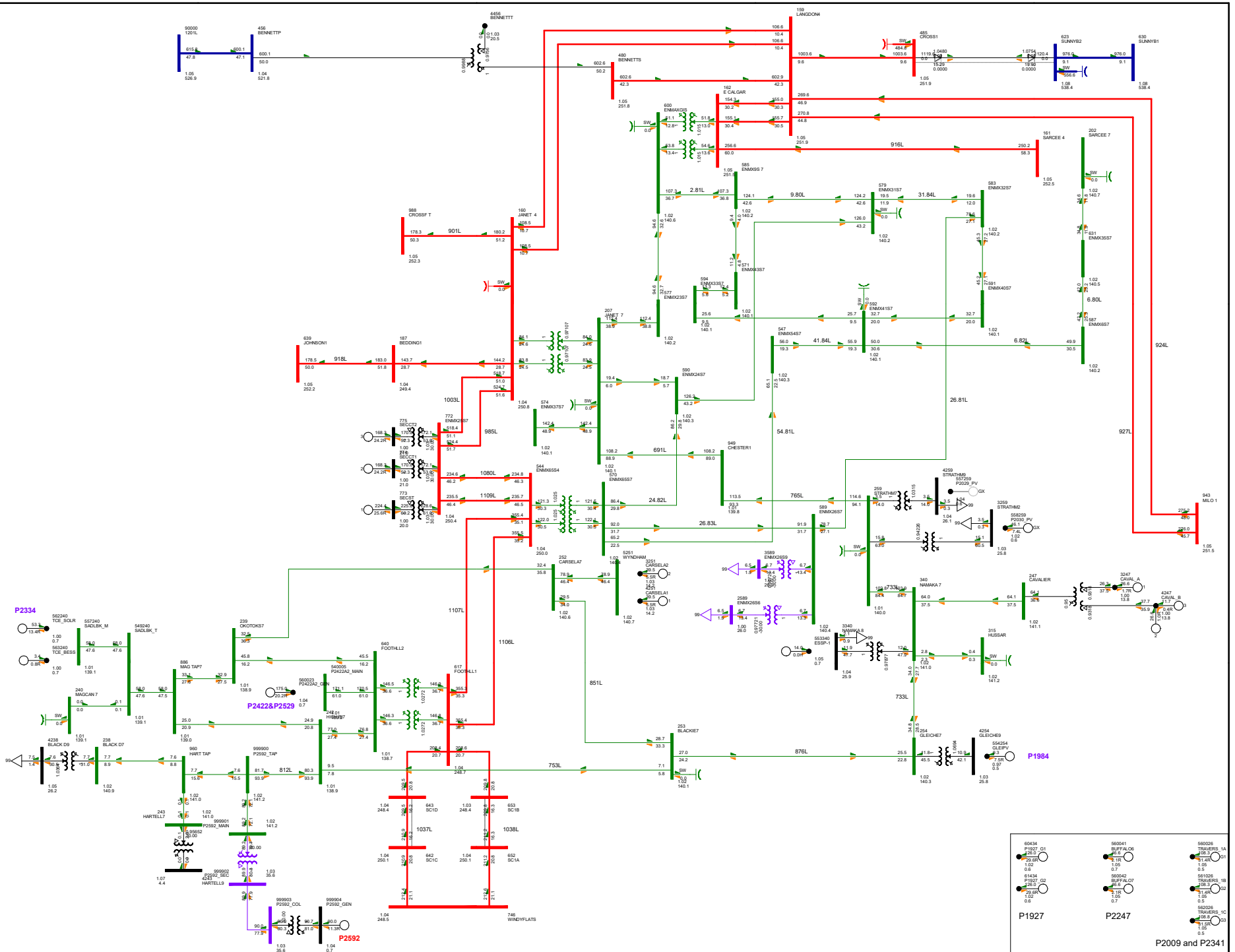
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-6: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - FOOTHILLS 237S TRANSFORMER T1
WED, AUG 23 2023 23:54

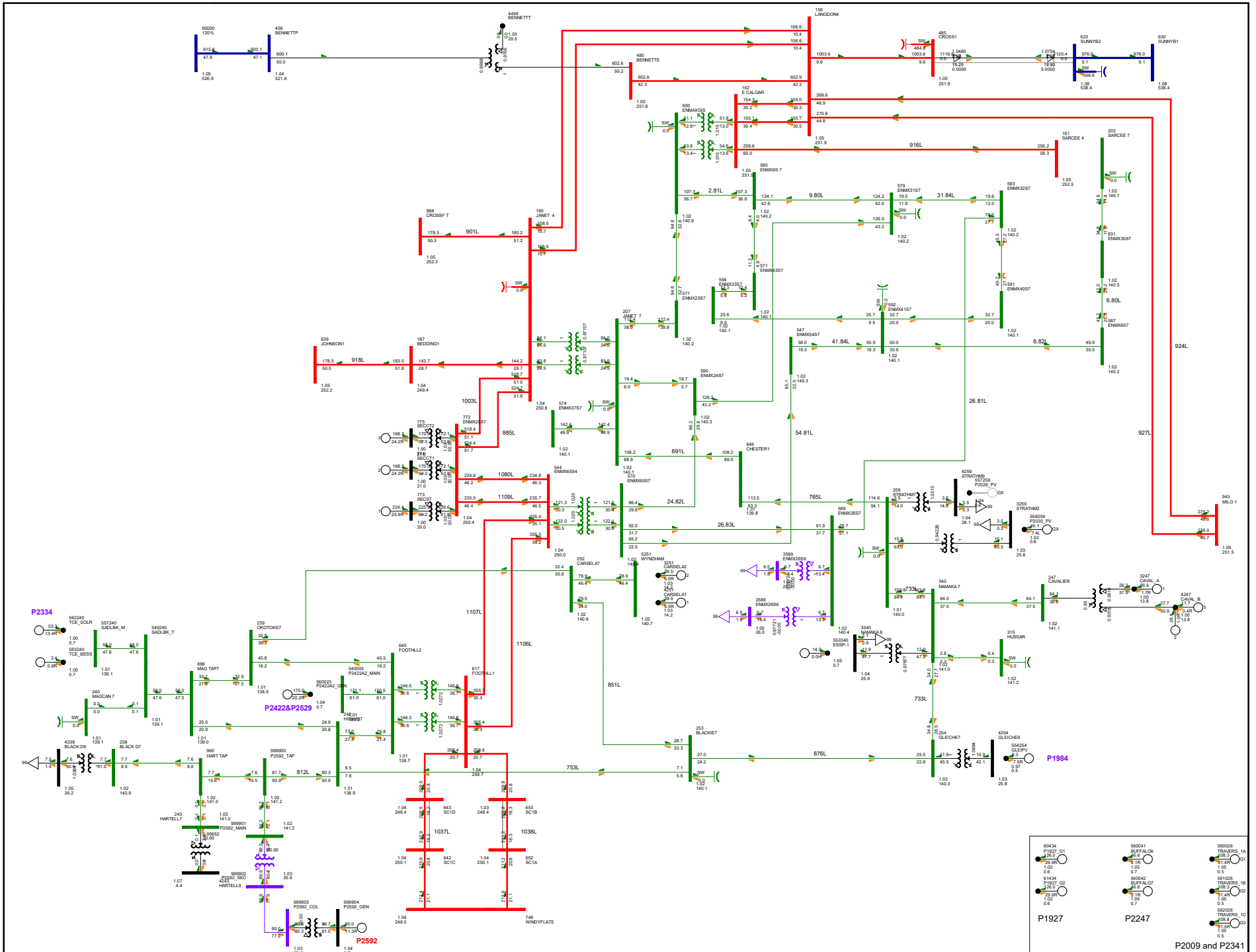
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-7: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - FOOTHILLS 237S TRANSFORMER T2
WED, AUG 23 2023 23:55

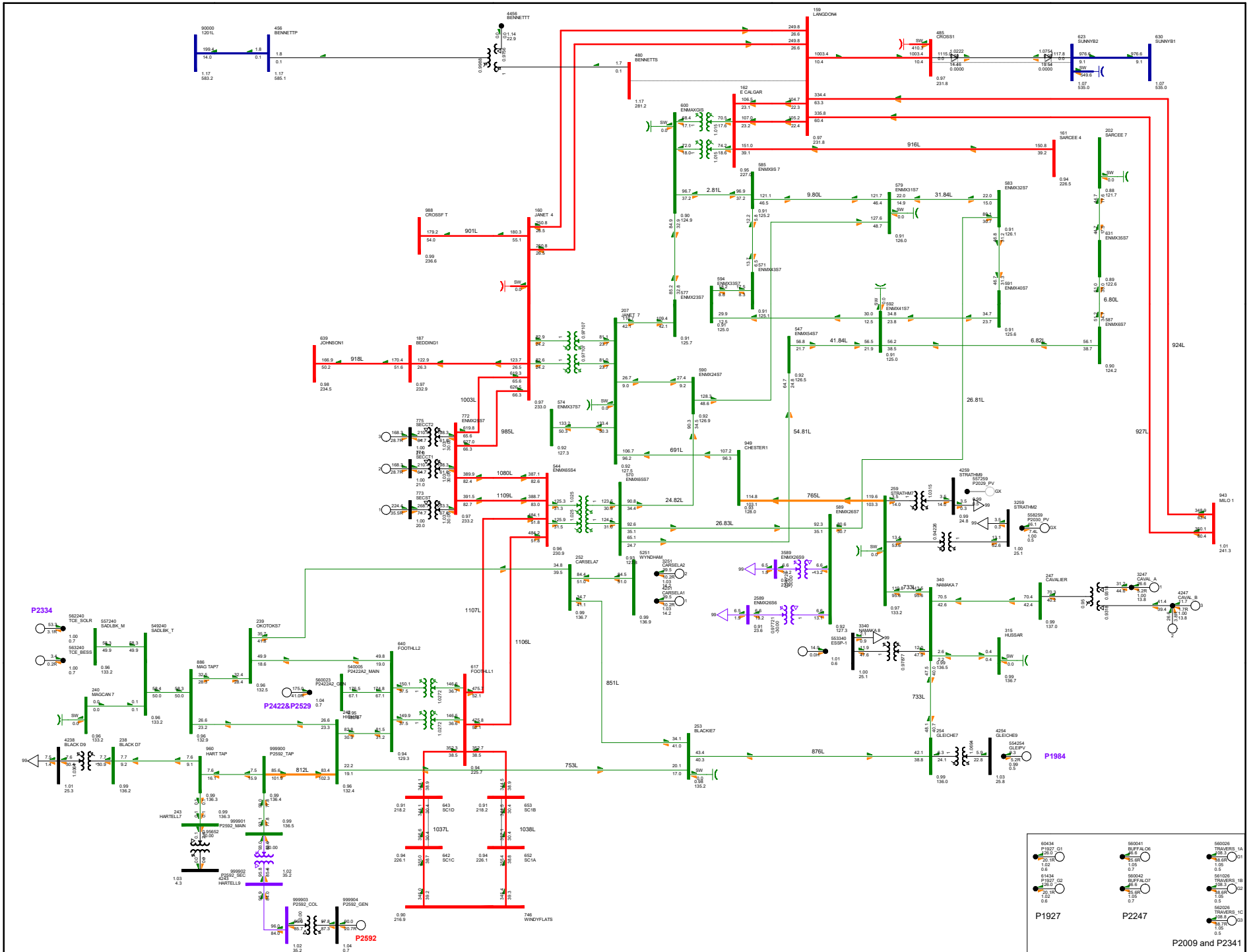
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-8: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - BLACK DIAMOND 392S TRANSFORMER T3
WED, AUG 23 2023 23:55

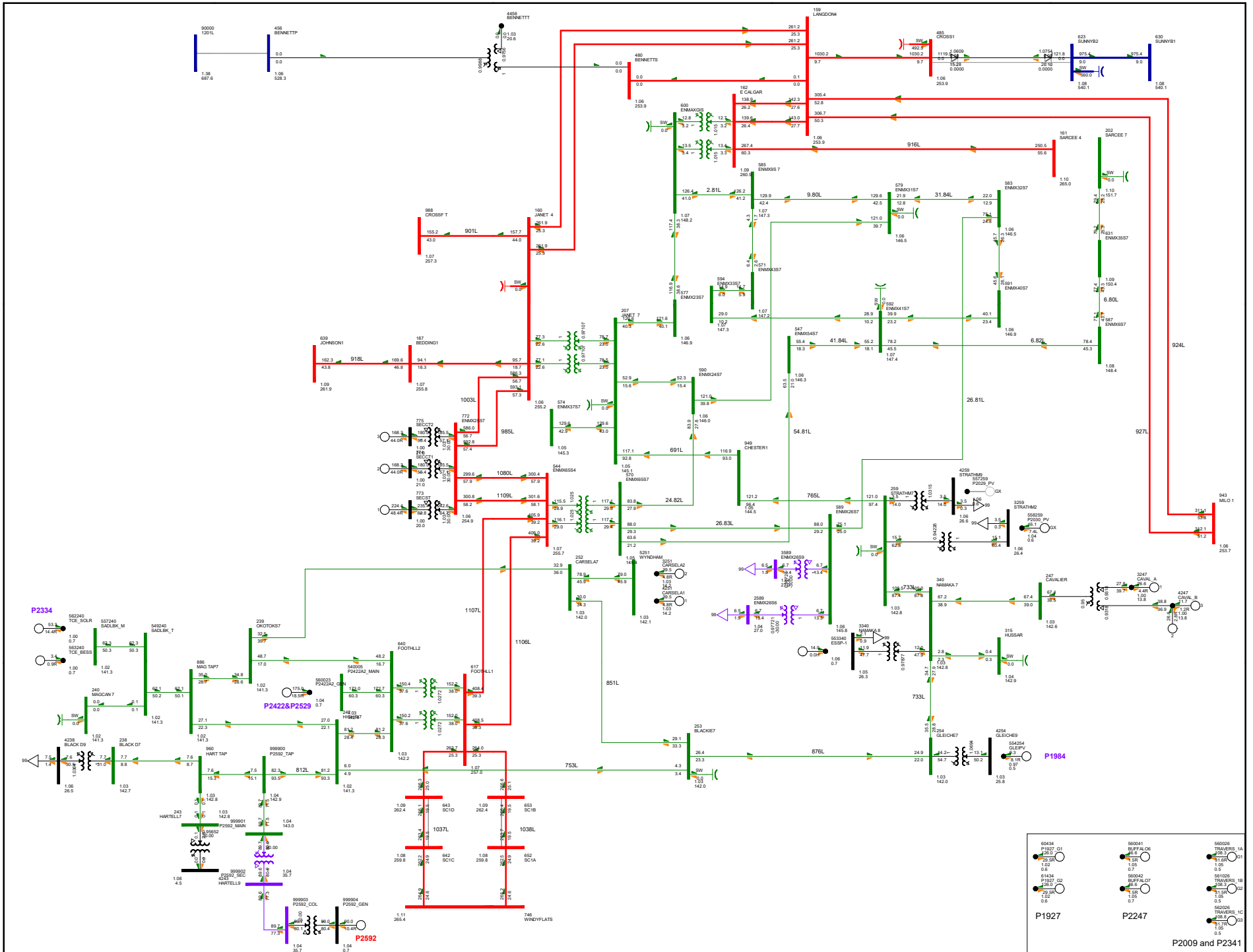
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-9: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
WED, AUG 23 2023 23:56

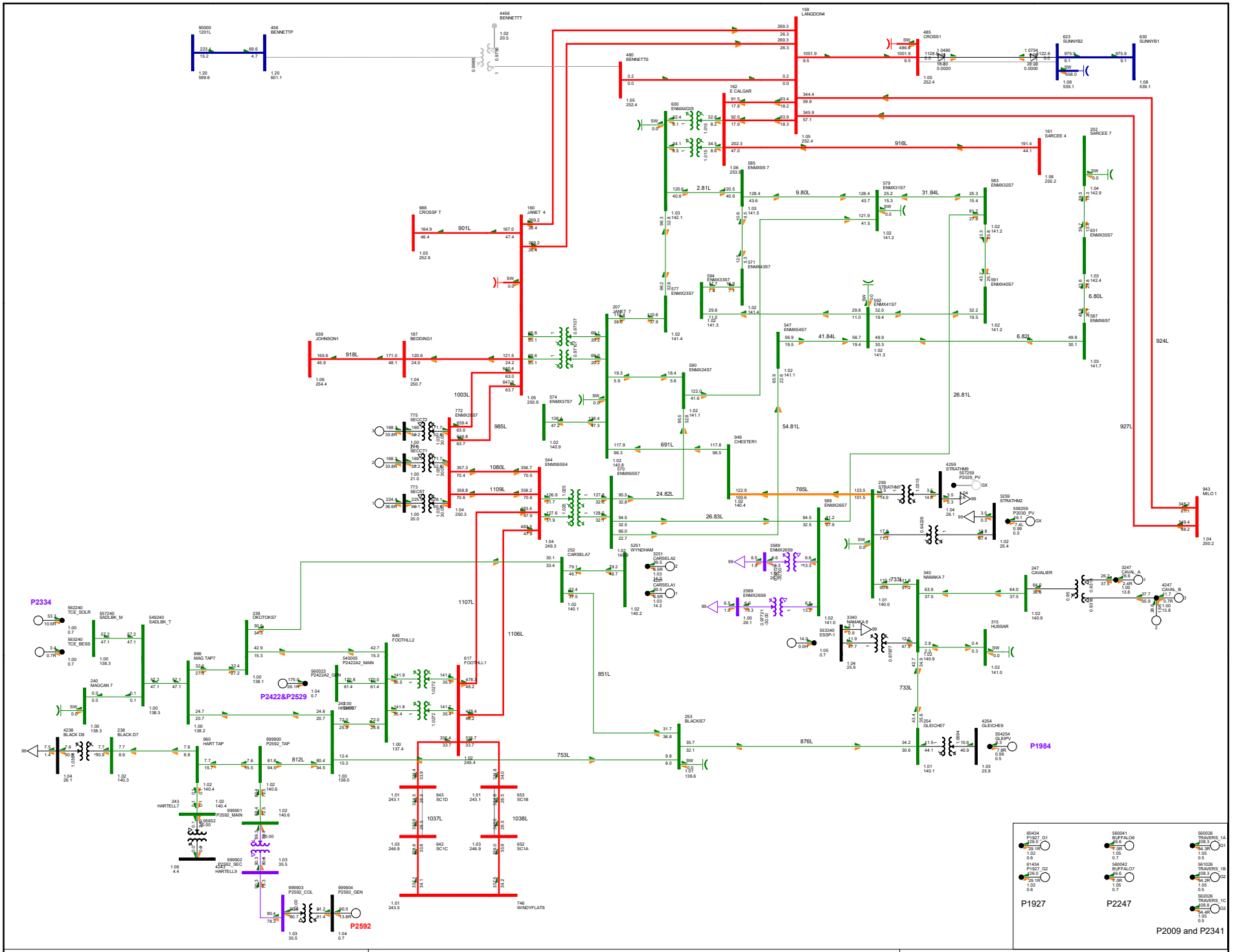
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVASate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-10: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
WED, AUG 23 2023 23:56

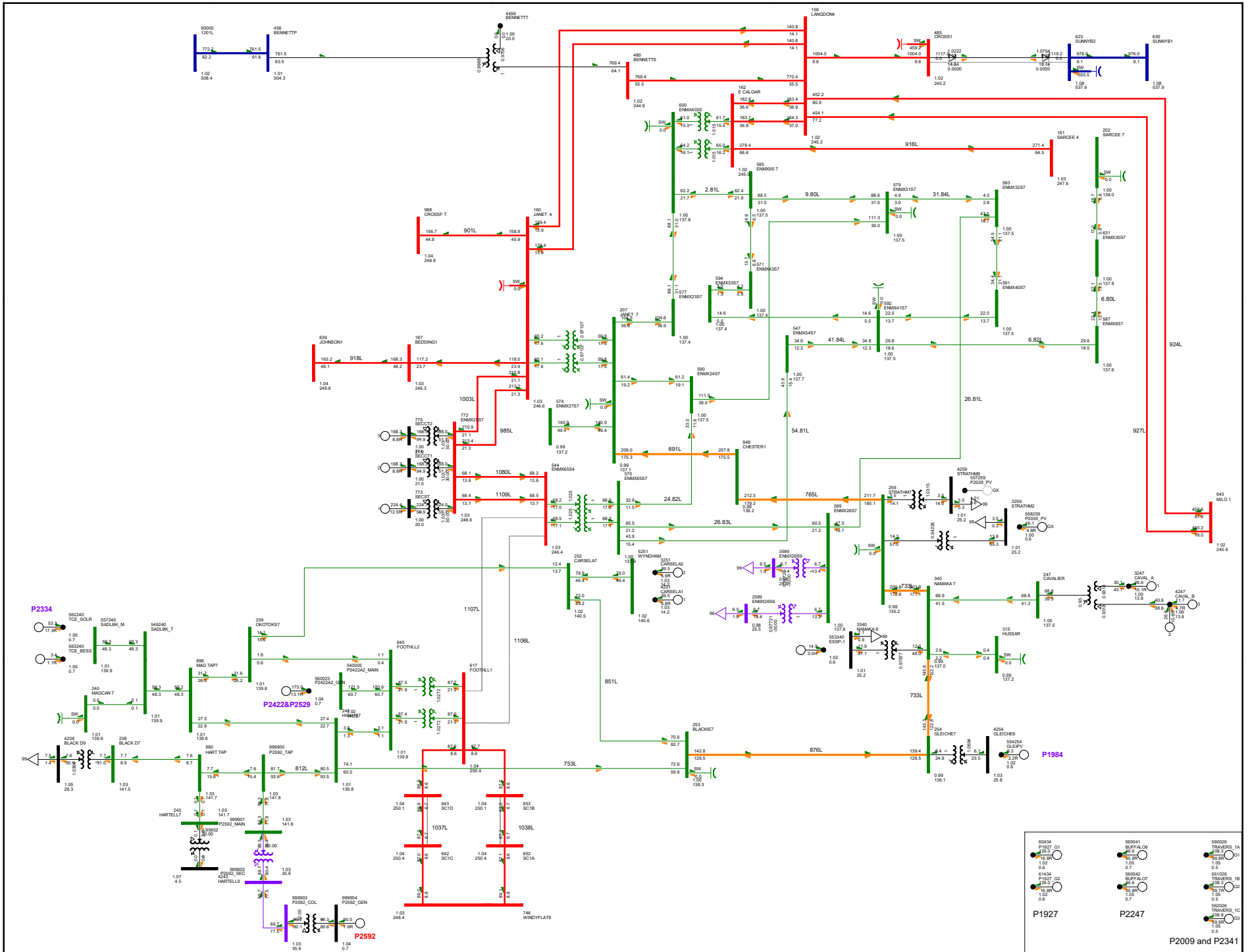
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

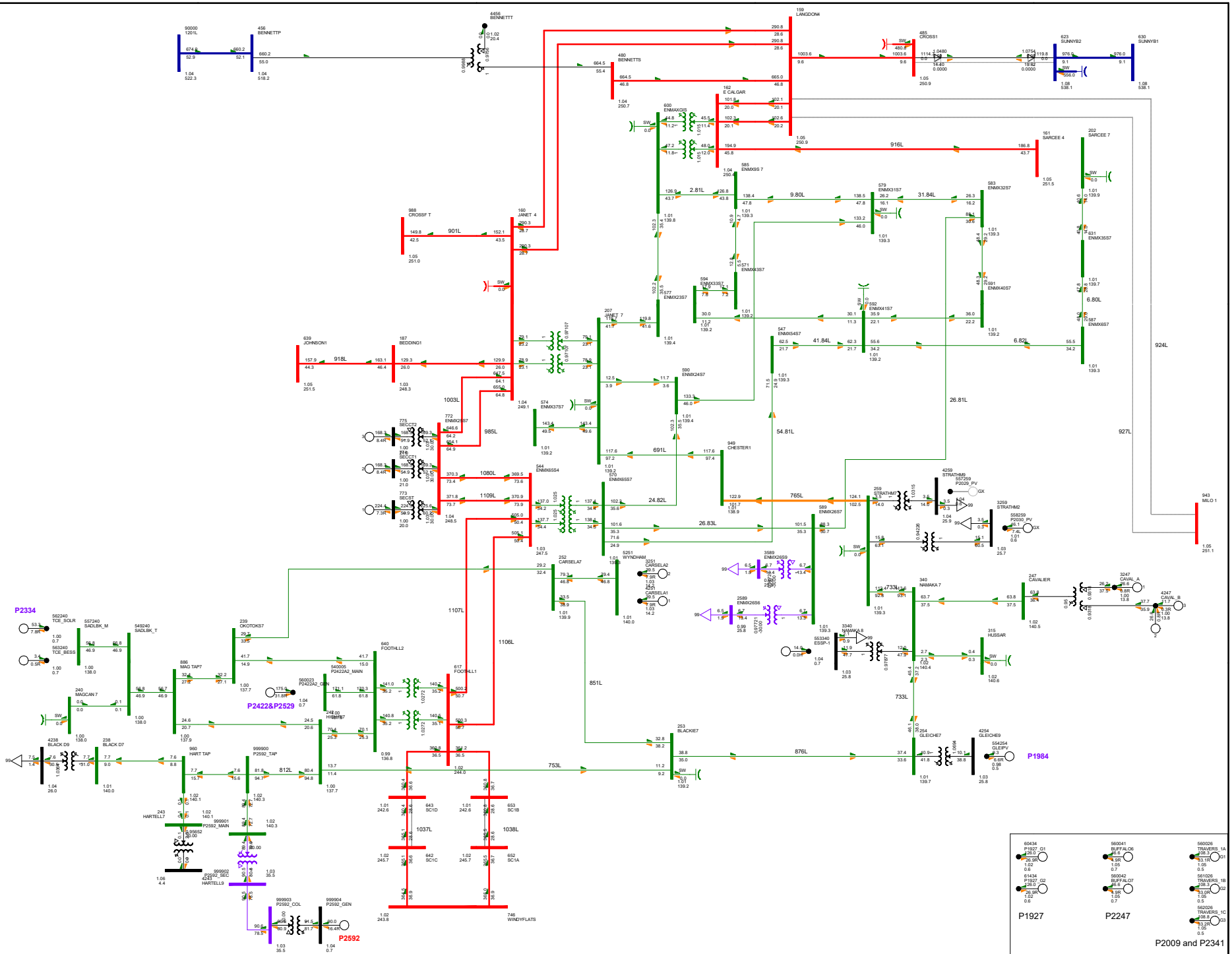


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-11: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
WED, AUG 23 2023 23:57

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

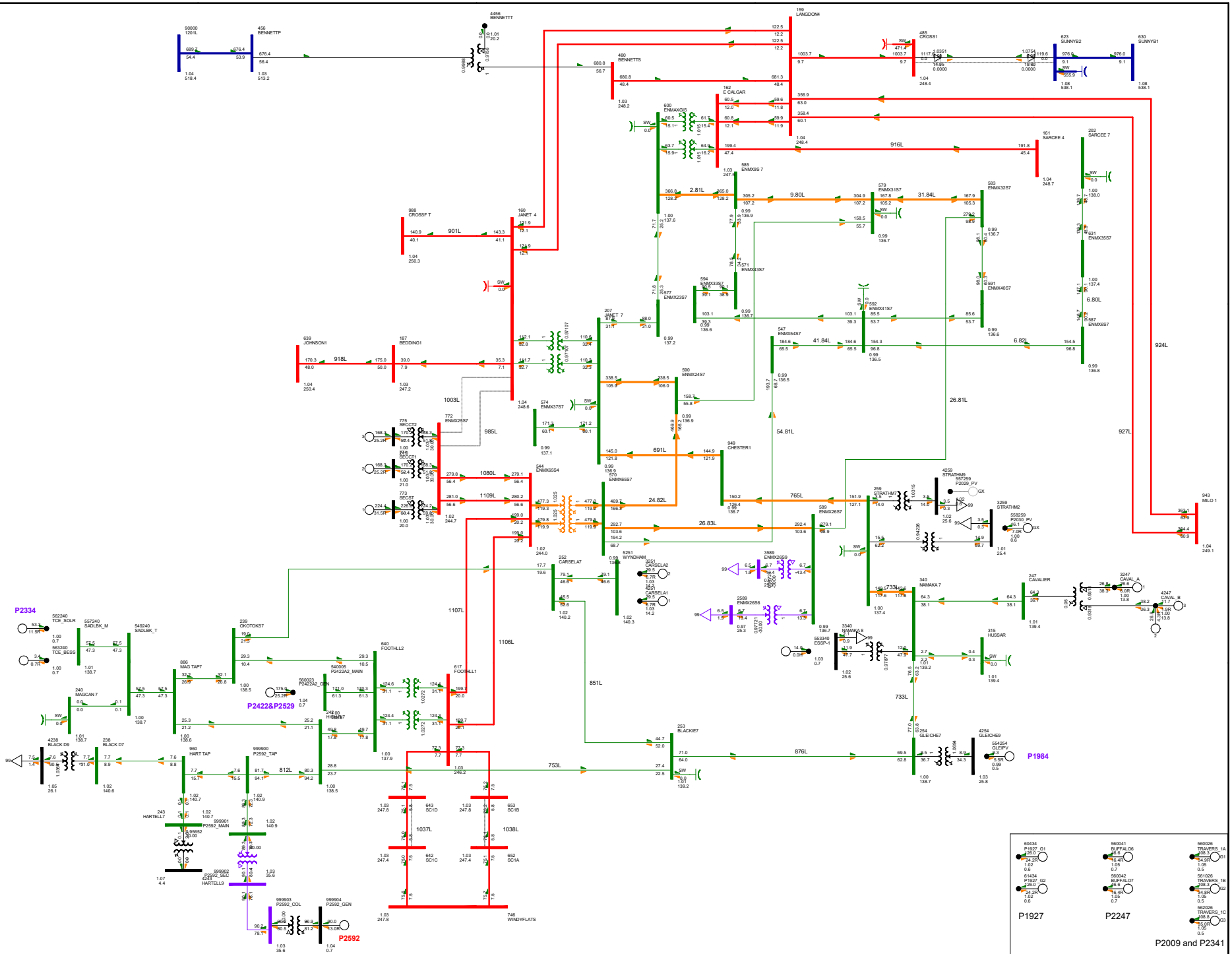

P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-8-1: S8-P2592-SL-POST-SEN.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
WED, AUG 23 2023 23:58
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-8-2: S8-P2592-SL-POST-SEN.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
WED, AUG 23 2023 23:58

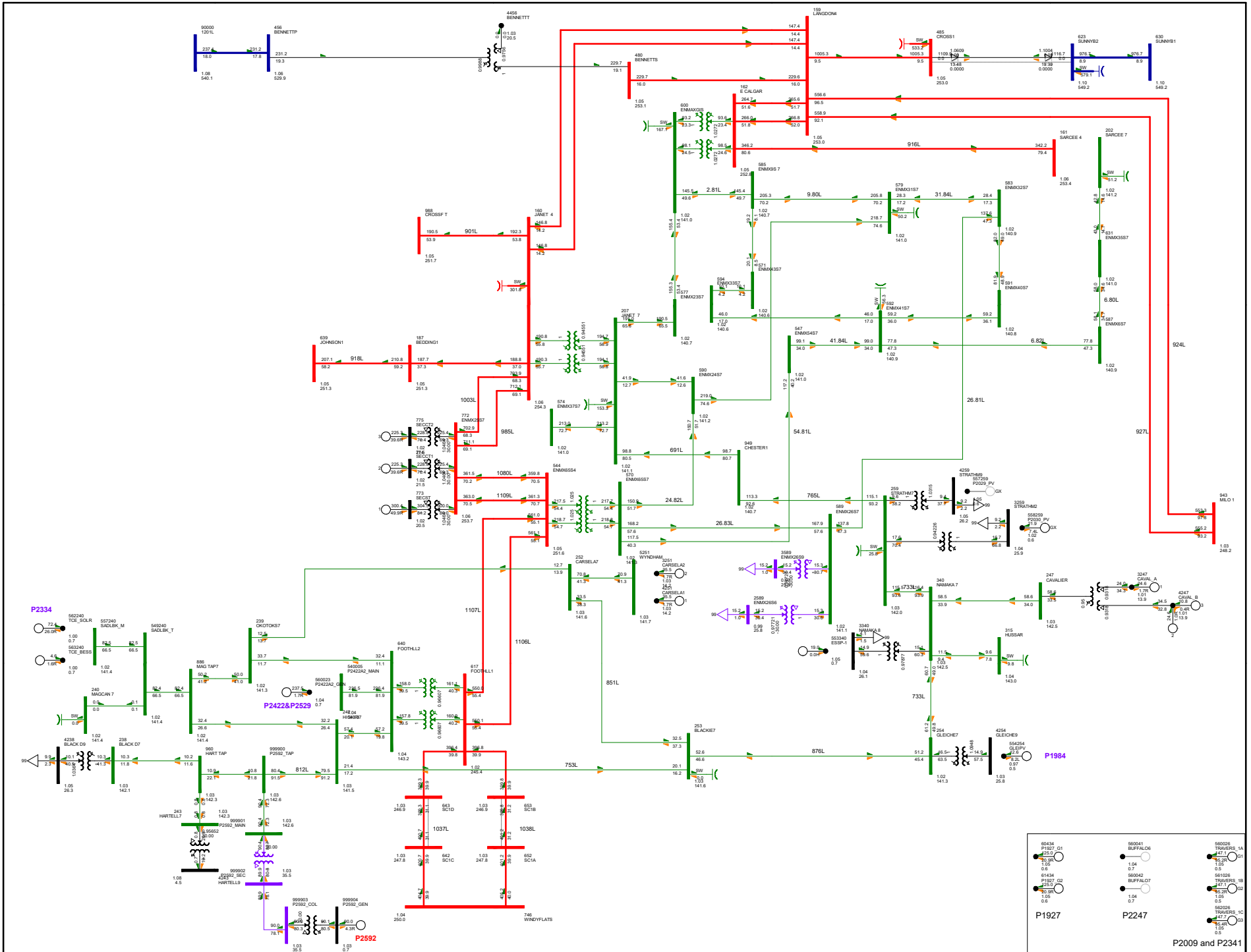
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-8-3: S8-P2592-SL-POST-SEN.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
WED, AUG 23 2023 23:59

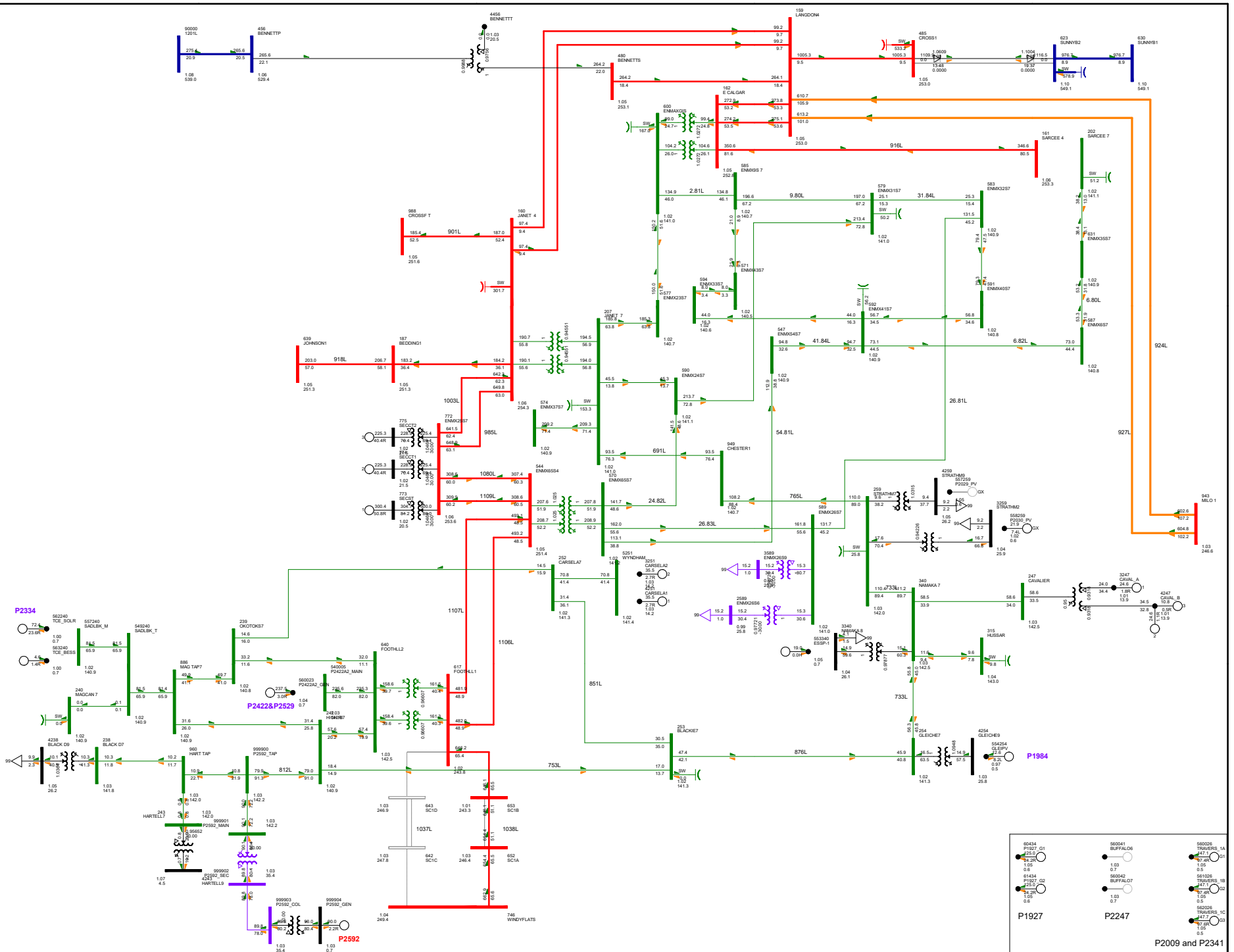
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-9-1: S9-P2592-SP-POST-SEN.SAV
CATEGORY A - NO CONTINGENCY
THU, AUG 24 2023 0:00

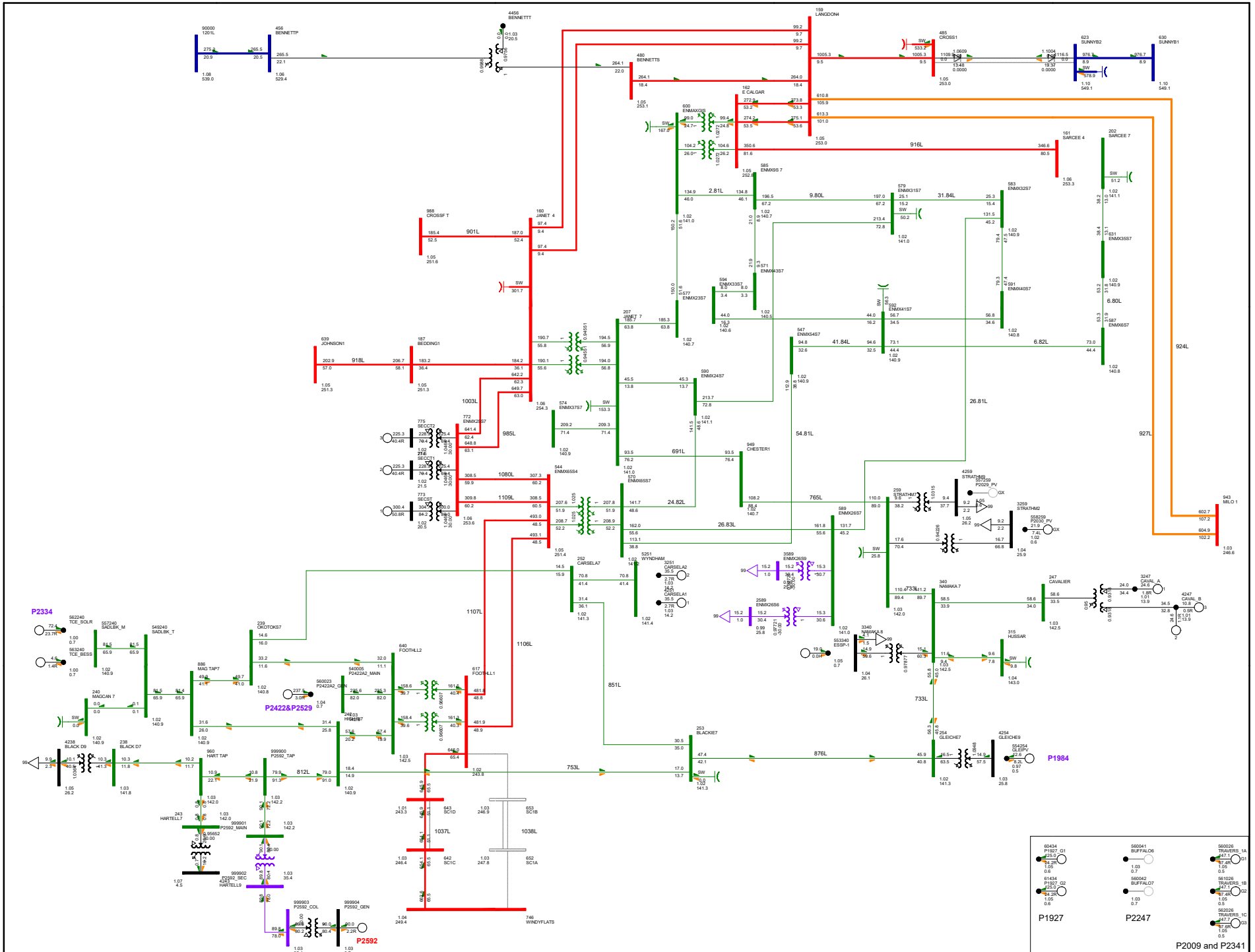
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-1: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1037L (FOOTHILLS 237S TO 266S/138S)
THU, AUG 24 2023 0:04

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000


P2334
P2422&P2529
P2592
P1984
P1927
P2247
P2009 and P2341
1107L
1106L
851L
1037L
1038L
753L
876L
733L
812L
1003L
985L
1109L
1080L
901L
918L
916L
924L
927L
1000L
1001L
1002L
1004L
1005L
1006L
1007L
1008L
1009L
1010L
1011L
1012L
1013L
1014L
1015L
1016L
1017L
1018L
1019L
1020L
1021L
1022L
1023L
1024L
1025L
1026L
1027L
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1029L
1030L
1031L
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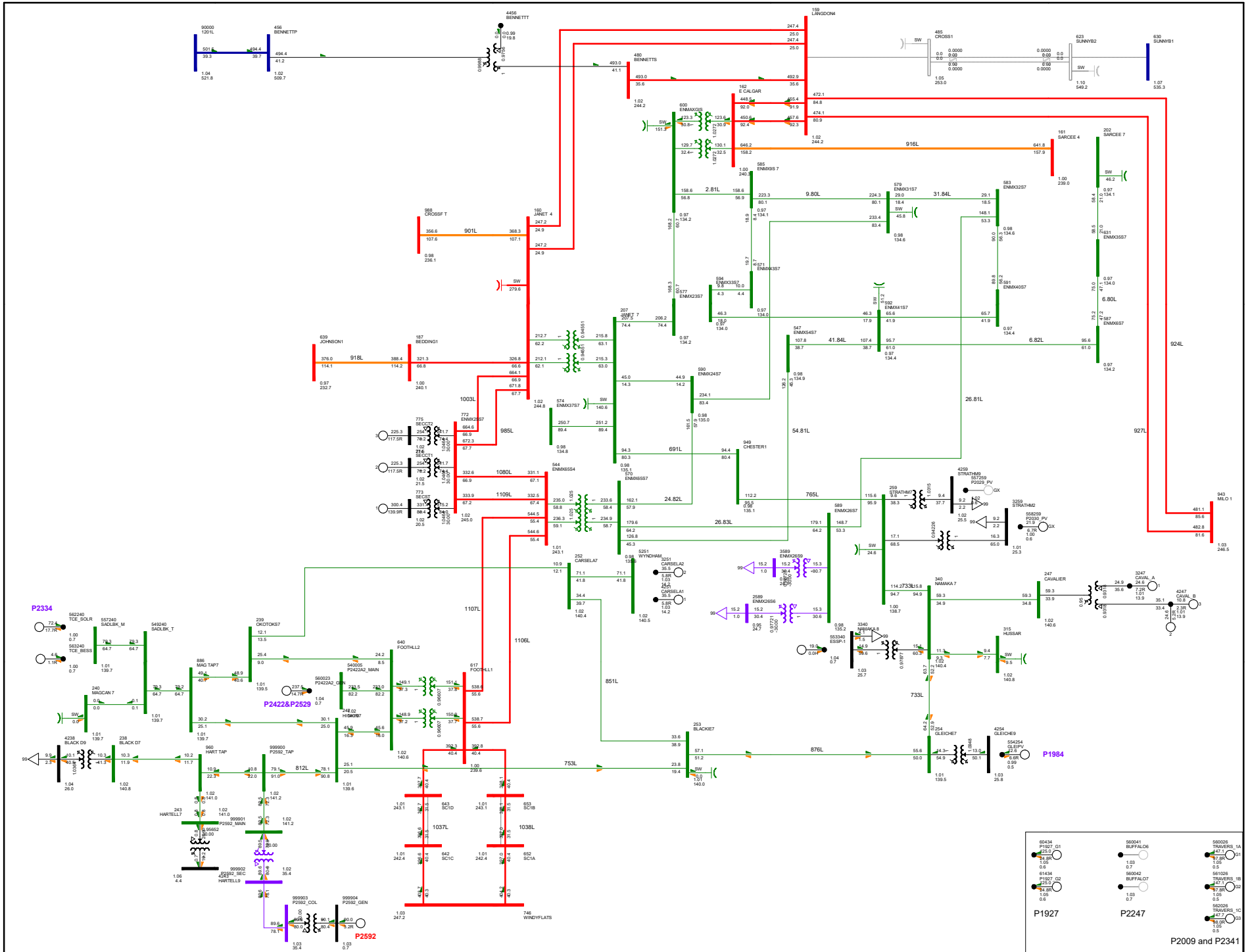
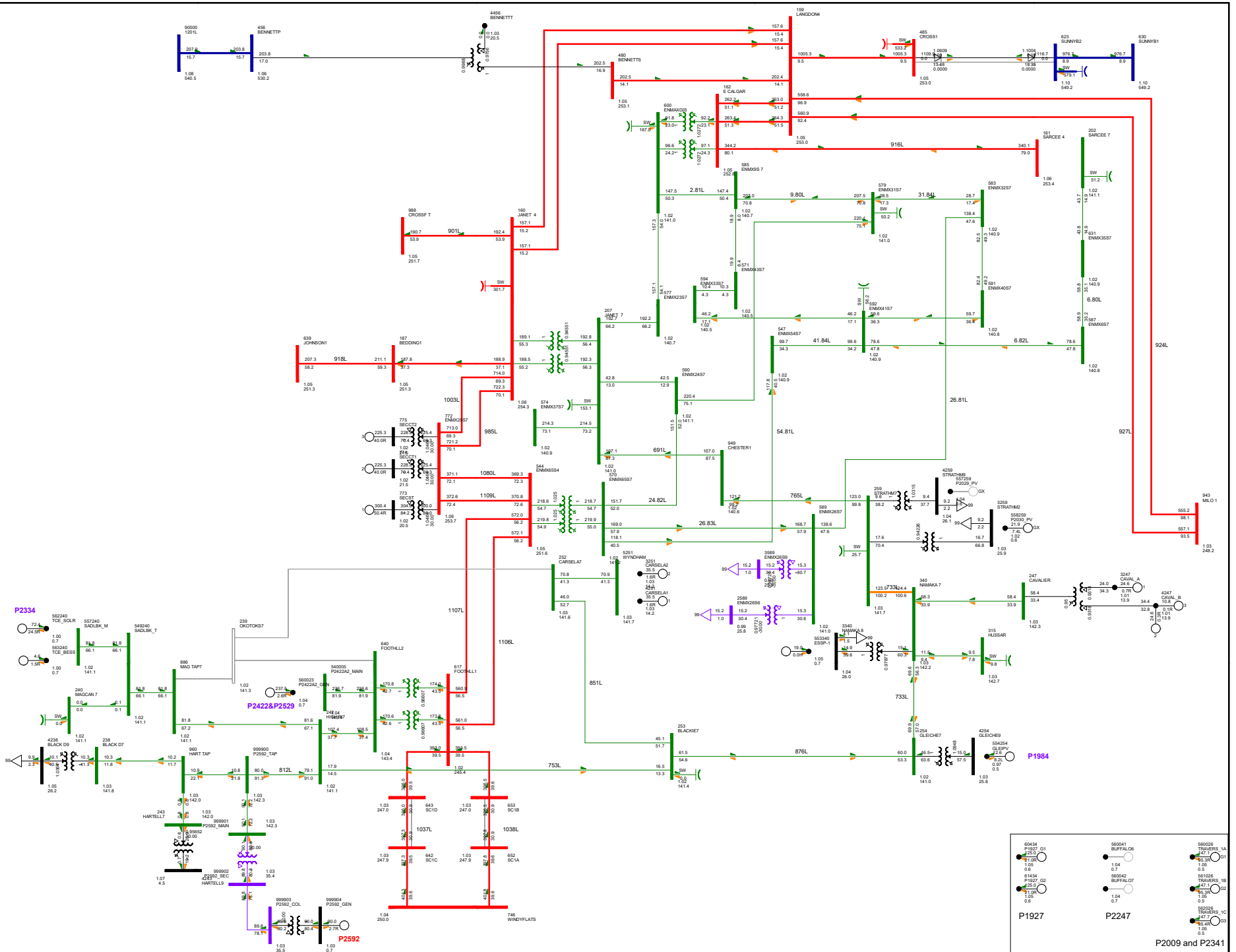
1043L
1044L
1045L



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-3: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - WATL HVDC
THU, AUG 24 2023 0:07

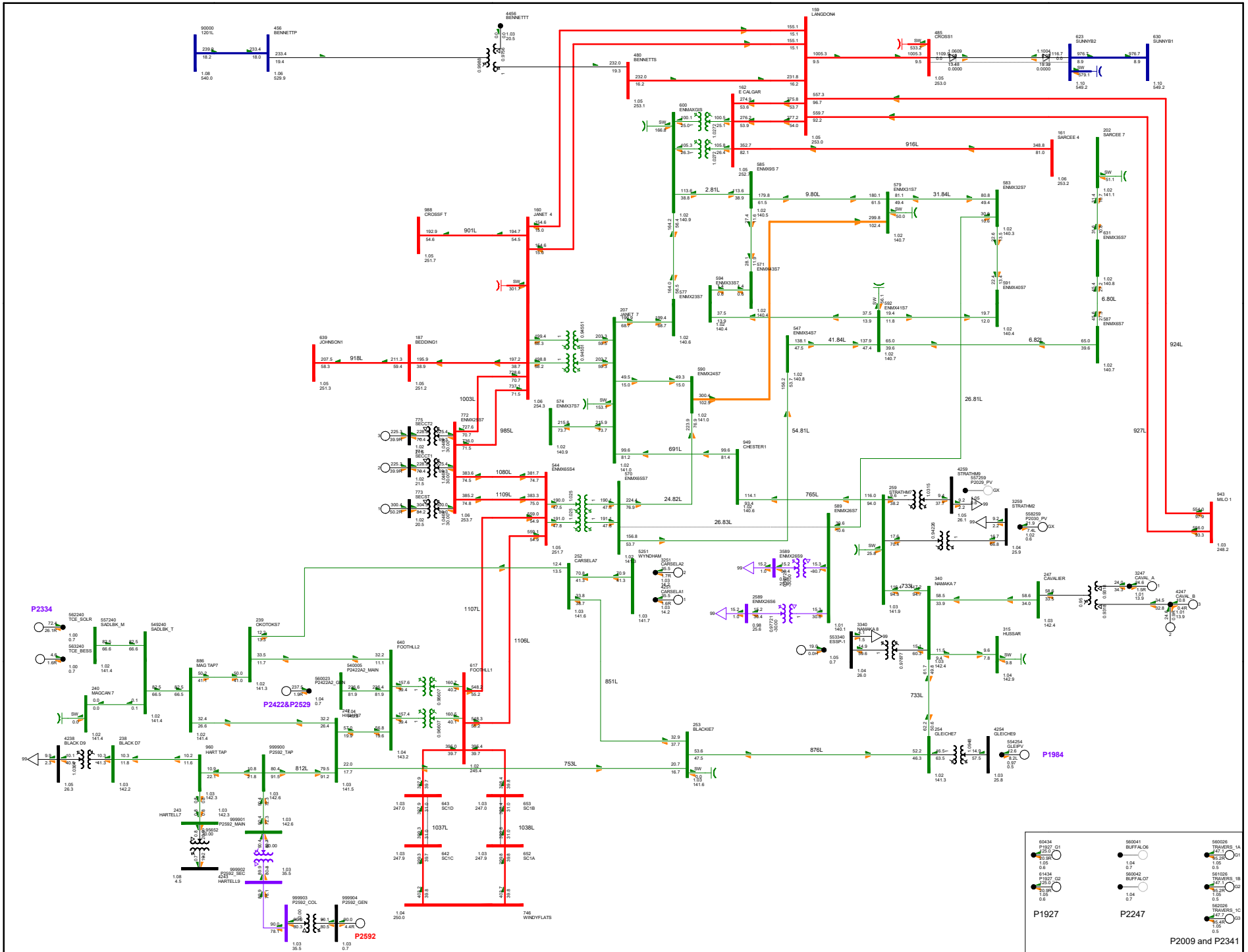
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVBase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-4: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - OKOTOKS 678S TRANSFORMER T1
THU, AUG 24 2023 0:07

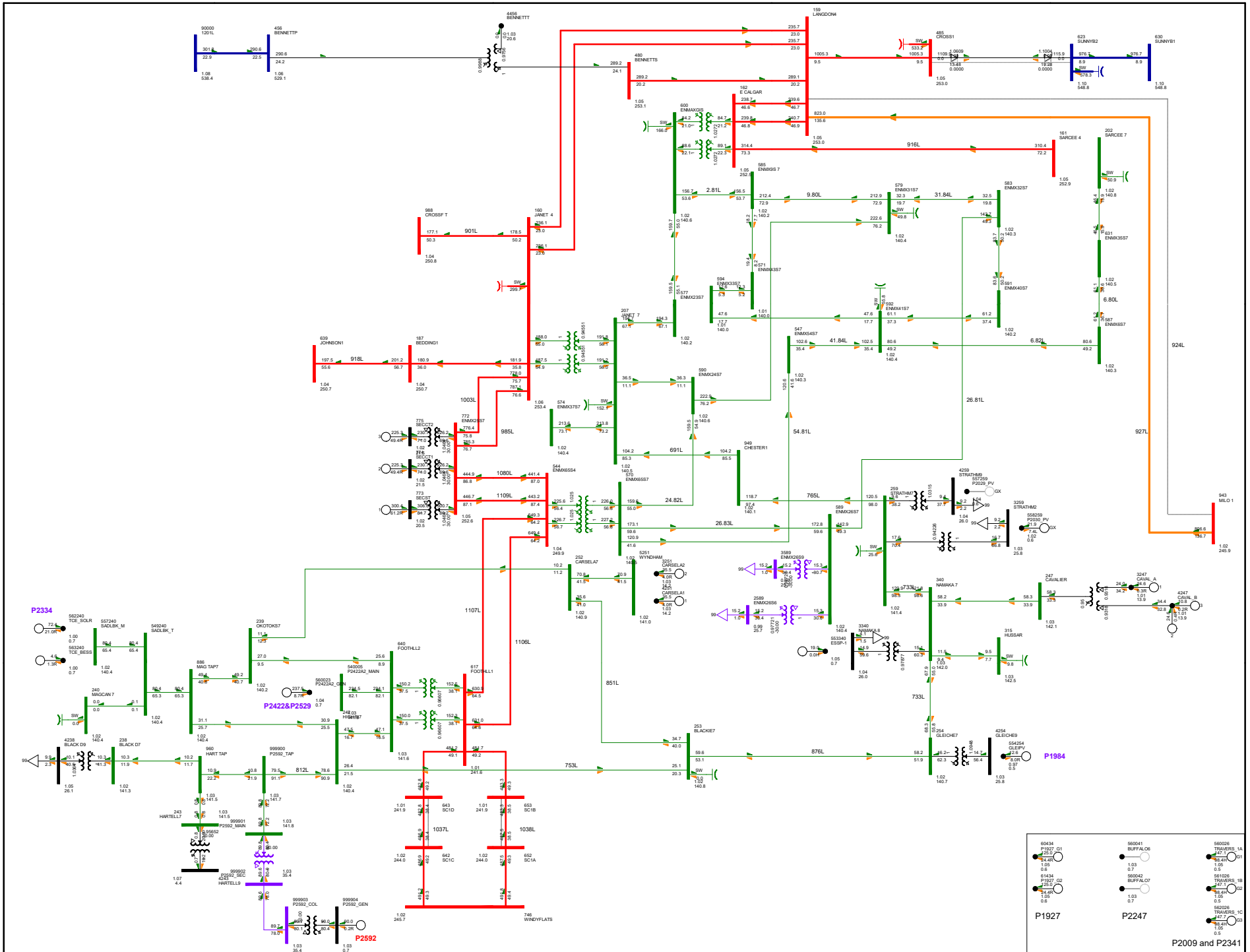
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.866UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-5: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - ENMAX #26 TRANSFORMER T2
THU, AUG 24 2023 0:08

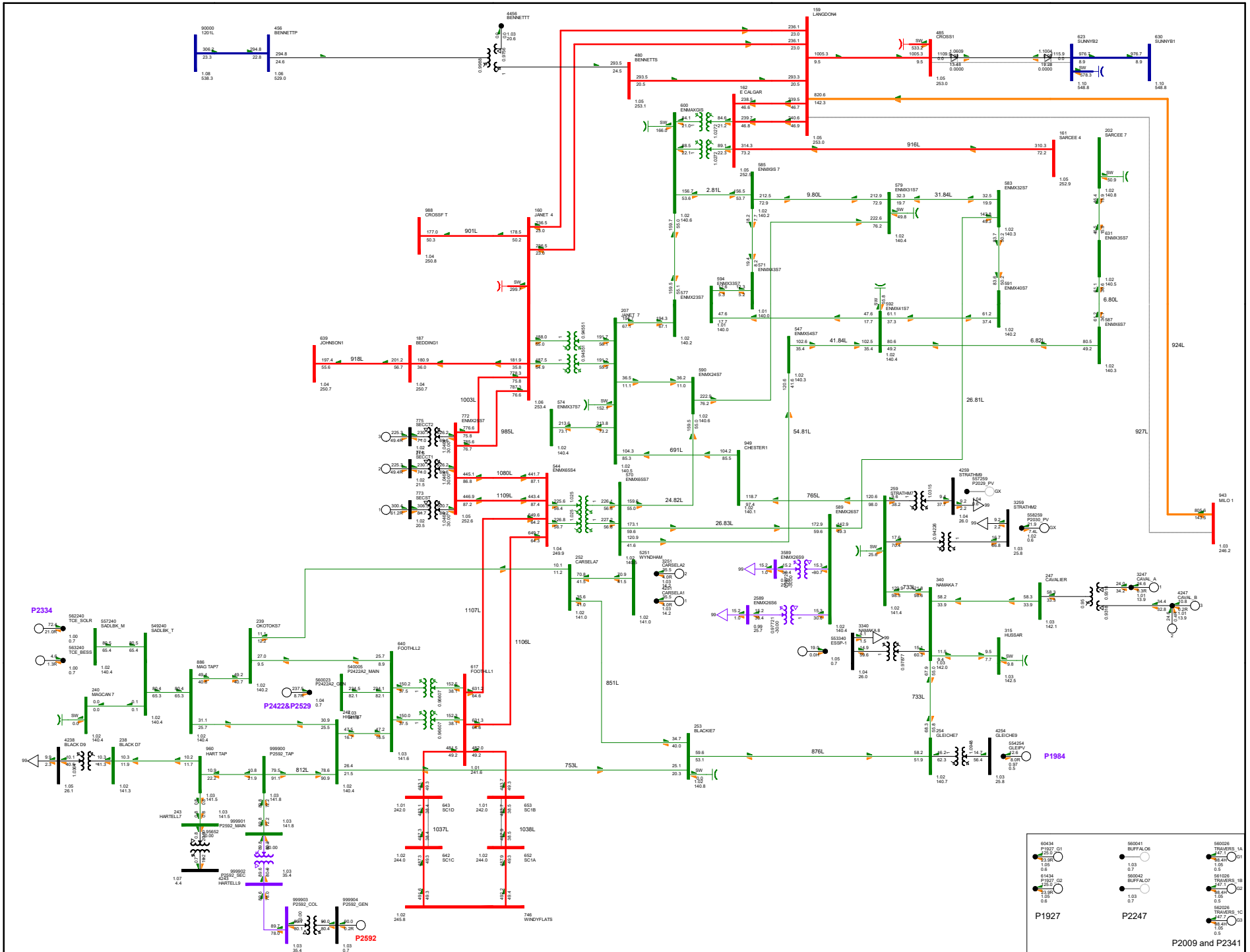
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVASate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-6: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 924L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 0:08

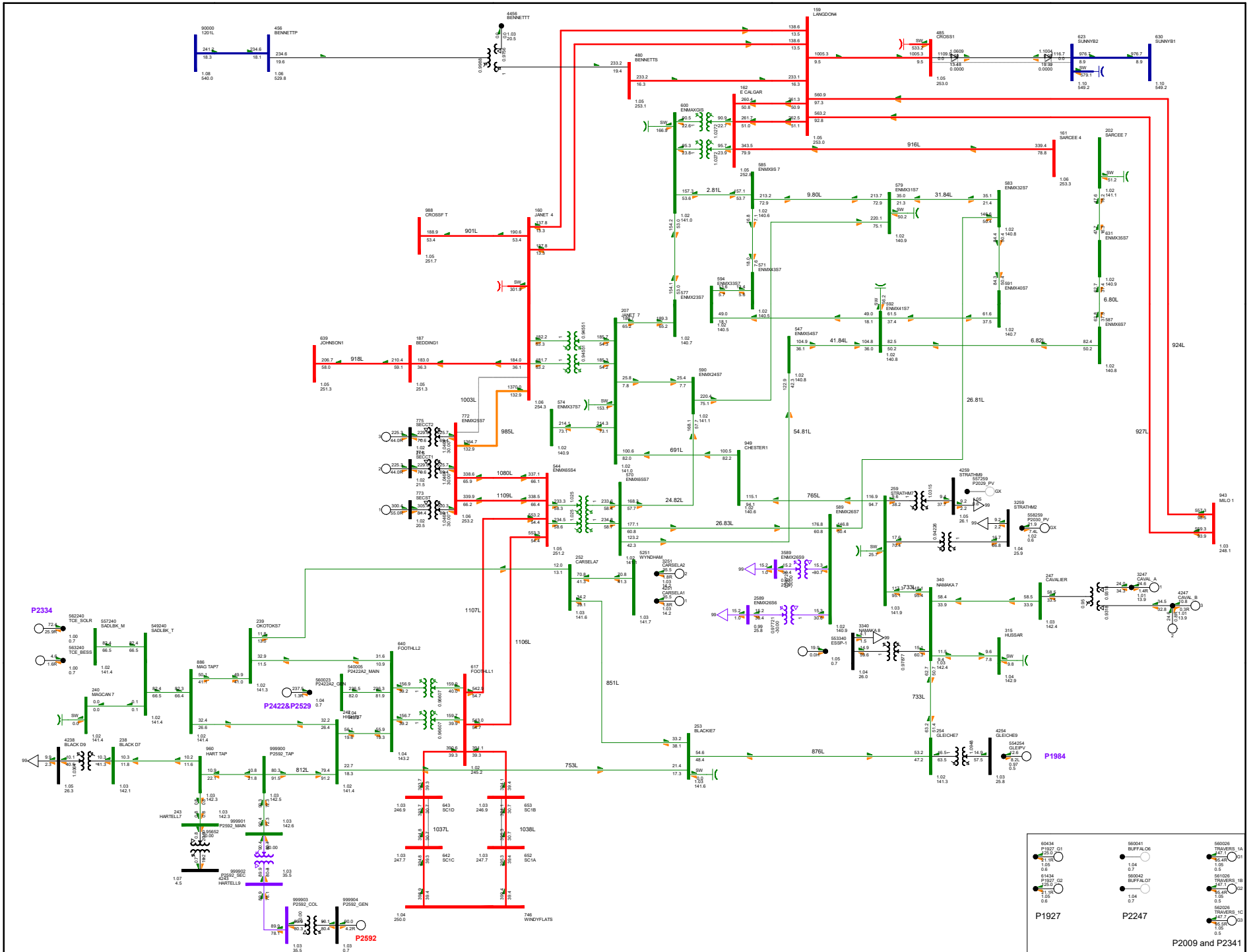
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVARate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-7: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 927L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 0:09

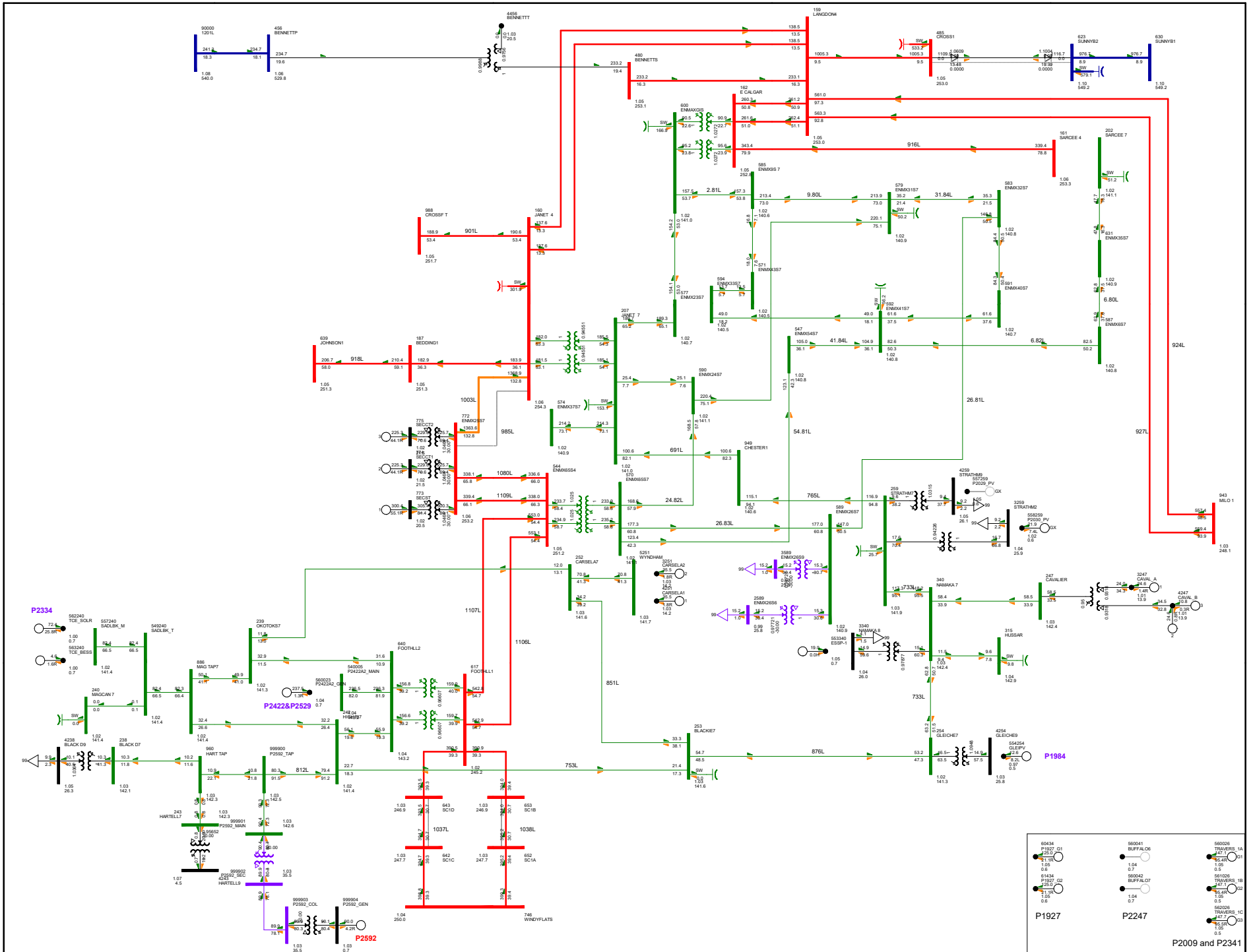
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-8: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:10

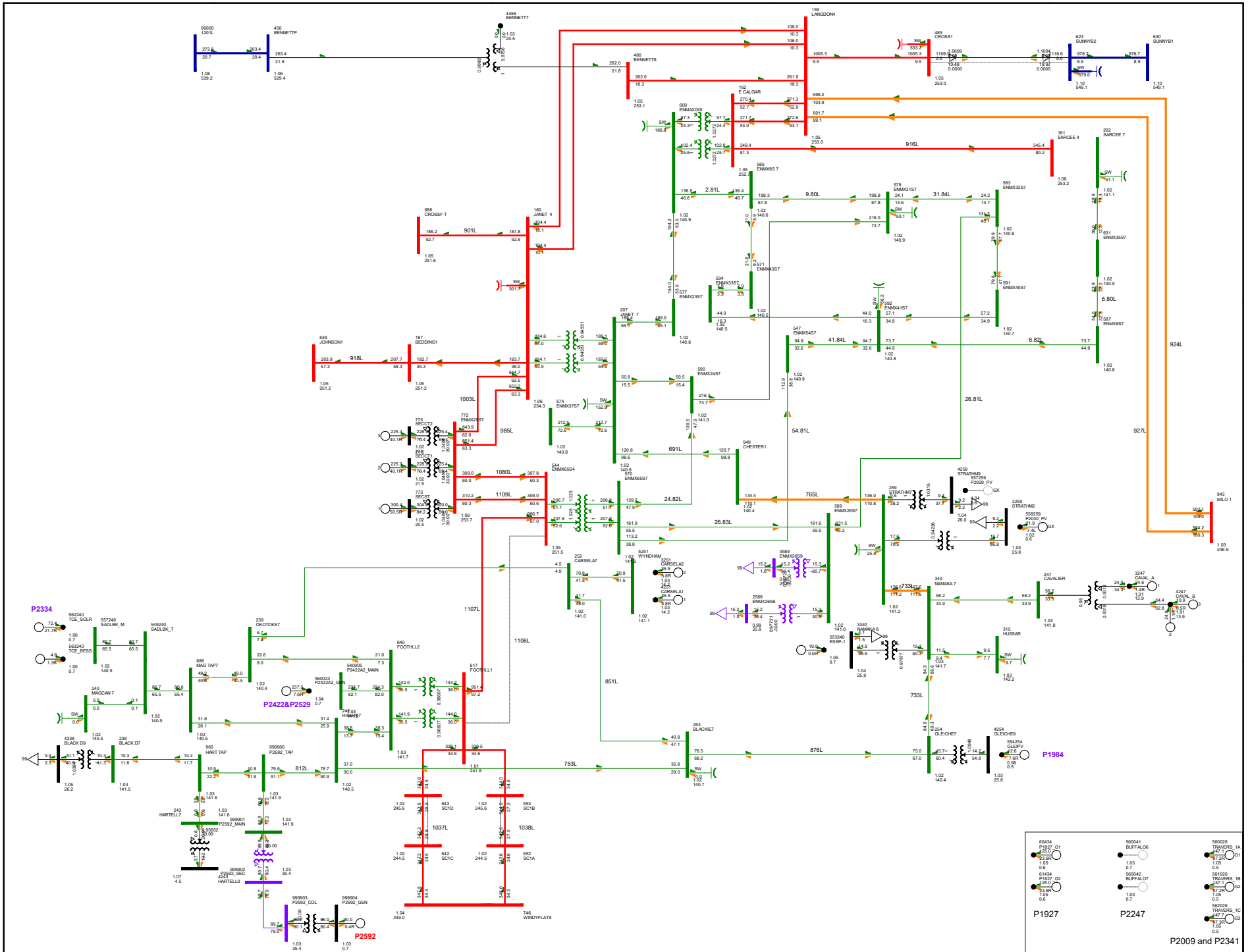
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-9: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 985L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:10

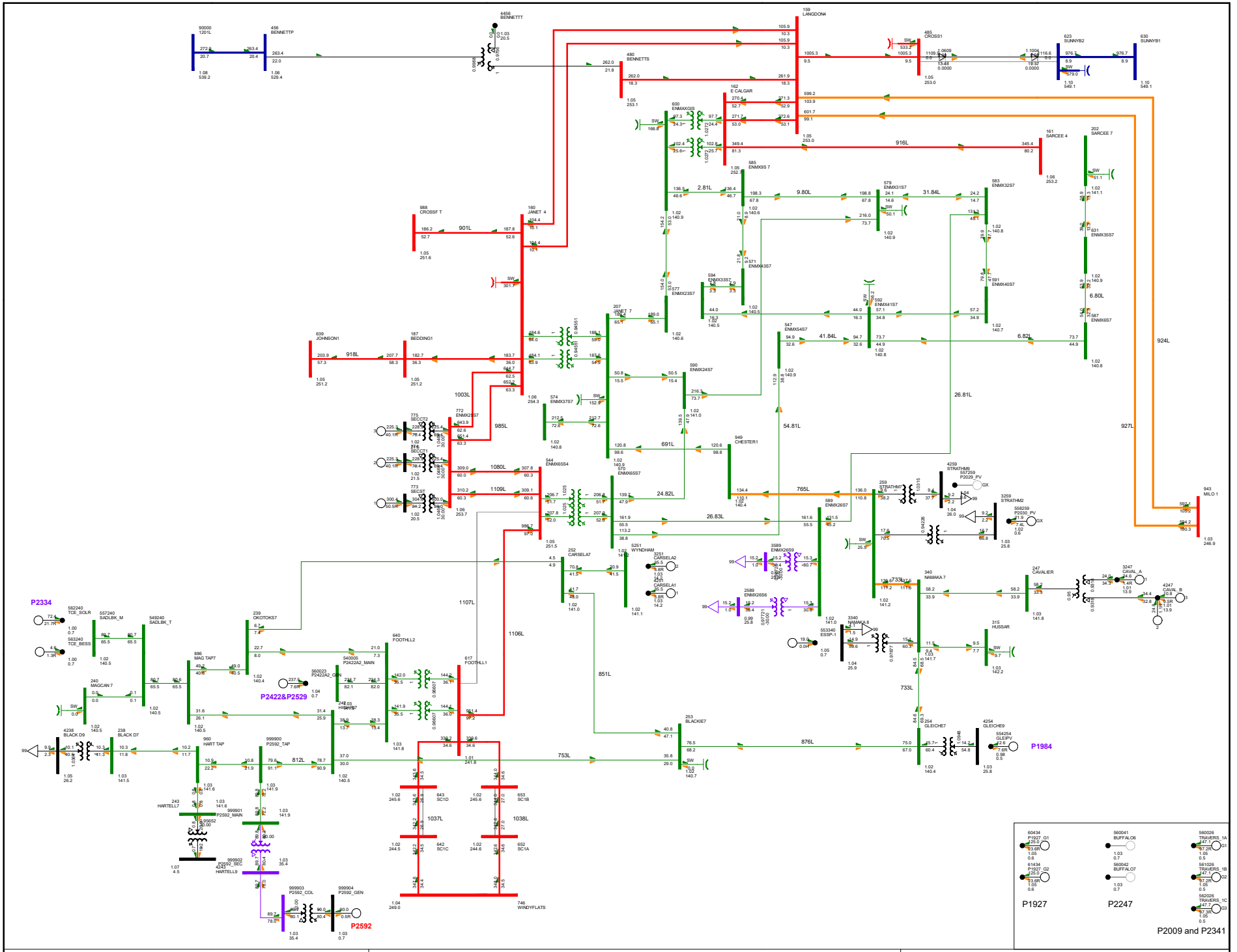
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-10: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:11

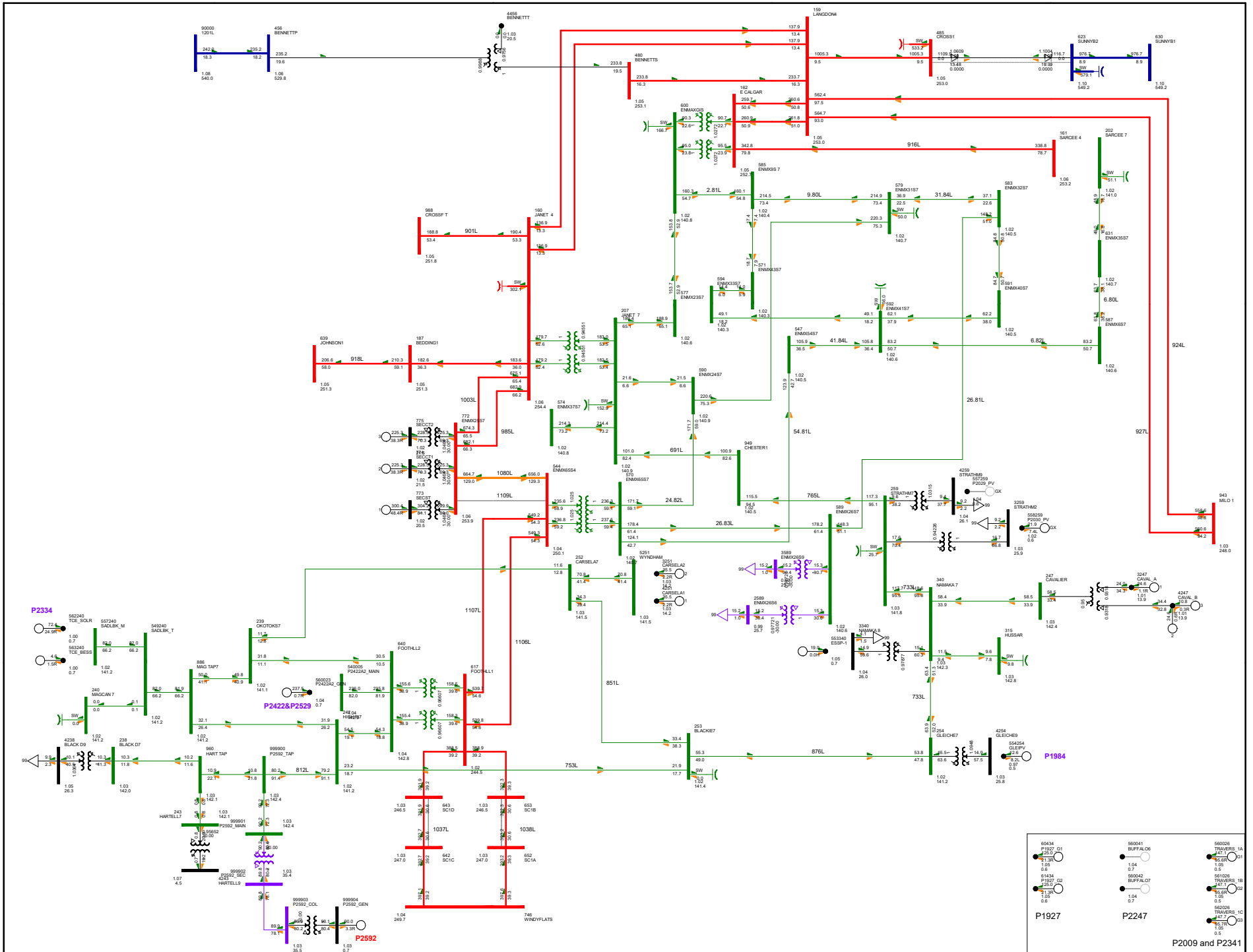
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140OV 0.950UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

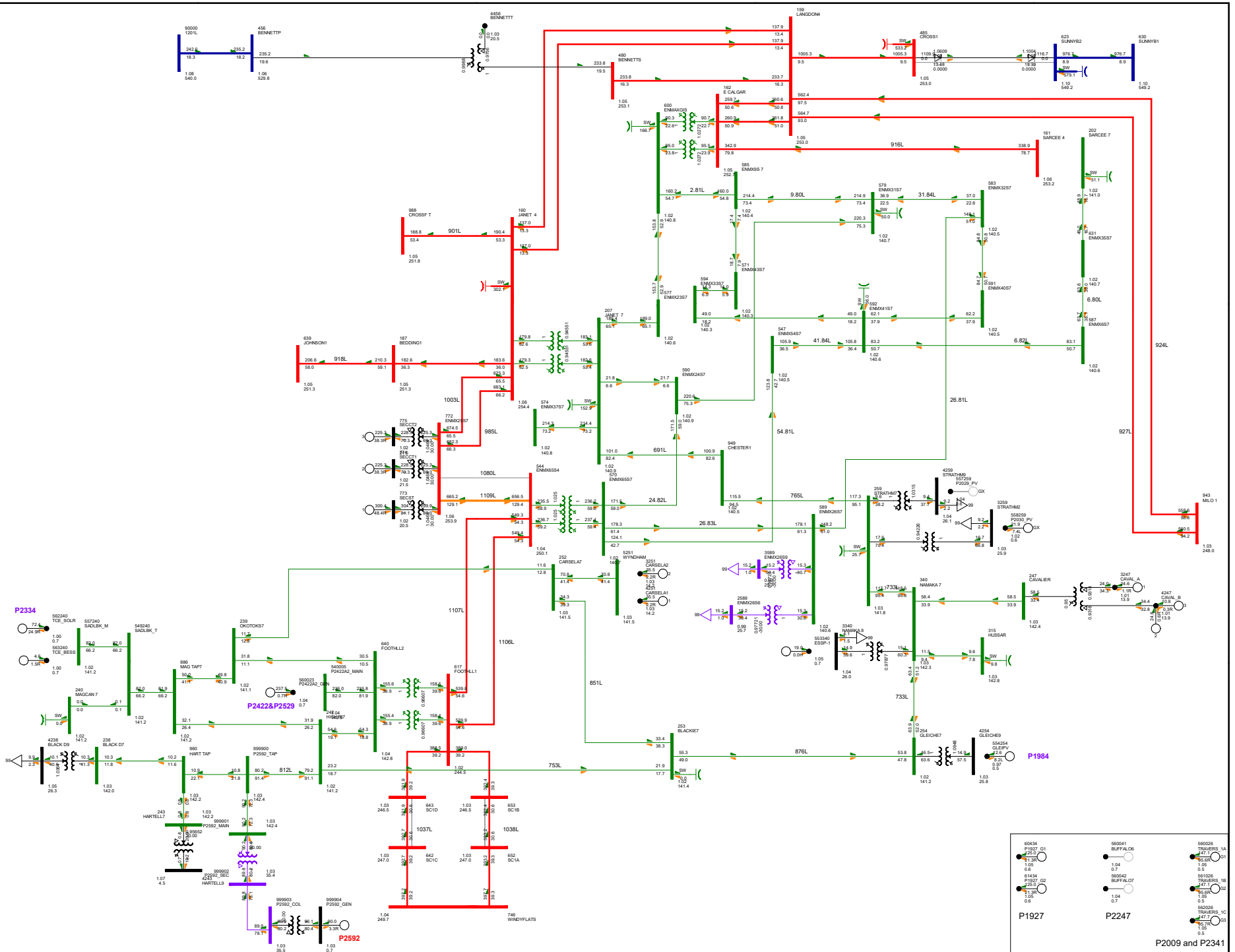


P2592 - Enerfin Big Rock Solar Battery

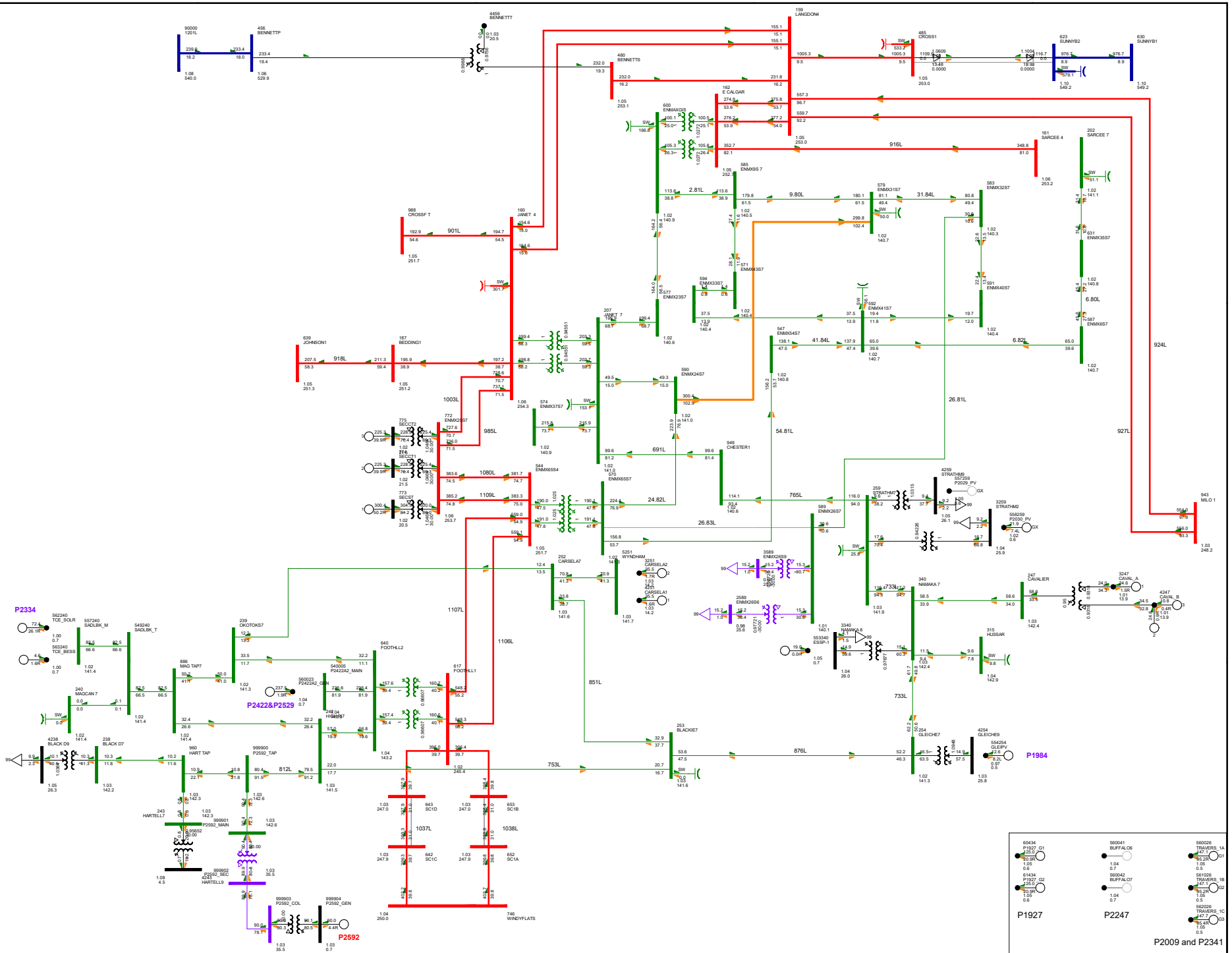
FIGURE B-9-11: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:12

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-9-12: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1109L (SS-25 TO SS-65)
THU, AUG 24 2023 0:12
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVASate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000
P2422&P2529
P2334
P1984
P2592
P1927
P2247
P2009 and P2341


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-9-13: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1080L (SS-25 TO SS-65)
THU, AUG 24 2023 0:13
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000
P2009 and P2341
P1927
P2247
P2422&P2529
P2592
P2334
P1984
916L
924L
927L
901L
918L
1003L
985L
1080L
1109L
1107L
1106L
851L
812L
1037L
1038L
753L
876L
765L
733L
691L
1.146OV
0.859UV

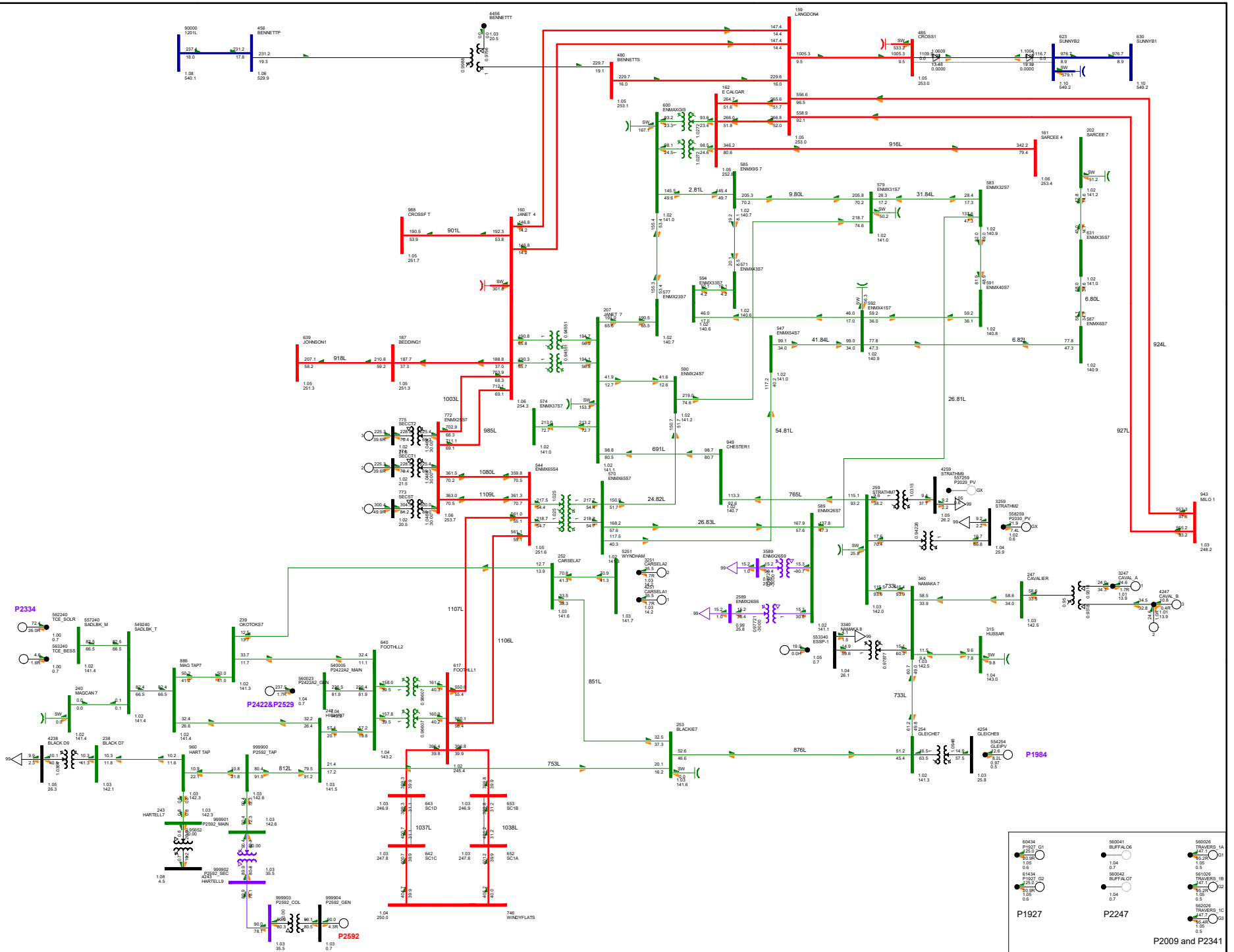
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-14: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 26.83L (SS-65 TO ENMAX 26S)
THU, AUG 24 2023 0:14

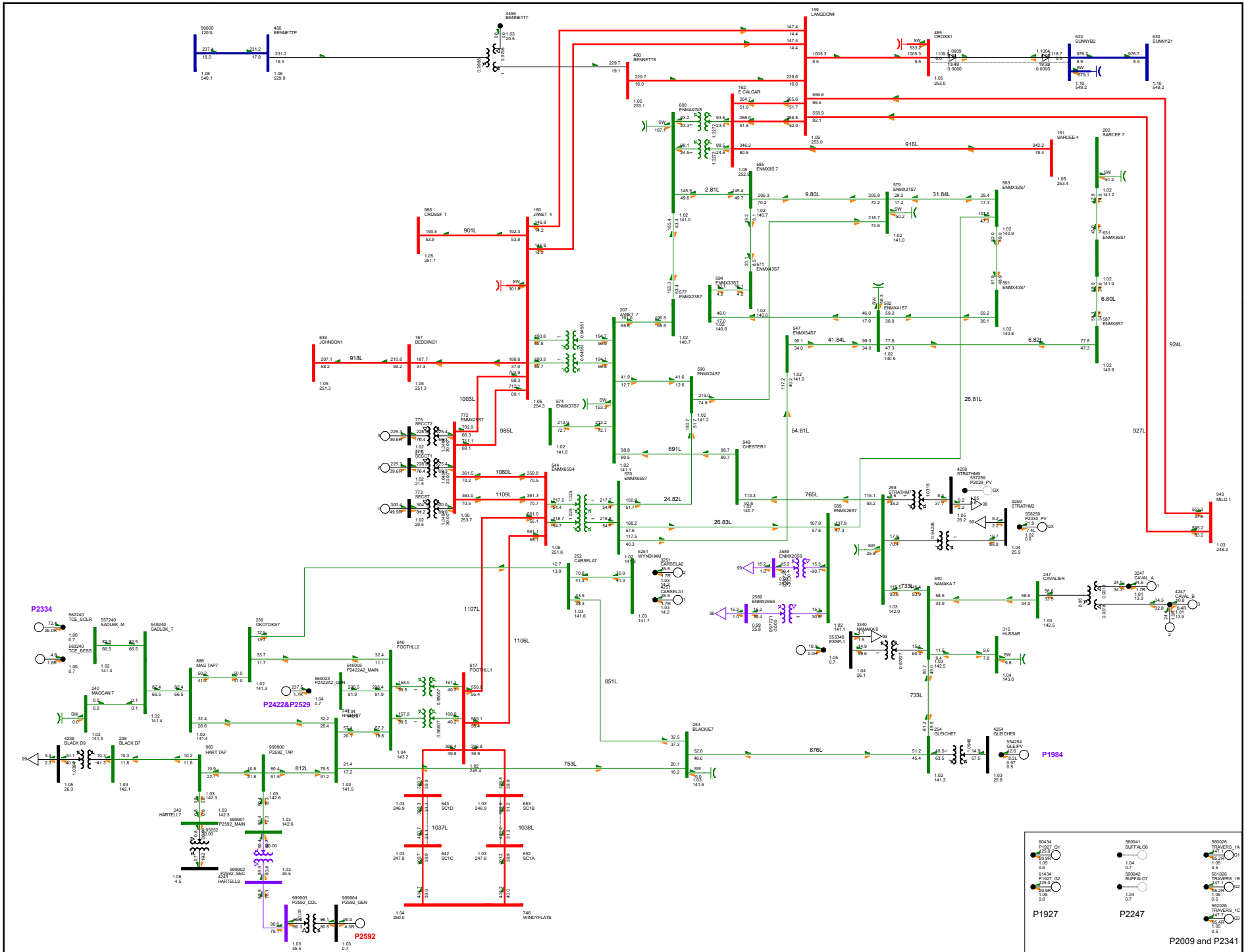
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-15: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - FOOTHILLS 237S TRANSFORMER T1
THU, AUG 24 2023 0:14

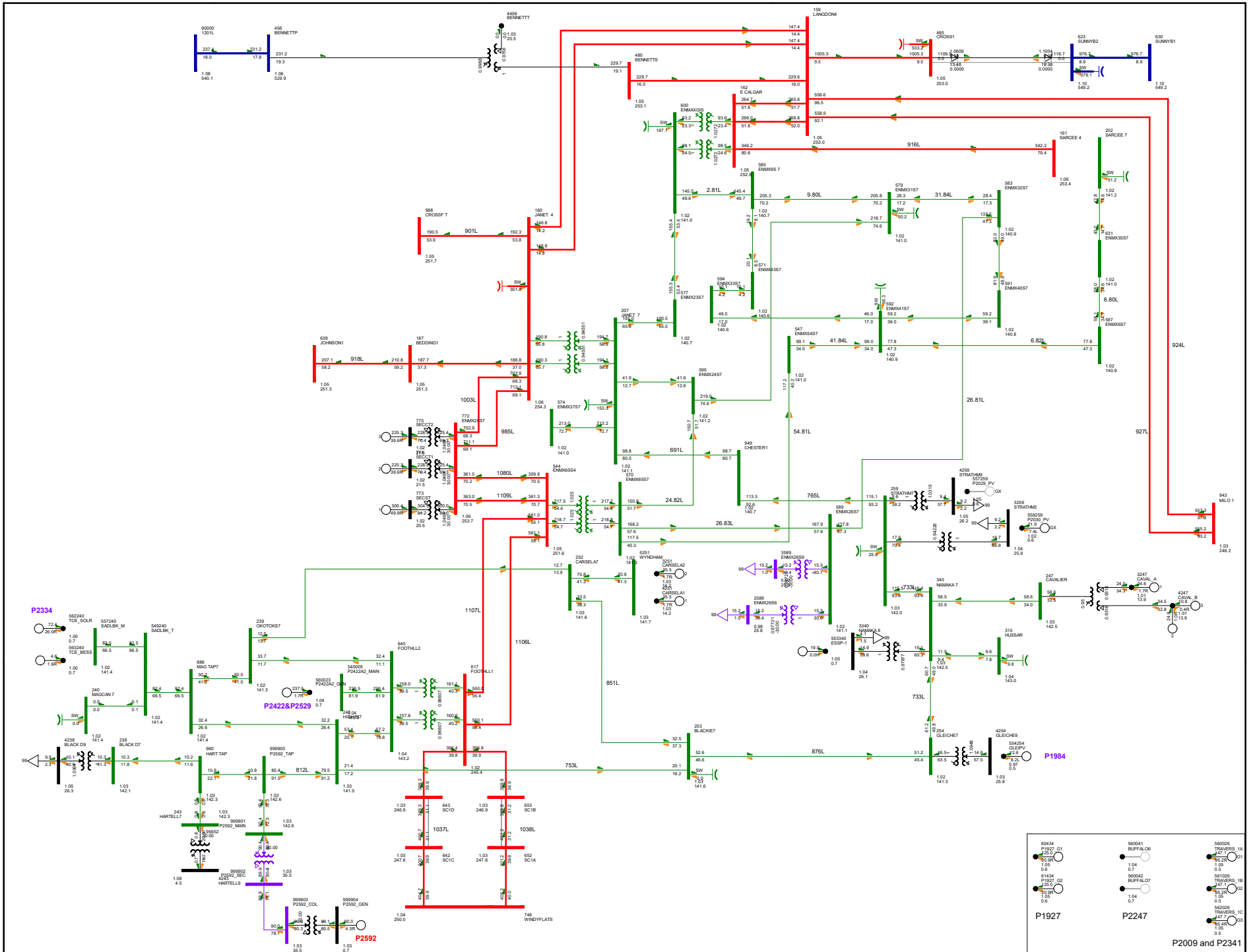
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-16: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - FOOTHILLS 237S TRANSFORMER T2
THU, AUG 24 2023 0:15

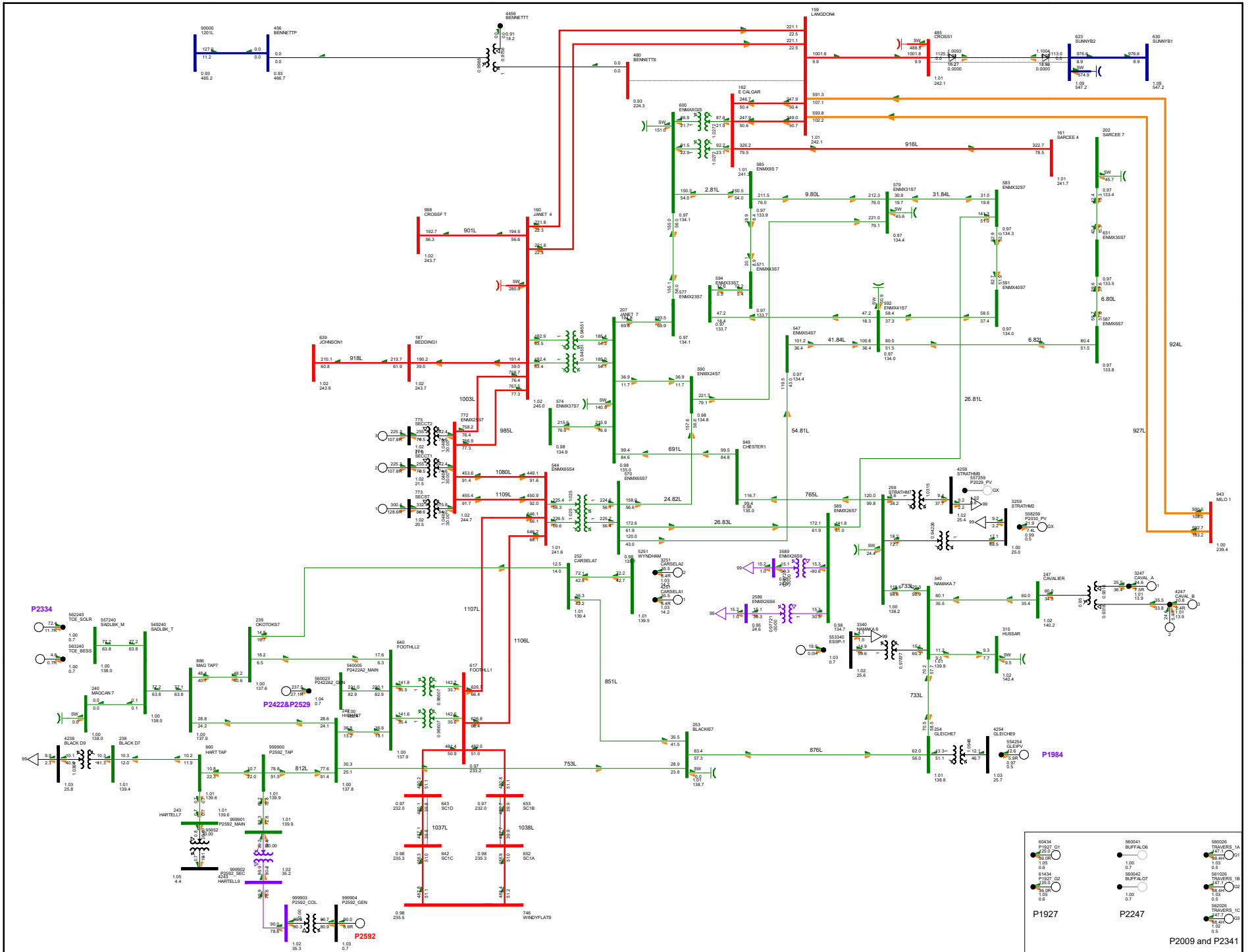
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-17: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - BLACK DIAMOND 392S TRANSFORMER T3
THU, AUG 24 2023 0:15

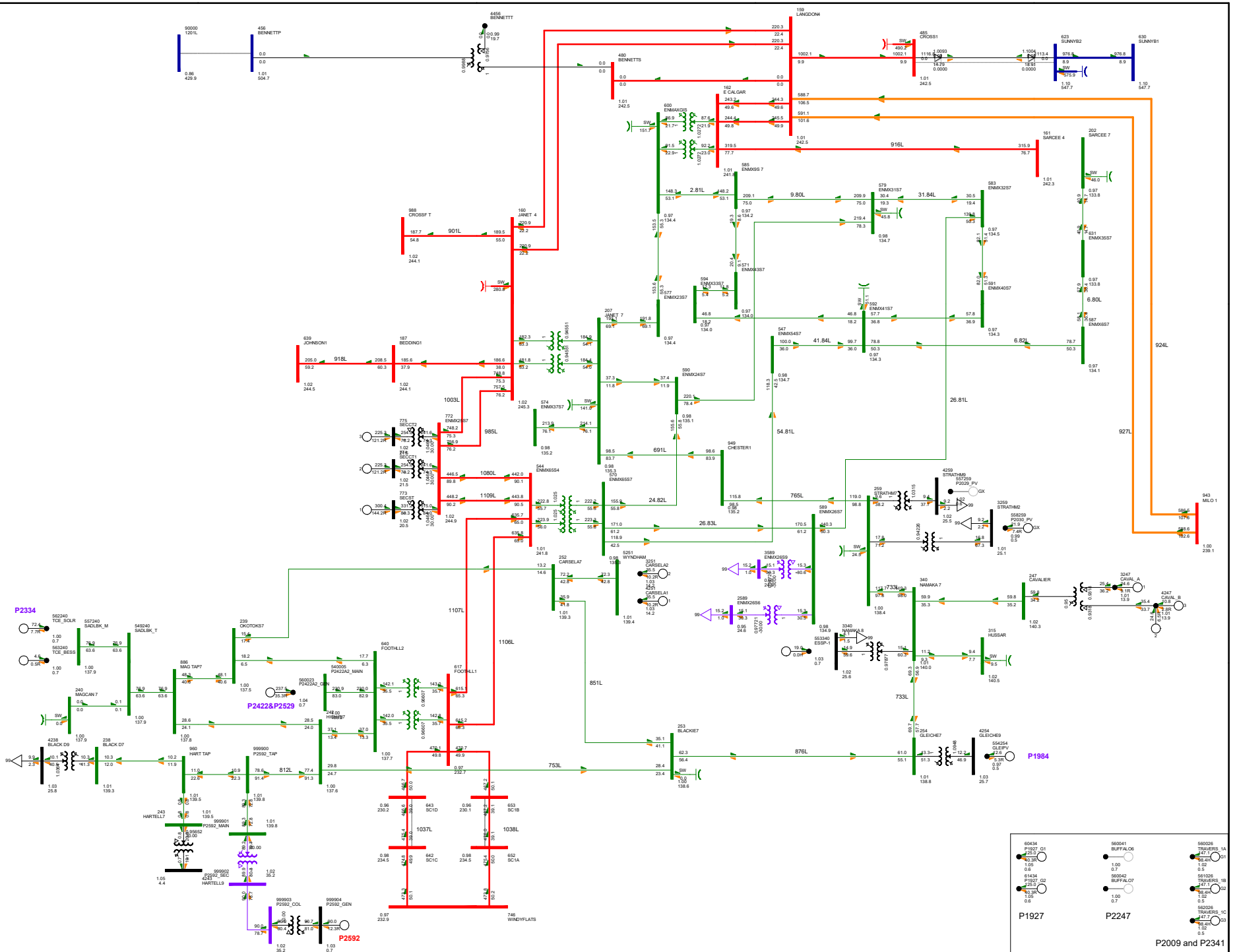
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-18: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 0:16

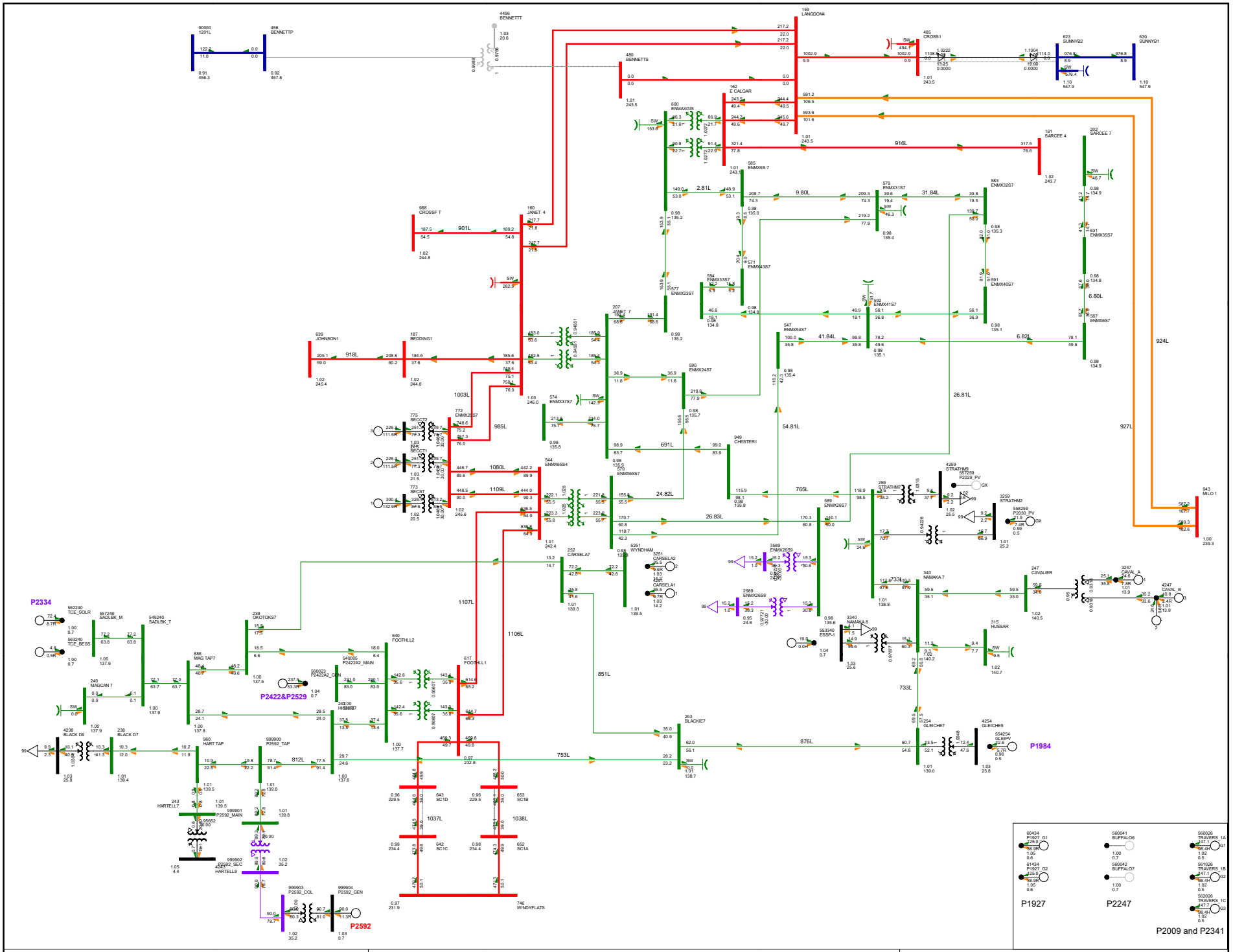
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-19: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 0:17

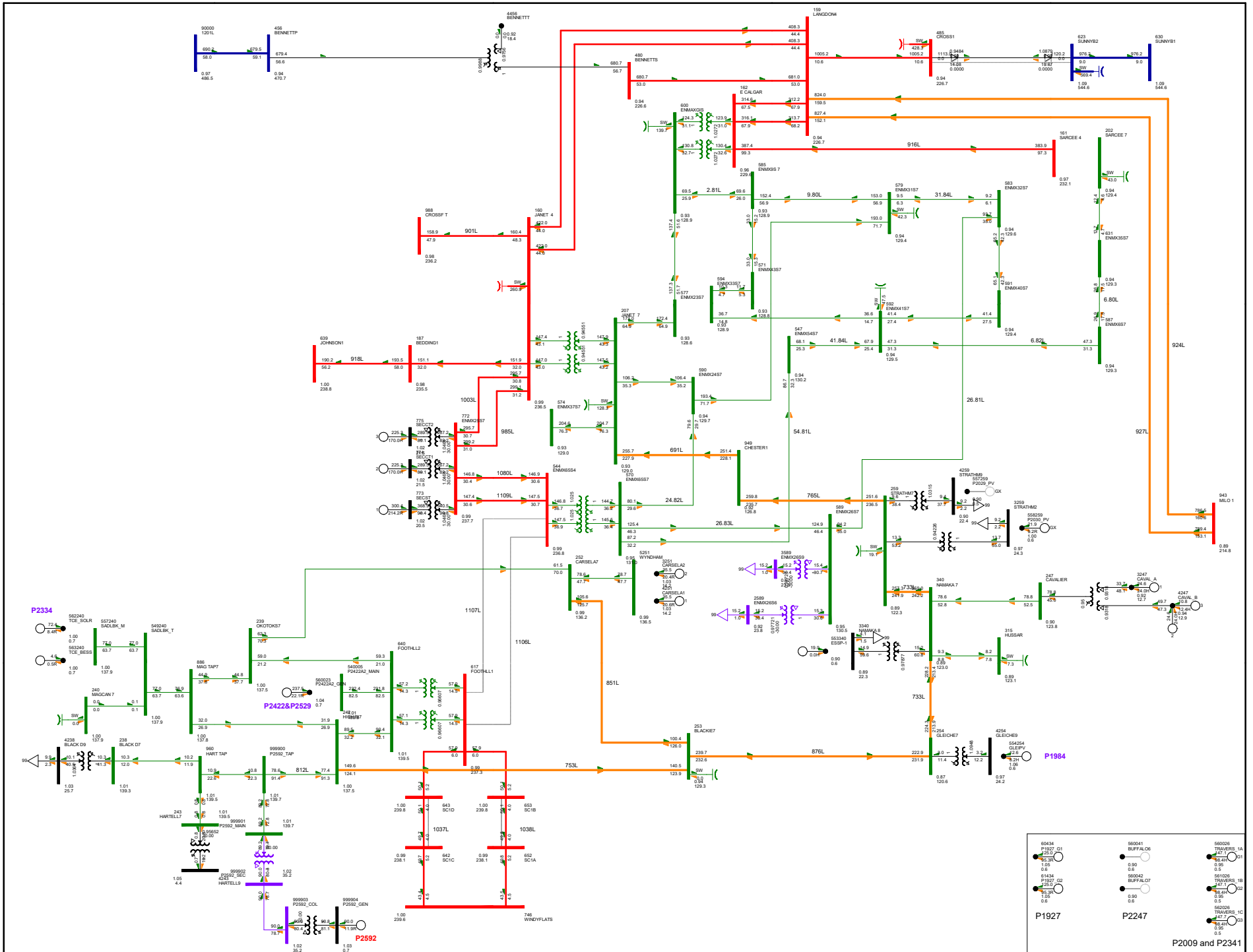
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-20: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 0:17

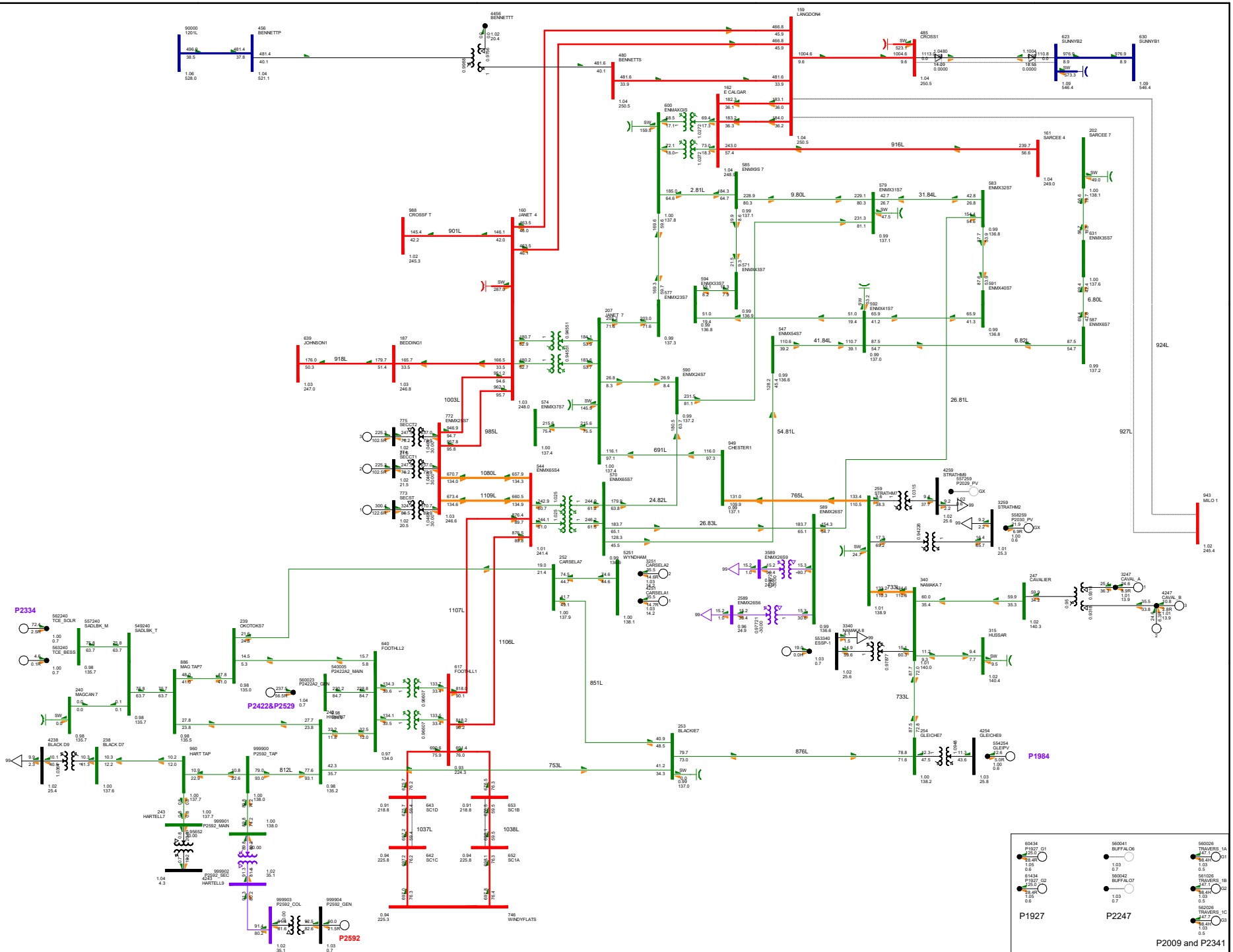
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base A
1.1460V 0.992UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-9-1: S9-P2592-SP-POST-SEN.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:18

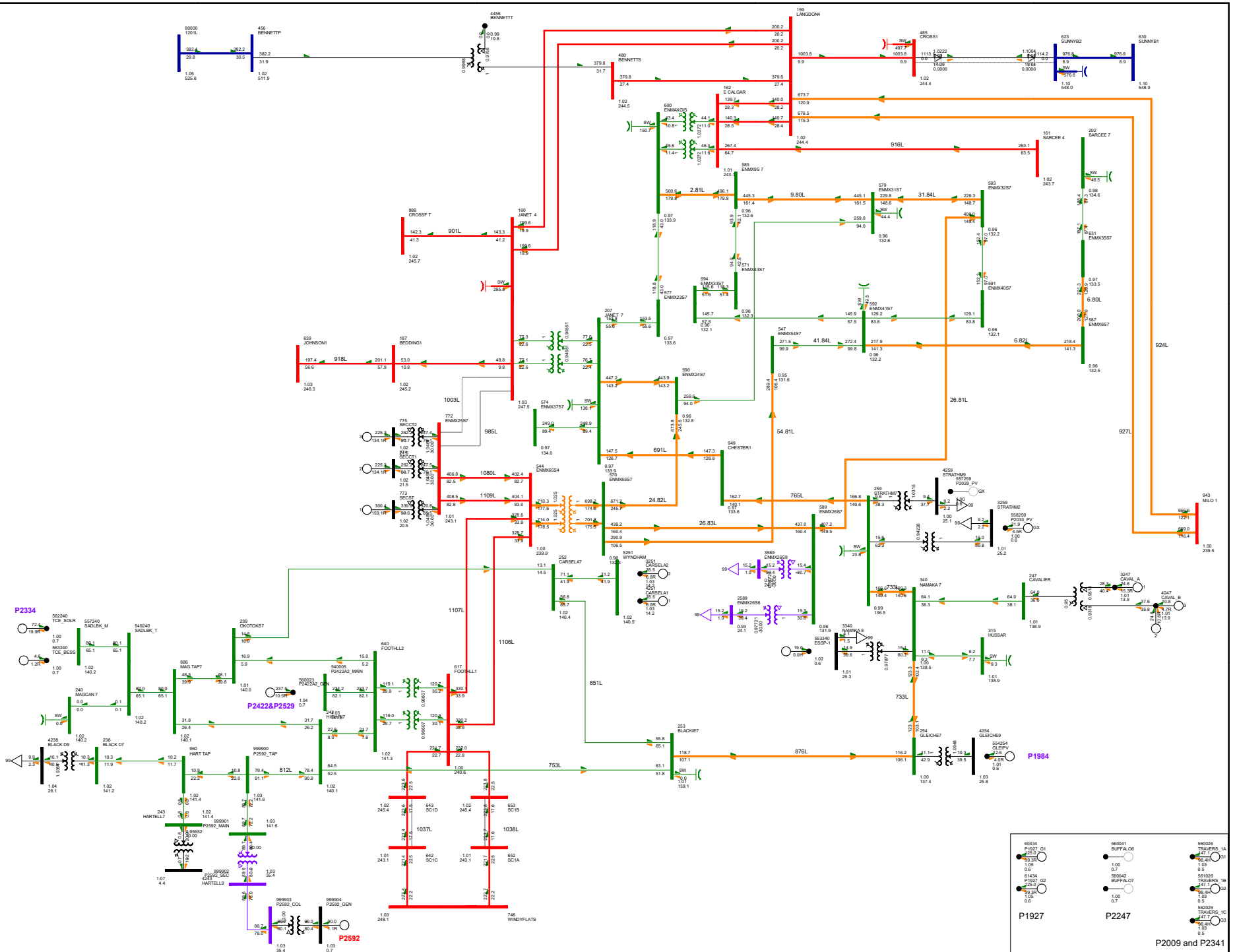
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-9-2: S9-P2592-SP-POST-SEN.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 0:19

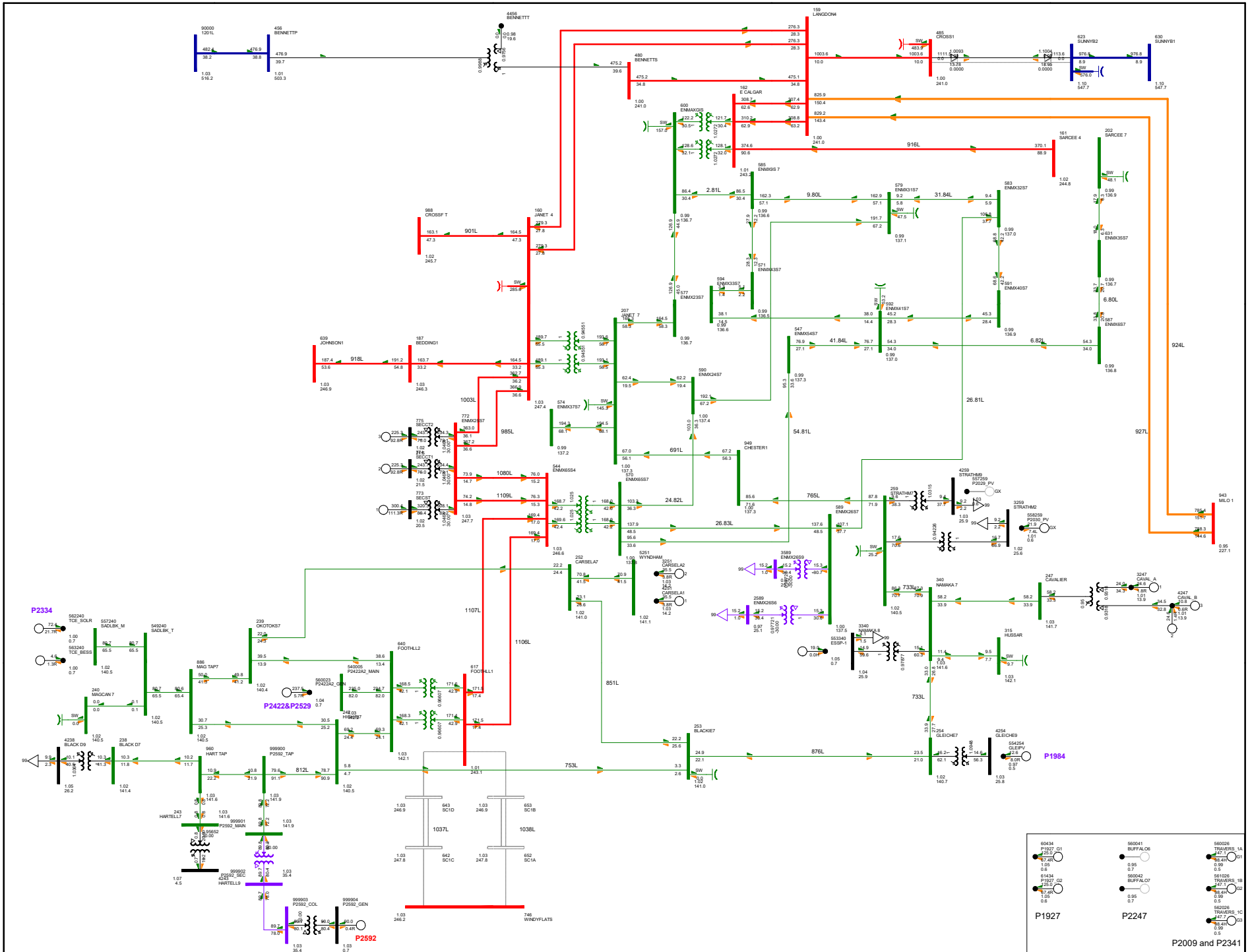
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-9-3: S9-P2592-SP-POST-SEN.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:20

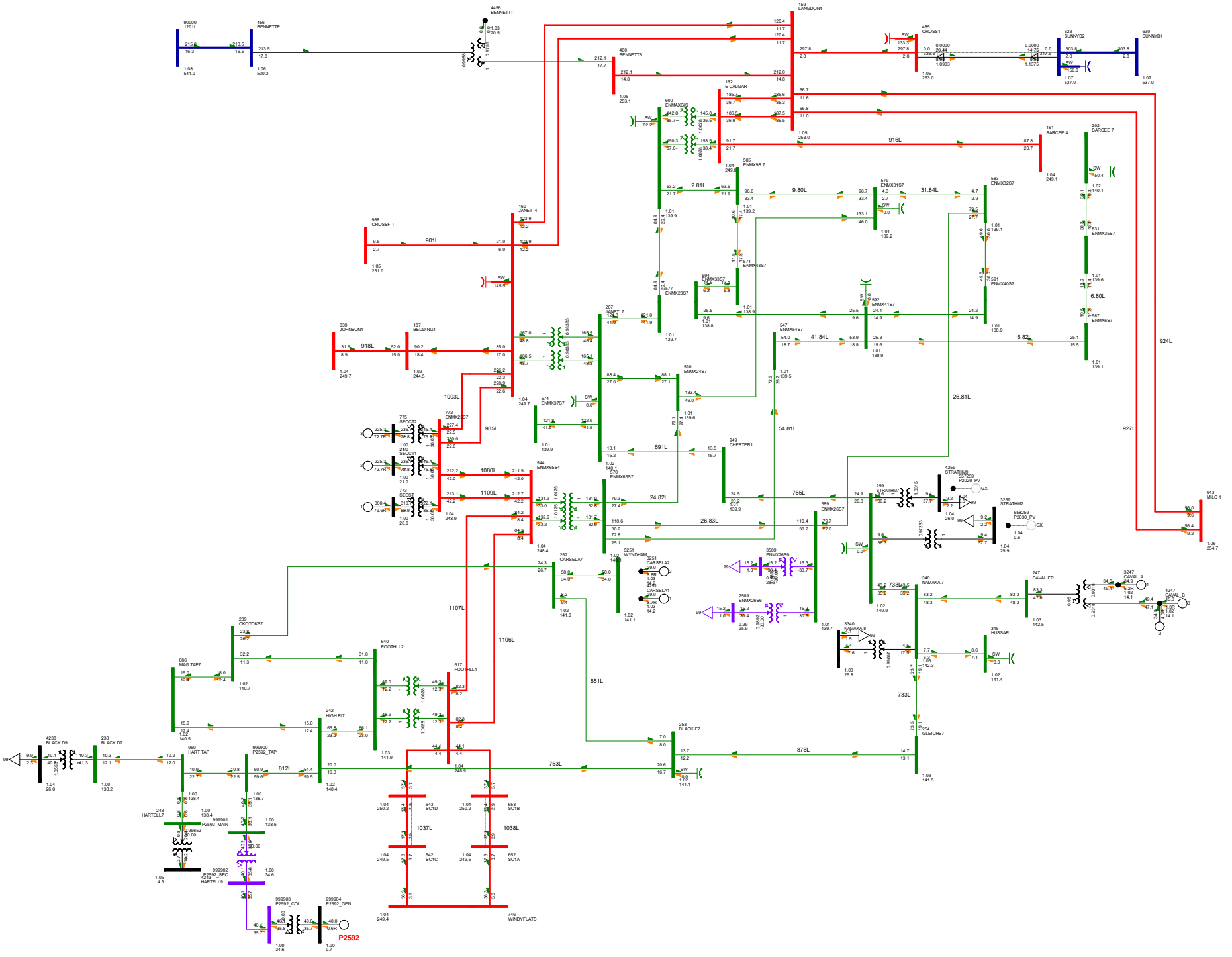
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-9-4: S9-P2592-SP-POST-SEN.SAV
CATEGORY C5 - 1037L&1038L (FOOTHILLS 237S TO 266S/138S)
THU, AUG 24 2023 0:21

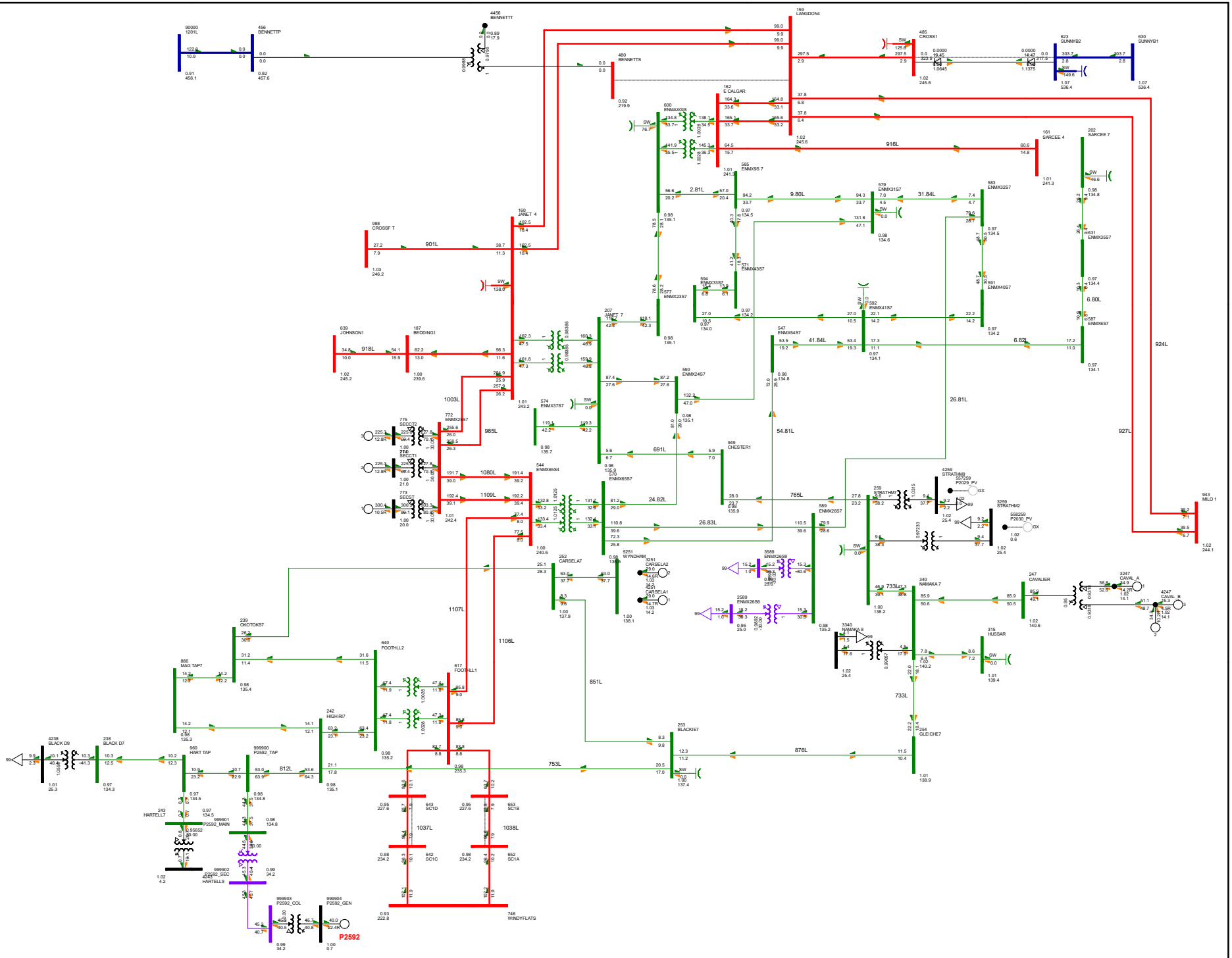
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-12-1: S12-P2592-SP-LG-POST.SAV
CATEGORY A - NO CONTINGENCY
THU, AUG 24 2023 16:01

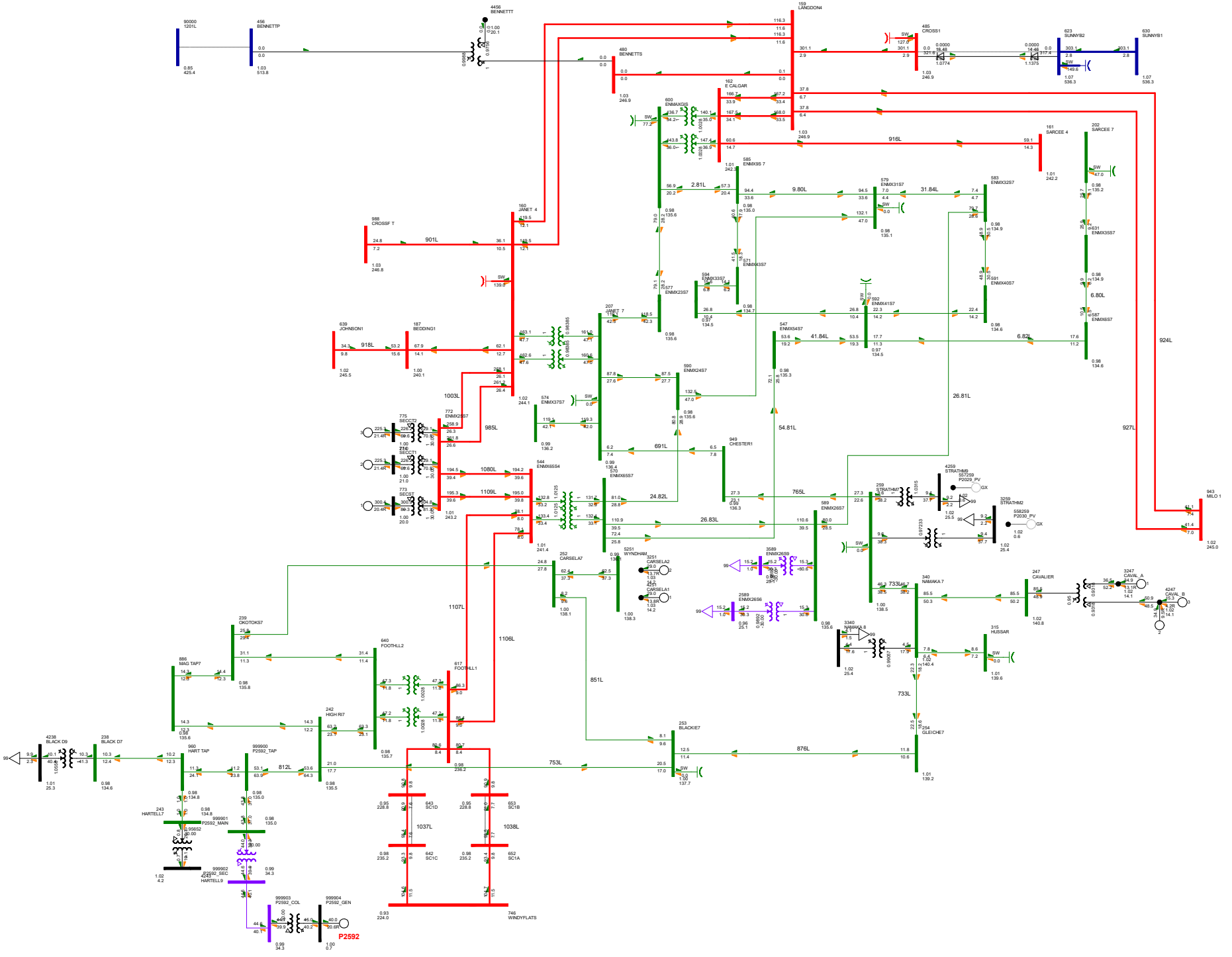
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-12-1: S12-P2592-SP-LG-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 16:01

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-12-2: S12-P2592-SP-LG-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 16:02
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P2592
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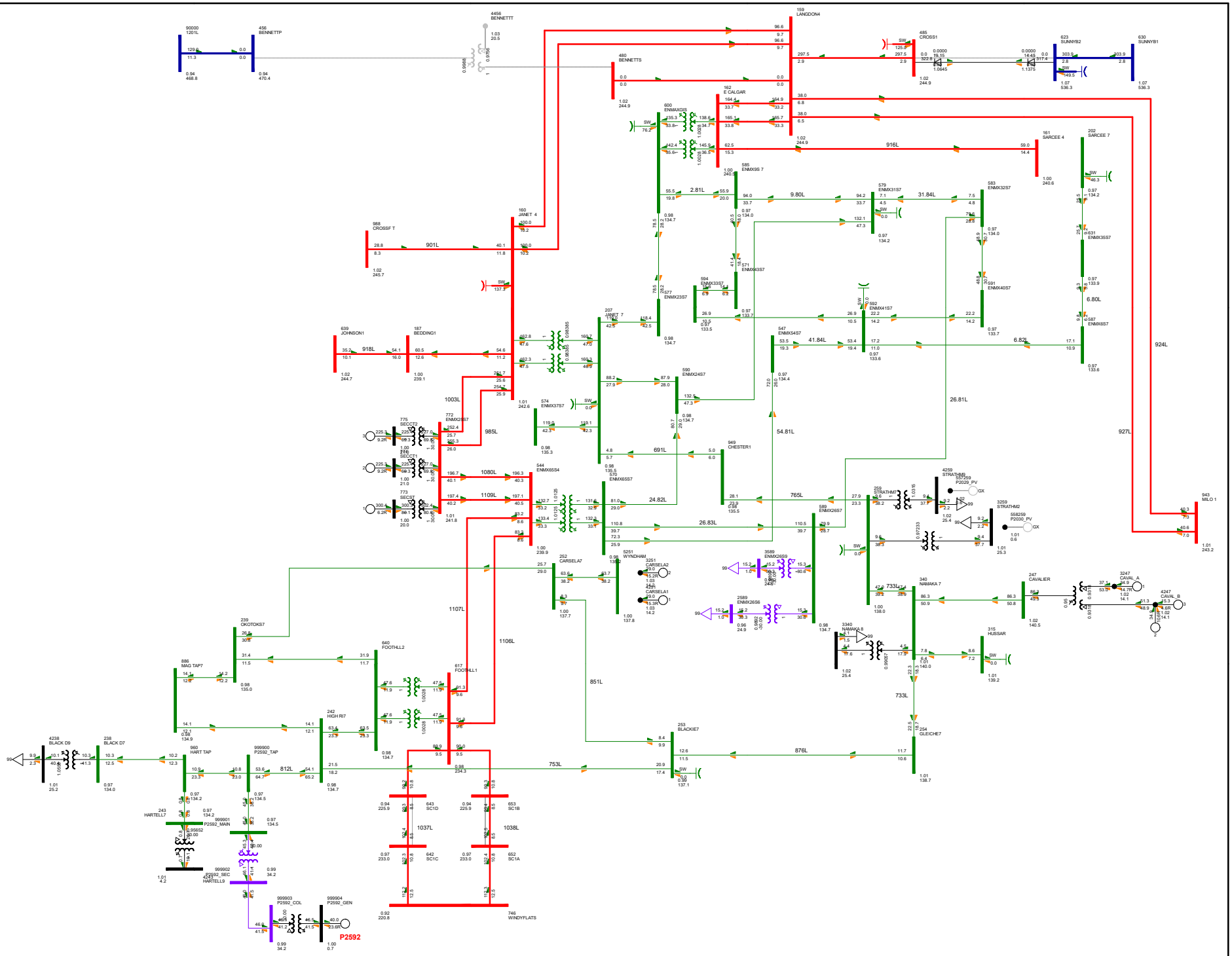
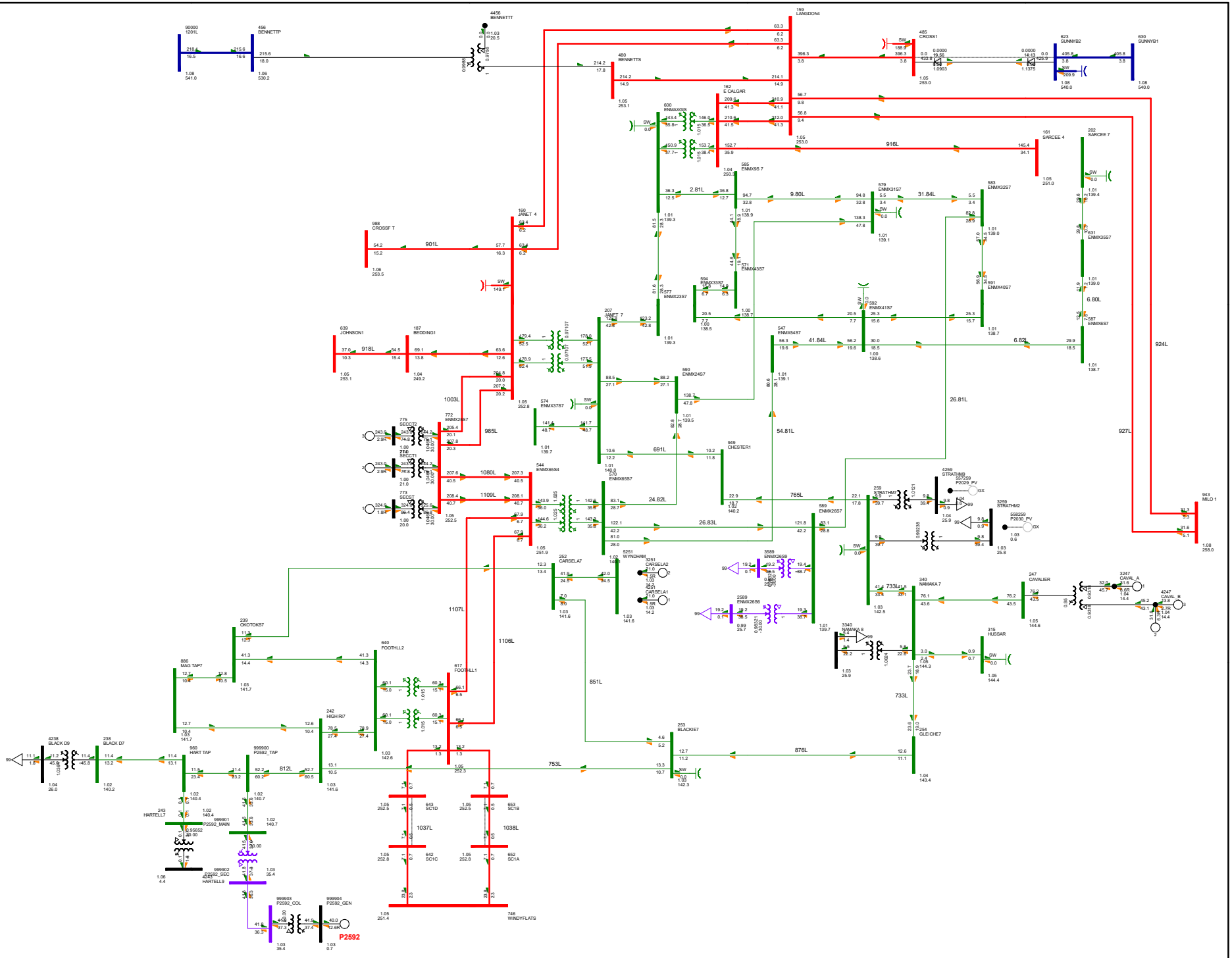


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-12-3: S12-P2592-SP-LG-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 16:03

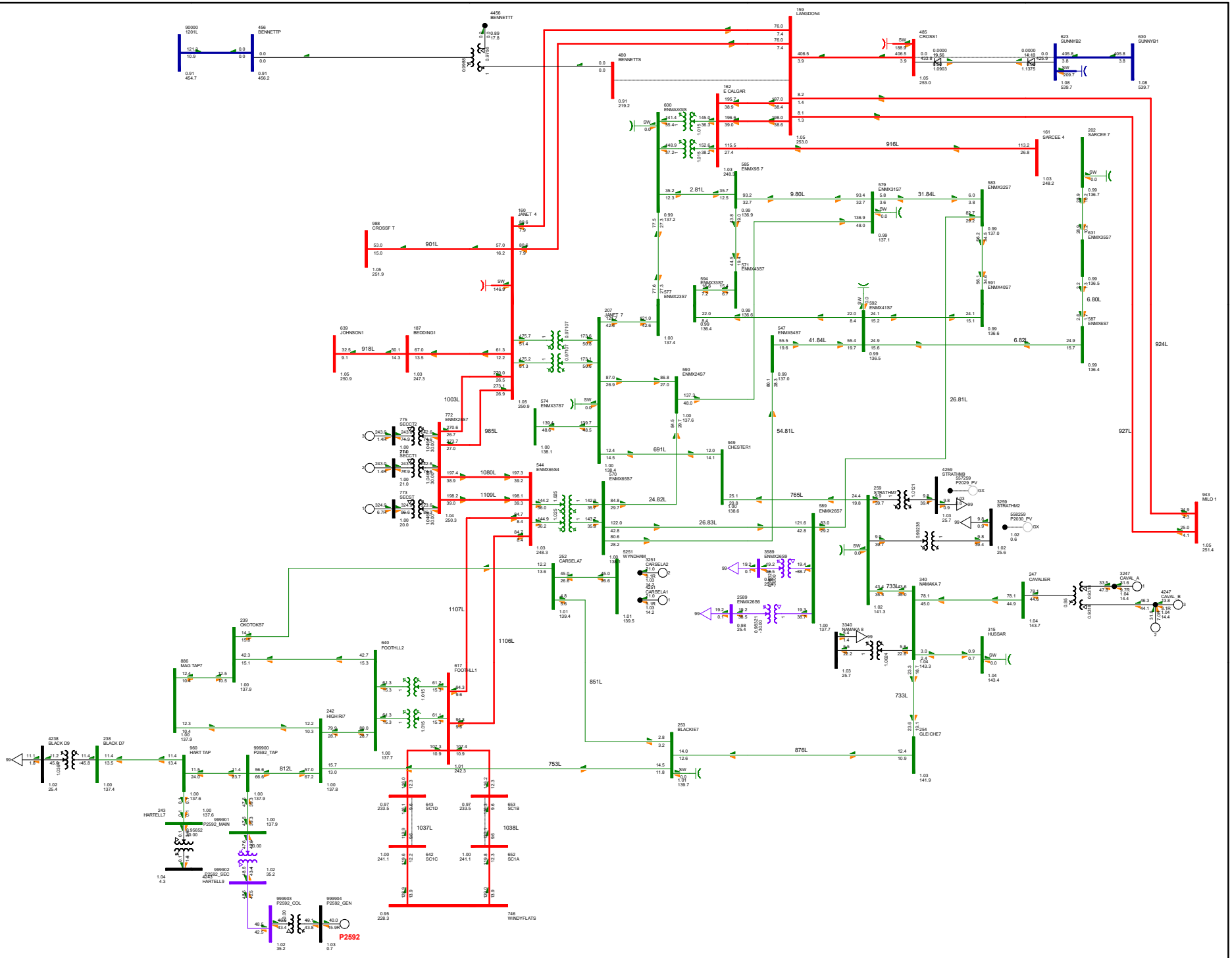
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.00 Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE A-13-1: S13-P2592-WP-LG-POST.SAV
CATEGORY A - NO CONTINGENCY
THU, AUG 24 2023 16:04

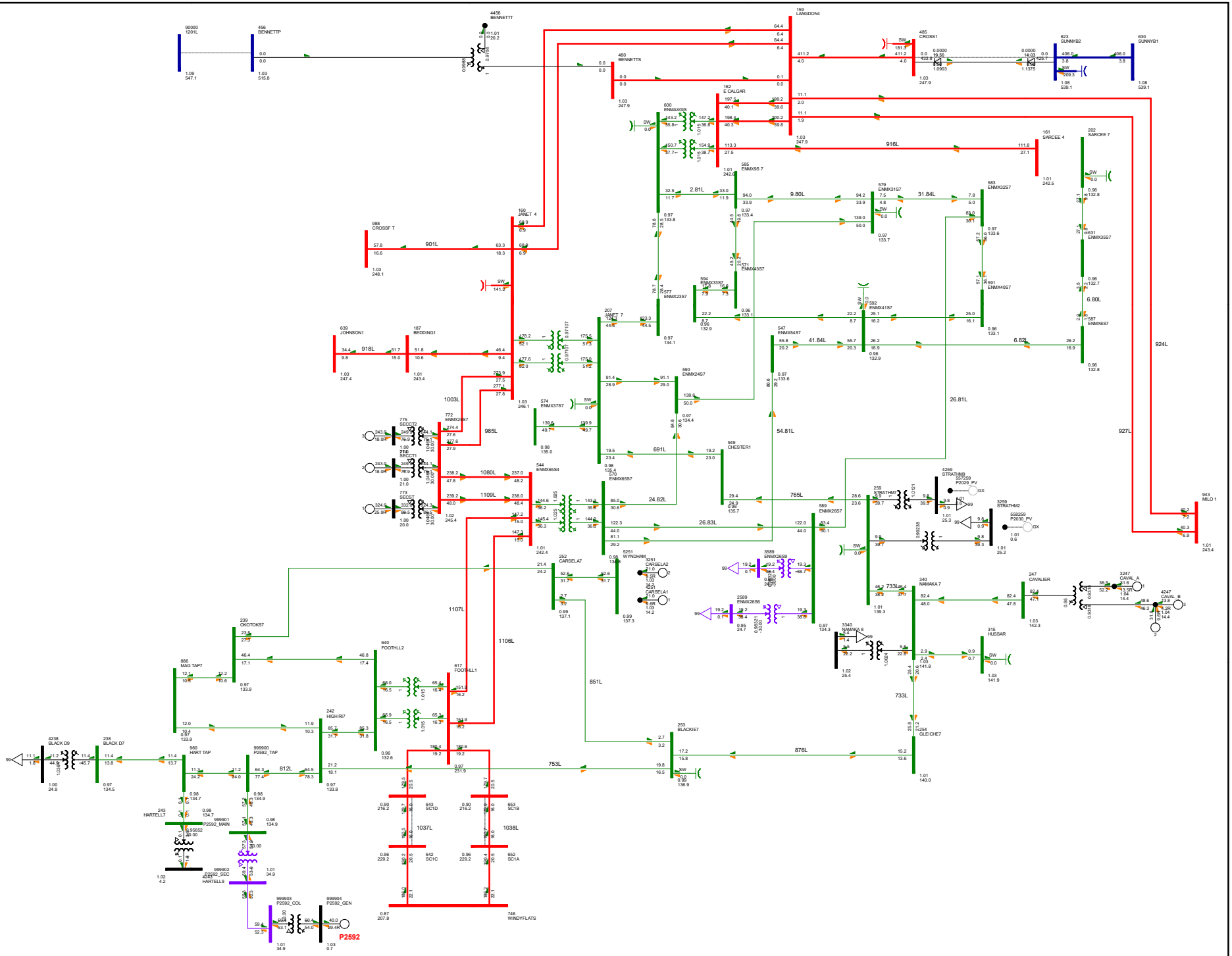
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-13-1: S13-P2592-WP-LG-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 16:04

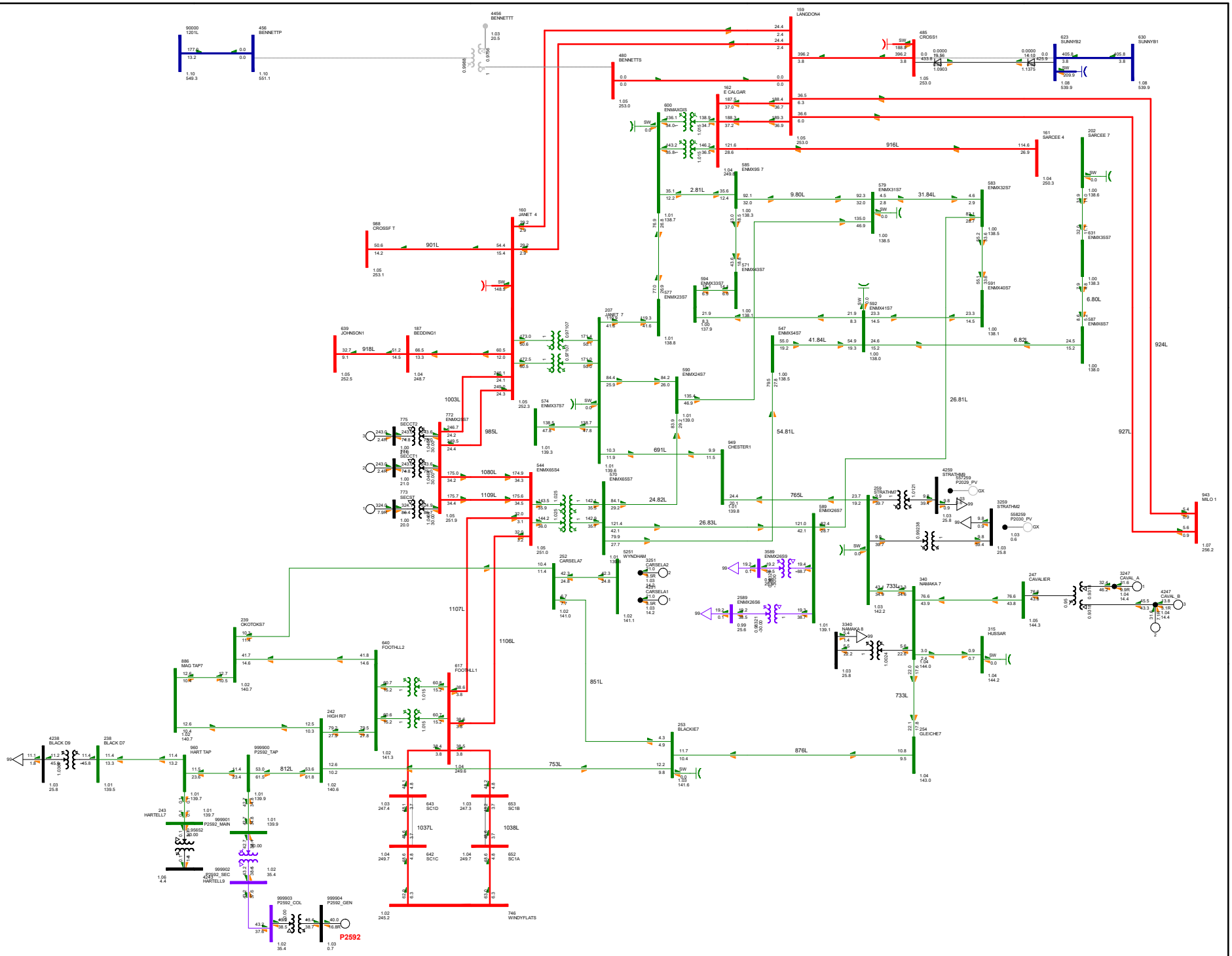
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-13-2: S13-P2592-WP-LG-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 16:05

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

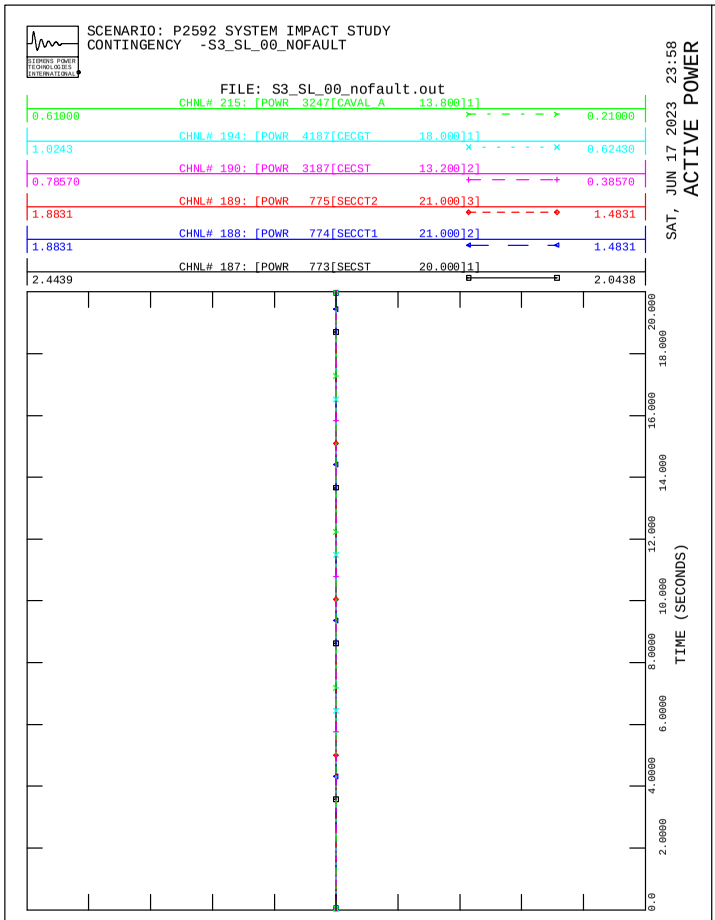


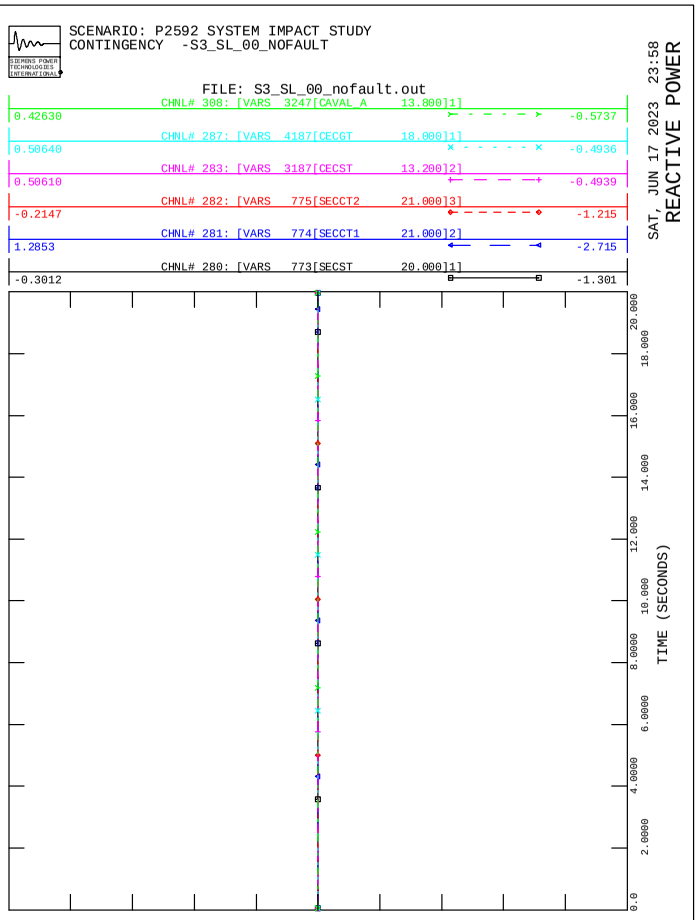
P2592 - Enerfin Big Rock Solar Battery

FIGURE B-13-3: S13-P2592-WP-LG-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 16:05

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.00% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000 <=138.000 <=240.000 <=500.000 >500.000

Attachment D: Alternative 1 Transient Stability Diagrams (Scenarios 3 to 4 and 8 to 9)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT
FILE: S3_SL_00_nofault.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.61000
0.21000
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.0243
0.62430
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.78570
0.38570
CHNL# 189: [POWR 775[SECCT2 21.000]3]
1.8831
1.4831
CHNL# 188: [POWR 774[SECCT1 21.000]2]
1.8831
1.4831
CHNL# 187: [POWR 773[SECST 20.000]1]
2.4439
2.0438
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT
FILE: S3_SL_00_nofault.out
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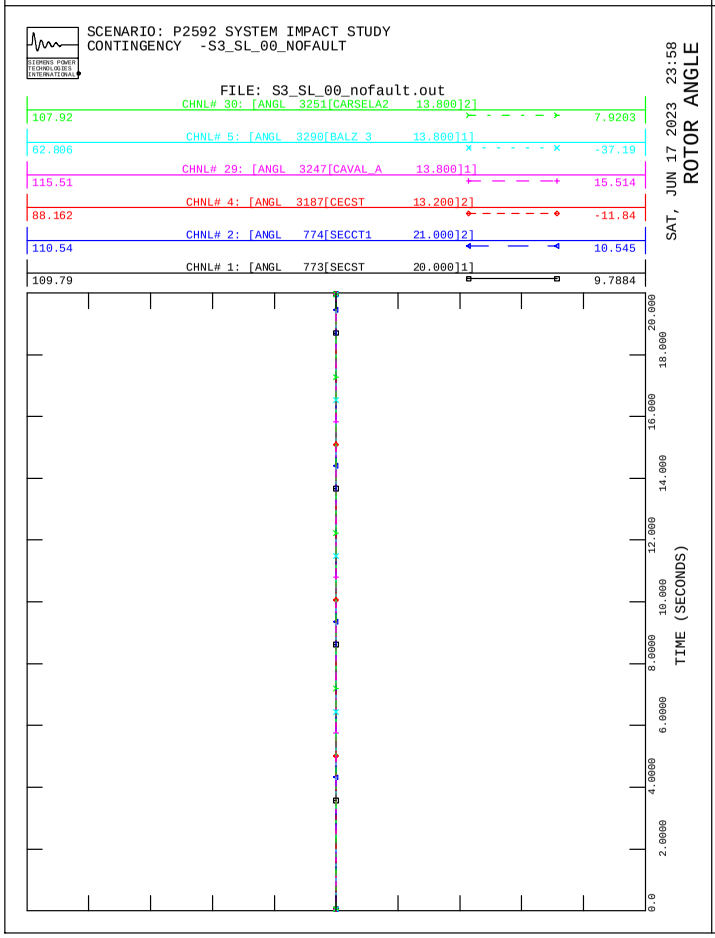
0.42630
-0.5737
CHNL# 287: [VARS 4187[CECGT 18.000]1]
0.50640
-0.4936
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.50610
-0.4939
CHNL# 282: [VARS 775[SECCT2 21.000]3]
-0.2147
-1.215
CHNL# 281: [VARS 774[SECCT1 21.000]2]
1.2853
-2.715
CHNL# 280: [VARS 773[SECST 20.000]1]
-0.3012
-1.301
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT
FILE: S3_SL_00_nofault.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
107.92
7.9203
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
62.806
-37.19
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
115.51
15.514
CHNL# 4: [ANGL 3187[CECST 13.200]2]
88.162
-11.84
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
110.54
10.545
CHNL# 1: [ANGL 773[SECST 20.000]1]
109.79
9.7884
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
14.000
16.000
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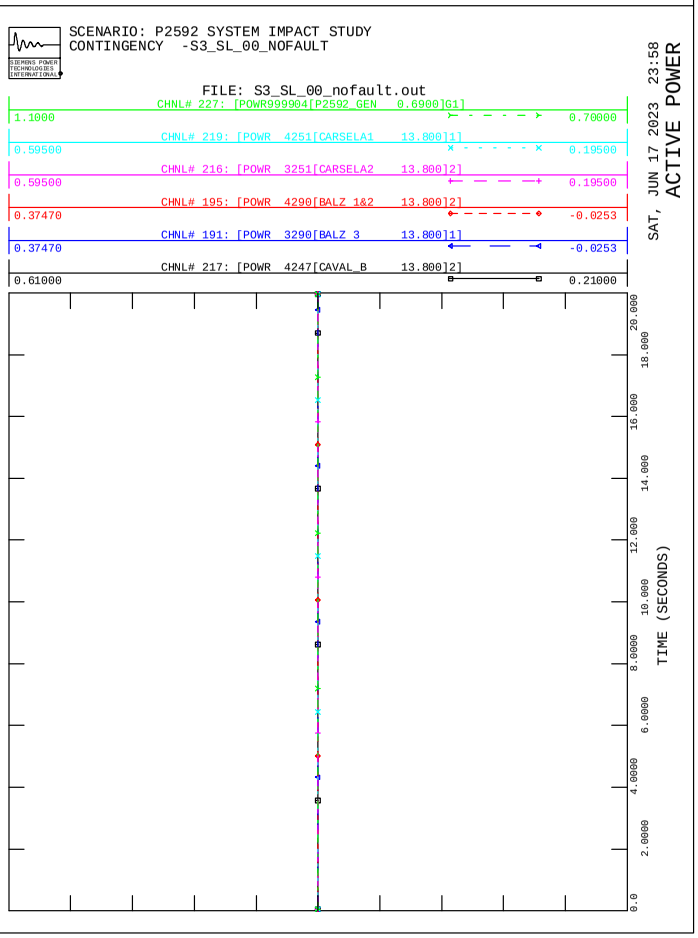
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT
FILE: S3_SL_00_nofault.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
0.70000
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.59500
0.19500
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.59500
0.19500
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.37470
-0.0253
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.37470
-0.0253
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.61000
0.21000
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 1.1000 0.90000
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 1.1000 0.90000
CHNL# 469: [ETRM 3187[CECST 13.200]2] 1.1000 0.90000
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 1.1000 0.90000
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 1.1000 0.90000
CHNL# 466: [ETRM 773[SECST 20.000]1] 1.1000 0.90000

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

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]] 1.1245 0.92450
CHNL# 574: [VOLT 243 [HARTELL7 138.00]] 1.1292 0.92920
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]] 1.1162 0.91620
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]] 1.1168 0.91680
CHNL# 571: [VOLT 238 [BLACK D7 138.00]] 1.1282 0.92820
CHNL# 570: [VOLT 159 [LANGDON4 240.00]] 1.1540 0.95400

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

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] 0.55650 -0.4435
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] 0.52590 -0.4741
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] 0.52620 -0.4738
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] 0.70870 -0.2913
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] 0.80560 -0.1944
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2] 0.45460 -0.5454

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

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1] 1.1400 0.94000
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1] 1.1300 0.93000
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2] 1.1300 0.93000
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2] 1.1400 0.94000
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1] 1.1400 0.94000
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2] 1.1000 0.90000

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

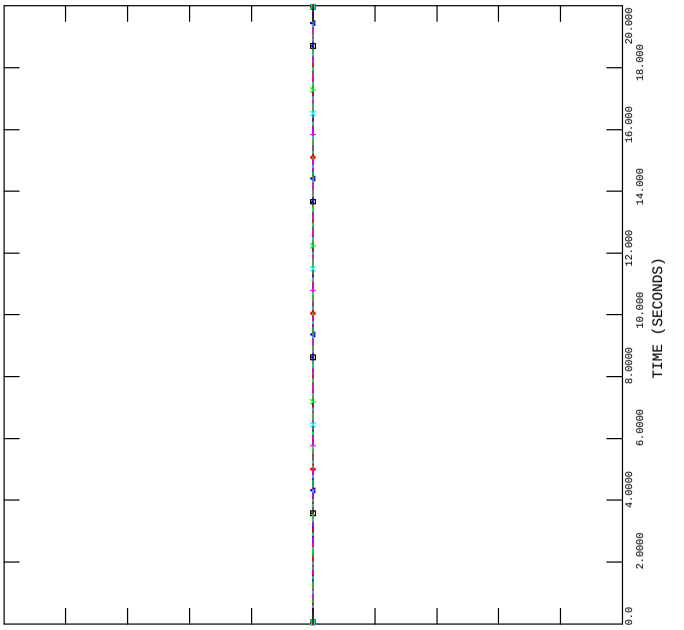
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 591: [1107L_P] 320.76 240.76
CHNL# 589: [1106L_P] 320.80 240.80
CHNL# 587: [646L_P] 9.1820 -70.82
CHNL# 585: [434L_P] 98.179 18.178
CHNL# 583: [753L_P] 22.472 -57.53
CHNL# 581: [1080L_P] 212.21 132.21

TIME (SECONDS)



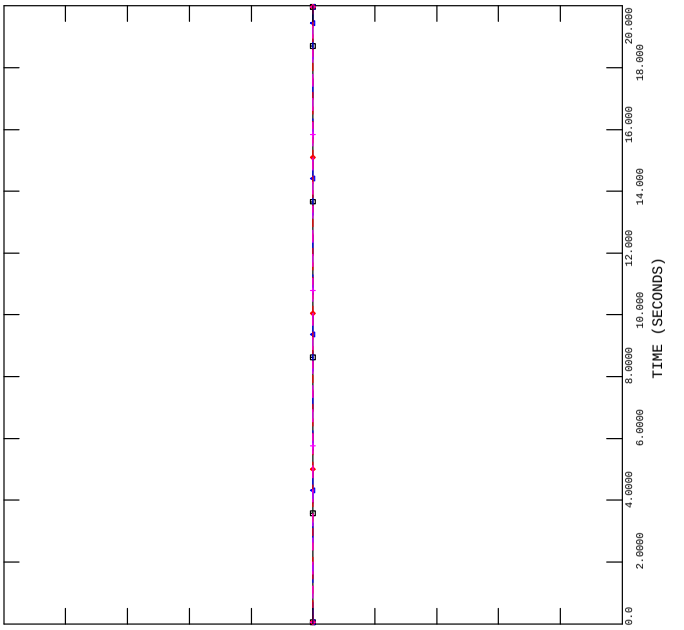
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 599: [812L_P] -40.34 -120.3
CHNL# 597: [1037L_P] 279.62 199.62
CHNL# 595: [1003L_P] -409.1 -489.1
CHNL# 593: [727L_P] 47.531 -32.47

TIME (SECONDS)



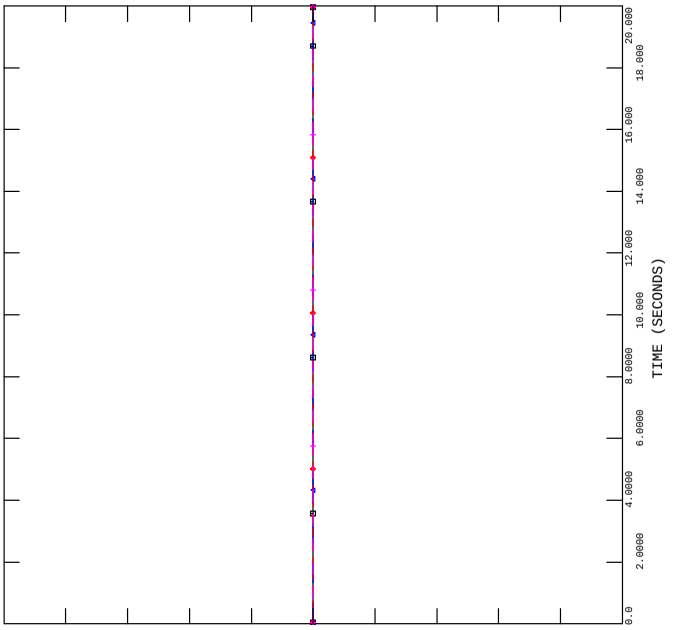
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]] 1.1304 0.93030
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]] 1.1166 0.91660
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]] 1.1463 0.94630
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]] 1.1246 0.92460

TIME (SECONDS)



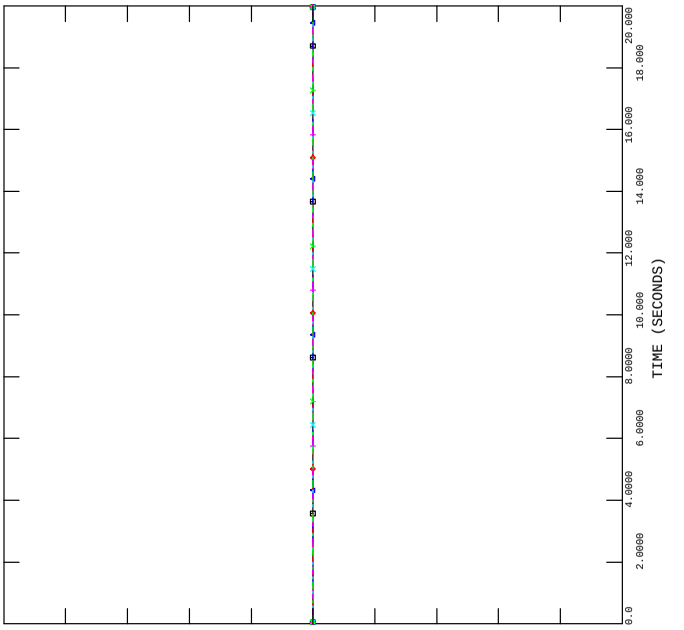
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 592: [1107L_Q] -4.727 -84.73
CHNL# 590: [1106L_Q] -4.806 -84.81
CHNL# 588: [646L_Q] 43.289 -36.71
CHNL# 586: [434L_Q] 31.444 -48.56
CHNL# 584: [753L_Q] 38.277 -41.72
CHNL# 582: [1080L_Q] -4.394 -84.40

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 212.88 132.88
CHNL# 603: [985L P] -414.3 -494.3
CHNL# 601: [1038L P] 279.88 199.88

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER

FILE: S3_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 123.41 -6.102
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 64.159 -39.91
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 117.13 4.9672
CHNL# 4: [ANGL 3187[CECST 13.200]2] 90.356 -16.35
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 111.80 0.60410
CHNL# 1: [ANGL 773[SECST 20.000]1] 111.17 0.75930

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 600: [812L Q] 46.741 -33.26
CHNL# 598: [1037L Q] -4.113 -84.12
CHNL# 596: [1003L Q] 223.58 143.57
CHNL# 594: [727L Q] 34.325 -45.68

TIME (SECONDS)

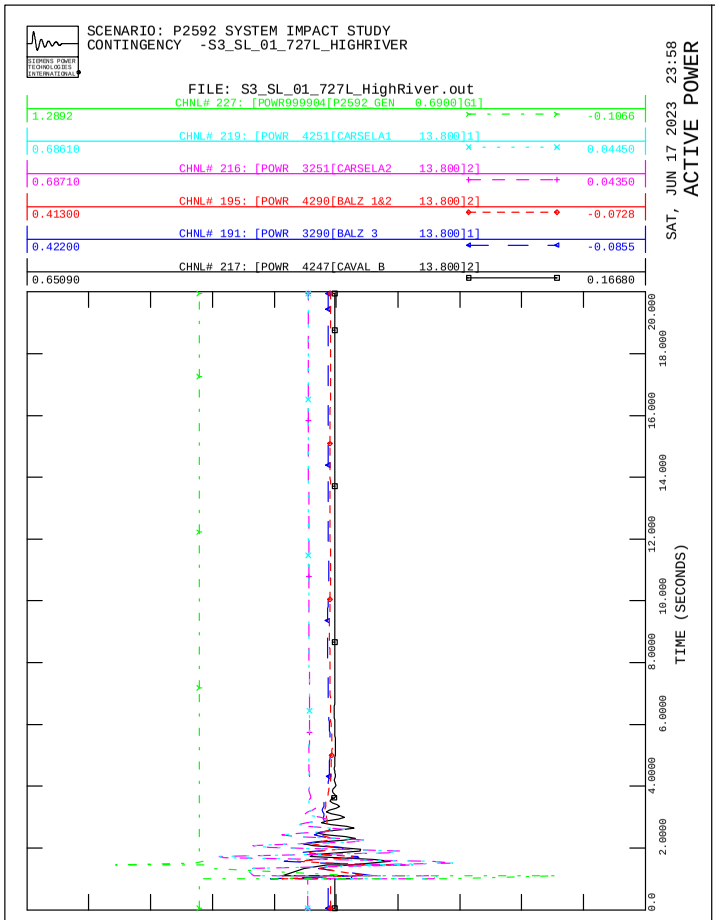
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_00_NOFAULT

FILE: S3_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] -4.694 -84.70
CHNL# 604: [985L Q] 226.04 146.04
CHNL# 602: [1038L Q] -4.304 -84.31

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
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CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.68610
0.04450
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.68710
0.04350
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41300
-0.0728
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42200
-0.0855
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.65090
0.16680
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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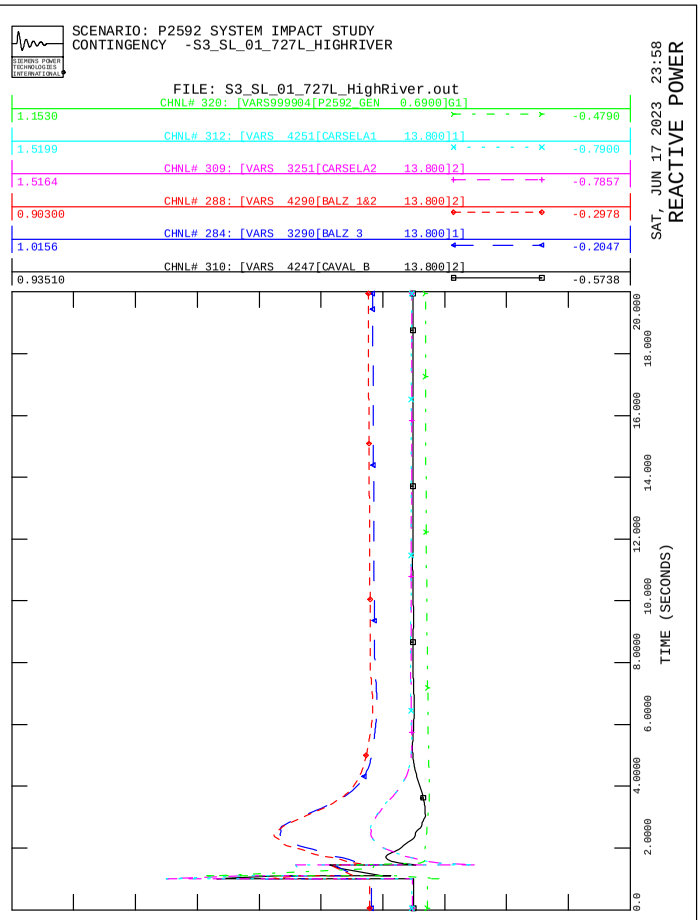
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1530
-0.4790
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5199
-0.7900
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5164
-0.7857
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
0.90300
-0.2978
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.0156
-0.2047
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.93510
-0.5738
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
14.000
16.000
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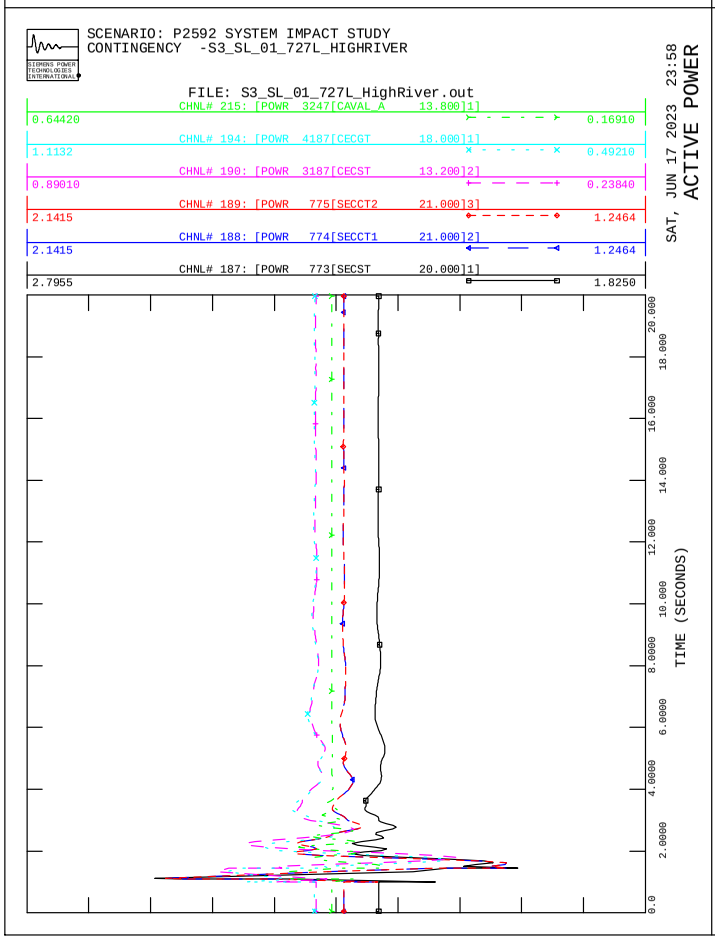
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.64420
0.16910
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.1132
0.49210
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.89010
0.23840
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.1415
1.2464
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.1415
1.2464
CHNL# 187: [POWR 773[SECST 20.000]1]
2.7955
1.8250
SAT, JUN 17 2023 23:58
ACTIVE POWER
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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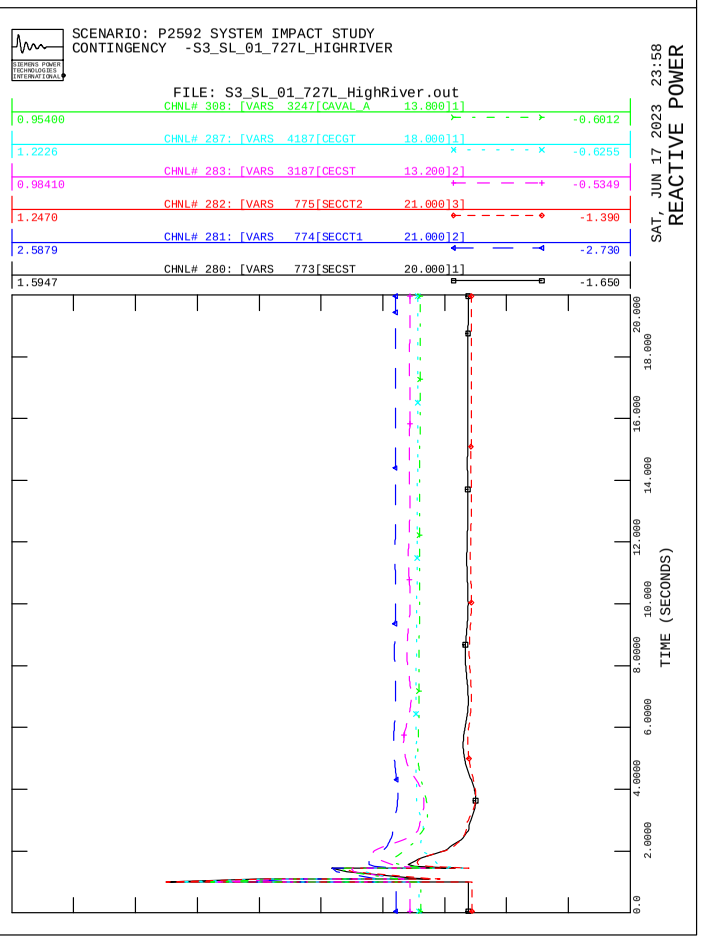
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.95400
-0.6012
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.2226
-0.6255
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.98410
-0.5349
CHNL# 282: [VARS 775[SECCT2 21.000]3]
1.2470
-1.390
CHNL# 281: [VARS 774[SECCT1 21.000]2]
2.5879
-2.730
CHNL# 280: [VARS 773[SECST 20.000]1]
1.5947
-1.650
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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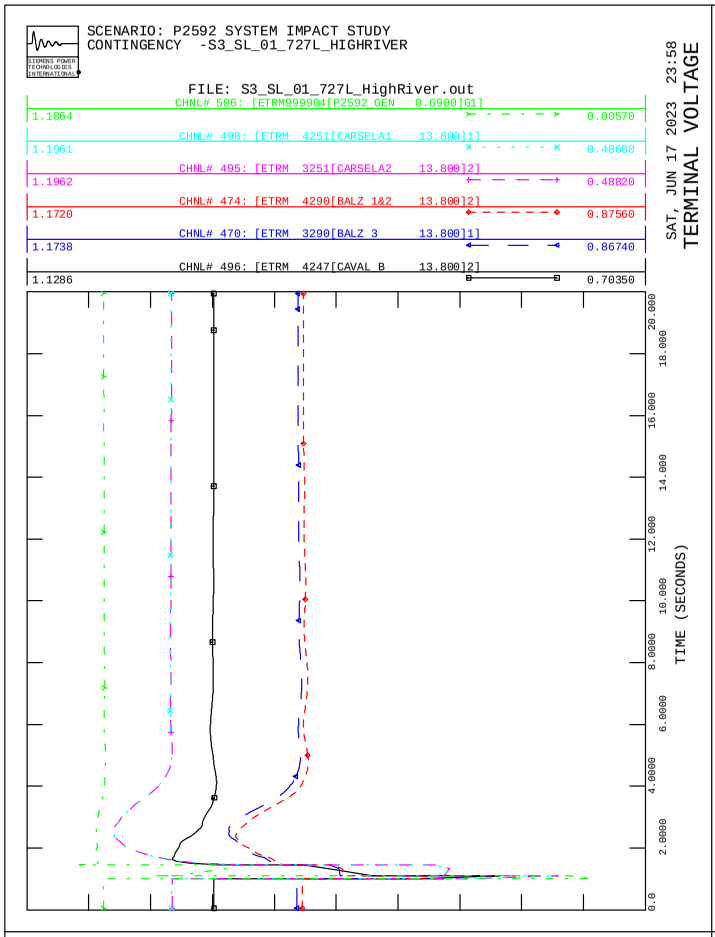
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1864 0.00570
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1961 0.48680
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1962 0.48820
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1720 0.87560
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1738 0.86740
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1286 0.70350
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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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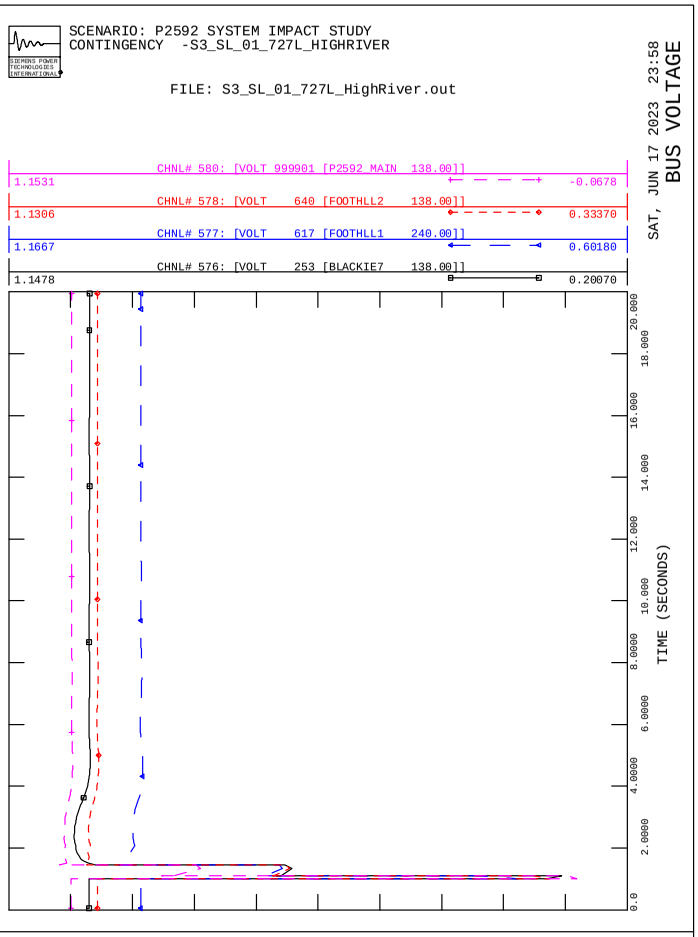
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1531 -0.0678
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1306 0.33370
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1667 0.60180
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1478 0.20070
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
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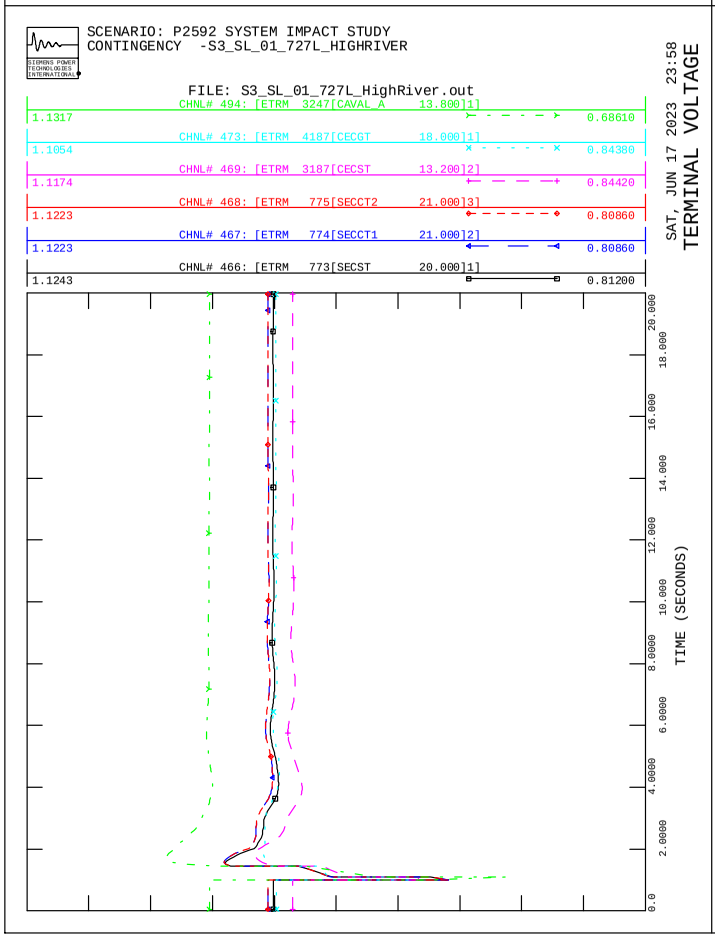
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1317 0.68610
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1054 0.84380
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1174 0.84420
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1223 0.80860
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1223 0.80860
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1243 0.81200
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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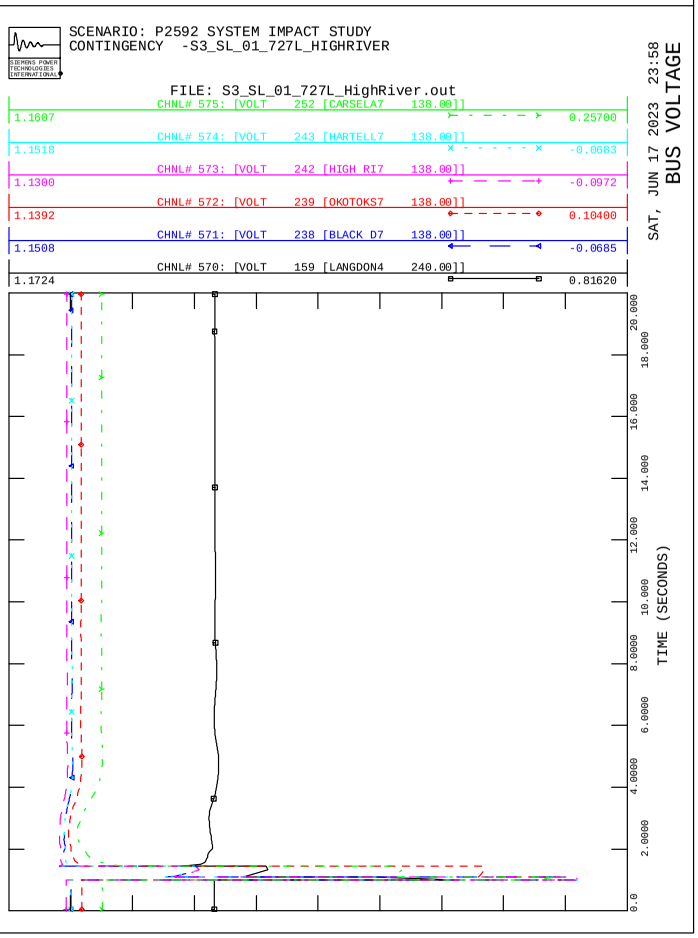
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1607 0.25700
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1518 -0.0683
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1300 -0.0972
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1392 0.10400
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1508 -0.0685
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1724 0.81620
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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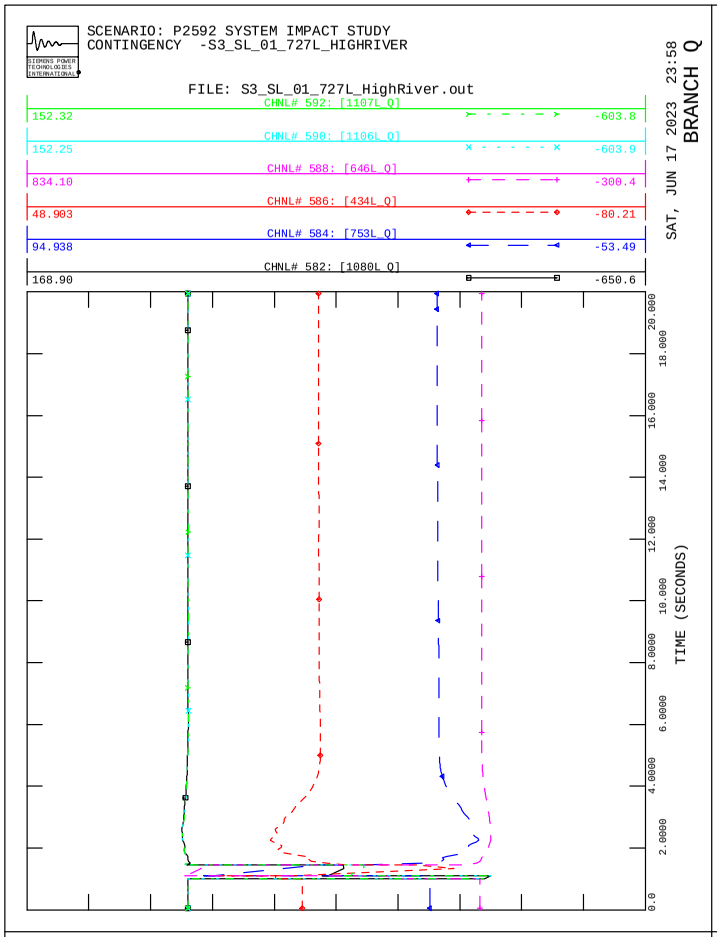
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 592: [1107L Q]
152.32
-603.8
CHNL# 590: [1106L Q]
152.25
-603.9
CHNL# 588: [646L Q]
834.10
-300.4
CHNL# 586: [434L Q]
48.903
-80.21
CHNL# 584: [753L Q]
94.938
-53.49
CHNL# 582: [1080L Q]
168.90
-650.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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6.0000
8.0000
10.000
12.000
14.000
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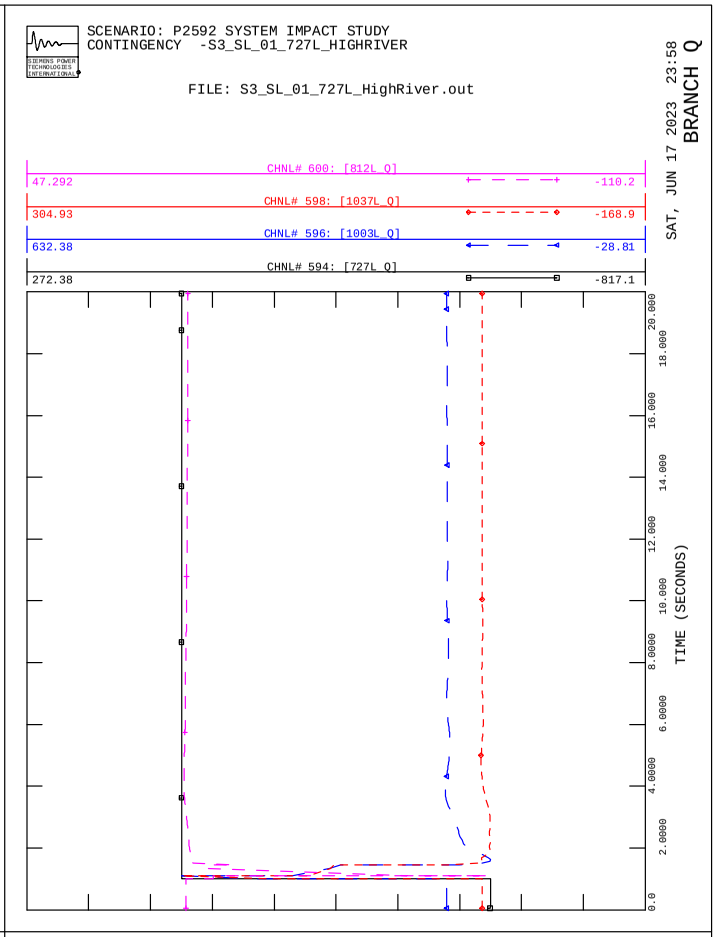
20.000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CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 600: [812L Q]
47.292
-110.2
CHNL# 598: [1037L Q]
304.93
-168.9
CHNL# 596: [1003L Q]
632.38
-28.81
CHNL# 594: [727L Q]
272.38
-817.1
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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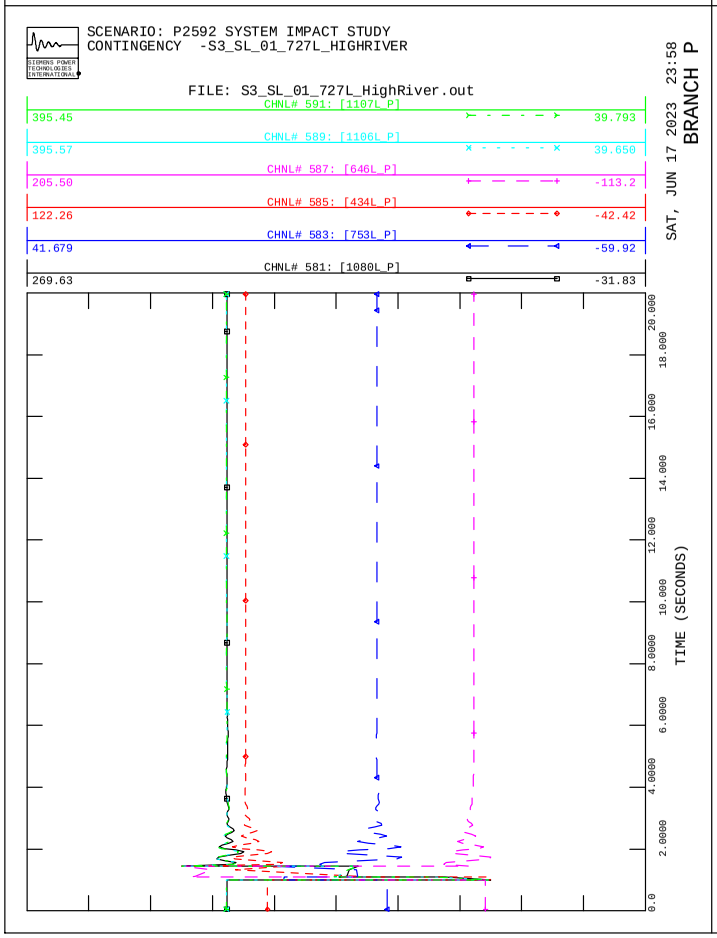
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
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395.45
39.793
CHNL# 589: [1106L P]
395.57
39.650
CHNL# 587: [646L P]
205.50
-113.2
CHNL# 585: [434L P]
122.26
-42.42
CHNL# 583: [753L P]
41.679
-59.92
CHNL# 581: [1080L P]
269.63
-31.83
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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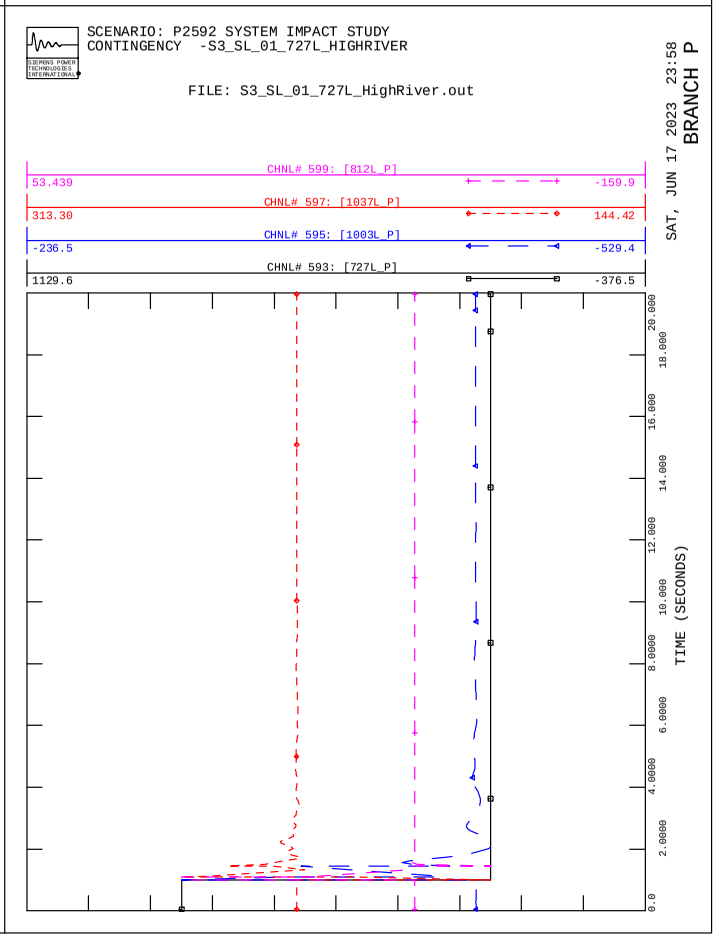
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER
FILE: S3_SL_01_727L_HighRiver.out
CHNL# 599: [812L P]
53.439
-159.9
CHNL# 597: [1037L P]
313.30
144.42
CHNL# 595: [1003L P]
-236.5
-529.4
CHNL# 593: [727L P]
1129.6
-376.5
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER

FILE: S3_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 169.43 -653.3
CHNL# 604: [985L Q] 639.96 -28.80
CHNL# 602: [1038L Q] 305.16 -169.3

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.70920 0.10410
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.1474 0.44510
CHNL# 190: [POWR 3187[CECST 13.200]2] 0.91270 0.23040
CHNL# 189: [POWR 775[SECCT2 21.000]3] 2.0991 1.1158
CHNL# 188: [POWR 774[SECCT1 21.000]2] 2.0991 1.1158
CHNL# 187: [POWR 773[SECST 20.000]1] 2.7317 1.7381

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_01_727L_HIGHRIVER

FILE: S3_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 270.82 -32.36
CHNL# 603: [985L P] -238.9 -535.5
CHNL# 601: [1038L P] 313.74 144.68

TIME (SECONDS)

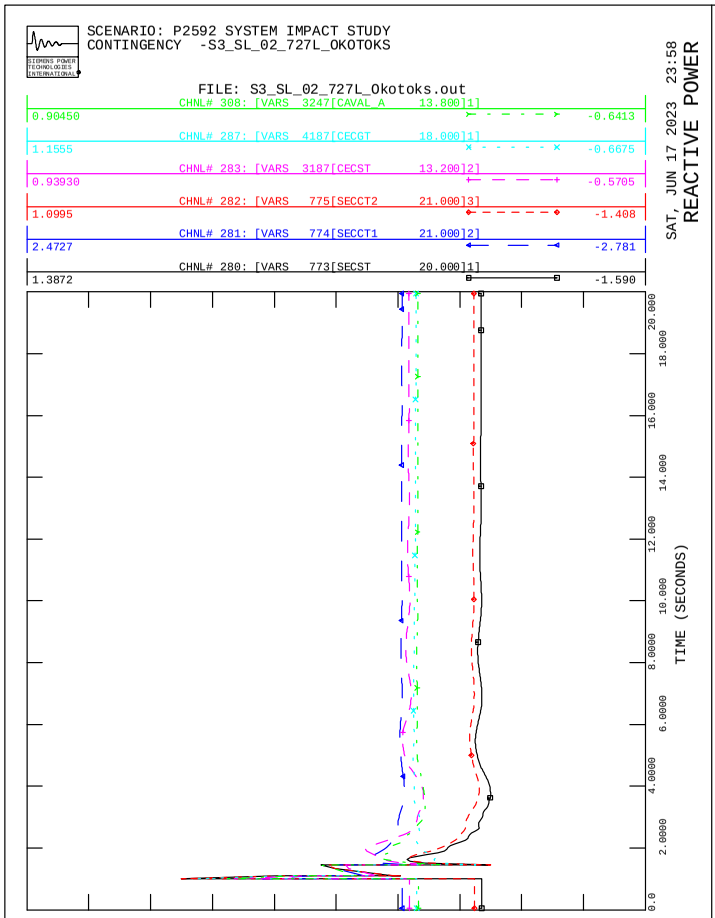
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 124.93 -14.54
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 64.513 -39.90
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 116.83 1.9673
CHNL# 4: [ANGL 3187[CECST 13.200]2] 90.633 -16.65
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 111.64 -0.2489
CHNL# 1: [ANGL 773[SECST 20.000]1] 110.98 0.07840

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS
FILE: S3_SL_02_727L_Okotoks.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.90450
-0.6413
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.1555
-0.6675
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.93930
-0.5705
CHNL# 282: [VARS 775[SECCT2 21.000]3]
1.0995
-1.408
CHNL# 281: [VARS 774[SECCT1 21.000]2]
2.4727
-2.781
CHNL# 280: [VARS 773[SECST 20.000]1]
1.3872
-1.590
SAT, JUN 17 2023 23:58
REACTIVE POWER
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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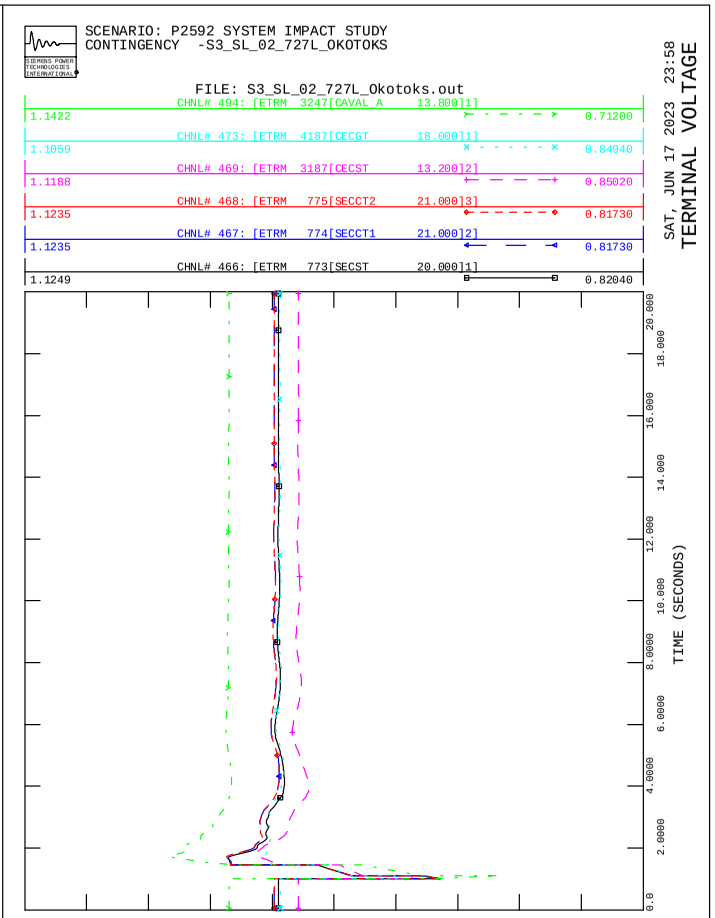
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS
FILE: S3_SL_02_727L_Okotoks.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1422
0.71200
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1059
0.84940
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1188
0.85020
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1235
0.81730
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1235
0.81730
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1249
0.82040
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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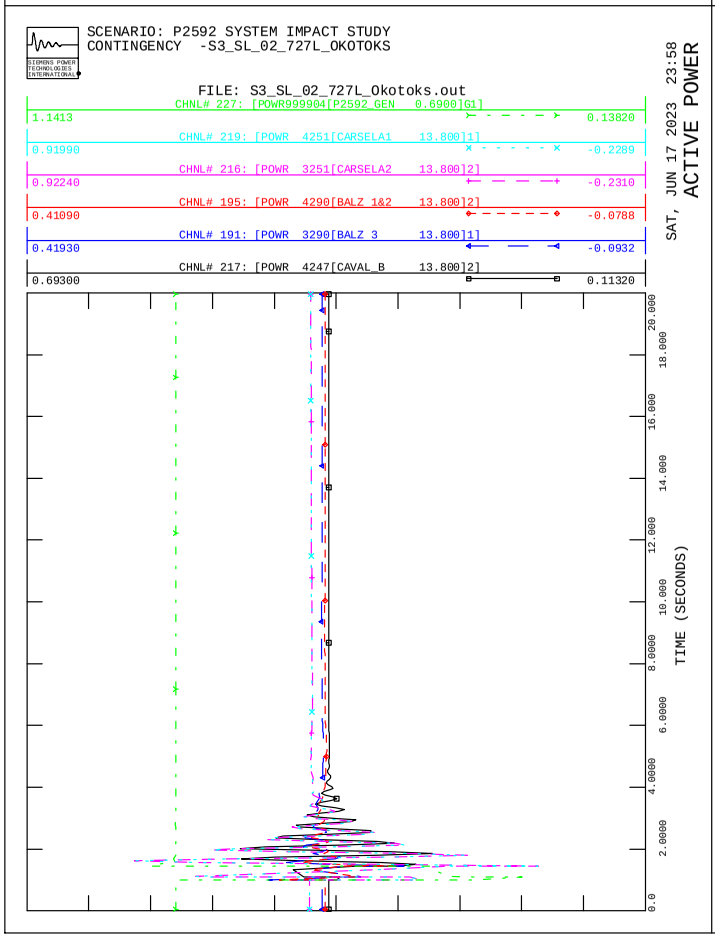
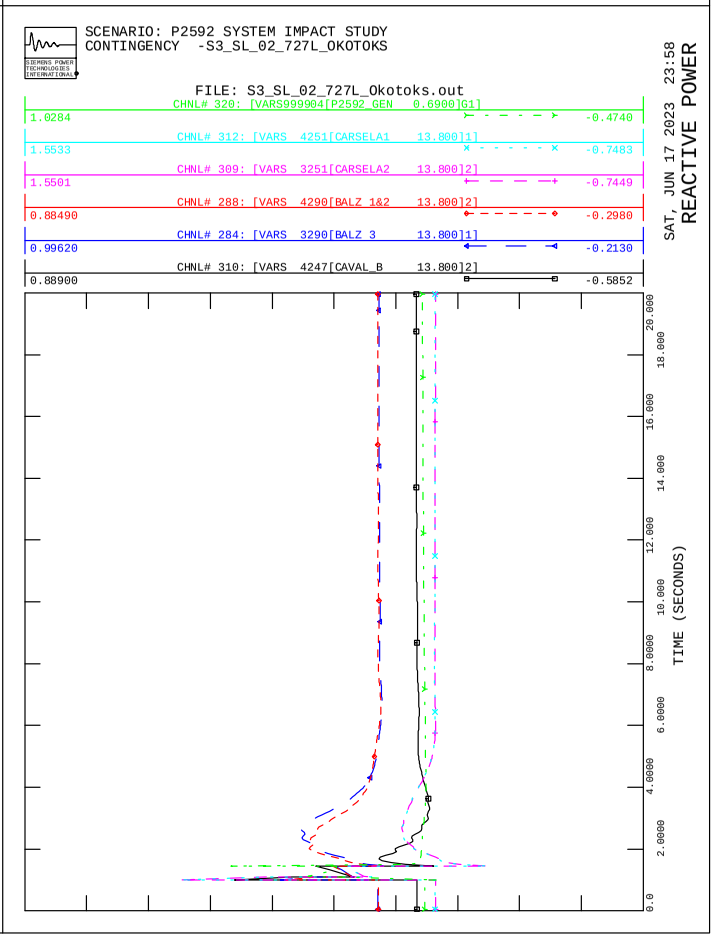
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS
FILE: S3_SL_02_727L_Okotoks.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1413
0.13820
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.91990
-0.2289
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.92240
-0.2310
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41090
-0.0788
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.41930
-0.0932
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.69300
0.11320
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS
FILE: S3_SL_02_727L_Okotoks.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0284
-0.4740
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5533
-0.7483
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5501
-0.7449
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
0.88490
-0.2980
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
0.99620
-0.2130
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
0.88900
-0.5852
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1548 0.21380

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1977 0.14890

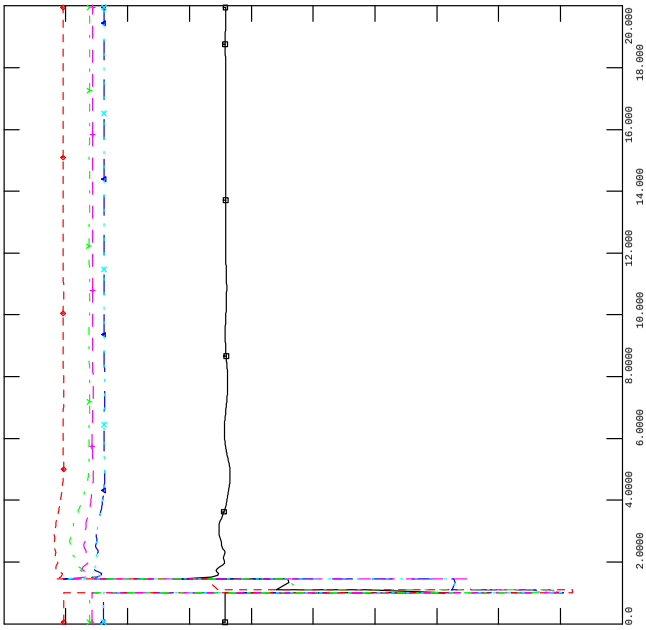
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1588 0.15450

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1365 -0.0980

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1968 0.14820

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1785 0.83040

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L P]
388.58 49.730

CHNL# 589: [1106L P]
388.69 49.595

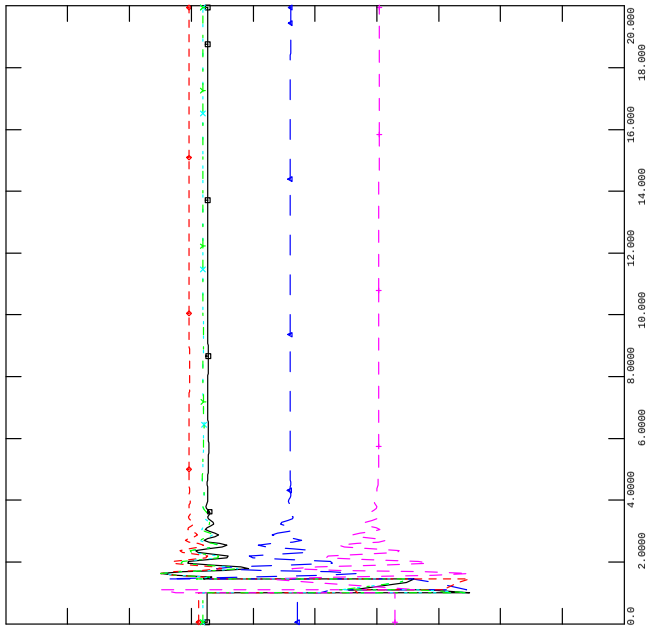
CHNL# 587: [646L P]
117.43 -118.1

CHNL# 585: [434L P]
174.13 -197.4

CHNL# 583: [753L P]
56.471 -100.4

CHNL# 581: [1080L P]
267.12 -24.29

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2736 0.13840

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1848 0.46100

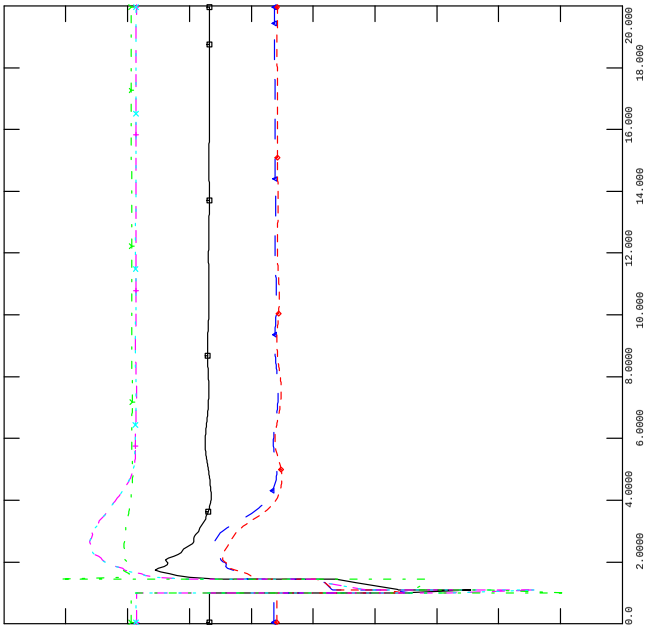
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1849 0.46250

CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1646 0.88200

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1682 0.87460

CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1358 0.72740

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

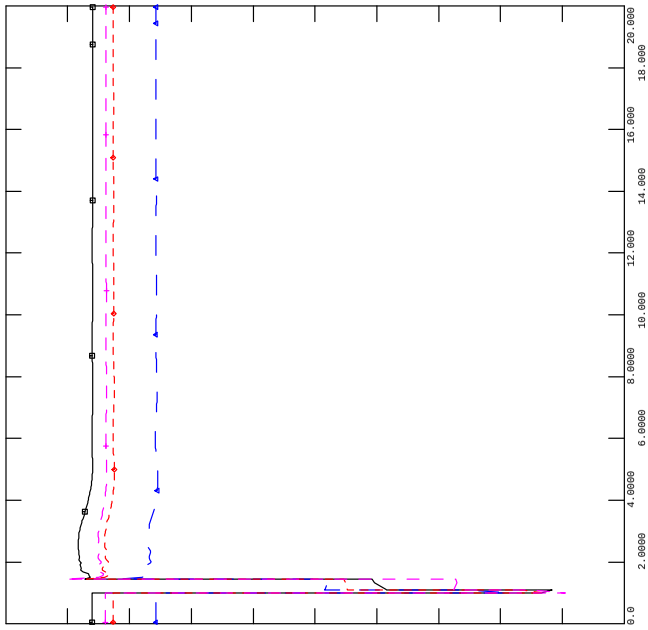
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1992 0.14970

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1499 0.38280

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1790 0.63180

CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1441 0.28890

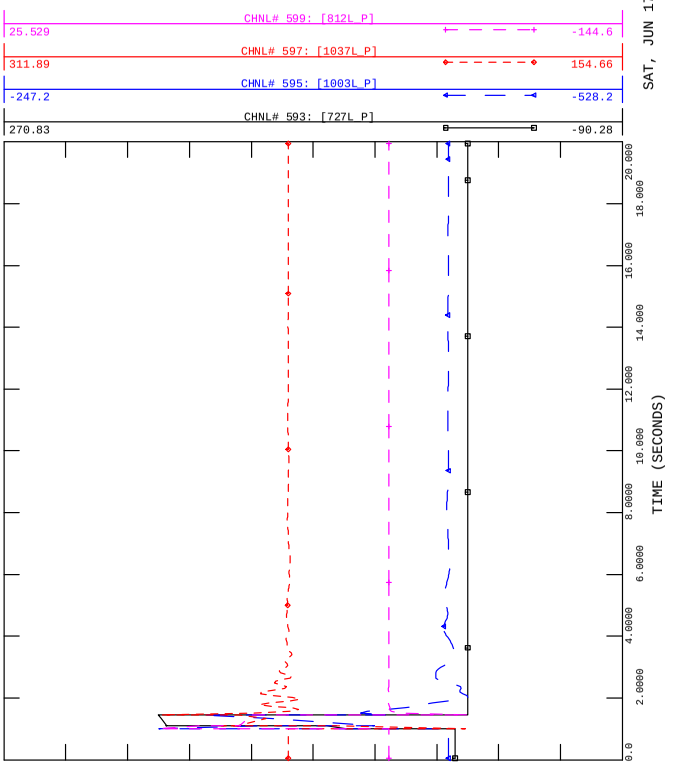
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

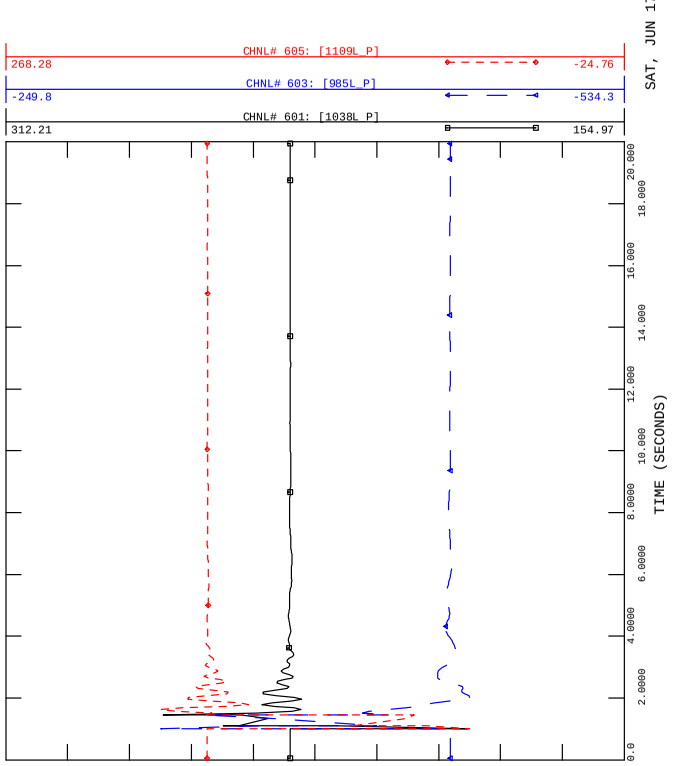
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

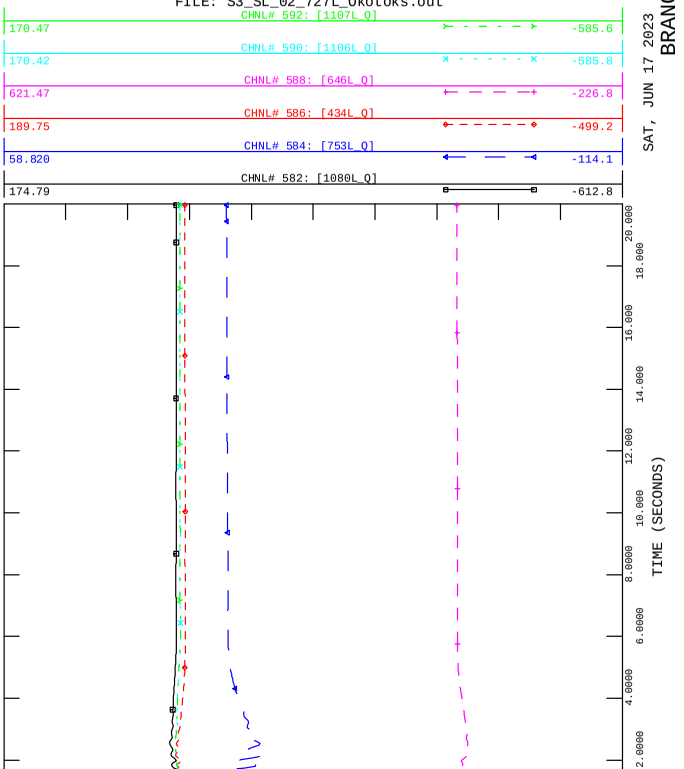
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

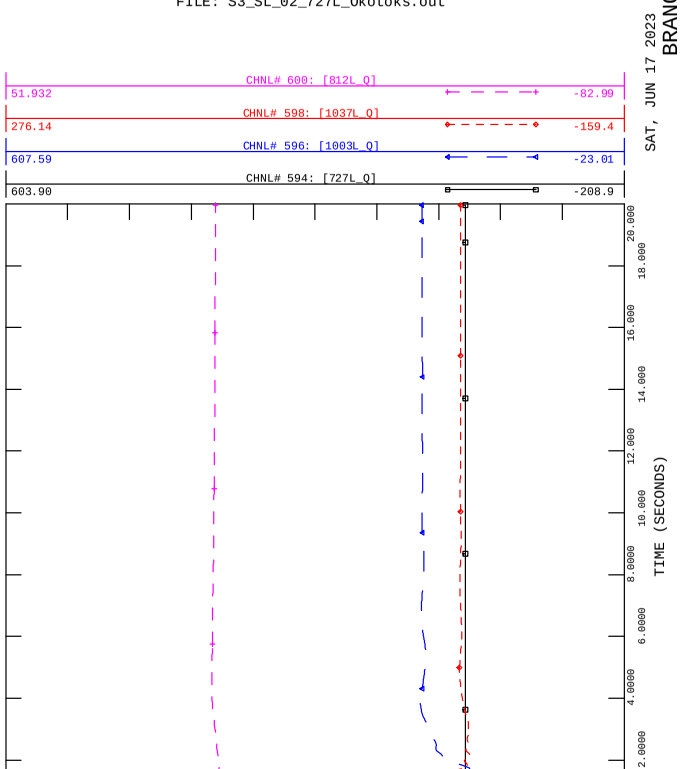
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

FILE: S3_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 119.65 -8.072
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 62.933 -40.23
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1] 117.03 8.4253
CHNL# 4: [ANGL 3187[CECST 13.200]2] 89.377 -15.42
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 111.78 3.8620
CHNL# 1: [ANGL 773[SECST 20.000]1] 111.15 3.7502

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

FILE: S3_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1] 1.1000 -0.1046
CHNL# 219: [POWR 4251[CARSELA1 13.800]1] 0.87110 -0.0758
CHNL# 216: [POWR 3251[CARSELA2 13.800]2] 0.87180 -0.0777
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2] 0.41310 -0.0933
CHNL# 191: [POWR 3290[BALZ 3 13.800]1] 0.42210 -0.1094
CHNL# 217: [POWR 4247[CAVAL B 13.800]2] 0.65960 0.15530

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_02_727L_OKOTOKS

FILE: S3_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 606: [1109L Q] 175.33 -615.3
CHNL# 604: [985L Q] 614.88 -22.92
CHNL# 602: [1038L Q] 276.33 -159.7

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

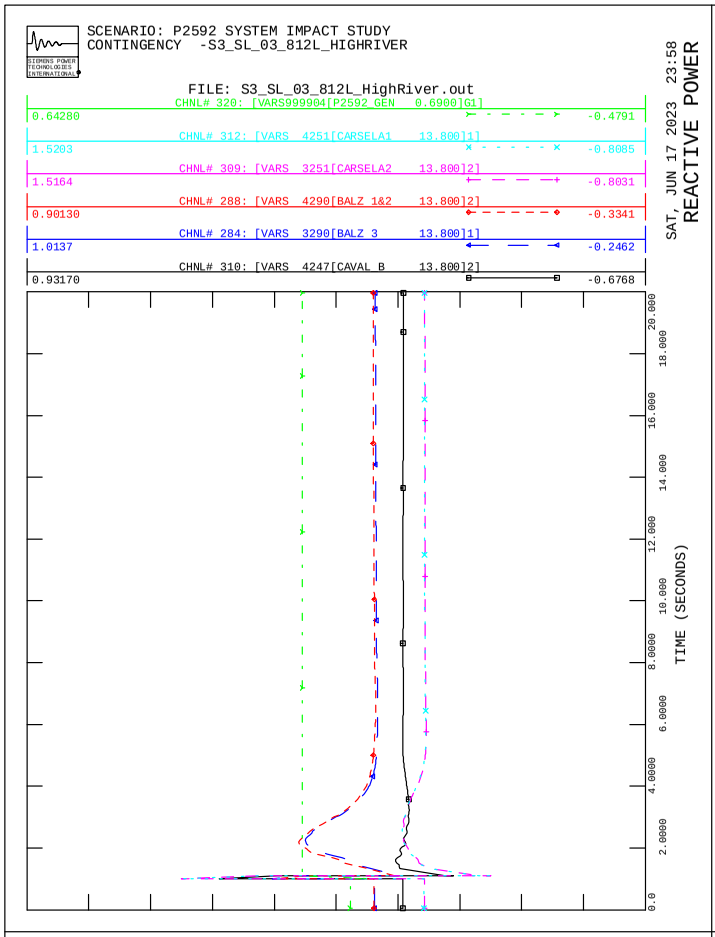
FILE: S3_SL_03_812L_HighRiver.out

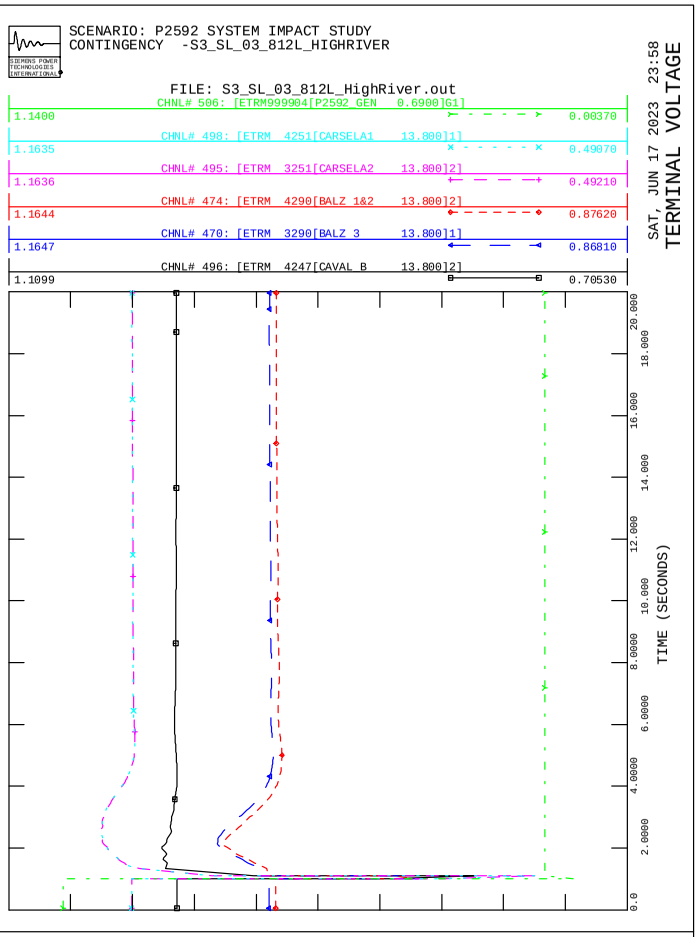
SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL A 13.800]1] 0.67650 0.13540
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.1546 0.49150
CHNL# 190: [POWR 3187[CECST 13.200]2] 0.91050 0.27950
CHNL# 189: [POWR 775[SECCT2 21.000]3] 2.0678 1.1812
CHNL# 188: [POWR 774[SECCT1 21.000]2] 2.0678 1.1812
CHNL# 187: [POWR 773[SECST 20.000]1] 2.7173 1.7758

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
0.64280
-0.4791
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5203
-0.8085
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5164
-0.8031
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
0.90130
-0.3341
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.0137
-0.2462
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.93170
-0.6768
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1400
0.00370
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1635
0.49070
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1636
0.49210
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1644
0.87620
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1647
0.86810
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1099
0.70530
SAT, JUN 17 2023 23:58
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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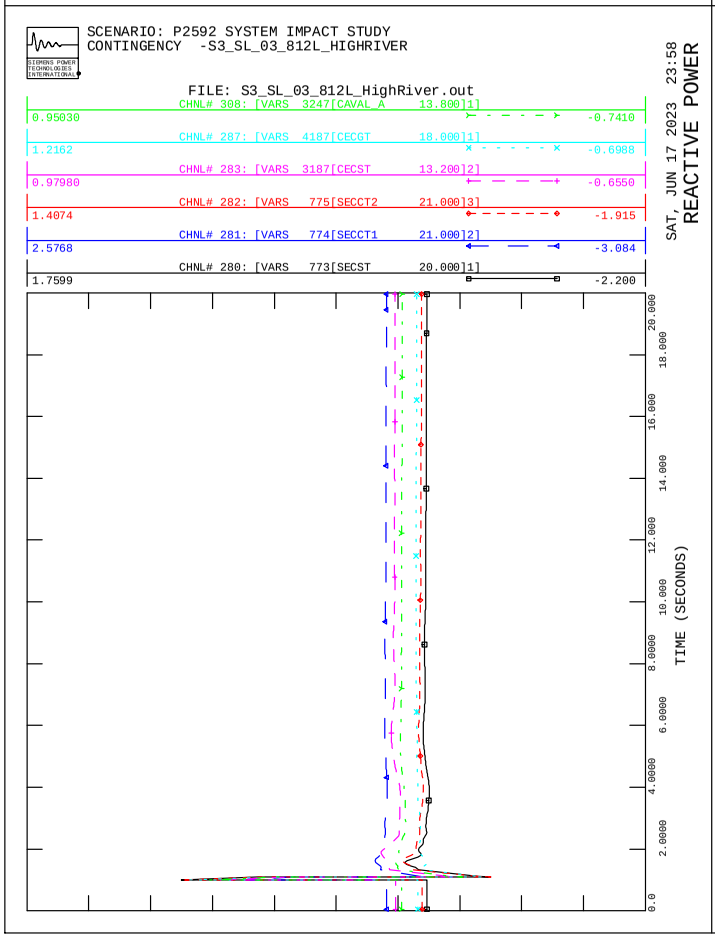
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.95030
-0.7410
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.2162
-0.6988
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.97980
-0.6550
CHNL# 282: [VARS 775[SECCT2 21.000]3]
1.4074
-1.915
CHNL# 281: [VARS 774[SECCT1 21.000]2]
2.5768
-3.084
CHNL# 280: [VARS 773[SECST 20.000]1]
1.7599
-2.200
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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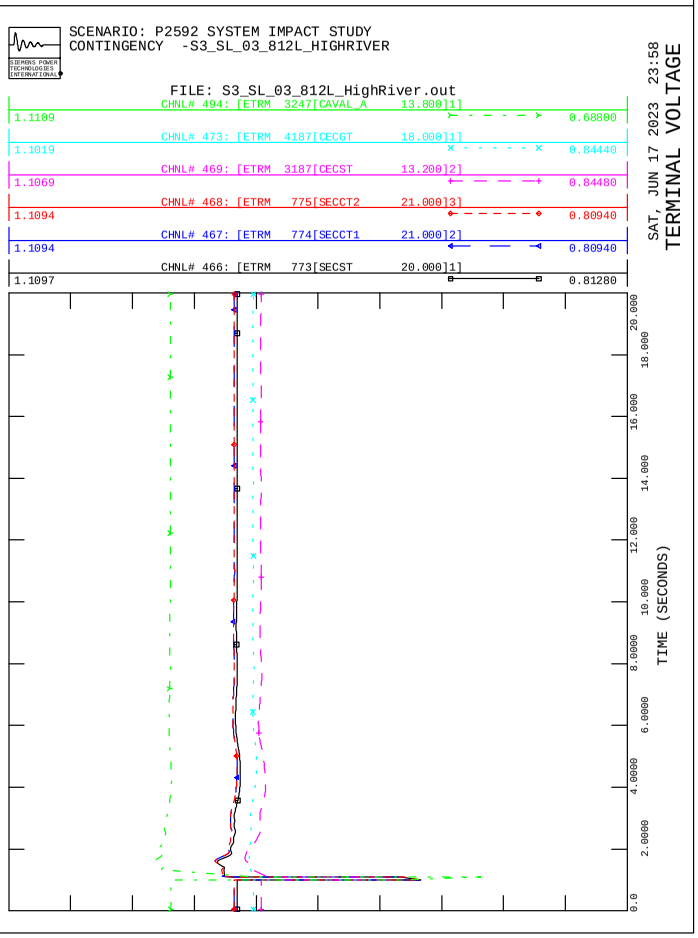
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1109
0.68800
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1019
0.84440
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1069
0.84480
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1094
0.80940
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1094
0.80940
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1097
0.81280
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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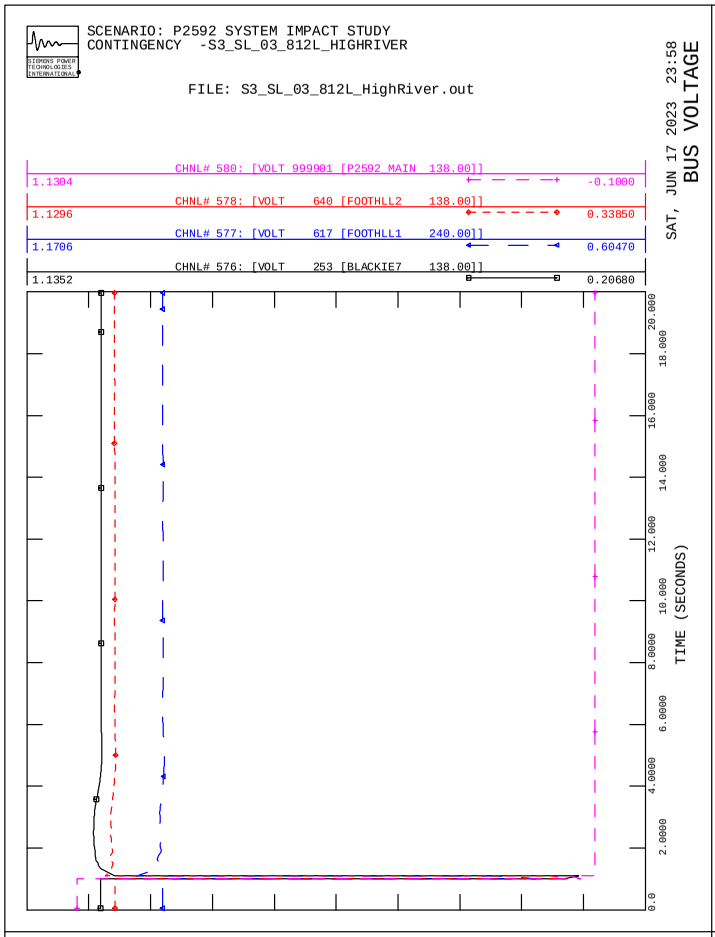
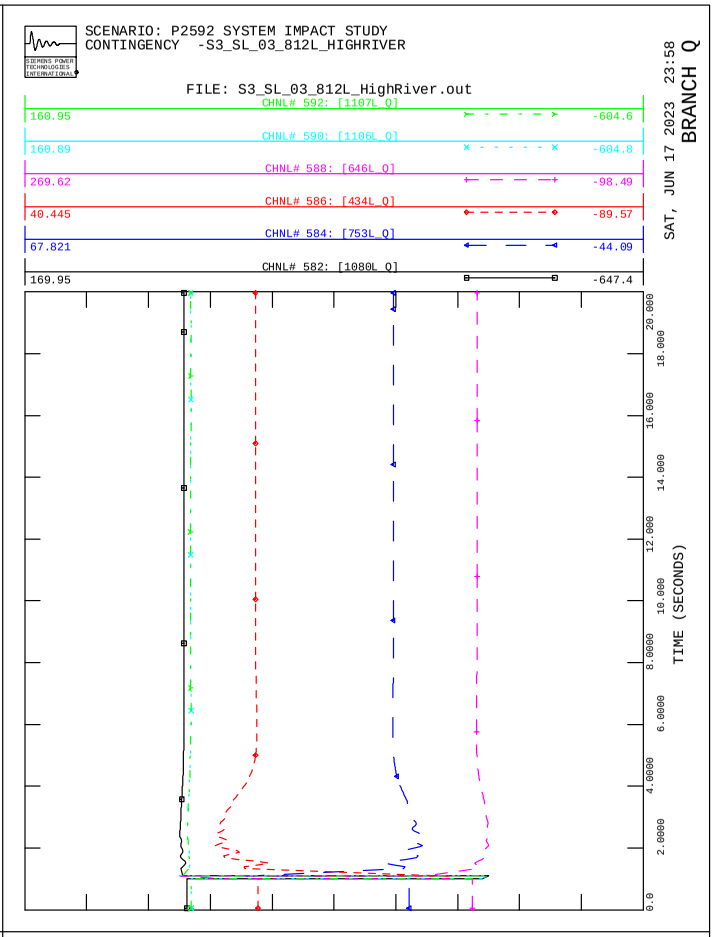
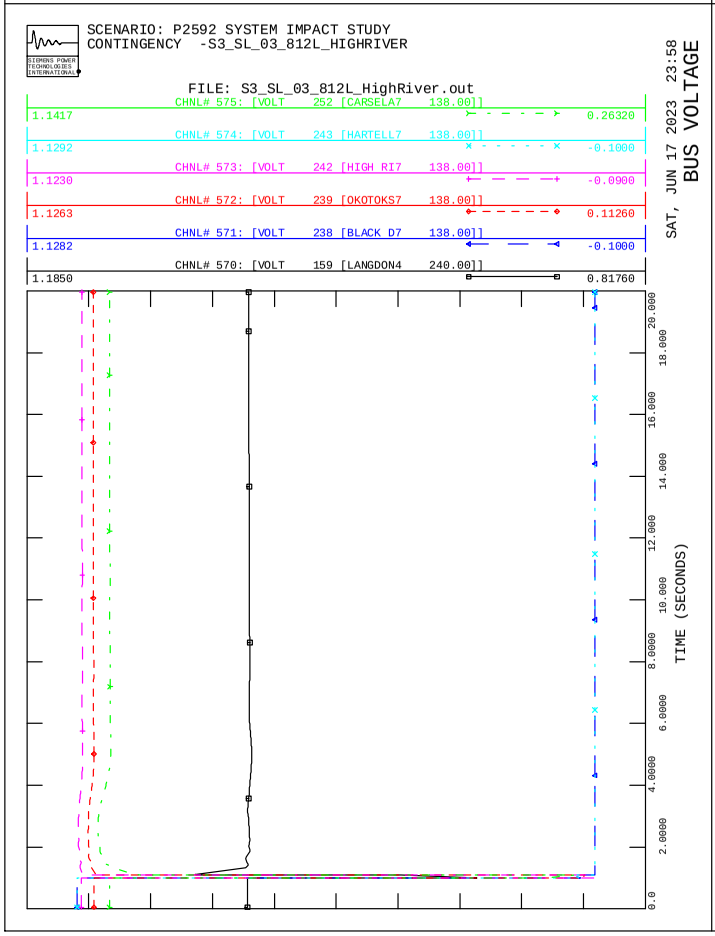
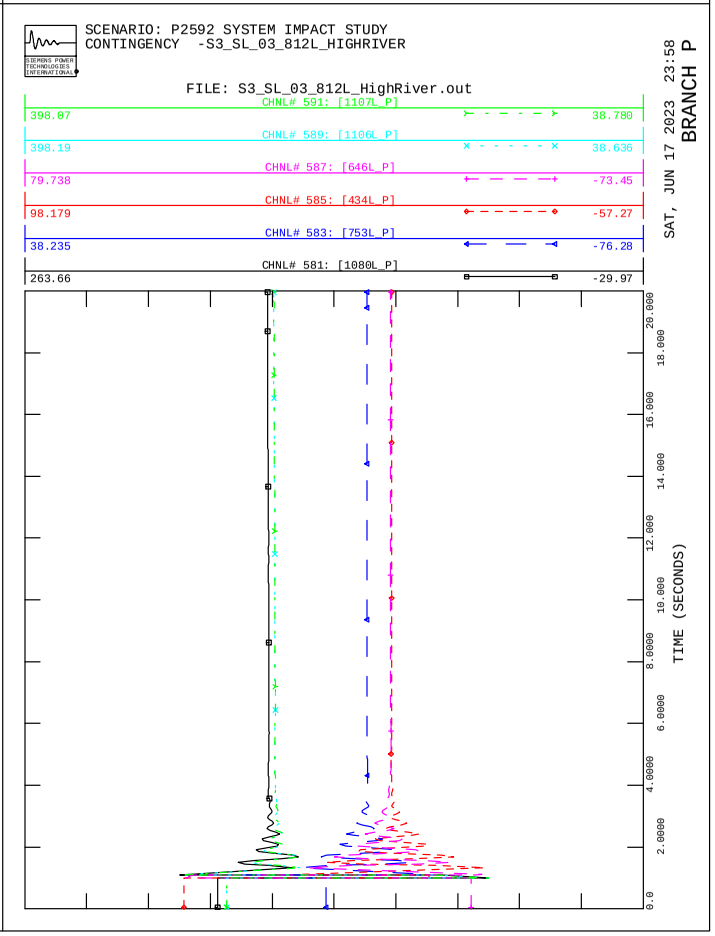
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1304
-0.1000
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1296
0.33850
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1706
0.60470
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1352
0.20680
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 592: [1107L Q]
160.95
-604.6
CHNL# 590: [1106L Q]
160.89
-604.8
CHNL# 588: [646L Q]
269.62
-98.49
CHNL# 586: [434L Q]
40.445
-89.57
CHNL# 584: [753L Q]
67.821
-44.09
CHNL# 582: [1080L Q]
169.95
-647.4
TIME (SECONDS)

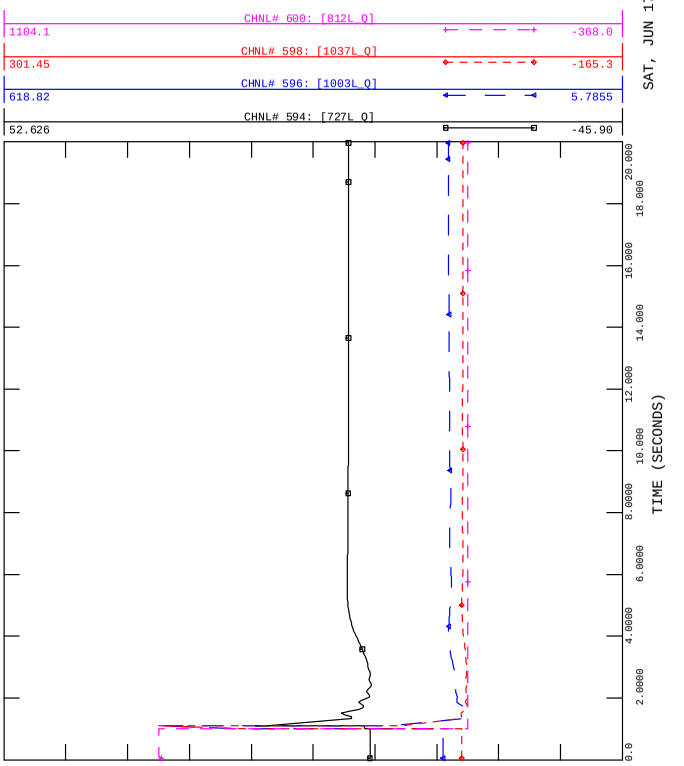

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1417
0.26320
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1292
-0.1000
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1230
-0.0900
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1263
0.11260
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1282
-0.1000
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1850
0.81760
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER
FILE: S3_SL_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 591: [1107L P]
398.07
38.780
CHNL# 589: [1106L P]
398.19
38.636
CHNL# 587: [646L P]
79.738
-73.45
CHNL# 585: [434L P]
98.179
-57.27
CHNL# 583: [753L P]
38.235
-76.28
CHNL# 581: [1080L P]
263.66
-29.97
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

FILE: S3_SL_03_812L_HighRiver.out

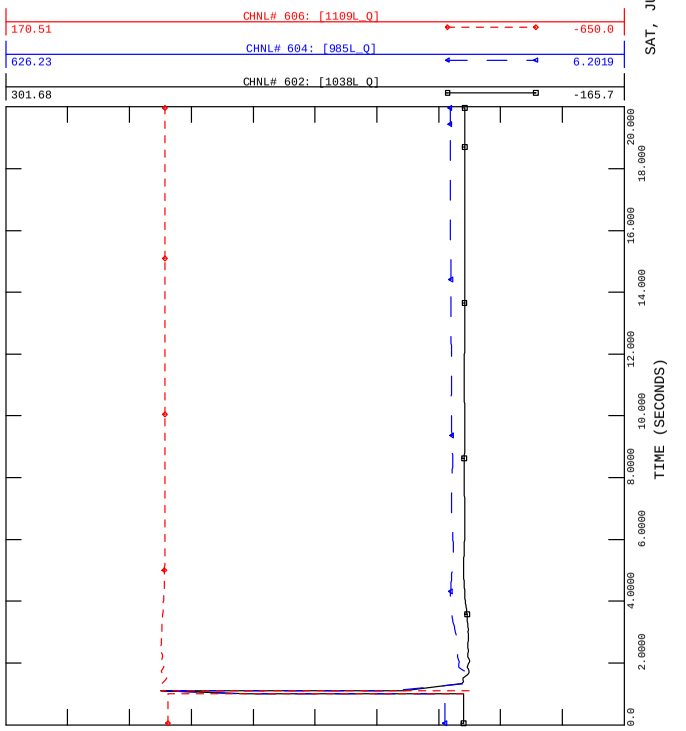
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

FILE: S3_SL_03_812L_HighRiver.out

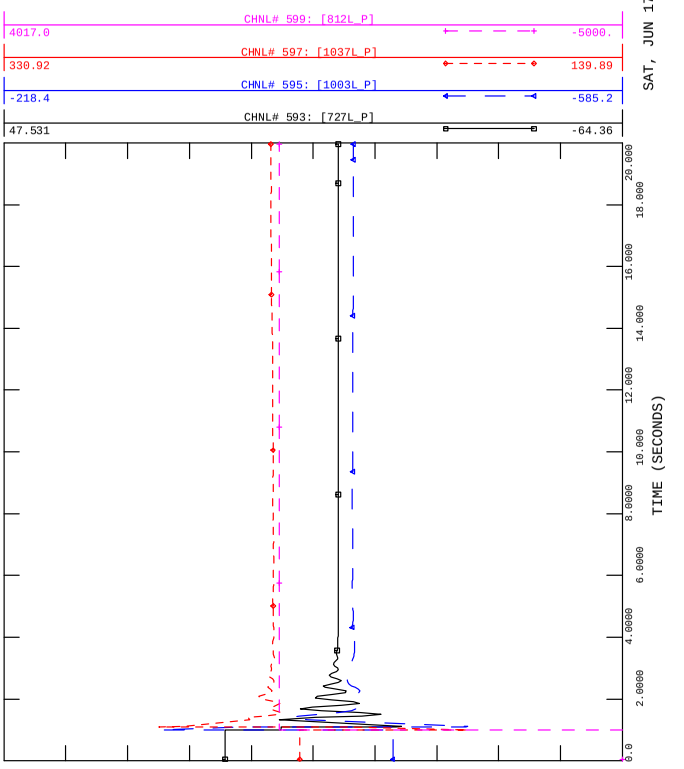
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

FILE: S3_SL_03_812L_HighRiver.out

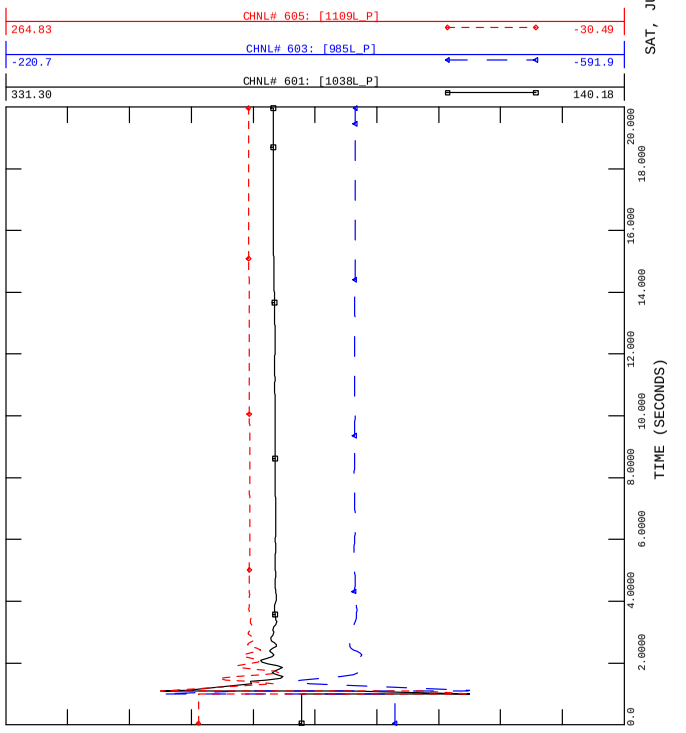
SAT, JUN 17 2023 23:58 BRANCH P

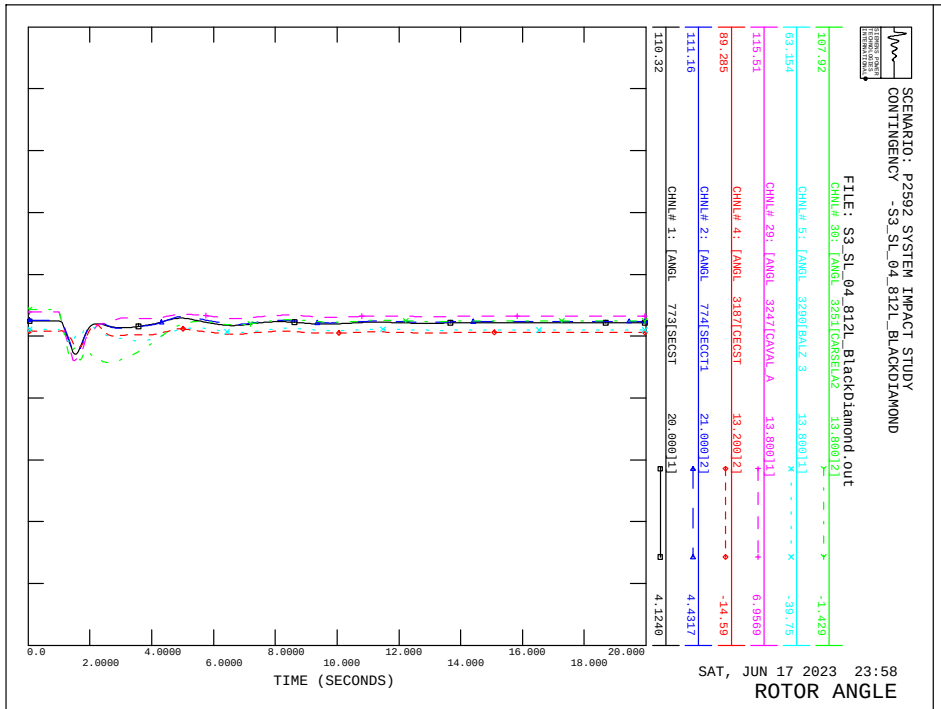


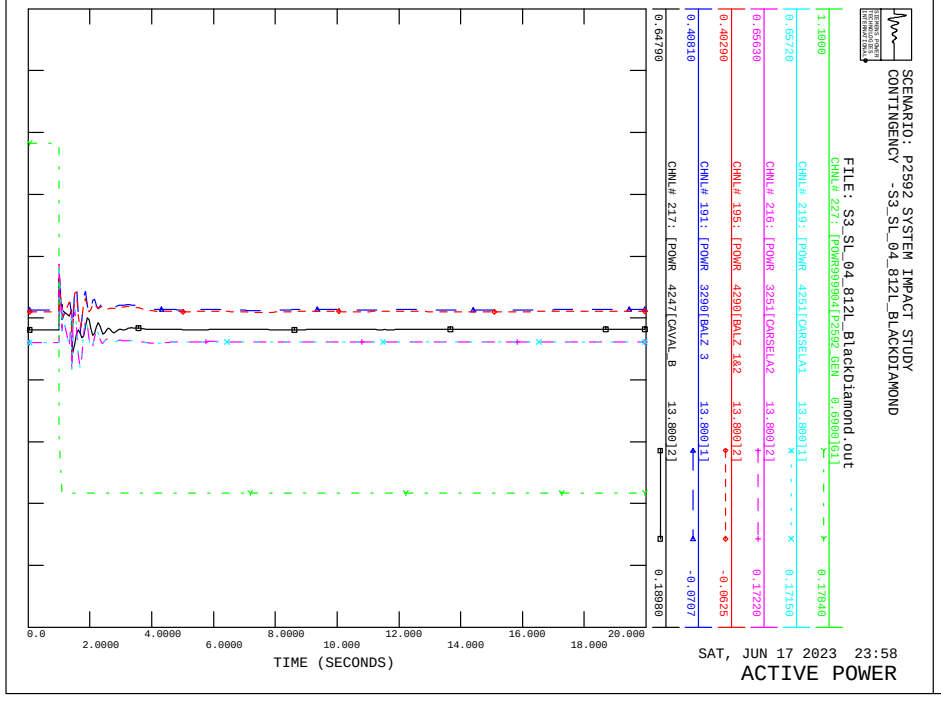
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_03_812L_HIGHRIVER

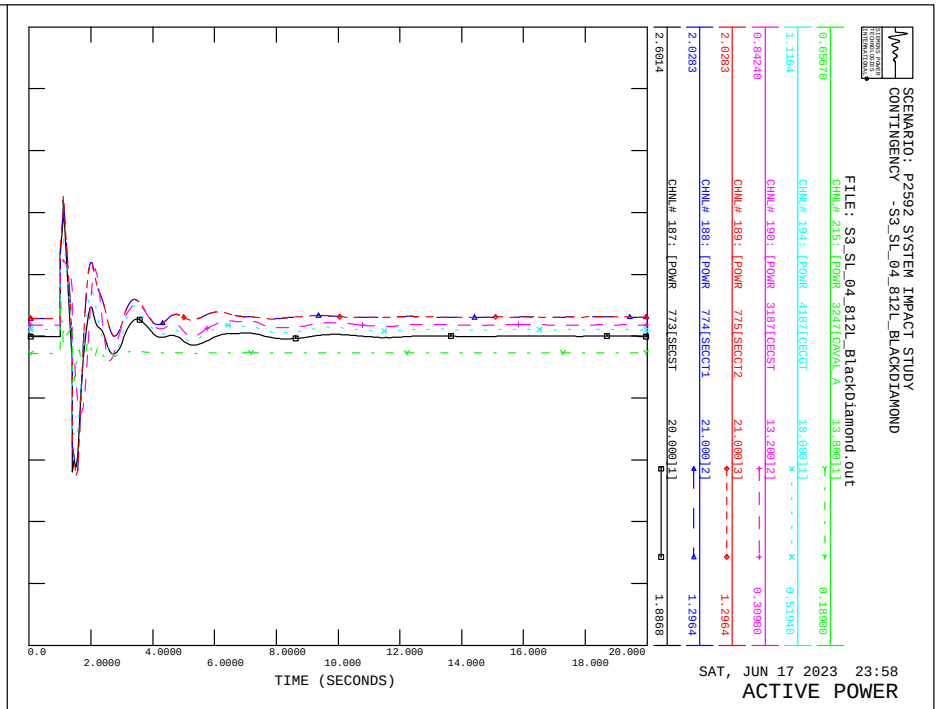
FILE: S3_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
CHNL# 4: [ANGL 3187[CEGST 13.200]2]
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
CHNL# 1: [ANGL 773[SECST 20.000]1]
107.92
-1.429
63.154
-39.75
115.51
6.9569
89.285
-14.59
111.16
4.4317
110.32
4.1240
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ROTOR ANGLE


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 227: [POWR999904[P2592 GEN 0.6900]G1]
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
CHNL# 185: [POWR 4290[BALZ 1&2 13.800]2]
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
1.1000
-0.1784
0.65720
-0.17150
0.65630
-0.17220
0.40290
-0.0625
0.40810
-0.0707
0.64790
0.18980
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
CHNL# 194: [POWR 4187[CEGGT 18.000]1]
CHNL# 190: [POWR 3187[CEGST 13.200]2]
CHNL# 189: [POWR 775[SECCT2 21.000]3]
CHNL# 188: [POWR 774[SECCT1 21.000]2]
CHNL# 187: [POWR 773[SECST 20.000]1]
0.65670
0.18900
1.1164
0.51940
0.84240
0.30980
2.6283
1.2964
2.0283
1.2964
2.6014
1.8868
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
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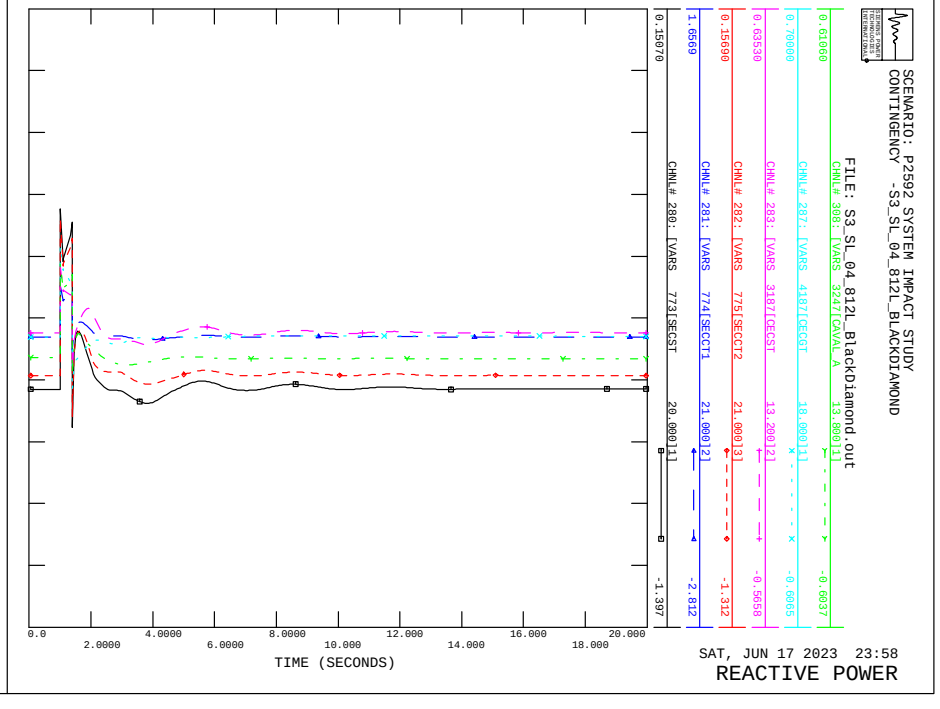
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER

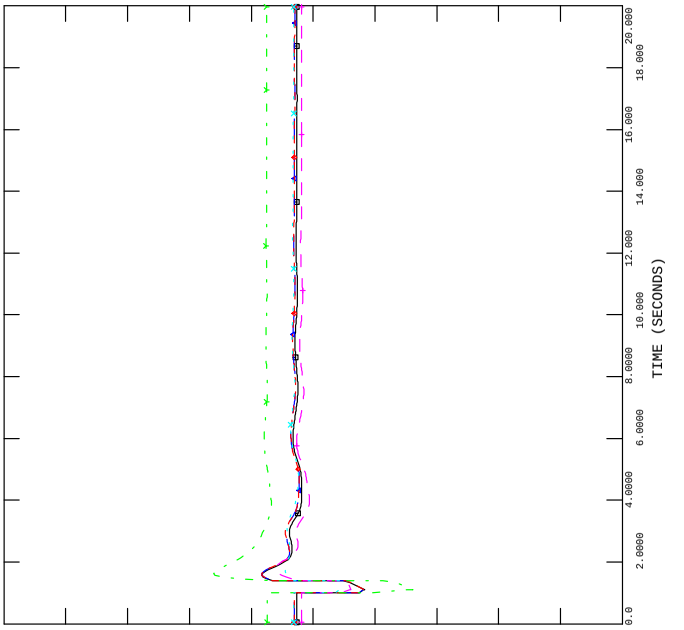

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 398: [VARS 3247[CAVAL_A 13.800]1]
CHNL# 287: [VARS 4187[CEGGT 18.000]1]
CHNL# 283: [VARS 3187[CEGST 13.200]2]
CHNL# 282: [VARS 775[SECCT2 21.000]3]
CHNL# 281: [VARS 774[SECCT1 21.000]2]
CHNL# 280: [VARS 773[SECST 20.000]1]
0.61060
-0.6037
0.78000
-0.6065
0.63530
-0.6568
0.15690
-1.312
1.6569
-2.812
0.15070
-1.397
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

FILE: S3_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

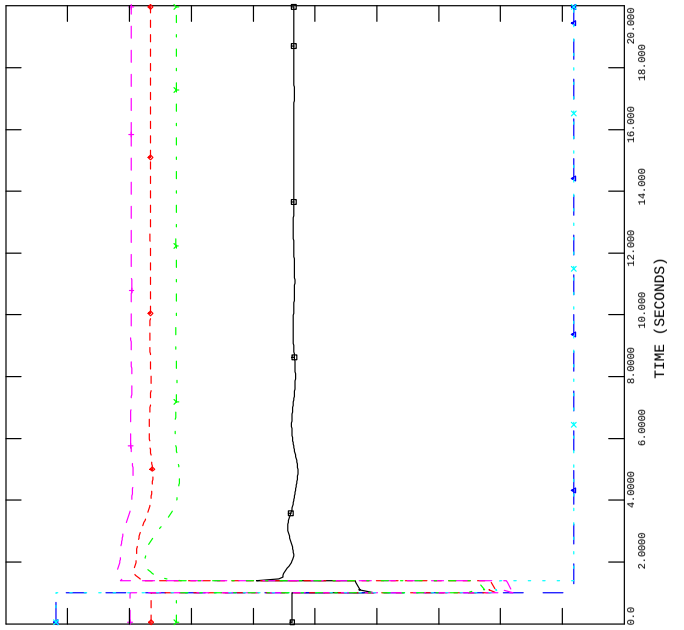


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

FILE: S3_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

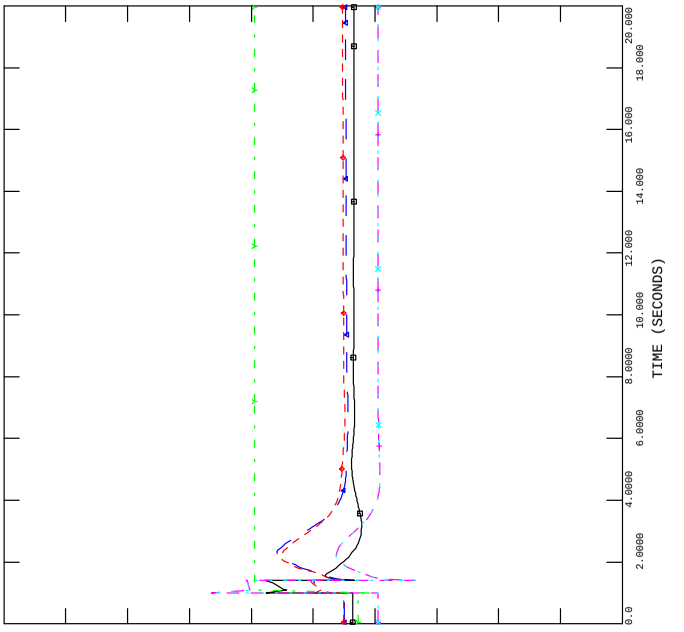


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

FILE: S3_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

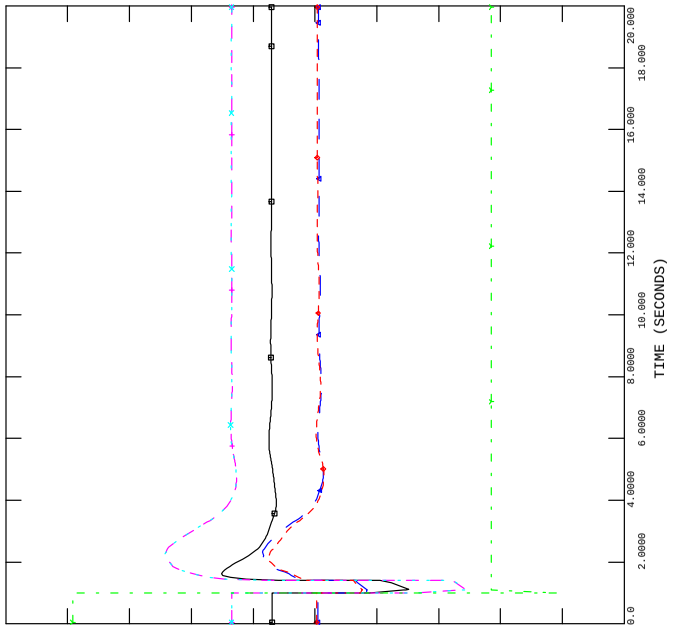


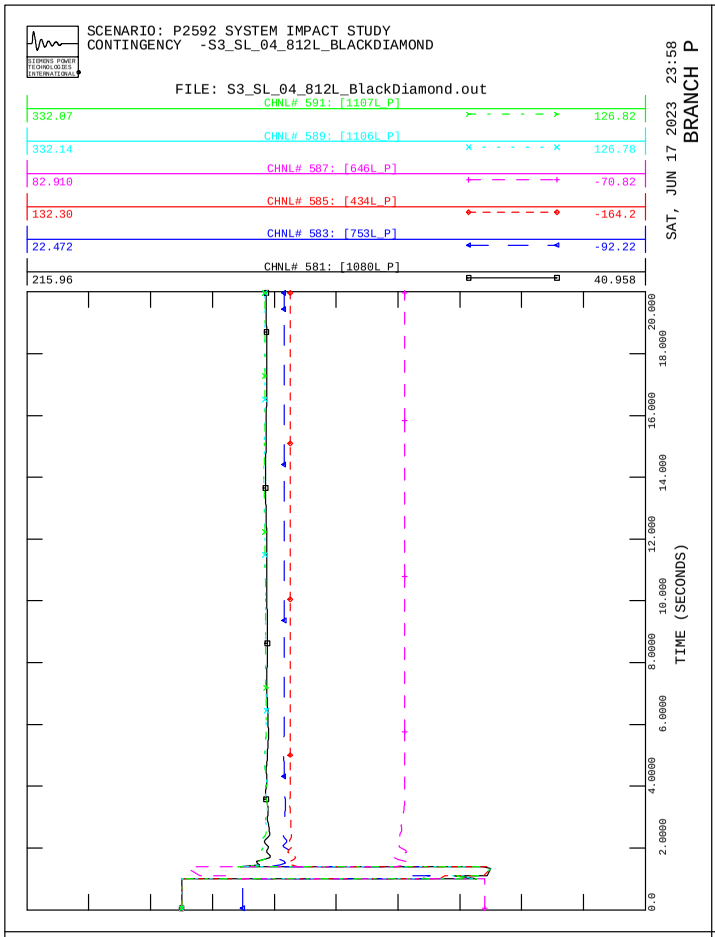
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

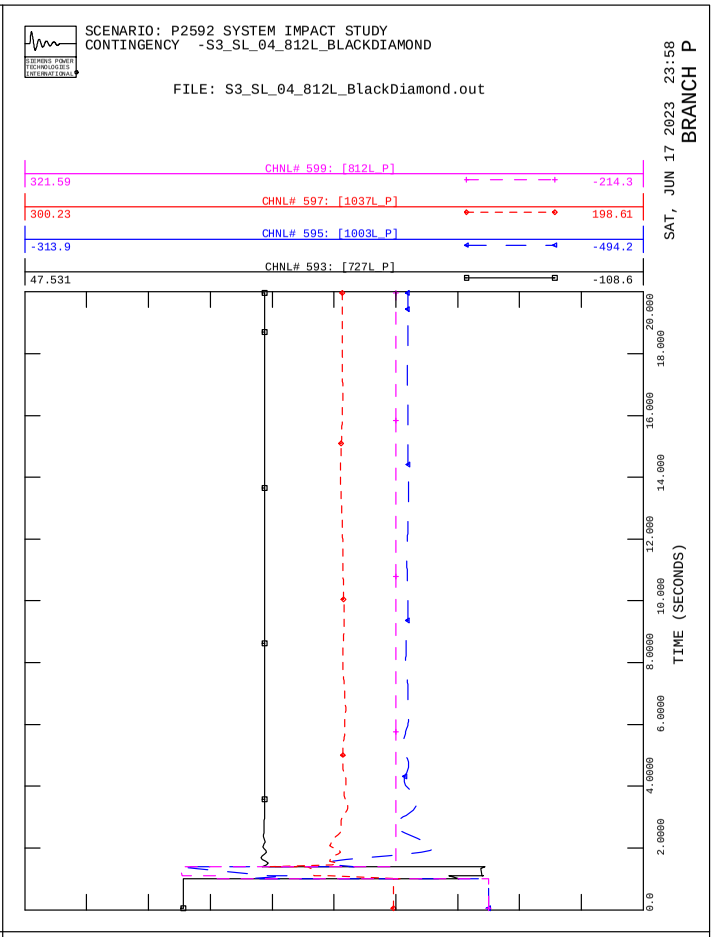
FILE: S3_SL_04_812L_BlackDiamond.out

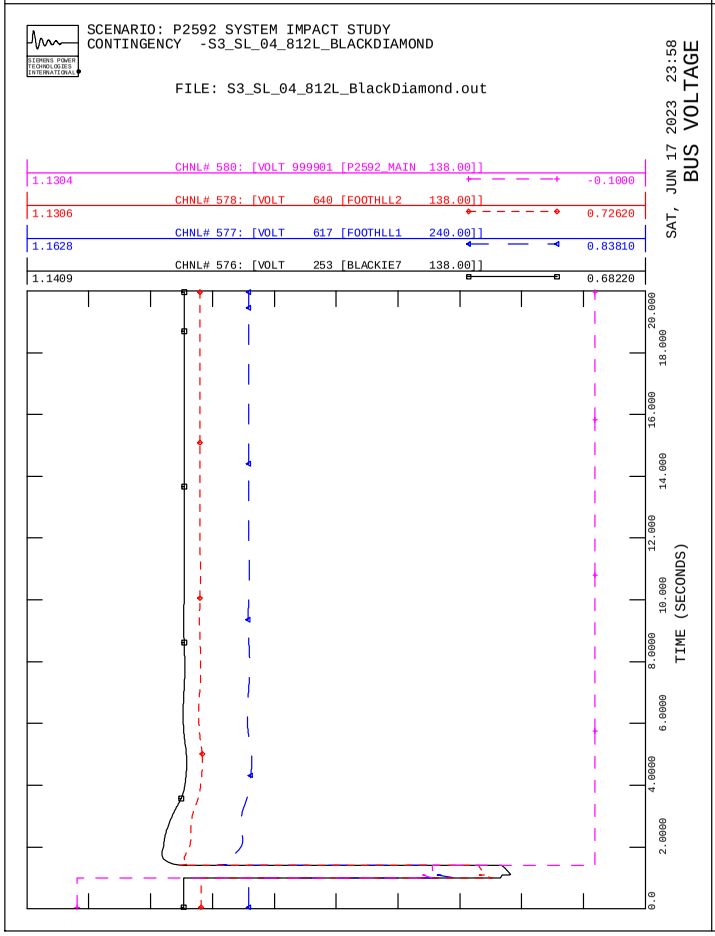
SAT, JUN 17 2023 23:58

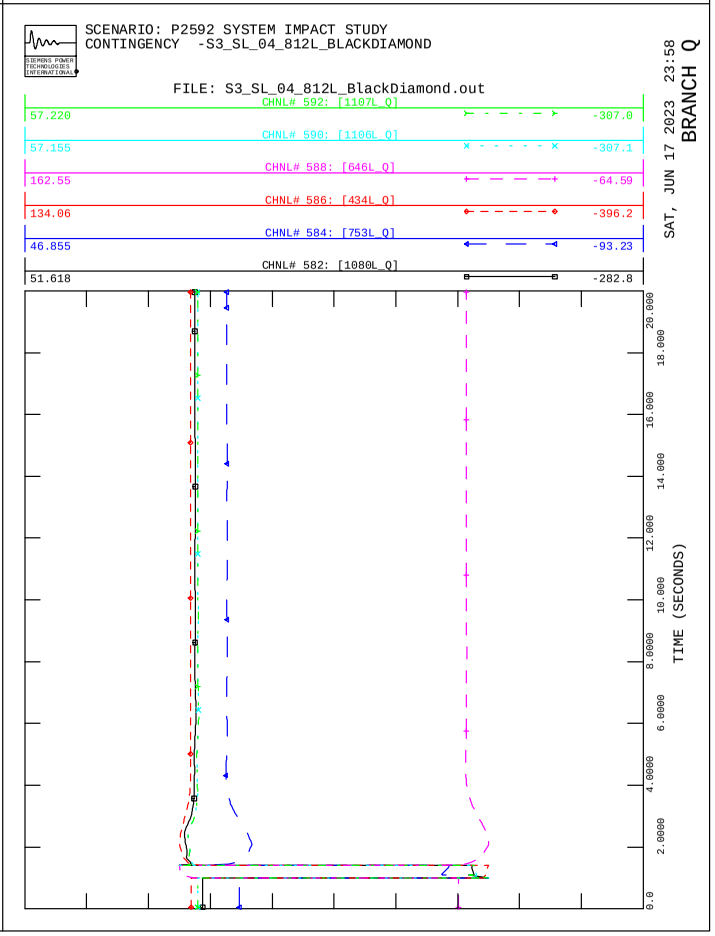
TERMINAL VOLTAGE




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 591: [1107L_P]
332.07
126.82
CHNL# 589: [1106L_P]
332.14
126.78
CHNL# 587: [646L_P]
82.910
-70.82
CHNL# 585: [434L_P]
132.30
-164.2
CHNL# 583: [753L_P]
22.472
-92.22
CHNL# 581: [1080L_P]
215.96
40.958
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 599: [812L_P]
321.59
-214.3
CHNL# 597: [1037L_P]
300.23
198.61
CHNL# 595: [1003L_P]
-313.9
-494.2
CHNL# 593: [727L_P]
47.531
-108.6
SAT, JUN 17 2023 23:58
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

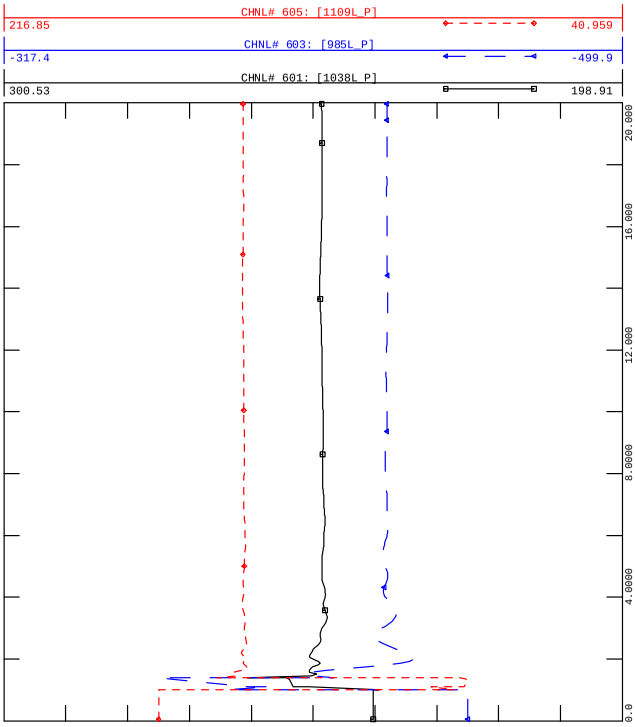

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1304
-0.1000
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1306
0.72620
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1628
0.83810
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1409
0.68220
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND
FILE: S3_SL_04_812L_BlackDiamond.out
CHNL# 592: [1107L_Q]
57.220
-307.0
CHNL# 590: [1106L_Q]
57.155
-307.1
CHNL# 588: [646L_Q]
162.55
-64.59
CHNL# 586: [434L_Q]
134.06
-396.2
CHNL# 584: [753L_Q]
46.855
-93.23
CHNL# 582: [1080L_Q]
51.618
-282.8
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

FILE: S3_SL_04_812L_BlackDiamond.out

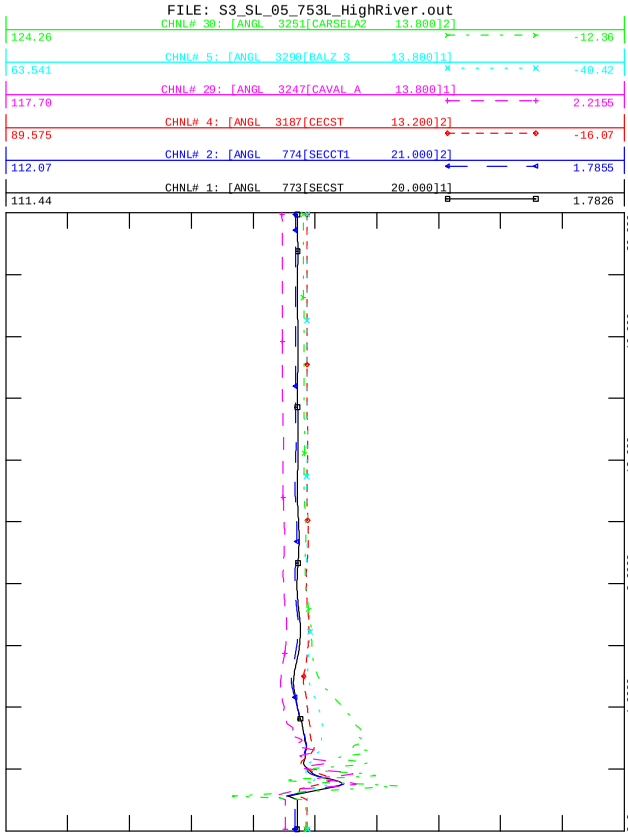
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER

FILE: S3_SL_05_753L_HighRiver.out

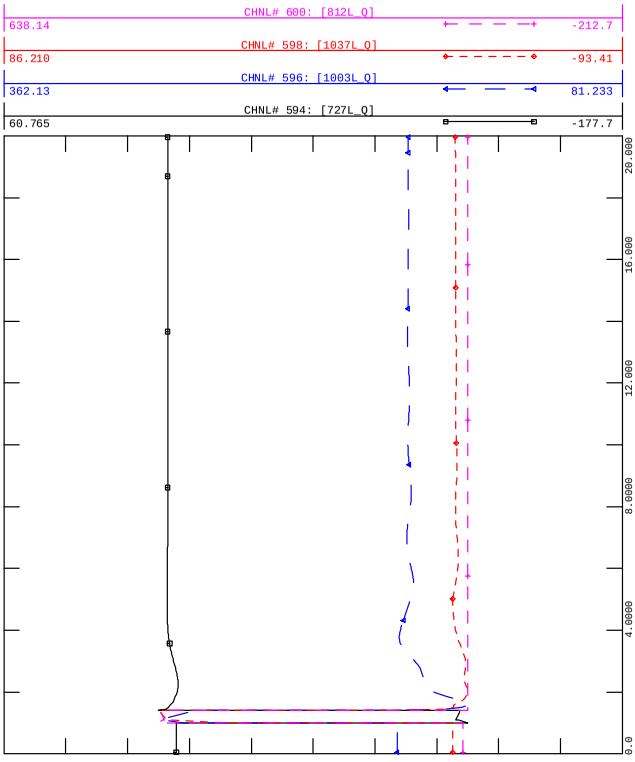
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

FILE: S3_SL_04_812L_BlackDiamond.out

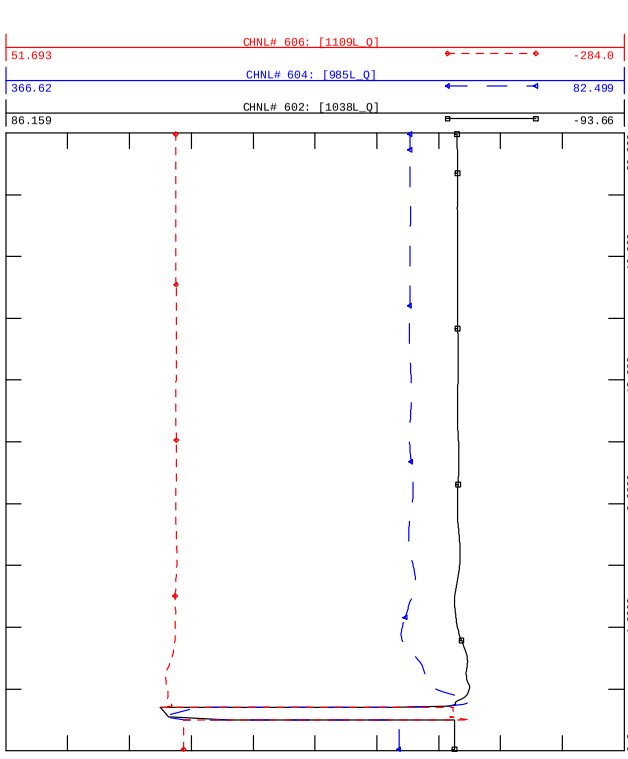
SAT, JUN 17 2023 23:58 BRANCH Q

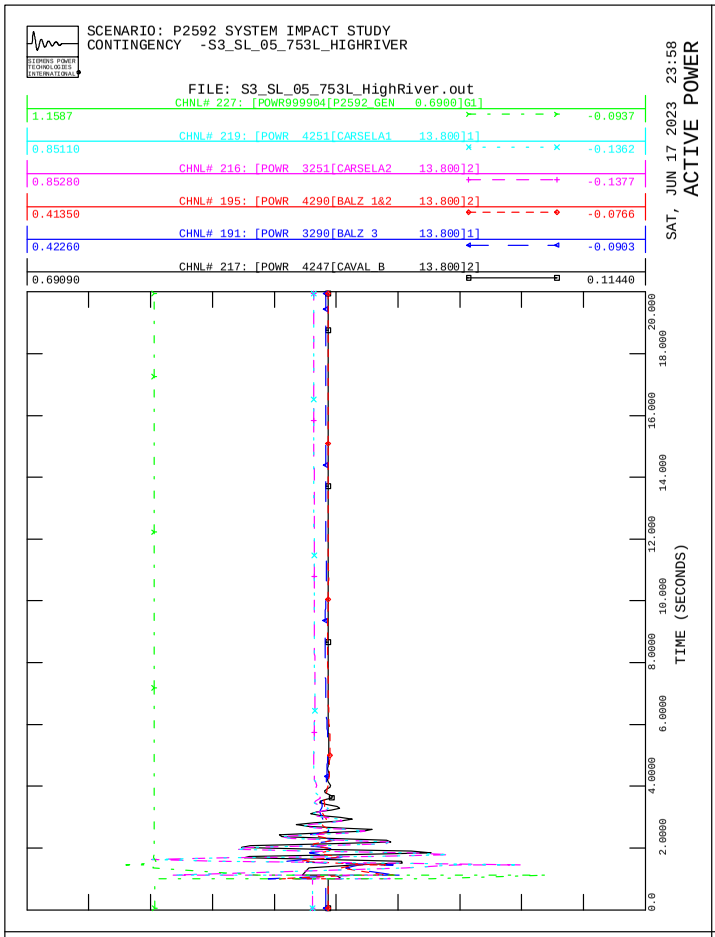


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_04_812L_BLACKDIAMOND

FILE: S3_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1587
-0.0937
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.85110
-0.1362
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.85280
-0.1377
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41350
-0.0766
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42260
-0.0903
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.69090
0.11440
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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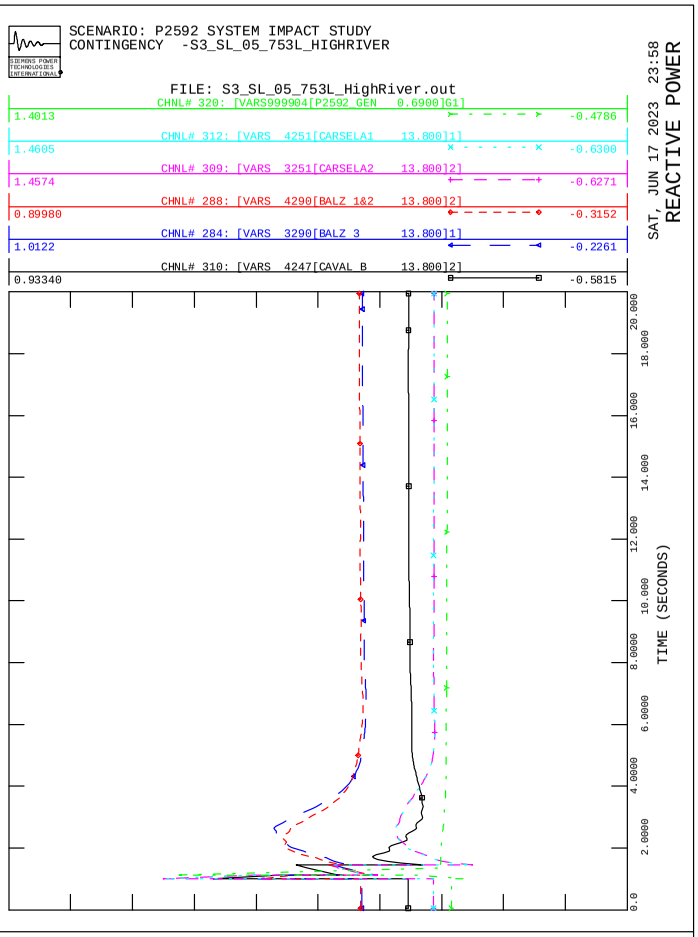
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.4013
-0.4786
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4605
-0.6300
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4574
-0.6271
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
0.89980
-0.3152
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.0122
-0.2261
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.93340
-0.5815
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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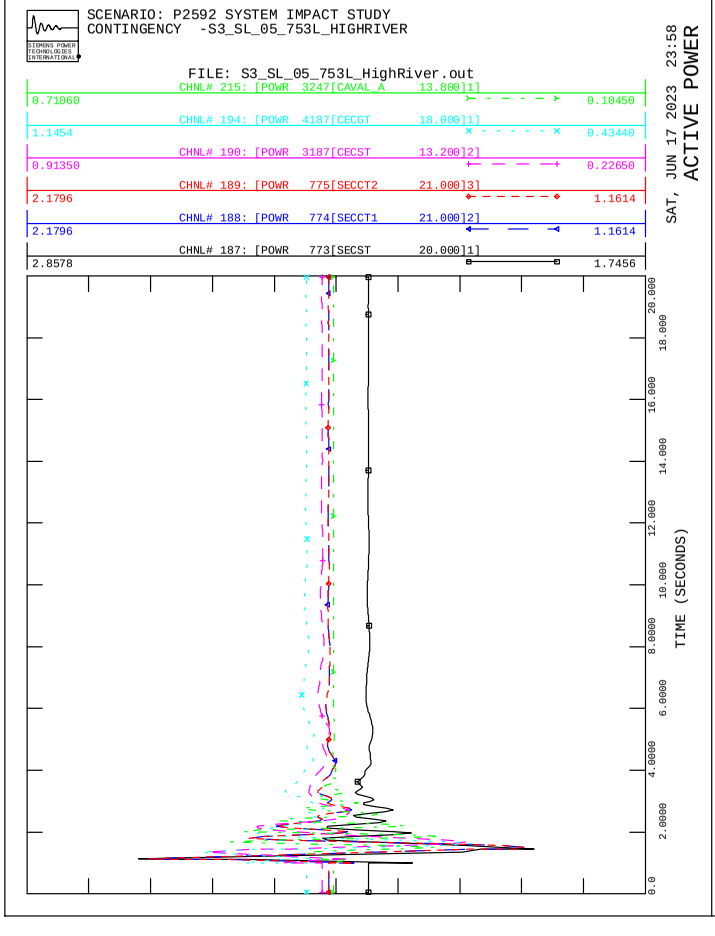
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.71060
0.10450
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.1454
0.43440
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.91350
0.22650
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.1796
1.1614
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.1796
1.1614
CHNL# 187: [POWR 773[SECST 20.000]1]
2.8578
1.7456
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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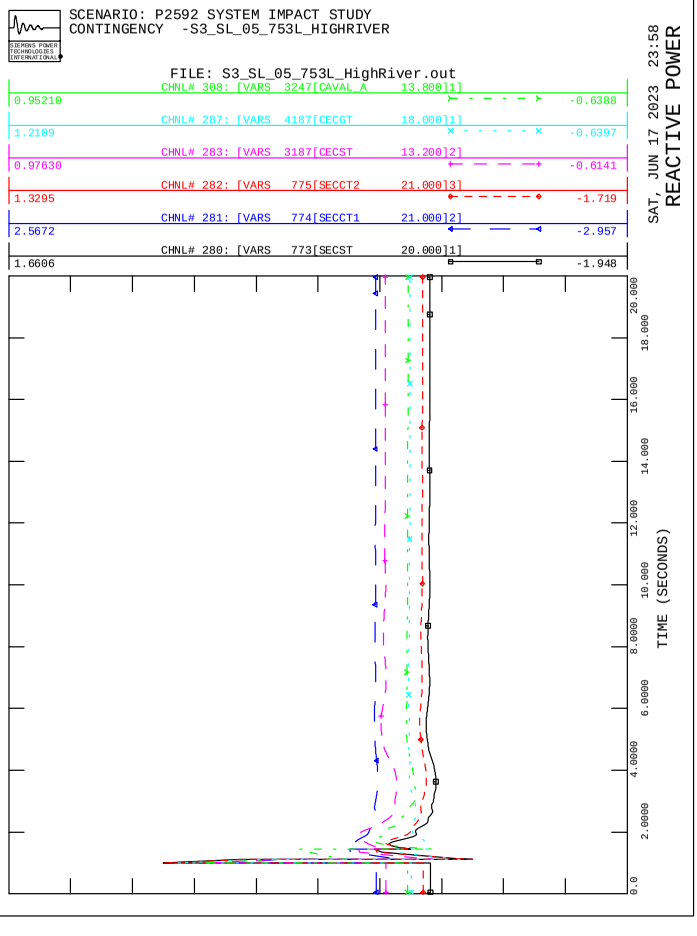
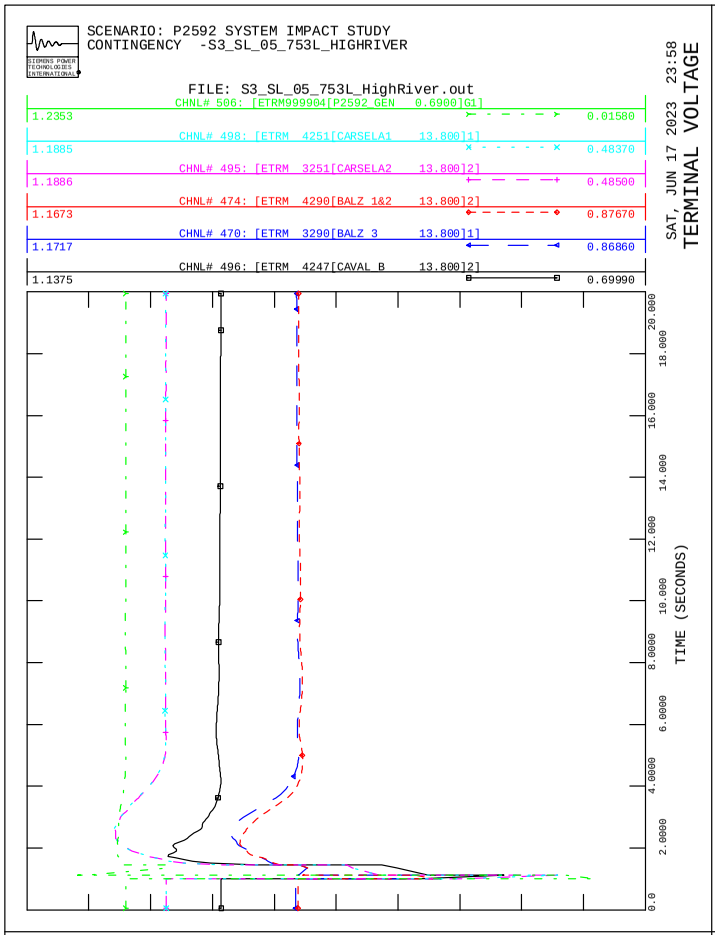
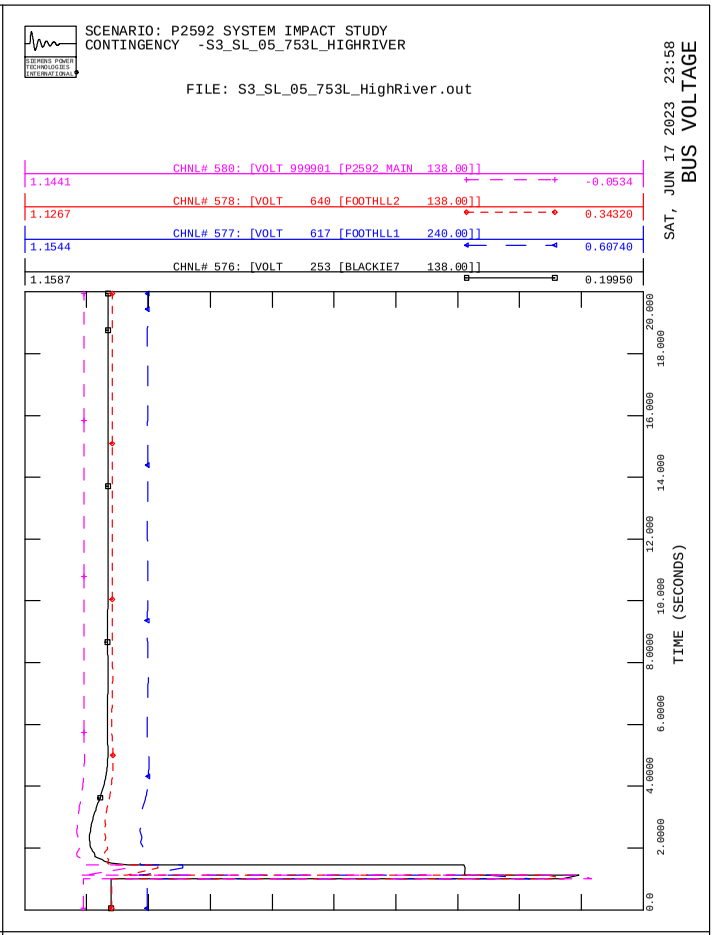
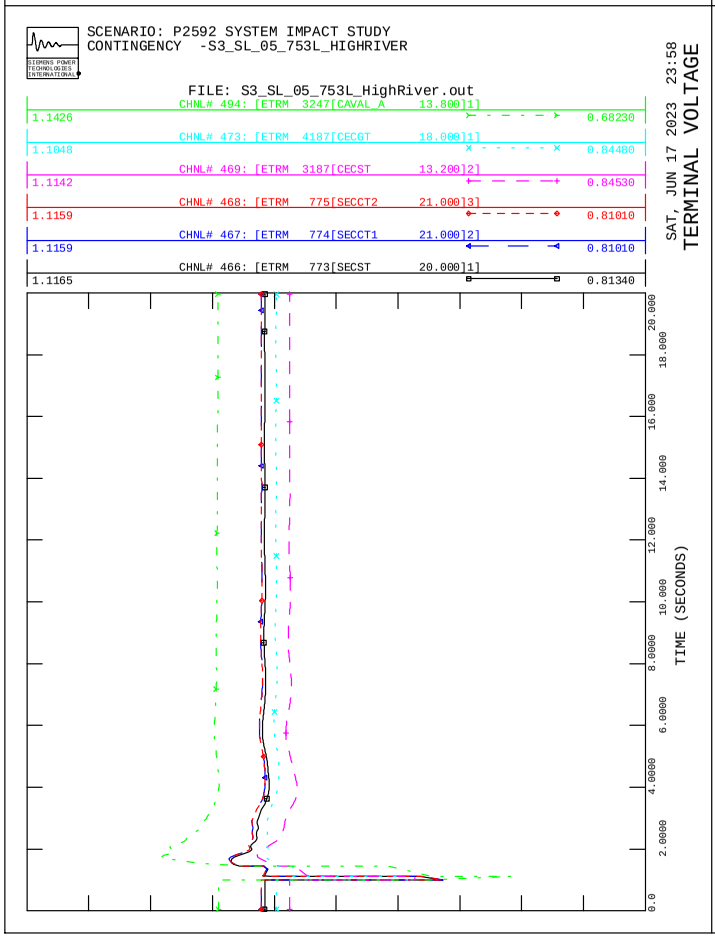
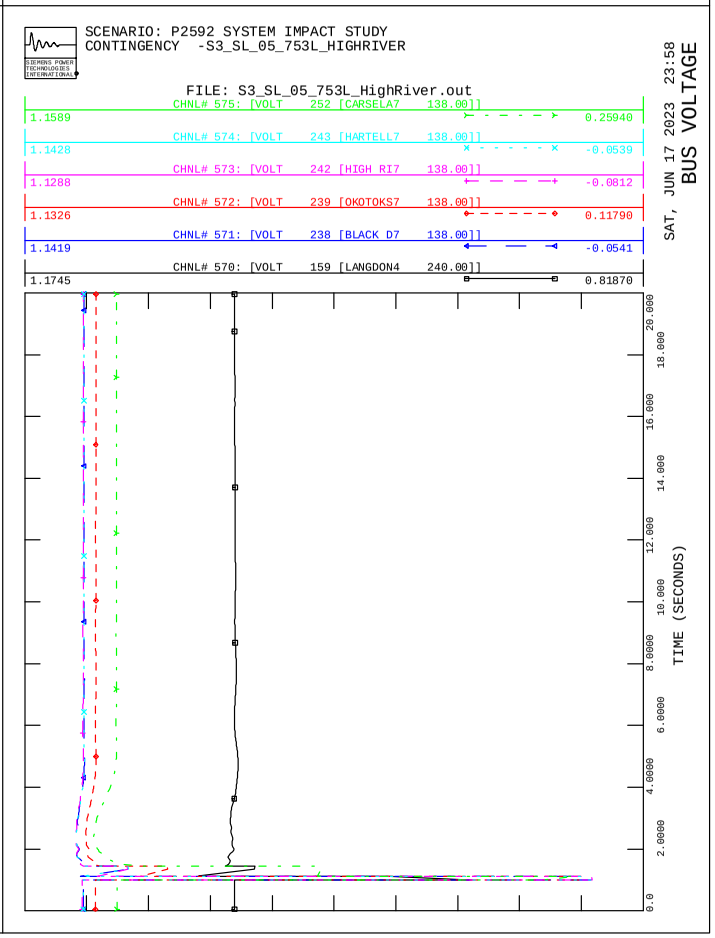
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 308: [VARS 3247[CAVAL A 13.800]1]
0.95210
-0.6388
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.2109
-0.6397
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.97630
-0.6141
CHNL# 282: [VARS 775[SECCT2 21.000]3]
1.3295
-1.719
CHNL# 281: [VARS 774[SECCT1 21.000]2]
2.5672
-2.957
CHNL# 280: [VARS 773[SECST 20.000]1]
1.6606
-1.948
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2353
0.01580
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1885
0.48370
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1886
0.48500
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1673
0.87670
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1717
0.86860
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1375
0.69990
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1441
-0.0534
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1267
0.34320
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1544
0.60740
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1587
0.19950
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1426
0.68230
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1048
0.84480
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1142
0.84530
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1159
0.81010
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1159
0.81010
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1165
0.81340
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1589
0.25940
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1428
-0.0539
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1288
-0.0812
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1326
0.11790
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1419
-0.0541
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1745
0.81870
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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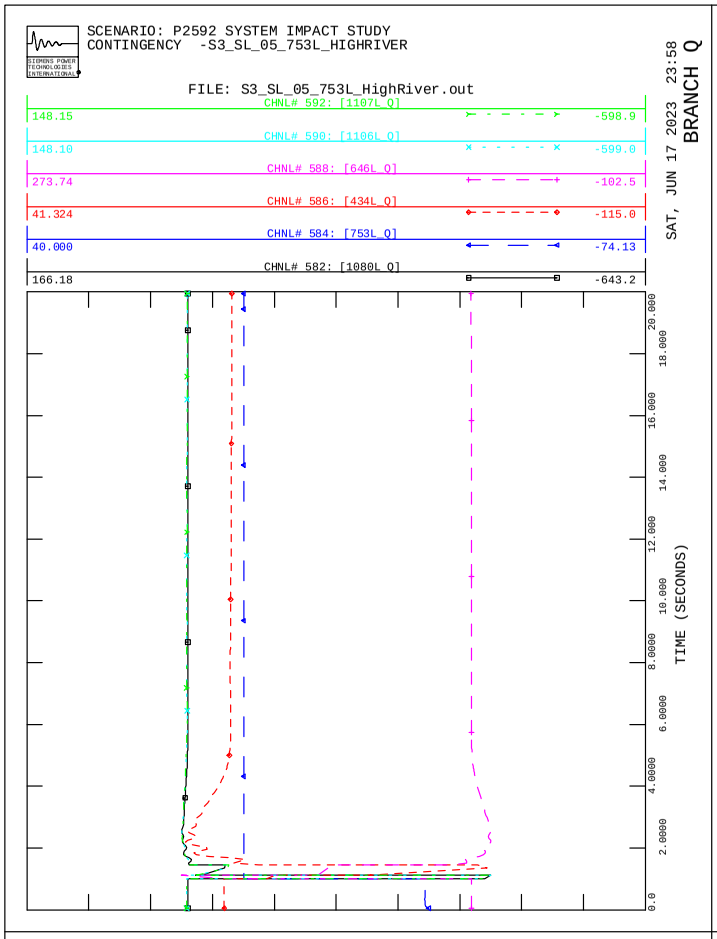
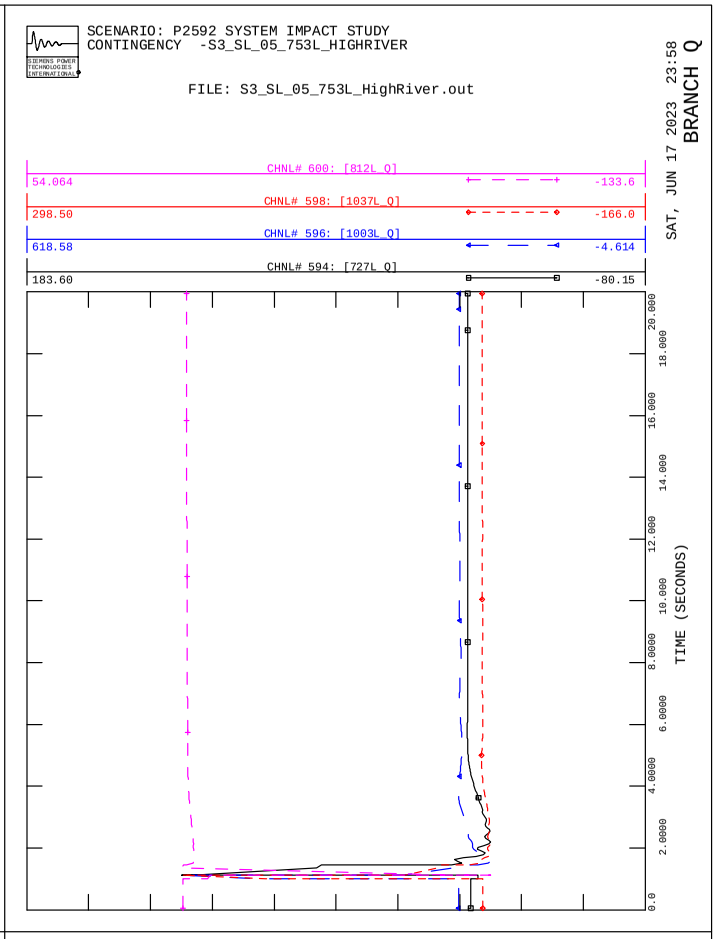
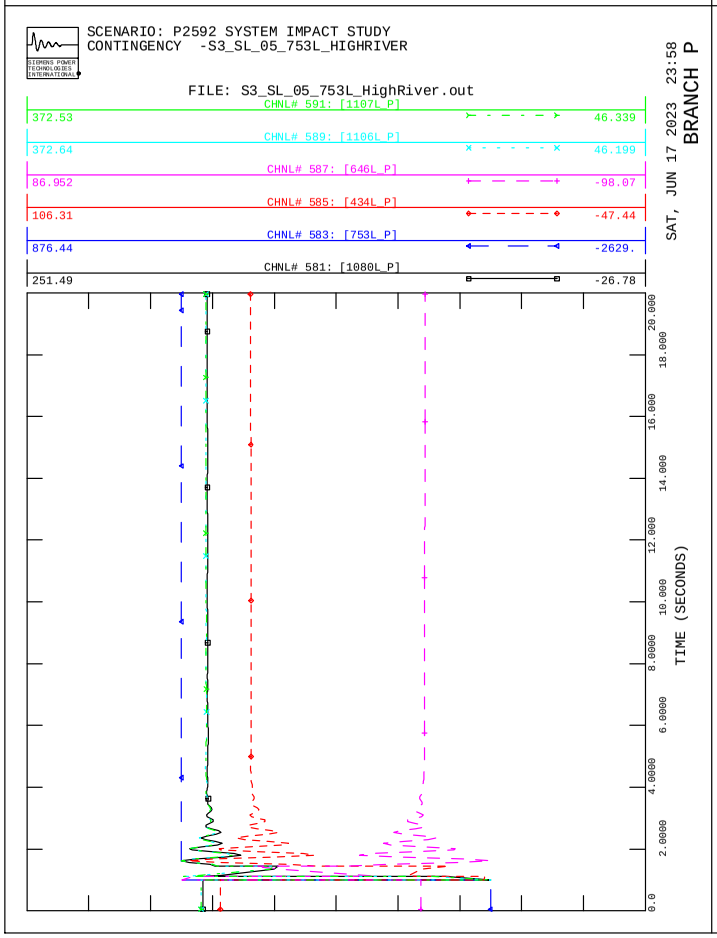
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 592: [1107L Q]
148.15
-598.9
CHNL# 590: [1106L Q]
148.10
-599.0
CHNL# 588: [646L Q]
273.74
-102.5
CHNL# 586: [434L Q]
41.324
-115.0
CHNL# 584: [753L Q]
40.000
-74.13
CHNL# 582: [1080L Q]
166.18
-643.2
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 600: [812L Q]
54.064
-133.6
CHNL# 598: [1037L Q]
298.50
-166.0
CHNL# 596: [1003L Q]
618.58
-4.614
CHNL# 594: [727L Q]
183.60
-80.15
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 591: [1107L P]
372.53
46.339
CHNL# 589: [1106L P]
372.64
46.199
CHNL# 587: [646L P]
86.952
-98.07
CHNL# 585: [434L P]
106.31
-47.44
CHNL# 583: [753L P]
876.44
-2629.
CHNL# 581: [1080L P]
251.49
-26.78
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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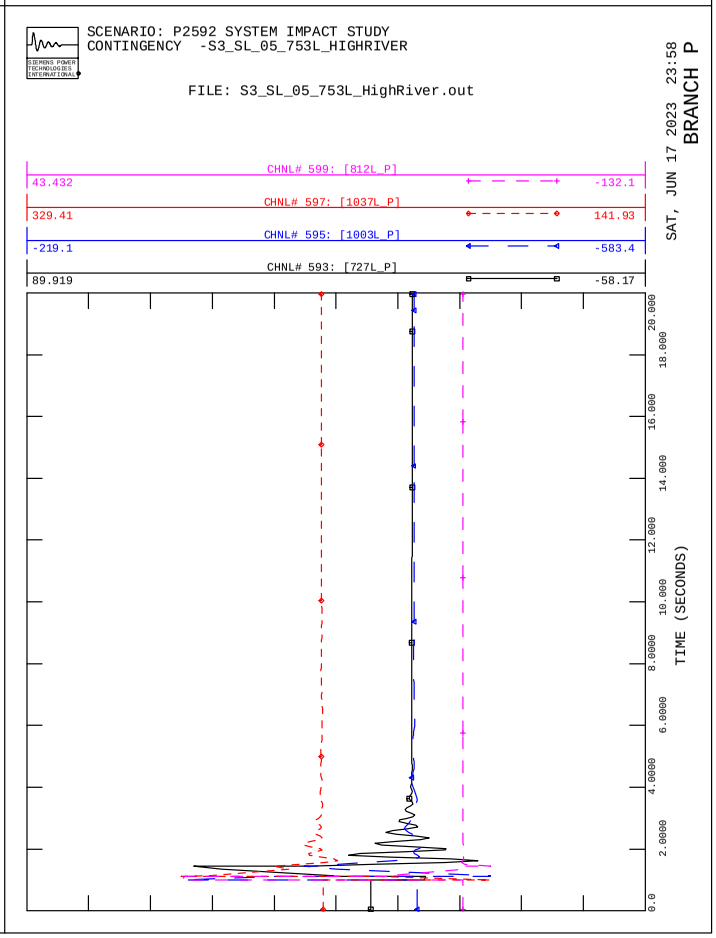
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER
FILE: S3_SL_05_753L_HighRiver.out
CHNL# 599: [812L P]
43.432
-132.1
CHNL# 597: [1037L P]
329.41
141.93
CHNL# 595: [1003L P]
-219.1
-583.4
CHNL# 593: [727L P]
89.919
-58.17
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER

FILE: S3_SL_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 166.69 -645.8
CHNL# 604: [985L Q] 626.00 -4.325
CHNL# 602: [1038L Q] 298.73 -166.4

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.65310 0.13730
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.1306 0.50450
CHNL# 190: [POWR 3187[CECST 13.200]2] 0.85460 0.29360
CHNL# 189: [POWR 775[SECCT2 21.000]3] 2.0150 1.2551
CHNL# 188: [POWR 774[SECCT1 21.000]2] 2.0150 1.2551
CHNL# 187: [POWR 773[SECST 20.000]1] 2.5876 1.8147

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_05_753L_HIGHRIVER

FILE: S3_SL_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 252.60 -27.28
CHNL# 603: [985L P] -221.4 -590.0
CHNL# 601: [1038L P] 329.79 142.21

TIME (SECONDS)

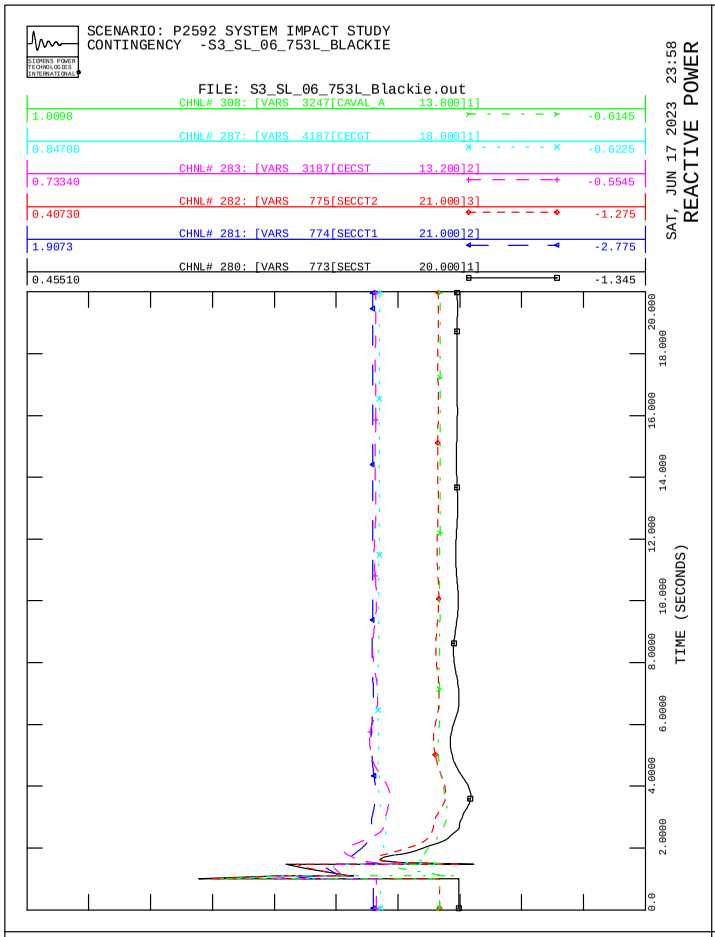
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

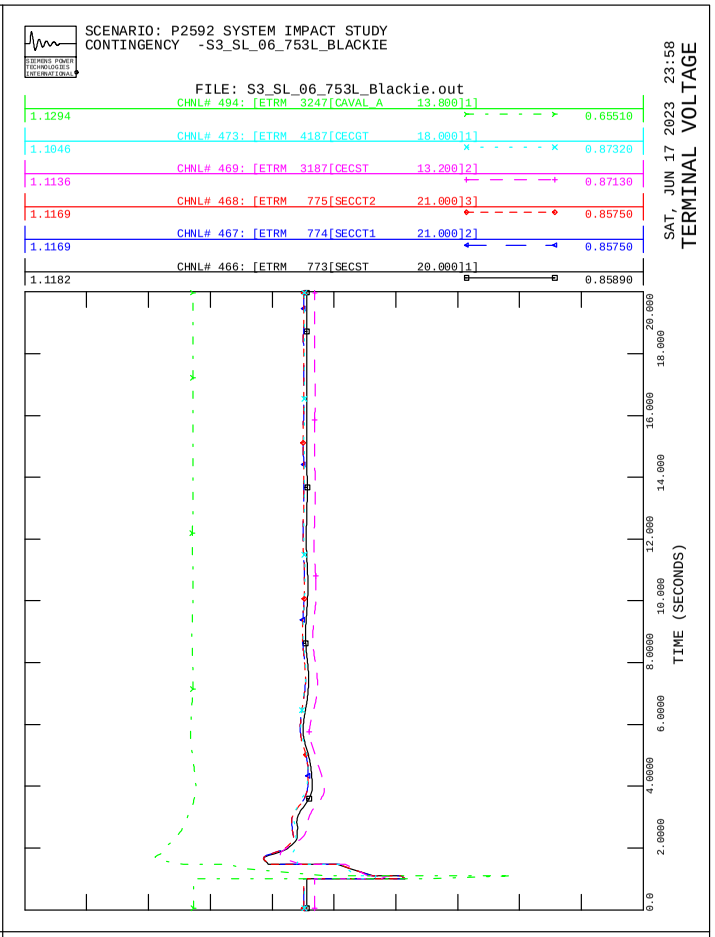
FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 112.39 -0.5727
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 63.781 -39.94
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 116.65 6.9070
CHNL# 4: [ANGL 3187[CECST 13.200]2] 89.187 -14.74
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 111.35 3.1908
CHNL# 1: [ANGL 773[SECST 20.000]1] 110.61 3.0079

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE
FILE: S3_SL_06_753L_Blackie.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.0098
-0.6145
CHNL# 287: [VARS 4187[CECGT 18.000]1]
0.84700
-0.6225
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.73340
-0.5545
CHNL# 282: [VARS 775[SECCT2 21.000]3]
0.40730
-1.275
CHNL# 281: [VARS 774[SECCT1 21.000]2]
1.9073
-2.775
CHNL# 280: [VARS 773[SECST 20.000]1]
0.45510
-1.345
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE
FILE: S3_SL_06_753L_Blackie.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1294
0.65510
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1046
0.87320
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1136
0.87130
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1169
0.85750
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1169
0.85750
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1182
0.85890
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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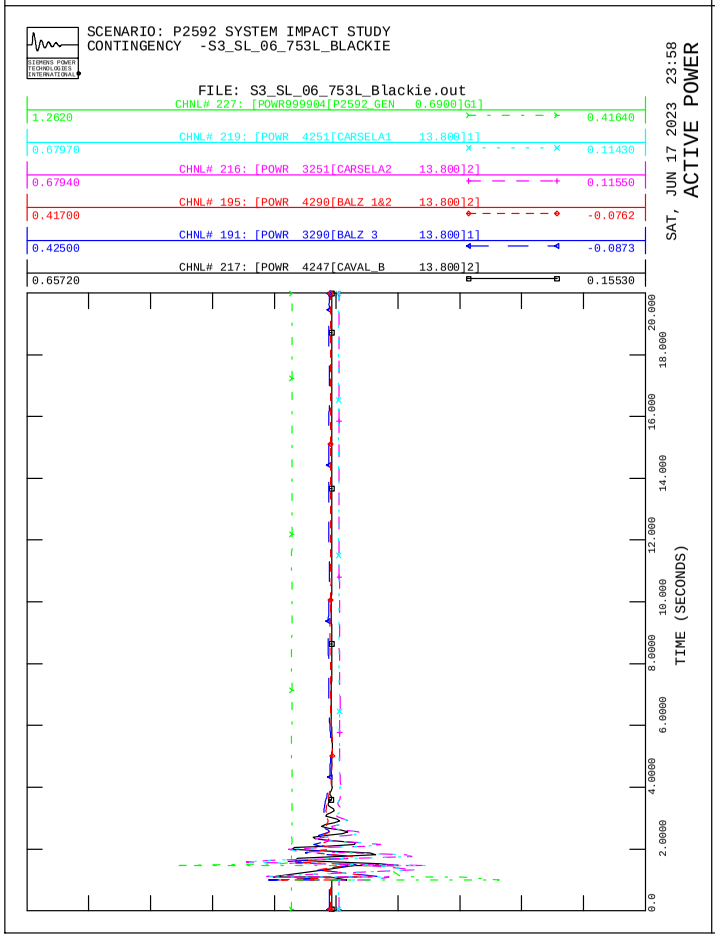
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE
FILE: S3_SL_06_753L_Blackie.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2620
0.41640
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.67970
0.11430
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.67940
0.11550
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41700
-0.0762
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42500
-0.0873
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.65720
0.15530
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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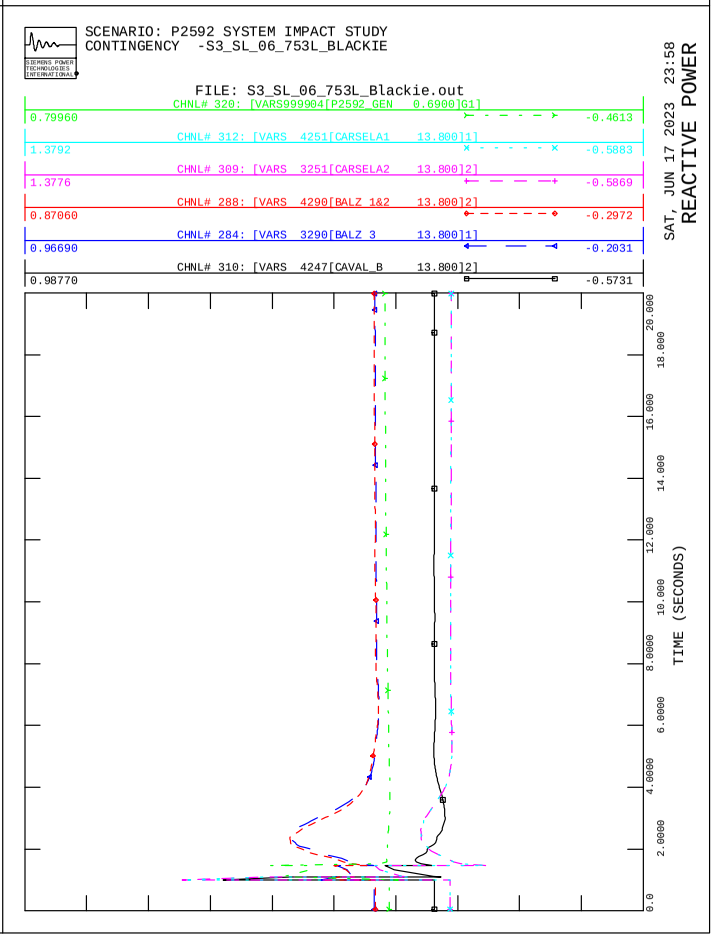
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE
FILE: S3_SL_06_753L_Blackie.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
0.79960
-0.4613
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.3792
-0.5883
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.3776
-0.5869
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
0.87060
-0.2972
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
0.96690
-0.2031
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
0.98770
-0.5731
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1502 0.34350

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1682 0.46630

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1410 0.45810

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1366 0.49900

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1673 0.46540

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1715 0.89440

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L_P]
361.21 92.479

CHNL# 589: [1106L_P]
361.31 92.400

CHNL# 587: [646L_P]
97.144 -83.13

CHNL# 585: [434L_P]
131.61 -150.8

CHNL# 583: [753L_P]
40.000 -60.62

CHNL# 581: [1080L_P]
241.63 7.5089

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2111 0.47190

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1745 0.53960

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1745 0.54080

CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1670 0.90950

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1693 0.90570

CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1245 0.67470

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1696 0.46740

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1395 0.64340

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1697 0.78530

CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1504 0.00470

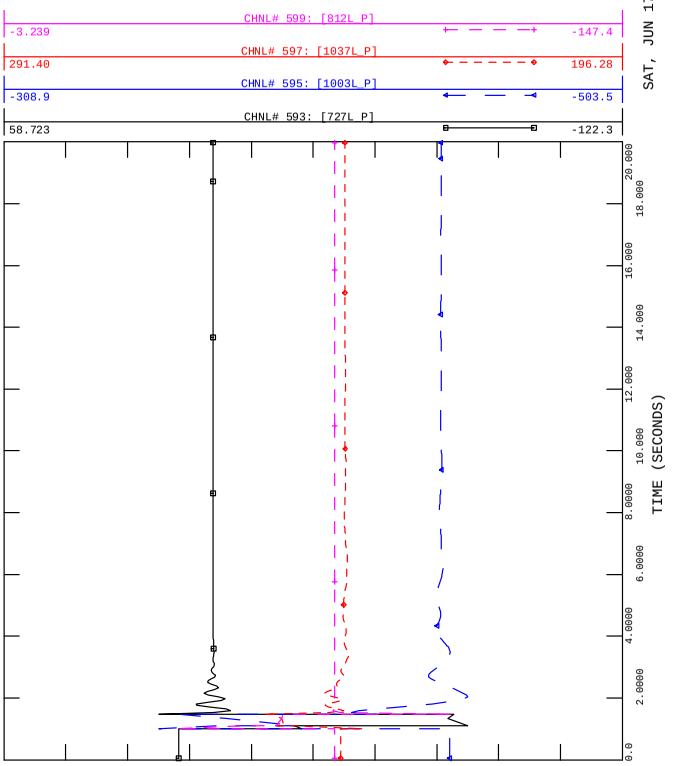
0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

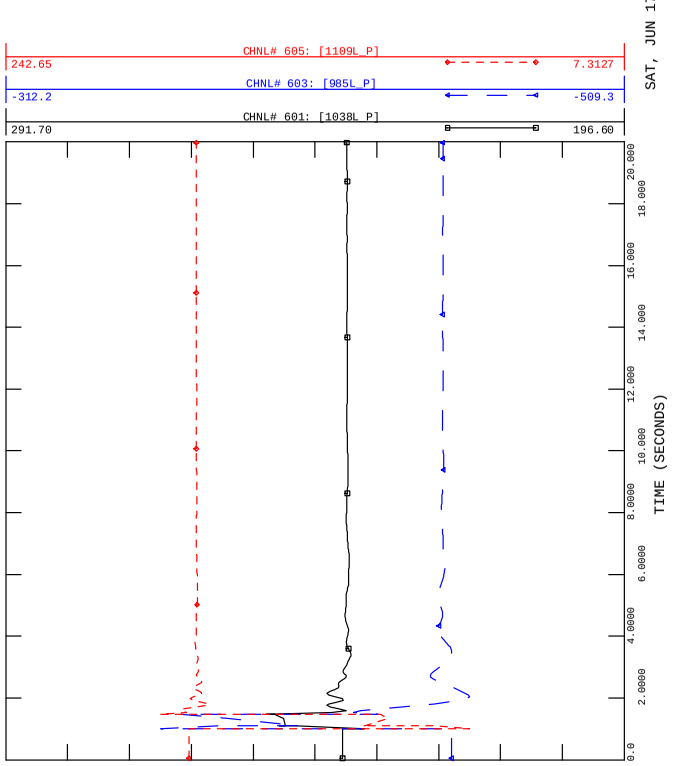
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

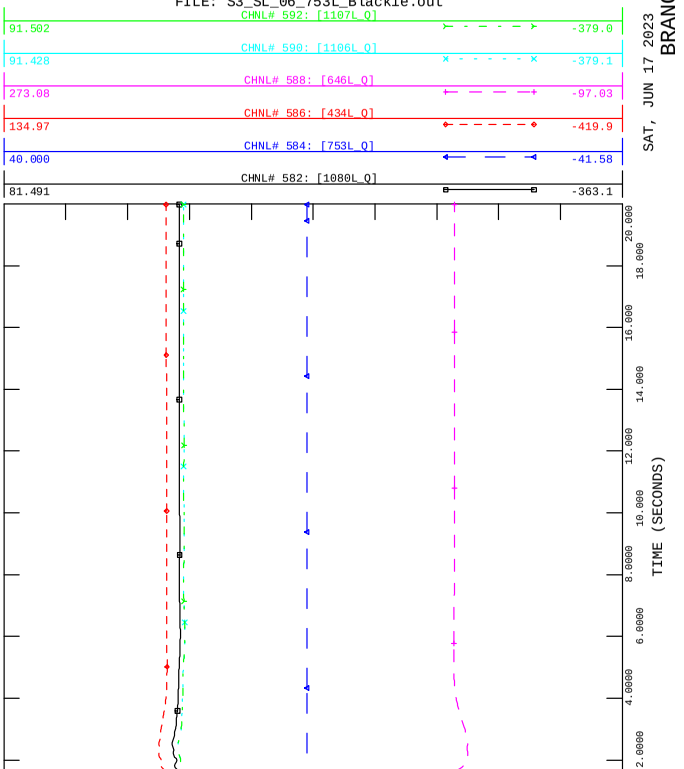
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

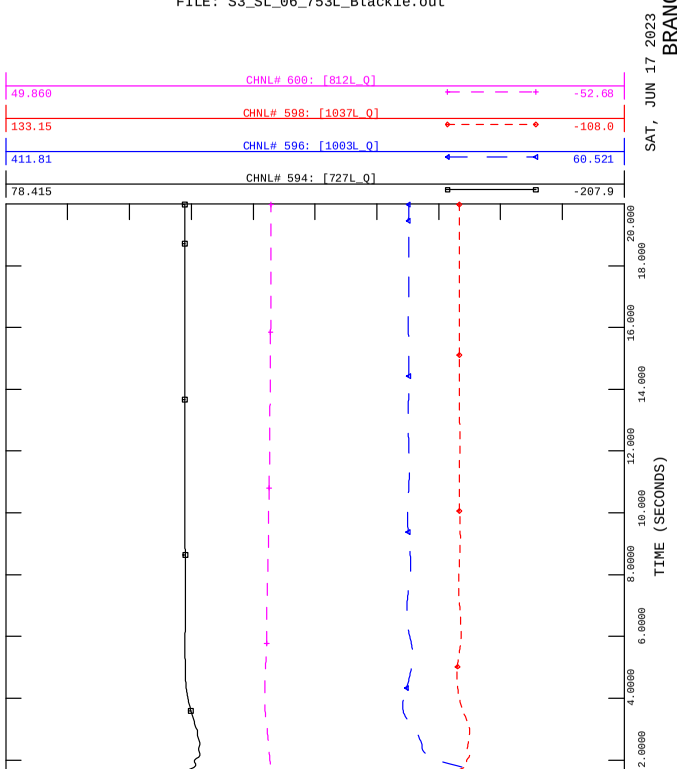
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
141.54 -12.93
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
64.565 -40.62
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
120.31 3.0643
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.078 -17.91
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
113.20 -0.9945
CHNL# 1: [ANGL 773[SECST 20.000]1]
112.85 -0.4774

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1413 0.02360
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.81780 -0.1069
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.82060 -0.1100
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41720 -0.0863
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42920 -0.1036
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.66740 0.15290

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_06_753L_BLACKIE

FILE: S3_SL_06_753L_Blackie.out

CHNL# 606: [1109L Q]
81.652 -364.6
CHNL# 604: [985L Q]
416.86 61.566
CHNL# 602: [1038L Q]
133.16 -108.3

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.67120 0.14970
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.1793 0.43170
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.95430 0.17940
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.1408 1.1845
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.1408 1.1845
CHNL# 187: [POWR 773[SECST 20.000]1]
2.8356 1.7297

SAT, JUN 17 2023 23:58
ACTIVE POWER

TIME (SECONDS)
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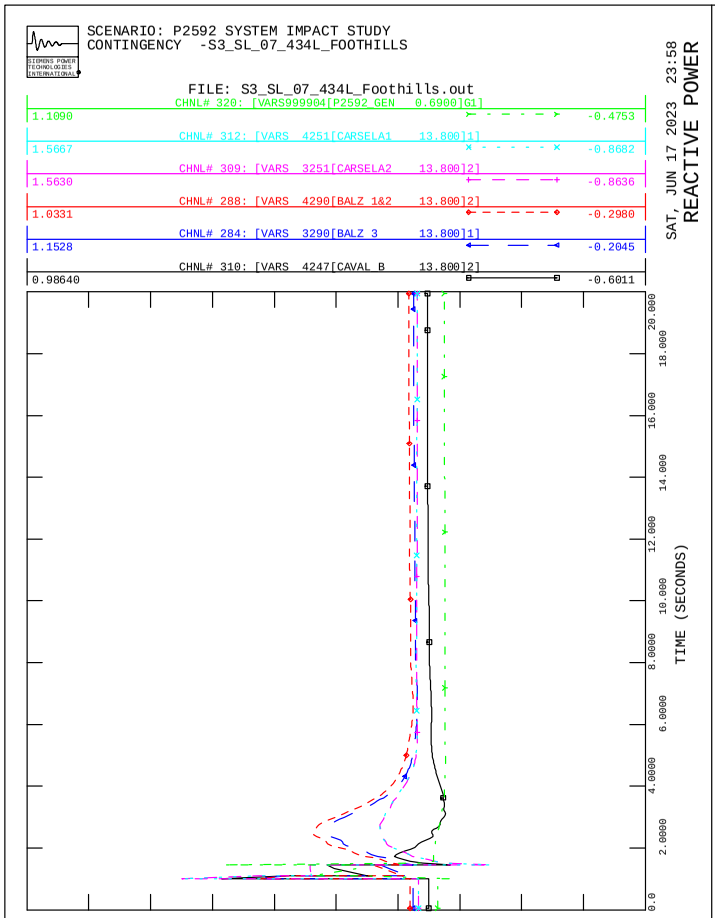
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS
FILE: S3_SL_07_434L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1090
-0.4753
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5667
-0.8682
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5630
-0.8636
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.0331
-0.2980
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.1528
-0.2045
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.98640
-0.6011
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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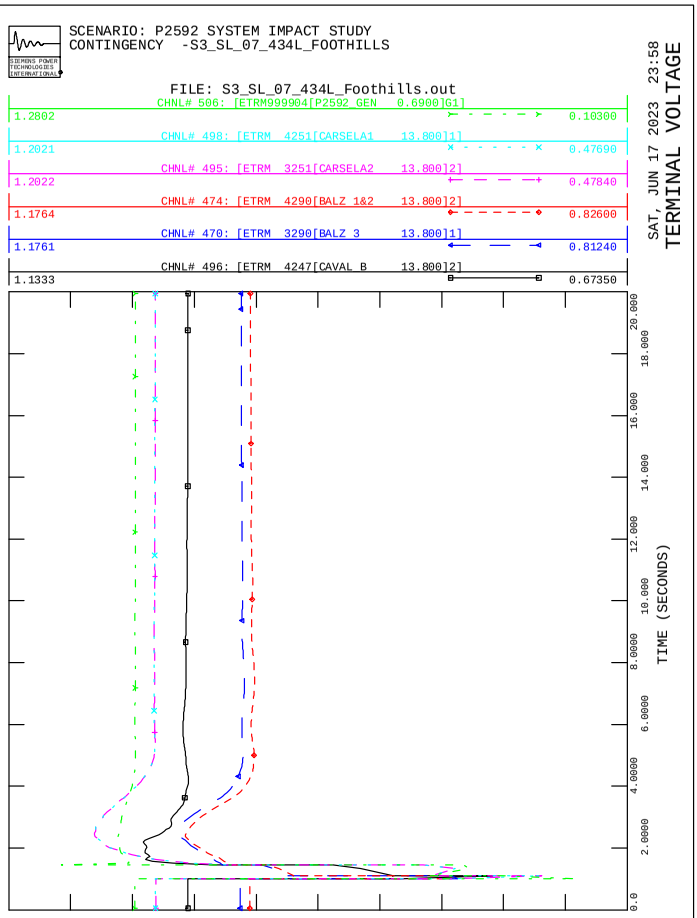
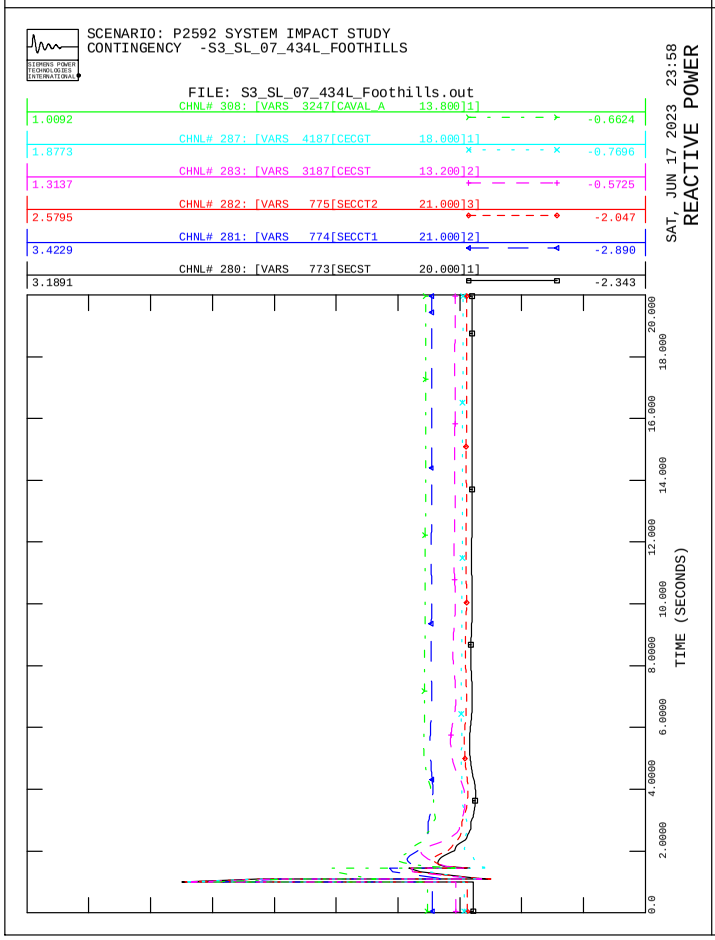
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS
FILE: S3_SL_07_434L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2802
0.10300
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.2021
0.47690
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.2022
0.47840
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1764
0.82600
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1761
0.81240
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1333
0.67350
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS
FILE: S3_SL_07_434L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.0092
-0.6624
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.8773
-0.7696
CHNL# 283: [VARS 3187[CECST 13.200]2]
1.3137
-0.5725
CHNL# 282: [VARS 775[SECCT2 21.000]3]
2.5795
-2.047
CHNL# 281: [VARS 774[SECCT1 21.000]2]
3.4229
-2.890
CHNL# 280: [VARS 773[SECST 20.000]1]
3.1891
-2.343
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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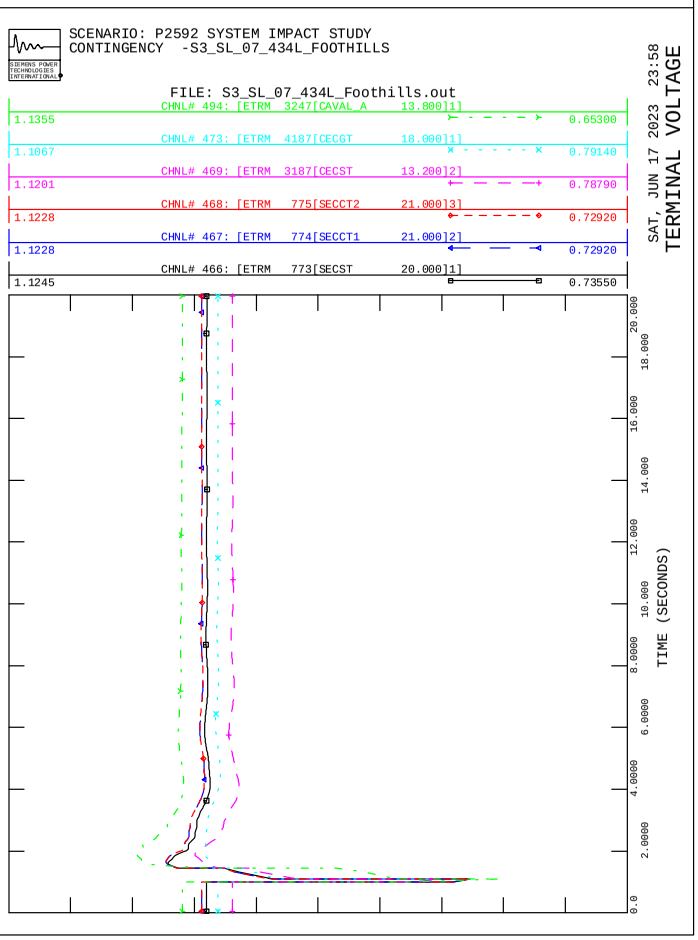
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS
FILE: S3_SL_07_434L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1355
0.65300
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1067
0.79140
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1201
0.78790
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1228
0.72920
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1228
0.72920
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1245
0.73550
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

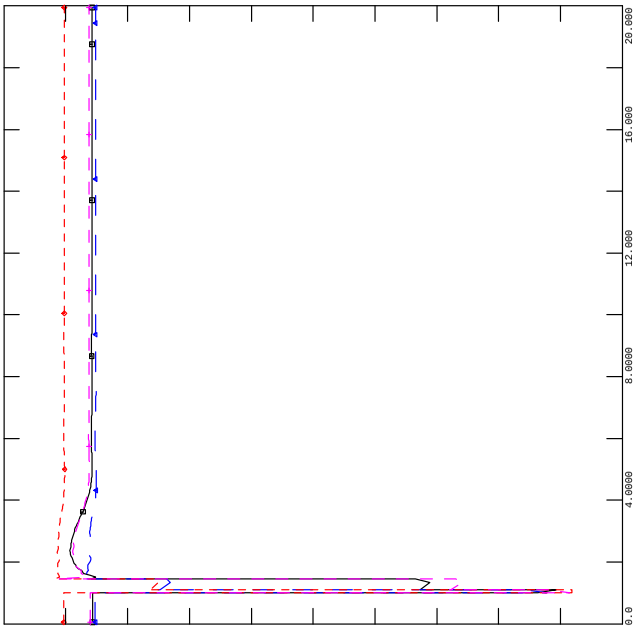
BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1928 0.02580

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1349 -0.0895

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1666 0.34970

CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1590 0.22180



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 592: [1107L Q]
176.75 -653.1

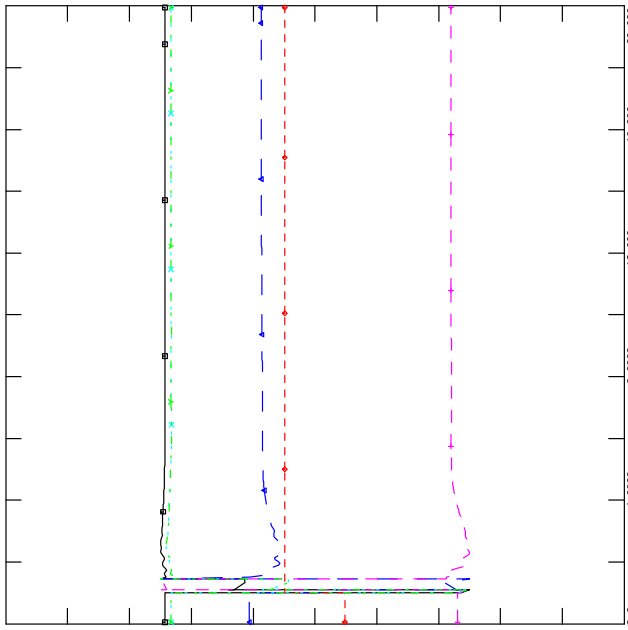
CHNL# 590: [1106L Q]
176.69 -653.2

CHNL# 588: [646L Q]
690.64 -249.9

CHNL# 586: [434L Q]
40.000 -48.63

CHNL# 584: [753L Q]
65.109 -104.5

CHNL# 582: [1080L Q]
256.40 -913.8



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1674 0.23630

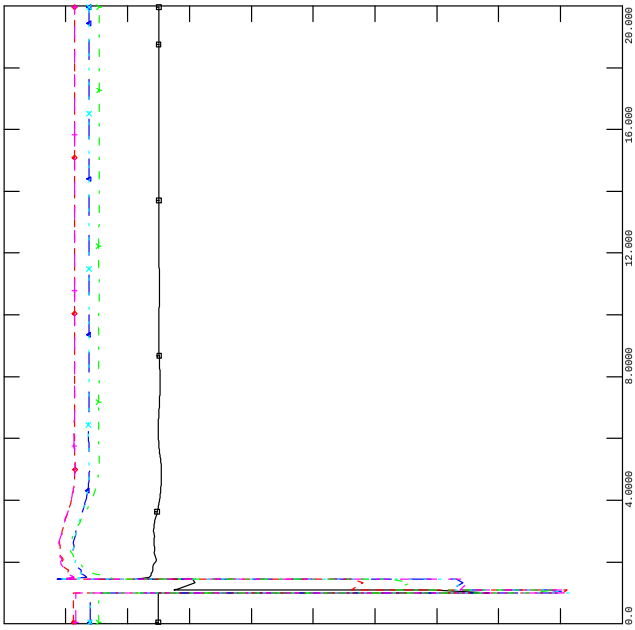
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1913 0.02540

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1488 0.01120

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1430 0.02330

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1904 0.02520

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1698 0.70550



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L P]
402.18 -5.255

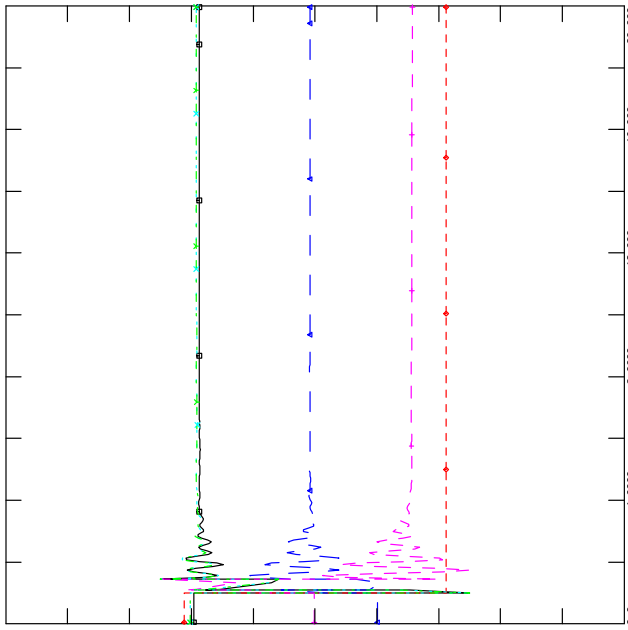
CHNL# 589: [1106L P]
402.30 -5.418

CHNL# 587: [646L P]
121.56 -184.2

CHNL# 585: [434L P]
98.769 -40.00

CHNL# 583: [753L P]
43.438 -58.02

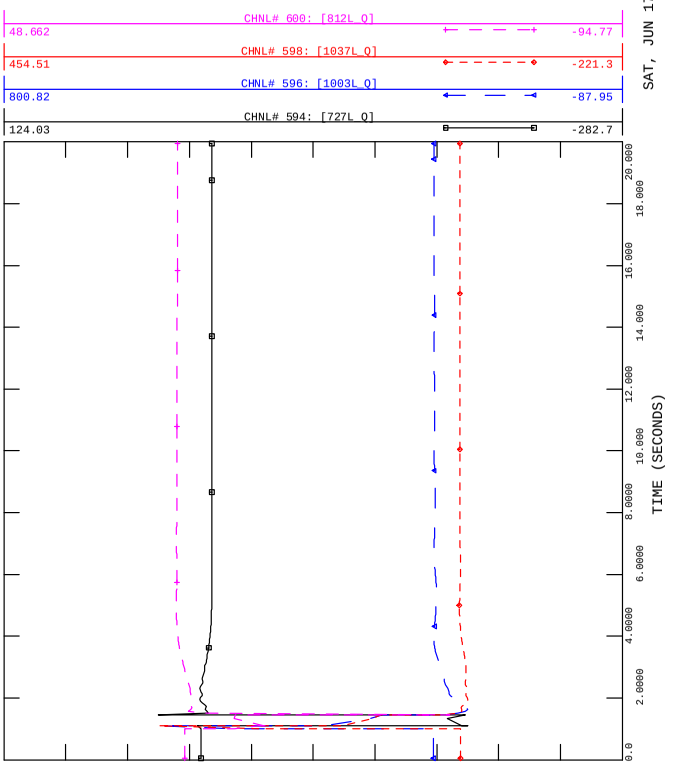
CHNL# 581: [1080L P]
279.19 -72.84



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

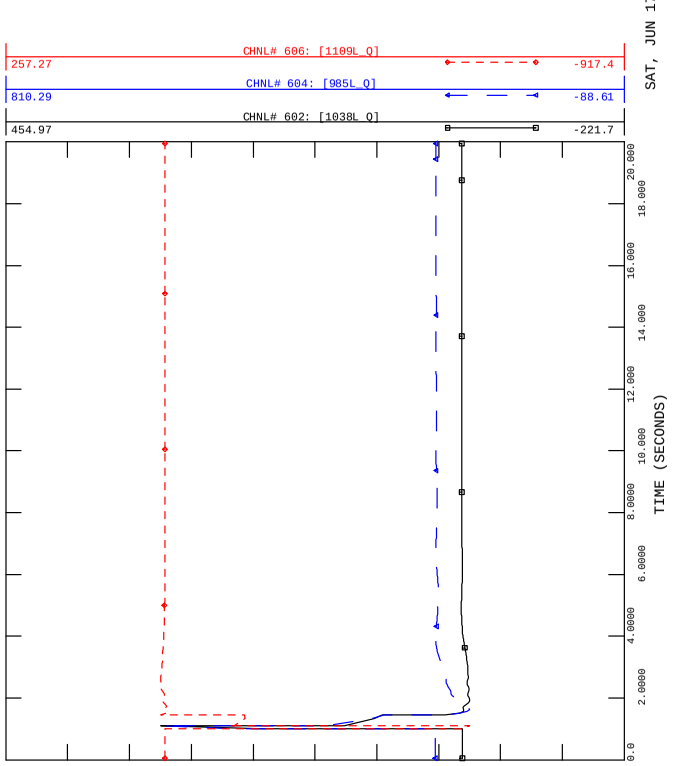
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

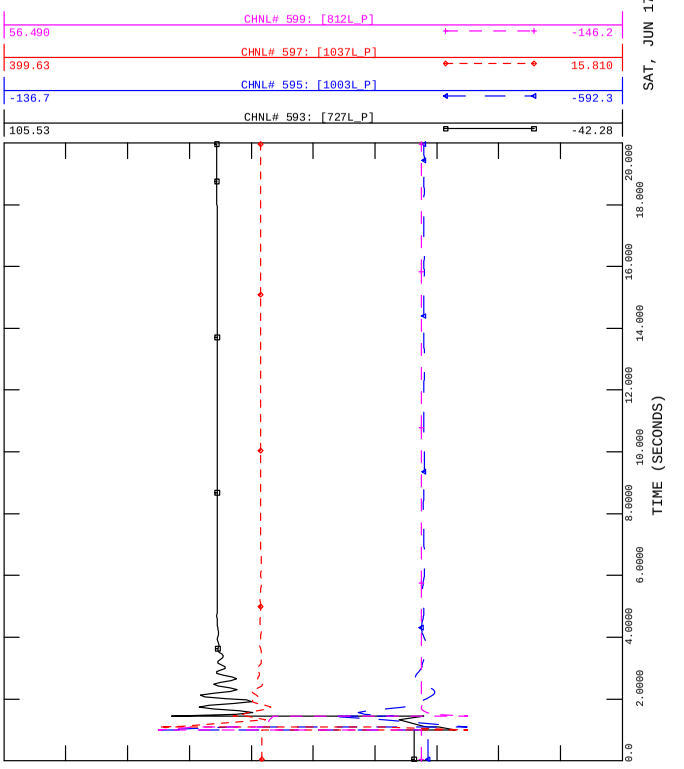
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

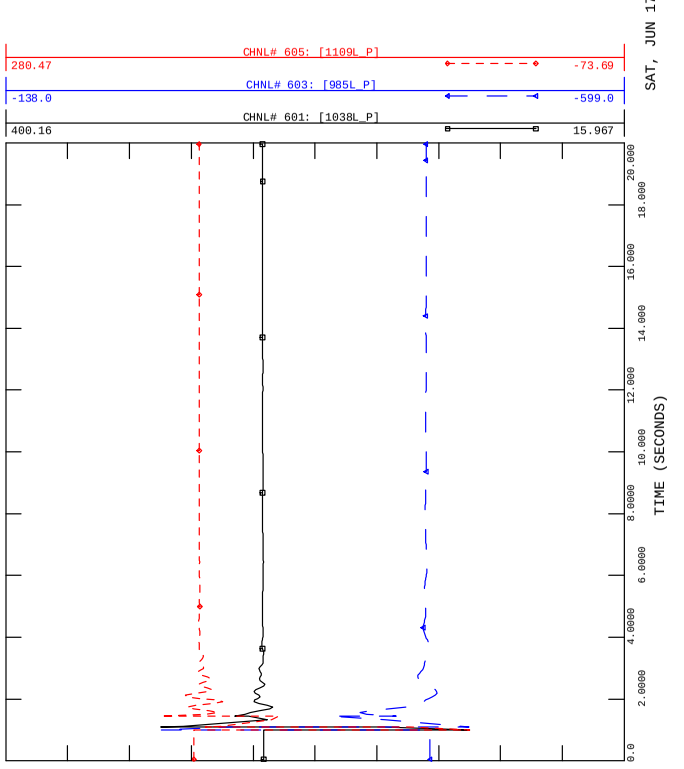
SAT, JUN 17 2023 23:58 BRANCH P

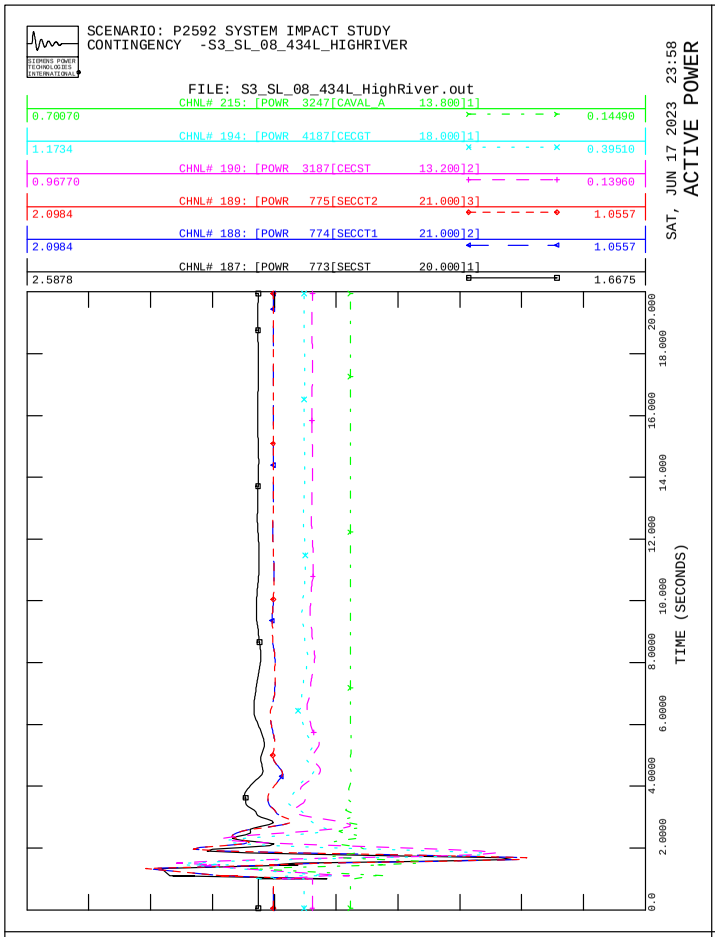


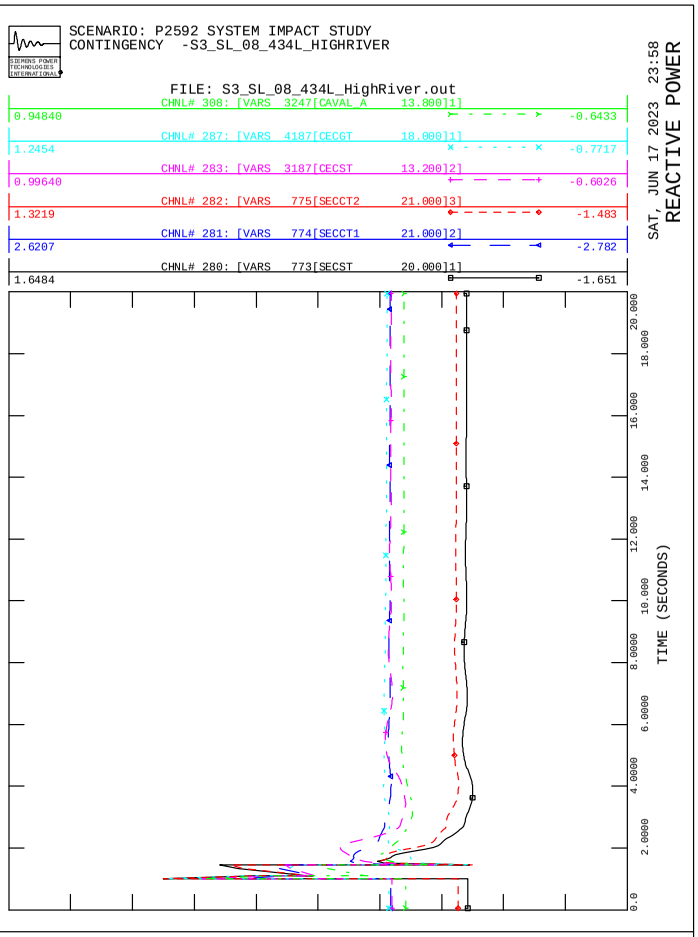
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_07_434L_FOOTHILLS

FILE: S3_SL_07_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.70070
0.14490
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.1734
0.39510
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.96770
0.13960
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.0984
1.0557
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.0984
1.0557
CHNL# 187: [POWR 773[SECST 20.000]1]
2.5878
1.6675
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.94840
-0.6433
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.2454
-0.7717
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.99640
-0.6026
CHNL# 282: [VARS 775[SECCT2 21.000]3]
1.3219
-1.483
CHNL# 281: [VARS 774[SECCT1 21.000]2]
2.6207
-2.782
CHNL# 280: [VARS 773[SECST 20.000]1]
1.6484
-1.651
SAT, JUN 17 2023 23:58
REACTIVE POWER
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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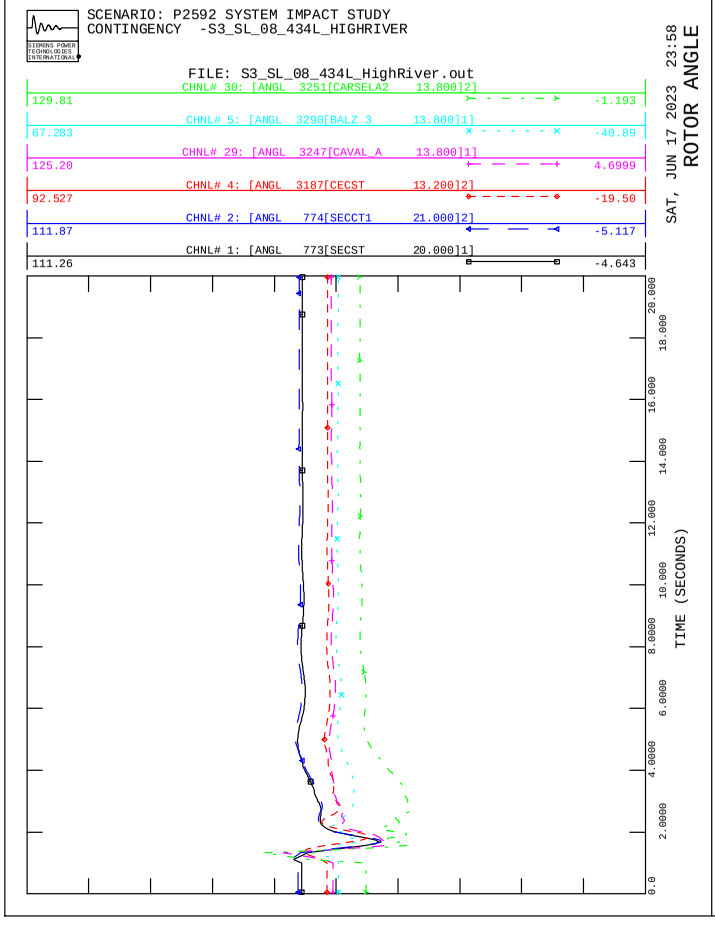
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
129.81
-1.193
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
67.283
-40.89
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
125.20
4.6999
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.527
-19.50
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
111.87
-5.117
CHNL# 1: [ANGL 773[SECST 20.000]1]
111.26
-4.643
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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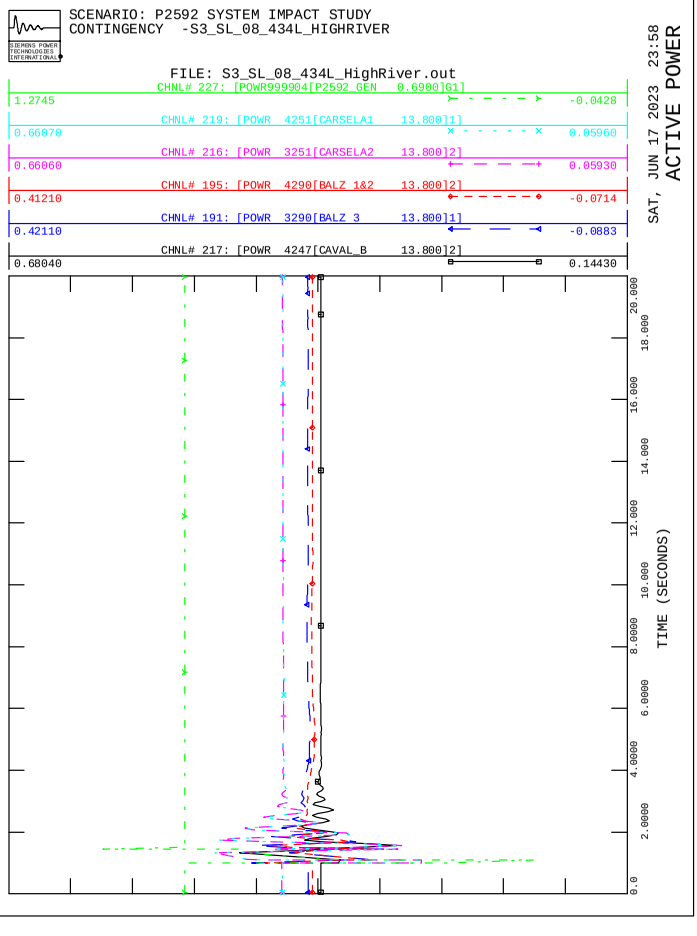
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2745
-0.0428
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.66070
0.05960
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.66060
0.05930
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41210
-0.0714
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42110
-0.0883
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.68040
0.14430
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

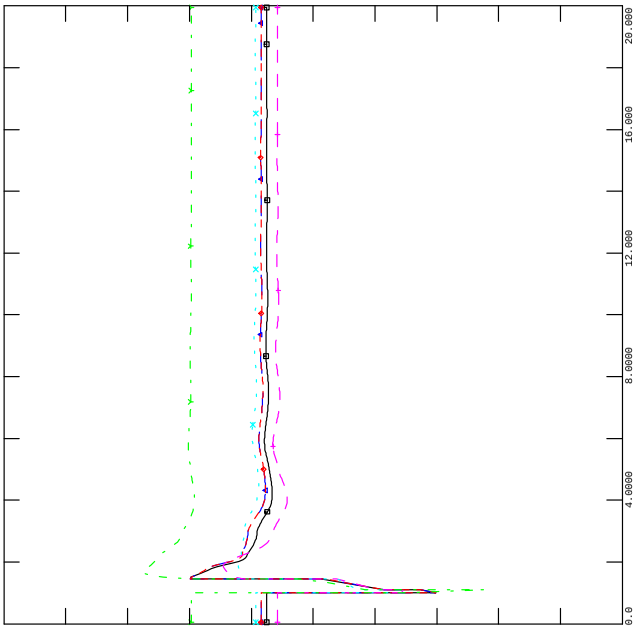
FILE: S3_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 0.68900
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 0.84230
CHNL# 469: [ETRM 3187[CECST 13.200]2] 0.84260
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 0.80610
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 0.80610
CHNL# 466: [ETRM 773[SECST 20.000]1] 0.80960

1.1354 1.1084 1.1248 1.1379 1.1379 1.1407



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

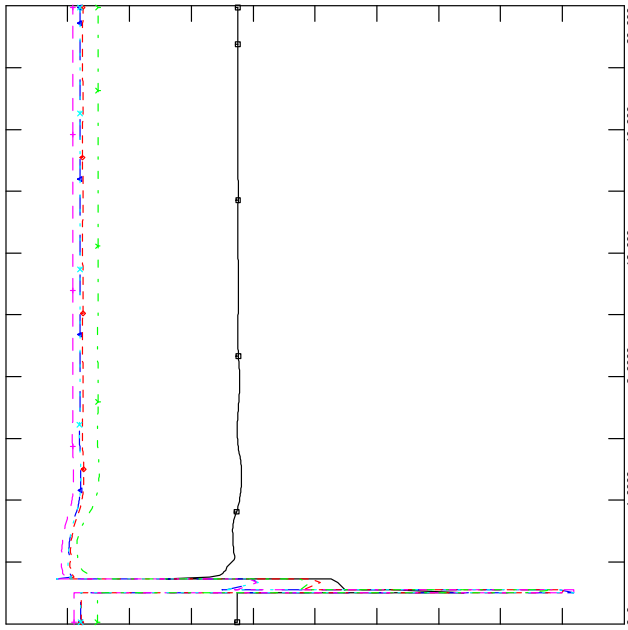
FILE: S3_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]] 0.27110
CHNL# 574: [VOLT 243 [HARTELL7 138.00]] -0.0456
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]] -0.0681
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]] 0.11640
CHNL# 571: [VOLT 238 [BLACK D7 138.00]] -0.0457
CHNL# 570: [VOLT 159 [LANGDON4 240.00]] 0.81230

1.1557 1.1775 1.1507 1.1424 1.1765 1.1985



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

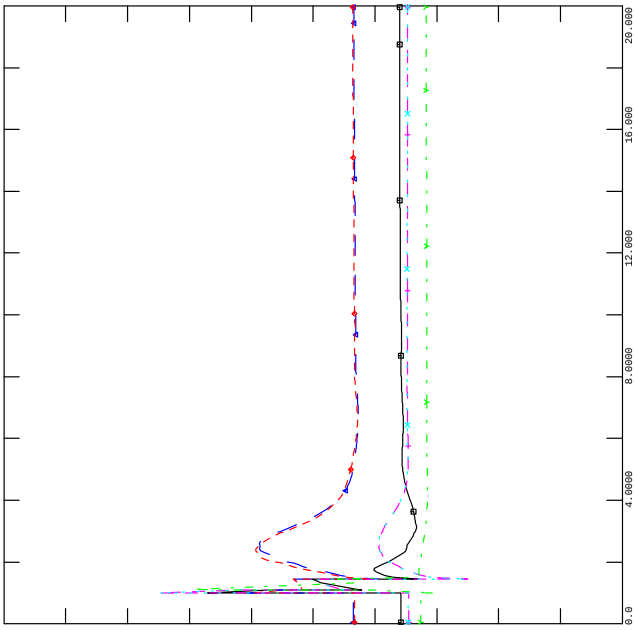
FILE: S3_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] -0.4785
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] -0.7517
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] -0.7476
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] -0.3252
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] -0.2451
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2] -0.5887

1.1609 1.4947 1.4912 0.90790 1.0208 0.92970



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

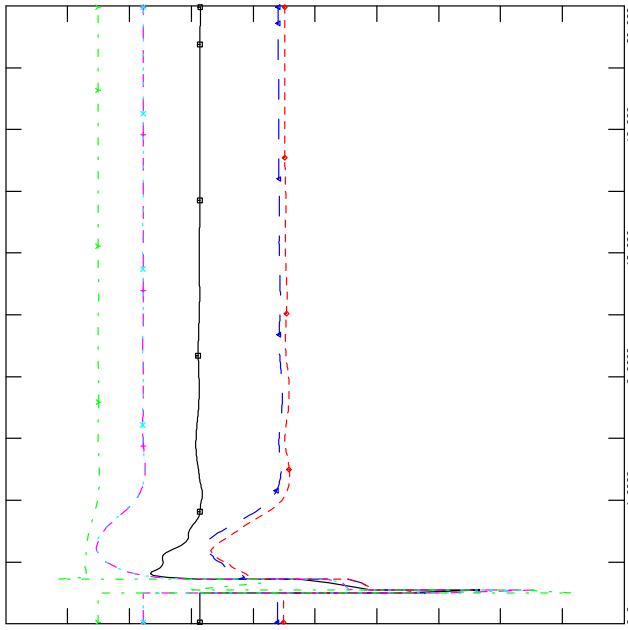
FILE: S3_SL_08_434L_HighRiver.out

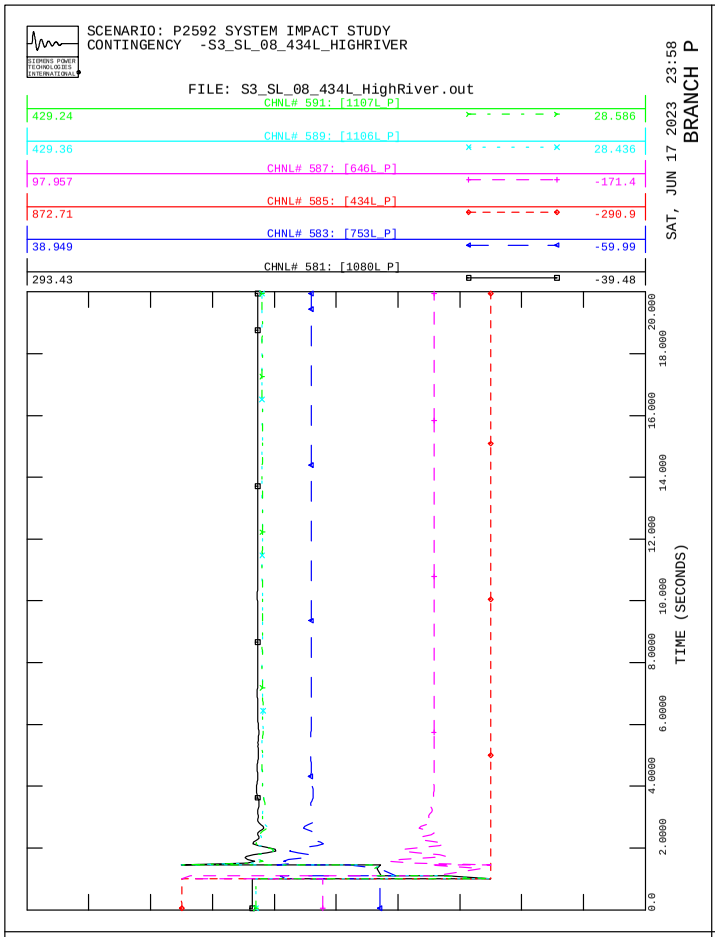
SAT, JUN 17 2023 23:58

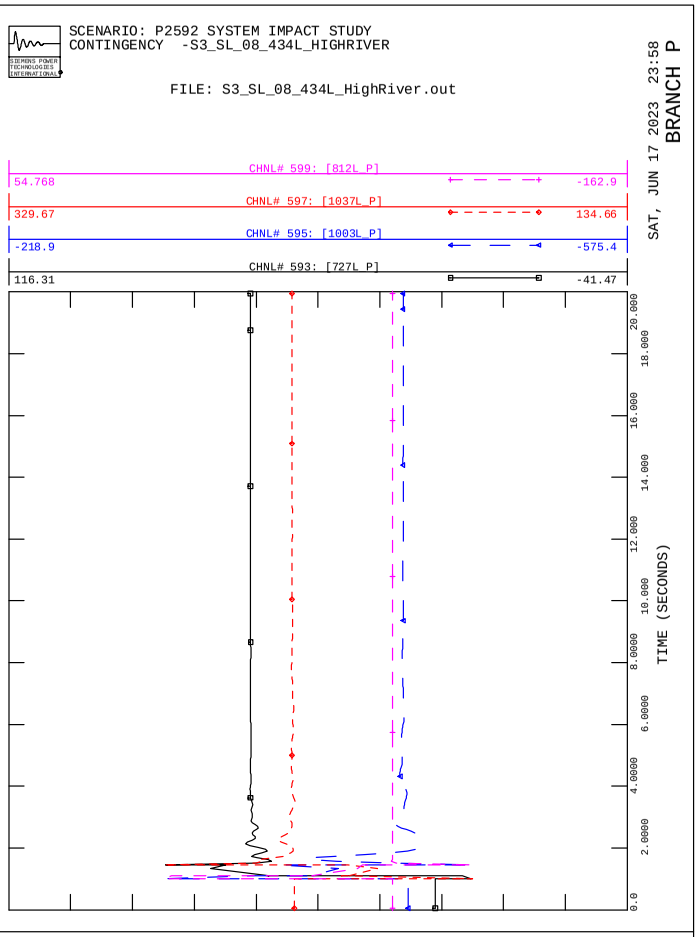
TERMINAL VOLTAGE

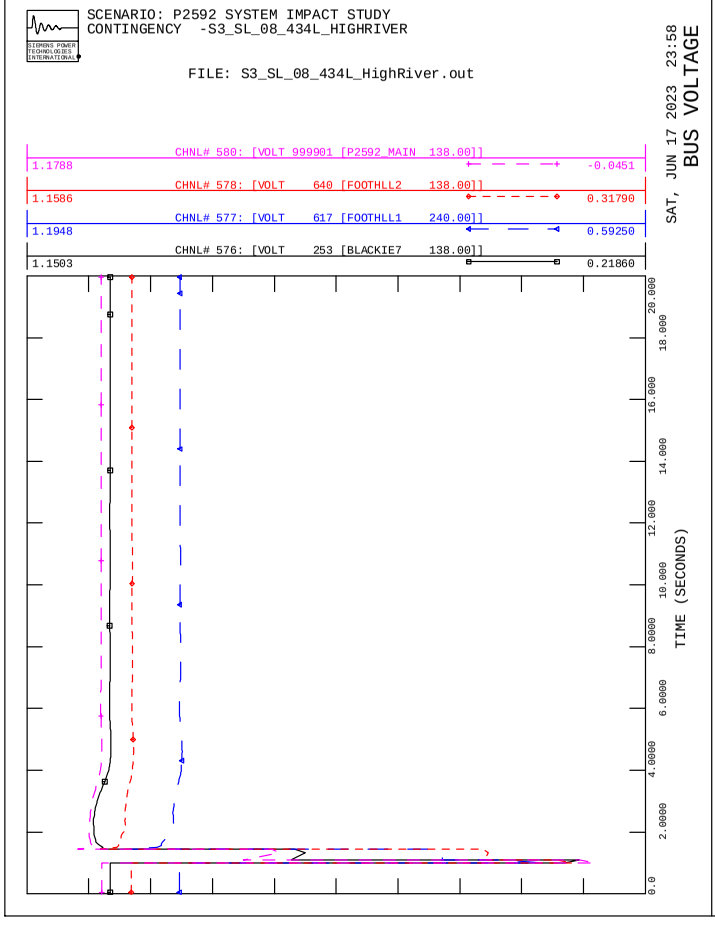
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1] 0.02040
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1] 0.49680
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2] 0.49810
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2] 0.87390
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1] 0.86550
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2] 0.70630

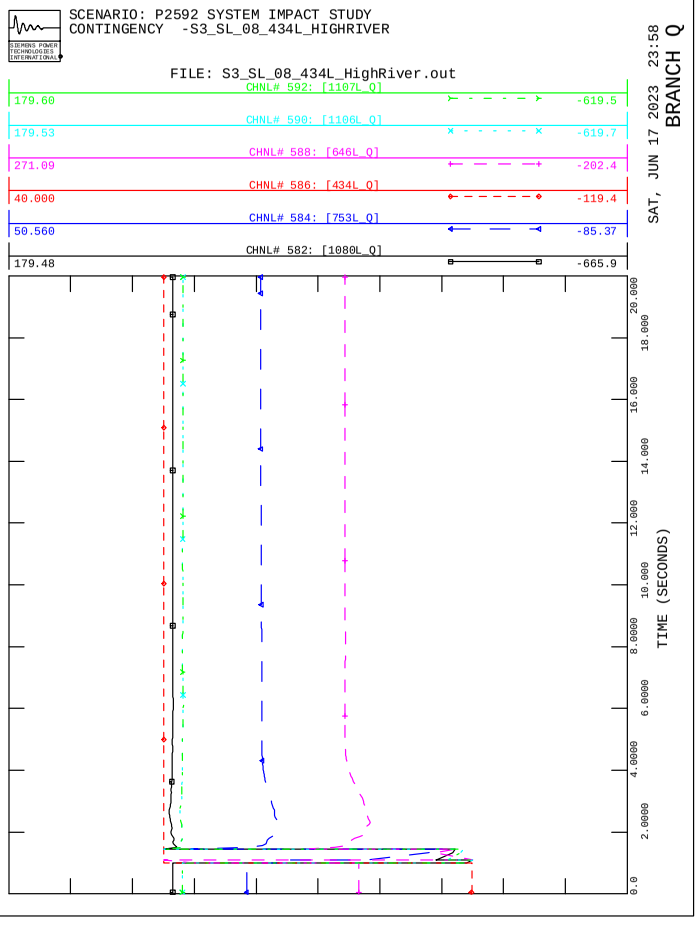
1.2190 1.1823 1.1824 1.1754 1.1765 1.1345




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 591: [1107L_P]
429.24
28.586
CHNL# 589: [1106L_P]
429.36
28.436
CHNL# 587: [646L_P]
97.957
-171.4
CHNL# 585: [434L_P]
872.71
-290.9
CHNL# 583: [753L_P]
38.949
-59.99
CHNL# 581: [1080L_P]
293.43
-39.48
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 599: [812L_P]
54.768
-162.9
CHNL# 597: [1037L_P]
329.67
134.66
CHNL# 595: [1003L_P]
-218.9
-575.4
CHNL# 593: [727L_P]
116.31
-41.47
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1788
-0.0451
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1586
0.31790
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1948
0.59250
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1503
0.21860
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER
FILE: S3_SL_08_434L_HighRiver.out
CHNL# 592: [1107L_Q]
179.60
-619.5
CHNL# 590: [1106L_Q]
179.53
-619.7
CHNL# 588: [646L_Q]
271.09
-202.4
CHNL# 586: [434L_Q]
40.000
-119.4
CHNL# 584: [753L_Q]
50.560
-85.37
CHNL# 582: [1080L_Q]
179.48
-665.9
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

FILE: S3_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 294.72 -40.05
CHNL# 603: [985L P] -221.2 -582.1
CHNL# 601: [1038L P] 330.04 134.95

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 135.53 -5.730
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 67.385 -39.86
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 123.01 3.5850
CHNL# 4: [ANGL 3187[CECST 13.200]2] 91.592 -17.37
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 112.17 -1.071
CHNL# 1: [ANGL 773[SECST 20.000]1] 111.48 -0.7493

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

FILE: S3_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 600: [812L_Q] 48.549 -91.62
CHNL# 598: [1037L_Q] 313.04 -171.9
CHNL# 596: [1003L_Q] 651.33 -62.61
CHNL# 594: [727L_Q] 119.73 -61.31

TIME (SECONDS)

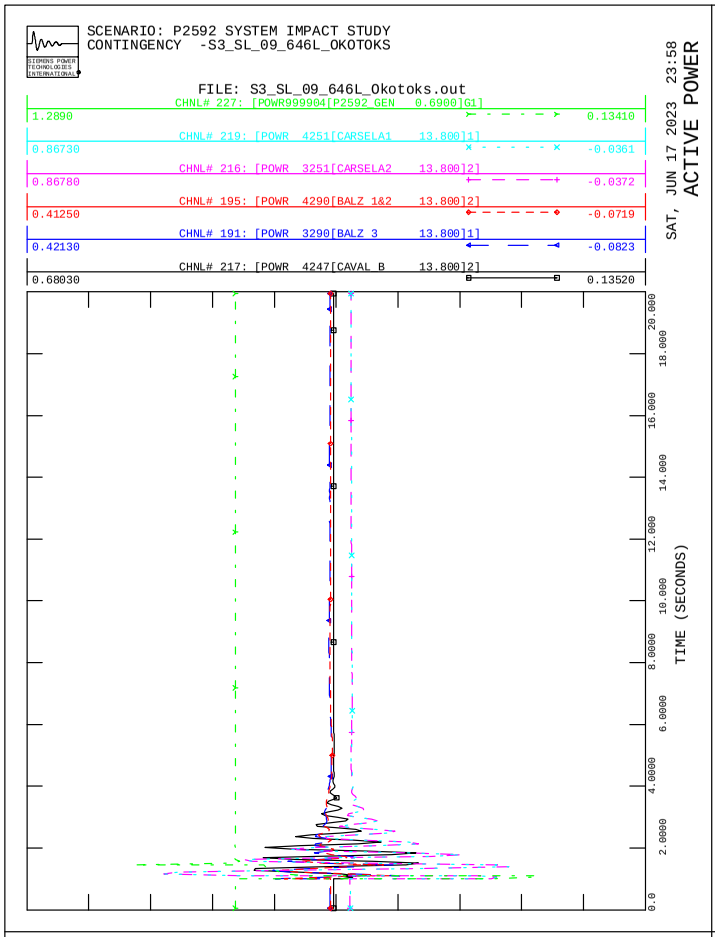
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_08_434L_HIGHRIVER

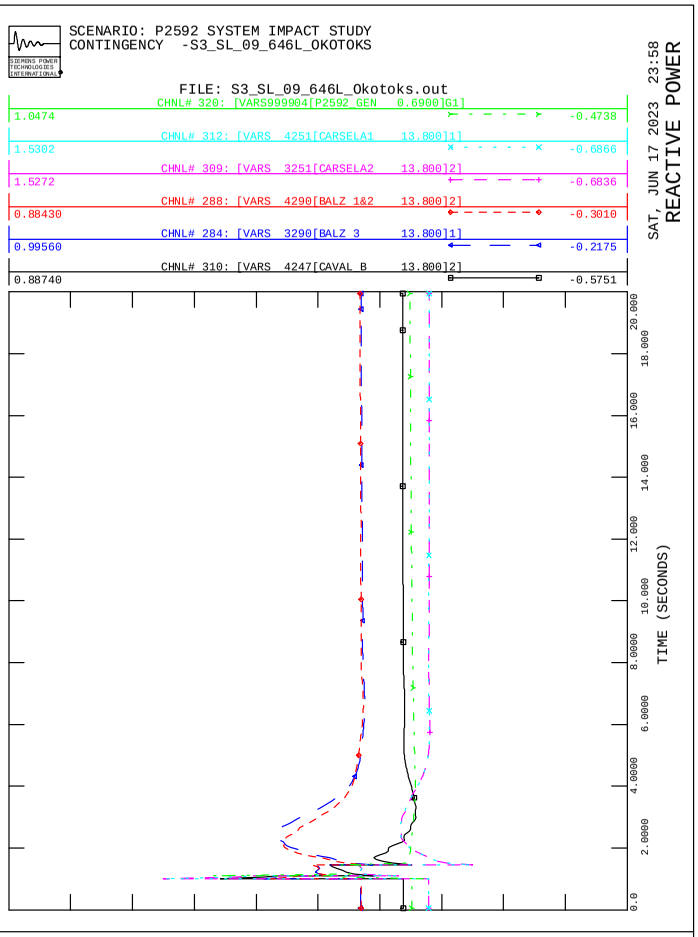
FILE: S3_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L_Q] 180.00 -668.6
CHNL# 604: [985L_Q] 659.13 -63.01
CHNL# 602: [1038L_Q] 313.28 -172.2

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2890
0.13410
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.86730
-0.0361
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.86780
-0.0372
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41250
-0.0719
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42130
-0.0823
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.68030
0.13520
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0474
-0.4738
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5302
-0.6866
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5272
-0.6836
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
0.88430
-0.3010
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
0.99560
-0.2175
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.88740
-0.5751
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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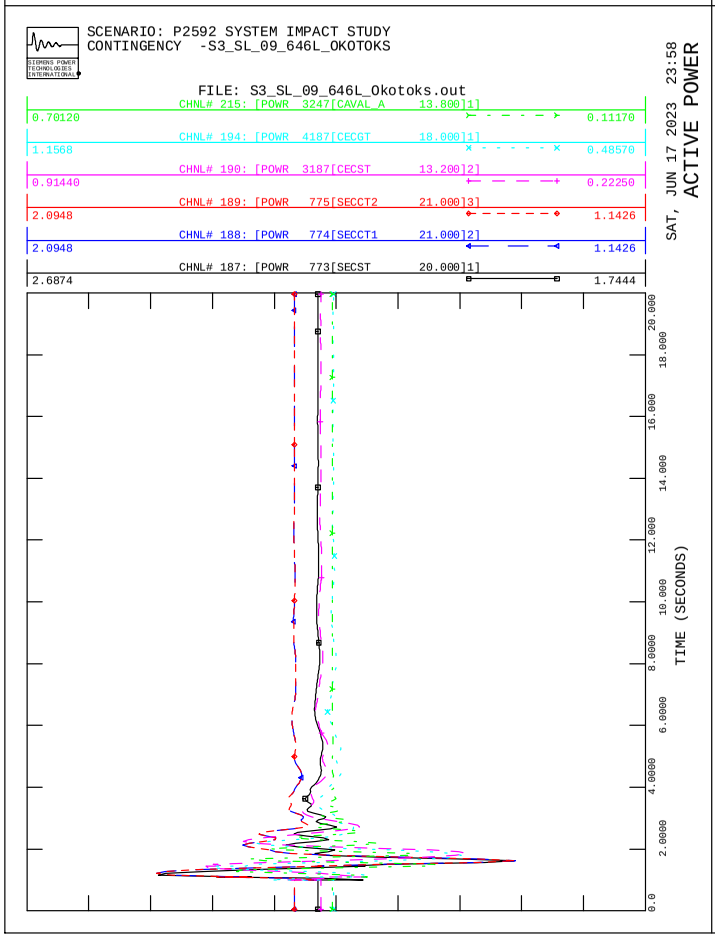
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.70120
0.11170
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.1568
0.48570
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.91440
0.22250
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.0948
1.1426
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.0948
1.1426
CHNL# 187: [POWR 773[SECST 20.000]1]
2.6874
1.7444
SAT, JUN 17 2023 23:58
ACTIVE 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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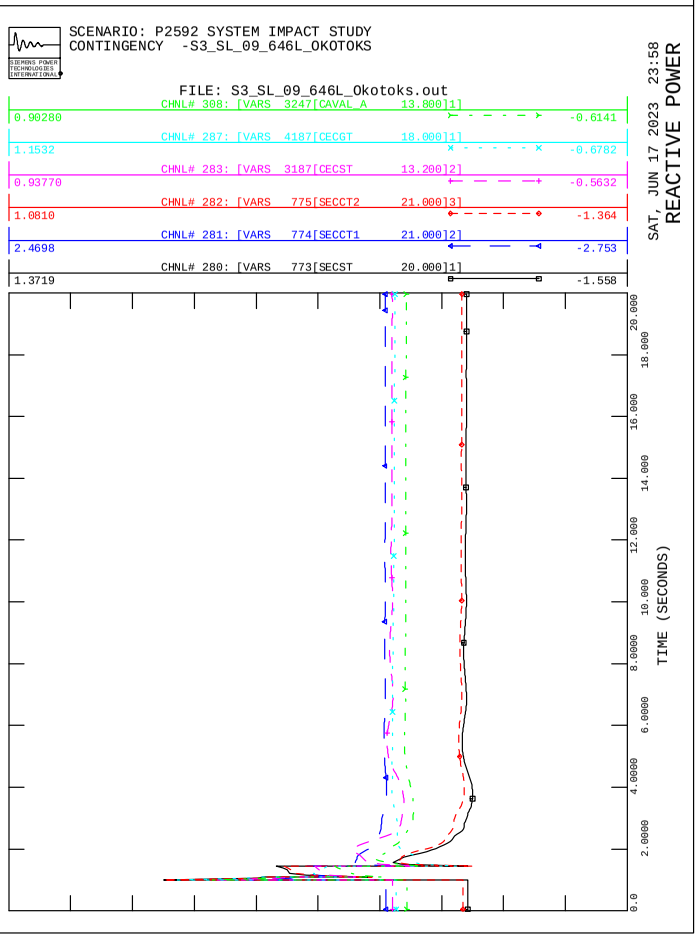
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.90280
-0.6141
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.1532
-0.6782
CHNL# 283: [VARS 3187[CECST 13.200]2]
0.93770
-0.5632
CHNL# 282: [VARS 775[SECCT2 21.000]3]
1.0810
-1.364
CHNL# 281: [VARS 774[SECCT1 21.000]2]
2.4698
-2.753
CHNL# 280: [VARS 773[SECST 20.000]1]
1.3719
-1.558
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
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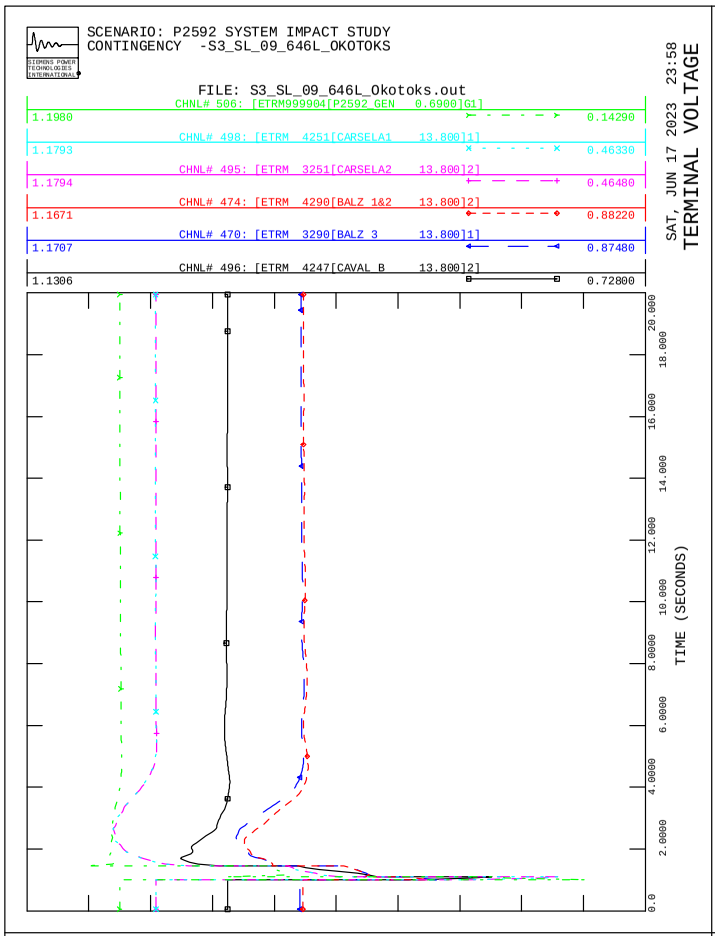
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1980
0.14290
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1793
0.46330
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1794
0.46480
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1671
0.88220
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1707
0.87480
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1306
0.72800
TIME (SECONDS)
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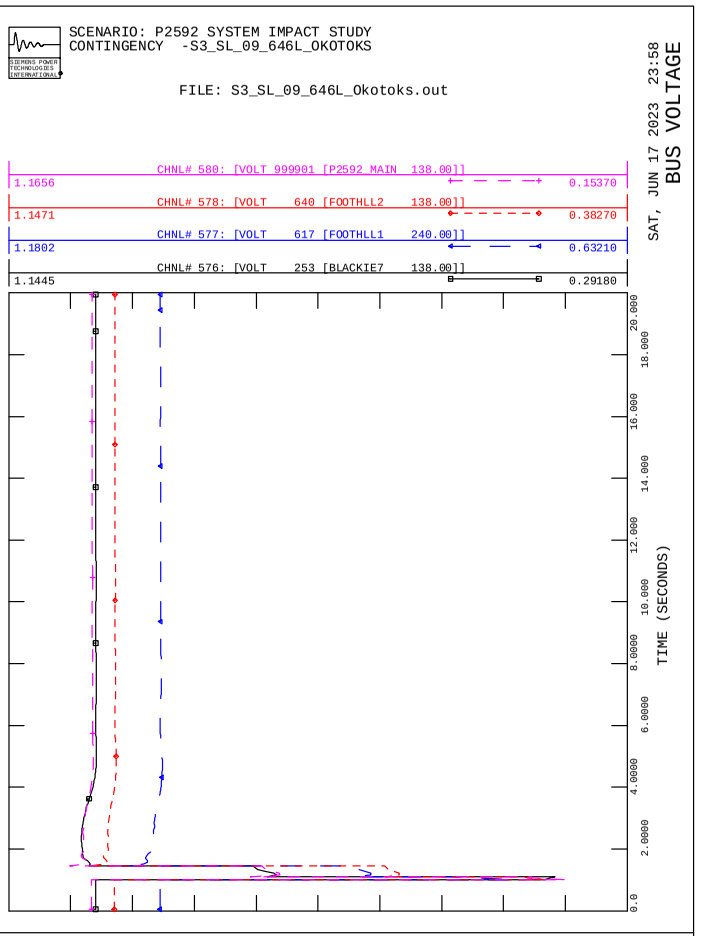
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1656
0.15370
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1471
0.38270
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1802
0.63210
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1445
0.29180
TIME (SECONDS)
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8.0000
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12.000
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18.000
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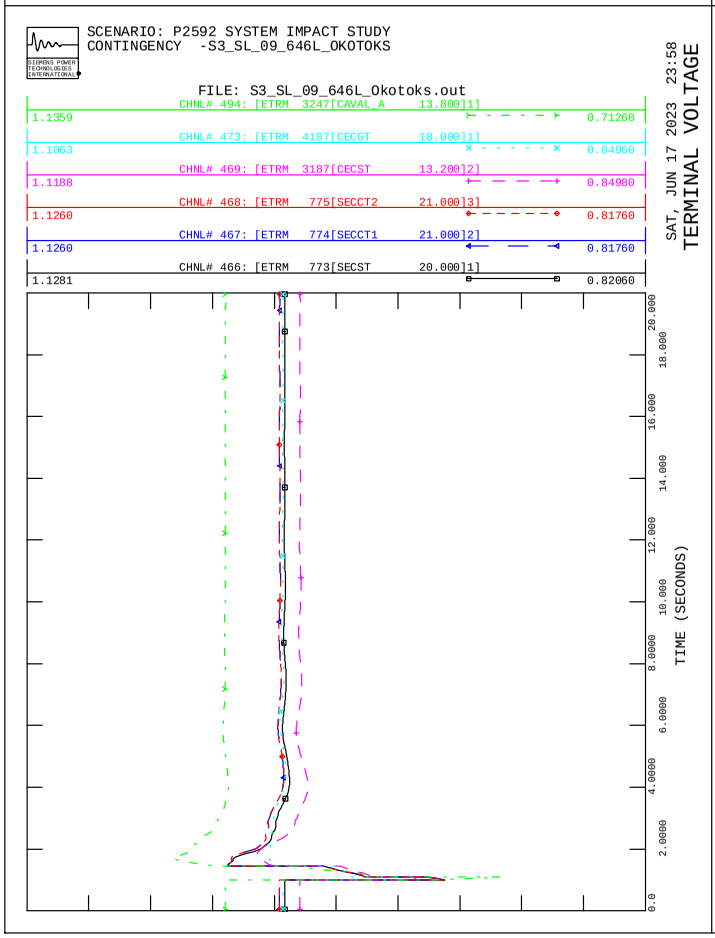
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1359
0.71260
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1063
0.84960
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1188
0.84980
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1260
0.81760
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1260
0.81760
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1281
0.82060
TIME (SECONDS)
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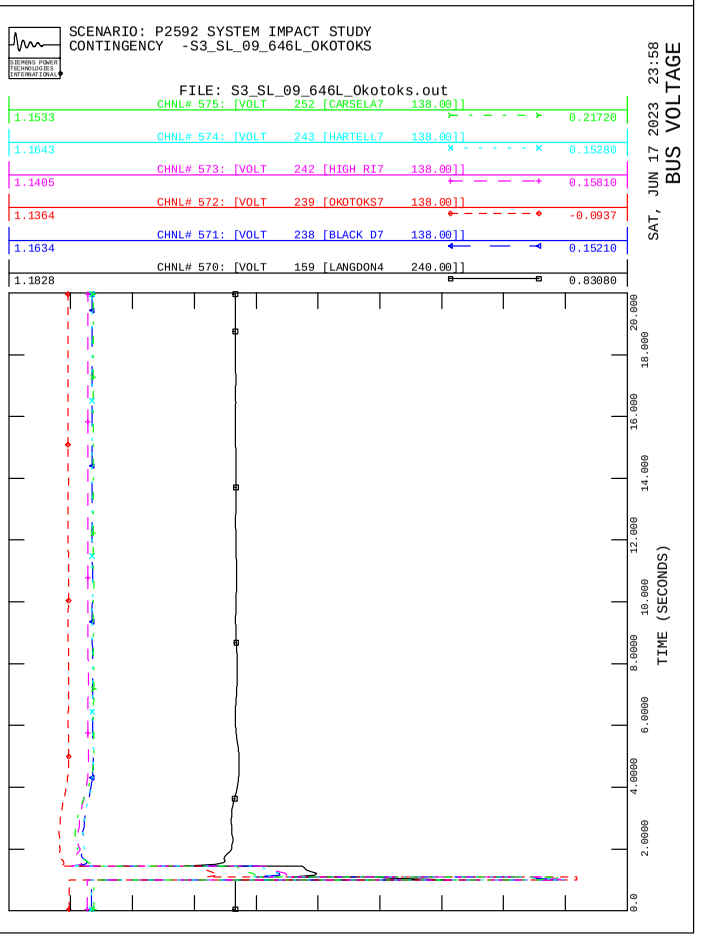
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS
FILE: S3_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1533
0.21720
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1643
0.15280
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1405
0.15810
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1364
-0.0937
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1634
0.15210
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1828
0.83080
TIME (SECONDS)
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 592: [1107L Q]
160.81 -582.5

CHNL# 590: [1106L Q]
160.74 -582.6

CHNL# 588: [646L Q]
654.10 -218.0

CHNL# 586: [434L Q]
202.64 -284.4

CHNL# 584: [753L Q]
46.864 -87.78

CHNL# 582: [1080L Q]
161.61 -608.6

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 600: [812L Q]
51.902 -76.13

CHNL# 598: [1037L Q]
276.48 -158.7

CHNL# 596: [1003L Q]
608.04 -23.73

CHNL# 594: [727L Q]
295.13 -153.9

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L P]
389.08 50.525

CHNL# 589: [1106L P]
389.19 50.387

CHNL# 587: [646L P]
1541.0 -4623.

CHNL# 585: [434L P]
229.69 -124.4

CHNL# 583: [753L P]
36.838 -80.25

CHNL# 581: [1080L P]
260.10 -21.17

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 599: [812L P]
27.919 -153.2

CHNL# 597: [1037L P]
311.86 154.62

CHNL# 595: [1003L P]
-246.7 -532.1

CHNL# 593: [727L P]
146.69 -117.5

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 162.09 -611.1
CHNL# 604: [985L Q] 615.34 -23.67
CHNL# 602: [1038L Q] 276.67 -159.0

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.67630 0.14790
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.1798 0.43990
CHNL# 190: [POWR 3187[CECST 13.200]2] 0.95680 0.19150
CHNL# 189: [POWR 775[SECCT2 21.000]3] 2.3090 1.1855
CHNL# 188: [POWR 774[SECCT1 21.000]2] 2.3090 1.1855
CHNL# 187: [POWR 773[SECST 20.000]1] 3.0409 1.7395

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_09_646L_OKOTOKS

FILE: S3_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 261.24 -21.63
CHNL# 603: [985L P] -249.3 -538.2
CHNL# 601: [1038L P] 312.19 154.93

TIME (SECONDS)

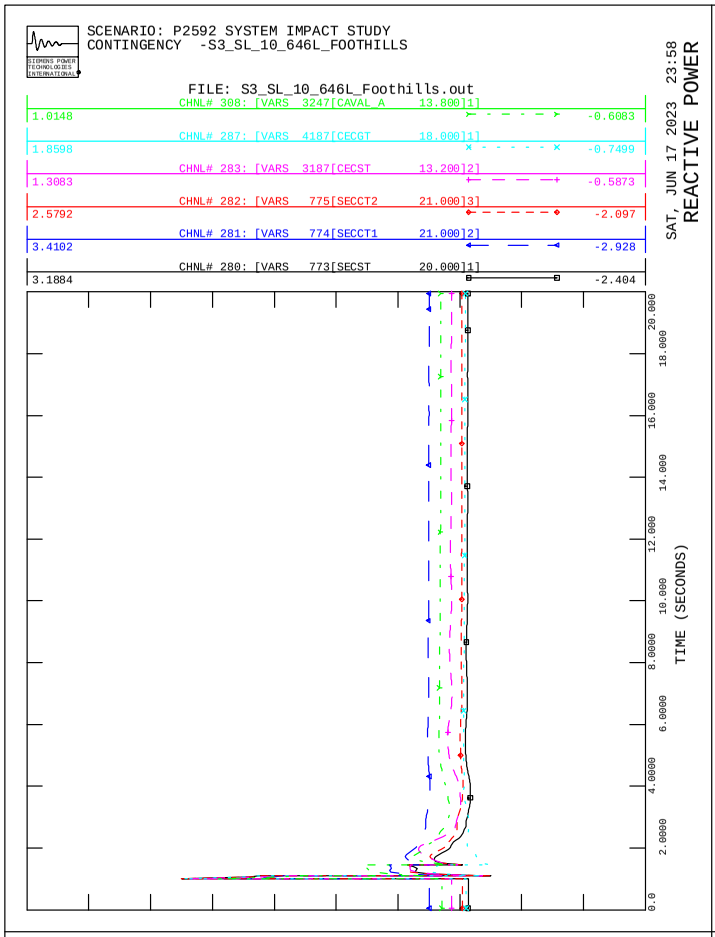
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 151.78 -9.679
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 68.673 -40.57
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 125.09 3.3767
CHNL# 4: [ANGL 3187[CECST 13.200]2] 92.643 -17.76
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 114.63 -0.8634
CHNL# 1: [ANGL 773[SECST 20.000]1] 114.33 -0.4023

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.0148
-0.6083
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.8598
-0.7499
CHNL# 283: [VARS 3187[CECST 13.200]2]
1.3083
-0.5873
CHNL# 282: [VARS 775[SECCT2 21.000]3]
2.5792
-2.097
CHNL# 281: [VARS 774[SECCT1 21.000]2]
3.4102
-2.928
CHNL# 280: [VARS 773[SECST 20.000]1]
3.1884
-2.404
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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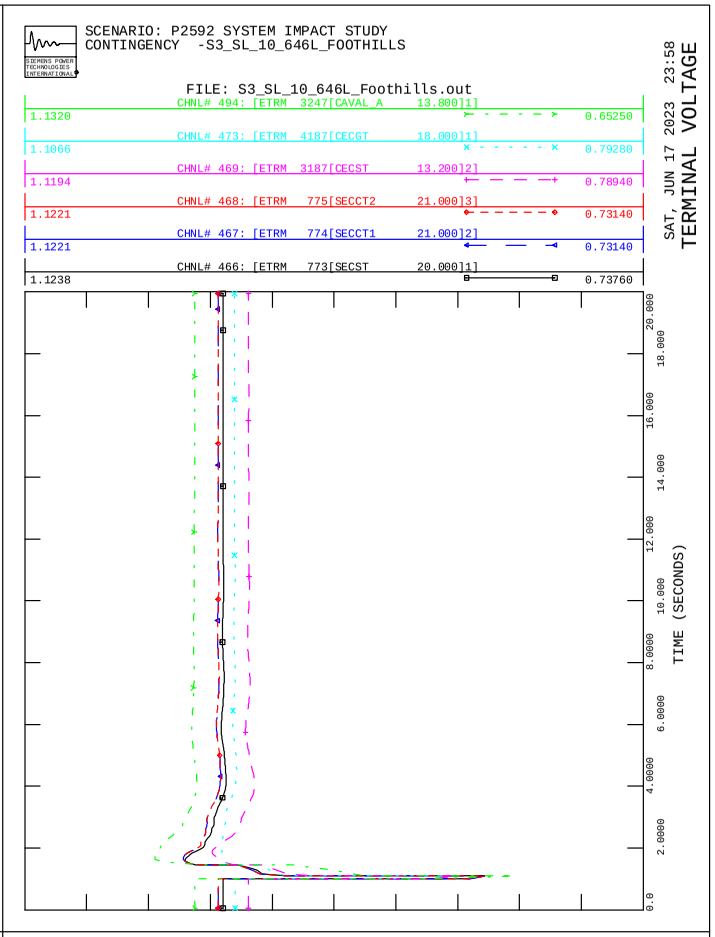
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1320
0.65250
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1066
0.79280
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1194
0.78940
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1221
0.73140
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1221
0.73140
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1238
0.73760
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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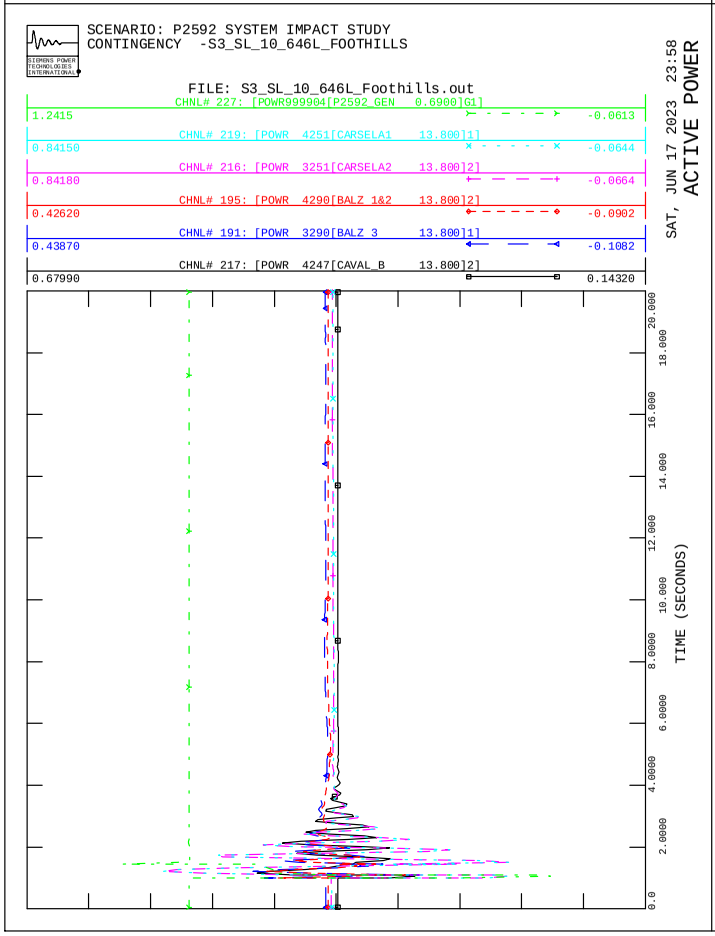
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2415
-0.0613
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.84150
-0.0644
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.84180
-0.0664
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.42620
-0.0902
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.43870
-0.1082
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.67990
0.14320
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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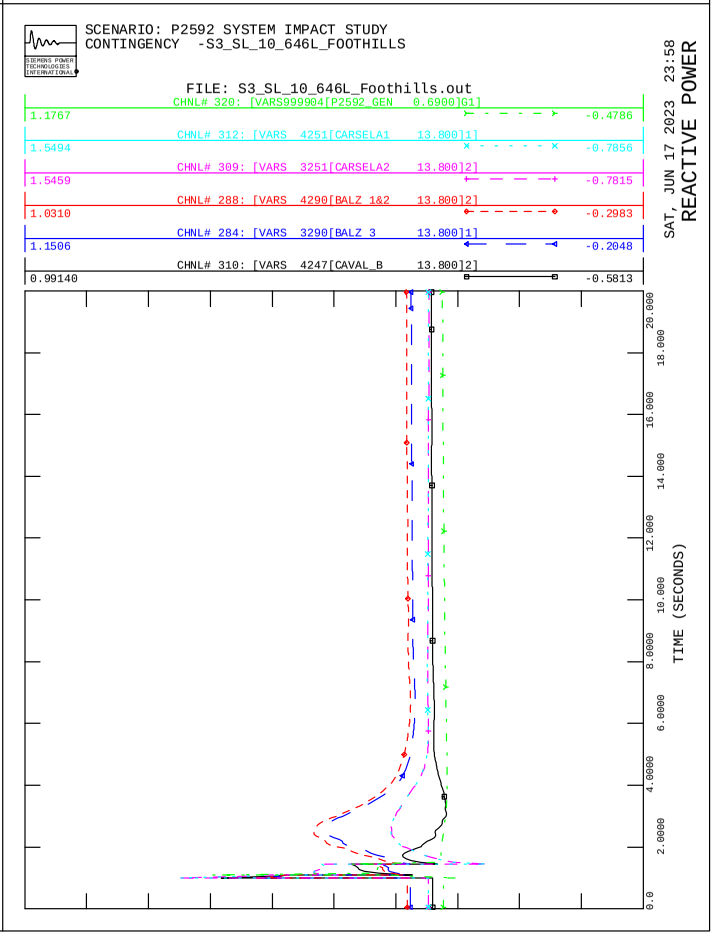
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1767
-0.4786
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5494
-0.7856
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5459
-0.7815
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.0310
-0.2983
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.1506
-0.2048
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
0.99140
-0.5813
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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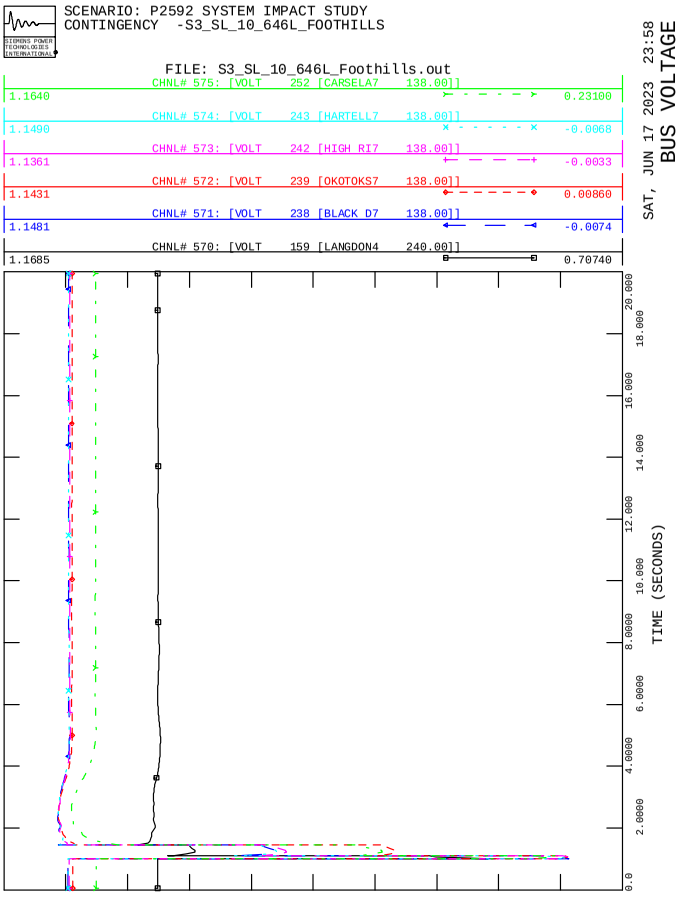
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1640
0.23100
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1490
-0.0068
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1361
-0.0033
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1431
0.00860
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1481
-0.0074
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1685
0.70740
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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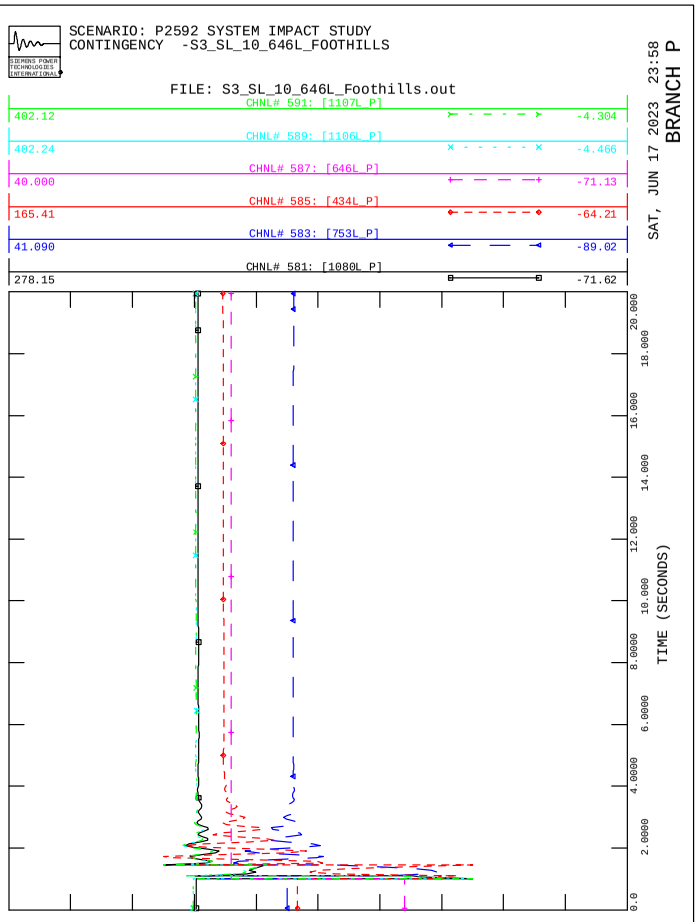
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 591: [1107L P]
402.12
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CHNL# 589: [1106L P]
402.24
-4.466
CHNL# 587: [646L P]
40.000
-71.13
CHNL# 585: [434L P]
165.41
-64.21
CHNL# 583: [753L P]
41.090
-89.02
CHNL# 581: [1080L P]
278.15
-71.62
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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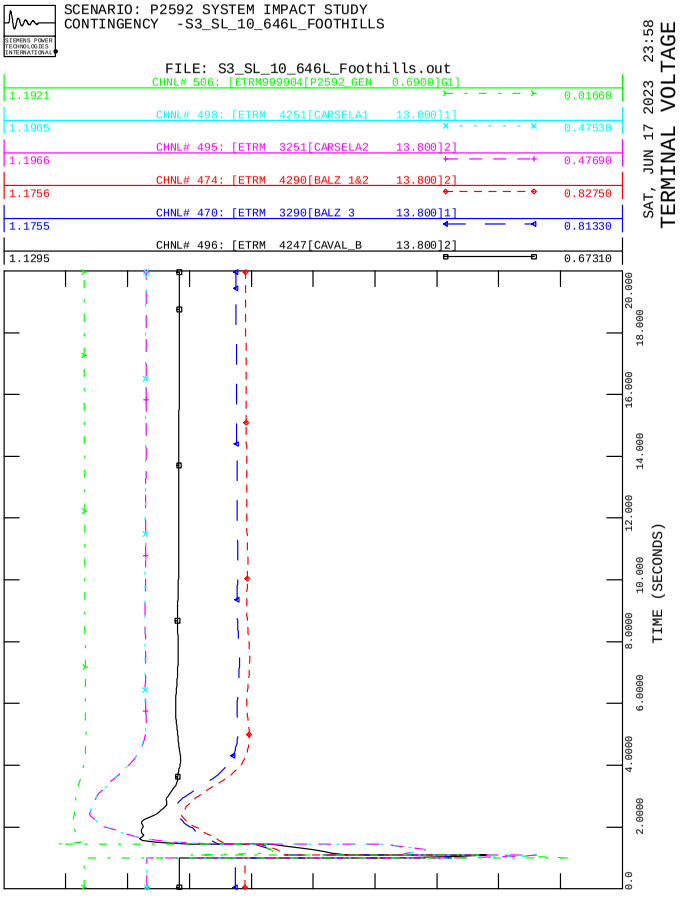
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
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CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1965
0.47530
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1966
0.47690
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1756
0.82750
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1755
0.81330
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1295
0.67310
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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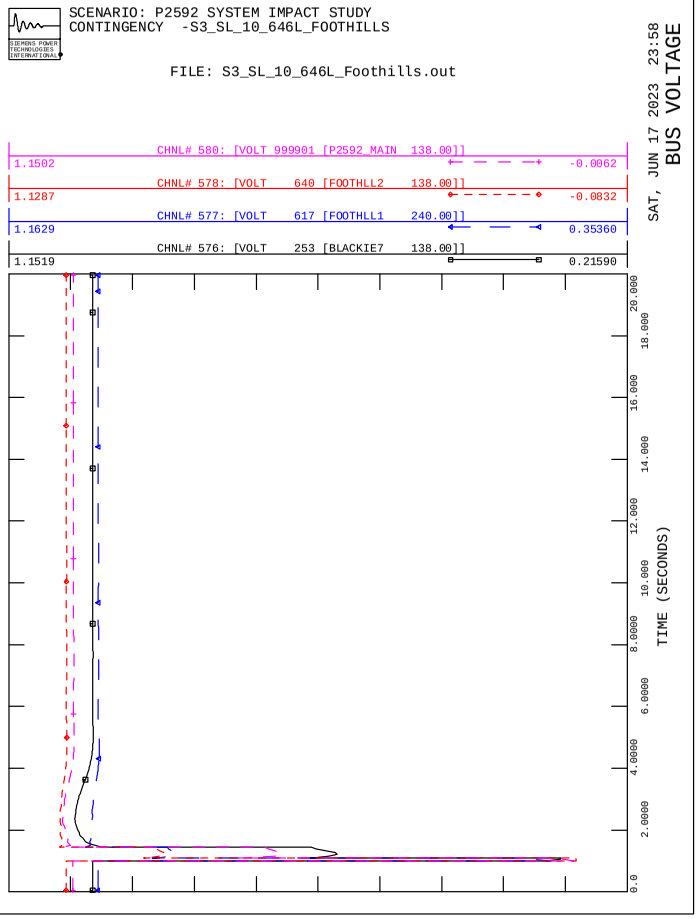
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS
FILE: S3_SL_10_646L_Foothills.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1502
-0.0062
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1287
-0.0832
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1629
0.35360
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1519
0.21590
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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2.0000
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 599: [812L_P]
44.716 -155.1
CHNL# 597: [1037L_P]
394.96 19.034
CHNL# 595: [1003L_P]
-131.4 -612.1
CHNL# 593: [727L_P]
138.66 -92.87

TIME (SECONDS)
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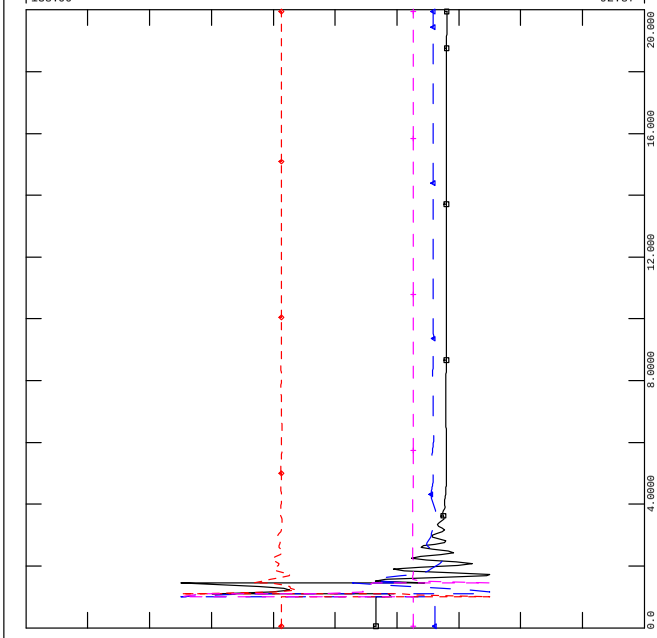

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L_P]
279.42 -72.46
CHNL# 603: [985L_P]
-132.7 -619.1
CHNL# 601: [1038L_P]
395.48 19.197

TIME (SECONDS)
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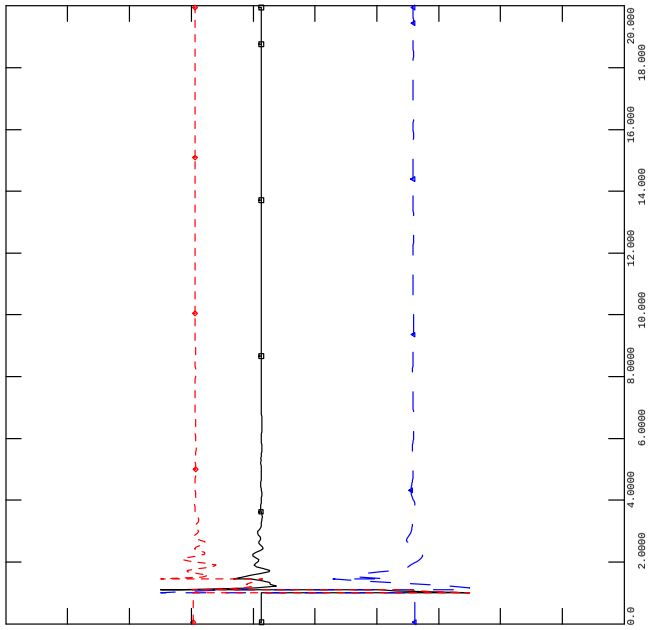

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 592: [1107L_Q]
167.15 -652.9
CHNL# 590: [1106L_Q]
167.08 -653.0
CHNL# 588: [646L_Q]
43.344 -40.00
CHNL# 586: [434L_Q]
206.94 -520.5
CHNL# 584: [753L_Q]
52.923 -61.72
CHNL# 582: [1080L_Q]
255.13 -913.4

TIME (SECONDS)
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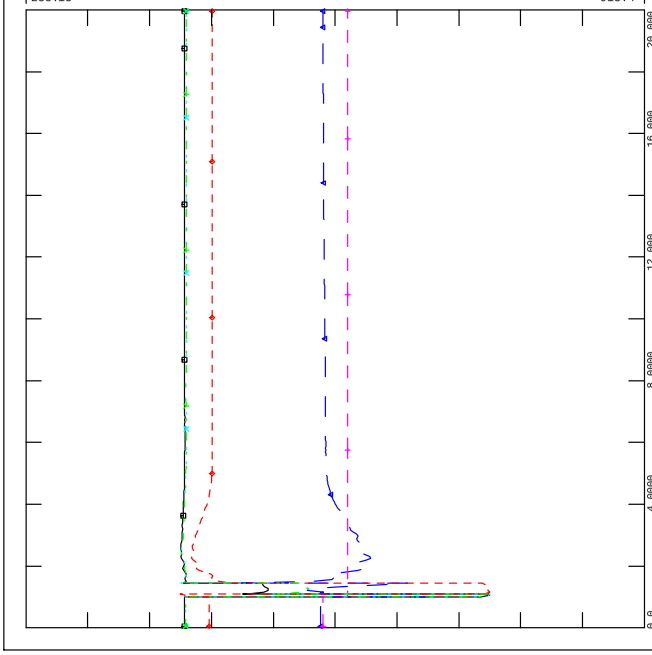

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 600: [812L_Q]
47.841 -89.86
CHNL# 598: [1037L_Q]
458.96 -222.0
CHNL# 596: [1003L_Q]
800.42 -83.79
CHNL# 594: [727L_Q]
580.33 -216.4

TIME (SECONDS)
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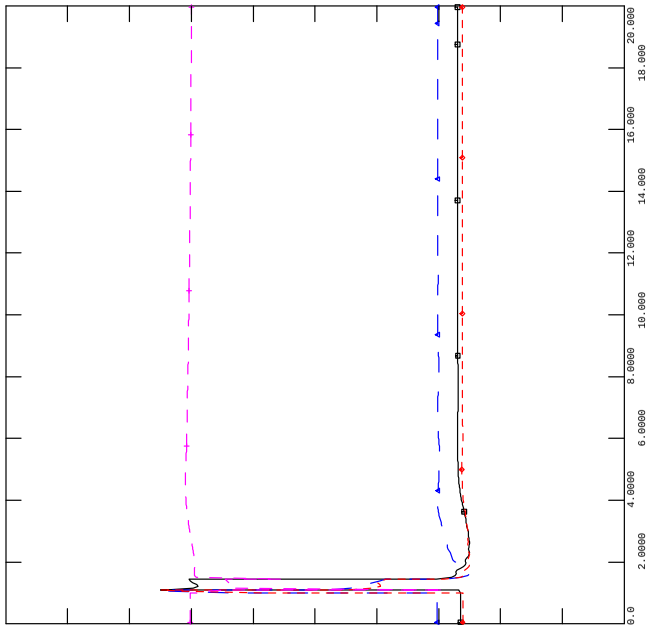

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
133.42 -2.047
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
72.464 -40.57
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
128.07 9.2213
CHNL# 4: [ANGL 3187[CECST 13.200]2]
94.578 -17.64
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
117.54 0.97030
CHNL# 1: [ANGL 773[SECST 20.000]1]
117.27 1.3149

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2063 -0.0011
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.94130 -0.0797
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.94150 -0.0800
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.47330 -0.1424
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.49760 -0.1751
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.72470 0.11320

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_10_646L_FOOTHILLS

FILE: S3_SL_10_646L_Foothills.out

CHNL# 606: [1109L Q]
255.99 -917.0
CHNL# 604: [985L Q]
809.88 -84.40
CHNL# 602: [1038L Q]
459.42 -222.5

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.73270 0.08610
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.2234 0.42920
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.0011 0.15810
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.3931 1.0526
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.3931 1.0526
CHNL# 187: [POWR 773[SECST 20.000]1]
3.2099 1.5460

SAT, JUN 17 2023 23:58
ACTIVE POWER

TIME (SECONDS)
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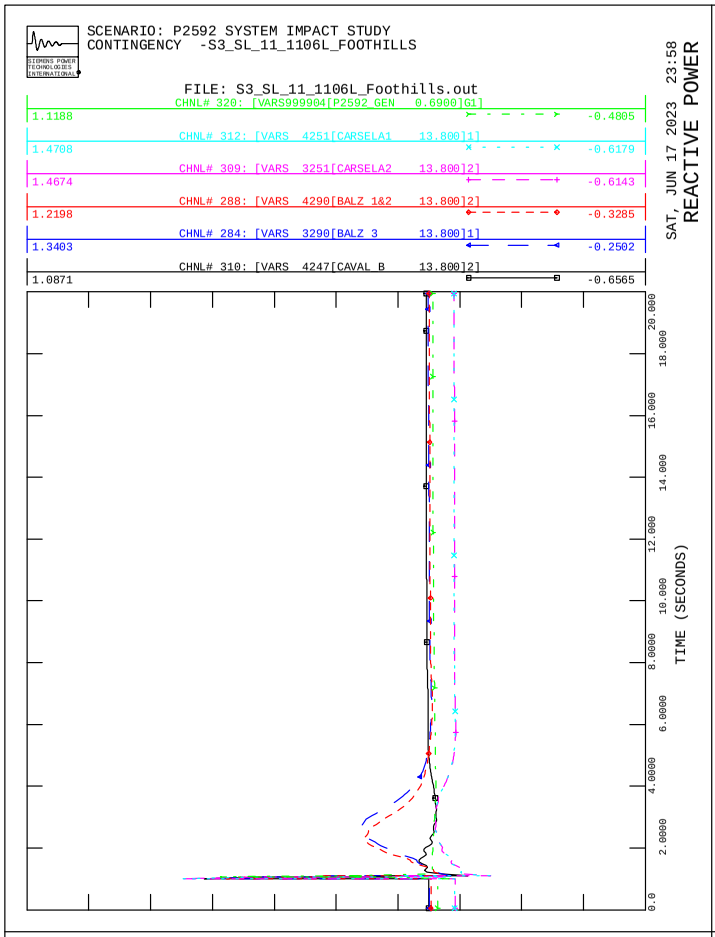
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CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1188 -0.4805
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4708 -0.6179
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4674 -0.6143
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.2198 -0.3285
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.3403 -0.2502
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.0871 -0.6565
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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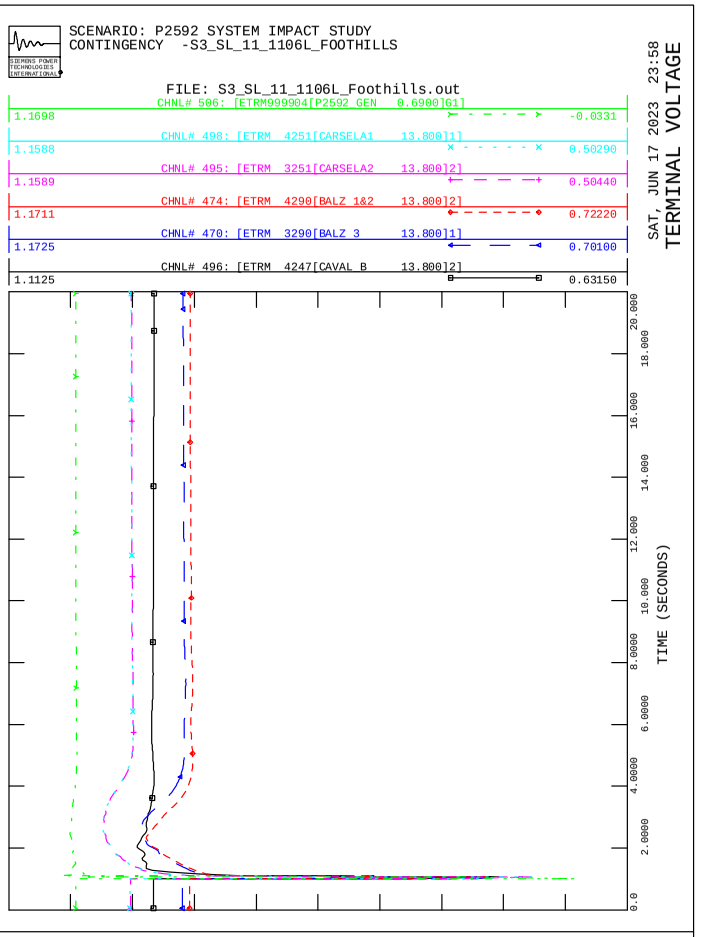
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1698 -0.0331
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1588 0.50290
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1589 0.50440
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1711 0.72220
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1725 0.70100
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1125 0.63150
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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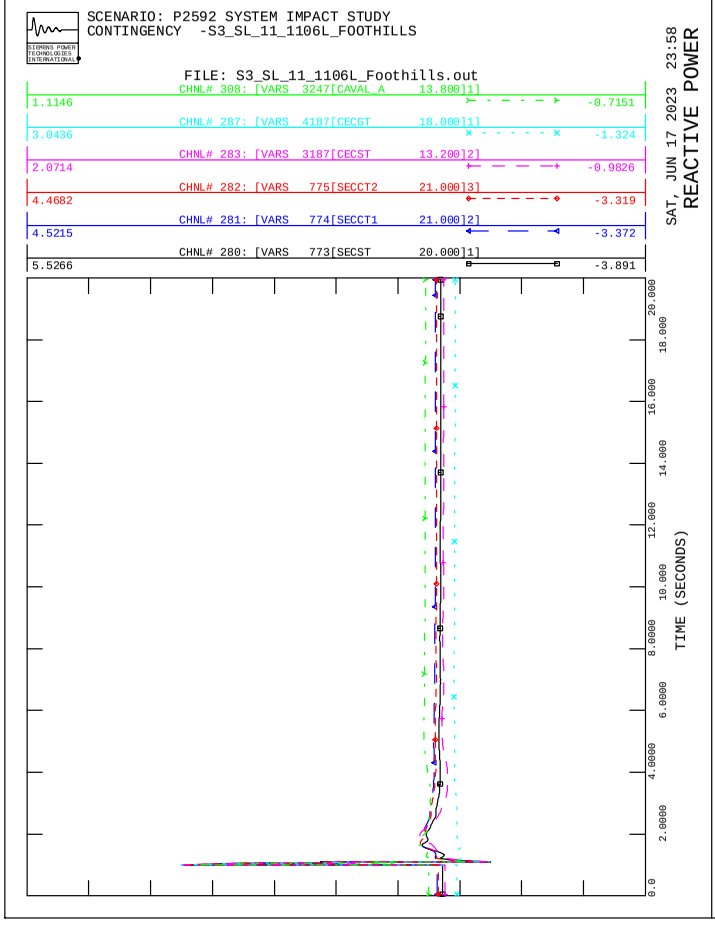
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.1146 -0.7151
CHNL# 287: [VARS 4187[CECGT 18.000]1]
3.0436 -1.324
CHNL# 283: [VARS 3187[CECST 13.200]2]
2.0714 -0.9826
CHNL# 282: [VARS 775[SECCT2 21.000]3]
4.4682 -3.319
CHNL# 281: [VARS 774[SECCT1 21.000]2]
4.5215 -3.372
CHNL# 280: [VARS 773[SECST 20.000]1]
5.5266 -3.891
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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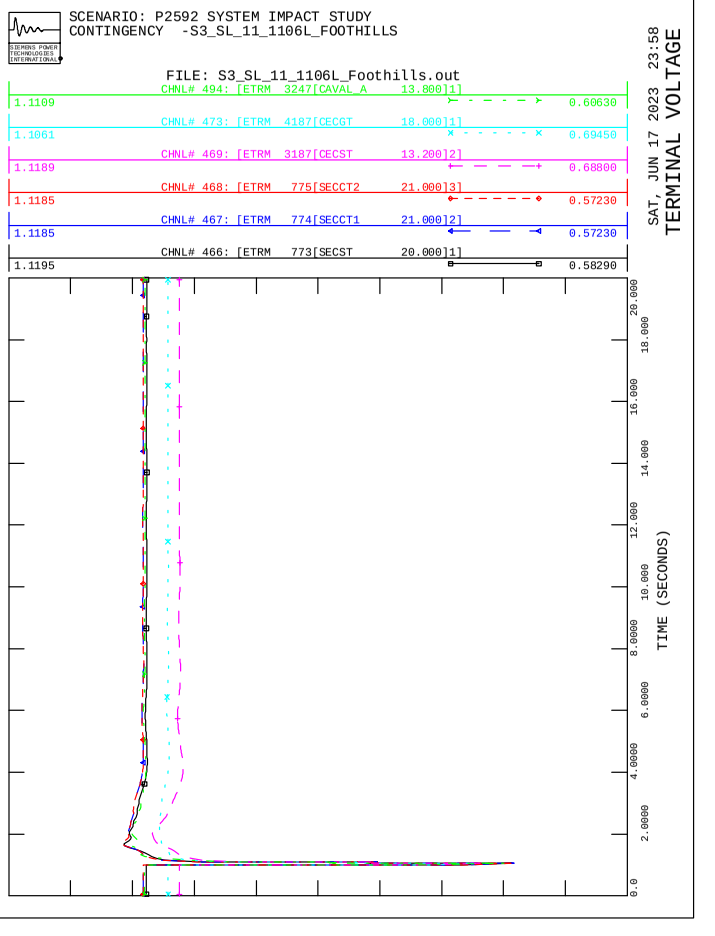
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1109 0.60630
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1061 0.69450
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1189 0.68800
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1185 0.57230
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1185 0.57230
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1195 0.58290
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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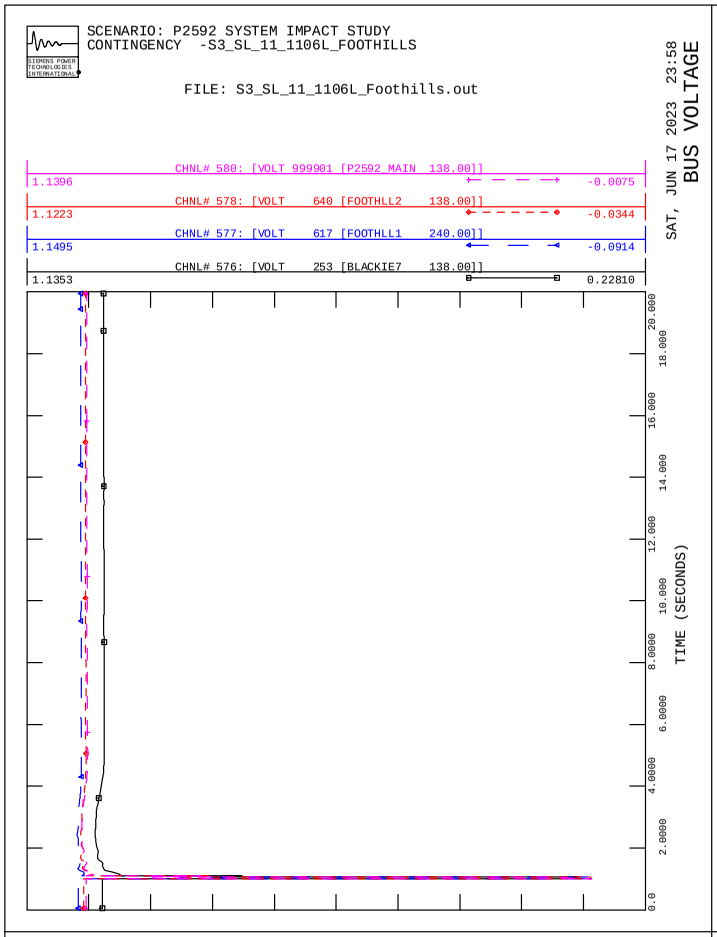
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1396
-0.0075
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1223
-0.0344
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1495
-0.0914
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1353
0.22810
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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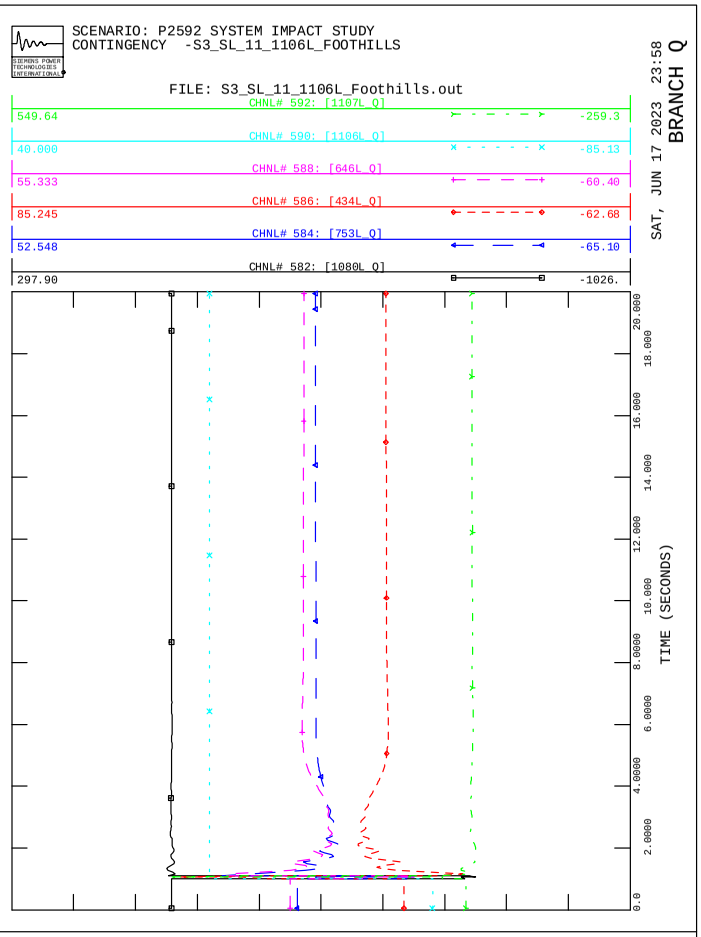
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 592: [1107L Q]
549.64
-259.3
CHNL# 590: [1106L Q]
40.000
-85.13
CHNL# 588: [646L Q]
55.333
-60.40
CHNL# 586: [434L Q]
85.245
-62.68
CHNL# 584: [753L Q]
52.548
-65.10
CHNL# 582: [1080L Q]
297.90
-1026.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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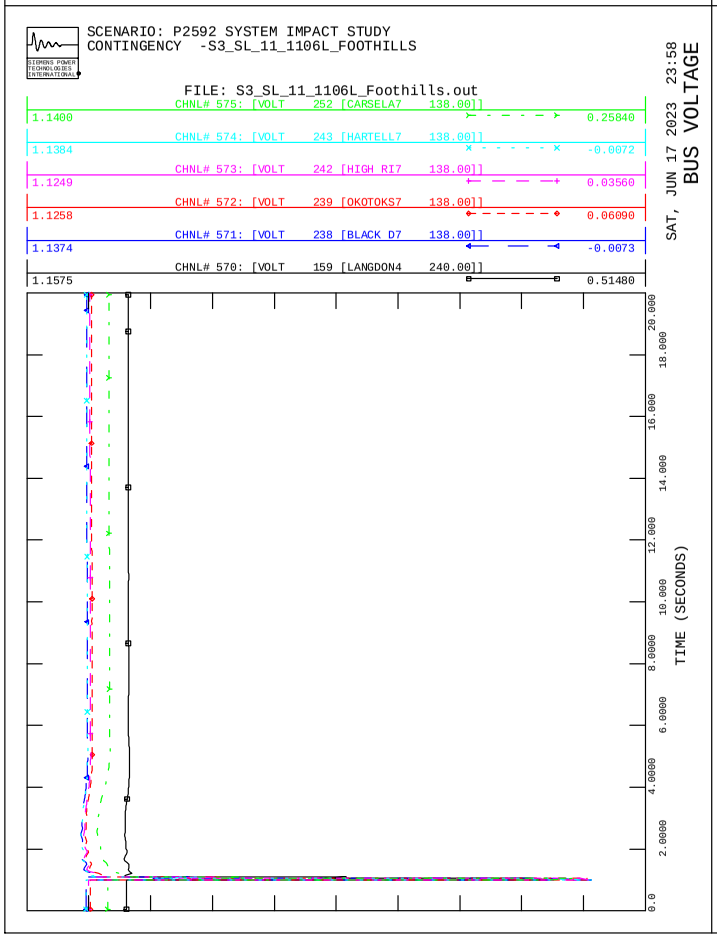
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1400
0.25840
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1384
-0.0072
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1249
0.03560
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1258
0.06090
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1374
-0.0073
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1575
0.51480
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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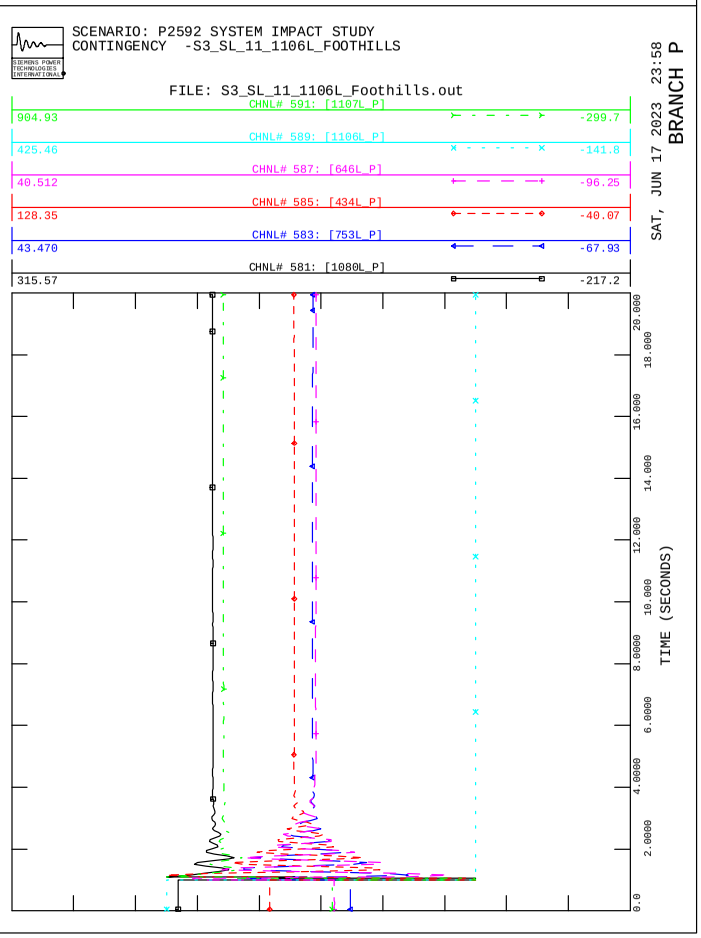
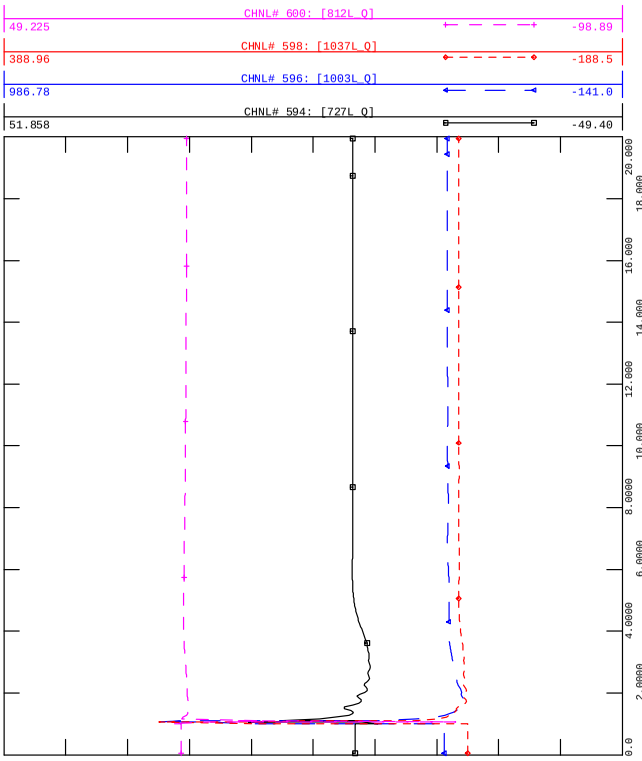
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS
FILE: S3_SL_11_1106L_Foothills.out
CHNL# 591: [1107L P]
904.93
-209.7
CHNL# 589: [1106L P]
425.46
-141.8
CHNL# 587: [646L P]
40.512
-96.25
CHNL# 585: [434L P]
128.35
-40.07
CHNL# 583: [753L P]
43.470
-67.93
CHNL# 581: [1080L P]
315.57
-217.2
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

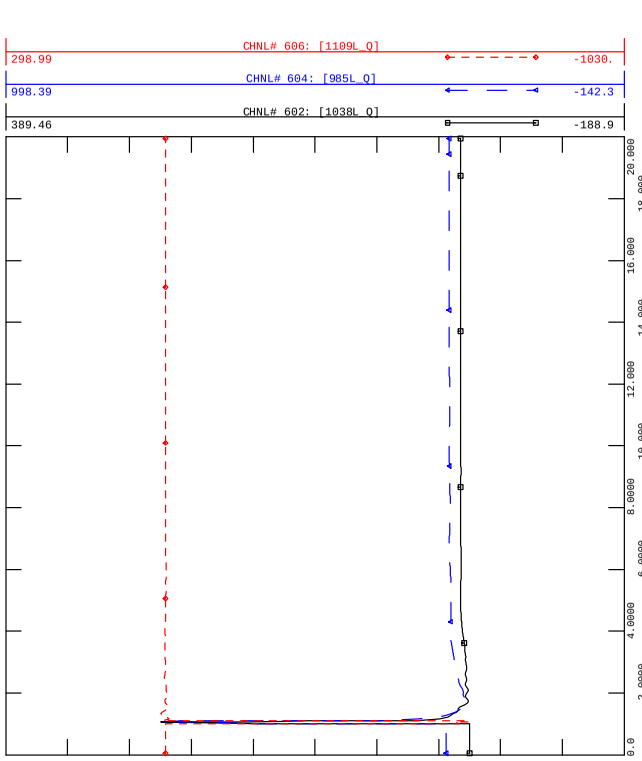
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

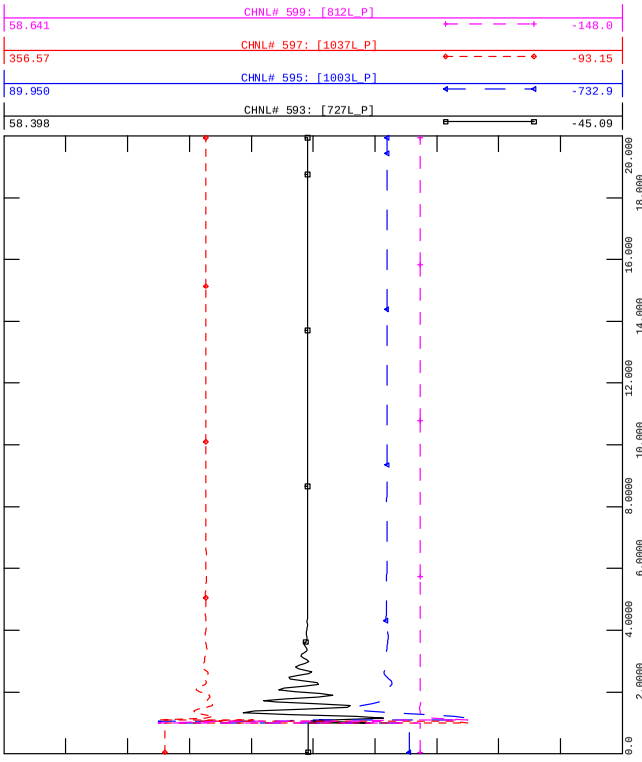
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

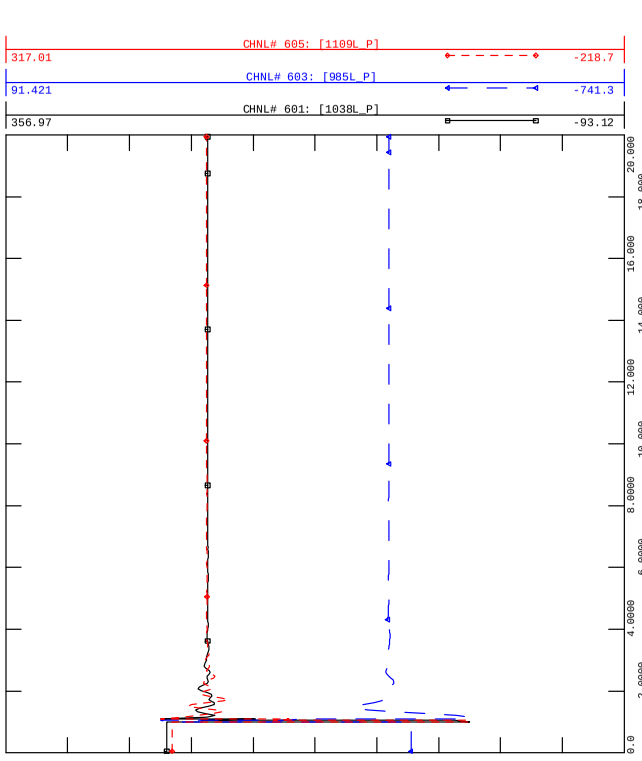
SAT, JUN 17 2023 23:58 BRANCH P

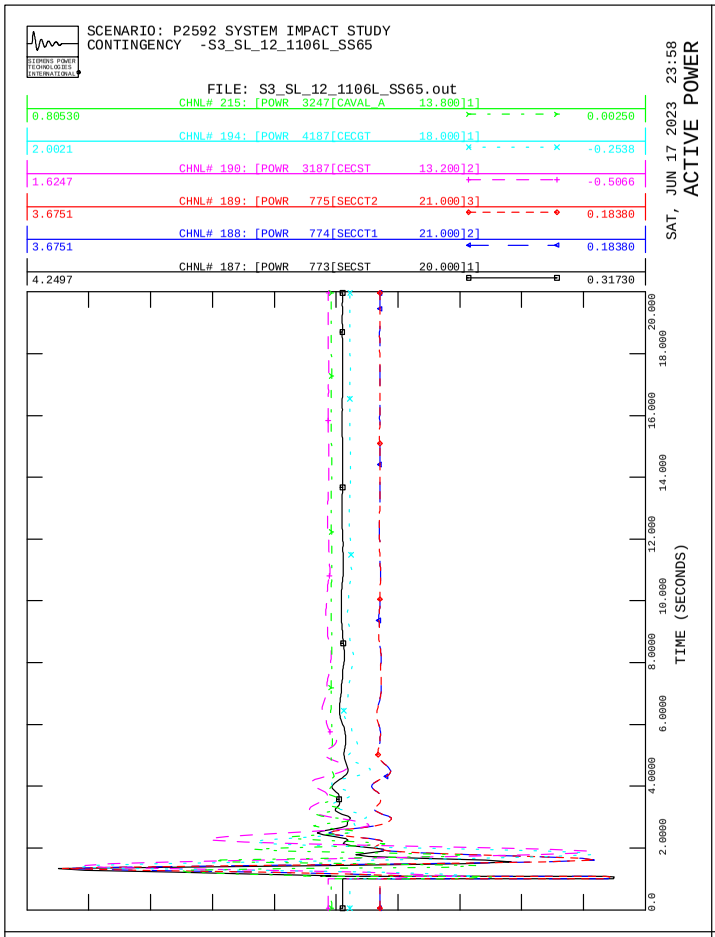


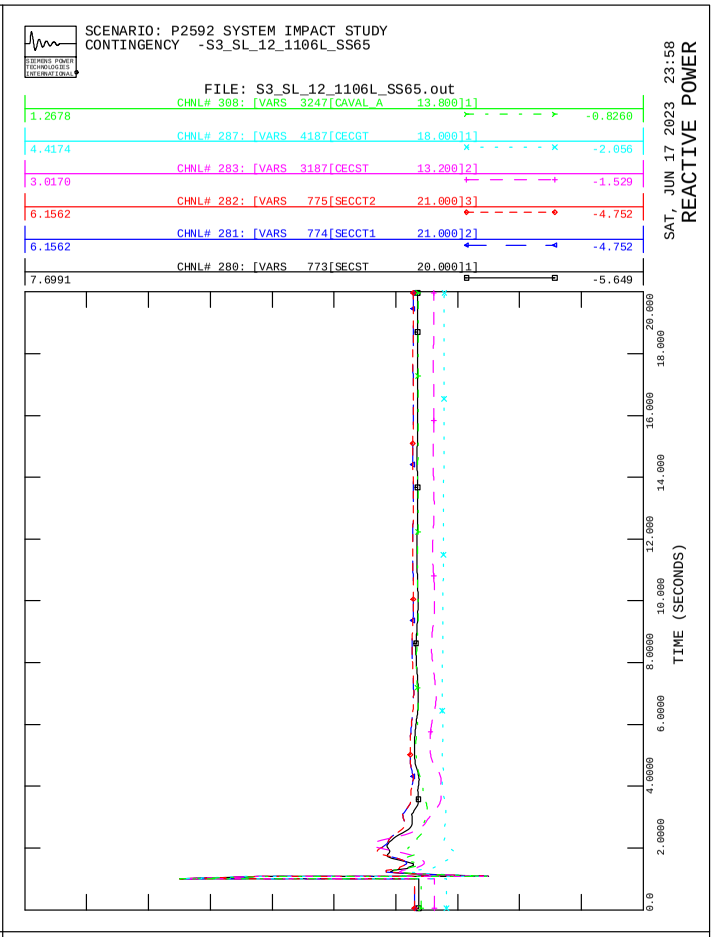
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_11_1106L_FOOTHILLS

FILE: S3_SL_11_1106L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.80530
0.00250
CHNL# 194: [POWR 4187[CECGT 18.000]1]
2.0021
-0.2538
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.6247
-0.5066
CHNL# 189: [POWR 775[SECCT2 21.000]3]
3.6751
0.18380
CHNL# 188: [POWR 774[SECCT1 21.000]2]
3.6751
0.18380
CHNL# 187: [POWR 773[SECST 20.000]1]
4.2497
0.31730
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.2678
-0.8260
CHNL# 287: [VARS 4187[CECGT 18.000]1]
4.4174
-2.056
CHNL# 283: [VARS 3187[CECST 13.200]2]
3.0170
-1.529
CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.1562
-4.752
CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.1562
-4.752
CHNL# 280: [VARS 773[SECST 20.000]1]
7.6991
-5.649
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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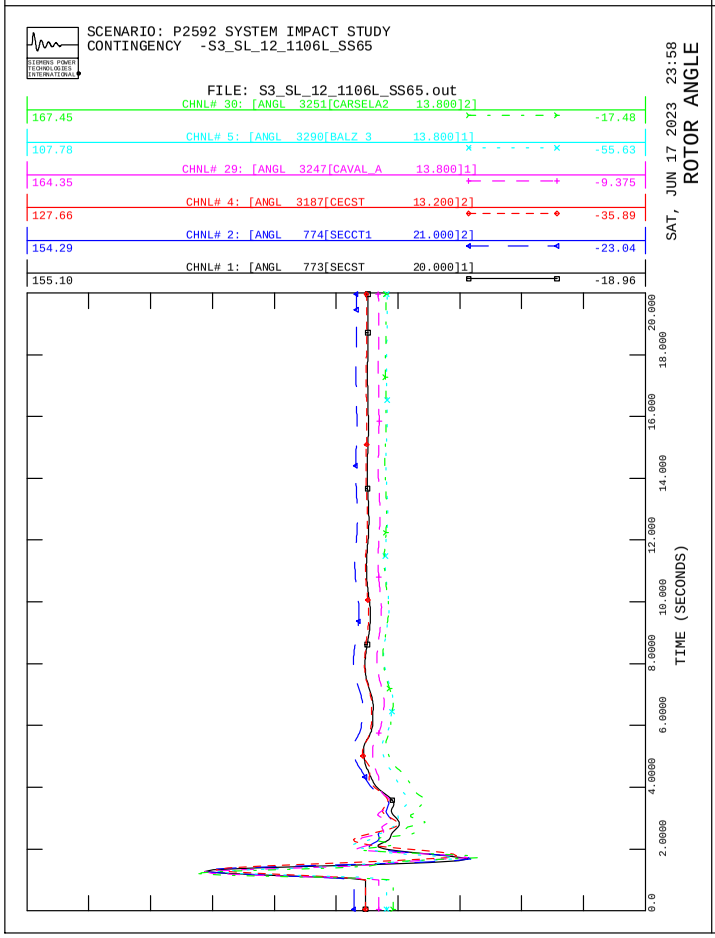
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
167.45
-17.48
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
107.78
-55.63
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
164.35
-9.375
CHNL# 4: [ANGL 3187[CECST 13.200]2]
127.66
-35.89
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
154.29
-23.04
CHNL# 1: [ANGL 773[SECST 20.000]1]
155.10
-18.96
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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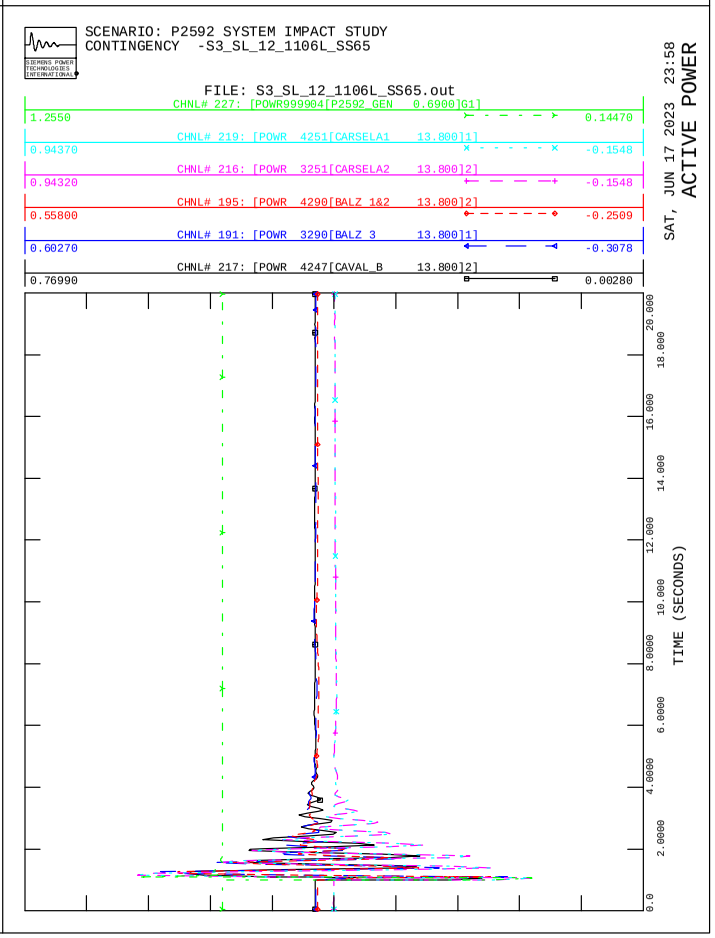
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2550
0.14470
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.94370
-0.1548
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.94320
-0.1548
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.55800
-0.2509
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.60270
-0.3078
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.76990
0.00280
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 1.1196 0.50570
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 1.1157 0.53210
CHNL# 469: [ETRM 3187[CECST 13.200]2] 1.1566 0.52220
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 1.1393 0.31510
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 1.1393 0.31510
CHNL# 466: [ETRM 773[SECST 20.000]1] 1.1362 0.33380

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]] 1.1485 0.33010
CHNL# 574: [VOLT 243 [HARTELL7 138.00]] 1.1580 0.15700
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]] 1.1343 0.16180
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]] 1.1350 0.17920
CHNL# 571: [VOLT 238 [BLACK D7 138.00]] 1.1570 0.15630
CHNL# 570: [VOLT 159 [LANGDON4 240.00]] 1.1726 0.24340

TIME (SECONDS)

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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] 1.1535 -0.4736
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] 1.4304 -0.6968
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] 1.4263 -0.6923
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] 1.4213 -0.3580
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] 1.5220 -0.2958
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2] 1.2110 -0.7270

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1] 1.2473 0.14750
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1] 1.1668 0.54560
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2] 1.1668 0.54700
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2] 1.1801 0.55240
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1] 1.1828 0.51590
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2] 1.1249 0.53990

TIME (SECONDS)

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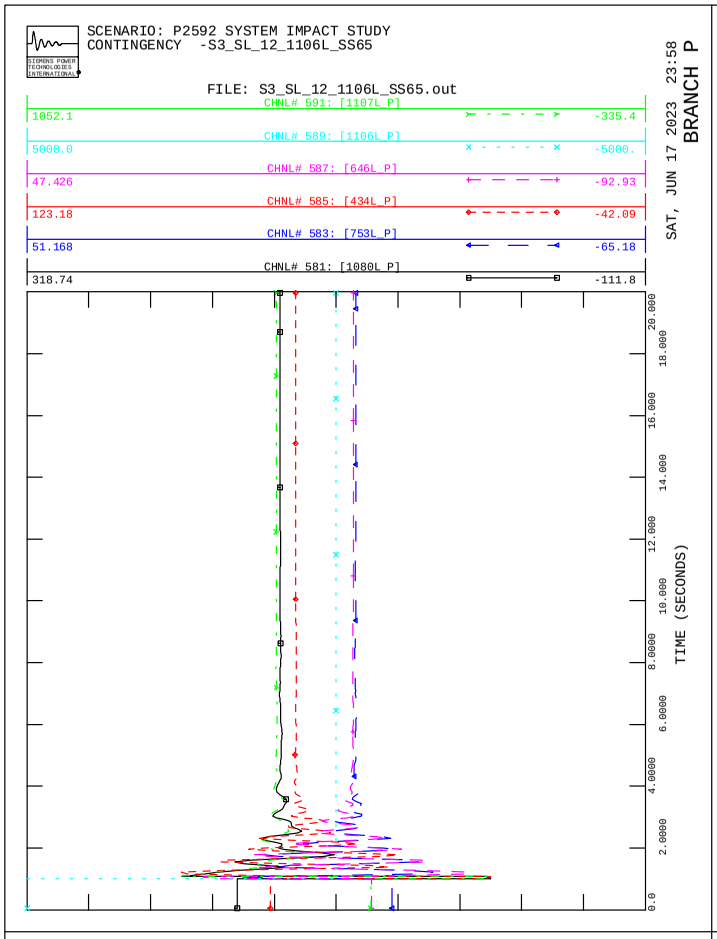
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CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 591: [1107L_P]
1052.1
-335.4
CHNL# 589: [1106L_P]
5000.0
-5000.
CHNL# 587: [646L_P]
47.426
-92.93
CHNL# 585: [434L_P]
123.18
-42.09
CHNL# 583: [753L_P]
51.168
-65.18
CHNL# 581: [1080L_P]
318.74
-111.8
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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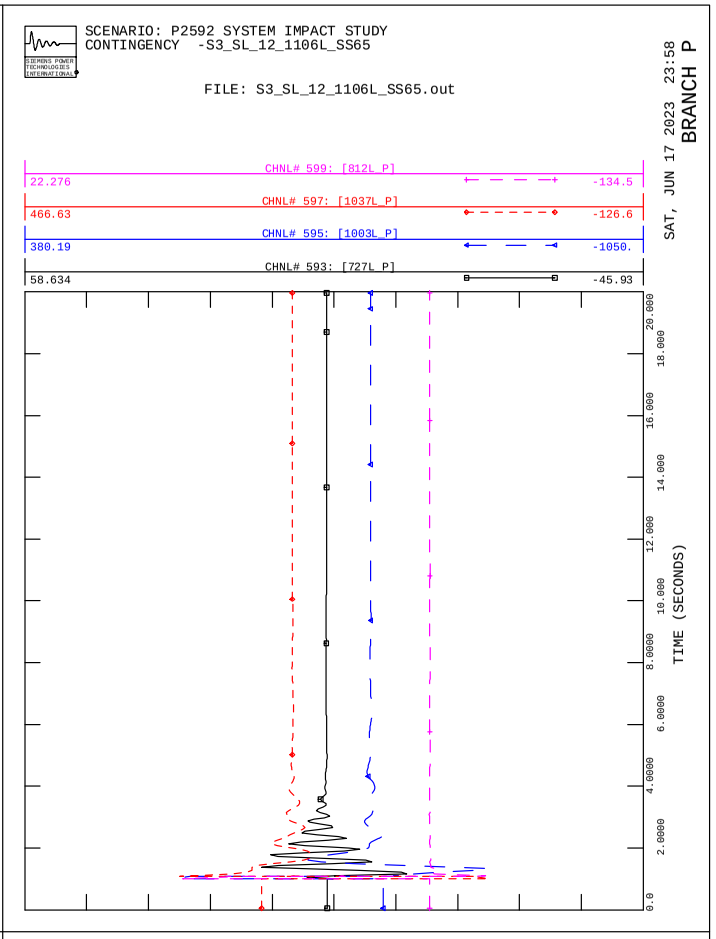
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 599: [812L_P]
22.276
-134.5
CHNL# 597: [1037L_P]
466.63
-126.6
CHNL# 595: [1003L_P]
380.19
-1050.
CHNL# 593: [727L_P]
58.634
-45.93
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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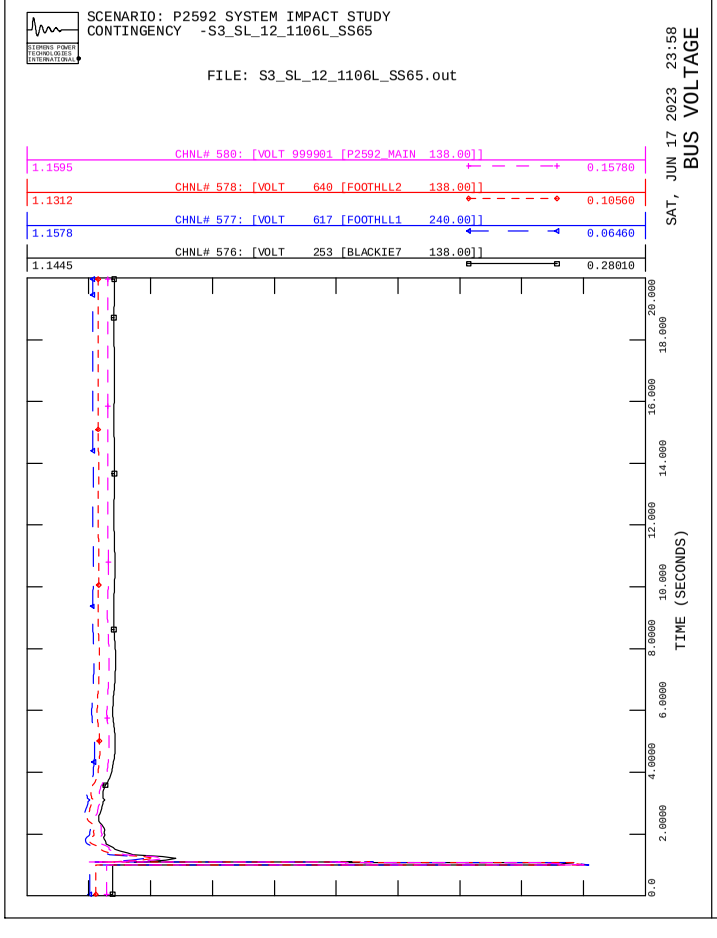
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1595
0.15780
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1312
0.10560
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1578
0.06460
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1445
0.28010
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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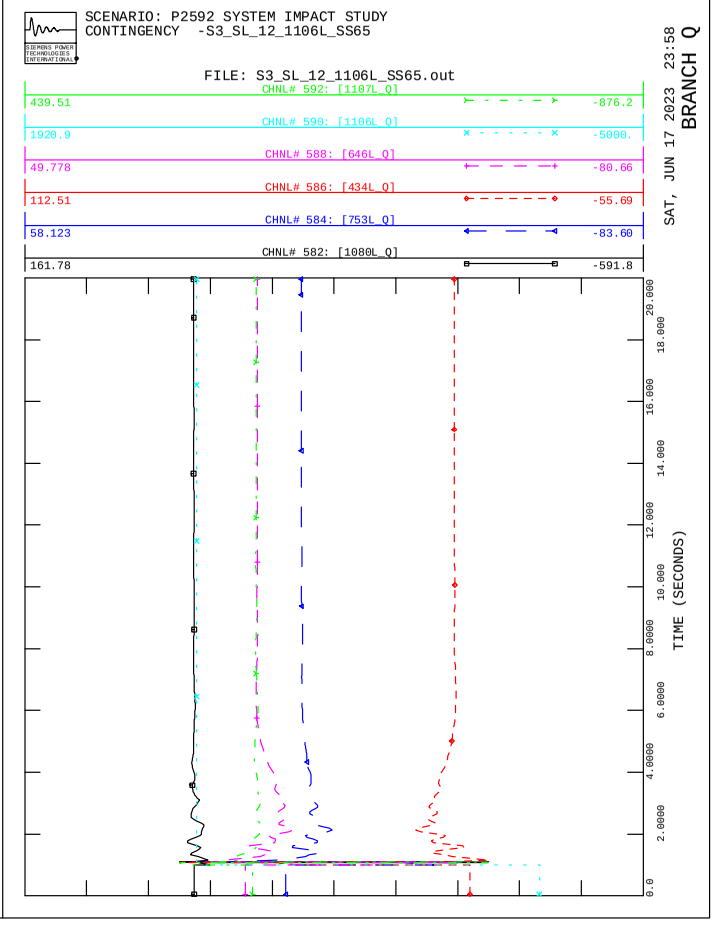
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65
FILE: S3_SL_12_1106L_SS65.out
CHNL# 592: [1107L_Q]
439.51
-876.2
CHNL# 590: [1106L_Q]
1920.9
-5000.
CHNL# 588: [646L_Q]
49.778
-80.66
CHNL# 586: [434L_Q]
112.51
-55.69
CHNL# 584: [753L_Q]
58.123
-83.60
CHNL# 582: [1080L_Q]
161.78
-591.8
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 320.02 -112.3
CHNL# 603: [985L P] 384.97 -1063.
CHNL# 601: [1038L P] 467.18 -126.6

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS

FILE: S3_SL_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 133.40 -2.043
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 72.464 -40.57
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 128.07 9.2239
CHNL# 4: [ANGL 3187[CECST 13.200]2] 94.578 -17.64
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 117.54 0.97080
CHNL# 1: [ANGL 773[SECST 20.000]1] 117.27 1.3149

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 600: [812L Q] 51.874 -92.43
CHNL# 598: [1037L Q] 547.32 -245.8
CHNL# 596: [1003L Q] 873.06 -196.9
CHNL# 594: [727L Q] 58.796 -55.84

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

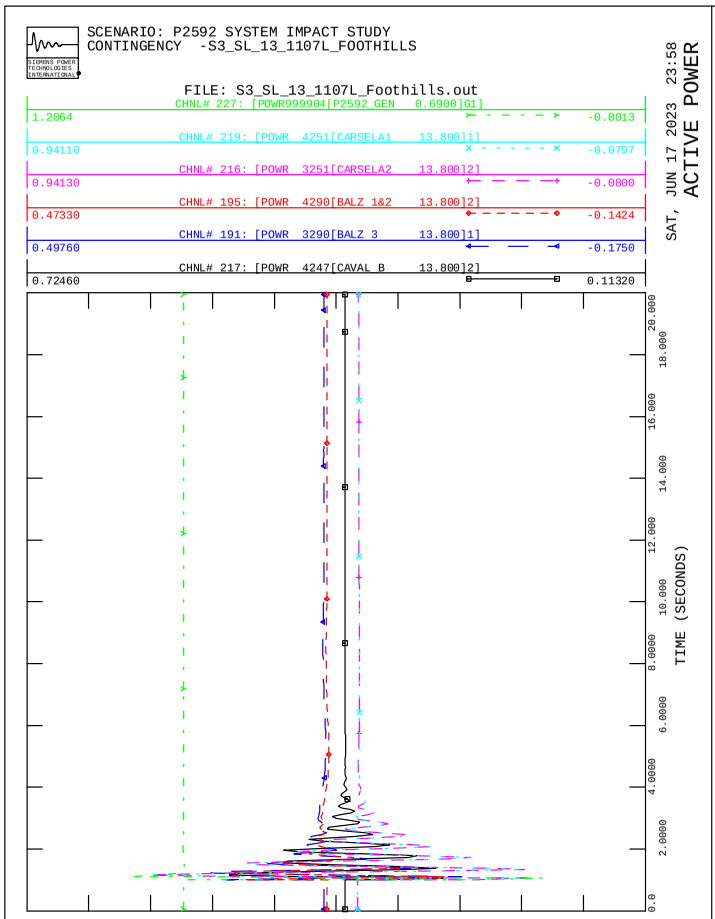
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_12_1106L_SS65

FILE: S3_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 162.24 -594.2
CHNL# 604: [985L Q] 883.41 -198.9
CHNL# 602: [1038L Q] 547.83 -246.3

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2064
-0.0013
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.94110
-0.0797
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.94130
-0.0800
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.47330
-0.1424
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.49760
-0.1750
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.72460
0.11320
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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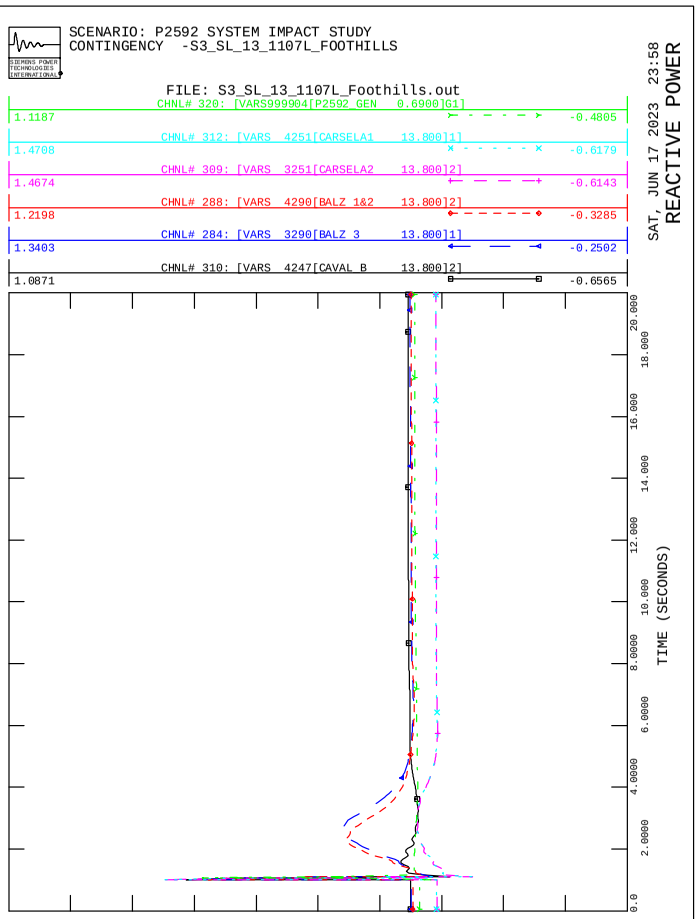
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1187
-0.4805
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4708
-0.6179
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4674
-0.6143
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.2198
-0.3285
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.3403
-0.2502
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.0871
-0.6565
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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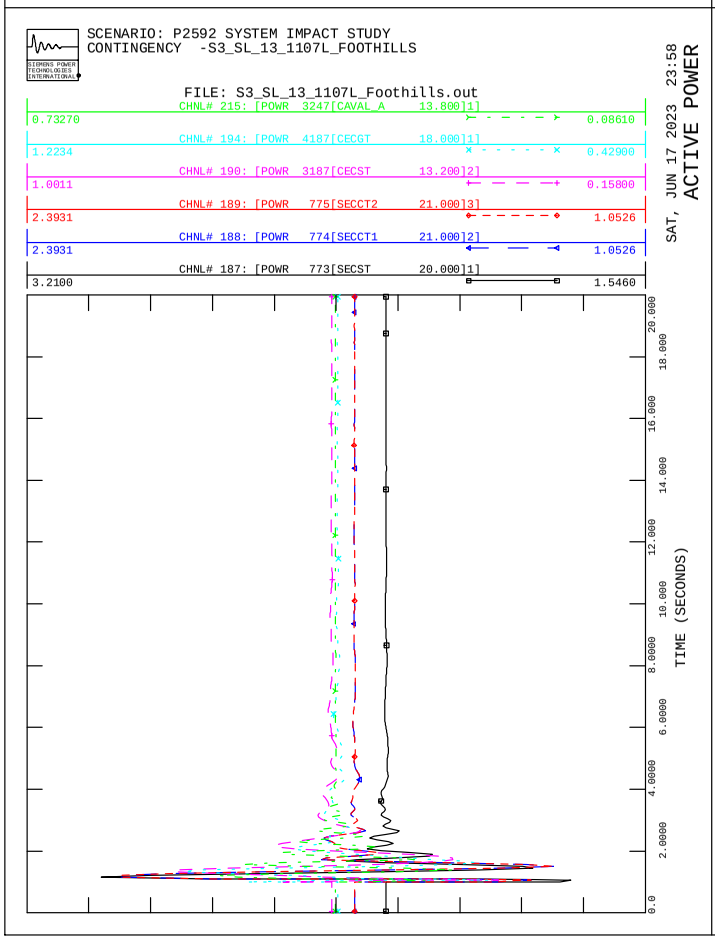
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.73270
0.08610
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.2234
0.42000
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.0011
0.15800
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.3931
1.0526
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.3931
1.0526
CHNL# 187: [POWR 773[SECST 20.000]1]
3.2100
1.5460
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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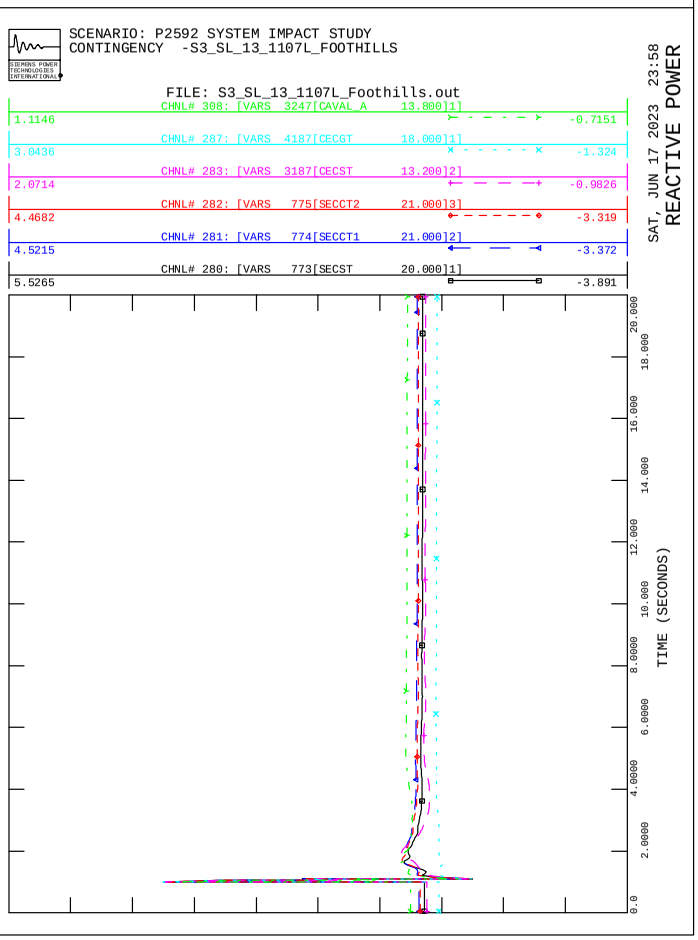
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.1146
-0.7151
CHNL# 287: [VARS 4187[CECGT 18.000]1]
3.0436
-1.324
CHNL# 283: [VARS 3187[CECST 13.200]2]
2.0714
-0.9826
CHNL# 282: [VARS 775[SECCT2 21.000]3]
4.4682
-3.319
CHNL# 281: [VARS 774[SECCT1 21.000]2]
4.5215
-3.372
CHNL# 280: [VARS 773[SECST 20.000]1]
5.5265
-3.891
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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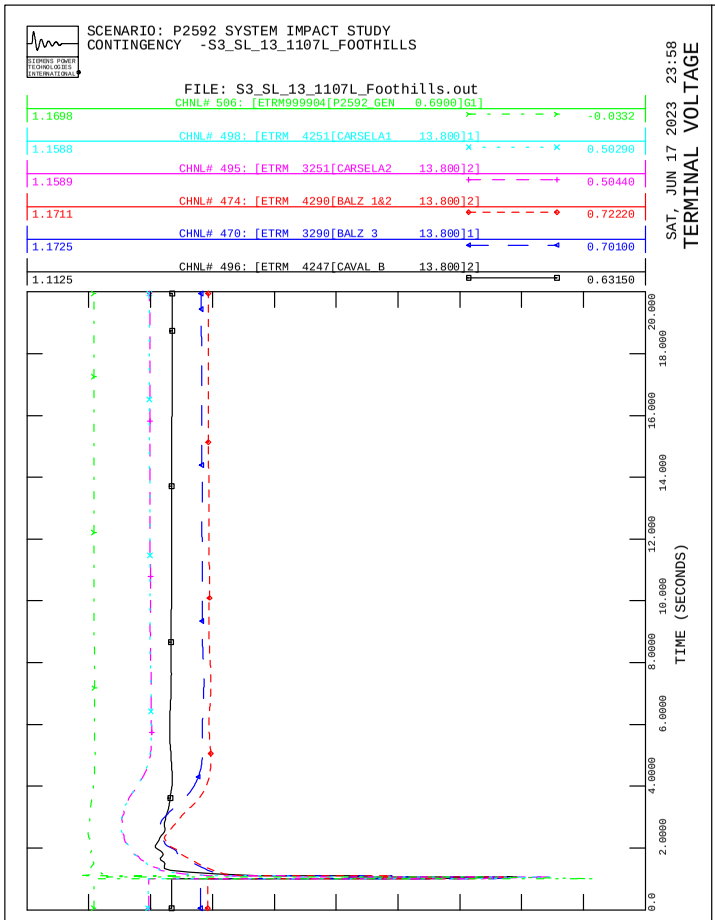
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1698 -0.0332
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1588 0.50290
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1589 0.50440
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1711 0.72220
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1725 0.70100
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1125 0.63150
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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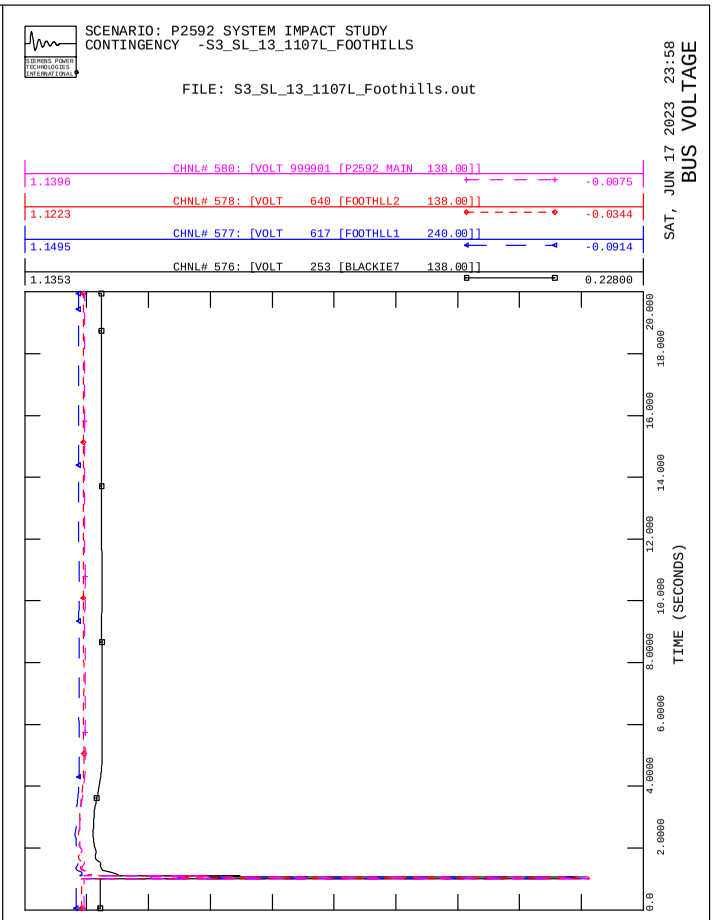
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1396 -0.0075
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1223 -0.0344
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1495 -0.0914
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1353 0.22800
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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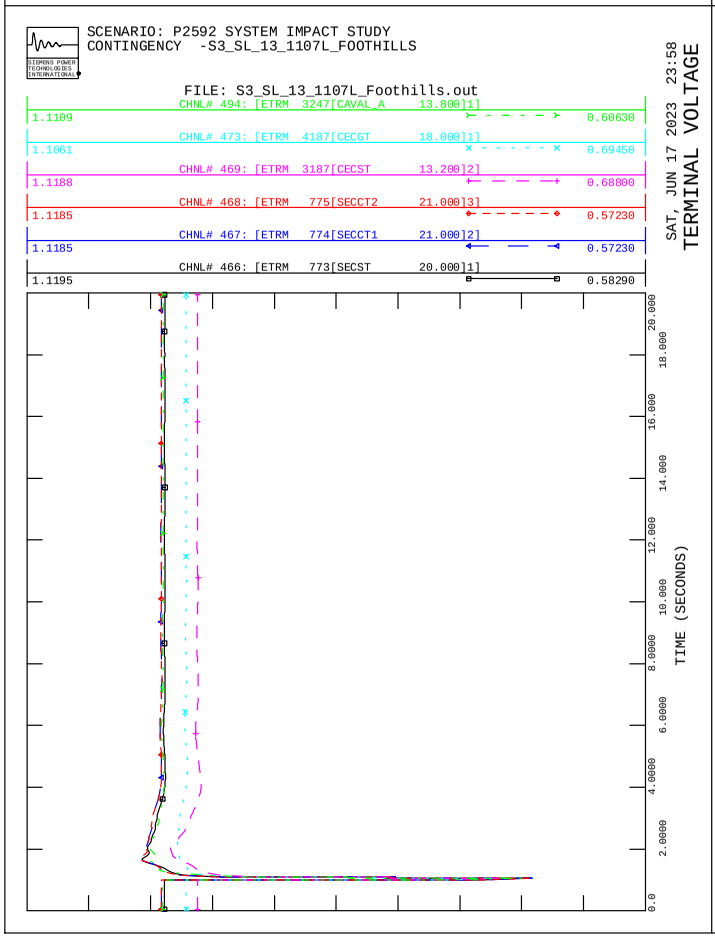
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1109 0.60630
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1061 0.69450
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1188 0.68800
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1185 0.57230
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1185 0.57230
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1195 0.58290
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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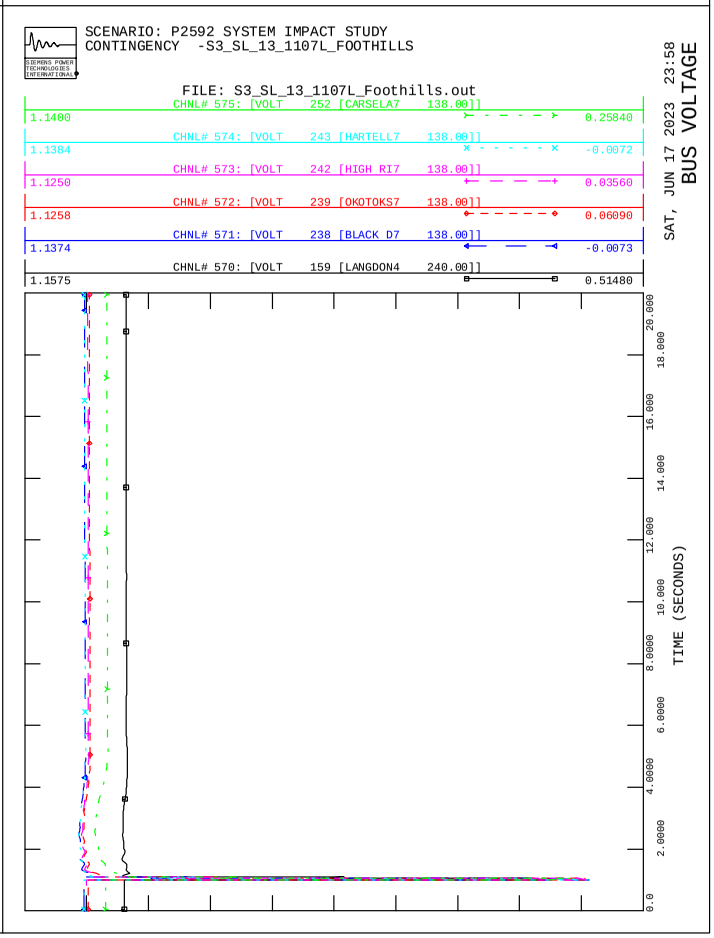
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1400 0.25840
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1384 -0.0072
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1250 0.03560
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1258 0.06090
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1374 -0.0073
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1575 0.51480
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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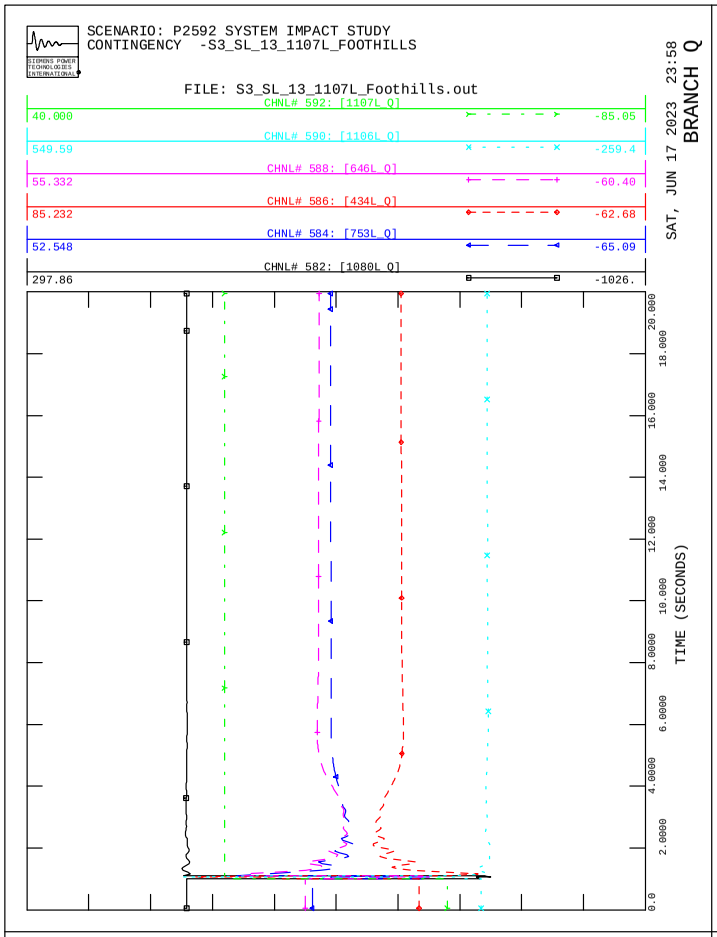
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 592: [1107L Q]
40.000
-85.05
CHNL# 590: [1106L Q]
549.59
-259.4
CHNL# 588: [646L Q]
55.332
-60.40
CHNL# 586: [434L Q]
85.232
-62.68
CHNL# 584: [753L Q]
52.548
-65.09
CHNL# 582: [1080L Q]
297.86
-1026.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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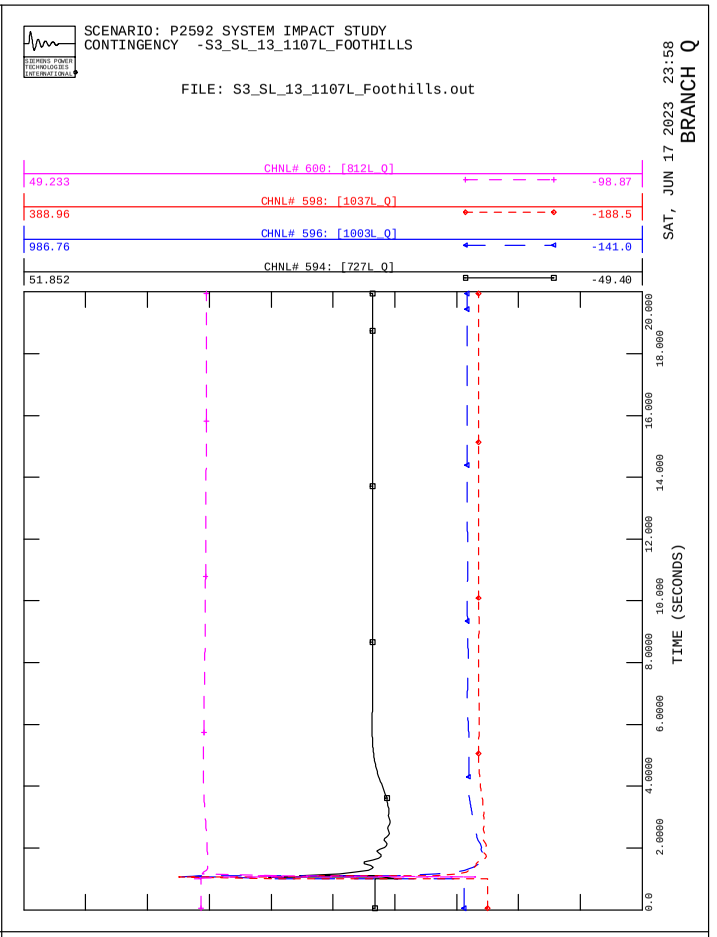
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 600: [812L Q]
49.233
-98.87
CHNL# 598: [1037L Q]
388.96
-188.5
CHNL# 596: [1003L Q]
986.76
-141.0
CHNL# 594: [727L Q]
51.852
-49.40
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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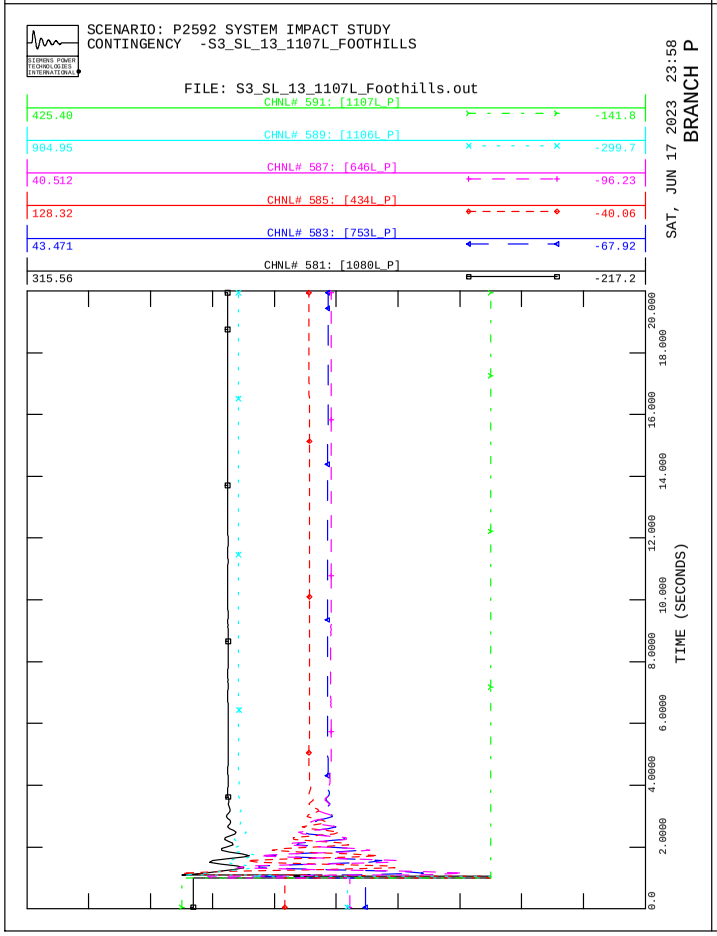
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 591: [1107L P]
425.40
-141.8
CHNL# 589: [1106L P]
904.95
-299.7
CHNL# 587: [646L P]
40.512
-96.23
CHNL# 585: [434L P]
128.32
-40.06
CHNL# 583: [753L P]
43.471
-67.92
CHNL# 581: [1080L P]
315.56
-217.2
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
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12.000
14.000
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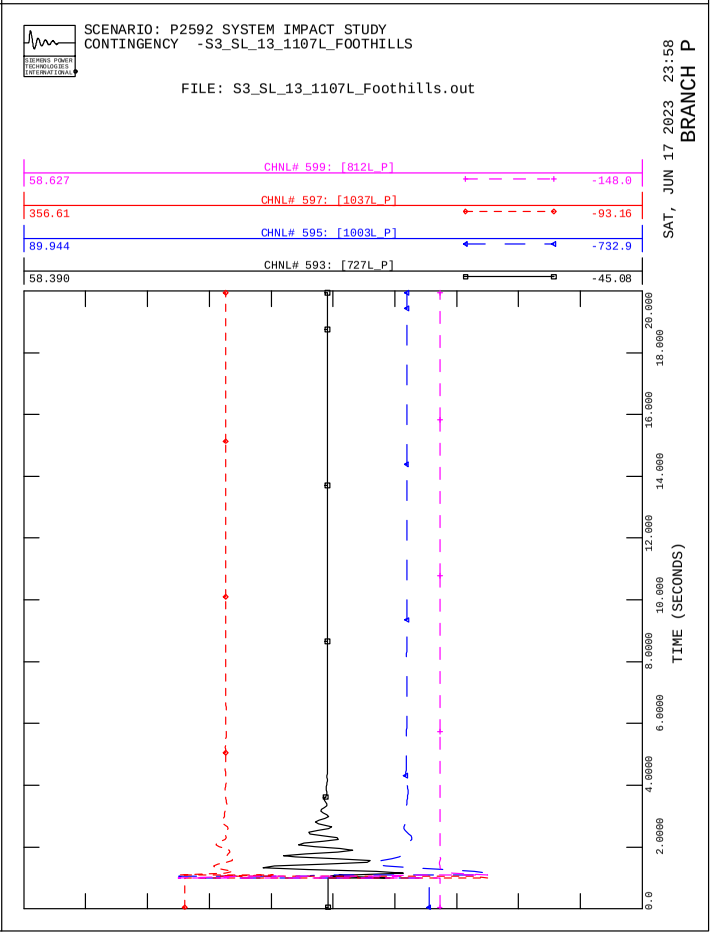

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS
FILE: S3_SL_13_1107L_Foothills.out
CHNL# 599: [812L P]
58.627
-148.0
CHNL# 597: [1037L P]
356.61
-93.16
CHNL# 595: [1003L P]
89.944
-732.9
CHNL# 593: [727L P]
58.390
-45.08
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS

FILE: S3_SL_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 298.95 -1030.
CHNL# 604: [985L Q] 998.37 -142.3
CHNL# 602: [1038L Q] 389.46 -188.9

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.74150 0.01510
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.7984 -0.2580
CHNL# 190: [POWR 3187[CECST 13.200]2] 1.3448 -0.3320
CHNL# 189: [POWR 775[SECCT2 21.000]3] 3.6834 0.19530
CHNL# 188: [POWR 774[SECCT1 21.000]2] 3.6834 0.19530
CHNL# 187: [POWR 773[SECST 20.000]1] 4.2635 0.31900

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_13_1107L_FOOTHILLS

FILE: S3_SL_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 317.01 -218.7
CHNL# 603: [985L P] 91.415 -741.3
CHNL# 601: [1038L P] 357.00 -93.13

TIME (SECONDS)

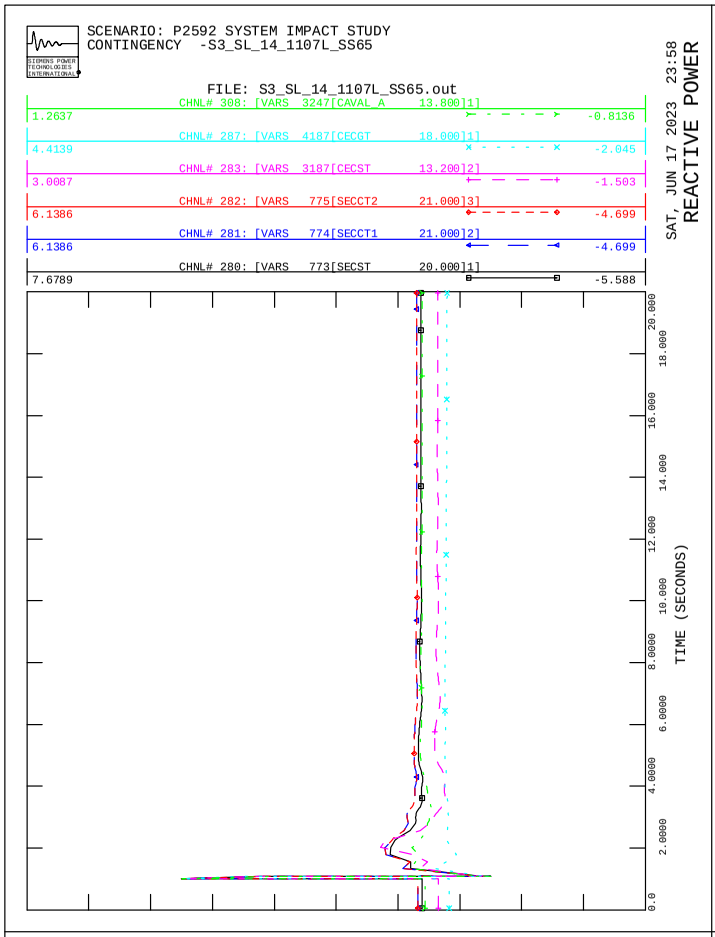
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 143.54 -16.46
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 99.173 -49.48
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 154.70 -7.824
CHNL# 4: [ANGL 3187[CECST 13.200]2] 127.72 -35.93
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 154.07 -17.74
CHNL# 1: [ANGL 773[SECST 20.000]1] 152.78 -13.24

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.2637
-0.8136
CHNL# 287: [VARS 4187[CECGT 18.000]1]
4.4139
-2.045
CHNL# 283: [VARS 3187[CECST 13.200]2]
3.0087
-1.503
CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.1386
-4.699
CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.1386
-4.699
CHNL# 280: [VARS 773[SECST 20.000]1]
7.6789
-5.588
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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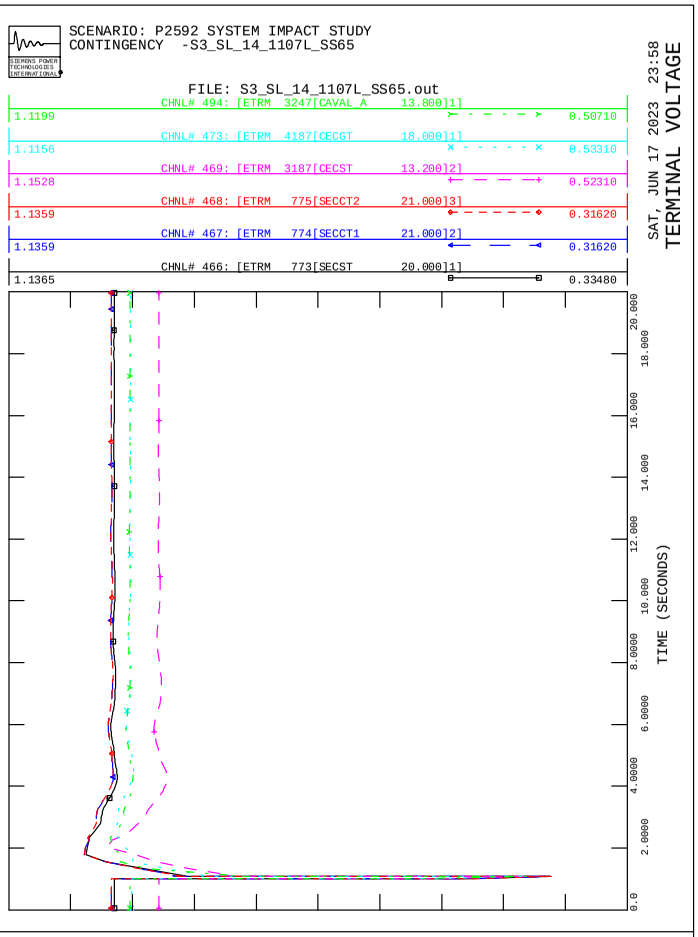
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1199
0.50710
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1156
0.53310
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1528
0.52310
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1359
0.31620
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1359
0.31620
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1365
0.33480
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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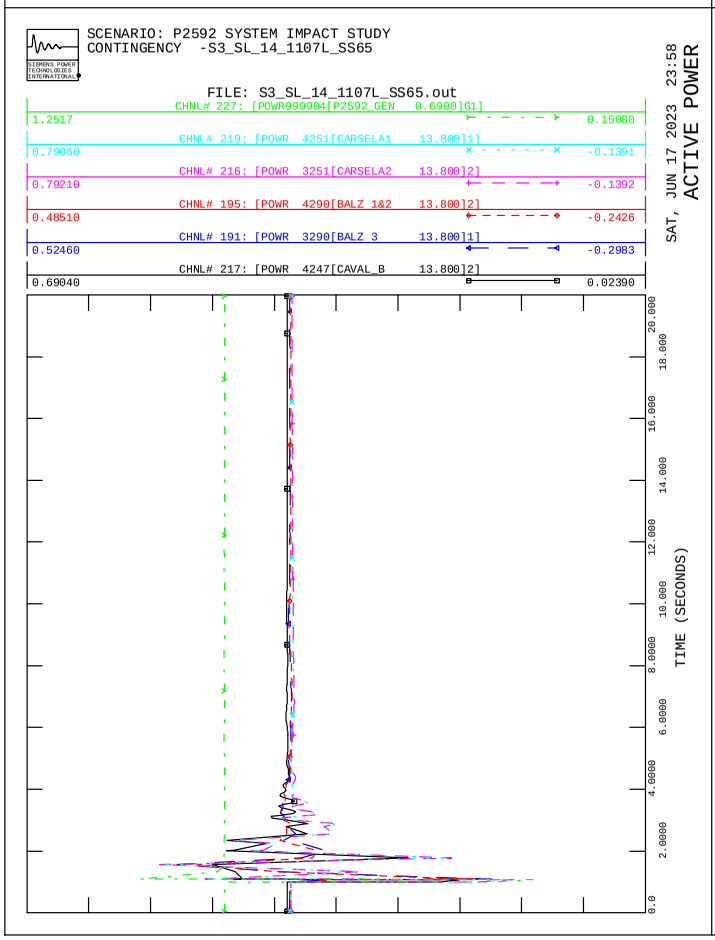
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2517
0.15080
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.79060
-0.1391
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.79210
-0.1392
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.48510
-0.2426
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.52460
-0.2983
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.69040
0.02390
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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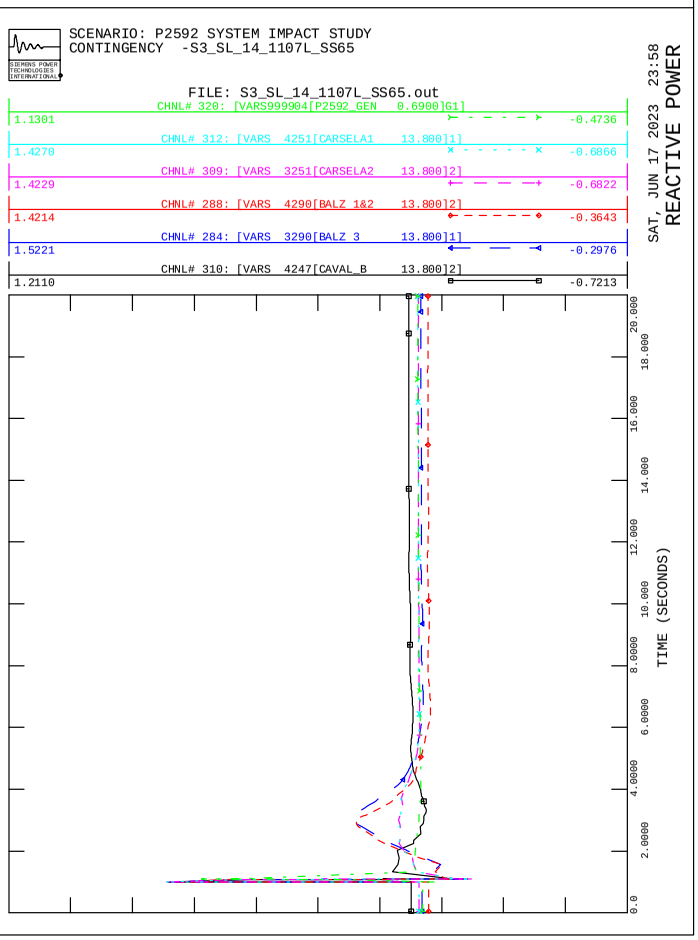
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1301
-0.4736
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4270
-0.6866
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4229
-0.6822
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4214
-0.3643
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5221
-0.2976
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
1.2110
-0.7213
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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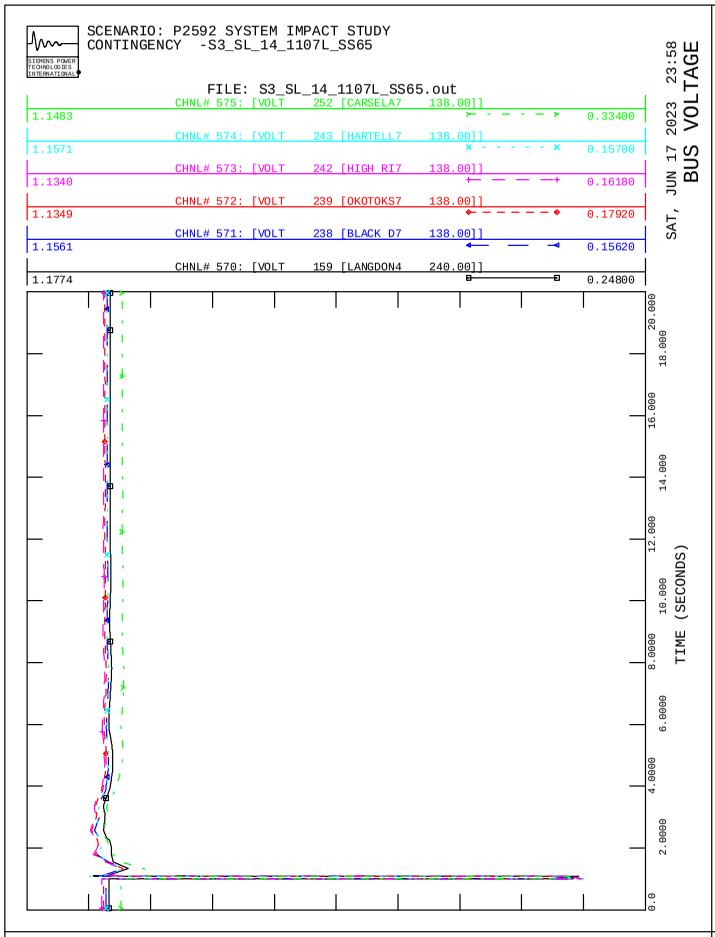
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1483
0.33400
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1571
0.15700
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1340
0.16180
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1349
0.17920
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1561
0.15620
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1774
0.24800
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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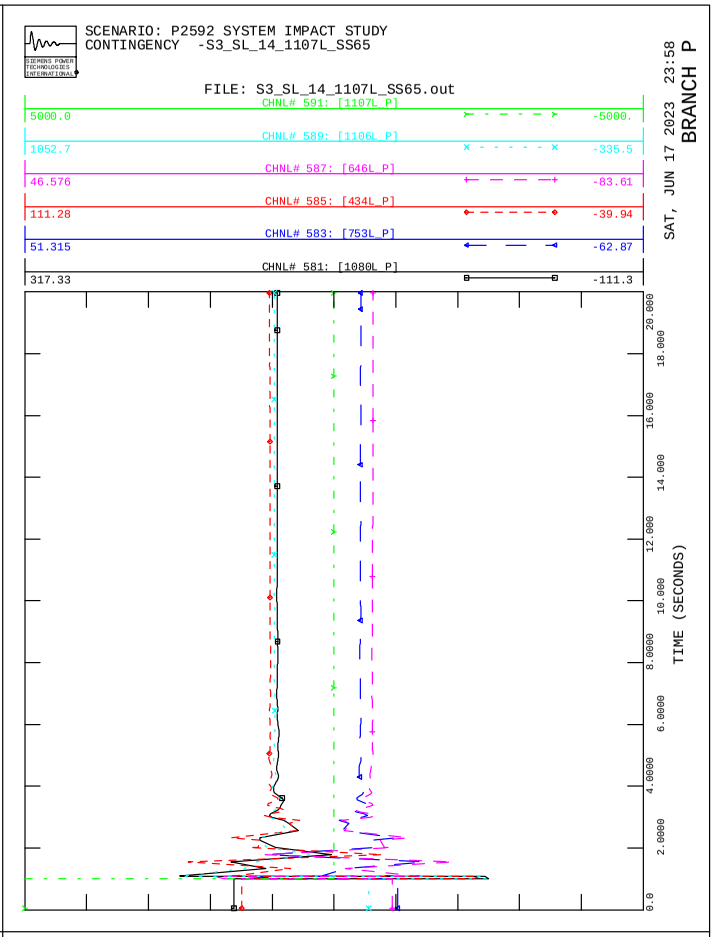
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 591: [1107L P]
5000.0
-5000.
CHNL# 589: [1106L P]
1052.7
-335.5
CHNL# 587: [646L P]
46.576
-83.61
CHNL# 585: [434L P]
111.28
-39.94
CHNL# 583: [753L P]
51.315
-62.87
CHNL# 581: [1080L P]
317.33
-111.3
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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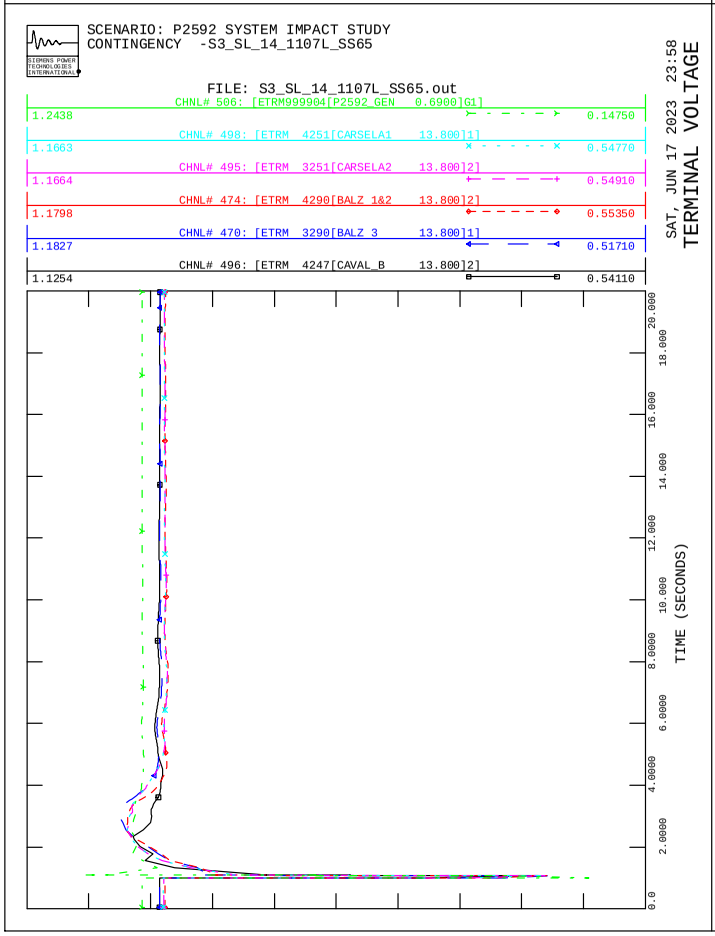
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2438
0.14750
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1663
0.54770
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1664
0.54910
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1798
0.55350
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1827
0.51710
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1254
0.54110
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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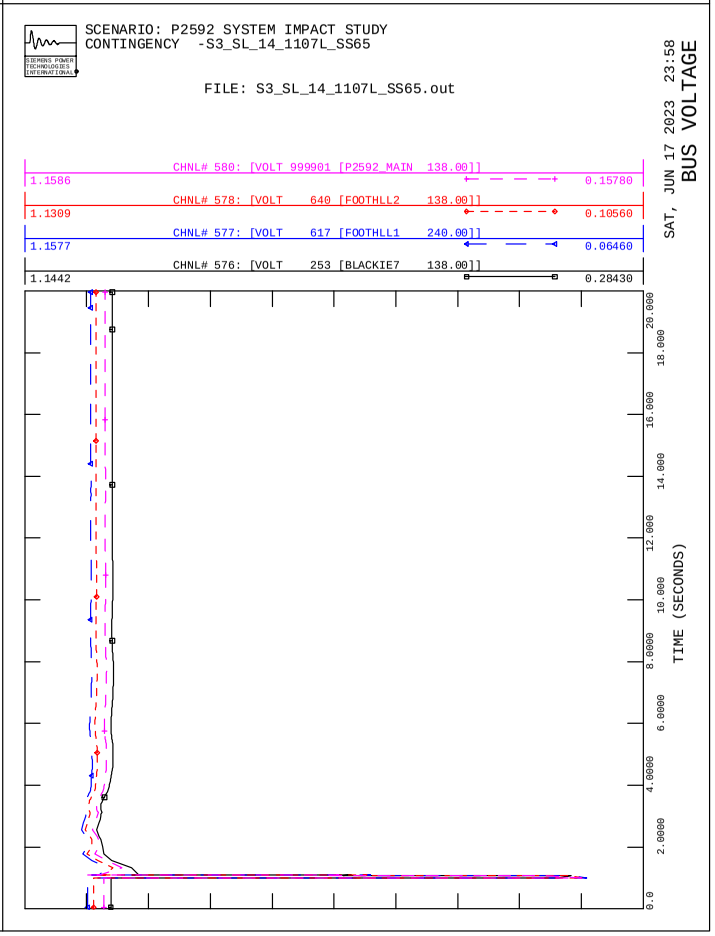
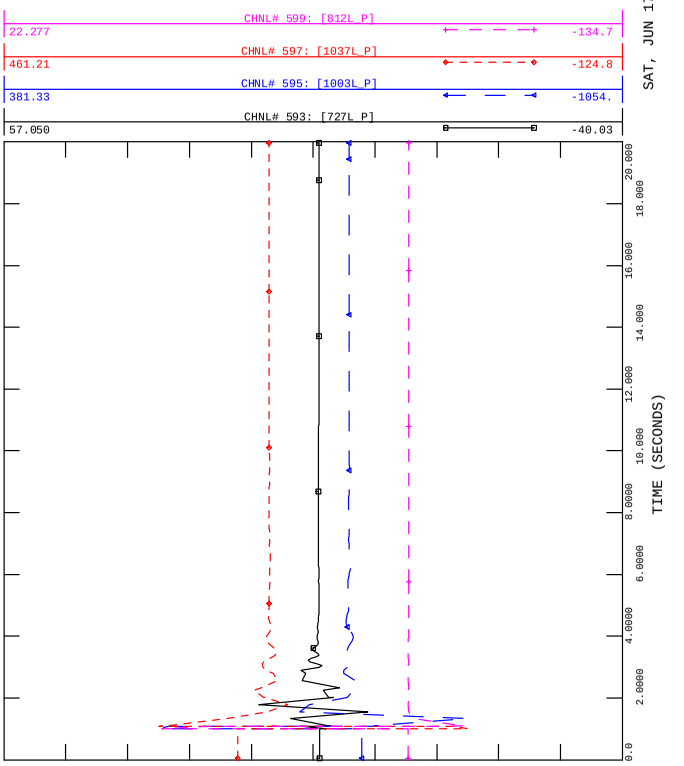
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65
FILE: S3_SL_14_1107L_SS65.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1586
0.15780
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1309
0.10560
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1577
0.06460
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1442
0.28430
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

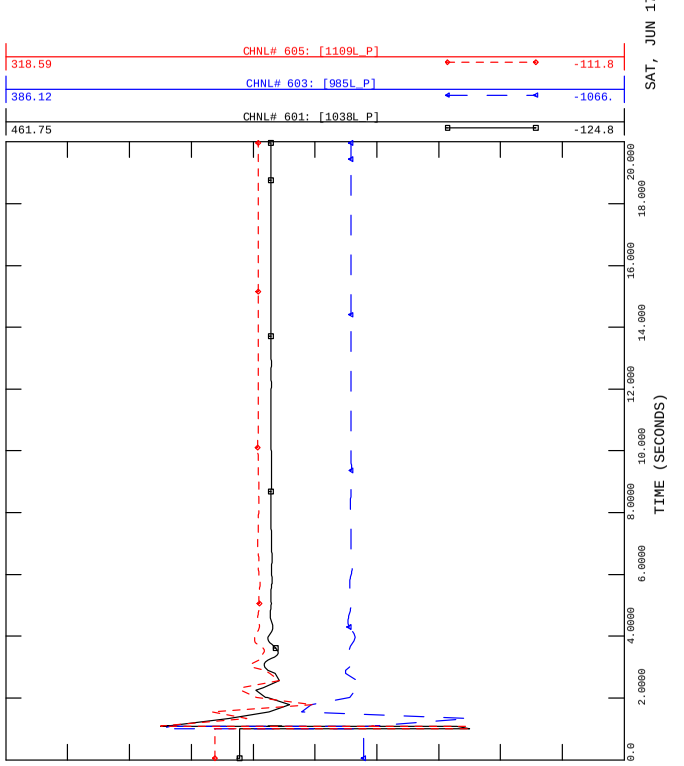
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

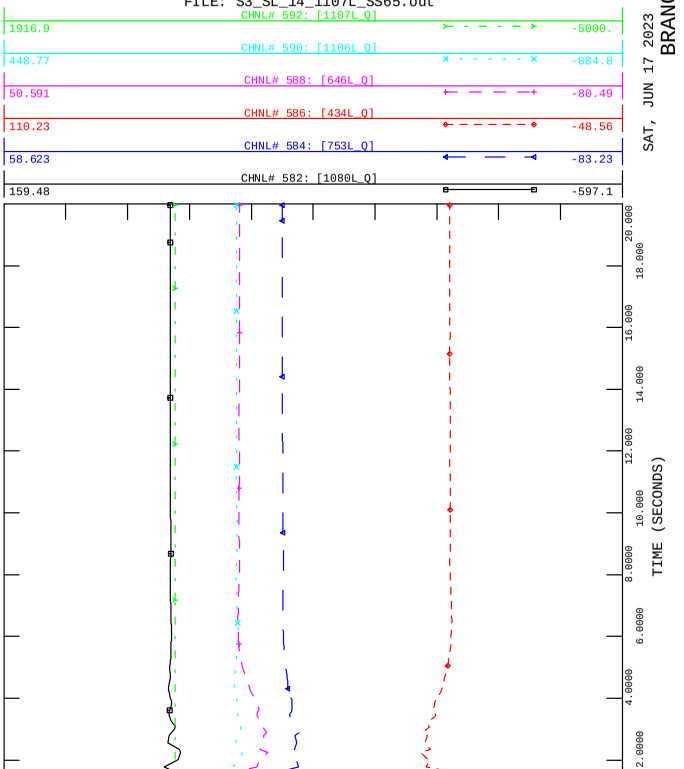
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

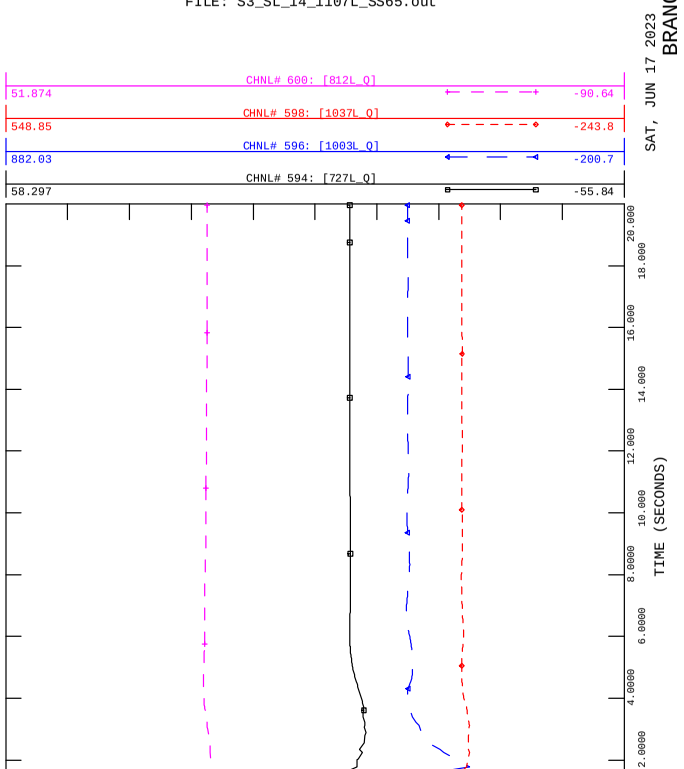
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
134.34 -7.819
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
73.019 -40.93
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
126.76 7.1789
CHNL# 4: [ANGL 3187[CECST 13.200]2]
94.804 -17.97
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
117.77 0.69320
CHNL# 1: [ANGL 773[SECST 20.000]1]
117.61 1.2418

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1546 0.00390
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
1.0199 -0.1536
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
1.0201 -0.1546
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.48840 -0.1960
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.51970 -0.2405
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.72480 0.12040

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_14_1107L_SS65

FILE: S3_SL_14_1107L_SS65.out

CHNL# 606: [1109L Q]
159.93 -599.5
CHNL# 604: [985L Q]
892.48 -202.7
CHNL# 602: [1038L Q]
549.37 -244.2

SAT, JUN 17 2023 23:58
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

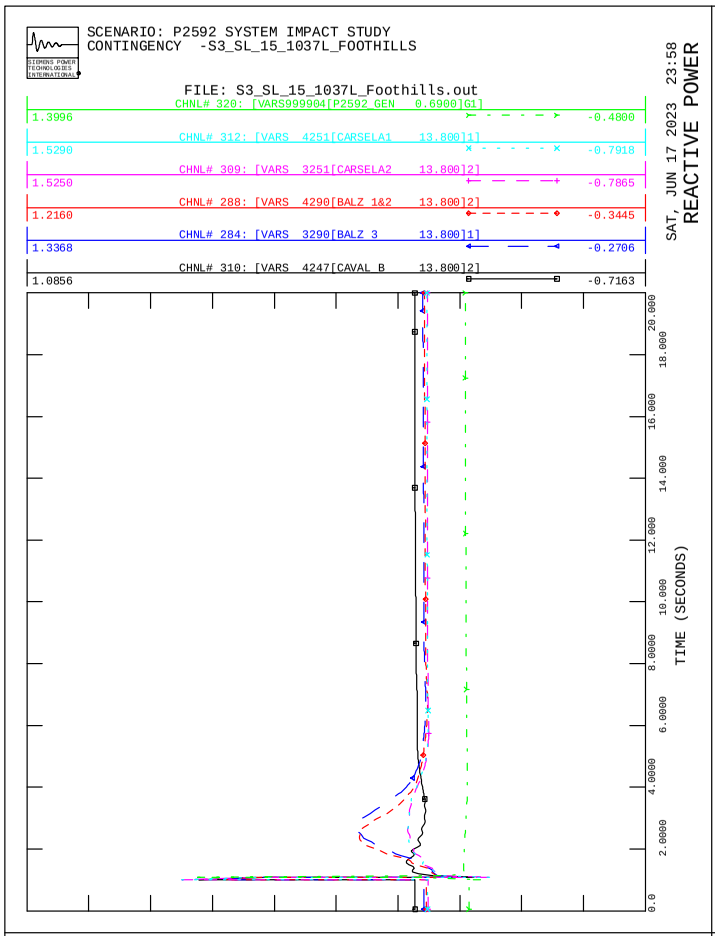
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.71720 0.08680
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.2216 0.44760
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.0047 0.18620
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.3815 1.0281
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.3815 1.0281
CHNL# 187: [POWR 773[SECST 20.000]1]
3.1299 1.5655

SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.3996
-0.4800
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5290
-0.7918
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5250
-0.7865
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.2160
-0.3445
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.3368
-0.2706
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.0856
-0.7163
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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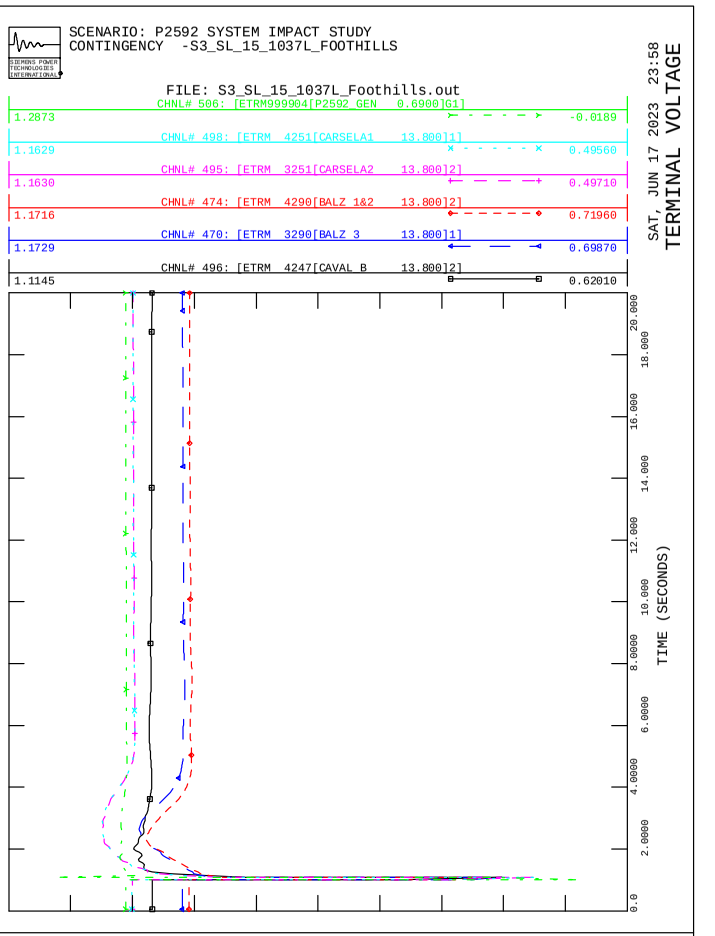
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2873
-0.0189
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1629
0.49560
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1630
0.49710
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1716
0.71960
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1729
0.69870
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1145
0.62010
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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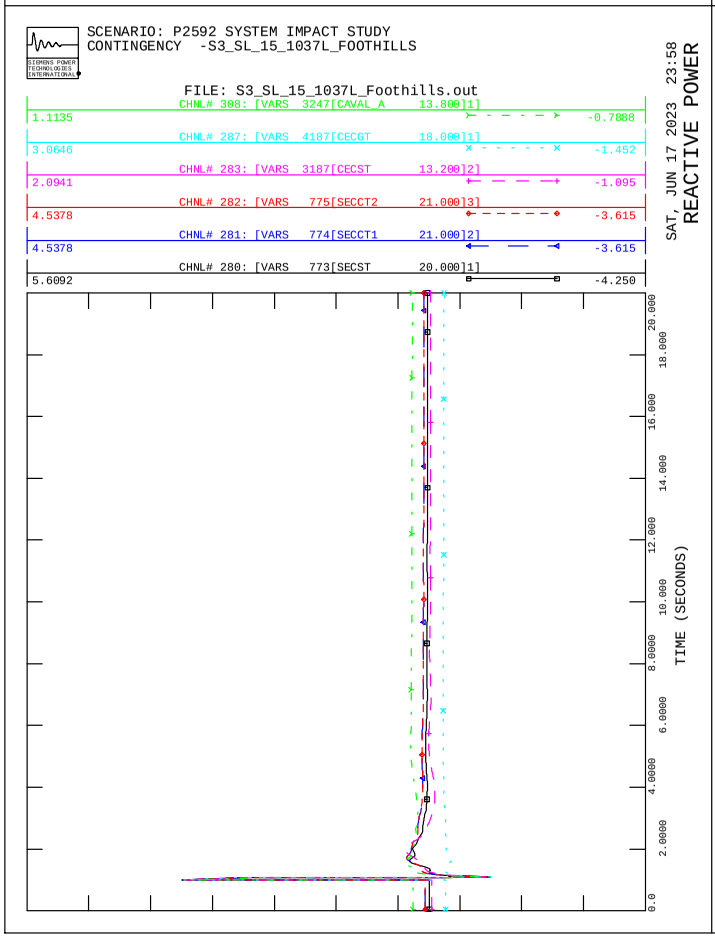
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.1135
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CHNL# 287: [VARS 4187[CECGT 18.000]1]
3.0646
-1.452
CHNL# 283: [VARS 3187[CECST 13.200]2]
2.0941
-1.095
CHNL# 282: [VARS 775[SECCT2 21.000]3]
4.5378
-3.615
CHNL# 281: [VARS 774[SECCT1 21.000]2]
4.5378
-3.615
CHNL# 280: [VARS 773[SECST 20.000]1]
5.6092
-4.250
SAT, JUN 17 2023 23:58
REACTIVE POWER
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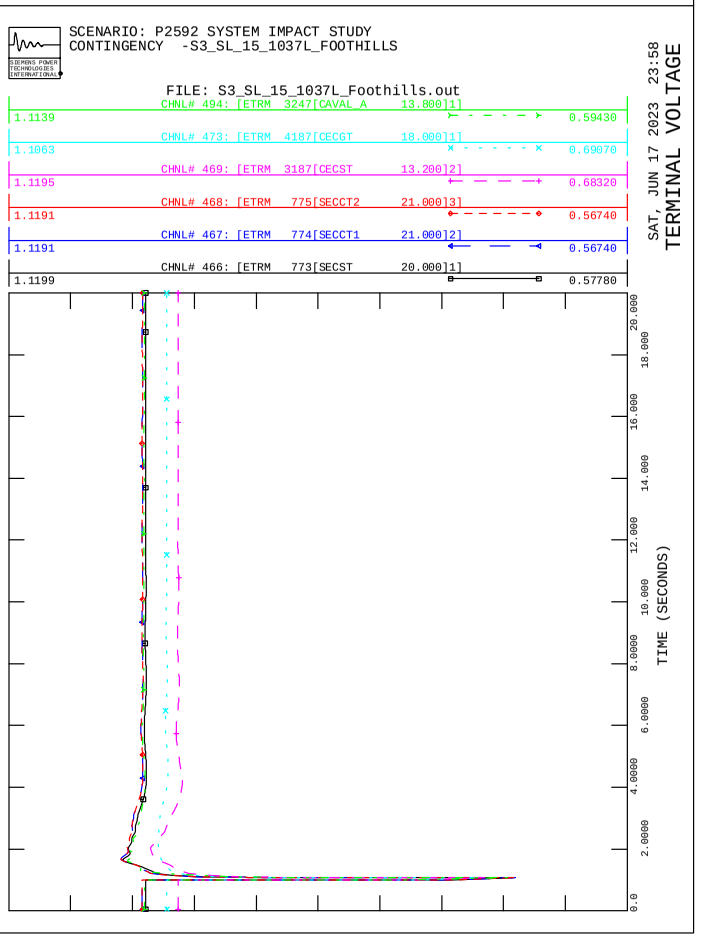
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
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0.59430
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1063
0.69070
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1195
0.68320
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1191
0.56740
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1191
0.56740
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1199
0.57780
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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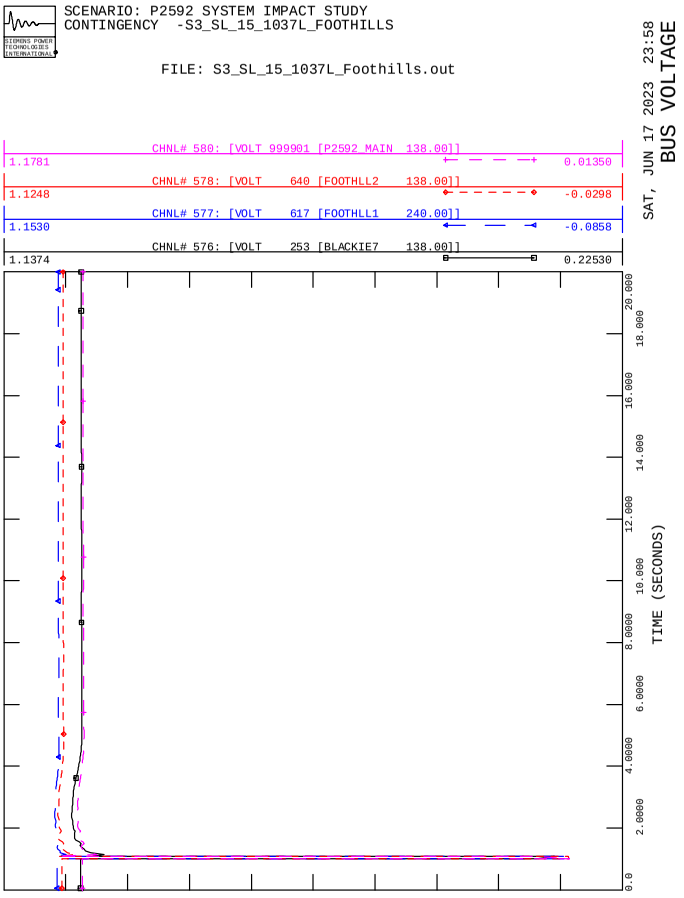
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1781
0.01350
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1248
-0.0298
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1530
-0.0858
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1374
0.22530
TIME (SECONDS)
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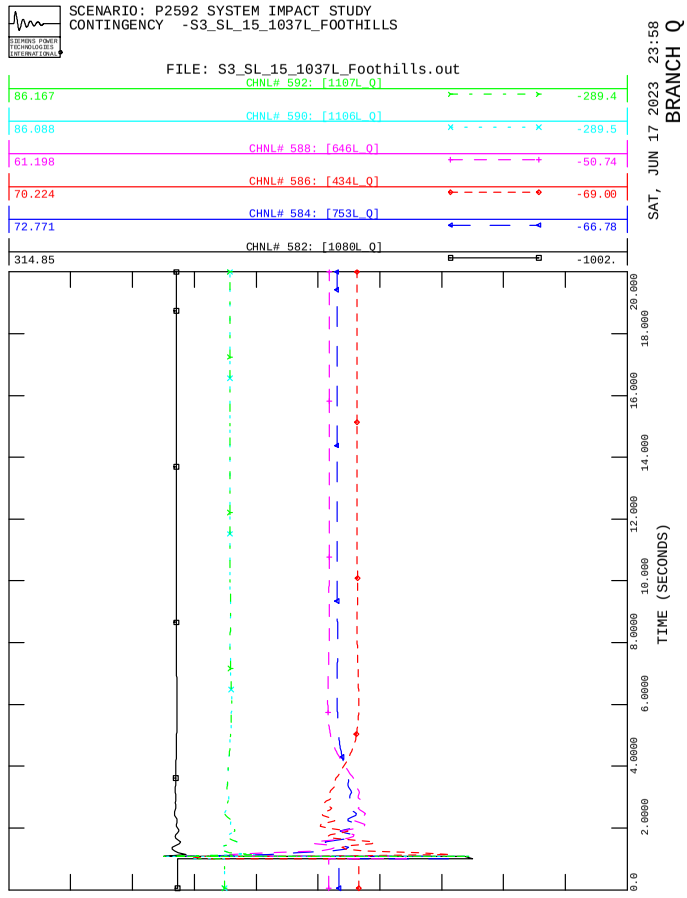
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 592: [1107L Q]
86.167
-289.4
CHNL# 590: [1106L Q]
86.088
-289.5
CHNL# 588: [646L Q]
61.198
-50.74
CHNL# 586: [434L Q]
70.224
-69.00
CHNL# 584: [753L Q]
72.771
-66.78
CHNL# 582: [1080L Q]
314.85
-1002.
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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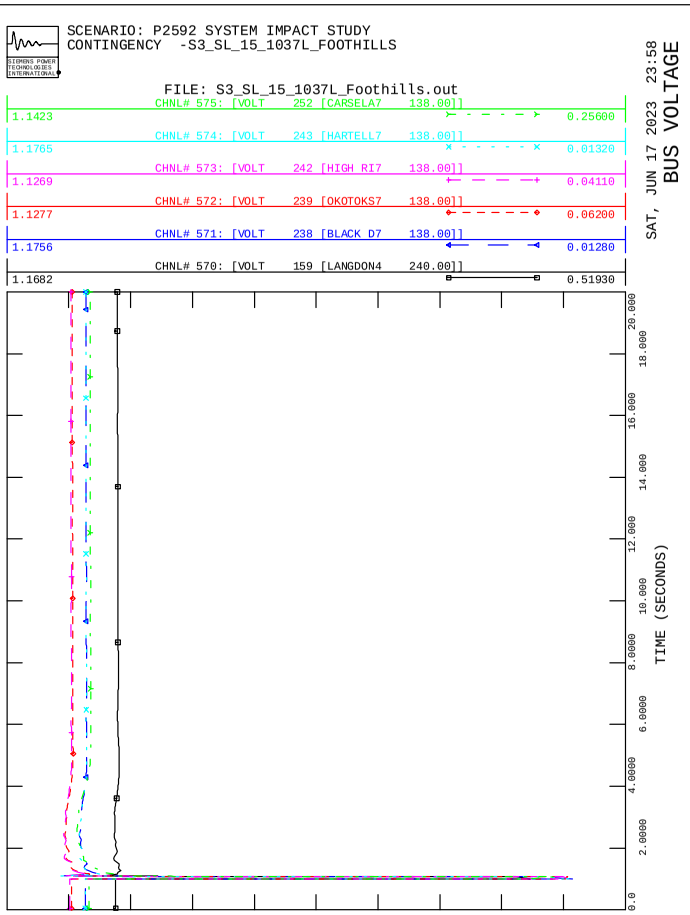
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1423
0.25600
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1765
0.01320
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1269
0.04110
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1277
0.06200
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1756
0.01280
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1682
0.51930
TIME (SECONDS)
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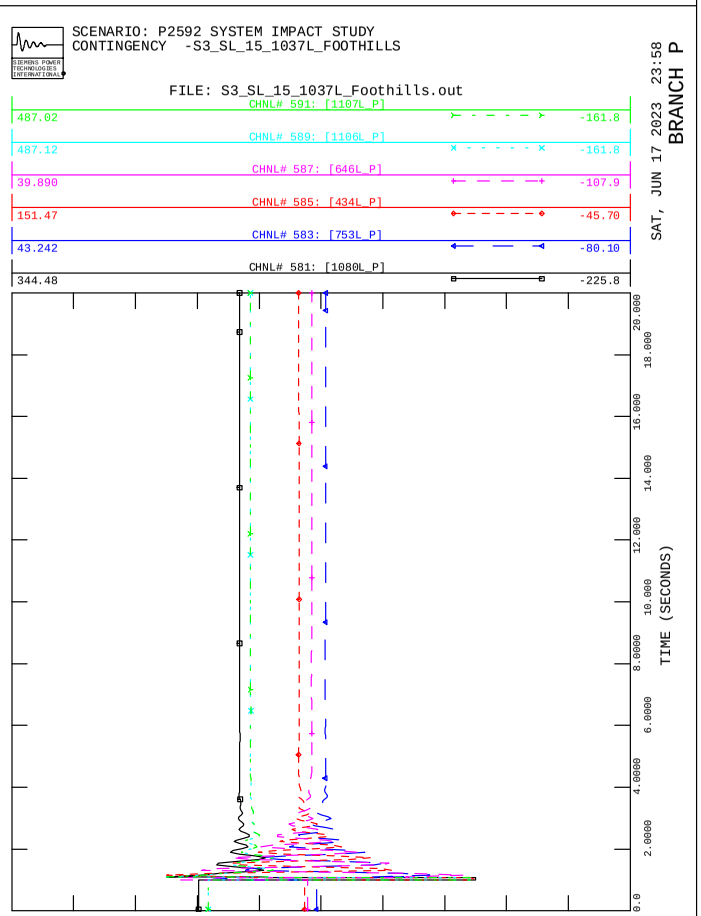
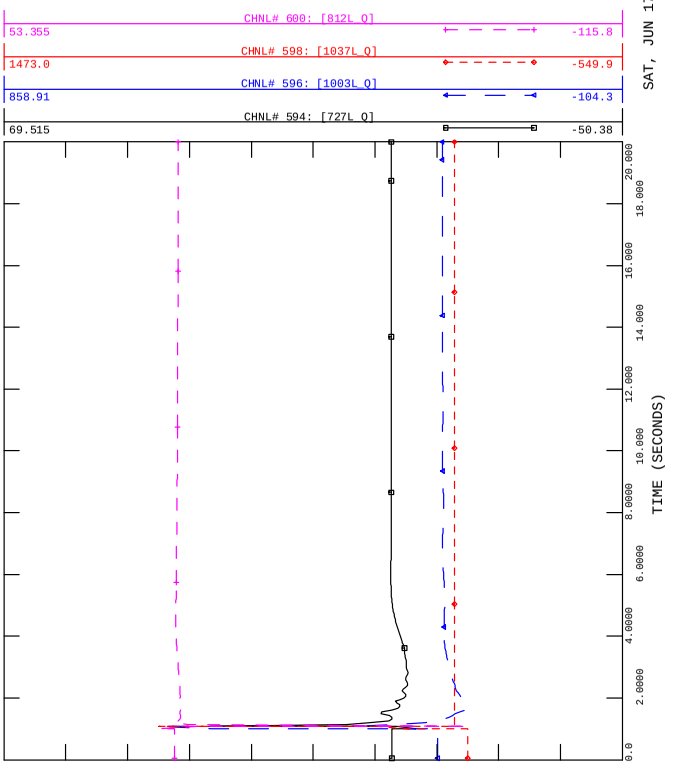
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS
FILE: S3_SL_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 591: [1107L P]
487.02
-161.8
CHNL# 589: [1106L P]
487.12
-161.8
CHNL# 587: [646L P]
39.890
-107.9
CHNL# 585: [434L P]
151.47
-45.70
CHNL# 583: [753L P]
43.242
-80.10
CHNL# 581: [1080L P]
344.48
-225.8
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

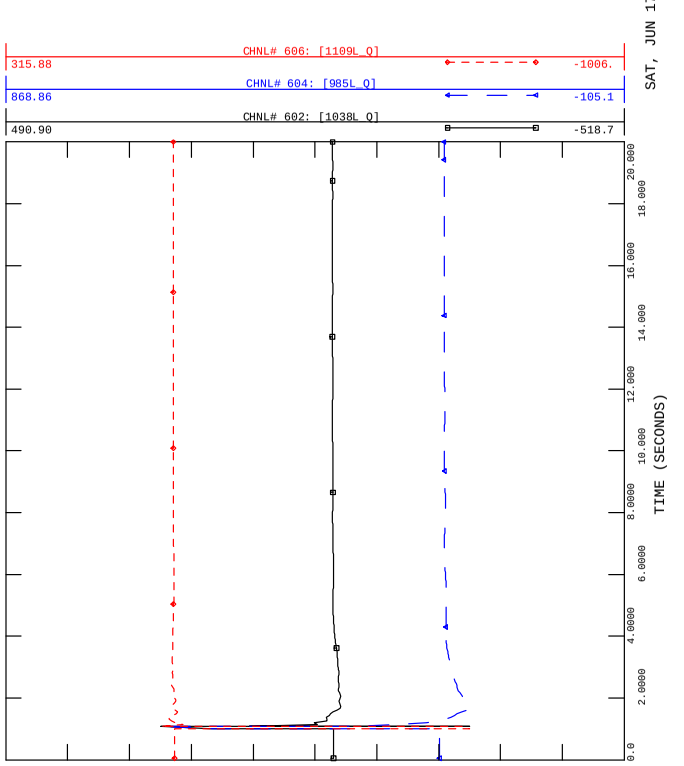
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

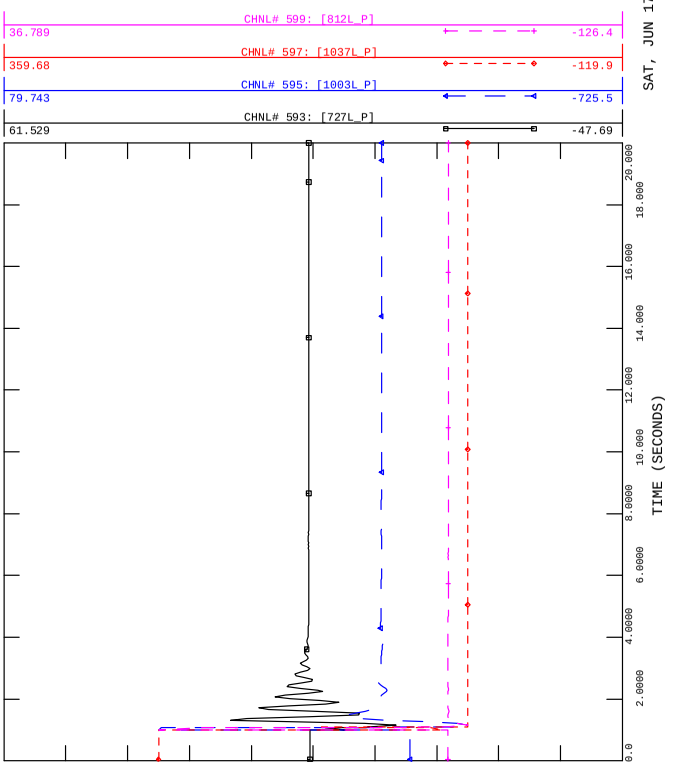
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

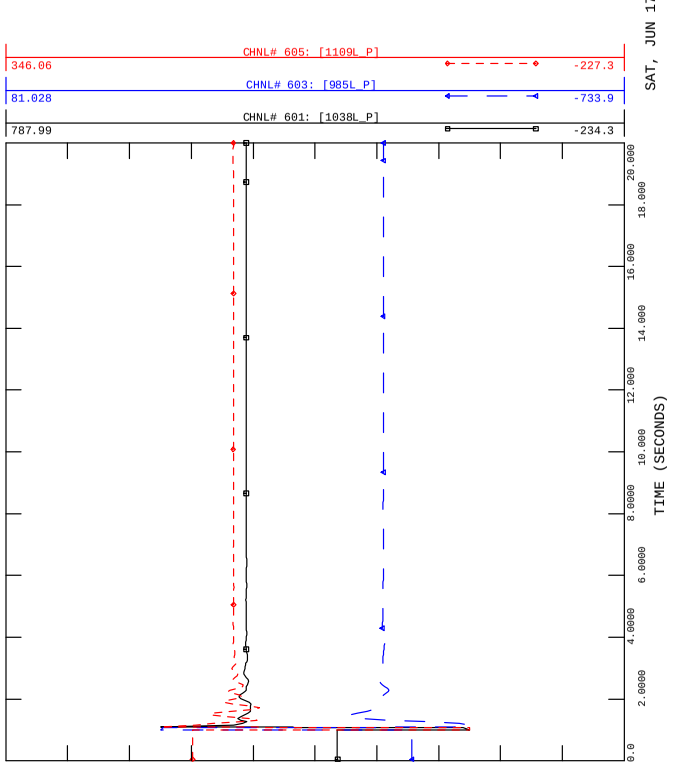
SAT, JUN 17 2023 23:58 BRANCH P

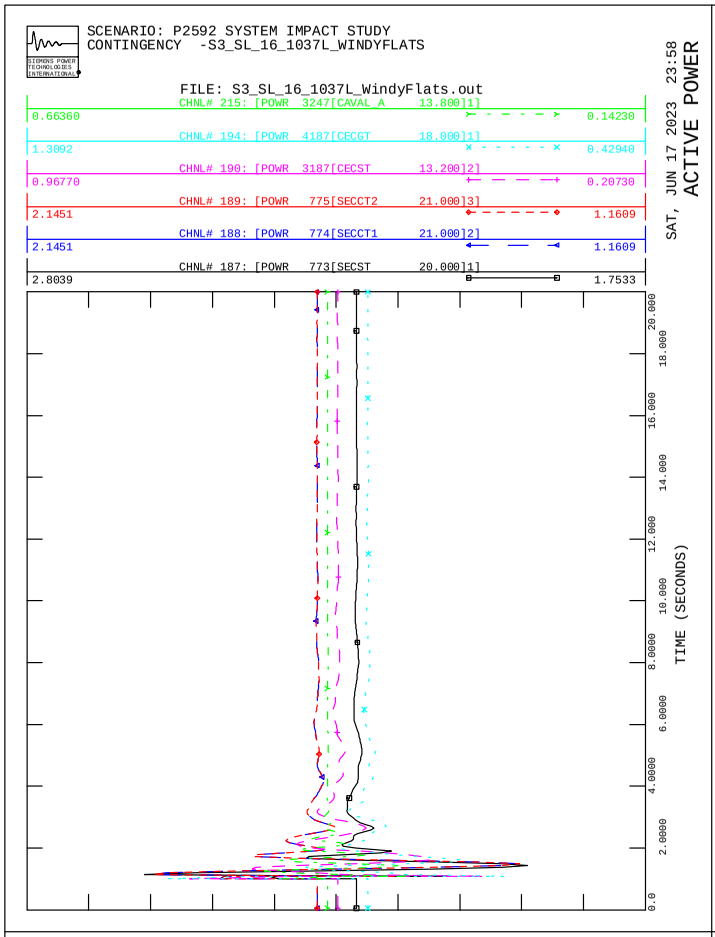


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_15_1037L_FOOTHILLS

FILE: S3_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.66360
0.14230
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.3092
0.42940
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.96770
0.20730
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.1451
1.1609
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.1451
1.1609
CHNL# 187: [POWR 773[SECST 20.000]1]
2.8039
1.7533
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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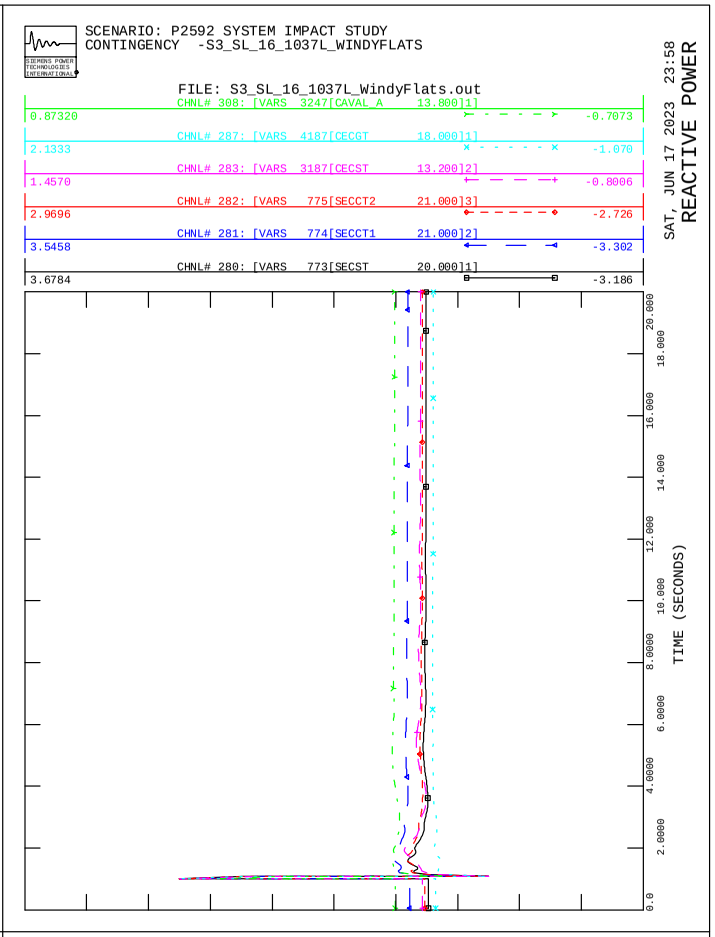
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.87320
-0.7073
CHNL# 287: [VARS 4187[CECGT 18.000]1]
2.1333
-1.070
CHNL# 283: [VARS 3187[CECST 13.200]2]
1.4570
-0.8006
CHNL# 282: [VARS 775[SECCT2 21.000]3]
2.9696
-2.726
CHNL# 281: [VARS 774[SECCT1 21.000]2]
3.5458
-3.302
CHNL# 280: [VARS 773[SECST 20.000]1]
3.6784
-3.186
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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8.0000
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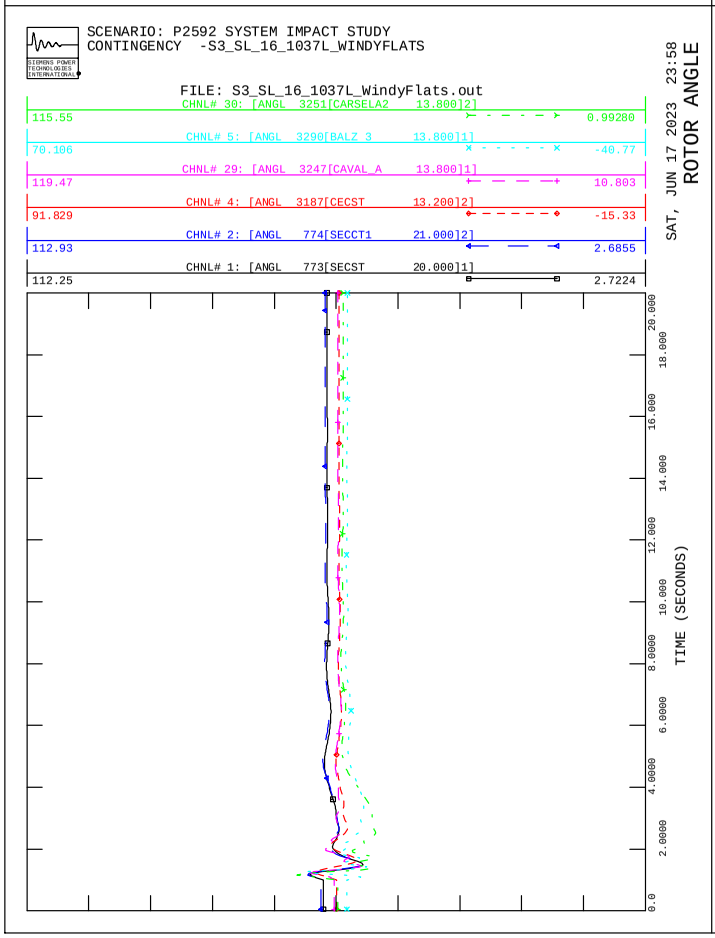
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
115.55
0.99280
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
70.106
-40.77
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
119.47
10.803
CHNL# 4: [ANGL 3187[CECST 13.200]2]
91.829
-15.33
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
112.93
2.6855
CHNL# 1: [ANGL 773[SECST 20.000]1]
112.25
2.7224
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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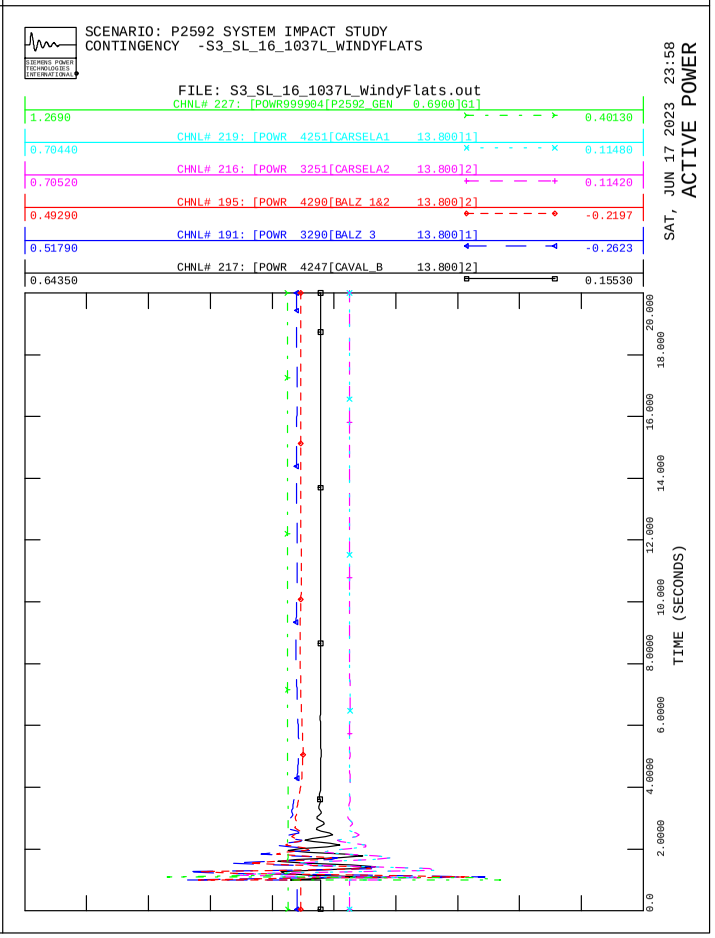
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2690
0.40130
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.70440
0.11480
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.70520
0.11420
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.49290
-0.2197
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.51790
-0.2623
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.64350
0.15530
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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8.0000
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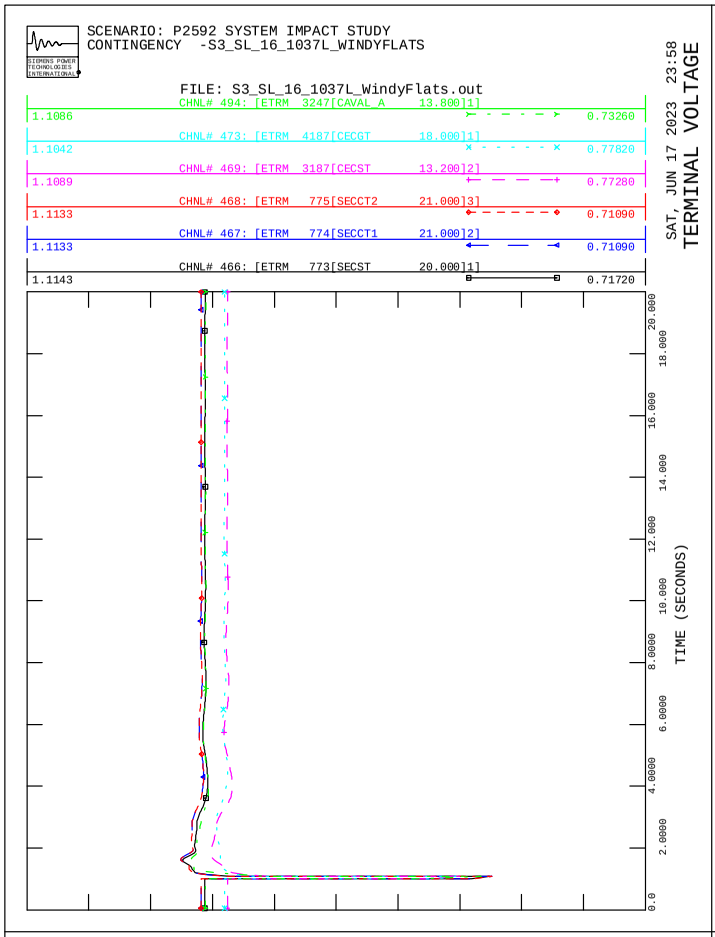
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1086
0.73260
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1042
0.77820
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1089
0.77280
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1133
0.71090
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1133
0.71090
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1143
0.71720
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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8.0000
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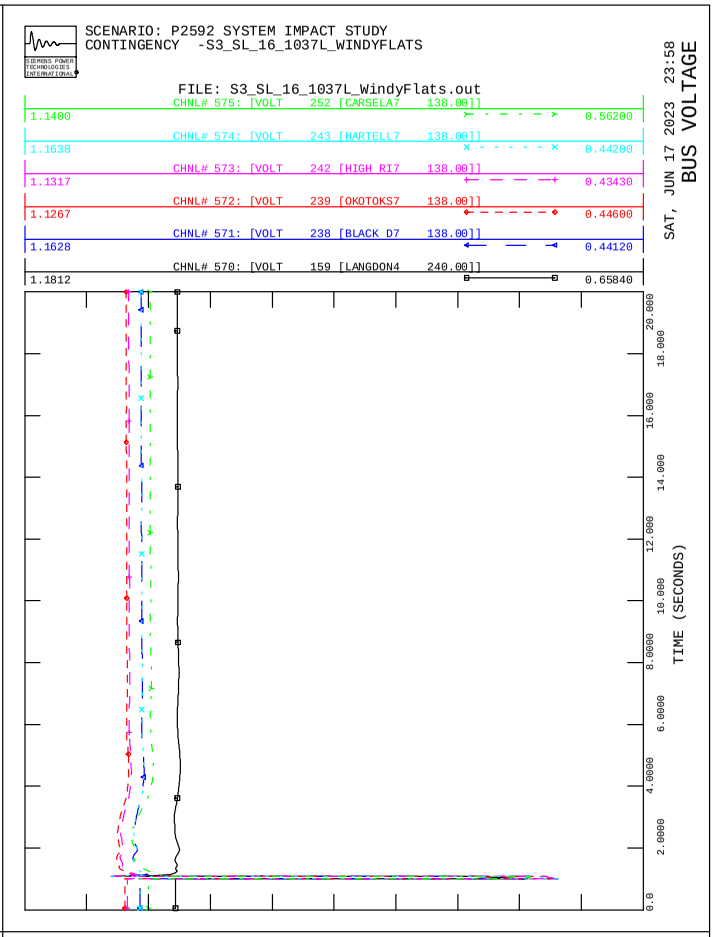
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1400
0.56200
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1638
0.44200
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1317
0.43430
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1267
0.44600
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1628
0.44120
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1812
0.65840
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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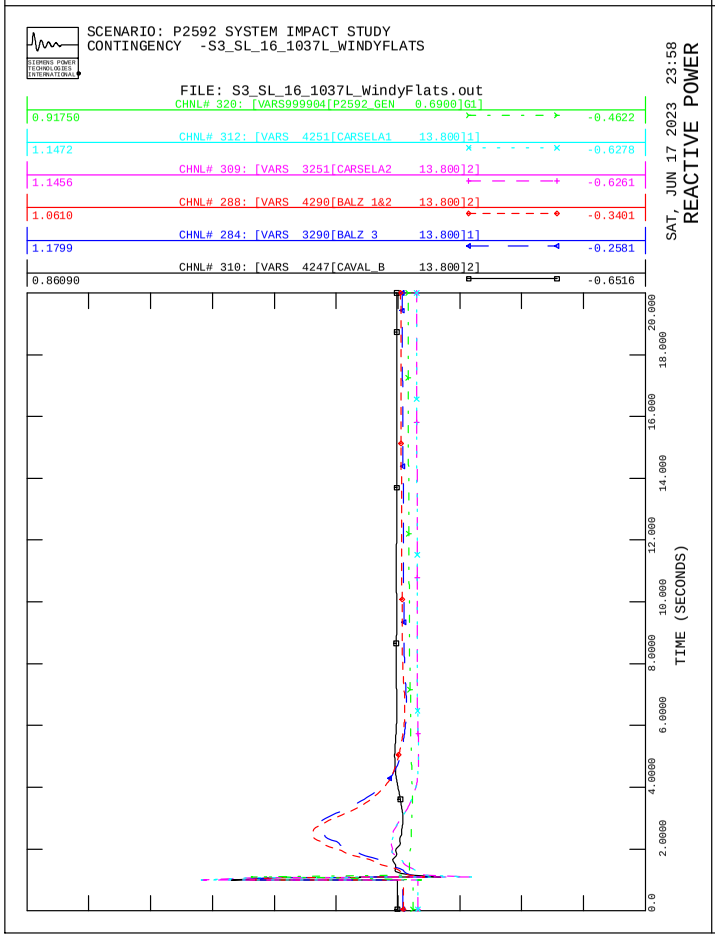
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
0.91750
-0.4622
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.1472
-0.6278
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.1456
-0.6261
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.0610
-0.3401
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.1799
-0.2581
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
0.86090
-0.6516
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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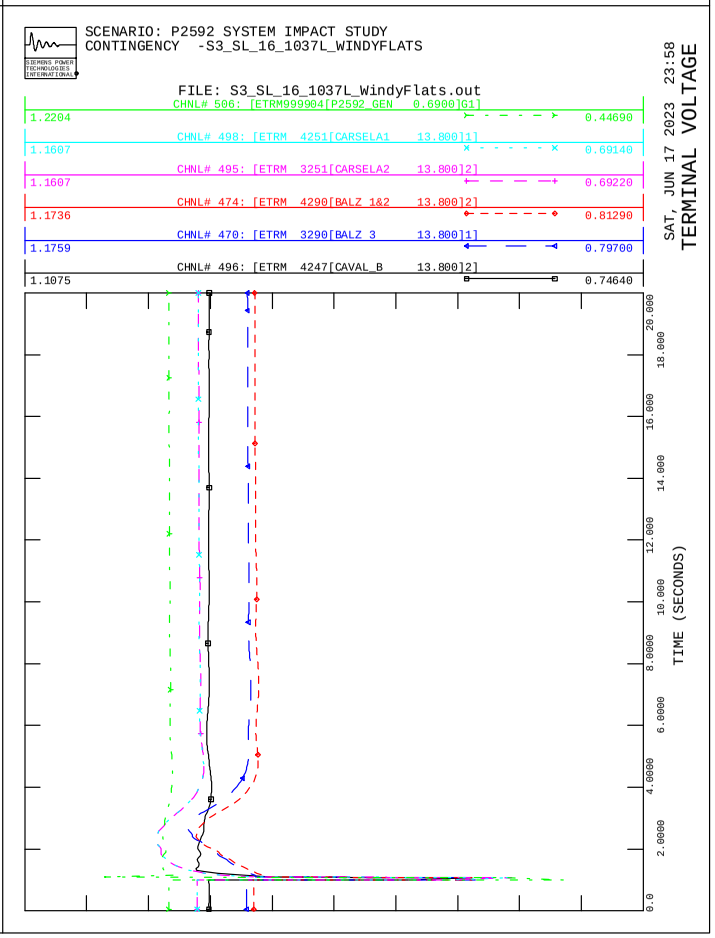
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2204
0.44690
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1607
0.69140
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1607
0.69220
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1736
0.81290
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1759
0.79700
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1075
0.74640
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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18.000
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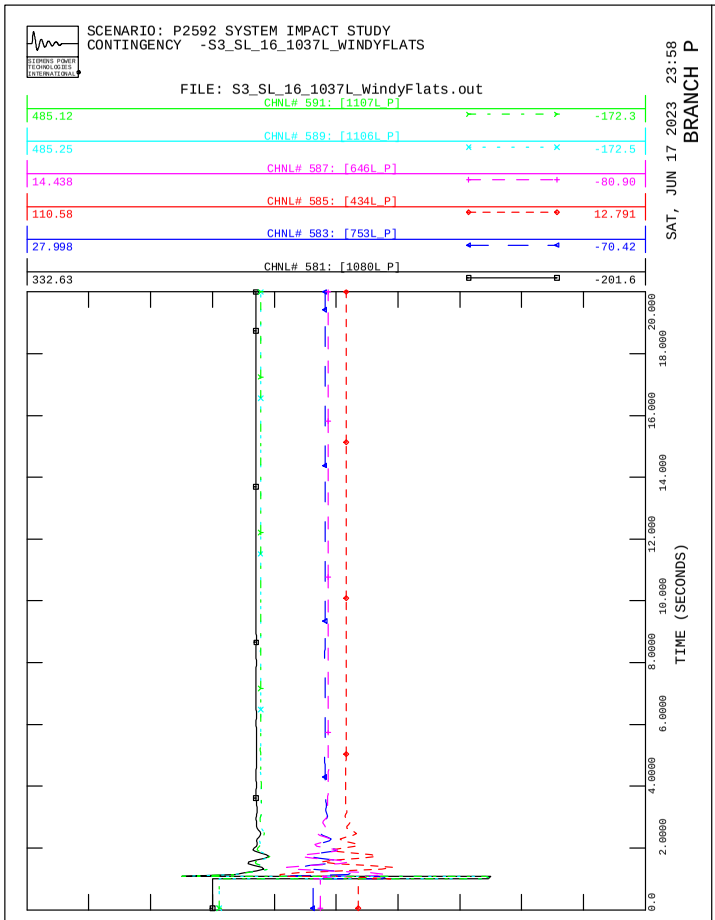
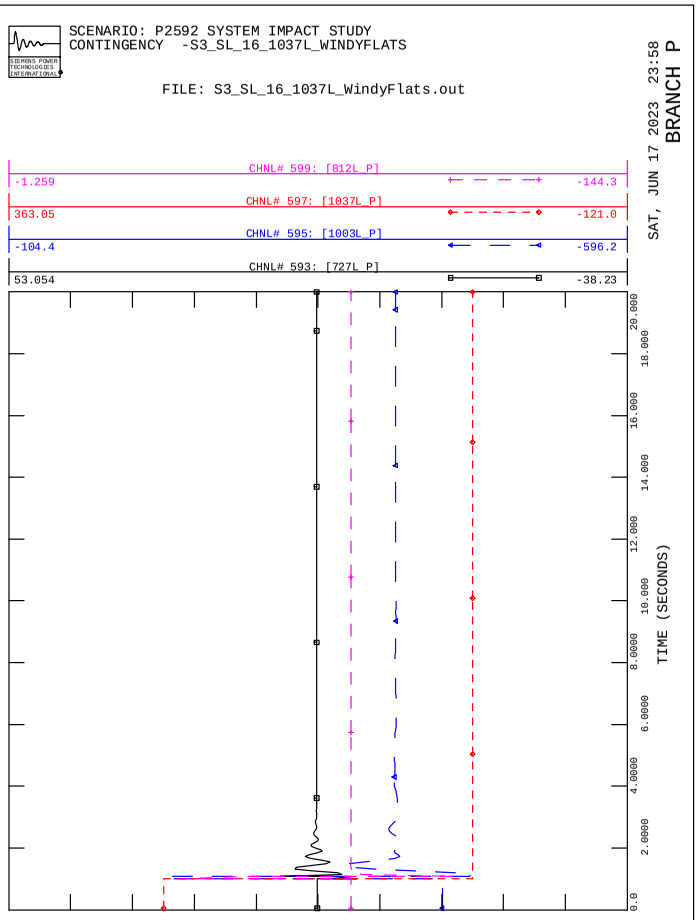

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 591: [1107L_P]
485.12
-172.3
CHNL# 589: [1106L_P]
485.25
-172.5
CHNL# 587: [646L_P]
14.438
-80.90
CHNL# 585: [434L_P]
110.58
12.791
CHNL# 583: [753L_P]
27.998
-70.42
CHNL# 581: [1080L_P]
332.63
-201.6
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 599: [812L_P]
-1.259
-144.3
CHNL# 597: [1037L_P]
363.05
-121.0
CHNL# 595: [1003L_P]
-104.4
-596.2
CHNL# 593: [727L_P]
53.054
-38.23
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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8.0000
10.000
12.000
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16.000
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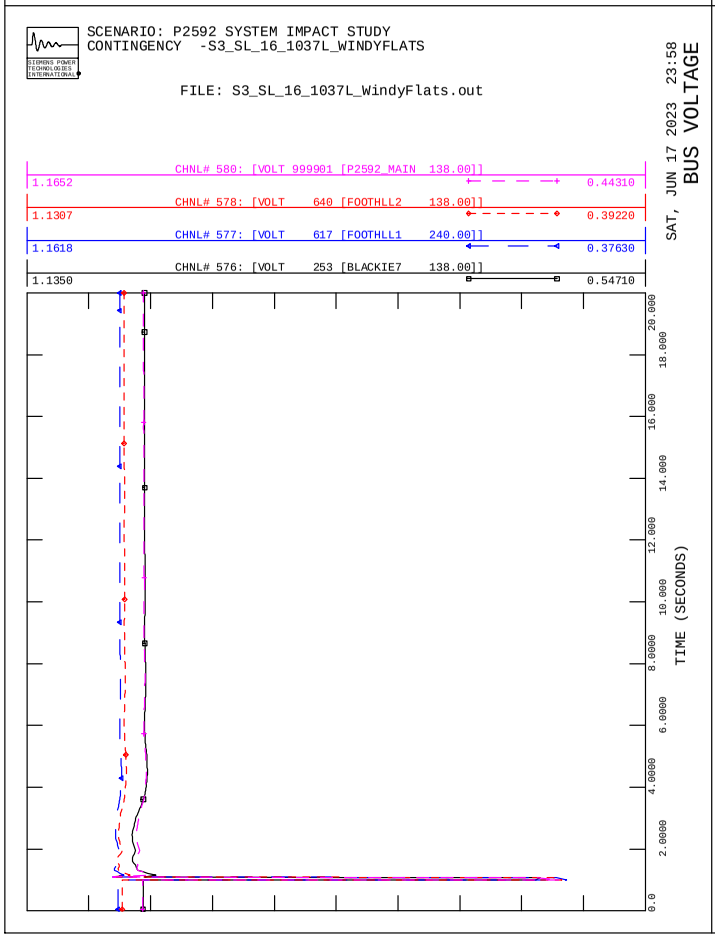
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1652
0.44310
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1307
0.39220
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1618
0.37630
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1350
0.54710
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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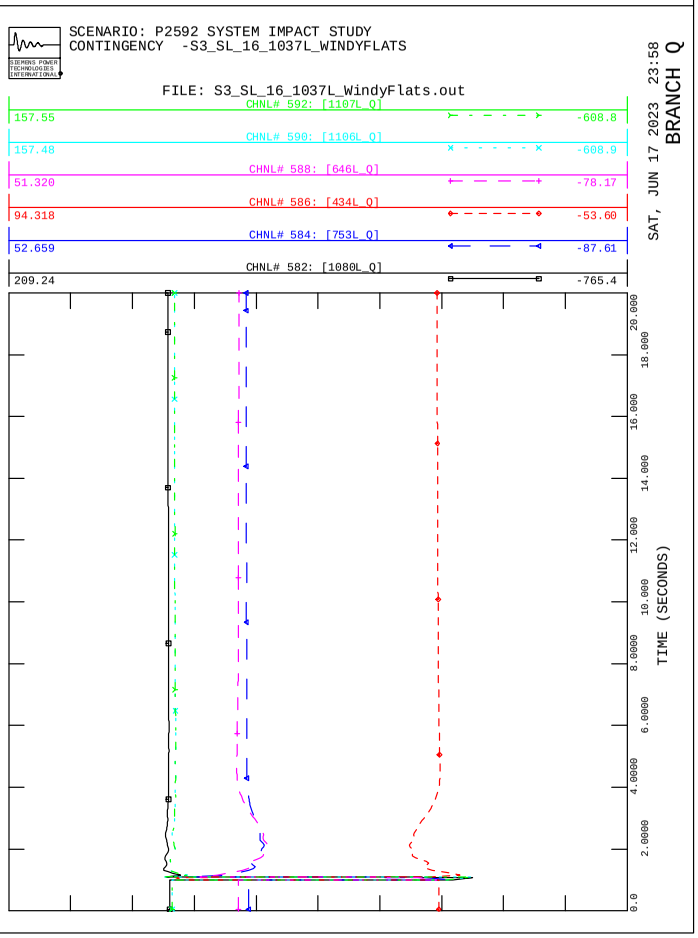
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS
FILE: S3_SL_16_1037L_WindyFlats.out
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157.55
-608.8
CHNL# 590: [1106L_Q]
157.48
-608.9
CHNL# 588: [646L_Q]
51.320
-78.17
CHNL# 586: [434L_Q]
94.318
-53.60
CHNL# 584: [753L_Q]
52.659
-87.61
CHNL# 582: [1080L_Q]
209.24
-765.4
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS

FILE: S3_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 334.10 -202.9
CHNL# 603: [985L P] -105.3 -603.1
CHNL# 601: [1038L P] 823.84 -272.4

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 134.34 -7.820
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 73.019 -40.93
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 126.76 7.1783
CHNL# 4: [ANGL 3187[CECST 13.200]2] 94.803 -17.97
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 117.77 0.69330
CHNL# 1: [ANGL 773[SECST 20.000]1] 117.61 1.2420

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS

FILE: S3_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 600: [812L Q] 50.074 -64.37
CHNL# 598: [1037L Q] 40.000 -84.37
CHNL# 596: [1003L Q] 712.78 -46.30
CHNL# 594: [727L Q] 48.529 -59.09

TIME (SECONDS)

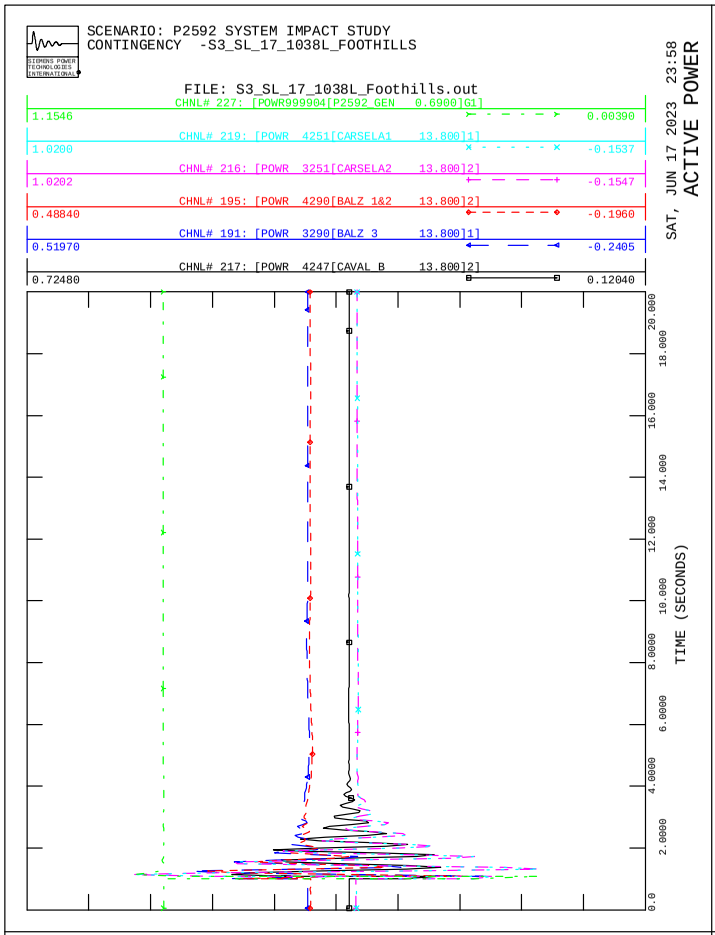
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_16_1037L_WINDYFLATS

FILE: S3_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 209.92 -768.3
CHNL# 604: [985L Q] 721.29 -46.50
CHNL# 602: [1038L Q] 530.22 -246.1

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1546
0.00390
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
1.0200
-0.1537
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
1.0202
-0.1547
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.48840
-0.1960
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.51970
-0.2405
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.72480
0.12040
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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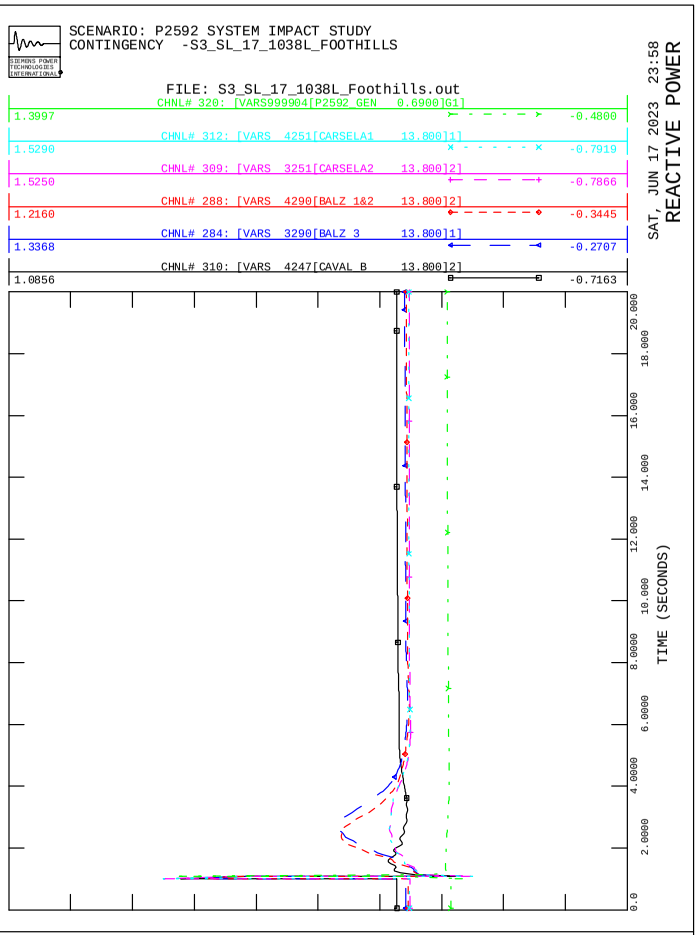
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.3997
-0.4800
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5290
-0.7919
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5250
-0.7866
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.2160
-0.3445
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.3368
-0.2707
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.0856
-0.7163
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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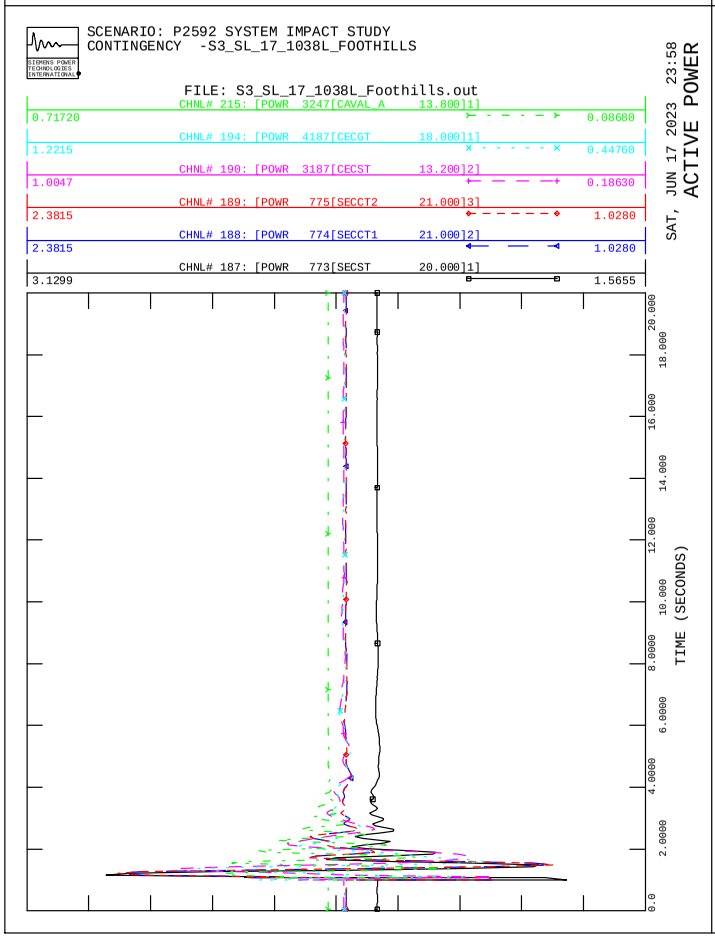
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.71720
0.08680
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.2215
0.44760
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.0047
0.18630
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.3815
1.0280
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.3815
1.0280
CHNL# 187: [POWR 773[SECST 20.000]1]
3.1299
1.5655
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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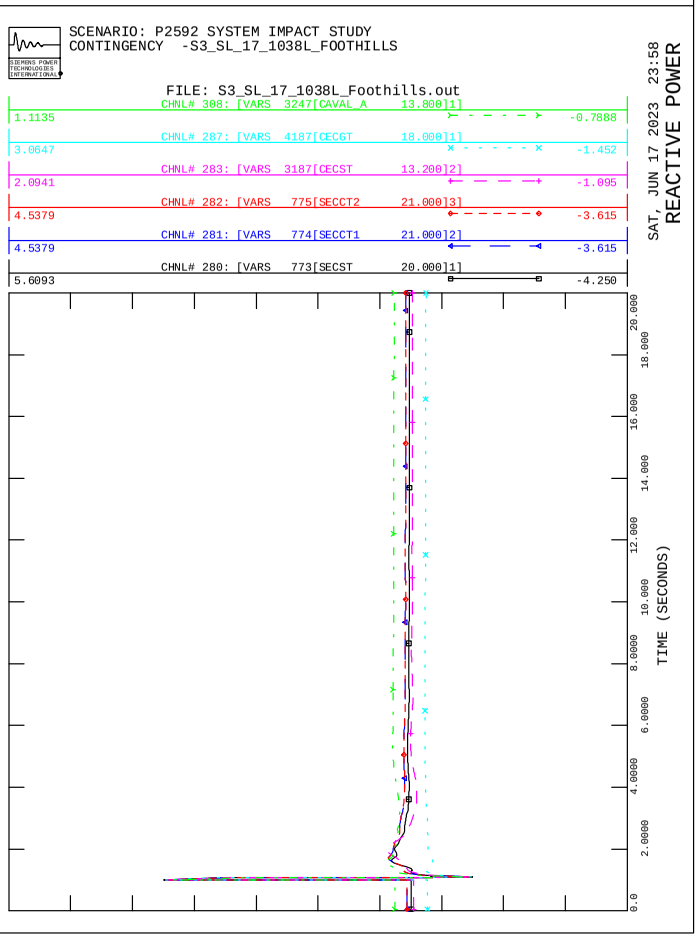
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.1135
-0.7888
CHNL# 287: [VARS 4187[CECGT 18.000]1]
3.0647
-1.452
CHNL# 283: [VARS 3187[CECST 13.200]2]
2.0941
-1.095
CHNL# 282: [VARS 775[SECCT2 21.000]3]
4.5379
-3.615
CHNL# 281: [VARS 774[SECCT1 21.000]2]
4.5379
-3.615
CHNL# 280: [VARS 773[SECST 20.000]1]
5.6093
-4.250
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2873 -0.0190

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1630 0.49560

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1630 0.49710

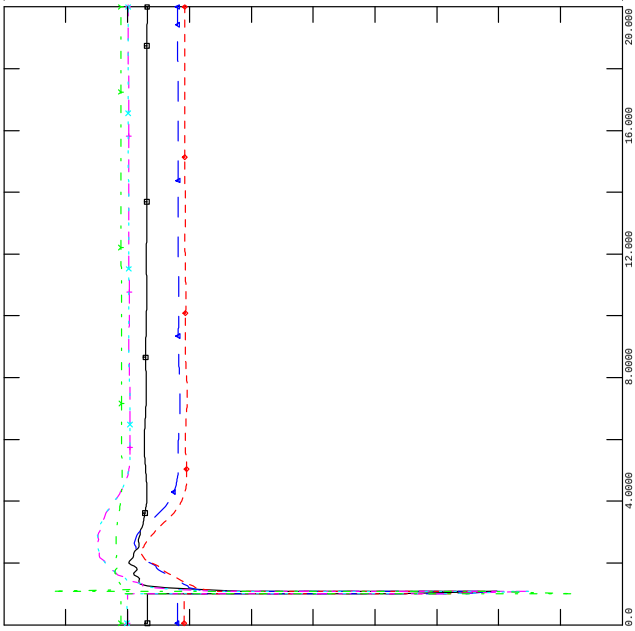
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1716 0.71960

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1729 0.69870

CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1145 0.62010

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1781 0.01350

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1248 -0.0299

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1530 -0.0858

CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1374 0.22530

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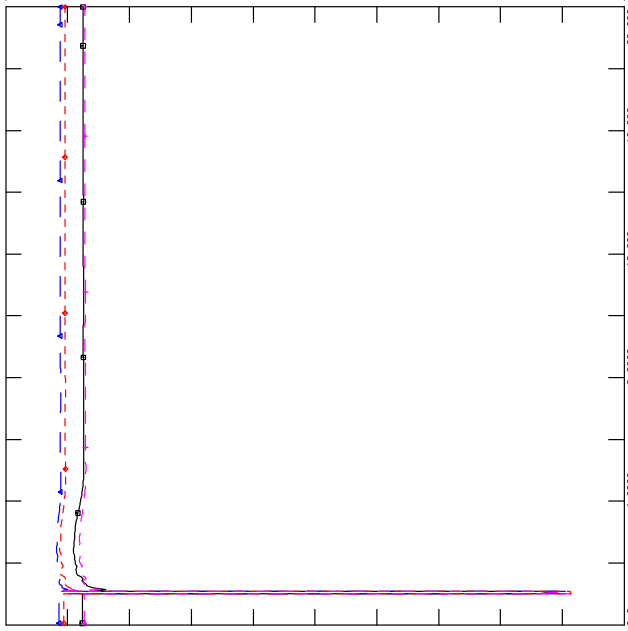
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL A 13.800]1]
1.1139 0.59430

CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1064 0.69070

CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1195 0.68320

CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1191 0.56730

CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1191 0.56730

CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1199 0.57780

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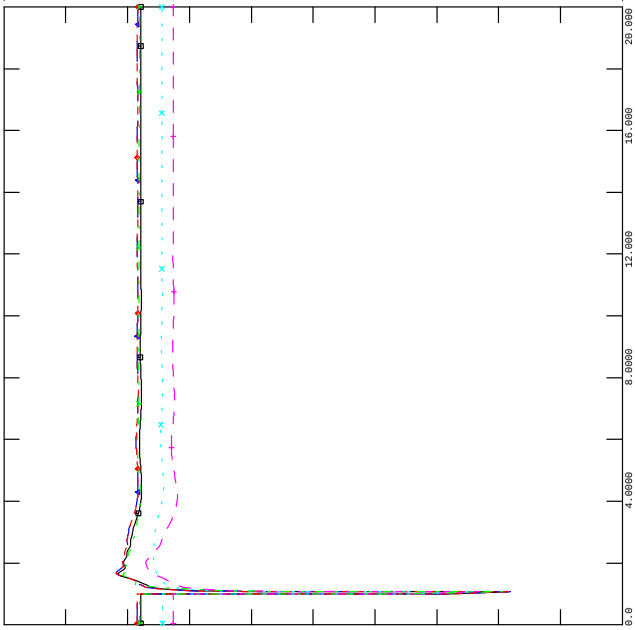
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1423 0.25600

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1765 0.01320

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1269 0.04100

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1278 0.06190

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1756 0.01270

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
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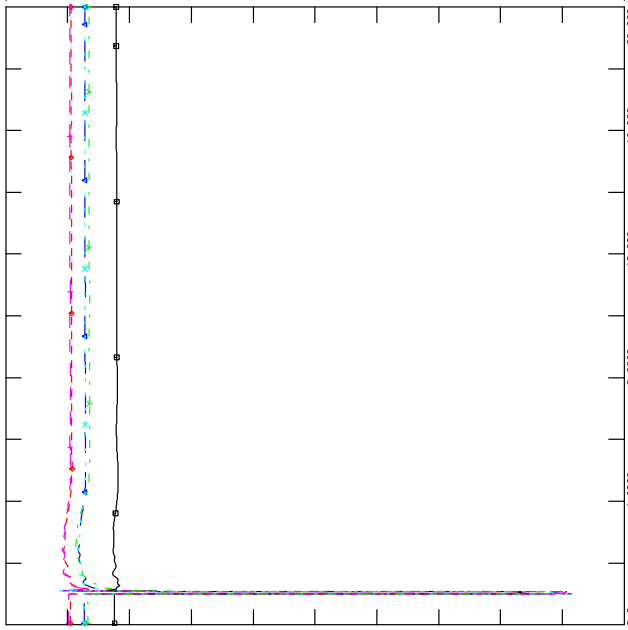
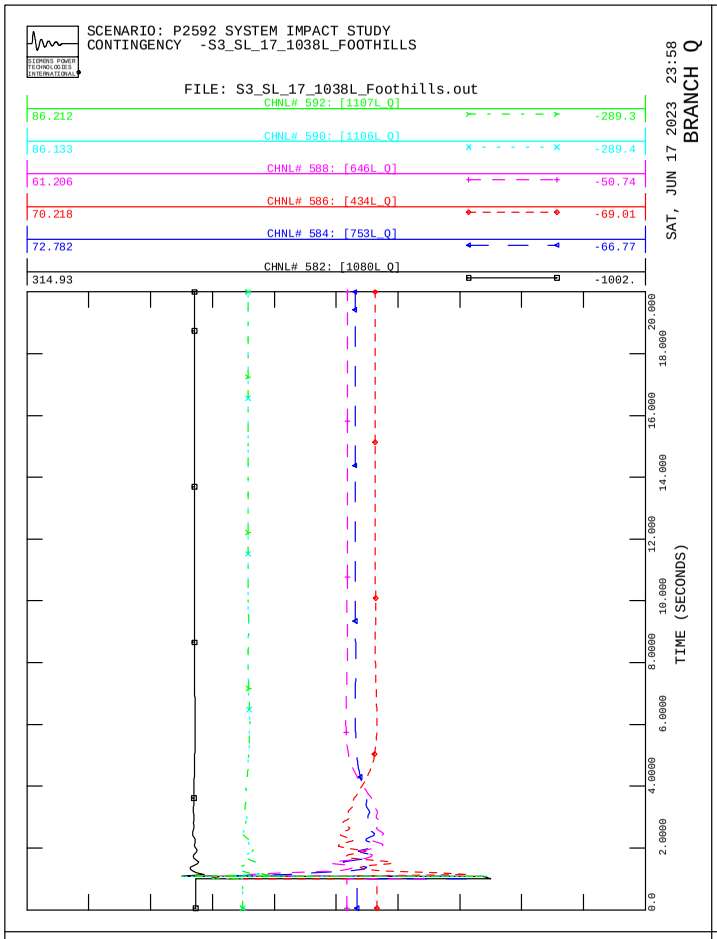
TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 592: [1107L Q]
86.212
-289.3
CHNL# 590: [1106L Q]
86.133
-289.4
CHNL# 588: [646L Q]
61.206
-50.74
CHNL# 586: [434L Q]
70.218
-69.01
CHNL# 584: [753L Q]
72.782
-66.77
CHNL# 582: [1080L Q]
314.93
-1002.
SAT, JUN 17 2023 23:58
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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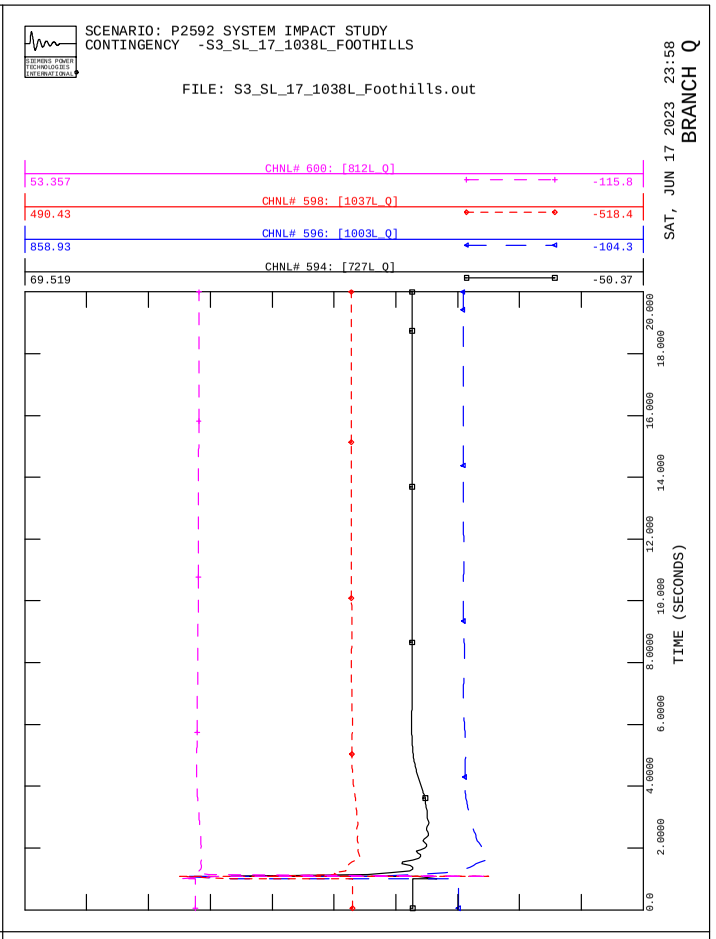
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 600: [812L Q]
53.357
-115.8
CHNL# 598: [1037L Q]
490.43
-518.4
CHNL# 596: [1003L Q]
858.93
-104.3
CHNL# 594: [727L Q]
69.519
-50.37
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
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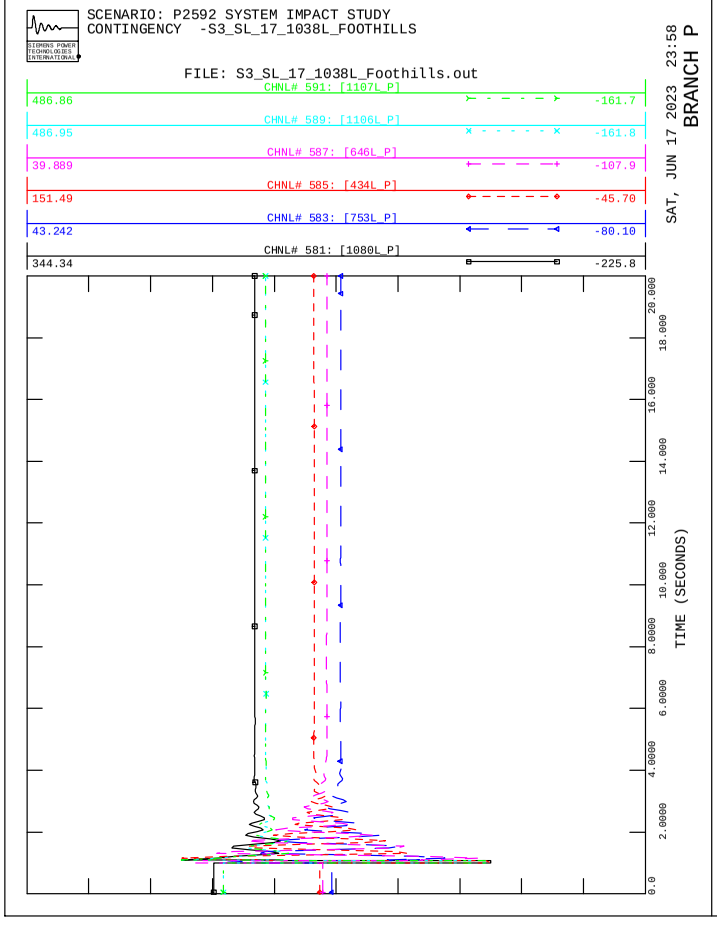
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 591: [1107L P]
486.86
-161.7
CHNL# 589: [1106L P]
486.95
-161.8
CHNL# 587: [646L P]
39.889
-107.9
CHNL# 585: [434L P]
151.49
-45.70
CHNL# 583: [753L P]
43.242
-80.10
CHNL# 581: [1080L P]
344.34
-225.8
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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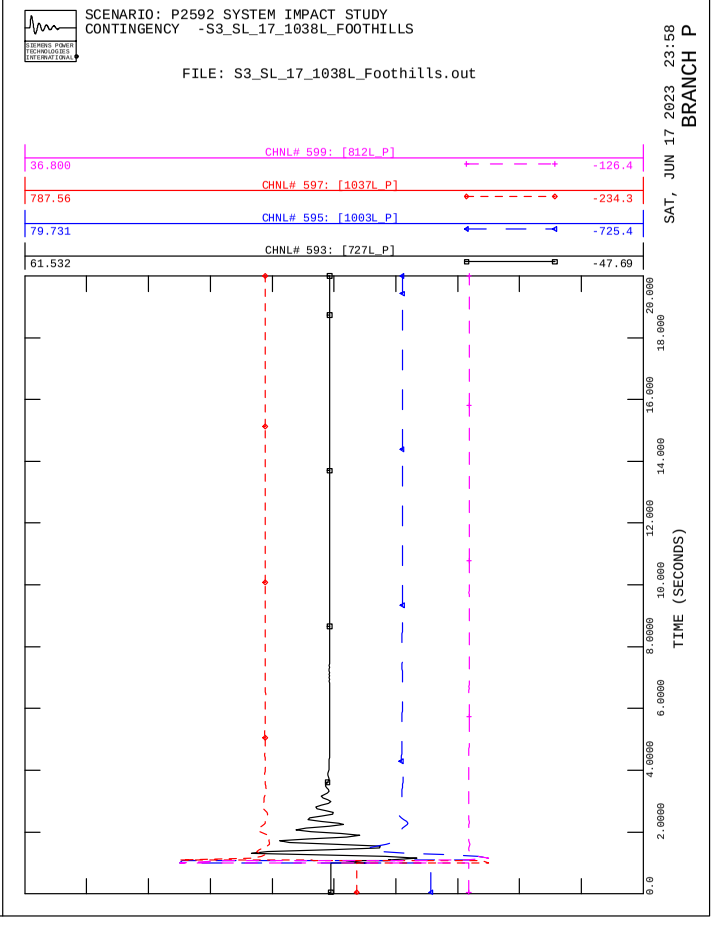
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS
FILE: S3_SL_17_1038L_Foothills.out
CHNL# 599: [812L P]
36.800
-126.4
CHNL# 597: [1037L P]
787.56
-234.3
CHNL# 595: [1003L P]
79.731
-725.4
CHNL# 593: [727L P]
61.532
-47.69
SAT, JUN 17 2023 23:58
BRANCH P
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

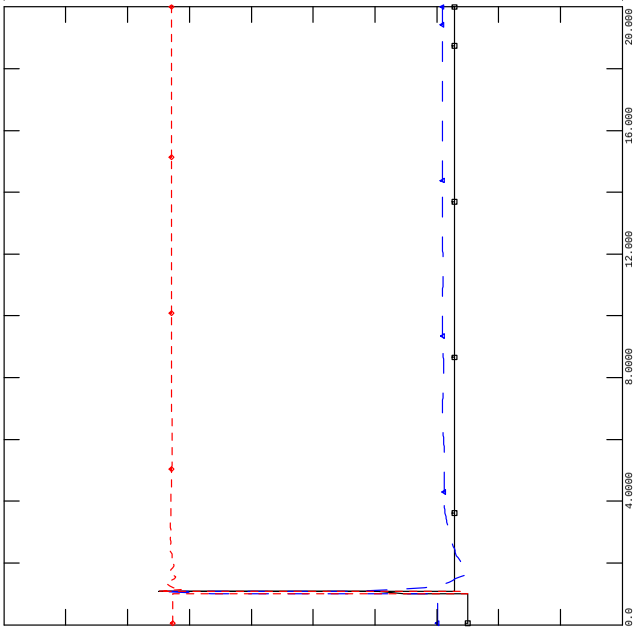
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 315.96 -1006.
CHNL# 604: [985L Q] 868.89 -105.1
CHNL# 602: [1038L Q] 1473.2 -550.2

TIME (SECONDS)



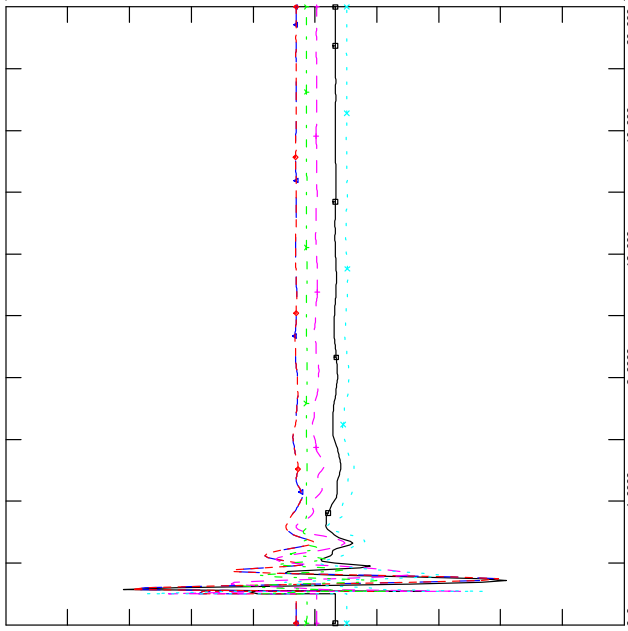
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.66360 0.14240
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.3092 0.42940
CHNL# 190: [POWR 3187[CECST 13.200]2] 0.96770 0.20740
CHNL# 189: [POWR 775[SECCT2 21.000]3] 2.1451 1.1609
CHNL# 188: [POWR 774[SECCT1 21.000]2] 2.1451 1.1609
CHNL# 187: [POWR 773[SECST 20.000]1] 2.8039 1.7533

TIME (SECONDS)



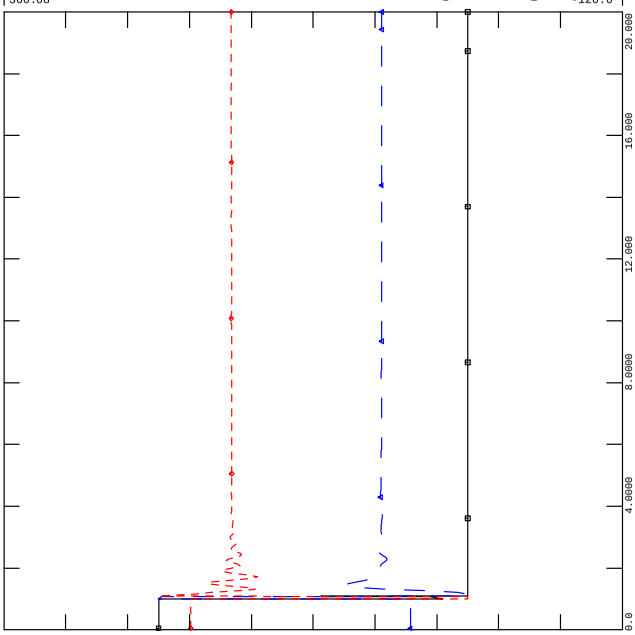
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_17_1038L_FOOTHILLS

FILE: S3_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 345.92 -227.3
CHNL# 603: [985L P] 81.015 -733.8
CHNL# 601: [1038L P] 360.08 -120.0

TIME (SECONDS)



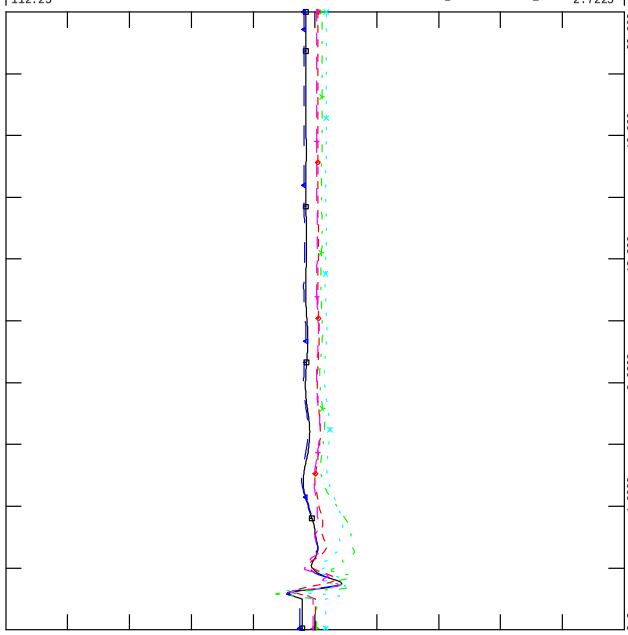
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

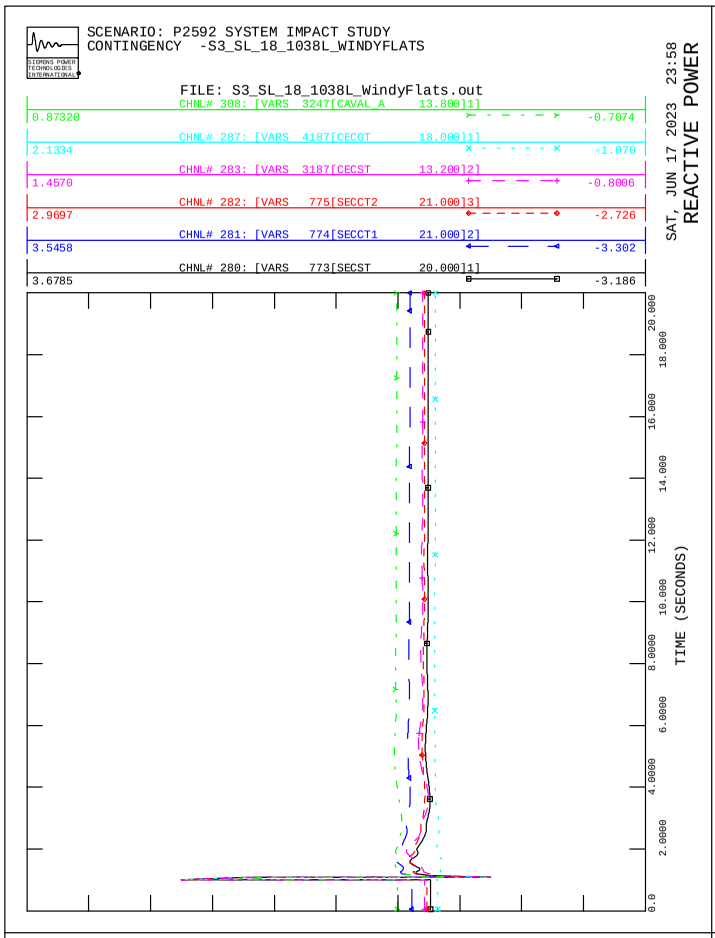
FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 115.55 0.99240
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 70.106 -40.77
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 119.47 10.803
CHNL# 4: [ANGL 3187[CECST 13.200]2] 91.829 -15.33
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 112.93 2.6858
CHNL# 1: [ANGL 773[SECST 20.000]1] 112.25 2.7225

TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS
FILE: S3_SL_18_1038L_WindyFlats.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.87320 -0.7074
CHNL# 287: [VARS 4187[CECGT 18.000]1]
2.1334 -1.070
CHNL# 283: [VARS 3187[CECST 13.200]2]
1.4570 -0.8006
CHNL# 282: [VARS 775[SECCT2 21.000]3]
2.9697 -2.726
CHNL# 281: [VARS 774[SECCT1 21.000]2]
3.5458 -3.302
CHNL# 280: [VARS 773[SECST 20.000]1]
3.6785 -3.186
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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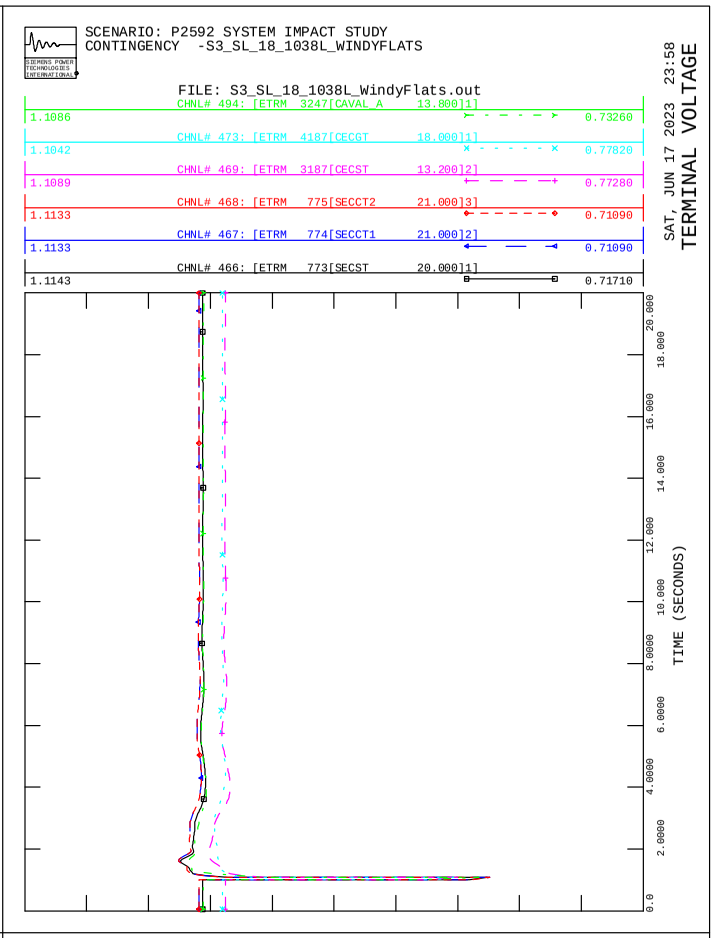
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS
FILE: S3_SL_18_1038L_WindyFlats.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1086 0.73260
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1042 0.77820
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1089 0.77280
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1133 0.71090
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1133 0.71090
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1143 0.71710
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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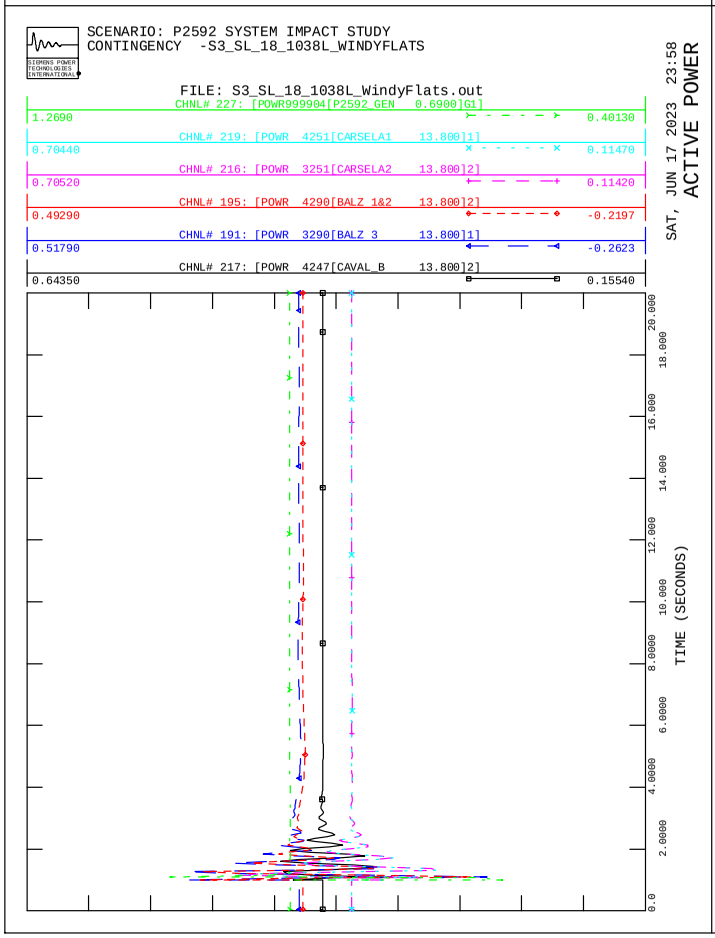
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS
FILE: S3_SL_18_1038L_WindyFlats.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2690 0.40130
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.70440 0.11470
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.70520 0.11420
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.49290 -0.2197
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.51790 -0.2623
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.64350 0.15540
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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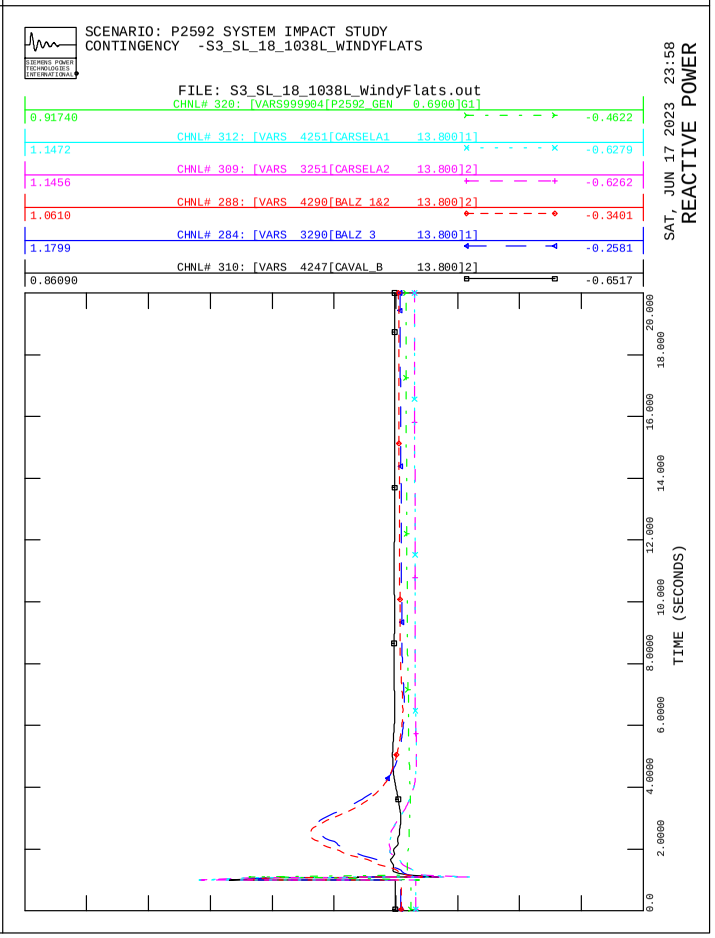
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS
FILE: S3_SL_18_1038L_WindyFlats.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
0.91740 -0.4622
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.1472 -0.6279
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.1456 -0.6262
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.0610 -0.3401
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.1799 -0.2581
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
0.86090 -0.6517
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1400 0.56200

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1638 0.44200

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1317 0.43430

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1267 0.44600

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1628 0.44120

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1812 0.65840

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L_P]
484.97 -172.3

CHNL# 589: [1106L_P]
485.10 -172.5

CHNL# 587: [646L_P]
14.435 -80.91

CHNL# 585: [434L_P]
110.58 12.795

CHNL# 583: [753L_P]
27.990 -70.42

CHNL# 581: [1080L_P]
332.50 -201.6

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2205 0.44690

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1607 0.69140

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1607 0.69220

CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1736 0.81290

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1759 0.79700

CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1075 0.74640

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1652 0.44310

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1307 0.39220

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1618 0.37630

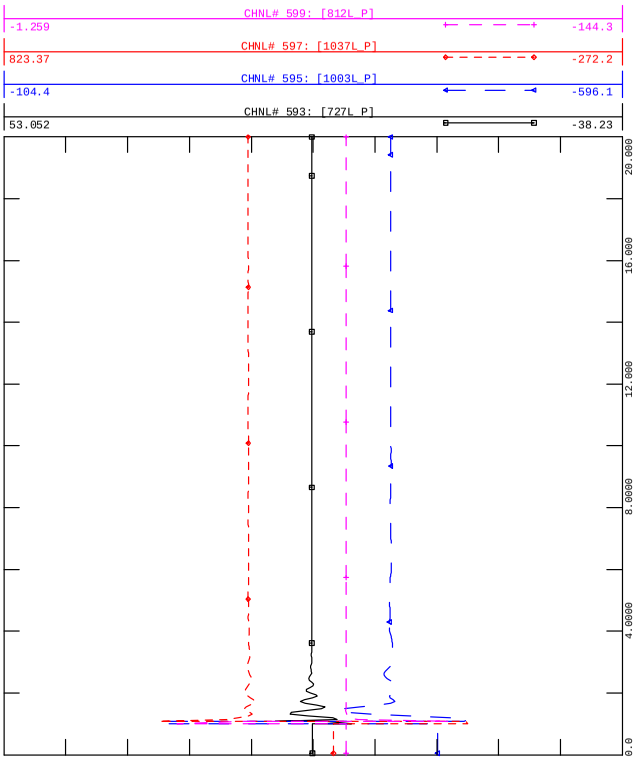
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1350 0.54710

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

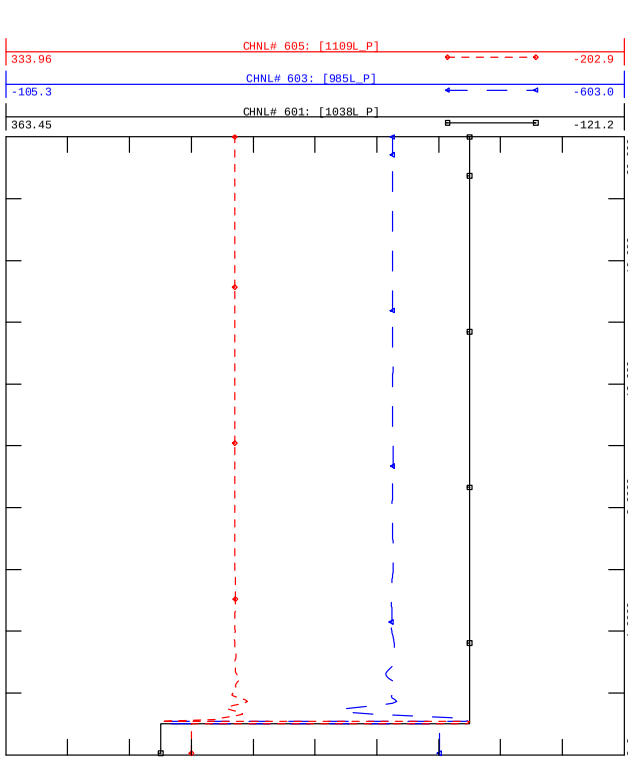
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

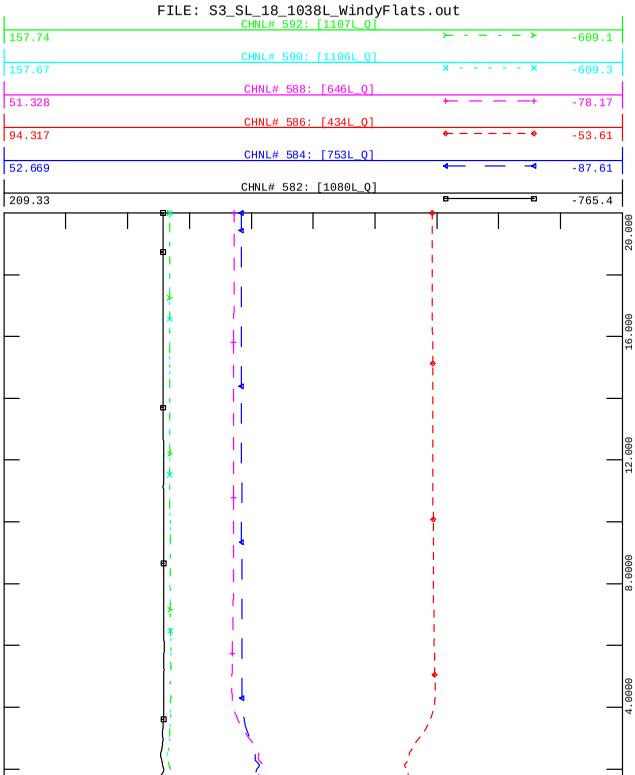
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

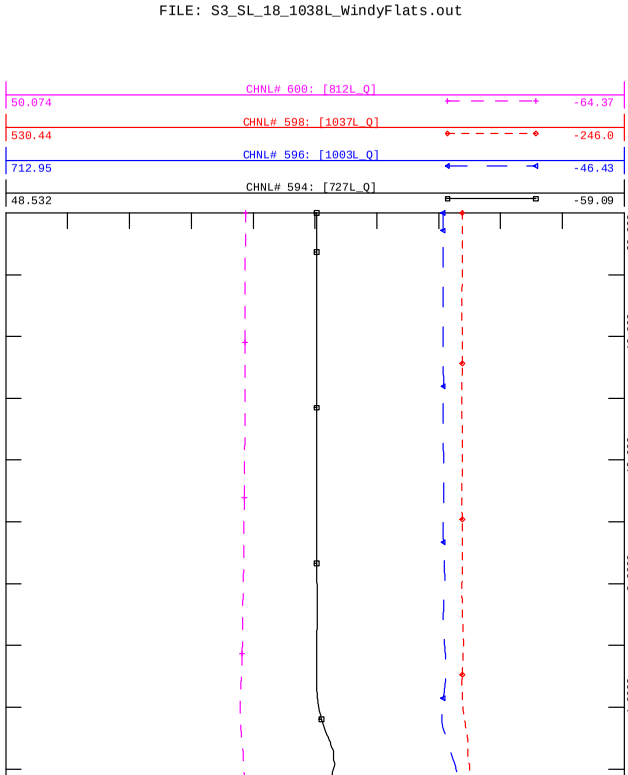
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
140.44 -20.07

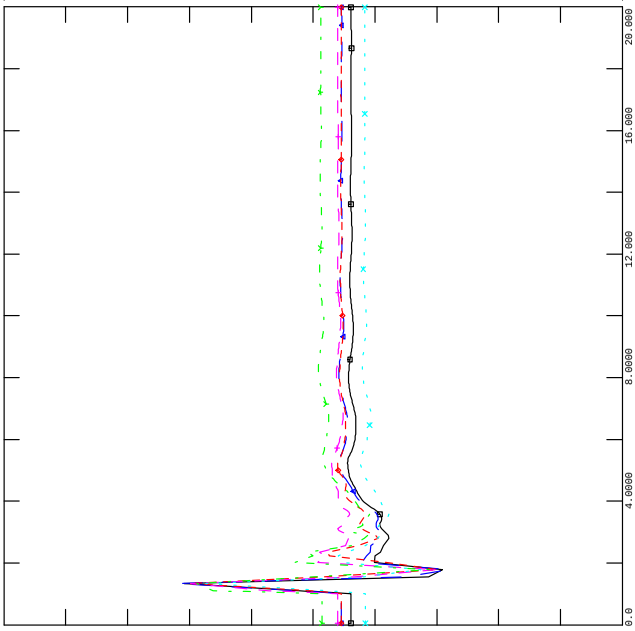
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
102.40 -51.00

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
154.75 -10.76

CHNL# 4: [ANGL 3187[CECST 13.200]2]
129.39 -37.84

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
157.71 -20.44

CHNL# 1: [ANGL 773[SECST 20.000]1]
156.08 -15.58



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1153 0.14680

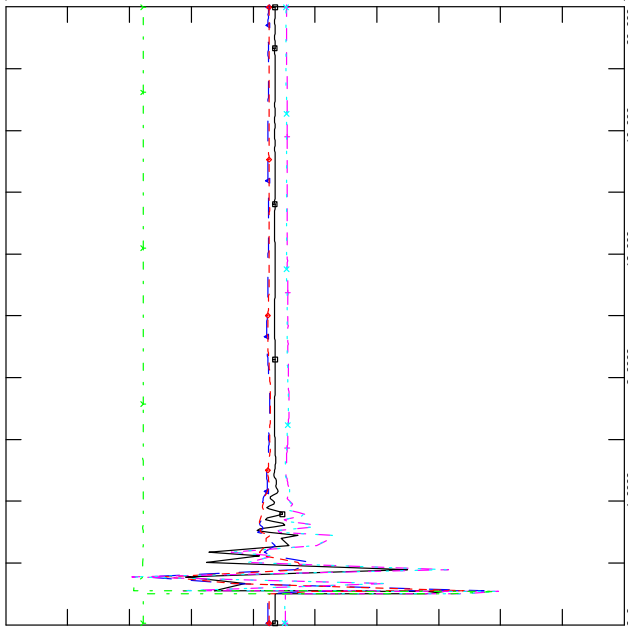
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.83640 -0.1428

CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.83850 -0.1429

CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.50420 -0.2696

CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.54940 -0.3338

CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.70950 0.02110



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_18_1038L_WINDYFLATS

FILE: S3_SL_18_1038L_WindyFlats.out

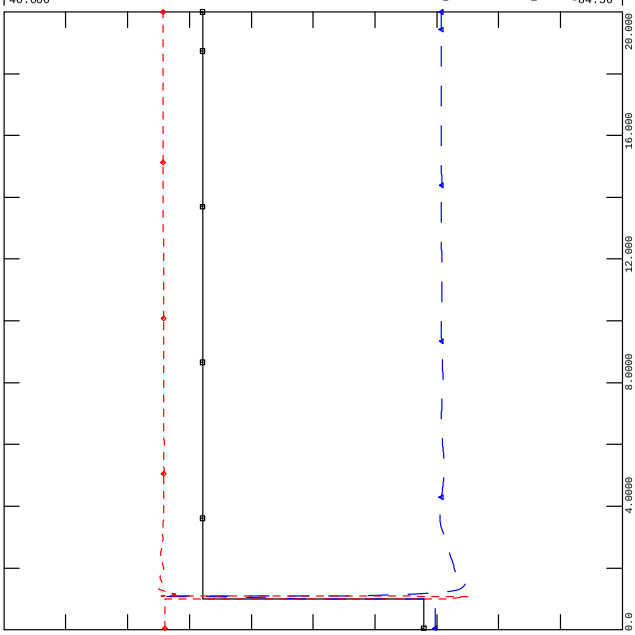
SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 606: [1109L Q]
210.01 -768.4

CHNL# 604: [985L Q]
721.46 -46.63

CHNL# 602: [1038L Q]
40.000 -84.56



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.77270 0.01220

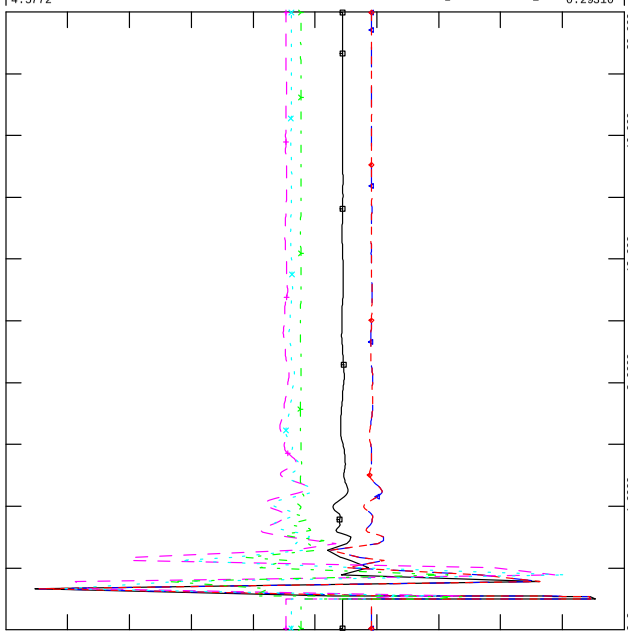
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.8107 -0.3276

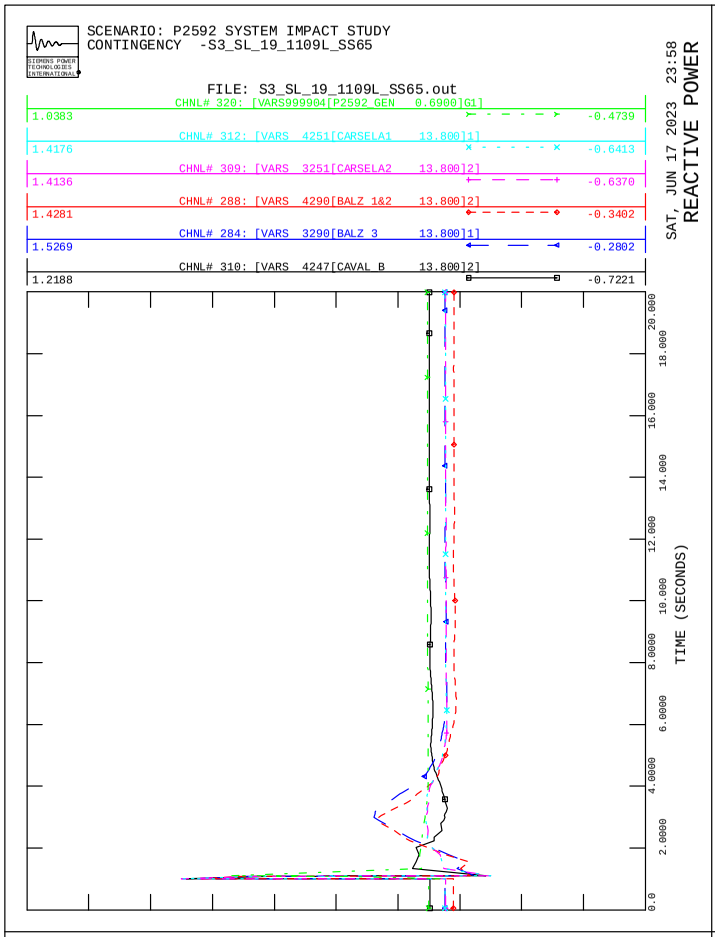
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.3953 -0.3908

CHNL# 189: [POWR 775[SECCT2 21.000]3]
3.8637 0.17650

CHNL# 188: [POWR 774[SECCT1 21.000]2]
3.8637 0.17650

CHNL# 187: [POWR 773[SECST 20.000]1]
4.5772 0.29310




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65
FILE: S3_SL_19_1109L_SS65.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0383 -0.4739
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4176 -0.6413
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4136 -0.6370
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4281 -0.3402
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5269 -0.2802
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.2188 -0.7221
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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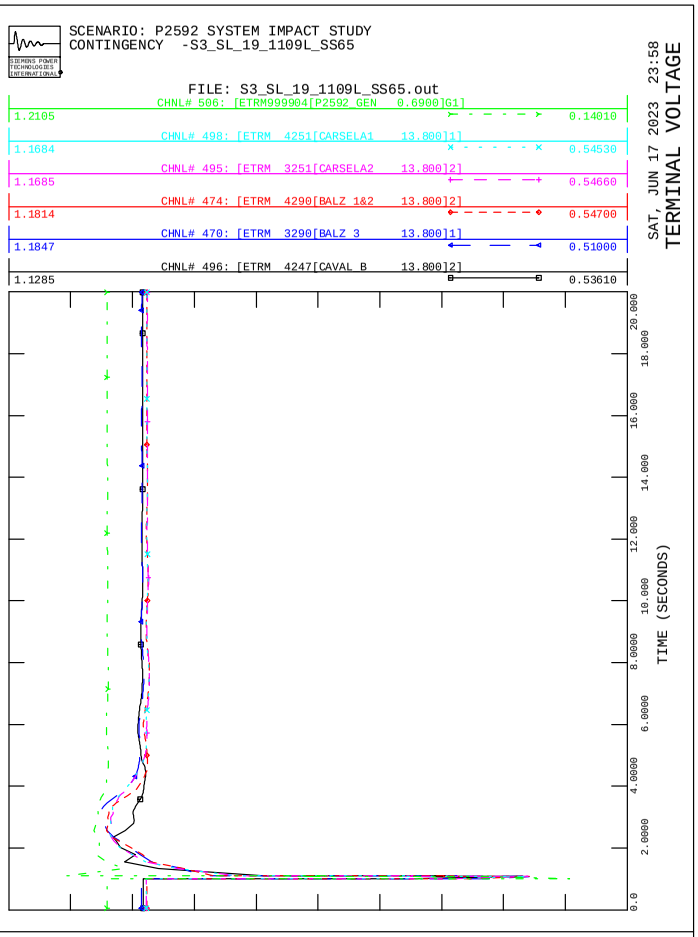
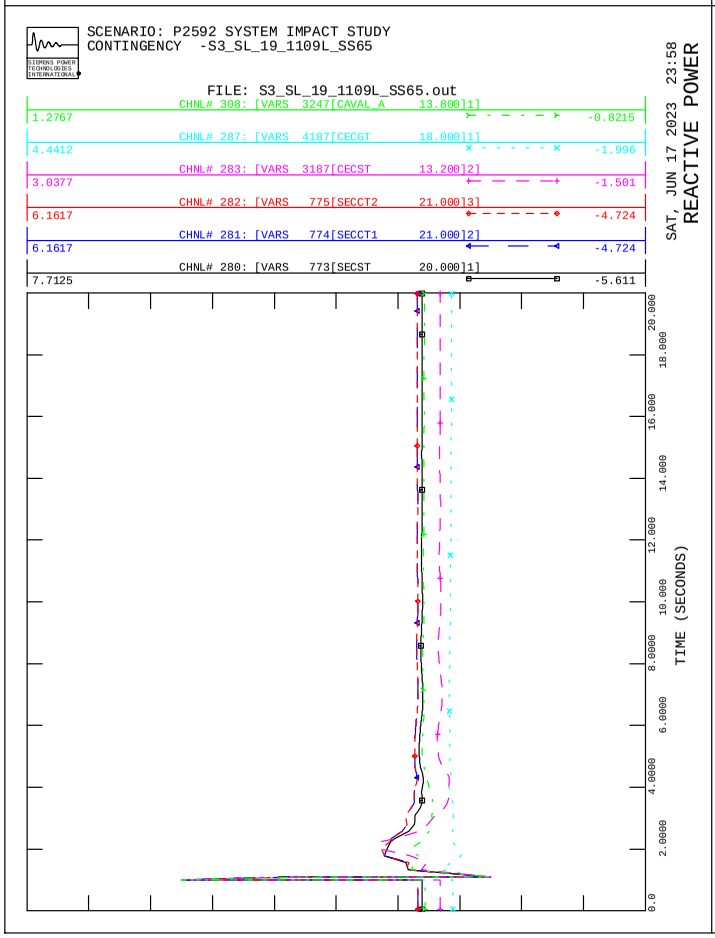
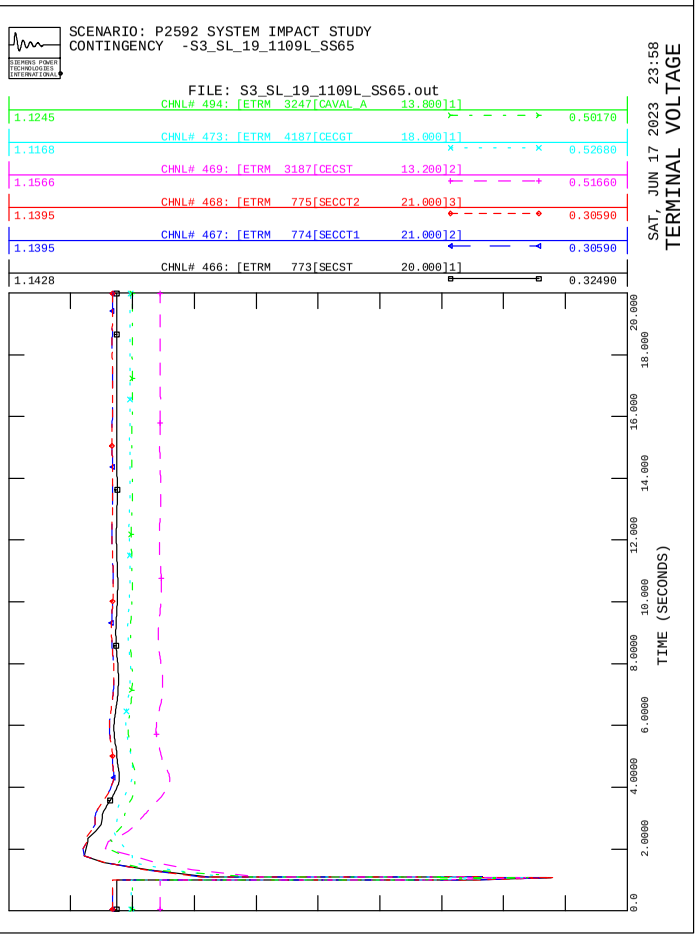
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65
FILE: S3_SL_19_1109L_SS65.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2105 0.14010
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1684 0.54530
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1685 0.54660
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1814 0.54700
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1847 0.51000
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1285 0.53610
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65
FILE: S3_SL_19_1109L_SS65.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.2767 -0.8215
CHNL# 287: [VARS 4187[CECGT 18.000]1]
4.4412 -1.996
CHNL# 283: [VARS 3187[CECST 13.200]2]
3.0377 -1.501
CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.1617 -4.724
CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.1617 -4.724
CHNL# 280: [VARS 773[SECST 20.000]1]
7.7125 -5.611
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65
FILE: S3_SL_19_1109L_SS65.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1245 0.50170
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1168 0.52680
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1566 0.51660
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1395 0.30590
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1395 0.30590
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1428 0.32490
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

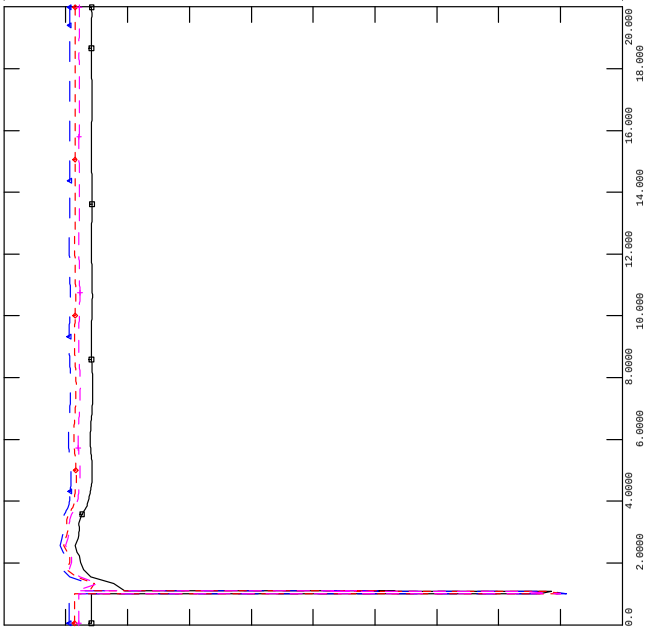
FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]] 1.1517 0.15120
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]] 1.1349 0.09980
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]] 1.1626 0.05880
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]] 1.1473 0.27990

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

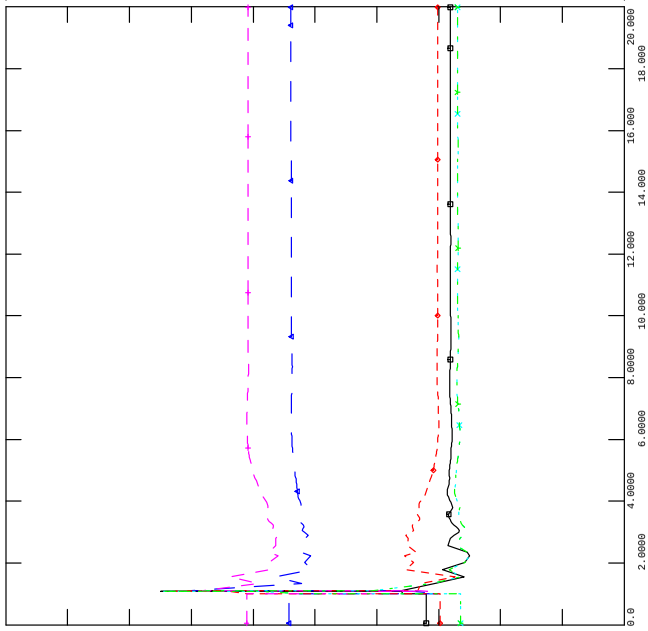
FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 592: [1107L Q] 327.74 -178.6
CHNL# 590: [1106L Q] 327.76 -178.7
CHNL# 588: [646L Q] 52.284 -73.60
CHNL# 586: [434L Q] 94.057 -52.11
CHNL# 584: [753L Q] 60.123 -74.87
CHNL# 582: [1080L Q] 569.98 -333.6

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

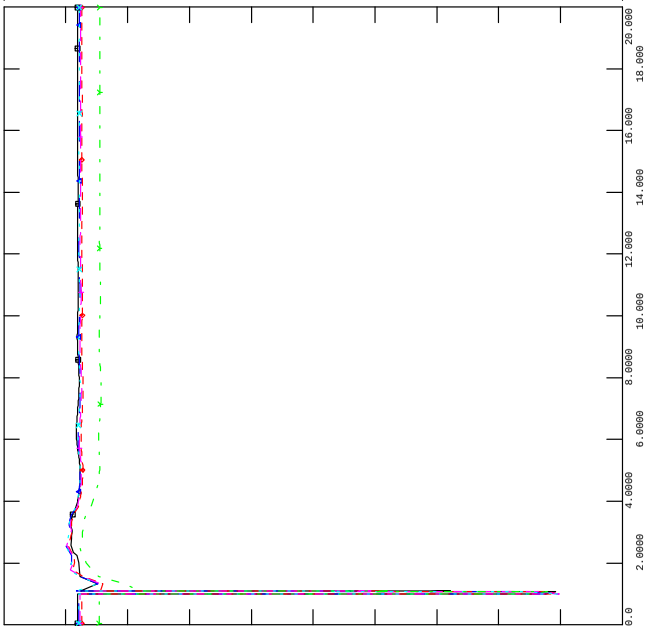
FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]] 1.1511 0.33030
CHNL# 574: [VOLT 243 [HARTELL7 138.00]] 1.1505 0.15030
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]] 1.1371 0.15580
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]] 1.1381 0.17340
CHNL# 571: [VOLT 238 [BLACK D7 138.00]] 1.1496 0.14960
CHNL# 570: [VOLT 159 [LANGDON4 240.00]] 1.1643 0.23630

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

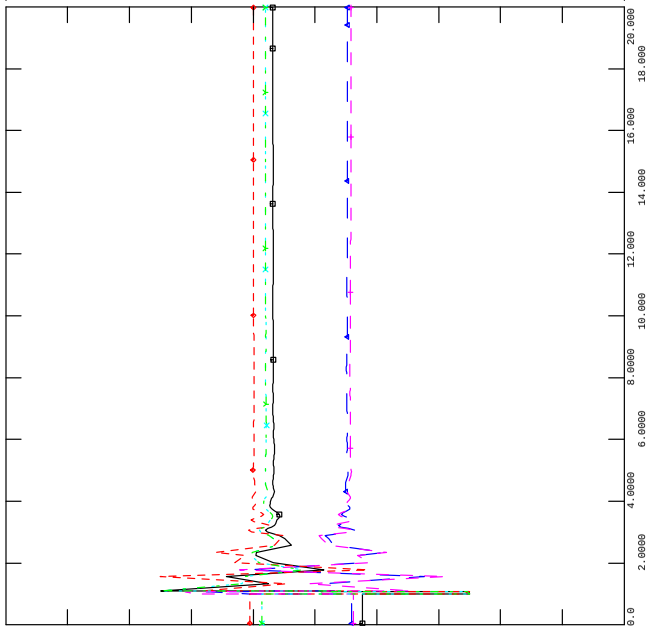
FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L P] 618.29 -196.2
CHNL# 589: [1106L P] 618.41 -196.2
CHNL# 587: [646L P] 46.957 -91.36
CHNL# 585: [434L P] 123.42 -41.86
CHNL# 583: [753L P] 51.650 -72.07
CHNL# 581: [1080L P] 745.61 -249.2

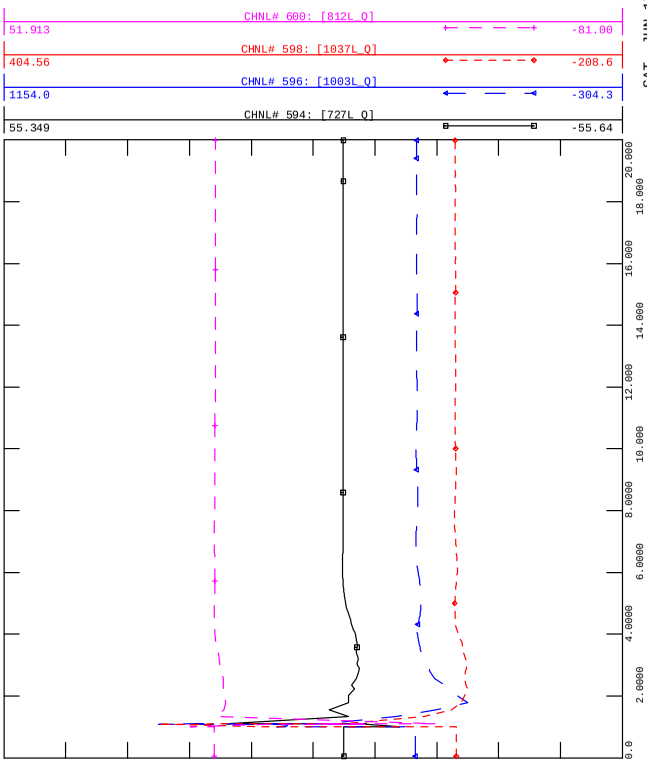
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

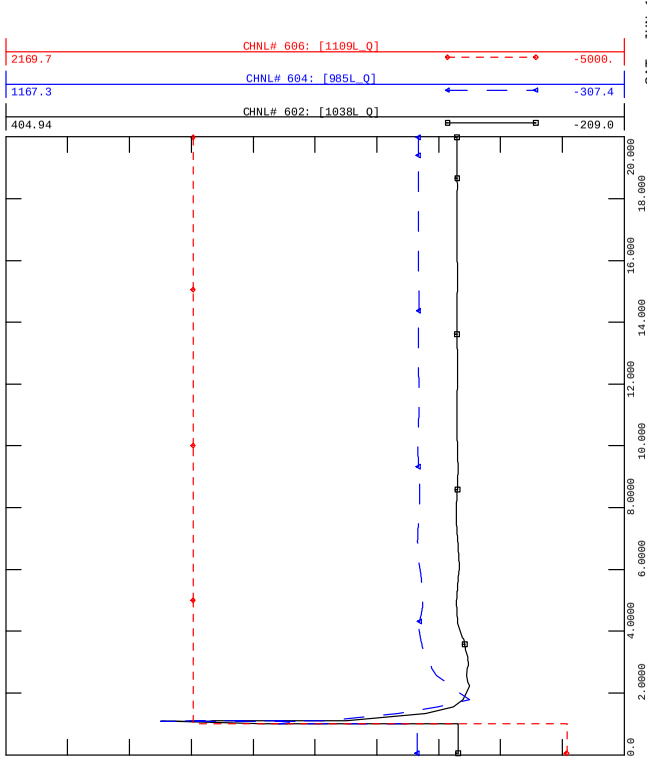
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

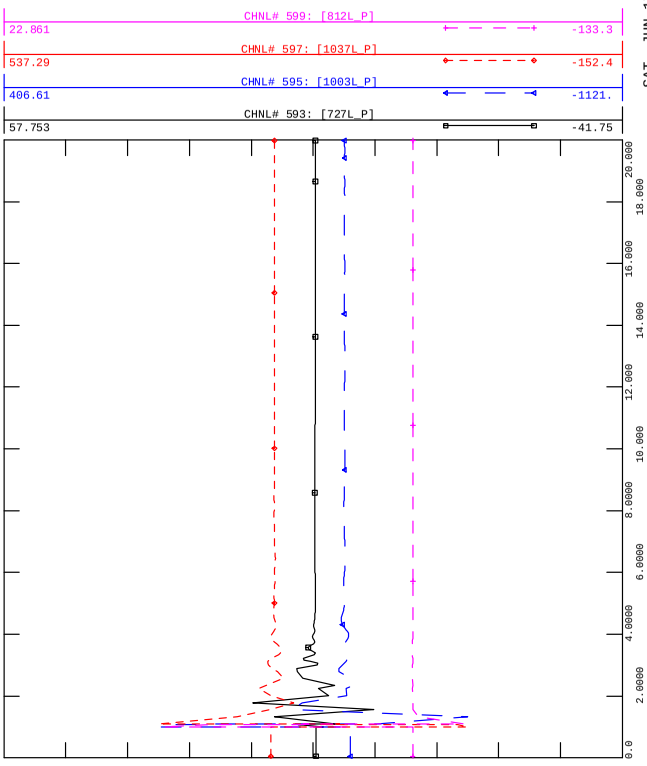
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

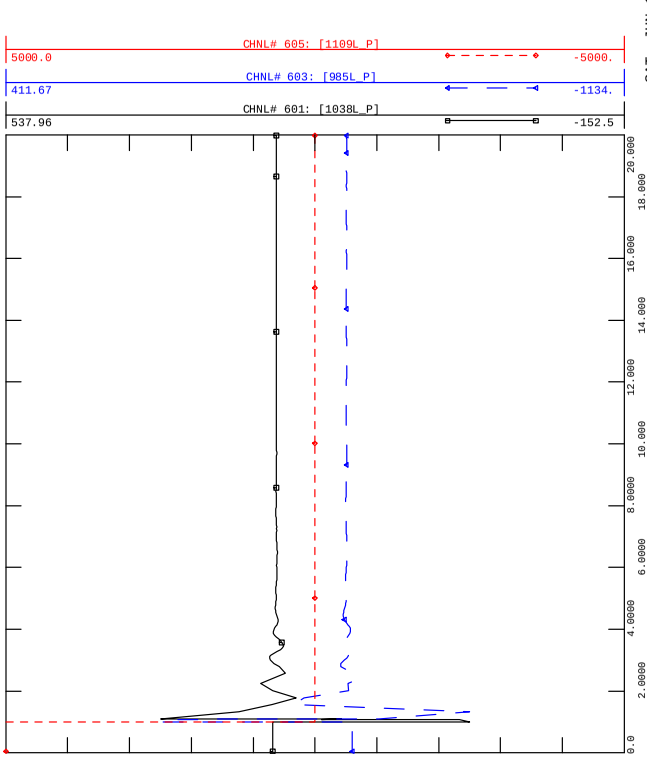
SAT, JUN 17 2023 23:58 BRANCH P

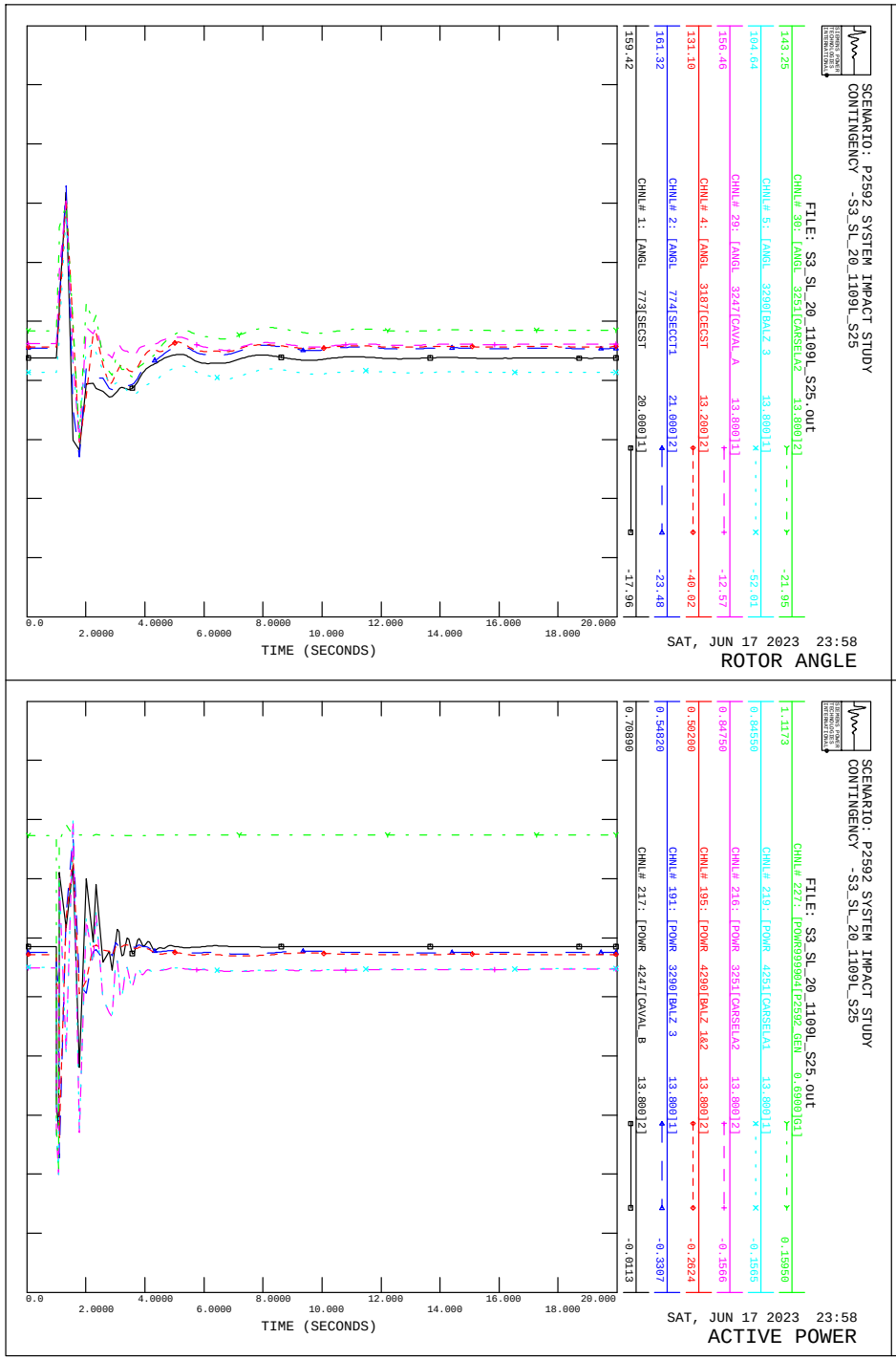


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_19_1109L_SS65

FILE: S3_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25
FILE: S3_SL_20_1109L_S25.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800[1] -0.0223
CHNL# 194: [POWR 4187[CEGCT 18.000[1] -0.3941
CHNL# 190: [POWR 3187[CEGST 13.200[2] -0.4536
CHNL# 189: [POWR 775[SECCT2 21.000[3] -0.1591
CHNL# 188: [POWR 774[SECCT1 21.000[2] -0.1591
CHNL# 187: [POWR 773[SECST 20.000[1] -0.1764
0.77450
1.8053
1.4700
3.9811
3.9811
4.8361
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25
FILE: S3_SL_20_1109L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800[2] -21.95
CHNL# 5: [ANGL 3290[BALZ 3 13.800[1] -52.61
CHNL# 29: [ANGL 3247[CAVAL_A 13.800[1] -12.57
CHNL# 4: [ANGL 3187[CEGST 13.200[2] -40.02
CHNL# 2: [ANGL 774[SECCT1 21.000[2] -23.48
CHNL# 1: [ANGL 773[SECST 20.000[1] -17.96
143.25
104.64
156.46
131.10
161.32
159.42
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ROTOR ANGLE
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25
FILE: S3_SL_20_1109L_S25.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800[1] -0.8331
CHNL# 287: [VARS 4187[CEGCT 18.000[1] -2.134
CHNL# 283: [VARS 3187[CEGST 13.200[2] -1.591
CHNL# 282: [VARS 775[SECCT2 21.000[3] -4.742
CHNL# 281: [VARS 774[SECCT1 21.000[2] -4.742
CHNL# 280: [VARS 773[SECST 20.000[1] -5.676
1.3431
4.8668
3.3289
6.0614
6.0614
7.7094
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25
FILE: S3_SL_20_1109L_S25.out
CHNL# 227: [POWR999904[P2592_GEN 0.69001G[1] 0.15950
CHNL# 219: [POWR 4251[CARSELA1 13.800[1] -0.1565
CHNL# 216: [POWR 3251[CARSELA2 13.800[2] -0.1566
CHNL# 195: [POWR 4290[BALZ 1&2 13.800[2] -0.2624
CHNL# 191: [POWR 3290[BALZ 3 13.800[1] -0.3307
CHNL# 217: [POWR 4247[CAVAL_B 13.800[2] -0.0113
0.84550
0.84750
0.90200
0.54820
0.70890
1.1173
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER

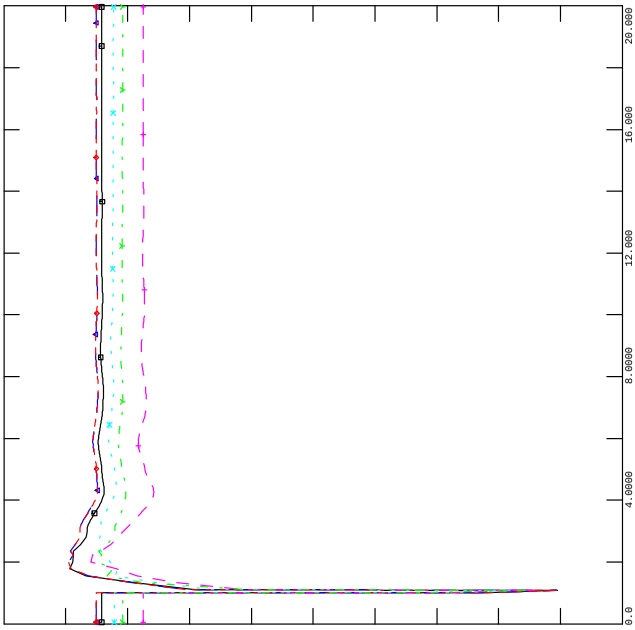
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1269 0.46700
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1176 0.46000
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1605 0.44810
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1429 0.18720
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1429 0.18720
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1482 0.21050



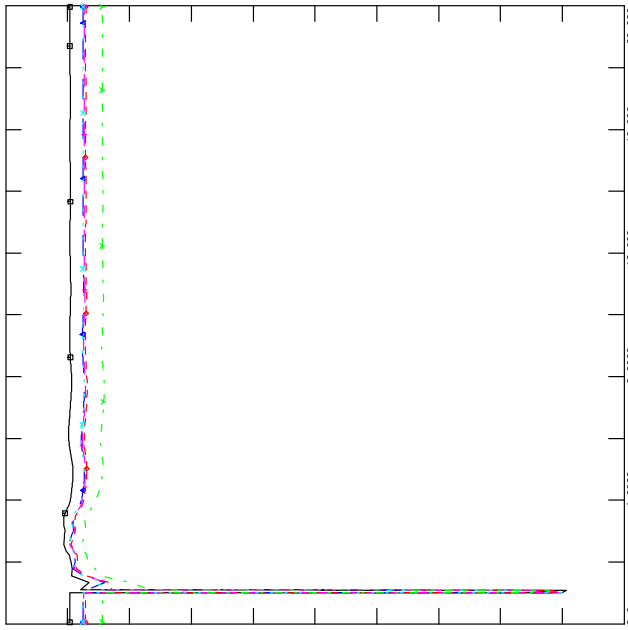
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1523 0.33170
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1519 0.16620
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1384 0.17010
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1394 0.18770
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1510 0.16550
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1650 0.09510



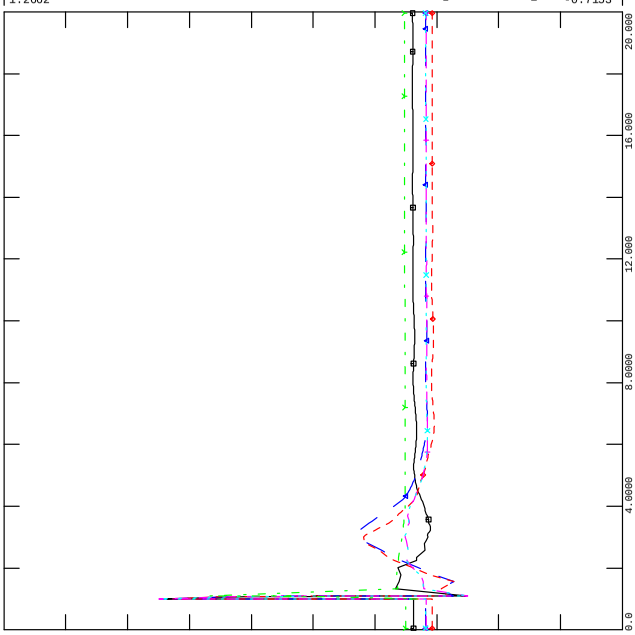
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0392 -0.4732
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4032 -0.6174
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.3992 -0.6131
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4784 -0.3552
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5565 -0.2782
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
1.2662 -0.7153



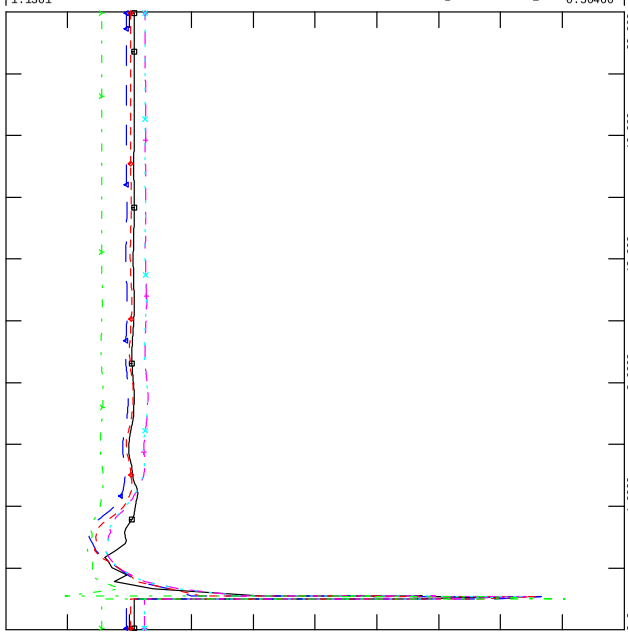
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2018 0.15800
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1695 0.54650
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1696 0.54790
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1805 0.48410
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1846 0.44170
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1301 0.50460



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 591: [1107L_P] 607.92 -184.7
CHNL# 589: [1106L_P] 608.04 -184.7
CHNL# 587: [646L_P] 47.276 -92.09
CHNL# 585: [434L_P] 124.56 -42.03
CHNL# 583: [753L_P] 51.530 -72.60
CHNL# 581: [1080L_P] 730.38 -237.7

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 599: [812L_P] 21.449 -132.3
CHNL# 597: [1037L_P] 529.41 -146.6
CHNL# 595: [1003L_P] 402.91 -1147.
CHNL# 593: [727L_P] 58.587 -42.10

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]] 1.1531 0.16710
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]] 1.1362 0.11860
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]] 1.1639 0.08150
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]] 1.1485 0.27530

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

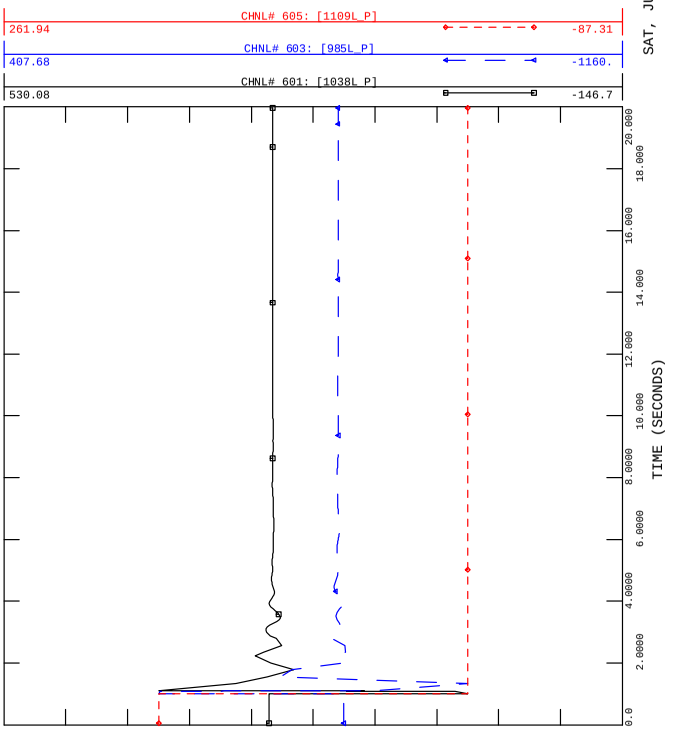
CHNL# 592: [1107L_Q] 360.64 -190.8
CHNL# 590: [1106L_Q] 360.69 -190.9
CHNL# 588: [646L_Q] 51.061 -76.18
CHNL# 586: [434L_Q] 99.076 -52.29
CHNL# 584: [753L_Q] 60.037 -74.96
CHNL# 582: [1080L_Q] 514.14 -1425.

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

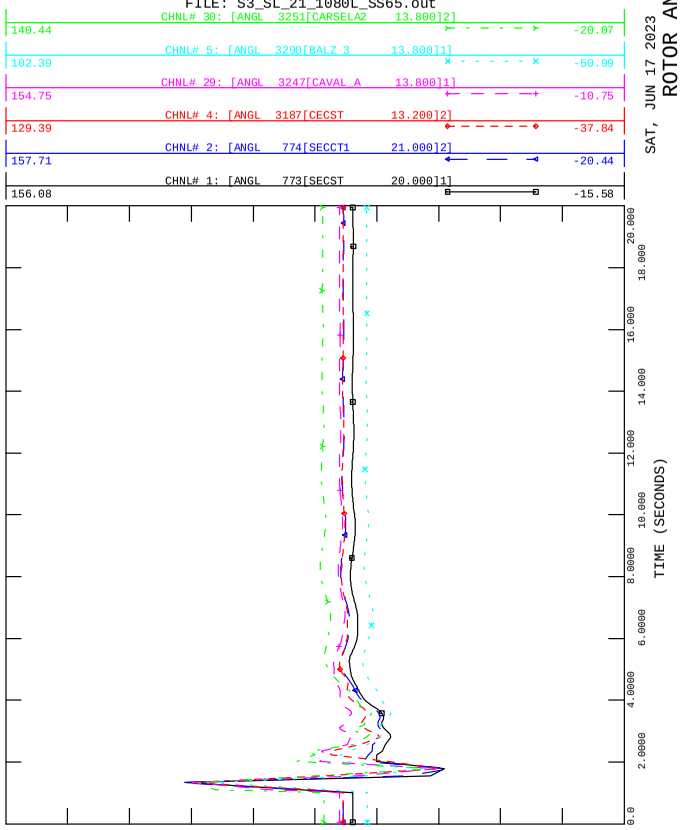
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

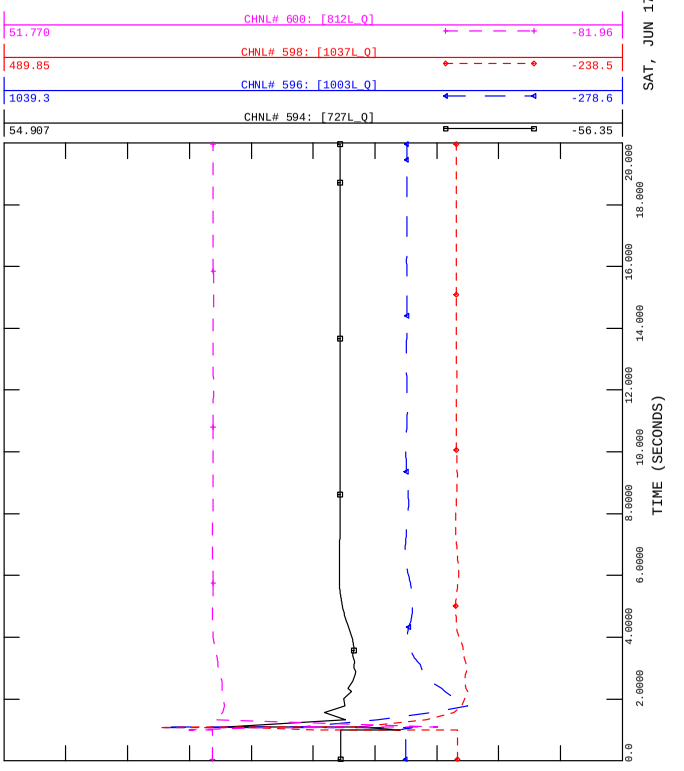
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

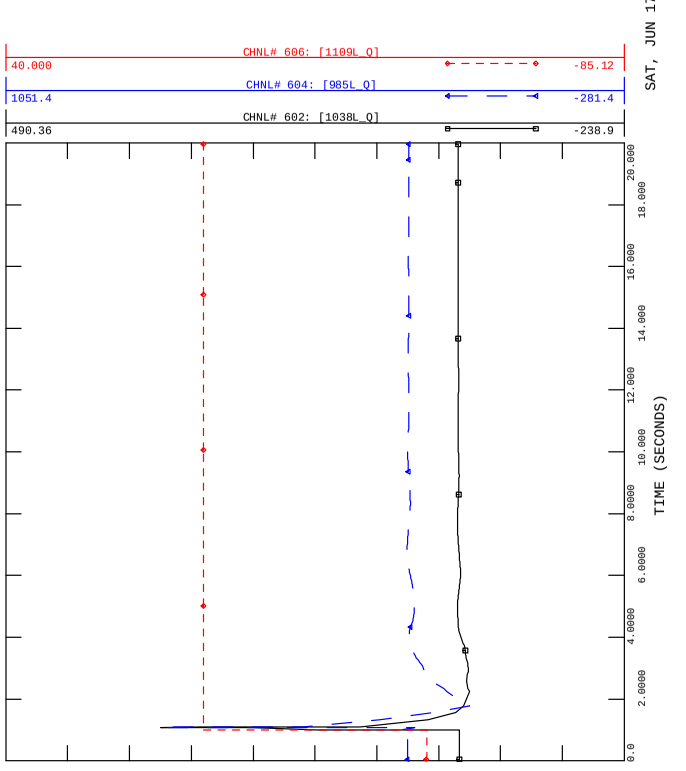
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_20_1109L_S25

FILE: S3_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

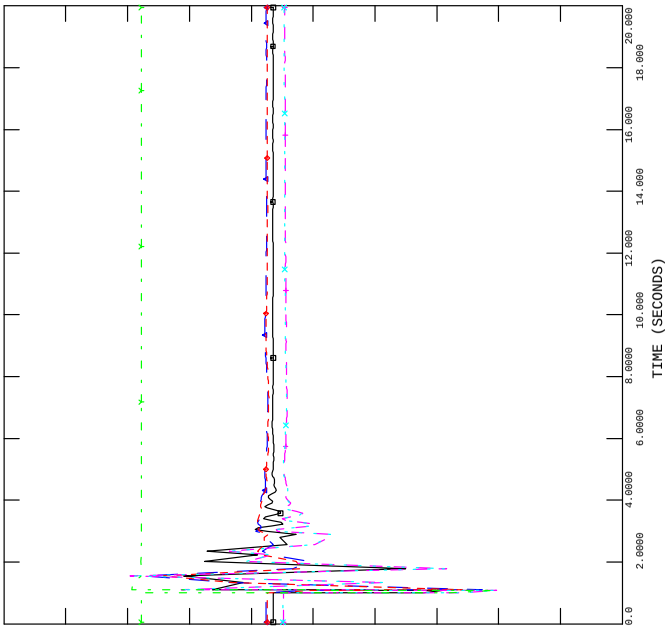


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1155 0.14690
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.83640 -0.1428
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.83850 -0.1428
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.50420 -0.2695
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.54930 -0.3337
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.70950 0.02110

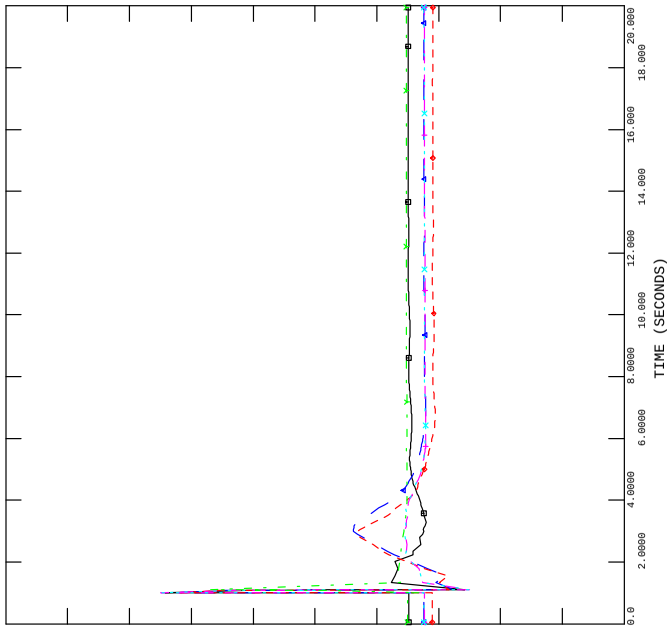


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0381 -0.4739
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4176 -0.6413
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4136 -0.6369
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4281 -0.3402
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5269 -0.2802
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.2188 -0.7221

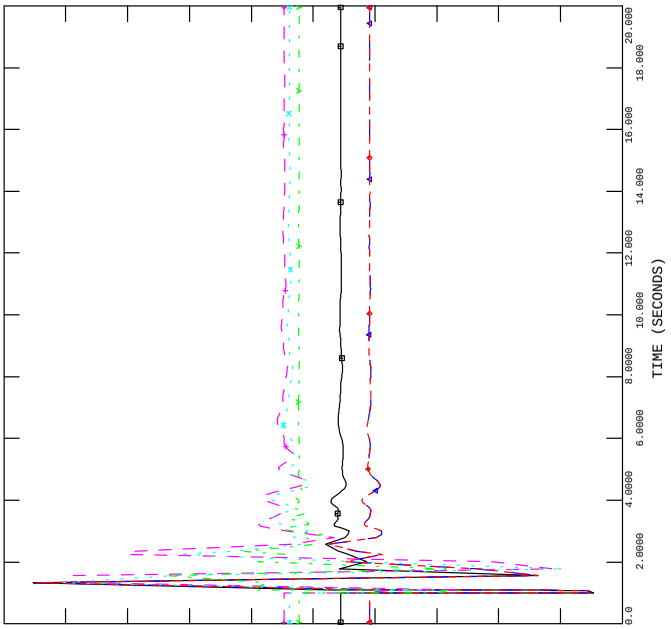


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.77270 0.01220
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.8108 -0.3276
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.3952 -0.3908
CHNL# 189: [POWR 775[SECCT2 21.000]3]
3.8637 0.17650
CHNL# 188: [POWR 774[SECCT1 21.000]2]
3.8637 0.17650
CHNL# 187: [POWR 773[SECST 20.000]1]
4.5770 0.29310

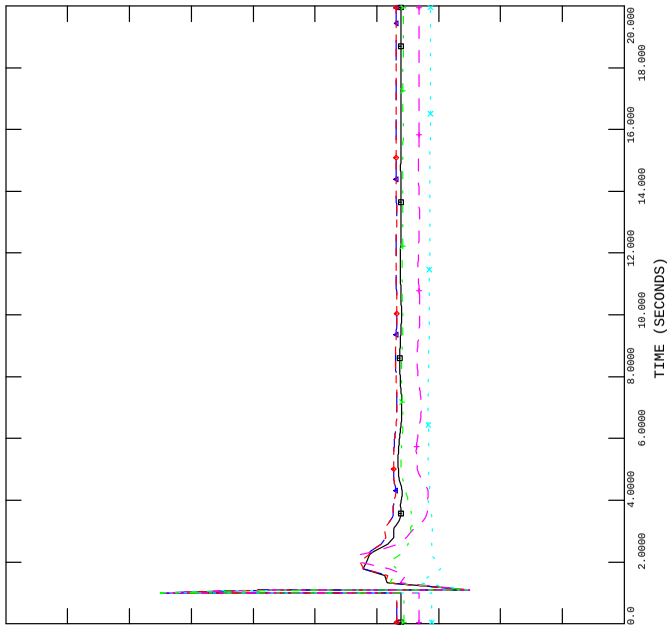


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 REACTIVE POWER

CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.2767 -0.8215
CHNL# 287: [VARS 4187[CECGT 18.000]1]
4.4412 -1.996
CHNL# 283: [VARS 3187[CECST 13.200]2]
3.0376 -1.501
CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.1616 -4.724
CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.1616 -4.724
CHNL# 280: [VARS 773[SECST 20.000]1]
7.7124 -5.611



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2104 0.14020

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1684 0.54530

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1685 0.54670

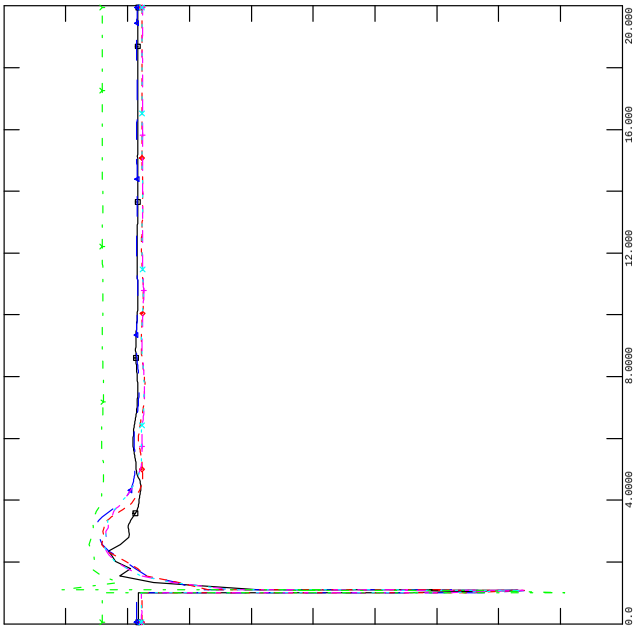
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1814 0.54700

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1847 0.51000

CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1285 0.53610

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1517 0.15120

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1349 0.09980

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1626 0.05880

CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1473 0.27990

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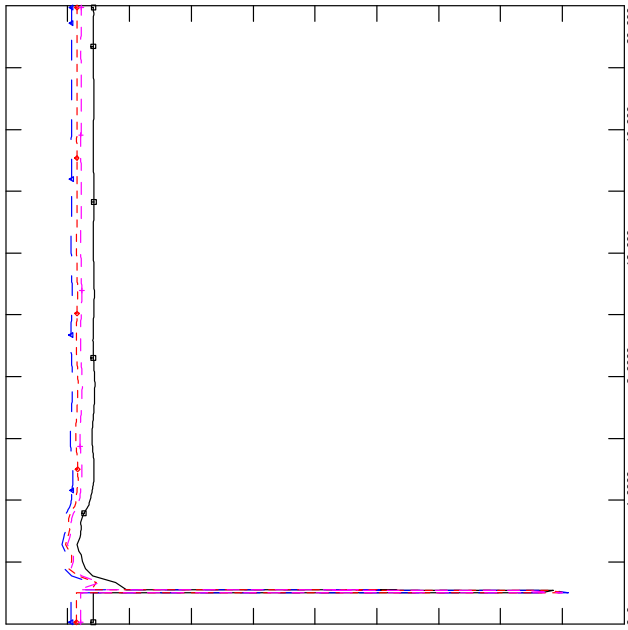
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1245 0.50170

CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1168 0.52680

CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1566 0.51660

CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1395 0.30590

CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1395 0.30590

CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1428 0.32490

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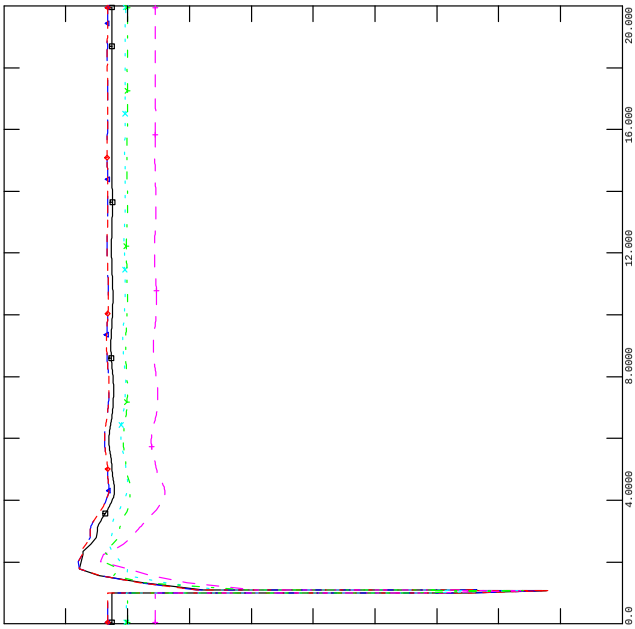
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1511 0.33040

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1505 0.15040

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1371 0.15580

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1381 0.17340

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1496 0.14960

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1643 0.23630

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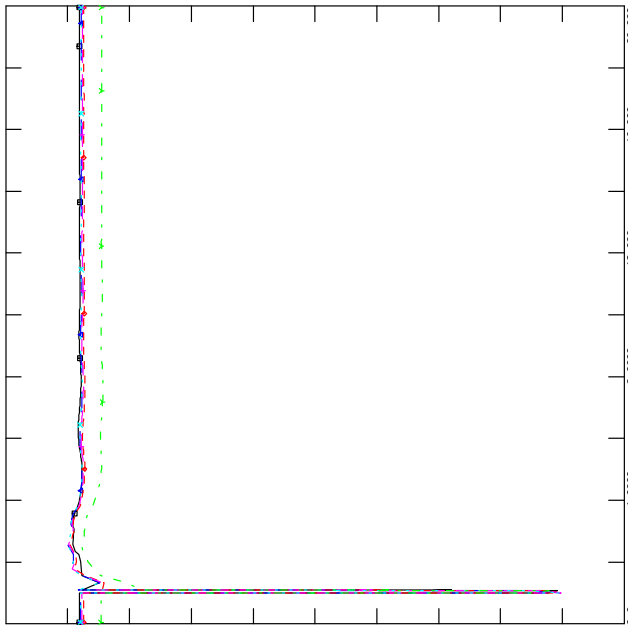
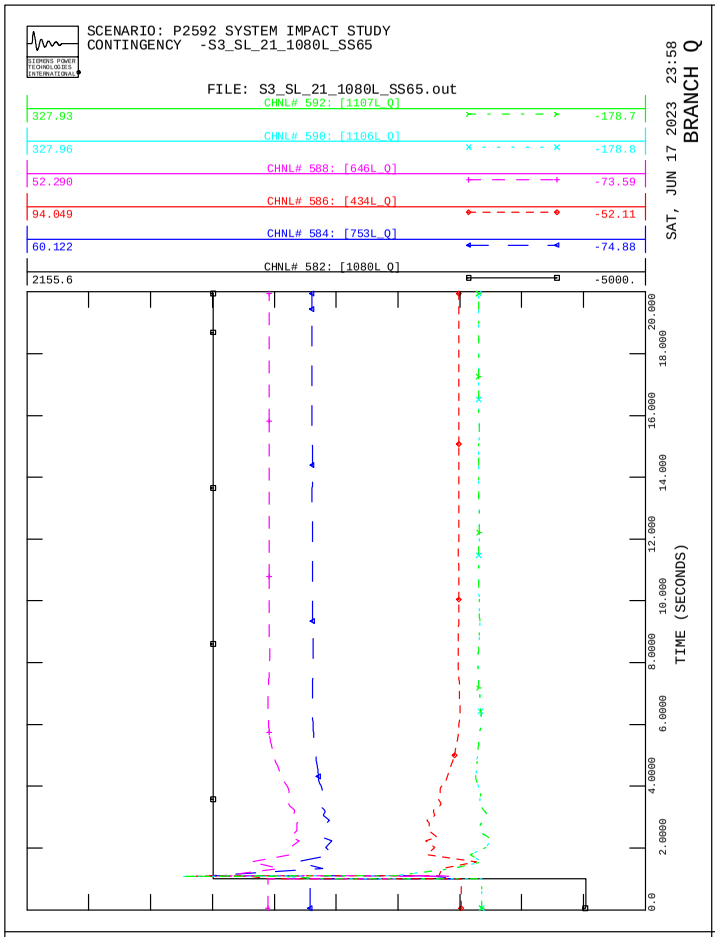
TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65
FILE: S3_SL_21_1080L_SS65.out
CHNL# 592: [1107L Q]
327.93
-178.7
CHNL# 590: [1106L Q]
327.96
-178.8
CHNL# 588: [646L Q]
52.290
-73.59
CHNL# 586: [434L Q]
94.049
-52.11
CHNL# 584: [753L Q]
60.122
-74.88
CHNL# 582: [1080L Q]
2155.6
-5000.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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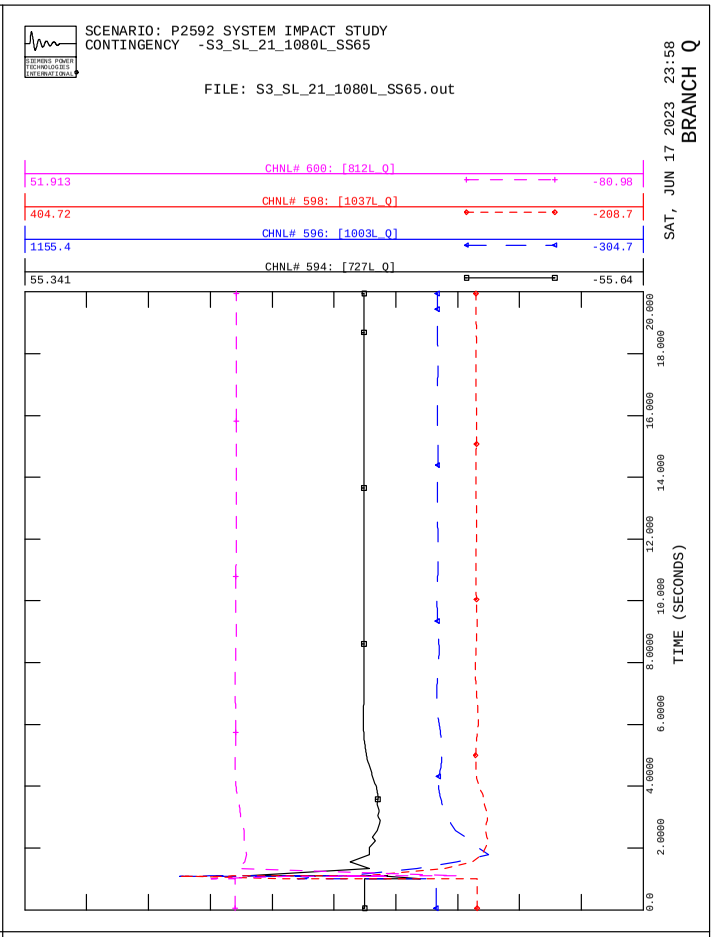
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65
FILE: S3_SL_21_1080L_SS65.out
CHNL# 600: [812L Q]
51.913
-80.98
CHNL# 598: [1037L Q]
404.72
-208.7
CHNL# 596: [1003L Q]
1155.4
-304.7
CHNL# 594: [727L Q]
55.341
-55.64
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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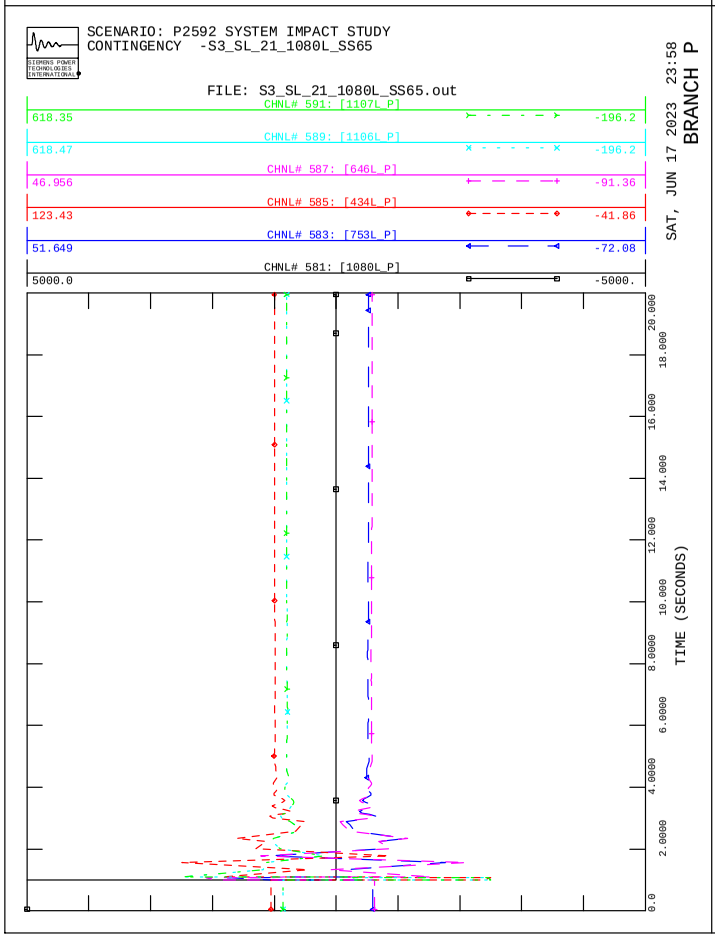
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65
FILE: S3_SL_21_1080L_SS65.out
CHNL# 591: [1107L P]
618.35
-196.2
CHNL# 589: [1106L P]
618.47
-196.2
CHNL# 587: [646L P]
46.956
-91.36
CHNL# 585: [434L P]
123.43
-41.86
CHNL# 583: [753L P]
51.649
-72.08
CHNL# 581: [1080L P]
5000.0
-5000.
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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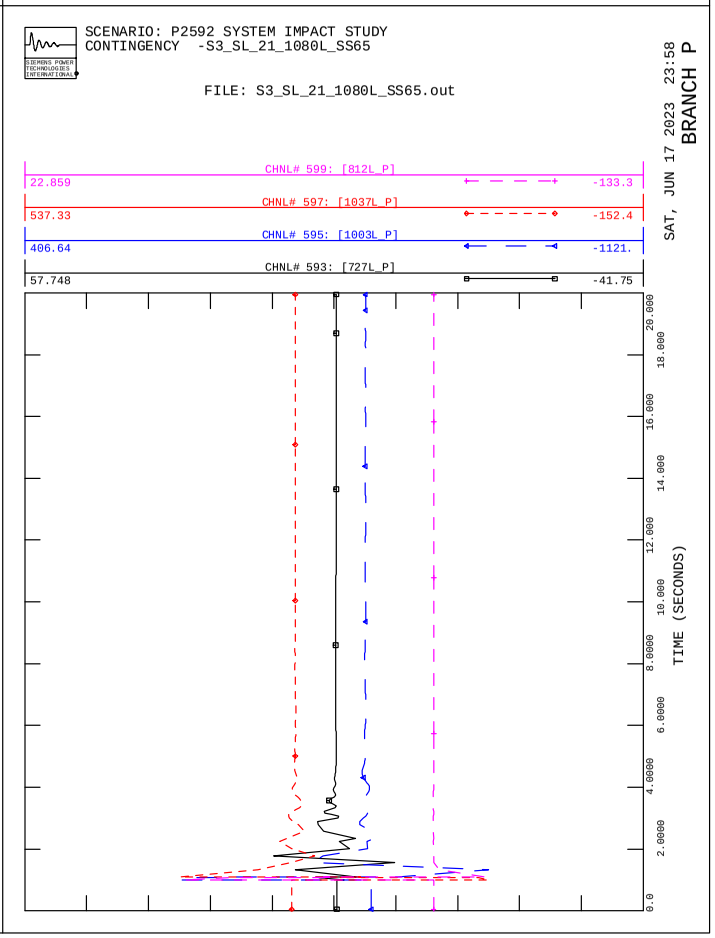
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65
FILE: S3_SL_21_1080L_SS65.out
CHNL# 599: [812L P]
22.859
-133.3
CHNL# 597: [1037L P]
537.33
-152.4
CHNL# 595: [1003L P]
406.64
-1121.
CHNL# 593: [727L P]
57.748
-41.75
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 570.79 -334.1
CHNL# 604: [985L Q] 1168.7 -307.8
CHNL# 602: [1038L Q] 405.10 -209.1

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.77450 -0.0223
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.8053 -0.3942
CHNL# 190: [POWR 3187[CECST 13.200]2] 1.4699 -0.4536
CHNL# 189: [POWR 775[SECCT2 21.000]3] 3.9812 -0.1591
CHNL# 188: [POWR 774[SECCT1 21.000]2] 3.9812 -0.1591
CHNL# 187: [POWR 773[SECST 20.000]1] 4.8361 -0.1764

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_21_1080L_SS65

FILE: S3_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 746.10 -249.3
CHNL# 603: [985L P] 411.70 -1134.
CHNL# 601: [1038L P] 537.99 -152.5

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 143.24 -21.95
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 104.63 -52.01
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 156.45 -12.57
CHNL# 4: [ANGL 3187[CECST 13.200]2] 131.09 -40.02
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 161.32 -23.48
CHNL# 1: [ANGL 773[SECST 20.000]1] 159.42 -17.96

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 308: [VARS 3247[CAVAL_A 13.800]1] 1.3431 -0.8330
CHNL# 287: [VARS 4187[CECGT 18.000]1] 4.8668 -2.133
CHNL# 283: [VARS 3187[CECST 13.200]2] 3.3289 -1.591
CHNL# 282: [VARS 775[SECCT2 21.000]3] 6.0614 -4.742
CHNL# 281: [VARS 774[SECCT1 21.000]2] 6.0614 -4.742
CHNL# 280: [VARS 773[SECST 20.000]1] 7.7095 -5.675

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 1.1269 0.46700
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 1.1176 0.46000
CHNL# 469: [ETRM 3187[CECST 13.200]2] 1.1605 0.44810
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 1.1429 0.18720
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 1.1429 0.18720
CHNL# 466: [ETRM 773[SECST 20.000]1] 1.1482 0.21050

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1] 1.1173 0.15950
CHNL# 219: [POWR 4251[CARSELA1 13.800]1] 0.84550 -0.1565
CHNL# 216: [POWR 3251[CARSELA2 13.800]2] 0.84740 -0.1566
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2] 0.50200 -0.2624
CHNL# 191: [POWR 3290[BALZ 3 13.800]1] 0.54820 -0.3306
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2] 0.70890 -0.0113

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] 1.0390 -0.4732
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] 1.4032 -0.6173
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] 1.3991 -0.6129
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] 1.4784 -0.3552
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] 1.5565 -0.2782
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2] 1.2662 -0.7152

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1523 0.33170

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1519 0.16630

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1384 0.17010

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1394 0.18770

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1510 0.16550

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1651 0.09510

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L P]
607.97 -184.7

CHNL# 589: [1106L P]
608.09 -184.7

CHNL# 587: [646L P]
47.275 -92.09

CHNL# 585: [434L P]
124.56 -42.03

CHNL# 583: [753L P]
51.529 -72.60

CHNL# 581: [1080L P]
260.93 -86.98

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2017 0.15810

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1695 0.54660

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1696 0.54790

CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1805 0.48410

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1847 0.44180

CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1301 0.50460

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1531 0.16710

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1362 0.11860

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1639 0.08150

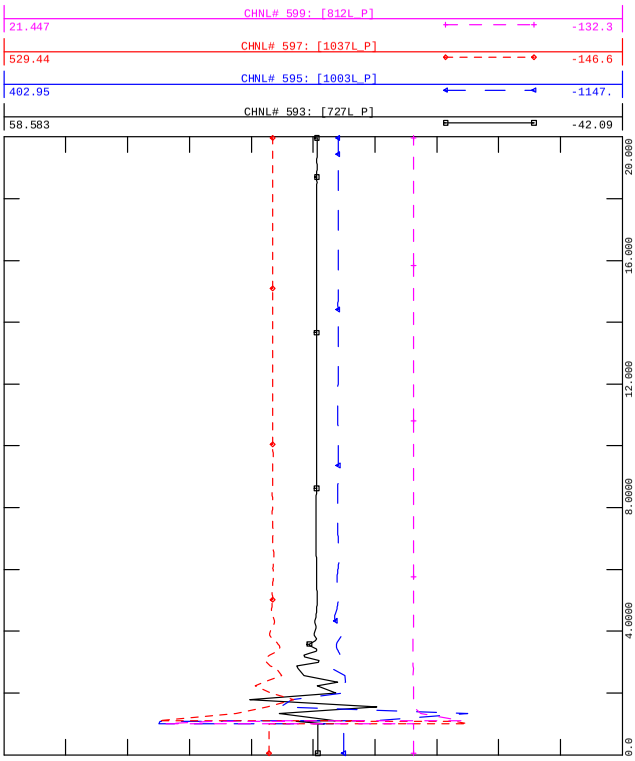
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1485 0.27530

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

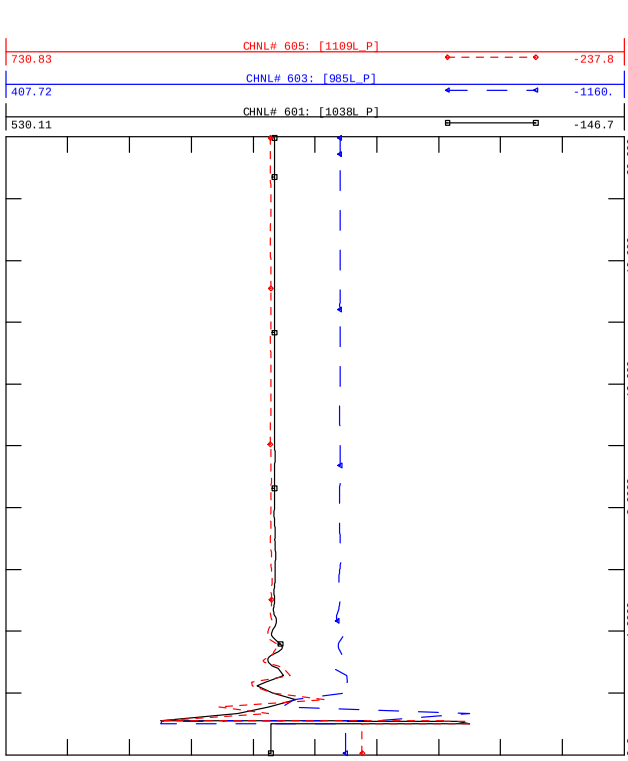
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

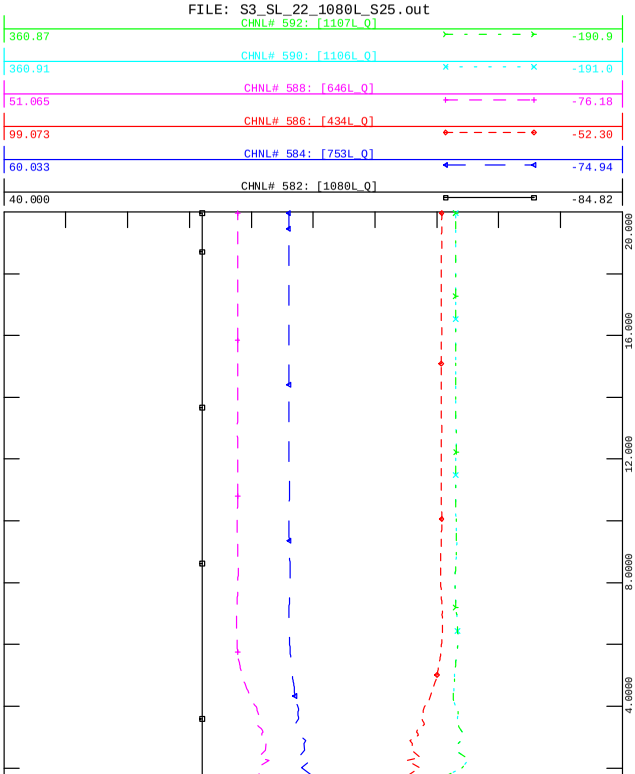
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

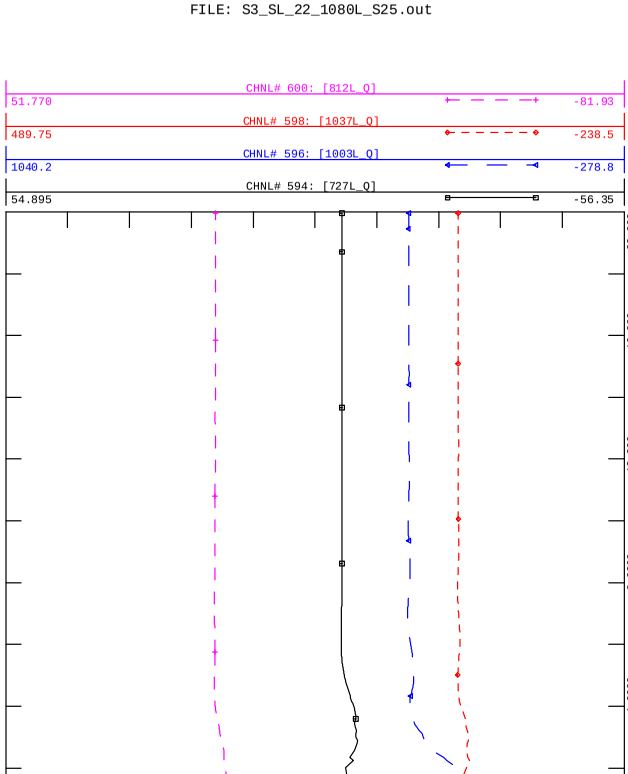
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
145.79 -24.46

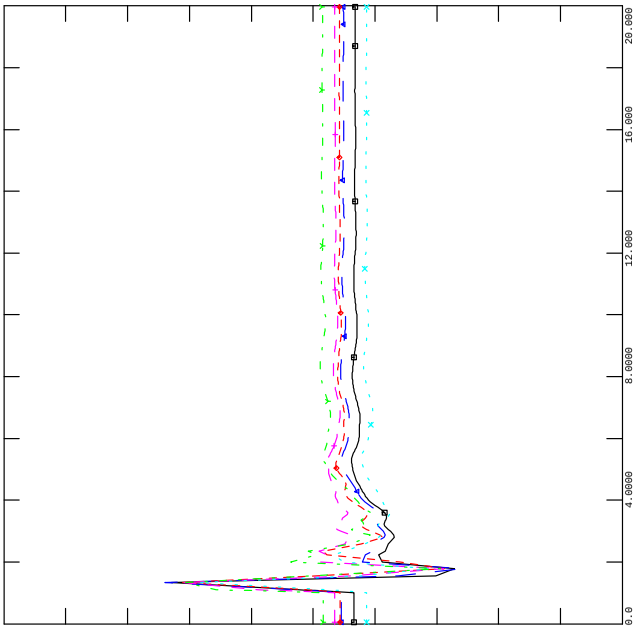
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
106.65 -53.32

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
157.94 -14.96

CHNL# 4: [ANGL 3187[CECST 13.200]2]
132.47 -41.00

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
165.48 -26.74

CHNL# 1: [ANGL 773[SECST 20.000]1]
164.04 -20.22



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1199 0.17570

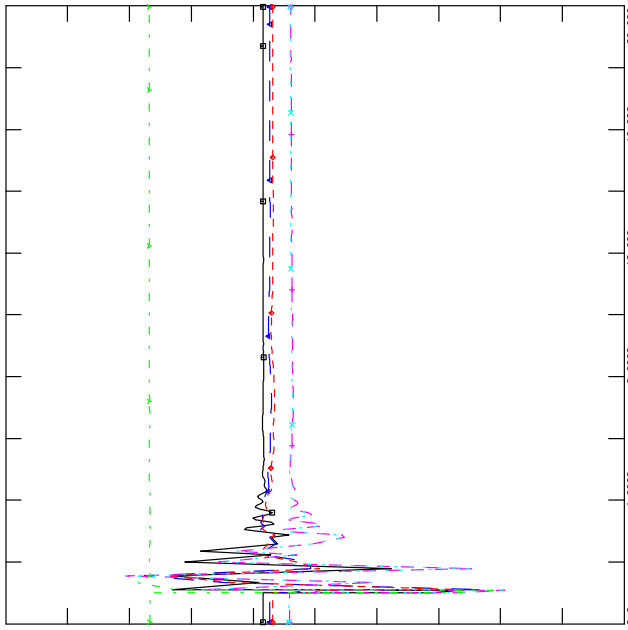
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.86560 -0.1631

CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.86760 -0.1632

CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.50680 -0.2622

CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.55470 -0.3356

CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.72210 -0.0276



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_22_1080L_S25

FILE: S3_SL_22_1080L_S25.out

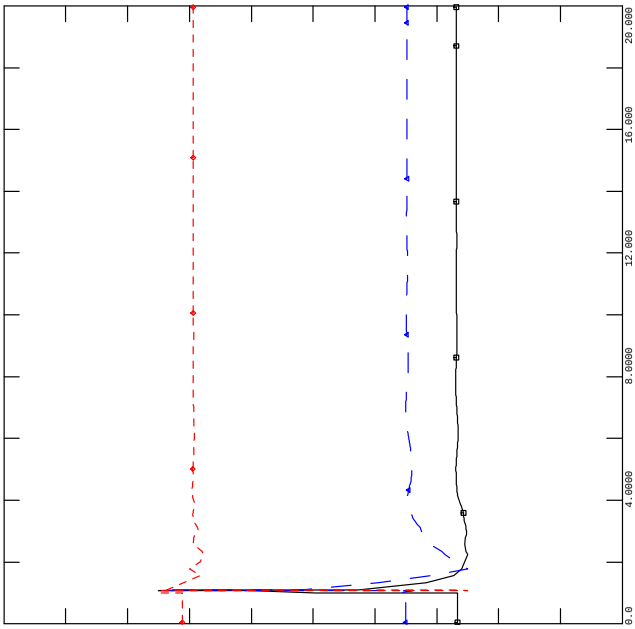
SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 606: [1109L Q]
516.02 -1430.

CHNL# 604: [985L Q]
1052.3 -281.7

CHNL# 602: [1038L Q]
490.26 -238.9



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.79140 -0.0397

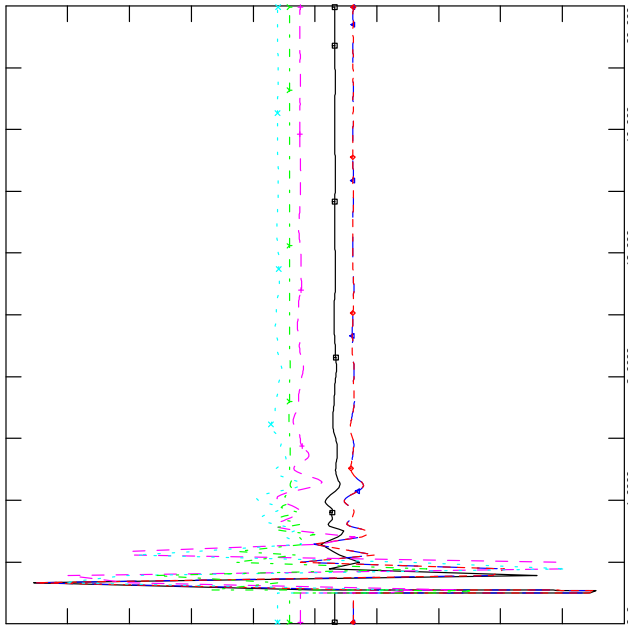
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.7826 -0.3985

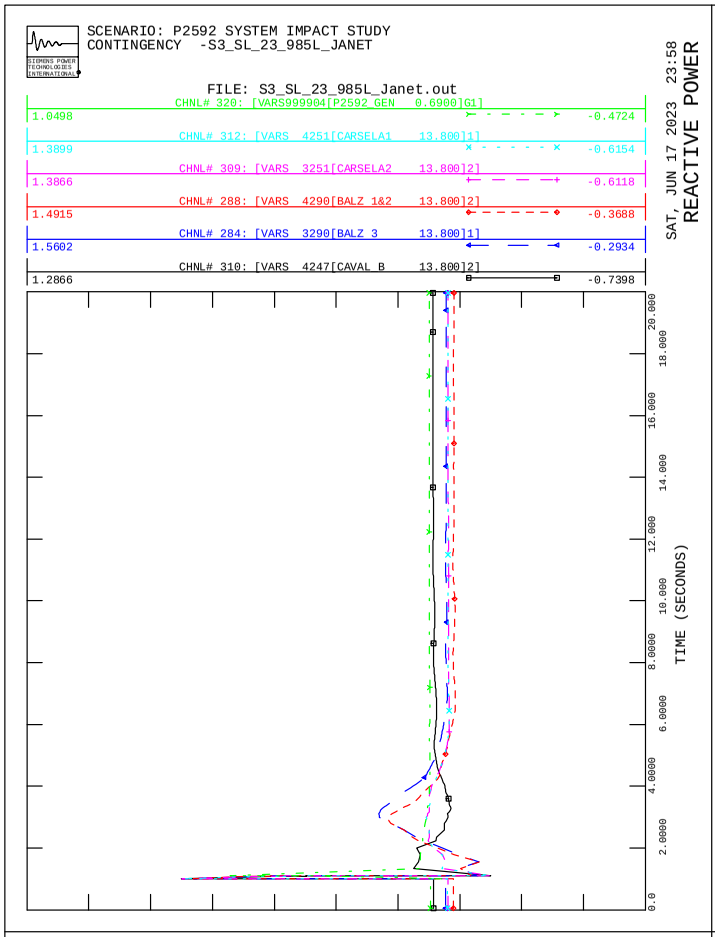
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.5301 -0.4543

CHNL# 189: [POWR 775[SECCT2 21.000]3]
4.0749 -0.1843

CHNL# 188: [POWR 774[SECCT1 21.000]2]
4.0749 -0.1843

CHNL# 187: [POWR 773[SECST 20.000]1]
5.0332 -0.2079




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET
FILE: S3_SL_23_985L_Janet.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0498 -0.4724
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.3899 -0.6154
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.3866 -0.6118
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4915 -0.3688
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5602 -0.2934
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.2866 -0.7398
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
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16.000
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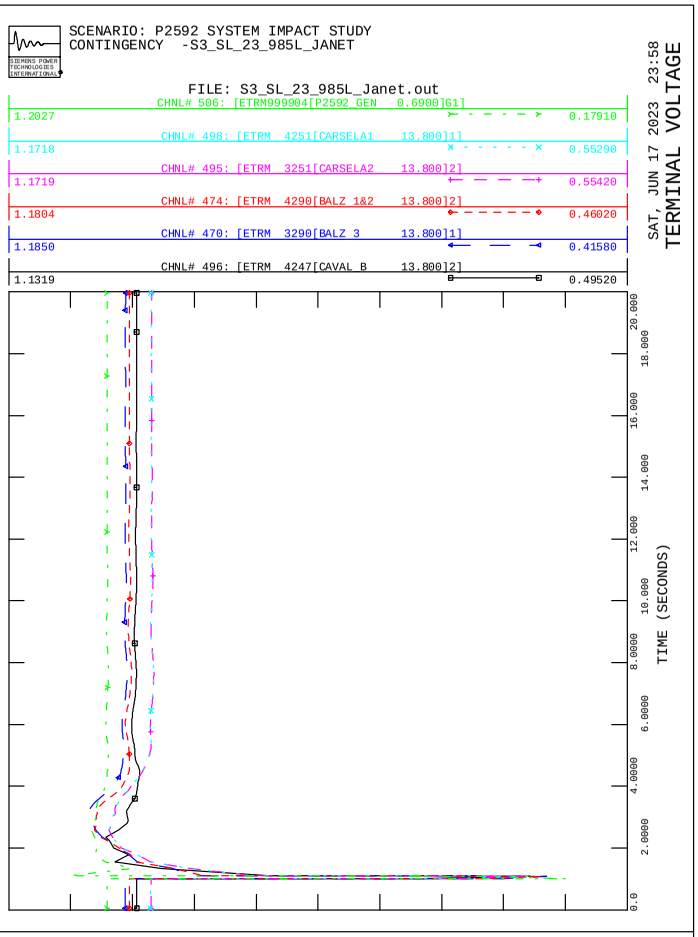
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET
FILE: S3_SL_23_985L_Janet.out
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1.2027 0.17910
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1718 0.55290
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1719 0.55420
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1804 0.46020
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1850 0.41580
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1319 0.49520
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
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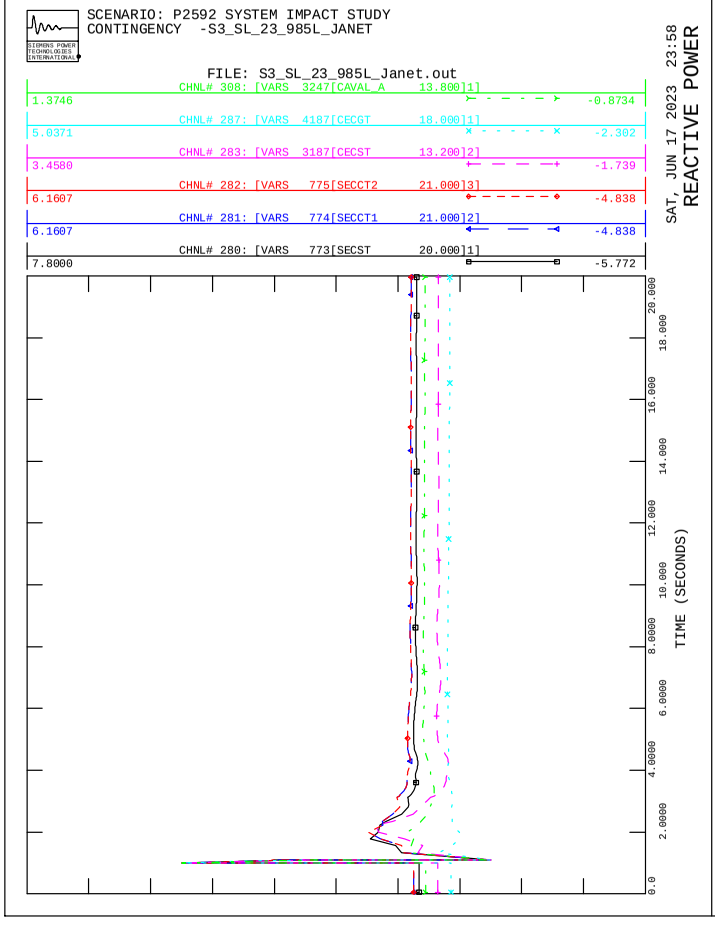
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET
FILE: S3_SL_23_985L_Janet.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.3746 -0.8734
CHNL# 287: [VARS 4187[CECGT 18.000]1]
5.0371 -2.302
CHNL# 283: [VARS 3187[CECST 13.200]2]
3.4580 -1.739
CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.1607 -4.838
CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.1607 -4.838
CHNL# 280: [VARS 773[SECST 20.000]1]
7.8000 -5.772
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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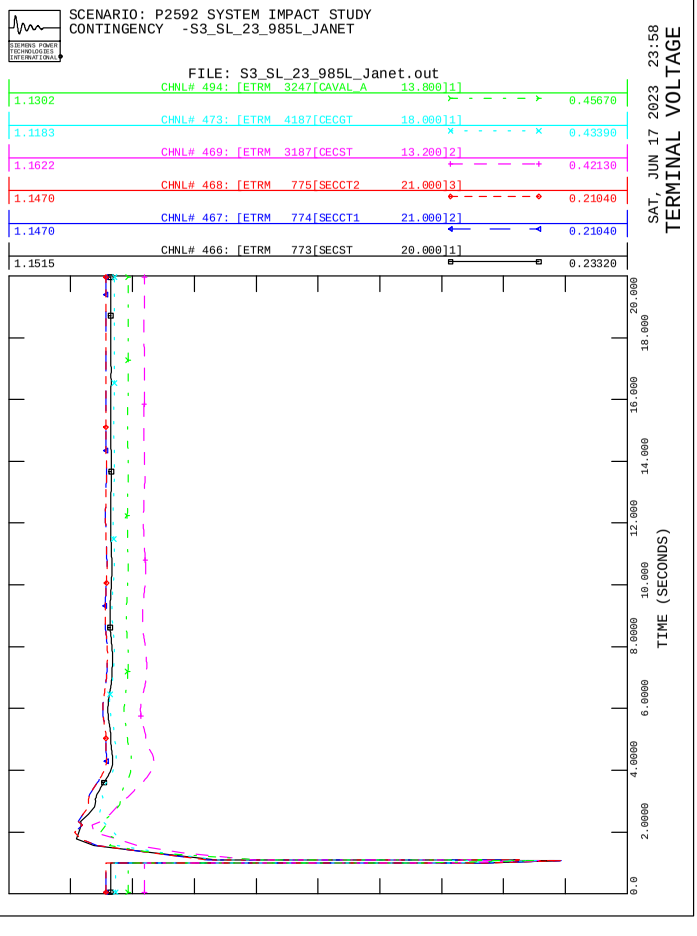
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET
FILE: S3_SL_23_985L_Janet.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1302 0.45670
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1183 0.43390
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1622 0.42130
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1470 0.21040
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1470 0.21040
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1515 0.23320
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
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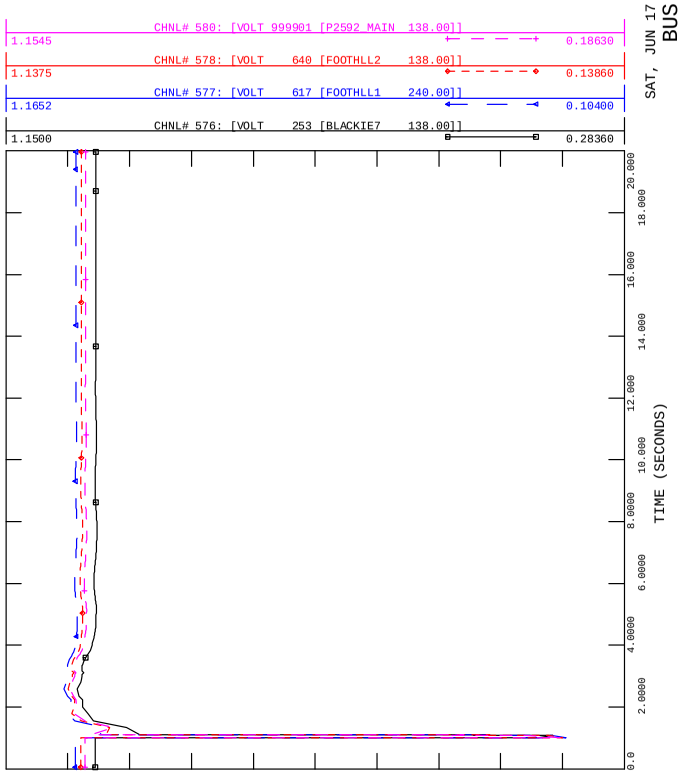
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

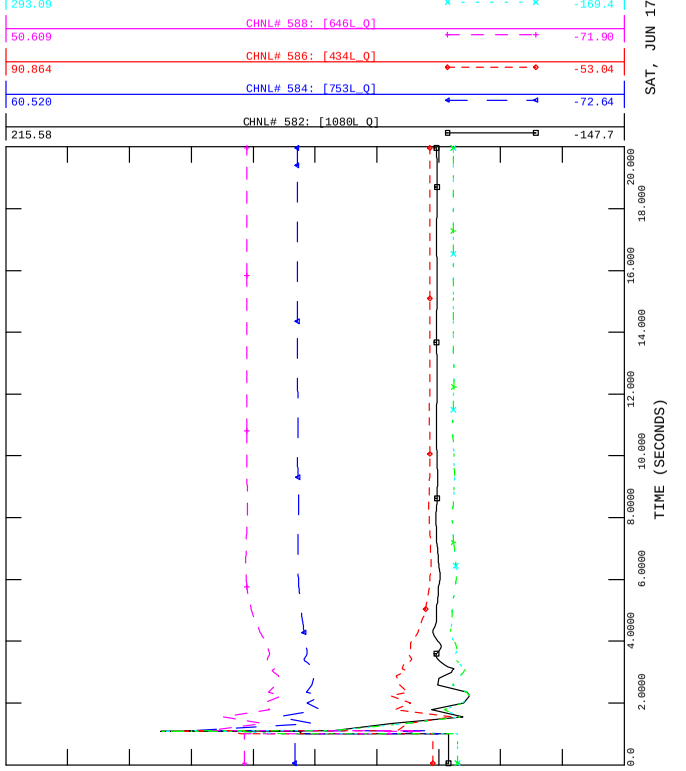


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BRANCH Q

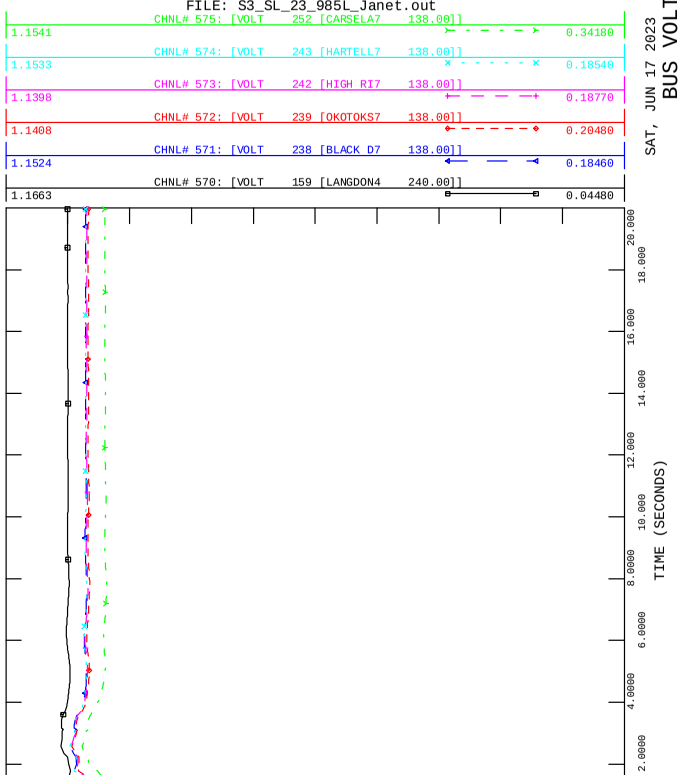


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

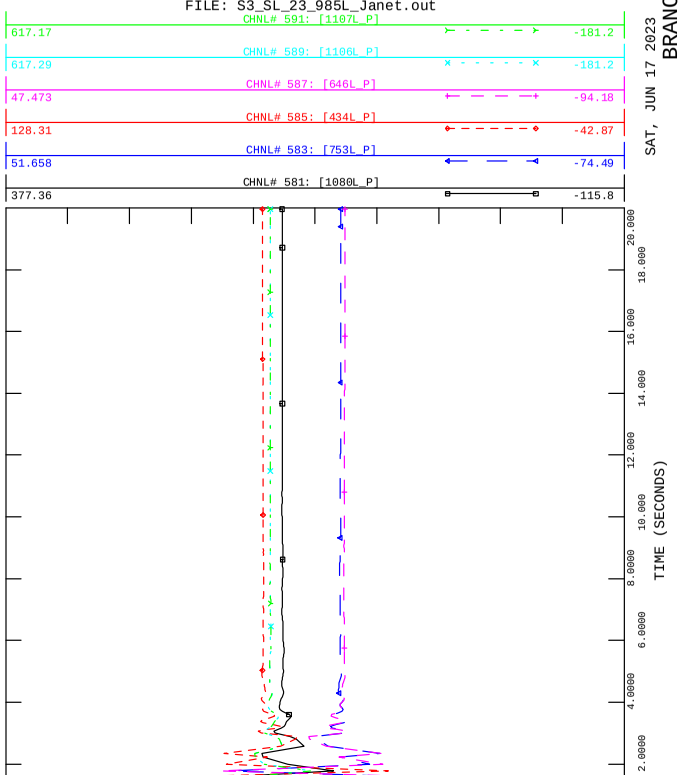


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

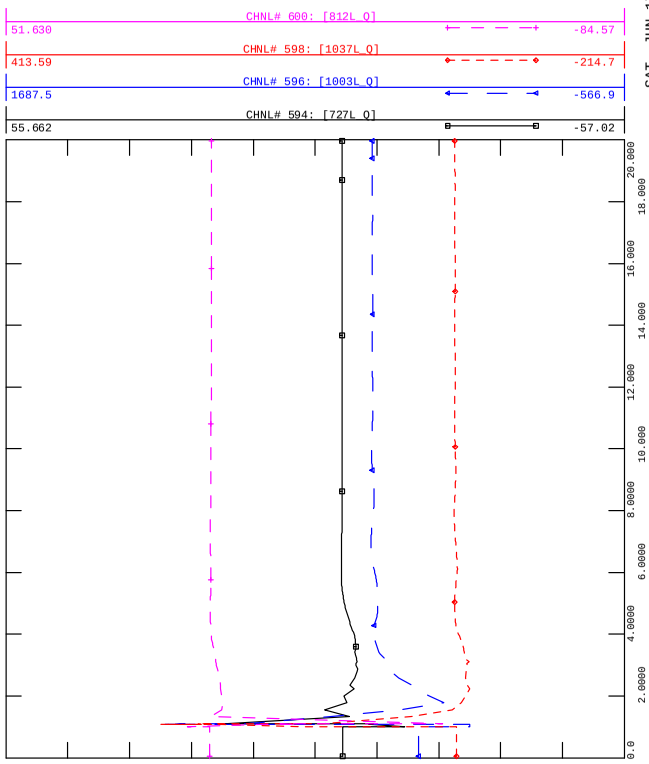
BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

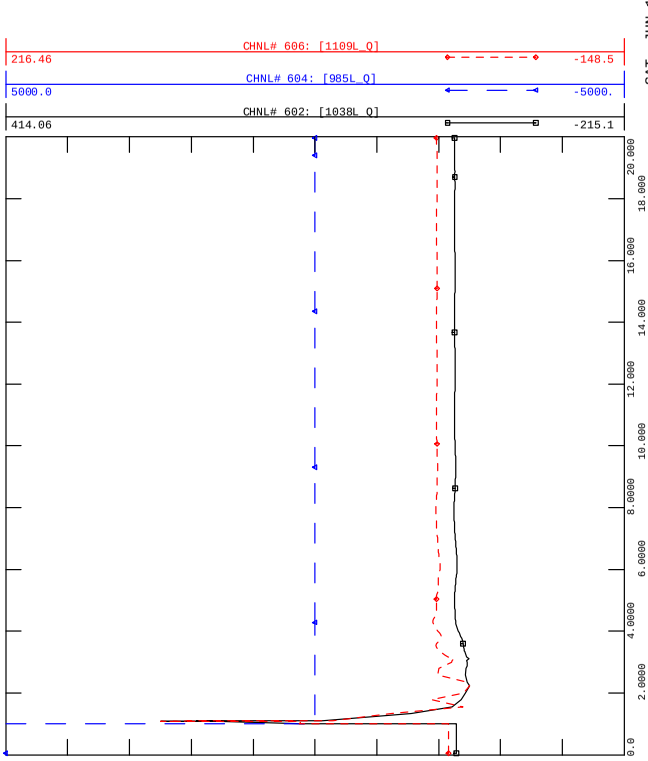
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

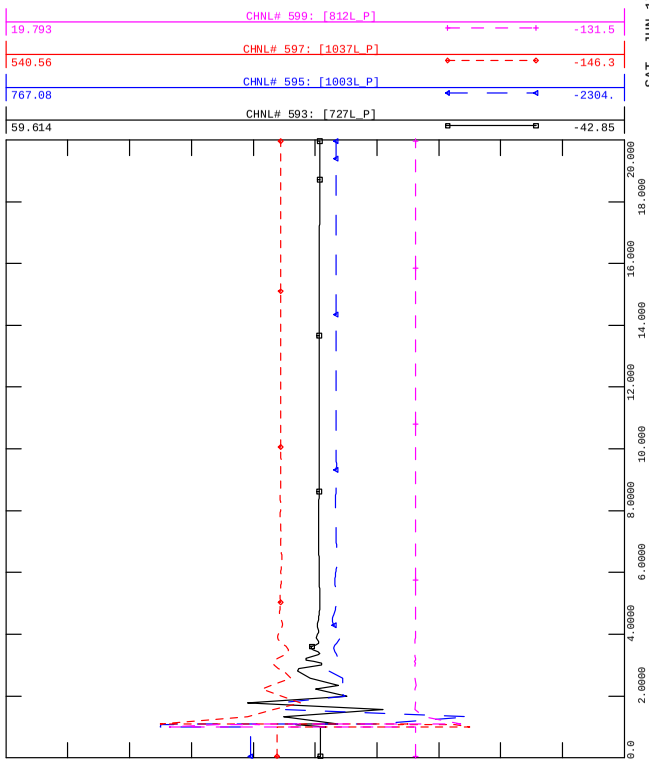
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

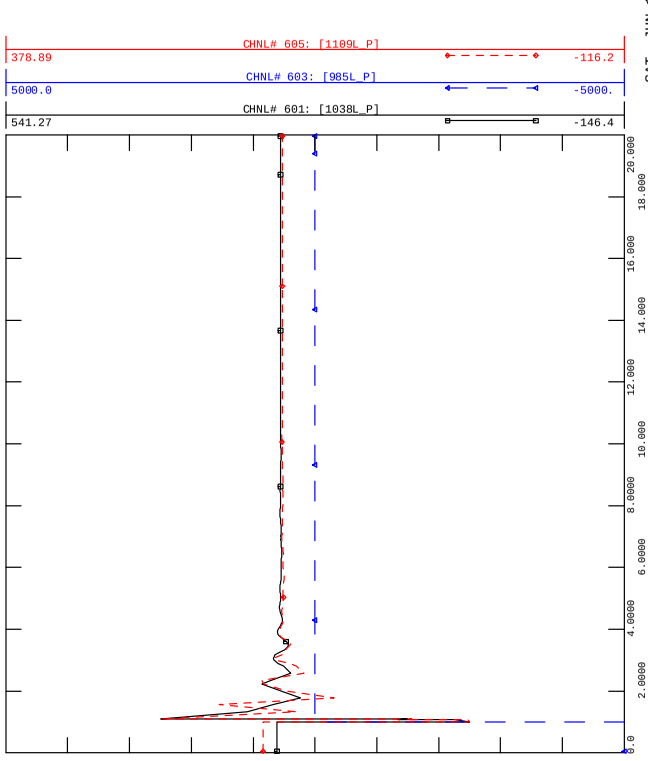
SAT, JUN 17 2023 23:58 BRANCH P

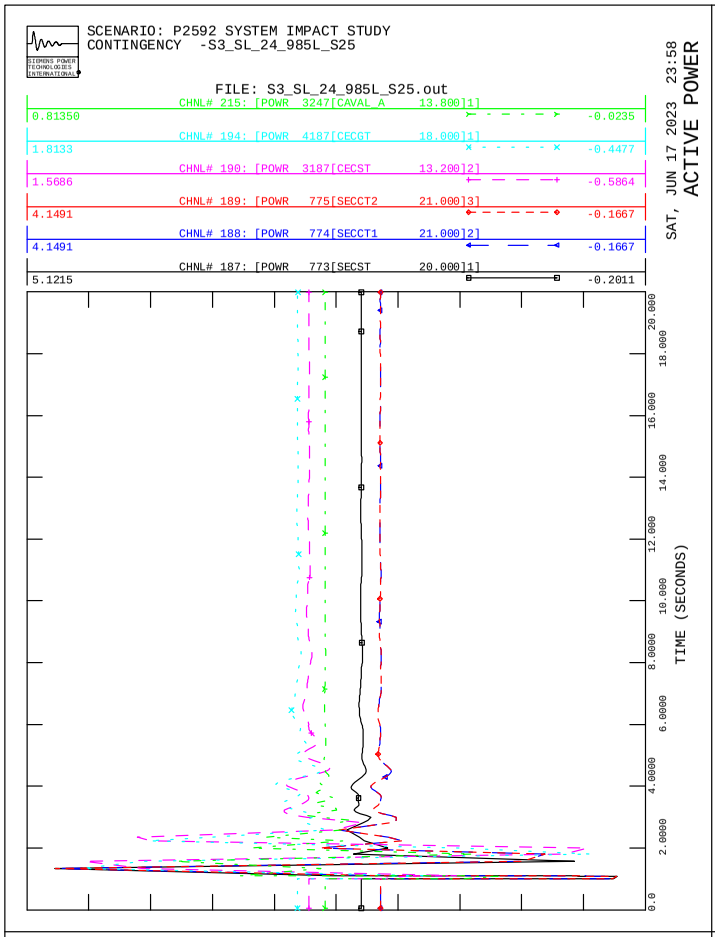


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_23_985L_JANET

FILE: S3_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.81350
-0.0235
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.8133
-0.4477
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.5686
-0.5864
CHNL# 189: [POWR 775[SECCT2 21.000]3]
4.1491
-0.1667
CHNL# 188: [POWR 774[SECCT1 21.000]2]
4.1491
-0.1667
CHNL# 187: [POWR 773[SECST 20.000]1]
5.1215
-0.2011
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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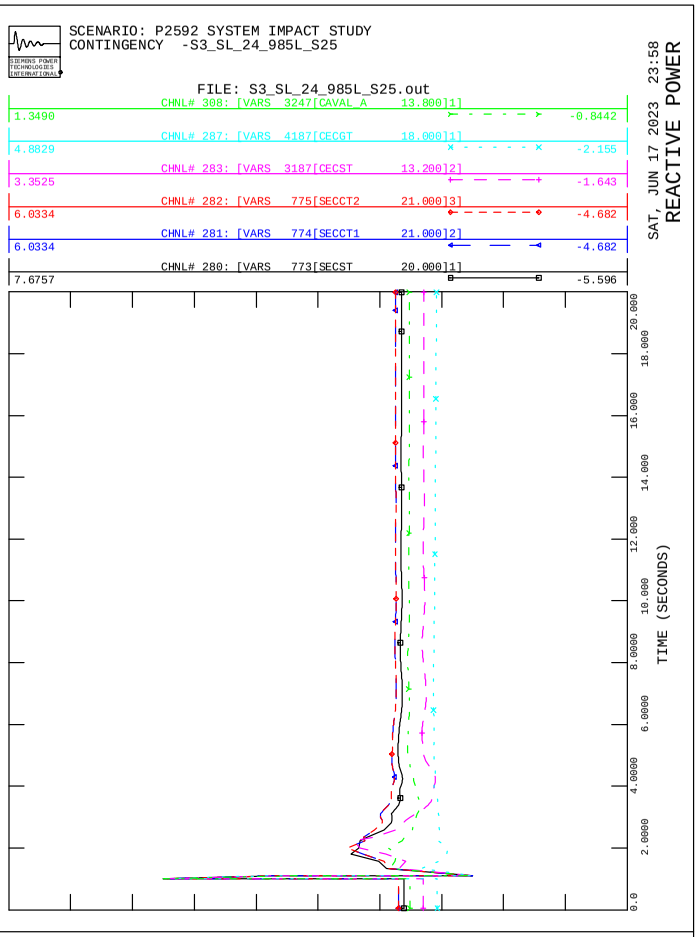
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.3490
-0.8442
CHNL# 287: [VARS 4187[CECGT 18.000]1]
4.8829
-2.155
CHNL# 283: [VARS 3187[CECST 13.200]2]
3.3525
-1.643
CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.0334
-4.682
CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.0334
-4.682
CHNL# 280: [VARS 773[SECST 20.000]1]
7.6757
-5.596
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
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10.000
12.000
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16.000
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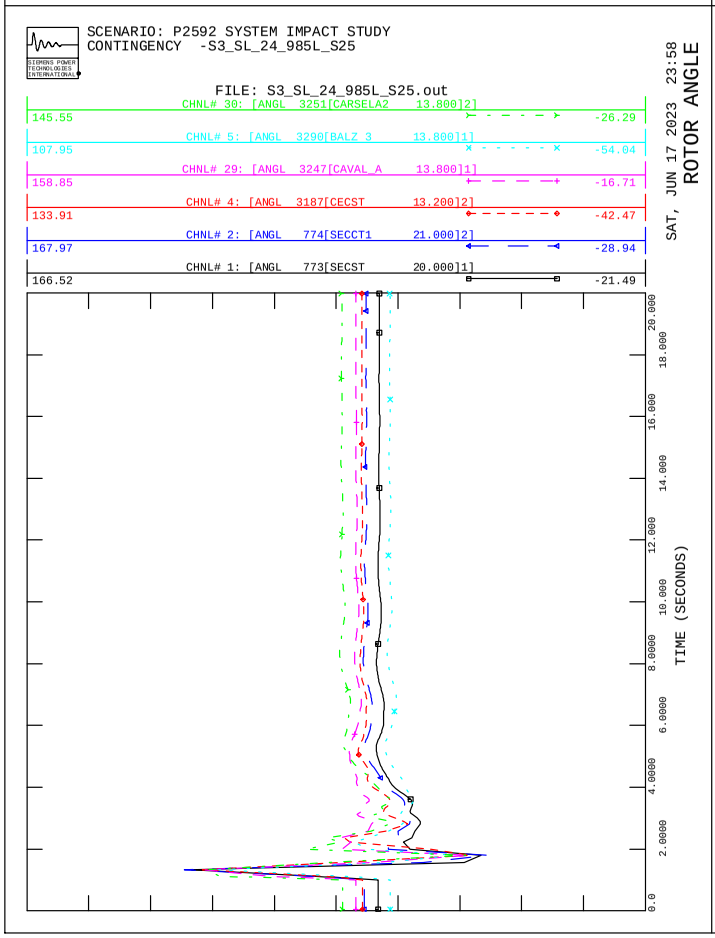
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
145.55
-26.29
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
107.95
-54.04
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
158.85
-16.71
CHNL# 4: [ANGL 3187[CECST 13.200]2]
133.91
-42.47
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
167.97
-28.94
CHNL# 1: [ANGL 773[SECST 20.000]1]
166.52
-21.49
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
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12.000
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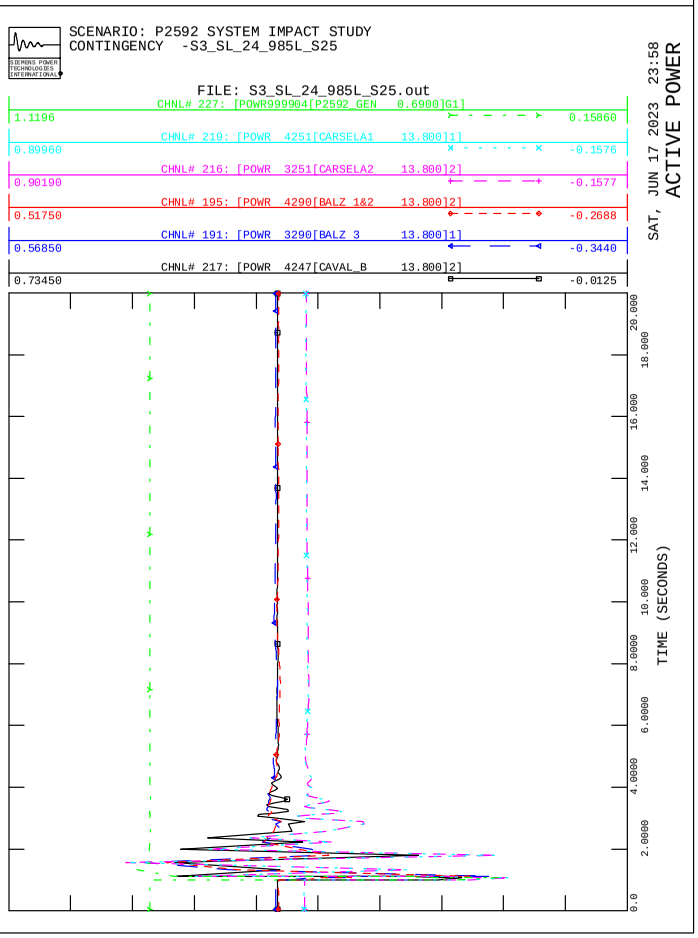
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1196
0.15860
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.89960
-0.1576
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.90190
-0.1577
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.51750
-0.2688
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.56850
-0.3440
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.73450
-0.0125
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
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10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25

FILE: S3_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1328 0.46580
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1192 0.45820
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1664 0.44630
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1510 0.18510
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1510 0.18510
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1541 0.20850

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25

FILE: S3_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1558 0.33080
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1551 0.16490
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1414 0.16890
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1425 0.18650
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1541 0.16420
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1673 0.09150

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25

FILE: S3_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.0198 -0.4733
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.3990 -0.5915
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.3970 -0.5892
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4796 -0.3732
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5569 -0.2991
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
1.2679 -0.7197

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25

FILE: S3_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1830 0.15660
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1735 0.54600
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1736 0.54730
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1819 0.48240
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1865 0.43990
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1348 0.50350

TIME (SECONDS)

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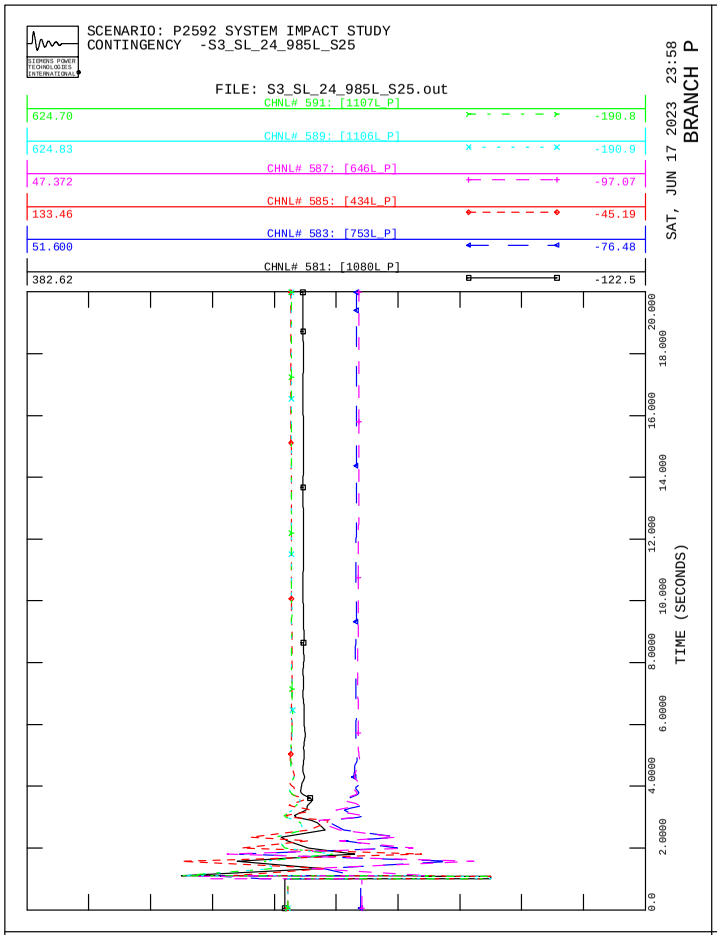
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 591: [1107L P]
624.70
-190.8
CHNL# 589: [1106L P]
624.83
-190.9
CHNL# 587: [646L P]
47.372
-97.07
CHNL# 585: [434L P]
133.46
-45.19
CHNL# 583: [753L P]
51.600
-76.48
CHNL# 581: [1080L P]
382.62
-122.5
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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2.0000
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8.0000
10.000
12.000
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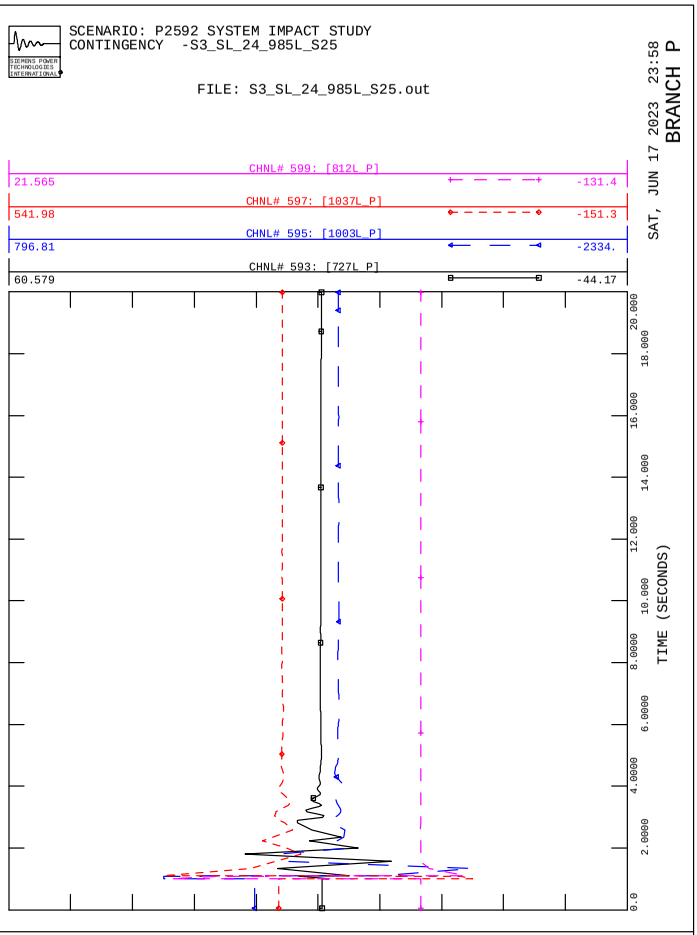
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 599: [812L P]
21.565
-131.4
CHNL# 597: [1037L P]
541.98
-151.3
CHNL# 595: [1003L P]
796.81
-2334.
CHNL# 593: [727L P]
60.579
-44.17
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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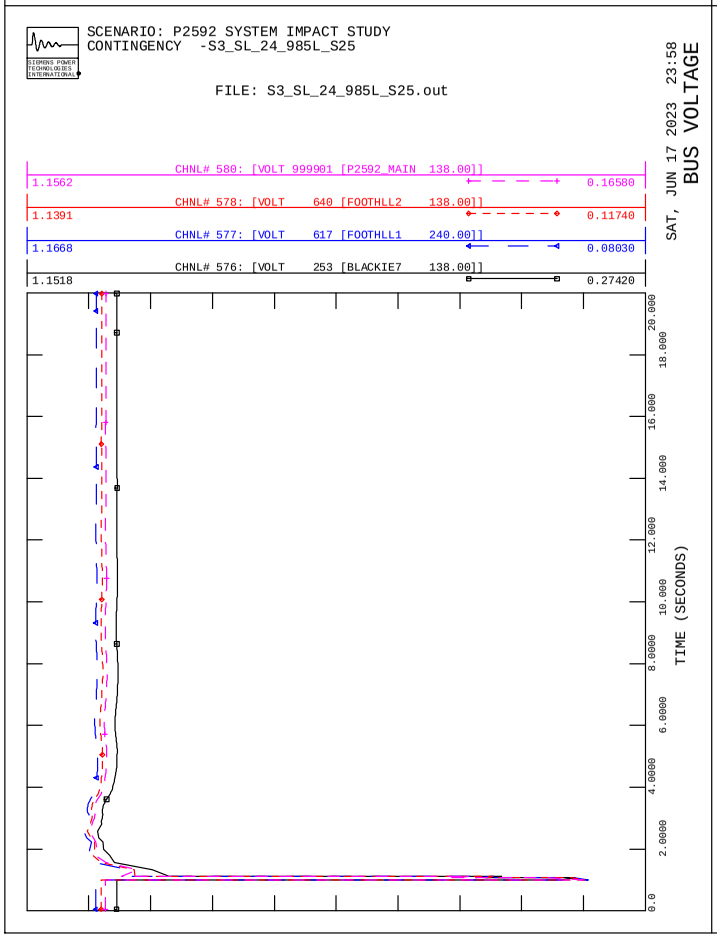
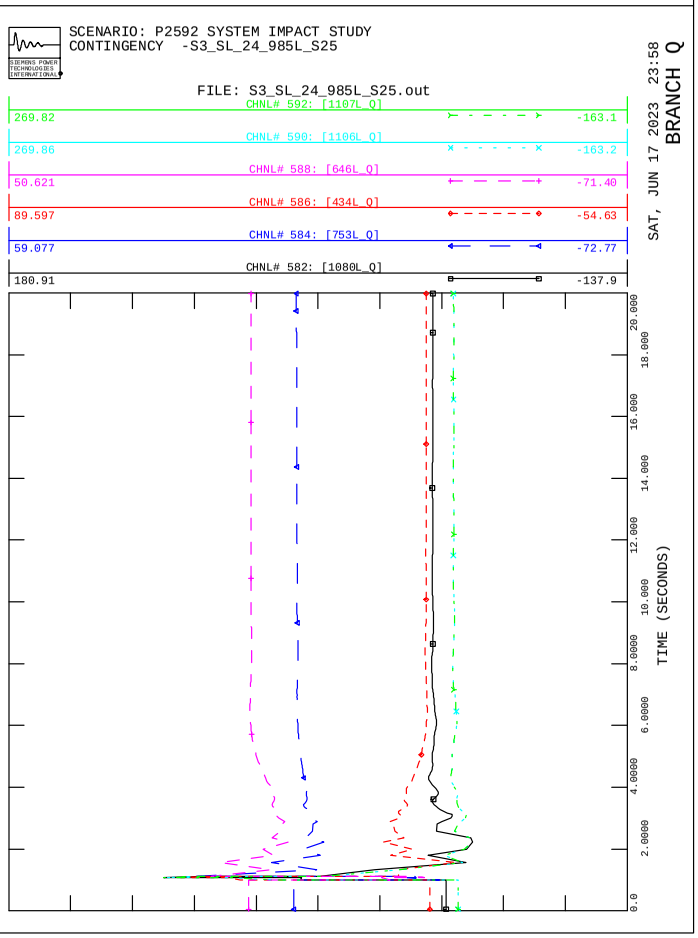
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1562
0.16580
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1391
0.11740
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1668
0.08030
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1518
0.27420
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
CHNL# 592: [1107L Q]
269.82
-163.1
CHNL# 590: [1106L Q]
269.86
-163.2
CHNL# 588: [646L Q]
50.621
-71.40
CHNL# 586: [434L Q]
89.597
-54.63
CHNL# 584: [753L Q]
59.077
-72.77
CHNL# 582: [1080L Q]
180.91
-137.9
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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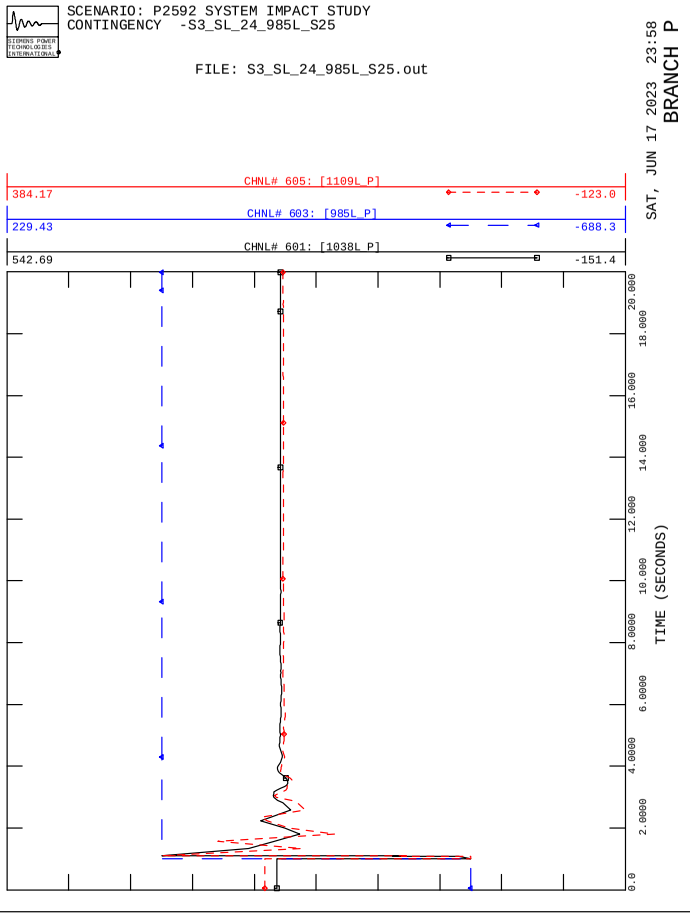
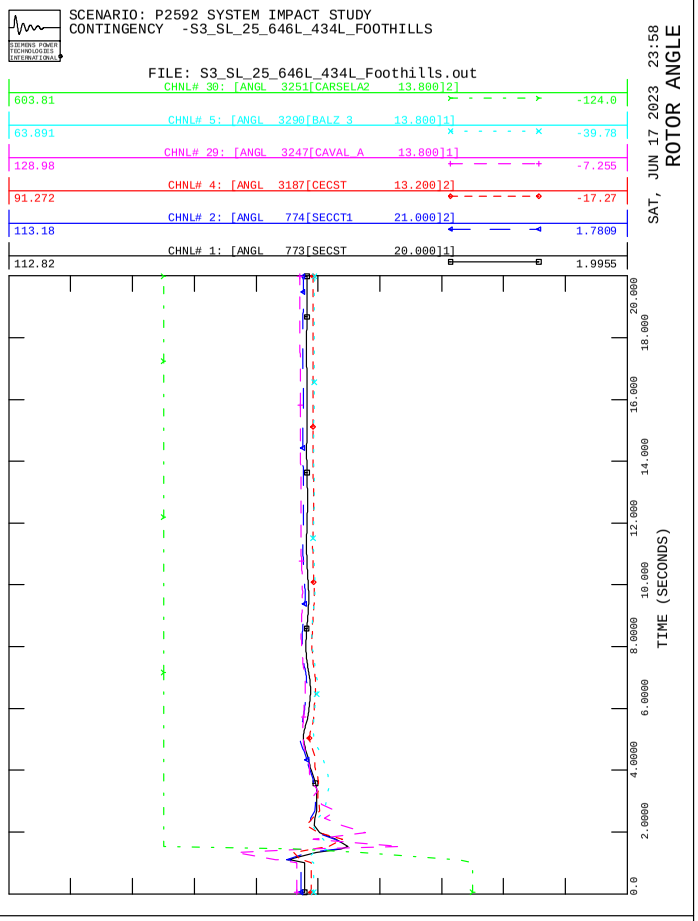
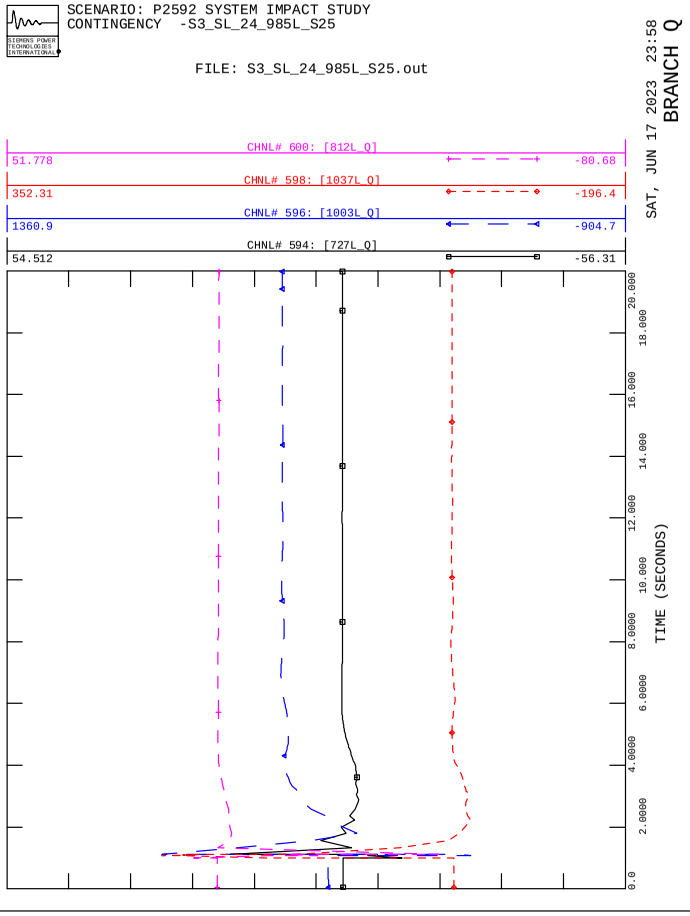
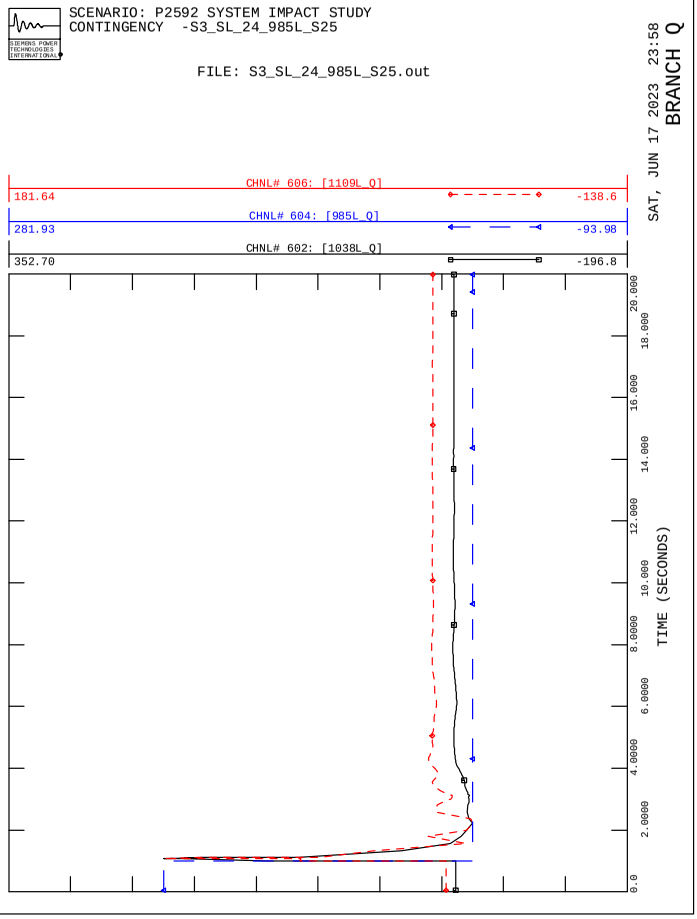
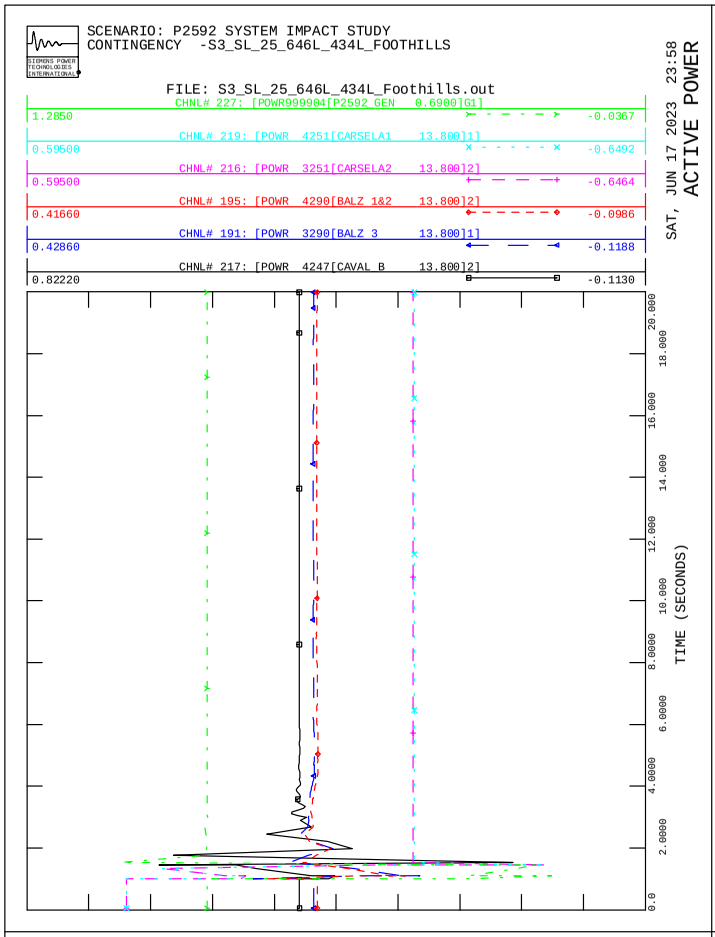
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 605: [1109L P]
384.17
-123.0
CHNL# 603: [985L P]
229.43
-688.3
CHNL# 601: [1038L P]
542.69
-151.4
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
SAT, JUN 17 2023 23:58
ROTOR ANGLE
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
603.81
-124.0
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
63.891
-39.78
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
128.98
-7.255
CHNL# 4: [ANGL 3187[CECST 13.200]2]
91.272
-17.27
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
113.18
1.7809
CHNL# 1: [ANGL 773[SECST 20.000]1]
112.82
1.9955
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 600: [812L Q]
51.778
-80.68
CHNL# 598: [1037L Q]
352.31
-196.4
CHNL# 596: [1003L Q]
1360.9
-904.7
CHNL# 594: [727L Q]
54.512
-56.31
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_24_985L_S25
FILE: S3_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 606: [1109L Q]
181.64
-138.6
CHNL# 604: [985L Q]
281.93
-93.98
CHNL# 602: [1038L Q]
352.70
-196.8
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2850 -0.0367
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.59500 -0.6492
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.59500 -0.6464
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.41660 -0.0986
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.42860 -0.1188
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.82220 -0.1130
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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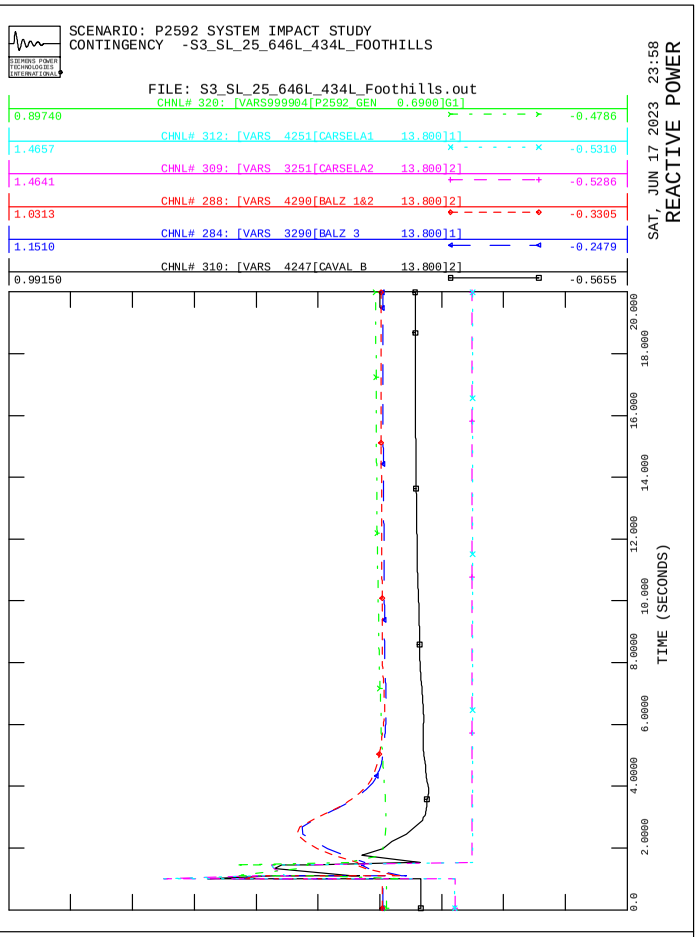
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
0.89740 -0.4786
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4657 -0.5310
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4641 -0.5286
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.0313 -0.3305
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.1510 -0.2479
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.99150 -0.5655
SAT, JUN 17 2023 23:58
REACTIVE POWER
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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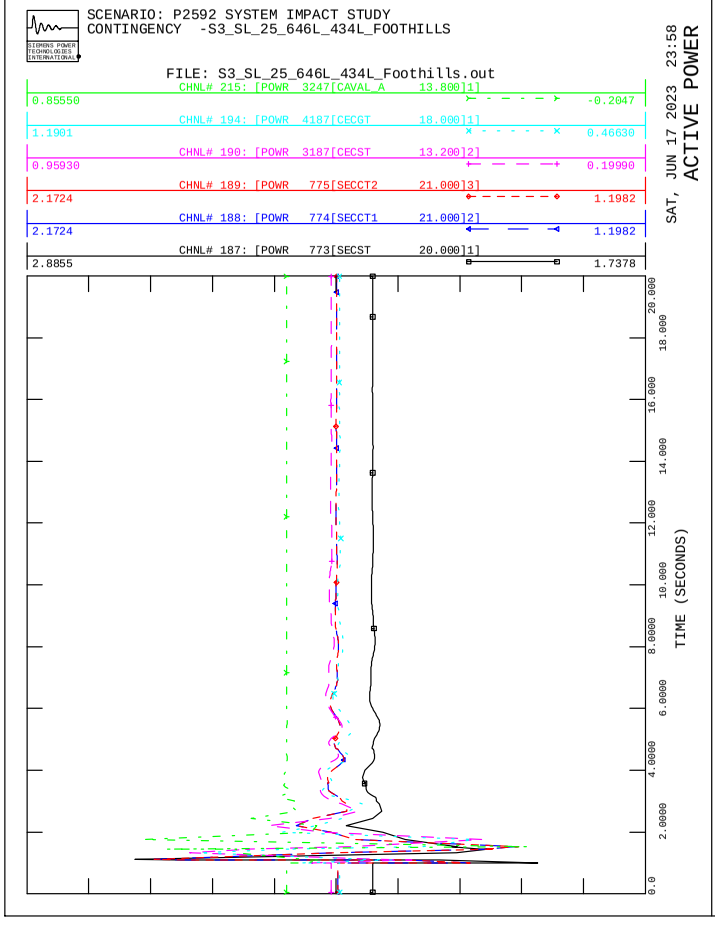
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.85550 -0.2047
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.1901 0.46630
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.95930 0.19990
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.1724 1.1982
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.1724 1.1982
CHNL# 187: [POWR 773[SECST 20.000]1]
2.8855 1.7378
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
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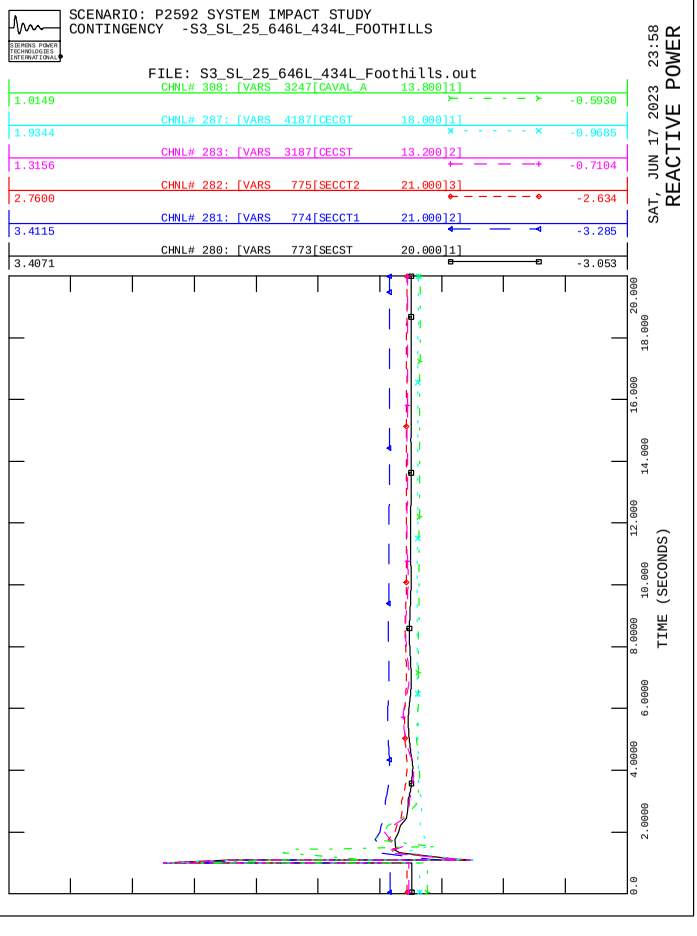
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.0149 -0.5930
CHNL# 287: [VARS 4187[CECGT 18.000]1]
1.9344 -0.9685
CHNL# 283: [VARS 3187[CECST 13.200]2]
1.3156 -0.7104
CHNL# 282: [VARS 775[SECCT2 21.000]3]
2.7600 -2.634
CHNL# 281: [VARS 774[SECCT1 21.000]2]
3.4115 -3.285
CHNL# 280: [VARS 773[SECST 20.000]1]
3.4071 -3.053
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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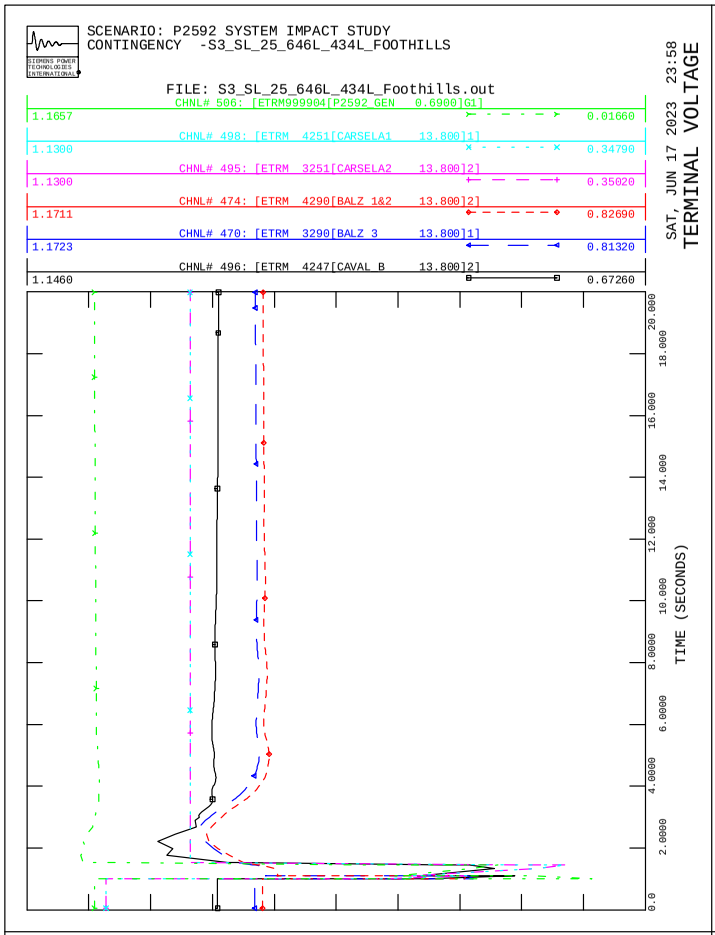
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.1657 0.01660
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1300 0.34790
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1300 0.35020
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1711 0.82690
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1723 0.81320
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1460 0.67260
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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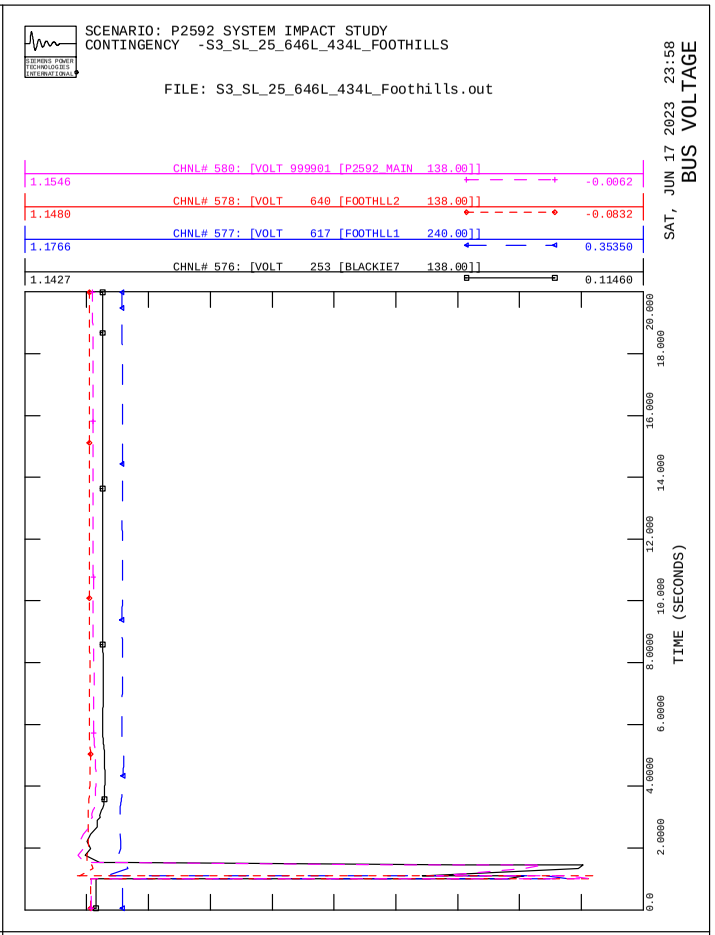
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1546 -0.0062
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1480 -0.0832
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1766 0.35350
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1427 0.11460
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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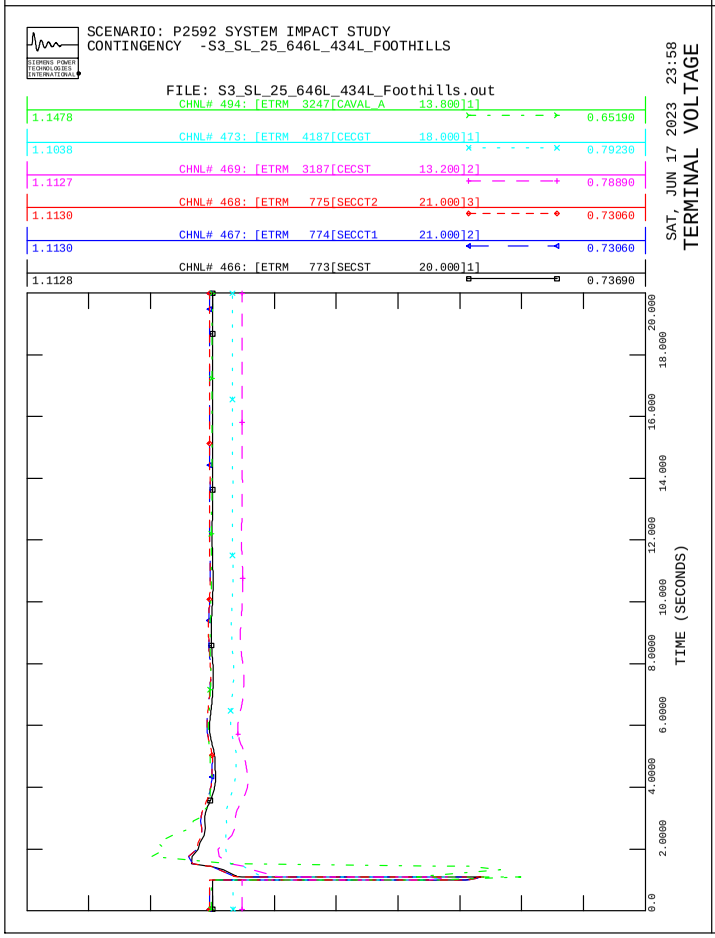
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1478 0.65190
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1038 0.79230
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1127 0.78890
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1130 0.73060
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1130 0.73060
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1128 0.73690
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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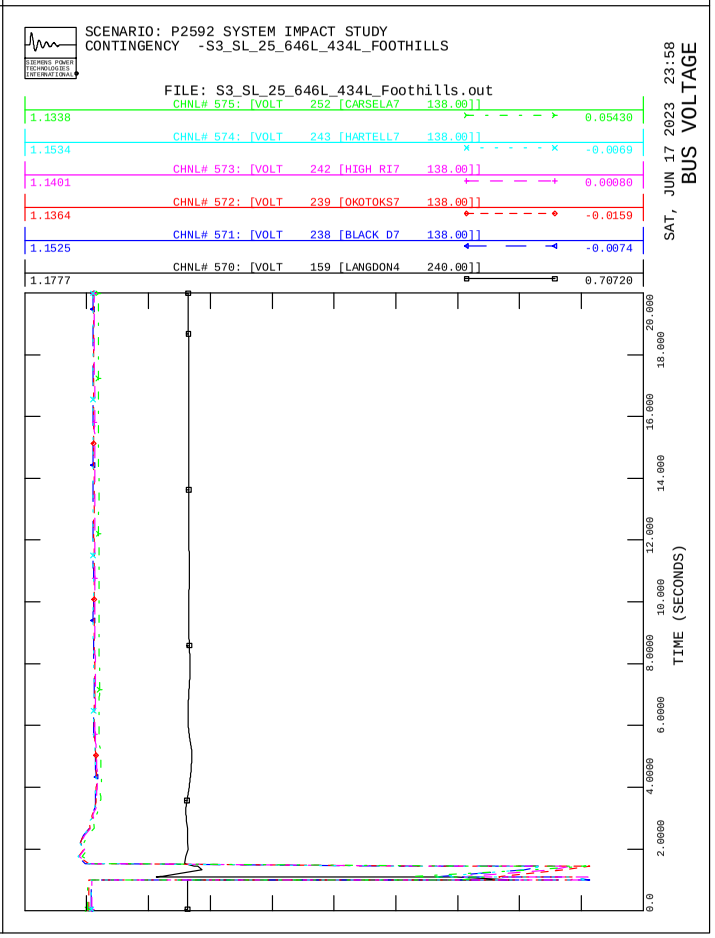
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1338 0.05430
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1534 -0.0069
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1401 0.00080
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1364 -0.0159
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1525 -0.0074
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1777 0.70720
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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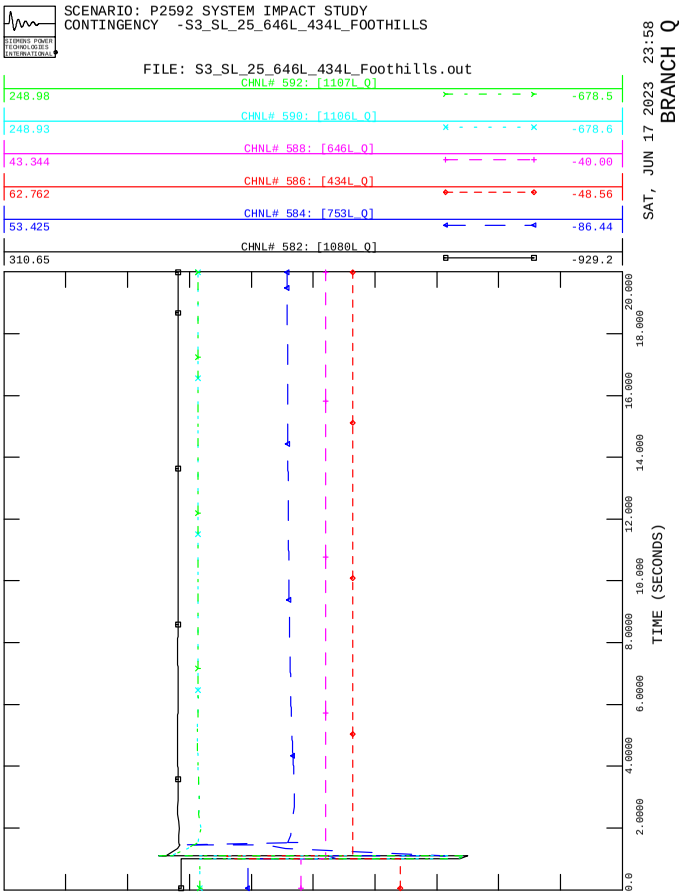
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 592: [1107L Q]
248.98
-678.5
CHNL# 590: [1106L Q]
248.93
-678.6
CHNL# 588: [646L Q]
43.344
-40.00
CHNL# 586: [434L Q]
62.762
-48.56
CHNL# 584: [753L Q]
53.425
-86.44
CHNL# 582: [1080L Q]
310.65
-929.2
SAT, JUN 17 2023 23:58
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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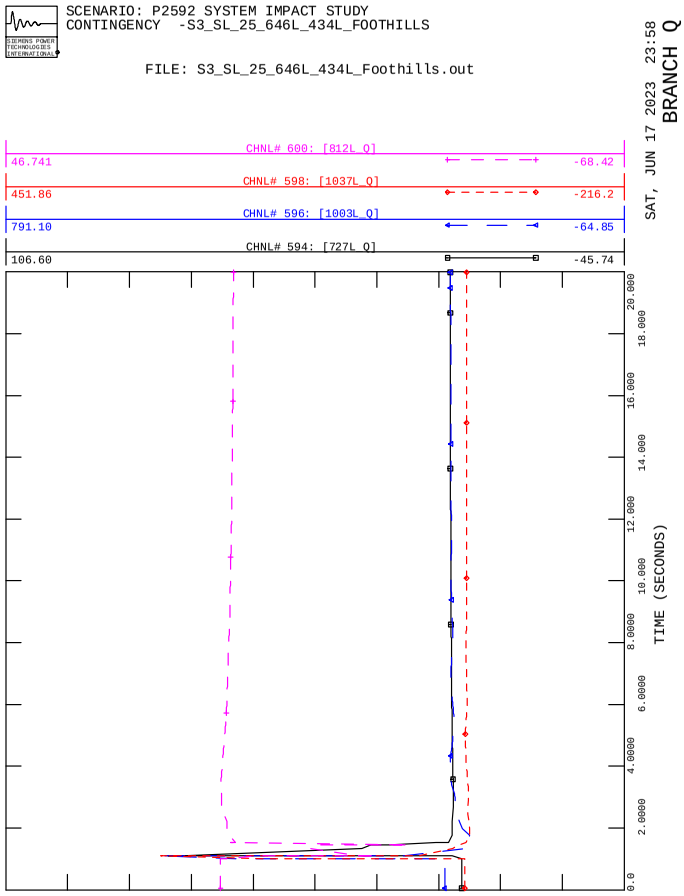
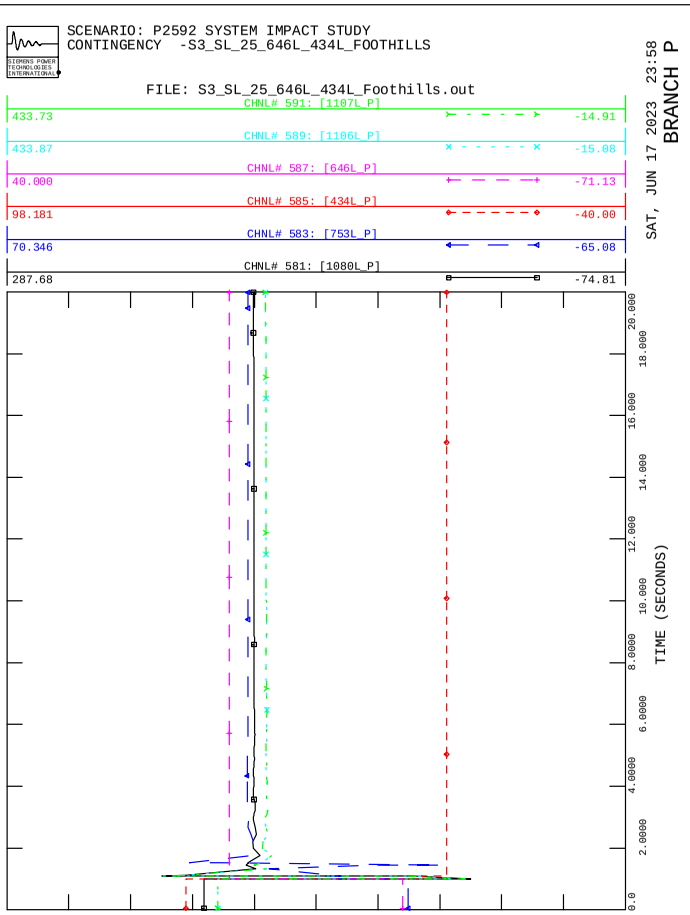
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 600: [812L Q]
46.741
-68.42
CHNL# 598: [1037L Q]
451.86
-216.2
CHNL# 596: [1003L Q]
791.10
-64.85
CHNL# 594: [727L Q]
106.60
-45.74
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 591: [1107L P]
433.73
-14.91
CHNL# 589: [1106L P]
433.87
-15.08
CHNL# 587: [646L P]
40.000
-71.13
CHNL# 585: [434L P]
98.181
-40.00
CHNL# 583: [753L P]
70.346
-65.08
CHNL# 581: [1080L P]
287.68
-74.81
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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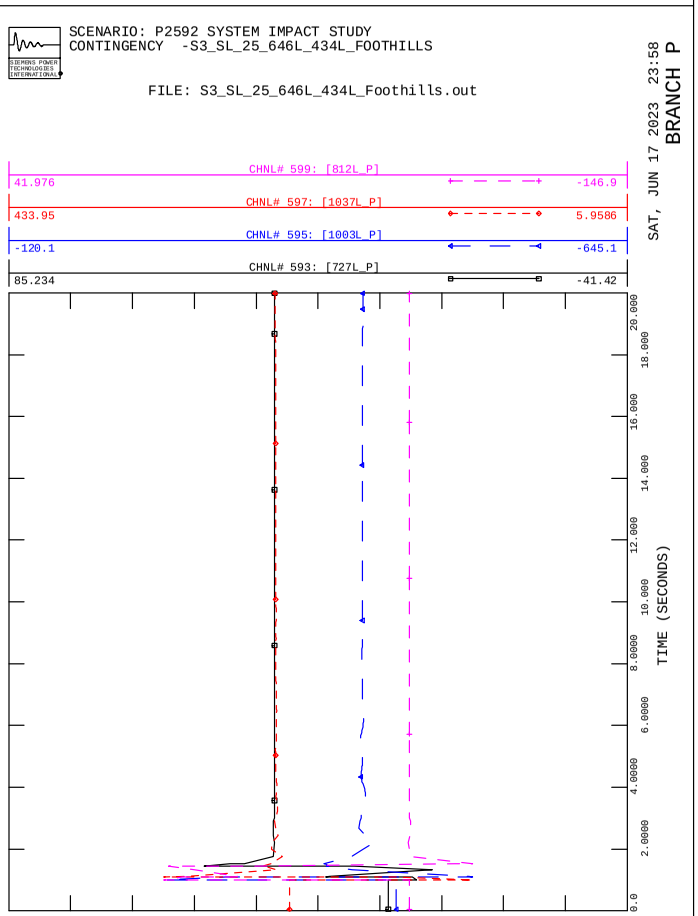
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS
FILE: S3_SL_25_646L_434L_Foothills.out
CHNL# 599: [812L P]
41.976
-146.9
CHNL# 597: [1037L P]
433.95
5.9586
CHNL# 595: [1003L P]
-120.1
-645.1
CHNL# 593: [727L P]
85.234
-41.42
SAT, JUN 17 2023 23:58
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

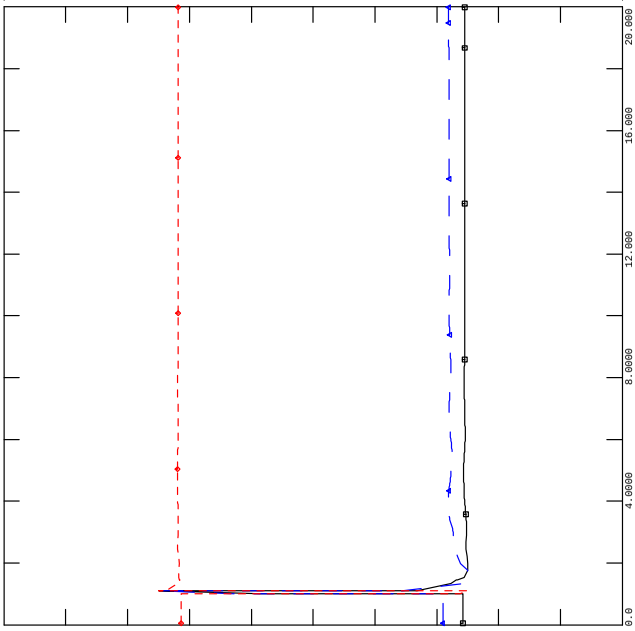
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS

FILE: S3_SL_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 311.72 -932.9
CHNL# 604: [985L Q] 800.45 -65.24
CHNL# 602: [1038L Q] 452.31 -216.6

TIME (SECONDS)



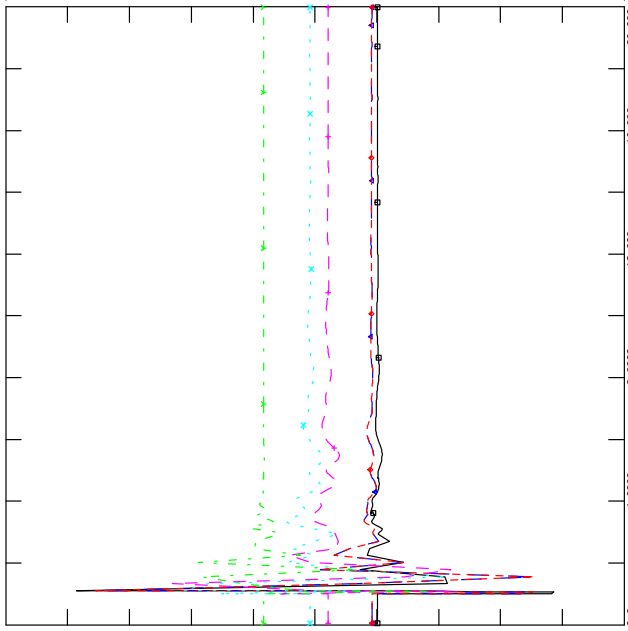
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.67780 0.03610
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.1685 0.46850
CHNL# 190: [POWR 3187[CECST 13.200]2] 0.97340 0.22970
CHNL# 189: [POWR 775[SECCT2 21.000]3] 2.4990 1.1221
CHNL# 188: [POWR 774[SECCT1 21.000]2] 2.4990 1.1221
CHNL# 187: [POWR 773[SECST 20.000]1] 3.2963 1.5458

TIME (SECONDS)



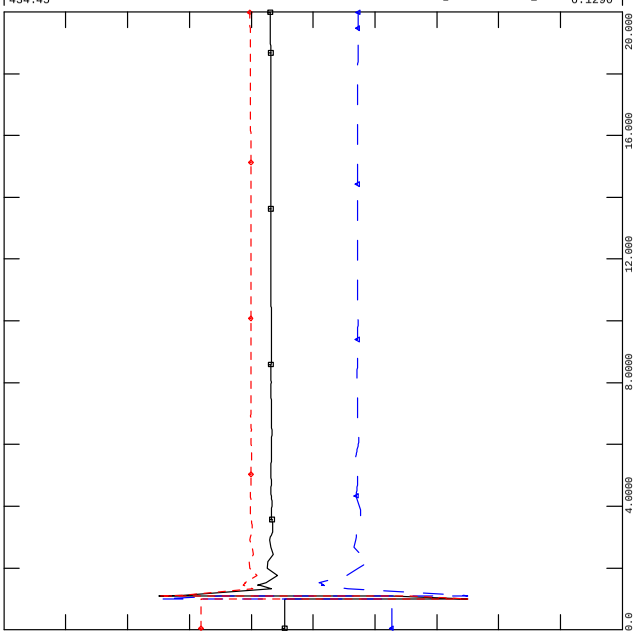
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_25_646L_434L_FOOTHILLS

FILE: S3_SL_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 289.03 -75.67
CHNL# 603: [985L P] -121.2 -652.6
CHNL# 601: [1038L P] 434.45 6.1290

TIME (SECONDS)



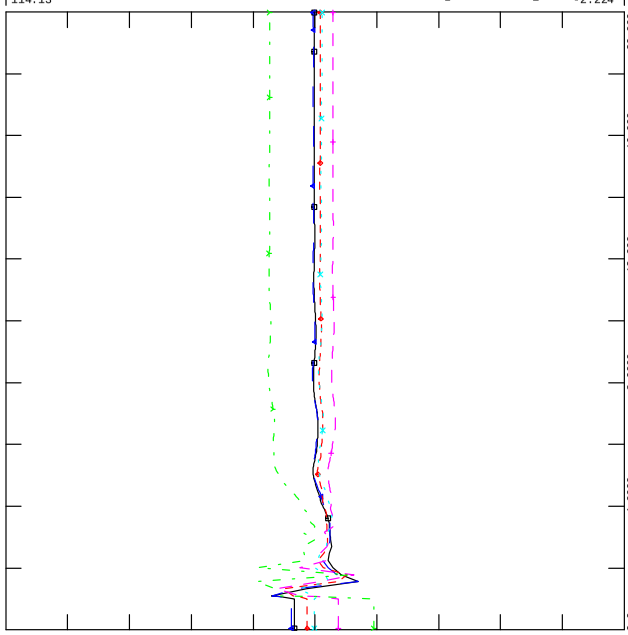
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

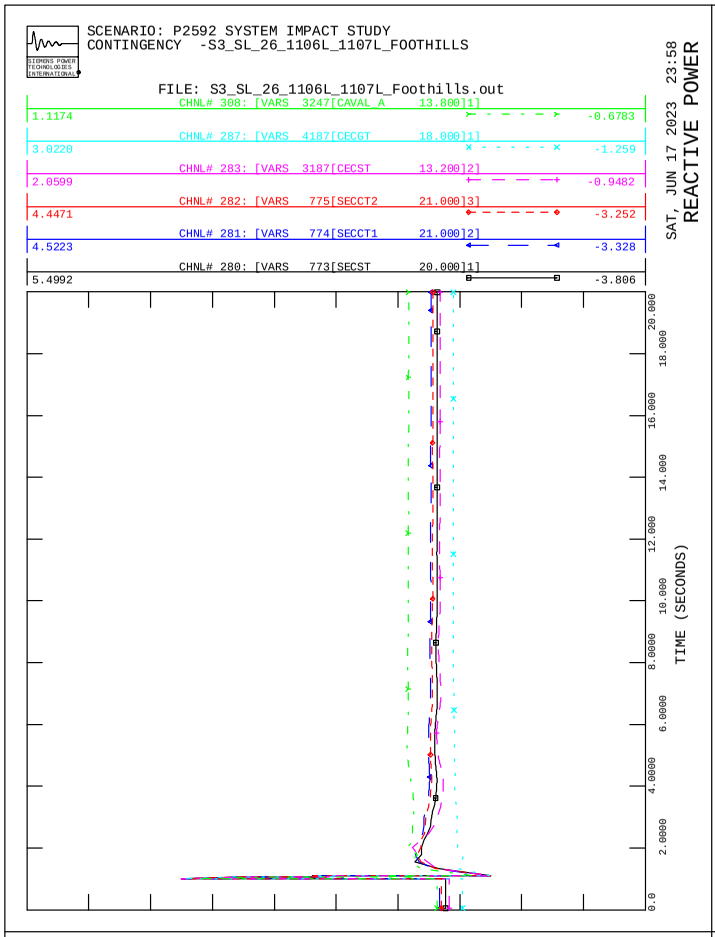
FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 131.36 7.9147
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 65.533 -40.17
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 126.99 12.642
CHNL# 4: [ANGL 3187[CECST 13.200]2] 92.456 -18.92
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 114.26 -1.992
CHNL# 1: [ANGL 773[SECST 20.000]1] 114.13 -2.224

TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS
FILE: S3_SL_26_1106L_1107L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1] 1.1174 -0.6783
CHNL# 287: [VARS 4187[CECGT 18.000]1] 3.0220 -1.259
CHNL# 283: [VARS 3187[CECST 13.200]2] 2.0599 -0.9482
CHNL# 282: [VARS 775[SECCT2 21.000]3] 4.4471 -3.252
CHNL# 281: [VARS 774[SECCT1 21.000]2] 4.5223 -3.328
CHNL# 280: [VARS 773[SECST 20.000]1] 5.4992 -3.806
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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8.0000
10.000
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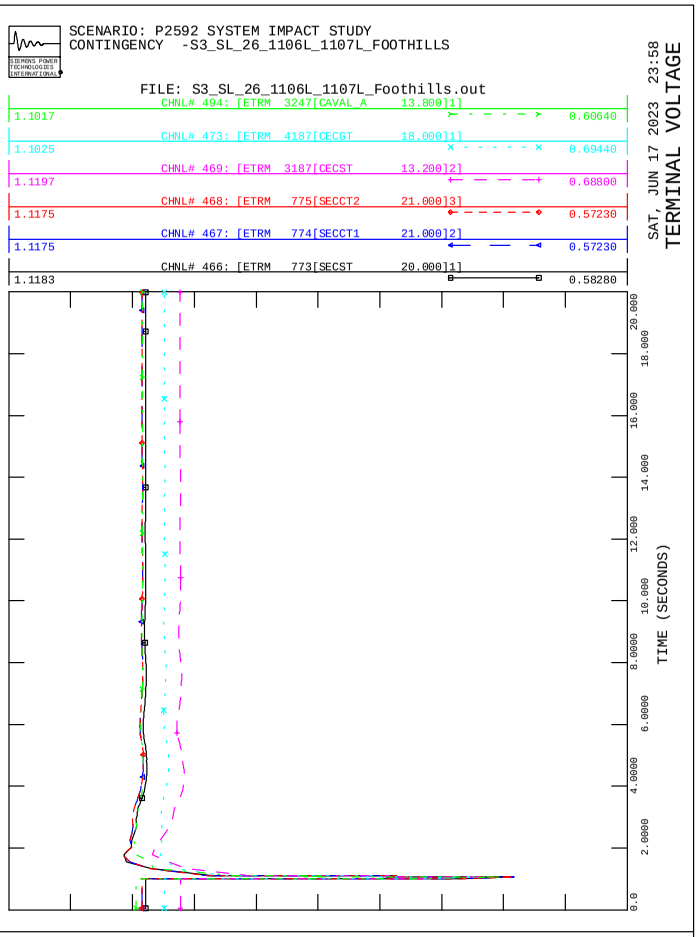
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS
FILE: S3_SL_26_1106L_1107L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 1.1017 0.60640
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 1.1025 0.69440
CHNL# 469: [ETRM 3187[CECST 13.200]2] 1.1197 0.68800
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 1.1175 0.57230
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 1.1175 0.57230
CHNL# 466: [ETRM 773[SECST 20.000]1] 1.1183 0.58280
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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2.0000
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8.0000
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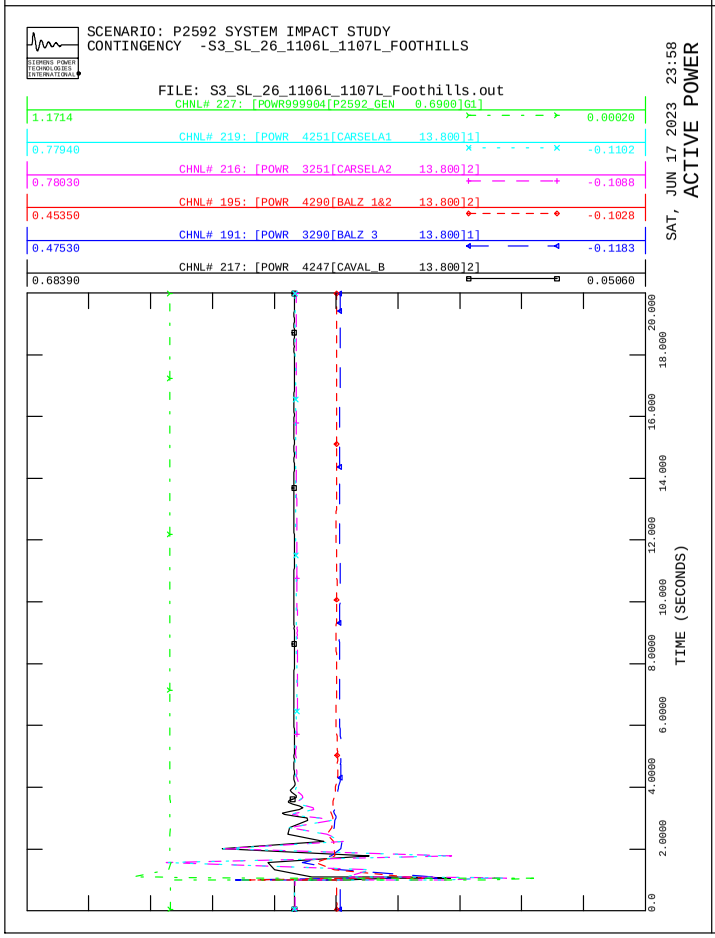
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS
FILE: S3_SL_26_1106L_1107L_Foothills.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1] 1.1714 0.00020
CHNL# 219: [POWR 4251[CARSELA1 13.800]1] 0.77940 -0.1102
CHNL# 216: [POWR 3251[CARSELA2 13.800]2] 0.78030 -0.1088
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2] 0.45350 -0.1028
CHNL# 191: [POWR 3290[BALZ 3 13.800]1] 0.47530 -0.1183
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2] 0.68390 0.05060
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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2.0000
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12.000
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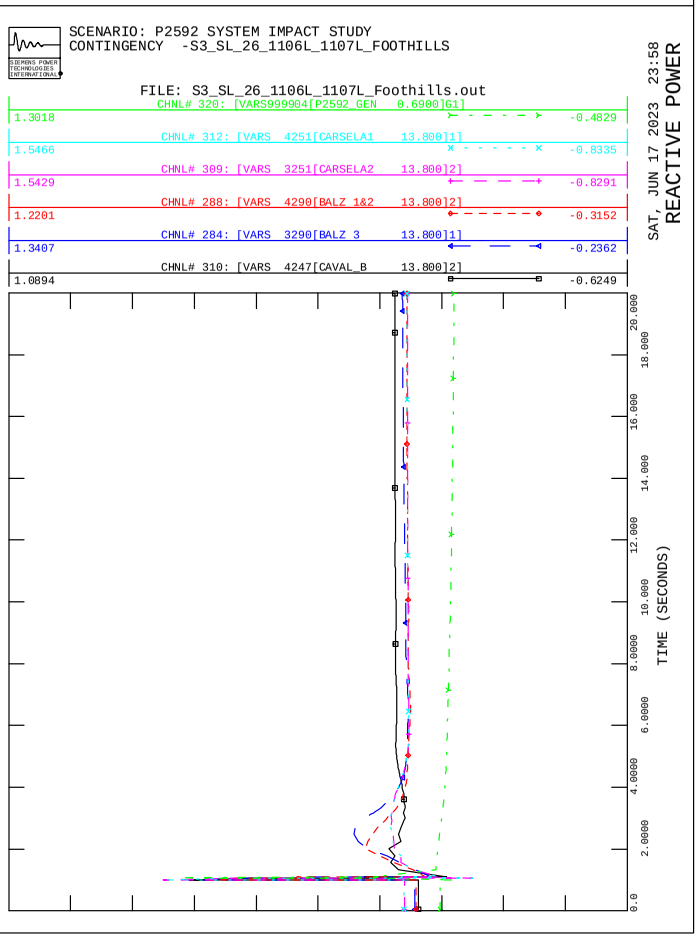
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS
FILE: S3_SL_26_1106L_1107L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] 1.3018 -0.4829
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] 1.5466 -0.8335
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] 1.5429 -0.8291
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] 1.2201 -0.3152
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] 1.3407 -0.2362
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2] 1.0894 -0.6249
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
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8.0000
10.000
12.000
14.000
16.000
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20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

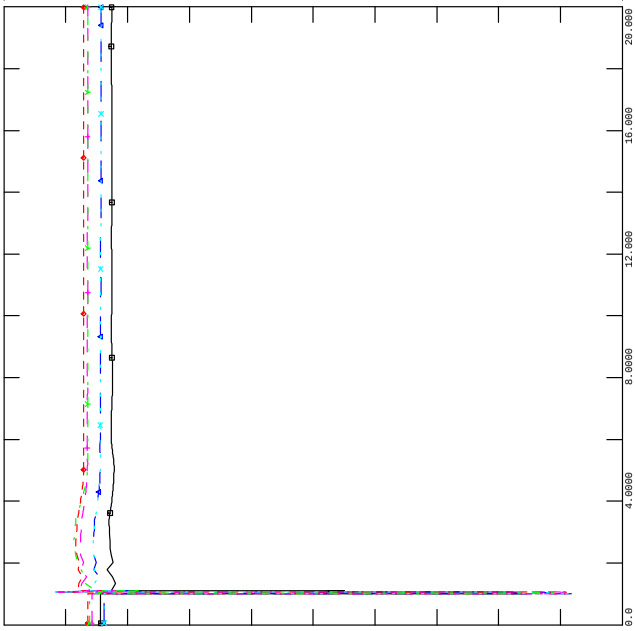
FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]] 1.1476 0.25880
CHNL# 574: [VOLT 243 [HARTELL7 138.00]] 1.2279 -0.0018
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]] 1.1787 0.03410
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]] 1.1670 0.05980
CHNL# 571: [VOLT 238 [BLACK D7 138.00]] 1.2269 -0.0022
CHNL# 570: [VOLT 159 [LANGDON4 240.00]] 1.1540 0.51500

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

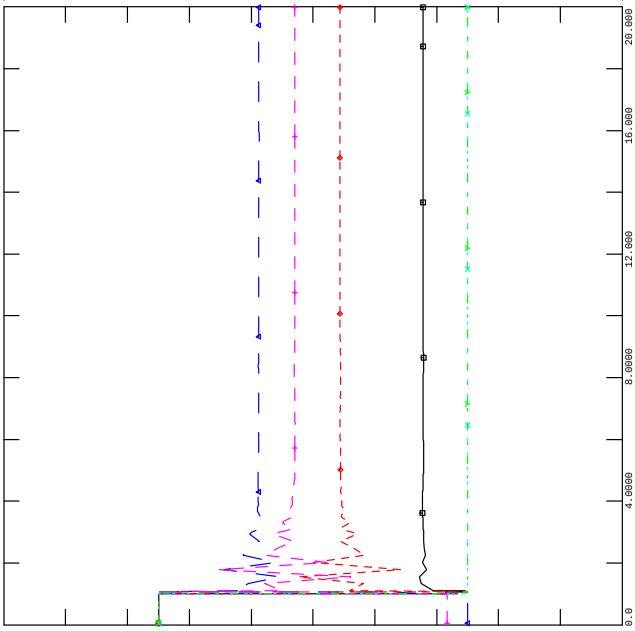
FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L P] 421.14 -140.4
CHNL# 589: [1106L P] 425.46 -141.8
CHNL# 587: [646L P] 70.590 -70.82
CHNL# 585: [434L P] 107.39 -89.43
CHNL# 583: [753L P] 112.76 -60.96
CHNL# 581: [1080L P] 309.90 -240.8

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

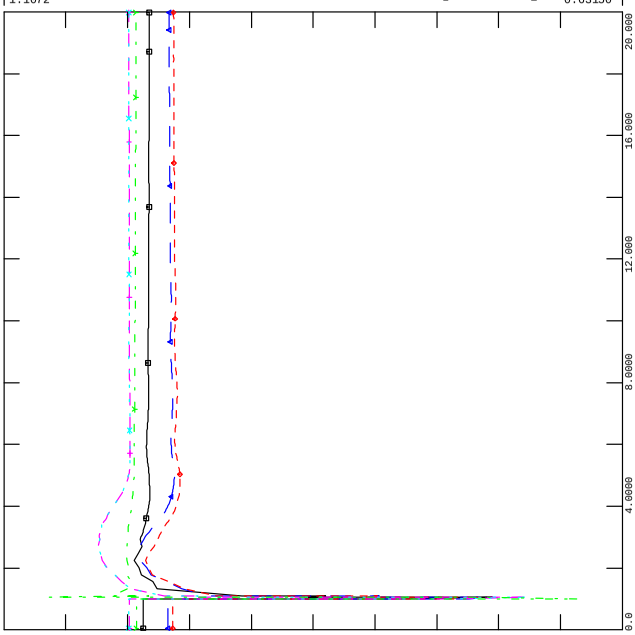
FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1] 1.3371 -0.0510
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1] 1.1634 0.50310
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2] 1.1634 0.50460
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2] 1.1595 0.72220
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1] 1.1623 0.70100
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2] 1.1072 0.63150

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

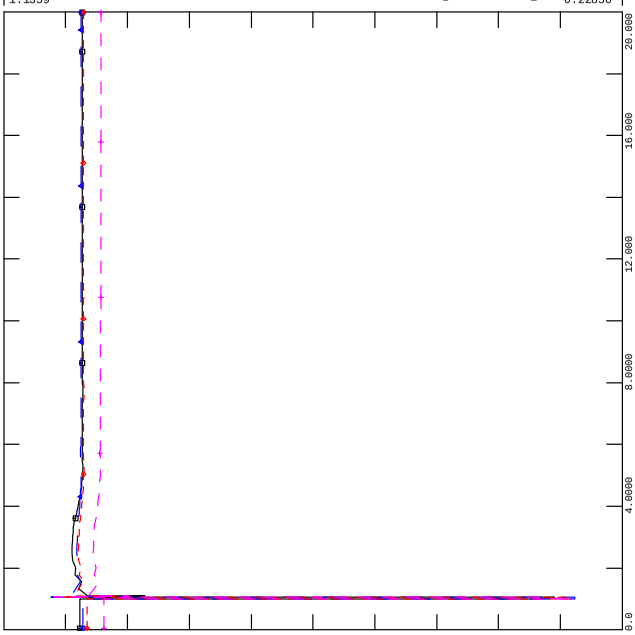
FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]] 1.2295 -0.0017
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]] 1.1808 -0.0354
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]] 1.2135 -0.0914
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]] 1.1359 0.22850

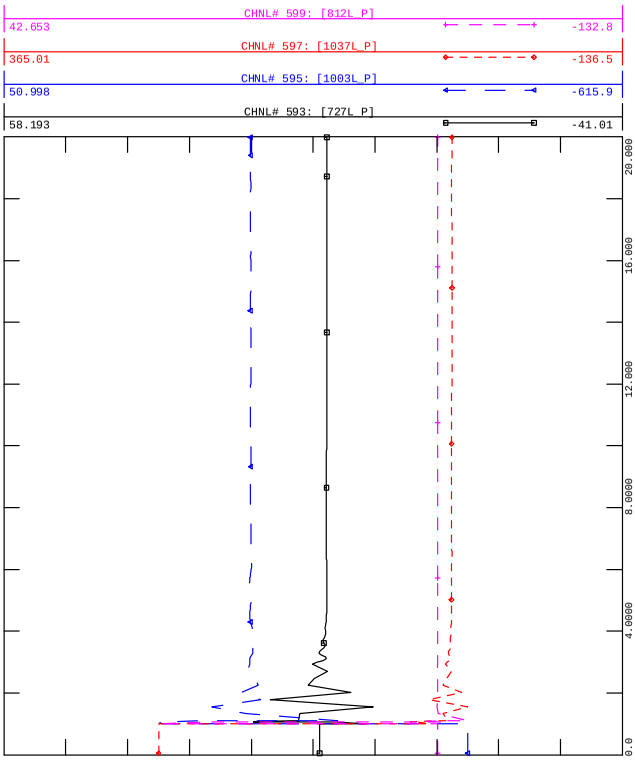
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

FILE: S3_SL_26_1106L_1107L_Foothills.out

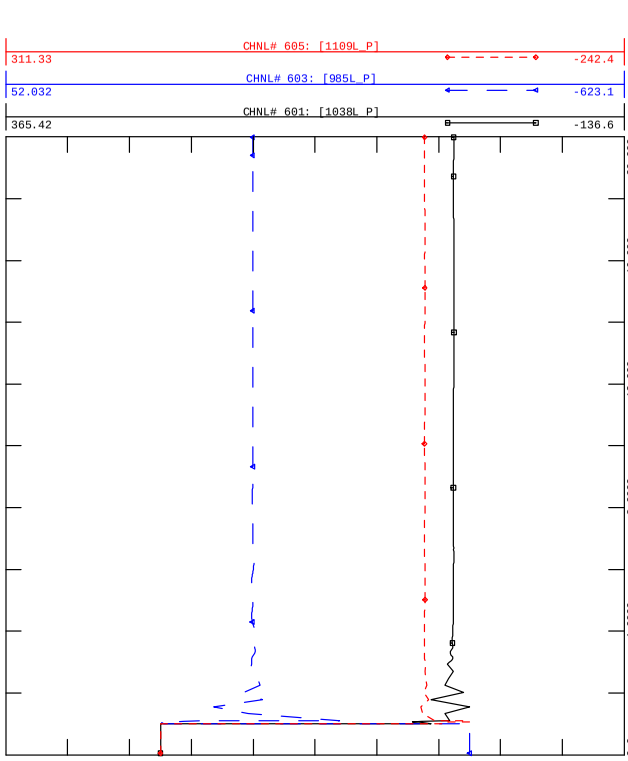
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

FILE: S3_SL_26_1106L_1107L_Foothills.out

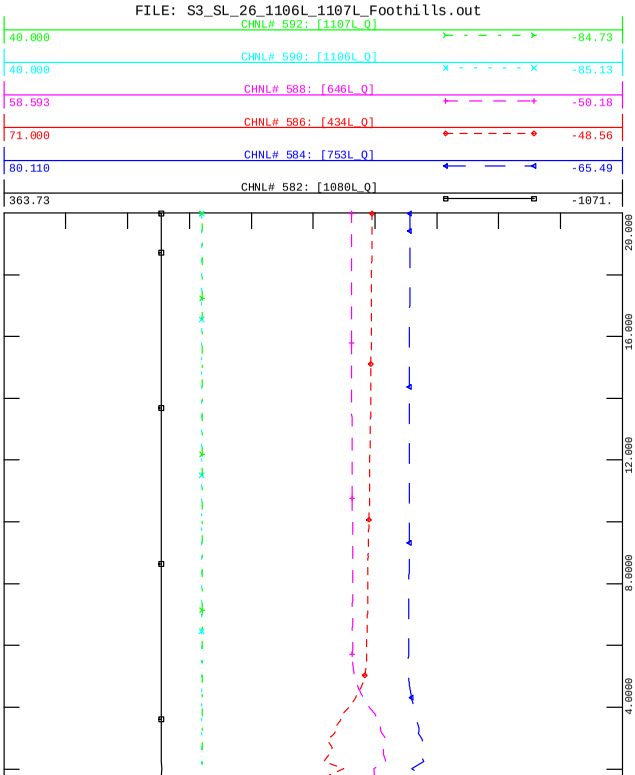
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

FILE: S3_SL_26_1106L_1107L_Foothills.out

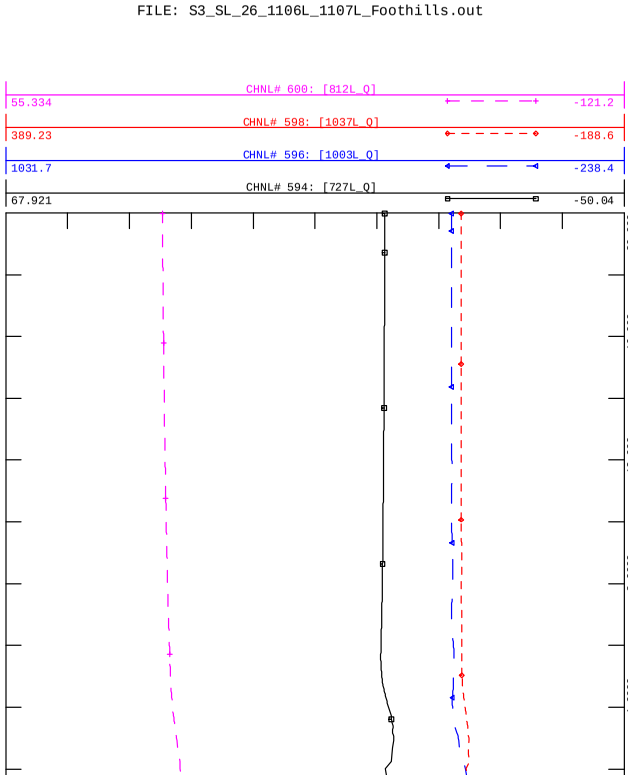
SAT, JUN 17 2023 23:58 BRANCH Q

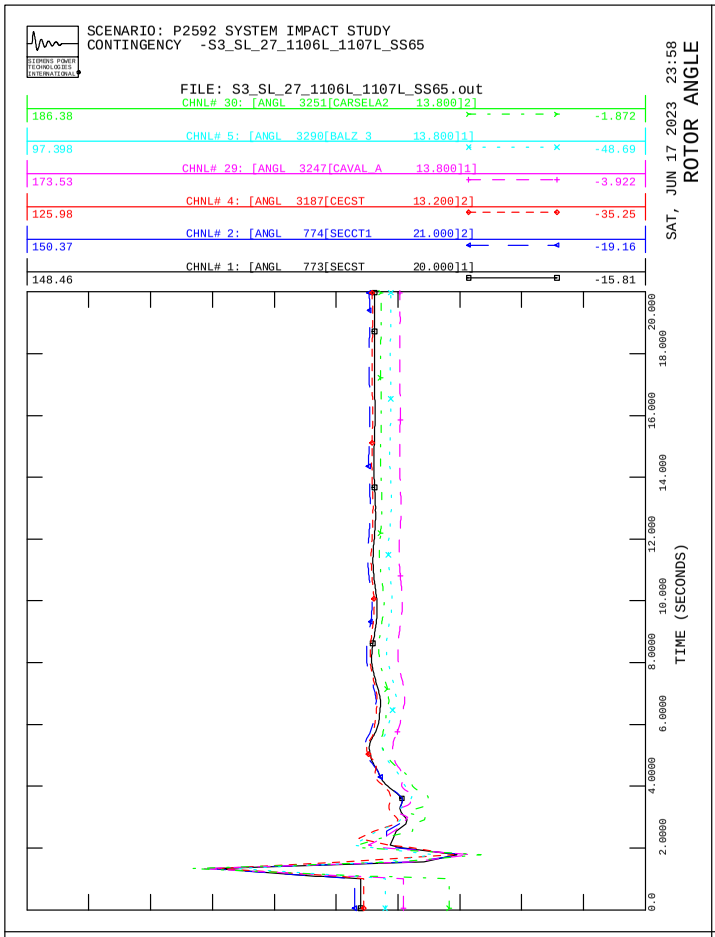


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS

FILE: S3_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
186.38
-1.872
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
97.398
-48.69
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
173.53
-3.922
CHNL# 4: [ANGL 3187[CECST 13.200]2]
125.98
-35.25
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
150.37
-19.16
CHNL# 1: [ANGL 773[SECST 20.000]1]
148.46
-15.81
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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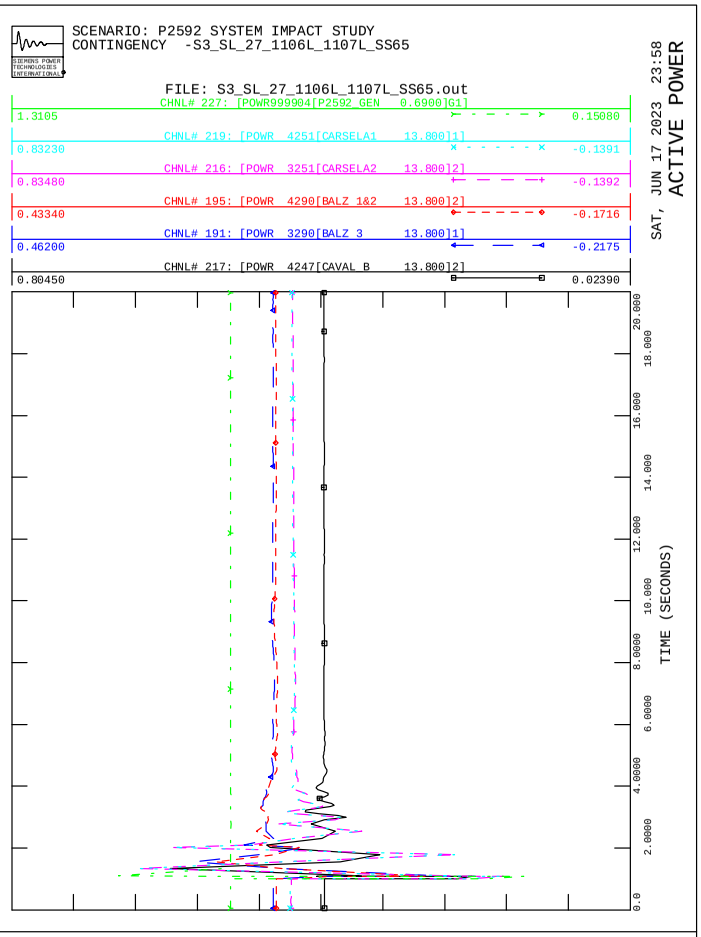
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
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0.15080
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.83230
-0.1391
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.83480
-0.1392
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.43340
-0.1716
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.46200
-0.2175
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.80450
0.02390
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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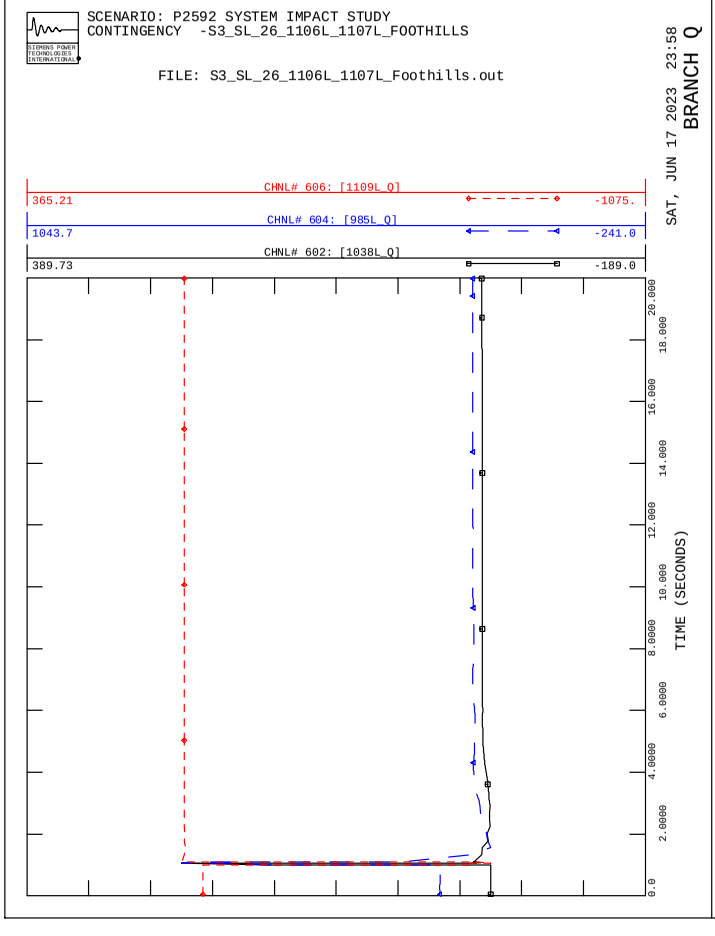
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_26_1106L_1107L_FOOTHILLS
FILE: S3_SL_26_1106L_1107L_Foothills.out
CHNL# 606: [1109L Q]
365.21
-1075.
CHNL# 604: [985L Q]
1043.7
-241.0
CHNL# 602: [1038L Q]
389.73
-189.0
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
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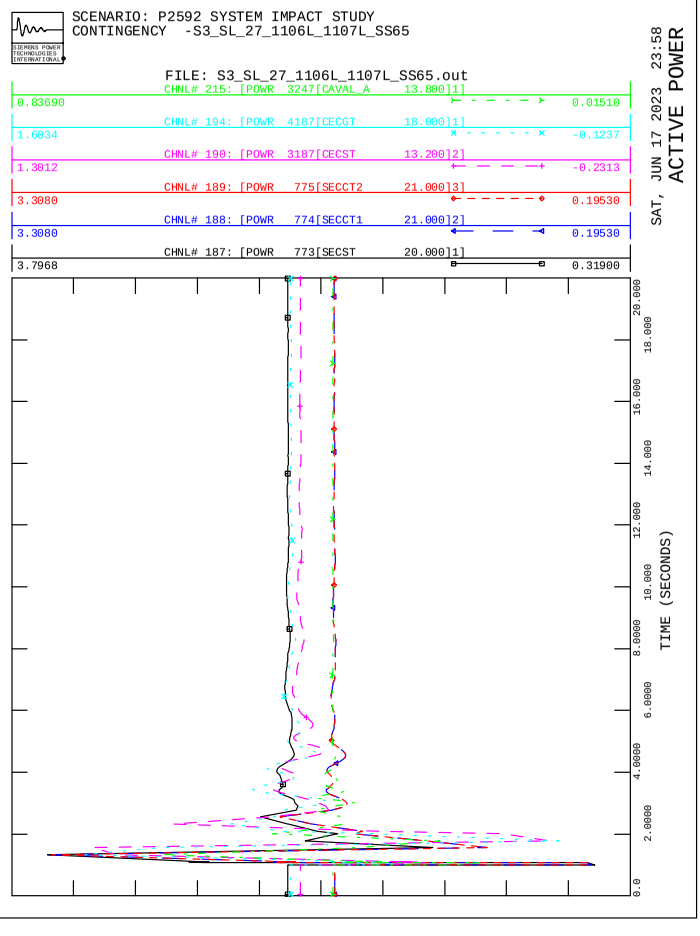
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.83690
0.01510
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.6034
-0.1237
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.3012
-0.2313
CHNL# 189: [POWR 775[SECCT2 21.000]3]
3.3080
0.19530
CHNL# 188: [POWR 774[SECCT1 21.000]2]
3.3080
0.19530
CHNL# 187: [POWR 773[SECST 20.000]1]
3.7968
0.31900
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.1588 -0.4831

CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.4780 -0.8397

CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.4739 -0.8351

CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.4214 -0.3494

CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.5221 -0.2796

CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
1.2110 -0.6911

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.3286 0.14750

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1733 0.54770

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1734 0.54910

CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1753 0.55350

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1739 0.51710

CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1197 0.54110

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.2460 -0.7605

CHNL# 287: [VARS 4187[CECGT 18.000]1]
4.3857 -1.960

CHNL# 283: [VARS 3187[CECST 13.200]2]
3.0066 -1.496

CHNL# 282: [VARS 775[SECCT2 21.000]3]
6.1123 -4.620

CHNL# 281: [VARS 774[SECCT1 21.000]2]
6.1123 -4.620

CHNL# 280: [VARS 773[SECST 20.000]1]
7.6431 -5.480

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1149 0.50710

CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1138 0.53310

CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1510 0.52310

CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1352 0.31620

CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1352 0.31620

CHNL# 466: [ETRM 773[SECST 20.000]1]
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TIME (SECONDS)

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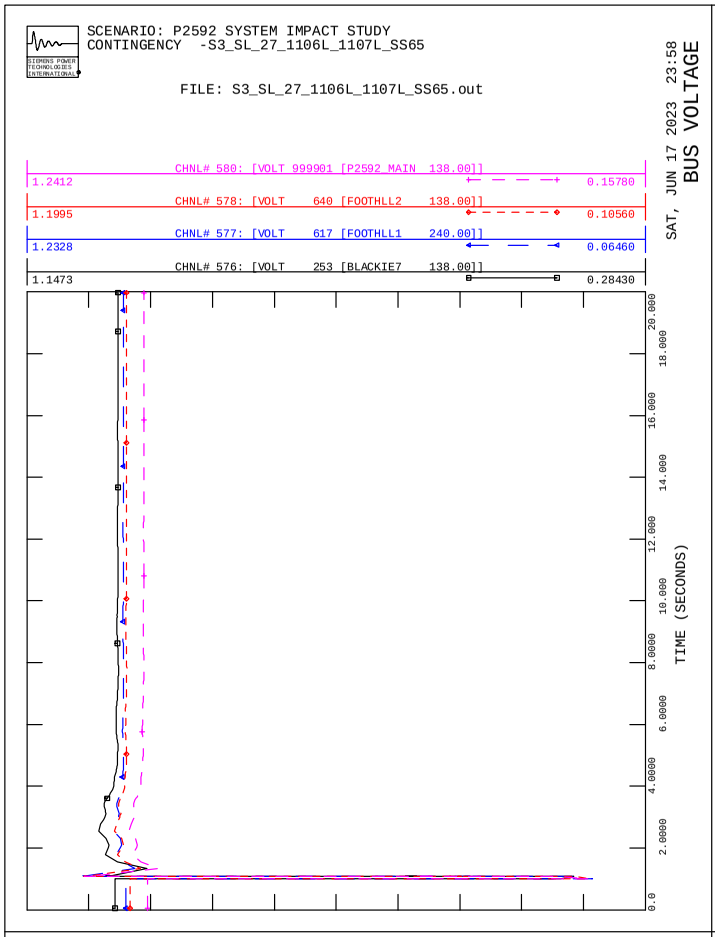
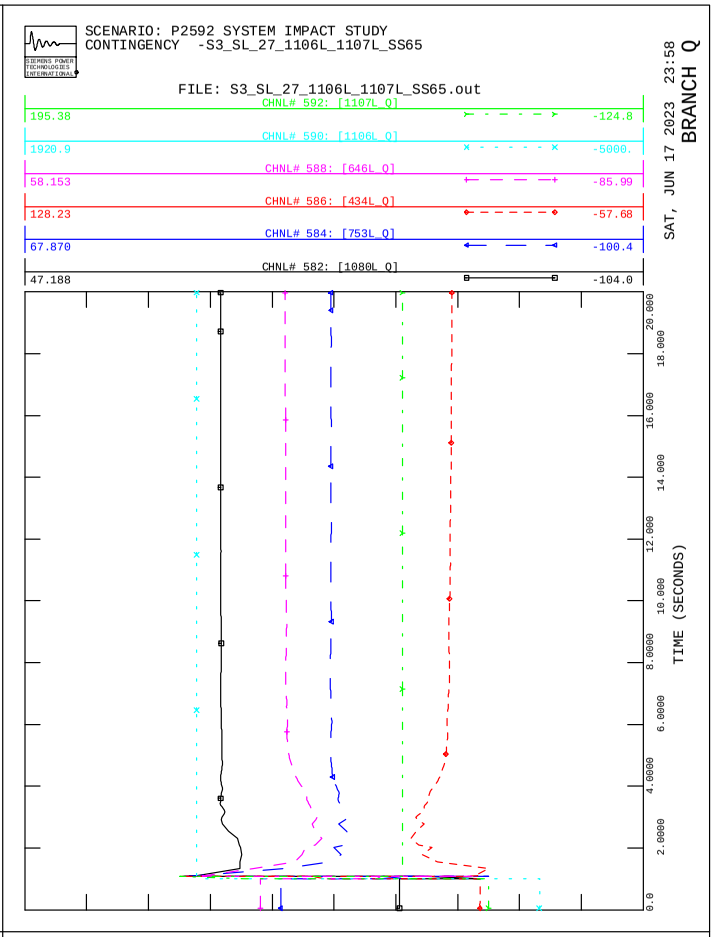
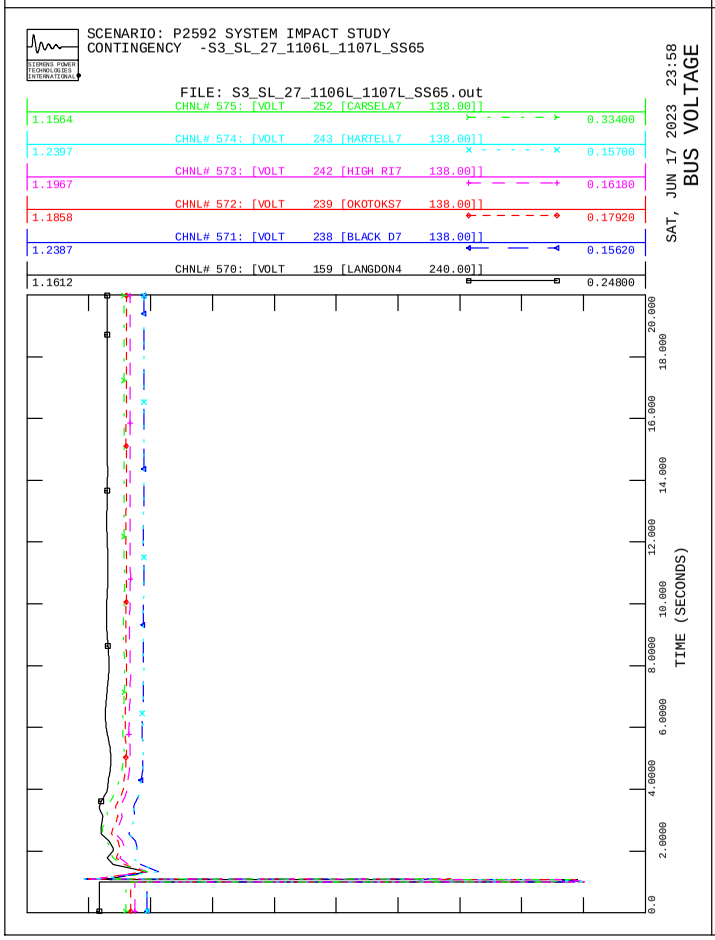
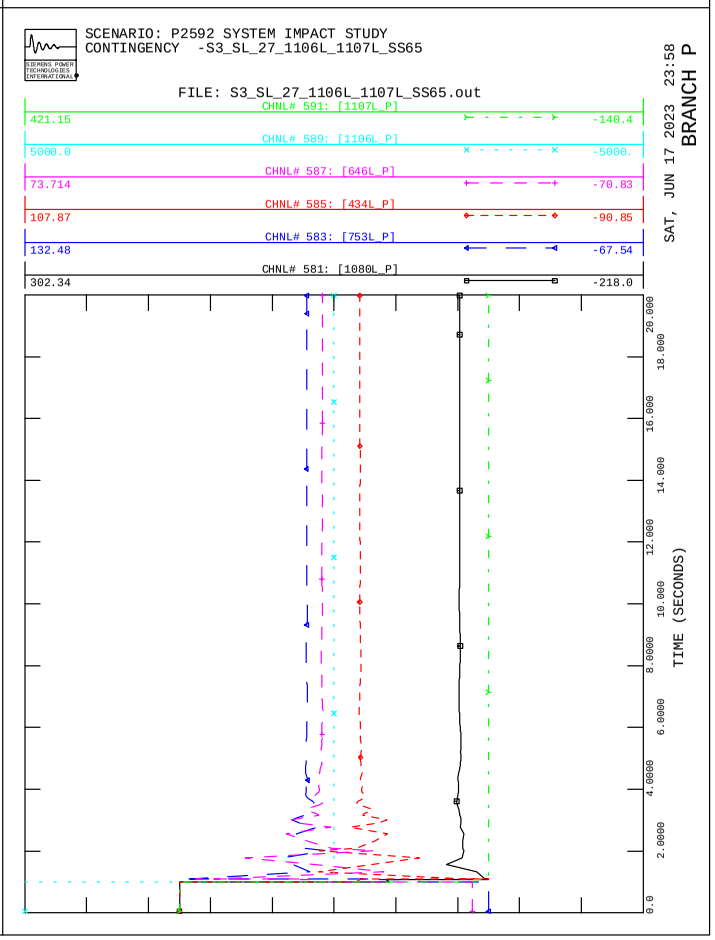

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.2412
0.15780
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1995
0.10560
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.2328
0.06460
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1473
0.28430
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 592: [1107L Q]
195.38
-124.8
CHNL# 590: [1106L Q]
1920.9
-5000.
CHNL# 588: [646L Q]
58.153
-85.99
CHNL# 586: [434L Q]
128.23
-57.68
CHNL# 584: [753L Q]
67.870
-100.4
CHNL# 582: [1080L Q]
47.188
-104.0
TIME (SECONDS)

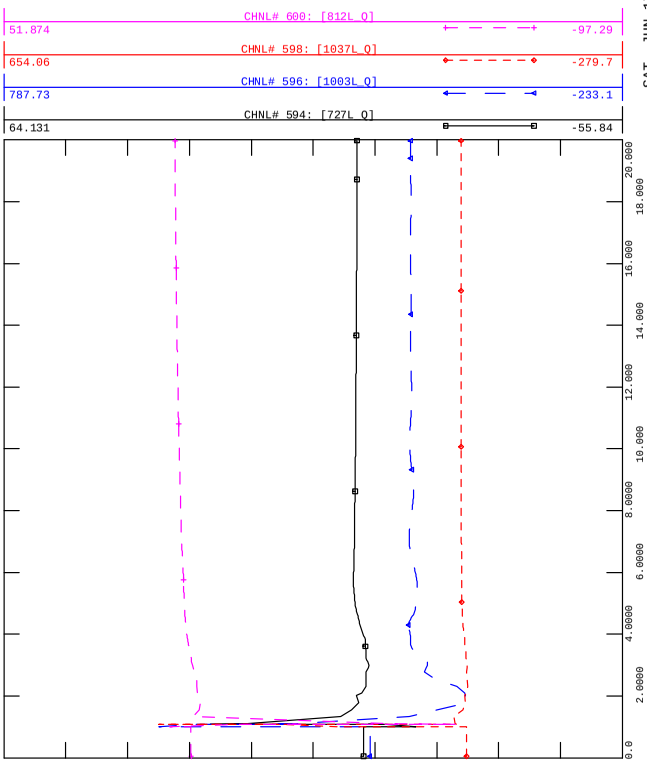

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1564
0.33400
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.2397
0.15700
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1967
0.16180
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1858
0.17920
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.2387
0.15620
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1612
0.24800
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65
FILE: S3_SL_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 591: [1107L P]
421.15
-140.4
CHNL# 589: [1106L P]
5000.0
-5000.
CHNL# 587: [646L P]
73.714
-70.83
CHNL# 585: [434L P]
107.87
-90.85
CHNL# 583: [753L P]
132.48
-67.54
CHNL# 581: [1080L P]
302.34
-218.0
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

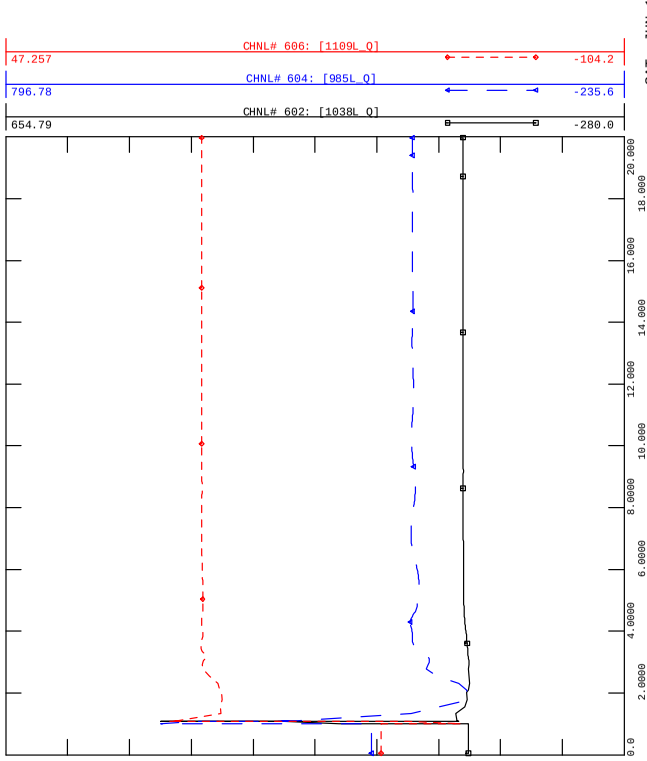
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

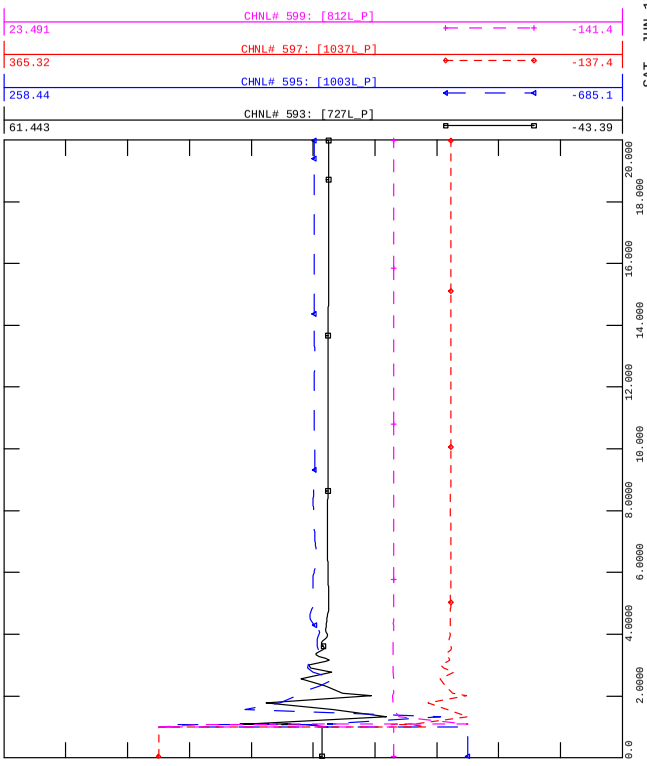
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

FILE: S3_SL_27_1106L_1107L_SS65.out

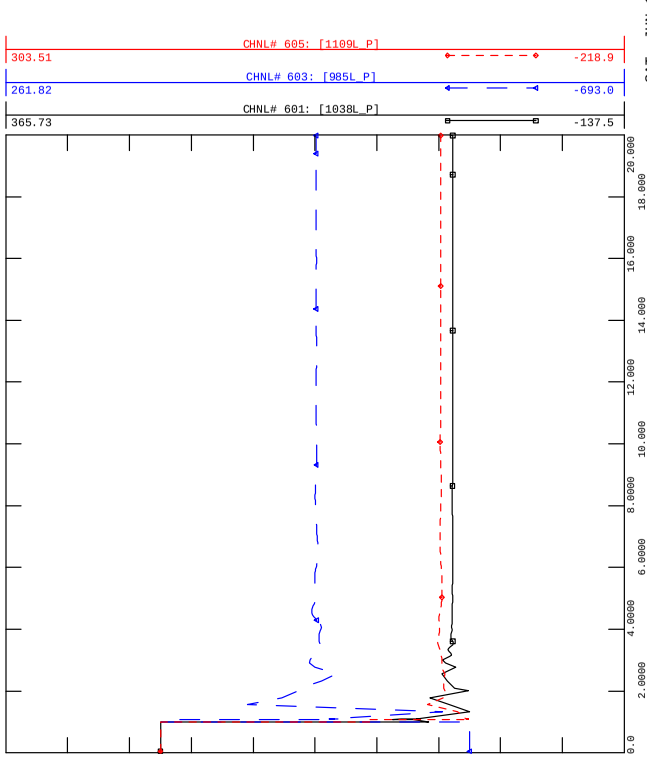
SAT, JUN 17 2023 23:58 BRANCH P

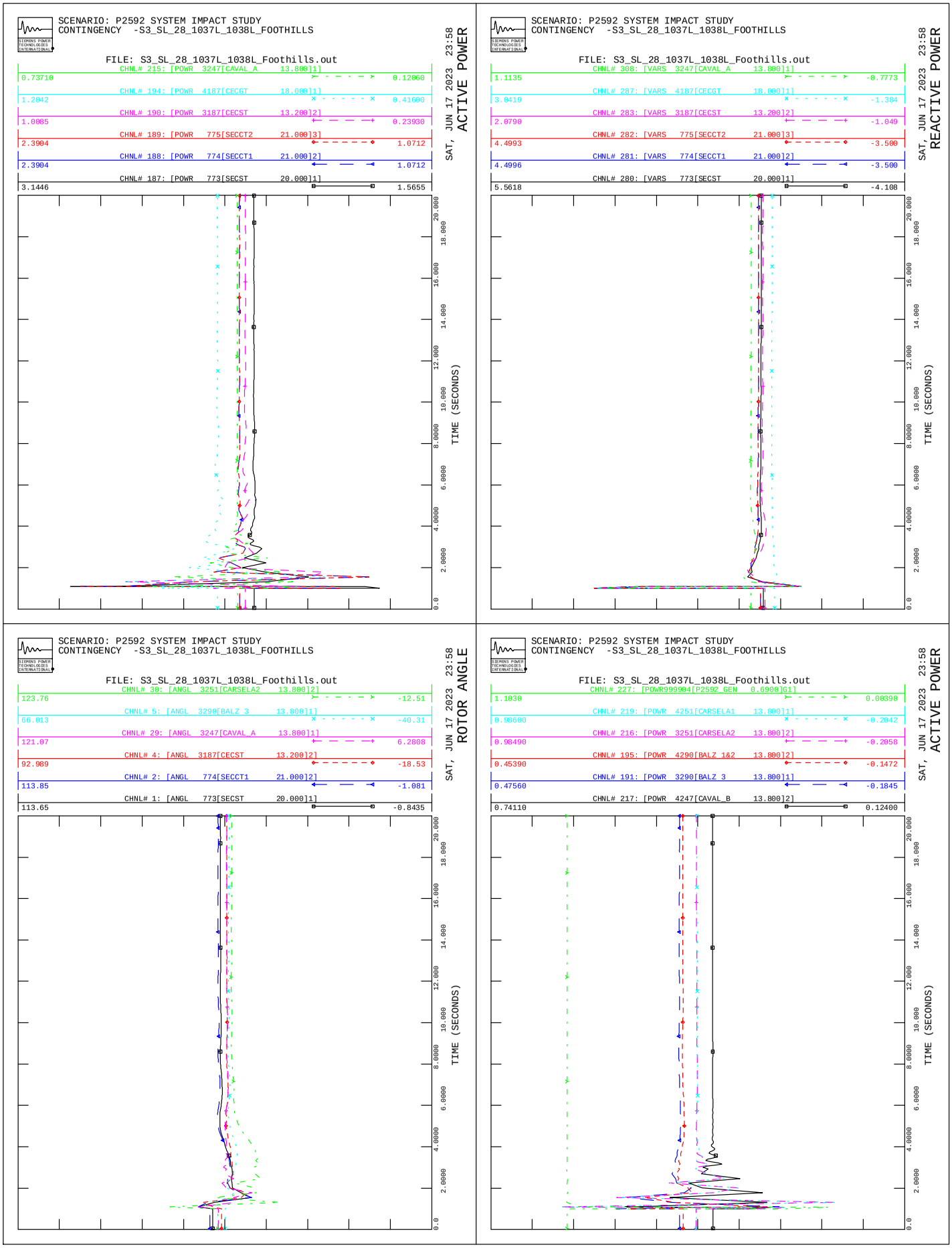


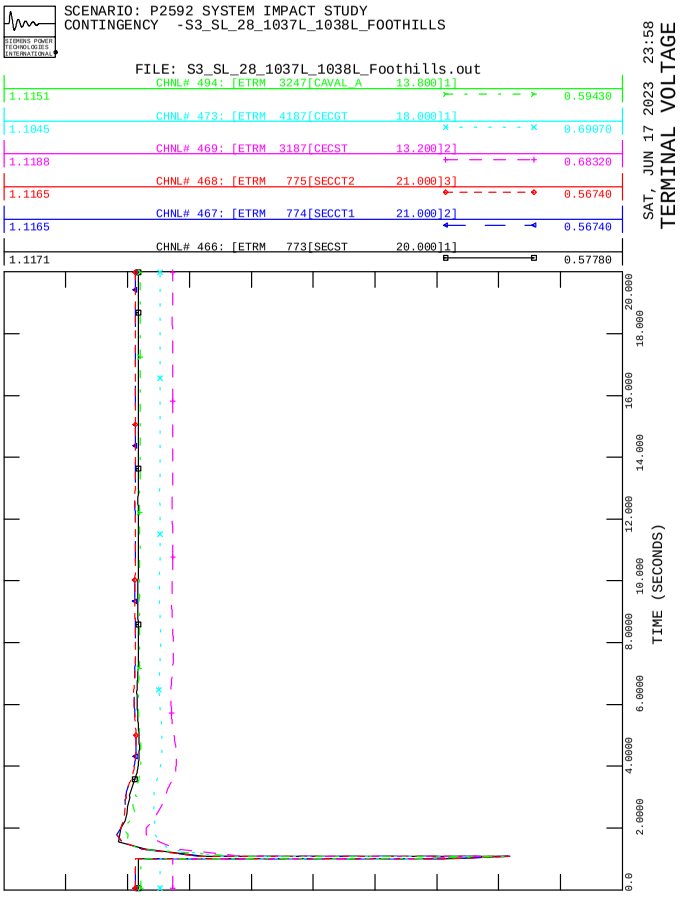
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_27_1106L_1107L_SS65

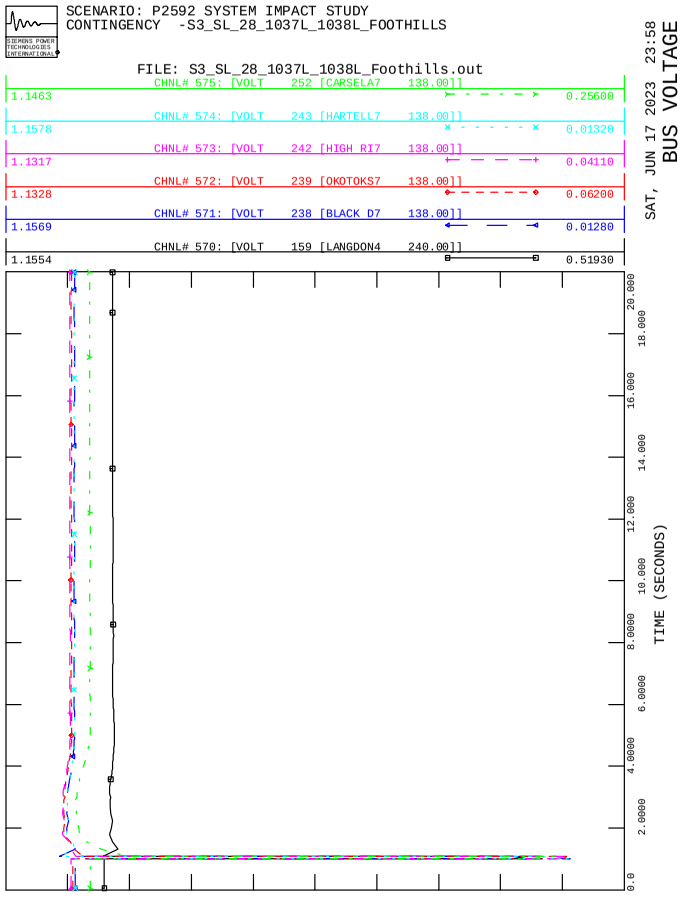
FILE: S3_SL_27_1106L_1107L_SS65.out

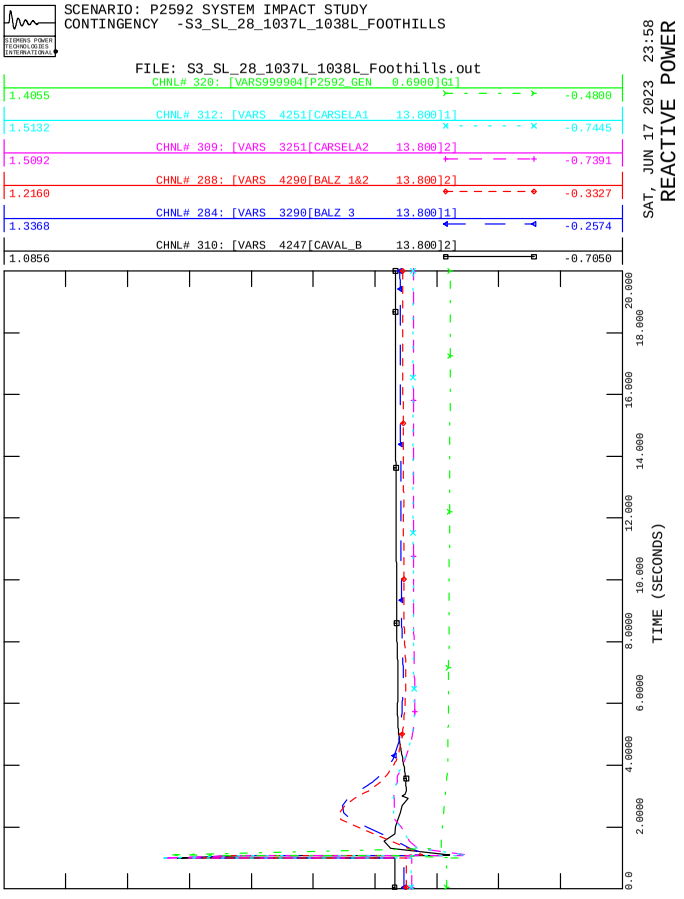
SAT, JUN 17 2023 23:58 BRANCH P

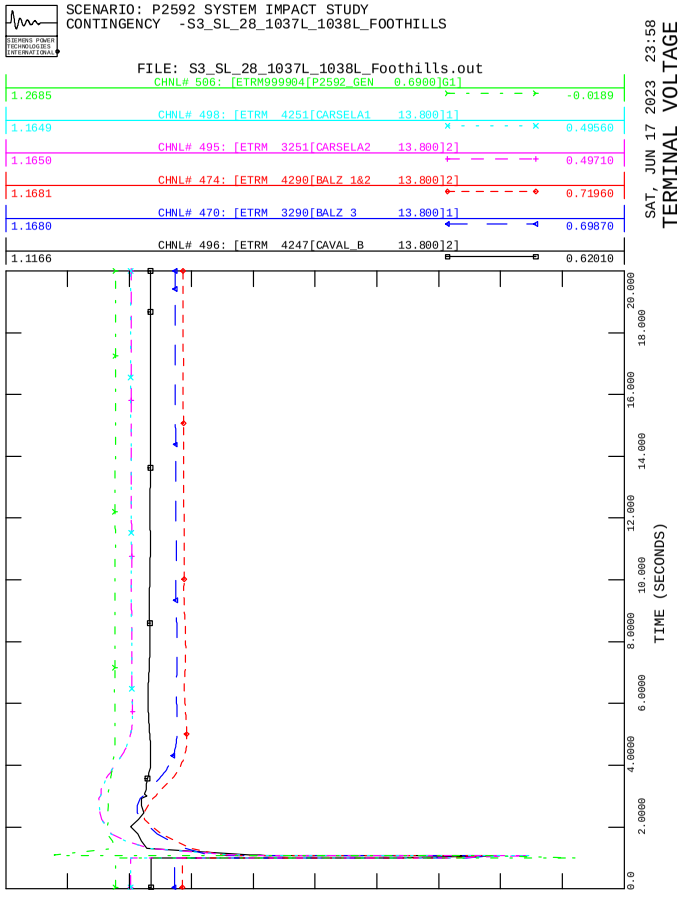



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.73710
0.12060
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.2042
0.41600
CHNL# 190: [POWR 3187[CECST 13.200]2]
1.0085
0.23930
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.3904
1.0712
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.3904
1.0712
CHNL# 187: [POWR 773[SECST 20.000]1]
3.1446
1.5655
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
1.1135
-0.7773
CHNL# 287: [VARS 4187[CECGT 18.000]1]
3.0419
-1.384
CHNL# 283: [VARS 3187[CECST 13.200]2]
2.0790
-1.049
CHNL# 282: [VARS 775[SECCT2 21.000]3]
4.4993
-3.500
CHNL# 281: [VARS 774[SECCT1 21.000]2]
4.4996
-3.500
CHNL# 280: [VARS 773[SECST 20.000]1]
5.5618
-4.108
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
123.76
-12.51
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
66.013
-40.31
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
121.07
6.2808
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.989
-18.53
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
113.85
-1.081
CHNL# 1: [ANGL 773[SECST 20.000]1]
113.65
-0.8435
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1030
0.00390
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.98600
-0.2042
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.98490
-0.2058
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.45390
-0.1472
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.47560
-0.1845
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2]
0.74110
0.12400
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1151
0.59430
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1045
0.69070
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1188
0.68320
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1165
0.56740
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1165
0.56740
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1171
0.57780
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1463
0.25600
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1578
0.01320
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1317
0.04110
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1328
0.06200
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1569
0.01280
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1554
0.51930
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
1.4055
-0.4800
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.5132
-0.7445
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.5092
-0.7391
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.2160
-0.3327
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.3368
-0.2574
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2]
1.0856
-0.7050
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS
FILE: S3_SL_28_1037L_1038L_Foothills.out
CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2685
-0.0189
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1649
0.49560
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1650
0.49710
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1681
0.71960
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1680
0.69870
CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1166
0.62010
SAT, JUN 17 2023 23:58
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

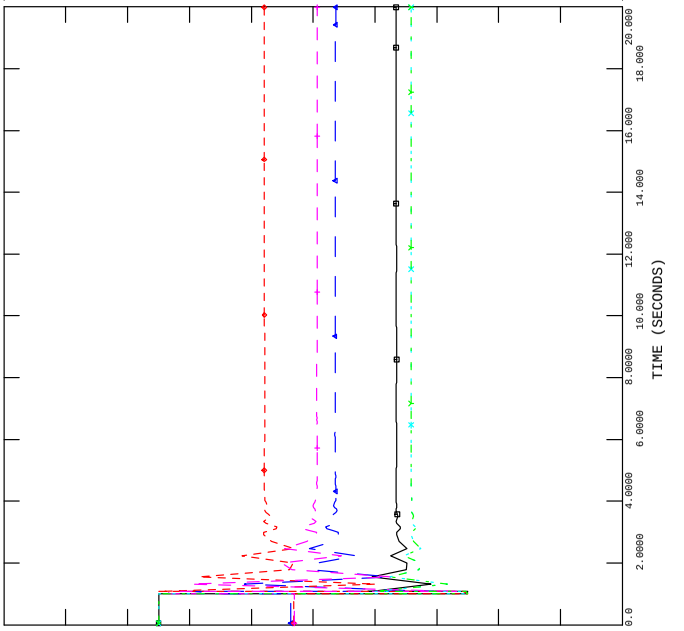
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 591: [1107L_P] 420.97 -139.8
CHNL# 589: [1106L_P] 421.04 -139.8
CHNL# 587: [646L_P] 39.890 -110.6
CHNL# 585: [434L_P] 149.07 -44.90
CHNL# 583: [753L_P] 43.242 -87.70
CHNL# 581: [1080L_P] 299.98 -211.0

TIME (SECONDS)



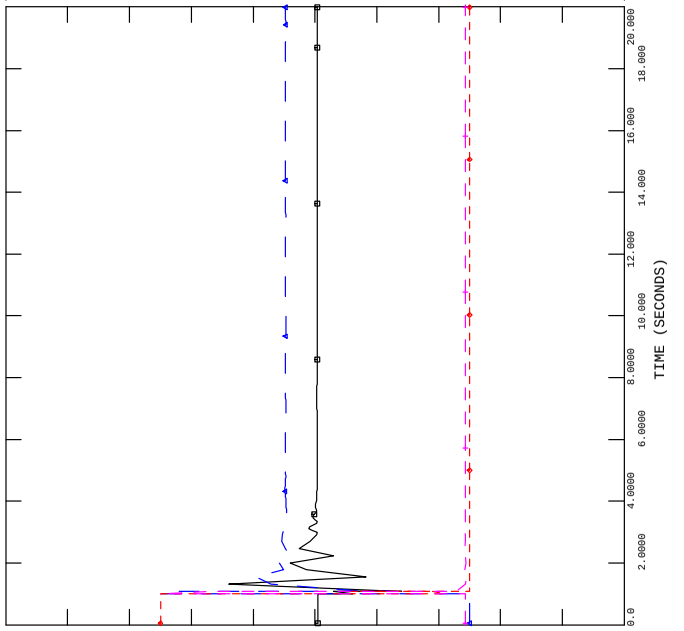
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 599: [812L_P] 35.999 -120.6
CHNL# 597: [1037L_P] 359.68 -119.9
CHNL# 595: [1003L_P] 42.238 -613.0
CHNL# 593: [727L_P] 63.570 -47.44

TIME (SECONDS)



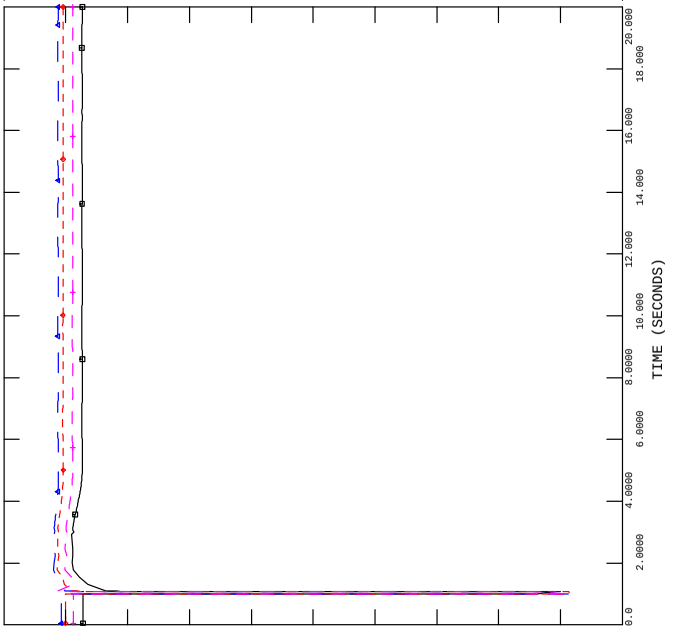
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]] 1.1594 0.01350
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]] 1.1319 -0.0298
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]] 1.1618 -0.0858
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]] 1.1416 0.22530

TIME (SECONDS)



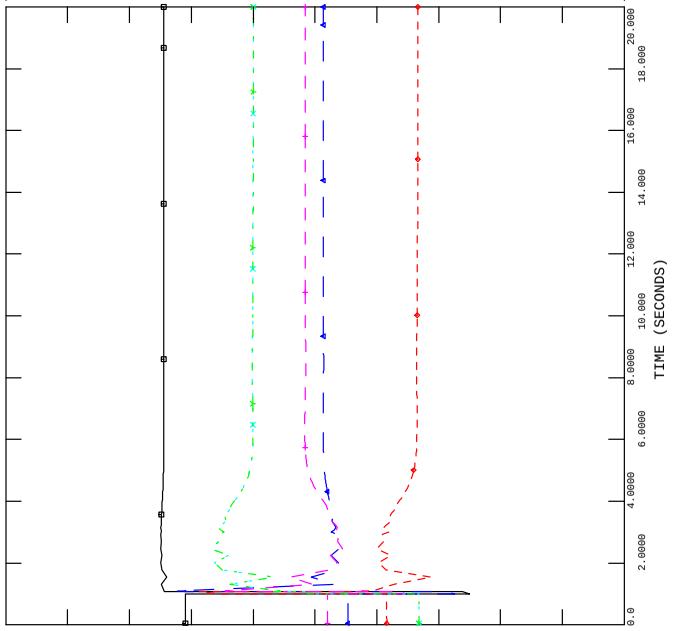
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 592: [1107L_Q] 35.799 -84.74
CHNL# 590: [1106L_Q] 35.789 -84.82
CHNL# 588: [646L_Q] 61.889 -50.74
CHNL# 586: [434L_Q] 70.224 -57.66
CHNL# 584: [753L_Q] 78.747 -66.78
CHNL# 582: [1080L_Q] 352.67 -1014.

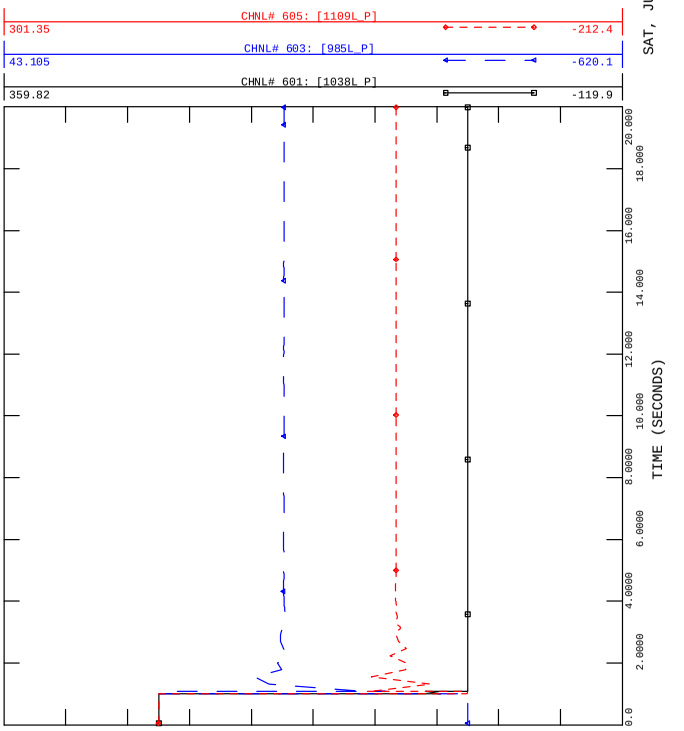
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

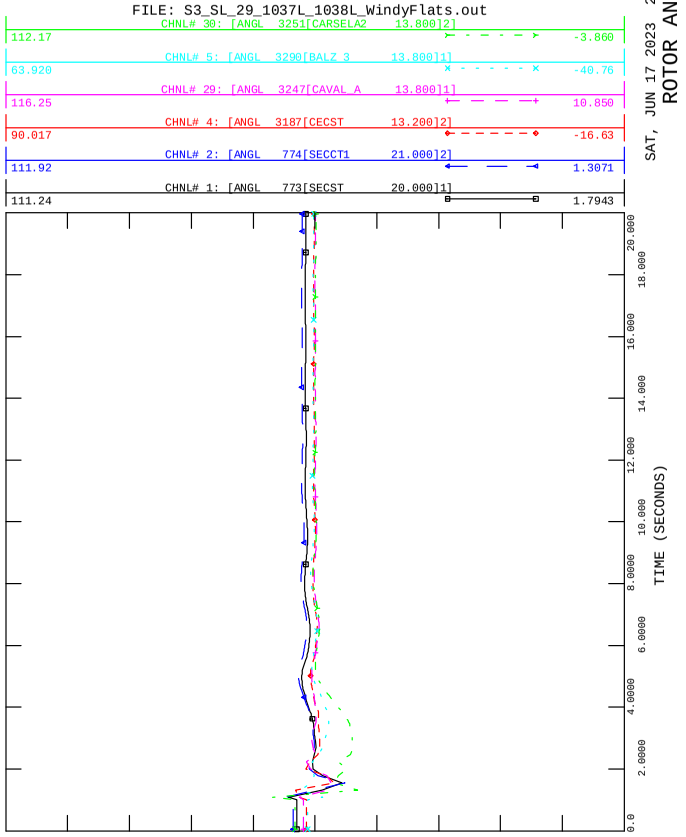
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

FILE: S3_SL_29_1037L_1038L_WindyFlats.out

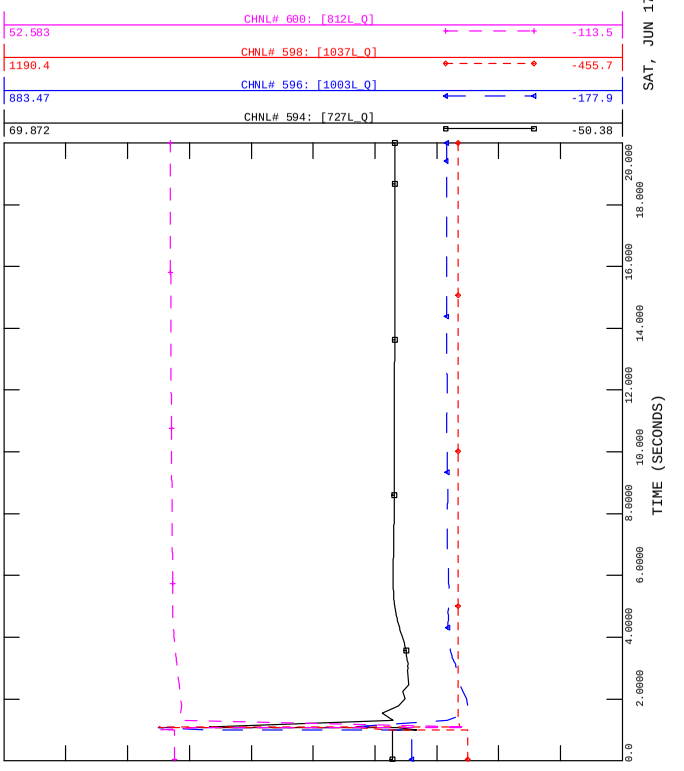
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

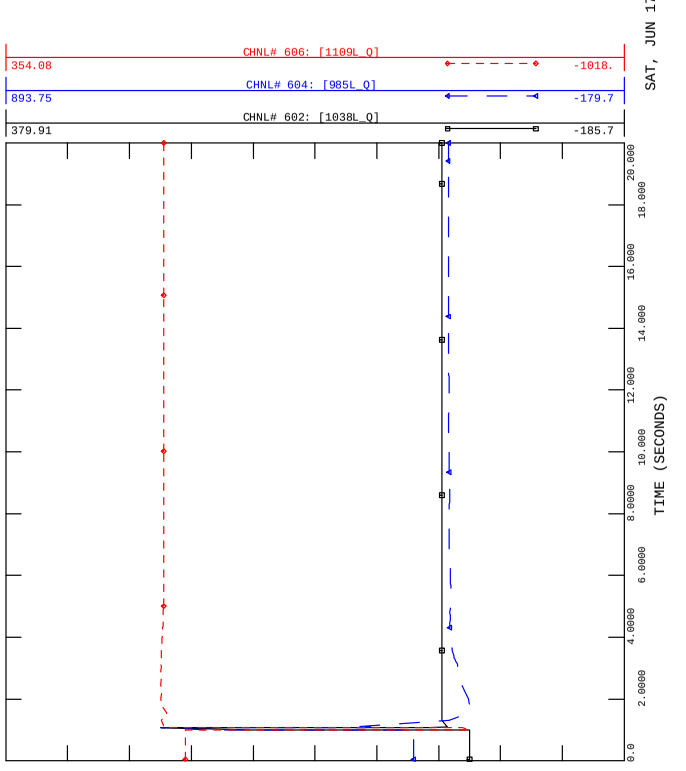
SAT, JUN 17 2023 23:58 BRANCH Q

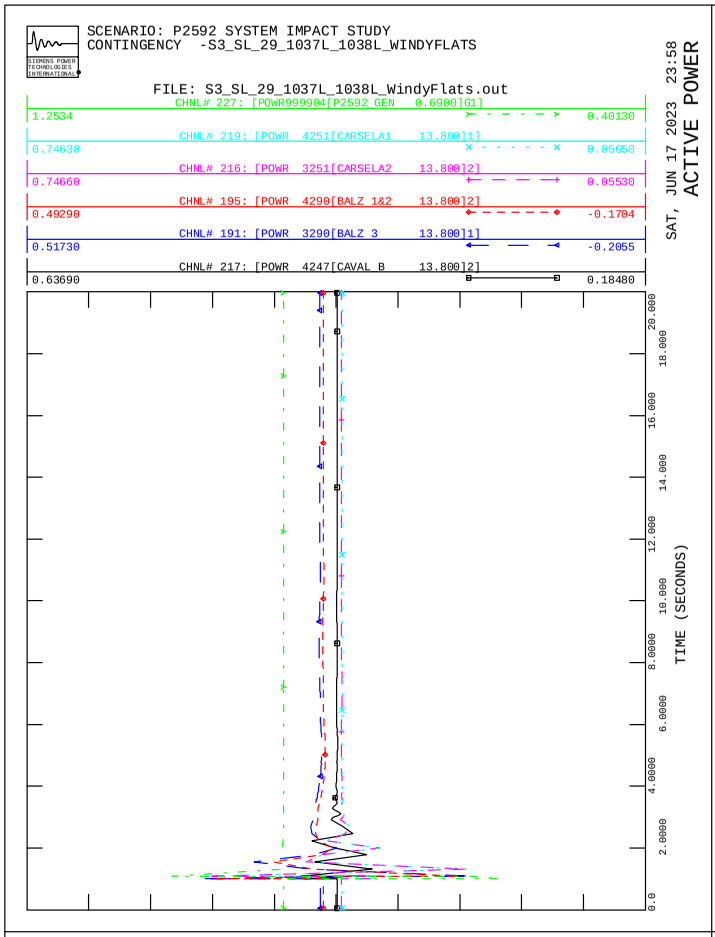


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_28_1037L_1038L_FOOTHILLS

FILE: S3_SL_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.2534
0.40130
CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.74630
0.05650
CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.74660
0.05530
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.49290
-0.1704
CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.51730
-0.2055
CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.63690
0.18480
SAT, JUN 17 2023 23:58
ACTIVE POWER
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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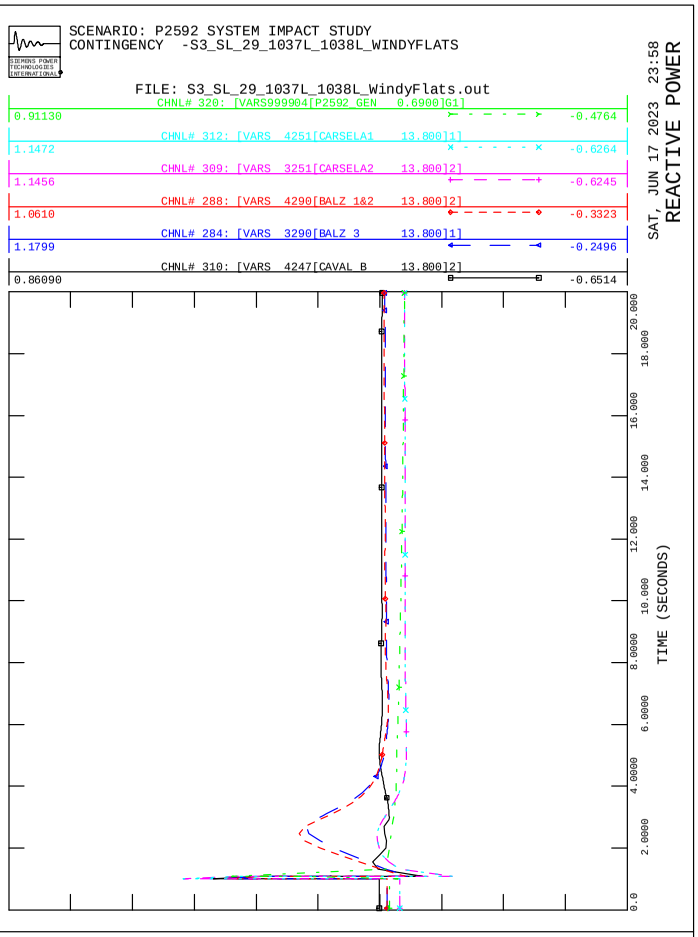
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1]
0.91130
-0.4764
CHNL# 312: [VARS 4251[CARSELA1 13.800]1]
1.1472
-0.6264
CHNL# 309: [VARS 3251[CARSELA2 13.800]2]
1.1456
-0.6245
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2]
1.0610
-0.3323
CHNL# 284: [VARS 3290[BALZ 3 13.800]1]
1.1799
-0.2496
CHNL# 310: [VARS 4247[CAVAL B 13.800]2]
0.86090
-0.6514
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
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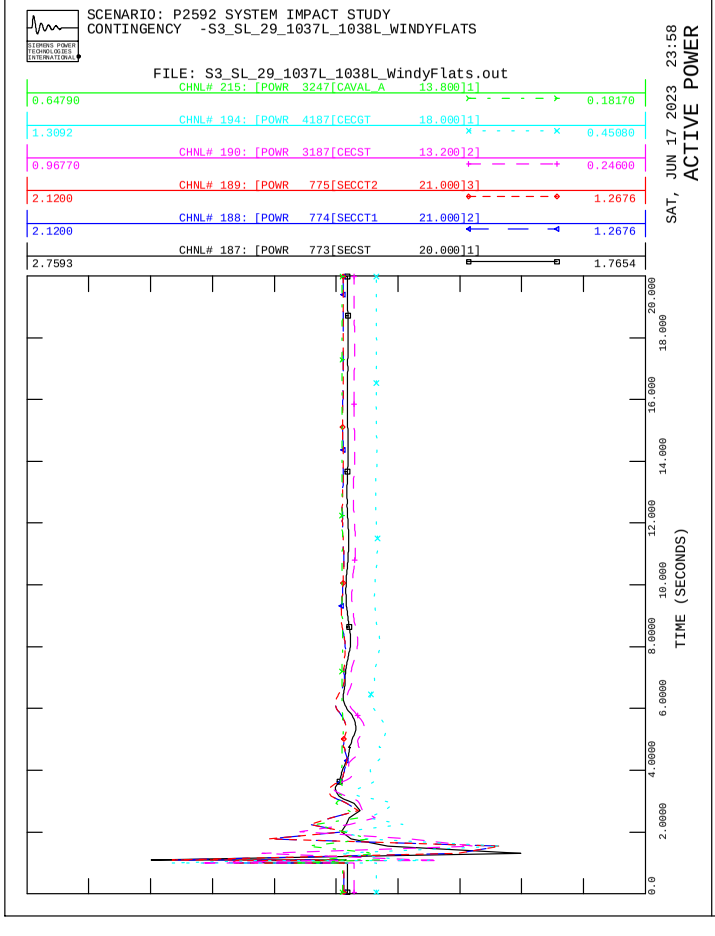
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 215: [POWR 3247[CAVAL_A 13.800]1]
0.64790
0.18170
CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.3092
0.45080
CHNL# 190: [POWR 3187[CECST 13.200]2]
0.96770
0.24600
CHNL# 189: [POWR 775[SECCT2 21.000]3]
2.1200
1.2676
CHNL# 188: [POWR 774[SECCT1 21.000]2]
2.1200
1.2676
CHNL# 187: [POWR 773[SECST 20.000]1]
2.7593
1.7654
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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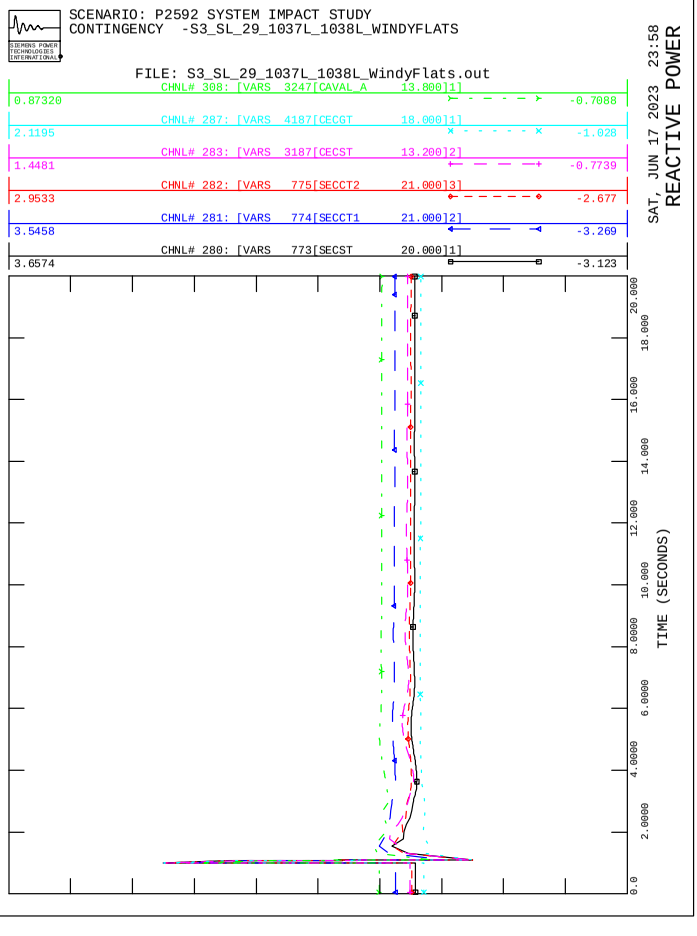
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1]
0.87320
-0.7088
CHNL# 287: [VARS 4187[CECGT 18.000]1]
2.1195
-1.028
CHNL# 283: [VARS 3187[CECST 13.200]2]
1.4481
-0.7739
CHNL# 282: [VARS 775[SECCT2 21.000]3]
2.9533
-2.677
CHNL# 281: [VARS 774[SECCT1 21.000]2]
3.5458
-3.269
CHNL# 280: [VARS 773[SECST 20.000]1]
3.6574
-3.123
SAT, JUN 17 2023 23:58
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

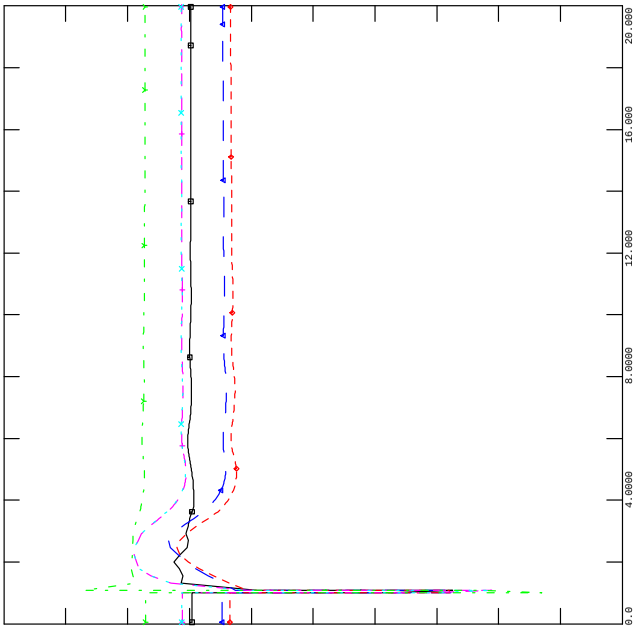
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

FILE: S3_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2165 0.44690
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1666 0.69140
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1667 0.69220
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1708 0.81290
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1724 0.79700
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2]
1.1106 0.74640



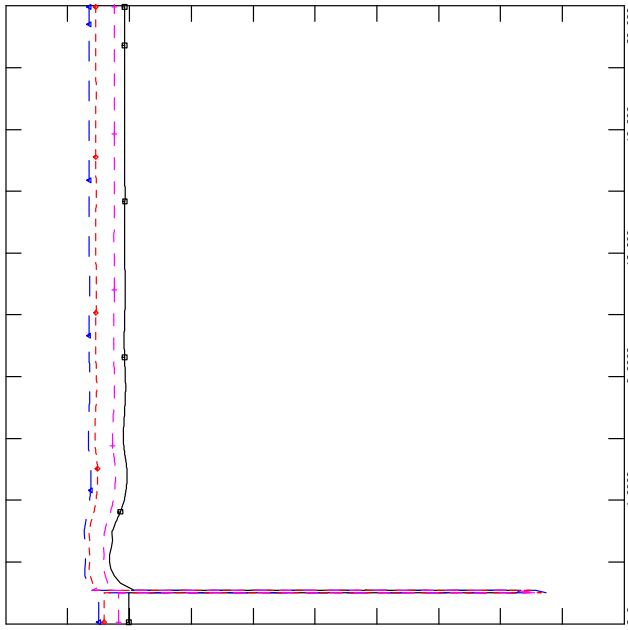
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

FILE: S3_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1613 0.44310
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1343 0.39220
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1650 0.37630
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1433 0.54710



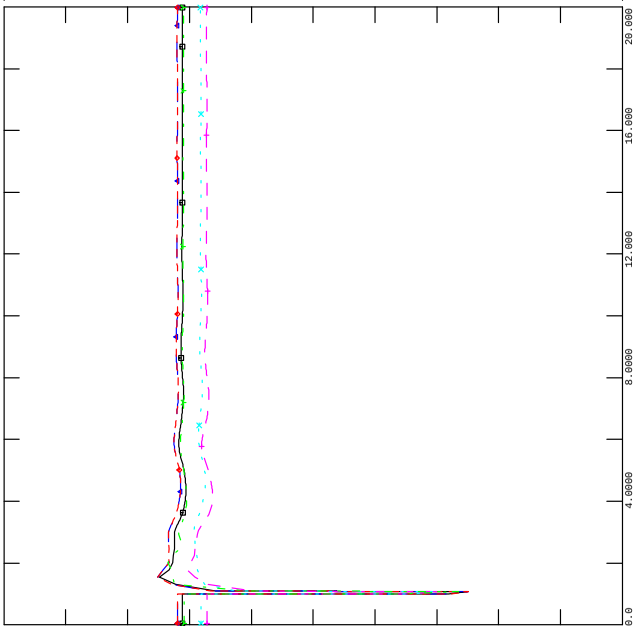
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

FILE: S3_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1]
1.1102 0.73260
CHNL# 473: [ETRM 4187[CECGT 18.000]1]
1.1037 0.77820
CHNL# 469: [ETRM 3187[CECST 13.200]2]
1.1109 0.77280
CHNL# 468: [ETRM 775[SECCT2 21.000]3]
1.1126 0.71090
CHNL# 467: [ETRM 774[SECCT1 21.000]2]
1.1126 0.71090
CHNL# 466: [ETRM 773[SECST 20.000]1]
1.1146 0.71720



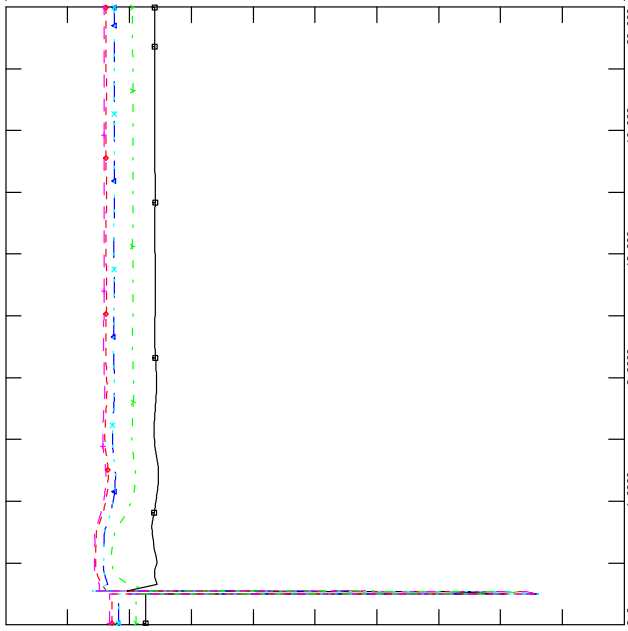
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

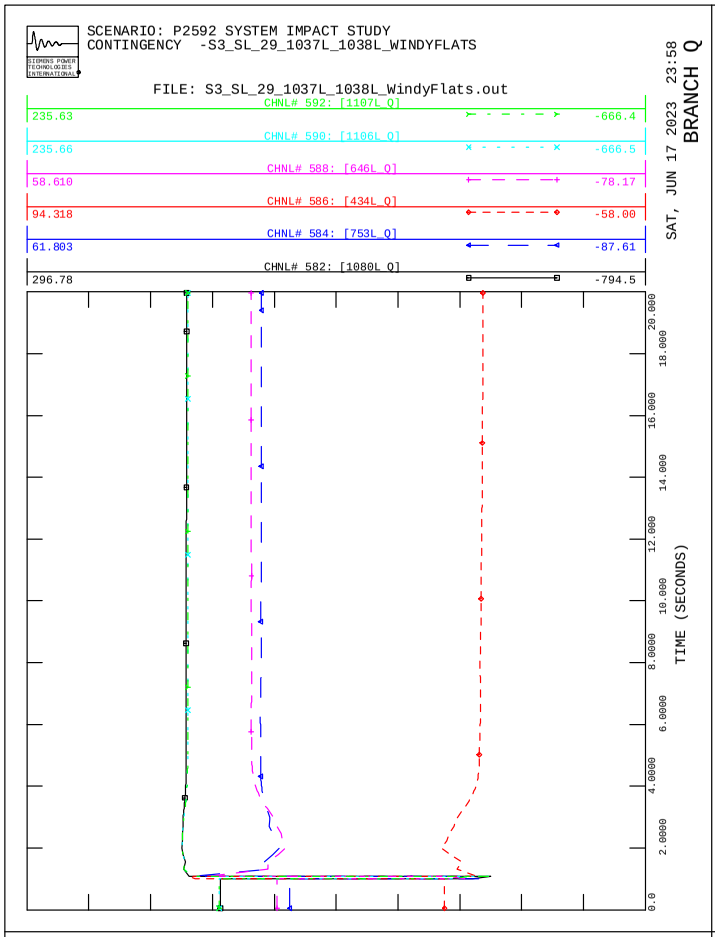
FILE: S3_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1482 0.56200
CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1599 0.44200
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1337 0.43430
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1353 0.44600
CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1590 0.44120
CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1697 0.65840




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 592: [1107L Q]
235.63
-666.4
CHNL# 590: [1106L Q]
235.66
-666.5
CHNL# 588: [646L Q]
58.610
-78.17
CHNL# 586: [434L Q]
94.318
-58.00
CHNL# 584: [753L Q]
61.803
-87.61
CHNL# 582: [1080L Q]
296.78
-794.5
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
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8.0000
10.000
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16.000
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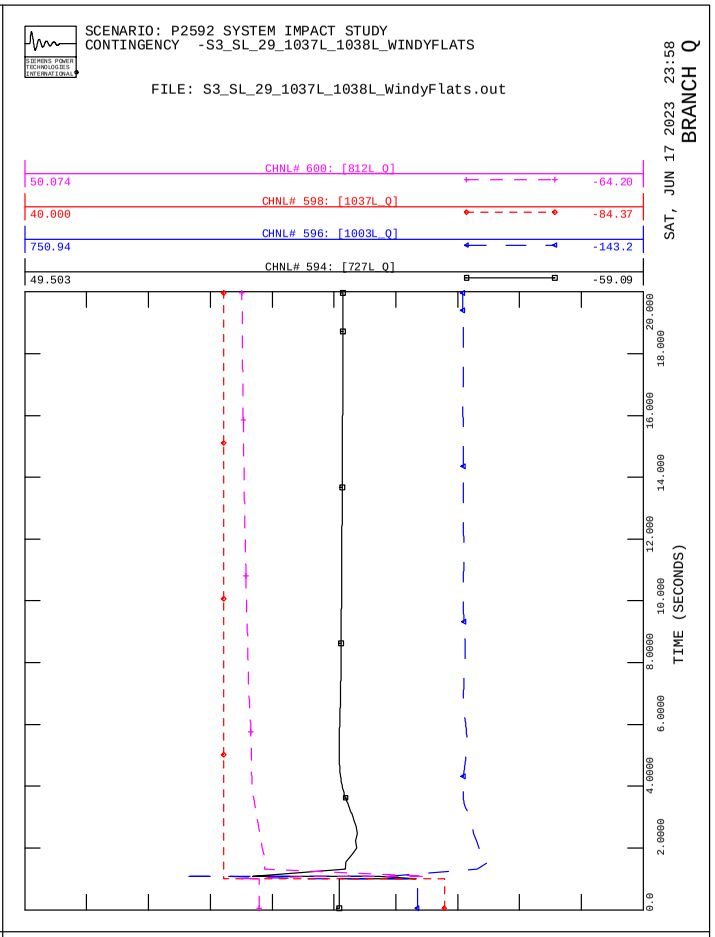
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 600: [812L Q]
50.074
-64.20
CHNL# 598: [1037L Q]
40.000
-84.37
CHNL# 596: [1003L Q]
750.94
-143.2
CHNL# 594: [727L Q]
49.503
-59.09
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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16.000
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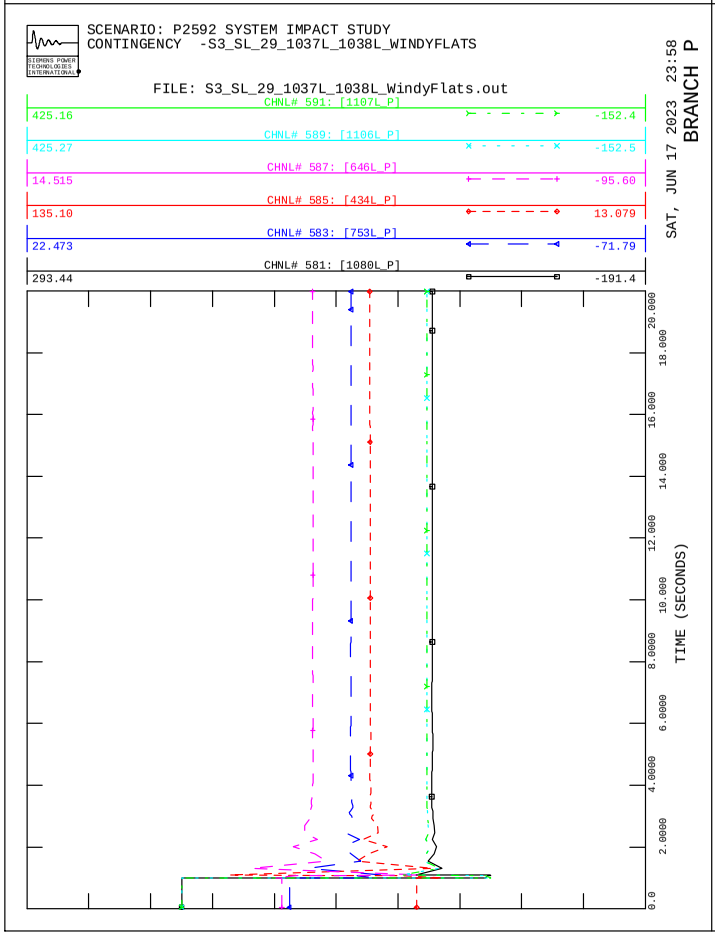
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 591: [1107L P]
425.16
-152.4
CHNL# 589: [1106L P]
425.27
-152.5
CHNL# 587: [646L P]
14.515
-95.60
CHNL# 585: [434L P]
135.10
13.079
CHNL# 583: [753L P]
22.473
-71.79
CHNL# 581: [1080L P]
293.44
-191.4
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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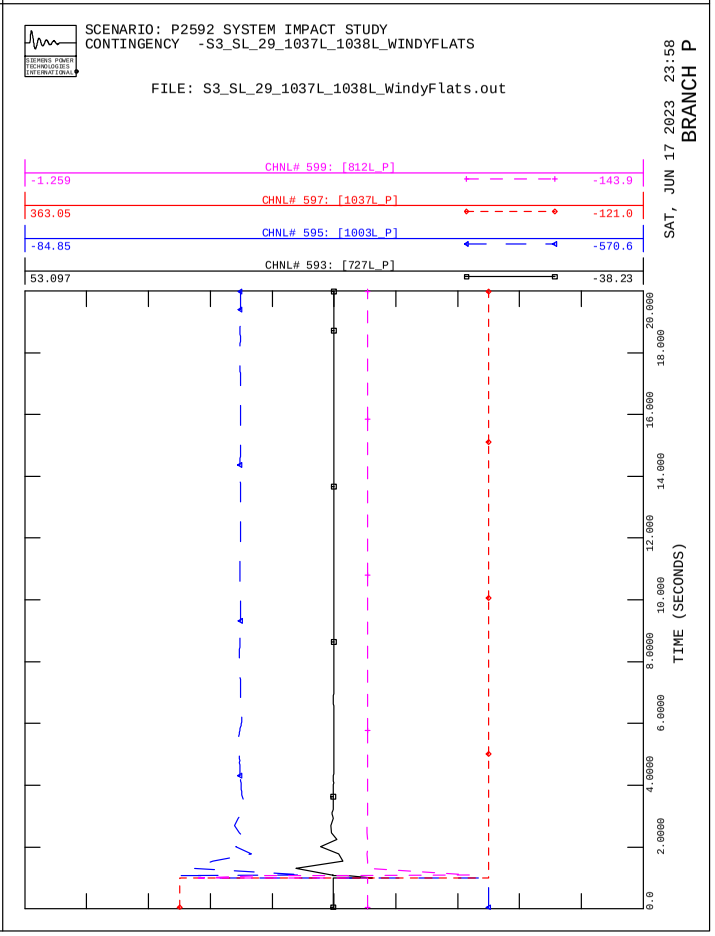
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS
FILE: S3_SL_29_1037L_1038L_WindyFlats.out
CHNL# 599: [812L P]
-1.259
-143.9
CHNL# 597: [1037L P]
363.05
-121.0
CHNL# 595: [1003L P]
-84.85
-570.6
CHNL# 593: [727L P]
53.097
-38.23
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

FILE: S3_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [1109L Q] 297.96 -797.7
CHNL# 604: [985L Q] 759.82 -144.6
CHNL# 602: [1038L Q] 40.000 -84.31

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL_A 13.800]1] 0.74020 0.01220
CHNL# 194: [POWR 4187[CECGT 18.000]1] 1.7800 -0.3093
CHNL# 190: [POWR 3187[CECST 13.200]2] 1.3946 -0.3825
CHNL# 189: [POWR 775[SECCT2 21.000]3] 3.7257 0.17650
CHNL# 188: [POWR 774[SECCT1 21.000]2] 3.7257 0.17650
CHNL# 187: [POWR 773[SECST 20.000]1] 4.3934 0.20310

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_29_1037L_1038L_WINDYFLATS

FILE: S3_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L P] 294.72 -192.6
CHNL# 603: [985L P] -85.47 -577.2
CHNL# 601: [1038L P] 359.82 -119.9

TIME (SECONDS)

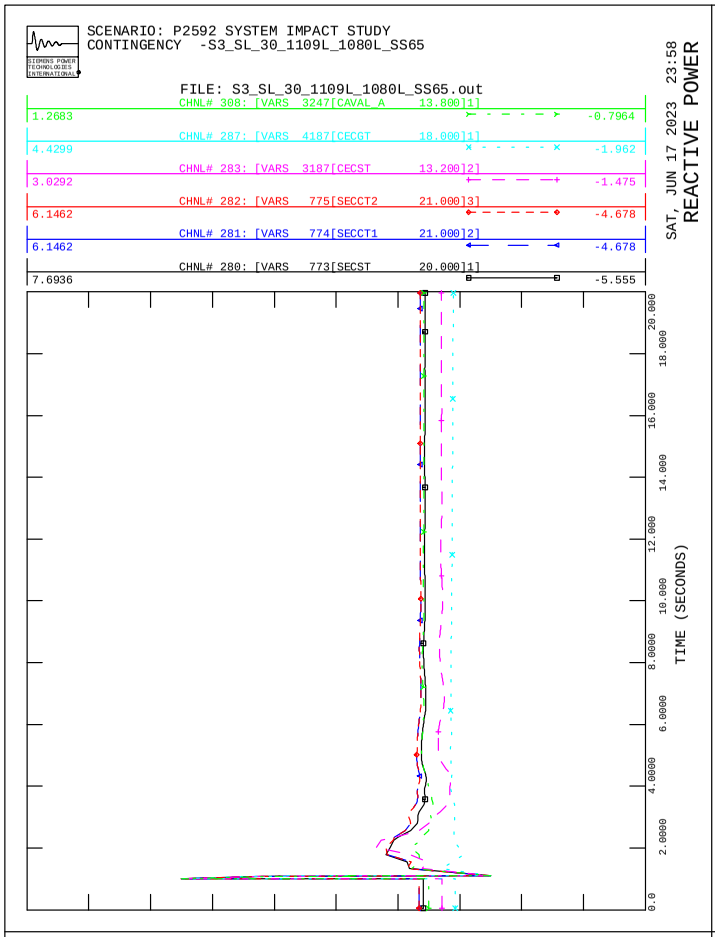
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

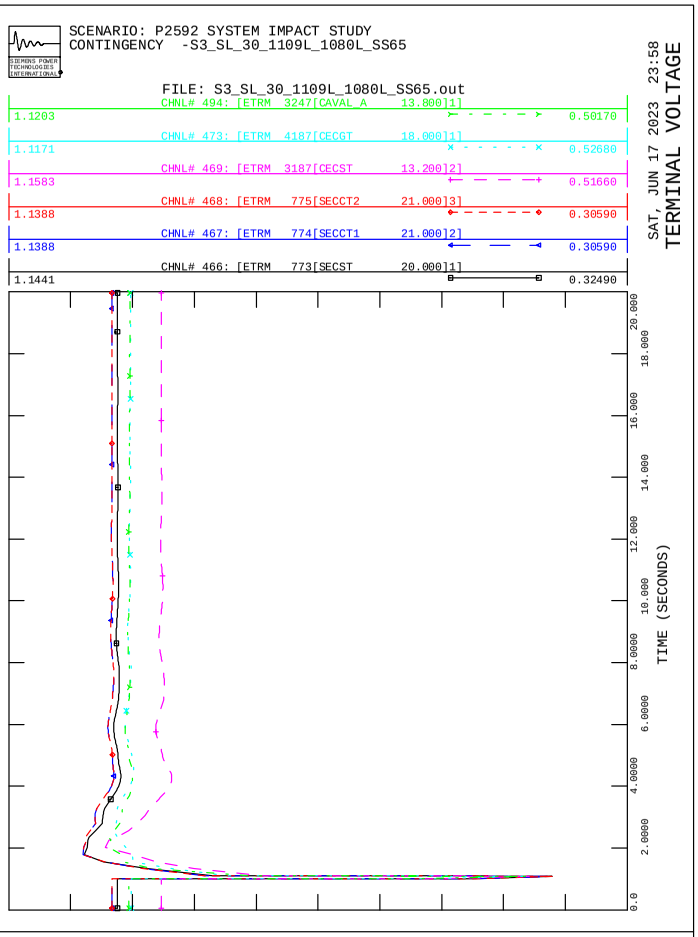
FILE: S3_SL_30_1109L_1080L_SS65.out

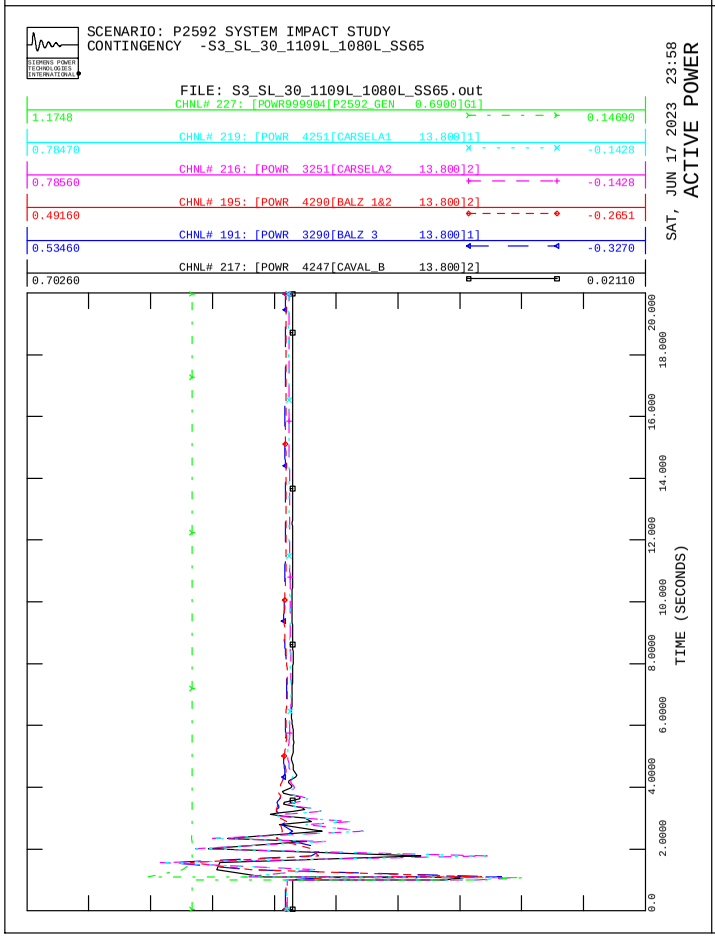
SAT, JUN 17 2023 23:58 ROTOR ANGLE

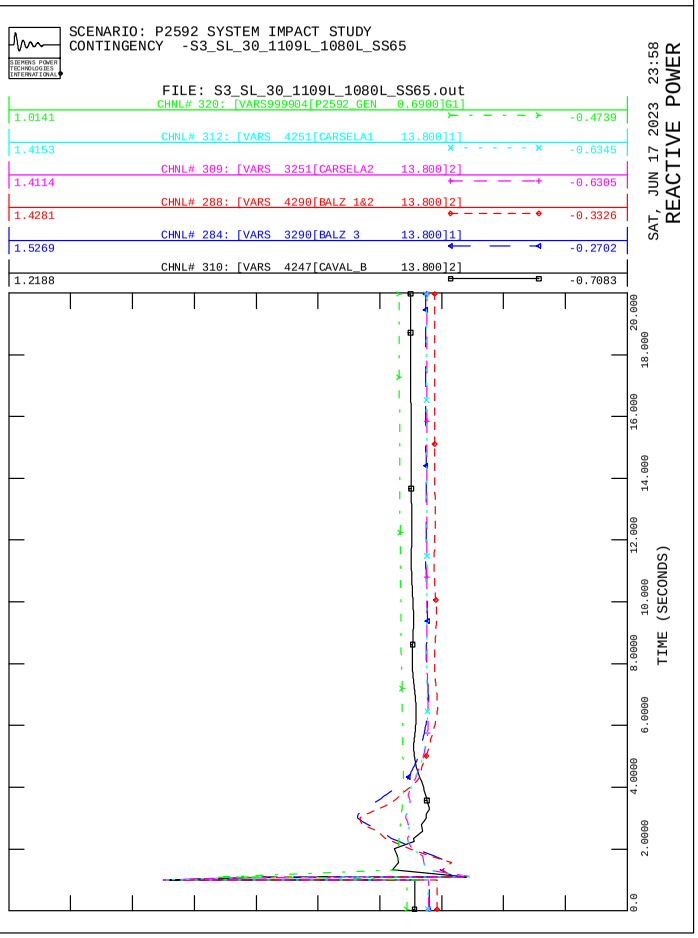
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 150.70 -18.48
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 102.78 -50.66
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 159.90 -9.838
CHNL# 4: [ANGL 3187[CECST 13.200]2] 129.25 -38.01
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 155.94 -20.31
CHNL# 1: [ANGL 773[SECST 20.000]1] 154.14 -16.00

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65
FILE: S3_SL_30_1109L_1080L_SS65.out
CHNL# 308: [VARS 3247[CAVAL_A 13.800]1] 1.2683 -0.7964
CHNL# 287: [VARS 4187[CECGT 18.000]1] 4.4299 -1.962
CHNL# 283: [VARS 3187[CECST 13.200]2] 3.0292 -1.475
CHNL# 282: [VARS 775[SECCT2 21.000]3] 6.1462 -4.678
CHNL# 281: [VARS 774[SECCT1 21.000]2] 6.1462 -4.678
CHNL# 280: [VARS 773[SECST 20.000]1] 7.6936 -5.555
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65
FILE: S3_SL_30_1109L_1080L_SS65.out
CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 1.1203 0.50170
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 1.1171 0.52680
CHNL# 469: [ETRM 3187[CECST 13.200]2] 1.1583 0.51660
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 1.1388 0.30590
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 1.1388 0.30590
CHNL# 466: [ETRM 773[SECST 20.000]1] 1.1441 0.32490
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65
FILE: S3_SL_30_1109L_1080L_SS65.out
CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1] 1.1748 0.14690
CHNL# 219: [POWR 4251[CARSELA1 13.800]1] 0.78470 -0.1428
CHNL# 216: [POWR 3251[CARSELA2 13.800]2] 0.78560 -0.1428
CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2] 0.49160 -0.2651
CHNL# 191: [POWR 3290[BALZ 3 13.800]1] 0.53460 -0.3270
CHNL# 217: [POWR 4247[CAVAL_B 13.800]2] 0.70260 0.02110
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65
FILE: S3_SL_30_1109L_1080L_SS65.out
CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] 1.0141 -0.4739
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] 1.4153 -0.6345
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] 1.4114 -0.6305
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] 1.4281 -0.3326
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] 1.5269 -0.2702
CHNL# 310: [VARS 4247[CAVAL_B 13.800]2] 1.2188 -0.7083
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]]
1.1468 0.33040

CHNL# 574: [VOLT 243 [HARTELL7 138.00]]
1.1472 0.15040

CHNL# 573: [VOLT 242 [HIGH RI7 138.00]]
1.1335 0.15580

CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]]
1.1341 0.17340

CHNL# 571: [VOLT 238 [BLACK D7 138.00]]
1.1462 0.14960

CHNL# 570: [VOLT 159 [LANGDON4 240.00]]
1.1635 0.23630

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 591: [1107L_P]
481.86 -150.7

CHNL# 589: [1106L_P]
481.96 -150.7

CHNL# 587: [646L_P]
46.956 -81.17

CHNL# 585: [434L_P]
107.41 -40.54

CHNL# 583: [753L_P]
59.744 -59.15

CHNL# 581: [1080L_P]
5000.0 -5000.

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1]
1.2083 0.14020

CHNL# 498: [ETRM 4251[CARSELA1 13.800]1]
1.1647 0.54530

CHNL# 495: [ETRM 3251[CARSELA2 13.800]2]
1.1647 0.54670

CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2]
1.1803 0.54700

CHNL# 470: [ETRM 3290[BALZ 3 13.800]1]
1.1826 0.51000

CHNL# 496: [ETRM 4247[CAVAL_B 13.800]2]
1.1267 0.53610

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]]
1.1484 0.15120

CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]]
1.1300 0.09980

CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]]
1.1563 0.05880

CHNL# 576: [VOLT 253 [BLACKIE7 138.00]]
1.1434 0.27990

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

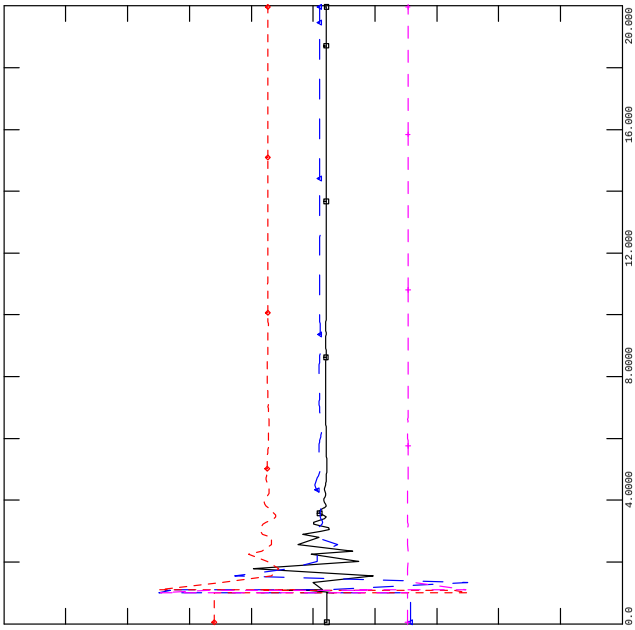
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 599: [812L_P] 22.859 -135.2
CHNL# 597: [1037L_P] 421.90 -114.0
CHNL# 595: [1003L_P] 315.37 -846.9
CHNL# 593: [727L_P] 59.339 -39.87

TIME (SECONDS)



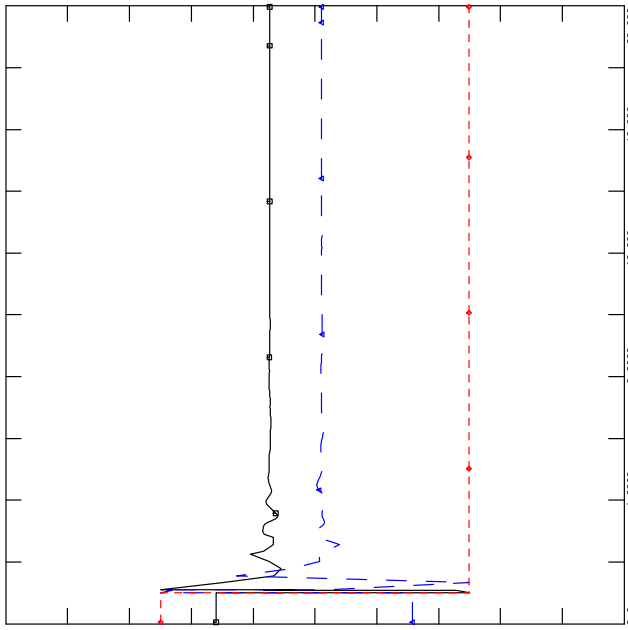
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [1109L_P] 259.56 -87.15
CHNL# 603: [985L_P] 319.39 -856.8
CHNL# 601: [1038L_P] 422.41 -114.0

TIME (SECONDS)



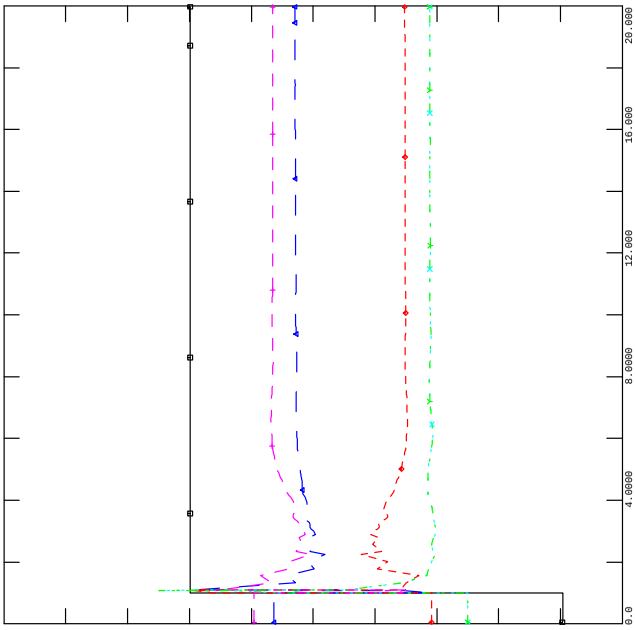
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 592: [1107L_Q] 278.96 -152.6
CHNL# 590: [1106L_Q] 278.97 -152.7
CHNL# 588: [646L_Q] 49.522 -64.76
CHNL# 586: [434L_Q] 81.215 -48.56
CHNL# 584: [753L_Q] 55.034 -74.88
CHNL# 582: [1080L_Q] 2155.6 -5000.

TIME (SECONDS)



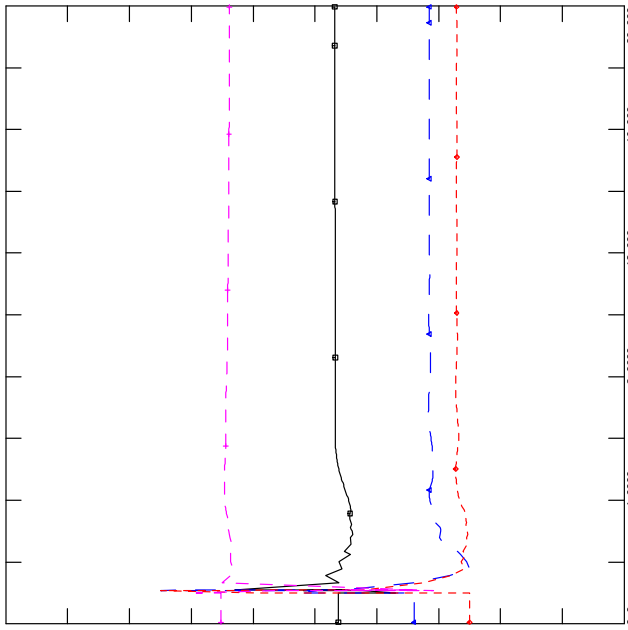
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 600: [812L_Q] 51.913 -77.93
CHNL# 598: [1037L_Q] 377.28 -184.6
CHNL# 596: [1003L_Q] 1322.7 -403.2
CHNL# 594: [727L_Q] 52.369 -55.64

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
152.21 -20.21

CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
104.22 -51.24

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
161.16 -10.99

CHNL# 4: [ANGL 3187[CECST 13.200]2]
130.42 -39.50

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
158.15 -21.97

CHNL# 1: [ANGL 773[SECST 20.000]1]
155.97 -17.33

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 227: [POWR999904[P2592_GEN 0.6900]G1]
1.1186 0.15950

CHNL# 219: [POWR 4251[CARSELA1 13.800]1]
0.79670 -0.1565

CHNL# 216: [POWR 3251[CARSELA2 13.800]2]
0.79760 -0.1566

CHNL# 195: [POWR 4290[BALZ 1&2 13.800]2]
0.48940 -0.2599

CHNL# 191: [POWR 3290[BALZ 3 13.800]1]
0.53310 -0.3259

CHNL# 217: [POWR 4247[CAVAL B 13.800]2]
0.70820 -0.0113

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_30_1109L_1080L_SS65

FILE: S3_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 606: [1109L Q]
40.000 -84.70

CHNL# 604: [985L Q]
1338.0 -407.5

CHNL# 602: [1038L Q]
377.77 -185.0

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 215: [POWR 3247[CAVAL A 13.800]1]
0.73380 -0.0223

CHNL# 194: [POWR 4187[CECGT 18.000]1]
1.7855 -0.3542

CHNL# 190: [POWR 3187[CECST 13.200]2]
1.4408 -0.4270

CHNL# 189: [POWR 775[SECCT2 21.000]3]
3.7963 -0.1591

CHNL# 188: [POWR 774[SECCT1 21.000]2]
3.7963 -0.1591

CHNL# 187: [POWR 773[SECST 20.000]1]
4.5076 -0.1608

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS999904[P2592_GEN 0.6900]G1] 1.0607 -0.4732
CHNL# 312: [VARS 4251[CARSELA1 13.800]1] 1.4200 -0.6679
CHNL# 309: [VARS 3251[CARSELA2 13.800]2] 1.4160 -0.6636
CHNL# 288: [VARS 4290[BALZ 1&2 13.800]2] 1.4784 -0.3488
CHNL# 284: [VARS 3290[BALZ 3 13.800]1] 1.5565 -0.2715
CHNL# 310: [VARS 4247[CAVAL B 13.800]2] 1.2662 -0.7044

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 506: [ETRM999904[P2592_GEN 0.6900]G1] 1.2278 0.15810
CHNL# 498: [ETRM 4251[CARSELA1 13.800]1] 1.1669 0.54660
CHNL# 495: [ETRM 3251[CARSELA2 13.800]2] 1.1670 0.54790
CHNL# 474: [ETRM 4290[BALZ 1&2 13.800]2] 1.1790 0.48410
CHNL# 470: [ETRM 3290[BALZ 3 13.800]1] 1.1823 0.44180
CHNL# 496: [ETRM 4247[CAVAL B 13.800]2] 1.1279 0.50460

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 308: [VARS 3247[CAVAL_A 13.800]1] 1.3361 -0.8122
CHNL# 287: [VARS 4187[CECGT 18.000]1] 4.8426 -2.061
CHNL# 283: [VARS 3187[CECST 13.200]2] 3.3027 -1.512
CHNL# 282: [VARS 775[SECCT2 21.000]3] 5.9851 -4.513
CHNL# 281: [VARS 774[SECCT1 21.000]2] 5.9851 -4.513
CHNL# 280: [VARS 773[SECST 20.000]1] 7.6206 -5.409

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 494: [ETRM 3247[CAVAL_A 13.800]1] 1.1219 0.46700
CHNL# 473: [ETRM 4187[CECGT 18.000]1] 1.1176 0.46000
CHNL# 469: [ETRM 3187[CECST 13.200]2] 1.1609 0.44810
CHNL# 468: [ETRM 775[SECCT2 21.000]3] 1.1395 0.18720
CHNL# 467: [ETRM 774[SECCT1 21.000]2] 1.1395 0.18720
CHNL# 466: [ETRM 773[SECST 20.000]1] 1.1468 0.21050

TIME (SECONDS)

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

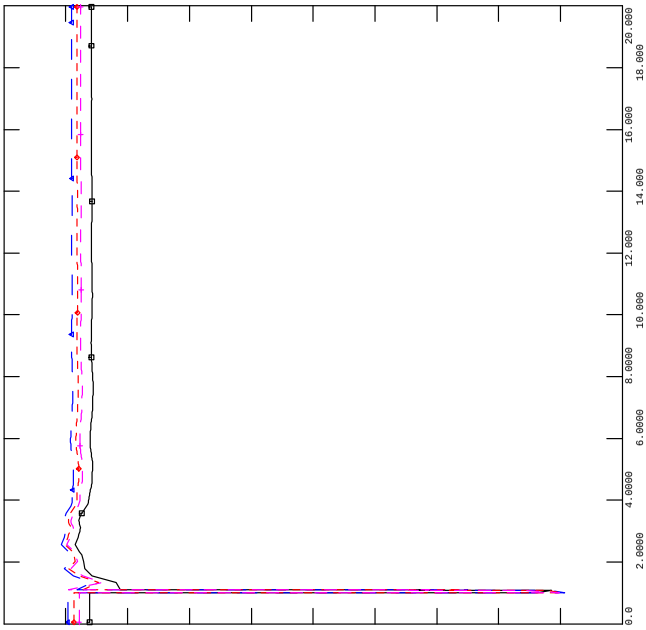
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 580: [VOLT 999901 [P2592_MAIN 138.00]] 1.1498 0.16710
CHNL# 578: [VOLT 640 [FOOTHLL2 138.00]] 1.1312 0.11860
CHNL# 577: [VOLT 617 [FOOTHLL1 240.00]] 1.1573 0.08150
CHNL# 576: [VOLT 253 [BLACKIE7 138.00]] 1.1449 0.27530



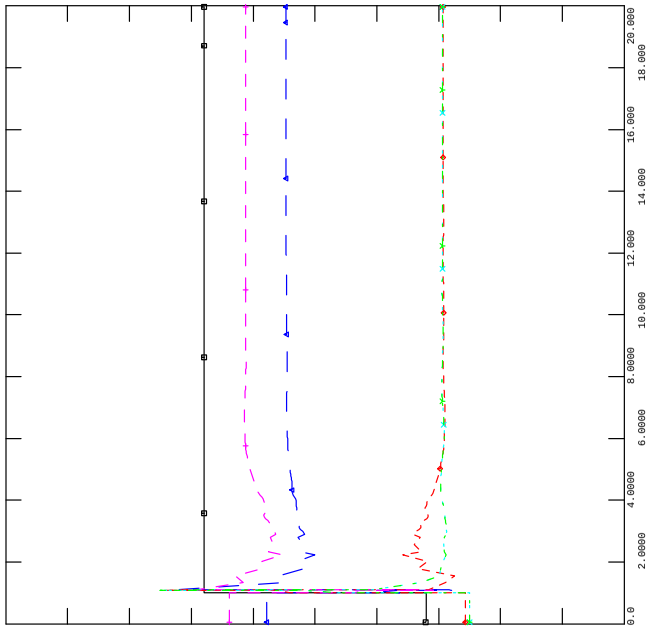
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 592: [1107L Q] 404.07 -194.3
CHNL# 590: [1106L Q] 404.15 -194.5
CHNL# 588: [646L Q] 50.146 -79.45
CHNL# 586: [434L Q] 107.28 -48.56
CHNL# 584: [753L Q] 59.511 -85.51
CHNL# 582: [1080L Q] 40.000 -84.82



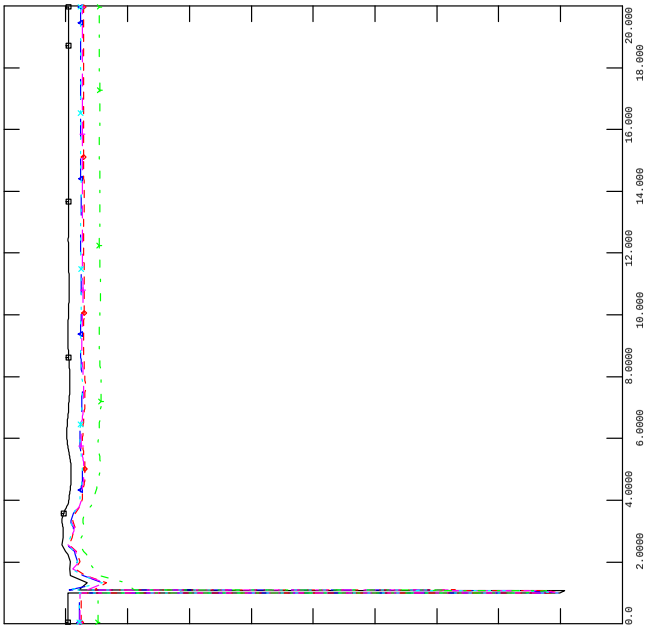
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 575: [VOLT 252 [CARSELA7 138.00]] 1.1484 0.33170
CHNL# 574: [VOLT 243 [HARTELL7 138.00]] 1.1486 0.16630
CHNL# 573: [VOLT 242 [HIGH RI7 138.00]] 1.1349 0.17010
CHNL# 572: [VOLT 239 [OKOTOKS7 138.00]] 1.1355 0.18770
CHNL# 571: [VOLT 238 [BLACK D7 138.00]] 1.1476 0.16550
CHNL# 570: [VOLT 159 [LANGDON4 240.00]] 1.1643 0.09510



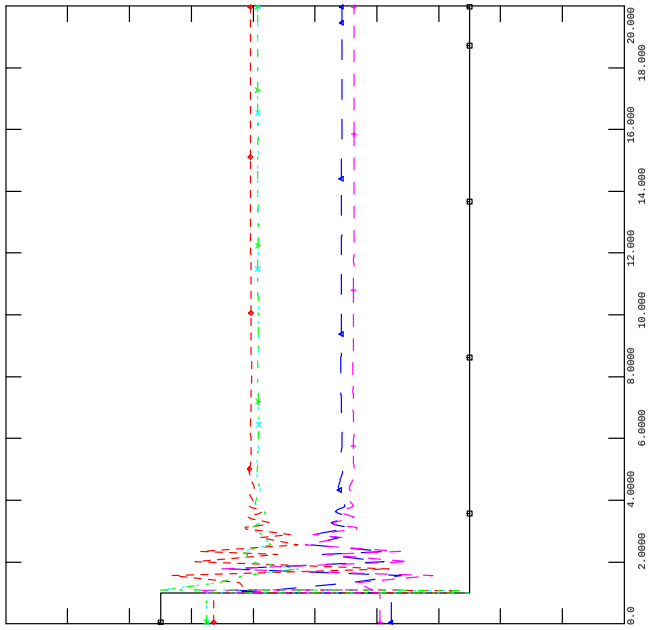
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH P

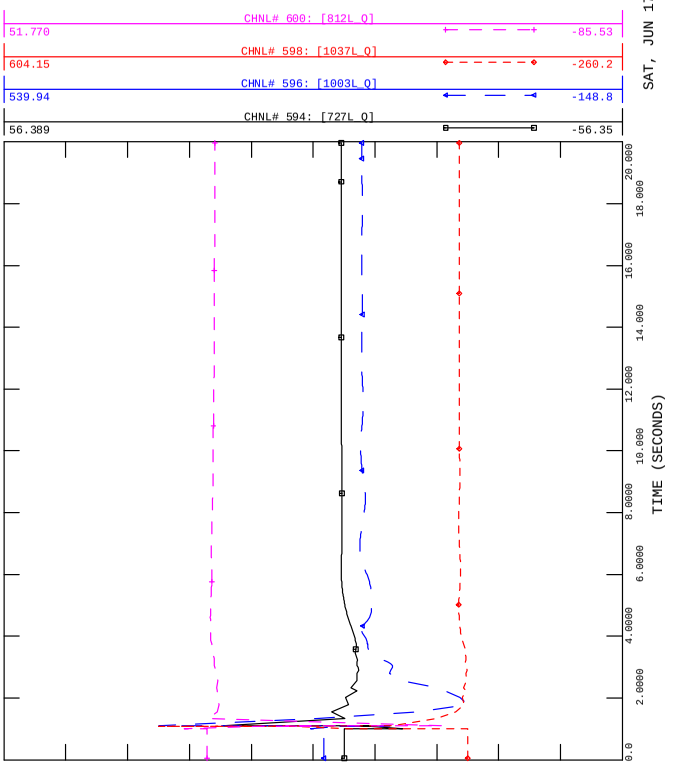
CHNL# 591: [1107L P] 484.64 -143.6
CHNL# 589: [1106L P] 484.74 -143.6
CHNL# 587: [646L P] 47.275 -81.89
CHNL# 585: [434L P] 108.11 -40.39
CHNL# 583: [753L P] 51.711 -59.45
CHNL# 581: [1080L P] 260.93 -86.98



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

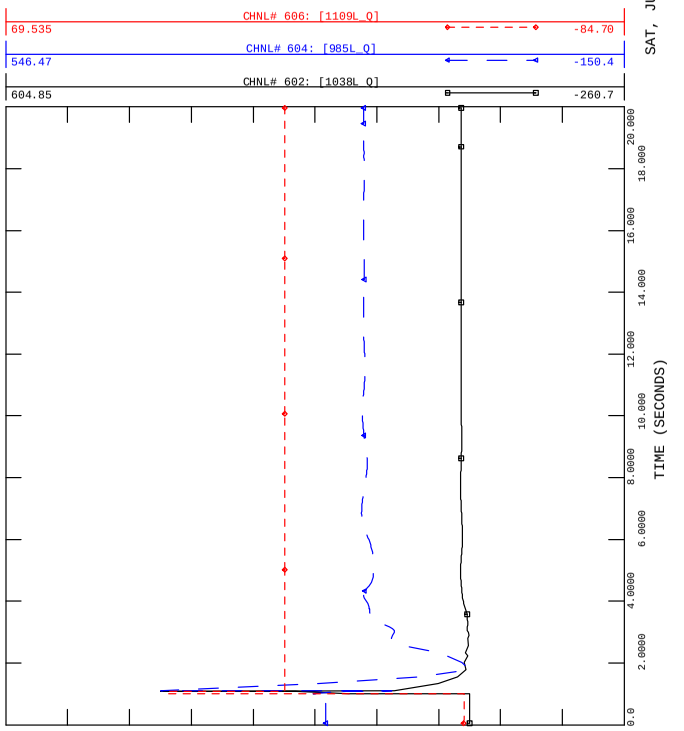
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

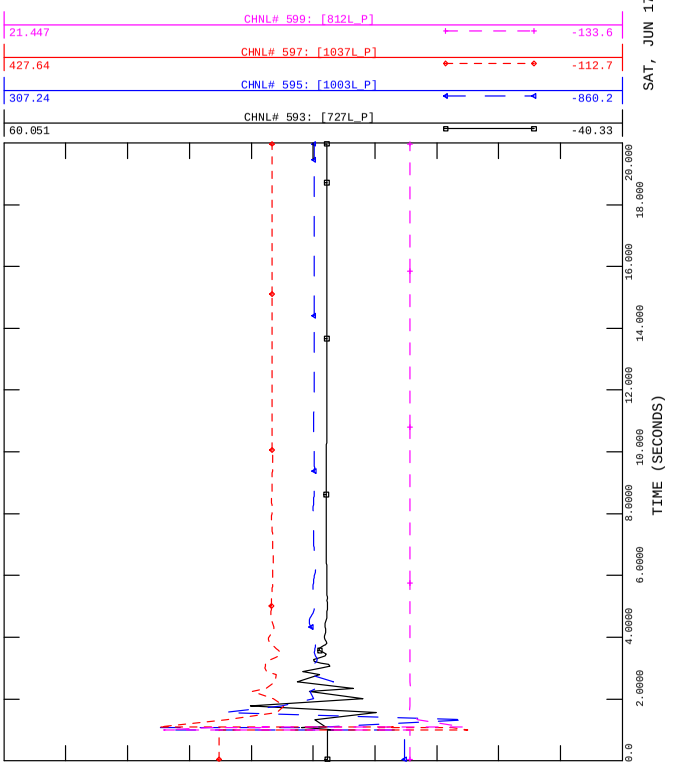
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

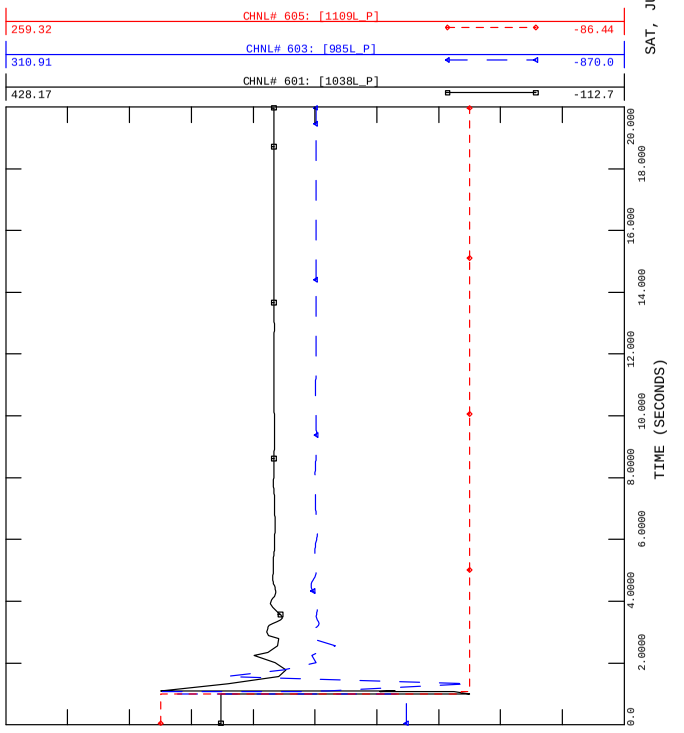
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S3_SL_31_1109L_1080L_SS25

FILE: S3_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.54860 0.14860
CHNL# 196: [POWR 4187[CECGT 18.000]1] 1.7381 1.3378
CHNL# 192: [POWR 3187[CECST 13.200]2] 1.3522 0.95190
CHNL# 191: [POWR 775[SECCT2 21.000]3] 2.4532 2.0530
CHNL# 190: [POWR 774[SECCT1 21.000]2] 2.4532 2.0530
CHNL# 189: [POWR 773[SECST 20.000]1] 3.2039 2.8037

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 311: [VARS 3247[CAVAL_A 13.800]1] 0.52270 -0.4775
CHNL# 290: [VARS 4187[CECGT 18.000]1] 1.1986 0.19810
CHNL# 286: [VARS 3187[CECST 13.200]2] 0.97090 -0.0296
CHNL# 285: [VARS 775[SECCT2 21.000]3] 1.2987 0.29720
CHNL# 284: [VARS 774[SECCT1 21.000]2] 1.2987 0.29720
CHNL# 283: [VARS 773[SECST 20.000]1] 1.4620 0.46020

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 95.087 -4.922
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 63.837 -36.17
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 88.783 -11.23
CHNL# 4: [ANGL 3187[CECST 13.200]2] 83.280 -16.73
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 80.916 -19.10
CHNL# 1: [ANGL 773[SECST 20.000]1] 83.262 -16.75

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1] 1.1000 0.70000
CHNL# 221: [POWR 4251[CARSELA1 13.800]1] 0.55500 0.15500
CHNL# 218: [POWR 3251[CARSELA2 13.800]2] 0.55500 0.15500
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2] 0.56570 0.16570
CHNL# 193: [POWR 3290[BALZ 3 13.800]1] 0.56570 0.16570
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2] 0.54860 0.14860

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1] 1.1100 0.91000
CHNL# 478: [ETRM 4187[CECGT 18.000]1] 1.1500 0.95000
CHNL# 474: [ETRM 3187[CECST 13.200]2] 1.1500 0.95000
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 1.1500 0.95000
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 1.1500 0.95000
CHNL# 471: [ETRM 773[SECST 20.000]1] 1.1500 0.95000

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]] 1.1281 0.92800
CHNL# 580: [VOLT 243 [HARTELL7 138.00]] 1.1377 0.93760
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]] 1.1300 0.92980
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]] 1.1288 0.92870
CHNL# 577: [VOLT 238 [BLACK D7 138.00]] 1.1363 0.93620
CHNL# 576: [VOLT 159 [LANGDON4 240.00]] 1.1541 0.95400

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1] 0.48540 -0.5148
CHNL# 315: [VARS 4251[CARSELA1 13.800]1] 0.50730 -0.4929
CHNL# 312: [VARS 3251[CARSELA2 13.800]2] 0.50770 -0.4924
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2] 0.78060 -0.2195
CHNL# 287: [VARS 3290[BALZ 3 13.800]1] 0.83000 -0.1701
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2] 0.51970 -0.4804

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1] 1.1401 0.94000
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1] 1.1300 0.93000
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2] 1.1300 0.93000
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2] 1.1500 0.95000
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1] 1.1412 0.94110
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2] 1.1100 0.91000

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 597: [1107L_P] 474.75 394.41
CHNL# 595: [1106L_P] 474.81 394.47
CHNL# 593: [646L_P] 40.578 -39.43
CHNL# 591: [434L_P] 54.404 -25.60
CHNL# 589: [753L_P] 42.585 -37.43
CHNL# 587: [1080L_P] 271.71 191.41

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [812L_P] -37.40 -117.4
CHNL# 603: [1037L_P] 478.68 398.32
CHNL# 601: [1003L_P] -561.7 -642.0
CHNL# 599: [727L_P] 55.016 -24.99

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]] 1.1394 0.93930
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]] 1.1387 0.93860
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]] 1.1354 0.93530
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]] 1.1292 0.92920

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 598: [1107L_Q] -54.30 -134.4
CHNL# 596: [1106L_Q] -54.43 -134.6
CHNL# 594: [646L_Q] 55.449 -24.58
CHNL# 592: [434L_Q] 14.113 -65.94
CHNL# 590: [753L_Q] 38.137 -41.89
CHNL# 588: [1080L_Q] -105.0 -185.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L_P] 272.55 192.26
CHNL# 609: [985L_P] -568.7 -649.0
CHNL# 607: [1038L_P] 479.20 398.84

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER

FILE: S4_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 108.54 -18.65
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 67.280 -39.88
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 92.653 -20.20
CHNL# 4: [ANGL 3187[CECST 13.200]2] 87.942 -22.87
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 83.015 -26.14
CHNL# 1: [ANGL 773[SECST 20.000]1] 85.107 -23.27

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [812L_Q] 55.013 -25.01
CHNL# 604: [1037L_Q] 25.393 -54.65
CHNL# 602: [1003L_Q] 106.23 26.195
CHNL# 600: [727L_Q] 36.132 -43.87

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

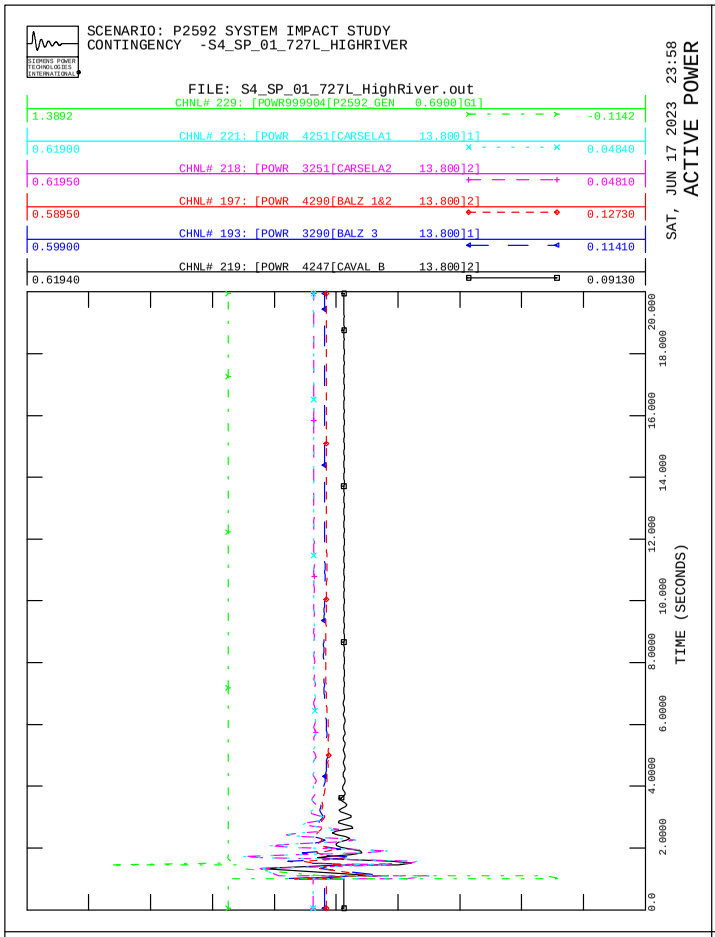
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_00_NOFAULT

FILE: S4_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L_Q] -105.7 -185.9
CHNL# 610: [985L_Q] 107.41 27.379
CHNL# 608: [1038L_Q] 25.107 -54.94

TIME (SECONDS) 0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000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CONTINGENCY -S4_SP_01_727L_HIGHRIVER
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1.3892
-0.1142
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.61900
0.04840
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.61950
0.04810
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58950
0.12730
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.59900
0.11410
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.61940
0.09130
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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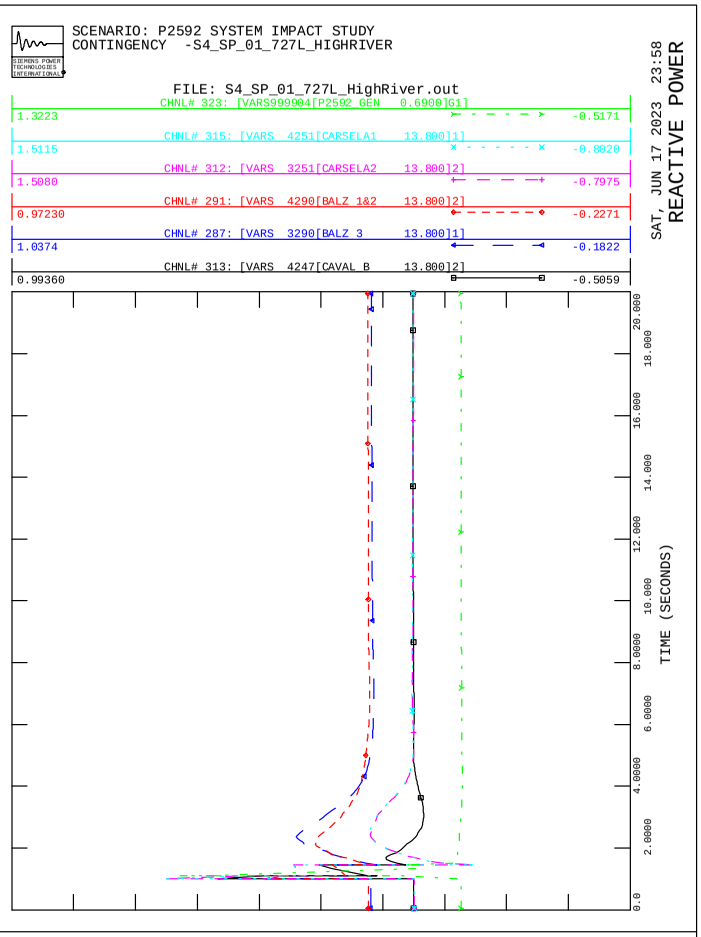
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.3223
-0.5171
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.5115
-0.8020
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.5080
-0.7975
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
0.97230
-0.2271
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.0374
-0.1822
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
0.99360
-0.5059
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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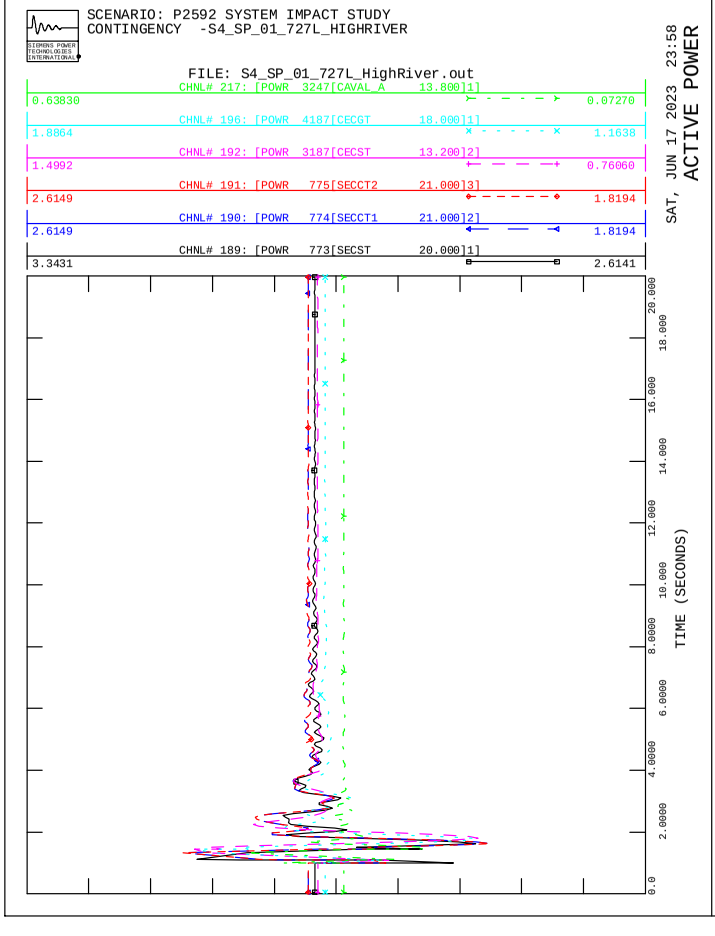
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.63830
0.07270
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.8864
1.1638
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.4992
0.76060
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.6149
1.8194
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.6149
1.8194
CHNL# 189: [POWR 773[SECST 20.000]1]
3.3431
2.6141
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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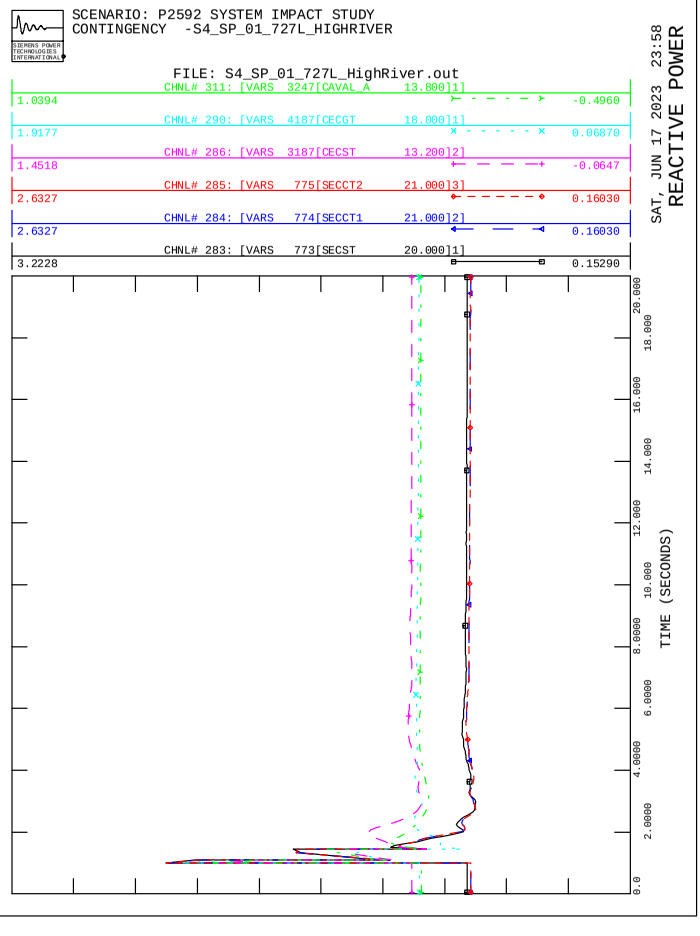
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.0394
-0.4960
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.9177
0.06870
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.4518
-0.0647
CHNL# 285: [VARS 775[SECCT2 21.000]3]
2.6327
0.16030
CHNL# 284: [VARS 774[SECCT1 21.000]2]
2.6327
0.16030
CHNL# 283: [VARS 773[SECST 20.000]1]
3.2228
0.15290
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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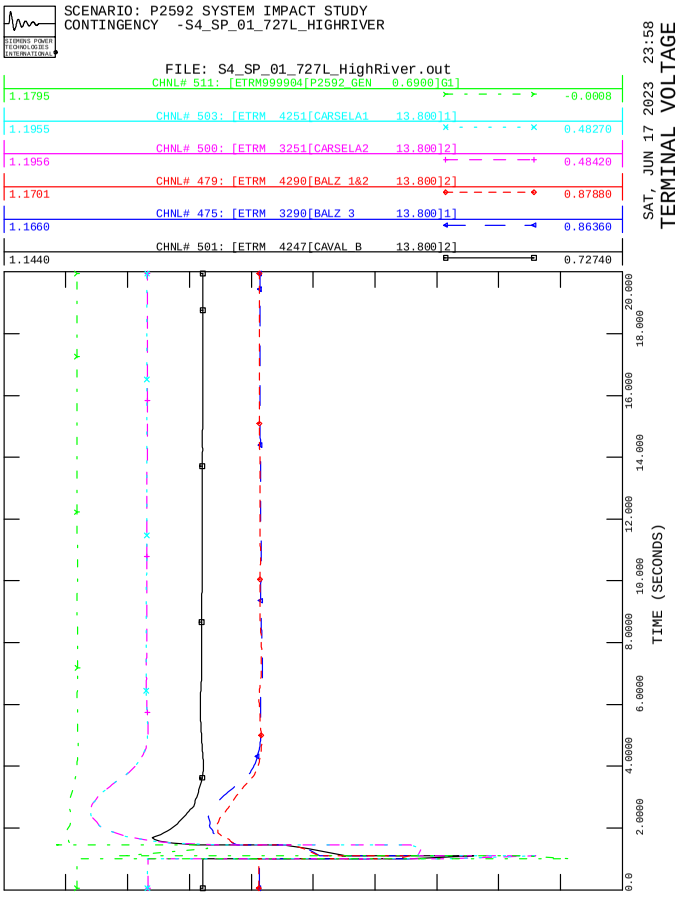
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1795 -0.0008
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1955 0.48270
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1956 0.48420
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1701 0.87880
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1660 0.86360
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1440 0.72740
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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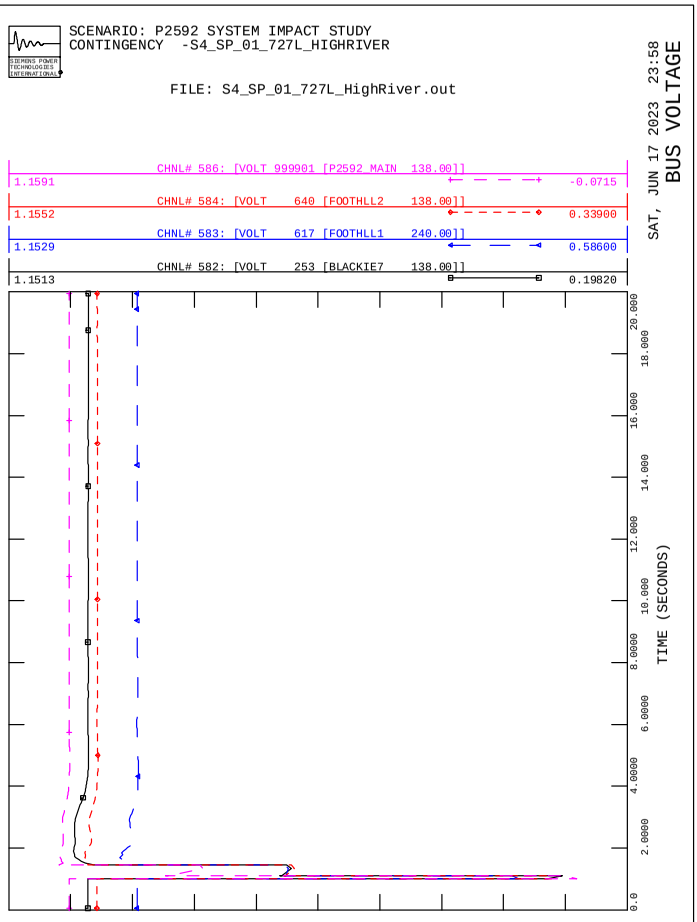
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1591 -0.0715
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1552 0.33900
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1529 0.58600
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1513 0.19820
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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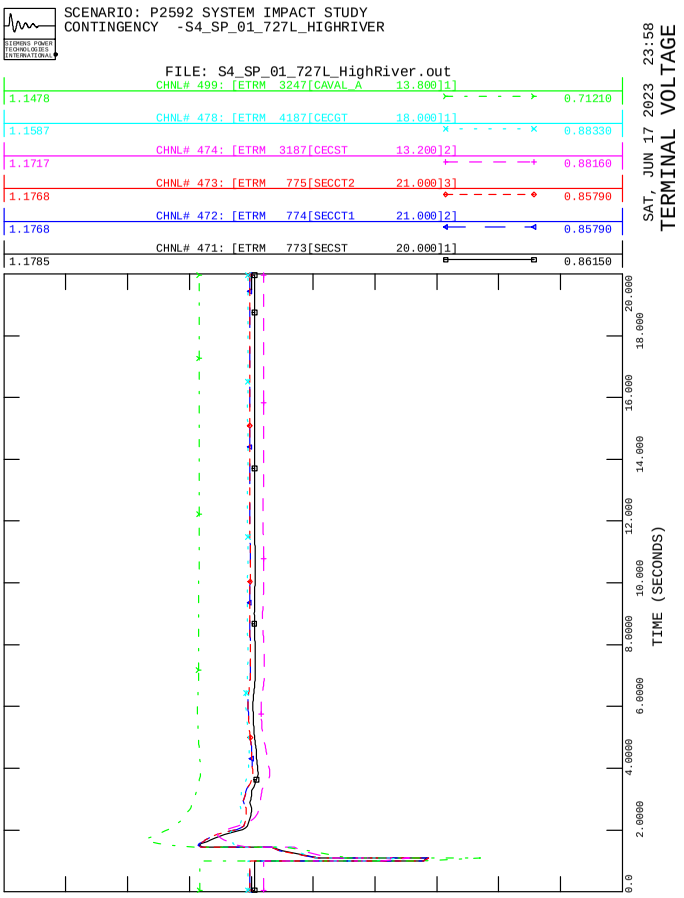
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 499: [ETRM 3247[CAVAL A 13.800]1]
1.1478 0.71210
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1587 0.88330
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1717 0.88160
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1768 0.85790
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1768 0.85790
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1785 0.86150
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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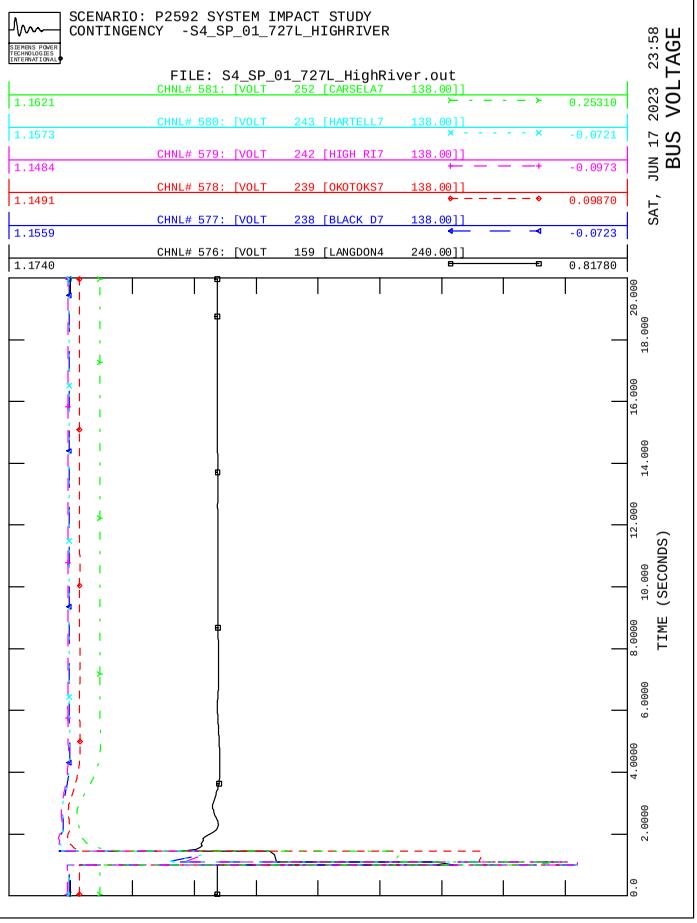
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1621 0.25310
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1573 -0.0721
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1484 -0.0973
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1491 0.09870
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1559 -0.0723
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1740 0.81780
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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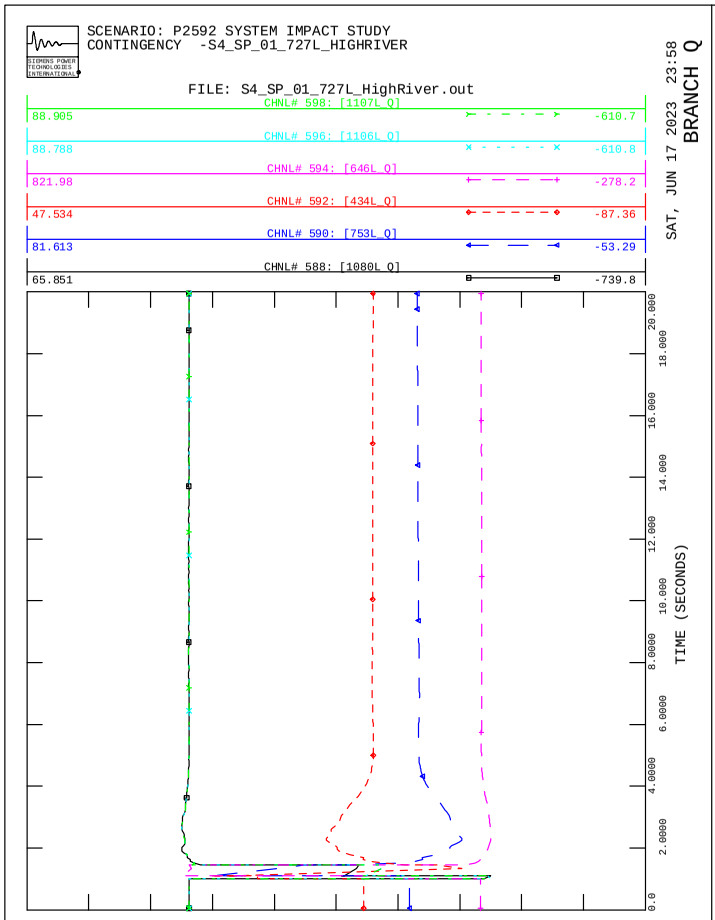
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 598: [1107L Q]
88.905
-610.7
CHNL# 596: [1106L Q]
88.788
-610.8
CHNL# 594: [646L Q]
821.98
-278.2
CHNL# 592: [434L Q]
47.534
-87.36
CHNL# 590: [753L Q]
81.613
-53.29
CHNL# 588: [1080L Q]
65.851
-739.8
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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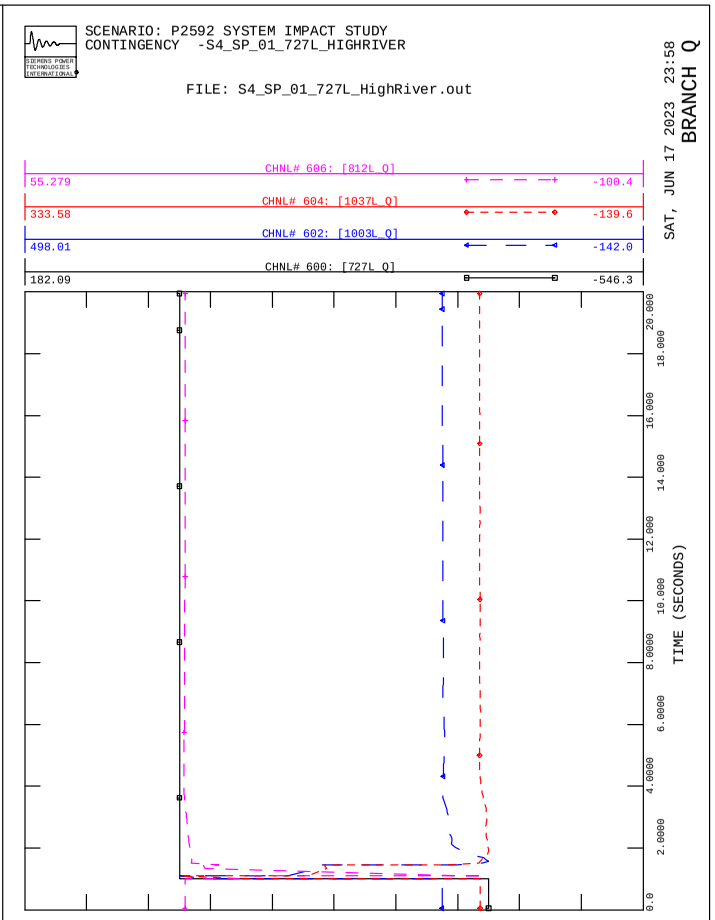
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 606: [812L Q]
55.279
-100.4
CHNL# 604: [1037L Q]
333.58
-139.6
CHNL# 602: [1003L Q]
498.01
-142.0
CHNL# 600: [727L Q]
182.09
-546.3
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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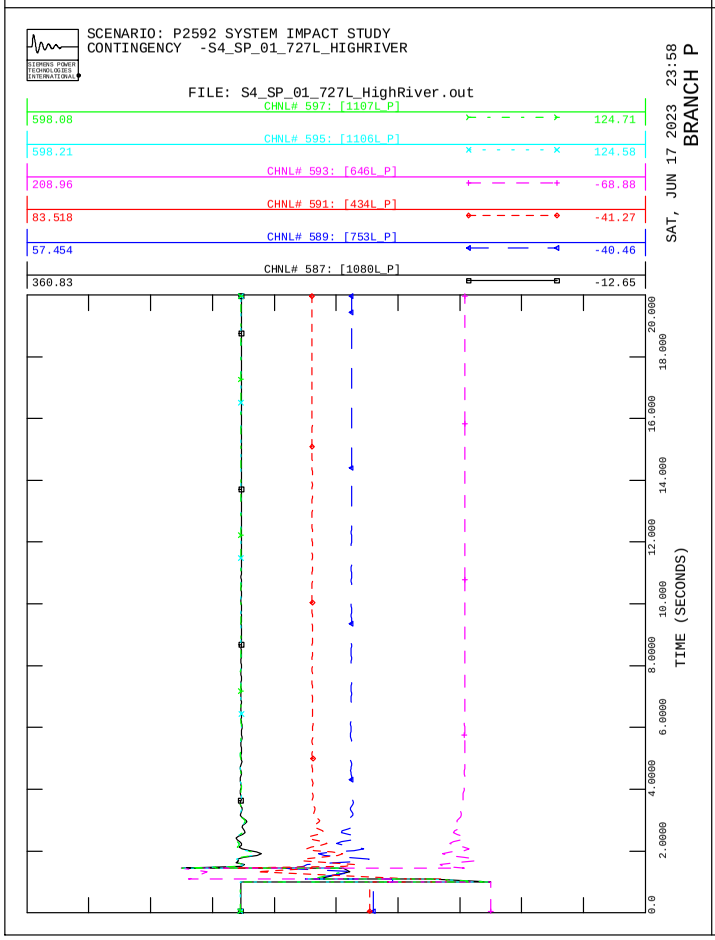
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 597: [1107L P]
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124.71
CHNL# 595: [1106L P]
598.21
124.58
CHNL# 593: [646L P]
208.96
-68.88
CHNL# 591: [434L P]
83.518
-41.27
CHNL# 589: [753L P]
57.454
-40.46
CHNL# 587: [1080L P]
360.83
-12.65
SAT, JUN 17 2023 23:58
BRANCH P
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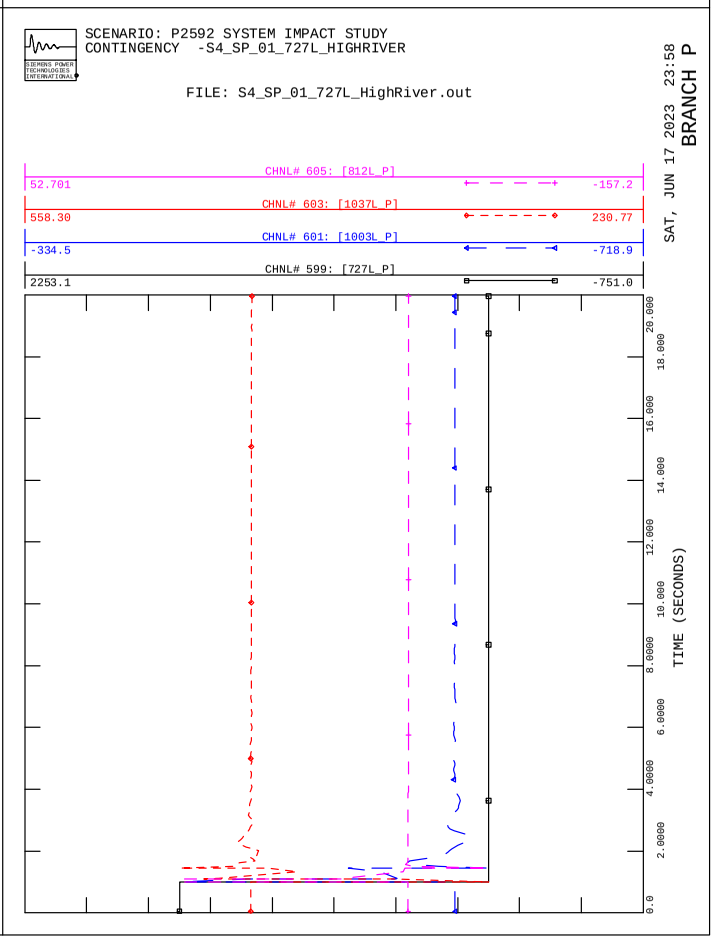
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER
FILE: S4_SP_01_727L_HighRiver.out
CHNL# 605: [812L P]
52.701
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CHNL# 603: [1037L P]
558.30
230.77
CHNL# 601: [1003L P]
-334.5
-718.9
CHNL# 599: [727L P]
2253.1
-751.0
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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14.000
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20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER

FILE: S4_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 65.922 -742.9
CHNL# 610: [985L Q] 504.07 -143.2
CHNL# 608: [1038L Q] 333.77 -140.0

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.64860 0.02980
CHNL# 196: [POWR 4187[CECGT 18.000]1] 1.8950 1.1829
CHNL# 192: [POWR 3187[CECST 13.200]2] 1.5144 0.76810
CHNL# 191: [POWR 775[SECCT2 21.000]3] 2.6603 1.7313
CHNL# 190: [POWR 774[SECCT1 21.000]2] 2.6603 1.7313
CHNL# 189: [POWR 773[SECST 20.000]1] 3.3387 2.5425

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_01_727L_HIGHRIVER

FILE: S4_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 362.30 -13.15
CHNL# 609: [985L P] -338.1 -727.2
CHNL# 607: [1038L P] 558.93 231.21

TIME (SECONDS)

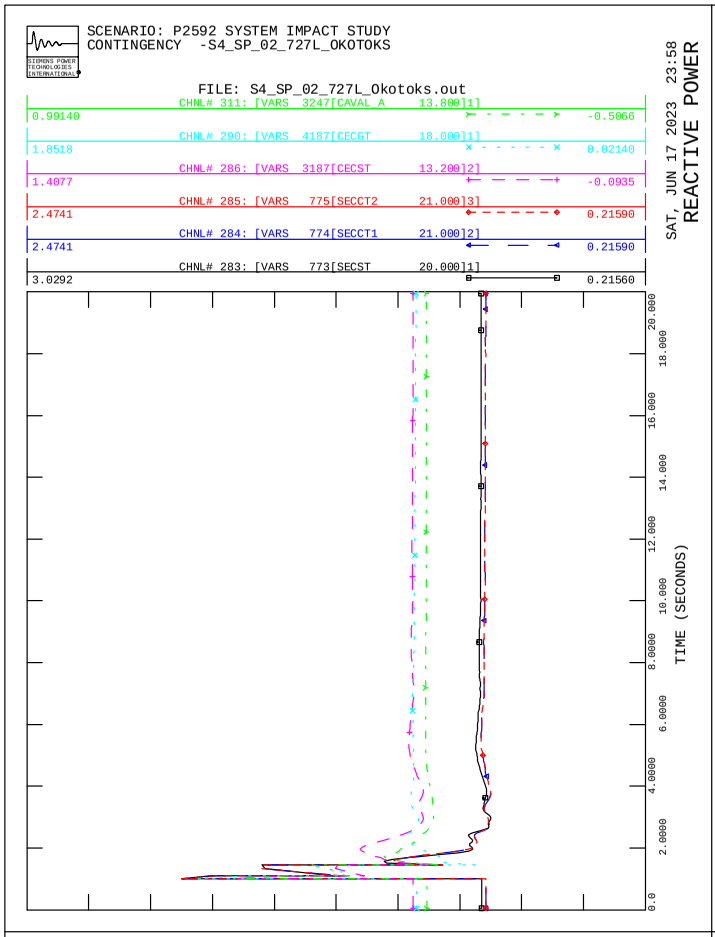
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 108.84 -24.21
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 66.934 -39.52
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 89.177 -23.80
CHNL# 4: [ANGL 3187[CECST 13.200]2] 87.787 -23.20
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 82.621 -26.59
CHNL# 1: [ANGL 773[SECST 20.000]1] 84.878 -23.58

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS
FILE: S4_SP_02_727L_Okotoks.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
0.99140
-0.5066
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.8518
0.02140
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.4077
-0.0935
CHNL# 285: [VARS 775[SECCT2 21.000]3]
2.4741
0.21590
CHNL# 284: [VARS 774[SECCT1 21.000]2]
2.4741
0.21590
CHNL# 283: [VARS 773[SECST 20.000]1]
3.0292
0.21560
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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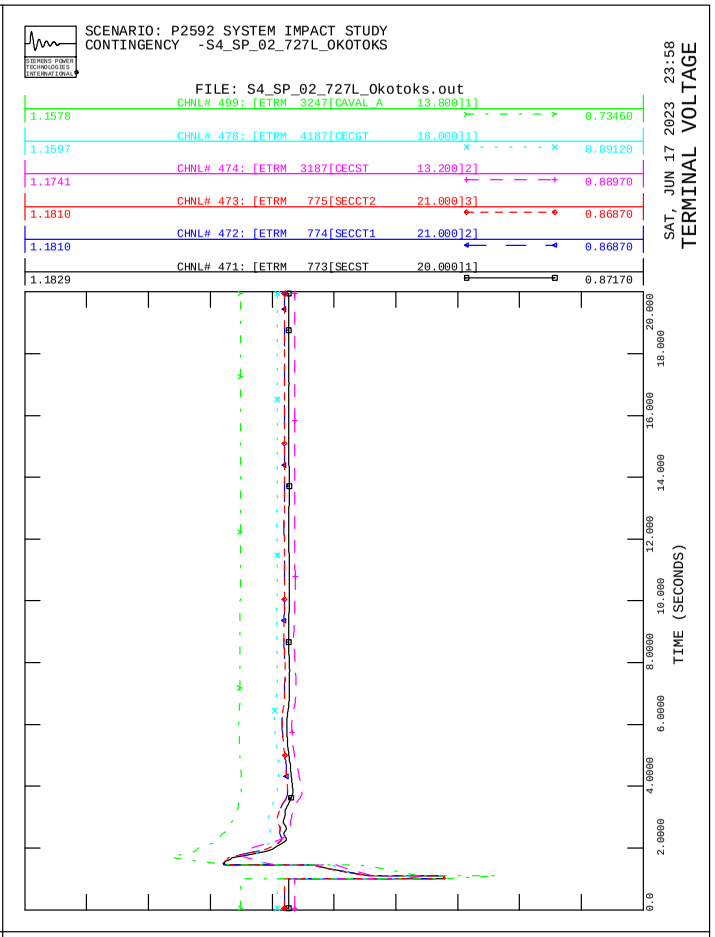
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS
FILE: S4_SP_02_727L_Okotoks.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1578
0.73460
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1597
0.89120
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1741
0.88970
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1810
0.86870
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1810
0.86870
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1829
0.87170
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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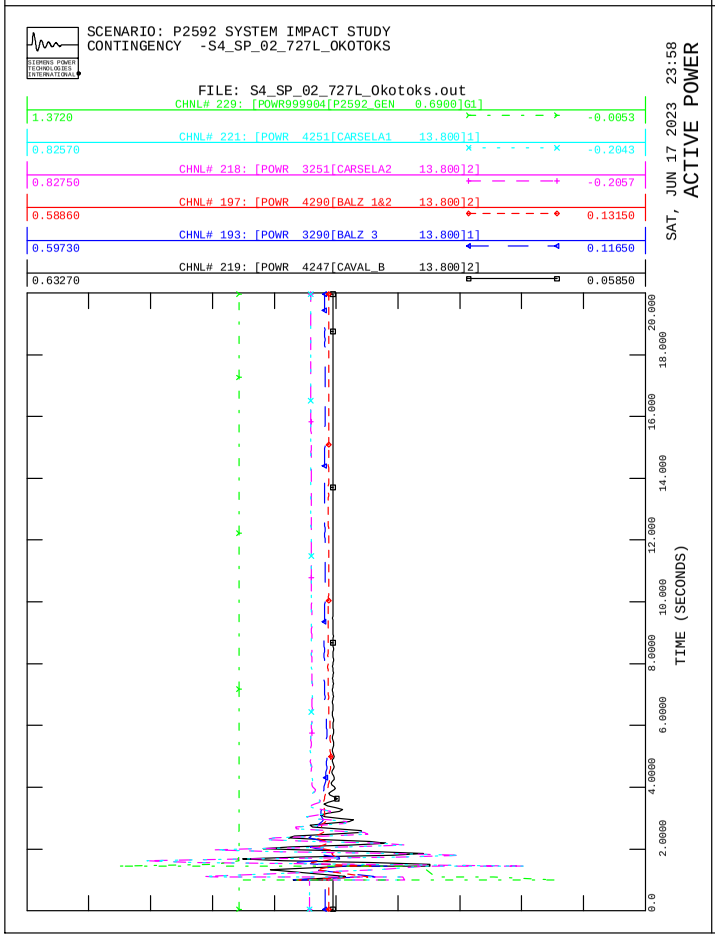
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS
FILE: S4_SP_02_727L_Okotoks.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.3720
-0.0053
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.82570
-0.2043
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.82750
-0.2057
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58860
0.13150
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.59730
0.11650
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.63270
0.05850
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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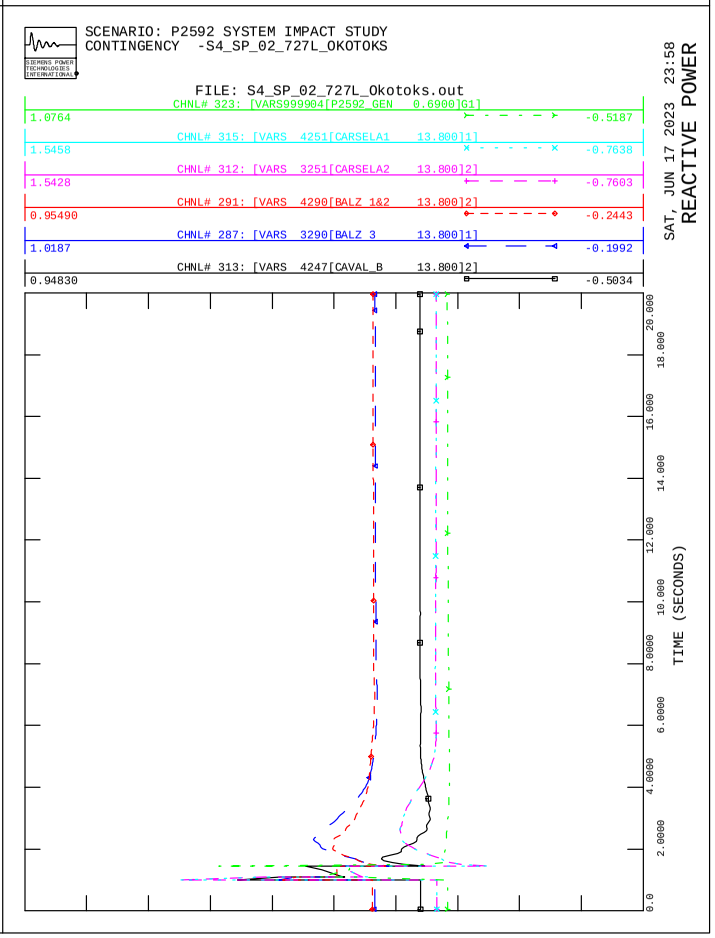
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS
FILE: S4_SP_02_727L_Okotoks.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.0764
-0.5187
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.5458
-0.7638
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.5428
-0.7603
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
0.95490
-0.2443
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.0187
-0.1992
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
0.94830
-0.5034
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1583 0.20970

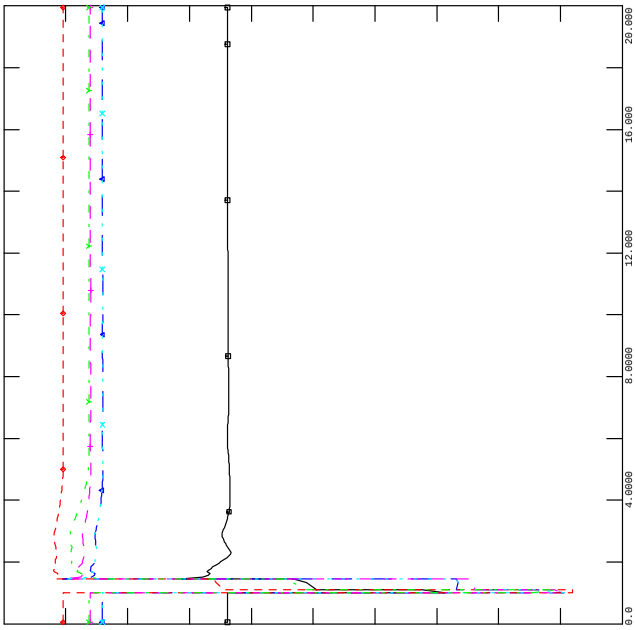
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.2062 0.14490

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1715 0.15550

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1479 -0.0980

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.2048 0.14390

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1798 0.83140



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L_P]
572.64 146.14

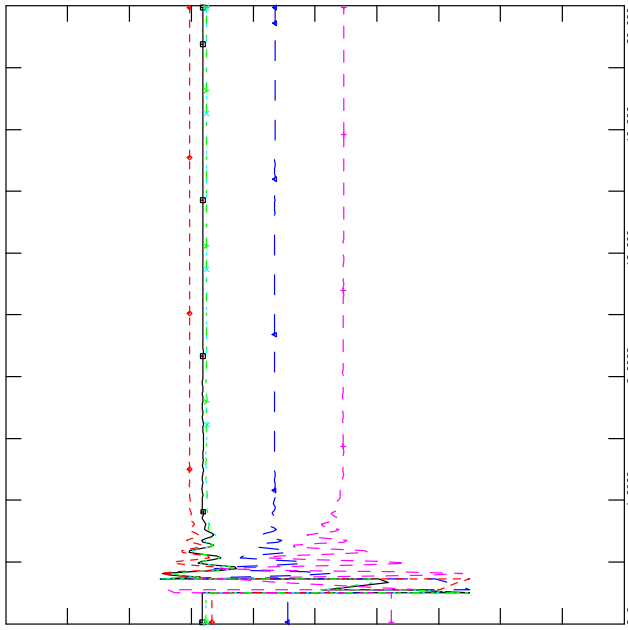
CHNL# 595: [1106L_P]
572.77 146.01

CHNL# 593: [646L_P]
95.815 -57.01

CHNL# 591: [434L_P]
119.89 -196.8

CHNL# 589: [753L_P]
82.018 -92.38

CHNL# 587: [1080L_P]
336.99 5.1924



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2755 0.12500

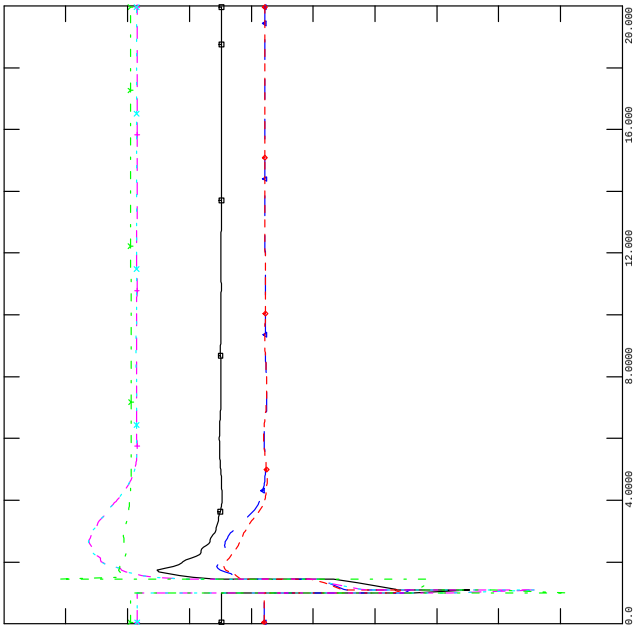
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1873 0.45650

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1874 0.45810

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1685 0.88720

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1635 0.87270

CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1522 0.74830



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

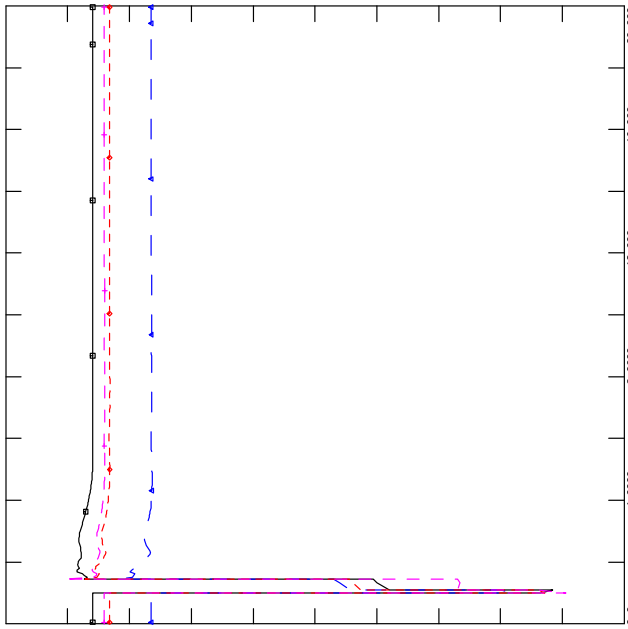
BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.2082 0.14600

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1692 0.38910

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1642 0.61600

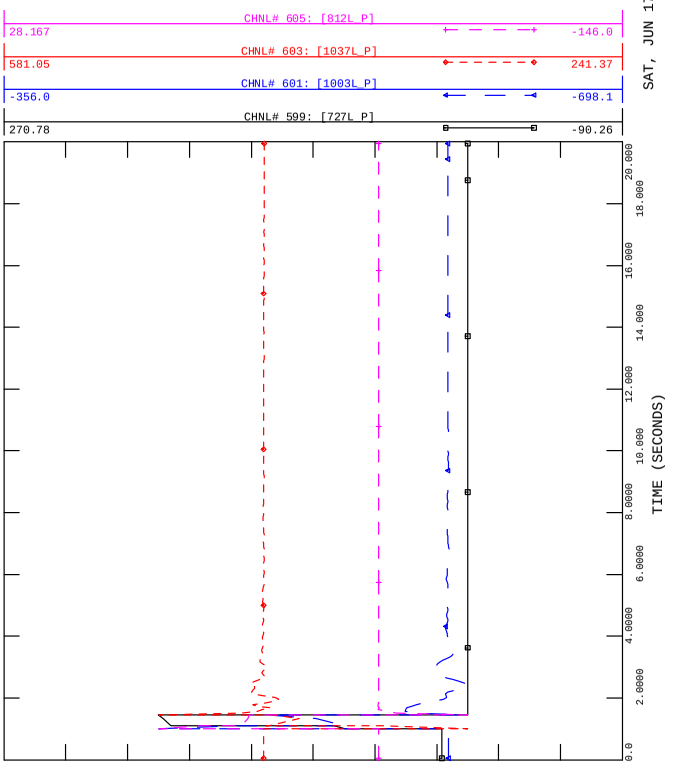
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1506 0.28450



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

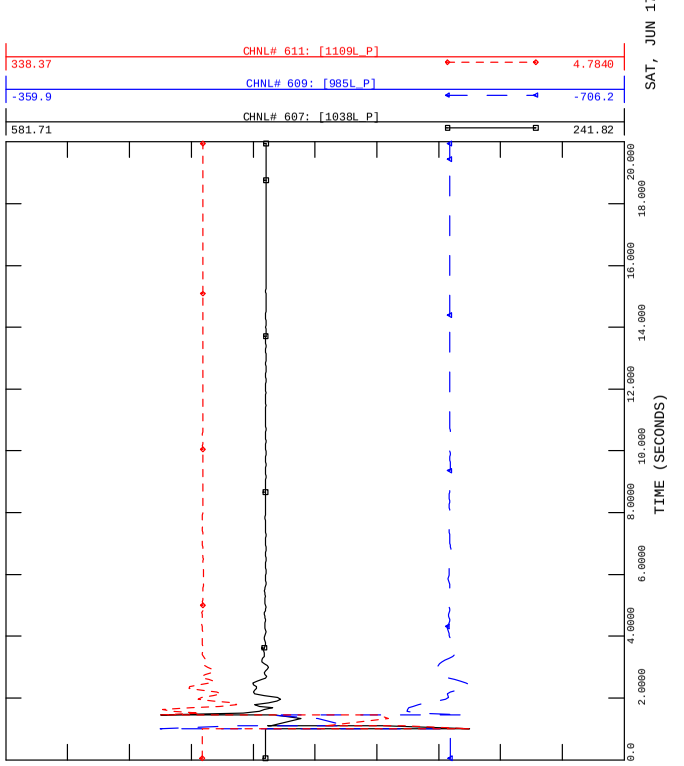
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

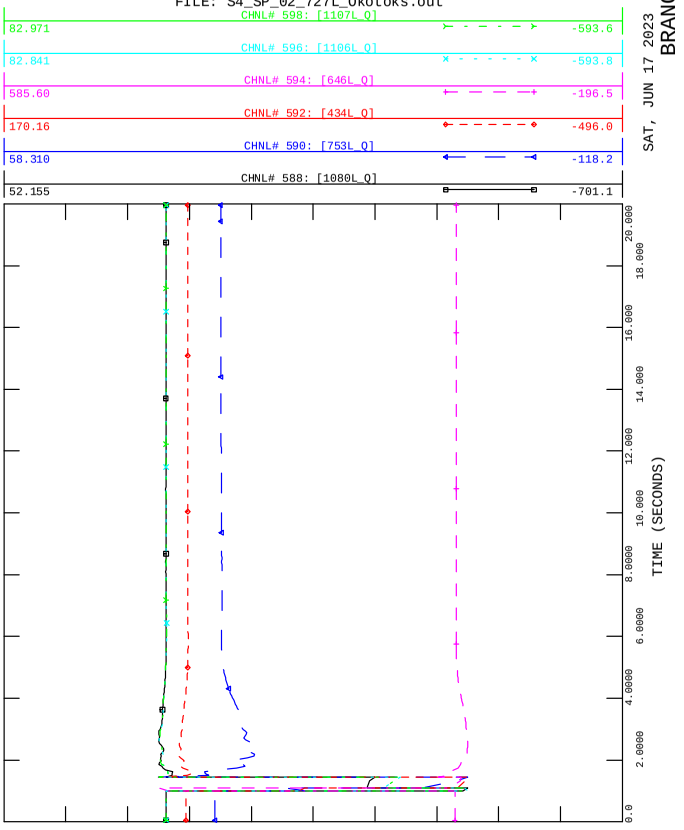
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

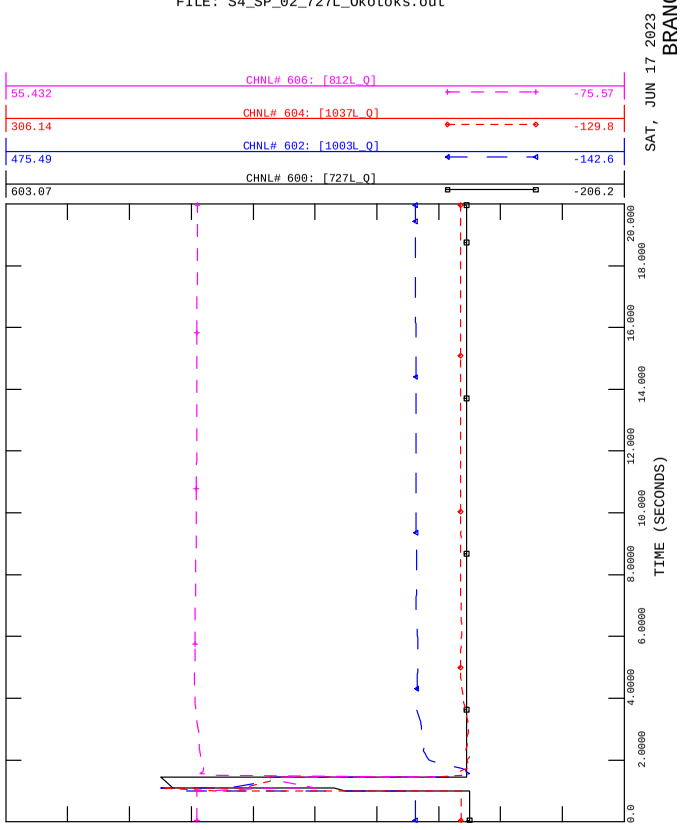
SAT, JUN 17 2023 23:58 BRANCH Q

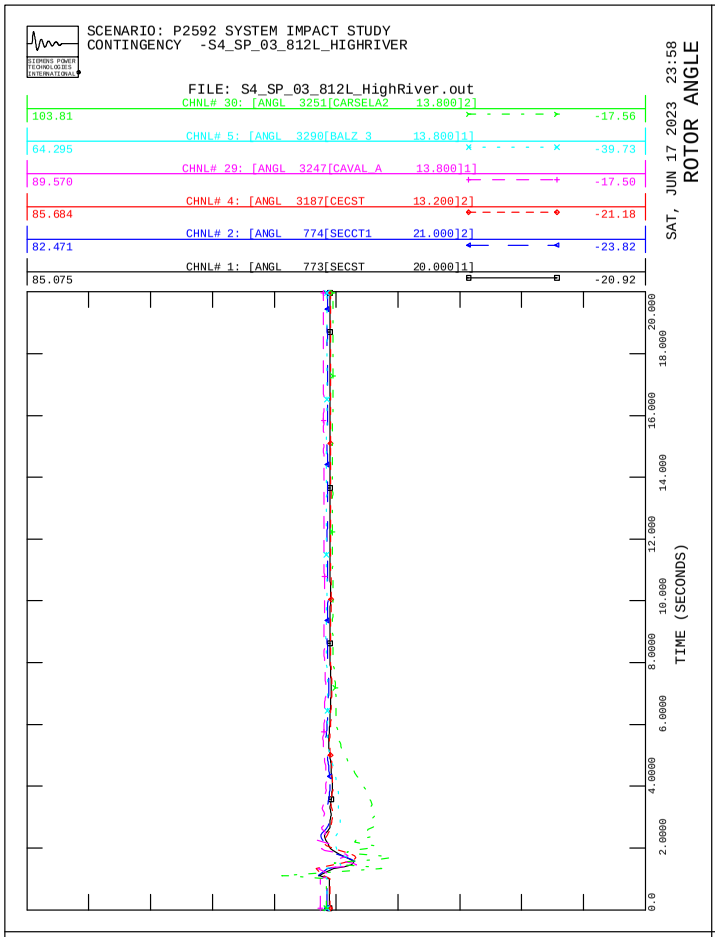


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS

FILE: S4_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
103.81
-17.56
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
64.295
-39.73
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
89.570
-17.50
CHNL# 4: [ANGL 3187[CECST 13.200]2]
85.684
-21.18
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
82.471
-23.82
CHNL# 1: [ANGL 773[SECST 20.000]1]
85.075
-20.92
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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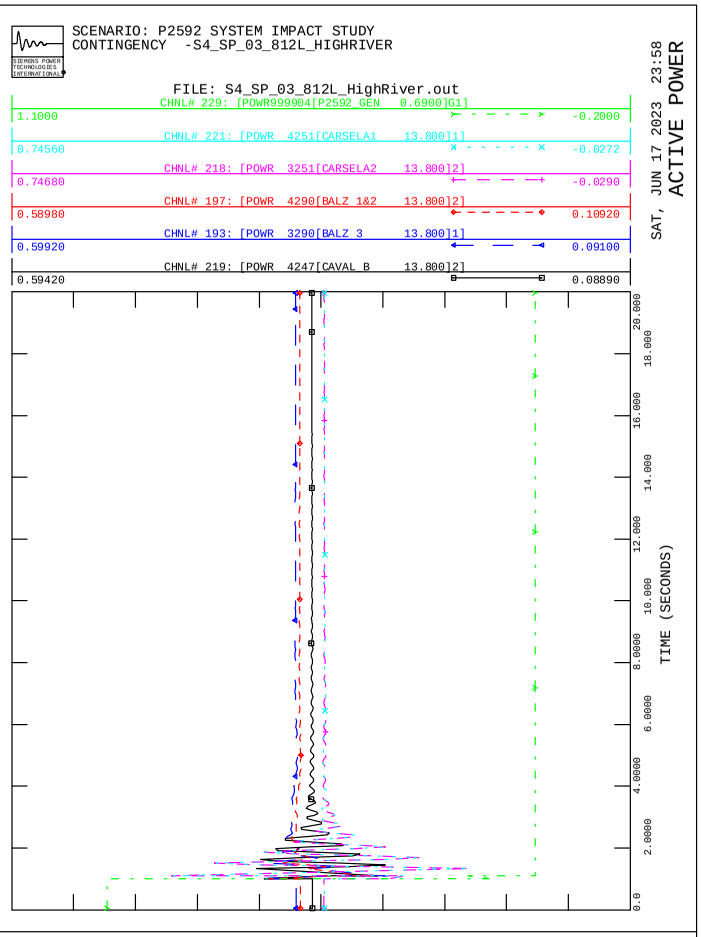
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
-0.2000
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.74560
-0.0272
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.74680
-0.0290
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58980
0.10920
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.59920
0.09100
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.59420
0.08890
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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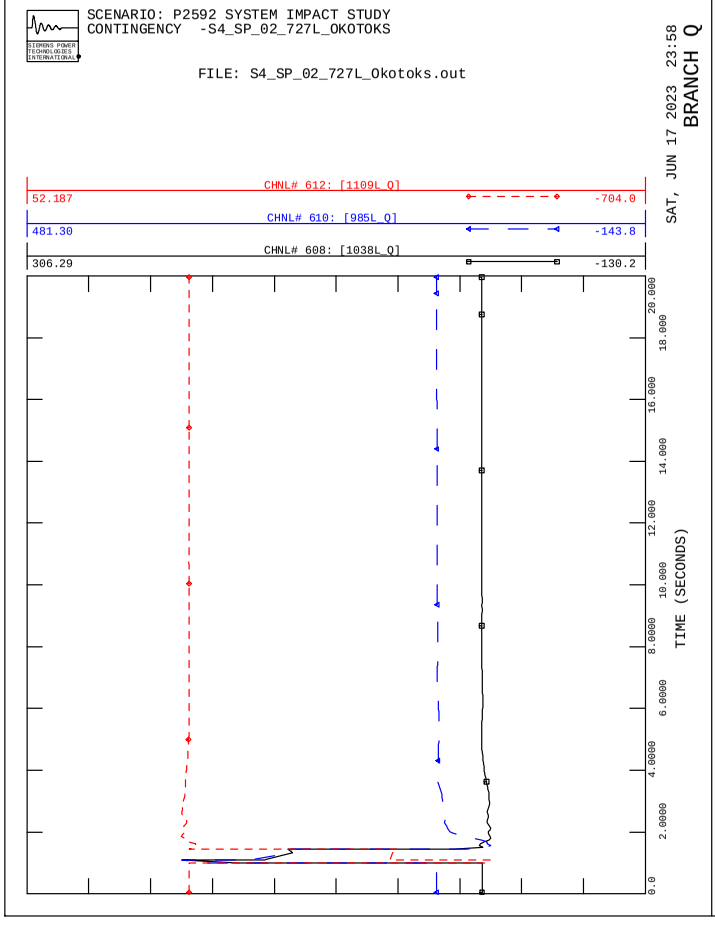
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_02_727L_OKOTOKS
FILE: S4_SP_02_727L_Okotoks.out
CHNL# 612: [1109L Q]
52.187
-704.0
CHNL# 610: [985L Q]
481.30
-143.8
CHNL# 608: [1038L Q]
306.29
-130.2
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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12.000
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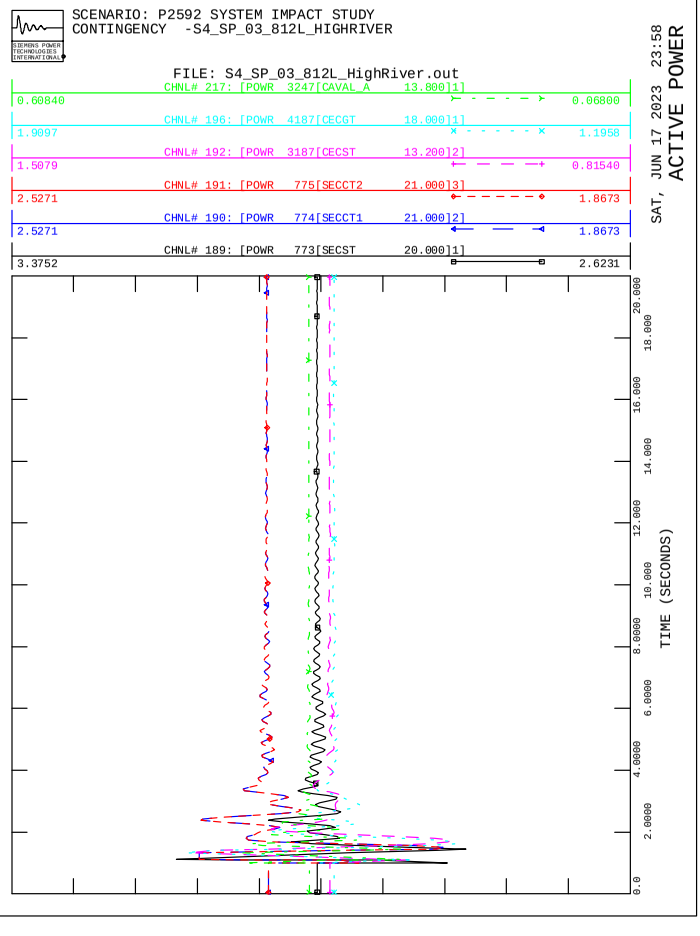
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.60840
0.06800
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.9097
1.1958
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5079
0.81540
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.5271
1.8673
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.5271
1.8673
CHNL# 189: [POWR 773[SECST 20.000]1]
3.3752
2.6231
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
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8.0000
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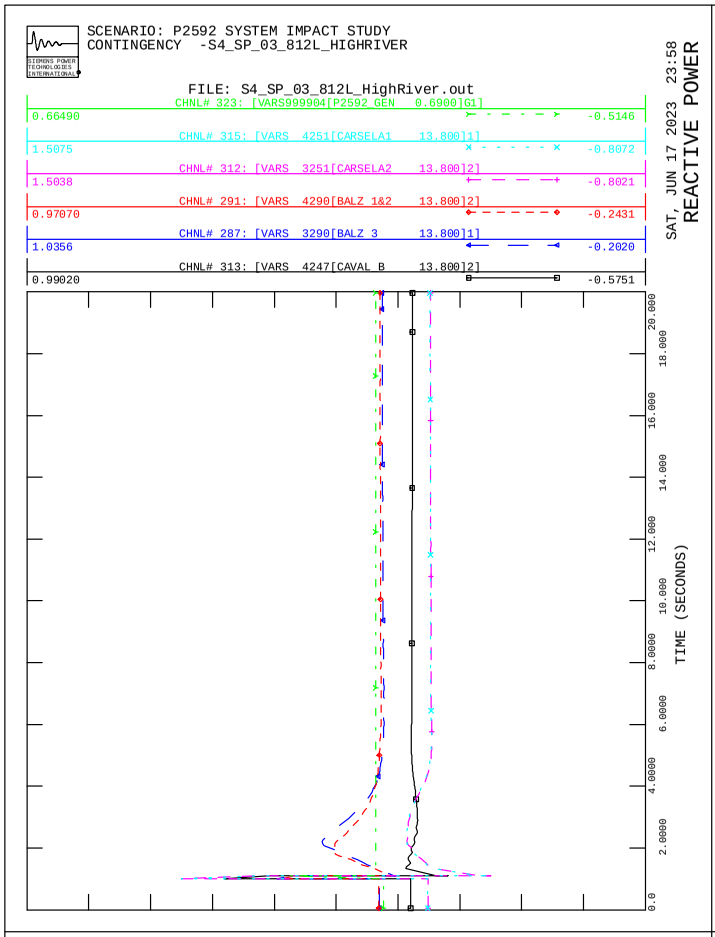
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
0.66490
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.5075
-0.8072
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.5038
-0.8021
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
0.97070
-0.2431
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.0356
-0.2020
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
0.99020
-0.5751
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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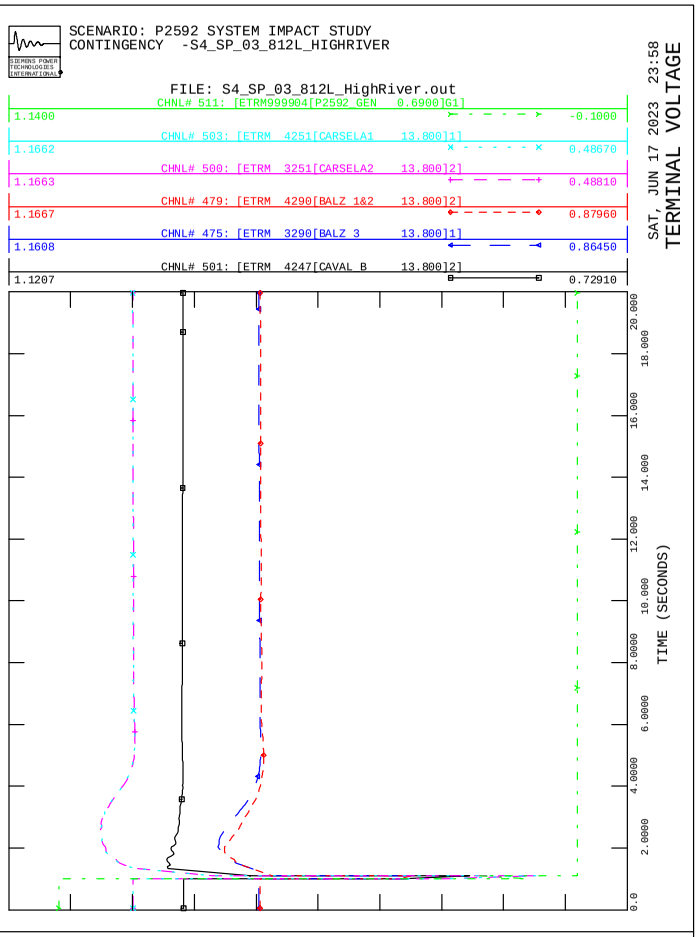
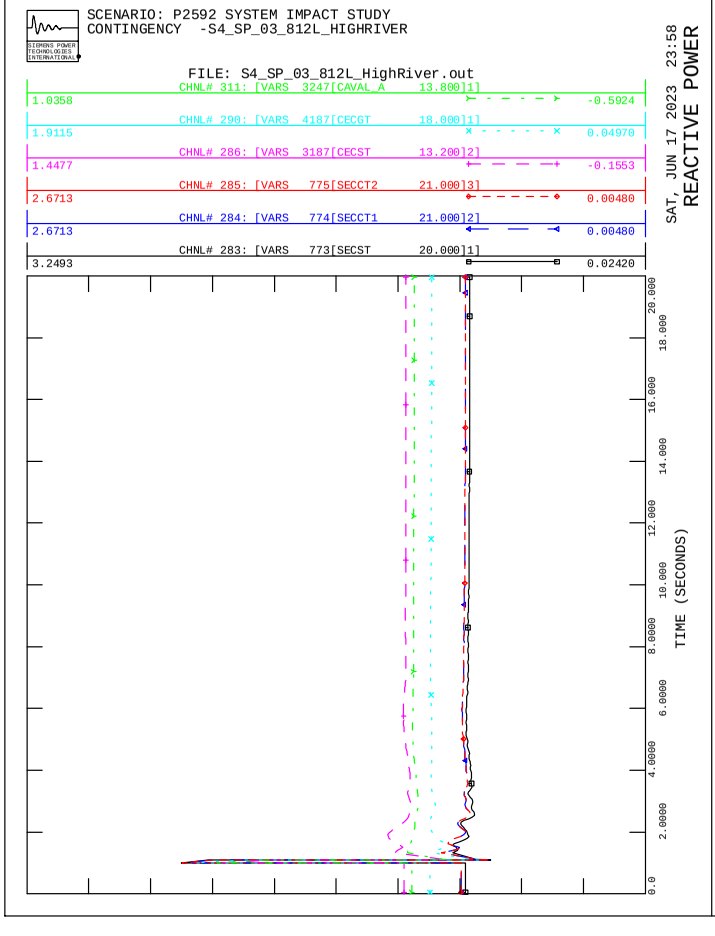
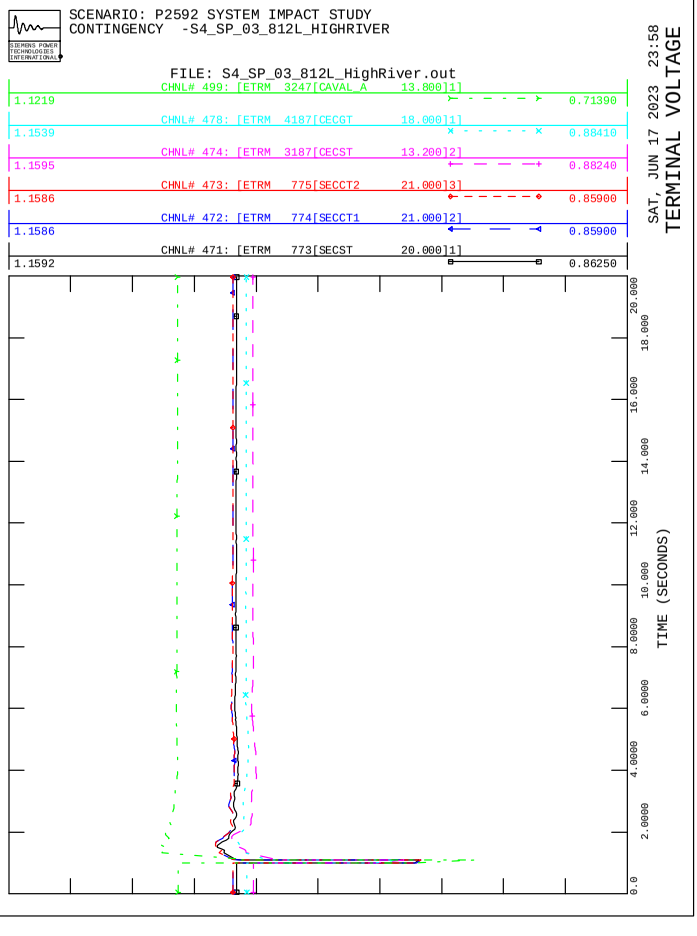
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1400
-0.1000
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1662
0.48670
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1663
0.48810
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1667
0.87960
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1608
0.86450
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1207
0.72910
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.0358
-0.5924
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.9115
0.04970
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.4477
-0.1553
CHNL# 285: [VARS 775[SECCT2 21.000]3]
2.6713
0.00480
CHNL# 284: [VARS 774[SECCT1 21.000]2]
2.6713
0.00480
CHNL# 283: [VARS 773[SECST 20.000]1]
3.2493
0.02420
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER
FILE: S4_SP_03_812L_HighRiver.out
CHNL# 499: [ETRM 3247[CAVAL A 13.800]1]
1.1219
0.71390
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1539
0.88410
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1595
0.88240
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1586
0.85900
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1586
0.85900
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1592
0.86250
SAT, JUN 17 2023 23:58
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

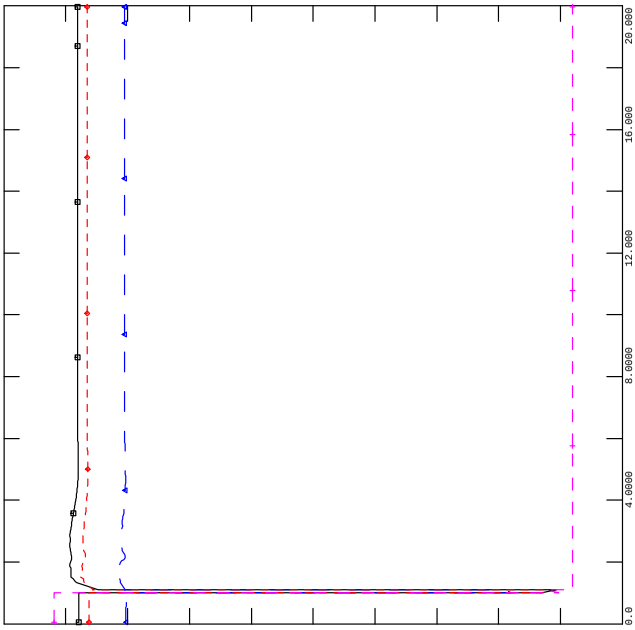
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1394 -0.1000
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1498 0.34390
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1452 0.58880
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1432 0.20420



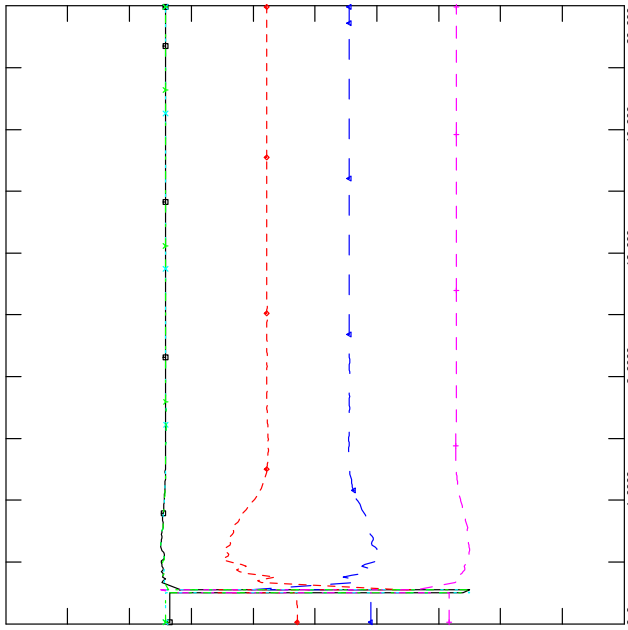
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 598: [1107L_Q]
84.210 -607.9
CHNL# 596: [1106L_Q]
84.102 -608.1
CHNL# 594: [646L_Q]
247.94 -76.41
CHNL# 592: [434L_Q]
29.538 -88.17
CHNL# 590: [753L_Q]
57.891 -43.43
CHNL# 588: [1080L_Q]
69.063 -737.7



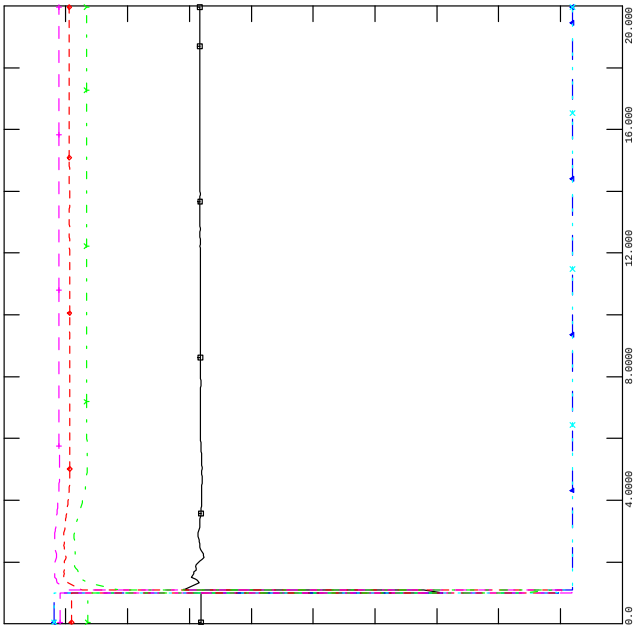
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1485 0.25930
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1376 -0.1000
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1418 -0.0901
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1417 0.10710
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1362 -0.1000
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1637 0.81910



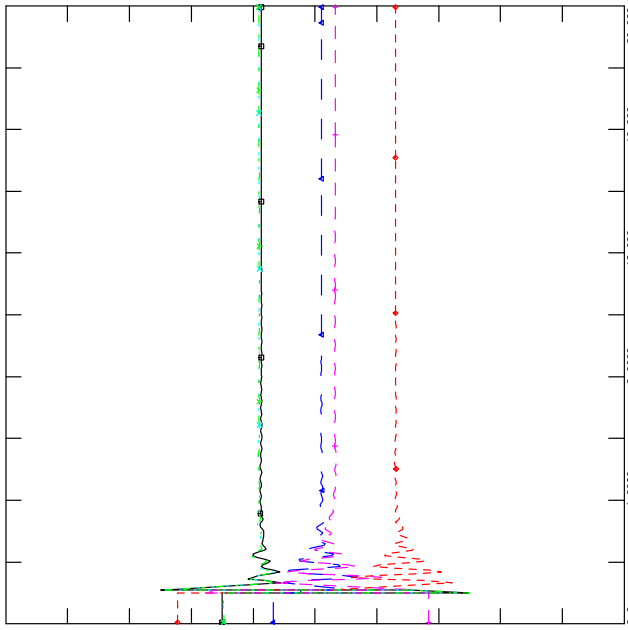
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH P

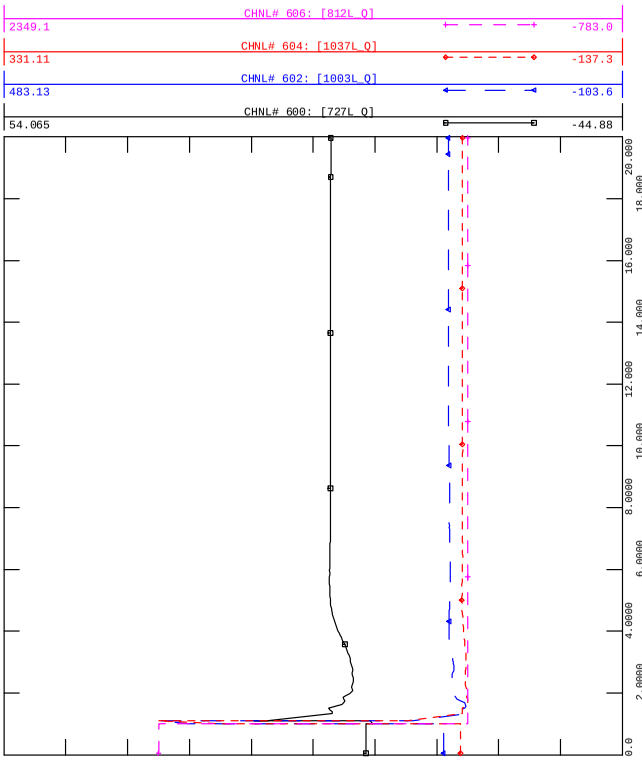
CHNL# 597: [1107L_P]
604.20 122.83
CHNL# 595: [1106L_P]
604.33 122.70
CHNL# 593: [646L_P]
87.070 -39.42
CHNL# 591: [434L_P]
54.397 -89.55
CHNL# 589: [753L_P]
42.582 -49.95
CHNL# 587: [1080L_P]
363.38 -13.50



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

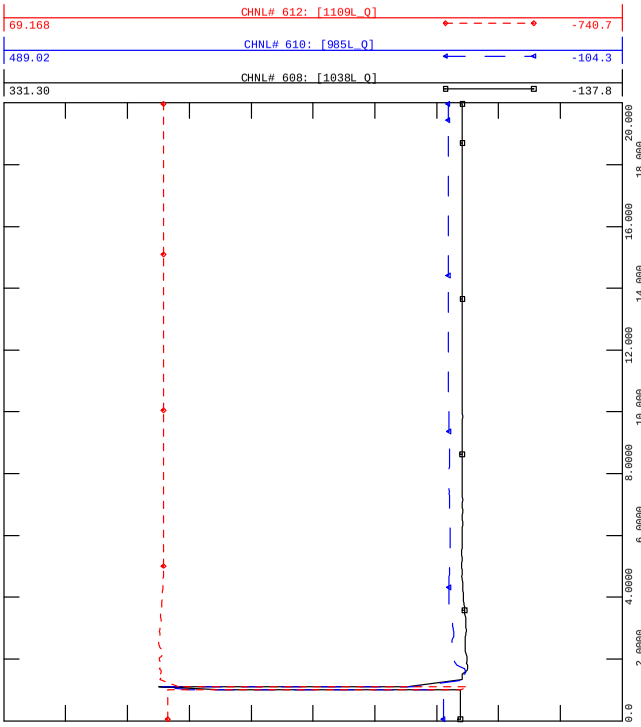
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

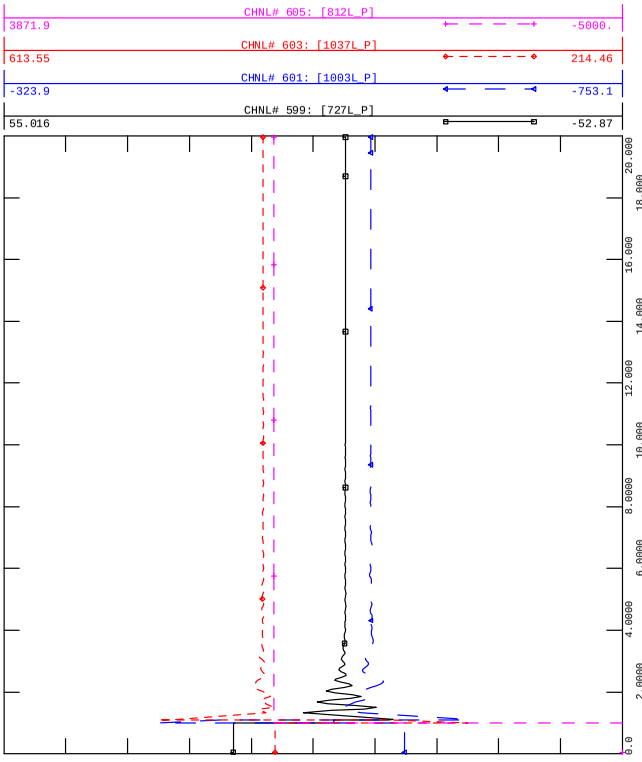
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

FILE: S4_SP_03_812L_HighRiver.out

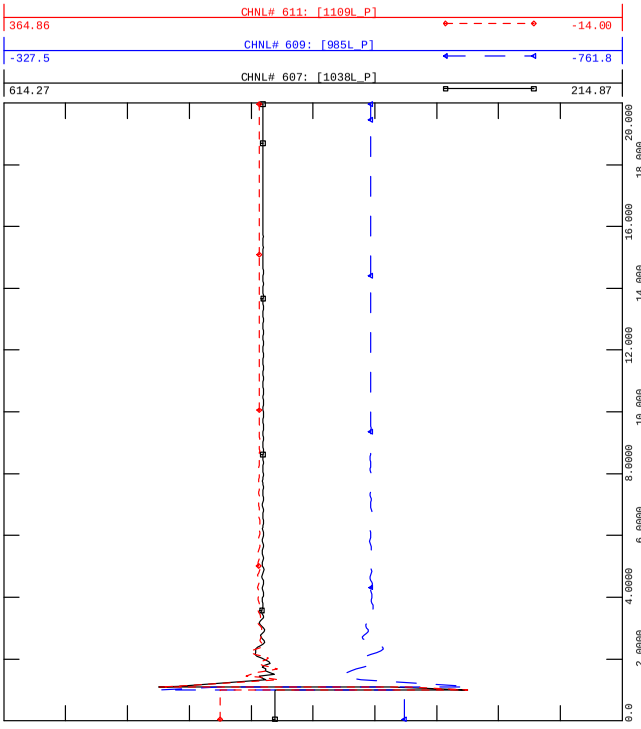
SAT, JUN 17 2023 23:58 BRANCH P

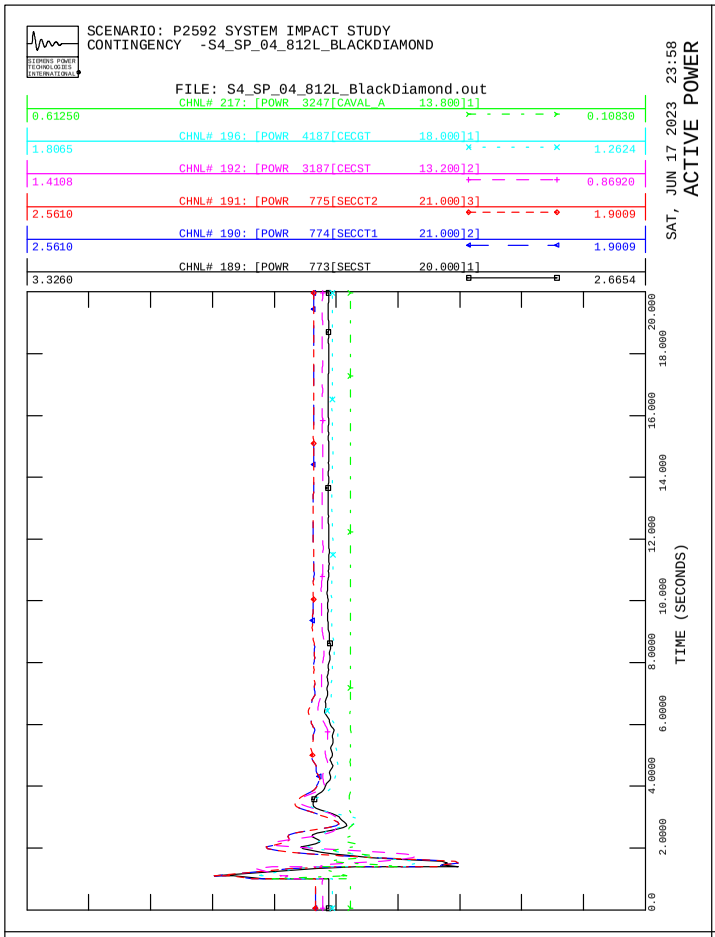


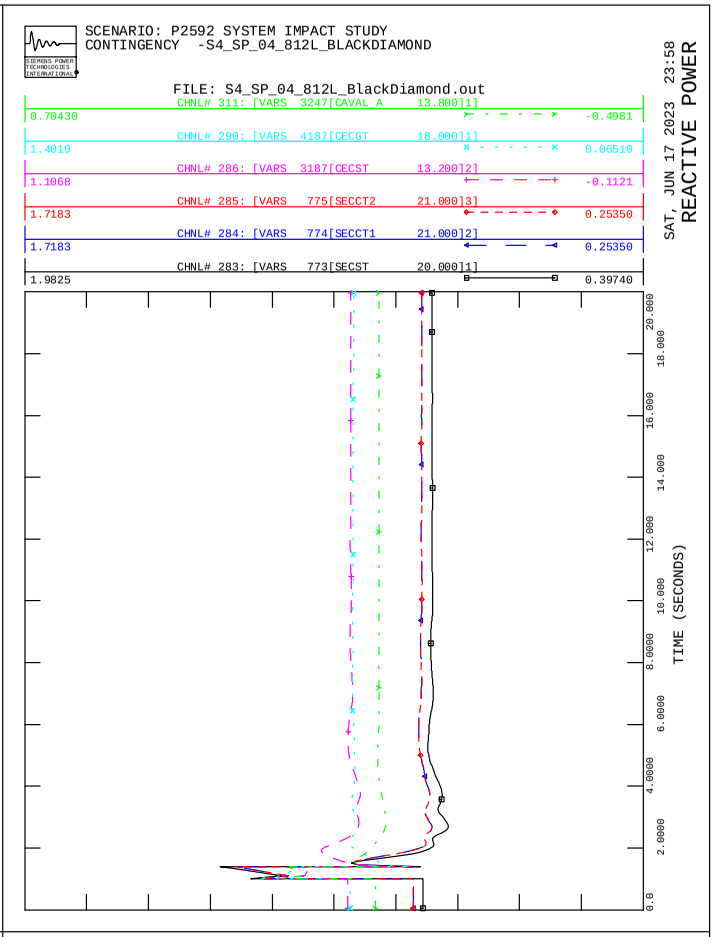
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_03_812L_HIGHRIVER

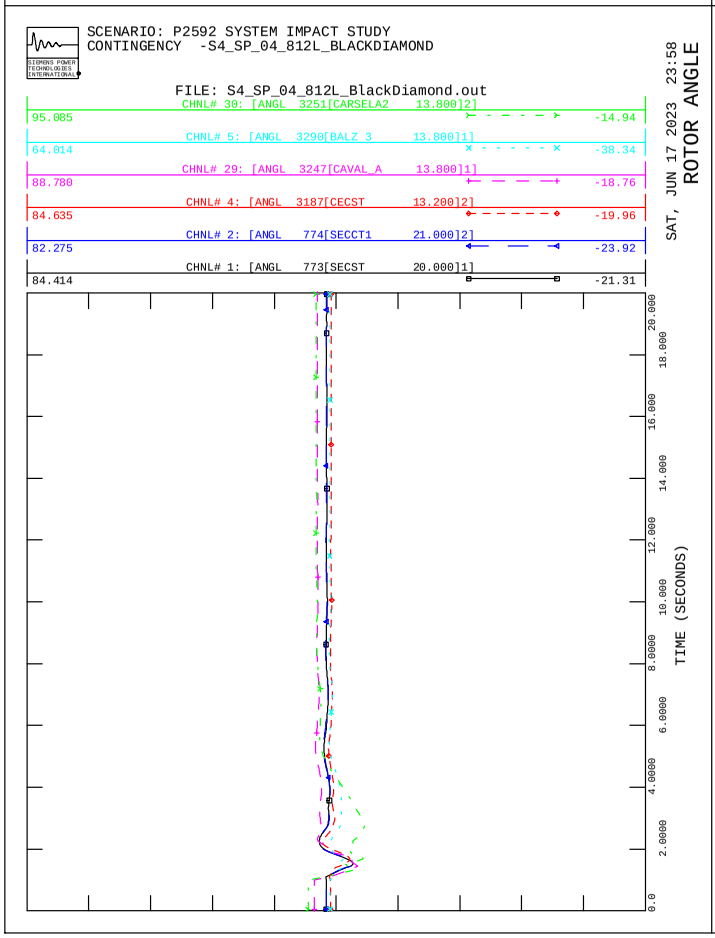
FILE: S4_SP_03_812L_HighRiver.out

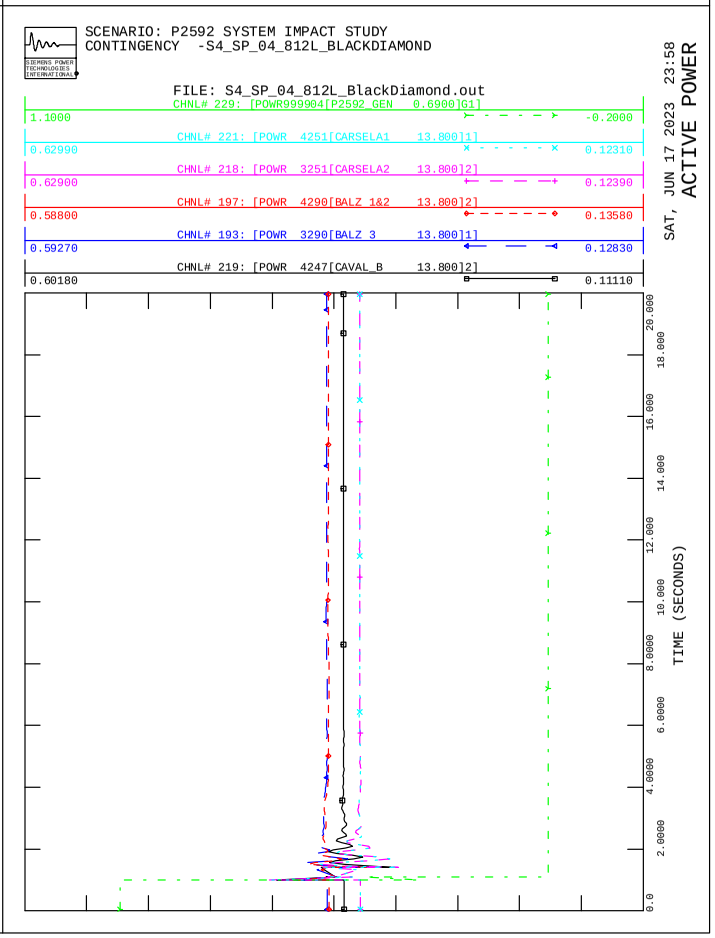
SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND
FILE: S4_SP_04_812L_BlackDiamond.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.61250
0.10830
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.8065
1.2624
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.4108
0.86920
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.5610
1.9009
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.5610
1.9009
CHNL# 189: [POWR 773[SECST 20.000]1]
3.3260
2.6654
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND
FILE: S4_SP_04_812L_BlackDiamond.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
0.70430
-0.4981
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.4019
0.06510
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.1068
-0.1121
CHNL# 285: [VARS 775[SECCT2 21.000]3]
1.7183
0.25350
CHNL# 284: [VARS 774[SECCT1 21.000]2]
1.7183
0.25350
CHNL# 283: [VARS 773[SECST 20.000]1]
1.9825
0.39740
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND
FILE: S4_SP_04_812L_BlackDiamond.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
95.085
-14.94
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
64.014
-38.34
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
88.780
-18.76
CHNL# 4: [ANGL 3187[CECST 13.200]2]
84.635
-19.96
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
82.275
-23.92
CHNL# 1: [ANGL 773[SECST 20.000]1]
84.414
-21.31
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND
FILE: S4_SP_04_812L_BlackDiamond.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
-0.2000
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.62990
0.12310
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.62900
0.12390
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58800
0.13580
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.59270
0.12830
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.60180
0.11110
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1] 1.1383 0.84550
CHNL# 478: [ETRM 4187[CECGT 18.000]1] 1.1559 0.93160
CHNL# 474: [ETRM 3187[CECST 13.200]2] 1.1624 0.93050
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 1.1687 0.92380
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 1.1687 0.92380
CHNL# 471: [ETRM 773[SECST 20.000]1] 1.1694 0.92450

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]] 1.1540 0.70320
CHNL# 580: [VOLT 243 [HARTELL7 138.00]] 1.1376 -0.1000
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]] 1.1486 0.57960
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]] 1.1489 0.65130
CHNL# 577: [VOLT 238 [BLACK D7 138.00]] 1.1362 -0.1000
CHNL# 576: [VOLT 159 [LANGDON4 240.00]] 1.1720 0.92020

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1] 0.73430 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1] 0.91800 -0.5873
CHNL# 312: [VARS 3251[CARSELA2 13.800]2] 0.91710 -0.5861
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2] 0.84160 -0.2400
CHNL# 287: [VARS 3290[BALZ 3 13.800]1] 0.90730 -0.1982
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2] 0.70020 -0.5017

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

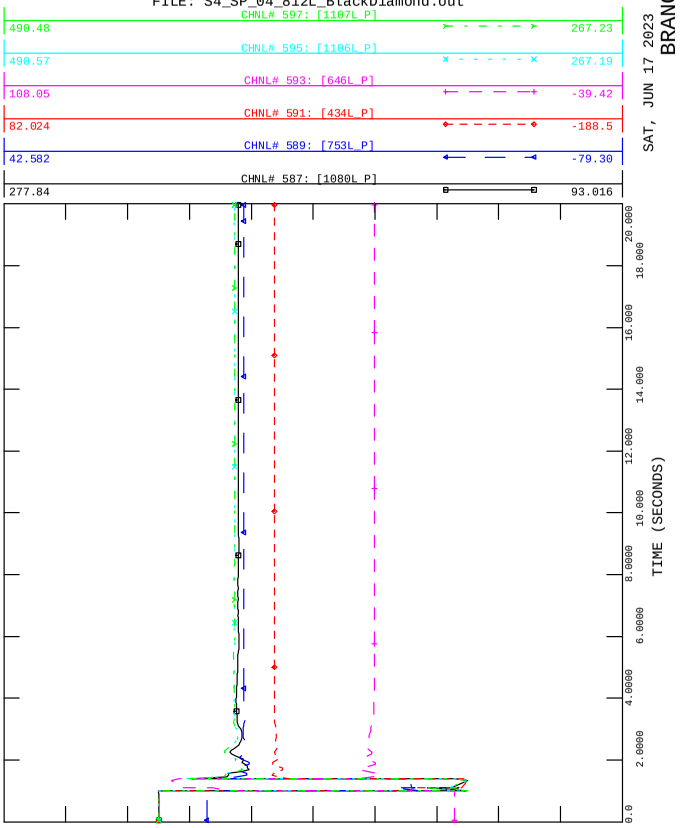
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1] 1.1400 -0.1000
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1] 1.1754 0.78090
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2] 1.1755 0.78140
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2] 1.1609 0.93080
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1] 1.1543 0.92020
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2] 1.1355 0.85100

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

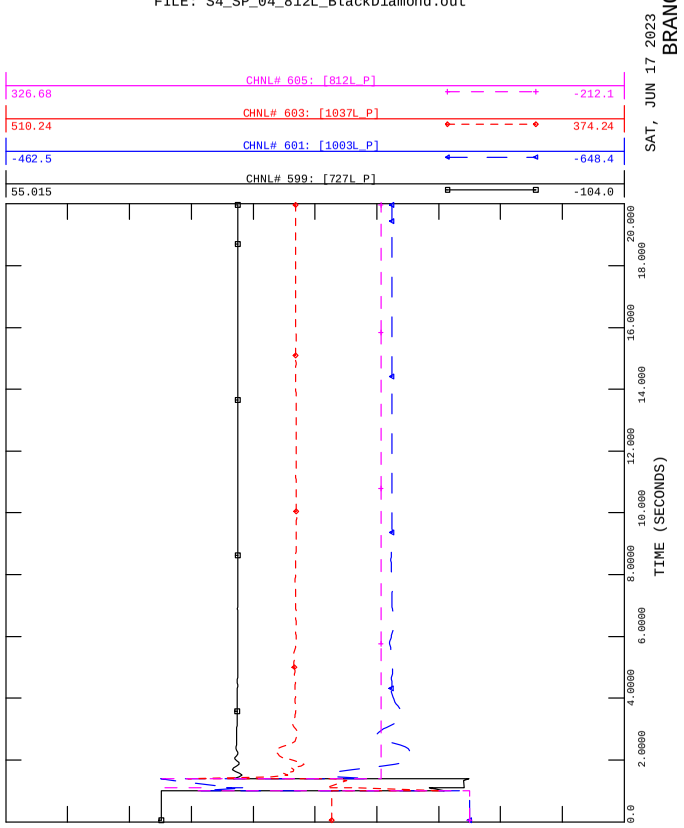
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

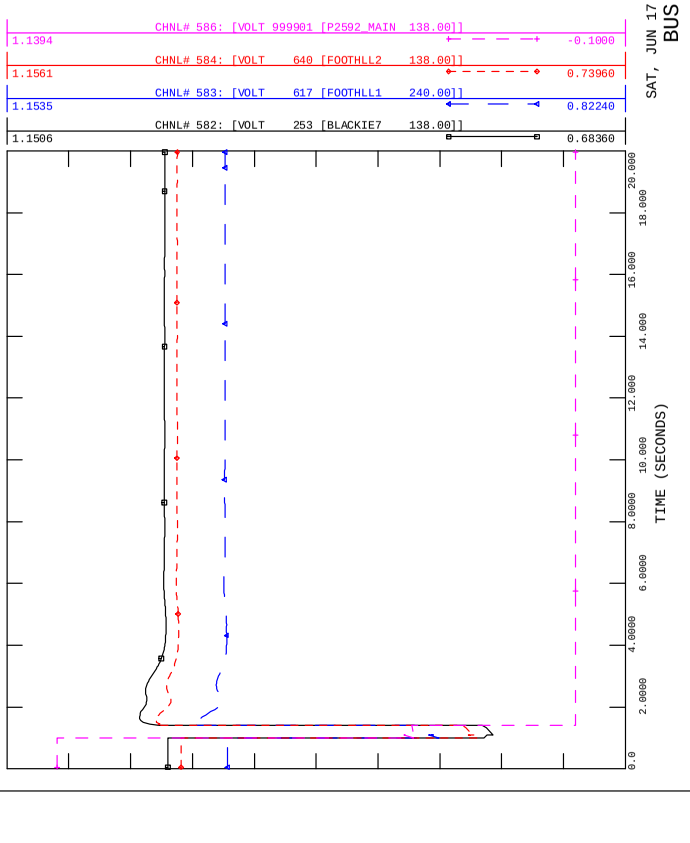
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

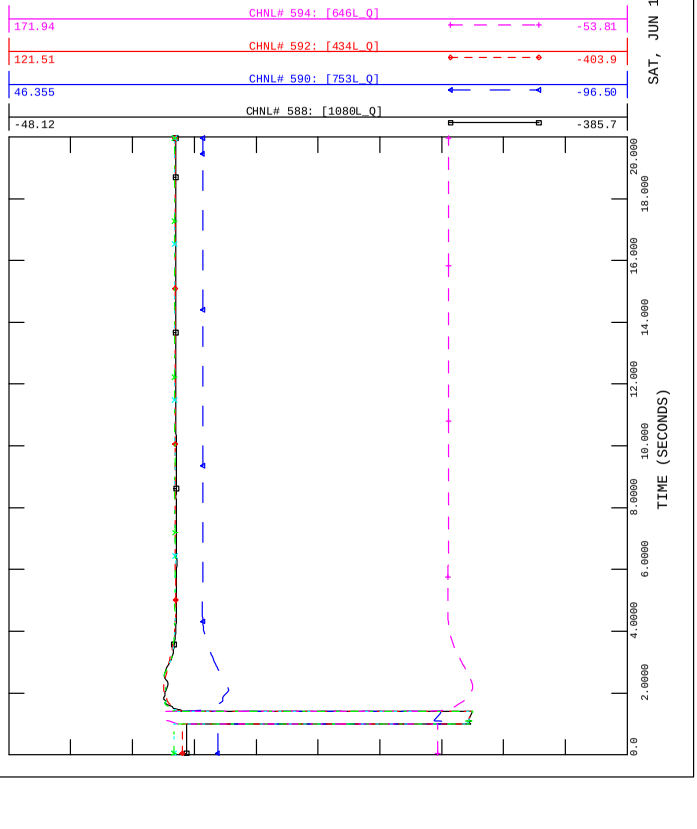
SAT, JUN 17 2023 23:58 BUS VOLTAGE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

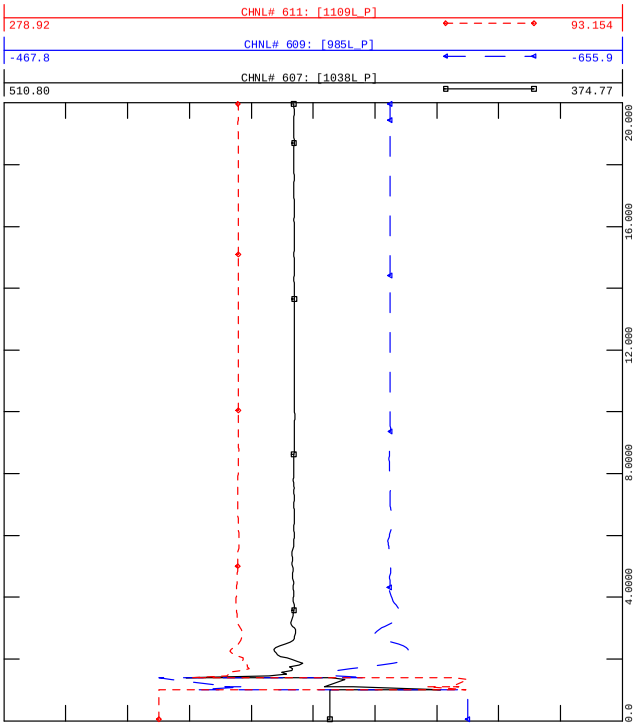
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

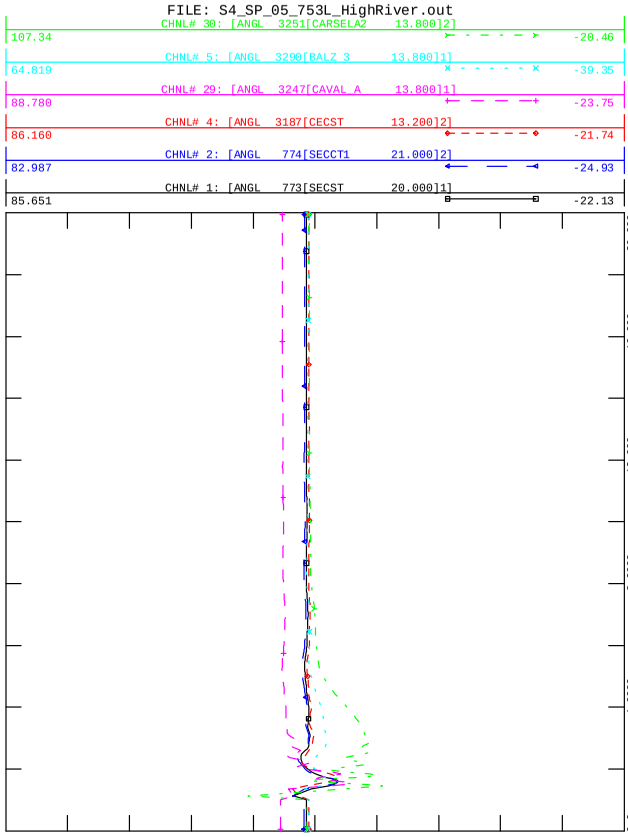
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER

FILE: S4_SP_05_753L_HighRiver.out

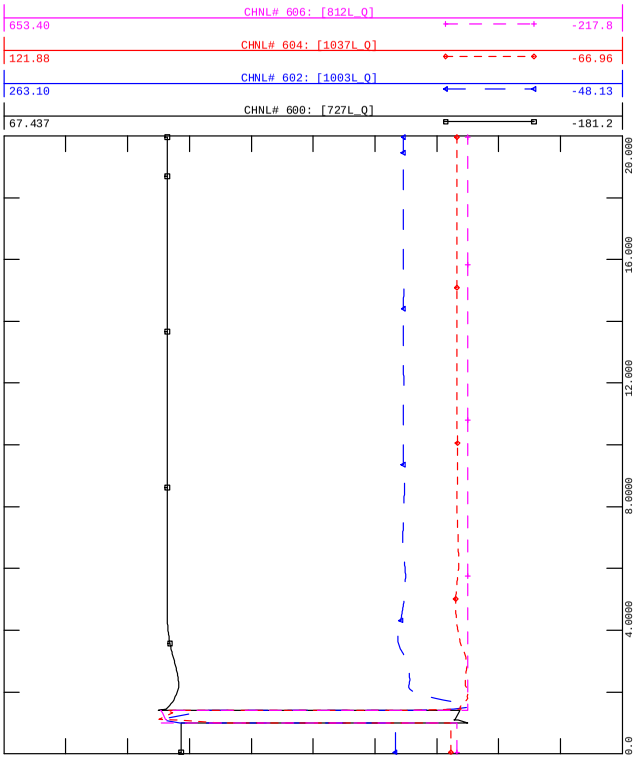
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

FILE: S4_SP_04_812L_BlackDiamond.out

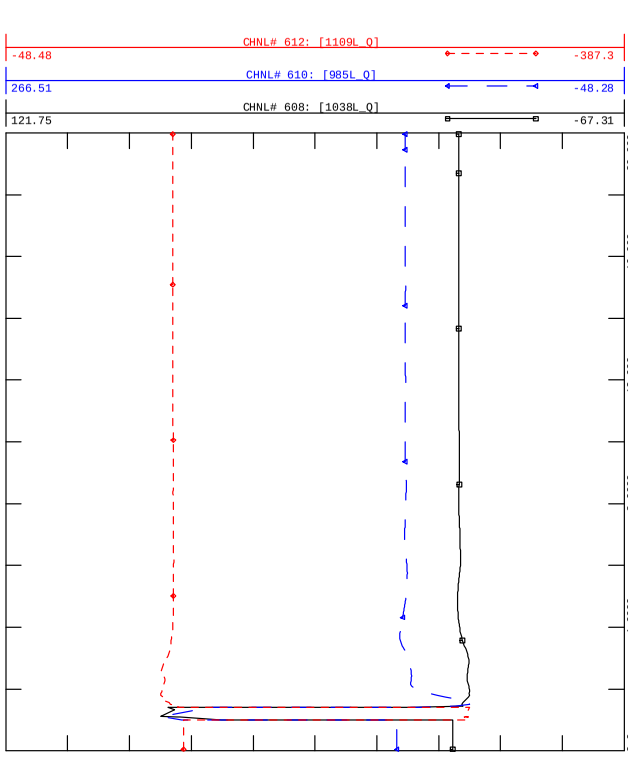
SAT, JUN 17 2023 23:58 BRANCH Q

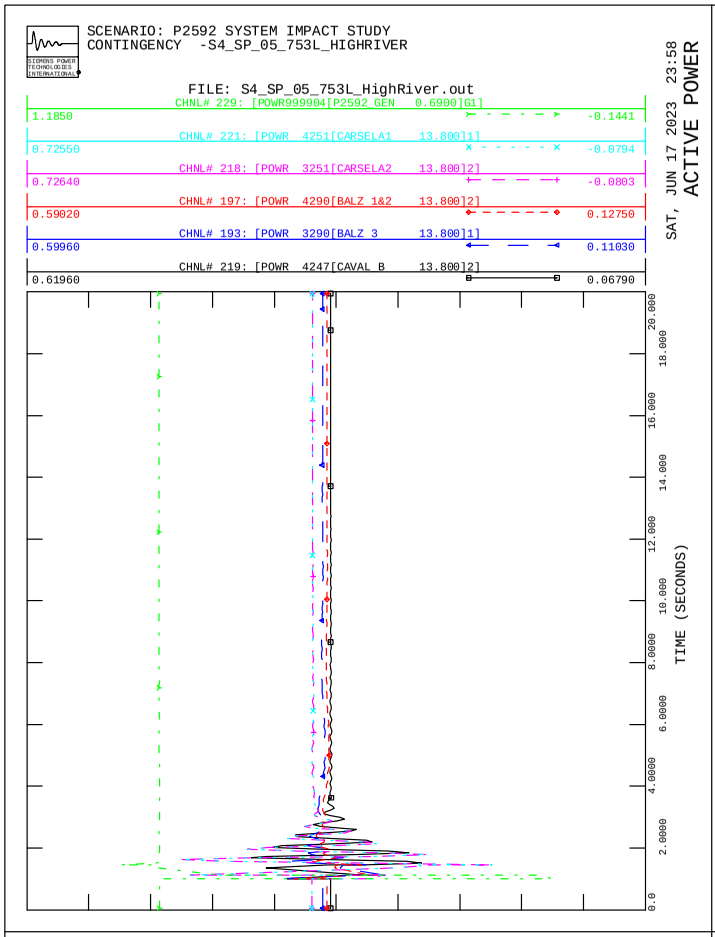


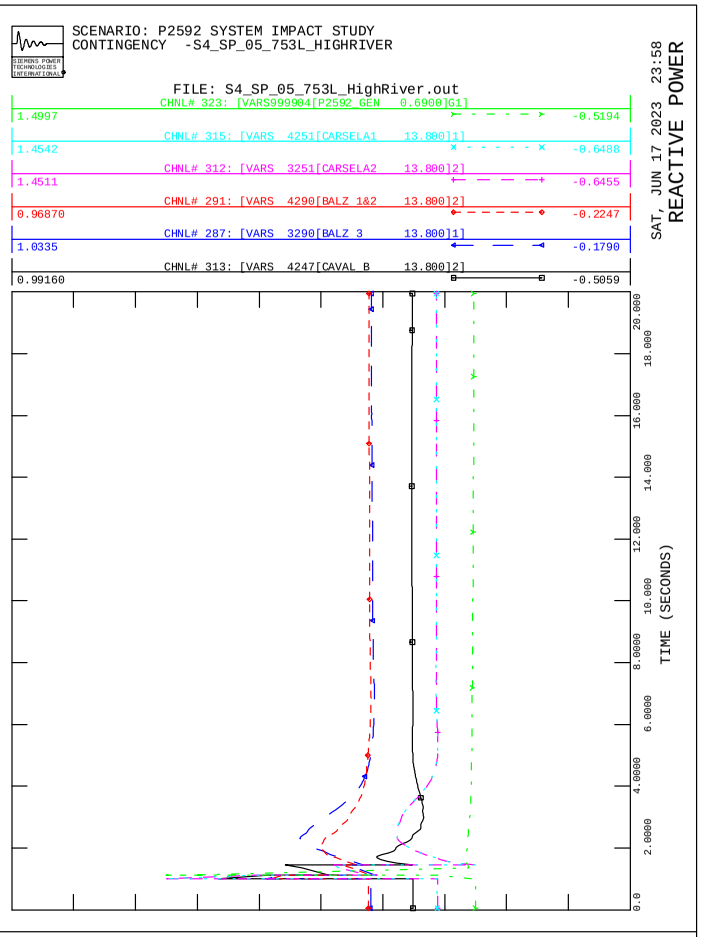
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_04_812L_BLACKDIAMOND

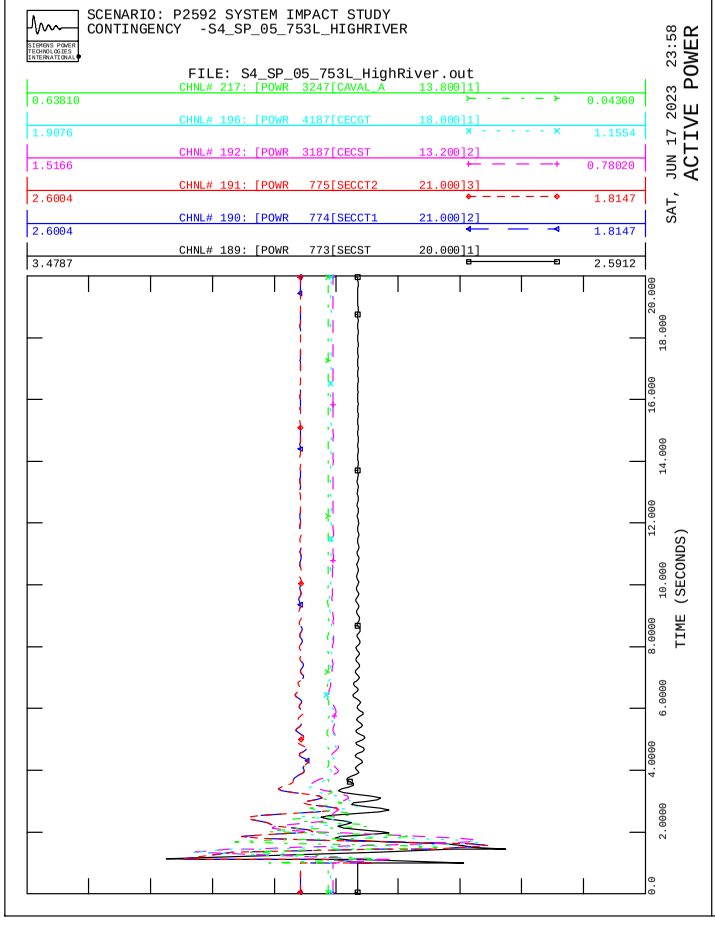
FILE: S4_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.1850
-0.1441
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.72550
-0.0794
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.72640
-0.0803
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.59020
0.12750
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.59960
0.11030
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.61960
0.06790
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.4997
-0.5194
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4542
-0.6488
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4511
-0.6455
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
0.96870
-0.2247
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.0335
-0.1790
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
0.99160
-0.5059
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.63810
0.04360
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.9076
1.1554
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5166
0.78020
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.6004
1.8147
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.6004
1.8147
CHNL# 189: [POWR 773[SECST 20.000]1]
3.4787
2.5912
SAT, JUN 17 2023 23:58
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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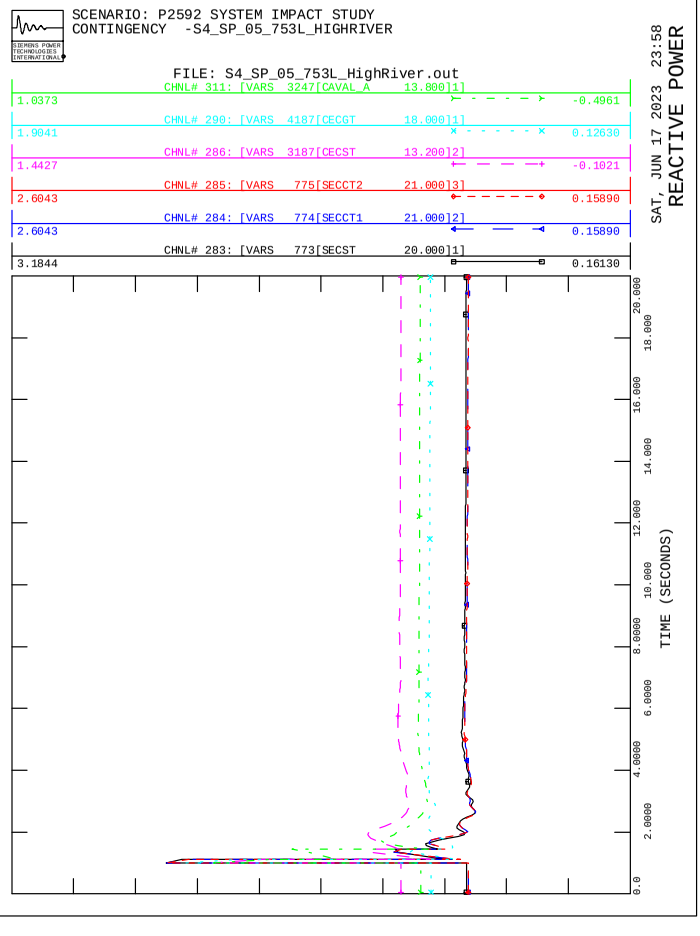
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.0373
-0.4961
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.9041
0.12630
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.4427
-0.1021
CHNL# 285: [VARS 775[SECCT2 21.000]3]
2.6043
0.15890
CHNL# 284: [VARS 774[SECCT1 21.000]2]
2.6043
0.15890
CHNL# 283: [VARS 773[SECST 20.000]1]
3.1844
0.16130
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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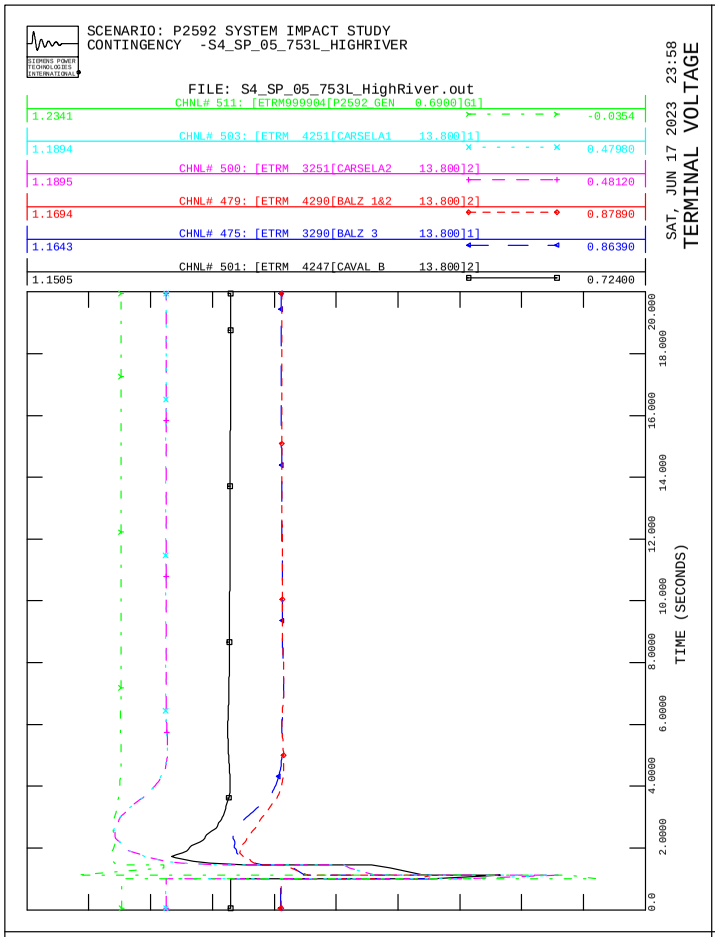
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2341 -0.0354
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1894 0.47980
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1895 0.48120
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1694 0.87890
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1643 0.86390
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1505 0.72400
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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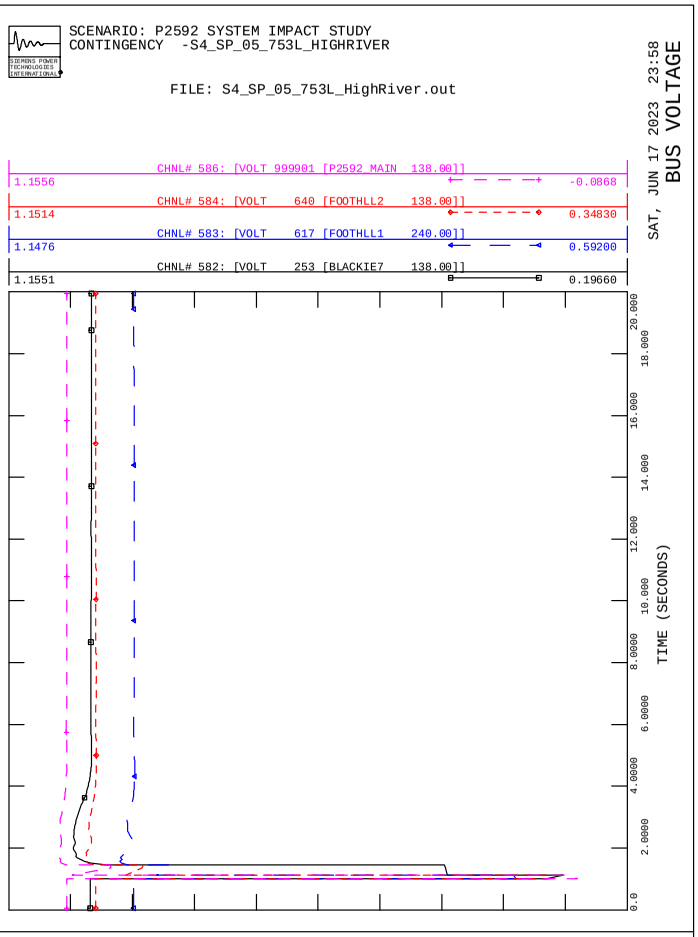
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1556 -0.0868
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1514 0.34830
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1476 0.59200
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1551 0.19660
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
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12.000
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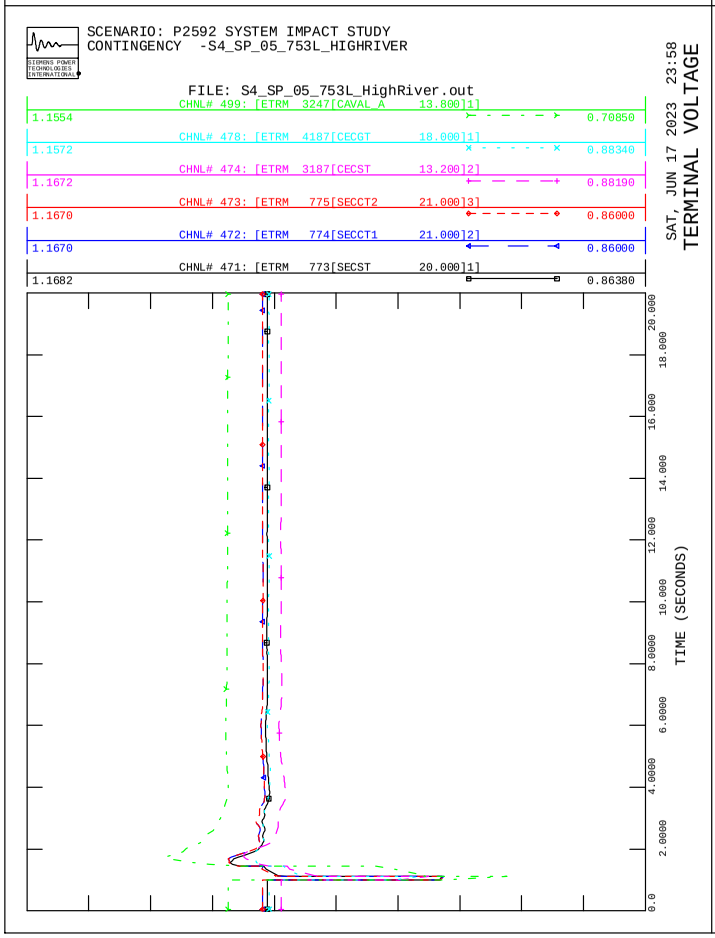
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 499: [ETRM 3247[CAVAL A 13.800]1]
1.1554 0.70850
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1572 0.88340
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1672 0.88190
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1670 0.86000
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1670 0.86000
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1682 0.86380
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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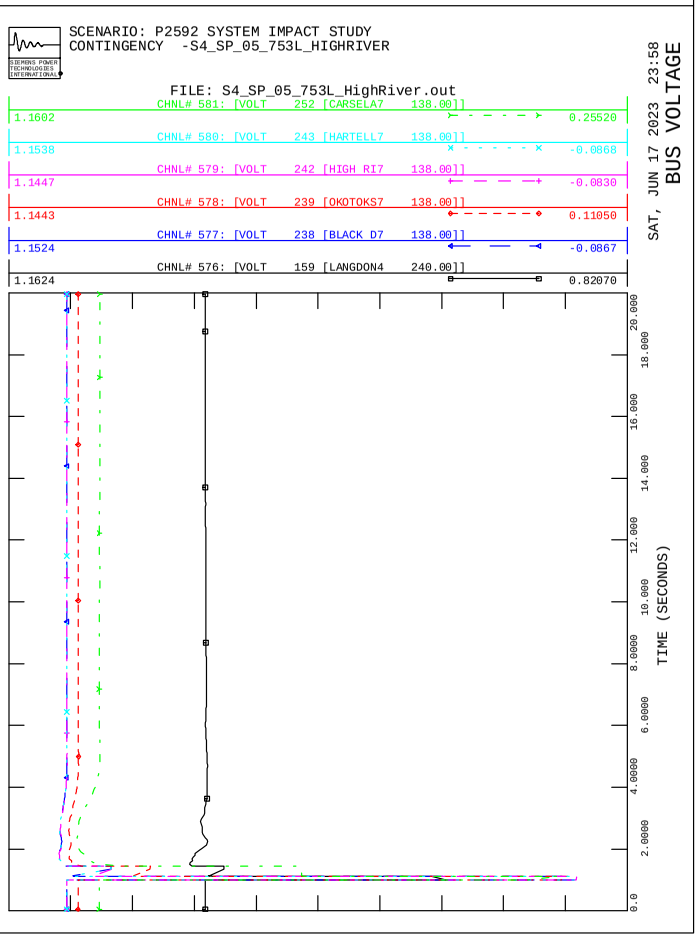
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1602 0.25520
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1538 -0.0868
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1447 -0.0830
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1443 0.11050
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1524 -0.0867
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1624 0.82070
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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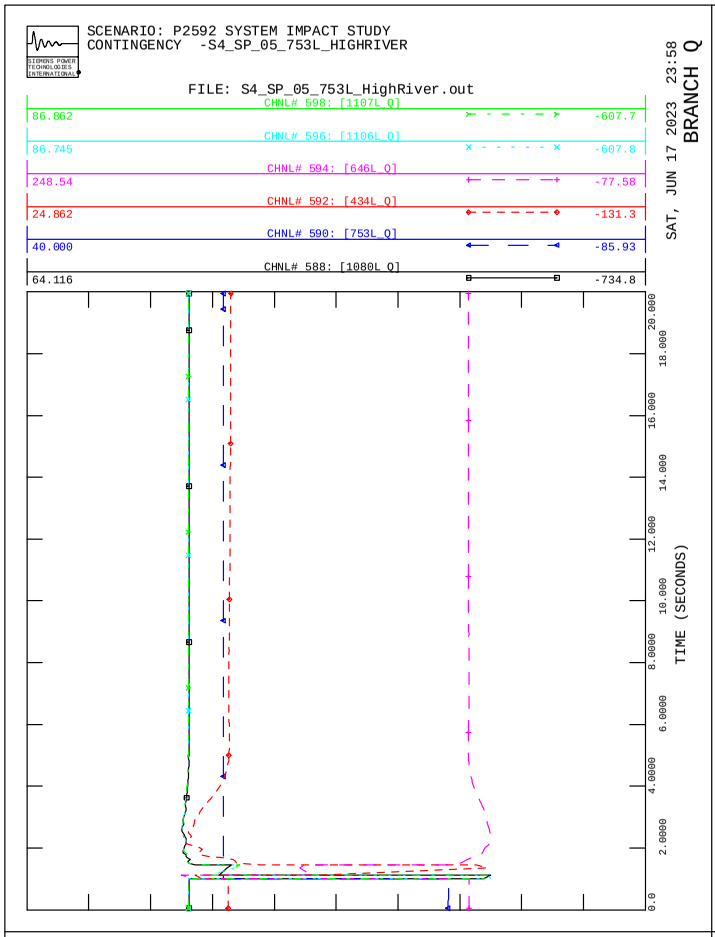
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 598: [1107L_Q]
86.862
-607.7
CHNL# 596: [1106L_Q]
86.745
-607.8
CHNL# 594: [646L_Q]
248.54
-77.58
CHNL# 592: [434L_Q]
24.862
-131.3
CHNL# 590: [753L_Q]
40.000
-85.93
CHNL# 588: [1080L_Q]
64.116
-734.8
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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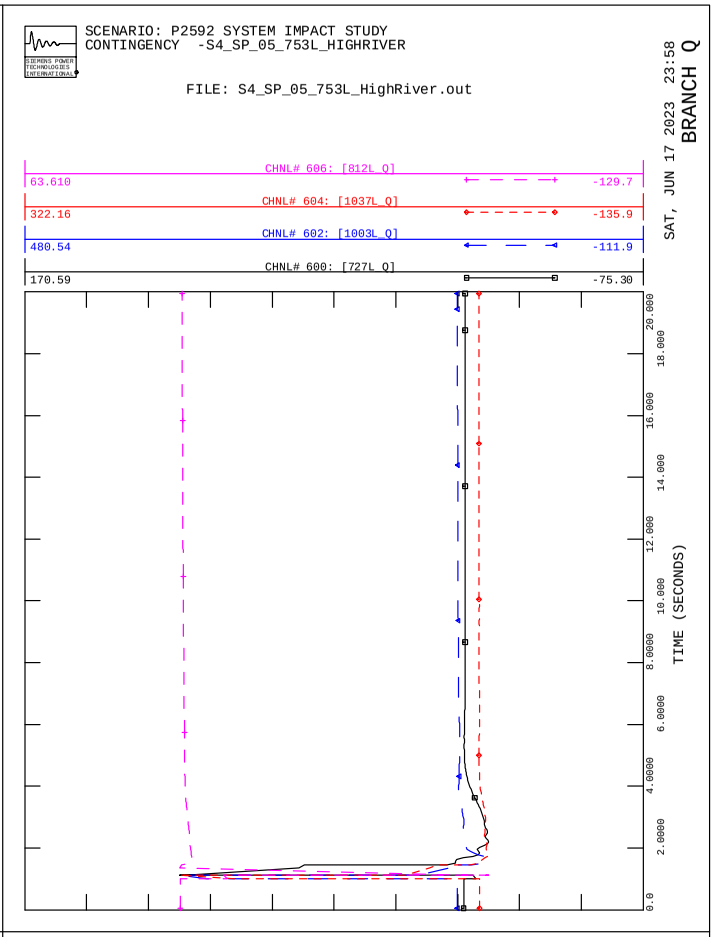
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 606: [812L_Q]
63.610
-129.7
CHNL# 604: [1037L_Q]
322.16
-135.9
CHNL# 602: [1003L_Q]
480.54
-111.9
CHNL# 600: [727L_Q]
170.59
-75.30
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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12.000
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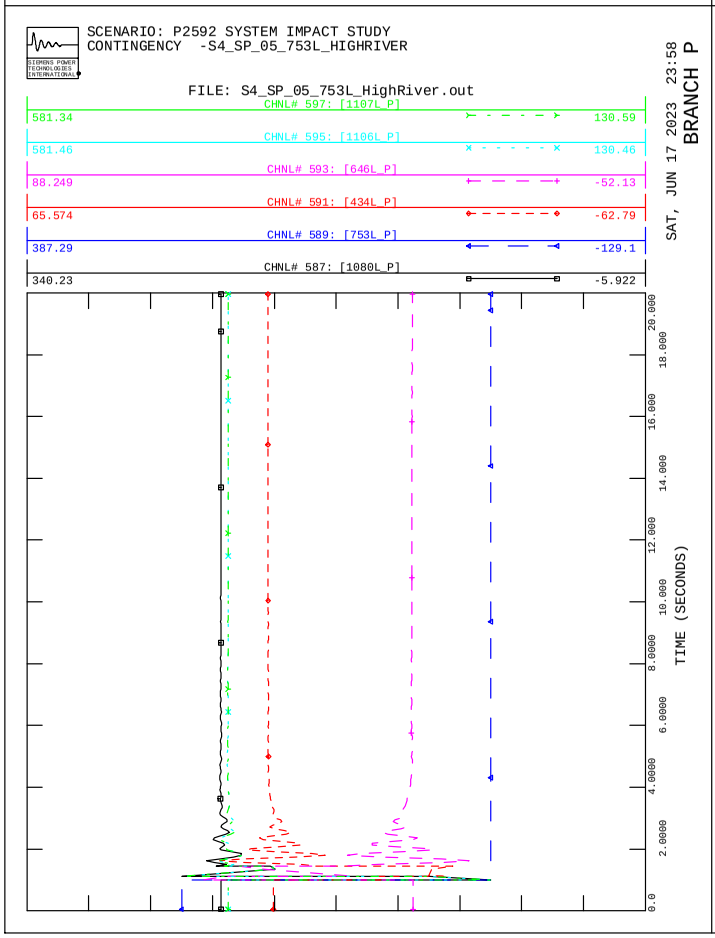
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 597: [1107L_P]
581.34
130.59
CHNL# 595: [1106L_P]
581.46
130.46
CHNL# 593: [646L_P]
88.249
-52.13
CHNL# 591: [434L_P]
65.574
-62.79
CHNL# 589: [753L_P]
387.29
-129.1
CHNL# 587: [1080L_P]
340.23
-5.922
SAT, JUN 17 2023 23:58
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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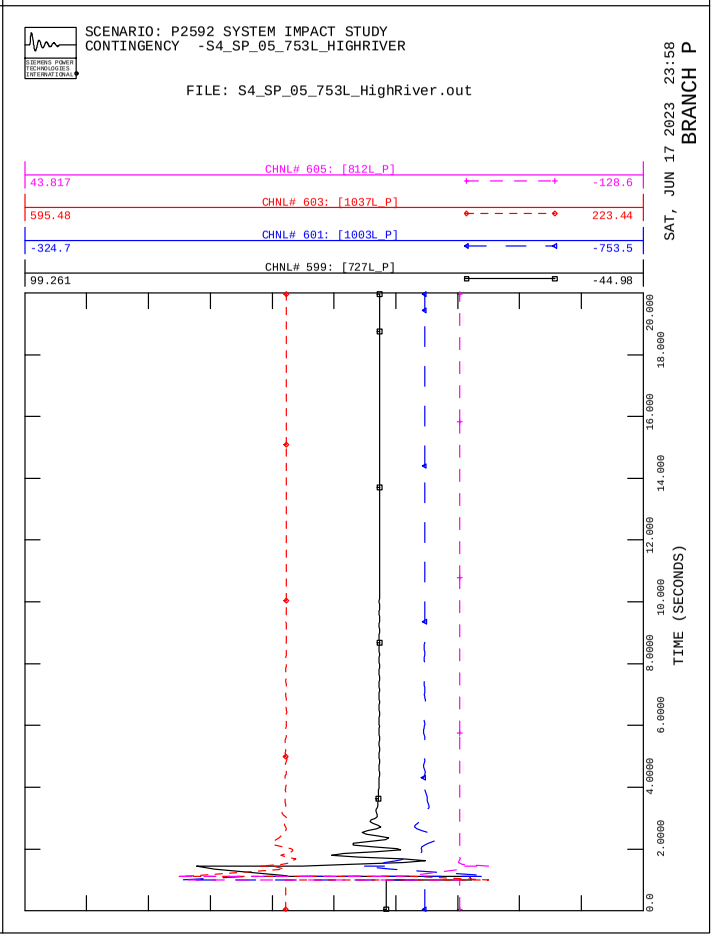
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER
FILE: S4_SP_05_753L_HighRiver.out
CHNL# 605: [812L_P]
43.817
-128.6
CHNL# 603: [1037L_P]
595.48
223.44
CHNL# 601: [1003L_P]
-324.7
-753.5
CHNL# 599: [727L_P]
99.261
-44.98
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER

FILE: S4_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 64.180 -737.8
CHNL# 610: [985L Q] 486.40 -112.8
CHNL# 608: [1038L Q] 322.34 -136.4

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE

FILE: S4_SP_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.61400 0.04760
CHNL# 196: [POWR 4187[CECGT 18.000]1] 1.8175 1.2453
CHNL# 192: [POWR 3187[CECST 13.200]2] 1.4240 0.85630
CHNL# 191: [POWR 775[SECCT2 21.000]3] 2.5269 1.8575
CHNL# 190: [POWR 774[SECCT1 21.000]2] 2.5269 1.8575
CHNL# 189: [POWR 773[SECST 20.000]1] 3.2970 2.6101

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_05_753L_HIGHRIVER

FILE: S4_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 341.59 -6.381
CHNL# 609: [985L P] -328.3 -762.3
CHNL# 607: [1038L P] 596.19 223.86

TIME (SECONDS)

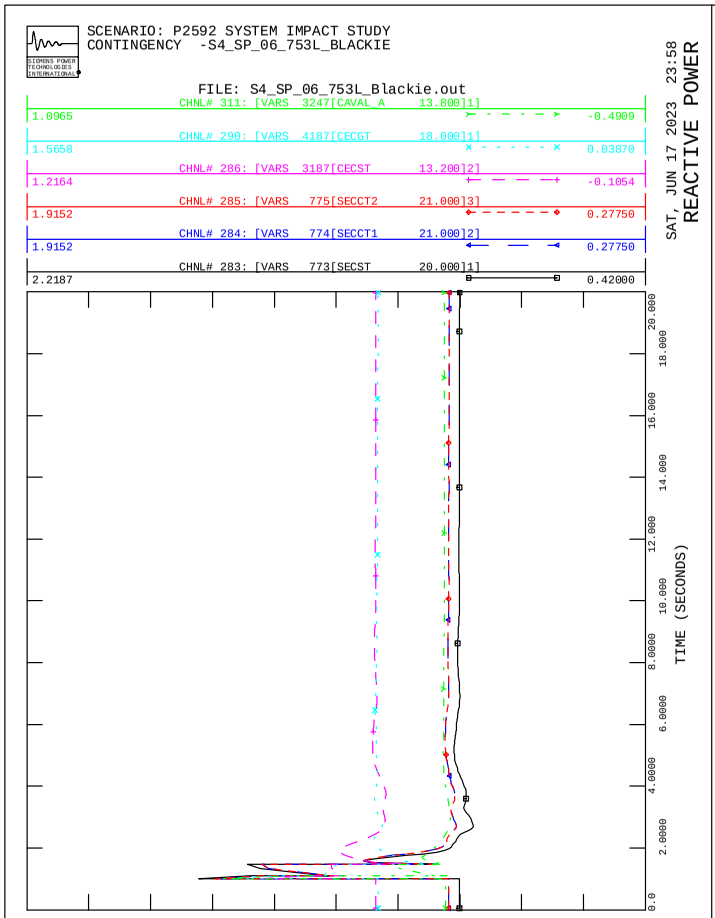
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE

FILE: S4_SP_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 98.208 -13.80
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 64.192 -39.00
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 88.887 -19.72
CHNL# 4: [ANGL 3187[CECST 13.200]2] 84.636 -20.04
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 82.238 -24.37
CHNL# 1: [ANGL 773[SECST 20.000]1] 84.396 -21.73

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.0965
-0.4909
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.5658
0.03870
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.2164
-0.1054
CHNL# 285: [VARS 775[SECCT2 21.000]3]
1.9152
0.27750
CHNL# 284: [VARS 774[SECCT1 21.000]2]
1.9152
0.27750
CHNL# 283: [VARS 773[SECST 20.000]1]
2.2187
0.42000
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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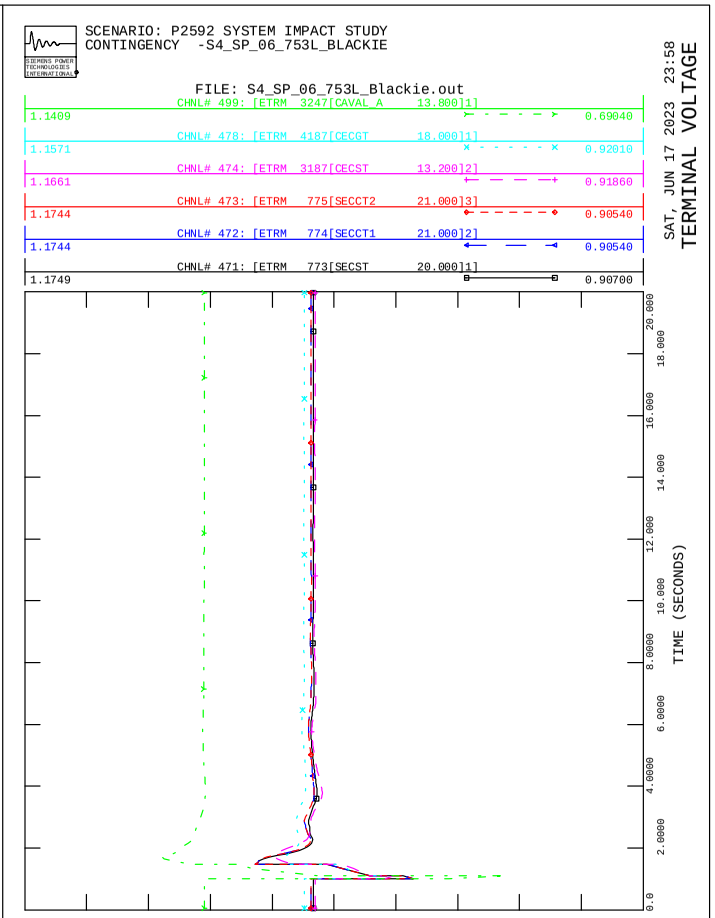
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1409
0.69040
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1571
0.92010
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1661
0.91860
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1744
0.90540
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1744
0.90540
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1749
0.90700
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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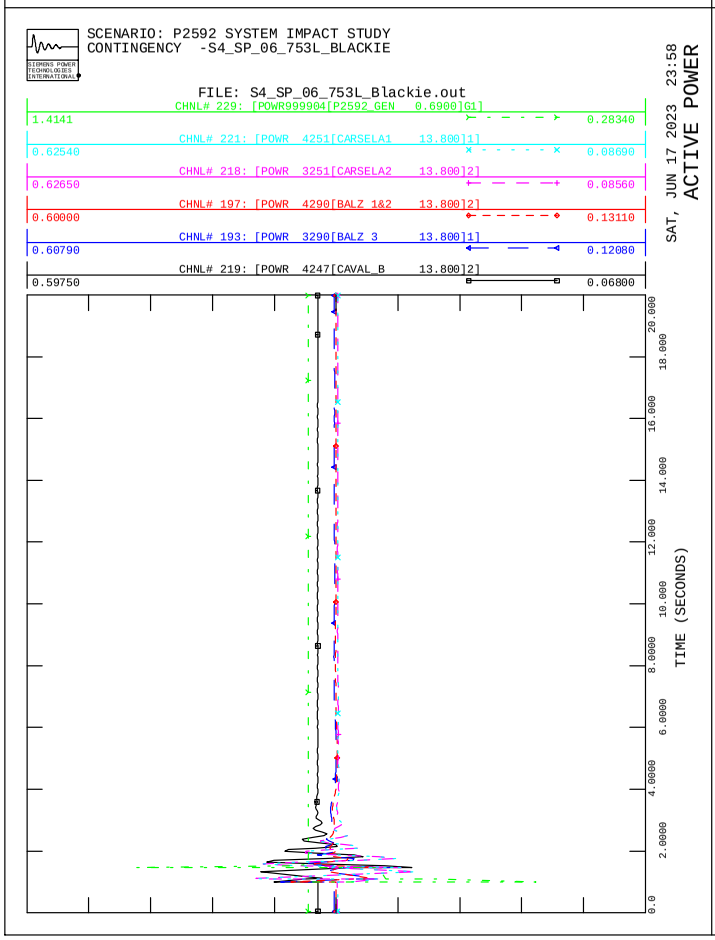
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.4141
0.28340
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.62540
0.08690
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.62650
0.08560
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.60000
0.13110
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.60790
0.12080
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.59750
0.06800
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
14.000
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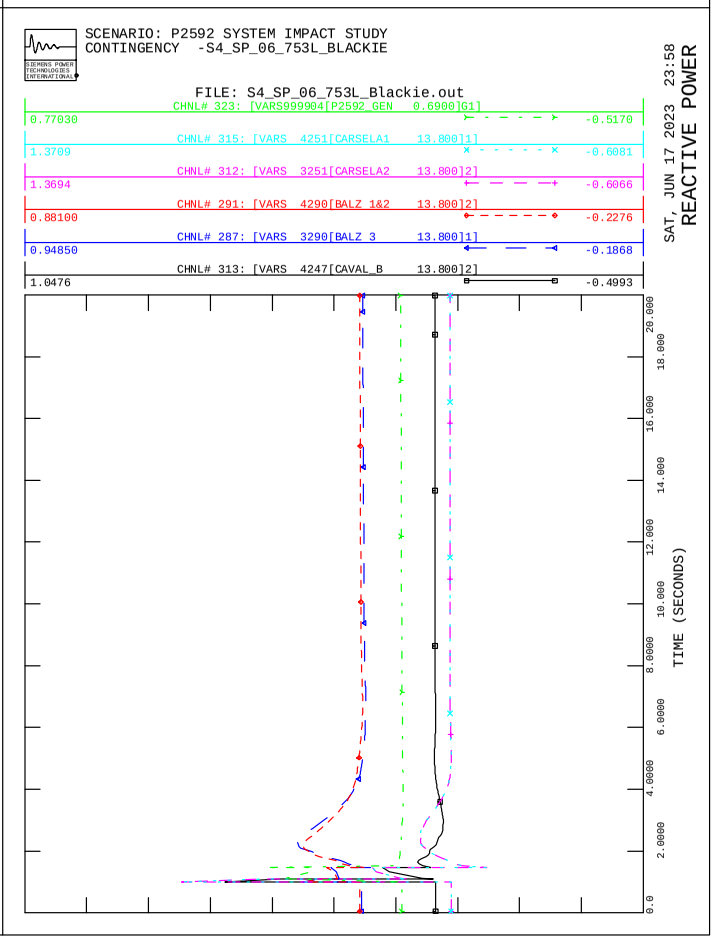
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
0.77030
-0.5170
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.3709
-0.6081
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.3694
-0.6066
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
0.88100
-0.2276
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
0.94850
-0.1868
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
1.0476
-0.4993
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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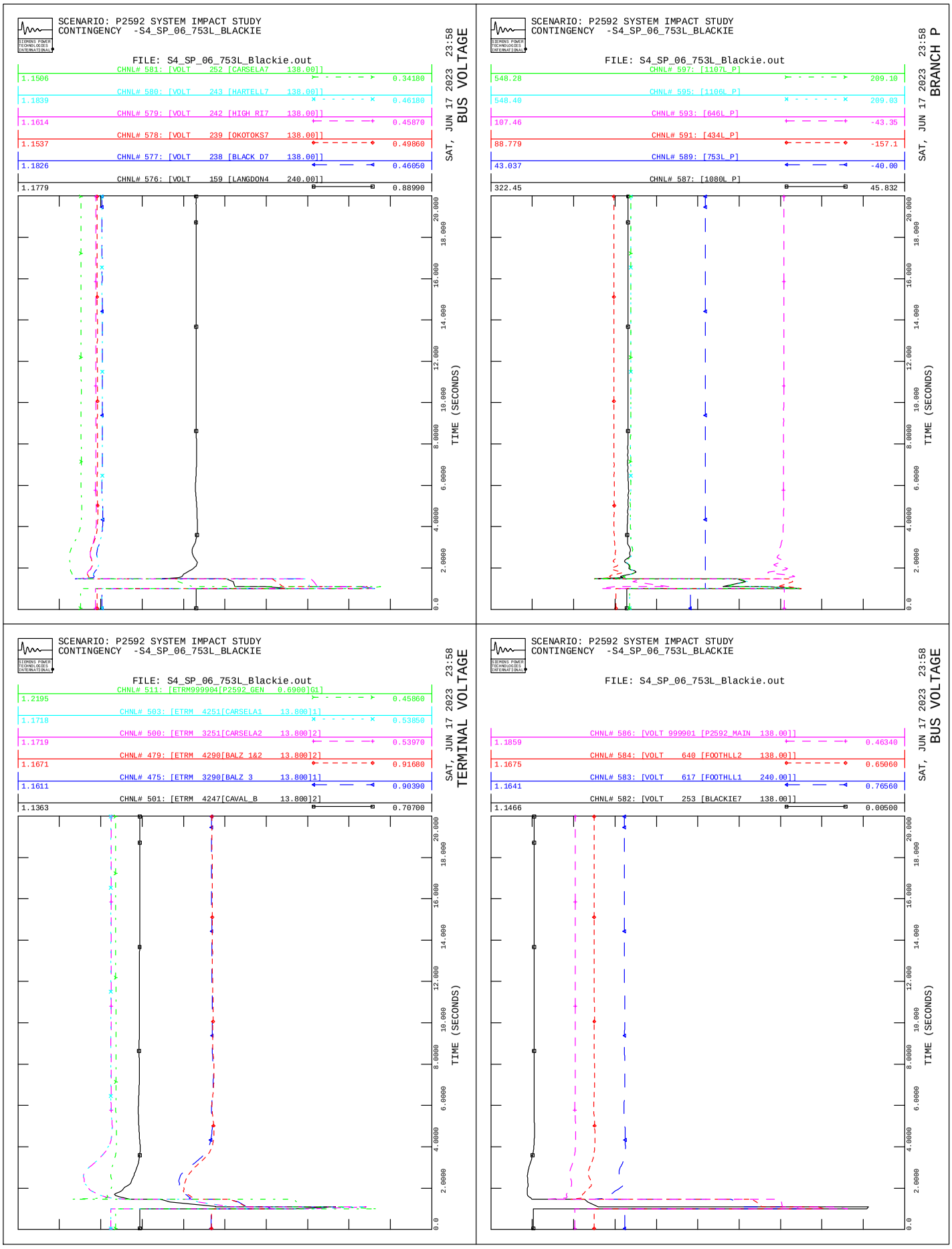
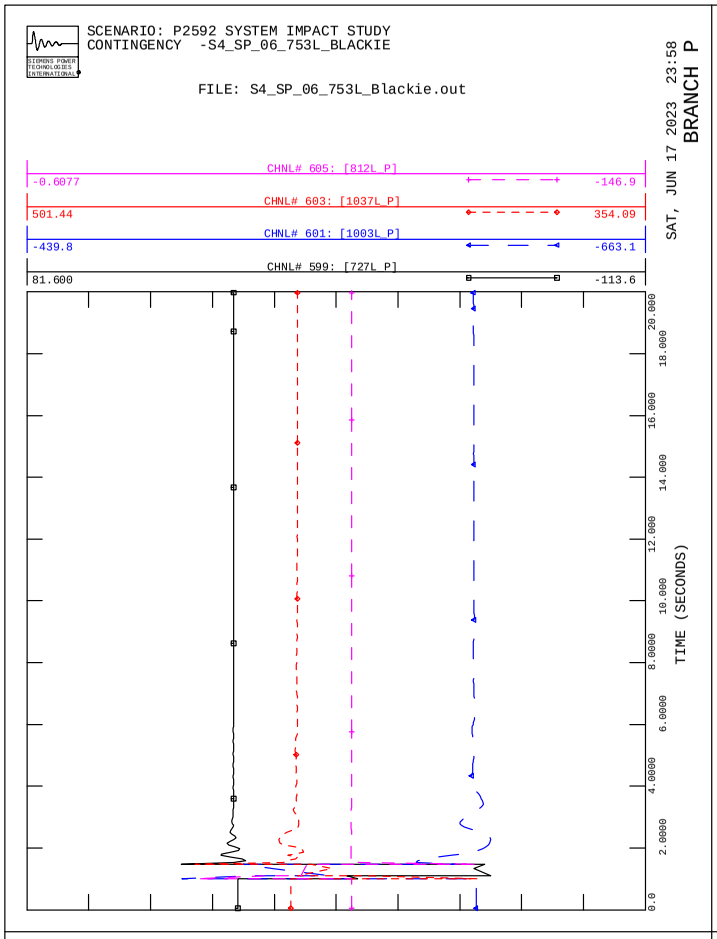
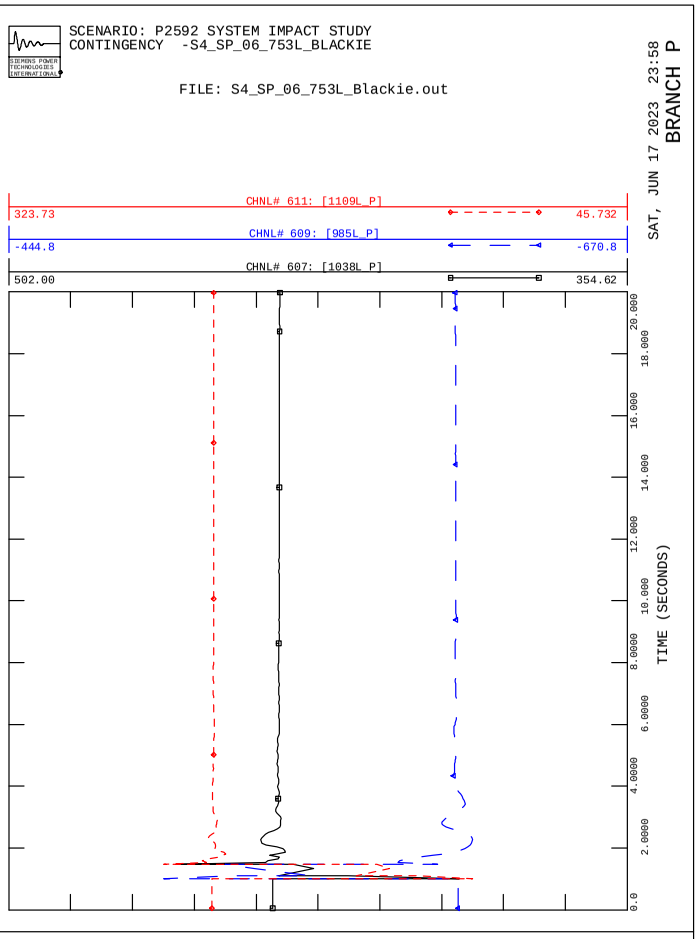
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1506
0.34180
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1839
0.46180
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1614
0.45870
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1537
0.49860
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1826
0.46050
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1779
0.88990
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 597: [1107L_P]
548.28
209.10
CHNL# 595: [1106L_P]
548.40
209.03
CHNL# 593: [646L_P]
107.46
-43.35
CHNL# 591: [434L_P]
88.779
-157.1
CHNL# 589: [753L_P]
43.037
-40.00
CHNL# 587: [1080L_P]
322.45
45.832
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2195
0.45860
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1718
0.53850
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1719
0.53970
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1671
0.91680
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1611
0.90390
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1363
0.70700
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1859
0.46340
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1675
0.65060
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1641
0.76560
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1466
0.00500
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 605: [812L_P]
-0.6077
-146.9
CHNL# 603: [1037L_P]
501.44
354.09
CHNL# 601: [1003L_P]
-439.8
-663.1
CHNL# 599: [727L_P]
81.600
-113.6
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 611: [1109L_P]
323.73
45.732
CHNL# 609: [985L_P]
-444.8
-670.8
CHNL# 607: [1038L_P]
502.00
354.62
TIME (SECONDS)
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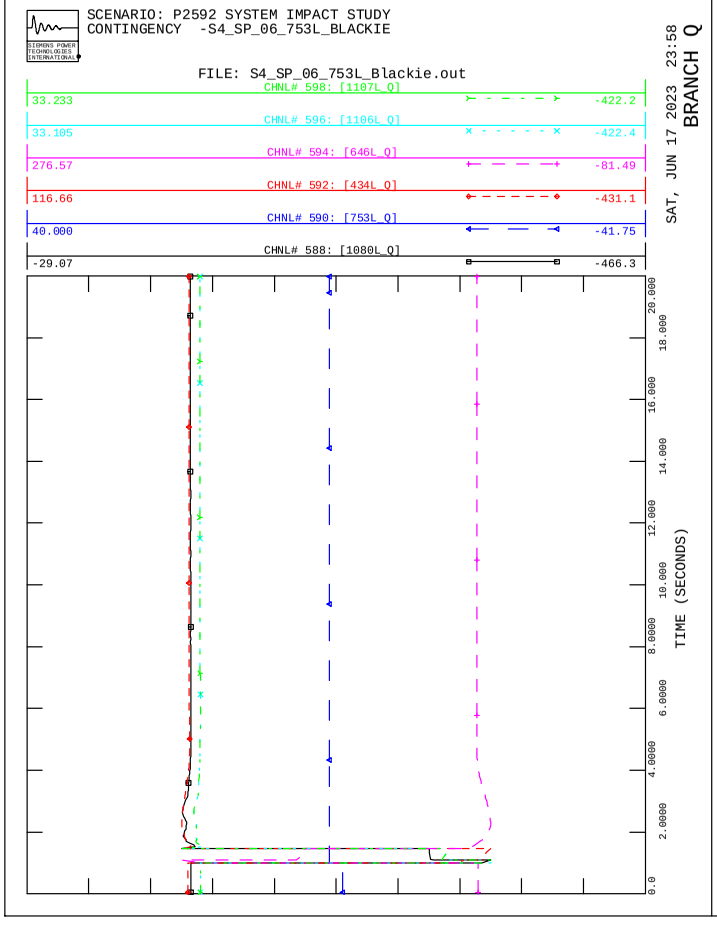
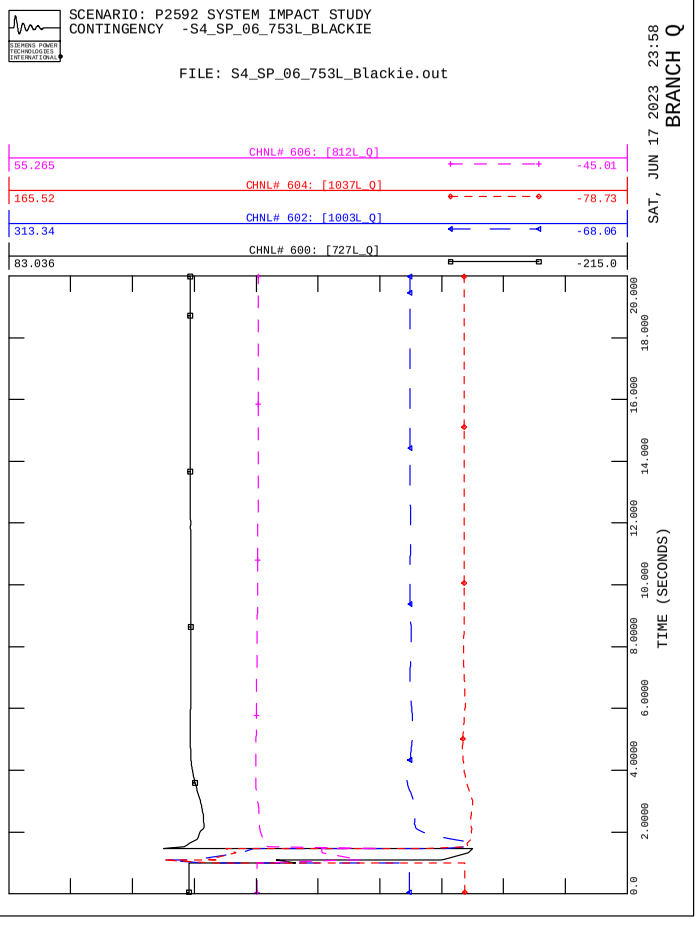
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 598: [1107L_Q]
33.233
-422.2
CHNL# 596: [1106L_Q]
33.105
-422.4
CHNL# 594: [646L_Q]
276.57
-81.49
CHNL# 592: [434L_Q]
116.66
-431.1
CHNL# 590: [753L_Q]
40.000
-41.75
CHNL# 588: [1080L_Q]
-29.07
-466.3
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE
FILE: S4_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 606: [812L_Q]
55.265
-45.01
CHNL# 604: [1037L_Q]
165.52
-78.73
CHNL# 602: [1003L_Q]
313.34
-68.06
CHNL# 600: [727L_Q]
83.036
-215.0
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
123.29 -22.00

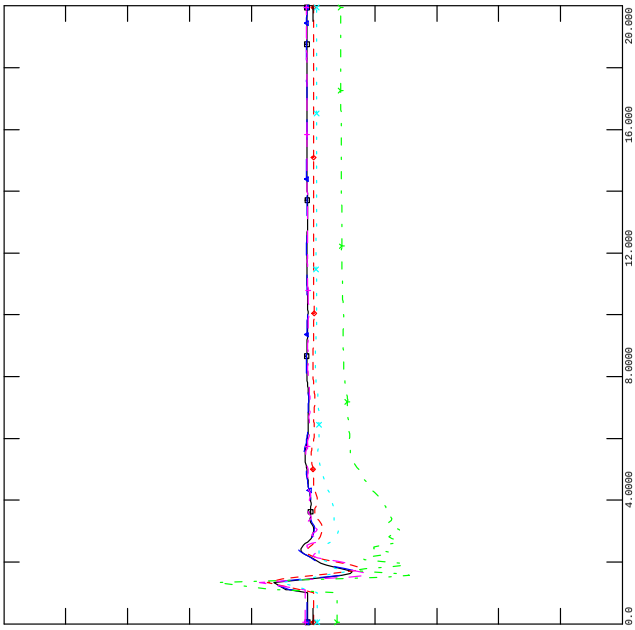
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
70.516 -41.36

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
97.731 -23.33

CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.118 -25.41

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
87.865 -28.40

CHNL# 1: [ANGL 773[SECST 20.000]1]
89.417 -25.05



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.3037 -0.0476

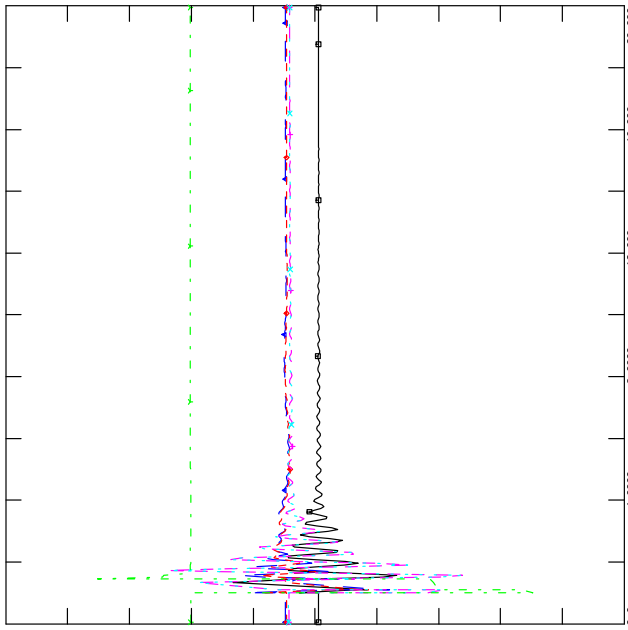
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.70310 -0.0581

CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.70460 -0.0597

CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58550 0.10140

CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.60430 0.07680

CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.62360 0.07980



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_06_753L_BLACKIE

FILE: S4_SP_06_753L_Blackie.out

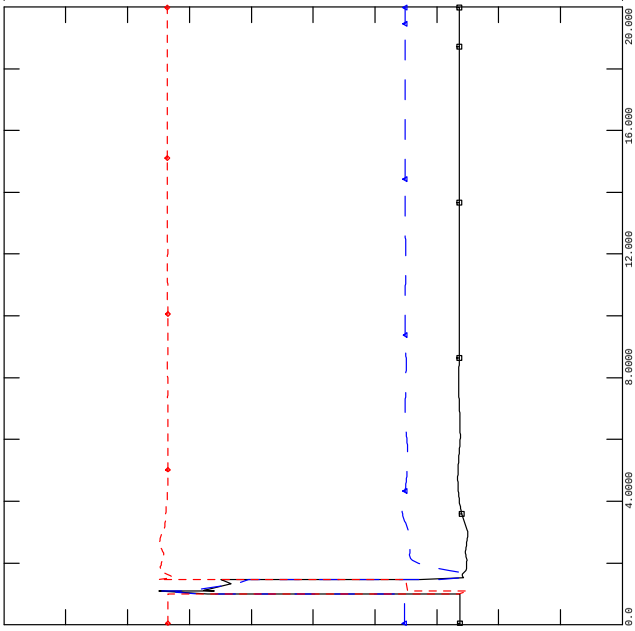
SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 612: [1109L Q]
-29.40 -468.2

CHNL# 610: [985L Q]
317.31 -68.42

CHNL# 608: [1038L Q]
165.46 -79.10



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.64440 0.06450

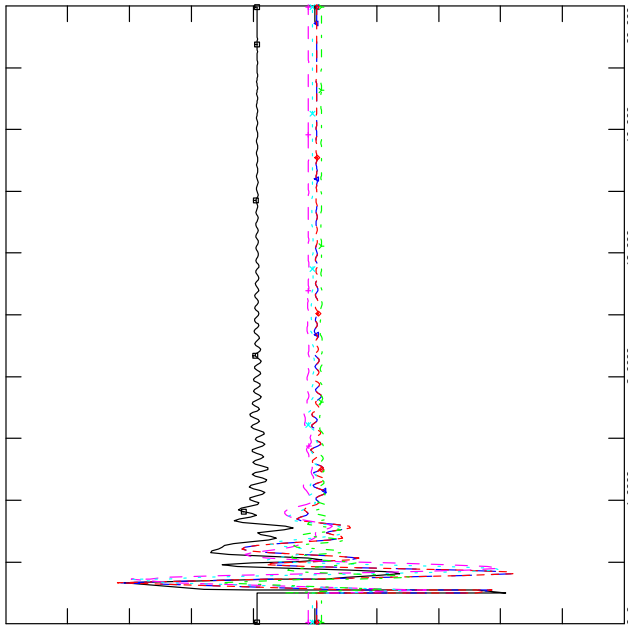
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0291 1.0385

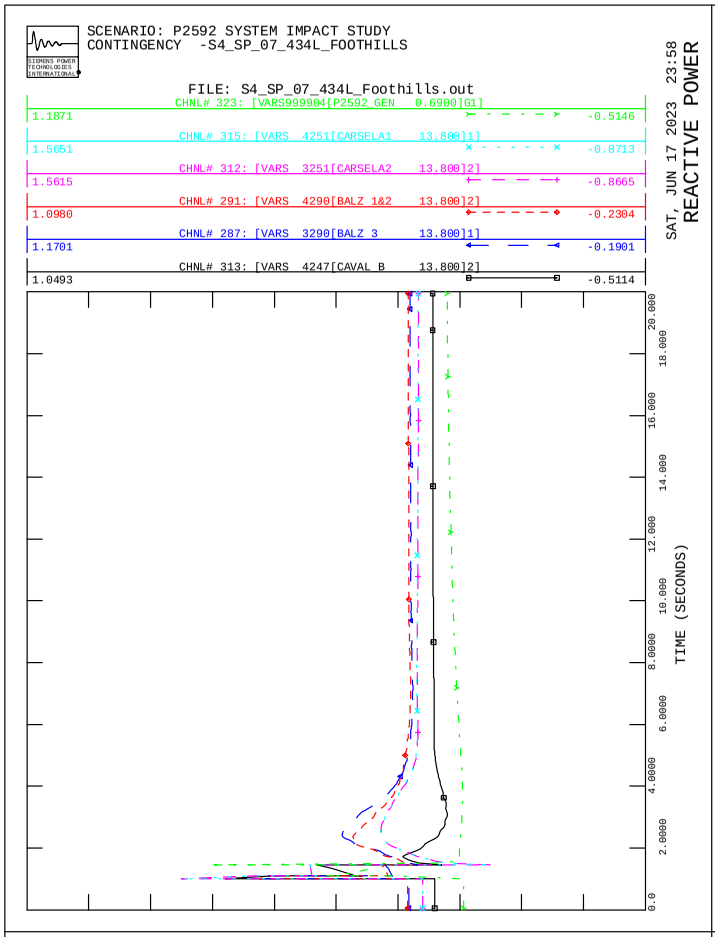
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.6355 0.64740

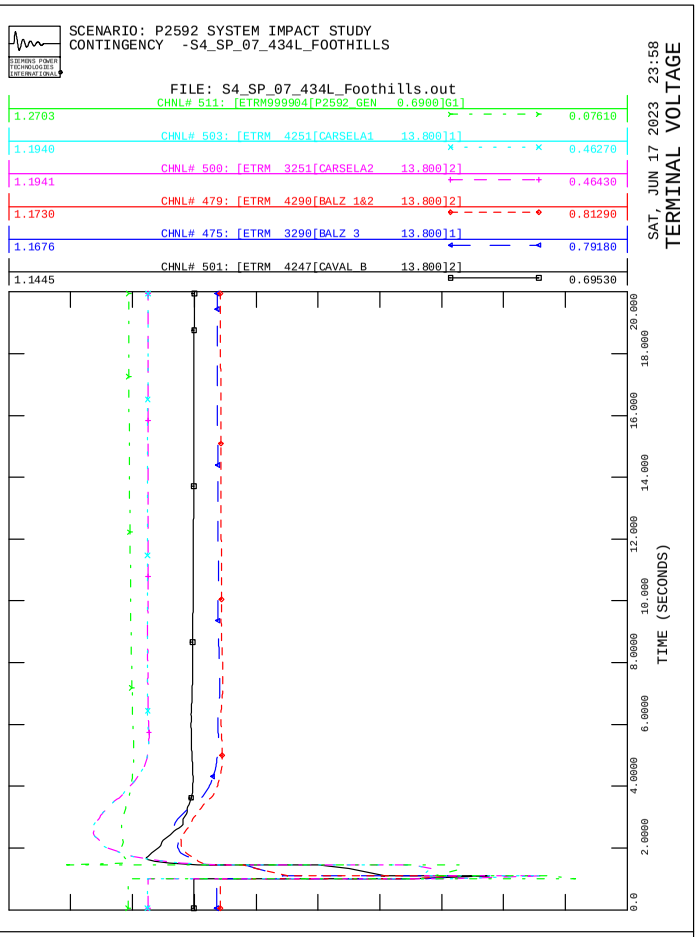
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.8109 1.7009

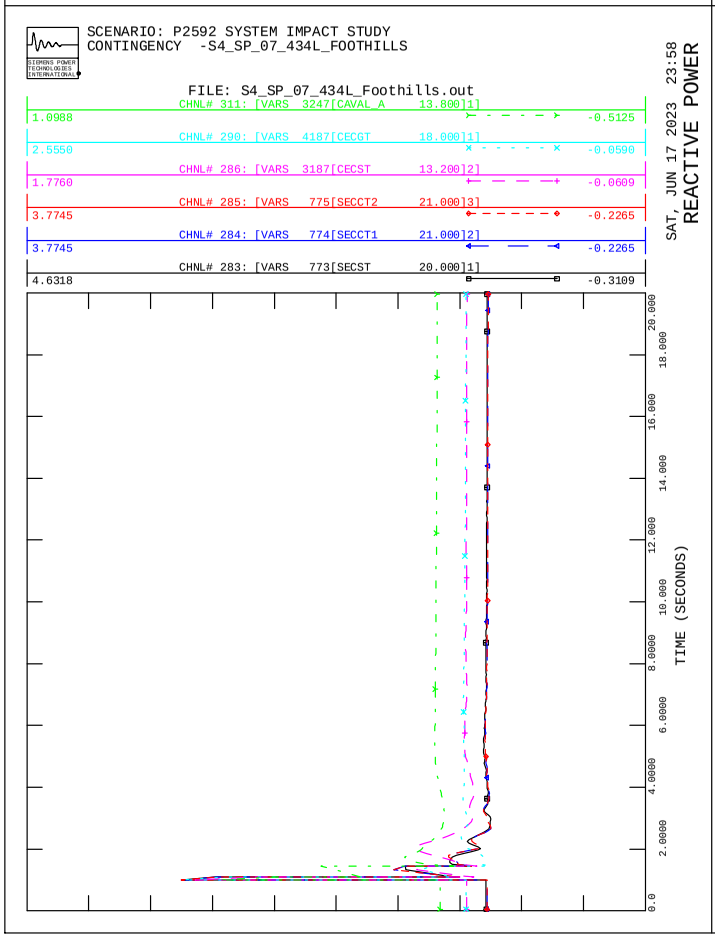
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.8109 1.7009

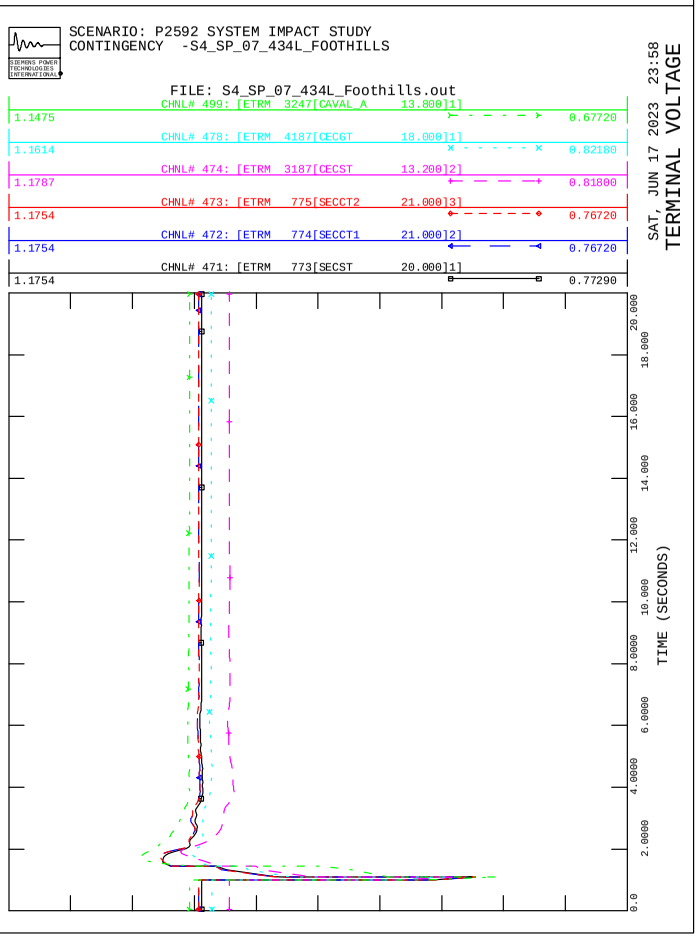
CHNL# 189: [POWR 773[SECST 20.000]1]
3.4287 2.3830




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.1871 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.5651 -0.8713
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.5615 -0.8665
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.0980 -0.2304
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.1701 -0.1901
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.0493 -0.5114
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2703 0.07610
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1940 0.46270
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1941 0.46430
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1730 0.81290
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1676 0.79180
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1445 0.69530
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.0988 -0.5125
CHNL# 290: [VARS 4187[CECGT 18.000]1]
2.5550 -0.0590
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.7760 -0.0609
CHNL# 285: [VARS 775[SECCT2 21.000]3]
3.7745 -0.2265
CHNL# 284: [VARS 774[SECCT1 21.000]2]
3.7745 -0.2265
CHNL# 283: [VARS 773[SECST 20.000]1]
4.6318 -0.3109
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
CHNL# 499: [ETRM 3247[CAVAL A 13.800]1]
1.1475 0.67720
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1614 0.82180
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1787 0.81800
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1754 0.76720
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1754 0.76720
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1754 0.77290
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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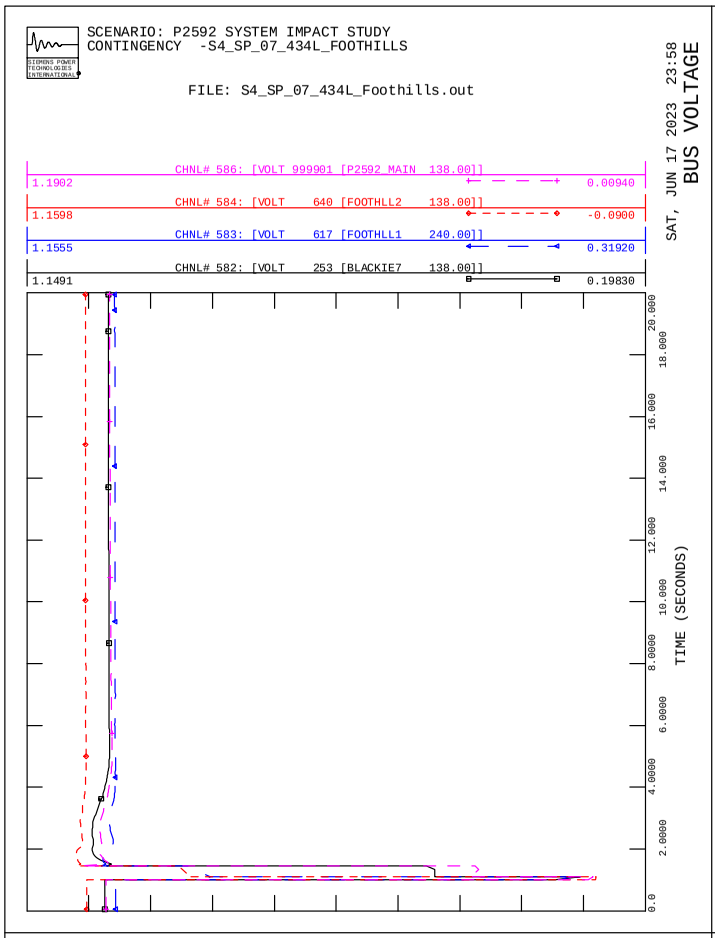
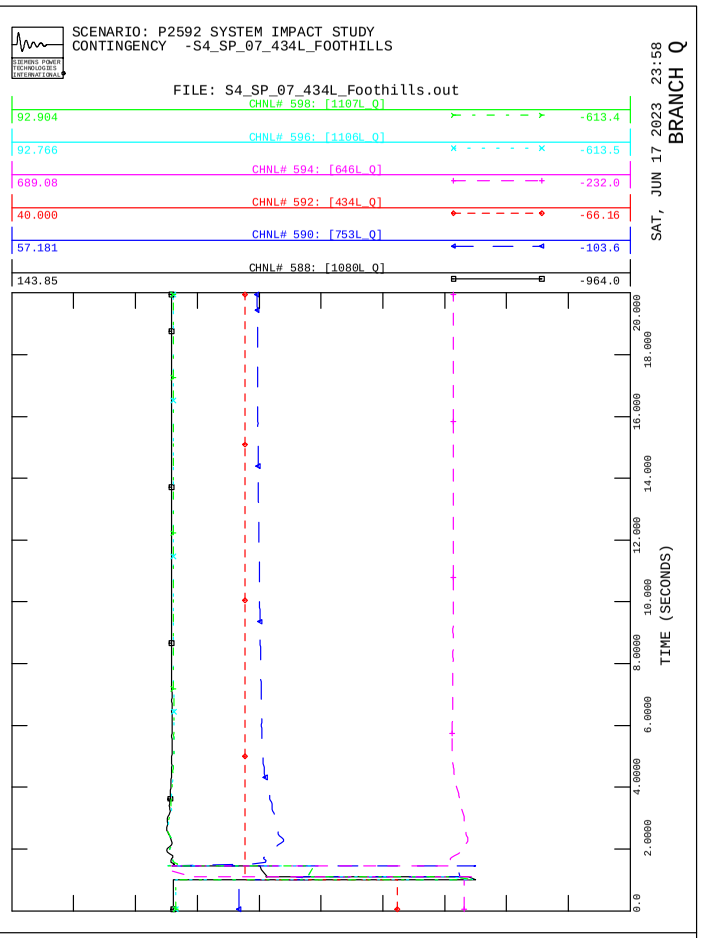
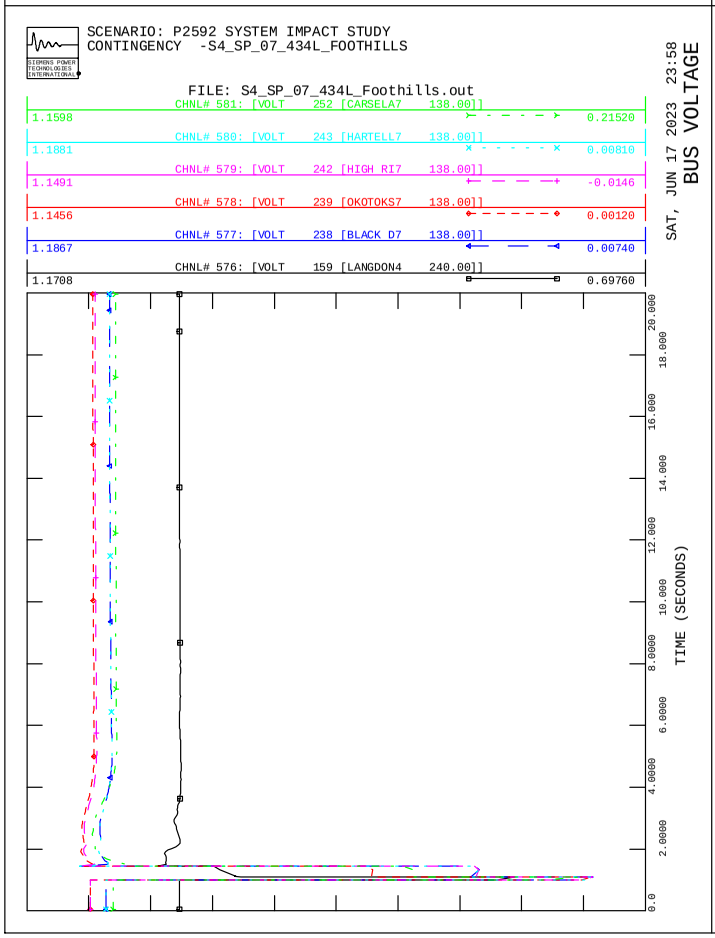
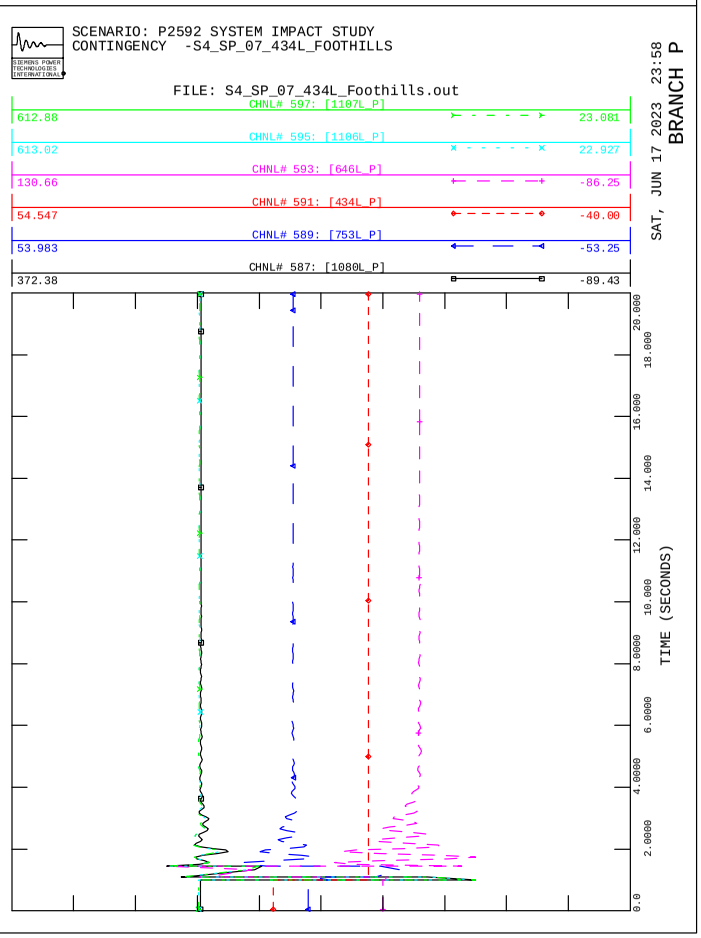
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1902
0.00940
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1598
-0.0900
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1555
0.31920
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1491
0.19830
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 598: [1107L Q]
92.904
-613.4
CHNL# 596: [1106L Q]
92.766
-613.5
CHNL# 594: [646L Q]
689.08
-232.0
CHNL# 592: [434L Q]
40.000
-66.16
CHNL# 590: [753L Q]
57.181
-103.6
CHNL# 588: [1080L Q]
143.85
-964.0
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

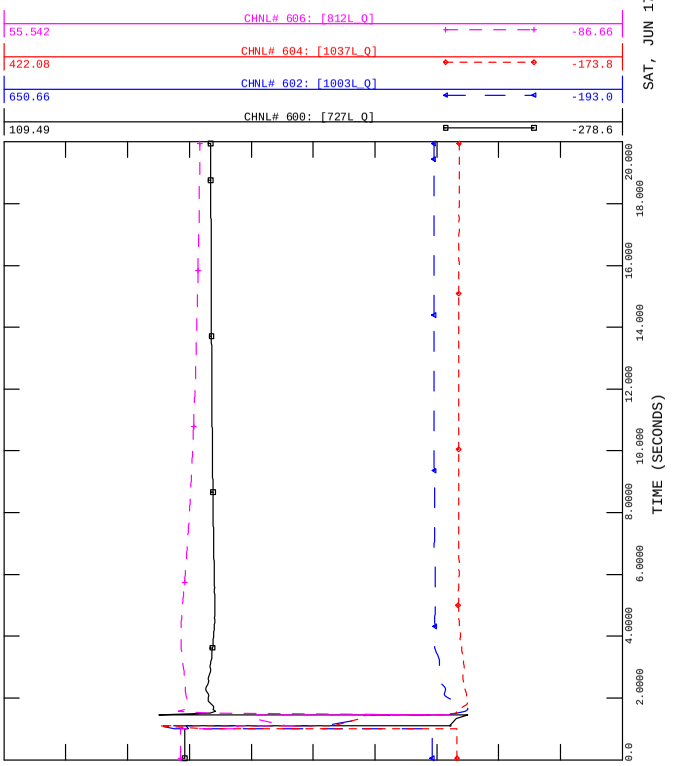

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1598
0.21520
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1881
0.00810
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1491
-0.0146
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1456
0.00120
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1867
0.00740
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1708
0.69760
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS
FILE: S4_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 597: [1107L P]
612.88
23.081
CHNL# 595: [1106L P]
613.02
22.927
CHNL# 593: [646L P]
130.66
-86.25
CHNL# 591: [434L P]
54.547
-40.00
CHNL# 589: [753L P]
53.983
-53.25
CHNL# 587: [1080L P]
372.38
-89.43
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

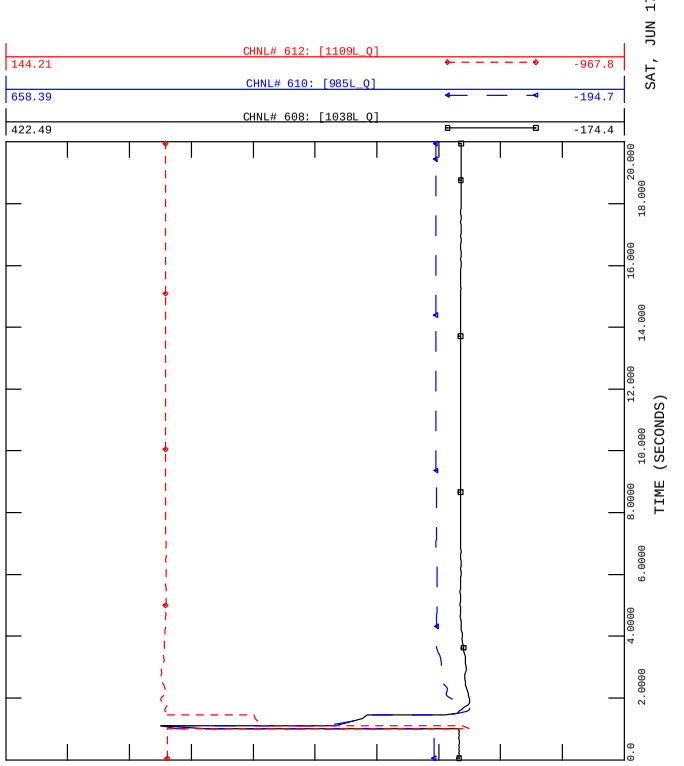
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

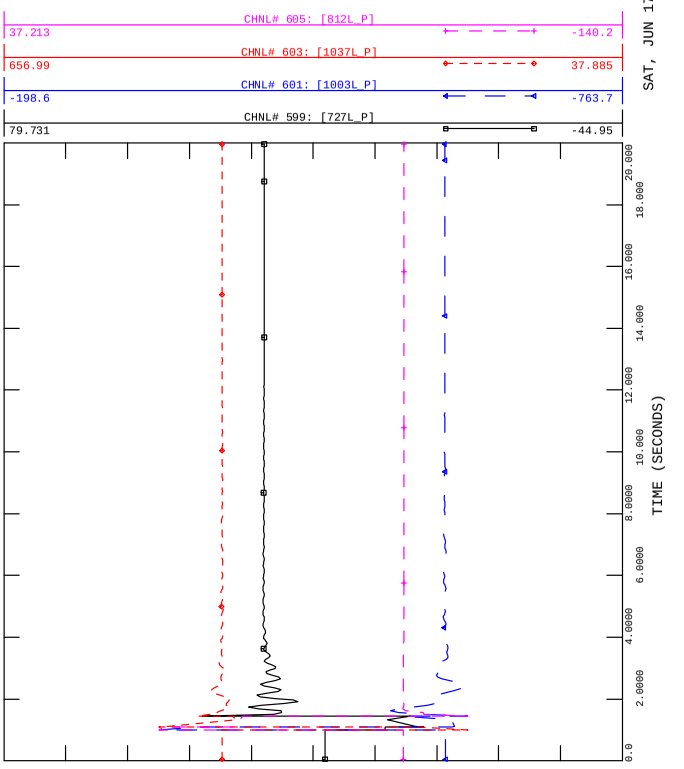
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

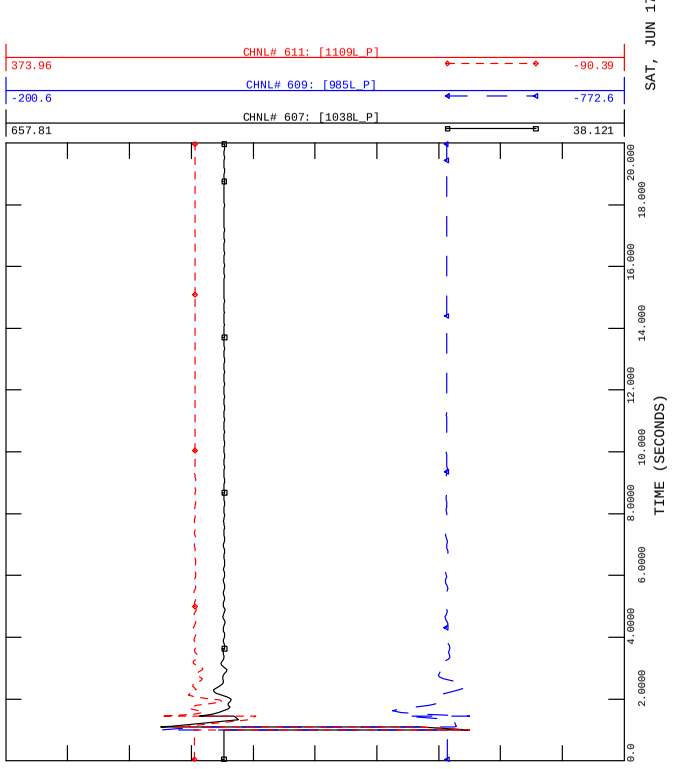
SAT, JUN 17 2023 23:58 BRANCH P

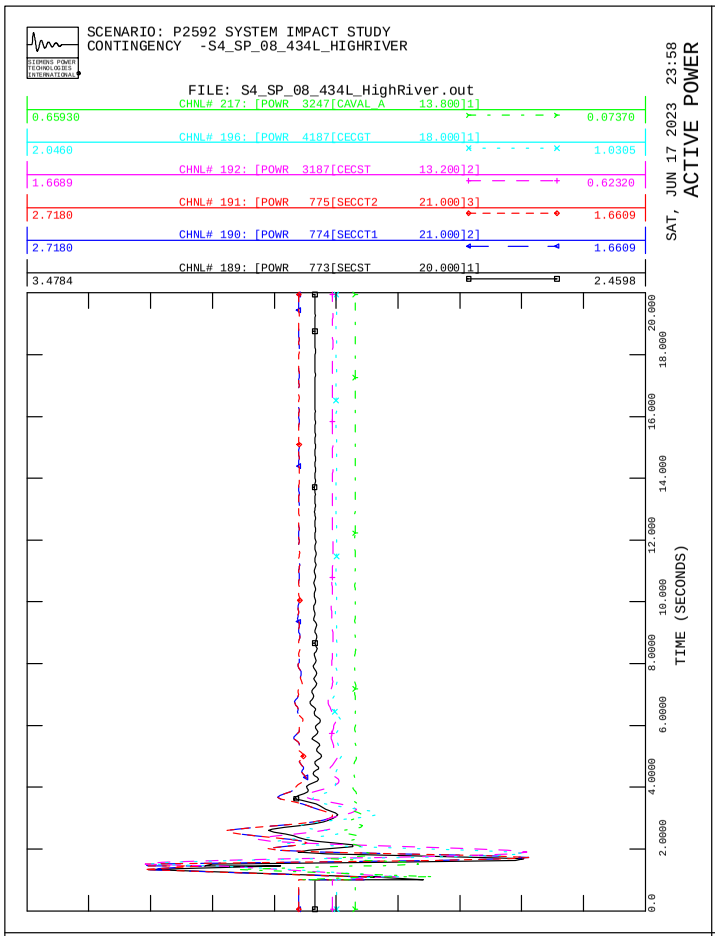


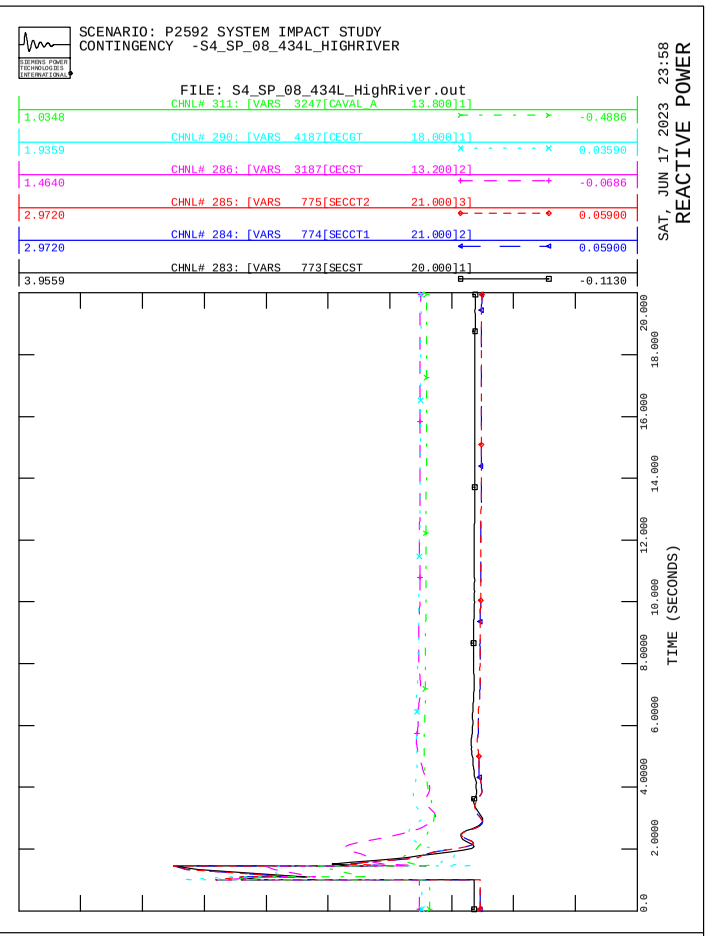
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_07_434L_FOOTHILLS

FILE: S4_SP_07_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.65930
0.07370
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0460
1.0305
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.6689
0.62320
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.7180
1.6609
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.7180
1.6609
CHNL# 189: [POWR 773[SECST 20.000]1]
3.4784
2.4598
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.0348
-0.4886
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.9359
0.03590
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.4640
-0.0686
CHNL# 285: [VARS 775[SECCT2 21.000]3]
2.9720
0.05900
CHNL# 284: [VARS 774[SECCT1 21.000]2]
2.9720
0.05900
CHNL# 283: [VARS 773[SECST 20.000]1]
3.9559
-0.1130
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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12.000
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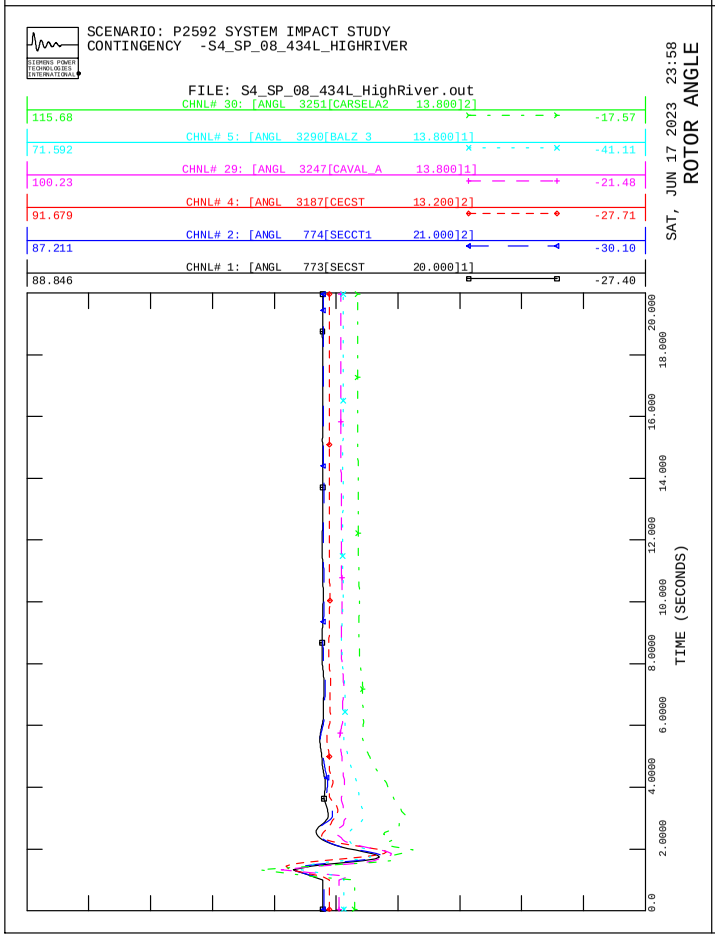
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
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CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
71.592
-41.11
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
100.23
-21.48
CHNL# 4: [ANGL 3187[CECST 13.200]2]
91.679
-27.71
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
87.211
-30.10
CHNL# 1: [ANGL 773[SECST 20.000]1]
88.846
-27.40
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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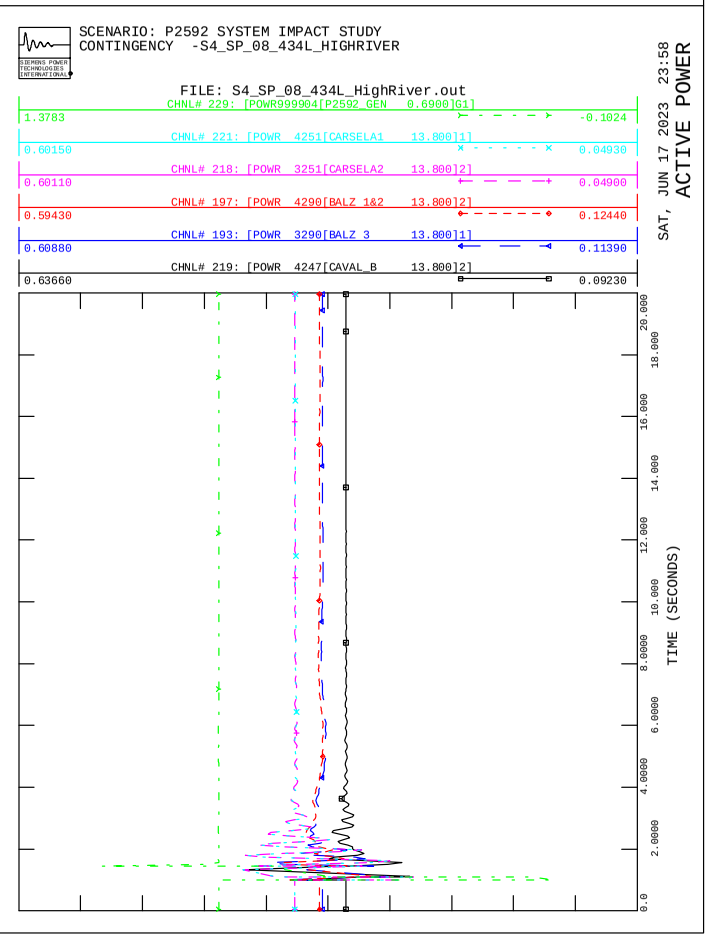
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
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0.60150
0.04930
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
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0.04900
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.59430
0.12440
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.60880
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CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.63660
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SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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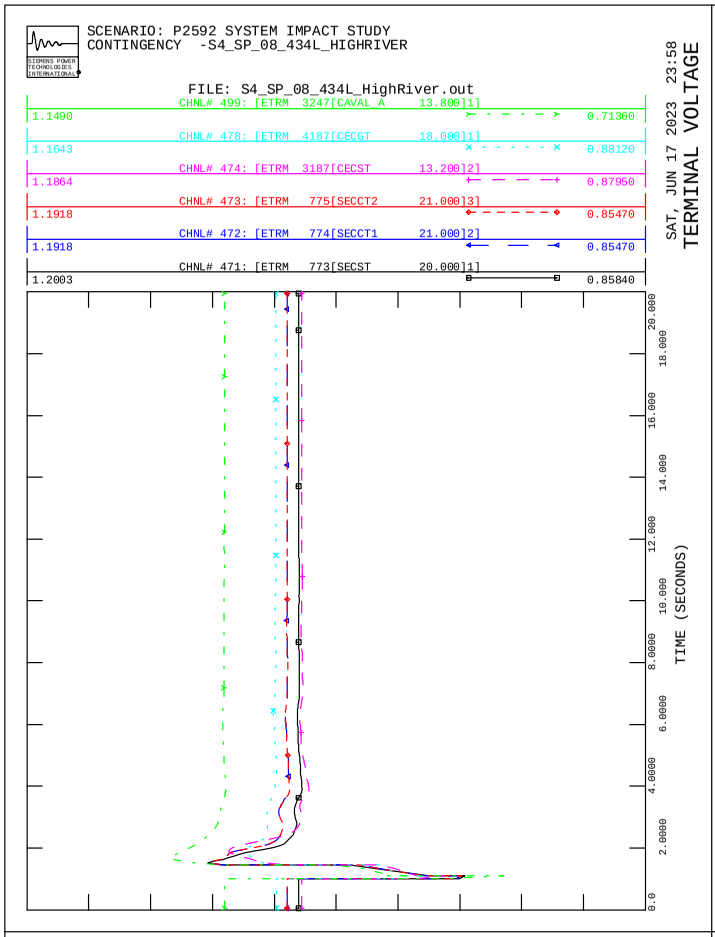
SCENARIO: P2592 SYSTEM IMPACT STUDY
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FILE: S4_SP_08_434L_HighRiver.out
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CHNL# 478: [ETRM 4187[CECGT 18.000]1] 1.1643 0.88120
CHNL# 474: [ETRM 3187[CECST 13.200]2] 1.1864 0.87950
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 1.1918 0.85470
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 1.1918 0.85470
CHNL# 471: [ETRM 773[SECST 20.000]1] 1.2003 0.85840
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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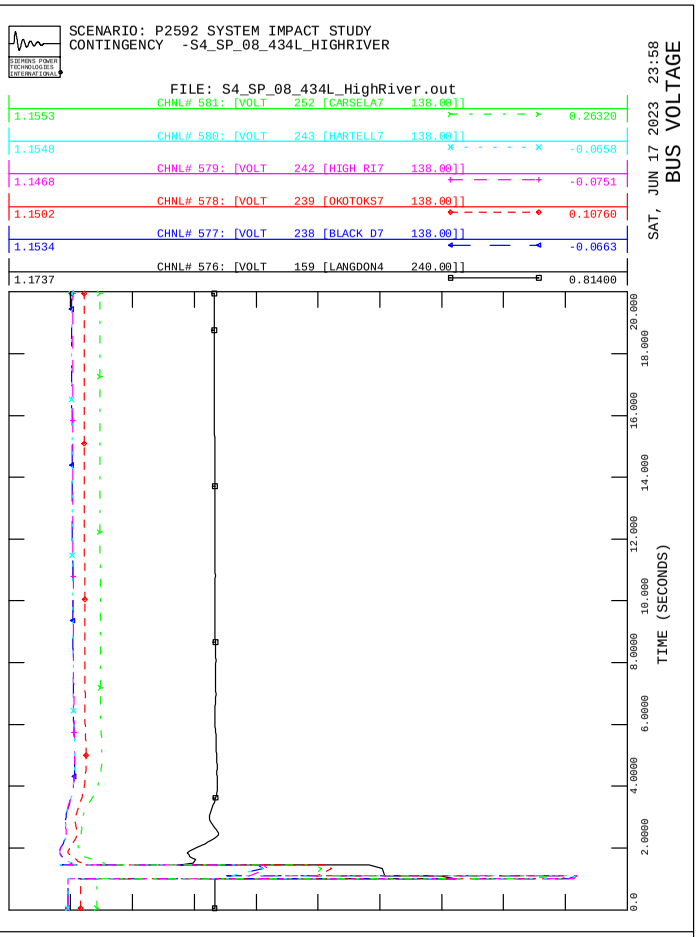
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]] 1.1553 0.26320
CHNL# 580: [VOLT 243 [HARTELL7 138.00]] 1.1548 -0.0658
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]] 1.1468 -0.0751
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]] 1.1502 0.10760
CHNL# 577: [VOLT 238 [BLACK D7 138.00]] 1.1534 -0.0663
CHNL# 576: [VOLT 159 [LANGDON4 240.00]] 1.1737 0.81400
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
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12.000
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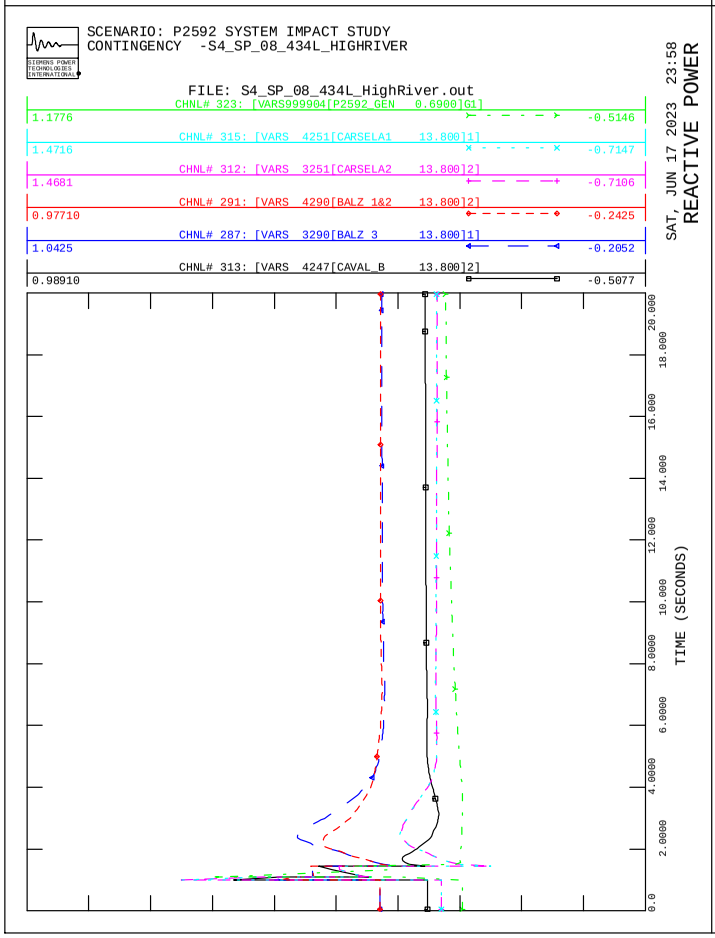
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1] 1.1776 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1] 1.4716 -0.7147
CHNL# 312: [VARS 3251[CARSELA2 13.800]2] 1.4681 -0.7106
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2] 0.97710 -0.2425
CHNL# 287: [VARS 3290[BALZ 3 13.800]1] 1.0425 -0.2052
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2] 0.98910 -0.5077
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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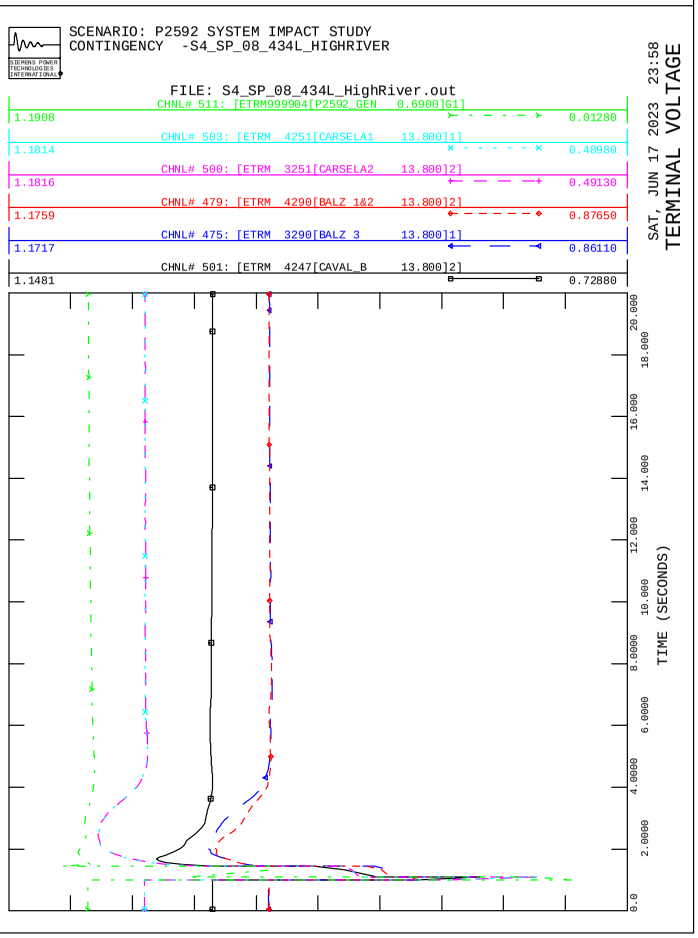
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1] 1.1908 0.01280
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1] 1.1814 0.48980
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2] 1.1816 0.49130
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2] 1.1759 0.87650
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1] 1.1717 0.86110
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2] 1.1481 0.72880
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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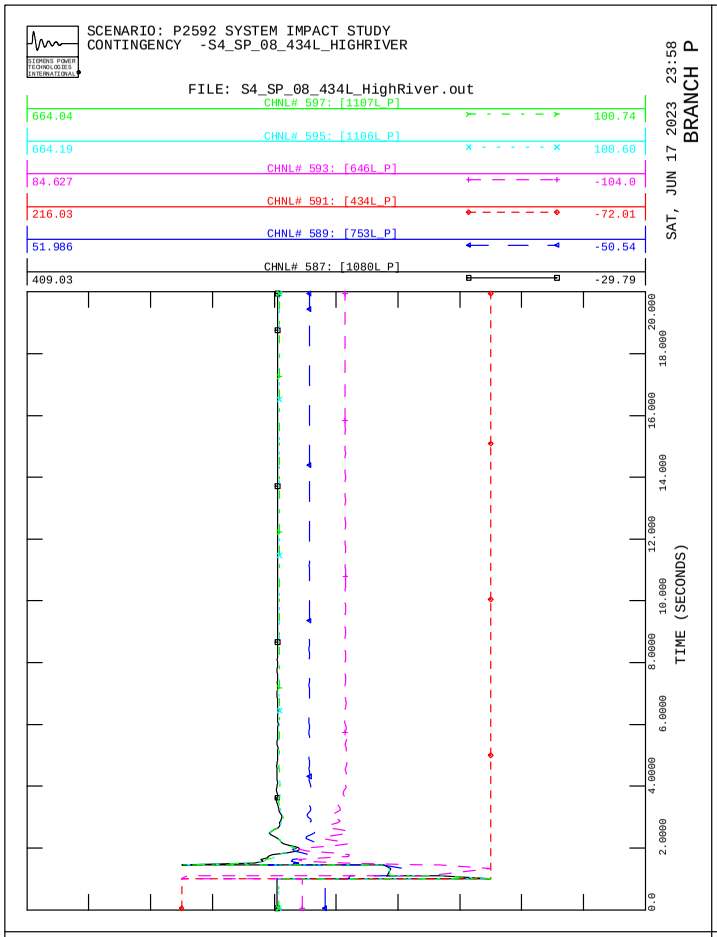
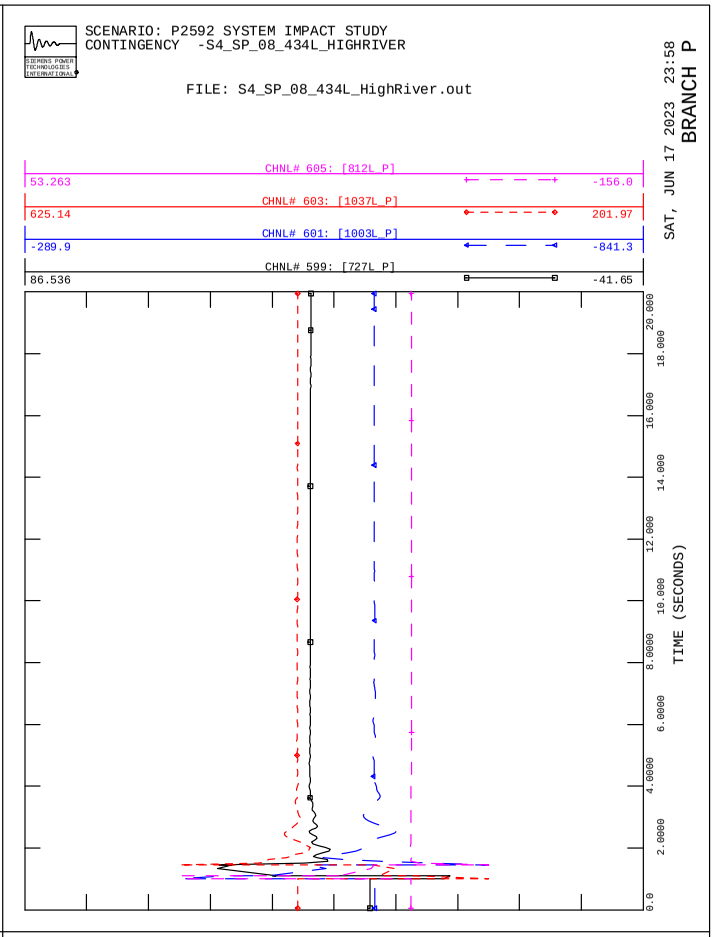
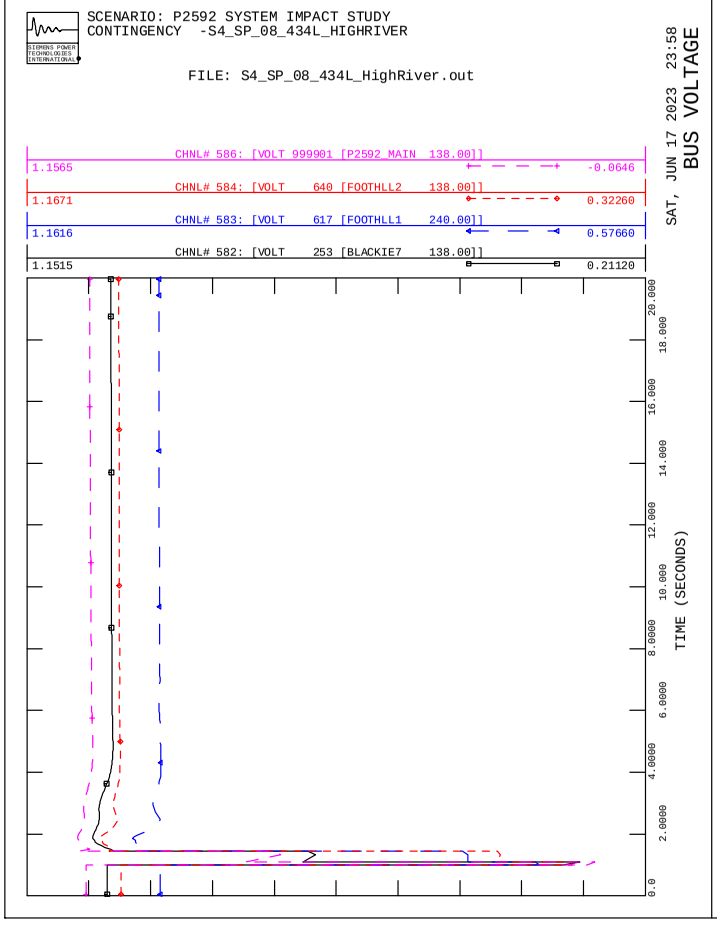
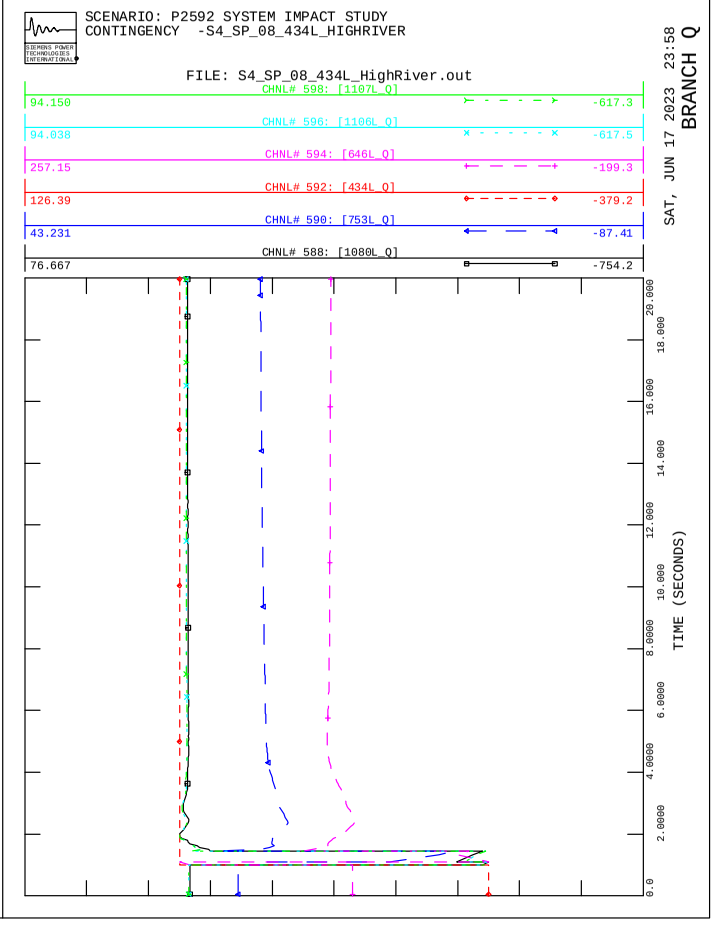

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 597: [1107L P]
664.04
100.74
CHNL# 595: [1106L P]
664.19
100.60
CHNL# 593: [646L P]
84.627
-104.0
CHNL# 591: [434L P]
216.03
-72.01
CHNL# 589: [753L P]
51.986
-50.54
CHNL# 587: [1080L P]
409.03
-29.79
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 605: [812L P]
53.263
-156.0
CHNL# 603: [1037L P]
625.14
201.97
CHNL# 601: [1003L P]
-289.9
-841.3
CHNL# 599: [727L P]
86.536
-41.65
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1565
-0.0646
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1671
0.32260
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1616
0.57660
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1515
0.21120
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER
FILE: S4_SP_08_434L_HighRiver.out
CHNL# 598: [1107L Q]
94.150
-617.3
CHNL# 596: [1106L Q]
94.038
-617.5
CHNL# 594: [646L Q]
257.15
-199.3
CHNL# 592: [434L Q]
126.39
-379.2
CHNL# 590: [753L Q]
43.231
-87.41
CHNL# 588: [1080L Q]
76.667
-754.2
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER

FILE: S4_SP_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 410.69 -30.36
CHNL# 609: [985L P] -293.0 -851.1
CHNL# 607: [1038L P] 625.85 202.37

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 118.00 -19.80
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 70.055 -40.36
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 96.189 -22.67
CHNL# 4: [ANGL 3187[CECST 13.200]2] 89.241 -24.51
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 85.044 -27.41
CHNL# 1: [ANGL 773[SECST 20.000]1] 87.187 -24.37

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER

FILE: S4_SP_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [812L Q] 55.081 -82.27
CHNL# 604: [1037L Q] 340.52 -143.6
CHNL# 602: [1003L Q] 521.17 -188.5
CHNL# 600: [727L Q] 112.85 -69.62

TIME (SECONDS)

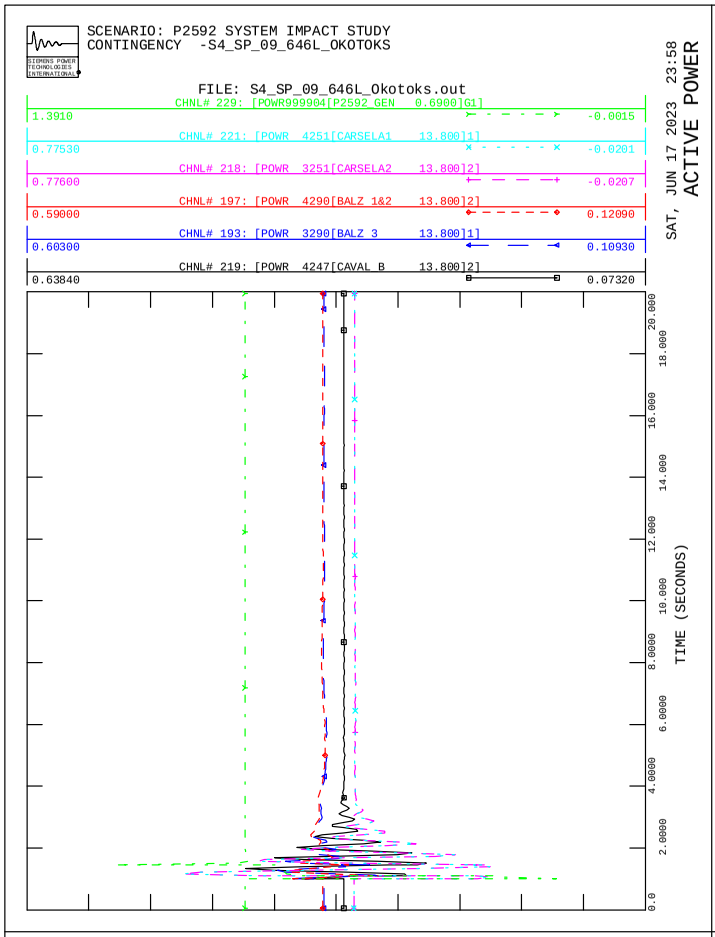
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_08_434L_HIGHRIVER

FILE: S4_SP_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 76.792 -757.3
CHNL# 610: [985L Q] 527.48 -190.2
CHNL# 608: [1038L Q] 340.73 -144.0

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS
FILE: S4_SP_09_646L_Okotoks.out
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CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.77530 -0.0201
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.77600 -0.0207
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.59000 0.12090
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.60300 0.10930
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.63840 0.07320
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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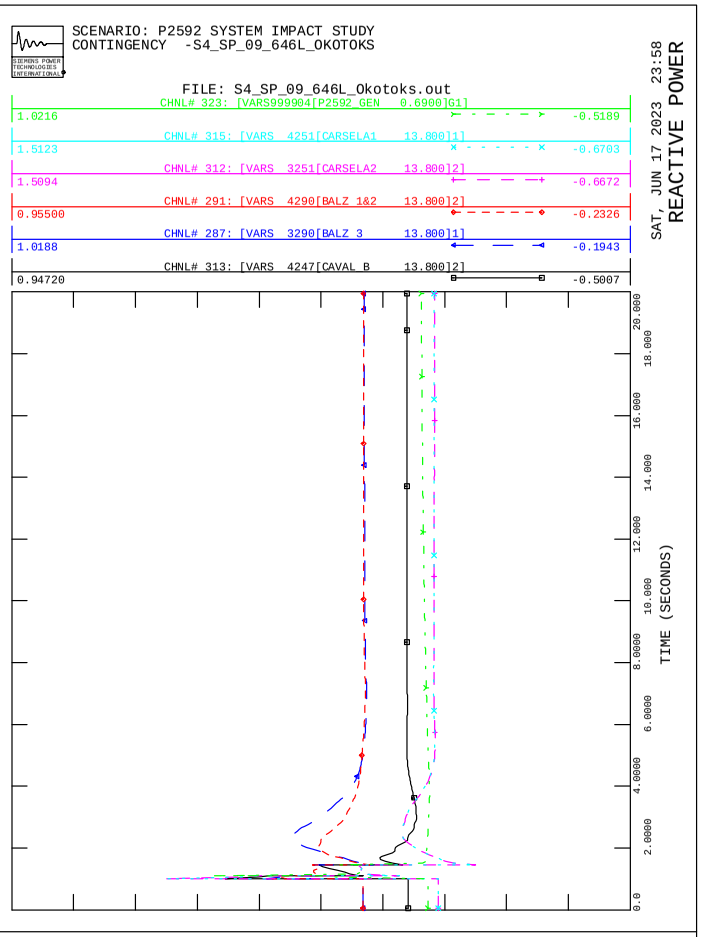
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS
FILE: S4_SP_09_646L_Okotoks.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.0216 -0.5189
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.5123 -0.6703
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.5094 -0.6672
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
0.95500 -0.2326
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
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CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
0.94720 -0.5007
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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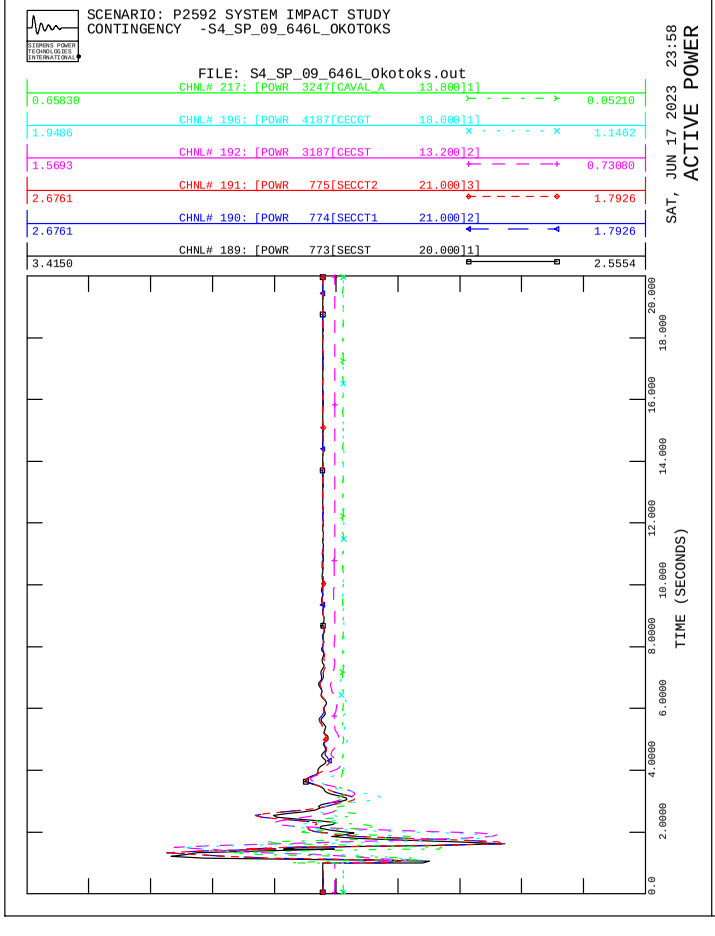
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS
FILE: S4_SP_09_646L_Okotoks.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.65830 0.05210
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.9486 1.1462
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5693 0.73080
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.6761 1.7926
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.6761 1.7926
CHNL# 189: [POWR 773[SECST 20.000]1]
3.4150 2.5554
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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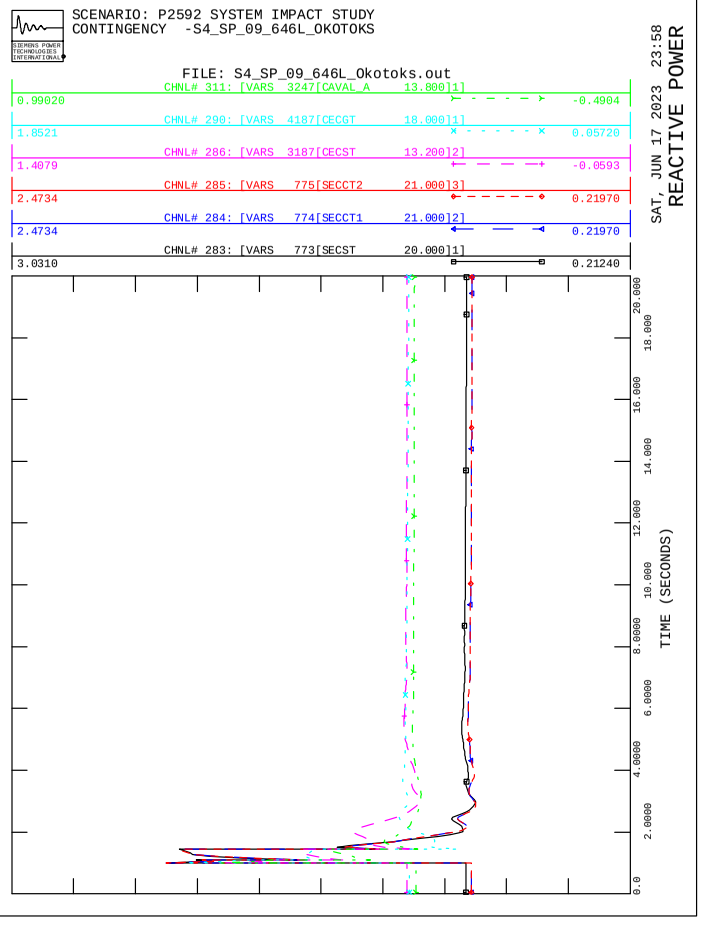
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS
FILE: S4_SP_09_646L_Okotoks.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
0.99020 -0.4904
CHNL# 290: [VARS 4187[CECGT 18.000]1]
1.8521 0.05720
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.4079 -0.0593
CHNL# 285: [VARS 775[SECCT2 21.000]3]
2.4734 0.21970
CHNL# 284: [VARS 774[SECCT1 21.000]2]
2.4734 0.21970
CHNL# 283: [VARS 773[SECST 20.000]1]
3.0310 0.21240
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
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8.0000
10.000
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20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1877 0.12930
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1772 0.45880
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1774 0.46030
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1709 0.88720
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1670 0.87280
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1450 0.74890

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1614 0.14990
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1583 0.38880
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1548 0.61590
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1480 0.28750

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1488 0.73530
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1603 0.89120
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1755 0.88980
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1854 0.86680
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1854 0.86680
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1874 0.86960

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

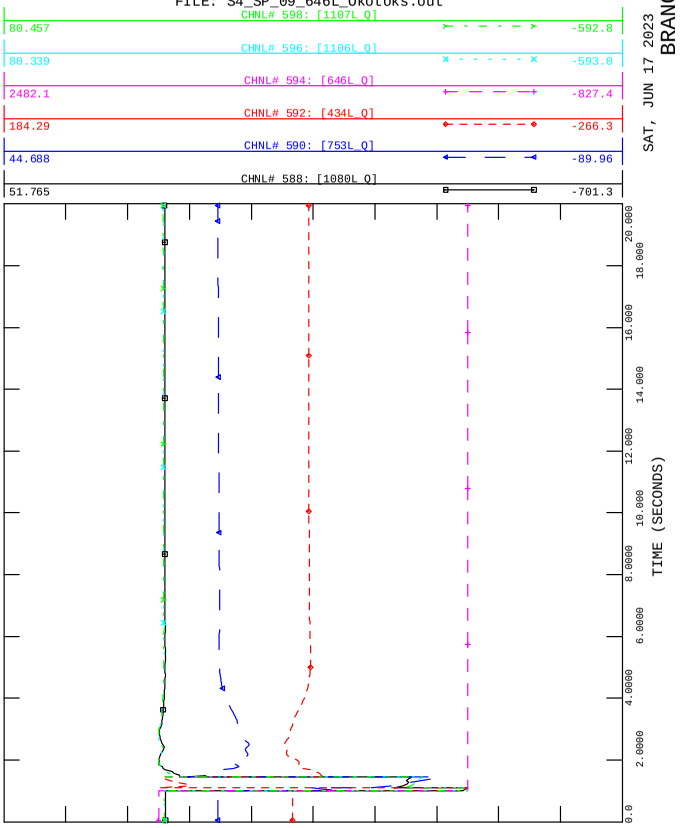
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1509 0.21290
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1595 0.14870
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1471 0.15900
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1418 -0.0937
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1581 0.14770
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1744 0.83140

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

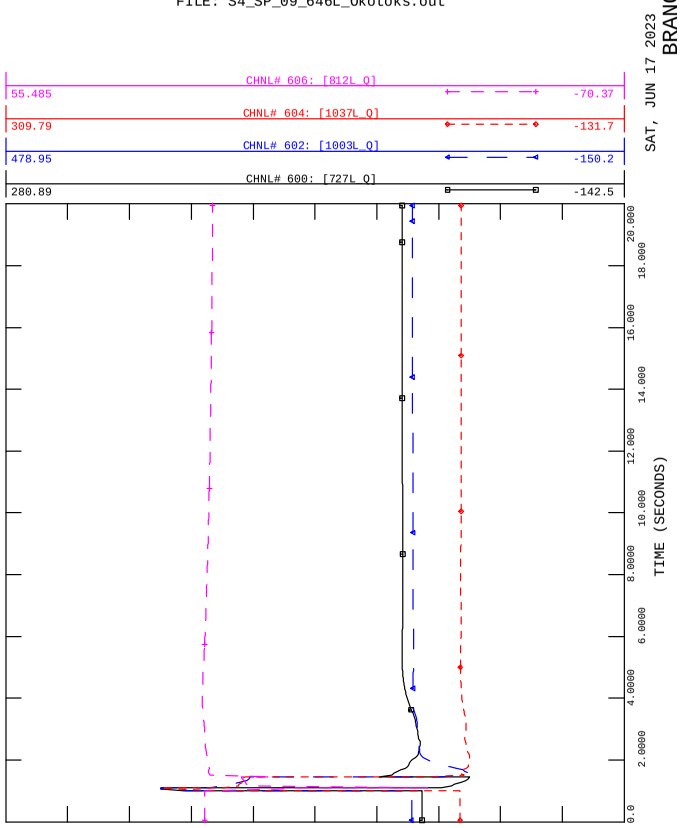
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

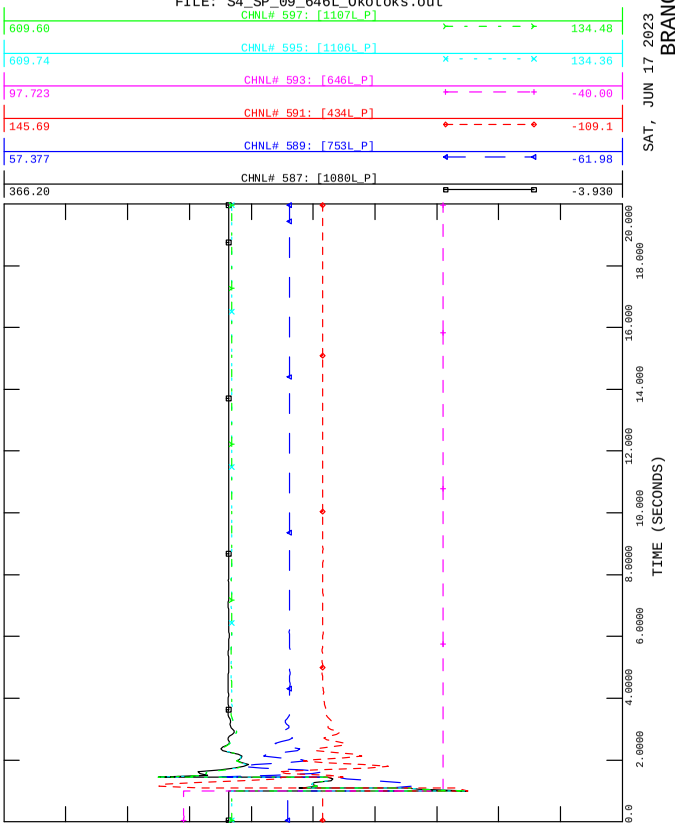
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

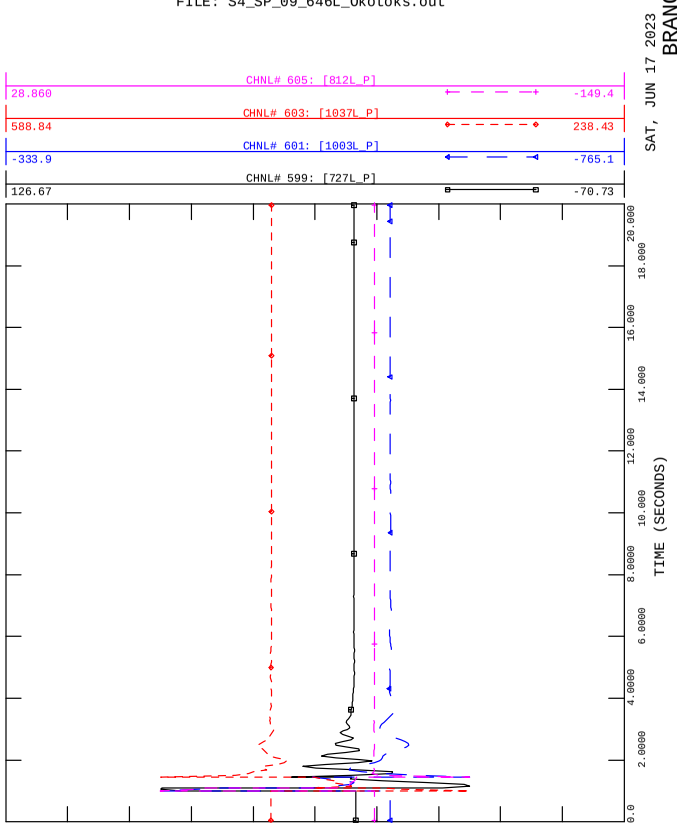
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 51.785 -704.2
CHNL# 610: [985L Q] 484.78 -151.5
CHNL# 608: [1038L Q] 309.94 -132.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.65240 0.06160
CHNL# 196: [POWR 4187[CECGT 18.000]1] 2.0336 1.0438
CHNL# 192: [POWR 3187[CECST 13.200]2] 1.6336 0.65620
CHNL# 191: [POWR 775[SECCT2 21.000]3] 2.8094 1.7090
CHNL# 190: [POWR 774[SECCT1 21.000]2] 2.8094 1.7090
CHNL# 189: [POWR 773[SECST 20.000]1] 3.4314 2.3896

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_09_646L_OKOTOKS

FILE: S4_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 367.68 -4.370
CHNL# 609: [985L P] -337.5 -774.0
CHNL# 607: [1038L P] 589.51 238.87

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 122.95 -20.92
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 70.726 -41.36
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 98.380 -22.48
CHNL# 4: [ANGL 3187[CECST 13.200]2] 92.134 -25.26
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 88.022 -28.26
CHNL# 1: [ANGL 773[SECST 20.000]1] 89.599 -24.95

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.0975 -0.4952

CHNL# 290: [VARS 4187[CECGT 18.000]1]
2.5355 -0.0294

CHNL# 286: [VARS 3187[CECST 13.200]2]
1.7712 -0.0695

CHNL# 285: [VARS 775[SECCT2 21.000]3]
3.7555 -0.2124

CHNL# 284: [VARS 774[SECCT1 21.000]2]
3.7555 -0.2124

CHNL# 283: [VARS 773[SECST 20.000]1]
4.6091 -0.2962

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1457 0.68250

CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1611 0.82300

CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1777 0.81920

CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1743 0.76880

CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1743 0.76880

CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1740 0.77440

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.3782 -0.1575

CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.68550 -0.0326

CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.68650 -0.0338

CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58610 0.09790

CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.60410 0.07260

CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.63160 0.08550

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.0951 -0.5206

CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.5392 -0.7883

CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.5358 -0.7840

CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.0961 -0.2259

CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.1681 -0.1857

CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
1.0483 -0.5124

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1574 0.23320

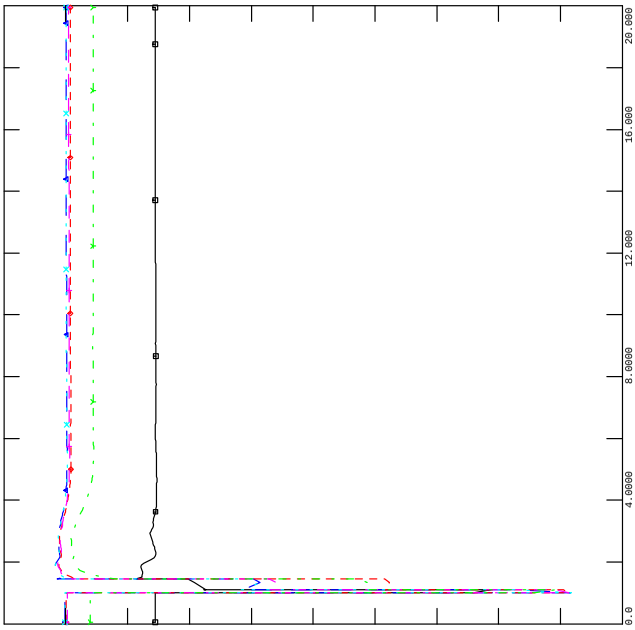
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1558 -0.0474

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1479 -0.0084

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1424 0.01300

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1545 -0.0476

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1686 0.70000



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P]
615.53 23.213

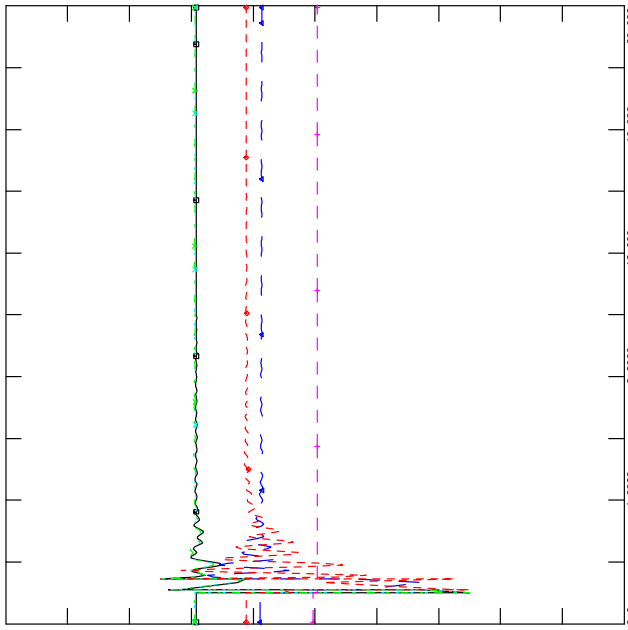
CHNL# 595: [1106L P]
615.67 23.060

CHNL# 593: [646L P]
40.583 -40.00

CHNL# 591: [434L P]
78.172 -86.00

CHNL# 589: [753L P]
52.866 -69.54

CHNL# 587: [1080L P]
374.41 -89.48



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1889 -0.0509

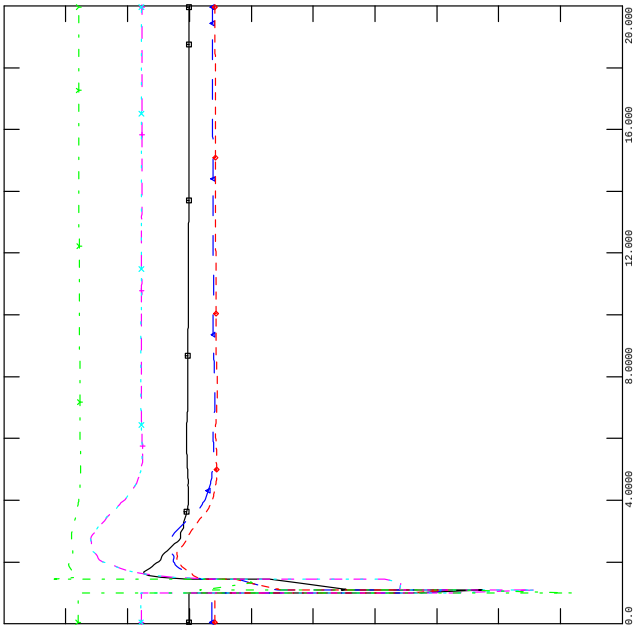
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1890 0.47200

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1892 0.47350

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1719 0.81420

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1669 0.79320

CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1425 0.70010



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

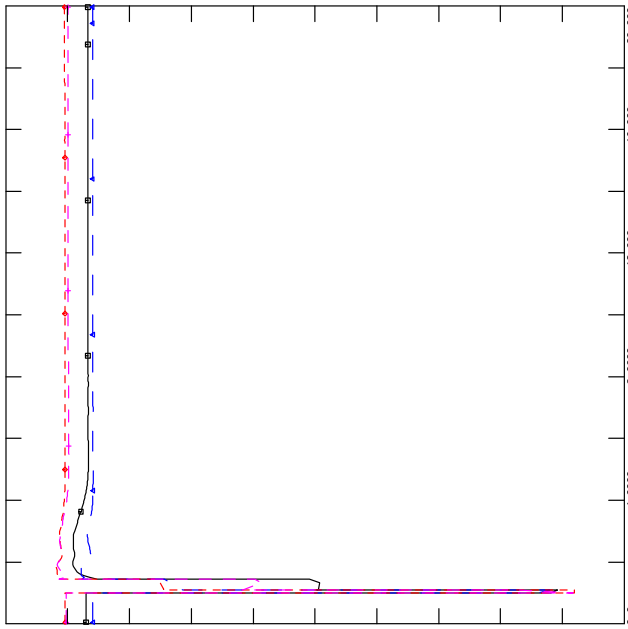
BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1576 -0.0476

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1580 -0.0833

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1521 0.32360

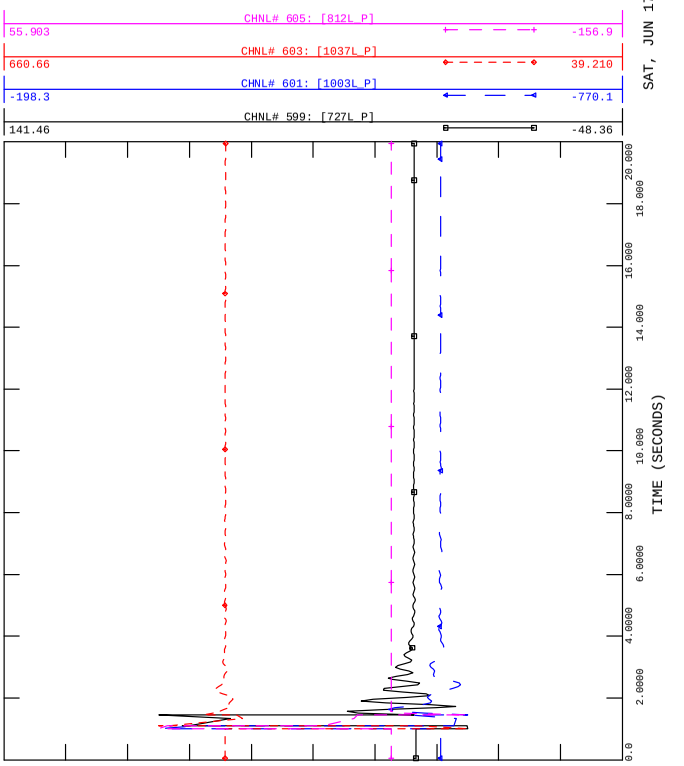
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1493 0.22310



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P



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CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

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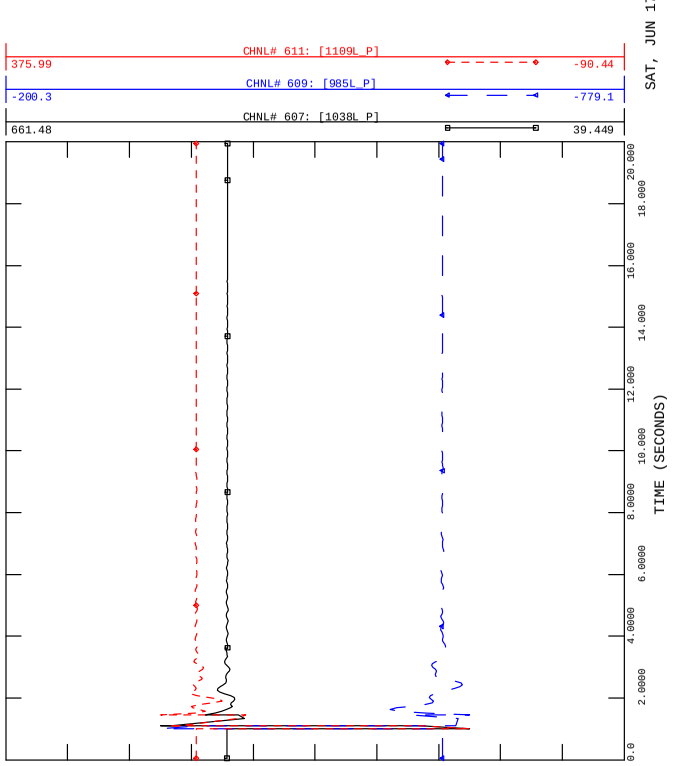
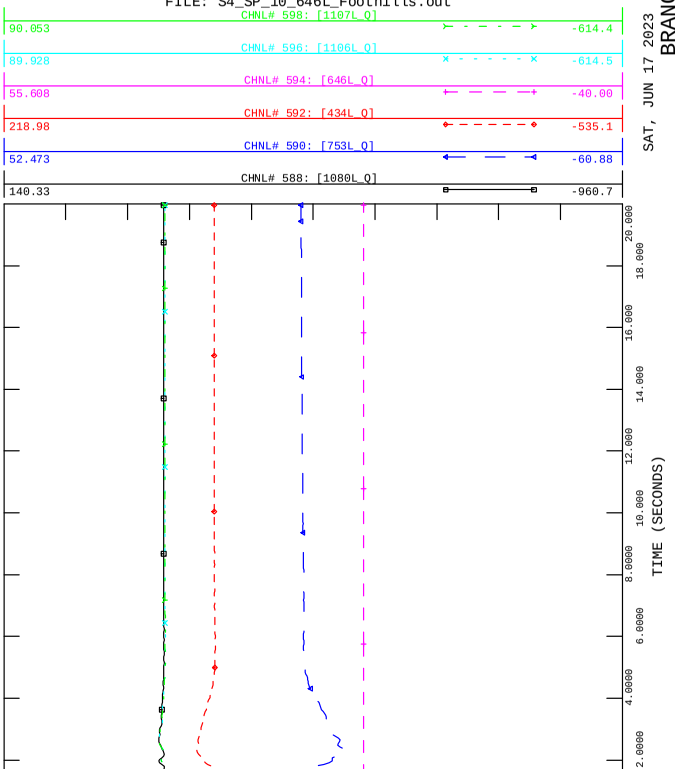


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS

FILE: S4_SP_10_646L_Foothills.out

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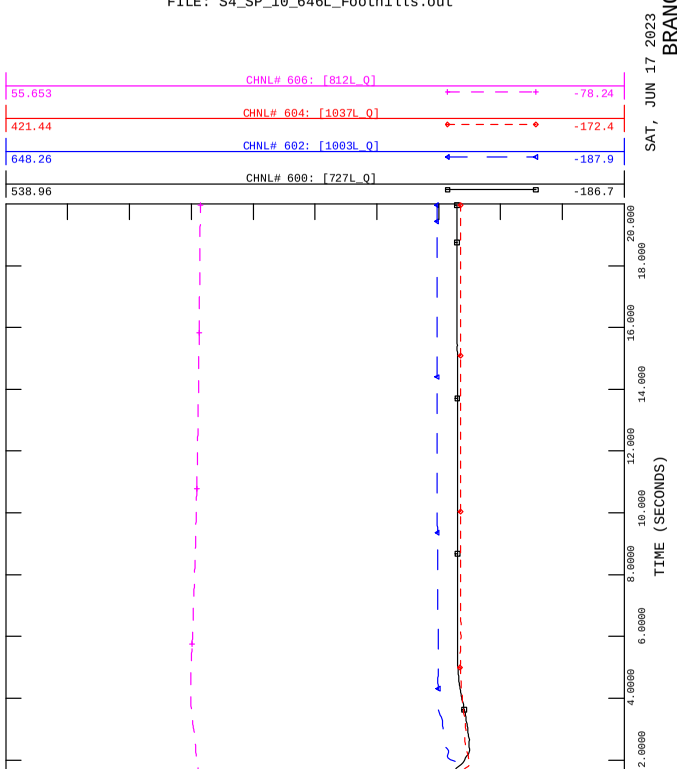

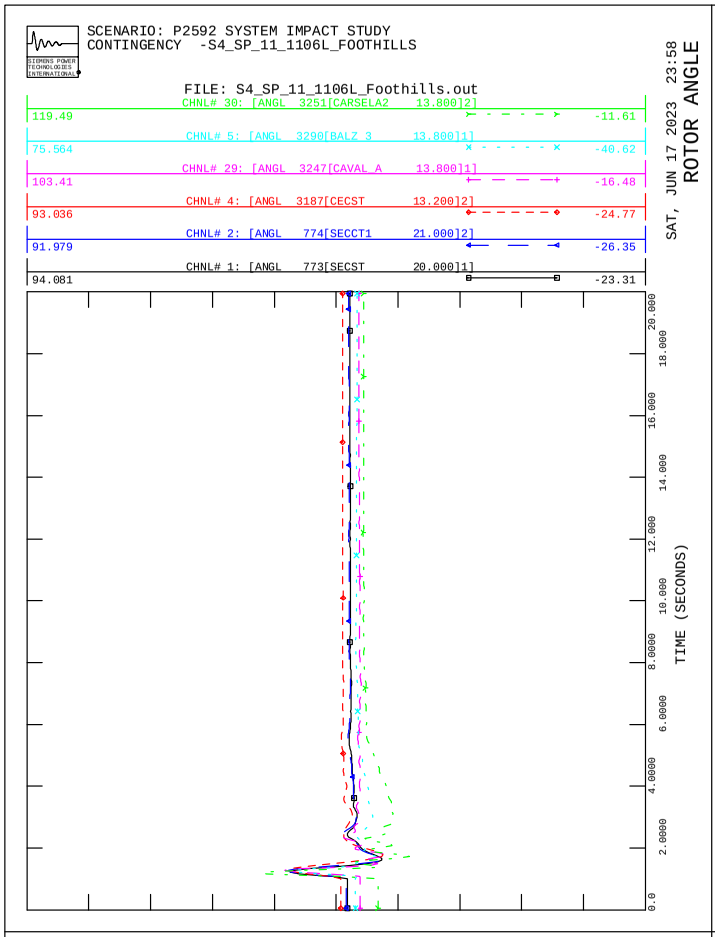
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
119.49
-11.61
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
75.564
-40.62
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
103.41
-16.48
CHNL# 4: [ANGL 3187[CECST 13.200]2]
93.036
-24.77
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
91.979
-26.35
CHNL# 1: [ANGL 773[SECST 20.000]1]
94.081
-23.31
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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2.0000
4.0000
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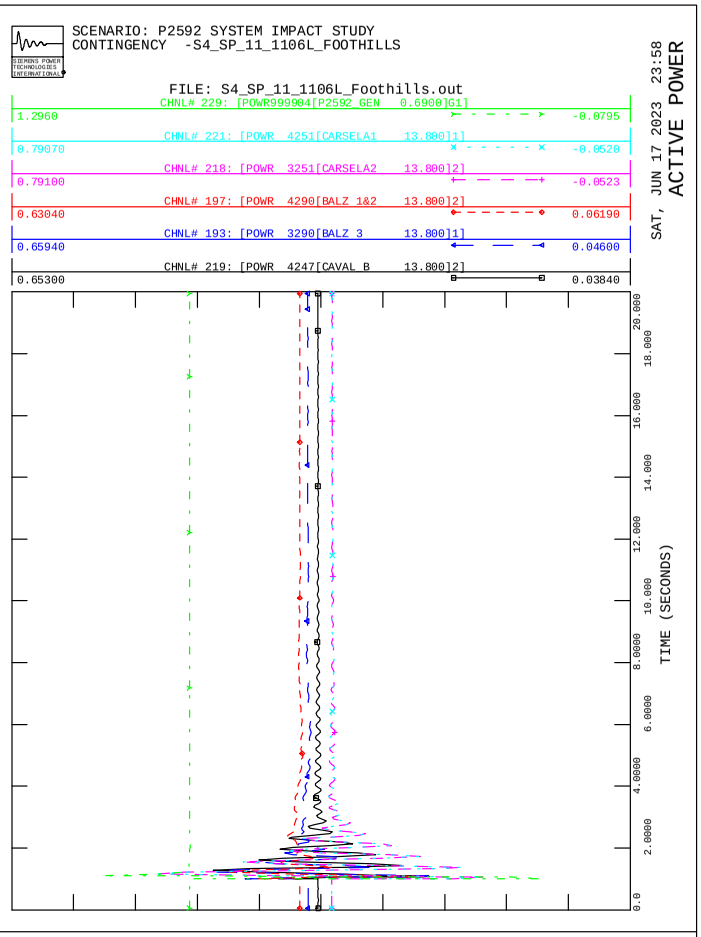
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2960
-0.0795
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.79070
-0.0520
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.79100
-0.0523
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.63040
0.06190
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.65940
0.04600
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.65300
0.03840
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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2.0000
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12.000
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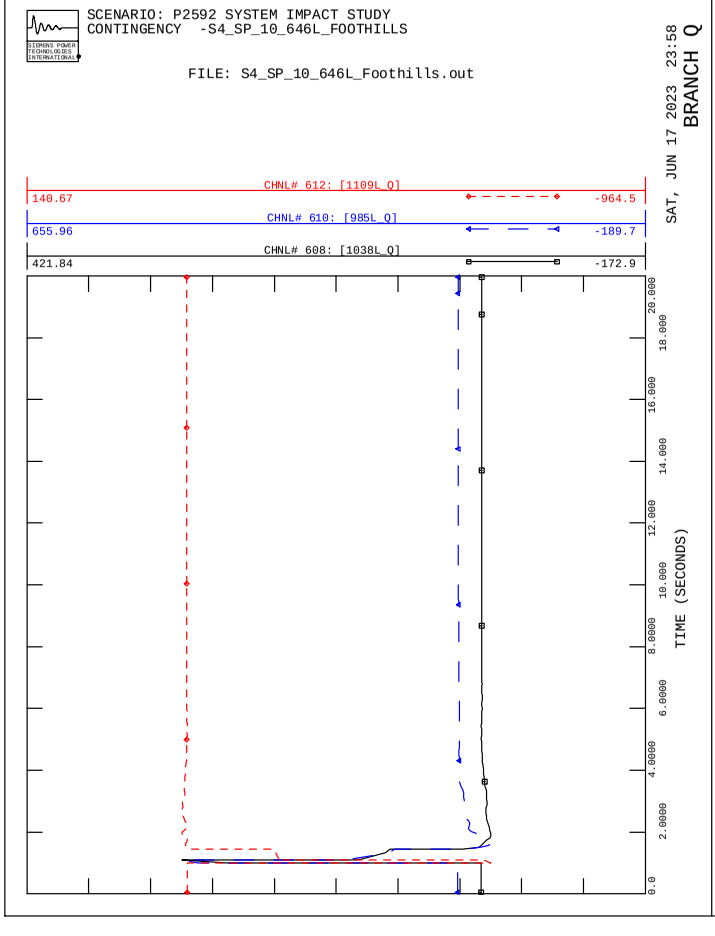
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_10_646L_FOOTHILLS
FILE: S4_SP_10_646L_Foothills.out
CHNL# 612: [1109L Q]
140.67
-964.5
CHNL# 610: [985L Q]
655.96
-189.7
CHNL# 608: [1038L Q]
421.84
-172.9
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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12.000
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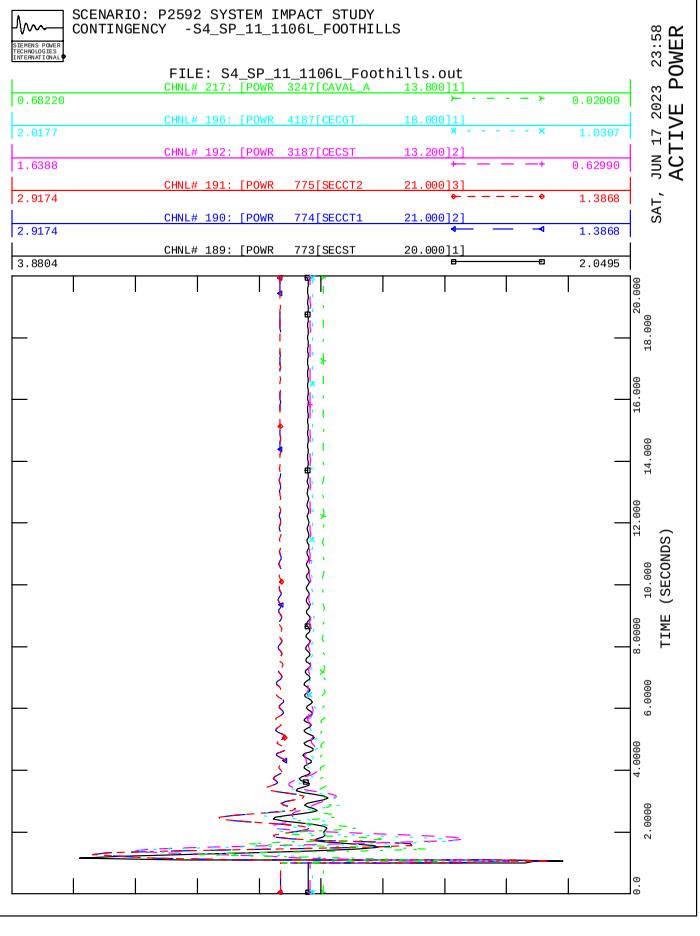
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.68220
0.02000
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0177
1.0307
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.6388
0.62990
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.9174
1.3868
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.9174
1.3868
CHNL# 189: [POWR 773[SECST 20.000]1]
3.8804
2.0495
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
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10.000
12.000
14.000
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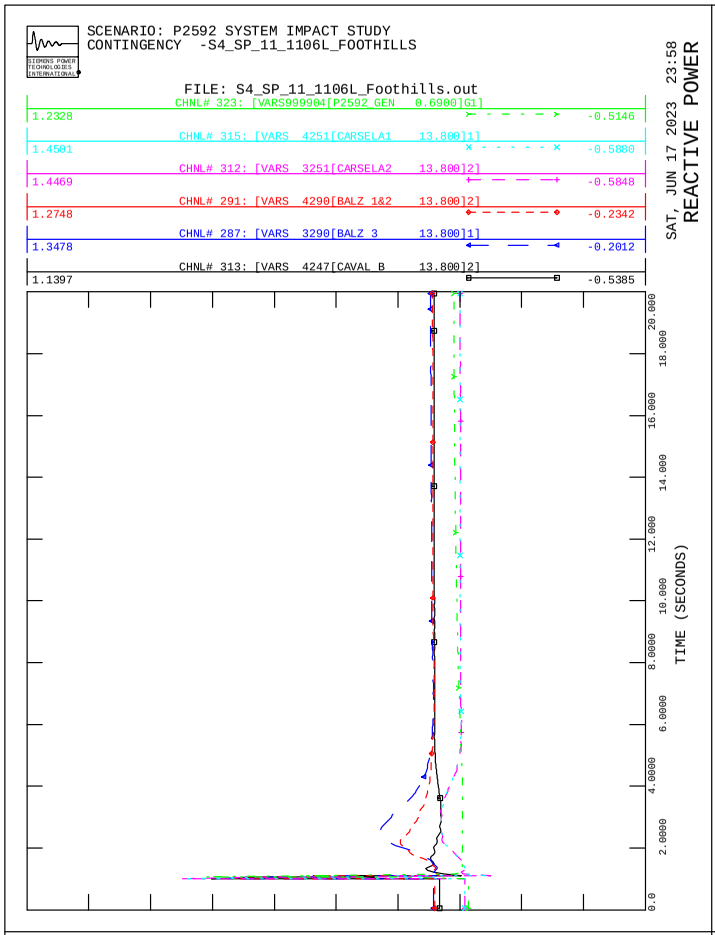
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.2328 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4501 -0.5880
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4469 -0.5848
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.2748 -0.2342
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.3478 -0.2012
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.1397 -0.5385
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
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10.000
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14.000
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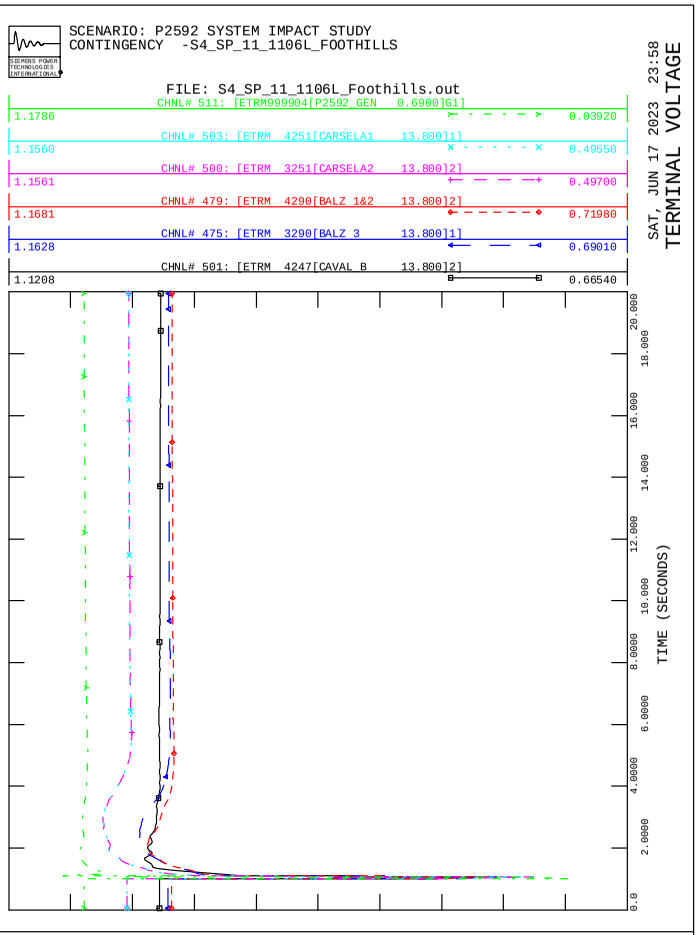
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1786 0.03920
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1560 0.49550
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1561 0.49700
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1681 0.71980
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1628 0.69010
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1208 0.66540
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
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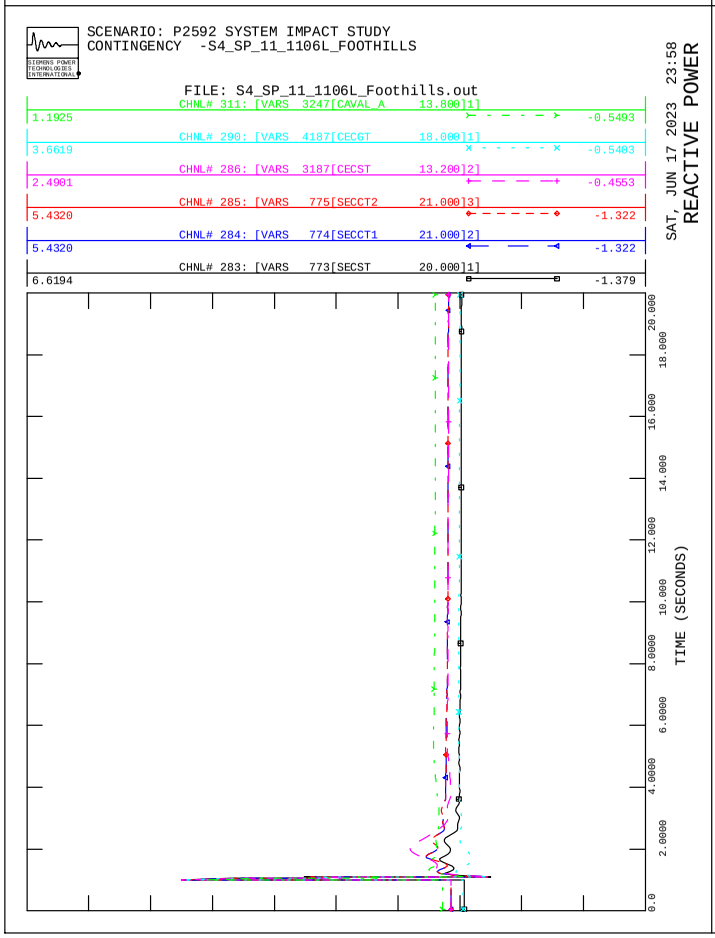
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.1925 -0.5493
CHNL# 290: [VARS 4187[CECGT 18.000]1]
3.6619 -0.5403
CHNL# 286: [VARS 3187[CECST 13.200]2]
2.4901 -0.4553
CHNL# 285: [VARS 775[SECCT2 21.000]3]
5.4320 -1.322
CHNL# 284: [VARS 774[SECCT1 21.000]2]
5.4320 -1.322
CHNL# 283: [VARS 773[SECST 20.000]1]
6.6194 -1.379
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
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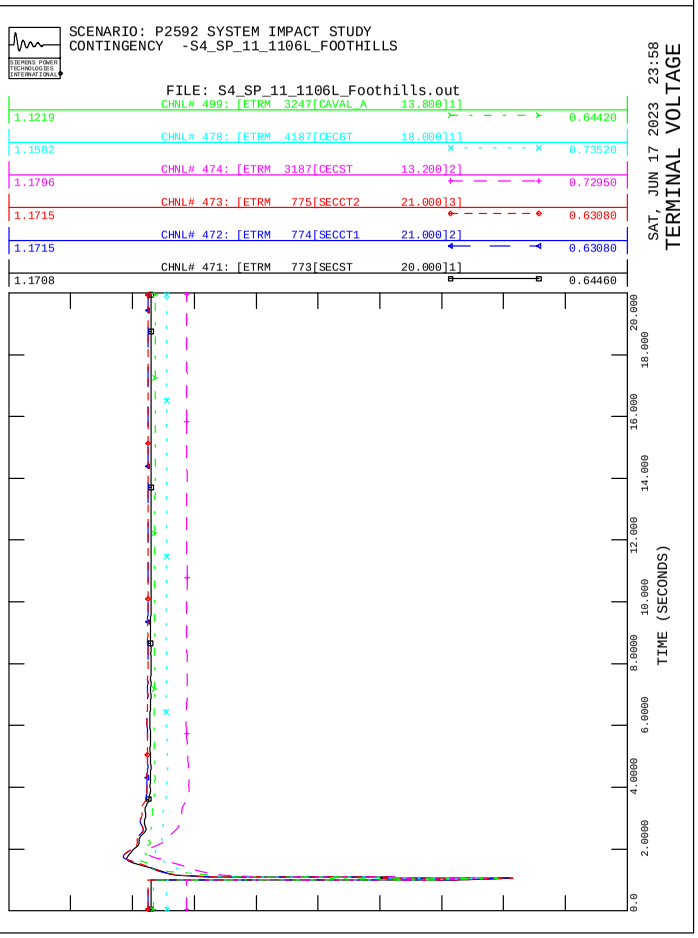
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1219 0.64420
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1582 0.73520
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1796 0.72950
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1715 0.63080
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1715 0.63080
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1708 0.64460
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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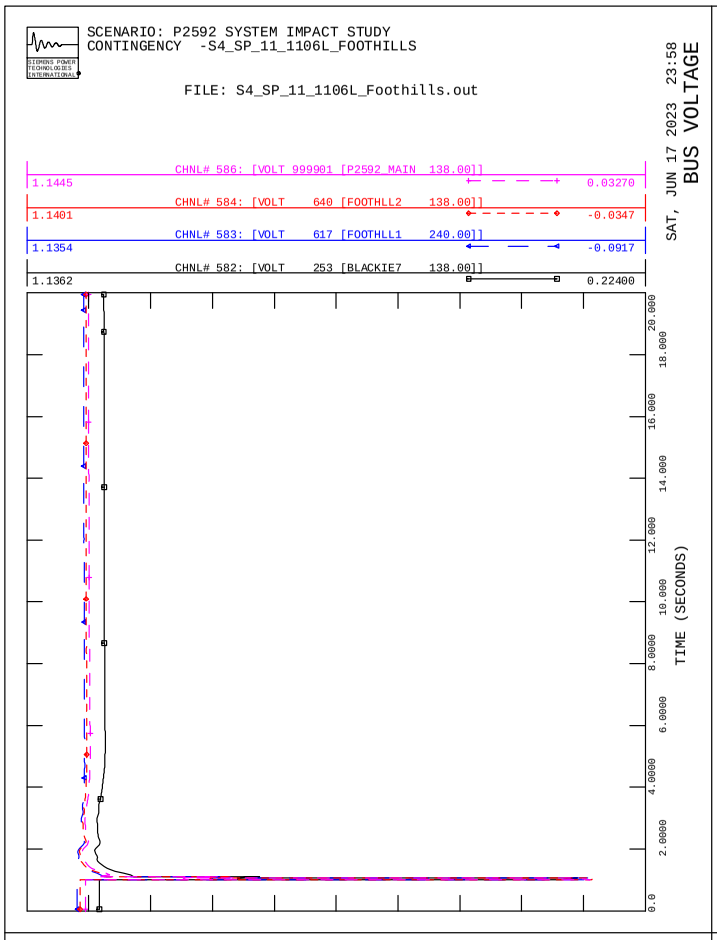
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1445
0.03270
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1401
-0.0347
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1354
-0.0917
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1362
0.22400
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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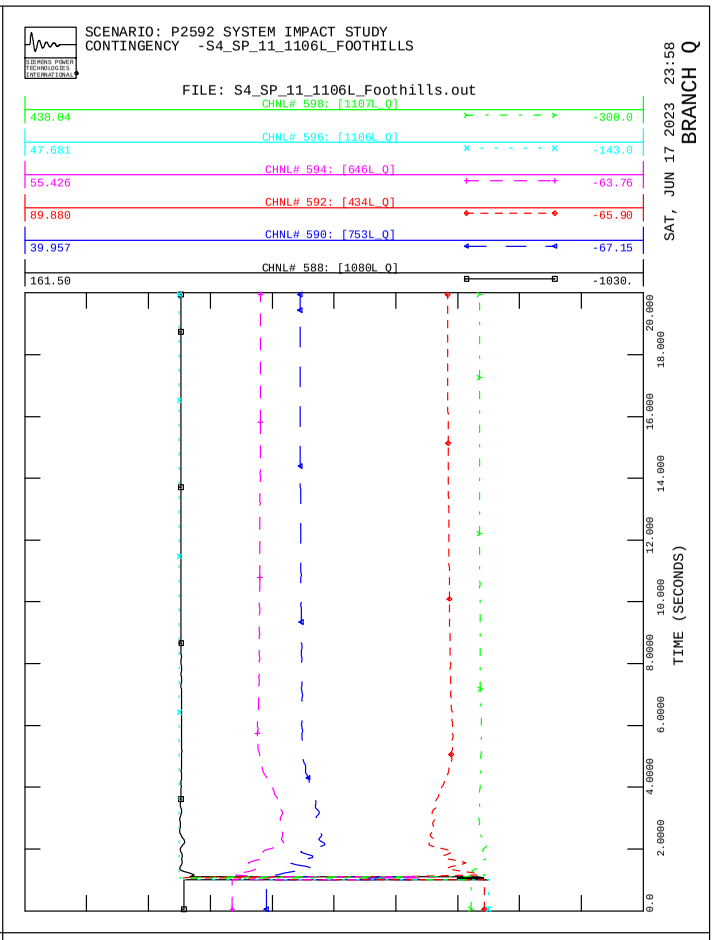
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 598: [1107L Q]
438.04
-300.0
CHNL# 596: [1106L Q]
47.681
-143.0
CHNL# 594: [646L Q]
55.426
-63.76
CHNL# 592: [434L Q]
89.880
-65.90
CHNL# 590: [753L Q]
39.957
-67.15
CHNL# 588: [1080L Q]
161.50
-1030.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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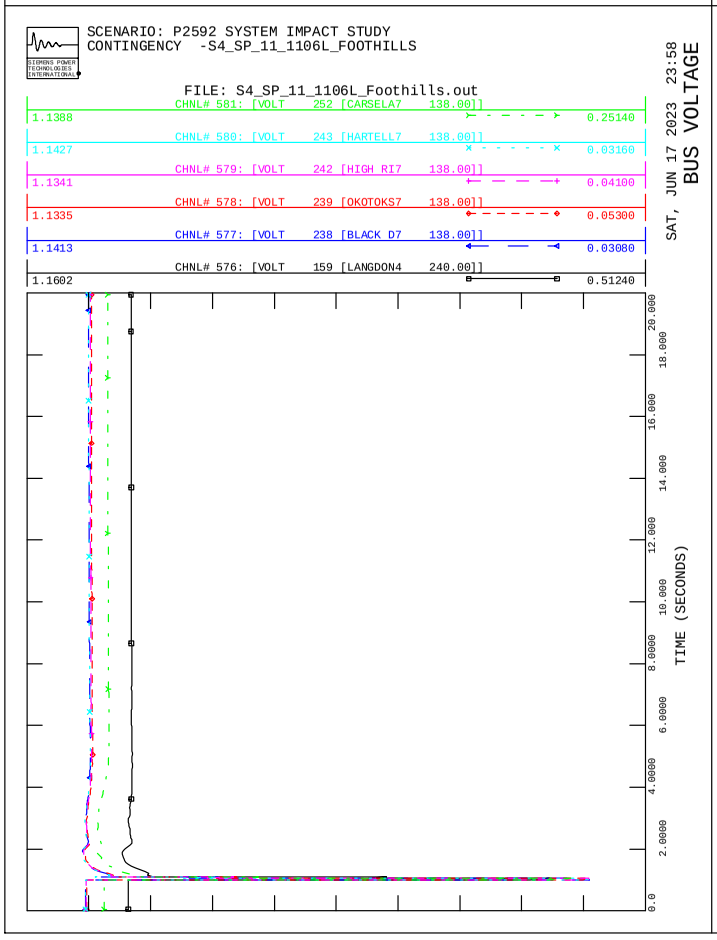
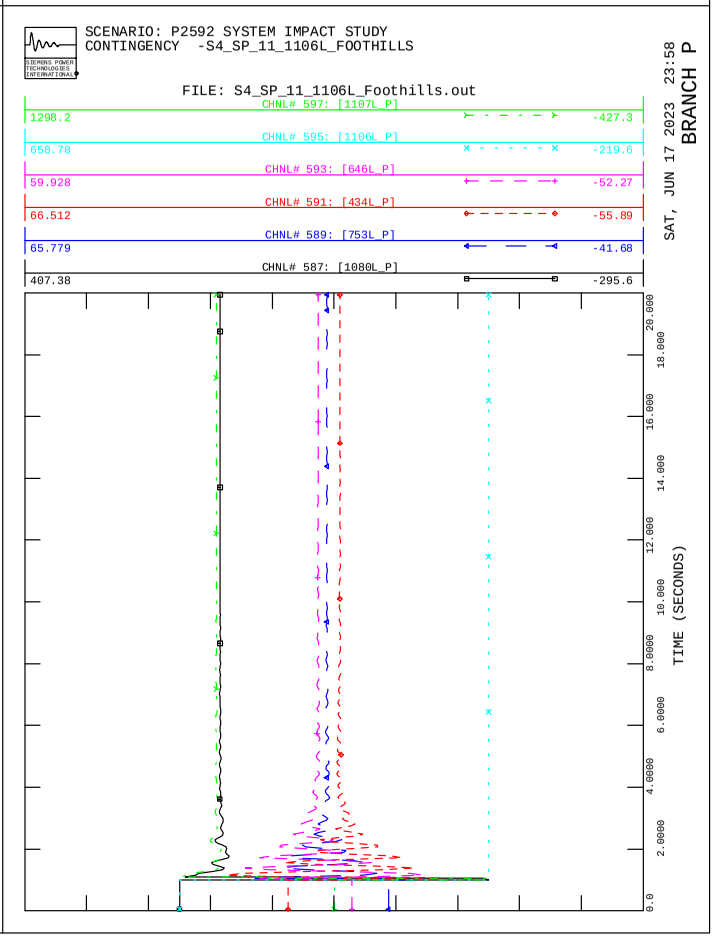
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

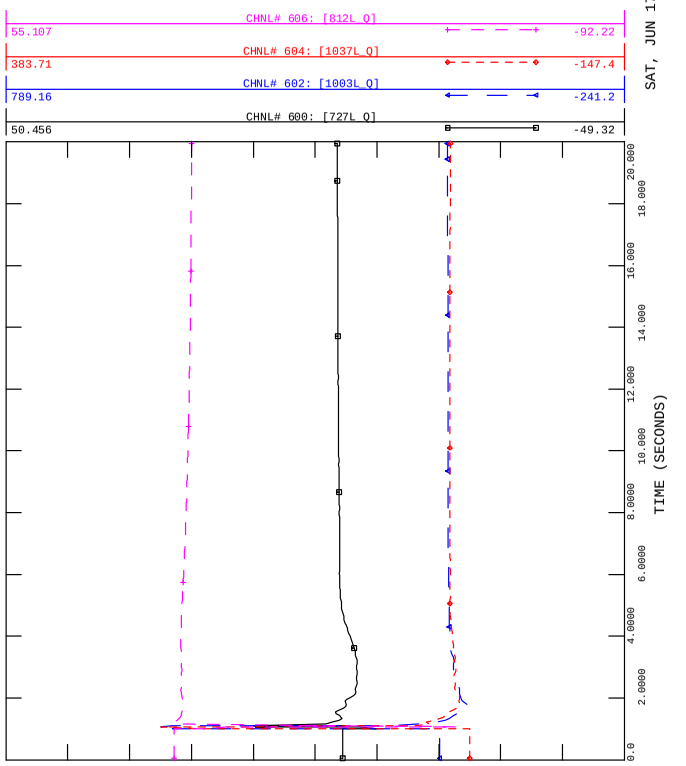

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1388
0.25140
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1427
0.03160
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1341
0.04100
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1335
0.05300
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1413
0.03080
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1602
0.51240
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS
FILE: S4_SP_11_1106L_Foothills.out
CHNL# 597: [1107L P]
1298.2
-427.3
CHNL# 595: [1106L P]
658.78
-219.6
CHNL# 593: [646L P]
59.928
-52.27
CHNL# 591: [434L P]
66.512
-55.89
CHNL# 589: [753L P]
65.779
-41.68
CHNL# 587: [1080L P]
407.38
-295.6
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS

FILE: S4_SP_11_1106L_Foothills.out

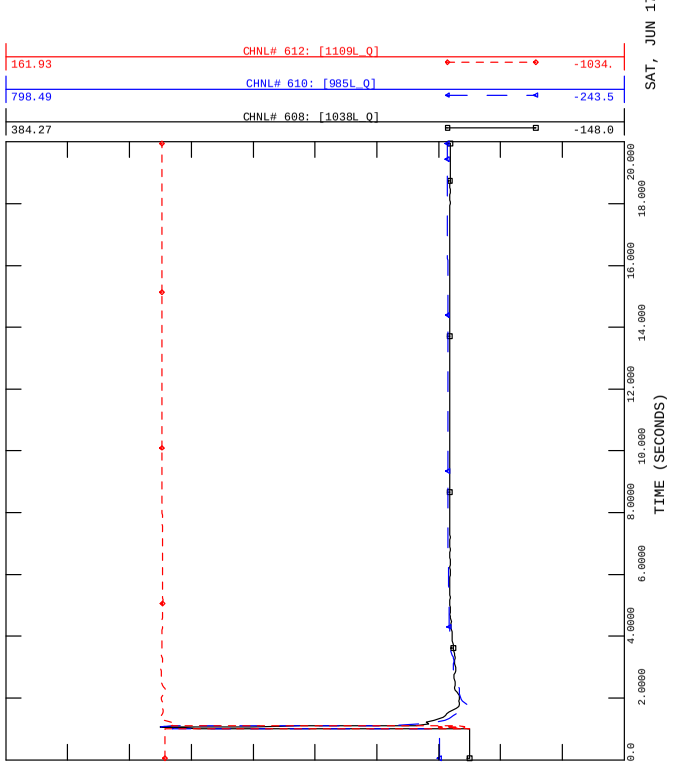
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS

FILE: S4_SP_11_1106L_Foothills.out

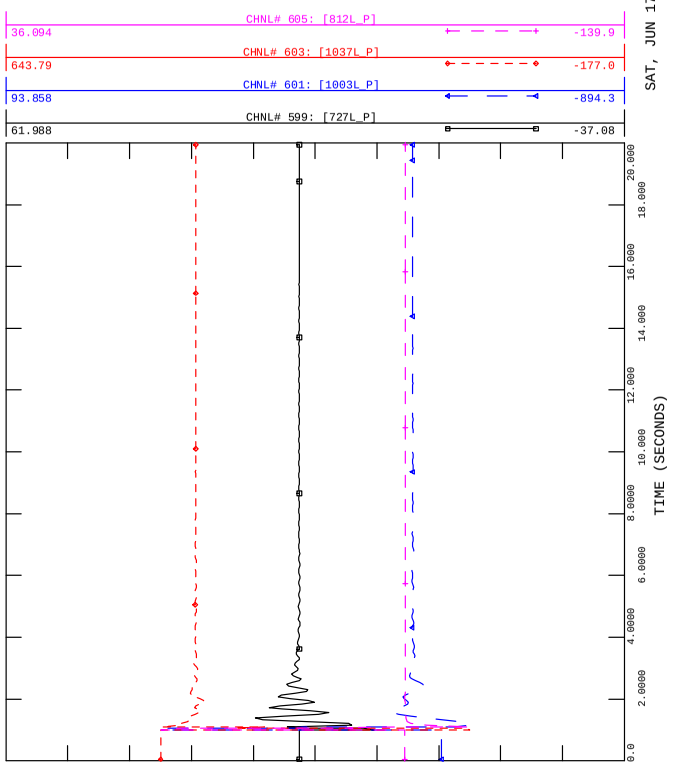
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS

FILE: S4_SP_11_1106L_Foothills.out

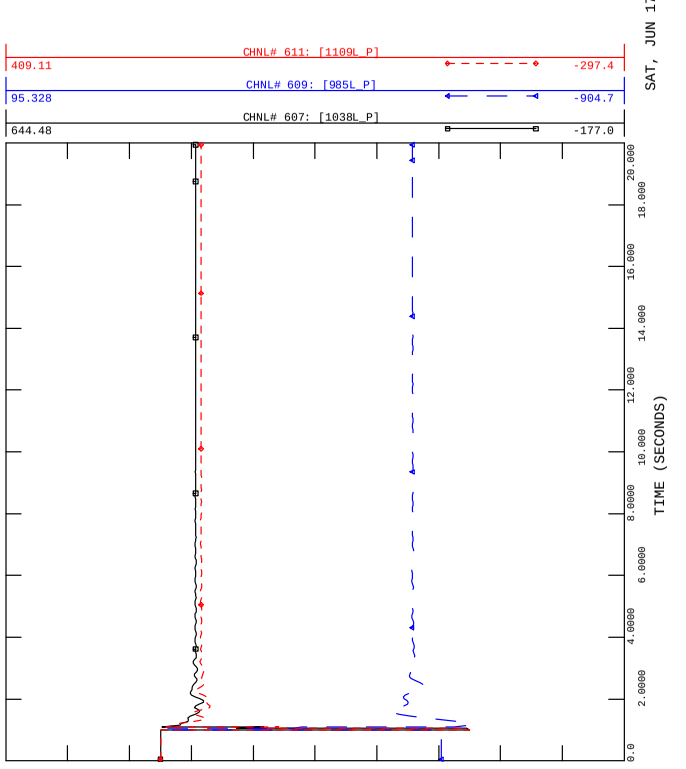
SAT, JUN 17 2023 23:58 BRANCH P

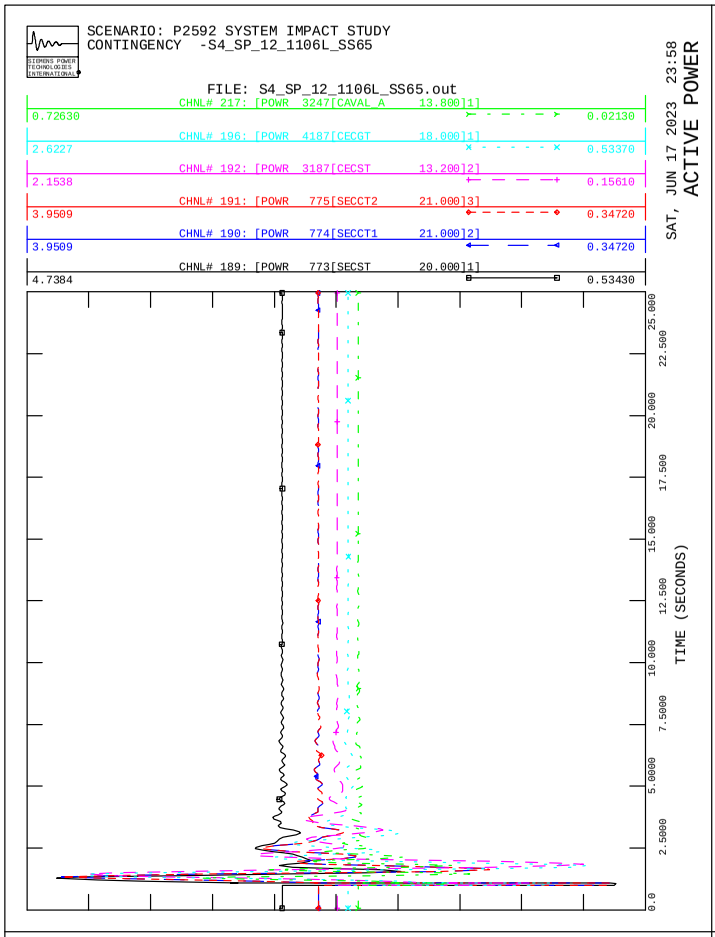


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_11_1106L_FOOTHILLS

FILE: S4_SP_11_1106L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.72630
0.02130
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.6227
0.53370
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.1538
0.15610
CHNL# 191: [POWR 775[SECCT2 21.000]3]
3.9509
0.34720
CHNL# 190: [POWR 774[SECCT1 21.000]2]
3.9509
0.34720
CHNL# 189: [POWR 773[SECST 20.000]1]
4.7384
0.53430
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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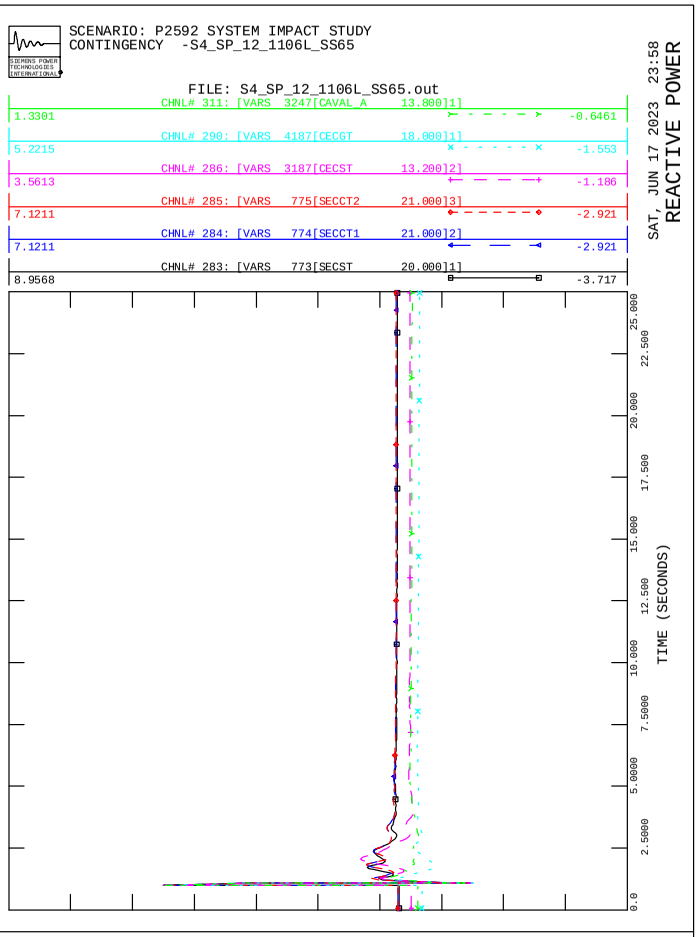
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3301
-0.6461
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.2215
-1.553
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.5613
-1.186
CHNL# 285: [VARS 775[SECCT2 21.000]3]
7.1211
-2.921
CHNL# 284: [VARS 774[SECCT1 21.000]2]
7.1211
-2.921
CHNL# 283: [VARS 773[SECST 20.000]1]
8.9568
-3.717
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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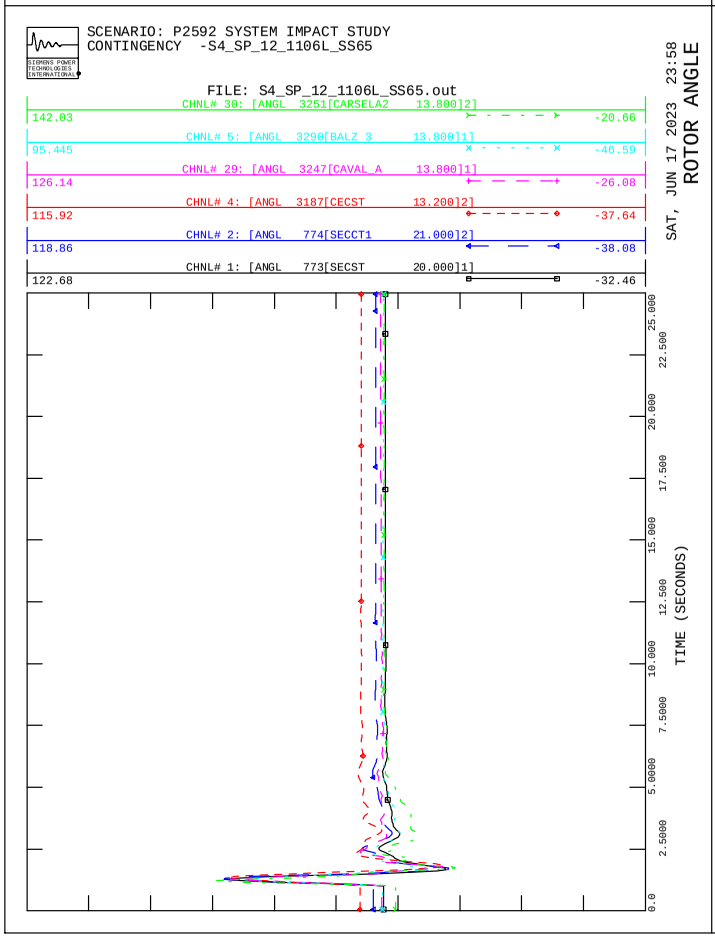
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
142.03
-20.66
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
95.445
-46.59
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
126.14
-26.08
CHNL# 4: [ANGL 3187[CECST 13.200]2]
115.92
-37.64
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
118.86
-38.08
CHNL# 1: [ANGL 773[SECST 20.000]1]
122.68
-32.46
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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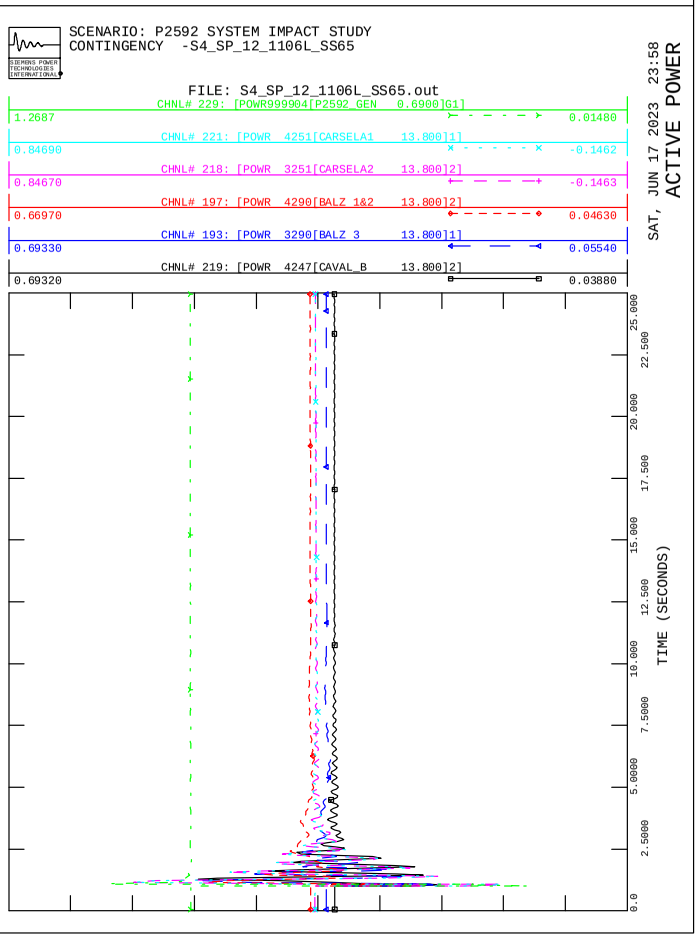
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2687
0.01480
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.84690
-0.1462
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.84670
-0.1463
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.66970
0.04630
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.69330
0.05540
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.69320
0.03880
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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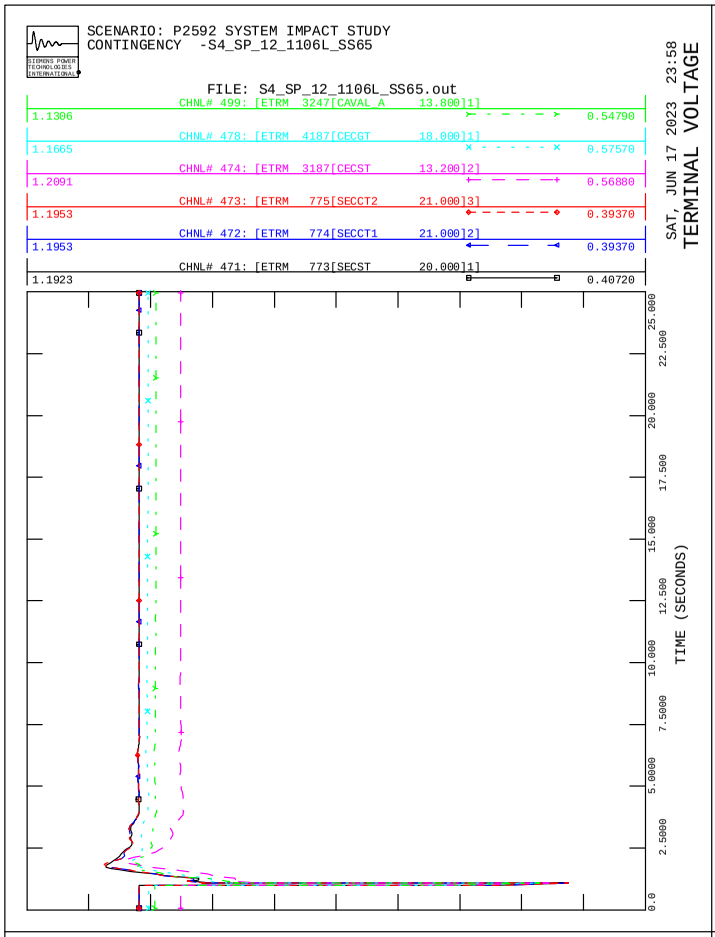
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1306
0.54790
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1665
0.57570
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2091
0.56880
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1953
0.39370
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1953
0.39370
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1923
0.40720
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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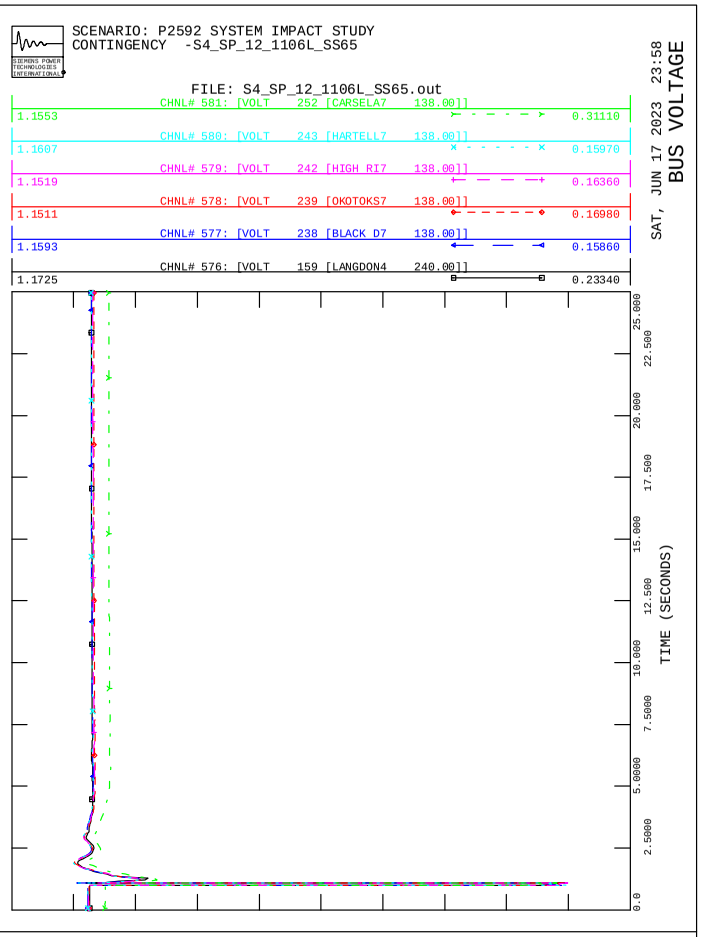
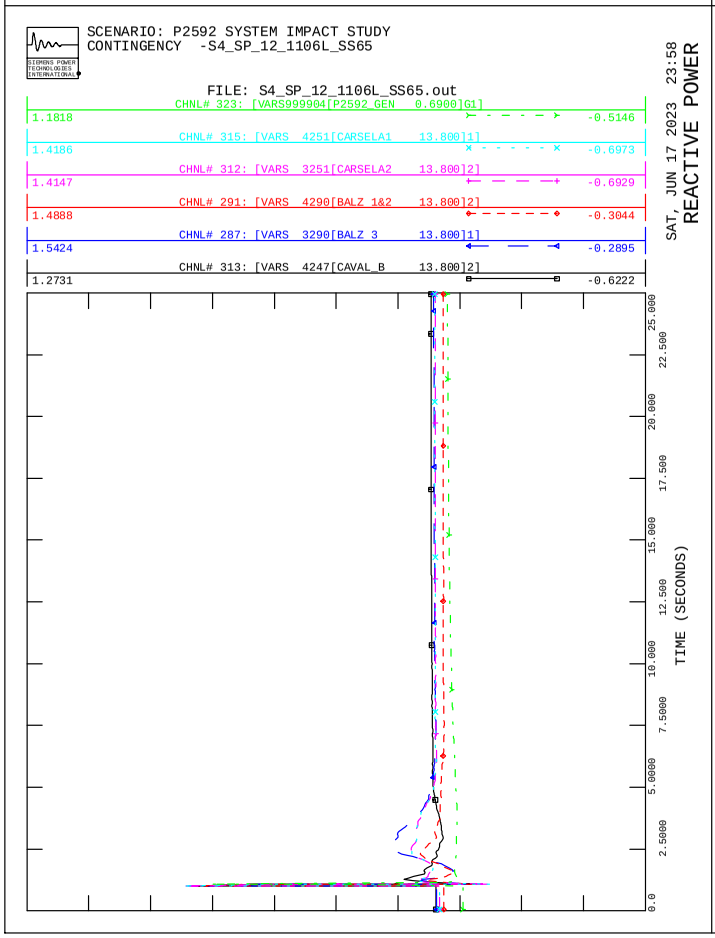
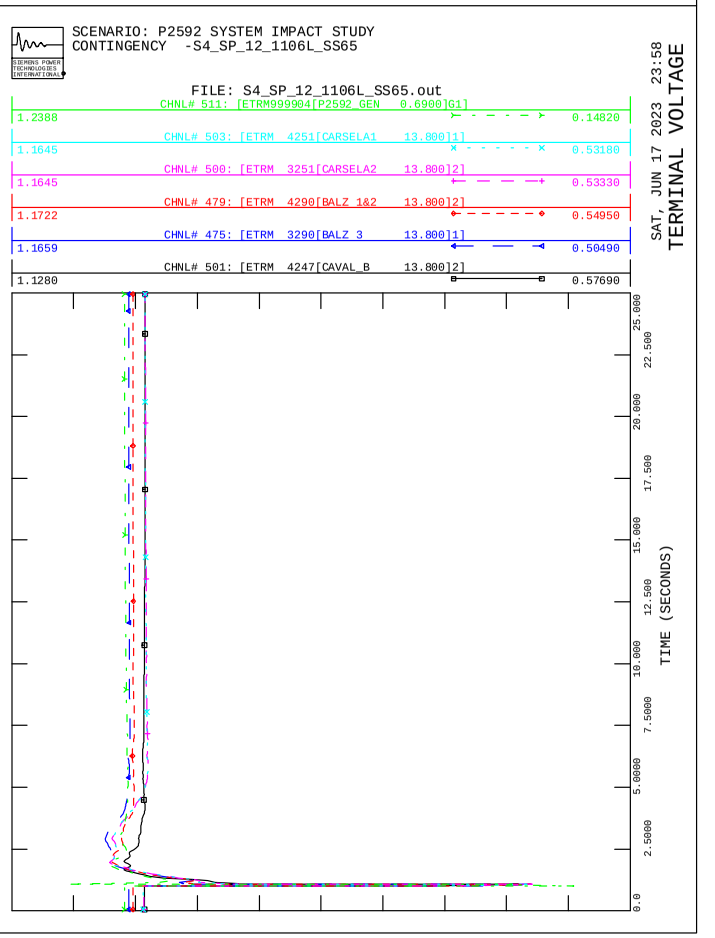
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1553
0.31110
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1607
0.15970
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1519
0.16360
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1511
0.16980
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1593
0.15860
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1725
0.23340
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.1818
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4186
-0.6973
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4147
-0.6929
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.4888
-0.3044
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5424
-0.2895
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
1.2731
-0.6222
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65
FILE: S4_SP_12_1106L_SS65.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2388
0.14820
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1645
0.53180
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1645
0.53330
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1722
0.54950
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1659
0.50490
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1280
0.57690
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P] 1343.4 -426.4
CHNL# 595: [1106L P] 5000.0 -5000.
CHNL# 593: [646L P] 61.075 -56.33
CHNL# 591: [434L P] 70.491 -53.73
CHNL# 589: [753L P] 69.732 -37.66
CHNL# 587: [1080L P] 350.14 -123.9

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 605: [812L P] 22.907 -133.1
CHNL# 603: [1037L P] 683.14 -178.4
CHNL# 601: [1003L P] 380.86 -1147.
CHNL# 599: [727L P] 62.853 -36.17

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]] 1.1625 0.16110
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]] 1.1585 0.11570
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]] 1.1531 0.07740
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]] 1.1524 0.26200

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 598: [1107L Q] 432.81 -855.1
CHNL# 596: [1106L Q] 4413.4 -5000.
CHNL# 594: [646L Q] 55.426 -78.78
CHNL# 592: [434L Q] 112.47 -72.03
CHNL# 590: [753L Q] 47.836 -88.98
CHNL# 588: [1080L Q] 160.36 -685.0

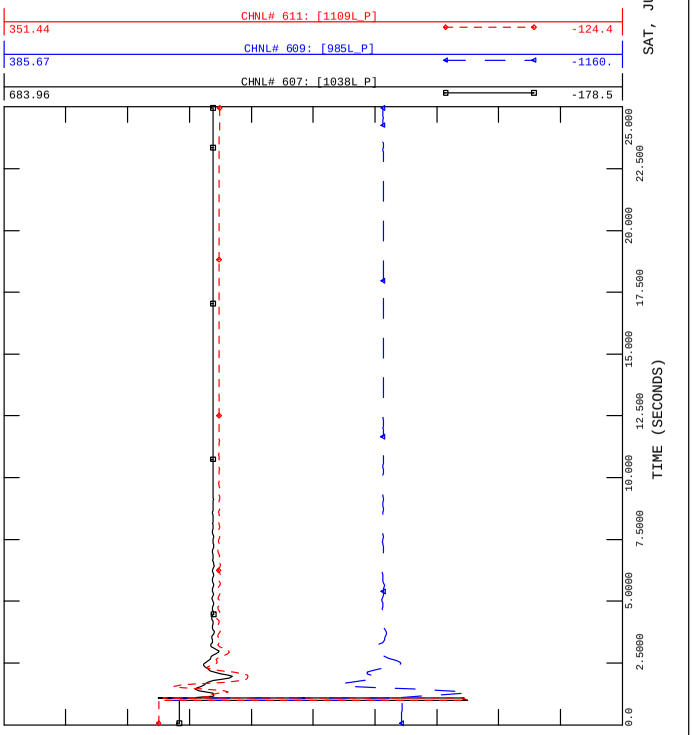
TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

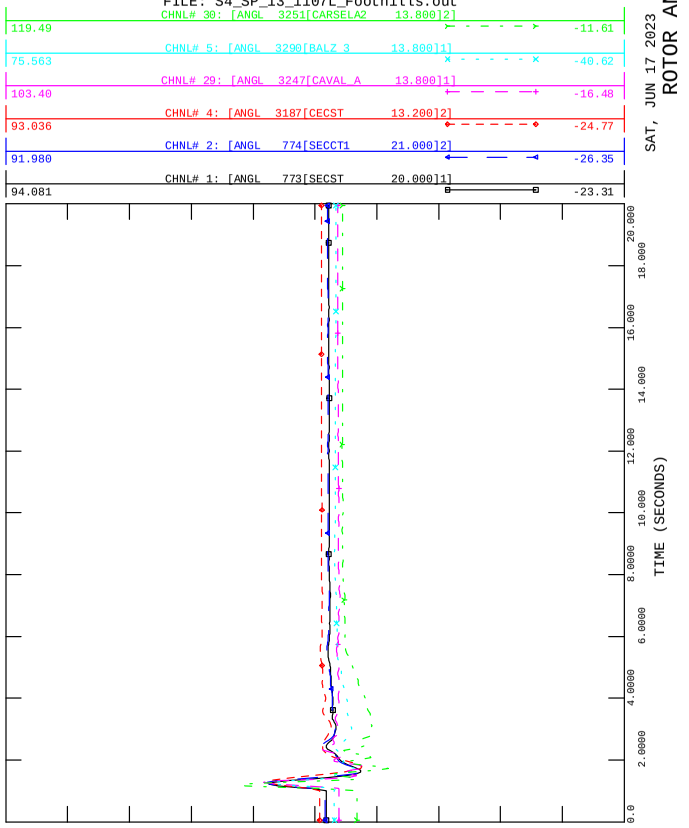
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

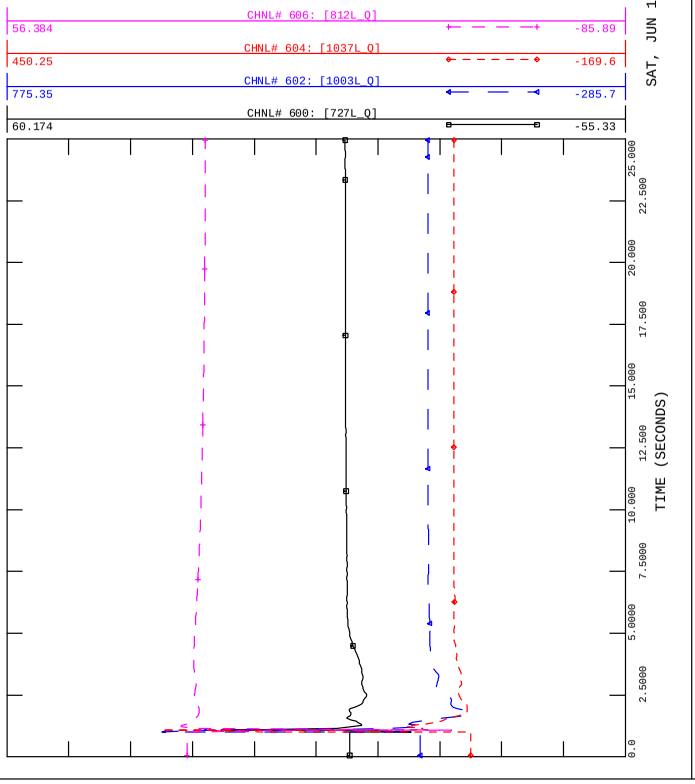
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

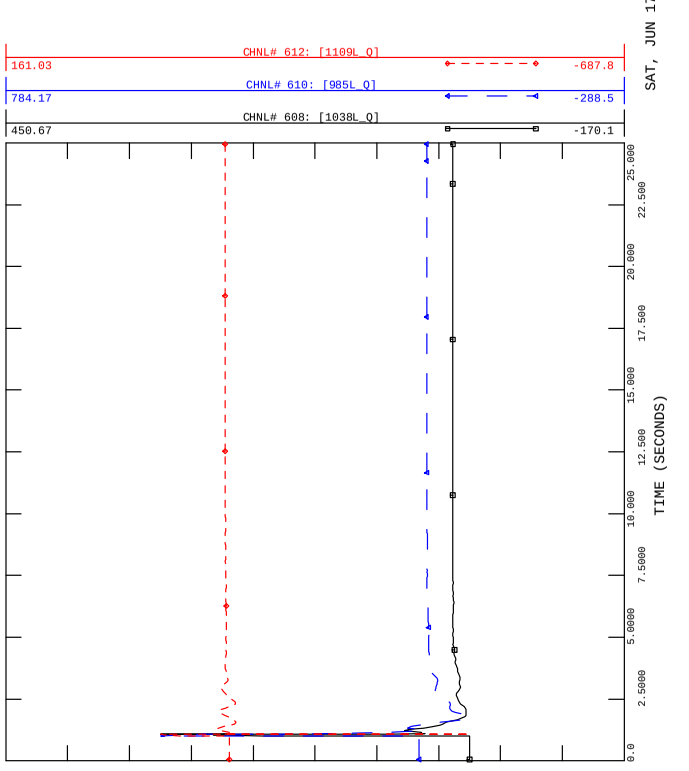
SAT, JUN 17 2023 23:58 BRANCH Q

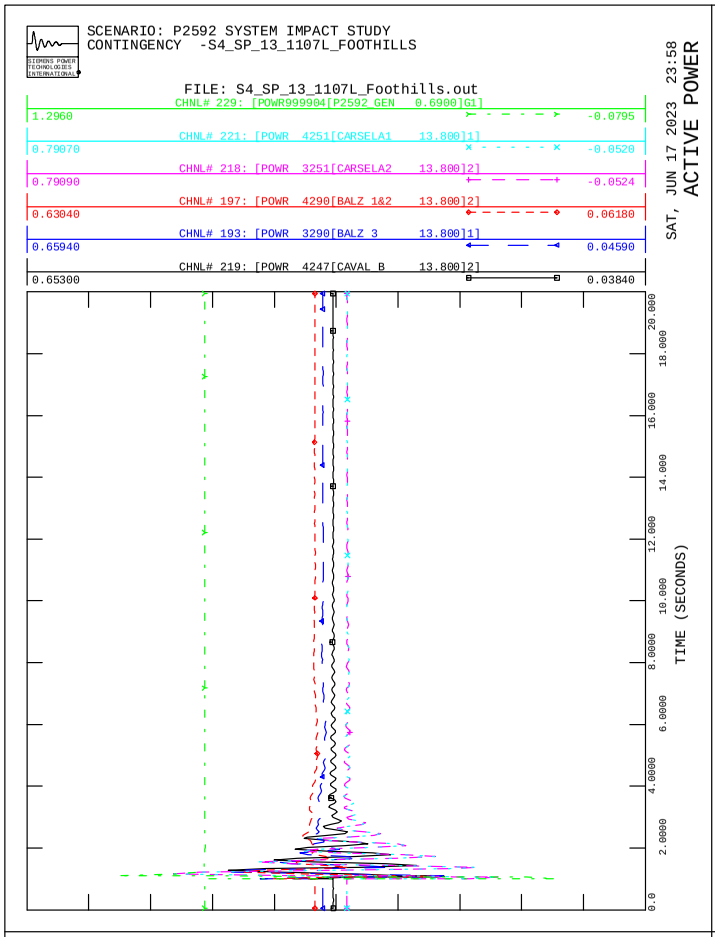


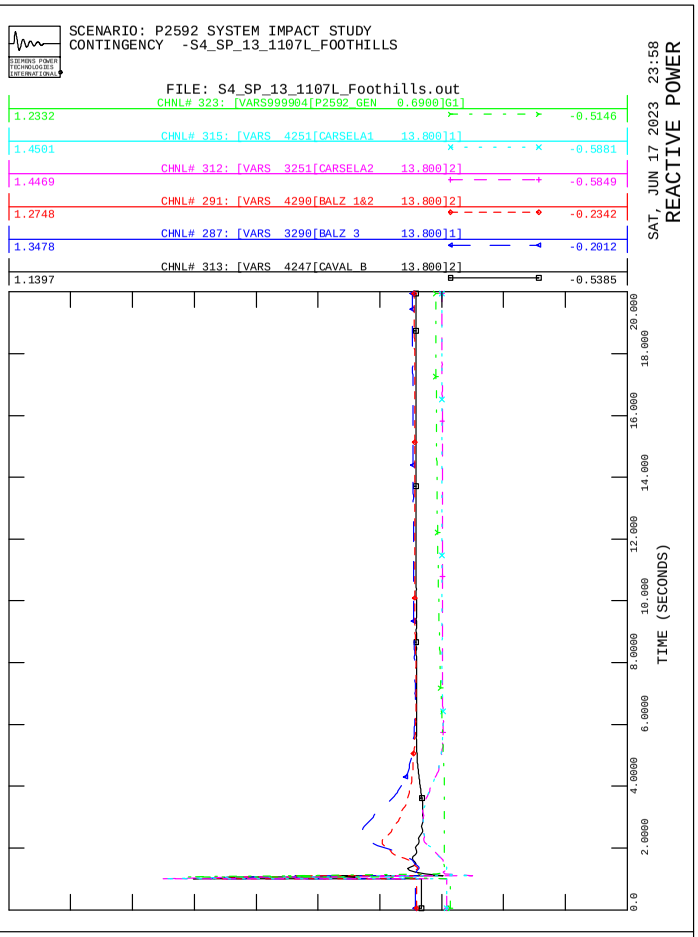
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_12_1106L_SS65

FILE: S4_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2960
-0.0795
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.79070
-0.0520
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.79090
-0.0524
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.63040
0.06180
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.65940
0.04590
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.65300
0.03840
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.2332
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4501
-0.5881
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4469
-0.5849
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.2748
-0.2342
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.3478
-0.2012
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.1397
-0.5385
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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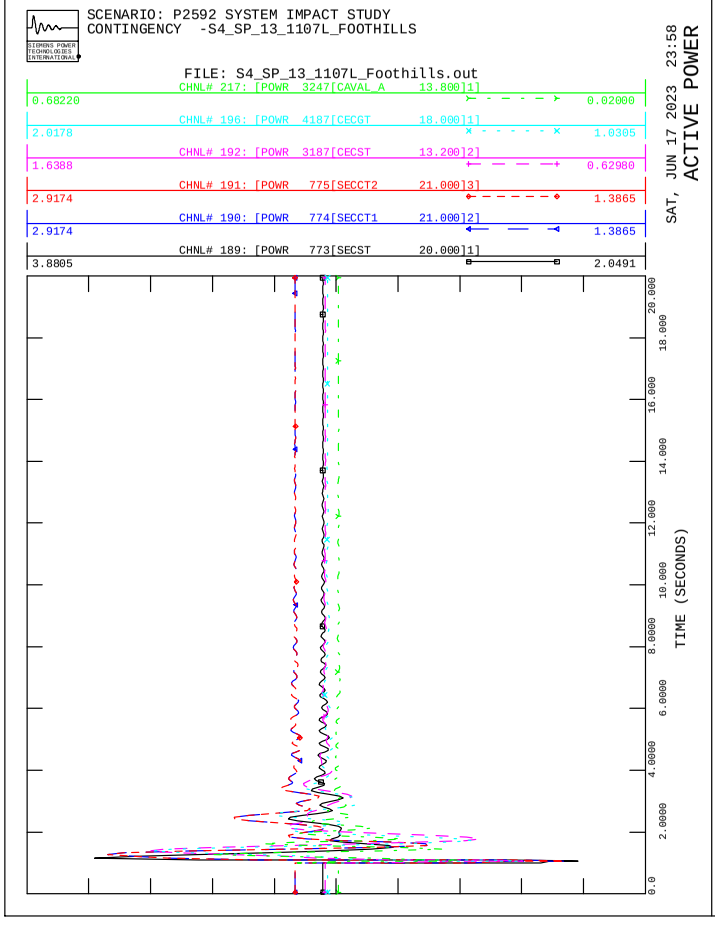
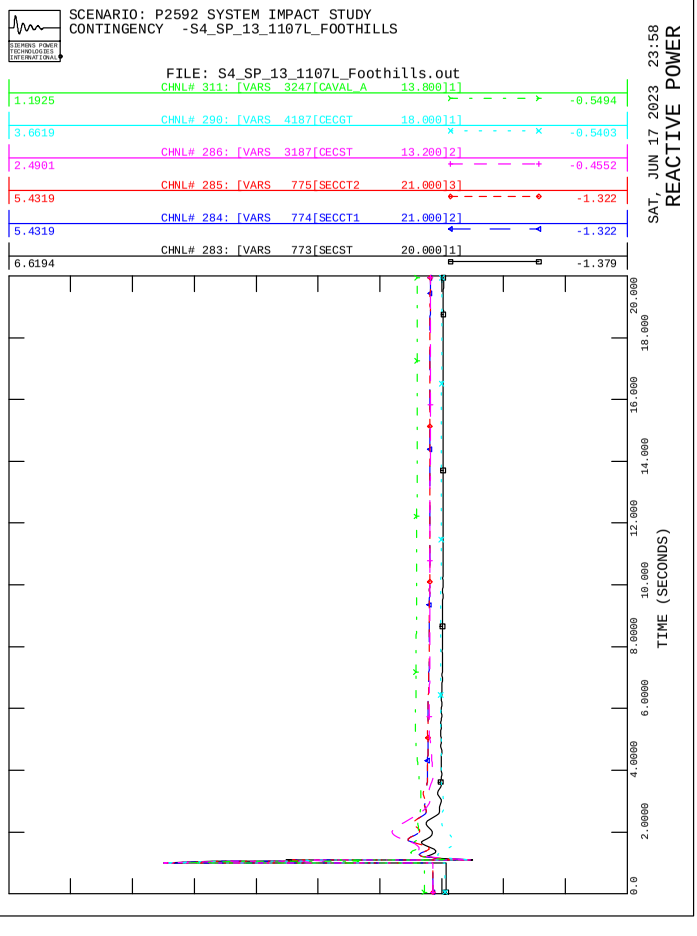
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.68220
0.02000
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0178
1.0305
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.6388
0.62980
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.9174
1.3865
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.9174
1.3865
CHNL# 189: [POWR 773[SECST 20.000]1]
3.8805
2.0491
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.1925
-0.5494
CHNL# 290: [VARS 4187[CECGT 18.000]1]
3.6619
-0.5403
CHNL# 286: [VARS 3187[CECST 13.200]2]
2.4901
-0.4552
CHNL# 285: [VARS 775[SECCT2 21.000]3]
5.4319
-1.322
CHNL# 284: [VARS 774[SECCT1 21.000]2]
5.4319
-1.322
CHNL# 283: [VARS 773[SECST 20.000]1]
6.6194
-1.379
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1787 0.03920

CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1560 0.49560

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1561 0.49710

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1681 0.71980

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1628 0.69010

CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1208 0.66540

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1445 0.03270

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1401 -0.0347

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1354 -0.0917

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1362 0.22410

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1219 0.64420

CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1582 0.73520

CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1796 0.72950

CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1715 0.63080

CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1715 0.63080

CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1708 0.64460

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1389 0.25150

CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1427 0.03160

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1342 0.04110

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1335 0.05310

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1414 0.03080

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1602 0.51240

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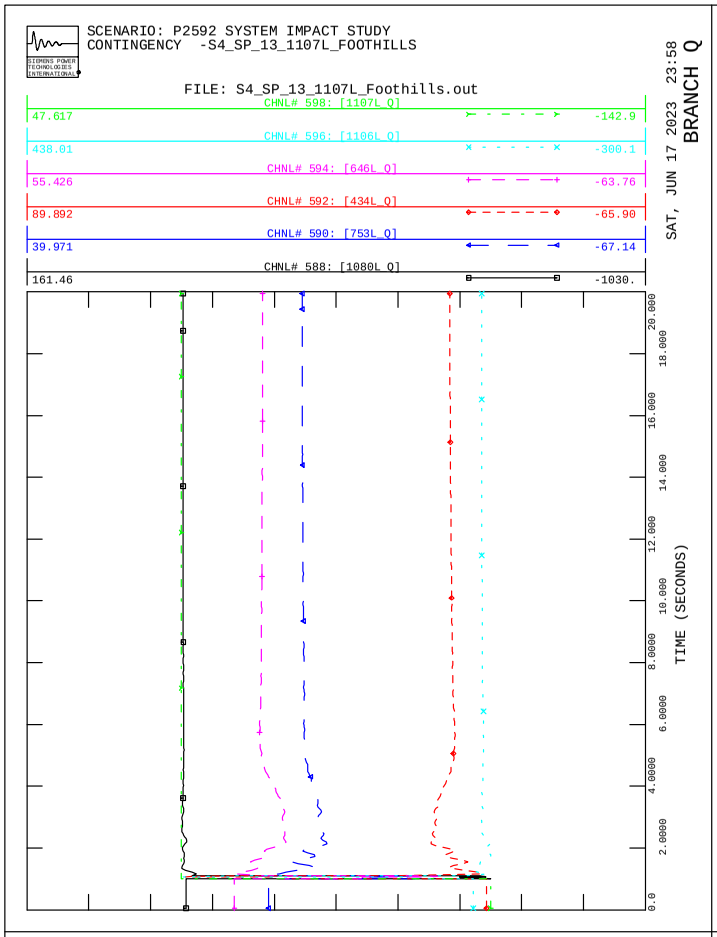
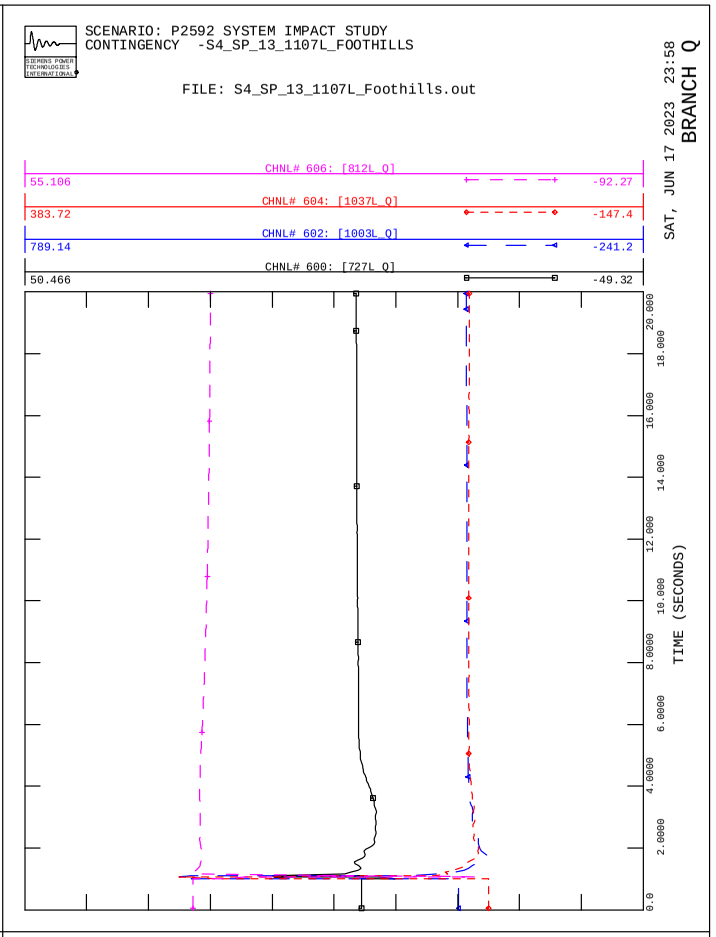
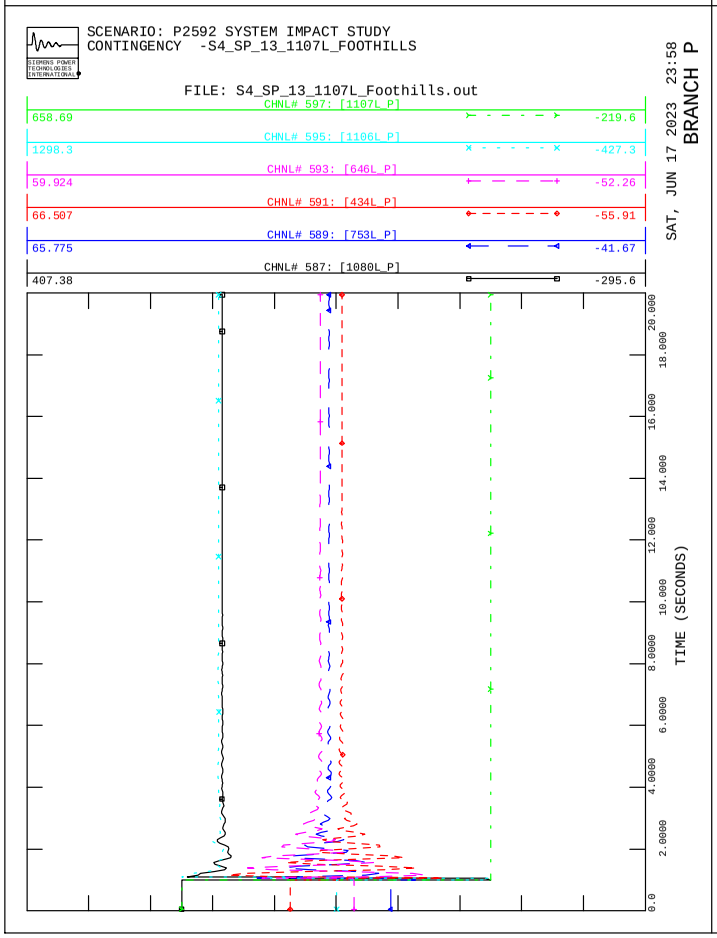
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 598: [1107L Q]
47.617
-142.9
CHNL# 596: [1106L Q]
438.01
-300.1
CHNL# 594: [646L Q]
55.426
-63.76
CHNL# 592: [434L Q]
89.892
-65.90
CHNL# 590: [753L Q]
39.971
-67.14
CHNL# 588: [1080L Q]
161.46
-1030.
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 606: [812L Q]
55.106
-92.27
CHNL# 604: [1037L Q]
383.72
-147.4
CHNL# 602: [1003L Q]
789.14
-241.2
CHNL# 600: [727L Q]
50.466
-49.32
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 597: [1107L P]
658.69
-219.6
CHNL# 595: [1106L P]
1298.3
-427.3
CHNL# 593: [646L P]
59.924
-52.26
CHNL# 591: [434L P]
66.507
-55.91
CHNL# 589: [753L P]
65.775
-41.67
CHNL# 587: [1080L P]
407.38
-295.6
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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8.0000
10.000
12.000
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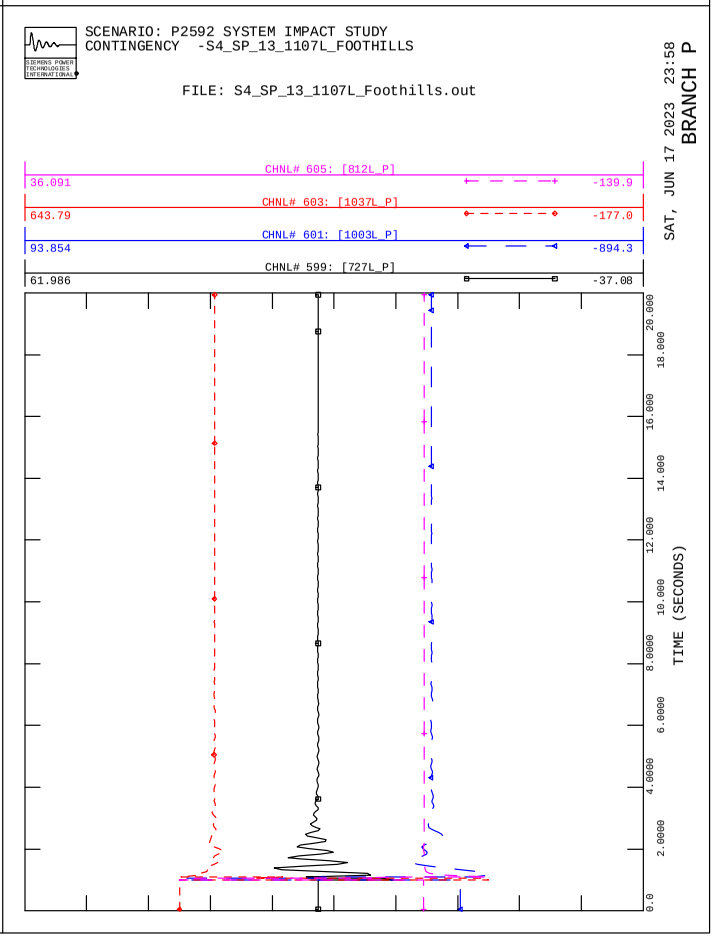
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS
FILE: S4_SP_13_1107L_Foothills.out
CHNL# 605: [812L P]
36.091
-139.9
CHNL# 603: [1037L P]
643.79
-177.0
CHNL# 601: [1003L P]
93.854
-894.3
CHNL# 599: [727L P]
61.986
-37.08
SAT, JUN 17 2023 23:58
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

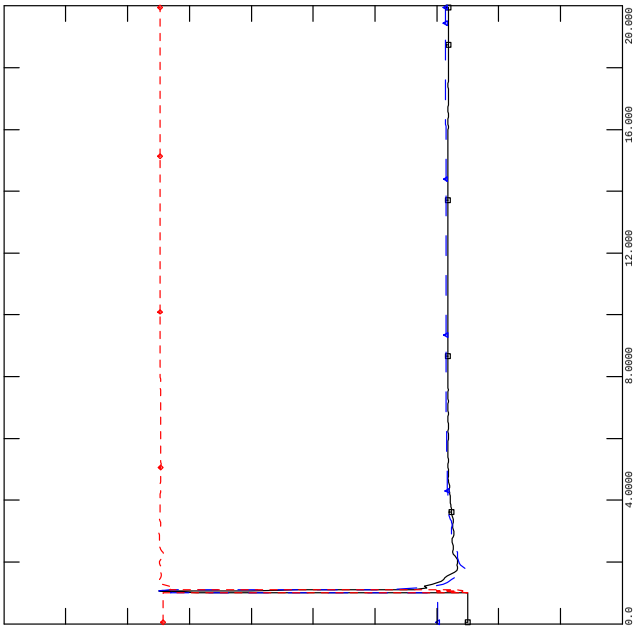
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 161.89 -1034.
CHNL# 610: [985L Q] 798.48 -243.5
CHNL# 608: [1038L Q] 384.27 -148.0

TIME (SECONDS)



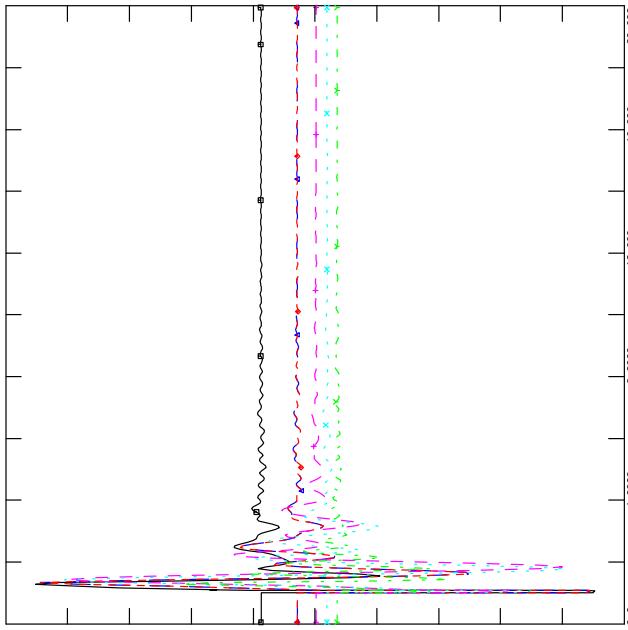
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.72630 0.02130
CHNL# 196: [POWR 4187[CECGT 18.000]1] 2.6228 0.53370
CHNL# 192: [POWR 3187[CECST 13.200]2] 2.1538 0.15600
CHNL# 191: [POWR 775[SECCT2 21.000]3] 3.9510 0.34710
CHNL# 190: [POWR 774[SECCT1 21.000]2] 3.9510 0.34710
CHNL# 189: [POWR 773[SECST 20.000]1] 4.7385 0.53430

TIME (SECONDS)



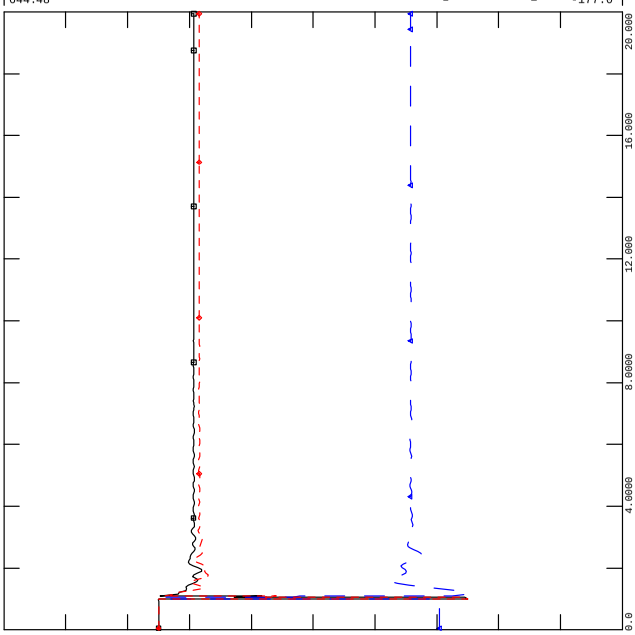
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_13_1107L_FOOTHILLS

FILE: S4_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 409.11 -297.4
CHNL# 609: [985L P] 95.325 -904.7
CHNL# 607: [1038L P] 644.48 -177.0

TIME (SECONDS)



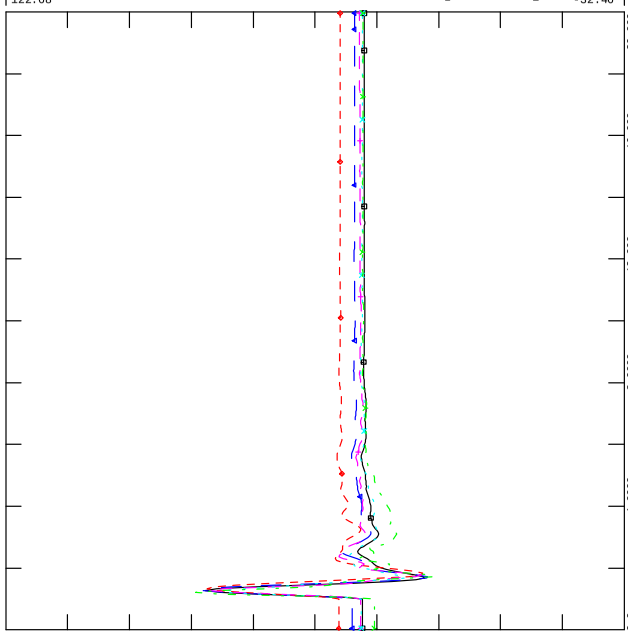
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

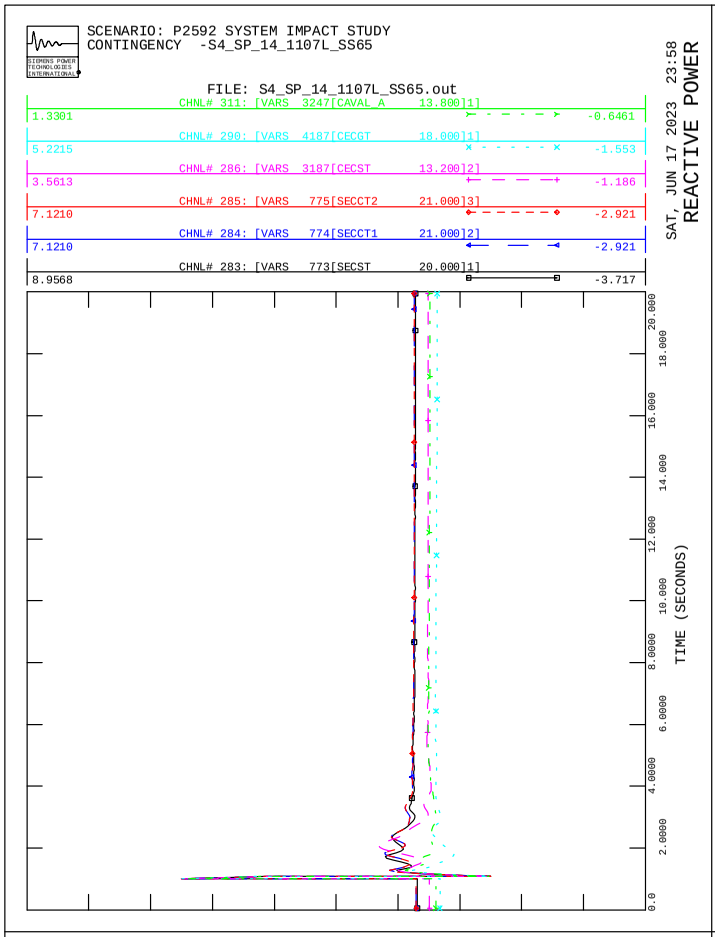
FILE: S4_SP_14_1107L_SS65.out

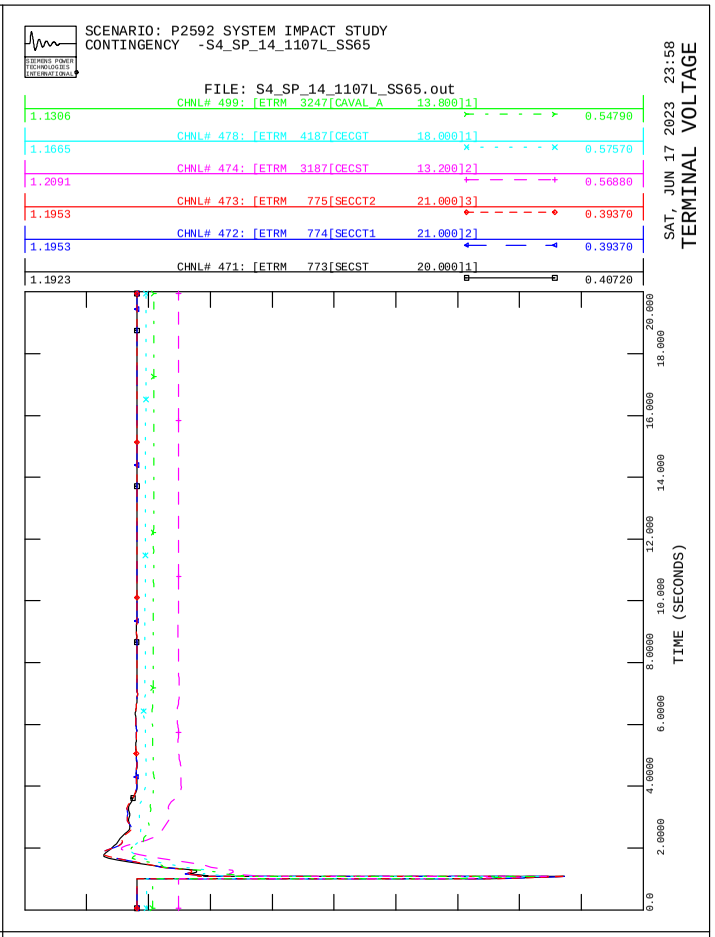
SAT, JUN 17 2023 23:58 ROTOR ANGLE

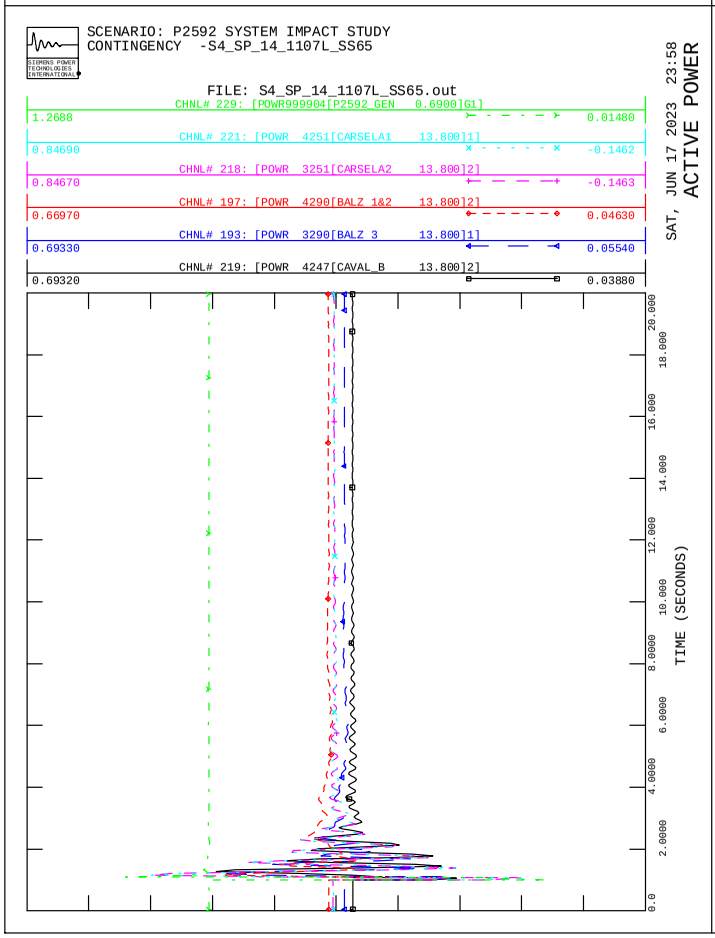
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 142.02 -20.67
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 95.445 -46.59
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 126.14 -26.08
CHNL# 4: [ANGL 3187[CECST 13.200]2] 115.92 -37.64
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 118.86 -38.08
CHNL# 1: [ANGL 773[SECST 20.000]1] 122.68 -32.46

TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65
FILE: S4_SP_14_1107L_SS65.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3301
-0.6461
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.2215
-1.553
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.5613
-1.186
CHNL# 285: [VARS 775[SECCT2 21.000]3]
7.1210
-2.921
CHNL# 284: [VARS 774[SECCT1 21.000]2]
7.1210
-2.921
CHNL# 283: [VARS 773[SECST 20.000]1]
8.9568
-3.717
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65
FILE: S4_SP_14_1107L_SS65.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1306
0.54790
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1665
0.57570
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2091
0.56880
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1953
0.39370
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1953
0.39370
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1923
0.40720
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65
FILE: S4_SP_14_1107L_SS65.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2688
0.01480
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.84690
-0.1462
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.84670
-0.1463
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.66970
0.04630
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.69330
0.05540
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.69320
0.03880
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
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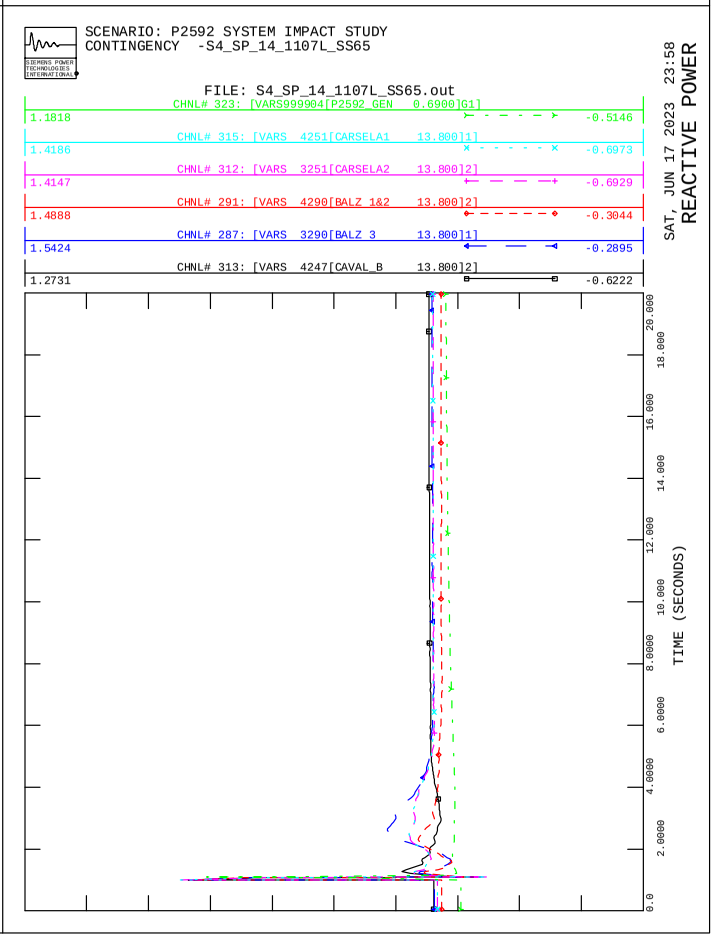
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65
FILE: S4_SP_14_1107L_SS65.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.1818
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4186
-0.6973
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4147
-0.6929
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.4888
-0.3044
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5424
-0.2895
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
1.2731
-0.6222
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1553 0.31110

CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1607 0.15970

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1520 0.16360

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1512 0.16990

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1594 0.15860

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1725 0.23340

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L_P]
5000.0 -5000.

CHNL# 595: [1106L_P]
1343.5 -426.4

CHNL# 593: [646L_P]
61.077 -56.33

CHNL# 591: [434L_P]
70.494 -53.72

CHNL# 589: [753L_P]
69.728 -37.67

CHNL# 587: [1080L_P]
350.13 -123.9

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2389 0.14820

CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1645 0.53180

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1645 0.53330

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1722 0.54950

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1659 0.50490

CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1280 0.57690

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1625 0.16110

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1585 0.11570

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1532 0.07740

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1525 0.26200

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

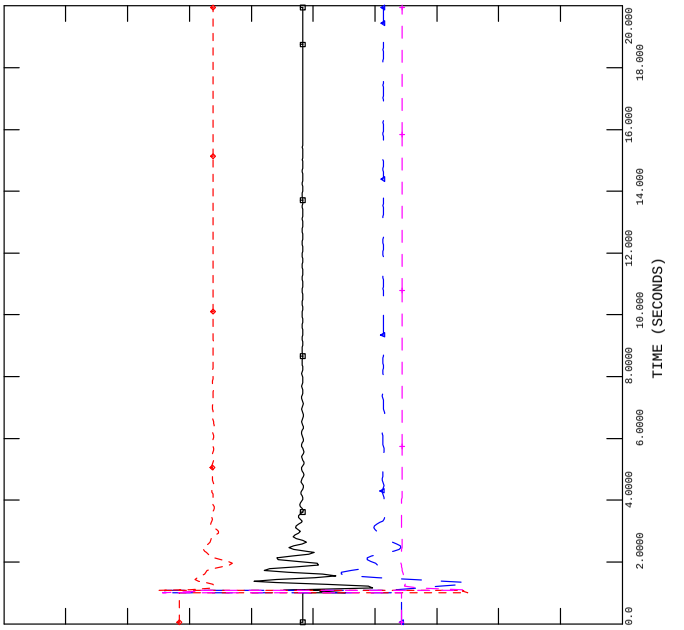
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 605: [812L_P] 22.907 -133.1
CHNL# 603: [1037L_P] 683.19 -178.4
CHNL# 601: [1003L_P] 380.85 -1147.
CHNL# 599: [727L_P] 62.854 -36.17

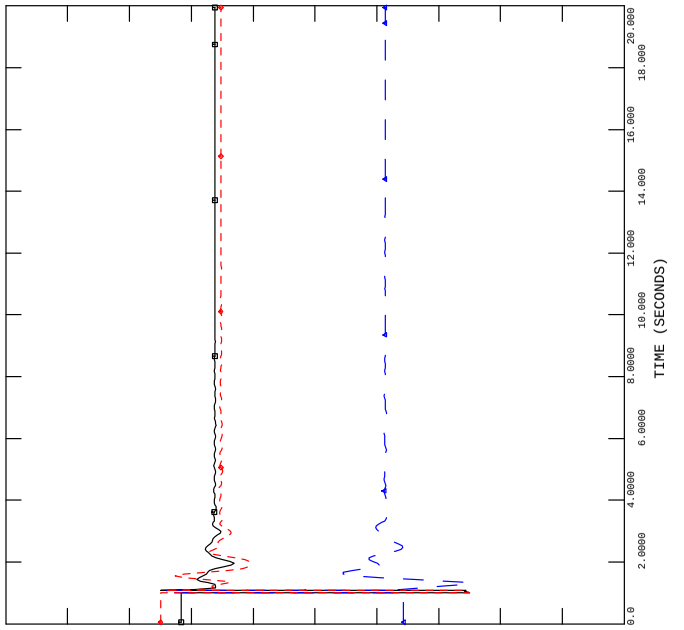


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L_P] 351.43 -124.4
CHNL# 609: [985L_P] 385.65 -1160.
CHNL# 607: [1038L_P] 684.01 -178.5

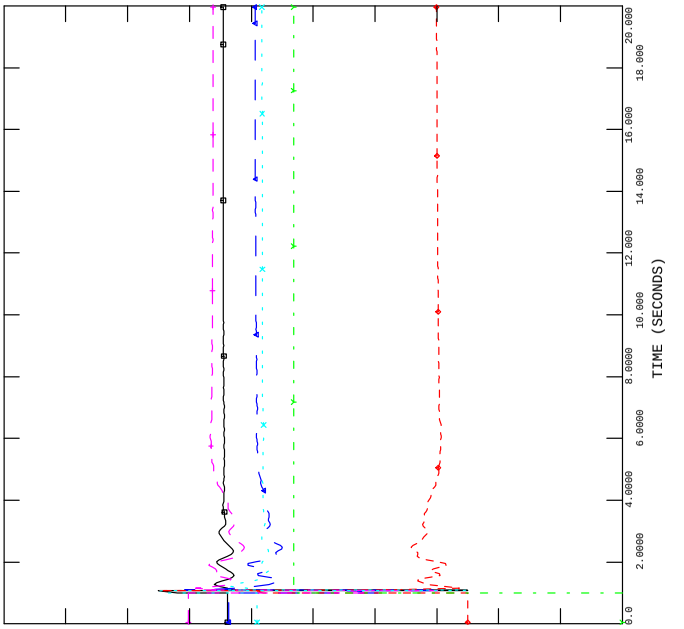


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 598: [1107L_Q] 4407.0 -5000.
CHNL# 596: [1106L_Q] 432.88 -855.2
CHNL# 594: [646L_Q] 55.426 -78.78
CHNL# 592: [434L_Q] 112.47 -72.03
CHNL# 590: [753L_Q] 47.846 -88.97
CHNL# 588: [1080L_Q] 160.37 -685.1

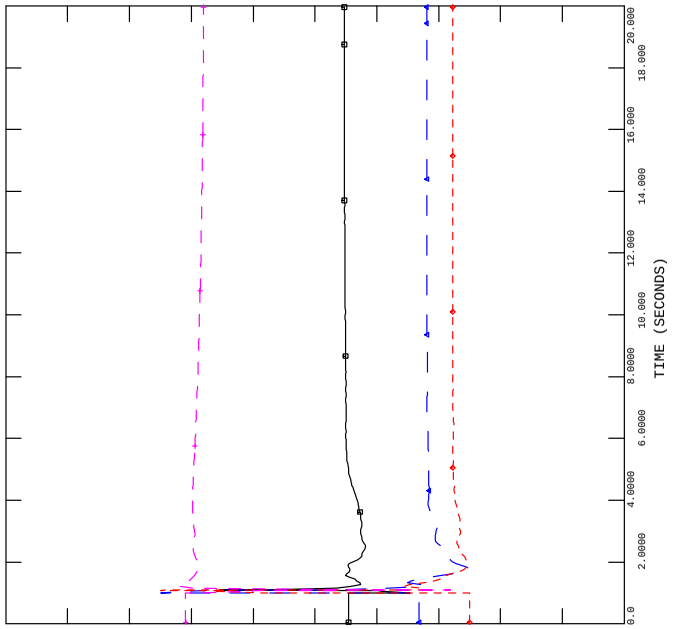


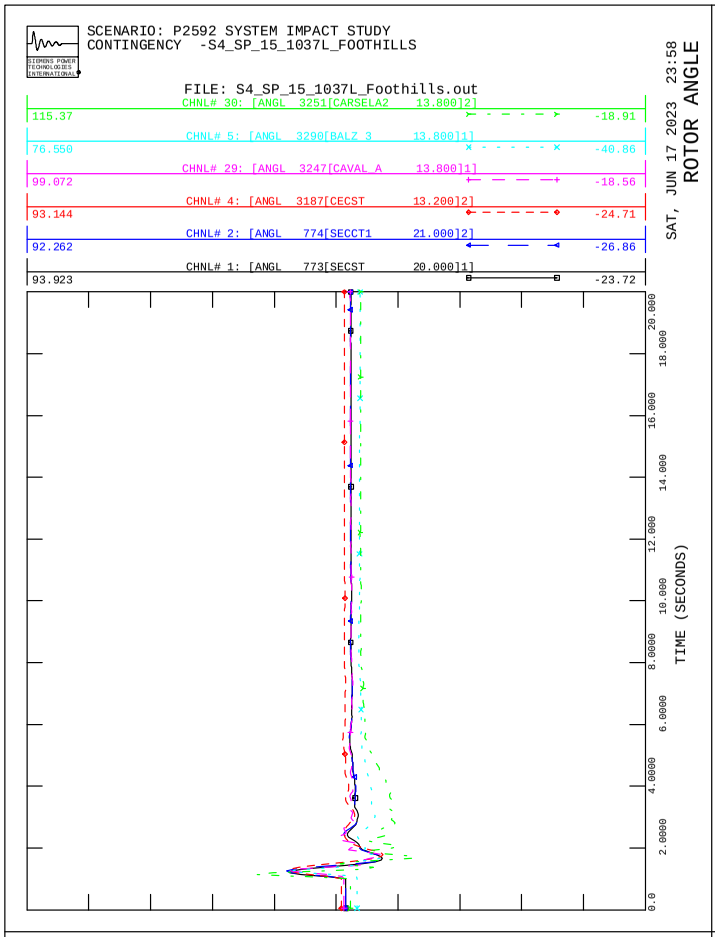
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65

FILE: S4_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [812L_Q] 56.383 -85.89
CHNL# 604: [1037L_Q] 450.23 -169.6
CHNL# 602: [1003L_Q] 775.35 -285.7
CHNL# 600: [727L_Q] 60.176 -55.33




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
115.37
-18.91
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
76.550
-40.86
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
99.072
-18.56
CHNL# 4: [ANGL 3187[CECST 13.200]2]
93.144
-24.71
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
92.262
-26.86
CHNL# 1: [ANGL 773[SECST 20.000]1]
93.923
-23.72
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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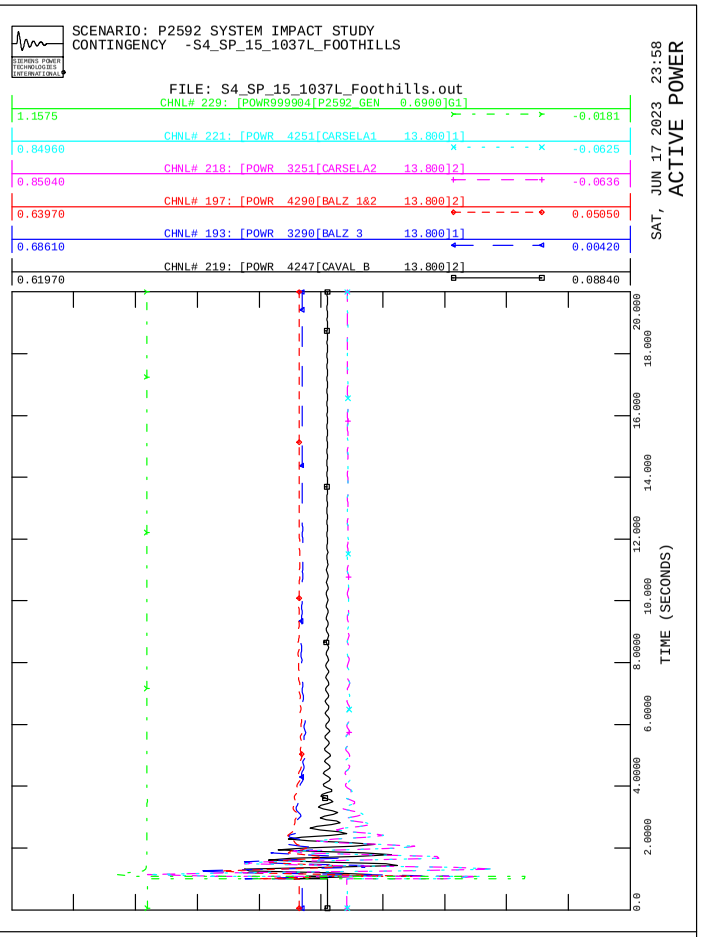
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.1575
-0.0181
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.84960
-0.0625
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.85040
-0.0636
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.63970
0.05050
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.68610
0.00420
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.61970
0.08840
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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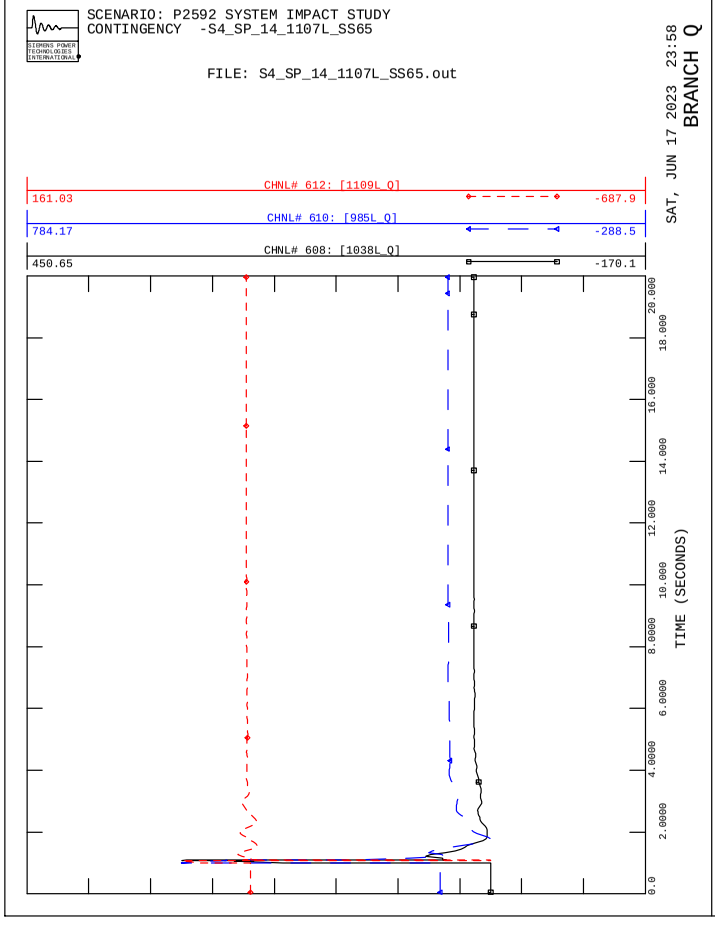
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_14_1107L_SS65
FILE: S4_SP_14_1107L_SS65.out
CHNL# 612: [1109L Q]
161.03
-687.9
CHNL# 610: [985L Q]
784.17
-288.5
CHNL# 608: [1038L Q]
450.65
-170.1
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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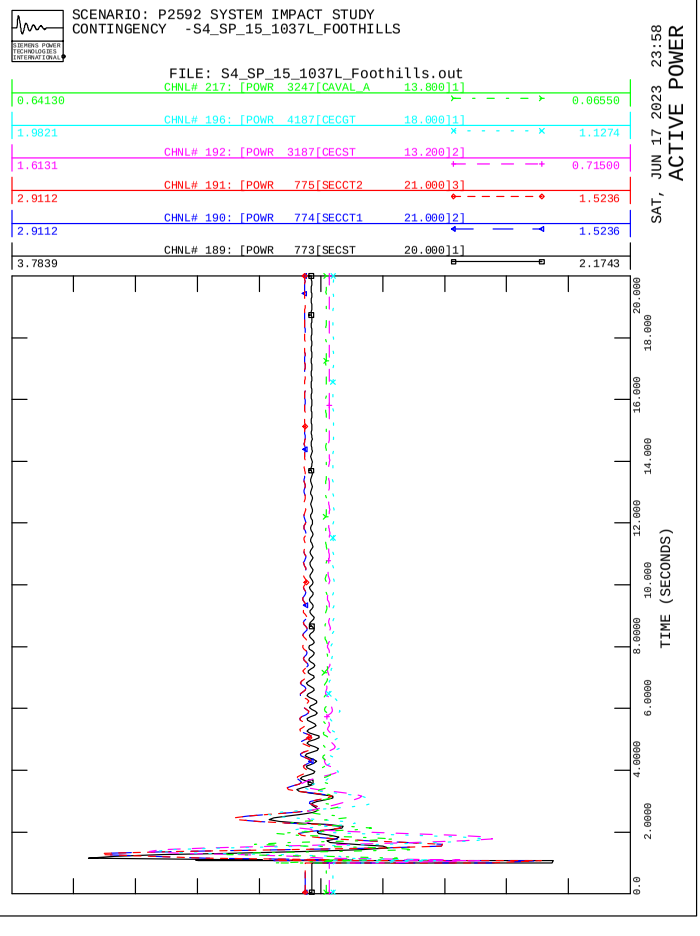
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.64130
0.06550
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.9821
1.1274
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.6131
0.71500
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.9112
1.5236
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.9112
1.5236
CHNL# 189: [POWR 773[SECST 20.000]1]
3.7839
2.1743
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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16.000
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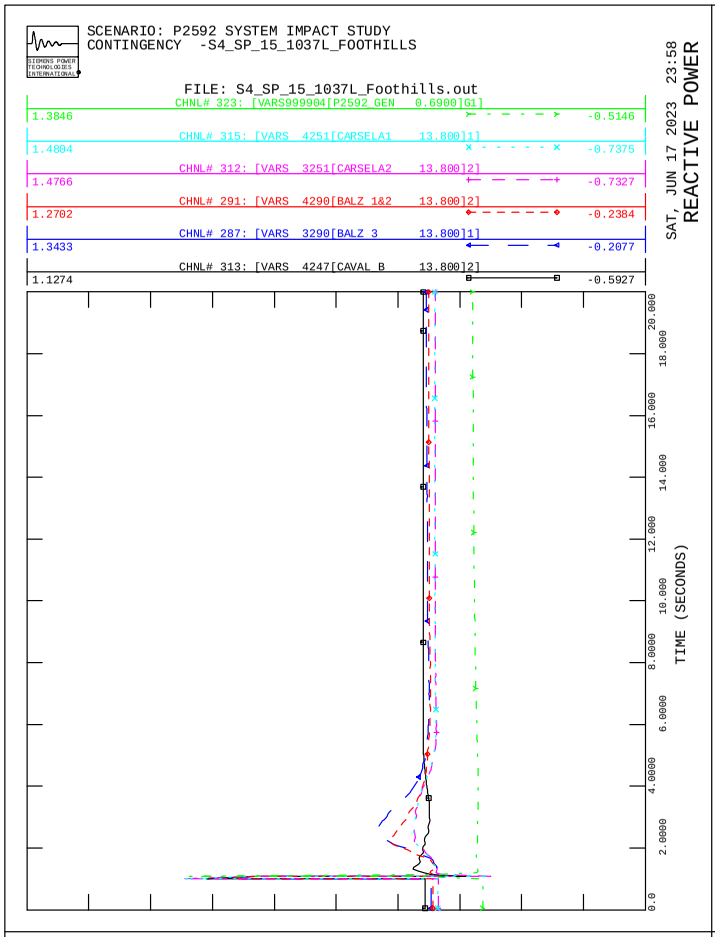
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.3846 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4804 -0.7375
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4766 -0.7327
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.2702 -0.2384
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.3433 -0.2077
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.1274 -0.5927
SAT, JUN 17 2023 23:58
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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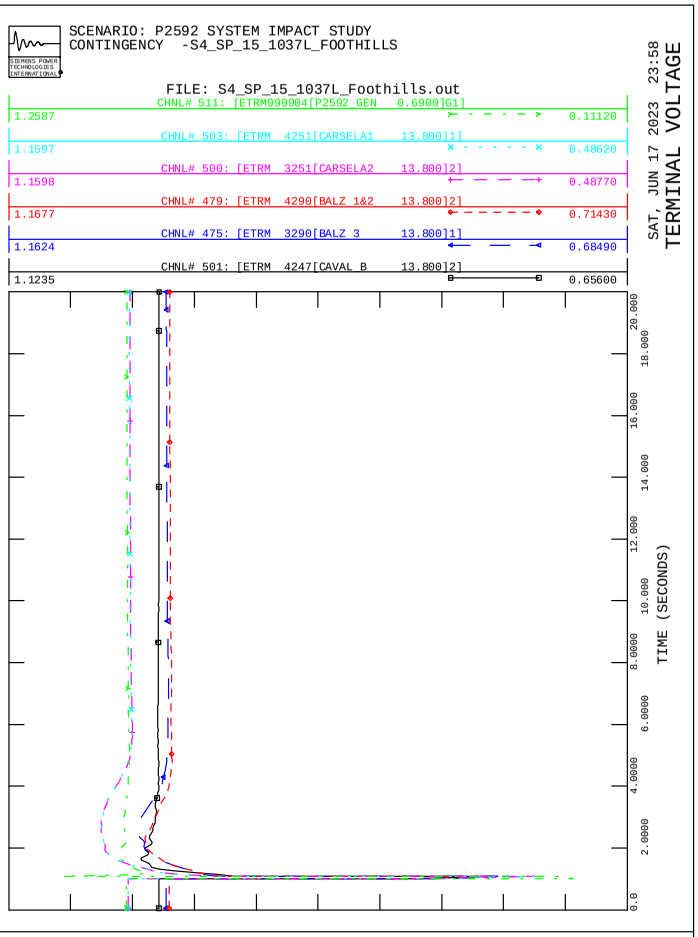
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2587 0.11120
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1597 0.48620
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1598 0.48770
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1677 0.71430
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1624 0.68490
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1235 0.65600
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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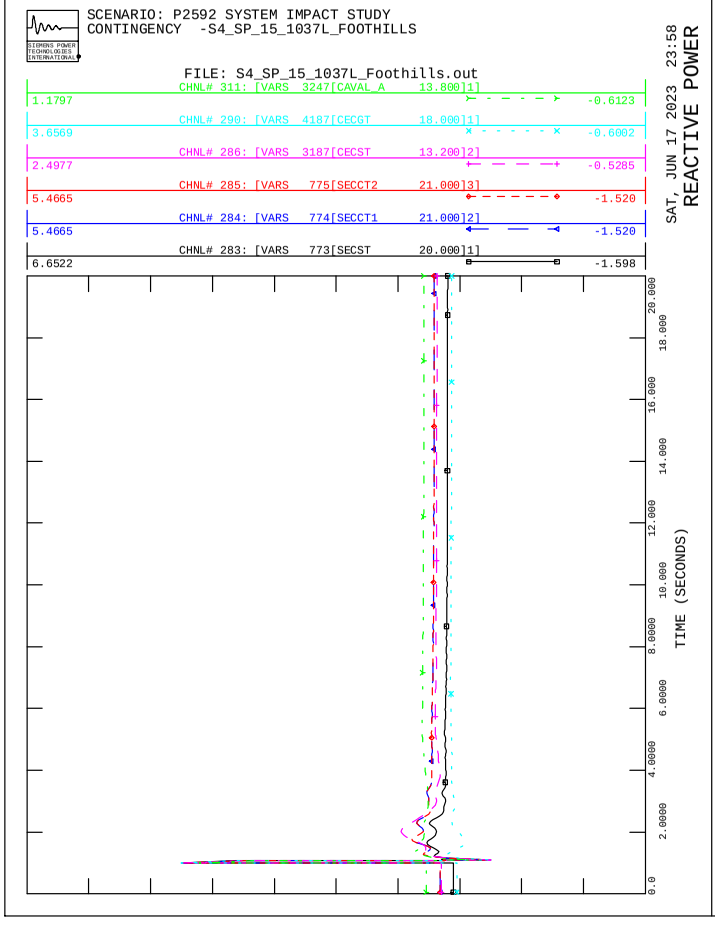
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.1797 -0.6123
CHNL# 290: [VARS 4187[CECGT 18.000]1]
3.6569 -0.6002
CHNL# 286: [VARS 3187[CECST 13.200]2]
2.4977 -0.5285
CHNL# 285: [VARS 775[SECCT2 21.000]3]
5.4665 -1.520
CHNL# 284: [VARS 774[SECCT1 21.000]2]
5.4665 -1.520
CHNL# 283: [VARS 773[SECST 20.000]1]
6.6522 -1.598
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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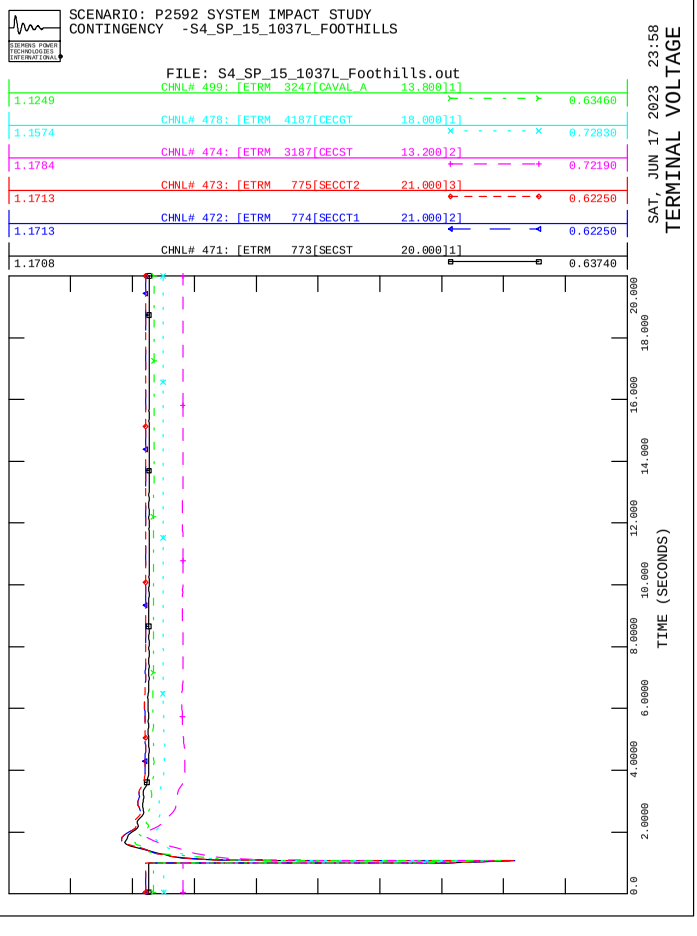
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
CHNL# 499: [ETRM 3247[CAVAL A 13.800]1]
1.1249 0.63460
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1574 0.72830
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1784 0.72190
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1713 0.62250
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1713 0.62250
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1708 0.63740
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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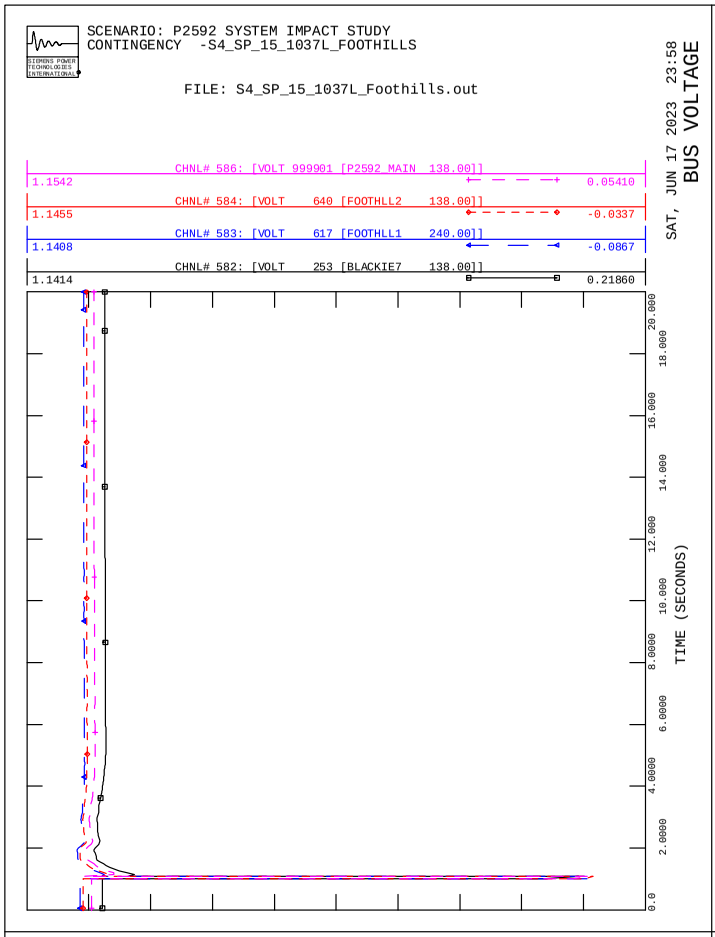
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1542
0.05410
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1455
-0.0337
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1408
-0.0867
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1414
0.21860
TIME (SECONDS)
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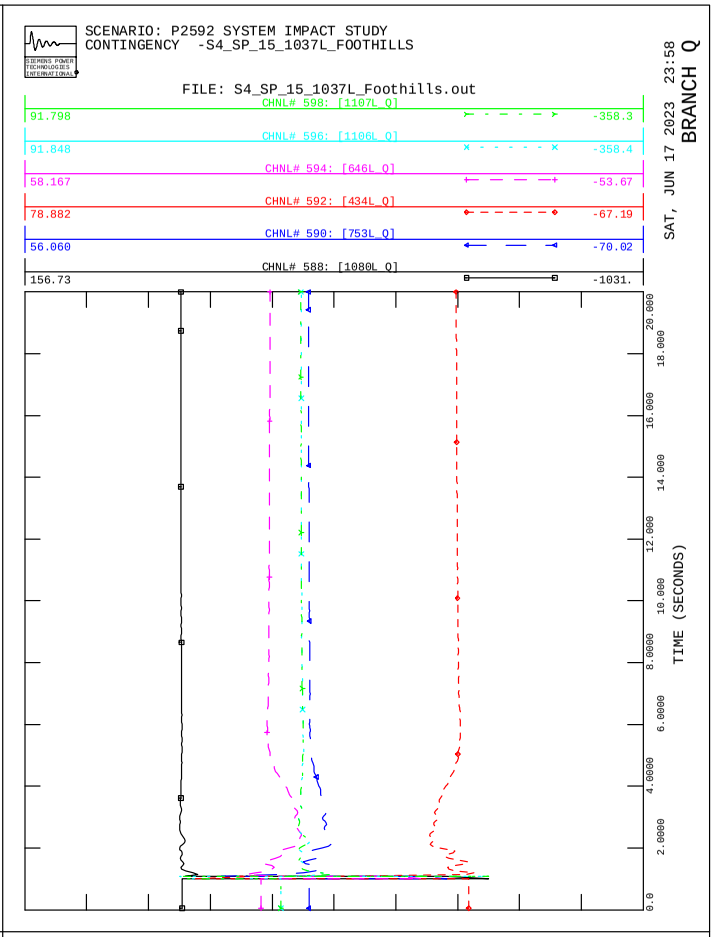
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 598: [1107L Q]
91.798
-358.3
CHNL# 596: [1106L Q]
91.848
-358.4
CHNL# 594: [646L Q]
58.167
-53.67
CHNL# 592: [434L Q]
78.882
-67.19
CHNL# 590: [753L Q]
56.060
-70.02
CHNL# 588: [1080L Q]
156.73
-1031.
TIME (SECONDS)
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4.0000
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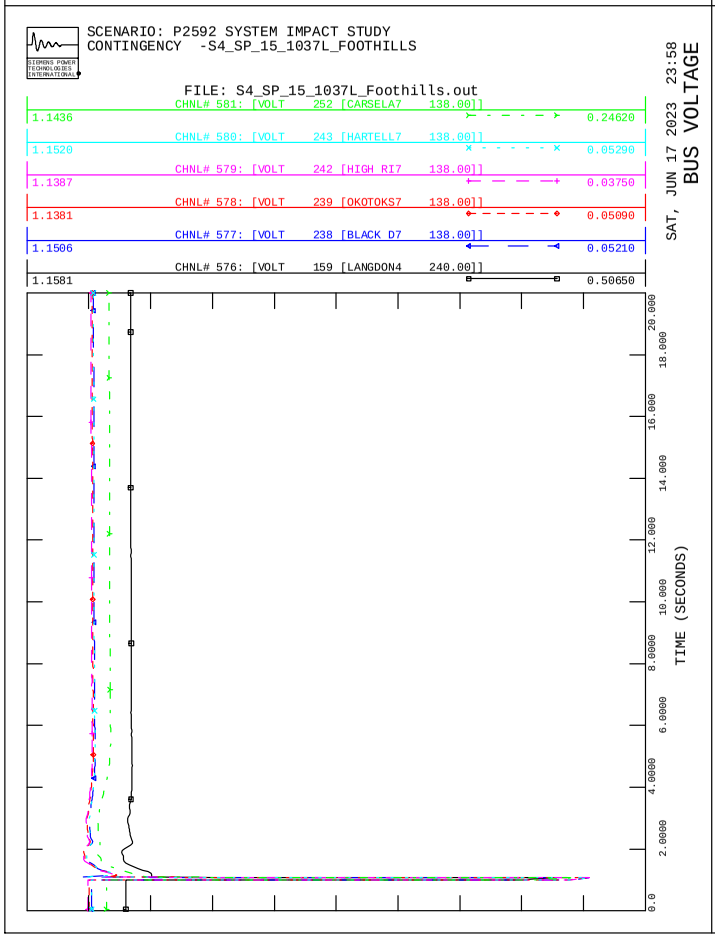
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1436
0.24620
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1520
0.05290
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1387
0.03750
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1381
0.05090
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1506
0.05210
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1581
0.50650
TIME (SECONDS)
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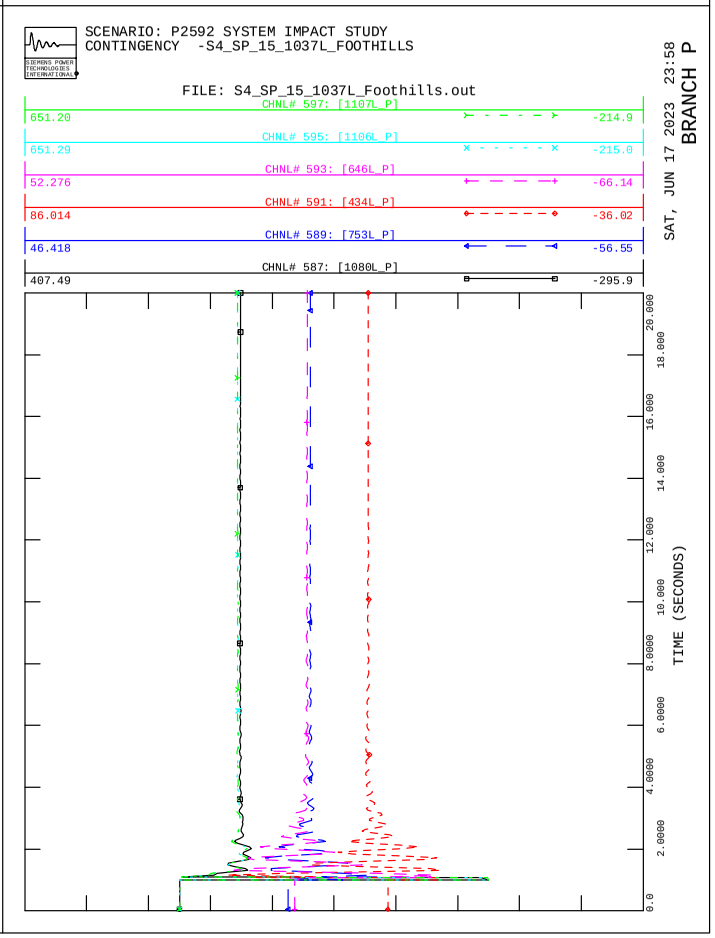
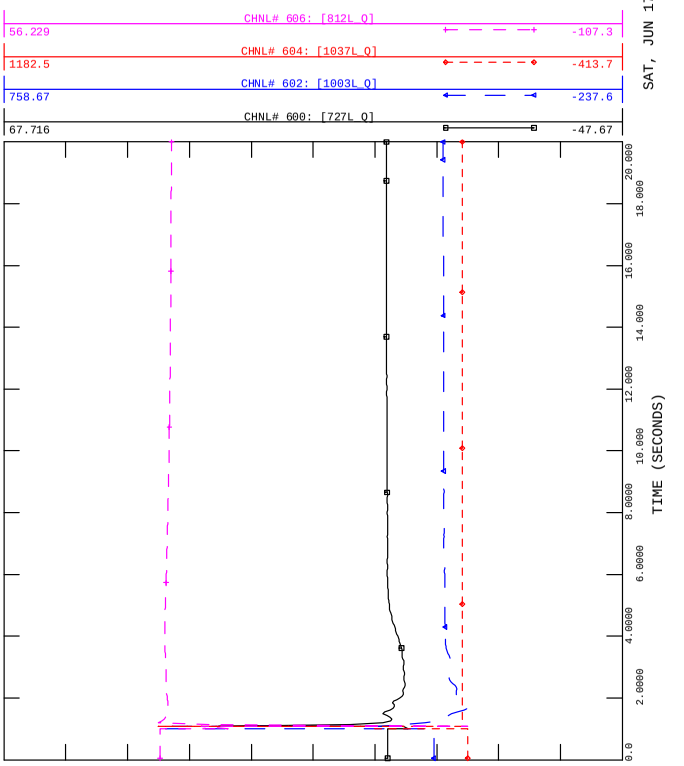
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS
FILE: S4_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 597: [1107L P]
651.20
-214.9
CHNL# 595: [1106L P]
651.29
-215.0
CHNL# 593: [646L P]
52.276
-66.14
CHNL# 591: [434L P]
86.014
-36.02
CHNL# 589: [753L P]
46.418
-56.55
CHNL# 587: [1080L P]
407.49
-295.9
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS

FILE: S4_SP_15_1037L_Foothills.out

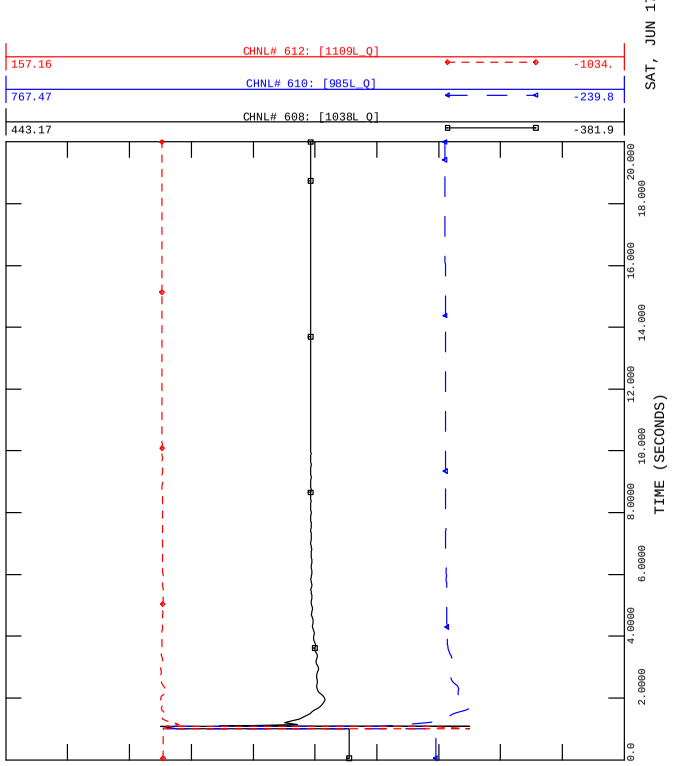
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS

FILE: S4_SP_15_1037L_Foothills.out

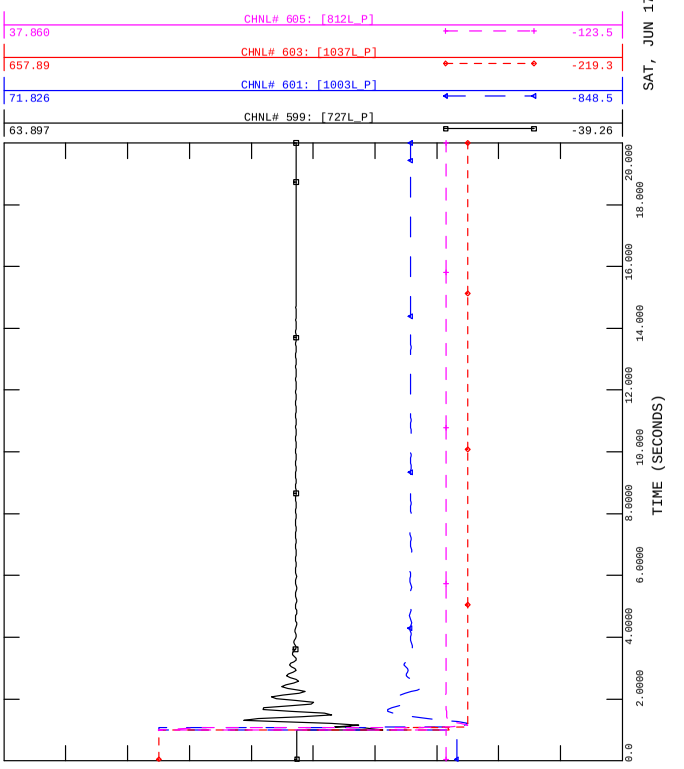
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS

FILE: S4_SP_15_1037L_Foothills.out

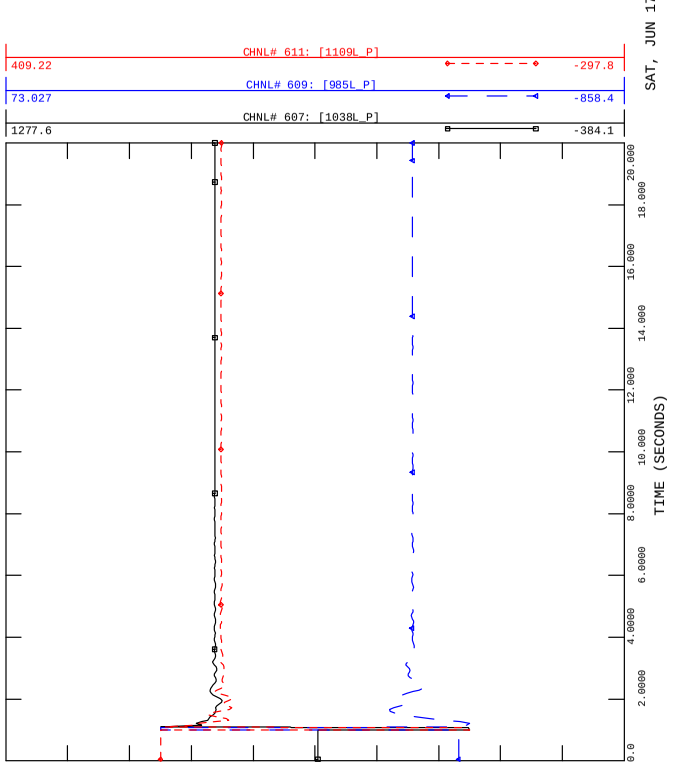
SAT, JUN 17 2023 23:58 BRANCH P

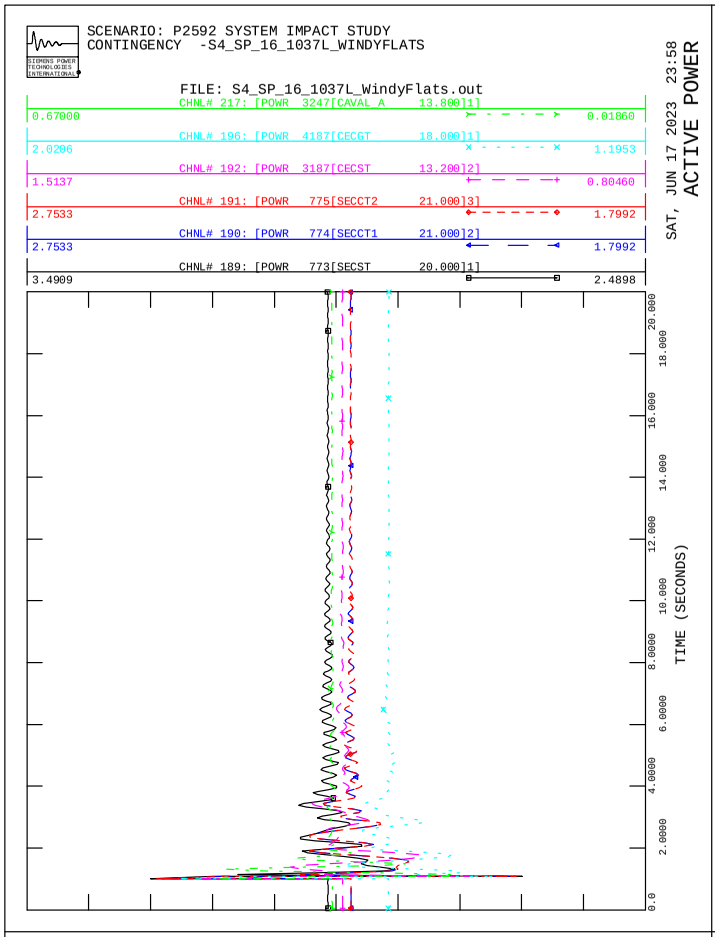


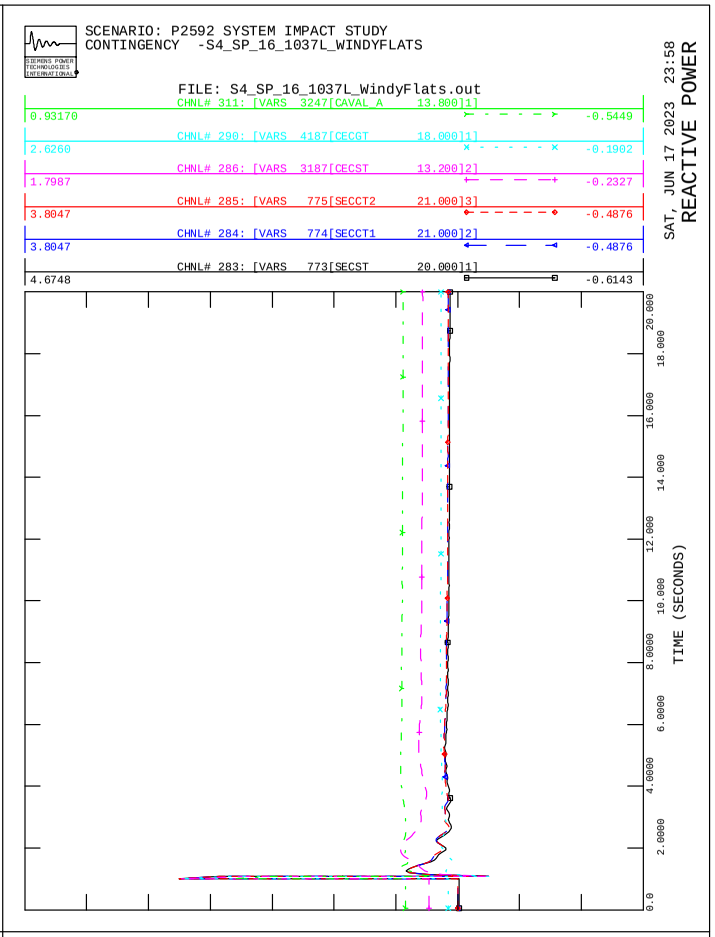
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_15_1037L_FOOTHILLS

FILE: S4_SP_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.67000
0.01860
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0206
1.1953
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5137
0.80460
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.7533
1.7992
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.7533
1.7992
CHNL# 189: [POWR 773[SECST 20.000]1]
3.4909
2.4898
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
0.93170
-0.5449
CHNL# 290: [VARS 4187[CECGT 18.000]1]
2.6260
-0.1902
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.7987
-0.2327
CHNL# 285: [VARS 775[SECCT2 21.000]3]
3.8047
-0.4876
CHNL# 284: [VARS 774[SECCT1 21.000]2]
3.8047
-0.4876
CHNL# 283: [VARS 773[SECST 20.000]1]
4.6748
-0.6143
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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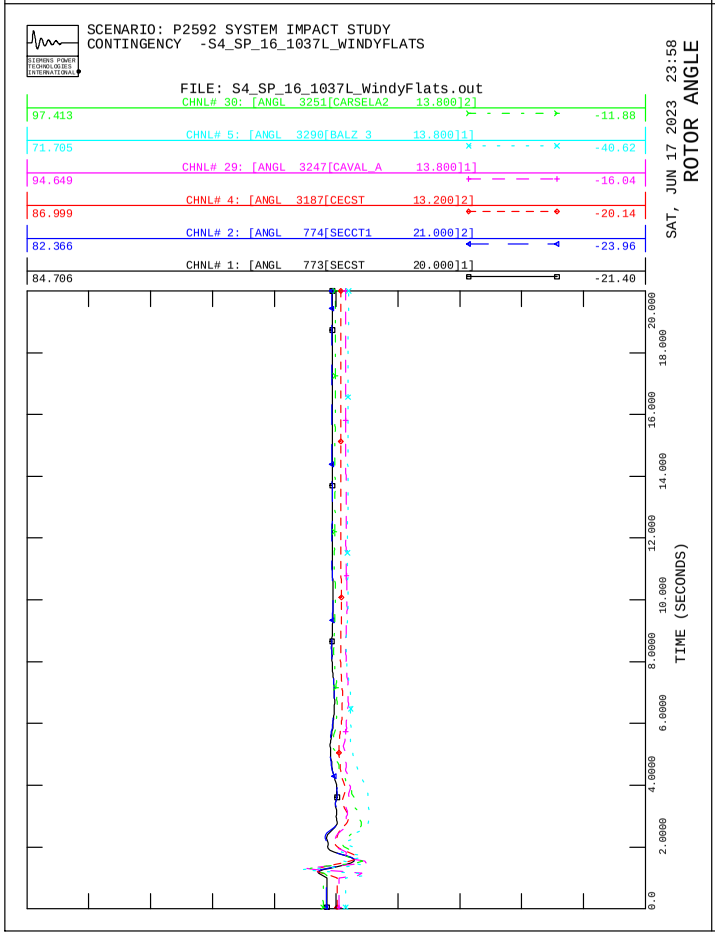
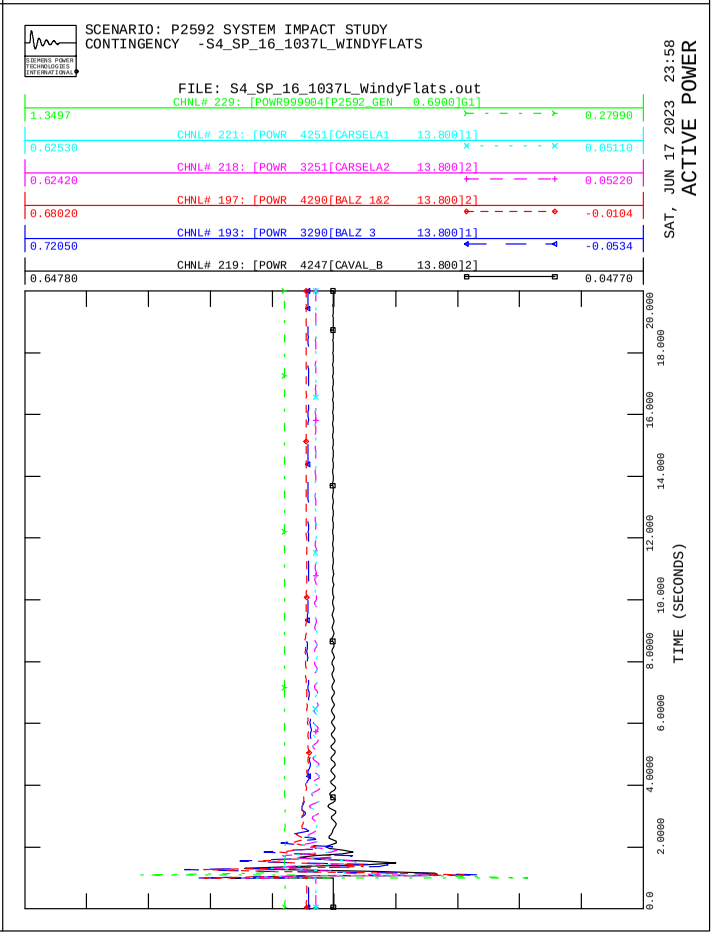
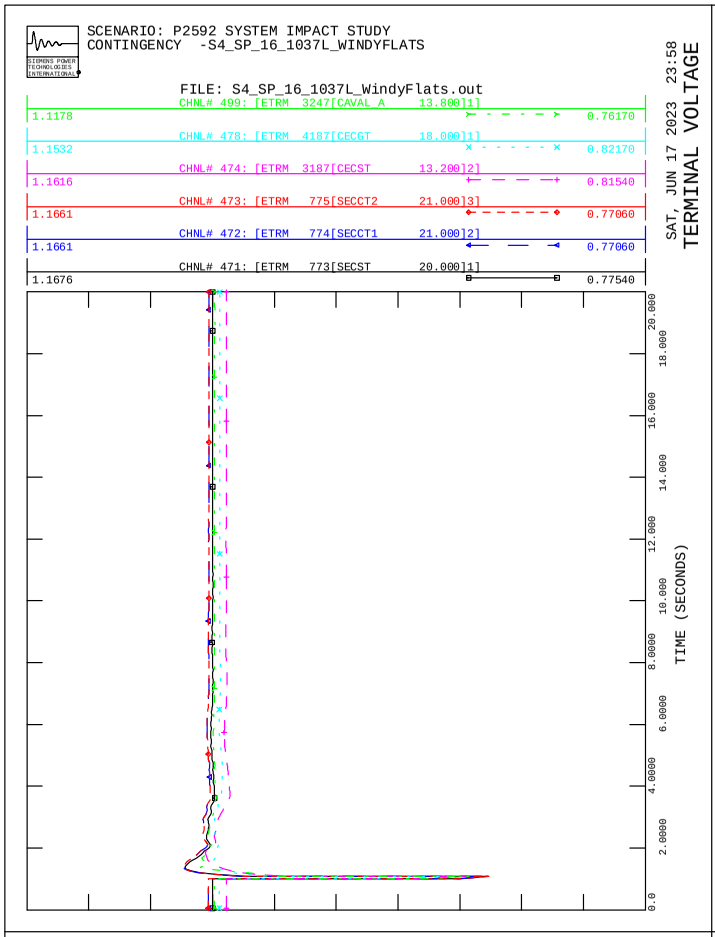
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
97.413
-11.88
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
71.705
-40.62
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
94.649
-16.04
CHNL# 4: [ANGL 3187[CECST 13.200]2]
86.999
-20.14
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
82.366
-23.96
CHNL# 1: [ANGL 773[SECST 20.000]1]
84.706
-21.40
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.3497
0.27990
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.62530
0.05110
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.62420
0.05220
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.68020
-0.0104
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.72050
-0.0534
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.64780
0.04770
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1178
0.76170
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1532
0.82170
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1616
0.81540
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1661
0.77060
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1661
0.77060
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1676
0.77540
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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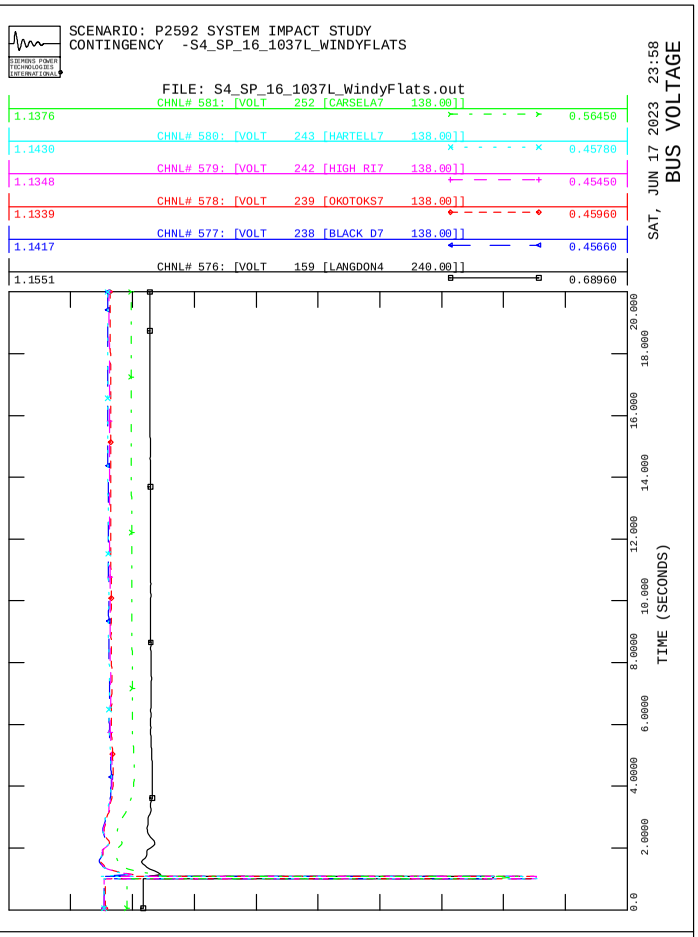
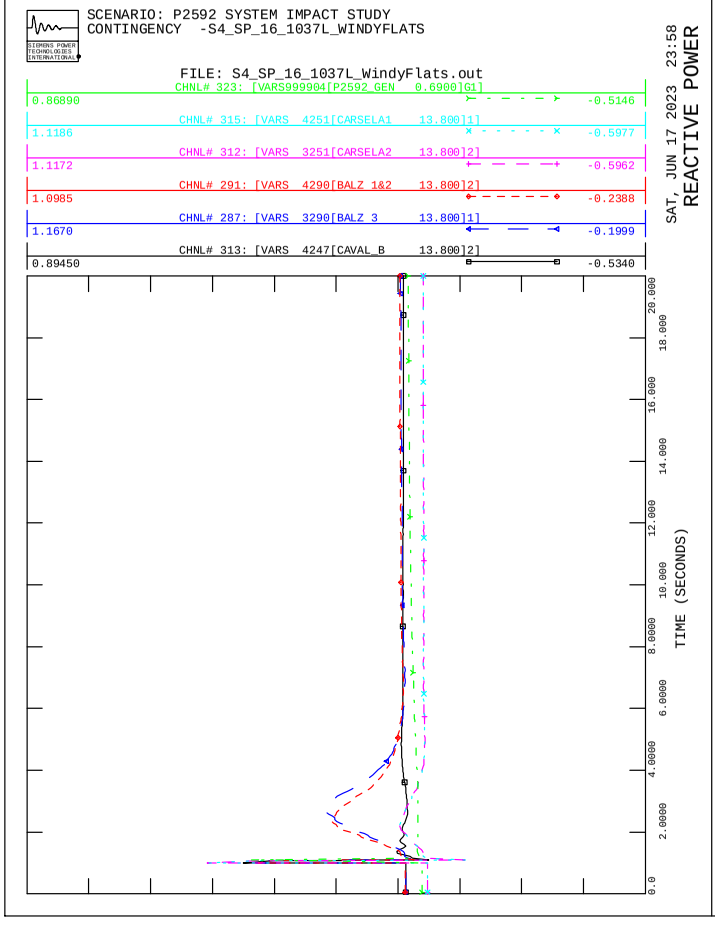
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1376
0.56450
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1430
0.45780
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1348
0.45450
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1339
0.45960
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1417
0.45660
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1551
0.68960
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
0.86890
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.1186
-0.5977
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.1172
-0.5962
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.0985
-0.2388
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.1670
-0.1999
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
0.89450
-0.5340
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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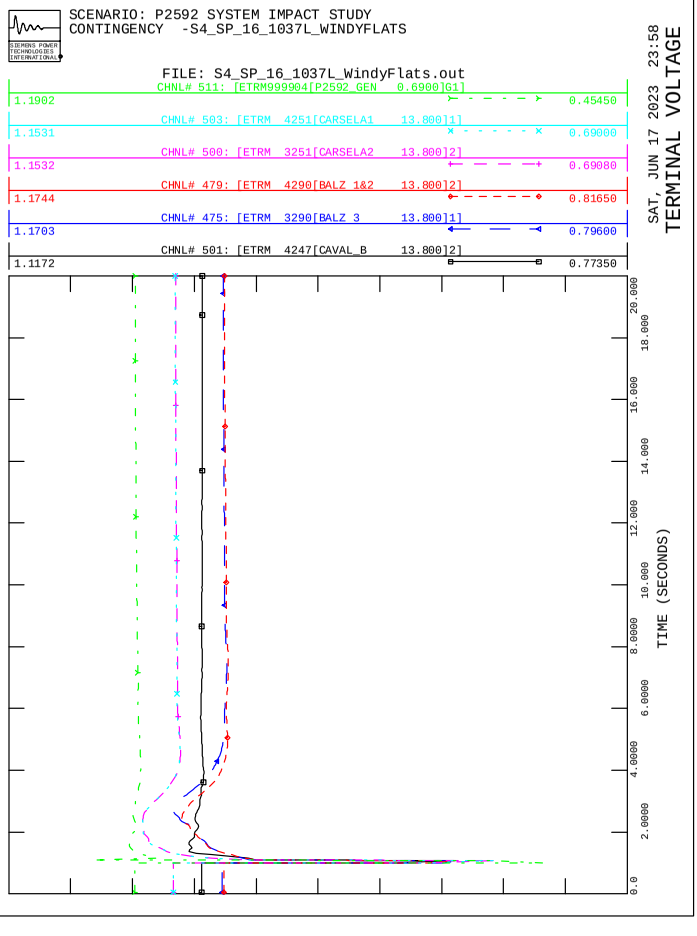
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1902
0.45450
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1531
0.69000
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1532
0.69080
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1744
0.81650
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1703
0.79600
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1172
0.77350
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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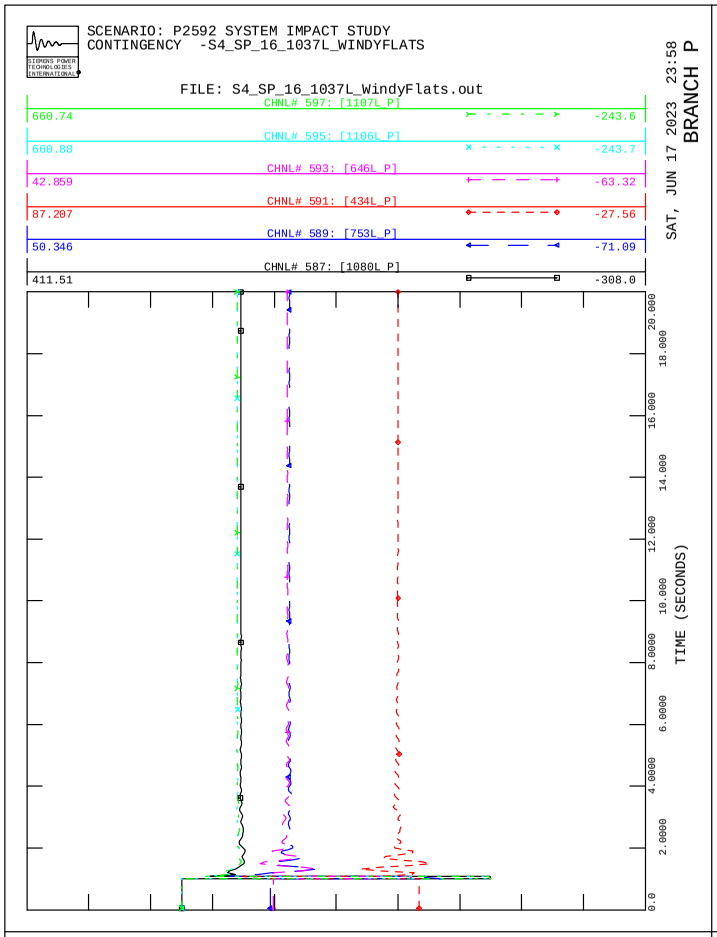
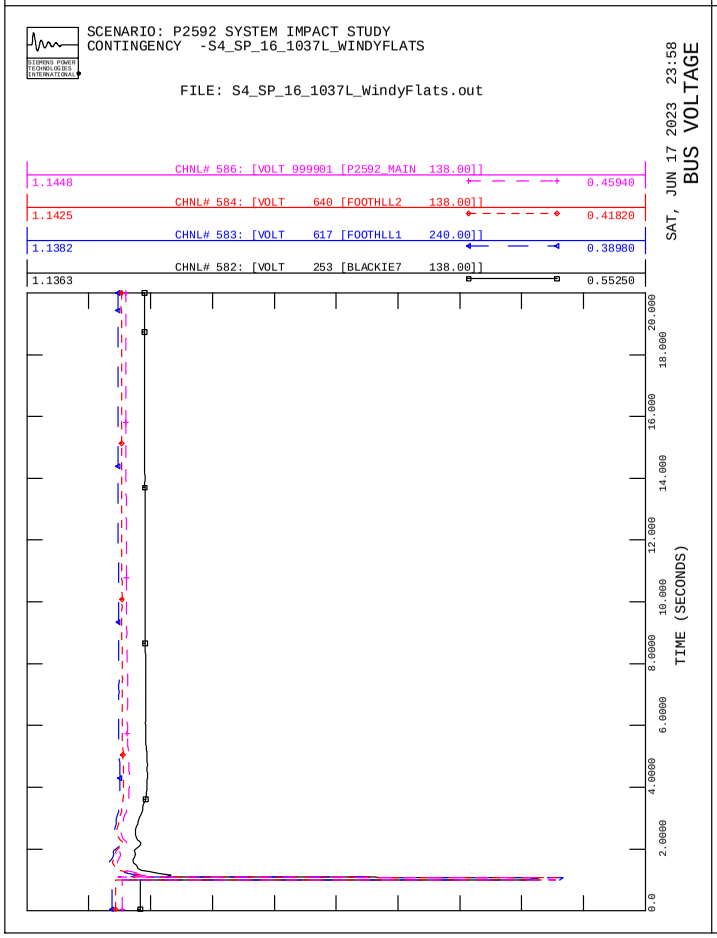
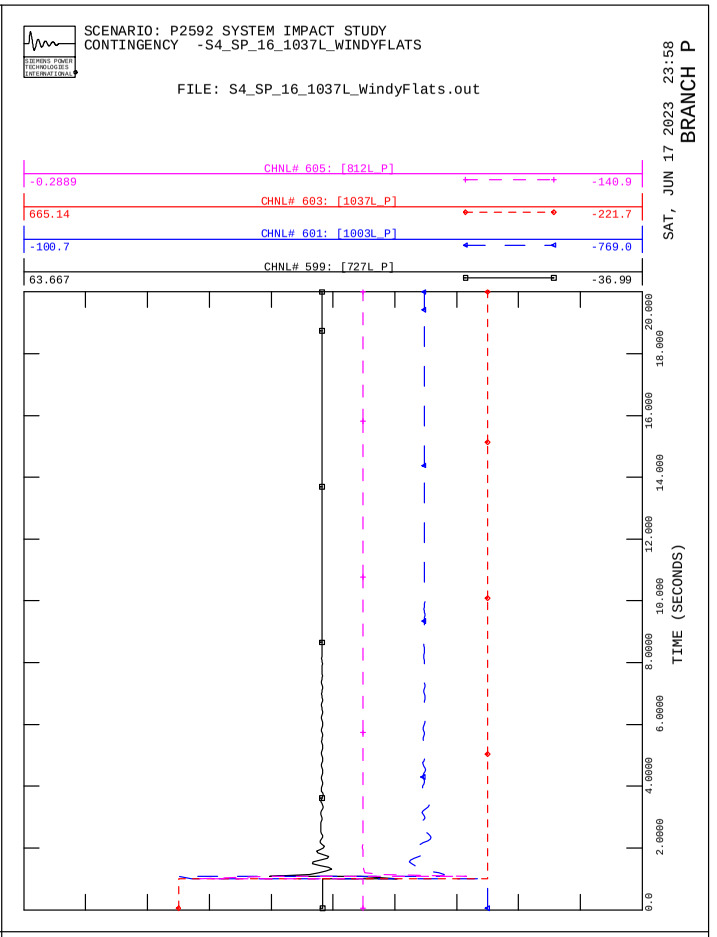
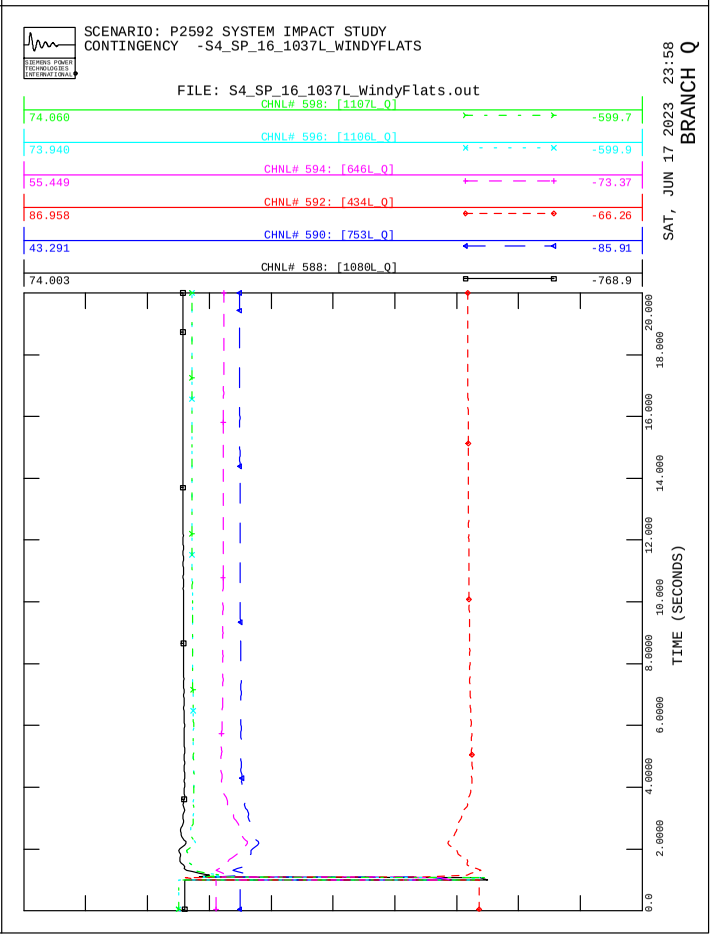
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 597: [1107L P]
660.74
-243.6
CHNL# 595: [1106L P]
660.88
-243.7
CHNL# 593: [646L P]
42.859
-63.32
CHNL# 591: [434L P]
87.207
-27.56
CHNL# 589: [753L P]
50.346
-71.09
CHNL# 587: [1080L P]
411.51
-308.0
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1448
0.45940
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1425
0.41820
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1382
0.38980
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1363
0.55250
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 605: [812L P]
-0.2889
-140.9
CHNL# 603: [1037L P]
665.14
-221.7
CHNL# 601: [1003L P]
-100.7
-769.0
CHNL# 599: [727L P]
63.667
-36.99
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS
FILE: S4_SP_16_1037L_WindyFlats.out
CHNL# 598: [1107L Q]
74.060
-599.7
CHNL# 596: [1106L Q]
73.940
-599.9
CHNL# 594: [646L Q]
55.449
-73.37
CHNL# 592: [434L Q]
86.958
-66.26
CHNL# 590: [753L Q]
43.291
-85.91
CHNL# 588: [1080L Q]
74.003
-768.9
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS

FILE: S4_SP_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L_P] 413.20 -309.7
CHNL# 609: [985L_P] -101.6 -778.0
CHNL# 607: [1038L_P] 1224.0 -401.4

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS

FILE: S4_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 115.36 -18.90
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 76.549 -40.86
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 99.069 -18.56
CHNL# 4: [ANGL 3187[CECST 13.200]2] 93.143 -24.70
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 92.260 -26.86
CHNL# 1: [ANGL 773[SECST 20.000]1] 93.921 -23.72

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS

FILE: S4_SP_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [812L_Q] 54.999 -55.01
CHNL# 604: [1037L_Q] 40.000 -54.58
CHNL# 602: [1003L_Q] 501.88 -153.2
CHNL# 600: [727L_Q] 47.649 -58.22

TIME (SECONDS)

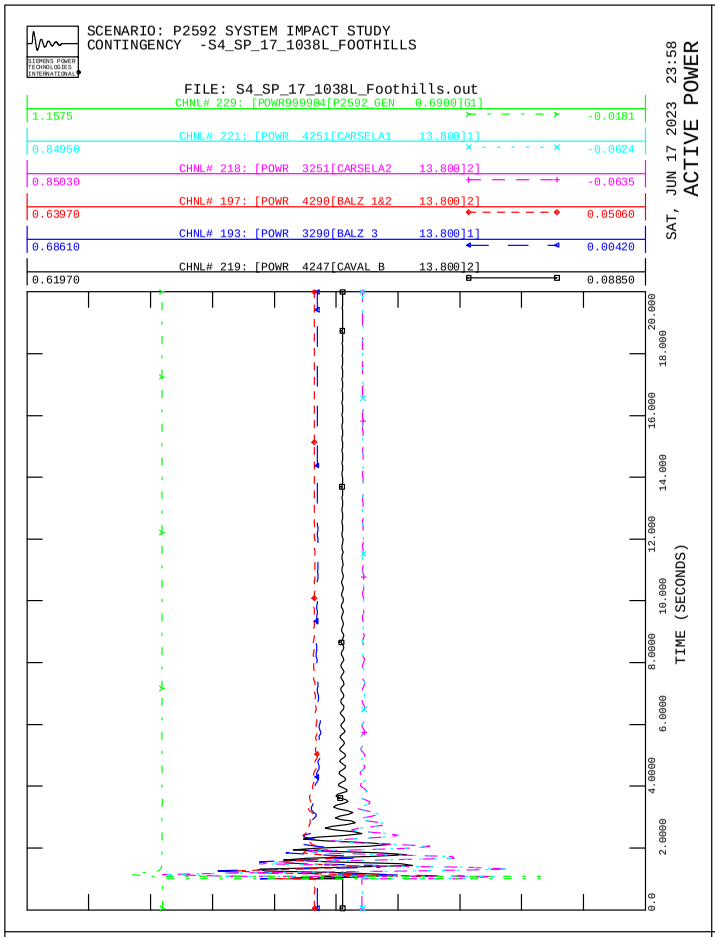
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_16_1037L_WINDYFLATS

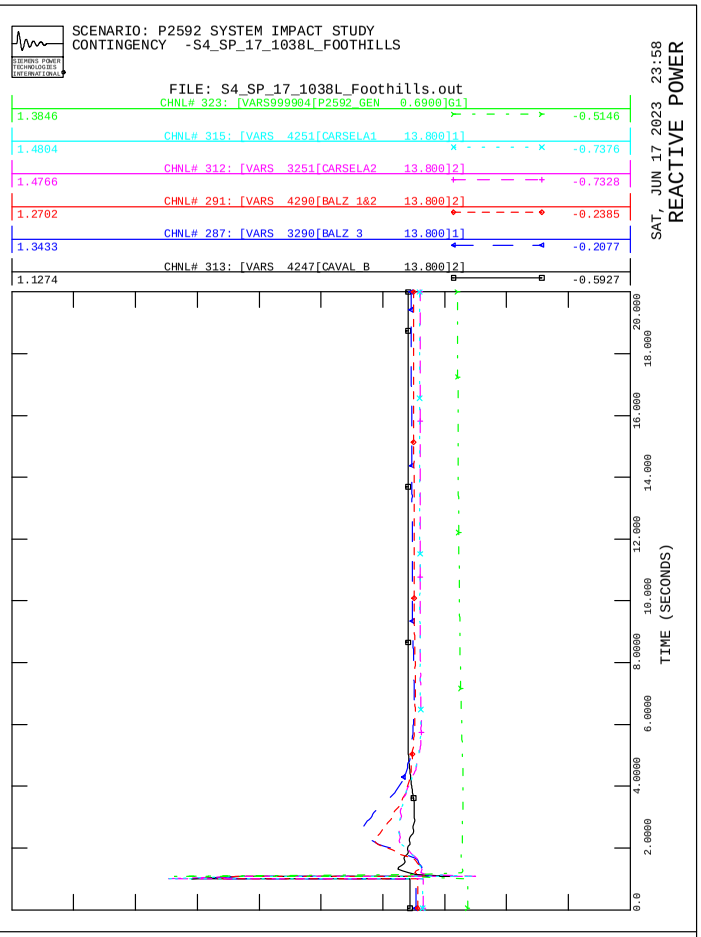
FILE: S4_SP_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L_Q] 74.095 -771.9
CHNL# 610: [985L_Q] 507.95 -154.5
CHNL# 608: [1038L_Q] 522.82 -194.1

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.1575 -0.0181
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.84950 -0.0624
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.85030 -0.0635
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.63970 0.05060
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.68610 0.00420
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.61970 0.08850
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
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1.3846 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4804 -0.7376
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4766 -0.7328
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.2702 -0.2385
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.3433 -0.2077
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.1274 -0.5927
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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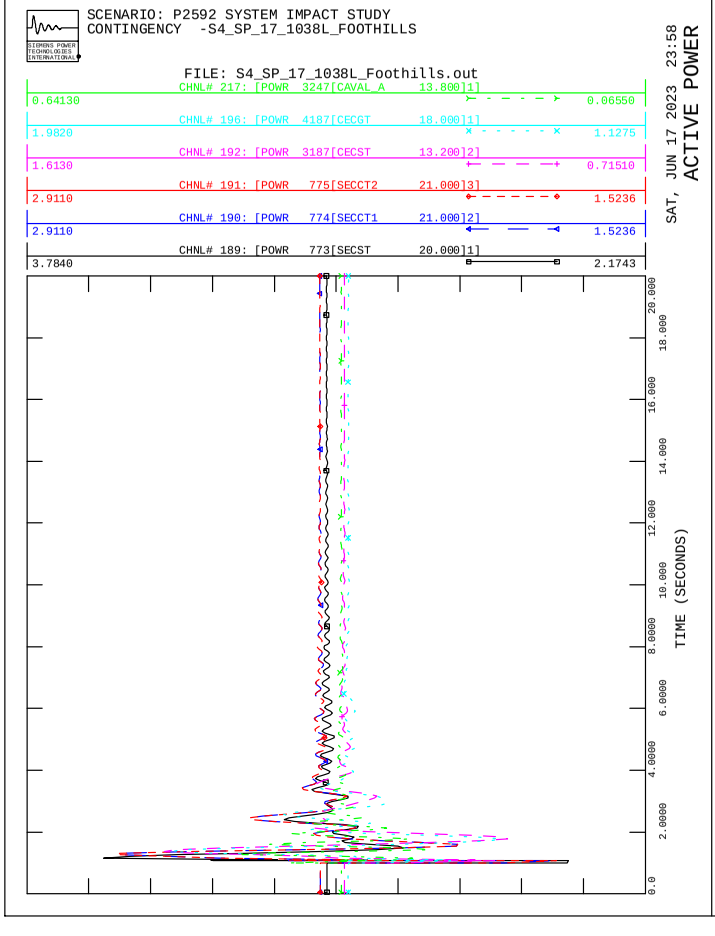
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.64130 0.06550
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.9820 1.1275
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.6130 0.71510
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.9110 1.5236
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.9110 1.5236
CHNL# 189: [POWR 773[SECST 20.000]1]
3.7840 2.1743
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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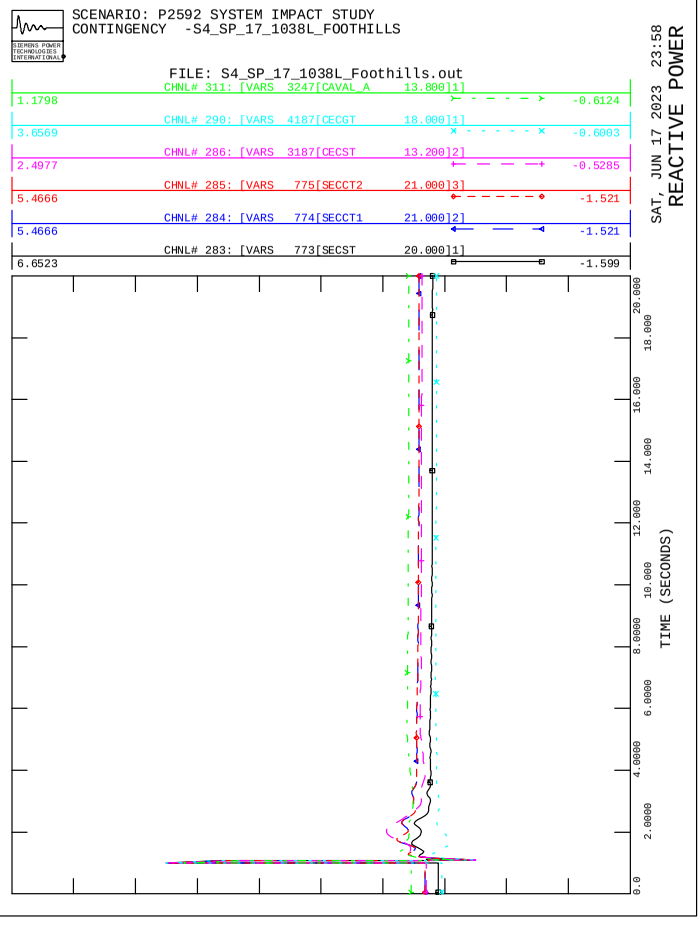
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
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CHNL# 290: [VARS 4187[CECGT 18.000]1]
3.6569 -0.6003
CHNL# 286: [VARS 3187[CECST 13.200]2]
2.4977 -0.5285
CHNL# 285: [VARS 775[SECCT2 21.000]3]
5.4666 -1.521
CHNL# 284: [VARS 774[SECCT1 21.000]2]
5.4666 -1.521
CHNL# 283: [VARS 773[SECST 20.000]1]
6.6523 -1.599
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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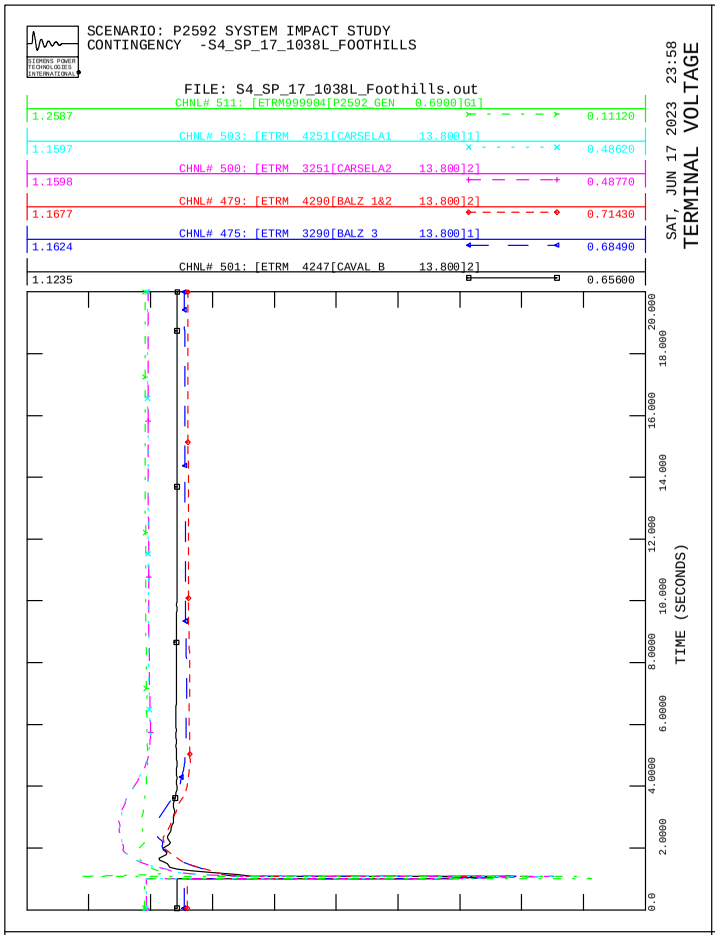
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
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CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1597
0.48620
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1598
0.48770
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1677
0.71430
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
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SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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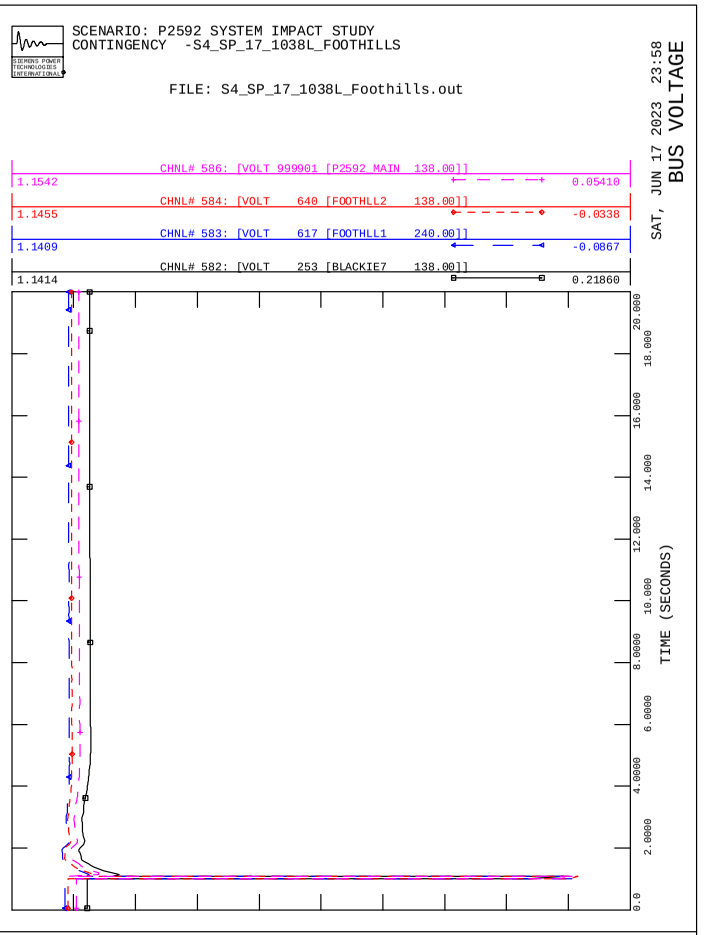
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1542
0.05410
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1455
-0.0338
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1409
-0.0867
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1414
0.21860
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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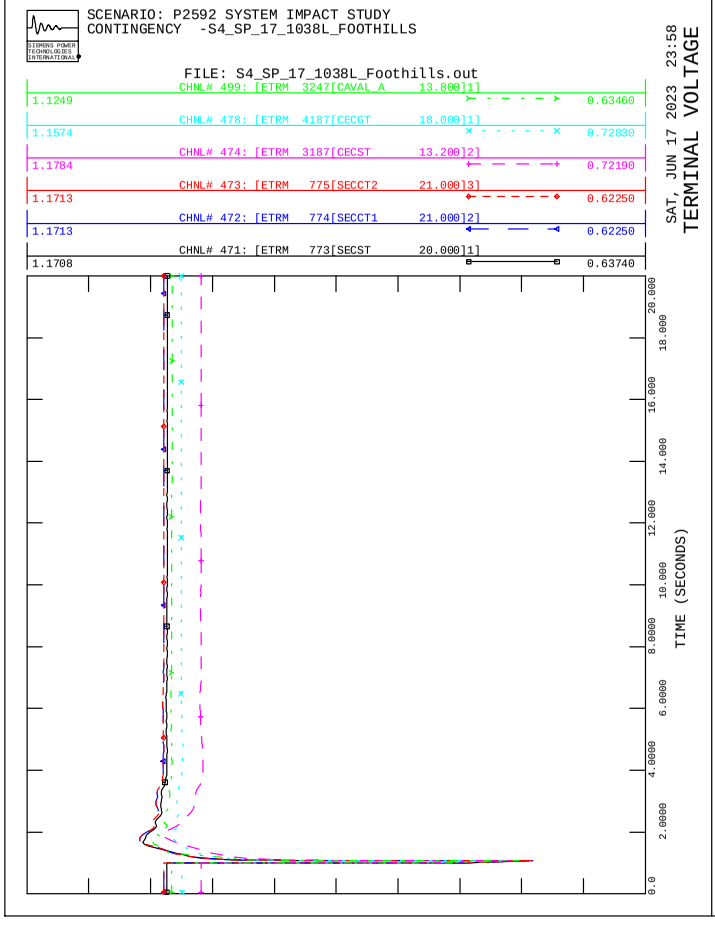
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
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CHNL# 478: [ETRM 4187[CECGT 18.000]1]
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0.72830
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1784
0.72190
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1713
0.62250
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1713
0.62250
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1708
0.63740
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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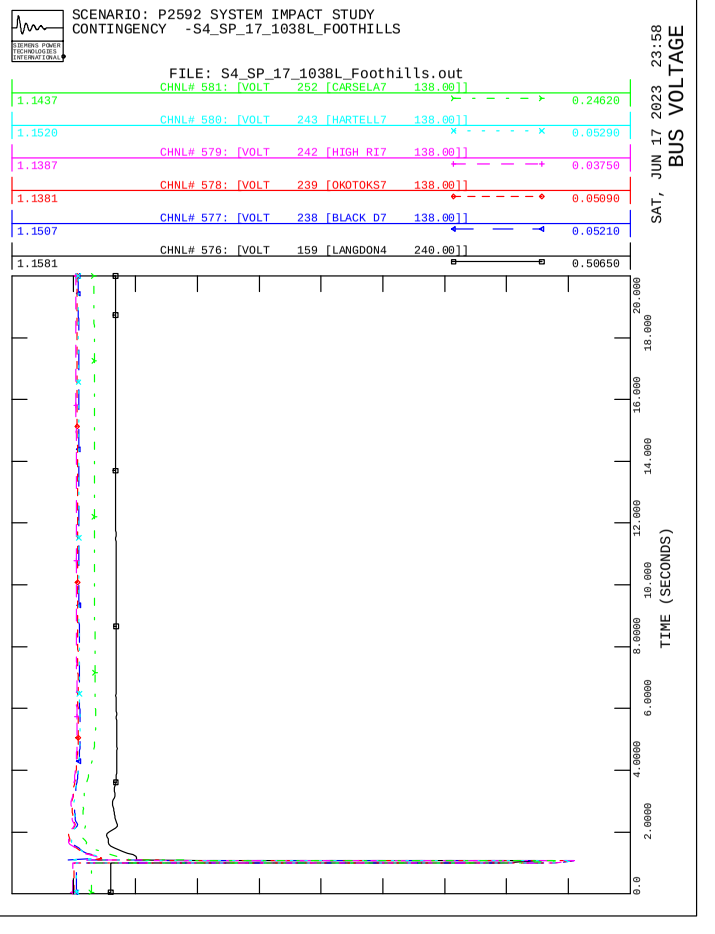
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
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0.24620
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1520
0.05290
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1387
0.03750
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1381
0.05090
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1507
0.05210
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1581
0.50650
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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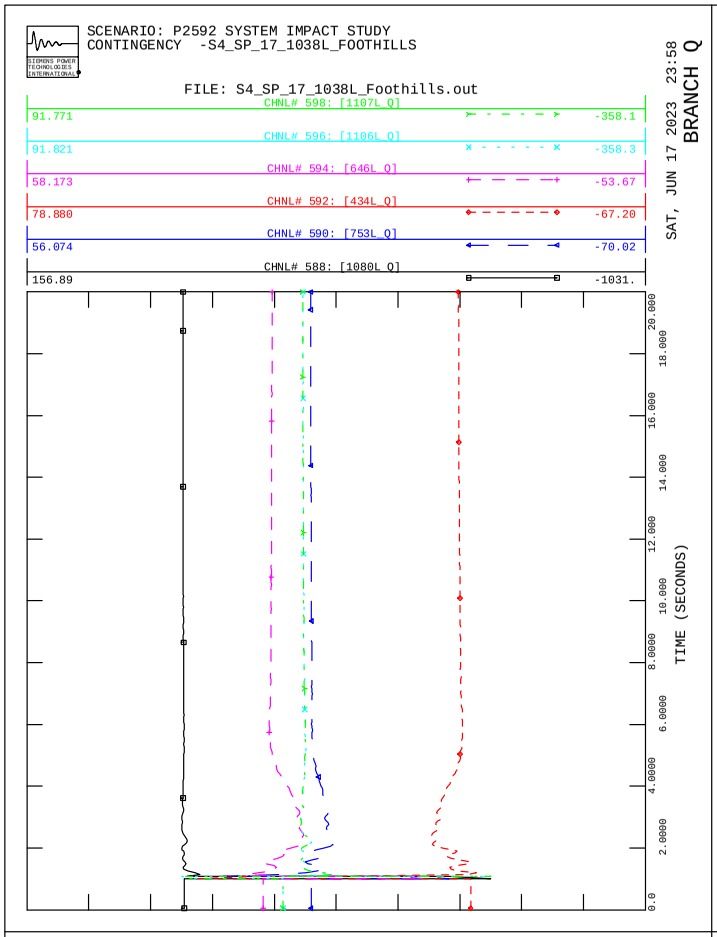
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 598: [1107L Q]
91.771
-358.1
CHNL# 596: [1106L Q]
91.821
-358.3
CHNL# 594: [646L Q]
58.173
-53.67
CHNL# 592: [434L Q]
78.880
-67.20
CHNL# 590: [753L Q]
56.074
-70.02
CHNL# 588: [1080L Q]
156.89
-1031.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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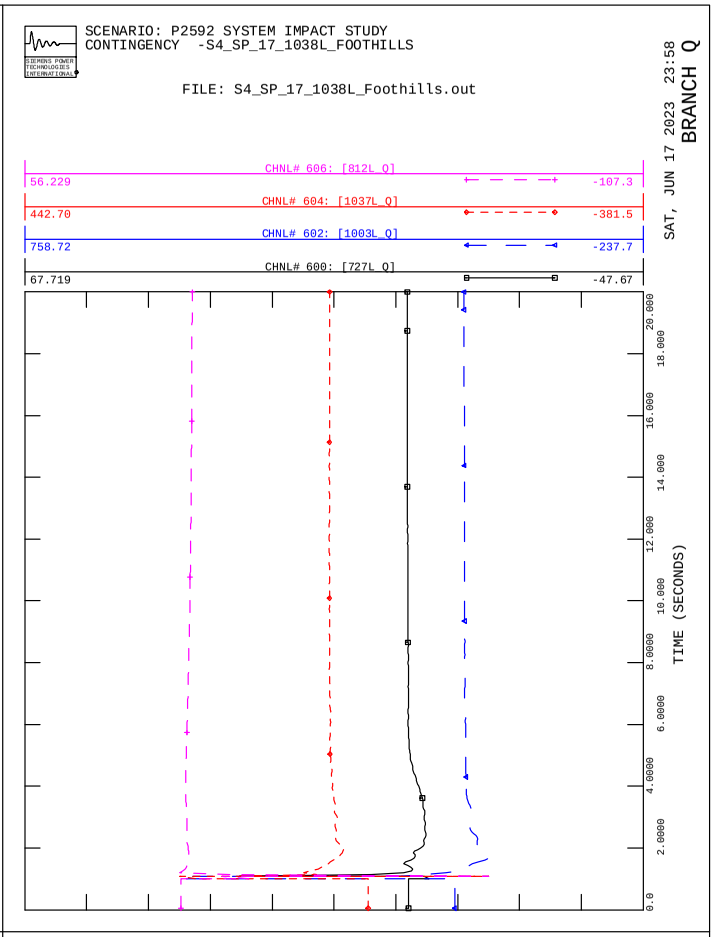
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 606: [812L Q]
56.229
-107.3
CHNL# 604: [1037L Q]
442.70
-381.5
CHNL# 602: [1003L Q]
758.72
-237.7
CHNL# 600: [727L Q]
67.719
-47.67
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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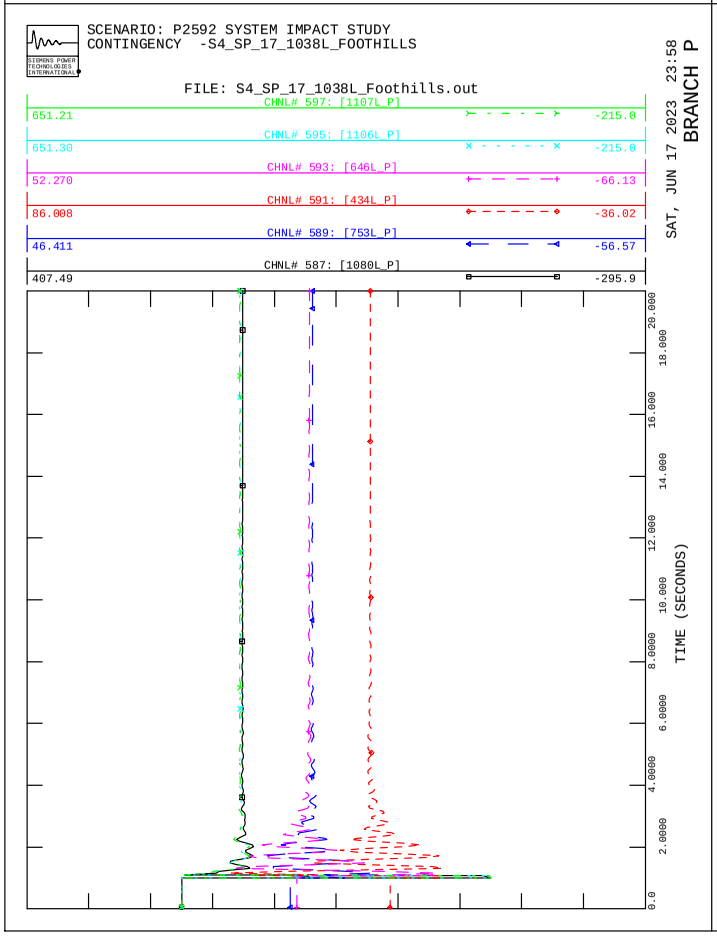
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 597: [1107L P]
651.21
-215.0
CHNL# 595: [1106L P]
651.30
-215.0
CHNL# 593: [646L P]
52.270
-66.13
CHNL# 591: [434L P]
86.008
-36.02
CHNL# 589: [753L P]
46.411
-56.57
CHNL# 587: [1080L P]
407.49
-295.9
SAT, JUN 17 2023 23:58
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
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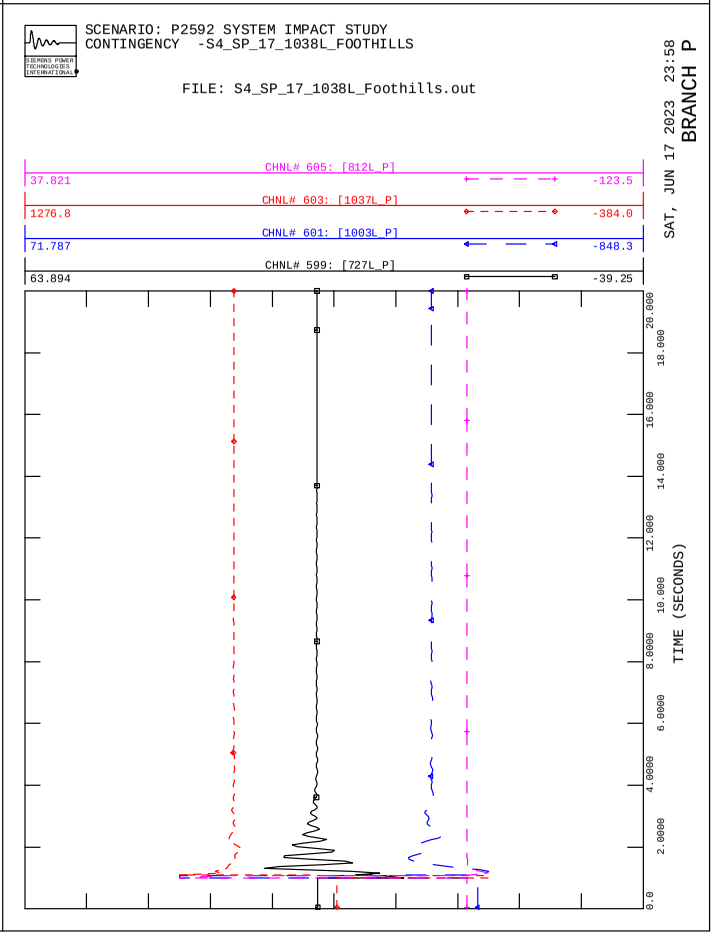
20.000

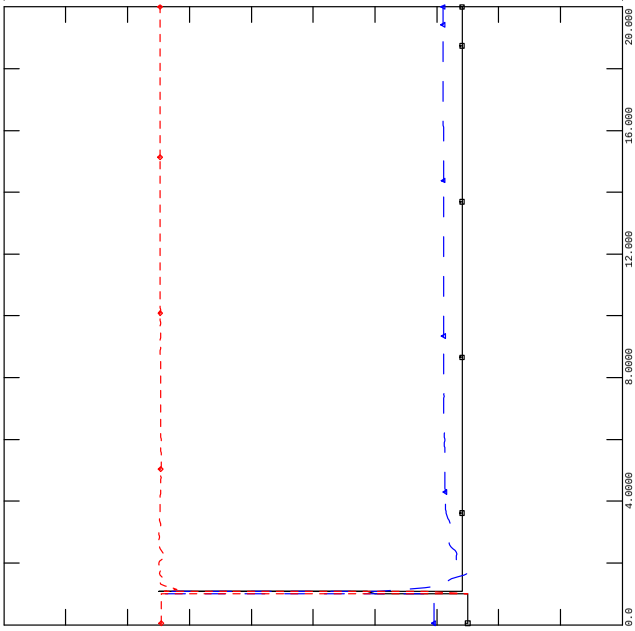

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS
FILE: S4_SP_17_1038L_Foothills.out
CHNL# 605: [812L P]
37.821
-123.5
CHNL# 603: [1037L P]
1276.8
-384.0
CHNL# 601: [1003L P]
71.787
-848.3
CHNL# 599: [727L P]
63.894
-39.25
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS

FILE: S4_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 157.32 -1035.
CHNL# 610: [985L Q] 767.51 -240.0
CHNL# 608: [1038L Q] 1182.6 -414.1

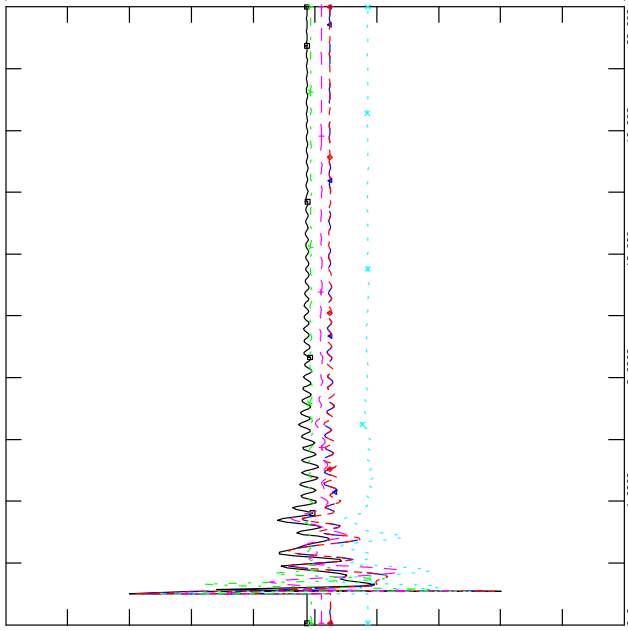


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS

FILE: S4_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.67000 0.01860
CHNL# 196: [POWR 4187[CECGT 18.000]1] 2.0207 1.1956
CHNL# 192: [POWR 3187[CECST 13.200]2] 1.5138 0.80480
CHNL# 191: [POWR 775[SECCT2 21.000]3] 2.7533 1.7998
CHNL# 190: [POWR 774[SECCT1 21.000]2] 2.7533 1.7998
CHNL# 189: [POWR 773[SECST 20.000]1] 3.4909 2.4905

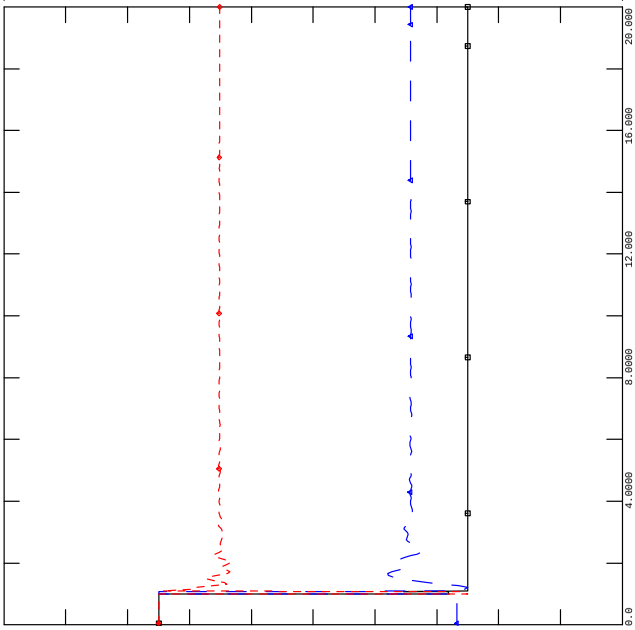


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_17_1038L_FOOTHILLS

FILE: S4_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 409.23 -297.8
CHNL# 609: [985L P] 72.988 -858.2
CHNL# 607: [1038L P] 658.67 -219.6

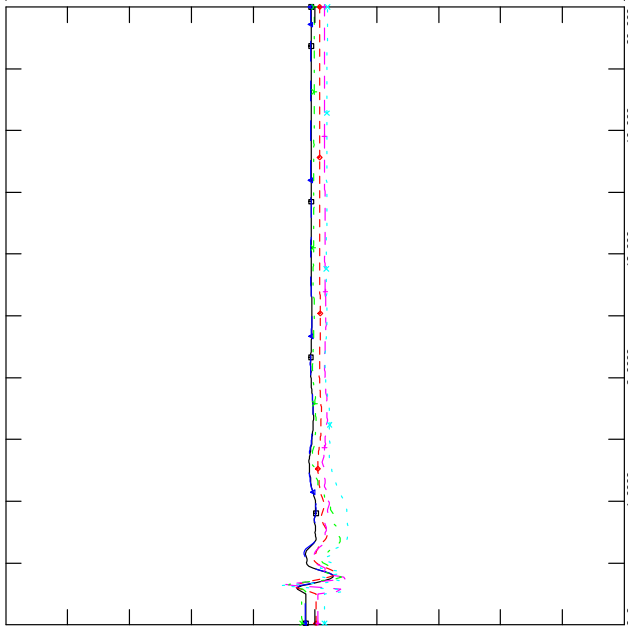


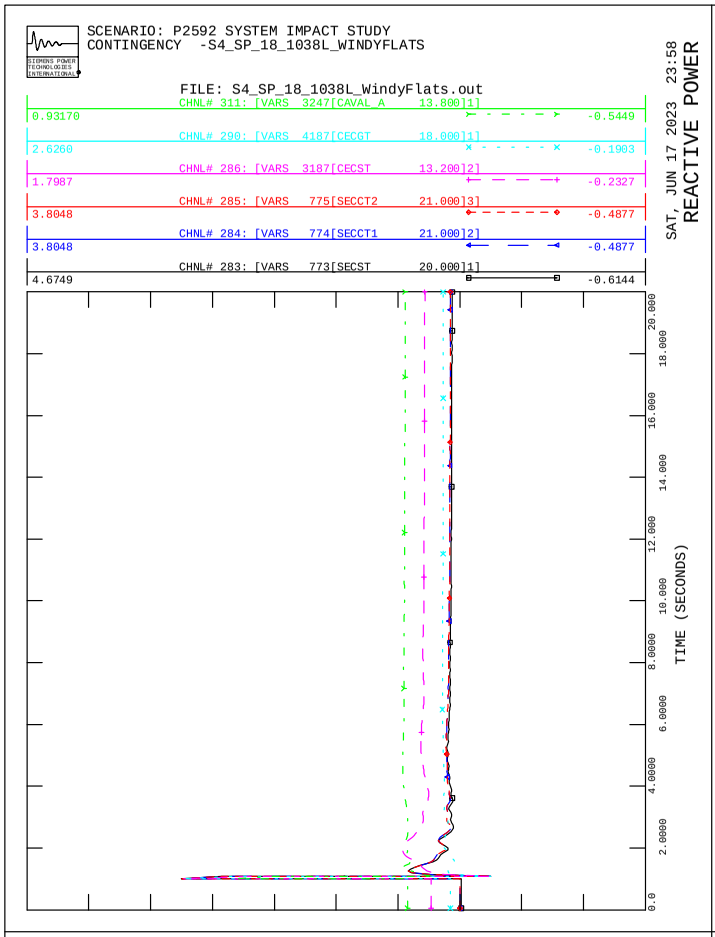
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS

FILE: S4_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 97.406 -11.88
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 71.703 -40.62
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 94.647 -16.04
CHNL# 4: [ANGL 3187[CECST 13.200]2] 86.999 -20.14
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 82.365 -23.96
CHNL# 1: [ANGL 773[SECST 20.000]1] 84.706 -21.40




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
0.93170
-0.5449
CHNL# 290: [VARS 4187[CECGT 18.000]1]
2.6260
-0.1903
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.7987
-0.2327
CHNL# 285: [VARS 775[SECCT2 21.000]3]
3.8048
-0.4877
CHNL# 284: [VARS 774[SECCT1 21.000]2]
3.8048
-0.4877
CHNL# 283: [VARS 773[SECST 20.000]1]
4.6749
-0.6144
SAT, JUN 17 2023 23:58
REACTIVE POWER
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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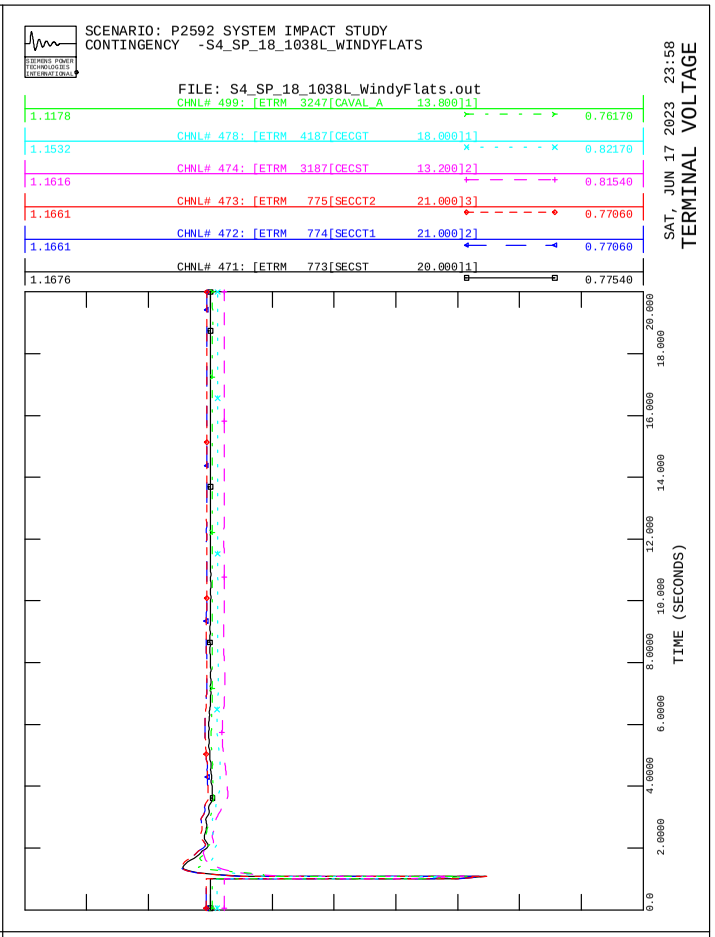
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1178
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CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1532
0.82170
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1616
0.81540
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1661
0.77060
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1661
0.77060
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1676
0.77540
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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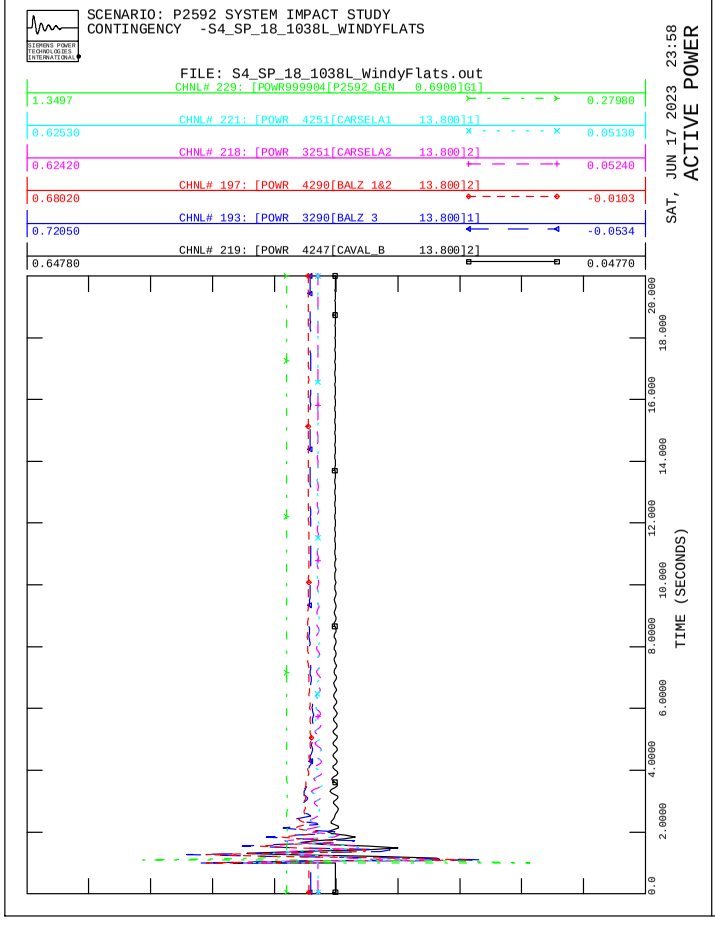
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
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1.3497
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CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.62530
0.05130
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
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0.05240
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
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-0.0103
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
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-0.0534
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.64780
0.04770
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
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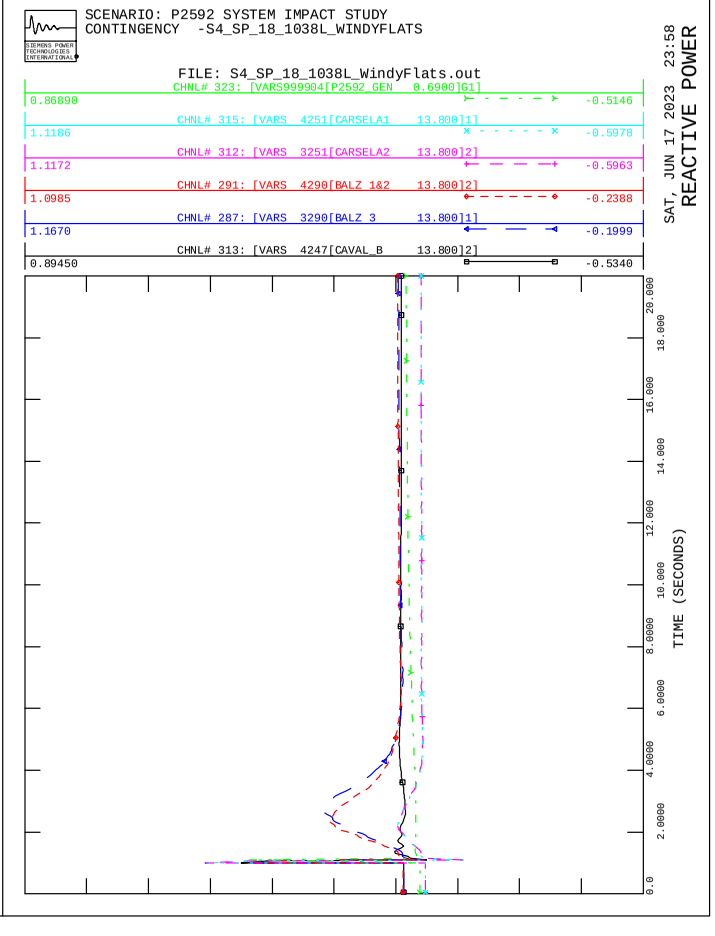
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
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CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.1186
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CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.1172
-0.5963
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.0985
-0.2388
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.1670
-0.1999
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
0.89450
-0.5340
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
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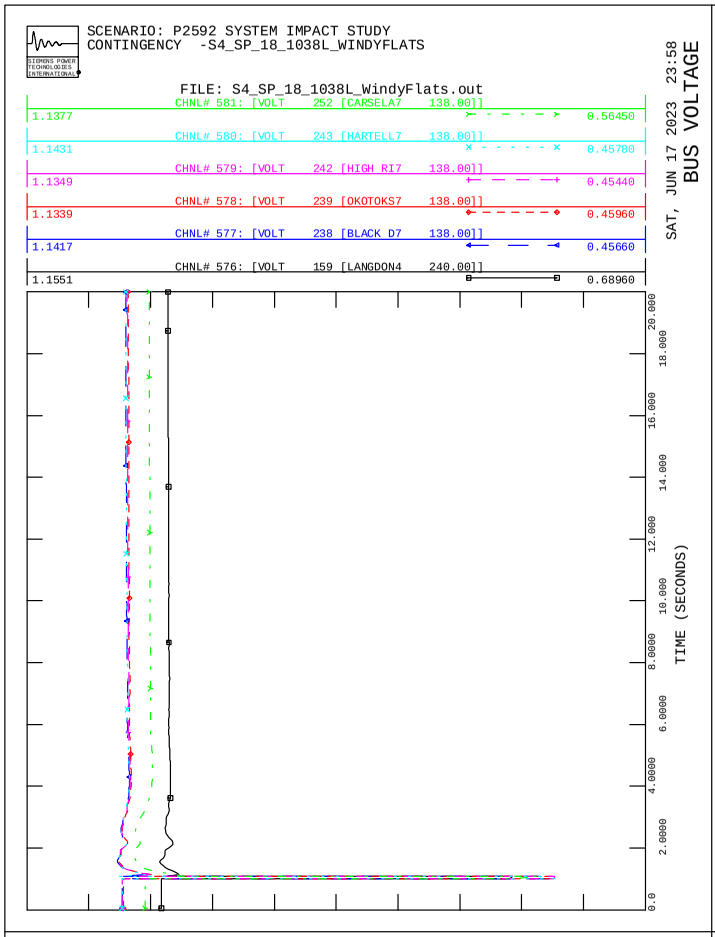
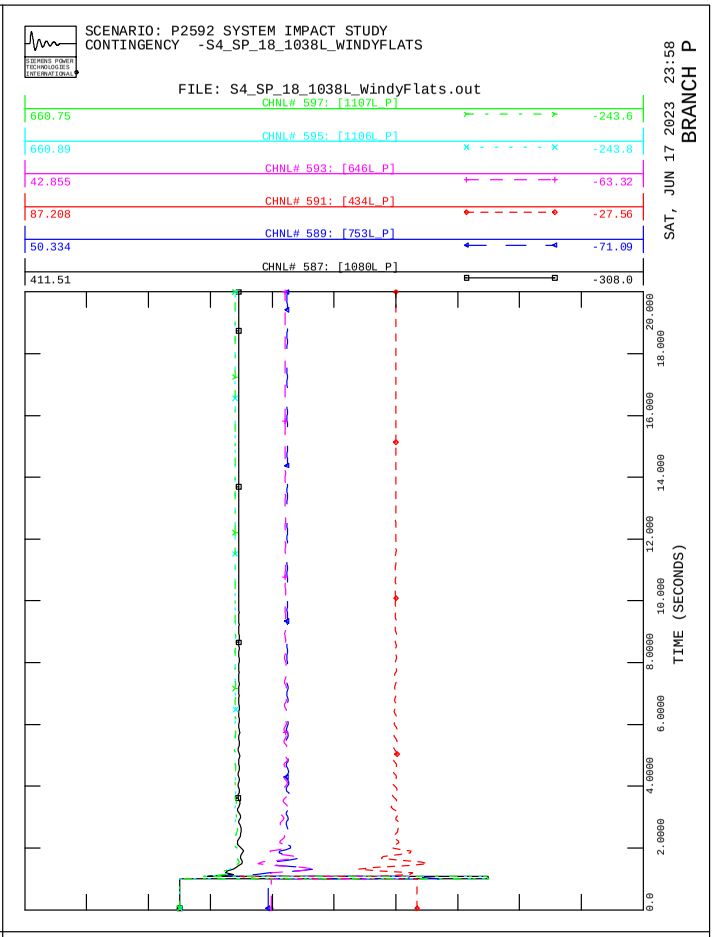
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1377
0.56450
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1431
0.45780
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1349
0.45440
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1339
0.45960
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1417
0.45660
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1551
0.68960
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 597: [1107L P]
660.75
-243.6
CHNL# 595: [1106L P]
660.89
-243.8
CHNL# 593: [646L P]
42.855
-63.32
CHNL# 591: [434L P]
87.208
-27.56
CHNL# 589: [753L P]
50.334
-71.09
CHNL# 587: [1080L P]
411.51
-308.0
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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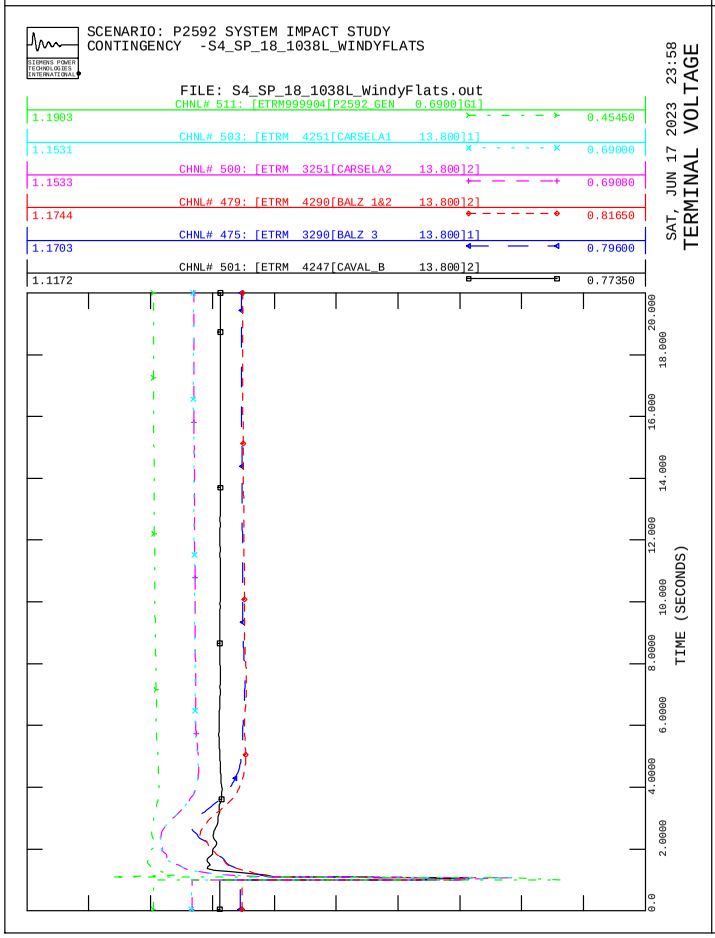
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1903
0.45450
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1531
0.69000
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1533
0.69080
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1744
0.81650
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1703
0.79600
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1172
0.77350
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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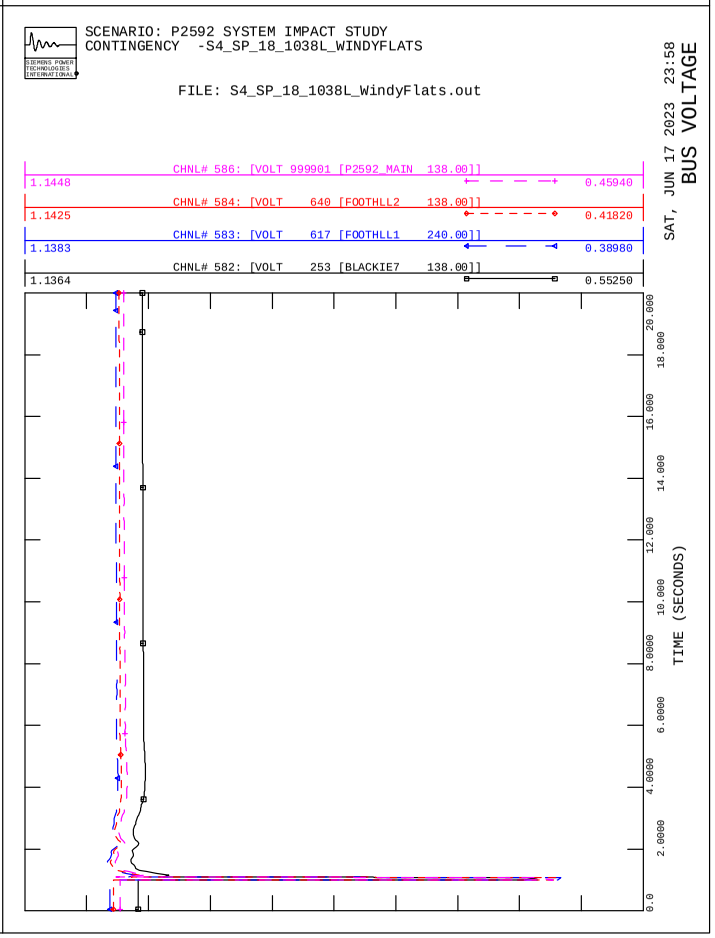
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

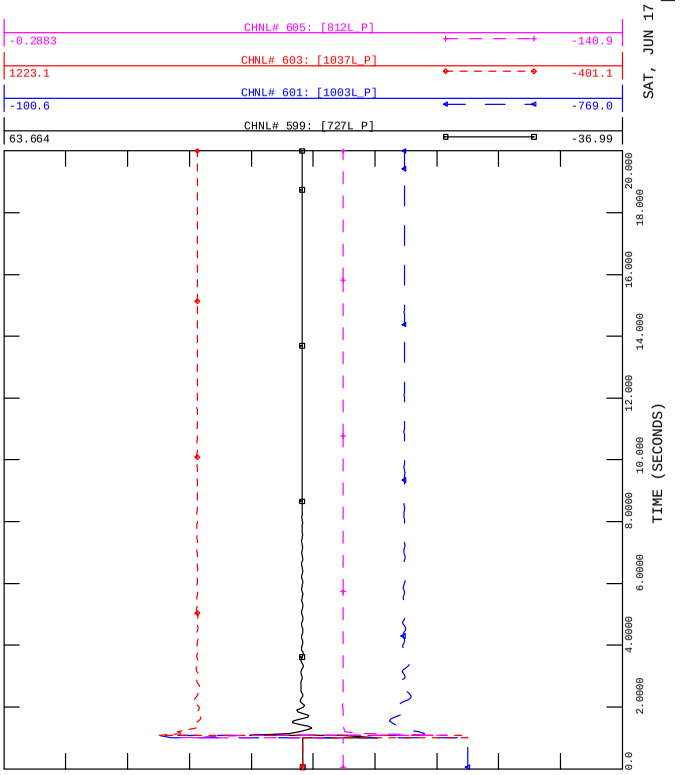

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1448
0.45940
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1425
0.41820
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1383
0.38980
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1364
0.55250
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS

FILE: S4_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH P

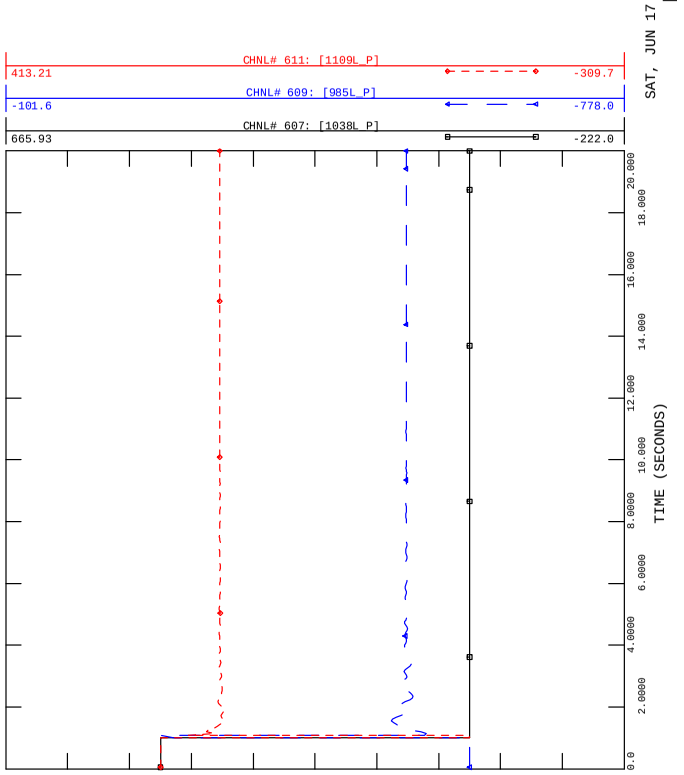


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS

FILE: S4_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH P

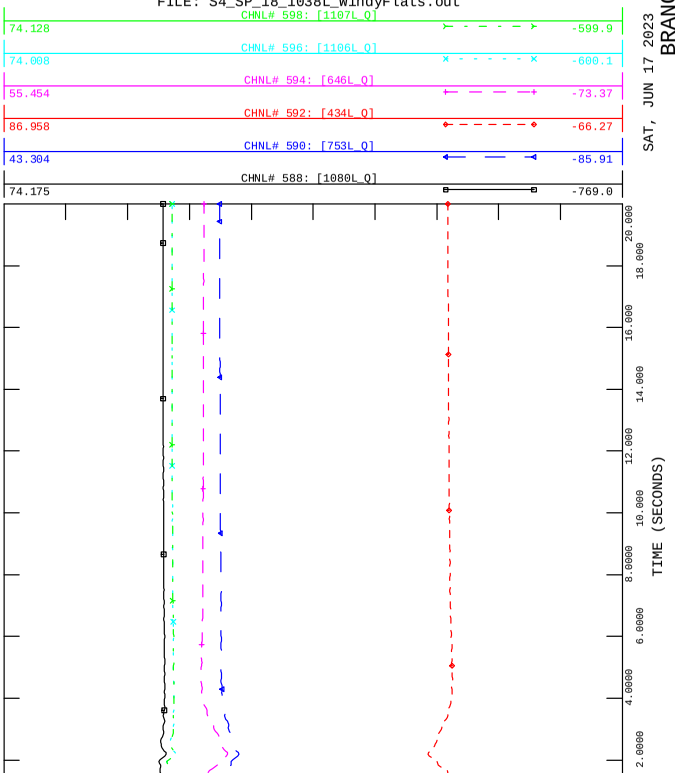


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS

FILE: S4_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH Q

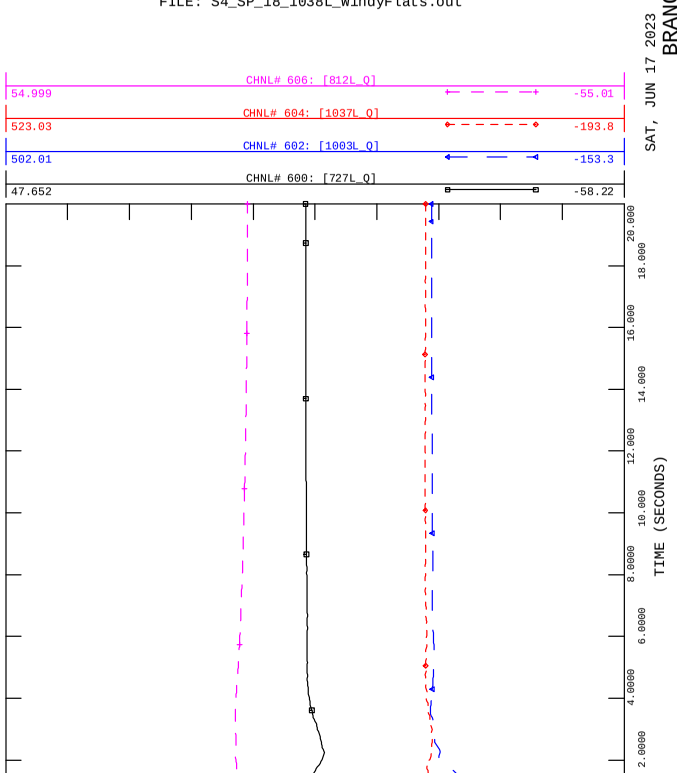


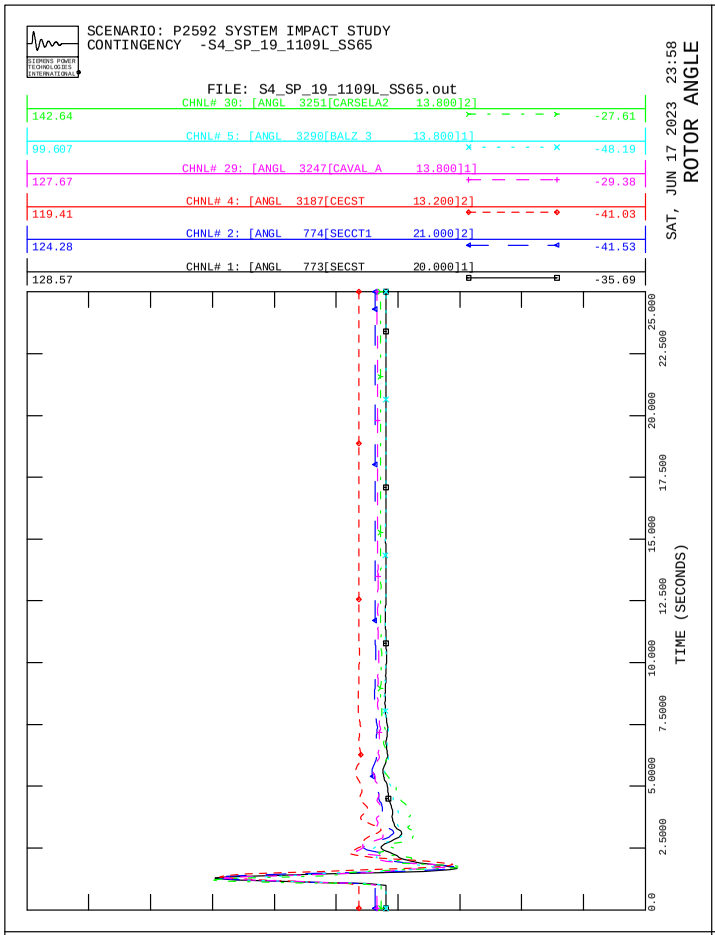
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS

FILE: S4_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
142.64
-27.61
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
99.607
-48.19
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
127.67
-29.38
CHNL# 4: [ANGL 3187[CECST 13.200]2]
119.41
-41.03
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
124.28
-41.53
CHNL# 1: [ANGL 773[SECST 20.000]1]
128.57
-35.69
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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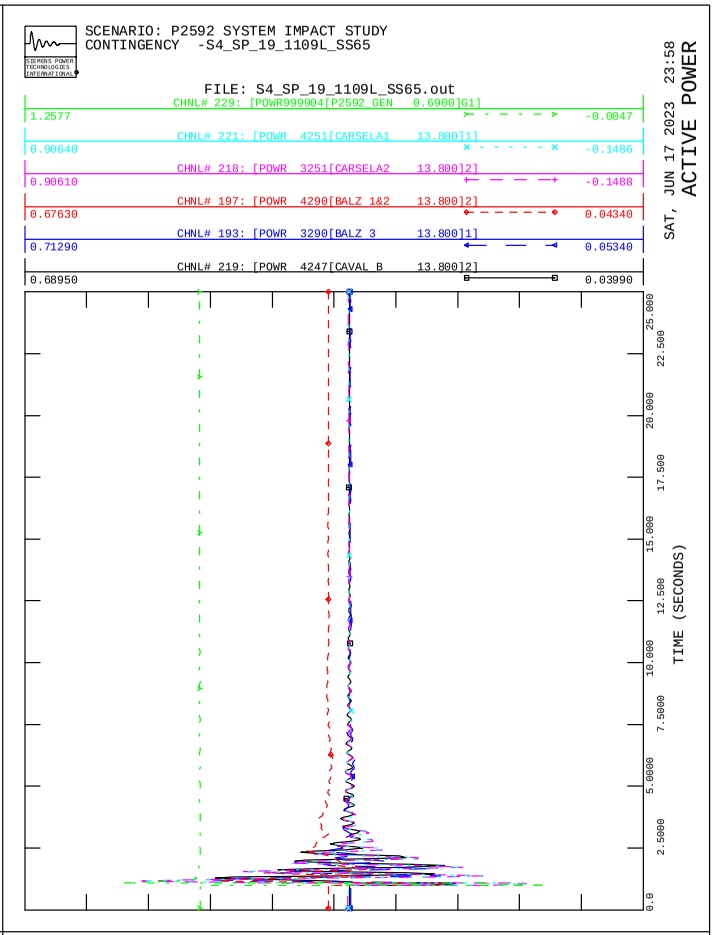
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2577
-0.0047
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.90640
-0.1486
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.90610
-0.1488
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.67630
0.04340
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.71290
0.05340
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.68950
0.03990
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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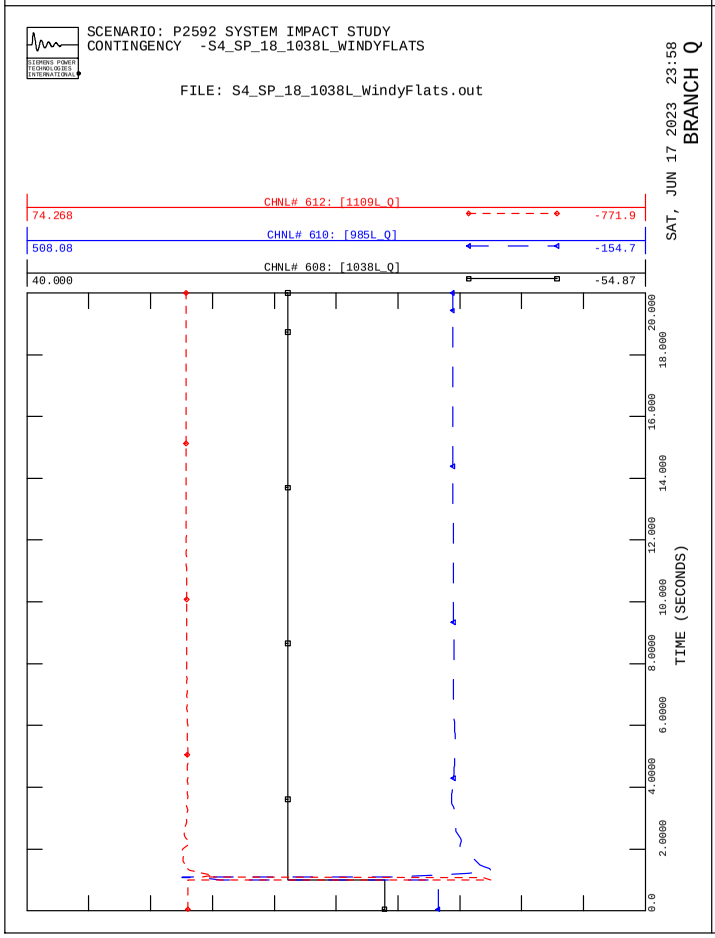
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_18_1038L_WINDYFLATS
FILE: S4_SP_18_1038L_WindyFlats.out
CHNL# 612: [1109L Q]
74.268
-771.9
CHNL# 610: [985L Q]
508.08
-154.7
CHNL# 608: [1038L Q]
40.000
-54.87
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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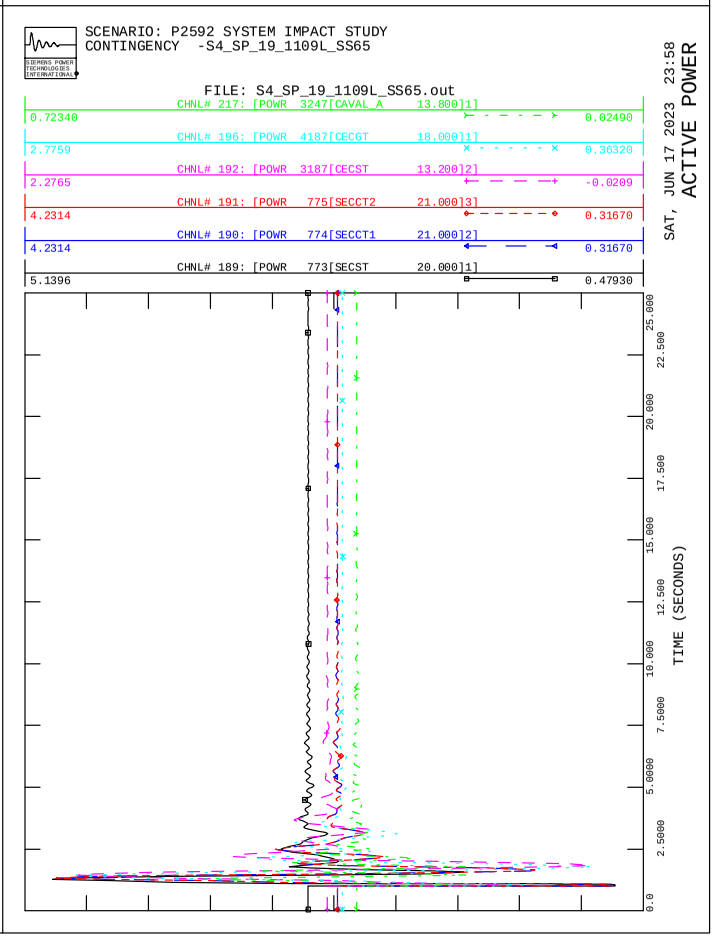
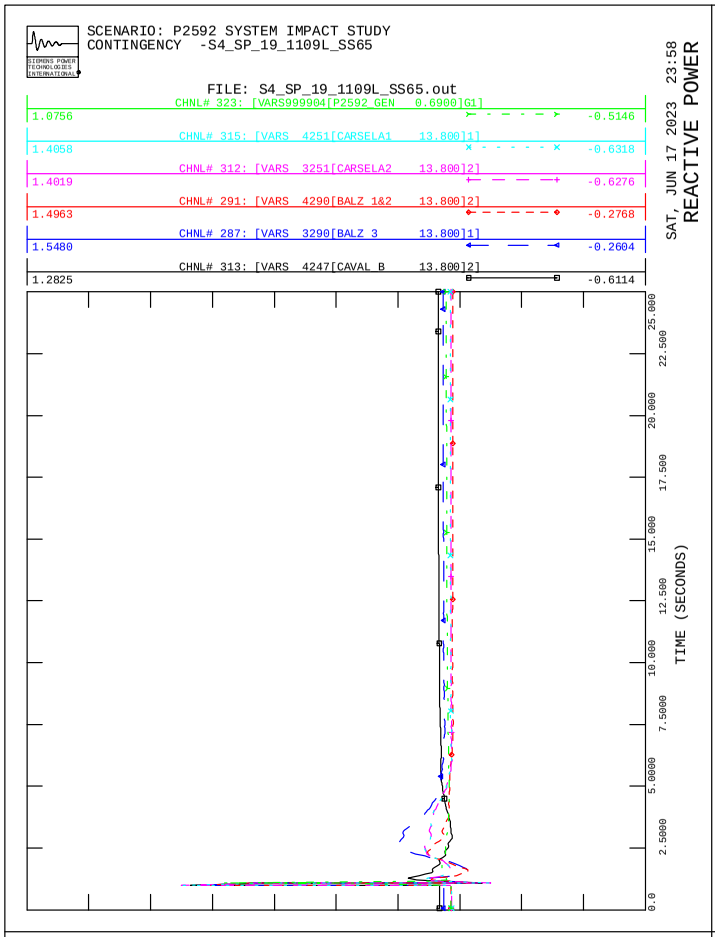
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.72340
0.02490
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.7759
0.36320
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.2765
-0.0209
CHNL# 191: [POWR 775[SECCT2 21.000]3]
4.2314
0.31670
CHNL# 190: [POWR 774[SECCT1 21.000]2]
4.2314
0.31670
CHNL# 189: [POWR 773[SECST 20.000]1]
5.1396
0.47930
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.0756
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4058
-0.6318
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4019
-0.6276
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.4963
-0.2768
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5480
-0.2604
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.2825
-0.6114
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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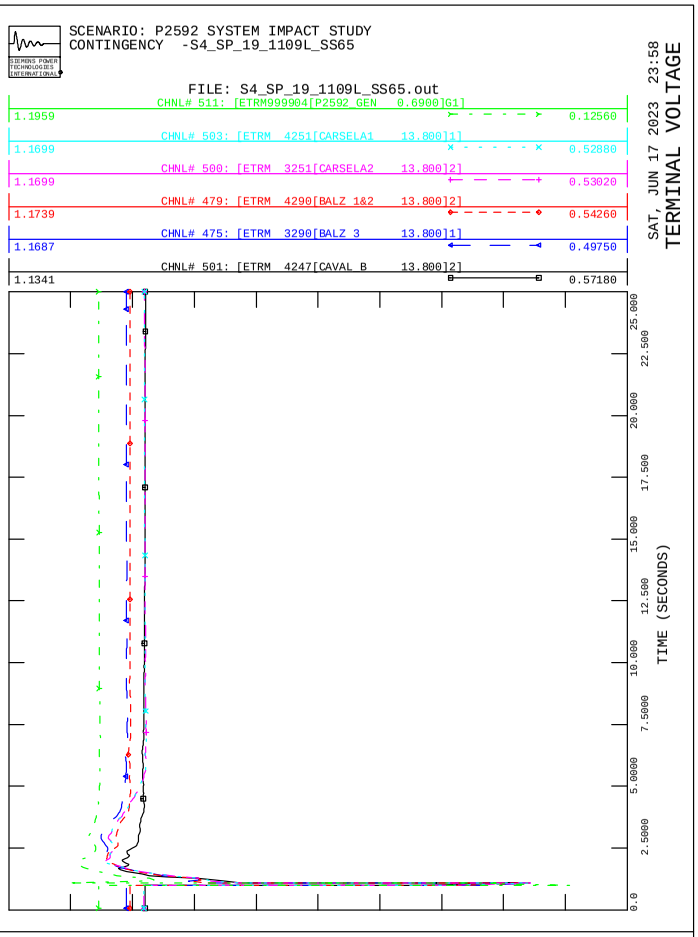
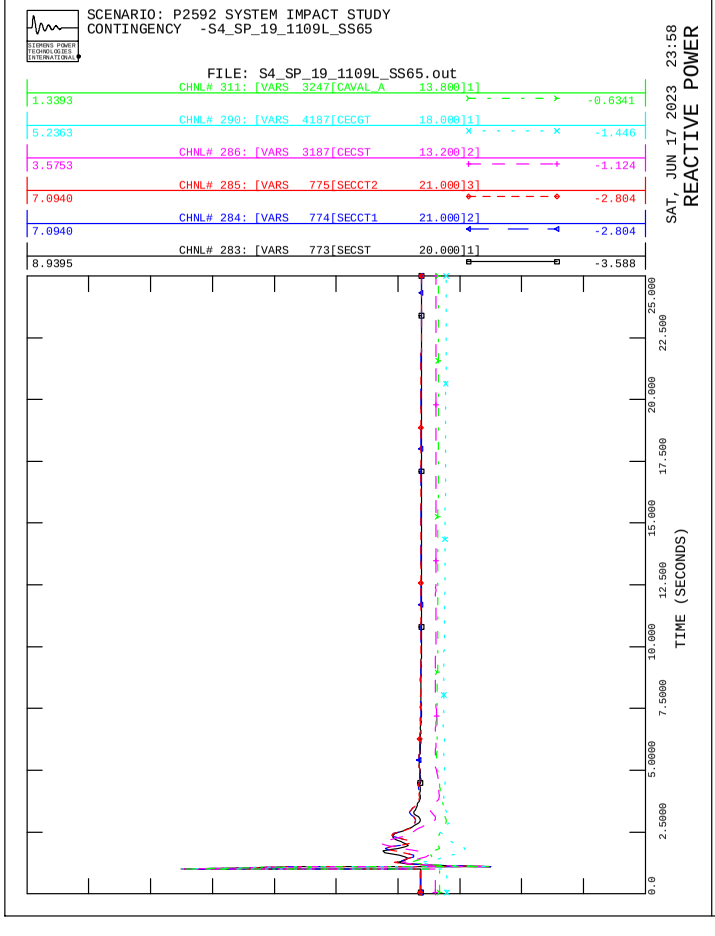
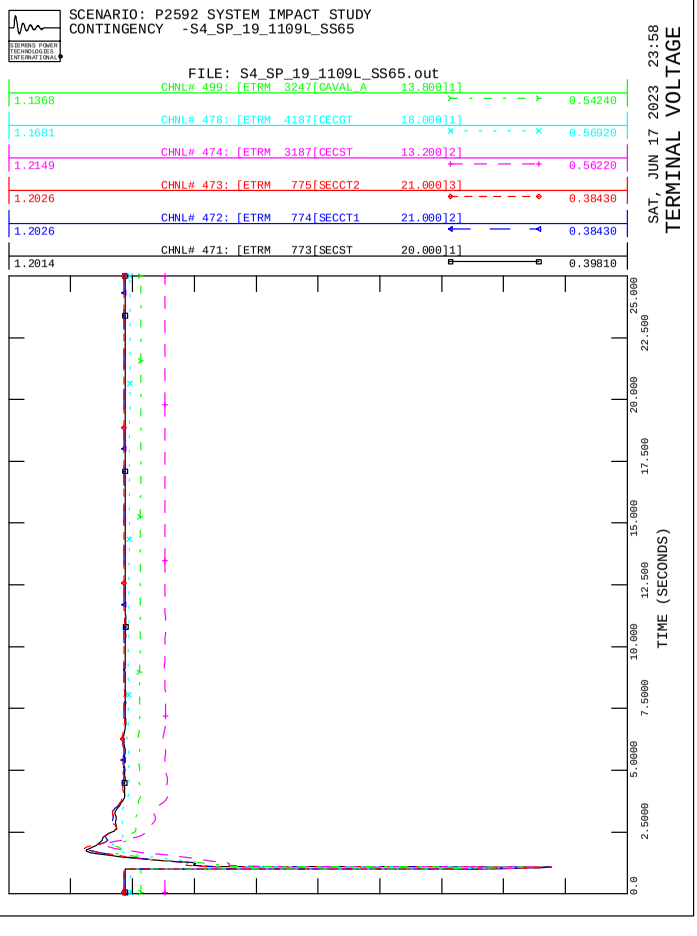
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1959
0.12560
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1699
0.52880
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1699
0.53020
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1739
0.54260
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1687
0.49750
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1341
0.57180
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3393
-0.6341
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.2363
-1.446
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.5753
-1.124
CHNL# 285: [VARS 775[SECCT2 21.000]3]
7.0940
-2.804
CHNL# 284: [VARS 774[SECCT1 21.000]2]
7.0940
-2.804
CHNL# 283: [VARS 773[SECST 20.000]1]
8.9395
-3.588
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65
FILE: S4_SP_19_1109L_SS65.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1368
0.54240
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1681
0.56920
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2149
0.56220
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.2026
0.38430
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.2026
0.38430
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.2014
0.39810
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

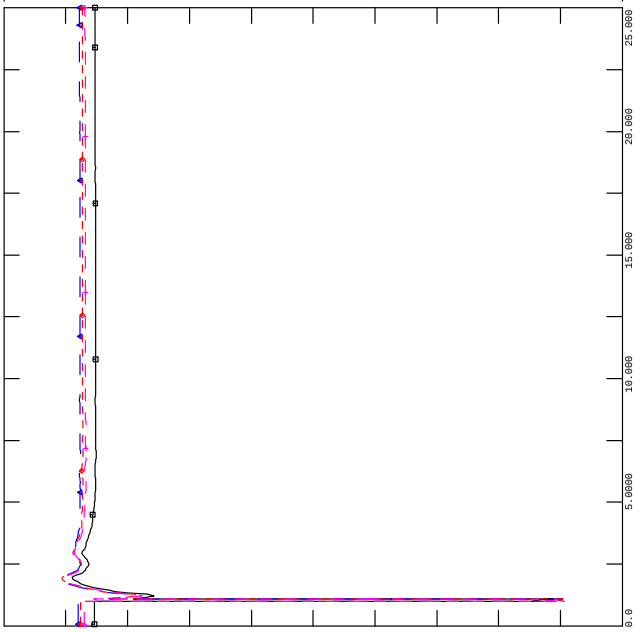
BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1726 0.14670

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1705 0.10900

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1666 0.06920

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1613 0.25620



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 598: [1107L Q]
267.27 -217.8

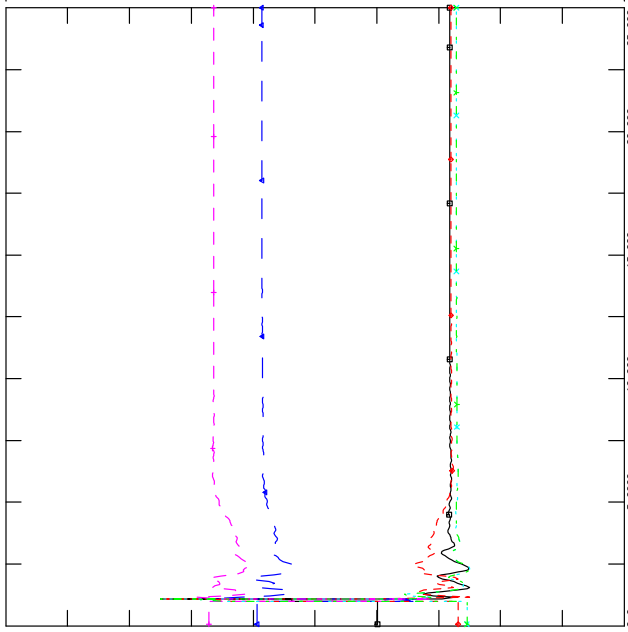
CHNL# 596: [1106L Q]
267.30 -218.0

CHNL# 594: [646L Q]
57.922 -71.61

CHNL# 592: [434L Q]
91.556 -69.00

CHNL# 590: [753L Q]
47.616 -74.19

CHNL# 588: [1080L Q]
443.06 -535.6



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1631 0.30630

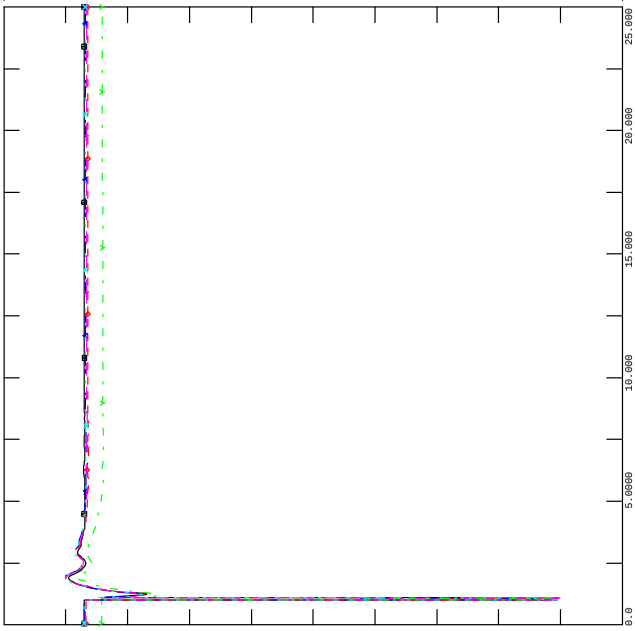
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1708 0.14550

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1622 0.15620

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1614 0.16520

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1695 0.14450

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1780 0.22090



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P]
766.25 -243.9

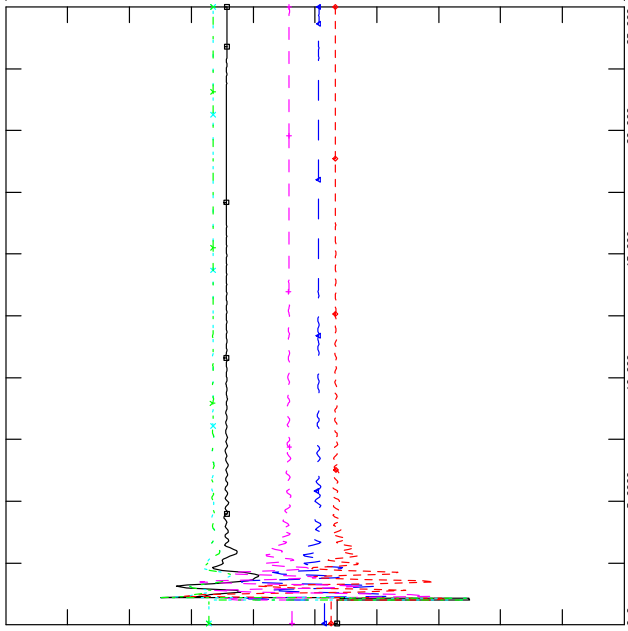
CHNL# 595: [1106L P]
766.36 -243.9

CHNL# 593: [646L P]
59.631 -68.00

CHNL# 591: [434L P]
87.779 -51.76

CHNL# 589: [753L P]
57.504 -49.06

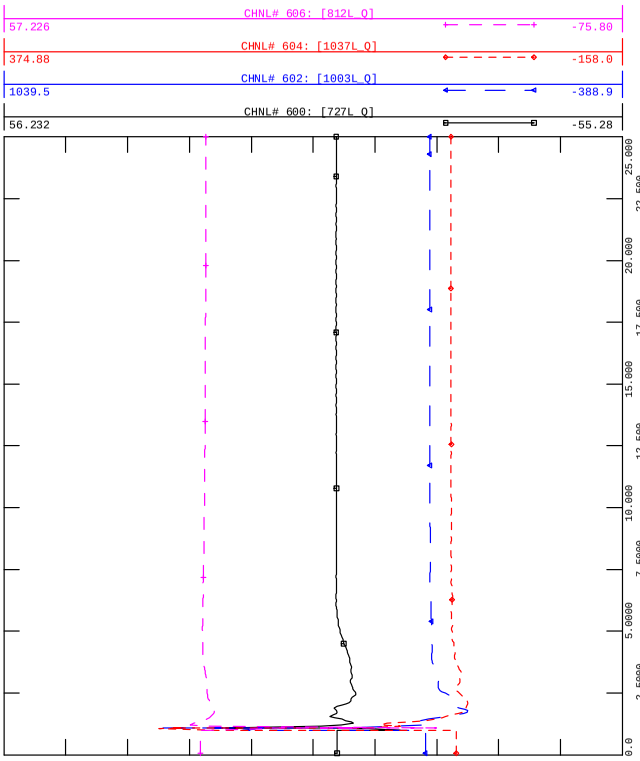
CHNL# 587: [1080L P]
811.55 -270.9



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

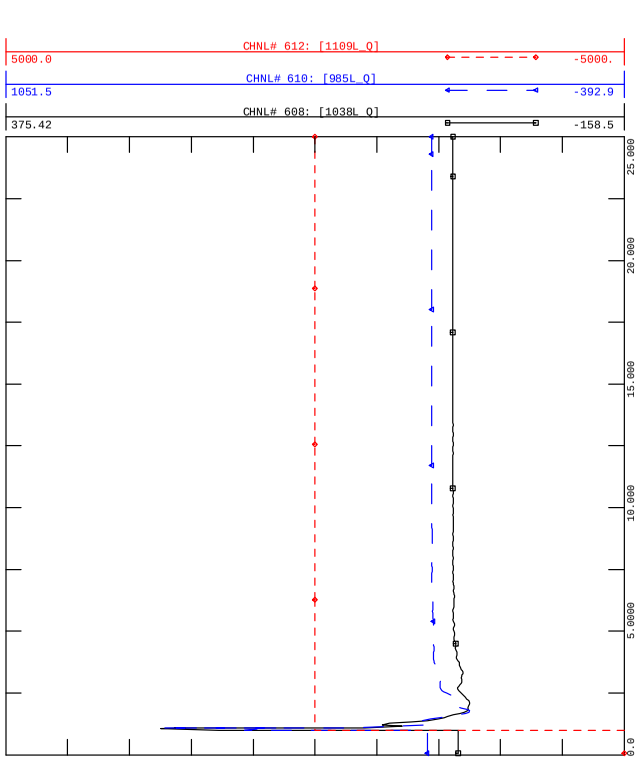
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

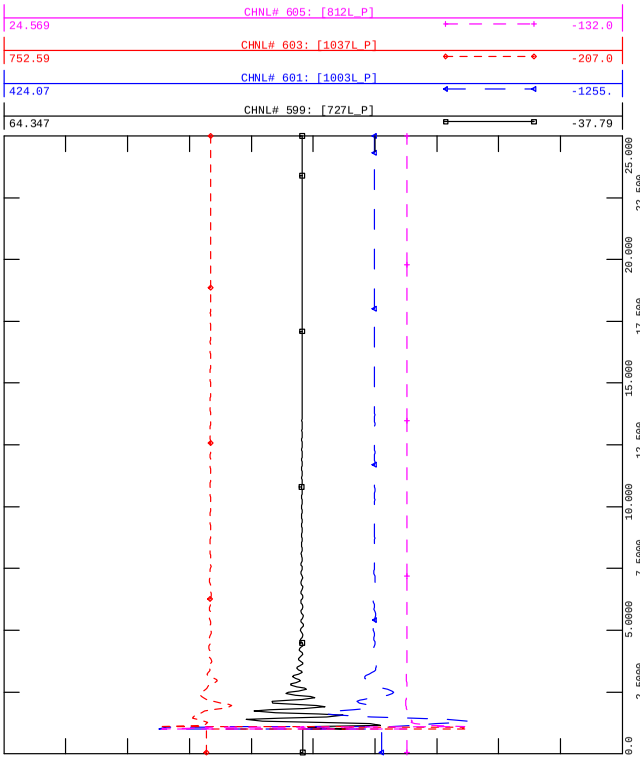
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

FILE: S4_SP_19_1109L_SS65.out

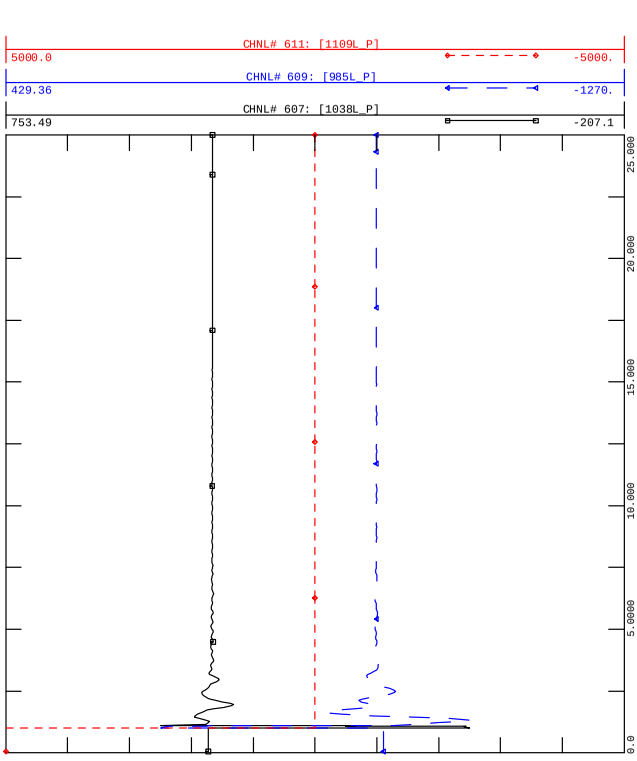
SAT, JUN 17 2023 23:58 BRANCH P

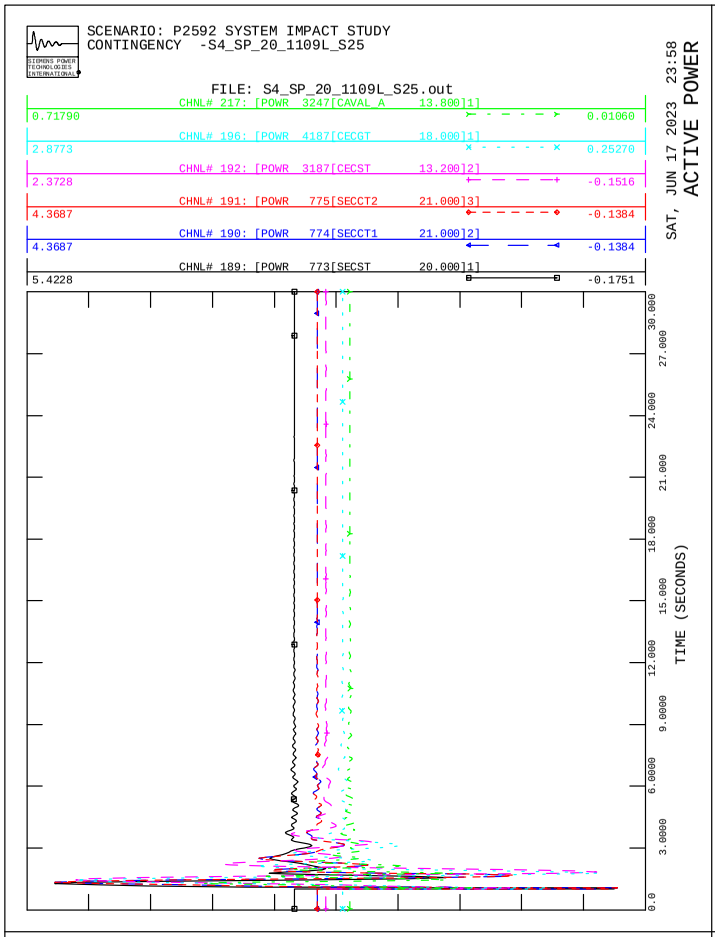


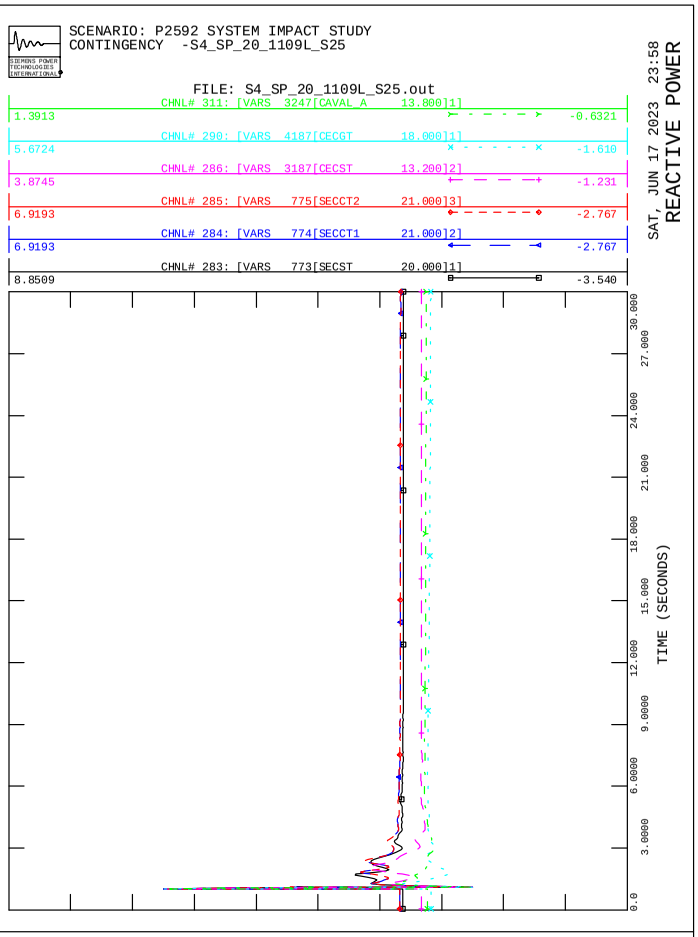
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_19_1109L_SS65

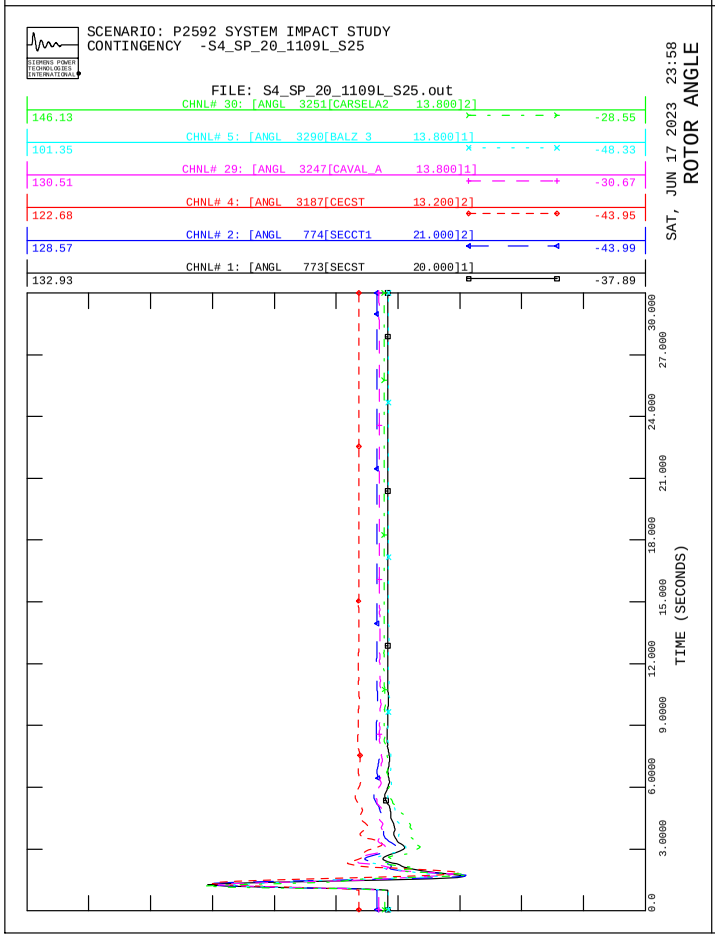
FILE: S4_SP_19_1109L_SS65.out

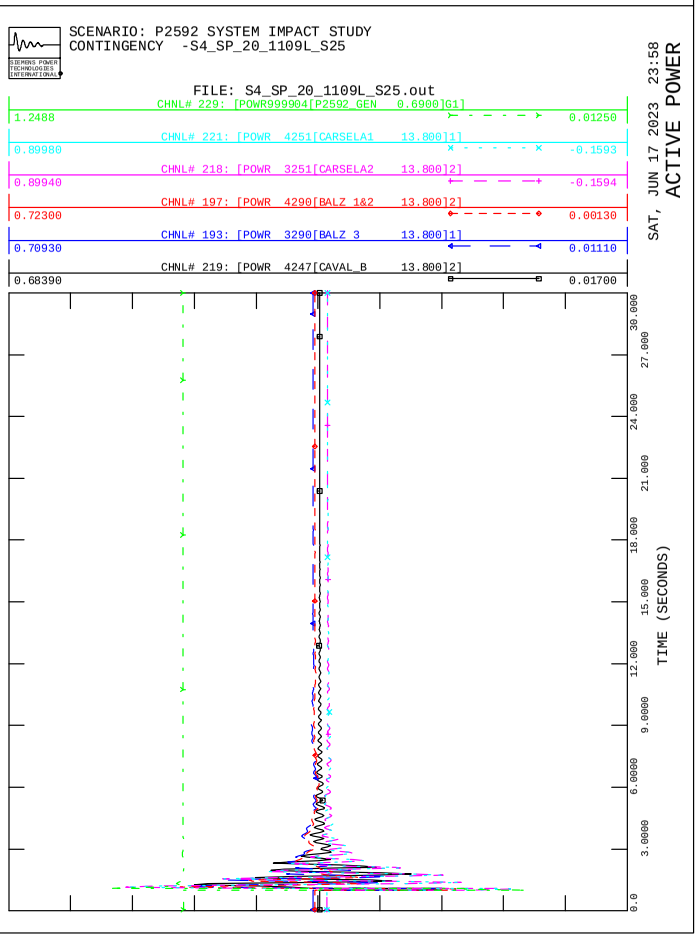
SAT, JUN 17 2023 23:58 BRANCH P

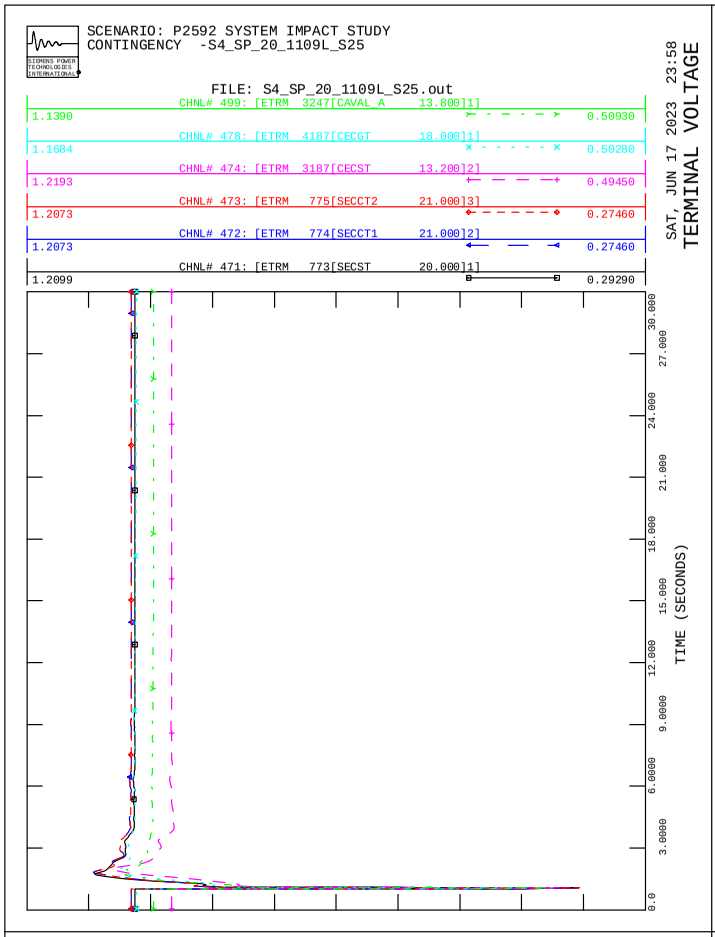


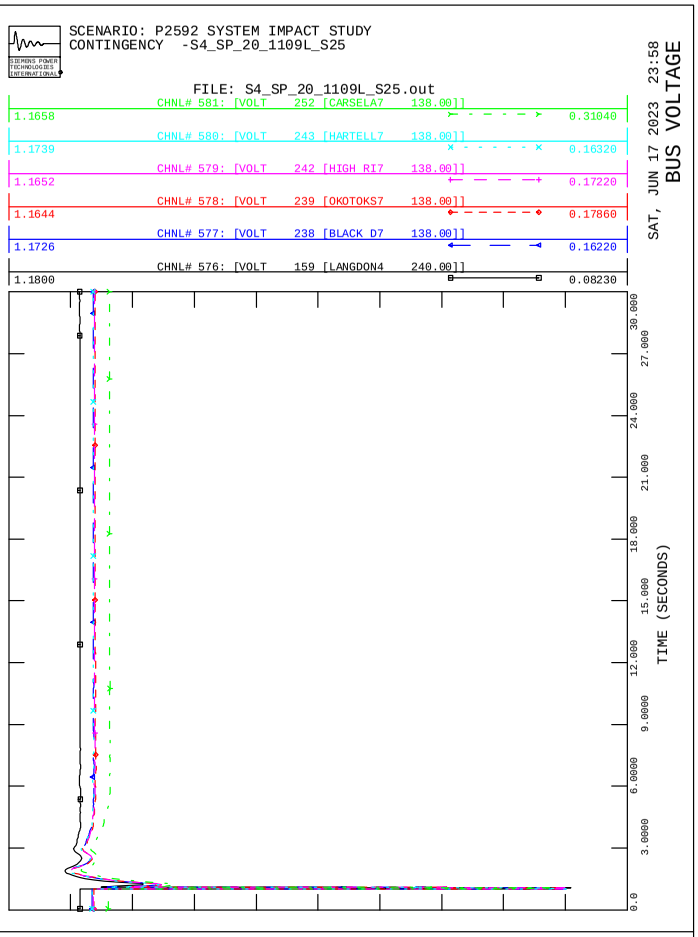

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.71790
0.01060
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.8773
0.25270
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.3728
-0.1516
CHNL# 191: [POWR 775[SECCT2 21.000]3]
4.3687
-0.1384
CHNL# 190: [POWR 774[SECCT1 21.000]2]
4.3687
-0.1384
CHNL# 189: [POWR 773[SECST 20.000]1]
5.4228
-0.1751
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

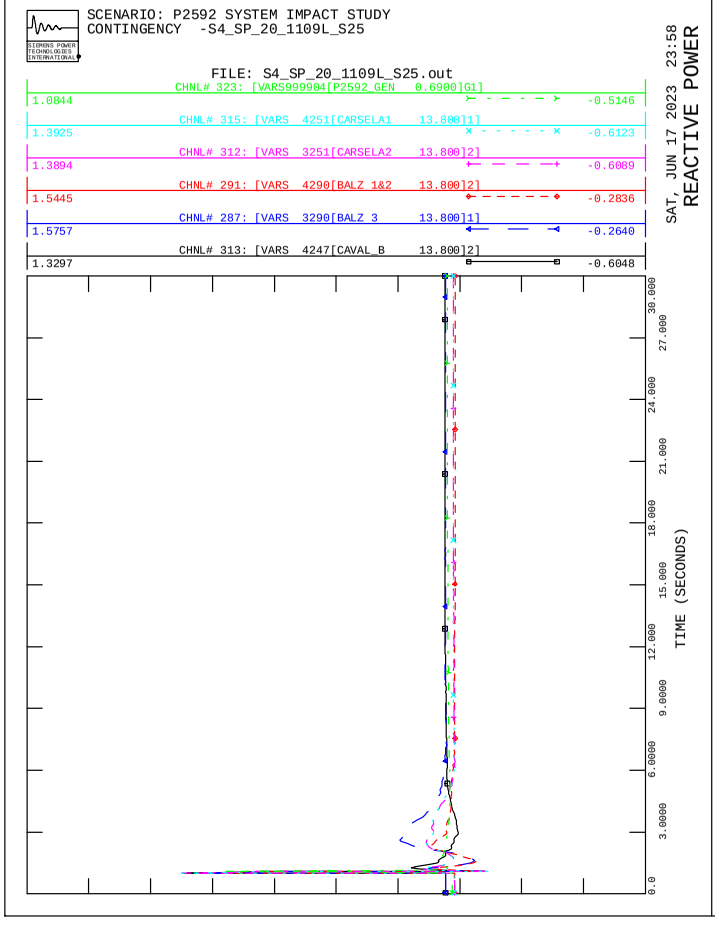

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3913
-0.6321
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.6724
-1.610
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.8745
-1.231
CHNL# 285: [VARS 775[SECCT2 21.000]3]
6.9193
-2.767
CHNL# 284: [VARS 774[SECCT1 21.000]2]
6.9193
-2.767
CHNL# 283: [VARS 773[SECST 20.000]1]
8.8509
-3.540
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

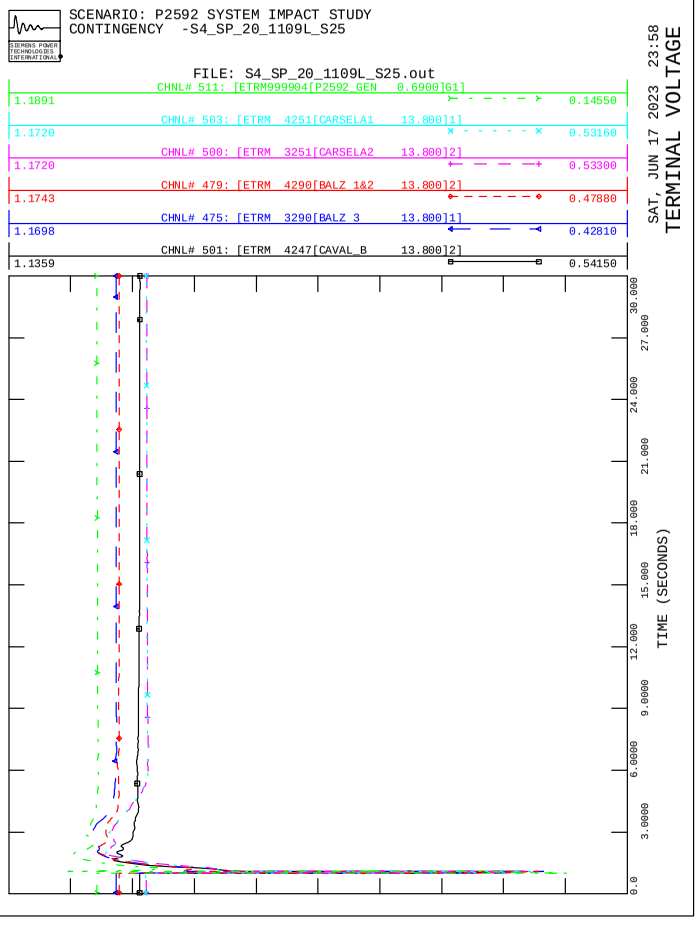

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
146.13
-28.55
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
101.35
-48.33
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
130.51
-30.67
CHNL# 4: [ANGL 3187[CECST 13.200]2]
122.68
-43.95
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
128.57
-43.99
CHNL# 1: [ANGL 773[SECST 20.000]1]
132.93
-37.89
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

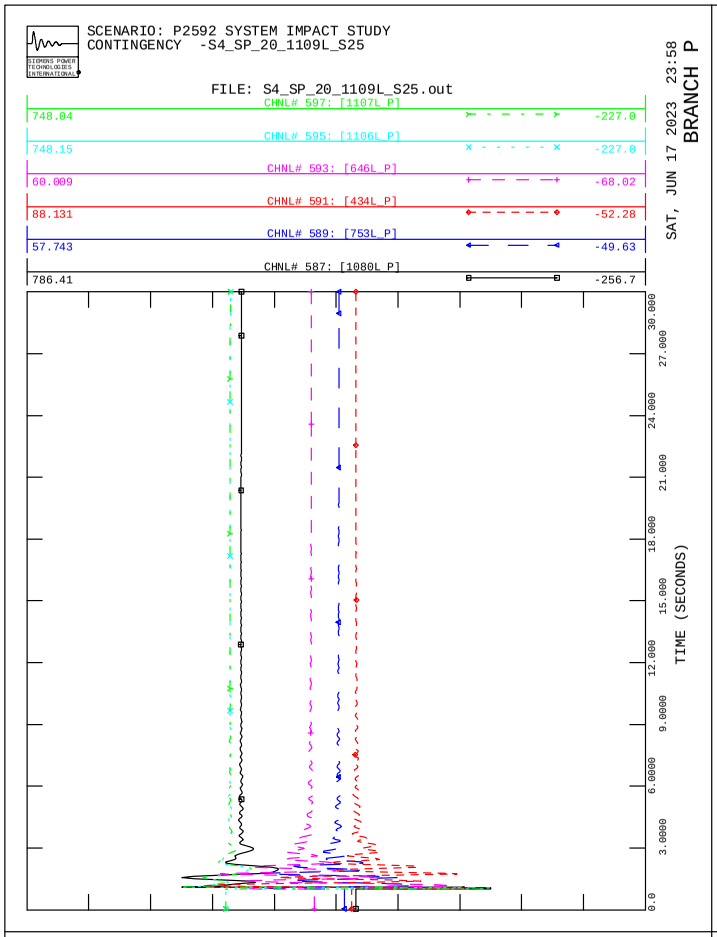

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2488
0.01250
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.89980
-0.1593
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.89940
-0.1594
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.72300
0.00130
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.70930
0.01110
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.68390
0.01700
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

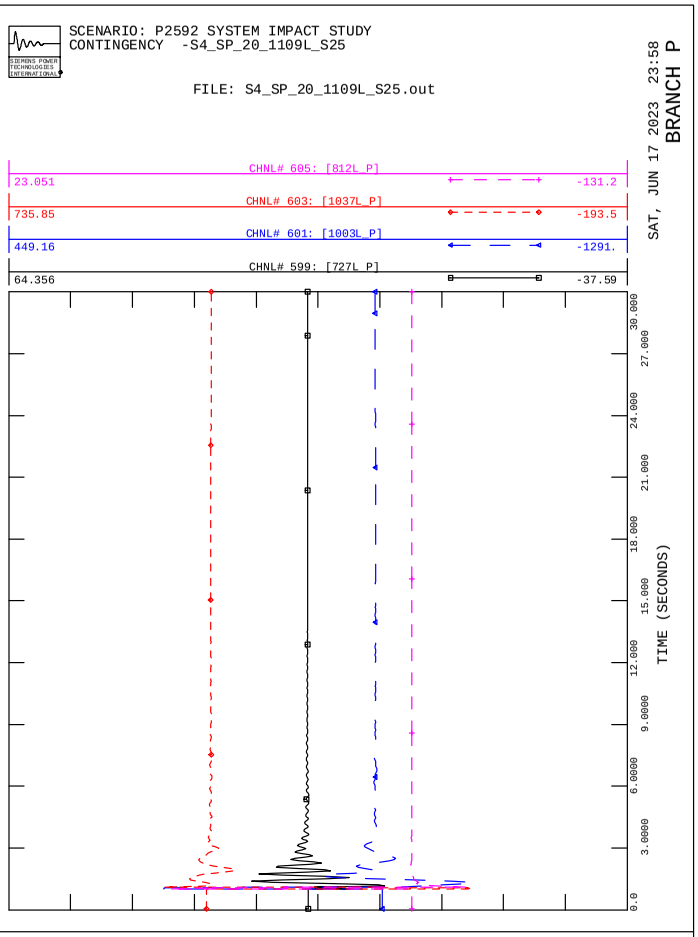

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1390
0.50930
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1684
0.50280
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2193
0.49450
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.2073
0.27460
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.2073
0.27460
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.2099
0.29290
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

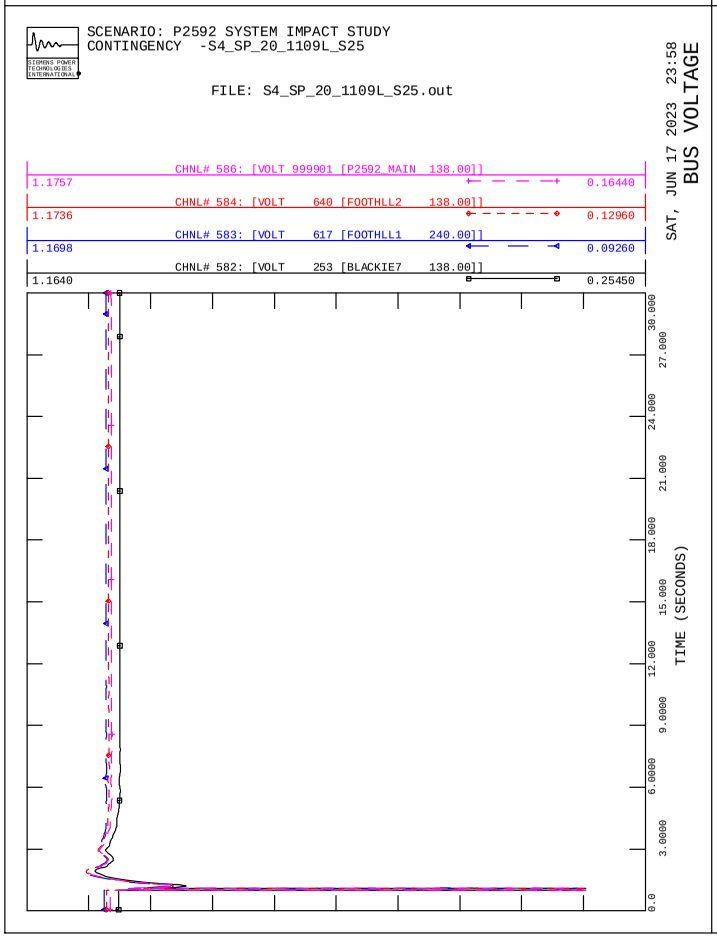

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1658
0.31040
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1739
0.16320
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1652
0.17220
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1644
0.17860
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1726
0.16220
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1800
0.08230
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

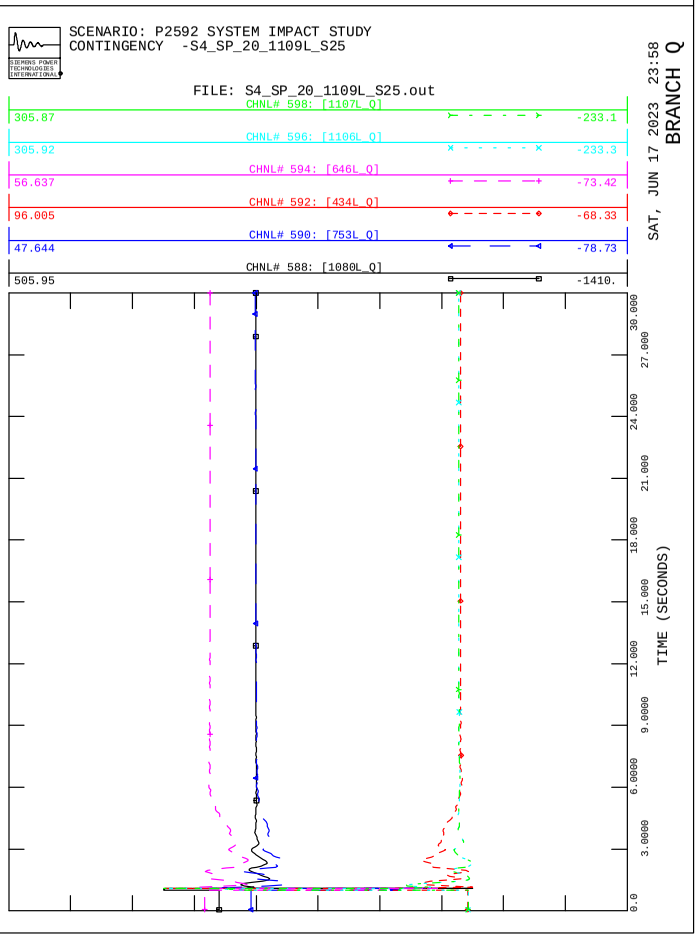

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.0844
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.3925
-0.6123
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.3894
-0.6089
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.5445
-0.2836
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5757
-0.2640
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2]
1.3297
-0.6048
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1891
0.14550
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1720
0.53160
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1720
0.53300
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1743
0.47880
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1698
0.42810
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1359
0.54150
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 597: [1107L_P]
748.04
-227.0
CHNL# 595: [1106L_P]
748.15
-227.0
CHNL# 593: [646L_P]
60.009
-68.02
CHNL# 591: [434L_P]
88.131
-52.28
CHNL# 589: [753L_P]
57.743
-49.63
CHNL# 587: [1080L_P]
786.41
-256.7
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 605: [812L_P]
23.051
-131.2
CHNL# 603: [1037L_P]
735.85
-193.5
CHNL# 601: [1003L_P]
449.16
-1291.
CHNL# 599: [727L_P]
64.356
-37.59
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

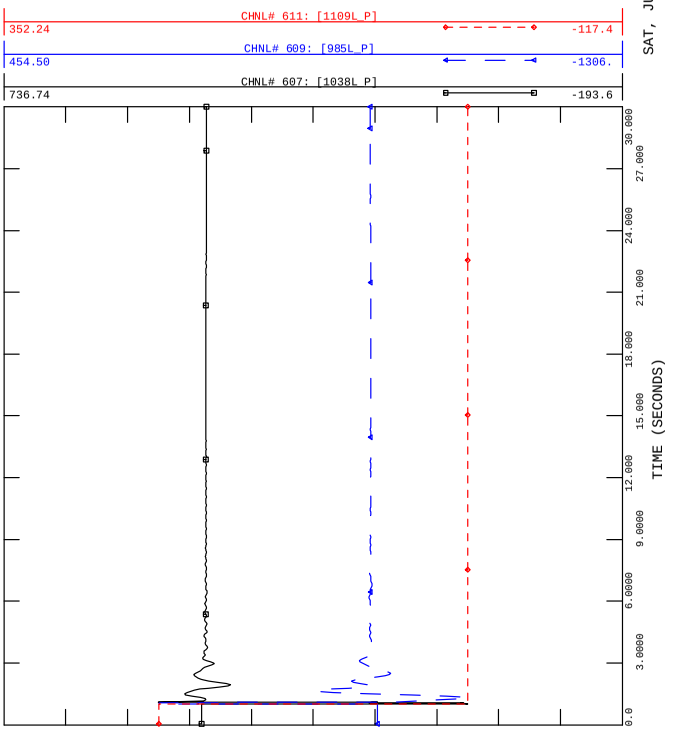

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1757
0.16440
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1736
0.12960
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1698
0.09260
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1640
0.25450
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25
FILE: S4_SP_20_1109L_S25.out
CHNL# 598: [1107L_Q]
305.87
-233.1
CHNL# 596: [1106L_Q]
305.92
-233.3
CHNL# 594: [646L_Q]
56.637
-73.42
CHNL# 592: [434L_Q]
96.005
-68.33
CHNL# 590: [753L_Q]
47.644
-78.73
CHNL# 588: [1080L_Q]
505.95
-1410.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25

FILE: S4_SP_20_1109L_S25.out

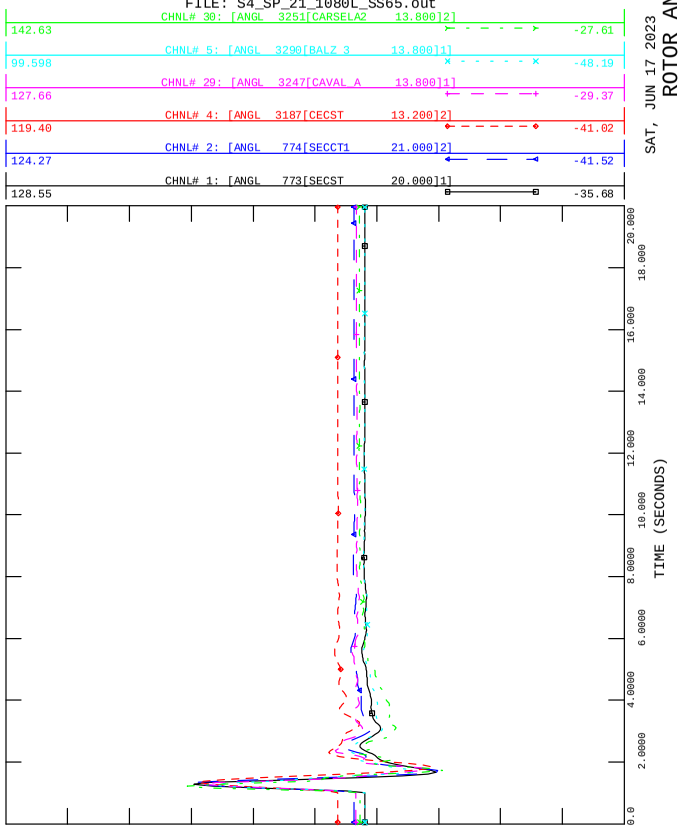
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65

FILE: S4_SP_21_1080L_SS65.out

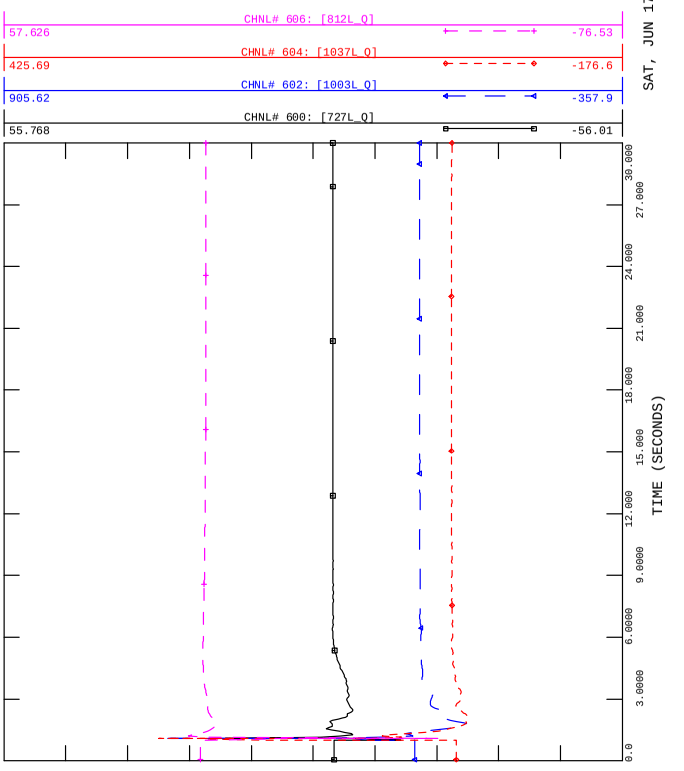
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25

FILE: S4_SP_20_1109L_S25.out

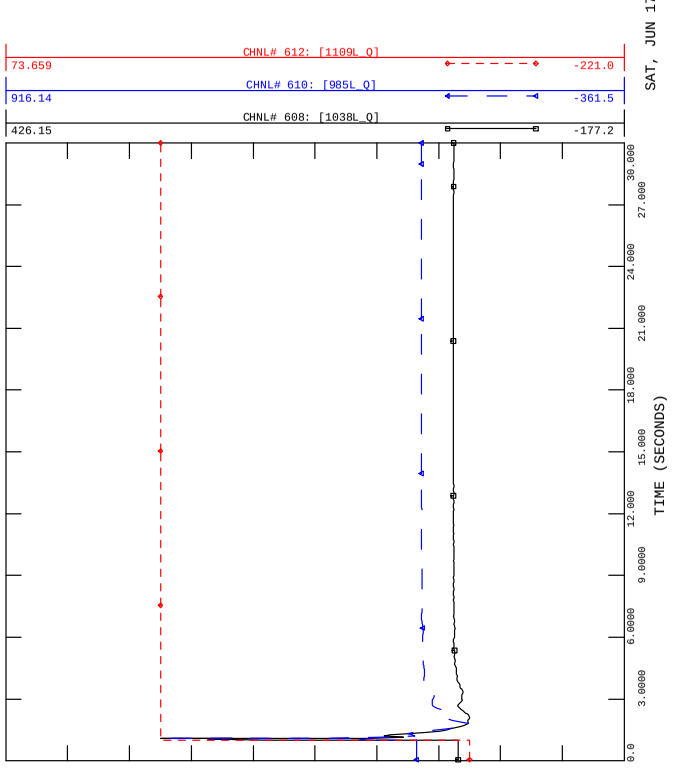
SAT, JUN 17 2023 23:58 BRANCH Q

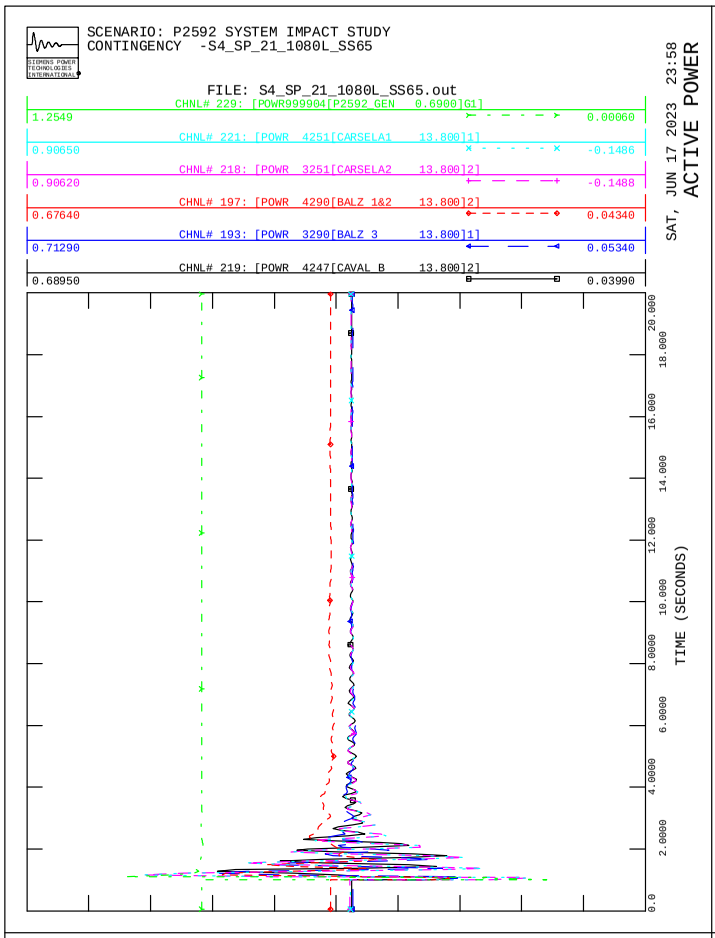


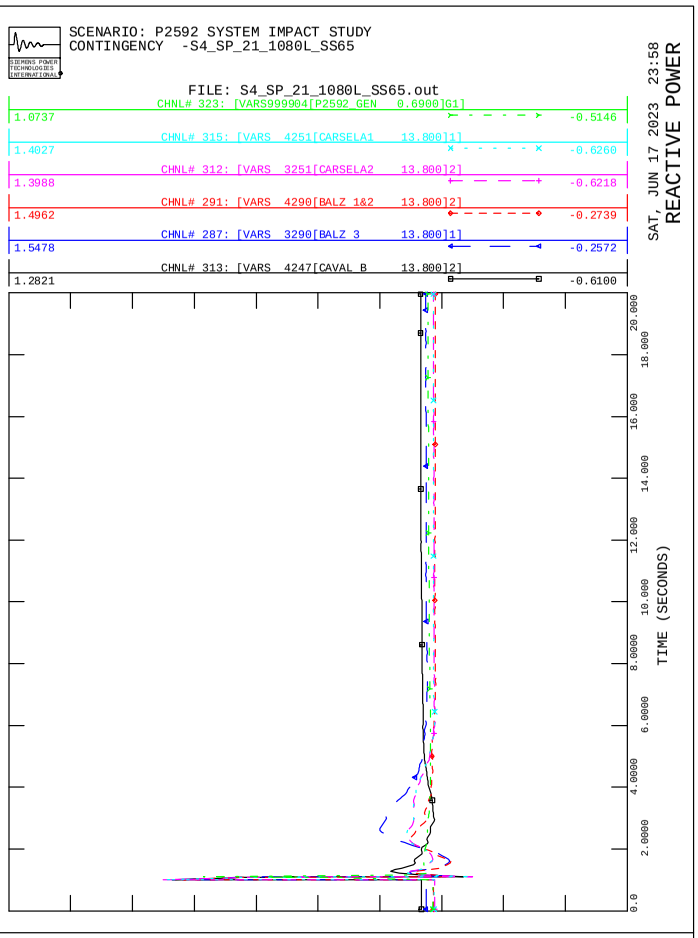
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_20_1109L_S25

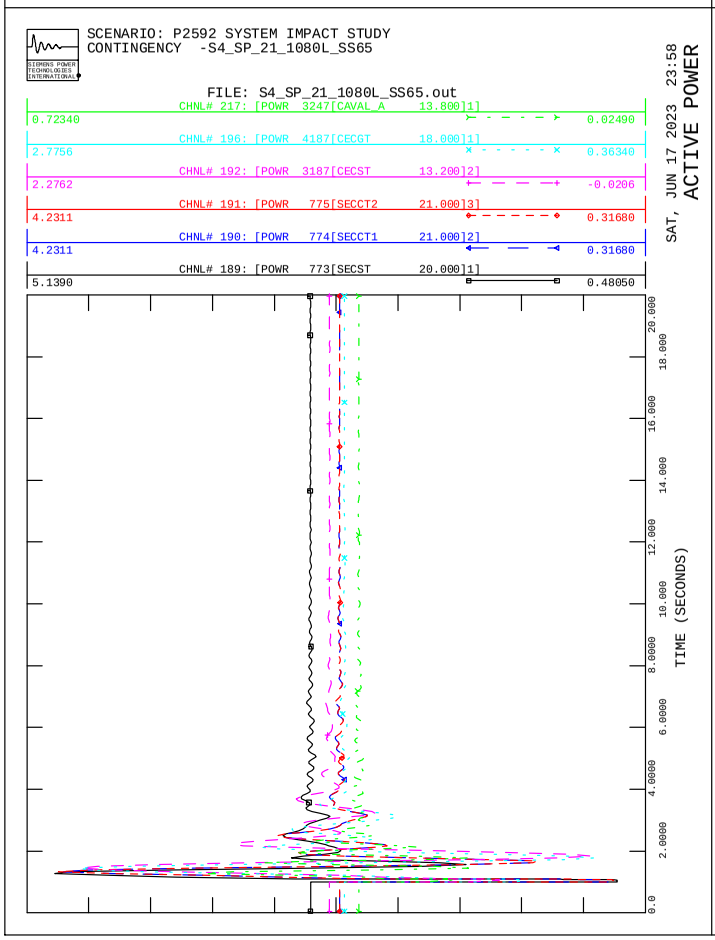
FILE: S4_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2549
0.00060
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.90650
-0.1486
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.90620
-0.1488
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.67640
0.04340
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.71290
0.05340
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.68950
0.03990
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.0737
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4027
-0.6260
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.3988
-0.6218
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.4962
-0.2739
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5478
-0.2572
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.2821
-0.6100
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.72340
0.02490
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.7756
0.36340
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.2762
-0.0206
CHNL# 191: [POWR 775[SECCT2 21.000]3]
4.2311
0.31680
CHNL# 190: [POWR 774[SECCT1 21.000]2]
4.2311
0.31680
CHNL# 189: [POWR 773[SECST 20.000]1]
5.1390
0.48050
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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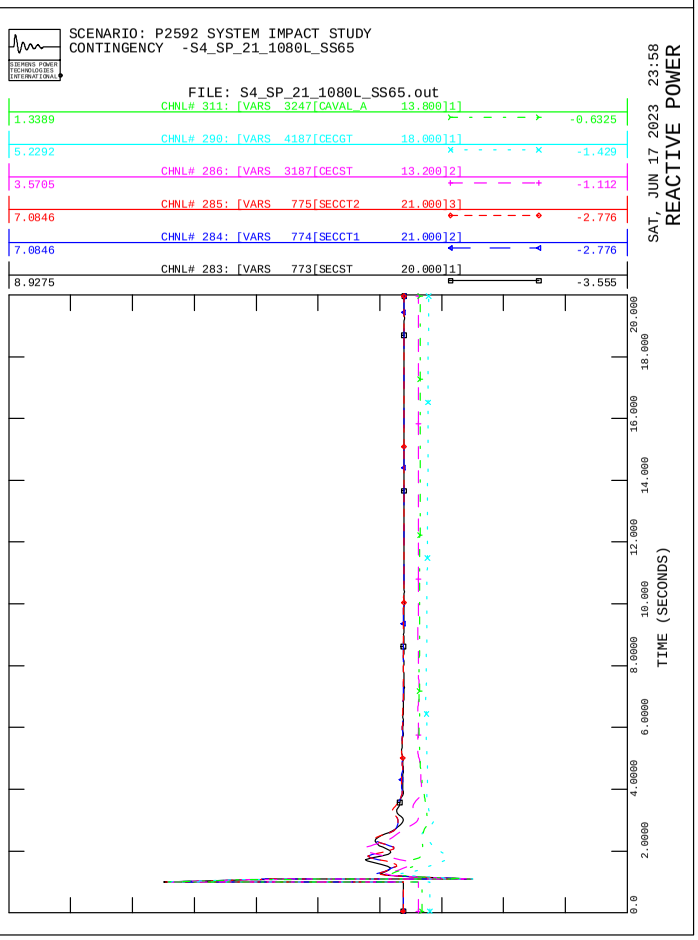
20.000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FILE: S4_SP_21_1080L_SS65.out
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1.3389
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CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.2292
-1.429
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.5705
-1.112
CHNL# 285: [VARS 775[SECCT2 21.000]3]
7.0846
-2.776
CHNL# 284: [VARS 774[SECCT1 21.000]2]
7.0846
-2.776
CHNL# 283: [VARS 773[SECST 20.000]1]
8.9275
-3.555
SAT, JUN 17 2023 23:58
REACTIVE POWER
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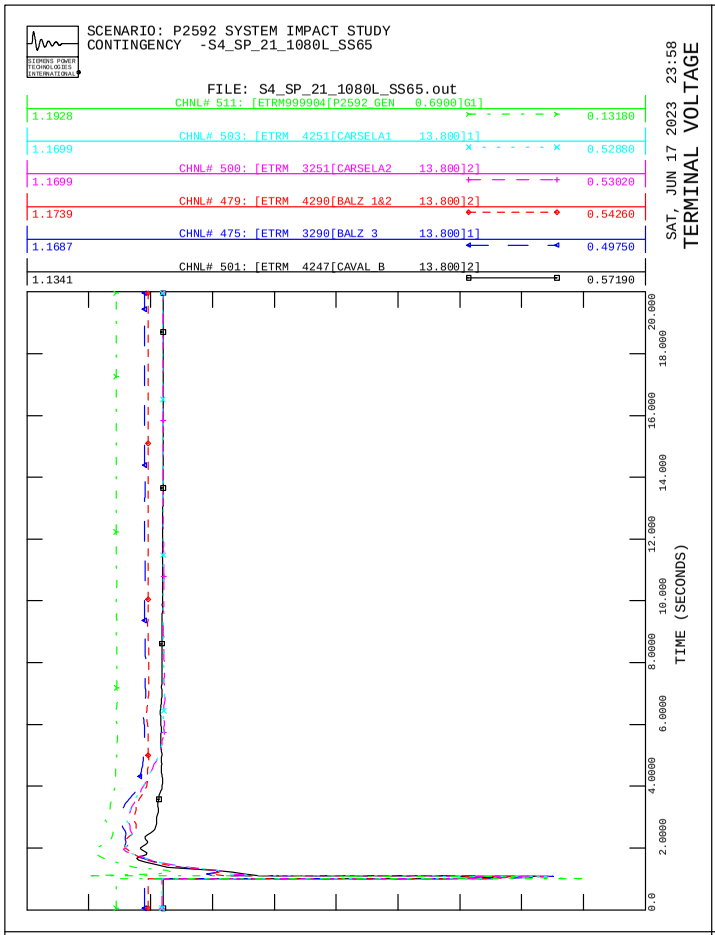
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CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1928
0.13180
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1699
0.52880
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1699
0.53020
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1739
0.54260
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1687
0.49750
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1341
0.57190
TIME (SECONDS)
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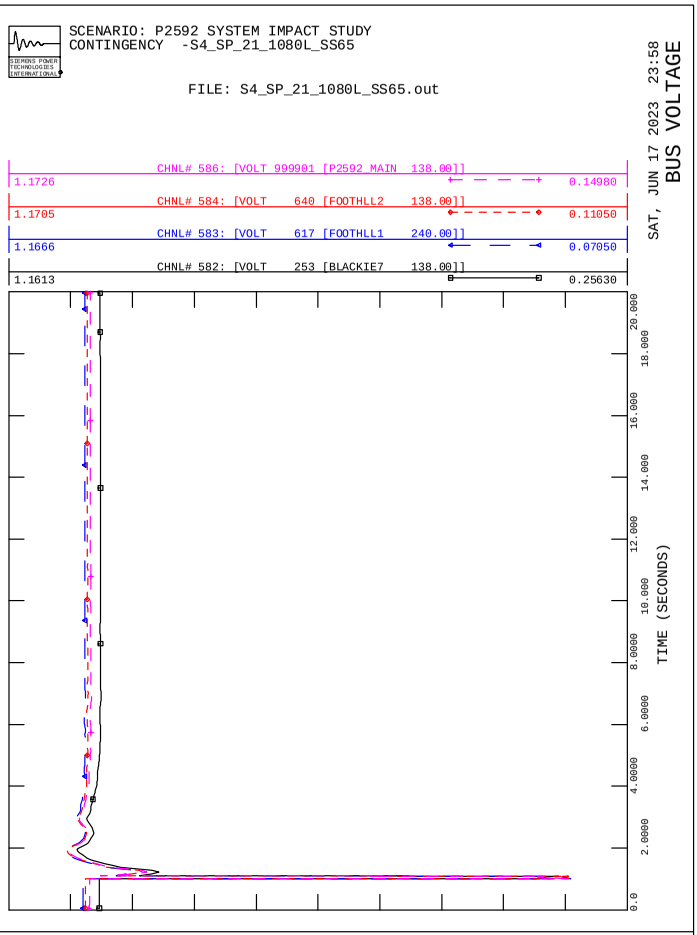
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1726
0.14980
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1705
0.11050
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1666
0.07050
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1613
0.25630
TIME (SECONDS)
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8.0000
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12.000
14.000
16.000
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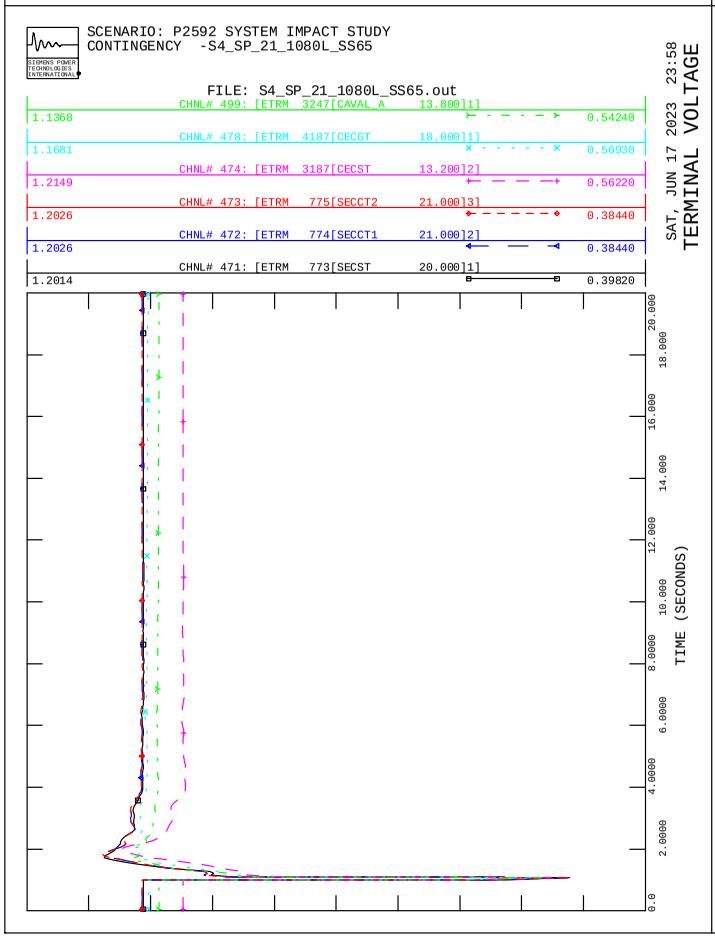
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
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SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1368
0.54240
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1681
0.56930
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2149
0.56220
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.2026
0.38440
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.2026
0.38440
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.2014
0.39820
TIME (SECONDS)
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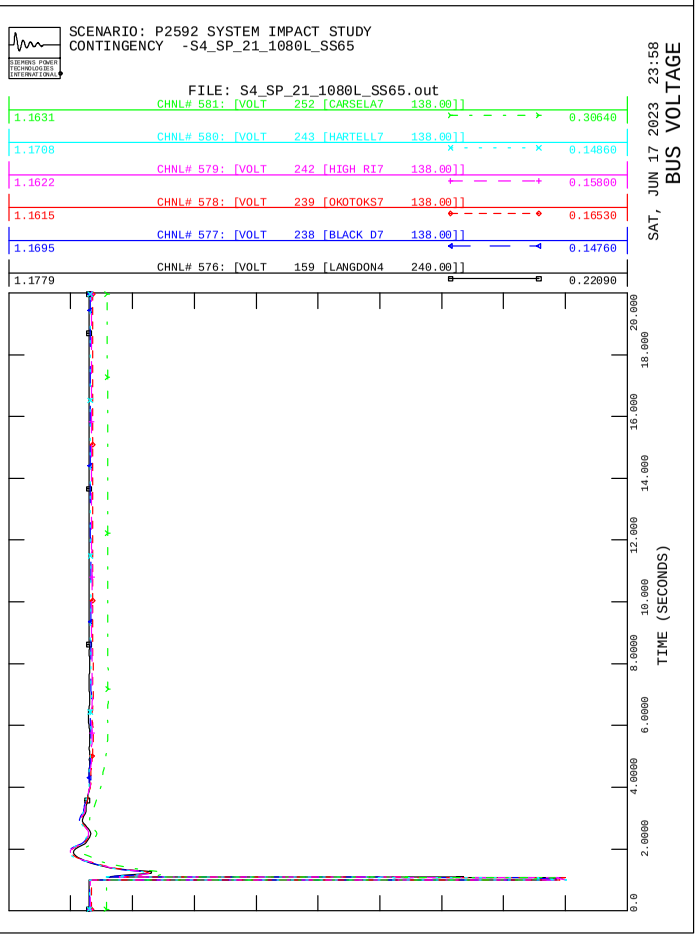
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1631
0.30640
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1708
0.14860
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1622
0.15800
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1615
0.16530
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1695
0.14760
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1779
0.22090
TIME (SECONDS)
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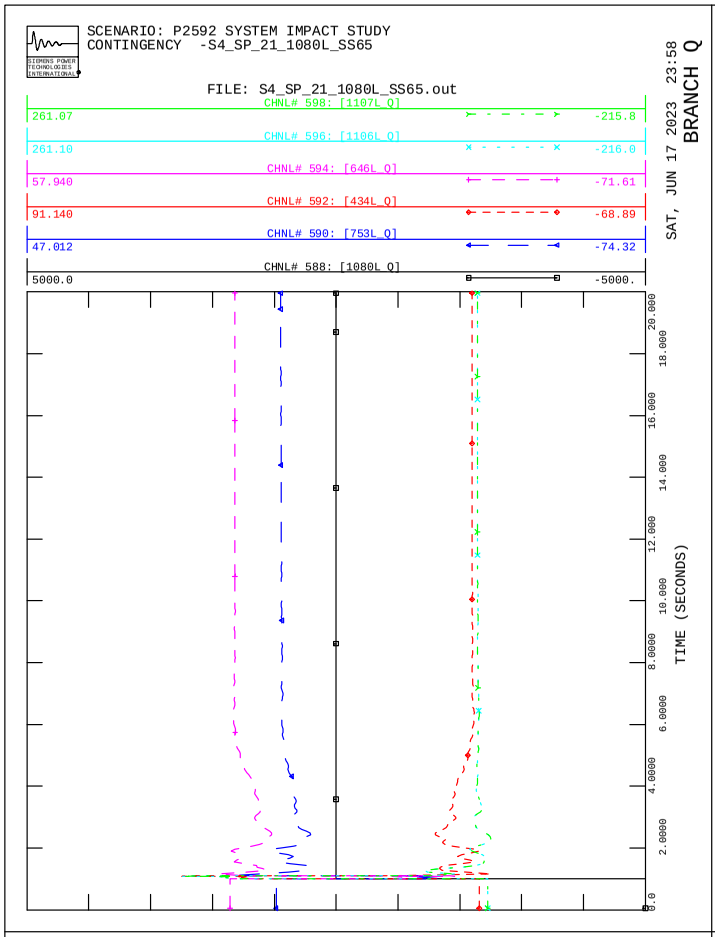
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 598: [1107L Q]
261.07
-215.8
CHNL# 596: [1106L Q]
261.10
-216.0
CHNL# 594: [646L Q]
57.940
-71.61
CHNL# 592: [434L Q]
91.140
-68.89
CHNL# 590: [753L Q]
47.012
-74.32
CHNL# 588: [1080L Q]
5000.0
-5000.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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12.000
14.000
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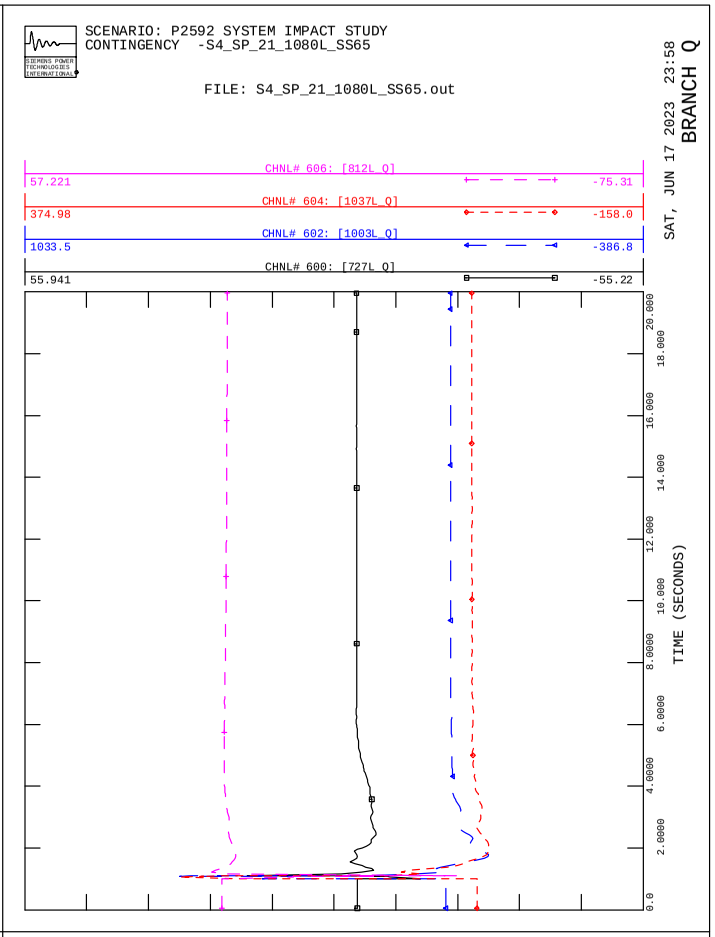
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 606: [812L Q]
57.221
-75.31
CHNL# 604: [1037L Q]
374.98
-158.0
CHNL# 602: [1003L Q]
1033.5
-386.8
CHNL# 600: [727L Q]
55.941
-55.22
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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8.0000
10.000
12.000
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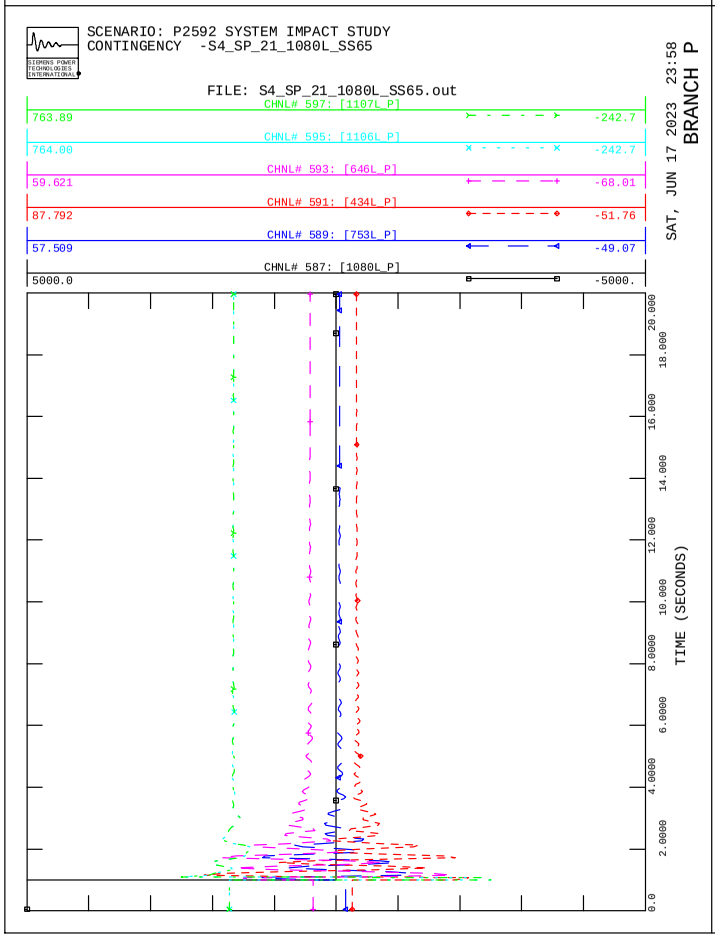
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 597: [1107L P]
763.89
-242.7
CHNL# 595: [1106L P]
764.00
-242.7
CHNL# 593: [646L P]
59.621
-68.01
CHNL# 591: [434L P]
87.792
-51.76
CHNL# 589: [753L P]
57.509
-49.07
CHNL# 587: [1080L P]
5000.0
-5000.
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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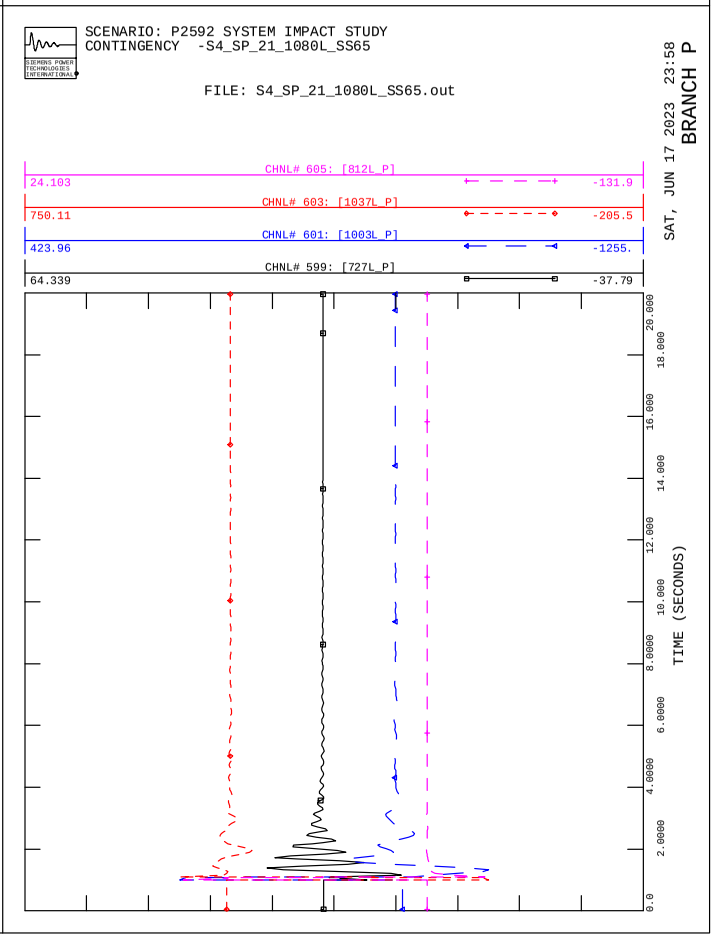
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 605: [812L P]
24.103
-131.9
CHNL# 603: [1037L P]
750.11
-205.5
CHNL# 601: [1003L P]
423.96
-1255.
CHNL# 599: [727L P]
64.339
-37.79
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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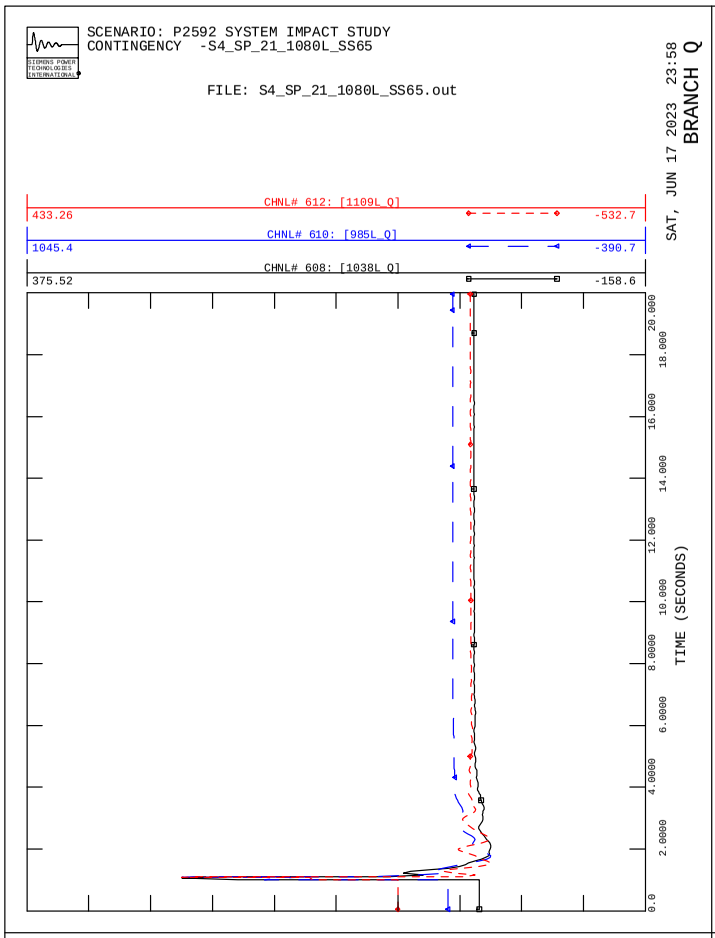
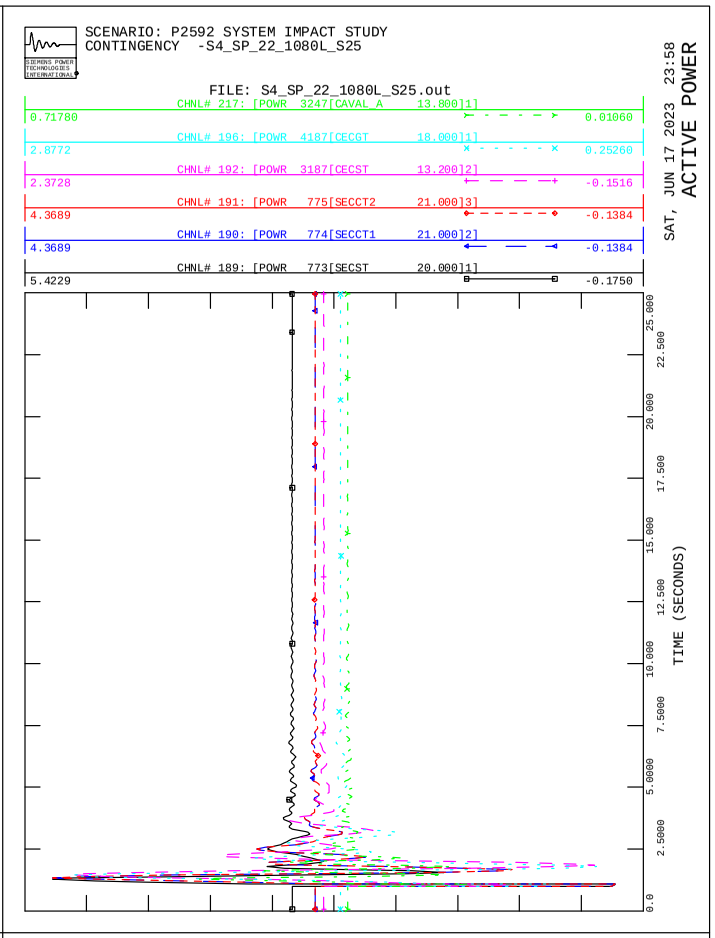
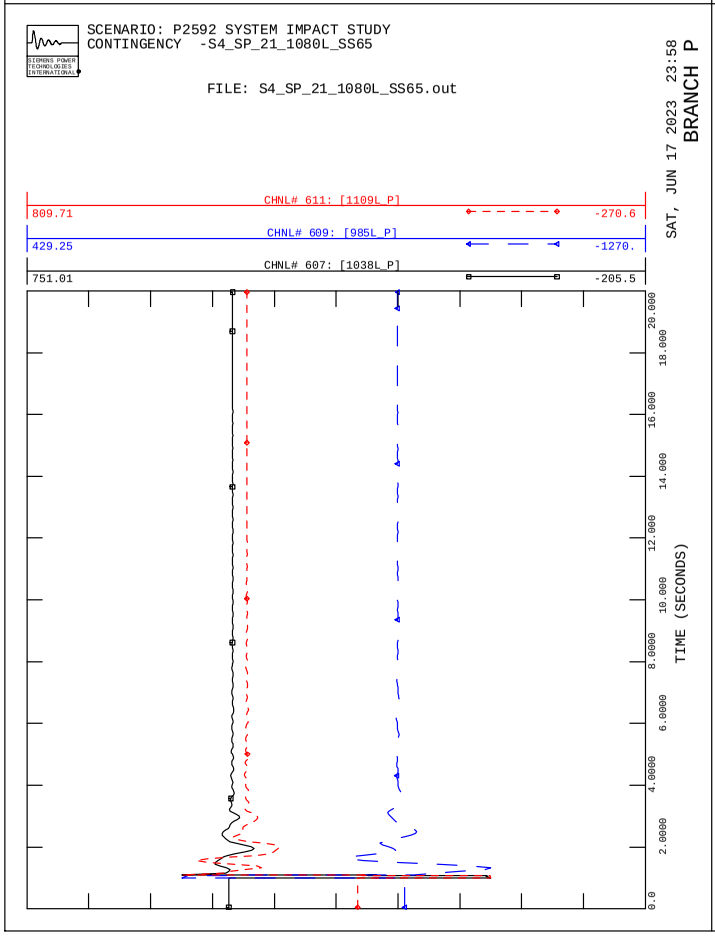
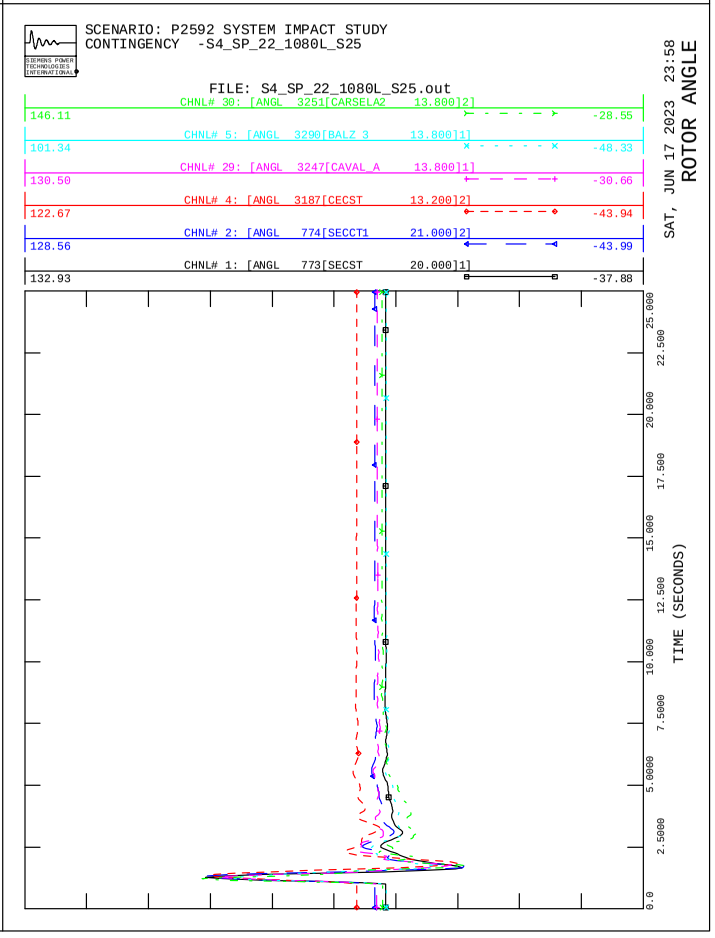
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 612: [1109L Q]
433.26
-532.7
CHNL# 610: [985L Q]
1045.4
-390.7
CHNL# 608: [1038L Q]
375.52
-158.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25
FILE: S4_SP_22_1080L_S25.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.71780
0.01060
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.8772
0.25260
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.3728
-0.1516
CHNL# 191: [POWR 775[SECCT2 21.000]3]
4.3689
-0.1384
CHNL# 190: [POWR 774[SECCT1 21.000]2]
4.3689
-0.1384
CHNL# 189: [POWR 773[SECST 20.000]1]
5.4229
-0.1750
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_21_1080L_SS65
FILE: S4_SP_21_1080L_SS65.out
CHNL# 611: [1109L P]
809.71
-270.6
CHNL# 609: [985L P]
429.25
-1270.
CHNL# 607: [1038L P]
751.01
-205.5
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)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CONTINGENCY -S4_SP_22_1080L_S25
FILE: S4_SP_22_1080L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
146.11
-28.55
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
101.34
-48.33
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
130.50
-30.66
CHNL# 4: [ANGL 3187[CECST 13.200]2]
122.67
-43.94
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
128.56
-43.99
CHNL# 1: [ANGL 773[SECST 20.000]1]
132.93
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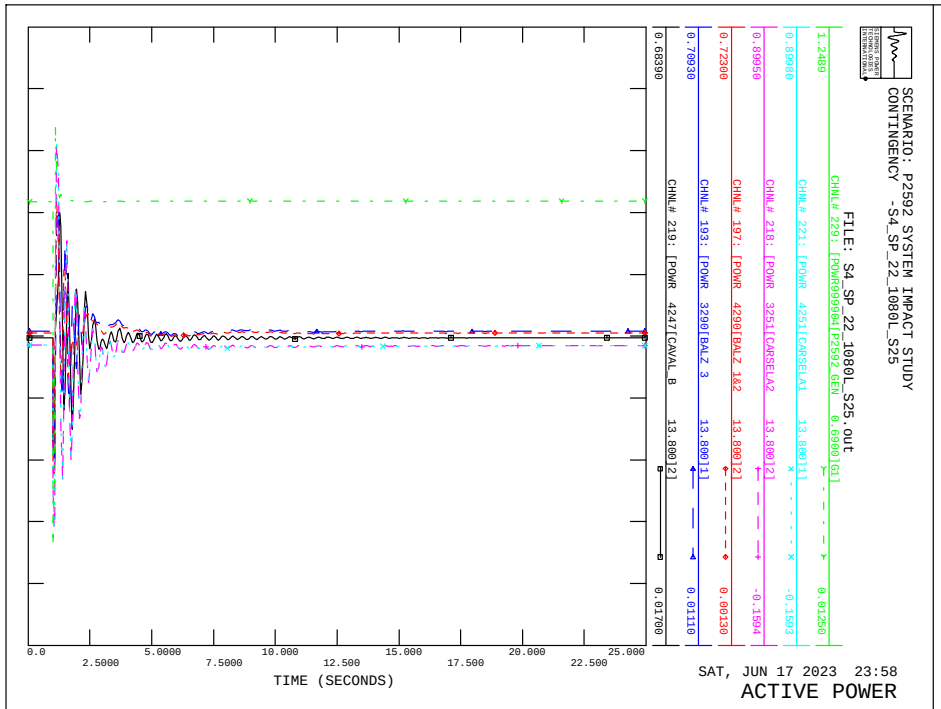
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)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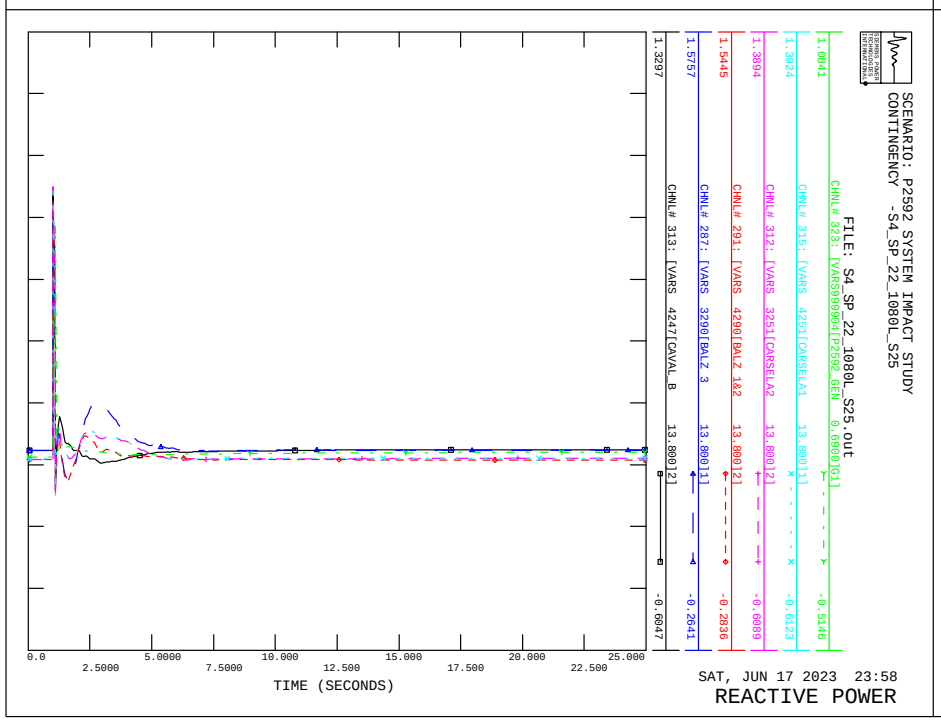
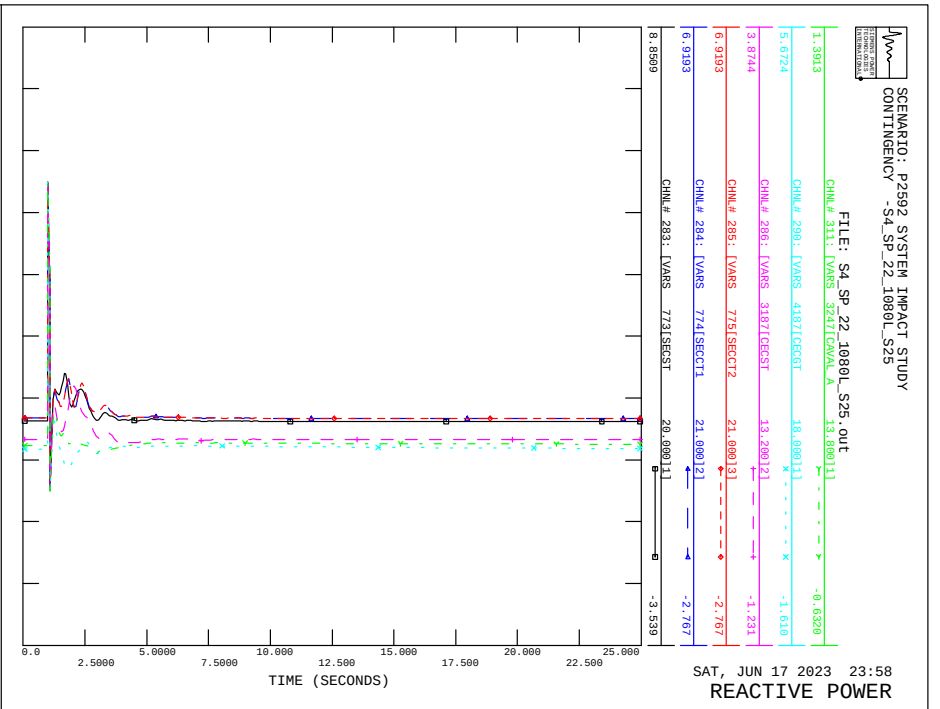
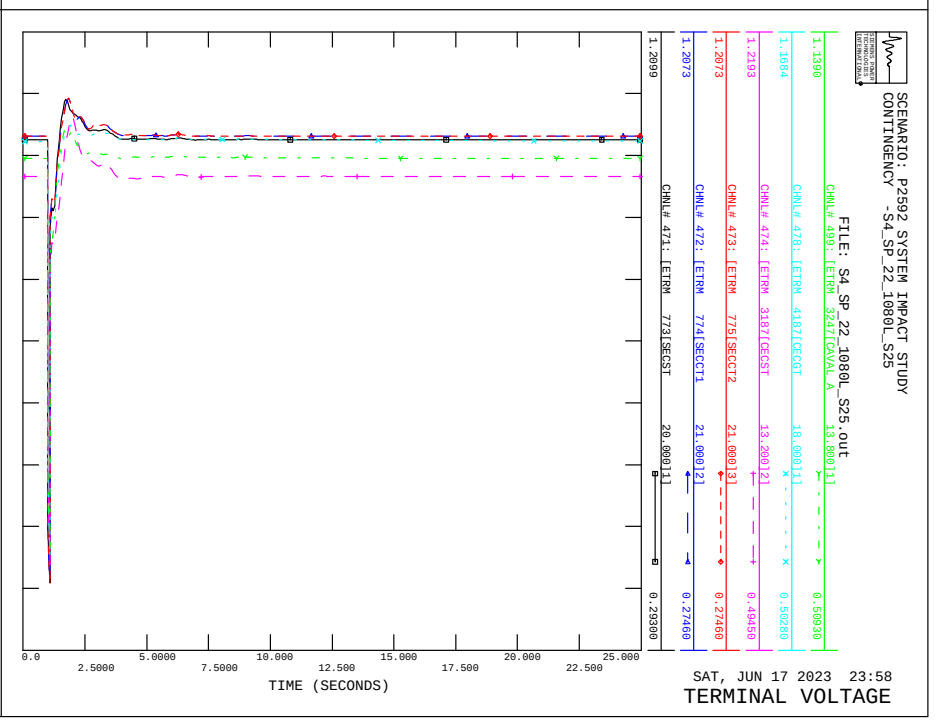
CONTINGENCY -S4_SP_22_1080L_S25
FILE: S4_SP_22_1080L_S25.out
CHNL# 229: [POWR999904[P2592_GEN 0.69001[G1]
CHNL# 221: [POWR 4251[CARSELA1 13.8001[1]
CHNL# 218: [POWR 3251[CARSELA2 13.8001[2]
CHNL# 197: [POWR 4290[BALZ 1&2 13.8001[2]
CHNL# 193: [POWR 3290[BALZ 3 13.8001[1]
CHNL# 219: [POWR 4247[CAVAL_B 13.8001[2]
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25
FILE: S4_SP_22_1080L_S25.out
CHNL# 323: [VARS999904[P2592_GEN 0.69001[G1]
CHNL# 315: [VARS 4251[CARSELA1 13.8001[1]
CHNL# 312: [VARS 3251[CARSELA2 13.8001[2]
CHNL# 291: [VARS 4290[BALZ 1&2 13.8001[2]
CHNL# 287: [VARS 3290[BALZ 3 13.8001[1]
CHNL# 313: [VARS 4247[CAVAL_B 13.8001[2]
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25
FILE: S4_SP_22_1080L_S25.out
CHNL# 311: [VARS 3247[CAVAL_A 13.8001[1]
CHNL# 290: [VARS 4187[CEGGT 18.0001[1]
CHNL# 286: [VARS 3187[CEGST 13.2001[2]
CHNL# 285: [VARS 775[SECCT2 21.0001[3]
CHNL# 284: [VARS 774[SECCT1 21.0001[2]
CHNL# 283: [VARS 773[SECST 20.0001[1]
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25
FILE: S4_SP_22_1080L_S25.out
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CHNL# 478: [ETRM 4187[CEGGT 18.0001[1]
CHNL# 474: [ETRM 3187[CEGST 13.2001[2]
CHNL# 473: [ETRM 775[SECCT2 21.0001[3]
CHNL# 472: [ETRM 774[SECCT1 21.0001[2]
CHNL# 471: [ETRM 773[SECST 20.0001[1]
TIME (SECONDS)
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1659 0.31040

CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1740 0.16320

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1652 0.17220

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1644 0.17860

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1726 0.16220

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1800 0.08230

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P]
748.11 -227.0

CHNL# 595: [1106L P]
748.23 -227.0

CHNL# 593: [646L P]
60.008 -68.03

CHNL# 591: [434L P]
88.139 -52.28

CHNL# 589: [753L P]
57.743 -49.64

CHNL# 587: [1080L P]
350.96 -117.0

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1891 0.14550

CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1720 0.53160

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1720 0.53310

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1743 0.47890

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1698 0.42810

CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1359 0.54150

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1757 0.16450

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1736 0.12960

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1698 0.09260

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1640 0.25450

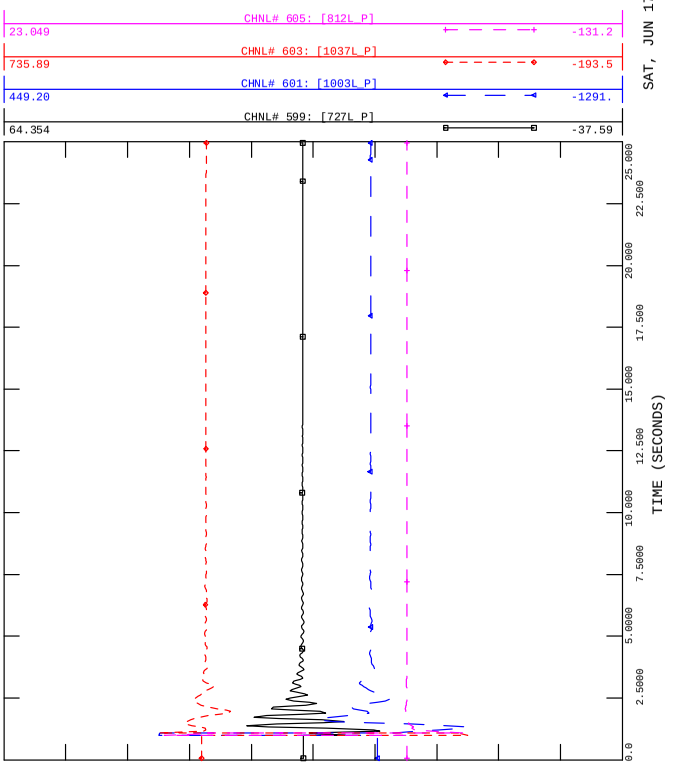
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

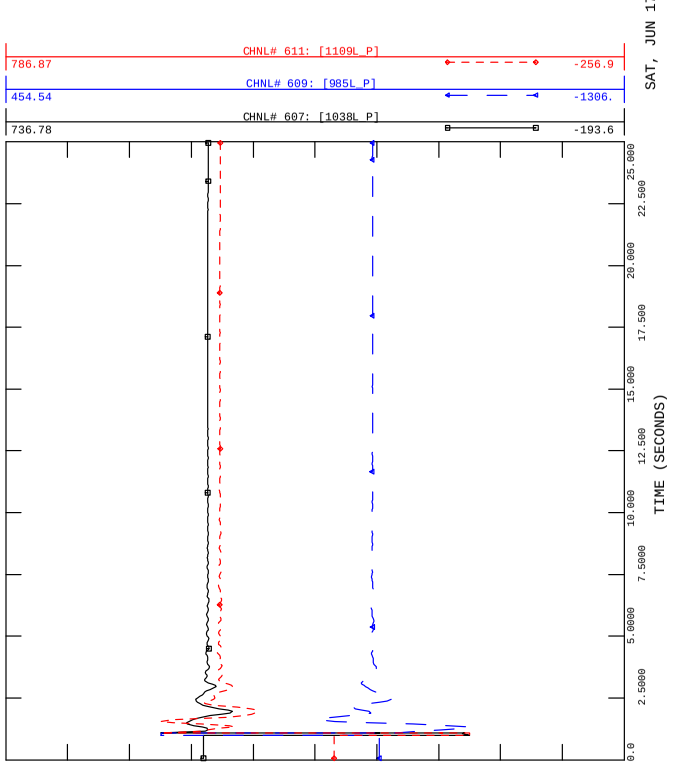
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

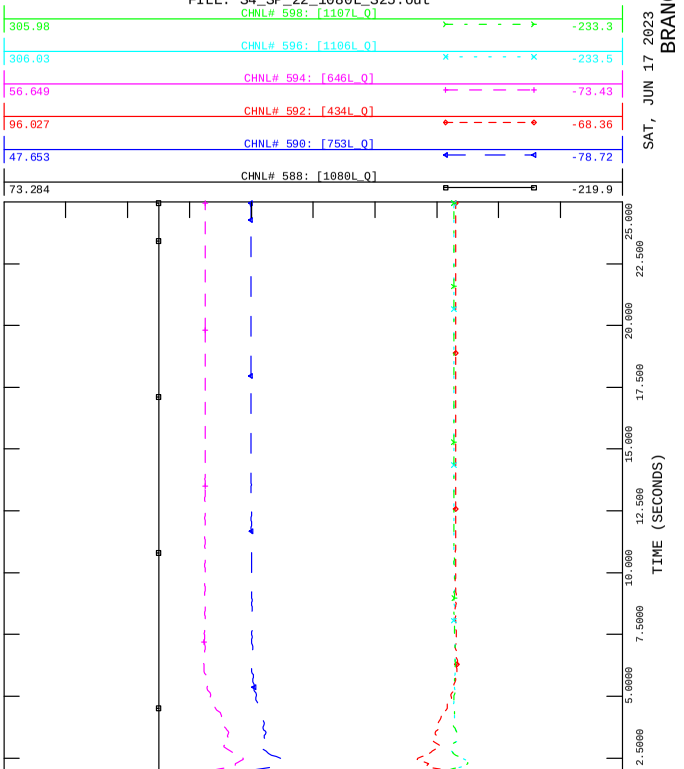
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

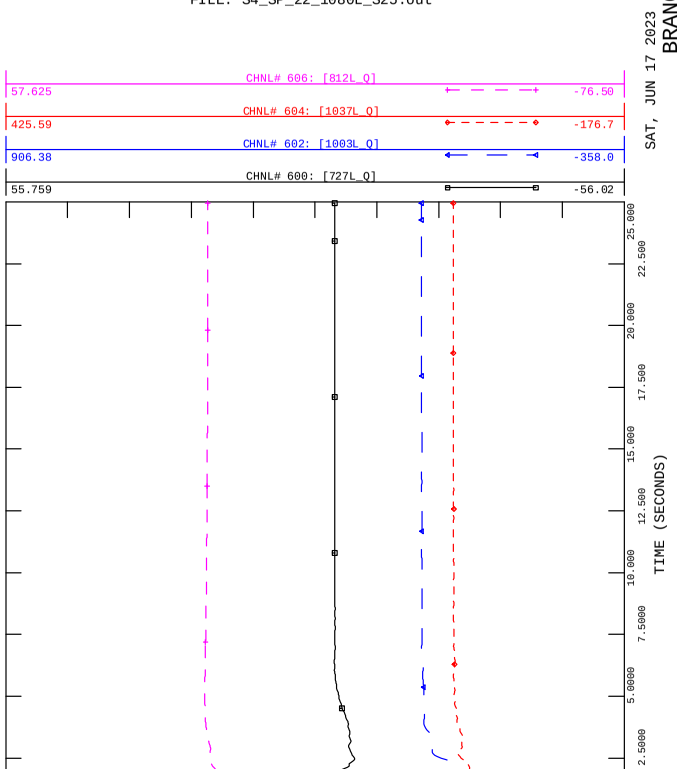
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 115.24 -12.74

CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 82.183 -42.94

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1] 110.02 -17.98

CHNL# 4: [ANGL 3187[CECST 13.200]2] 104.14 -24.53

CHNL# 2: [ANGL 774[SECCT1 21.000]2] 103.44 -26.83

CHNL# 1: [ANGL 773[SECST 20.000]1] 105.99 -22.81

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1] 1.3152 0.14710

CHNL# 221: [POWR 4251[CARSELA1 13.800]1] 0.61960 -0.0940

CHNL# 218: [POWR 3251[CARSELA2 13.800]2] 0.61950 -0.0941

CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2] 0.63950 0.03620

CHNL# 193: [POWR 3290[BALZ 3 13.800]1] 0.65670 0.02350

CHNL# 219: [POWR 4247[CAVAL B 13.800]2] 0.61650 0.05360

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_22_1080L_S25

FILE: S4_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 612: [1109L Q] 507.89 -1415.

CHNL# 610: [985L Q] 916.91 -361.7

CHNL# 608: [1038L Q] 426.05 -177.2

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL A 13.800]1] 0.62320 0.06490

CHNL# 196: [POWR 4187[CECGT 18.000]1] 2.3021 0.64920

CHNL# 192: [POWR 3187[CECST 13.200]2] 1.7515 0.37180

CHNL# 191: [POWR 775[SECCT2 21.000]3] 3.2679 0.14350

CHNL# 190: [POWR 774[SECCT1 21.000]2] 3.2679 0.14350

CHNL# 189: [POWR 773[SECST 20.000]1] 3.9477 0.26060

TIME (SECONDS)

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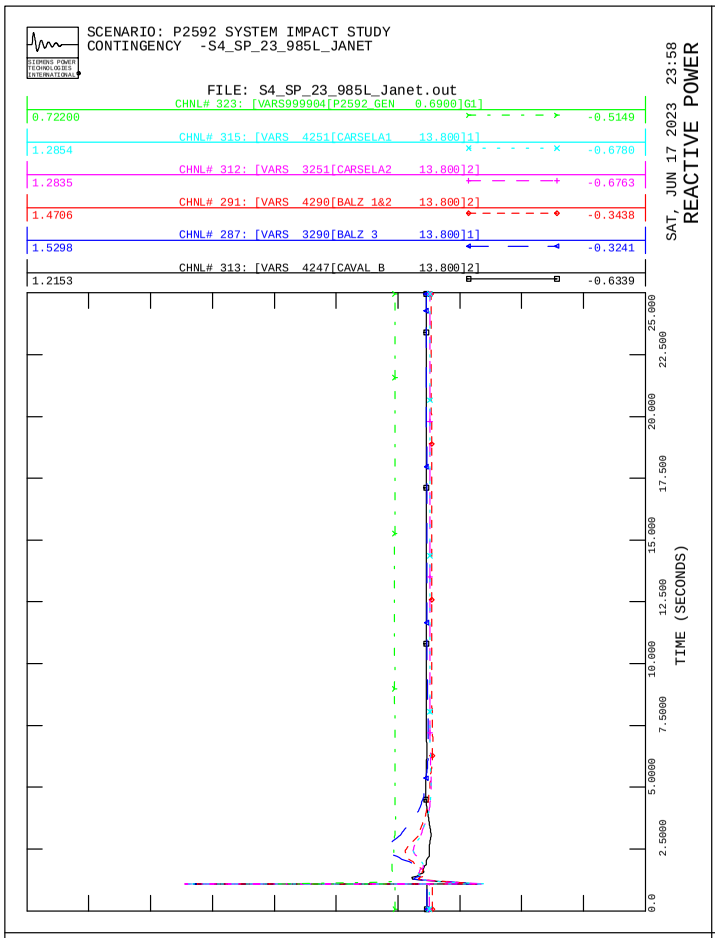
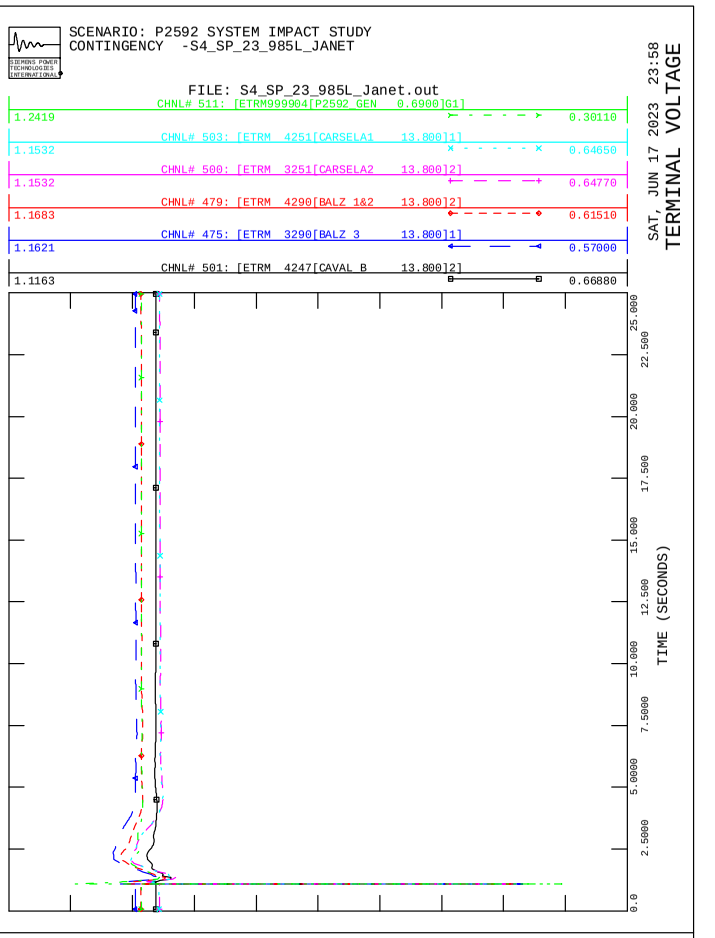
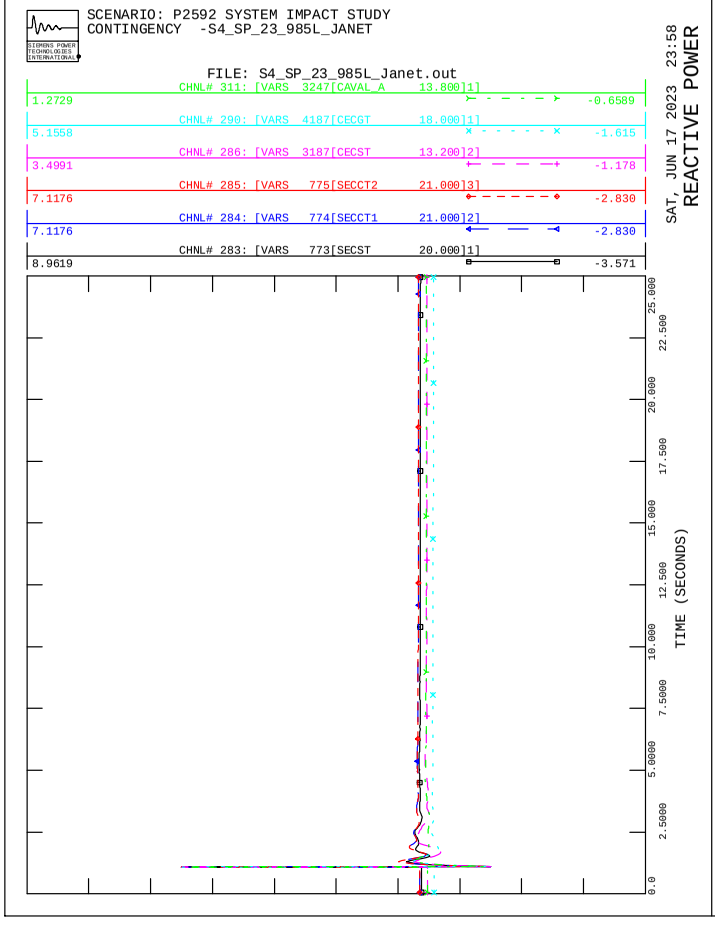
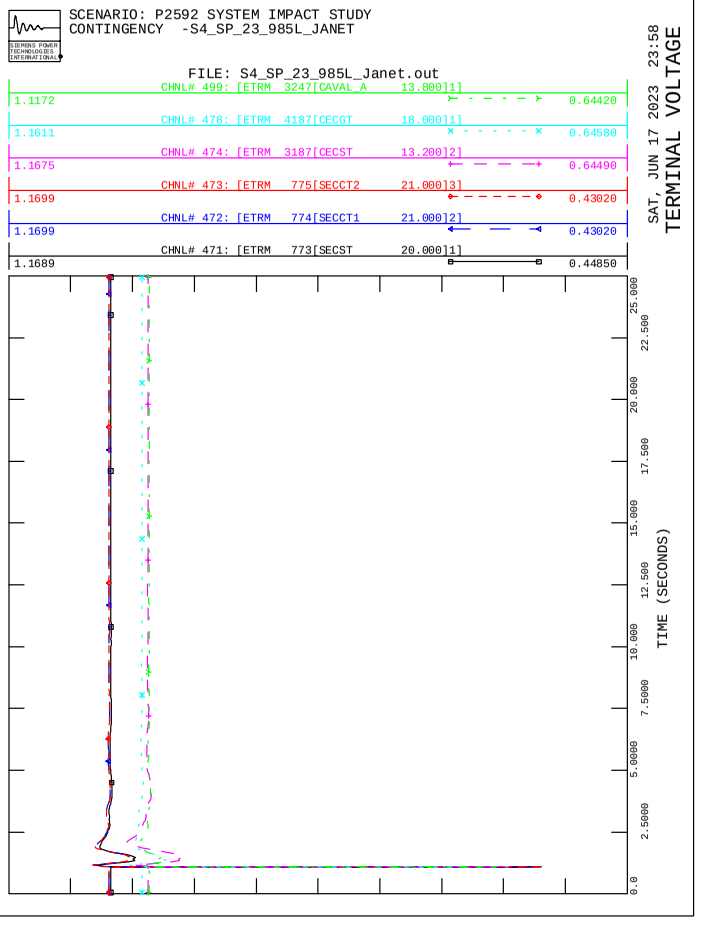

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET
FILE: S4_SP_23_985L_Janet.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
0.72200 -0.5149
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.2854 -0.6780
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.2835 -0.6763
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.4706 -0.3438
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5298 -0.3241
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.2153 -0.6339
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET
FILE: S4_SP_23_985L_Janet.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2419 0.30110
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1532 0.64650
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1532 0.64770
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1683 0.61510
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1621 0.57000
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1163 0.66880
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET
FILE: S4_SP_23_985L_Janet.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.2729 -0.6589
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.1558 -1.615
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.4991 -1.178
CHNL# 285: [VARS 775[SECCT2 21.000]3]
7.1176 -2.830
CHNL# 284: [VARS 774[SECCT1 21.000]2]
7.1176 -2.830
CHNL# 283: [VARS 773[SECST 20.000]1]
8.9619 -3.571
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET
FILE: S4_SP_23_985L_Janet.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1172 0.64420
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1611 0.64580
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1675 0.64490
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1699 0.43020
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1699 0.43020
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1689 0.44850
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

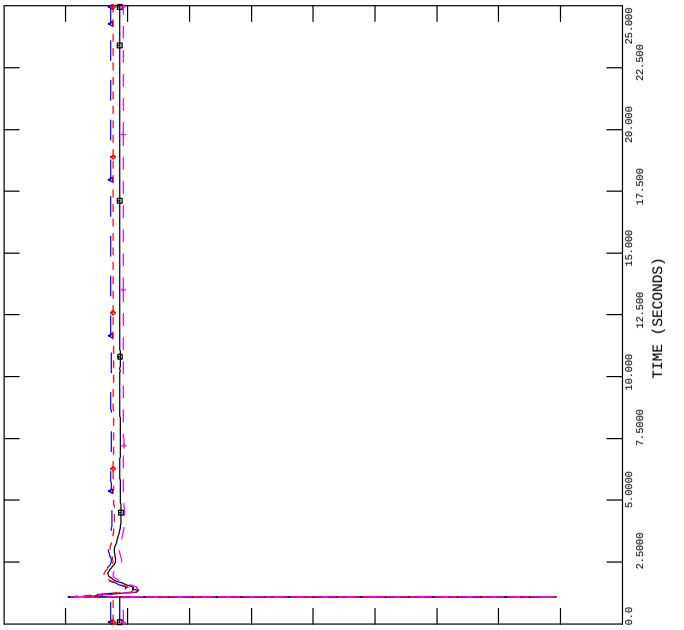
BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.2136 0.31030

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.2034 0.27090

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.2023 0.23570

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1727 0.40530



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 598: [1107L Q]
269.14 -235.3

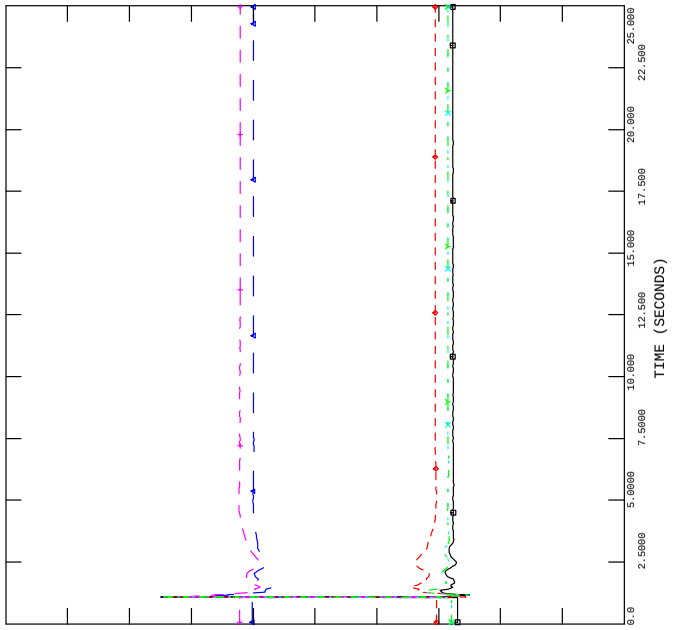
CHNL# 596: [1106L Q]
269.21 -235.5

CHNL# 594: [646L Q]
68.546 -72.09

CHNL# 592: [434L Q]
82.817 -73.38

CHNL# 590: [753L Q]
50.916 -81.58

CHNL# 588: [1080L Q]
250.82 -291.4



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1596 0.45000

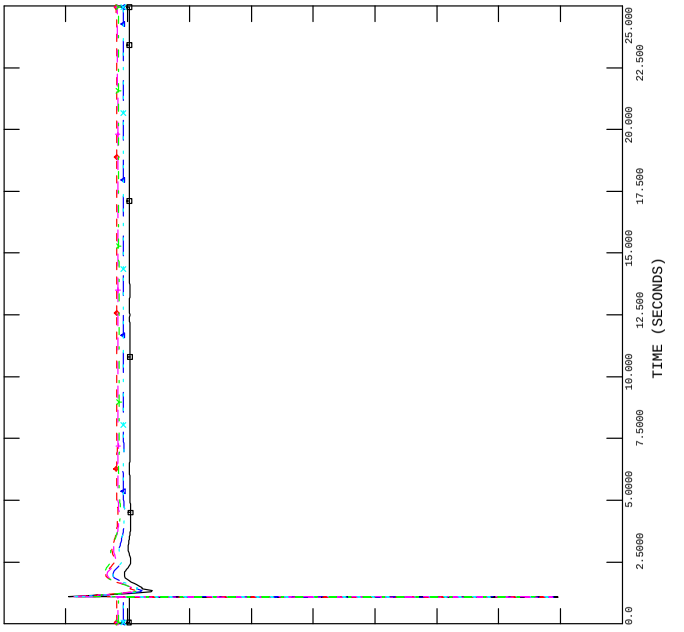
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.2117 0.30880

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1921 0.30970

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1860 0.32170

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.2103 0.30760

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.2482 0.28830



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P]
667.20 -112.9

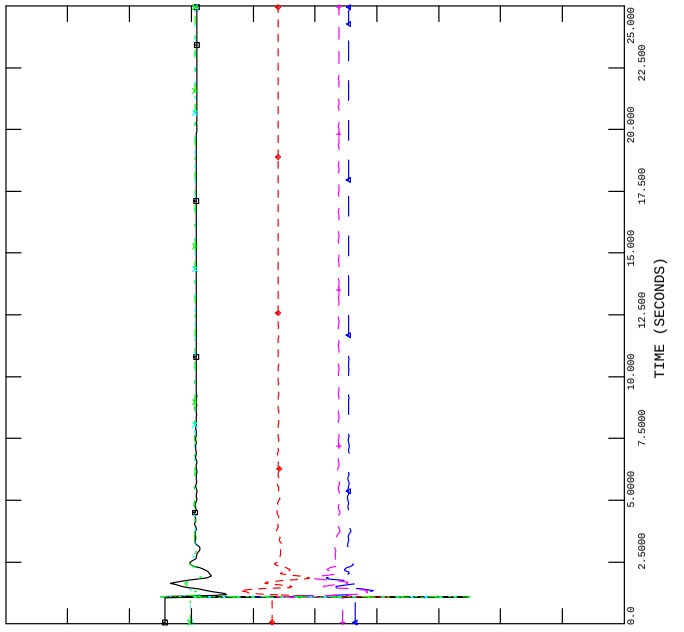
CHNL# 595: [1106L P]
667.29 -112.9

CHNL# 593: [646L P]
53.241 -43.47

CHNL# 591: [434L P]
60.001 -45.87

CHNL# 589: [753L P]
58.297 -40.28

CHNL# 587: [1080L P]
330.36 -53.83

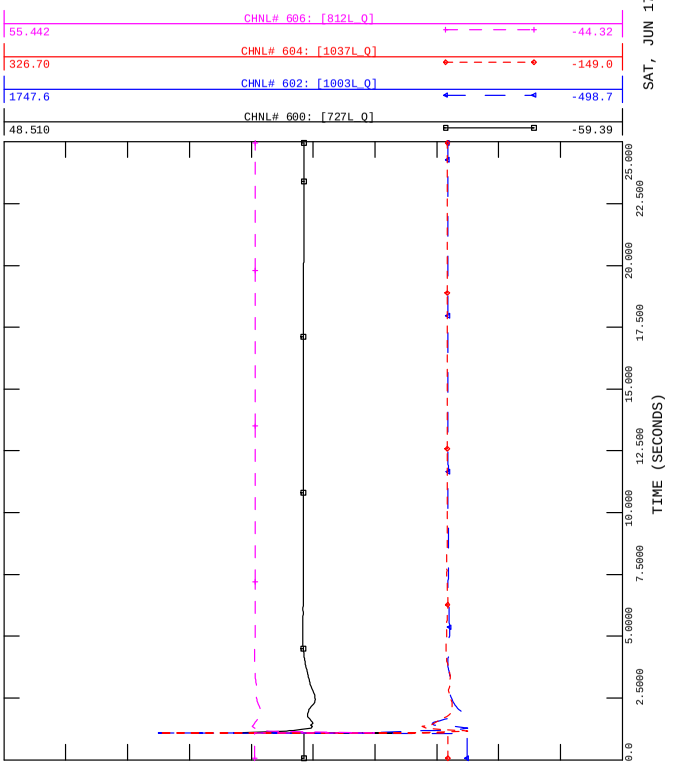


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BRANCH Q

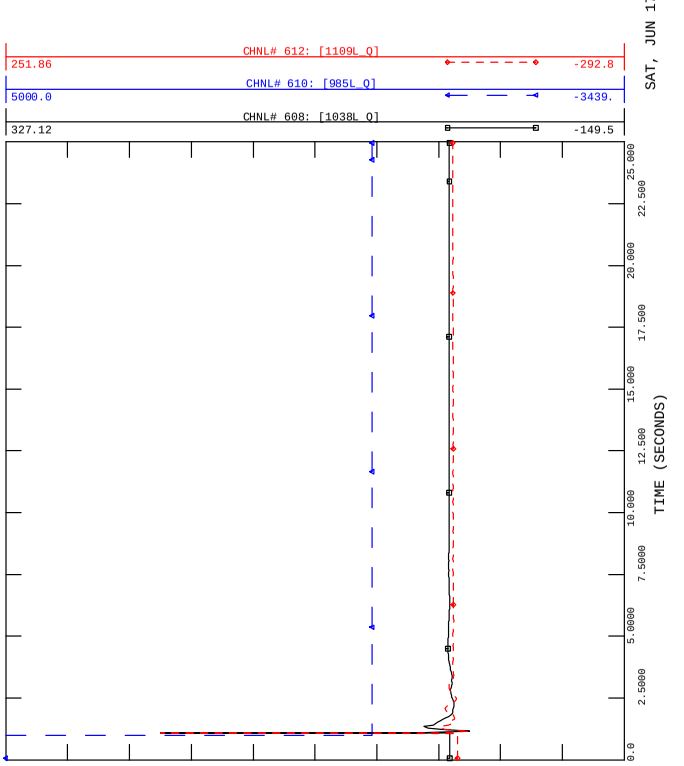


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BRANCH Q

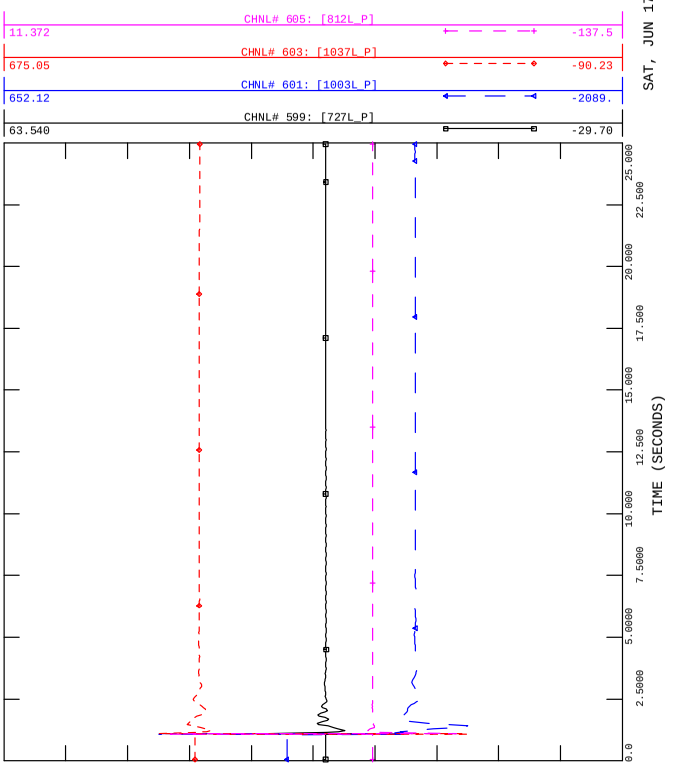


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

FILE: S4_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:58

BRANCH P

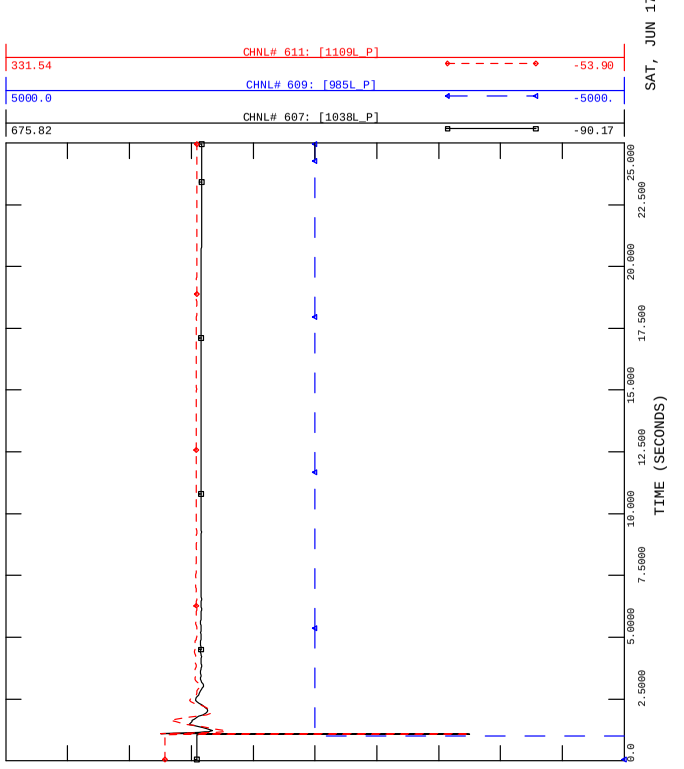


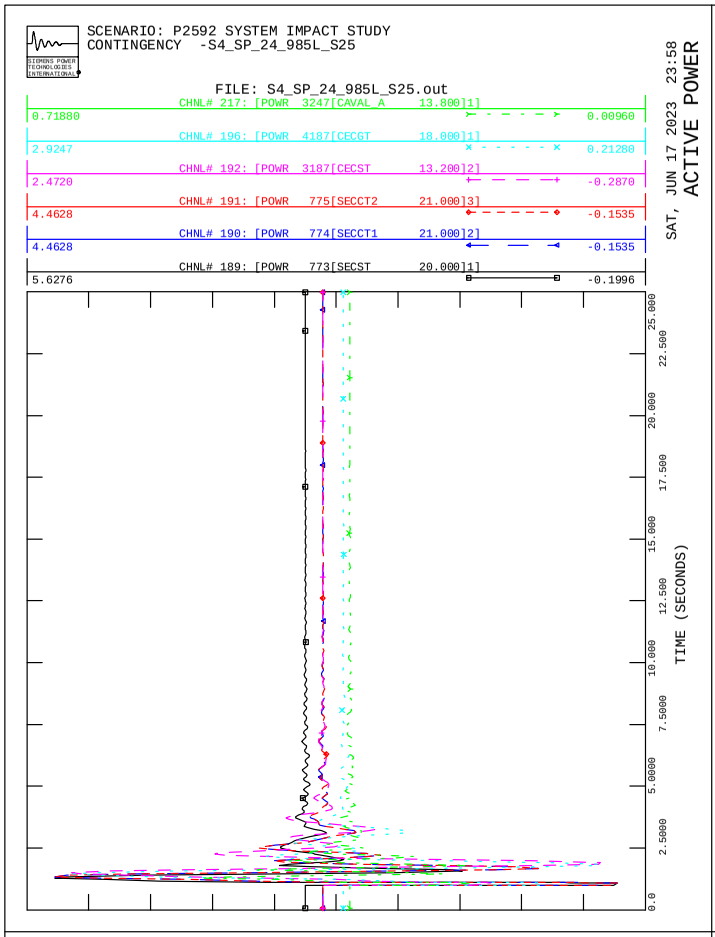
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_23_985L_JANET

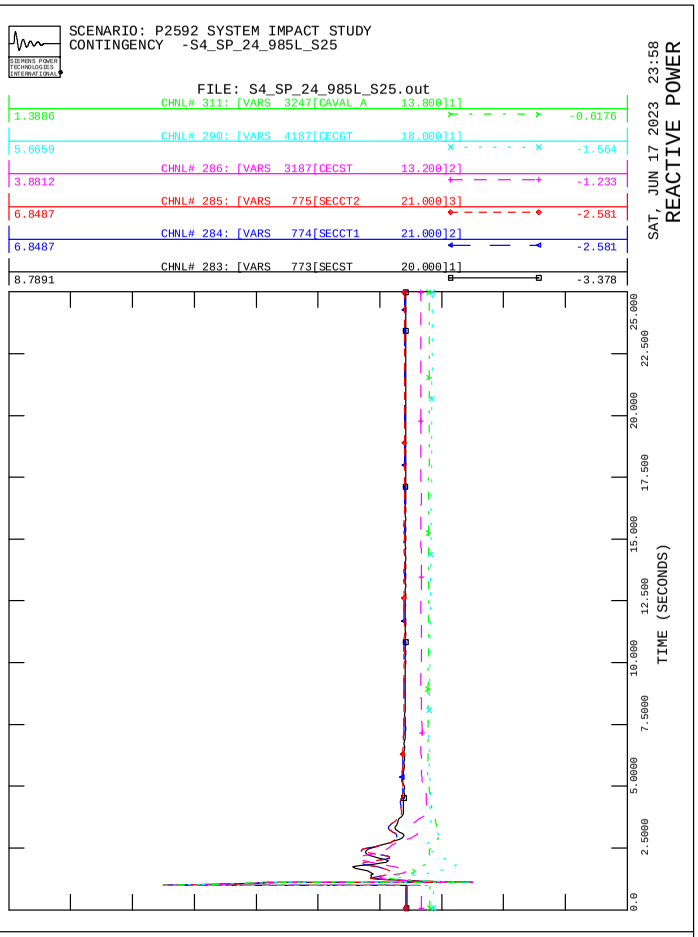
FILE: S4_SP_23_985L_Janet.out

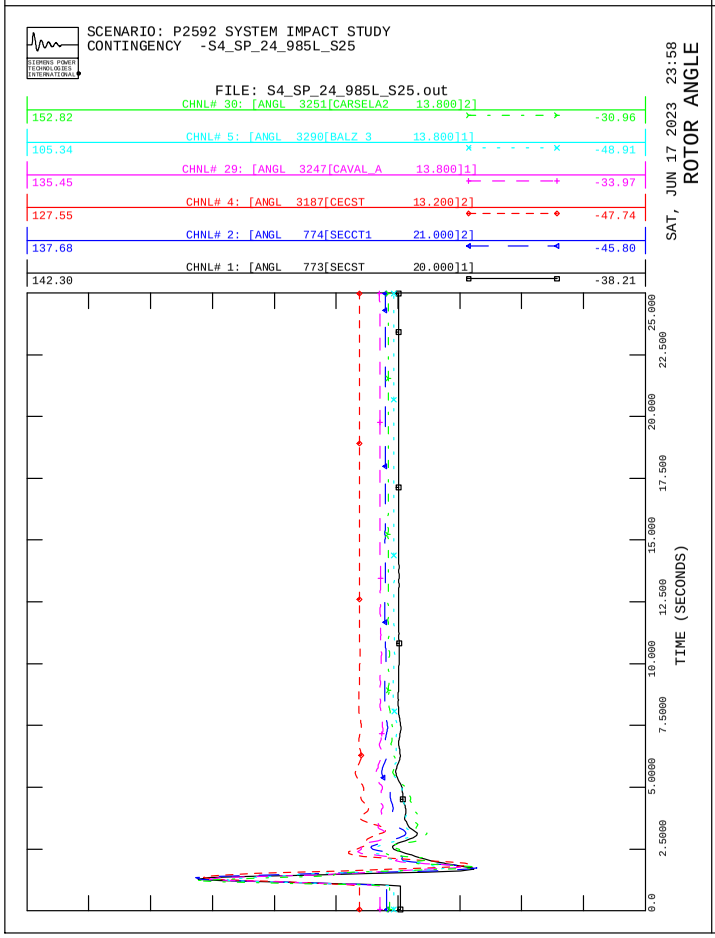
SAT, JUN 17 2023 23:58

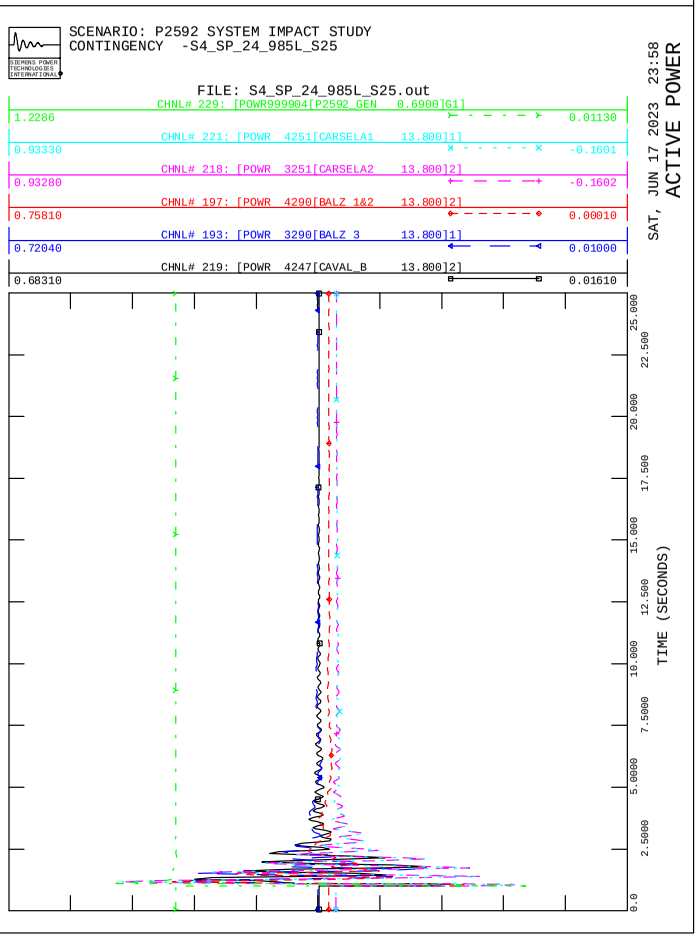
BRANCH P

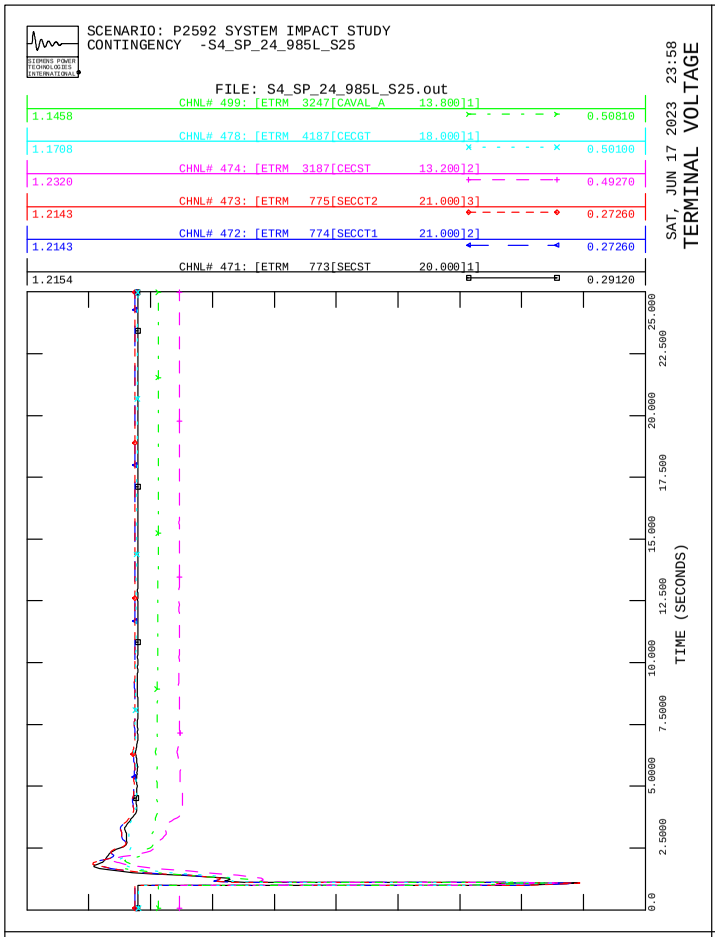


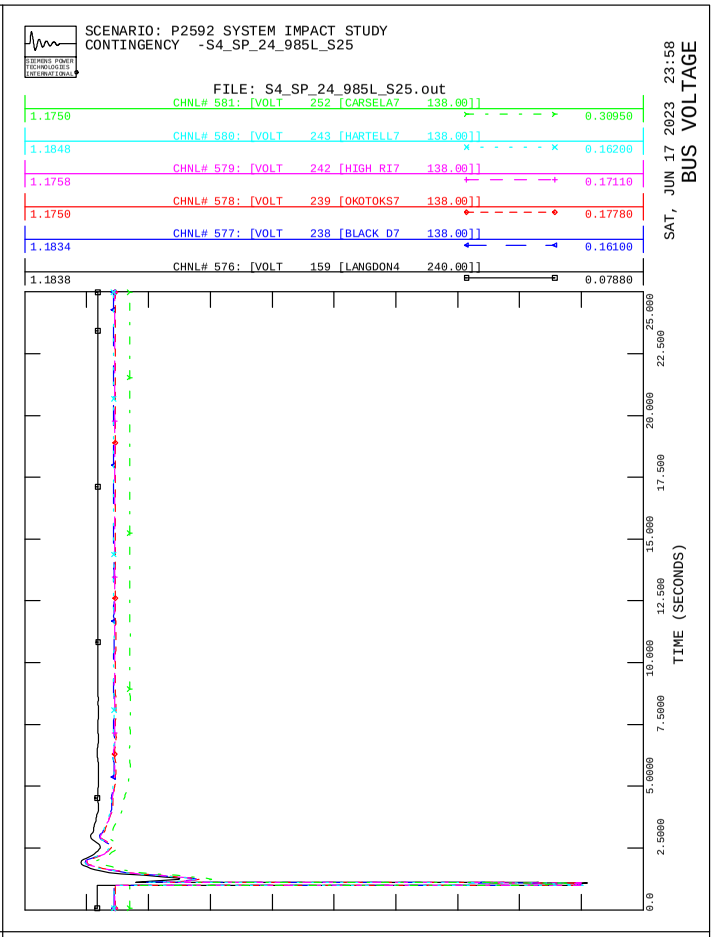

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.71880
0.00960
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.9247
0.21280
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.4720
-0.2870
CHNL# 191: [POWR 775[SECCT2 21.000]3]
4.4628
-0.1535
CHNL# 190: [POWR 774[SECCT1 21.000]2]
4.4628
-0.1535
CHNL# 189: [POWR 773[SECST 20.000]1]
5.6276
-0.1996
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3886
-0.6176
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.6659
-1.564
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.8812
-1.233
CHNL# 285: [VARS 775[SECCT2 21.000]3]
6.8487
-2.581
CHNL# 284: [VARS 774[SECCT1 21.000]2]
6.8487
-2.581
CHNL# 283: [VARS 773[SECST 20.000]1]
8.7891
-3.378
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
152.82
-30.96
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
105.34
-48.91
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
135.45
-33.97
CHNL# 4: [ANGL 3187[CECST 13.200]2]
127.55
-47.74
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
137.68
-45.80
CHNL# 1: [ANGL 773[SECST 20.000]1]
142.30
-38.21
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2286
0.01130
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.93330
-0.1601
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.93280
-0.1602
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.75810
0.00010
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.72040
0.01000
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.68310
0.01610
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1] 0.50810
CHNL# 478: [ETRM 4187[CECGT 18.000]1] 0.50100
CHNL# 474: [ETRM 3187[CECST 13.200]2] 0.49270
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 0.27260
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 0.27260
CHNL# 471: [ETRM 773[SECST 20.000]1] 0.29120
1.1458
1.1708
1.2320
1.2143
1.2143
1.2154
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 581: [VOLT 252 [CARSELA7 138.00]] 0.30950
CHNL# 580: [VOLT 243 [HARTELL7 138.00]] 0.16200
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]] 0.17110
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]] 0.17780
CHNL# 577: [VOLT 238 [BLACK D7 138.00]] 0.16100
CHNL# 576: [VOLT 159 [LANGDON4 240.00]] 0.07880
1.1750
1.1848
1.1758
1.1750
1.1834
1.1838
0.0
2.5000
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7.5000
10.000
12.500
15.000
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20.000
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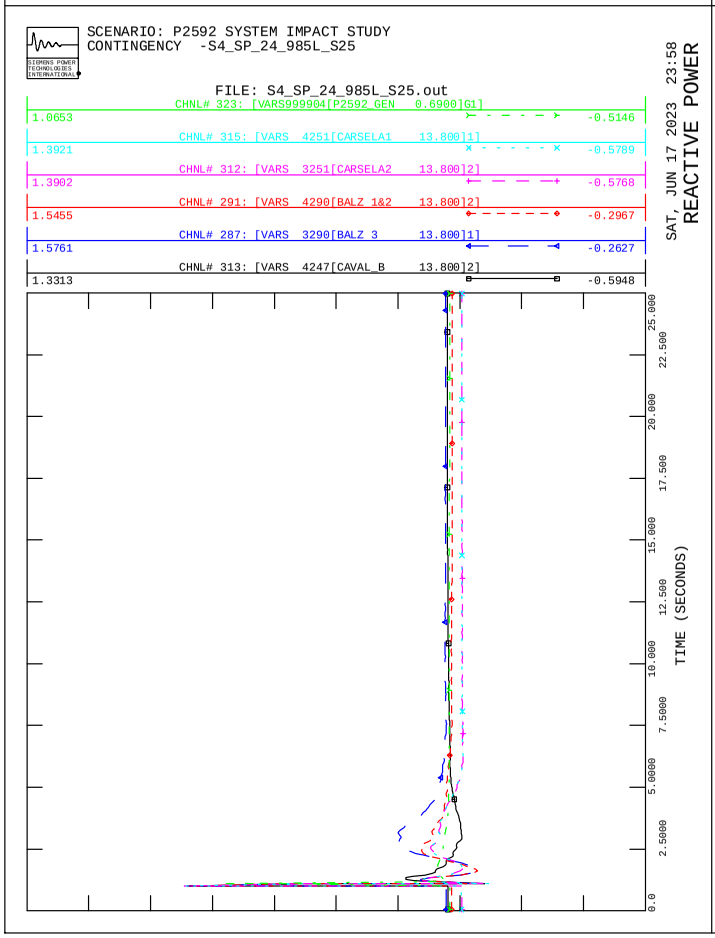
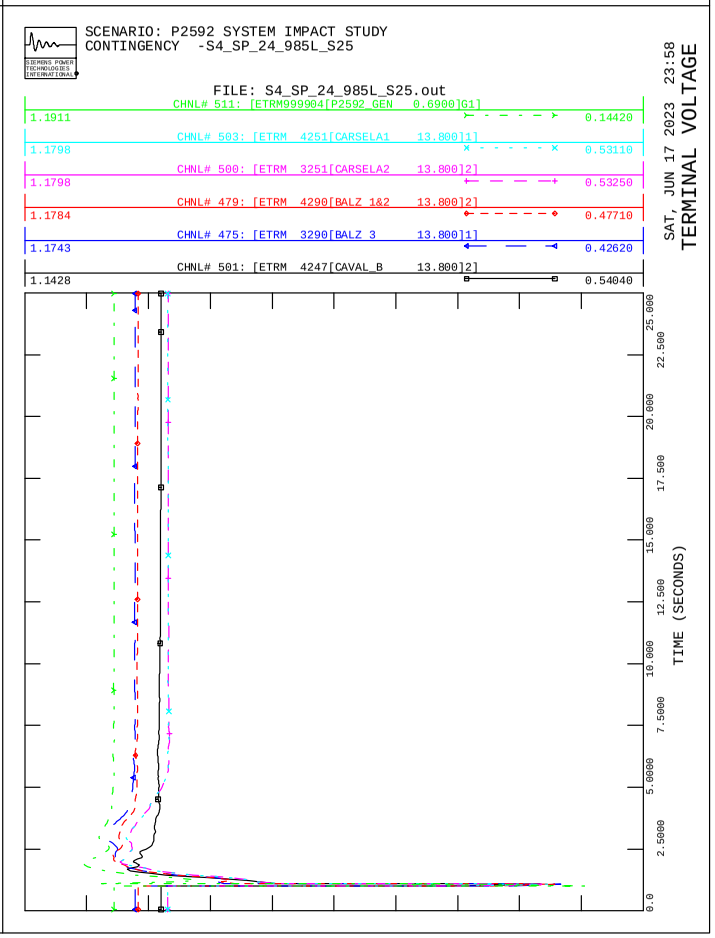
25.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
REACTIVE POWER
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1] -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1] -0.5789
CHNL# 312: [VARS 3251[CARSELA2 13.800]2] -0.5768
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2] -0.2967
CHNL# 287: [VARS 3290[BALZ 3 13.800]1] -0.2627
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2] -0.5948
1.0653
1.3921
1.3902
1.5455
1.5761
1.3313
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1] 0.14420
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1] 0.53110
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2] 0.53250
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2] 0.47710
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1] 0.42620
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2] 0.54040
1.1911
1.1798
1.1798
1.1784
1.1743
1.1428
0.0
2.5000
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7.5000
10.000
12.500
15.000
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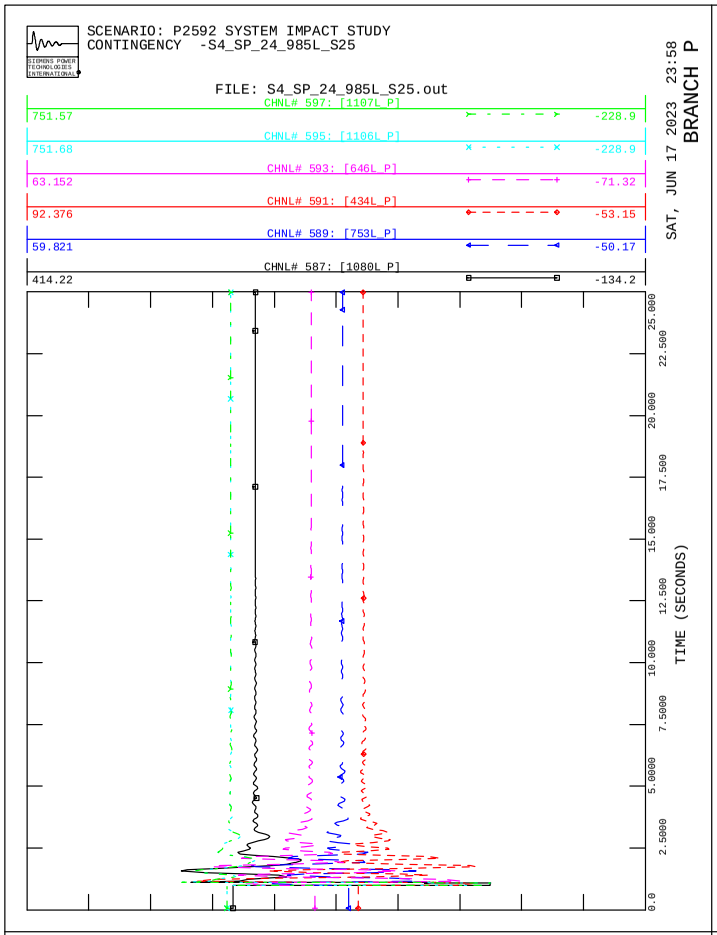
20.000
22.500
25.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 597: [1107L_P]
751.57
-228.9
CHNL# 595: [1106L_P]
751.68
-228.9
CHNL# 593: [646L_P]
63.152
-71.32
CHNL# 591: [434L_P]
92.376
-53.15
CHNL# 589: [753L_P]
59.821
-50.17
CHNL# 587: [1080L_P]
414.22
-134.2
TIME (SECONDS)
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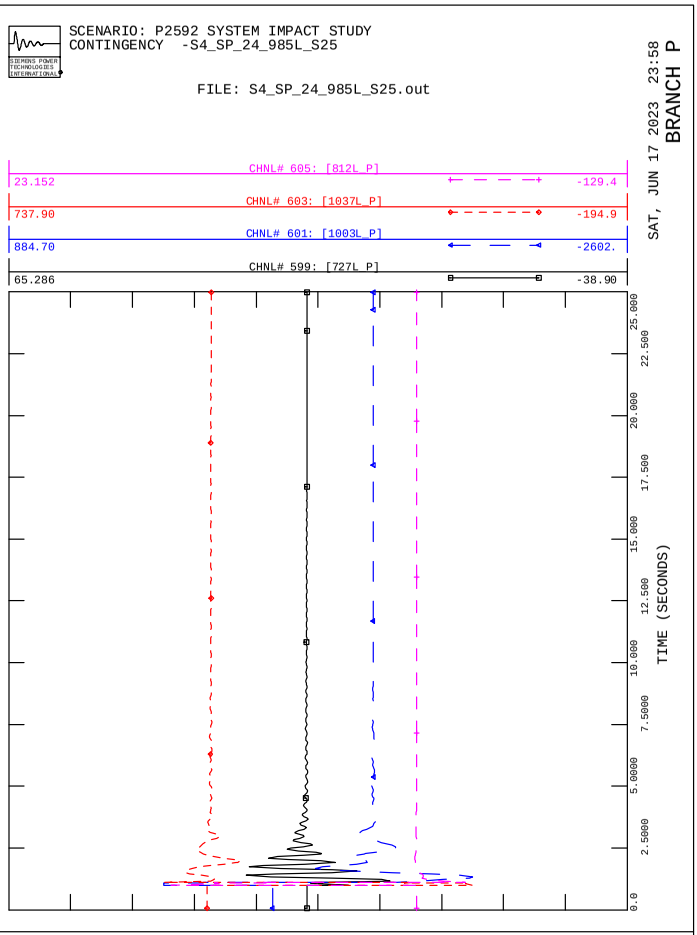
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 605: [812L_P]
23.152
-129.4
CHNL# 603: [1037L_P]
737.90
-194.9
CHNL# 601: [1003L_P]
884.70
-2602.
CHNL# 599: [727L_P]
65.286
-38.90
TIME (SECONDS)
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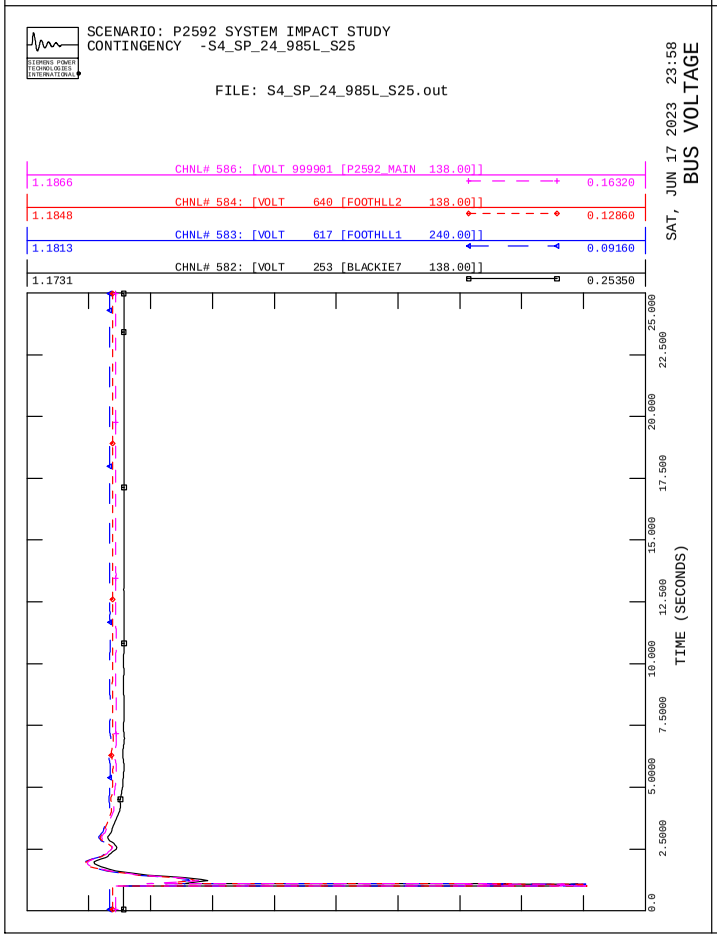
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1866
0.16320
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1848
0.12860
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1813
0.09160
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1731
0.25350
TIME (SECONDS)
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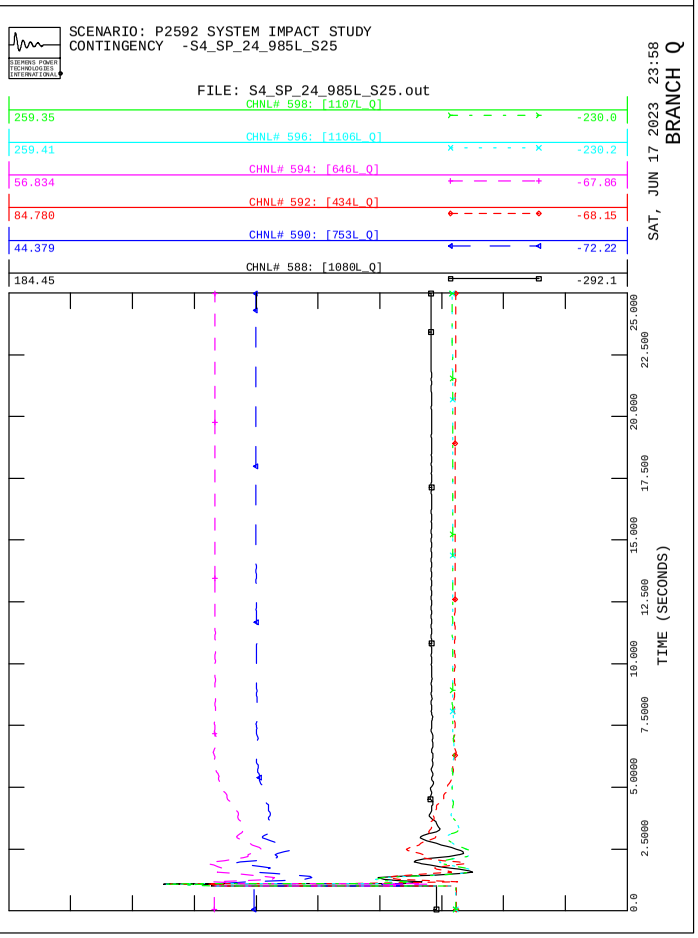
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25
FILE: S4_SP_24_985L_S25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 598: [1107L_Q]
259.35
-230.0
CHNL# 596: [1106L_Q]
259.41
-230.2
CHNL# 594: [646L_Q]
56.834
-67.86
CHNL# 592: [434L_Q]
84.780
-68.15
CHNL# 590: [753L_Q]
44.379
-72.22
CHNL# 588: [1080L_Q]
184.45
-292.1
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25

FILE: S4_SP_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L_P] 415.72 -134.7
CHNL# 609: [985L_P] 307.52 -922.6
CHNL# 607: [1038L_P] 738.80 -195.0

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 597.68 -199.2
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 67.710 -41.99
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 100.85 -43.48
CHNL# 4: [ANGL 3187[CECST 13.200]2] 89.851 -22.77
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 85.439 -26.05
CHNL# 1: [ANGL 773[SECST 20.000]1] 87.152 -22.95

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25

FILE: S4_SP_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 606: [812L_Q] 58.871 -74.46
CHNL# 604: [1037L_Q] 359.84 -164.5
CHNL# 602: [1003L_Q] 917.81 -794.7
CHNL# 600: [727L_Q] 54.264 -55.98

TIME (SECONDS)

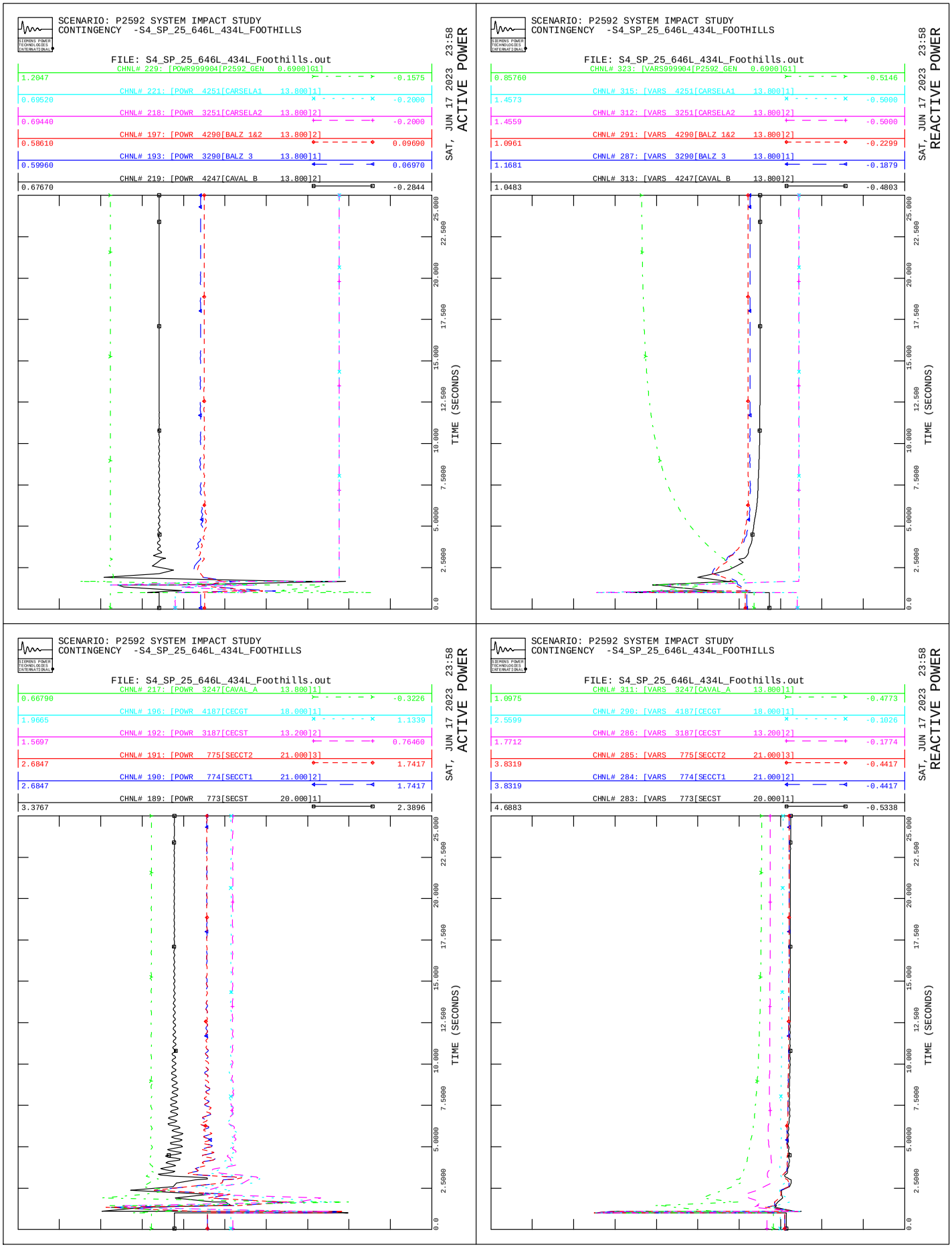
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_24_985L_S25

FILE: S4_SP_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L_Q] 185.23 -293.6
CHNL# 610: [985L_Q] 108.11 -40.00
CHNL# 608: [1038L_Q] 360.35 -165.1

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2047
-0.1575
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.69520
-0.2000
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.69440
-0.2000
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.58610
0.09690
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.59960
0.06970
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.67670
-0.2844
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
0.85760
-0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4573
-0.5000
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4559
-0.5000
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.0961
-0.2299
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.1681
-0.1879
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.0483
-0.4803
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.66790
-0.3226
CHNL# 196: [POWR 4187[CECGT 18.000]1]
1.9665
1.1339
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5697
0.76460
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.6847
1.7417
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.6847
1.7417
CHNL# 189: [POWR 773[SECST 20.000]1]
3.3767
2.3896
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
1.0975
-0.4773
CHNL# 290: [VARS 4187[CECGT 18.000]1]
2.5599
-0.1026
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.7712
-0.1774
CHNL# 285: [VARS 775[SECCT2 21.000]3]
3.8319
-0.4417
CHNL# 284: [VARS 774[SECCT1 21.000]2]
3.8319
-0.4417
CHNL# 283: [VARS 773[SECST 20.000]1]
4.6883
-0.5338
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1] 1.1422 -0.0509
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1] 1.1300 -0.1000
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2] 1.1300 -0.1000
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2] 1.1703 0.81420
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1] 1.1628 0.79320
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2] 1.1486 0.70010

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]] 1.1394 -0.0476
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]] 1.1672 -0.0833
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]] 1.1571 0.32360
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]] 1.1292 0.06720

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL A 13.800]1] 1.1548 0.68250
CHNL# 478: [ETRM 4187[CECGT 18.000]1] 1.1599 0.82300
CHNL# 474: [ETRM 3187[CECST 13.200]2] 1.1729 0.81920
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 1.1661 0.76880
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 1.1661 0.76880
CHNL# 471: [ETRM 773[SECST 20.000]1] 1.1655 0.77440

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]] 1.1281 0.01990
CHNL# 580: [VOLT 243 [HARTELL7 138.00]] 1.1376 -0.0474
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]] 1.1299 -0.0357
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]] 1.1288 -0.0624
CHNL# 577: [VOLT 238 [BLACK D7 138.00]] 1.1362 -0.0476
CHNL# 576: [VOLT 159 [LANGDON4 240.00]] 1.1656 0.70000

TIME (SECONDS)

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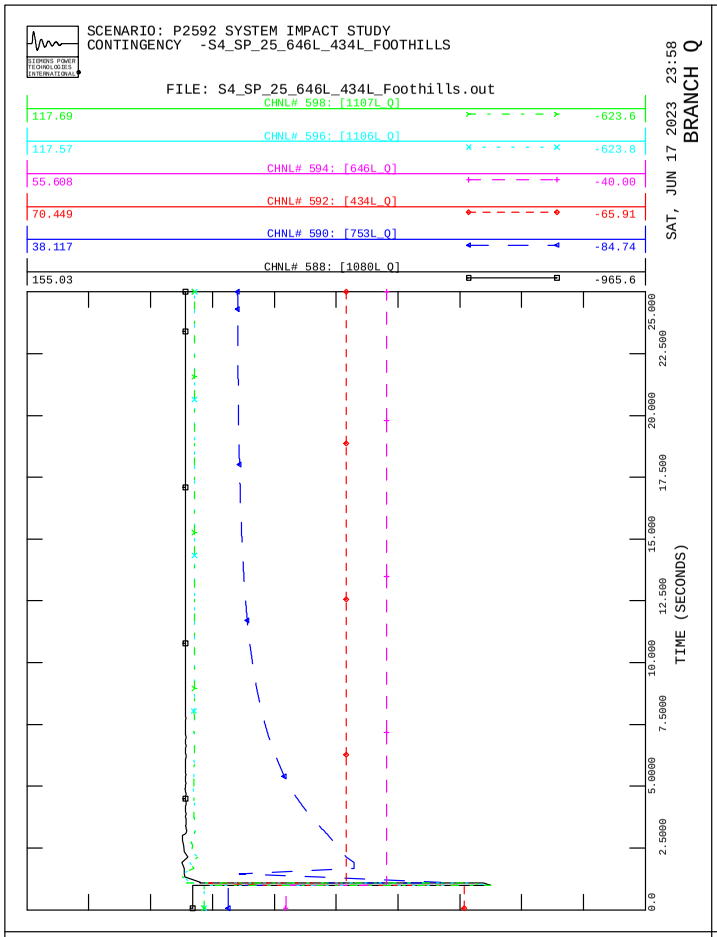
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 598: [1107L Q]
117.69
-623.6
CHNL# 596: [1106L Q]
117.57
-623.8
CHNL# 594: [646L Q]
55.608
-40.00
CHNL# 592: [434L Q]
70.449
-65.91
CHNL# 590: [753L Q]
38.117
-84.74
CHNL# 588: [1080L Q]
155.03
-965.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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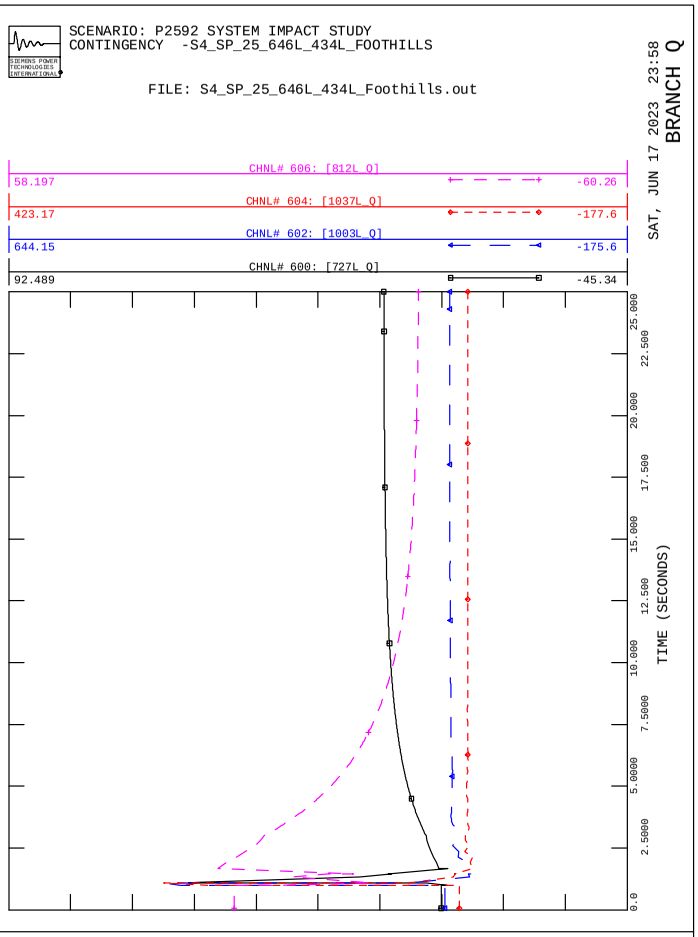
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 606: [812L Q]
58.197
-60.26
CHNL# 604: [1037L Q]
423.17
-177.6
CHNL# 602: [1003L Q]
644.15
-175.6
CHNL# 600: [727L Q]
92.489
-45.34
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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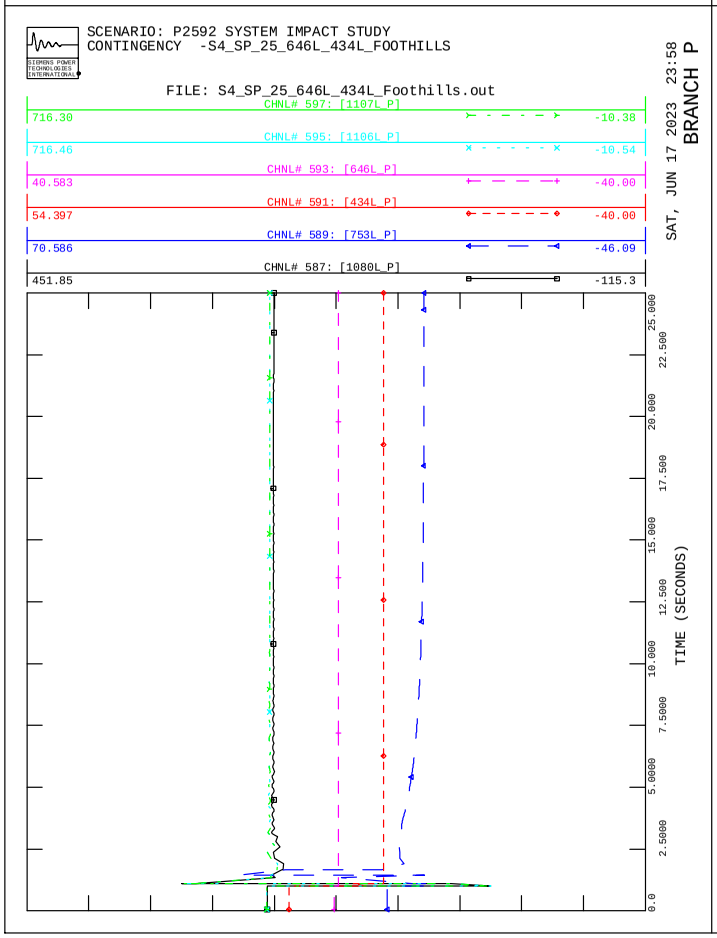
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 597: [1107L P]
716.30
-10.38
CHNL# 595: [1106L P]
716.46
-10.54
CHNL# 593: [646L P]
40.583
-40.00
CHNL# 591: [434L P]
54.397
-40.00
CHNL# 589: [753L P]
70.586
-46.09
CHNL# 587: [1080L P]
451.85
-115.3
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
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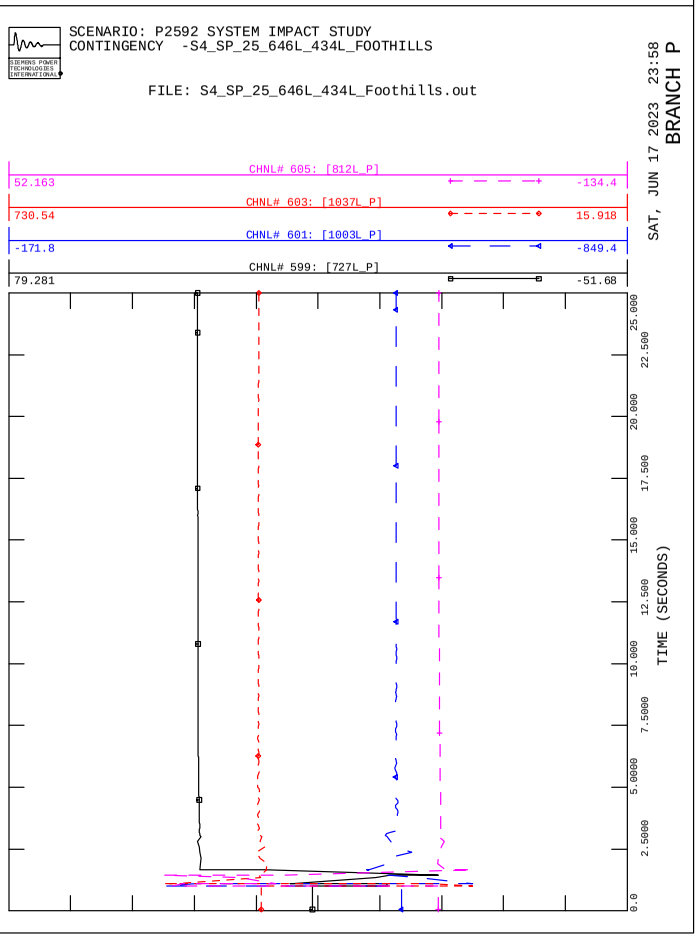
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

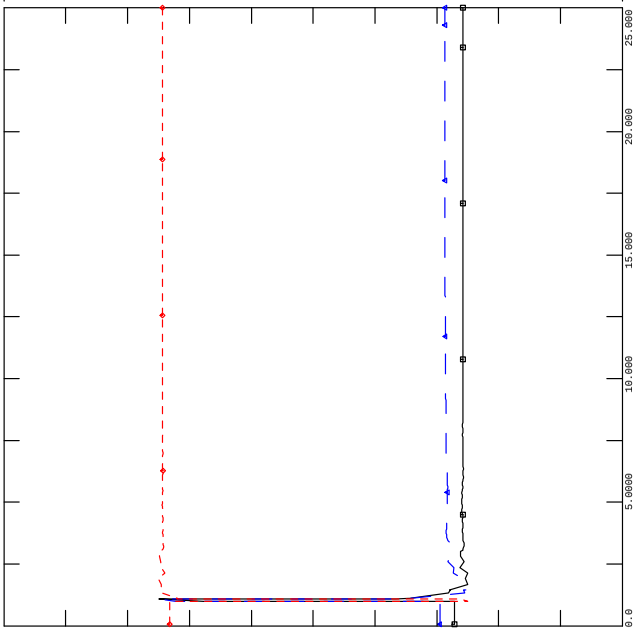

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS
FILE: S4_SP_25_646L_434L_Foothills.out
CHNL# 605: [812L P]
52.163
-134.4
CHNL# 603: [1037L P]
730.54
15.918
CHNL# 601: [1003L P]
-171.8
-849.4
CHNL# 599: [727L P]
79.281
-51.68
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 155.44 -969.4
CHNL# 610: [985L Q] 651.81 -177.2
CHNL# 608: [1038L Q] 423.58 -178.1

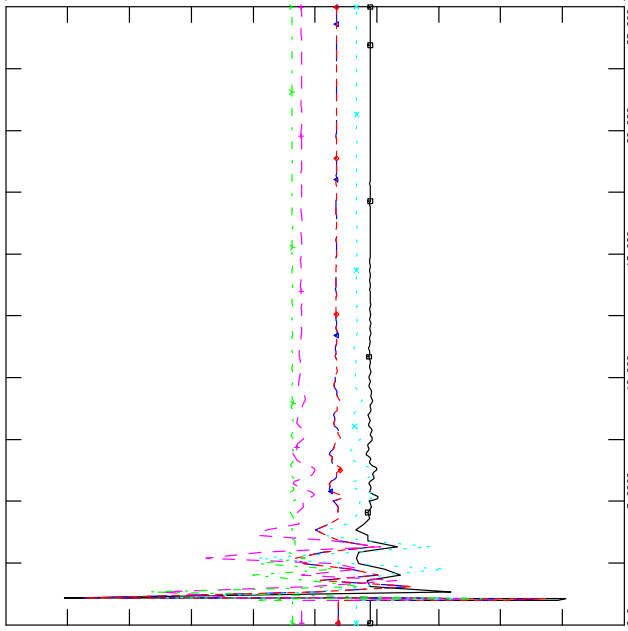


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.75090 -0.1165
CHNL# 196: [POWR 4187[CECGT 18.000]1] 1.9786 1.2014
CHNL# 192: [POWR 3187[CECST 13.200]2] 1.5319 0.73740
CHNL# 191: [POWR 775[SECCT2 21.000]3] 3.1001 1.5234
CHNL# 190: [POWR 774[SECCT1 21.000]2] 3.1001 1.5234
CHNL# 189: [POWR 773[SECST 20.000]1] 4.2510 2.1339

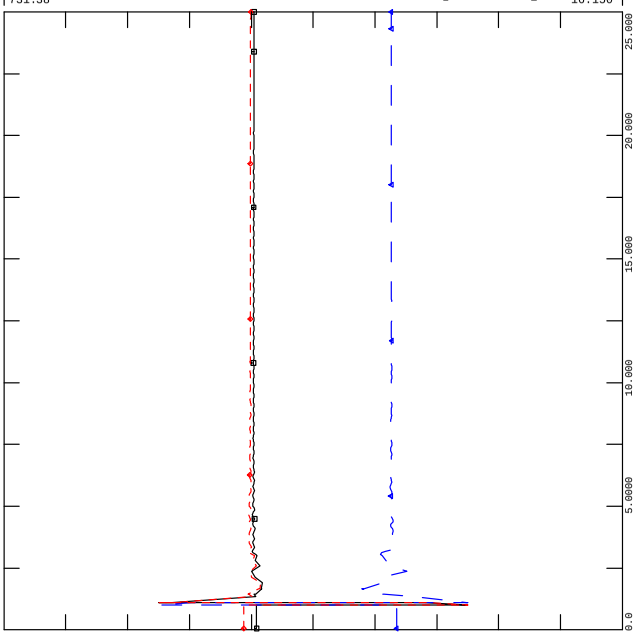


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_25_646L_434L_FOOTHILLS

FILE: S4_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 453.74 -116.4
CHNL# 609: [985L P] -173.5 -859.3
CHNL# 607: [1038L P] 731.38 16.150

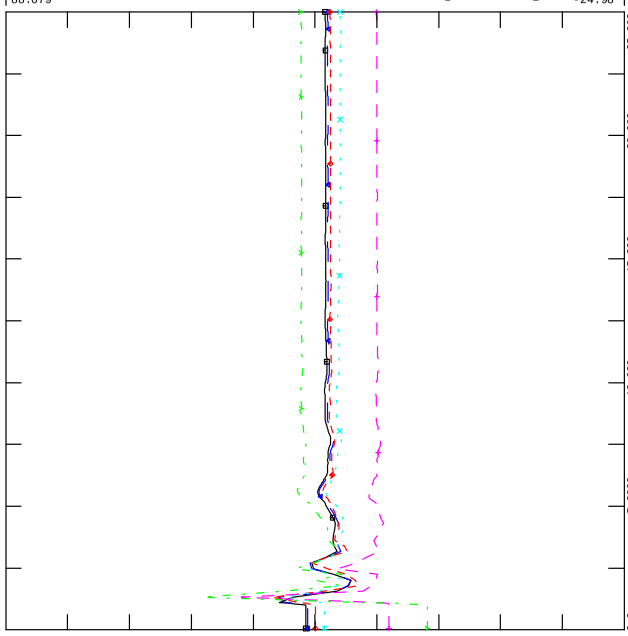


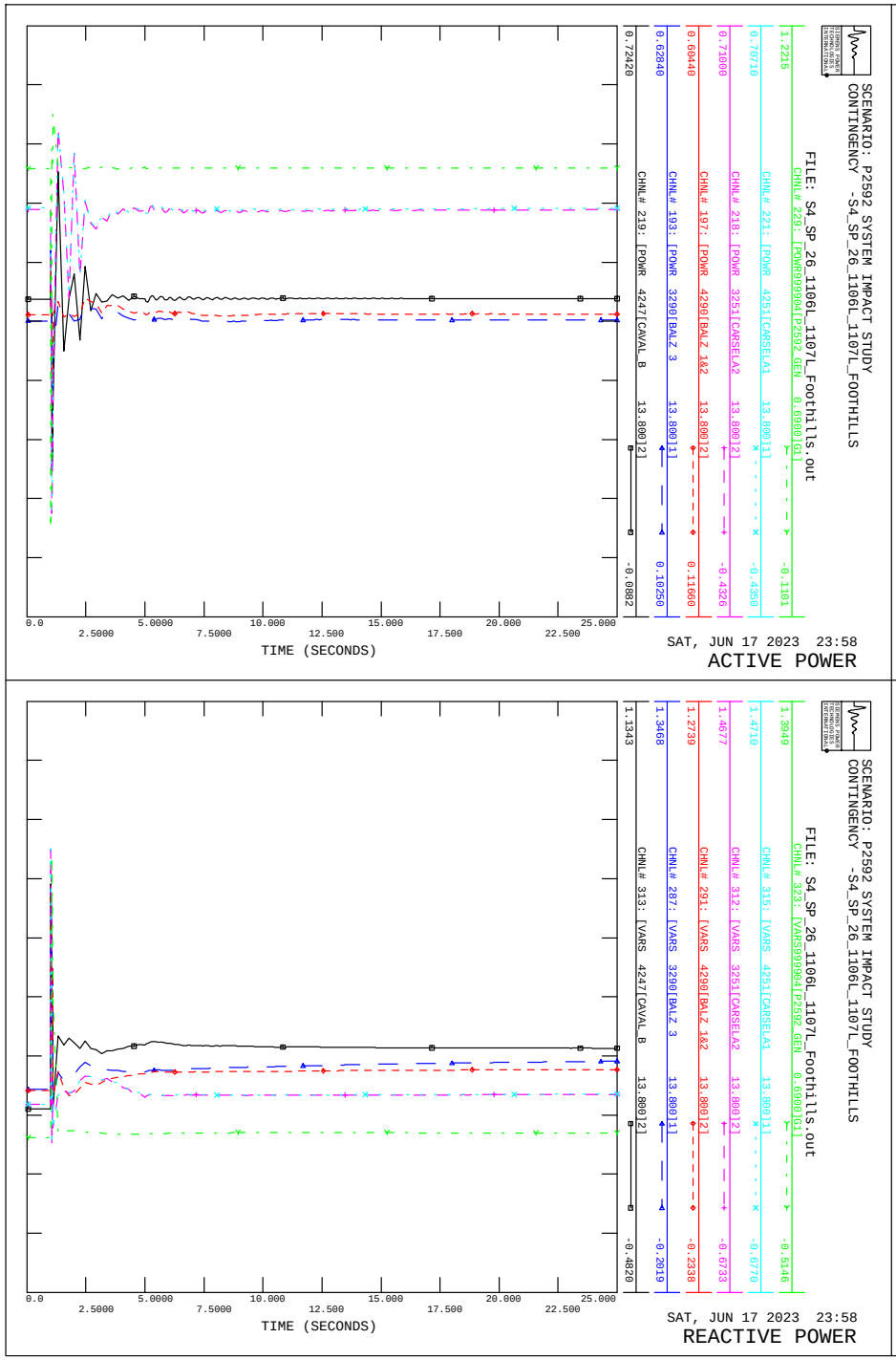
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

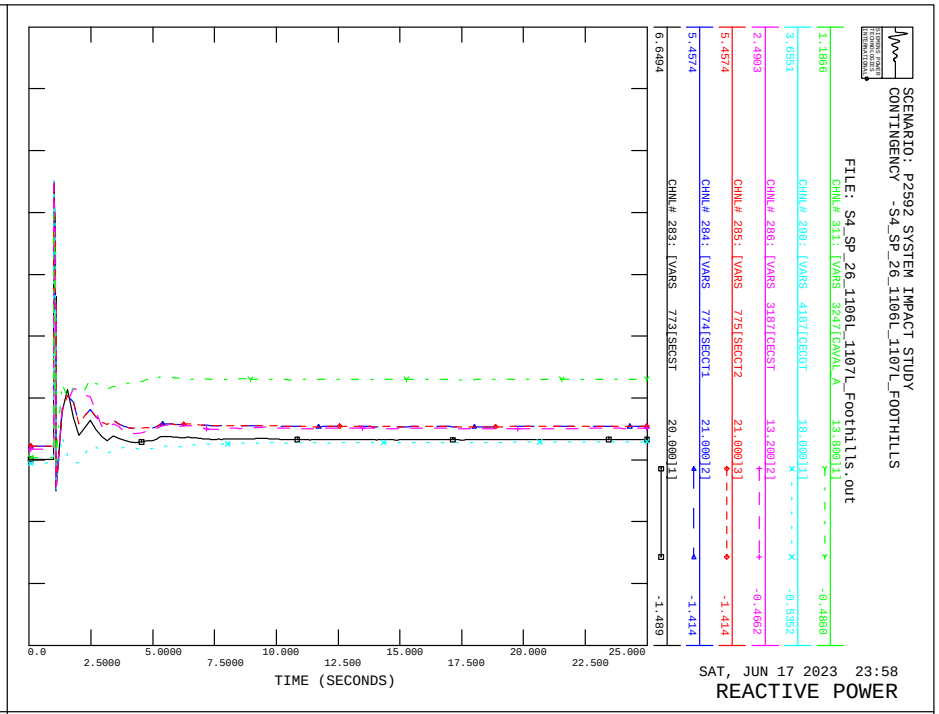
SAT, JUN 17 2023 23:58 ROTOR ANGLE

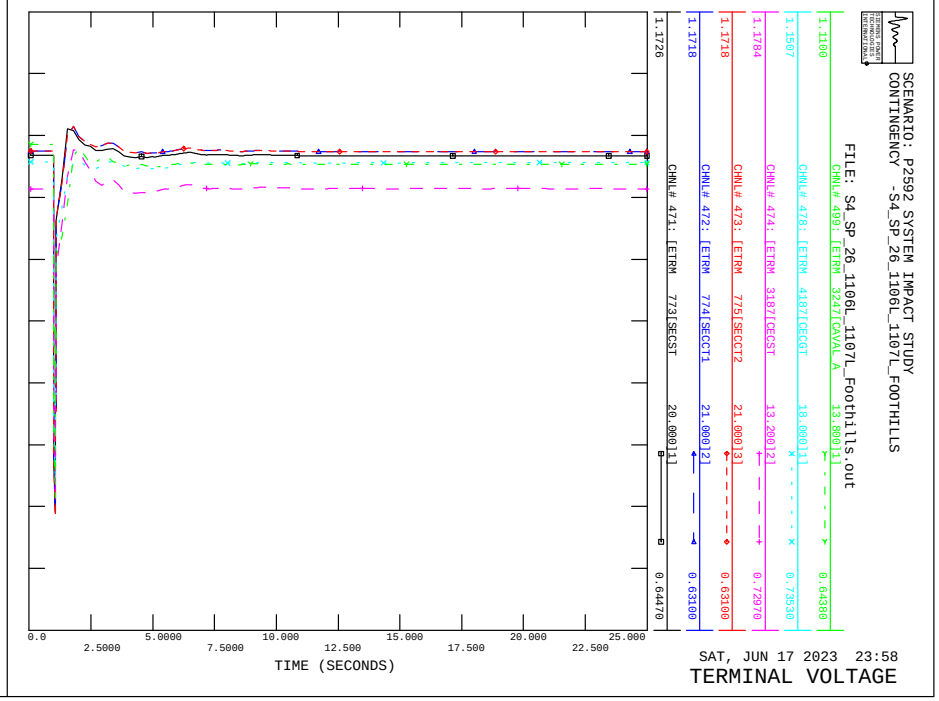
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 152.42 -4.918
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 70.857 -39.73
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 120.09 -11.22
CHNL# 4: [ANGL 3187[CECST 13.200]2] 91.450 -24.67
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 86.186 -27.05
CHNL# 1: [ANGL 773[SECST 20.000]1] 88.079 -24.98




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS
FILE: S4_SP_26_1106L_1107L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900[G1] 1.2215 -0.1101
CHNL# 221: [POWR 4251[CARSELA1 13.800[1] -0.7071 -0.4350
CHNL# 218: [POWR 3251[CARSELA2 13.800[2] 0.7100 -0.4326
CHNL# 197: [POWR 4290[BALZ 1&2 13.800[2] 0.6044 0.1166
CHNL# 193: [POWR 3290[BALZ 3 13.800[1] 0.6284 0.1025
CHNL# 219: [POWR 4247[CAVAL_B 13.800[2] 0.7242 -0.0882
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS
FILE: S4_SP_26_1106L_1107L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900[G1] 1.3949 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800[1] 1.4710 -0.6770
CHNL# 312: [VARS 3251[CARSELA2 13.800[2] 1.4677 -0.6733
CHNL# 291: [VARS 4290[BALZ 1&2 13.800[2] 1.2739 -0.2338
CHNL# 287: [VARS 3290[BALZ 3 13.800[1] 1.3468 -0.2019
CHNL# 313: [VARS 4247[CAVAL_B 13.800[2] 1.1343 -0.4820
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS
FILE: S4_SP_26_1106L_1107L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800[1] 1.1866 -0.4860
CHNL# 290: [VARS 4187[CEGGT 18.000[1] 3.6551 -0.5352
CHNL# 286: [VARS 3187[CEGST 13.200[2] 2.4903 -0.4062
CHNL# 285: [VARS 775[SECCT2 21.000[3] 5.4574 -1.414
CHNL# 284: [VARS 774[SECCT1 21.000[2] 5.4574 -1.414
CHNL# 283: [VARS 773[SECST 20.000[1] 6.6494 -1.489
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS
FILE: S4_SP_26_1106L_1107L_Foothills.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800[1] 1.1100 0.6438
CHNL# 478: [ETRM 4187[CEGGT 18.000[1] 1.1567 0.7353
CHNL# 474: [ETRM 3187[CEGST 13.200[2] 1.1784 0.7297
CHNL# 473: [ETRM 775[SECCT2 21.000[3] 1.1718 0.6310
CHNL# 472: [ETRM 774[SECCT1 21.000[2] 1.1718 0.6310
CHNL# 471: [ETRM 773[SECST 20.000[1] 1.1726 0.6447
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1413 0.24870

CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1894 0.03410

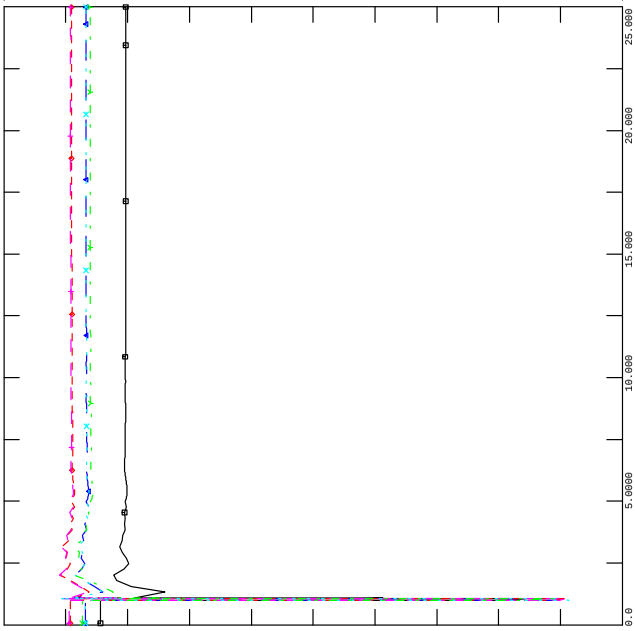
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1474 0.03560

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1465 0.04920

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1880 0.03370

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1540 0.51270

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P]
652.10 -217.4

CHNL# 595: [1106L P]
658.78 -219.6

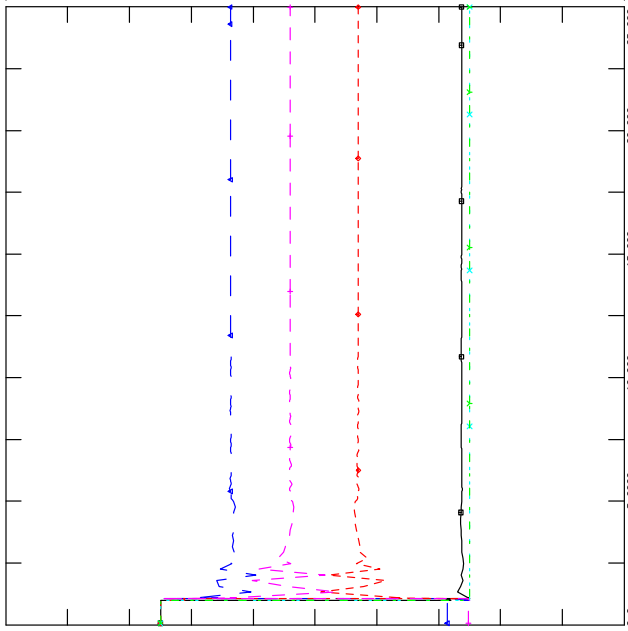
CHNL# 593: [646L P]
152.79 -50.74

CHNL# 591: [434L P]
90.157 -212.9

CHNL# 589: [753L P]
204.85 -78.40

CHNL# 587: [1080L P]
418.82 -329.9

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2957 0.00390

CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1596 0.49430

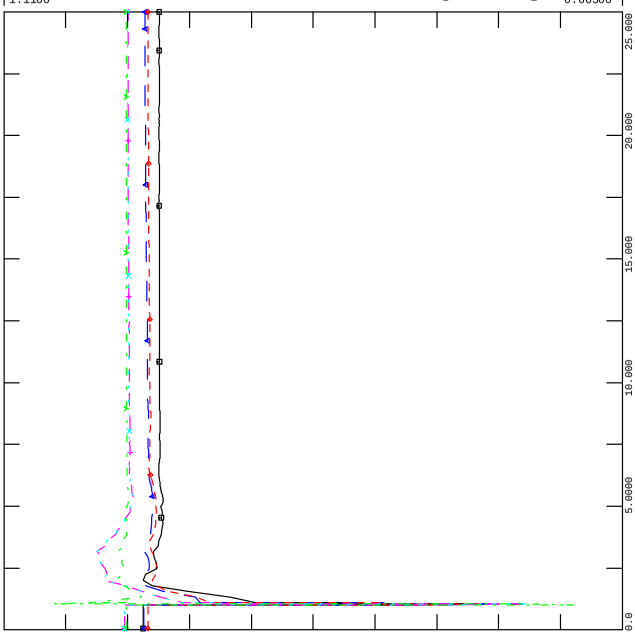
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1597 0.49580

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1500 0.71990

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1437 0.69030

CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1100 0.66500

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

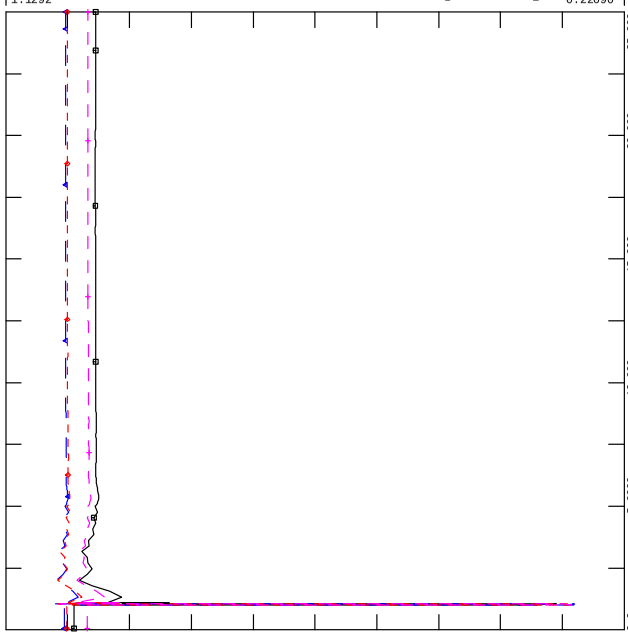
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1916 0.03450

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1567 -0.0367

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1536 -0.0917

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1292 0.22090

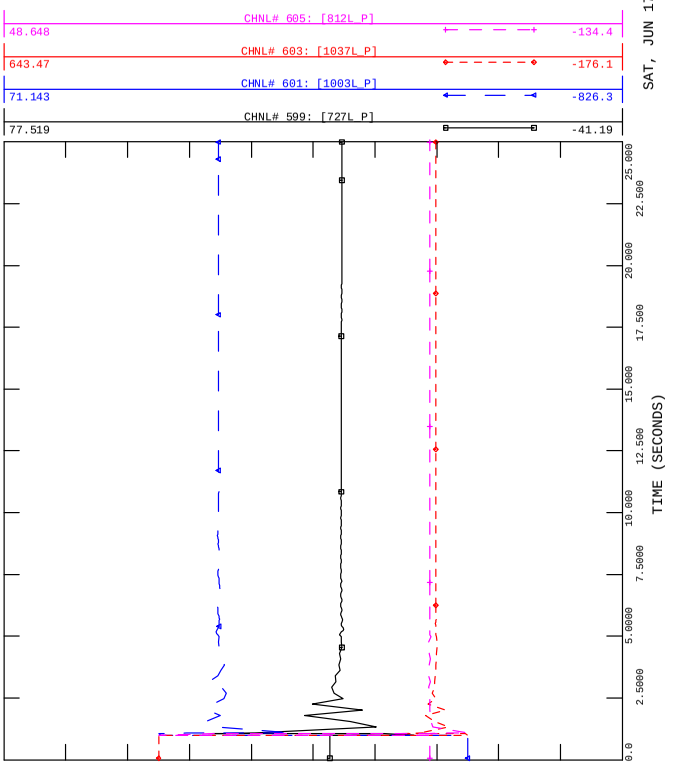
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

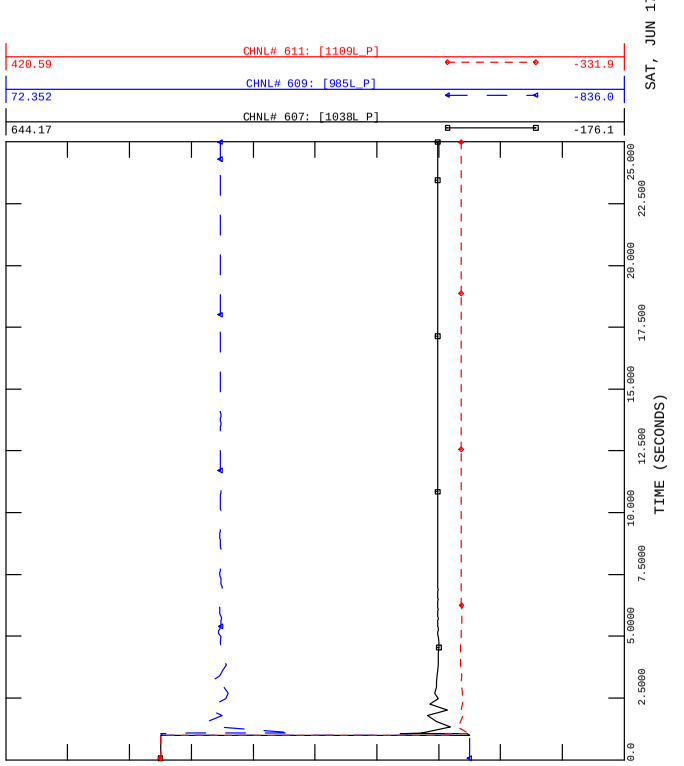
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

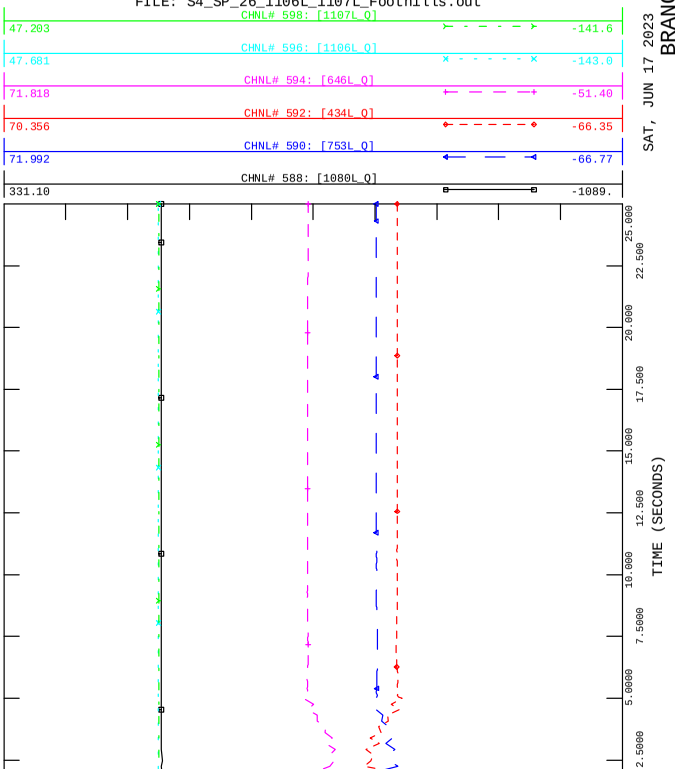
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

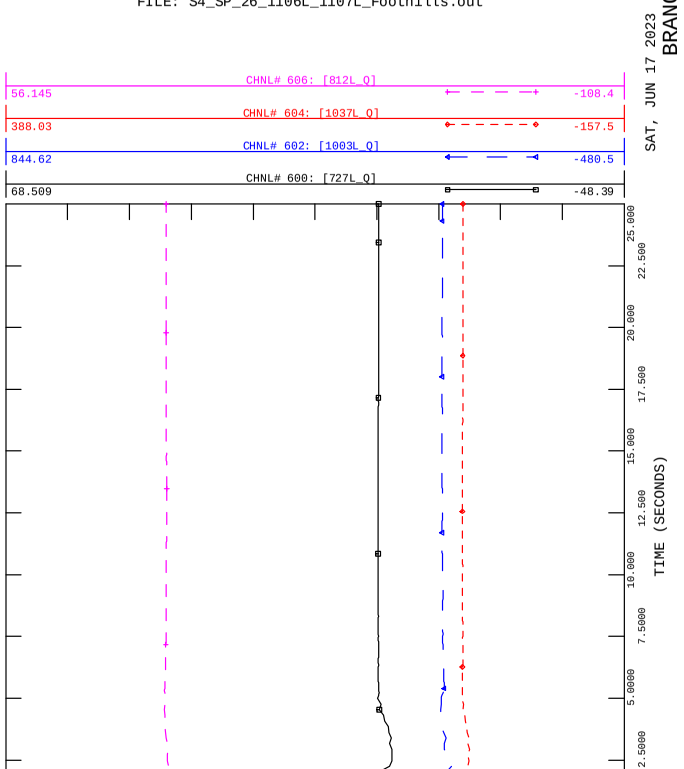
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
179.36 -4.919

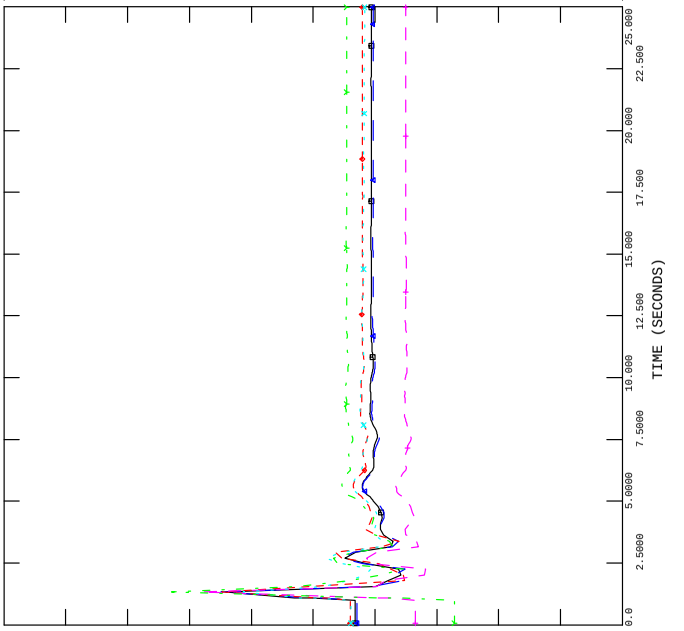
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
86.422 -42.92

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
143.27 -13.77

CHNL# 4: [ANGL 3187[CECST 13.200]2]
112.78 -29.15

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
112.18 -30.19

CHNL# 1: [ANGL 773[SECST 20.000]1]
112.53 -27.08



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.3239 0.00650

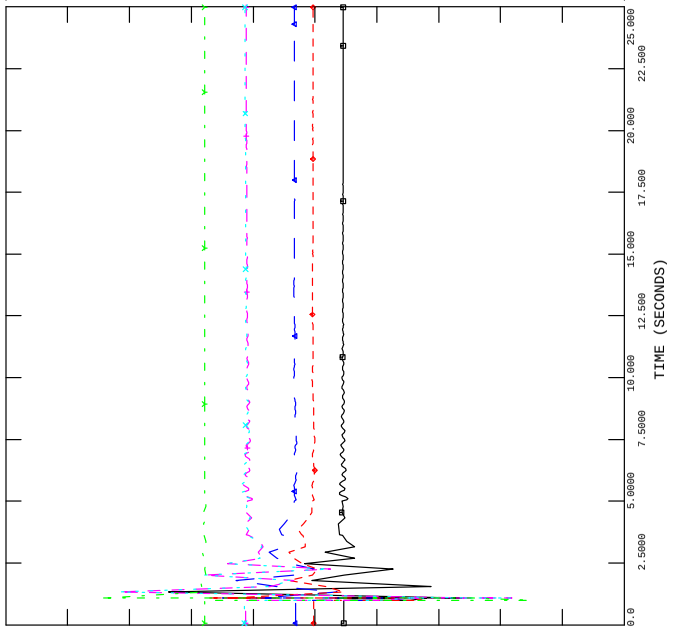
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.77930 -0.3196

CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.78160 -0.3179

CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.67010 0.05850

CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.63230 0.06280

CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.76370 0.00360



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_26_1106L_1107L_FOOTHILLS

FILE: S4_SP_26_1106L_1107L_Foothills.out

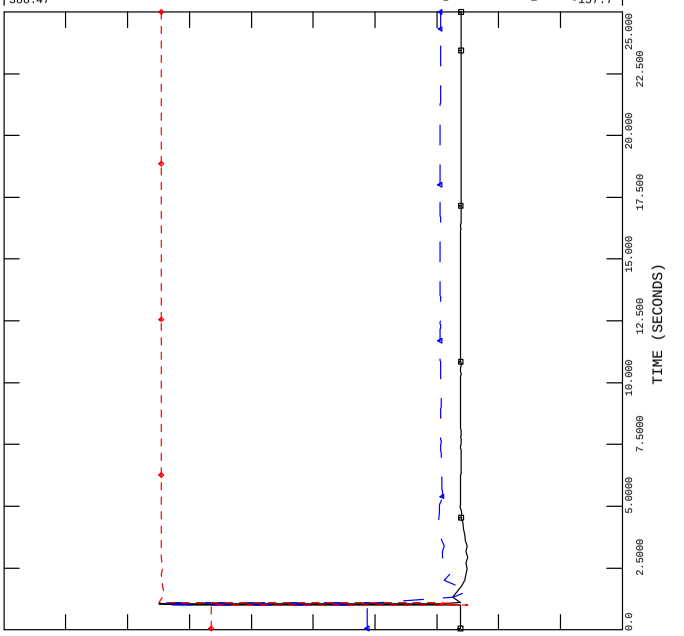
SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 612: [1109L Q]
332.51 -1093.

CHNL# 610: [985L Q]
854.49 -485.8

CHNL# 608: [1038L Q]
388.47 -157.7



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.80070 -0.0287

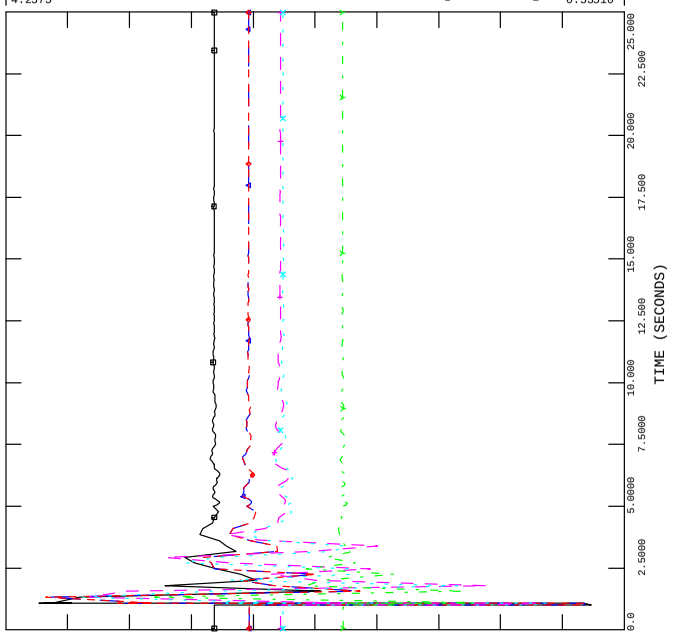
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.2602 0.64970

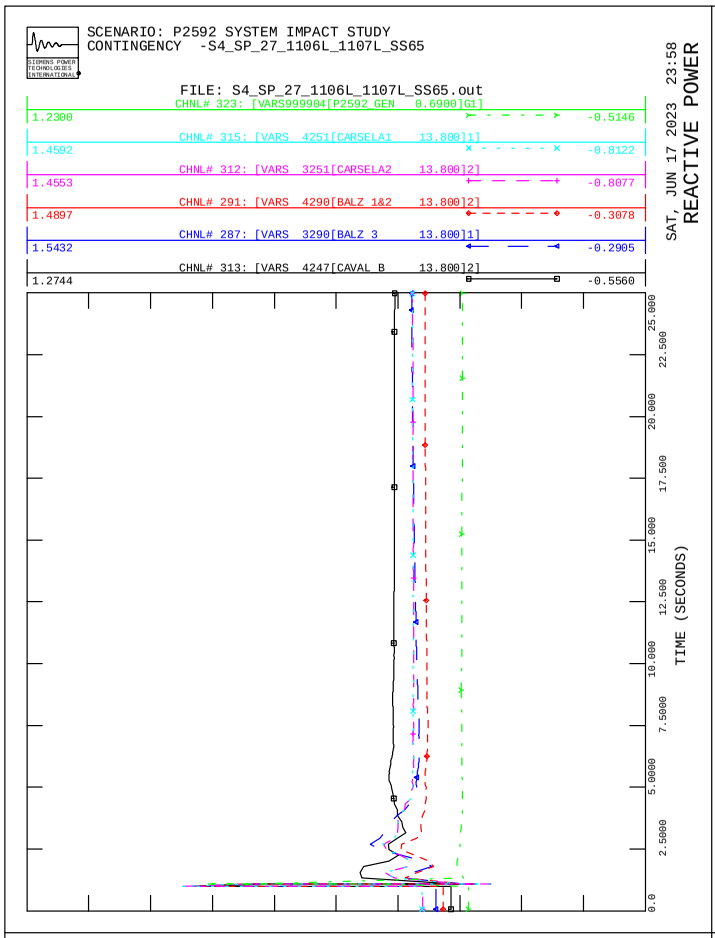
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.8091 0.32950

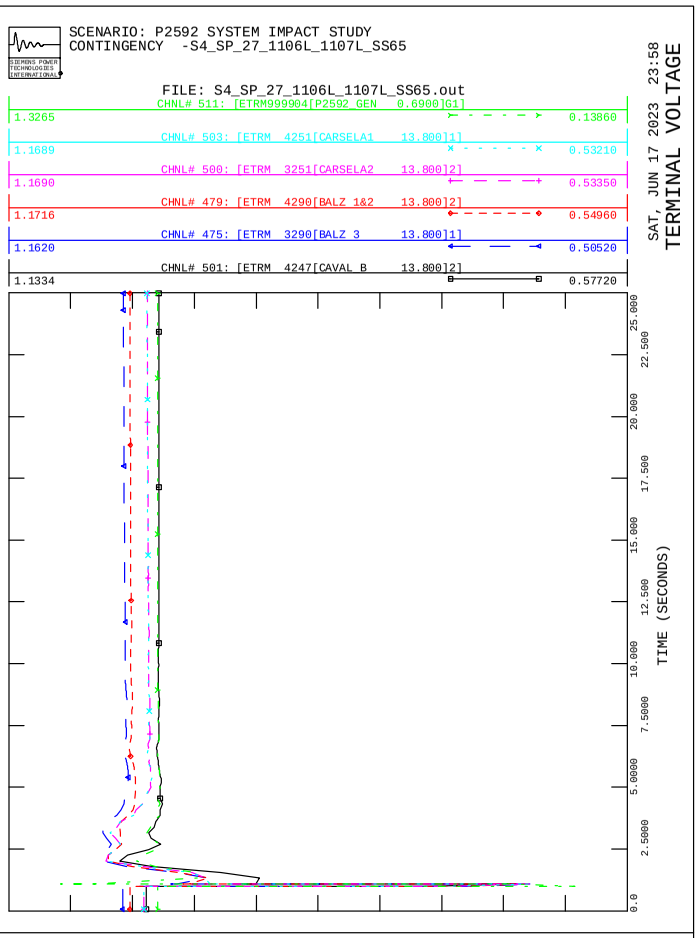
CHNL# 191: [POWR 775[SECCT2 21.000]3]
3.4810 0.36260

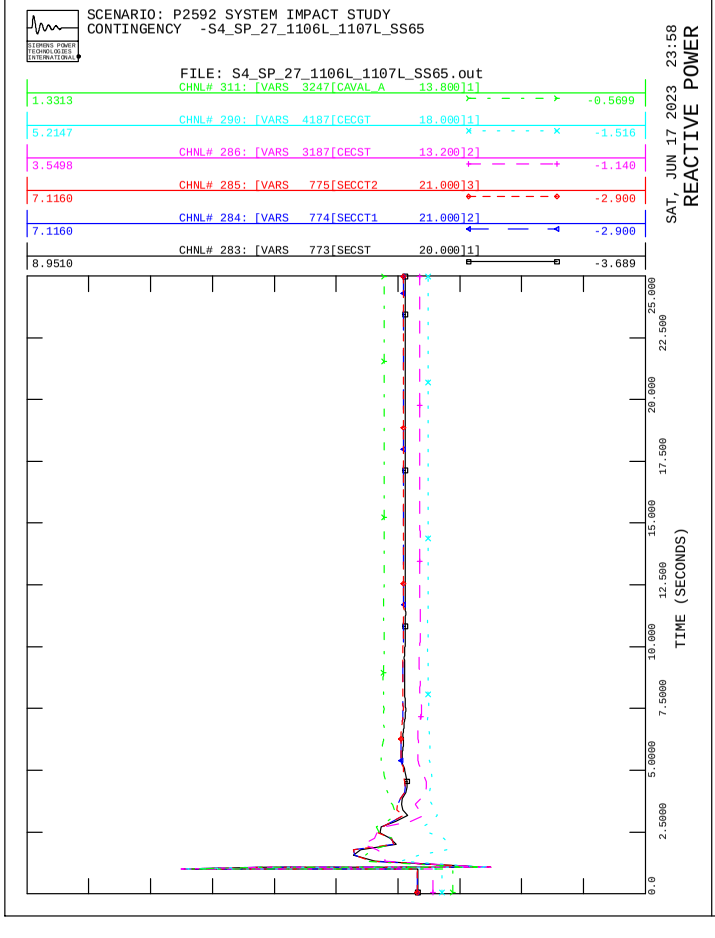
CHNL# 190: [POWR 774[SECCT1 21.000]2]
3.4810 0.36260

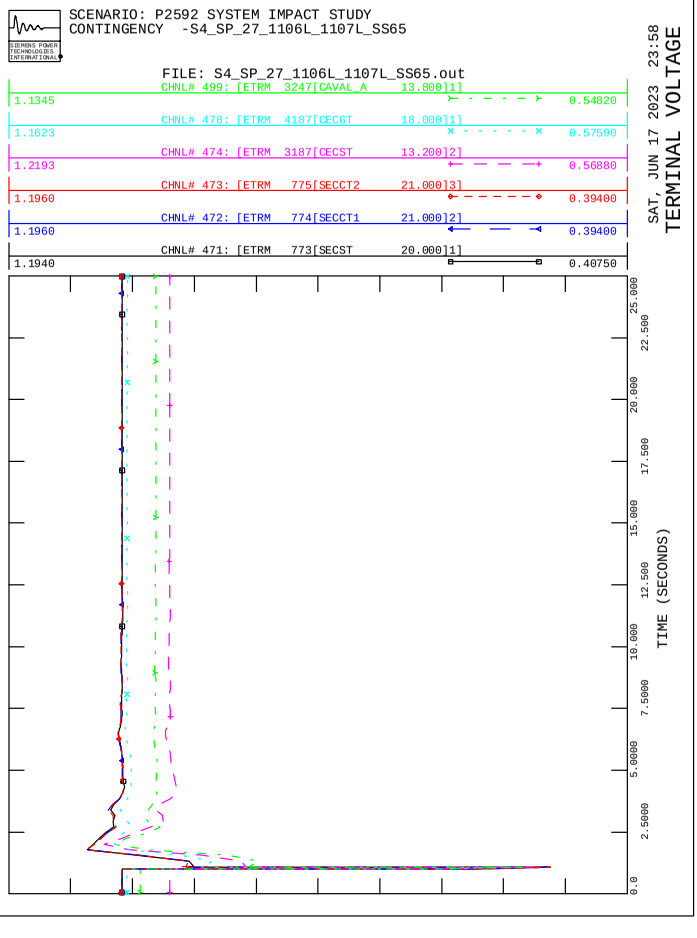
CHNL# 189: [POWR 773[SECST 20.000]1]
4.2575 0.53510




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65
FILE: S4_SP_27_1106L_1107L_SS65.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.2300 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.4592 -0.8122
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.4553 -0.8077
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.4897 -0.3078
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5432 -0.2905
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.2744 -0.5560
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65
FILE: S4_SP_27_1106L_1107L_SS65.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.3265 0.13860
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1689 0.53210
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1690 0.53350
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1716 0.54960
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1620 0.50520
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1334 0.57720
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65
FILE: S4_SP_27_1106L_1107L_SS65.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3313 -0.5699
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.2147 -1.516
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.5498 -1.140
CHNL# 285: [VARS 775[SECCT2 21.000]3]
7.1160 -2.900
CHNL# 284: [VARS 774[SECCT1 21.000]2]
7.1160 -2.900
CHNL# 283: [VARS 773[SECST 20.000]1]
8.9510 -3.689
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65
FILE: S4_SP_27_1106L_1107L_SS65.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1345 0.54820
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1623 0.57590
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2193 0.56880
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1960 0.39400
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1960 0.39400
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1940 0.40750
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

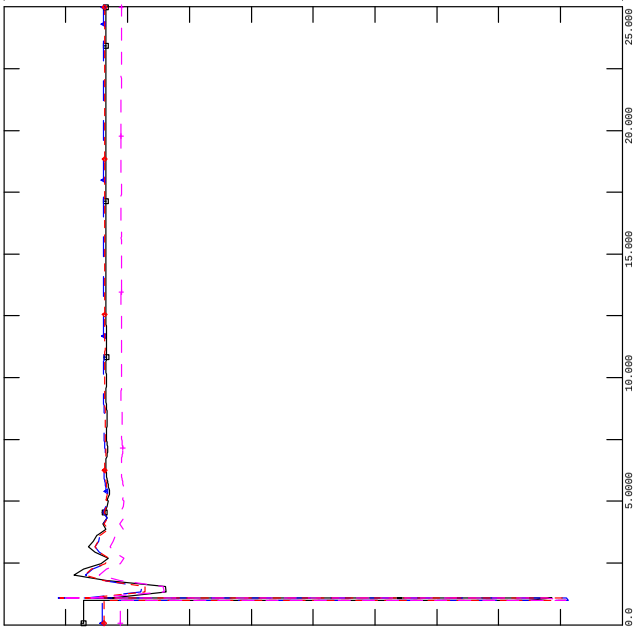
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.2441 0.15610
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.2169 0.11590
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.2171 0.07560
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1428 0.26270



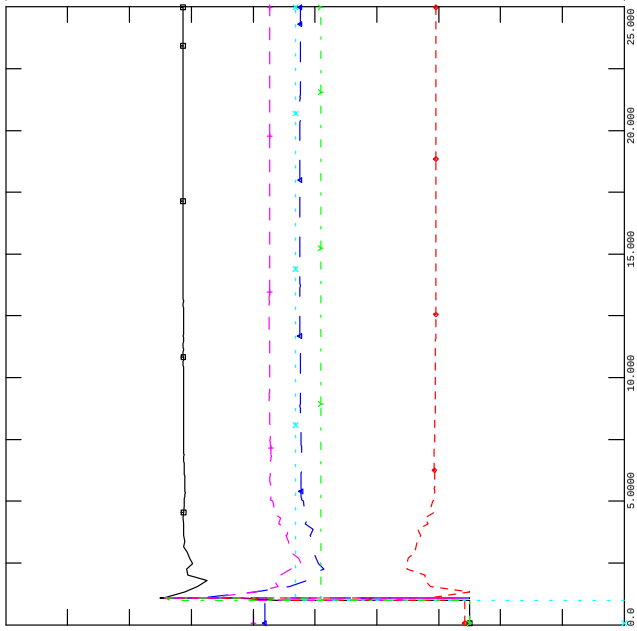
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 598: [1107L Q]
199.53 -192.4
CHNL# 596: [1106L Q]
4413.4 -5000.
CHNL# 594: [646L Q]
78.159 -78.68
CHNL# 592: [434L Q]
122.41 -77.37
CHNL# 590: [753L Q]
68.969 -100.2
CHNL# 588: [1080L Q]
41.696 -207.4



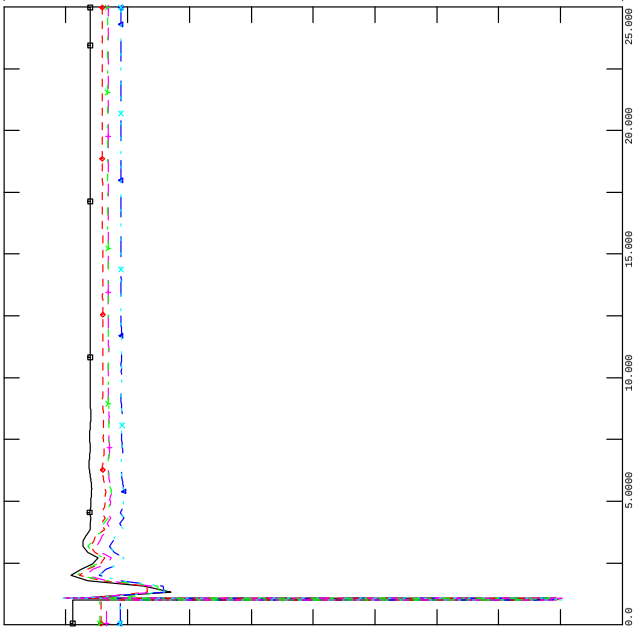
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1594 0.31170
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.2420 0.15480
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.2025 0.16370
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1883 0.17050
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.2406 0.15380
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1567 0.23400



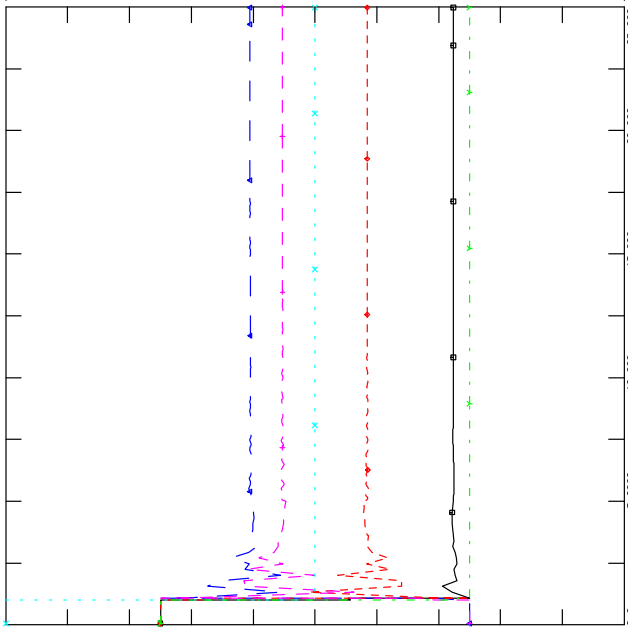
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

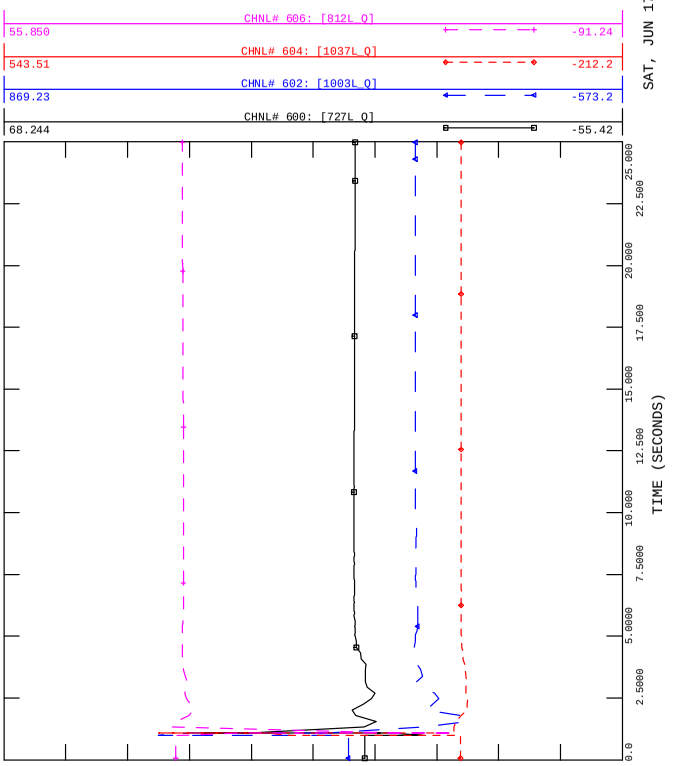
CHNL# 597: [1107L P]
651.99 -217.3
CHNL# 595: [1106L P]
5000.0 -5000.
CHNL# 593: [646L P]
145.90 -47.87
CHNL# 591: [434L P]
86.852 -203.0
CHNL# 589: [753L P]
212.65 -67.44
CHNL# 587: [1080L P]
424.11 -345.8



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

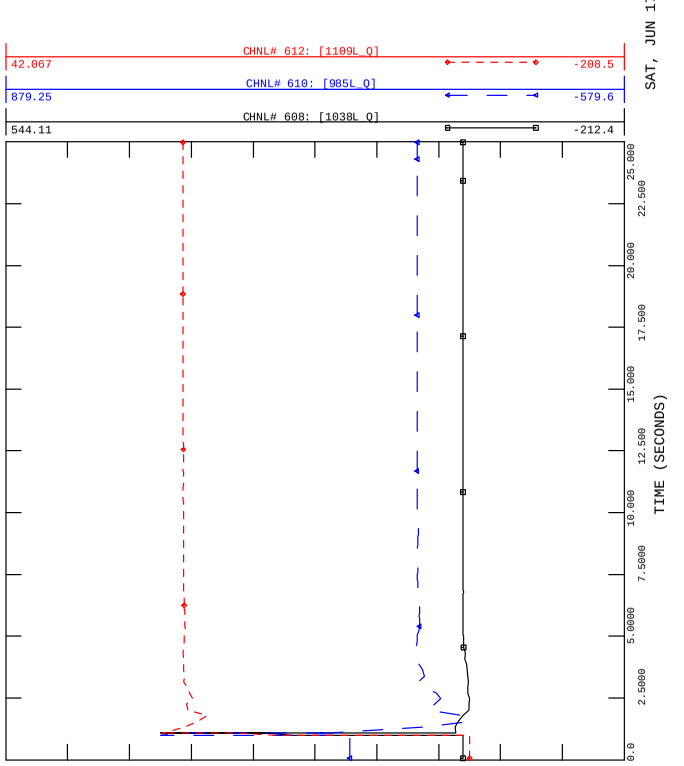
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

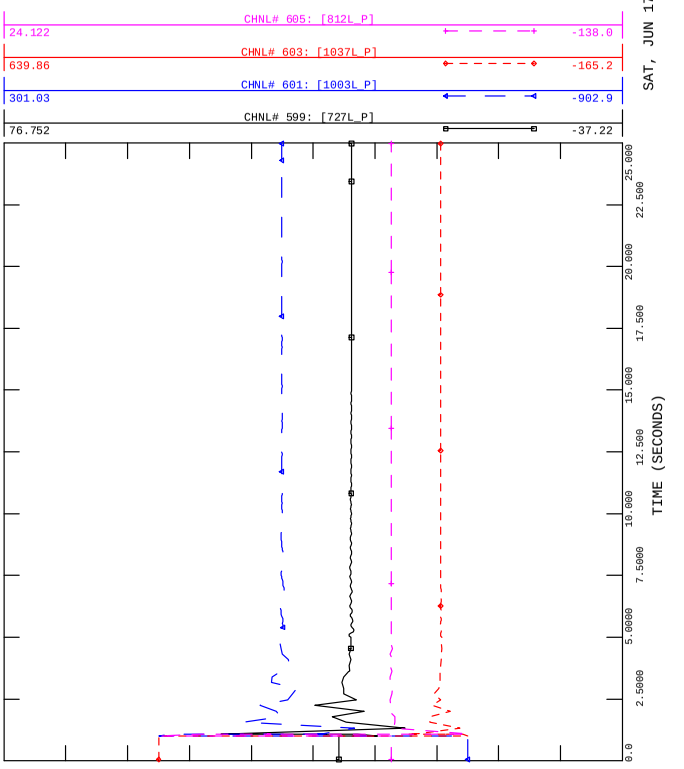
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P



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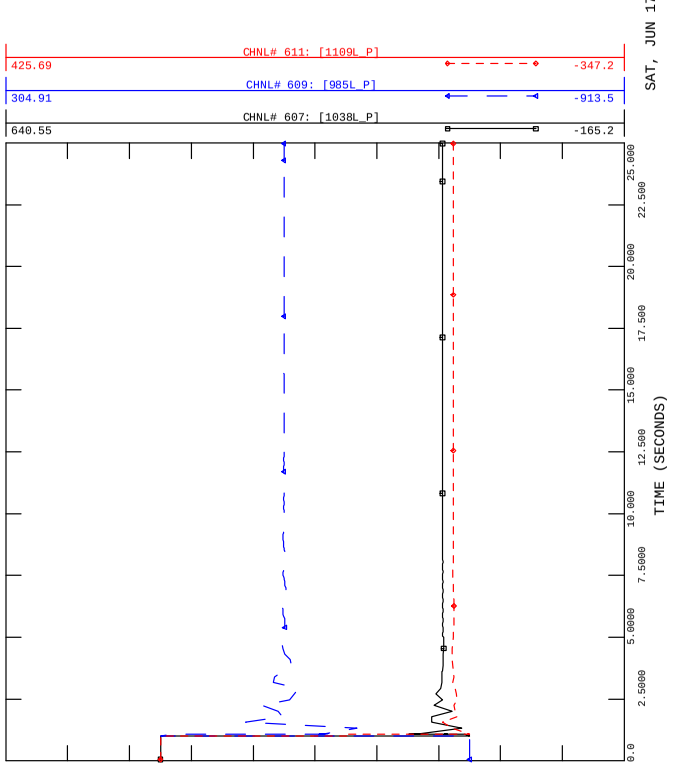
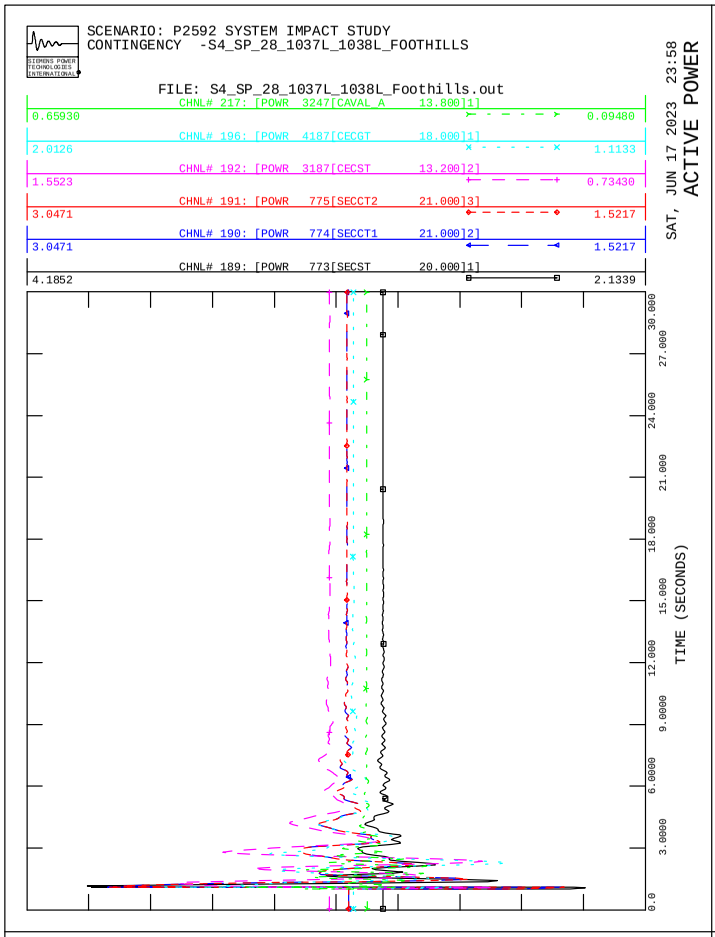
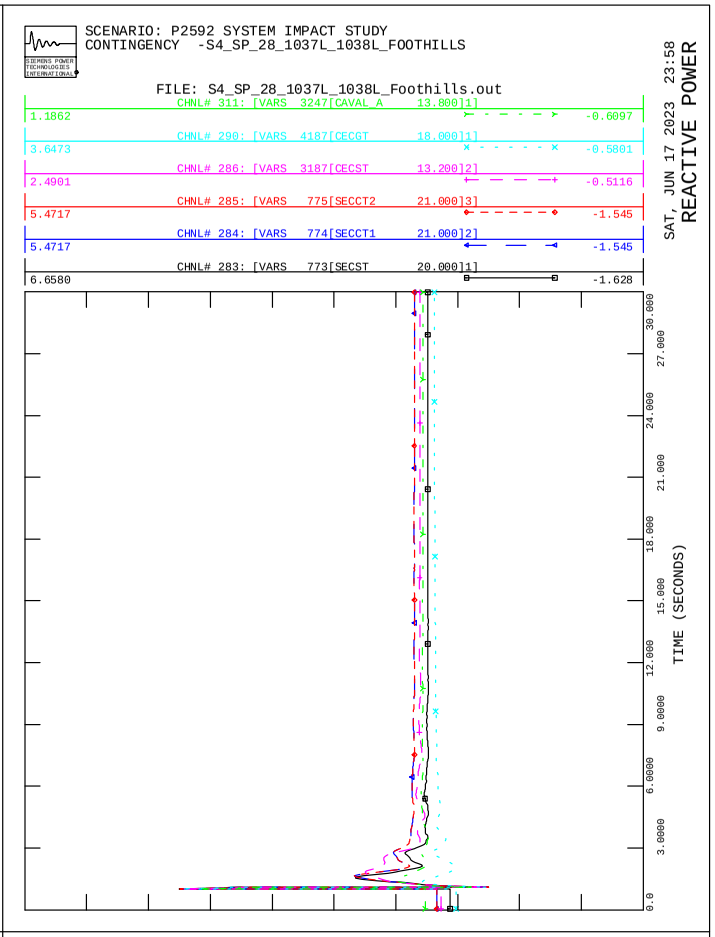
CONTINGENCY -S4_SP_27_1106L_1107L_SS65

FILE: S4_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 217: [POWR 3247[CAVAL_A 13.800]1]
0.65930
0.09480
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0126
1.1133
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5523
0.73430
CHNL# 191: [POWR 775[SECCT2 21.000]3]
3.0471
1.5217
CHNL# 190: [POWR 774[SECCT1 21.000]2]
3.0471
1.5217
CHNL# 189: [POWR 773[SECST 20.000]1]
4.1852
2.1339
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.1862
-0.6097
CHNL# 290: [VARS 4187[CECGT 18.000]1]
3.6473
-0.5801
CHNL# 286: [VARS 3187[CECST 13.200]2]
2.4901
-0.5116
CHNL# 285: [VARS 775[SECCT2 21.000]3]
5.4717
-1.545
CHNL# 284: [VARS 774[SECCT1 21.000]2]
5.4717
-1.545
CHNL# 283: [VARS 773[SECST 20.000]1]
6.6580
-1.628
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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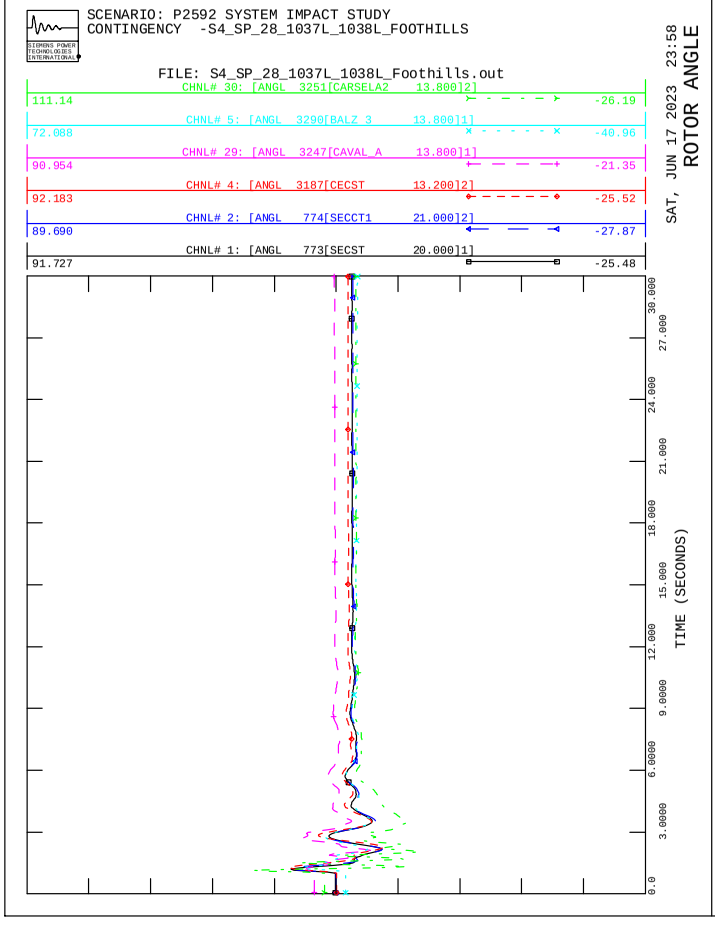
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
111.14
-26.19
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
72.088
-40.96
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
90.954
-21.35
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.183
-25.52
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
89.690
-27.87
CHNL# 1: [ANGL 773[SECST 20.000]1]
91.727
-25.48
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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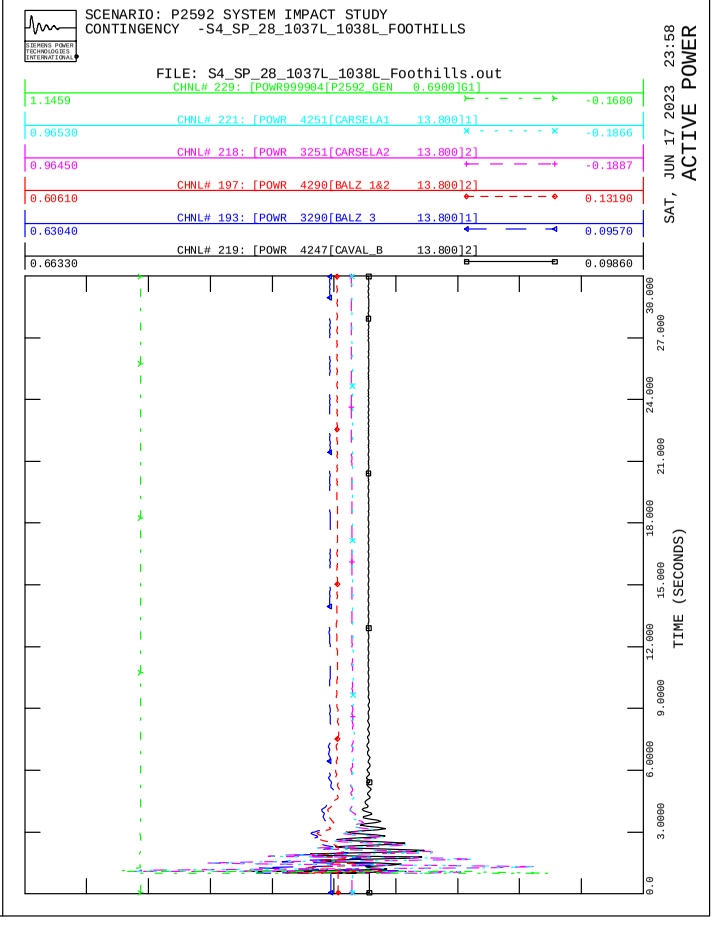
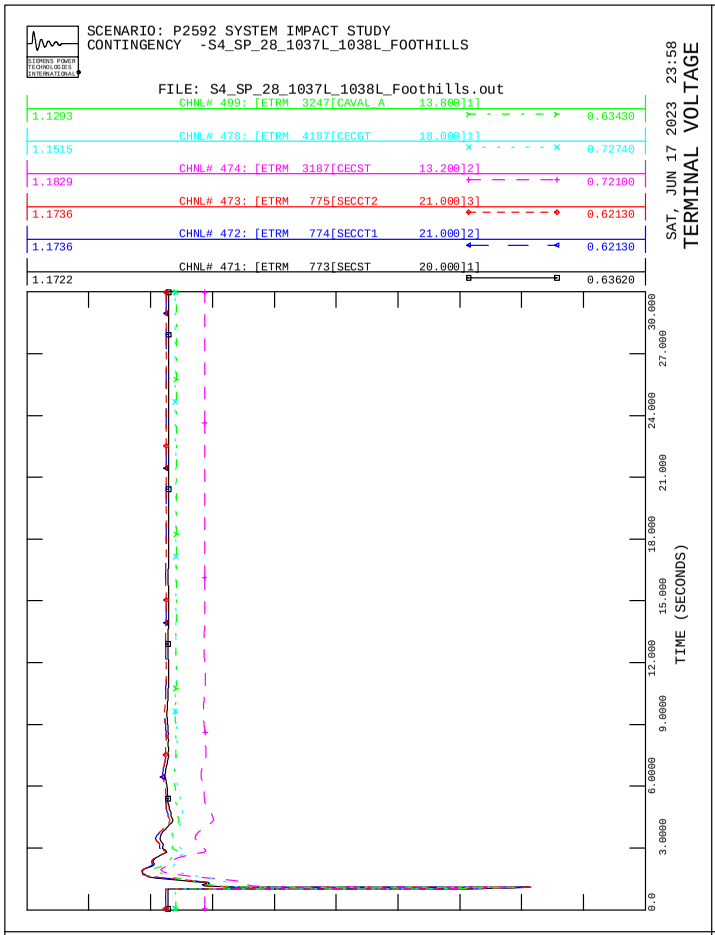
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.1459
-0.1680
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.96530
-0.1866
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.96450
-0.1887
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.60610
0.13190
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.63040
0.09570
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2]
0.66330
0.09860
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1] 1.1293 0.63430
CHNL# 478: [ETRM 4187[CECGT 18.000]1] 1.1515 0.72740
CHNL# 474: [ETRM 3187[CECST 13.200]2] 1.1829 0.72100
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 1.1736 0.62130
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 1.1736 0.62130
CHNL# 471: [ETRM 773[SECST 20.000]1] 1.1722 0.63620
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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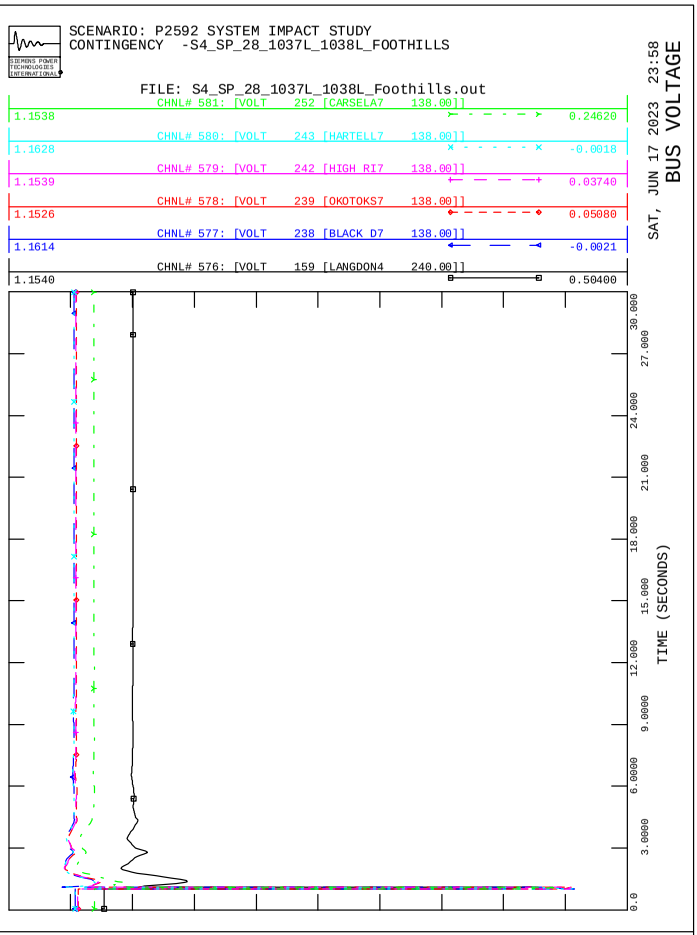
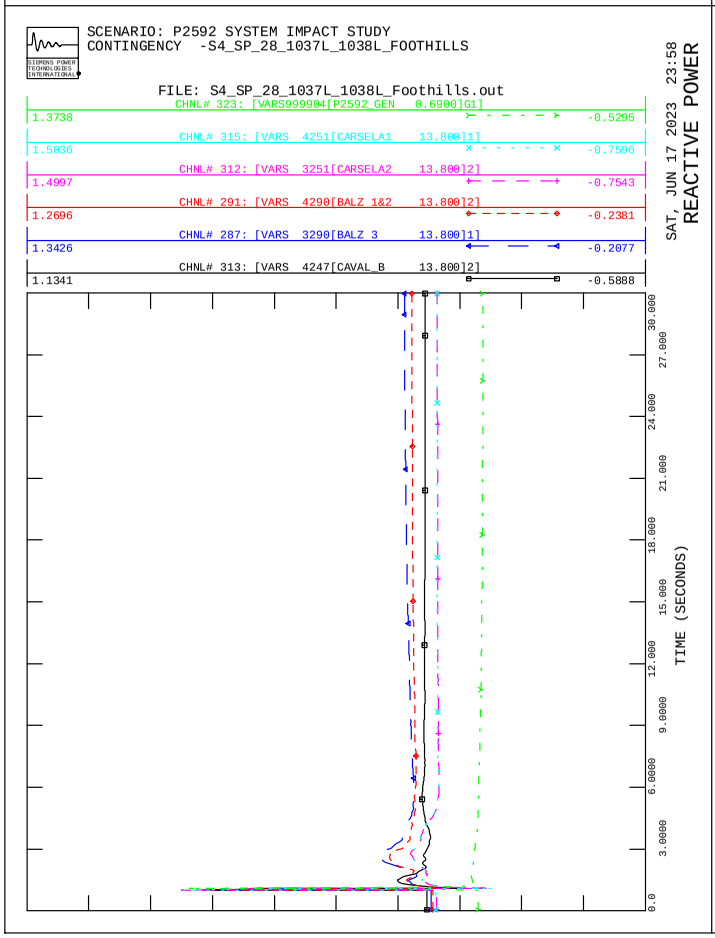
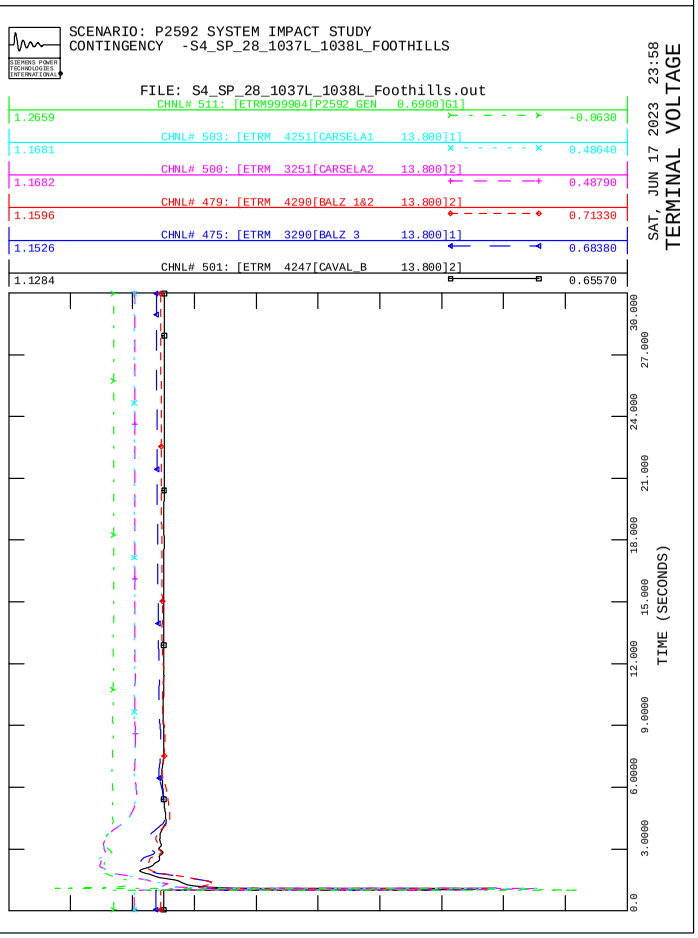
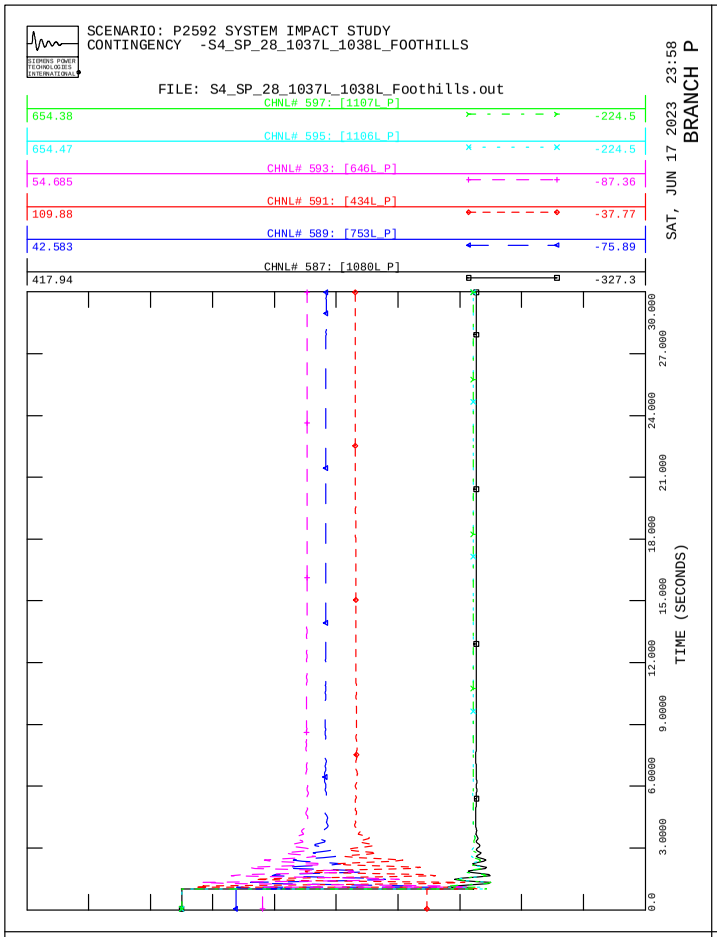
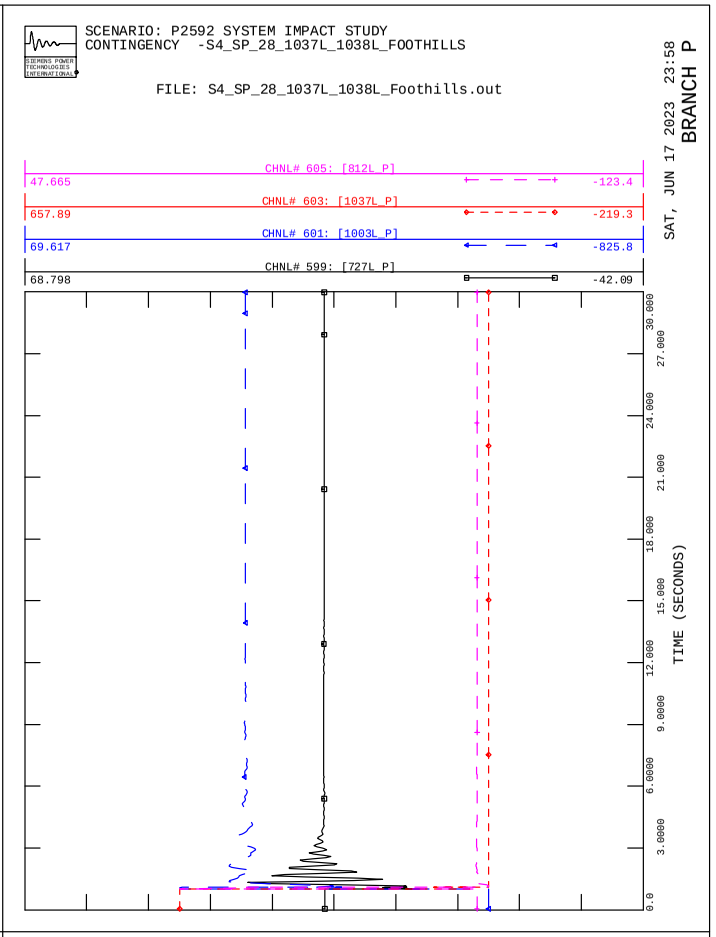
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 581: [VOLT 252 [CARSELA7 138.00]] 1.1538 0.24620
CHNL# 580: [VOLT 243 [HARTELL7 138.00]] 1.1628 -0.0018
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]] 1.1539 0.03740
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]] 1.1526 0.05080
CHNL# 577: [VOLT 238 [BLACK D7 138.00]] 1.1614 -0.0021
CHNL# 576: [VOLT 159 [LANGDON4 240.00]] 1.1540 0.50400
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1] 1.3738 -0.5295
CHNL# 315: [VARS 4251[CARSELA1 13.800]1] 1.5036 -0.7596
CHNL# 312: [VARS 3251[CARSELA2 13.800]2] 1.4997 -0.7543
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2] 1.2696 -0.2381
CHNL# 287: [VARS 3290[BALZ 3 13.800]1] 1.3426 -0.2077
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2] 1.1341 -0.5888
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1] 1.2659 -0.0630
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1] 1.1681 0.48640
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2] 1.1682 0.48790
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2] 1.1596 0.71330
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1] 1.1526 0.68380
CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2] 1.1284 0.65570
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 597: [1107L P]
654.38
-224.5
CHNL# 595: [1106L P]
654.47
-224.5
CHNL# 593: [646L P]
54.685
-87.36
CHNL# 591: [434L P]
109.88
-37.77
CHNL# 589: [753L P]
42.583
-75.89
CHNL# 587: [1080L P]
417.94
-327.3
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 605: [812L P]
47.665
-123.4
CHNL# 603: [1037L P]
657.89
-219.3
CHNL# 601: [1003L P]
69.617
-825.8
CHNL# 599: [727L P]
68.798
-42.09
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
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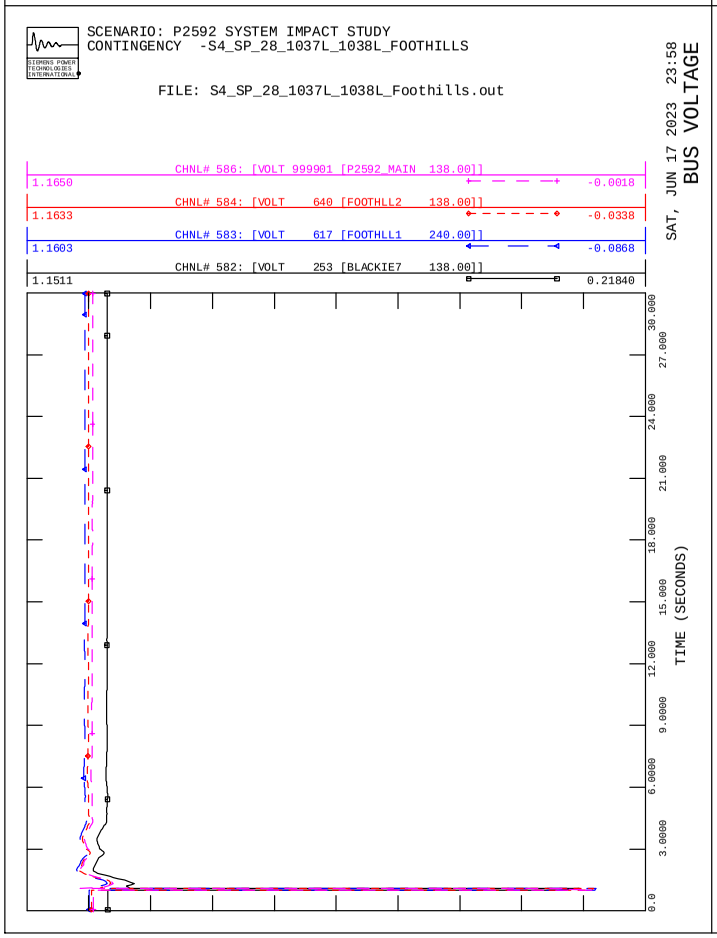
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1650
-0.0018
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1633
-0.0338
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1603
-0.0868
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1511
0.21840
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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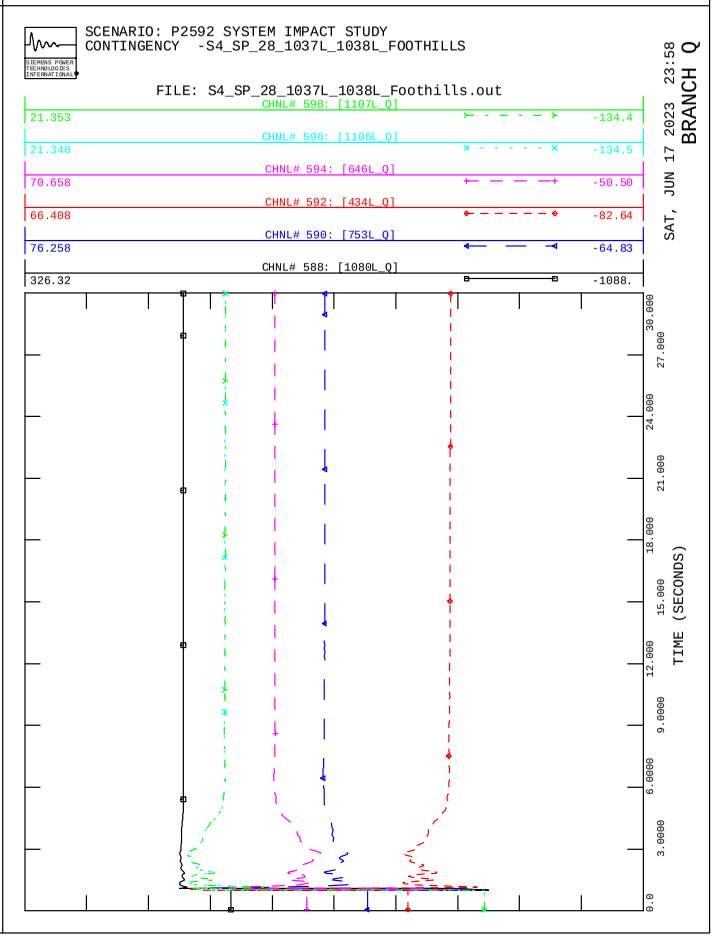
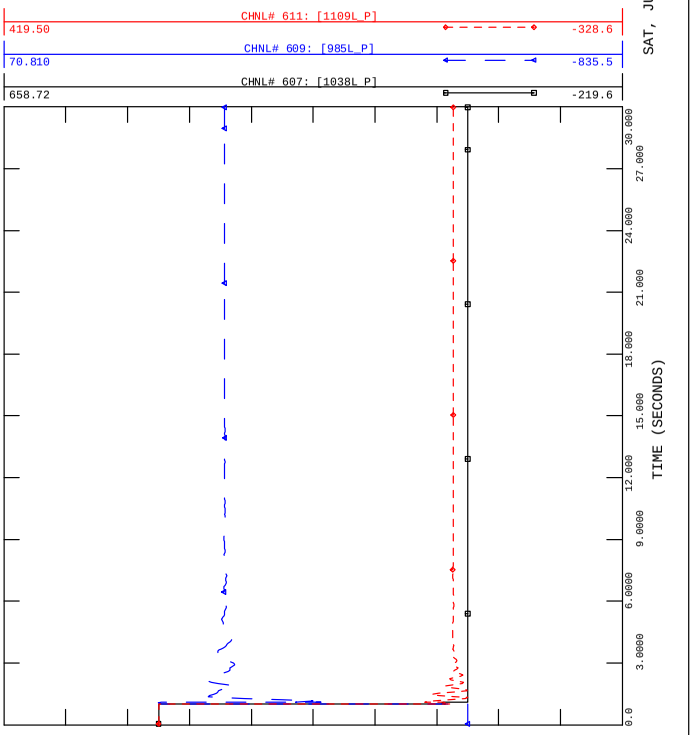
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS
FILE: S4_SP_28_1037L_1038L_Foothills.out
CHNL# 598: [1107L Q]
21.353
-134.4
CHNL# 596: [1106L Q]
21.348
-134.5
CHNL# 594: [646L Q]
70.658
-50.50
CHNL# 592: [434L Q]
66.408
-82.64
CHNL# 590: [753L Q]
76.258
-64.83
CHNL# 588: [1080L Q]
326.32
-1088.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS

FILE: S4_SP_28_1037L_1038L_Foothills.out

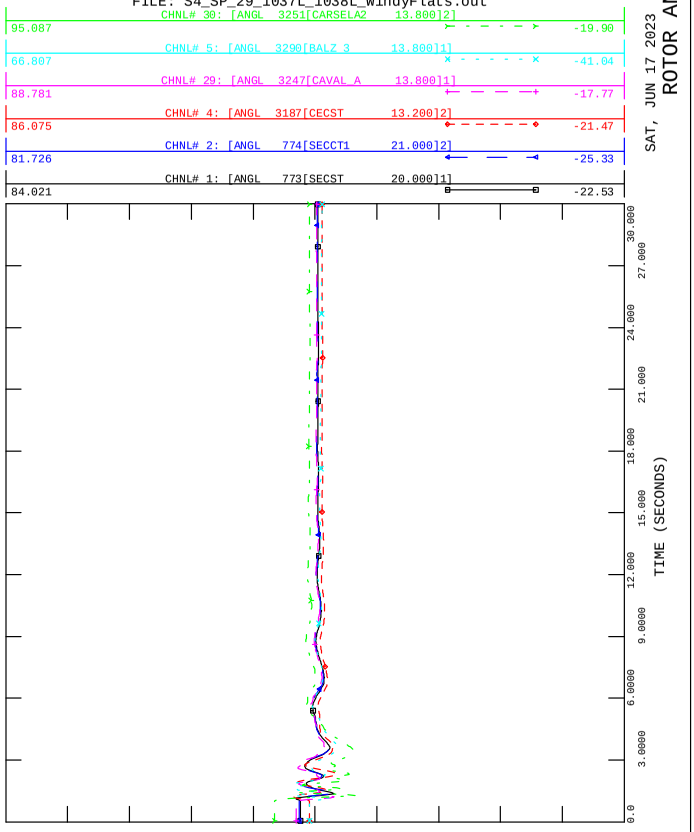
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

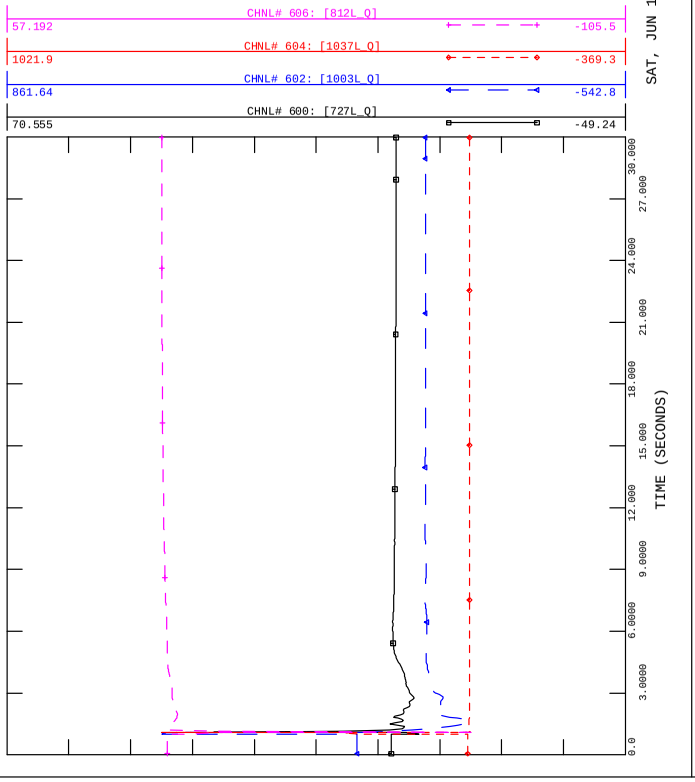
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS

FILE: S4_SP_28_1037L_1038L_Foothills.out

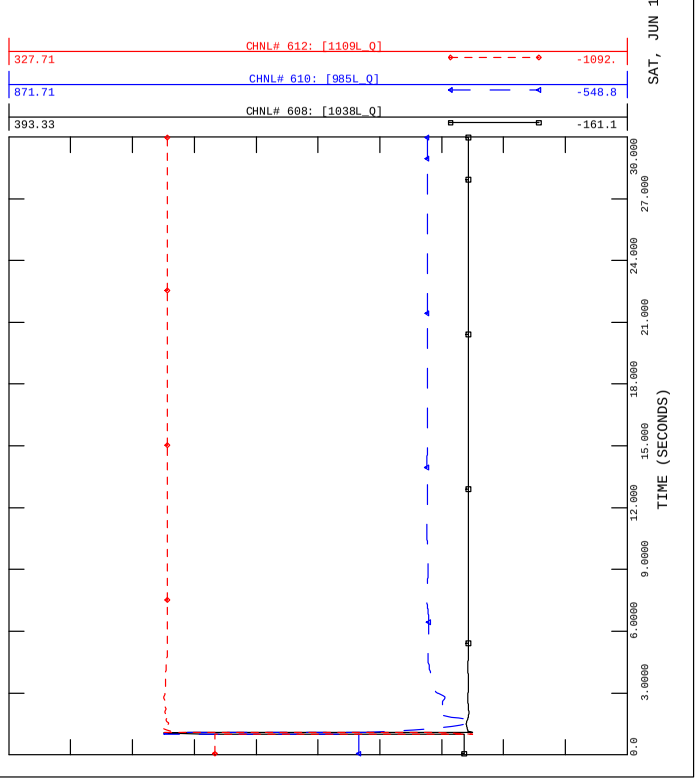
SAT, JUN 17 2023 23:58 BRANCH Q

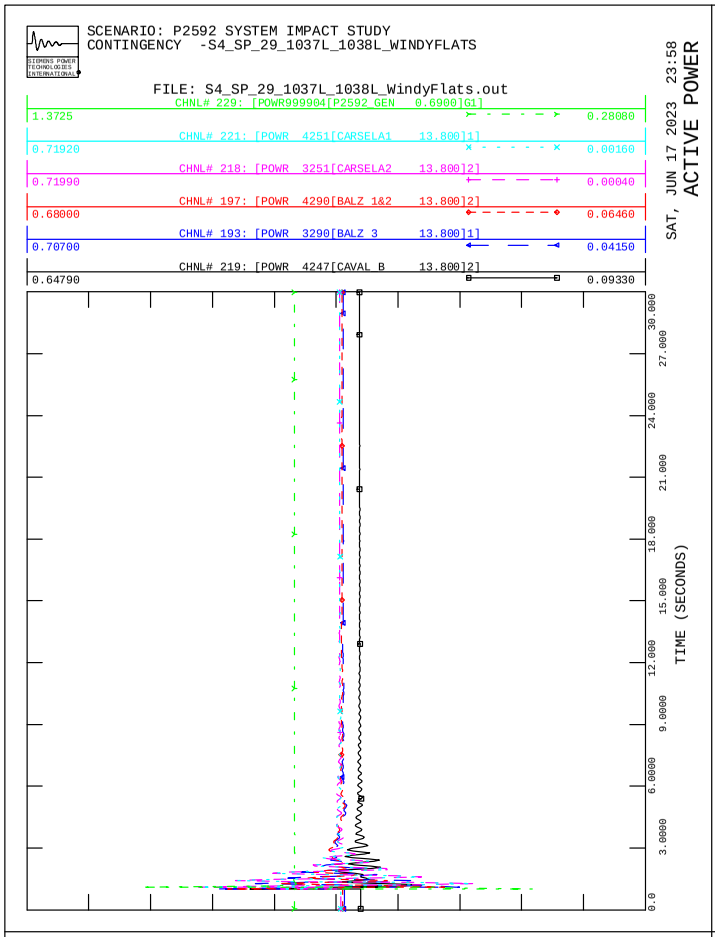


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_28_1037L_1038L_FOOTHILLS

FILE: S4_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS
FILE: S4_SP_29_1037L_1038L_WindyFlats.out
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1.3725
0.28080
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.71920
0.00160
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.71990
0.00040
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.68000
0.06460
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.70700
0.04150
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.64790
0.09330
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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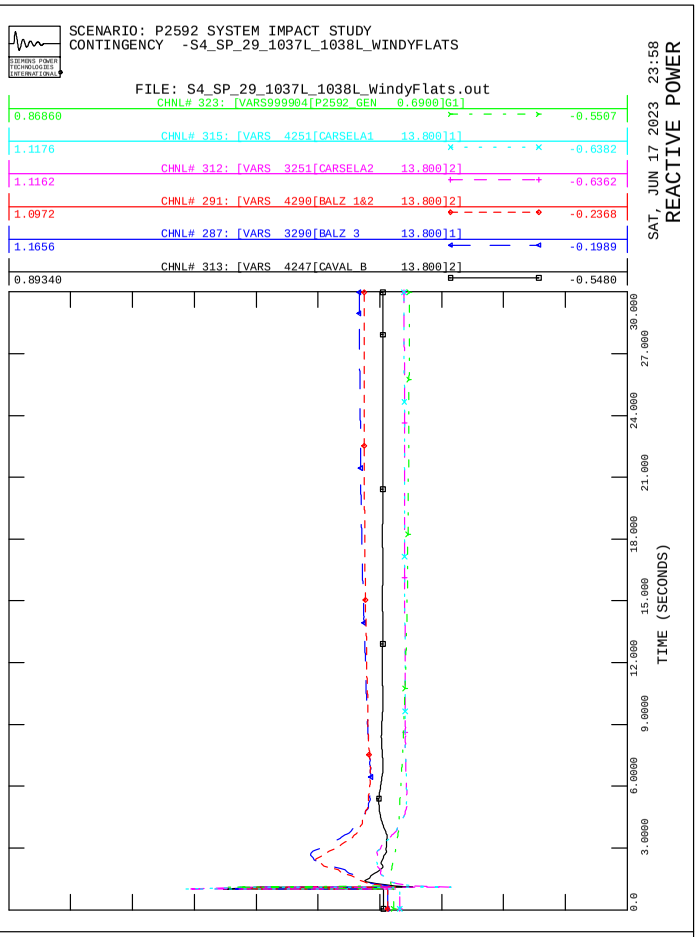
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS
FILE: S4_SP_29_1037L_1038L_WindyFlats.out
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0.86860
-0.5507
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.1176
-0.6382
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.1162
-0.6362
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.0972
-0.2368
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.1656
-0.1989
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
0.89340
-0.5480
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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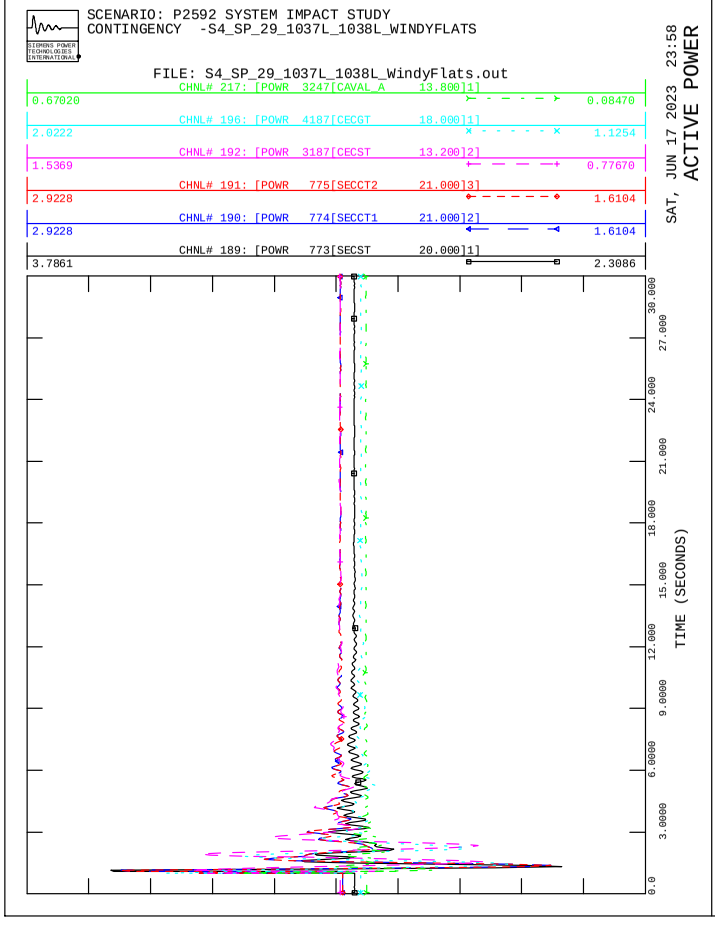
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS
FILE: S4_SP_29_1037L_1038L_WindyFlats.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.67020
0.08470
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.0222
1.1254
CHNL# 192: [POWR 3187[CECST 13.200]2]
1.5369
0.77670
CHNL# 191: [POWR 775[SECCT2 21.000]3]
2.9228
1.6104
CHNL# 190: [POWR 774[SECCT1 21.000]2]
2.9228
1.6104
CHNL# 189: [POWR 773[SECST 20.000]1]
3.7861
2.3086
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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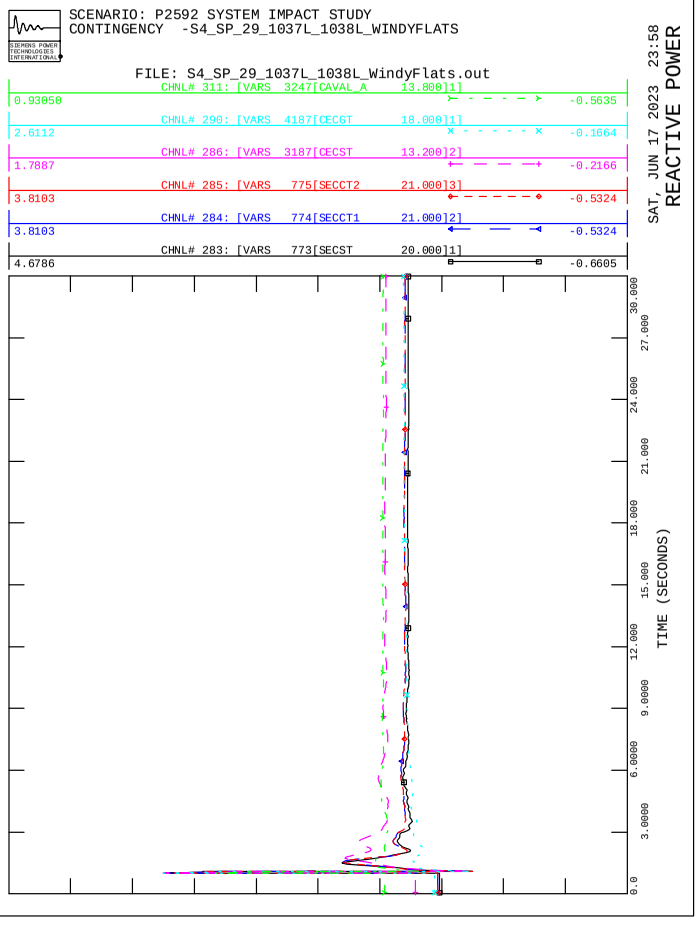
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS
FILE: S4_SP_29_1037L_1038L_WindyFlats.out
CHNL# 311: [VARS 3247[CAVAL A 13.800]1]
0.93050
-0.5635
CHNL# 290: [VARS 4187[CECGT 18.000]1]
2.6112
-0.1664
CHNL# 286: [VARS 3187[CECST 13.200]2]
1.7887
-0.2166
CHNL# 285: [VARS 775[SECCT2 21.000]3]
3.8103
-0.5324
CHNL# 284: [VARS 774[SECCT1 21.000]2]
3.8103
-0.5324
CHNL# 283: [VARS 773[SECST 20.000]1]
4.6786
-0.6605
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.2108 0.45560

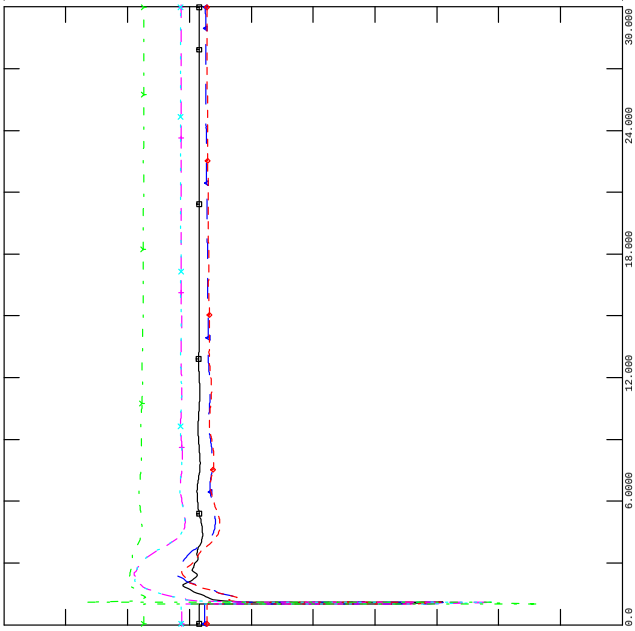
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1666 0.69010

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1667 0.69080

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1639 0.81670

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1589 0.79610

CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1190 0.77370



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

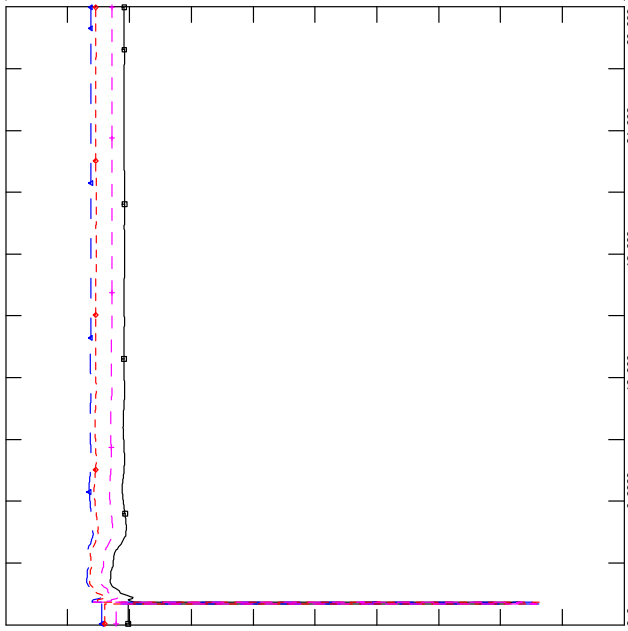
BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1652 0.46040

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1568 0.41830

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1542 0.38990

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1465 0.55260



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1180 0.76190

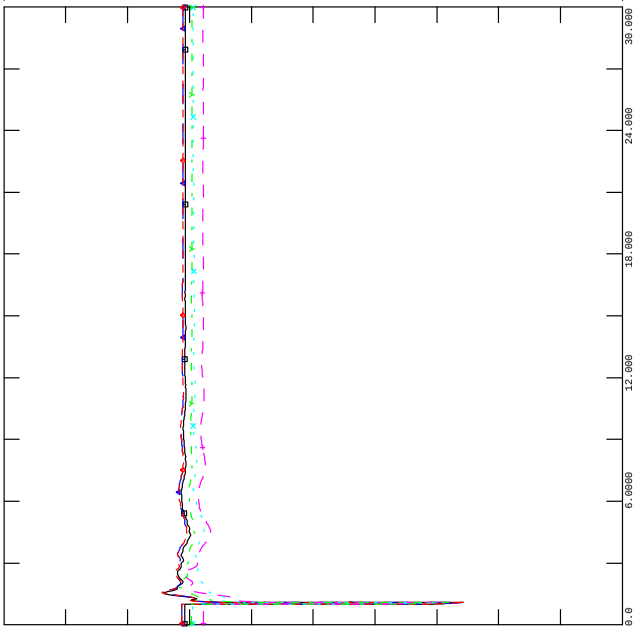
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1500 0.82180

CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.1614 0.81560

CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.1629 0.77080

CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.1629 0.77080

CHNL# 471: [ETRM 773[SECST 20.000]1]
1.1634 0.77550



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1511 0.56460

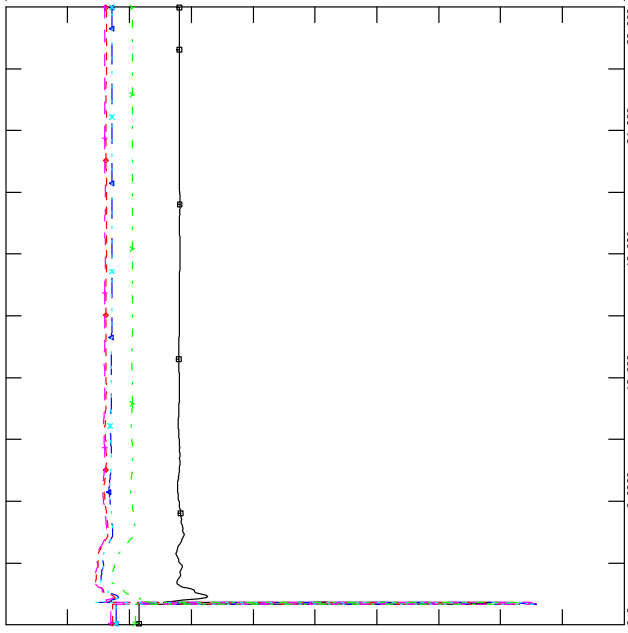
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1632 0.45880

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1473 0.45460

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1471 0.45970

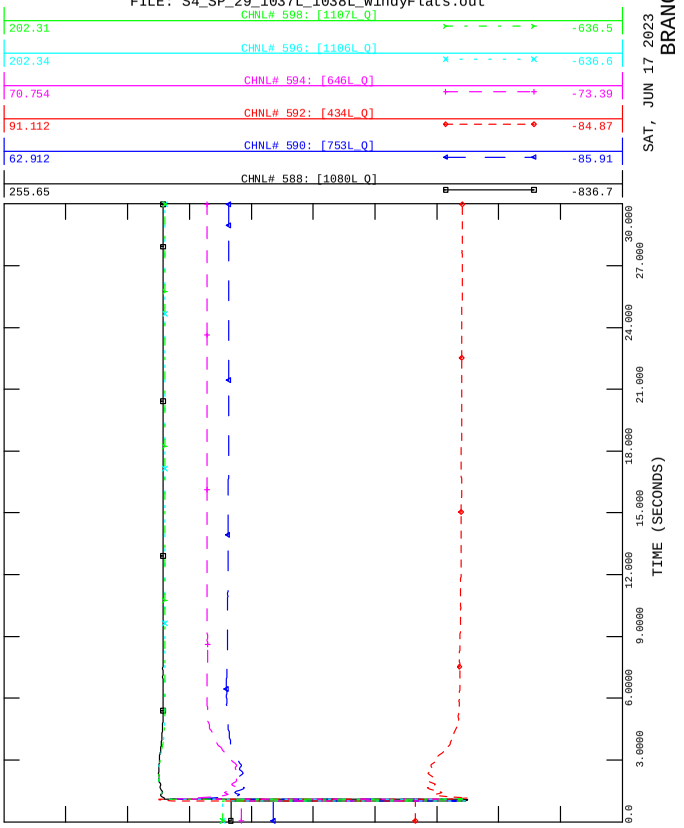
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1619 0.45760

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1540 0.69020



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

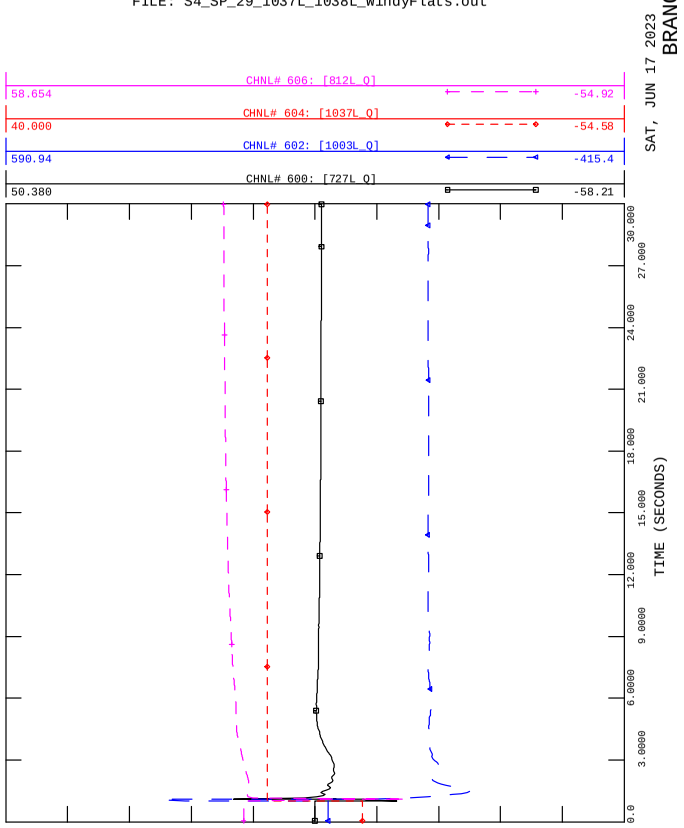
FILE: S4_SP_29_1037L_1038L_WindyFlats.out



SAT, JUN 17 2023 23:58 BRANCH Q

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

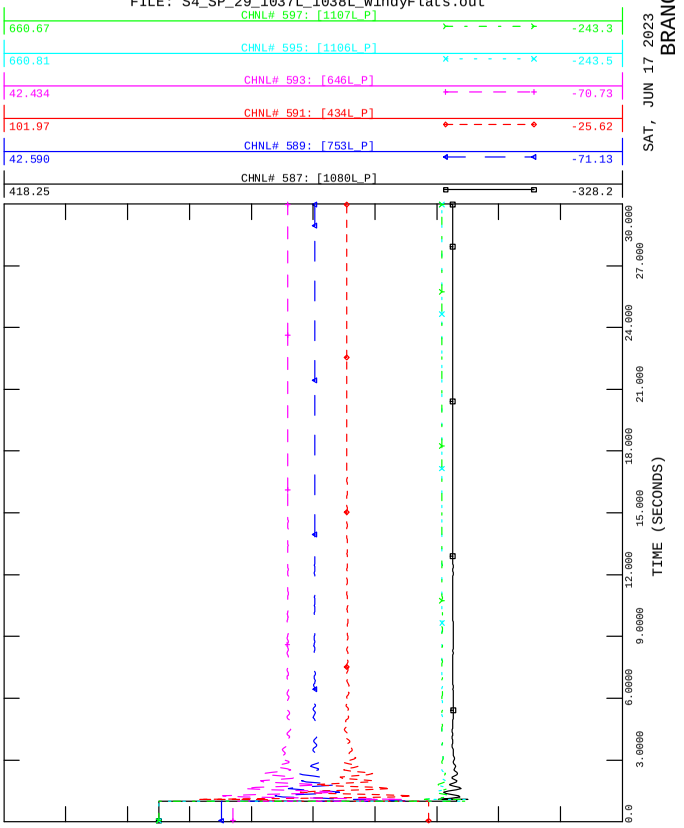
FILE: S4_SP_29_1037L_1038L_WindyFlats.out



SAT, JUN 17 2023 23:58 BRANCH Q

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

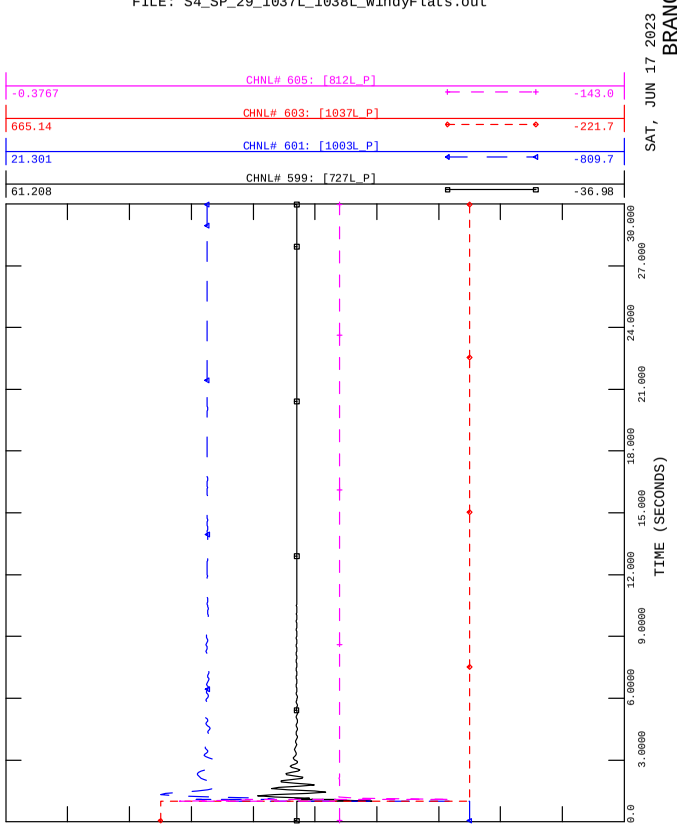
FILE: S4_SP_29_1037L_1038L_WindyFlats.out



SAT, JUN 17 2023 23:58 BRANCH P

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out



SAT, JUN 17 2023 23:58 BRANCH P

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 612: [1109L Q] 256.74 -840.0
CHNL# 610: [985L Q] 597.99 -420.0
CHNL# 608: [1038L Q] 40.000 -54.90

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 217: [POWR 3247[CAVAL_A 13.800]1] 0.74870 -0.0033
CHNL# 196: [POWR 4187[CECGT 18.000]1] 2.7388 0.43190
CHNL# 192: [POWR 3187[CECST 13.200]2] 2.2519 0.04920
CHNL# 191: [POWR 775[SECCT2 21.000]3] 4.0332 0.31680
CHNL# 190: [POWR 774[SECCT1 21.000]2] 4.0332 0.31680
CHNL# 189: [POWR 773[SECST 20.000]1] 4.9996 0.48720

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_29_1037L_1038L_WINDYFLATS

FILE: S4_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 611: [1109L P] 419.95 -329.9
CHNL# 609: [985L P] 21.424 -819.0
CHNL# 607: [1038L P] 659.08 -219.7

TIME (SECONDS)

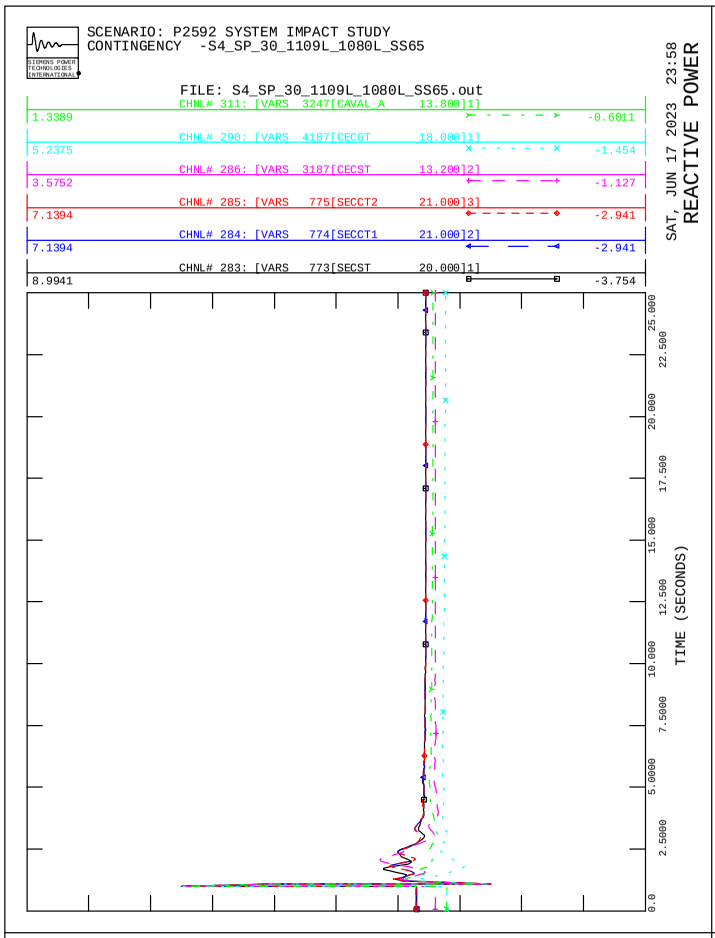
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 151.11 -20.88
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 99.446 -46.64
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 132.32 -27.22
CHNL# 4: [ANGL 3187[CECST 13.200]2] 118.90 -40.26
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 121.83 -40.30
CHNL# 1: [ANGL 773[SECST 20.000]1] 126.18 -35.02

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65
FILE: S4_SP_30_1109L_1080L_SS65.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1] 1.3389 -0.6011
CHNL# 290: [VARS 4187[CECGT 18.000]1] 5.2375 -1.454
CHNL# 286: [VARS 3187[CECST 13.200]2] 3.5752 -1.127
CHNL# 285: [VARS 775[SECCT2 21.000]3] 7.1394 -2.941
CHNL# 284: [VARS 774[SECCT1 21.000]2] 7.1394 -2.941
CHNL# 283: [VARS 773[SECST 20.000]1] 8.9941 -3.754
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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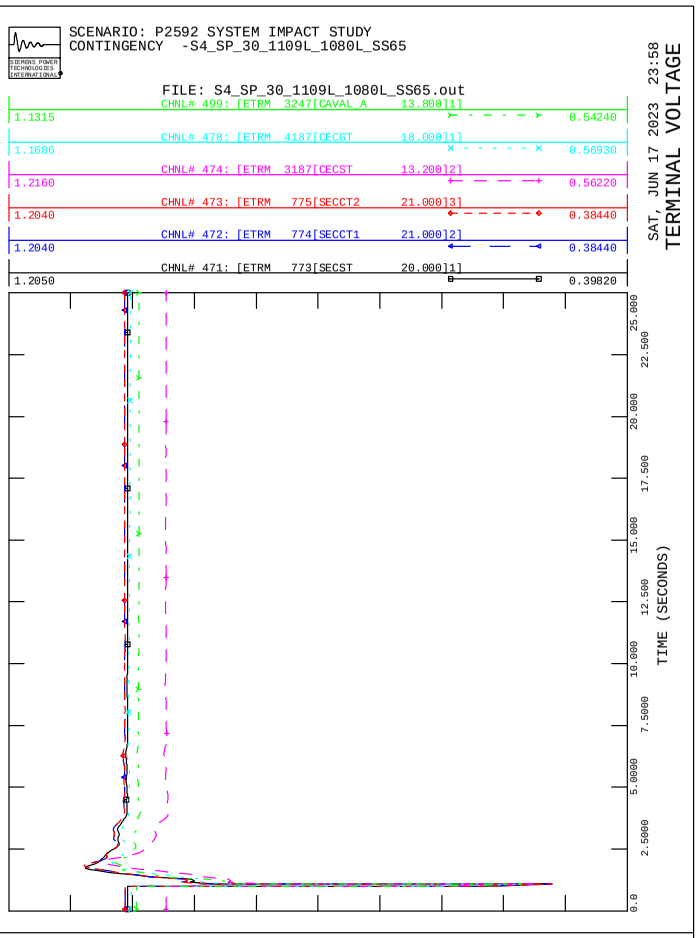
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65
FILE: S4_SP_30_1109L_1080L_SS65.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1] 1.1315 0.54240
CHNL# 478: [ETRM 4187[CECGT 18.000]1] 1.1686 0.56930
CHNL# 474: [ETRM 3187[CECST 13.200]2] 1.2160 0.56220
CHNL# 473: [ETRM 775[SECCT2 21.000]3] 1.2040 0.38440
CHNL# 472: [ETRM 774[SECCT1 21.000]2] 1.2040 0.38440
CHNL# 471: [ETRM 773[SECST 20.000]1] 1.2050 0.39820
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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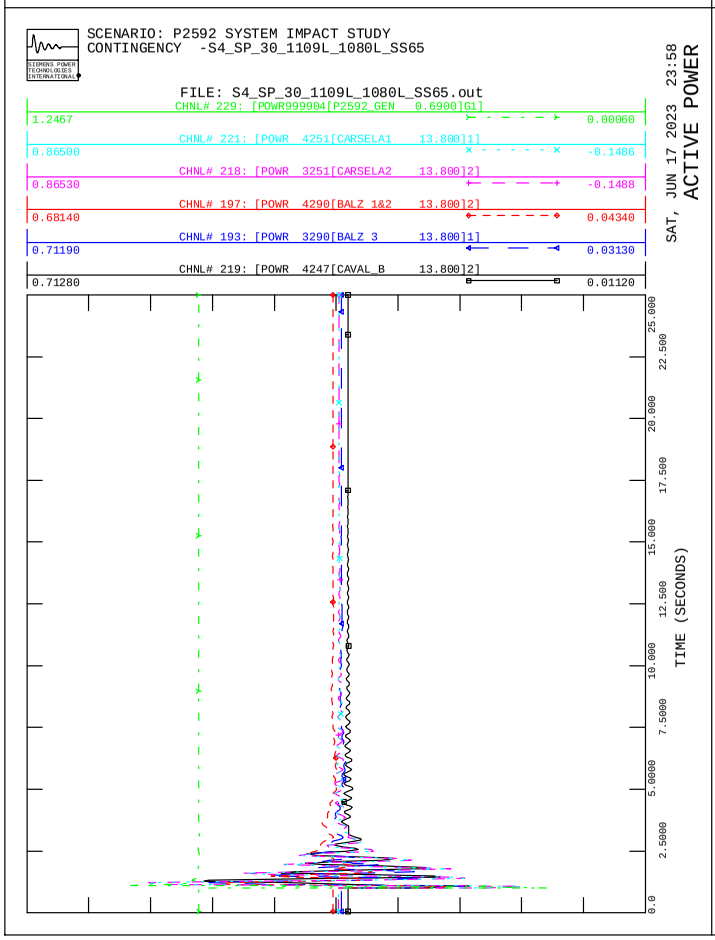
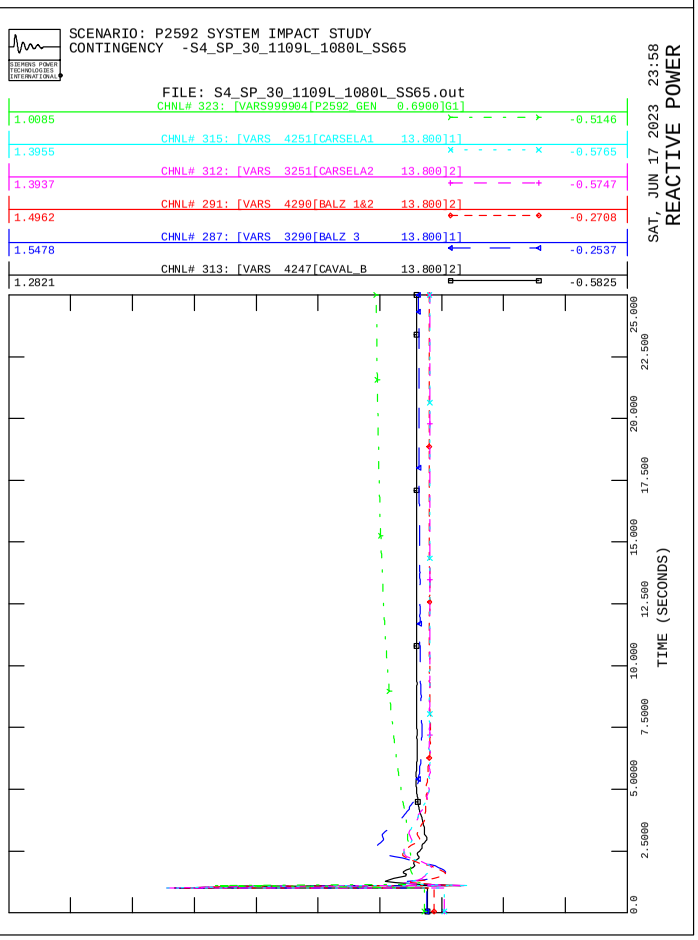
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65
FILE: S4_SP_30_1109L_1080L_SS65.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1] 1.2467 0.00060
CHNL# 221: [POWR 4251[CARSELA1 13.800]1] 0.86500 -0.1486
CHNL# 218: [POWR 3251[CARSELA2 13.800]2] 0.86530 -0.1488
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2] 0.68140 0.04340
CHNL# 193: [POWR 3290[BALZ 3 13.800]1] 0.71190 0.03130
CHNL# 219: [POWR 4247[CAVAL_B 13.800]2] 0.71280 0.01120
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65
FILE: S4_SP_30_1109L_1080L_SS65.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1] 1.0085 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1] 1.3955 -0.5765
CHNL# 312: [VARS 3251[CARSELA2 13.800]2] 1.3937 -0.5747
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2] 1.4962 -0.2708
CHNL# 287: [VARS 3290[BALZ 3 13.800]1] 1.5478 -0.2537
CHNL# 313: [VARS 4247[CAVAL_B 13.800]2] 1.2821 -0.5825
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1424 0.30640

CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1445 0.14860

CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1351 0.15800

CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1345 0.16530

CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1431 0.14760

CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1780 0.22090

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 597: [1107L P]
647.51 -203.9

CHNL# 595: [1106L P]
647.58 -203.8

CHNL# 593: [646L P]
65.160 -59.53

CHNL# 591: [434L P]
75.207 -62.47

CHNL# 589: [753L P]
75.532 -38.42

CHNL# 587: [1080L P]
5000.0 -5000.

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1659 0.13180

CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1562 0.52880

CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1563 0.53020

CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1732 0.54260

CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1661 0.49750

CHNL# 501: [ETRM 4247[CAVAL_B 13.800]2]
1.1292 0.57190

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1463 0.14980

CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1396 0.11050

CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1354 0.07050

CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1396 0.25630

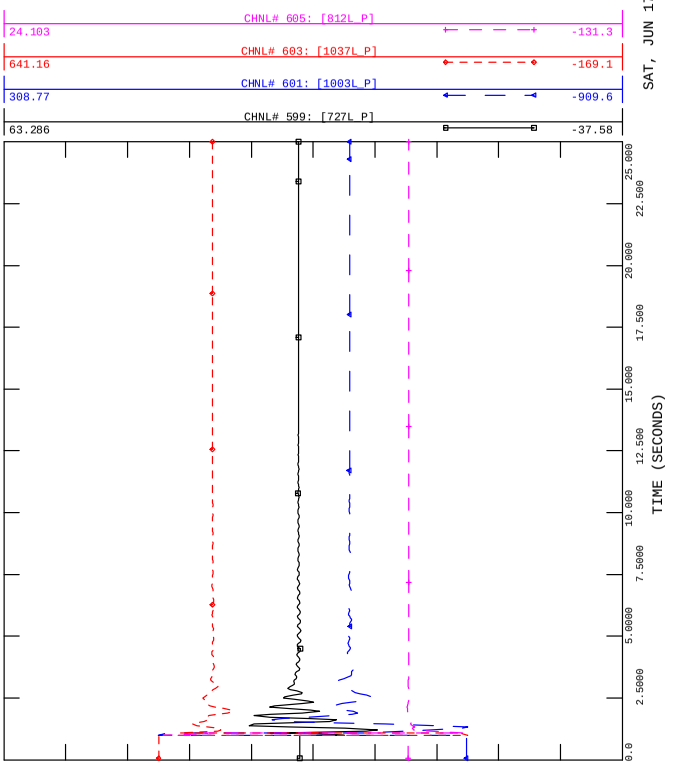
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

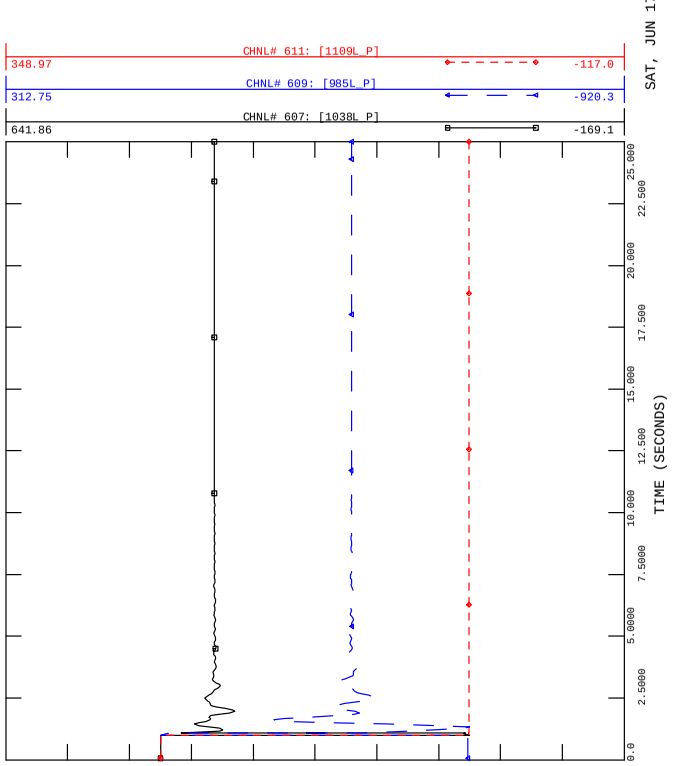
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

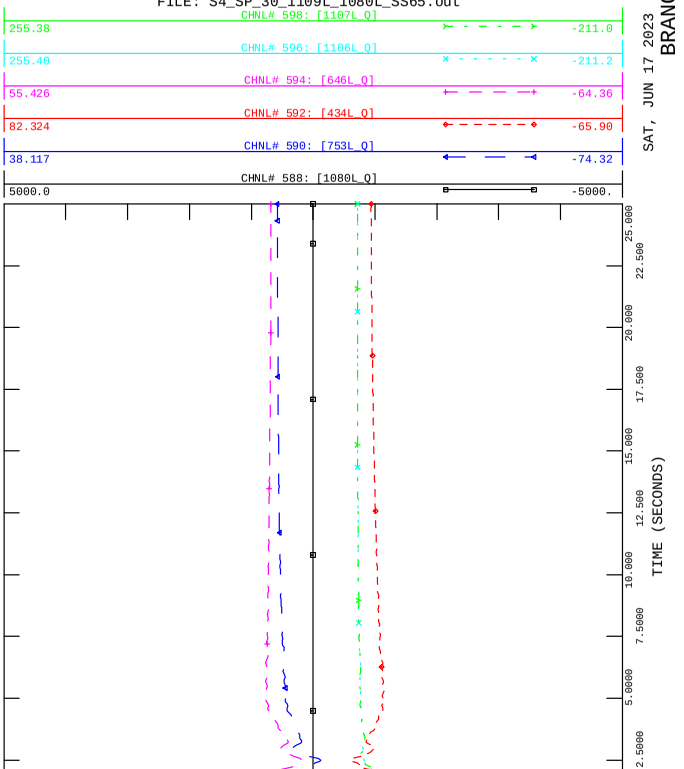
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

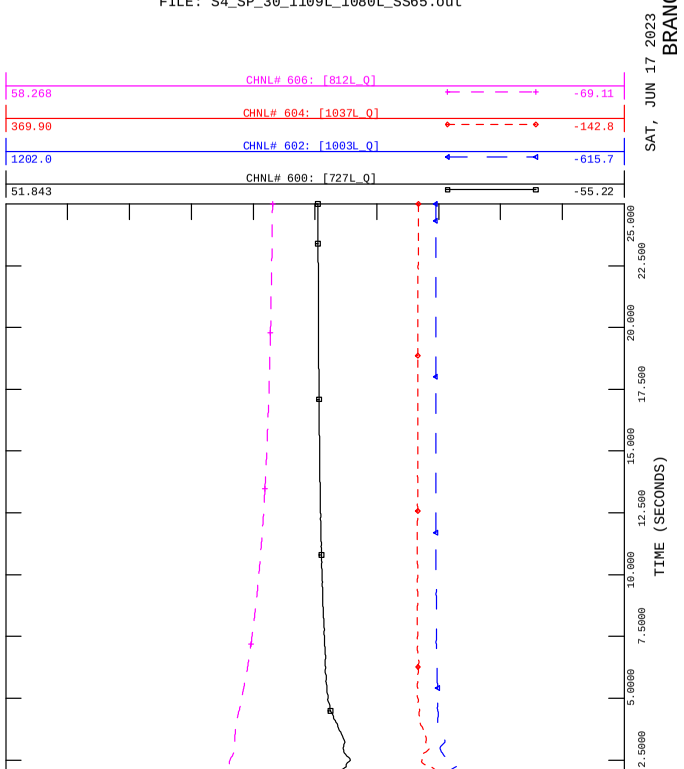
SAT, JUN 17 2023 23:58 BRANCH Q

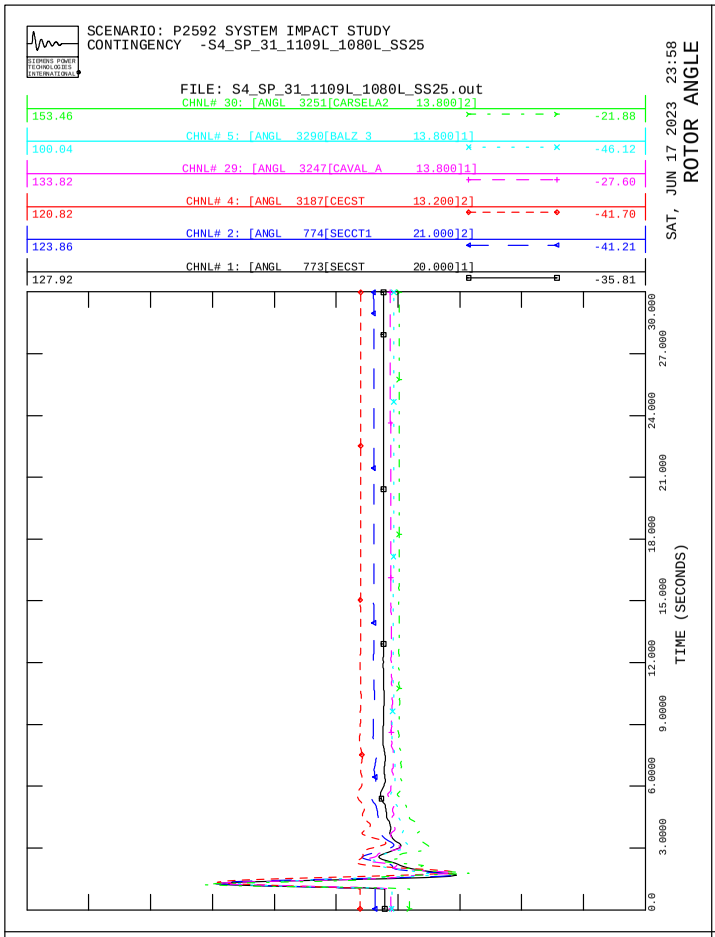


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65

FILE: S4_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
153.46
-21.88
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
100.04
-46.12
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
133.82
-27.60
CHNL# 4: [ANGL 3187[CECST 13.200]2]
120.82
-41.70
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
123.86
-41.21
CHNL# 1: [ANGL 773[SECST 20.000]1]
127.92
-35.81
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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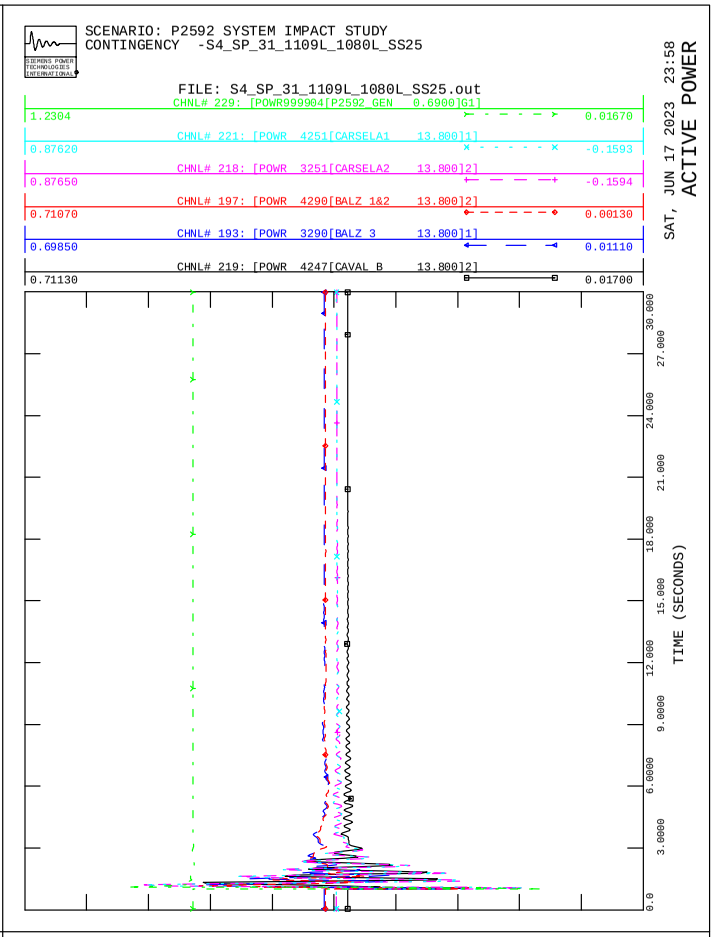
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 229: [POWR999904[P2592_GEN 0.6900]G1]
1.2304
0.01670
CHNL# 221: [POWR 4251[CARSELA1 13.800]1]
0.87620
-0.1593
CHNL# 218: [POWR 3251[CARSELA2 13.800]2]
0.87650
-0.1594
CHNL# 197: [POWR 4290[BALZ 1&2 13.800]2]
0.71070
0.00130
CHNL# 193: [POWR 3290[BALZ 3 13.800]1]
0.69850
0.01110
CHNL# 219: [POWR 4247[CAVAL B 13.800]2]
0.71130
0.01700
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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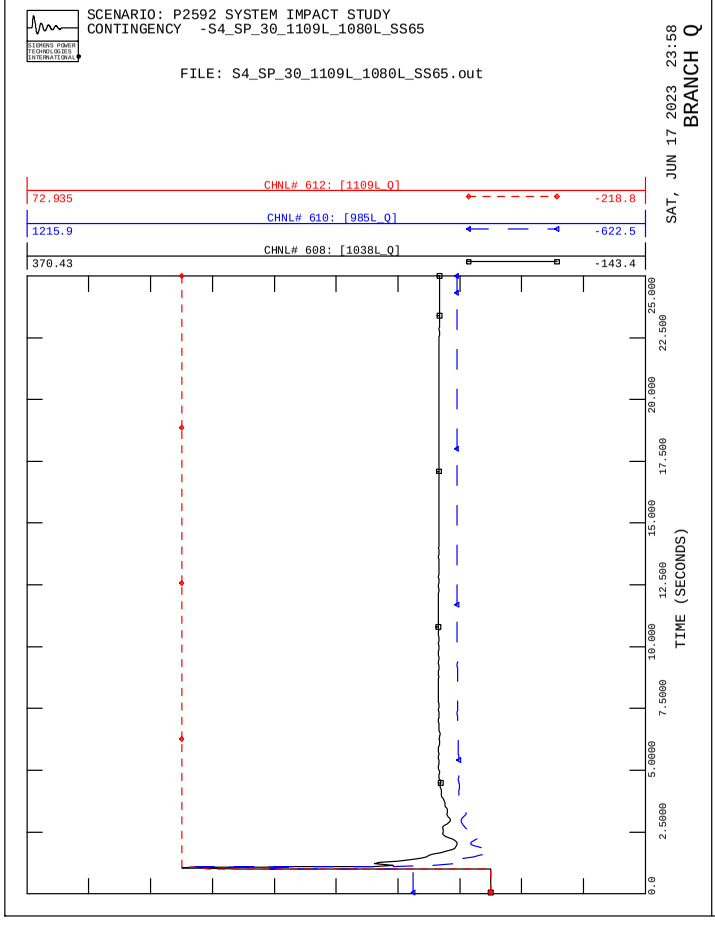
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_30_1109L_1080L_SS65
FILE: S4_SP_30_1109L_1080L_SS65.out
CHNL# 612: [1109L Q]
72.935
-218.8
CHNL# 610: [985L Q]
1215.9
-622.5
CHNL# 608: [1038L Q]
370.43
-143.4
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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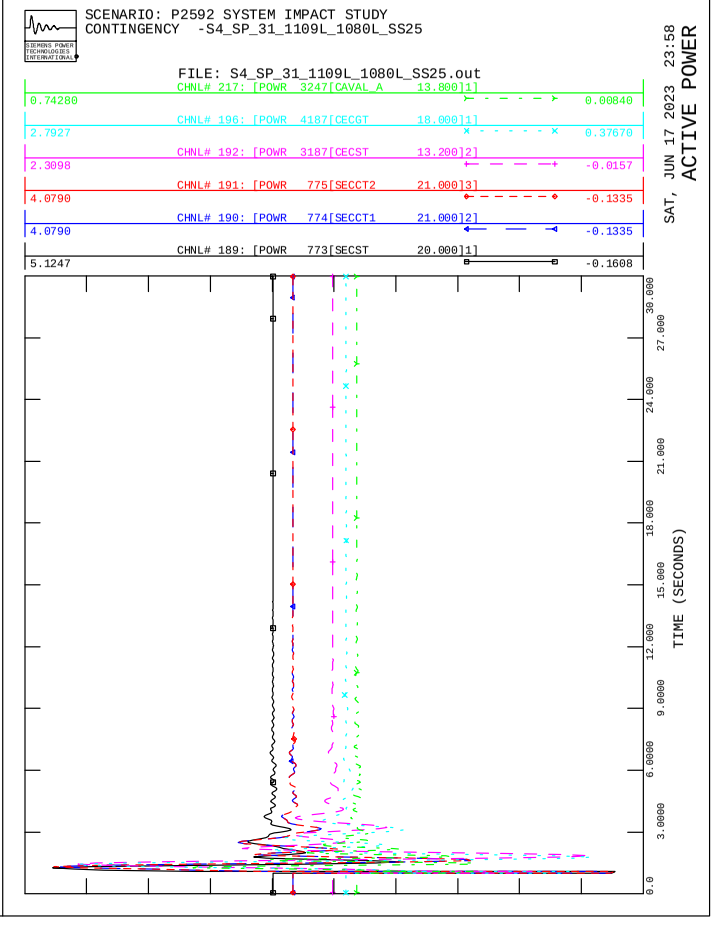
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 217: [POWR 3247[CAVAL A 13.800]1]
0.74280
0.00840
CHNL# 196: [POWR 4187[CECGT 18.000]1]
2.7927
0.37670
CHNL# 192: [POWR 3187[CECST 13.200]2]
2.3098
-0.0157
CHNL# 191: [POWR 775[SECCT2 21.000]3]
4.0790
-0.1335
CHNL# 190: [POWR 774[SECCT1 21.000]2]
4.0790
-0.1335
CHNL# 189: [POWR 773[SECST 20.000]1]
5.1247
-0.1608
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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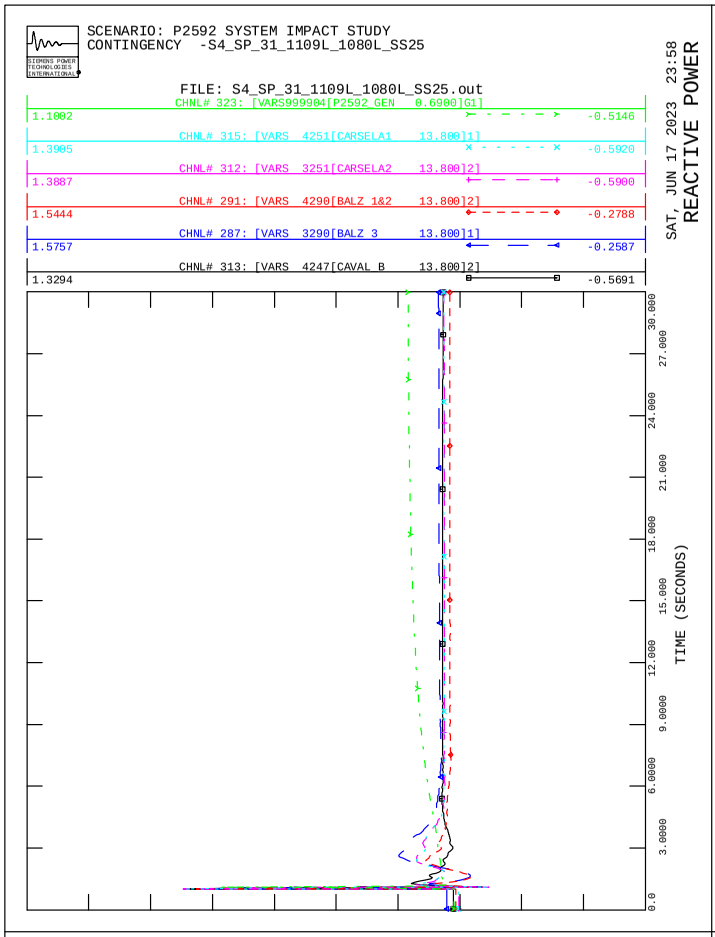
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 323: [VARS999904[P2592_GEN 0.6900]G1]
1.1002 -0.5146
CHNL# 315: [VARS 4251[CARSELA1 13.800]1]
1.3905 -0.5920
CHNL# 312: [VARS 3251[CARSELA2 13.800]2]
1.3887 -0.5900
CHNL# 291: [VARS 4290[BALZ 1&2 13.800]2]
1.5444 -0.2788
CHNL# 287: [VARS 3290[BALZ 3 13.800]1]
1.5757 -0.2587
CHNL# 313: [VARS 4247[CAVAL B 13.800]2]
1.3294 -0.5691
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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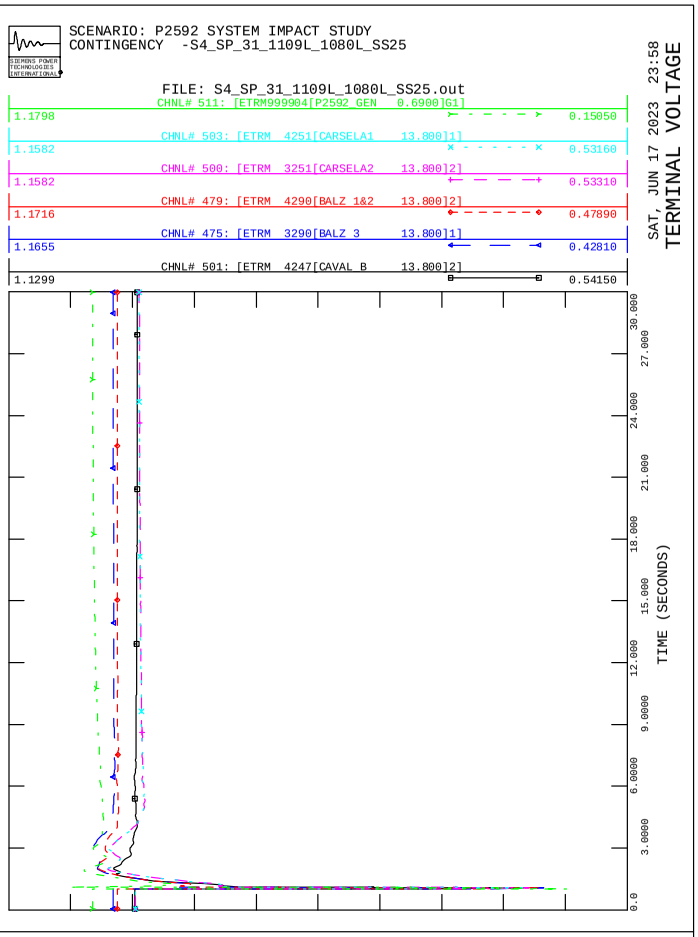
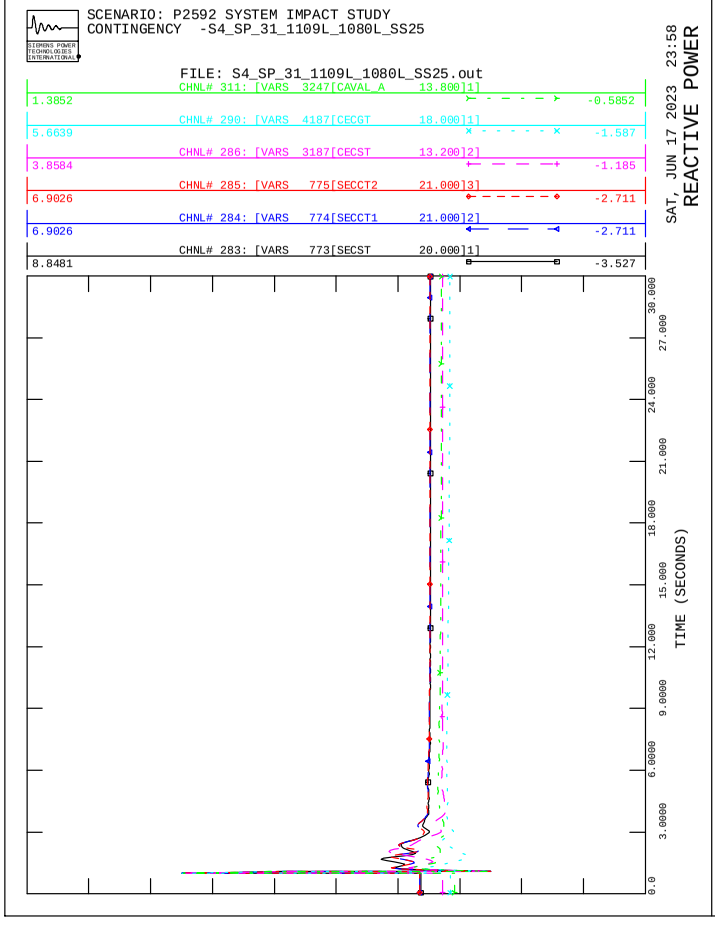
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 511: [ETRM999904[P2592_GEN 0.6900]G1]
1.1798 0.15050
CHNL# 503: [ETRM 4251[CARSELA1 13.800]1]
1.1582 0.53160
CHNL# 500: [ETRM 3251[CARSELA2 13.800]2]
1.1582 0.53310
CHNL# 479: [ETRM 4290[BALZ 1&2 13.800]2]
1.1716 0.47890
CHNL# 475: [ETRM 3290[BALZ 3 13.800]1]
1.1655 0.42810
CHNL# 501: [ETRM 4247[CAVAL B 13.800]2]
1.1299 0.54150
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 311: [VARS 3247[CAVAL_A 13.800]1]
1.3852 -0.5852
CHNL# 290: [VARS 4187[CECGT 18.000]1]
5.6639 -1.587
CHNL# 286: [VARS 3187[CECST 13.200]2]
3.8584 -1.185
CHNL# 285: [VARS 775[SECCT2 21.000]3]
6.9026 -2.711
CHNL# 284: [VARS 774[SECCT1 21.000]2]
6.9026 -2.711
CHNL# 283: [VARS 773[SECST 20.000]1]
8.8481 -3.527
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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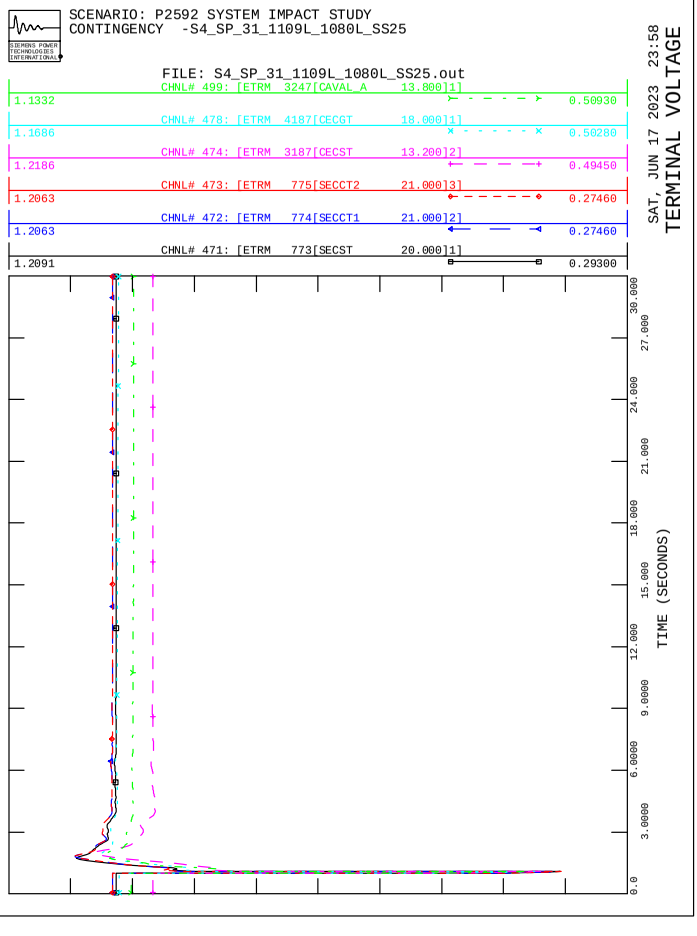
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
CHNL# 499: [ETRM 3247[CAVAL_A 13.800]1]
1.1332 0.50930
CHNL# 478: [ETRM 4187[CECGT 18.000]1]
1.1686 0.50280
CHNL# 474: [ETRM 3187[CECST 13.200]2]
1.2186 0.49450
CHNL# 473: [ETRM 775[SECCT2 21.000]3]
1.2063 0.27460
CHNL# 472: [ETRM 774[SECCT1 21.000]2]
1.2063 0.27460
CHNL# 471: [ETRM 773[SECST 20.000]1]
1.2091 0.29300
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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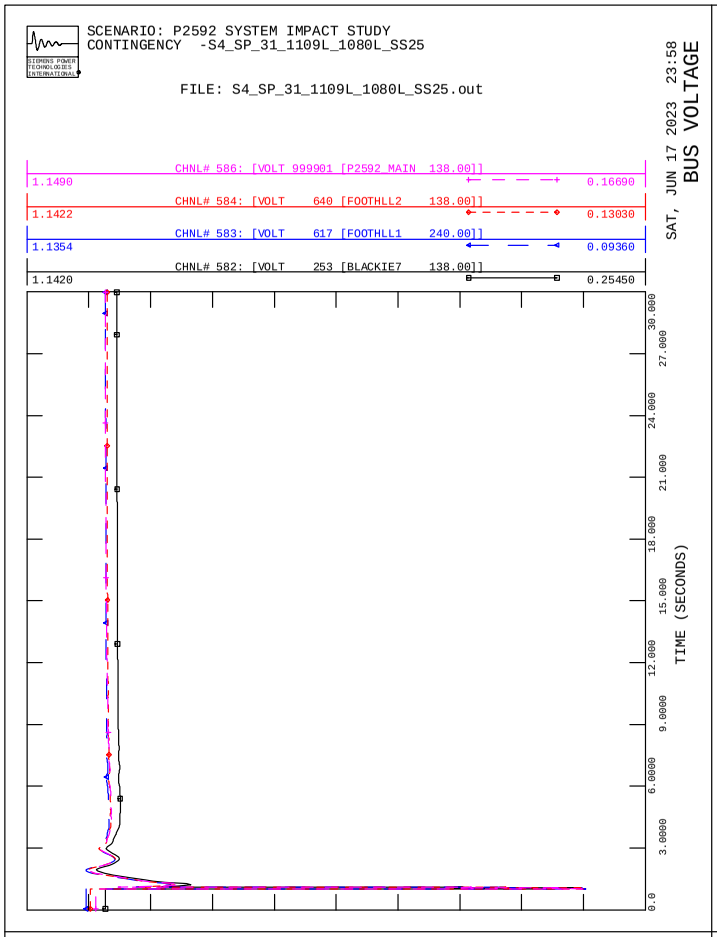
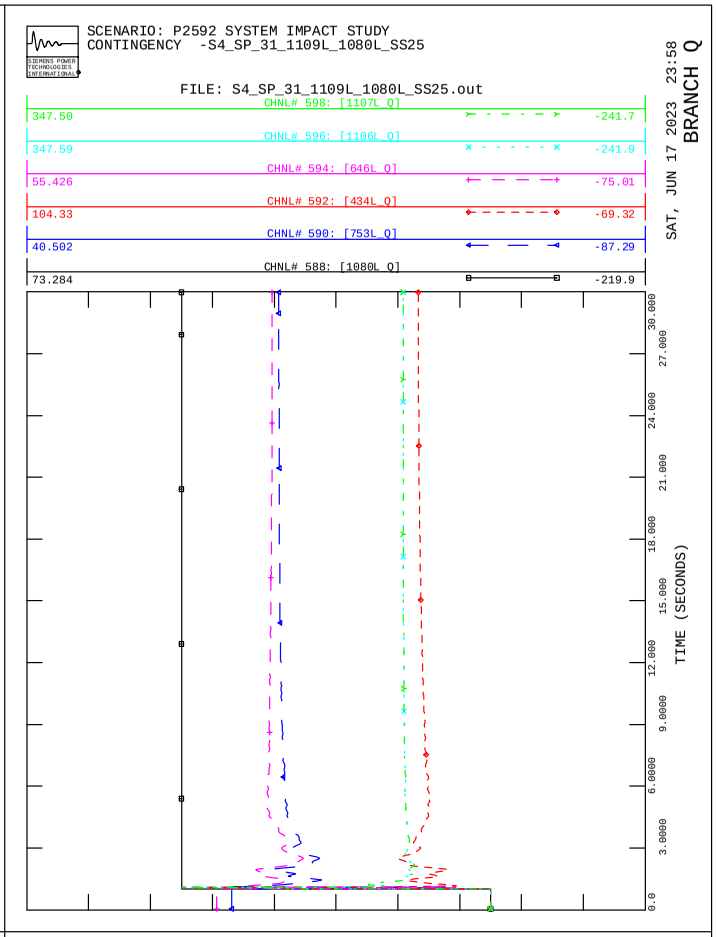
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 586: [VOLT 999901 [P2592_MAIN 138.00]]
1.1490
0.16690
CHNL# 584: [VOLT 640 [FOOTHLL2 138.00]]
1.1422
0.13030
CHNL# 583: [VOLT 617 [FOOTHLL1 240.00]]
1.1354
0.09360
CHNL# 582: [VOLT 253 [BLACKIE7 138.00]]
1.1420
0.25450
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 598: [1107L Q]
347.50
-241.7
CHNL# 596: [1106L Q]
347.59
-241.9
CHNL# 594: [646L Q]
55.426
-75.01
CHNL# 592: [434L Q]
104.33
-69.32
CHNL# 590: [753L Q]
40.502
-87.29
CHNL# 588: [1080L Q]
73.284
-219.9
TIME (SECONDS)
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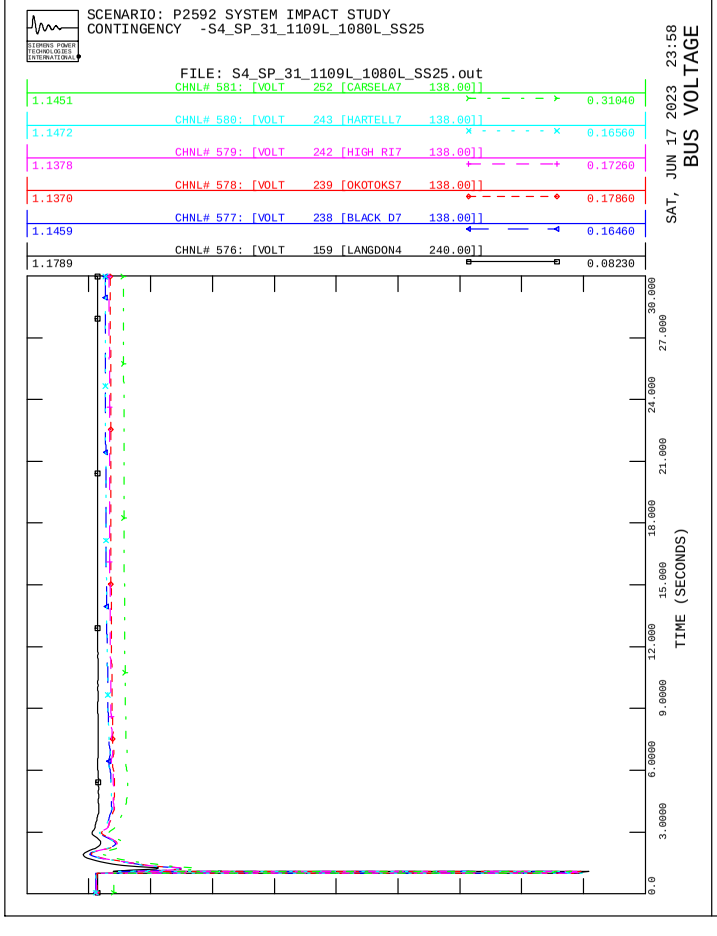
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 581: [VOLT 252 [CARSELA7 138.00]]
1.1451
0.31040
CHNL# 580: [VOLT 243 [HARTELL7 138.00]]
1.1472
0.16560
CHNL# 579: [VOLT 242 [HIGH RI7 138.00]]
1.1378
0.17260
CHNL# 578: [VOLT 239 [OKOTOKS7 138.00]]
1.1370
0.17860
CHNL# 577: [VOLT 238 [BLACK D7 138.00]]
1.1459
0.16460
CHNL# 576: [VOLT 159 [LANGDON4 240.00]]
1.1789
0.08230
TIME (SECONDS)
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6.0000
9.0000
12.000
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18.000
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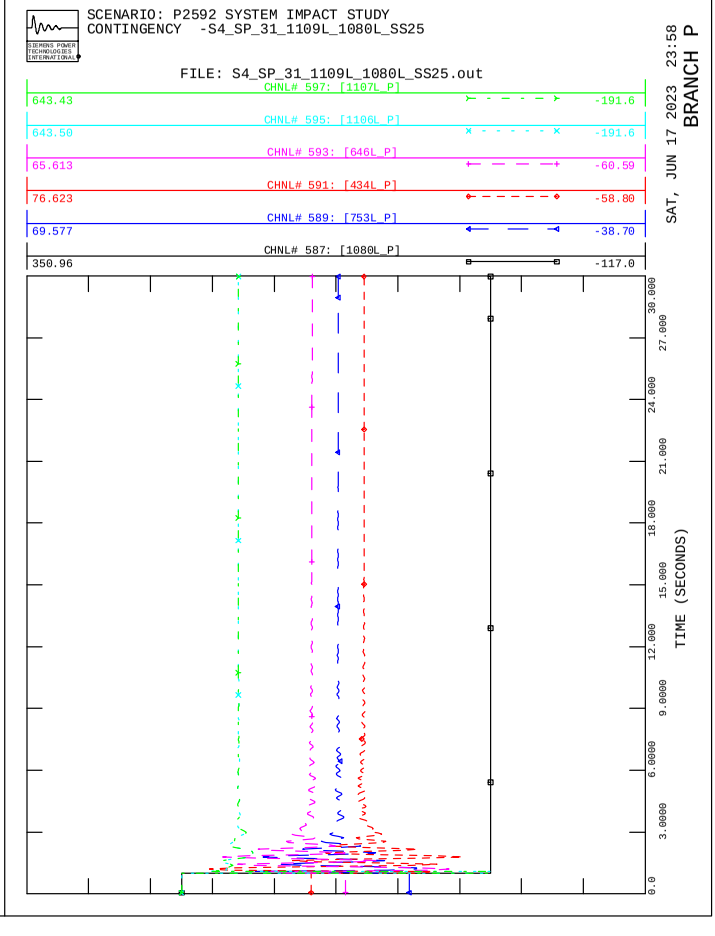
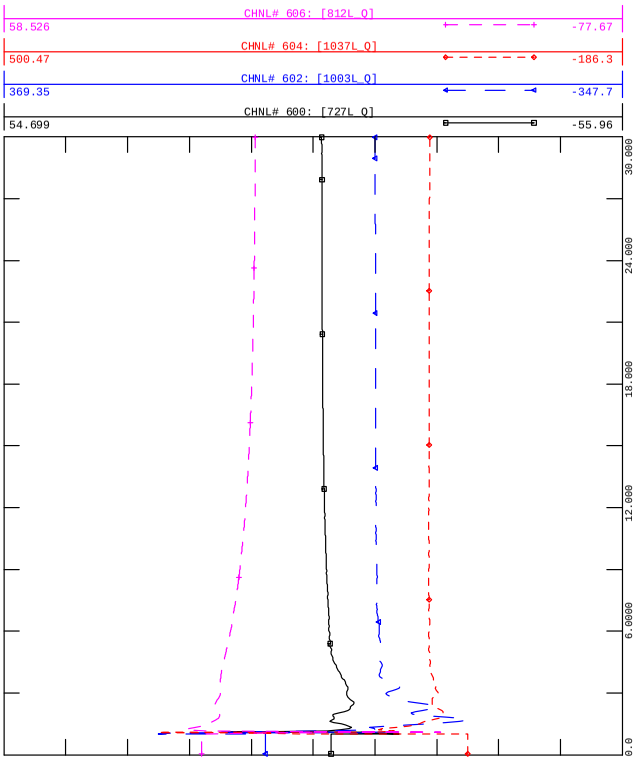

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25
FILE: S4_SP_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 597: [1107L P]
643.43
-191.6
CHNL# 595: [1106L P]
643.50
-191.6
CHNL# 593: [646L P]
65.613
-60.59
CHNL# 591: [434L P]
76.623
-58.80
CHNL# 589: [753L P]
69.577
-38.70
CHNL# 587: [1080L P]
350.96
-117.0
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25

FILE: S4_SP_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH Q

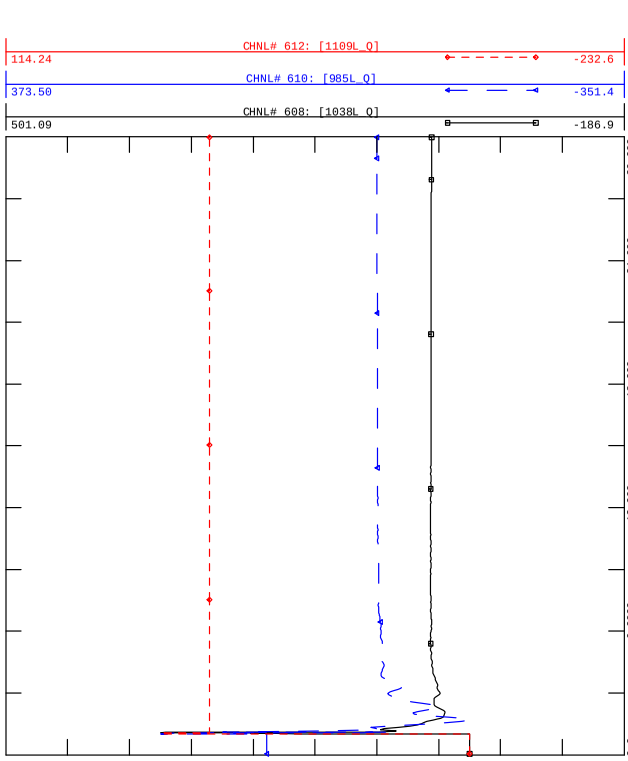


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25

FILE: S4_SP_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH Q

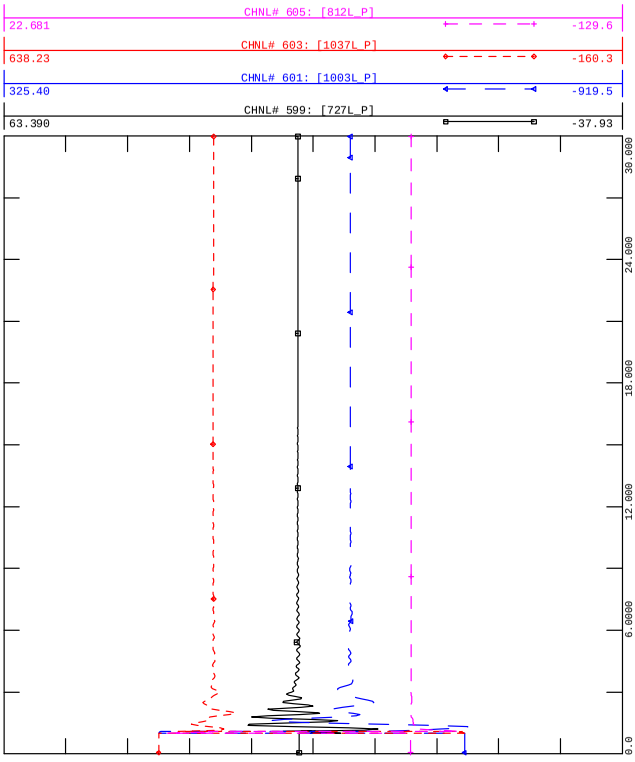


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25

FILE: S4_SP_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH P

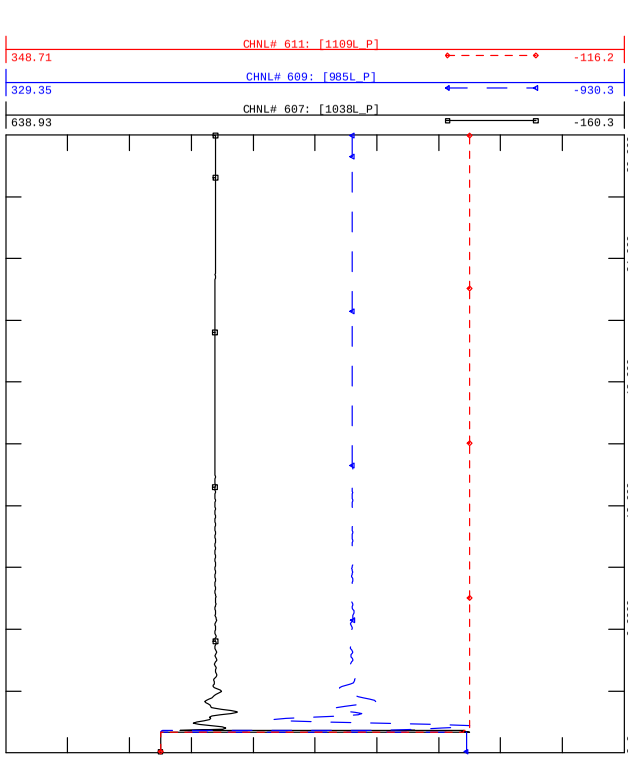


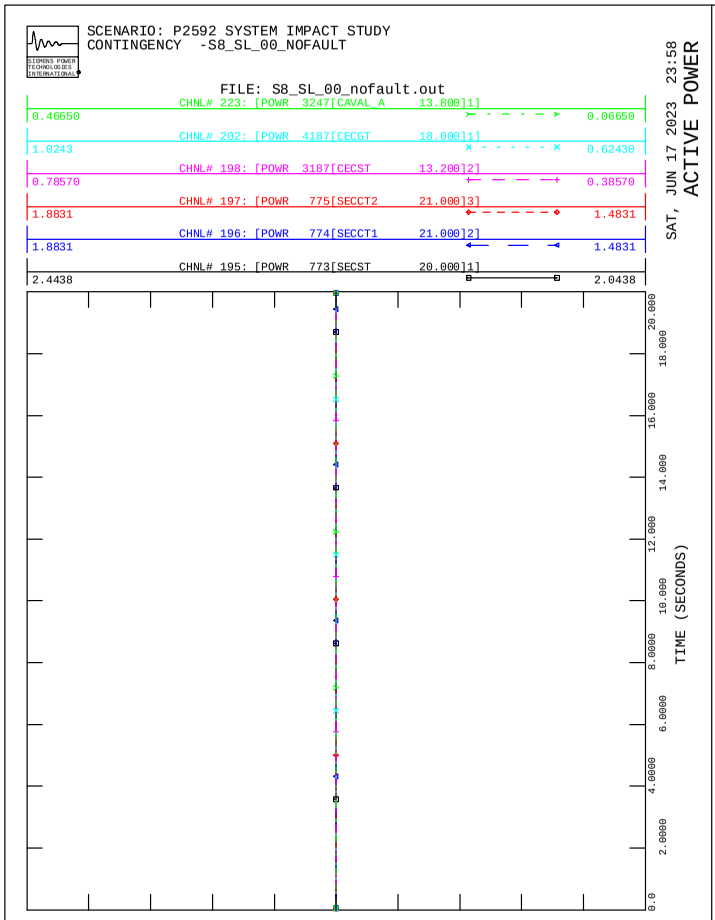
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S4_SP_31_1109L_1080L_SS25

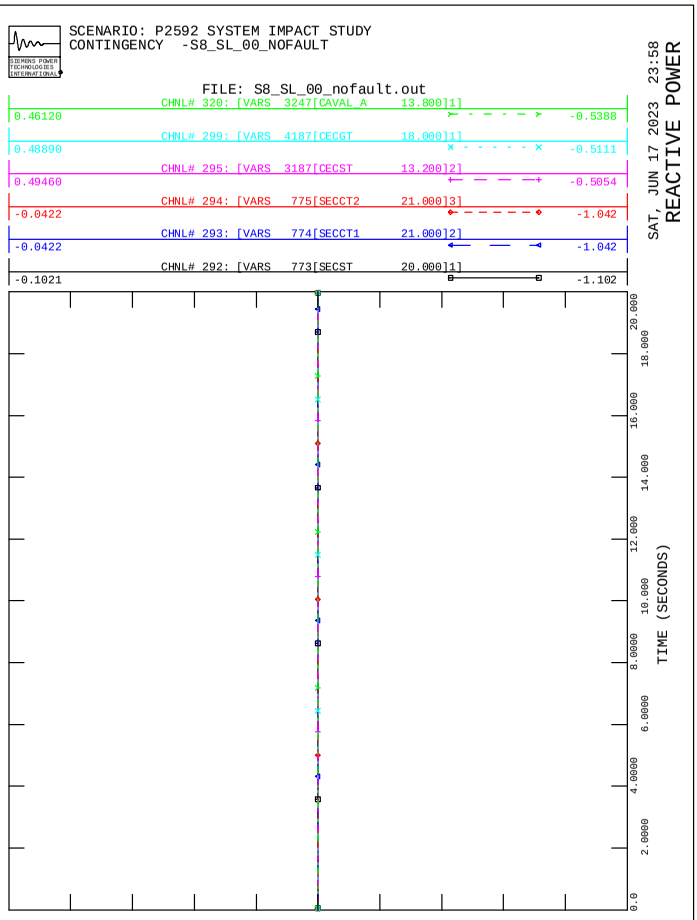
FILE: S4_SP_31_1109L_1080L_SS25.out

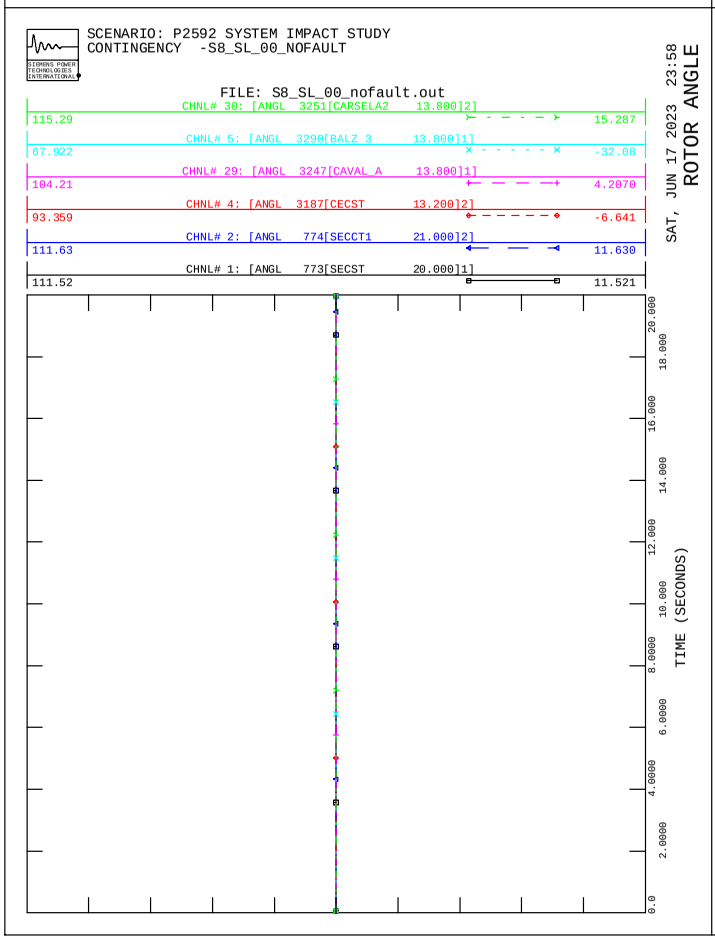
SAT, JUN 17 2023 23:58

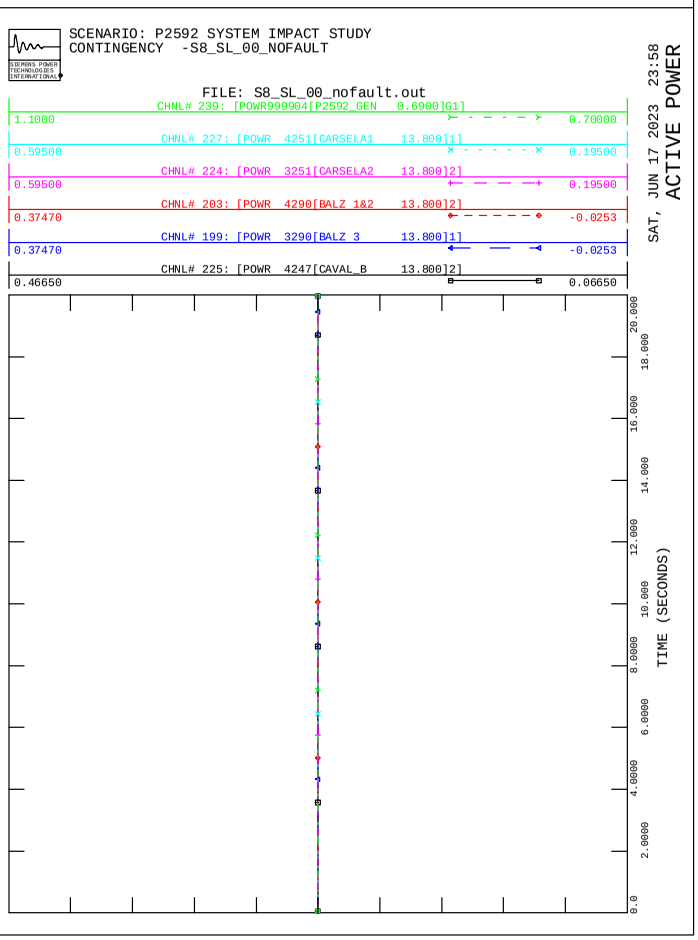
BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT
FILE: S8_SL_00_nofault.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.46650
0.06650
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.0243
0.62430
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.78570
0.38570
CHNL# 197: [POWR 775[SECCT2 21.000]3]
1.8831
1.4831
CHNL# 196: [POWR 774[SECCT1 21.000]2]
1.8831
1.4831
CHNL# 195: [POWR 773[SECST 20.000]1]
2.4438
2.0438
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT
FILE: S8_SL_00_nofault.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.46120
-0.5388
CHNL# 299: [VARS 4187[CECGT 18.000]1]
0.48890
-0.5111
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.49460
-0.5054
CHNL# 294: [VARS 775[SECCT2 21.000]3]
-0.0422
-1.042
CHNL# 293: [VARS 774[SECCT1 21.000]2]
-0.0422
-1.042
CHNL# 292: [VARS 773[SECST 20.000]1]
-0.1021
-1.102
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT
FILE: S8_SL_00_nofault.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
115.29
15.287
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
67.922
-32.08
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
104.21
4.2070
CHNL# 4: [ANGL 3187[CECST 13.200]2]
93.359
-6.641
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
111.63
11.630
CHNL# 1: [ANGL 773[SECST 20.000]1]
111.52
11.521
SAT, JUN 17 2023 23:58
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

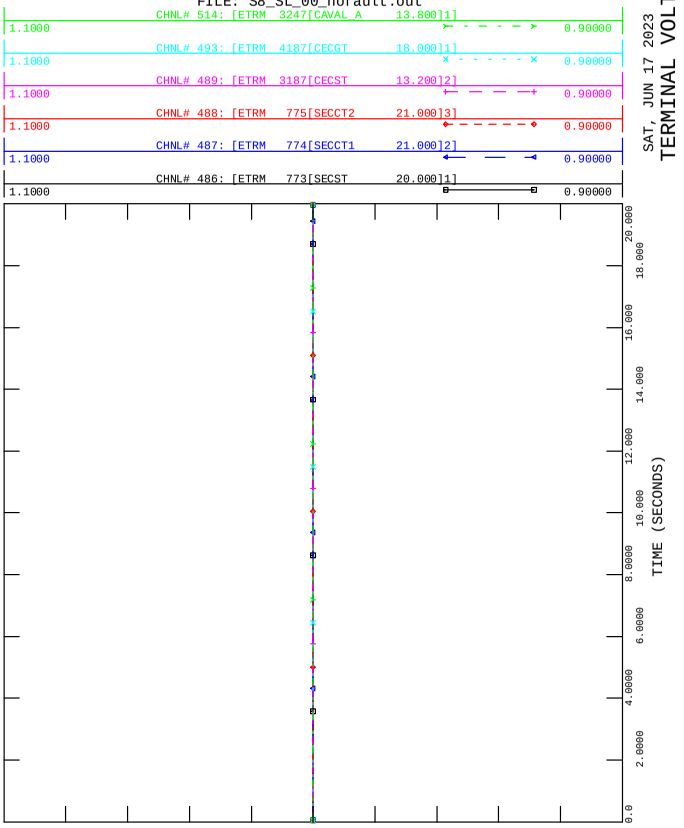

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT
FILE: S8_SL_00_nofault.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
0.70000
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.59500
0.19500
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.59500
0.19500
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.37470
-0.0253
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.37470
-0.0253
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.46650
0.06650
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

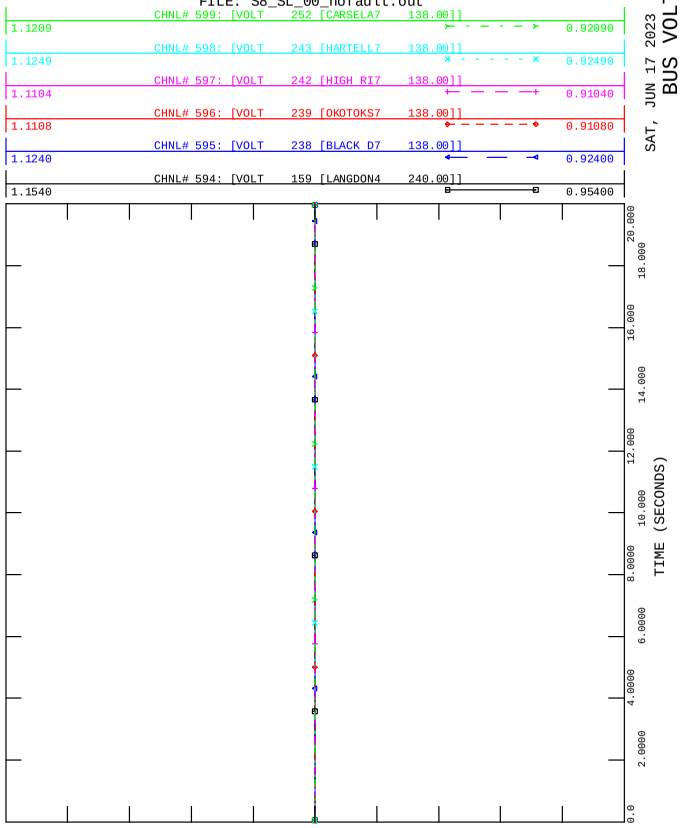


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

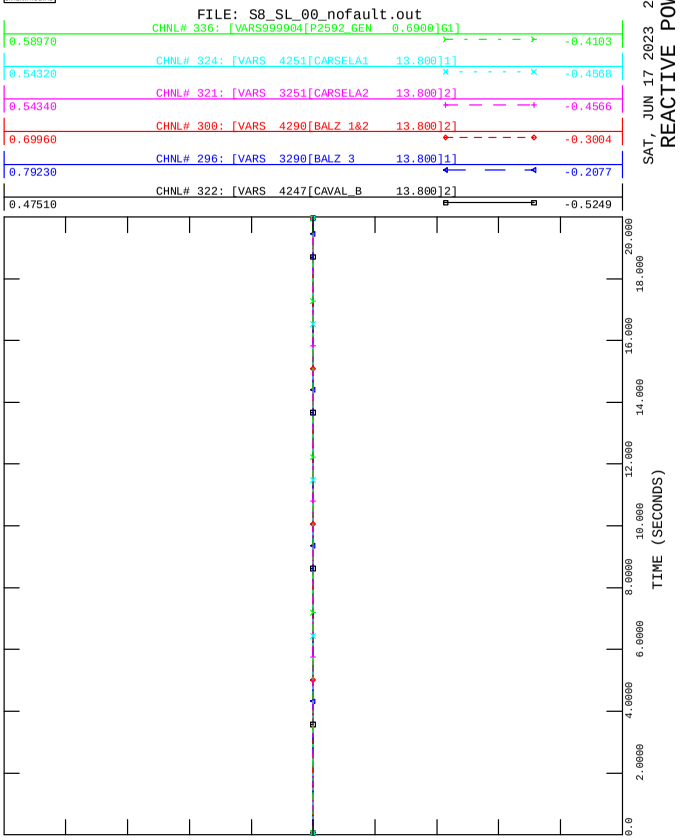


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

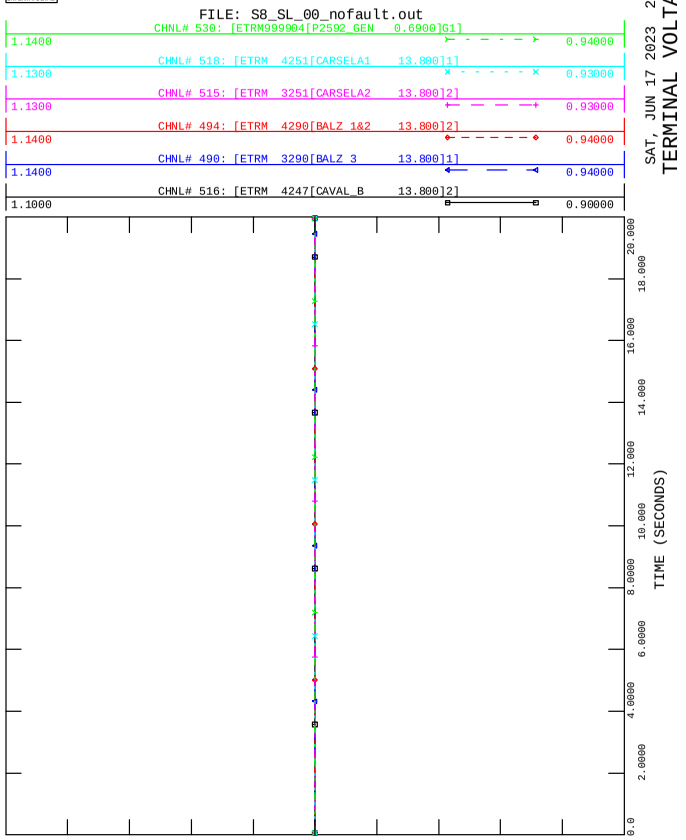


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 615: [1107L_P] 403.52 323.52
CHNL# 613: [1106L_P] 403.58 323.58
CHNL# 611: [646L_P] -5.400 -85.40
CHNL# 609: [434L_P] 116.73 36.728
CHNL# 607: [753L_P] 36.036 -43.96
CHNL# 605: [1080L_P] 280.59 200.59

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 623: [812L_P] -40.33 -120.3
CHNL# 621: [1037L_P] 260.24 180.24
CHNL# 619: [1003L_P] -477.0 -557.0
CHNL# 617: [727L_P] 15.403 -64.60

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]] 1.1261 0.92610
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]] 1.1109 0.91090
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]] 1.1443 0.94430
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]] 1.1187 0.91870

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 616: [1107L_Q] -15.77 -95.78
CHNL# 614: [1106L_Q] -15.88 -95.88
CHNL# 612: [646L_Q] 46.184 -33.82
CHNL# 610: [434L_Q] 29.321 -50.68
CHNL# 608: [753L_Q] 32.235 -47.77
CHNL# 606: [1080L_Q] -24.84 -104.8

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L_P]
281.52 201.52
CHNL# 627: [985L_P]
-482.9 -562.9
CHNL# 625: [1038L_P]
260.48 180.48

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
125.81 1.2043
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
69.338 -35.12
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
104.21 -7.028
CHNL# 4: [ANGL 3187[CECST 13.200]2]
94.636 -11.18
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
112.50 2.2437
CHNL# 1: [ANGL 773[SECST 20.000]1]
112.44 3.0397

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

FILE: S8_SL_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 624: [812L_Q]
43.527 -36.47
CHNL# 622: [1037L_Q]
-3.500 -83.50
CHNL# 620: [1003L_Q]
218.54 138.54
CHNL# 618: [727L_Q]
45.696 -34.30

TIME (SECONDS)

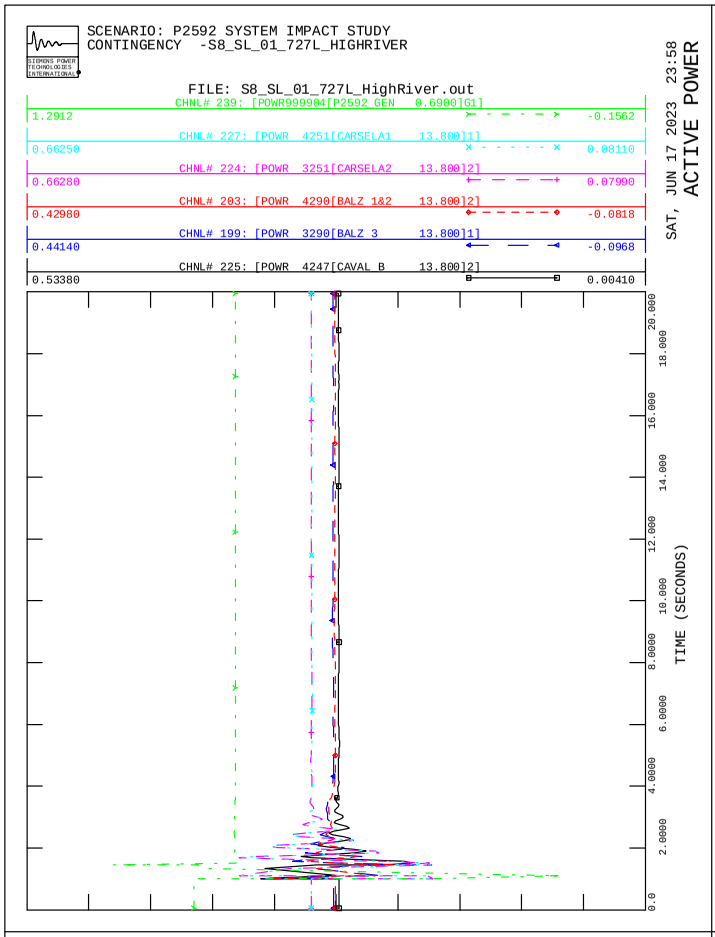
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_00_NOFAULT

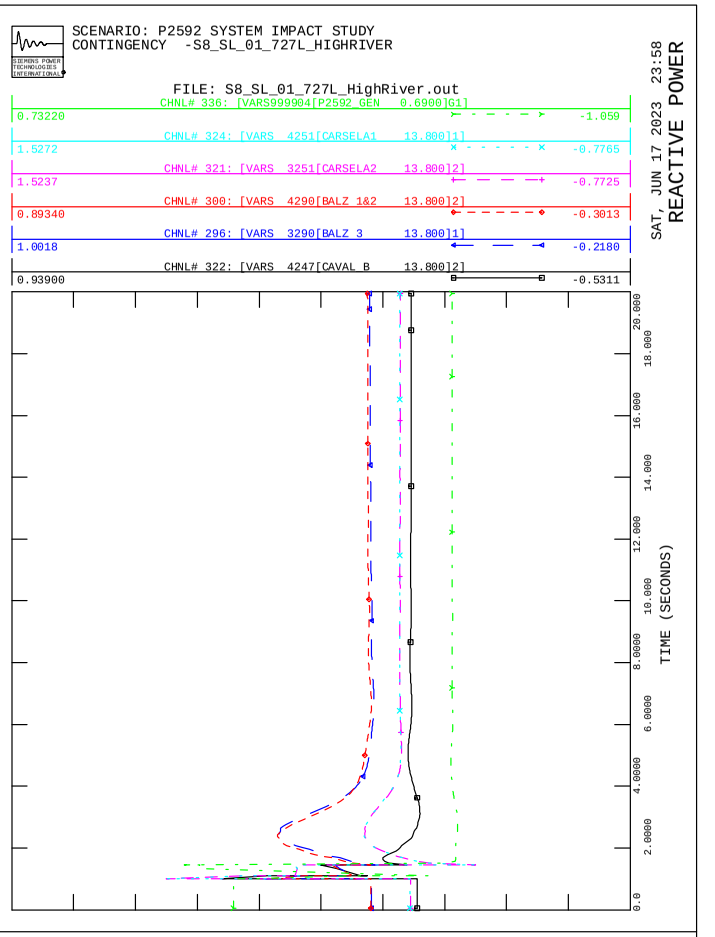
FILE: S8_SL_00_nofault.out

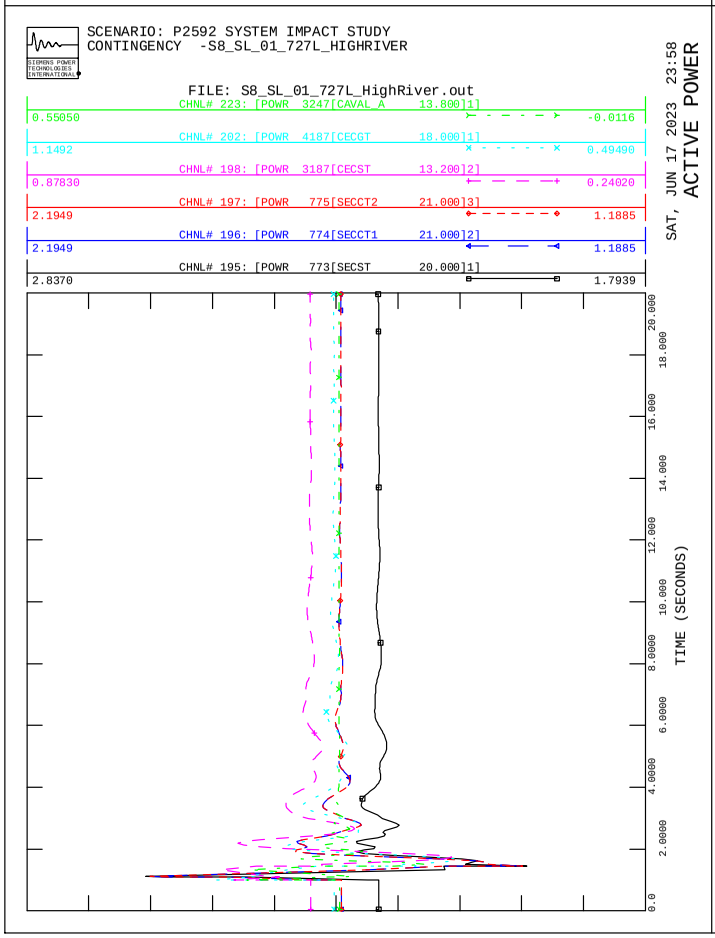
SAT, JUN 17 2023 23:58 BRANCH Q

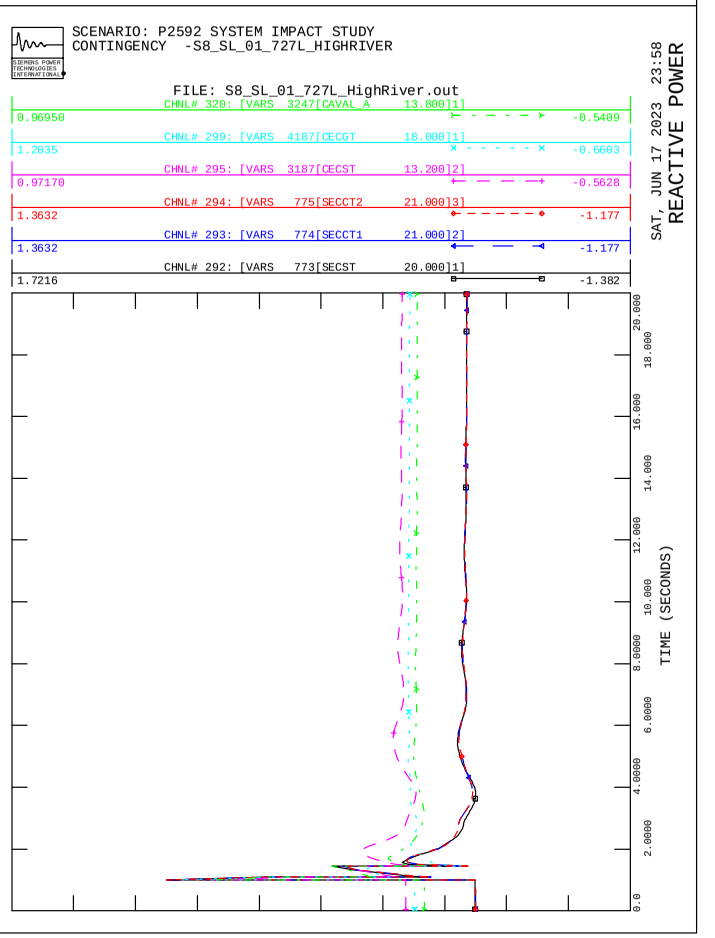
CHNL# 630: [1109L_Q]
-25.27 -105.3
CHNL# 628: [985L_Q]
220.98 140.98
CHNL# 626: [1038L_Q]
-3.678 -83.68

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.2912
-0.1562
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.66250
0.08110
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.66280
0.07990
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42980
-0.0818
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.44140
-0.0968
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.53380
0.00410
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
0.73220
-1.059
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5272
-0.7765
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5237
-0.7725
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
0.89340
-0.3013
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.0018
-0.2180
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
0.93900
-0.5311
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.55050
-0.0116
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1492
0.49490
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.87830
0.24020
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.1949
1.1885
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.1949
1.1885
CHNL# 195: [POWR 773[SECST 20.000]1]
2.8370
1.7939
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 320: [VARS 3247[CAVAL A 13.800]1]
0.96950
-0.5409
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.2035
-0.6603
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.97170
-0.5628
CHNL# 294: [VARS 775[SECCT2 21.000]3]
1.3632
-1.177
CHNL# 293: [VARS 774[SECCT1 21.000]2]
1.3632
-1.177
CHNL# 292: [VARS 773[SECST 20.000]1]
1.7216
-1.382
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.1869 -0.0031

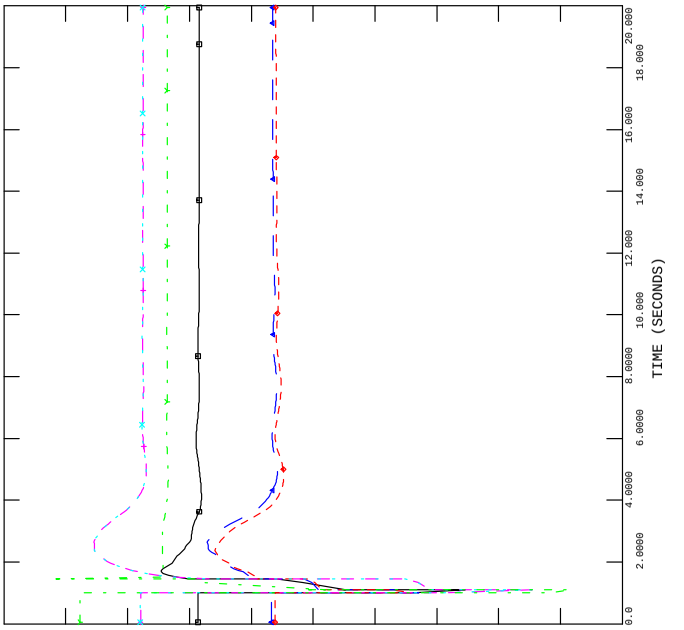
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1813 0.49440

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1814 0.49580

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1684 0.87560

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1716 0.86740

CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1235 0.72970



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

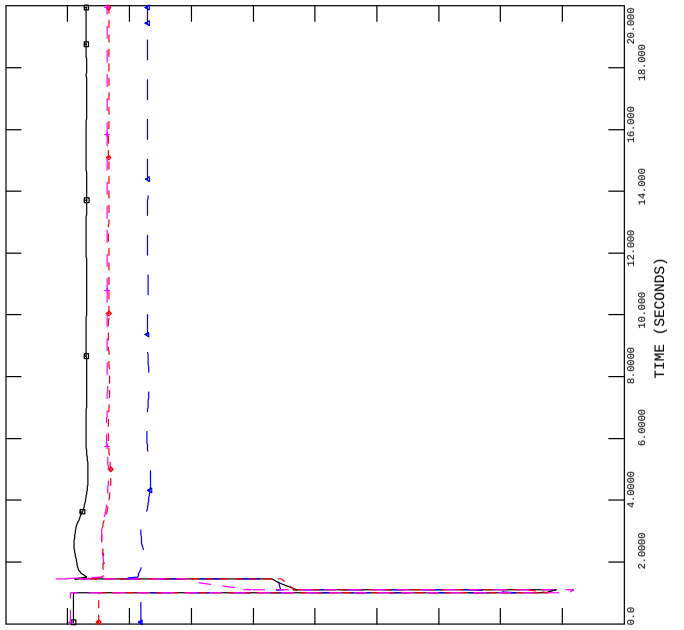
BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1549 -0.0722

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1317 0.32560

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1685 0.59940

CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1187 0.20740



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL A 13.800]1]
1.1271 0.71380

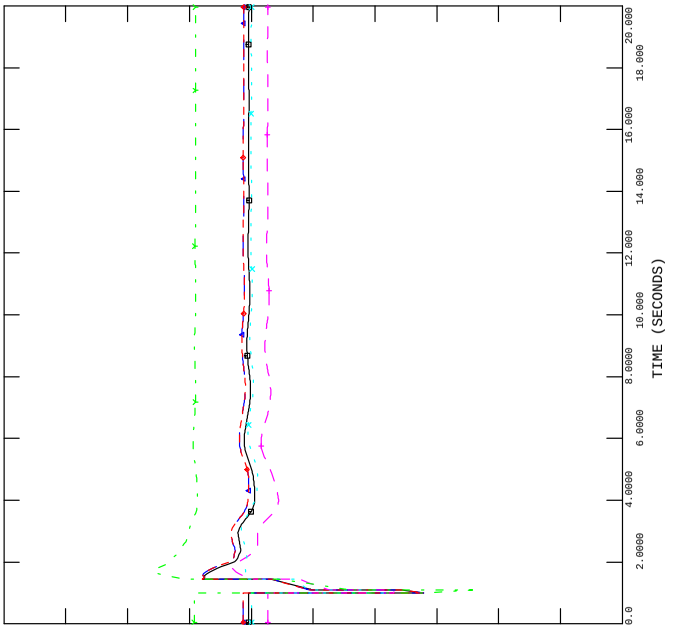
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1044 0.84370

CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1156 0.84450

CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1207 0.80900

CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1207 0.80900

CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1229 0.81230



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1388 0.26580

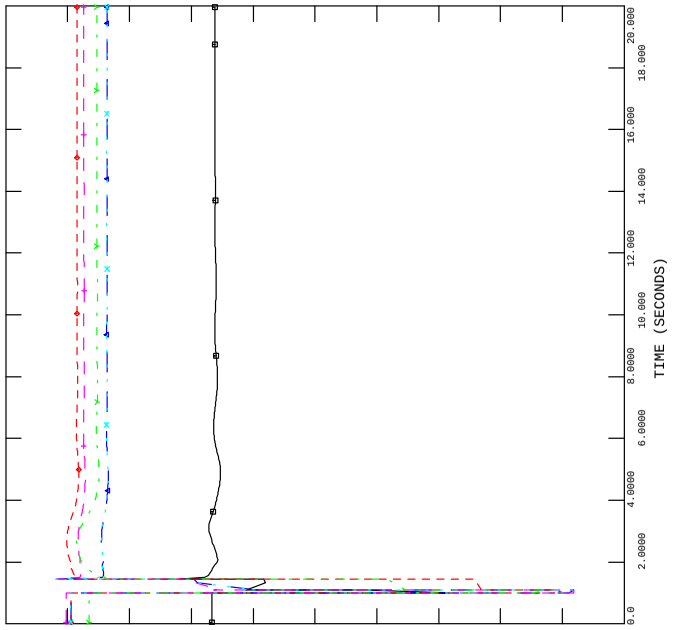
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1536 -0.0725

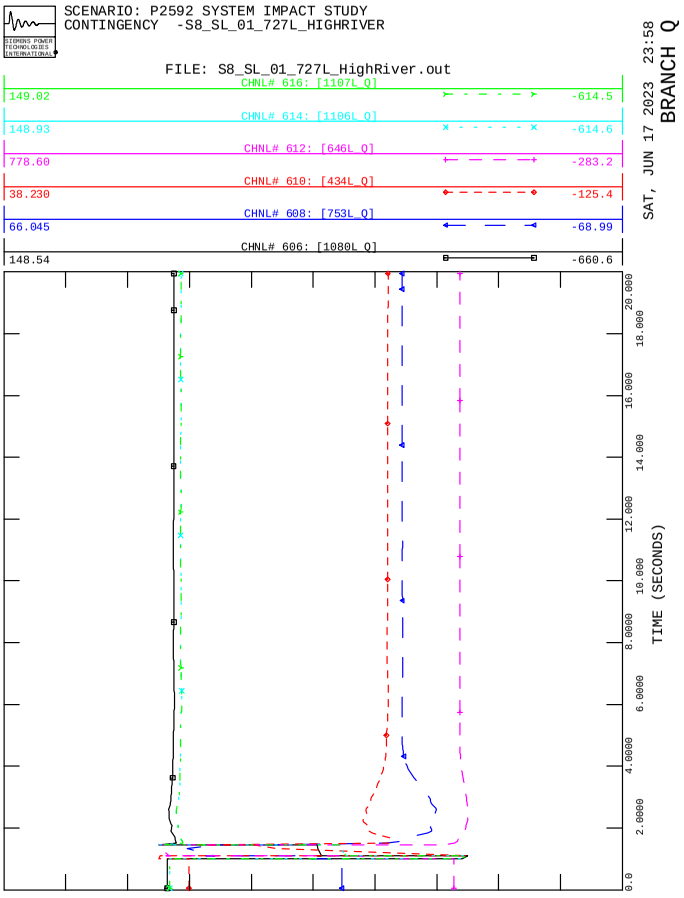
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1300 -0.0974

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1181 0.10300

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1526 -0.0725

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1726 0.81660




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 616: [1107L Q]
149.02
-614.5
CHNL# 614: [1106L Q]
148.93
-614.6
CHNL# 612: [646L Q]
778.60
-283.2
CHNL# 610: [434L Q]
38.230
-125.4
CHNL# 608: [753L Q]
66.045
-68.99
CHNL# 606: [1080L Q]
148.54
-660.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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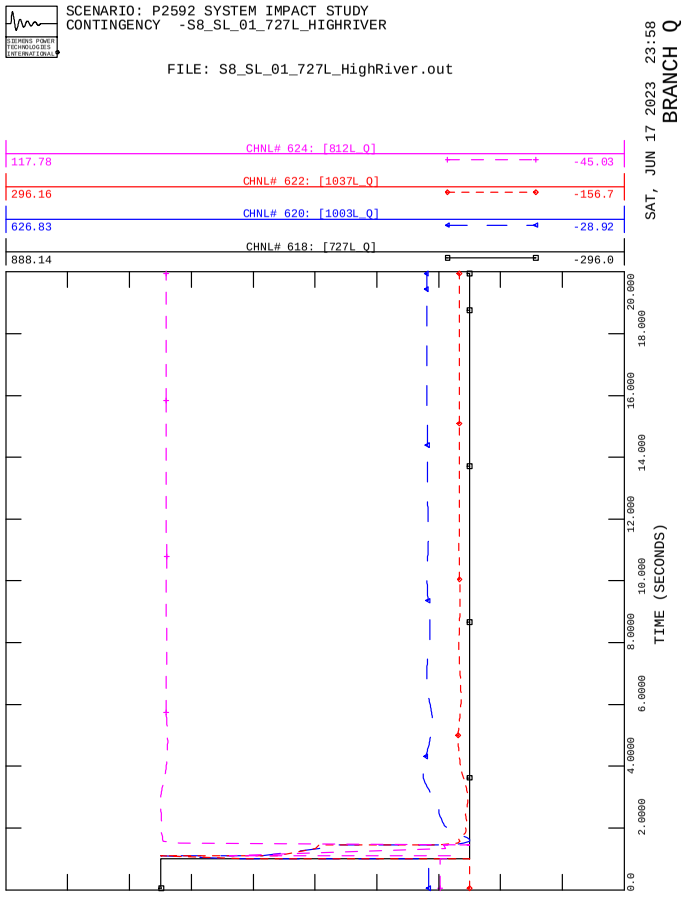
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 624: [812L Q]
117.78
-45.03
CHNL# 622: [1037L Q]
296.16
-156.7
CHNL# 620: [1003L Q]
626.83
-28.92
CHNL# 618: [727L Q]
888.14
-296.0
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
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12.000
14.000
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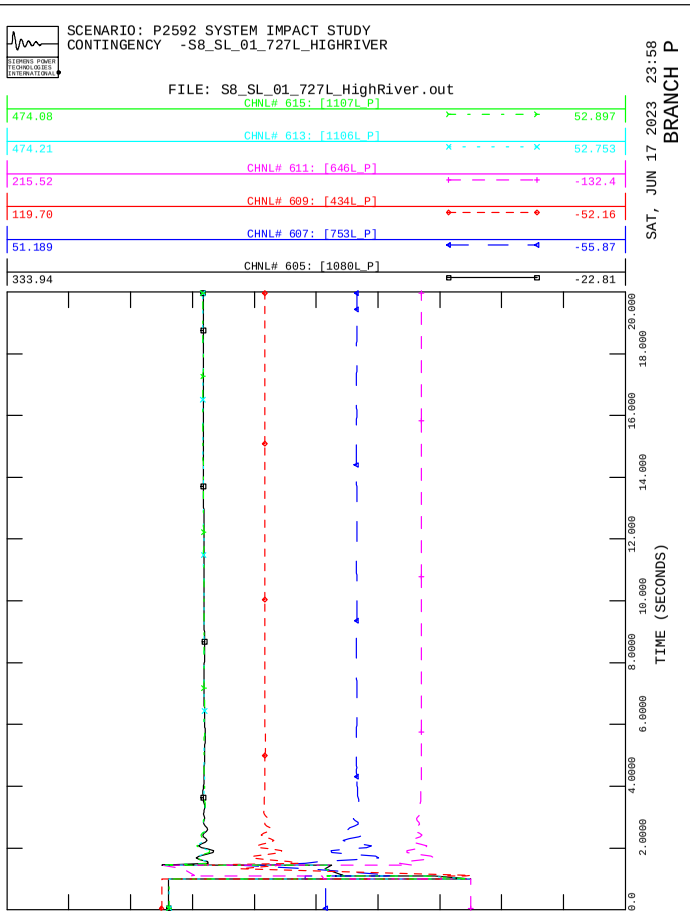
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 615: [1107L P]
474.08
52.897
CHNL# 613: [1106L P]
474.21
52.753
CHNL# 611: [646L P]
215.52
-132.4
CHNL# 609: [434L P]
119.70
-52.16
CHNL# 607: [753L P]
51.189
-55.87
CHNL# 605: [1080L P]
333.94
-22.81
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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8.0000
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12.000
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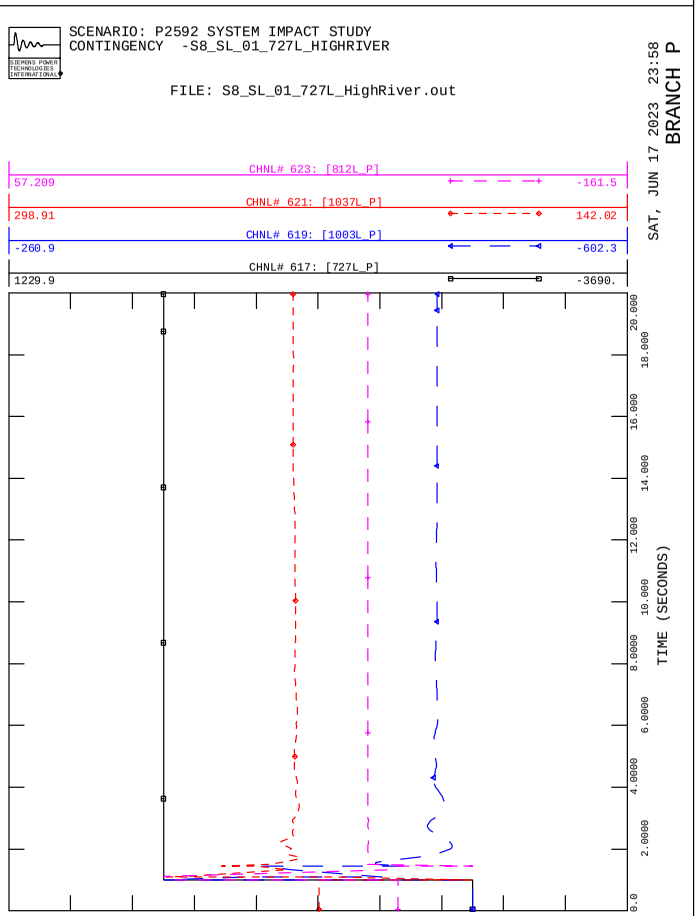
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER
FILE: S8_SL_01_727L_HighRiver.out
CHNL# 623: [812L P]
57.209
-161.5
CHNL# 621: [1037L P]
298.91
142.02
CHNL# 619: [1003L P]
-260.9
-602.3
CHNL# 617: [727L P]
1229.9
-3690.
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 148.92 -663.2
CHNL# 628: [985L Q] 634.36 -28.88
CHNL# 626: [1038L Q] 296.38 -157.0

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1] 0.58310 -0.0631
CHNL# 202: [POWR 4187[CECGT 18.000]1] 1.1444 0.41800
CHNL# 198: [POWR 3187[CECST 13.200]2] 0.90770 0.21300
CHNL# 197: [POWR 775[SECCT2 21.000]3] 2.1339 1.1024
CHNL# 196: [POWR 774[SECCT1 21.000]2] 2.1339 1.1024
CHNL# 195: [POWR 773[SECST 20.000]1] 2.7546 1.7259

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_01_727L_HIGHRIVER

FILE: S8_SL_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 335.37 -23.31
CHNL# 627: [985L P] -263.6 -609.3
CHNL# 625: [1038L P] 299.29 142.32

TIME (SECONDS)

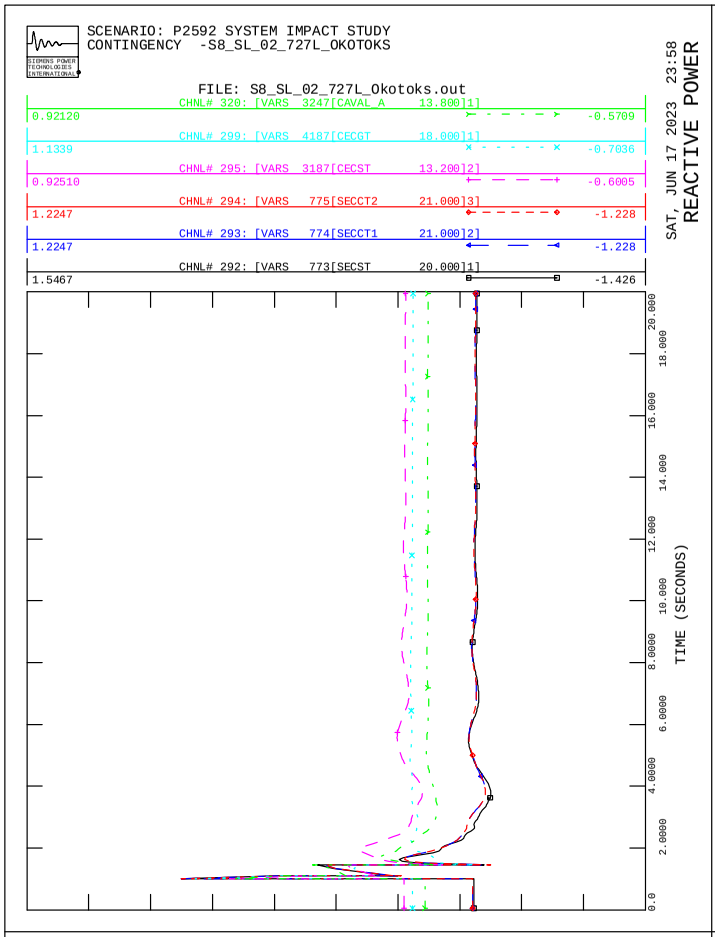
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 130.96 -9.091
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 69.870 -35.17
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 104.84 -9.841
CHNL# 4: [ANGL 3187[CECST 13.200]2] 95.335 -11.53
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 113.08 1.5129
CHNL# 1: [ANGL 773[SECST 20.000]1] 112.88 2.3433

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS
FILE: S8_SL_02_727L_Okotoks.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.92120
-0.5709
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.1339
-0.7036
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.92510
-0.6005
CHNL# 294: [VARS 775[SECCT2 21.000]3]
1.2247
-1.228
CHNL# 293: [VARS 774[SECCT1 21.000]2]
1.2247
-1.228
CHNL# 292: [VARS 773[SECST 20.000]1]
1.5467
-1.426
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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12.000
14.000
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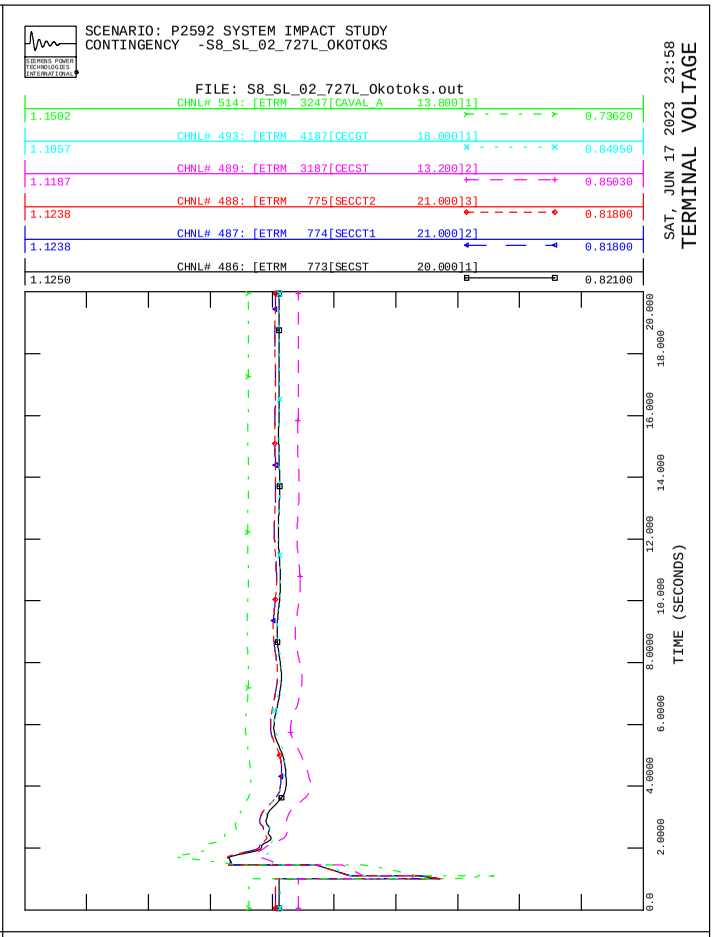
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS
FILE: S8_SL_02_727L_Okotoks.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1502
0.73620
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1057
0.84950
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1187
0.85030
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1238
0.81800
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1238
0.81800
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1250
0.82100
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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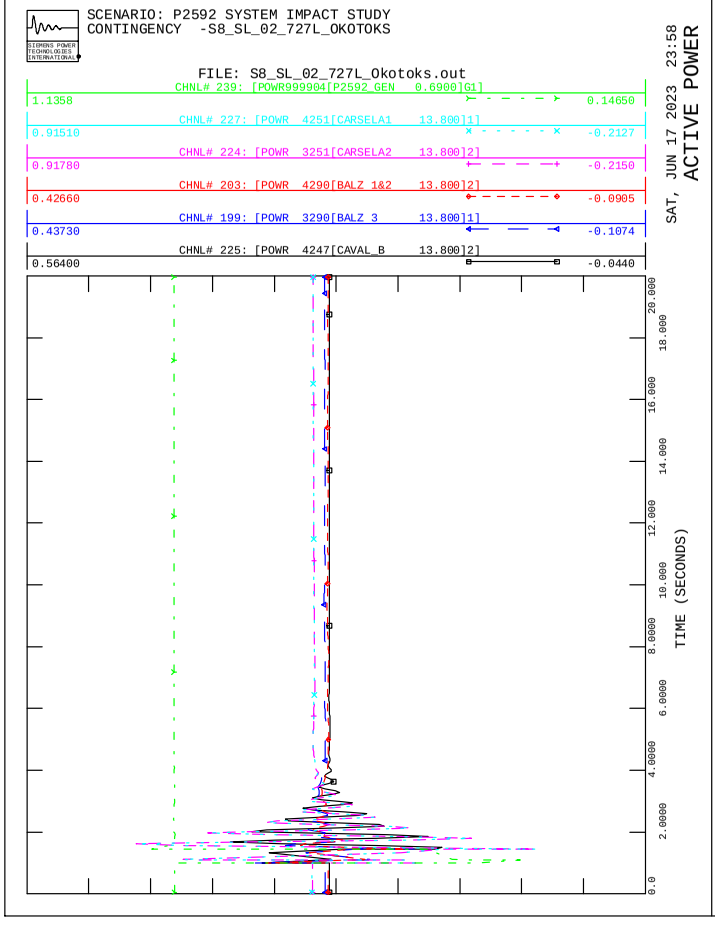
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS
FILE: S8_SL_02_727L_Okotoks.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1358
0.14650
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.91510
-0.2127
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.91780
-0.2150
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42660
-0.0905
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.43730
-0.1074
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.56400
-0.0440
SAT, JUN 17 2023 23:58
ACTIVE POWER
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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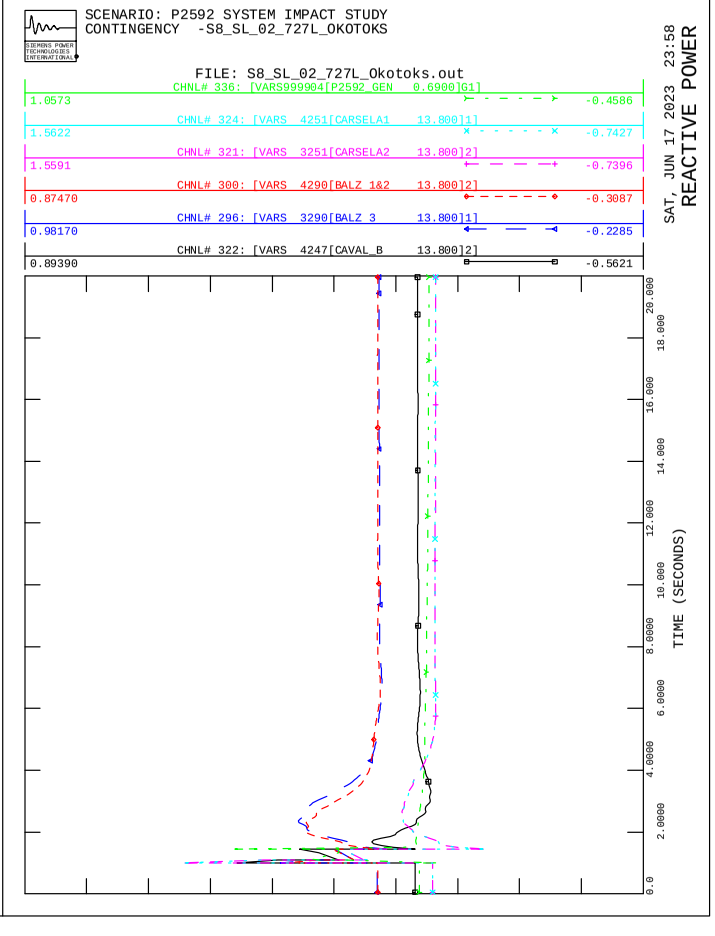
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS
FILE: S8_SL_02_727L_Okotoks.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.0573
-0.4586
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5622
-0.7427
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5591
-0.7396
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
0.87470
-0.3087
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
0.98170
-0.2285
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2]
0.89390
-0.5621
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1549 0.21730

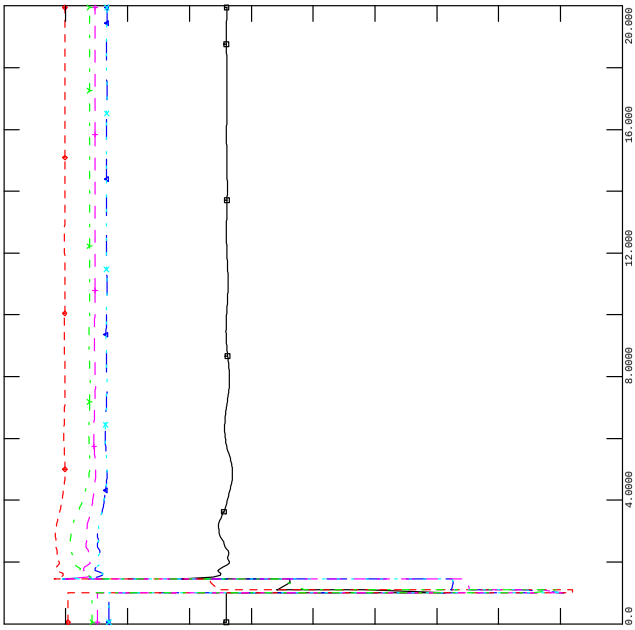
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2040 0.14650

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1640 0.15070

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1394 -0.0980

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2030 0.14580

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1791 0.83130



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L P]
467.58 67.800

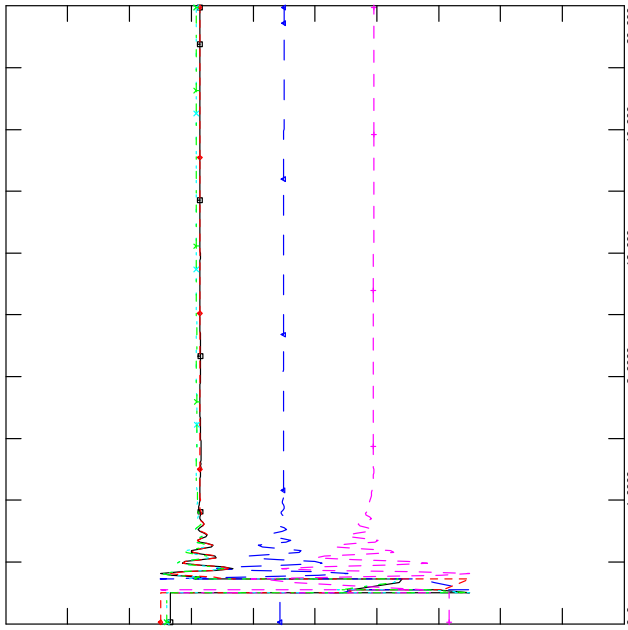
CHNL# 613: [1106L P]
467.71 67.665

CHNL# 611: [646L P]
113.61 -108.2

CHNL# 609: [434L P]
169.93 -202.9

CHNL# 607: [753L P]
71.887 -99.28

CHNL# 605: [1080L P]
331.73 -11.06



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2833 0.14020

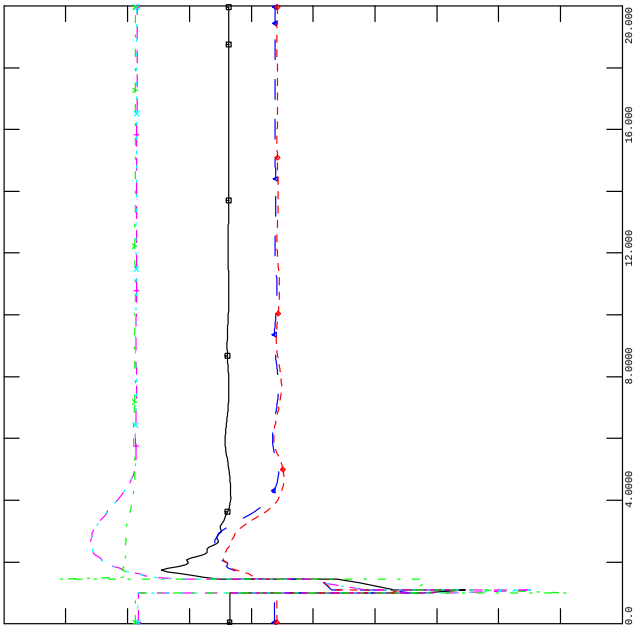
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1860 0.46570

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1861 0.46720

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1646 0.88220

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1684 0.87490

CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1434 0.75040



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

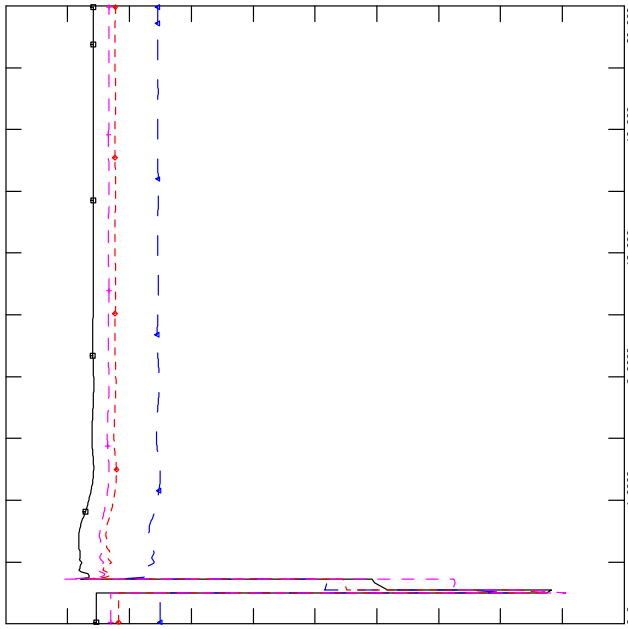
BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2055 0.14740

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1529 0.37540

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1822 0.63010

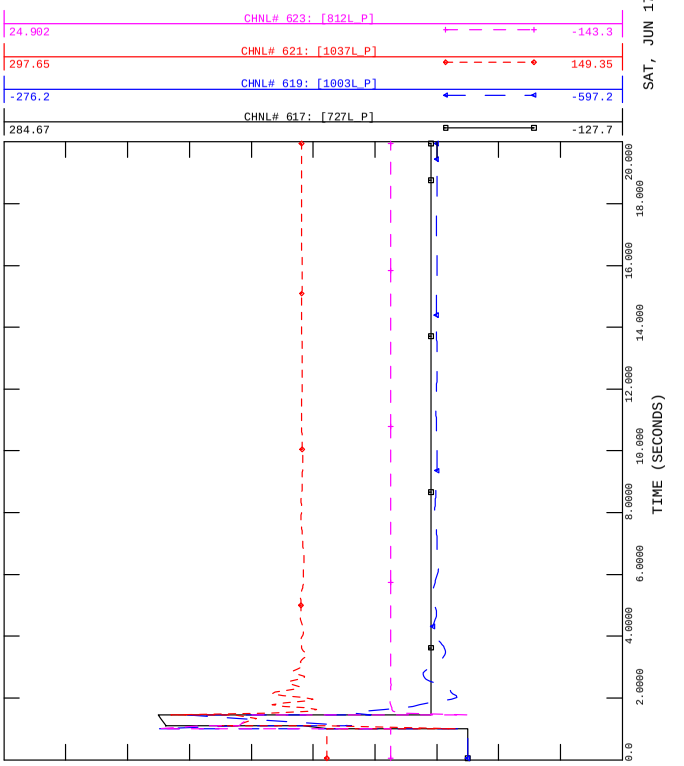
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1423 0.29540



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

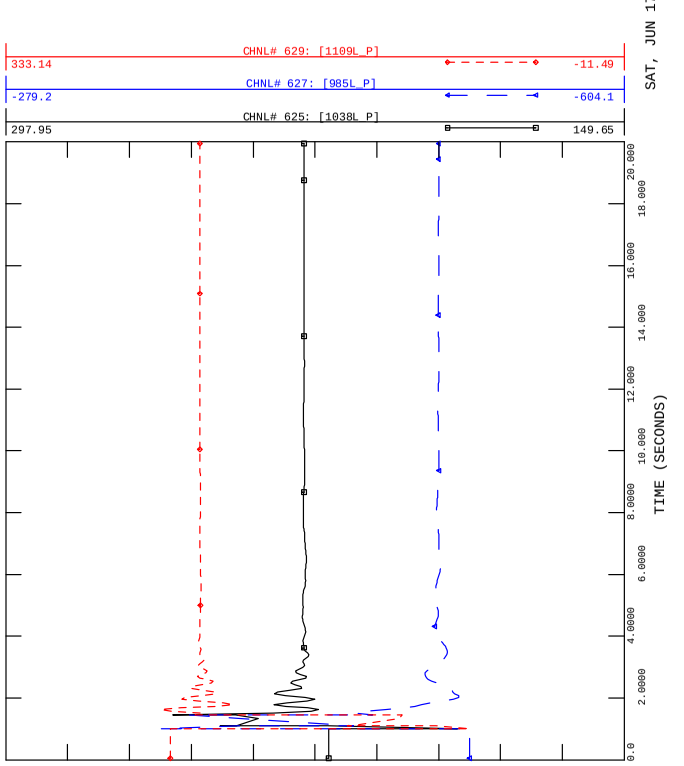
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

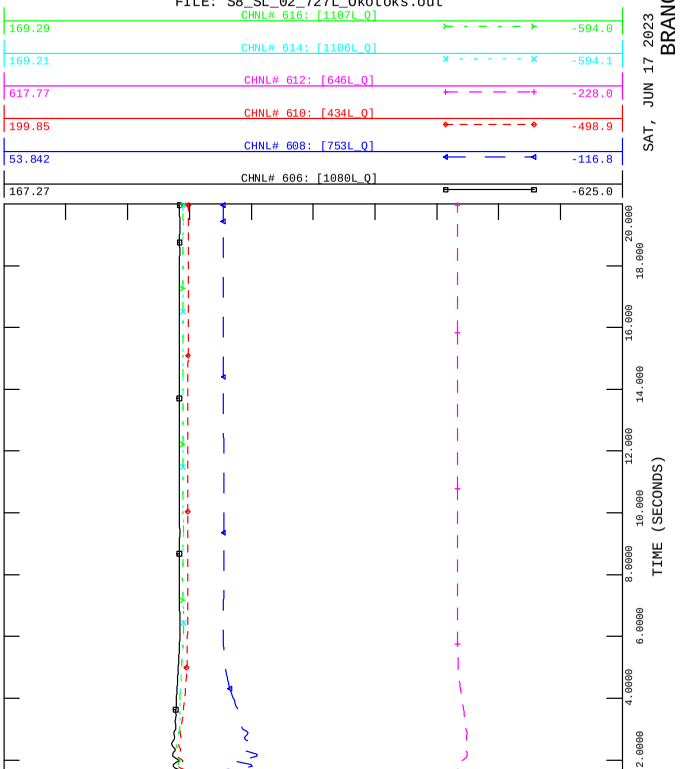
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

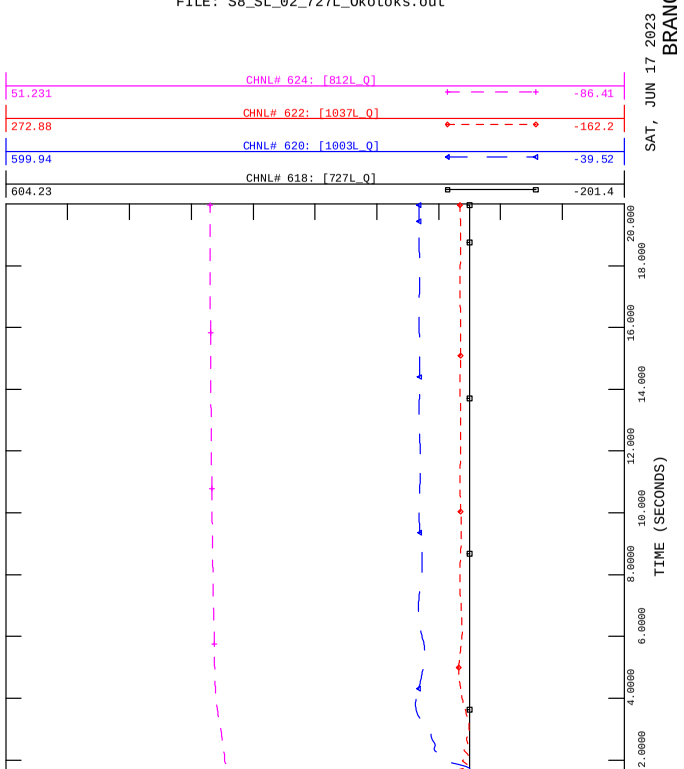
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
125.40 0.52460

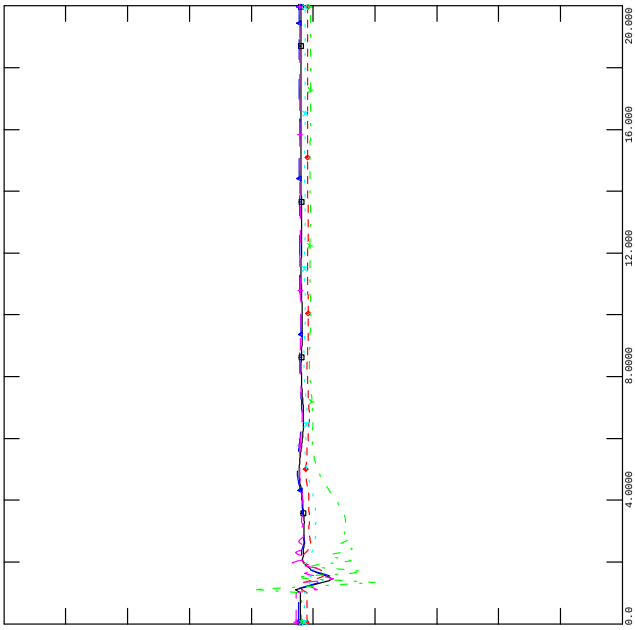
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
68.220 -35.17

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
104.76 -2.319

CHNL# 4: [ANGL 3187[CECST 13.200]2]
94.303 -9.772

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
112.48 5.7702

CHNL# 1: [ANGL 773[SECST 20.000]1]
112.42 6.1334



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1000 -0.1324

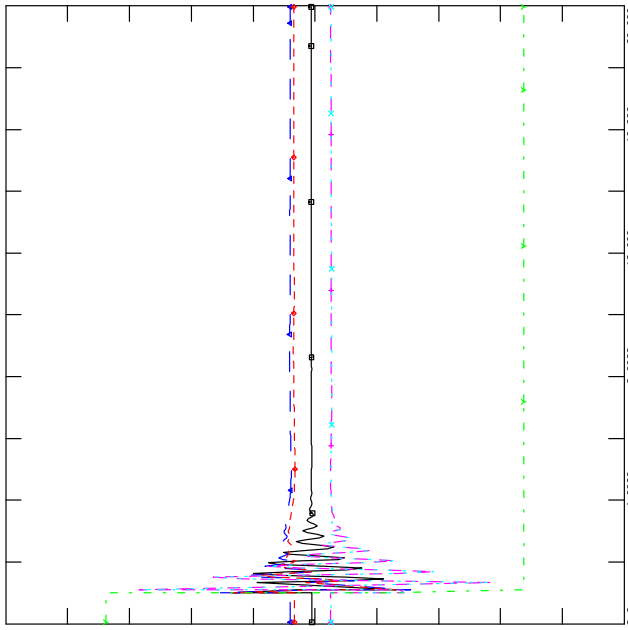
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.88150 -0.0437

CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.88260 -0.0458

CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42970 -0.1169

CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.44120 -0.1379

CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.53450 -0.0071



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_02_727L_OKOTOKS

FILE: S8_SL_02_727L_Okotoks.out

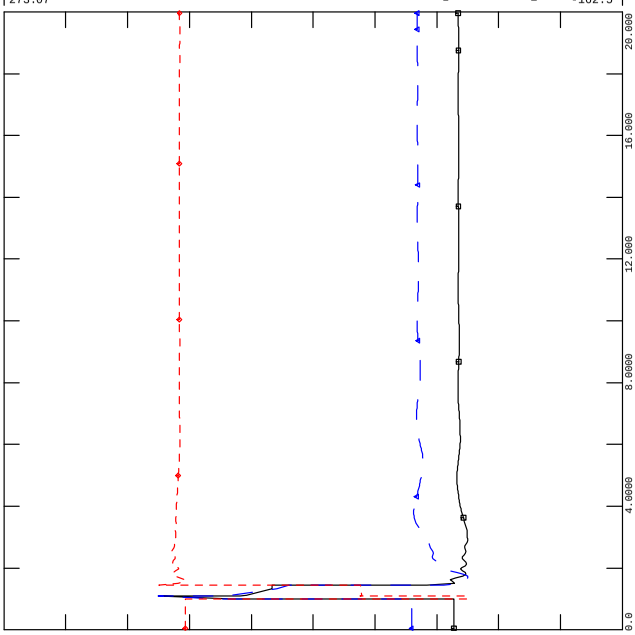
SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 630: [1109L Q]
167.74 -627.5

CHNL# 628: [985L Q]
607.15 -39.59

CHNL# 626: [1038L Q]
273.07 -162.5



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.55120 -0.0323

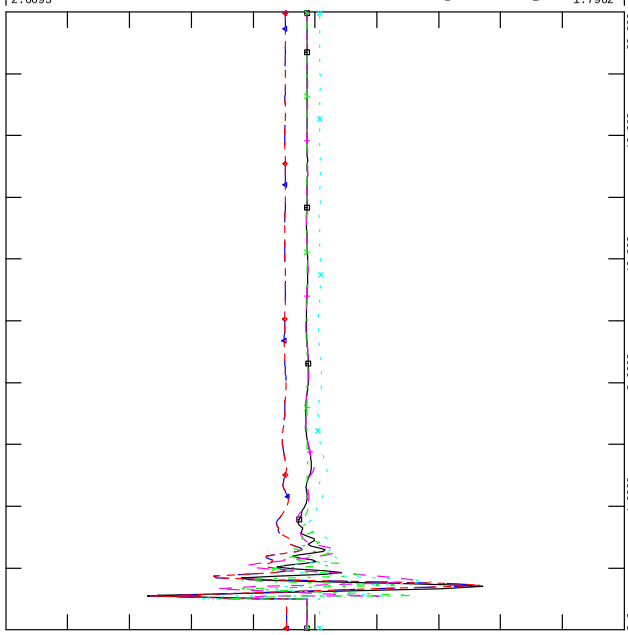
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1494 0.50900

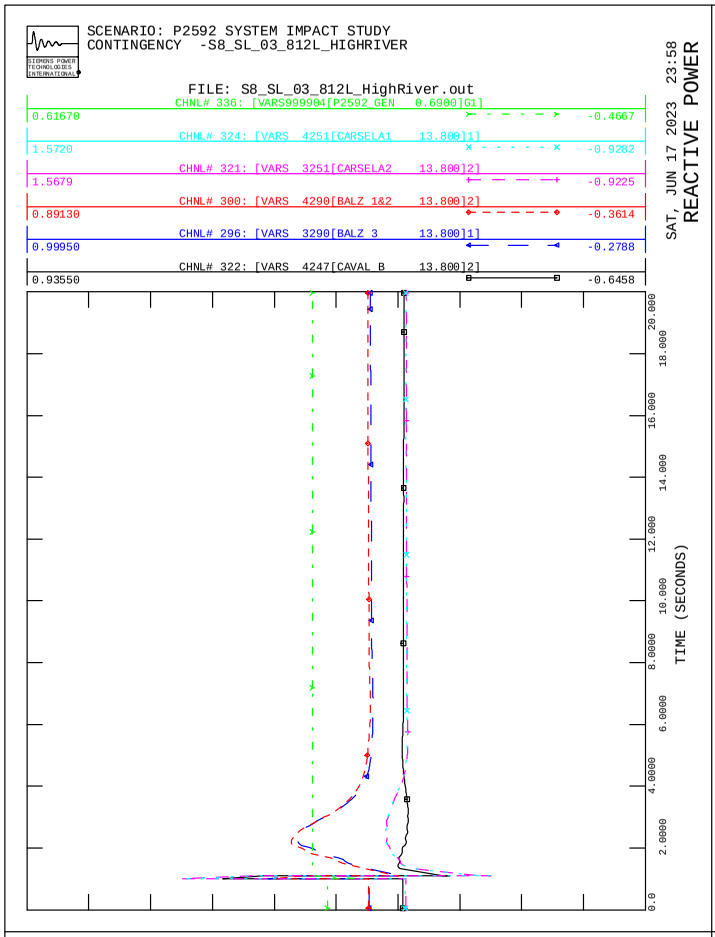
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.87040 0.28630

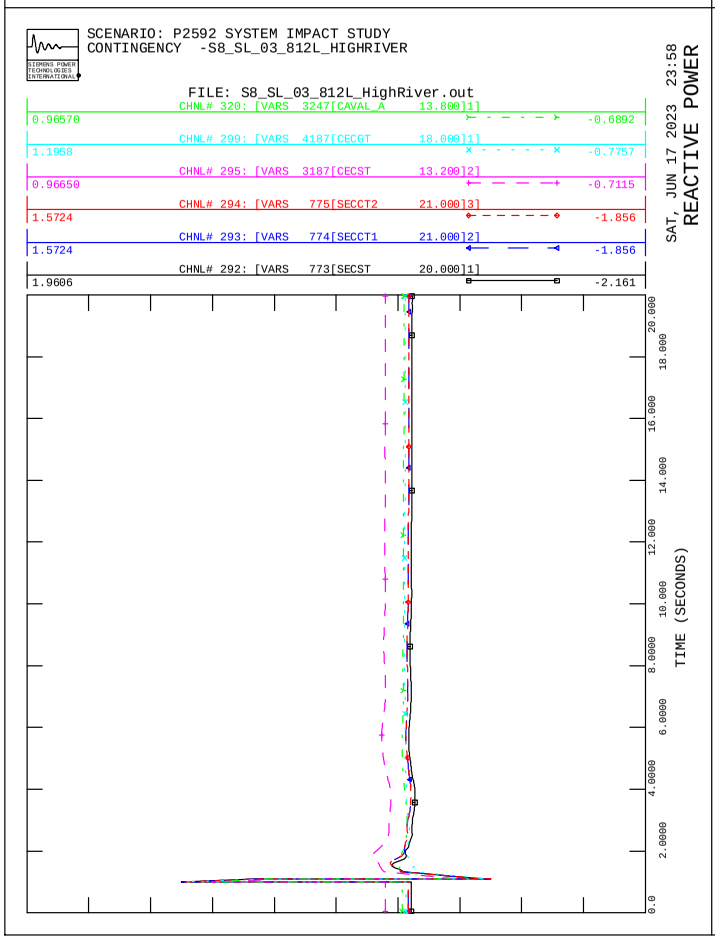
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.0725 1.2145

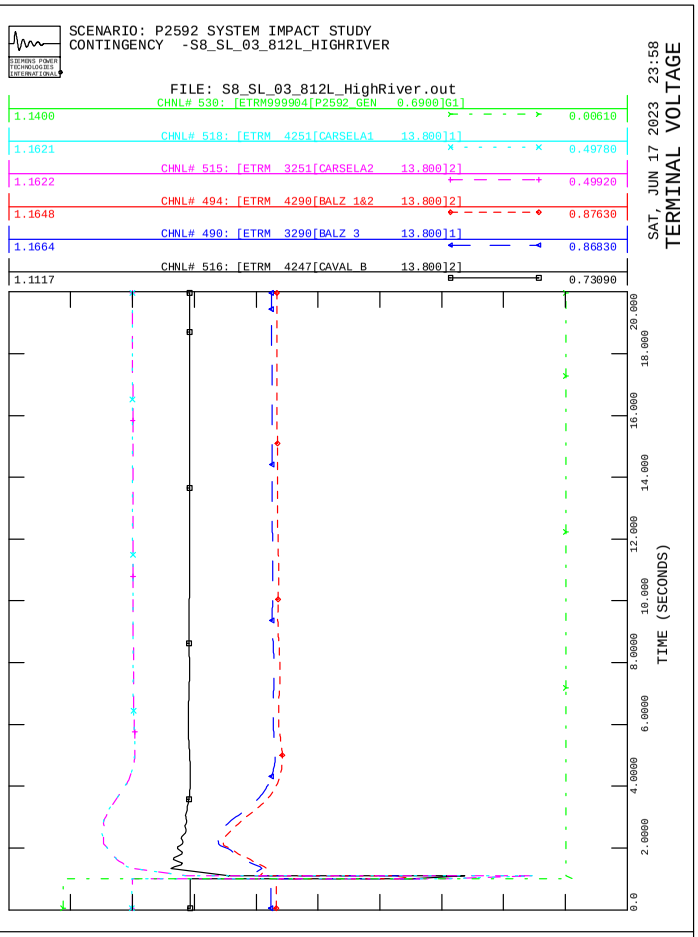
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.0725 1.2145

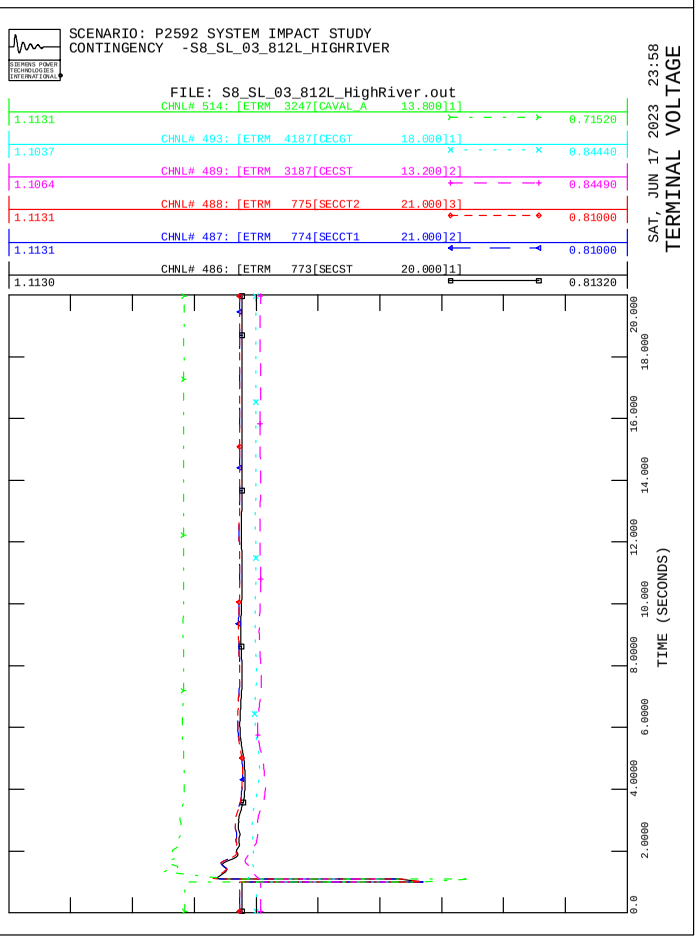
CHNL# 195: [POWR 773[SECST 20.000]1]
2.6693 1.7962




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER
FILE: S8_SL_03_812L_HighRiver.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
0.61670
-0.4667
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5720
-0.9282
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5679
-0.9225
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
0.89130
-0.3614
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
0.99950
-0.2788
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
0.93550
-0.6458
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER
FILE: S8_SL_03_812L_HighRiver.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.96570
-0.6892
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.1958
-0.7757
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.96650
-0.7115
CHNL# 294: [VARS 775[SECCT2 21.000]3]
1.5724
-1.856
CHNL# 293: [VARS 774[SECCT1 21.000]2]
1.5724
-1.856
CHNL# 292: [VARS 773[SECST 20.000]1]
1.9606
-2.161
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER
FILE: S8_SL_03_812L_HighRiver.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.1400
0.00610
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1621
0.49780
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1622
0.49920
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1648
0.87630
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1664
0.86830
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1117
0.73090
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER
FILE: S8_SL_03_812L_HighRiver.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1131
0.71520
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1037
0.84440
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1064
0.84490
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1131
0.81000
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1131
0.81000
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1130
0.81320
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

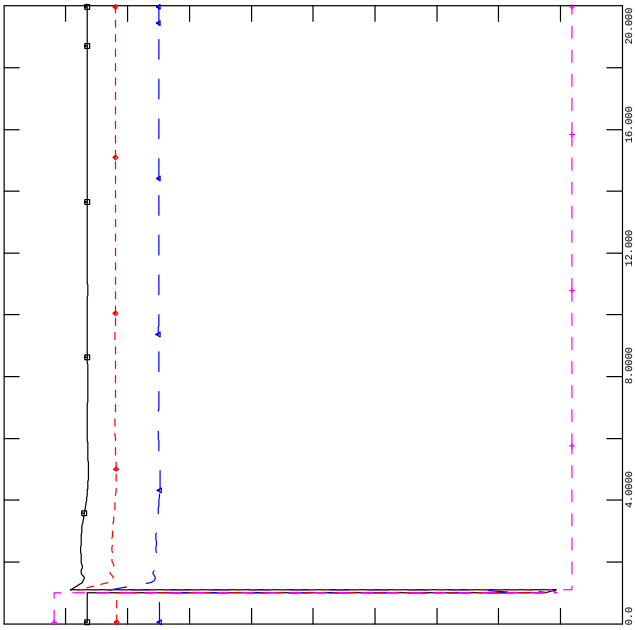
BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1261 -0.1000

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1622 0.33060

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1927 0.60260

CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1444 0.21230



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 616: [1107L Q]
202.46 -630.8

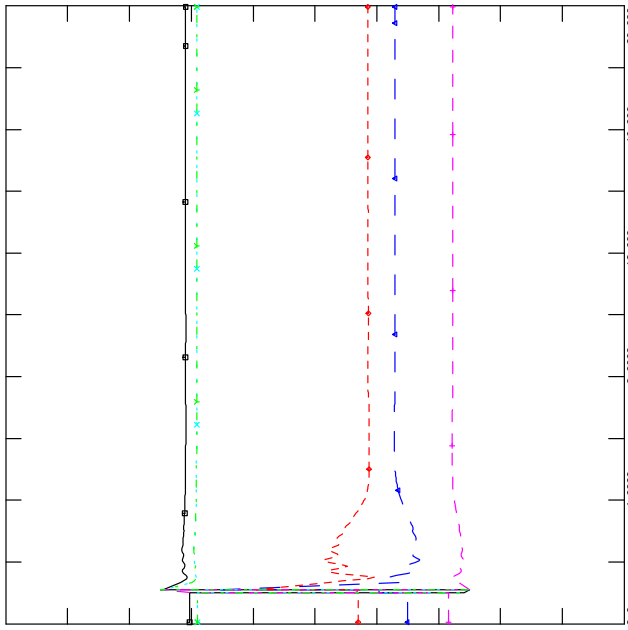
CHNL# 614: [1106L Q]
202.37 -630.9

CHNL# 612: [646L Q]
251.94 -91.46

CHNL# 610: [434L Q]
45.718 -53.30

CHNL# 608: [753L Q]
70.657 -50.12

CHNL# 606: [1080L Q]
192.59 -672.5



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1370 0.27120

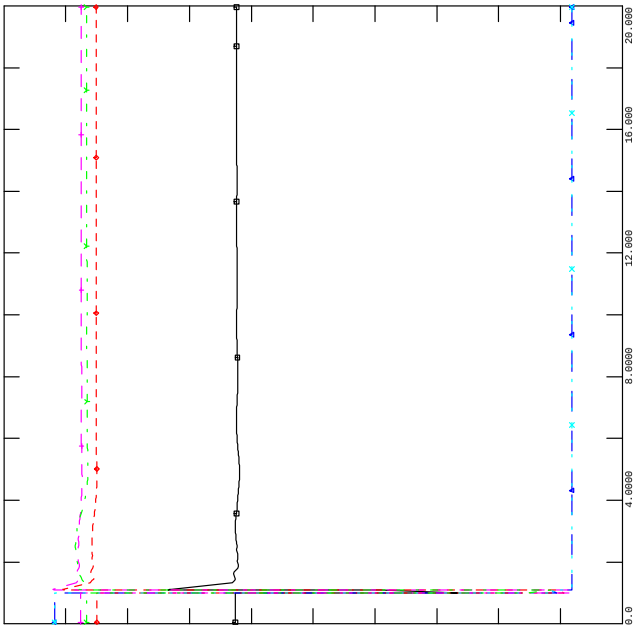
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1249 -0.1000

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1666 -0.0902

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1694 0.11120

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1240 -0.1000

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1951 0.81830



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L P]
521.45 37.642

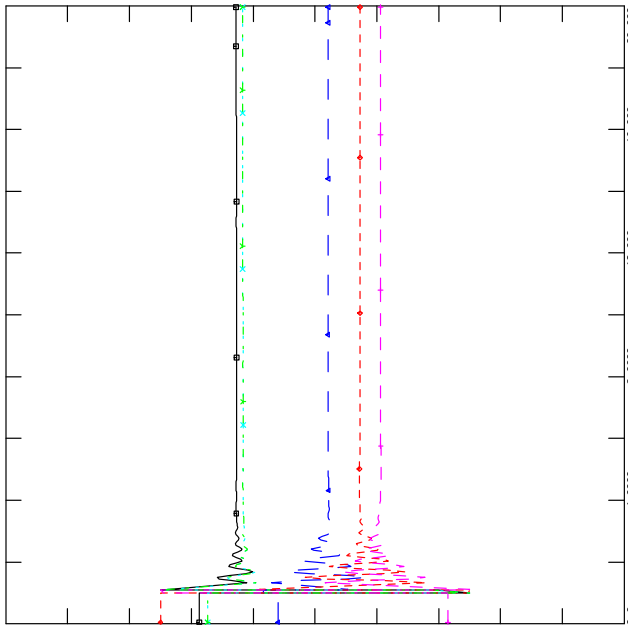
CHNL# 613: [1106L P]
521.60 37.491

CHNL# 611: [646L P]
84.074 -97.02

CHNL# 609: [434L P]
116.94 -43.89

CHNL# 607: [753L P]
38.338 -57.83

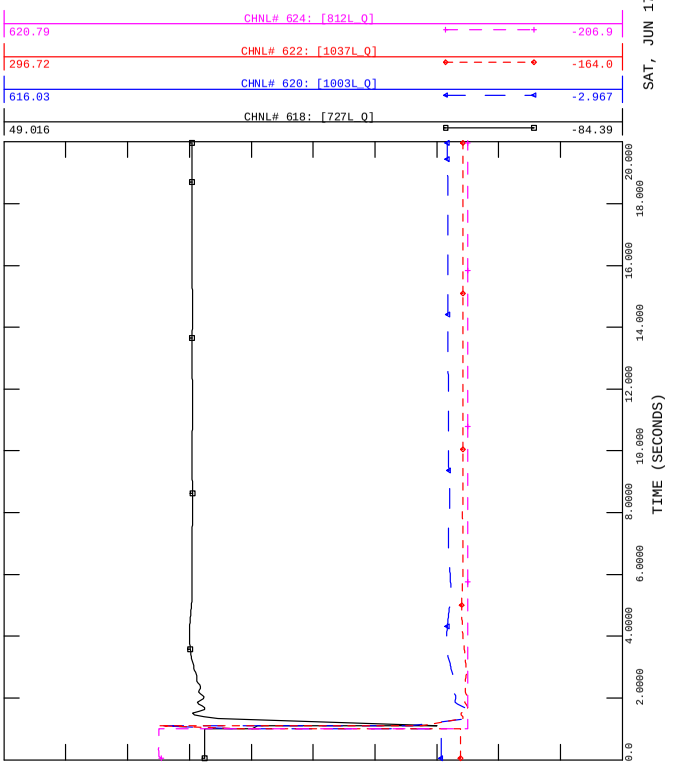
CHNL# 605: [1080L P]
365.16 -32.79



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

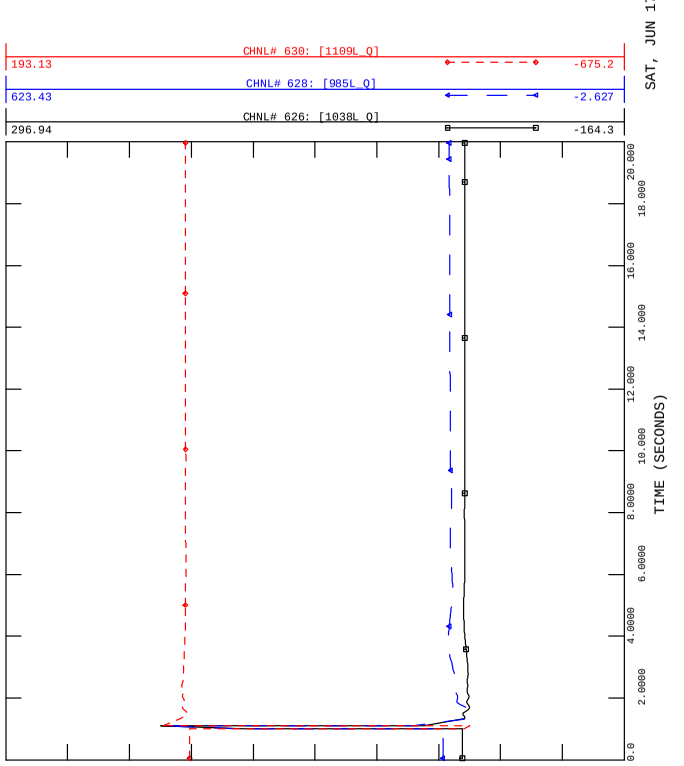
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

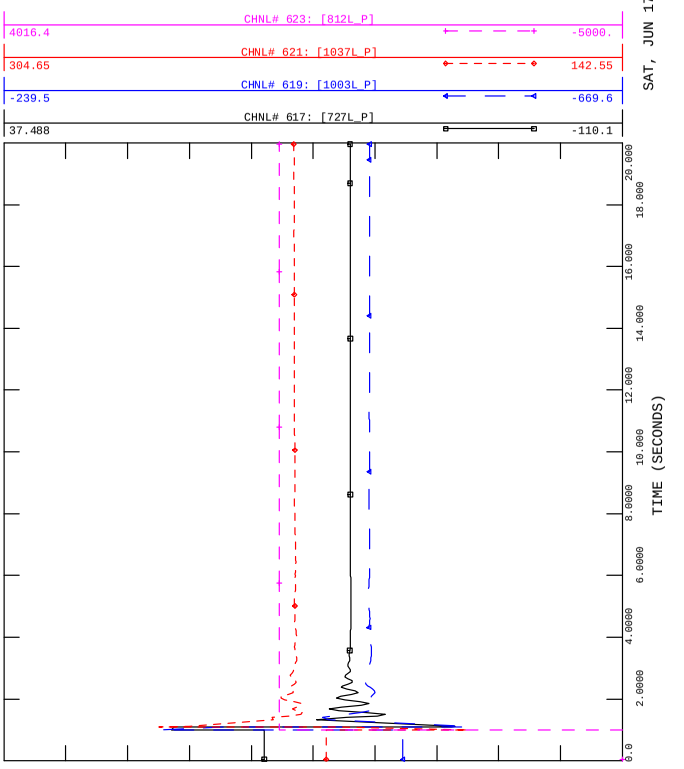
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

FILE: S8_SL_03_812L_HighRiver.out

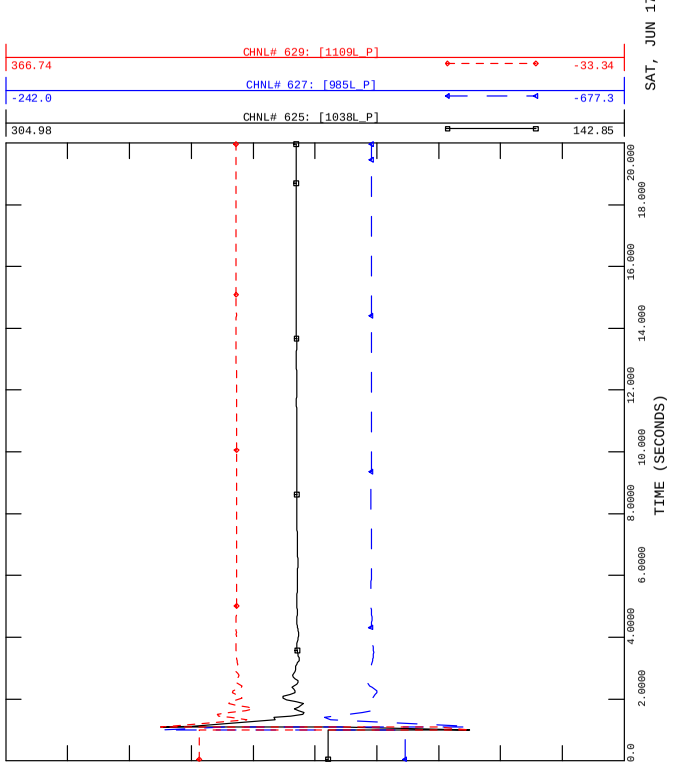
SAT, JUN 17 2023 23:58 BRANCH P

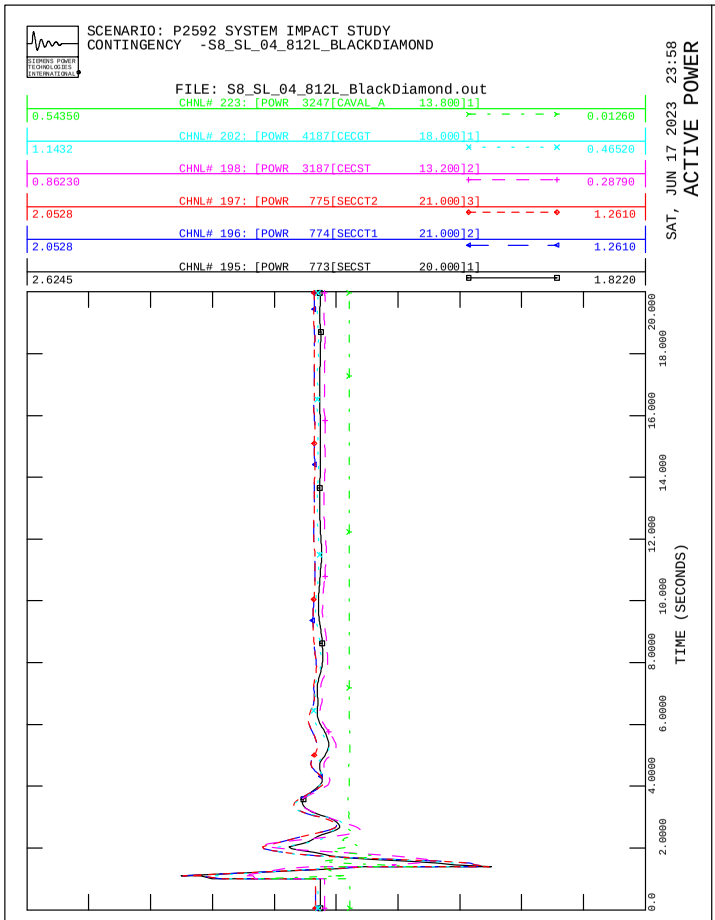


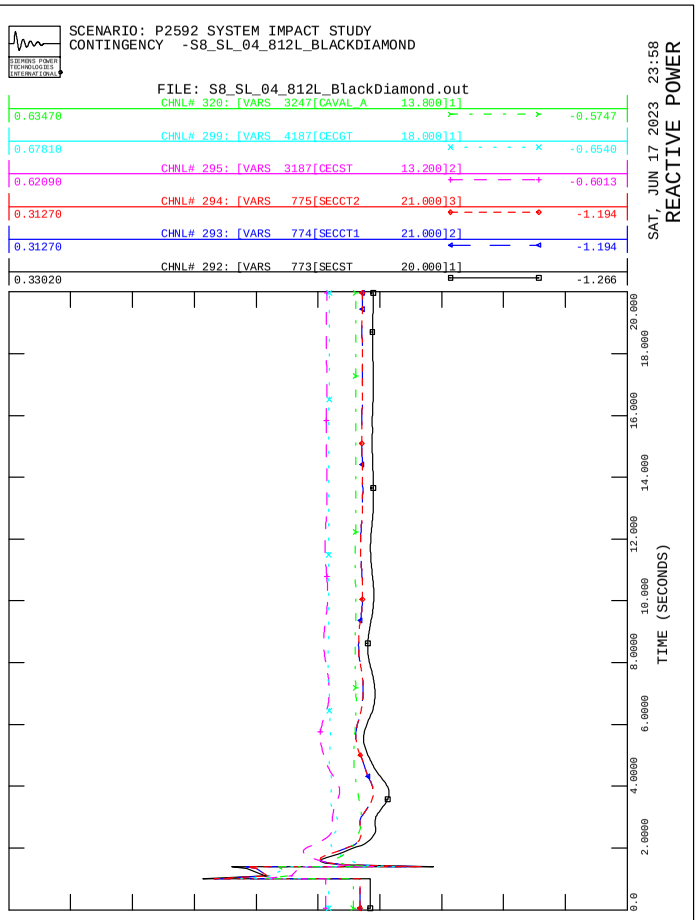
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_03_812L_HIGHRIVER

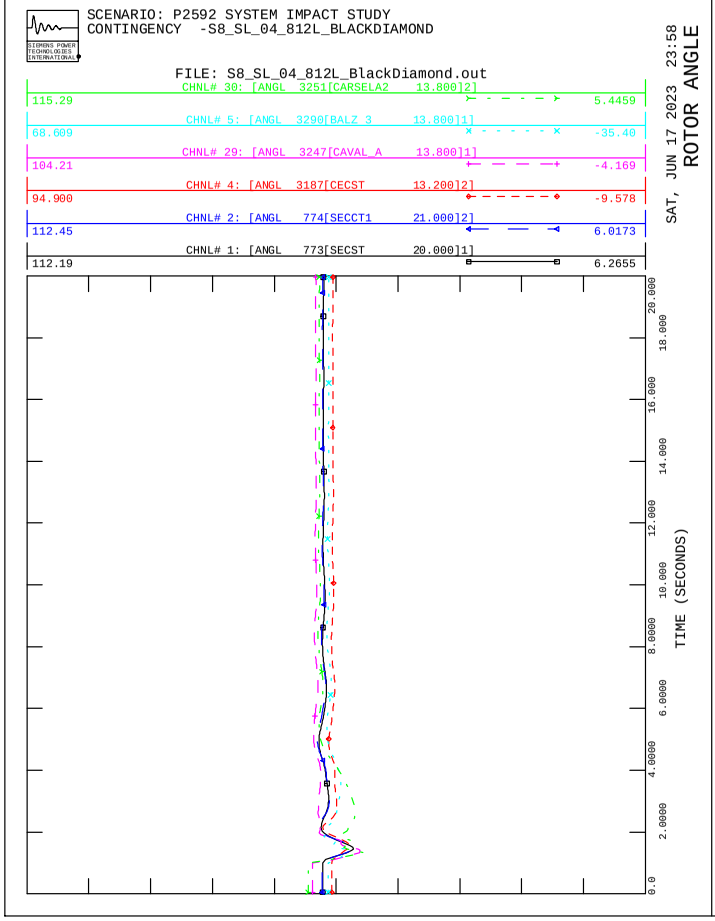
FILE: S8_SL_03_812L_HighRiver.out

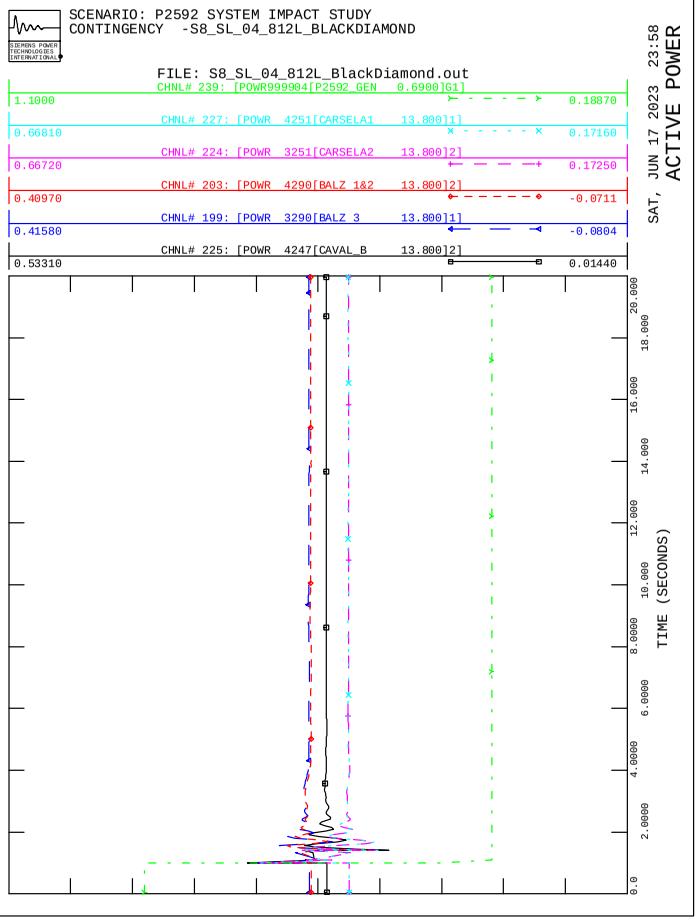
SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.54350
0.01260
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1432
0.46520
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.86230
0.28790
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.0528
1.2610
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.0528
1.2610
CHNL# 195: [POWR 773[SECST 20.000]1]
2.6245
1.8220
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.63470
-0.5747
CHNL# 299: [VARS 4187[CECGT 18.000]1]
0.67810
-0.6540
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.62090
-0.6013
CHNL# 294: [VARS 775[SECCT2 21.000]3]
0.31270
-1.194
CHNL# 293: [VARS 774[SECCT1 21.000]2]
0.31270
-1.194
CHNL# 292: [VARS 773[SECST 20.000]1]
0.33020
-1.266
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
115.29
5.4459
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
68.609
-35.40
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
104.21
-4.169
CHNL# 4: [ANGL 3187[CECST 13.200]2]
94.900
-9.578
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
112.45
6.0173
CHNL# 1: [ANGL 773[SECST 20.000]1]
112.19
6.2655
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
0.18870
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.66810
0.17160
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.66720
0.17250
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.40970
-0.0711
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.41580
-0.0804
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.53310
0.01440
SAT, JUN 17 2023 23:58
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

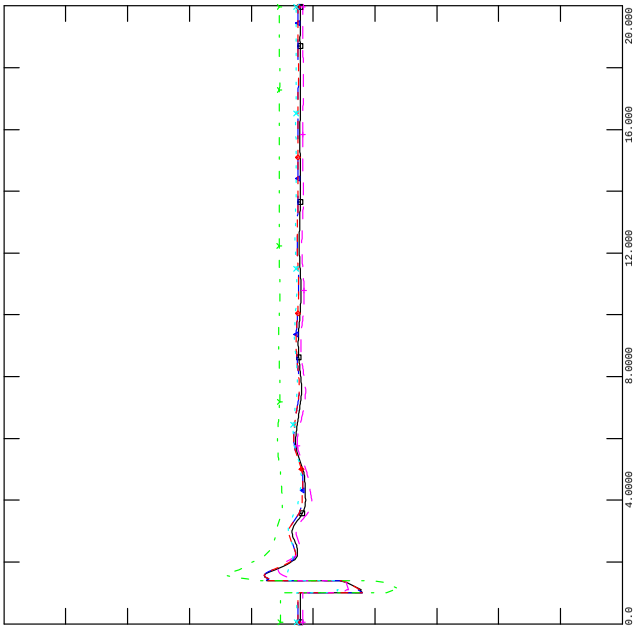
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

FILE: S8_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 1.1246 0.84580
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 1.1031 0.88510
CHNL# 489: [ETRM 3187[CECST 13.200]2] 1.1092 0.88340
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 1.1130 0.87530
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 1.1130 0.87530
CHNL# 486: [ETRM 773[SECST 20.000]1] 1.1139 0.87610



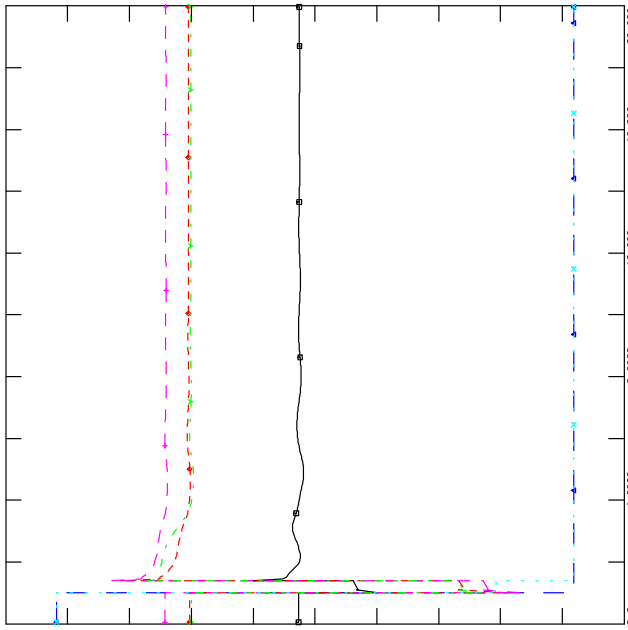
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

FILE: S8_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]] 1.1523 0.71470
CHNL# 598: [VOLT 243 [HARTELL7 138.00]] 1.1249 -0.1000
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]] 1.1629 0.56950
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]] 1.1665 0.64320
CHNL# 595: [VOLT 238 [BLACK D7 138.00]] 1.1240 -0.1000
CHNL# 594: [VOLT 159 [LANGDON4 240.00]] 1.1725 0.92200



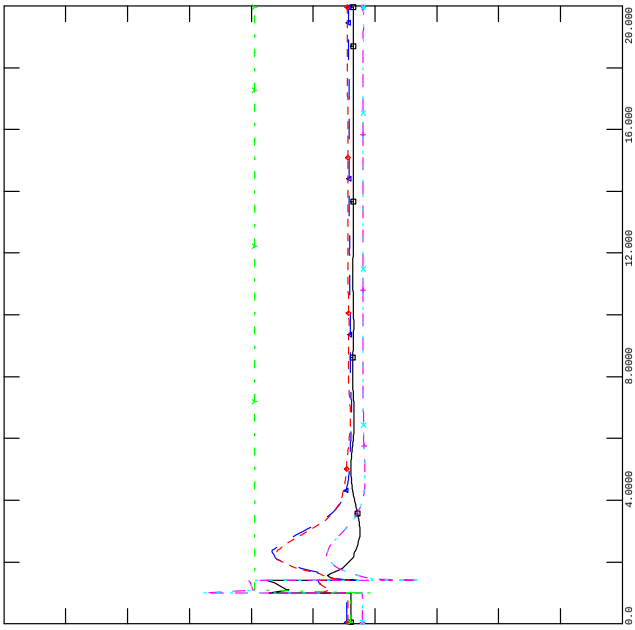
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

FILE: S8_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] 0.78040 -0.4536
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] 0.94010 -0.6067
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] 0.93900 -0.6056
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] 0.83190 -0.3048
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] 0.93150 -0.2217
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] 0.63620 -0.5417



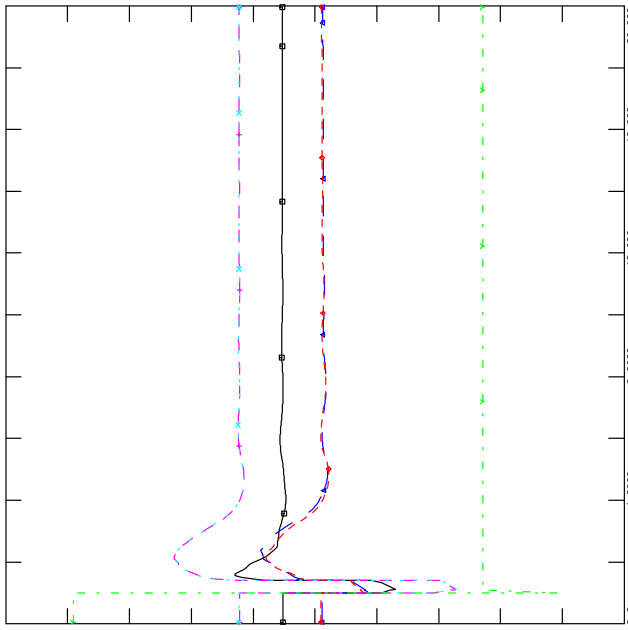
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

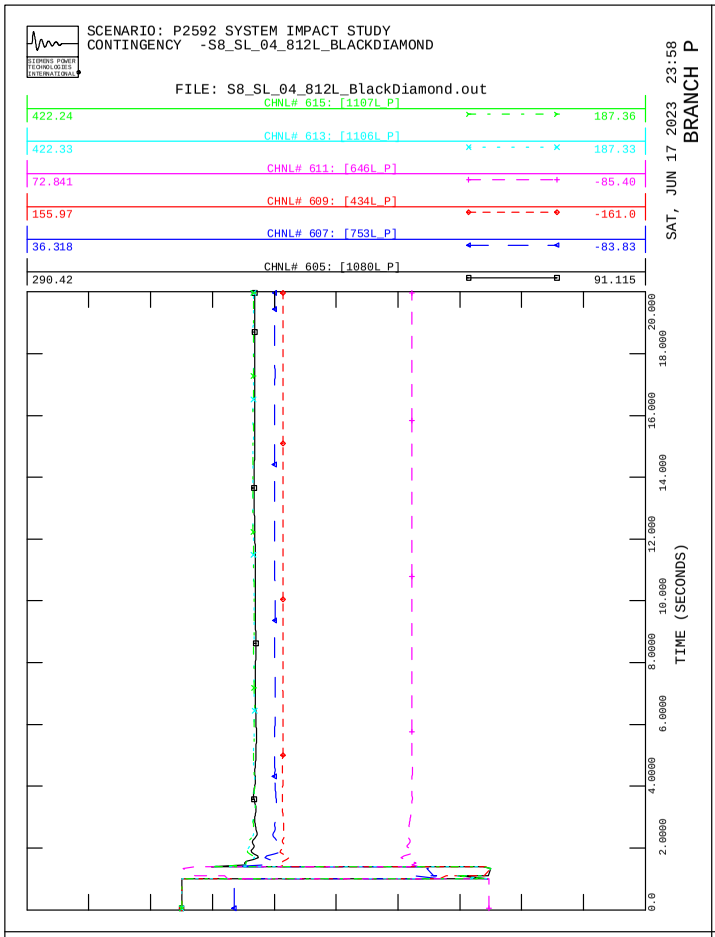
FILE: S8_SL_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1] 1.1400 0.22230
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 1.1688 0.80100
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 1.1688 0.80140
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 1.1611 0.92350
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 1.1640 0.92150
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2] 1.1211 0.85110




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 615: [1107L_P]
422.24
187.36
CHNL# 613: [1106L_P]
422.33
187.33
CHNL# 611: [646L_P]
72.841
-85.40
CHNL# 609: [434L_P]
155.97
-161.0
CHNL# 607: [753L_P]
36.318
-83.83
CHNL# 605: [1080L_P]
290.42
91.115
TIME (SECONDS)
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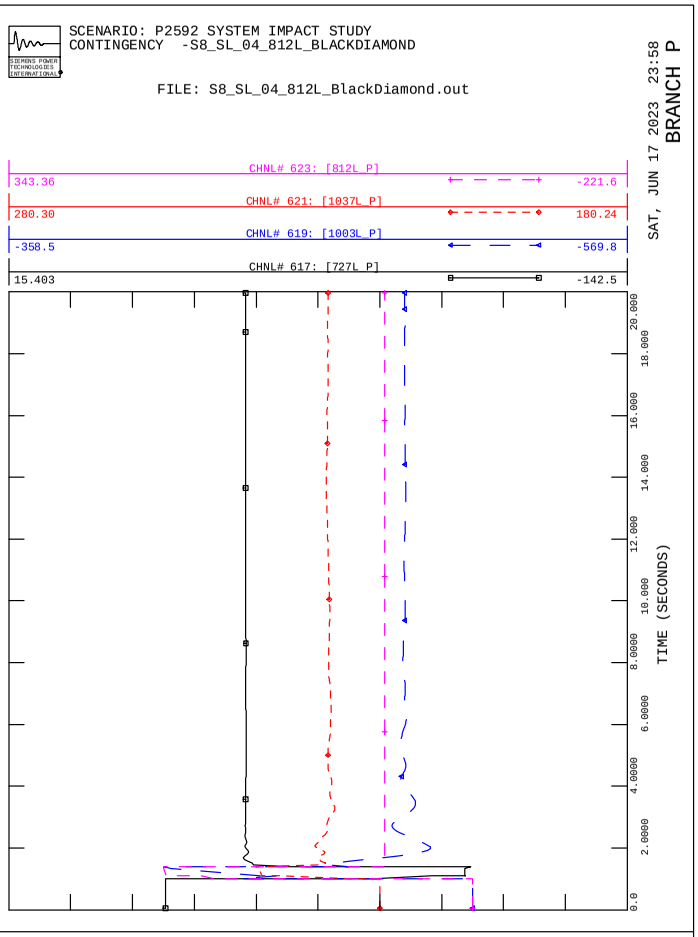
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 623: [812L_P]
343.36
-221.6
CHNL# 621: [1037L_P]
280.30
180.24
CHNL# 619: [1003L_P]
-358.5
-569.8
CHNL# 617: [727L_P]
15.403
-142.5
TIME (SECONDS)
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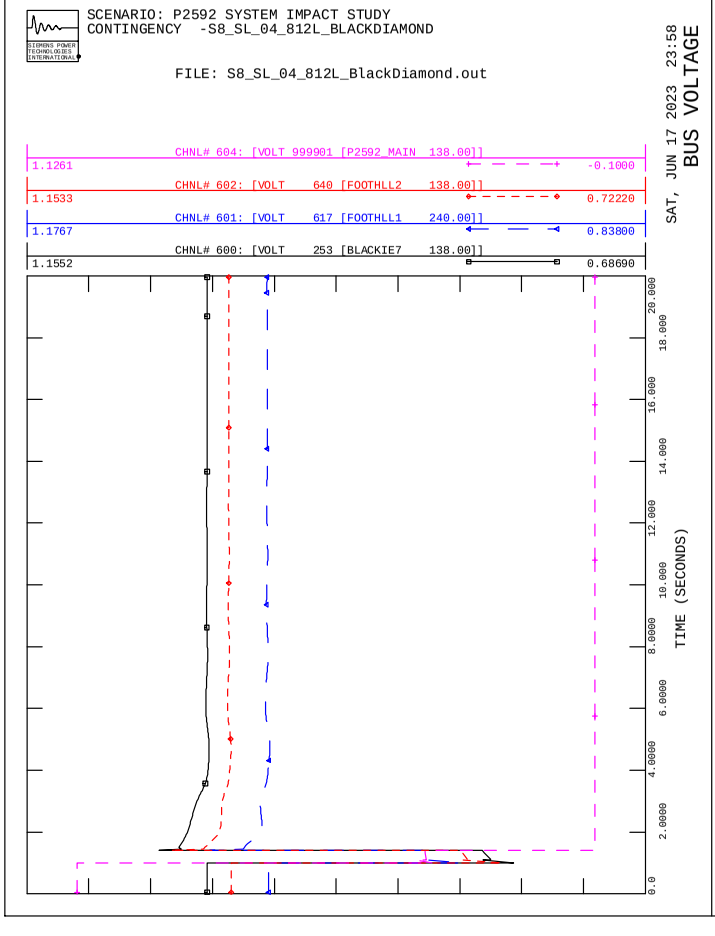
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1261
-0.1000
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1533
0.72220
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1767
0.83800
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1552
0.68690
TIME (SECONDS)
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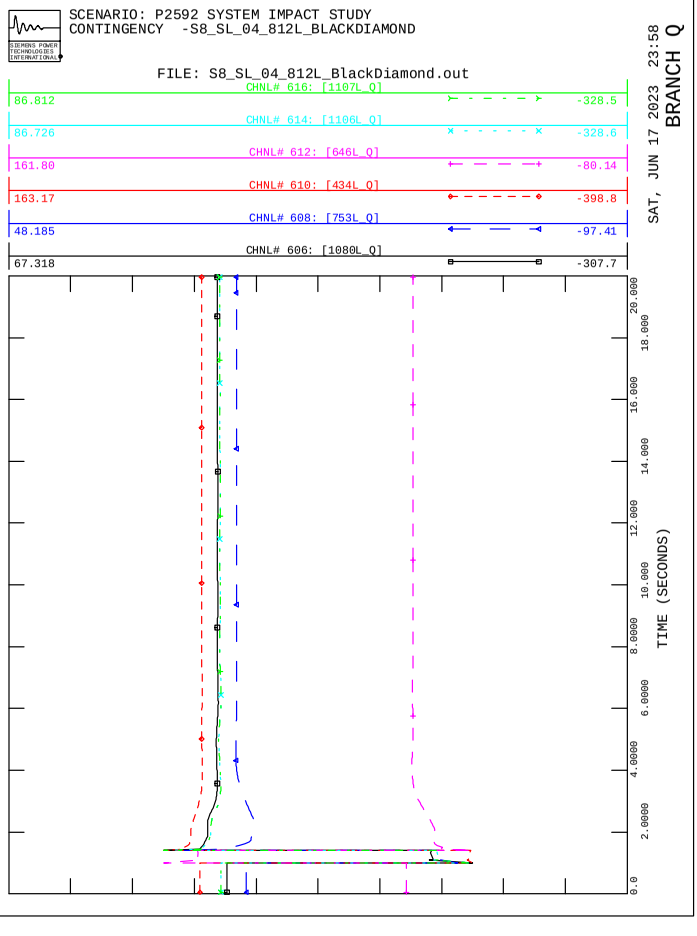
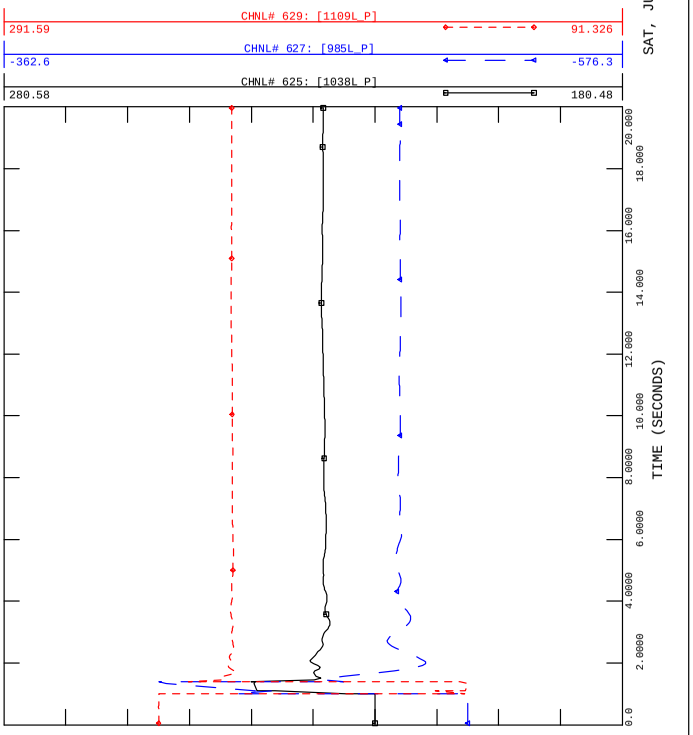
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND
FILE: S8_SL_04_812L_BlackDiamond.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 616: [1107L_Q]
86.812
-328.5
CHNL# 614: [1106L_Q]
86.726
-328.6
CHNL# 612: [646L_Q]
161.80
-80.14
CHNL# 610: [434L_Q]
163.17
-398.8
CHNL# 608: [753L_Q]
48.185
-97.41
CHNL# 606: [1080L_Q]
67.318
-307.7
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

FILE: S8_SL_04_812L_BlackDiamond.out

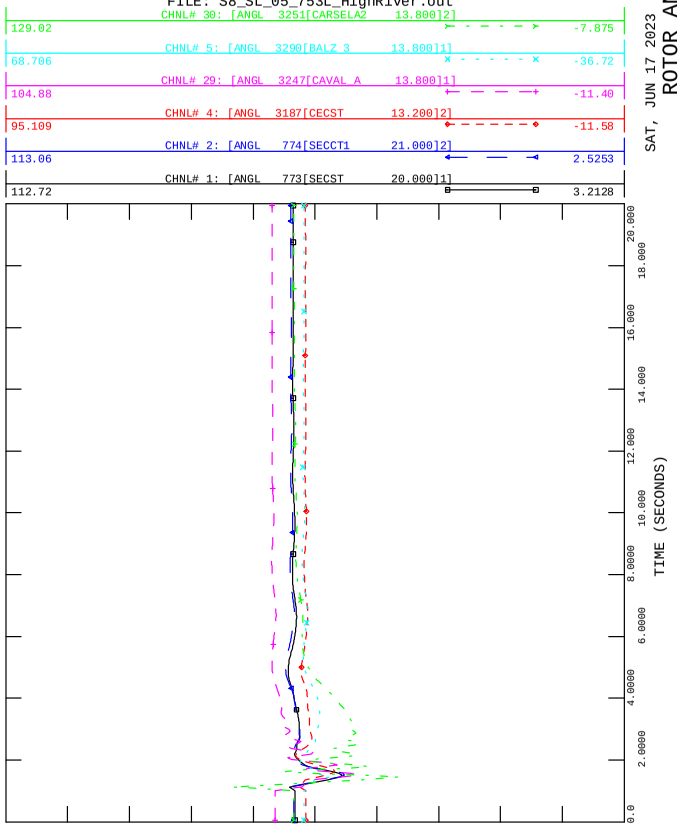
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER

FILE: S8_SL_05_753L_HighRiver.out

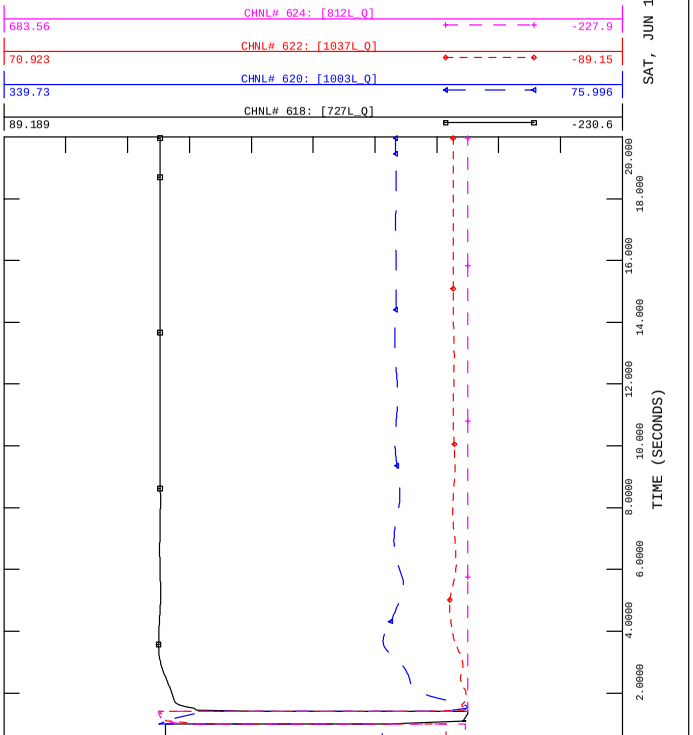
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

FILE: S8_SL_04_812L_BlackDiamond.out

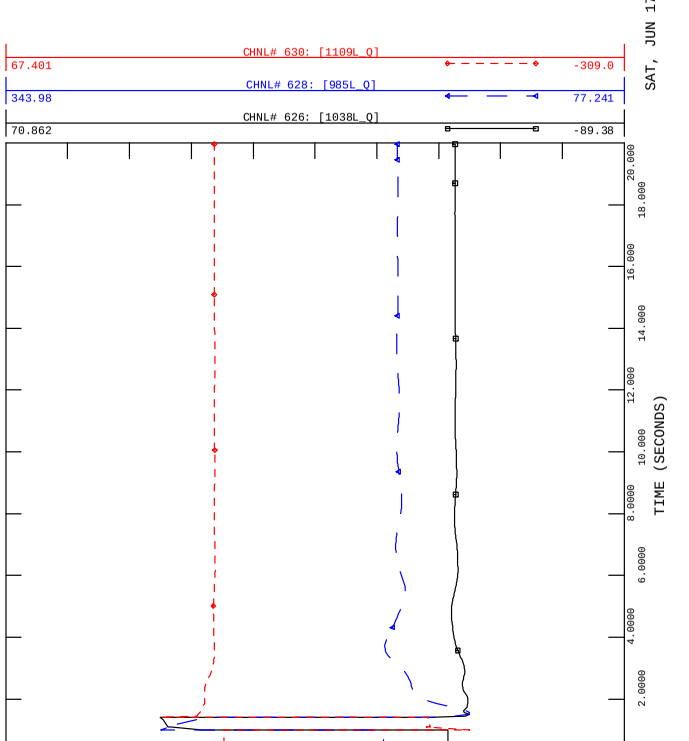
SAT, JUN 17 2023 23:58 BRANCH Q

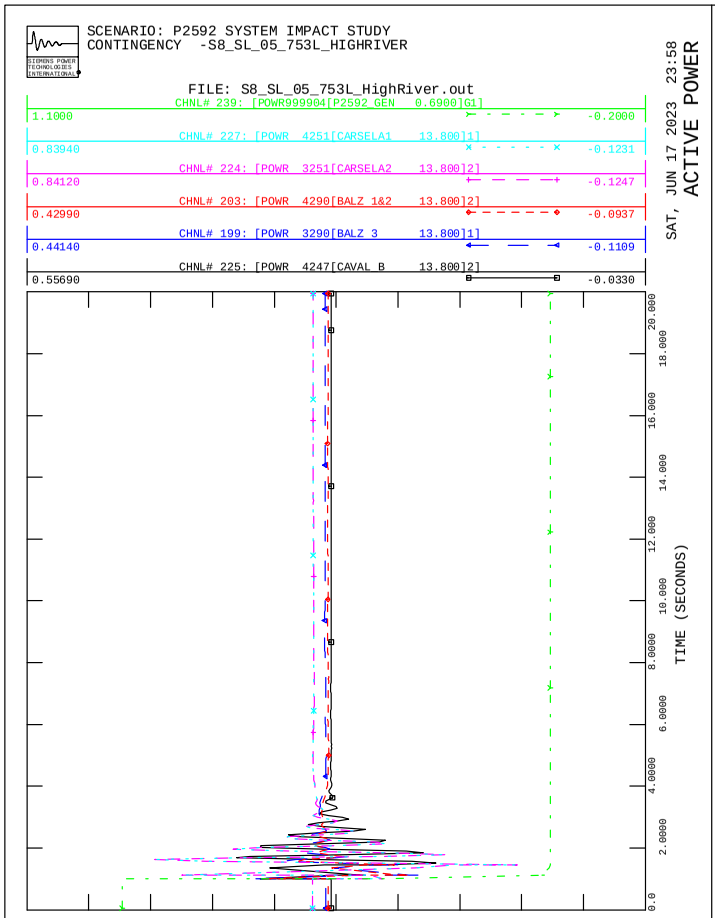


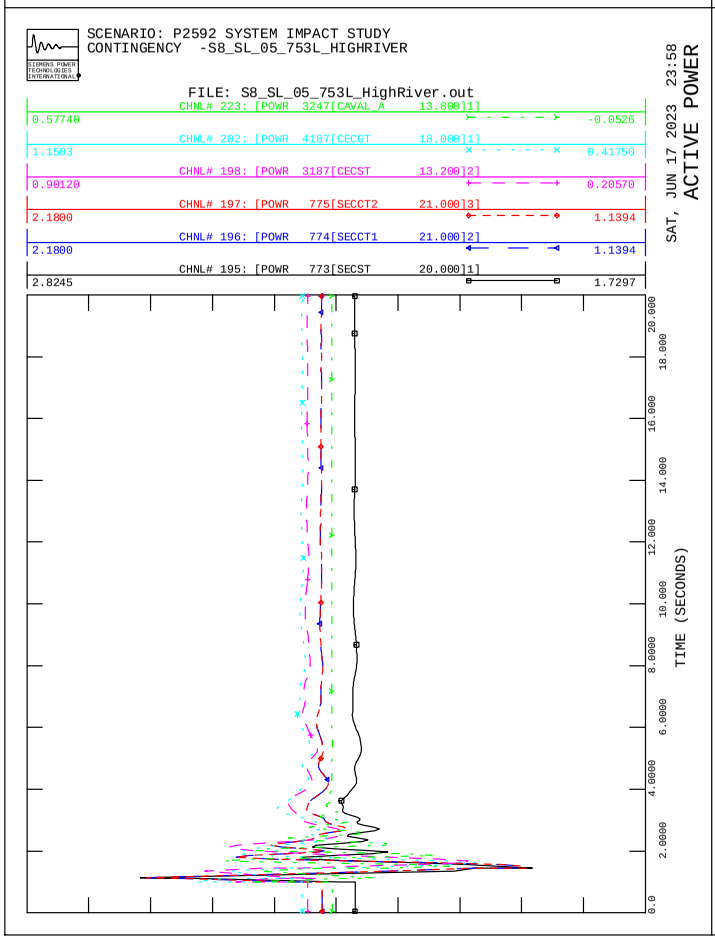
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_04_812L_BLACKDIAMOND

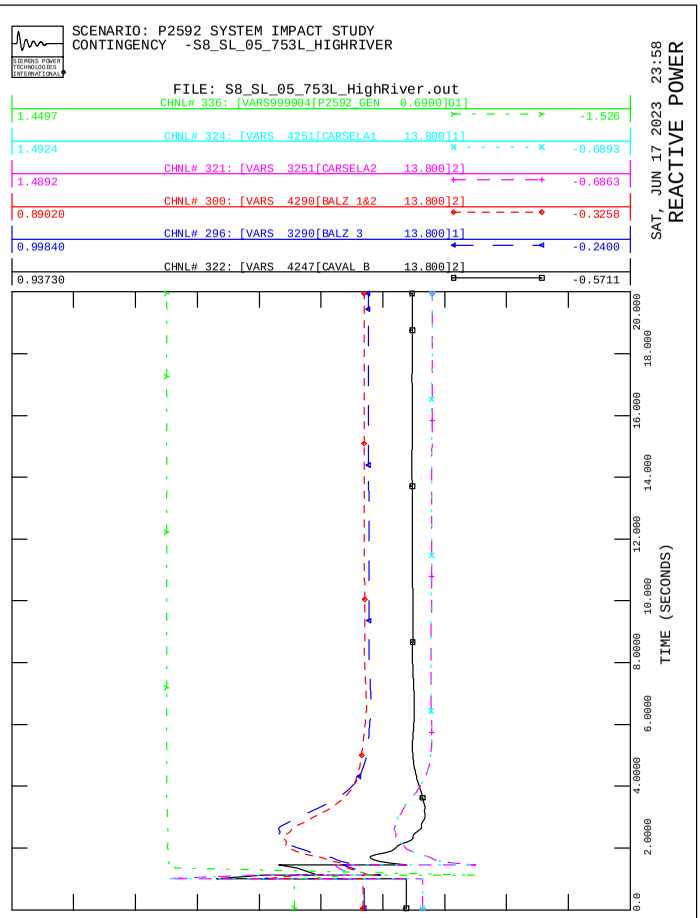
FILE: S8_SL_04_812L_BlackDiamond.out

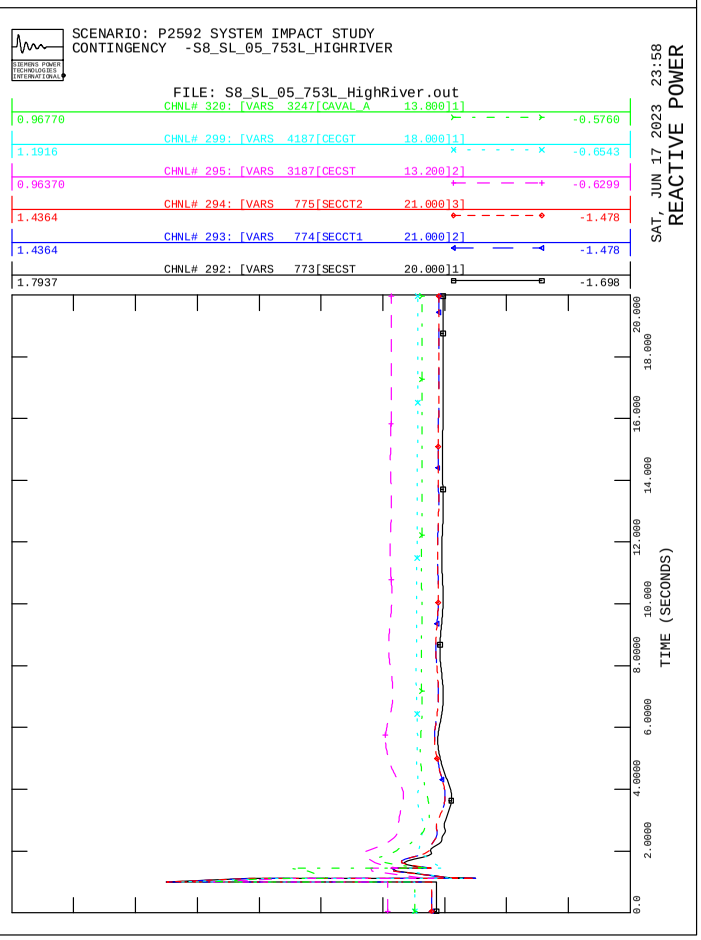
SAT, JUN 17 2023 23:58 BRANCH Q

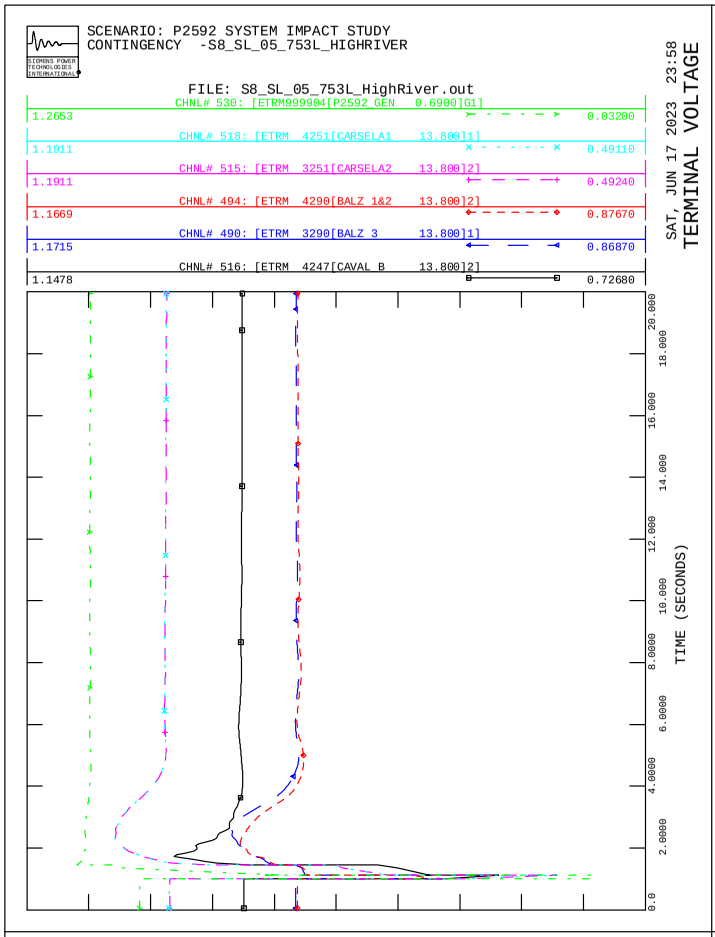


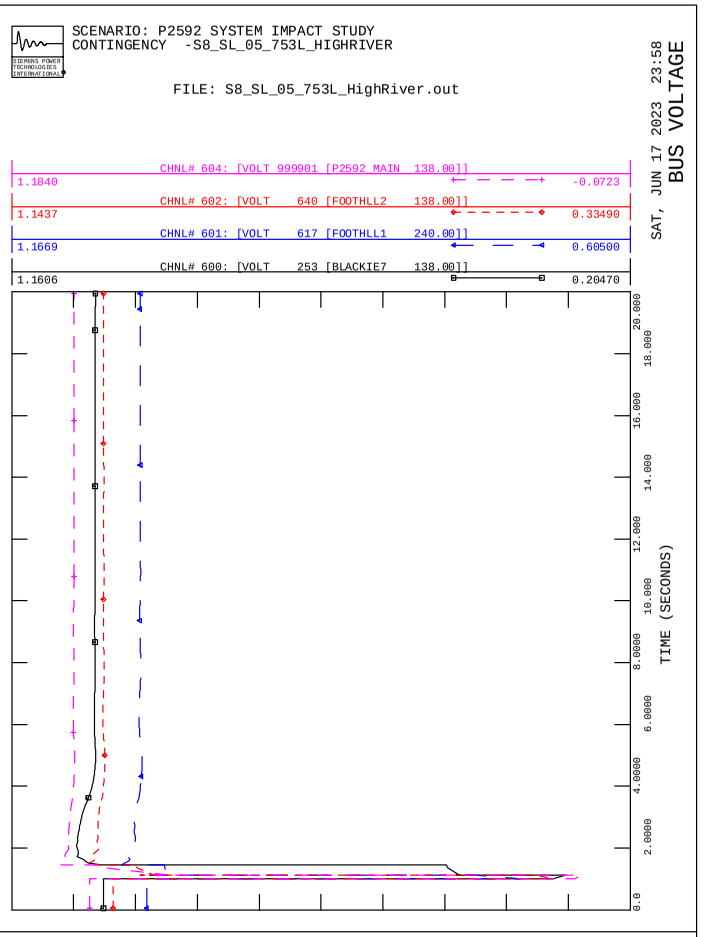

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
-0.2000
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.83940
-0.1231
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.84120
-0.1247
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42990
-0.0937
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.44140
-0.1109
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.55690
-0.0330
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.57740
-0.0526
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1503
0.41750
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.90120
0.20570
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.1800
1.1394
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.1800
1.1394
CHNL# 195: [POWR 773[SECST 20.000]1]
2.8245
1.7297
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.4497
-1.526
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4924
-0.6893
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4892
-0.6863
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
0.89020
-0.3258
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
0.99840
-0.2400
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
0.93730
-0.5711
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 320: [VARS 3247[CAVAL A 13.800]1]
0.96770
-0.5760
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.1916
-0.6543
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.96370
-0.6299
CHNL# 294: [VARS 775[SECCT2 21.000]3]
1.4364
-1.478
CHNL# 293: [VARS 774[SECCT1 21.000]2]
1.4364
-1.478
CHNL# 292: [VARS 773[SECST 20.000]1]
1.7937
-1.698
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2653 0.03200
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1911 0.49110
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1911 0.49240
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1669 0.87670
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1715 0.86870
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1478 0.72680
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1840 -0.0723
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1437 0.33490
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1669 0.60500
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1606 0.20470
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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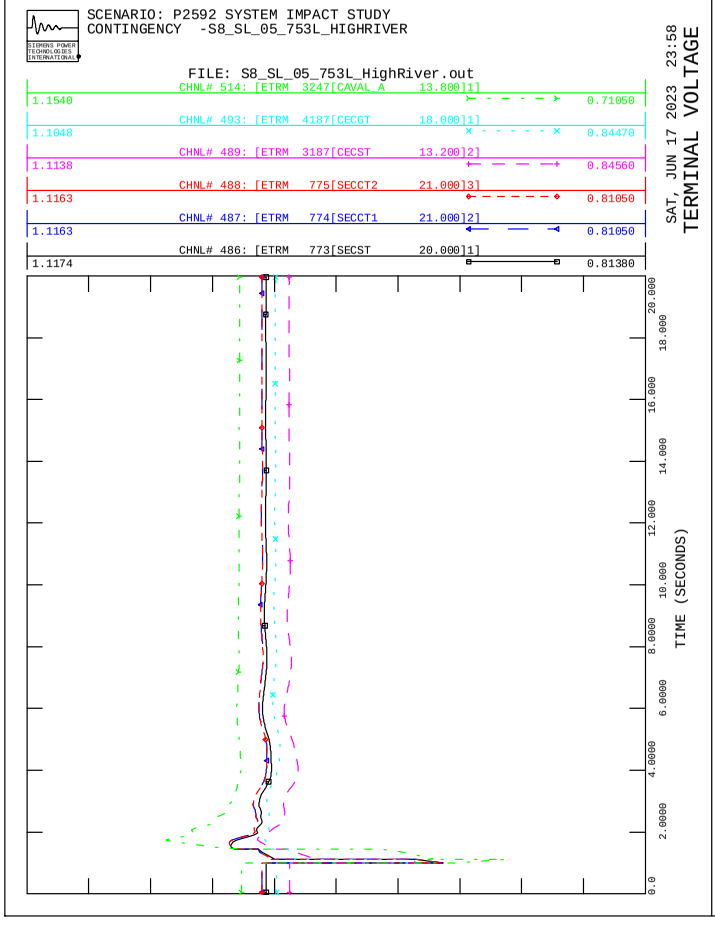
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1540 0.71050
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1048 0.84470
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1138 0.84560
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1163 0.81050
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1163 0.81050
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1174 0.81380
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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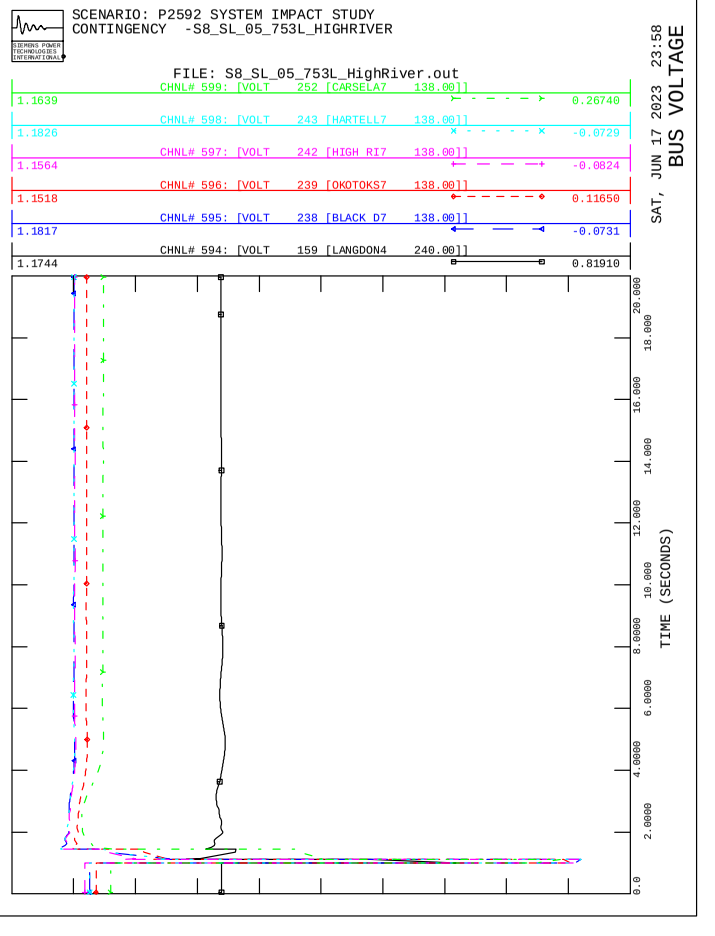
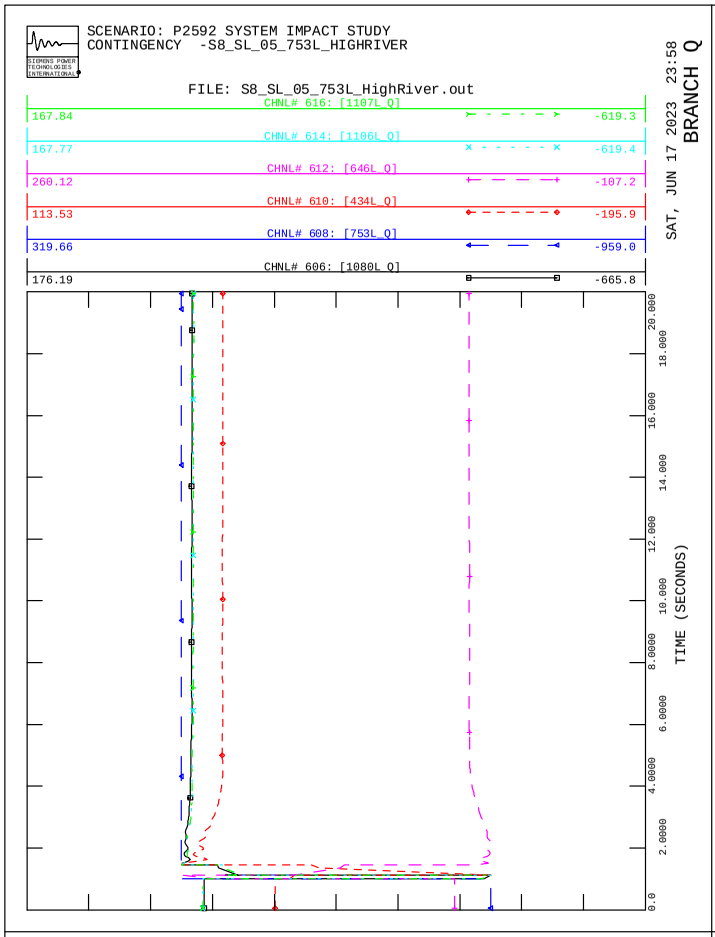
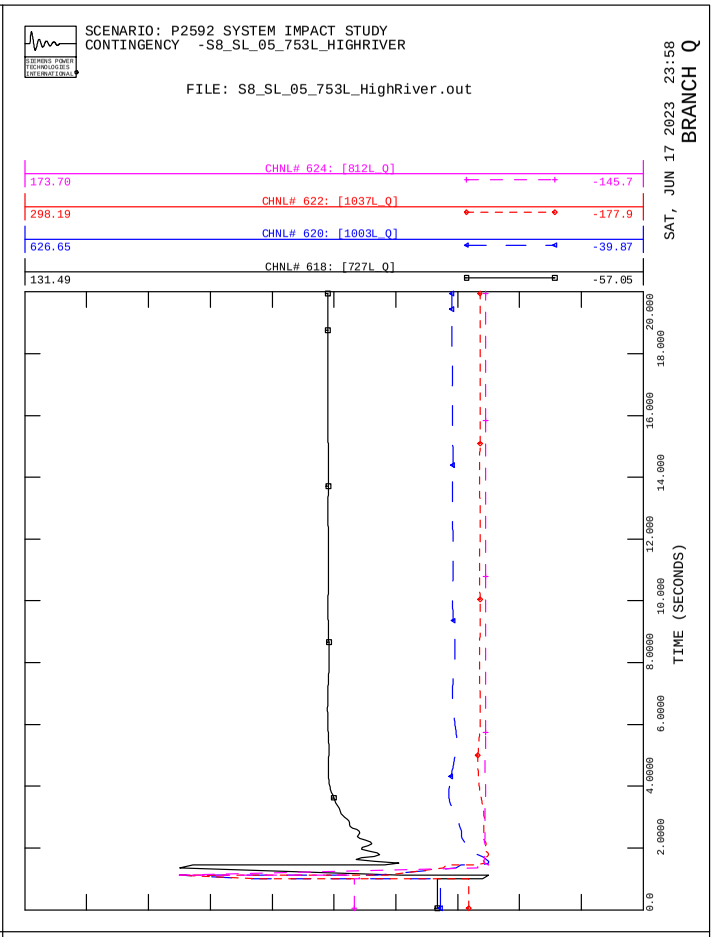
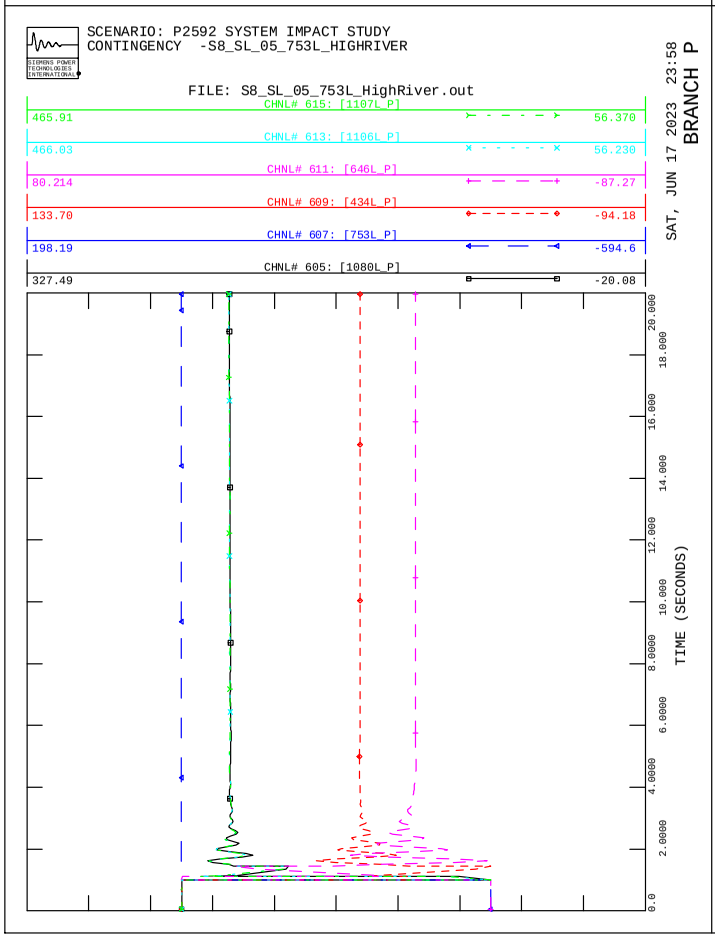
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1639 0.26740
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1826 -0.0729
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1564 -0.0824
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1518 0.11650
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1817 -0.0731
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1744 0.81910
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 616: [1107L Q]
167.84
-619.3
CHNL# 614: [1106L Q]
167.77
-619.4
CHNL# 612: [646L Q]
260.12
-107.2
CHNL# 610: [434L Q]
113.53
-195.9
CHNL# 608: [753L Q]
319.66
-959.0
CHNL# 606: [1080L Q]
176.19
-665.8
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 624: [812L Q]
173.70
-145.7
CHNL# 622: [1037L Q]
298.19
-177.9
CHNL# 620: [1003L Q]
626.65
-39.87
CHNL# 618: [727L Q]
131.49
-57.05
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 615: [1107L P]
465.91
56.370
CHNL# 613: [1106L P]
466.03
56.230
CHNL# 611: [646L P]
80.214
-87.27
CHNL# 609: [434L P]
133.70
-94.18
CHNL# 607: [753L P]
198.19
-594.6
CHNL# 605: [1080L P]
327.49
-20.08
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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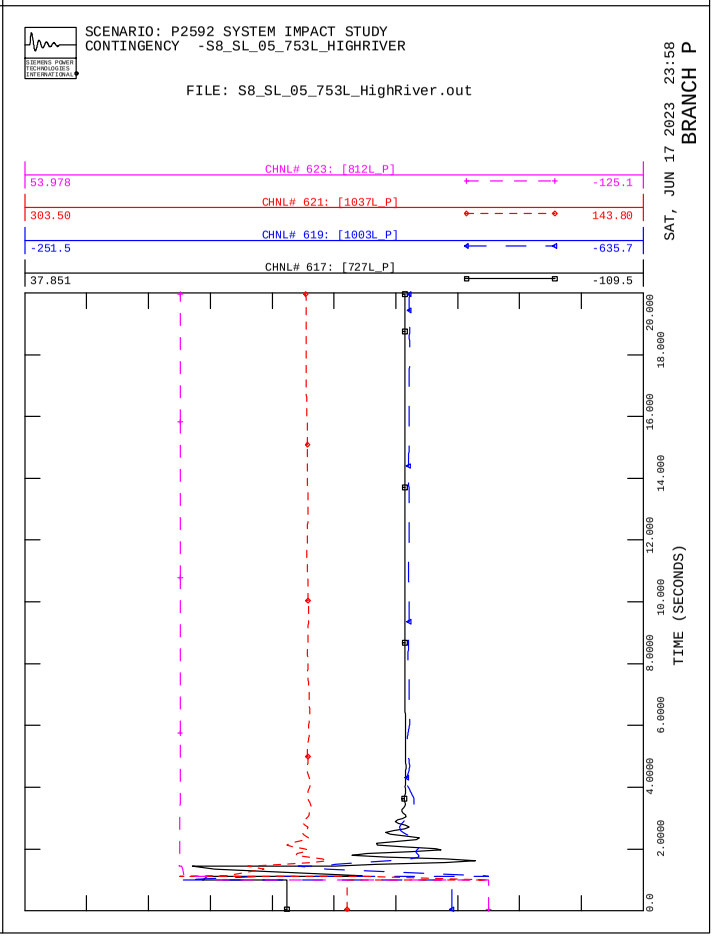
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER
FILE: S8_SL_05_753L_HighRiver.out
CHNL# 623: [812L P]
53.978
-125.1
CHNL# 621: [1037L P]
303.50
143.80
CHNL# 619: [1003L P]
-251.5
-635.7
CHNL# 617: [727L P]
37.851
-109.5
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER

FILE: S8_SL_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 176.72 -668.5
CHNL# 628: [985L Q] 634.18 -39.98
CHNL# 626: [1038L Q] 298.42 -178.3

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE

FILE: S8_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1] 0.55690 -0.0543
CHNL# 202: [POWR 4187[CECGT 18.000]1] 1.1638 0.45130
CHNL# 198: [POWR 3187[CECST 13.200]2] 0.87680 0.27110
CHNL# 197: [POWR 775[SECCT2 21.000]3] 2.0480 1.1982
CHNL# 196: [POWR 774[SECCT1 21.000]2] 2.0480 1.1982
CHNL# 195: [POWR 773[SECST 20.000]1] 2.6183 1.7640

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_05_753L_HIGHRIVER

FILE: S8_SL_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 328.88 -20.56
CHNL# 627: [985L P] -254.1 -643.0
CHNL# 625: [1038L P] 303.85 144.10

TIME (SECONDS)

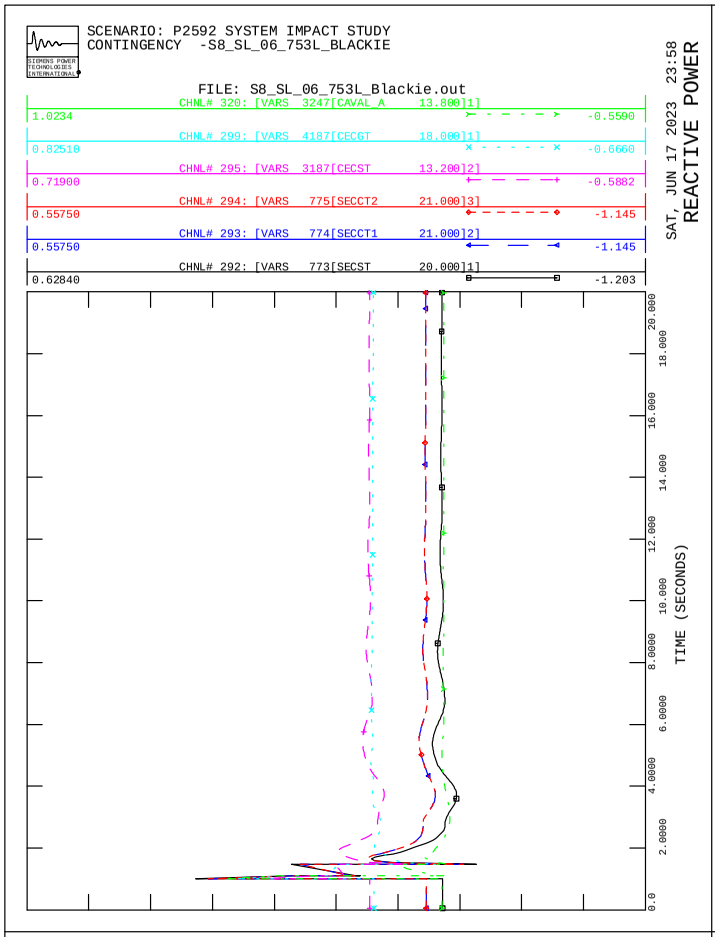
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE

FILE: S8_SL_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 119.03 4.3797
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 69.439 -35.32
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 105.07 -4.687
CHNL# 4: [ANGL 3187[CECST 13.200]2] 94.952 -9.685
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 112.58 5.1038
CHNL# 1: [ANGL 773[SECST 20.000]1] 112.43 5.4509

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.0234
-0.5590
CHNL# 299: [VARS 4187[CECGT 18.000]1]
0.82510
-0.6660
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.71900
-0.5882
CHNL# 294: [VARS 775[SECCT2 21.000]3]
0.55750
-1.145
CHNL# 293: [VARS 774[SECCT1 21.000]2]
0.55750
-1.145
CHNL# 292: [VARS 773[SECST 20.000]1]
0.62840
-1.203
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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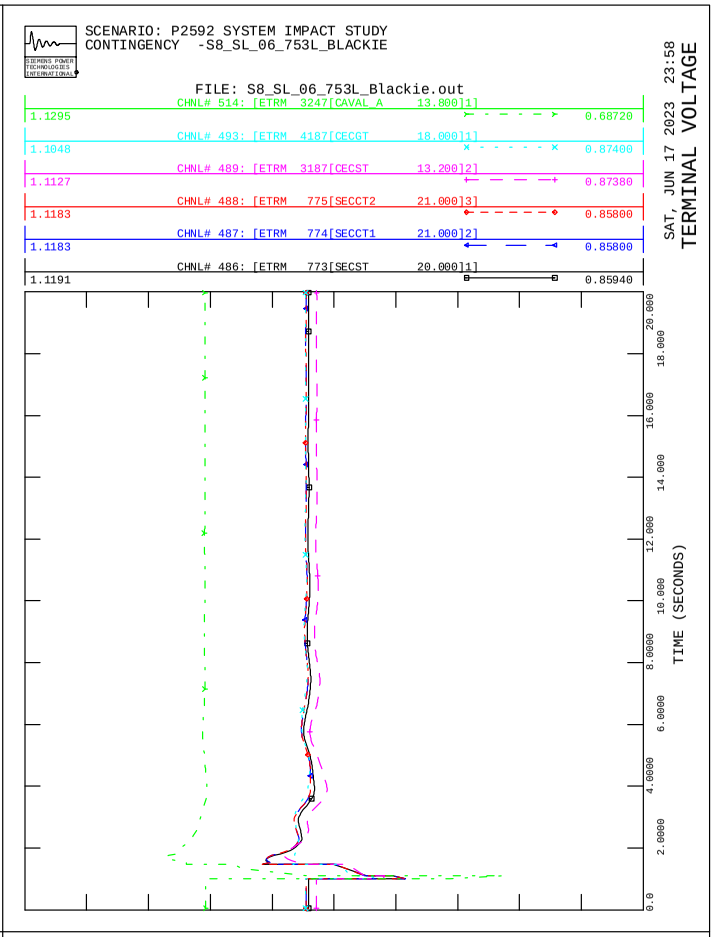
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1295
0.68720
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1048
0.87400
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1127
0.87380
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1183
0.85800
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1183
0.85800
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1191
0.85940
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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6.0000
8.0000
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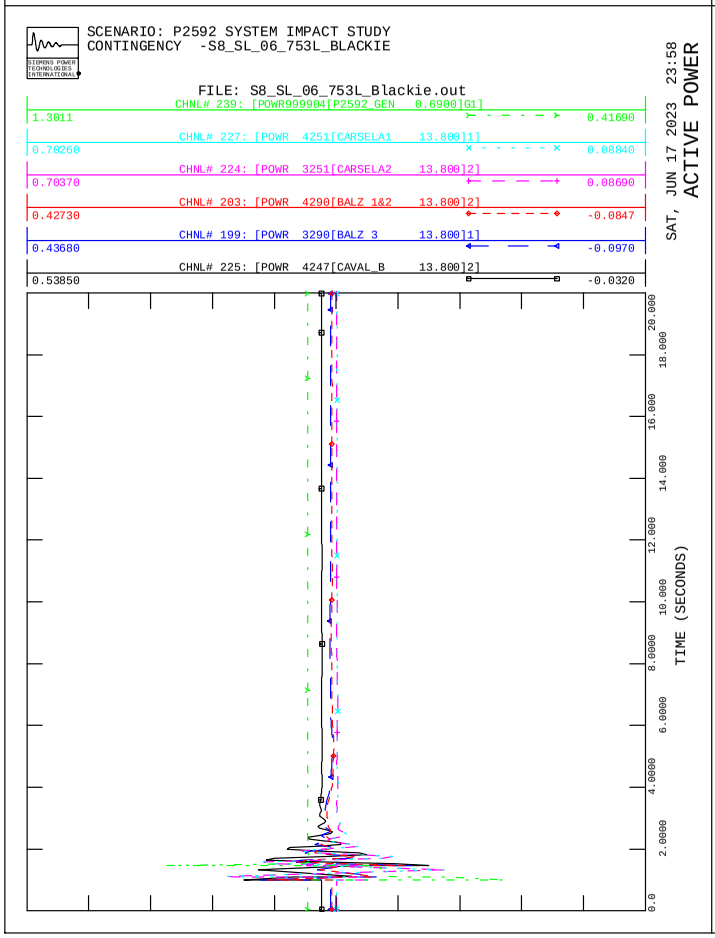
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.3011
0.41690
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.70260
0.08840
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.70370
0.08690
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42730
-0.0847
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.43680
-0.0970
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.53850
-0.0320
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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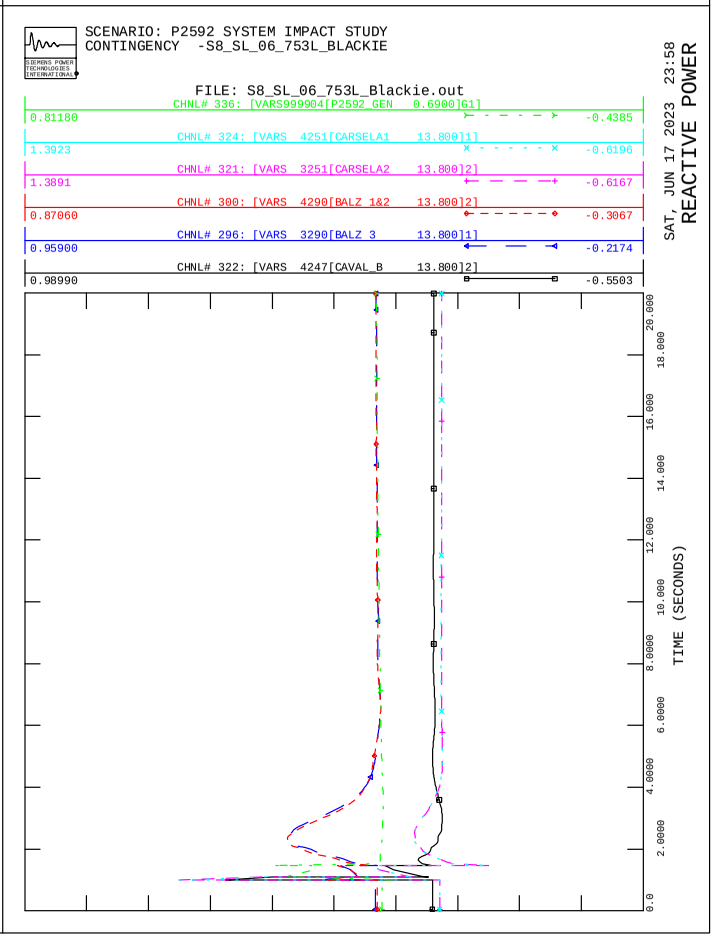
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
0.81180
-0.4385
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.3923
-0.6196
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.3891
-0.6167
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
0.87060
-0.3067
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
0.95900
-0.2174
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2]
0.98990
-0.5503
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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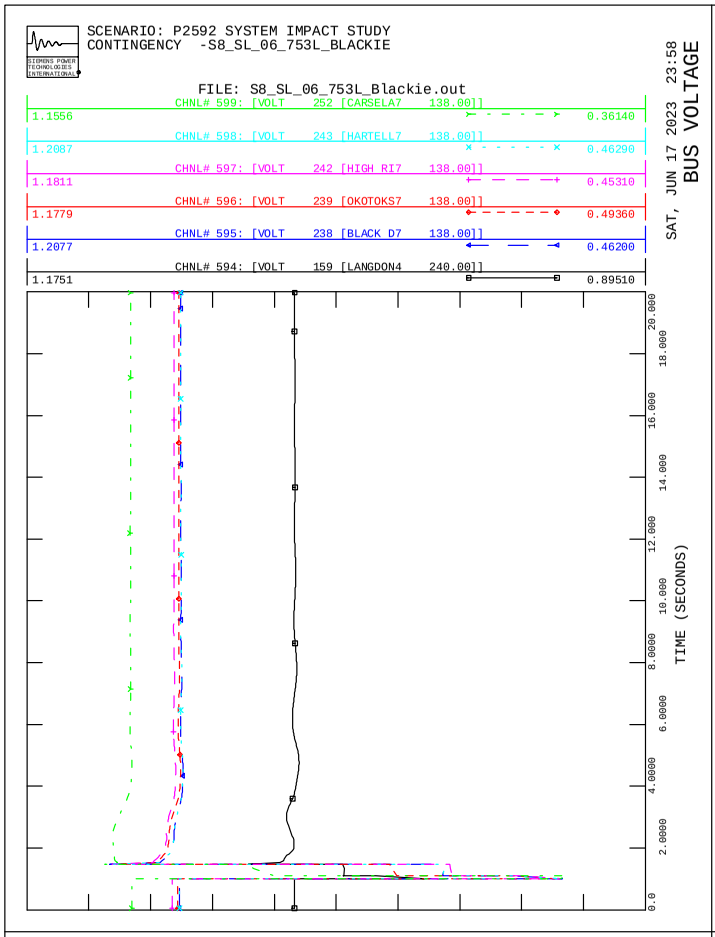
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1556
0.36140
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2087
0.46290
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1811
0.45310
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1779
0.49360
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2077
0.46200
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1751
0.89510
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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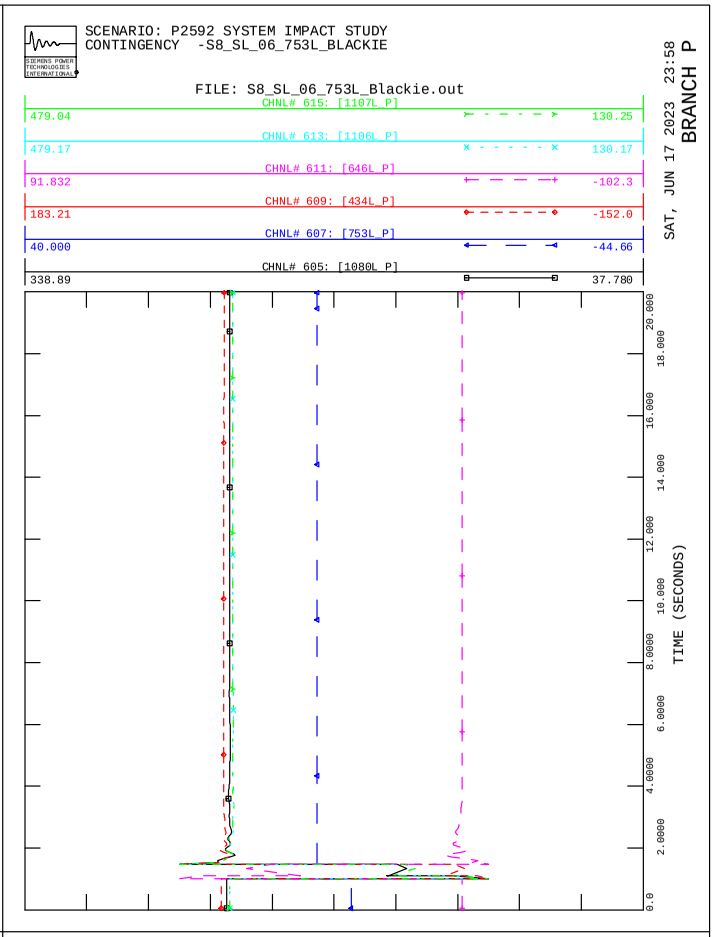
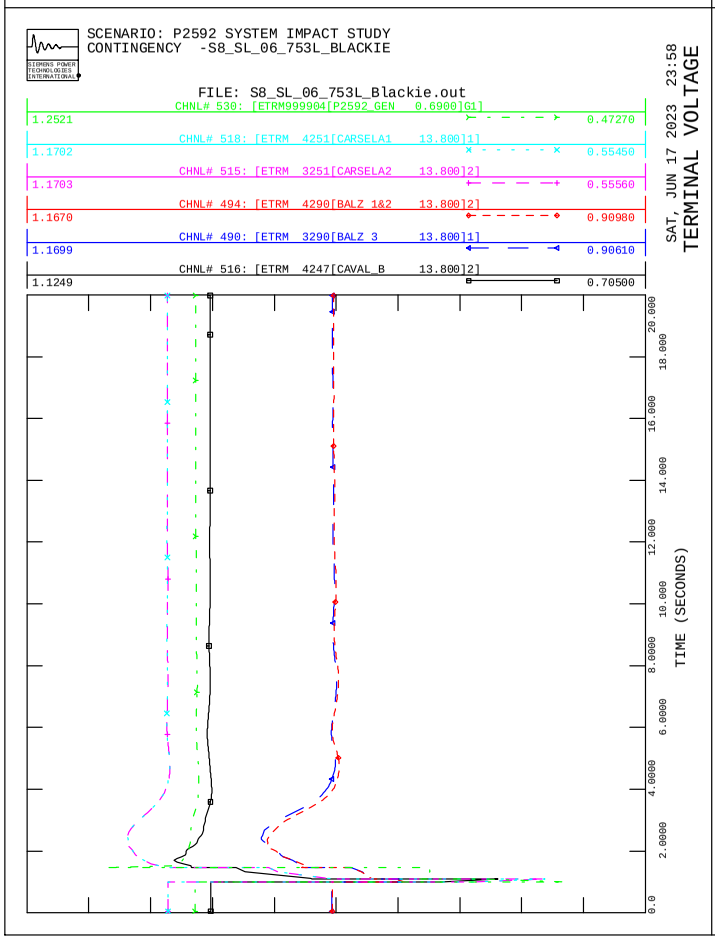
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 615: [1107L_P]
479.04
130.25
CHNL# 613: [1106L_P]
479.17
130.17
CHNL# 611: [646L_P]
91.832
-102.3
CHNL# 609: [434L_P]
183.21
-152.0
CHNL# 607: [753L_P]
40.000
-44.66
CHNL# 605: [1080L_P]
338.89
37.780
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2521
0.47270
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1702
0.55450
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1703
0.55560
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1670
0.90980
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1699
0.90610
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1249
0.70500
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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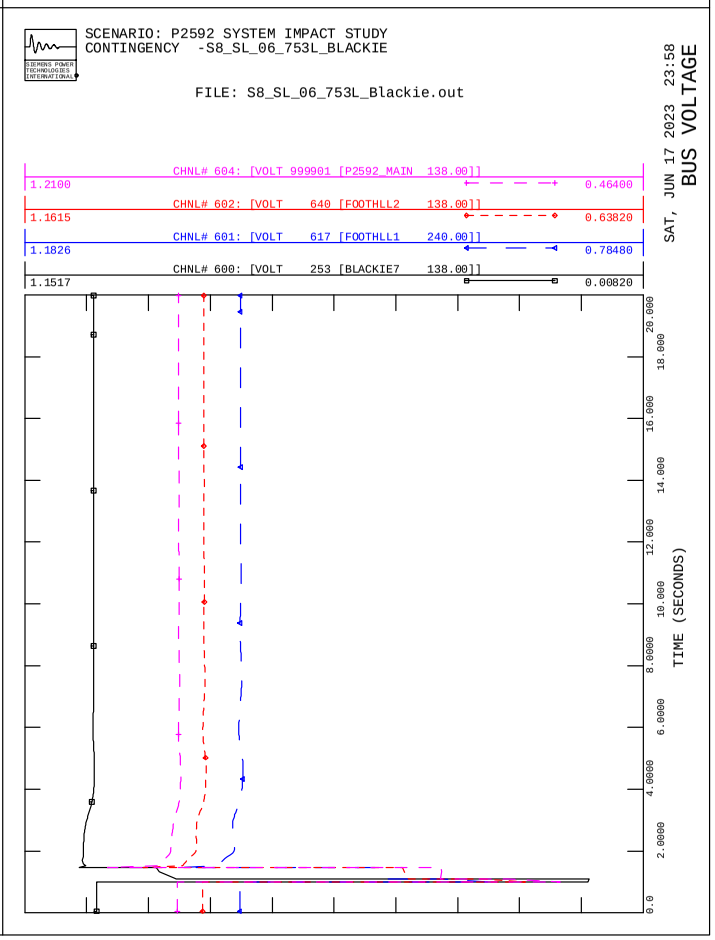
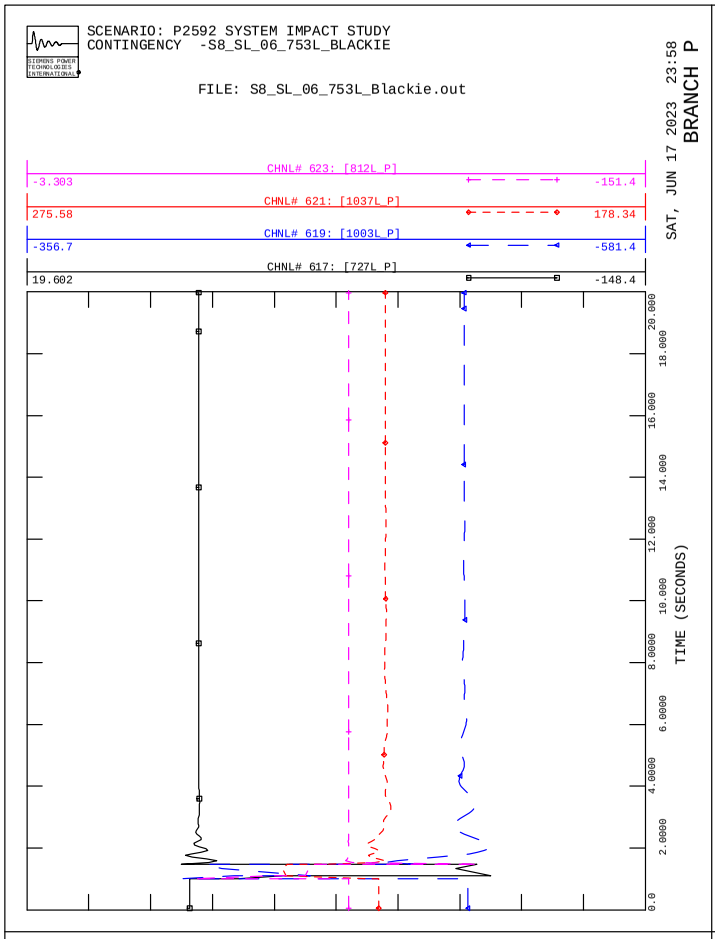
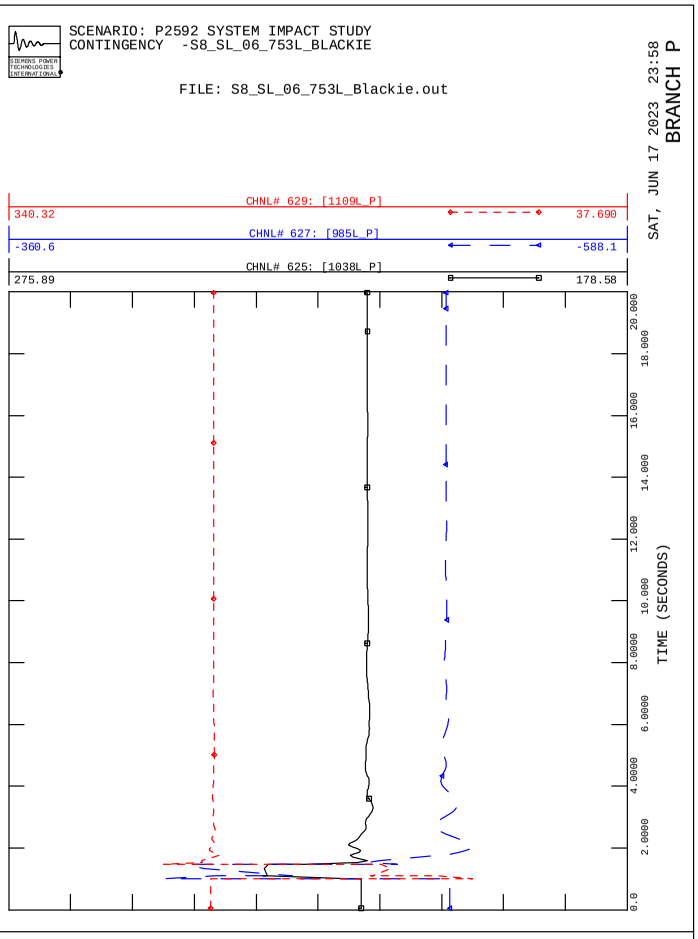
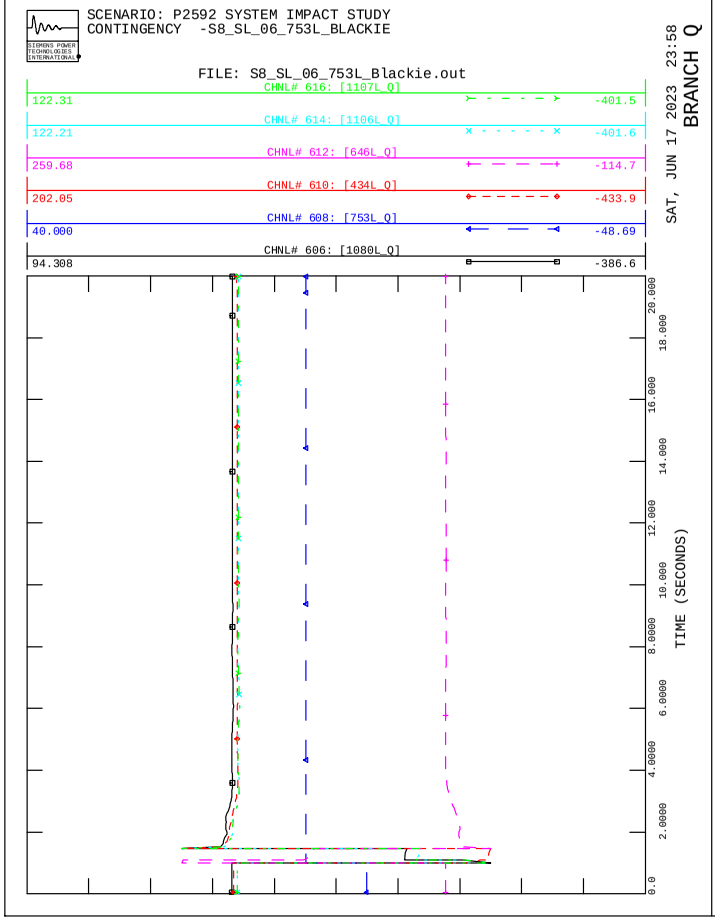
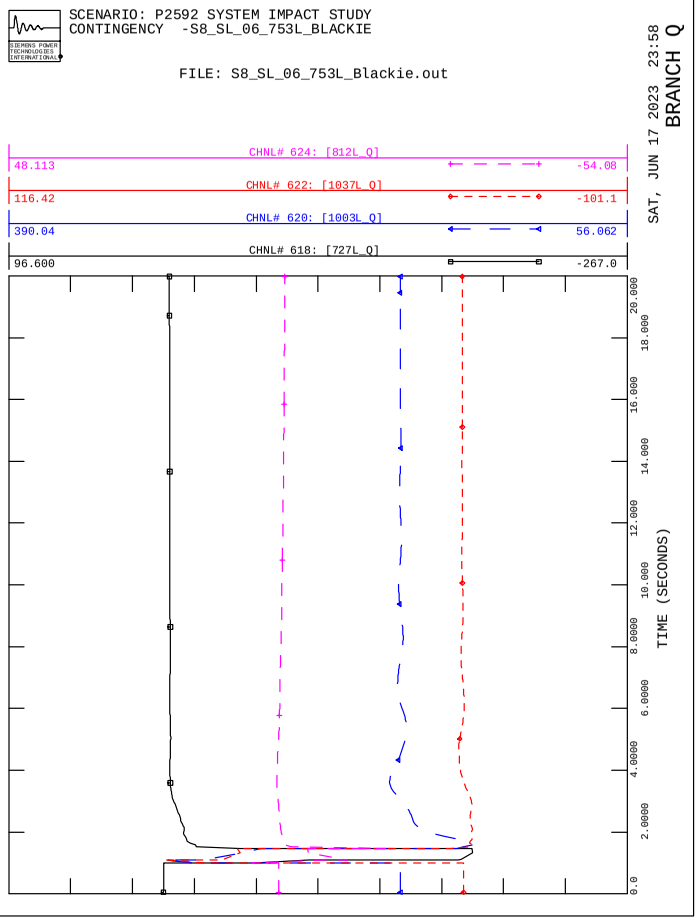
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

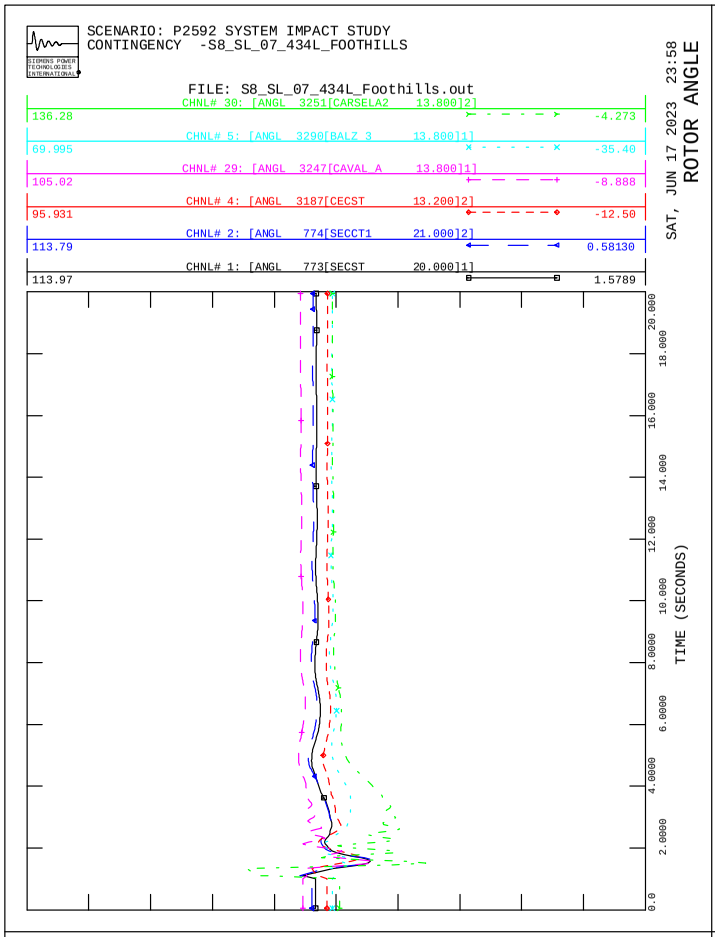

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2100
0.46400
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1615
0.63820
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1826
0.78480
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1517
0.00820
SAT, JUN 17 2023 23:58
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

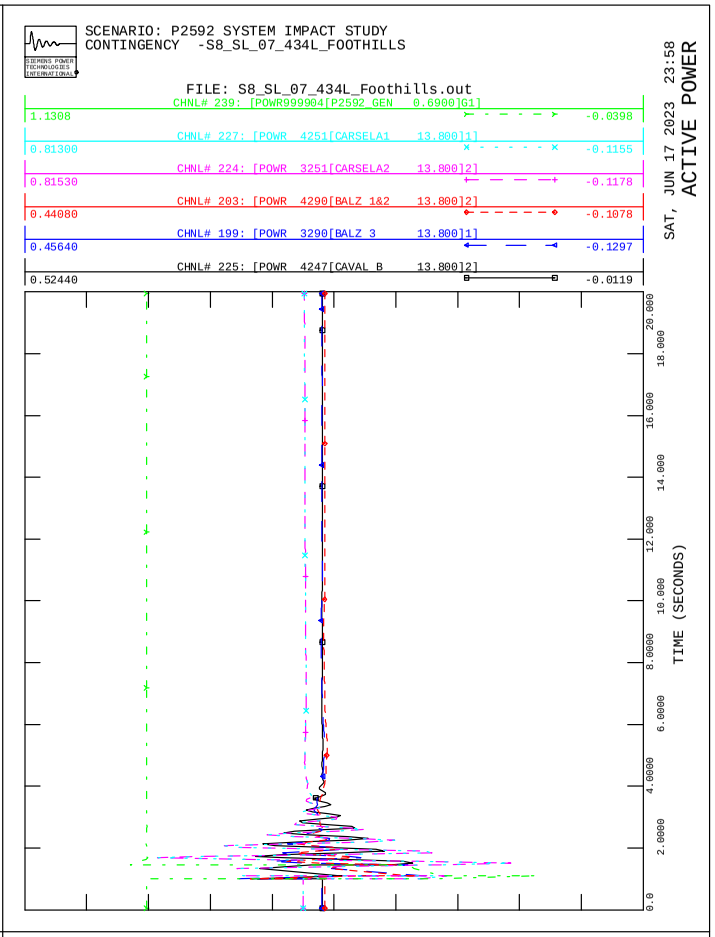

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 623: [812L_P]
-3.303
-151.4
CHNL# 621: [1037L_P]
275.58
178.34
CHNL# 619: [1003L_P]
-356.7
-581.4
CHNL# 617: [727L_P]
19.602
-148.4
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 629: [1109L_P]
340.32
37.690
CHNL# 627: [985L_P]
-360.6
-588.1
CHNL# 625: [1038L_P]
275.89
178.58
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 616: [1107L_Q]
122.31
-401.5
CHNL# 614: [1106L_Q]
122.21
-401.6
CHNL# 612: [646L_Q]
259.68
-114.7
CHNL# 610: [434L_Q]
202.05
-433.9
CHNL# 608: [753L_Q]
40.000
-48.69
CHNL# 606: [1080L_Q]
94.308
-386.6
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 624: [812L_Q]
48.113
-54.08
CHNL# 622: [1037L_Q]
116.42
-101.1
CHNL# 620: [1003L_Q]
390.04
56.062
CHNL# 618: [727L_Q]
96.600
-267.0
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
136.28
-4.273
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
69.995
-35.40
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
105.02
-8.888
CHNL# 4: [ANGL 3187[CECST 13.200]2]
95.931
-12.50
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
113.79
0.58130
CHNL# 1: [ANGL 773[SECST 20.000]1]
113.97
1.5789
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1308
-0.0398
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.81300
-0.1155
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.81530
-0.1178
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.44080
-0.1078
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.45640
-0.1297
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.52440
-0.0119
SAT, JUN 17 2023 23:58
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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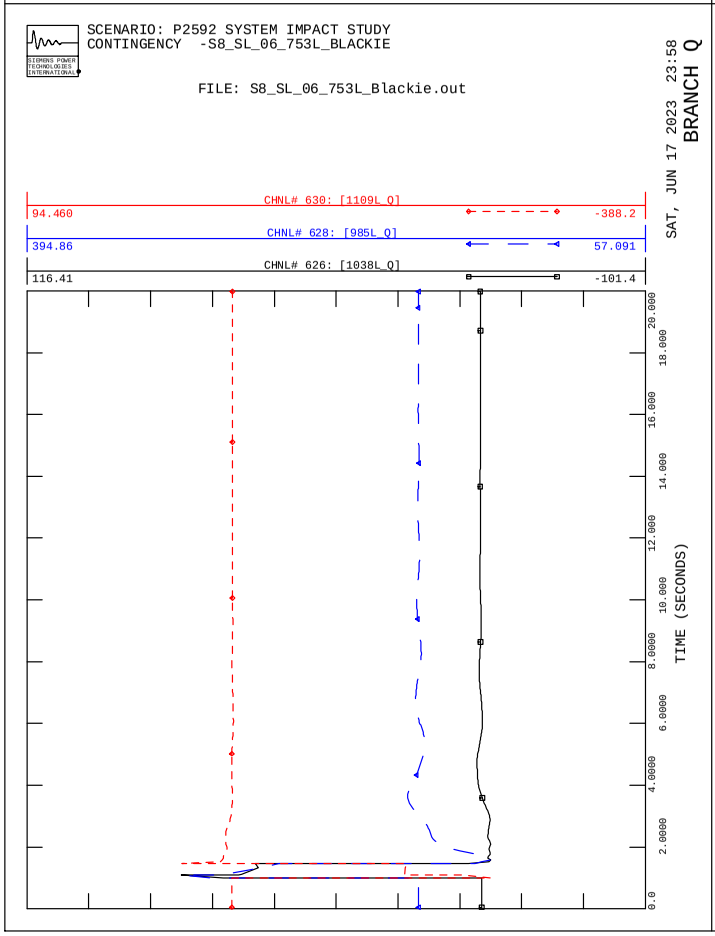
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_06_753L_BLACKIE
FILE: S8_SL_06_753L_Blackie.out
CHNL# 630: [1109L Q]
94.460
-388.2
CHNL# 628: [985L Q]
394.86
57.091
CHNL# 626: [1038L Q]
116.41
-101.4
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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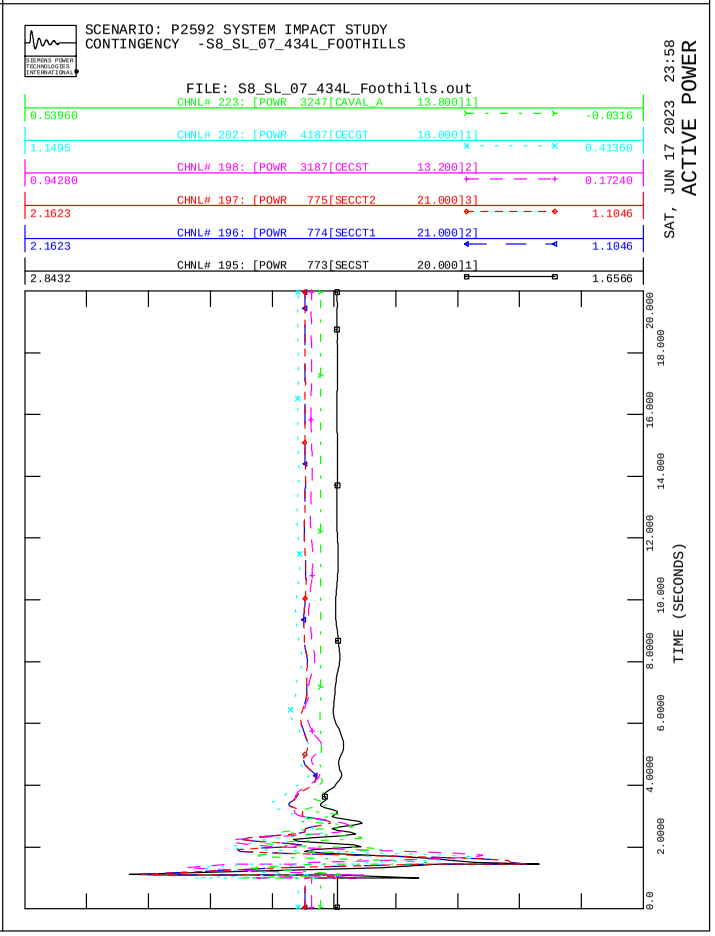
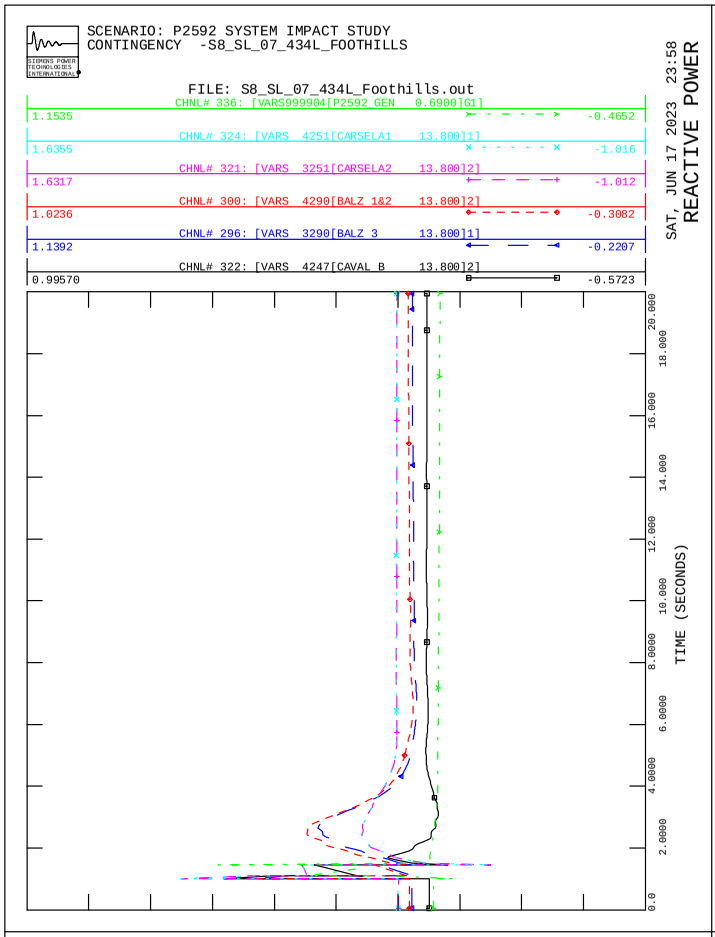
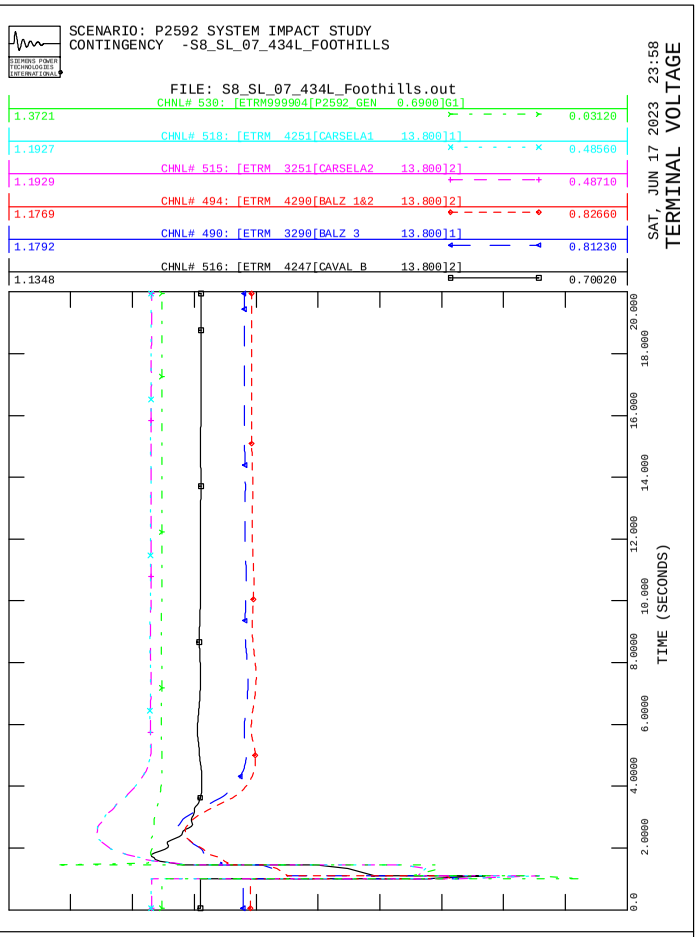
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.53960
-0.0316
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1495
0.41360
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.94280
0.17240
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.1623
1.1046
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.1623
1.1046
CHNL# 195: [POWR 773[SECST 20.000]1]
2.8432
1.6566
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.1535
-0.4652
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.6355
-1.016
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.6317
-1.012
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.0236
-0.3082
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.1392
-0.2207
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
0.99570
-0.5723
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
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0.03120
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1927
0.48560
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1929
0.48710
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1769
0.82660
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1792
0.81230
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1348
0.70020
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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12.000
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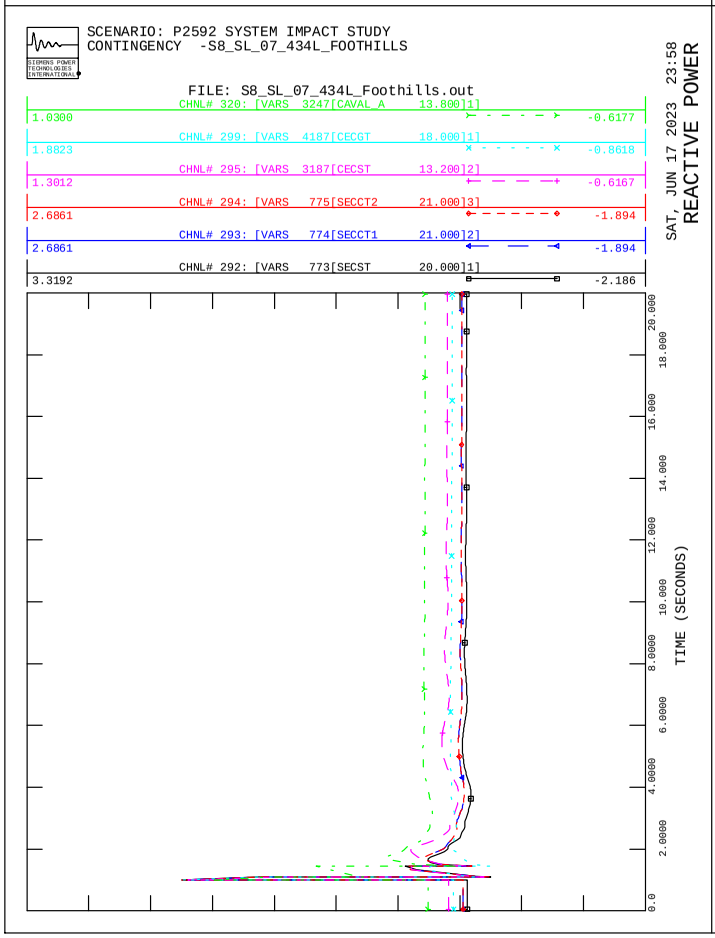
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.0300
-0.6177
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.8823
-0.8618
CHNL# 295: [VARS 3187[CECST 13.200]2]
1.3012
-0.6167
CHNL# 294: [VARS 775[SECCT2 21.000]3]
2.6861
-1.894
CHNL# 293: [VARS 774[SECCT1 21.000]2]
2.6861
-1.894
CHNL# 292: [VARS 773[SECST 20.000]1]
3.3192
-2.186
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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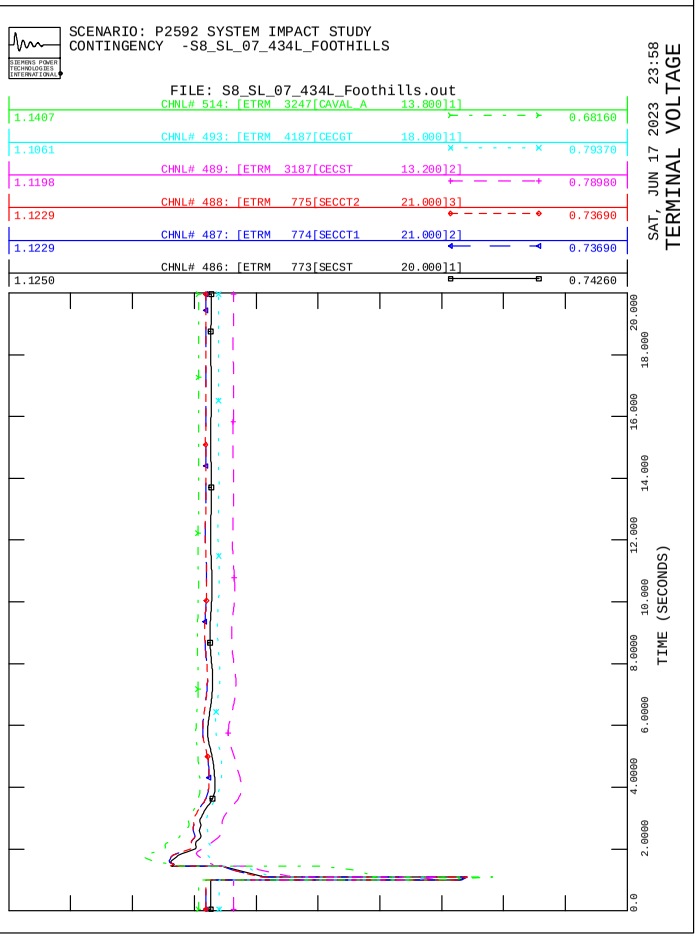
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
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0.68160
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1061
0.79370
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1198
0.78980
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1229
0.73690
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1229
0.73690
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1250
0.74260
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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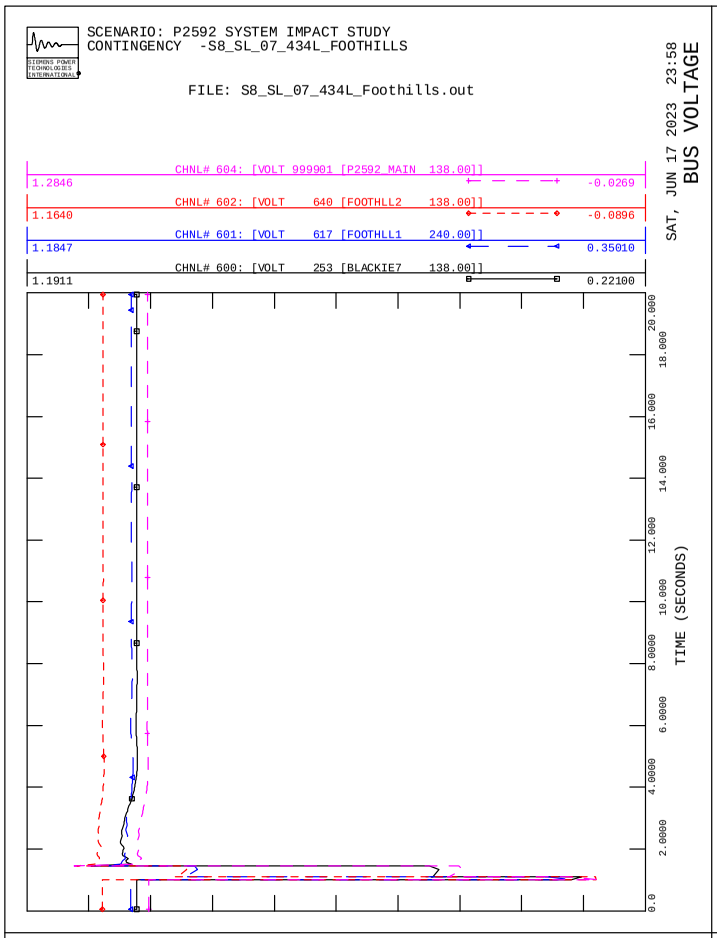
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2846
-0.0269
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1640
-0.0896
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1847
0.35010
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1911
0.22100
TIME (SECONDS)
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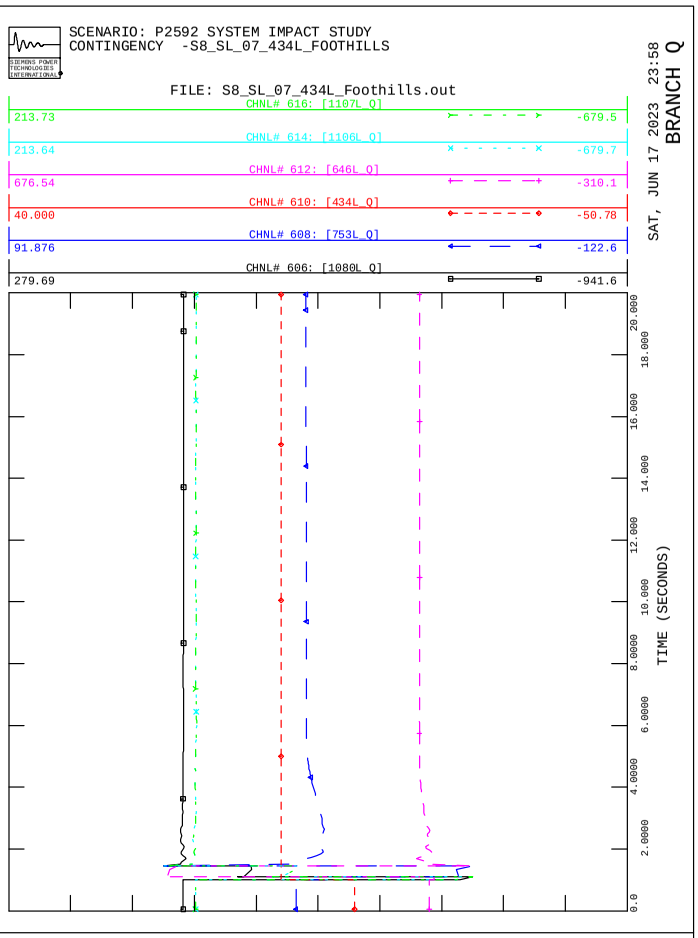
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 616: [1107L Q]
213.73
-679.5
CHNL# 614: [1106L Q]
213.64
-679.7
CHNL# 612: [646L Q]
676.54
-310.1
CHNL# 610: [434L Q]
40.000
-50.78
CHNL# 608: [753L Q]
91.876
-122.6
CHNL# 606: [1080L Q]
279.69
-941.6
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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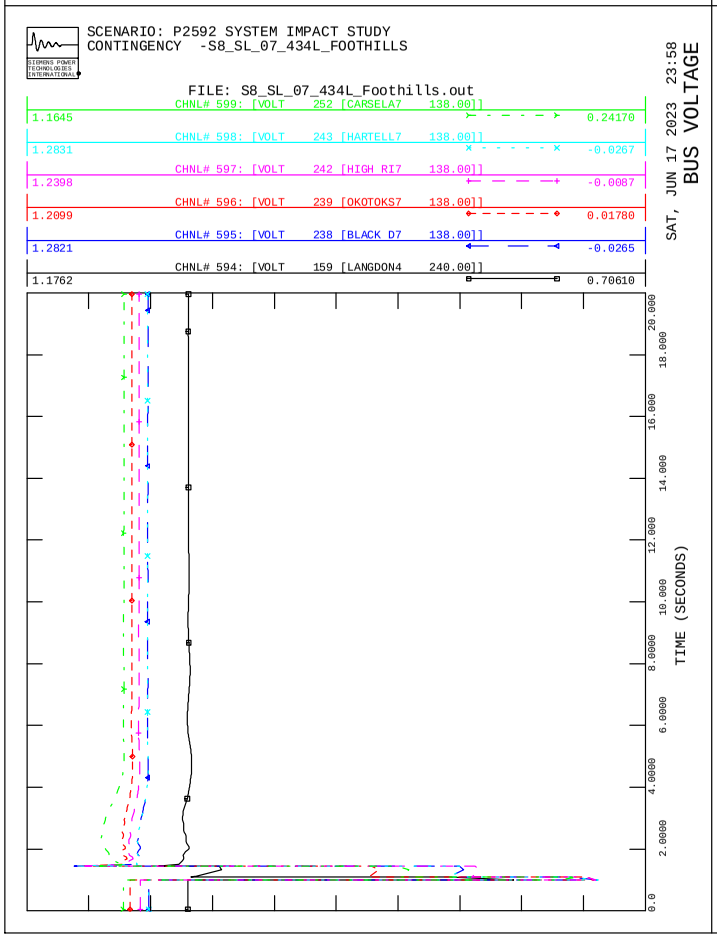
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1645
0.24170
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2831
-0.0267
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.2398
-0.0087
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.2099
0.01780
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2821
-0.0265
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1762
0.70610
TIME (SECONDS)
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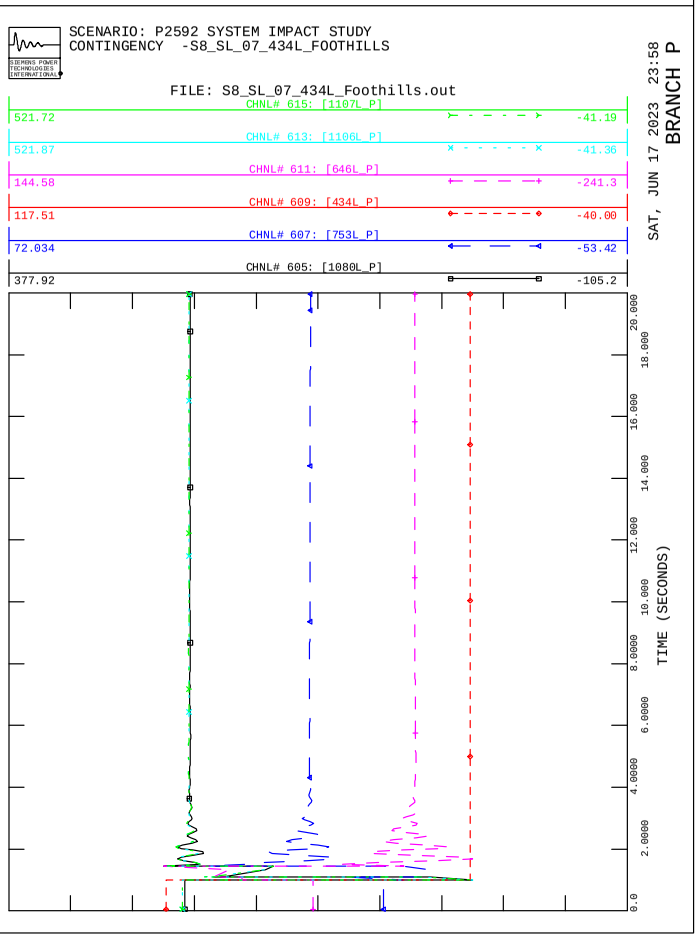
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS
FILE: S8_SL_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 615: [1107L P]
521.72
-41.19
CHNL# 613: [1106L P]
521.87
-41.36
CHNL# 611: [646L P]
144.58
-241.3
CHNL# 609: [434L P]
117.51
-40.00
CHNL# 607: [753L P]
72.034
-53.42
CHNL# 605: [1080L P]
377.92
-105.2
TIME (SECONDS)
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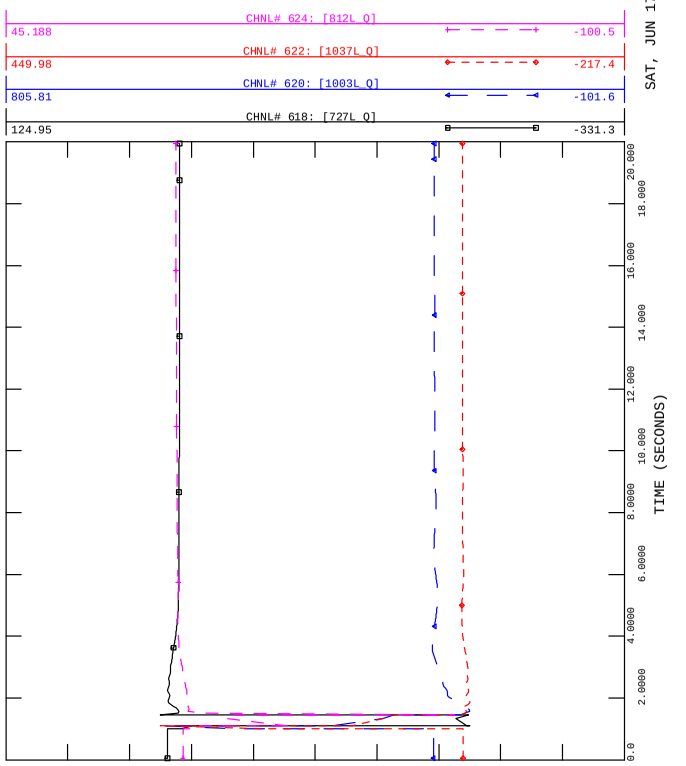
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS

FILE: S8_SL_07_434L_Foothills.out

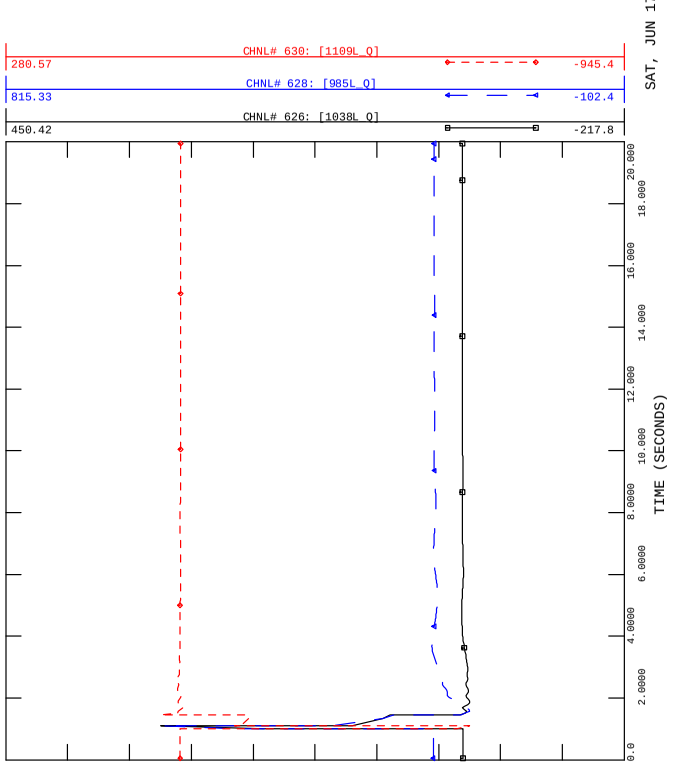
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS

FILE: S8_SL_07_434L_Foothills.out

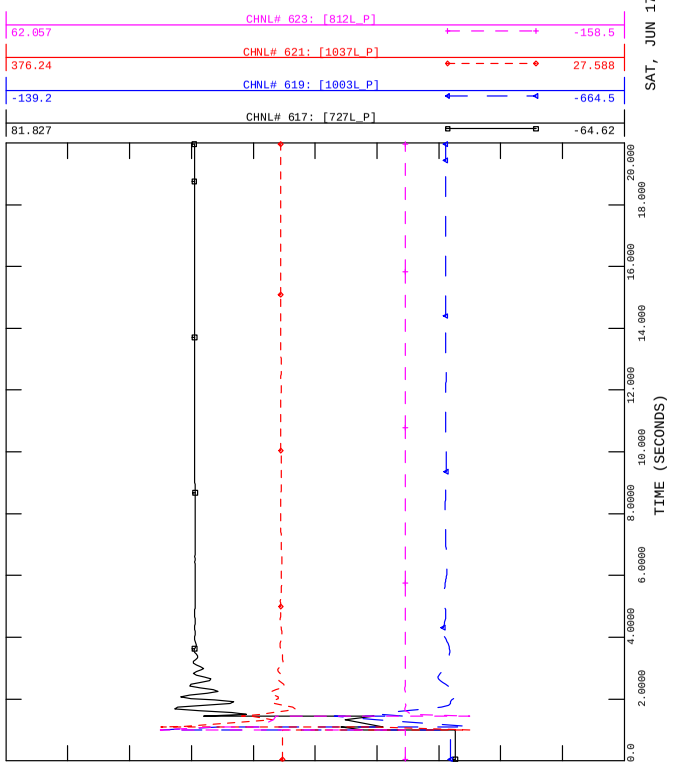
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS

FILE: S8_SL_07_434L_Foothills.out

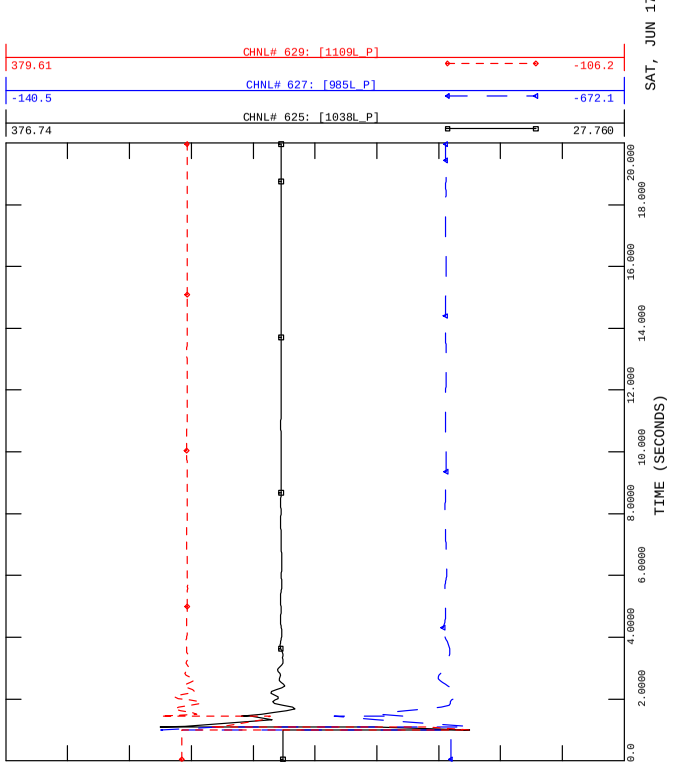
SAT, JUN 17 2023 23:58 BRANCH P

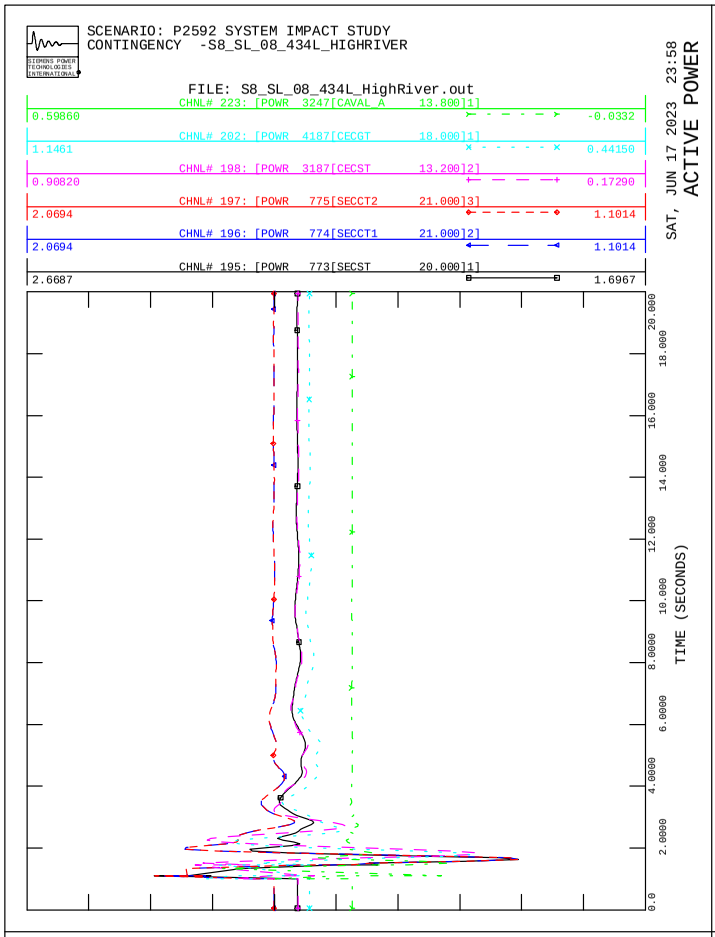


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_07_434L_FOOTHILLS

FILE: S8_SL_07_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER
FILE: S8_SL_08_434L_HighRiver.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.59860
-0.0332
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1461
0.44150
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.90820
0.17290
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.0694
1.1014
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.0694
1.1014
CHNL# 195: [POWR 773[SECST 20.000]1]
2.6687
1.6967
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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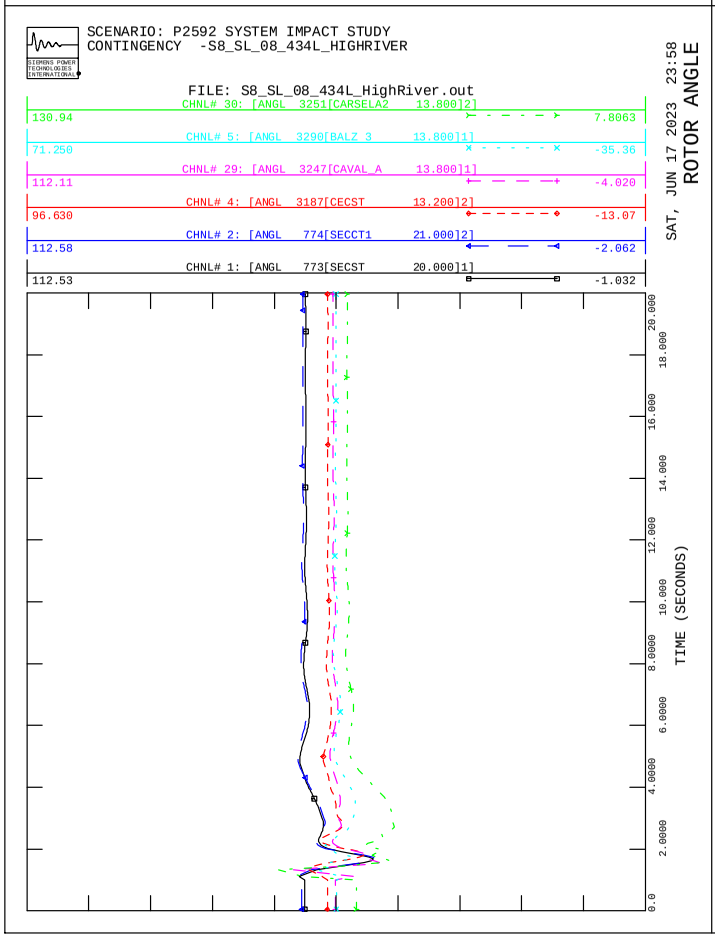
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER
FILE: S8_SL_08_434L_HighRiver.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
130.94
7.8063
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
71.250
-35.36
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
112.11
-4.020
CHNL# 4: [ANGL 3187[CECST 13.200]2]
96.630
-13.07
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
112.58
-2.062
CHNL# 1: [ANGL 773[SECST 20.000]1]
112.53
-1.032
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
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16.000
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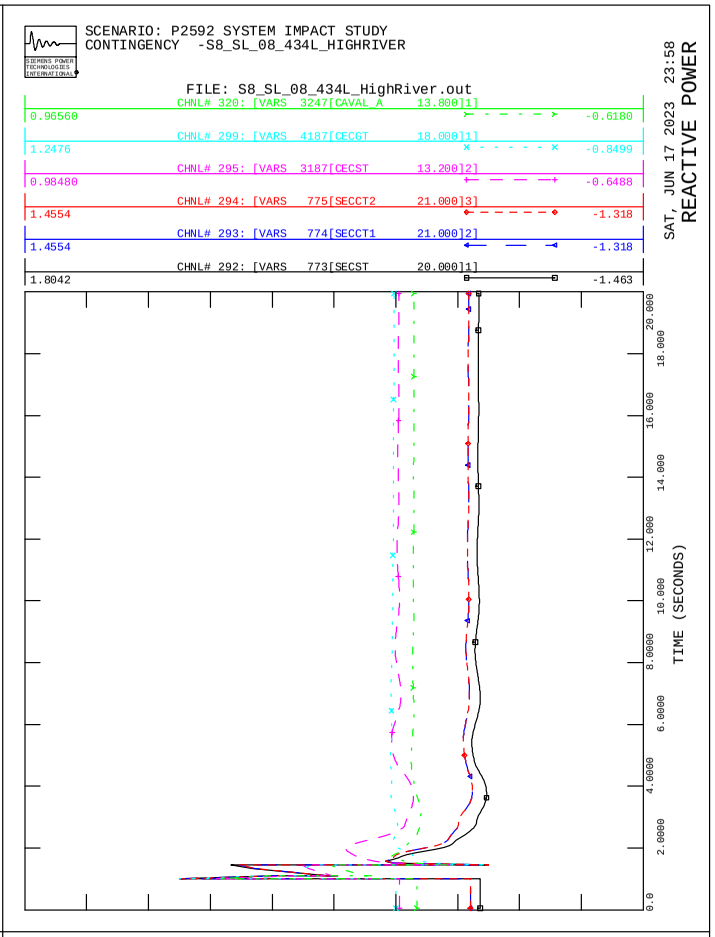
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER
FILE: S8_SL_08_434L_HighRiver.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.96560
-0.6180
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.2476
-0.8499
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.98480
-0.6488
CHNL# 294: [VARS 775[SECCT2 21.000]3]
1.4554
-1.318
CHNL# 293: [VARS 774[SECCT1 21.000]2]
1.4554
-1.318
CHNL# 292: [VARS 773[SECST 20.000]1]
1.8042
-1.463
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
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12.000
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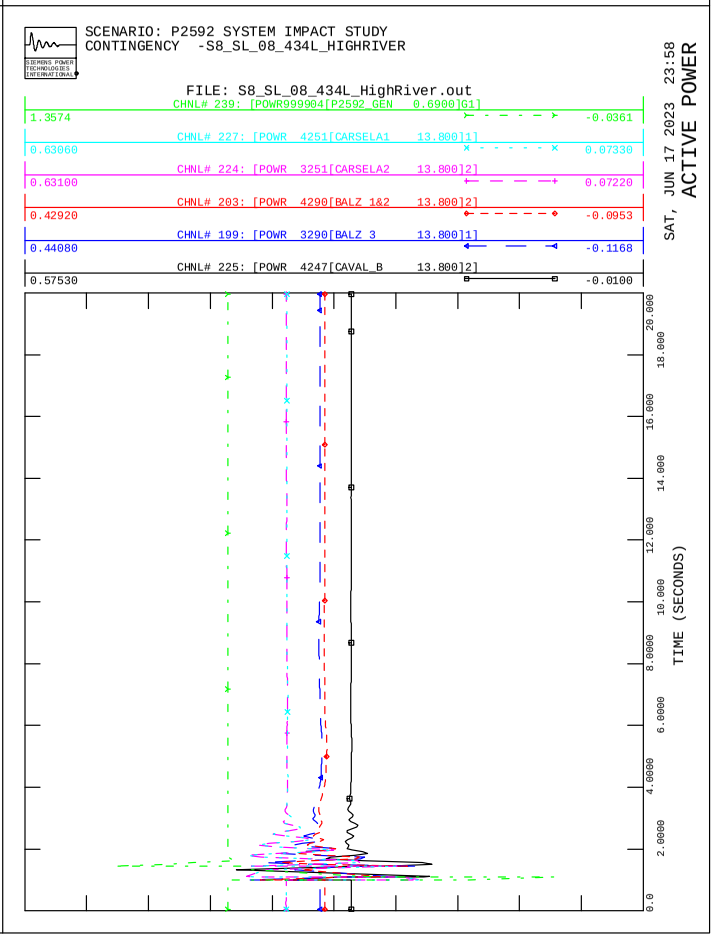
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER
FILE: S8_SL_08_434L_HighRiver.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.3574
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CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.63060
0.07330
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.63100
0.07220
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42920
-0.0953
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.44080
-0.1168
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.57530
-0.0100
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 1.1356 0.71620
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 1.1101 0.84210
CHNL# 489: [ETRM 3187[CECST 13.200]2] 1.1243 0.84290
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 1.1437 0.80640
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 1.1437 0.80640
CHNL# 486: [ETRM 773[SECST 20.000]1] 1.1458 0.80980

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]] 1.1800 0.27940
CHNL# 598: [VOLT 243 [HARTELL7 138.00]] 1.2607 -0.0435
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]] 1.2326 -0.0702
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]] 1.2111 0.11370
CHNL# 595: [VOLT 238 [BLACK D7 138.00]] 1.2597 -0.0440
CHNL# 594: [VOLT 159 [LANGDON4 240.00]] 1.2031 0.81240

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] 1.1786 -0.4643
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] 1.5499 -0.8759
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] 1.5462 -0.8715
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] 0.90770 -0.3424
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] 1.0074 -0.2666
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] 0.93530 -0.5709

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1] 1.3052 0.04500
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 1.1790 0.50350
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 1.1792 0.50490
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 1.1752 0.87370
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 1.1773 0.86540
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2] 1.1336 0.73190

TIME (SECONDS)

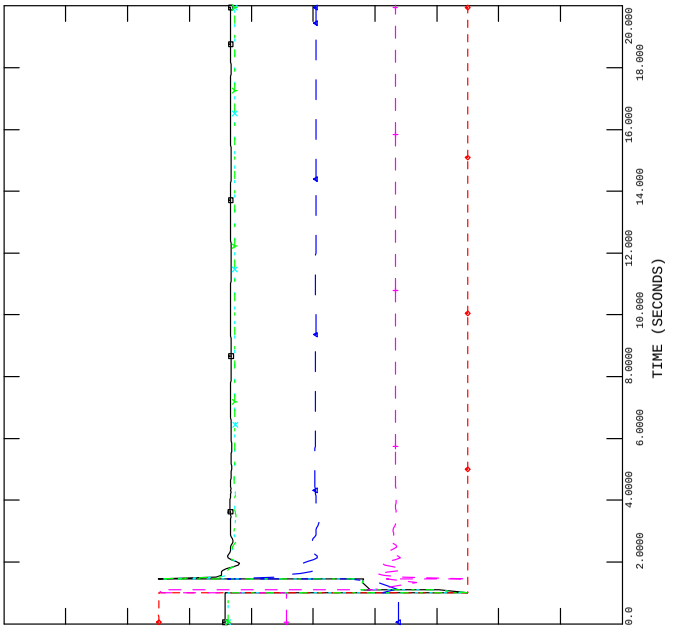
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 615: [1107L_P] 556.92 23.772
CHNL# 613: [1106L_P] 557.08 23.616
CHNL# 611: [646L_P] 120.09 -242.1
CHNL# 609: [434L_P] 1150.9 -383.6
CHNL# 607: [753L_P] 66.587 -44.00
CHNL# 605: [1080L_P] 400.18 -45.92

TIME (SECONDS)



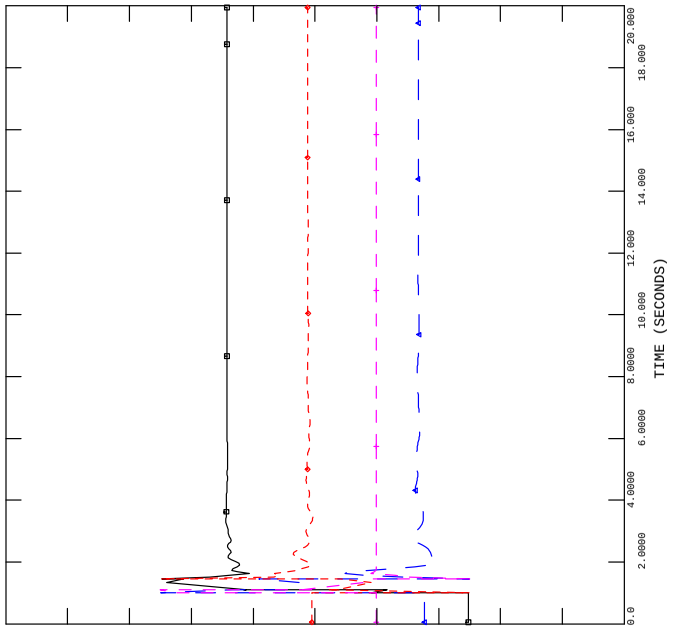
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 623: [812L_P] 63.362 -176.5
CHNL# 621: [1037L_P] 300.19 138.57
CHNL# 619: [1003L_P] -242.4 -648.0
CHNL# 617: [727L_P] 93.876 -64.62

TIME (SECONDS)



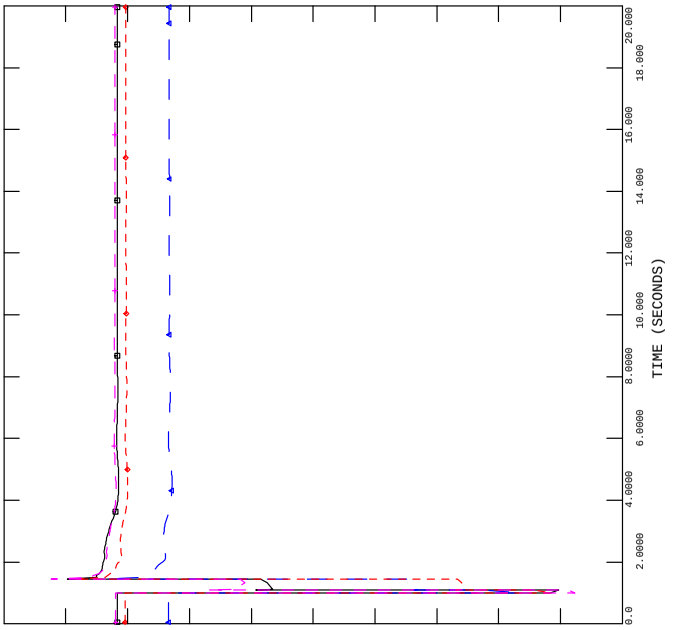
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]] 1.2621 -0.0426
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]] 1.1818 0.30930
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]] 1.2093 0.58970
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]] 1.1968 0.22430

TIME (SECONDS)



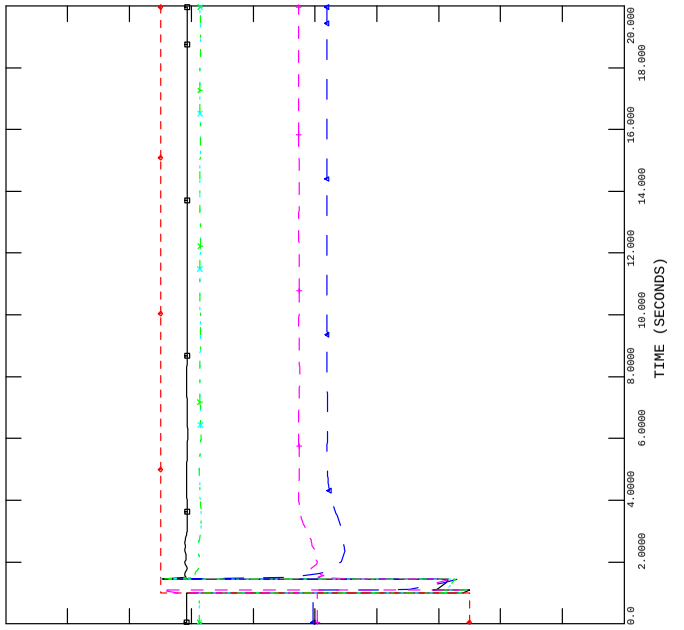
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 616: [1107L_Q] 212.66 -644.3
CHNL# 614: [1106L_Q] 212.56 -644.4
CHNL# 612: [646L_Q] 272.76 -257.0
CHNL# 610: [434L_Q] 50.353 -151.1
CHNL# 608: [753L_Q] 66.057 -82.57
CHNL# 606: [1080L_Q] 193.82 -689.8

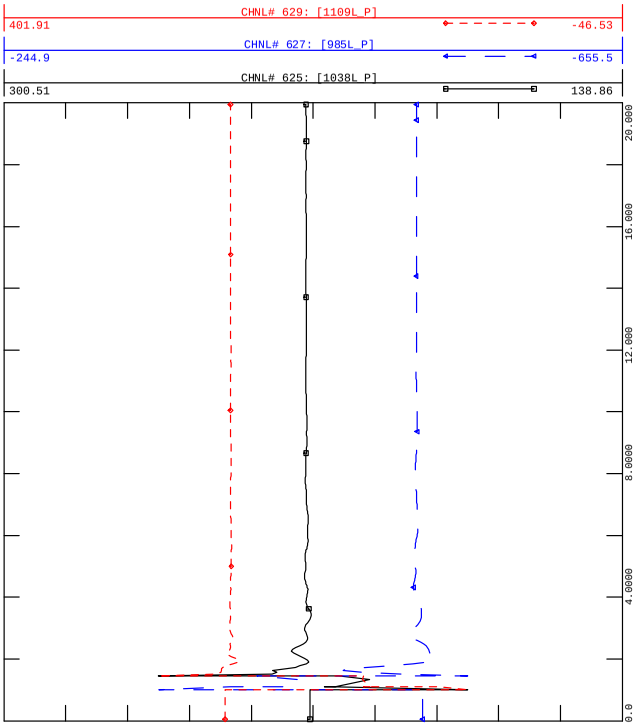
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

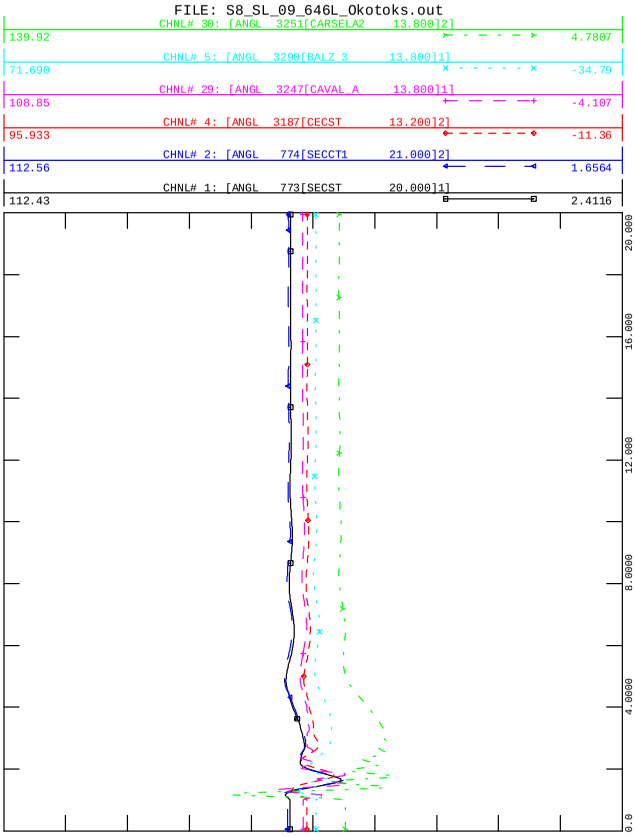
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS

FILE: S8_SL_09_646L_Okotoks.out

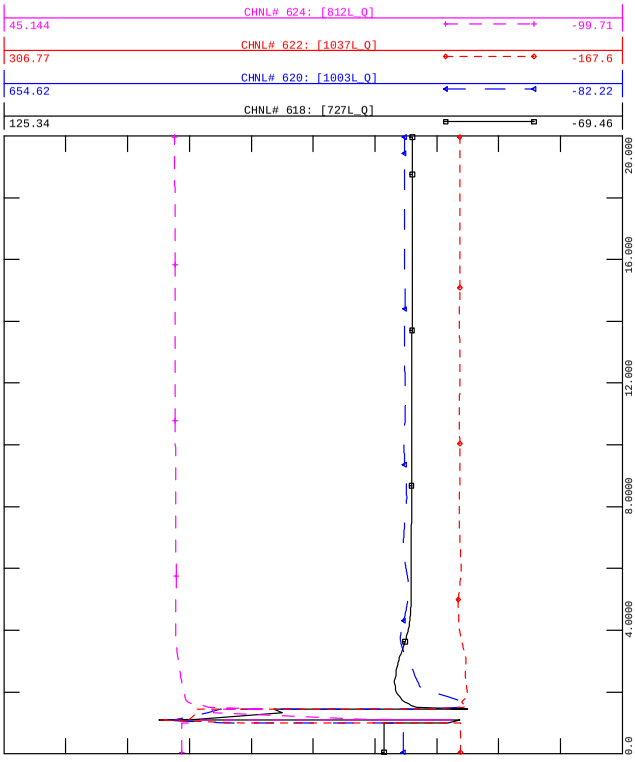
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

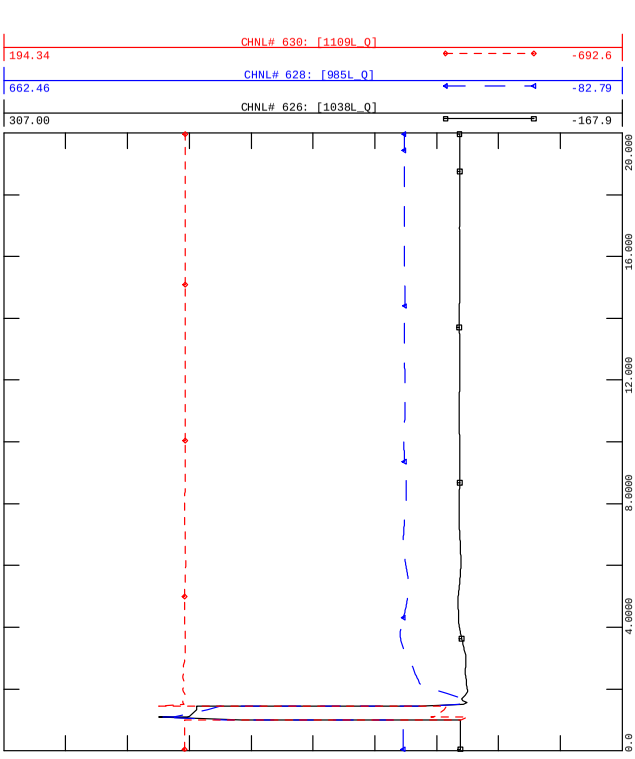
SAT, JUN 17 2023 23:58 BRANCH Q

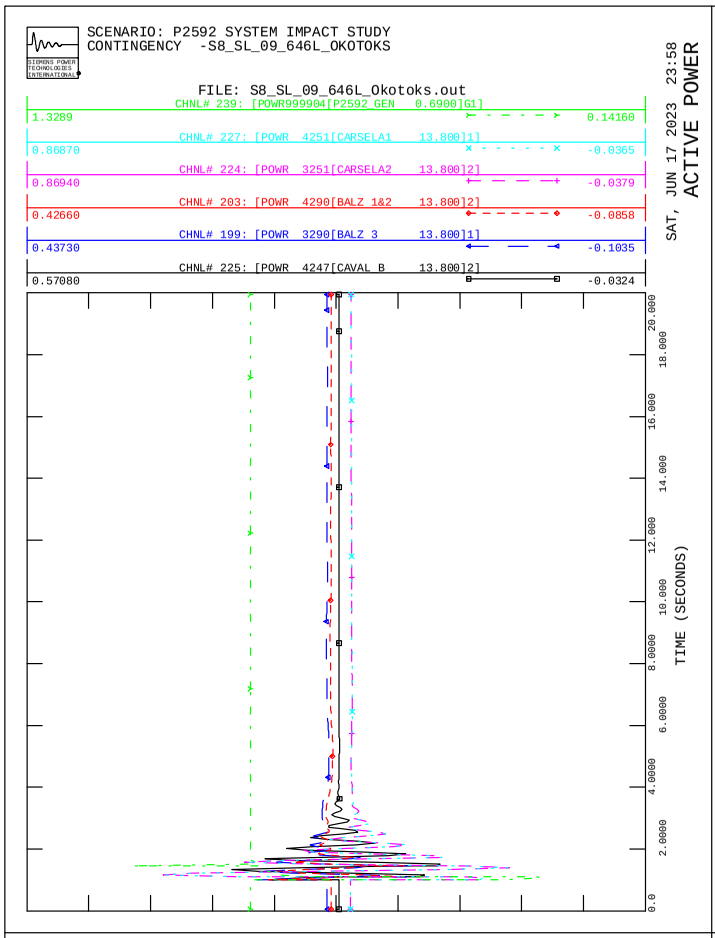


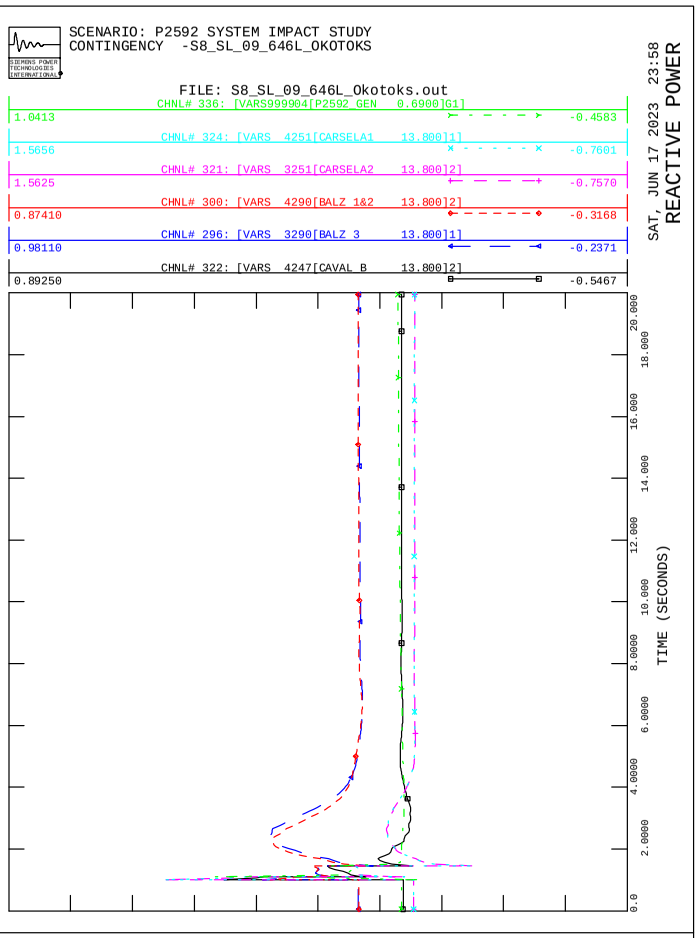
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_08_434L_HIGHRIVER

FILE: S8_SL_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.3289
0.14160
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.86870
-0.0365
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.86940
-0.0379
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.42660
-0.0858
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.43730
-0.1035
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.57080
-0.0324
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.0413
-0.4583
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5656
-0.7601
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5625
-0.7570
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
0.87410
-0.3168
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
0.98110
-0.2371
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
0.89250
-0.5467
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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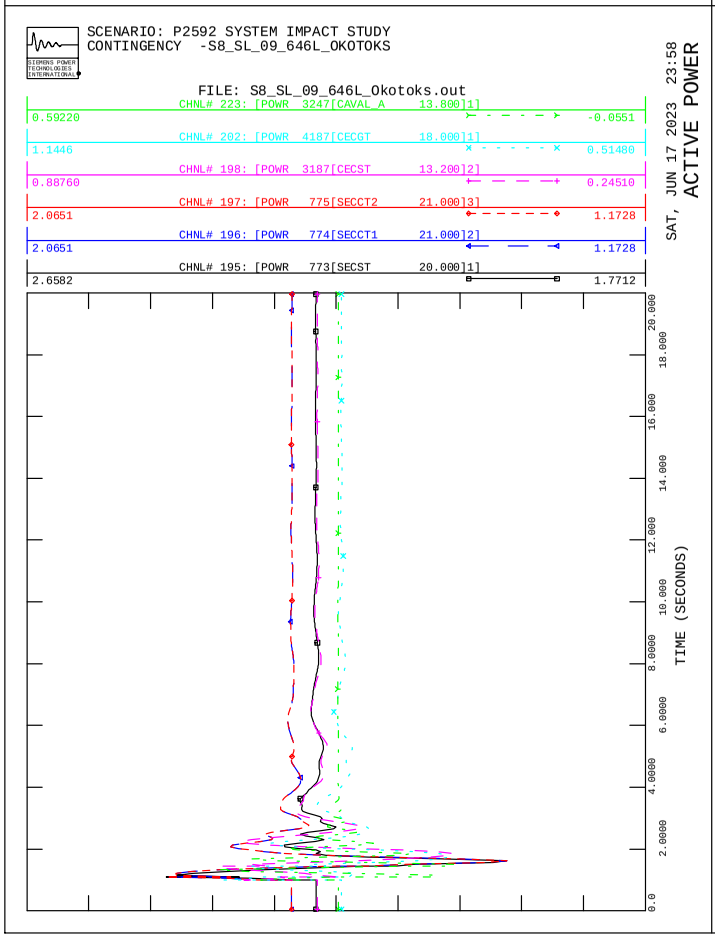
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.59220
-0.0551
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1446
0.51480
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.88760
0.24510
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.0651
1.1728
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.0651
1.1728
CHNL# 195: [POWR 773[SECST 20.000]1]
2.6582
1.7712
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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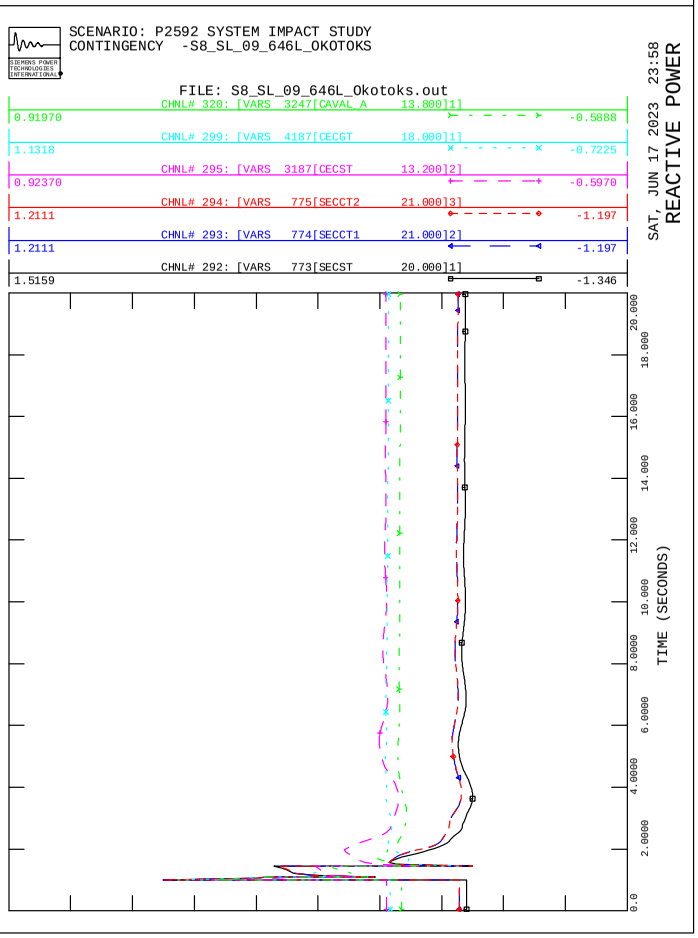
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.91970
-0.5888
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.1318
-0.7225
CHNL# 295: [VARS 3187[CECST 13.200]2]
0.92370
-0.5970
CHNL# 294: [VARS 775[SECCT2 21.000]3]
1.2111
-1.197
CHNL# 293: [VARS 774[SECCT1 21.000]2]
1.2111
-1.197
CHNL# 292: [VARS 773[SECST 20.000]1]
1.5159
-1.346
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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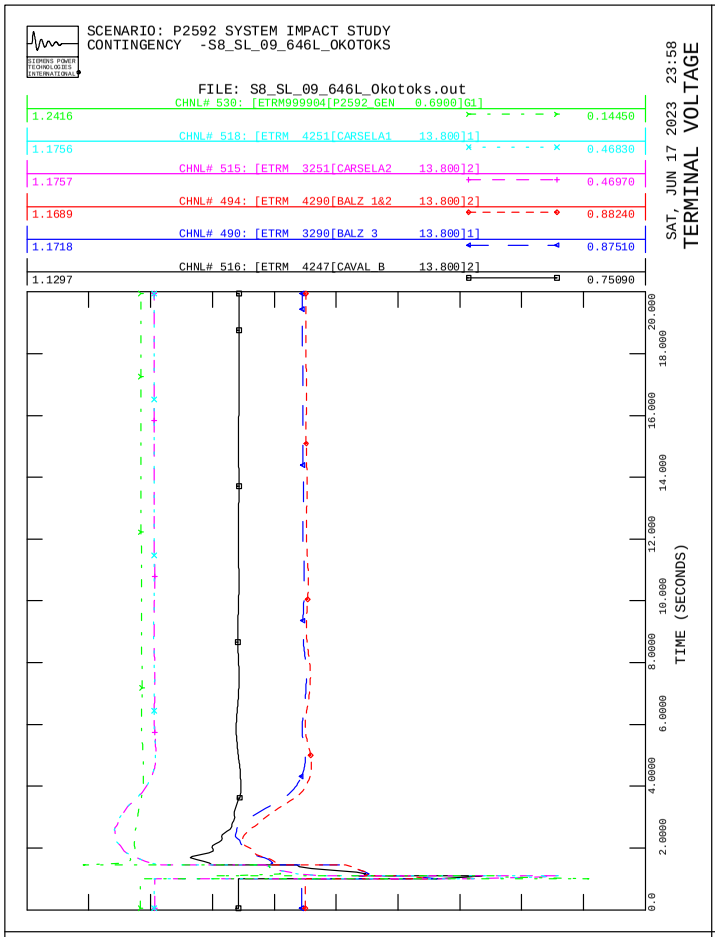
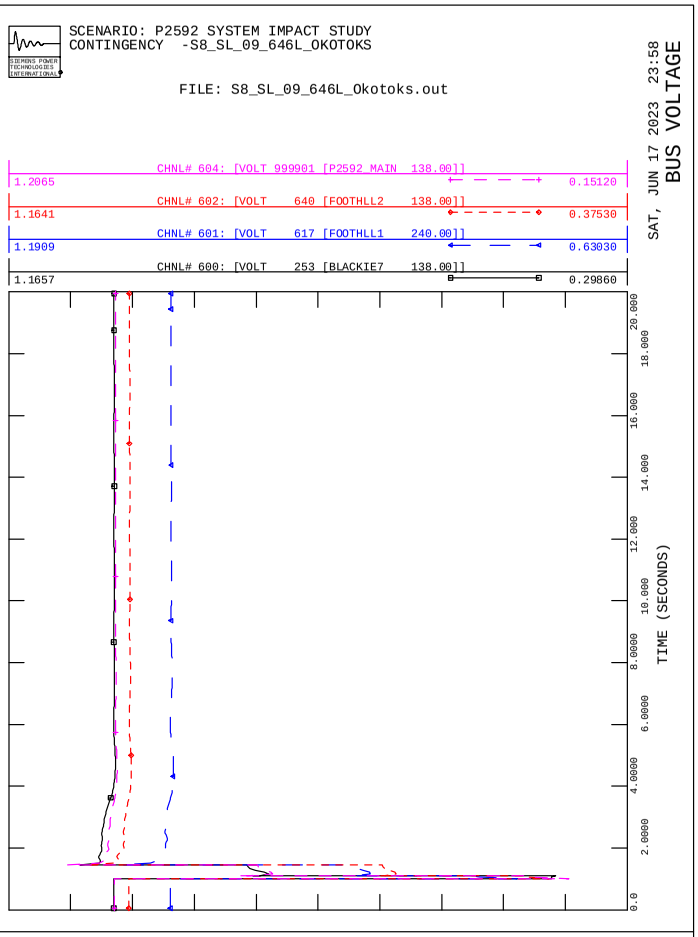
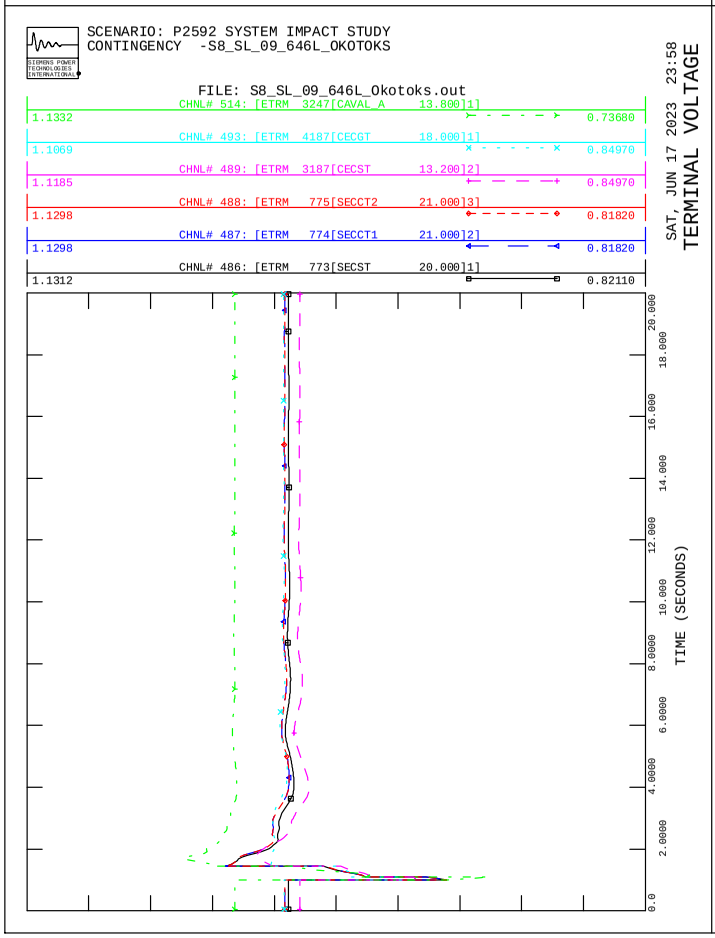
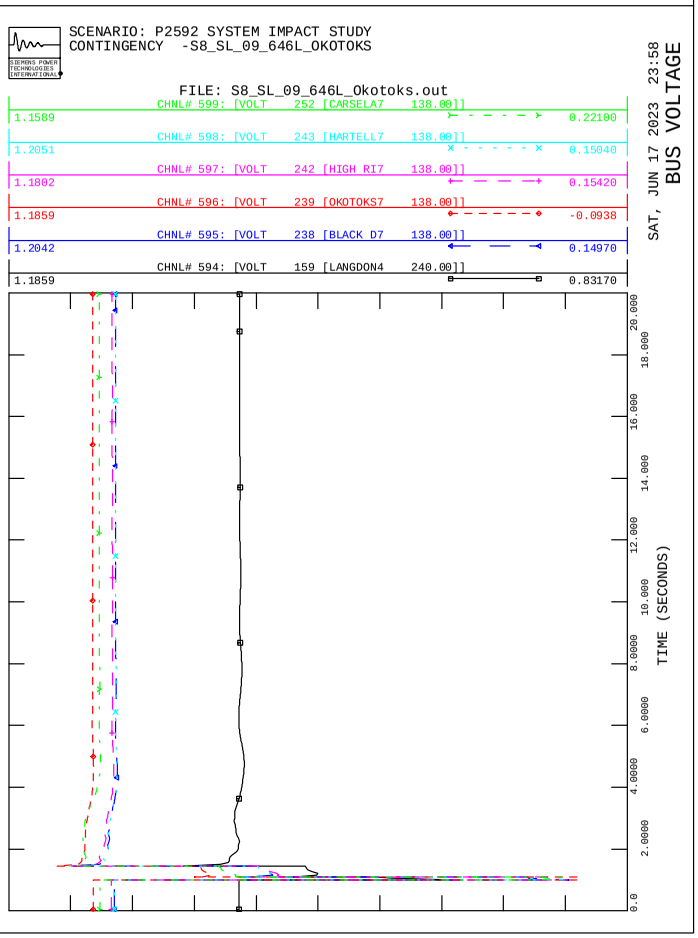
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2416
0.14450
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1756
0.46830
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1757
0.46970
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1689
0.88240
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1718
0.87510
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1297
0.75090
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2065
0.15120
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1641
0.37530
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1909
0.63030
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1657
0.29860
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1332
0.73680
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1069
0.84970
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1185
0.84970
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1298
0.81820
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1298
0.81820
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1312
0.82110
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1589
0.22100
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2051
0.15040
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1802
0.15420
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1859
-0.0938
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2042
0.14970
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1859
0.83170
TIME (SECONDS)
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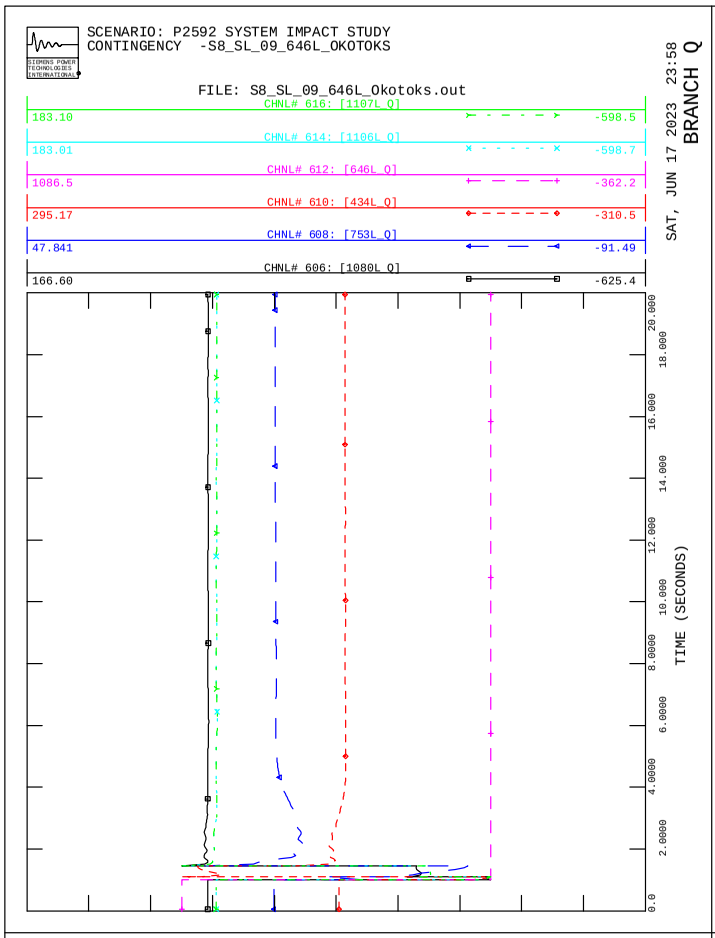
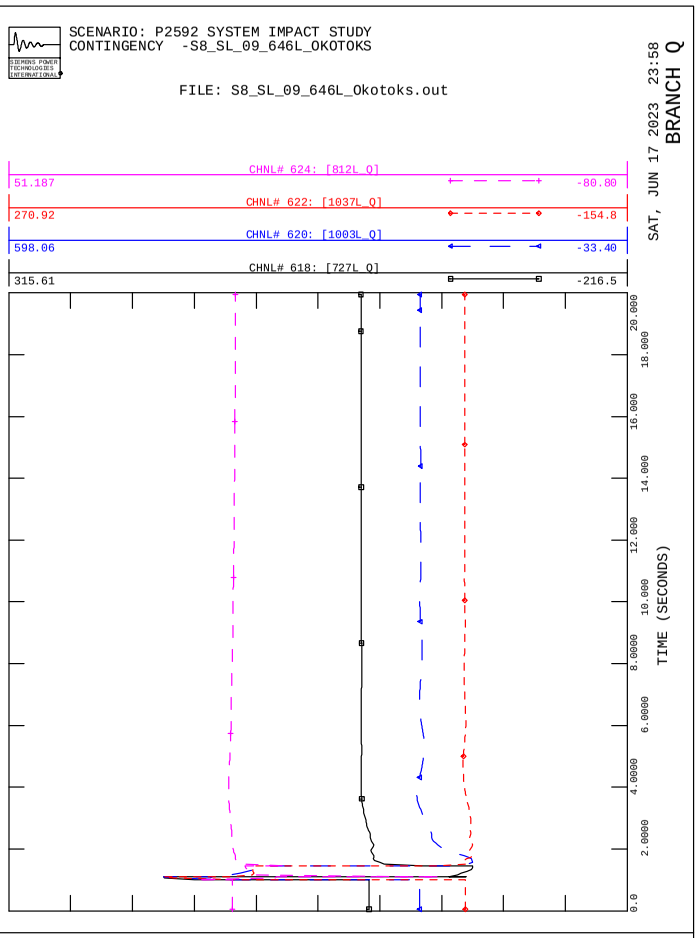
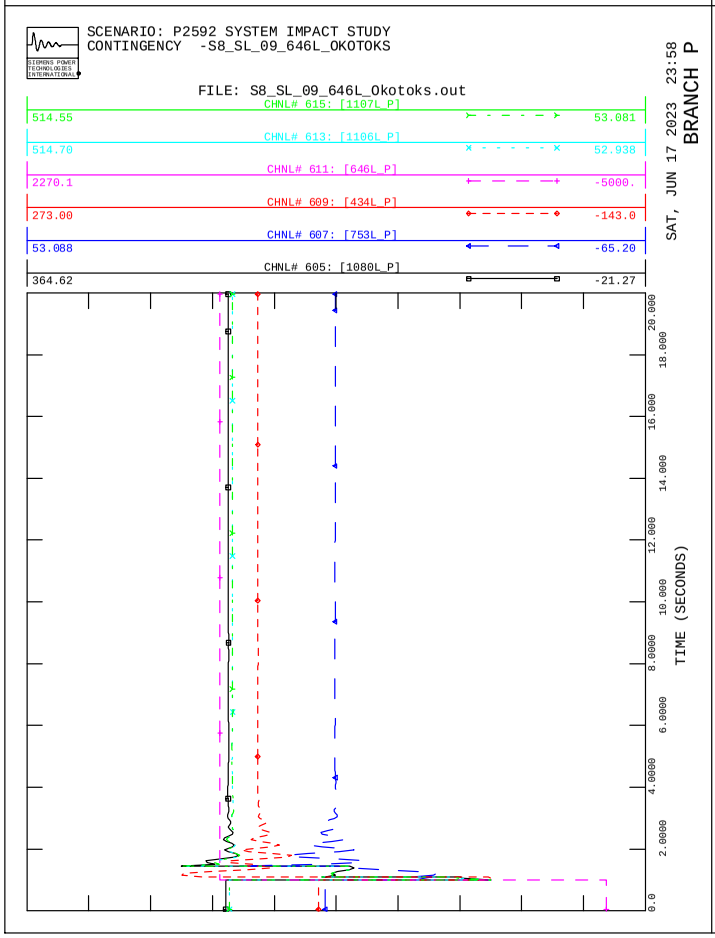
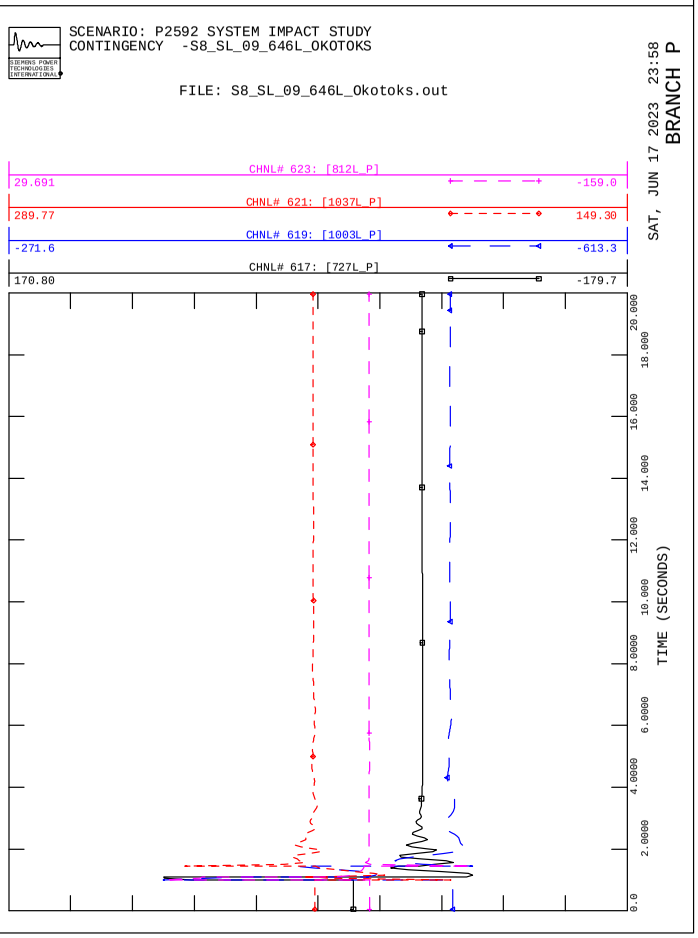
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 616: [1107L Q]
183.10
-598.5
CHNL# 614: [1106L Q]
183.01
-598.7
CHNL# 612: [646L Q]
1086.5
-362.2
CHNL# 610: [434L Q]
295.17
-310.5
CHNL# 608: [753L Q]
47.841
-91.49
CHNL# 606: [1080L Q]
166.60
-625.4
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 624: [812L Q]
51.187
-80.80
CHNL# 622: [1037L Q]
270.92
-154.8
CHNL# 620: [1003L Q]
598.06
-33.40
CHNL# 618: [727L Q]
315.61
-216.5
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 615: [1107L P]
514.55
53.081
CHNL# 613: [1106L P]
514.70
52.938
CHNL# 611: [646L P]
2270.1
-5000.
CHNL# 609: [434L P]
273.00
-143.0
CHNL# 607: [753L P]
53.088
-65.20
CHNL# 605: [1080L P]
364.62
-21.27
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS
FILE: S8_SL_09_646L_Okotoks.out
CHNL# 623: [812L P]
29.691
-159.0
CHNL# 621: [1037L P]
289.77
149.30
CHNL# 619: [1003L P]
-271.6
-613.3
CHNL# 617: [727L P]
170.80
-179.7
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS

FILE: S8_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q]
167.02 -627.9
CHNL# 628: [985L Q]
605.25 -33.39
CHNL# 626: [1038L Q]
271.11 -155.1

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS

FILE: S8_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.54460 -0.0325
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1485 0.43820
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.92990 0.19520
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.2894 1.1456
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.2894 1.1456
CHNL# 195: [POWR 773[SECST 20.000]1]
2.9933 1.6971

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_09_646L_OKOTOKS

FILE: S8_SL_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P]
366.19 -21.74
CHNL# 627: [985L P]
-274.5 -620.4
CHNL# 625: [1038L P]
290.06 149.60

TIME (SECONDS)

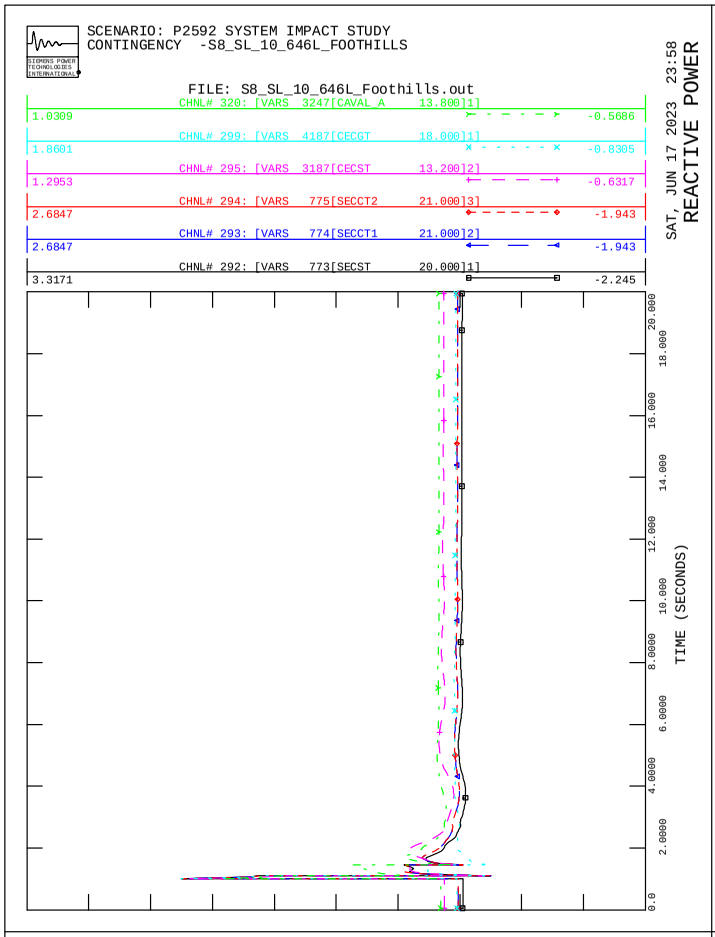
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS

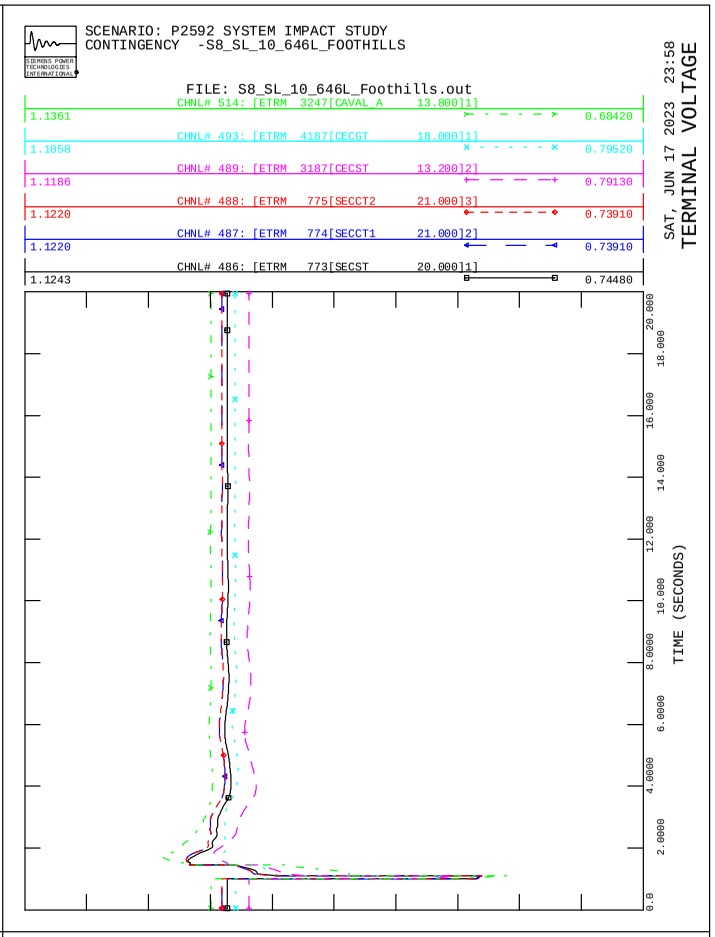
FILE: S8_SL_10_646L_Foothills.out

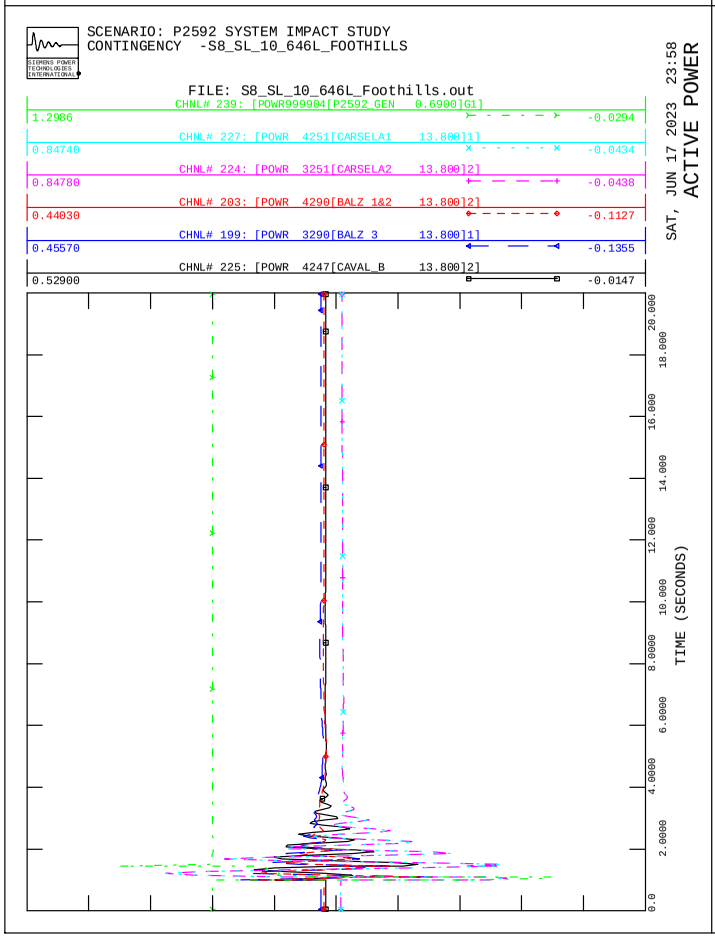
SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
153.53 -1.097
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
72.588 -35.21
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
106.50 -8.164
CHNL# 4: [ANGL 3187[CECST 13.200]2]
96.956 -12.09
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
114.76 1.0835
CHNL# 1: [ANGL 773[SECST 20.000]1]
114.92 1.9924

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.0309
-0.5686
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.8601
-0.8305
CHNL# 295: [VARS 3187[CECST 13.200]2]
1.2953
-0.6317
CHNL# 294: [VARS 775[SECCT2 21.000]3]
2.6847
-1.943
CHNL# 293: [VARS 774[SECCT1 21.000]2]
2.6847
-1.943
CHNL# 292: [VARS 773[SECST 20.000]1]
3.3171
-2.245
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1361
0.68420
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1058
0.79520
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1186
0.79130
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1220
0.73910
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1220
0.73910
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1243
0.74480
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.2986
-0.0294
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.84740
-0.0434
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.84780
-0.0438
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.44030
-0.1127
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.45570
-0.1355
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.52900
-0.0147
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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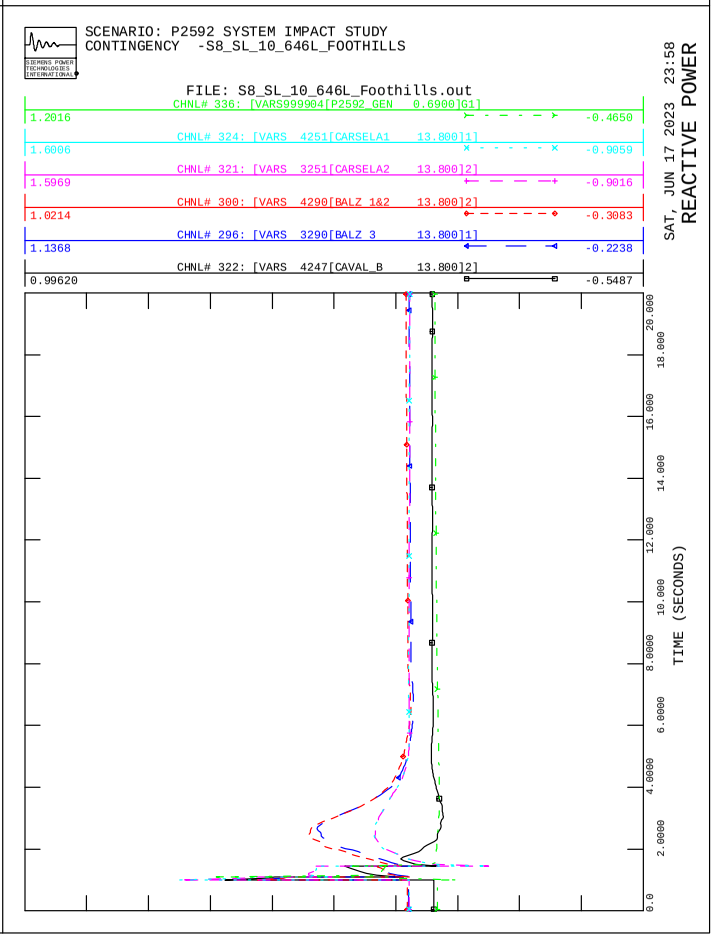
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.2016
-0.4650
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.6006
-0.9059
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5969
-0.9016
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.0214
-0.3083
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.1368
-0.2238
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2]
0.99620
-0.5487
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
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12.000
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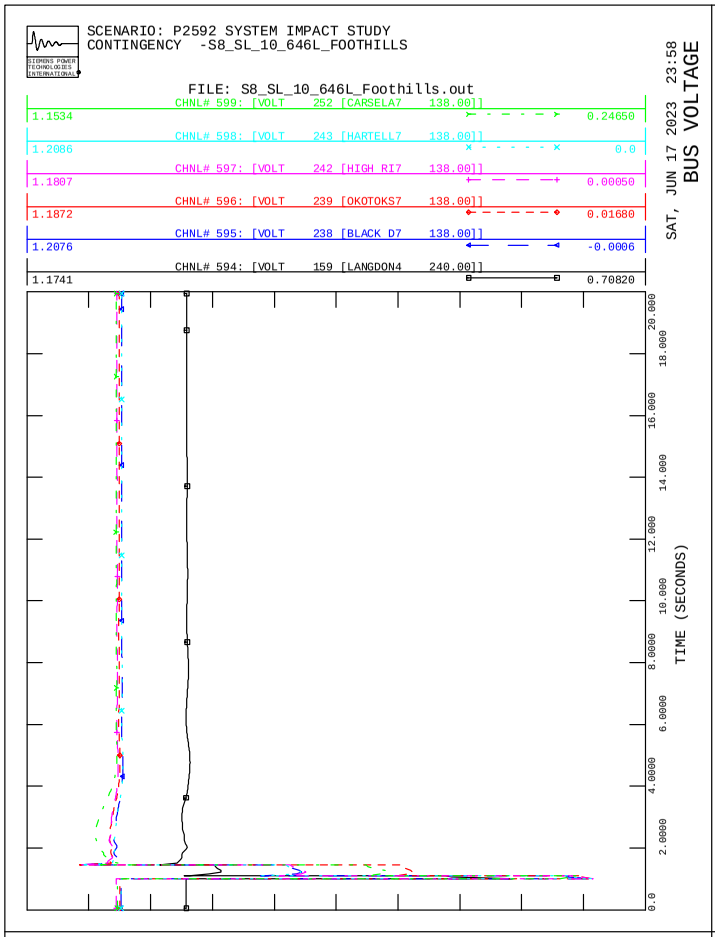
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1534
0.24650
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2086
0.0
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1807
0.00050
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1872
0.01680
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2076
-0.0006
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1741
0.70820
SAT, JUN 17 2023 23:58
BUS VOLTAGE
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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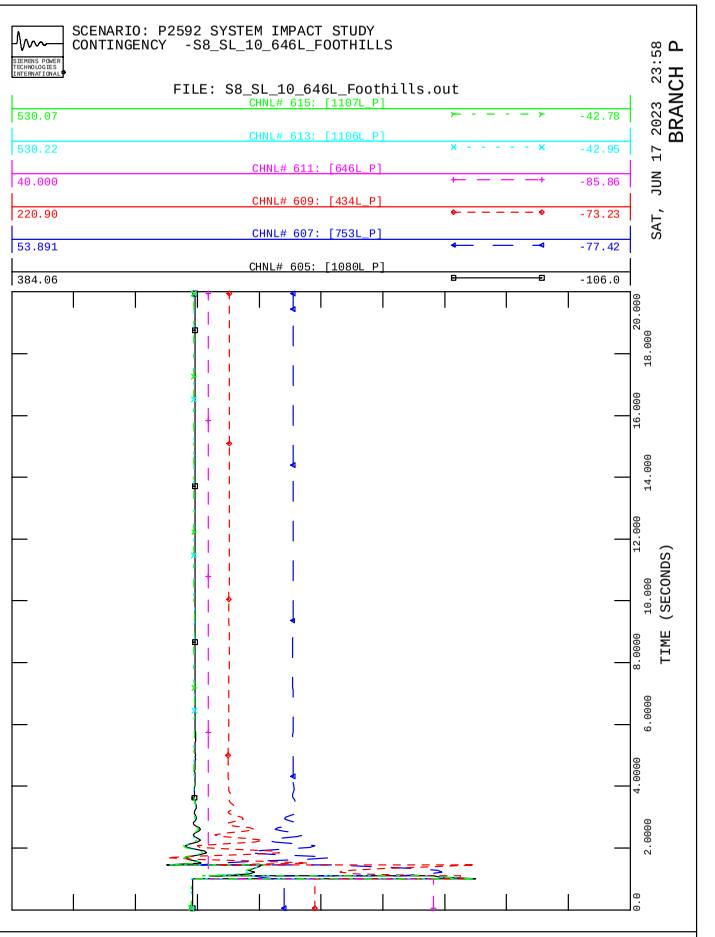
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 615: [1107L_P]
530.07
-42.78
CHNL# 613: [1106L_P]
530.22
-42.95
CHNL# 611: [646L_P]
40.000
-85.86
CHNL# 609: [434L_P]
220.90
-73.23
CHNL# 607: [753L_P]
53.891
-77.42
CHNL# 605: [1080L_P]
384.06
-106.0
SAT, JUN 17 2023 23:58
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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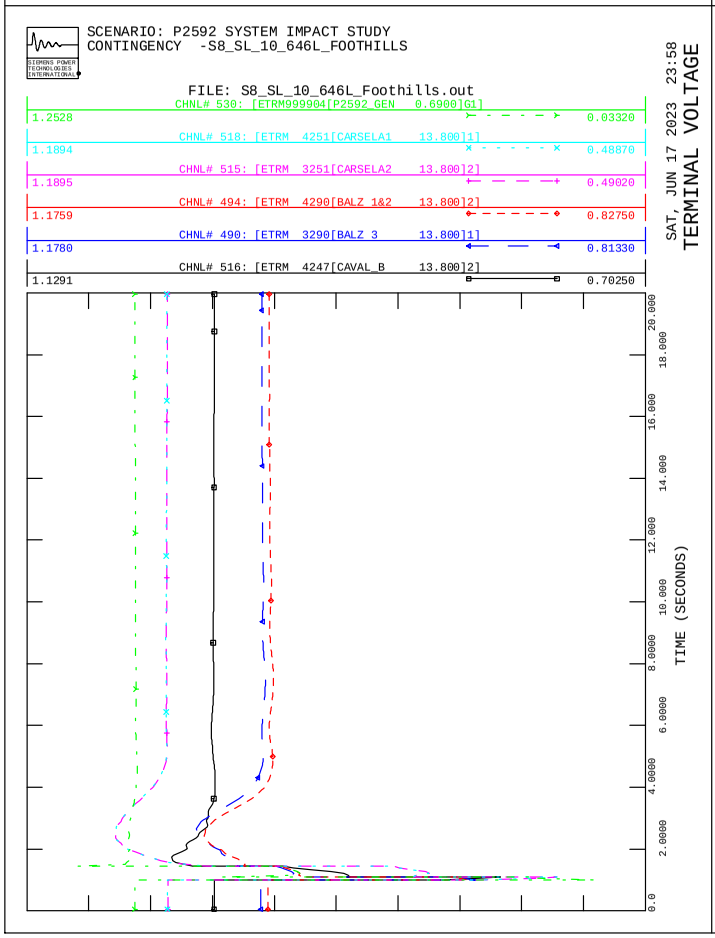
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2528
0.03320
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1894
0.48870
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1895
0.49020
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1759
0.82750
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1780
0.81330
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1291
0.70250
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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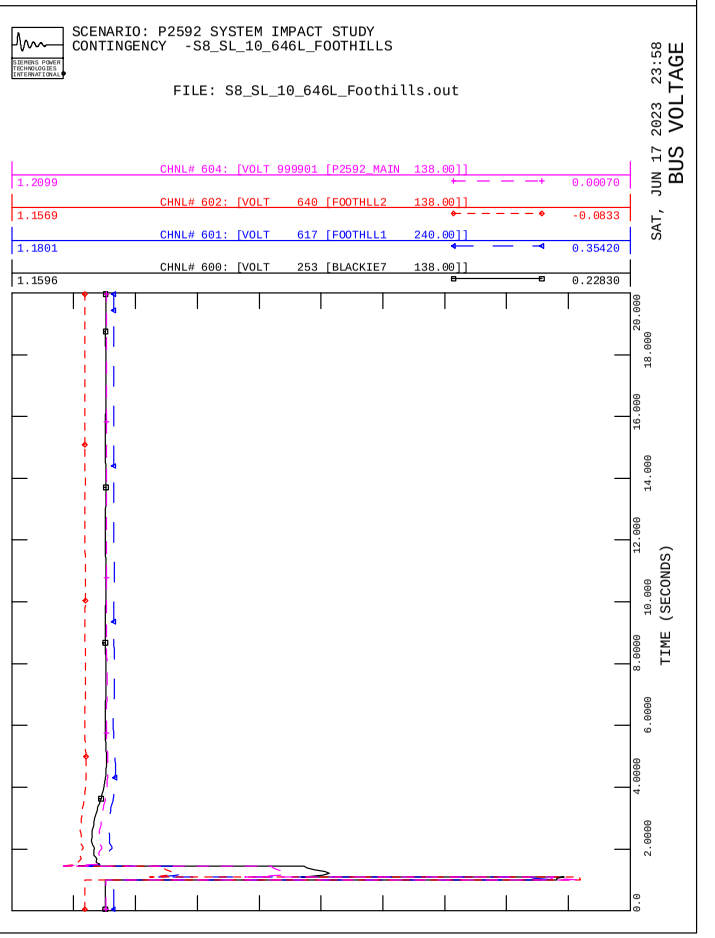
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2099
0.00070
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1569
-0.0833
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1801
0.35420
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1596
0.22830
SAT, JUN 17 2023 23:58
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

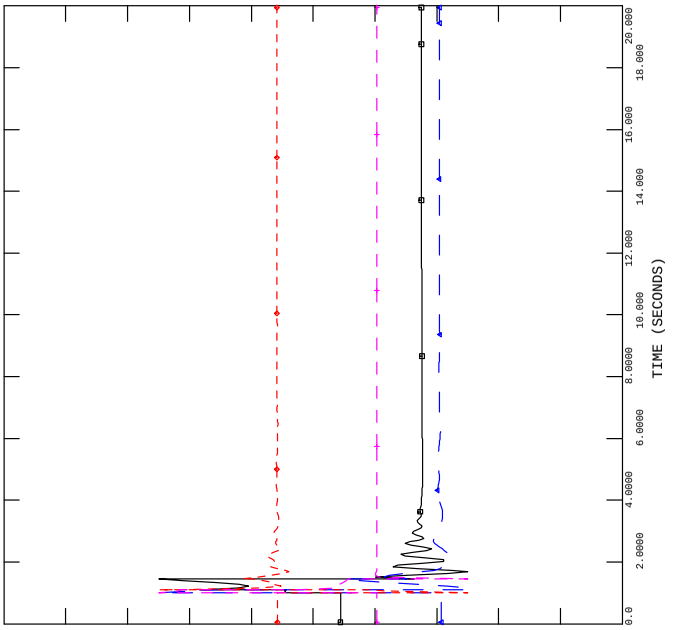
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS

FILE: S8_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 623: [812L_P] 46.621 -163.9
CHNL# 621: [1037L_P] 370.02 31.342
CHNL# 619: [1003L_P] -137.5 -674.1
CHNL# 617: [727L_P] 136.65 -159.7

TIME (SECONDS)



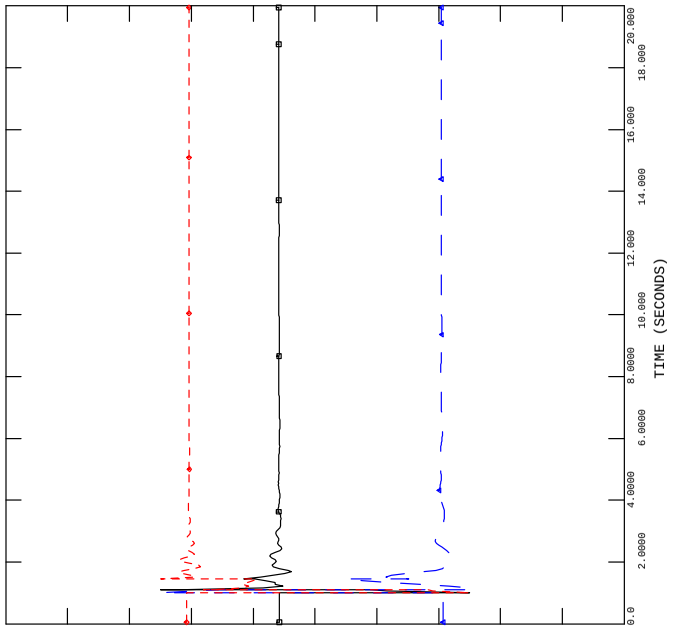
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS

FILE: S8_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L_P] 385.77 -107.0
CHNL# 627: [985L_P] -138.8 -681.8
CHNL# 625: [1038L_P] 370.51 31.521

TIME (SECONDS)



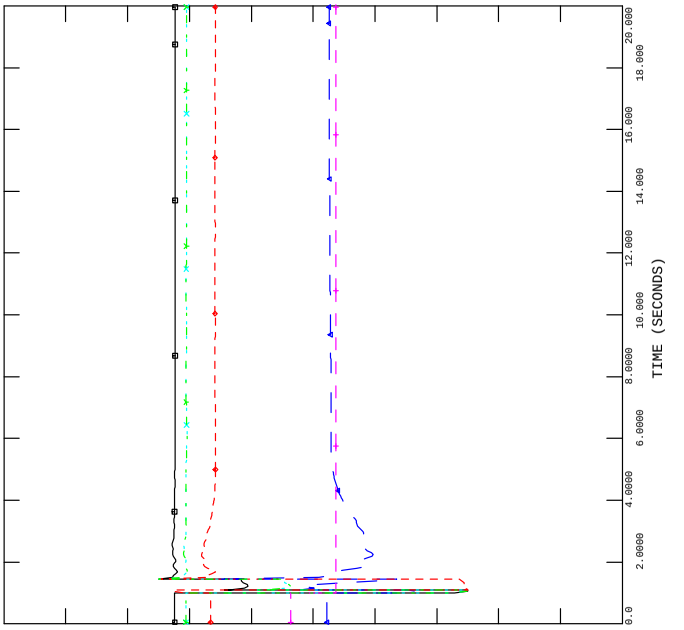
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS

FILE: S8_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 616: [1107L_Q] 204.28 -679.7
CHNL# 614: [1106L_Q] 204.19 -679.9
CHNL# 612: [646L_Q] 46.268 -40.00
CHNL# 610: [434L_Q] 240.68 -512.2
CHNL# 608: [753L_Q] 54.604 -64.82
CHNL# 606: [1080L_Q] 268.13 -937.2

TIME (SECONDS)



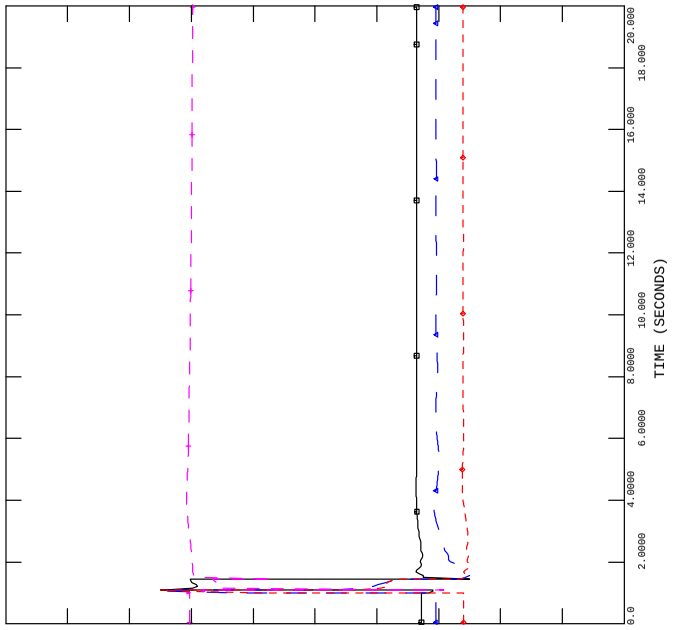
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS

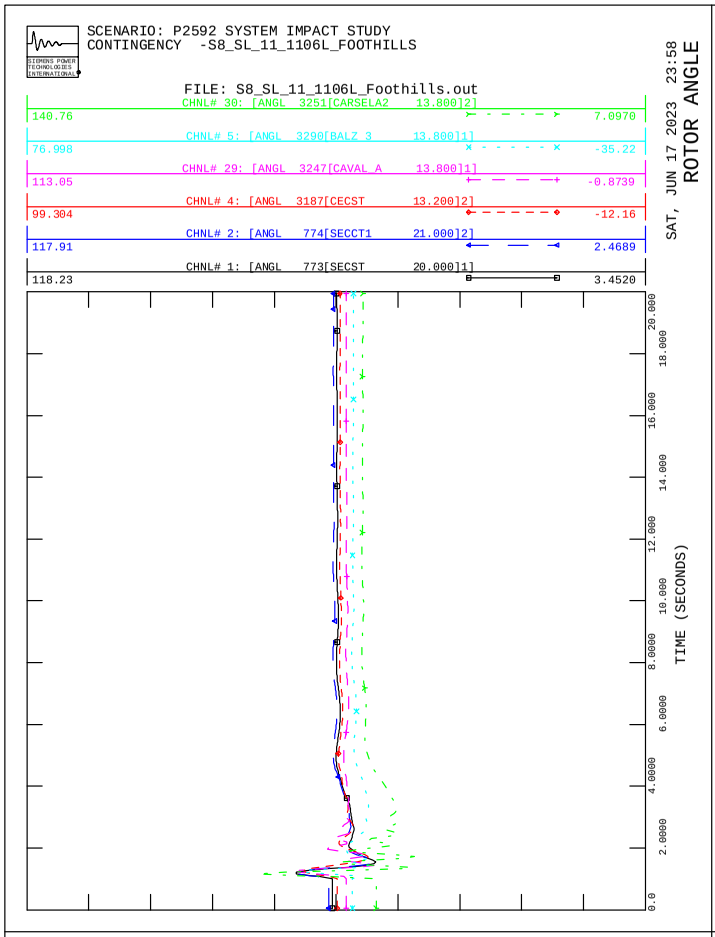
FILE: S8_SL_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 624: [812L_Q] 44.146 -92.63
CHNL# 622: [1037L_Q] 453.86 -217.9
CHNL# 620: [1003L_Q] 805.58 -96.78
CHNL# 618: [727L_Q] 591.18 -280.4

TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
140.76
7.0970
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
76.998
-35.22
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
113.05
-0.8739
CHNL# 4: [ANGL 3187[CECST 13.200]2]
99.304
-12.16
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
117.91
2.4689
CHNL# 1: [ANGL 773[SECST 20.000]1]
118.23
3.4520
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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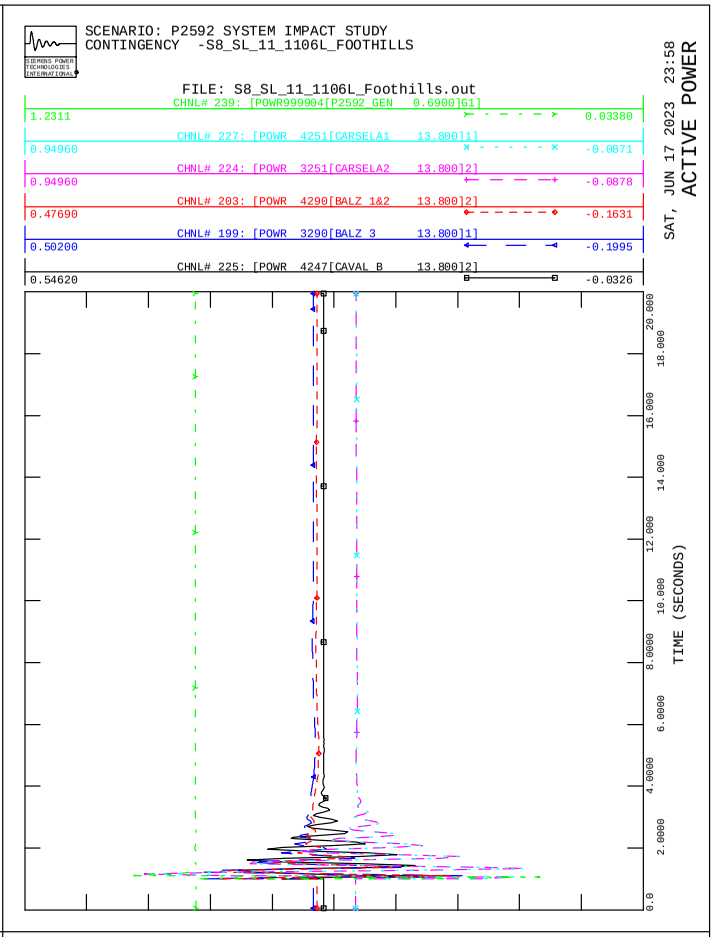
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.2311
0.03380
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.94960
-0.0871
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.94960
-0.0878
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.47690
-0.1631
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.50200
-0.1995
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.54620
-0.0326
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
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12.000
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16.000
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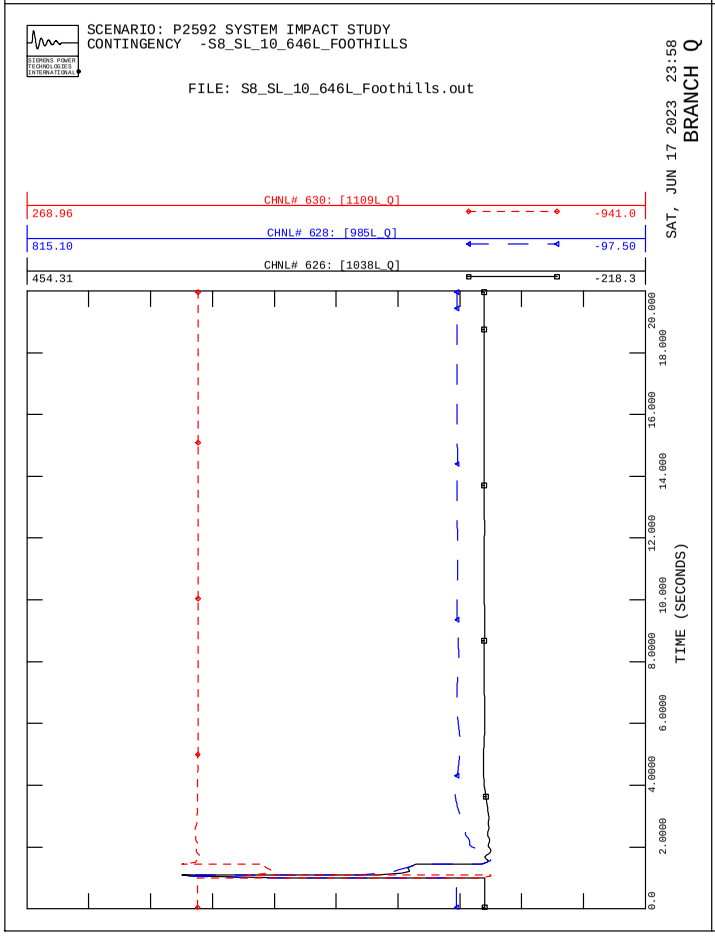
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_10_646L_FOOTHILLS
FILE: S8_SL_10_646L_Foothills.out
CHNL# 630: [1109L Q]
268.96
-941.0
CHNL# 628: [985L Q]
815.10
-97.50
CHNL# 626: [1038L Q]
454.31
-218.3
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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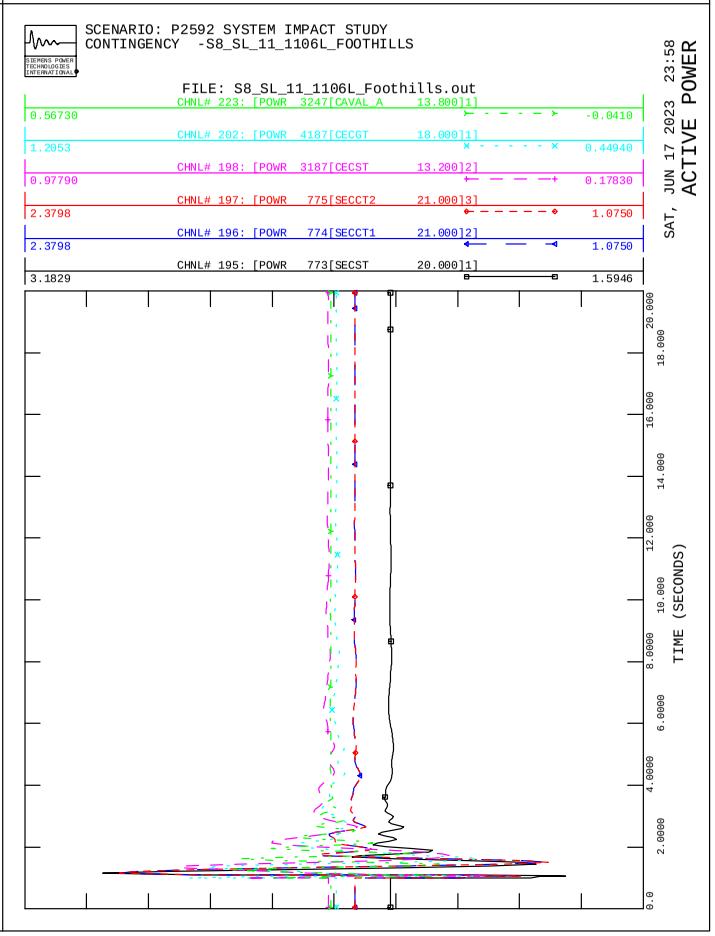
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.56730
-0.0410
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.2053
0.44940
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.97790
0.17830
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.3798
1.0750
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.3798
1.0750
CHNL# 195: [POWR 773[SECST 20.000]1]
3.1829
1.5946
SAT, JUN 17 2023 23:58
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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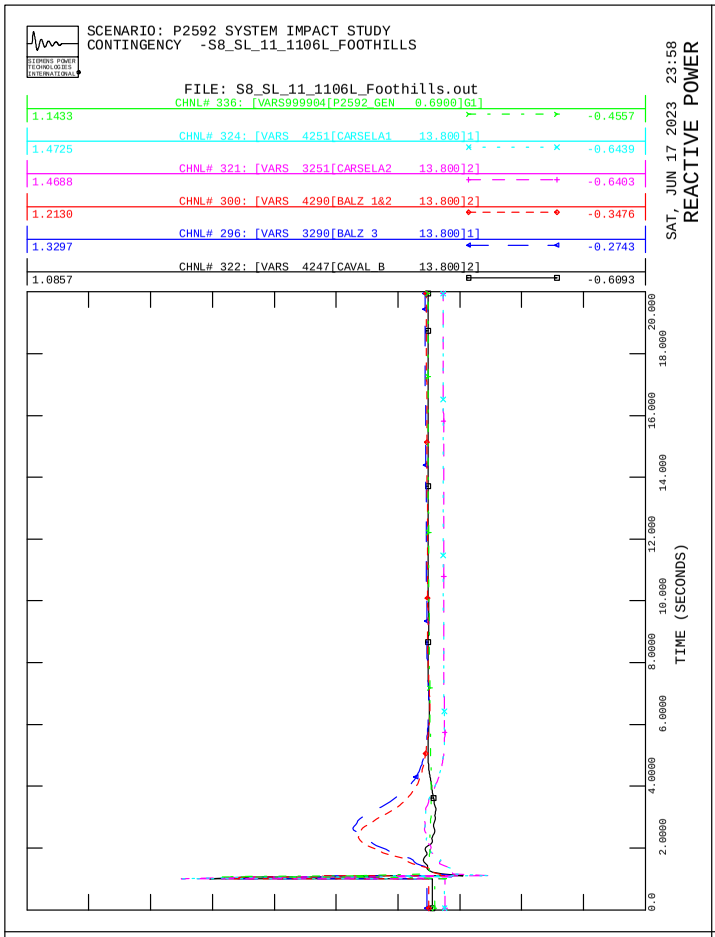
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.1433 -0.4557
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4725 -0.6439
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4688 -0.6403
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.2130 -0.3476
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.3297 -0.2743
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.0857 -0.6093
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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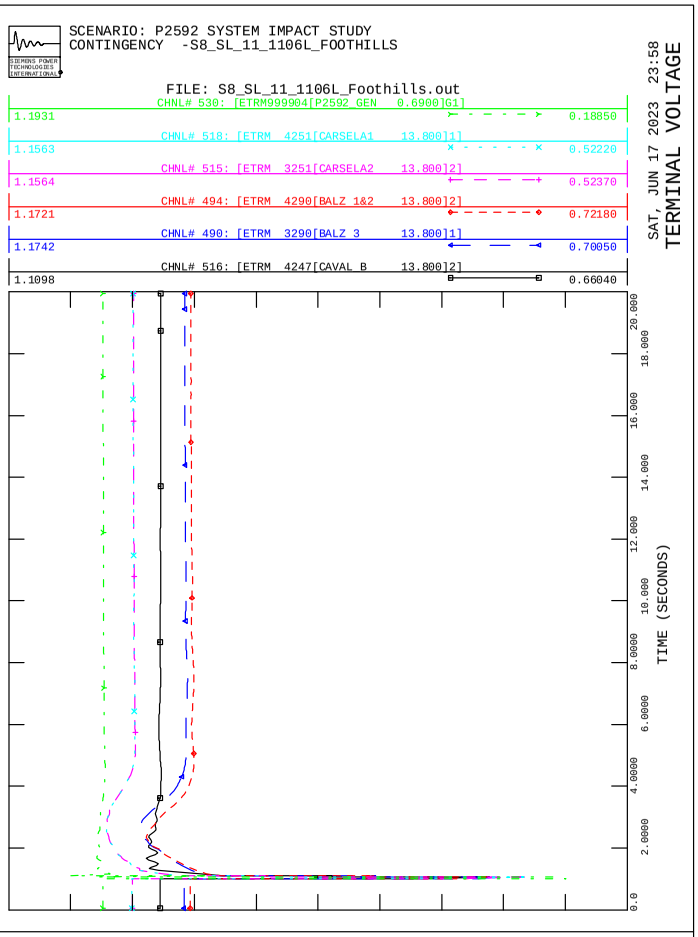
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.1931 0.18850
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1563 0.52220
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1564 0.52370
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1721 0.72180
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1742 0.70050
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1098 0.66040
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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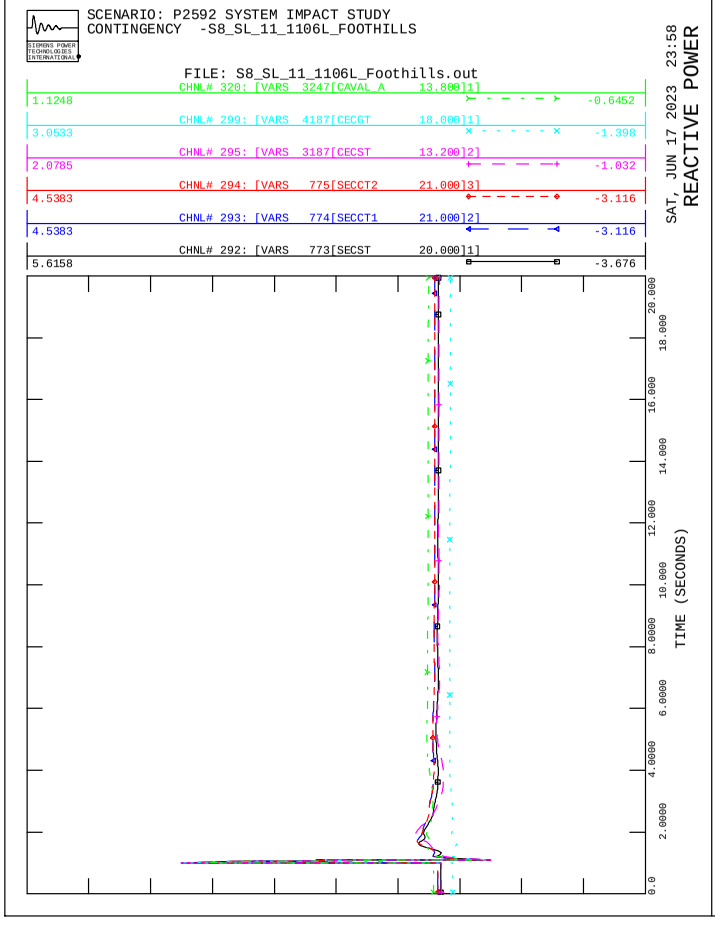
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.1248 -0.6452
CHNL# 299: [VARS 4187[CECGT 18.000]1]
3.0533 -1.398
CHNL# 295: [VARS 3187[CECST 13.200]2]
2.0785 -1.032
CHNL# 294: [VARS 775[SECCT2 21.000]3]
4.5383 -3.116
CHNL# 293: [VARS 774[SECCT1 21.000]2]
4.5383 -3.116
CHNL# 292: [VARS 773[SECST 20.000]1]
5.6158 -3.676
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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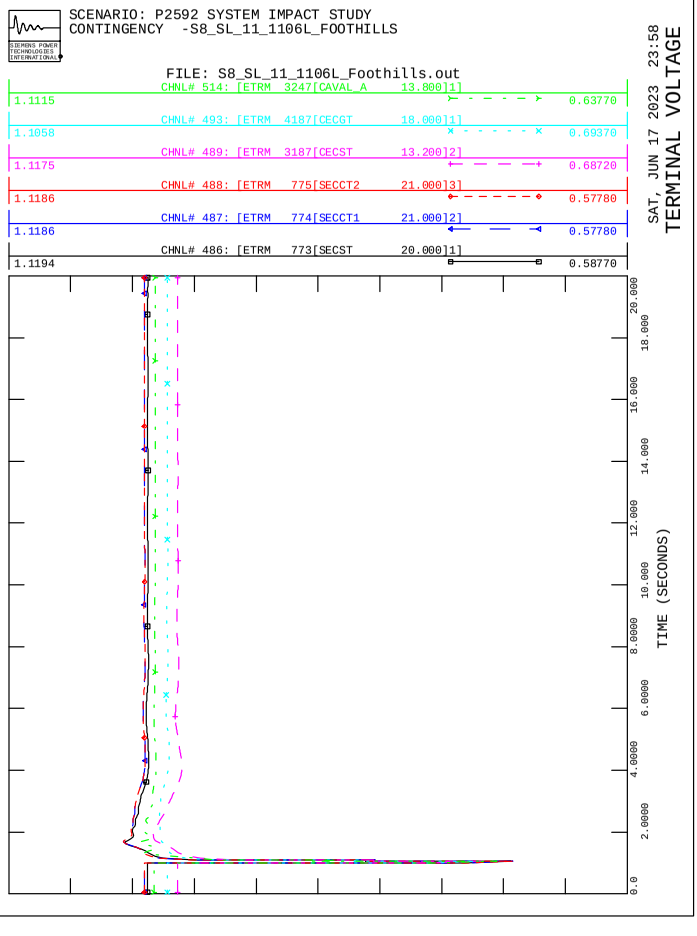
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1115 0.63770
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1058 0.69370
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1175 0.68720
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1186 0.57780
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1186 0.57780
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1194 0.58770
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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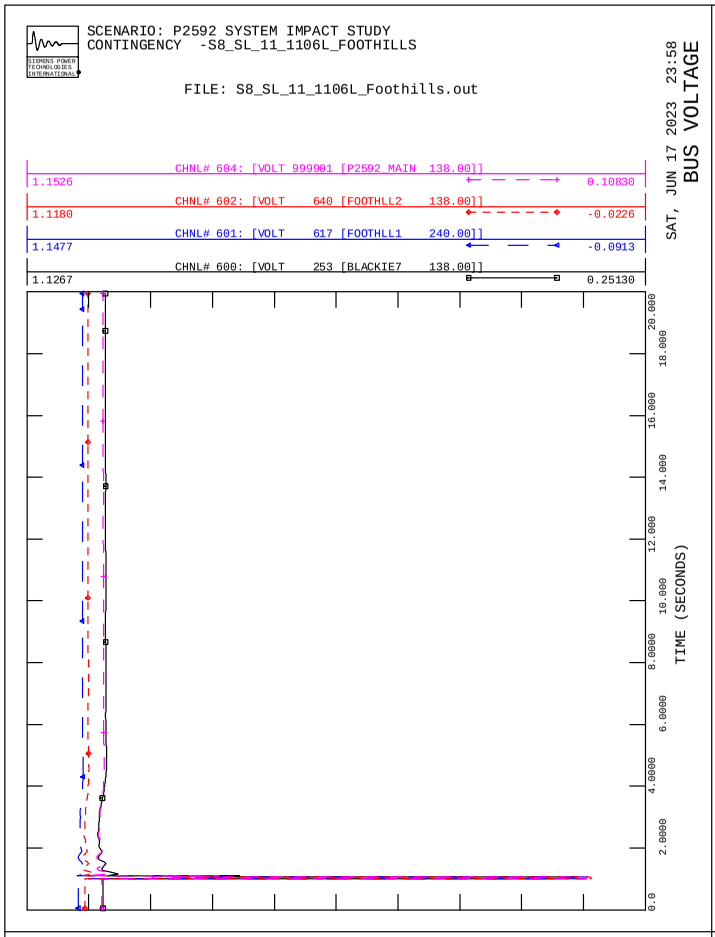
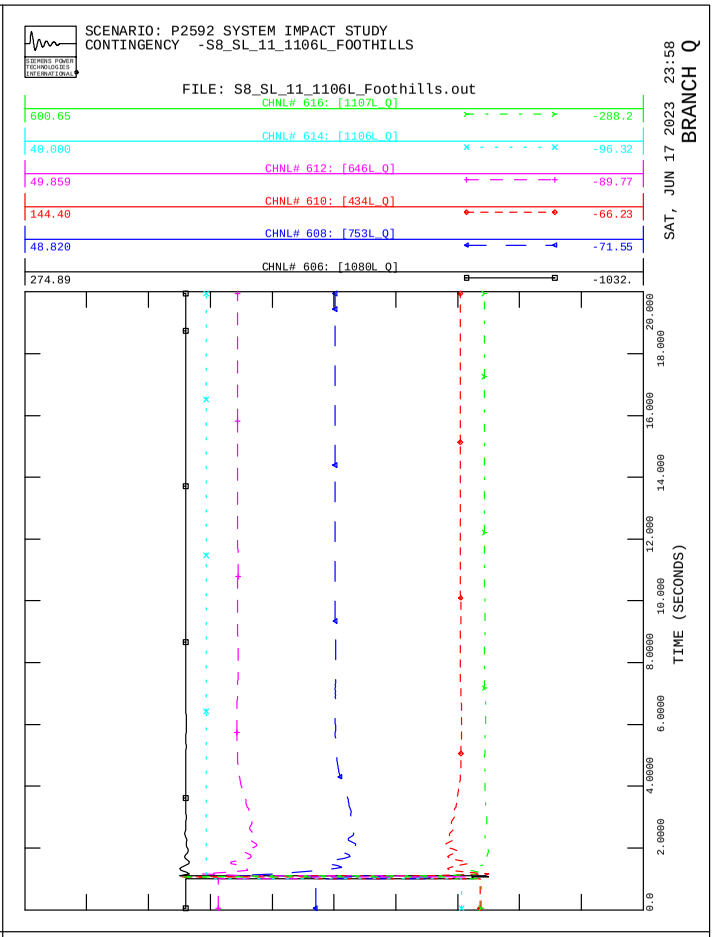
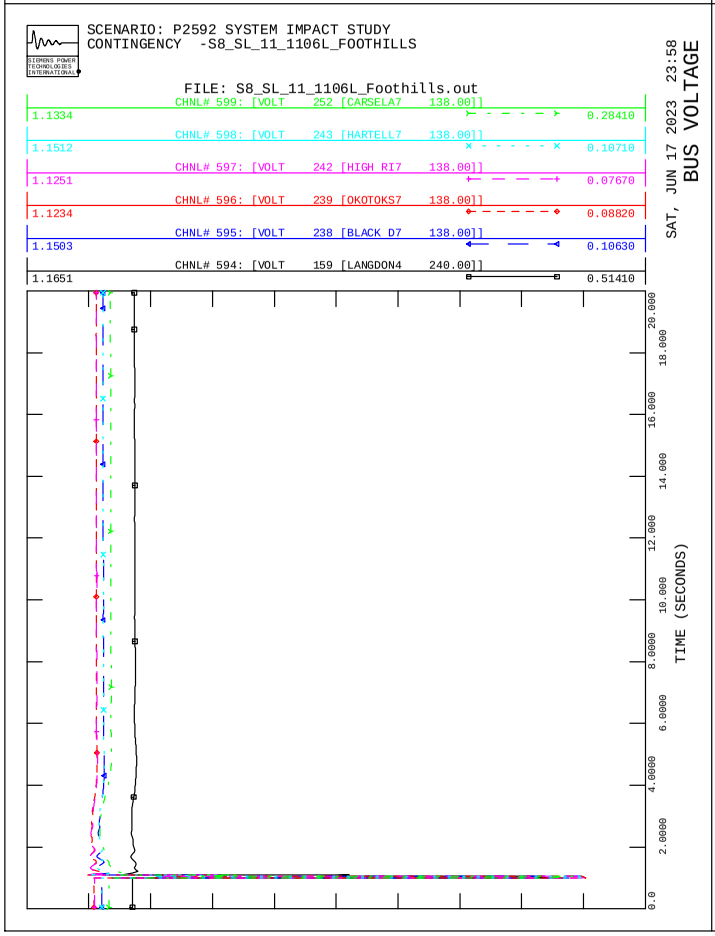

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1526
0.10830
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1180
-0.0226
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1477
-0.0913
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1267
0.25130
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 616: [1107L_Q]
600.65
-288.2
CHNL# 614: [1106L_Q]
40.000
-96.32
CHNL# 612: [646L_Q]
49.859
-89.77
CHNL# 610: [434L_Q]
144.40
-66.23
CHNL# 608: [753L_Q]
48.820
-71.55
CHNL# 606: [1080L_Q]
274.89
-1032.
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1334
0.28410
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1512
0.10710
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1251
0.07670
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1234
0.08820
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1503
0.10630
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1651
0.51410
TIME (SECONDS)
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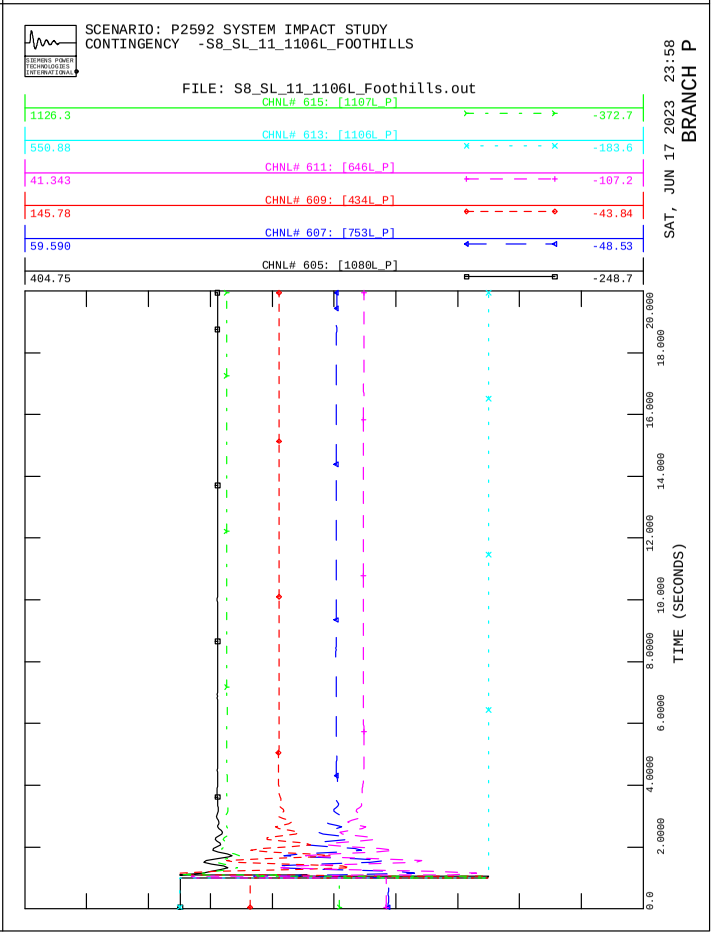
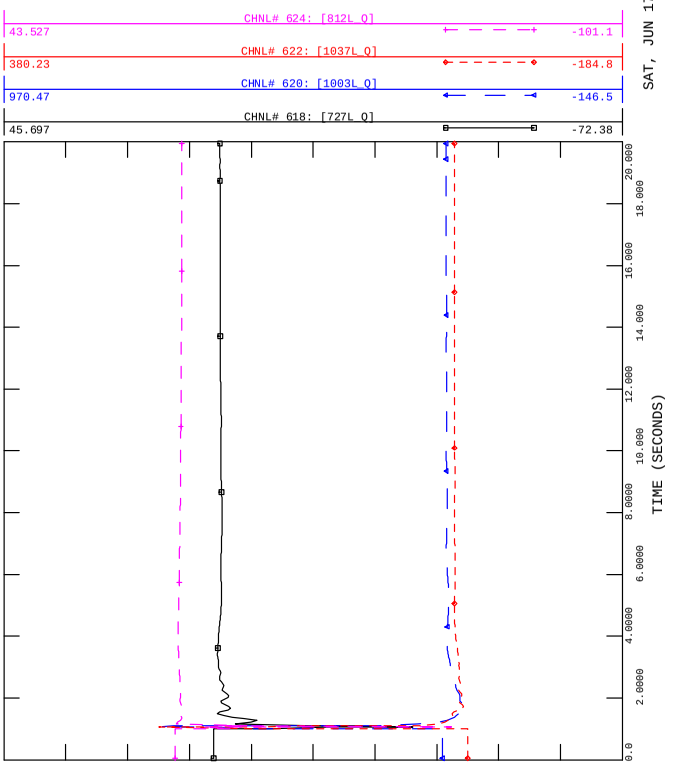
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS
FILE: S8_SL_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 615: [1107L_P]
1126.3
-372.7
CHNL# 613: [1106L_P]
550.88
-183.6
CHNL# 611: [646L_P]
41.343
-107.2
CHNL# 609: [434L_P]
145.78
-43.84
CHNL# 607: [753L_P]
59.590
-48.53
CHNL# 605: [1080L_P]
404.75
-248.7
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS

FILE: S8_SL_11_1106L_Foothills.out

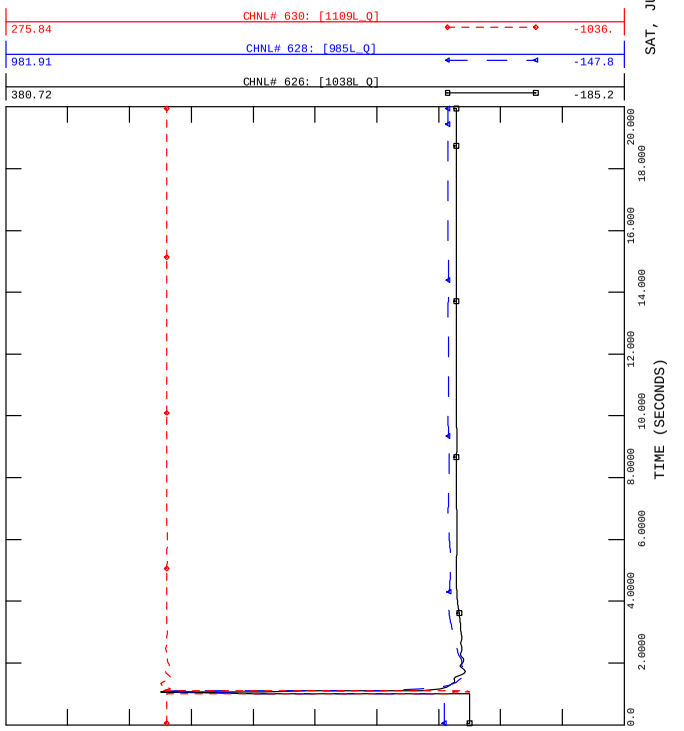
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS

FILE: S8_SL_11_1106L_Foothills.out

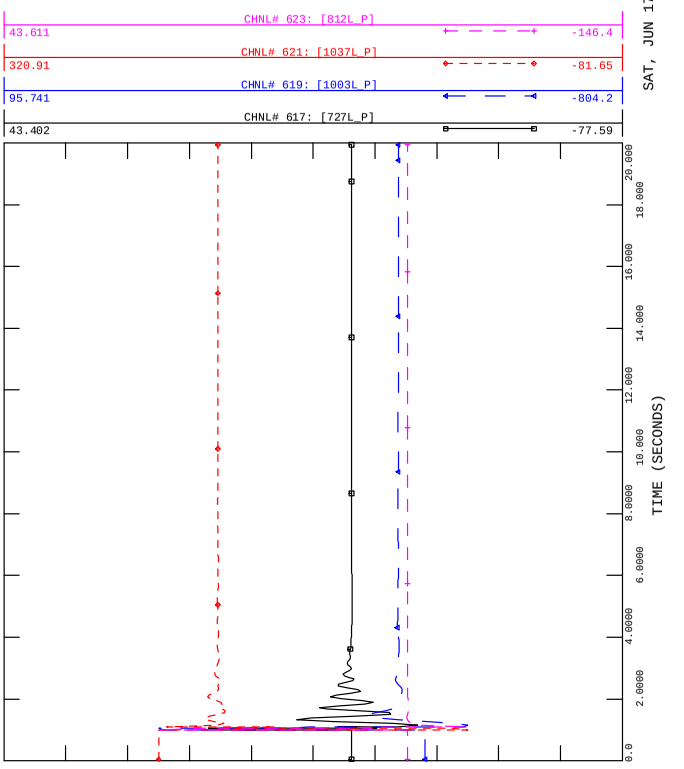
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS

FILE: S8_SL_11_1106L_Foothills.out

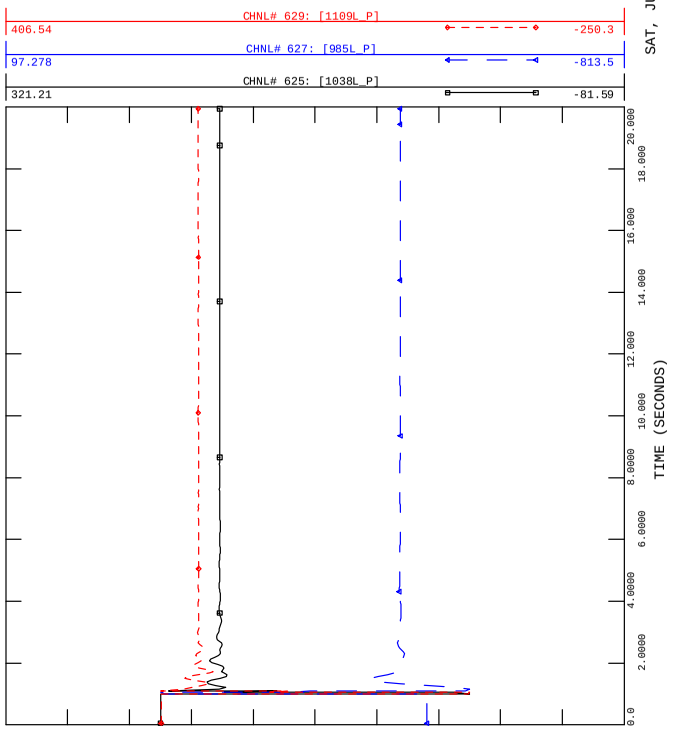
SAT, JUN 17 2023 23:58 BRANCH P

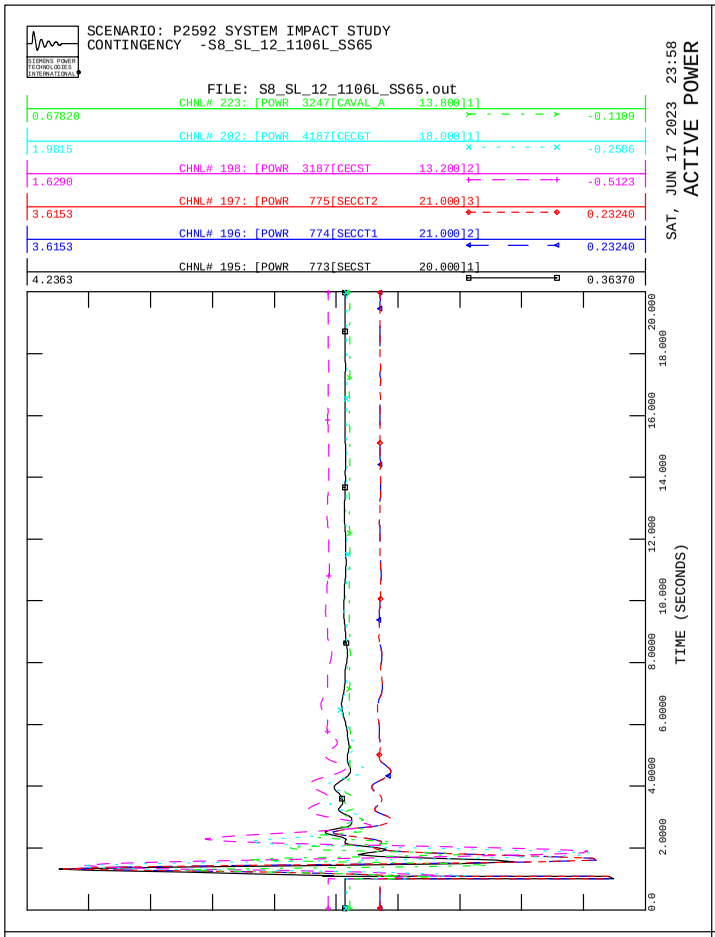


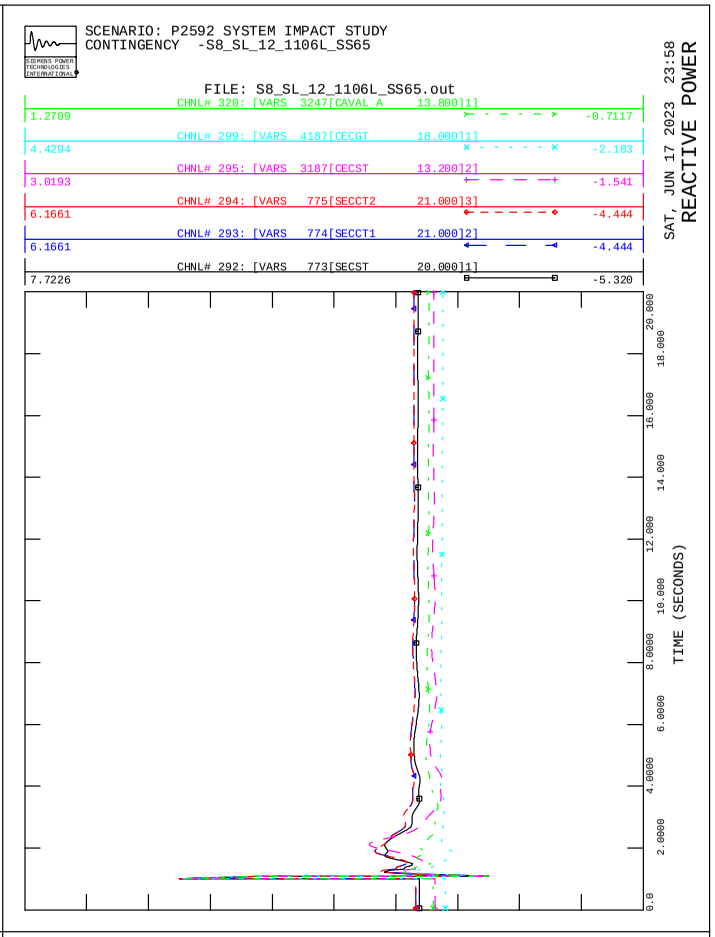
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_11_1106L_FOOTHILLS

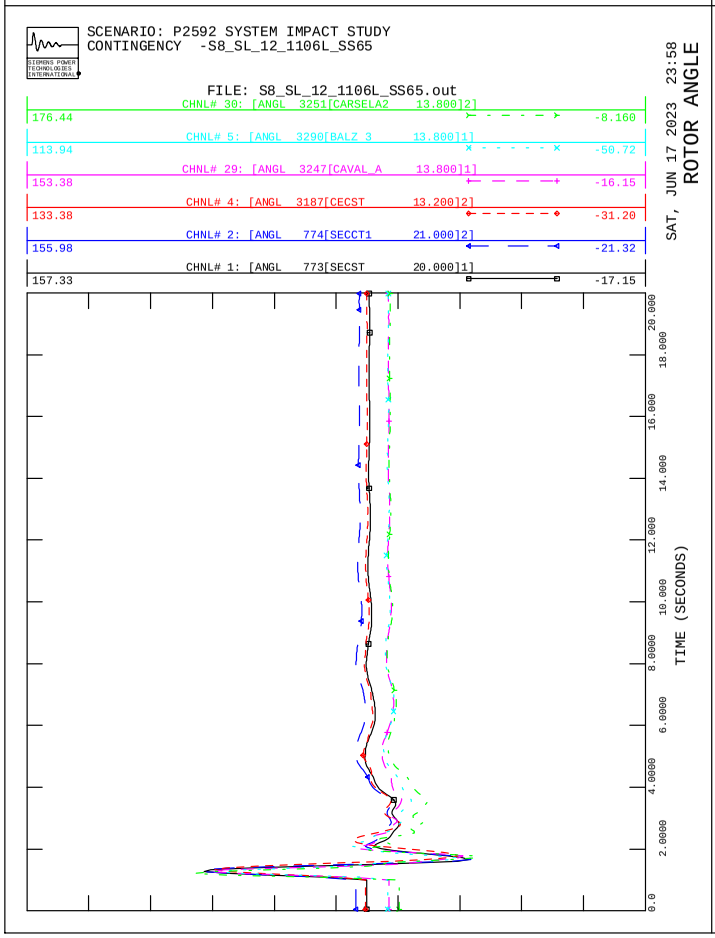
FILE: S8_SL_11_1106L_Foothills.out

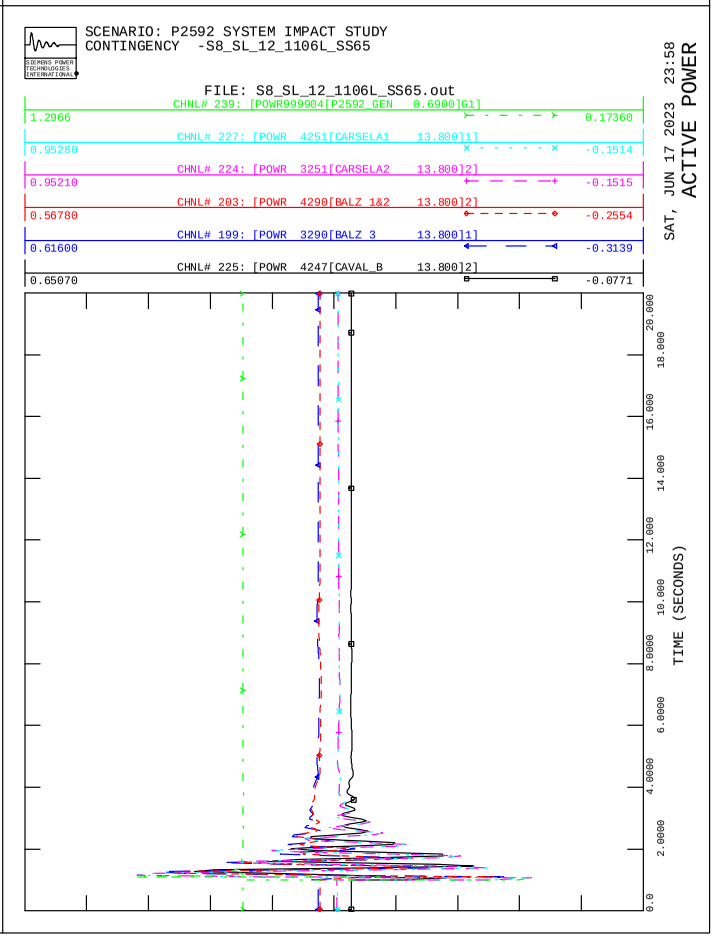
SAT, JUN 17 2023 23:58 BRANCH P

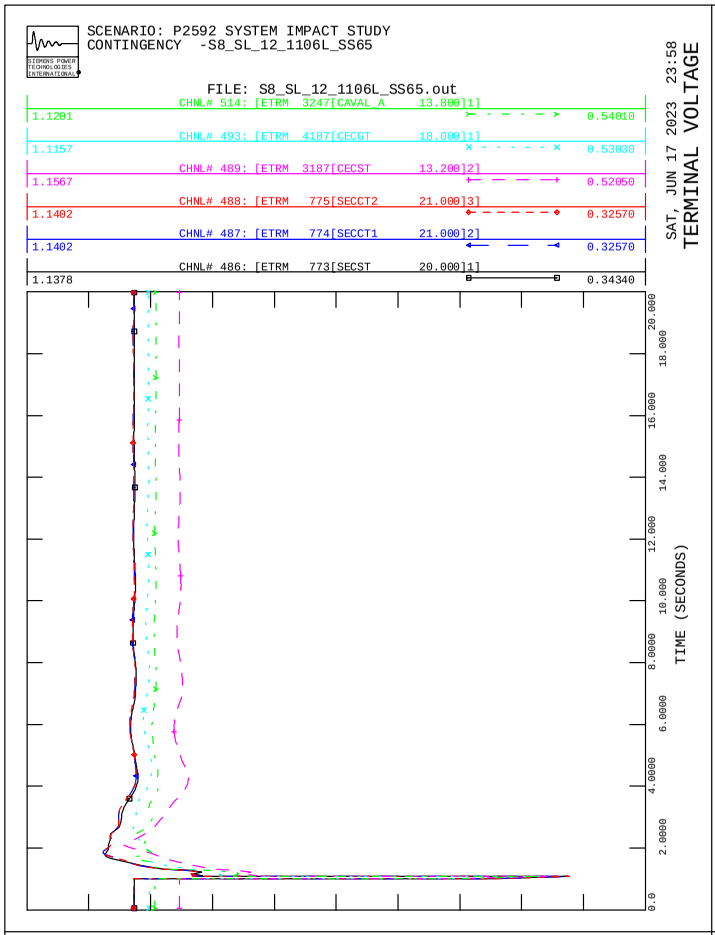


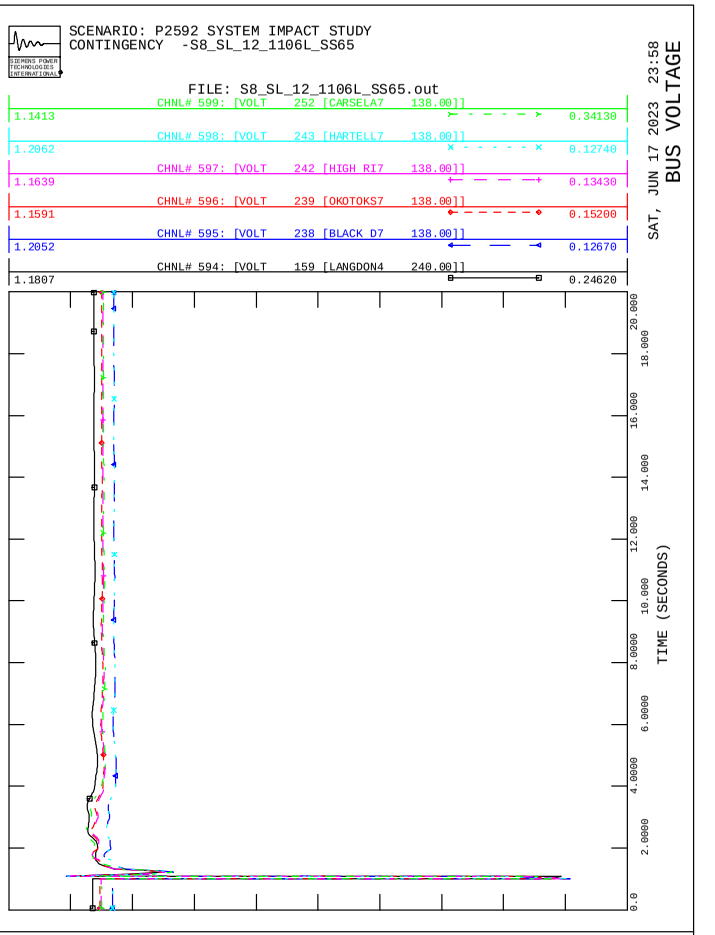

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.67820
-0.1109
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.9815
-0.2586
CHNL# 198: [POWR 3187[CECST 13.200]2]
1.6290
-0.5123
CHNL# 197: [POWR 775[SECCT2 21.000]3]
3.6153
0.23240
CHNL# 196: [POWR 774[SECCT1 21.000]2]
3.6153
0.23240
CHNL# 195: [POWR 773[SECST 20.000]1]
4.2363
0.36370
SAT, JUN 17 2023 23:58
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

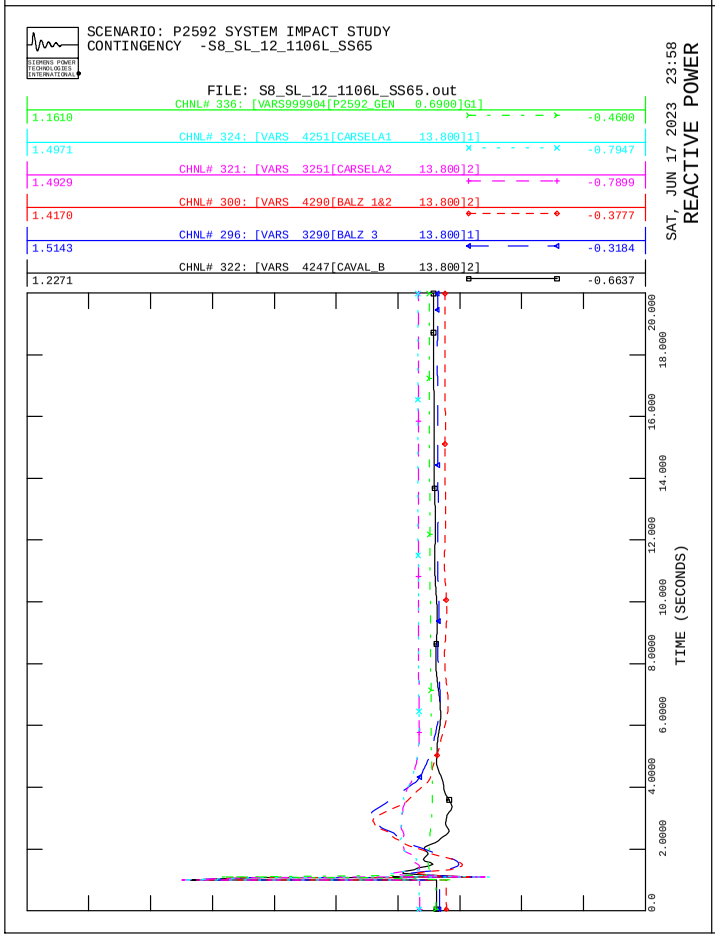

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.2709
-0.7117
CHNL# 299: [VARS 4187[CECGT 18.000]1]
4.4294
-2.103
CHNL# 295: [VARS 3187[CECST 13.200]2]
3.0193
-1.541
CHNL# 294: [VARS 775[SECCT2 21.000]3]
6.1661
-4.444
CHNL# 293: [VARS 774[SECCT1 21.000]2]
6.1661
-4.444
CHNL# 292: [VARS 773[SECST 20.000]1]
7.7226
-5.320
SAT, JUN 17 2023 23:58
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

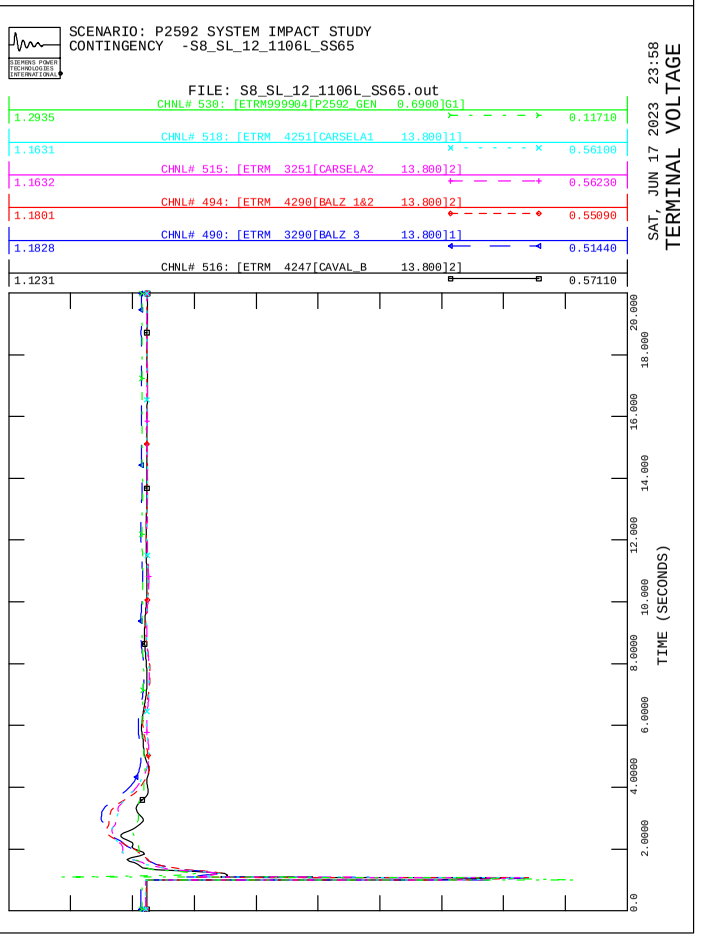

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
176.44
-8.160
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
113.94
-50.72
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
153.38
-16.15
CHNL# 4: [ANGL 3187[CECST 13.200]2]
133.38
-31.20
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
155.98
-21.32
CHNL# 1: [ANGL 773[SECST 20.000]1]
157.33
-17.15
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.2966
0.17360
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.95280
-0.1514
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.95210
-0.1515
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.56780
-0.2554
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.61600
-0.3139
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.65070
-0.0771
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 0.54010
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 0.53030
CHNL# 489: [ETRM 3187[CECST 13.200]2] 0.52050
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 0.32570
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 0.32570
CHNL# 486: [ETRM 773[SECST 20.000]1] 0.34340
1.1201
1.1157
1.1567
1.1402
1.1402
1.1378
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]] 0.34130
CHNL# 598: [VOLT 243 [HARTELL7 138.00]] 0.12740
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]] 0.13430
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]] 0.15200
CHNL# 595: [VOLT 238 [BLACK D7 138.00]] 0.12670
CHNL# 594: [VOLT 159 [LANGDON4 240.00]] 0.24620
1.1413
1.2062
1.1639
1.1591
1.2052
1.1807
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] -0.4600
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] -0.7947
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] -0.7899
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] -0.3777
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] -0.3184
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] -0.6637
1.1610
1.4971
1.4929
1.4170
1.5143
1.2271
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65
FILE: S8_SL_12_1106L_SS65.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1] 0.11710
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 0.56100
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 0.56230
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 0.55090
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 0.51440
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2] 0.57110
1.2935
1.1631
1.1632
1.1801
1.1828
1.1231
SAT, JUN 17 2023 23:58
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

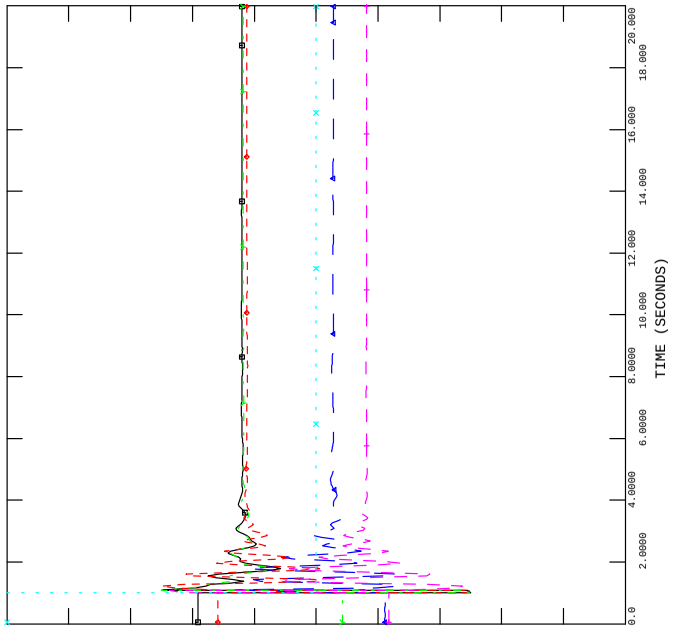
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 615: [1107L_P] 1286.9 -414.6
CHNL# 613: [1106L_P] 5000.0 -5000.
CHNL# 611: [646L_P] 48.278 -103.5
CHNL# 609: [434L_P] 142.46 -50.04
CHNL# 607: [753L_P] 62.669 -46.36
CHNL# 605: [1080L_P] 411.71 -142.6

TIME (SECONDS)



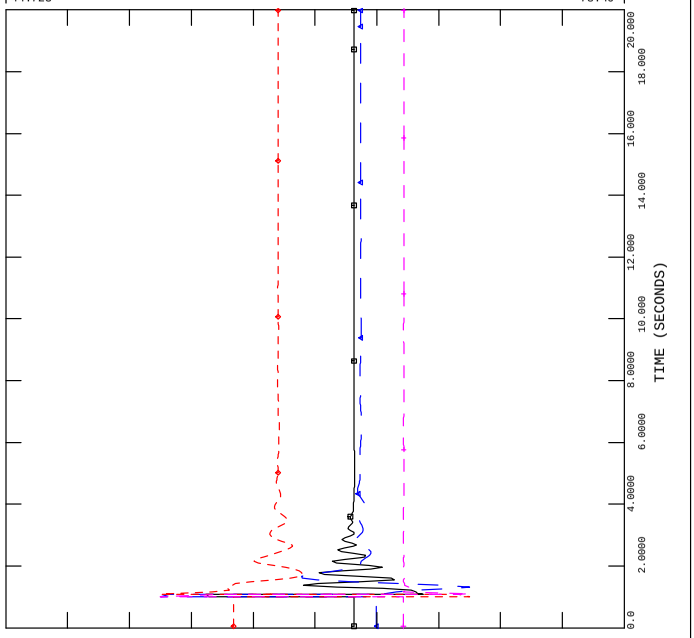
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 623: [812L_P] 26.041 -139.4
CHNL# 621: [1037L_P] 418.54 -119.3
CHNL# 619: [1003L_P] 397.18 -1128.
CHNL# 617: [727L_P] 44.723 -78.46

TIME (SECONDS)



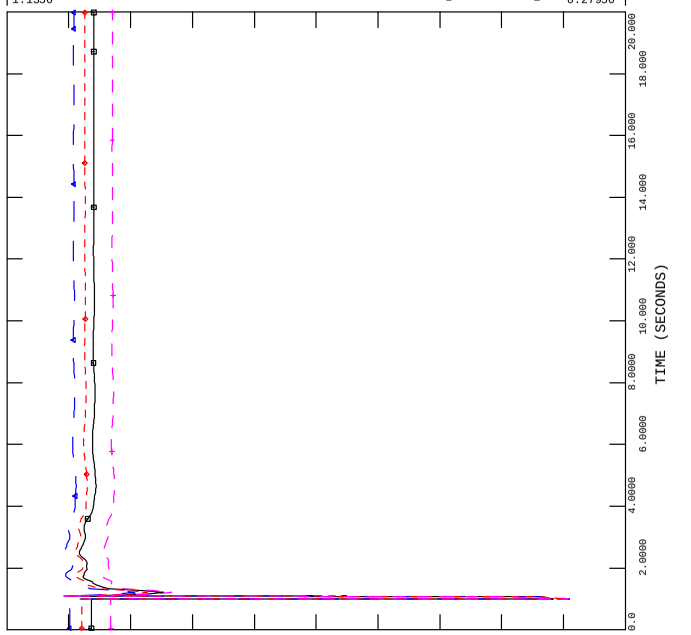
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]] 1.2077 0.12820
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]] 1.1391 0.08040
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]] 1.1559 0.05260
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]] 1.1356 0.27950

TIME (SECONDS)



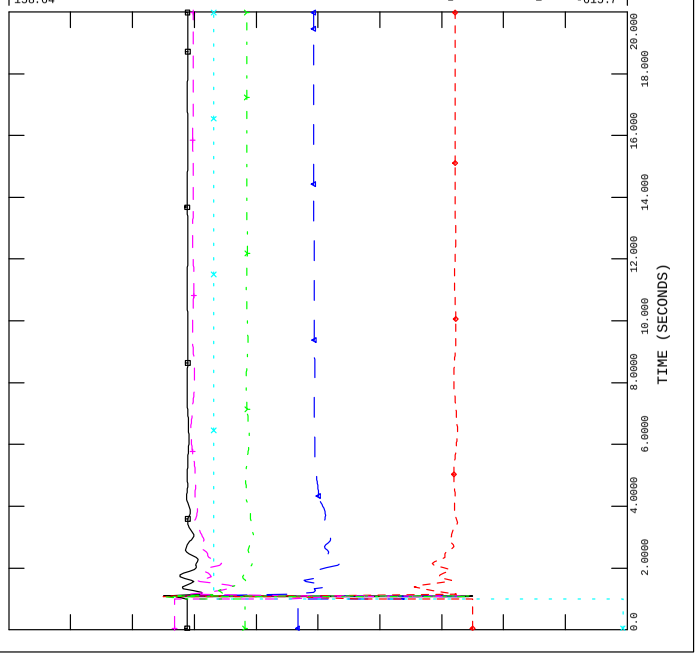
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 616: [1107L_Q] 448.00 -871.6
CHNL# 614: [1106L_Q] 2475.6 -5000.
CHNL# 612: [646L_Q] 46.188 -102.8
CHNL# 610: [434L_Q] 168.97 -70.57
CHNL# 608: [753L_Q] 61.505 -86.76
CHNL# 606: [1080L_Q] 158.64 -615.7

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 413.36 -143.2
CHNL# 627: [985L P] 402.15 -1141.
CHNL# 625: [1038L P] 419.01 -119.3

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS

FILE: S8_SL_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 140.76 7.0957
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 76.998 -35.22
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 113.05 -0.8739
CHNL# 4: [ANGL 3187[CECST 13.200]2] 99.305 -12.16
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 117.91 2.4691
CHNL# 1: [ANGL 773[SECST 20.000]1] 118.23 3.4518

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 624: [812L Q] 51.622 -94.19
CHNL# 622: [1037L Q] 537.18 -237.1
CHNL# 620: [1003L Q] 858.15 -208.7
CHNL# 618: [727L Q] 47.065 -78.00

TIME (SECONDS)

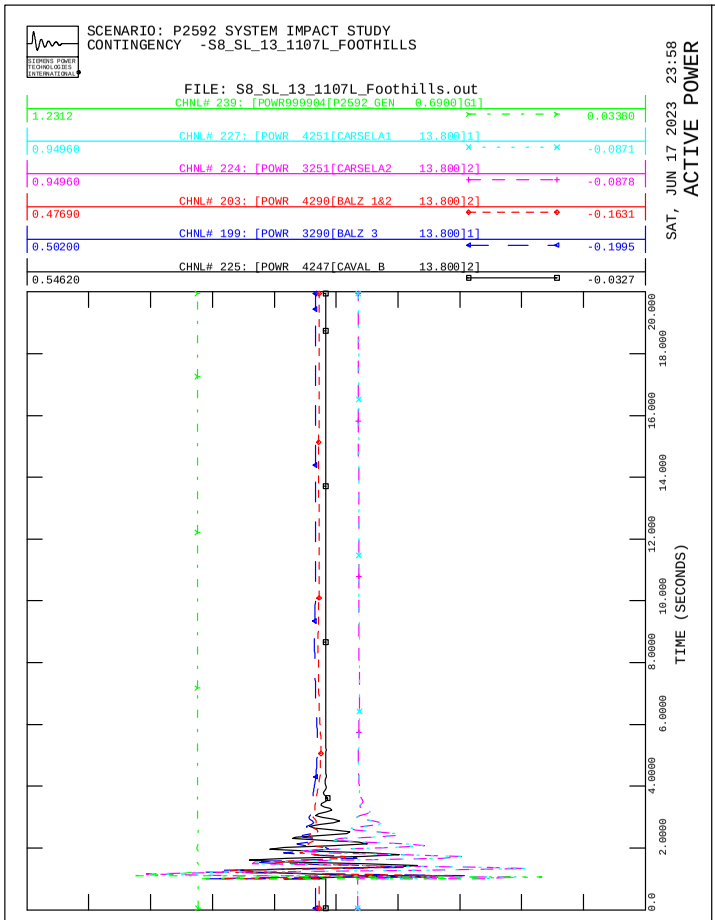
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_12_1106L_SS65

FILE: S8_SL_12_1106L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 159.04 -618.1
CHNL# 628: [985L Q] 868.34 -210.8
CHNL# 626: [1038L Q] 537.70 -237.5

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.2312
0.03380
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.94960
-0.0871
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.94960
-0.0878
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.47690
-0.1631
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.50200
-0.1995
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.54620
-0.0327
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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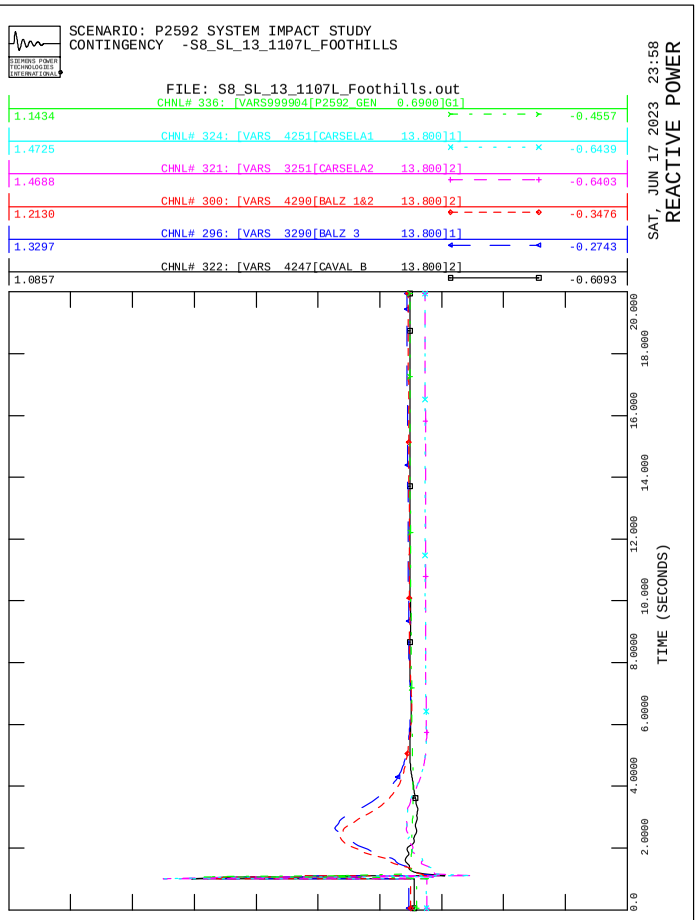
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
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CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
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-0.6439
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4688
-0.6403
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.2130
-0.3476
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.3297
-0.2743
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
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SAT, JUN 17 2023 23:58
REACTIVE POWER
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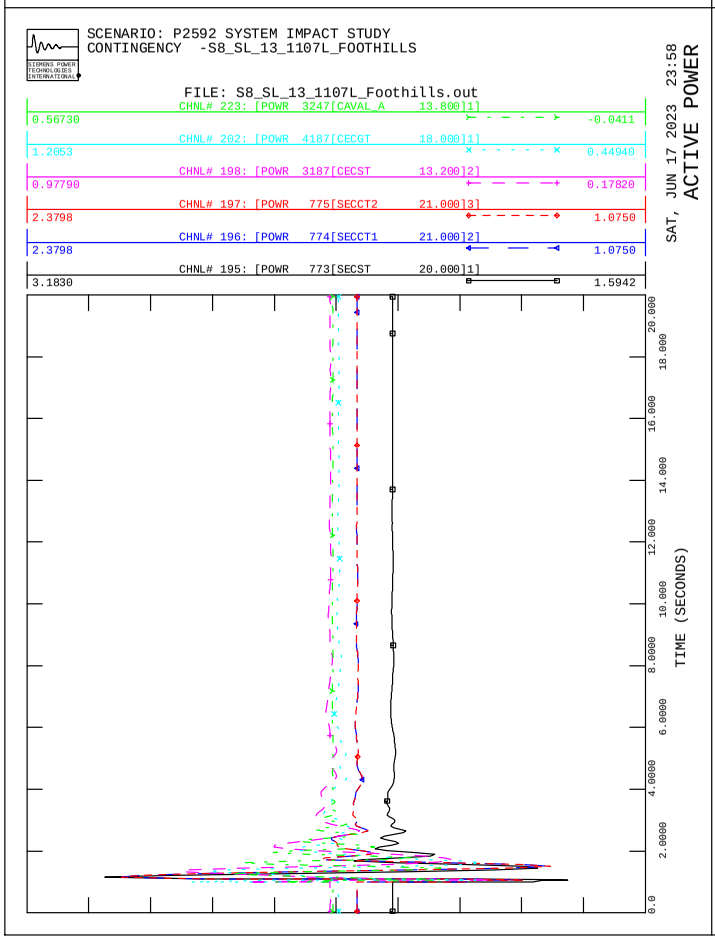
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
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CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.2053
0.44940
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.97790
0.17820
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.3798
1.0750
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.3798
1.0750
CHNL# 195: [POWR 773[SECST 20.000]1]
3.1830
1.5942
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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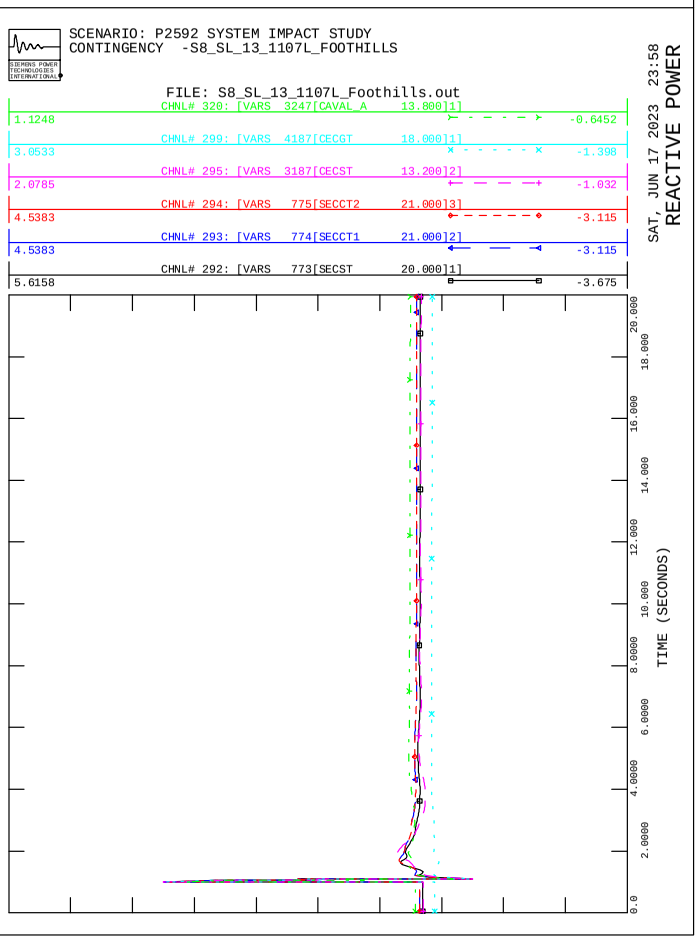
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
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3.0533
-1.398
CHNL# 295: [VARS 3187[CECST 13.200]2]
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-1.032
CHNL# 294: [VARS 775[SECCT2 21.000]3]
4.5383
-3.115
CHNL# 293: [VARS 774[SECCT1 21.000]2]
4.5383
-3.115
CHNL# 292: [VARS 773[SECST 20.000]1]
5.6158
-3.675
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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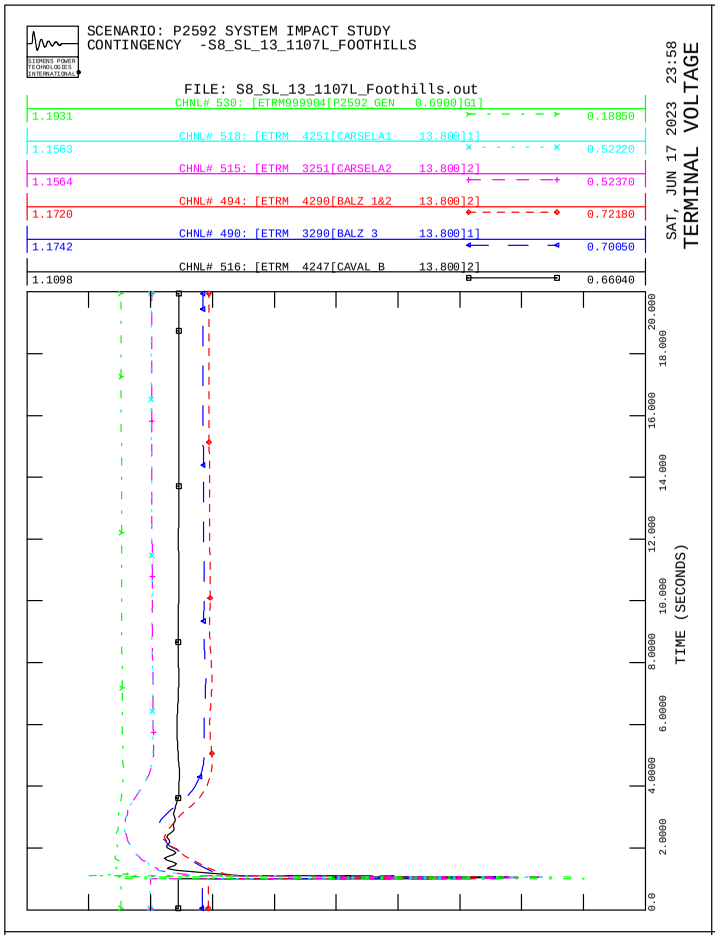
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CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
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CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1563 0.52220
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1564 0.52370
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1720 0.72180
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1742 0.70050
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1098 0.66040
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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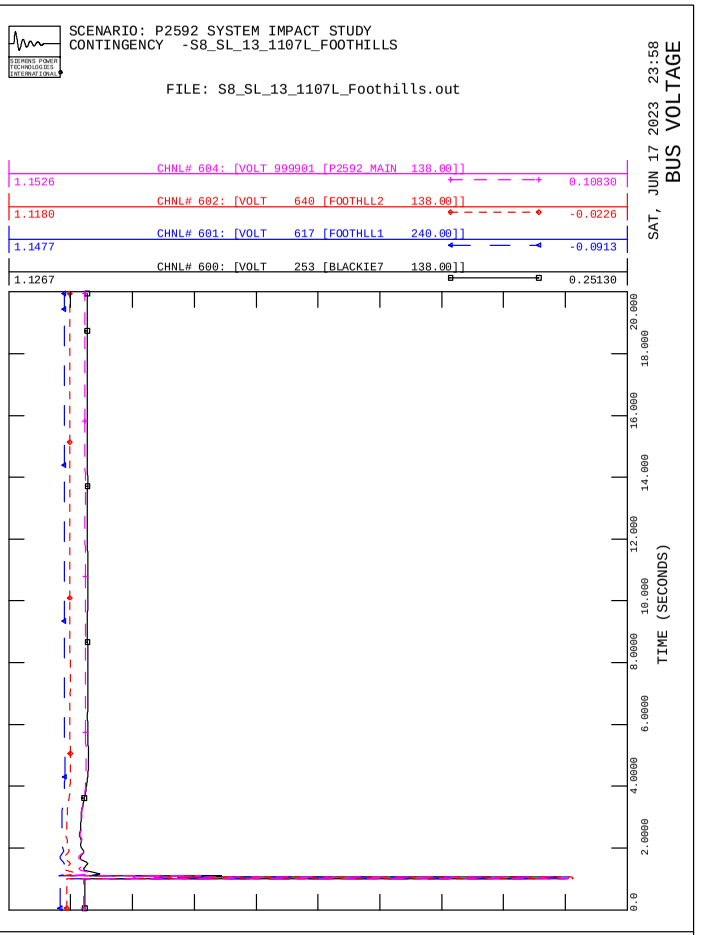
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CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1526 0.10830
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1180 -0.0226
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1477 -0.0913
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1267 0.25130
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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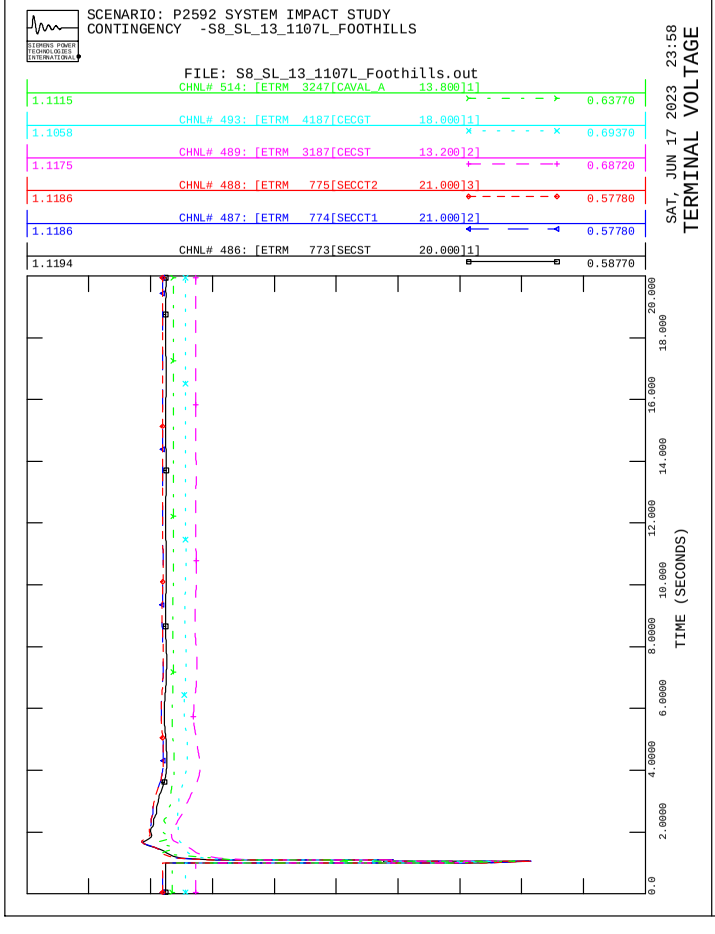
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1115 0.63770
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1058 0.69370
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1175 0.68720
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1186 0.57780
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1186 0.57780
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1194 0.58770
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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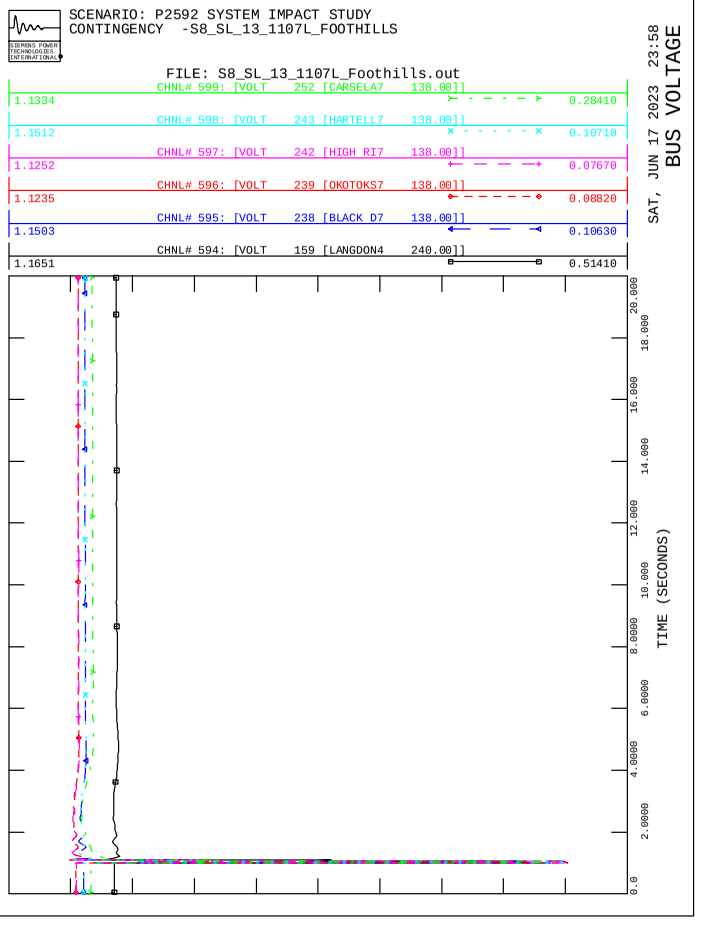
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CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1334 0.28410
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1512 0.10710
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1252 0.07670
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1235 0.08820
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1503 0.10630
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1651 0.51410
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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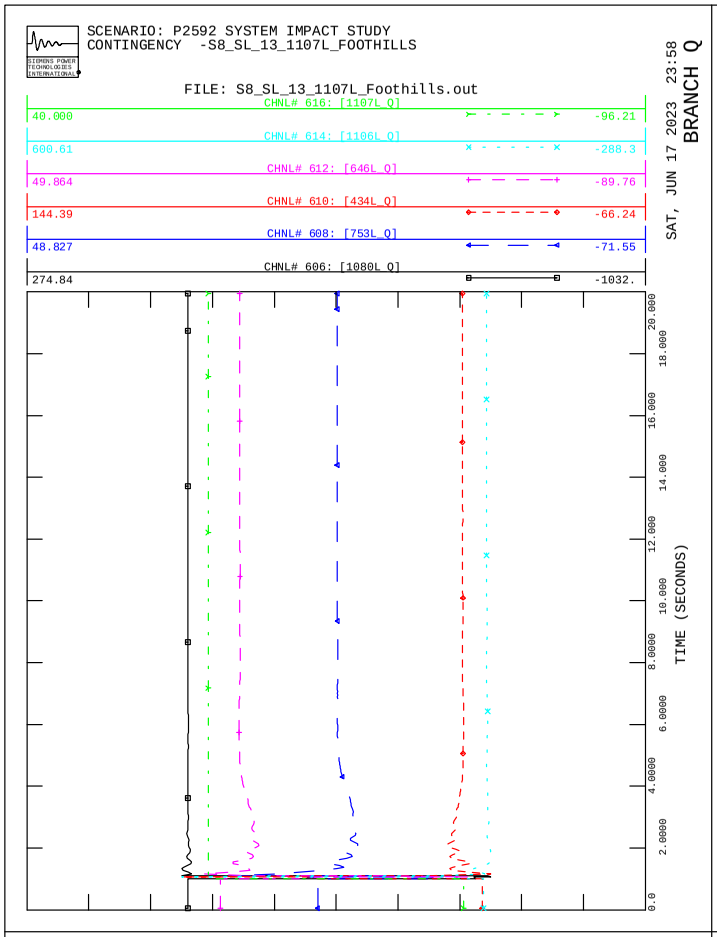
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CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 616: [1107L Q]
40.000
-96.21
CHNL# 614: [1106L Q]
600.61
-288.3
CHNL# 612: [646L Q]
49.864
-89.76
CHNL# 610: [434L Q]
144.39
-66.24
CHNL# 608: [753L Q]
48.827
-71.55
CHNL# 606: [1080L Q]
274.84
-1032.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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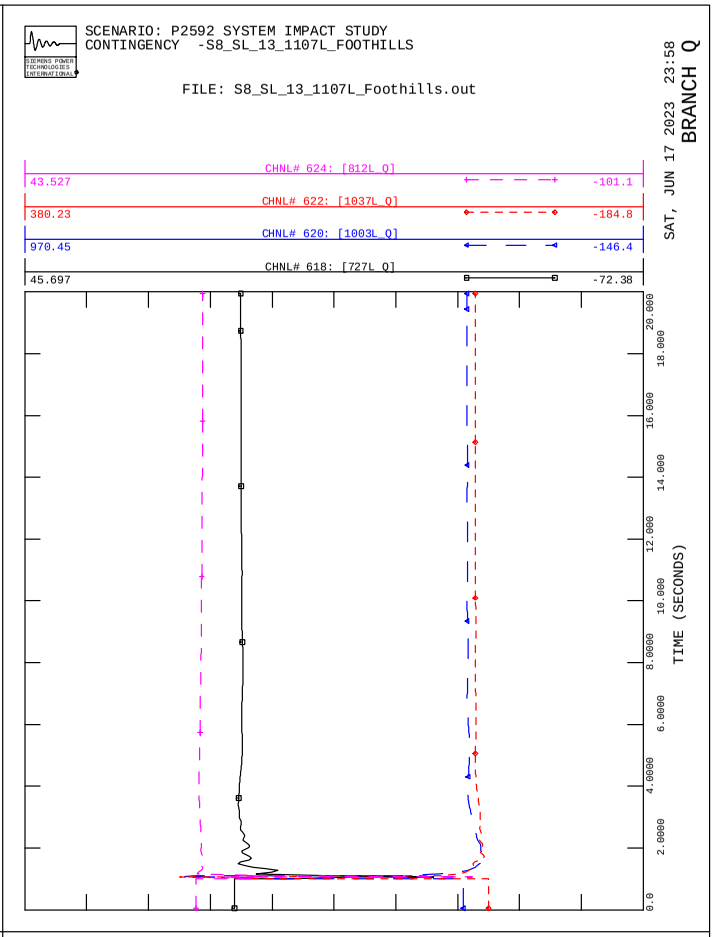
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 624: [812L Q]
43.527
-101.1
CHNL# 622: [1037L Q]
380.23
-184.8
CHNL# 620: [1003L Q]
970.45
-146.4
CHNL# 618: [727L Q]
45.697
-72.38
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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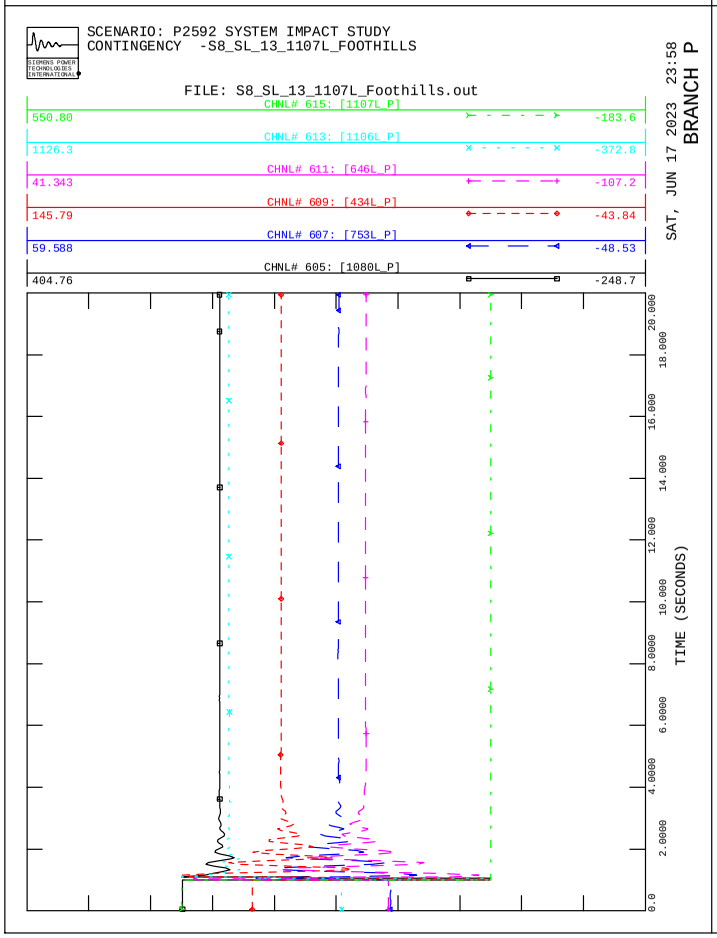
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 615: [1107L P]
550.80
-183.6
CHNL# 613: [1106L P]
1126.3
-372.8
CHNL# 611: [646L P]
41.343
-107.2
CHNL# 609: [434L P]
145.79
-43.84
CHNL# 607: [753L P]
59.588
-48.53
CHNL# 605: [1080L P]
404.76
-248.7
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
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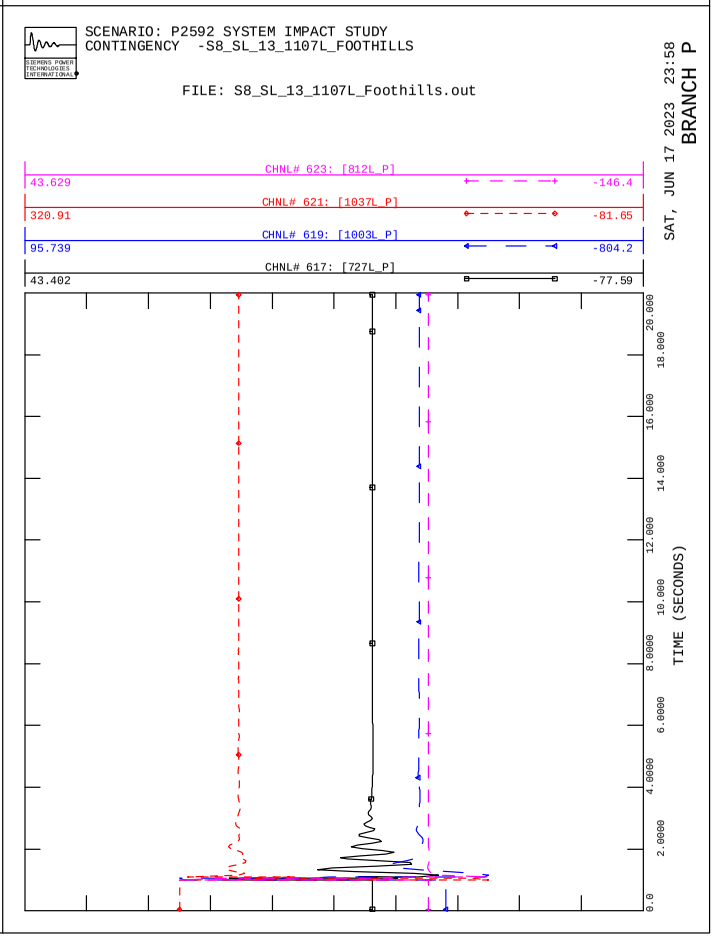
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS
FILE: S8_SL_13_1107L_Foothills.out
CHNL# 623: [812L P]
43.629
-146.4
CHNL# 621: [1037L P]
320.91
-81.65
CHNL# 619: [1003L P]
95.739
-804.2
CHNL# 617: [727L P]
43.402
-77.59
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS

FILE: S8_SL_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 275.79 -1036.
CHNL# 628: [985L Q] 981.89 -147.7
CHNL# 626: [1038L Q] 380.72 -185.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1] 0.67820 -0.1109
CHNL# 202: [POWR 4187[CECGT 18.000]1] 1.9815 -0.2586
CHNL# 198: [POWR 3187[CECST 13.200]2] 1.6290 -0.5123
CHNL# 197: [POWR 775[SECCT2 21.000]3] 3.6153 0.23230
CHNL# 196: [POWR 774[SECCT1 21.000]2] 3.6153 0.23230
CHNL# 195: [POWR 773[SECST 20.000]1] 4.2364 0.36370

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_13_1107L_FOOTHILLS

FILE: S8_SL_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 406.55 -250.3
CHNL# 627: [985L P] 97.276 -813.5
CHNL# 625: [1038L P] 321.21 -81.59

TIME (SECONDS)

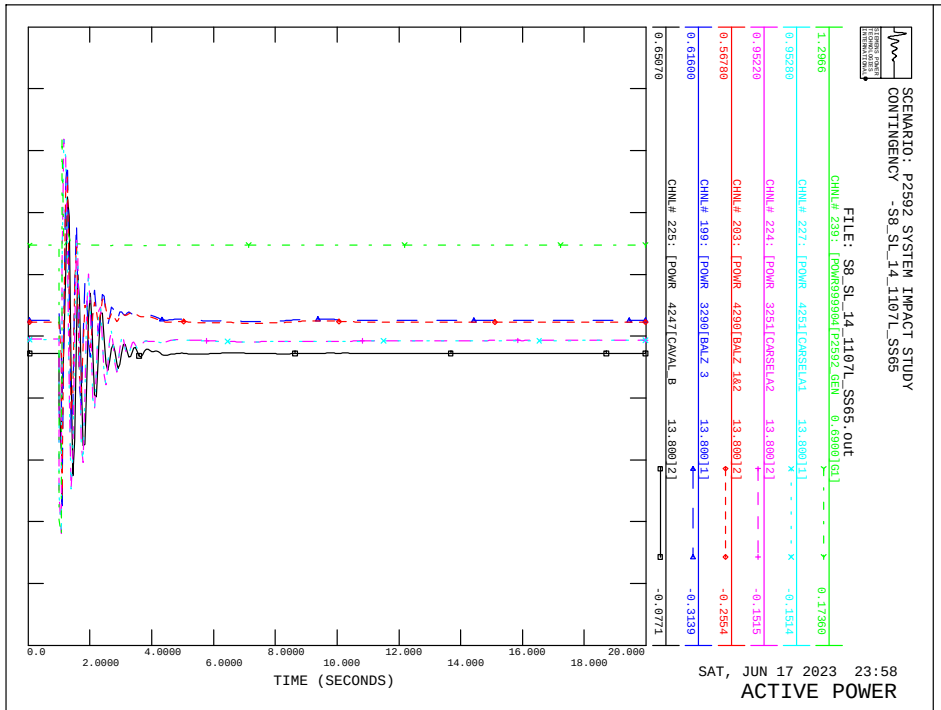
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 176.43 -8.163
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 113.94 -50.72
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 153.38 -16.16
CHNL# 4: [ANGL 3187[CECST 13.200]2] 133.38 -31.20
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 155.98 -21.32
CHNL# 1: [ANGL 773[SECST 20.000]1] 157.33 -17.15

TIME (SECONDS)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FILE: S8_SL_14_1107L_SS65.out
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CHNL# 224: [POWR 3251[CARSELA2 13.800[2] 0.95220 -0.1515
CHNL# 203: [POWR 4290[BALZ 1&2 13.800[2] 0.56780 -0.2554
CHNL# 199: [POWR 3290[BALZ 3 13.800[1] 0.61600 -0.3139
CHNL# 225: [POWR 4247[CAVAL_B 13.800[2] 0.65070 -0.0771
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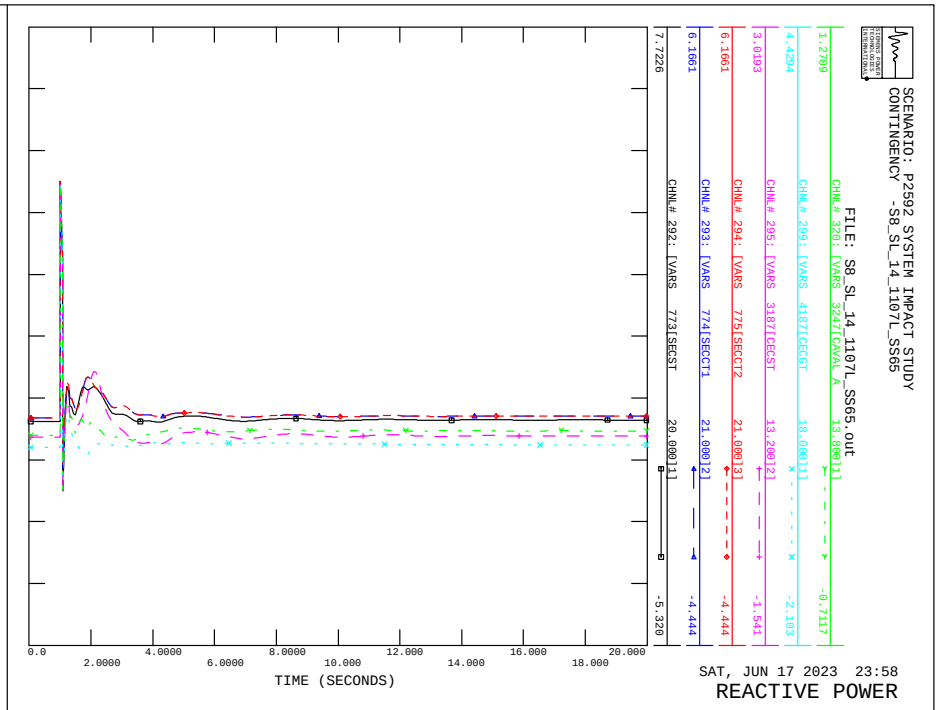
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER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CONTINGENCY -S8_SL_14_1107L_SS65
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CHNL# 299: [VARS 4187[CEGGT 18.000[1] 4.4294 -2.103
CHNL# 295: [VARS 3187[CEGST 13.200[2] 3.0193 -1.541
CHNL# 294: [VARS 775[SECCT2 21.000[3] 6.1661 -4.444
CHNL# 293: [VARS 774[SECCT1 21.000[2] 6.1661 -4.444
CHNL# 292: [VARS 773[SECST 20.000[1] 7.7226 -5.320
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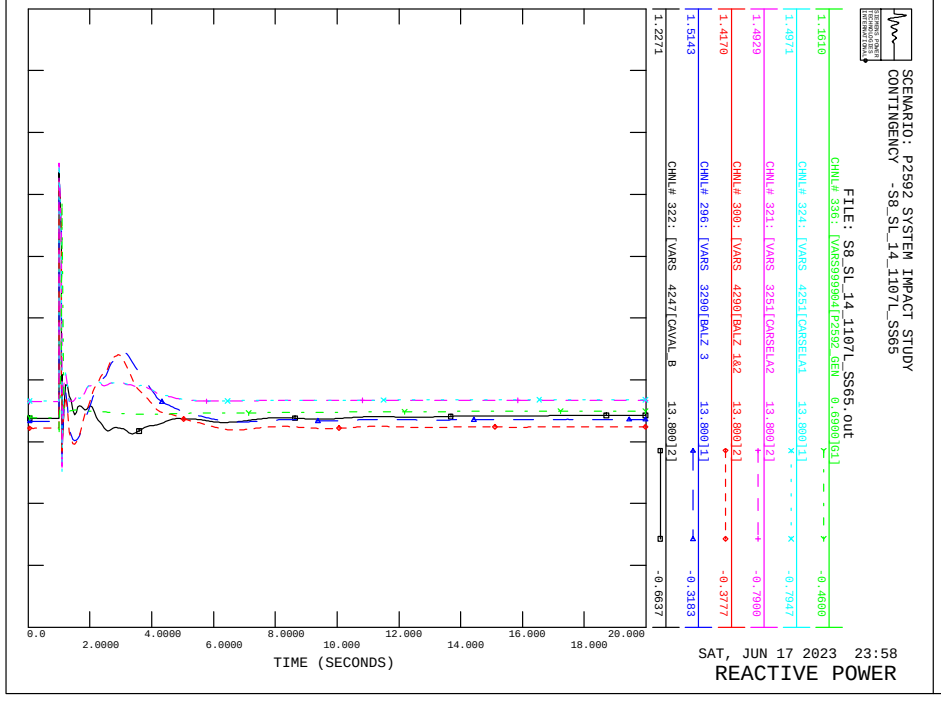
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER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CONTINGENCY -S8_SL_14_1107L_SS65
FILE: S8_SL_14_1107L_SS65.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900[G1] 1.1610 -0.4600
CHNL# 324: [VARS 4251[CARSELA1 13.800[1] 1.4071 -0.7947
CHNL# 321: [VARS 3251[CARSELA2 13.800[2] 1.4029 -0.7900
CHNL# 300: [VARS 4290[BALZ 1&2 13.800[2] 1.4170 -0.3777
CHNL# 296: [VARS 3290[BALZ 3 13.800[1] 1.5143 -0.3183
CHNL# 322: [VARS 4247[CAVAL_B 13.800[2] 1.2271 -0.6637
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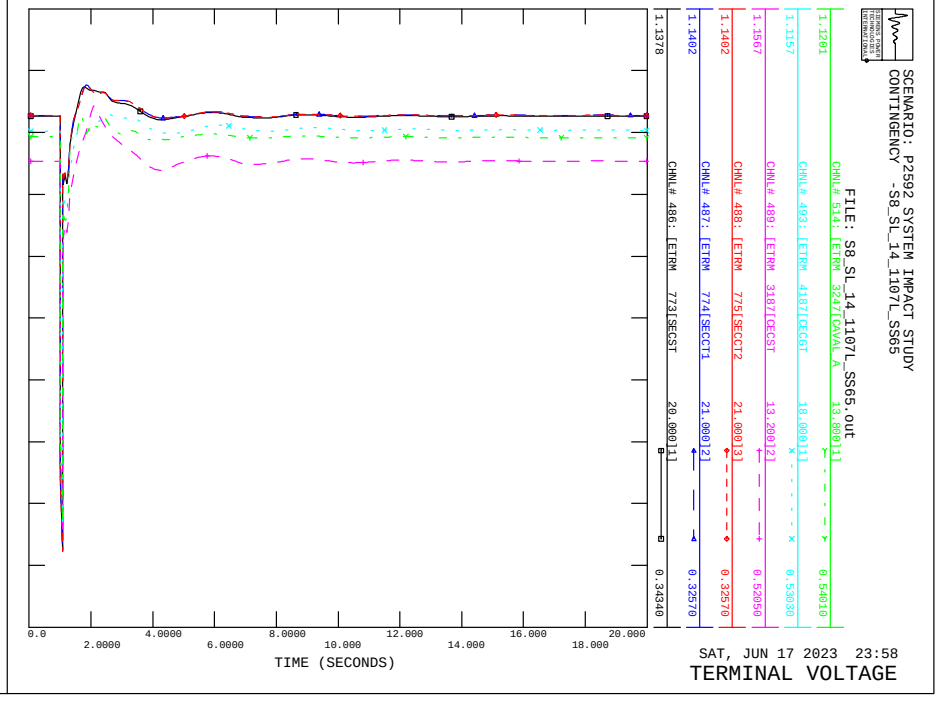
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER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FILE: S8_SL_14_1107L_SS65.out
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CHNL# 493: [ETRM 4187[CEGGT 18.000[1] 1.1157 0.53030
CHNL# 489: [ETRM 3187[CEGST 13.200[2] 1.1567 0.52060
CHNL# 488: [ETRM 775[SECCT2 21.000[3] 1.1402 0.32570
CHNL# 487: [ETRM 774[SECCT1 21.000[2] 1.1402 0.32570
CHNL# 486: [ETRM 773[SECST 20.000[1] 1.1378 0.34340
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TIME (SECONDS)
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1413 0.34130

CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2062 0.12740

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1639 0.13430

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1592 0.15210

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2052 0.12670

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1807 0.24620

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L P]
5000.0 -5000.

CHNL# 613: [1106L P]
1287.0 -414.6

CHNL# 611: [646L P]
48.278 -103.5

CHNL# 609: [434L P]
142.46 -50.05

CHNL# 607: [753L P]
62.664 -46.36

CHNL# 605: [1080L P]
411.73 -142.6

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2936 0.11710

CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1631 0.56100

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1632 0.56230

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1801 0.55090

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1828 0.51440

CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1231 0.57110

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2077 0.12820

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1391 0.08040

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1559 0.05260

CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1356 0.27950

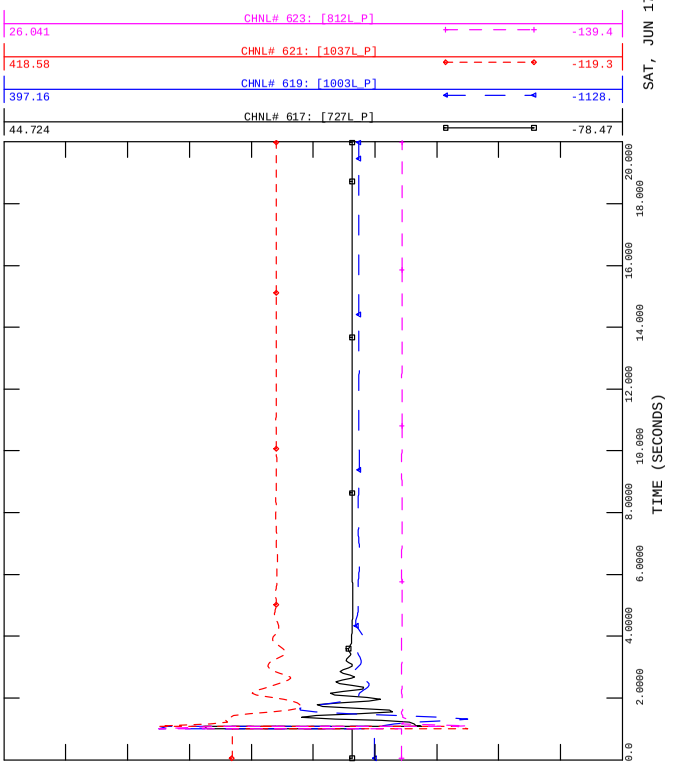
TIME (SECONDS)

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

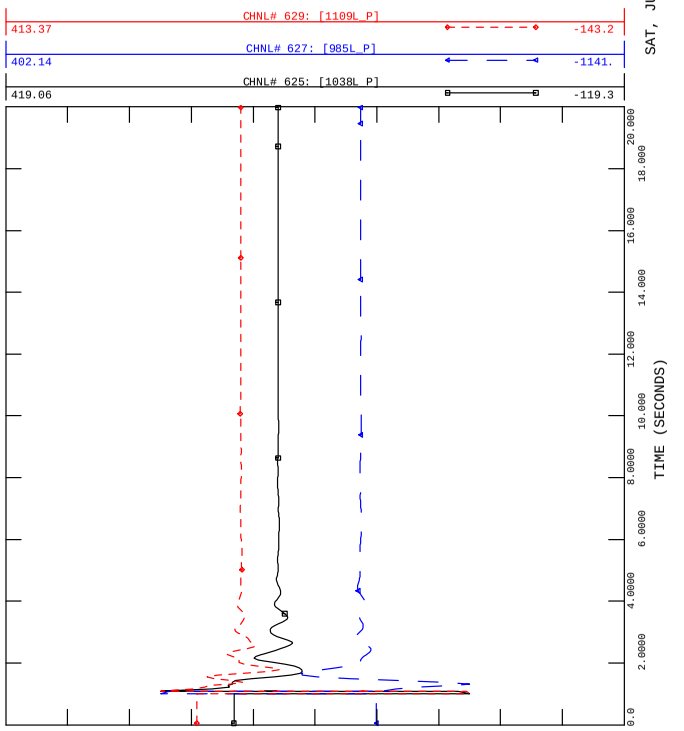
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

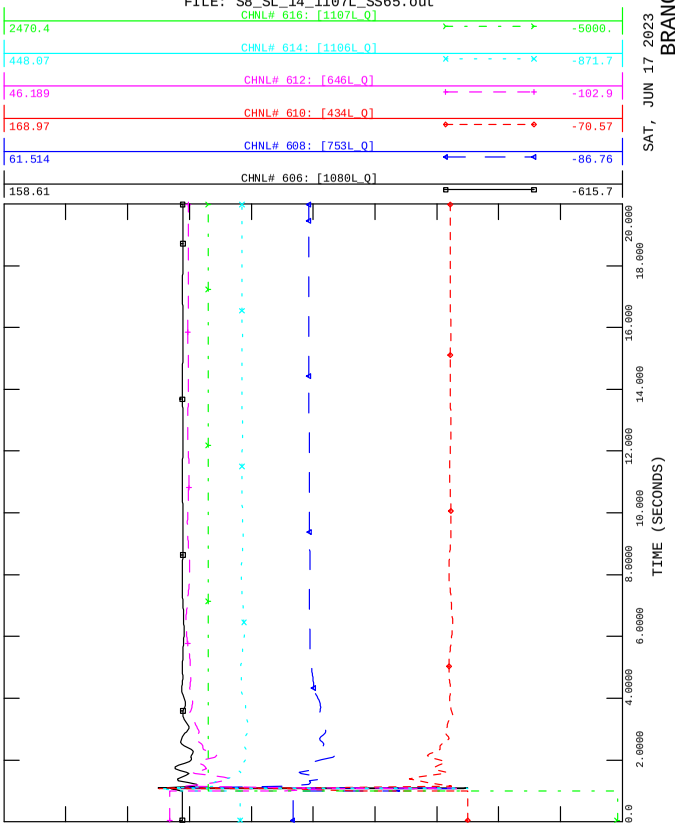
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

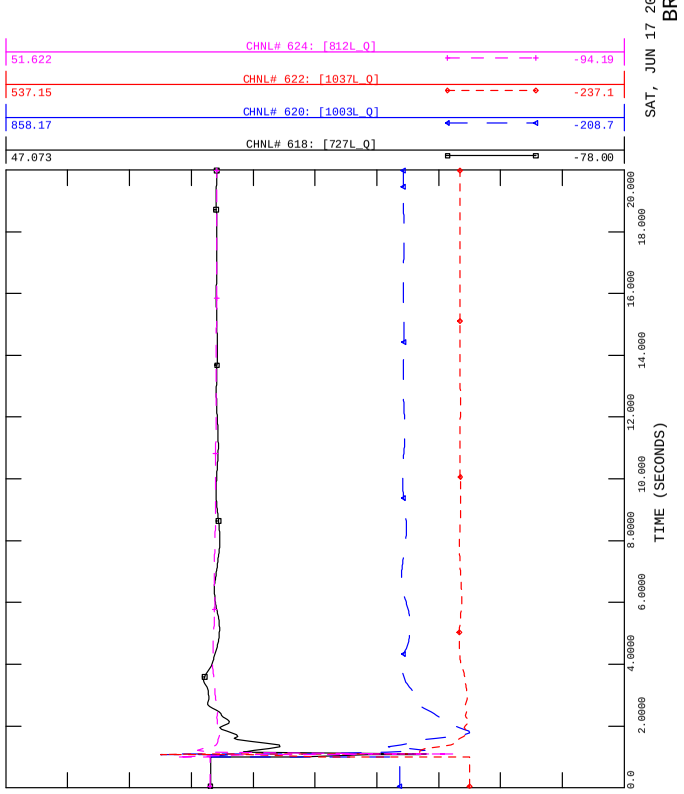
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
140.08 1.2903

CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
77.895 -35.63

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
110.63 -2.001

CHNL# 4: [ANGL 3187[CECST 13.200]2]
99.473 -12.37

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
118.05 2.4734

CHNL# 1: [ANGL 773[SECST 20.000]1]
118.42 3.6562

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1313 0.03970

CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0173 -0.1566

CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0176 -0.1578

CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.49830 -0.2177

CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.53240 -0.2667

CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.54040 -0.0171

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_14_1107L_SS65

FILE: S8_SL_14_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 630: [1109L Q]
159.01 -618.2

CHNL# 628: [985L Q]
868.36 -210.8

CHNL# 626: [1038L Q]
537.67 -237.5

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.55860 -0.0382

CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1972 0.45250

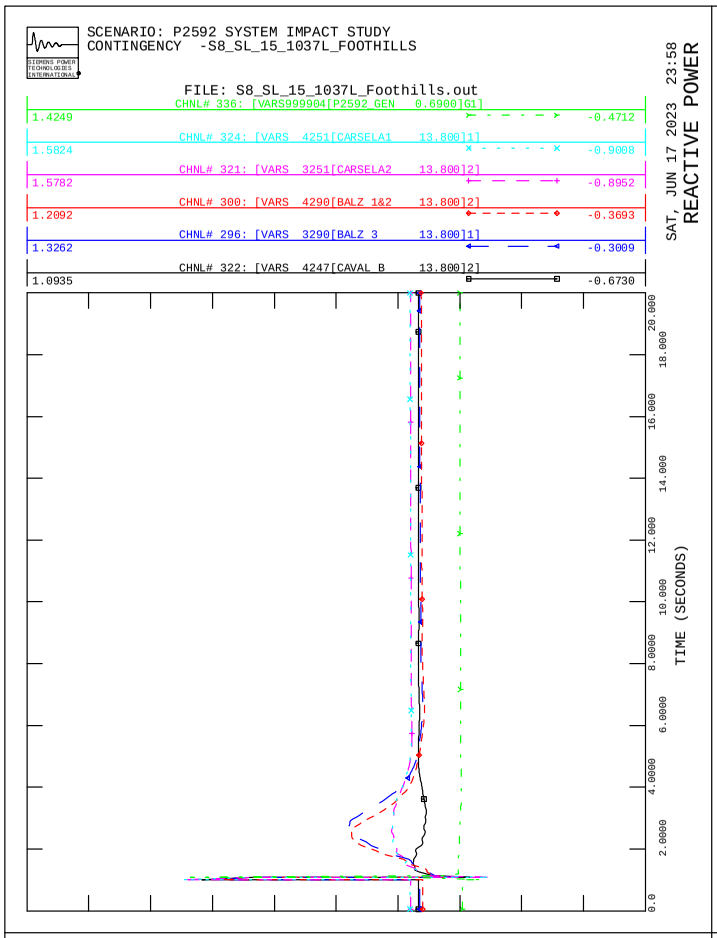
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.97430 0.19480

CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.3312 1.0543

CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.3312 1.0543

CHNL# 195: [POWR 773[SECST 20.000]1]
3.0980 1.6653

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS
FILE: S8_SL_15_1037L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.4249 -0.4712
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5824 -0.9008
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5782 -0.8952
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.2092 -0.3693
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.3262 -0.3009
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.0935 -0.6730
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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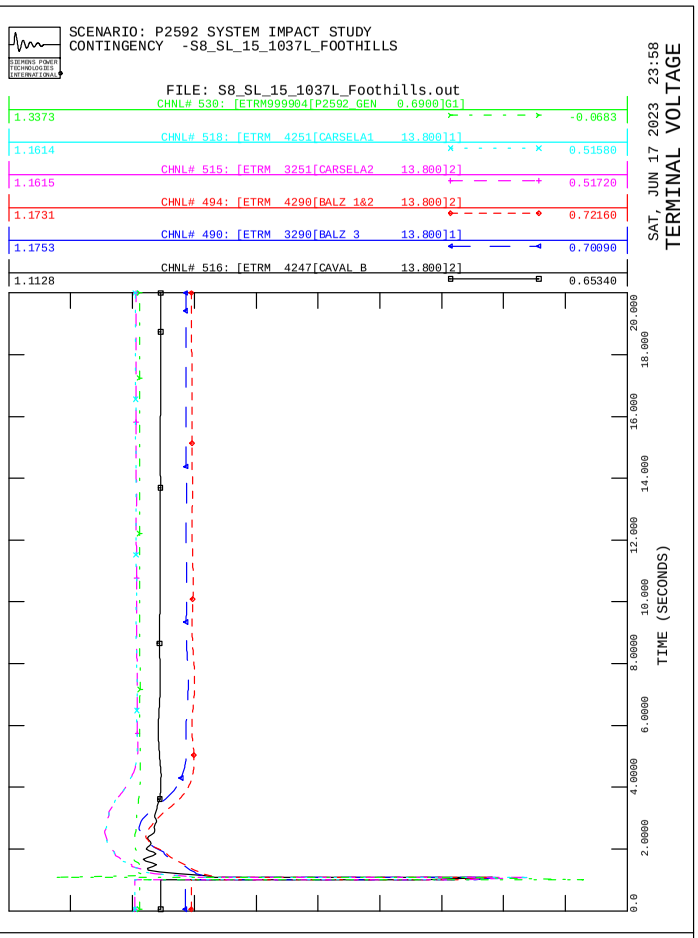
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS
FILE: S8_SL_15_1037L_Foothills.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.3373 -0.0683
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1614 0.51580
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1615 0.51720
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1731 0.72160
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1753 0.70090
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1128 0.65340
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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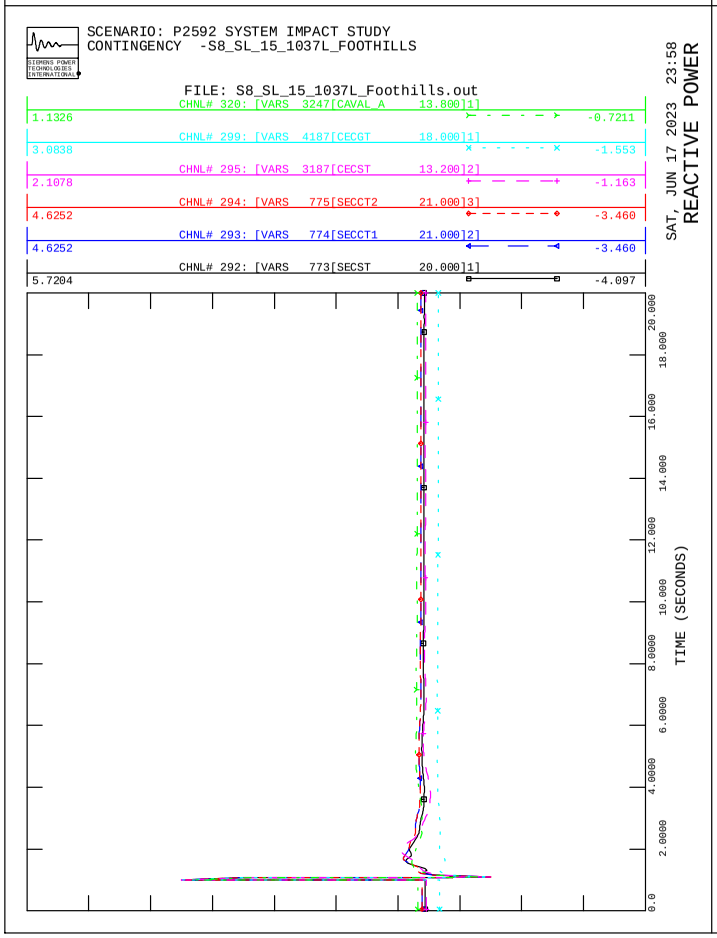
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS
FILE: S8_SL_15_1037L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.1326 -0.7211
CHNL# 299: [VARS 4187[CECGT 18.000]1]
3.0838 -1.553
CHNL# 295: [VARS 3187[CECST 13.200]2]
2.1078 -1.163
CHNL# 294: [VARS 775[SECCT2 21.000]3]
4.6252 -3.460
CHNL# 293: [VARS 774[SECCT1 21.000]2]
4.6252 -3.460
CHNL# 292: [VARS 773[SECST 20.000]1]
5.7204 -4.097
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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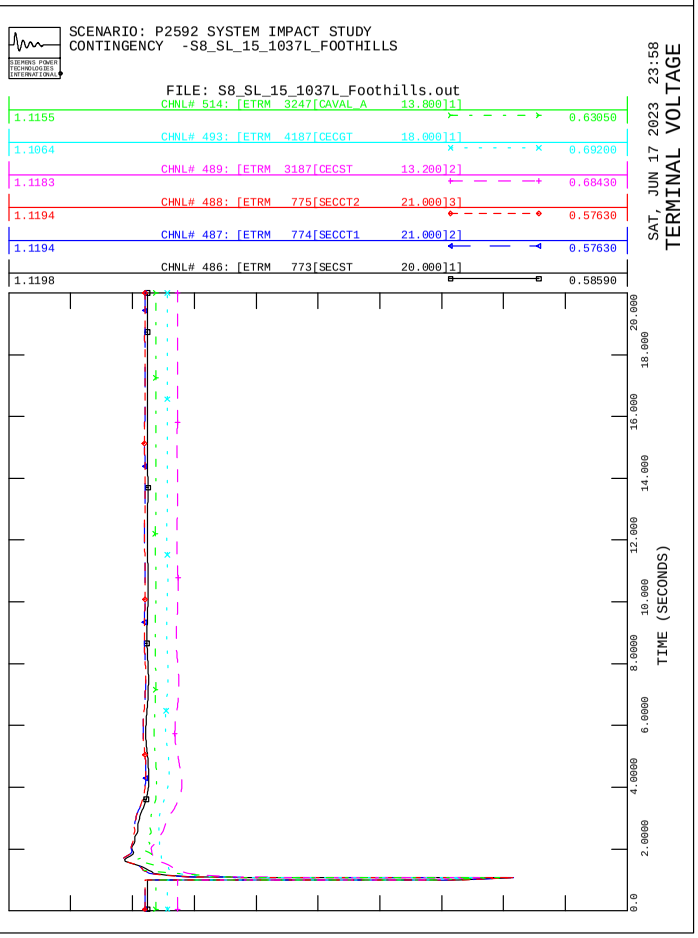
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS
FILE: S8_SL_15_1037L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1155 0.63050
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1064 0.69200
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1183 0.68430
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1194 0.57630
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1194 0.57630
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1198 0.58590
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

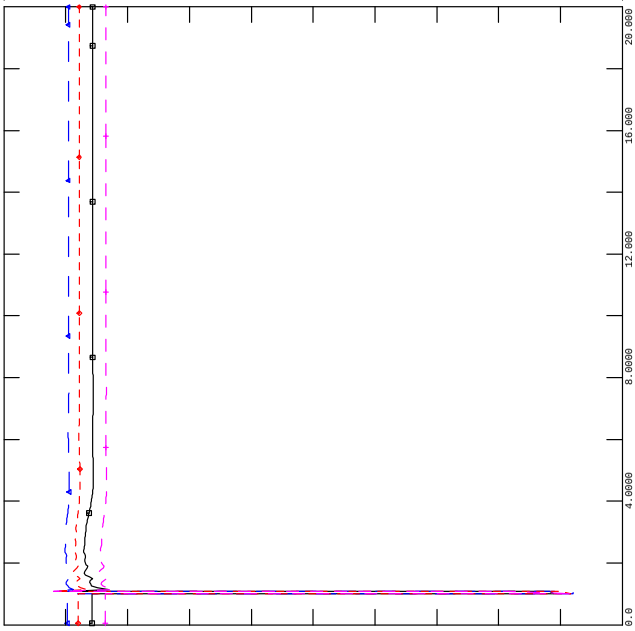
BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2298 -0.0123

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1544 -0.0379

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1739 -0.0859

CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1475 0.24300



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 616: [1107L Q]
114.38 -285.1

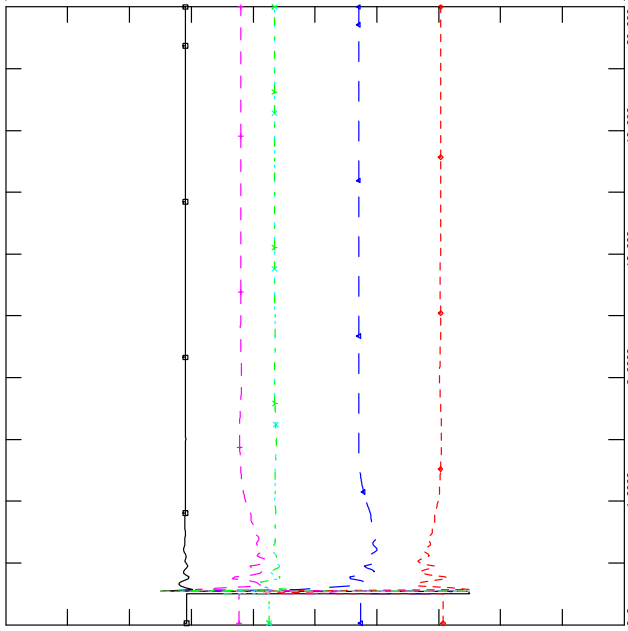
CHNL# 614: [1106L Q]
114.28 -285.2

CHNL# 612: [646L Q]
55.249 -74.89

CHNL# 610: [434L Q]
123.42 -66.28

CHNL# 608: [753L Q]
75.165 -69.34

CHNL# 606: [1080L Q]
325.39 -1008.



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1373 0.28260

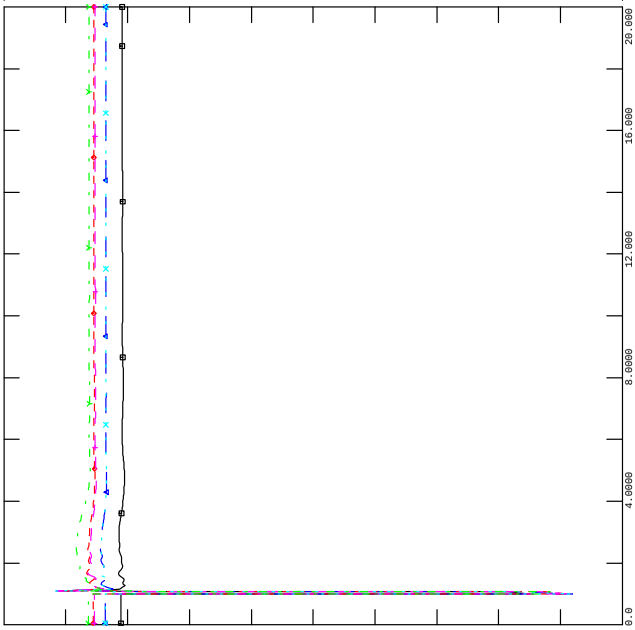
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2283 -0.0123

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1790 0.02810

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1722 0.05440

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2273 -0.0126

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1787 0.51850



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L P]
631.41 -209.8

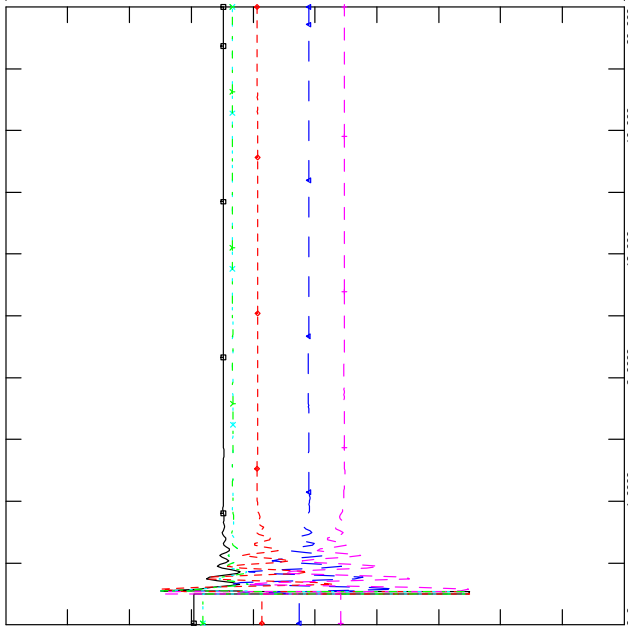
CHNL# 613: [1106L P]
631.54 -209.9

CHNL# 611: [646L P]
40.467 -118.1

CHNL# 609: [434L P]
168.83 -53.54

CHNL# 607: [753L P]
48.011 -61.46

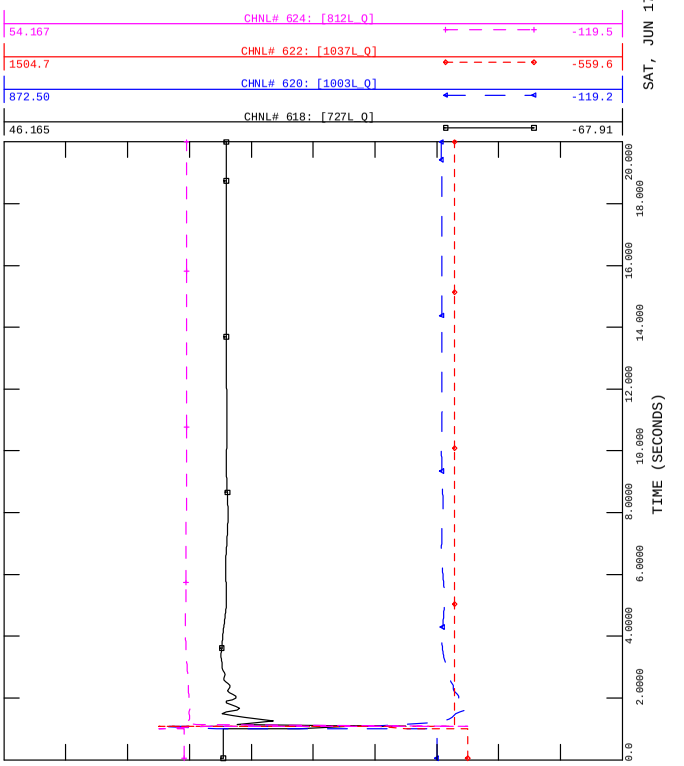
CHNL# 605: [1080L P]
463.52 -268.7



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

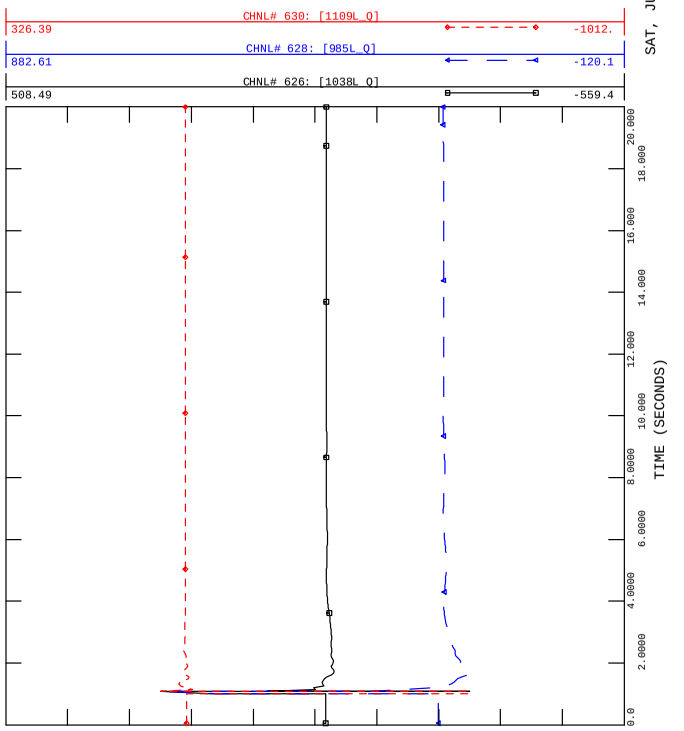
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

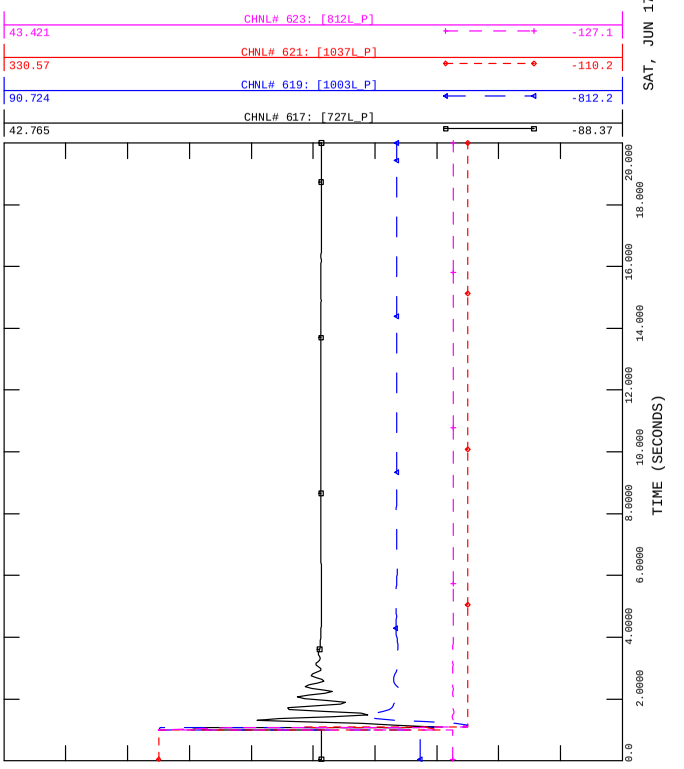
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

FILE: S8_SL_15_1037L_Foothills.out

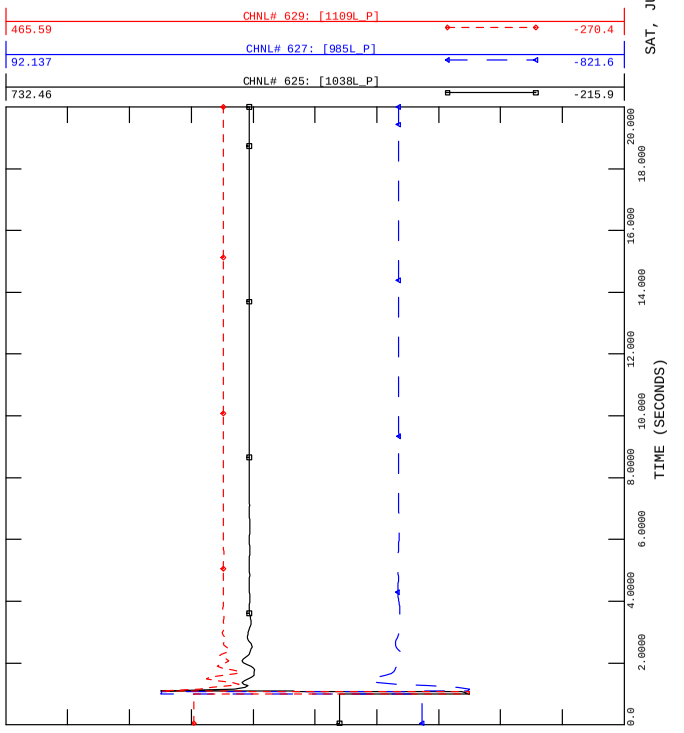
SAT, JUN 17 2023 23:58 BRANCH P

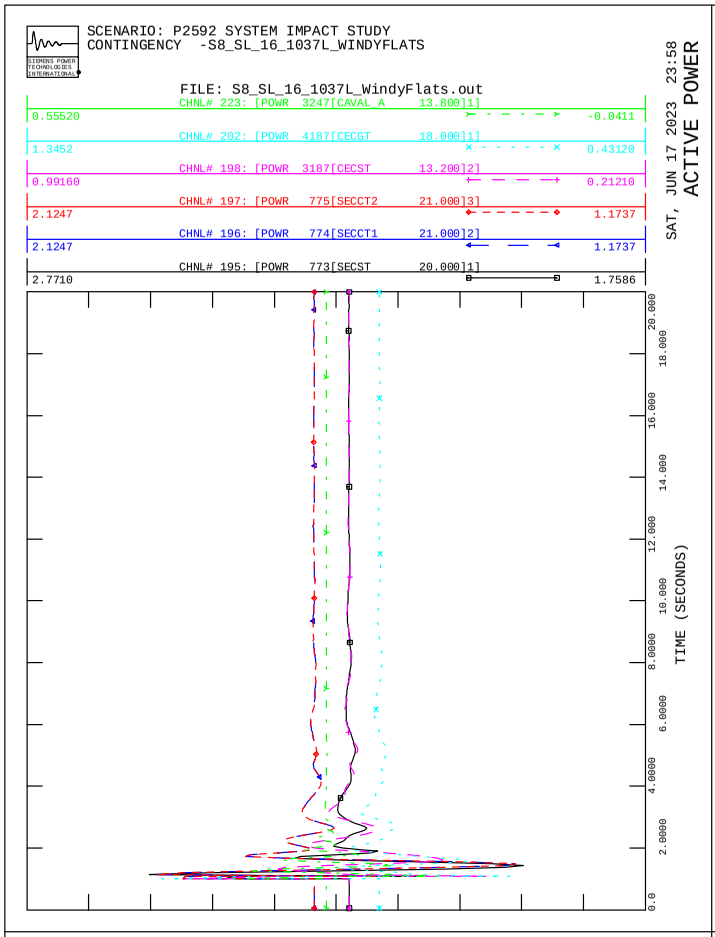


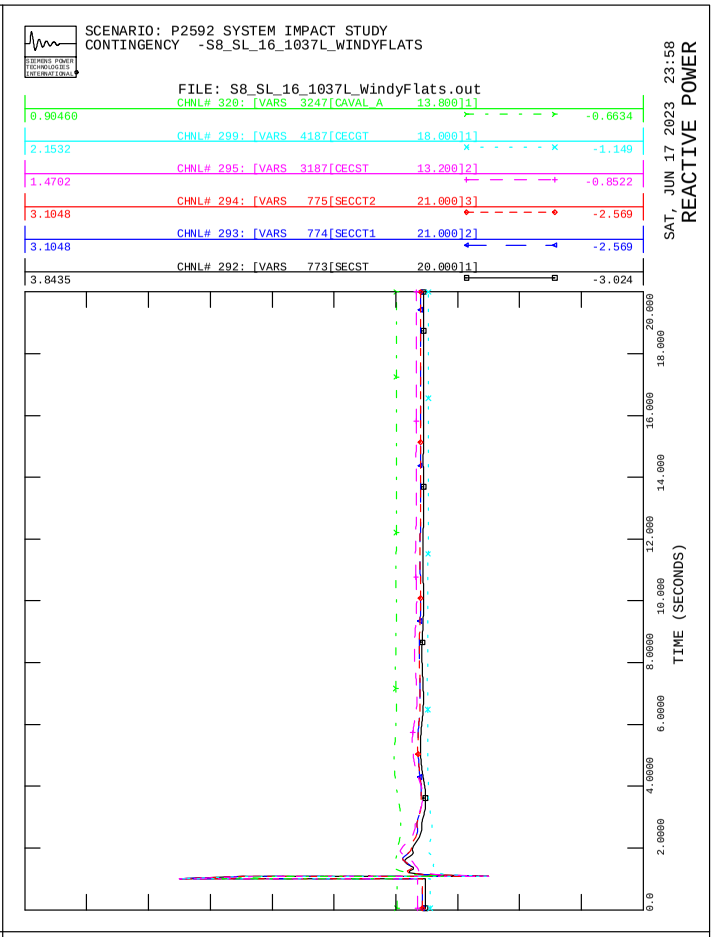
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_15_1037L_FOOTHILLS

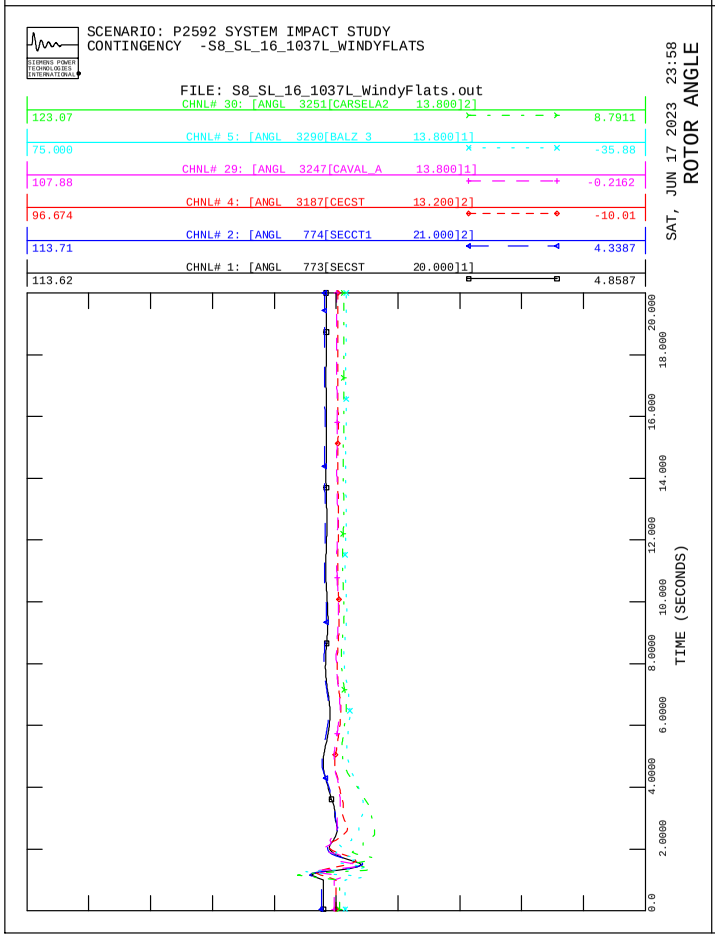
FILE: S8_SL_15_1037L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS
FILE: S8_SL_16_1037L_WindyFlats.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.55520 -0.0411
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.3452 0.43120
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.99160 0.21210
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.1247 1.1737
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.1247 1.1737
CHNL# 195: [POWR 773[SECST 20.000]1]
2.7710 1.7586
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS
FILE: S8_SL_16_1037L_WindyFlats.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
0.90460 -0.6634
CHNL# 299: [VARS 4187[CECGT 18.000]1]
2.1532 -1.149
CHNL# 295: [VARS 3187[CECST 13.200]2]
1.4702 -0.8522
CHNL# 294: [VARS 775[SECCT2 21.000]3]
3.1048 -2.569
CHNL# 293: [VARS 774[SECCT1 21.000]2]
3.1048 -2.569
CHNL# 292: [VARS 773[SECST 20.000]1]
3.8435 -3.024
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS
FILE: S8_SL_16_1037L_WindyFlats.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
123.07 8.7911
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
75.000 -35.88
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
107.88 -0.2162
CHNL# 4: [ANGL 3187[CECST 13.200]2]
96.674 -10.01
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
113.71 4.3387
CHNL# 1: [ANGL 773[SECST 20.000]1]
113.62 4.8587
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
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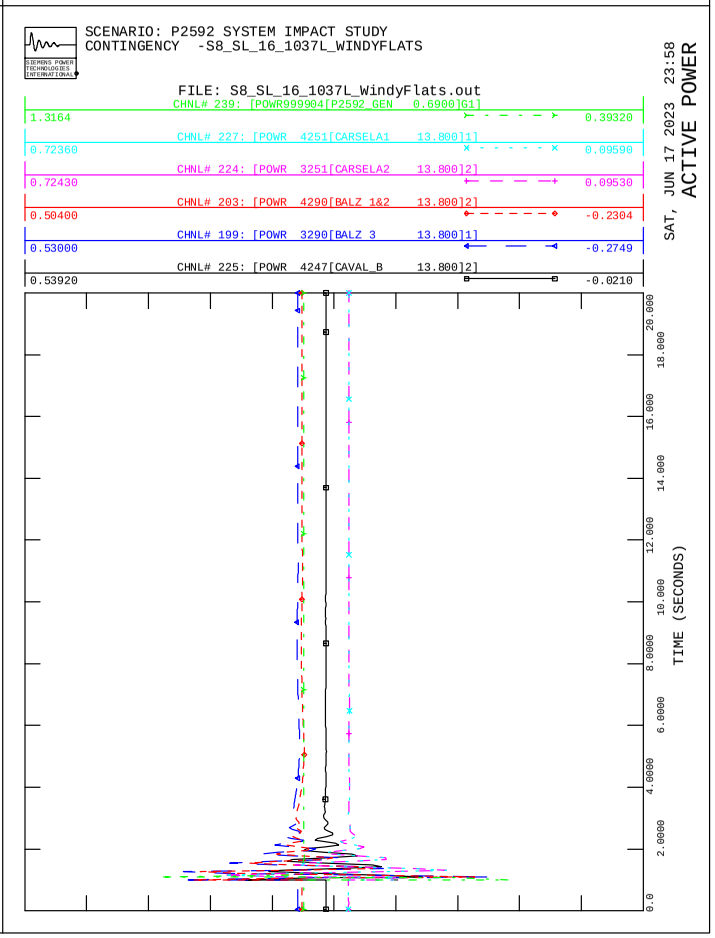
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS
FILE: S8_SL_16_1037L_WindyFlats.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.3164 0.39320
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.72360 0.09590
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.72430 0.09530
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.50400 -0.2304
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.53000 -0.2749
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.53920 -0.0210
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
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20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

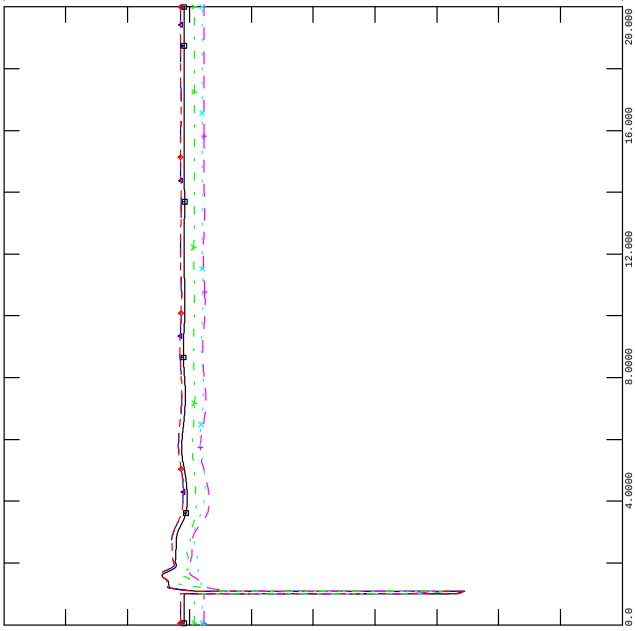
FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 1.1091 0.75490
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 1.1045 0.77900
CHNL# 489: [ETRM 3187[CECST 13.200]2] 1.1083 0.77360
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 1.1134 0.71670
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 1.1134 0.71670
CHNL# 486: [ETRM 773[SECST 20.000]1] 1.1142 0.72240

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

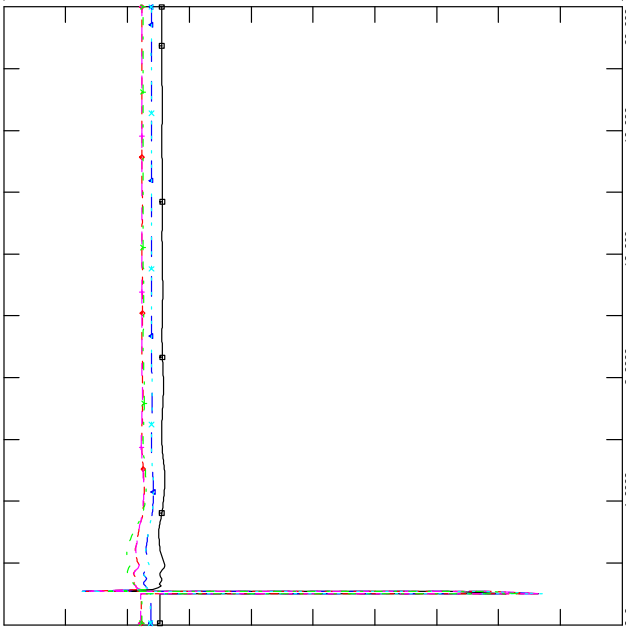
FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]] 1.1524 0.56420
CHNL# 598: [VOLT 243 [HARTELL7 138.00]] 1.2117 0.42470
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]] 1.1795 0.41570
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]] 1.1774 0.42710
CHNL# 595: [VOLT 238 [BLACK D7 138.00]] 1.2108 0.42380
CHNL# 594: [VOLT 159 [LANGDON4 240.00]] 1.1884 0.65640

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

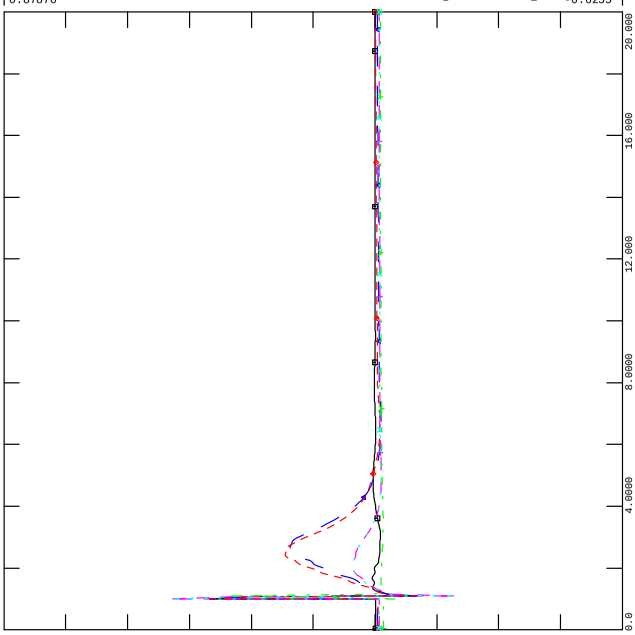
FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] 0.93170 -0.4409
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] 1.1740 -0.6887
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] 1.1722 -0.6869
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] 1.0558 -0.3602
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] 1.1709 -0.2831
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] 0.87870 -0.6255

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

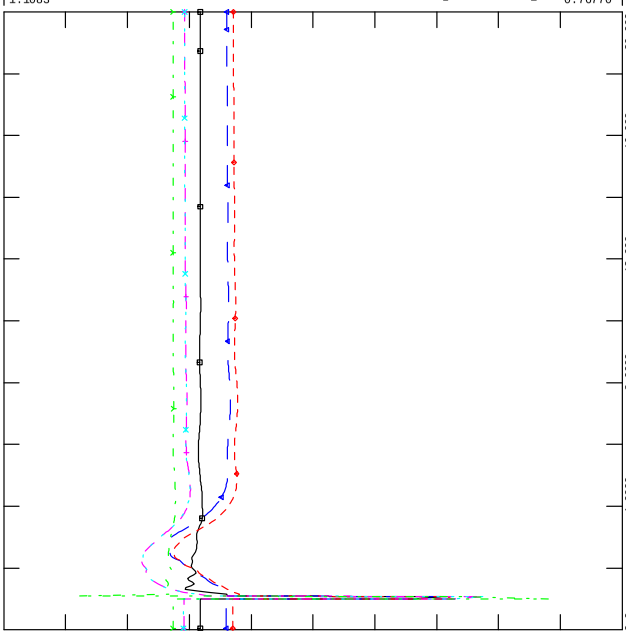
FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1] 1.2683 0.43350
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 1.1602 0.71170
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 1.1603 0.71240
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 1.1743 0.81130
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 1.1773 0.79530
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2] 1.1083 0.76770

TIME (SECONDS)



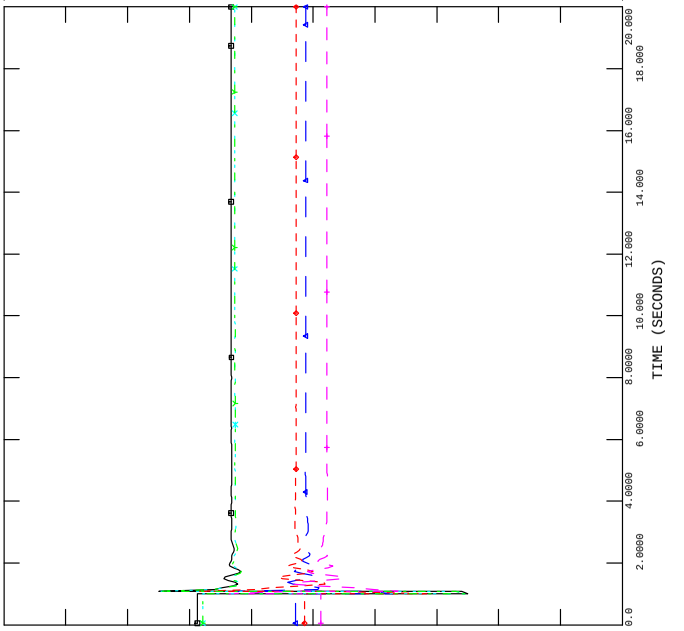
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 615: [1107L_P] 614.89 -166.3
CHNL# 613: [1106L_P] 615.05 -166.5
CHNL# 611: [646L_P] 11.192 -99.30
CHNL# 609: [434L_P] 138.80 11.167
CHNL# 607: [753L_P] 46.852 -60.87
CHNL# 605: [1080L_P] 438.75 -194.1

TIME (SECONDS)



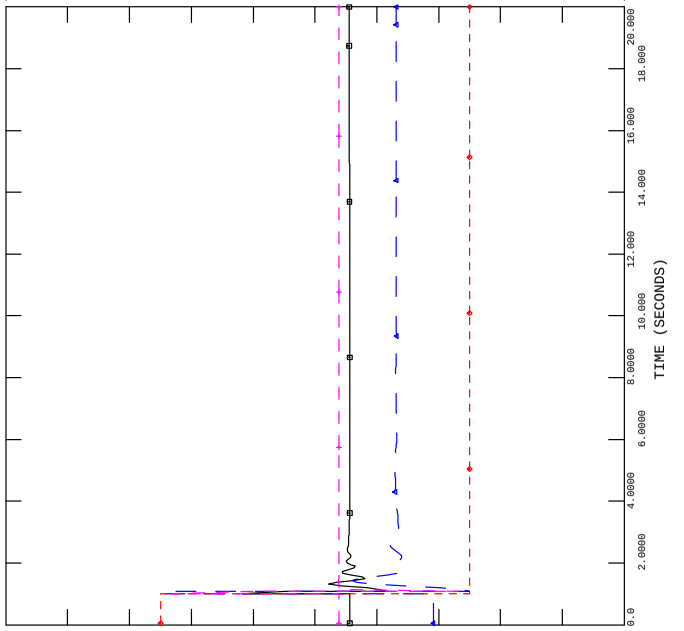
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 623: [812L_P] -0.1971 -149.0
CHNL# 621: [1037L_P] 333.69 -111.2
CHNL# 619: [1003L_P] -124.5 -692.3
CHNL# 617: [727L_P] 33.568 -71.06

TIME (SECONDS)



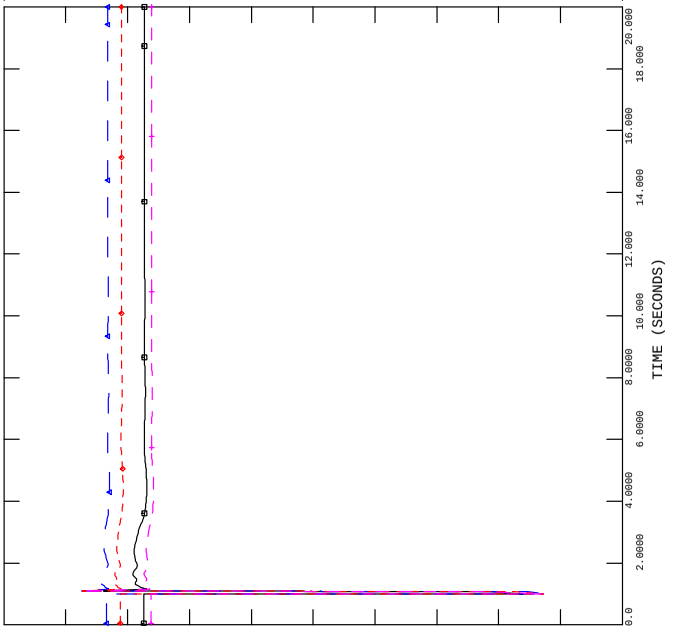
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]] 1.2131 0.42580
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]] 1.1587 0.37200
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]] 1.1789 0.36770
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]] 1.1593 0.53650

TIME (SECONDS)



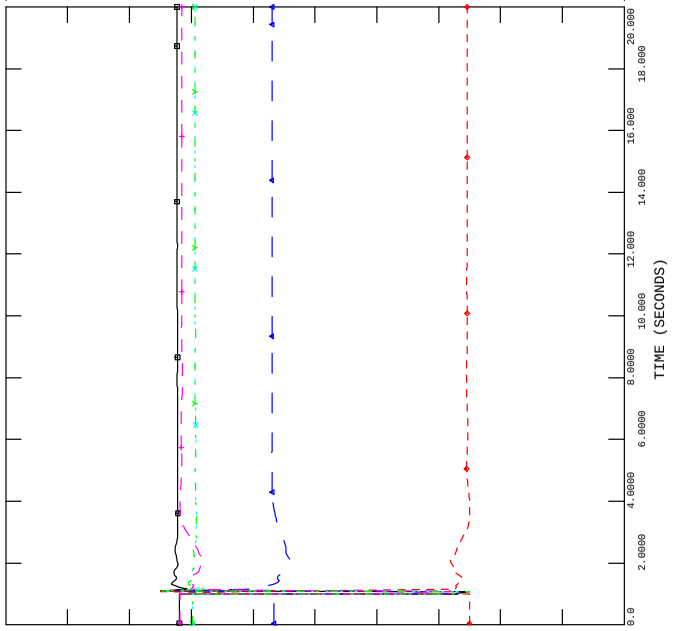
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 616: [1107L_Q] 186.90 -617.3
CHNL# 614: [1106L_Q] 186.81 -617.4
CHNL# 612: [646L_Q] 46.291 -95.97
CHNL# 610: [434L_Q] 140.88 -61.36
CHNL# 608: [753L_Q] 56.681 -91.91
CHNL# 606: [1080L_Q] 213.68 -778.7

TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P]
440.64 -195.3
CHNL# 627: [985L P]
-125.7 -700.2
CHNL# 625: [1038L P]
774.75 -256.4

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS

FILE: S8_SL_17_1038L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
140.08 1.2906
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
77.894 -35.63
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
110.63 -2.001
CHNL# 4: [ANGL 3187[CECST 13.200]2]
99.472 -12.37
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
118.05 2.4738
CHNL# 1: [ANGL 773[SECST 20.000]1]
118.42 3.6567

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 624: [812L Q]
48.534 -65.96
CHNL# 622: [1037L Q]
40.000 -83.75
CHNL# 620: [1003L Q]
689.35 -46.70
CHNL# 618: [727L Q]
46.358 -88.48

TIME (SECONDS)

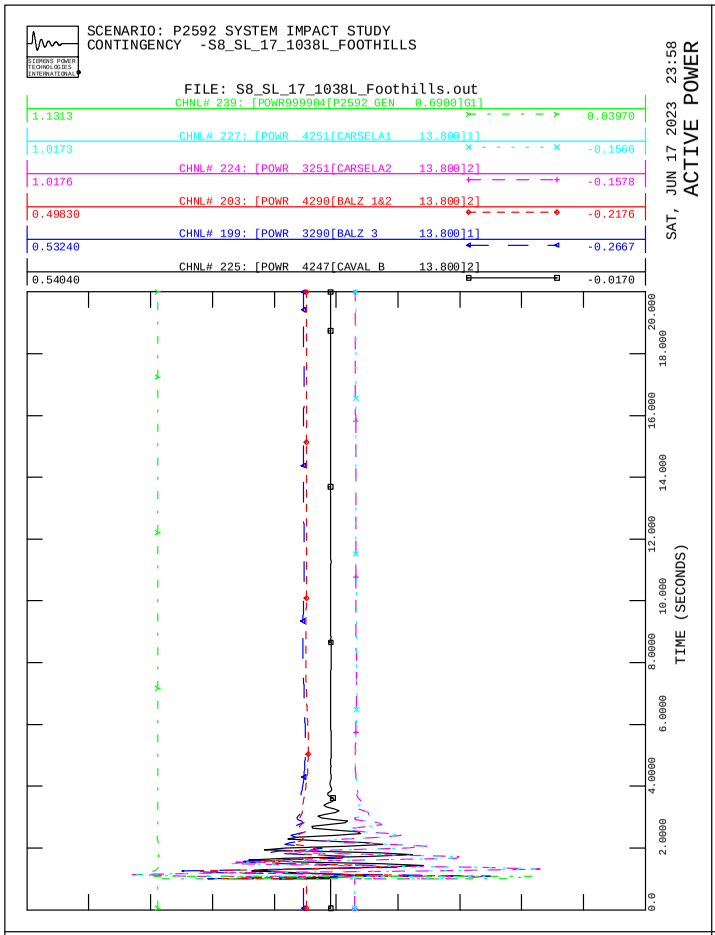
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_16_1037L_WINDYFLATS

FILE: S8_SL_16_1037L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q]
214.25 -781.7
CHNL# 628: [985L Q]
697.62 -46.87
CHNL# 626: [1038L Q]
496.39 -241.7

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1313
0.03970
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0173
-0.1566
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0176
-0.1578
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.49830
-0.2176
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.53240
-0.2667
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.54040
-0.0170
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
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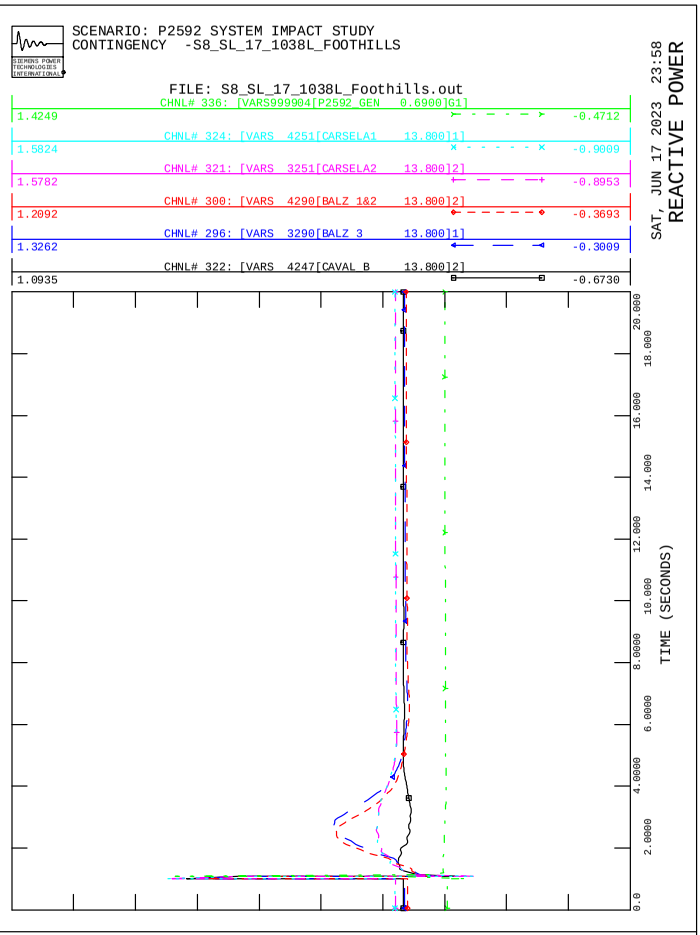
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.4249
-0.4712
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5824
-0.9009
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5782
-0.8953
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.2092
-0.3693
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.3262
-0.3009
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.0935
-0.6730
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
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8.0000
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12.000
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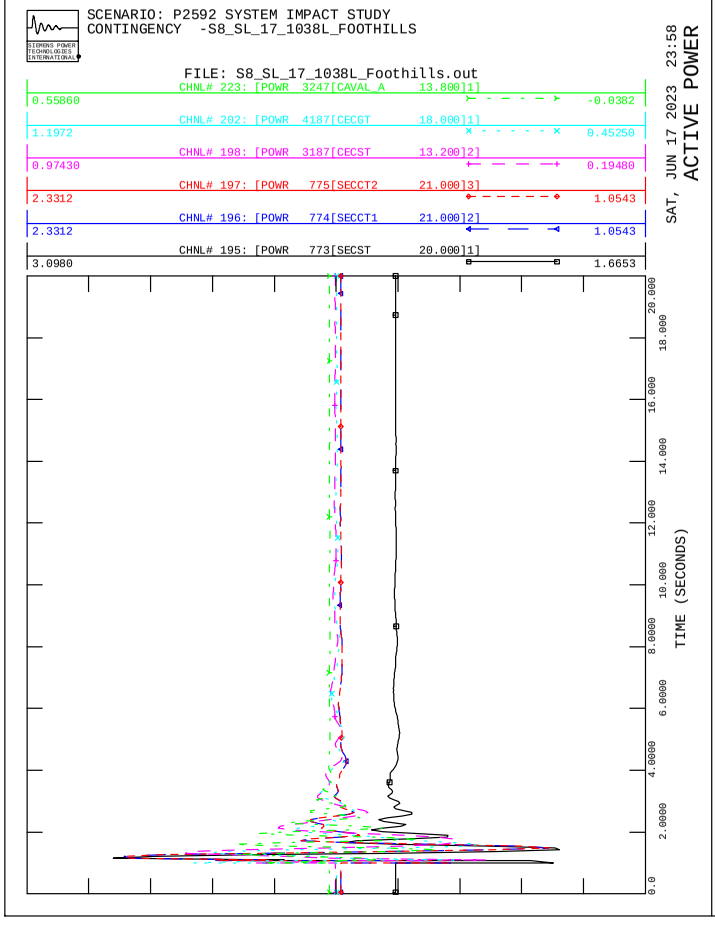
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.55860
-0.0382
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1972
0.45250
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.97430
0.19480
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.3312
1.0543
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.3312
1.0543
CHNL# 195: [POWR 773[SECST 20.000]1]
3.0980
1.6653
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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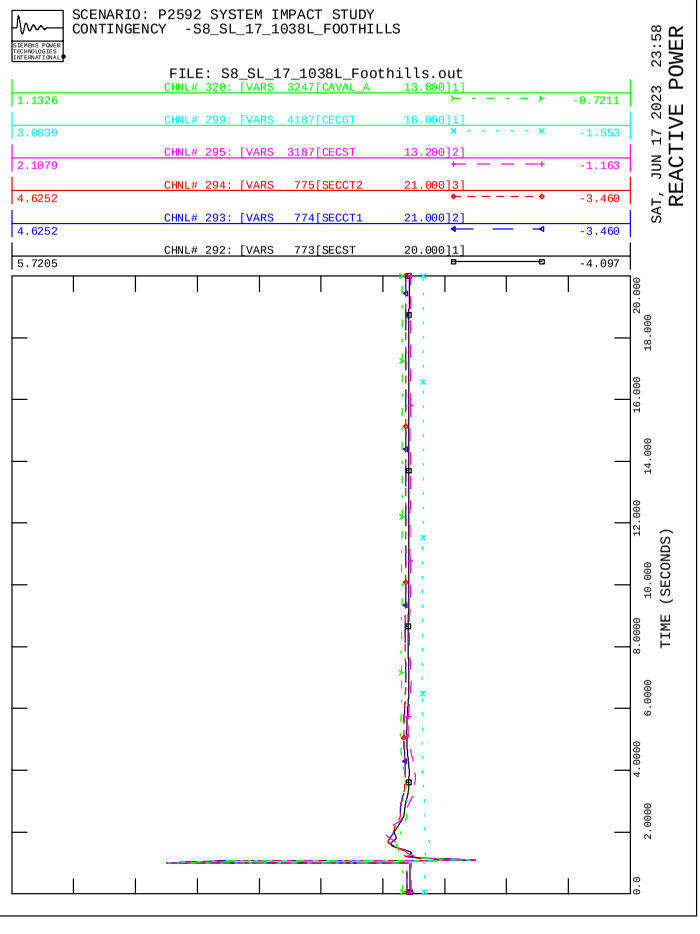
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.1326
-0.7211
CHNL# 299: [VARS 4187[CECGT 18.000]1]
3.0839
-1.553
CHNL# 295: [VARS 3187[CECST 13.200]2]
2.1079
-1.163
CHNL# 294: [VARS 775[SECCT2 21.000]3]
4.6252
-3.460
CHNL# 293: [VARS 774[SECCT1 21.000]2]
4.6252
-3.460
CHNL# 292: [VARS 773[SECST 20.000]1]
5.7205
-4.097
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
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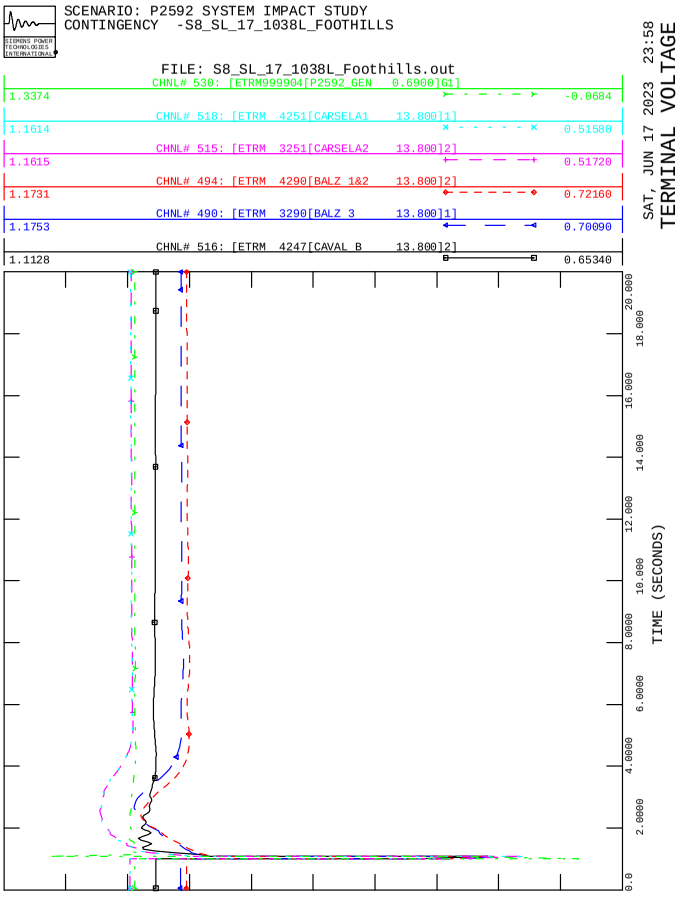
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.3374 -0.0684
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1614 0.51580
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1615 0.51720
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1731 0.72160
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1753 0.70090
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1128 0.65340
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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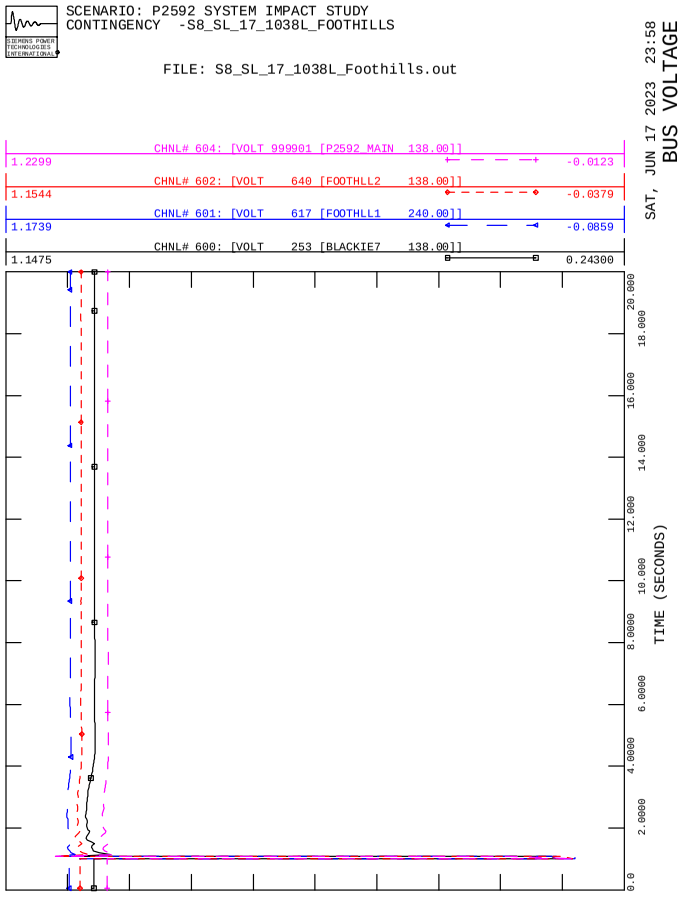
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2299 -0.0123
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1544 -0.0379
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1739 -0.0859
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1475 0.24300
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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2.0000
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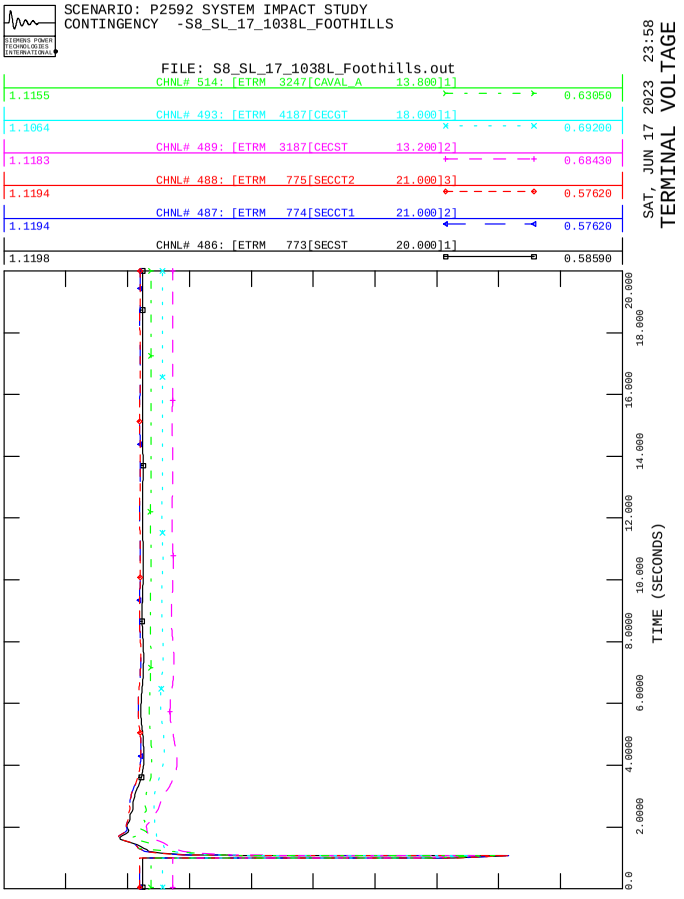
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1155 0.63050
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1064 0.69200
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1183 0.68430
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1194 0.57620
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1194 0.57620
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1198 0.58590
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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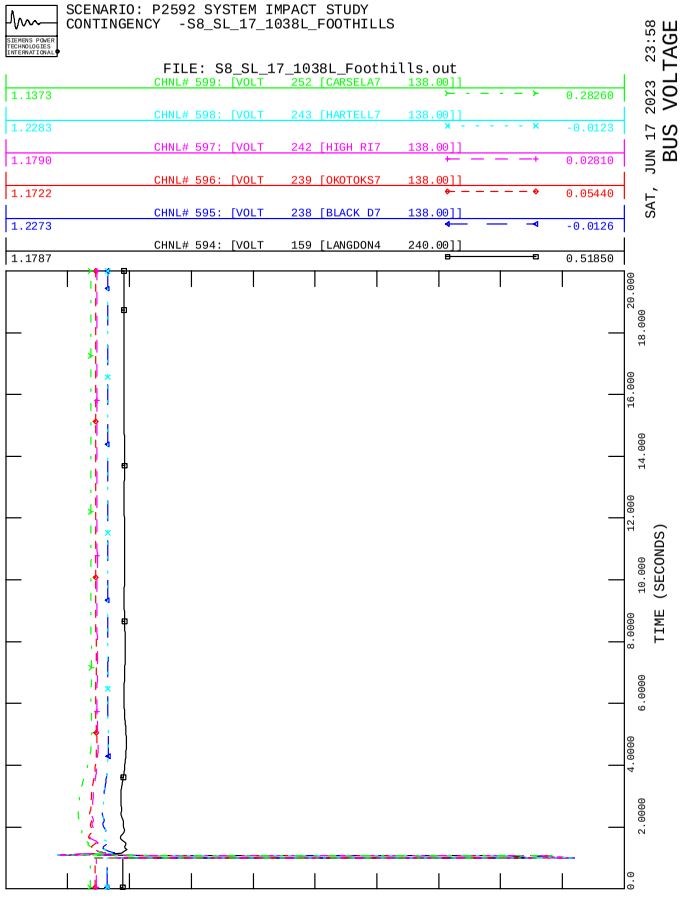
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1373 0.28260
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2283 -0.0123
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1790 0.02810
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1722 0.05440
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2273 -0.0126
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1787 0.51850
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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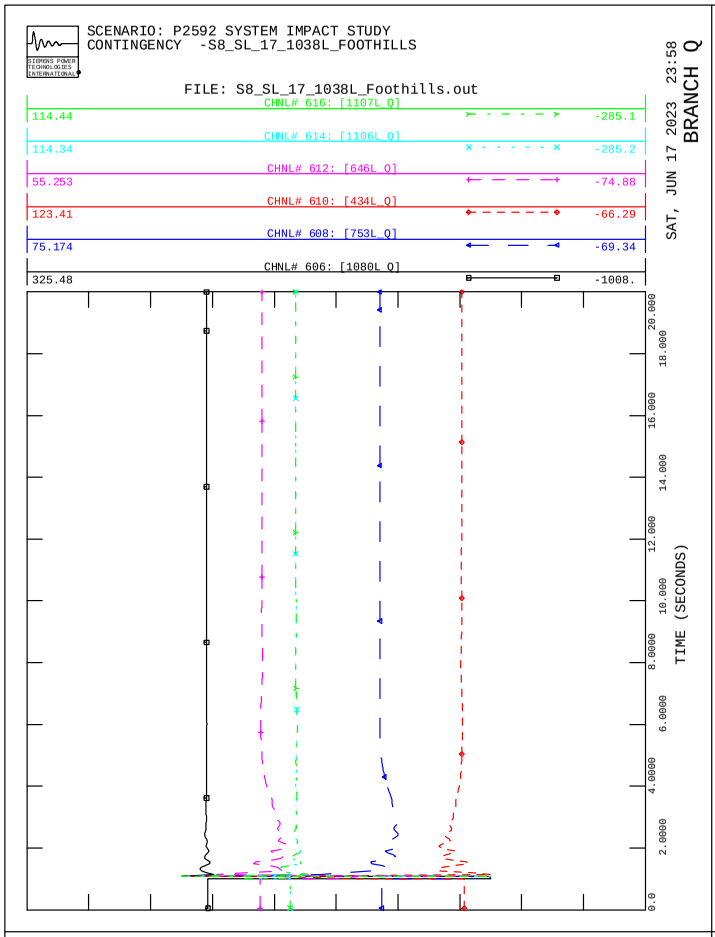
SCENARIO: P2592 SYSTEM IMPACT STUDY
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FILE: S8_SL_17_1038L_Foothills.out
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-285.1
CHNL# 614: [1106L Q]
114.34
-285.2
CHNL# 612: [646L Q]
55.253
-74.88
CHNL# 610: [434L Q]
123.41
-66.29
CHNL# 608: [753L Q]
75.174
-69.34
CHNL# 606: [1080L Q]
325.48
-1008.
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
8.0000
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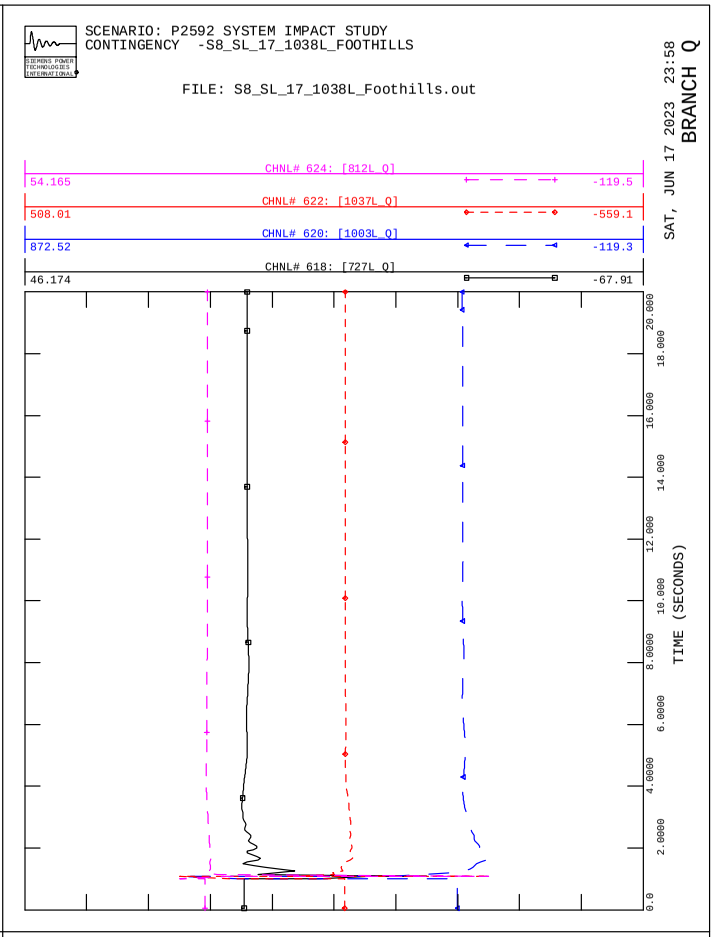
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
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FILE: S8_SL_17_1038L_Foothills.out
CHNL# 624: [812L Q]
54.165
-119.5
CHNL# 622: [1037L Q]
508.01
-559.1
CHNL# 620: [1003L Q]
872.52
-119.3
CHNL# 618: [727L Q]
46.174
-67.91
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
6.0000
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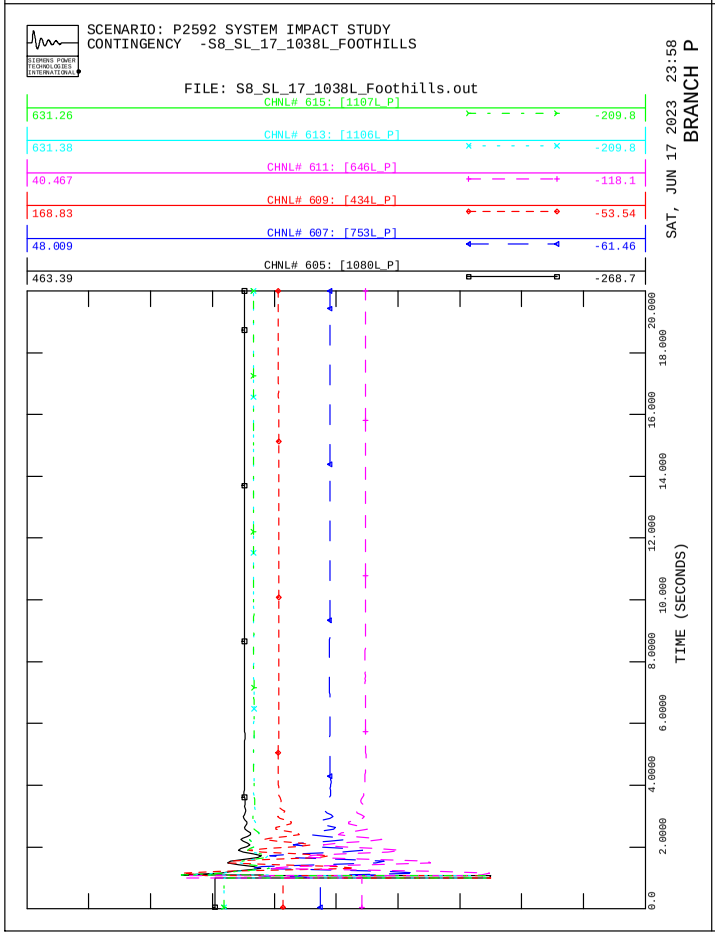
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FILE: S8_SL_17_1038L_Foothills.out
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-209.8
CHNL# 613: [1106L P]
631.38
-209.8
CHNL# 611: [646L P]
40.467
-118.1
CHNL# 609: [434L P]
168.83
-53.54
CHNL# 607: [753L P]
48.009
-61.46
CHNL# 605: [1080L P]
463.39
-268.7
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
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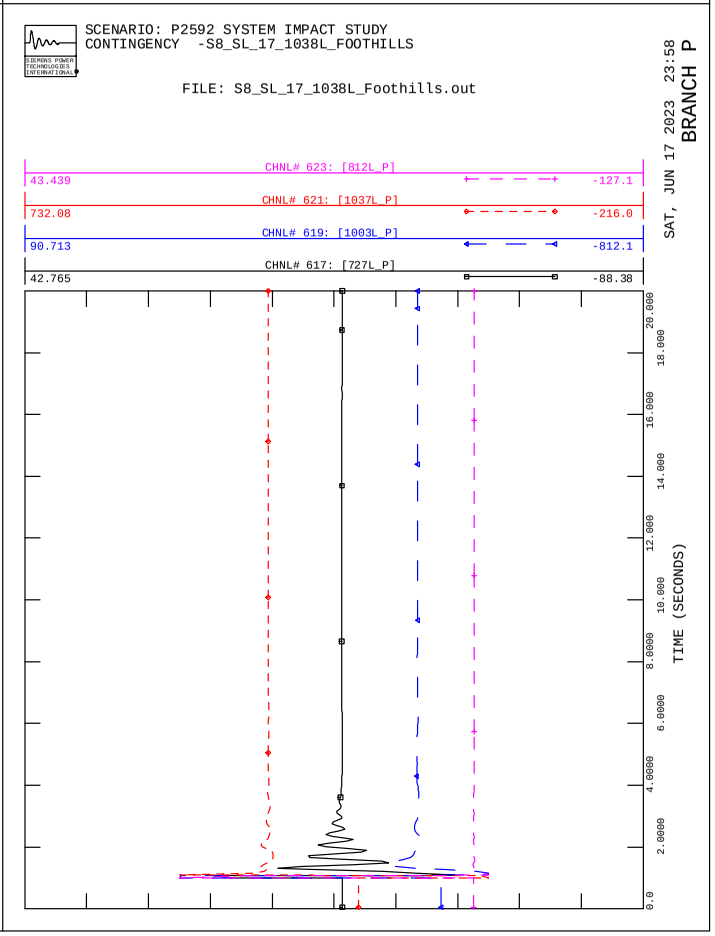
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
CHNL# 623: [812L P]
43.439
-127.1
CHNL# 621: [1037L P]
732.08
-216.0
CHNL# 619: [1003L P]
90.713
-812.1
CHNL# 617: [727L P]
42.765
-88.38
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
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8.0000
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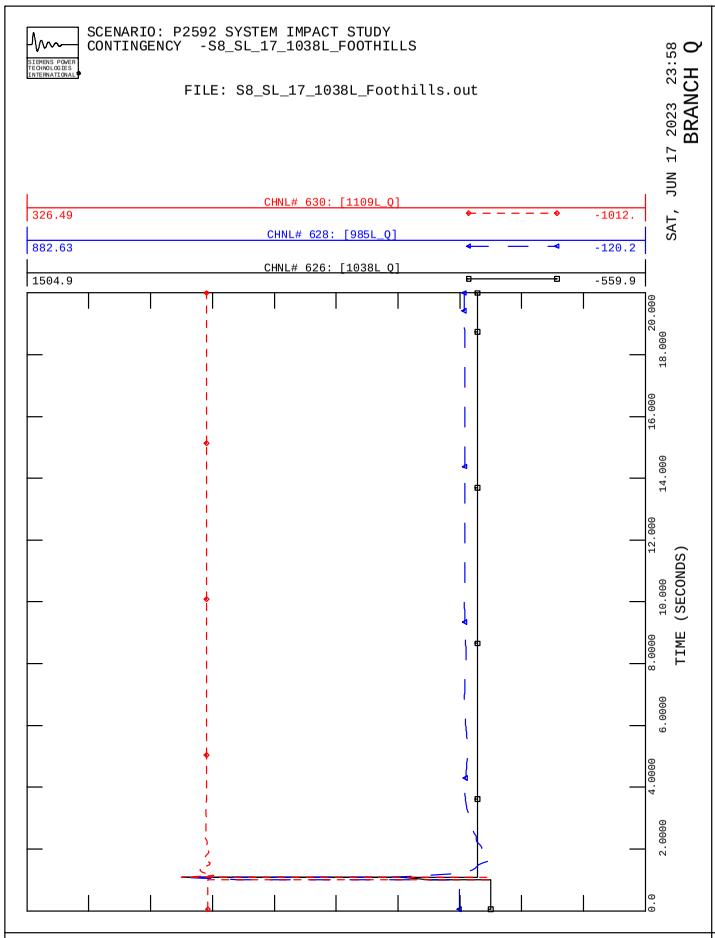
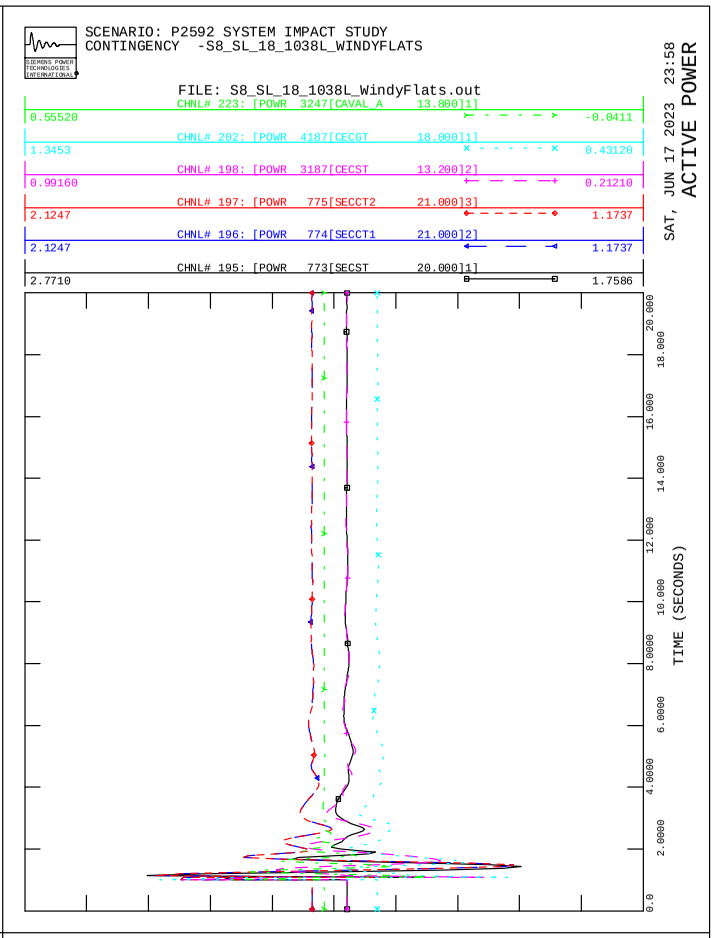
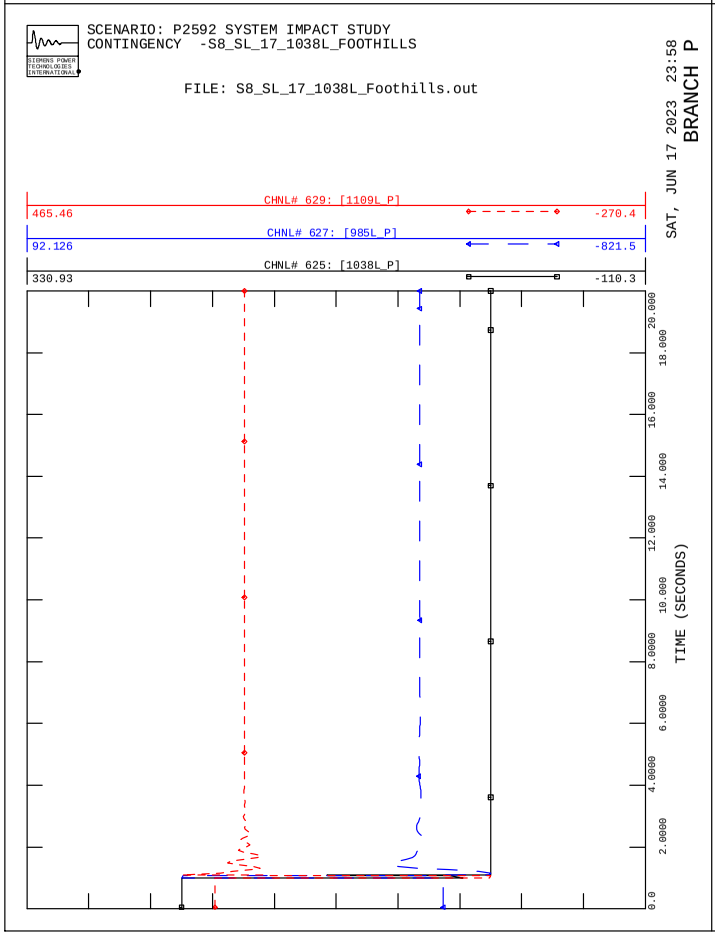
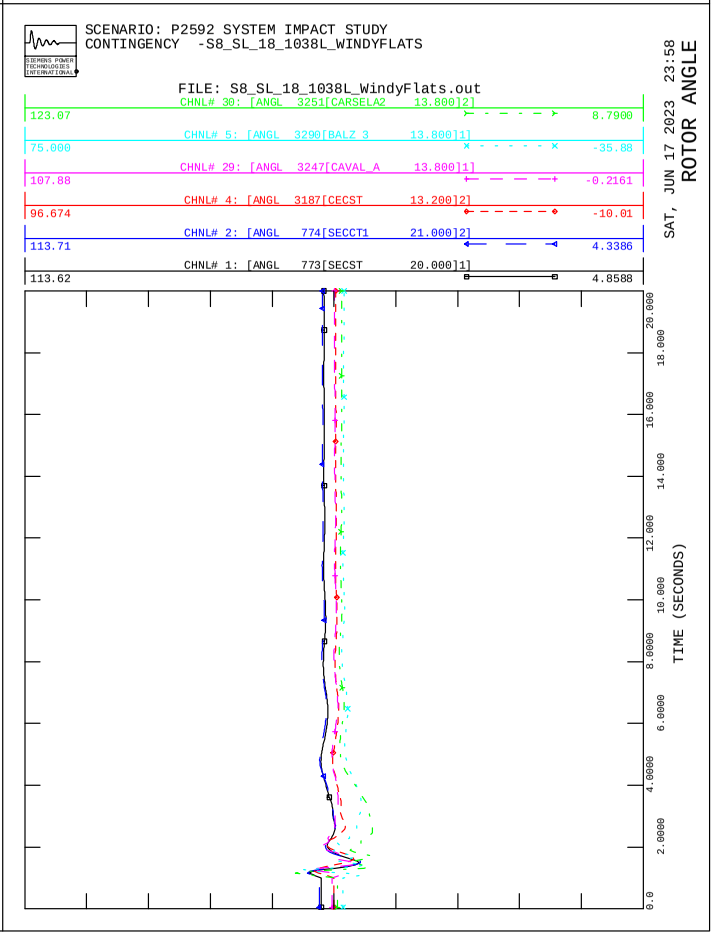
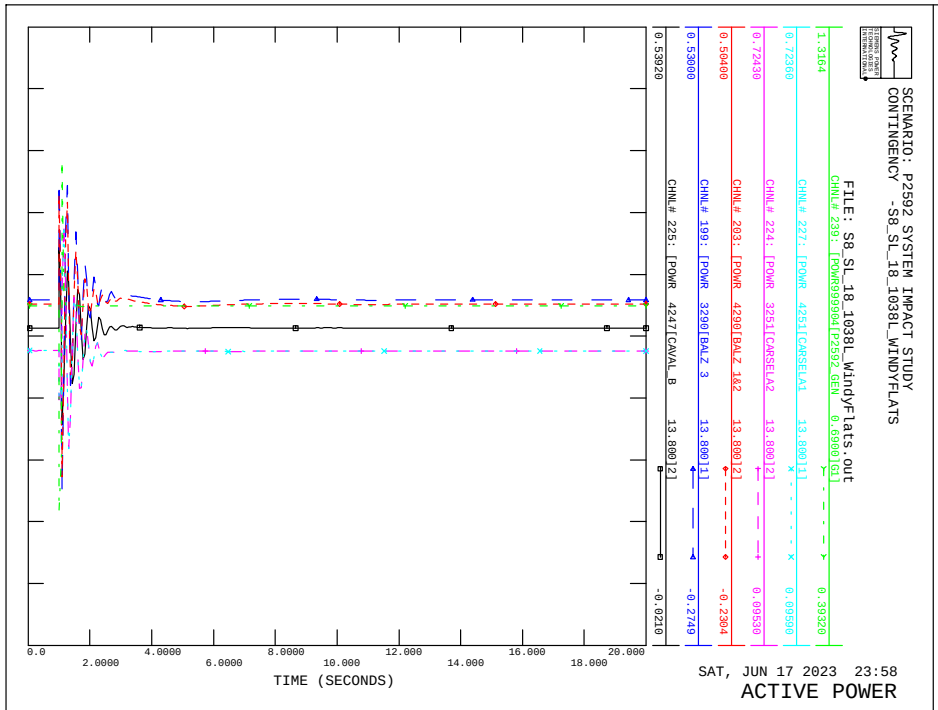
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 630: [1109L Q]
326.49
-1012.
CHNL# 628: [985L Q]
882.63
-120.2
CHNL# 626: [1038L Q]
1504.9
-559.9
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
SAT, JUN 17 2023 23:58
ACTIVE POWER
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.55520
-0.0411
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.3453
0.43120
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.99160
0.21210
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.1247
1.1737
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.1247
1.1737
CHNL# 195: [POWR 773[SECST 20.000]1]
2.7710
1.7586
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_17_1038L_FOOTHILLS
FILE: S8_SL_17_1038L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 629: [1109L P]
465.46
-270.4
CHNL# 627: [985L P]
92.126
-821.5
CHNL# 625: [1038L P]
330.93
-110.3
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
SAT, JUN 17 2023 23:58
ROTOR ANGLE
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
123.07
8.7900
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
75.000
-35.88
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
107.88
-0.2161
CHNL# 4: [ANGL 3187[CECST 13.200]2]
96.674
-10.01
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
113.71
4.3386
CHNL# 1: [ANGL 773[SECST 20.000]1]
113.62
4.8588
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900[G1]
CHNL# 227: [POWR 4251[CARSELA1 13.800[1]
CHNL# 224: [POWR 3251[CARSELA2 13.800[2]
CHNL# 203: [POWR 4290[BALZ 1&2 13.800[2]
CHNL# 199: [POWR 3290[BALZ 3 13.800[1]
CHNL# 225: [POWR 4247[CAVAL_B 13.800[2]
1.3164
0.72360
0.72430
0.50400
0.53000
0.53920
-0.0210
0.39320
0.09500
0.09530
-0.2304
-0.2749
0.0
2.0000
4.0000
6.0000
8.0000
10.000
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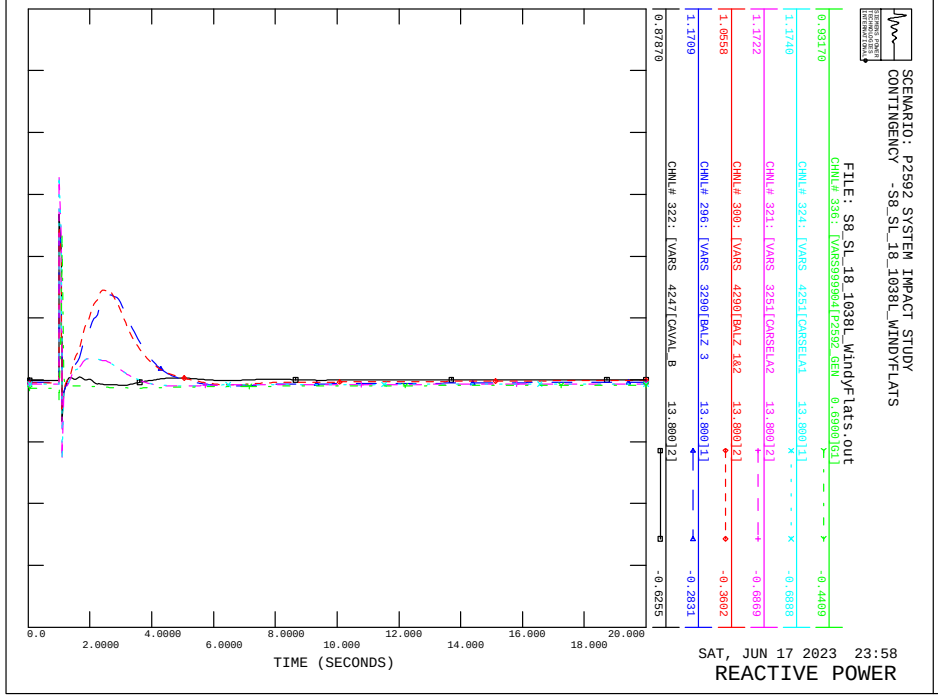
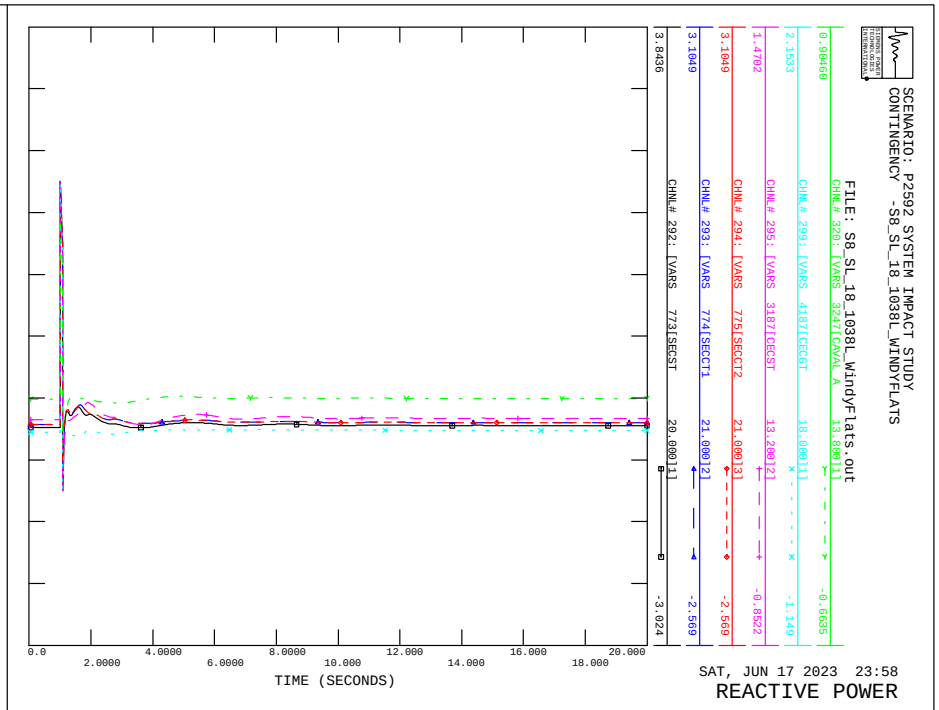
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900[G1]
CHNL# 324: [VARS 4251[CARSELA1 13.800[1]
CHNL# 321: [VARS 3251[CARSELA2 13.800[2]
CHNL# 300: [VARS 4290[BALZ 1&2 13.800[2]
CHNL# 296: [VARS 3290[BALZ 3 13.800[1]
CHNL# 322: [VARS 4247[CAVAL_B 13.800[2]
0.93170
1.1746
1.1722
1.0558
1.1709
0.87870
-0.6255
-0.4409
-0.6888
-0.6869
-0.3602
-0.2831
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800[1]
CHNL# 299: [VARS 4187[CEGGT 18.000[1]
CHNL# 295: [VARS 3187[CEGST 13.200[2]
CHNL# 294: [VARS 775[SECCT2 21.000[3]
CHNL# 293: [VARS 774[SECCT1 21.000[2]
CHNL# 292: [VARS 773[SECST 20.000[1]
0.90460
2.1533
1.4702
3.1049
3.1049
3.8436
-3.024
0.75490
-1.149
-0.8522
-2.569
-2.569
0.0
2.0000
4.0000
6.0000
8.0000
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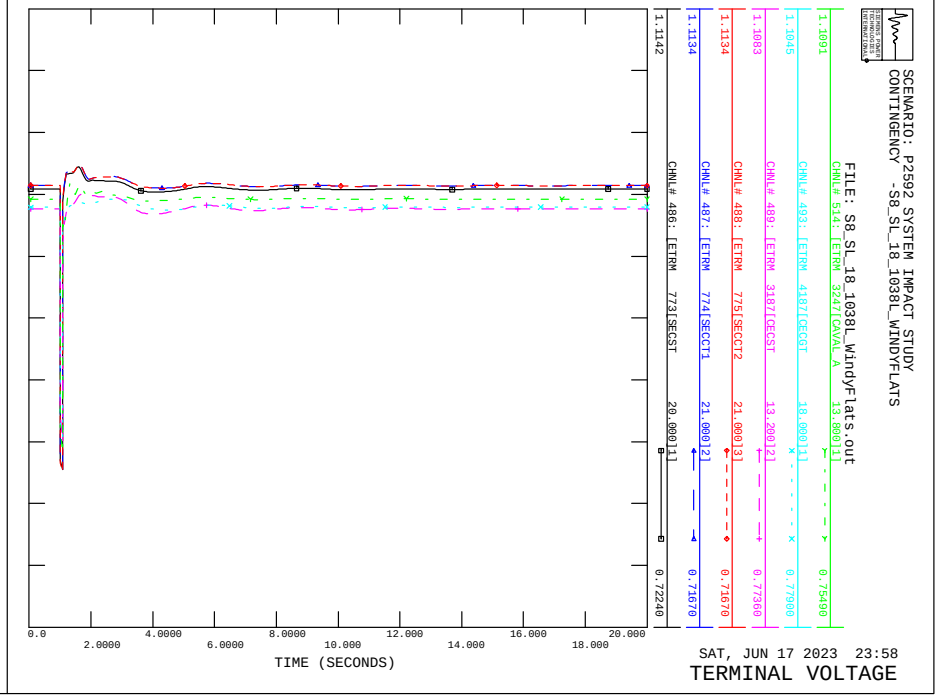
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800[1]
CHNL# 493: [ETRM 4187[CEGGT 18.000[1]
CHNL# 489: [ETRM 3187[CEGST 13.200[2]
CHNL# 488: [ETRM 775[SECCT2 21.000[3]
CHNL# 487: [ETRM 774[SECCT1 21.000[2]
CHNL# 486: [ETRM 773[SECST 20.000[1]
1.1091
1.1045
1.1083
1.1134
1.1134
1.1142
0.72240
0.75490
0.77900
0.77360
0.71670
0.71670
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1524 0.56420

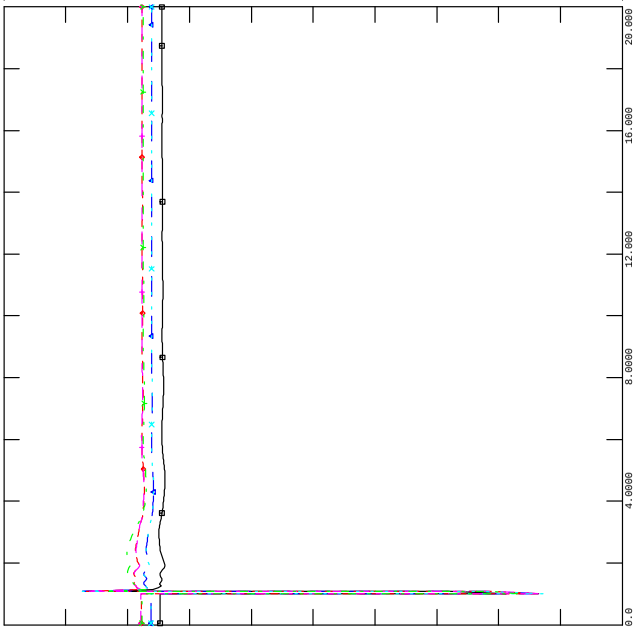
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2118 0.42470

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1796 0.41570

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1774 0.42710

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2108 0.42380

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1884 0.65640



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L P]
614.75 -166.3

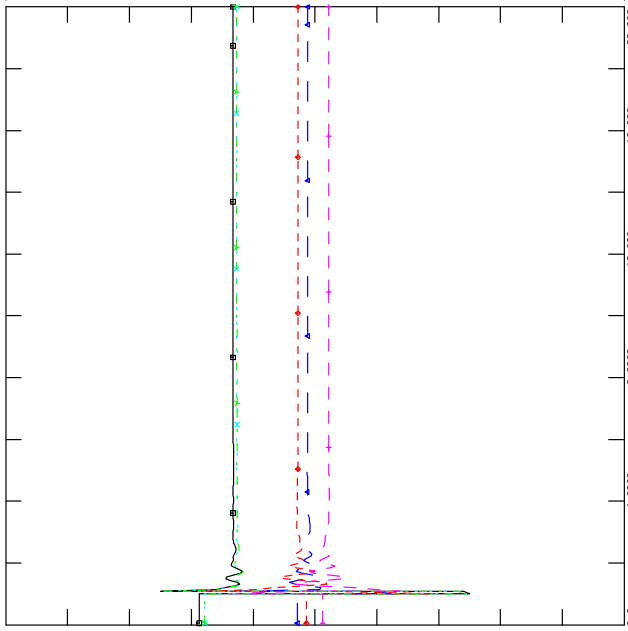
CHNL# 613: [1106L P]
614.92 -166.5

CHNL# 611: [646L P]
11.192 -99.31

CHNL# 609: [434L P]
138.81 11.167

CHNL# 607: [753L P]
46.845 -60.88

CHNL# 605: [1080L P]
438.63 -194.1



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2683 0.43350

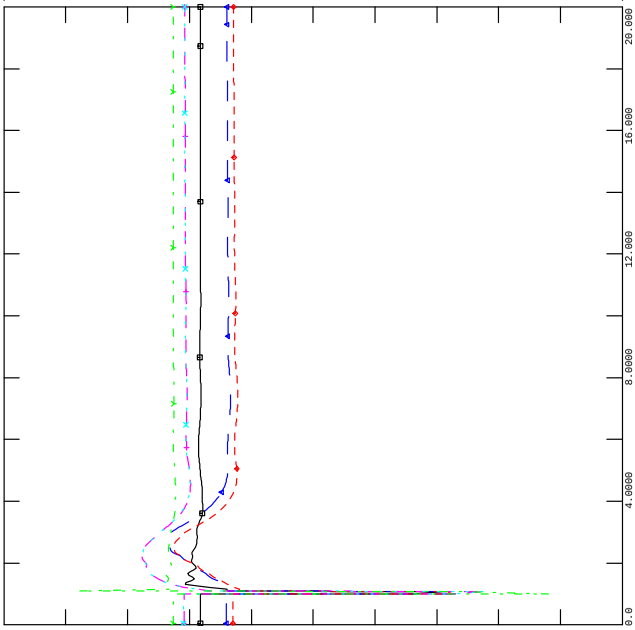
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1602 0.71170

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1603 0.71240

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1743 0.81130

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1773 0.79530

CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1083 0.76770



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

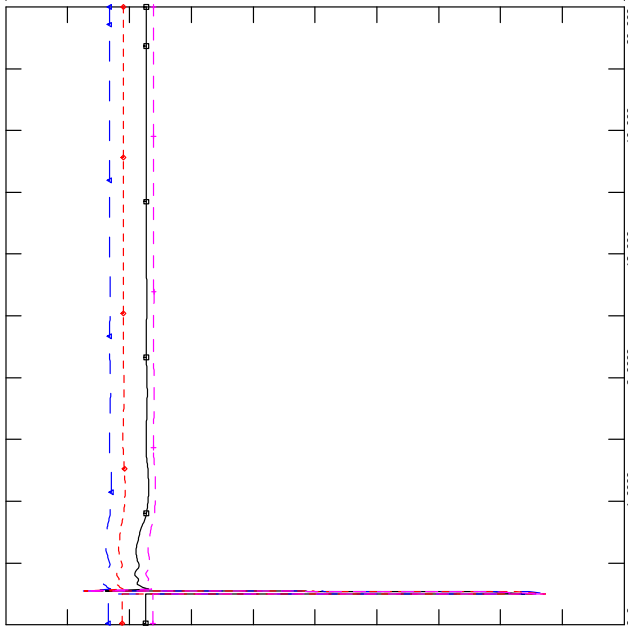
BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2132 0.42580

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1588 0.37200

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1789 0.36770

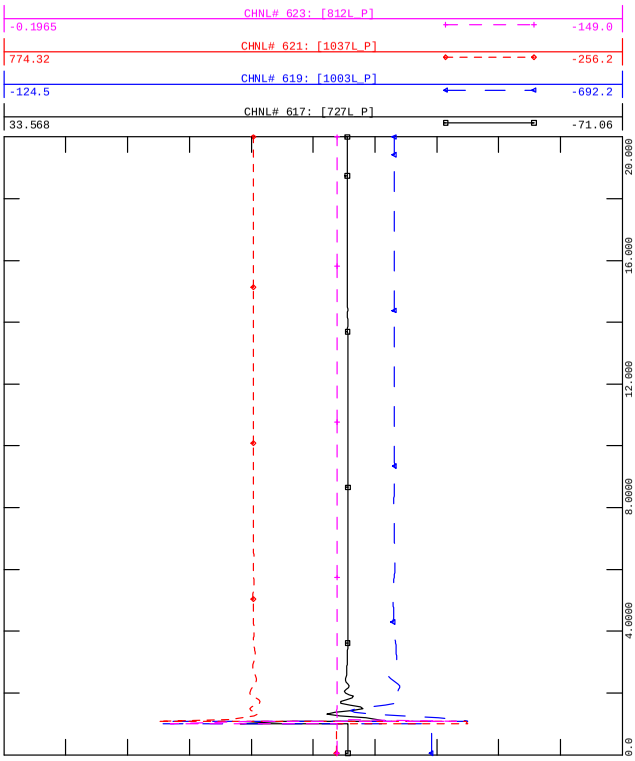
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1593 0.53650



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

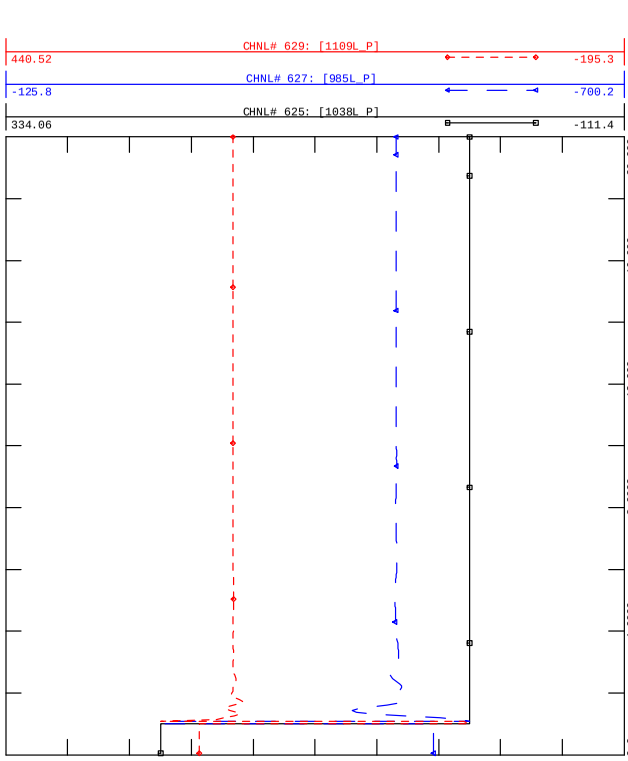
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

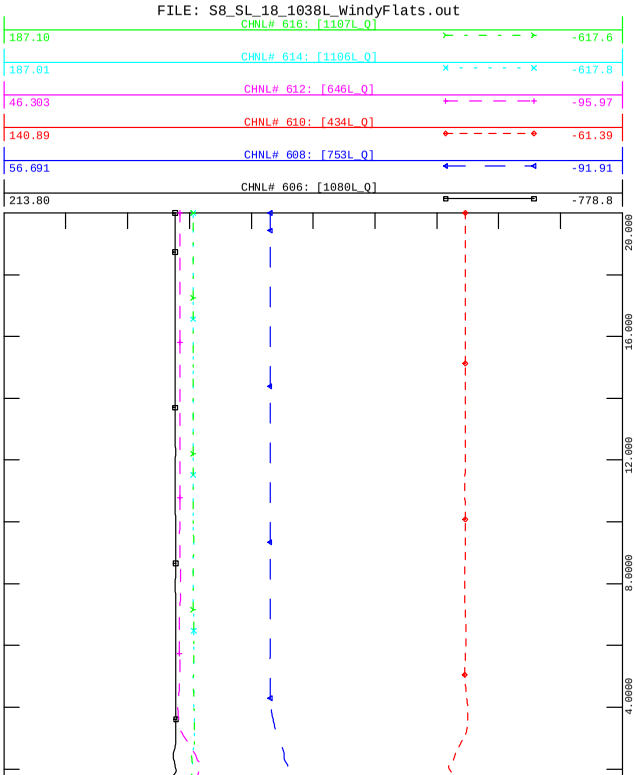
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

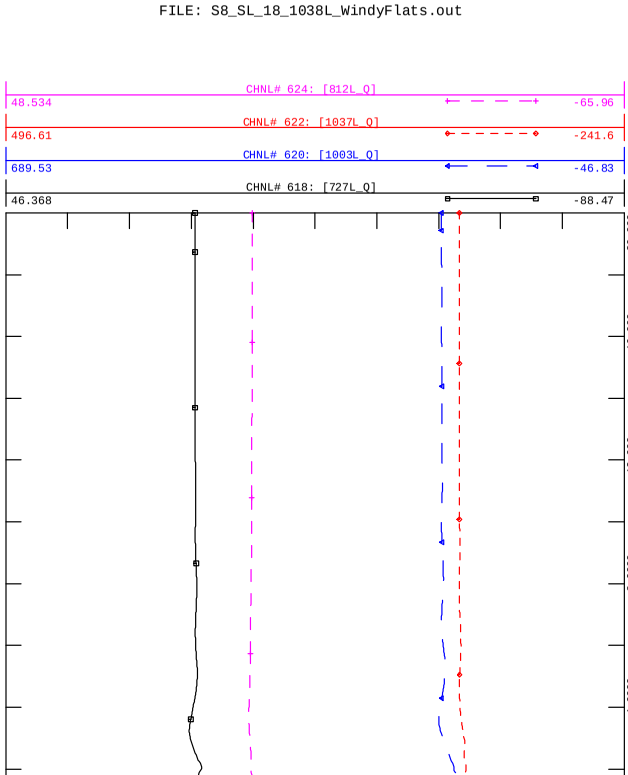
SAT, JUN 17 2023 23:58 BRANCH Q

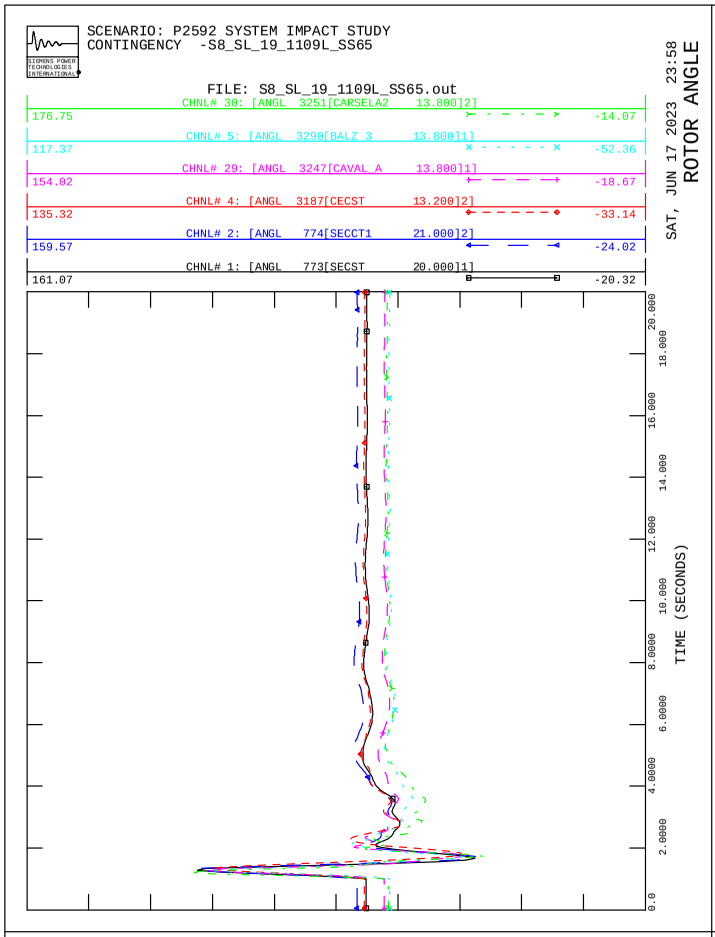


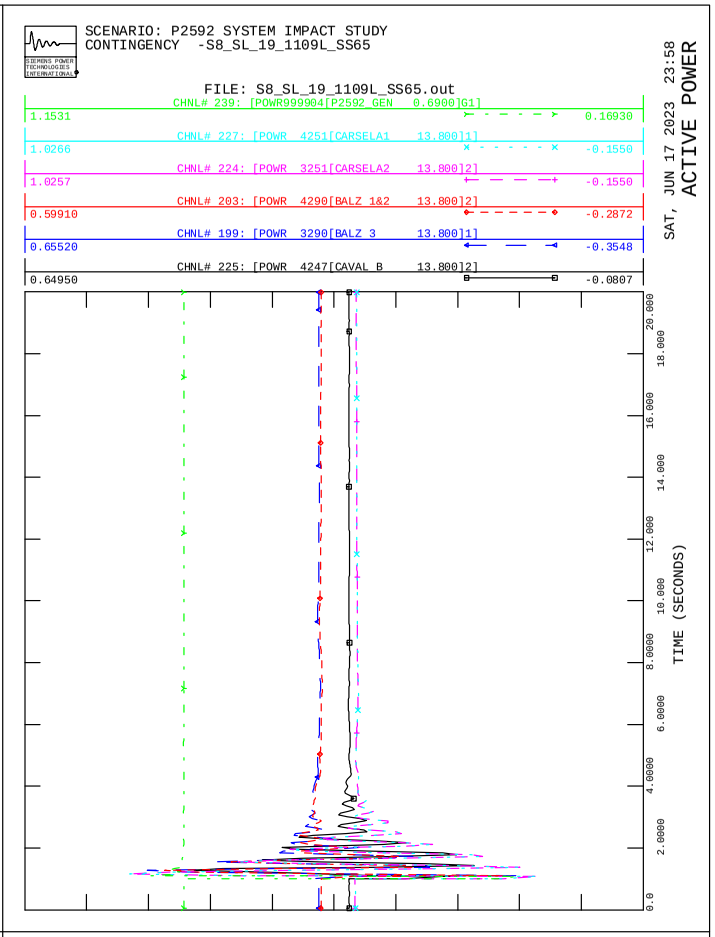
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS

FILE: S8_SL_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65
FILE: S8_SL_19_1109L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
176.75
-14.07
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
117.37
-52.36
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
154.02
-18.67
CHNL# 4: [ANGL 3187[CECST 13.200]2]
135.32
-33.14
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
159.57
-24.02
CHNL# 1: [ANGL 773[SECST 20.000]1]
161.07
-20.32
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65
FILE: S8_SL_19_1109L_SS65.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1531
0.16930
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0266
-0.1550
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0257
-0.1550
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.59910
-0.2872
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.65520
-0.3548
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.64950
-0.0807
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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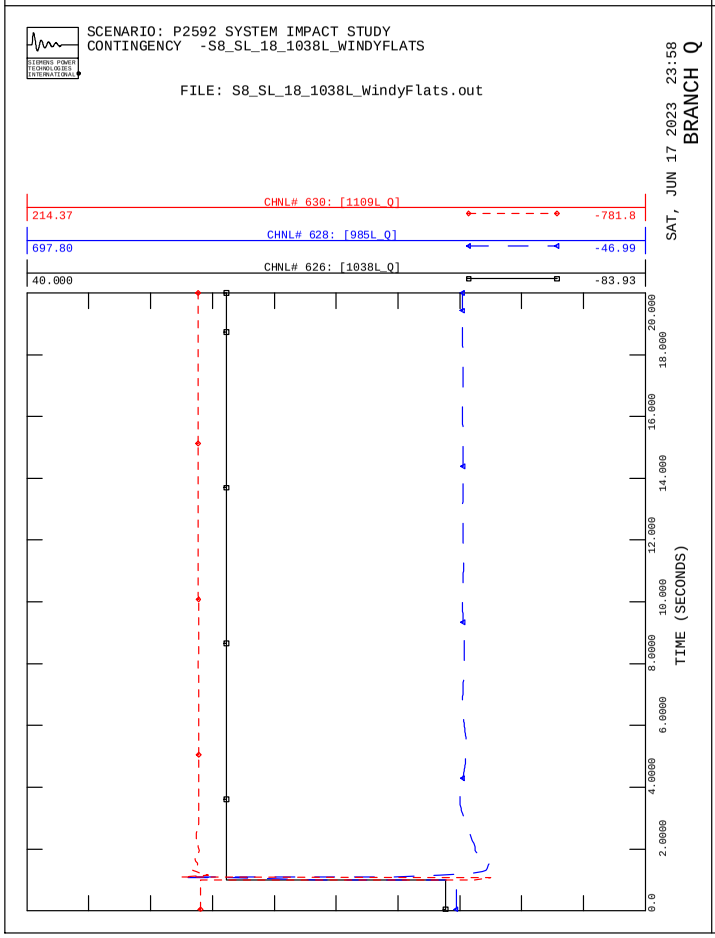
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_18_1038L_WINDYFLATS
FILE: S8_SL_18_1038L_WindyFlats.out
CHNL# 630: [1109L Q]
214.37
-781.8
CHNL# 628: [985L Q]
697.80
-46.99
CHNL# 626: [1038L Q]
40.000
-83.93
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
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12.000
14.000
16.000
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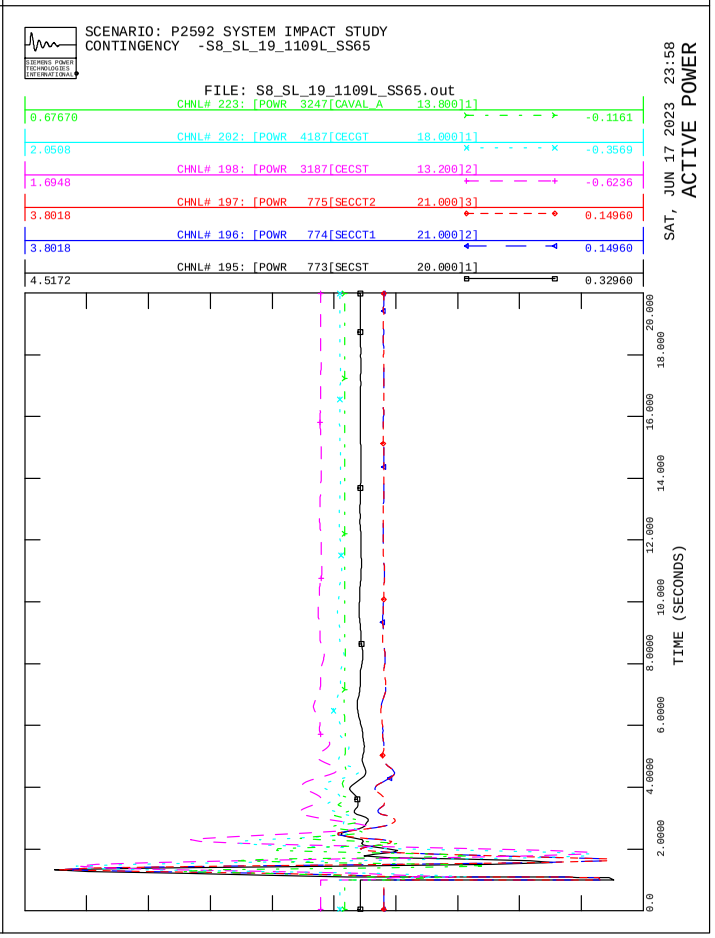
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65
FILE: S8_SL_19_1109L_SS65.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.67670
-0.1161
CHNL# 202: [POWR 4187[CECGT 18.000]1]
2.0508
-0.3569
CHNL# 198: [POWR 3187[CECST 13.200]2]
1.6948
-0.6236
CHNL# 197: [POWR 775[SECCT2 21.000]3]
3.8018
0.14960
CHNL# 196: [POWR 774[SECCT1 21.000]2]
3.8018
0.14960
CHNL# 195: [POWR 773[SECST 20.000]1]
4.5172
0.32960
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] 1.0639 -0.4600
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] 1.4838 -0.7442
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] 1.4795 -0.7395
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] 1.4237 -0.3559
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] 1.5191 -0.3010
CHNL# 322: [VARS 4247[CAVAL B 13.800]2] 1.2343 -0.6612

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1] 1.2583 0.11630
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 1.1655 0.55830
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 1.1656 0.55960
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 1.1819 0.54420
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 1.1856 0.50710
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2] 1.1258 0.56620

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS 3247[CAVAL_A 13.800]1] 1.2780 -0.7103
CHNL# 299: [VARS 4187[CECGT 18.000]1] 4.4563 -2.057
CHNL# 295: [VARS 3187[CECST 13.200]2] 3.0478 -1.540
CHNL# 294: [VARS 775[SECCT2 21.000]3] 6.1883 -4.469
CHNL# 293: [VARS 774[SECCT1 21.000]2] 6.1883 -4.469
CHNL# 292: [VARS 773[SECST 20.000]1] 7.7557 -5.346

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 1.1247 0.53480
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 1.1172 0.52380
CHNL# 489: [ETRM 3187[CECST 13.200]2] 1.1618 0.51380
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 1.1448 0.31550
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 1.1448 0.31550
CHNL# 486: [ETRM 773[SECST 20.000]1] 1.1439 0.33340

TIME (SECONDS)

0.0 2.0000 4.0000 6.0000 8.0000 10.000 12.000 14.000 16.000 18.000 20.000

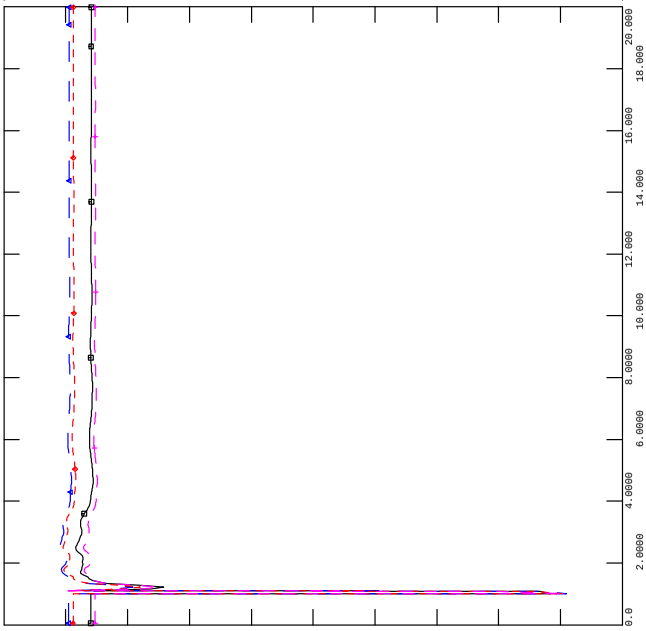
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1817 0.12630
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1282 0.07900
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1603 0.05040
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1402 0.27570



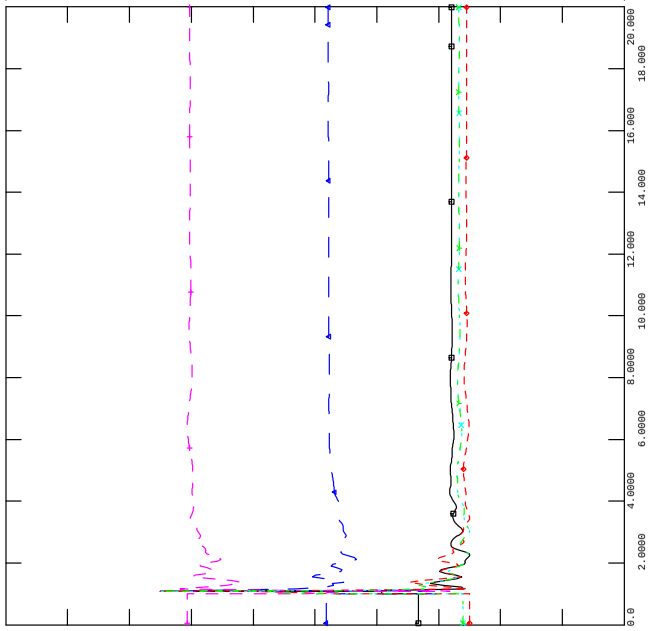
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 616: [1107L Q]
350.05 -198.7
CHNL# 614: [1106L Q]
350.08 -198.8
CHNL# 612: [646L Q]
47.838 -94.05
CHNL# 610: [434L Q]
139.25 -60.75
CHNL# 608: [753L Q]
62.239 -72.89
CHNL# 606: [1080L Q]
568.61 -381.2



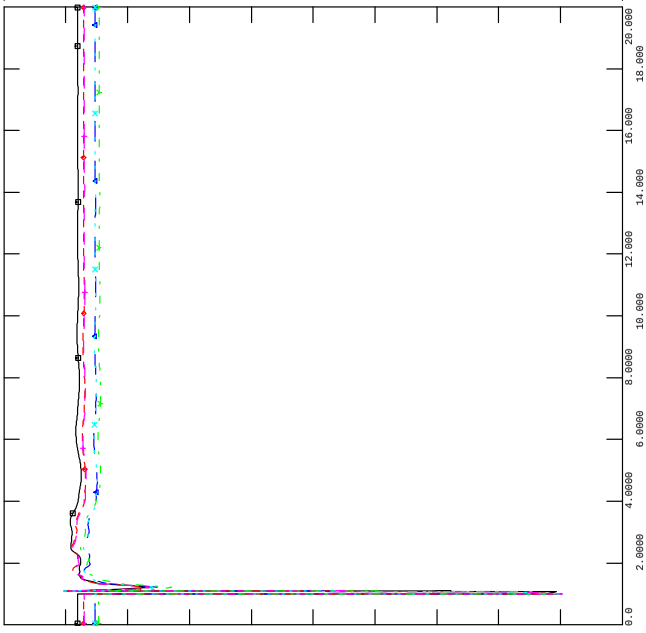
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1447 0.33840
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1802 0.12550
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1410 0.13220
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1376 0.14970
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1793 0.12490
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1647 0.23370



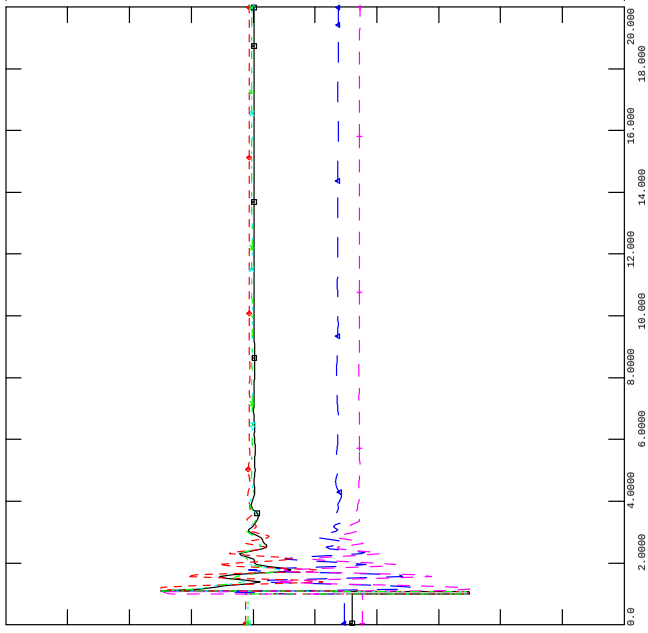
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

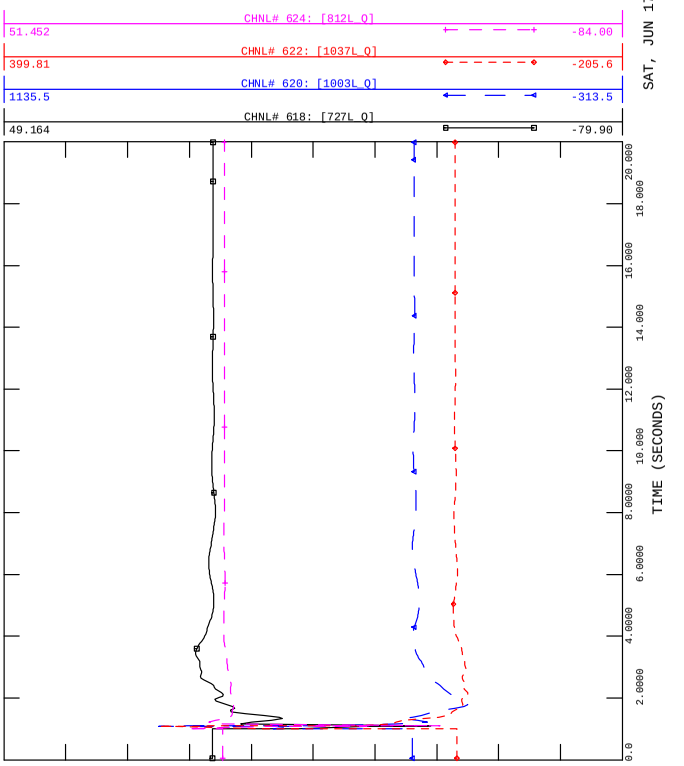
CHNL# 615: [1107L P]
753.13 -242.0
CHNL# 613: [1106L P]
753.28 -242.0
CHNL# 611: [646L P]
50.153 -115.5
CHNL# 609: [434L P]
161.76 -57.43
CHNL# 607: [753L P]
60.266 -57.14
CHNL# 605: [1080L P]
950.01 -317.1



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q



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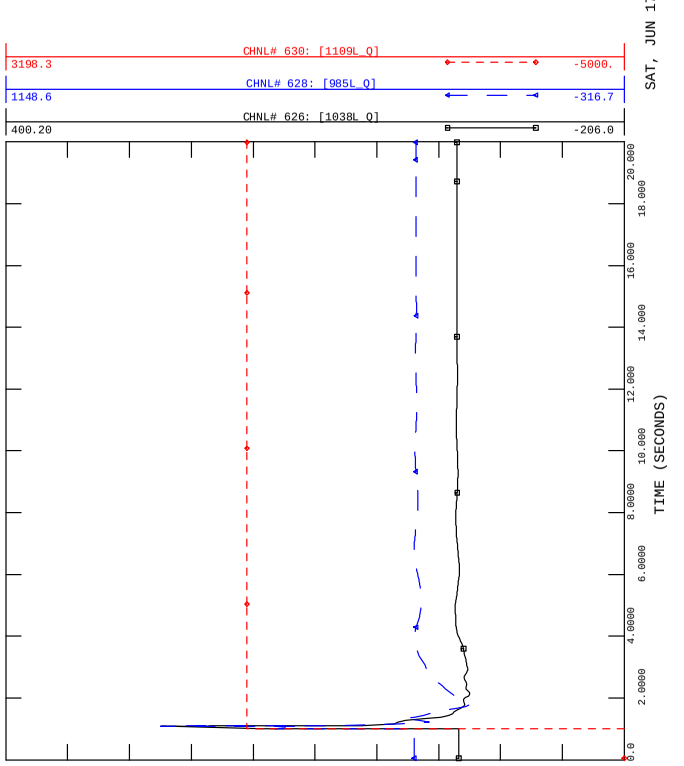
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

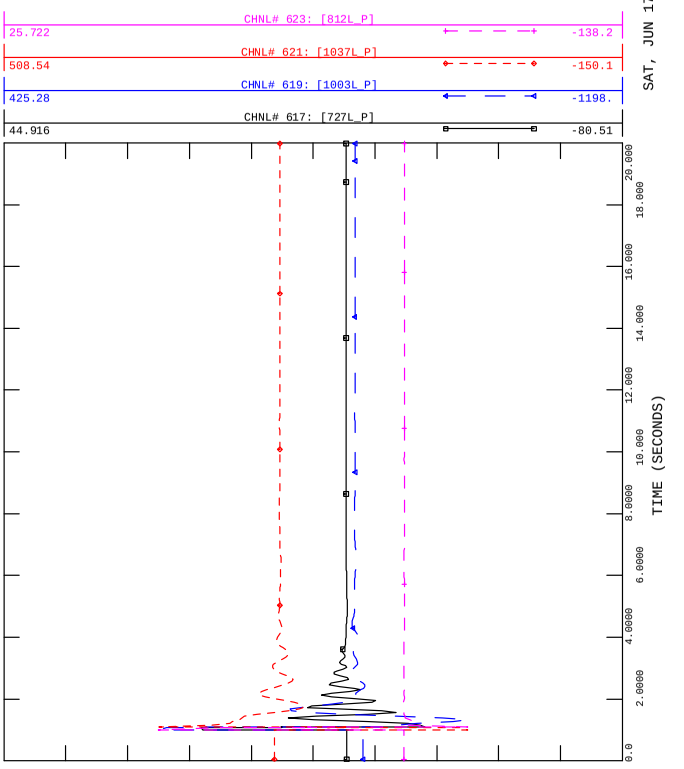
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

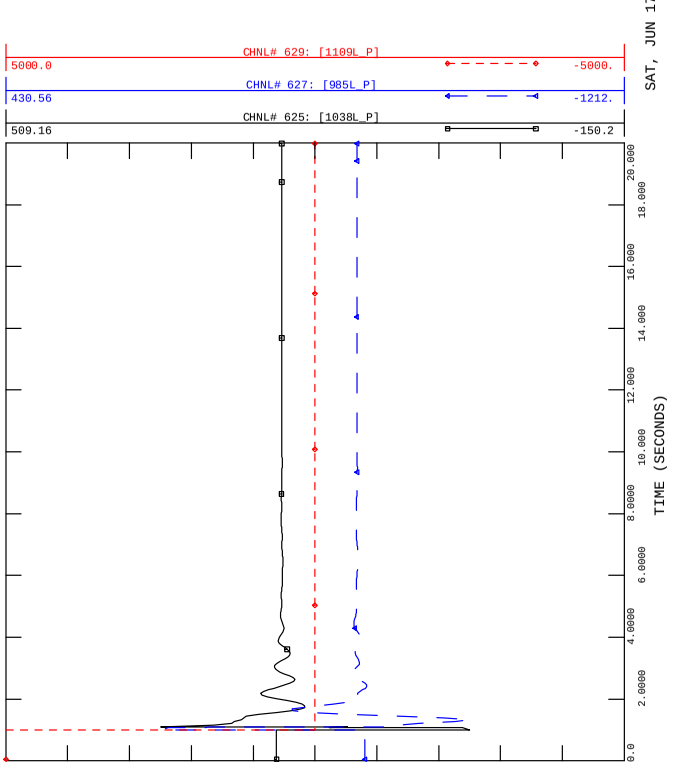
SAT, JUN 17 2023 23:58 BRANCH P

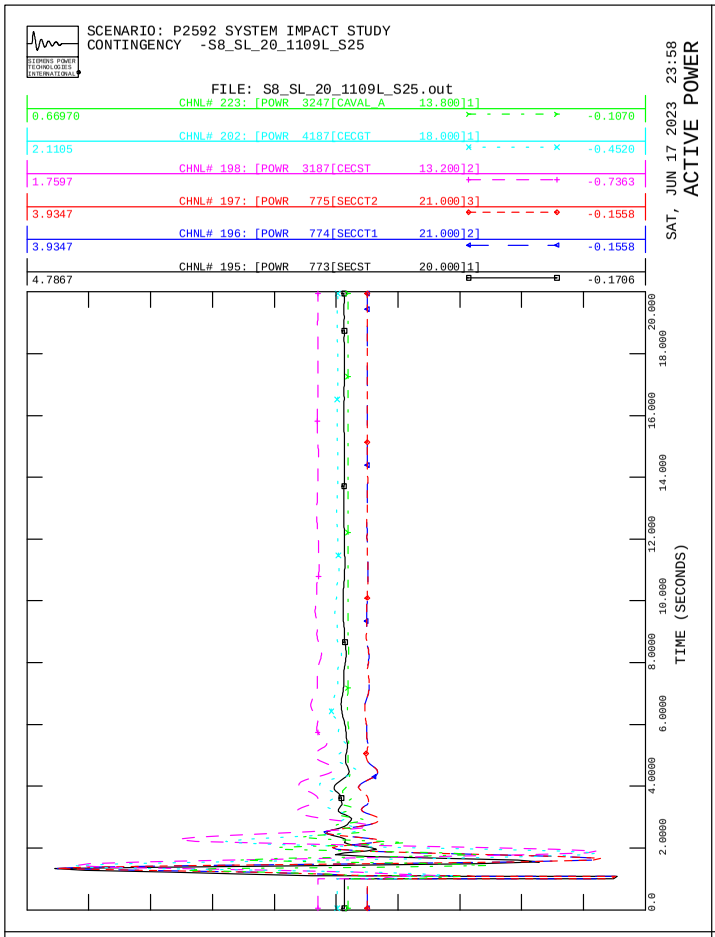


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_19_1109L_SS65

FILE: S8_SL_19_1109L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.66970
-0.1070
CHNL# 202: [POWR 4187[CECGT 18.000]1]
2.1105
-0.4520
CHNL# 198: [POWR 3187[CECST 13.200]2]
1.7597
-0.7363
CHNL# 197: [POWR 775[SECCT2 21.000]3]
3.9347
-0.1558
CHNL# 196: [POWR 774[SECCT1 21.000]2]
3.9347
-0.1558
CHNL# 195: [POWR 773[SECST 20.000]1]
4.7867
-0.1706
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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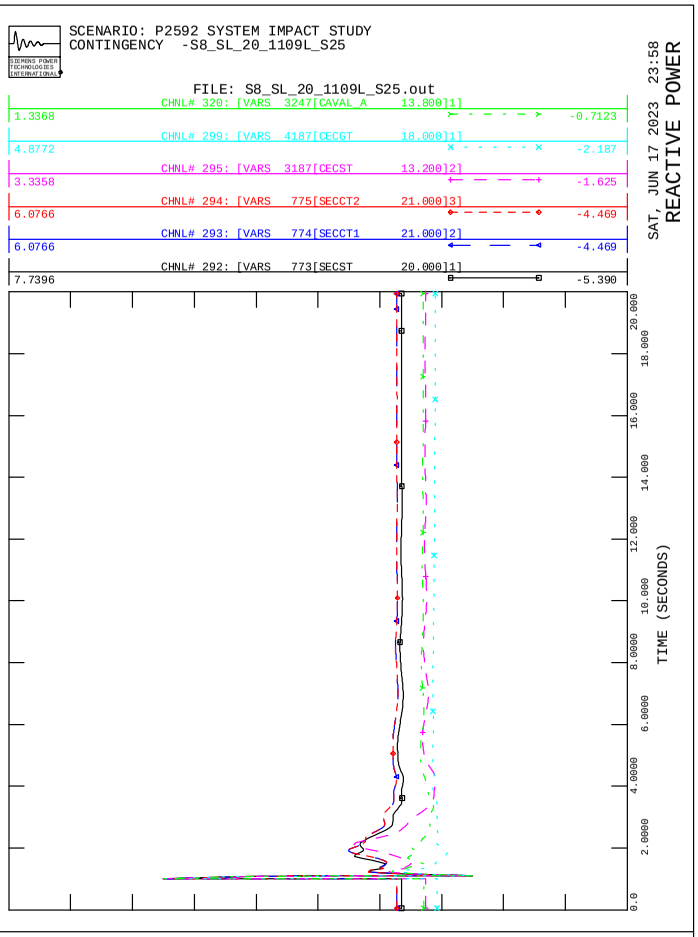
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.3368
-0.7123
CHNL# 299: [VARS 4187[CECGT 18.000]1]
4.8772
-2.187
CHNL# 295: [VARS 3187[CECST 13.200]2]
3.3358
-1.625
CHNL# 294: [VARS 775[SECCT2 21.000]3]
6.0766
-4.469
CHNL# 293: [VARS 774[SECCT1 21.000]2]
6.0766
-4.469
CHNL# 292: [VARS 773[SECST 20.000]1]
7.7396
-5.390
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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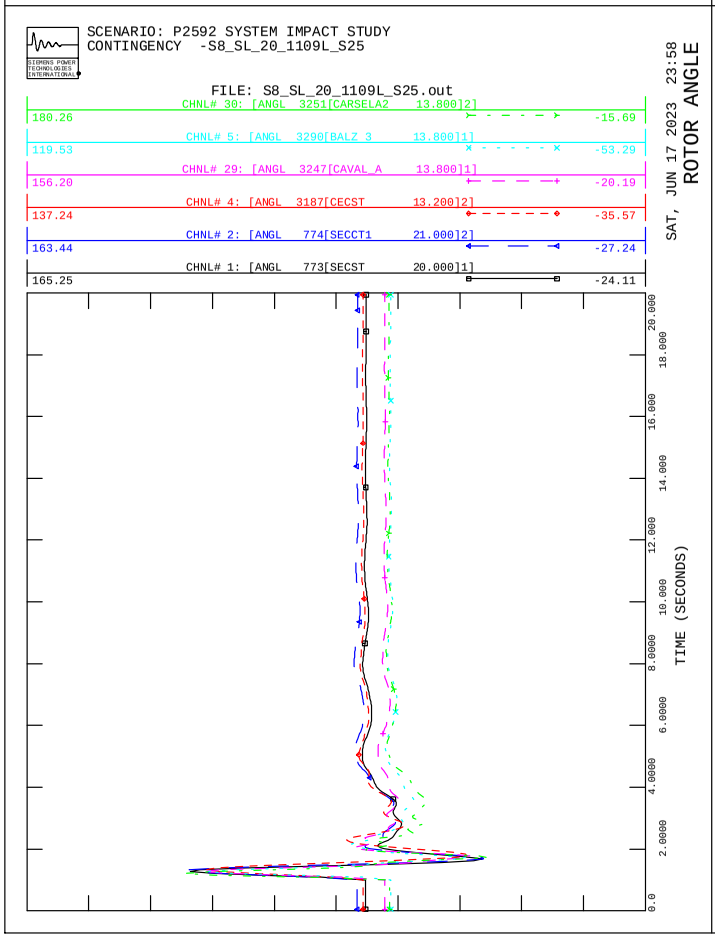
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
180.26
-15.69
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
119.53
-53.29
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
156.20
-20.19
CHNL# 4: [ANGL 3187[CECST 13.200]2]
137.24
-35.57
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
163.44
-27.24
CHNL# 1: [ANGL 773[SECST 20.000]1]
165.25
-24.11
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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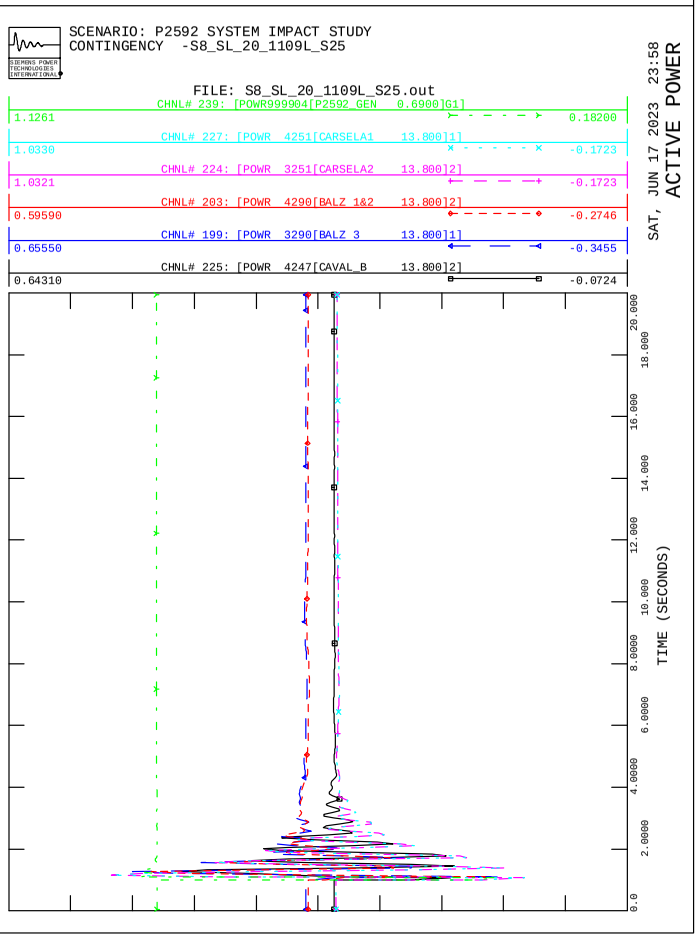
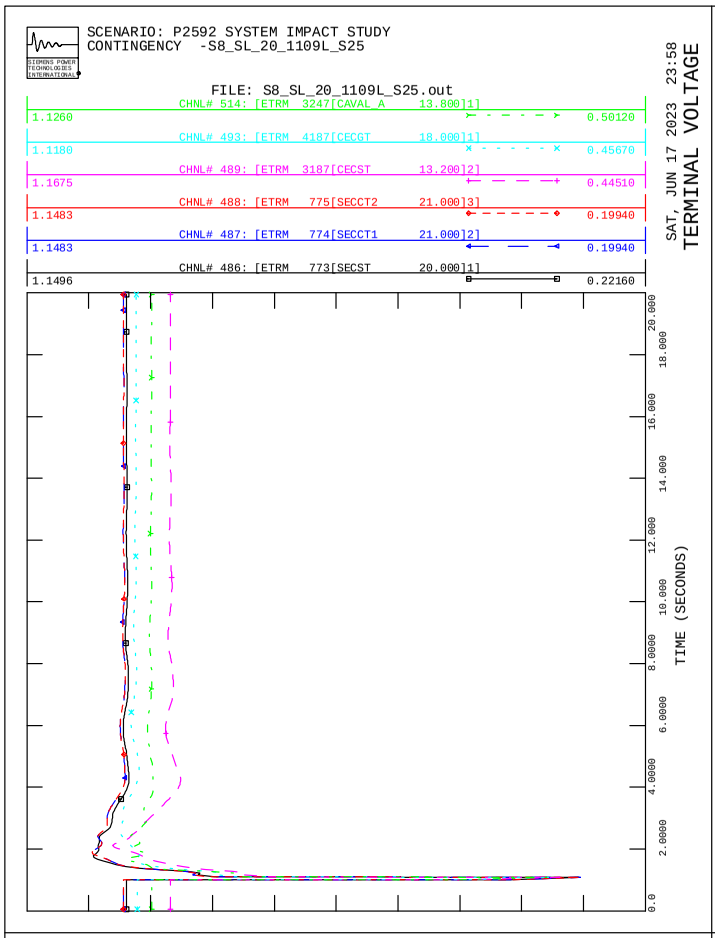
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1261
0.18200
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0330
-0.1723
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0321
-0.1723
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.59590
-0.2746
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.65550
-0.3455
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.64310
-0.0724
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 0.50120
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 0.45670
CHNL# 489: [ETRM 3187[CECST 13.200]2] 0.44510
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 0.19940
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 0.19940
CHNL# 486: [ETRM 773[SECST 20.000]1] 0.22160
1.1260
1.1180
1.1675
1.1483
1.1483
1.1496
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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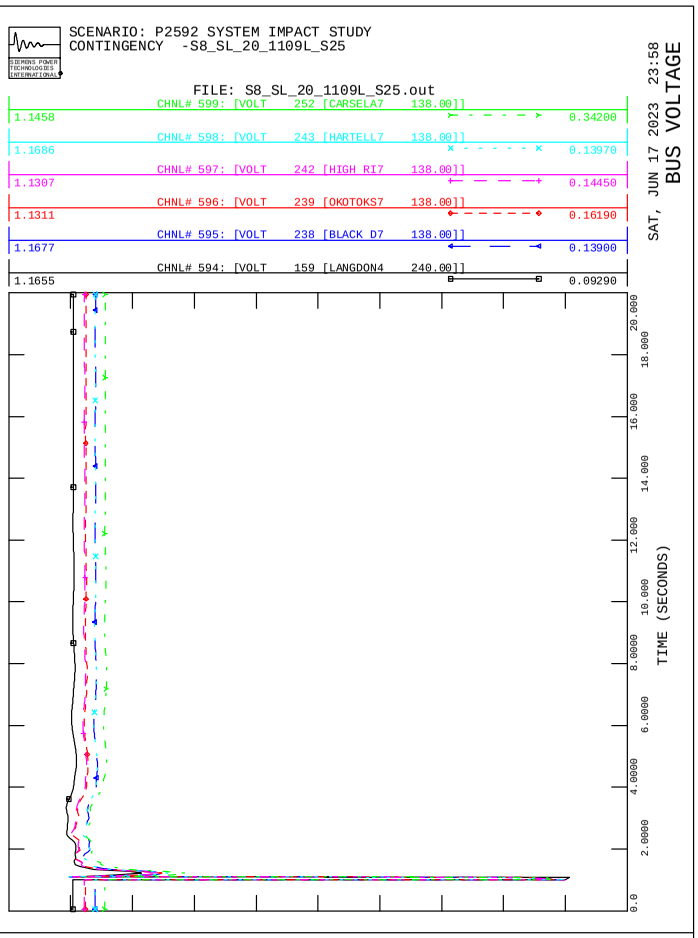
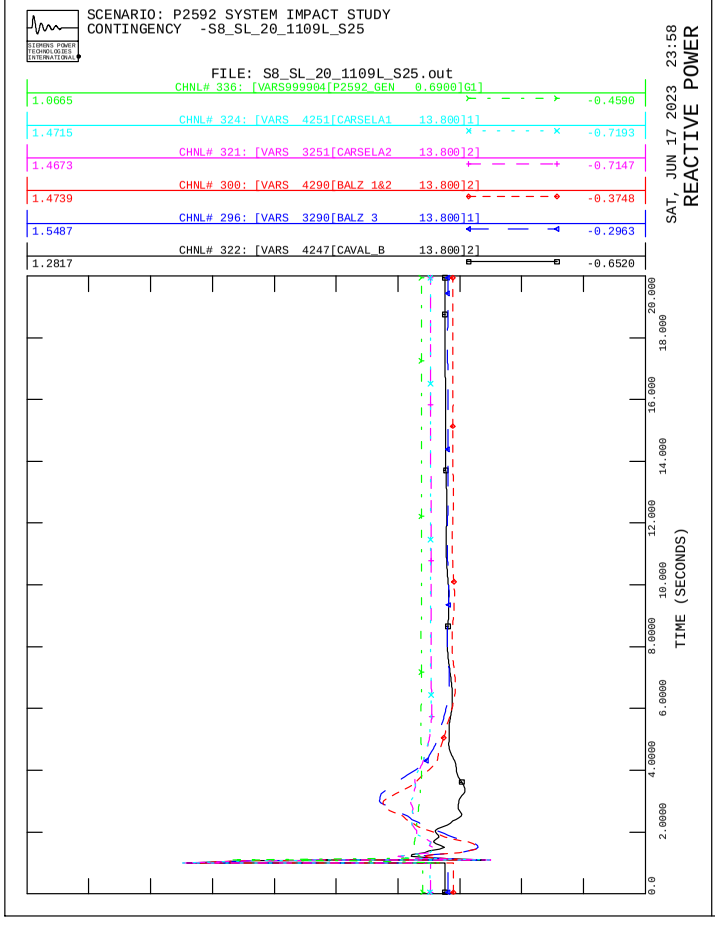
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]] 0.34200
CHNL# 598: [VOLT 243 [HARTELL7 138.00]] 0.13970
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]] 0.14450
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]] 0.16190
CHNL# 595: [VOLT 238 [BLACK D7 138.00]] 0.13900
CHNL# 594: [VOLT 159 [LANGDON4 240.00]] 0.09290
1.1458
1.1686
1.1307
1.1311
1.1677
1.1655
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] -0.4590
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] -0.7193
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] -0.7147
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] -0.3748
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] -0.2963
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] -0.6520
1.0665
1.4715
1.4673
1.4739
1.5487
1.2817
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
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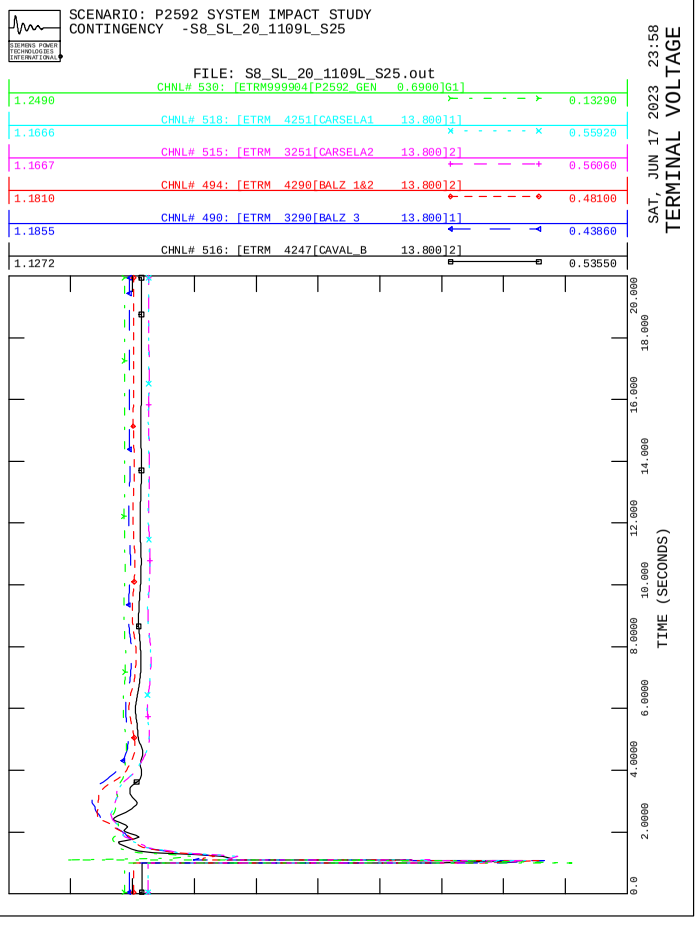
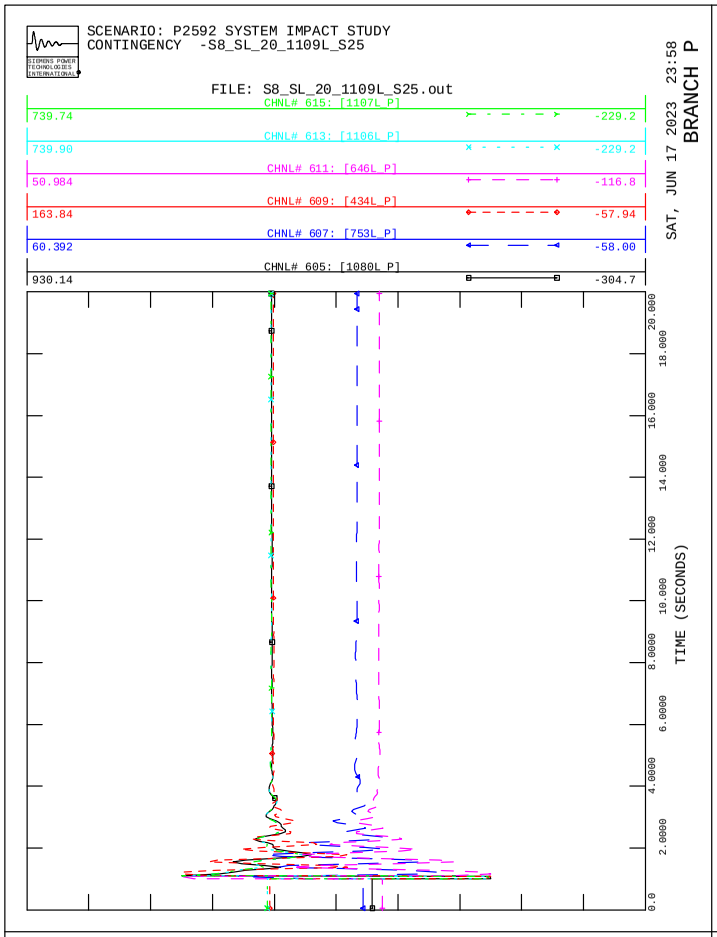
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1] 0.13290
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 0.55920
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 0.56060
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 0.48100
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 0.43860
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2] 0.53550
1.2490
1.1666
1.1667
1.1810
1.1855
1.1272
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 615: [1107L_P]
739.74
-229.2
CHNL# 613: [1106L_P]
739.90
-229.2
CHNL# 611: [646L_P]
50.984
-116.8
CHNL# 609: [434L_P]
163.84
-57.94
CHNL# 607: [753L_P]
60.392
-58.00
CHNL# 605: [1080L_P]
930.14
-304.7
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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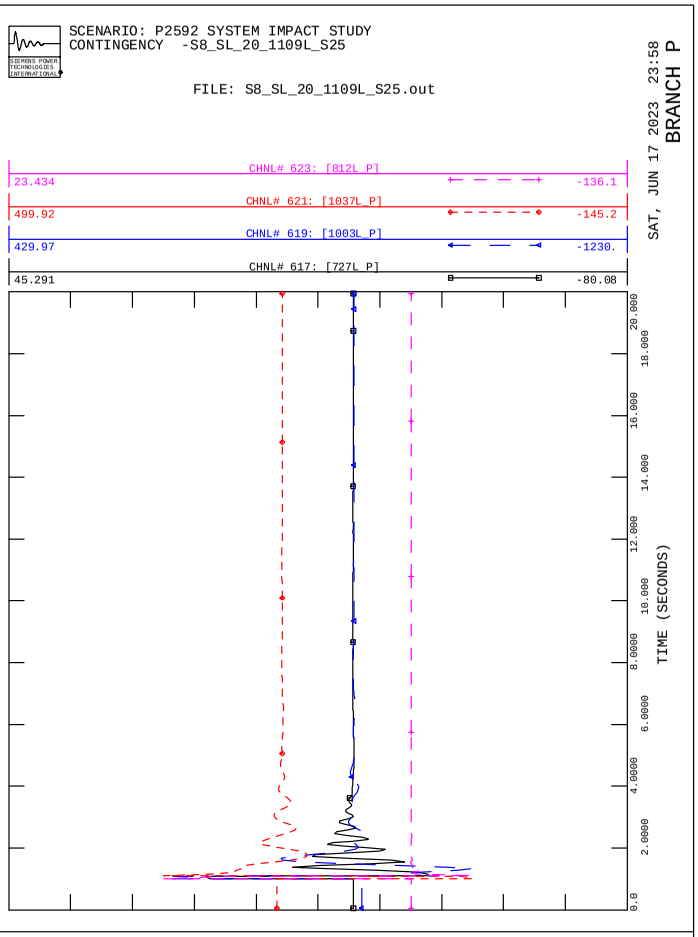
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 623: [812L_P]
23.434
-136.1
CHNL# 621: [1037L_P]
499.92
-145.2
CHNL# 619: [1003L_P]
429.97
-1230.
CHNL# 617: [727L_P]
45.291
-80.08
SAT, JUN 17 2023 23:58
BRANCH P
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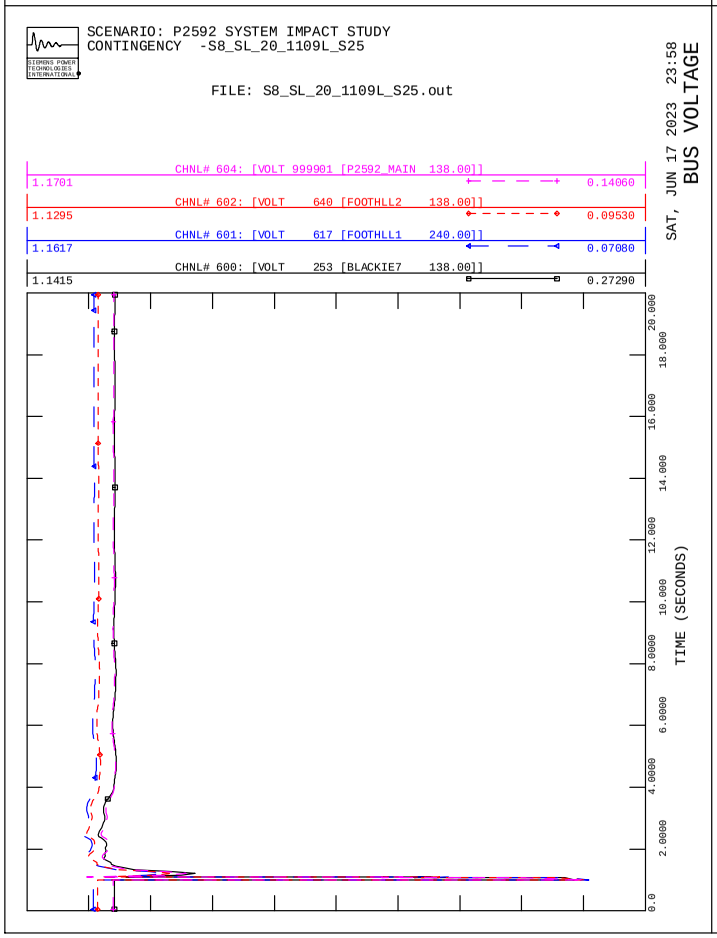
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1701
0.14060
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1295
0.09530
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1617
0.07080
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1415
0.27290
SAT, JUN 17 2023 23:58
BUS 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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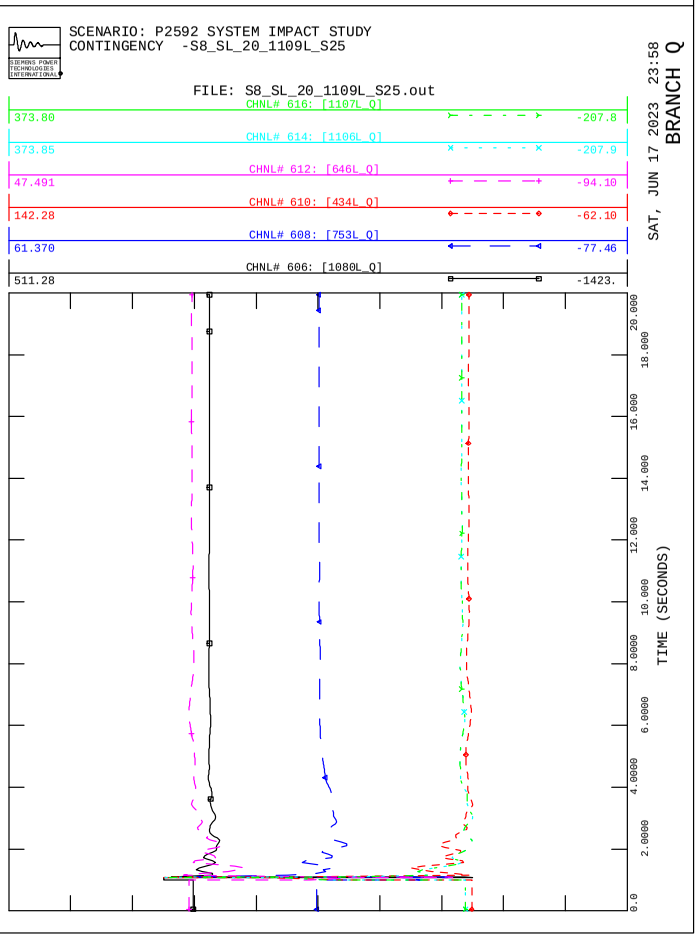
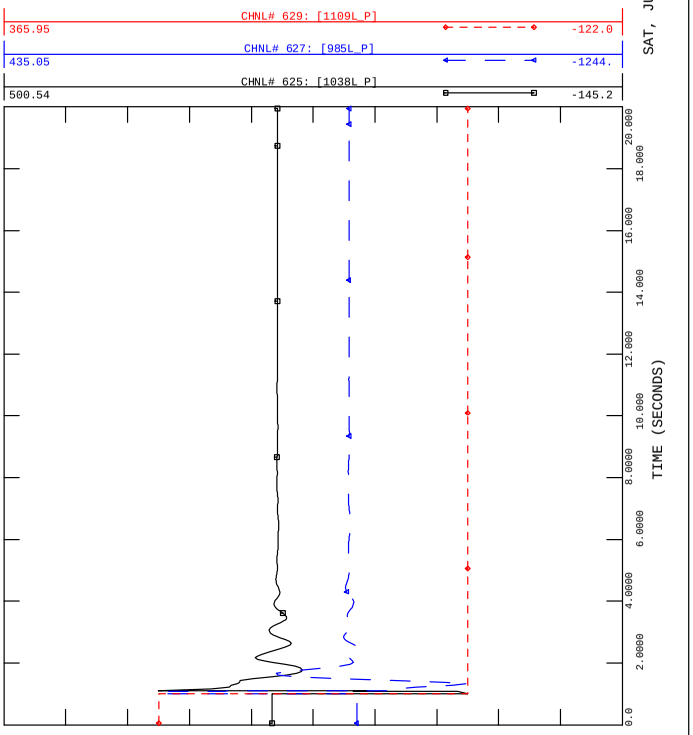

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25
FILE: S8_SL_20_1109L_S25.out
CHNL# 616: [1107L_Q]
373.80
-207.8
CHNL# 614: [1106L_Q]
373.85
-207.9
CHNL# 612: [646L_Q]
47.491
-94.10
CHNL# 610: [434L_Q]
142.28
-62.10
CHNL# 608: [753L_Q]
61.370
-77.46
CHNL# 606: [1080L_Q]
511.28
-1423.
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25

FILE: S8_SL_20_1109L_S25.out

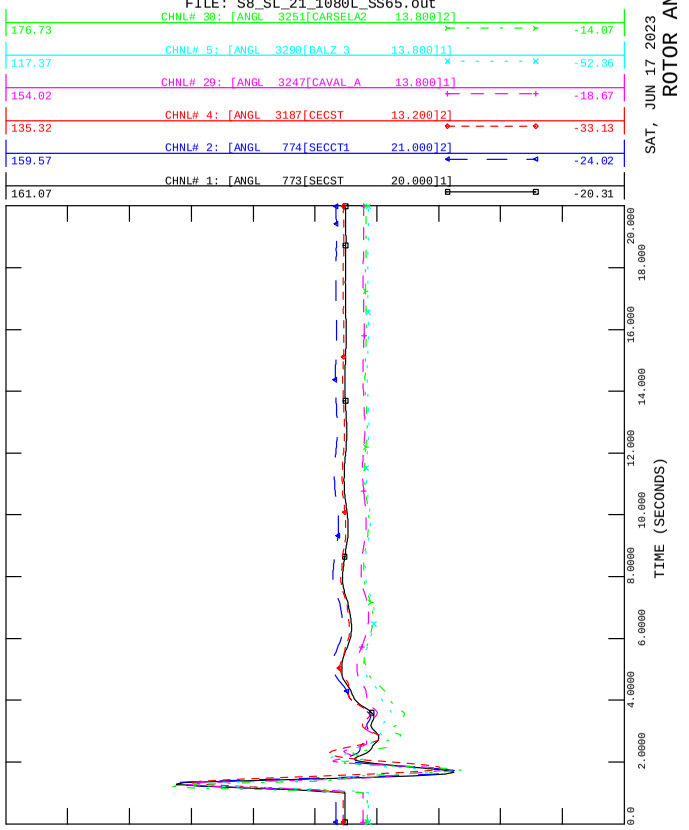
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65

FILE: S8_SL_21_1080L_SS65.out

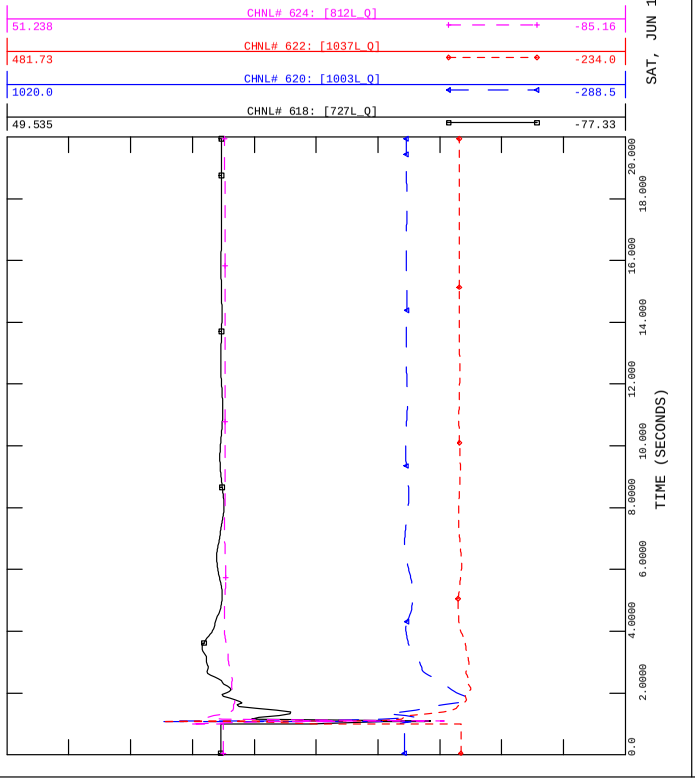
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25

FILE: S8_SL_20_1109L_S25.out

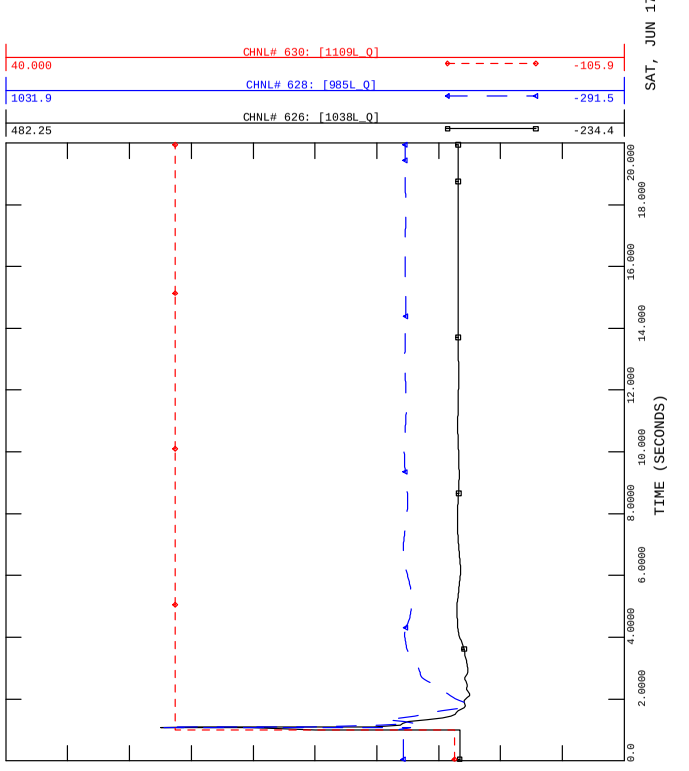
SAT, JUN 17 2023 23:58 BRANCH Q

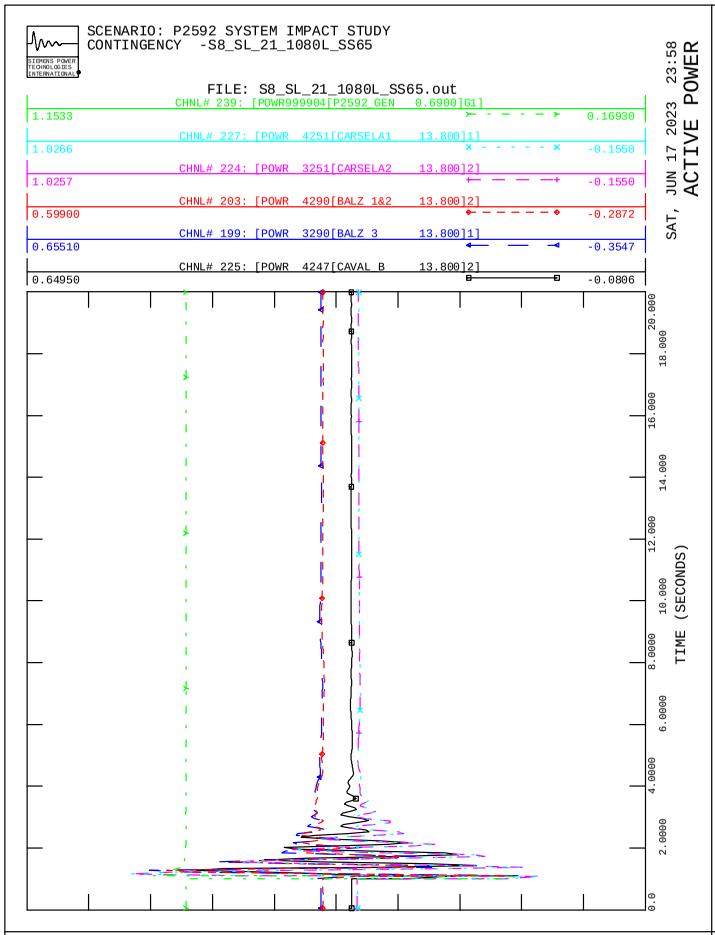


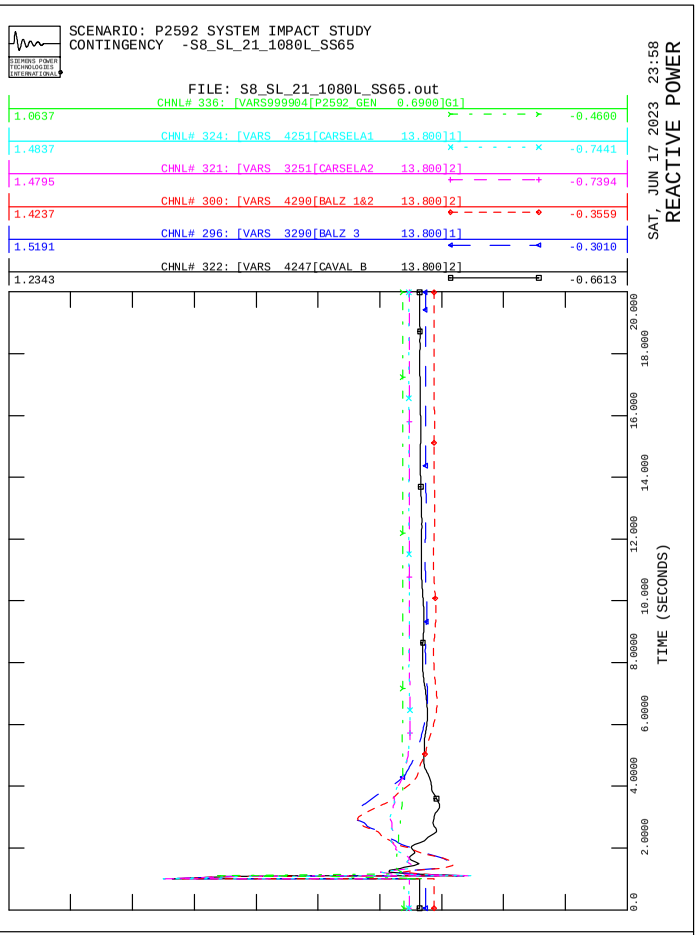
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_20_1109L_S25

FILE: S8_SL_20_1109L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1533
0.16930
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0266
-0.1550
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0257
-0.1550
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.59900
-0.2872
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.65510
-0.3547
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.64950
-0.0806
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.0637
-0.4600
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4837
-0.7441
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4795
-0.7394
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.4237
-0.3559
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.5191
-0.3010
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.2343
-0.6613
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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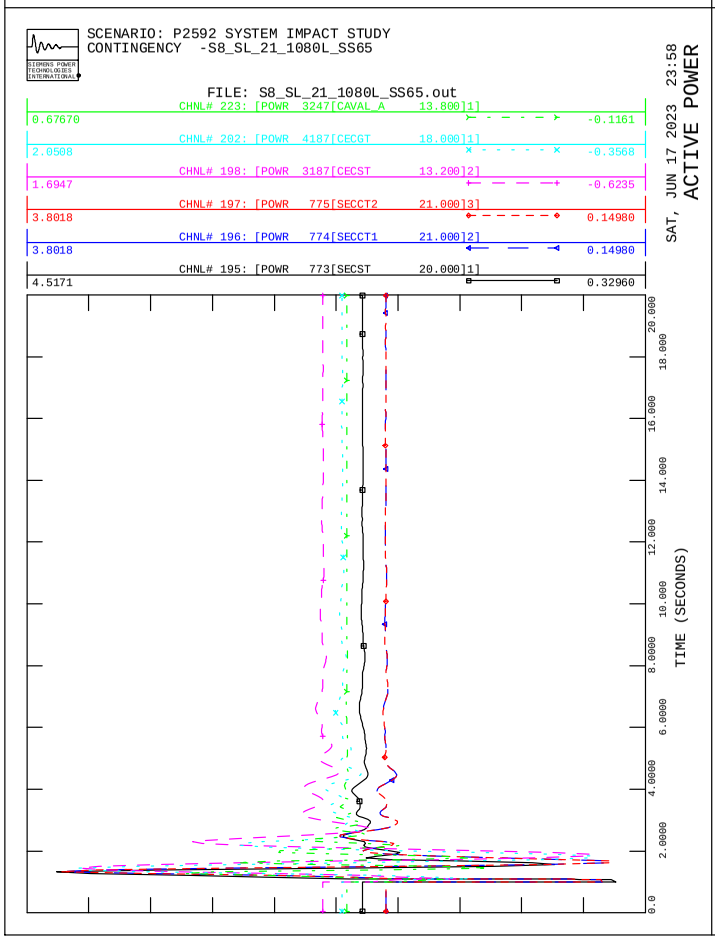
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.67670
-0.1161
CHNL# 202: [POWR 4187[CECGT 18.000]1]
2.0508
-0.3568
CHNL# 198: [POWR 3187[CECST 13.200]2]
1.6947
-0.6235
CHNL# 197: [POWR 775[SECCT2 21.000]3]
3.8018
0.14980
CHNL# 196: [POWR 774[SECCT1 21.000]2]
3.8018
0.14980
CHNL# 195: [POWR 773[SECST 20.000]1]
4.5171
0.32960
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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8.0000
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12.000
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16.000
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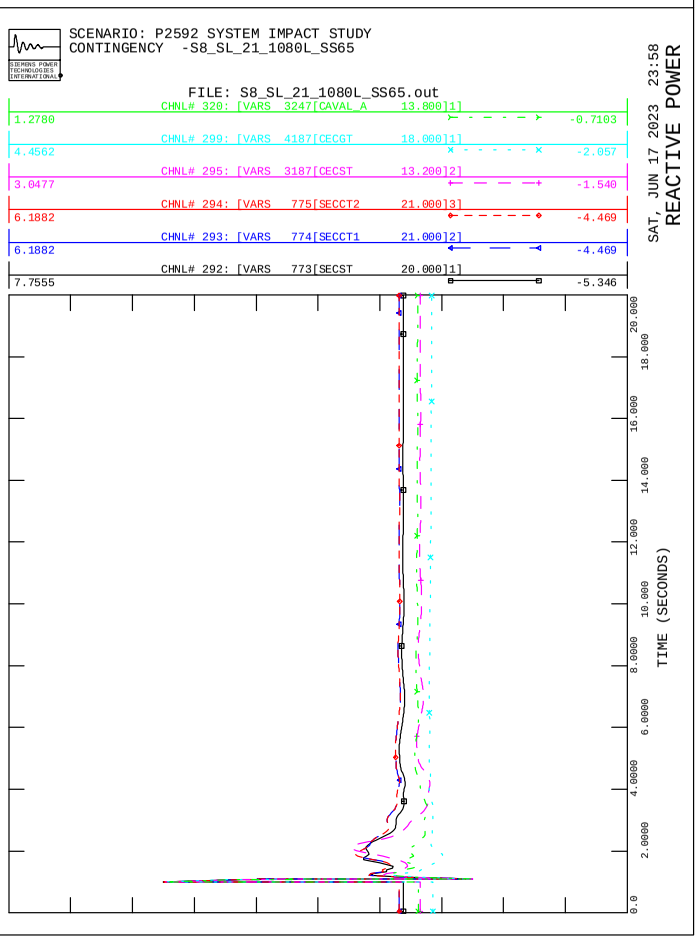
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 320: [VARS 3247[CAVAL A 13.800]1]
1.2780
-0.7103
CHNL# 299: [VARS 4187[CECGT 18.000]1]
4.4562
-2.057
CHNL# 295: [VARS 3187[CECST 13.200]2]
3.0477
-1.540
CHNL# 294: [VARS 775[SECCT2 21.000]3]
6.1882
-4.469
CHNL# 293: [VARS 774[SECCT1 21.000]2]
6.1882
-4.469
CHNL# 292: [VARS 773[SECST 20.000]1]
7.7555
-5.346
SAT, JUN 17 2023 23:58
REACTIVE 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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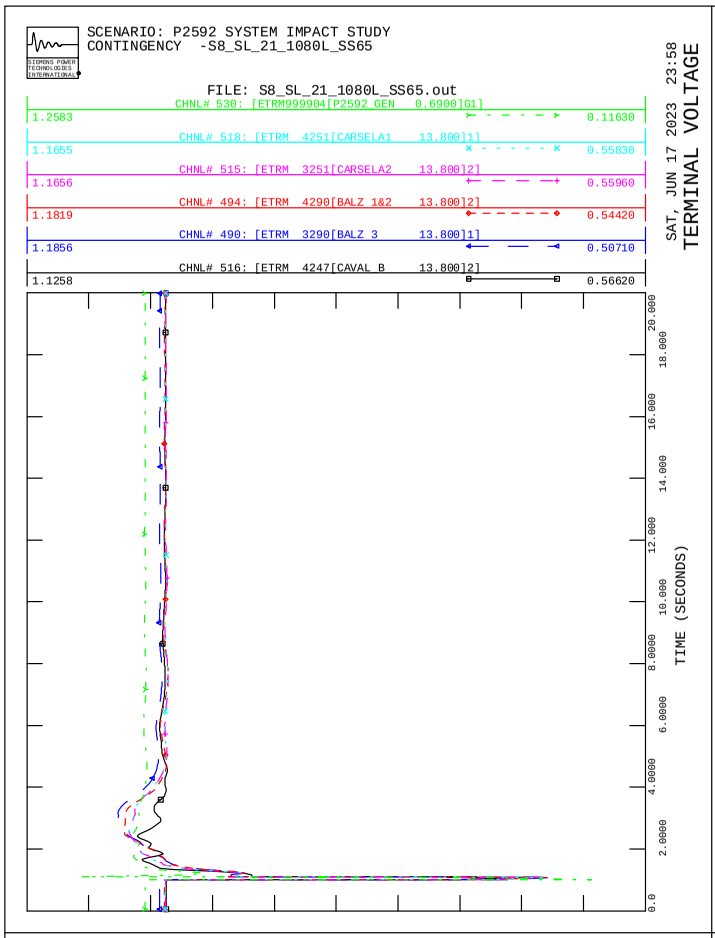
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2583
0.11630
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1655
0.55830
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1656
0.55960
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1819
0.54420
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1856
0.50710
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1258
0.56620
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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8.0000
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12.000
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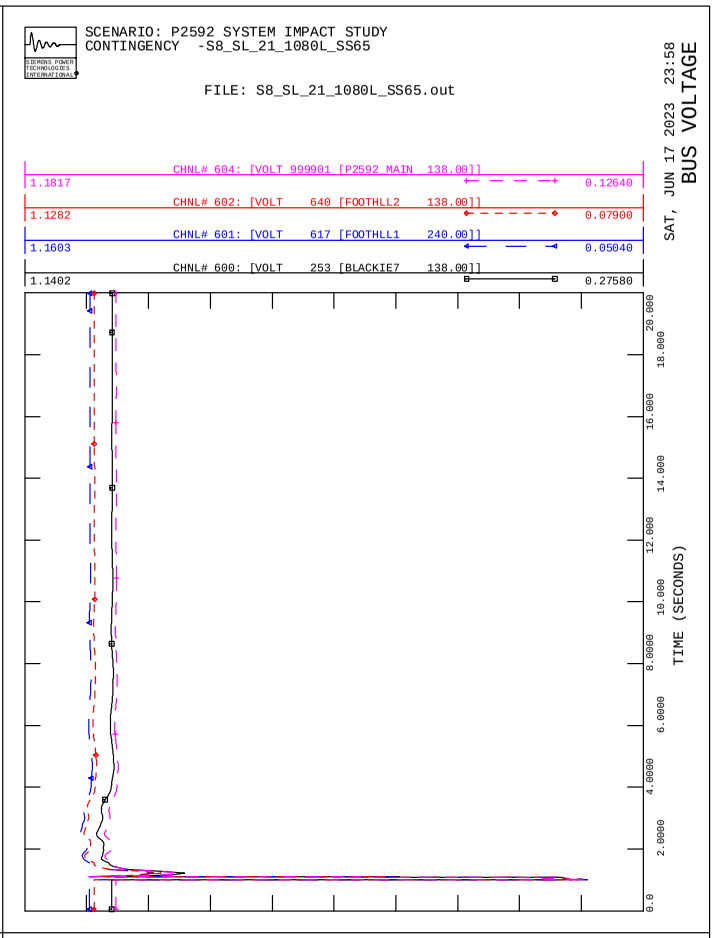
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1817
0.12640
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1282
0.07900
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1603
0.05040
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1402
0.27580
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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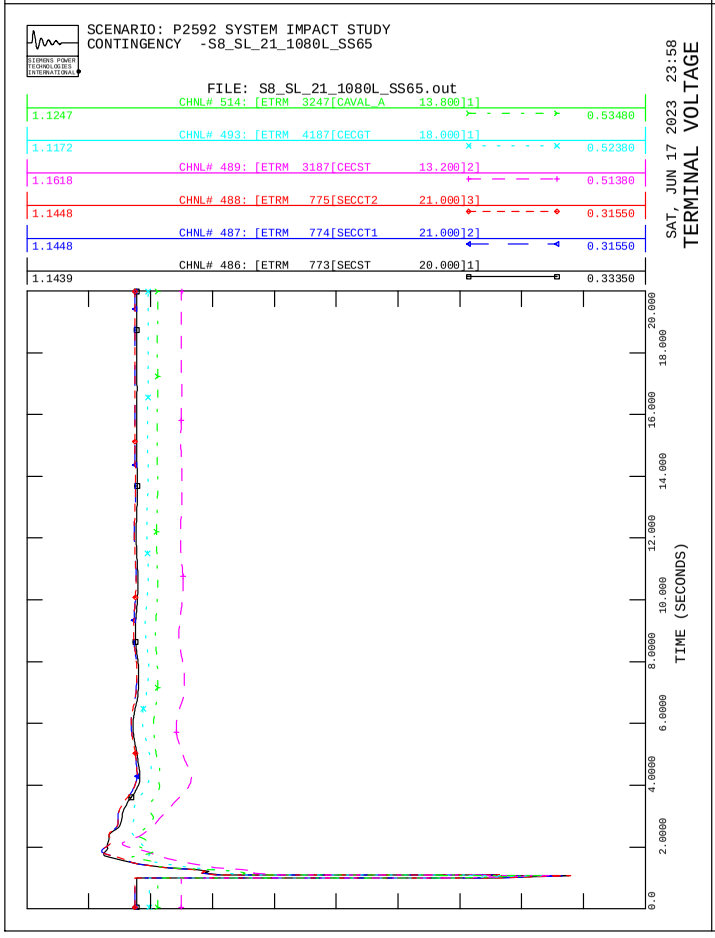
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1247
0.53480
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1172
0.52380
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1618
0.51380
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1448
0.31550
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1448
0.31550
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1439
0.33350
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
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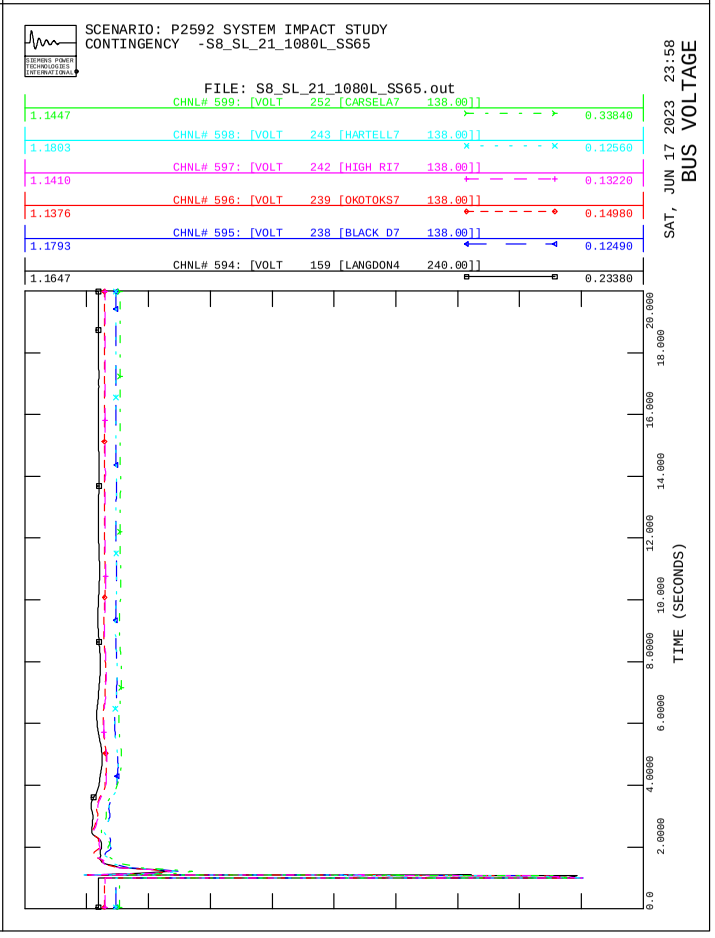
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1447
0.33840
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1803
0.12560
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1410
0.13220
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1376
0.14980
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1793
0.12490
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1647
0.23380
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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4.0000
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8.0000
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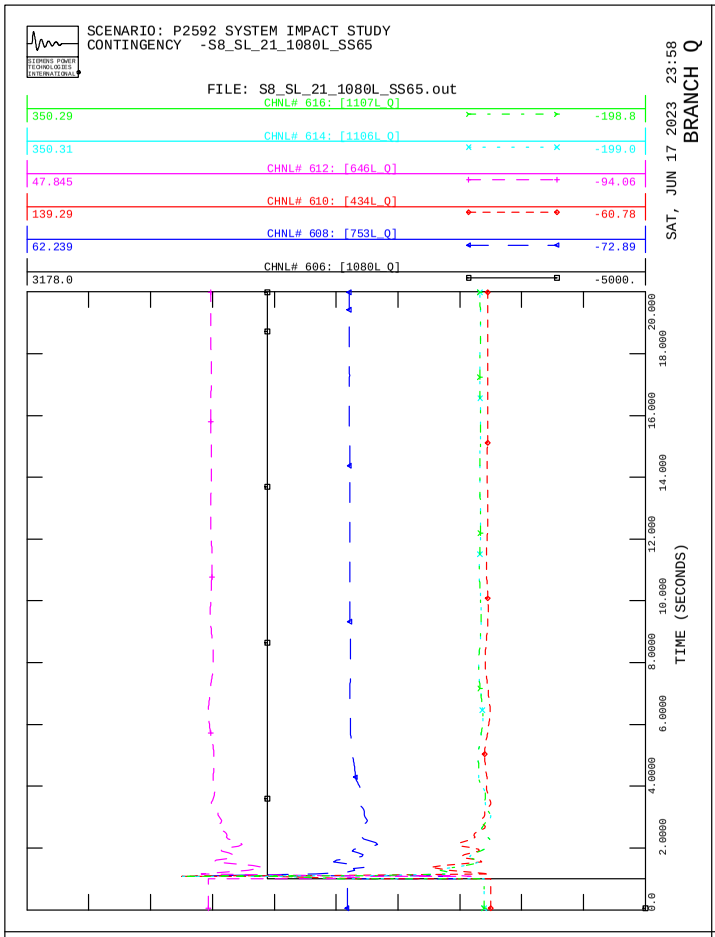
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 616: [1107L Q]
350.29
-198.8
CHNL# 614: [1106L Q]
350.31
-199.0
CHNL# 612: [646L Q]
47.845
-94.06
CHNL# 610: [434L Q]
139.29
-60.78
CHNL# 608: [753L Q]
62.239
-72.89
CHNL# 606: [1080L Q]
3178.0
-5000.
SAT, JUN 17 2023 23:58
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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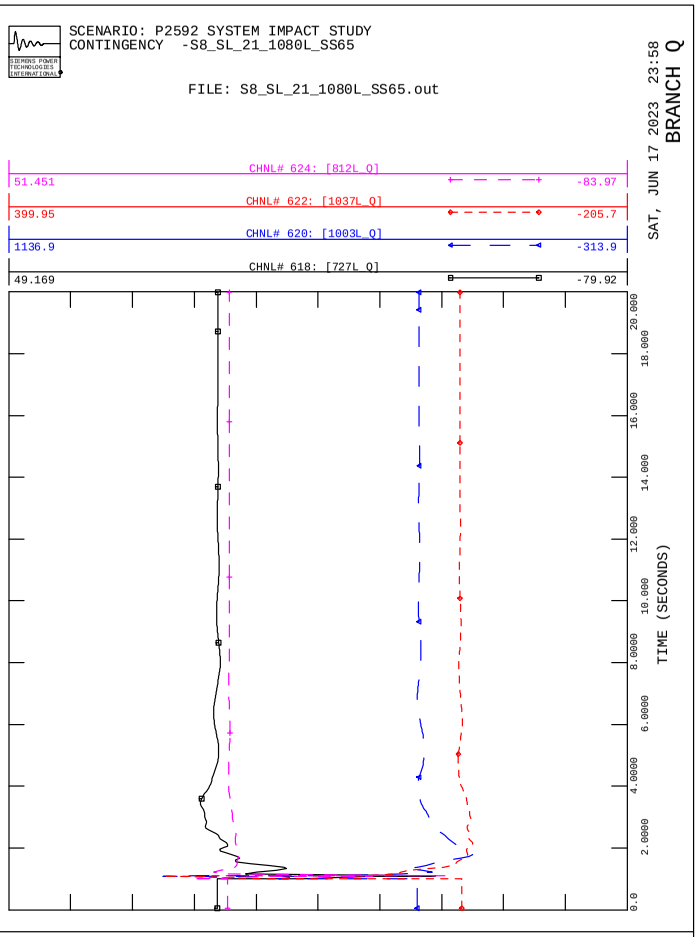
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 624: [812L Q]
51.451
-83.97
CHNL# 622: [1037L Q]
399.95
-205.7
CHNL# 620: [1003L Q]
1136.9
-313.9
CHNL# 618: [727L Q]
49.169
-79.92
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
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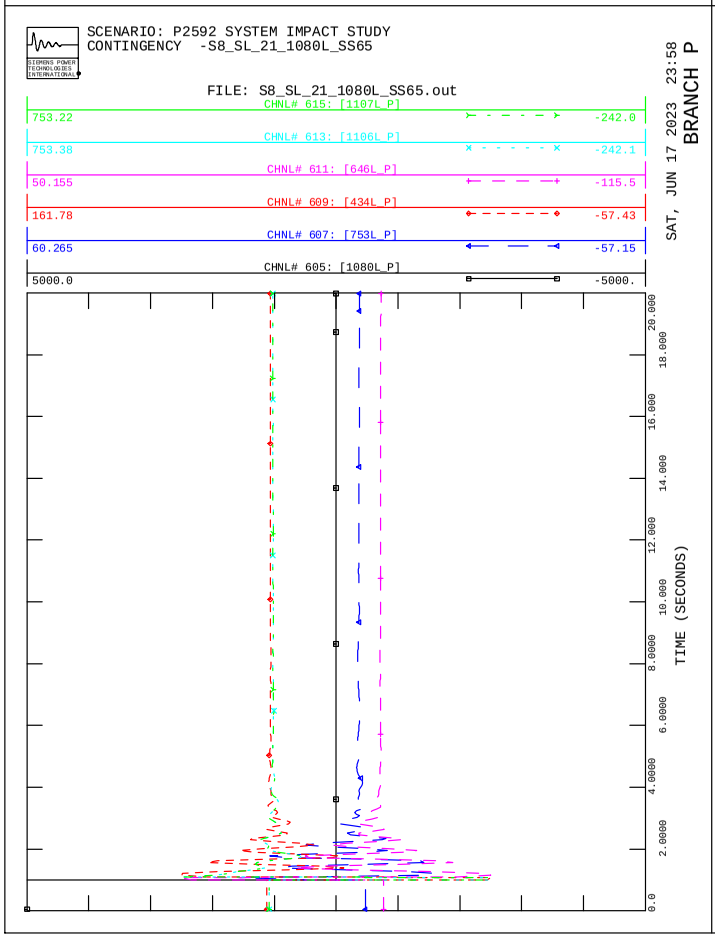
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 615: [1107L P]
753.22
-242.0
CHNL# 613: [1106L P]
753.38
-242.1
CHNL# 611: [646L P]
50.155
-115.5
CHNL# 609: [434L P]
161.78
-57.43
CHNL# 607: [753L P]
60.265
-57.15
CHNL# 605: [1080L P]
5000.0
-5000.
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
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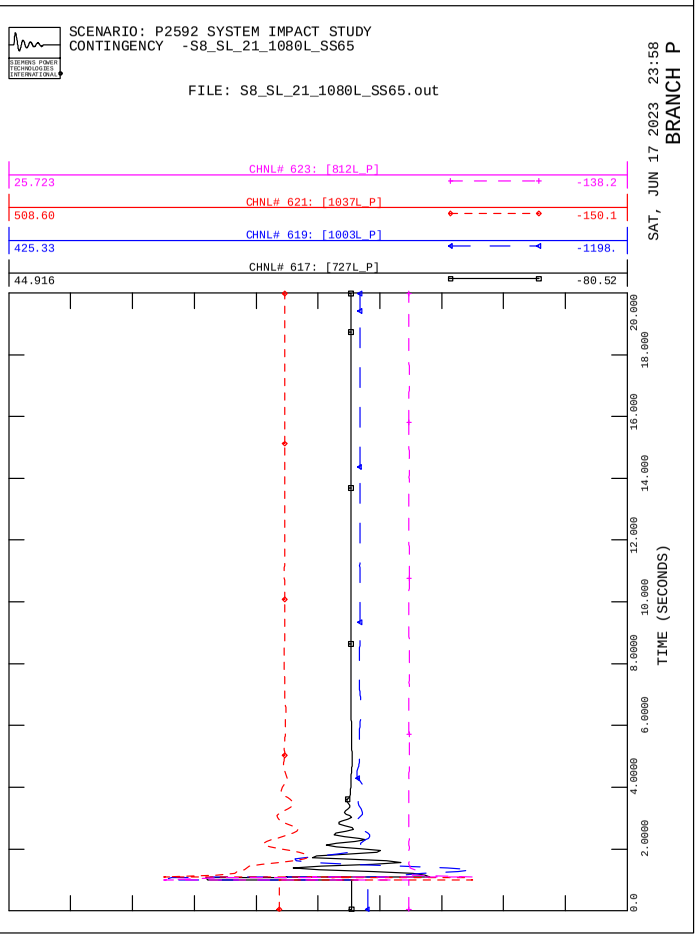
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65
FILE: S8_SL_21_1080L_SS65.out
CHNL# 623: [812L P]
25.723
-138.2
CHNL# 621: [1037L P]
508.60
-150.1
CHNL# 619: [1003L P]
425.33
-1198.
CHNL# 617: [727L P]
44.916
-80.52
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65

FILE: S8_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 569.43 -381.7
CHNL# 628: [985L Q] 1150.0 -317.1
CHNL# 626: [1038L Q] 400.34 -206.1

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1] 0.66970 -0.1069
CHNL# 202: [POWR 4187[CECGT 18.000]1] 2.1105 -0.4520
CHNL# 198: [POWR 3187[CECST 13.200]2] 1.7597 -0.7363
CHNL# 197: [POWR 775[SECCT2 21.000]3] 3.9348 -0.1558
CHNL# 196: [POWR 774[SECCT1 21.000]2] 3.9348 -0.1558
CHNL# 195: [POWR 773[SECST 20.000]1] 4.7868 -0.1705

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_21_1080L_SS65

FILE: S8_SL_21_1080L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 950.66 -317.4
CHNL# 627: [985L P] 430.62 -1212.
CHNL# 625: [1038L P] 509.22 -150.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 180.25 -15.69
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 119.53 -53.29
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 156.19 -20.19
CHNL# 4: [ANGL 3187[CECST 13.200]2] 137.24 -35.57
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 163.44 -27.24
CHNL# 1: [ANGL 773[SECST 20.000]1] 165.25 -24.11

TIME (SECONDS)

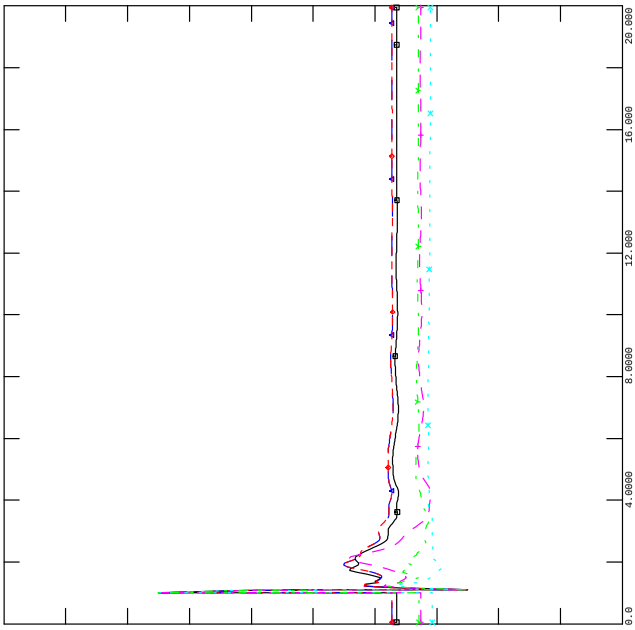
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 320: [VARS 3247[CAVAL_A 13.800]1] 1.3367 -0.7122
CHNL# 299: [VARS 4187[CECGT 18.000]1] 4.8771 -2.187
CHNL# 295: [VARS 3187[CECST 13.200]2] 3.3358 -1.625
CHNL# 294: [VARS 775[SECCT2 21.000]3] 6.0766 -4.469
CHNL# 293: [VARS 774[SECCT1 21.000]2] 6.0766 -4.469
CHNL# 292: [VARS 773[SECST 20.000]1] 7.7397 -5.390



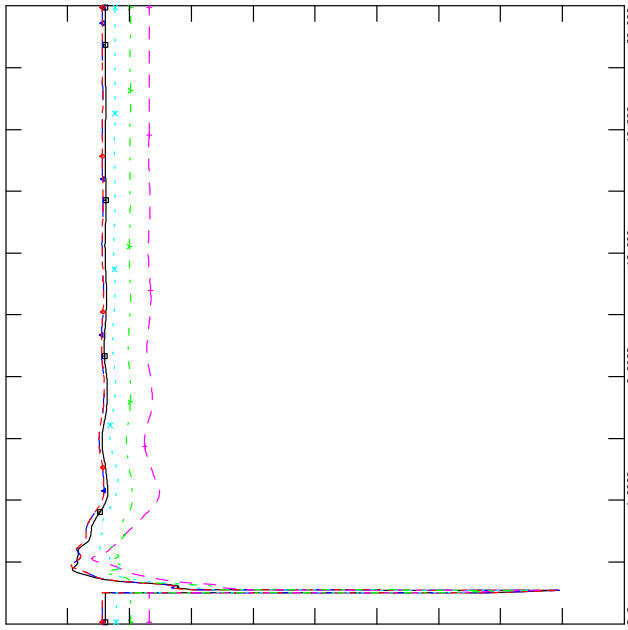
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 1.1260 0.50120
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 1.1180 0.45670
CHNL# 489: [ETRM 3187[CECST 13.200]2] 1.1675 0.44510
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 1.1483 0.19950
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 1.1483 0.19950
CHNL# 486: [ETRM 773[SECST 20.000]1] 1.1496 0.22160



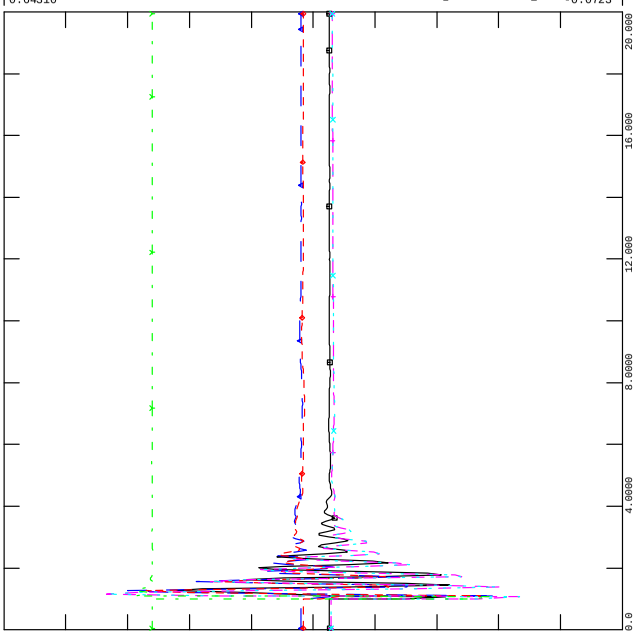
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1] 1.1264 0.18200
CHNL# 227: [POWR 4251[CARSELA1 13.800]1] 1.0331 -0.1723
CHNL# 224: [POWR 3251[CARSELA2 13.800]2] 1.0321 -0.1723
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2] 0.59580 -0.2745
CHNL# 199: [POWR 3290[BALZ 3 13.800]1] 0.65550 -0.3454
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2] 0.64310 -0.0723



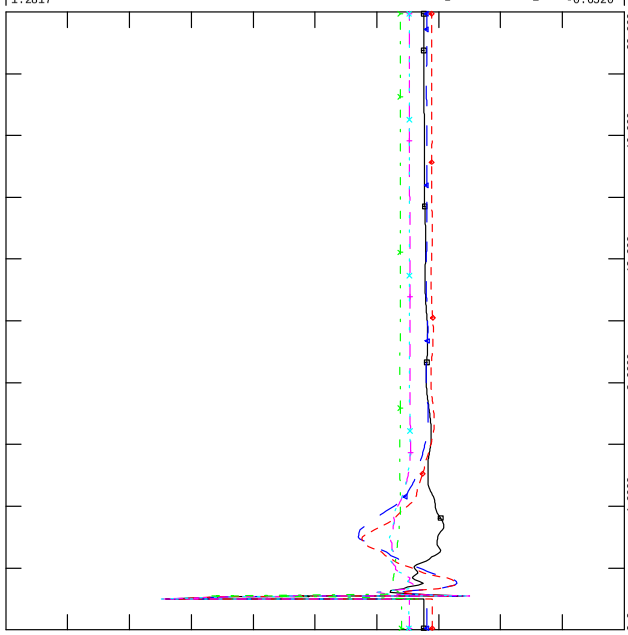
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

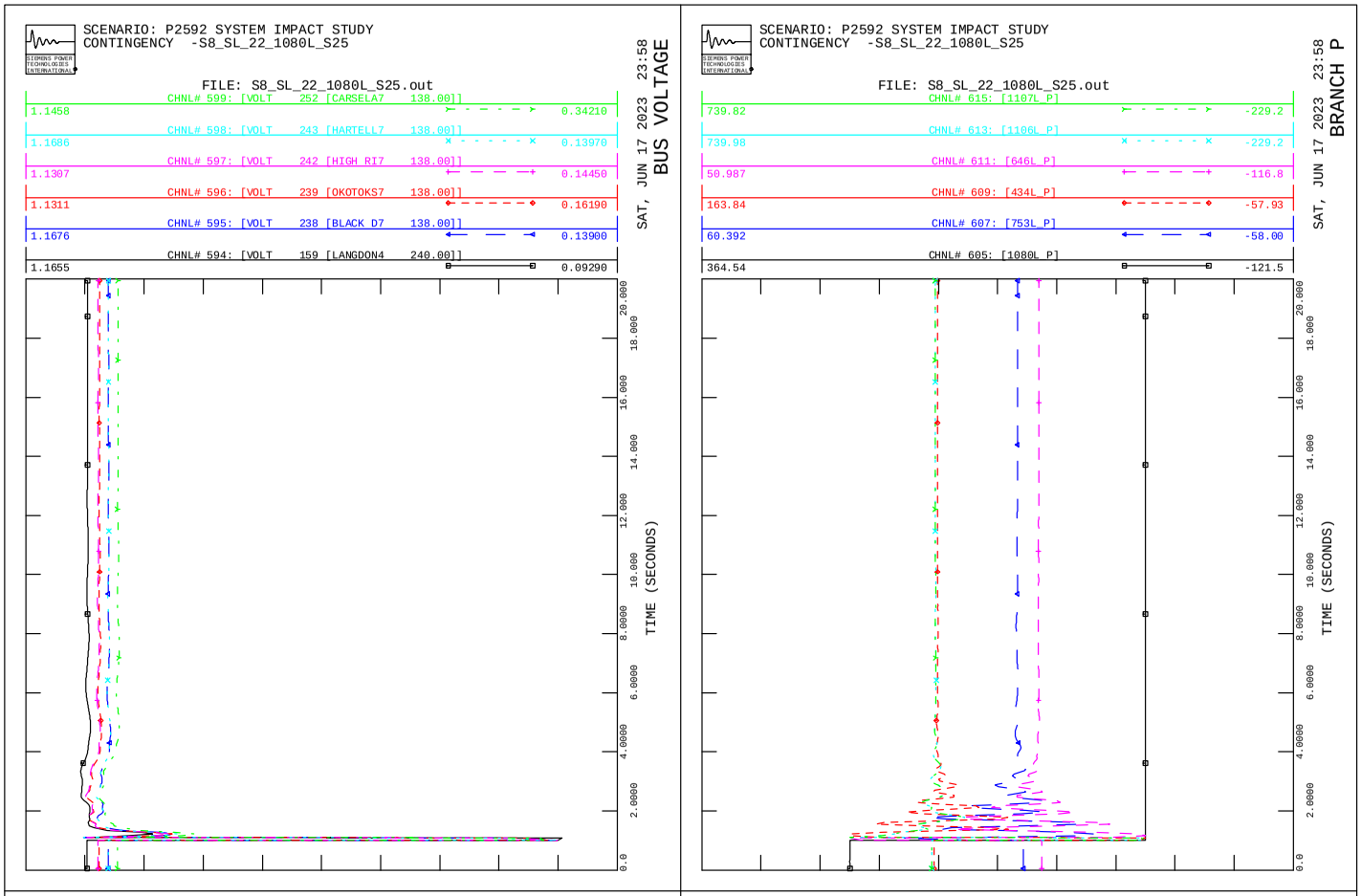
FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

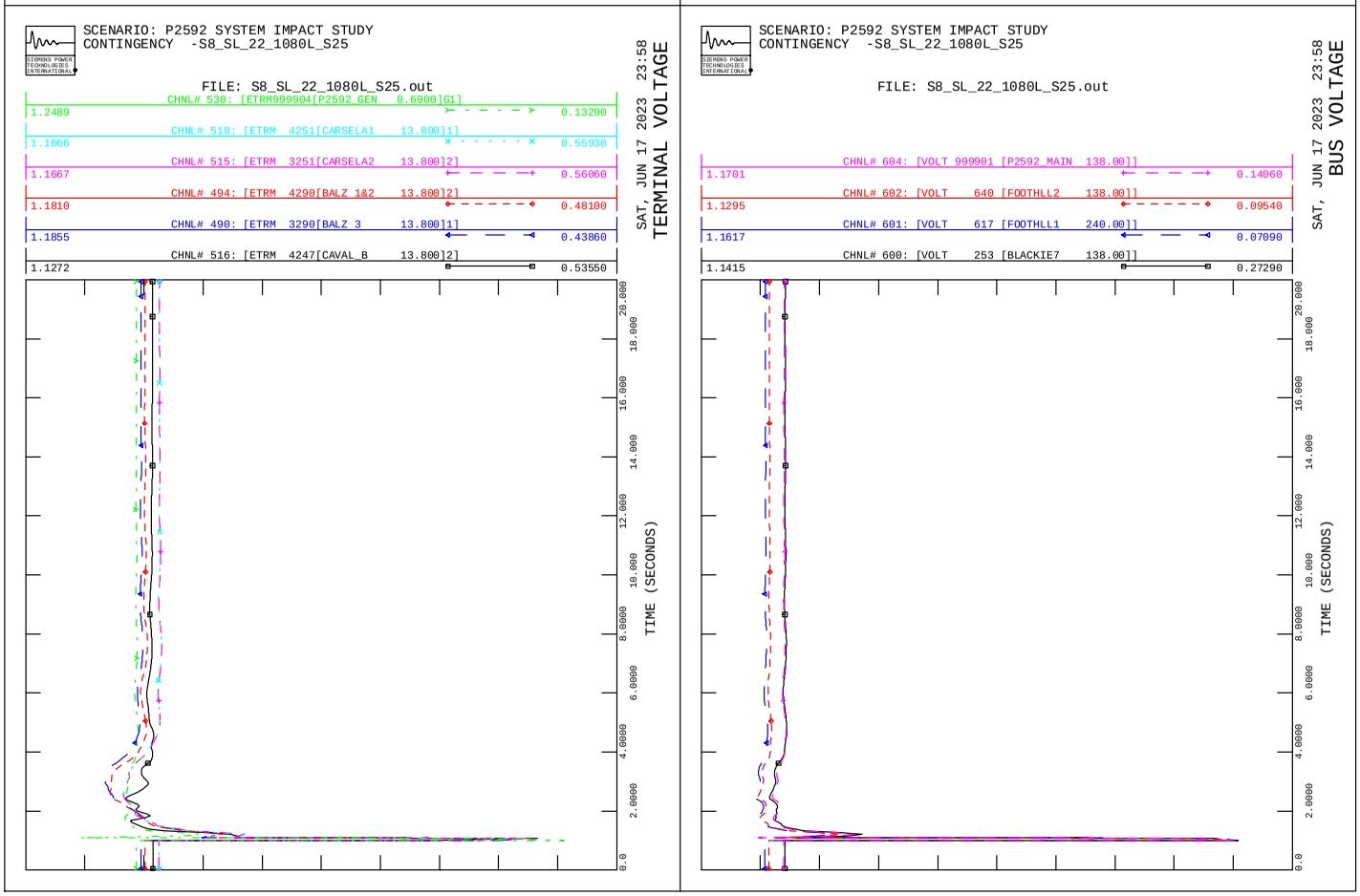
REACTIVE POWER

CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] 1.0663 -0.4590
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] 1.4714 -0.7192
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] 1.4672 -0.7145
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] 1.4739 -0.3748
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] 1.5487 -0.2963
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] 1.2817 -0.6520




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1458 0.34210
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1686 0.13970
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1307 0.14450
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1311 0.16190
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1676 0.13900
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1655 0.09290
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
CHNL# 615: [1107L_P]
739.82 -229.2
CHNL# 613: [1106L_P]
739.98 -229.2
CHNL# 611: [646L_P]
50.987 -116.8
CHNL# 609: [434L_P]
163.84 -57.93
CHNL# 607: [753L_P]
60.392 -58.00
CHNL# 605: [1080L_P]
364.54 -121.5
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2489 0.13290
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1666 0.55930
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1667 0.56060
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1810 0.48100
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1855 0.43860
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1272 0.53550
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1701 0.14060
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1295 0.09540
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1617 0.07090
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1415 0.27290
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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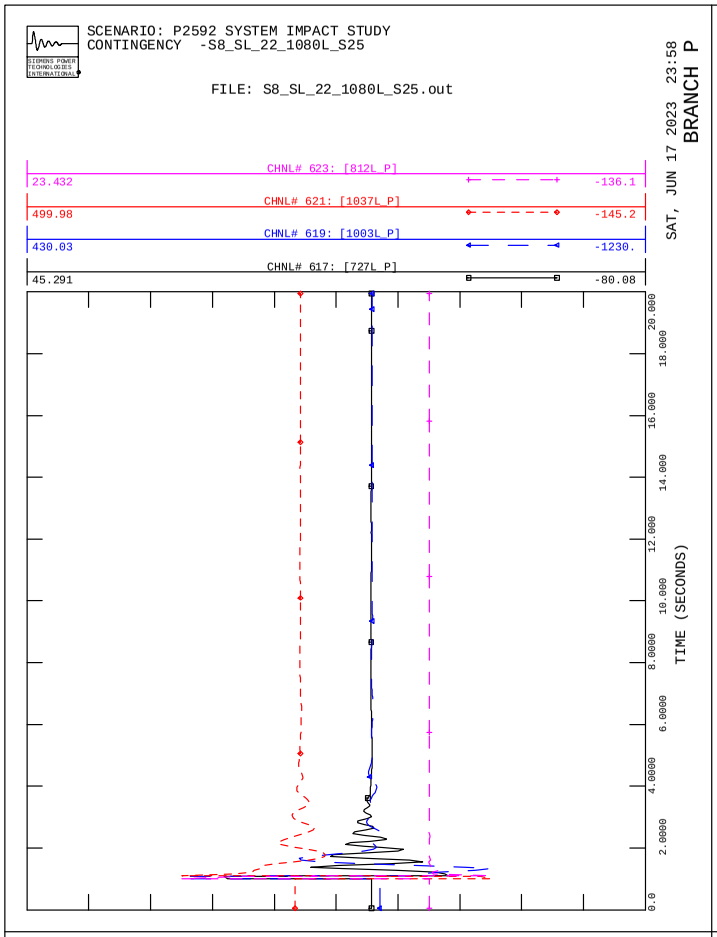
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 623: [812L_P]
23.432
-136.1
CHNL# 621: [1037L_P]
499.98
-145.2
CHNL# 619: [1003L_P]
430.03
-1230.
CHNL# 617: [727L_P]
45.291
-80.08
TIME (SECONDS)
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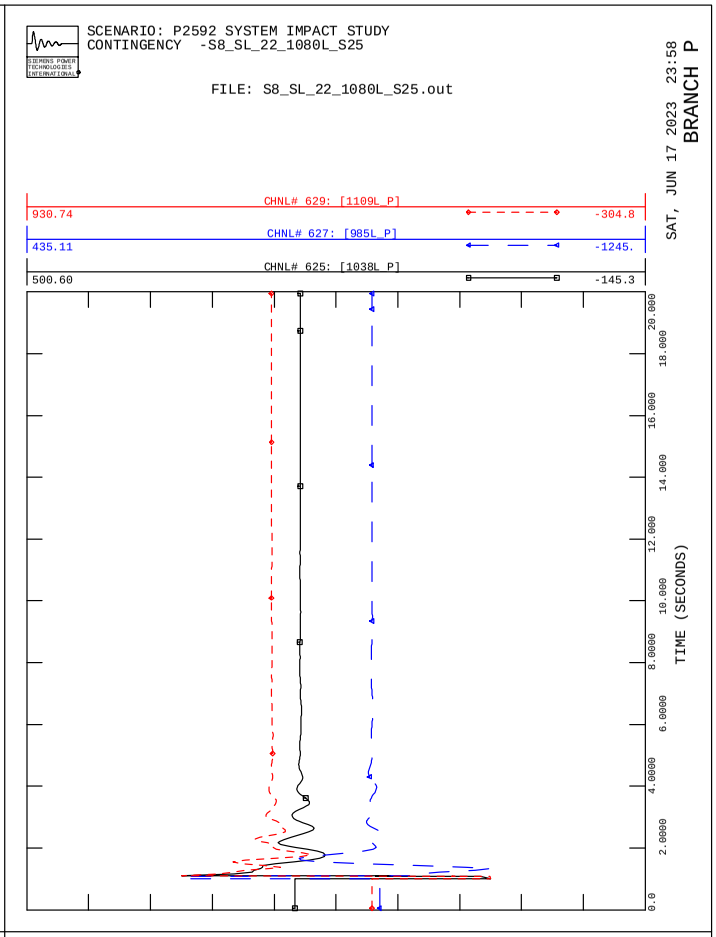
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 629: [1109L_P]
930.74
-304.8
CHNL# 627: [985L_P]
435.11
-1245.
CHNL# 625: [1038L_P]
500.60
-145.3
TIME (SECONDS)
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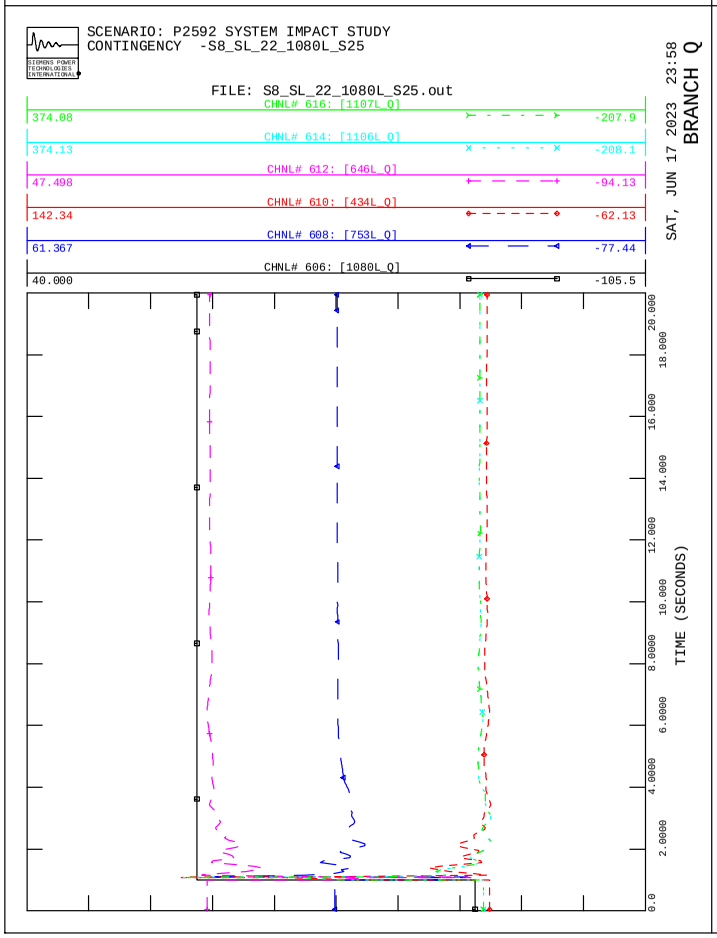
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 616: [1107L_Q]
374.08
-207.9
CHNL# 614: [1106L_Q]
374.13
-208.1
CHNL# 612: [646L_Q]
47.498
-94.13
CHNL# 610: [434L_Q]
142.34
-62.13
CHNL# 608: [753L_Q]
61.367
-77.44
CHNL# 606: [1080L_Q]
40.000
-105.5
TIME (SECONDS)
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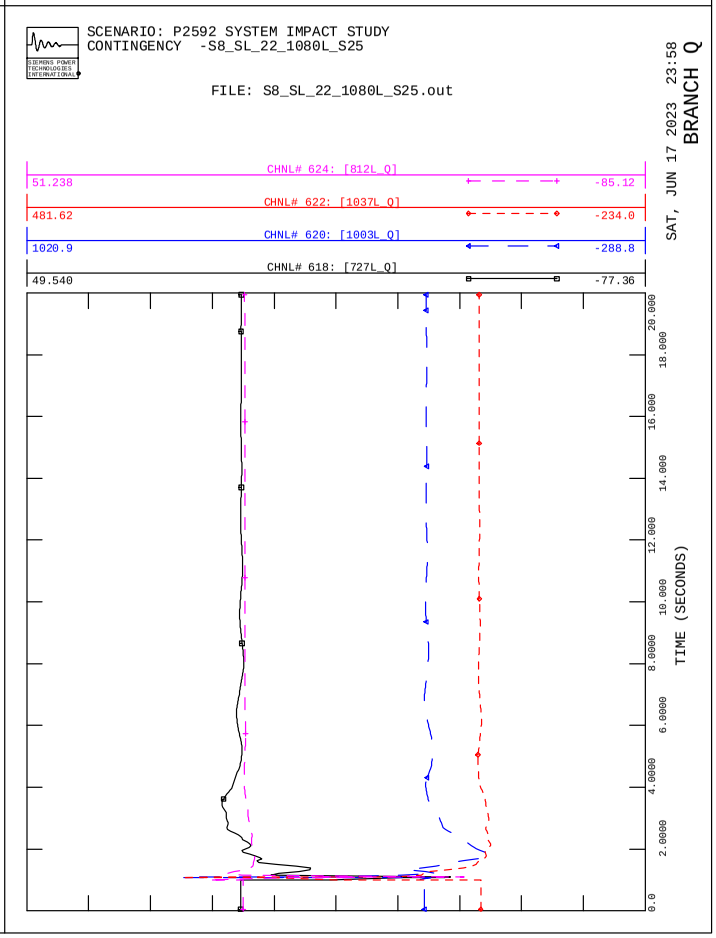
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25
FILE: S8_SL_22_1080L_S25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 624: [812L_Q]
51.238
-85.12
CHNL# 622: [1037L_Q]
481.62
-234.0
CHNL# 620: [1003L_Q]
1020.9
-288.8
CHNL# 618: [727L_Q]
49.540
-77.36
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
184.11 -18.74

CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
121.09 -54.29

CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
157.92 -22.21

CHNL# 4: [ANGL 3187[CECST 13.200]2]
138.73 -36.85

CHNL# 2: [ANGL 774[SECCT1 21.000]2]
167.78 -29.98

CHNL# 1: [ANGL 773[SECST 20.000]1]
169.24 -26.25

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1253 0.19880

CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0462 -0.1811

CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0450 -0.1811

CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.59340 -0.2696

CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.65540 -0.3446

CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.63680 -0.0839

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_22_1080L_S25

FILE: S8_SL_22_1080L_S25.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 630: [1109L Q]
513.16 -1428.

CHNL# 628: [985L Q]
1032.7 -291.7

CHNL# 626: [1038L Q]
482.13 -234.4

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
0.66270 -0.1008

CHNL# 202: [POWR 4187[CECGT 18.000]1]
2.1118 -0.5113

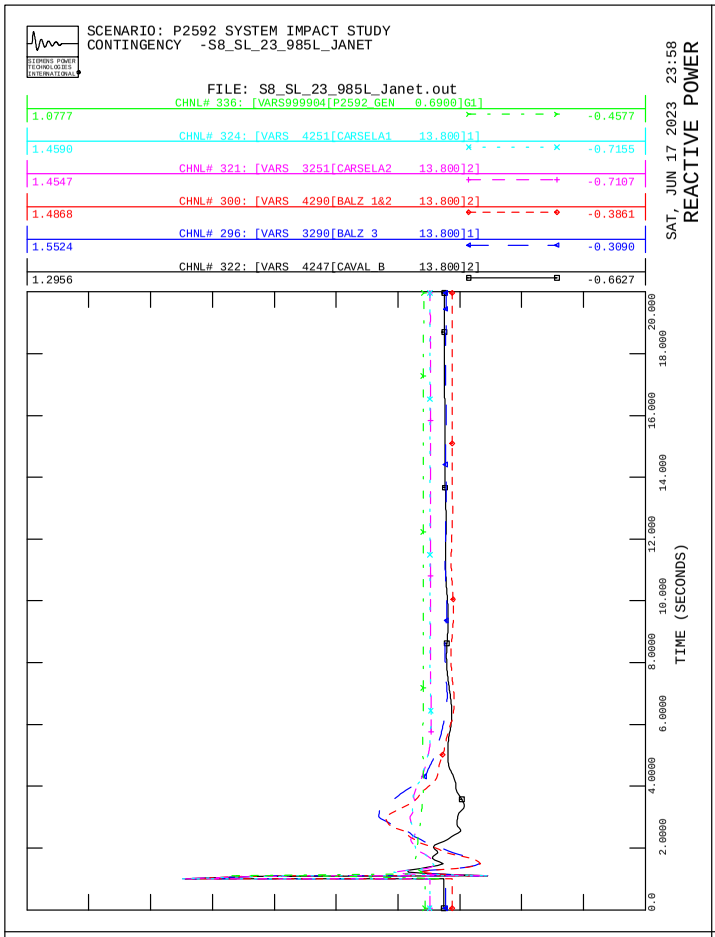
CHNL# 198: [POWR 3187[CECST 13.200]2]
1.7706 -0.8167

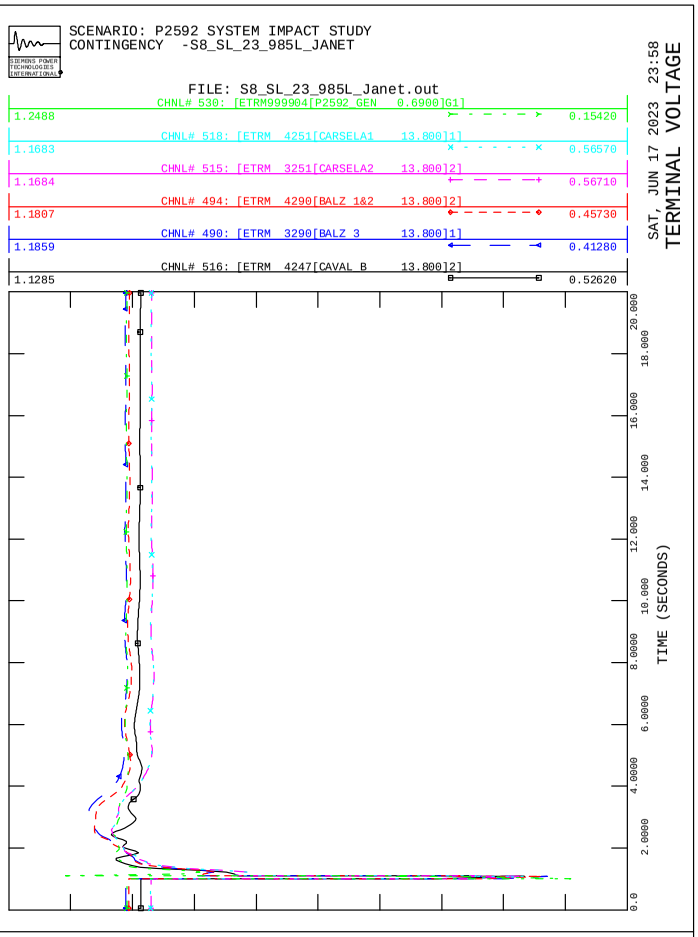
CHNL# 197: [POWR 775[SECCT2 21.000]3]
4.0365 -0.2378

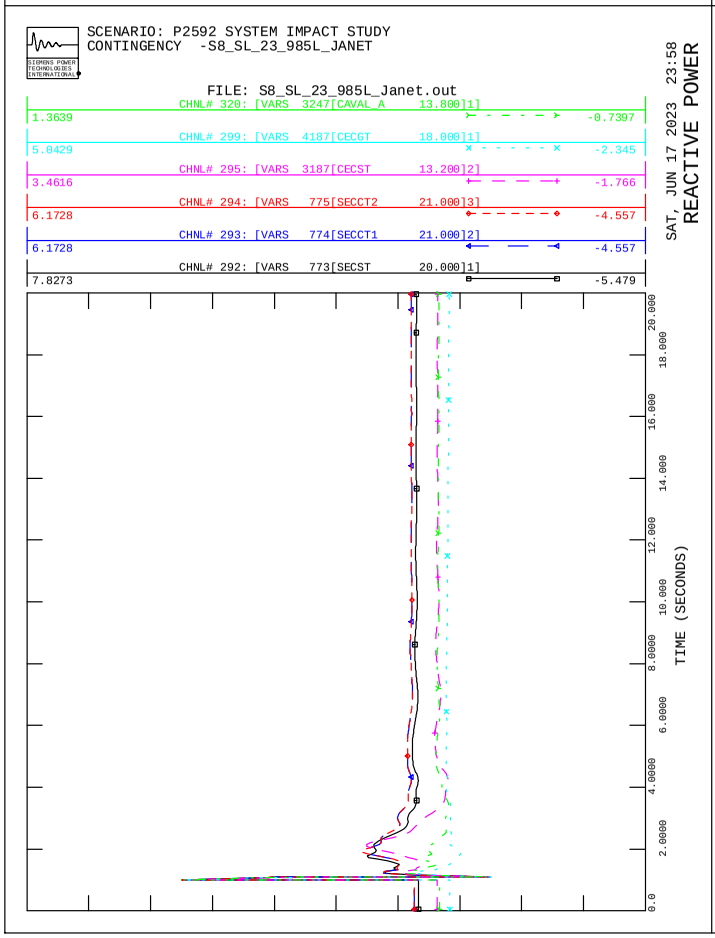
CHNL# 196: [POWR 774[SECCT1 21.000]2]
4.0365 -0.2378

CHNL# 195: [POWR 773[SECST 20.000]1]
4.9941 -0.2112

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET
FILE: S8_SL_23_985L_Janet.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.0777 -0.4577
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4590 -0.7155
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4547 -0.7107
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.4868 -0.3861
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.5524 -0.3090
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.2956 -0.6627
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET
FILE: S8_SL_23_985L_Janet.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2488 0.15420
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1683 0.56570
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1684 0.56710
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1807 0.45730
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1859 0.41280
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1285 0.52620
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET
FILE: S8_SL_23_985L_Janet.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.3639 -0.7397
CHNL# 299: [VARS 4187[CECGT 18.000]1]
5.0429 -2.345
CHNL# 295: [VARS 3187[CECST 13.200]2]
3.4616 -1.766
CHNL# 294: [VARS 775[SECCT2 21.000]3]
6.1728 -4.557
CHNL# 293: [VARS 774[SECCT1 21.000]2]
6.1728 -4.557
CHNL# 292: [VARS 773[SECST 20.000]1]
7.8273 -5.479
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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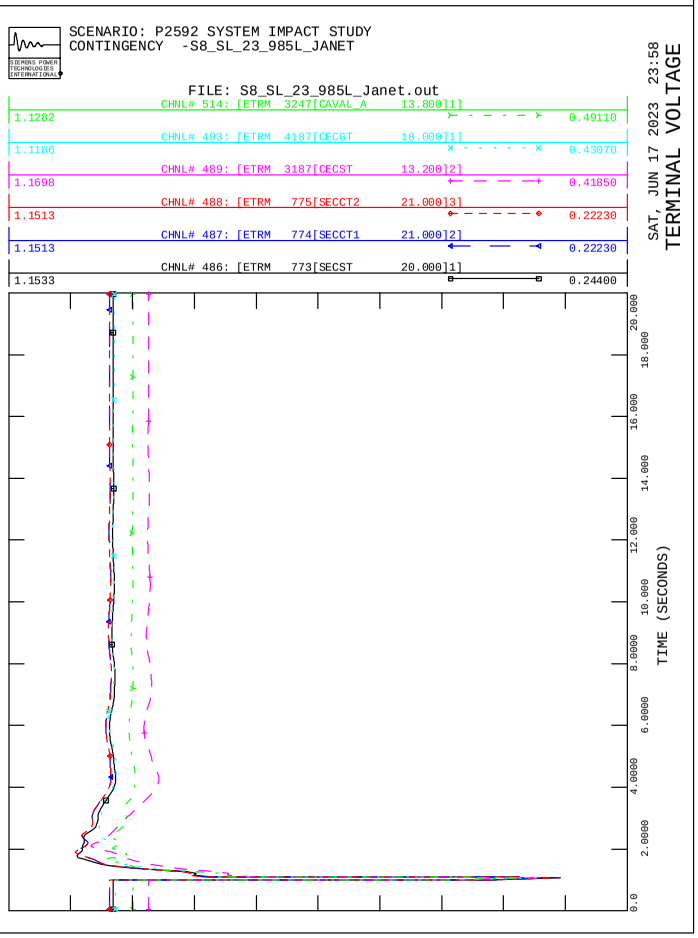
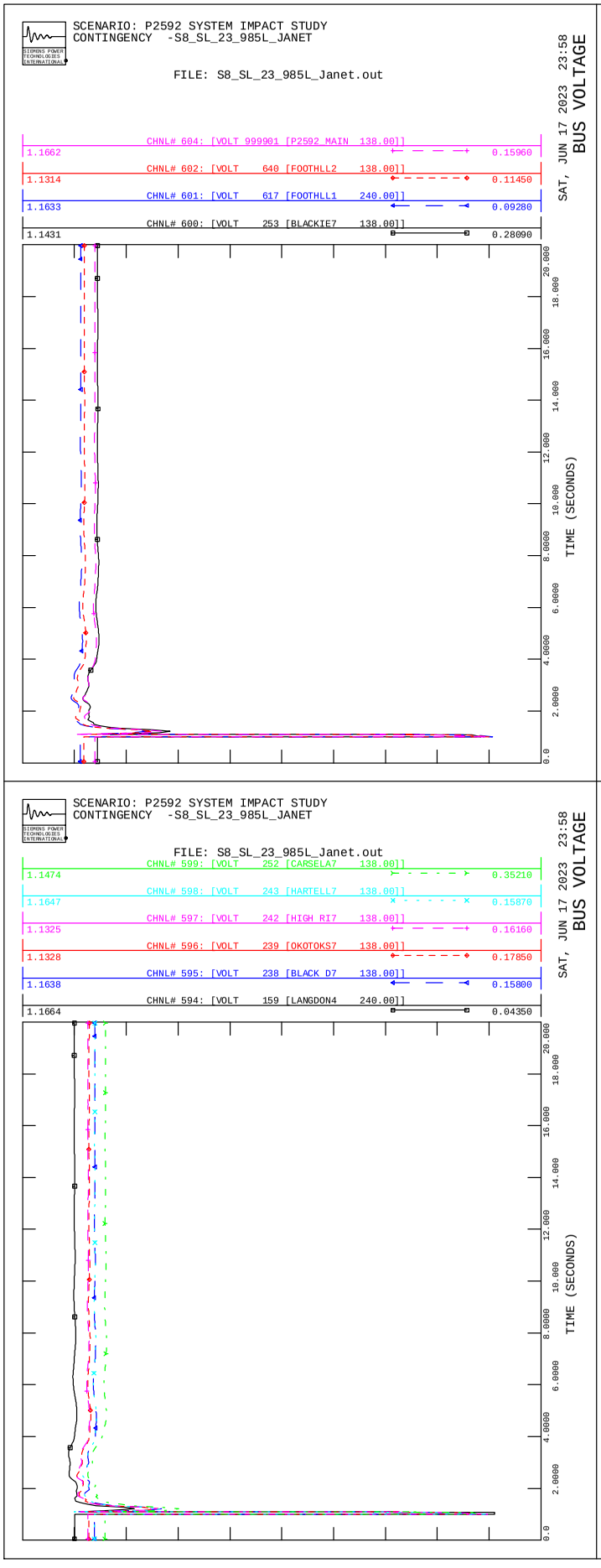
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET
FILE: S8_SL_23_985L_Janet.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1282 0.49110
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1186 0.43070
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1698 0.41850
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1513 0.22230
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1513 0.22230
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1533 0.24400
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET
FILE: S8_SL_23_985L_Janet.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1662
0.15960
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1314
0.11450
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1633
0.09280
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1431
0.28090
TIME (SECONDS)
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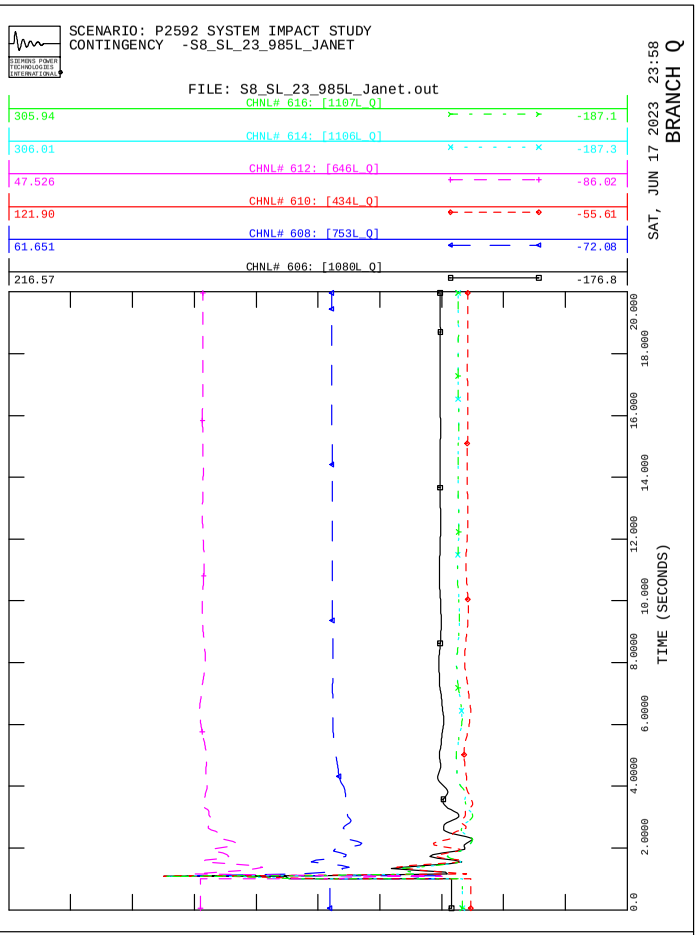
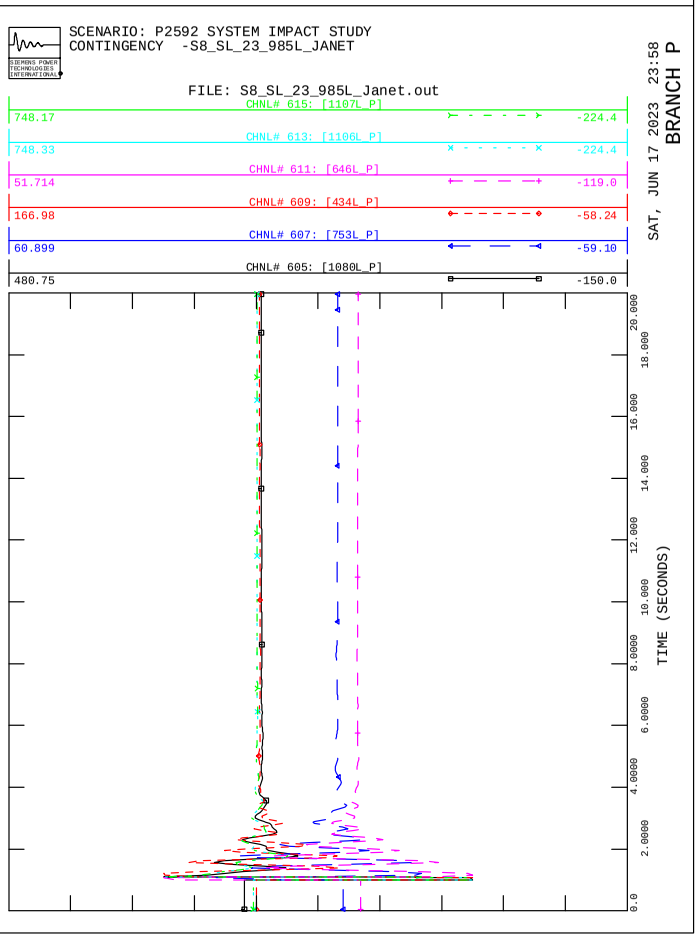
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

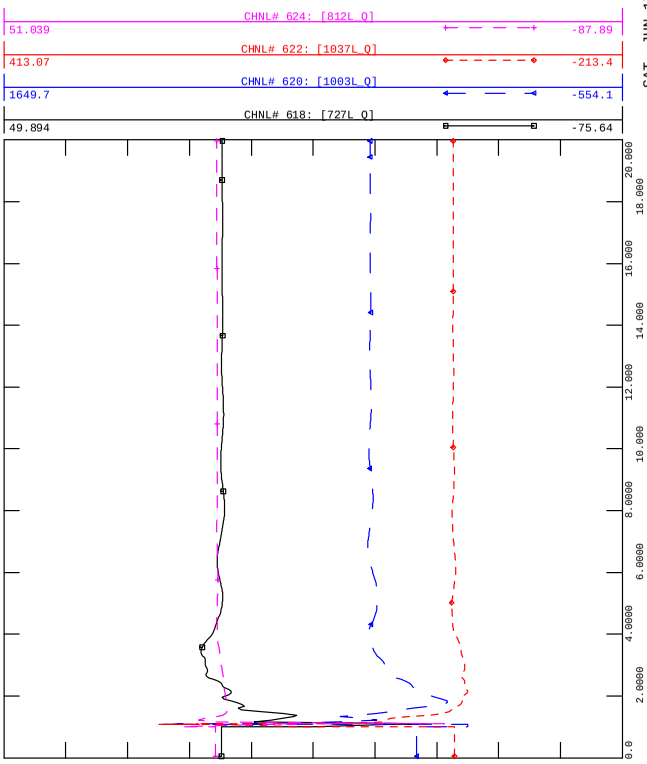




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

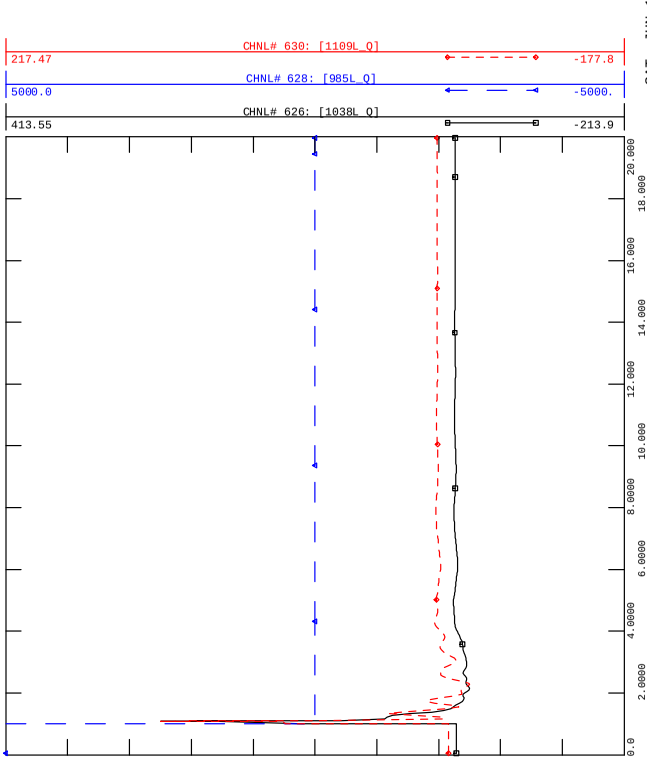
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

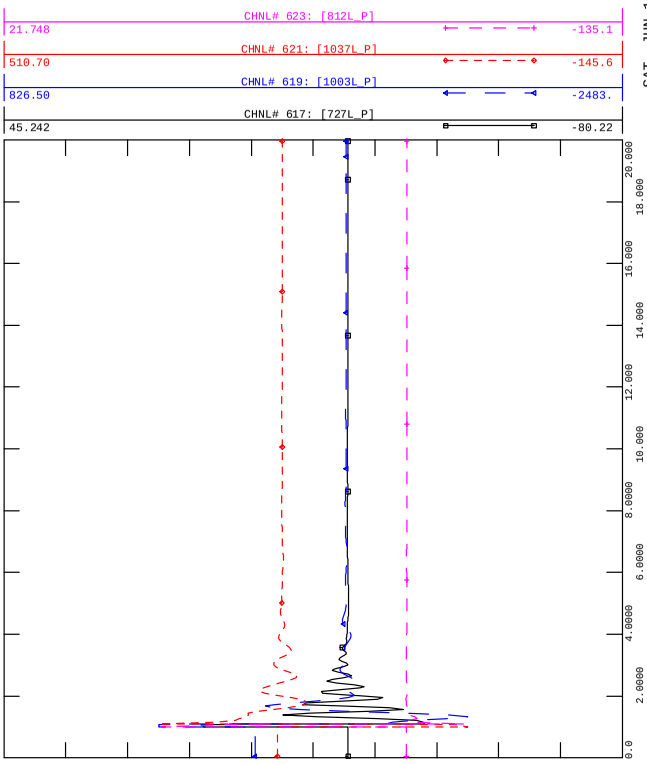
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

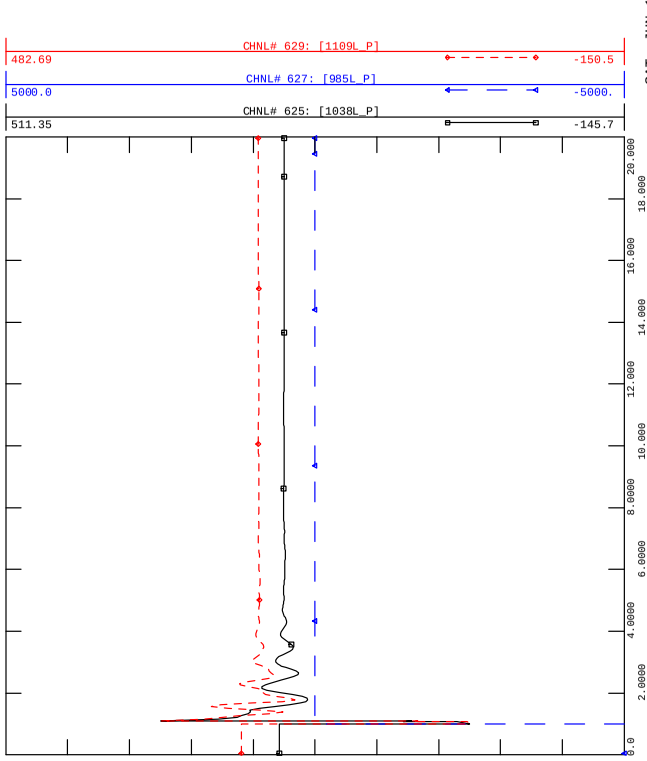
SAT, JUN 17 2023 23:58 BRANCH P

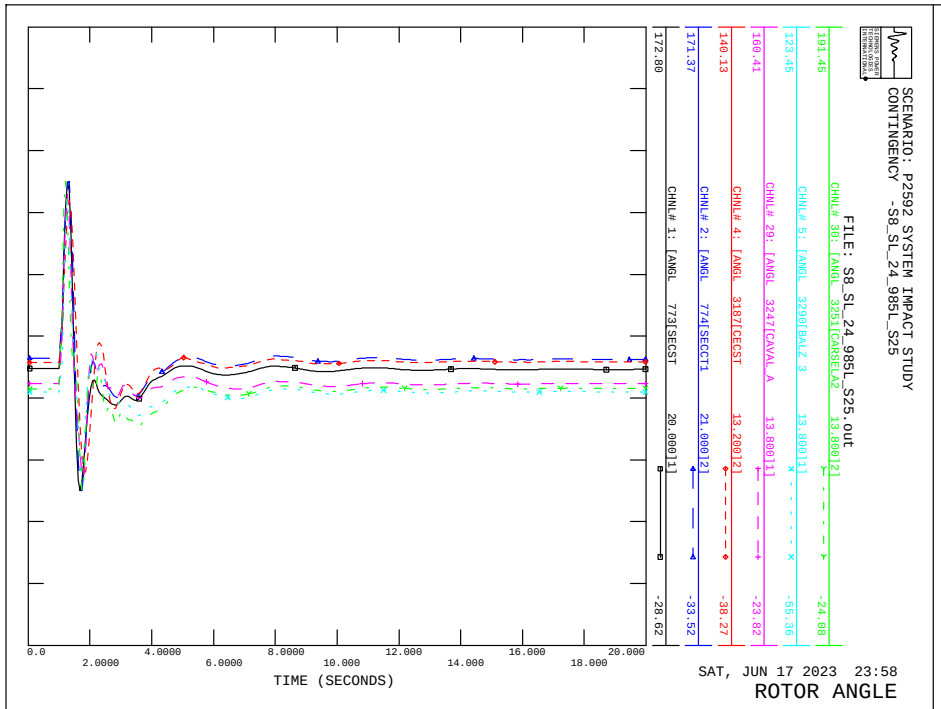


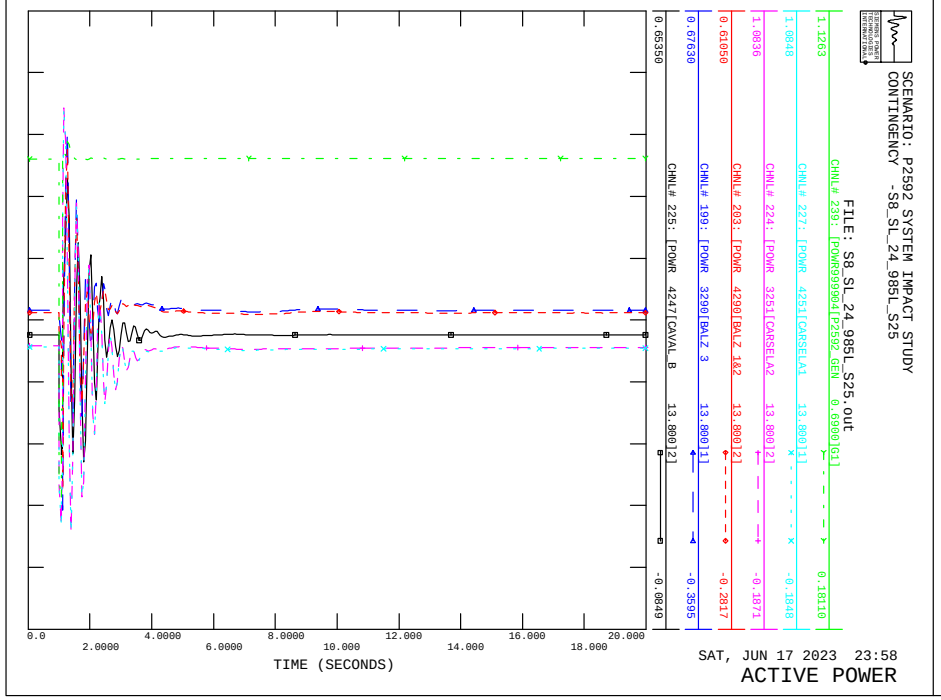
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_23_985L_JANET

FILE: S8_SL_23_985L_Janet.out

SAT, JUN 17 2023 23:58 BRANCH P

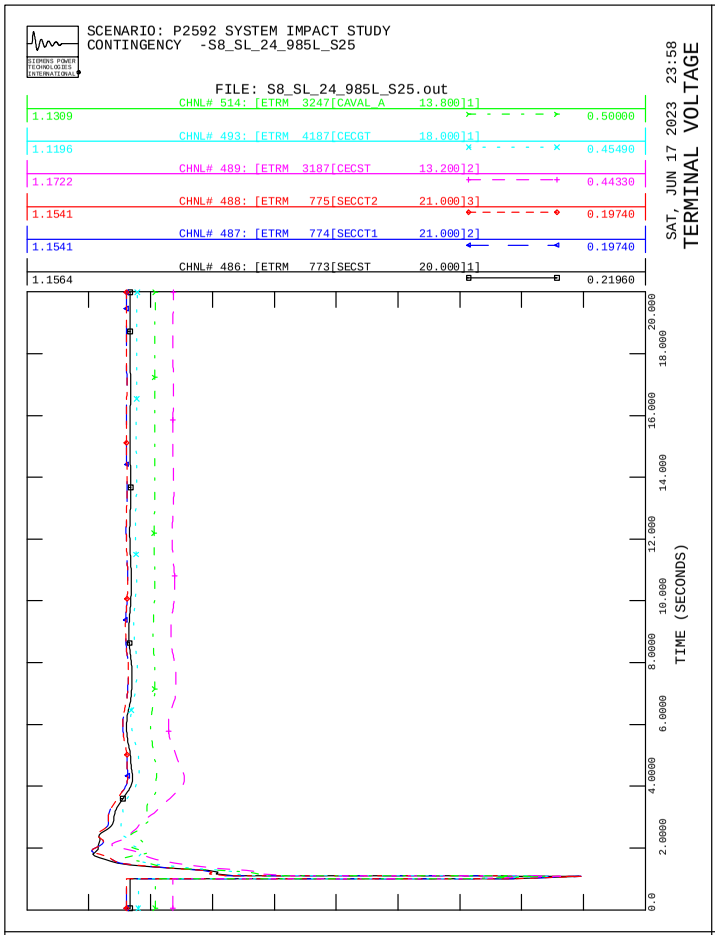



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800[1] -0.1185
CHNL# 202: [POWR 4187[CEGGT 18.000[1] -0.5744
CHNL# 198: [POWR 3187[CEGST 13.200[2] -0.8912
CHNL# 197: [POWR 775[SECCT2 21.000[3] -0.3889
CHNL# 196: [POWR 774[SECCT1 21.000[2] -0.3889
CHNL# 195: [POWR 773[SECST 20.000[1] -0.1962
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800[1] -0.7093
CHNL# 299: [VARS 4187[CEGGT 18.000[1] -2.191
CHNL# 295: [VARS 3187[CEGST 13.200[2] -1.665
CHNL# 294: [VARS 775[SECCT2 21.000[3] -4.390
CHNL# 293: [VARS 774[SECCT1 21.000[2] -4.390
CHNL# 292: [VARS 773[SECST 20.000[1] -5.289
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800[2] -24.08
CHNL# 5: [ANGL 3290[BALZ 3 13.800[1] -55.36
CHNL# 29: [ANGL 3247[CAVAL_A 13.800[1] -23.82
CHNL# 4: [ANGL 3187[CEGST 13.200[2] -38.27
CHNL# 2: [ANGL 774[SECCT1 21.000[2] -33.52
CHNL# 1: [ANGL 773[SECST 20.000[1] -28.62
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ROTOR ANGLE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
CHNL# 239: [POWR999904[P2592_GEN 0.69001[1] 0.18110
CHNL# 227: [POWR 4251[CARSELA1 13.800[1] -0.1848
CHNL# 224: [POWR 3251[CARSELA2 13.800[2] -0.1871
CHNL# 203: [POWR 4290[BALZ 1&2 13.800[2] -0.2817
CHNL# 199: [POWR 3290[BALZ 3 13.800[1] -0.3595
CHNL# 225: [POWR 4247[CAVAL_B 13.800[2] -0.0849
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1309 0.50000
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1196 0.45490
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1722 0.44330
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1541 0.19740
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1541 0.19740
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1564 0.21960
TIME (SECONDS)
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8.0000
10.000
12.000
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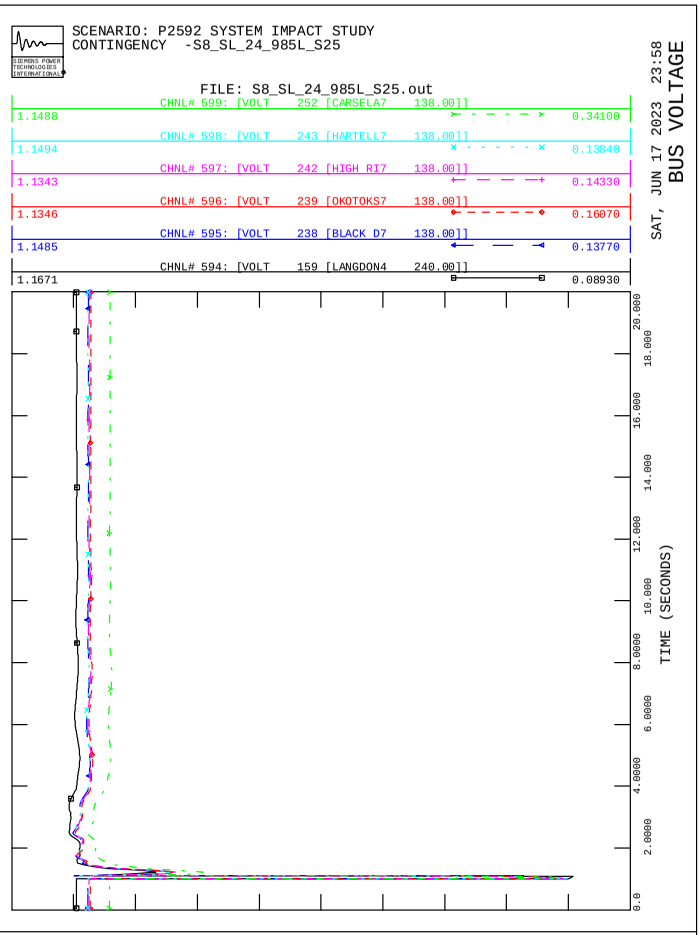
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1488 0.34100
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1494 0.13840
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1343 0.14330
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1346 0.16070
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1485 0.13770
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1671 0.08930
TIME (SECONDS)
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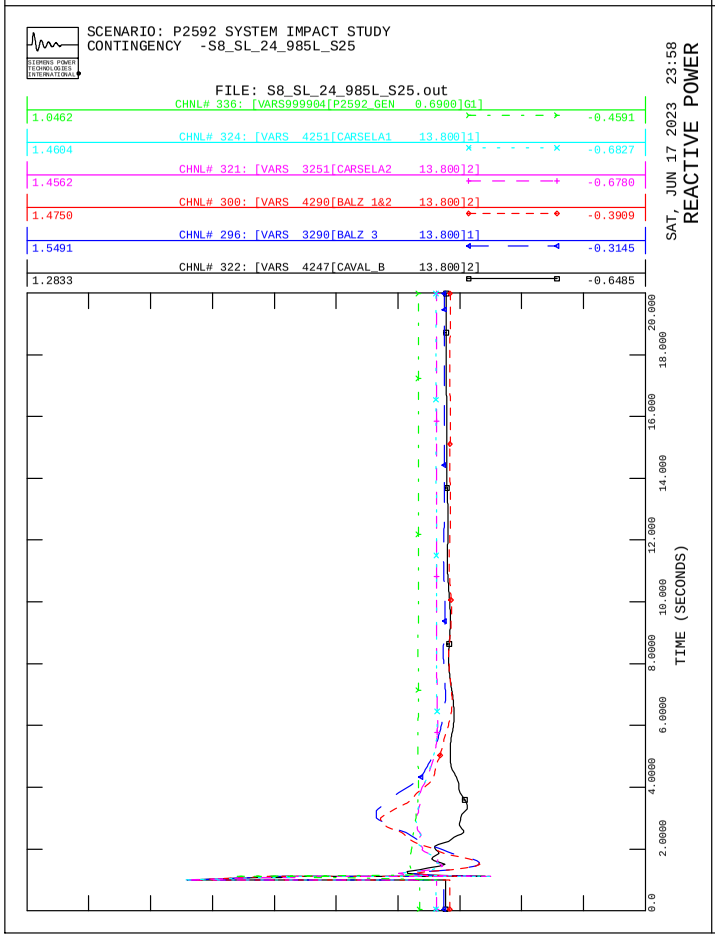
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
REACTIVE POWER
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.0462 -0.4591
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4604 -0.6827
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4562 -0.6780
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.4750 -0.3909
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.5491 -0.3145
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2]
1.2833 -0.6485
TIME (SECONDS)
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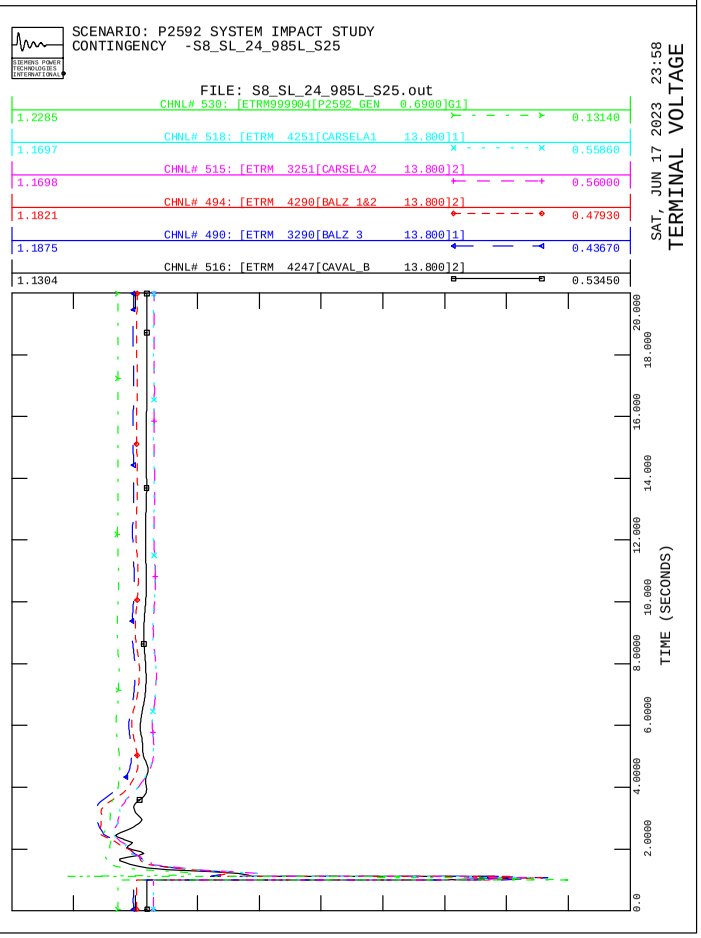
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25
FILE: S8_SL_24_985L_S25.out
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2285 0.13140
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1697 0.55860
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1698 0.56000
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1821 0.47930
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1875 0.43670
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1304 0.53450
TIME (SECONDS)
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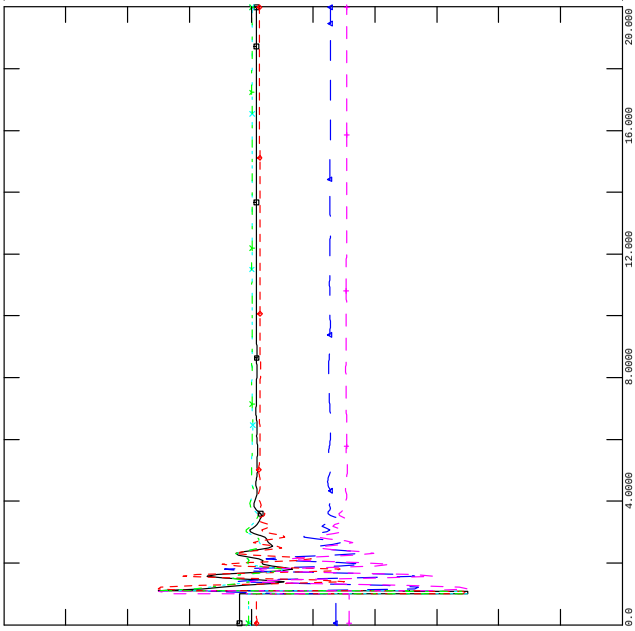
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 615: [1107L_P] 754.71 -234.8
CHNL# 613: [1106L_P] 754.87 -234.8
CHNL# 611: [646L_P] 53.354 -123.5
CHNL# 609: [434L_P] 171.76 -60.78
CHNL# 607: [753L_P] 61.121 -60.26
CHNL# 605: [1080L_P] 485.19 -157.2

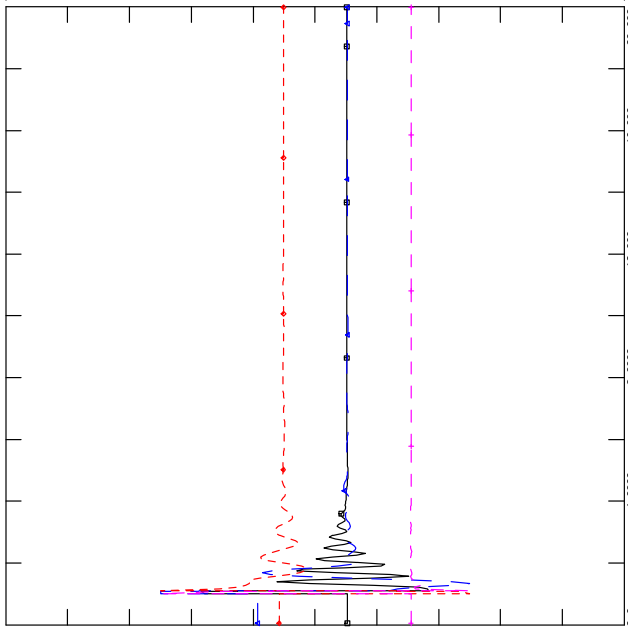


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 623: [812L_P] 23.554 -135.0
CHNL# 621: [1037L_P] 513.41 -150.1
CHNL# 619: [1003L_P] 855.36 -2511.
CHNL# 617: [727L_P] 45.348 -81.28

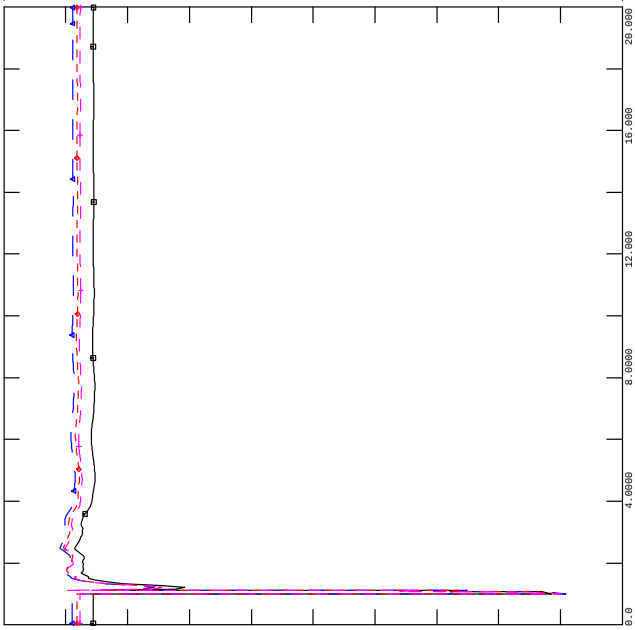


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]] 1.1507 0.13920
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]] 1.1333 0.09420
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]] 1.1654 0.06970
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]] 1.1447 0.27160

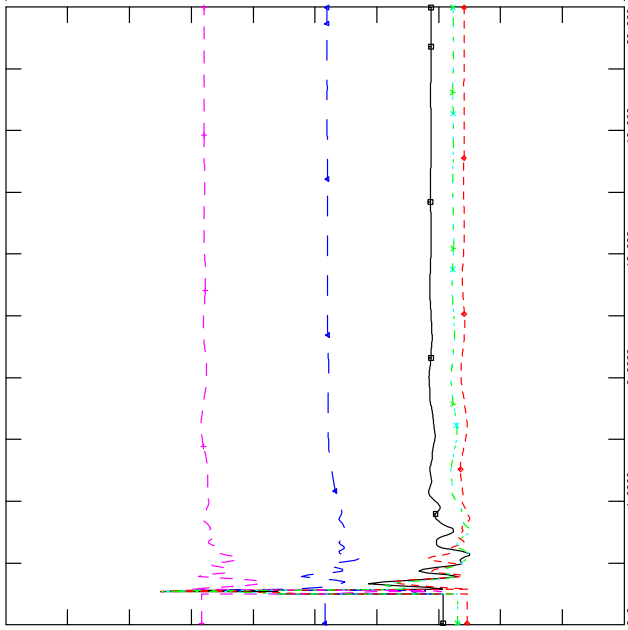


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 616: [1107L_Q] 283.37 -181.0
CHNL# 614: [1106L_Q] 283.42 -181.1
CHNL# 612: [646L_Q] 48.992 -86.21
CHNL# 610: [434L_Q] 120.99 -55.49
CHNL# 608: [753L_Q] 59.782 -71.12
CHNL# 606: [1080L_Q] 182.54 -167.2



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 487.15 -157.8
CHNL# 627: [985L P] 264.08 -792.2
CHNL# 625: [1038L P] 514.06 -150.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

FILE: S8_SL_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 619.21 -119.4
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 68.526 -35.56
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 111.62 -25.97
CHNL# 4: [ANGL 3187[CECST 13.200]2] 95.477 -11.46
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 113.77 2.9373
CHNL# 1: [ANGL 773[SECST 20.000]1] 113.94 3.9165

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 624: [812L Q] 51.249 -83.81
CHNL# 622: [1037L Q] 350.42 -194.2
CHNL# 620: [1003L Q] 1255.7 -865.3
CHNL# 618: [727L Q] 50.190 -76.17

TIME (SECONDS)

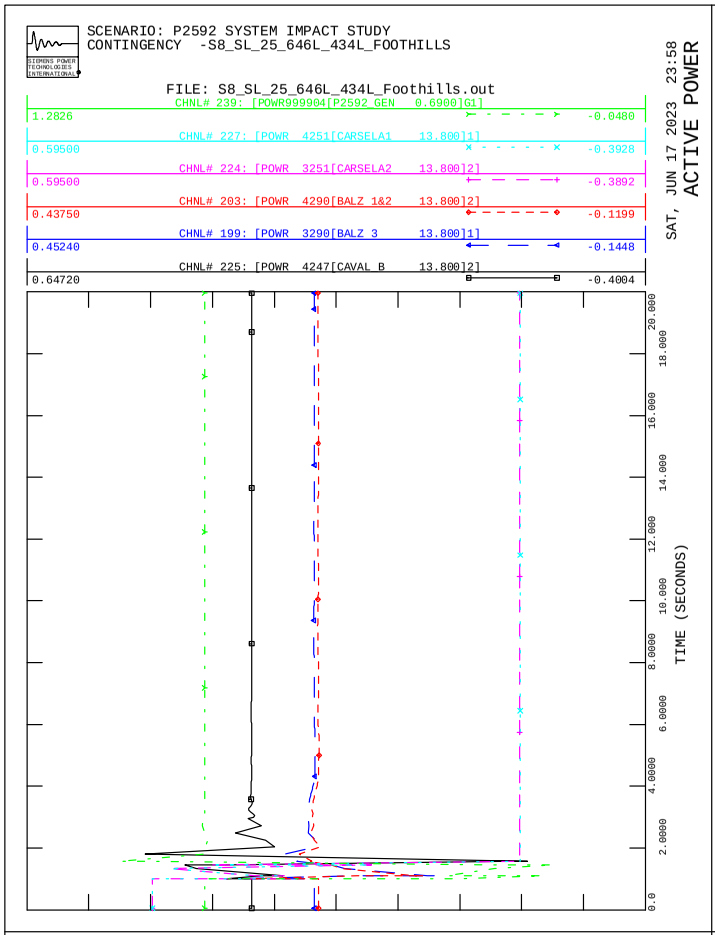
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_24_985L_S25

FILE: S8_SL_24_985L_S25.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 183.29 -168.1
CHNL# 628: [985L Q] 274.27 -91.42
CHNL# 626: [1038L Q] 350.82 -194.6

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
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CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.59500
-0.3928
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.59500
-0.3892
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.43750
-0.1199
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.45240
-0.1448
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.64720
-0.4004
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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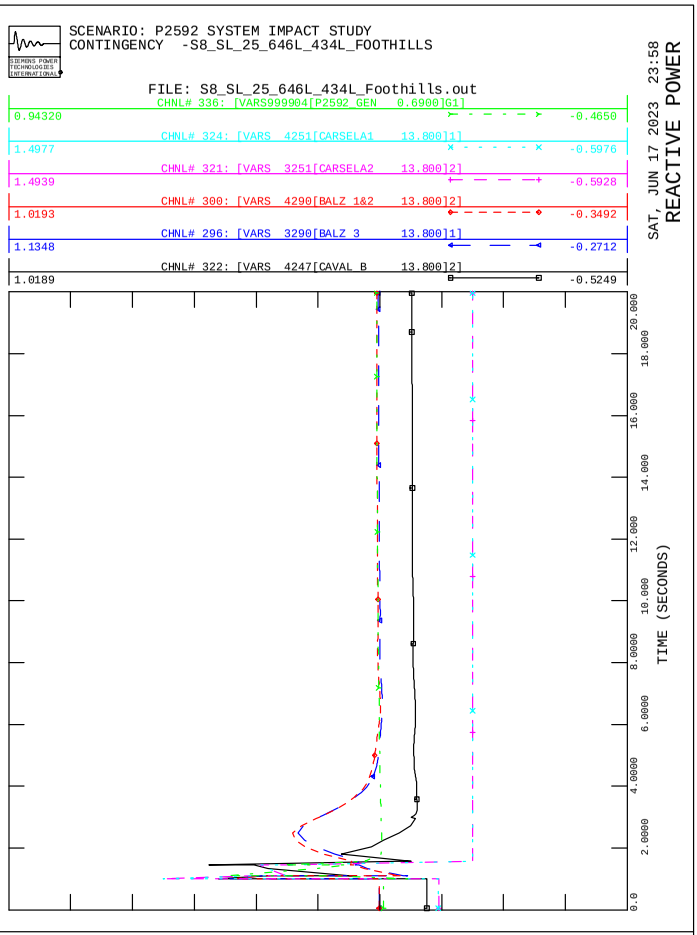
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
0.94320
-0.4650
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4977
-0.5976
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4939
-0.5928
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.0193
-0.3492
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.1348
-0.2712
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.0189
-0.5249
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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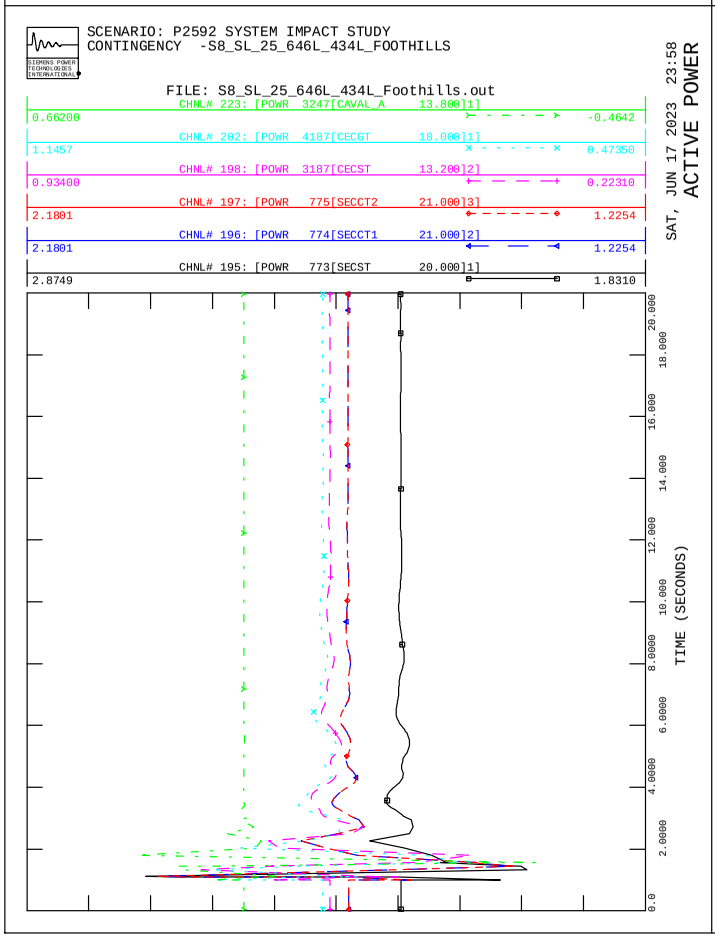
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
0.66200
-0.4642
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1457
0.47350
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.93400
0.22310
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.1801
1.2254
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.1801
1.2254
CHNL# 195: [POWR 773[SECST 20.000]1]
2.8749
1.8310
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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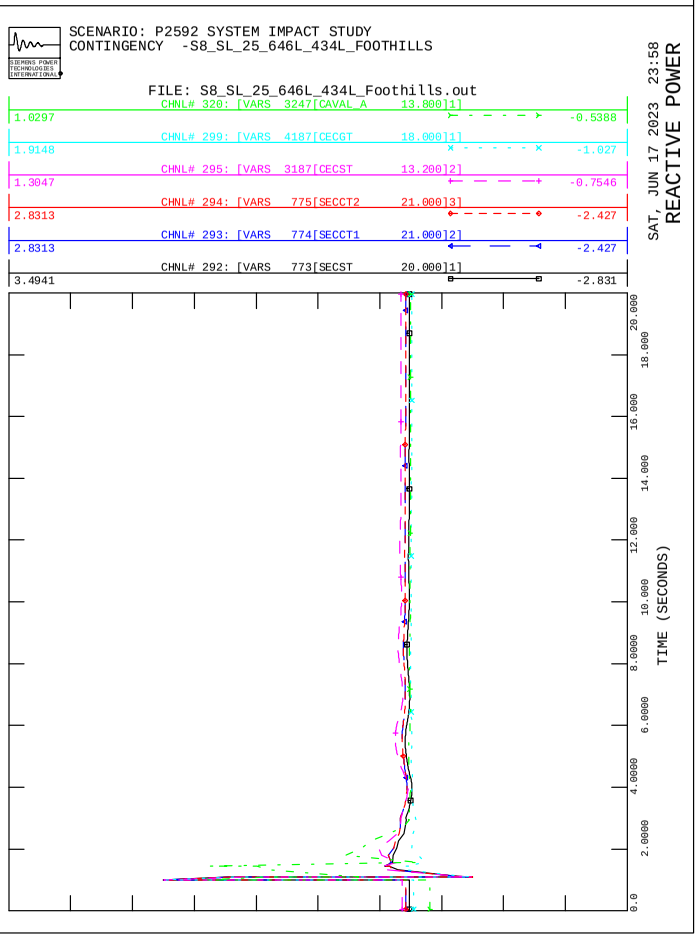
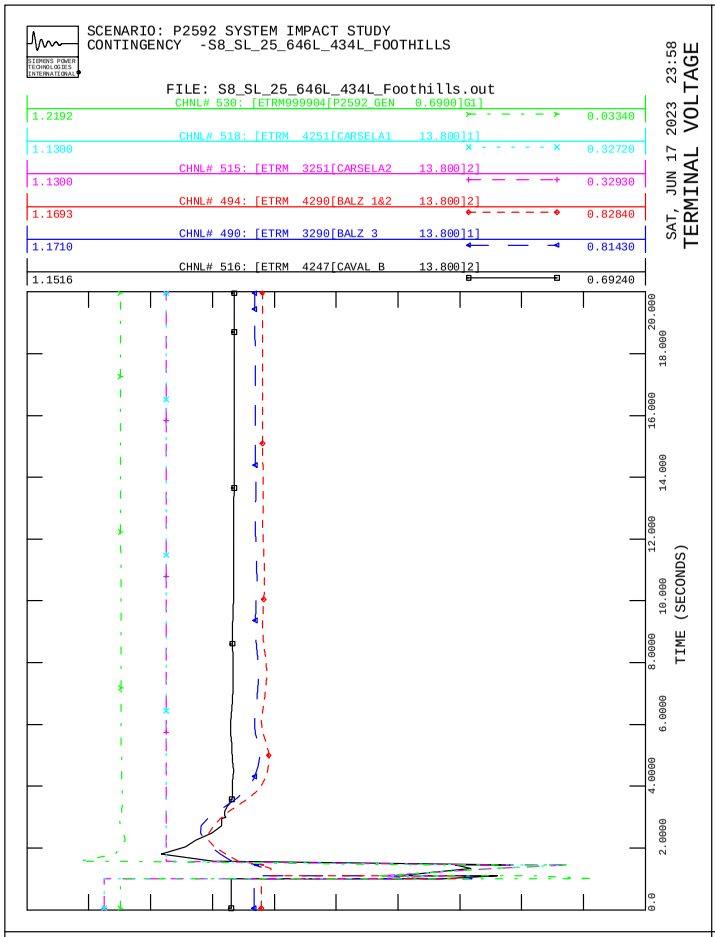
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.0297
-0.5388
CHNL# 299: [VARS 4187[CECGT 18.000]1]
1.9148
-1.027
CHNL# 295: [VARS 3187[CECST 13.200]2]
1.3047
-0.7546
CHNL# 294: [VARS 775[SECCT2 21.000]3]
2.8313
-2.427
CHNL# 293: [VARS 774[SECCT1 21.000]2]
2.8313
-2.427
CHNL# 292: [VARS 773[SECST 20.000]1]
3.4941
-2.831
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2192 0.03340
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1300 0.32720
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1300 0.32930
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1693 0.82840
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1710 0.81430
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1516 0.69240
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
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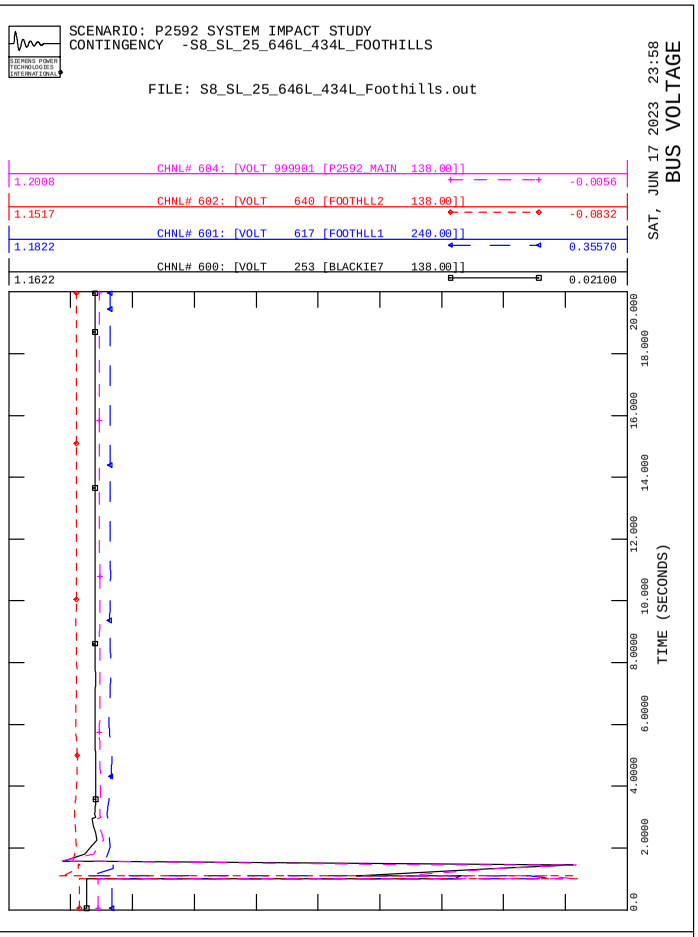
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2008 -0.0056
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1517 -0.0832
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1822 0.35570
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1622 0.02100
SAT, JUN 17 2023 23:58
BUS VOLTAGE
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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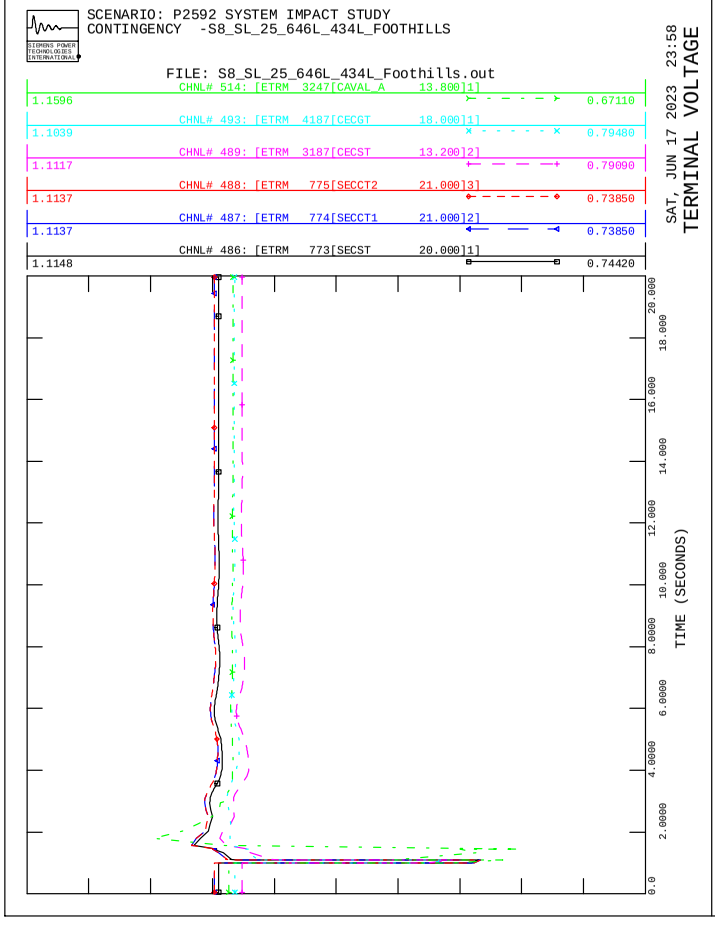
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1596 0.67110
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1039 0.79480
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1117 0.79090
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1137 0.73850
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1137 0.73850
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1148 0.74420
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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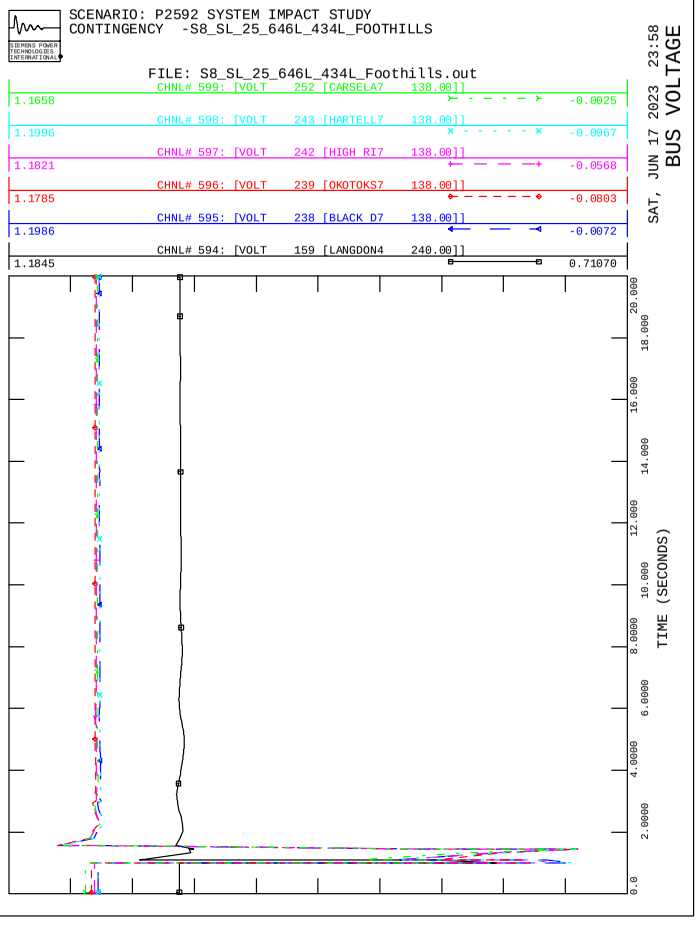
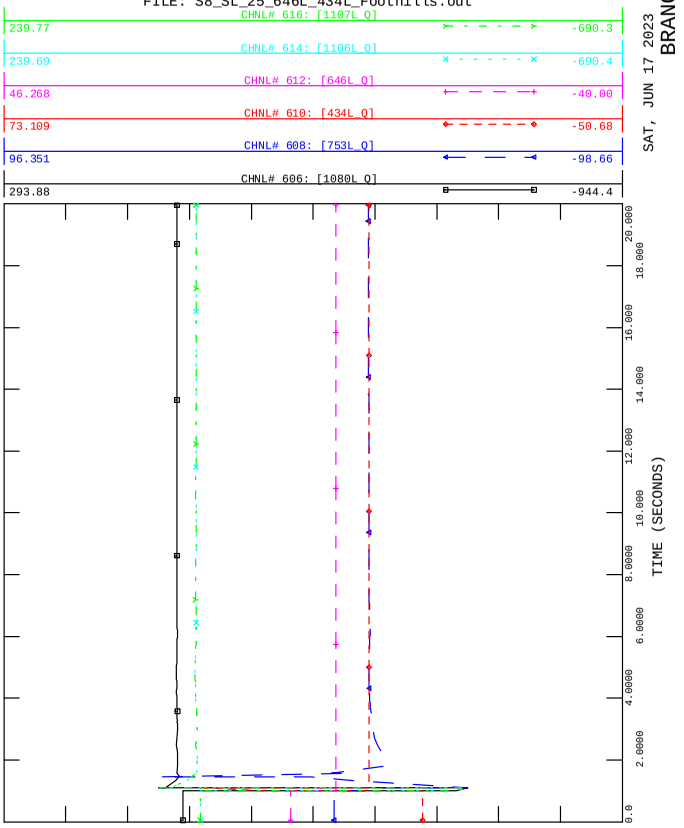
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS
FILE: S8_SL_25_646L_434L_Foothills.out
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1658 -0.0025
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1996 -0.0067
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1821 -0.0568
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1785 -0.0803
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1986 -0.0072
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1845 0.71070
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

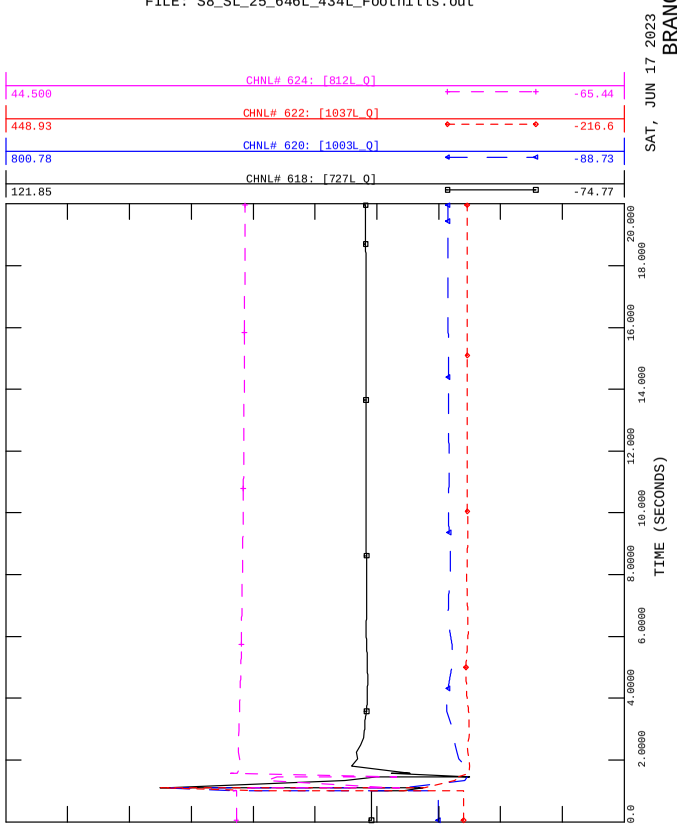
FILE: S8_SL_25_646L_434L_Foothills.out



SAT, JUN 17 2023 23:58 BRANCH Q

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

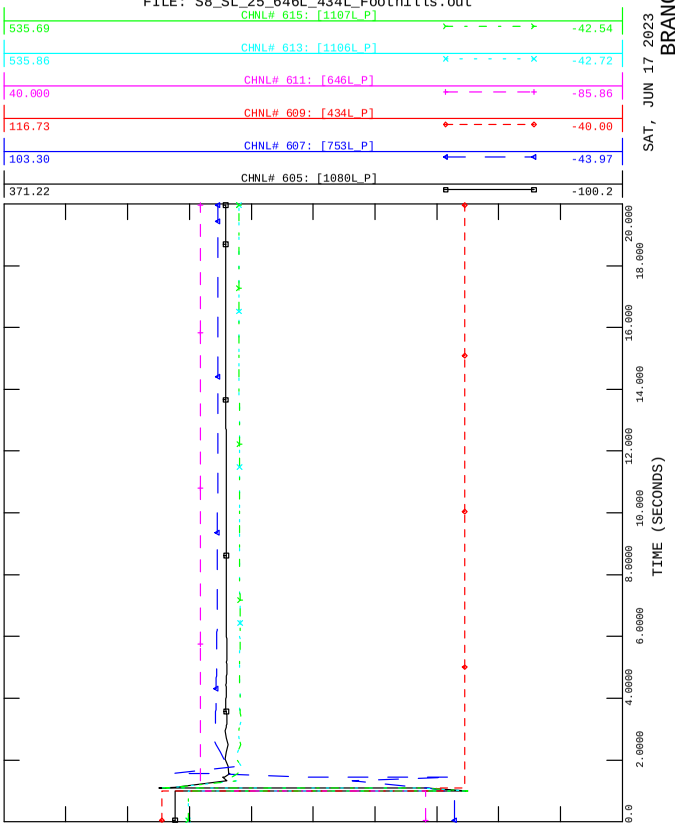
FILE: S8_SL_25_646L_434L_Foothills.out



SAT, JUN 17 2023 23:58 BRANCH Q

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

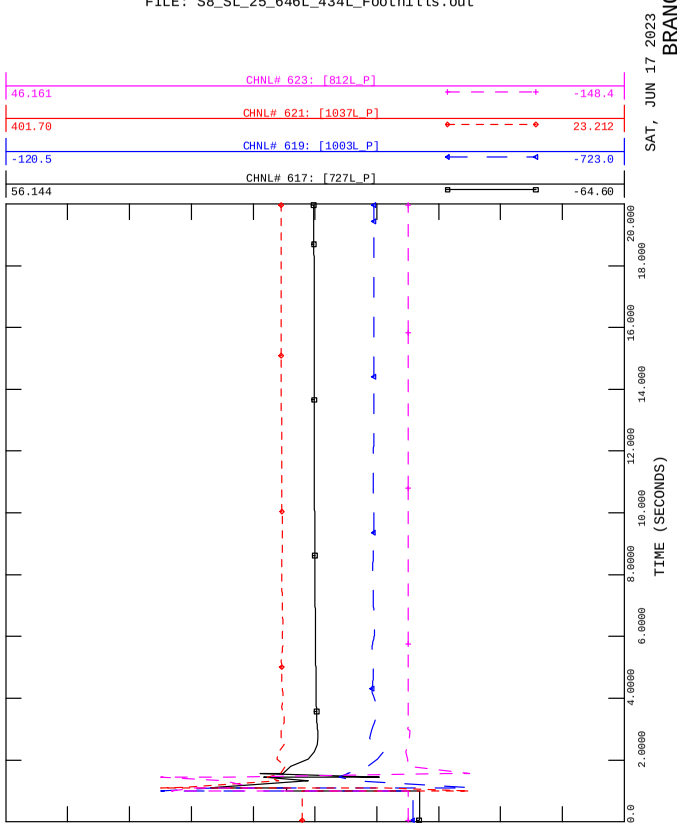
FILE: S8_SL_25_646L_434L_Foothills.out



SAT, JUN 17 2023 23:58 BRANCH P

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

FILE: S8_SL_25_646L_434L_Foothills.out



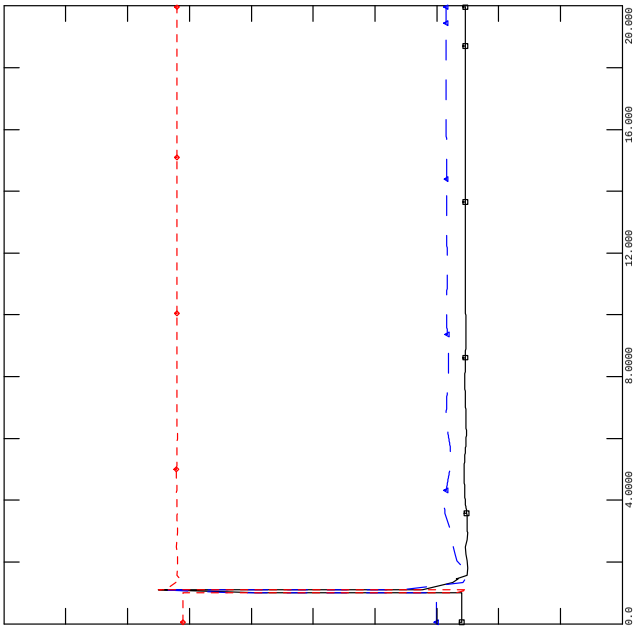
SAT, JUN 17 2023 23:58 BRANCH P

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

FILE: S8_SL_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [1109L Q] 294.83 -948.2
CHNL# 628: [985L Q] 810.25 -89.38
CHNL# 626: [1038L Q] 449.38 -217.1

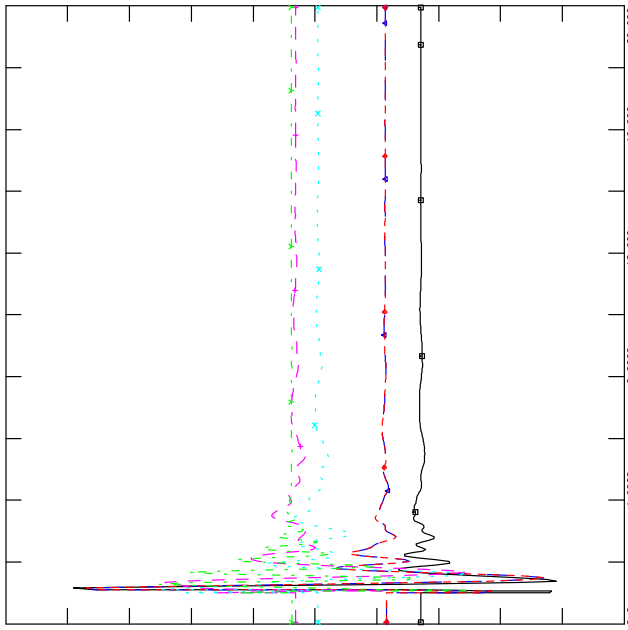


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1] 0.64070 -0.1682
CHNL# 202: [POWR 4187[CECGT 18.000]1] 1.2270 0.42950
CHNL# 198: [POWR 3187[CECST 13.200]2] 0.95040 0.17250
CHNL# 197: [POWR 775[SECCT2 21.000]3] 2.6261 1.0935
CHNL# 196: [POWR 774[SECCT1 21.000]2] 2.6261 1.0935
CHNL# 195: [POWR 773[SECST 20.000]1] 3.4698 1.6438

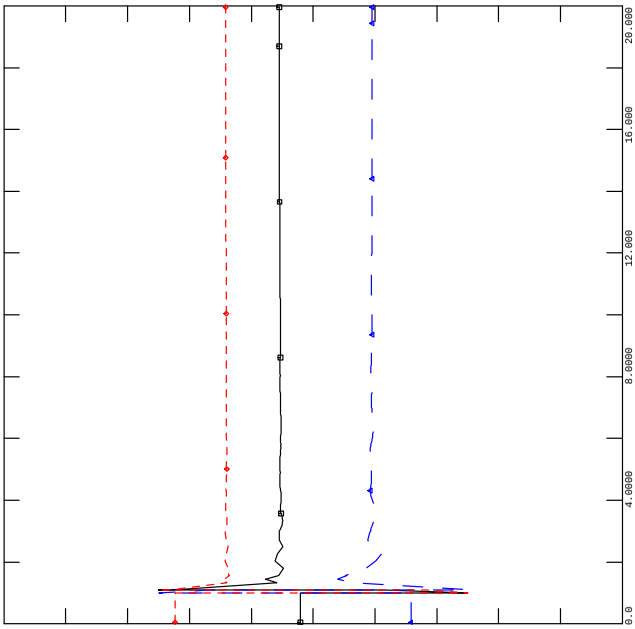


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_25_646L_434L_FOOTHILLS

FILE: S8_SL_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 629: [1109L P] 372.89 -101.2
CHNL# 627: [985L P] -121.6 -731.3
CHNL# 625: [1038L P] 402.15 23.407

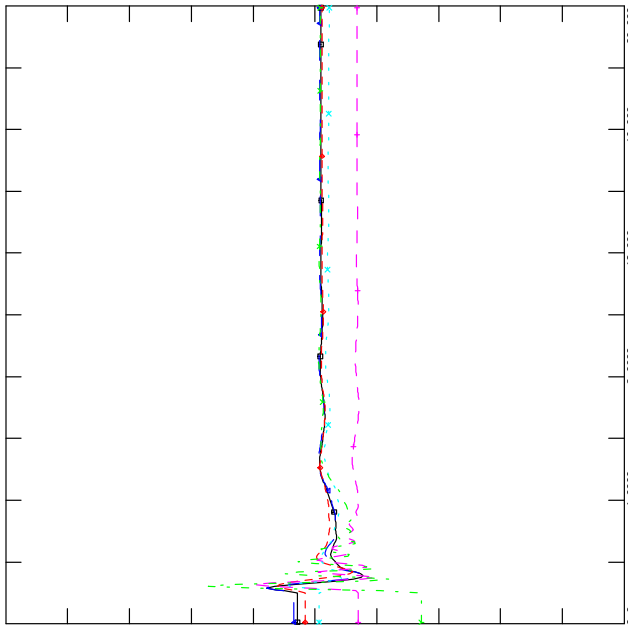


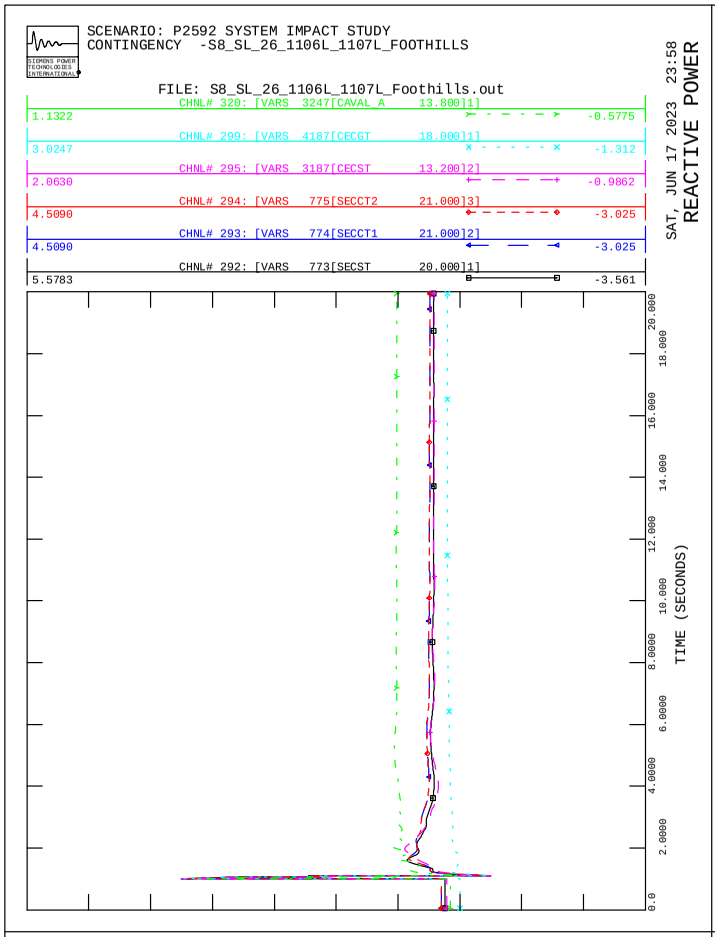
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 167.85 15.280
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 73.371 -36.12
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 125.14 0.60570
CHNL# 4: [ANGL 3187[CECST 13.200]2] 98.445 -15.36
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 116.84 -1.613
CHNL# 1: [ANGL 773[SECST 20.000]1] 117.35 -1.142




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS
FILE: S8_SL_26_1106L_1107L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1] 1.1322 -0.5775
CHNL# 299: [VARS 4187[CECGT 18.000]1] 3.0247 -1.312
CHNL# 295: [VARS 3187[CECST 13.200]2] 2.0630 -0.9862
CHNL# 294: [VARS 775[SECCT2 21.000]3] 4.5090 -3.025
CHNL# 293: [VARS 774[SECCT1 21.000]2] 4.5090 -3.025
CHNL# 292: [VARS 773[SECST 20.000]1] 5.5783 -3.561
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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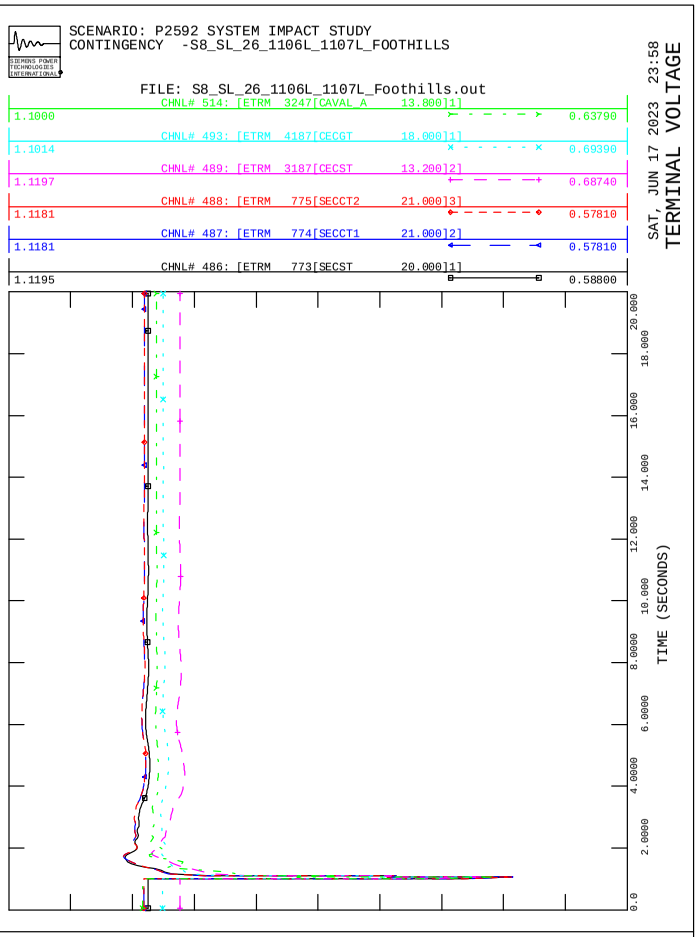
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS
FILE: S8_SL_26_1106L_1107L_Foothills.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1] 1.1000 0.63790
CHNL# 493: [ETRM 4187[CECGT 18.000]1] 1.1014 0.69390
CHNL# 489: [ETRM 3187[CECST 13.200]2] 1.1197 0.68740
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 1.1181 0.57810
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 1.1181 0.57810
CHNL# 486: [ETRM 773[SECST 20.000]1] 1.1195 0.58800
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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8.0000
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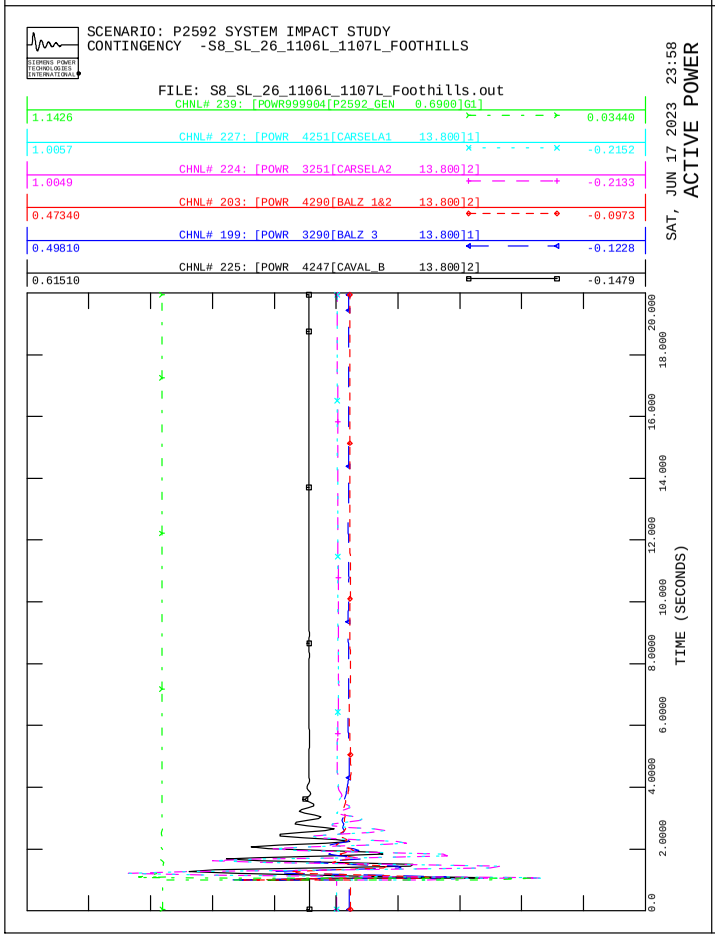
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS
FILE: S8_SL_26_1106L_1107L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1] 1.1426 0.03440
CHNL# 227: [POWR 4251[CARSELA1 13.800]1] 1.0057 -0.2152
CHNL# 224: [POWR 3251[CARSELA2 13.800]2] 1.0049 -0.2133
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2] 0.47340 -0.0973
CHNL# 199: [POWR 3290[BALZ 3 13.800]1] 0.49810 -0.1228
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2] 0.61510 -0.1479
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
14.000
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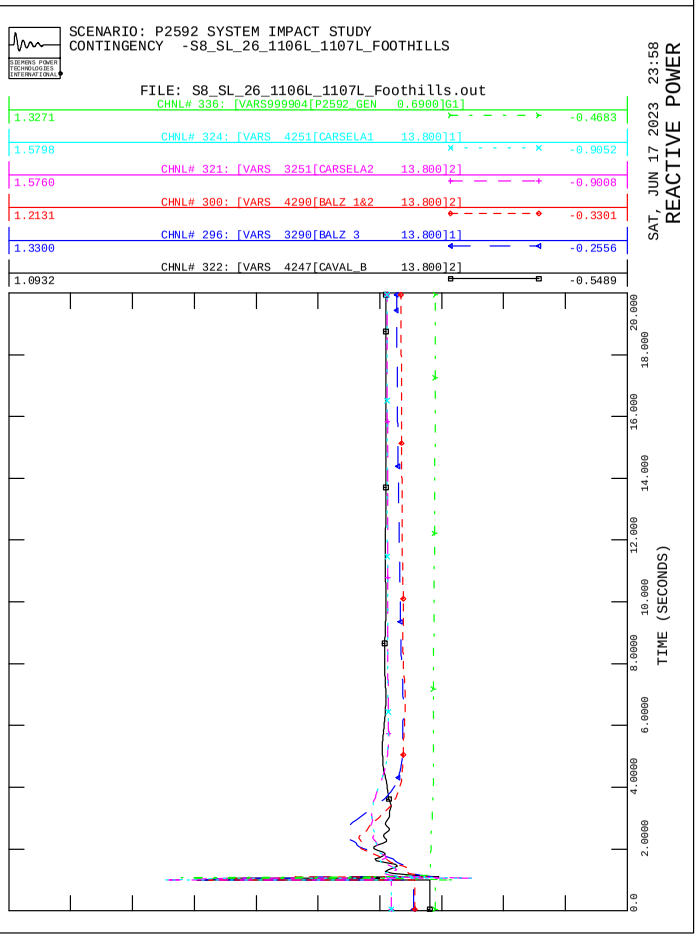
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS
FILE: S8_SL_26_1106L_1107L_Foothills.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1] 1.3271 -0.4683
CHNL# 324: [VARS 4251[CARSELA1 13.800]1] 1.5798 -0.9052
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] 1.5760 -0.9008
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] 1.2131 -0.3301
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] 1.3300 -0.2556
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] 1.0932 -0.5489
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1443 0.28440

CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2763 -0.0025

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.2273 0.03250

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.2178 0.05790

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2754 -0.0026

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1540 0.51420

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L_P]
545.29 -181.8

CHNL# 613: [1106L_P]
550.88 -183.6

CHNL# 611: [646L_P]
68.225 -85.41

CHNL# 609: [434L_P]
134.76 -97.32

CHNL# 607: [753L_P]
173.12 -67.53

CHNL# 605: [1080L_P]
412.91 -276.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.3851 -0.0204

CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1533 0.52240

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1534 0.52380

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1572 0.72200

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1620 0.70080

CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1000 0.66050

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2779 -0.0028

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.2131 -0.0389

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.2351 -0.0915

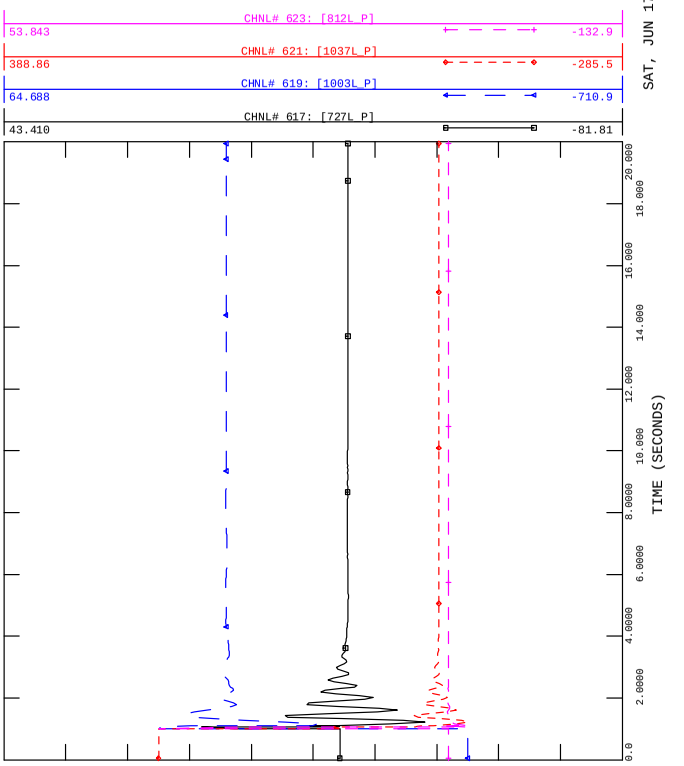
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1361 0.24690

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

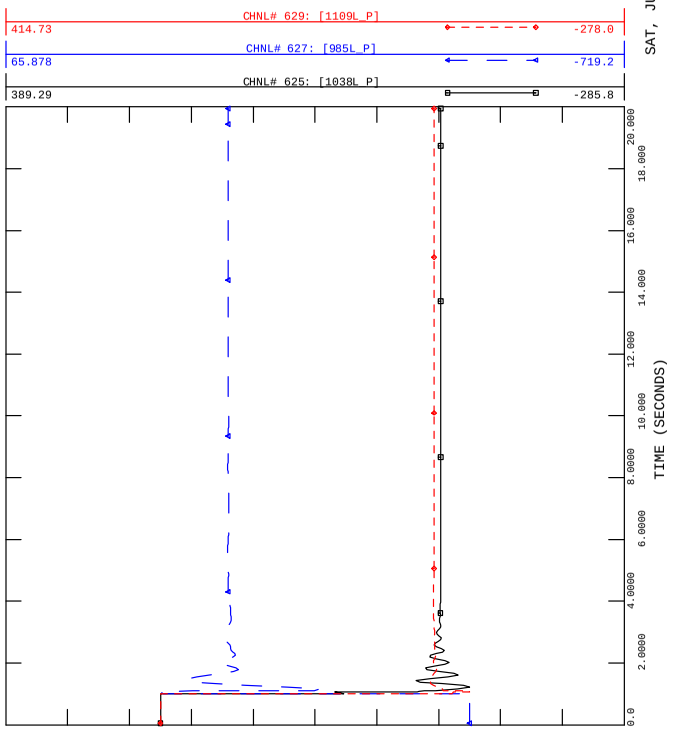
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

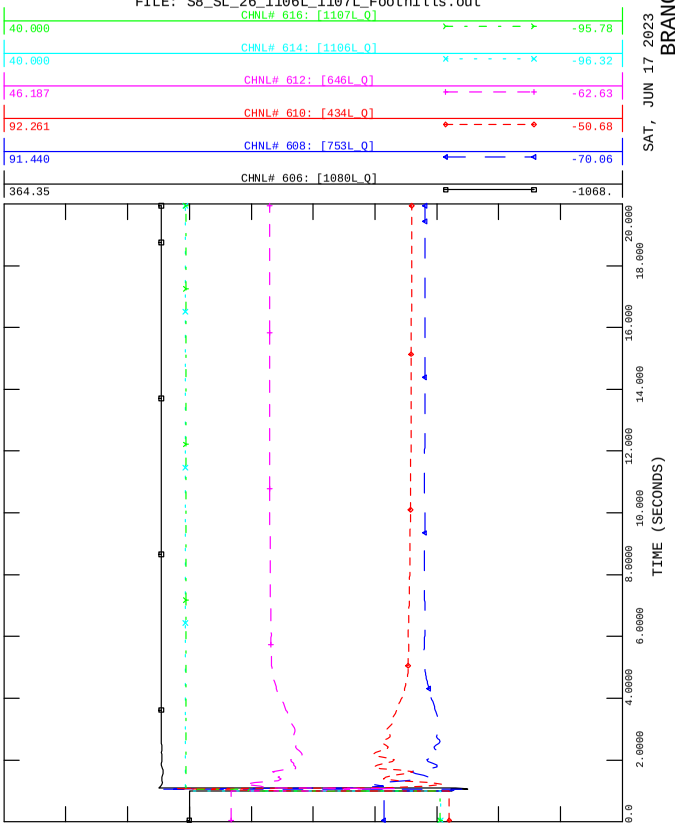
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

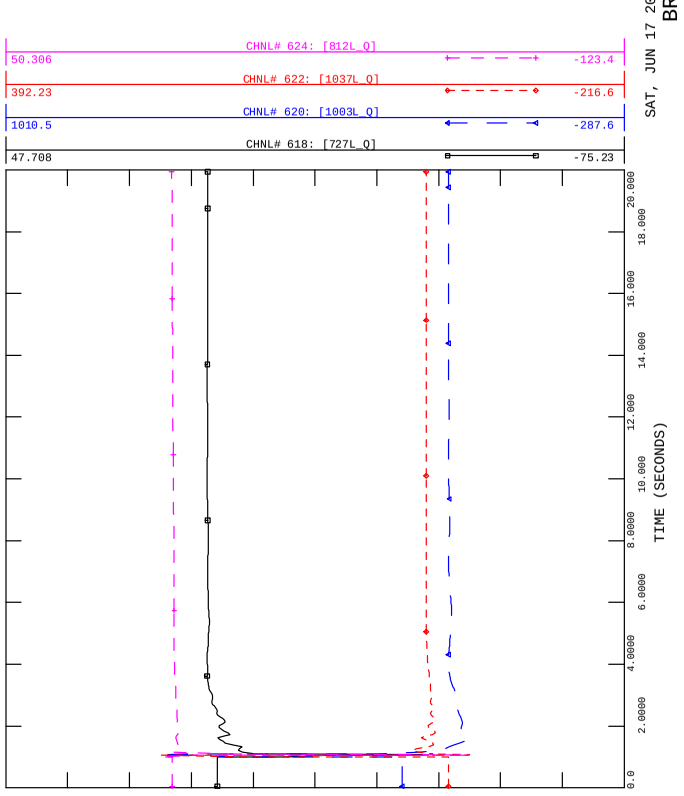
SAT, JUN 17 2023 23:58 BRANCH Q

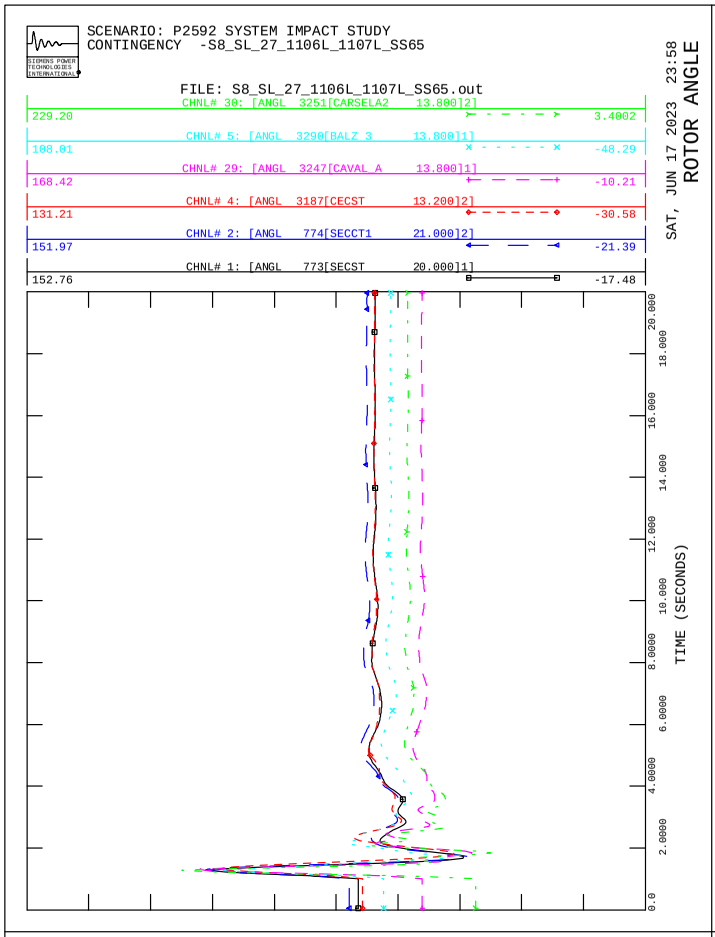


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS

FILE: S8_SL_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q

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CONTINGENCY -S8_SL_27_1106L_1107L_SS65
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108.01
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CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
168.42
-10.21
CHNL# 4: [ANGL 3187[CECST 13.200]2]
131.21
-30.58
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
151.97
-21.39
CHNL# 1: [ANGL 773[SECST 20.000]1]
152.76
-17.48
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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4.0000
6.0000
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12.000
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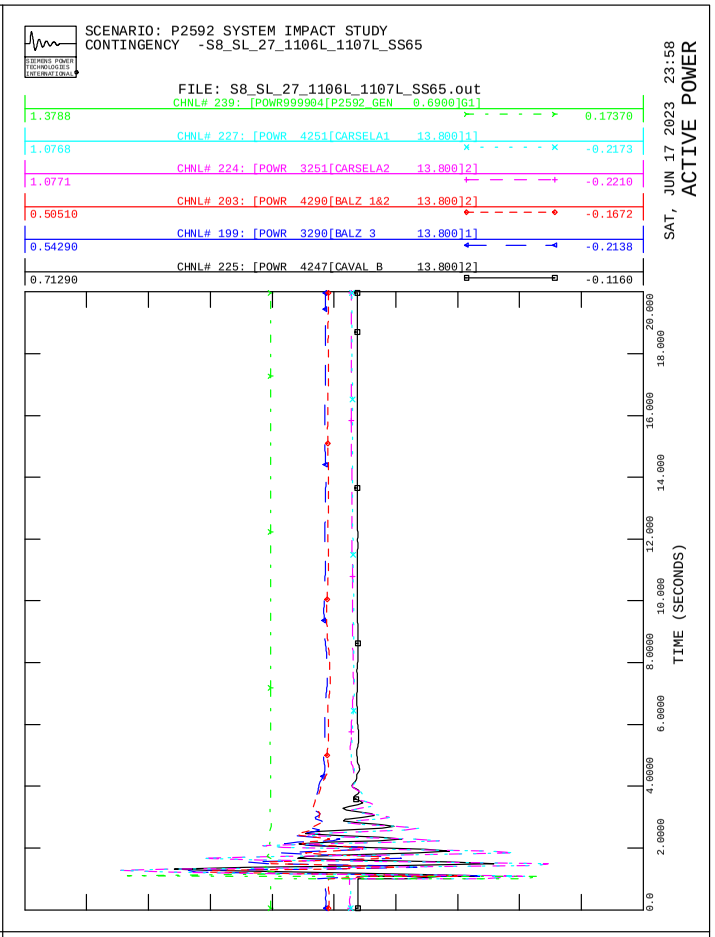
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65
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CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
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0.17370
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0768
-0.2173
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0771
-0.2210
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.50510
-0.1672
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.54290
-0.2138
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.71290
-0.1160
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
14.000
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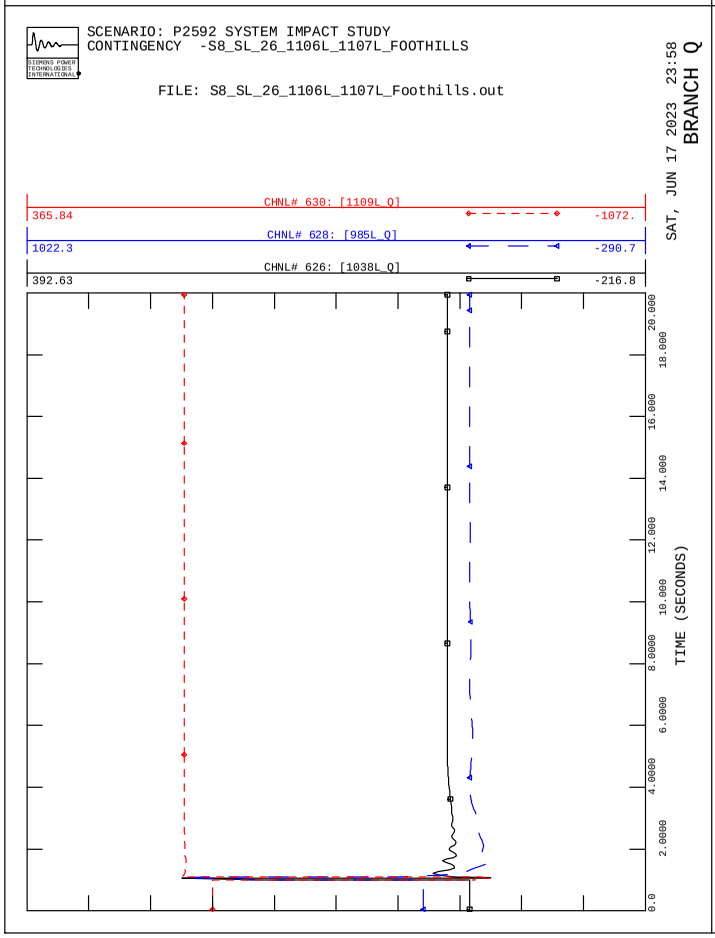
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_26_1106L_1107L_FOOTHILLS
FILE: S8_SL_26_1106L_1107L_Foothills.out
CHNL# 630: [1109L Q]
365.84
-1072.
CHNL# 628: [985L Q]
1022.3
-290.7
CHNL# 626: [1038L Q]
392.63
-216.8
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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4.0000
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12.000
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16.000
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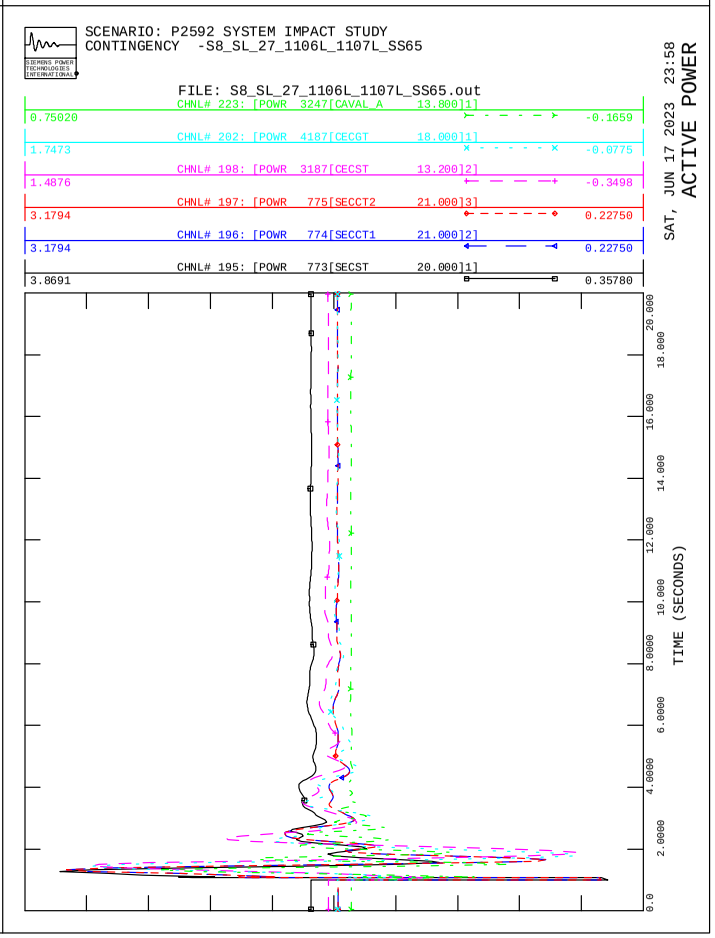
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65
FILE: S8_SL_27_1106L_1107L_SS65.out
CHNL# 223: [POWR 3247[CAVAL A 13.800]1]
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-0.1659
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.7473
-0.0775
CHNL# 198: [POWR 3187[CECST 13.200]2]
1.4876
-0.3498
CHNL# 197: [POWR 775[SECCT2 21.000]3]
3.1794
0.22750
CHNL# 196: [POWR 774[SECCT1 21.000]2]
3.1794
0.22750
CHNL# 195: [POWR 773[SECST 20.000]1]
3.8691
0.35780
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
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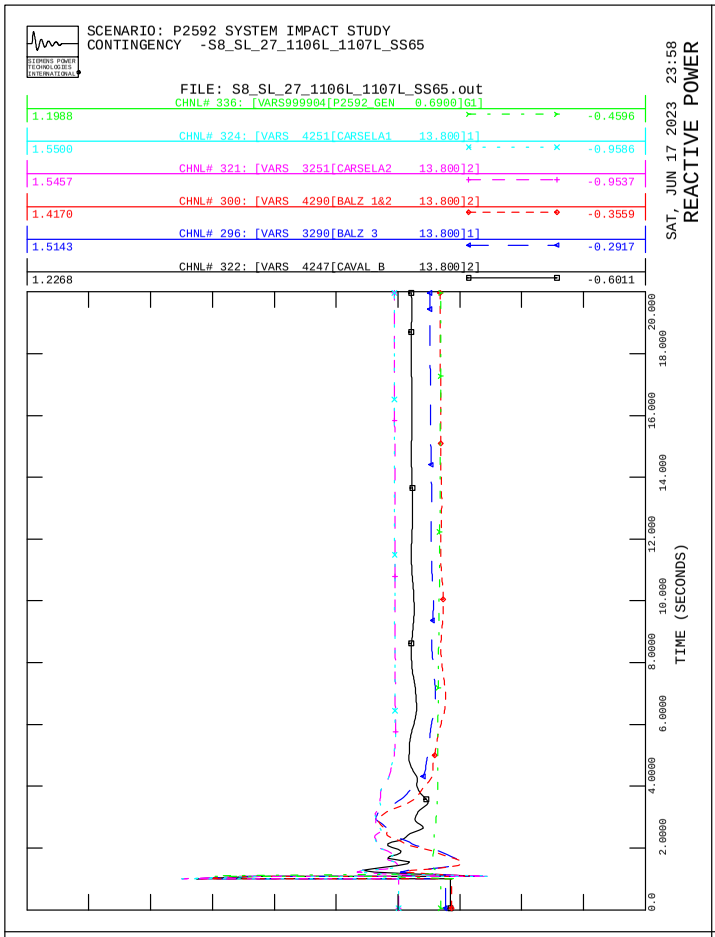
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65
FILE: S8_SL_27_1106L_1107L_SS65.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.1988 -0.4596
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.5500 -0.9586
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.5457 -0.9537
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.4170 -0.3559
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.5143 -0.2917
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.2268 -0.6011
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
14.000
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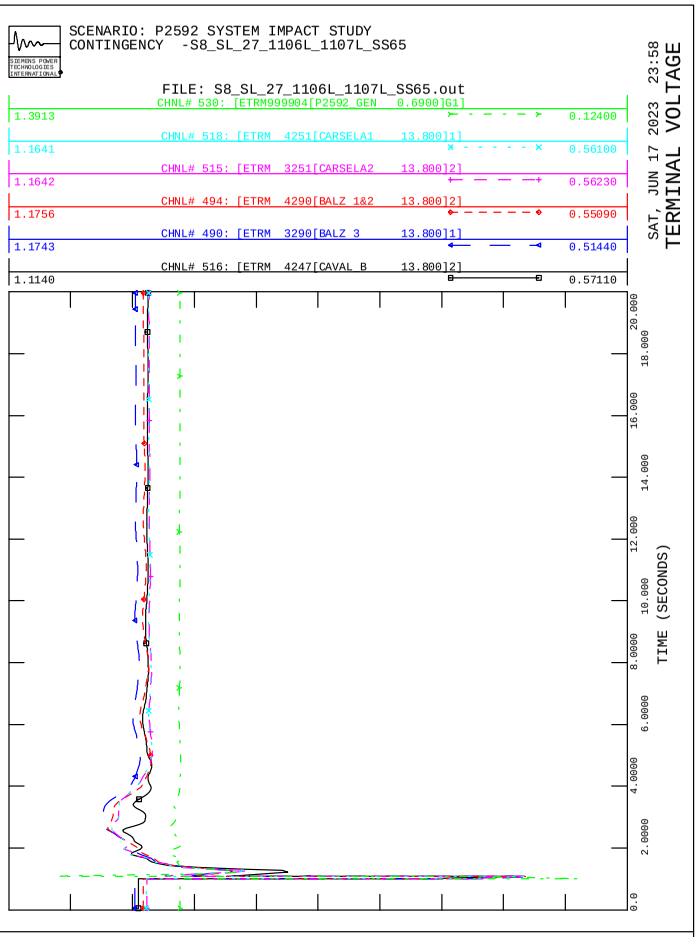
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65
FILE: S8_SL_27_1106L_1107L_SS65.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.3913 0.12400
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1641 0.56100
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1642 0.56230
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1756 0.55090
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1743 0.51440
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1140 0.57110
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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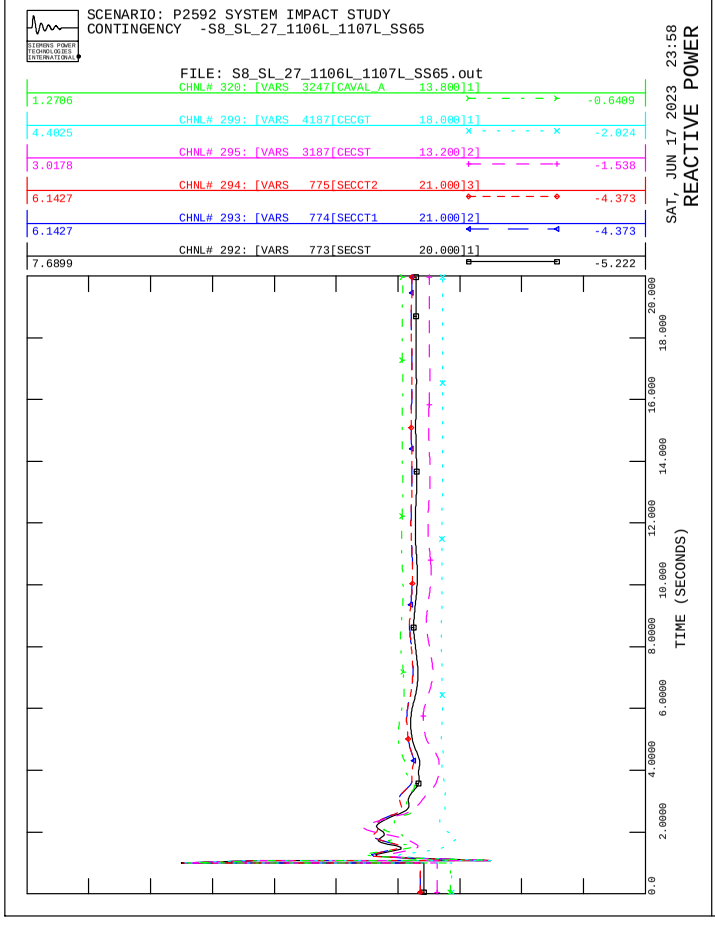
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65
FILE: S8_SL_27_1106L_1107L_SS65.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.2706 -0.6409
CHNL# 299: [VARS 4187[CECGT 18.000]1]
4.4025 -2.024
CHNL# 295: [VARS 3187[CECST 13.200]2]
3.0178 -1.538
CHNL# 294: [VARS 775[SECCT2 21.000]3]
6.1427 -4.373
CHNL# 293: [VARS 774[SECCT1 21.000]2]
6.1427 -4.373
CHNL# 292: [VARS 773[SECST 20.000]1]
7.6899 -5.222
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
10.000
12.000
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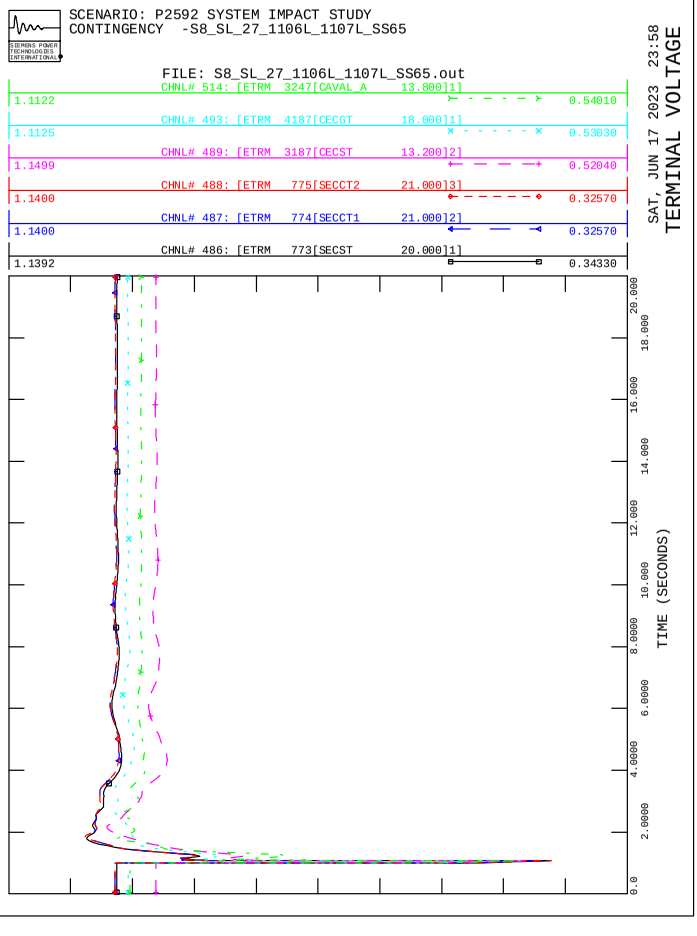
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
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CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1122 0.54010
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1125 0.53030
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1499 0.52040
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1400 0.32570
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1400 0.32570
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1392 0.34330
SAT, JUN 17 2023 23:58
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

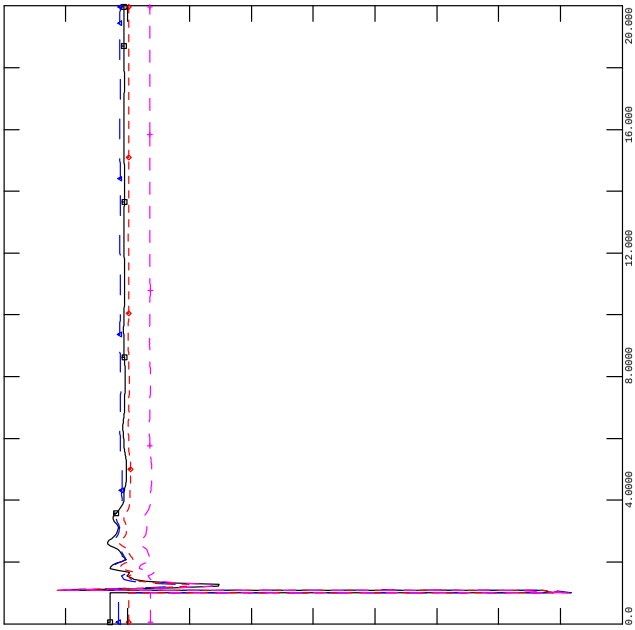
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.3031 0.13300
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.2456 0.08440
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.2691 0.05600
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1716 0.28150



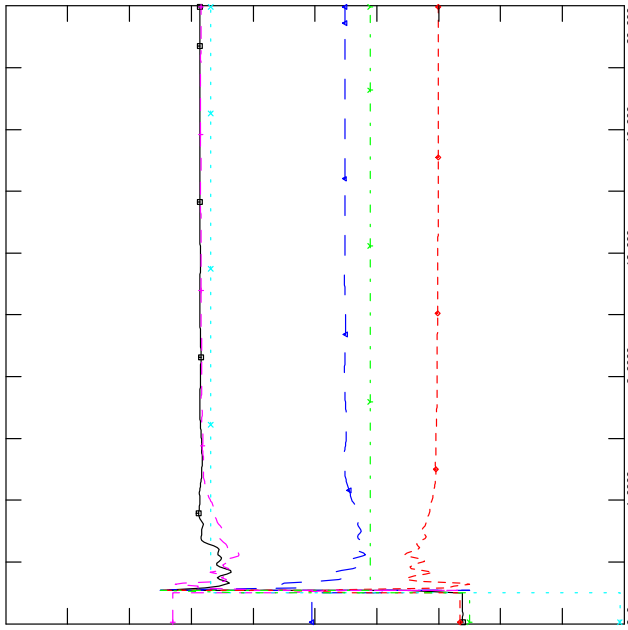
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 616: [1107L Q]
205.07 -142.7
CHNL# 614: [1106L Q]
2475.6 -5000.
CHNL# 612: [646L Q]
46.188 -102.0
CHNL# 610: [434L Q]
175.34 -78.02
CHNL# 608: [753L Q]
92.048 -109.5
CHNL# 606: [1080L Q]
48.259 -104.9



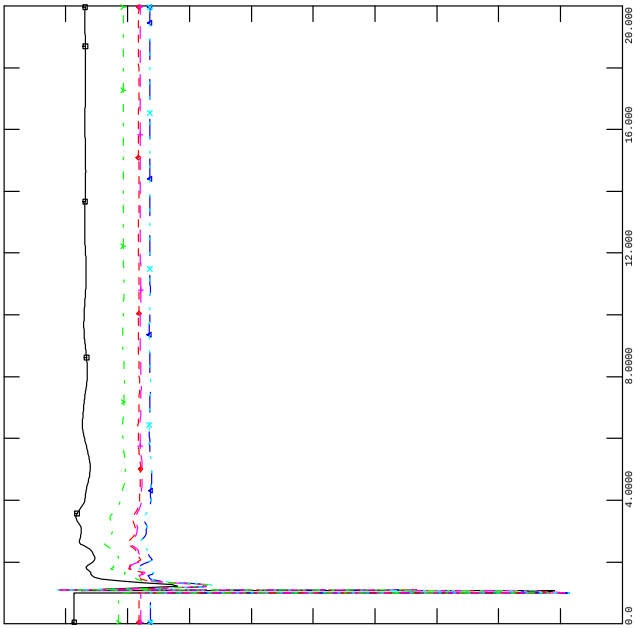
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1755 0.34310
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.3016 0.13220
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.2583 0.13800
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.2497 0.15540
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.3006 0.13150
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1576 0.24620



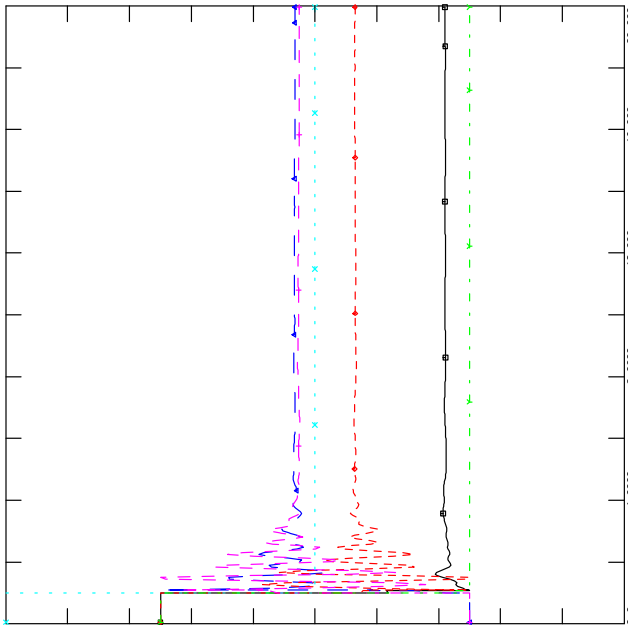
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

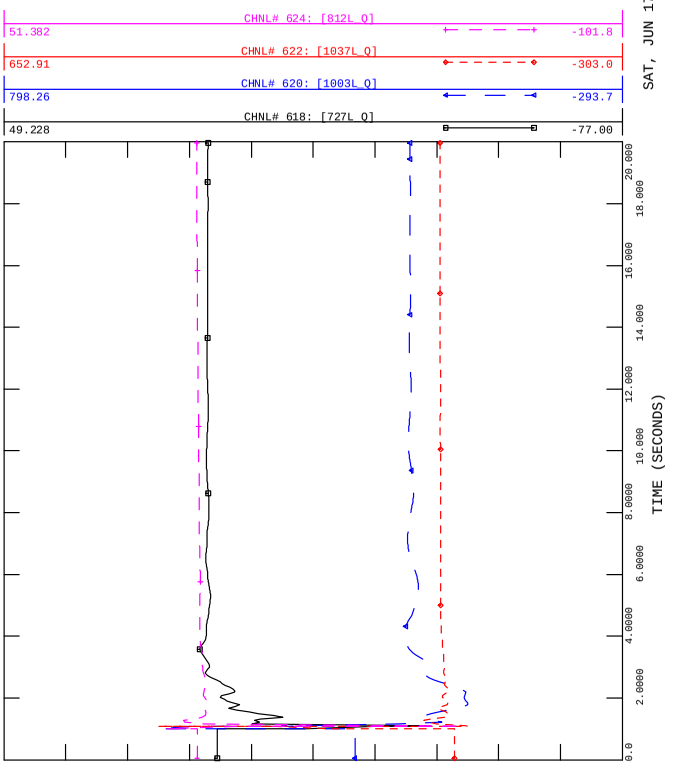
CHNL# 615: [1107L P]
545.29 -181.8
CHNL# 613: [1106L P]
5000.0 -5000.
CHNL# 611: [646L P]
78.388 -86.68
CHNL# 609: [434L P]
136.83 -103.5
CHNL# 607: [753L P]
200.64 -72.17
CHNL# 605: [1080L P]
406.39 -256.7



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

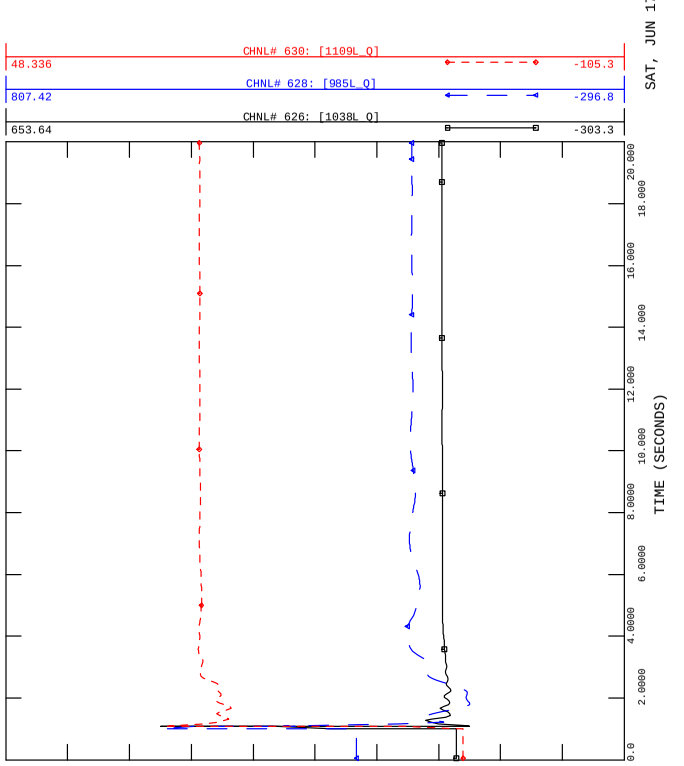
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

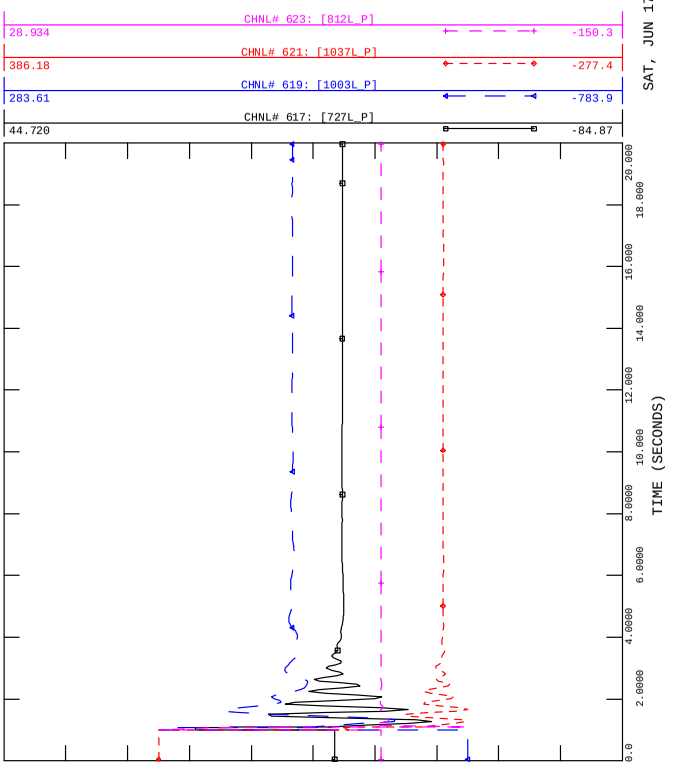
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

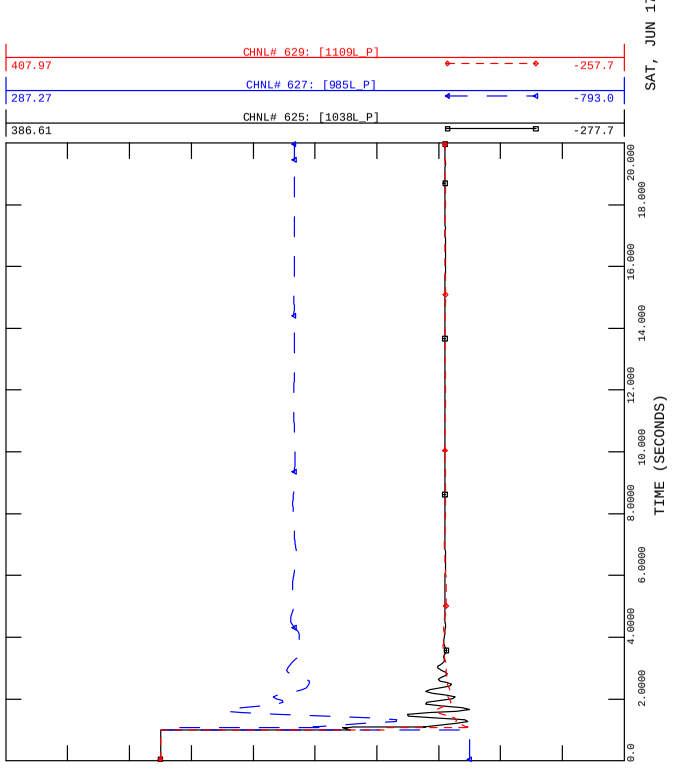
SAT, JUN 17 2023 23:58 BRANCH P

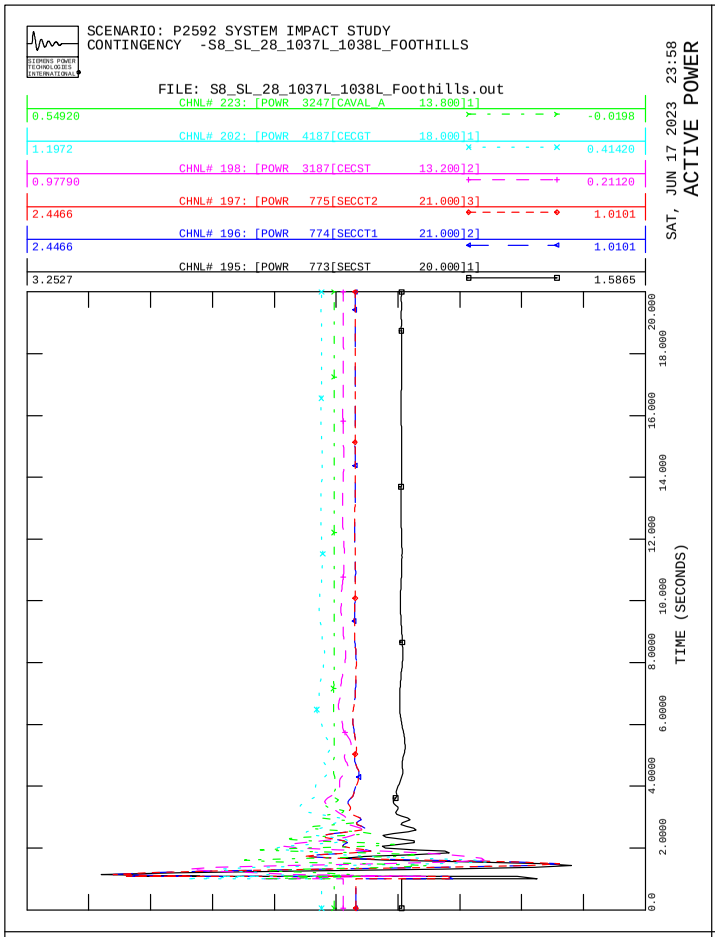


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_27_1106L_1107L_SS65

FILE: S8_SL_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
CHNL# 223: [POWR 3247[CAVAL_A 13.800]1]
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CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.1972
0.41420
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.97790
0.21120
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.4466
1.0101
CHNL# 196: [POWR 774[SECT1 21.000]2]
2.4466
1.0101
CHNL# 195: [POWR 773[SECST 20.000]1]
3.2527
1.5865
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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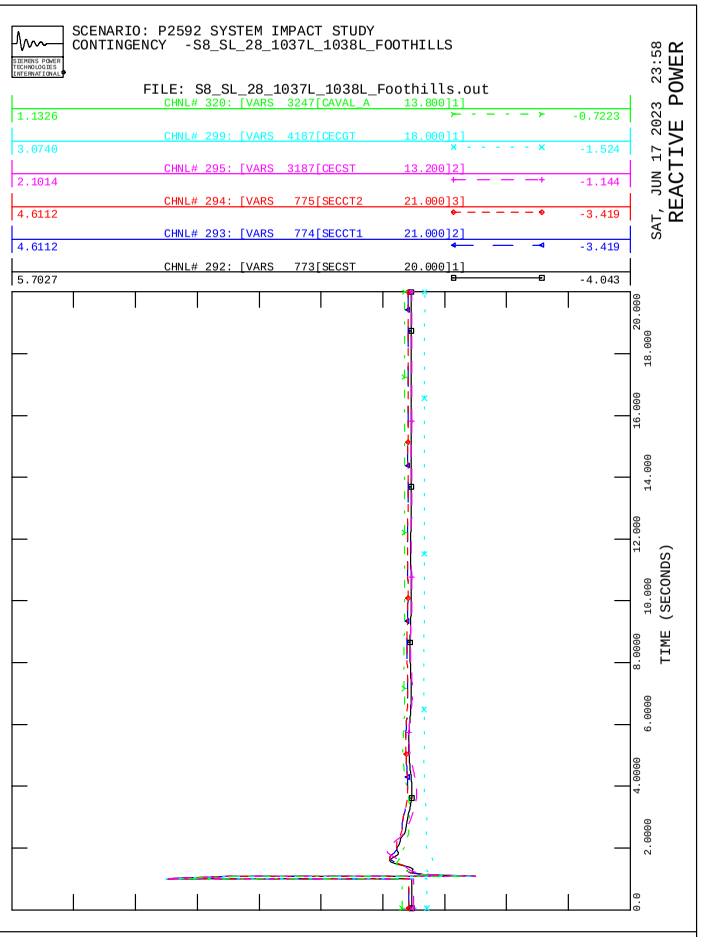
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.1326
-0.7223
CHNL# 299: [VARS 4187[CECGT 18.000]1]
3.0740
-1.524
CHNL# 295: [VARS 3187[CECST 13.200]2]
2.1014
-1.144
CHNL# 294: [VARS 775[SECCT2 21.000]3]
4.6112
-3.419
CHNL# 293: [VARS 774[SECT1 21.000]2]
4.6112
-3.419
CHNL# 292: [VARS 773[SECST 20.000]1]
5.7027
-4.043
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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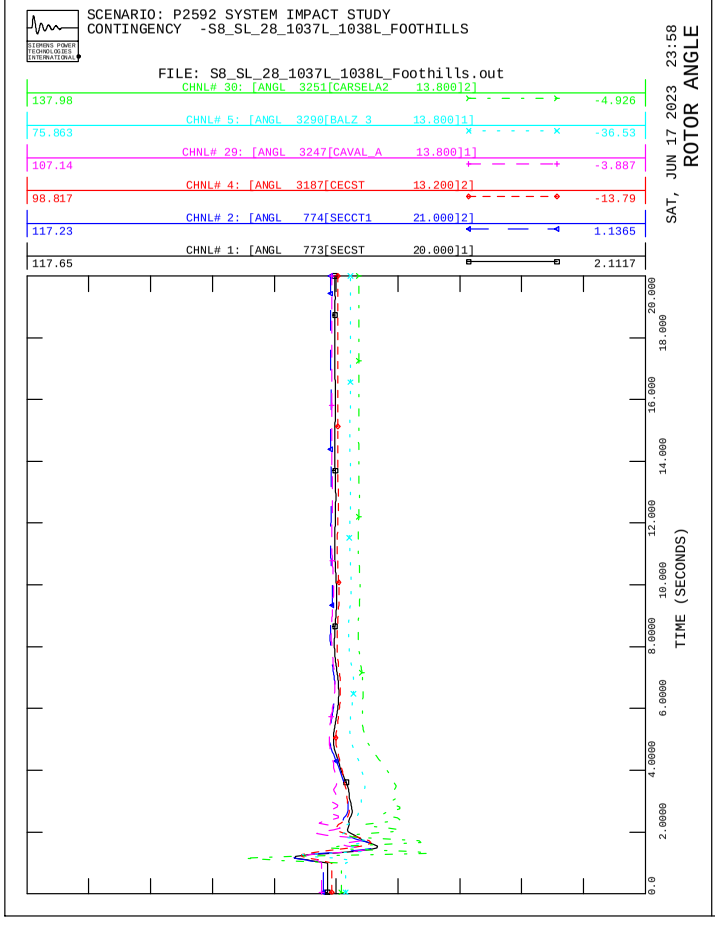
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
137.98
-4.926
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
75.863
-36.53
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
107.14
-3.887
CHNL# 4: [ANGL 3187[CECST 13.200]2]
98.817
-13.79
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
117.23
1.1365
CHNL# 1: [ANGL 773[SECST 20.000]1]
117.65
2.1117
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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12.000
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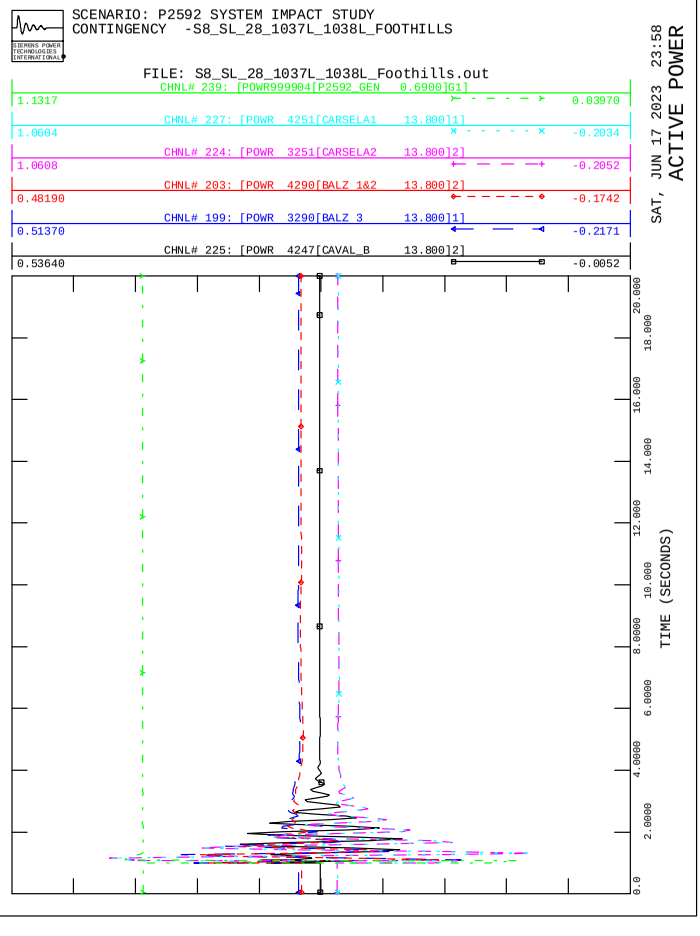
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1]
1.1317
0.03970
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
1.0604
-0.2034
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
1.0608
-0.2052
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.48190
-0.1742
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.51370
-0.2171
CHNL# 225: [POWR 4247[CAVAL_B 13.800]2]
0.53640
-0.0052
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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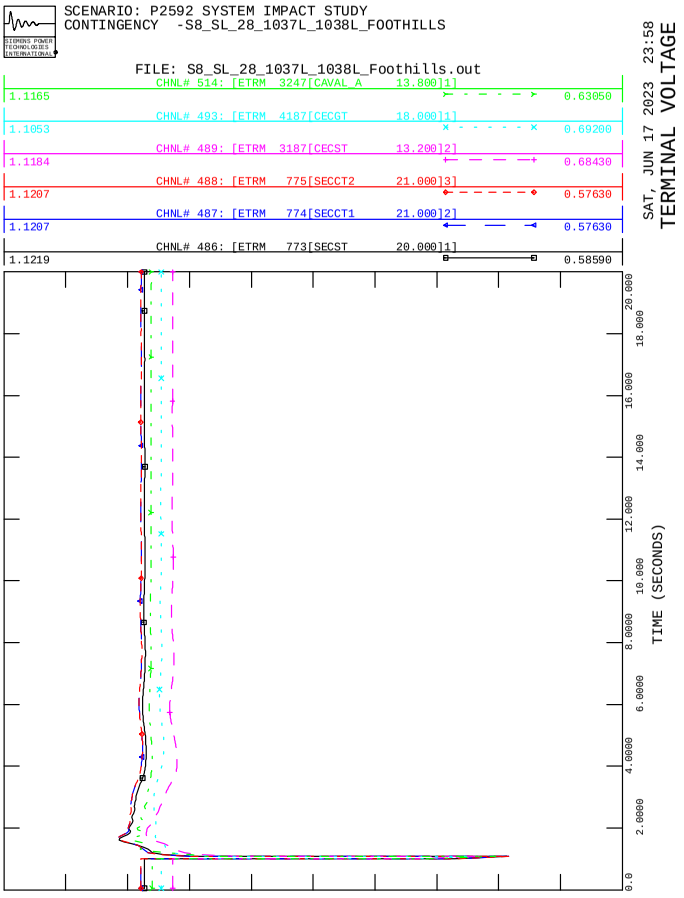
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CHNL# 493: [ETRM 4187[CECGT 18.000]1] 0.69200
CHNL# 489: [ETRM 3187[CECST 13.200]2] 0.68430
CHNL# 488: [ETRM 775[SECCT2 21.000]3] 0.57630
CHNL# 487: [ETRM 774[SECCT1 21.000]2] 0.57630
CHNL# 486: [ETRM 773[SECST 20.000]1] 0.58590
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SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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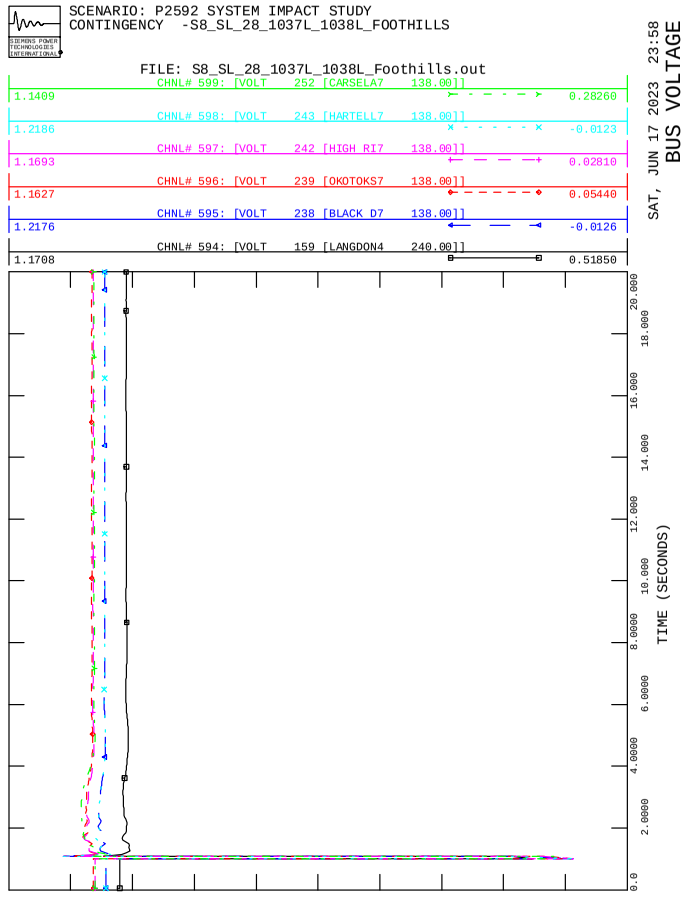
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FILE: S8_SL_28_1037L_1038L_Foothills.out
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CHNL# 598: [VOLT 243 [HARTELL7 138.00]] -0.0123
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]] 0.02810
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]] 0.05440
CHNL# 595: [VOLT 238 [BLACK D7 138.00]] -0.0126
CHNL# 594: [VOLT 159 [LANGDON4 240.00]] 0.51850
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1.1627
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SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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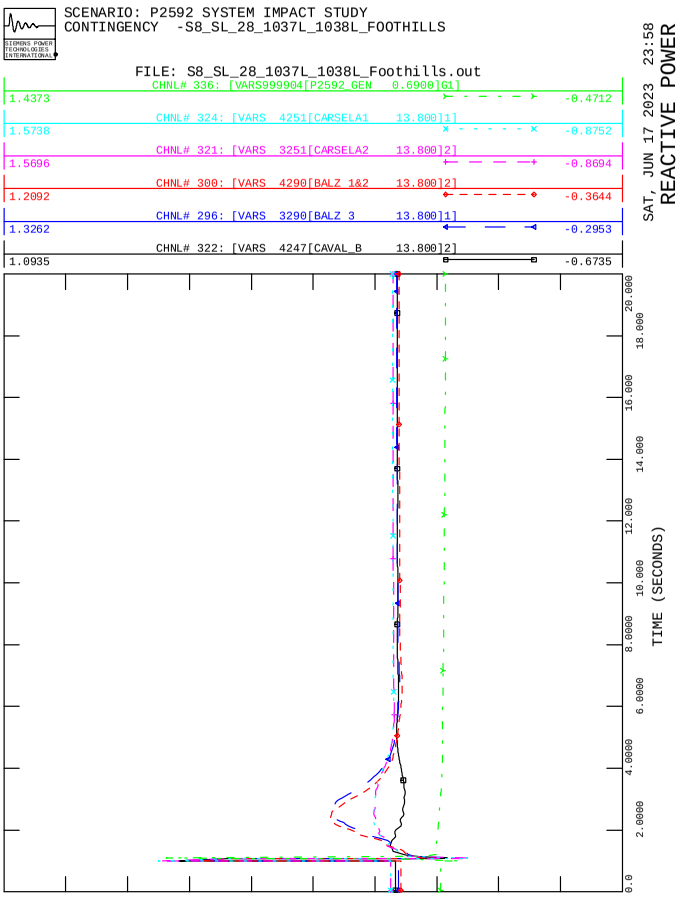
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
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CHNL# 324: [VARS 4251[CARSELA1 13.800]1] -0.8752
CHNL# 321: [VARS 3251[CARSELA2 13.800]2] -0.8694
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2] -0.3644
CHNL# 296: [VARS 3290[BALZ 3 13.800]1] -0.2953
CHNL# 322: [VARS 4247[CAVAL_B 13.800]2] -0.6735
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SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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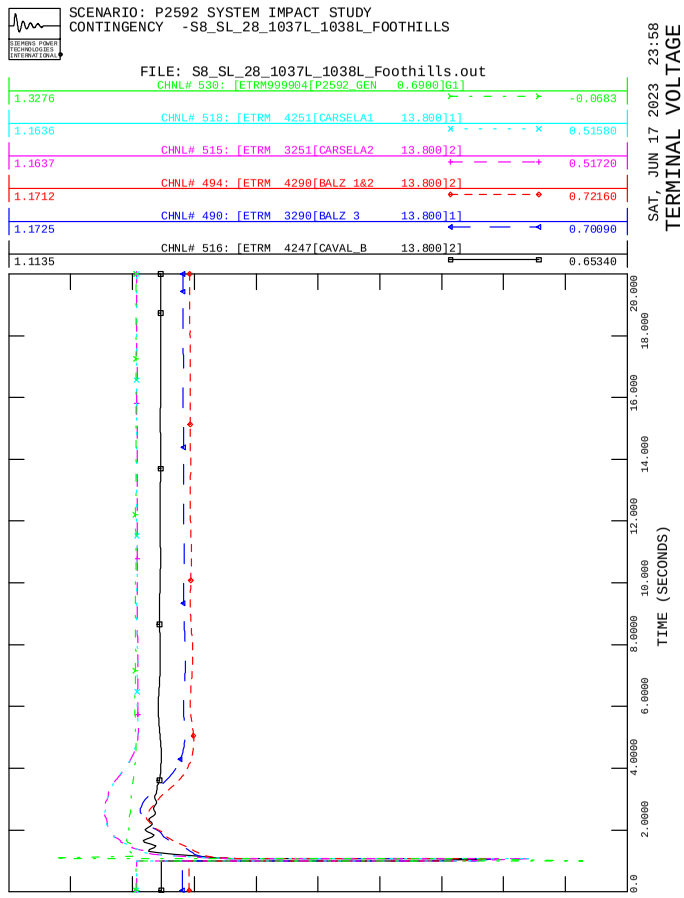
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
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CHNL# 518: [ETRM 4251[CARSELA1 13.800]1] 0.51580
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2] 0.51720
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2] 0.72160
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1] 0.70090
CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2] 0.65340
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SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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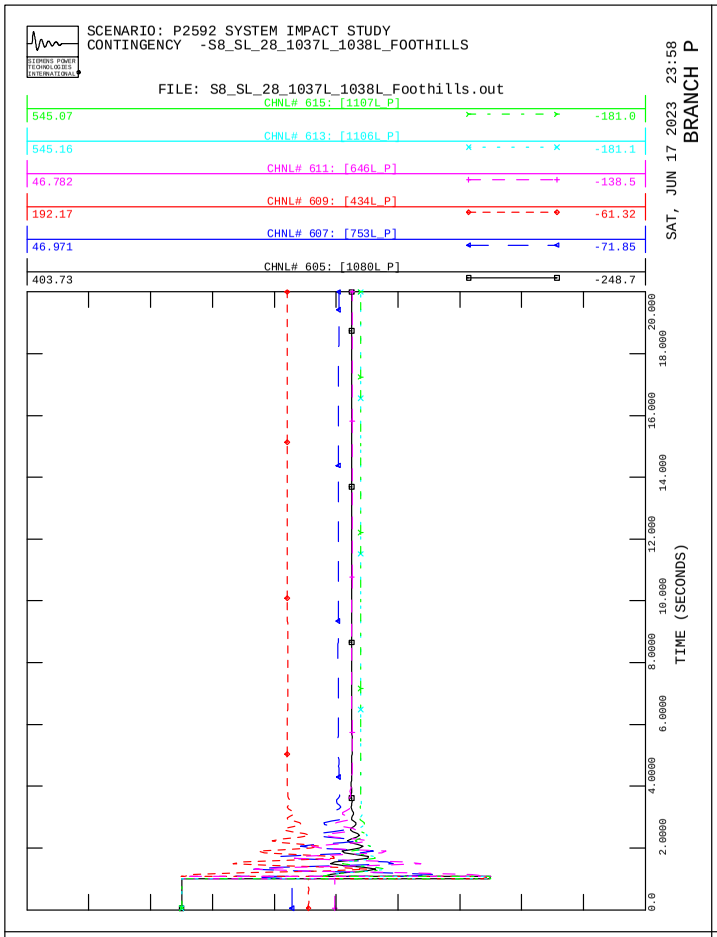
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CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
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545.07
-181.0
CHNL# 613: [1106L_P]
545.16
-181.1
CHNL# 611: [646L_P]
46.782
-138.5
CHNL# 609: [434L_P]
192.17
-61.32
CHNL# 607: [753L_P]
46.971
-71.85
CHNL# 605: [1080L_P]
403.73
-248.7
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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12.000
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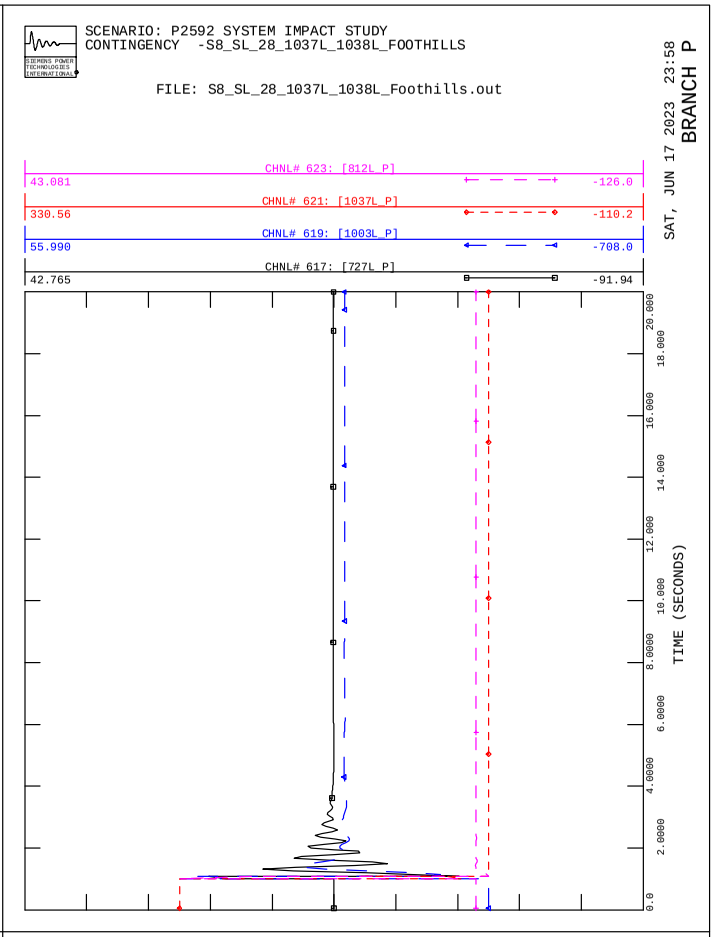
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
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-126.0
CHNL# 621: [1037L_P]
330.56
-110.2
CHNL# 619: [1003L_P]
55.990
-708.0
CHNL# 617: [727L_P]
42.765
-91.94
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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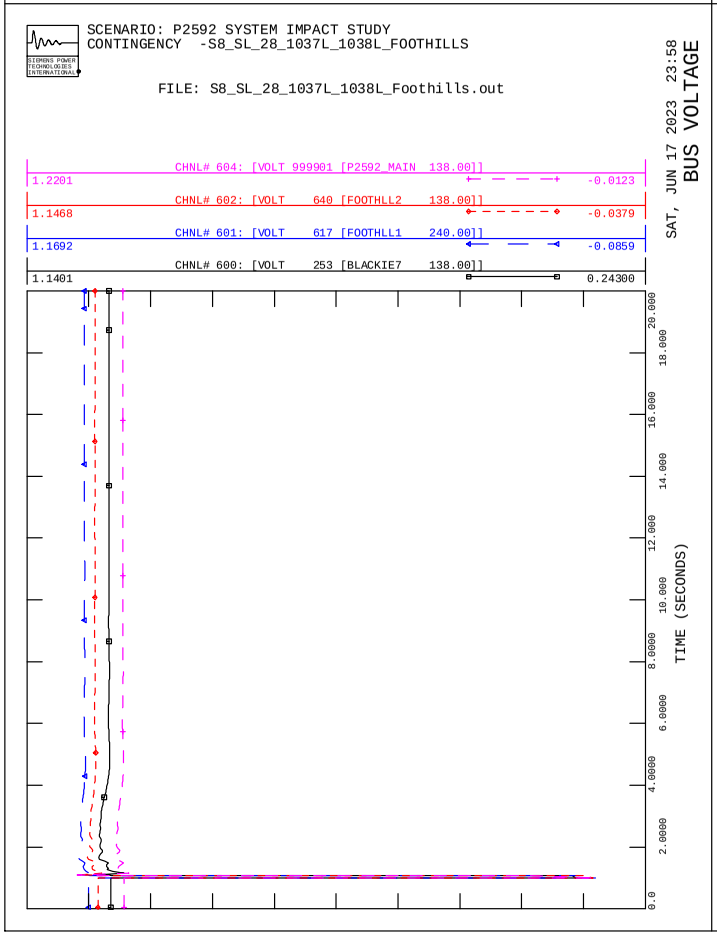
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
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1.2201
-0.0123
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1468
-0.0379
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1692
-0.0859
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1401
0.24300
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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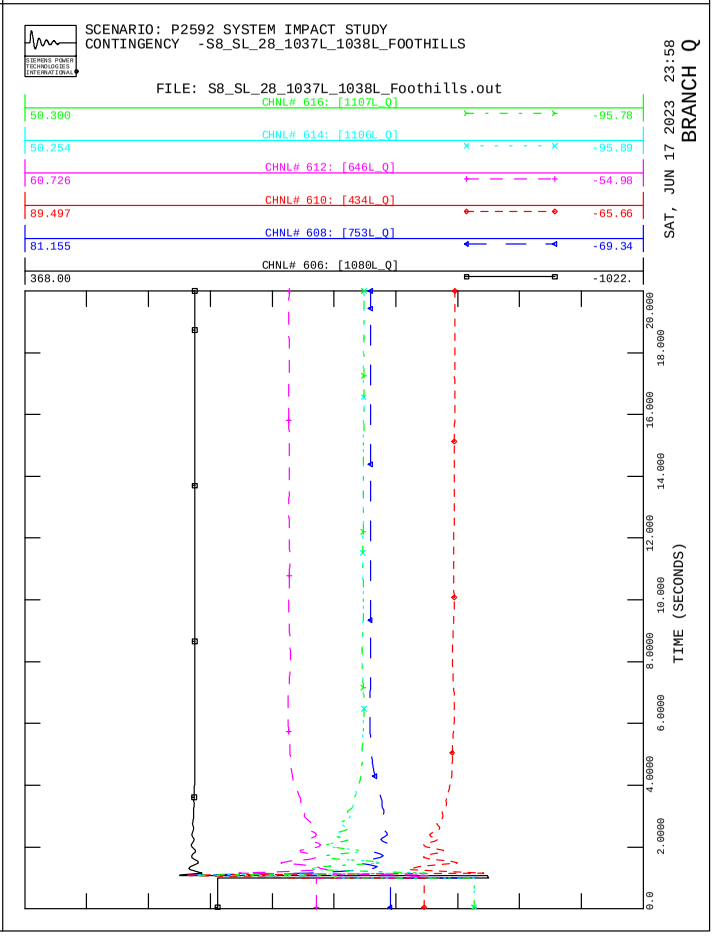
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS
FILE: S8_SL_28_1037L_1038L_Foothills.out
CHNL# 616: [1107L_Q]
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-95.78
CHNL# 614: [1106L_Q]
50.254
-95.89
CHNL# 612: [646L_Q]
60.726
-54.98
CHNL# 610: [434L_Q]
89.497
-65.66
CHNL# 608: [753L_Q]
81.155
-69.34
CHNL# 606: [1080L_Q]
368.00
-1022.
SAT, JUN 17 2023 23:58
BRANCH Q
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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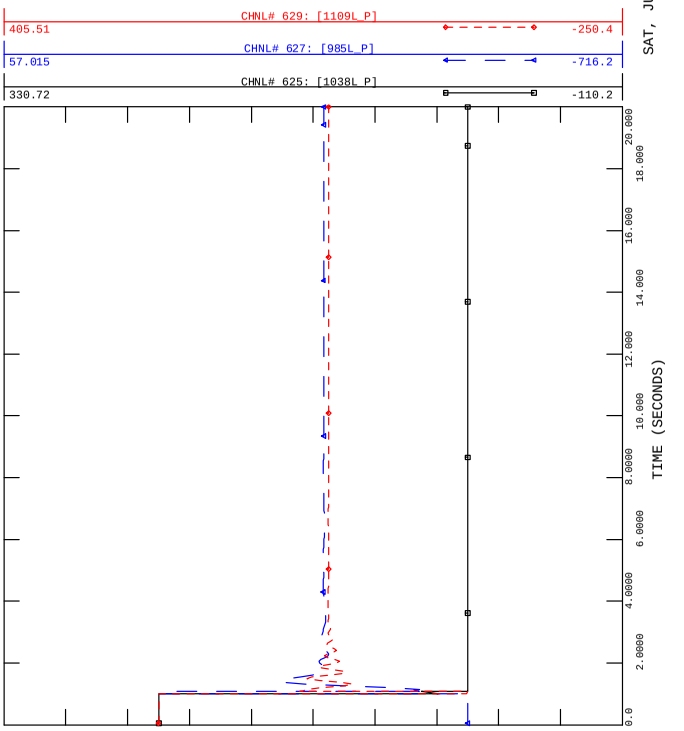
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS

FILE: S8_SL_28_1037L_1038L_Foothills.out

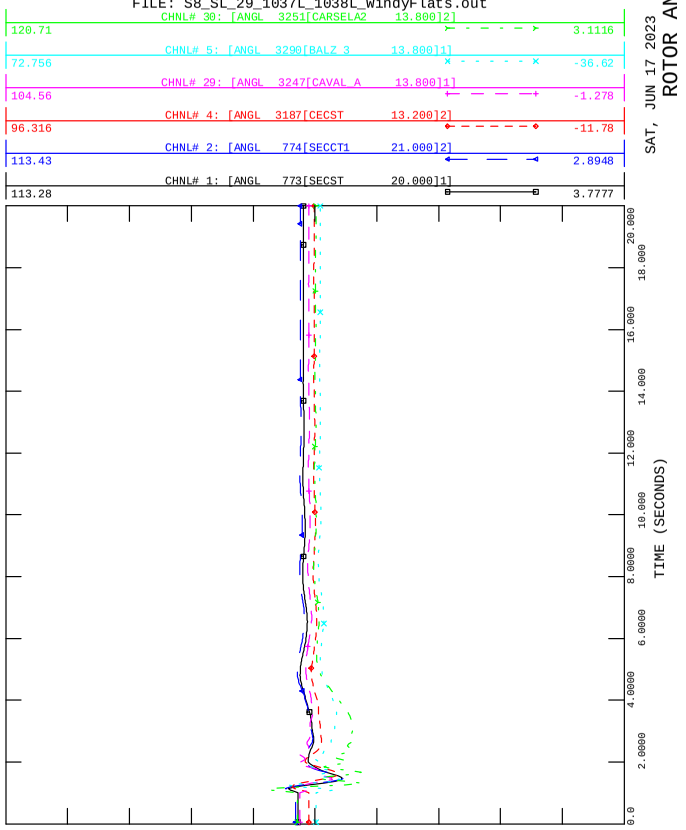
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

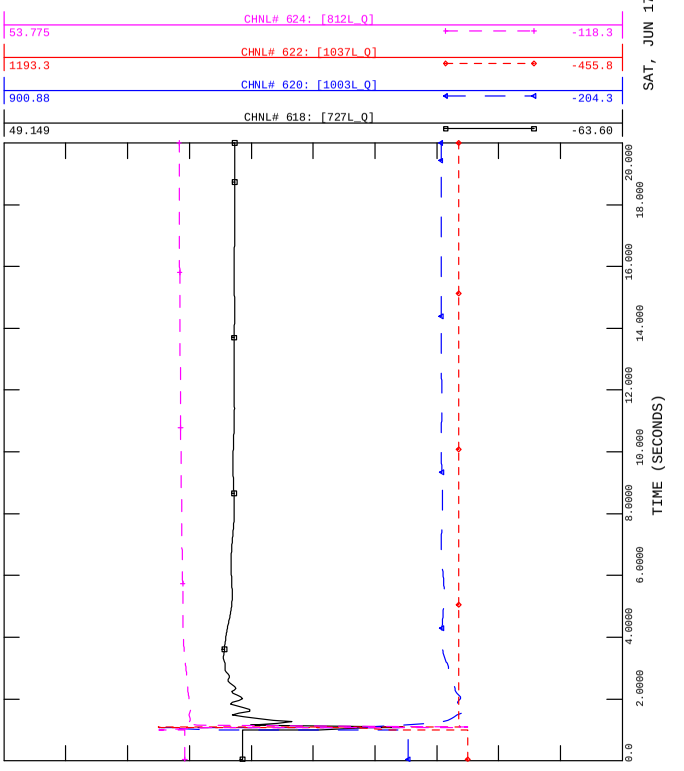
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS

FILE: S8_SL_28_1037L_1038L_Foothills.out

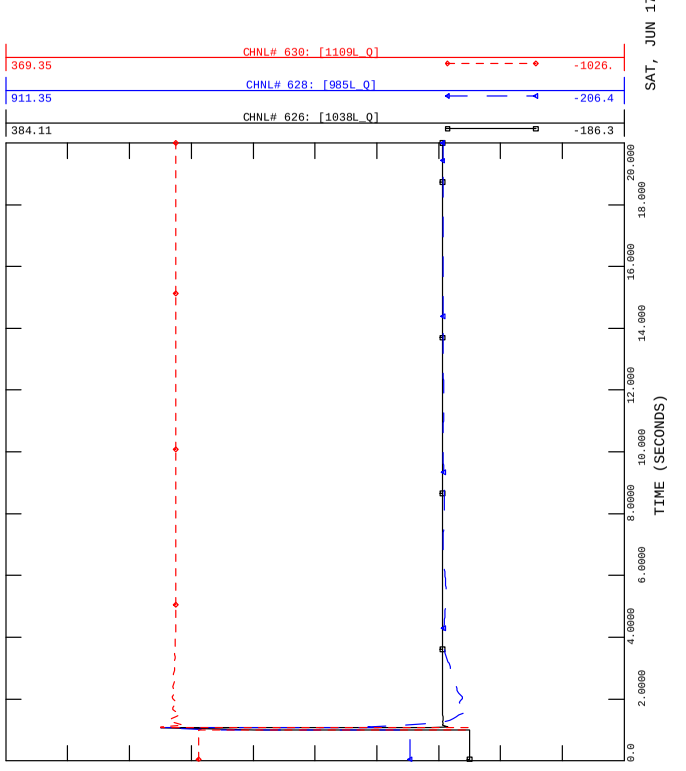
SAT, JUN 17 2023 23:58 BRANCH Q

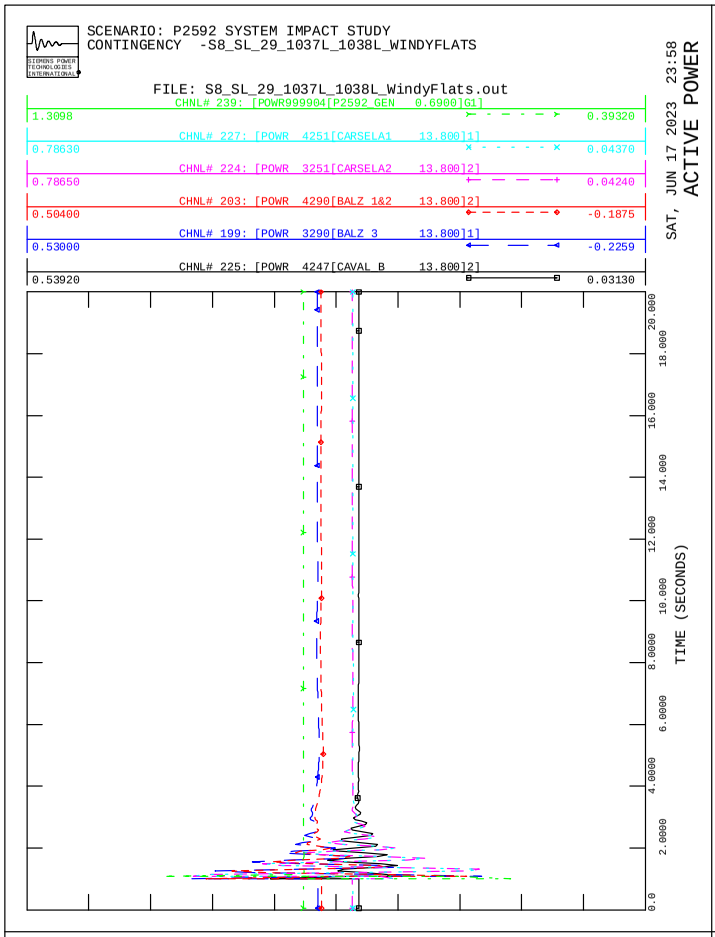


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_28_1037L_1038L_FOOTHILLS

FILE: S8_SL_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
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1.3098
0.39320
CHNL# 227: [POWR 4251[CARSELA1 13.800]1]
0.78630
0.04370
CHNL# 224: [POWR 3251[CARSELA2 13.800]2]
0.78650
0.04240
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2]
0.50400
-0.1875
CHNL# 199: [POWR 3290[BALZ 3 13.800]1]
0.53000
-0.2259
CHNL# 225: [POWR 4247[CAVAL B 13.800]2]
0.53920
0.03130
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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8.0000
10.000
12.000
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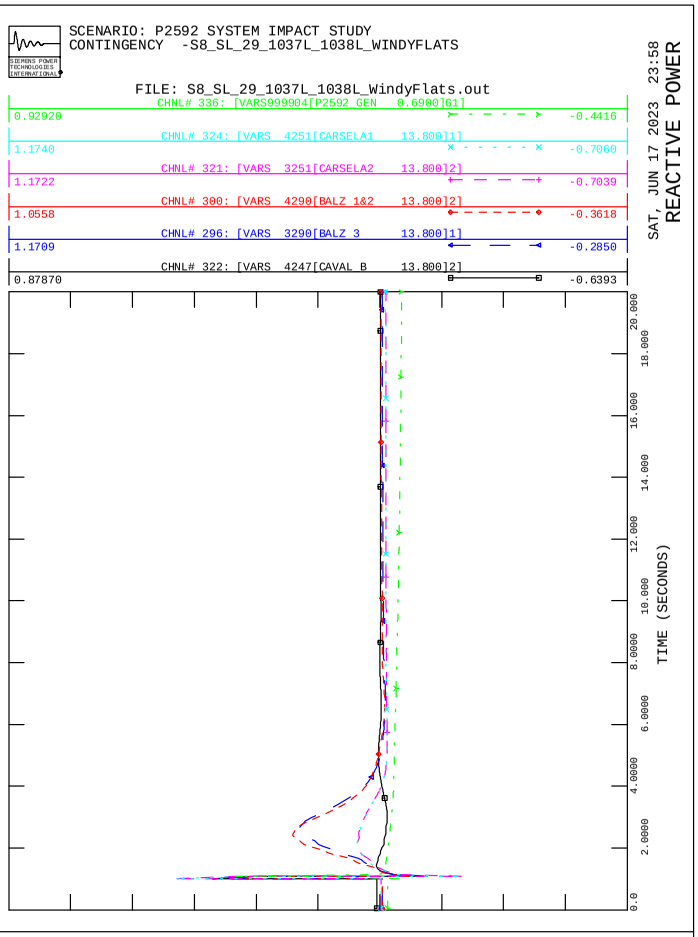
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
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CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.1740
-0.7060
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.1722
-0.7039
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.0558
-0.3618
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.1709
-0.2850
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
0.87870
-0.6393
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
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8.0000
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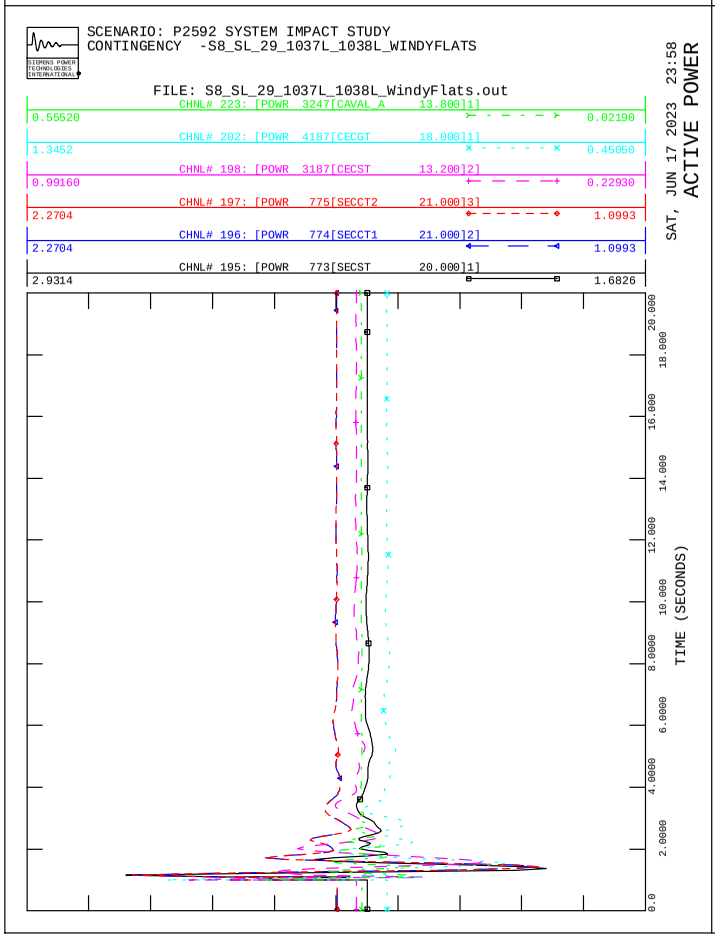
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
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0.55520
0.02190
CHNL# 202: [POWR 4187[CECGT 18.000]1]
1.3452
0.45050
CHNL# 198: [POWR 3187[CECST 13.200]2]
0.99160
0.22930
CHNL# 197: [POWR 775[SECCT2 21.000]3]
2.2704
1.0993
CHNL# 196: [POWR 774[SECCT1 21.000]2]
2.2704
1.0993
CHNL# 195: [POWR 773[SECST 20.000]1]
2.9314
1.6826
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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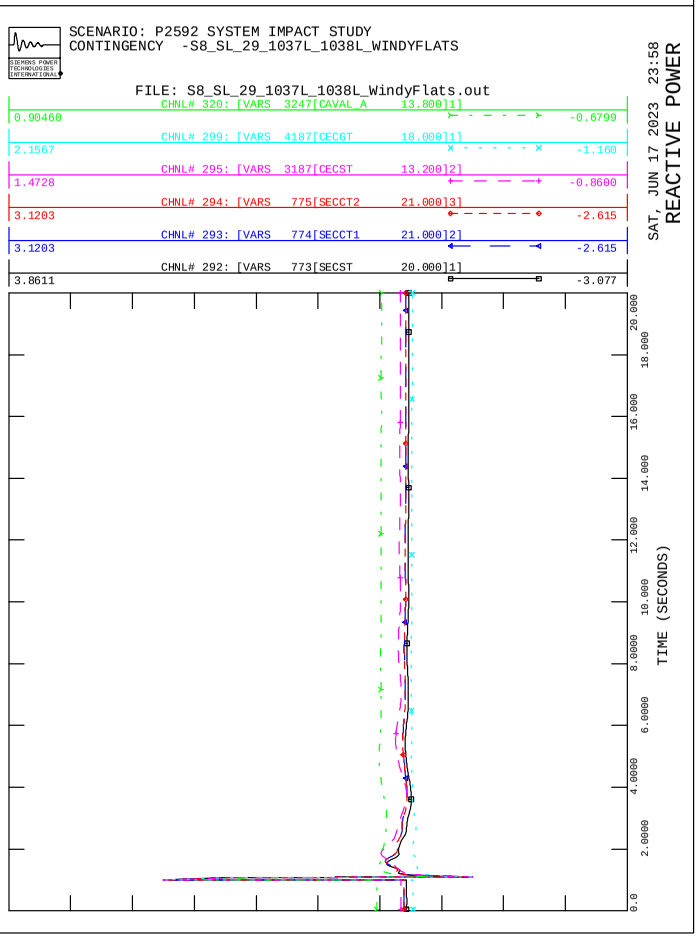
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
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0.90460
-0.6799
CHNL# 299: [VARS 4187[CECGT 18.000]1]
2.1567
-1.160
CHNL# 295: [VARS 3187[CECST 13.200]2]
1.4728
-0.8600
CHNL# 294: [VARS 775[SECCT2 21.000]3]
3.1203
-2.615
CHNL# 293: [VARS 774[SECCT1 21.000]2]
3.1203
-2.615
CHNL# 292: [VARS 773[SECST 20.000]1]
3.8611
-3.077
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2755 0.43350

CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1654 0.71170

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1655 0.71240

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1726 0.81130

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1753 0.79530

CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1086 0.76770

TIME (SECONDS)
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.2203 0.42580

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1691 0.37200

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1933 0.36770

CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1655 0.53650

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1102 0.75490

CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1043 0.77900

CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1107 0.77360

CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1150 0.71670

CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1150 0.71670

CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1153 0.72240

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1572 0.56420

CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.2189 0.42470

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1866 0.41570

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1847 0.42710

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.2179 0.42380

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1834 0.65640

TIME (SECONDS)
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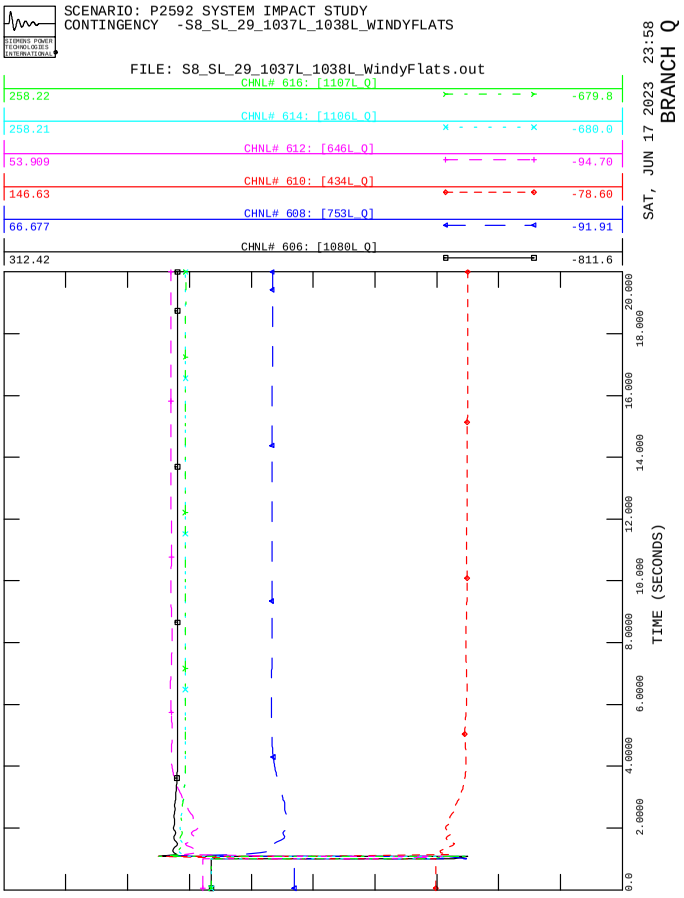
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
CHNL# 616: [1107L Q]
258.22
-679.8
CHNL# 614: [1106L Q]
258.21
-680.0
CHNL# 612: [646L Q]
53.909
-94.70
CHNL# 610: [434L Q]
146.63
-78.60
CHNL# 608: [753L Q]
66.677
-91.91
CHNL# 606: [1080L Q]
312.42
-811.6
BRANCH Q
SAT, JUN 17 2023 23:58
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
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12.000
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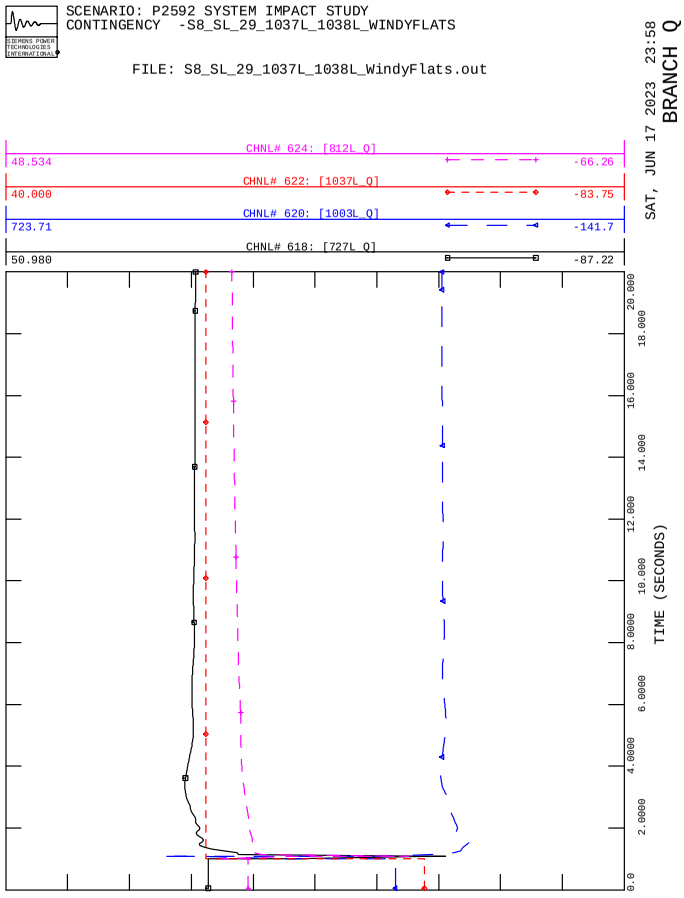
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
CHNL# 624: [812L Q]
48.534
-66.26
CHNL# 622: [1037L Q]
40.000
-83.75
CHNL# 620: [1003L Q]
723.71
-141.7
CHNL# 618: [727L Q]
50.980
-87.22
BRANCH Q
SAT, JUN 17 2023 23:58
TIME (SECONDS)
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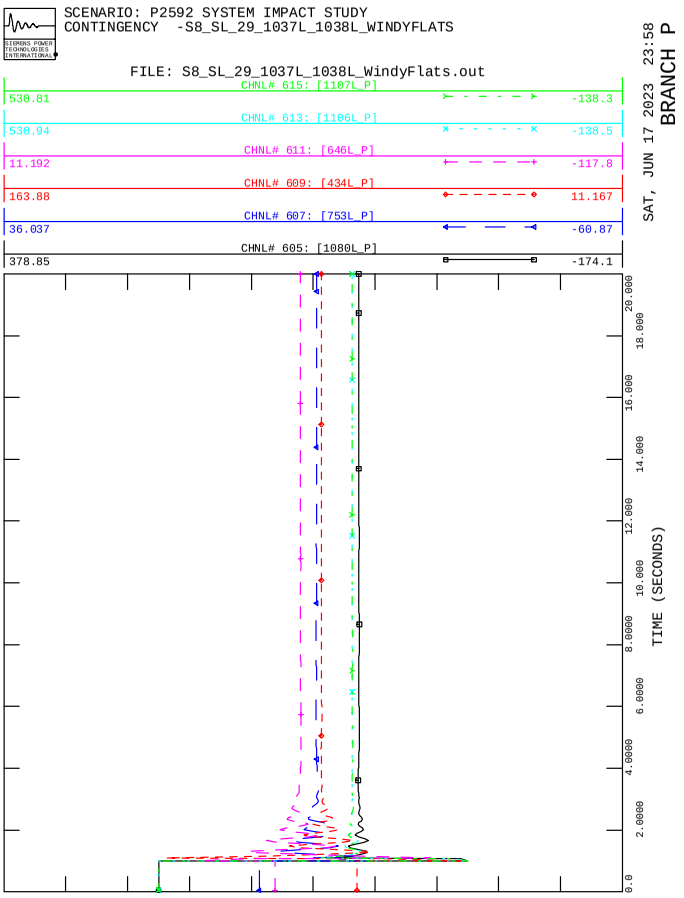
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
CHNL# 615: [1107L P]
530.81
-138.3
CHNL# 613: [1106L P]
530.94
-138.5
CHNL# 611: [646L P]
11.192
-117.8
CHNL# 609: [434L P]
163.88
11.167
CHNL# 607: [753L P]
36.037
-60.87
CHNL# 605: [1080L P]
378.85
-174.1
BRANCH P
SAT, JUN 17 2023 23:58
TIME (SECONDS)
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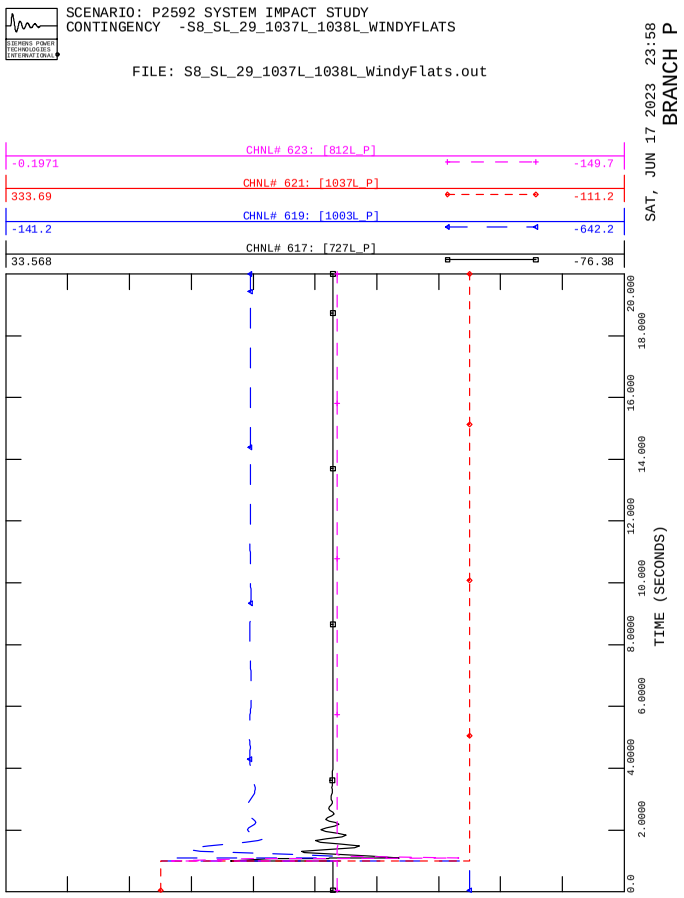
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS
FILE: S8_SL_29_1037L_1038L_WindyFlats.out
CHNL# 623: [812L P]
-0.1971
-149.7
CHNL# 621: [1037L P]
333.69
-111.2
CHNL# 619: [1003L P]
-141.2
-642.2
CHNL# 617: [727L P]
33.568
-76.38
BRANCH P
SAT, JUN 17 2023 23:58
TIME (SECONDS)
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8.0000
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12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 630: [1109L Q] 313.57 -814.9

CHNL# 628: [985L Q] 732.31 -143.0

CHNL# 626: [1038L Q] 40.000 -83.68

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL_A 13.800]1] 0.70670 -0.1372

CHNL# 202: [POWR 4187[CECGT 18.000]1] 2.0613 -0.3166

CHNL# 198: [POWR 3187[CECST 13.200]2] 1.7054 -0.5949

CHNL# 197: [POWR 775[SECCT2 21.000]3] 3.6431 0.19180

CHNL# 196: [POWR 774[SECCT1 21.000]2] 3.6431 0.19180

CHNL# 195: [POWR 773[SECST 20.000]1] 4.3073 0.32960

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_29_1037L_1038L_WINDYFLATS

FILE: S8_SL_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 629: [1109L P] 380.47 -175.3

CHNL# 627: [985L P] -142.6 -649.6

CHNL# 625: [1038L P] 330.72 -110.2

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 185.60 -8.171

CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 117.66 -51.33

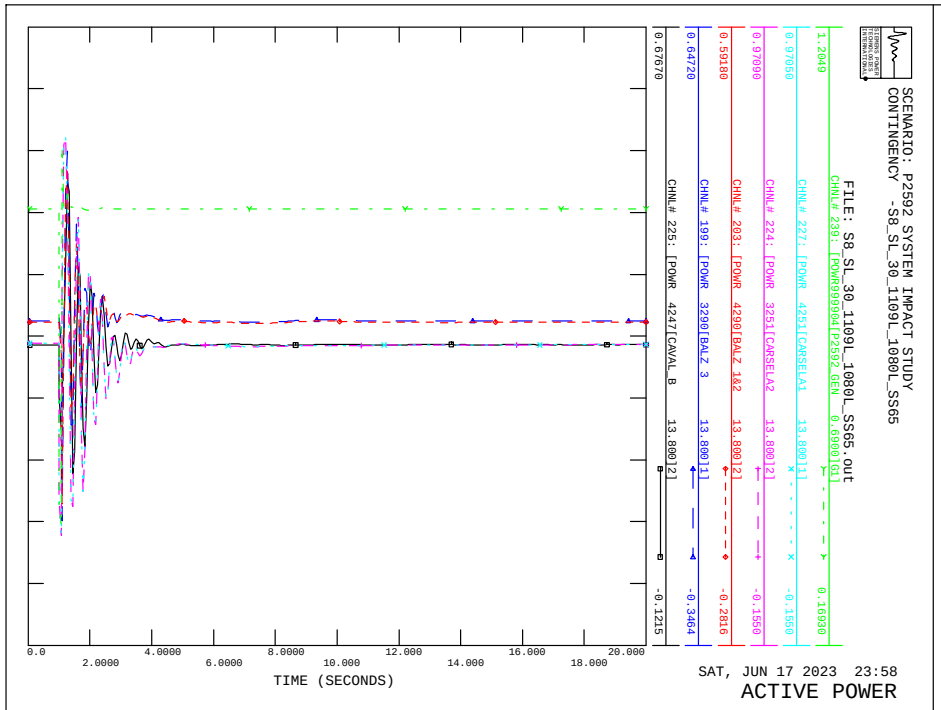
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 159.46 -16.66

CHNL# 4: [ANGL 3187[CECST 13.200]2] 135.18 -33.48

CHNL# 2: [ANGL 774[SECCT1 21.000]2] 157.52 -24.31

CHNL# 1: [ANGL 773[SECST 20.000]1] 159.17 -20.82

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65
FILE: S8_SL_30_1109L_1080L_SS65.out
CHNL# 239: [POWR999904[P2592_GEN 0.6900[G1]
CHNL# 227: [POWR 4251[CARSELA1 13.800[1]
CHNL# 224: [POWR 3251[CARSELA2 13.800[2]
CHNL# 203: [POWR 4290[BALZ 1&2 13.800[2]
CHNL# 199: [POWR 3290[BALZ 3 13.800[1]
CHNL# 225: [POWR 4247[CAVAL_B 13.800[2]
1.2049
0.97856
0.97090
0.59180
0.64720
0.67670
-0.1215
-0.1560
-0.2816
-0.3464
0.16930
0.0
2.0000
4.0000
6.0000
8.0000
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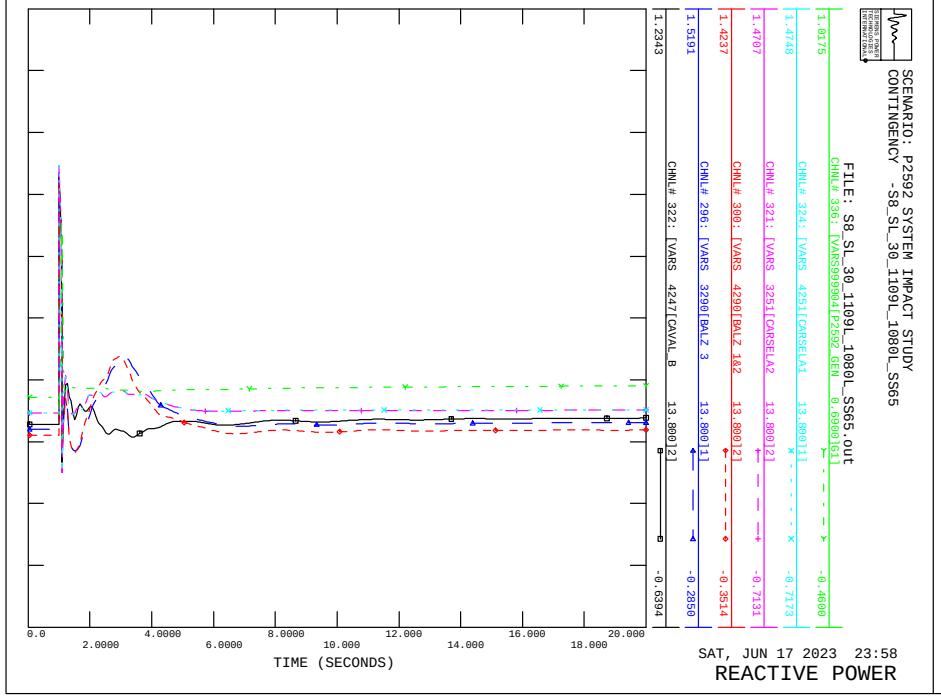
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65
FILE: S8_SL_30_1109L_1080L_SS65.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900[G1]
CHNL# 324: [VARS 4251[CARSELA1 13.800[1]
CHNL# 321: [VARS 3251[CARSELA2 13.800[2]
CHNL# 300: [VARS 4290[BALZ 1&2 13.800[2]
CHNL# 296: [VARS 3290[BALZ 3 13.800[1]
CHNL# 322: [VARS 4247[CAVAL_B 13.800[2]
1.0175
1.4748
1.4707
1.4237
1.5191
1.2343
-0.6394
-0.7131
-0.3514
-0.2850
-0.4600
-0.7173
0.0
2.0000
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6.0000
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18.000
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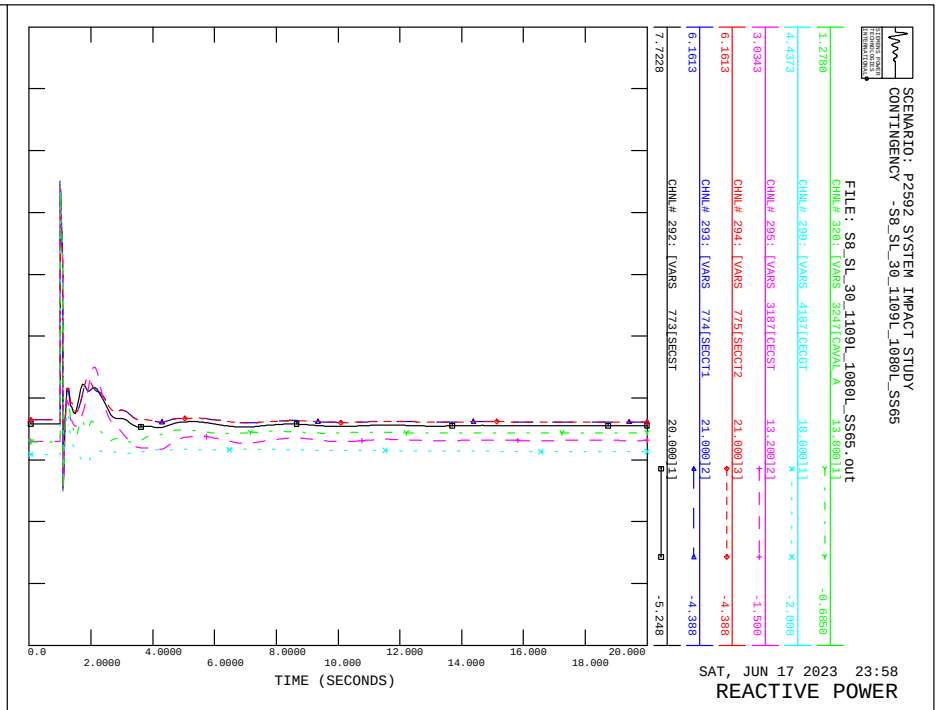
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65
FILE: S8_SL_30_1109L_1080L_SS65.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800[1]
CHNL# 299: [VARS 4187[CEGGT 18.000[1]
CHNL# 295: [VARS 3187[CEGST 13.200[2]
CHNL# 294: [VARS 775[SECCT2 21.000[3]
CHNL# 293: [VARS 774[SECCT1 21.000[2]
CHNL# 292: [VARS 773[SECST 20.000[1]
1.2780
4.4373
3.0343
6.1613
6.1613
7.7228
-5.248
-4.388
-4.388
-2.000
-1.500
-0.6500
0.53480
0.52380
0.51390
0.31550
0.31550
0.0
2.0000
4.0000
6.0000
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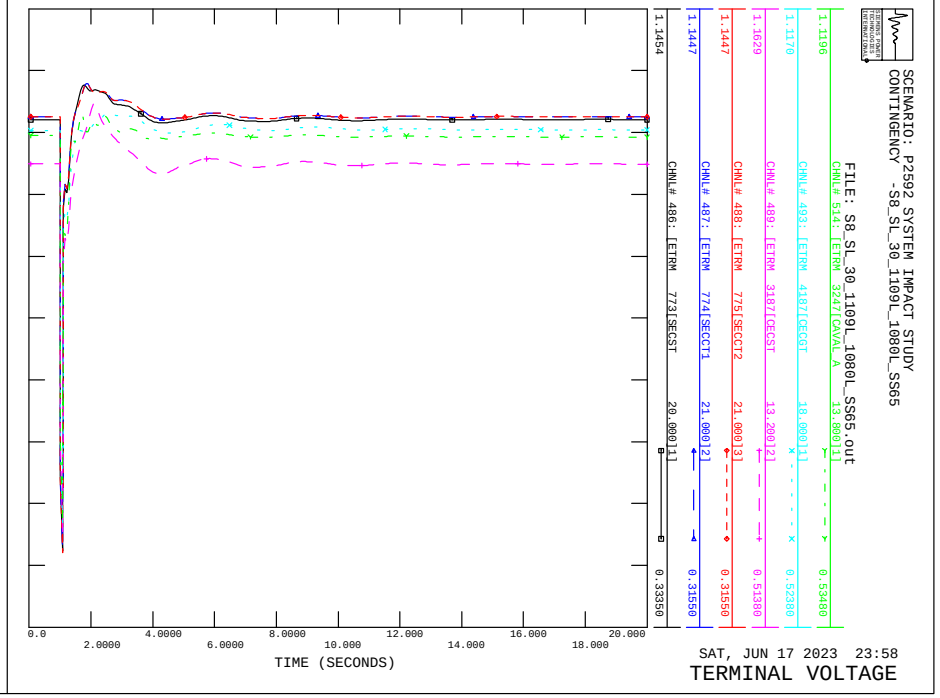
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65
FILE: S8_SL_30_1109L_1080L_SS65.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800[1]
CHNL# 493: [ETRM 4187[CEGGT 18.000[1]
CHNL# 489: [ETRM 3187[CEGST 13.200[2]
CHNL# 488: [ETRM 775[SECCT2 21.000[3]
CHNL# 487: [ETRM 774[SECCT1 21.000[2]
CHNL# 486: [ETRM 773[SECST 20.000[1]
1.1196
1.1170
1.1629
1.1447
1.1447
1.1454
0.33350
0.31550
0.31550
0.52380
0.51390
0.53480
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1399 0.33840

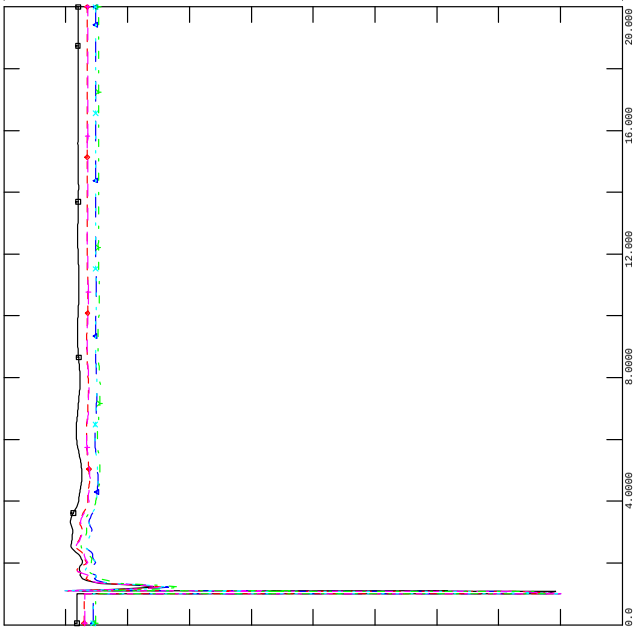
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1772 0.12560

CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1422 0.13220

CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1391 0.14980

CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1762 0.12490

CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1634 0.23380



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 615: [1107L_P]
576.37 -183.1

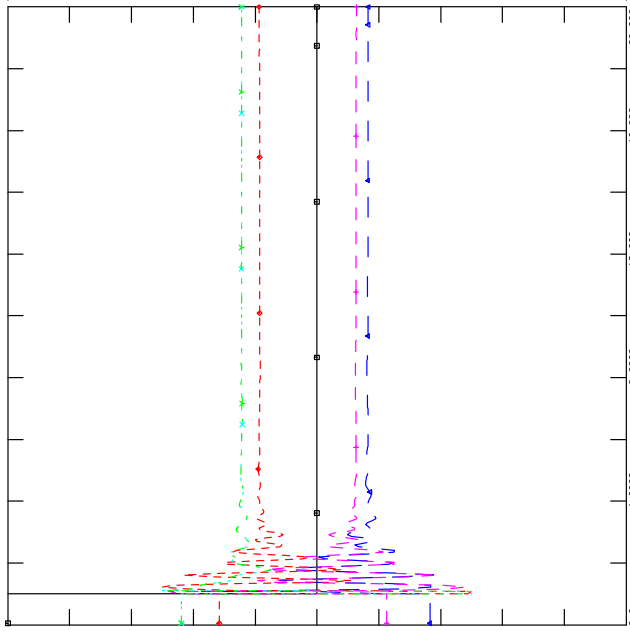
CHNL# 613: [1106L_P]
576.50 -183.1

CHNL# 611: [646L_P]
48.732 -104.9

CHNL# 609: [434L_P]
143.35 -51.29

CHNL# 607: [753L_P]
83.535 -44.70

CHNL# 605: [1080L_P]
5000.0 -5000.



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2434 0.11630

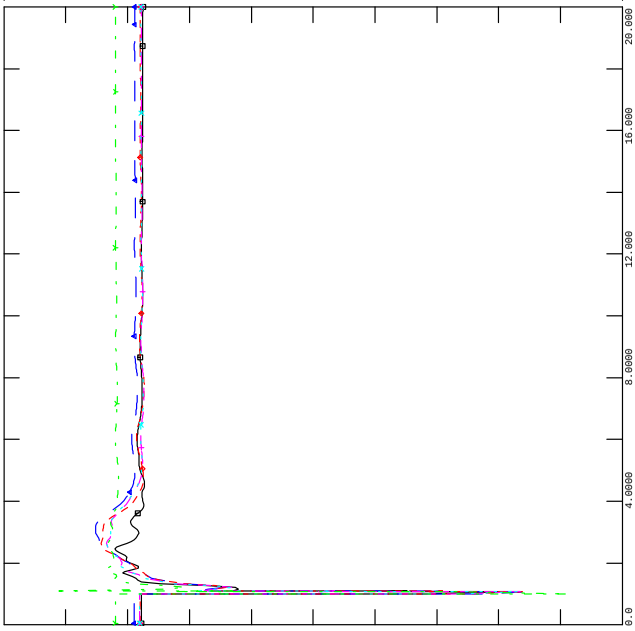
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1624 0.55830

CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1625 0.55960

CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1798 0.54420

CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1820 0.50710

CHNL# 516: [ETRM 4247[CAVAL_B 13.800]2]
1.1241 0.56620



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

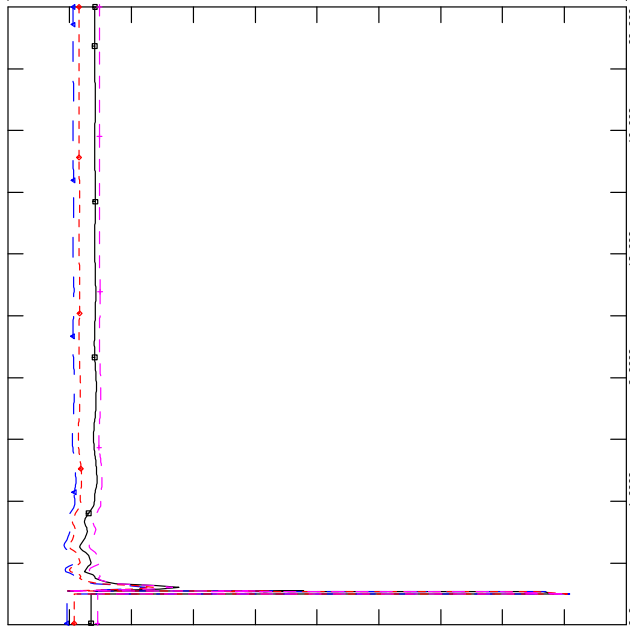
BUS VOLTAGE

CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1786 0.12640

CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1234 0.07900

CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1494 0.05040

CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1343 0.27580

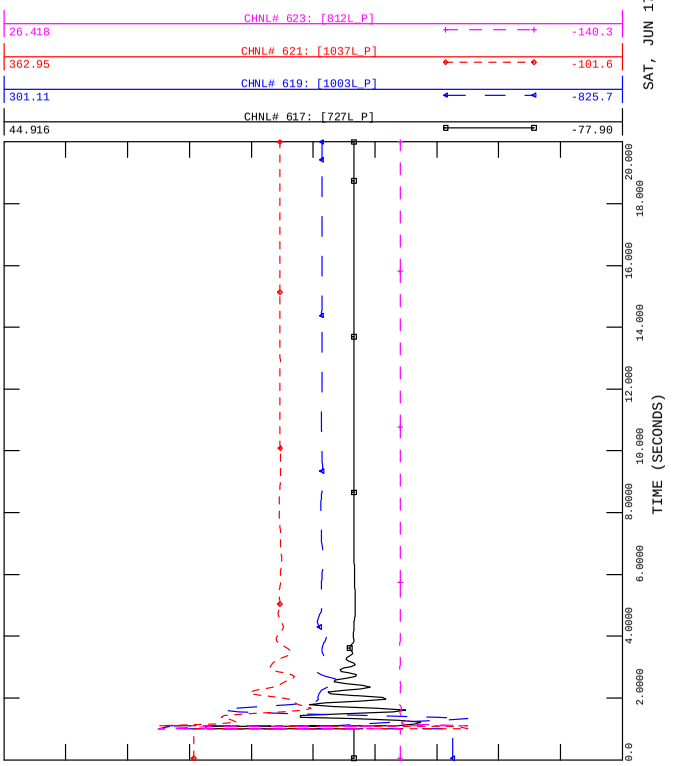


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

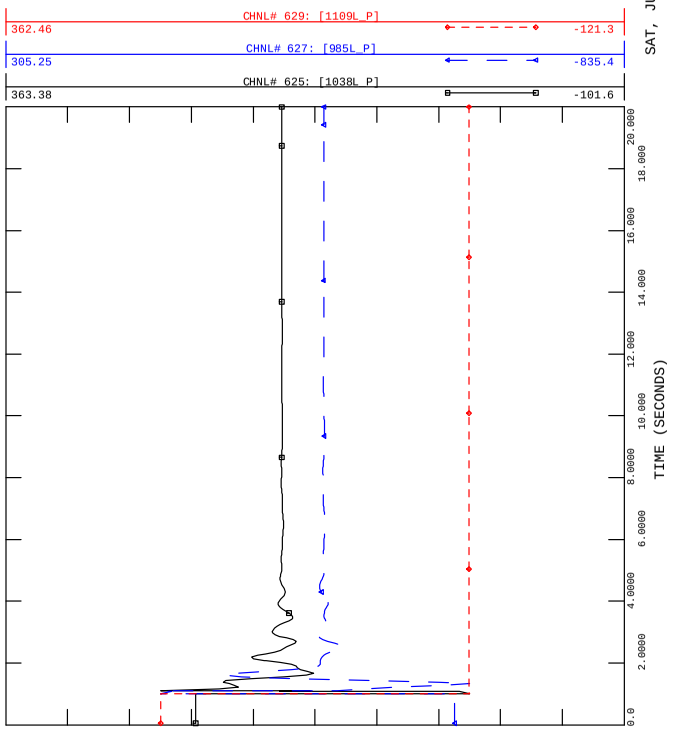


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

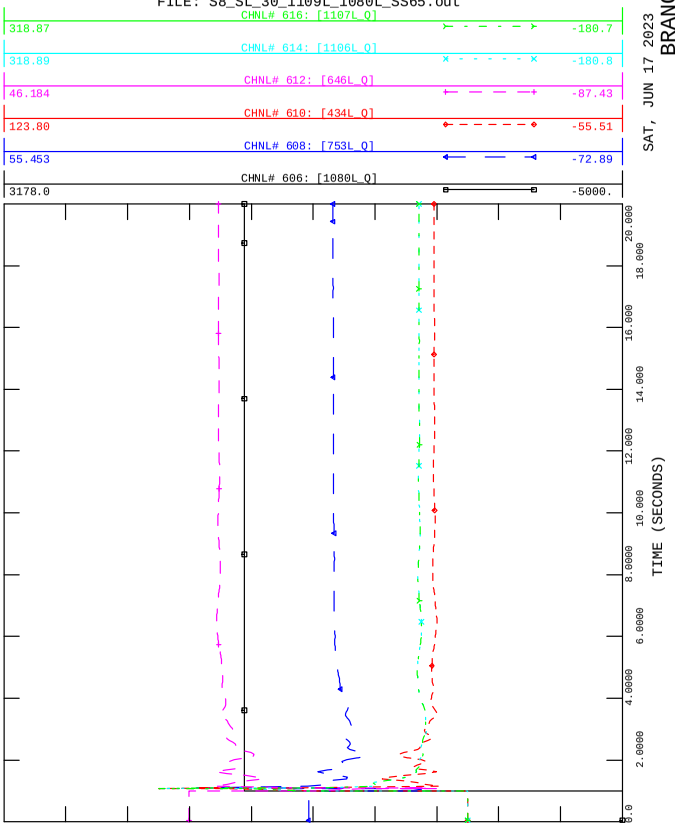


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

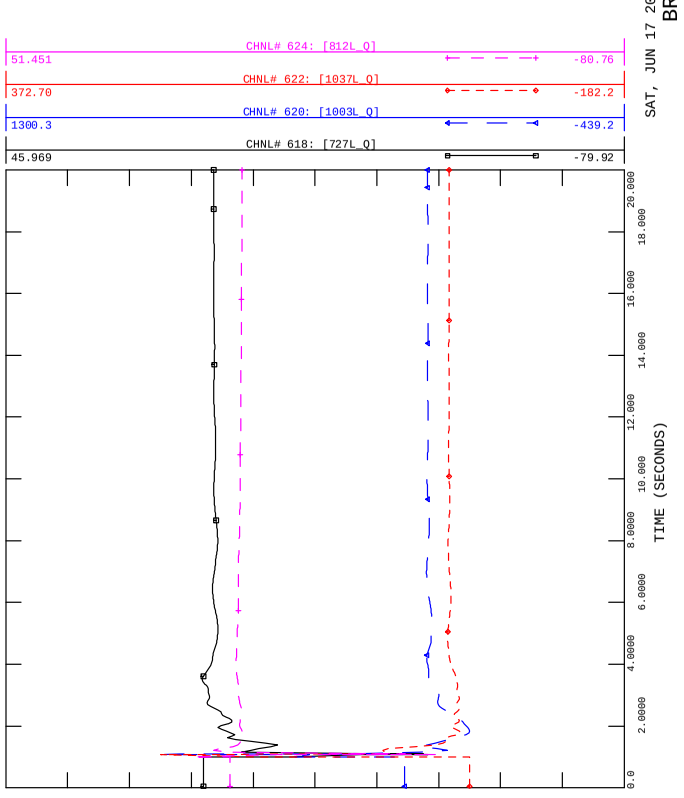


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

FILE: S8_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 188.16 -9.600
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 119.15 -51.86
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1] 160.78 -17.60
CHNL# 4: [ANGL 3187[CECST 13.200]2] 136.55 -35.11
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 160.18 -26.30
CHNL# 1: [ANGL 773[SECST 20.000]1] 161.87 -22.99

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

FILE: S8_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 239: [POWR999904[P2592_GEN 0.6900]G1] 1.1262 0.18200
CHNL# 227: [POWR 4251[CARSELA1 13.800]1] 0.98580 -0.1723
CHNL# 224: [POWR 3251[CARSELA2 13.800]2] 0.98630 -0.1723
CHNL# 203: [POWR 4290[BALZ 1&2 13.800]2] 0.58870 -0.2723
CHNL# 199: [POWR 3290[BALZ 3 13.800]1] 0.64640 -0.3410
CHNL# 225: [POWR 4247[CAVAL B 13.800]2] 0.66950 -0.0919

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_30_1109L_1080L_SS65

FILE: S8_SL_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 630: [1109L Q] 40.000 -105.3
CHNL# 628: [985L Q] 1315.2 -444.0
CHNL# 626: [1038L Q] 373.19 -182.6

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

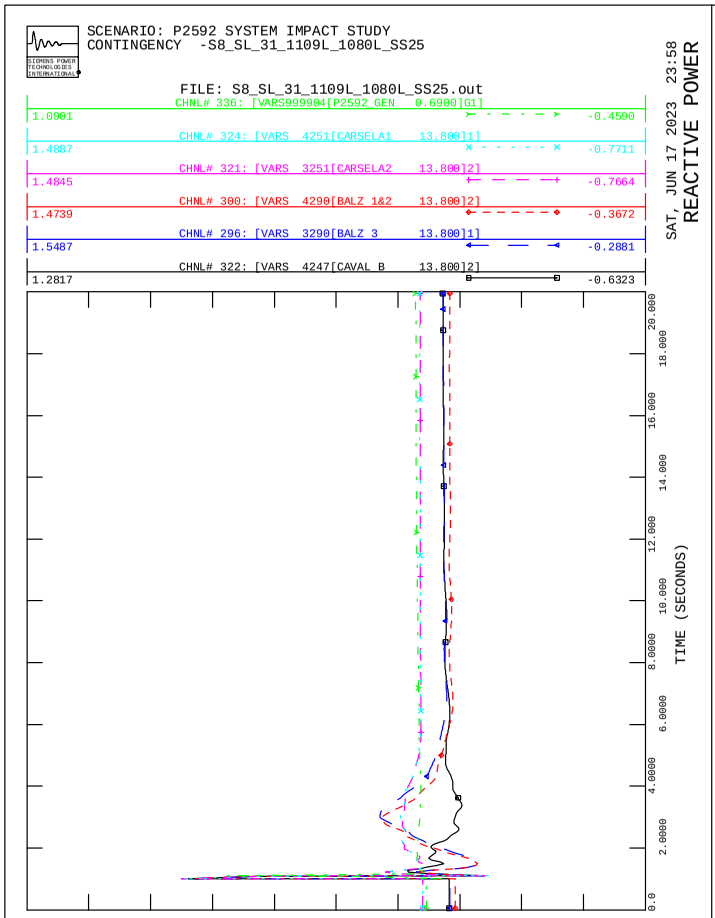
FILE: S8_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 223: [POWR 3247[CAVAL A 13.800]1] 0.69770 -0.1280
CHNL# 202: [POWR 4187[CECGT 18.000]1] 2.1034 -0.3787
CHNL# 198: [POWR 3187[CECST 13.200]2] 1.7504 -0.6692
CHNL# 197: [POWR 775[SECCT2 21.000]3] 3.7253 -0.1558
CHNL# 196: [POWR 774[SECCT1 21.000]2] 3.7253 -0.1558
CHNL# 195: [POWR 773[SECST 20.000]1] 4.4336 -0.1537

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
CHNL# 336: [VARS999904[P2592_GEN 0.6900]G1]
1.0901 -0.4590
CHNL# 324: [VARS 4251[CARSELA1 13.800]1]
1.4887 -0.7711
CHNL# 321: [VARS 3251[CARSELA2 13.800]2]
1.4845 -0.7664
CHNL# 300: [VARS 4290[BALZ 1&2 13.800]2]
1.4739 -0.3672
CHNL# 296: [VARS 3290[BALZ 3 13.800]1]
1.5487 -0.2881
CHNL# 322: [VARS 4247[CAVAL B 13.800]2]
1.2817 -0.6323
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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6.0000
8.0000
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16.000
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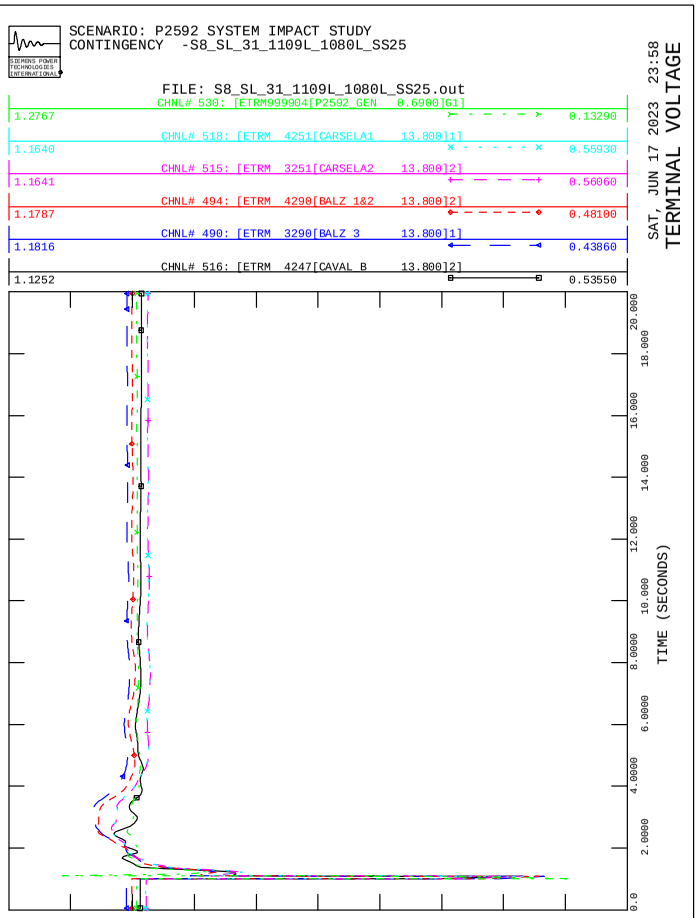
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
CHNL# 530: [ETRM999904[P2592_GEN 0.6900]G1]
1.2767 0.13290
CHNL# 518: [ETRM 4251[CARSELA1 13.800]1]
1.1640 0.55930
CHNL# 515: [ETRM 3251[CARSELA2 13.800]2]
1.1641 0.56060
CHNL# 494: [ETRM 4290[BALZ 1&2 13.800]2]
1.1787 0.48100
CHNL# 490: [ETRM 3290[BALZ 3 13.800]1]
1.1816 0.43860
CHNL# 516: [ETRM 4247[CAVAL B 13.800]2]
1.1252 0.53550
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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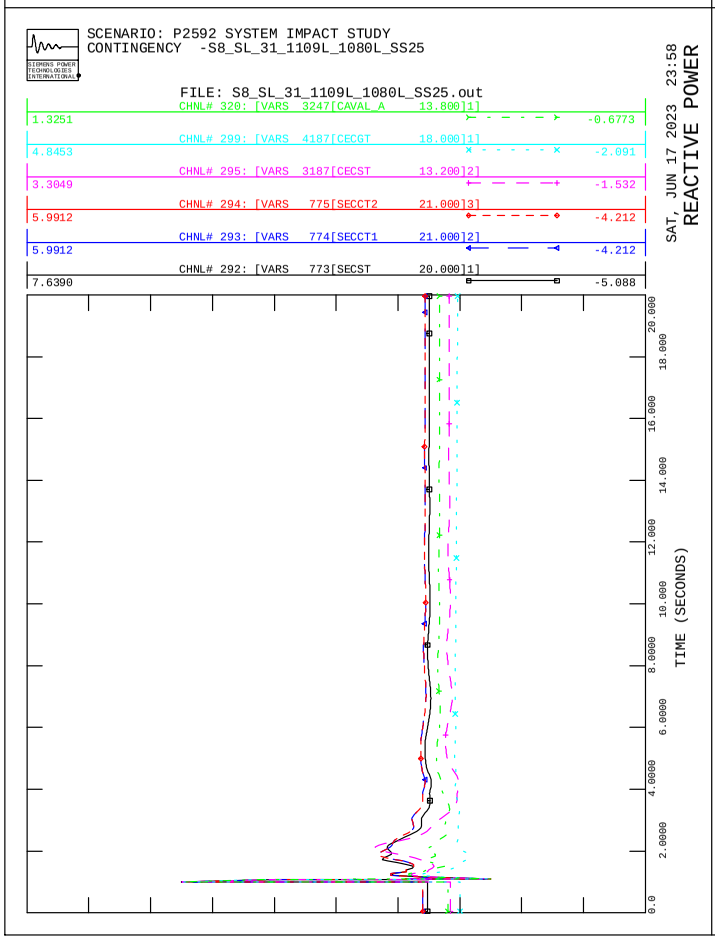
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
CHNL# 320: [VARS 3247[CAVAL_A 13.800]1]
1.3251 -0.6773
CHNL# 299: [VARS 4187[CECGT 18.000]1]
4.8453 -2.091
CHNL# 295: [VARS 3187[CECST 13.200]2]
3.3049 -1.532
CHNL# 294: [VARS 775[SECCT2 21.000]3]
5.9912 -4.212
CHNL# 293: [VARS 774[SECCT1 21.000]2]
5.9912 -4.212
CHNL# 292: [VARS 773[SECST 20.000]1]
7.6390 -5.088
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
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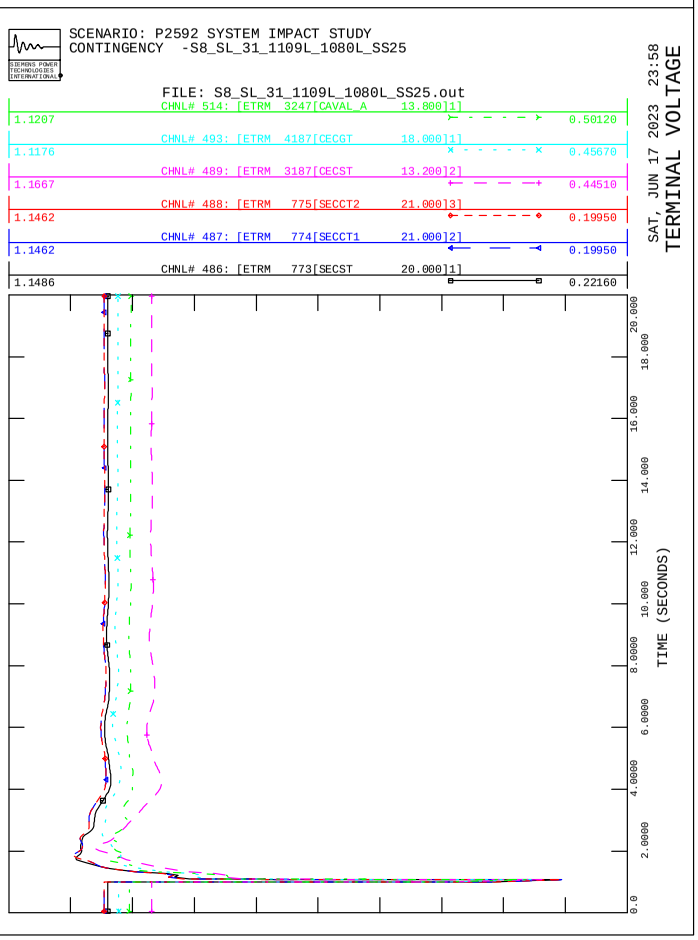
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
CHNL# 514: [ETRM 3247[CAVAL_A 13.800]1]
1.1207 0.50120
CHNL# 493: [ETRM 4187[CECGT 18.000]1]
1.1176 0.45670
CHNL# 489: [ETRM 3187[CECST 13.200]2]
1.1667 0.44510
CHNL# 488: [ETRM 775[SECCT2 21.000]3]
1.1462 0.19950
CHNL# 487: [ETRM 774[SECCT1 21.000]2]
1.1462 0.19950
CHNL# 486: [ETRM 773[SECST 20.000]1]
1.1486 0.22160
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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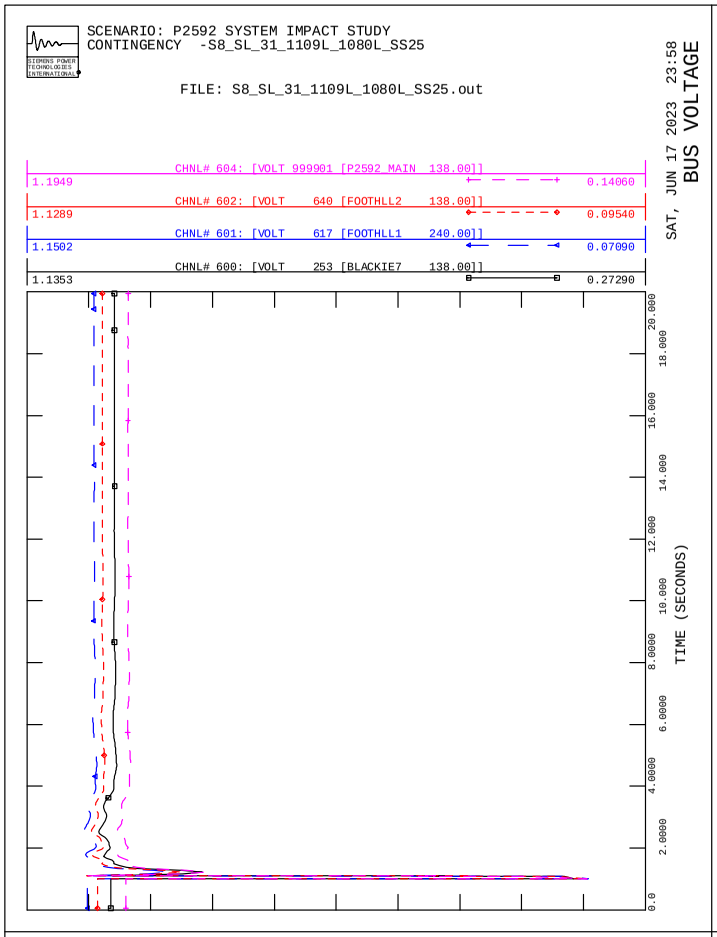
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 604: [VOLT 999901 [P2592_MAIN 138.00]]
1.1949
0.14060
CHNL# 602: [VOLT 640 [FOOTHLL2 138.00]]
1.1289
0.09540
CHNL# 601: [VOLT 617 [FOOTHLL1 240.00]]
1.1502
0.07090
CHNL# 600: [VOLT 253 [BLACKIE7 138.00]]
1.1353
0.27290
TIME (SECONDS)
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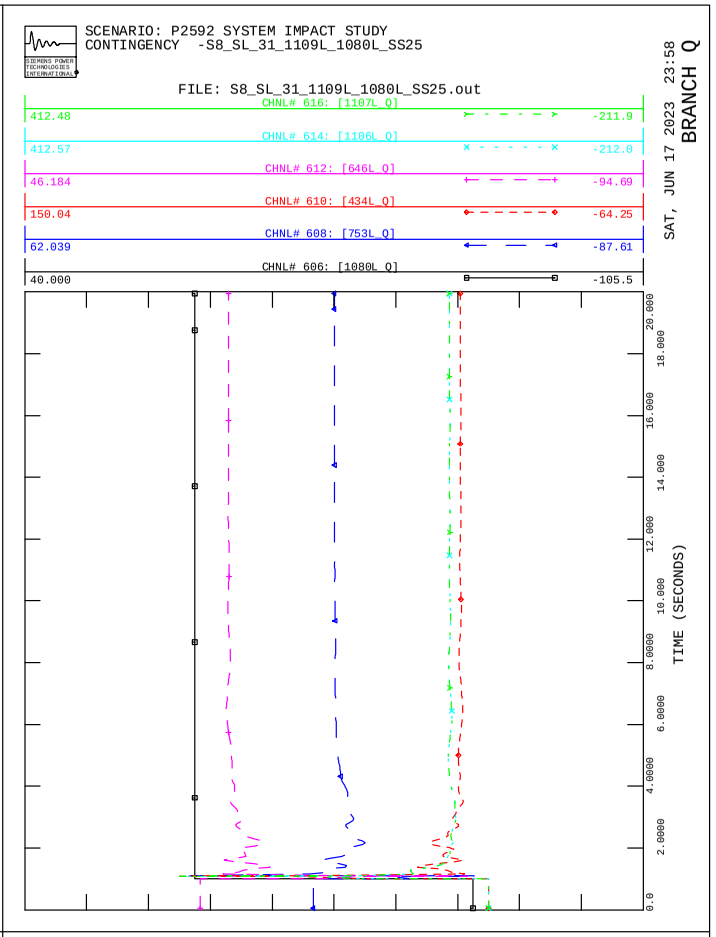
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 616: [1107L Q]
412.48
-211.9
CHNL# 614: [1106L Q]
412.57
-212.0
CHNL# 612: [646L Q]
46.184
-94.69
CHNL# 610: [434L Q]
150.04
-64.25
CHNL# 608: [753L Q]
62.039
-87.61
CHNL# 606: [1080L Q]
40.000
-105.5
TIME (SECONDS)
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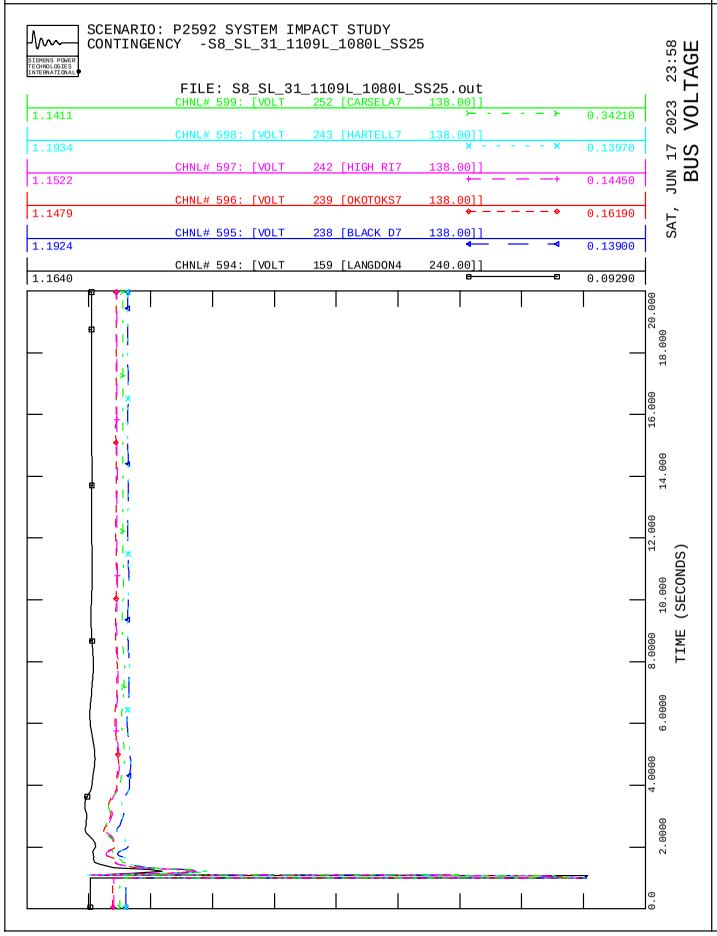
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 599: [VOLT 252 [CARSELA7 138.00]]
1.1411
0.34210
CHNL# 598: [VOLT 243 [HARTELL7 138.00]]
1.1934
0.13970
CHNL# 597: [VOLT 242 [HIGH RI7 138.00]]
1.1522
0.14450
CHNL# 596: [VOLT 239 [OKOTOKS7 138.00]]
1.1479
0.16190
CHNL# 595: [VOLT 238 [BLACK D7 138.00]]
1.1924
0.13900
CHNL# 594: [VOLT 159 [LANGDON4 240.00]]
1.1640
0.09290
TIME (SECONDS)
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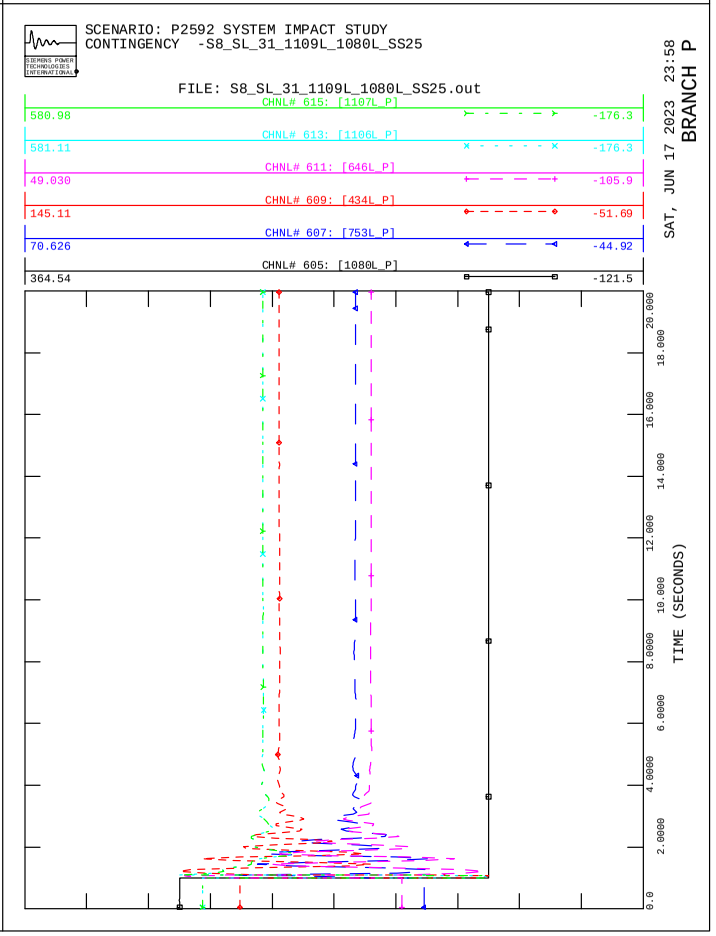
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

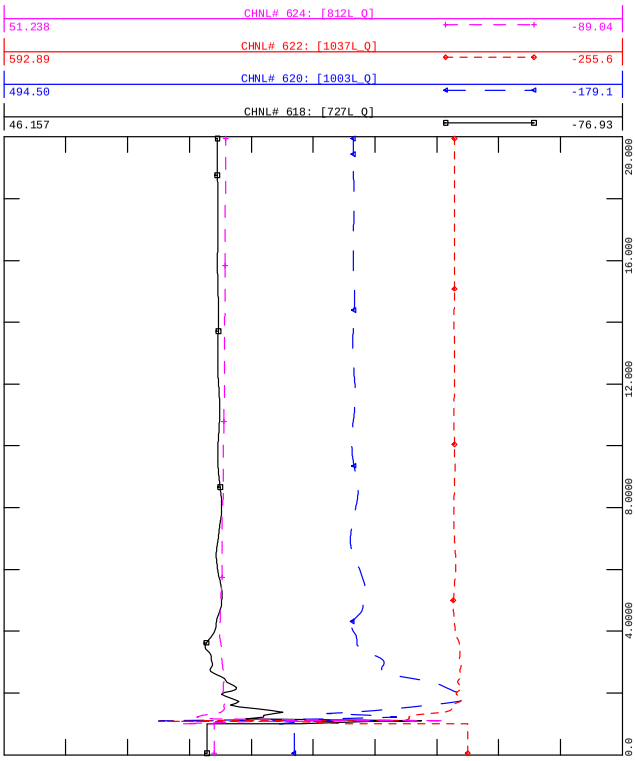

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25
FILE: S8_SL_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 615: [1107L P]
580.98
-176.3
CHNL# 613: [1106L P]
581.11
-176.3
CHNL# 611: [646L P]
49.030
-105.9
CHNL# 609: [434L P]
145.11
-51.69
CHNL# 607: [753L P]
70.626
-44.92
CHNL# 605: [1080L P]
364.54
-121.5
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

FILE: S8_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH Q

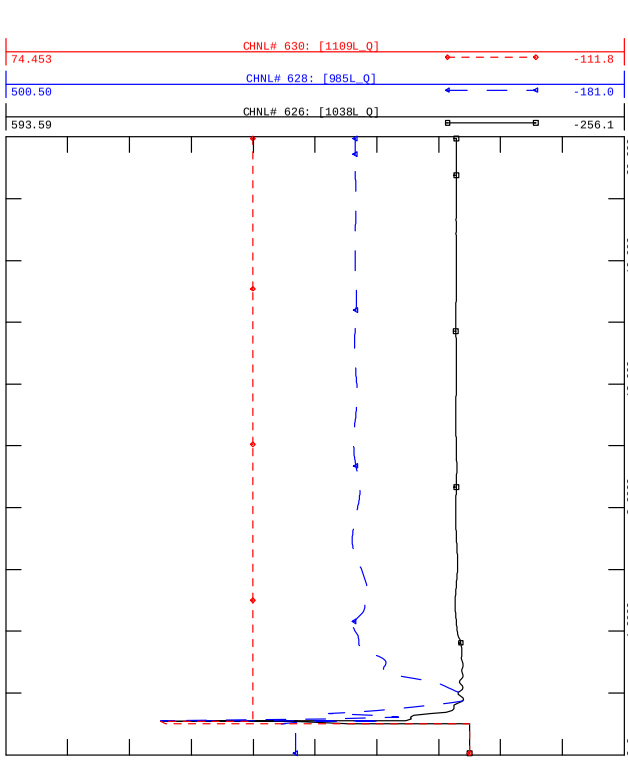


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

FILE: S8_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH Q

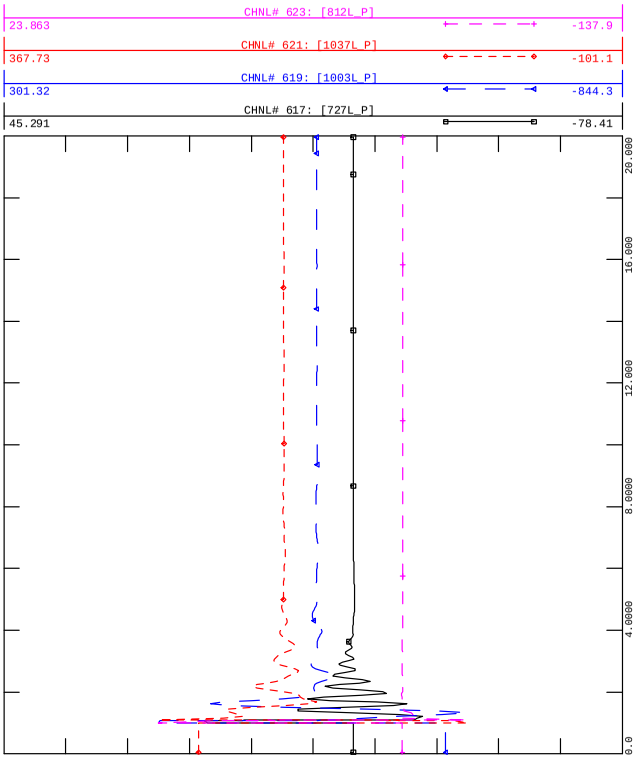


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

FILE: S8_SL_31_1109L_1080L_SS25.out

SAT, JUN 17 2023 23:58

BRANCH P

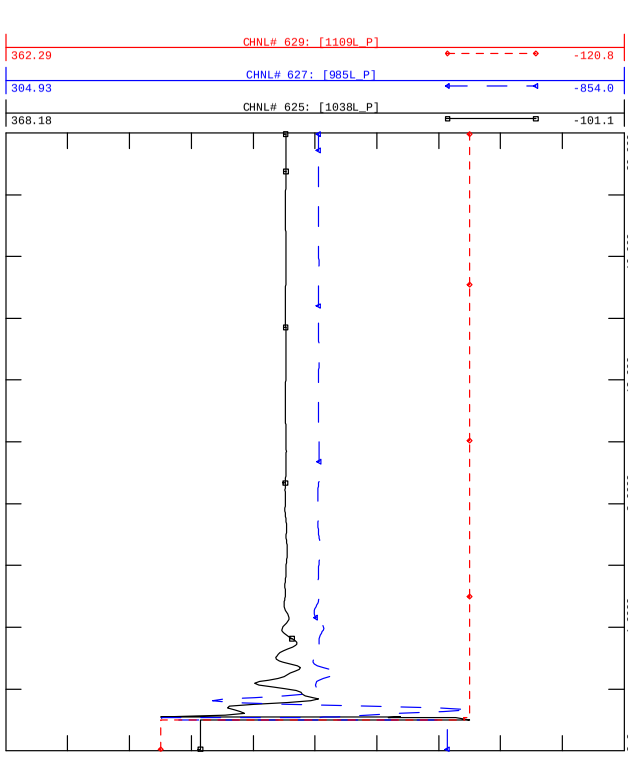


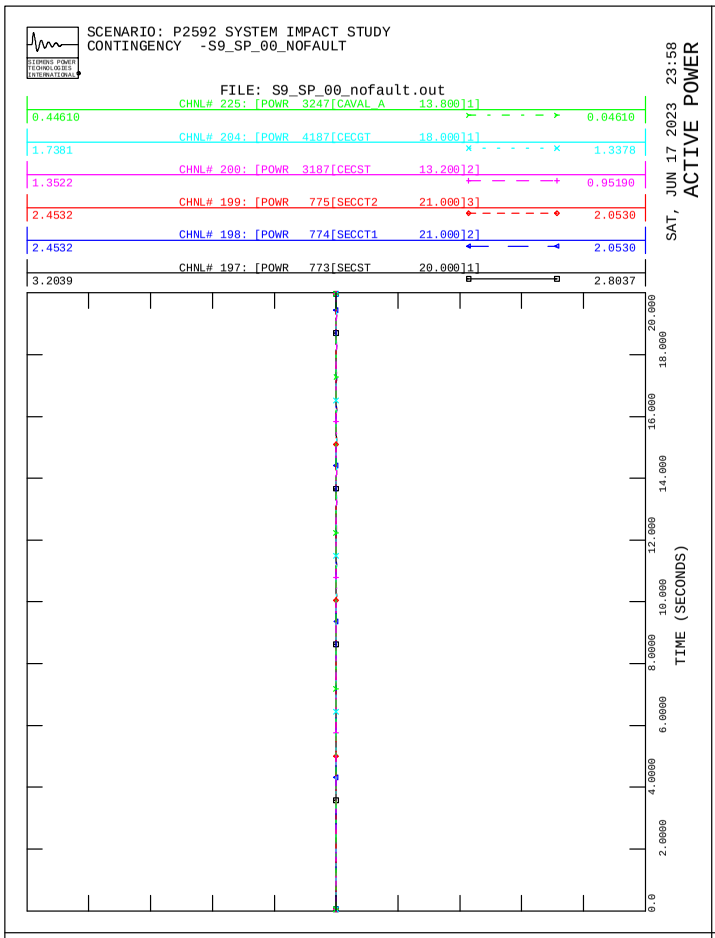
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S8_SL_31_1109L_1080L_SS25

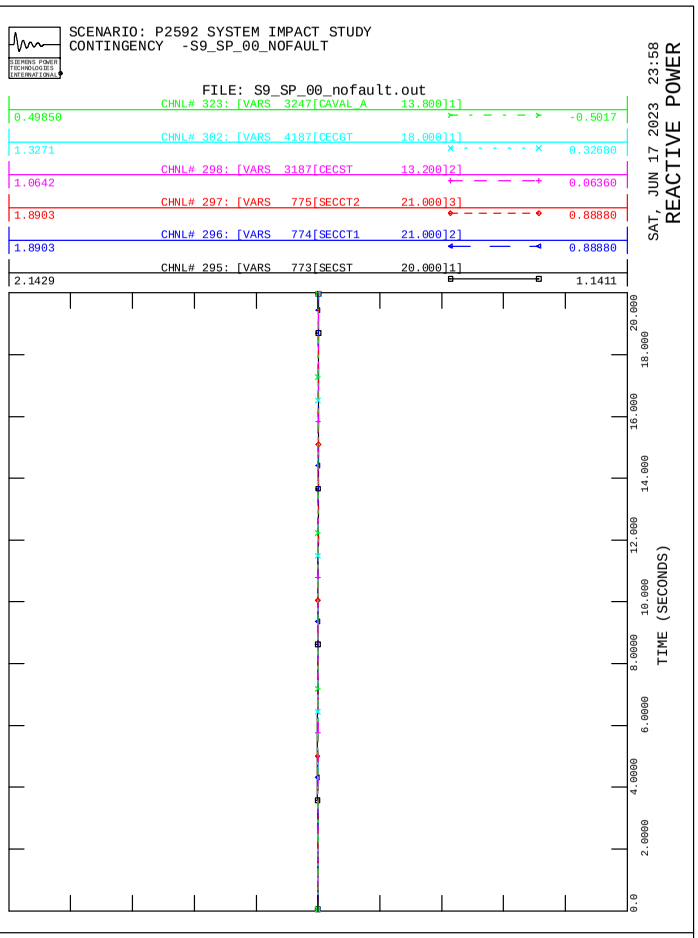
FILE: S8_SL_31_1109L_1080L_SS25.out

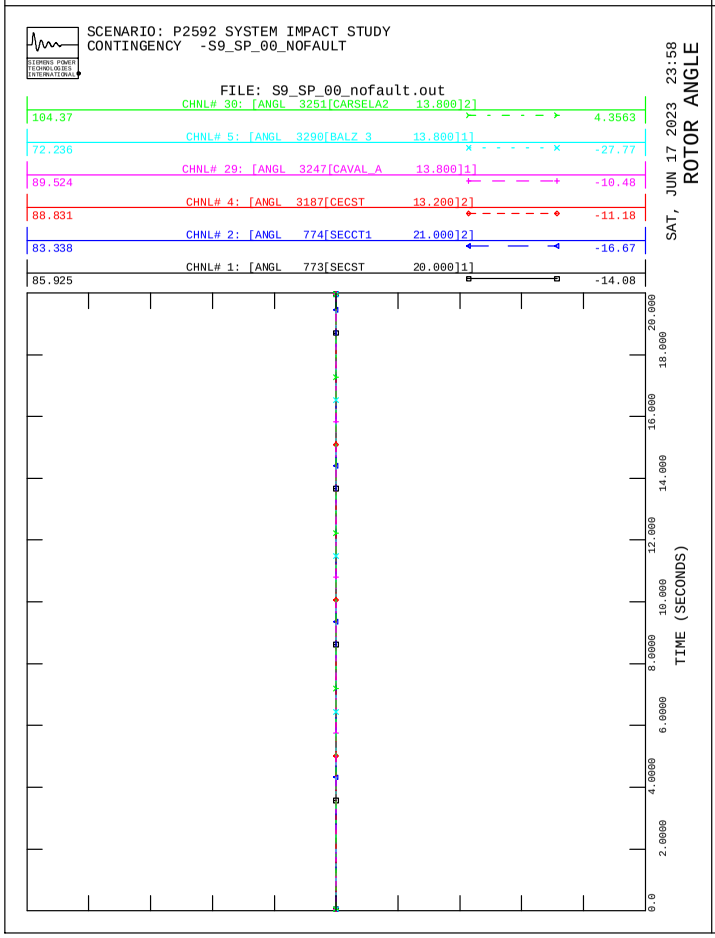
SAT, JUN 17 2023 23:58

BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 225: [POWR 3247[CAVAL_A 13.800]1]
0.44610
0.04610
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.7381
1.3378
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.3522
0.95190
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.4532
2.0530
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.4532
2.0530
CHNL# 197: [POWR 773[SECST 20.000]1]
3.2039
2.8037
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
0.49850
-0.5017
CHNL# 302: [VARS 4187[CECGT 18.000]1]
1.3271
0.32680
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.0642
0.06360
CHNL# 297: [VARS 775[SECCT2 21.000]3]
1.8903
0.88880
CHNL# 296: [VARS 774[SECCT1 21.000]2]
1.8903
0.88880
CHNL# 295: [VARS 773[SECST 20.000]1]
2.1429
1.1411
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
104.37
4.3563
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
72.236
-27.77
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
89.524
-10.48
CHNL# 4: [ANGL 3187[CECST 13.200]2]
88.831
-11.18
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
83.338
-16.67
CHNL# 1: [ANGL 773[SECST 20.000]1]
85.925
-14.08
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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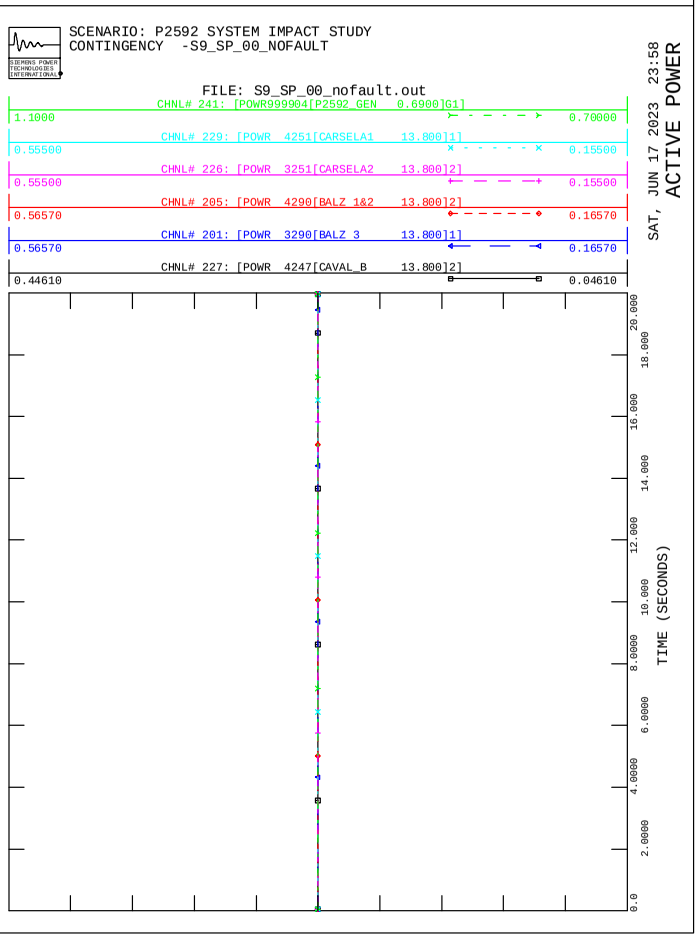
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
0.70000
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.55500
0.15500
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.55500
0.15500
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.56570
0.16570
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.56570
0.16570
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.44610
0.04610
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1100 0.91000
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1711 0.97110
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1721 0.97210
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.1800 0.98000
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.1800 0.98000
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.1800 0.98000

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]] 1.1150 0.91500
CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.1173 0.91720
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.1058 0.90570
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.1047 0.90460
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.1159 0.91590
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1541 0.95400

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 0.56640 -0.4338
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 0.57060 -0.4296
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 0.57040 -0.4297
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 0.83000 -0.1701
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 0.83000 -0.1701
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 0.50080 -0.4994

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1] 1.1300 0.93000
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1300 0.93000
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1300 0.93000
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1637 0.96370
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1483 0.94830
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2] 1.1100 0.91000

TIME (SECONDS)

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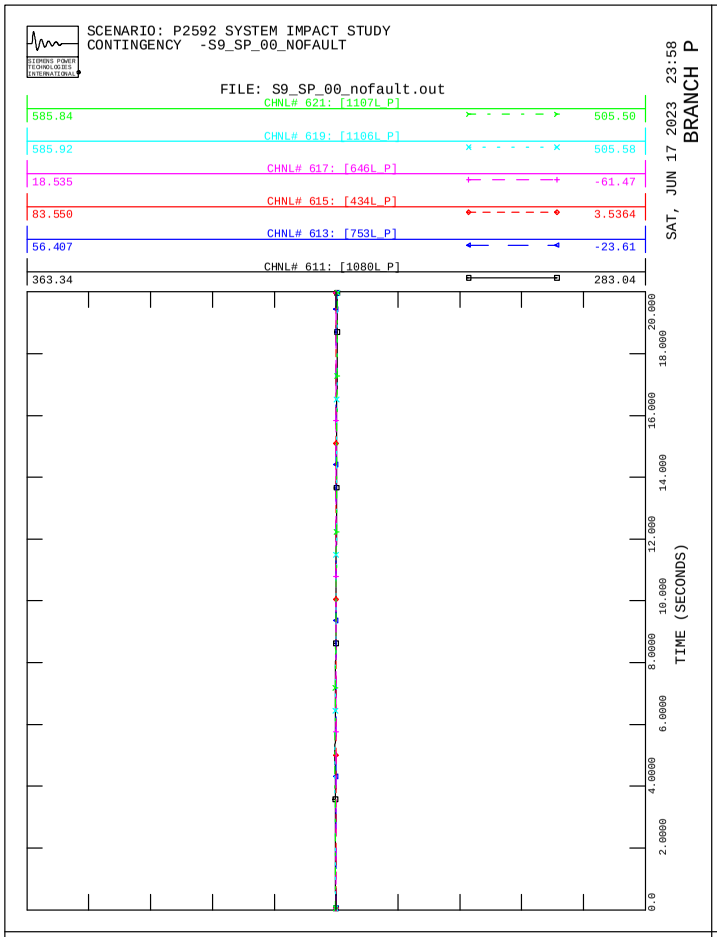
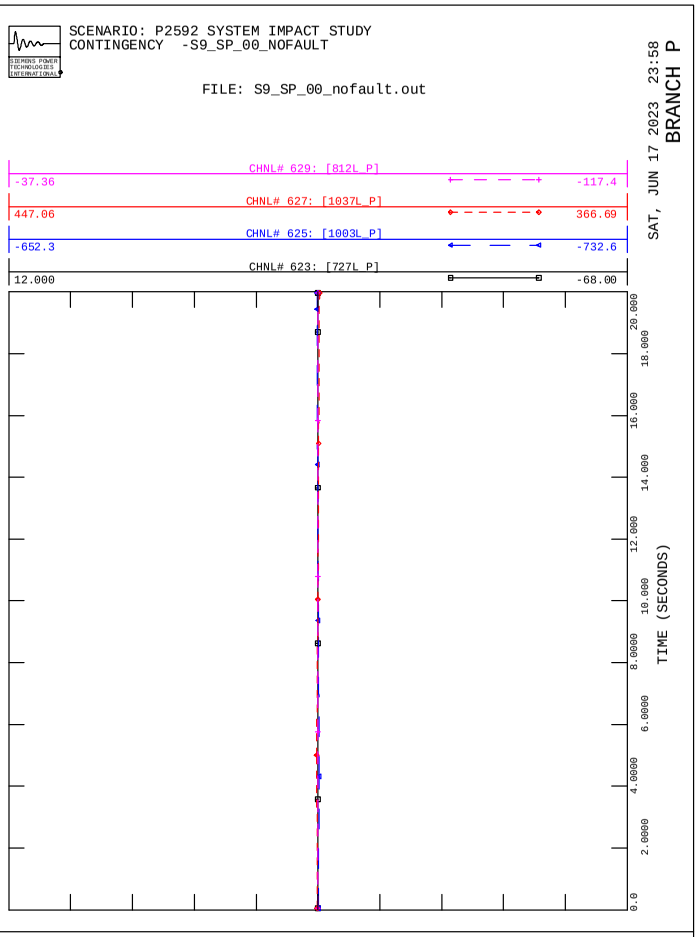
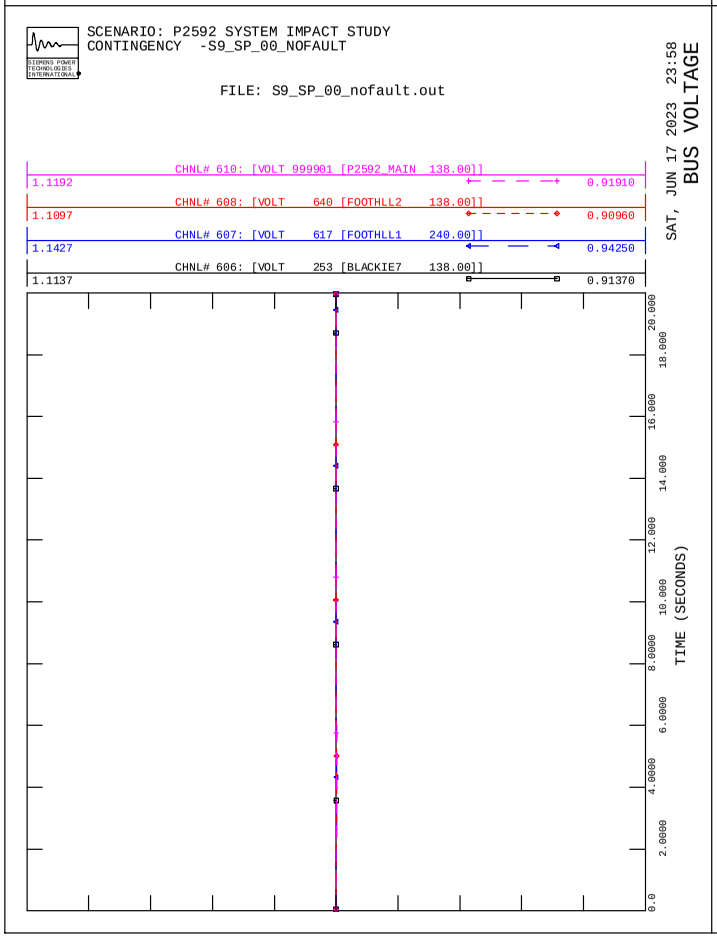
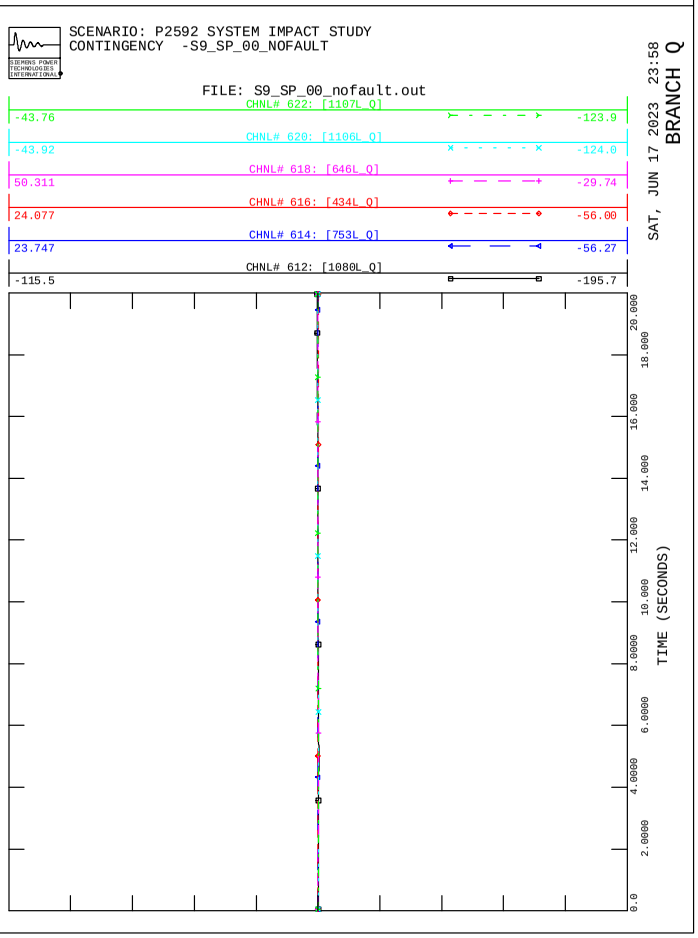

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 621: [1107L P]
585.84
505.50
CHNL# 619: [1106L P]
585.92
505.58
CHNL# 617: [646L P]
18.535
-61.47
CHNL# 615: [434L P]
83.550
3.5364
CHNL# 613: [753L P]
56.407
-23.61
CHNL# 611: [1080L P]
363.34
283.04
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 629: [812L P]
-37.36
-117.4
CHNL# 627: [1037L P]
447.06
366.69
CHNL# 625: [1003L P]
-652.3
-732.6
CHNL# 623: [727L P]
12.000
-68.00
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1192
0.91910
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1097
0.90960
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1427
0.94250
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1137
0.91370
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT
FILE: S9_SP_00_nofault.out
CHNL# 622: [1107L Q]
-43.76
-123.9
CHNL# 620: [1106L Q]
-43.92
-124.0
CHNL# 618: [646L Q]
50.311
-29.74
CHNL# 616: [434L Q]
24.077
-56.00
CHNL# 614: [753L Q]
23.747
-56.27
CHNL# 612: [1080L Q]
-115.5
-195.7
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 635: [1109L P]
364.55 284.25
CHNL# 633: [985L P]
-660.4 -740.7
CHNL# 631: [1038L P]
447.55 367.17

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

FILE: S9_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
111.08 -7.432
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
73.139 -31.58
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
89.522 -19.39
CHNL# 4: [ANGL 3187[CECST 13.200]2]
90.392 -15.30
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
85.057 -21.29
CHNL# 1: [ANGL 773[SECST 20.000]1]
87.439 -18.56

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [812L Q]
47.325 -32.69
CHNL# 628: [1037L Q]
28.317 -51.72
CHNL# 626: [1003L Q]
35.327 -44.71
CHNL# 624: [727L Q]
48.133 -31.91

TIME (SECONDS)

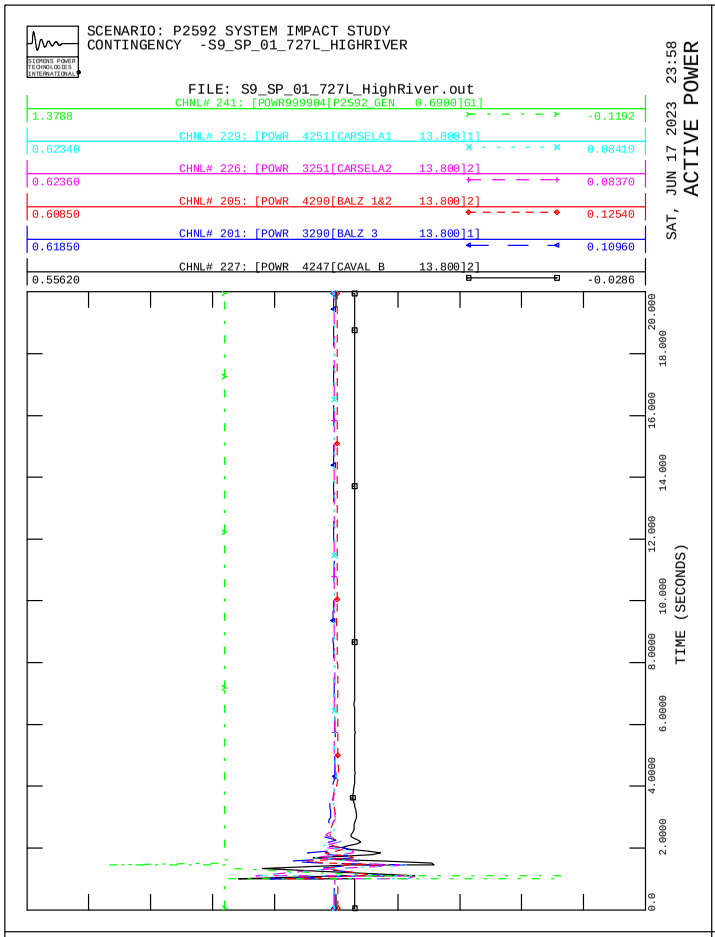
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_00_NOFAULT

FILE: S9_SP_00_nofault.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 636: [1109L Q]
-116.3 -196.5
CHNL# 634: [985L Q]
35.738 -44.30
CHNL# 632: [1038L Q]
28.055 -51.98

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
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CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.62340
0.08410
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.62360
0.08370
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.60850
0.12540
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.61850
0.10960
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.55620
-0.0286
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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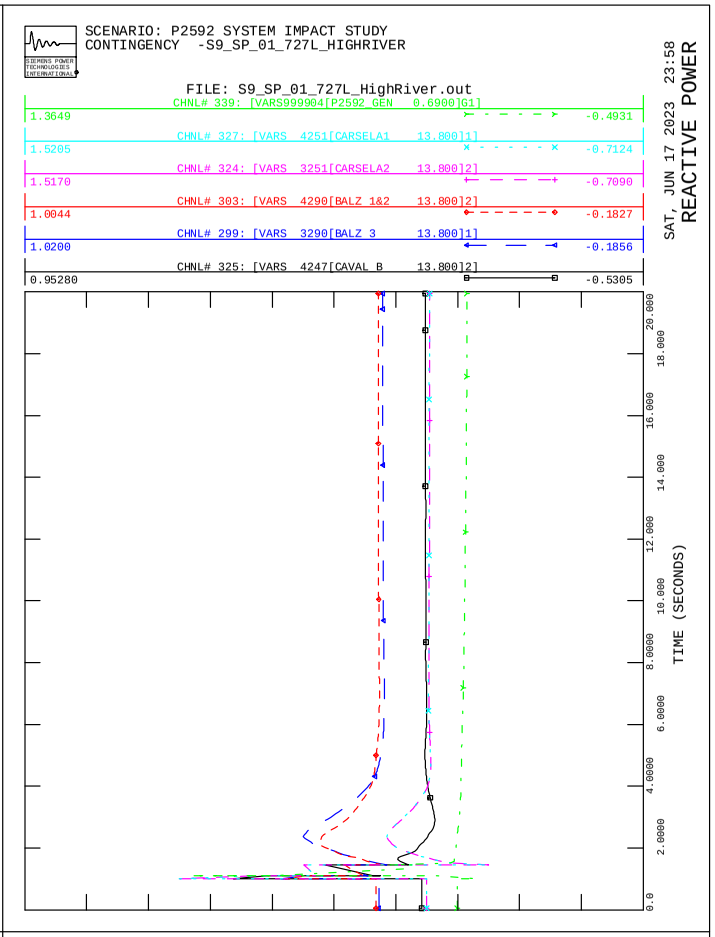
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.3649
-0.4931
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5205
-0.7124
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5170
-0.7090
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.0044
-0.1827
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.0200
-0.1856
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
0.95280
-0.5305
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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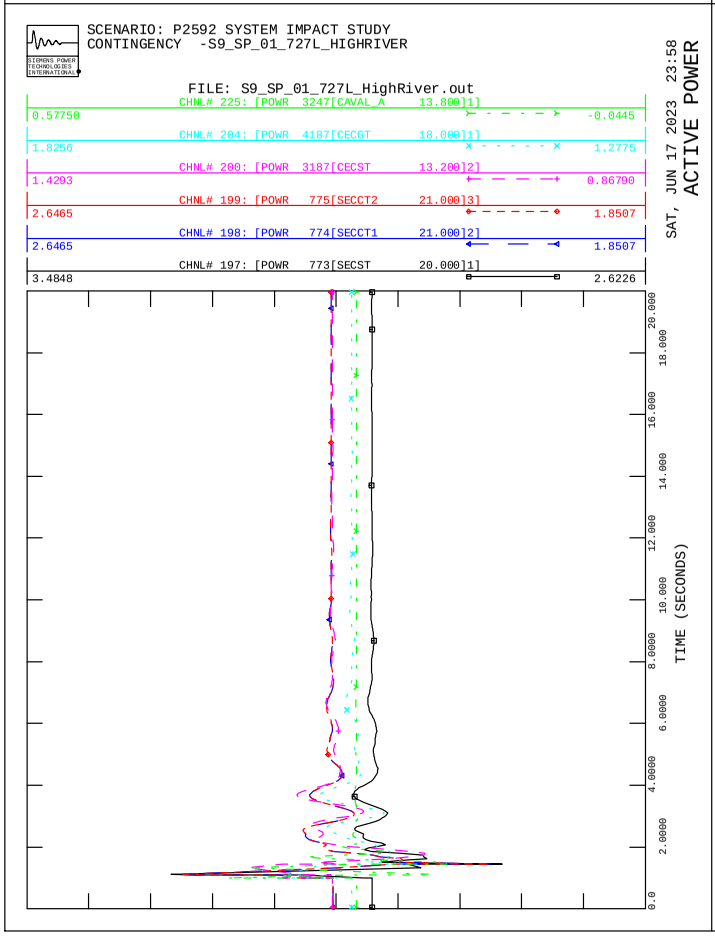
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.57750
-0.0445
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8256
1.2775
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4293
0.86790
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.6465
1.8507
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.6465
1.8507
CHNL# 197: [POWR 773[SECST 20.000]1]
3.4848
2.6226
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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12.000
14.000
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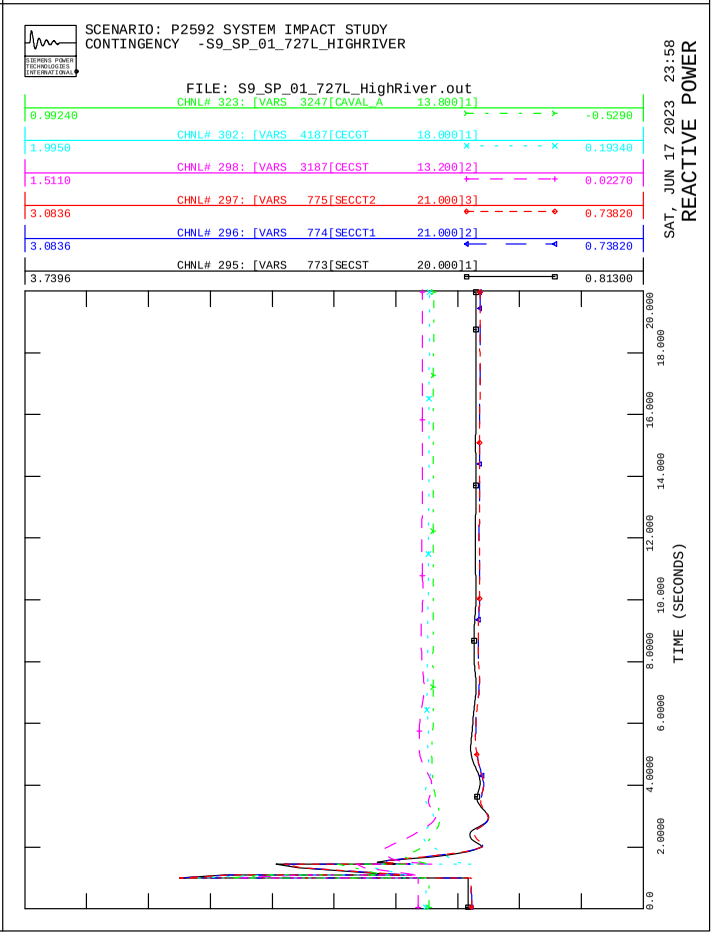
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
0.99240
-0.5290
CHNL# 302: [VARS 4187[CECGT 18.000]1]
1.9950
0.19340
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.5110
0.02270
CHNL# 297: [VARS 775[SECCT2 21.000]3]
3.0836
0.73820
CHNL# 296: [VARS 774[SECCT1 21.000]2]
3.0836
0.73820
CHNL# 295: [VARS 773[SECST 20.000]1]
3.7396
0.81300
SAT, JUN 17 2023 23:58
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
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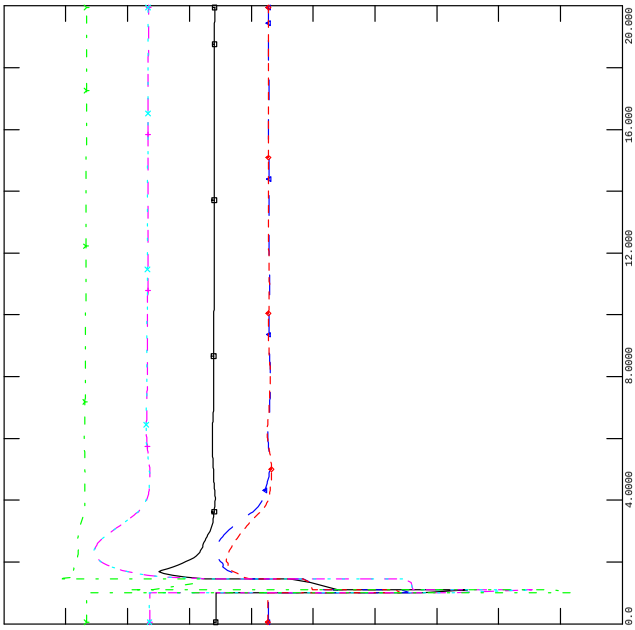
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

FILE: S9_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1] 1.1882 0.00720
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1915 0.50530
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1916 0.50660
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1824 0.90440
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1729 0.88150
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2] 1.1469 0.74720



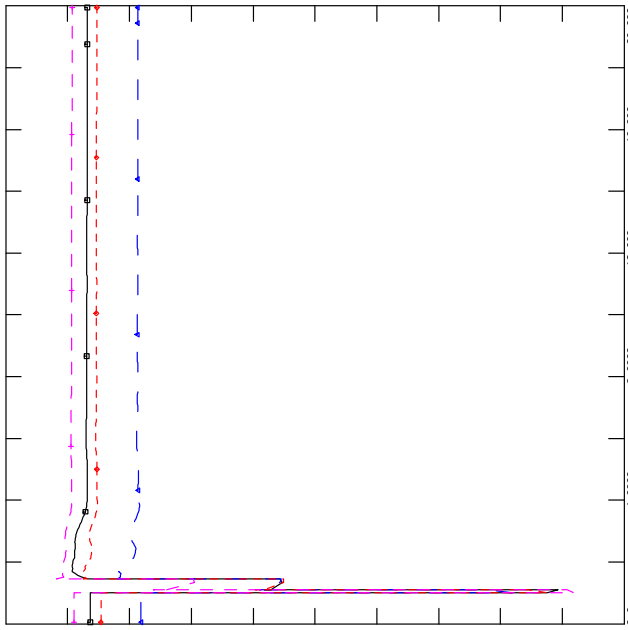
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

FILE: S9_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]] 1.1541 -0.0675
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]] 1.1326 0.33220
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]] 1.1637 0.61020
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]] 1.1409 0.20960



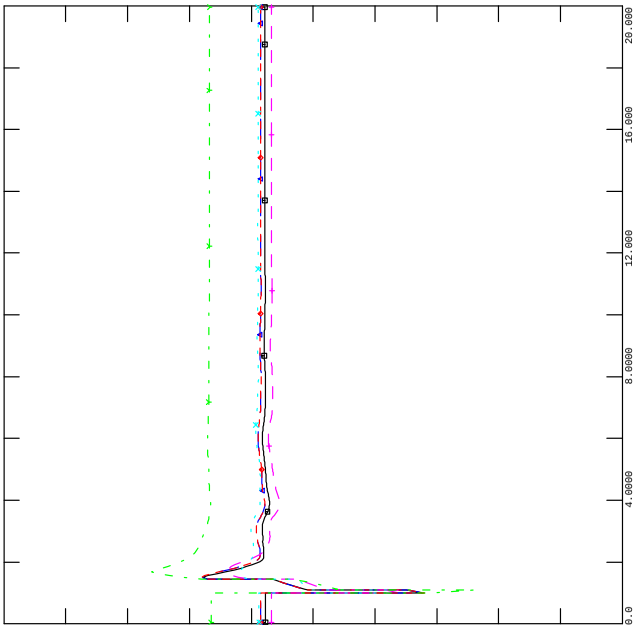
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

FILE: S9_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL A 13.800]1] 1.1501 0.73200
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1795 0.91680
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1919 0.91510
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2098 0.89730
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2098 0.89730
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2114 0.90030



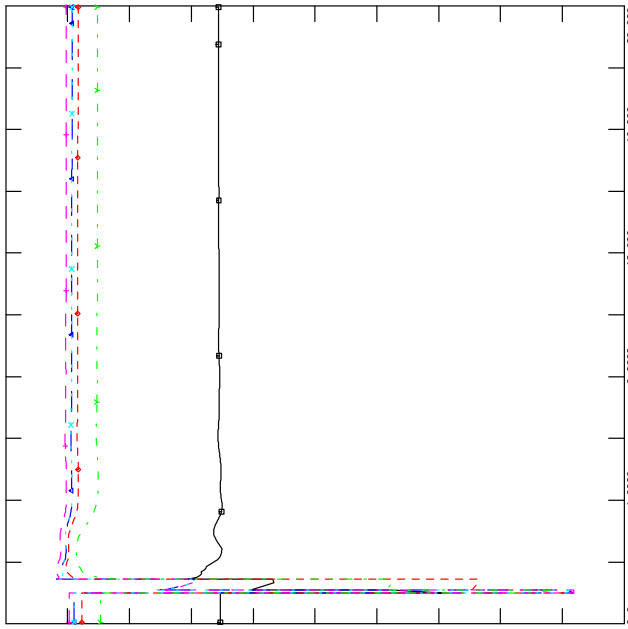
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

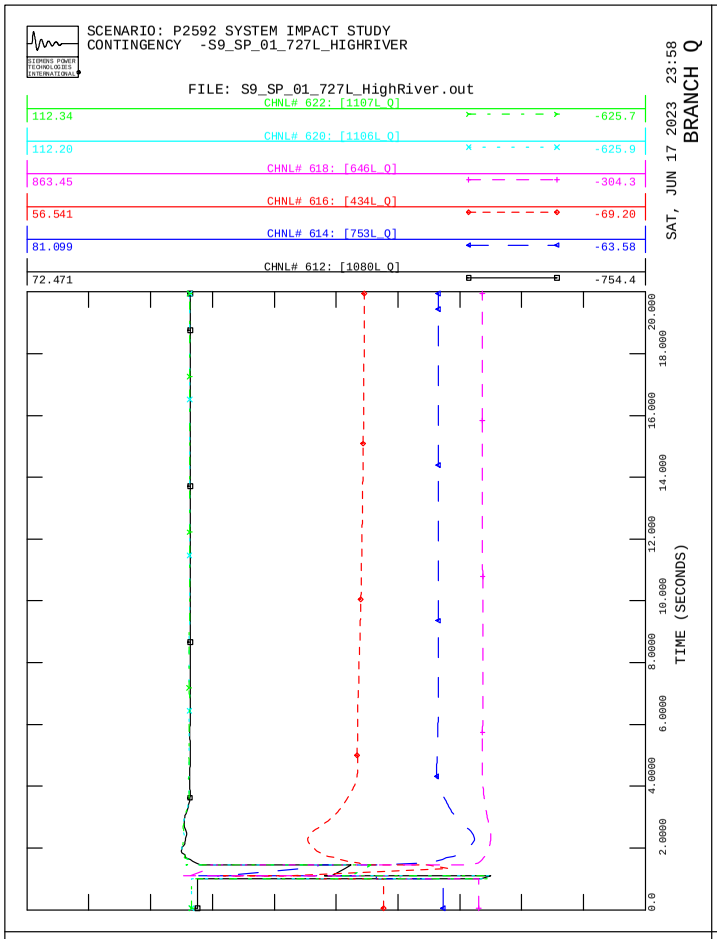
FILE: S9_SP_01_727L_HighRiver.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]] 1.1493 0.27070
CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.1521 -0.0681
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.1313 -0.0973
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.1307 0.10370
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.1507 -0.0683
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1717 0.83250




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 622: [1107L Q]
112.34
-625.7
CHNL# 620: [1106L Q]
112.20
-625.9
CHNL# 618: [646L Q]
863.45
-304.3
CHNL# 616: [434L Q]
56.541
-69.20
CHNL# 614: [753L Q]
81.099
-63.58
CHNL# 612: [1080L Q]
72.471
-754.4
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
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6.0000
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10.000
12.000
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16.000
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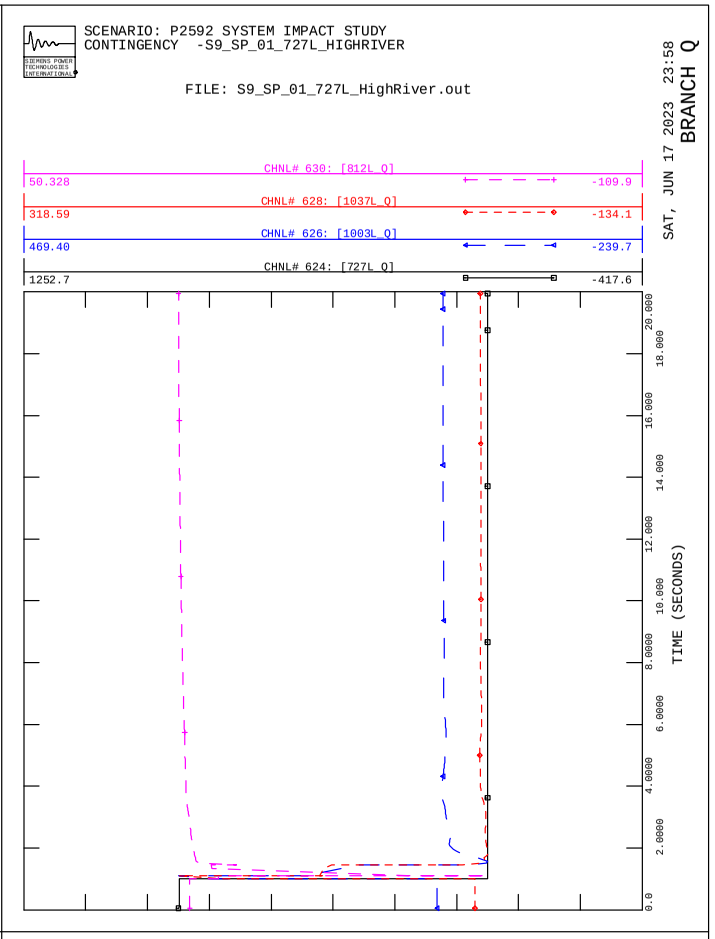
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 630: [812L Q]
50.328
-109.9
CHNL# 628: [1037L Q]
318.59
-134.1
CHNL# 626: [1003L Q]
469.40
-239.7
CHNL# 624: [727L Q]
1252.7
-417.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
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12.000
14.000
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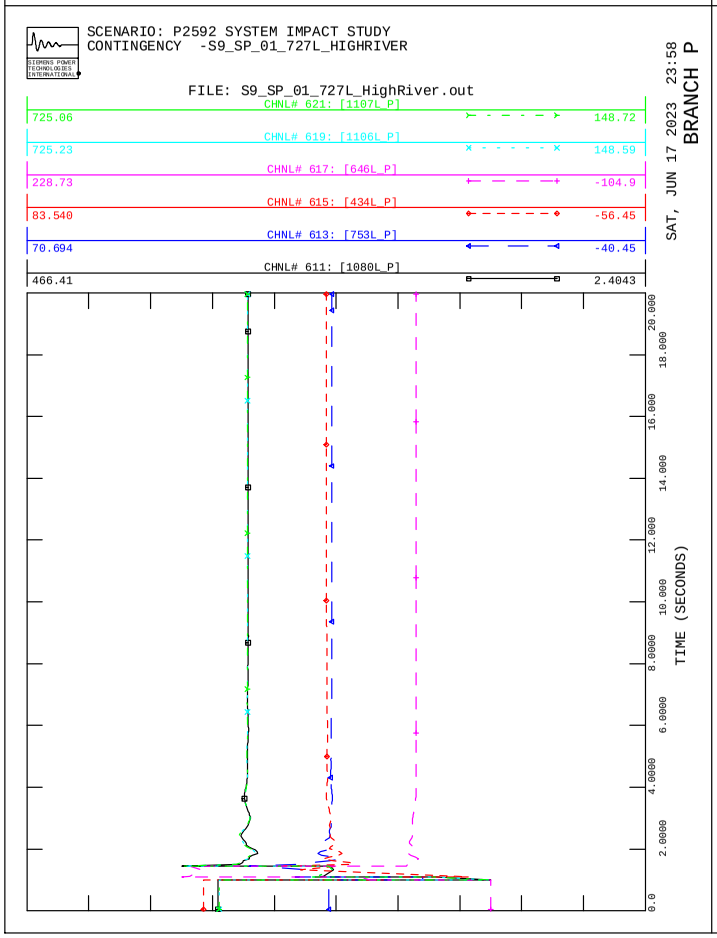
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 621: [1107L P]
725.06
148.72
CHNL# 619: [1106L P]
725.23
148.59
CHNL# 617: [646L P]
228.73
-104.9
CHNL# 615: [434L P]
83.540
-56.45
CHNL# 613: [753L P]
70.694
-40.45
CHNL# 611: [1080L P]
466.41
2.4043
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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4.0000
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12.000
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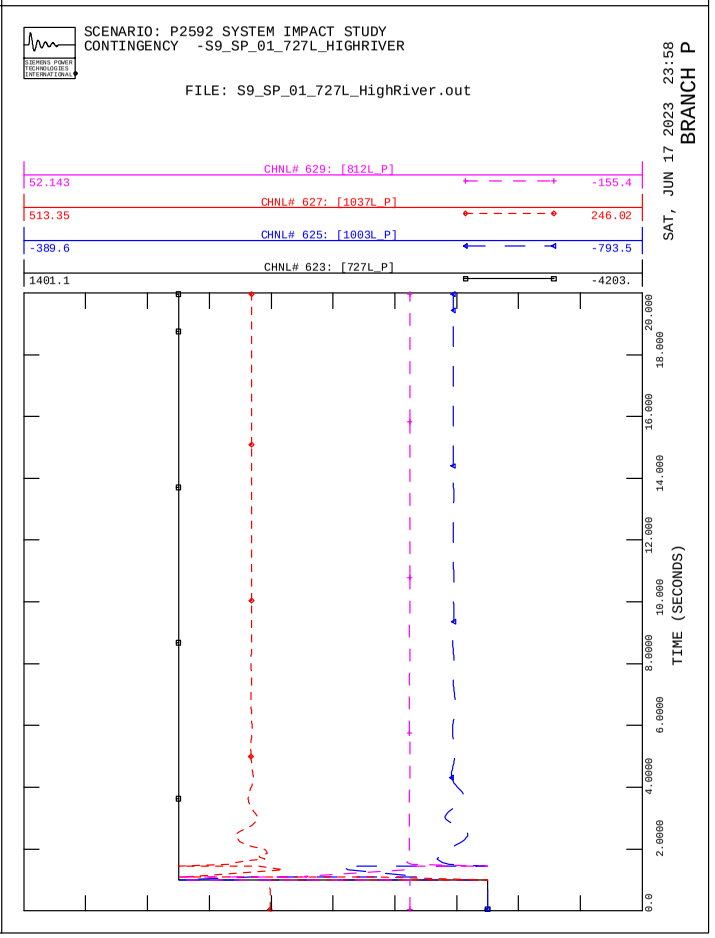
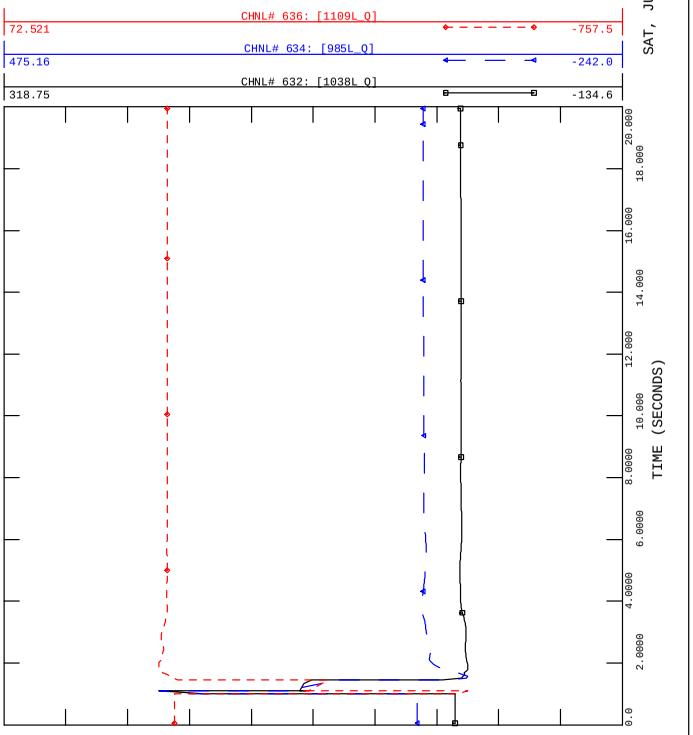
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER
FILE: S9_SP_01_727L_HighRiver.out
CHNL# 629: [812L P]
52.143
-155.4
CHNL# 627: [1037L P]
513.35
246.02
CHNL# 625: [1003L P]
-389.6
-793.5
CHNL# 623: [727L P]
1401.1
-4203.
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

FILE: S9_SP_01_727L_HighRiver.out

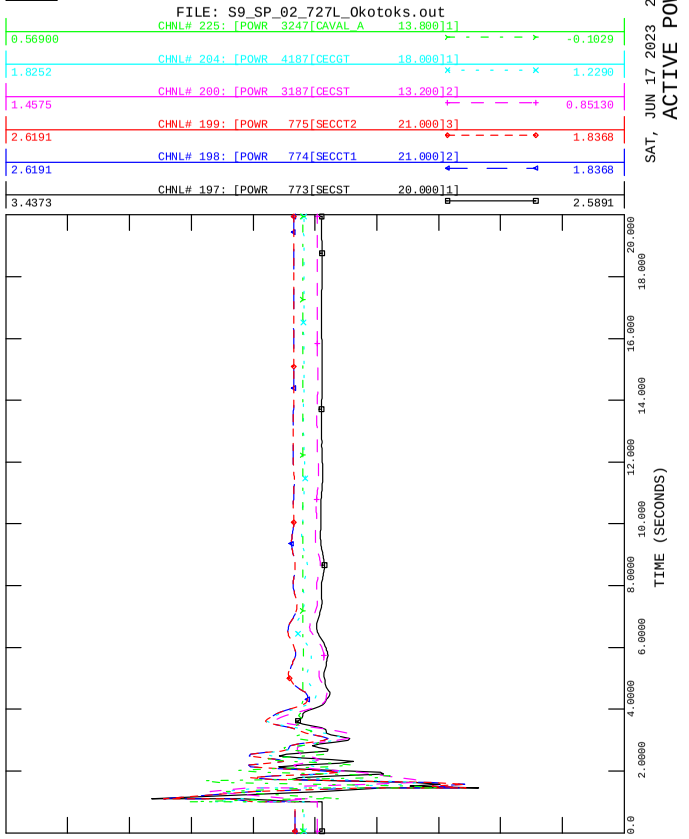
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

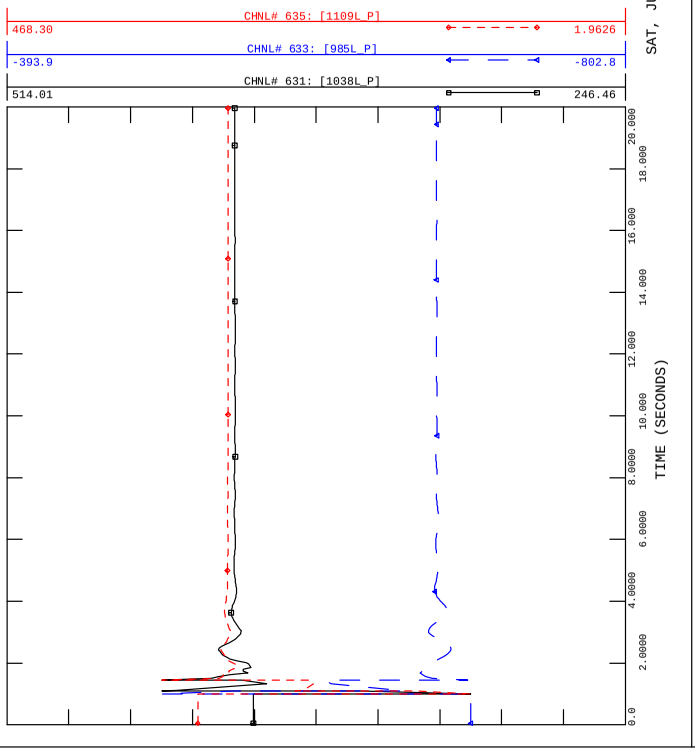
SAT, JUN 17 2023 23:58 ACTIVE POWER



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_01_727L_HIGHRIVER

FILE: S9_SP_01_727L_HighRiver.out

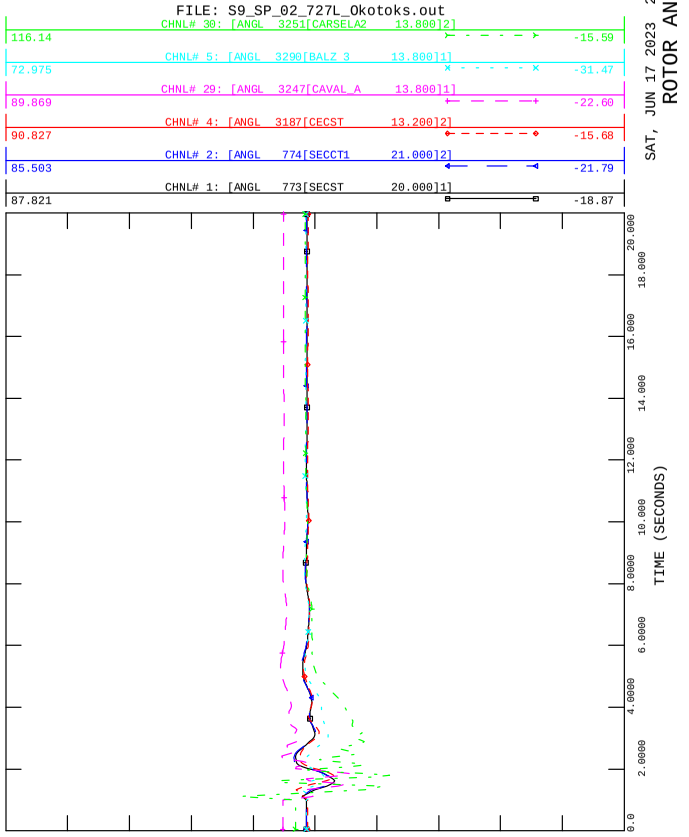
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 REACTIVE POWER

CHNL# 323: [VARS 3247[CAVAL_A 13.800]1] 0.94460 -0.5329
CHNL# 302: [VARS 4187[CECGT 18.000]1] 1.9317 0.15010
CHNL# 298: [VARS 3187[CECST 13.200]2] 1.4686 -0.0112
CHNL# 297: [VARS 775[SECCT2 21.000]3] 2.9369 0.77960
CHNL# 296: [VARS 774[SECCT1 21.000]2] 2.9369 0.77960
CHNL# 295: [VARS 773[SECST 20.000]1] 3.5612 0.85500

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1622 0.75460
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1807 0.92400
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1940 0.92260
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2109 0.90530
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2109 0.90530
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2126 0.90790

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1] 1.3369 0.00740
CHNL# 229: [POWR 4251[CARSELA1 13.800]1] 0.80690 -0.1674
CHNL# 226: [POWR 3251[CARSELA2 13.800]2] 0.80890 -0.1688
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2] 0.60660 0.12050
CHNL# 201: [POWR 3290[BALZ 3 13.800]1] 0.61590 0.10380
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2] 0.54950 -0.0838

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58 REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.1378 -0.4847
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.5563 -0.6791
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.5532 -0.6766
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 0.98790 -0.1901
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.0022 -0.1958
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 0.90800 -0.5395

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1471 0.22150

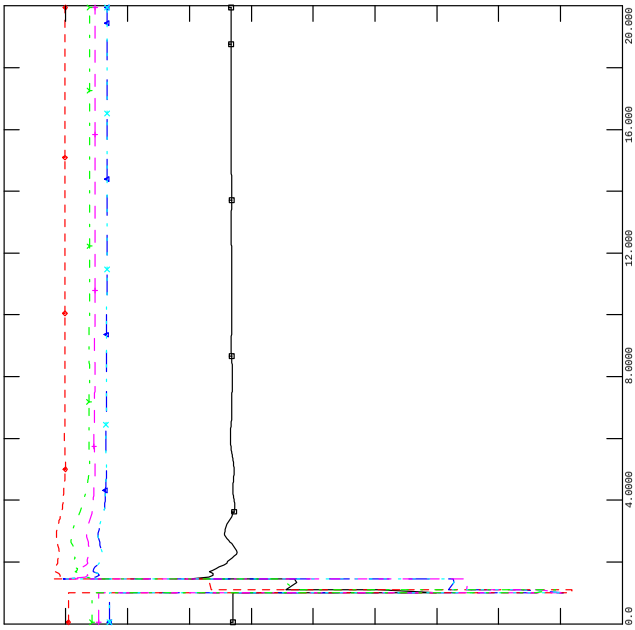
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1967 0.14660

CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1598 0.15340

CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1327 -0.0980

CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1953 0.14560

CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1770 0.84500



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 621: [1107L_P]
702.27 174.97

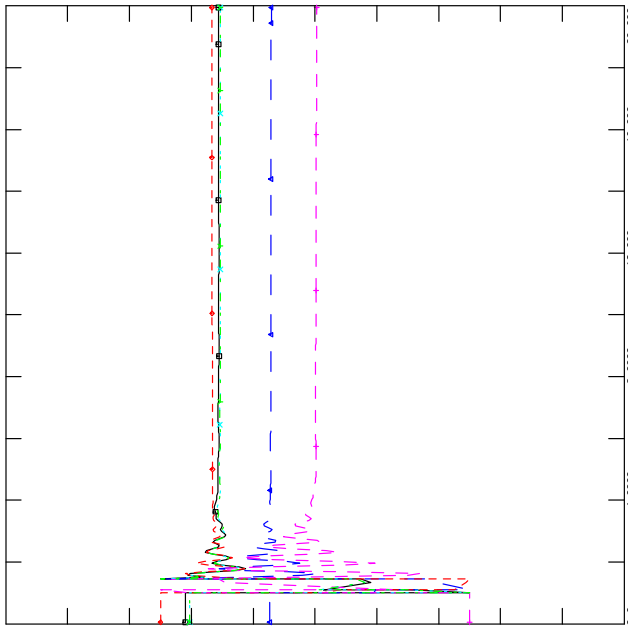
CHNL# 619: [1106L_P]
702.44 174.85

CHNL# 617: [646L_P]
100.72 -62.20

CHNL# 615: [434L_P]
127.00 -206.8

CHNL# 613: [753L_P]
99.236 -94.89

CHNL# 611: [1080L_P]
445.36 24.360



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2733 0.13730

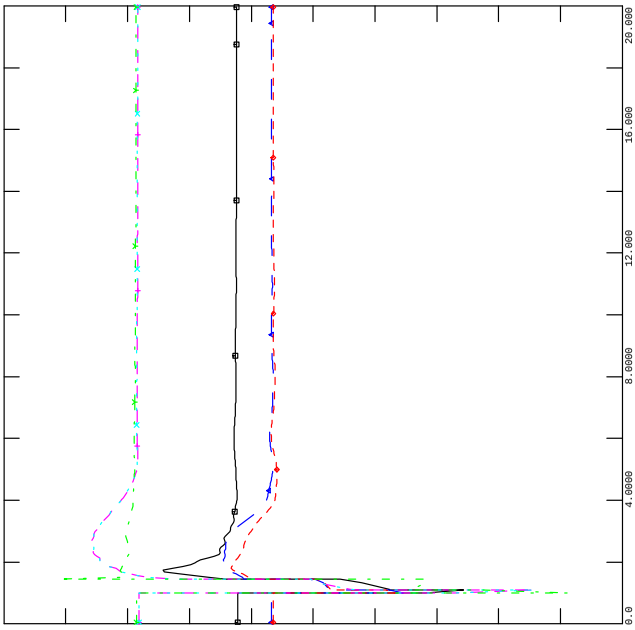
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1846 0.47600

CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1847 0.47750

CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1821 0.91020

CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1702 0.88820

CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1572 0.76800



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

SAT, JUN 17 2023 23:58

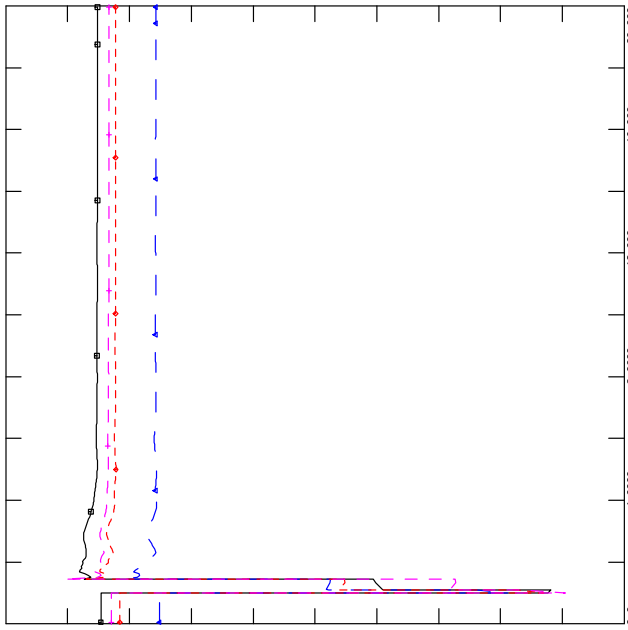
BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1988 0.14790

CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1515 0.38250

CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1755 0.63990

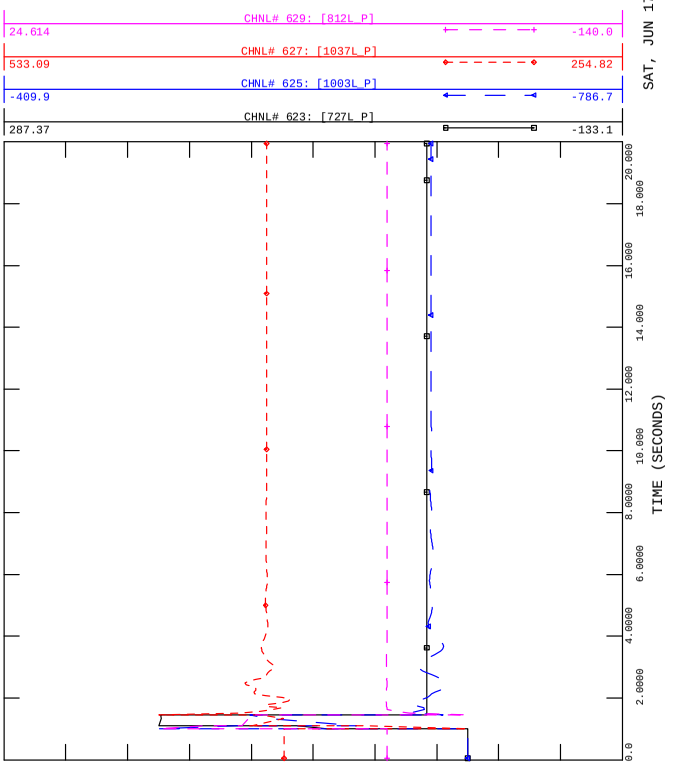
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1430 0.30140



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

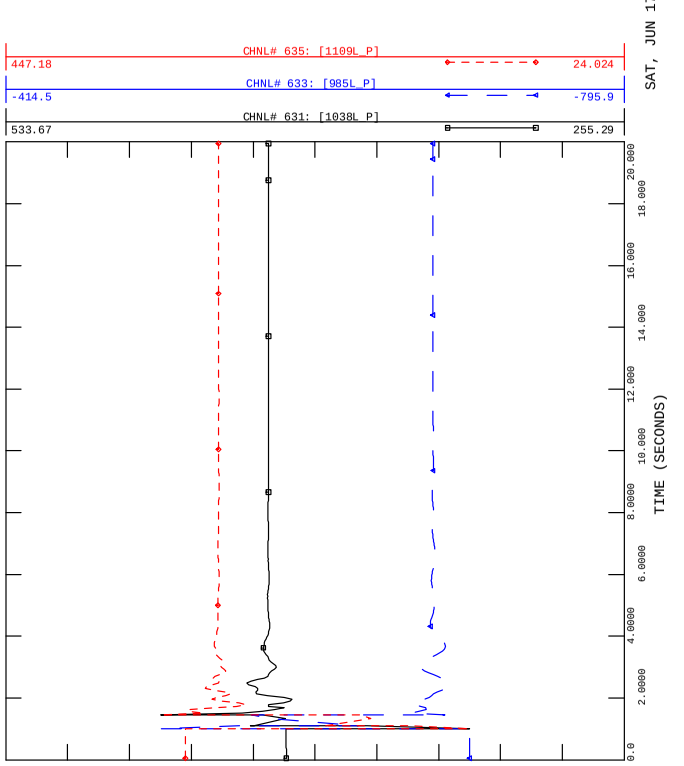
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

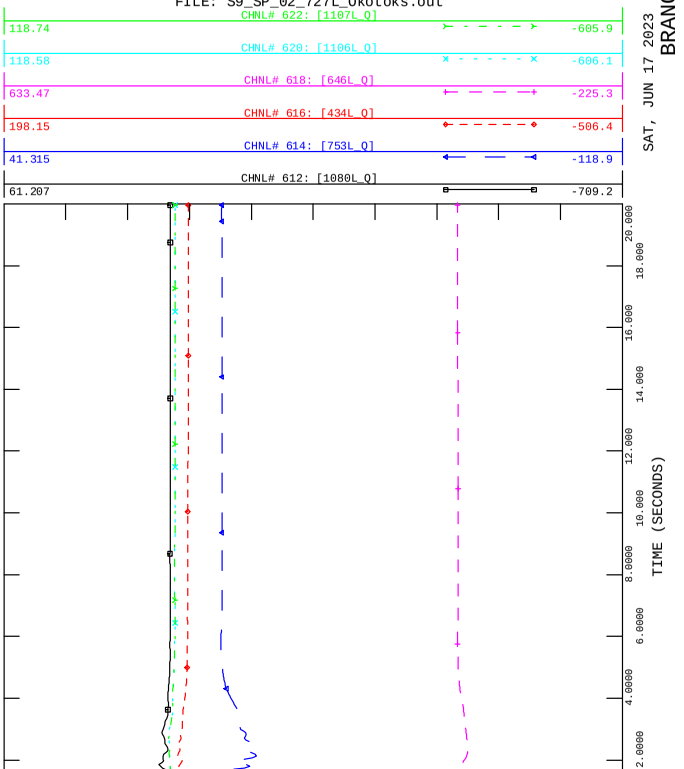
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

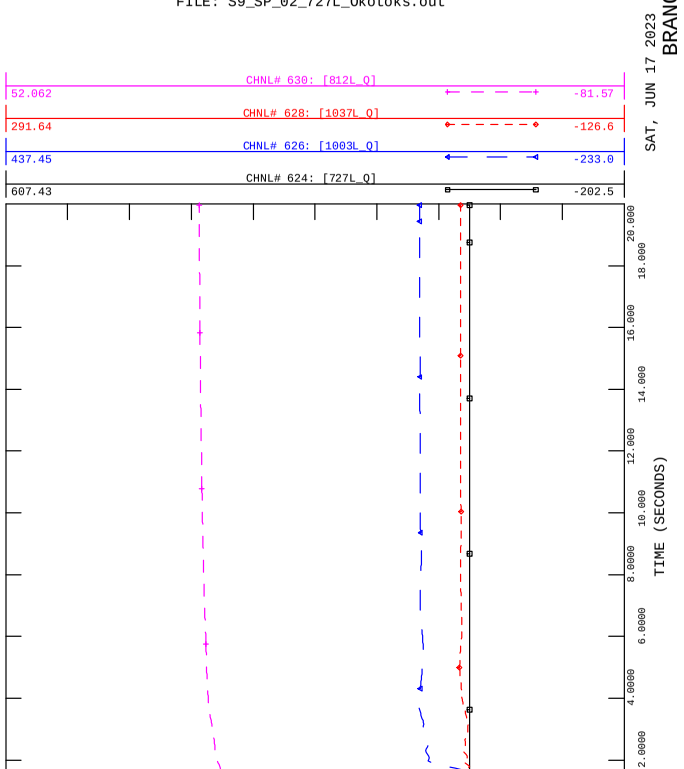
SAT, JUN 17 2023 23:58 BRANCH Q

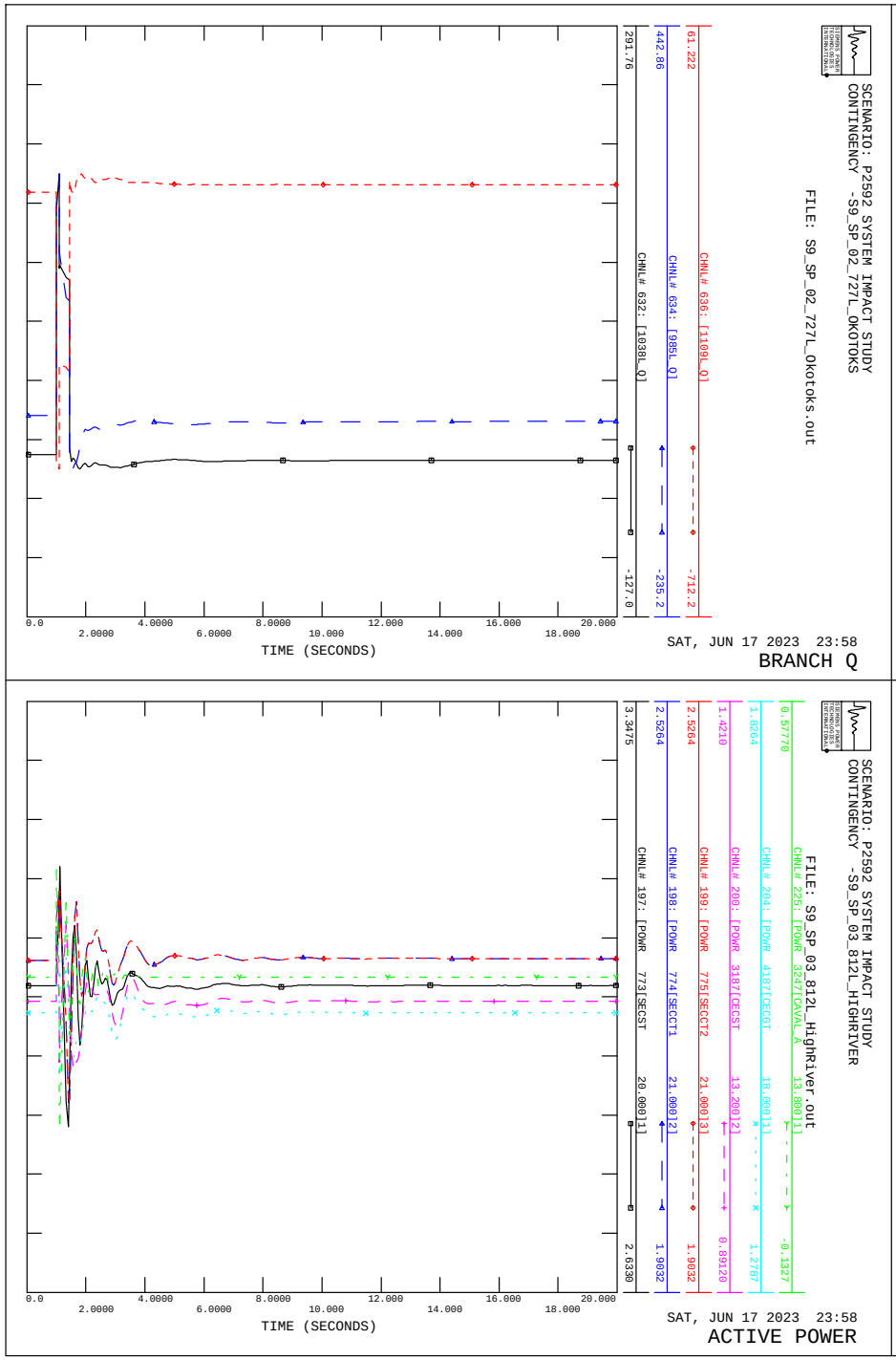


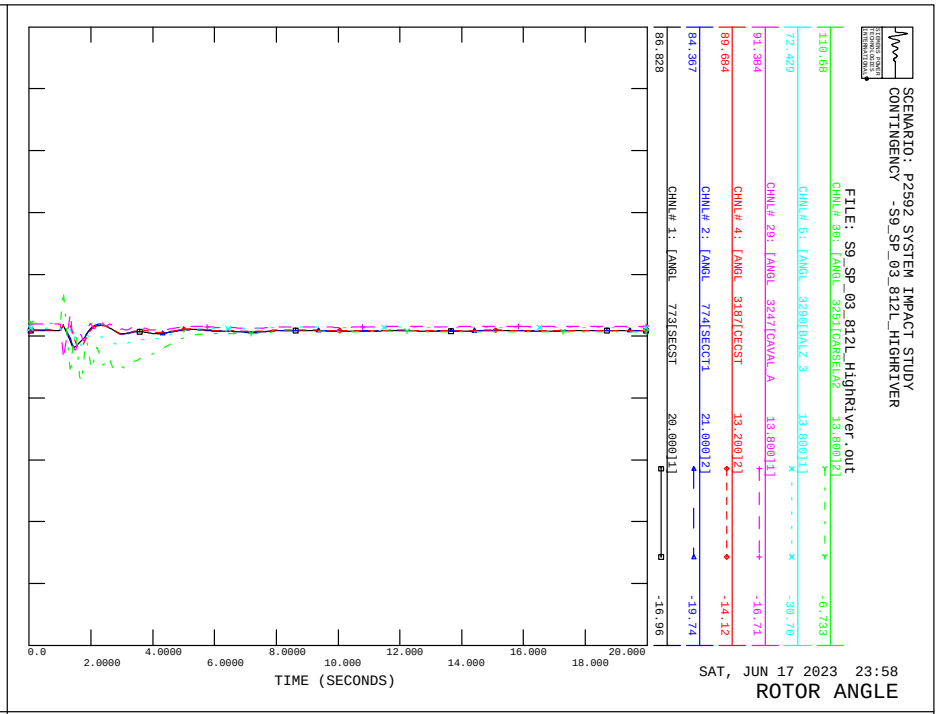
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS

FILE: S9_SP_02_727L_Okotoks.out

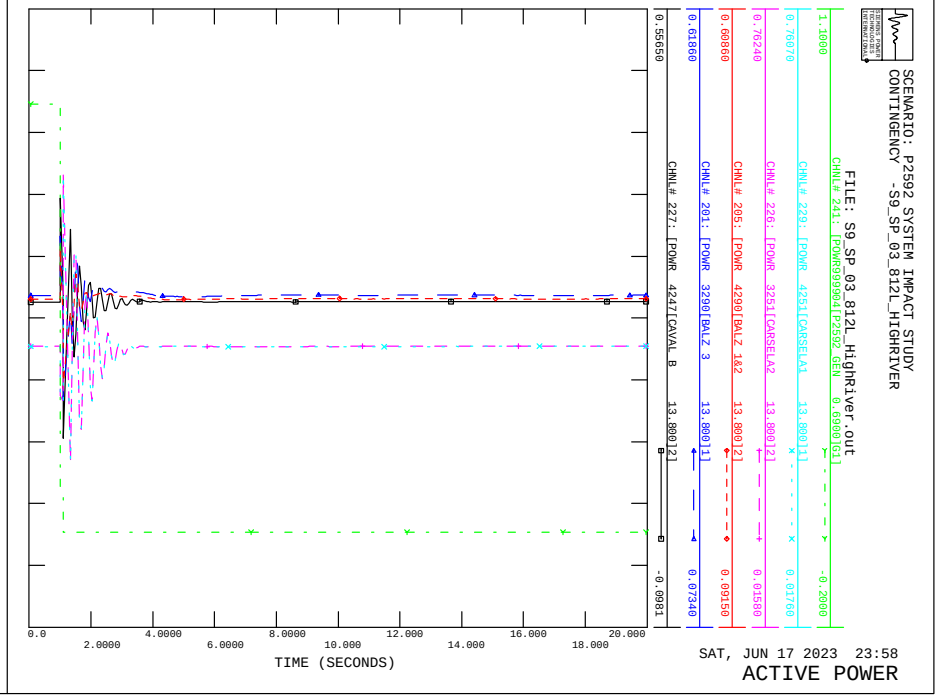
SAT, JUN 17 2023 23:58 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_02_727L_OKOTOKS
FILE: S9_SP_02_727L_Okotoks.out
CHNL# 632: [1038L Q]
CHNL# 634: [985L Q]
CHNL# 636: [1109L Q]
291.76
442.86
61.222
-127.0
-235.2
-712.2
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
BRANCH Q


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 1: [ANGL 773[SECST 20.000]1]
CHNL# 2: [ANGL 774[SECT1 21.000]2]
CHNL# 4: [ANGL 3187[CECST 13.200]2]
CHNL# 5: [ANGL 3290[BALZ_3 13.800]1]
CHNL# 29: [ANGL 3241[CAVAL_A 13.800]1]
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
86.828
84.367
89.684
72.429
91.384
110.68
-16.96
-19.74
-14.12
-30.70
-16.71
-6.733
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ROTOR ANGLE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 197: [POWR 773[SECST 20.000]1]
CHNL# 198: [POWR 774[SECT1 21.000]2]
CHNL# 199: [POWR 775[SECT2 21.000]3]
CHNL# 200: [POWR 3187[CECST 13.200]2]
CHNL# 204: [POWR 4187[CECGT 18.000]1]
CHNL# 225: [POWR 3247[CAVAL_A 13.800]1]
3.3475
2.5264
2.5264
1.4210
1.8264
0.57770
2.6330
1.9032
1.9032
0.89120
1.2787
-0.1327
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
CHNL# 201: [POWR 3290[BALZ_3 13.800]1]
CHNL# 205: [POWR 4290[BALZ_1&2 13.800]2]
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
0.56650
0.61860
0.00860
0.76240
0.76070
1.1000
-0.0081
0.07340
0.09150
0.01580
0.01760
-0.2000
0.0
2.0000
4.0000
6.0000
8.0000
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18.000
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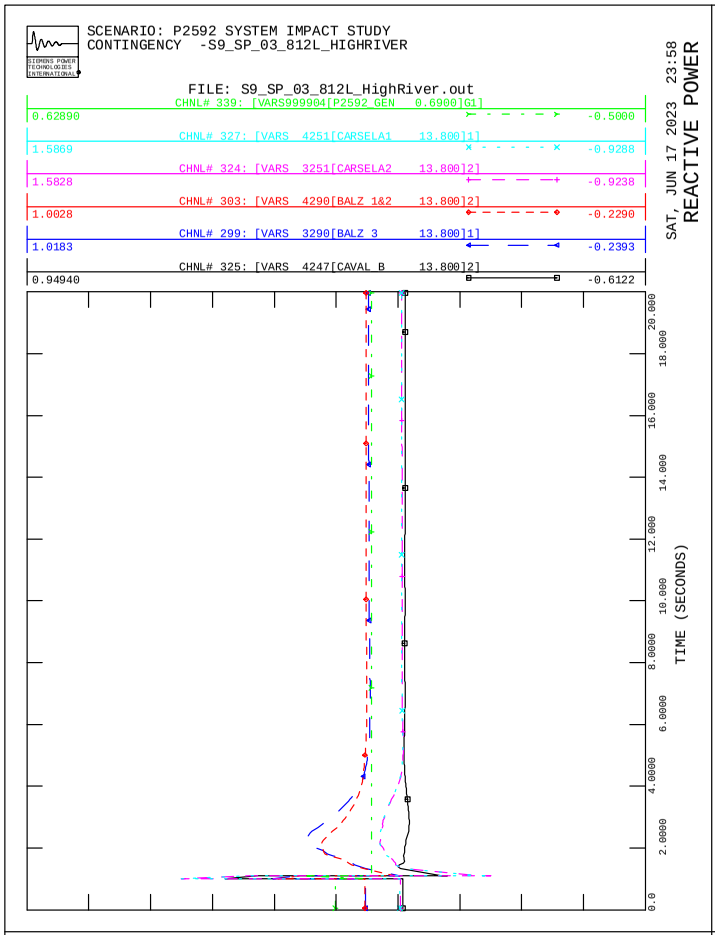
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
0.62890 -0.5000
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5869 -0.9288
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5828 -0.9238
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.0028 -0.2290
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.0183 -0.2393
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
0.94940 -0.6122
SAT, JUN 17 2023 23:58
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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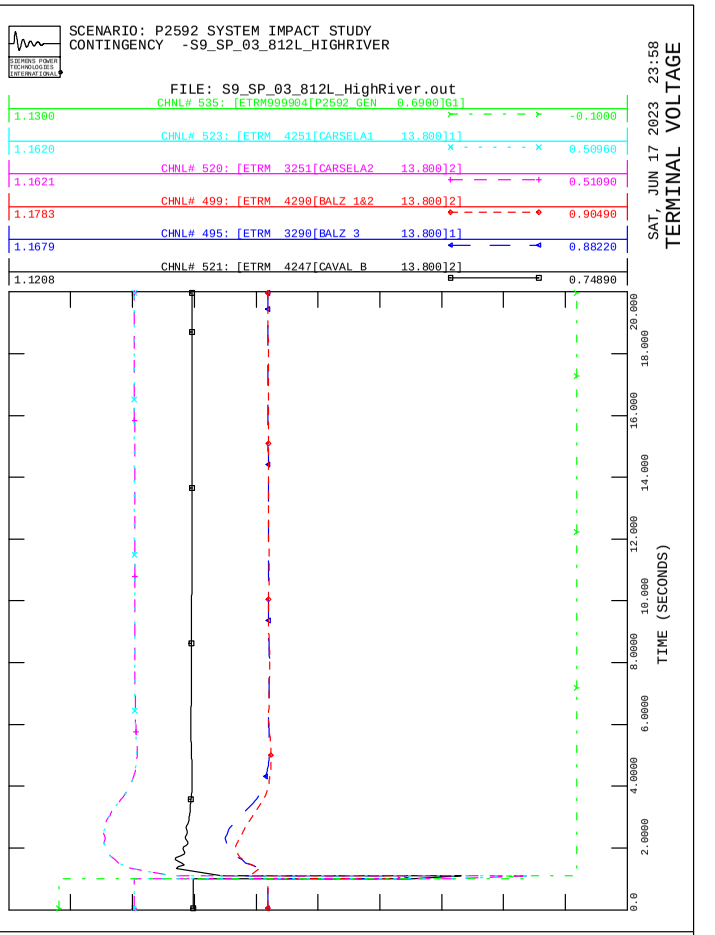
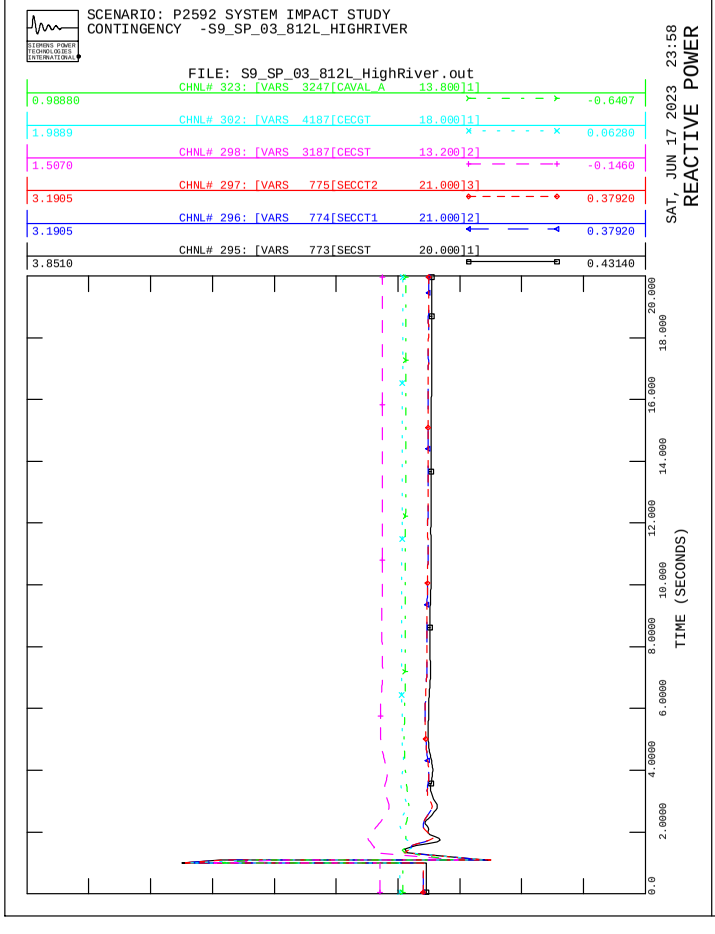
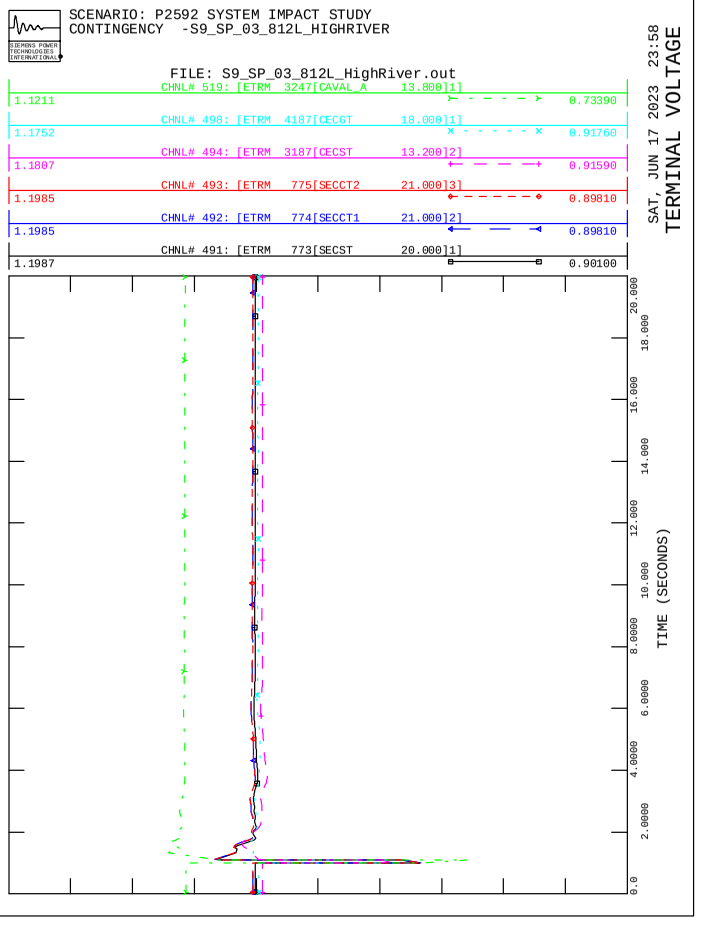
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.1300 -0.1000
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1620 0.50960
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1621 0.51090
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1783 0.90490
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1679 0.88220
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1208 0.74890
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
0.98880 -0.6407
CHNL# 302: [VARS 4187[CECGT 18.000]1]
1.9889 0.06280
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.5070 -0.1460
CHNL# 297: [VARS 775[SECCT2 21.000]3]
3.1905 0.37920
CHNL# 296: [VARS 774[SECCT1 21.000]2]
3.1905 0.37920
CHNL# 295: [VARS 773[SECST 20.000]1]
3.8510 0.43140
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1211 0.73390
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1752 0.91760
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1807 0.91590
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.1985 0.89810
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.1985 0.89810
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.1987 0.90100
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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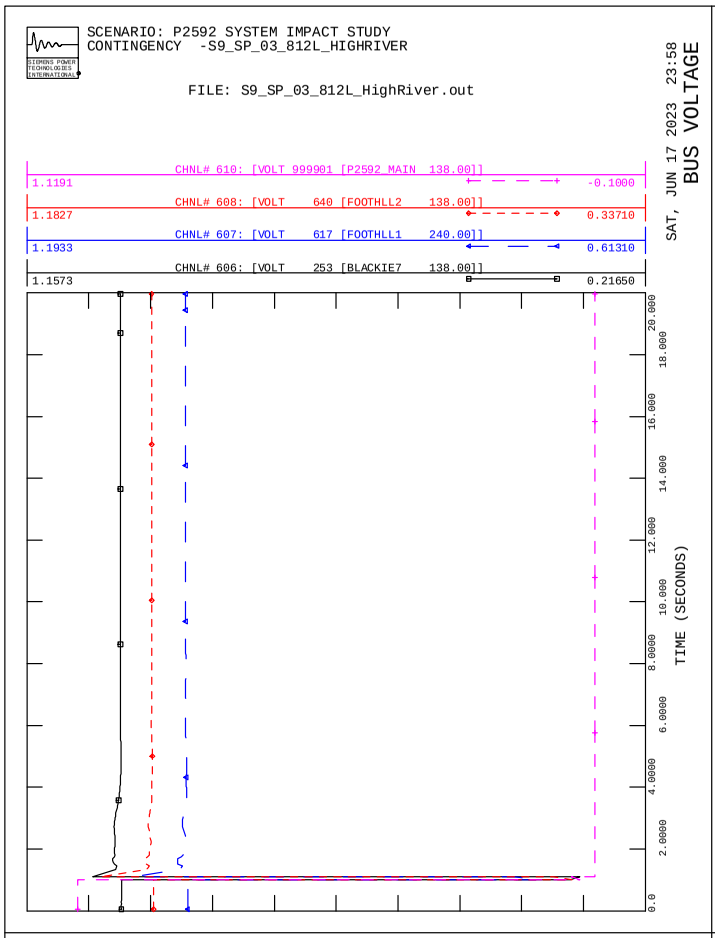
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1191
-0.1000
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1827
0.33710
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1933
0.61310
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1573
0.21650
TIME (SECONDS)
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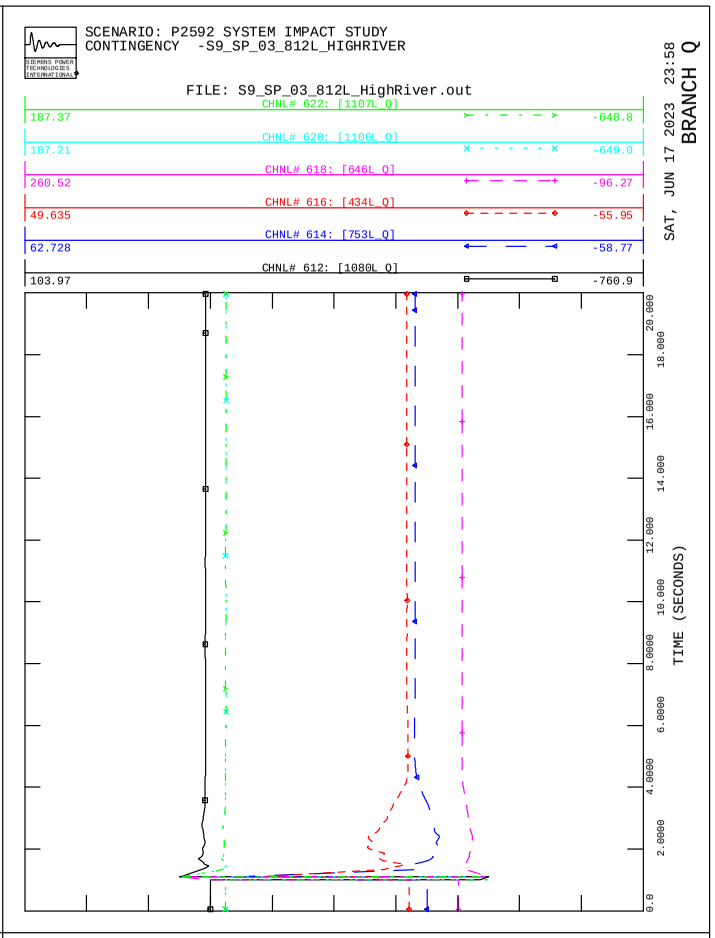
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 622: [1107L_Q]
187.37
-648.8
CHNL# 620: [1106L_Q]
187.21
-649.0
CHNL# 618: [646L_Q]
260.52
-96.27
CHNL# 616: [434L_Q]
49.635
-55.95
CHNL# 614: [753L_Q]
62.728
-58.77
CHNL# 612: [1080L_Q]
103.97
-760.9
TIME (SECONDS)
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4.0000
6.0000
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12.000
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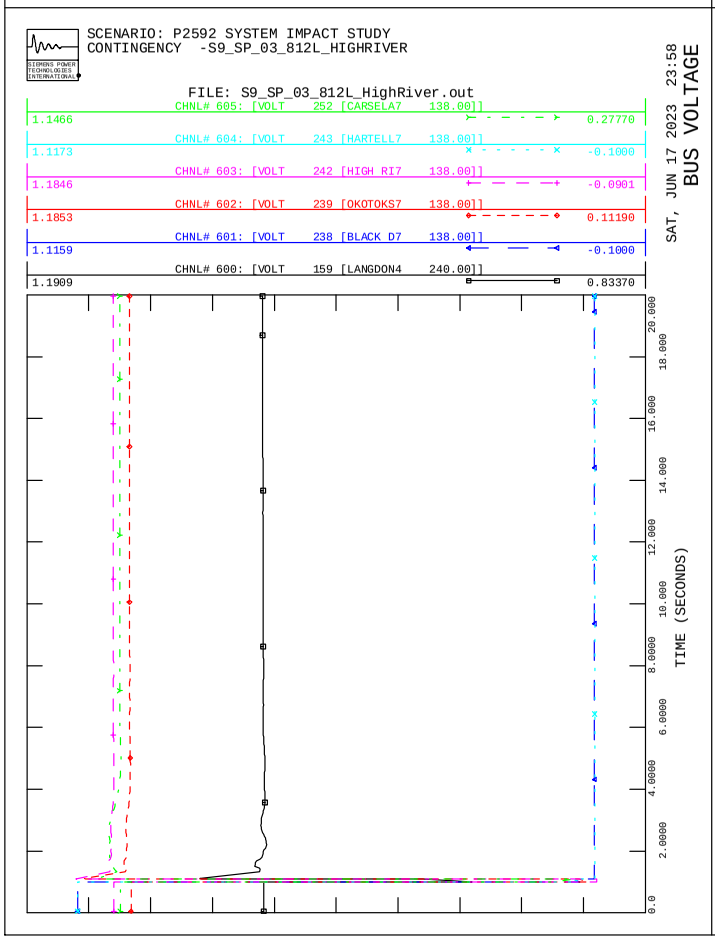
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1466
0.27770
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1173
-0.1000
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1846
-0.0901
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1853
0.11190
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1159
-0.1000
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1909
0.83370
TIME (SECONDS)
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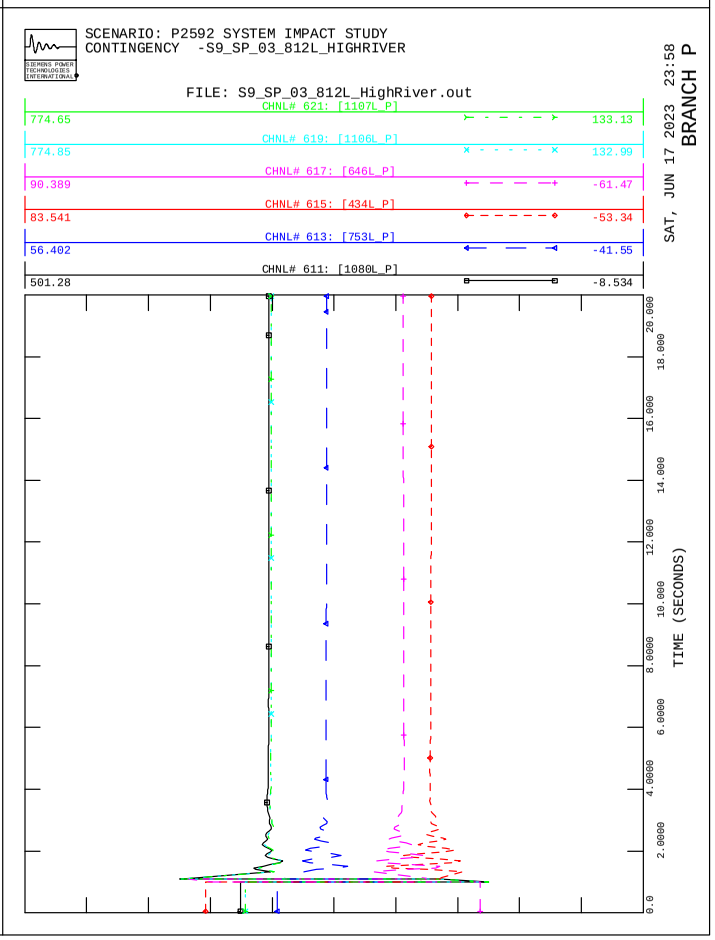
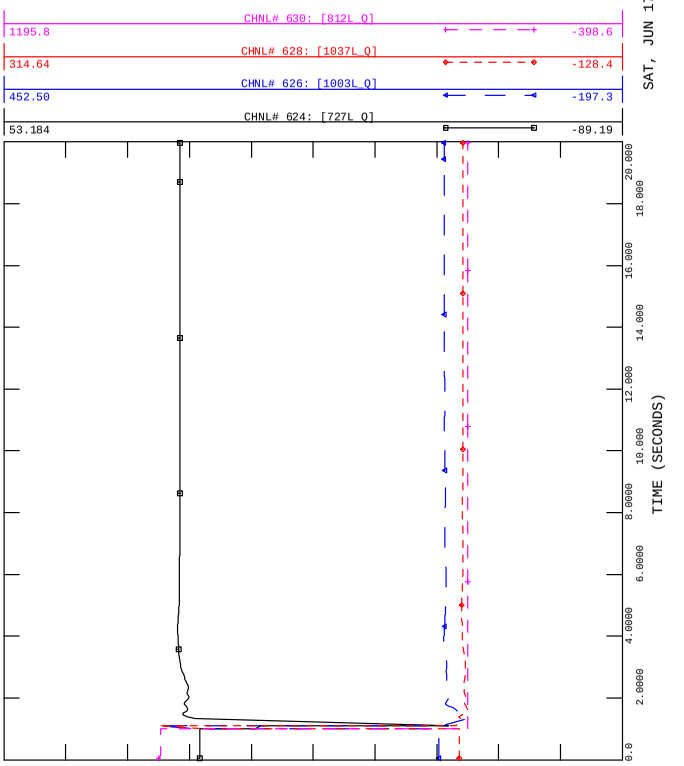
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER
FILE: S9_SP_03_812L_HighRiver.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 621: [1107L_P]
774.65
133.13
CHNL# 619: [1106L_P]
774.85
132.99
CHNL# 617: [646L_P]
90.389
-61.47
CHNL# 615: [434L_P]
83.541
-53.34
CHNL# 613: [753L_P]
56.402
-41.55
CHNL# 611: [1080L_P]
501.28
-8.534
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER

FILE: S9_SP_03_812L_HighRiver.out

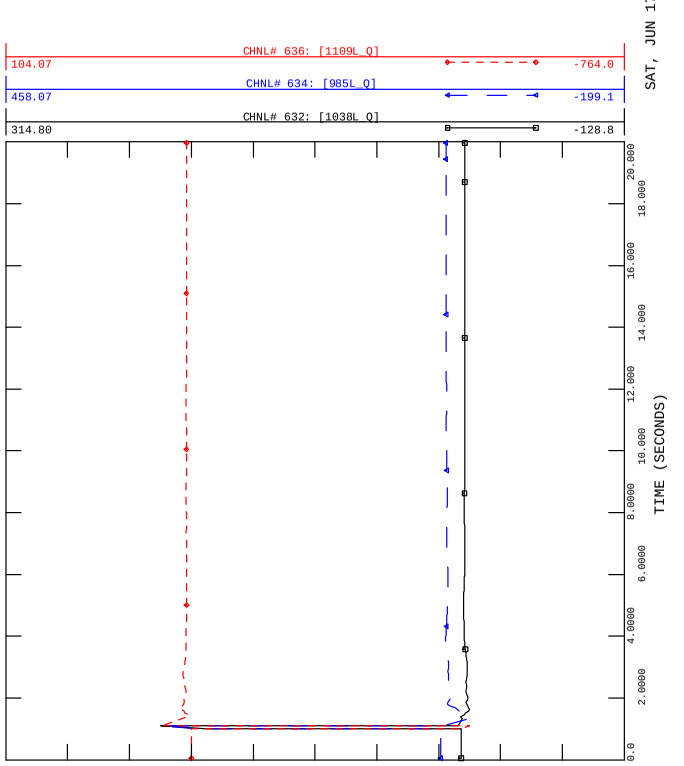
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER

FILE: S9_SP_03_812L_HighRiver.out

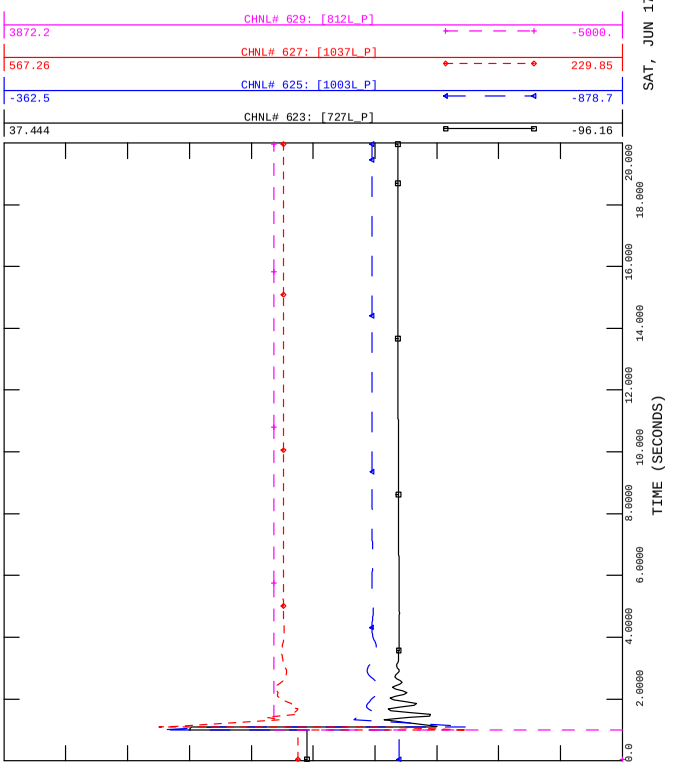
SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER

FILE: S9_SP_03_812L_HighRiver.out

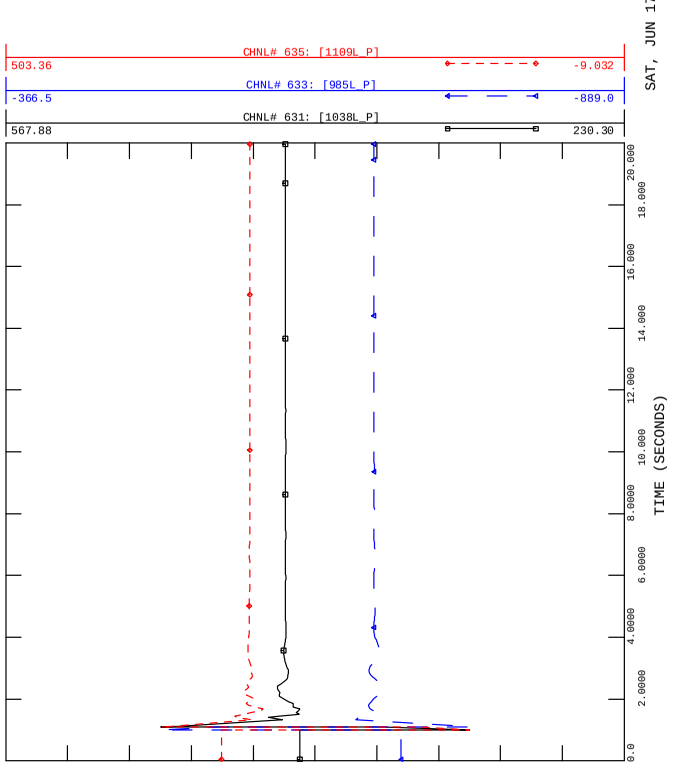
SAT, JUN 17 2023 23:58 BRANCH P

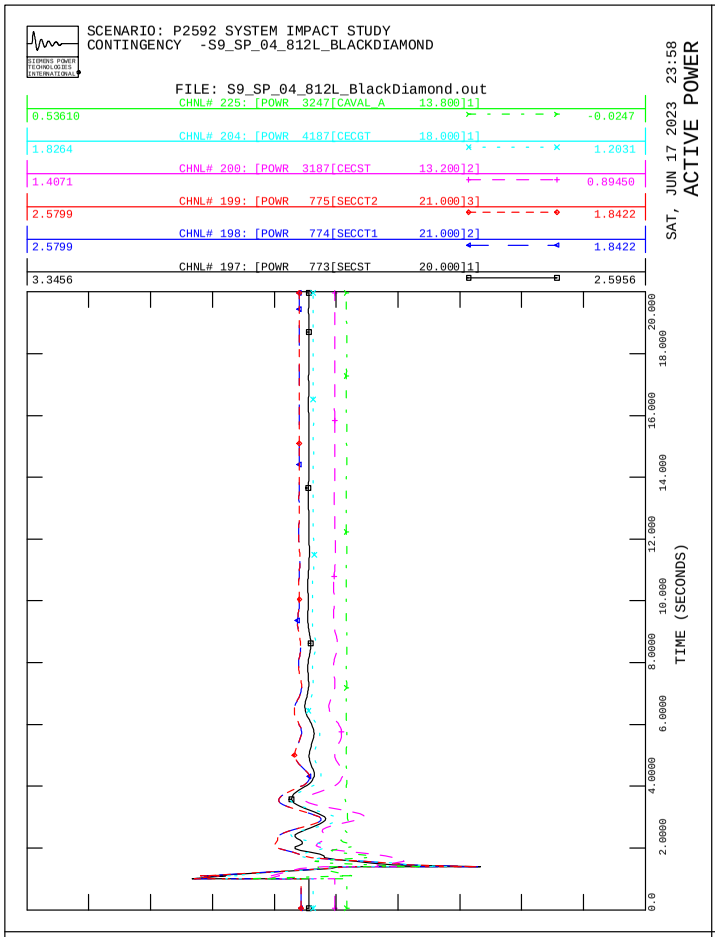


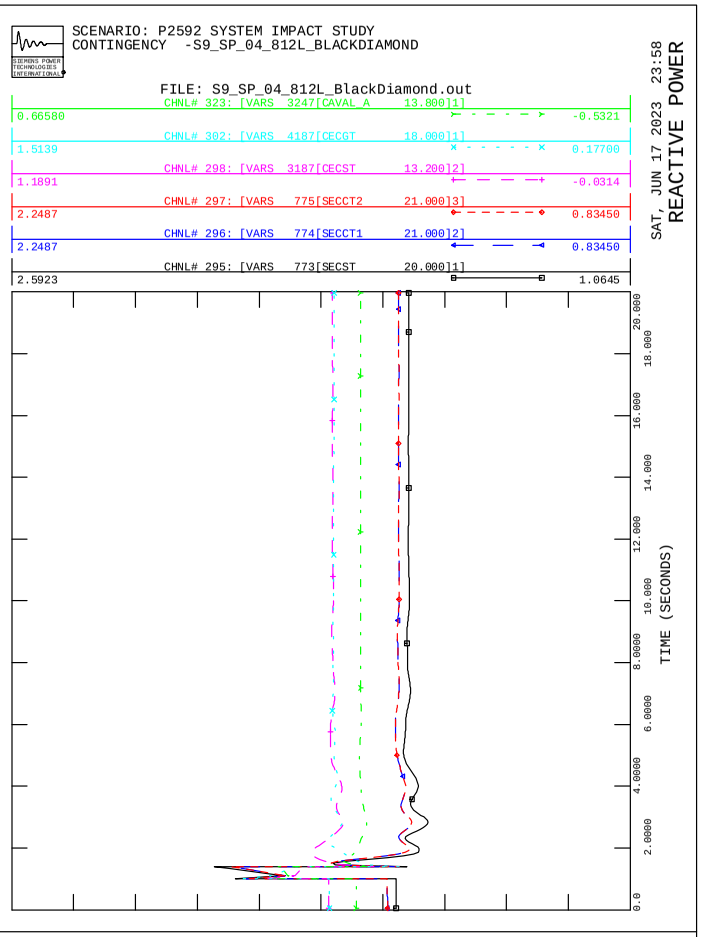
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_03_812L_HIGHRIVER

FILE: S9_SP_03_812L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 225: [POWR 3247[CAVAL_A 13.800]1]
0.53610
-0.0247
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8264
1.2031
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4071
0.89450
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.5799
1.8422
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.5799
1.8422
CHNL# 197: [POWR 773[SECST 20.000]1]
3.3456
2.5956
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
0.66580
-0.5321
CHNL# 302: [VARS 4187[CECGT 18.000]1]
1.5139
0.17700
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.1891
-0.0314
CHNL# 297: [VARS 775[SECCT2 21.000]3]
2.2487
0.83450
CHNL# 296: [VARS 774[SECCT1 21.000]2]
2.2487
0.83450
CHNL# 295: [VARS 773[SECST 20.000]1]
2.5923
1.0645
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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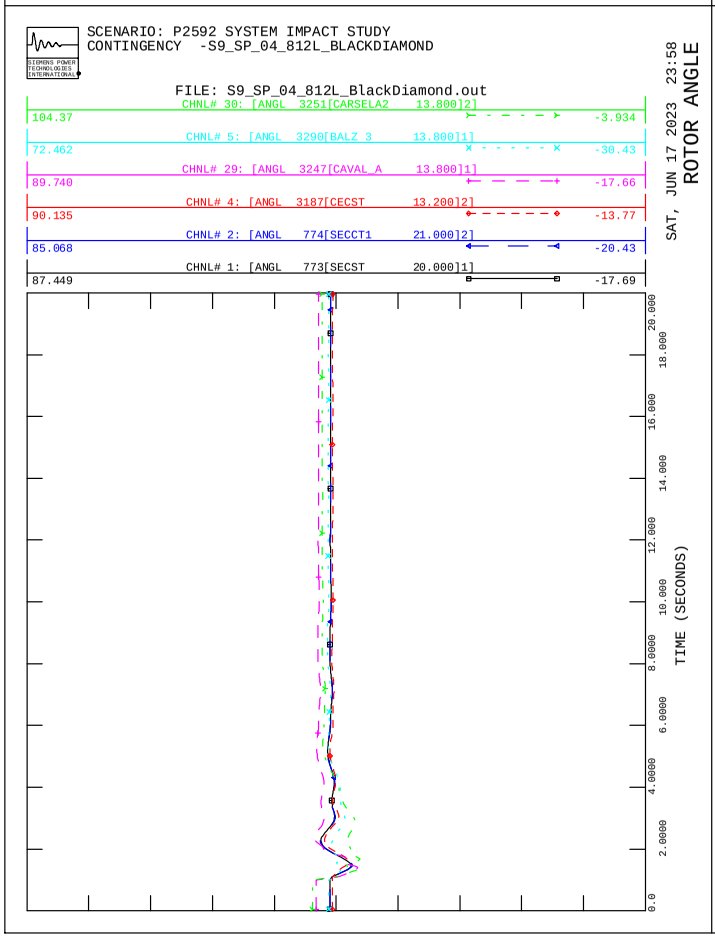
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
104.37
-3.934
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
72.462
-30.43
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
89.740
-17.66
CHNL# 4: [ANGL 3187[CECST 13.200]2]
90.135
-13.77
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
85.068
-20.43
CHNL# 1: [ANGL 773[SECST 20.000]1]
87.449
-17.69
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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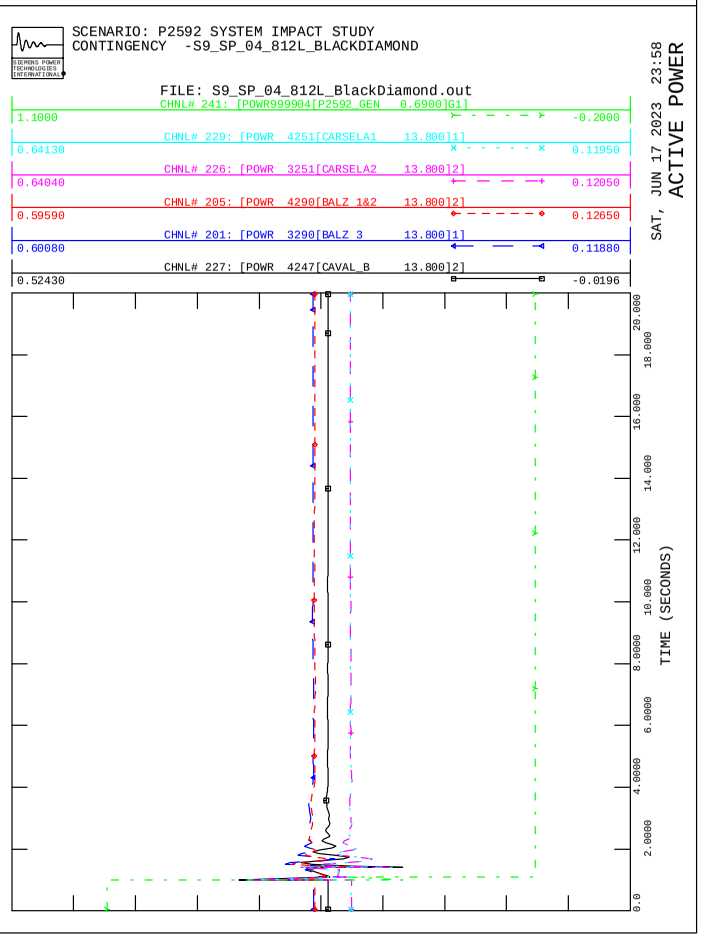
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

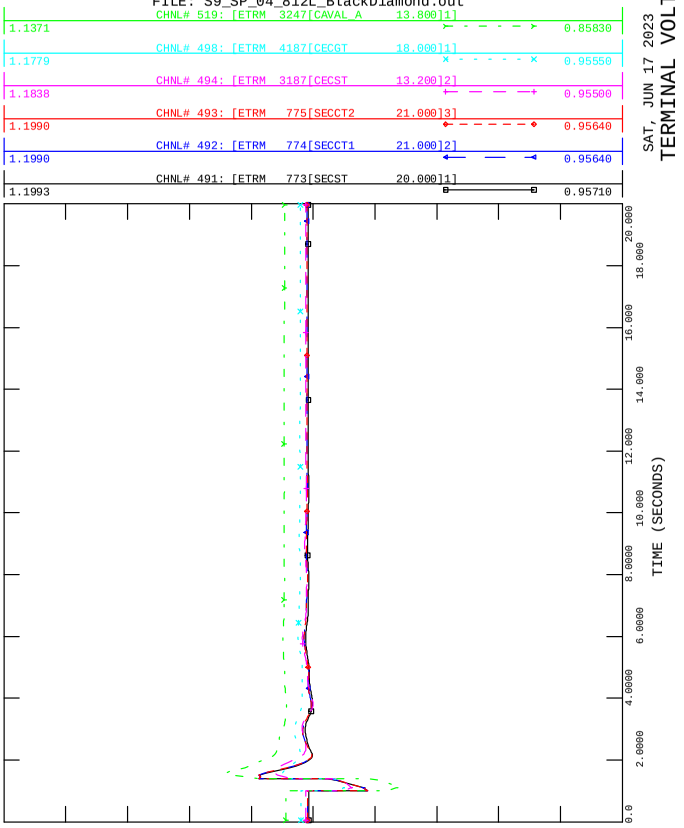

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.1000
-0.2000
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.64130
0.11950
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.64040
0.12050
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.59590
0.12650
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.60080
0.11880
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.52430
-0.0196
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

FILE: S9_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

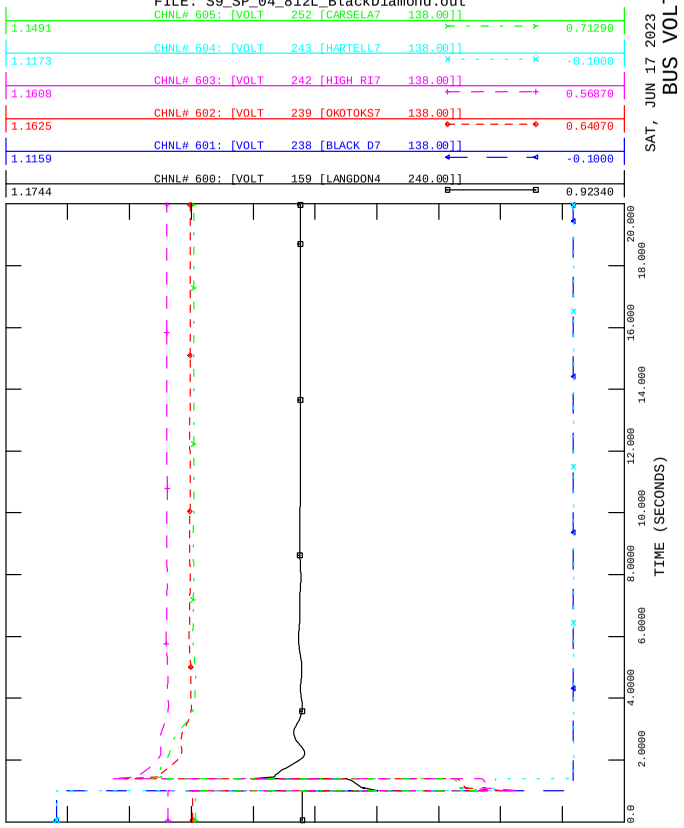


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

FILE: S9_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

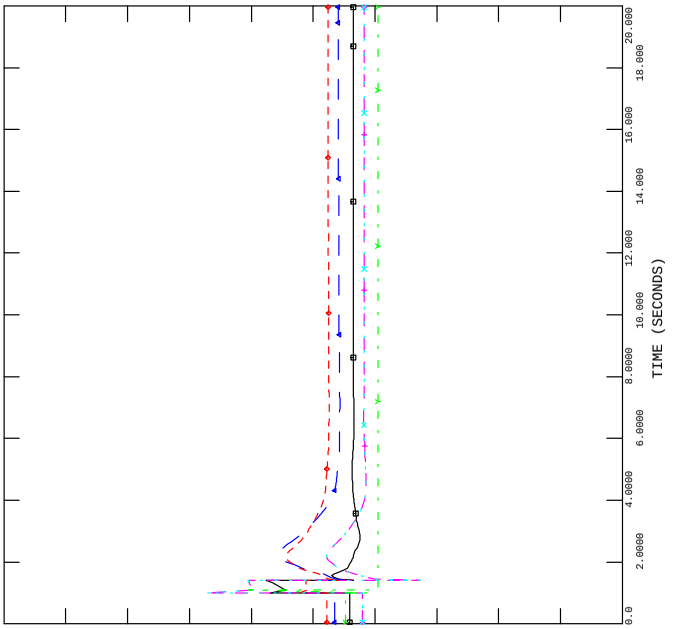


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

FILE: S9_SP_04_812L_BlackDiamond.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

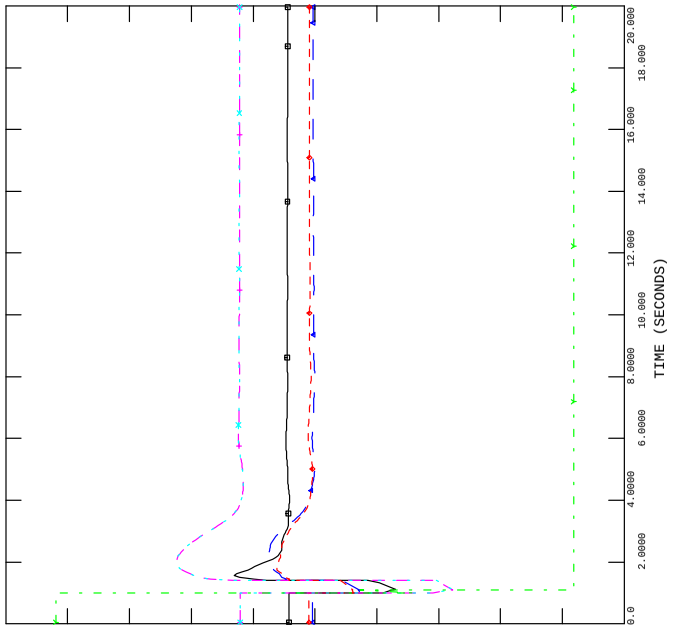


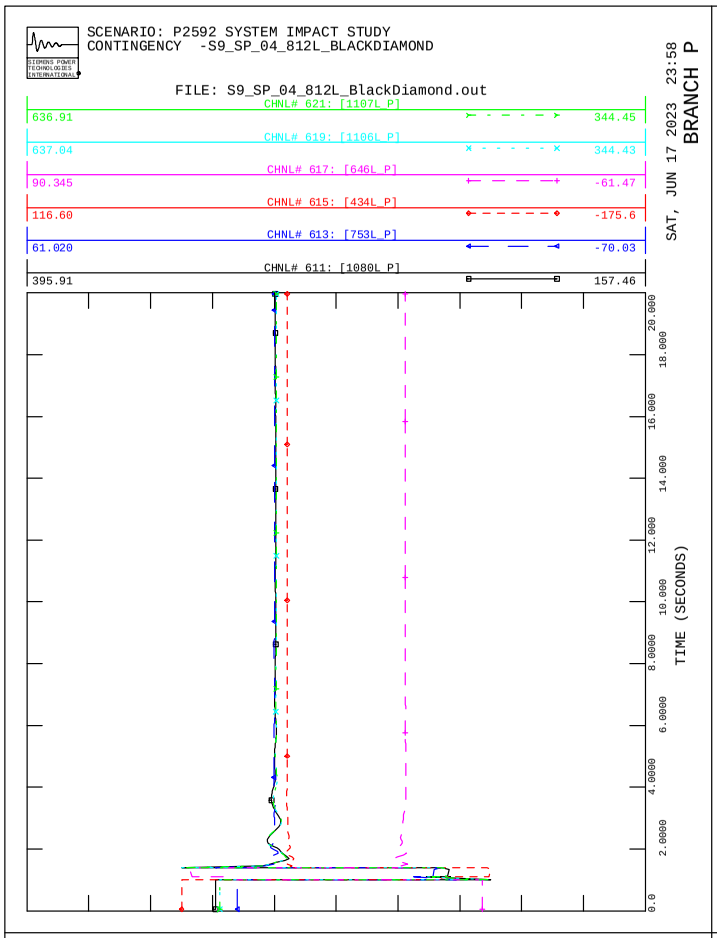
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

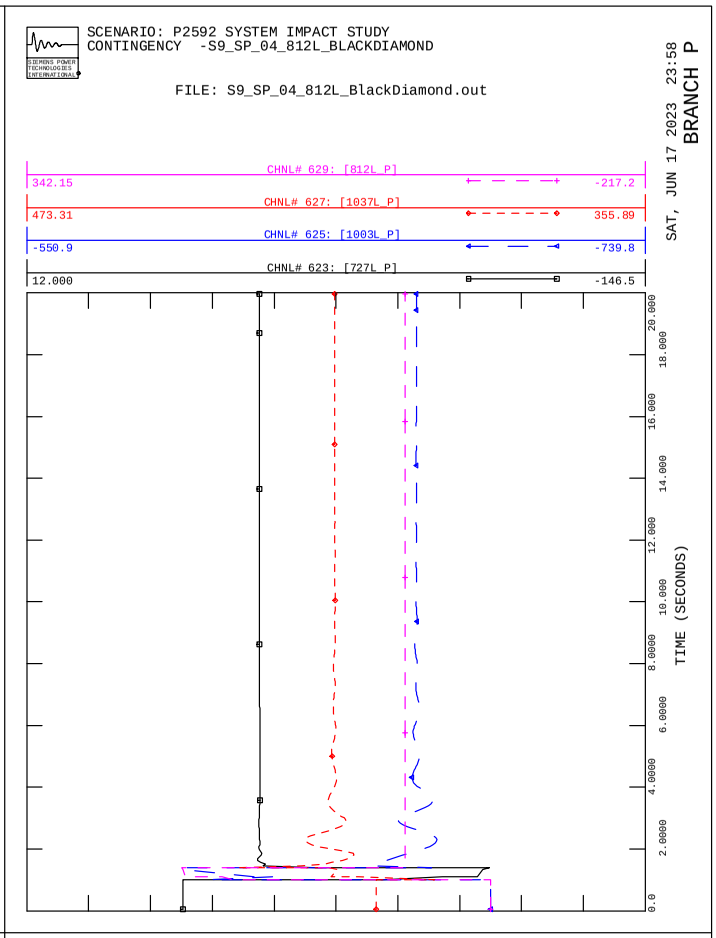
FILE: S9_SP_04_812L_BlackDiamond.out

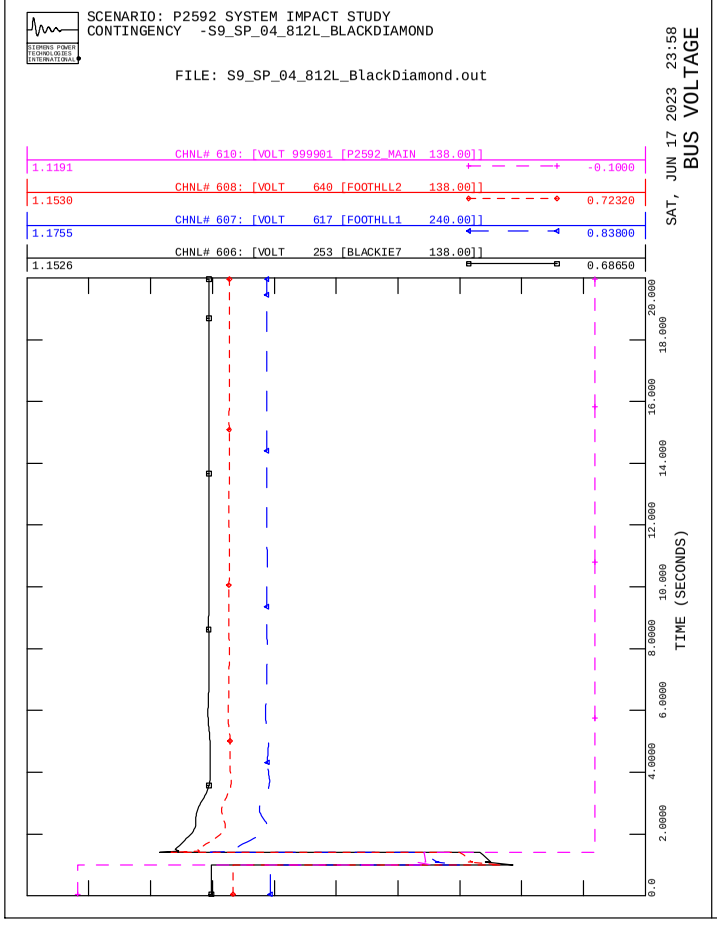
SAT, JUN 17 2023 23:58

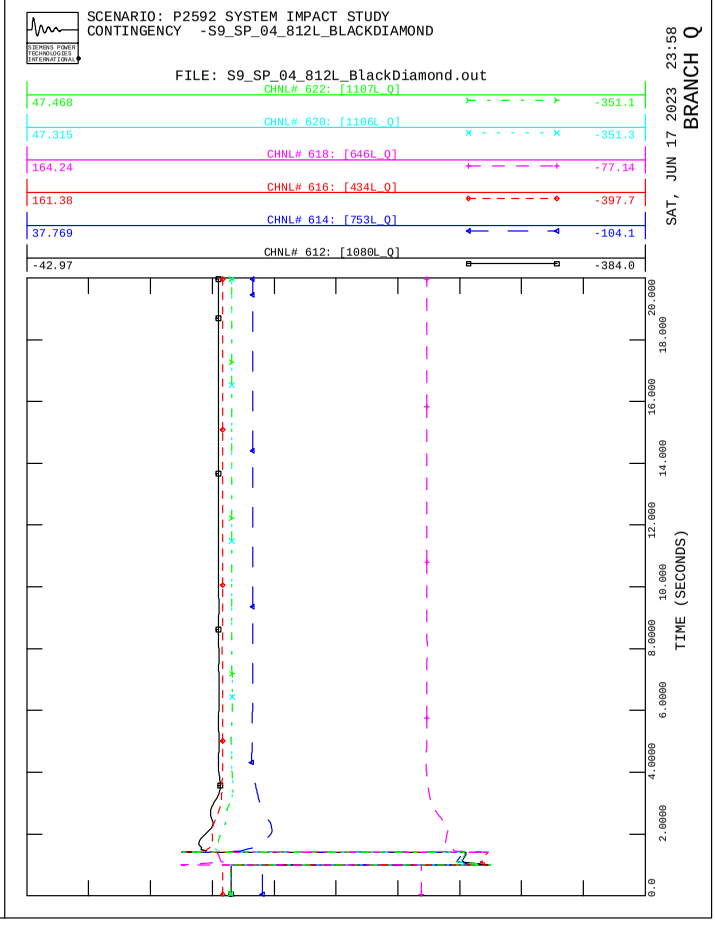
TERMINAL VOLTAGE




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 621: [1107L_P]
636.91
344.45
CHNL# 619: [1106L_P]
637.04
344.43
CHNL# 617: [646L_P]
90.345
-61.47
CHNL# 615: [434L_P]
116.60
-175.6
CHNL# 613: [753L_P]
61.020
-70.03
CHNL# 611: [1080L_P]
395.91
157.46
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 629: [812L_P]
342.15
-217.2
CHNL# 627: [1037L_P]
473.31
355.89
CHNL# 625: [1003L_P]
-550.9
-739.8
CHNL# 623: [727L_P]
12.000
-146.5
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)

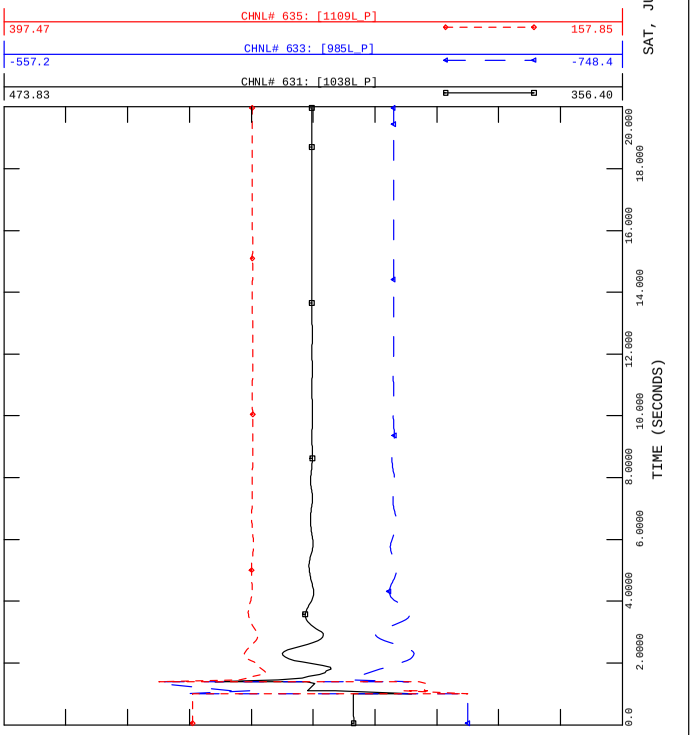

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1191
-0.1000
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1530
0.72320
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1755
0.83800
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1526
0.68650
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND
FILE: S9_SP_04_812L_BlackDiamond.out
CHNL# 622: [1107L_Q]
47.468
-351.1
CHNL# 620: [1106L_Q]
47.315
-351.3
CHNL# 618: [646L_Q]
164.24
-77.14
CHNL# 616: [434L_Q]
161.38
-397.7
CHNL# 614: [753L_Q]
37.769
-104.1
CHNL# 612: [1080L_Q]
-42.97
-384.0
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

FILE: S9_SP_04_812L_BlackDiamond.out

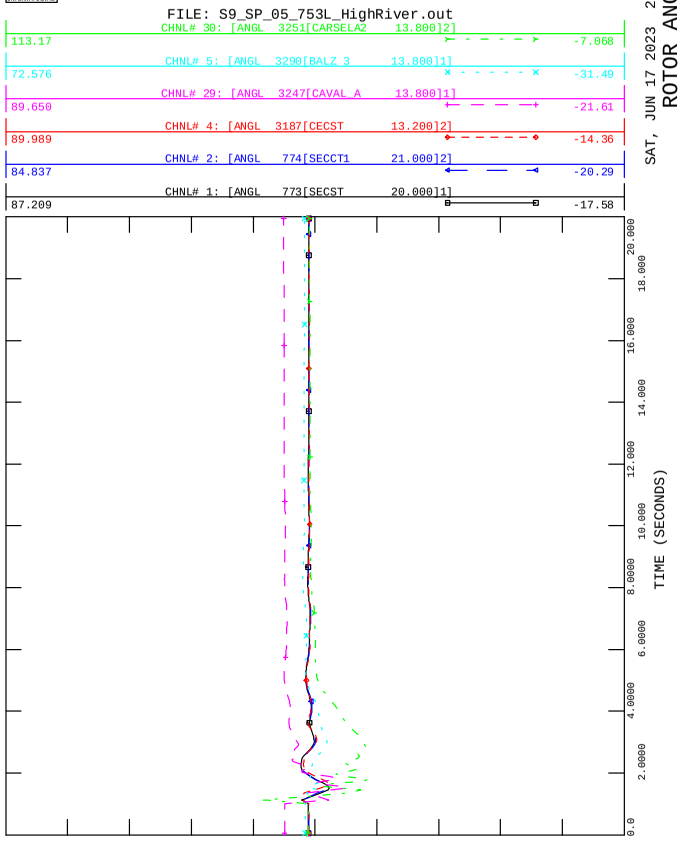
SAT, JUN 17 2023 23:58 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

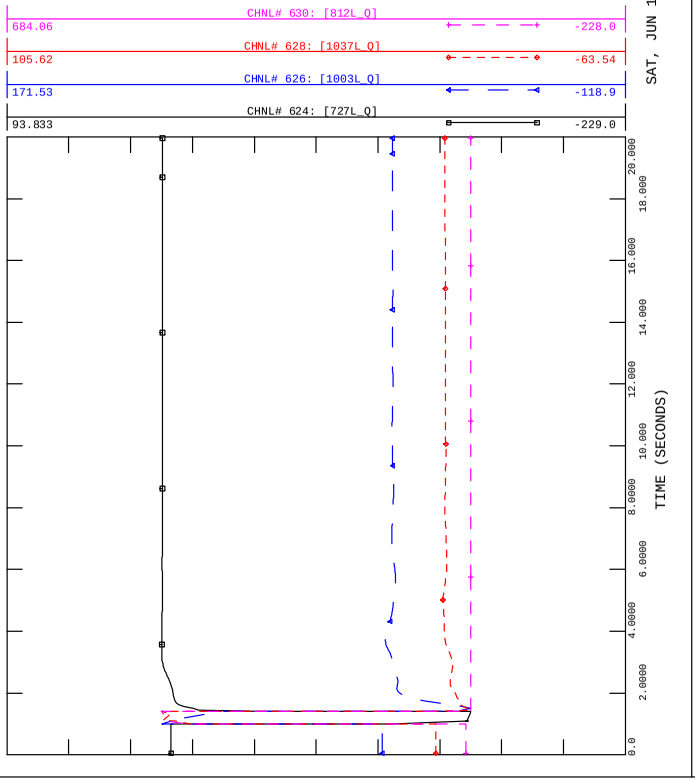
SAT, JUN 17 2023 23:58 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

FILE: S9_SP_04_812L_BlackDiamond.out

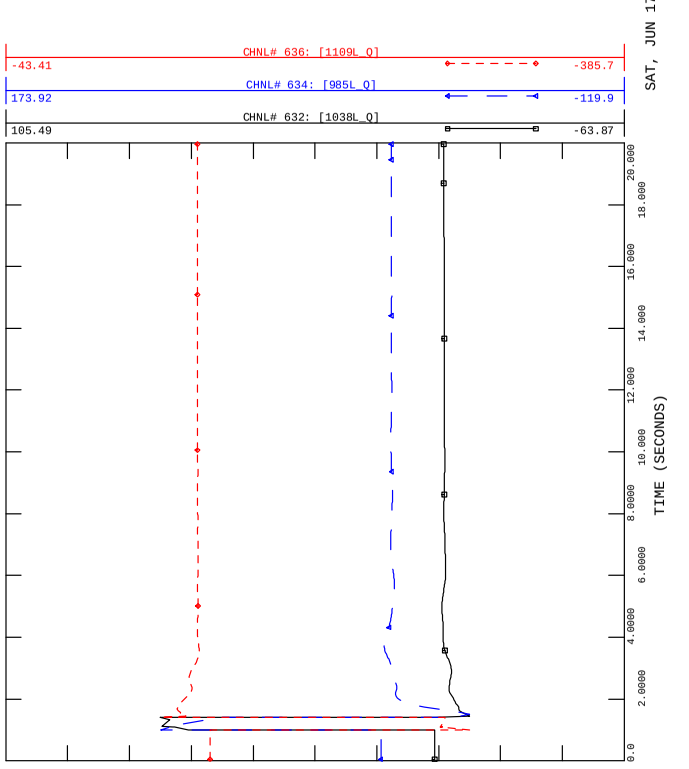
SAT, JUN 17 2023 23:58 BRANCH Q

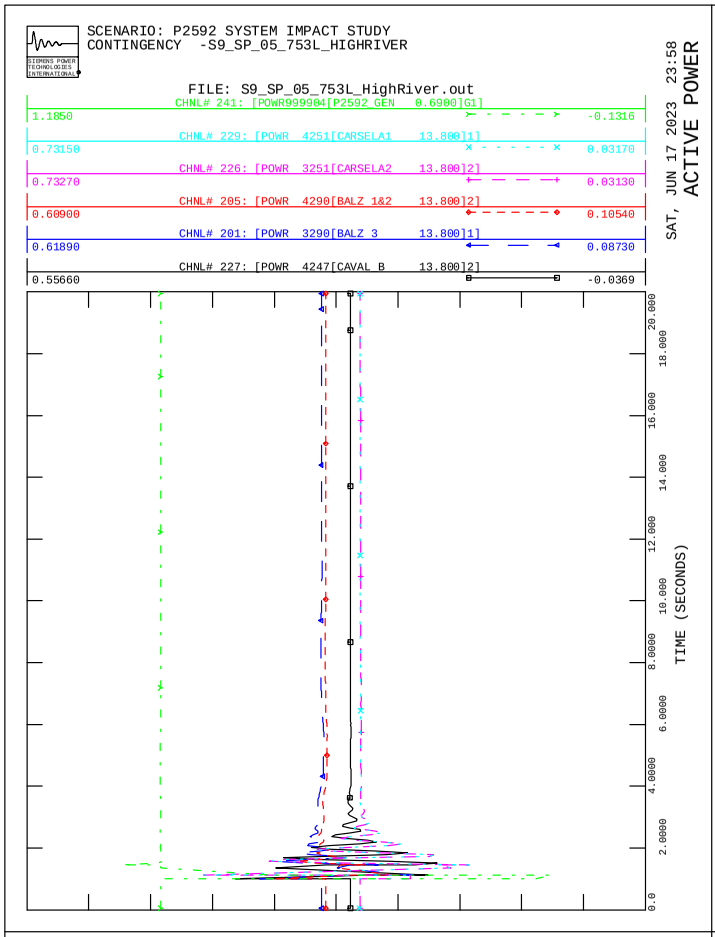


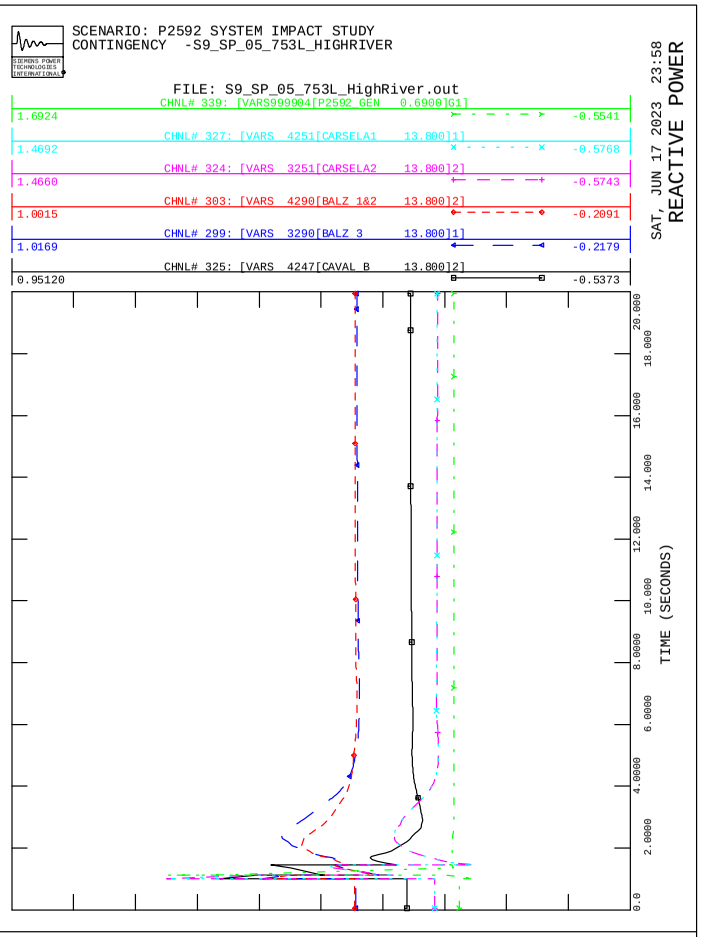
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_04_812L_BLACKDIAMOND

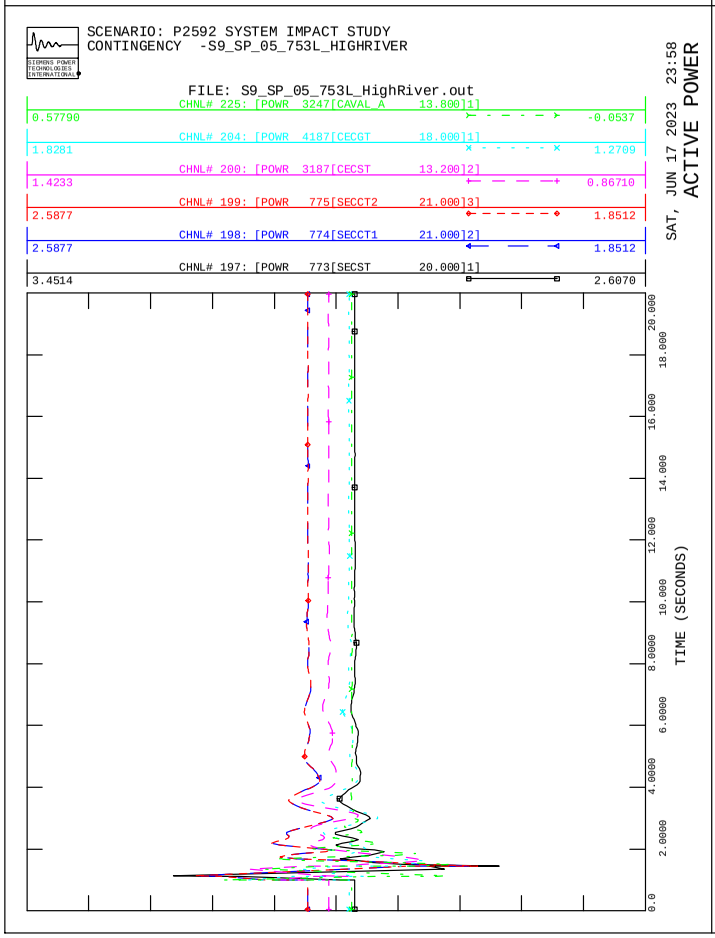
FILE: S9_SP_04_812L_BlackDiamond.out

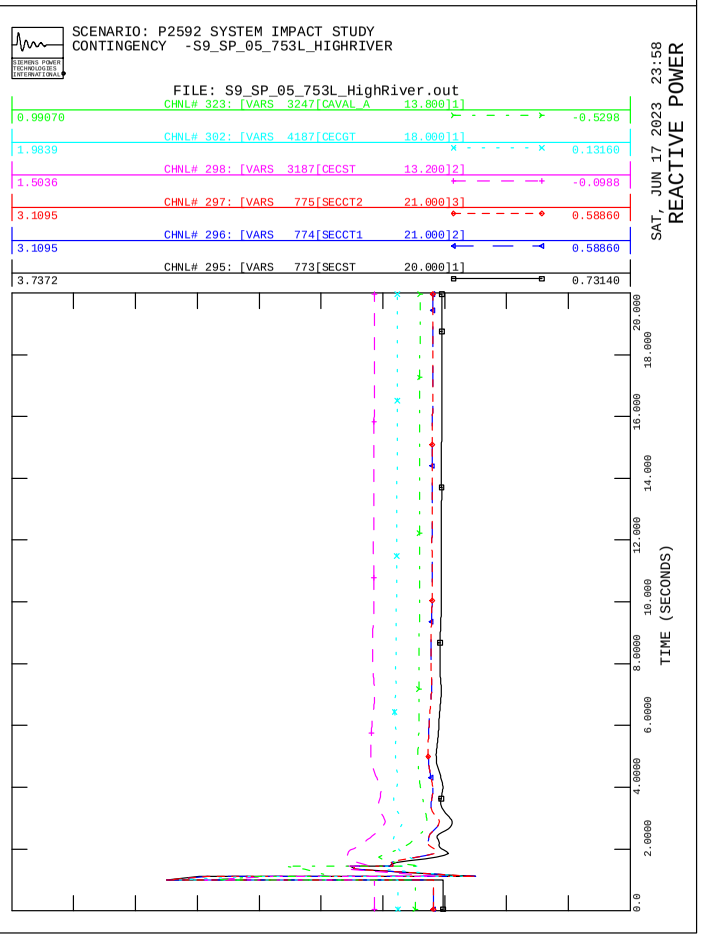
SAT, JUN 17 2023 23:58 BRANCH Q

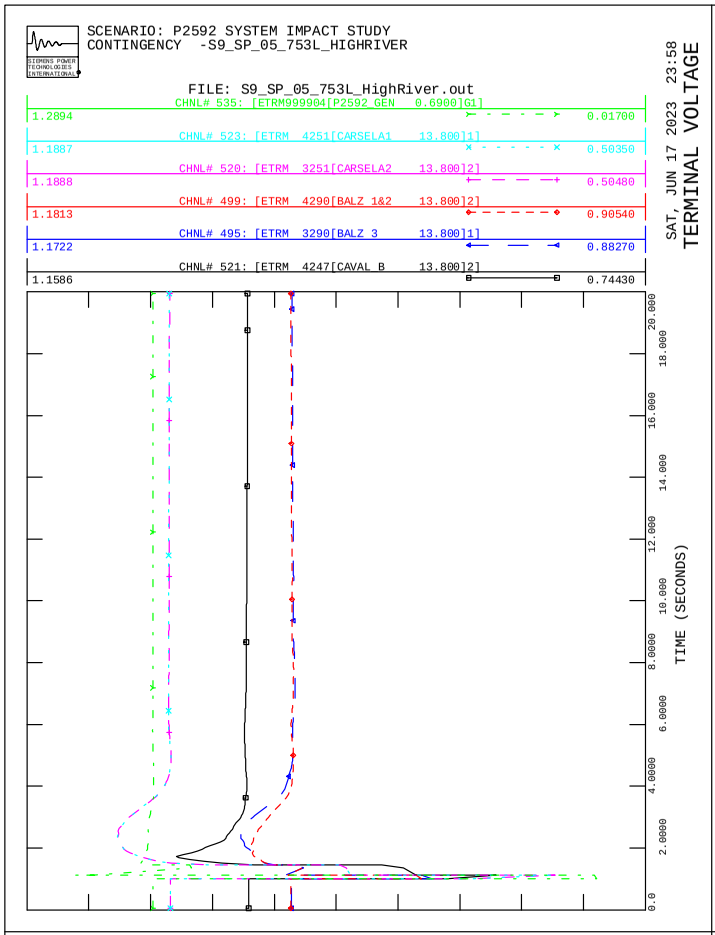


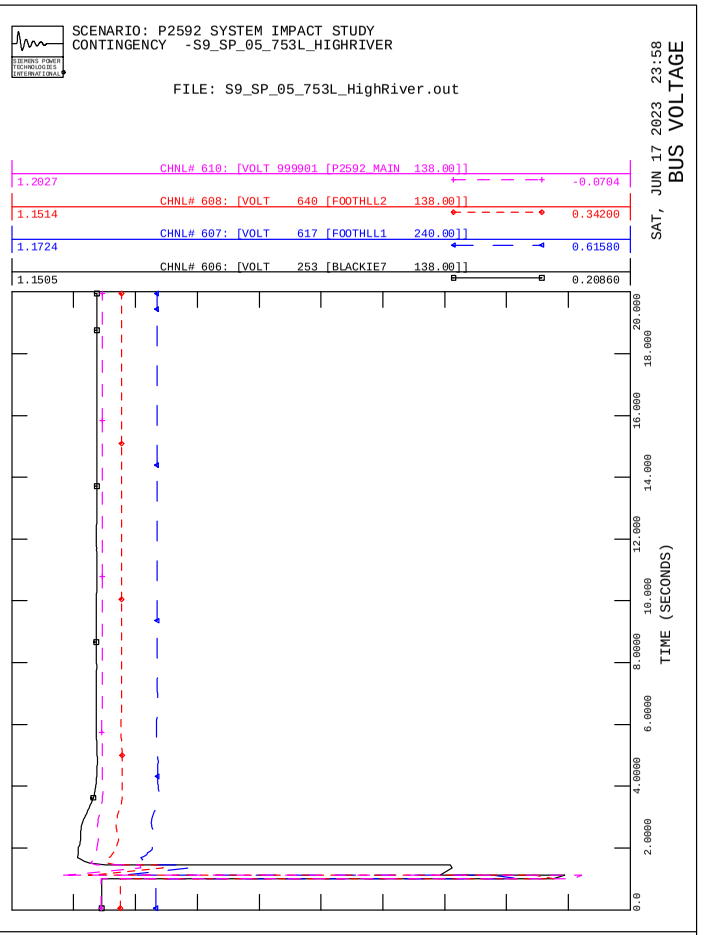

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.1850
-0.1316
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.73150
0.03170
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.73270
0.03130
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.60900
0.10540
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.61890
0.08730
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.55660
-0.0369
SAT, JUN 17 2023 23:58
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

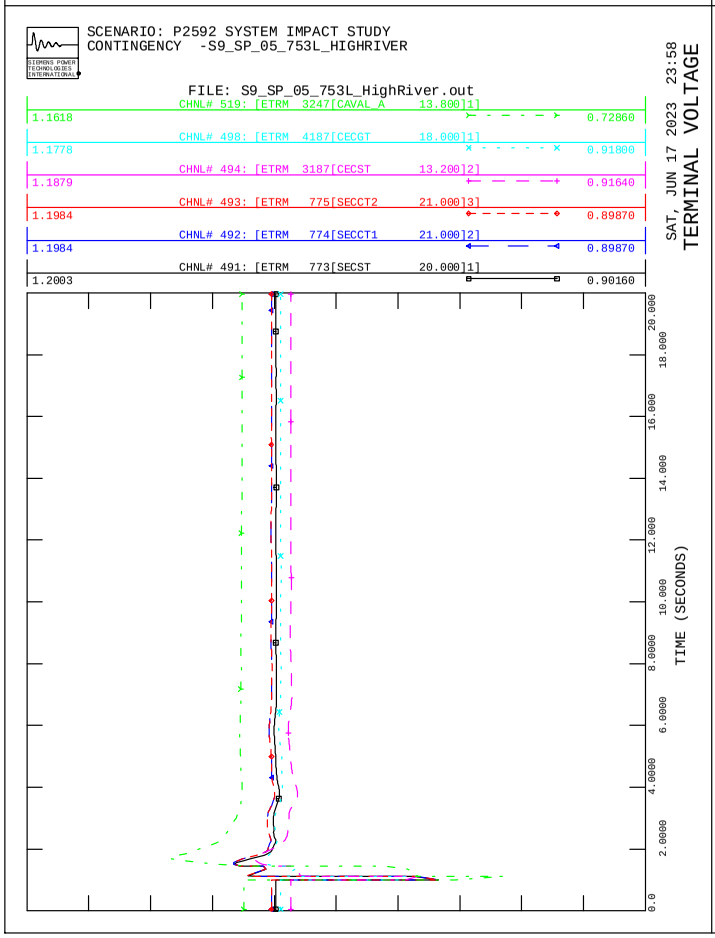

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.6924
-0.5541
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.4692
-0.5768
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.4660
-0.5743
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.0015
-0.2091
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.0169
-0.2179
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
0.95120
-0.5373
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.57790
-0.0537
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8281
1.2709
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4233
0.86710
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.5877
1.8512
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.5877
1.8512
CHNL# 197: [POWR 773[SECST 20.000]1]
3.4514
2.6070
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
0.99070
-0.5298
CHNL# 302: [VARS 4187[CECGT 18.000]1]
1.9839
0.13160
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.5036
-0.0988
CHNL# 297: [VARS 775[SECCT2 21.000]3]
3.1095
0.58860
CHNL# 296: [VARS 774[SECCT1 21.000]2]
3.1095
0.58860
CHNL# 295: [VARS 773[SECST 20.000]1]
3.7372
0.73140
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2894
0.01700
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1887
0.50350
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1888
0.50480
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1813
0.90540
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1722
0.88270
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1586
0.74430
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2027
-0.0704
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1514
0.34200
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1724
0.61580
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1505
0.20860
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 519: [ETRM 3247[CAVAL A 13.800]1]
1.1618
0.72860
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1778
0.91800
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1879
0.91640
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.1984
0.89870
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.1984
0.89870
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2003
0.90160
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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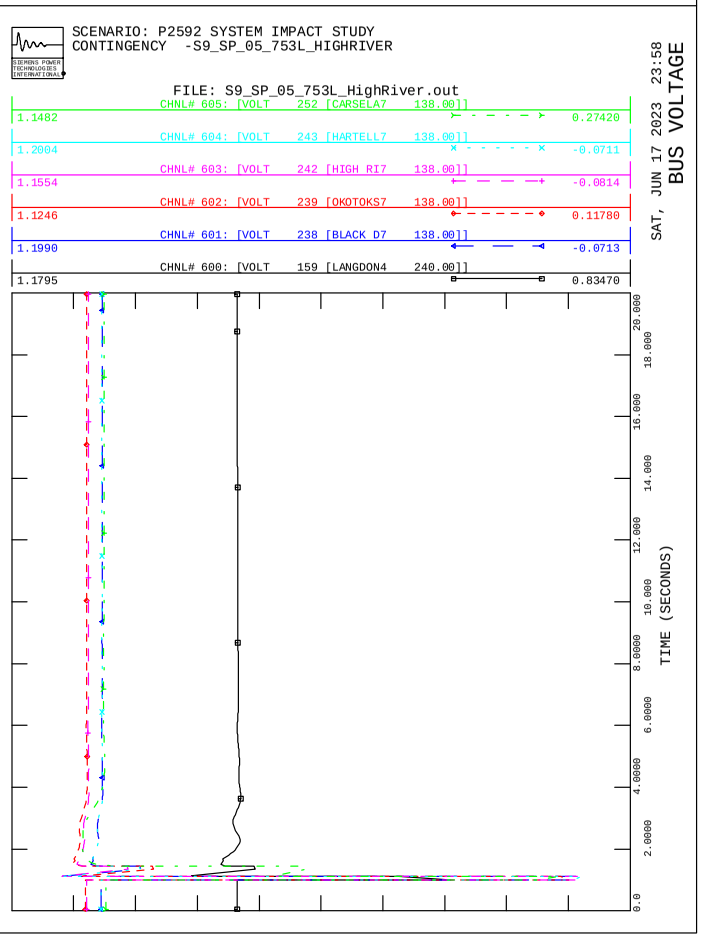
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER
FILE: S9_SP_05_753L_HighRiver.out
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1482
0.27420
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2004
-0.0711
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1554
-0.0814
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1246
0.11780
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1990
-0.0713
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1795
0.83470
SAT, JUN 17 2023 23:58
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 622: [1107L Q] 152.85 -637.4
CHNL# 620: [1106L Q] 152.70 -637.6
CHNL# 618: [646L Q] 259.52 -87.71
CHNL# 616: [434L Q] 53.779 -119.1
CHNL# 614: [753L Q] 745.97 -2238.
CHNL# 612: [1080L Q] 66.961 -746.6

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH Q

CHNL# 630: [812L Q] 58.867 -146.8
CHNL# 628: [1037L Q] 310.83 -126.4
CHNL# 626: [1003L Q] 448.39 -200.8
CHNL# 624: [727L Q] 106.63 -53.03

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 621: [1107L P] 750.66 141.41
CHNL# 619: [1106L P] 750.85 141.28
CHNL# 617: [646L P] 90.340 -66.90
CHNL# 615: [434L P] 97.705 -48.21
CHNL# 613: [753L P] 2461.2 -820.4
CHNL# 611: [1080L P] 475.55 0.13220

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58

BRANCH P

CHNL# 629: [812L P] 44.389 -128.6
CHNL# 627: [1037L P] 553.32 236.44
CHNL# 625: [1003L P] -365.5 -872.9
CHNL# 623: [727L P] 51.778 -68.00

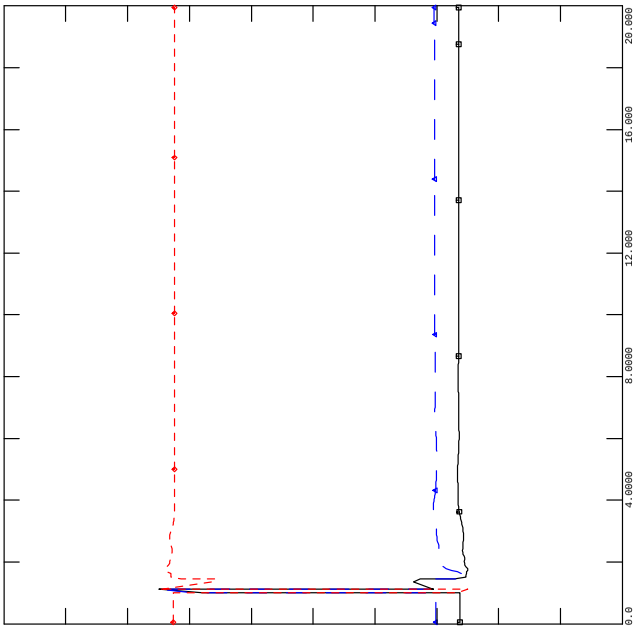
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 636: [1109L Q] 66.929 -749.7
CHNL# 634: [985L Q] 453.91 -202.7
CHNL# 632: [1038L Q] 310.99 -126.8

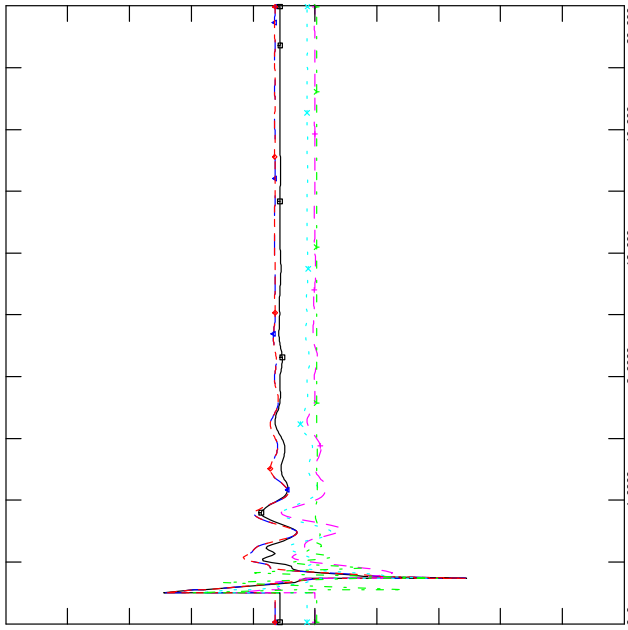


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE

FILE: S9_SP_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.57910 -0.0832
CHNL# 204: [POWR 4187[CECGT 18.000]1] 1.8502 1.2096
CHNL# 200: [POWR 3187[CECST 13.200]2] 1.4205 0.88300
CHNL# 199: [POWR 775[SECCT2 21.000]3] 2.5916 1.8134
CHNL# 198: [POWR 774[SECCT1 21.000]2] 2.5916 1.8134
CHNL# 197: [POWR 773[SECST 20.000]1] 3.3517 2.5674

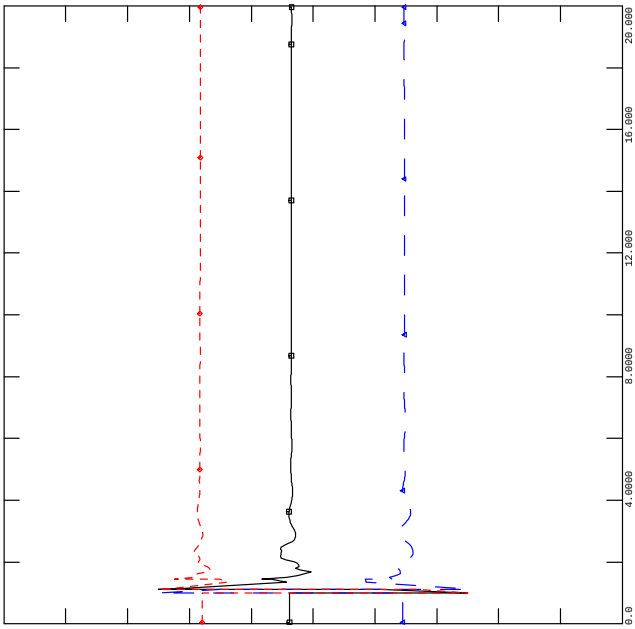


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_05_753L_HIGHRIVER

FILE: S9_SP_05_753L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 635: [1109L P] 477.50 -0.3212
CHNL# 633: [985L P] -369.5 -883.1
CHNL# 631: [1038L P] 553.94 236.89

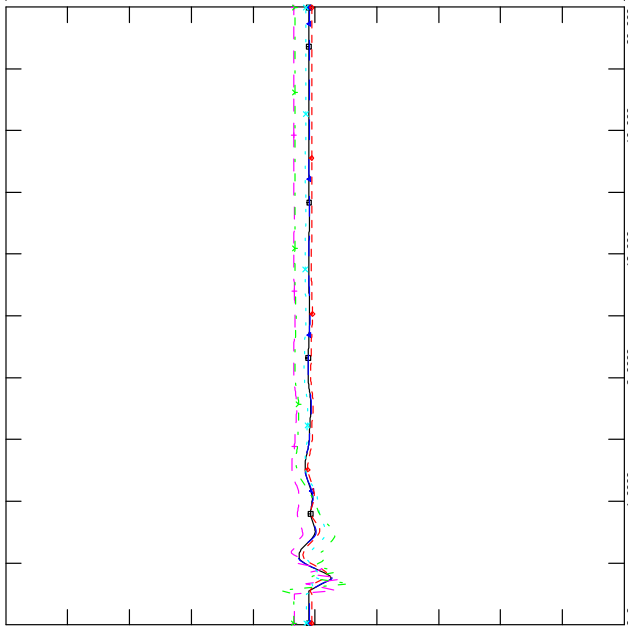


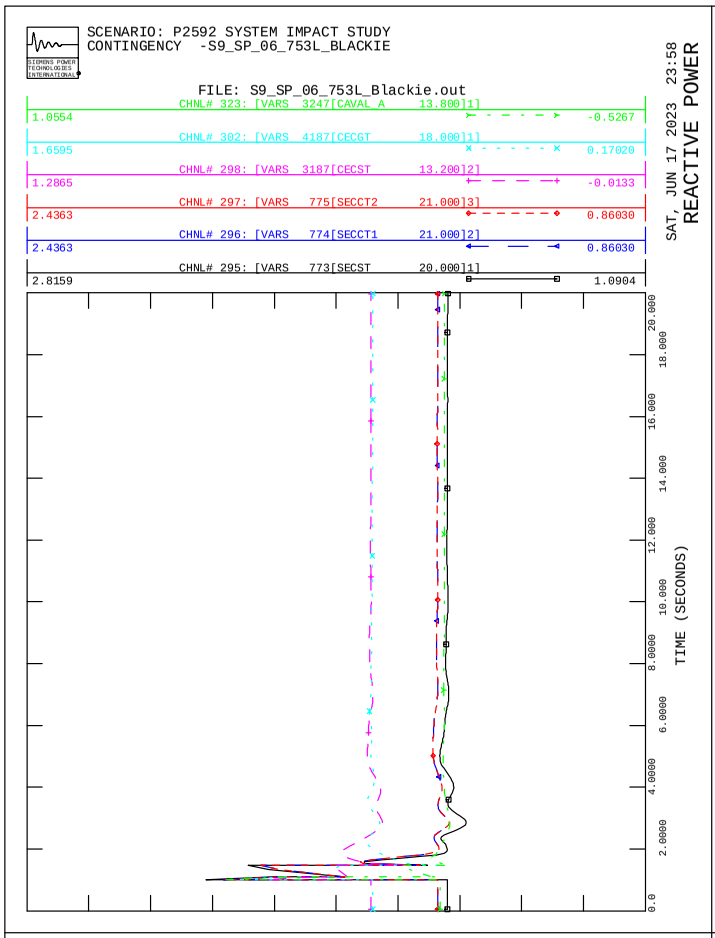
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE

FILE: S9_SP_06_753L_Blackie.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 106.79 -5.773
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 72.616 -31.06
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 90.089 -18.29
CHNL# 4: [ANGL 3187[CECST 13.200]2] 90.287 -13.78
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 85.251 -20.59
CHNL# 1: [ANGL 773[SECST 20.000]1] 87.618 -17.85




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.0554
-0.5267
CHNL# 302: [VARS 4187[CECGT 18.000]1]
1.6595
0.17020
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.2865
-0.0133
CHNL# 297: [VARS 775[SECCT2 21.000]3]
2.4363
0.86030
CHNL# 296: [VARS 774[SECCT1 21.000]2]
2.4363
0.86030
CHNL# 295: [VARS 773[SECST 20.000]1]
2.8159
1.0904
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
6.0000
8.0000
10.000
12.000
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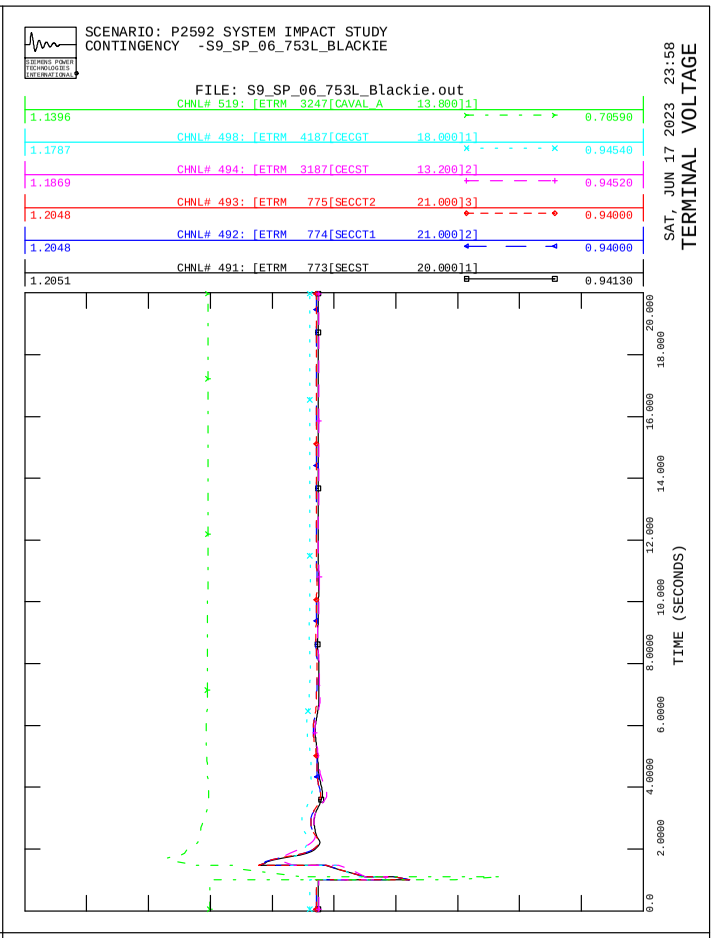
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1396
0.70590
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1787
0.94540
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1869
0.94520
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2048
0.94000
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2048
0.94000
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2051
0.94130
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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6.0000
8.0000
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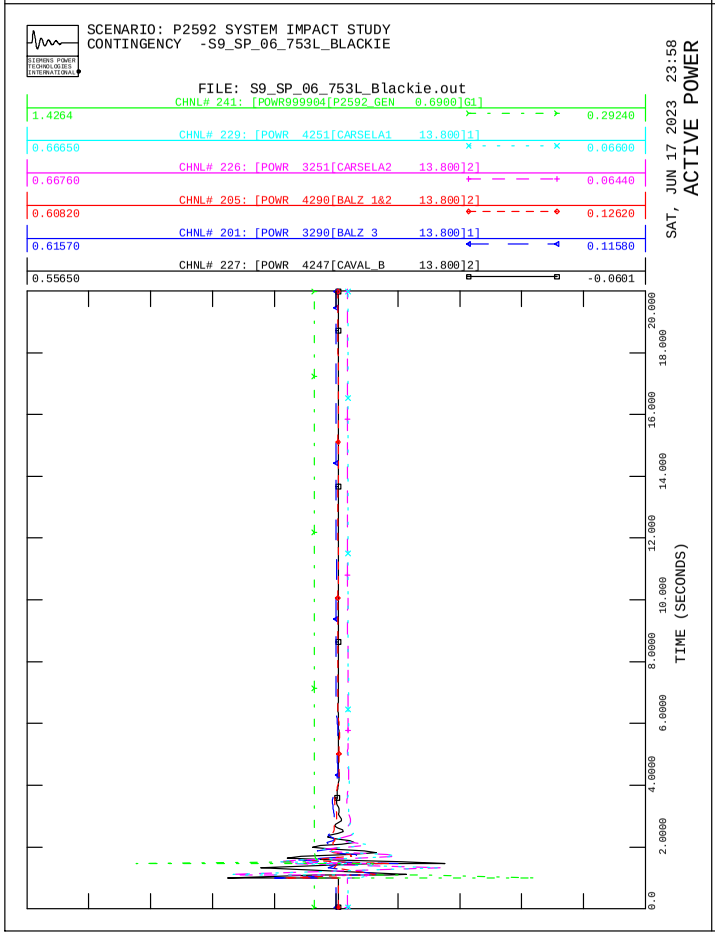
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.4264
0.29240
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.66650
0.06600
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.66760
0.06440
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.60820
0.12620
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.61570
0.11580
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.55650
-0.0601
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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16.000
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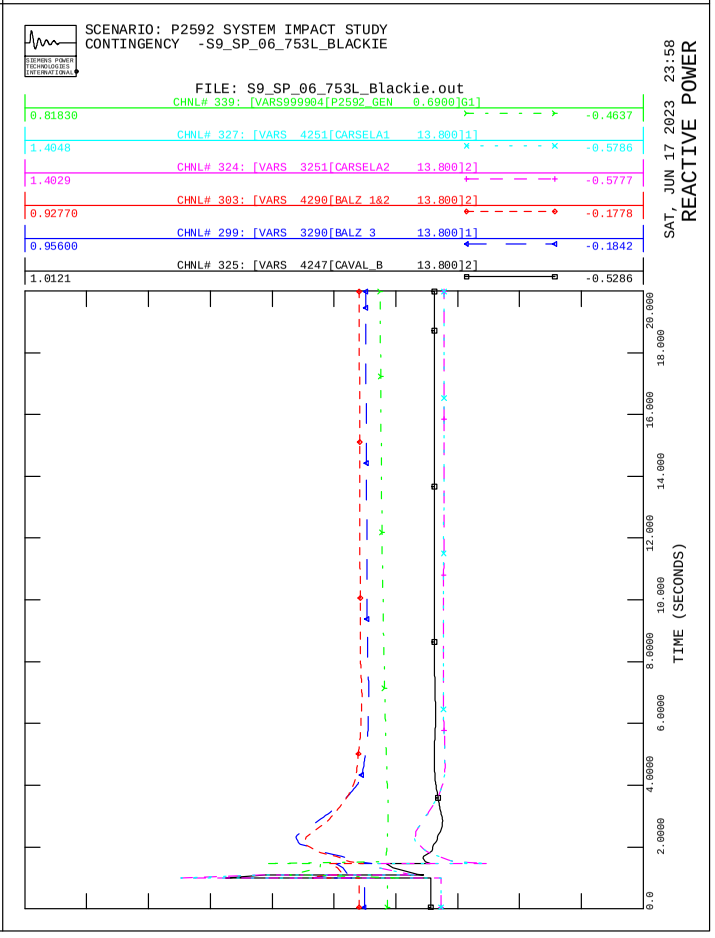
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
0.81830
-0.4637
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.4048
-0.5786
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.4029
-0.5777
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
0.92770
-0.1778
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
0.95600
-0.1842
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2]
1.0121
-0.5286
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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4.0000
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8.0000
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12.000
14.000
16.000
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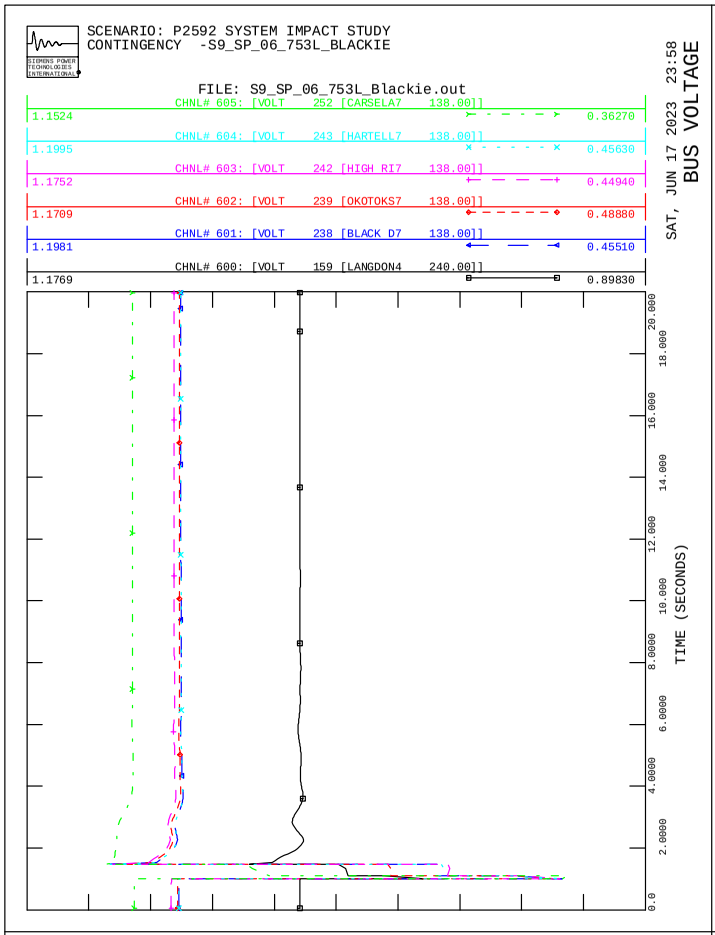
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1524
0.36270
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1995
0.45630
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1752
0.44940
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1709
0.48880
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1981
0.45510
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1769
0.89830
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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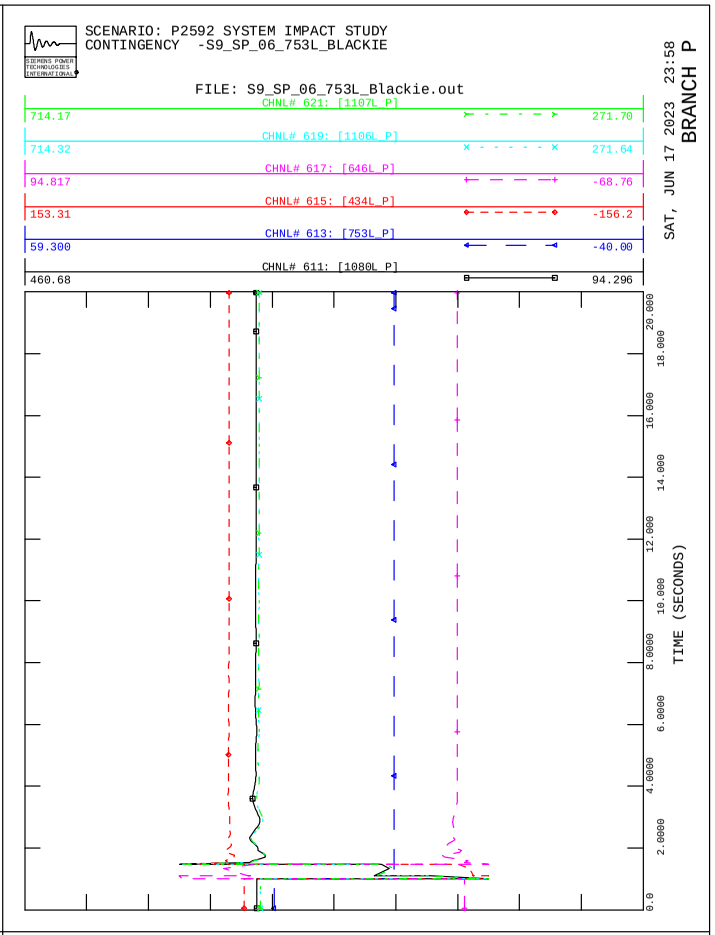
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 621: [1107L_P]
714.17
271.70
CHNL# 619: [1106L_P]
714.32
271.64
CHNL# 617: [646L_P]
94.817
-68.76
CHNL# 615: [434L_P]
153.31
-156.2
CHNL# 613: [753L_P]
59.300
-40.00
CHNL# 611: [1080L_P]
460.68
94.296
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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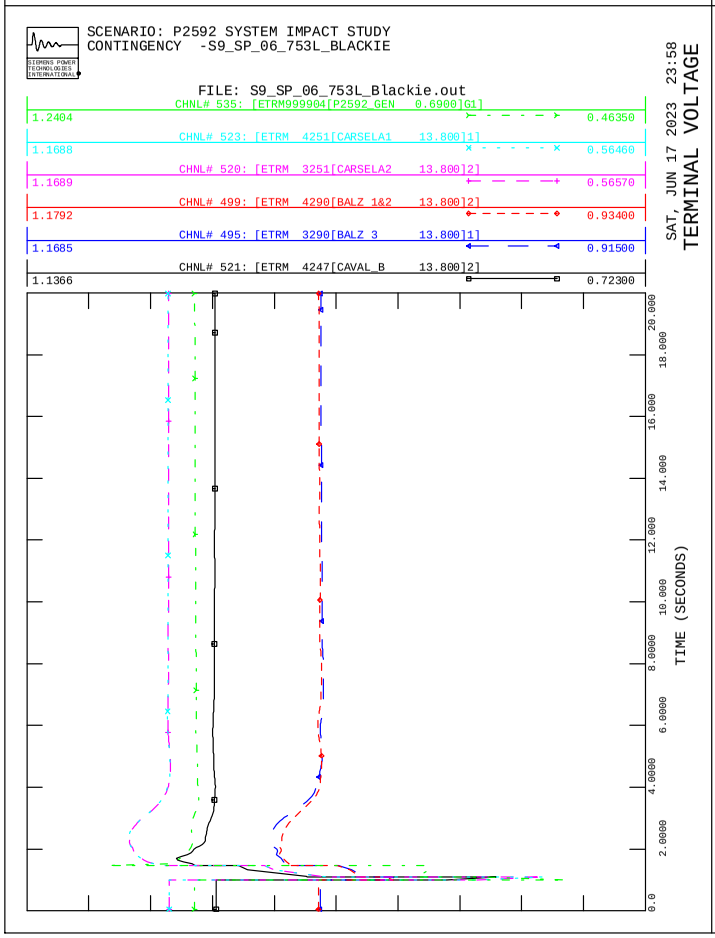
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2404
0.46350
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1688
0.56460
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1689
0.56570
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1792
0.93400
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1685
0.91500
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1366
0.72300
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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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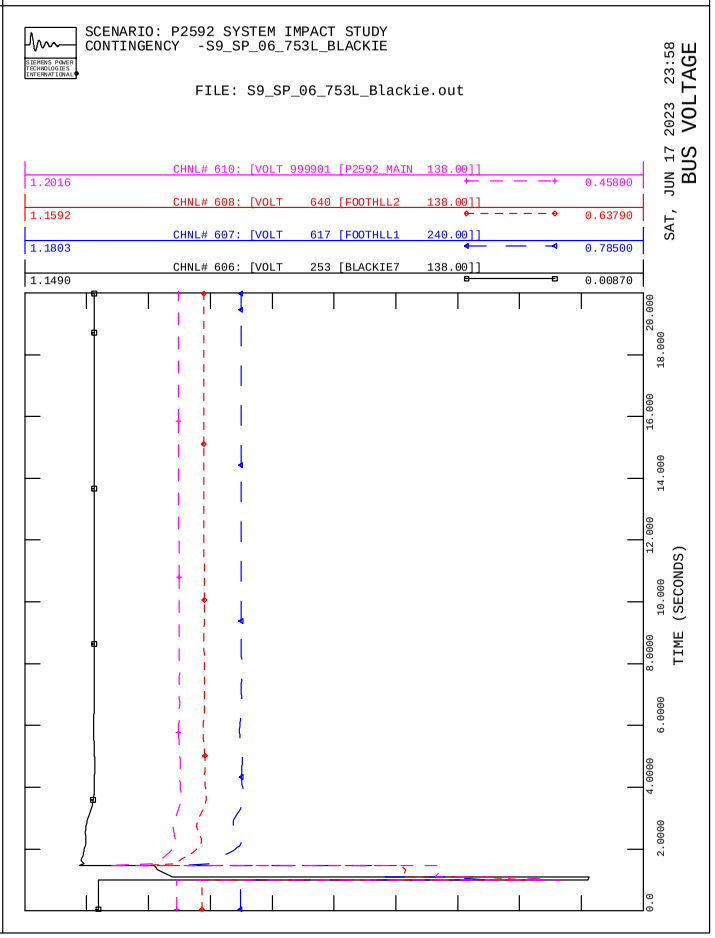
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2016
0.45800
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1592
0.63790
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1803
0.78500
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1490
0.00870
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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4.0000
6.0000
8.0000
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12.000
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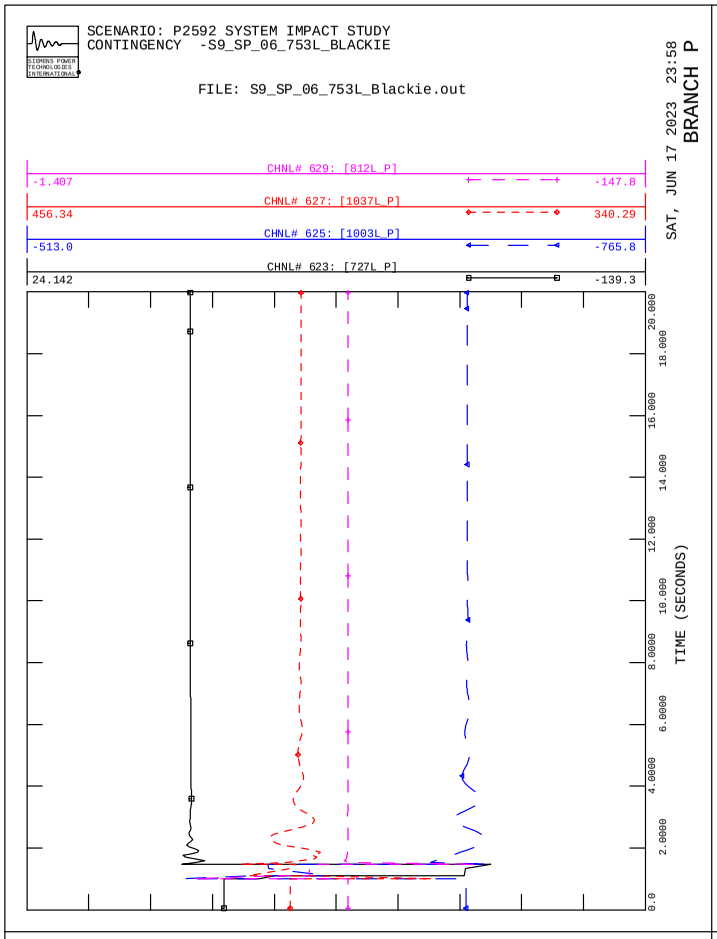
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 629: [812L_P]
-1.407
-147.8
CHNL# 627: [1037L_P]
456.34
340.29
CHNL# 625: [1003L_P]
-513.0
-765.8
CHNL# 623: [727L_P]
24.142
-139.3
TIME (SECONDS)
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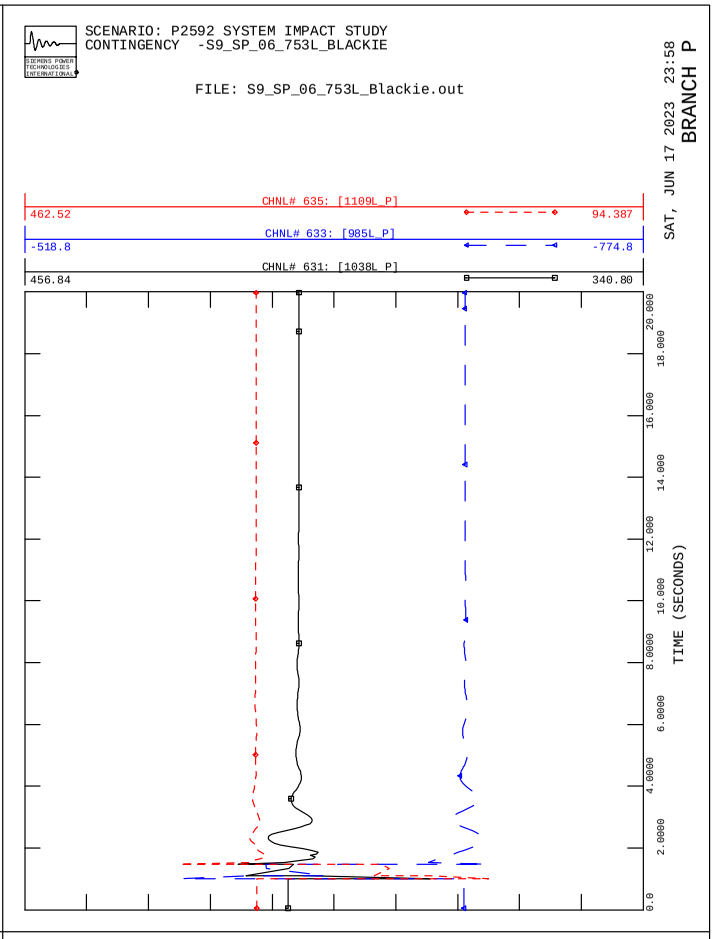
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 635: [1109L_P]
462.52
94.387
CHNL# 633: [985L_P]
-518.8
-774.8
CHNL# 631: [1038L_P]
456.84
340.80
TIME (SECONDS)
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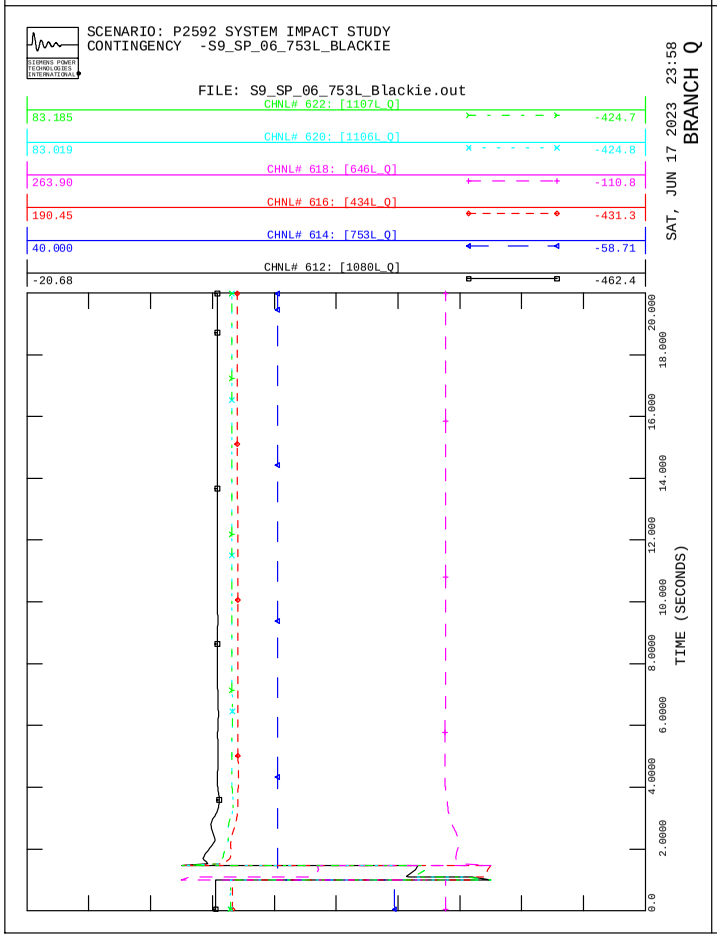
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 622: [1107L_Q]
83.185
-424.7
CHNL# 620: [1106L_Q]
83.019
-424.8
CHNL# 618: [646L_Q]
263.90
-110.8
CHNL# 616: [434L_Q]
190.45
-431.3
CHNL# 614: [753L_Q]
40.000
-58.71
CHNL# 612: [1080L_Q]
-20.68
-462.4
TIME (SECONDS)
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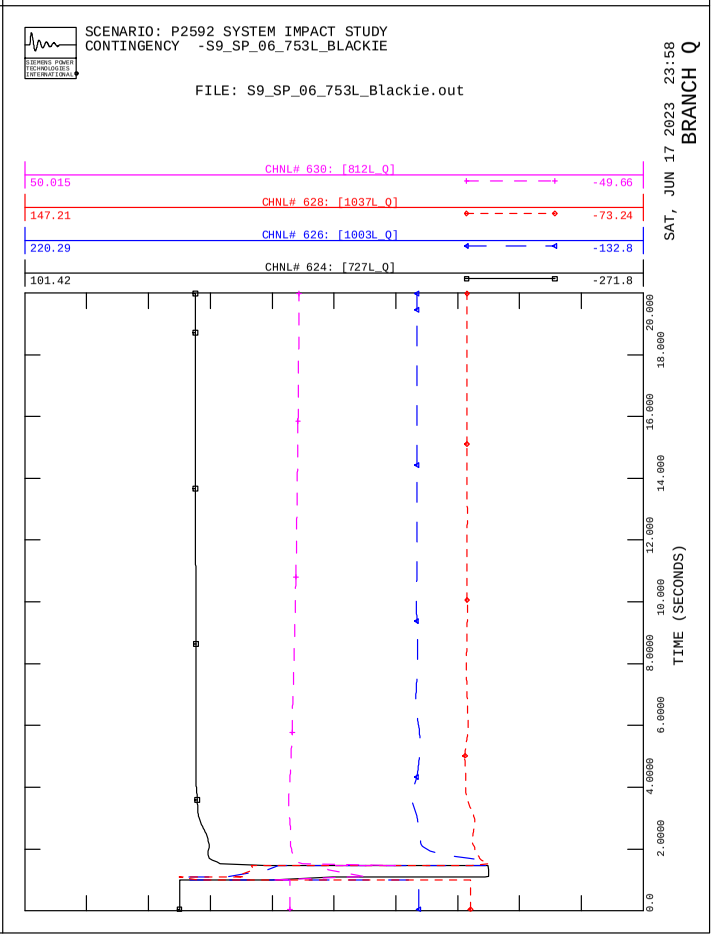
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 630: [812L_Q]
50.015
-49.66
CHNL# 628: [1037L_Q]
147.21
-73.24
CHNL# 626: [1003L_Q]
220.29
-132.8
CHNL# 624: [727L_Q]
101.42
-271.8
TIME (SECONDS)
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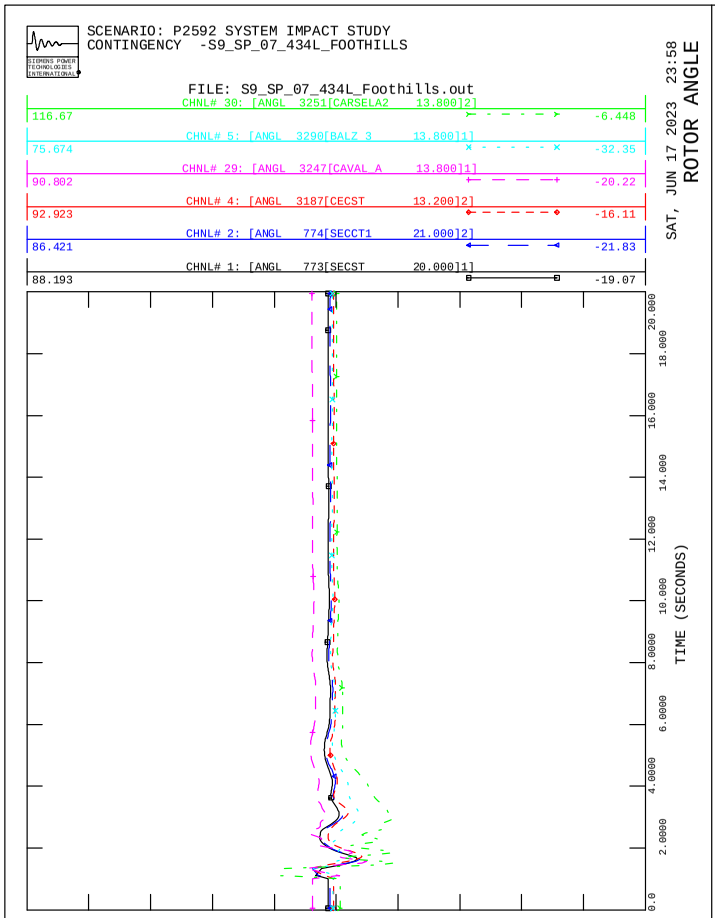
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
116.67
-6.448
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
75.674
-32.35
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
90.802
-20.22
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.923
-16.11
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
86.421
-21.83
CHNL# 1: [ANGL 773[SECST 20.000]1]
88.193
-19.07
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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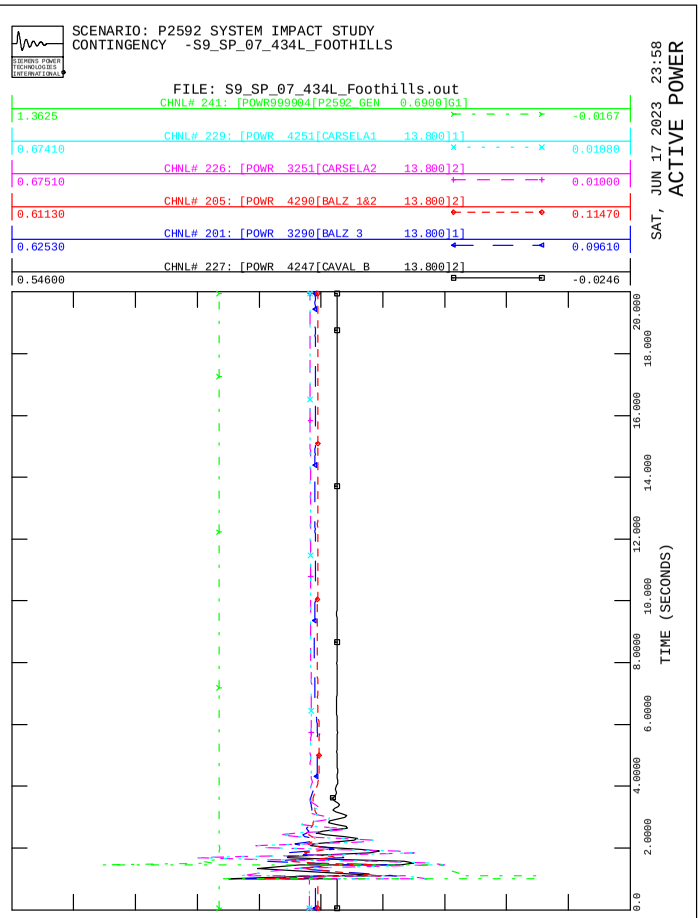
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
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0.67410
0.01080
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.67510
0.01000
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.61130
0.11470
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.62530
0.09610
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.54600
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SAT, JUN 17 2023 23:58
ACTIVE POWER
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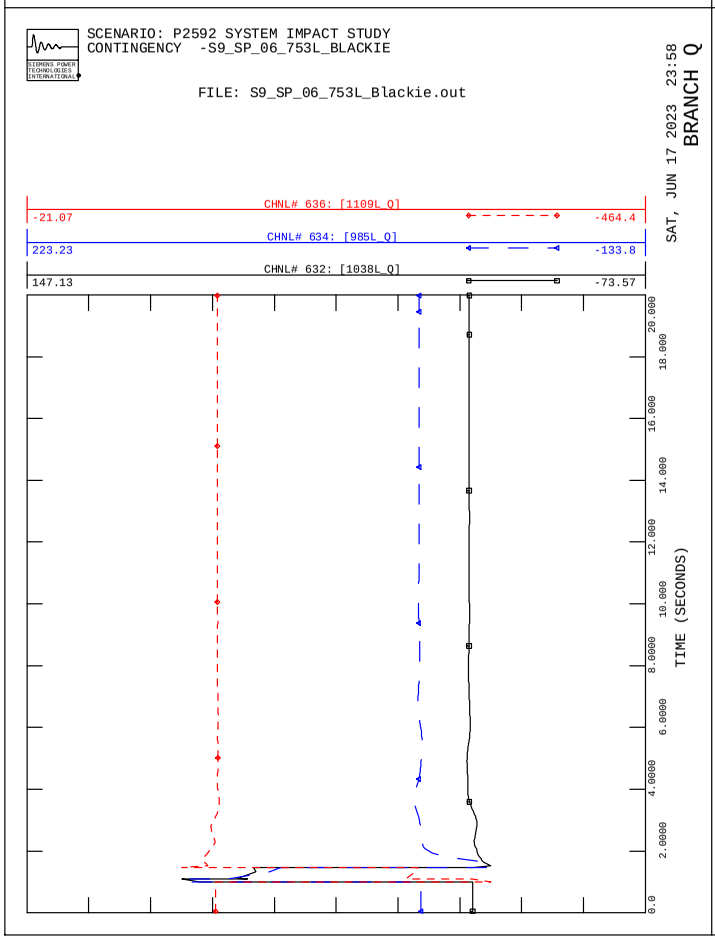
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_06_753L_BLACKIE
FILE: S9_SP_06_753L_Blackie.out
CHNL# 636: [1109L Q]
-21.07
-464.4
CHNL# 634: [985L Q]
223.23
-133.8
CHNL# 632: [1038L Q]
147.13
-73.57
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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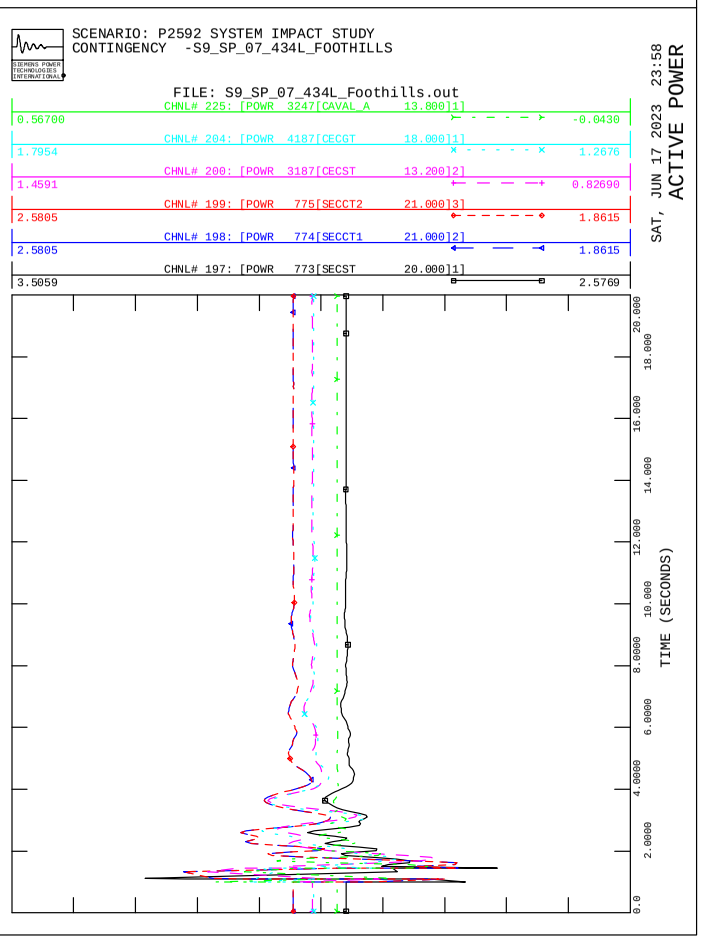
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
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0.56700
-0.0430
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.7954
1.2676
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4591
0.82690
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.5805
1.8615
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.5805
1.8615
CHNL# 197: [POWR 773[SECST 20.000]1]
3.5059
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SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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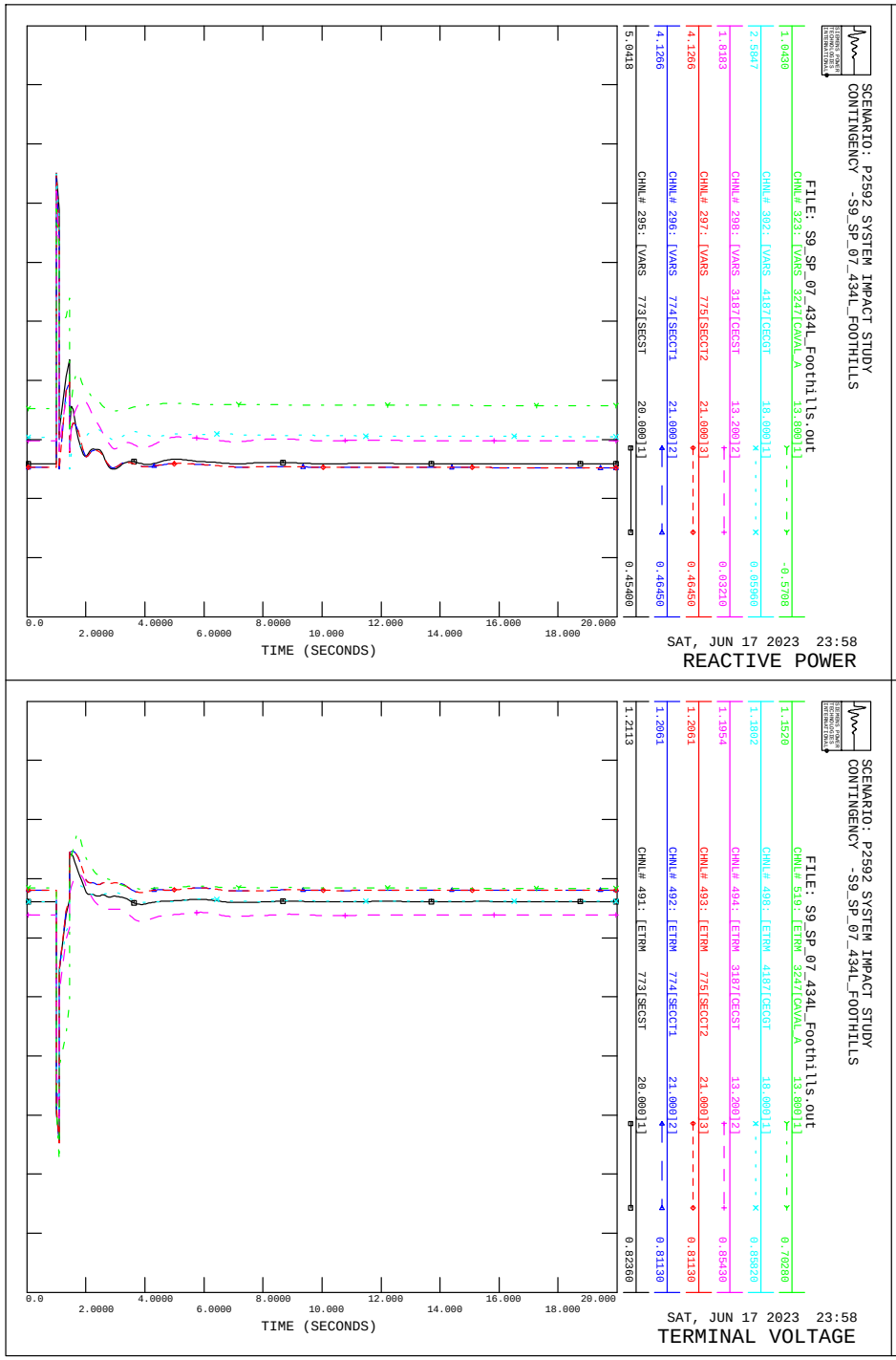
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CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
CHNL# 339: [VAR5999904[P2592_GEN 0.6900[G1] 1.2718 -0.4854
CHNL# 327: [VARS 4251[CARSELA1 13.800[1] 1.6183 -0.9437
CHNL# 324: [VARS 3251[CARSELA2 13.800[2] 1.6143 -0.9393
CHNL# 303: [VARS 4290[BALZ 1&2 13.800[2] 1.1214 -0.1911
CHNL# 299: [VARS 3290[BALZ 3 13.800[1] 1.1452 -0.1951
CHNL# 325: [VARS 4247[CAVAL B 13.800[2] 1.0000 -0.5268
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SAT, JUN 17 2023 23:58
REACTIVE POWER

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800[1] 1.0430 -0.5708
CHNL# 302: [VARS 4187[CEFGT 18.000[1] 2.5847 0.05960
CHNL# 298: [VARS 3187[CECST 13.200[2] 1.8183 0.03210
CHNL# 297: [VARS 775[SECCT2 21.000[3] 4.1266 0.46450
CHNL# 296: [VARS 774[SECCT1 21.000[2] 4.1266 0.46450
CHNL# 295: [VARS 773[SECST 20.000[1] 5.0418 0.45400
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SAT, JUN 17 2023 23:58
REACTIVE POWER

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
CHNL# 535: [ETRM9999904[P2592_GEN 0.6900[G1] 1.3659 0.12690
CHNL# 523: [ETRM 4251[CARSELA1 13.800[1] 1.1842 0.49110
CHNL# 520: [ETRM 3251[CARSELA2 13.800[2] 1.1843 0.49260
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800[2] 1.1840 0.84410
CHNL# 495: [ETRM 3290[BALZ 3 13.800[1] 1.1751 0.81780
CHNL# 521: [ETRM 4247[CAVAL B 13.800[2] 1.1491 0.72020
TIME (SECONDS)
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SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800[1] 1.1520 0.70280
CHNL# 498: [ETRM 4187[CEFGT 18.000[1] 1.1802 0.85820
CHNL# 494: [ETRM 3187[CECST 13.200[2] 1.1954 0.85430
CHNL# 493: [ETRM 775[SECCT2 21.000[3] 1.2061 0.81130
CHNL# 492: [ETRM 774[SECCT1 21.000[2] 1.2061 0.81130
CHNL# 491: [ETRM 773[SECST 20.000[1] 1.2113 0.82360
TIME (SECONDS)
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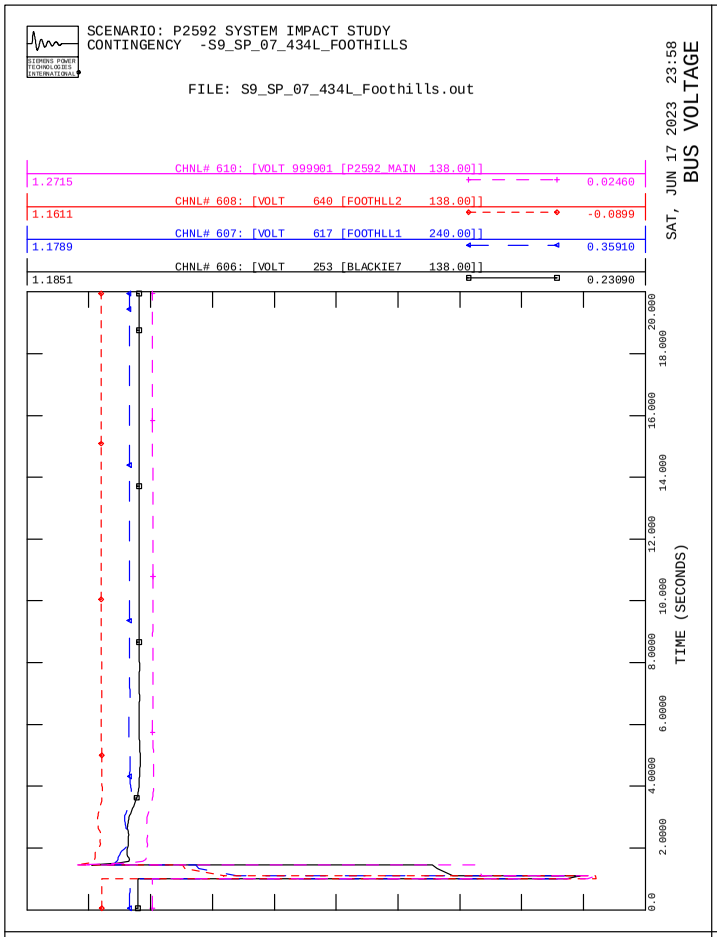
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE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CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2715
0.02460
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1611
-0.0899
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1789
0.35910
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1851
0.23090
TIME (SECONDS)
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8.0000
10.000
12.000
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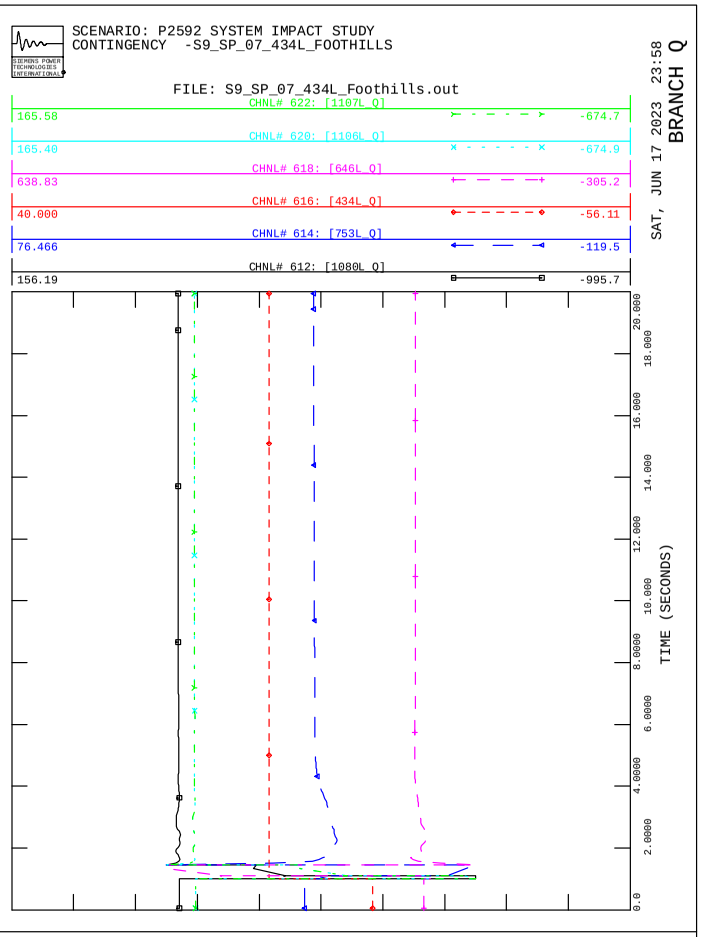
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CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 622: [1107L Q]
165.58
-674.7
CHNL# 620: [1106L Q]
165.40
-674.9
CHNL# 618: [646L Q]
638.83
-305.2
CHNL# 616: [434L Q]
40.000
-56.11
CHNL# 614: [753L Q]
76.466
-119.5
CHNL# 612: [1080L Q]
156.19
-995.7
TIME (SECONDS)
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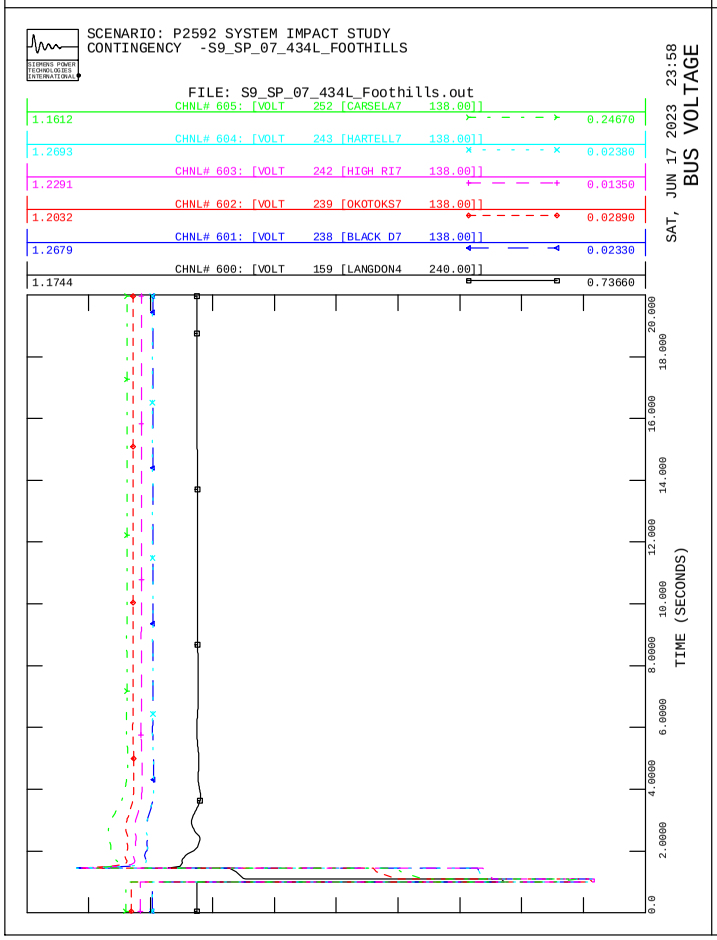
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1612
0.24670
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2693
0.02380
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.2291
0.01350
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.2032
0.02890
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2679
0.02330
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1744
0.73660
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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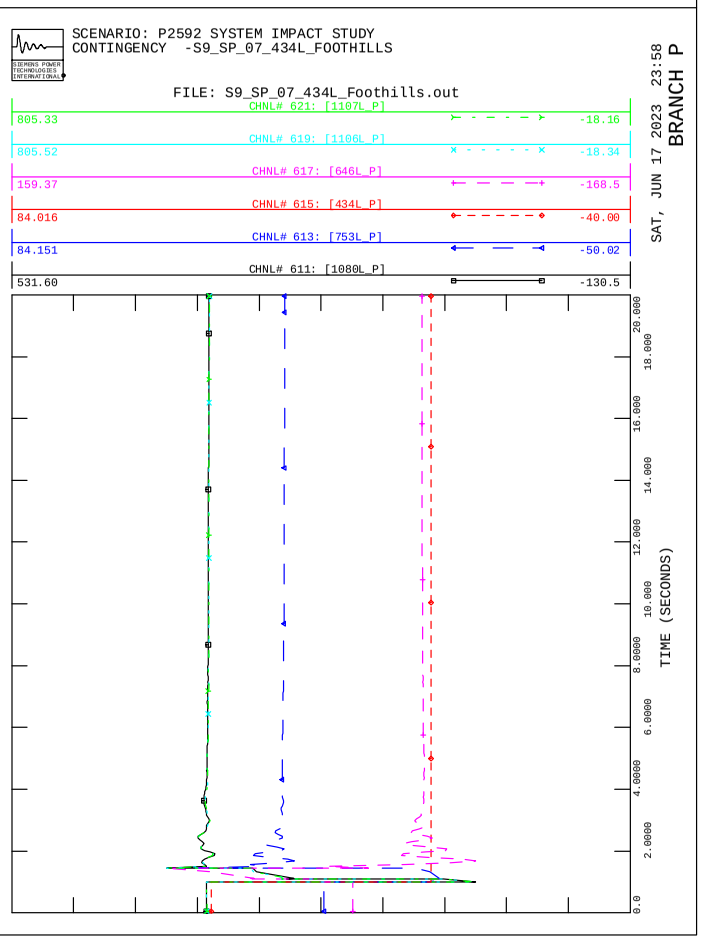
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS
FILE: S9_SP_07_434L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 621: [1107L P]
805.33
-18.16
CHNL# 619: [1106L P]
805.52
-18.34
CHNL# 617: [646L P]
159.37
-168.5
CHNL# 615: [434L P]
84.016
-40.00
CHNL# 613: [753L P]
84.151
-50.02
CHNL# 611: [1080L P]
531.60
-130.5
TIME (SECONDS)
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12.000
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18.000
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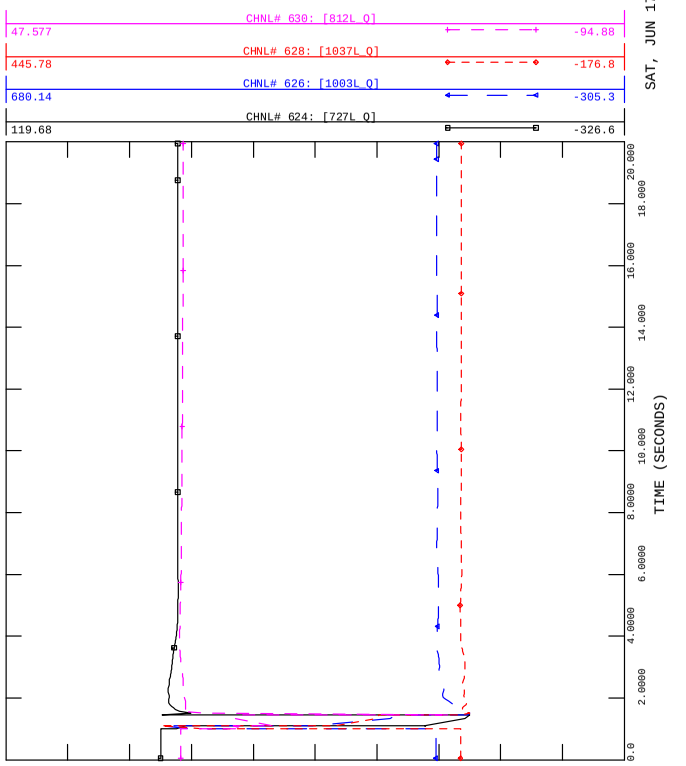
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS

FILE: S9_SP_07_434L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
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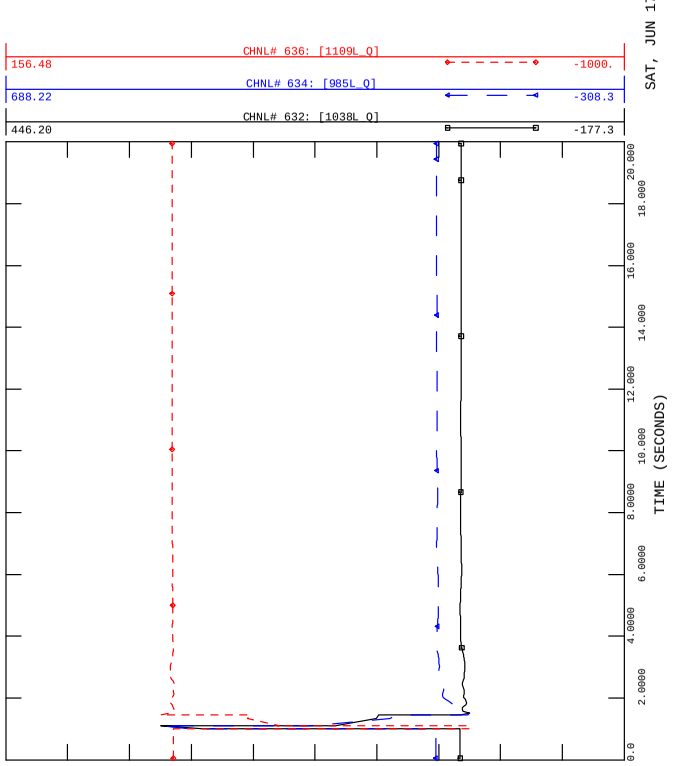

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS

FILE: S9_SP_07_434L_Foothills.out

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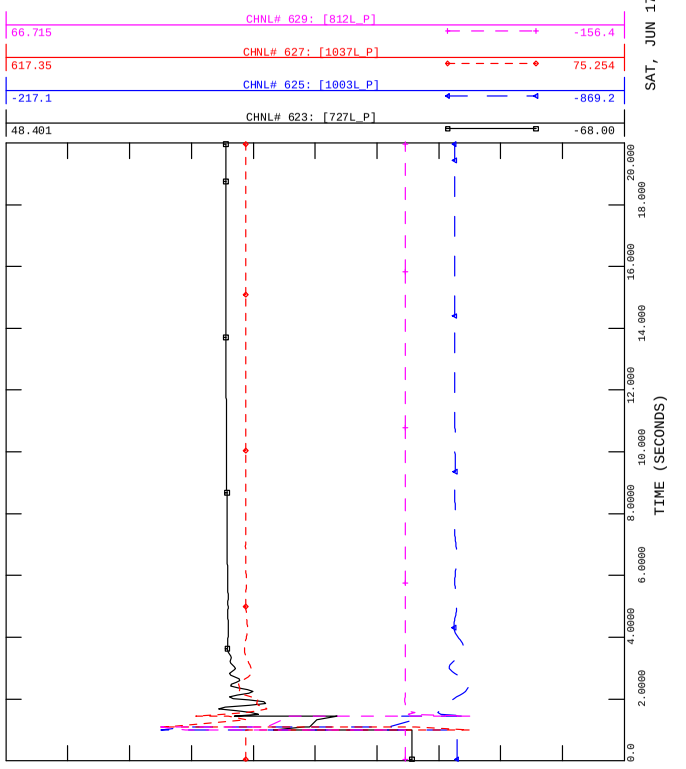

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_07_434L_FOOTHILLS

FILE: S9_SP_07_434L_Foothills.out

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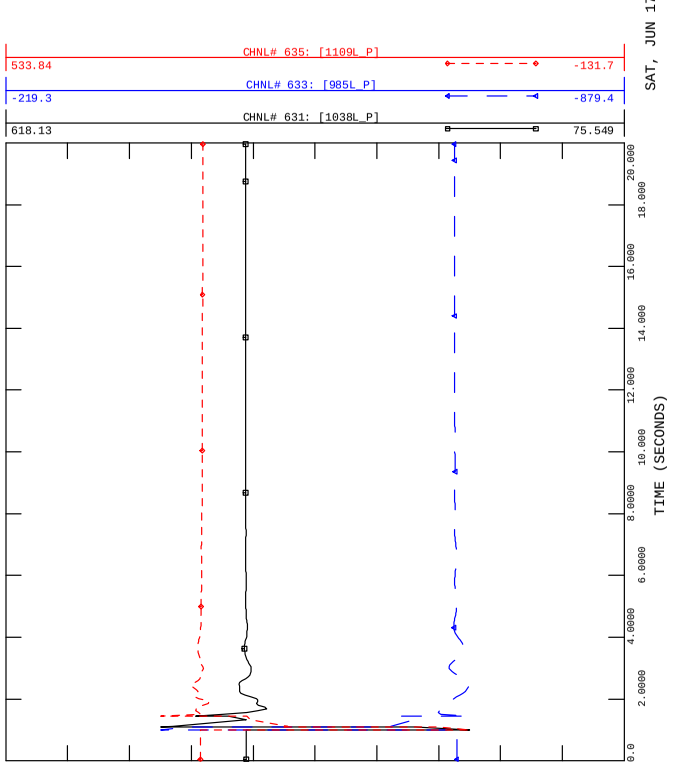

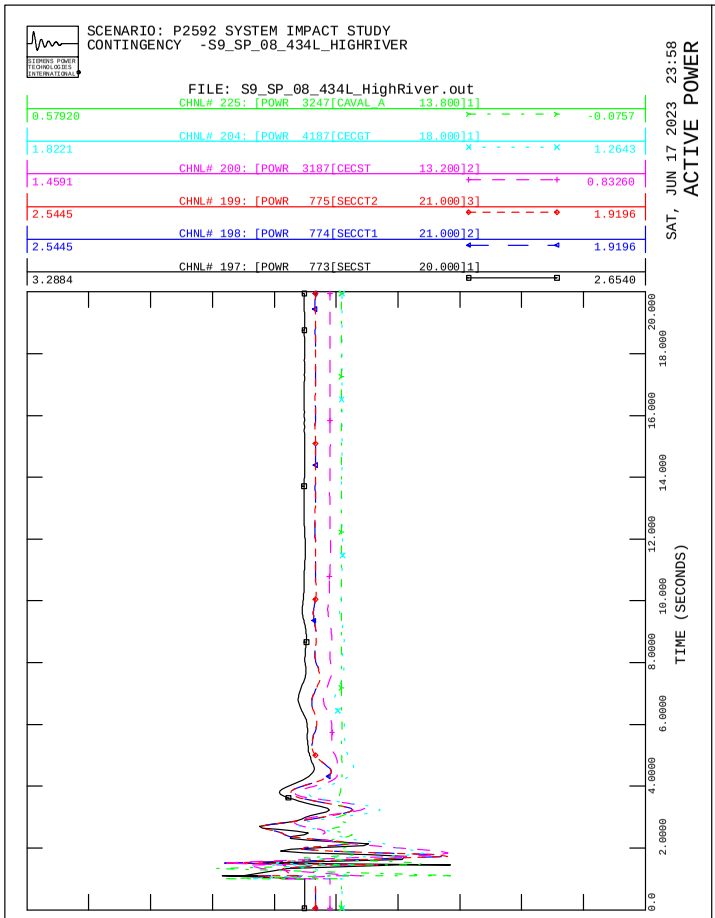
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CONTINGENCY -S9_SP_08_434L_HIGHRIVER
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_08_434L_HighRiver.out
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-0.0757
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8221
1.2643
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4591
0.83260
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.5445
1.9196
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.5445
1.9196
CHNL# 197: [POWR 773[SECST 20.000]1]
3.2884
2.6540
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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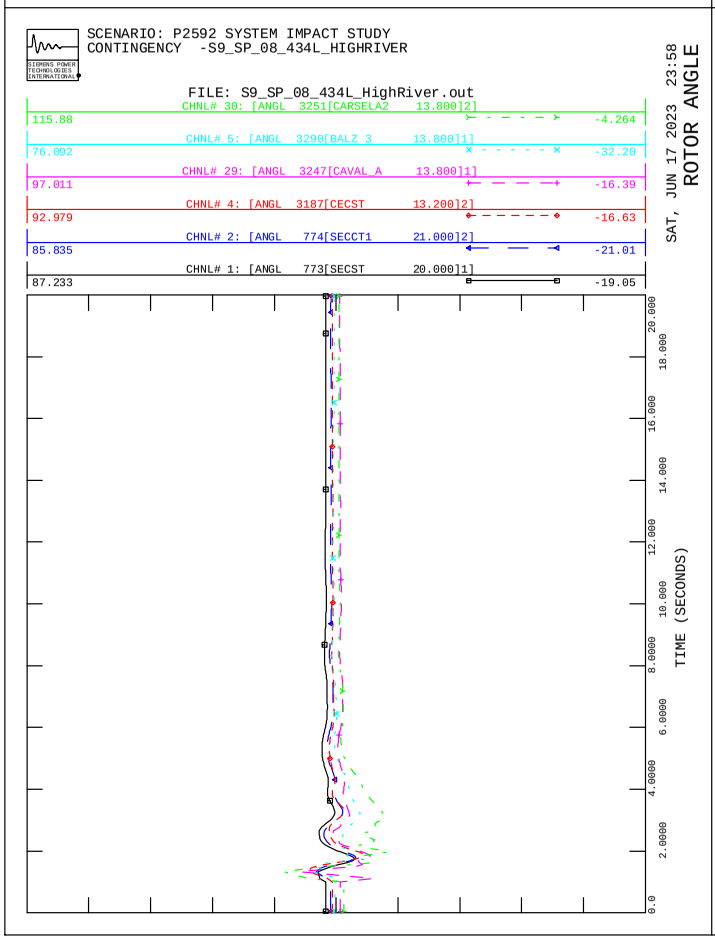
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_08_434L_HighRiver.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
115.88
-4.264
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
76.092
-32.20
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
97.011
-16.39
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.979
-16.63
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
85.835
-21.01
CHNL# 1: [ANGL 773[SECST 20.000]1]
87.233
-19.05
SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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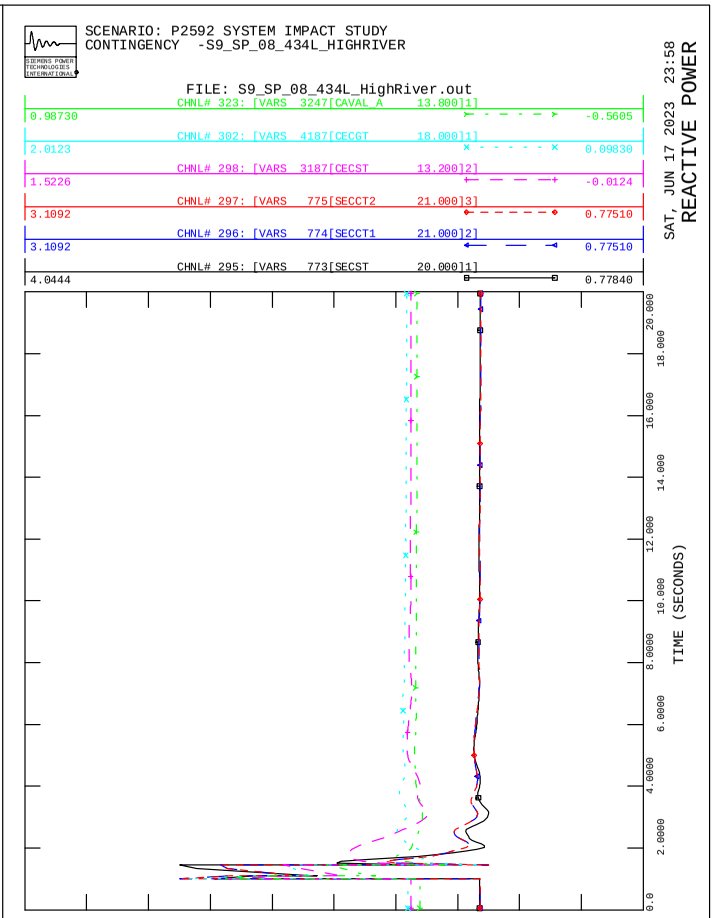
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_08_434L_HighRiver.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
0.98730
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CHNL# 302: [VARS 4187[CECGT 18.000]1]
2.0123
0.09830
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.5226
-0.0124
CHNL# 297: [VARS 775[SECCT2 21.000]3]
3.1092
0.77510
CHNL# 296: [VARS 774[SECCT1 21.000]2]
3.1092
0.77510
CHNL# 295: [VARS 773[SECST 20.000]1]
4.0444
0.77840
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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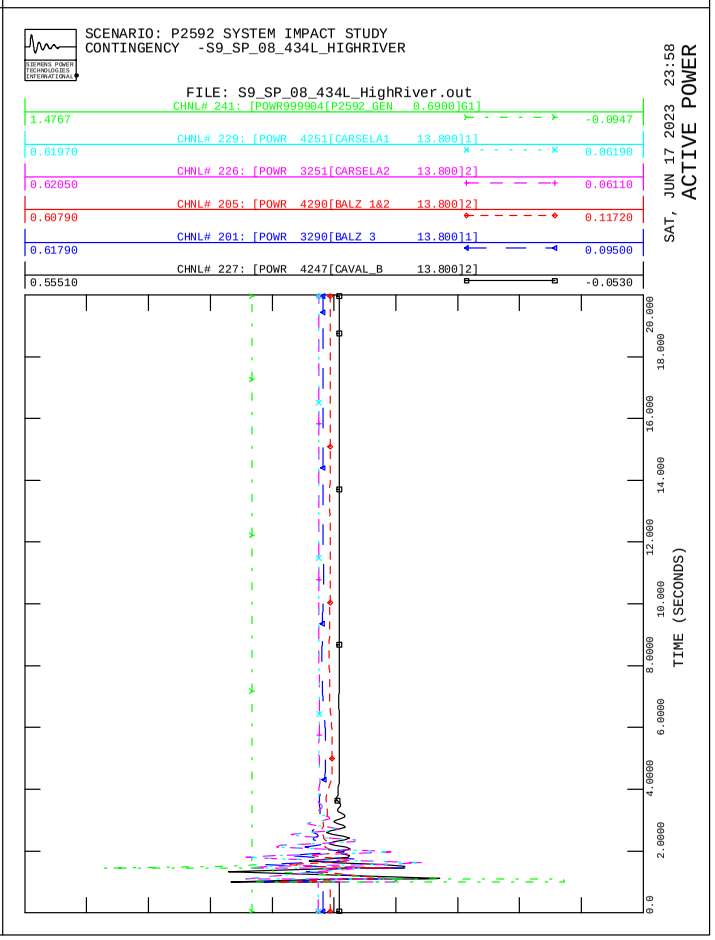
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_08_434L_HighRiver.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.4767
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CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.61970
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CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.62050
0.06110
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.60790
0.11720
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.61790
0.09500
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.55510
-0.0530
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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4.0000
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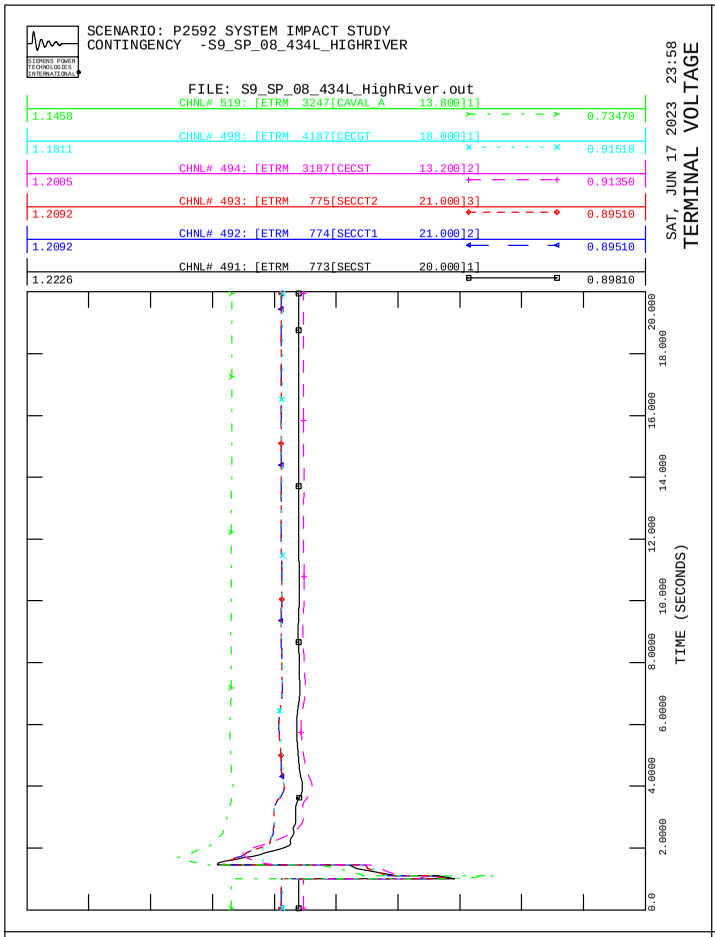
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
FILE: S9_SP_08_434L_HighRiver.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1458 0.73470
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1811 0.91510
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.2005 0.91350
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2092 0.89510
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2092 0.89510
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2226 0.89810
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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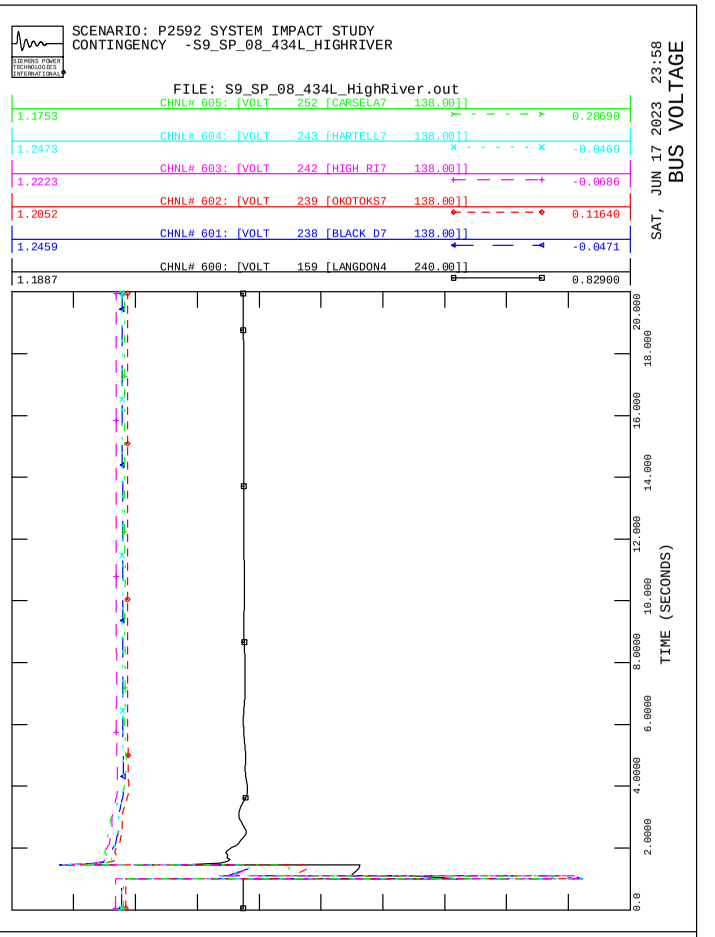
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
FILE: S9_SP_08_434L_HighRiver.out
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CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.2473 -0.0469
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.2223 -0.0686
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.2052 0.11640
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.2459 -0.0471
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1887 0.82900
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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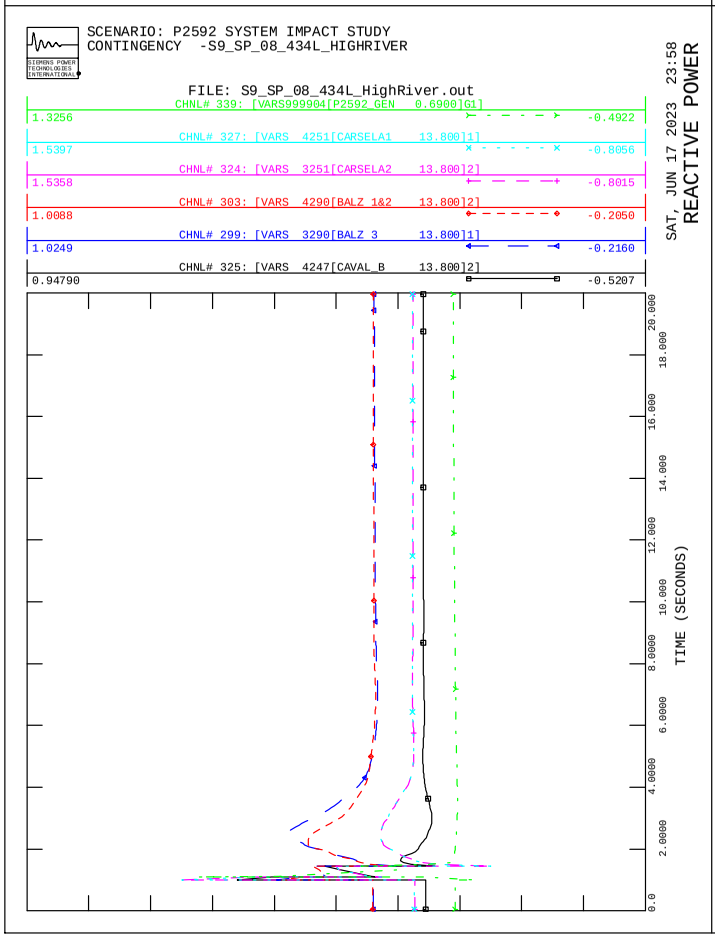
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
FILE: S9_SP_08_434L_HighRiver.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.3256 -0.4922
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.5397 -0.8056
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.5358 -0.8015
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.0088 -0.2050
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.0249 -0.2160
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 0.94790 -0.5207
SAT, JUN 17 2023 23:58
REACTIVE POWER
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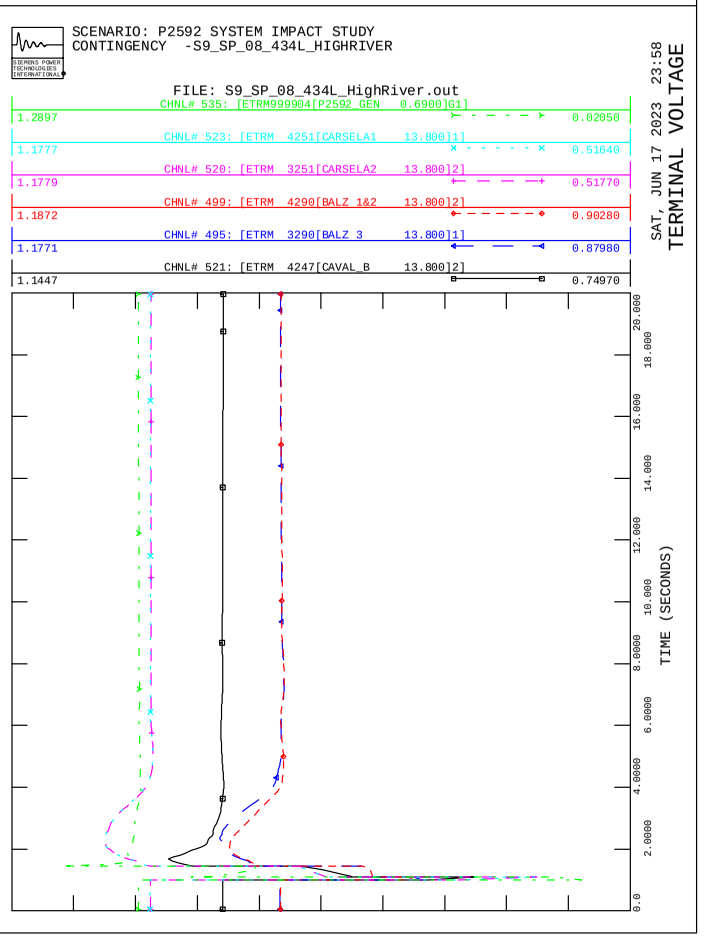
SCENARIO: P2592 SYSTEM IMPACT STUDY
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CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1777 0.51640
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1779 0.51770
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1872 0.90280
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1771 0.87980
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SAT, JUN 17 2023 23:58
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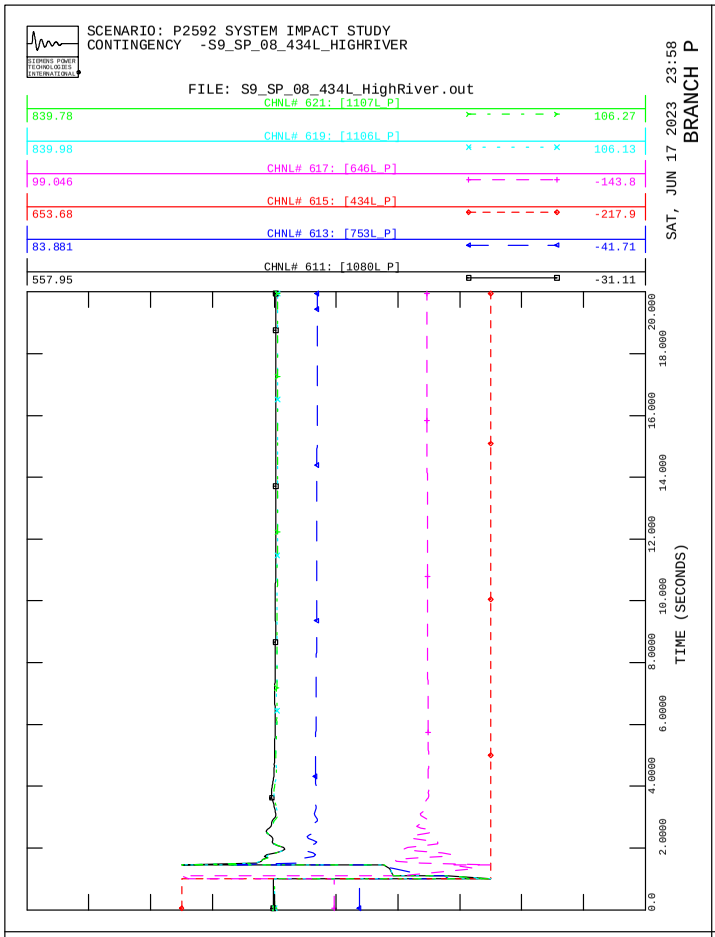
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CONTINGENCY -S9_SP_08_434L_HIGHRIVER
FILE: S9_SP_08_434L_HighRiver.out
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106.27
CHNL# 619: [1106L_P]
839.98
106.13
CHNL# 617: [646L_P]
99.046
-143.8
CHNL# 615: [434L_P]
653.68
-217.9
CHNL# 613: [753L_P]
83.881
-41.71
CHNL# 611: [1080L_P]
557.95
-31.11
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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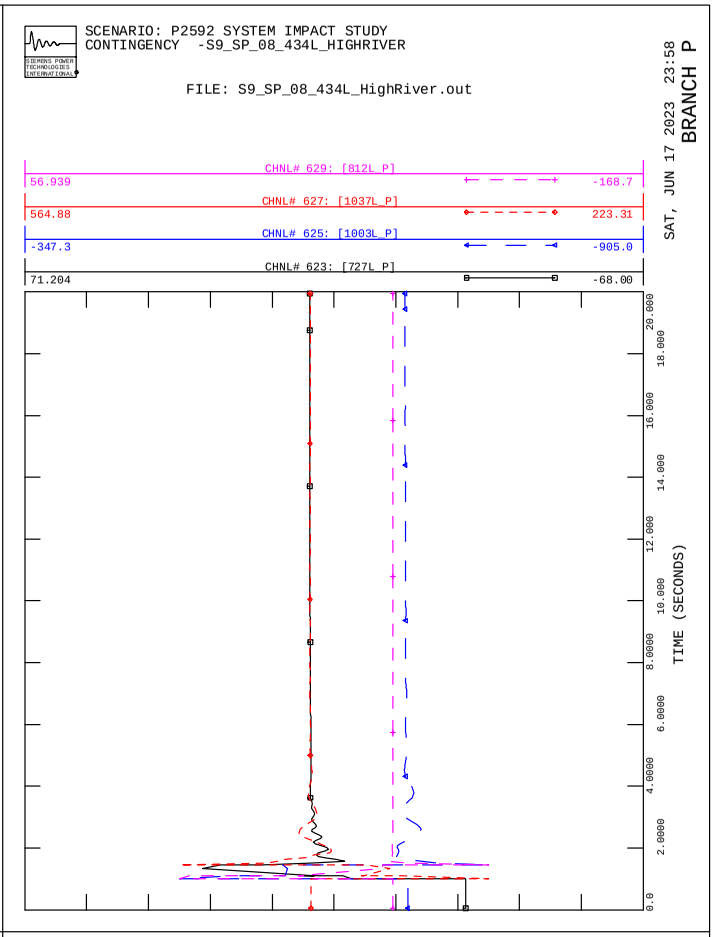
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CONTINGENCY -S9_SP_08_434L_HIGHRIVER
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-168.7
CHNL# 627: [1037L_P]
564.88
223.31
CHNL# 625: [1003L_P]
-347.3
-905.0
CHNL# 623: [727L_P]
71.204
-68.00
SAT, JUN 17 2023 23:58
BRANCH P
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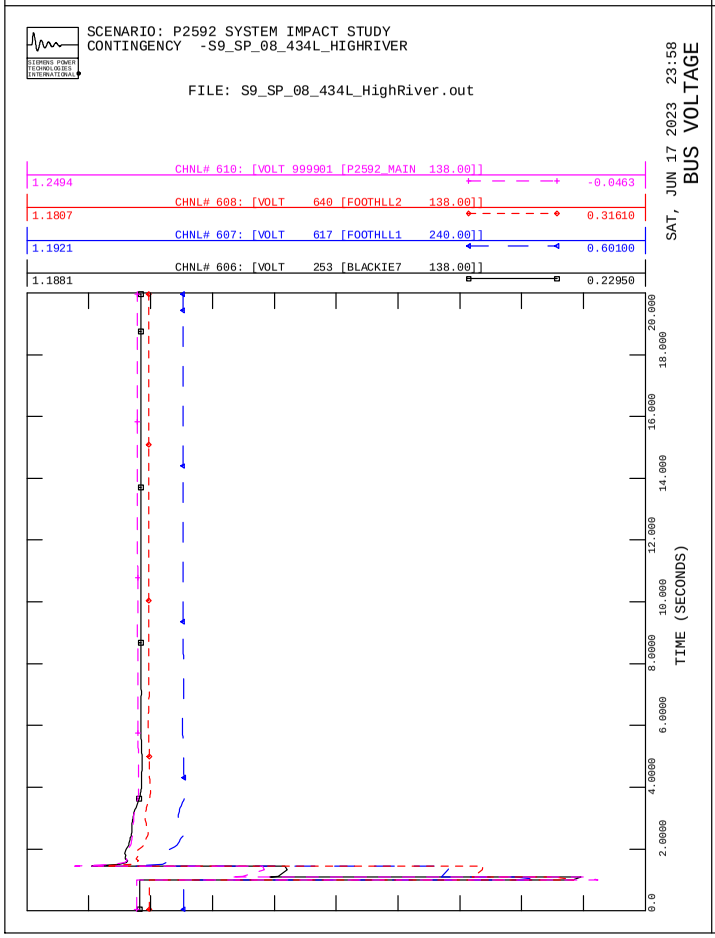
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
FILE: S9_SP_08_434L_HighRiver.out
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CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1807
0.31610
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1921
0.60100
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1881
0.22950
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BUS VOLTAGE
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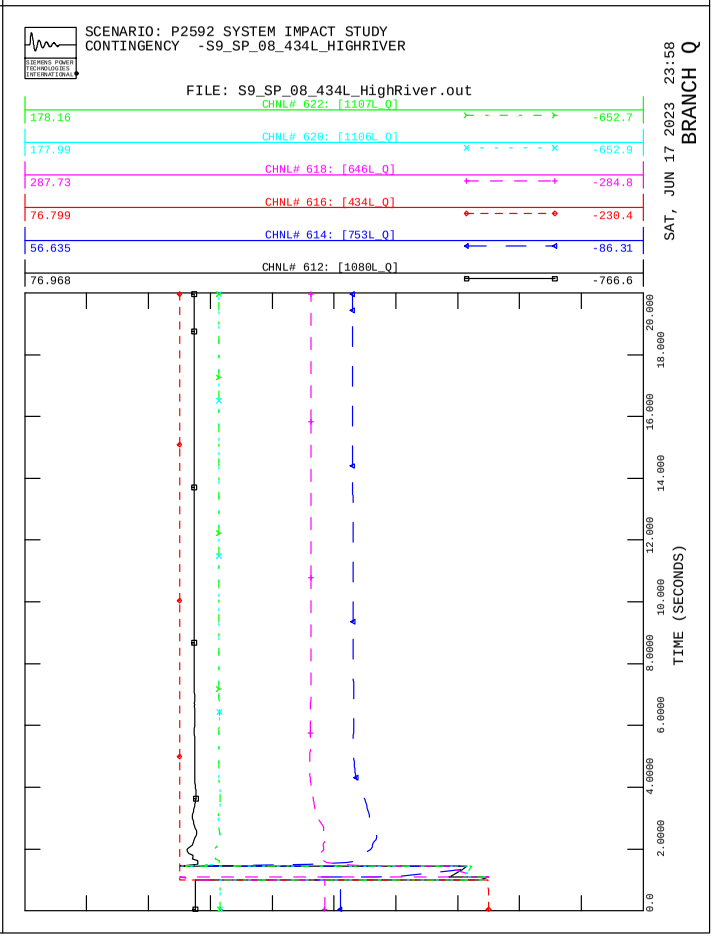
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER
FILE: S9_SP_08_434L_HighRiver.out
CHNL# 622: [1107L_Q]
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CHNL# 620: [1106L_Q]
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CHNL# 618: [646L_Q]
287.73
-284.8
CHNL# 616: [434L_Q]
76.799
-230.4
CHNL# 614: [753L_Q]
56.635
-86.31
CHNL# 612: [1080L_Q]
76.968
-766.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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2.0000
4.0000
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10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER

FILE: S9_SP_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 635: [1109L P] 560.25 -31.70
CHNL# 633: [985L P] -351.1 -915.6
CHNL# 631: [1038L P] 565.50 223.76

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS

FILE: S9_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 122.77 -4.735
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 76.283 -31.51
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 95.623 -17.41
CHNL# 4: [ANGL 3187[CECST 13.200]2] 92.200 -15.32
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 85.108 -20.39
CHNL# 1: [ANGL 773[SECST 20.000]1] 87.514 -18.11

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER

FILE: S9_SP_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 630: [812L Q] 48.039 -104.7
CHNL# 628: [1037L Q] 324.96 -135.2
CHNL# 626: [1003L Q] 480.62 -248.9
CHNL# 624: [727L Q] 129.10 -76.03

TIME (SECONDS)

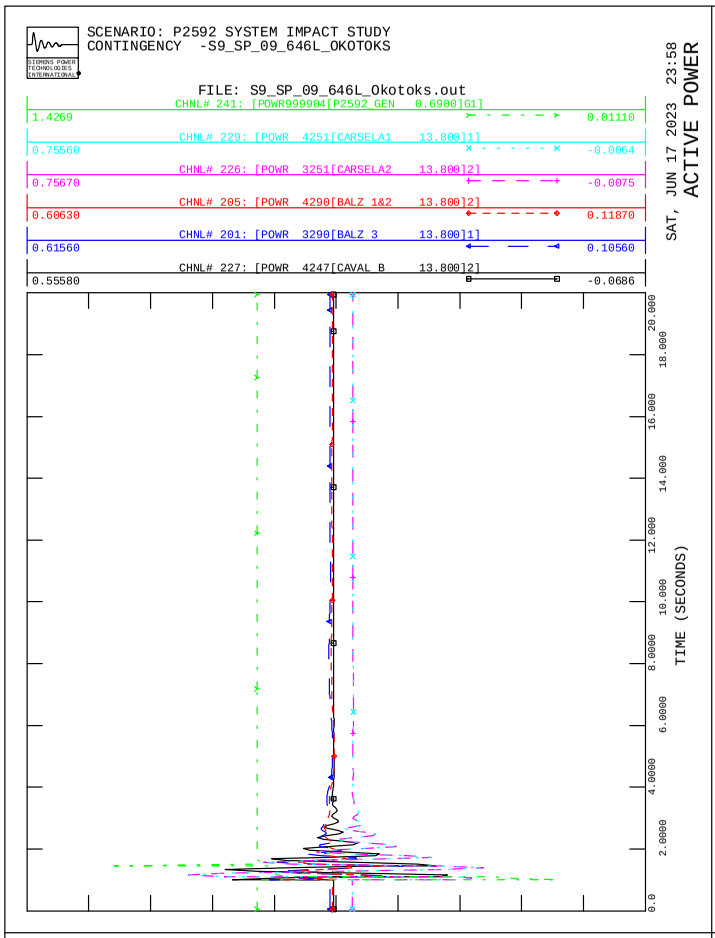
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_08_434L_HIGHRIVER

FILE: S9_SP_08_434L_HighRiver.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 636: [1109L Q] 76.925 -769.7
CHNL# 634: [985L Q] 486.50 -251.3
CHNL# 632: [1038L Q] 325.14 -135.6

TIME (SECONDS)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CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
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0.01110
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.75560
-0.0064
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.75670
-0.0075
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.60630
0.11870
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.61560
0.10560
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.55580
-0.0686
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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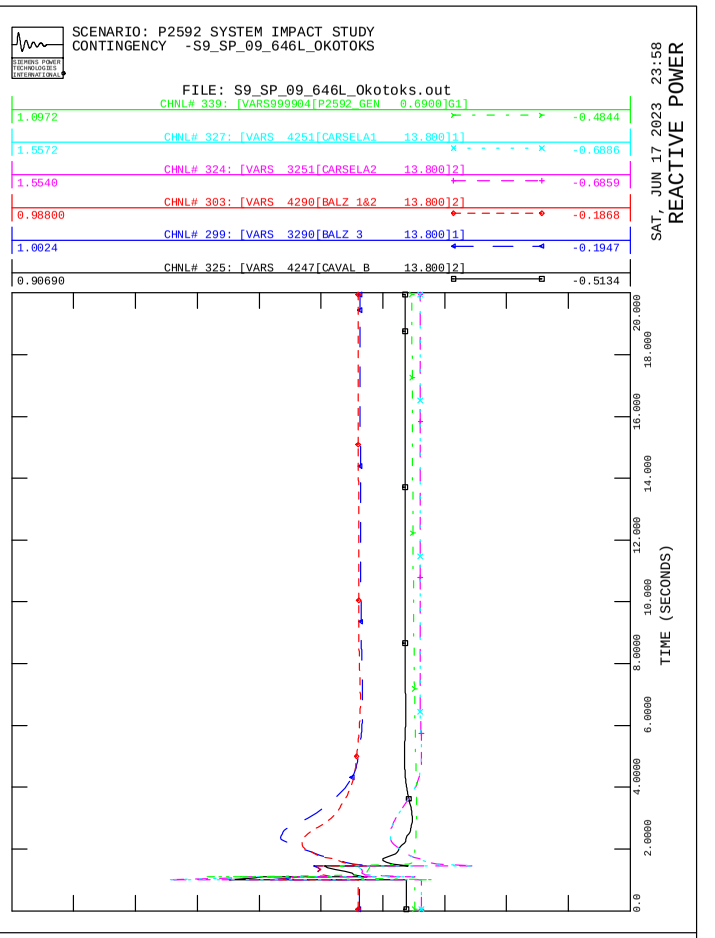
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
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CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5572
-0.6886
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5540
-0.6859
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
0.98800
-0.1868
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.0024
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CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
0.90690
-0.5134
SAT, JUN 17 2023 23:58
REACTIVE POWER
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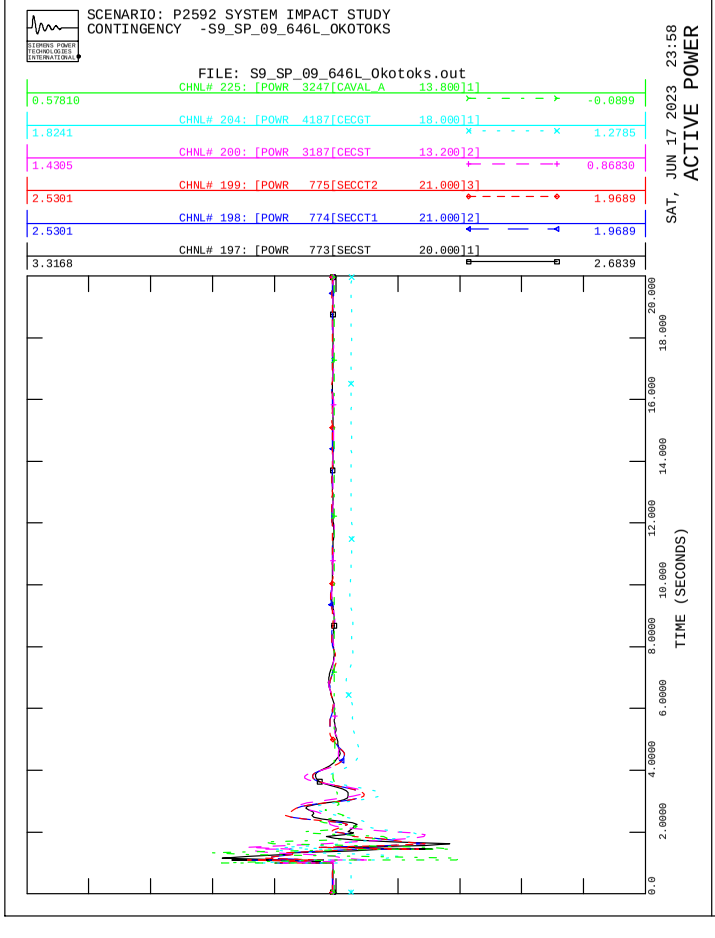
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CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
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CHNL# 204: [POWR 4187[CECGT 18.000]1]
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1.2785
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4305
0.86830
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.5301
1.9689
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.5301
1.9689
CHNL# 197: [POWR 773[SECST 20.000]1]
3.3168
2.6839
SAT, JUN 17 2023 23:58
ACTIVE POWER
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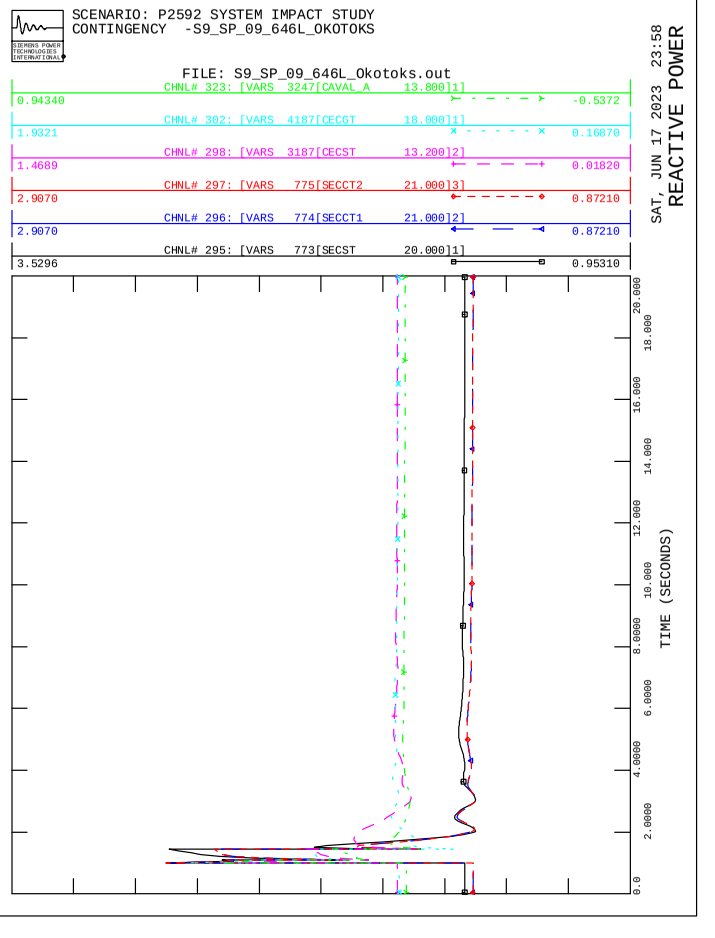
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CONTINGENCY -S9_SP_09_646L_OKOTOKS
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0.16870
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.4689
0.01820
CHNL# 297: [VARS 775[SECCT2 21.000]3]
2.9070
0.87210
CHNL# 296: [VARS 774[SECCT1 21.000]2]
2.9070
0.87210
CHNL# 295: [VARS 773[SECST 20.000]1]
3.5296
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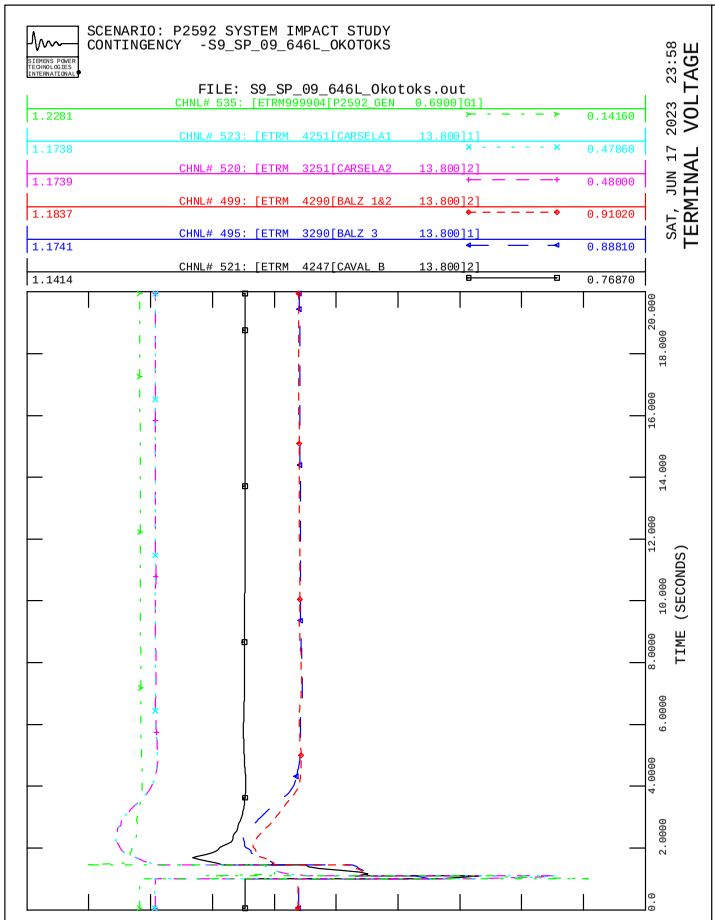
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
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CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1738
0.47860
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1739
0.48000
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1837
0.91020
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1741
0.88810
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1414
0.76870
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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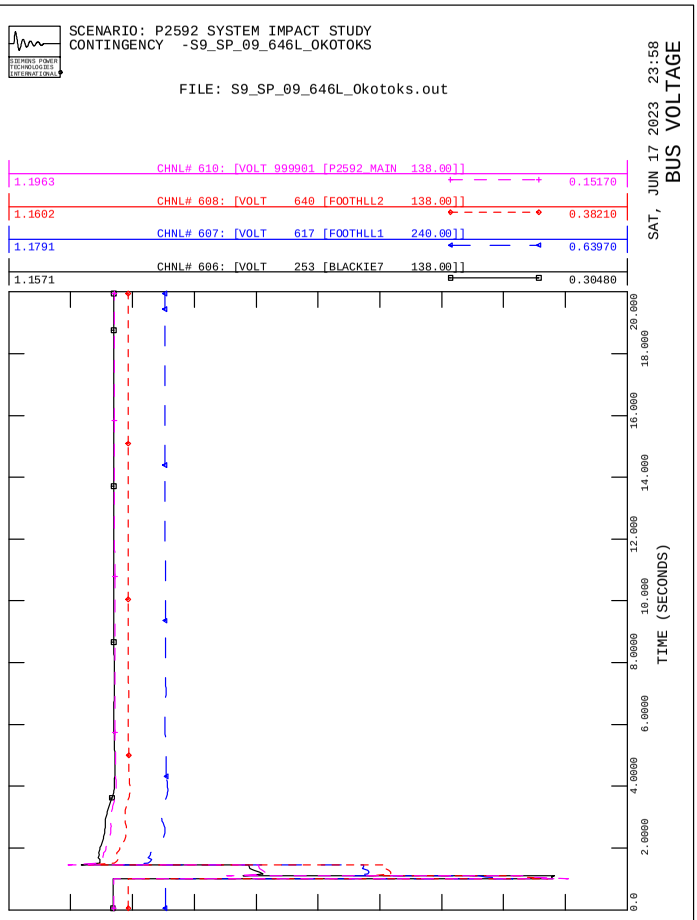
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
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CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1602
0.38210
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1791
0.63970
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1571
0.30480
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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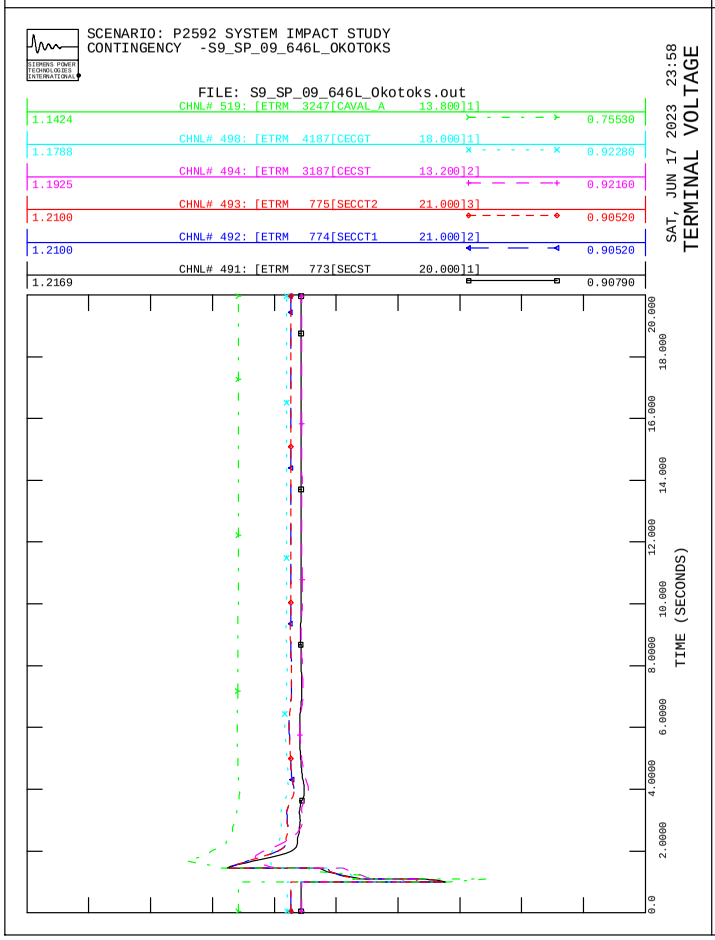
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
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CHNL# 498: [ETRM 4187[CECGT 18.000]1]
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CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1925
0.92160
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2100
0.90520
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2100
0.90520
CHNL# 491: [ETRM 773[SECST 20.000]1]
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SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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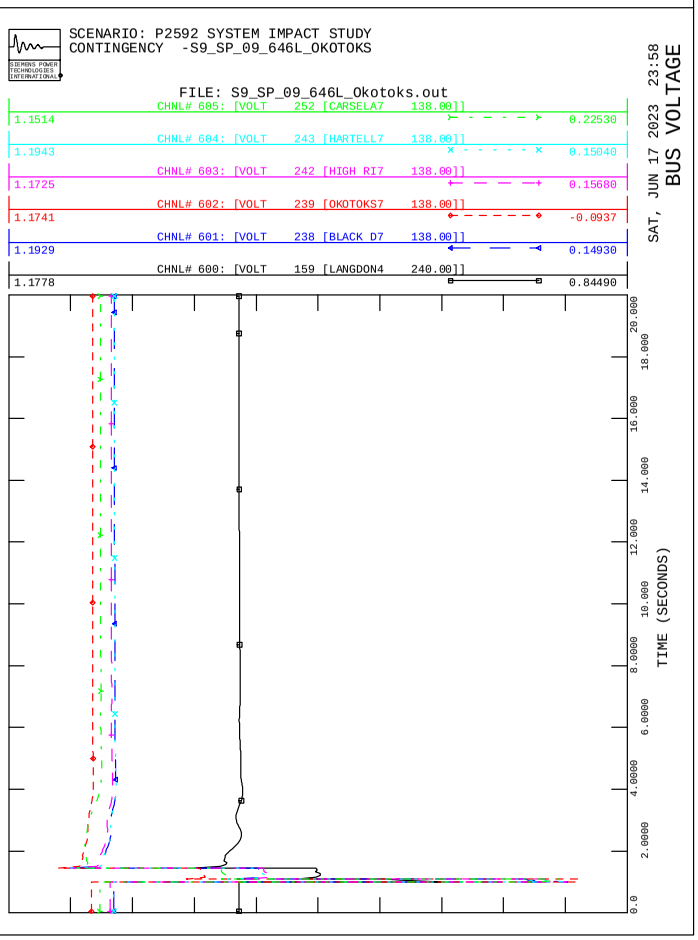
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
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CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1514
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CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1943
0.15040
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1725
0.15680
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1741
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CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
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CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
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SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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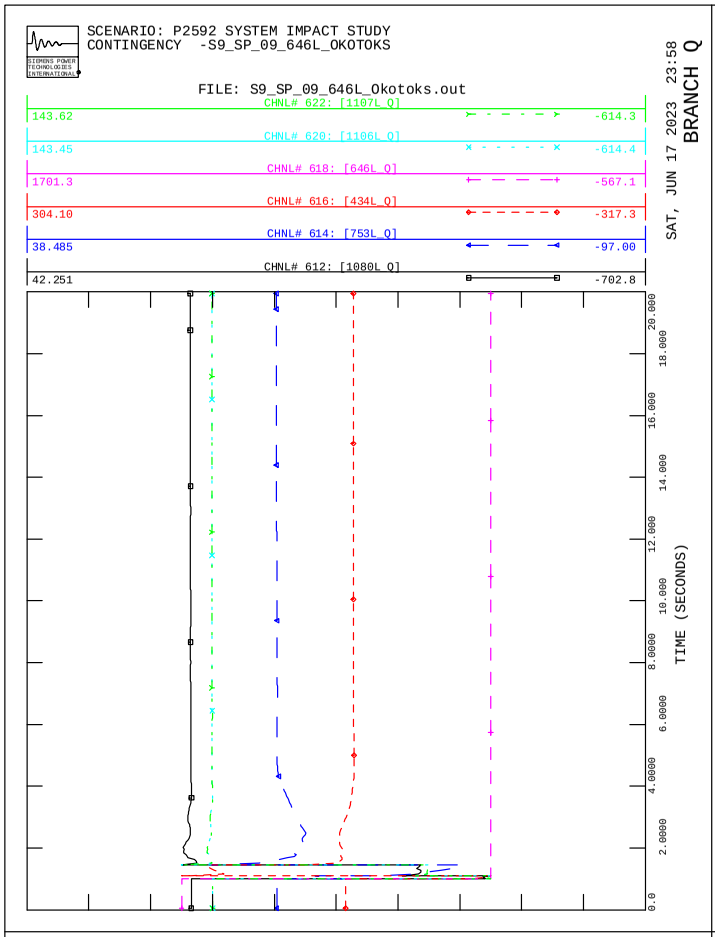
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
CHNL# 622: [1107L Q]
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-614.3
CHNL# 620: [1106L Q]
143.45
-614.4
CHNL# 618: [646L Q]
1701.3
-567.1
CHNL# 616: [434L Q]
304.10
-317.3
CHNL# 614: [753L Q]
38.485
-97.00
CHNL# 612: [1080L Q]
42.251
-702.8
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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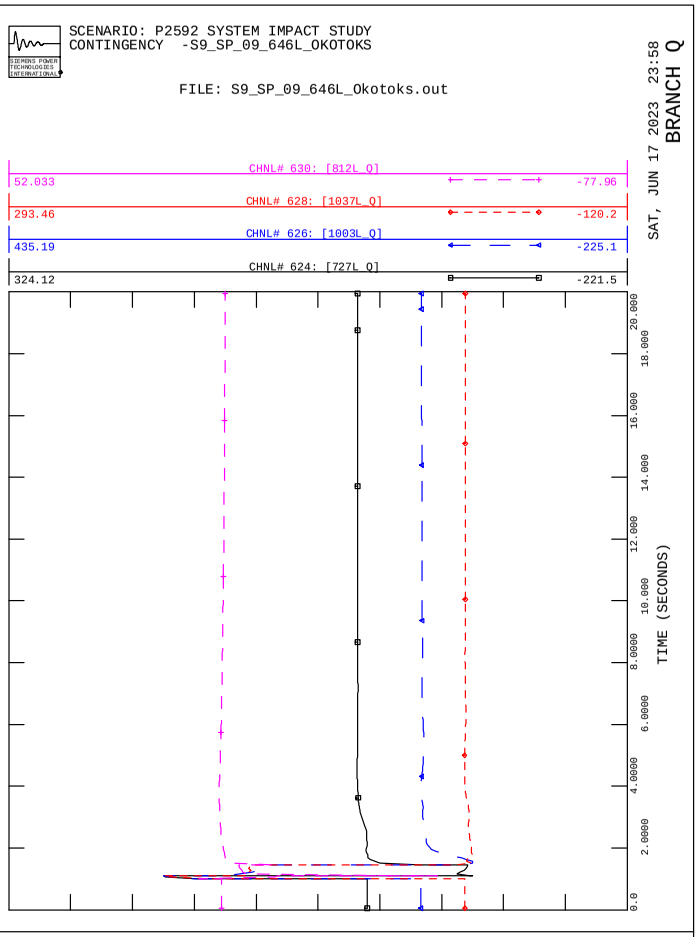
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
CHNL# 630: [812L Q]
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-77.96
CHNL# 628: [1037L Q]
293.46
-120.2
CHNL# 626: [1003L Q]
435.19
-225.1
CHNL# 624: [727L Q]
324.12
-221.5
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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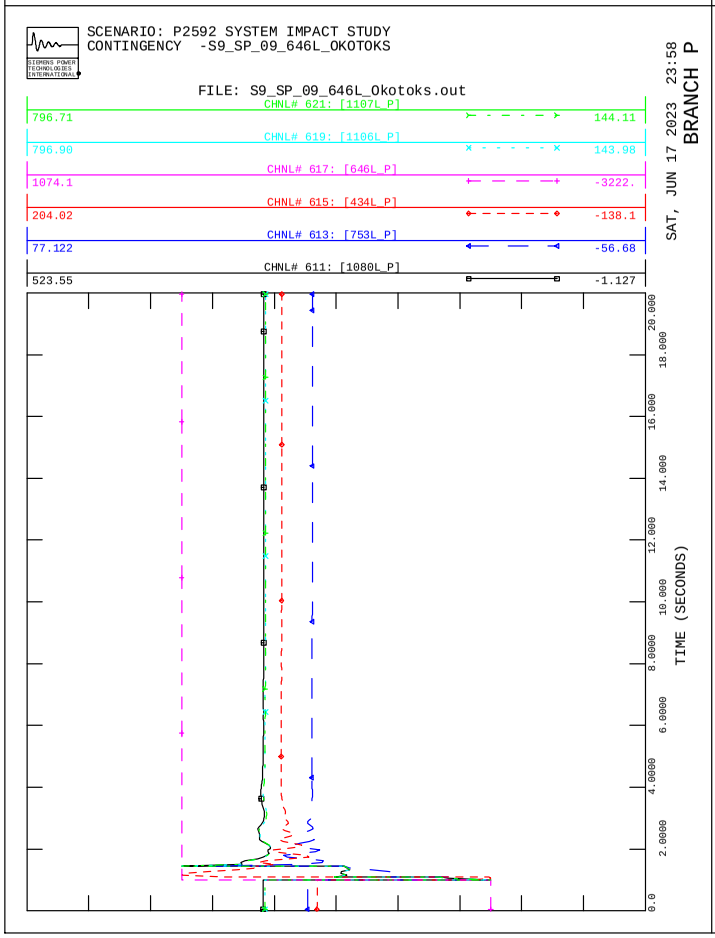
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CONTINGENCY -S9_SP_09_646L_OKOTOKS
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CHNL# 619: [1106L P]
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CHNL# 617: [646L P]
1074.1
-3222.
CHNL# 615: [434L P]
204.02
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CHNL# 613: [753L P]
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-56.68
CHNL# 611: [1080L P]
523.55
-1.127
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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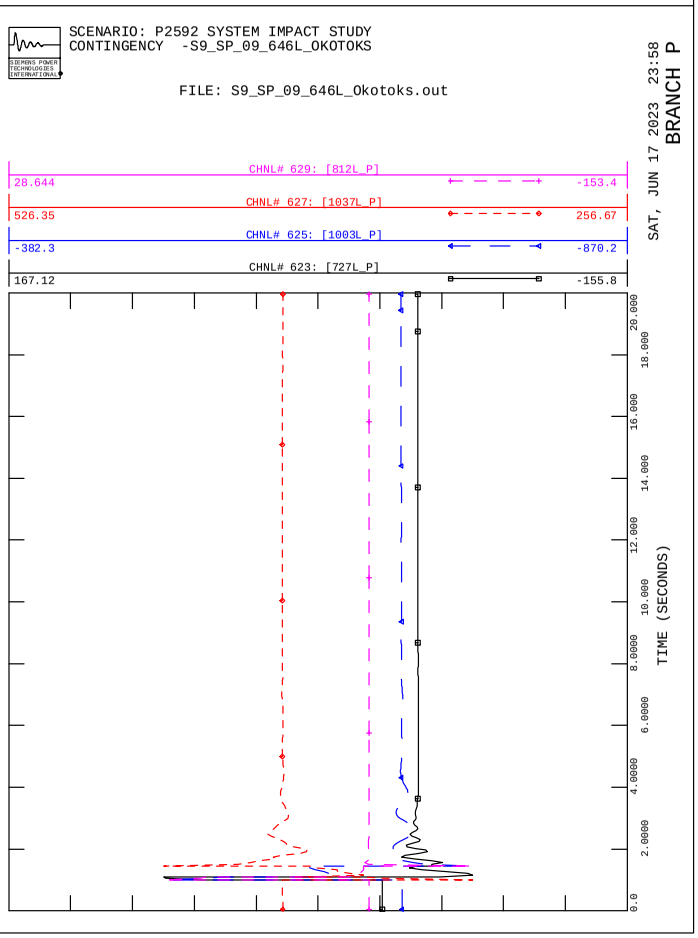
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS
FILE: S9_SP_09_646L_Okotoks.out
CHNL# 629: [812L P]
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-153.4
CHNL# 627: [1037L P]
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CHNL# 625: [1003L P]
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CHNL# 623: [727L P]
167.12
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SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS

FILE: S9_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH Q

CHNL# 636: [1109L Q] 42.090 -705.6
CHNL# 634: [985L Q] 440.57 -227.2
CHNL# 632: [1038L Q] 293.58 -120.6

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.56420 -0.0567
CHNL# 204: [POWR 4187[CECGT 18.000]1] 1.8076 1.2557
CHNL# 200: [POWR 3187[CECST 13.200]2] 1.4500 0.84010
CHNL# 199: [POWR 775[SECCT2 21.000]3] 2.6150 1.8750
CHNL# 198: [POWR 774[SECCT1 21.000]2] 2.6150 1.8750
CHNL# 197: [POWR 773[SECST 20.000]1] 3.4784 2.6176

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_09_646L_OKOTOKS

FILE: S9_SP_09_646L_Okotoks.out

SAT, JUN 17 2023 23:58 BRANCH P

CHNL# 635: [1109L P] 525.68 -1.564
CHNL# 633: [985L P] -386.5 -880.4
CHNL# 631: [1038L P] 526.93 257.14

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 117.48 -5.608
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 75.519 -32.06
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 93.629 -18.93
CHNL# 4: [ANGL 3187[CECST 13.200]2] 92.586 -15.54
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 86.581 -21.31
CHNL# 1: [ANGL 773[SECST 20.000]1] 88.167 -18.59

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 323: [VARS 3247[CAVAL_A 13.800]1] 1.0501 -0.5251
CHNL# 302: [VARS 4187[CECGT 18.000]1] 2.5592 0.10730
CHNL# 298: [VARS 3187[CECST 13.200]2] 1.8134 -0.0713
CHNL# 297: [VARS 775[SECCT2 21.000]3] 4.2426 0.07140
CHNL# 296: [VARS 774[SECCT1 21.000]2] 4.2426 0.07140
CHNL# 295: [VARS 773[SECST 20.000]1] 5.0497 0.37430

TIME (SECONDS)

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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1459 0.70100
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1795 0.85900
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1928 0.85520
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2031 0.81270
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2031 0.81270
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2078 0.82490

TIME (SECONDS)

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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

ACTIVE POWER

CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1] 1.4238 -0.1154
CHNL# 229: [POWR 4251[CARSELA1 13.800]1] 0.64430 0.00190
CHNL# 226: [POWR 3251[CARSELA2 13.800]2] 0.64440 0.00170
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2] 0.61150 0.09920
CHNL# 201: [POWR 3290[BALZ 3 13.800]1] 0.62550 0.07730
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2] 0.54280 -0.0368

TIME (SECONDS)

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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.2342 -0.4938
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.5935 -0.8317
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.5897 -0.8279
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.1196 -0.1782
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.1433 -0.1872
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 1.0067 -0.5164

TIME (SECONDS)

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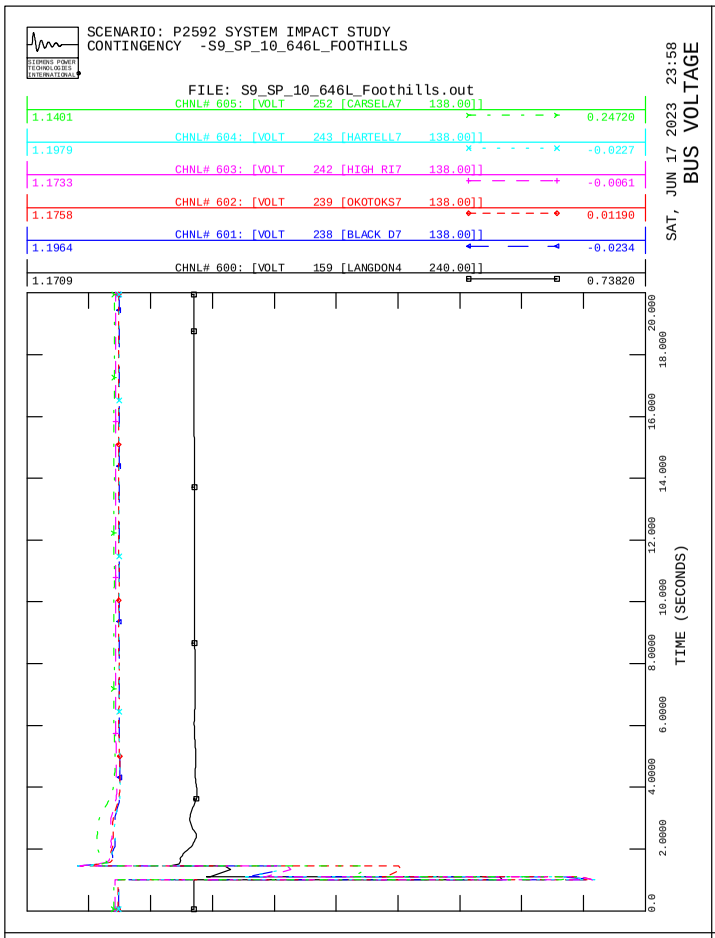
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CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1979
-0.0227
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1733
-0.0061
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1758
0.01190
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1964
-0.0234
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1709
0.73820
SAT, JUN 17 2023 23:58
BUS VOLTAGE
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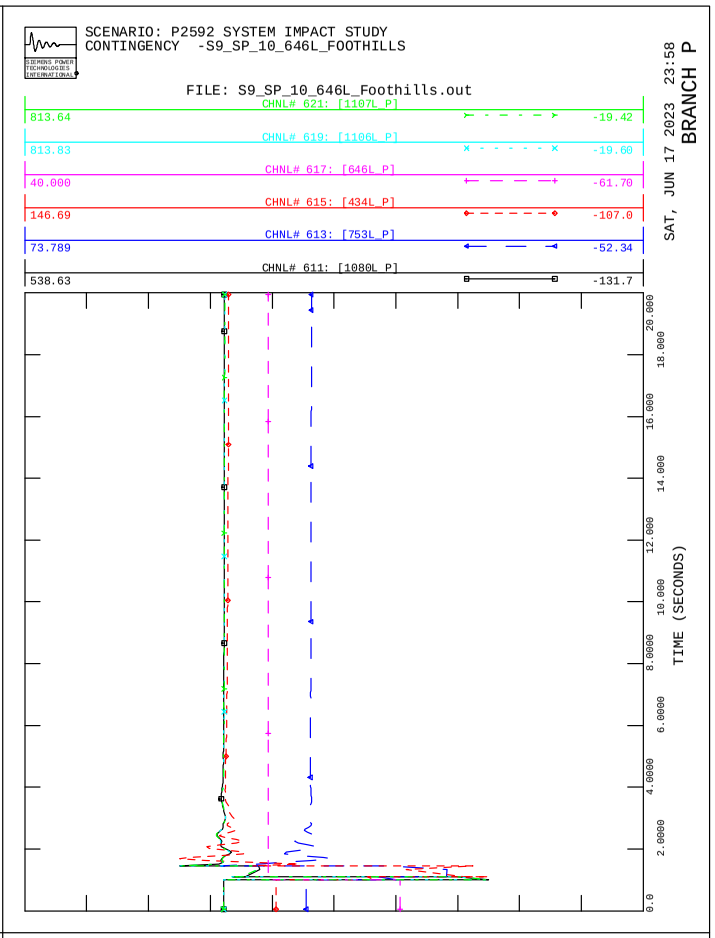
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CONTINGENCY -S9_SP_10_646L_FOOTHILLS
FILE: S9_SP_10_646L_Foothills.out
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CHNL# 619: [1106L_P]
813.83
-19.60
CHNL# 617: [646L_P]
40.000
-61.70
CHNL# 615: [434L_P]
146.69
-107.0
CHNL# 613: [753L_P]
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-52.34
CHNL# 611: [1080L_P]
538.63
-131.7
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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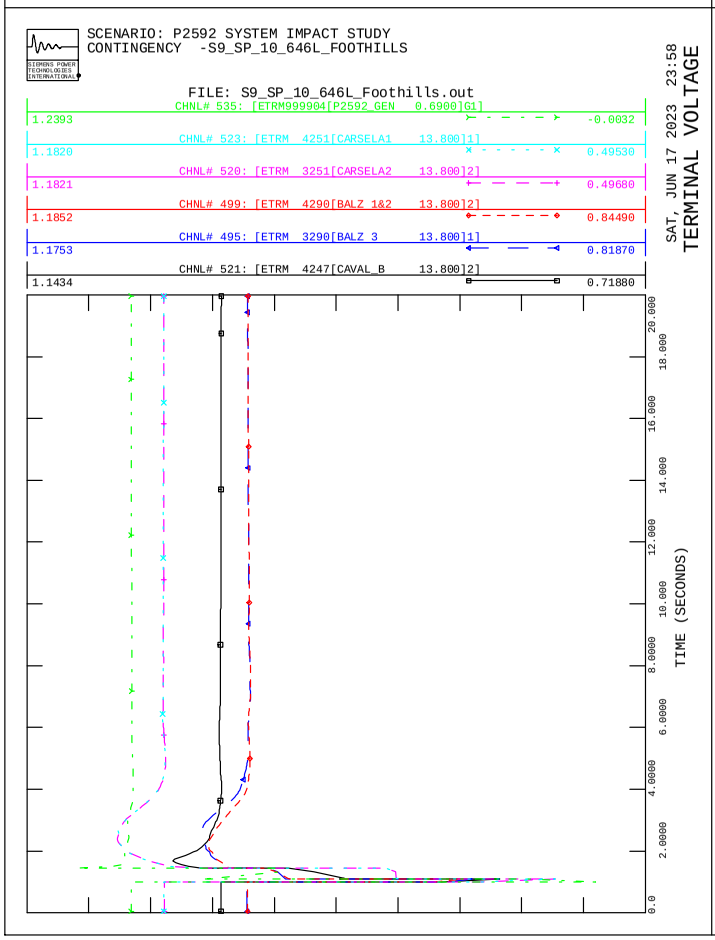
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CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1820
0.49530
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1821
0.49680
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1852
0.84490
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1753
0.81870
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1434
0.71880
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
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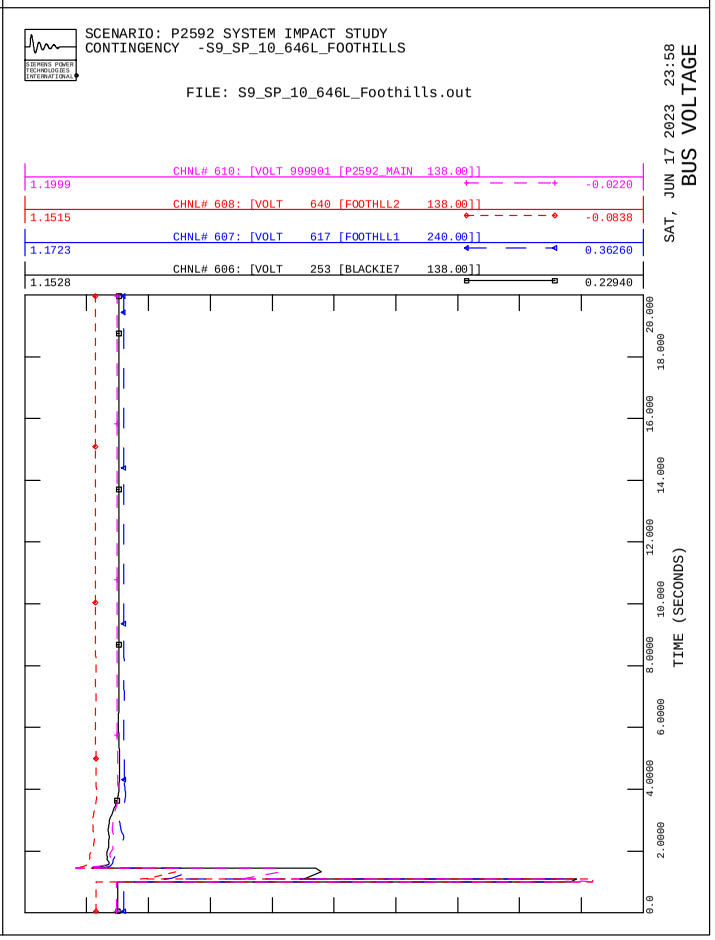
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CONTINGENCY -S9_SP_10_646L_FOOTHILLS
FILE: S9_SP_10_646L_Foothills.out
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1.1999
-0.0220
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1515
-0.0838
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1723
0.36260
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1528
0.22940
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
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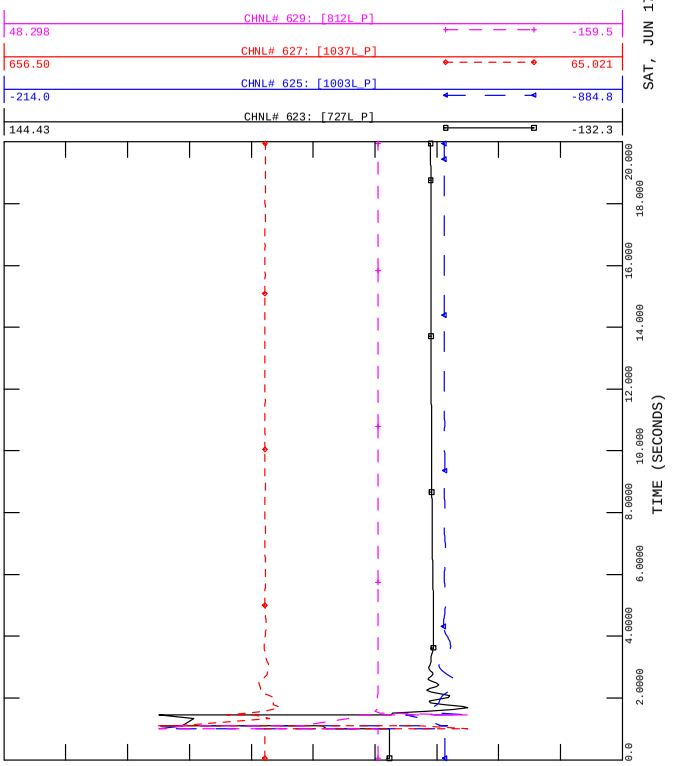
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH P



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CONTINGENCY -S9_SP_10_646L_FOOTHILLS

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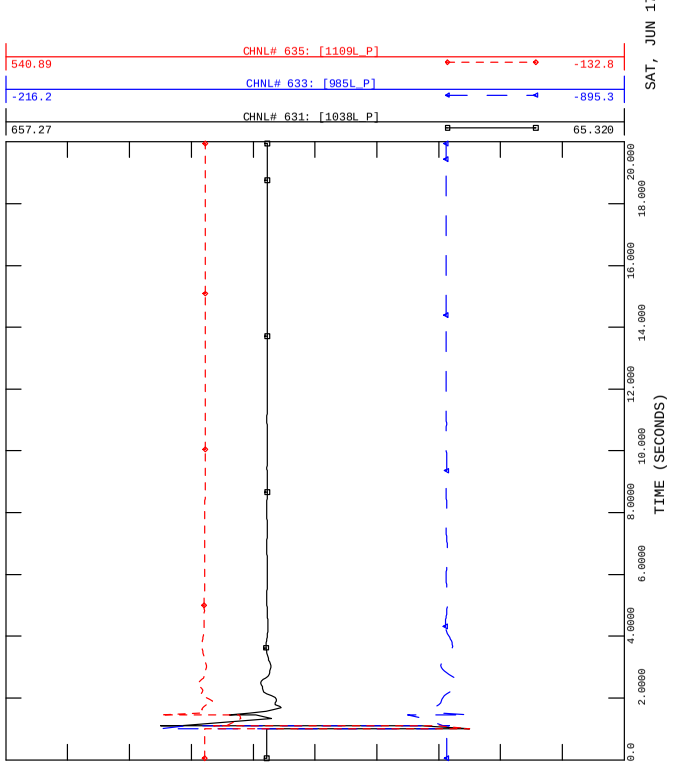

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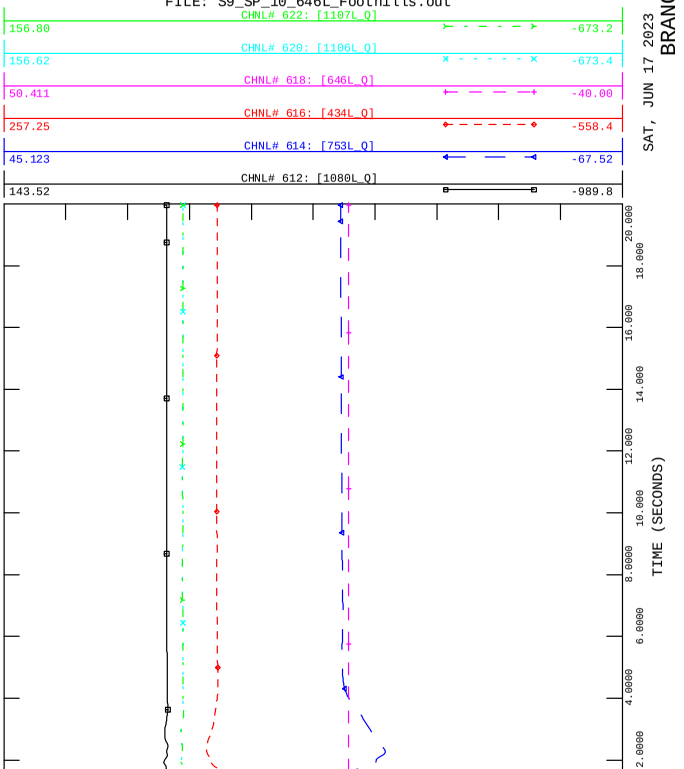
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

SAT, JUN 17 2023 23:58 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_10_646L_FOOTHILLS

FILE: S9_SP_10_646L_Foothills.out

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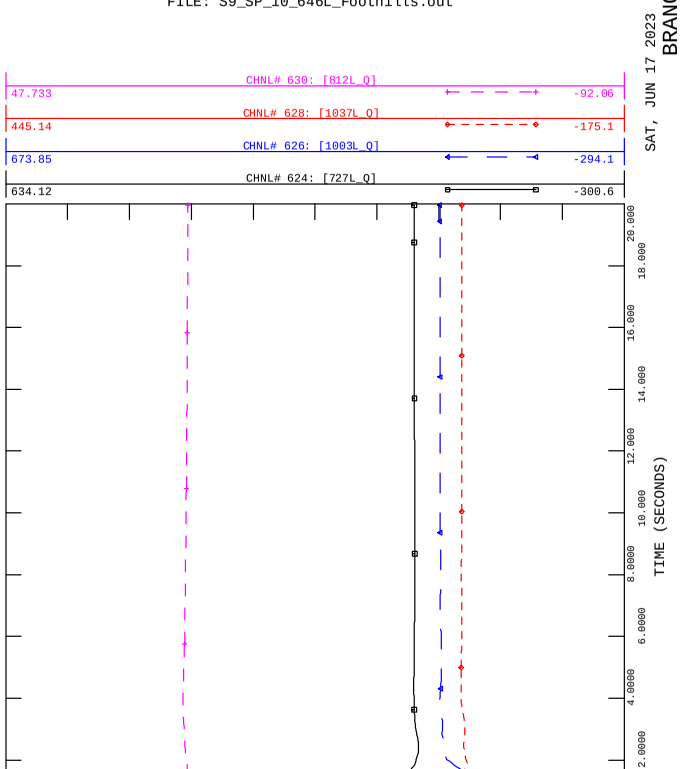

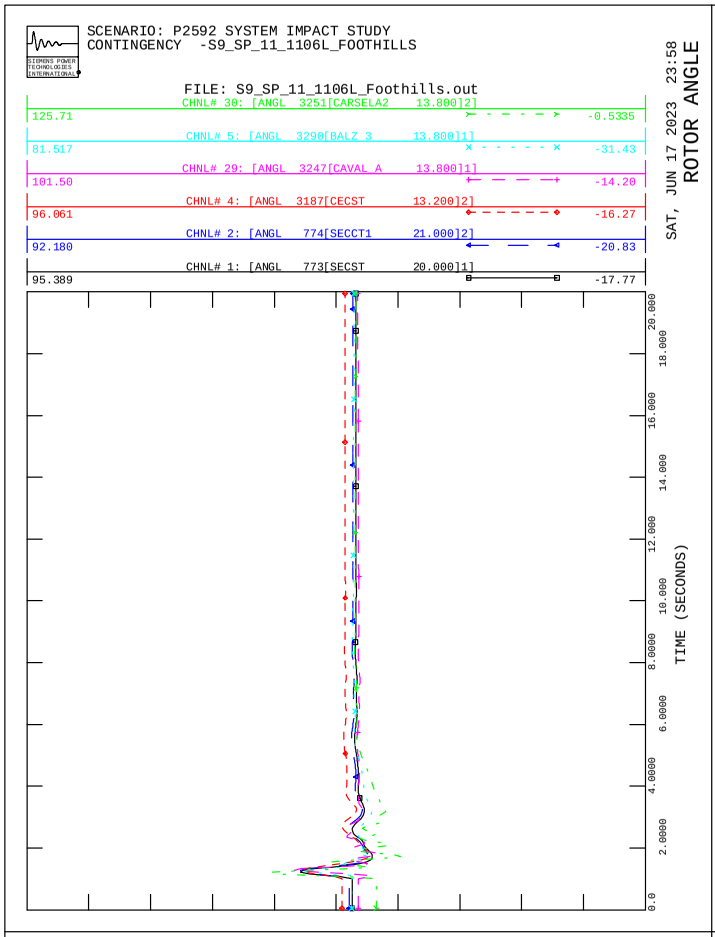
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
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CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
125.71
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CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
81.517
-31.43
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
101.50
-14.20
CHNL# 4: [ANGL 3187[CECST 13.200]2]
96.061
-16.27
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
92.180
-20.83
CHNL# 1: [ANGL 773[SECST 20.000]1]
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SAT, JUN 17 2023 23:58
ROTOR ANGLE
TIME (SECONDS)
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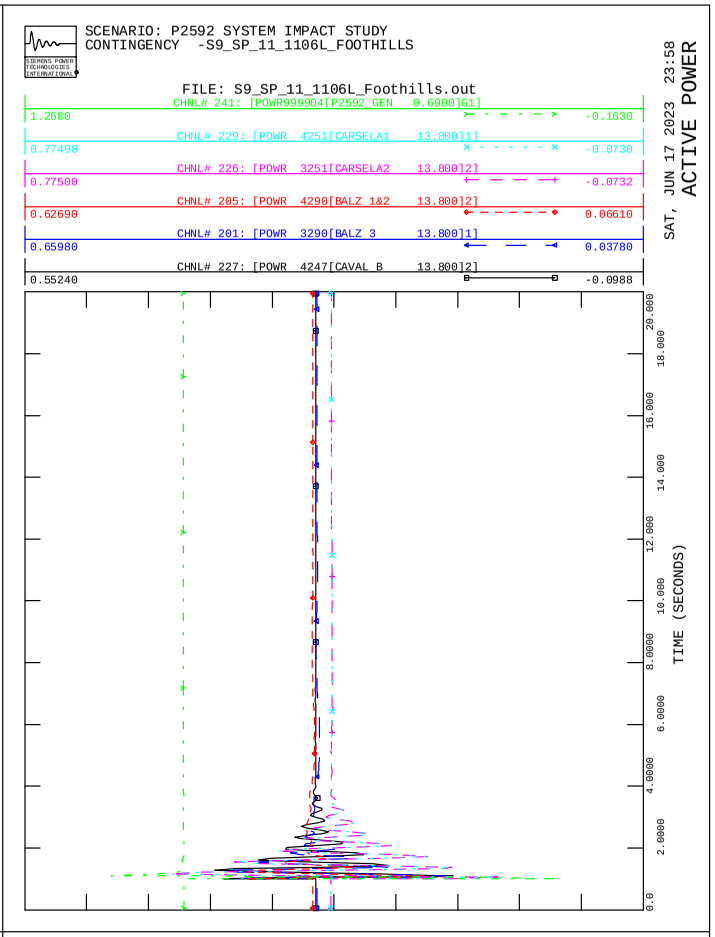
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CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
FILE: S9_SP_11_1106L_Foothills.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
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-0.0730
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.77500
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CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.62690
0.06610
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
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CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
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SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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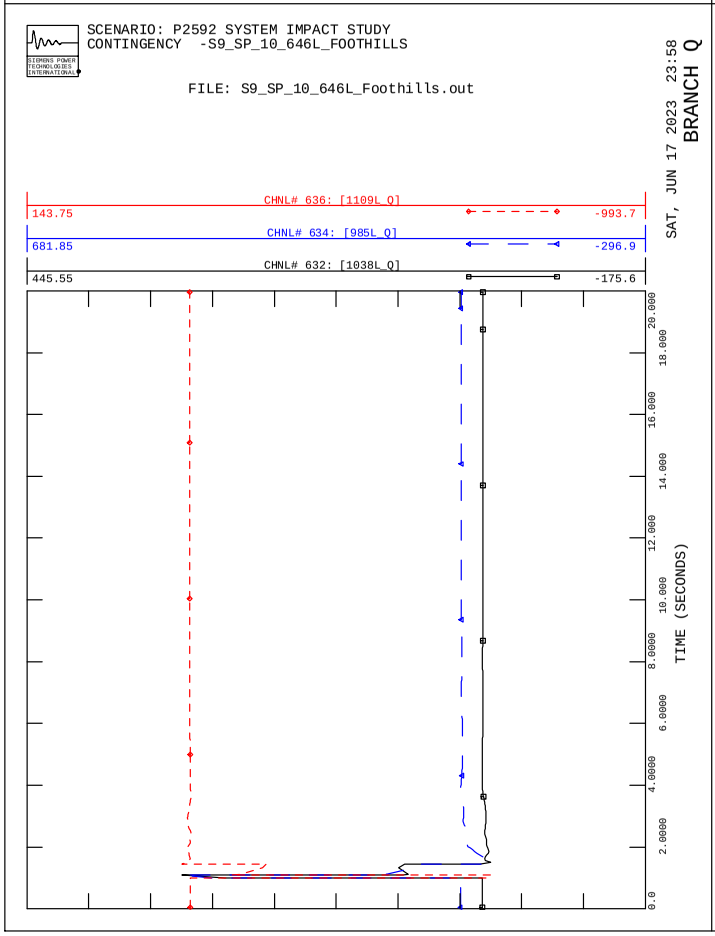
SCENARIO: P2592 SYSTEM IMPACT STUDY
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FILE: S9_SP_10_646L_Foothills.out
CHNL# 636: [1109L Q]
143.75
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CHNL# 634: [985L Q]
681.85
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CHNL# 632: [1038L Q]
445.55
-175.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
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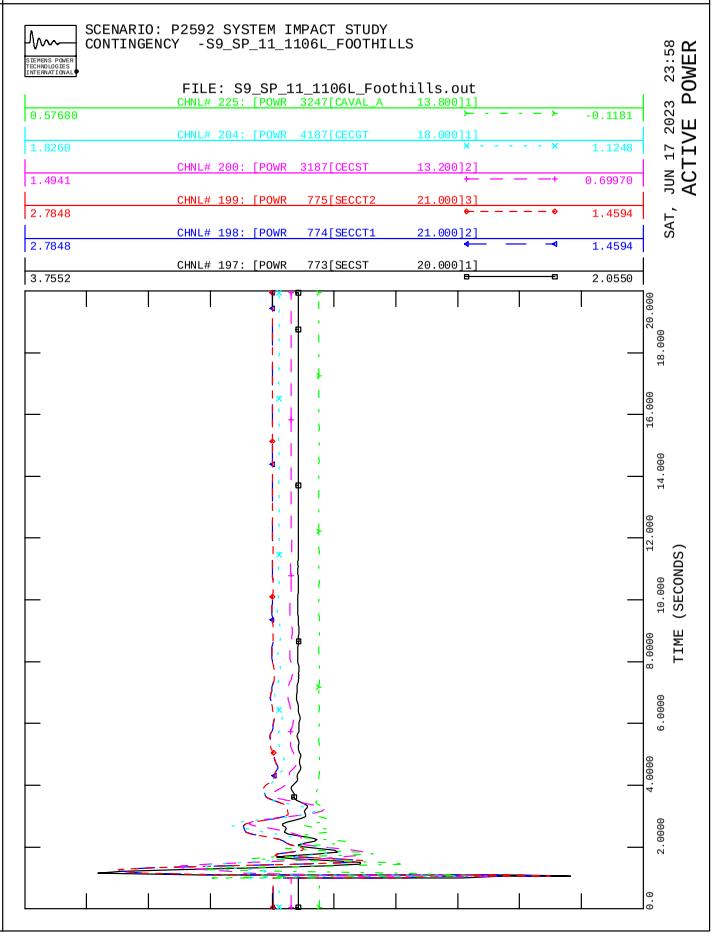
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
FILE: S9_SP_11_1106L_Foothills.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
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CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8260
1.1248
CHNL# 200: [POWR 3187[CECST 13.200]2]
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CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.7848
1.4594
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.7848
1.4594
CHNL# 197: [POWR 773[SECST 20.000]1]
3.7552
2.0550
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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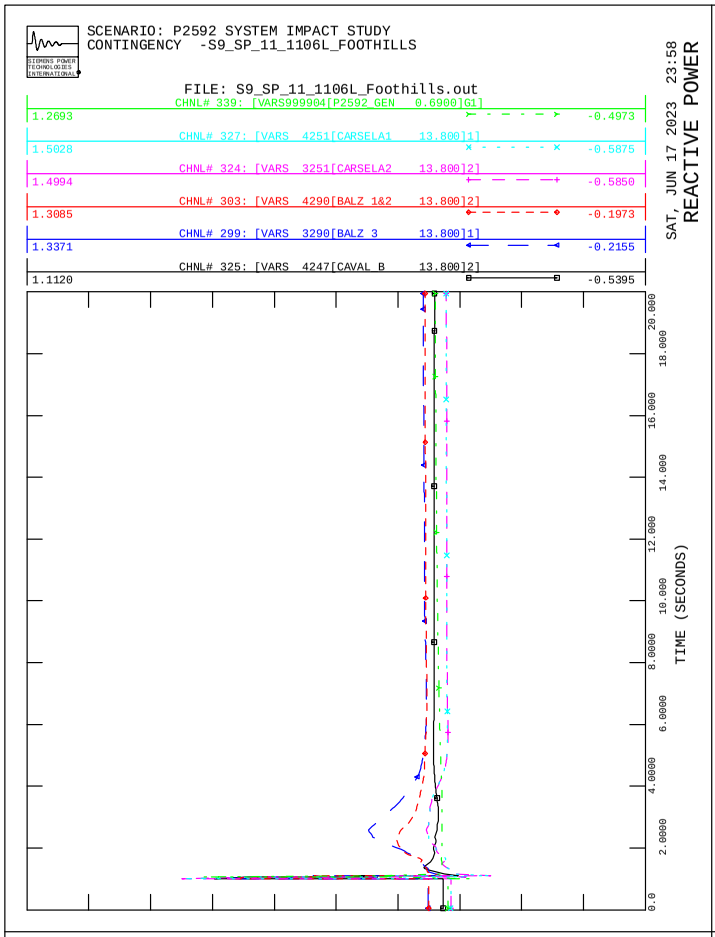
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_11_1106L_Foothills.out
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CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
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CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
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-0.5850
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.3085
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CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
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CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.1120
-0.5395
SAT, JUN 17 2023 23:58
REACTIVE POWER
TIME (SECONDS)
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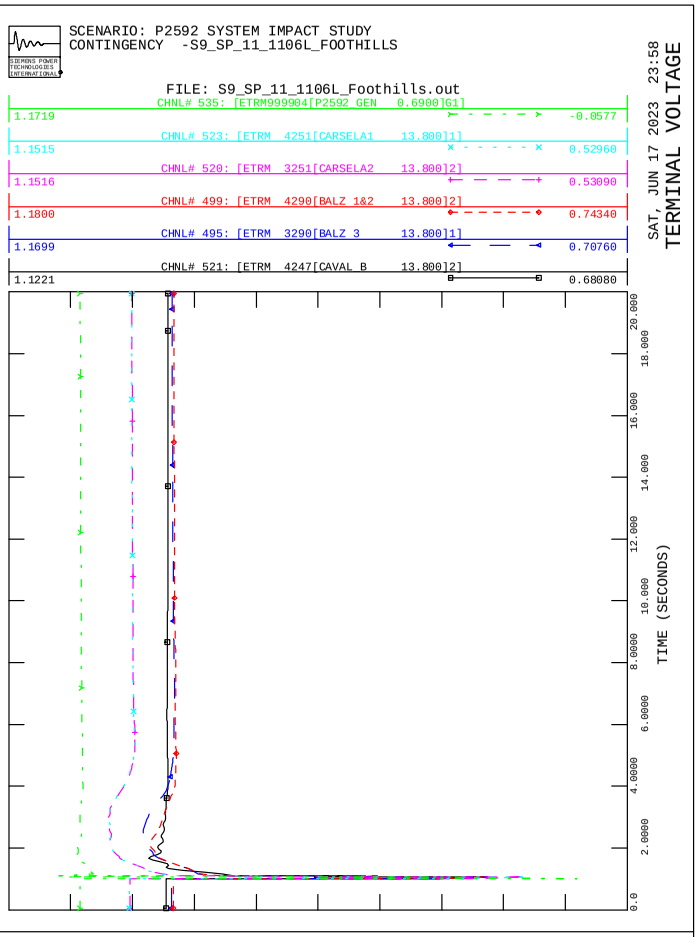
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_11_1106L_Foothills.out
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-0.0577
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1.1515
0.52960
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1516
0.53090
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1800
0.74340
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1699
0.70760
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1221
0.68080
SAT, JUN 17 2023 23:58
TERMINAL VOLTAGE
TIME (SECONDS)
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12.000
14.000
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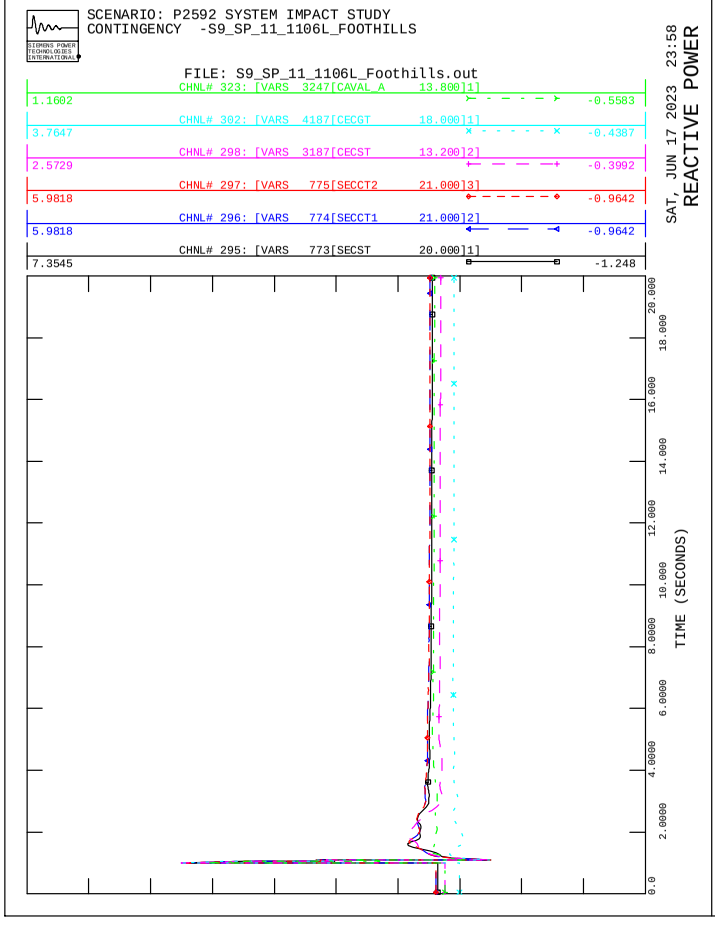
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_11_1106L_Foothills.out
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CHNL# 302: [VARS 4187[CECGT 18.000]1]
3.7647
-0.4387
CHNL# 298: [VARS 3187[CECST 13.200]2]
2.5729
-0.3992
CHNL# 297: [VARS 775[SECCT2 21.000]3]
5.9818
-0.9642
CHNL# 296: [VARS 774[SECCT1 21.000]2]
5.9818
-0.9642
CHNL# 295: [VARS 773[SECST 20.000]1]
7.3545
-1.248
SAT, JUN 17 2023 23:58
REACTIVE POWER
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12.000
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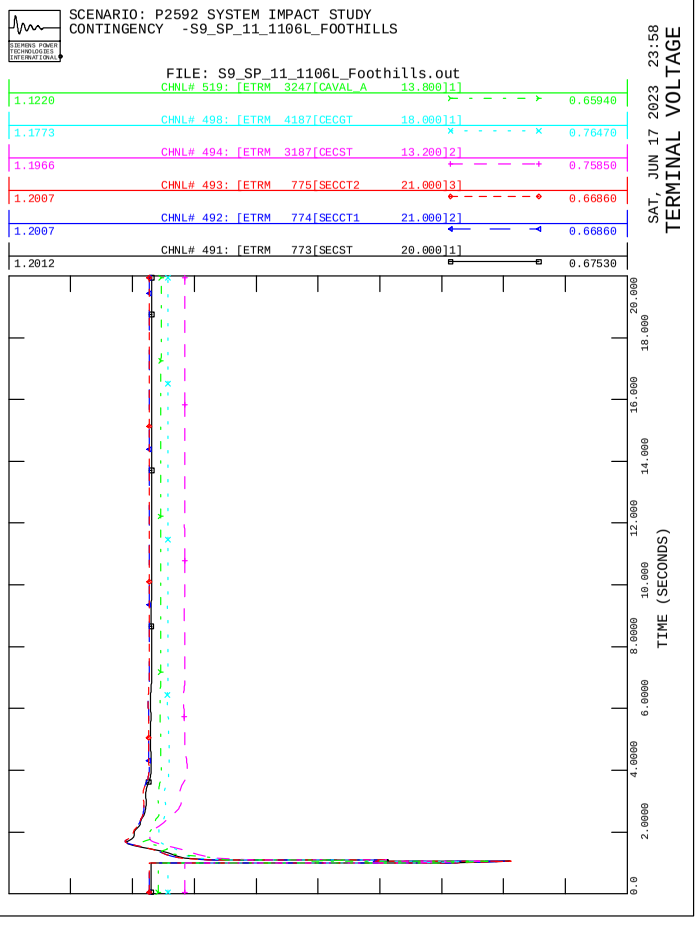
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
SIEMENS POWER TECHNOLOGIES INTERNATIONAL
FILE: S9_SP_11_1106L_Foothills.out
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CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1773
0.76470
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1966
0.75850
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2007
0.66860
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2007
0.66860
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2012
0.67530
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TERMINAL VOLTAGE
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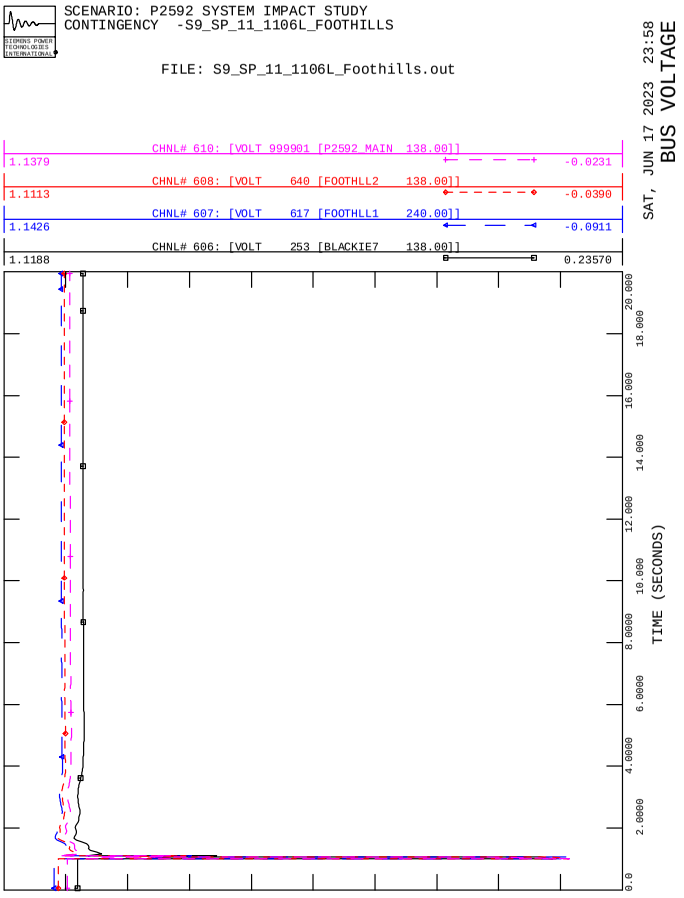
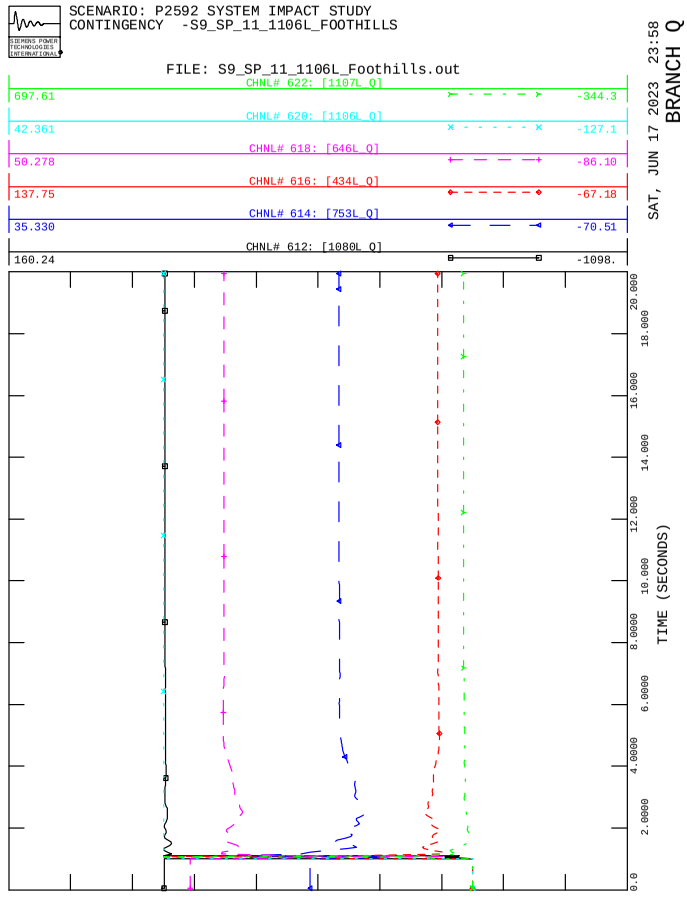
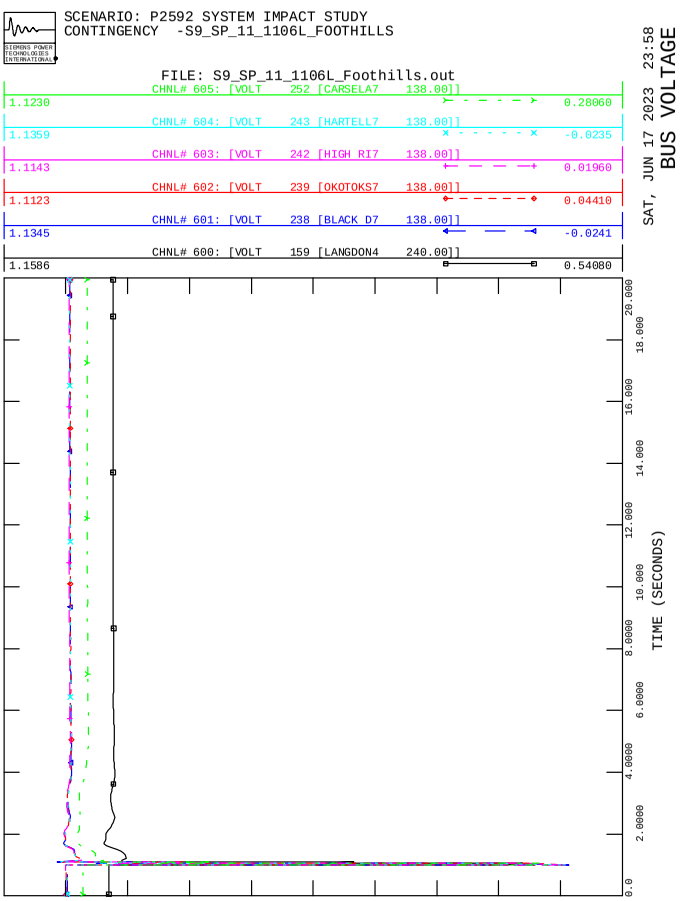
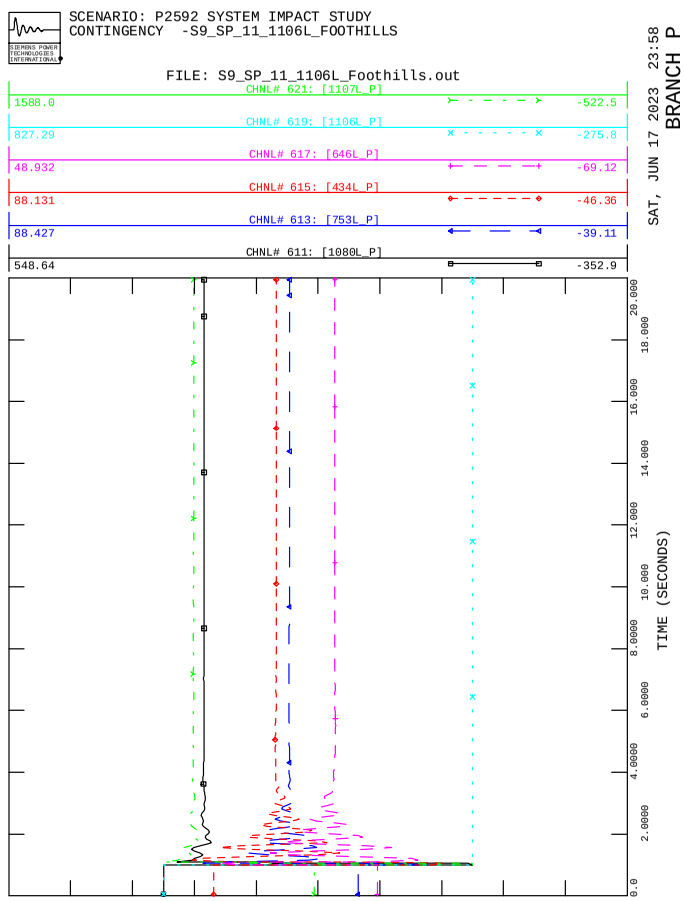
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
FILE: S9_SP_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1379
-0.0231
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1113
-0.0390
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1426
-0.0911
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1188
0.23570
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
FILE: S9_SP_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH Q
CHNL# 622: [1107L Q]
697.61
-344.3
CHNL# 620: [1106L Q]
42.361
-127.1
CHNL# 618: [646L Q]
50.278
-86.10
CHNL# 616: [434L Q]
137.75
-67.18
CHNL# 614: [753L Q]
35.330
-70.51
CHNL# 612: [1080L Q]
160.24
-1098.
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
FILE: S9_SP_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1230
0.28060
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1359
-0.0235
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1143
0.01960
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1123
0.04410
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1345
-0.0241
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1586
0.54080
TIME (SECONDS)

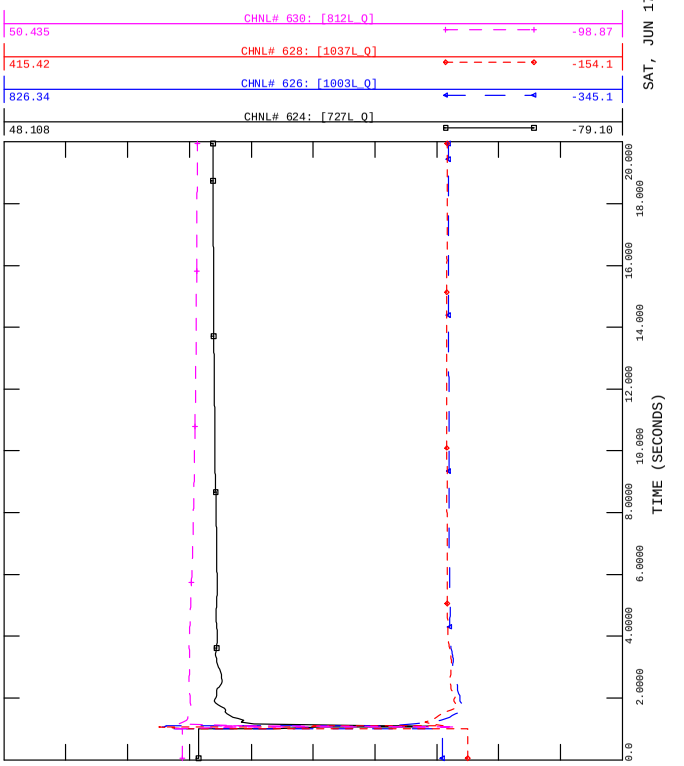

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS
FILE: S9_SP_11_1106L_Foothills.out
SAT, JUN 17 2023 23:58
BRANCH P
CHNL# 621: [1107L P]
1588.0
-522.5
CHNL# 619: [1106L P]
827.29
-275.8
CHNL# 617: [646L P]
48.932
-69.12
CHNL# 615: [434L P]
88.131
-46.36
CHNL# 613: [753L P]
88.427
-39.11
CHNL# 611: [1080L P]
548.64
-352.9
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS

FILE: S9_SP_11_1106L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS

FILE: S9_SP_11_1106L_Foothills.out

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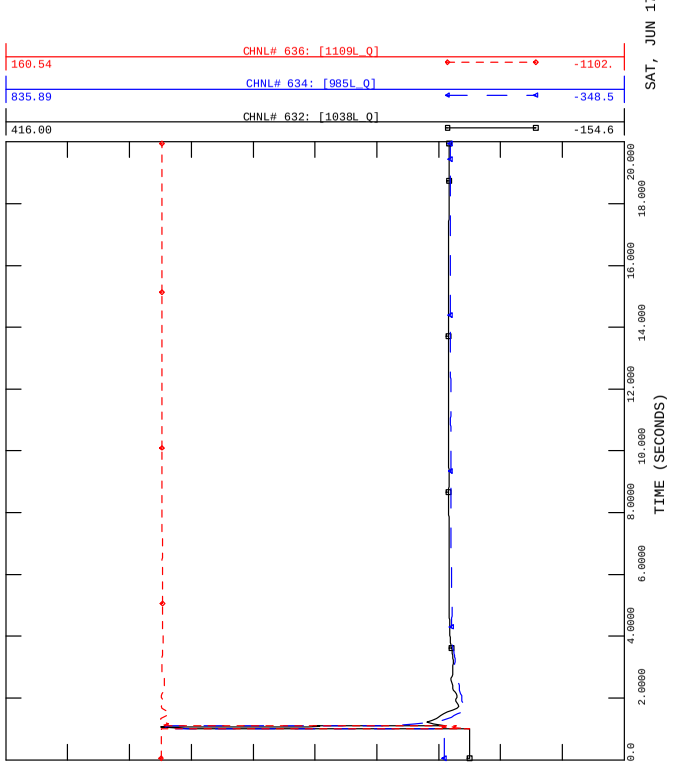
BRANCH Q

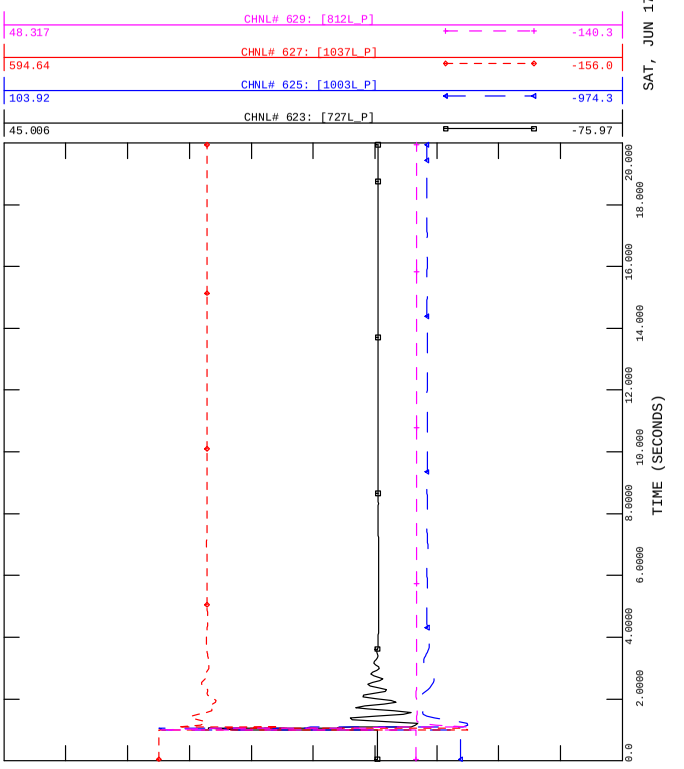


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS

FILE: S9_SP_11_1106L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P

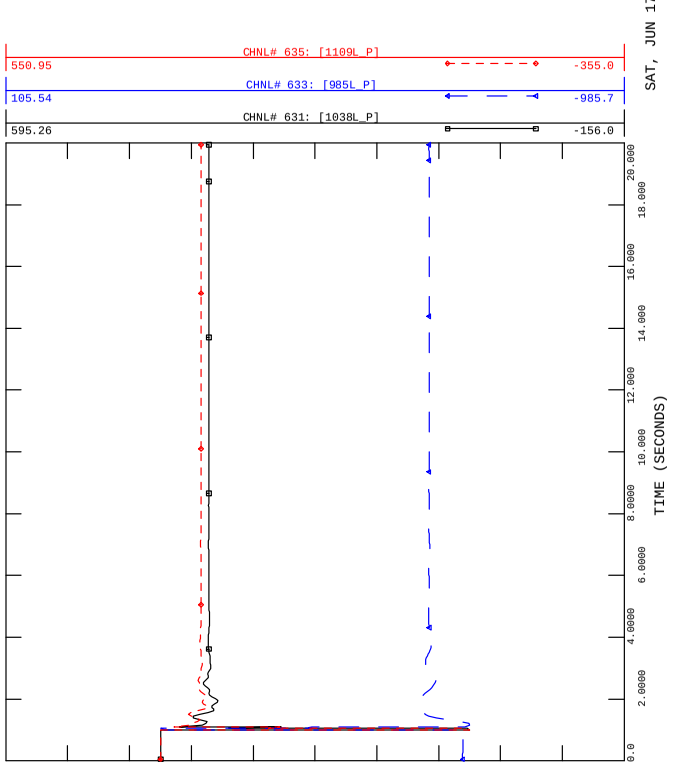


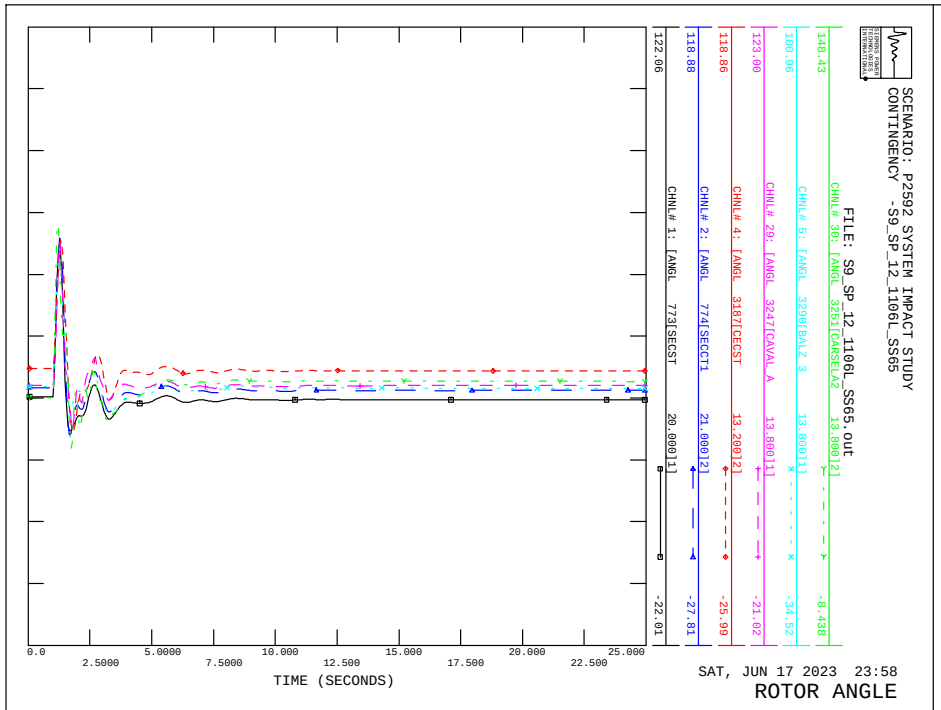
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_11_1106L_FOOTHILLS

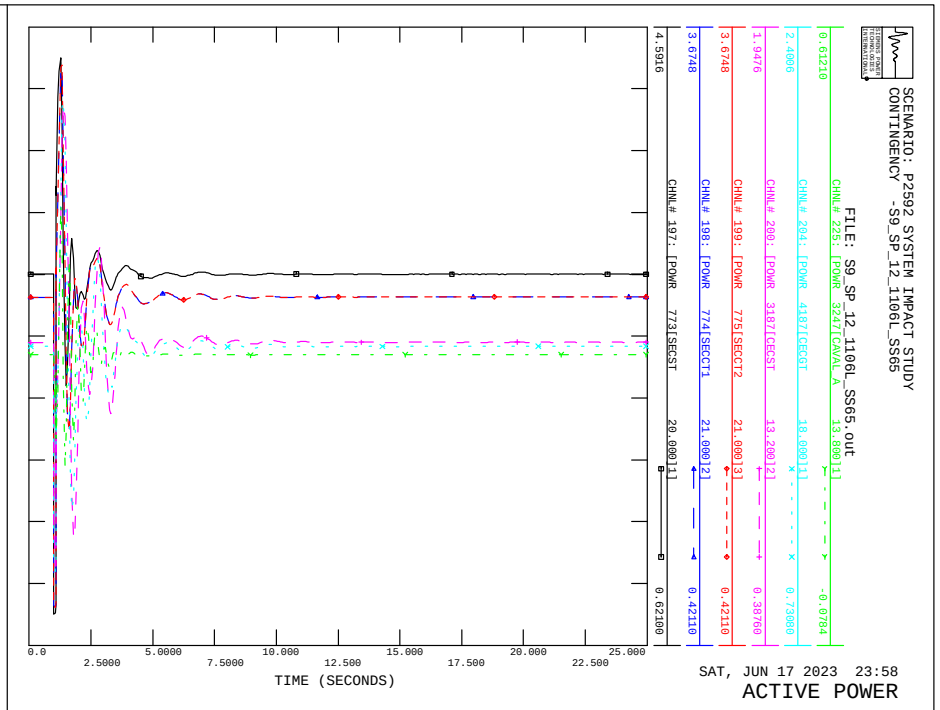
FILE: S9_SP_11_1106L_Foothills.out

SAT, JUN 17 2023 23:58

BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
CHNL# 4: [ANGL 3187[CEGST 13.200]2]
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
CHNL# 1: [ANGL 773[SECST 20.000]1]
148.43
100.56
123.00
118.86
118.88
122.06
-8.438
-34.52
-21.02
-25.99
-27.81
-22.01
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ROTOR ANGLE


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
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CHNL# 204: [POWR 4187[CEGST 18.000]1]
CHNL# 200: [POWR 3187[CEGST 13.200]2]
CHNL# 199: [POWR 775[SECCT2 21.000]3]
CHNL# 198: [POWR 774[SECCT1 21.000]2]
CHNL# 197: [POWR 773[SECST 20.000]1]
0.61210
2.4006
1.9476
3.6748
3.6748
4.5916
-0.0784
-0.73080
0.38760
0.42110
0.42110
0.62100
0.0
2.5000
5.0000
7.5000
10.000
12.500
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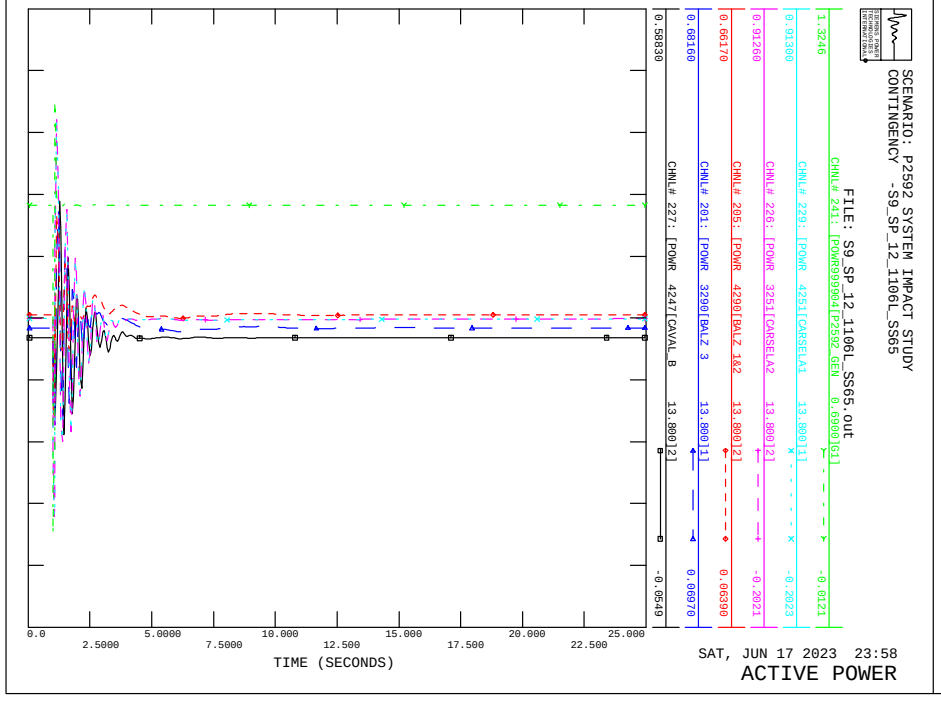
17.500
20.000
22.500
25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 241: [POWR999904[P2592_GEN 0.69001]1]
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
1.3246
0.91360
0.91260
0.66170
0.68160
0.58030
-0.0121
-0.2023
-0.2021
0.06390
0.06970
-0.0549
0.0
2.5000
5.0000
7.5000
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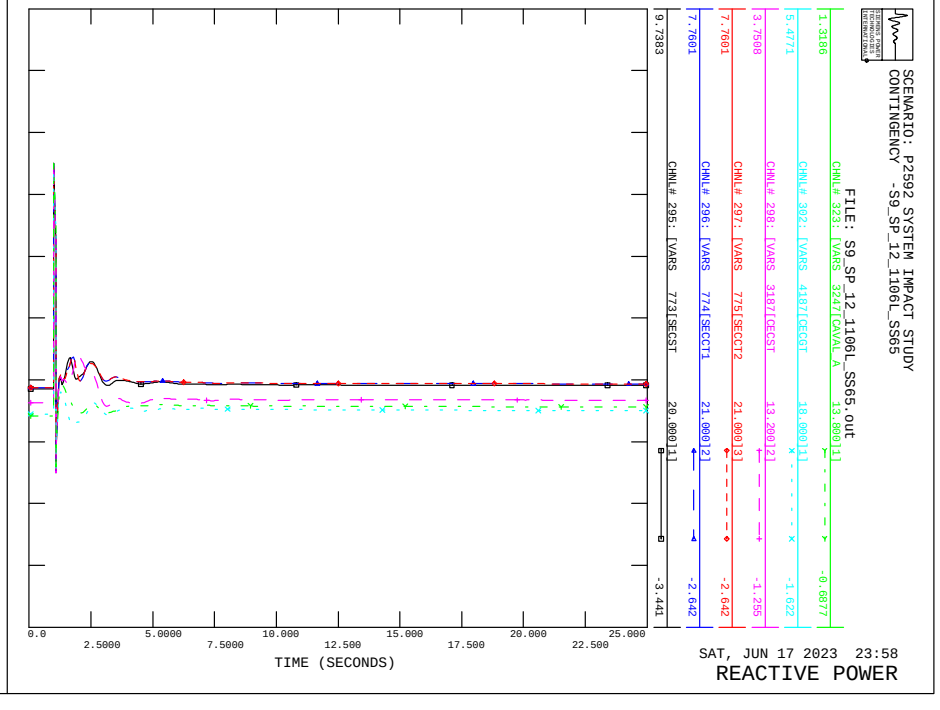
TIME (SECONDS)
SAT, JUN 17 2023 23:58
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
CHNL# 302: [VARS 4187[CEGST 18.000]1]
CHNL# 298: [VARS 3187[CEGST 13.200]2]
CHNL# 297: [VARS 775[SECCT2 21.000]3]
CHNL# 296: [VARS 774[SECCT1 21.000]2]
CHNL# 295: [VARS 773[SECST 20.000]1]
1.3186
5.4771
3.7508
7.7601
7.7601
9.7383
-0.0877
-1.622
-1.255
-2.642
-2.642
-3.441
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:58
REACTIVE POWER

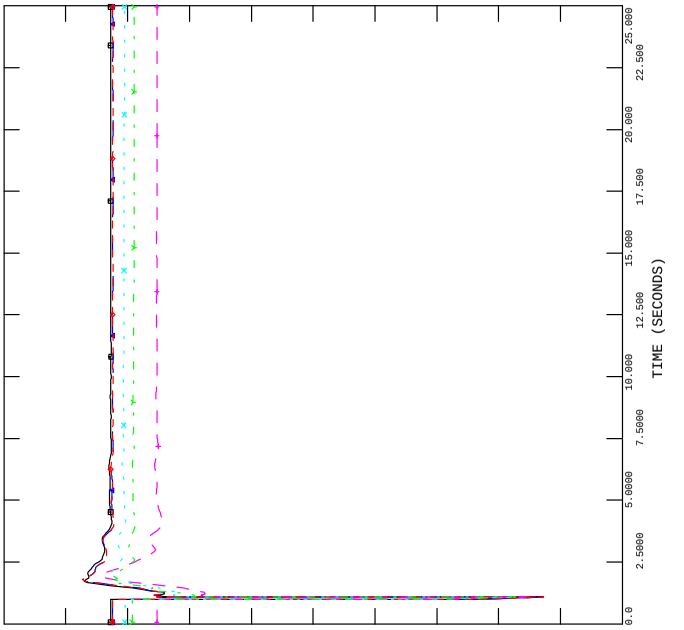
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1294 0.55350
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1854 0.60090
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.2294 0.59280
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2184 0.43120
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2184 0.43120
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2127 0.44440



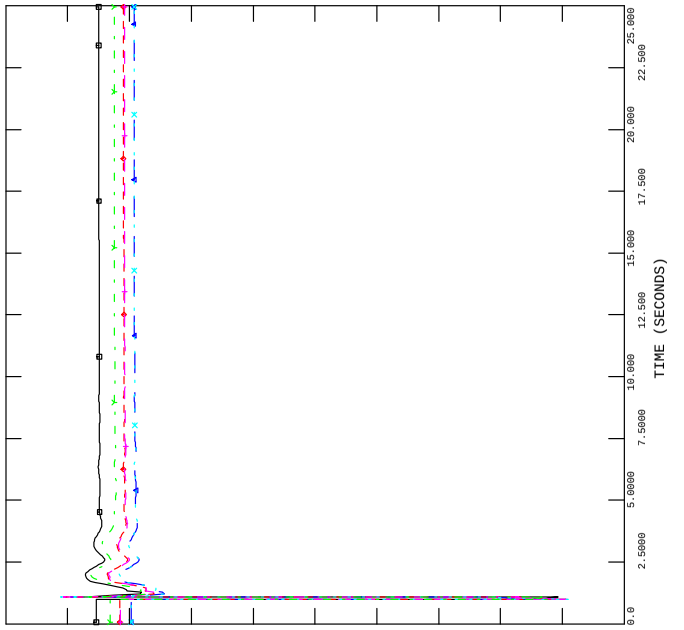
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]] 1.1547 0.32820
CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.2466 0.11790
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.2069 0.12400
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.1999 0.13930
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.2452 0.11690
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1906 0.25590



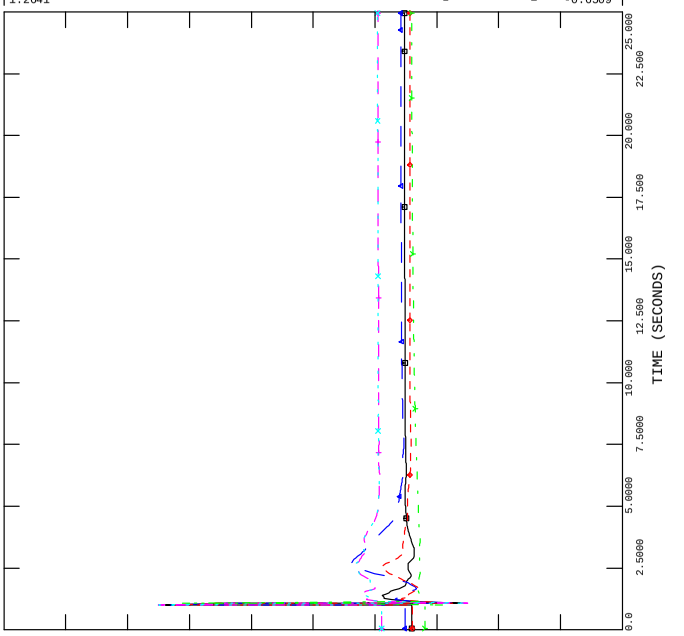
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.2453 -0.4862
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.5556 -0.8768
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.5511 -0.8721
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.5355 -0.2900
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.5490 -0.3313
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 1.2641 -0.6509



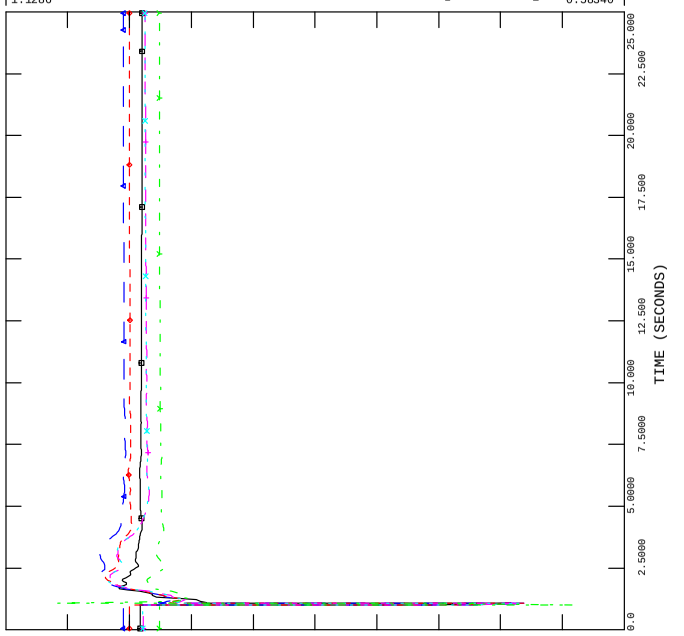
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

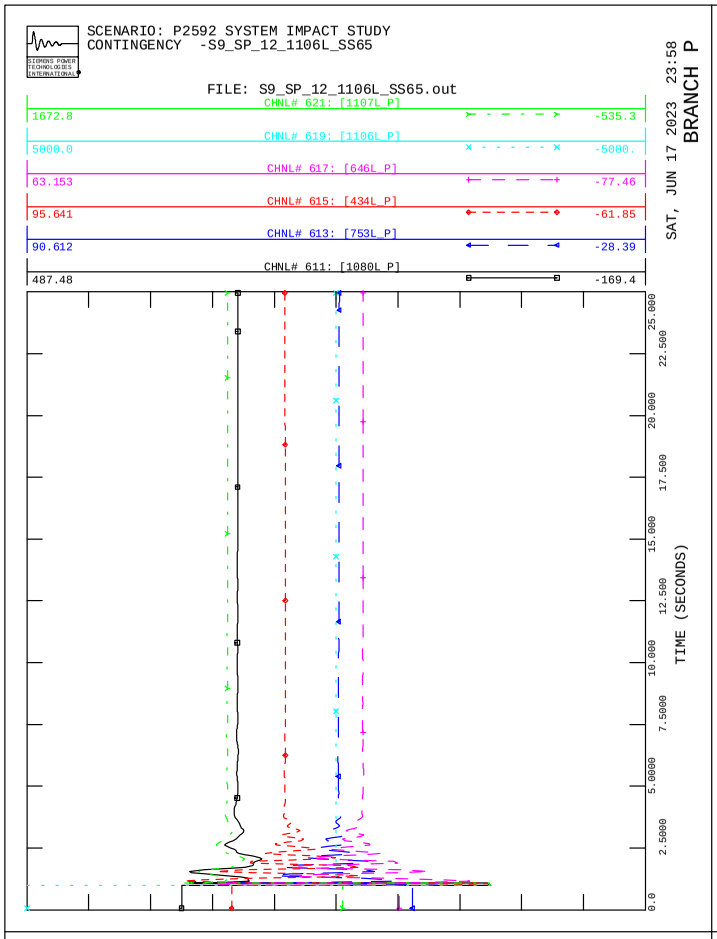
FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1] 1.3319 0.11500
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1637 0.56080
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1638 0.56220
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1876 0.56780
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1729 0.51620
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2] 1.1286 0.58340




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 621: [1107L_P]
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-535.3
CHNL# 619: [1106L_P]
5000.0
-5000.
CHNL# 617: [646L_P]
63.153
-77.46
CHNL# 615: [434L_P]
95.641
-61.85
CHNL# 613: [753L_P]
90.612
-28.39
CHNL# 611: [1080L_P]
487.48
-169.4
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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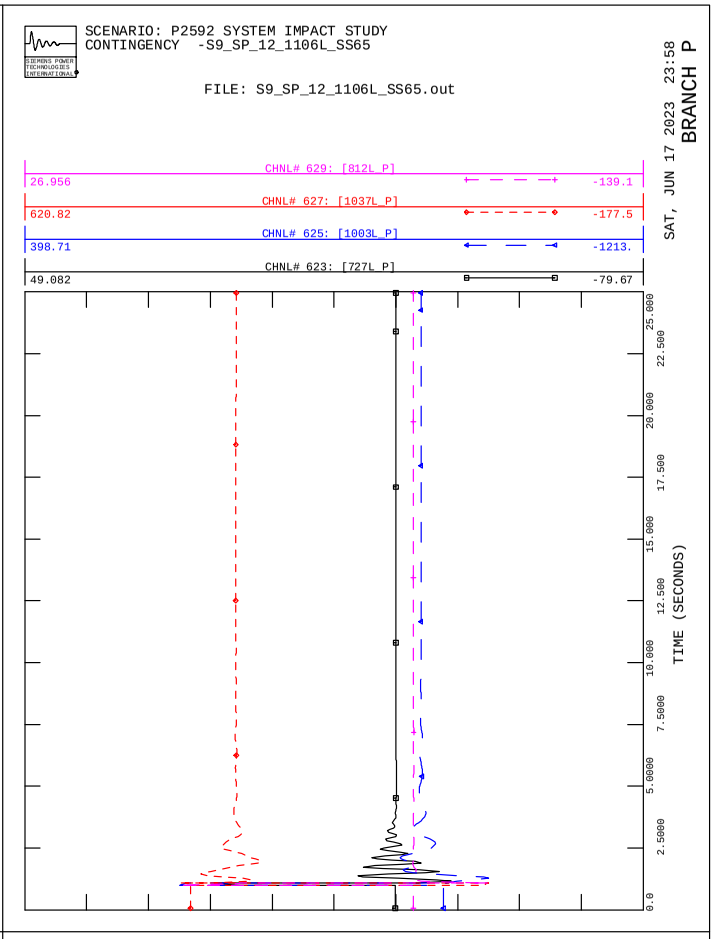
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 629: [812L_P]
26.956
-139.1
CHNL# 627: [1037L_P]
620.82
-177.5
CHNL# 625: [1003L_P]
398.71
-1213.
CHNL# 623: [727L_P]
49.082
-79.67
SAT, JUN 17 2023 23:58
BRANCH P
TIME (SECONDS)
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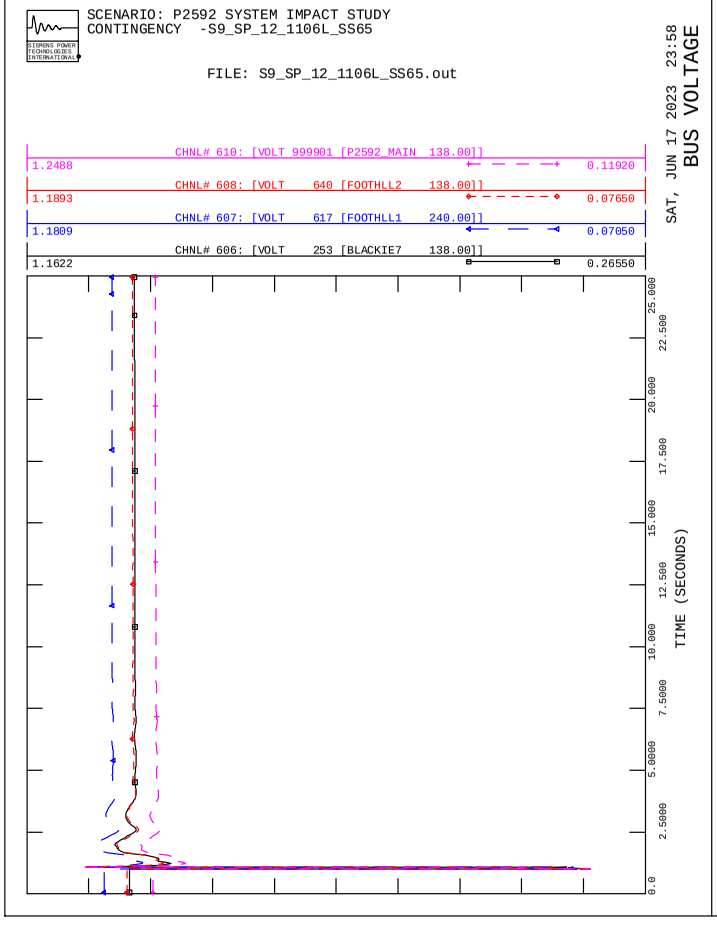
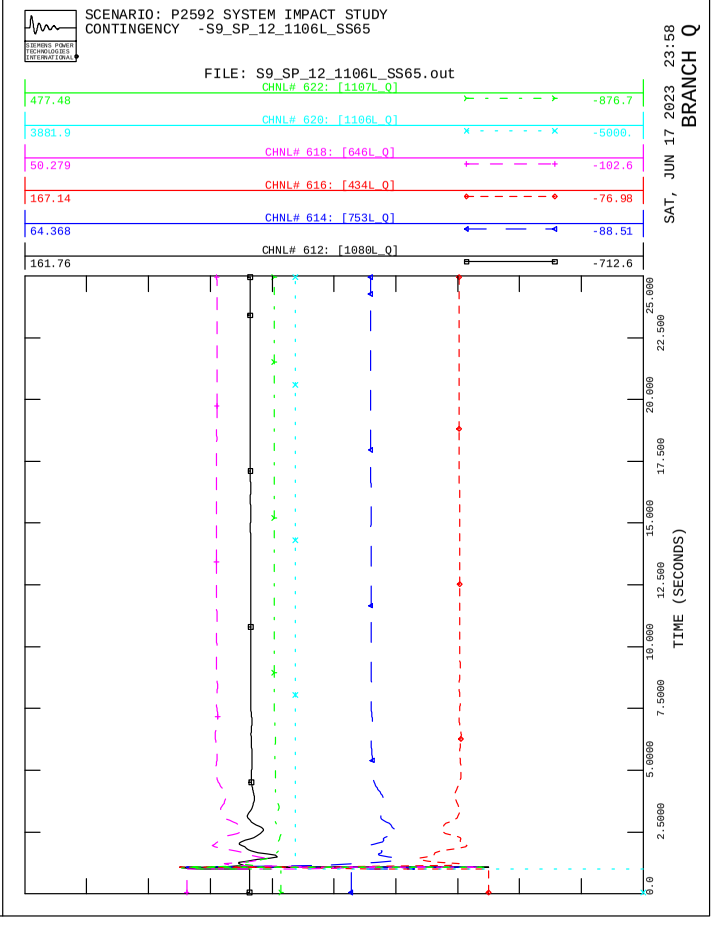
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2488
0.11920
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1893
0.07650
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1809
0.07050
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1622
0.26550
SAT, JUN 17 2023 23:58
BUS VOLTAGE
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

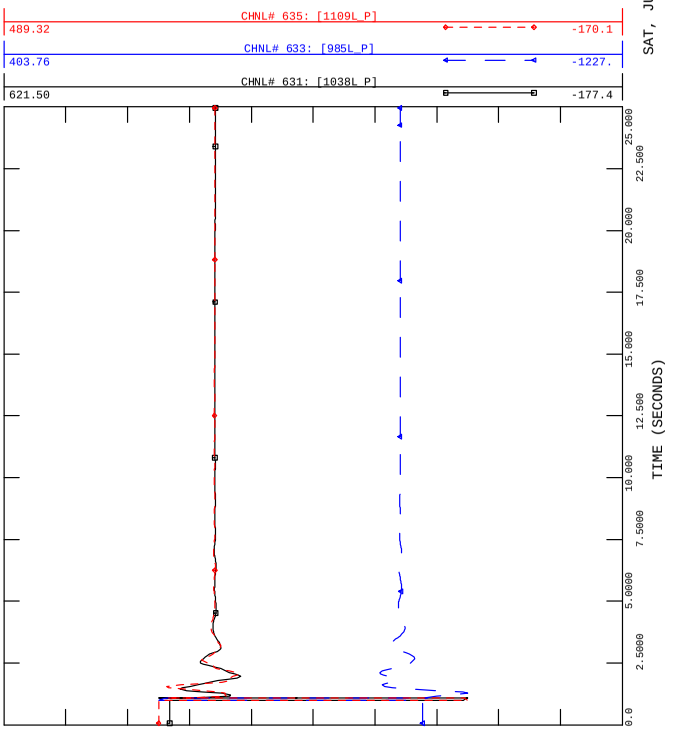

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65
FILE: S9_SP_12_1106L_SS65.out
CHNL# 622: [1107L_Q]
477.48
-876.7
CHNL# 620: [1106L_Q]
3881.9
-5000.
CHNL# 618: [646L_Q]
50.279
-102.6
CHNL# 616: [434L_Q]
167.14
-76.98
CHNL# 614: [753L_Q]
64.368
-88.51
CHNL# 612: [1080L_Q]
161.76
-712.6
SAT, JUN 17 2023 23:58
BRANCH Q
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH P

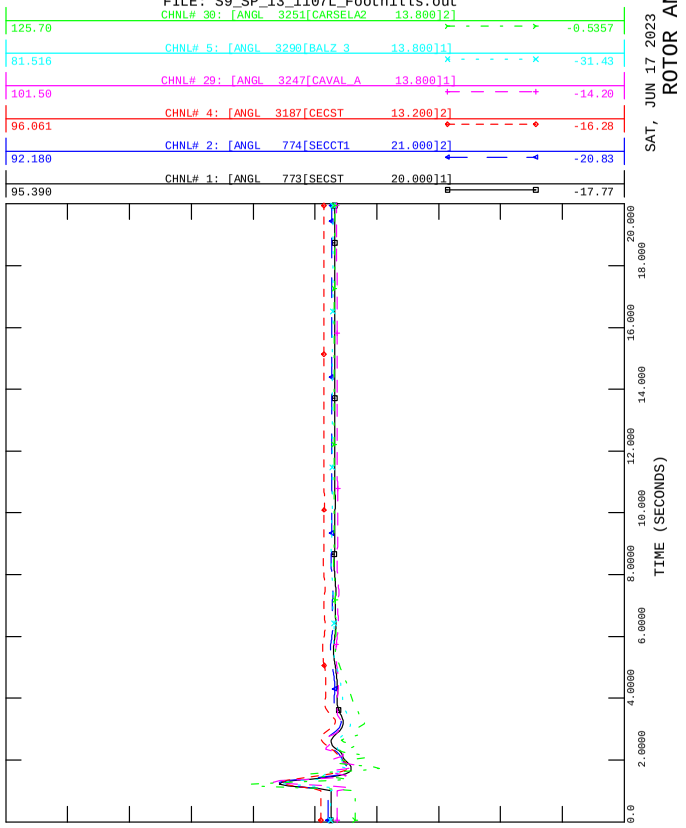


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS

FILE: S9_SP_13_1107L_Foothills.out

SAT, JUN 17 2023 23:58

ROTOR ANGLE

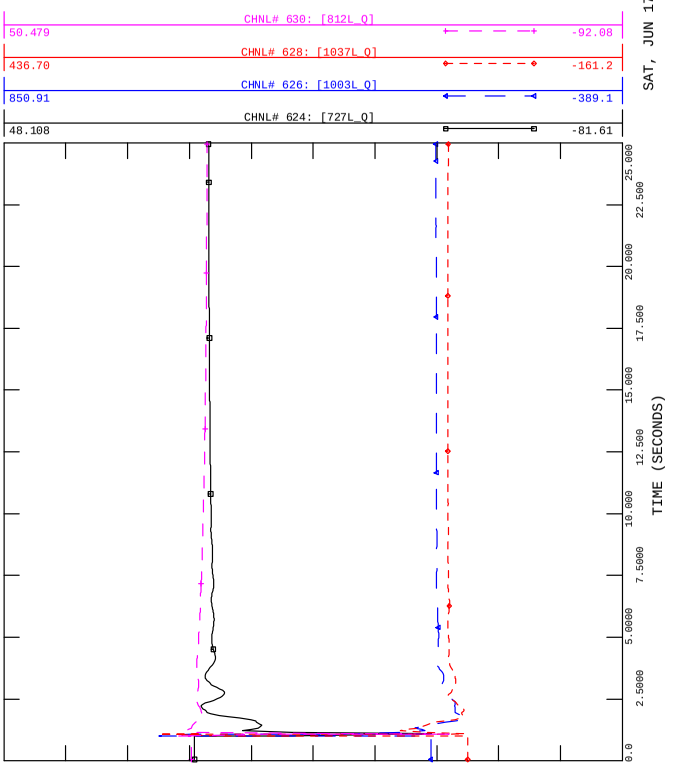


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q

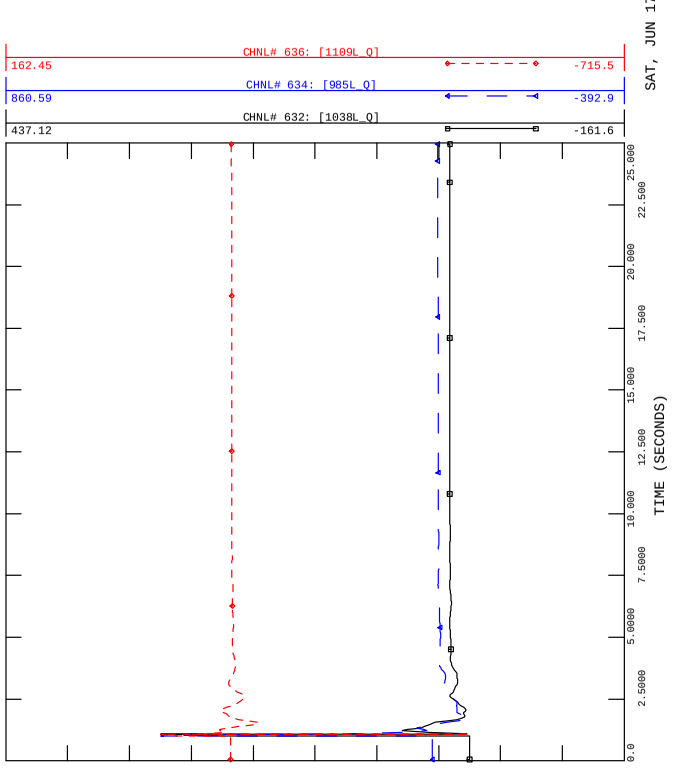


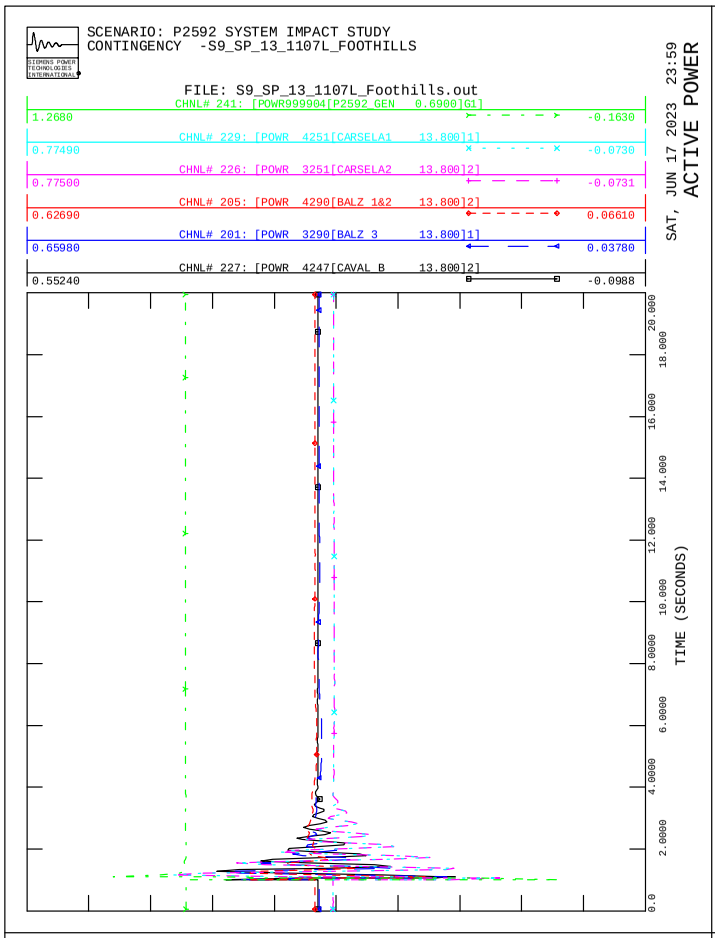
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_12_1106L_SS65

FILE: S9_SP_12_1106L_SS65.out

SAT, JUN 17 2023 23:58

BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.2680
-0.1630
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.77490
-0.0730
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.77500
-0.0731
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.62690
0.06610
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.65980
0.03780
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.55240
-0.0988
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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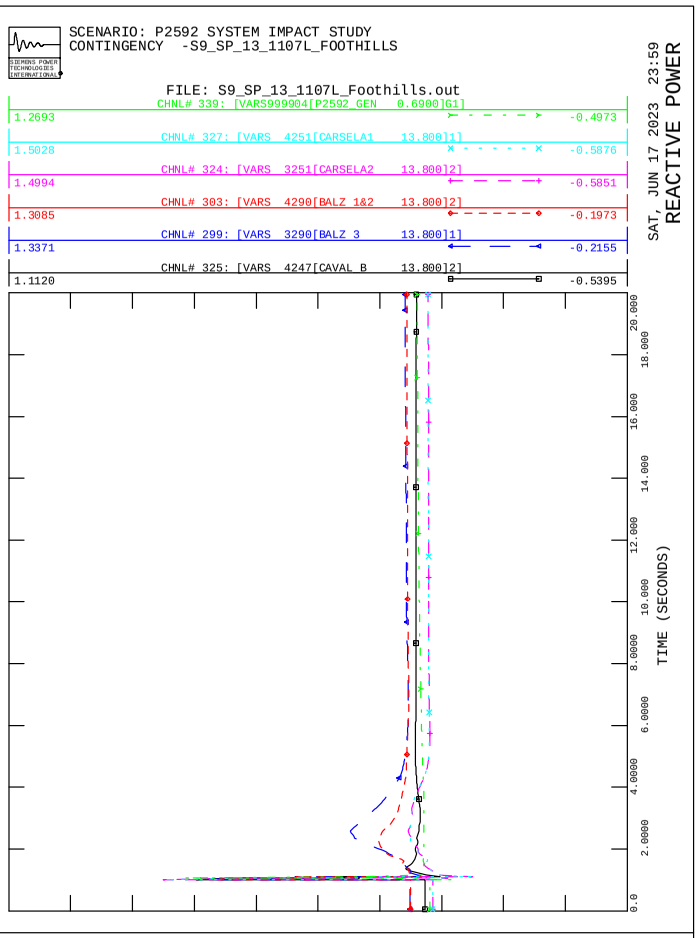
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.2693
-0.4973
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5028
-0.5876
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.4994
-0.5851
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.3085
-0.1973
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.3371
-0.2155
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.1120
-0.5395
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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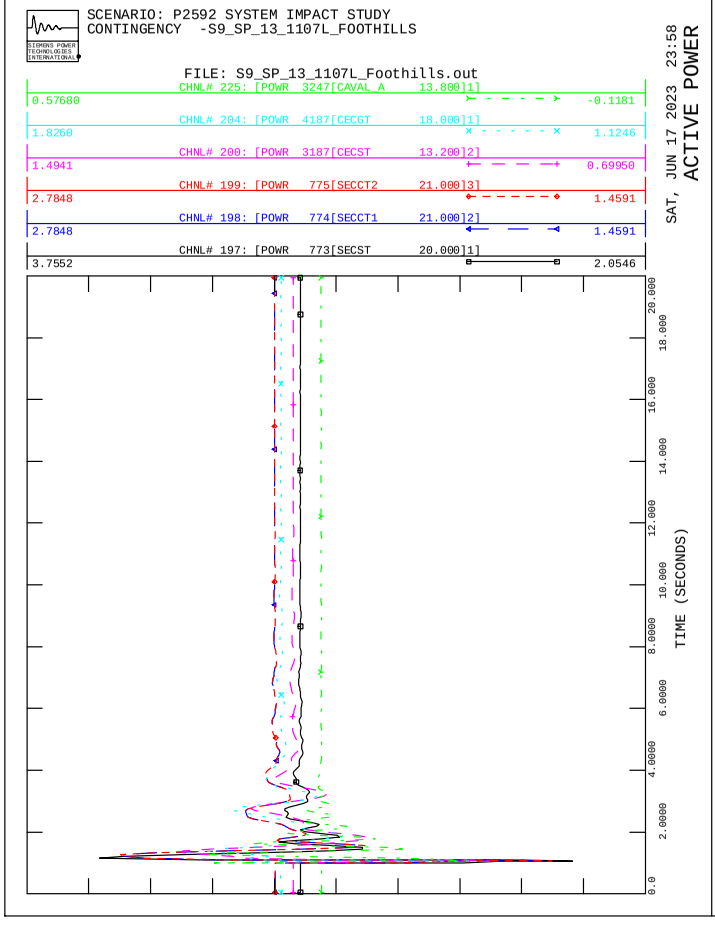
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.57680
-0.1181
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8260
1.1246
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4941
0.69950
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.7848
1.4591
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.7848
1.4591
CHNL# 197: [POWR 773[SECST 20.000]1]
3.7552
2.0546
SAT, JUN 17 2023 23:58
ACTIVE POWER
TIME (SECONDS)
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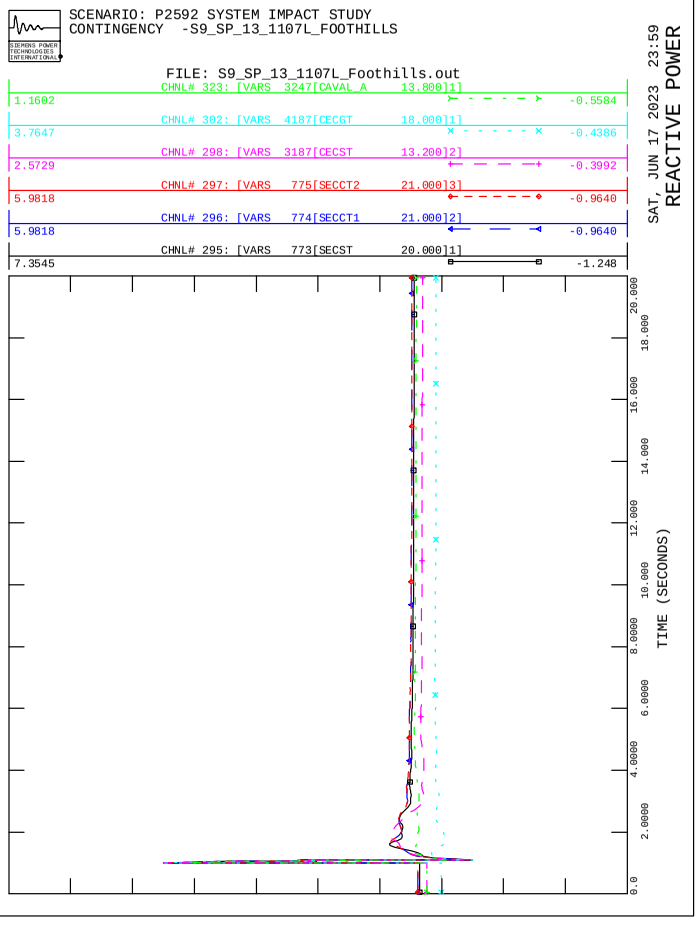
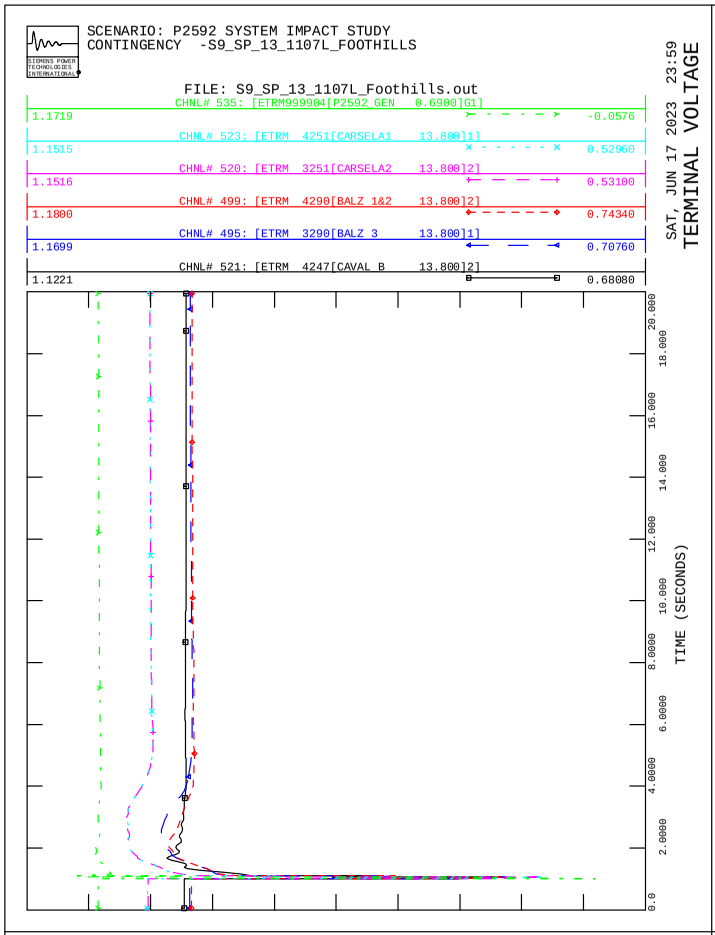
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
1.1602
-0.5584
CHNL# 302: [VARS 4187[CECGT 18.000]1]
3.7647
-0.4386
CHNL# 298: [VARS 3187[CECST 13.200]2]
2.5729
-0.3992
CHNL# 297: [VARS 775[SECCT2 21.000]3]
5.9818
-0.9640
CHNL# 296: [VARS 774[SECCT1 21.000]2]
5.9818
-0.9640
CHNL# 295: [VARS 773[SECST 20.000]1]
7.3545
-1.248
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.1719 -0.0576
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1515 0.52960
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1516 0.53100
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1800 0.74340
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1699 0.70760
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1221 0.68080
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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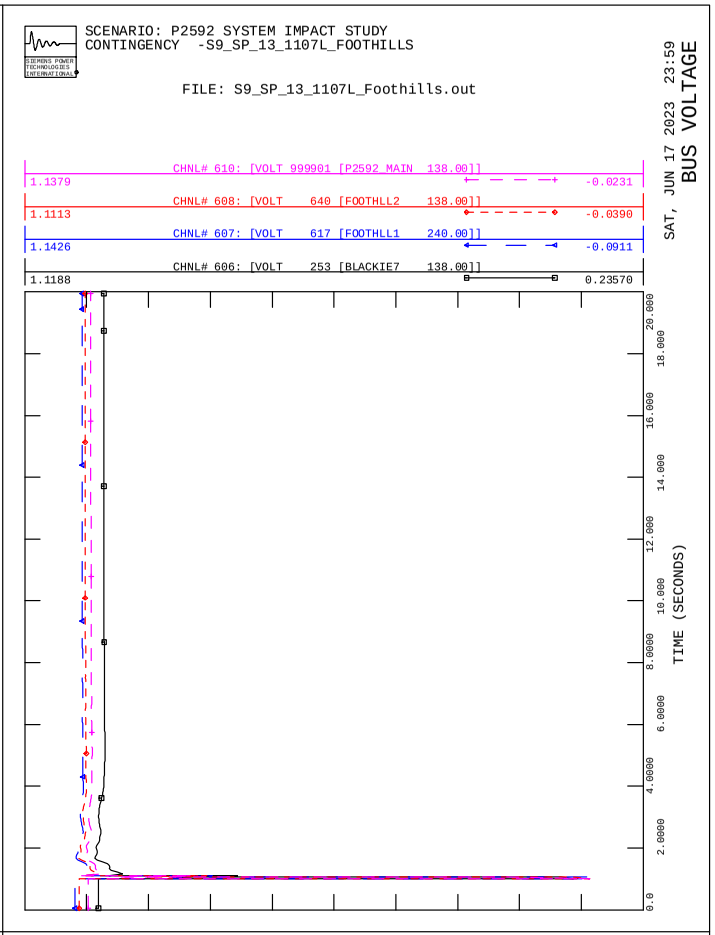
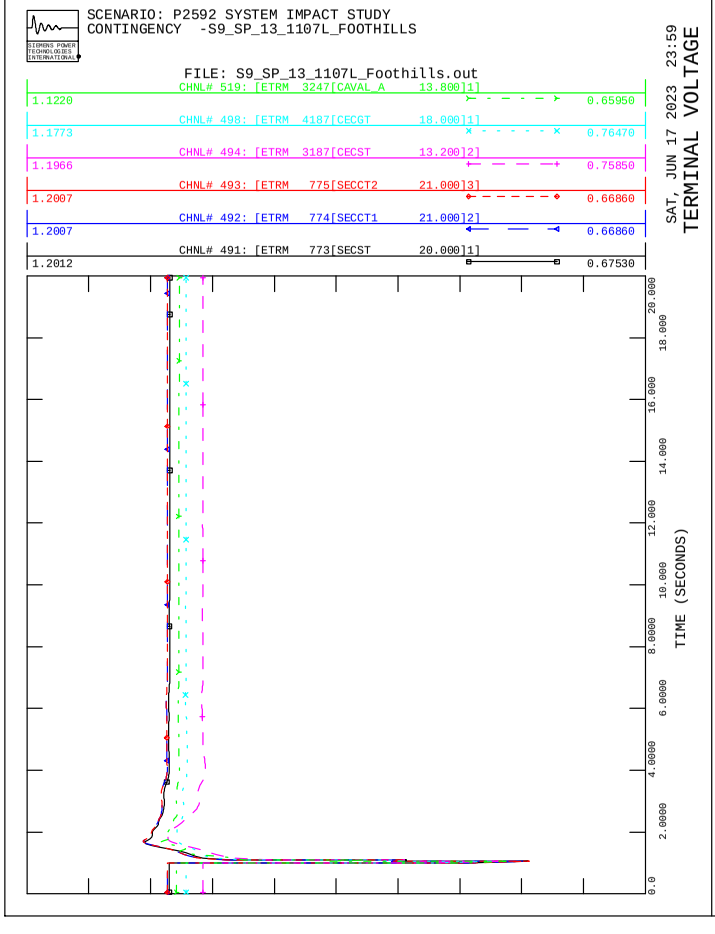
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1379 -0.0231
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1113 -0.0390
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1426 -0.0911
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1188 0.23570
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1220 0.65950
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1773 0.76470
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1966 0.75850
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2007 0.66860
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2007 0.66860
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2012 0.67530
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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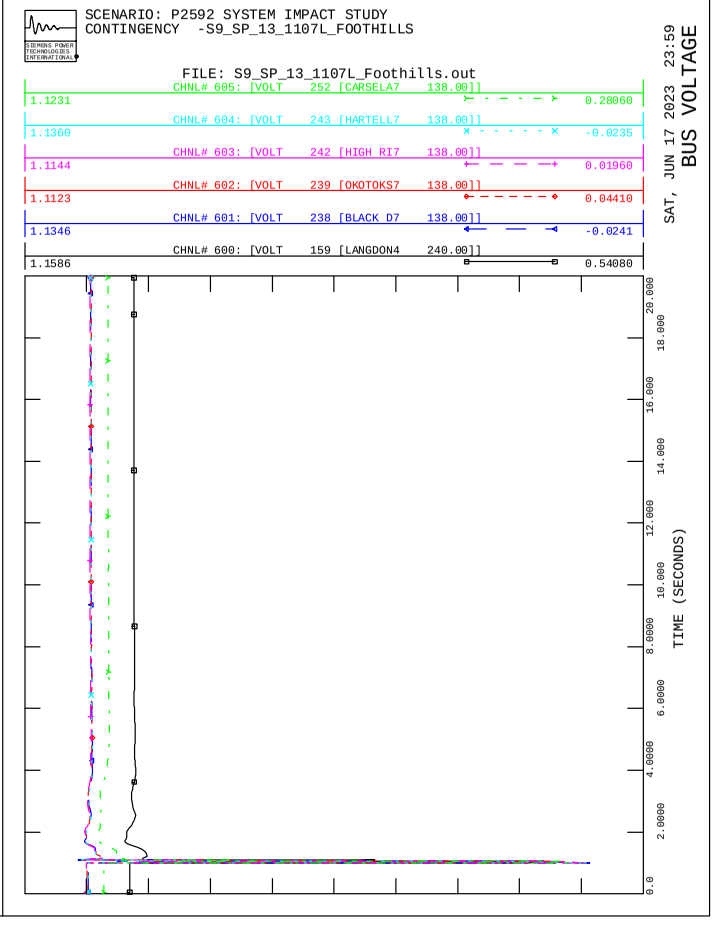
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1231 0.28060
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1360 -0.0235
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1144 0.01960
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1123 0.04410
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1346 -0.0241
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1586 0.54080
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)
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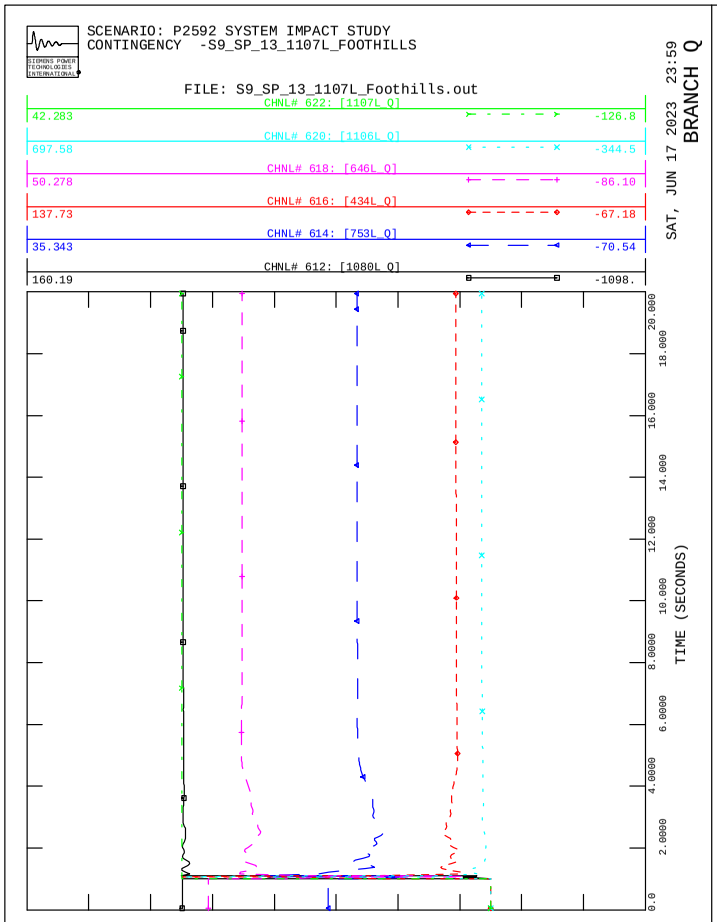
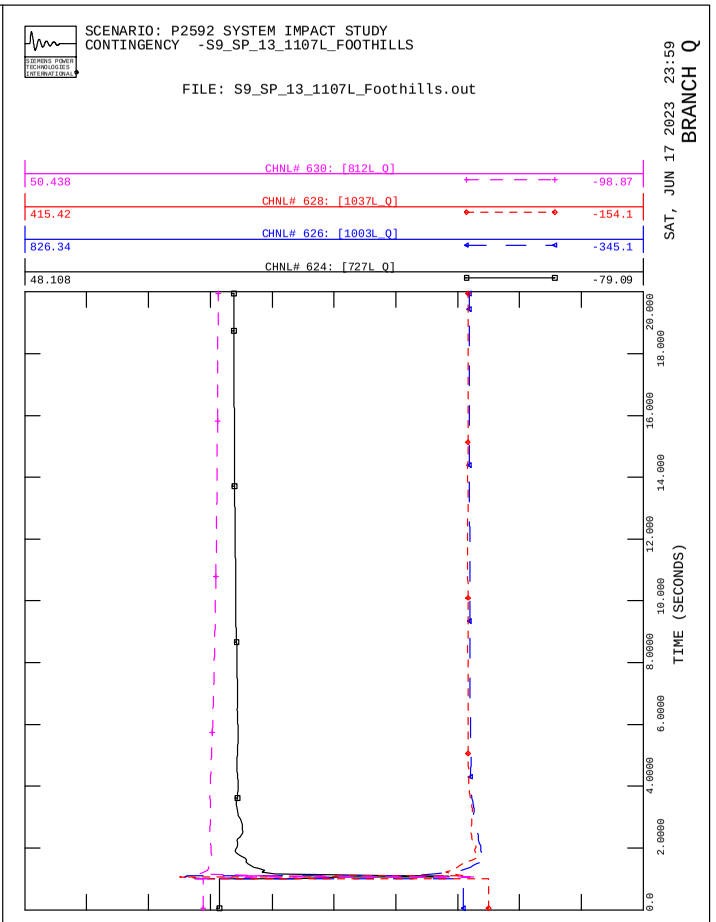
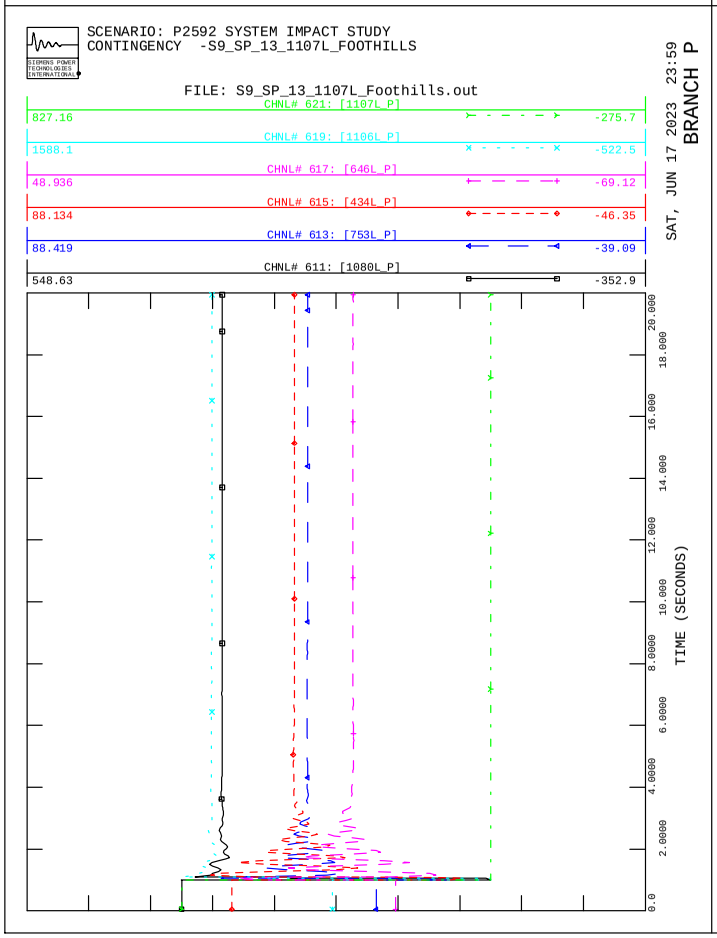
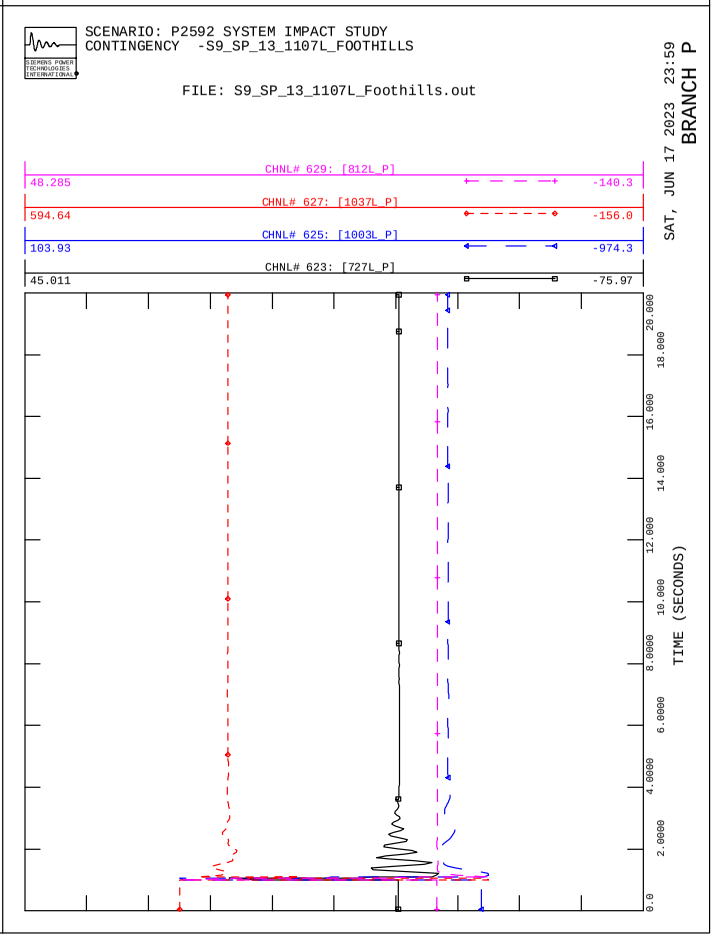
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 622: [1107L Q]
42.283
-126.8
CHNL# 620: [1106L Q]
697.58
-344.5
CHNL# 618: [646L Q]
50.278
-86.10
CHNL# 616: [434L Q]
137.73
-67.18
CHNL# 614: [753L Q]
35.343
-70.54
CHNL# 612: [1080L Q]
160.19
-1098.
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 630: [812L Q]
50.438
-98.87
CHNL# 628: [1037L Q]
415.42
-154.1
CHNL# 626: [1003L Q]
826.34
-345.1
CHNL# 624: [727L Q]
48.108
-79.09
SAT, JUN 17 2023 23:59
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

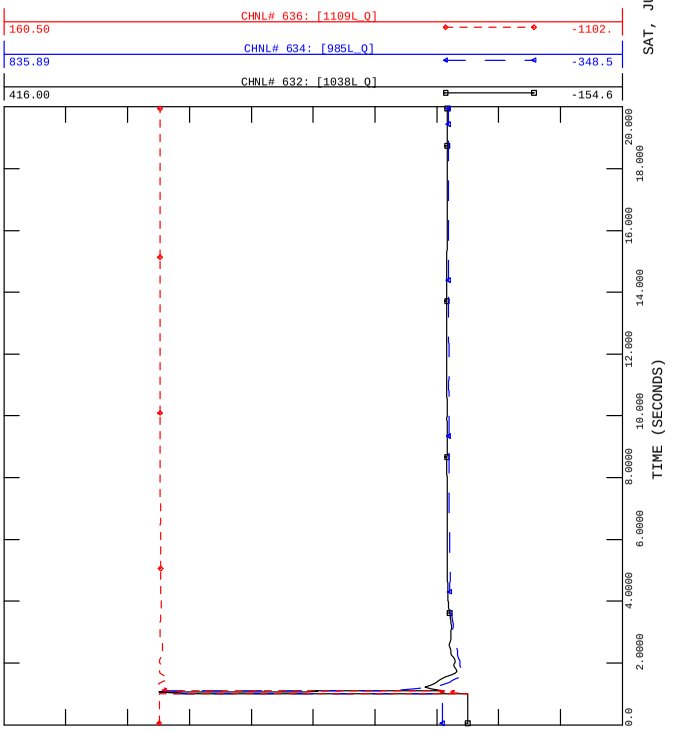

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 621: [1107L P]
827.16
-275.7
CHNL# 619: [1106L P]
1588.1
-522.5
CHNL# 617: [646L P]
48.936
-69.12
CHNL# 615: [434L P]
88.134
-46.35
CHNL# 613: [753L P]
88.419
-39.09
CHNL# 611: [1080L P]
548.63
-352.9
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS
FILE: S9_SP_13_1107L_Foothills.out
CHNL# 629: [812L P]
48.285
-140.3
CHNL# 627: [1037L P]
594.64
-156.0
CHNL# 625: [1003L P]
103.93
-974.3
CHNL# 623: [727L P]
45.011
-75.97
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS

FILE: S9_SP_13_1107L_Foothills.out

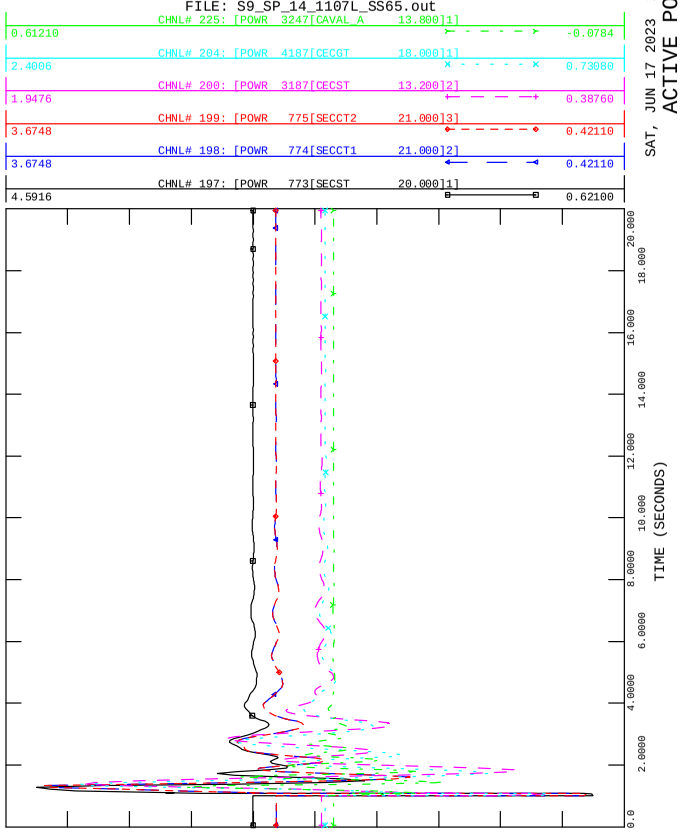
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65

FILE: S9_SP_14_1107L_SS65.out

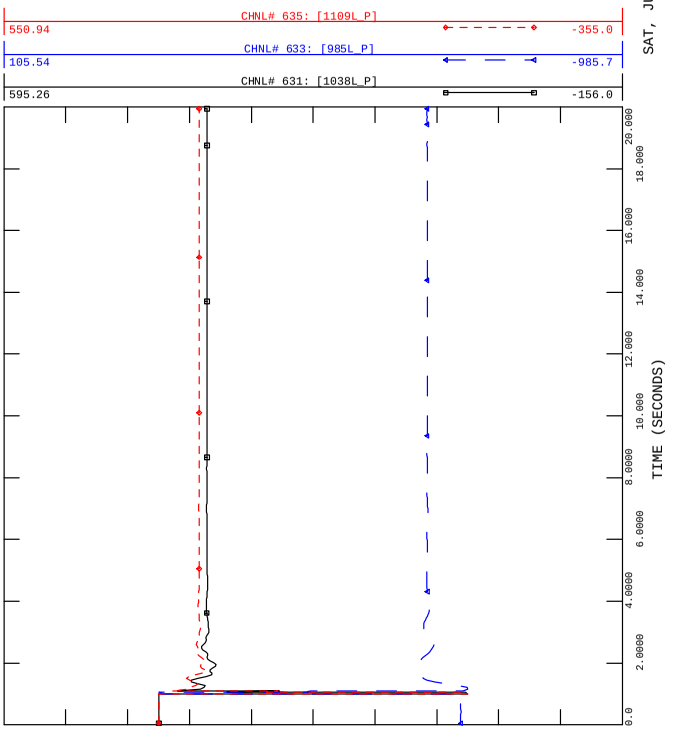
SAT, JUN 17 2023 23:59 ACTIVE POWER



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_13_1107L_FOOTHILLS

FILE: S9_SP_13_1107L_Foothills.out

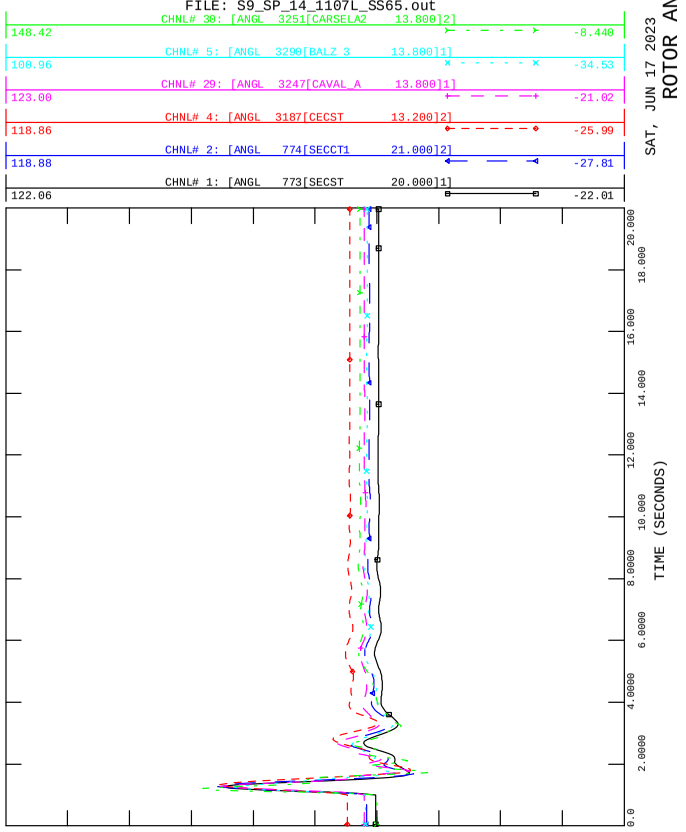
SAT, JUN 17 2023 23:59 BRANCH P

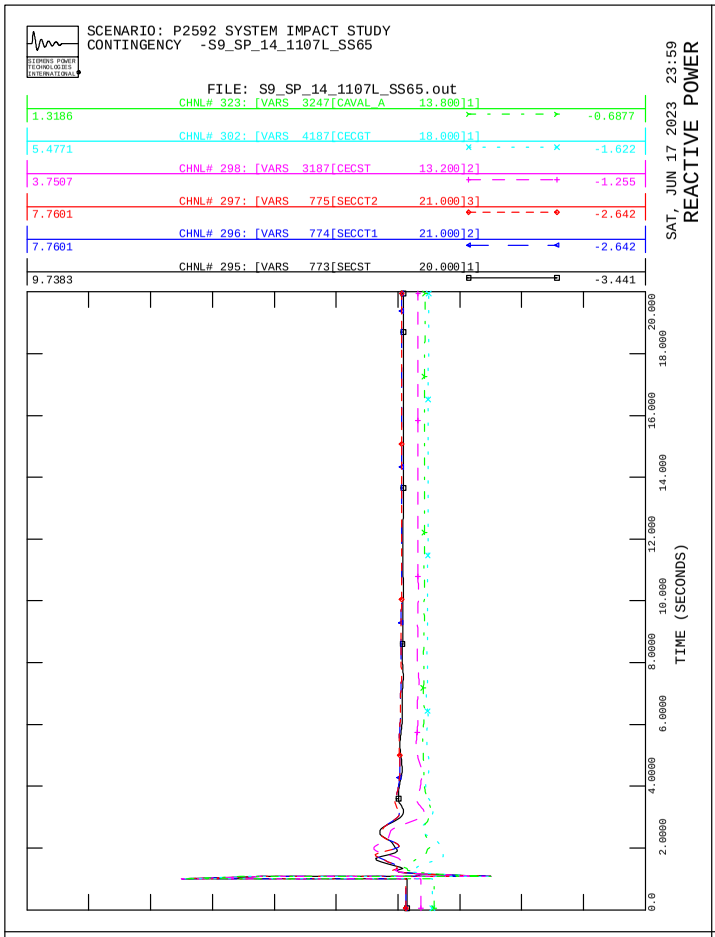


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65

FILE: S9_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:59 ROTOR ANGLE




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.3186
-0.6877
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.4771
-1.622
CHNL# 298: [VARS 3187[CECST 13.200]2]
3.7507
-1.255
CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.7601
-2.642
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.7601
-2.642
CHNL# 295: [VARS 773[SECST 20.000]1]
9.7383
-3.441
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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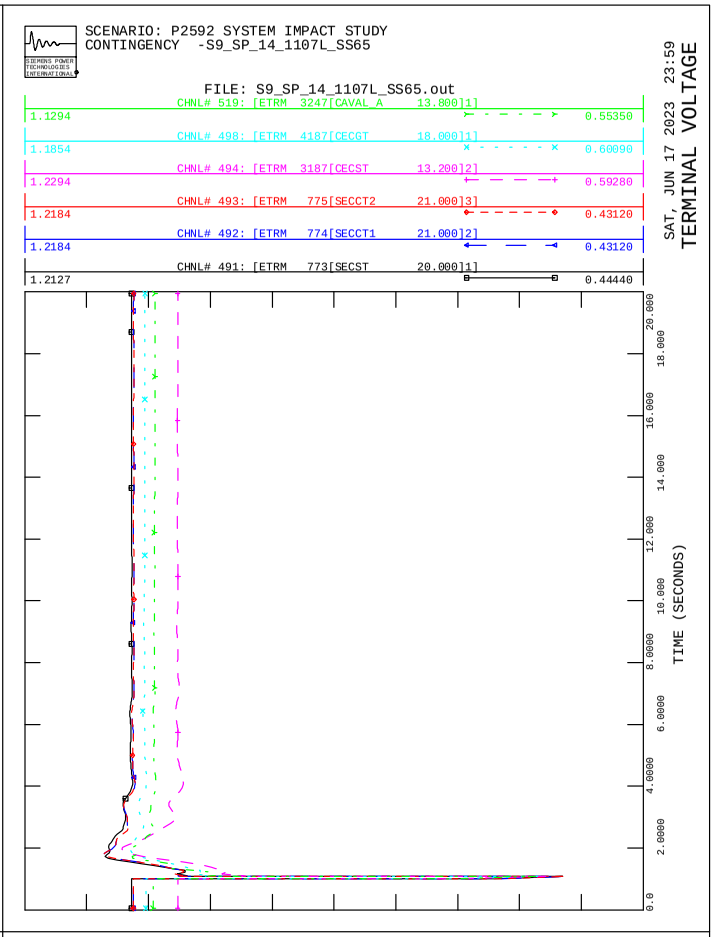
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1294
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CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1854
0.60090
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.2294
0.59280
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2184
0.43120
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2184
0.43120
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2127
0.44440
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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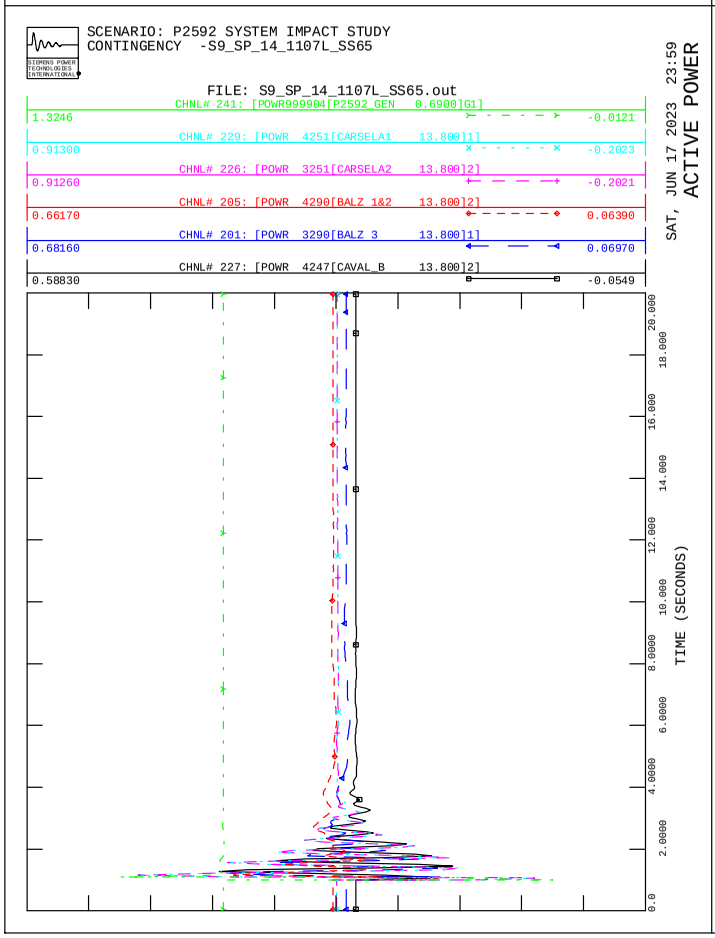
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.3246
-0.0121
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.91300
-0.2023
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.91260
-0.2021
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.66170
0.06390
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.68160
0.06970
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.58830
-0.0549
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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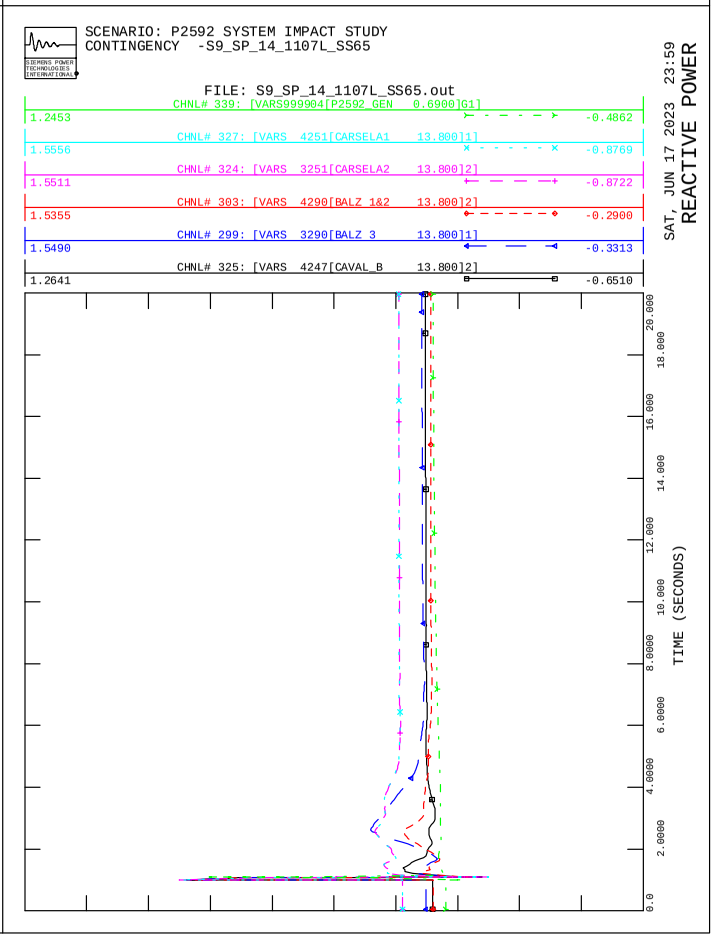
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CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.2453
-0.4862
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5556
-0.8769
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5511
-0.8722
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5355
-0.2900
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5490
-0.3313
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2]
1.2641
-0.6510
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65

FILE: S9_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1548 0.32820

CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2466 0.11790

CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.2070 0.12400

CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1999 0.13930

CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2452 0.11690

CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1906 0.25590

TIME (SECONDS)

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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65

FILE: S9_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH P

CHNL# 621: [1107L P]
5000.0 -5000.

CHNL# 619: [1106L P]
1673.0 -535.3

CHNL# 617: [646L P]
63.154 -77.46

CHNL# 615: [434L P]
95.641 -61.85

CHNL# 613: [753L P]
90.610 -28.39

CHNL# 611: [1080L P]
487.47 -169.3

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65

FILE: S9_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.3320 0.11510

CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1637 0.56080

CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1638 0.56220

CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1876 0.56780

CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1729 0.51620

CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1286 0.58340

TIME (SECONDS)

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SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65

FILE: S9_SP_14_1107L_SS65.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2488 0.11920

CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1893 0.07650

CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1810 0.07050

CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1622 0.26550

TIME (SECONDS)

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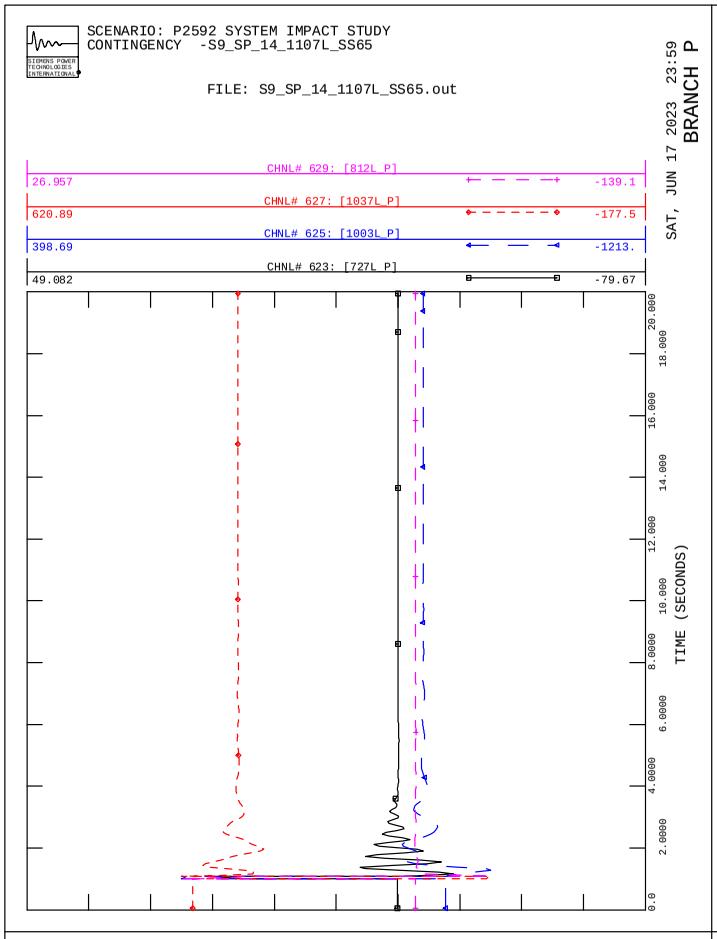
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 629: [812L_P]
26.957
-139.1
CHNL# 627: [1037L_P]
620.89
-177.5
CHNL# 625: [1003L_P]
398.69
-1213.
CHNL# 623: [727L_P]
49.082
-79.67
TIME (SECONDS)
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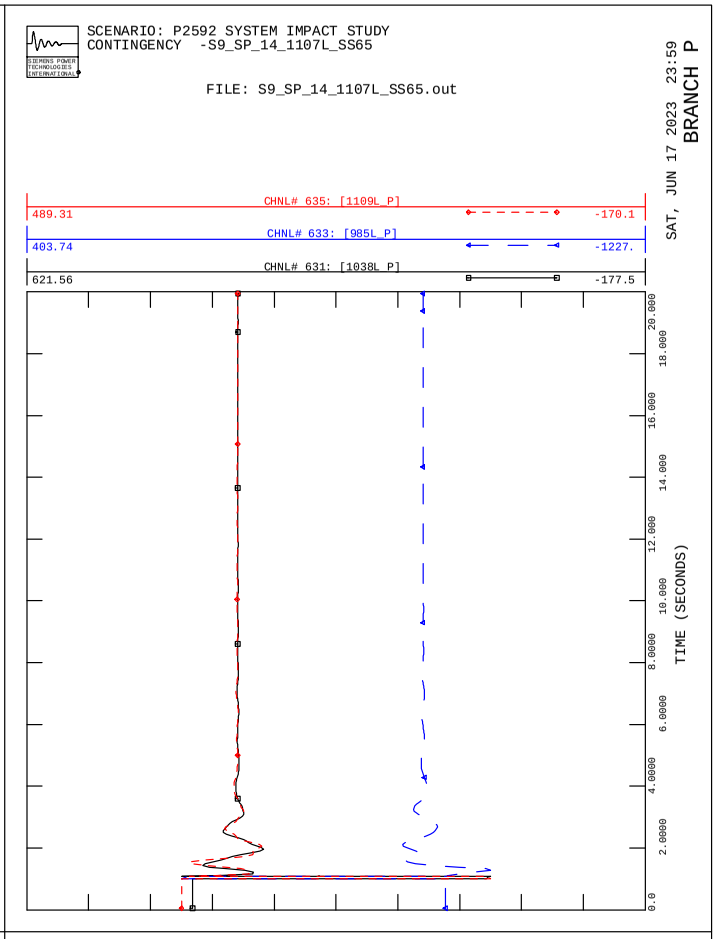
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 635: [1109L_P]
489.31
-170.1
CHNL# 633: [985L_P]
403.74
-1227.
CHNL# 631: [1038L_P]
621.56
-177.5
TIME (SECONDS)
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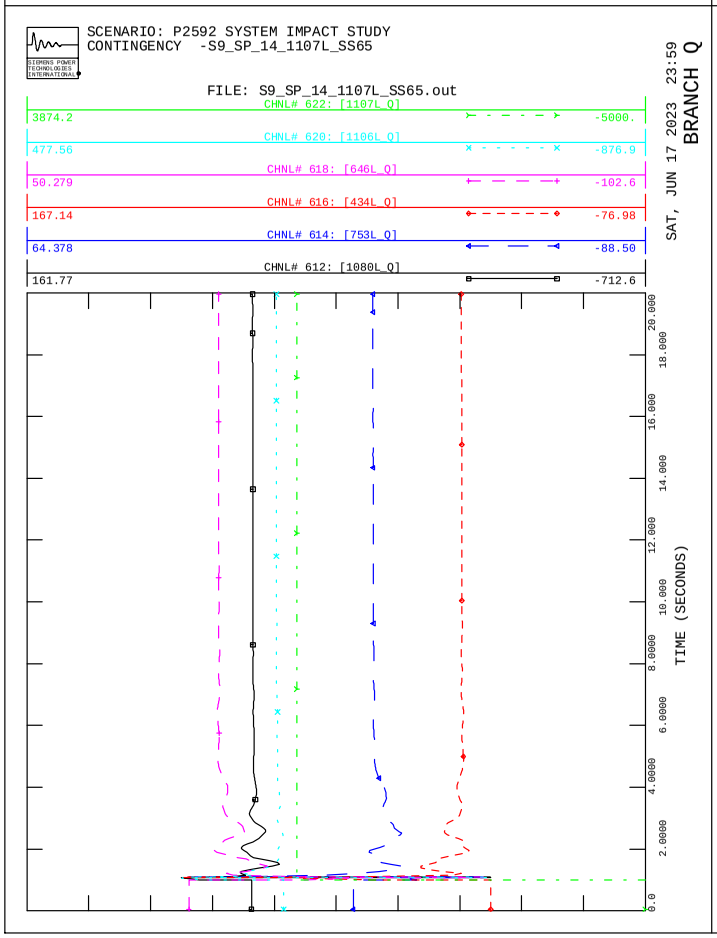
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L_Q]
3874.2
-5000.
CHNL# 620: [1106L_Q]
477.56
-876.9
CHNL# 618: [646L_Q]
50.279
-102.6
CHNL# 616: [434L_Q]
167.14
-76.98
CHNL# 614: [753L_Q]
64.378
-88.50
CHNL# 612: [1080L_Q]
161.77
-712.6
TIME (SECONDS)
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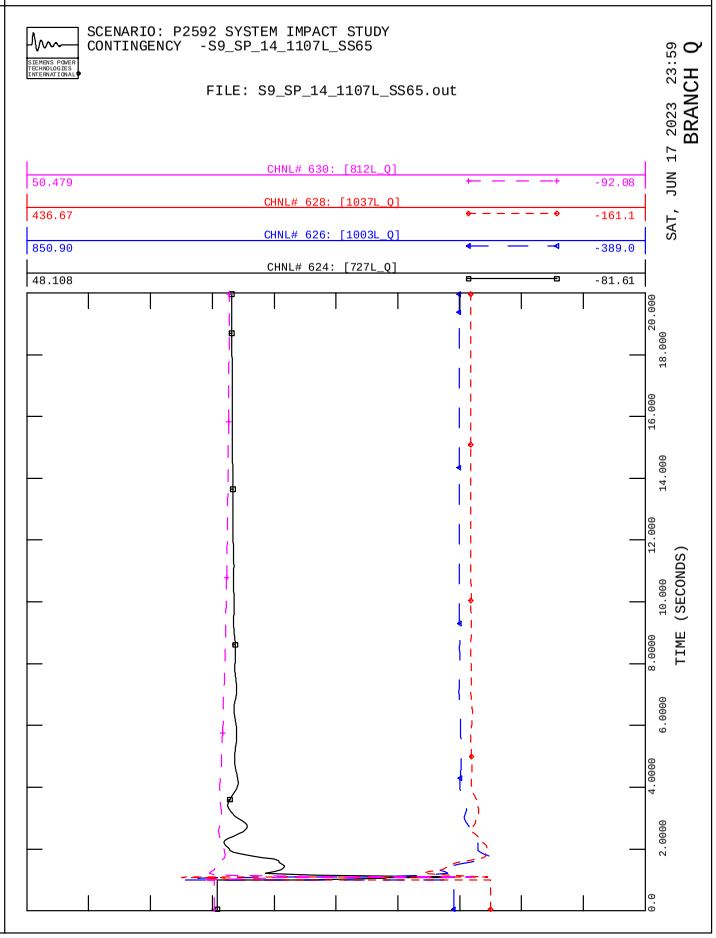
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 630: [812L_Q]
50.479
-92.08
CHNL# 628: [1037L_Q]
436.67
-161.1
CHNL# 626: [1003L_Q]
850.90
-389.0
CHNL# 624: [727L_Q]
48.108
-81.61
TIME (SECONDS)
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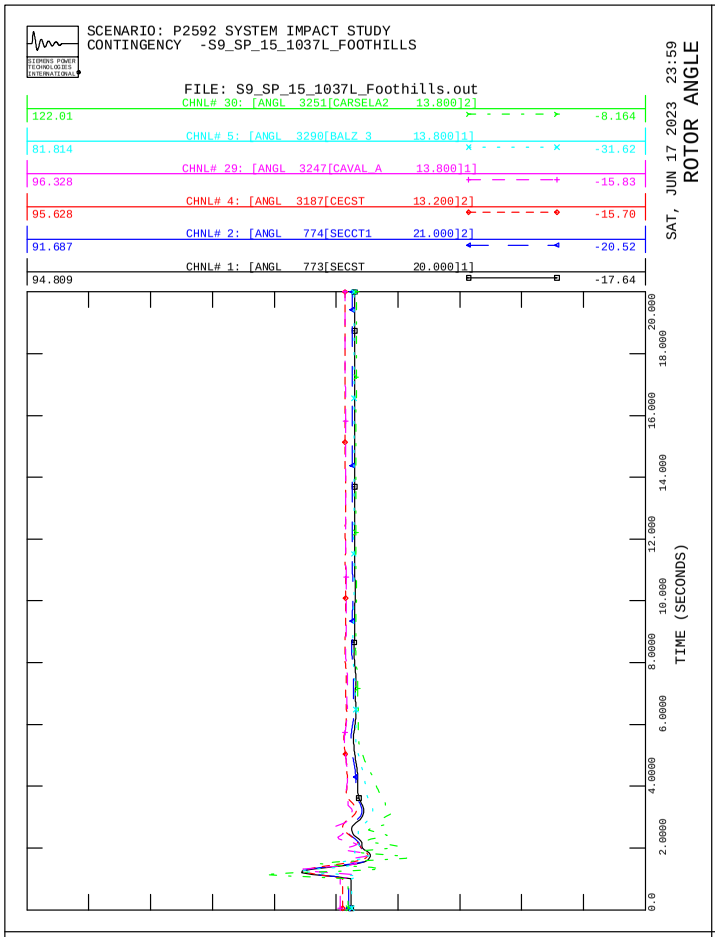
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
122.01
-8.164
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
81.814
-31.62
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
96.328
-15.83
CHNL# 4: [ANGL 3187[CECST 13.200]2]
95.628
-15.70
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
91.687
-20.52
CHNL# 1: [ANGL 773[SECST 20.000]1]
94.809
-17.64
SAT, JUN 17 2023 23:59
ROTOR ANGLE
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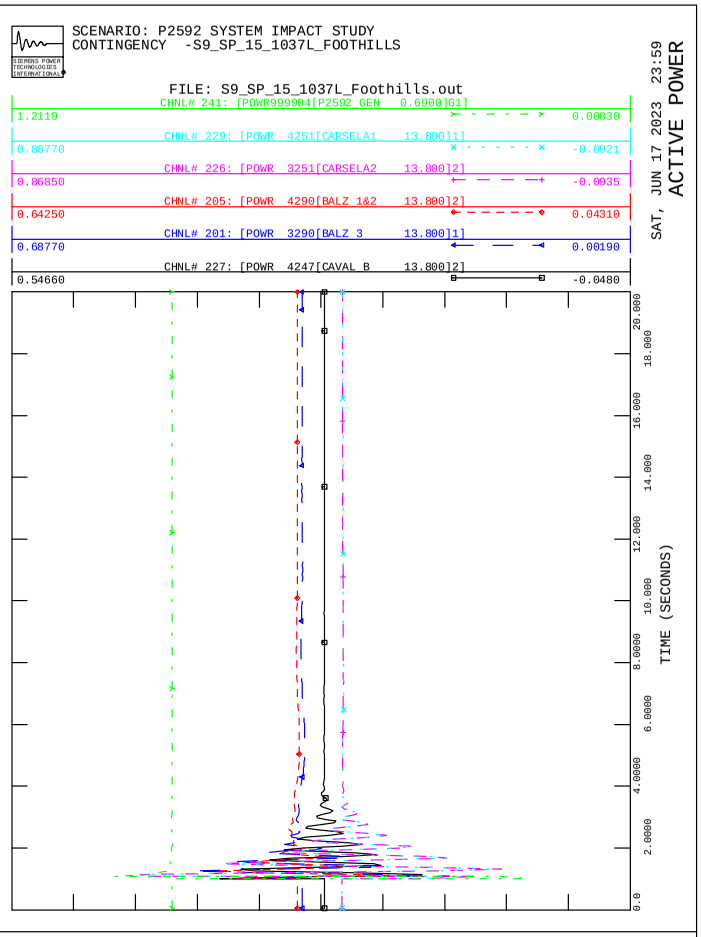
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
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CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.86770
-0.0921
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.86850
-0.0935
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.64250
0.04310
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.68770
0.00190
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.54660
-0.0480
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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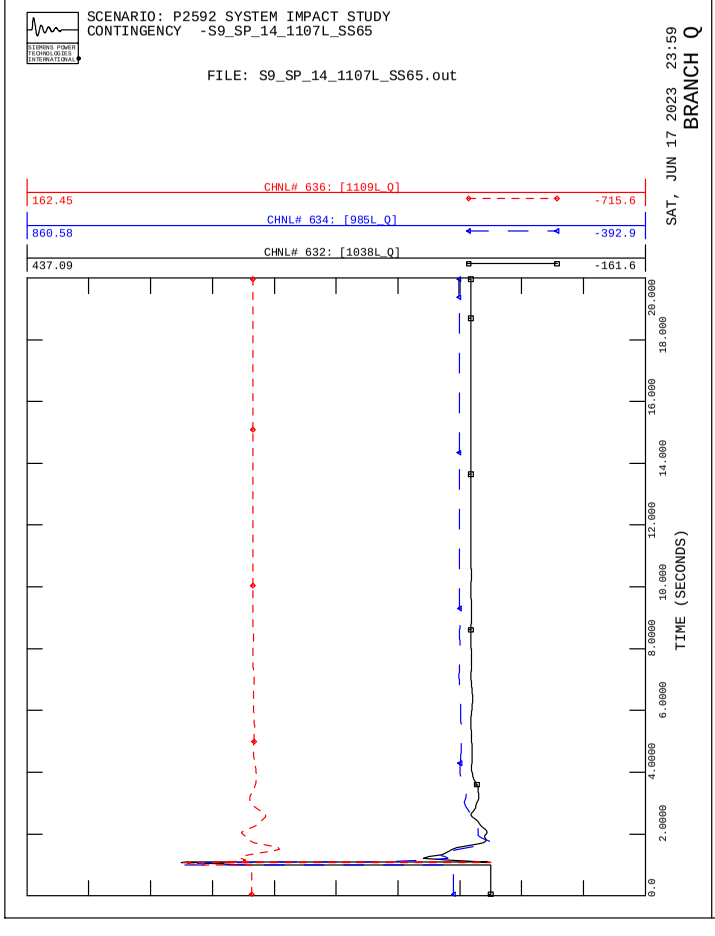
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_14_1107L_SS65
FILE: S9_SP_14_1107L_SS65.out
CHNL# 636: [1109L Q]
162.45
-715.6
CHNL# 634: [985L Q]
860.58
-392.9
CHNL# 632: [1038L Q]
437.09
-161.6
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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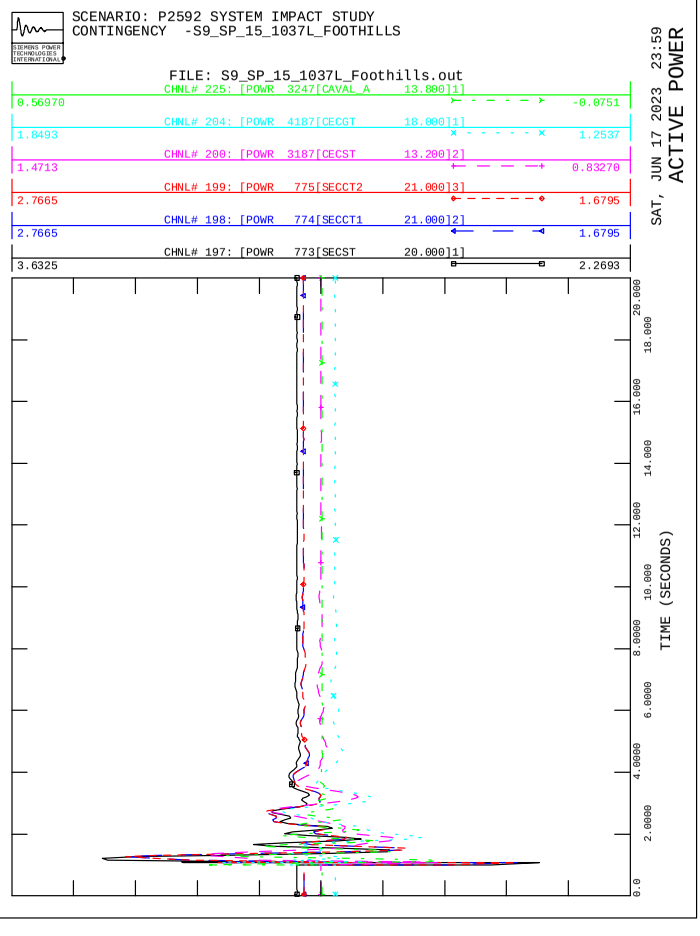
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CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.56970
-0.0751
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8493
1.2537
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4713
0.83270
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.7665
1.6795
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.7665
1.6795
CHNL# 197: [POWR 773[SECST 20.000]1]
3.6325
2.2693
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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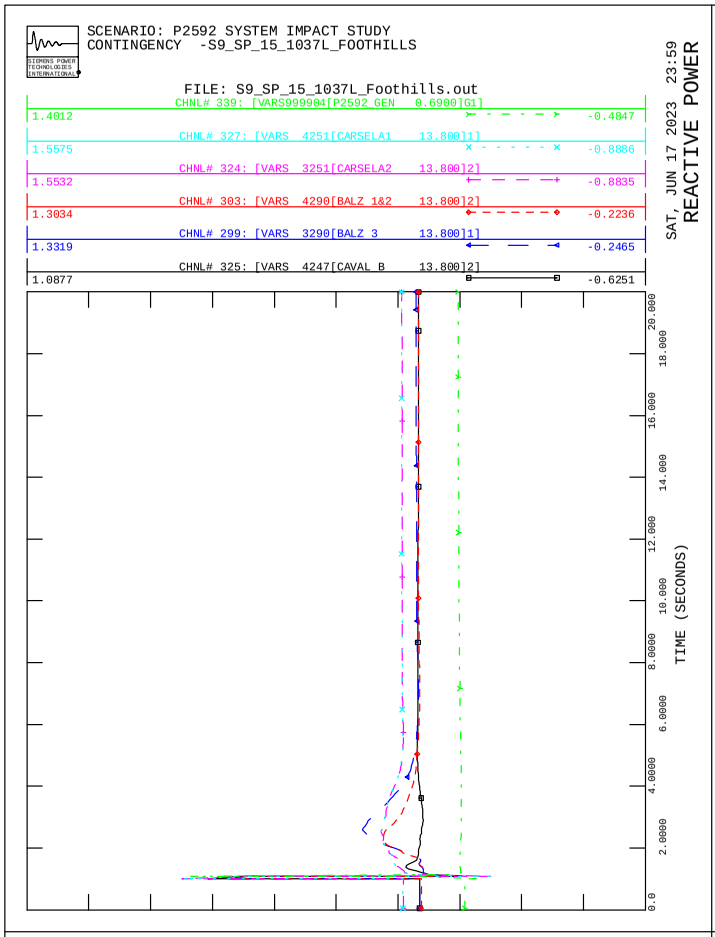
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.4012 -0.4847
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5575 -0.8886
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5532 -0.8835
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.3034 -0.2236
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.3319 -0.2465
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.0877 -0.6251
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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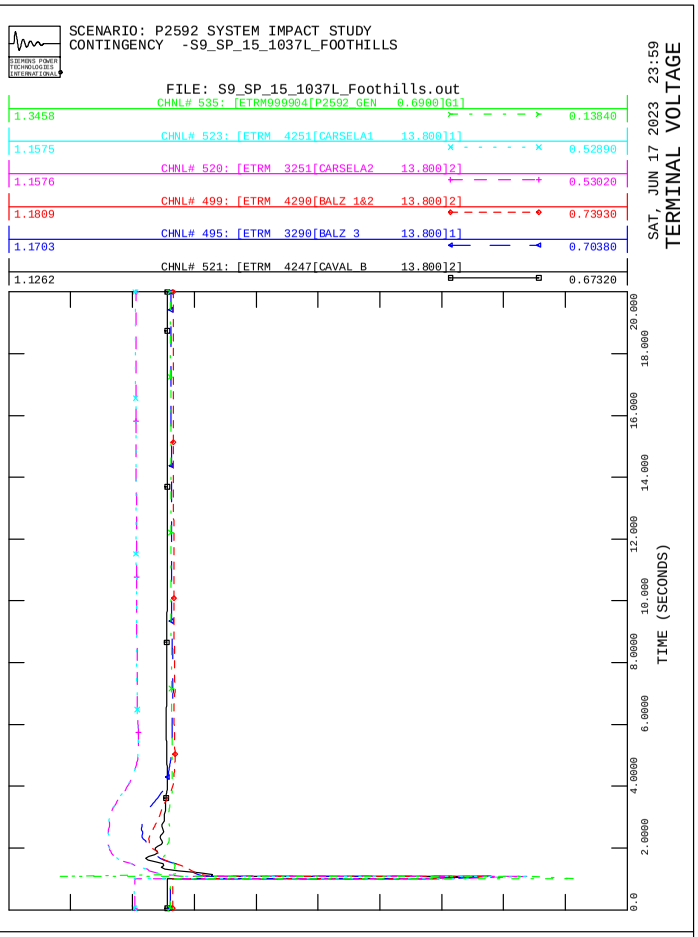
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.3458 0.13840
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1575 0.52890
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1576 0.53020
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1809 0.73930
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1703 0.70380
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1262 0.67320
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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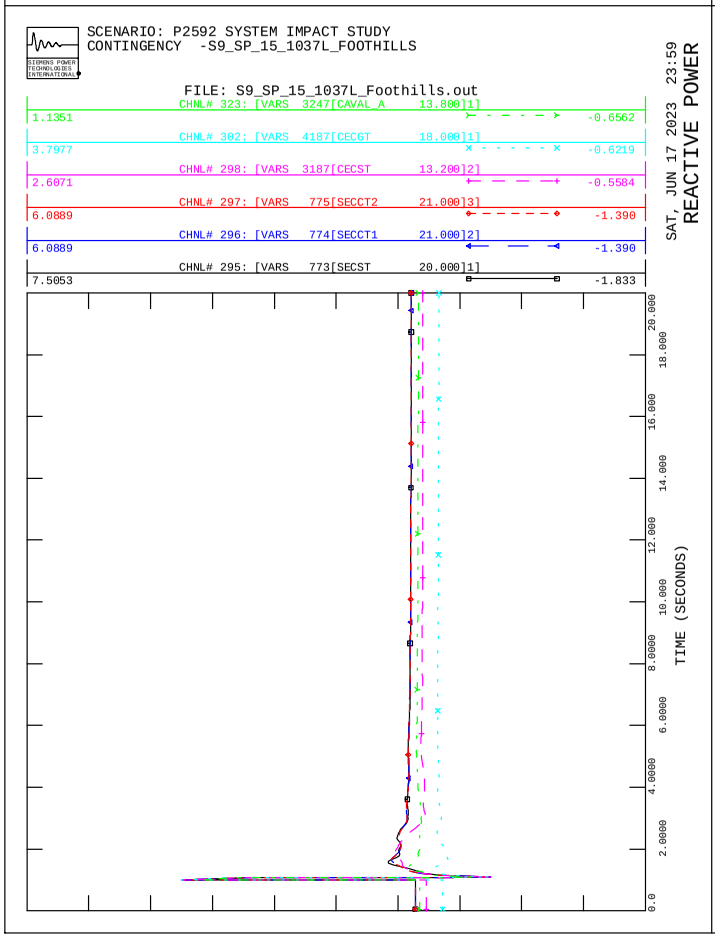
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.1351 -0.6562
CHNL# 302: [VARS 4187[CECGT 18.000]1]
3.7977 -0.6219
CHNL# 298: [VARS 3187[CECST 13.200]2]
2.6071 -0.5584
CHNL# 297: [VARS 775[SECCT2 21.000]3]
6.0889 -1.390
CHNL# 296: [VARS 774[SECCT1 21.000]2]
6.0889 -1.390
CHNL# 295: [VARS 773[SECST 20.000]1]
7.5053 -1.833
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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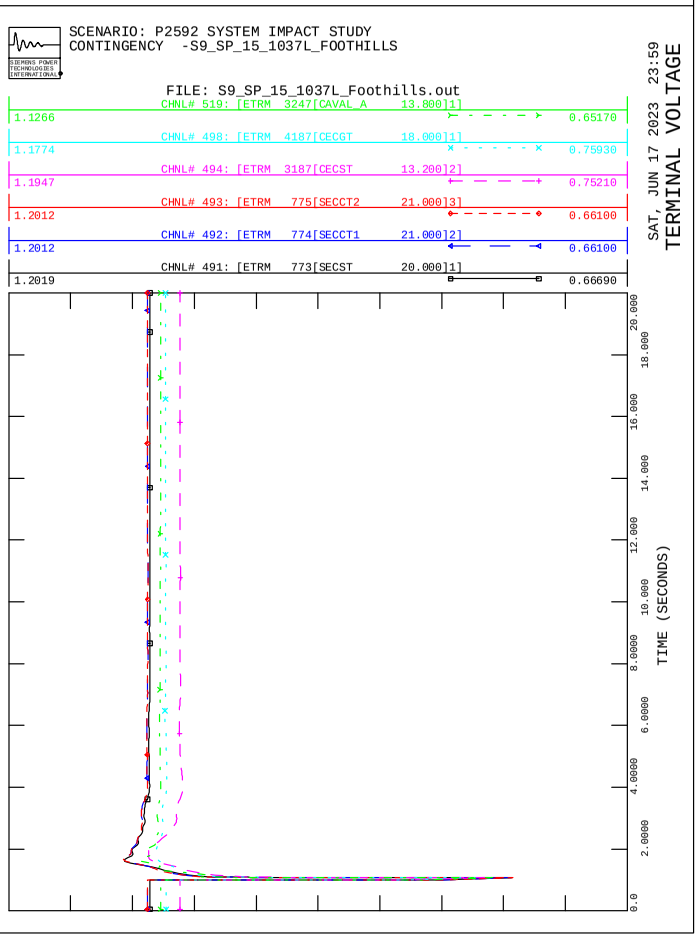
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
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CHNL# 498: [ETRM 4187[CECGT 18.000]1]
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CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1947 0.75210
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2012 0.66100
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2012 0.66100
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2019 0.66690
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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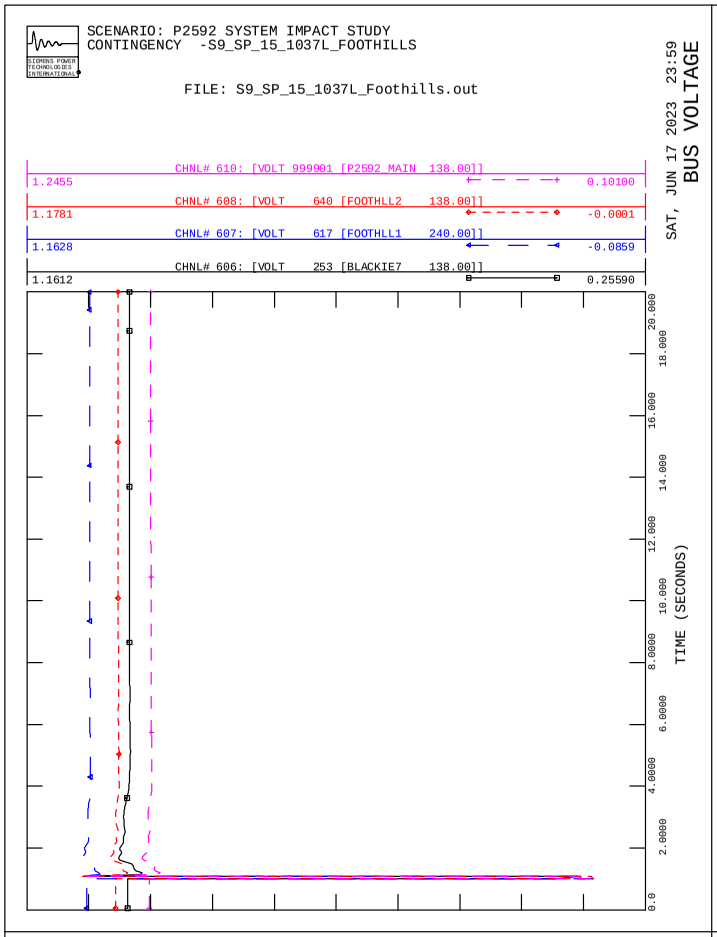
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2455
0.10100
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1781
-0.0001
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1628
-0.0859
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1612
0.25590
TIME (SECONDS)
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6.0000
8.0000
10.000
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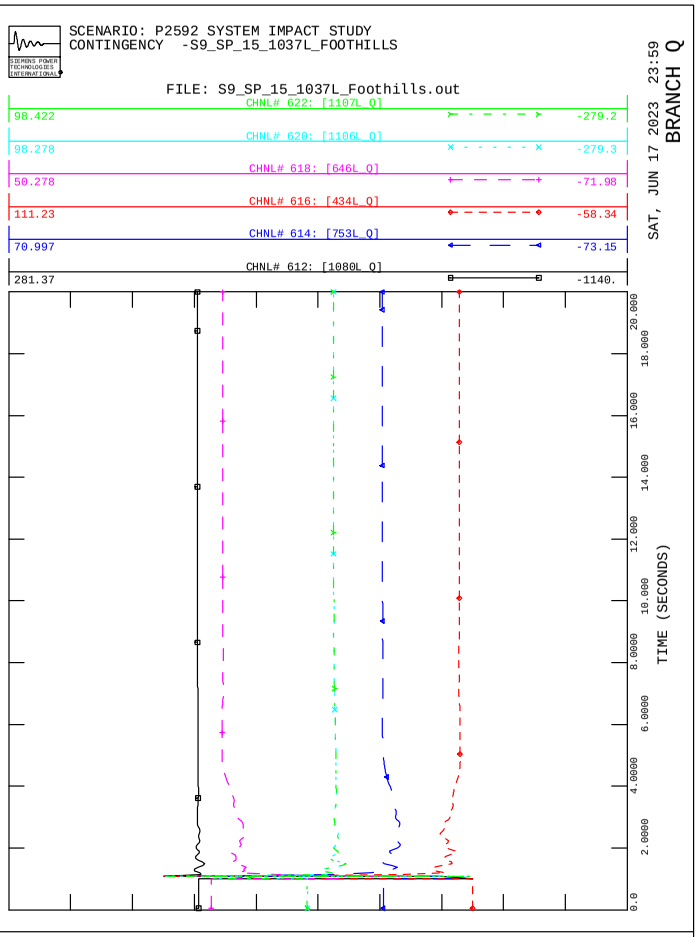
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L Q]
98.422
-279.2
CHNL# 620: [1106L Q]
98.278
-279.3
CHNL# 618: [646L Q]
50.278
-71.98
CHNL# 616: [434L Q]
111.23
-58.34
CHNL# 614: [753L Q]
70.997
-73.15
CHNL# 612: [1080L Q]
281.37
-1140.
TIME (SECONDS)
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10.000
12.000
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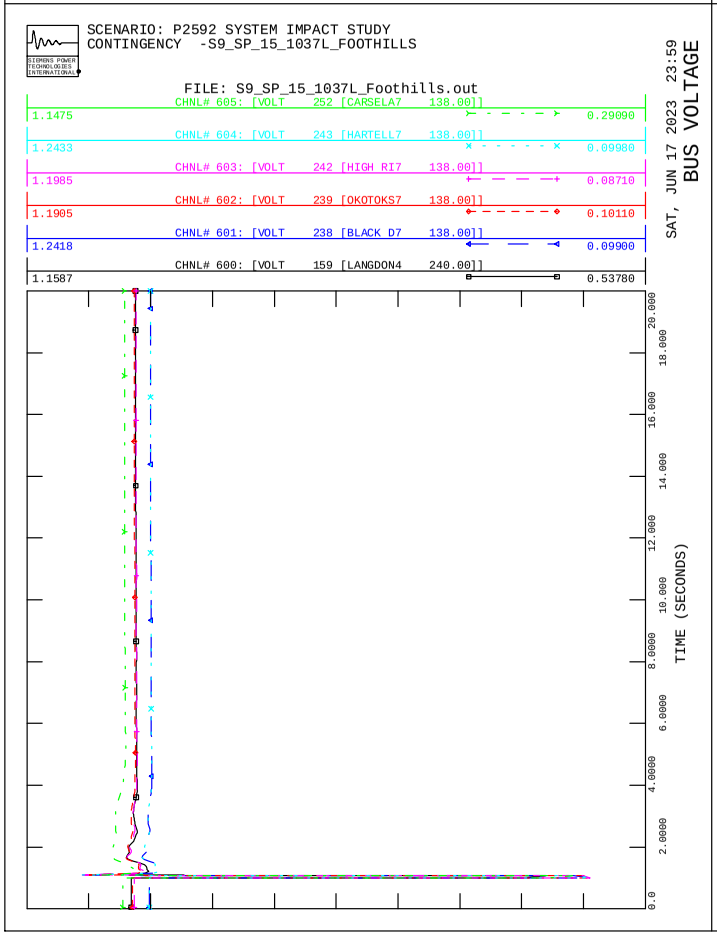
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1475
0.29090
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2433
0.09980
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1985
0.08710
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1905
0.10110
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2418
0.09900
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1587
0.53780
TIME (SECONDS)
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4.0000
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8.0000
10.000
12.000
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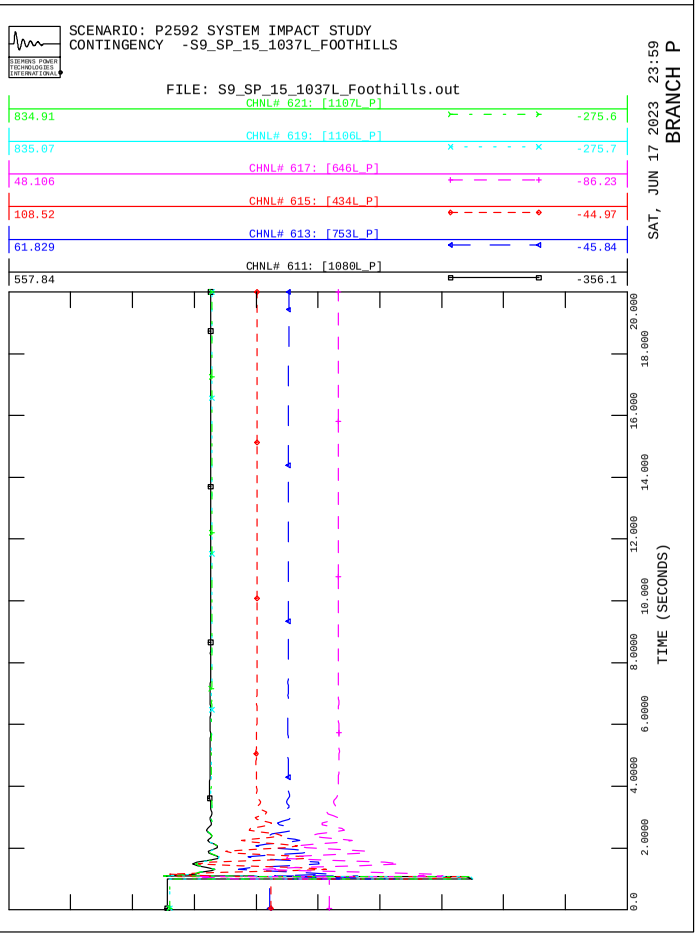
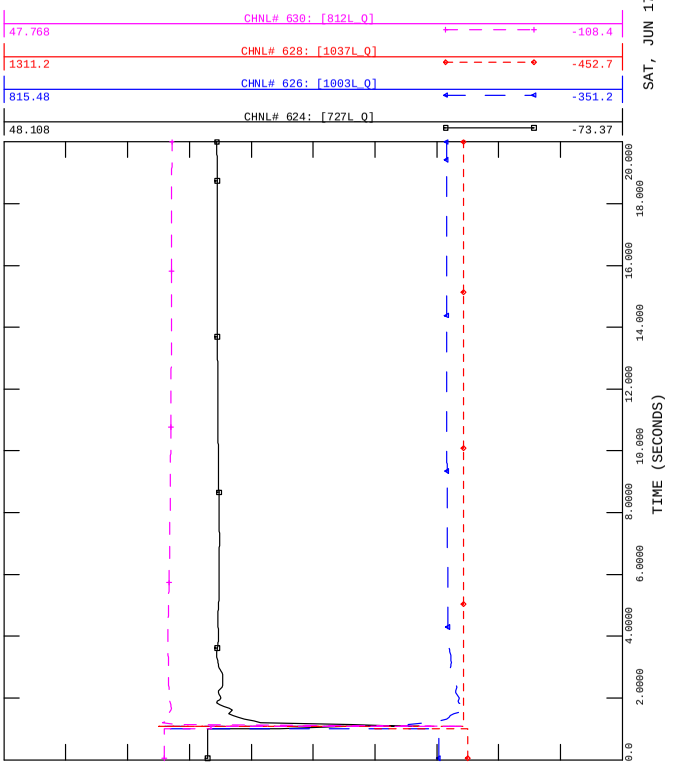
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS
FILE: S9_SP_15_1037L_Foothills.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 621: [1107L P]
834.91
-275.6
CHNL# 619: [1106L P]
835.07
-275.7
CHNL# 617: [646L P]
48.106
-86.23
CHNL# 615: [434L P]
108.52
-44.97
CHNL# 613: [753L P]
61.829
-45.84
CHNL# 611: [1080L P]
557.84
-356.1
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS

FILE: S9_SP_15_1037L_Foothills.out

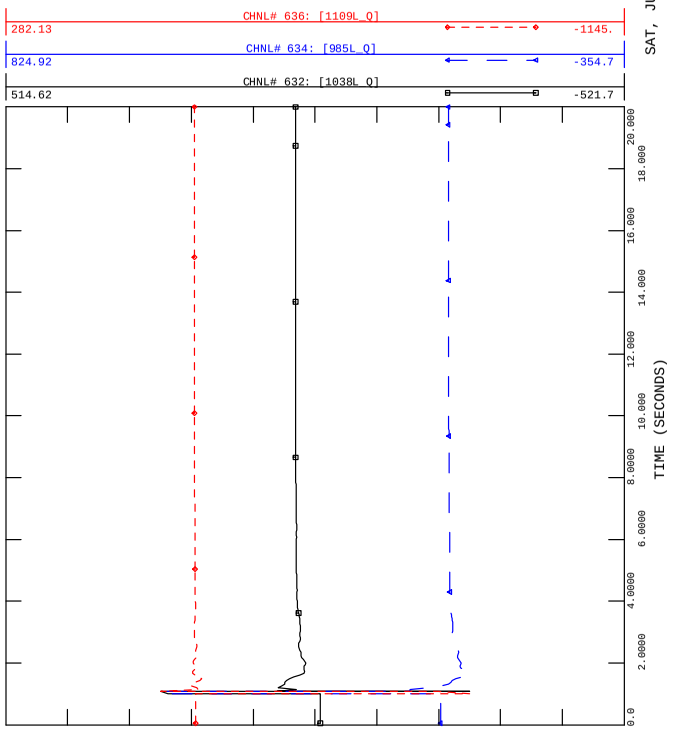
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS

FILE: S9_SP_15_1037L_Foothills.out

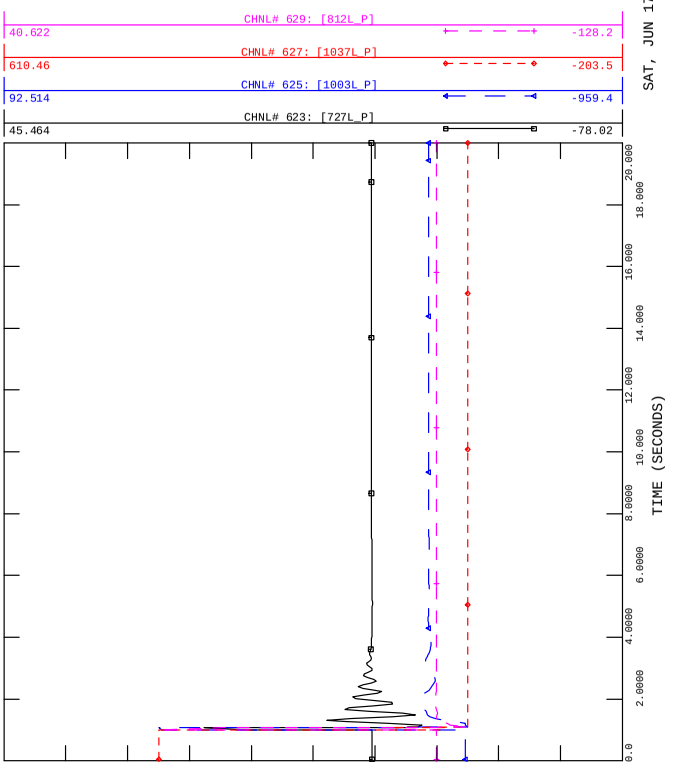
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS

FILE: S9_SP_15_1037L_Foothills.out

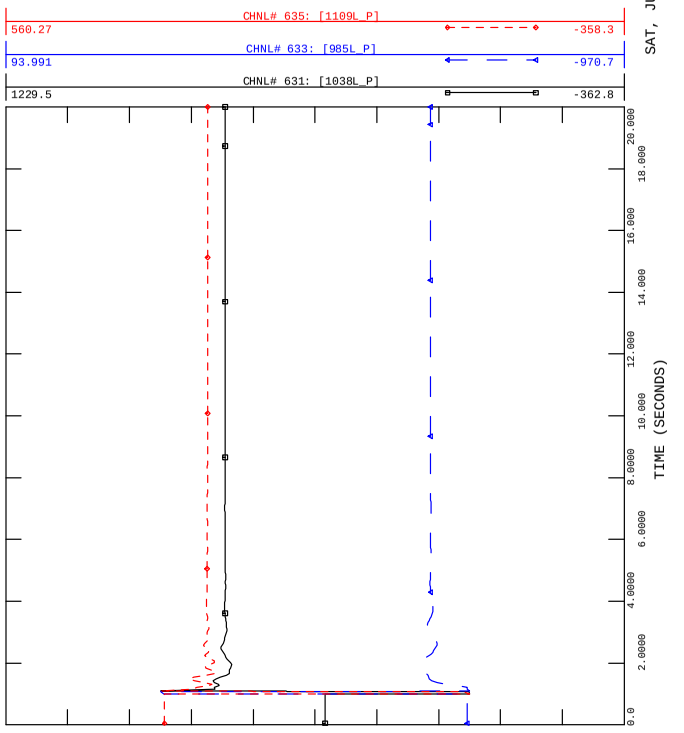
SAT, JUN 17 2023 23:59 BRANCH P

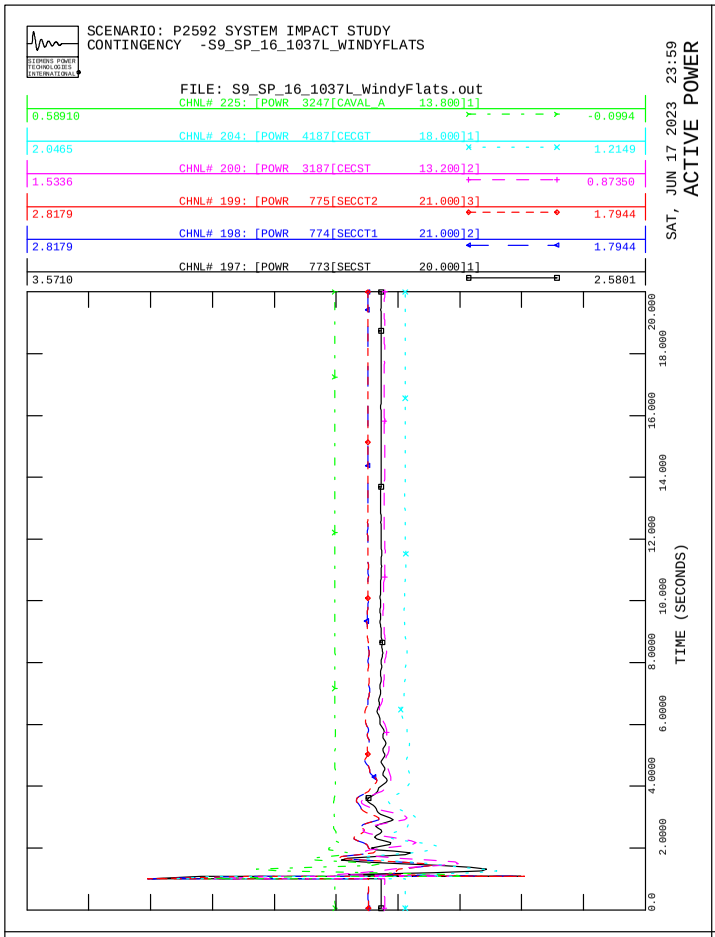


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_15_1037L_FOOTHILLS

FILE: S9_SP_15_1037L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 225: [POWR 3247[CAVAL_A 13.800]1]
0.58910
-0.0994
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.0465
1.2149
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.5336
0.87350
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.8179
1.7944
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.8179
1.7944
CHNL# 197: [POWR 773[SECST 20.000]1]
3.5710
2.5801
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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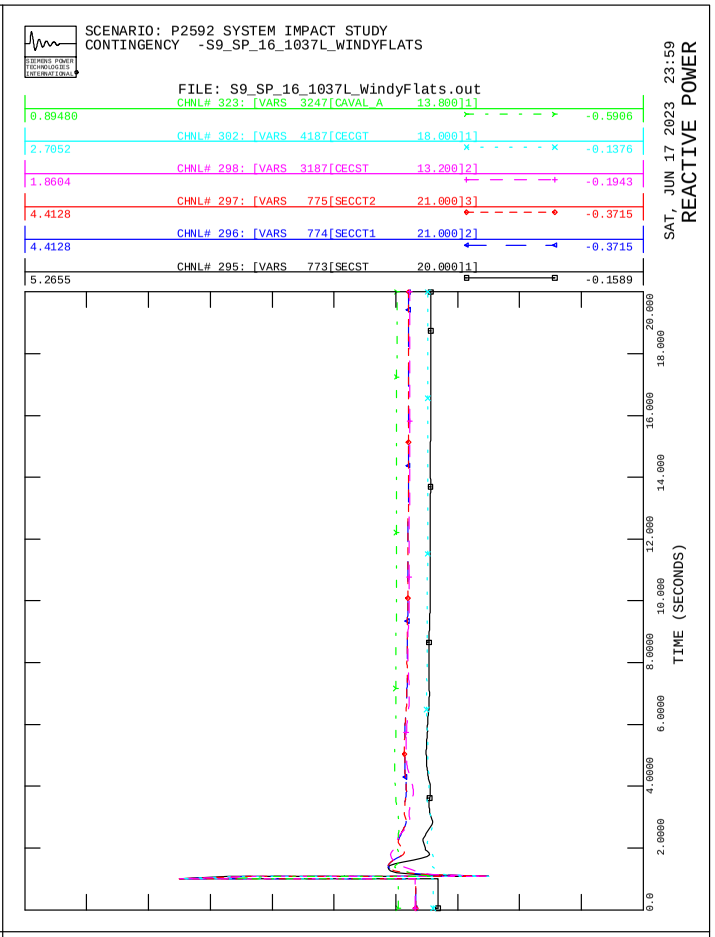
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
0.89480
-0.5906
CHNL# 302: [VARS 4187[CECGT 18.000]1]
2.7052
-0.1376
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.8604
-0.1943
CHNL# 297: [VARS 775[SECCT2 21.000]3]
4.4128
-0.3715
CHNL# 296: [VARS 774[SECCT1 21.000]2]
4.4128
-0.3715
CHNL# 295: [VARS 773[SECST 20.000]1]
5.2655
-0.1589
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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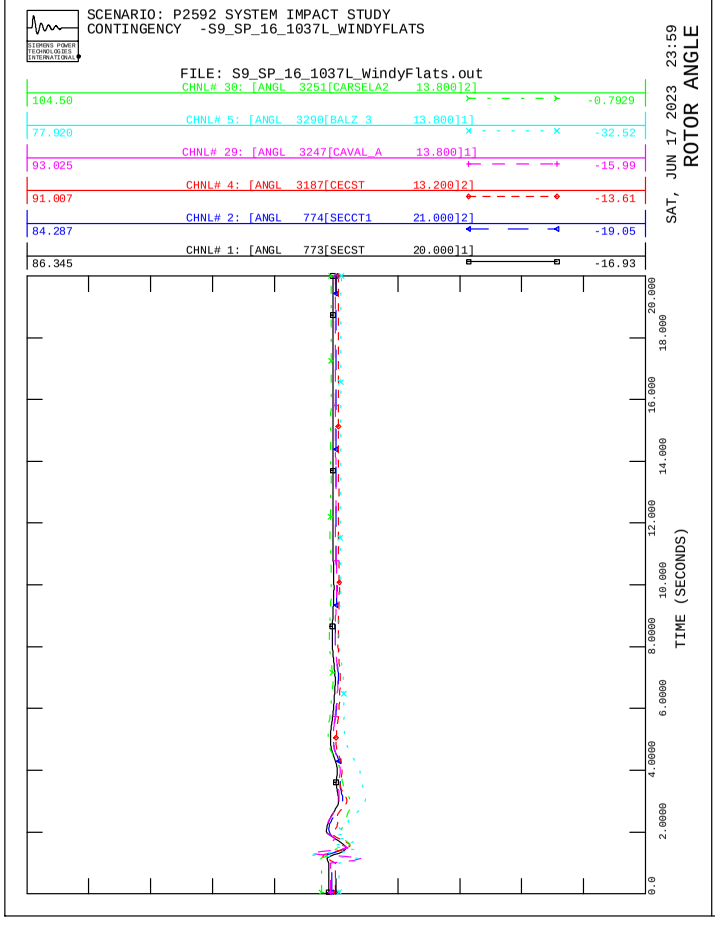
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
104.50
-0.7929
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
77.920
-32.52
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
93.025
-15.99
CHNL# 4: [ANGL 3187[CECST 13.200]2]
91.007
-13.61
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
84.287
-19.05
CHNL# 1: [ANGL 773[SECST 20.000]1]
86.345
-16.93
SAT, JUN 17 2023 23:59
ROTOR ANGLE
TIME (SECONDS)
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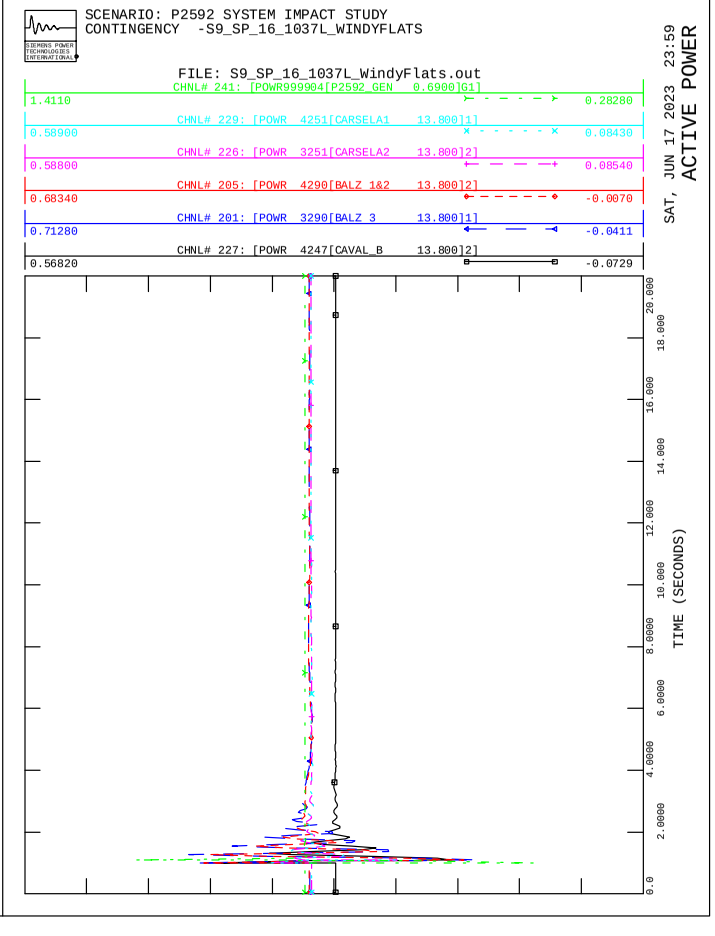
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.4110
0.28280
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.58900
0.08430
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.58800
0.08540
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.68340
-0.0070
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.71280
-0.0411
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.56820
-0.0729
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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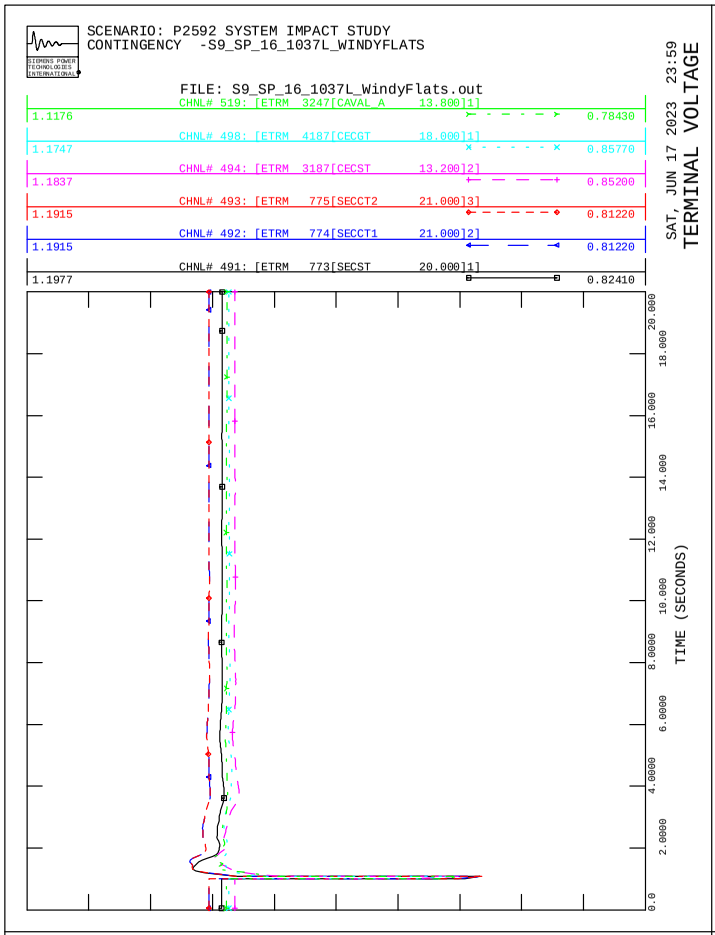
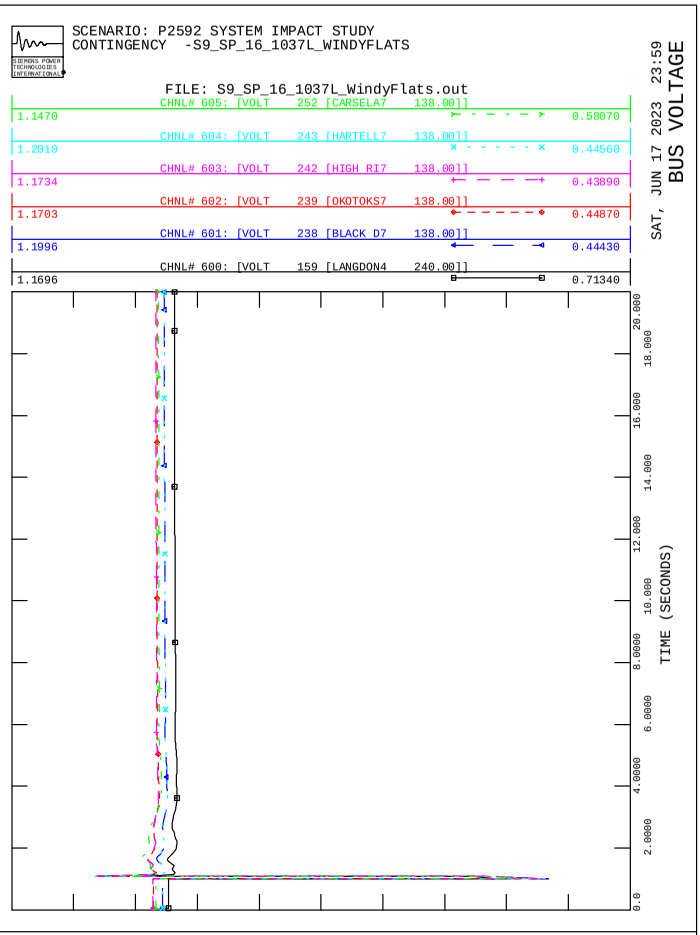
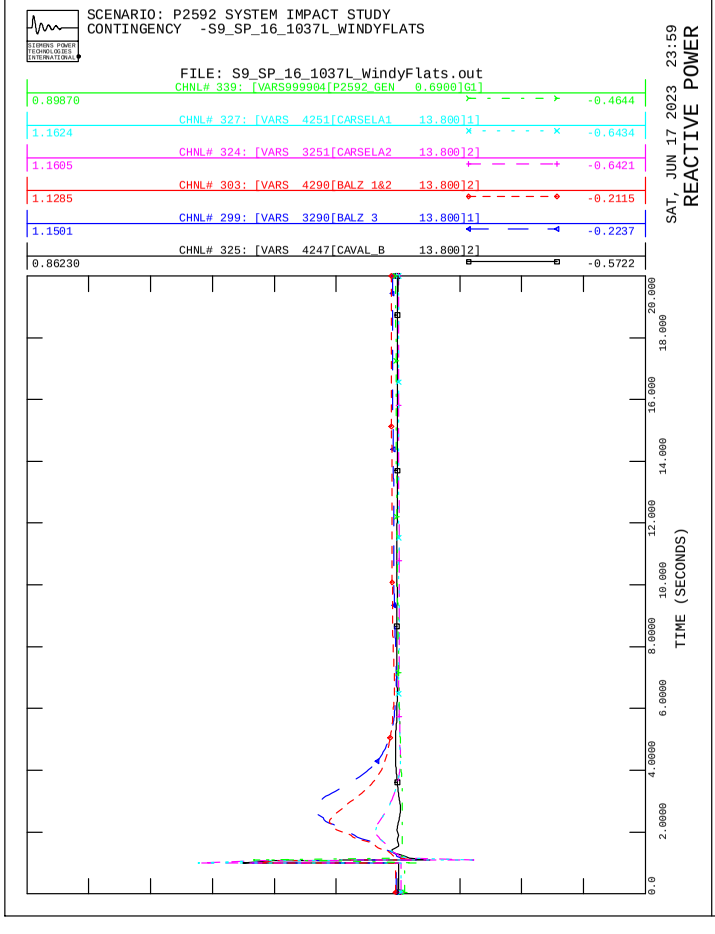
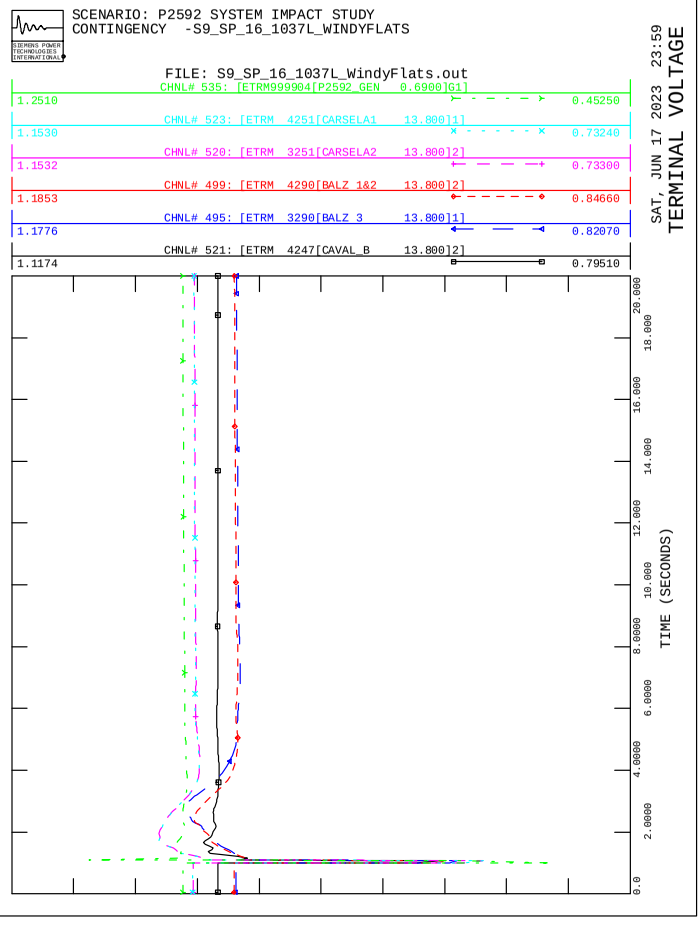
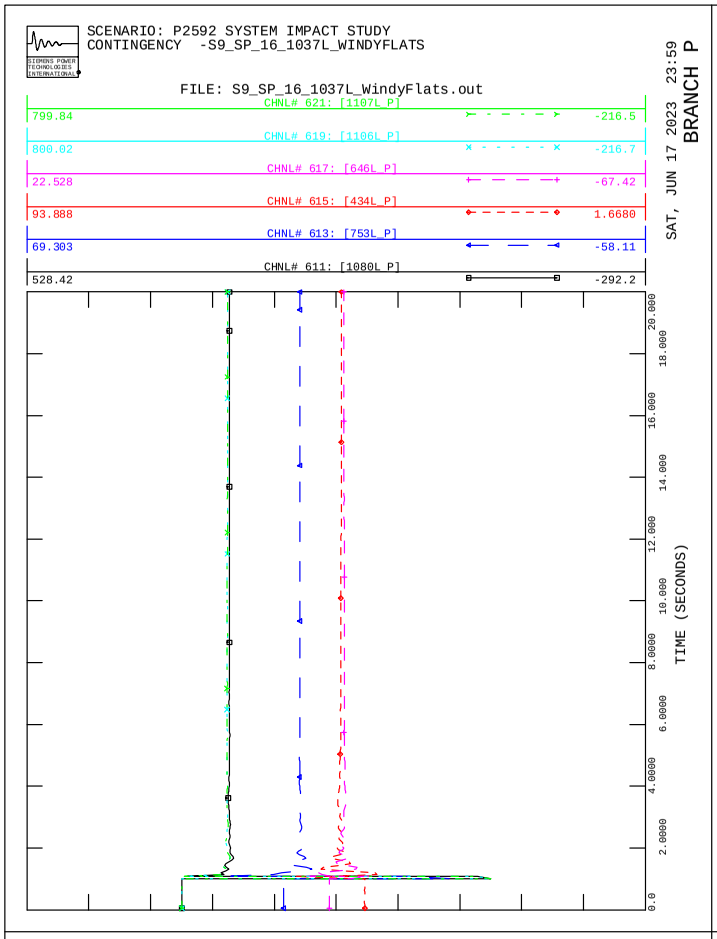
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1176 0.78430
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1747 0.85770
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1837 0.85200
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.1915 0.81220
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.1915 0.81220
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.1977 0.82410
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 605: [VOLT 252 [CARSELA7 138.00]] 1.1470 0.58070
CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.2010 0.44560
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.1734 0.43890
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.1703 0.44870
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.1996 0.44430
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1696 0.71340
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 0.89870 -0.4644
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.1624 -0.6434
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.1605 -0.6421
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.1285 -0.2115
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.1501 -0.2237
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 0.86230 -0.5722
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1] 1.2510 0.45250
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1530 0.73240
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1532 0.73300
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1853 0.84660
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1776 0.82070
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2] 1.1174 0.79510
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 621: [1107L P]
799.84
-216.5
CHNL# 619: [1106L P]
800.02
-216.7
CHNL# 617: [646L P]
22.528
-67.42
CHNL# 615: [434L P]
93.888
1.6680
CHNL# 613: [753L P]
69.303
-58.11
CHNL# 611: [1080L P]
528.42
-292.2
TIME (SECONDS)
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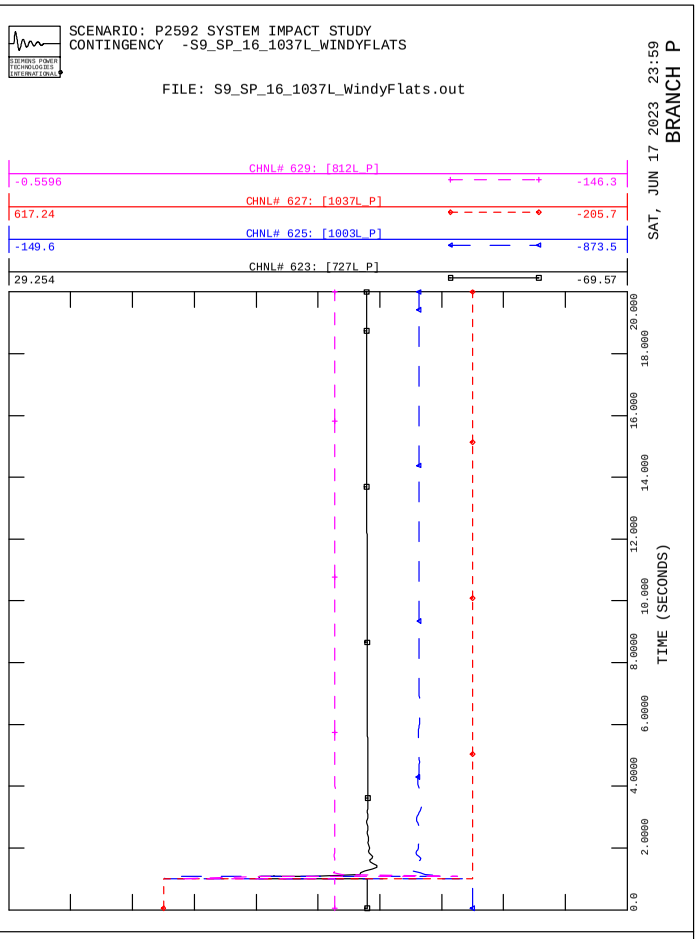
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 629: [812L P]
-0.5596
-146.3
CHNL# 627: [1037L P]
617.24
-205.7
CHNL# 625: [1003L P]
-149.6
-873.5
CHNL# 623: [727L P]
29.254
-69.57
TIME (SECONDS)
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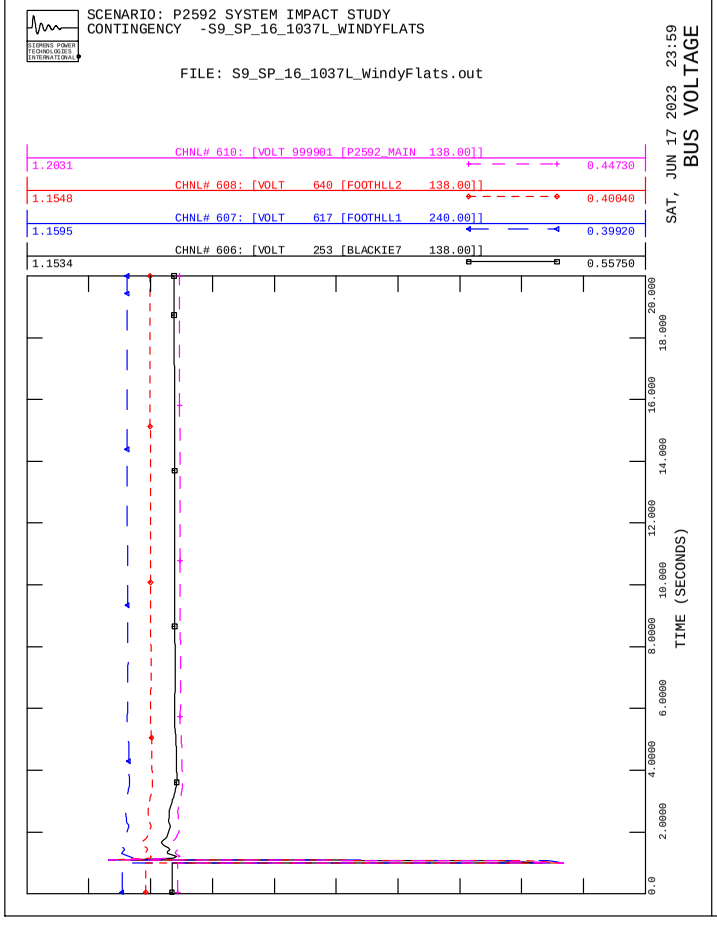
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2031
0.44730
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1548
0.40040
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1595
0.39920
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1534
0.55750
TIME (SECONDS)
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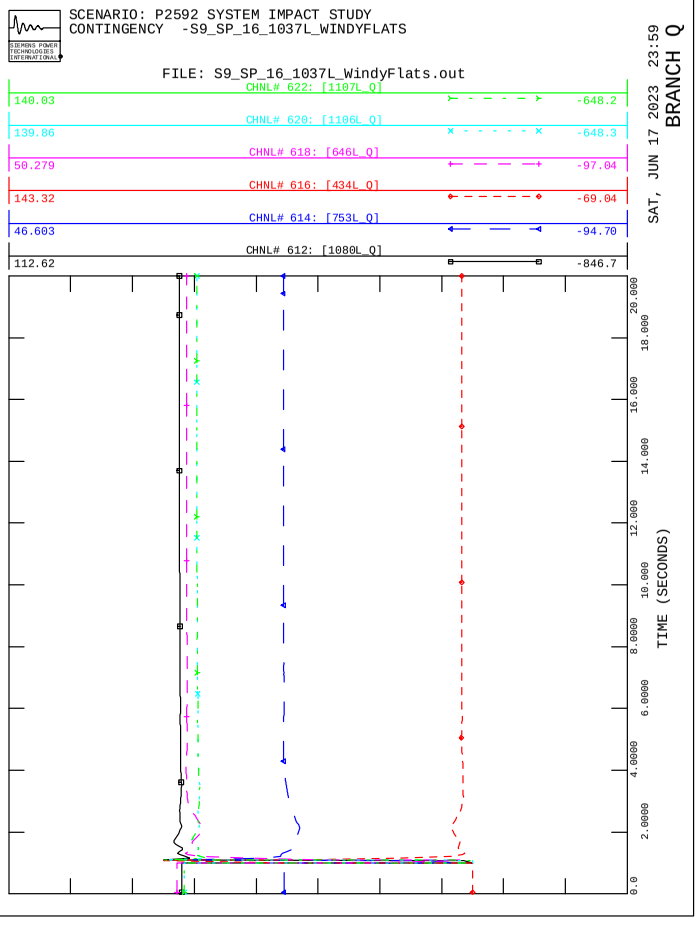
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L Q]
140.03
-648.2
CHNL# 620: [1106L Q]
139.86
-648.3
CHNL# 618: [646L Q]
50.279
-97.04
CHNL# 616: [434L Q]
143.32
-69.04
CHNL# 614: [753L Q]
46.603
-94.70
CHNL# 612: [1080L Q]
112.62
-846.7
TIME (SECONDS)
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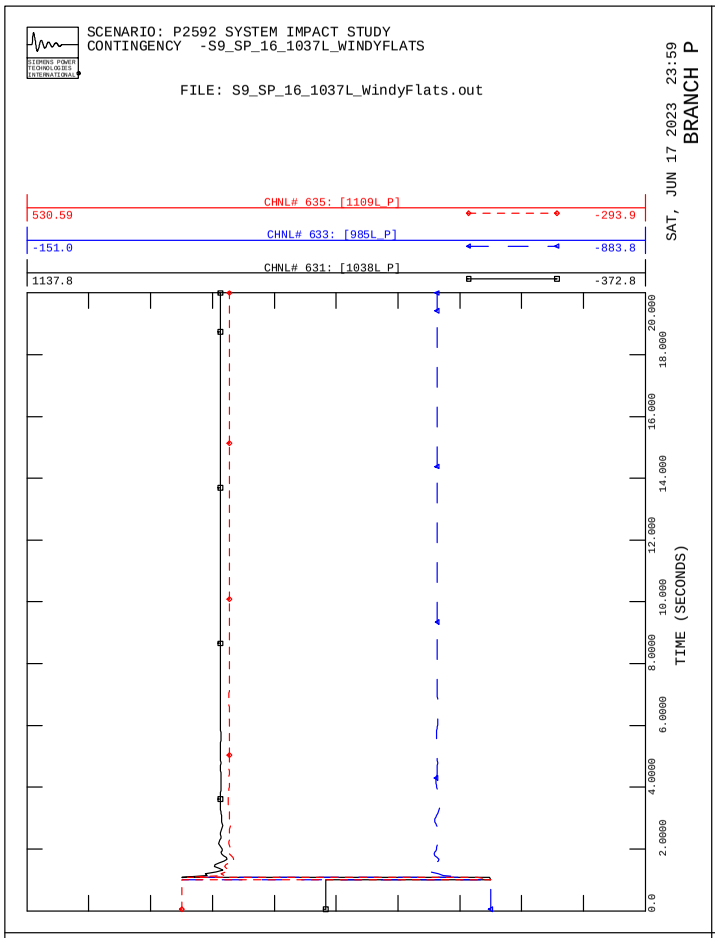
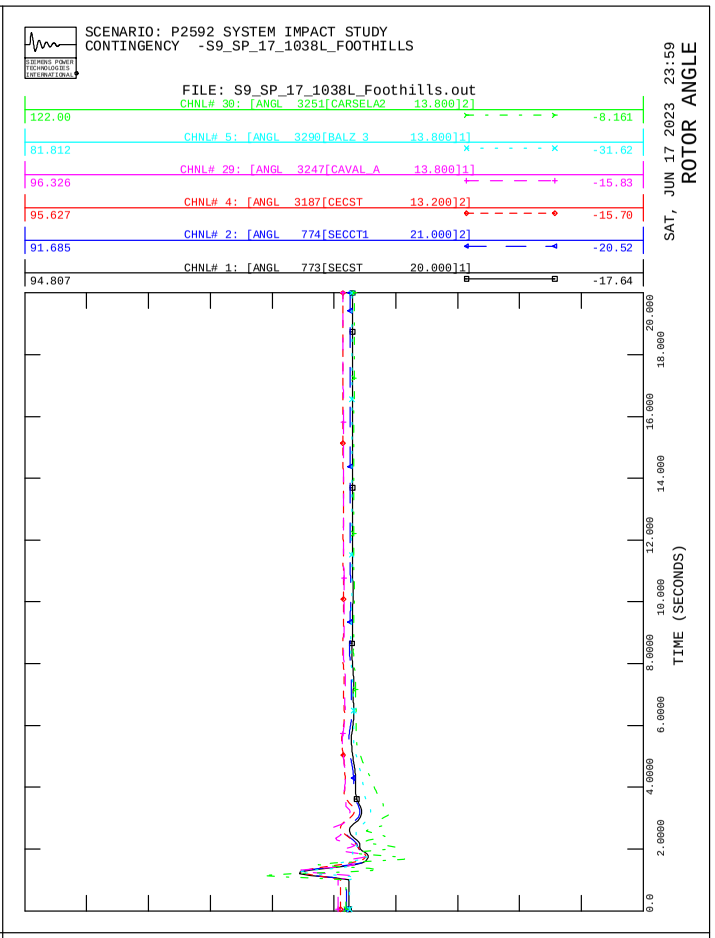
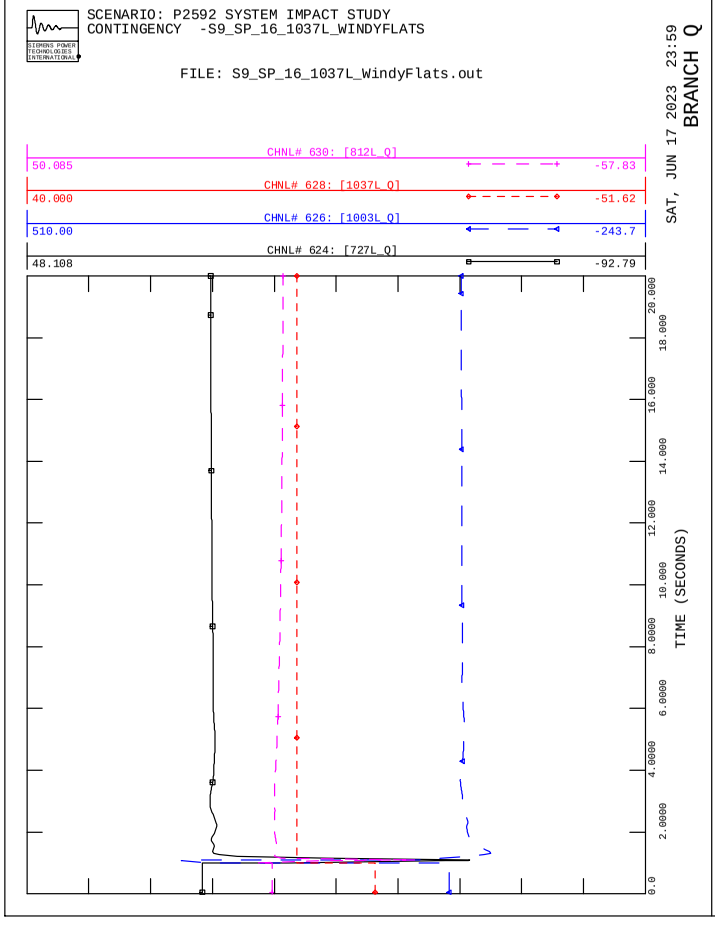
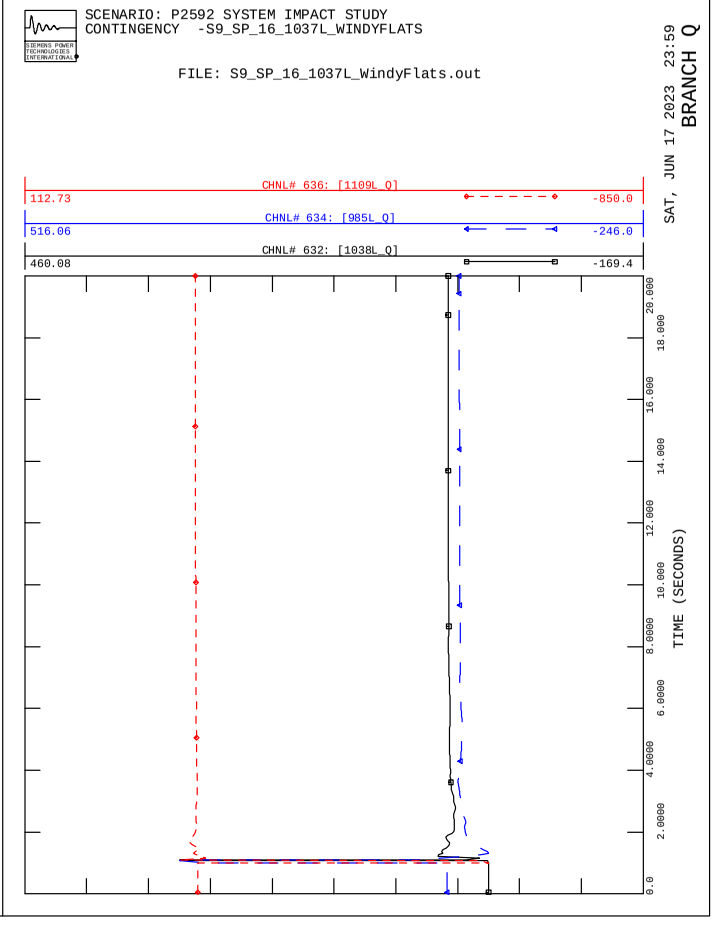
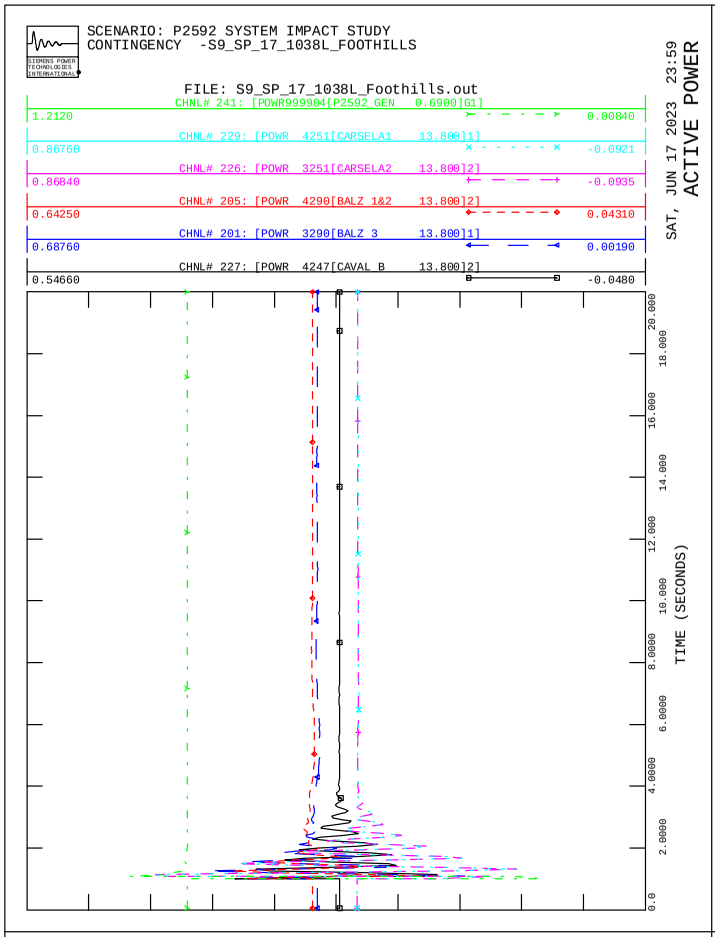
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 635: [1109L P]
530.59
-293.9
CHNL# 633: [985L P]
-151.0
-883.8
CHNL# 631: [1038L P]
1137.8
-372.8
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
SAT, JUN 17 2023 23:59
ROTOR ANGLE
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
122.00
-8.161
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
81.812
-31.62
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
96.326
-15.83
CHNL# 4: [ANGL 3187[CECST 13.200]2]
95.627
-15.70
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
91.685
-20.52
CHNL# 1: [ANGL 773[SECST 20.000]1]
94.807
-17.64
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 630: [812L Q]
50.085
-57.83
CHNL# 628: [1037L Q]
40.000
-51.62
CHNL# 626: [1003L Q]
510.00
-243.7
CHNL# 624: [727L Q]
48.108
-92.79
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_16_1037L_WINDYFLATS
FILE: S9_SP_16_1037L_WindyFlats.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 636: [1109L Q]
112.73
-850.0
CHNL# 634: [985L Q]
516.06
-246.0
CHNL# 632: [1038L Q]
460.08
-169.4
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.2120
0.00840
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.86760
-0.0921
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.86840
-0.0935
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.64250
0.04310
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.68760
0.00190
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.54660
-0.0480
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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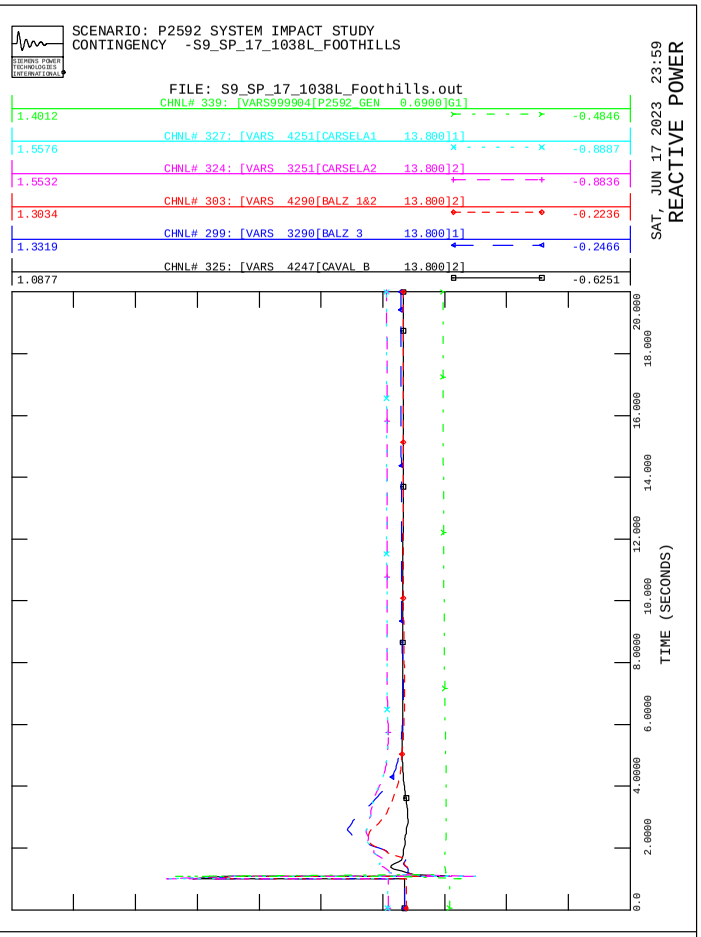
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.4012
-0.4846
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5576
-0.8887
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5532
-0.8836
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.3034
-0.2236
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.3319
-0.2466
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.0877
-0.6251
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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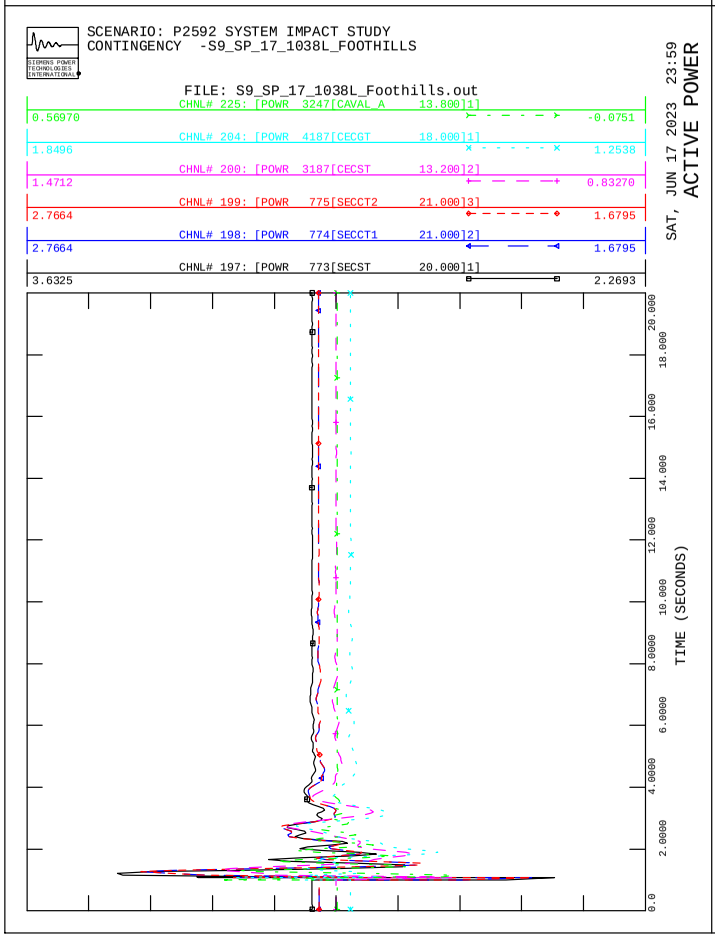
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 225: [POWR 3247[CAVAL_A 13.800]1]
0.56970
-0.0751
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.8496
1.2538
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4712
0.83270
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.7664
1.6795
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.7664
1.6795
CHNL# 197: [POWR 773[SECST 20.000]1]
3.6325
2.2693
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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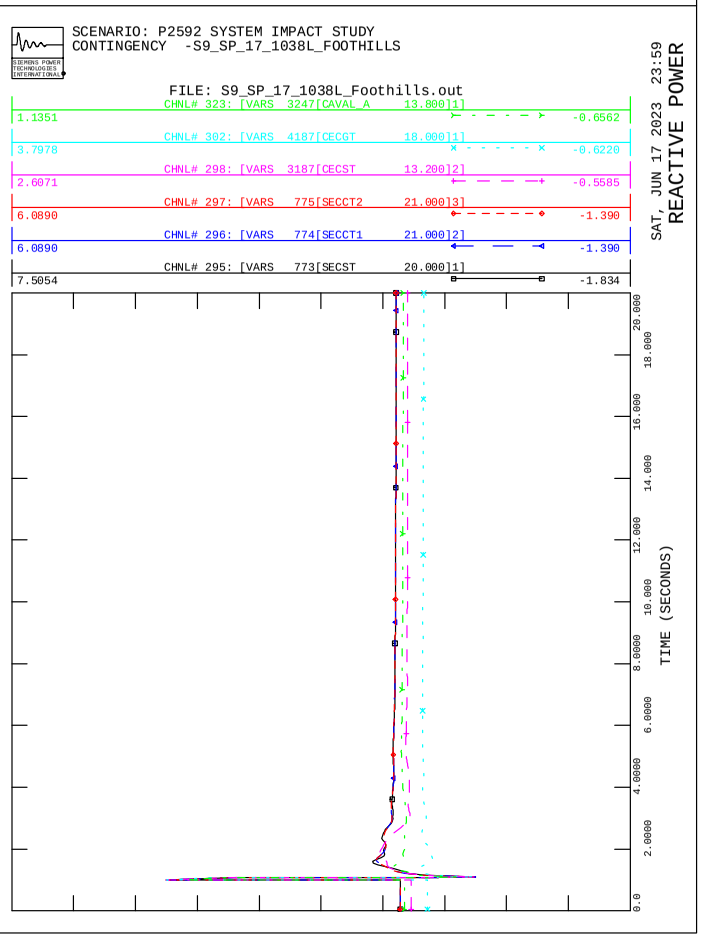
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.1351
-0.6562
CHNL# 302: [VARS 4187[CECGT 18.000]1]
3.7978
-0.6220
CHNL# 298: [VARS 3187[CECST 13.200]2]
2.6071
-0.5585
CHNL# 297: [VARS 775[SECCT2 21.000]3]
6.0890
-1.390
CHNL# 296: [VARS 774[SECCT1 21.000]2]
6.0890
-1.390
CHNL# 295: [VARS 773[SECST 20.000]1]
7.5054
-1.834
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS

FILE: S9_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.3459 0.13850

CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1575 0.52890

CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1576 0.53030

CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1809 0.73930

CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1703 0.70380

CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1262 0.67320

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS

FILE: S9_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2455 0.10100

CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1782 -0.0001

CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1629 -0.0859

CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1613 0.25590

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS

FILE: S9_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1266 0.65170

CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1774 0.75930

CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1947 0.75210

CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2012 0.66100

CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2012 0.66100

CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2019 0.66690

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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS

FILE: S9_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1475 0.20100

CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2433 0.09990

CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1985 0.08710

CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1906 0.10110

CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2419 0.09910

CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1587 0.53780

TIME (SECONDS)
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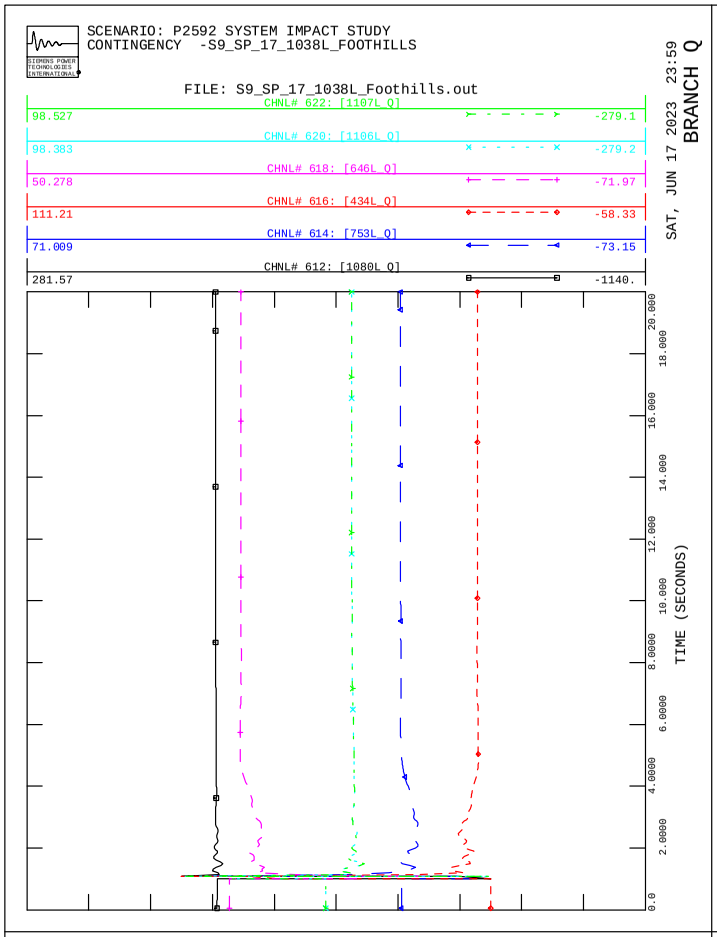
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 622: [1107L Q]
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-279.1
CHNL# 620: [1106L Q]
98.383
-279.2
CHNL# 618: [646L Q]
50.278
-71.97
CHNL# 616: [434L Q]
111.21
-58.33
CHNL# 614: [753L Q]
71.009
-73.15
CHNL# 612: [1080L Q]
281.57
-1140.
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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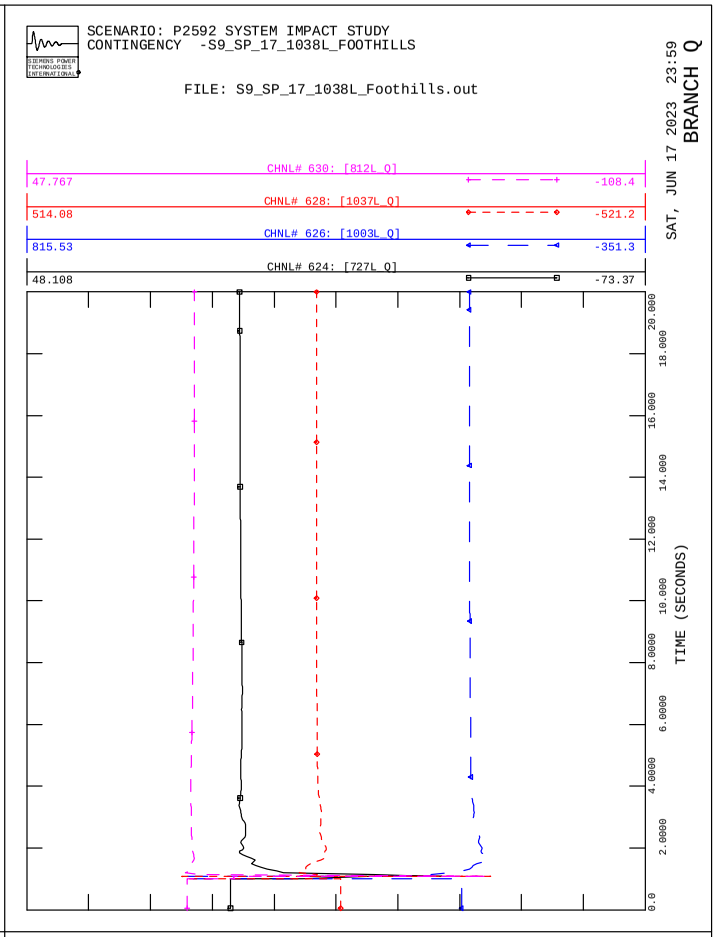
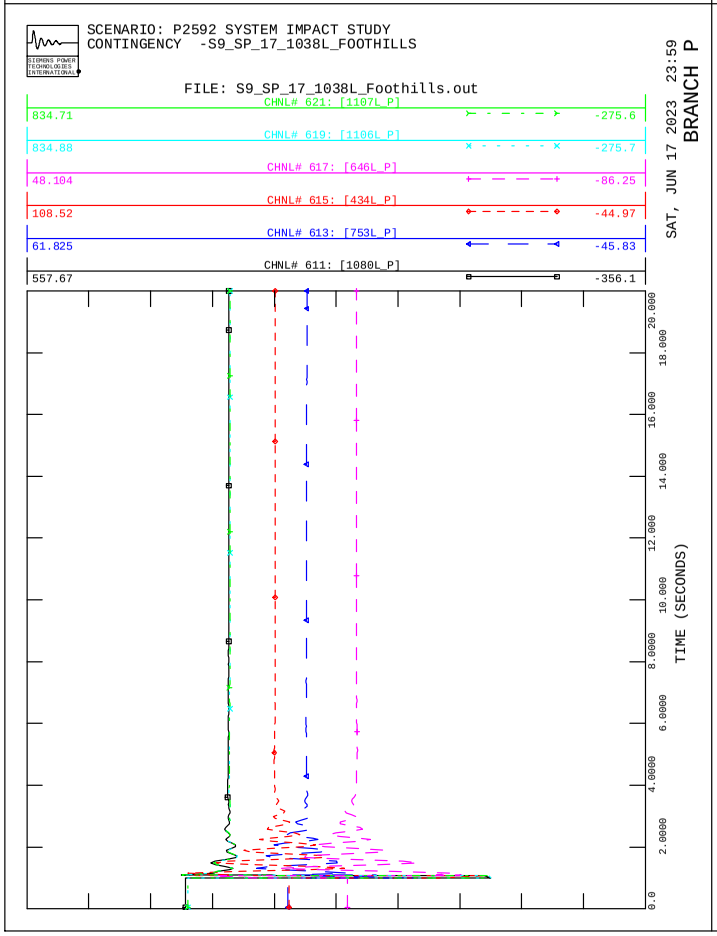
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 630: [812L Q]
47.767
-108.4
CHNL# 628: [1037L Q]
514.08
-521.2
CHNL# 626: [1003L Q]
815.53
-351.3
CHNL# 624: [727L Q]
48.108
-73.37
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 621: [1107L P]
834.71
-275.6
CHNL# 619: [1106L P]
834.88
-275.7
CHNL# 617: [646L P]
48.104
-86.25
CHNL# 615: [434L P]
108.52
-44.97
CHNL# 613: [753L P]
61.825
-45.83
CHNL# 611: [1080L P]
557.67
-356.1
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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4.0000
6.0000
8.0000
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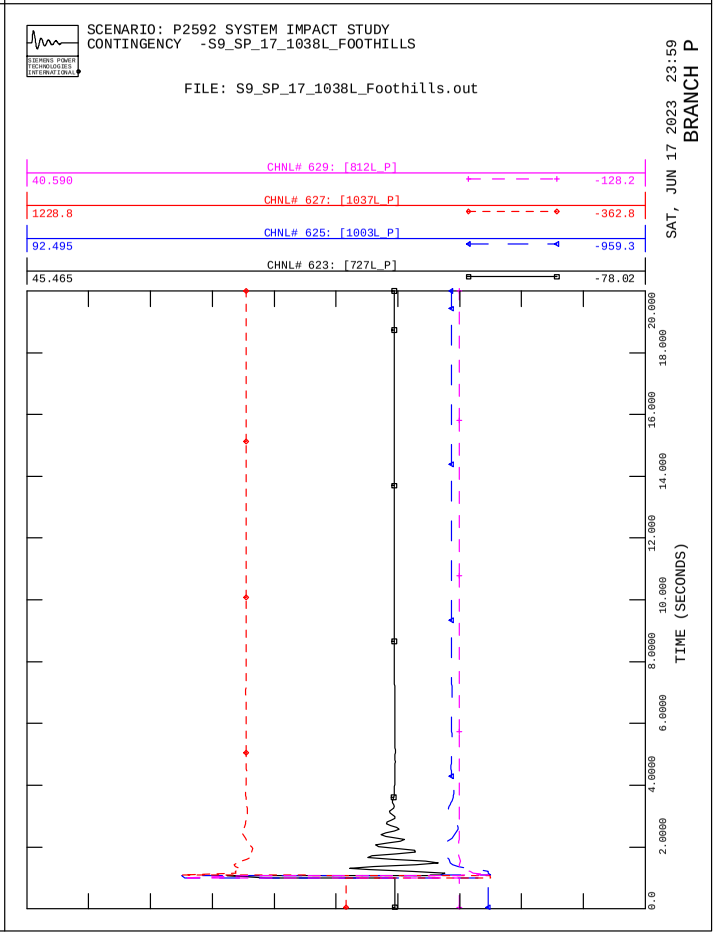
12.000
14.000
16.000
18.000
20.000

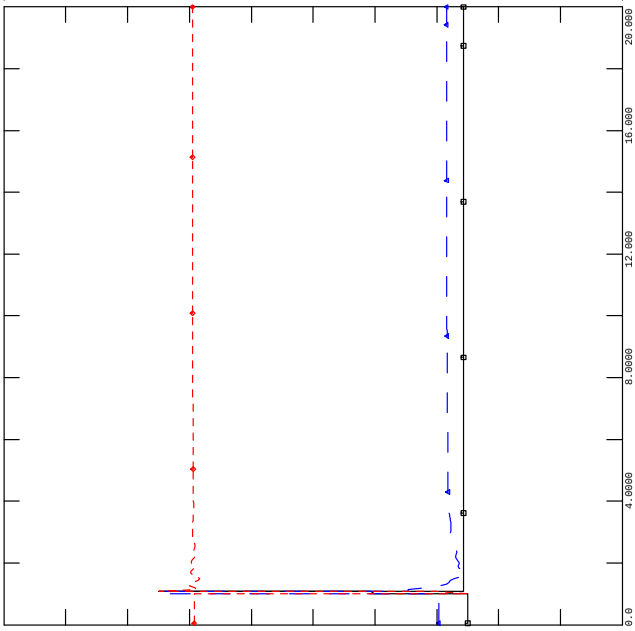

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS
FILE: S9_SP_17_1038L_Foothills.out
CHNL# 629: [812L P]
40.590
-128.2
CHNL# 627: [1037L P]
1228.8
-362.8
CHNL# 625: [1003L P]
92.495
-959.3
CHNL# 623: [727L P]
45.465
-78.02
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS

FILE: S9_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 636: [1109L Q] 282.33 -1145.
CHNL# 634: [985L Q] 824.96 -354.8
CHNL# 632: [1038L Q] 1311.2 -453.0

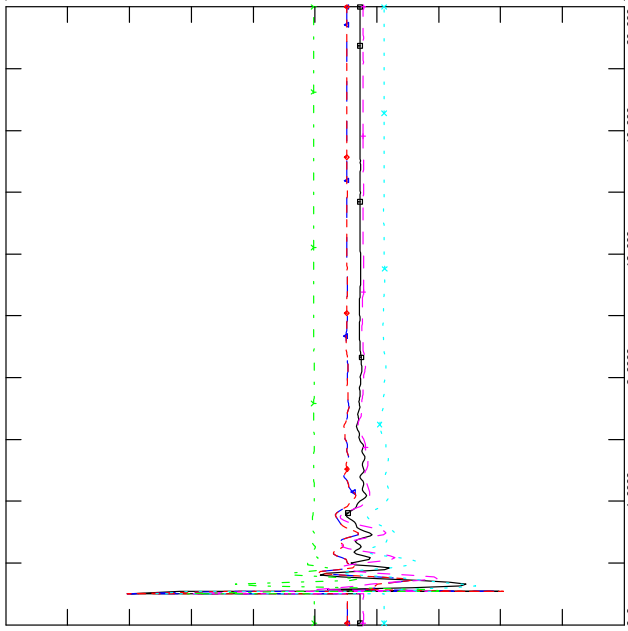


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59 ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.58910 -0.0993
CHNL# 204: [POWR 4187[CECGT 18.000]1] 2.0465 1.2149
CHNL# 200: [POWR 3187[CECST 13.200]2] 1.5336 0.87340
CHNL# 199: [POWR 775[SECCT2 21.000]3] 2.8179 1.7951
CHNL# 198: [POWR 774[SECCT1 21.000]2] 2.8179 1.7951
CHNL# 197: [POWR 773[SECST 20.000]1] 3.5711 2.5809

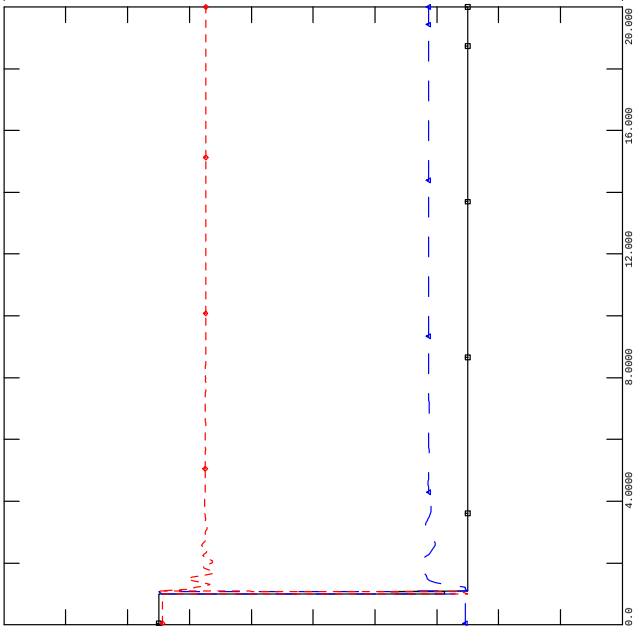


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_17_1038L_FOOTHILLS

FILE: S9_SP_17_1038L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 635: [1109L P] 560.09 -358.2
CHNL# 633: [985L P] 93.971 -970.5
CHNL# 631: [1038L P] 611.18 -203.7

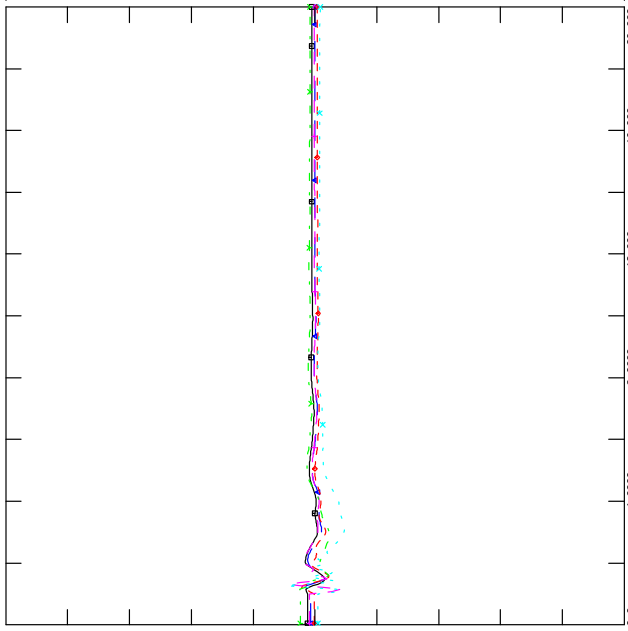


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 104.50 -0.7968
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 77.919 -32.52
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 93.022 -16.00
CHNL# 4: [ANGL 3187[CECST 13.200]2] 91.006 -13.61
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 84.286 -19.05
CHNL# 1: [ANGL 773[SECST 20.000]1] 86.345 -16.92



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 323: [VARS 3247[CAVAL_A 13.800]1] 0.89480 -0.5906
CHNL# 302: [VARS 4187[CECGT 18.000]1] 2.7053 -0.1377
CHNL# 298: [VARS 3187[CECST 13.200]2] 1.8604 -0.1944
CHNL# 297: [VARS 775[SECCT2 21.000]3] 4.4130 -0.3718
CHNL# 296: [VARS 774[SECCT1 21.000]2] 4.4130 -0.3718
CHNL# 295: [VARS 773[SECST 20.000]1] 5.2656 -0.1593

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1176 0.78430
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1747 0.85770
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1838 0.85200
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.1915 0.81220
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.1915 0.81220
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.1977 0.82410

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59

ACTIVE POWER

CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1] 1.4110 0.28280
CHNL# 229: [POWR 4251[CARSELA1 13.800]1] 0.58900 0.08450
CHNL# 226: [POWR 3251[CARSELA2 13.800]2] 0.58800 0.08560
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2] 0.68340 -0.0070
CHNL# 201: [POWR 3290[BALZ 3 13.800]1] 0.71280 -0.0411
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2] 0.56820 -0.0728

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

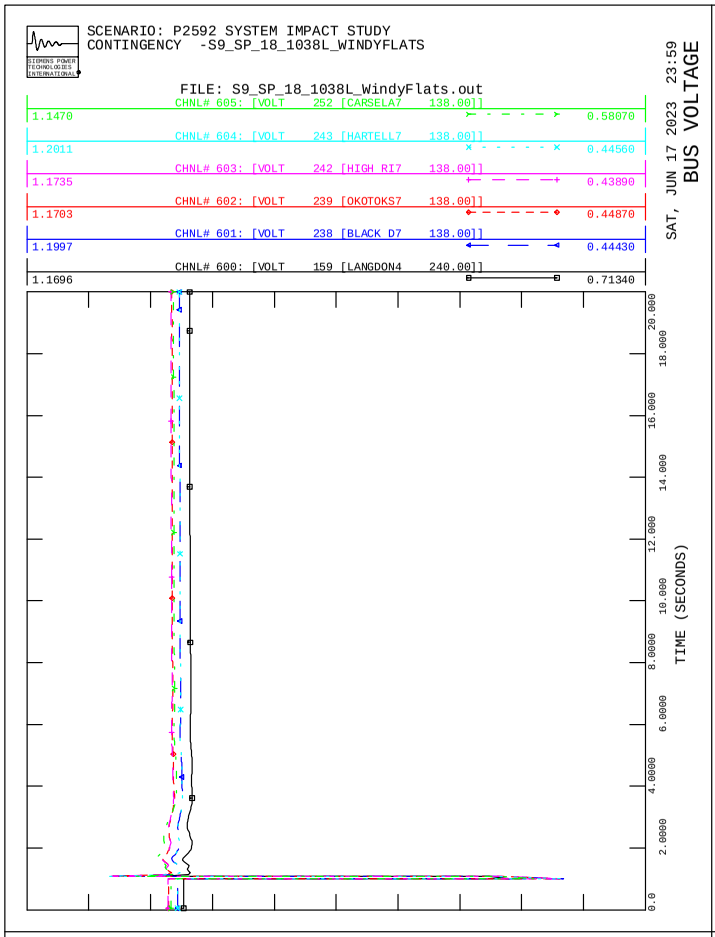
FILE: S9_SP_18_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 0.89880 -0.4644
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.1624 -0.6435
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.1605 -0.6422
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.1285 -0.2115
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.1501 -0.2237
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 0.86230 -0.5722

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS
FILE: S9_SP_18_1038L_WindyFlats.out
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1470
0.58070
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2011
0.44560
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1735
0.43890
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1703
0.44870
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1997
0.44430
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1696
0.71340
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)
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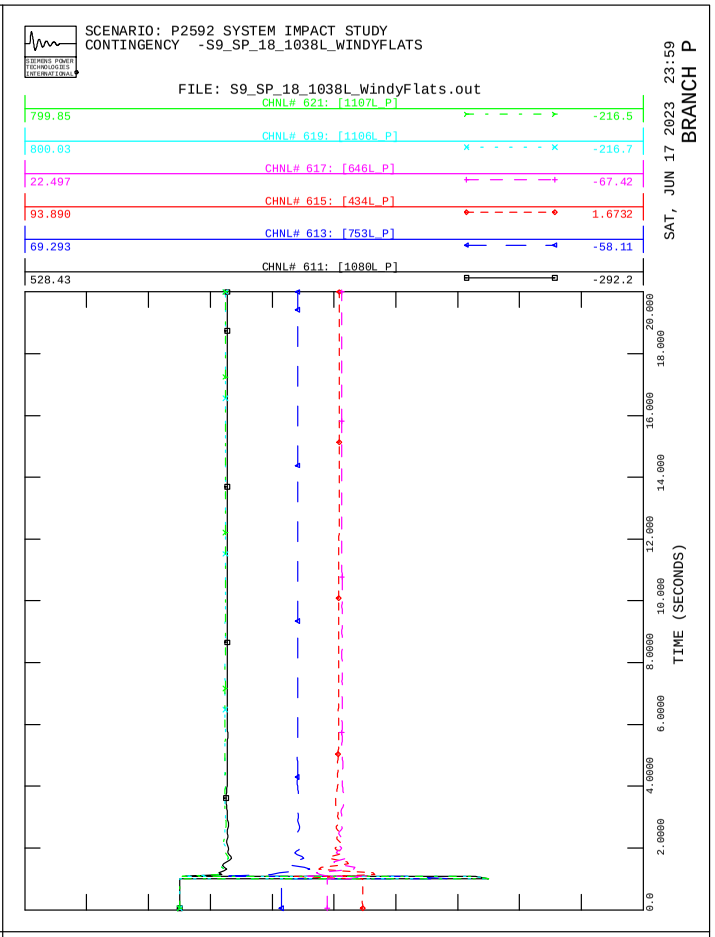
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS
FILE: S9_SP_18_1038L_WindyFlats.out
CHNL# 621: [1107L_P]
799.85
-216.5
CHNL# 619: [1106L_P]
800.03
-216.7
CHNL# 617: [646L_P]
22.497
-67.42
CHNL# 615: [434L_P]
93.890
1.6732
CHNL# 613: [753L_P]
69.293
-58.11
CHNL# 611: [1080L_P]
528.43
-292.2
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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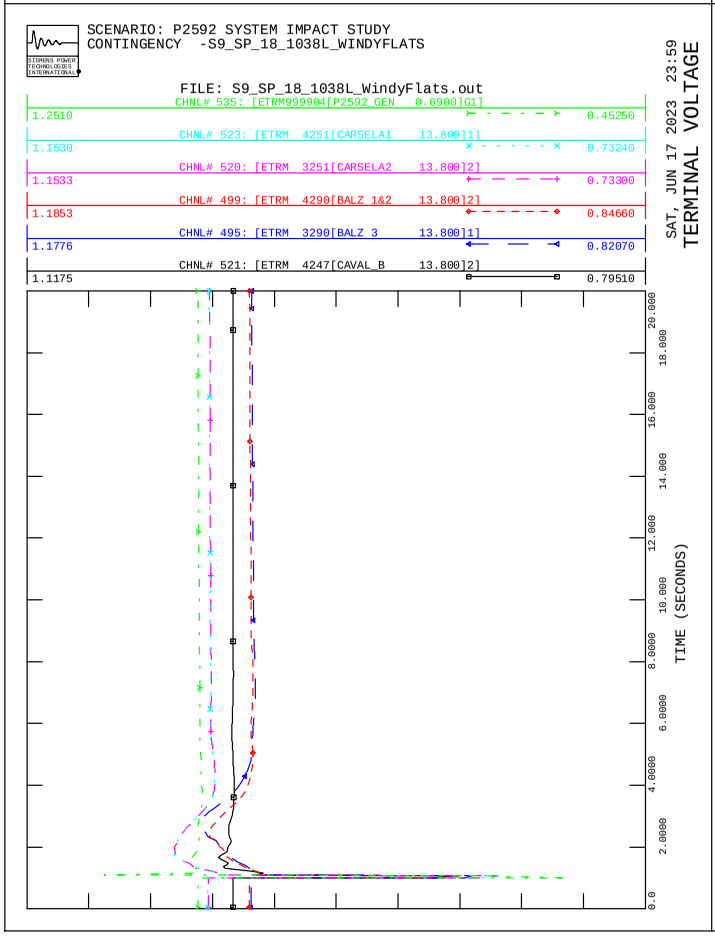
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS
FILE: S9_SP_18_1038L_WindyFlats.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2510
0.45250
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1530
0.73240
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1533
0.73300
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1853
0.84660
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1776
0.82070
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1175
0.79510
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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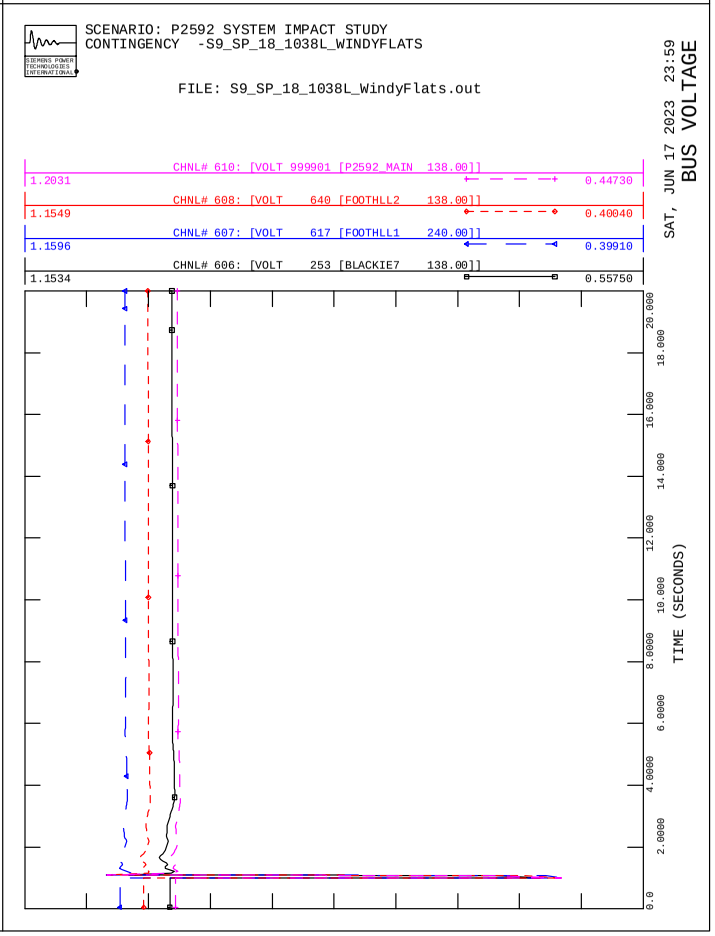
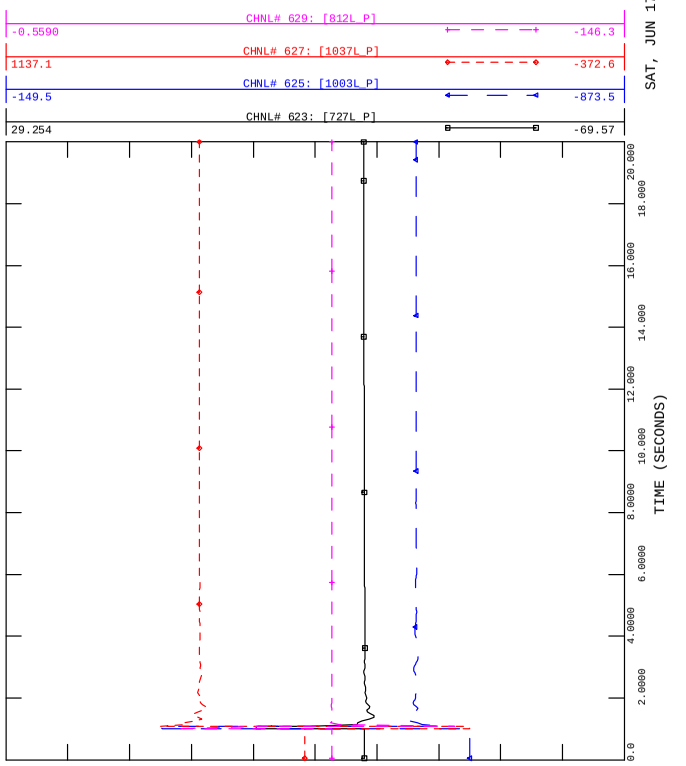
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS
FILE: S9_SP_18_1038L_WindyFlats.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2031
0.44730
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1549
0.40040
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1596
0.39910
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1534
0.55750
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

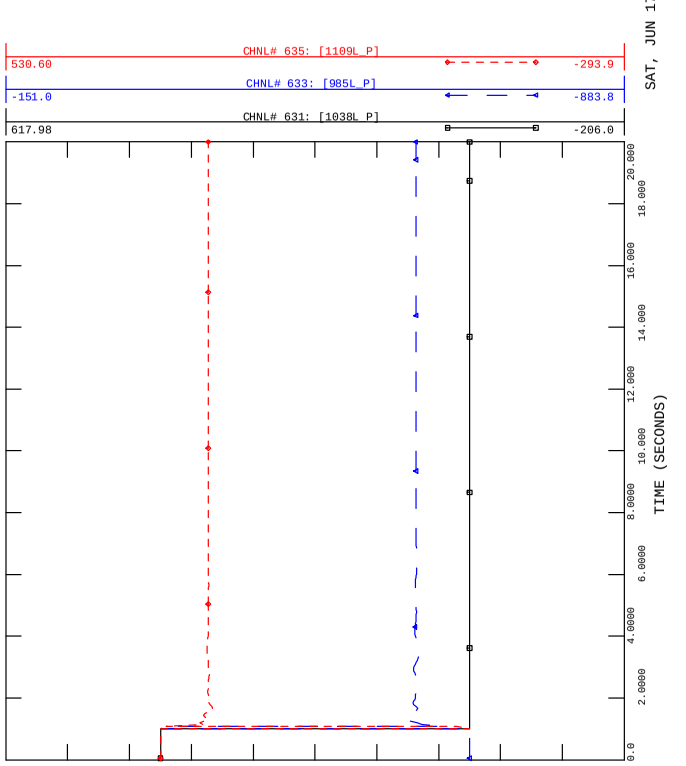
SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

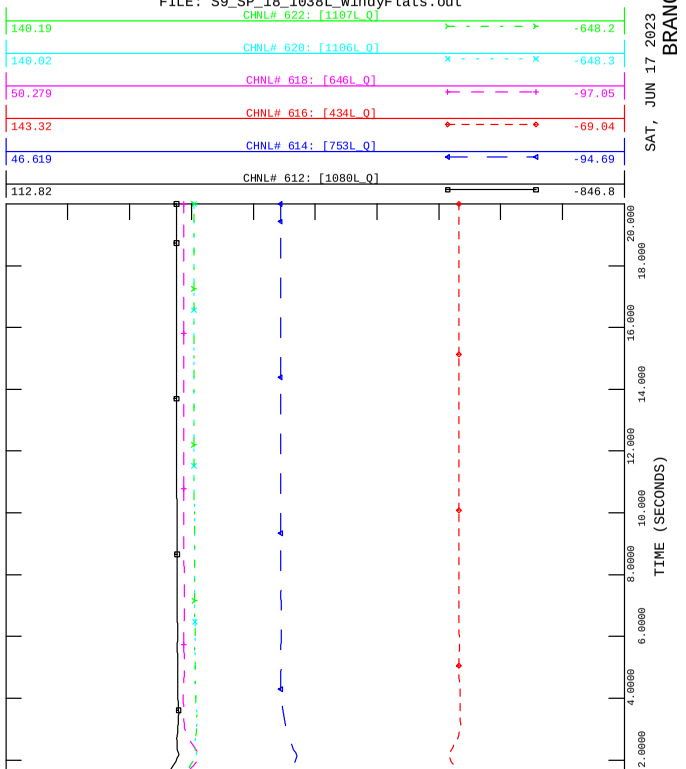
SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

FILE: S9_SP_18_1038L_WindyFlats.out

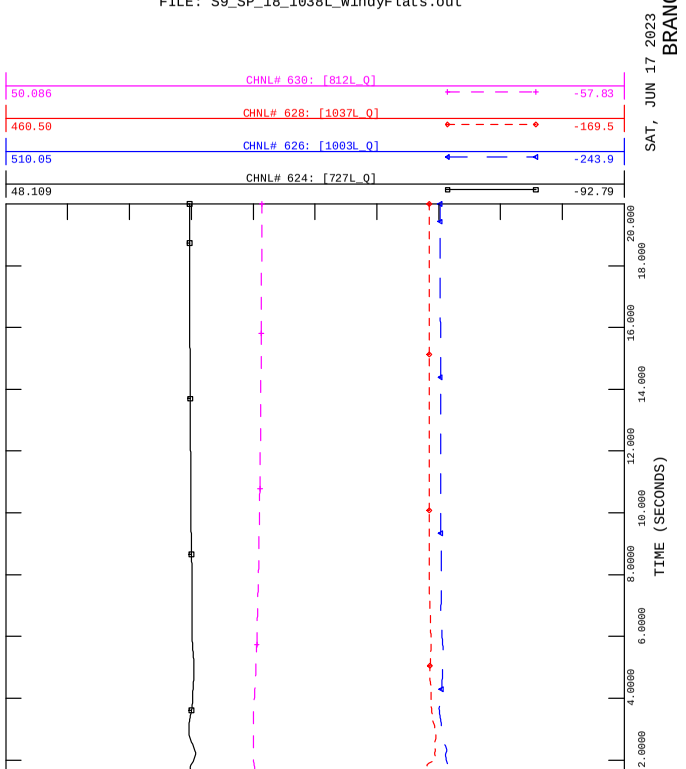
SAT, JUN 17 2023 23:59 BRANCH Q

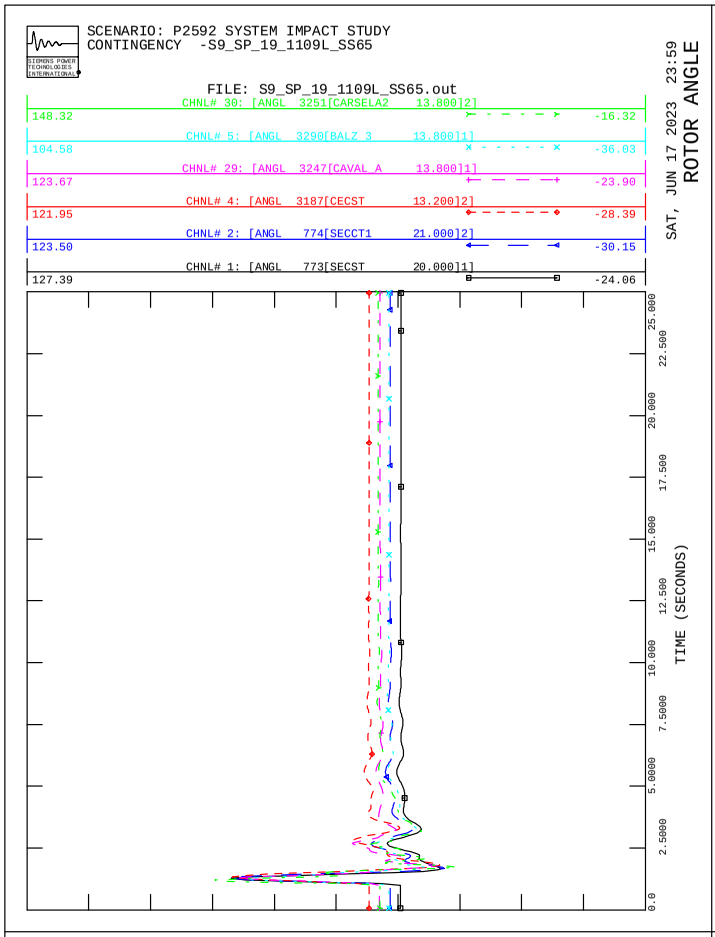


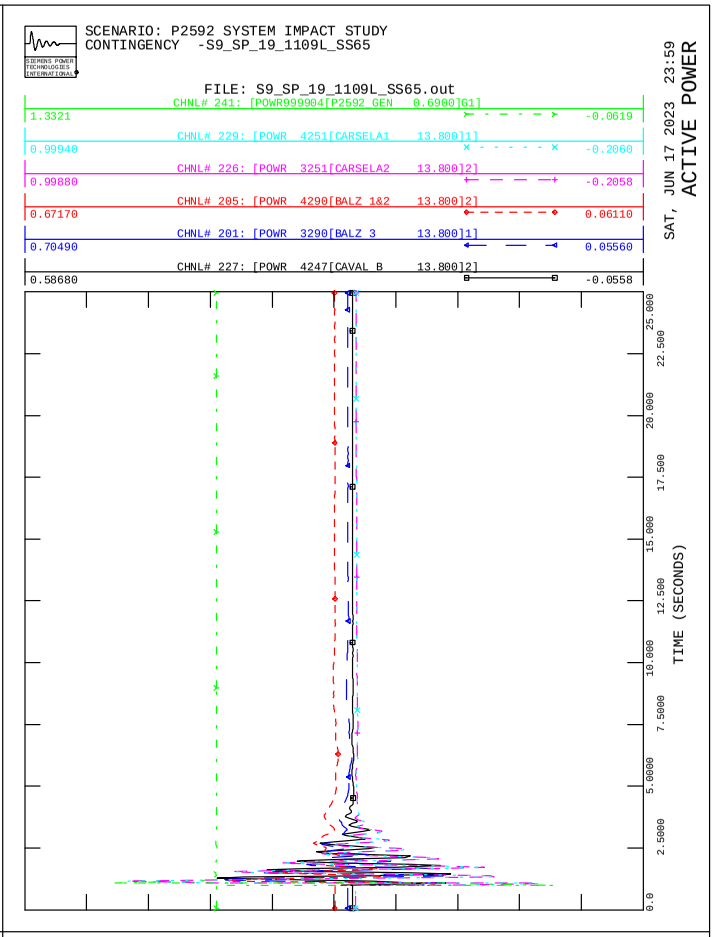
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS

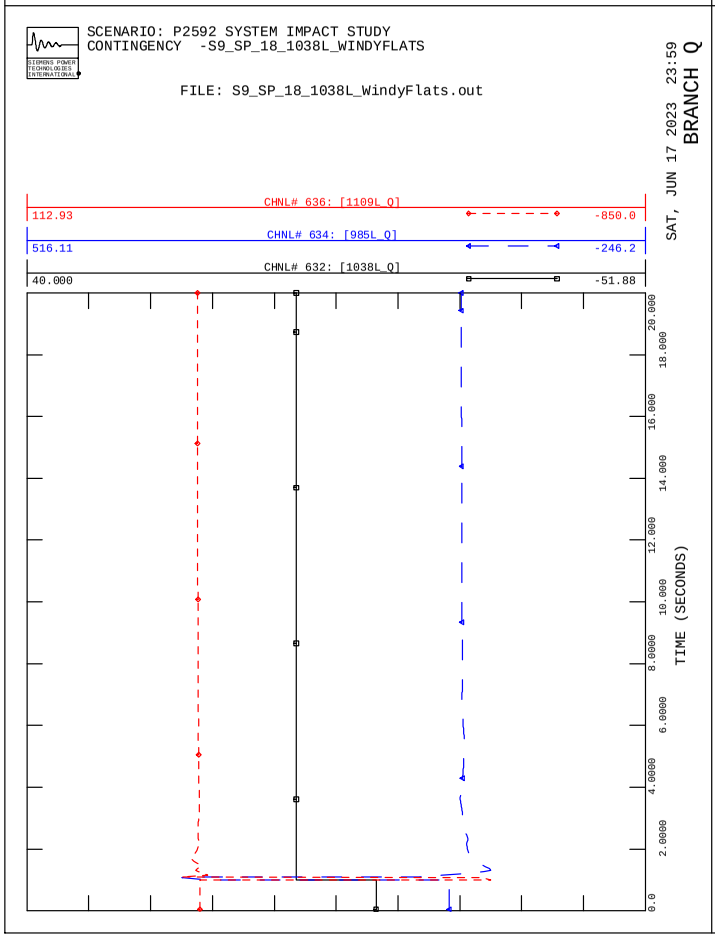
FILE: S9_SP_18_1038L_WindyFlats.out

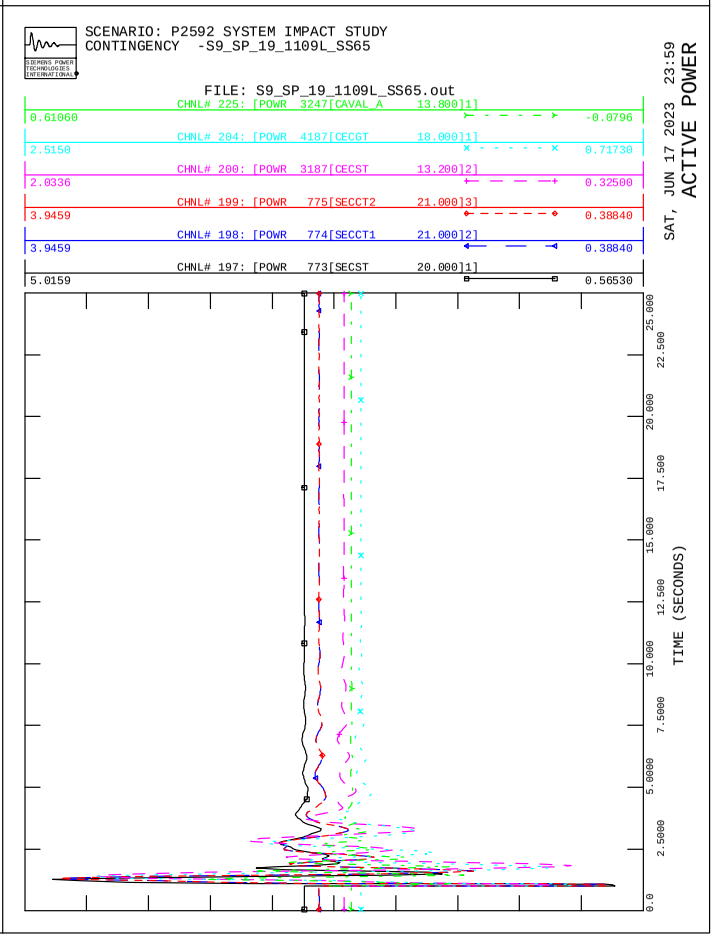
SAT, JUN 17 2023 23:59 BRANCH Q

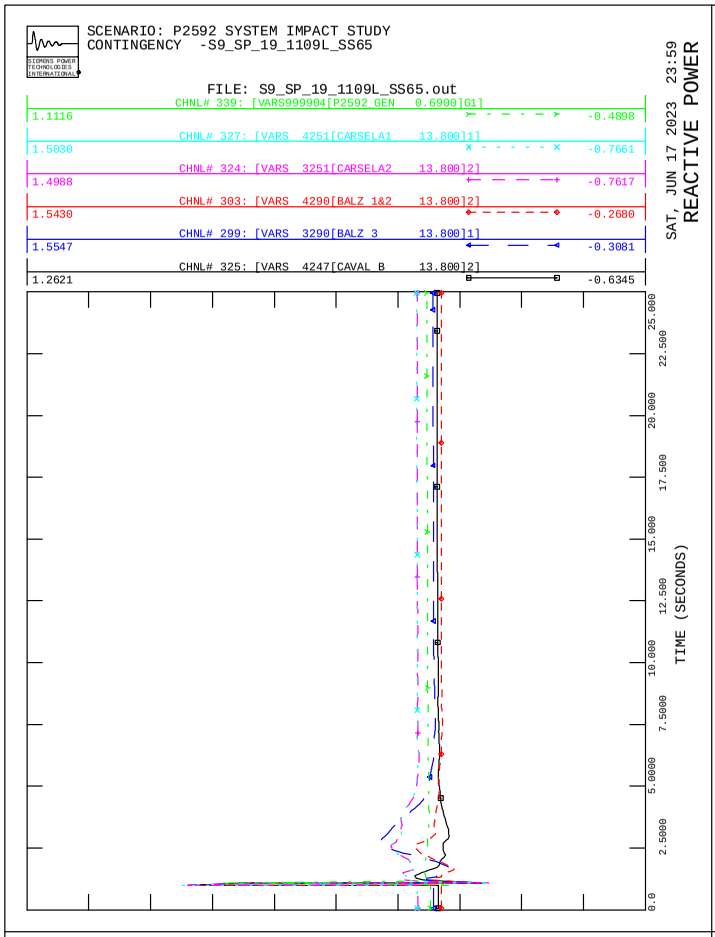



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
148.32 -16.32
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
104.58 -36.03
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
123.67 -23.90
CHNL# 4: [ANGL 3187[CECST 13.200]2]
121.95 -28.39
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
123.50 -30.15
CHNL# 1: [ANGL 773[SECST 20.000]1]
127.39 -24.06
SAT, JUN 17 2023 23:59
ROTOR ANGLE
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.3321 -0.0619
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.99940 -0.2060
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.99880 -0.2058
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.67170 0.06110
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.70490 0.05560
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.58680 -0.0558
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_18_1038L_WINDYFLATS
FILE: S9_SP_18_1038L_WindyFlats.out
CHNL# 636: [1109L Q]
112.93 -850.0
CHNL# 634: [985L Q]
516.11 -246.2
CHNL# 632: [1038L Q]
40.000 -51.88
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.61060 -0.0796
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.5150 0.71730
CHNL# 200: [POWR 3187[CECST 13.200]2]
2.0336 0.32500
CHNL# 199: [POWR 775[SECCT2 21.000]3]
3.9459 0.38840
CHNL# 198: [POWR 774[SECCT1 21.000]2]
3.9459 0.38840
CHNL# 197: [POWR 773[SECST 20.000]1]
5.0159 0.56530
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.1116 -0.4898
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5030 -0.7661
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.4988 -0.7617
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5430 -0.2680
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5547 -0.3081
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.2621 -0.6345
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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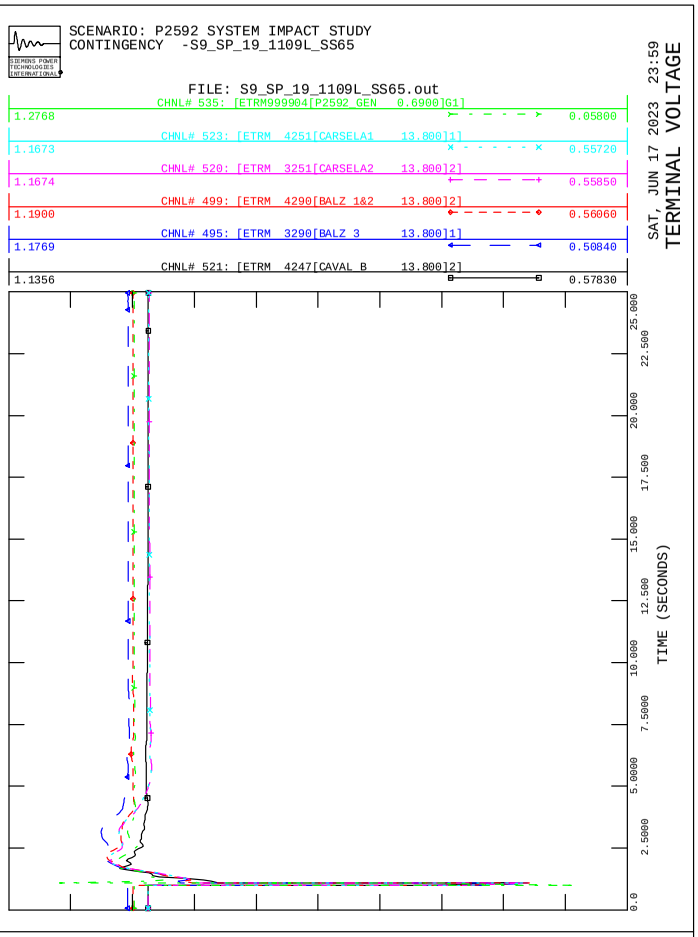
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2768 0.05800
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1673 0.55720
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1674 0.55850
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1900 0.56060
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1769 0.50840
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1356 0.57830
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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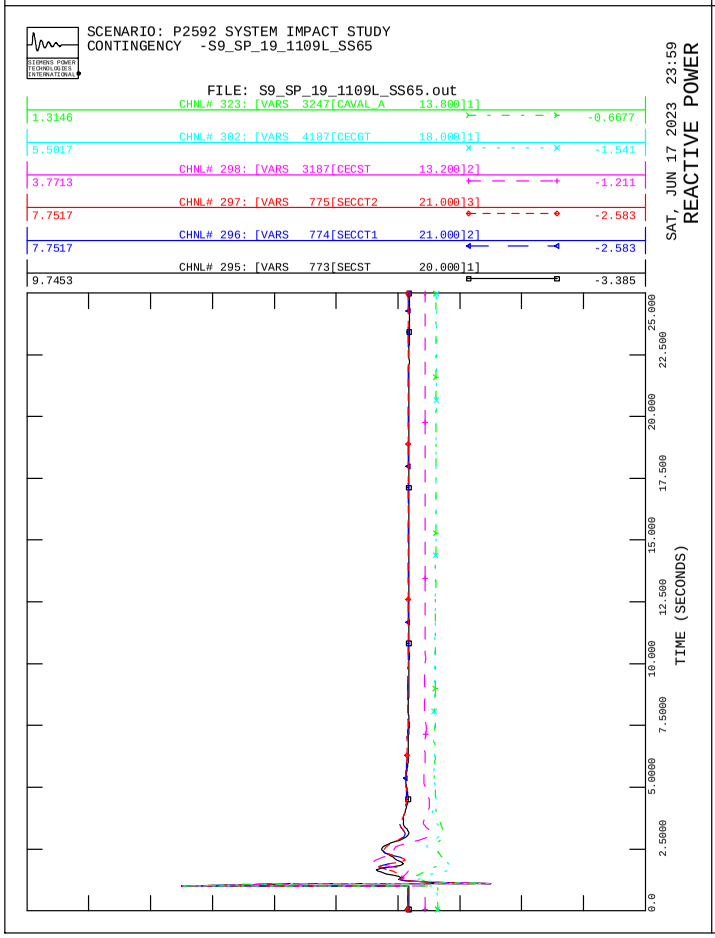
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.3146 -0.6677
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.5017 -1.541
CHNL# 298: [VARS 3187[CECST 13.200]2]
3.7713 -1.211
CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.7517 -2.583
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.7517 -2.583
CHNL# 295: [VARS 773[SECST 20.000]1]
9.7453 -3.385
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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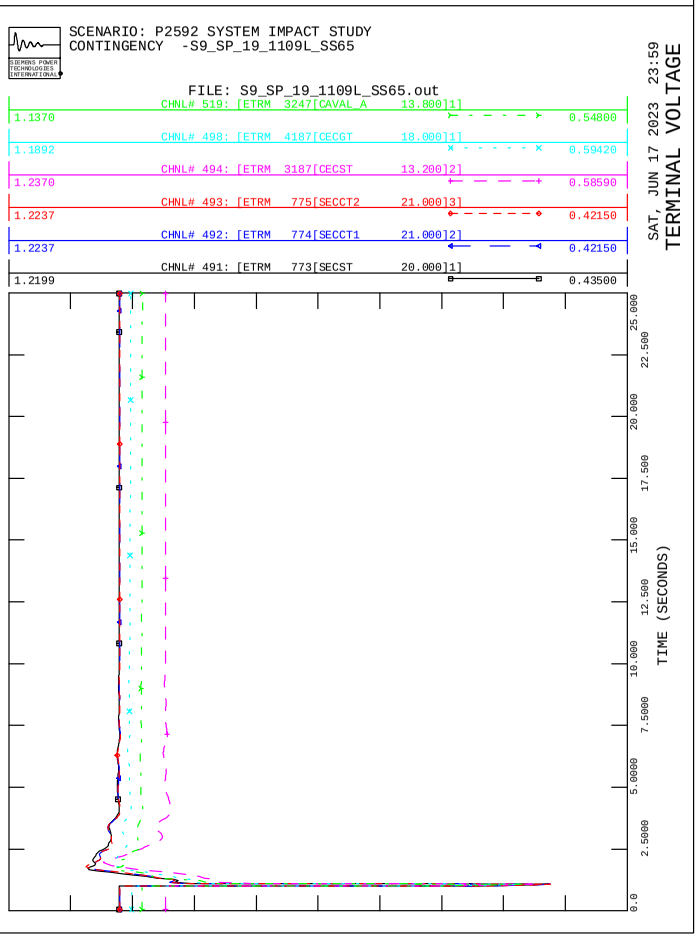
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1370 0.54800
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1892 0.59420
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.2370 0.58590
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2237 0.42150
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2237 0.42150
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2199 0.43500
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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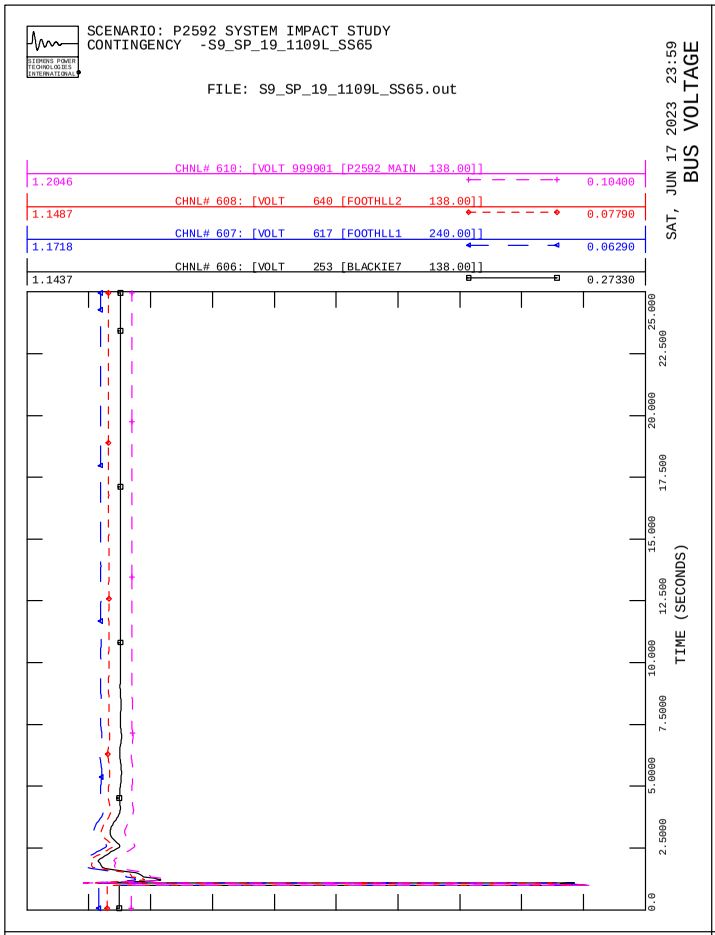
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2046
0.10400
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1487
0.07790
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1718
0.06290
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1437
0.27330
TIME (SECONDS)
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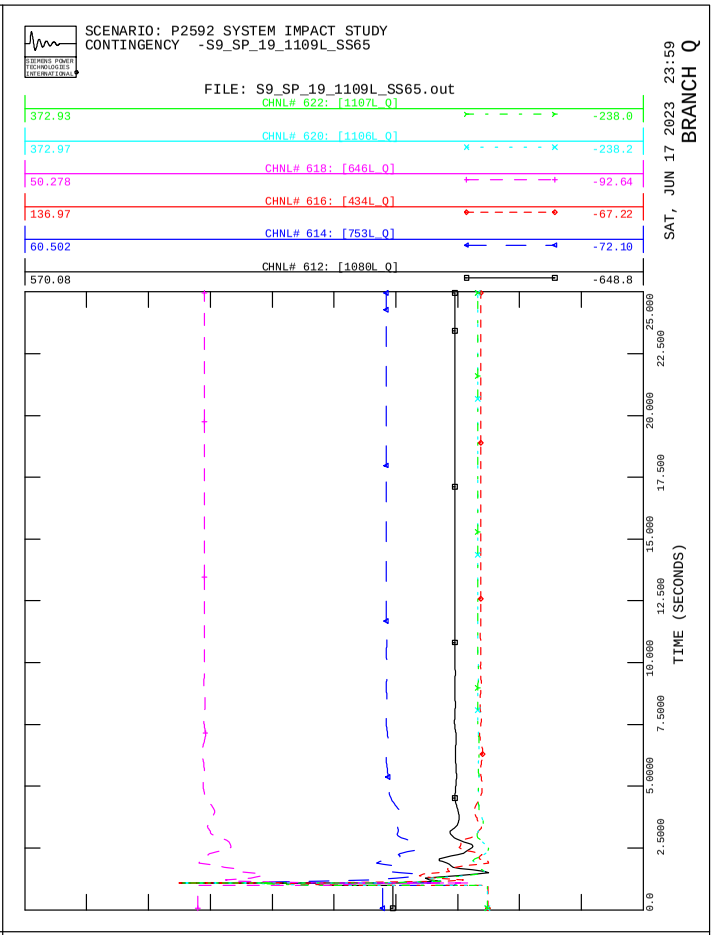
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L Q]
372.93
-238.0
CHNL# 620: [1106L Q]
372.97
-238.2
CHNL# 618: [646L Q]
50.278
-92.64
CHNL# 616: [434L Q]
136.97
-67.22
CHNL# 614: [753L Q]
60.502
-72.10
CHNL# 612: [1080L Q]
570.08
-648.8
TIME (SECONDS)
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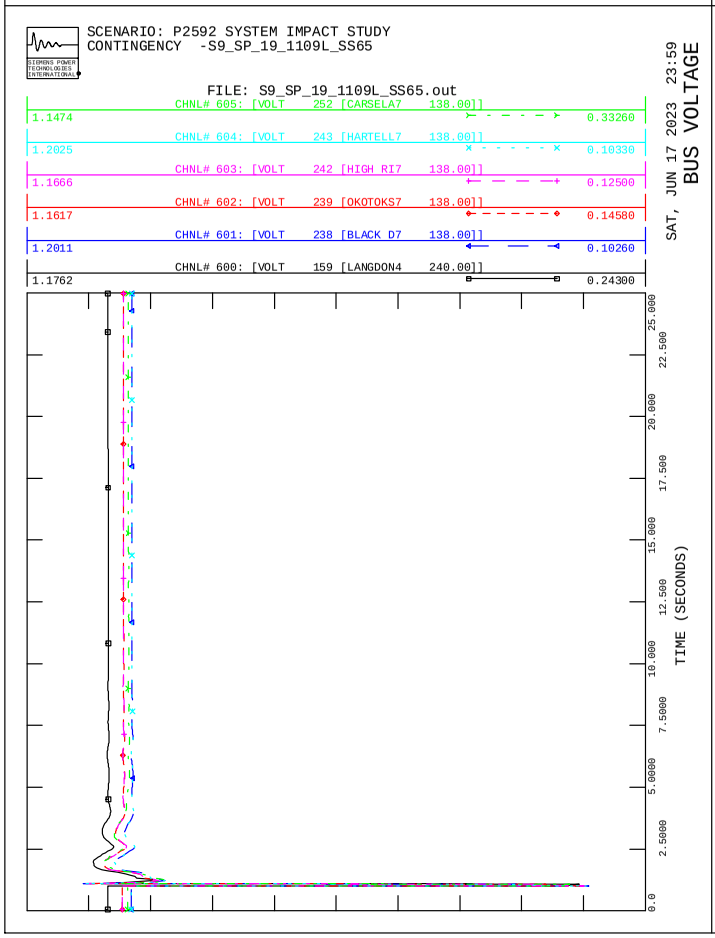
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1474
0.33260
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2025
0.10330
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1666
0.12500
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1617
0.14580
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2011
0.10260
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1762
0.24300
TIME (SECONDS)
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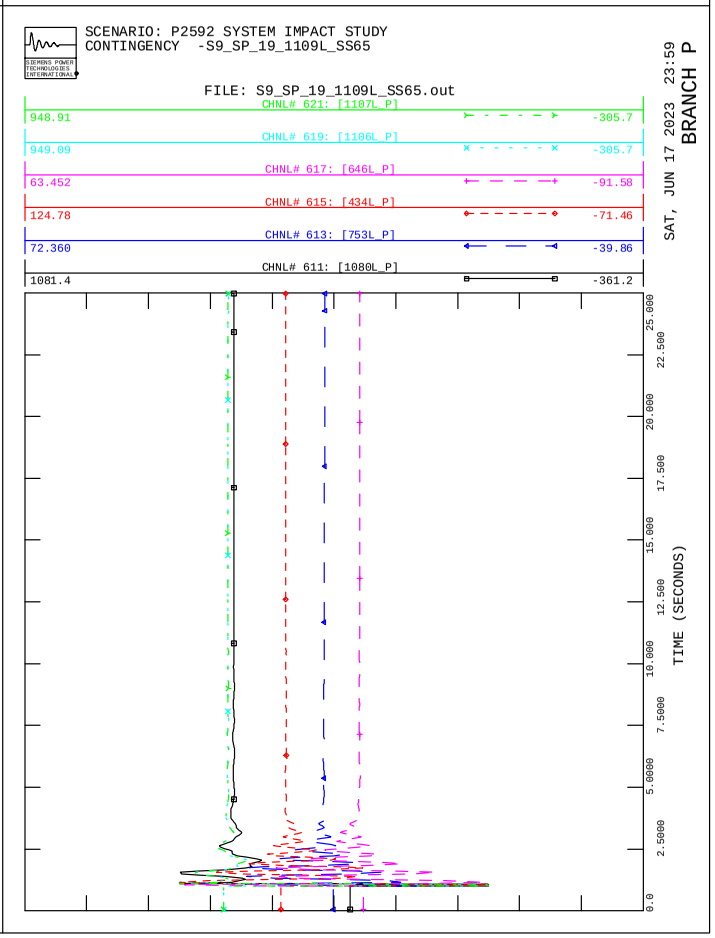
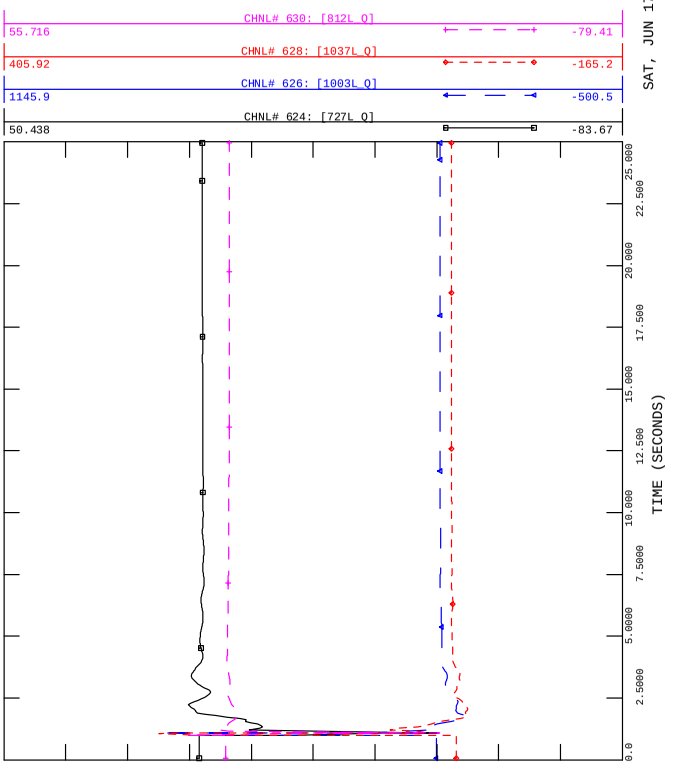
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65
FILE: S9_SP_19_1109L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 621: [1107L P]
948.91
-305.7
CHNL# 619: [1106L P]
949.09
-305.7
CHNL# 617: [646L P]
63.452
-91.58
CHNL# 615: [434L P]
124.78
-71.46
CHNL# 613: [753L P]
72.360
-39.86
CHNL# 611: [1080L P]
1081.4
-361.2
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65

FILE: S9_SP_19_1109L_SS65.out

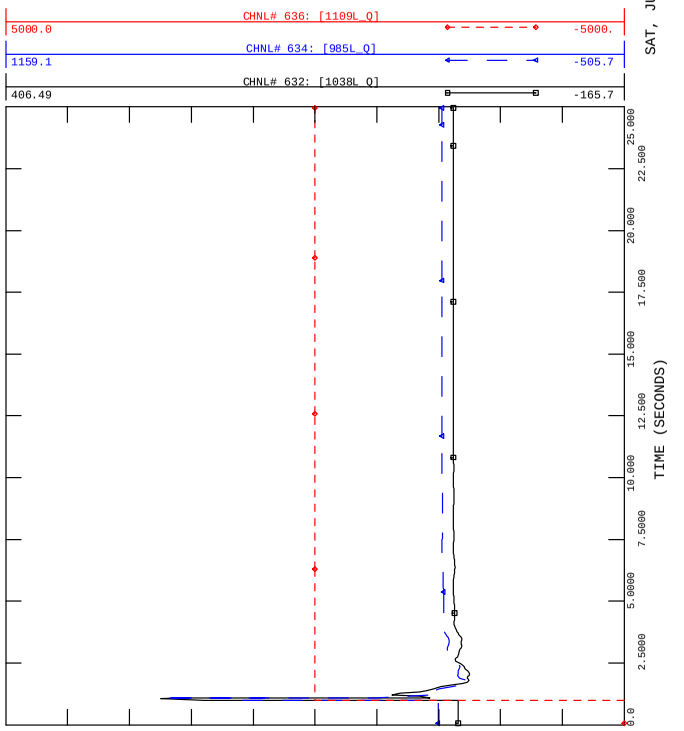
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65

FILE: S9_SP_19_1109L_SS65.out

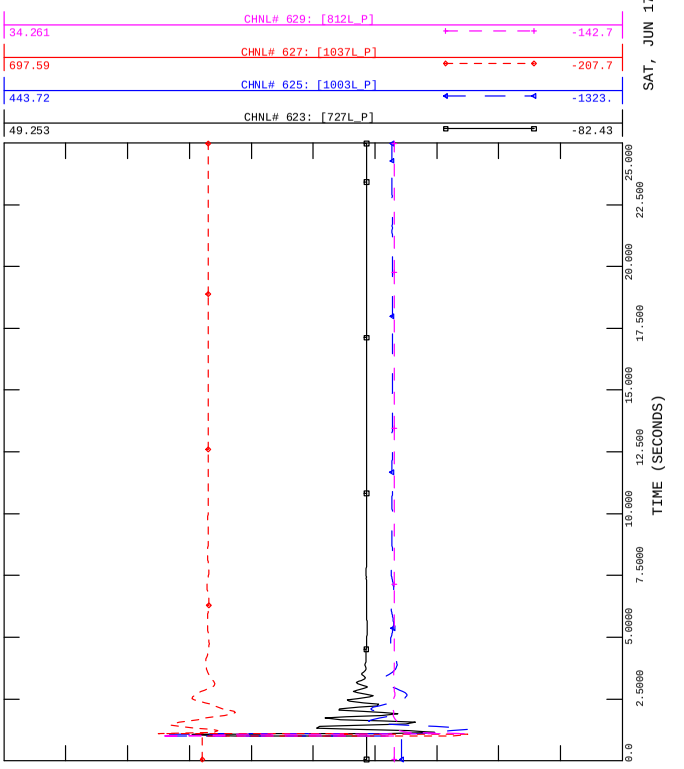
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65

FILE: S9_SP_19_1109L_SS65.out

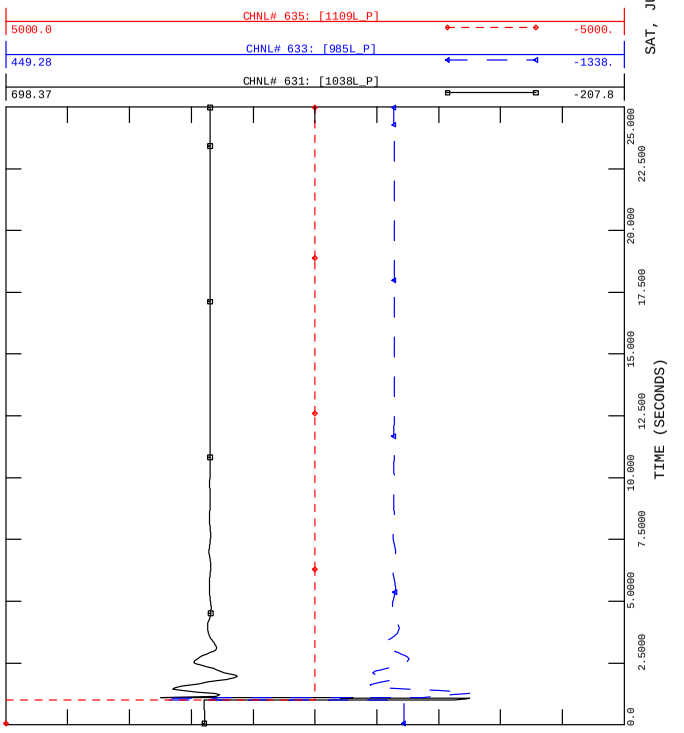
SAT, JUN 17 2023 23:59 BRANCH P

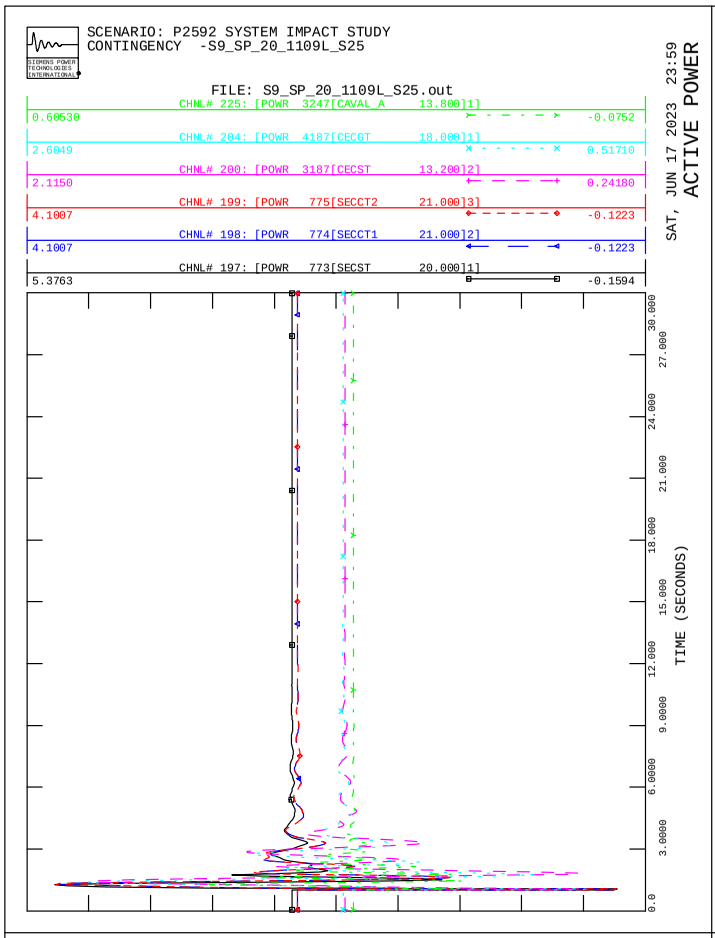


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_19_1109L_SS65

FILE: S9_SP_19_1109L_SS65.out

SAT, JUN 17 2023 23:59 BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25
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0.60530
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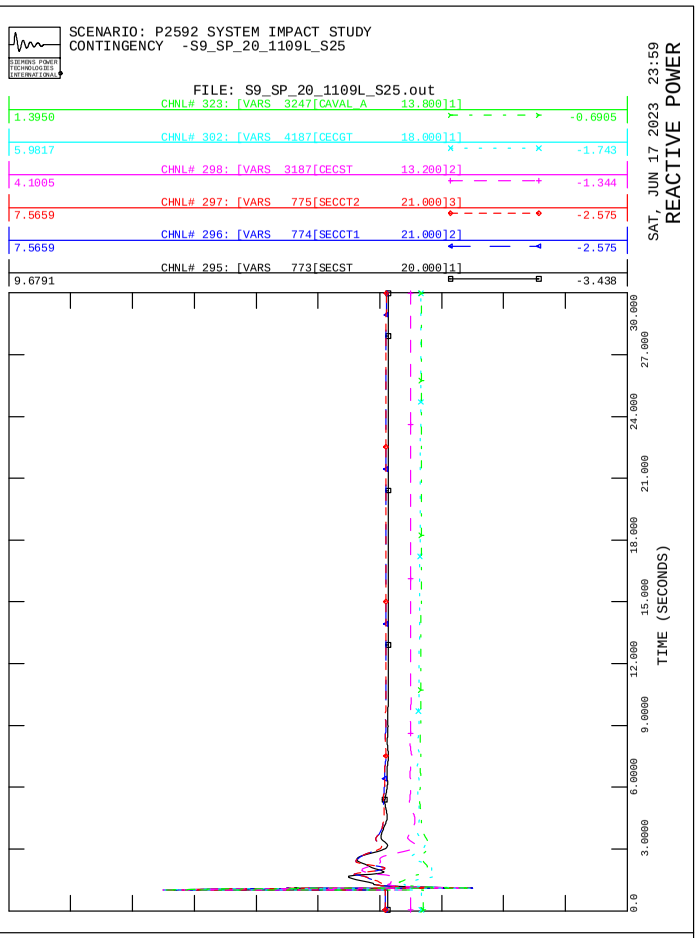
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.6049
0.51710
CHNL# 200: [POWR 3187[CECST 13.200]2]
2.1150
0.24180
CHNL# 199: [POWR 775[SECCT2 21.000]3]
4.1007
-0.1223
CHNL# 198: [POWR 774[SECCT1 21.000]2]
4.1007
-0.1223
CHNL# 197: [POWR 773[SECST 20.000]1]
5.3763
-0.1594
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25
FILE: S9_SP_20_1109L_S25.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.3950
-0.6905
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.9817
-1.743
CHNL# 298: [VARS 3187[CECST 13.200]2]
4.1005
-1.344
CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.5659
-2.575
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.5659
-2.575
CHNL# 295: [VARS 773[SECST 20.000]1]
9.6791
-3.438
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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6.0000
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18.000
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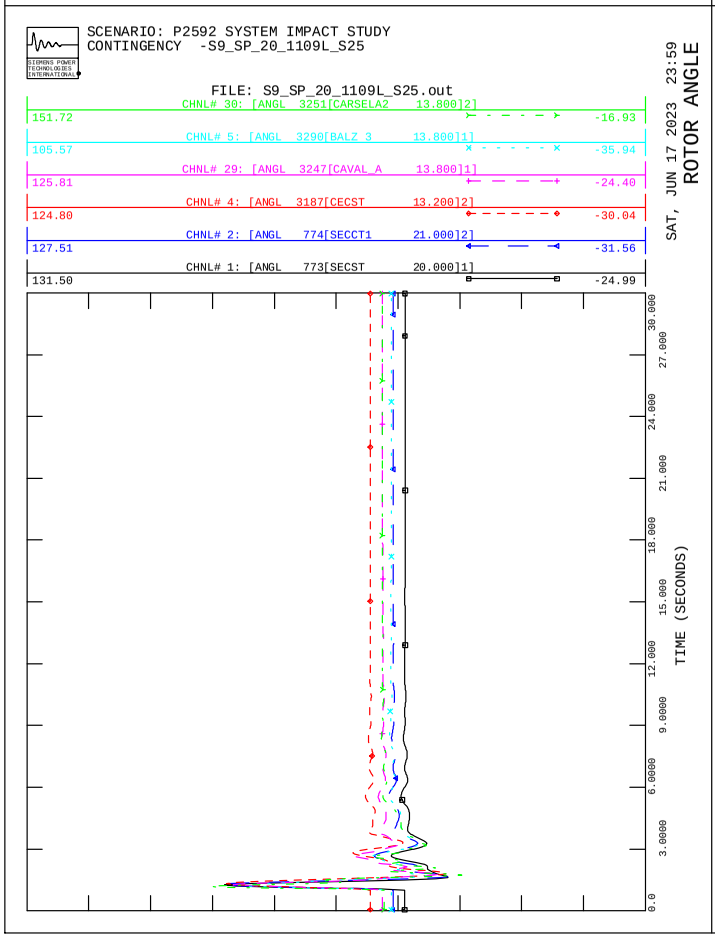
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25
FILE: S9_SP_20_1109L_S25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
151.72
-16.93
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
105.57
-35.94
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
125.81
-24.40
CHNL# 4: [ANGL 3187[CECST 13.200]2]
124.80
-30.04
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
127.51
-31.56
CHNL# 1: [ANGL 773[SECST 20.000]1]
131.50
-24.99
SAT, JUN 17 2023 23:59
ROTOR ANGLE
TIME (SECONDS)
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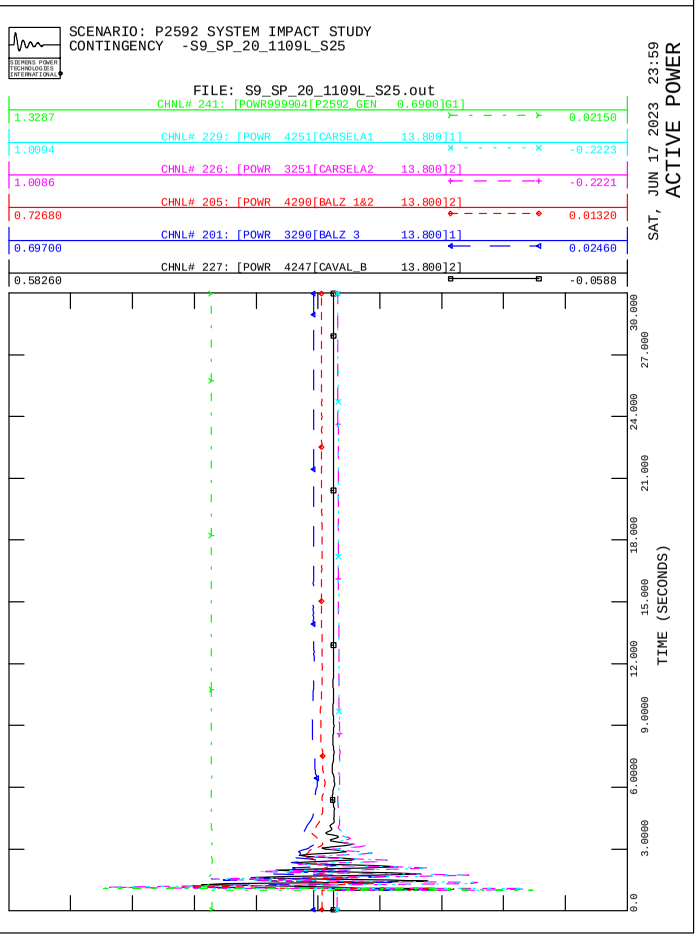
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25
FILE: S9_SP_20_1109L_S25.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
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0.02150
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
1.0094
-0.2223
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
1.0086
-0.2221
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.72680
0.01320
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.69700
0.02460
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.58260
-0.0588
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

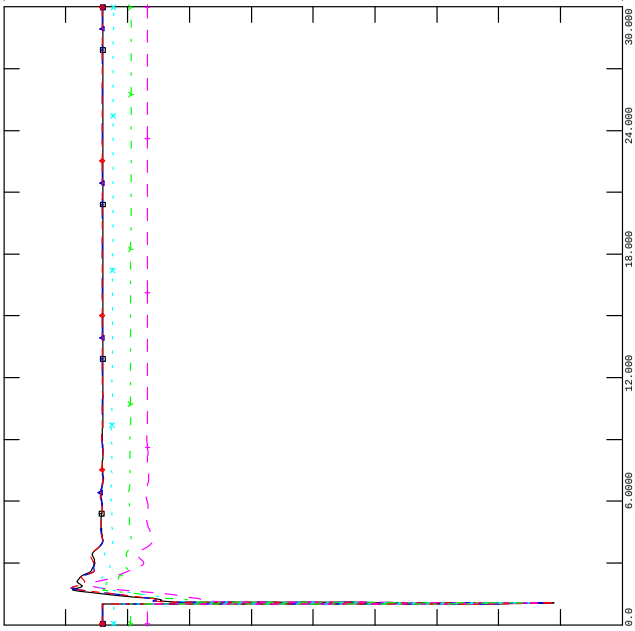
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1380 0.51410
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1894 0.52430
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.2404 0.51460
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2263 0.30660
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2263 0.30660
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2234 0.32500



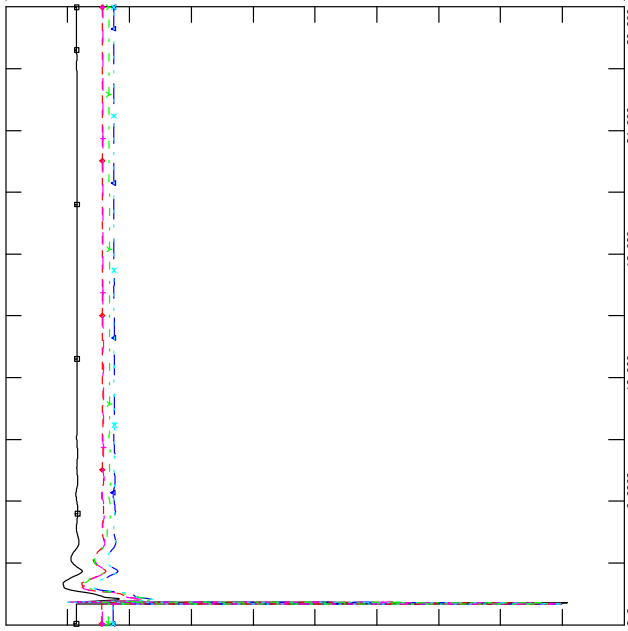
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]] 1.1491 0.33970
CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.1991 0.15320
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.1626 0.15620
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.1575 0.16960
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.1977 0.15210
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1777 0.09830



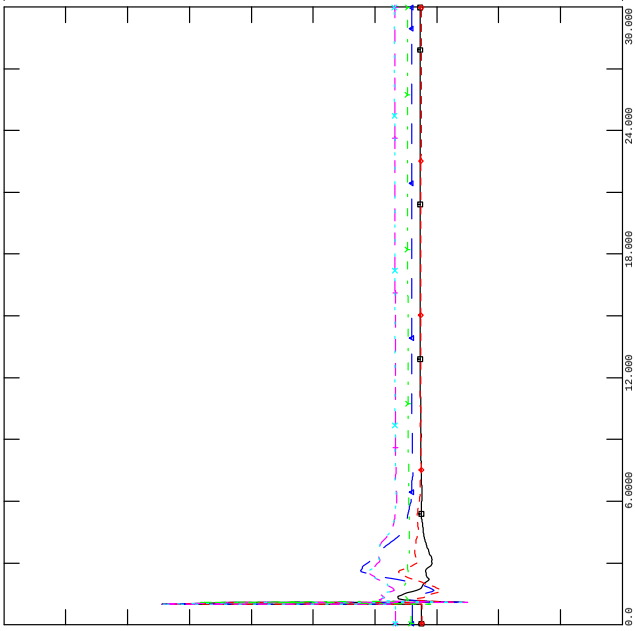
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.1269 -0.4837
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.5067 -0.7636
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.5022 -0.7591
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.5941 -0.2771
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.5864 -0.3173
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 1.3216 -0.6358



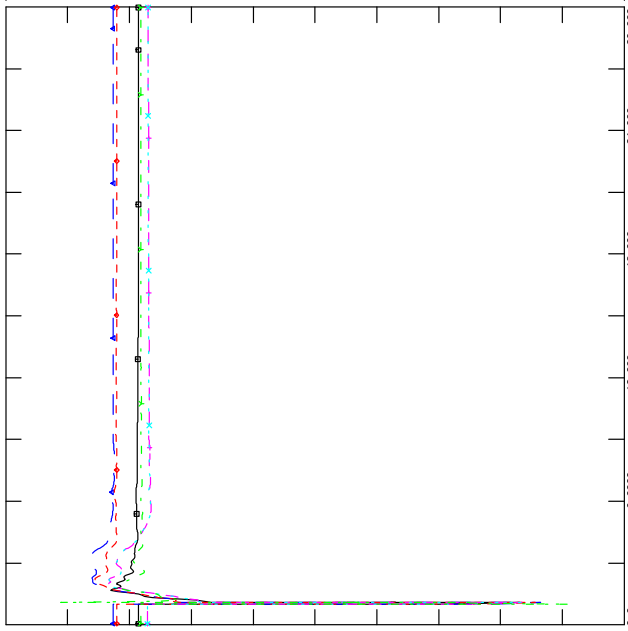
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1] 1.2752 0.15350
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1689 0.56210
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1689 0.56350
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1882 0.49350
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1769 0.43510
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2] 1.1363 0.54730



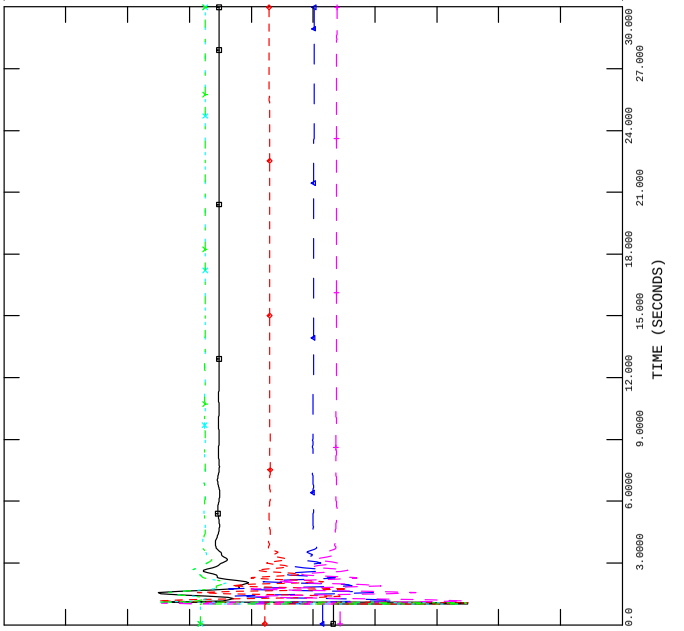
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 621: [1107L_P] 932.35 -285.4
CHNL# 619: [1106L_P] 932.53 -285.5
CHNL# 617: [646L_P] 63.981 -93.17
CHNL# 615: [434L_P] 127.99 -72.22
CHNL# 613: [753L_P] 73.084 -36.96
CHNL# 611: [1080L_P] 1102.2 -361.1

TIME (SECONDS)



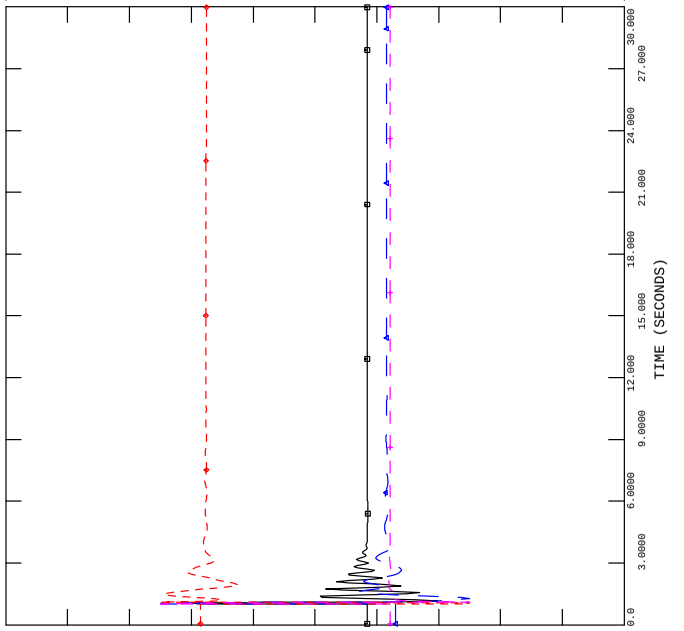
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 629: [812L_P] 22.534 -138.3
CHNL# 627: [1037L_P] 683.24 -195.7
CHNL# 625: [1003L_P] 480.04 -1380.
CHNL# 623: [727L_P] 49.574 -83.12

TIME (SECONDS)



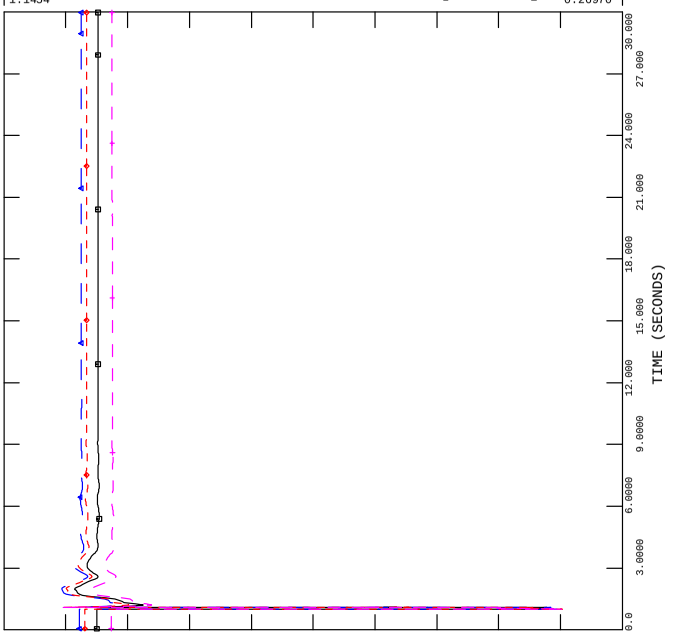
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59 BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]] 1.2012 0.15460
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]] 1.1444 0.11700
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]] 1.1738 0.09920
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]] 1.1454 0.26970

TIME (SECONDS)



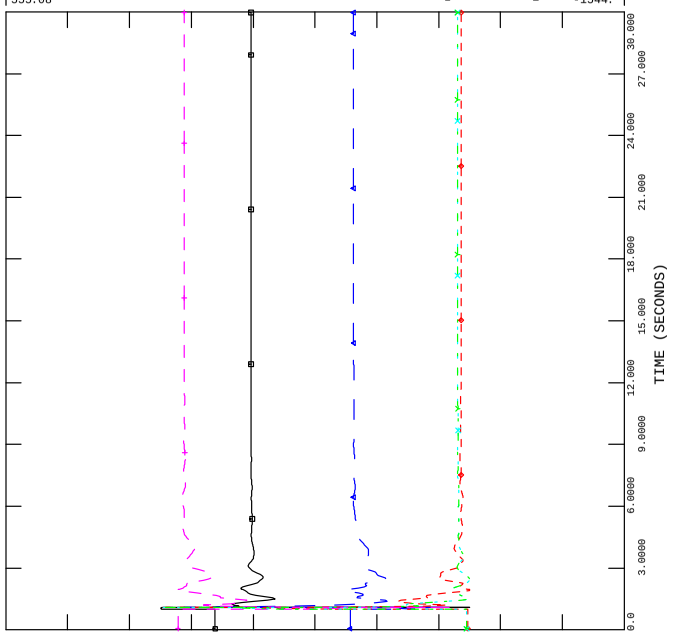
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 622: [1107L_Q] 393.73 -247.2
CHNL# 620: [1106L_Q] 393.79 -247.4
CHNL# 618: [646L_Q] 50.278 -93.48
CHNL# 616: [434L_Q] 141.68 -69.26
CHNL# 614: [753L_Q] 61.176 -77.87
CHNL# 612: [1080L_Q] 555.08 -1544.

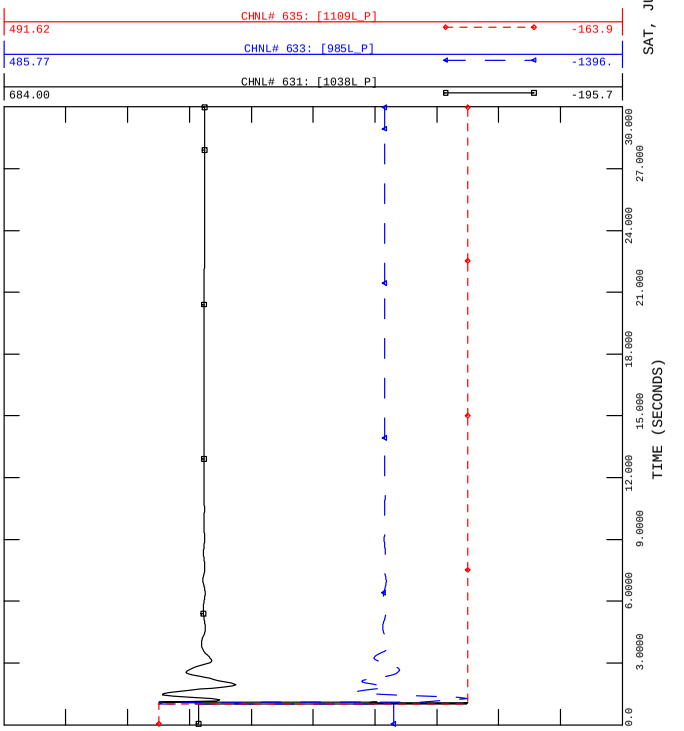
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

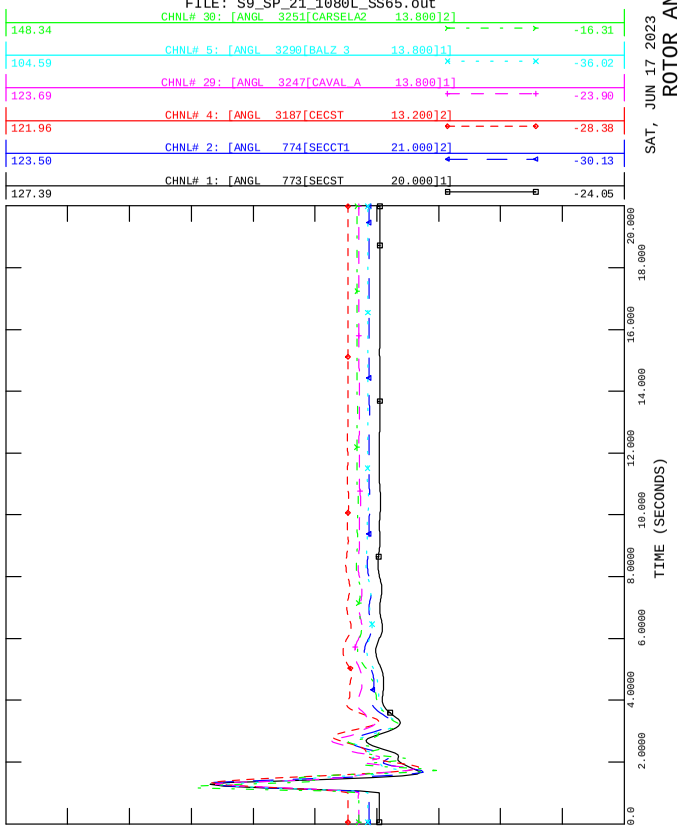
SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65

FILE: S9_SP_21_1080L_SS65.out

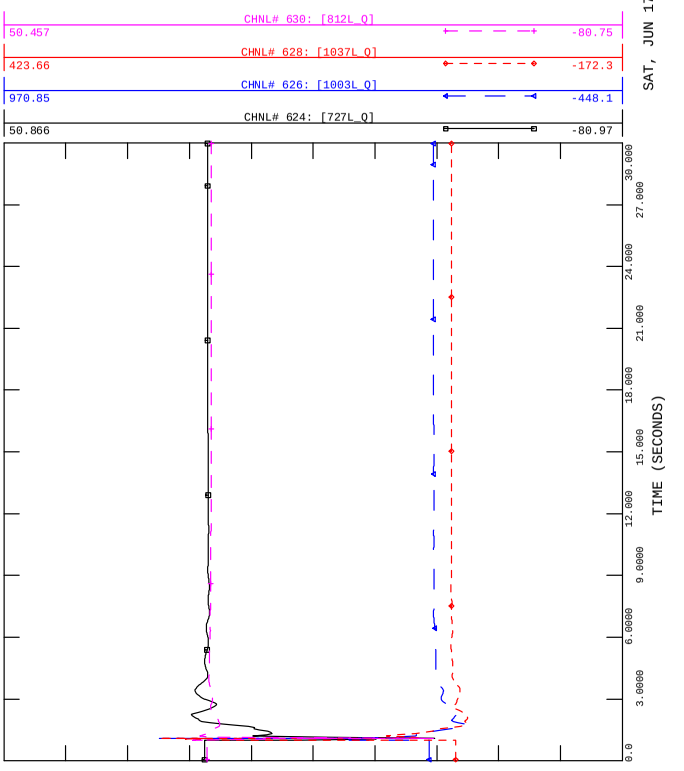
SAT, JUN 17 2023 23:59 ROTOR ANGLE



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

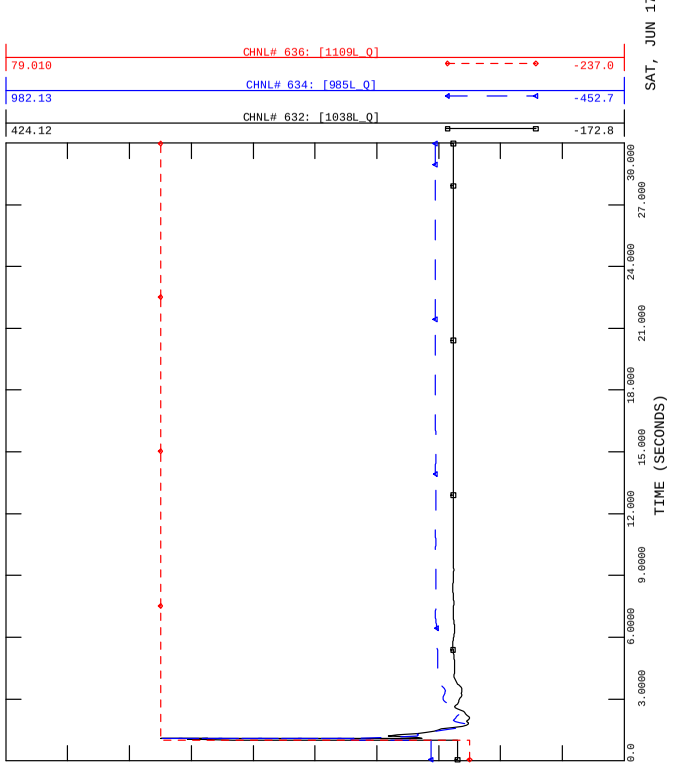
SAT, JUN 17 2023 23:59 BRANCH Q

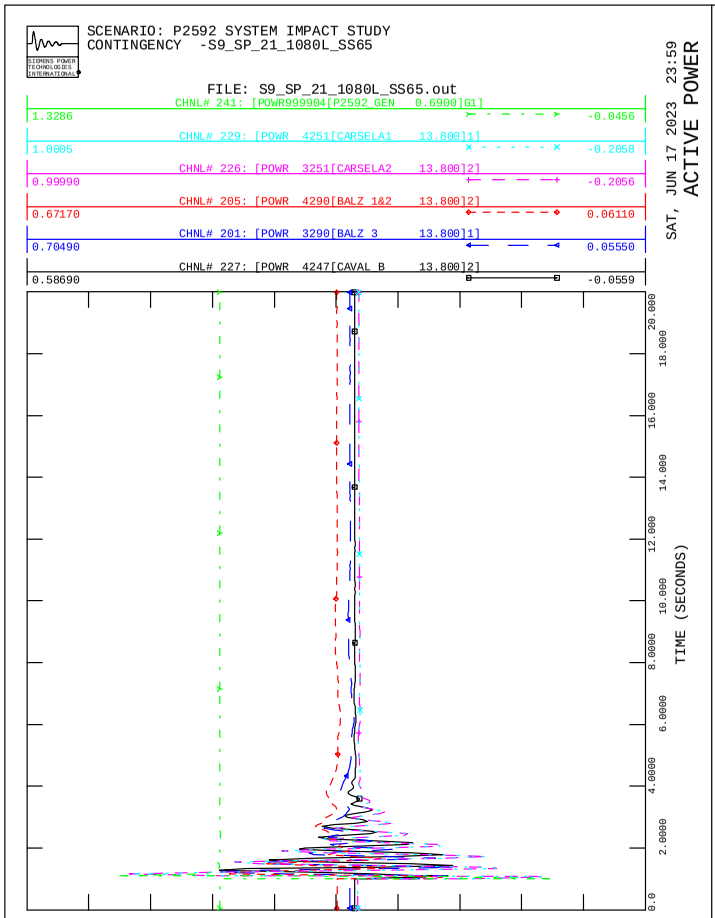


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_20_1109L_S25

FILE: S9_SP_20_1109L_S25.out

SAT, JUN 17 2023 23:59 BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
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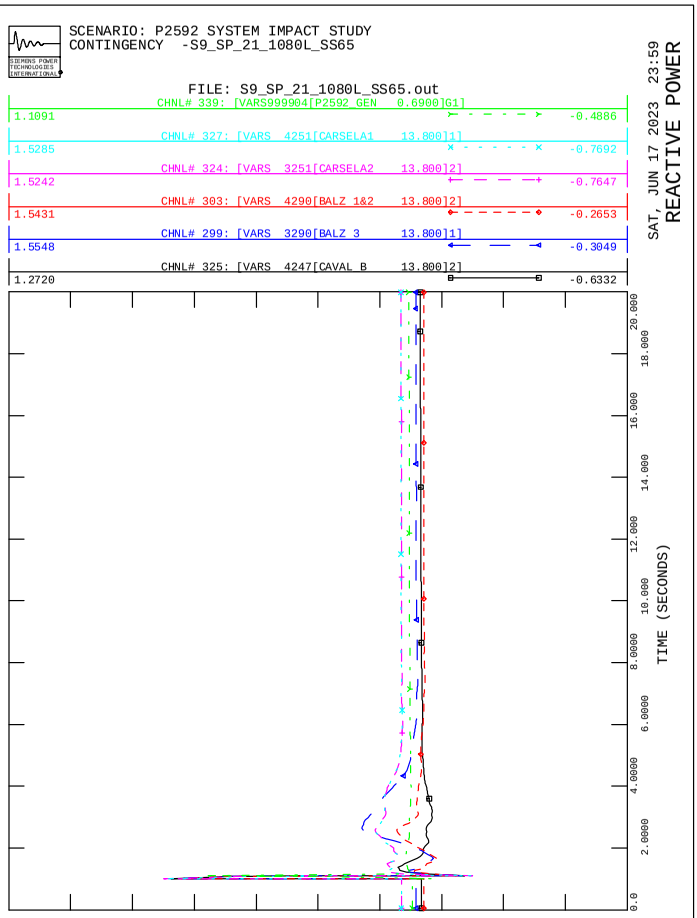
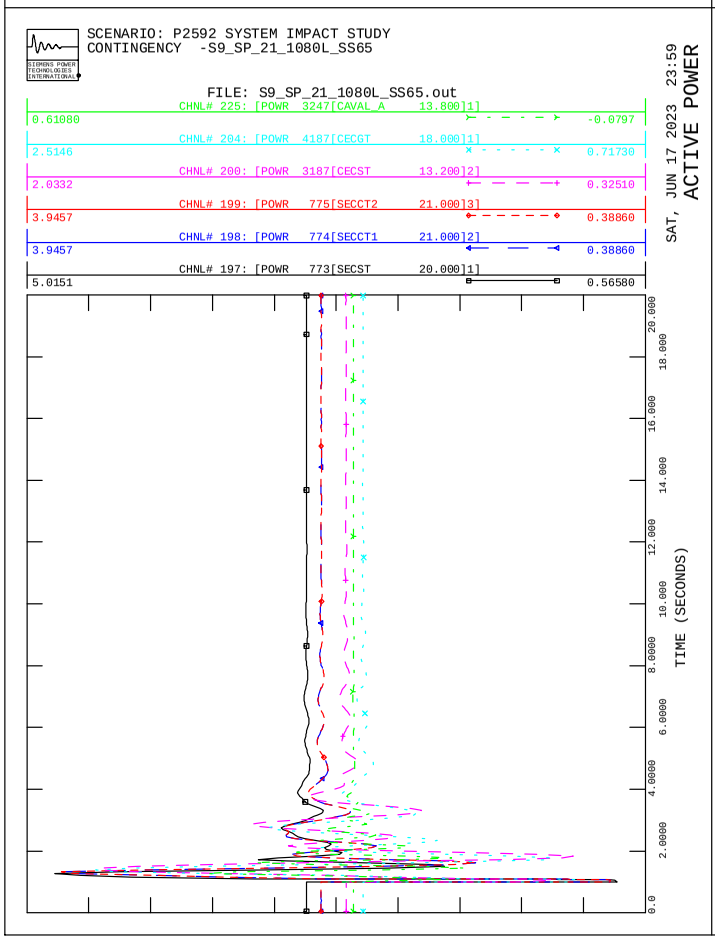
-0.0456
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
1.0005
-0.2058
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.99990
-0.2056
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.67170
0.06110
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.70490
0.05550
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.58690
-0.0559
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.1091
-0.4886
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5285
-0.7692
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5242
-0.7647
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5431
-0.2653
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5548
-0.3049
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.2720
-0.6332
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
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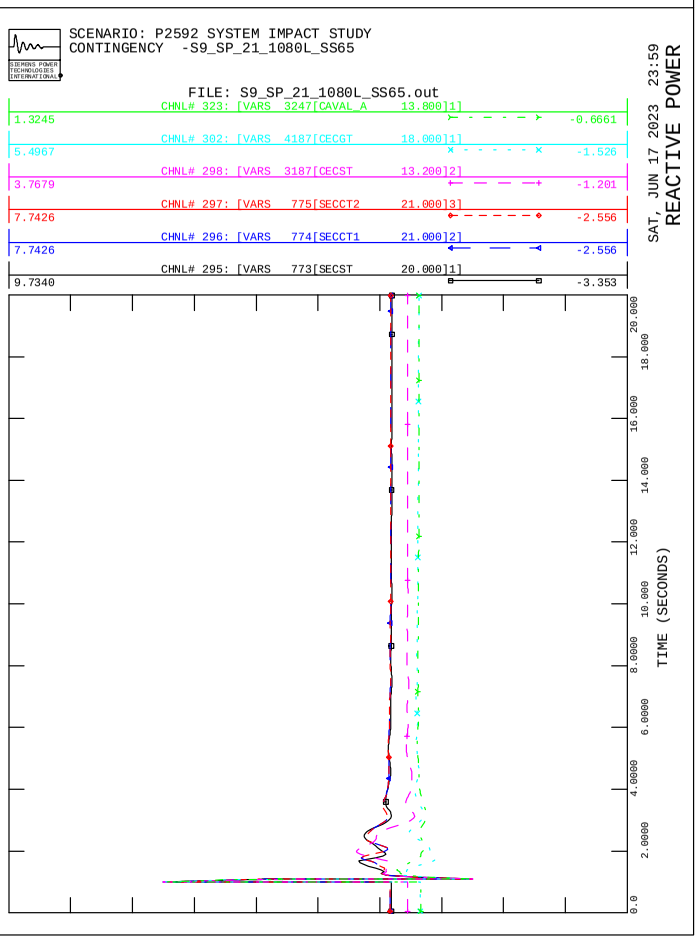
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.5146
0.71730
CHNL# 200: [POWR 3187[CECST 13.200]2]
2.0332
0.32510
CHNL# 199: [POWR 775[SECCT2 21.000]3]
3.9457
0.38860
CHNL# 198: [POWR 774[SECCT1 21.000]2]
3.9457
0.38860
CHNL# 197: [POWR 773[SECST 20.000]1]
5.0151
0.56580
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
1.3245
-0.6661
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.4967
-1.526
CHNL# 298: [VARS 3187[CECST 13.200]2]
3.7679
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CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.7426
-2.556
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.7426
-2.556
CHNL# 295: [VARS 773[SECST 20.000]1]
9.7340
-3.353
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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2.0000
4.0000
6.0000
8.0000
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12.000
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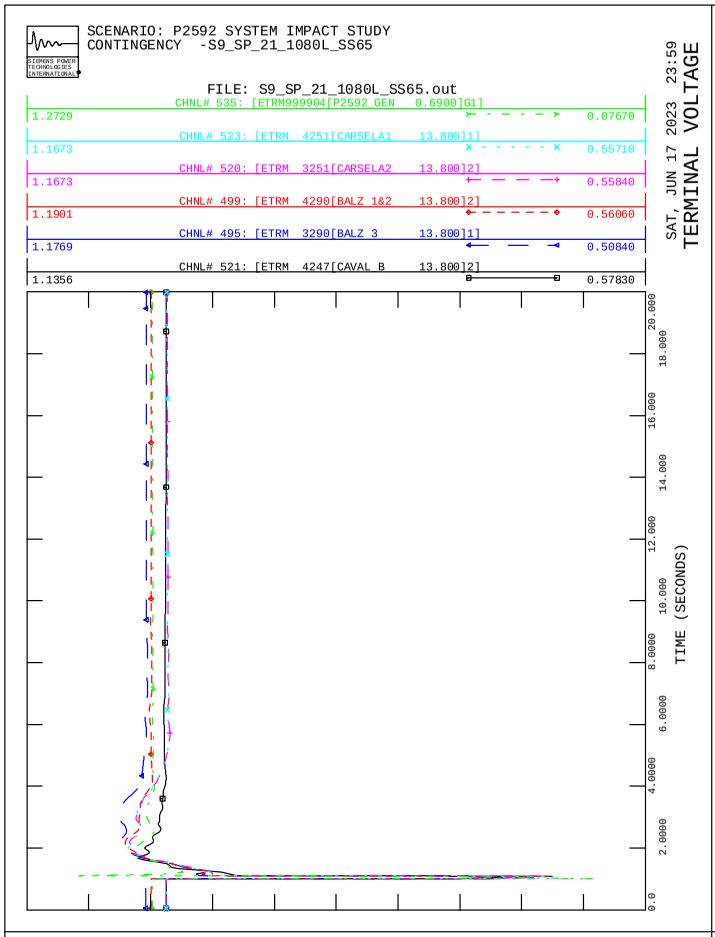
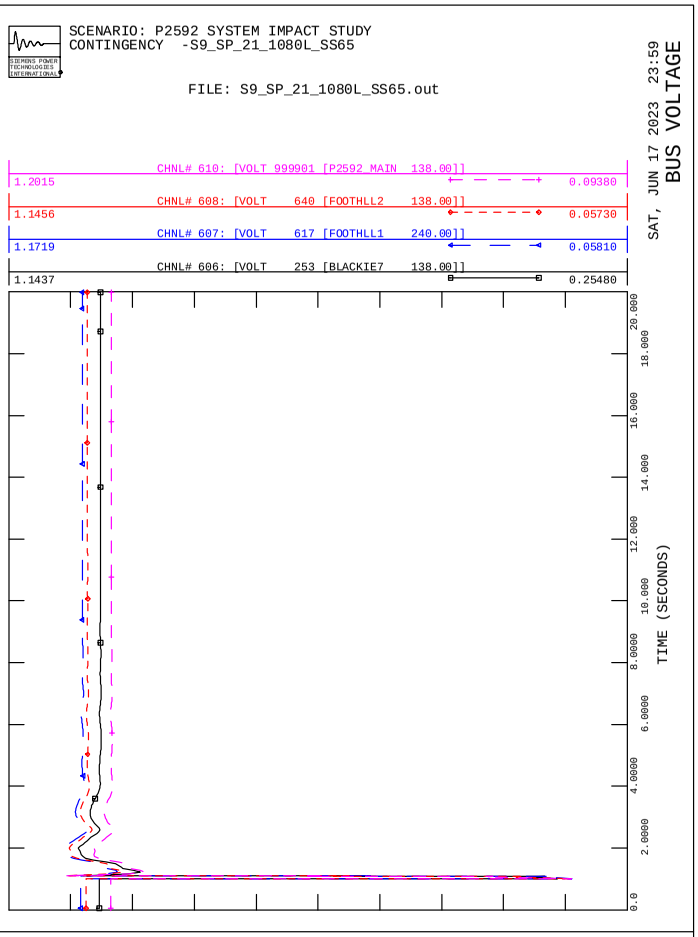
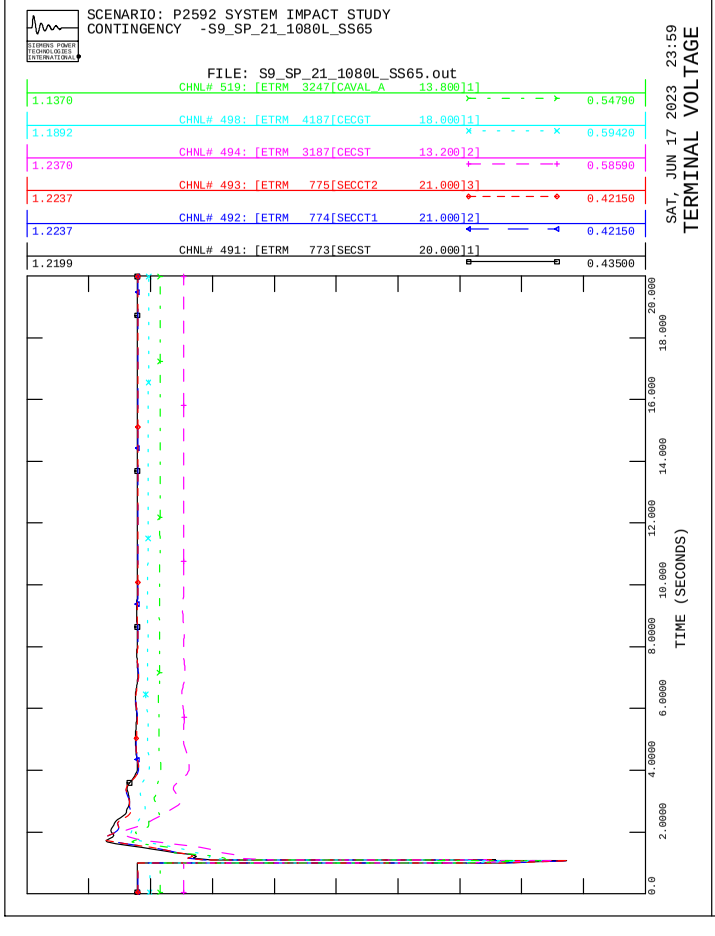
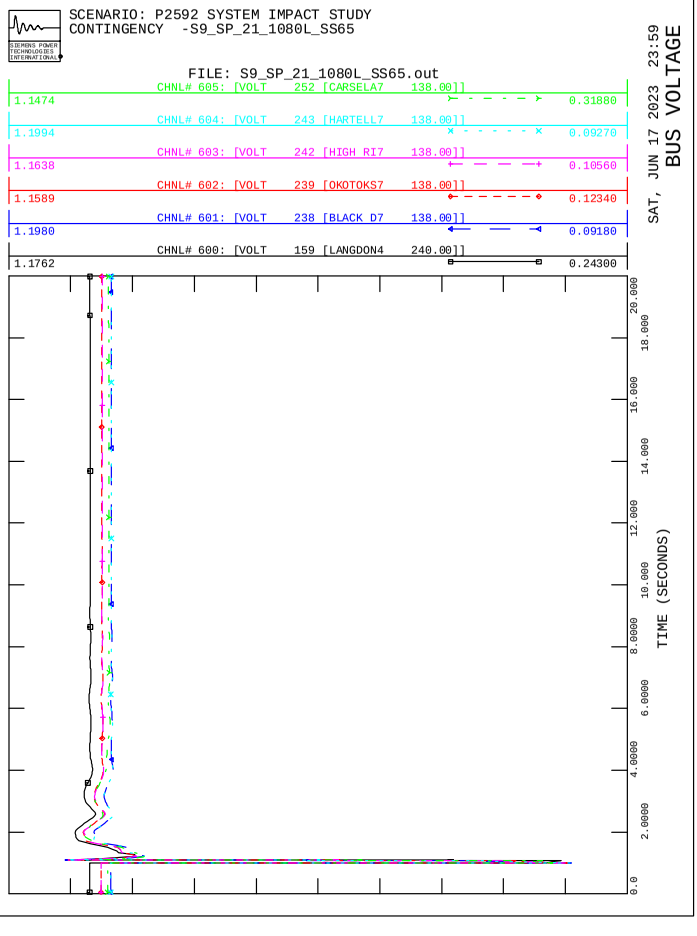
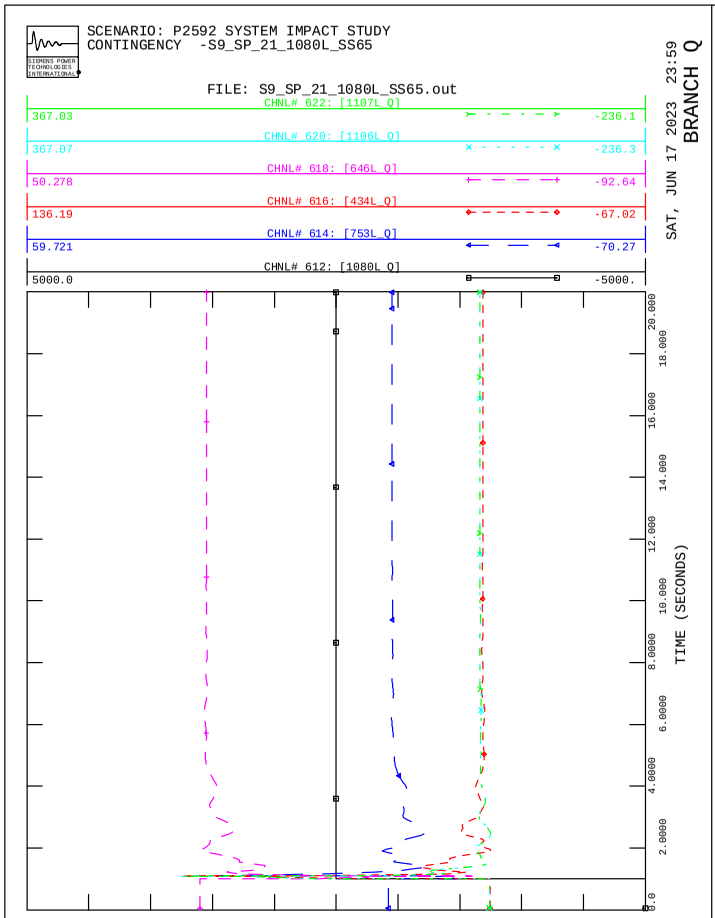
16.000
18.000
20.000

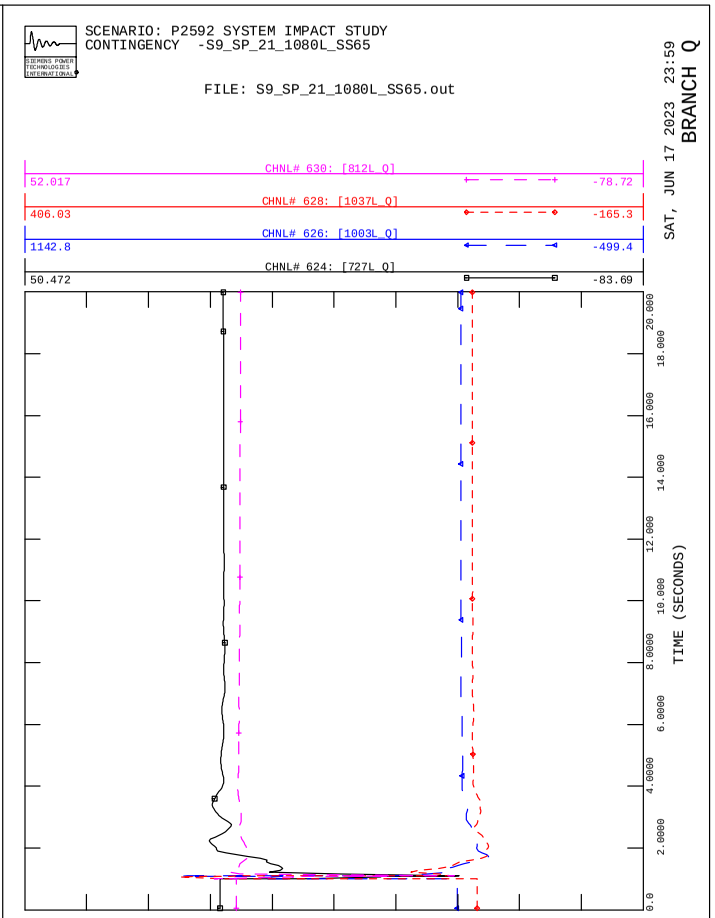

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2729
0.07670
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1673
0.55710
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1673
0.55840
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1901
0.56060
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1769
0.50840
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1356
0.57830
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2015
0.09380
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1456
0.05730
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1719
0.05810
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1437
0.25480
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1370
0.54790
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1892
0.59420
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.2370
0.58590
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2237
0.42150
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2237
0.42150
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2199
0.43500
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1474
0.31880
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1994
0.09270
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1638
0.10560
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1589
0.12340
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1980
0.09180
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1762
0.24300
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 622: [1107L Q]
367.03
-236.1
CHNL# 620: [1106L Q]
367.07
-236.3
CHNL# 618: [646L Q]
50.278
-92.64
CHNL# 616: [434L Q]
136.19
-67.02
CHNL# 614: [753L Q]
59.721
-70.27
CHNL# 612: [1080L Q]
5000.0
-5000.
SAT, JUN 17 2023 23:59
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: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 630: [812L Q]
52.017
-78.72
CHNL# 628: [1037L Q]
406.03
-165.3
CHNL# 626: [1003L Q]
1142.8
-499.4
CHNL# 624: [727L Q]
50.472
-83.69
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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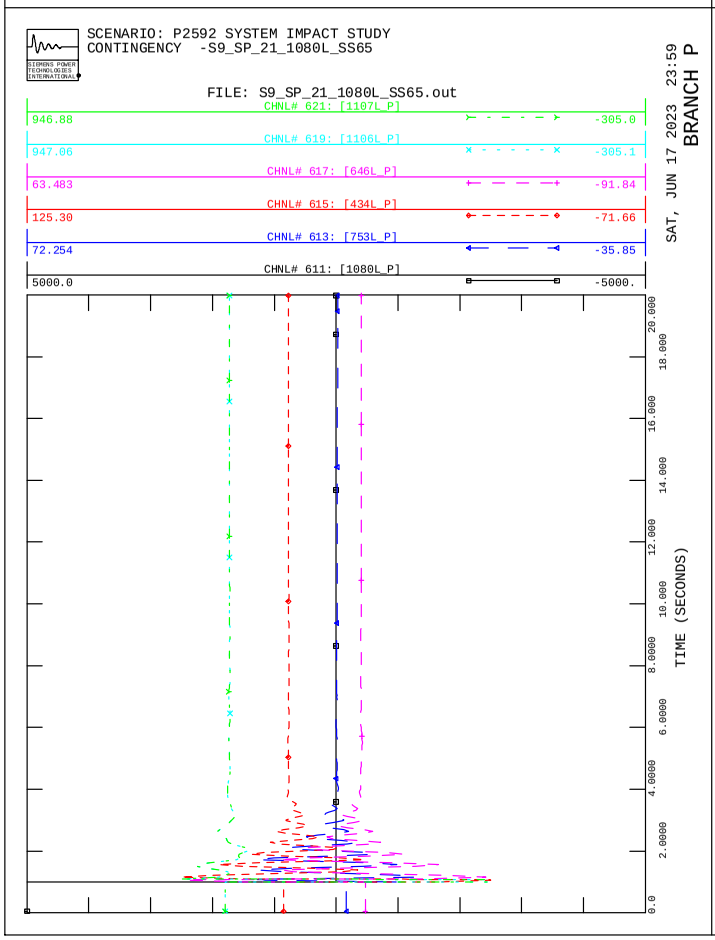
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 621: [1107L P]
946.88
-305.0
CHNL# 619: [1106L P]
947.06
-305.1
CHNL# 617: [646L P]
63.483
-91.84
CHNL# 615: [434L P]
125.30
-71.66
CHNL# 613: [753L P]
72.254
-35.85
CHNL# 611: [1080L P]
5000.0
-5000.
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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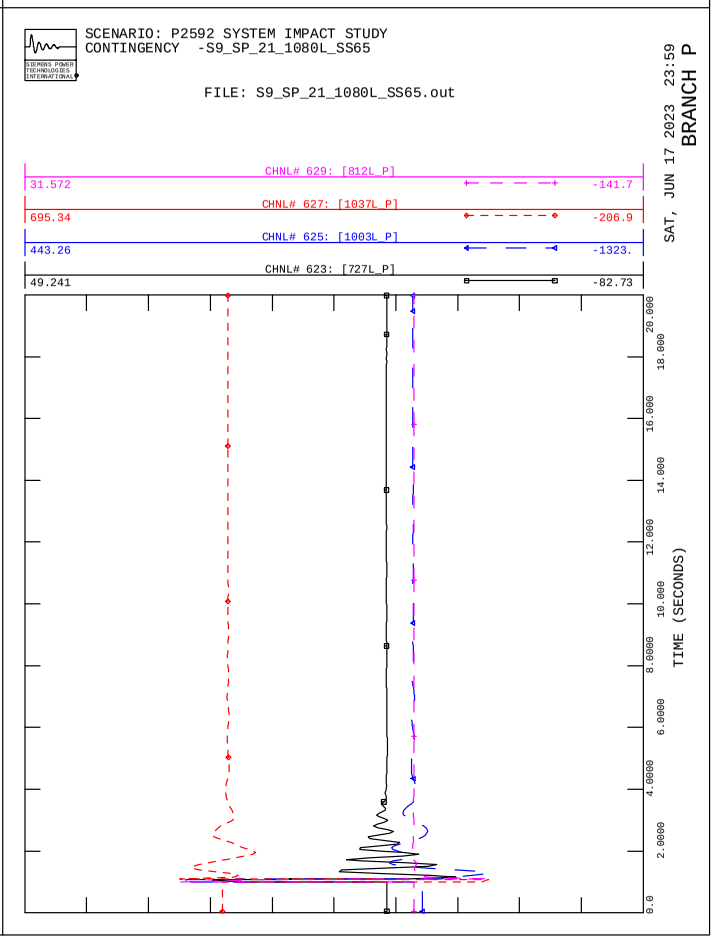
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

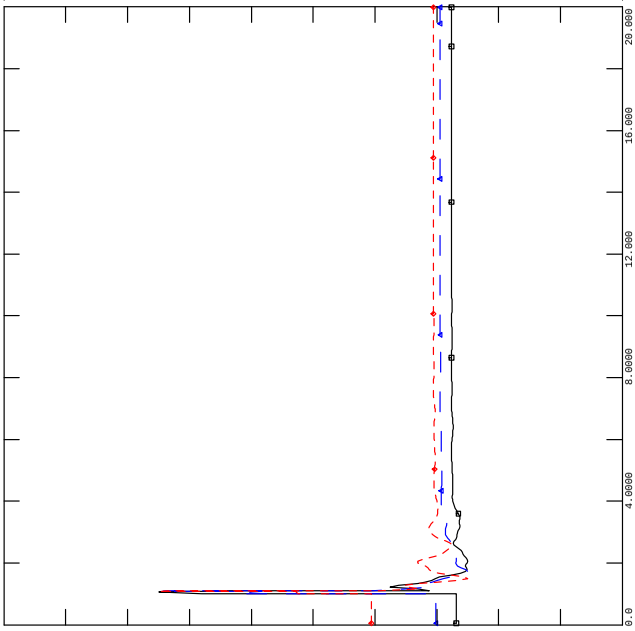

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65
FILE: S9_SP_21_1080L_SS65.out
CHNL# 629: [812L P]
31.572
-141.7
CHNL# 627: [1037L P]
695.34
-206.9
CHNL# 625: [1003L P]
443.26
-1323.
CHNL# 623: [727L P]
49.241
-82.73
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
0.0
2.0000
4.0000
6.0000
8.0000
10.000
12.000
14.000
16.000
18.000
20.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65

FILE: S9_SP_21_1080L_SS65.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 636: [1109L Q] 560.75 -646.5
CHNL# 634: [985L Q] 1156.0 -504.5
CHNL# 632: [1038L Q] 406.61 -165.8

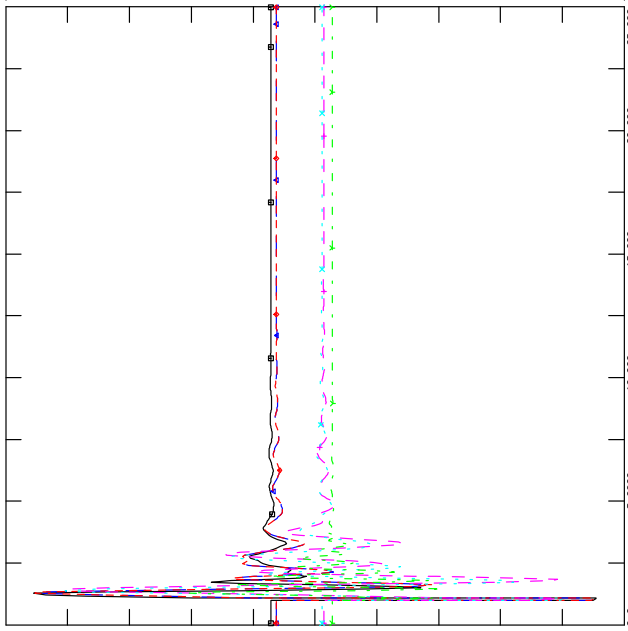


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25

FILE: S9_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:59 ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.60530 -0.0752
CHNL# 204: [POWR 4187[CECGT 18.000]1] 2.6049 0.51710
CHNL# 200: [POWR 3187[CECST 13.200]2] 2.1150 0.24180
CHNL# 199: [POWR 775[SECCT2 21.000]3] 4.1007 -0.1223
CHNL# 198: [POWR 774[SECCT1 21.000]2] 4.1007 -0.1223
CHNL# 197: [POWR 773[SECST 20.000]1] 5.3763 -0.1593

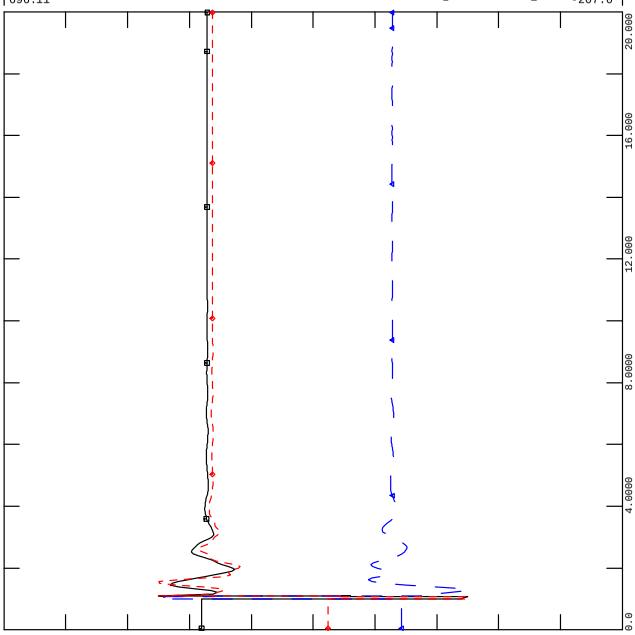


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_21_1080L_SS65

FILE: S9_SP_21_1080L_SS65.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 635: [1109L P] 1079.7 -360.5
CHNL# 633: [985L P] 448.82 -1338.
CHNL# 631: [1038L P] 696.11 -207.0

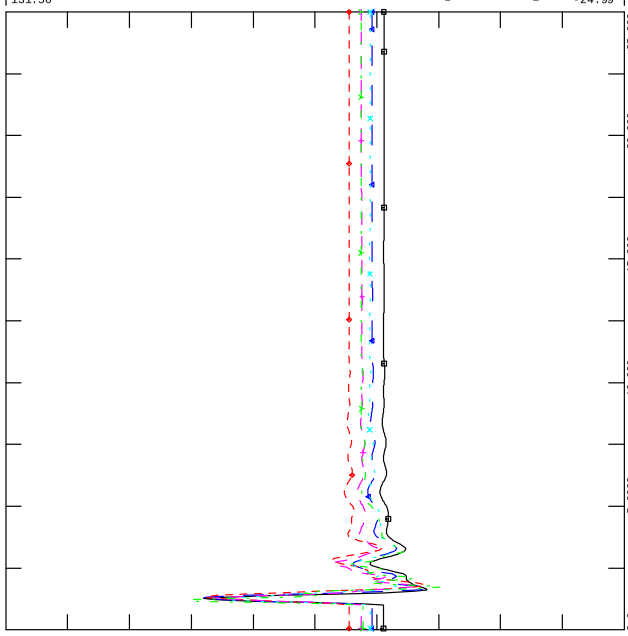


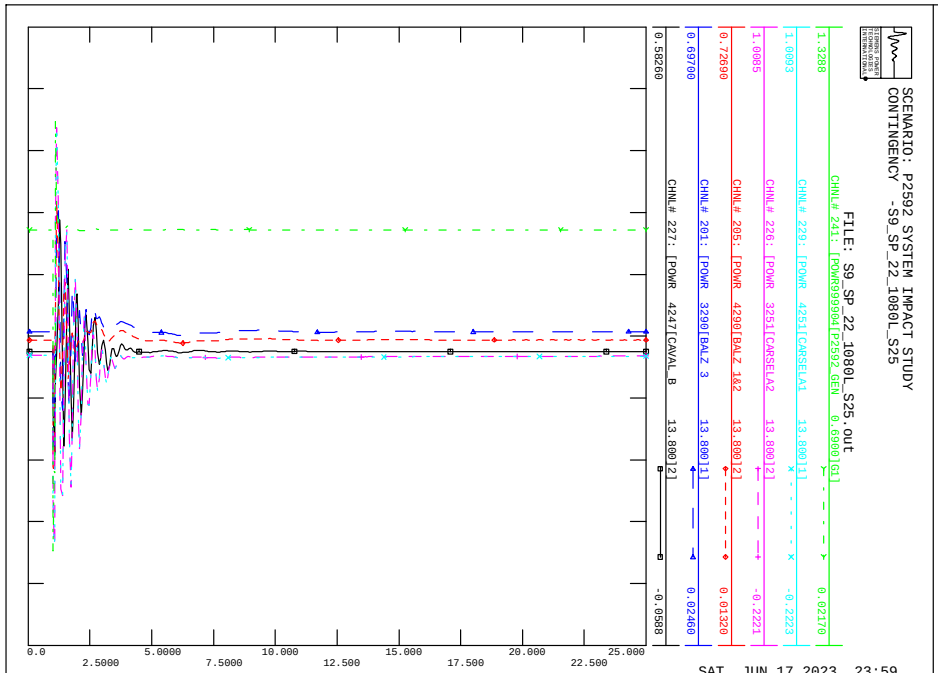
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25

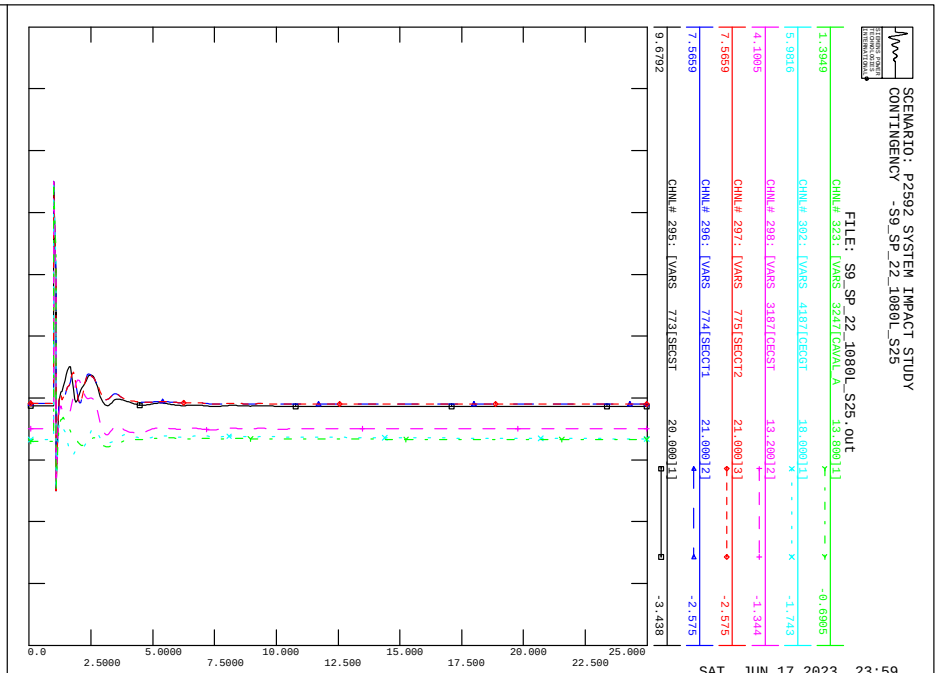
FILE: S9_SP_22_1080L_S25.out

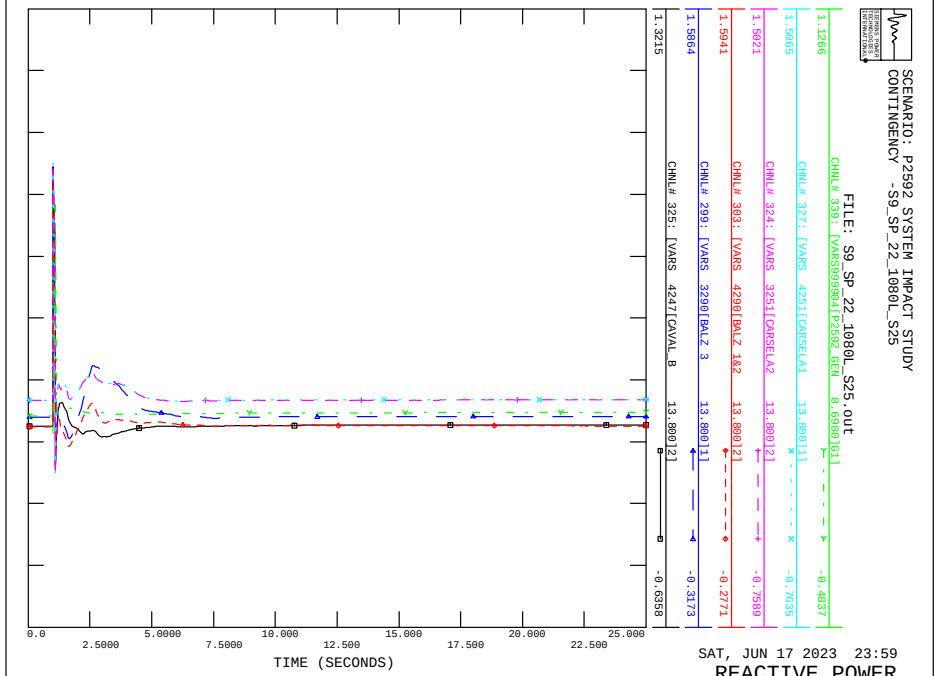
SAT, JUN 17 2023 23:59 ROTOR ANGLE

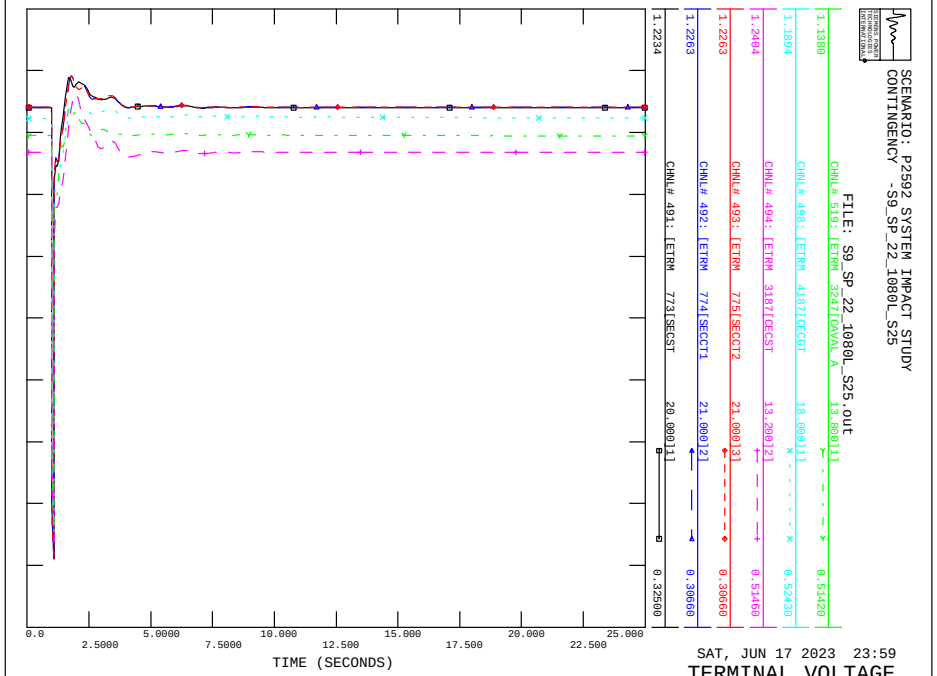
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 151.71 -16.93
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 105.57 -35.94
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 125.81 -24.40
CHNL# 4: [ANGL 3187[CECST 13.200]2] 124.80 -30.04
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 127.51 -31.56
CHNL# 1: [ANGL 773[SECST 20.000]1] 131.50 -24.99




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
CHNL# 241: [POWR999904[P2592_GEN 0.69001[G1] 1.3288 0.02170
CHNL# 229: [POWR 4251[CARSELA1 13.8001[1] 1.6093 -0.2223
CHNL# 226: [POWR 3251[CARSELA2 13.8001[2] 1.6085 -0.2221
CHNL# 205: [POWR 4290[BALZ 1&2 13.8001[2] 0.72690 0.01320
CHNL# 201: [POWR 3290[BALZ 3 13.8001[1] 0.69700 0.02460
CHNL# 227: [POWR 4247[CAVAL_B 13.8001[2] 0.58260 -0.0588
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:59
ACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
CHNL# 323: [VARS 3247[CAVAL_A 13.8001[1] 1.3949 -0.6905
CHNL# 302: [VARS 4187[CEGGT 18.0001[1] 5.9816 -1.743
CHNL# 298: [VARS 3187[CEGST 13.2001[2] 4.1005 -1.344
CHNL# 297: [VARS 775[SECCT2 21.0001[3] 7.5059 -2.575
CHNL# 296: [VARS 774[SECCT1 21.0001[2] 7.5059 -2.575
CHNL# 295: [VARS 773[SECST 20.0001[1] 9.6792 -3.438
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:59
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
CHNL# 339: [VARS999904[P2592_GEN 0.69001[G1] 1.1266 -0.4837
CHNL# 327: [VARS 4251[CARSELA1 13.8001[1] 1.5065 -0.7635
CHNL# 324: [VARS 3251[CARSELA2 13.8001[2] 1.5021 -0.7589
CHNL# 303: [VARS 4290[BALZ 1&2 13.8001[2] 1.5941 -0.2771
CHNL# 299: [VARS 3290[BALZ 3 13.8001[1] 1.5864 -0.3173
CHNL# 325: [VARS 4247[CAVAL_B 13.8001[2] 1.3215 -0.6358
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:59
REACTIVE POWER


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.8001[1] 1.1380 0.51420
CHNL# 498: [ETRM 4187[CEGGT 18.0001[1] 1.1894 0.52430
CHNL# 494: [ETRM 3187[CEGST 13.2001[2] 1.2404 0.51460
CHNL# 493: [ETRM 775[SECCT2 21.0001[3] 1.2263 0.30660
CHNL# 492: [ETRM 774[SECCT1 21.0001[2] 1.2263 0.30660
CHNL# 491: [ETRM 773[SECST 20.0001[1] 1.2234 0.32500
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25

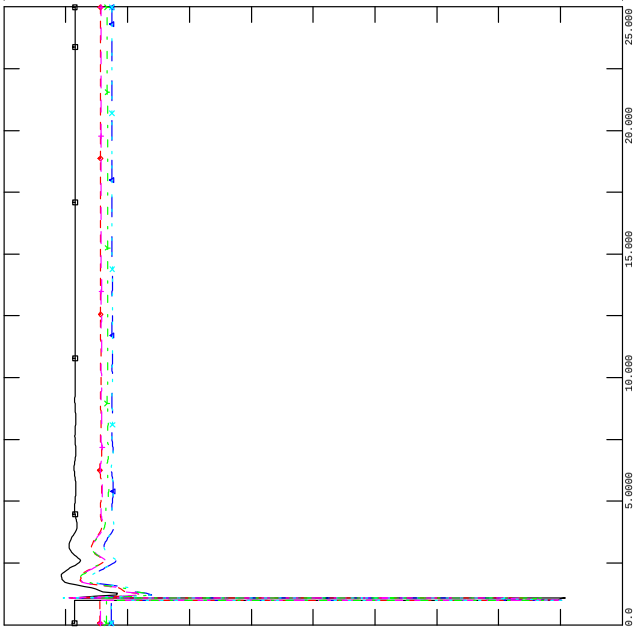
FILE: S9_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1491 0.33980
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1991 0.15330
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1626 0.15630
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1575 0.16970
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1976 0.15220
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1777 0.09830

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25

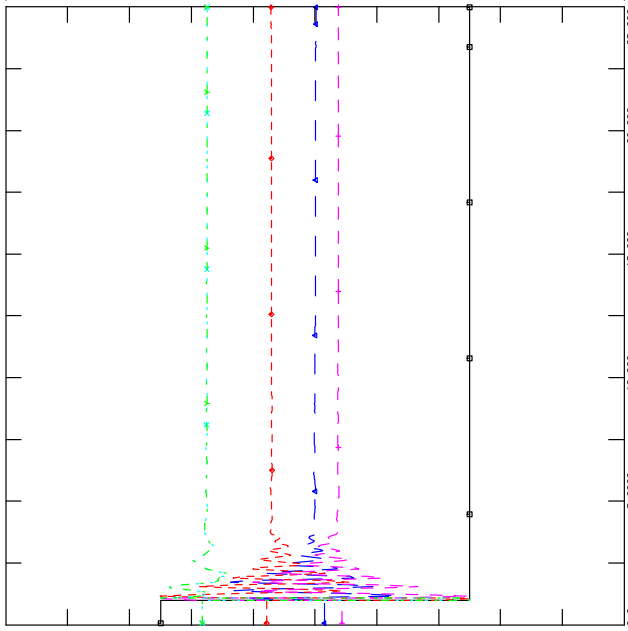
FILE: S9_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:59

BRANCH P

CHNL# 621: [1107L_P]
932.44 -285.5
CHNL# 619: [1106L_P]
932.62 -285.5
CHNL# 617: [646L_P]
63.982 -93.17
CHNL# 615: [434L_P]
127.99 -72.22
CHNL# 613: [753L_P]
73.071 -36.96
CHNL# 611: [1080L_P]
489.80 -163.3

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25

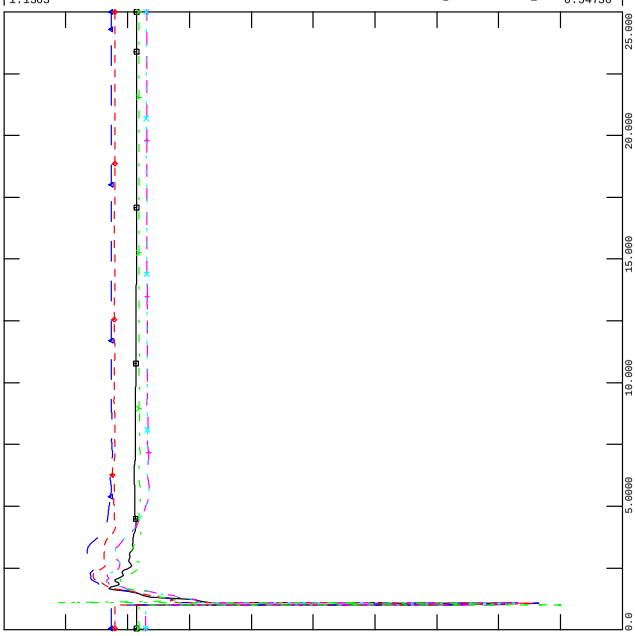
FILE: S9_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2751 0.15370
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1689 0.56210
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1689 0.56350
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1882 0.49350
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1769 0.43510
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1363 0.54730

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25

FILE: S9_SP_22_1080L_S25.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2012 0.15480
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1444 0.11710
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1738 0.09930
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1454 0.26980

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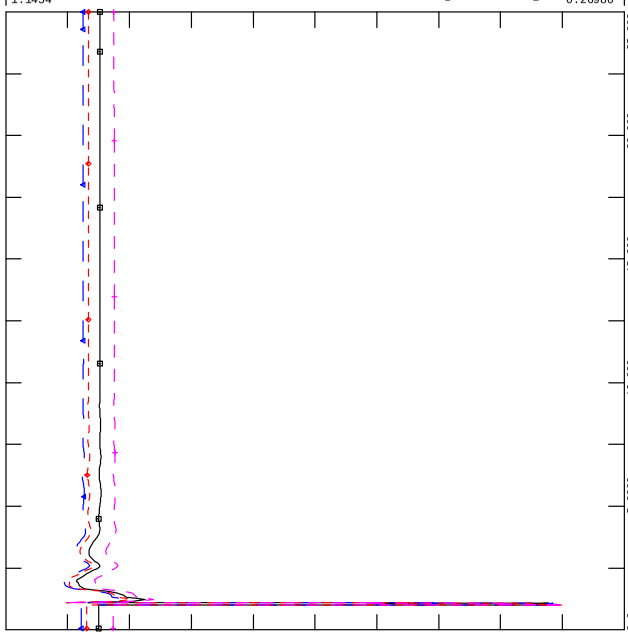
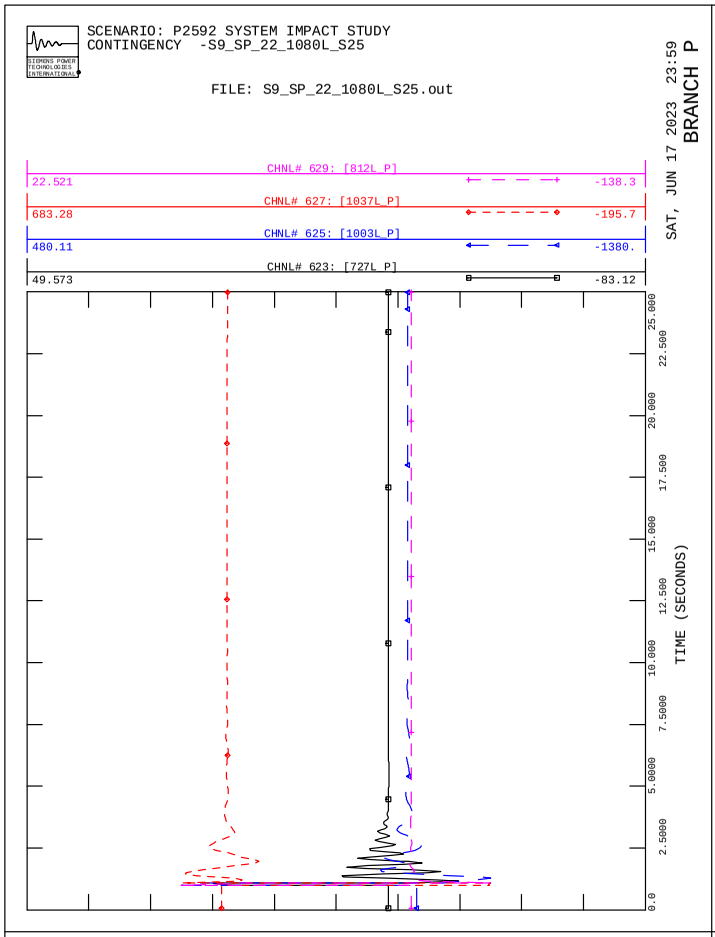
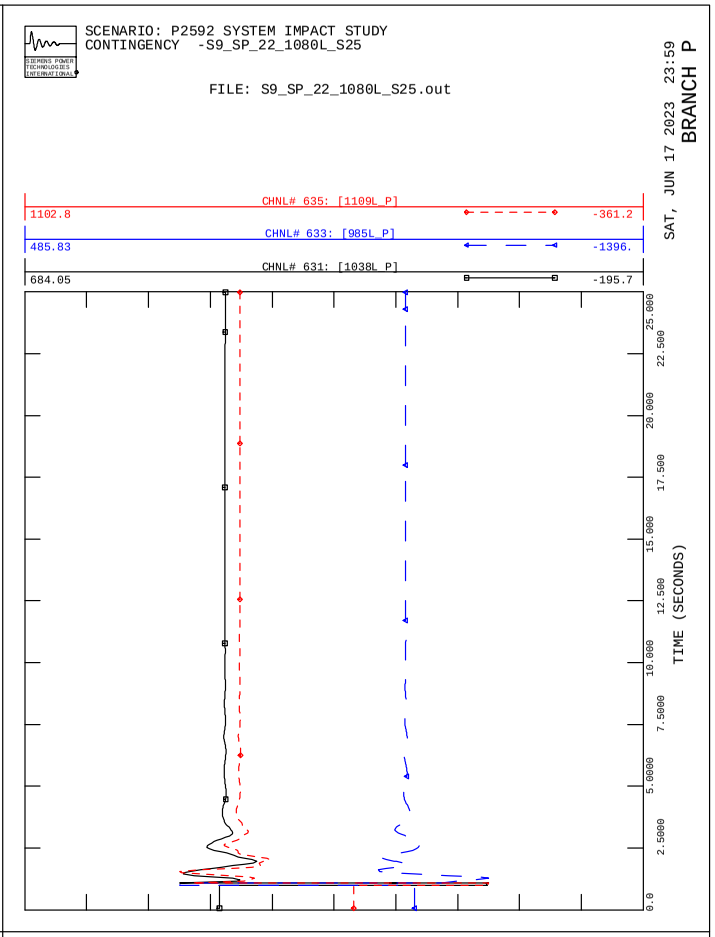
TIME (SECONDS)




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 629: [812L_P]
22.521
-138.3
CHNL# 627: [1037L_P]
683.28
-195.7
CHNL# 625: [1003L_P]
480.11
-1380.
CHNL# 623: [727L_P]
49.573
-83.12
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 635: [1109L_P]
1102.8
-361.2
CHNL# 633: [985L_P]
485.83
-1396.
CHNL# 631: [1038L_P]
684.05
-195.7
TIME (SECONDS)
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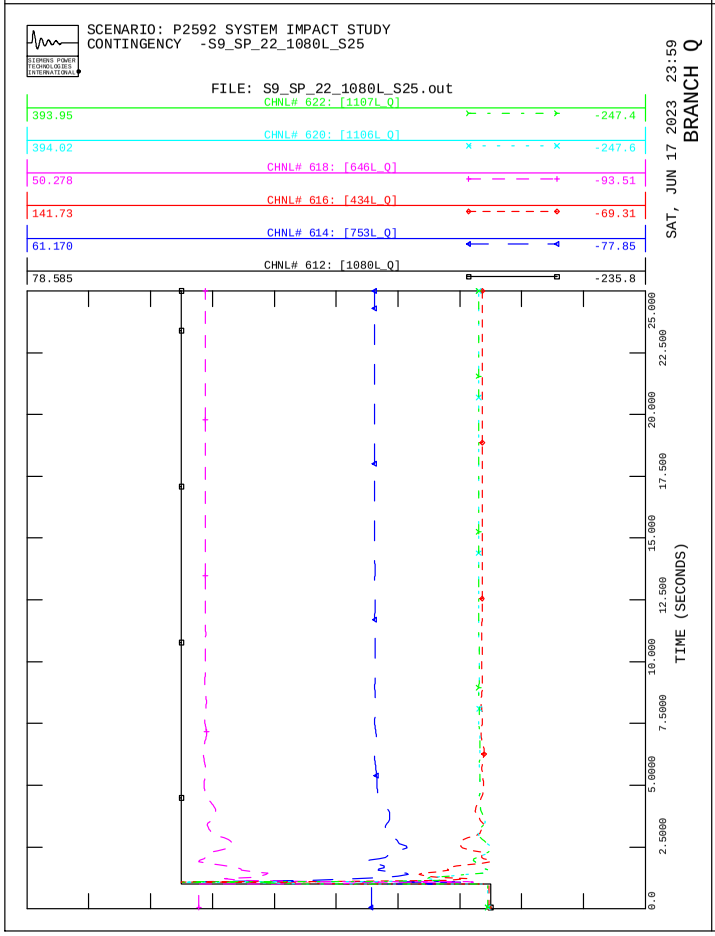
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L_Q]
393.95
-247.4
CHNL# 620: [1106L_Q]
394.02
-247.6
CHNL# 618: [646L_Q]
50.278
-93.51
CHNL# 616: [434L_Q]
141.73
-69.31
CHNL# 614: [753L_Q]
61.170
-77.85
CHNL# 612: [1080L_Q]
78.585
-235.8
TIME (SECONDS)
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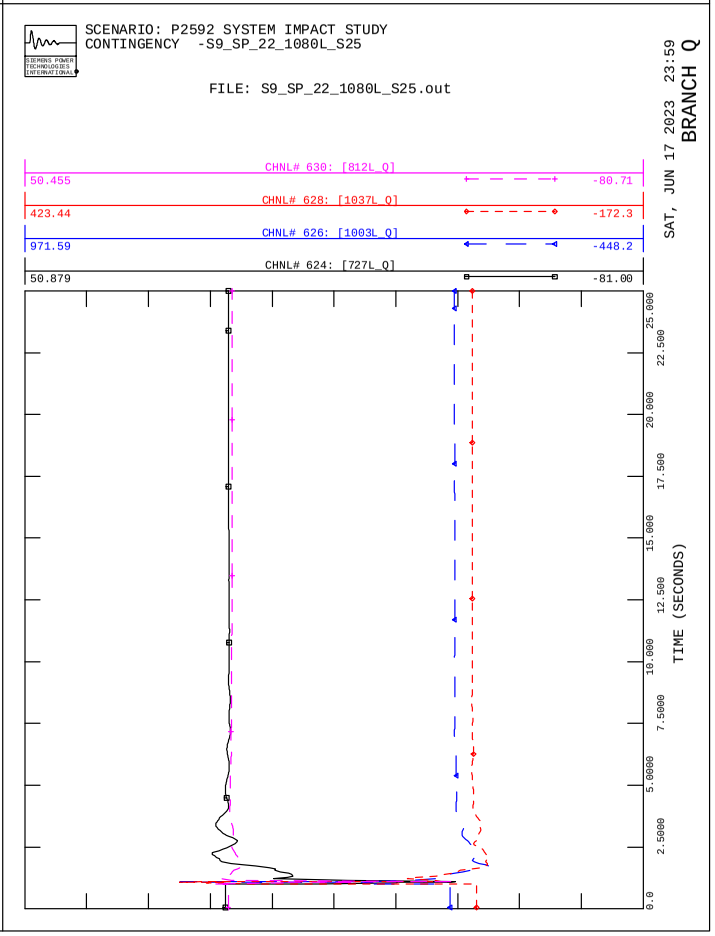
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 630: [812L_Q]
50.455
-80.71
CHNL# 628: [1037L_Q]
423.44
-172.3
CHNL# 626: [1003L_Q]
971.59
-448.2
CHNL# 624: [727L_Q]
50.879
-81.00
TIME (SECONDS)
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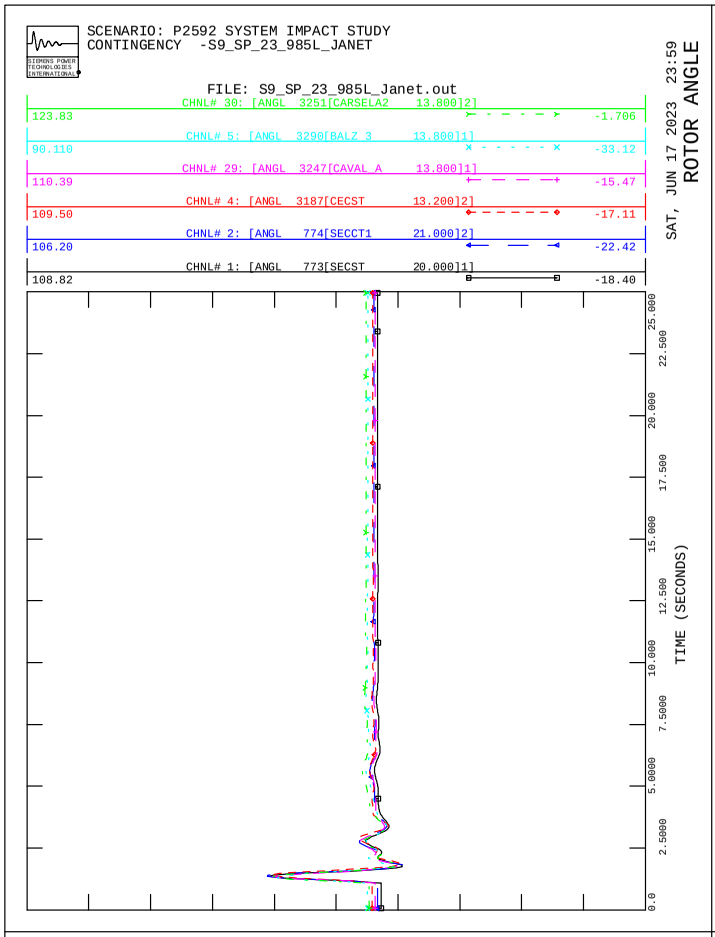
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
123.83 -1.706
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
90.110 -33.12
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
110.39 -15.47
CHNL# 4: [ANGL 3187[CECST 13.200]2]
109.50 -17.11
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
106.20 -22.42
CHNL# 1: [ANGL 773[SECST 20.000]1]
108.82 -18.40
SAT, JUN 17 2023 23:59
ROTOR ANGLE
TIME (SECONDS)
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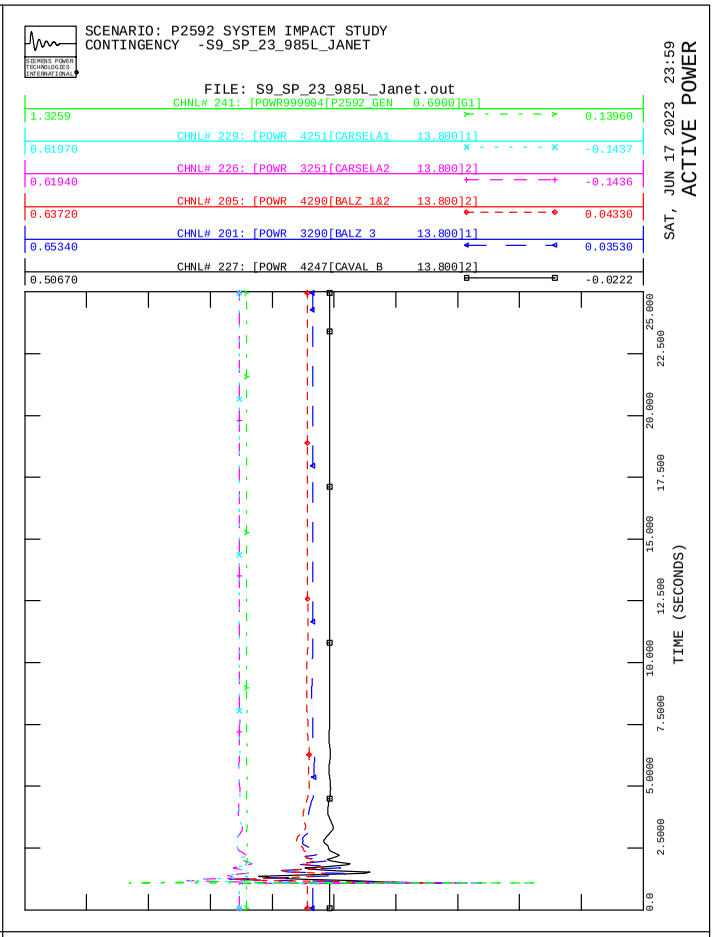
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.3259 0.13960
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.61970 -0.1437
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.61940 -0.1436
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.63720 0.04330
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.65340 0.03530
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.50670 -0.0222
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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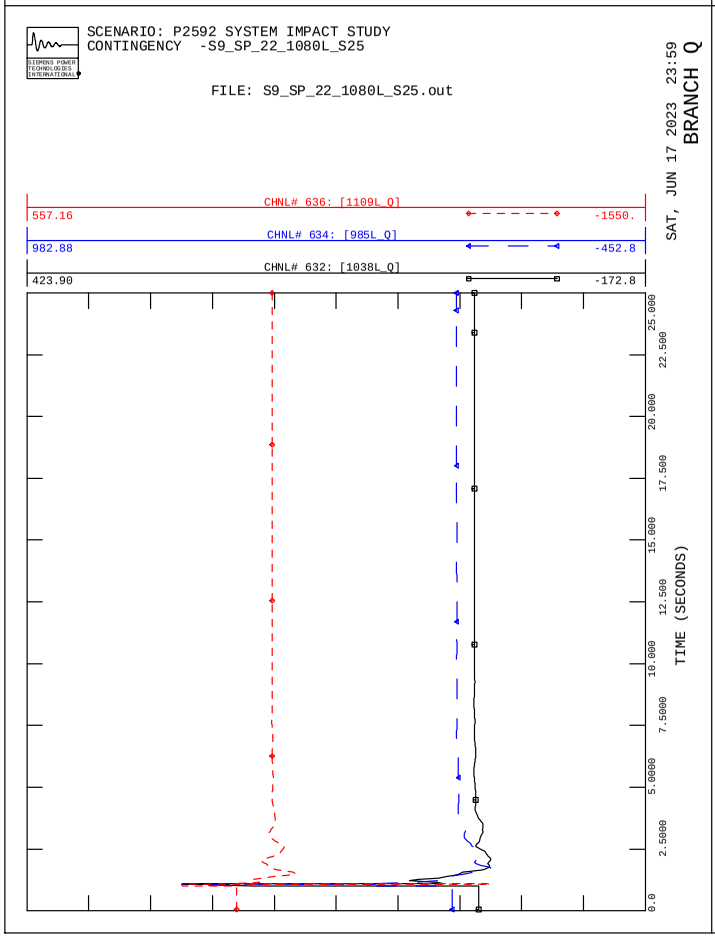
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_22_1080L_S25
FILE: S9_SP_22_1080L_S25.out
CHNL# 636: [1109L Q]
557.16 -1550.
CHNL# 634: [985L Q]
982.88 -452.8
CHNL# 632: [1038L Q]
423.90 -172.8
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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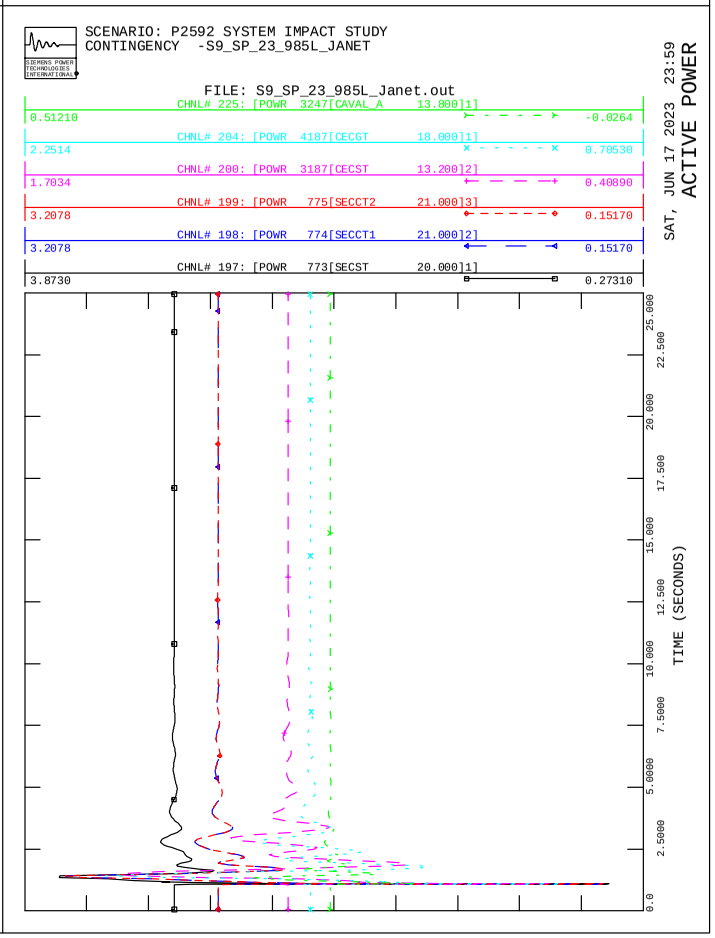
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.51210 -0.0264
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.2514 0.70530
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.7034 0.40890
CHNL# 199: [POWR 775[SECCT2 21.000]3]
3.2078 0.15170
CHNL# 198: [POWR 774[SECCT1 21.000]2]
3.2078 0.15170
CHNL# 197: [POWR 773[SECST 20.000]1]
3.8730 0.27310
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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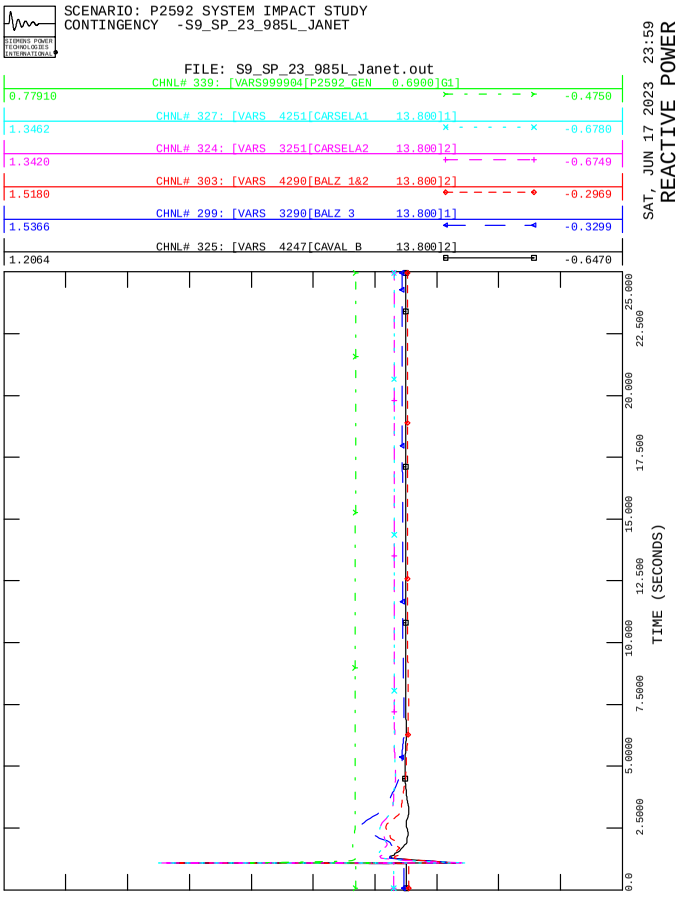
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
0.77910
-0.4750
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.3462
-0.6780
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.3420
-0.6749
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5180
-0.2969
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5366
-0.3299
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.2064
-0.6470
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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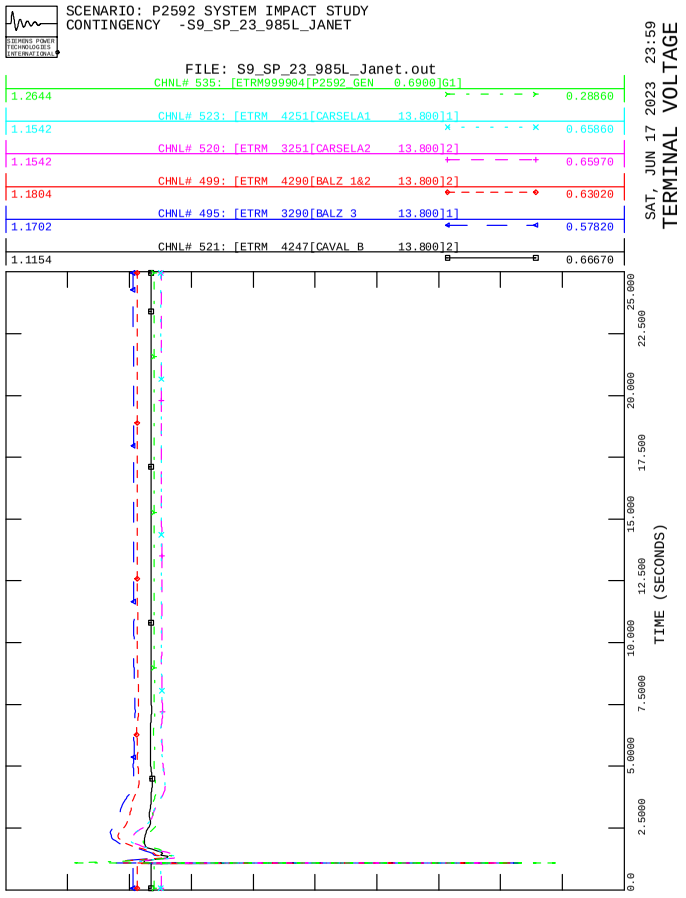
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2644
0.28860
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1542
0.65860
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1542
0.65970
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1804
0.63020
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1702
0.57820
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1154
0.66670
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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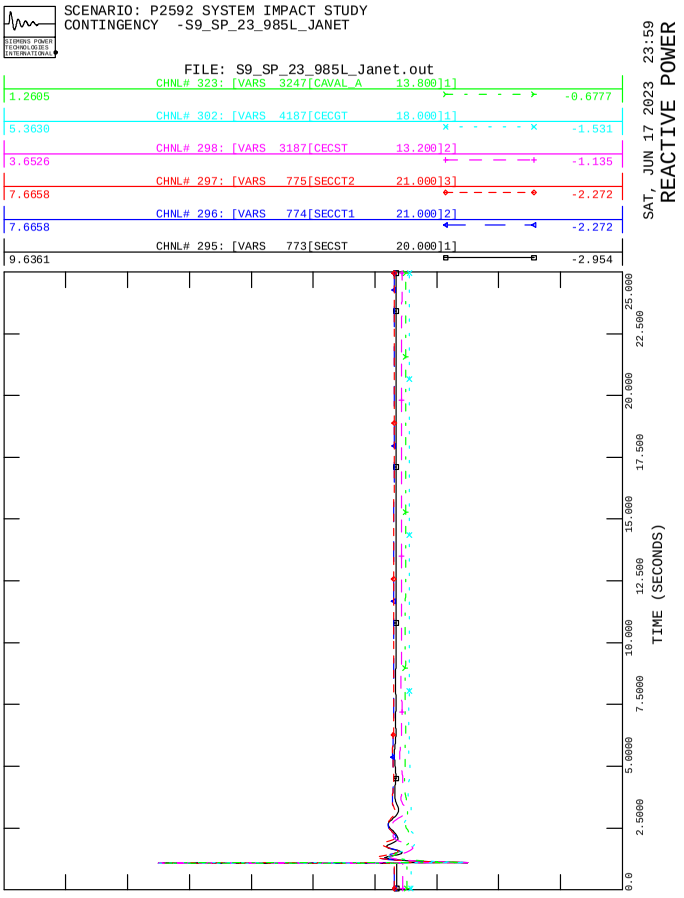
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.2605
-0.6777
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.3630
-1.531
CHNL# 298: [VARS 3187[CECST 13.200]2]
3.6526
-1.135
CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.6658
-2.272
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.6658
-2.272
CHNL# 295: [VARS 773[SECST 20.000]1]
9.6361
-2.954
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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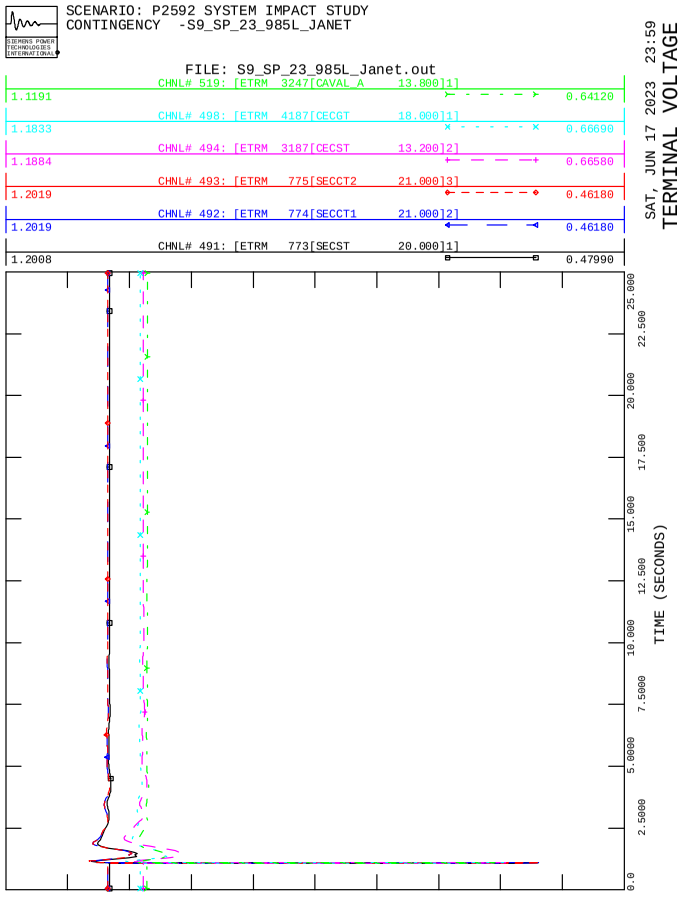
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1191
0.64120
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1833
0.66690
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1884
0.66580
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2019
0.46180
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2019
0.46180
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2008
0.47990
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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7.5000
10.000
12.500
15.000
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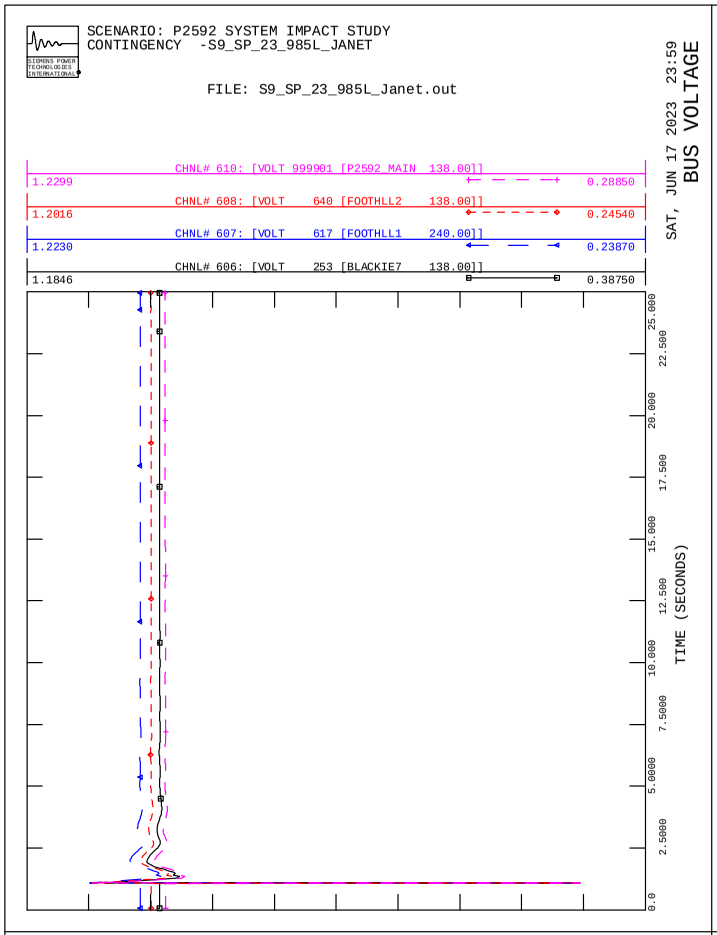
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2299
0.28850
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.2016
0.24540
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.2230
0.23870
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1846
0.38750
TIME (SECONDS)
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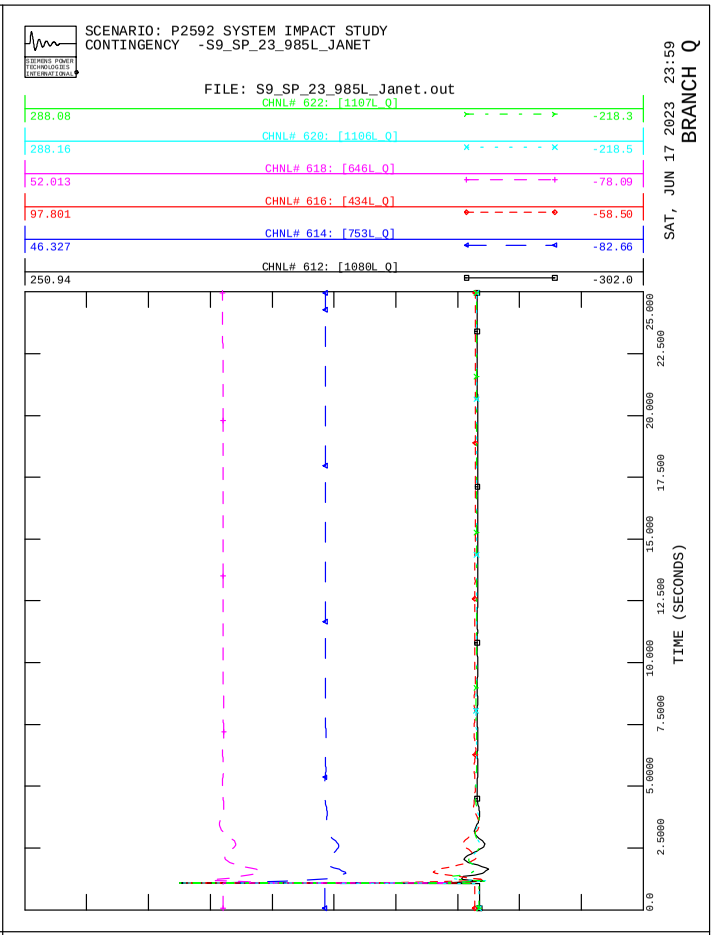
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L Q]
288.08
-218.3
CHNL# 620: [1106L Q]
288.16
-218.5
CHNL# 618: [646L Q]
52.013
-78.09
CHNL# 616: [434L Q]
97.801
-58.50
CHNL# 614: [753L Q]
46.327
-82.66
CHNL# 612: [1080L Q]
250.94
-302.0
TIME (SECONDS)
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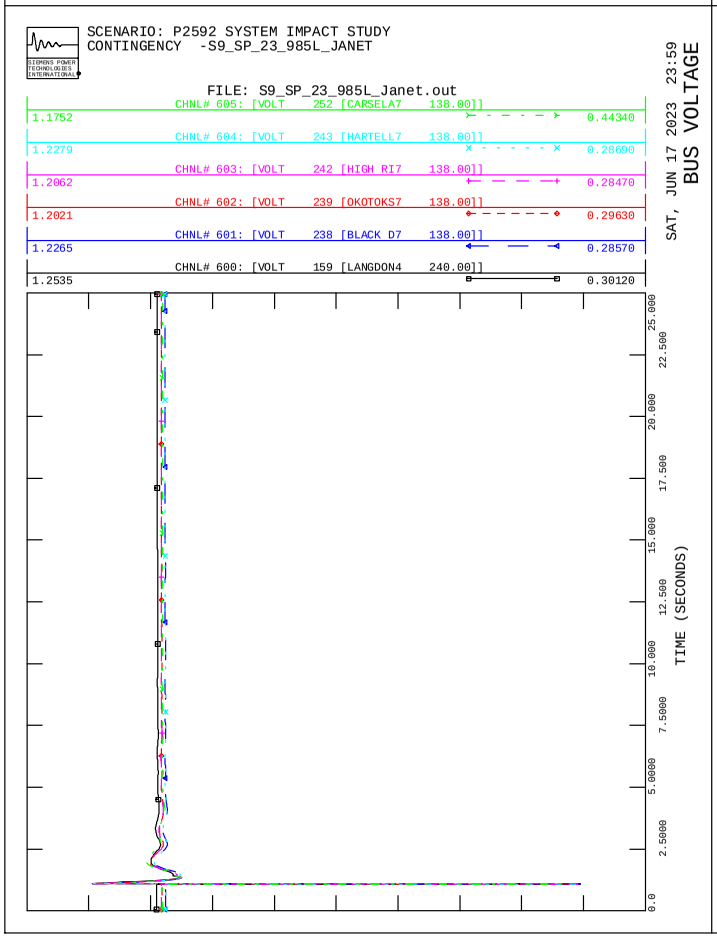
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1752
0.44340
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2279
0.28690
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.2062
0.28470
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.2021
0.29630
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2265
0.28570
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.2535
0.30120
TIME (SECONDS)
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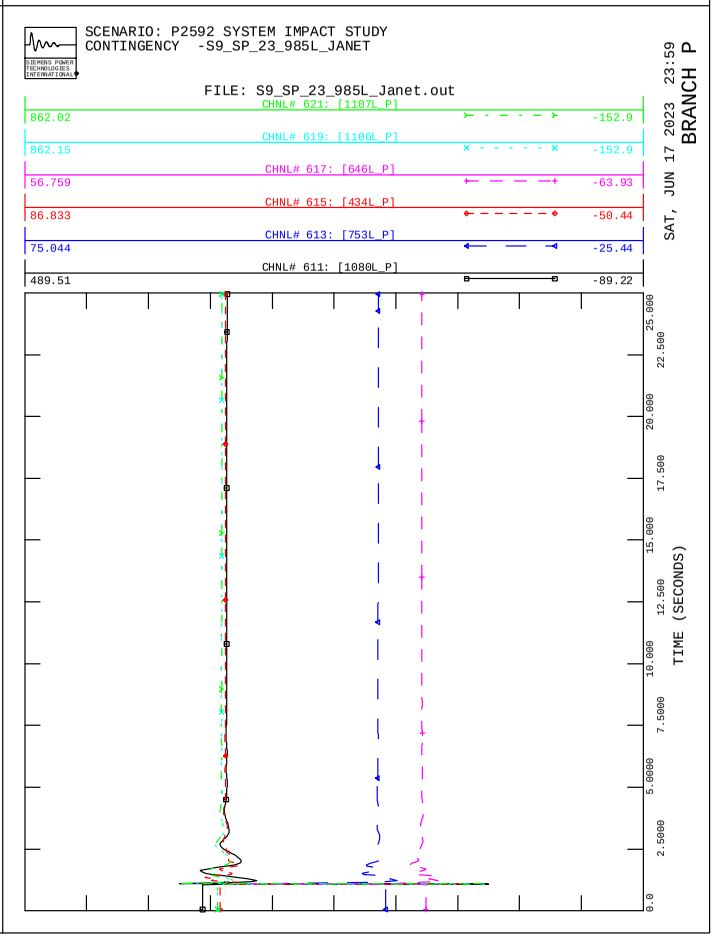
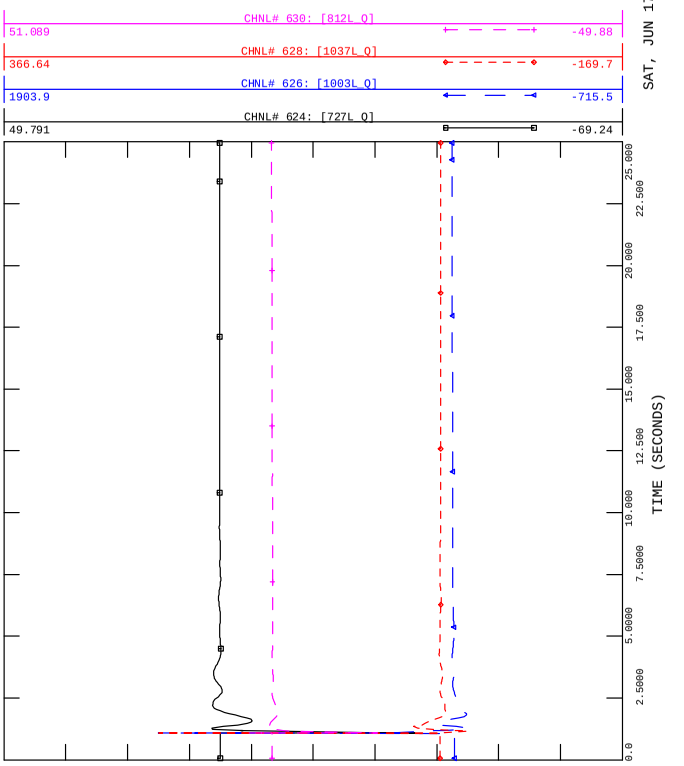
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET
FILE: S9_SP_23_985L_Janet.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 621: [1107L P]
862.02
-152.9
CHNL# 619: [1106L P]
862.15
-152.9
CHNL# 617: [646L P]
56.759
-63.93
CHNL# 615: [434L P]
86.833
-50.44
CHNL# 613: [753L P]
75.044
-25.44
CHNL# 611: [1080L P]
489.51
-89.22
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET

FILE: S9_SP_23_985L_Janet.out

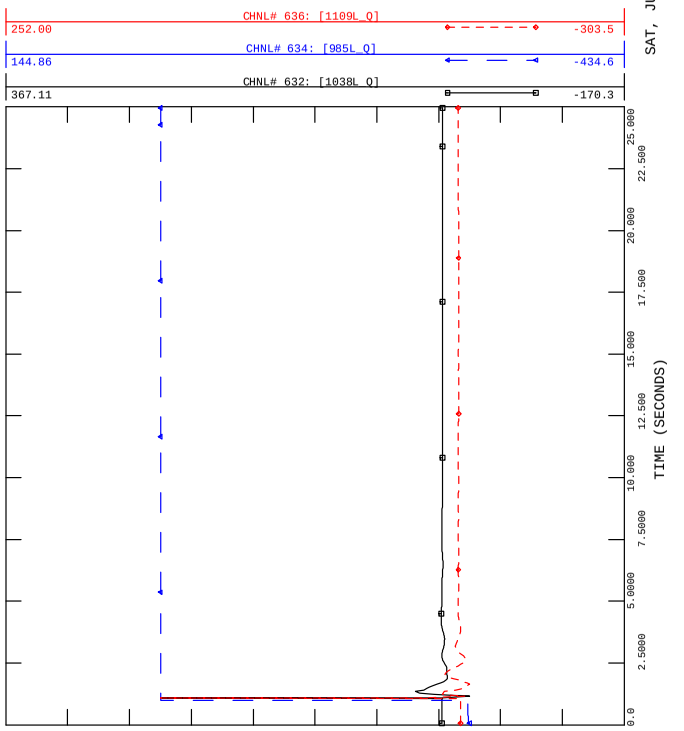
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET

FILE: S9_SP_23_985L_Janet.out

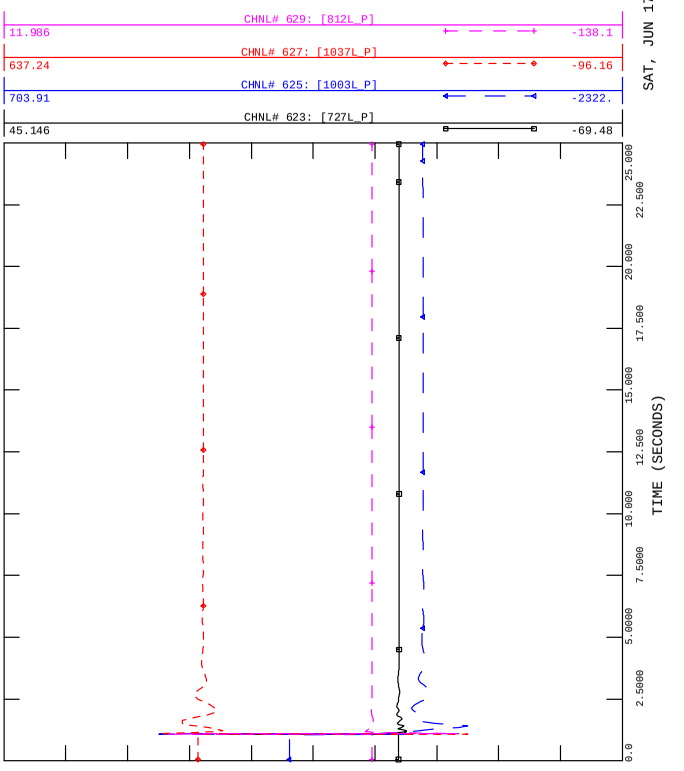
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET

FILE: S9_SP_23_985L_Janet.out

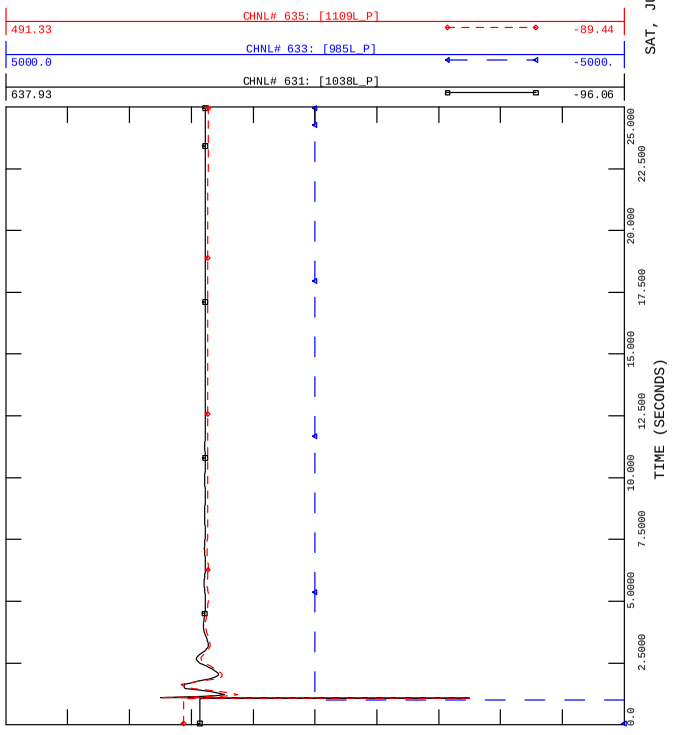
SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_23_985L_JANET

FILE: S9_SP_23_985L_Janet.out

SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59

ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.60900 -0.0819
CHNL# 204: [POWR 4187[CECGT 18.000]1] 2.6652 0.51220
CHNL# 200: [POWR 3187[CECST 13.200]2] 2.2004 0.11610
CHNL# 199: [POWR 775[SECCT2 21.000]3] 4.3006 -0.1354
CHNL# 198: [POWR 774[SECCT1 21.000]2] 4.3006 -0.1354
CHNL# 197: [POWR 773[SECST 20.000]1] 5.6945 -0.1915

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 323: [VARS 3247[CAVAL_A 13.800]1] 1.3907 -0.6681
CHNL# 302: [VARS 4187[CECGT 18.000]1] 5.9776 -1.703
CHNL# 298: [VARS 3187[CECST 13.200]2] 4.1104 -1.354
CHNL# 297: [VARS 775[SECCT2 21.000]3] 7.5066 -2.426
CHNL# 296: [VARS 774[SECCT1 21.000]2] 7.5066 -2.426
CHNL# 295: [VARS 773[SECST 20.000]1] 9.6111 -3.260

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59

ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 157.94 -19.29
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 109.50 -36.22
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 129.88 -26.44
CHNL# 4: [ANGL 3187[CECST 13.200]2] 128.97 -32.74
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 134.84 -32.00
CHNL# 1: [ANGL 773[SECST 20.000]1] 139.57 -24.87

TIME (SECONDS)

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59

ACTIVE POWER

CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1] 1.3127 0.01050
CHNL# 229: [POWR 4251[CARSELA1 13.800]1] 1.0629 -0.2232
CHNL# 226: [POWR 3251[CARSELA2 13.800]2] 1.0619 -0.2230
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2] 0.76750 0.01190
CHNL# 201: [POWR 3290[BALZ 3 13.800]1] 0.72760 0.02330
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2] 0.58520 -0.0717

TIME (SECONDS)

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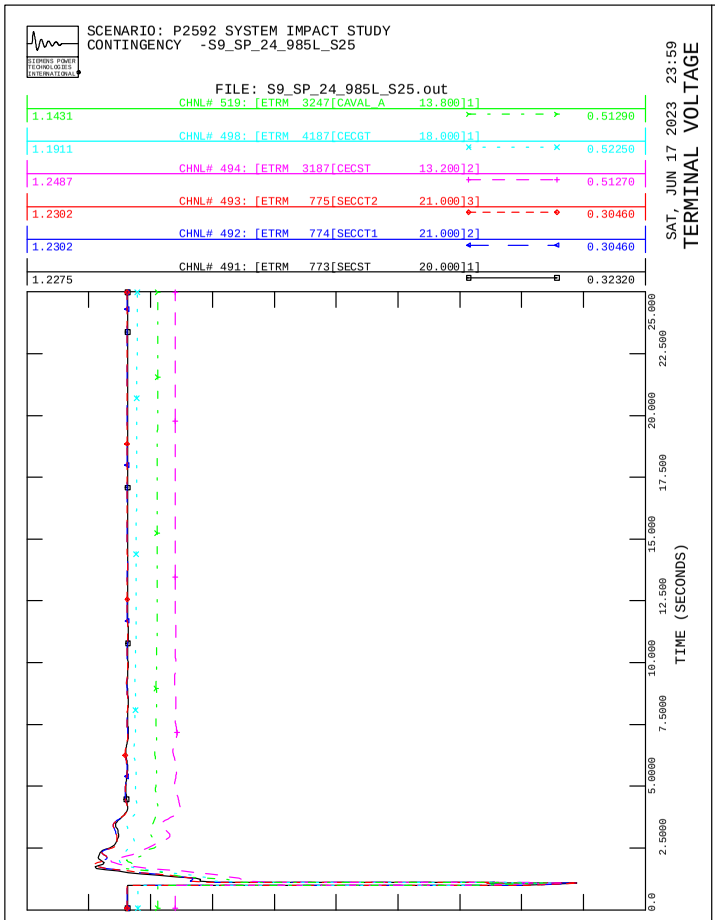
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1431 0.51290
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1911 0.52250
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.2487 0.51270
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2302 0.30460
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2302 0.30460
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2275 0.32320
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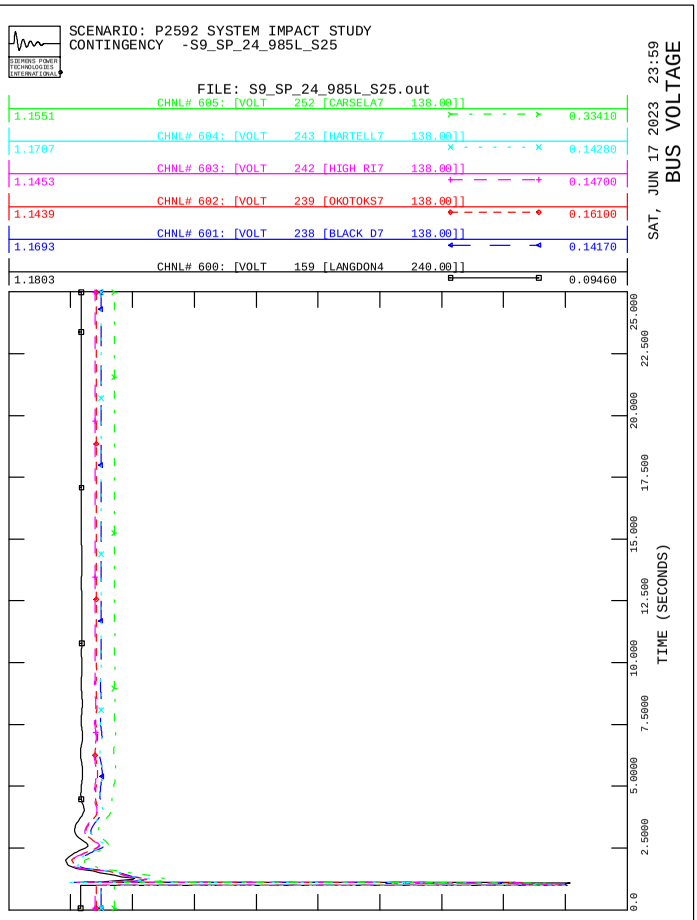
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1551 0.33410
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1707 0.14280
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1453 0.14700
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1439 0.16100
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1693 0.14170
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1803 0.09460
TIME (SECONDS)
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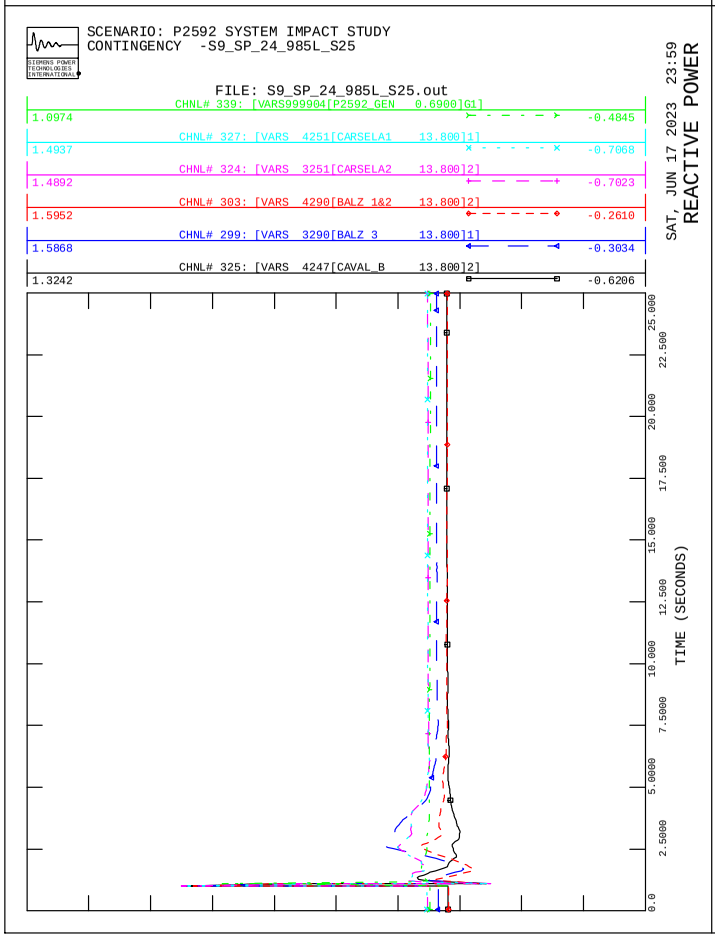
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
SAT, JUN 17 2023 23:59
REACTIVE POWER
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.0974 -0.4845
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.4937 -0.7068
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.4892 -0.7023
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5952 -0.2610
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5868 -0.3034
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2]
1.3242 -0.6206
TIME (SECONDS)
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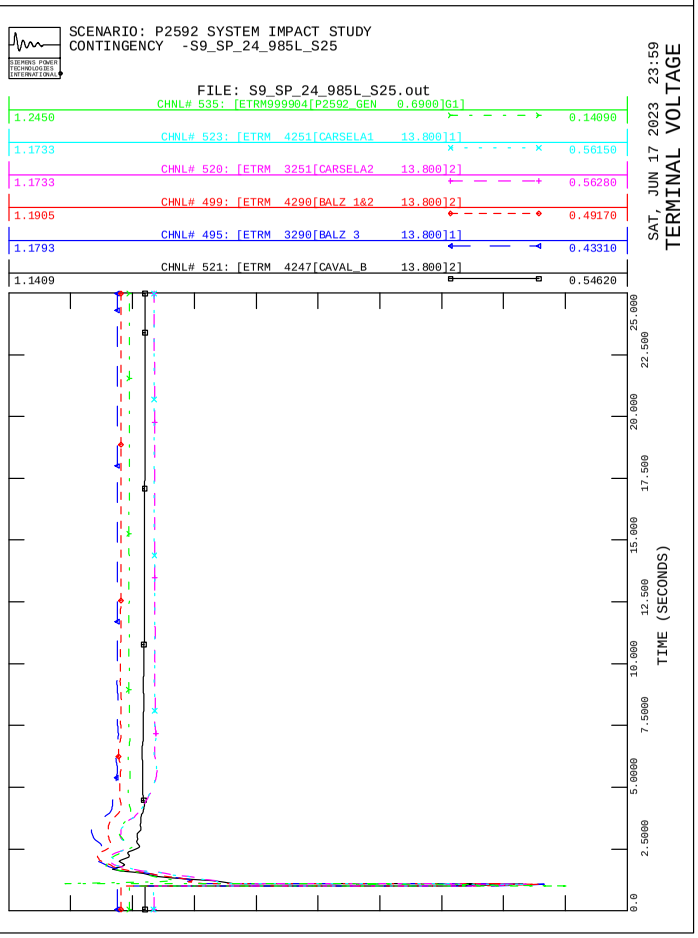
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2450 0.14090
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1733 0.56150
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1733 0.56280
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1905 0.49170
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1793 0.43310
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1409 0.54620
TIME (SECONDS)
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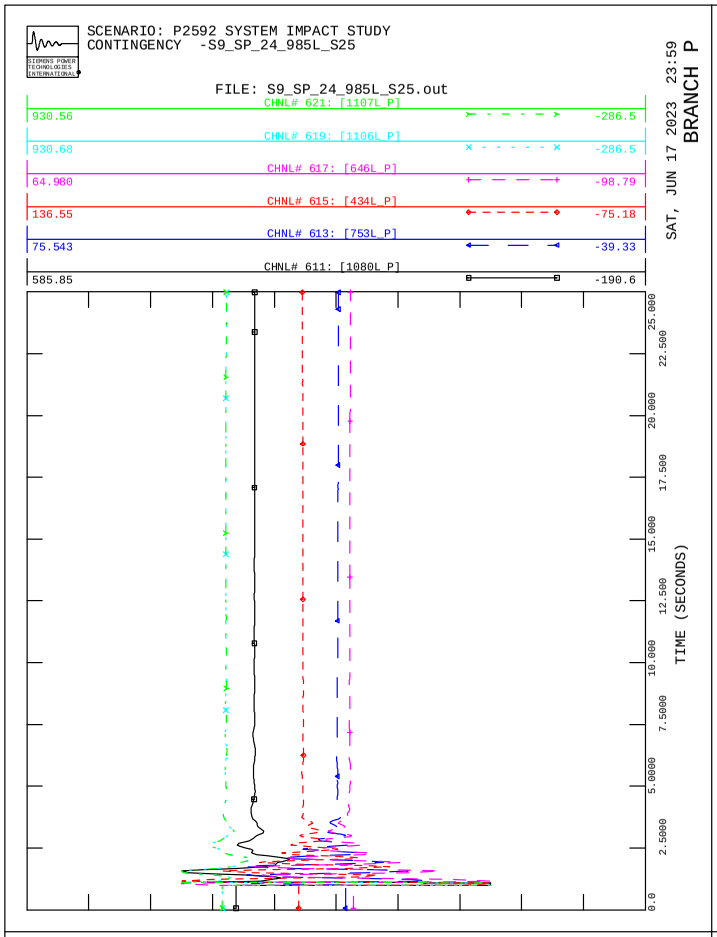
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
CHNL# 621: [1107L_P]
930.56
-286.5
CHNL# 619: [1106L_P]
930.68
-286.5
CHNL# 617: [646L_P]
64.980
-98.79
CHNL# 615: [434L_P]
136.55
-75.18
CHNL# 613: [753L_P]
75.543
-39.33
CHNL# 611: [1080L_P]
585.85
-190.6
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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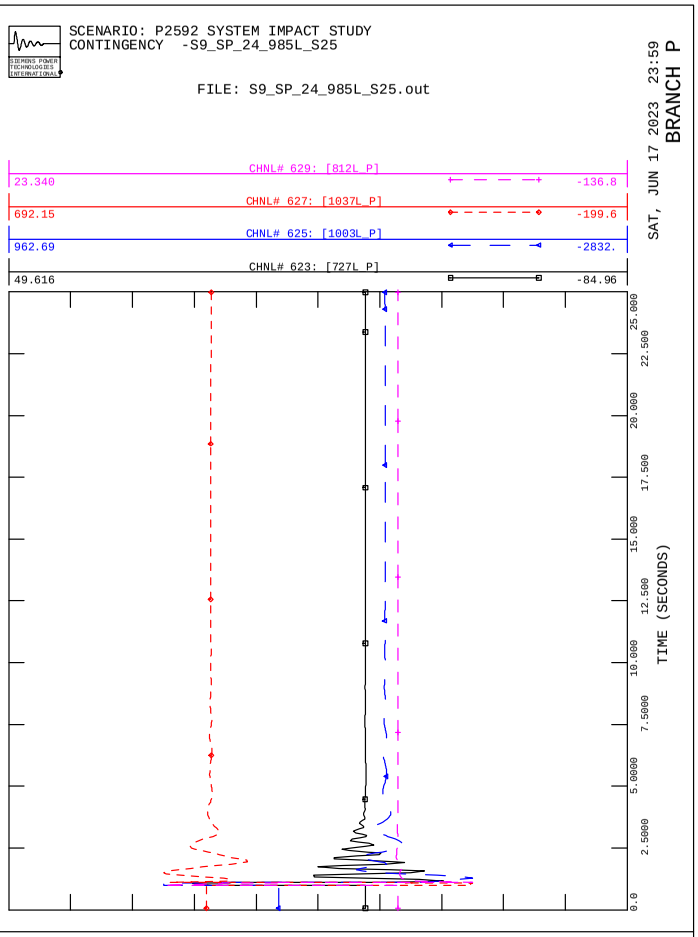
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
CHNL# 629: [812L_P]
23.340
-136.8
CHNL# 627: [1037L_P]
692.15
-199.6
CHNL# 625: [1003L_P]
962.69
-2832.
CHNL# 623: [727L_P]
49.616
-84.96
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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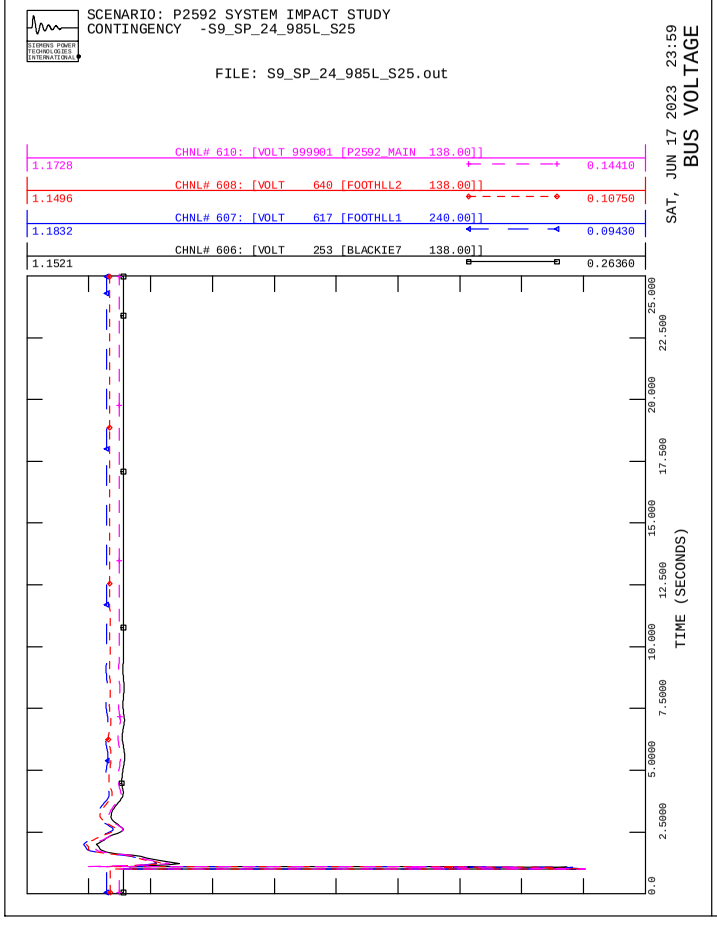
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1728
0.14410
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1496
0.10750
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1832
0.09430
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1521
0.26360
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)
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5.0000
7.5000
10.000
12.500
15.000
17.500
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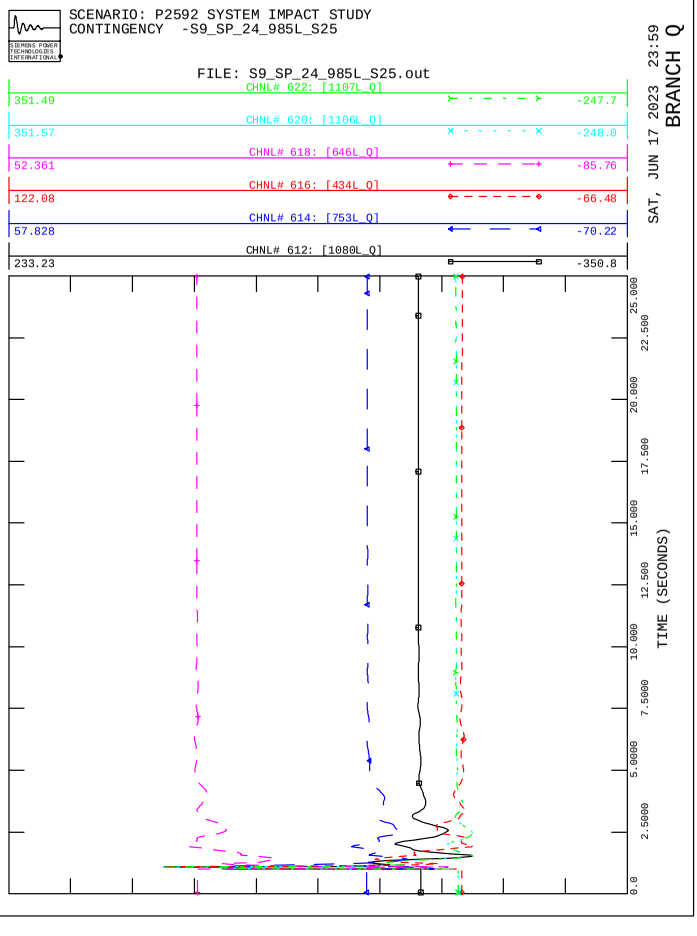
22.500
25.000

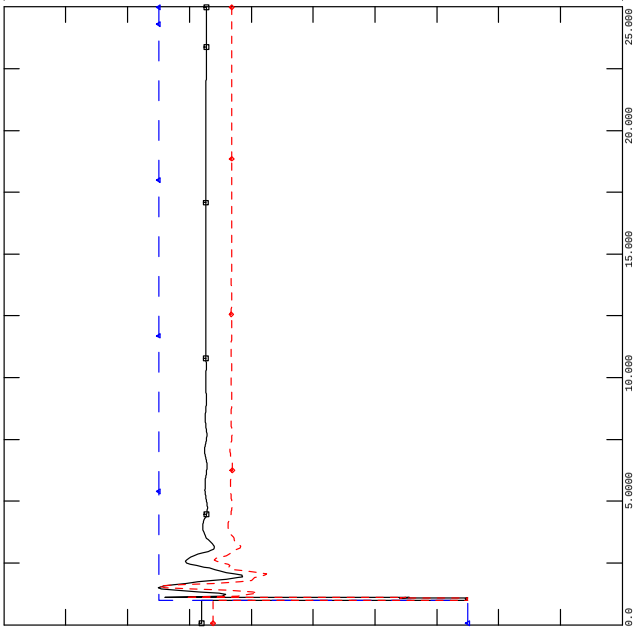

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25
FILE: S9_SP_24_985L_S25.out
CHNL# 622: [1107L_Q]
351.49
-247.7
CHNL# 620: [1106L_Q]
351.57
-248.0
CHNL# 618: [646L_Q]
52.361
-85.76
CHNL# 616: [434L_Q]
122.08
-66.48
CHNL# 614: [753L_Q]
57.828
-70.22
CHNL# 612: [1080L_Q]
233.23
-350.8
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 635: [1109L P] 588.01 -191.2
CHNL# 633: [985L P] 353.83 -1061.
CHNL# 631: [1038L P] 692.92 -199.6

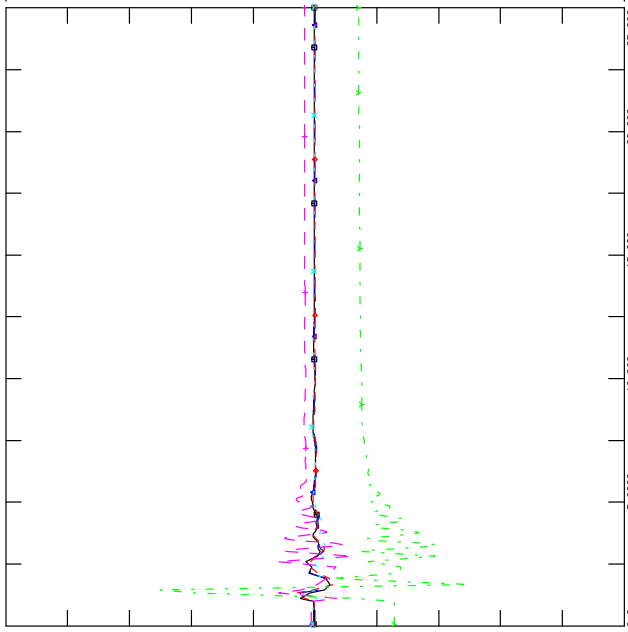


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 192.17 -27.19
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 74.273 -30.41
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 95.780 -18.04
CHNL# 4: [ANGL 3187[CECST 13.200]2] 91.836 -14.43
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 85.813 -19.39
CHNL# 1: [ANGL 773[SECST 20.000]1] 88.167 -16.84

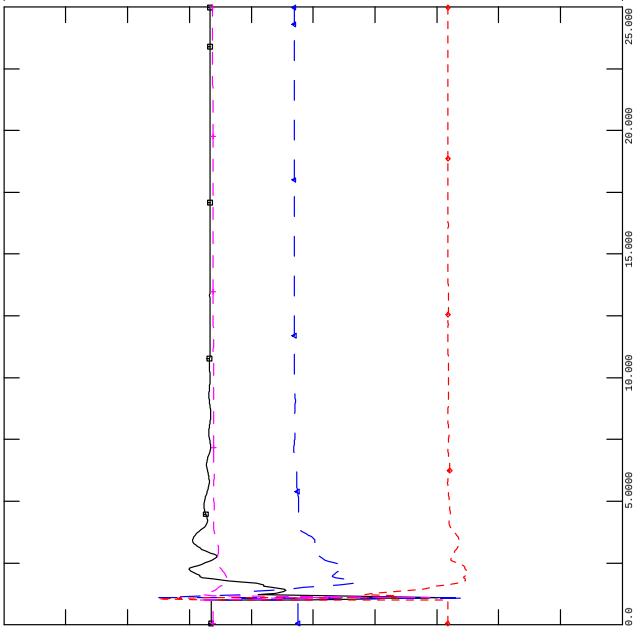


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 630: [812L Q] 50.709 -77.63
CHNL# 628: [1037L Q] 387.73 -169.1
CHNL# 626: [1003L Q] 737.53 -823.3
CHNL# 624: [727L Q] 52.917 -80.96

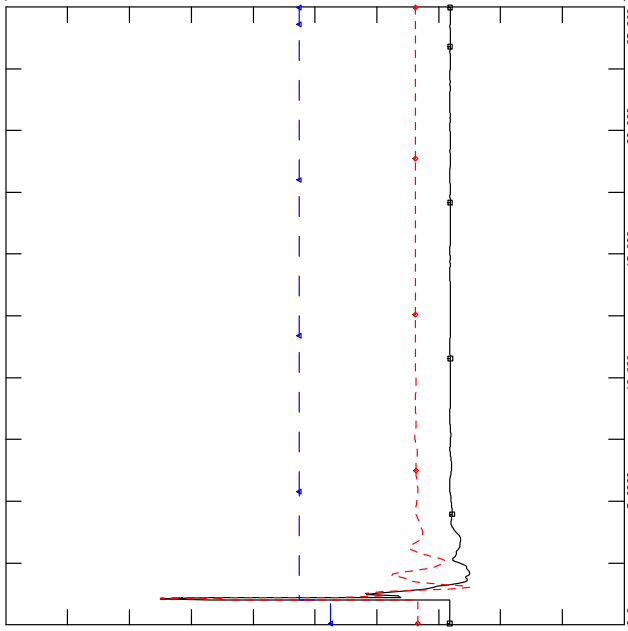


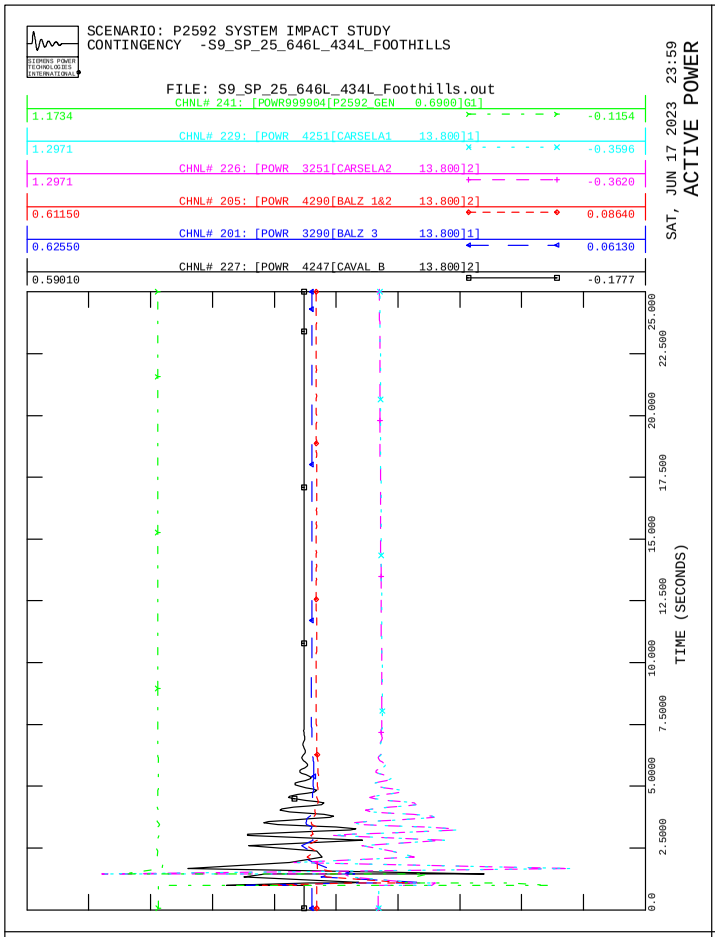
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_24_985L_S25

FILE: S9_SP_24_985L_S25.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 636: [1109L Q] 234.22 -352.6
CHNL# 634: [985L Q] 40.000 -44.31
CHNL# 632: [1038L Q] 388.28 -169.6




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.1734 -0.1154
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
1.2971 -0.3596
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
1.2971 -0.3620
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.61150 0.08640
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.62550 0.06130
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.59010 -0.1777
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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10.000
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15.000
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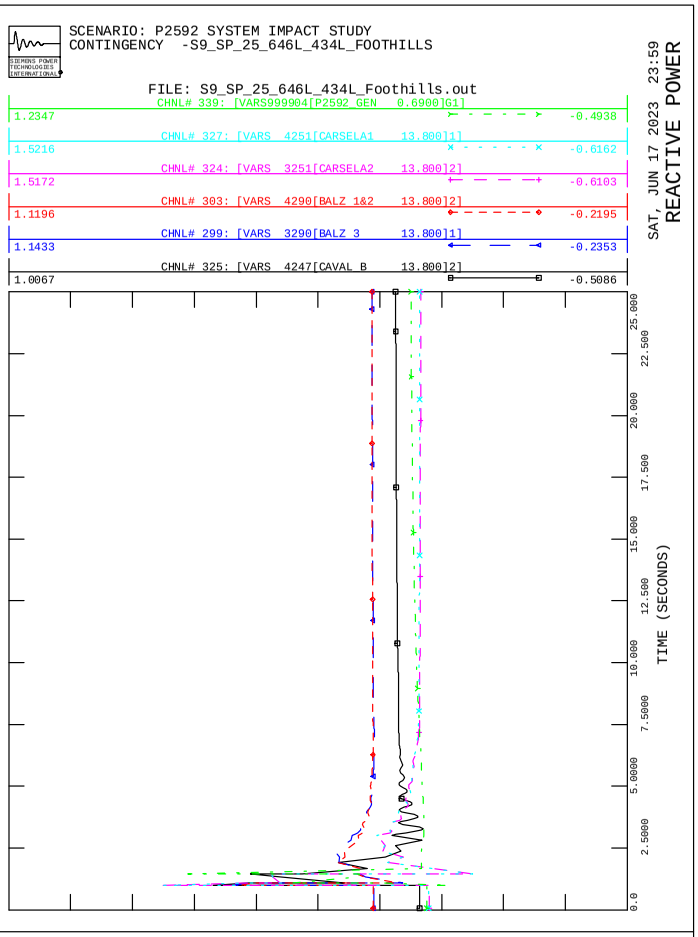
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.2347 -0.4938
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5216 -0.6162
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5172 -0.6103
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.1196 -0.2195
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.1433 -0.2353
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.0067 -0.5086
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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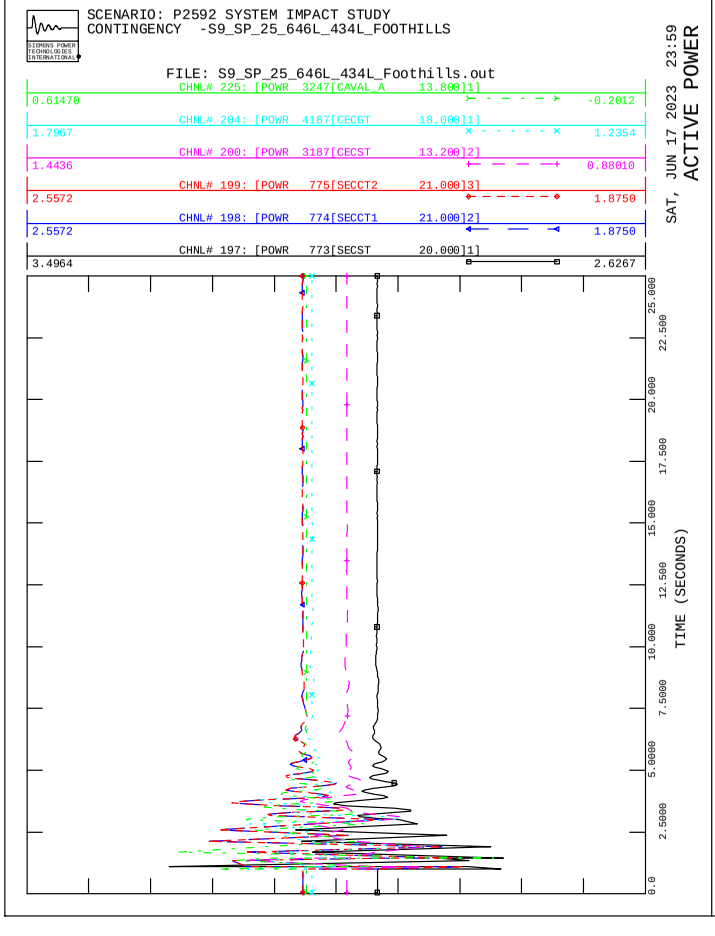
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.61470 -0.2012
CHNL# 204: [POWR 4187[CECGT 18.000]1]
1.7967 1.2354
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.4436 0.88010
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.5572 1.8750
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.5572 1.8750
CHNL# 197: [POWR 773[SECST 20.000]1]
3.4964 2.6267
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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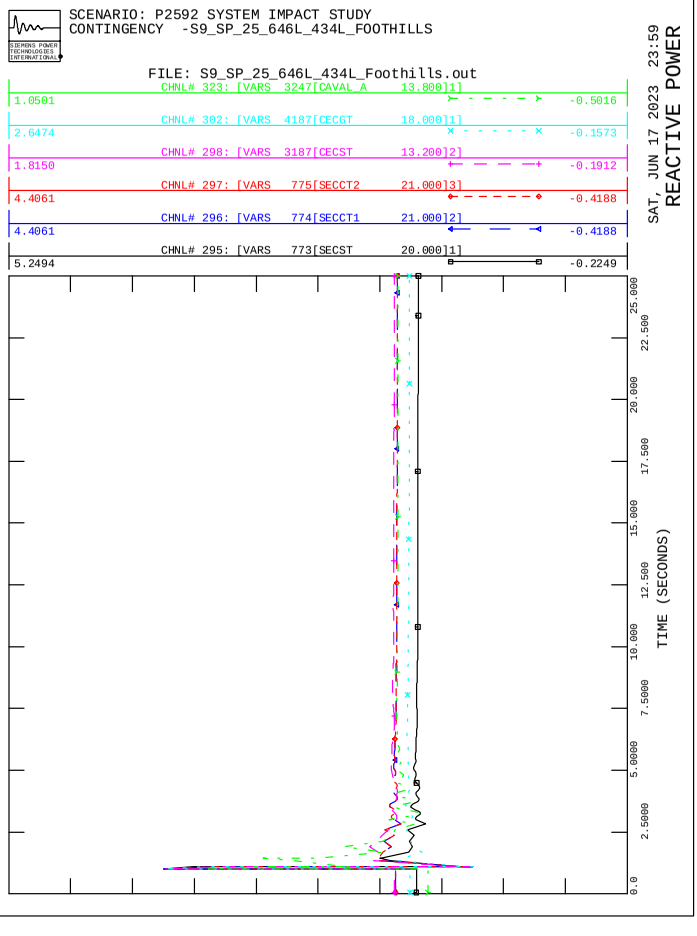
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
1.0501 -0.5016
CHNL# 302: [VARS 4187[CECGT 18.000]1]
2.6474 -0.1573
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.8150 -0.1912
CHNL# 297: [VARS 775[SECCT2 21.000]3]
4.4061 -0.4188
CHNL# 296: [VARS 774[SECCT1 21.000]2]
4.4061 -0.4188
CHNL# 295: [VARS 773[SECST 20.000]1]
5.2494 -0.2249
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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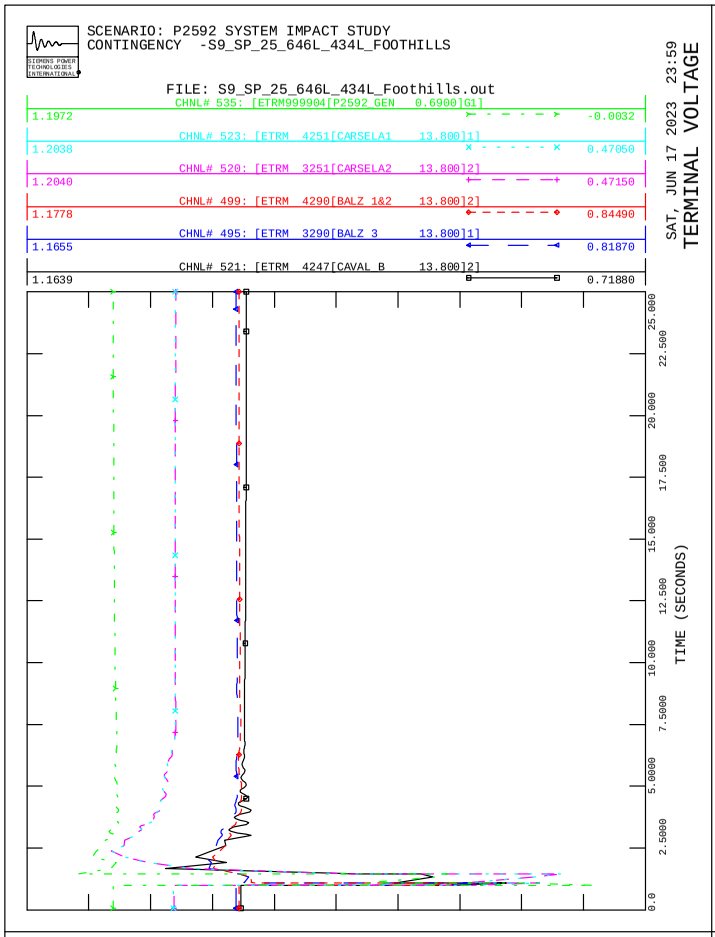
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.1972 -0.0032
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.2038 0.47050
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.2040 0.47150
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1778 0.84490
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1655 0.81870
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1639 0.71880
TIME (SECONDS)
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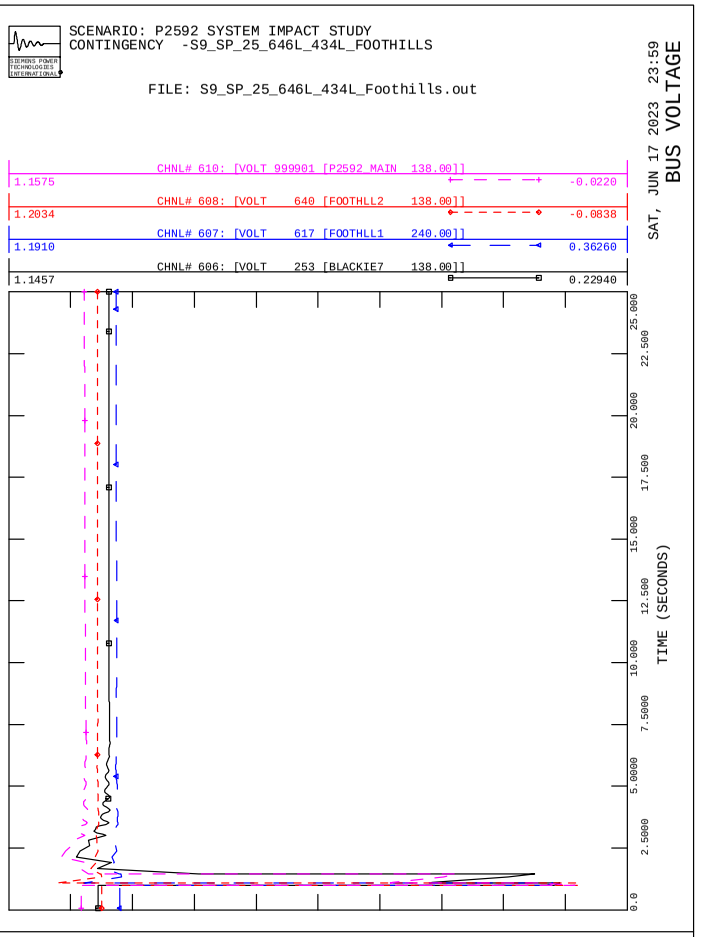
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1575 -0.0220
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.2034 -0.0838
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1910 0.36260
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1457 0.22940
TIME (SECONDS)
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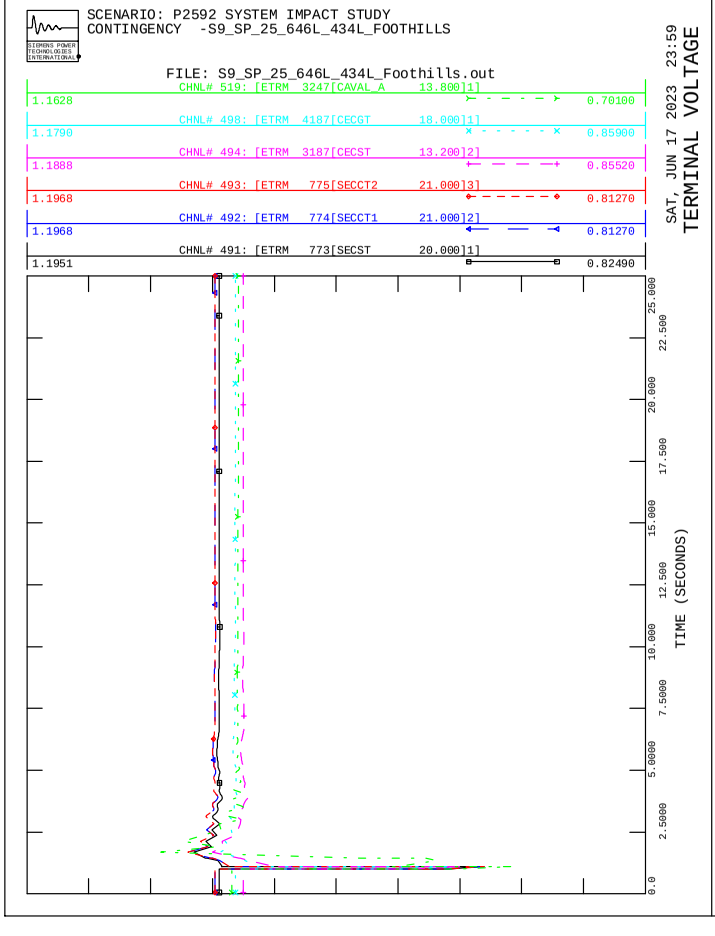
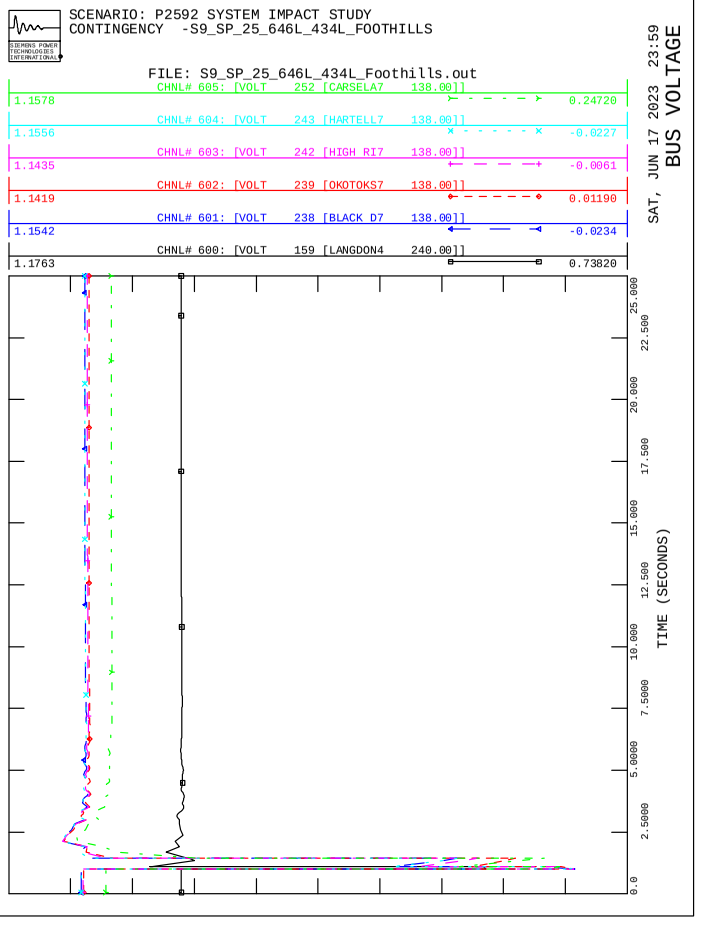
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1628 0.70100
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1790 0.85900
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1888 0.85520
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.1968 0.81270
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.1968 0.81270
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.1951 0.82490
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

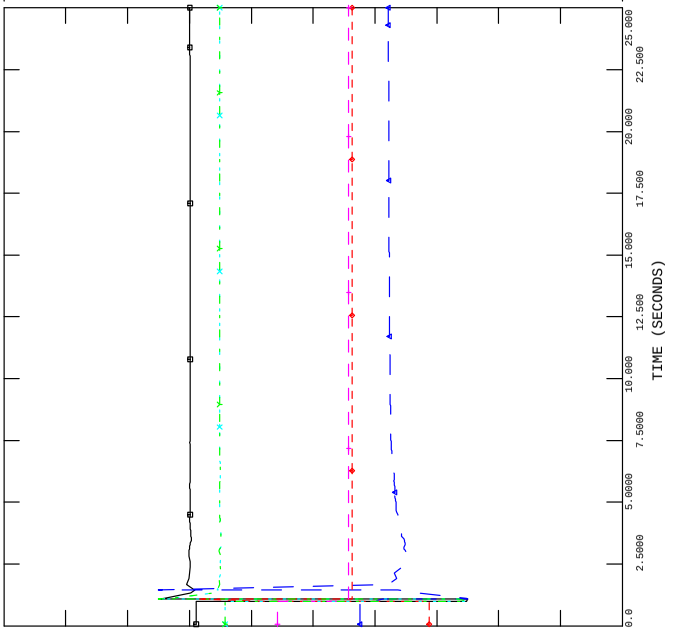

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS
FILE: S9_SP_25_646L_434L_Foothills.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1578 0.24720
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1556 -0.0227
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1435 -0.0061
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1419 0.01190
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1542 -0.0234
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1763 0.73820
TIME (SECONDS)
0.0
2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 622: [1107L Q] 264.86 -709.3
CHNL# 620: [1106L Q] 264.70 -709.4
CHNL# 618: [646L Q] 50.411 -40.00
CHNL# 616: [434L Q] 72.091 -55.96
CHNL# 614: [753L Q] 94.577 -97.99
CHNL# 612: [1080L Q] 234.25 -1020.

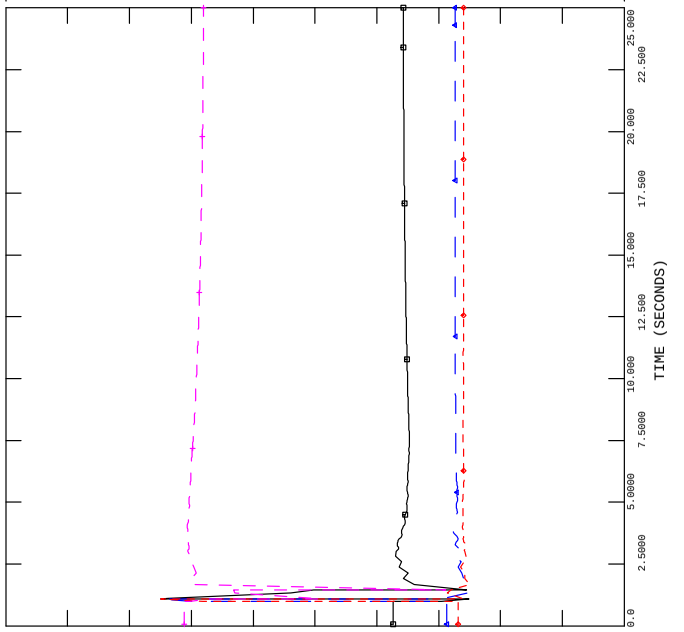


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 630: [812L Q] 47.315 -91.22
CHNL# 628: [1037L Q] 446.92 -180.5
CHNL# 626: [1003L Q] 667.45 -274.9
CHNL# 624: [727L Q] 108.02 -51.43

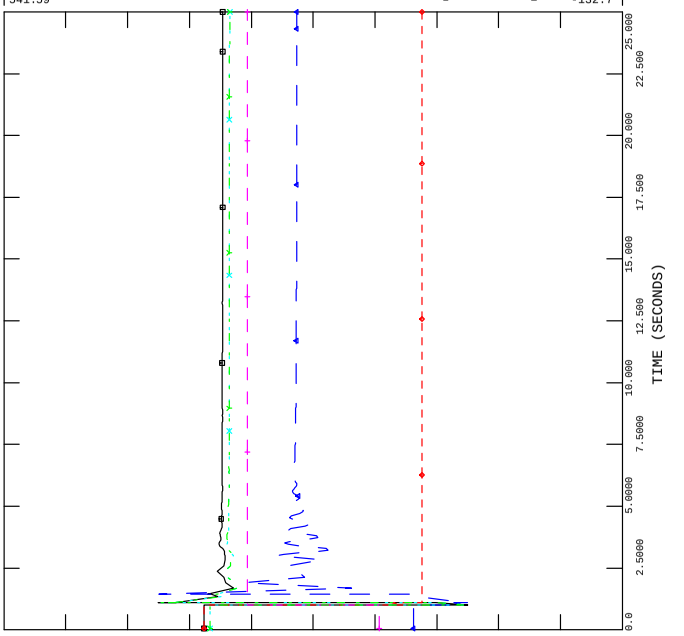


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 621: [1107L P] 830.95 -25.19
CHNL# 619: [1106L P] 831.17 -25.38
CHNL# 617: [646L P] 40.000 -61.70
CHNL# 615: [434L P] 83.551 -40.00
CHNL# 613: [753L P] 163.34 -58.68
CHNL# 611: [1080L P] 541.59 -132.7

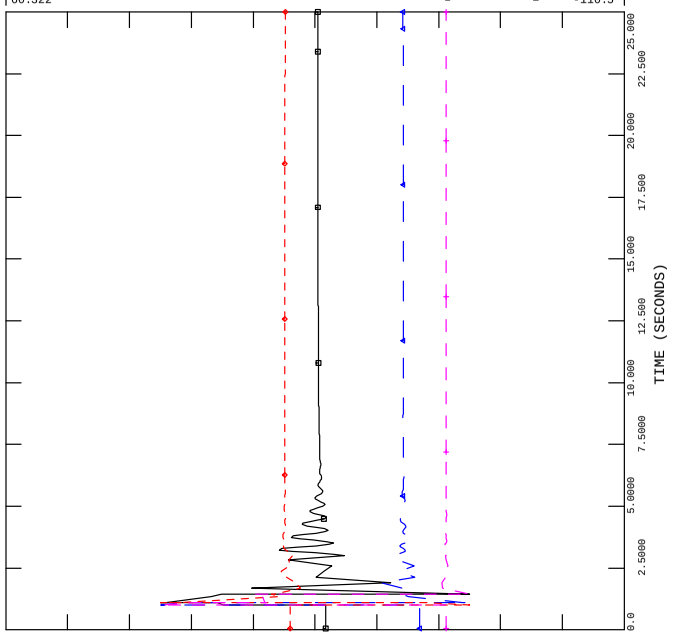


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 629: [812L P] 36.350 -123.5
CHNL# 627: [1037L P] 714.35 45.737
CHNL# 625: [1003L P] -196.3 -938.0
CHNL# 623: [727L P] 60.322 -110.5



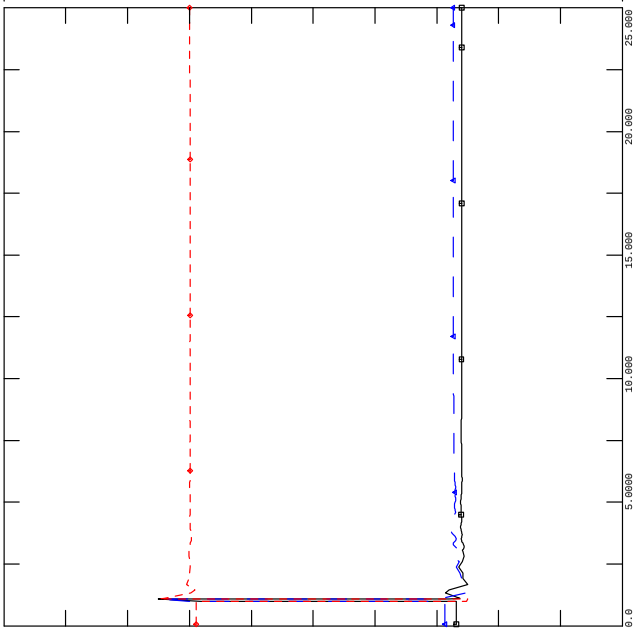
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 636: [1109L Q] 234.85 -1024.
CHNL# 634: [985L Q] 675.38 -277.5
CHNL# 632: [1038L Q] 447.33 -181.0

TIME (SECONDS)



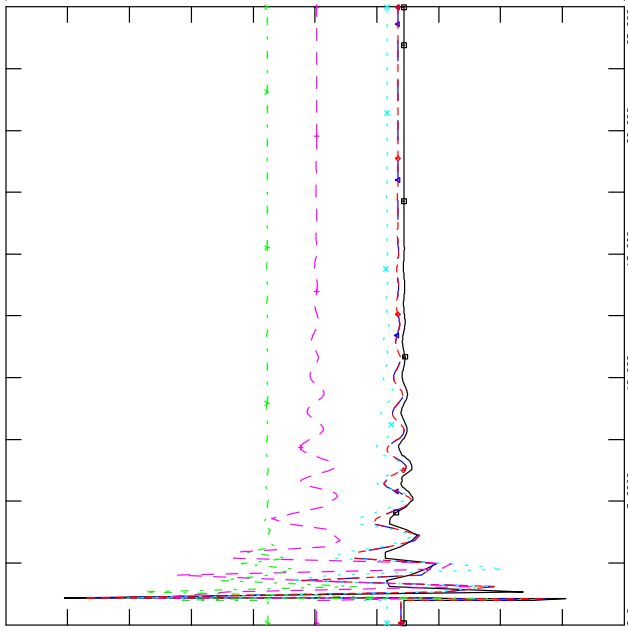
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59 ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.62960 -0.2759
CHNL# 204: [POWR 4187[CECGT 18.000]1] 2.1705 1.1441
CHNL# 200: [POWR 3187[CECST 13.200]2] 1.5682 0.74020
CHNL# 199: [POWR 775[SECCT2 21.000]3] 3.2685 1.6785
CHNL# 198: [POWR 774[SECCT1 21.000]2] 3.2685 1.6785
CHNL# 197: [POWR 773[SECST 20.000]1] 4.3701 2.2482

TIME (SECONDS)



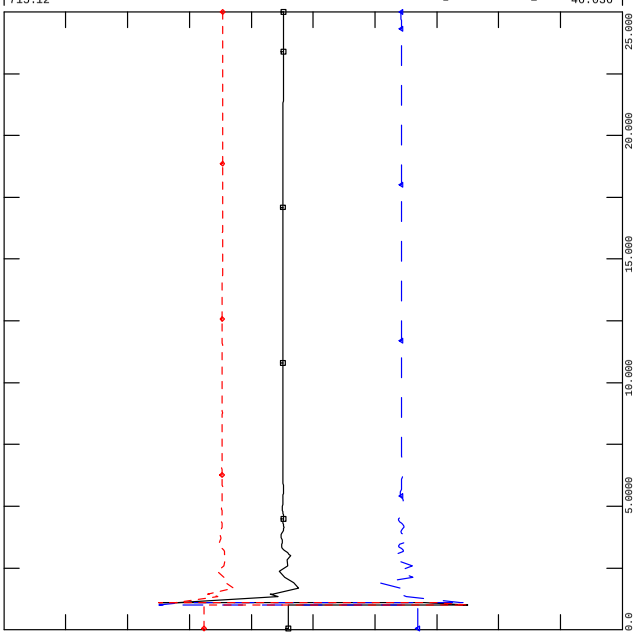
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_25_646L_434L_FOOTHILLS

FILE: S9_SP_25_646L_434L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 635: [1109L P] 543.92 -133.8
CHNL# 633: [985L P] -198.3 -949.0
CHNL# 631: [1038L P] 715.12 46.036

TIME (SECONDS)



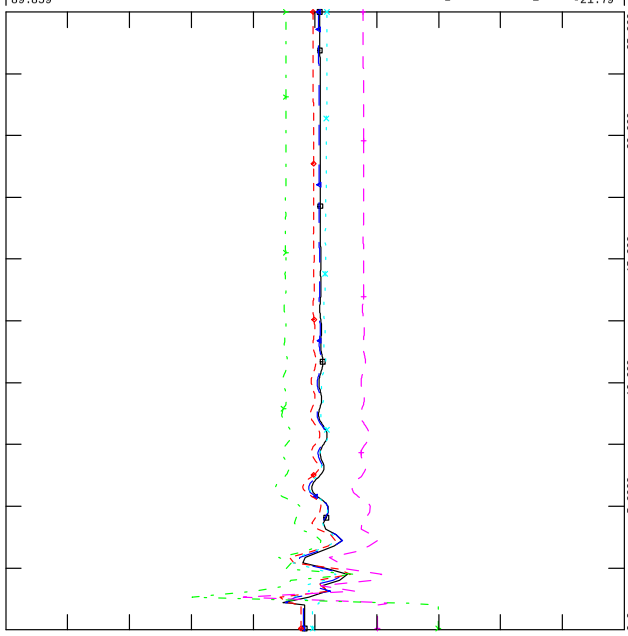
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 170.56 4.3614
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 75.604 -31.94
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 117.79 -12.49
CHNL# 4: [ANGL 3187[CECST 13.200]2] 92.640 -20.16
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 86.580 -24.10
CHNL# 1: [ANGL 773[SECST 20.000]1] 89.859 -21.79

TIME (SECONDS)



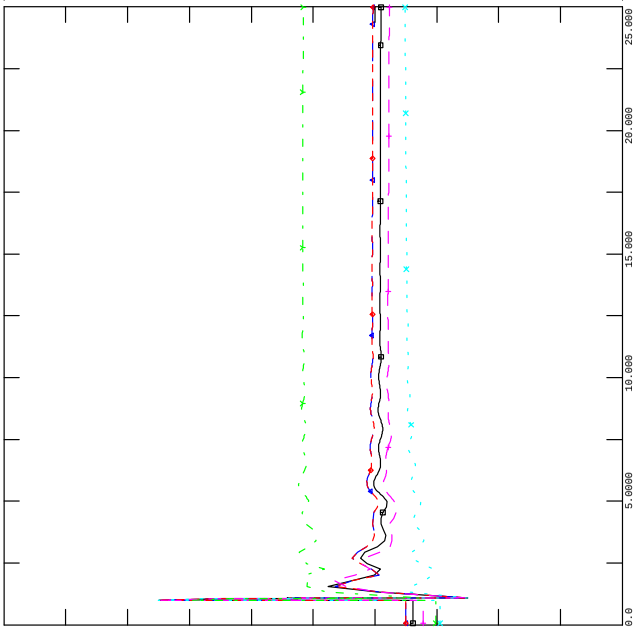
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 323: [VARS 3247[CAVAL_A 13.800]1] 1.1548 -0.5016
CHNL# 302: [VARS 4187[CECGT 18.000]1] 3.7456 -0.3925
CHNL# 298: [VARS 3187[CECST 13.200]2] 2.5664 -0.3870
CHNL# 297: [VARS 775[SECCT2 21.000]3] 6.0249 -1.105
CHNL# 296: [VARS 774[SECCT1 21.000]2] 6.0249 -1.105
CHNL# 295: [VARS 773[SECST 20.000]1] 7.3644 -1.292



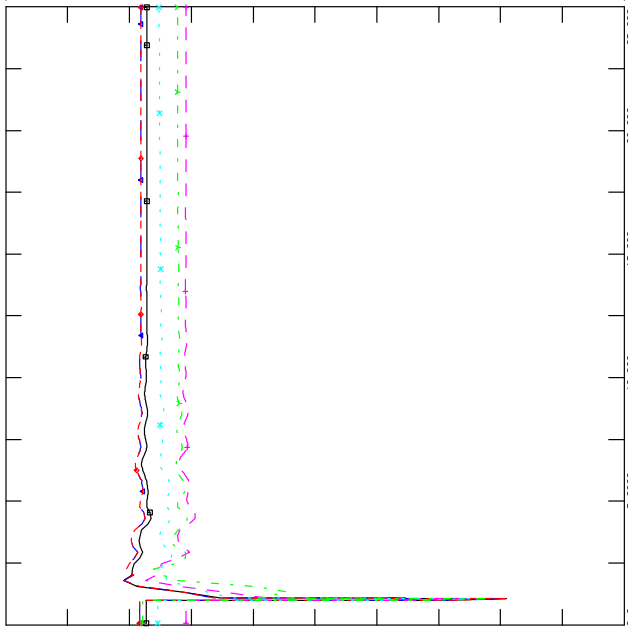
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1100 0.65770
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1711 0.76450
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.2012 0.75830
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.1939 0.66840
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.1939 0.66840
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.1988 0.67510



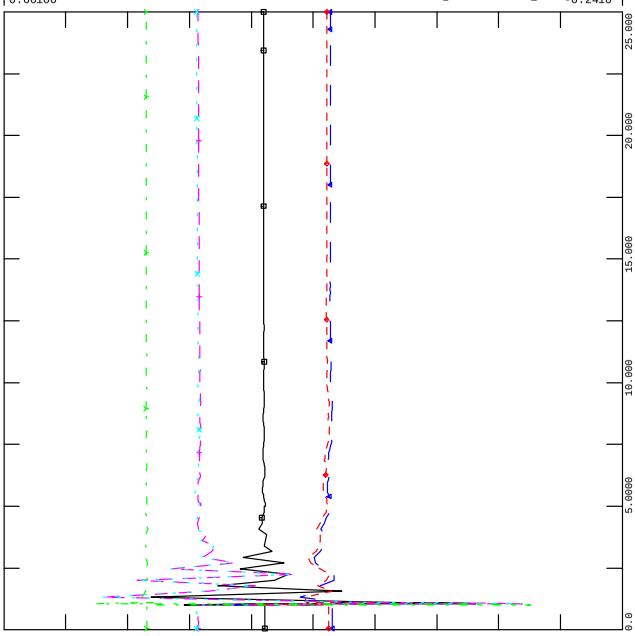
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

ACTIVE POWER

CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1] 1.2104 -0.1346
CHNL# 229: [POWR 4251[CARSELA1 13.800]1] 0.74150 -0.4985
CHNL# 226: [POWR 3251[CARSELA2 13.800]2] 0.74460 -0.4952
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2] 0.62780 0.12870
CHNL# 201: [POWR 3290[BALZ 3 13.800]1] 0.65080 0.11360
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2] 0.60100 -0.2410



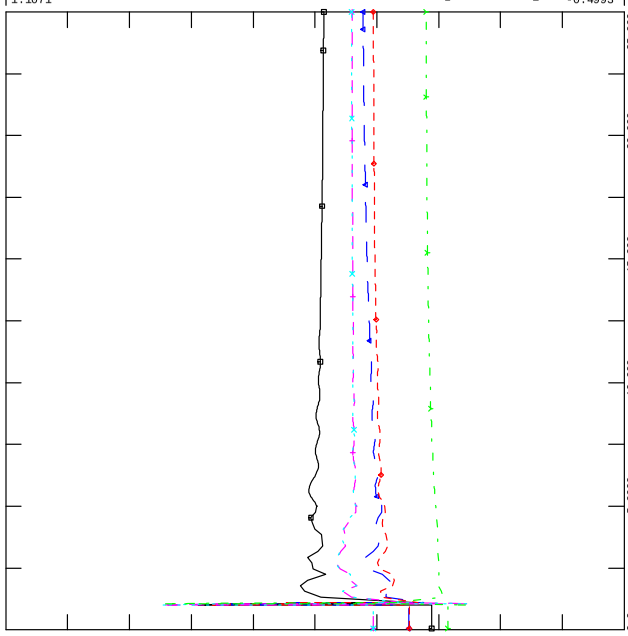
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.4715 -0.4952
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.6348 -0.9986
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.6309 -0.9941
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.3078 -0.1898
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.3362 -0.2088
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 1.1071 -0.4993



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1814 0.28120

CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.3499 -0.0042

CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.3067 0.02140

CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.2932 0.04400

CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.3484 -0.0044

CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1540 0.54040

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

BRANCH P

CHNL# 621: [1107L_P]
818.89 -273.0

CHNL# 619: [1106L_P]
827.29 -275.8

CHNL# 617: [646L_P]
173.11 -86.34

CHNL# 615: [434L_P]
142.21 -252.4

CHNL# 613: [753L_P]
290.38 -104.2

CHNL# 611: [1080L_P]
558.99 -383.9

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.4516 -0.0251

CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1429 0.52670

CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1431 0.52810

CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1637 0.74320

CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1491 0.70730

CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1100 0.67910

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.3522 -0.0041

CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.3144 -0.0542

CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.3168 -0.0911

CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1692 0.24090

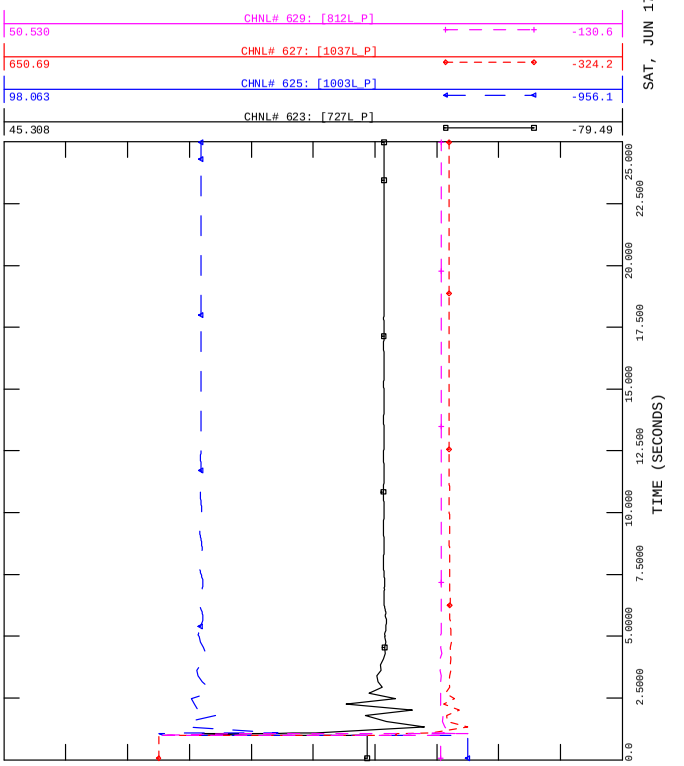
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

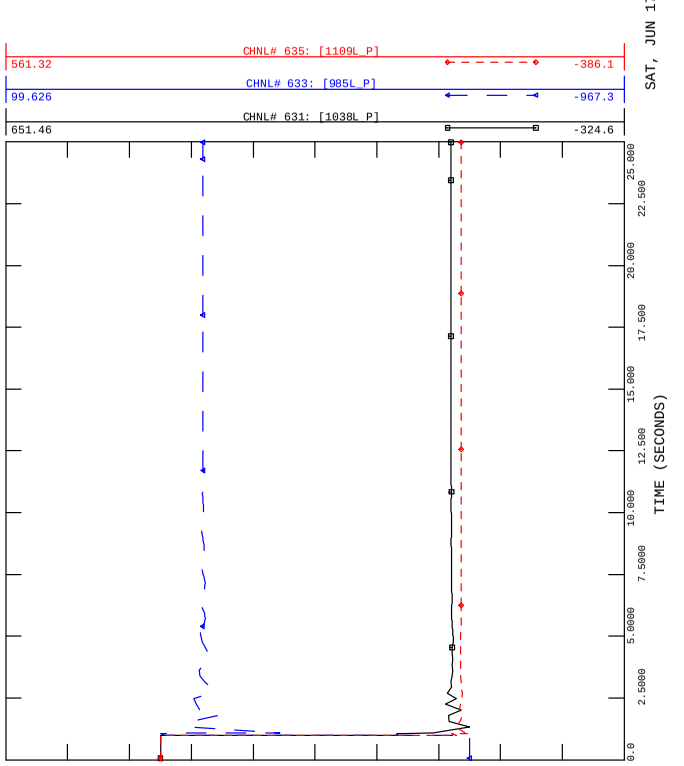
SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

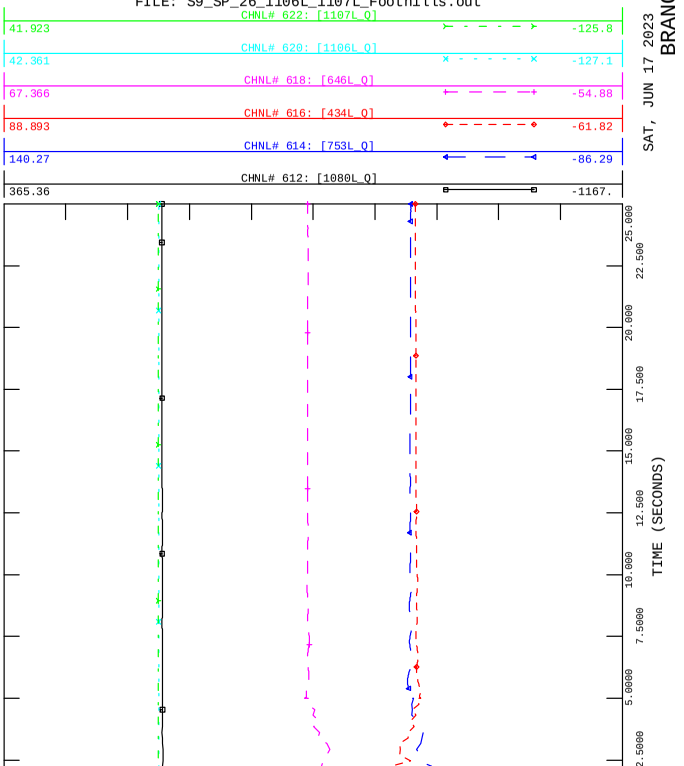
SAT, JUN 17 2023 23:59 BRANCH P



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

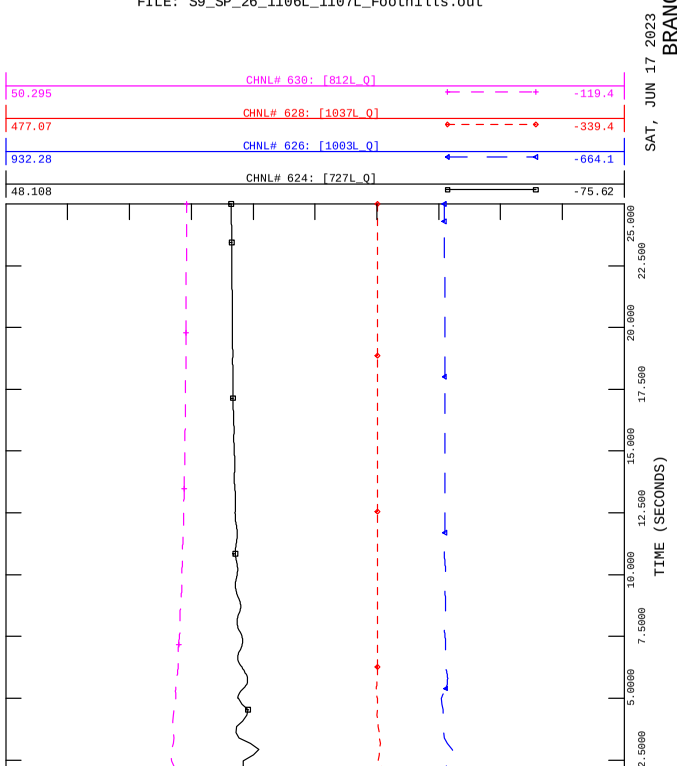
SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q



SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
189.29 4.3630
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
89.915 -35.55
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
137.55 -15.64
CHNL# 4: [ANGL 3187[CECST 13.200]2]
114.38 -29.83
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
108.60 -28.57
CHNL# 1: [ANGL 773[SECST 20.000]1]
108.20 -26.47

SAT, JUN 17 2023 23:59
ROTOR ANGLE

TIME (SECONDS)
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.4361 -0.0363
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.71470 -0.3137
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.71710 -0.3117
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.70170 0.07680
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.66670 0.08100
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.63190 -0.1657

SAT, JUN 17 2023 23:59
ACTIVE POWER

TIME (SECONDS)
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_26_1106L_1107L_FOOTHILLS

FILE: S9_SP_26_1106L_1107L_Foothills.out

CHNL# 636: [1109L Q]
366.91 -1172.
CHNL# 634: [985L Q]
943.17 -671.6
CHNL# 632: [1038L Q]
477.60 -339.8

SAT, JUN 17 2023 23:59
BRANCH Q

TIME (SECONDS)
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000

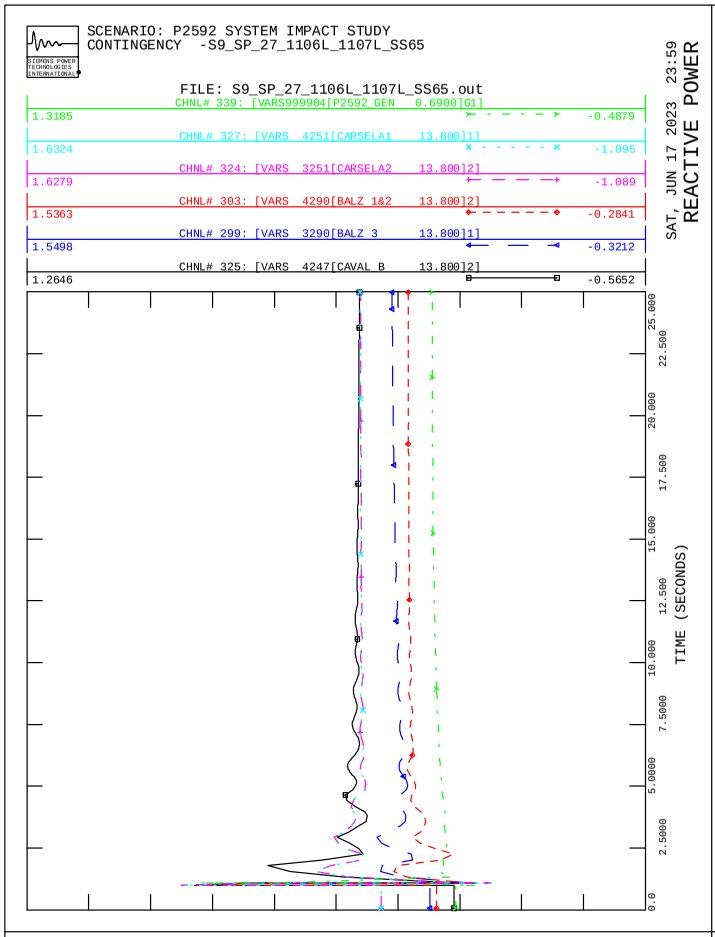
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.66310 -0.1981
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.2573 0.74010
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.8598 0.34390
CHNL# 199: [POWR 775[SECCT2 21.000]3]
3.4428 0.42700
CHNL# 198: [POWR 774[SECCT1 21.000]2]
3.4428 0.42700
CHNL# 197: [POWR 773[SECST 20.000]1]
4.6944 0.61380

SAT, JUN 17 2023 23:59
ACTIVE POWER

TIME (SECONDS)
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.3185 -0.4879
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.6324 -1.095
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.6279 -1.089
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5363 -0.2841
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5498 -0.3212
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.2646 -0.5652
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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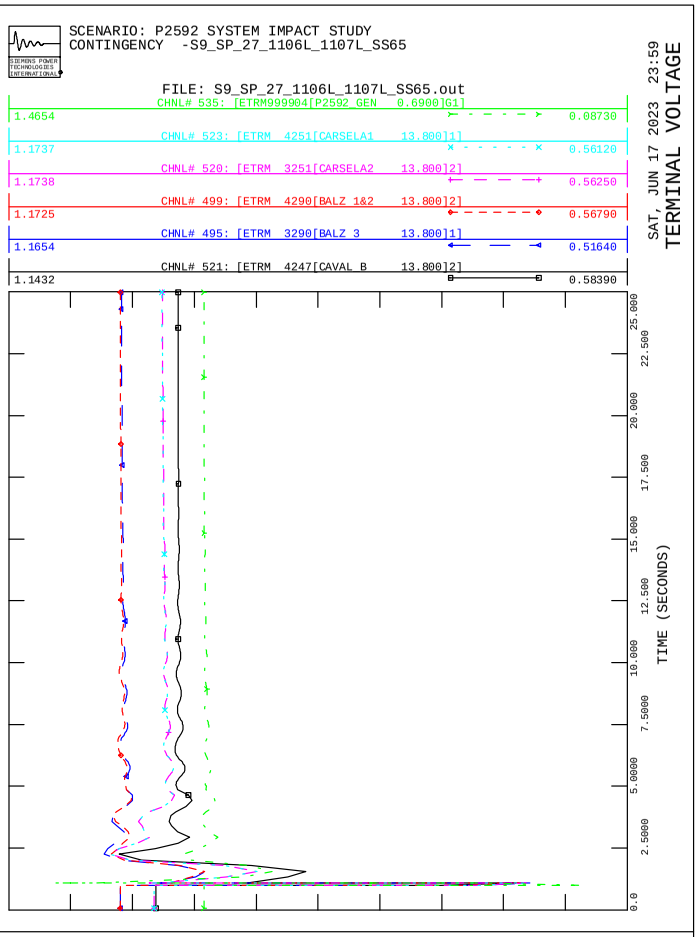
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000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CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.4654 0.08730
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1737 0.56120
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1738 0.56250
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1725 0.56790
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1654 0.51640
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1432 0.58390
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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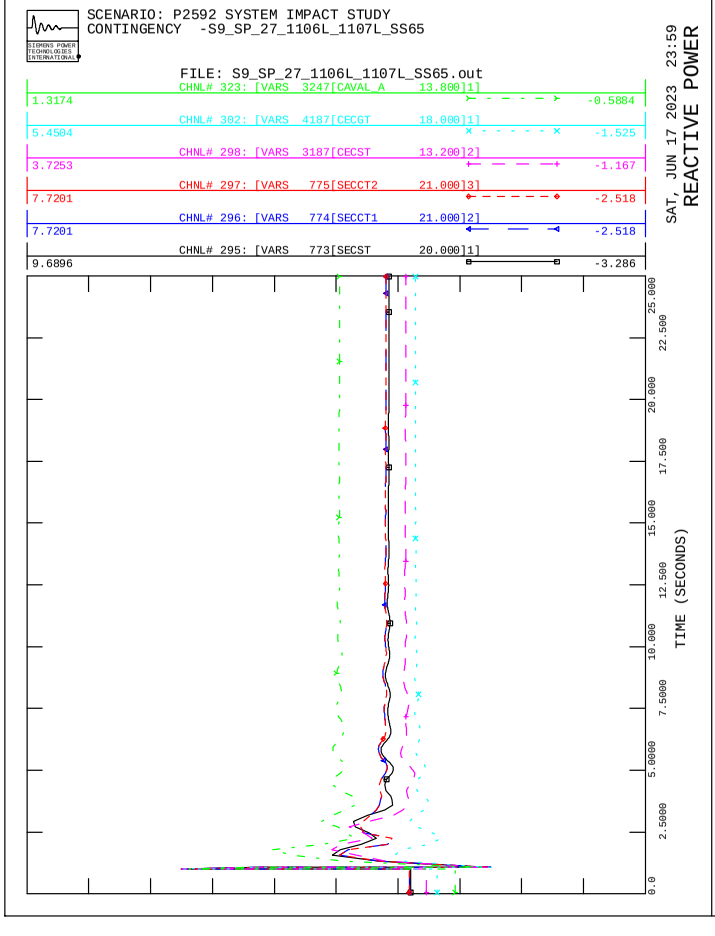
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.3174 -0.5884
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.4504 -1.525
CHNL# 298: [VARS 3187[CECST 13.200]2]
3.7253 -1.167
CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.7201 -2.518
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.7201 -2.518
CHNL# 295: [VARS 773[SECST 20.000]1]
9.6896 -3.286
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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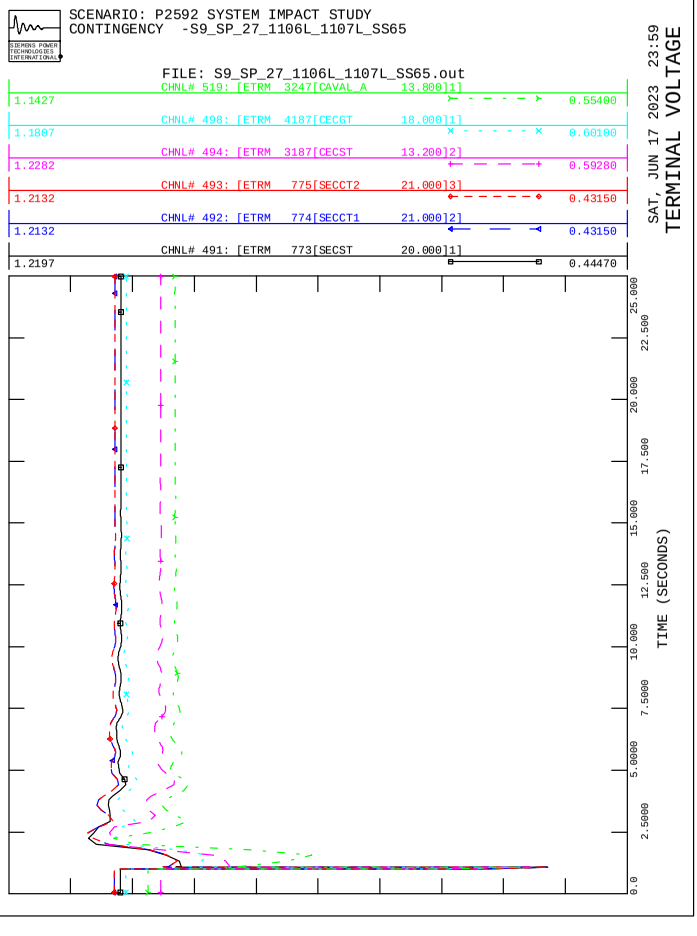
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1427 0.55400
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1807 0.60100
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.2282 0.59280
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2132 0.43150
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2132 0.43150
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2197 0.44470
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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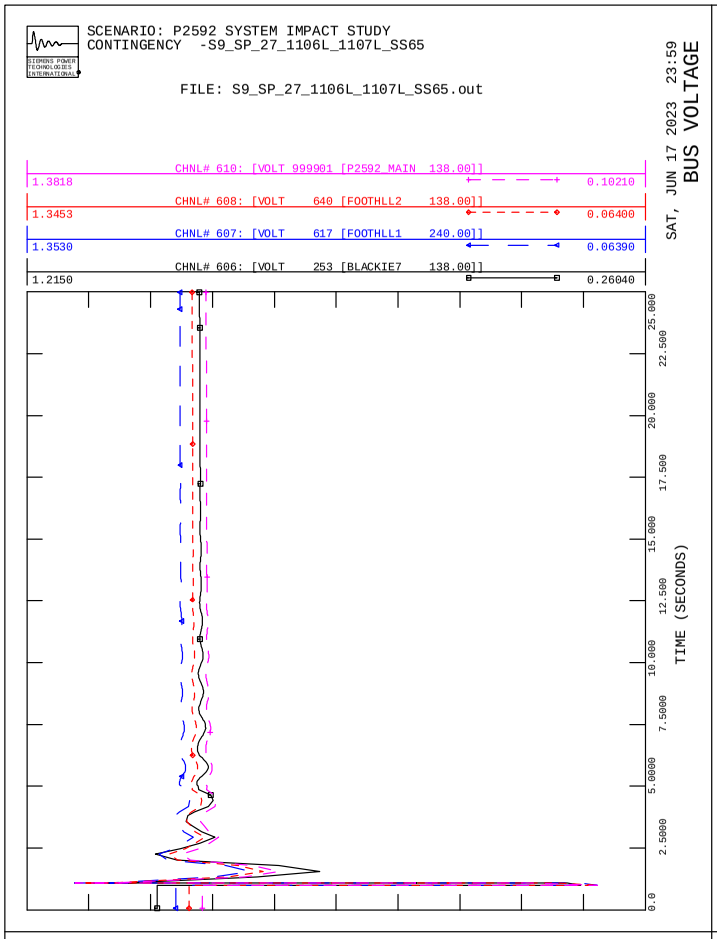
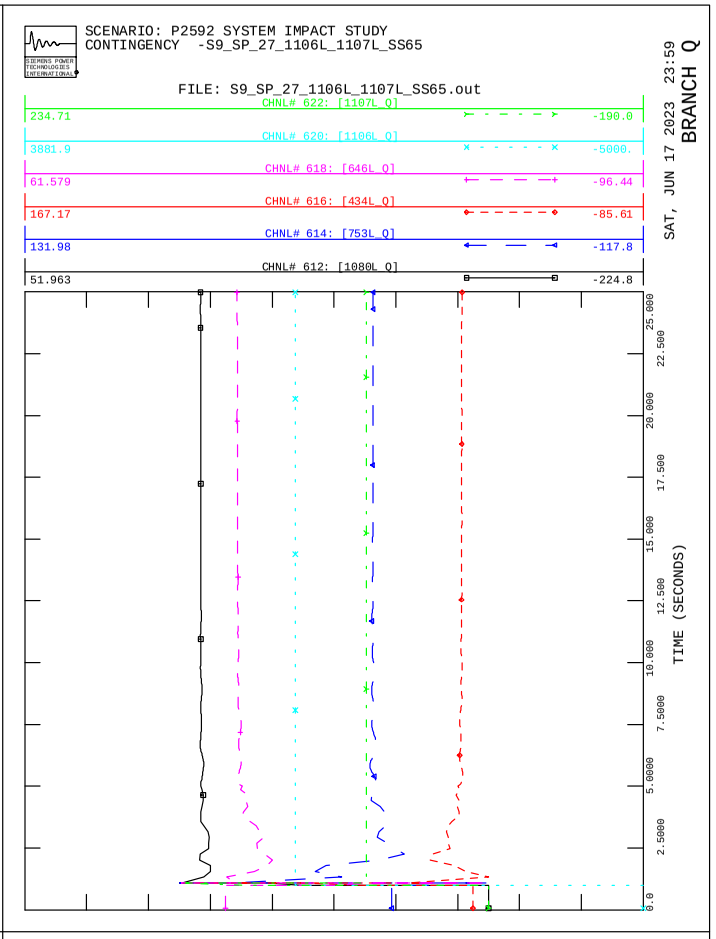
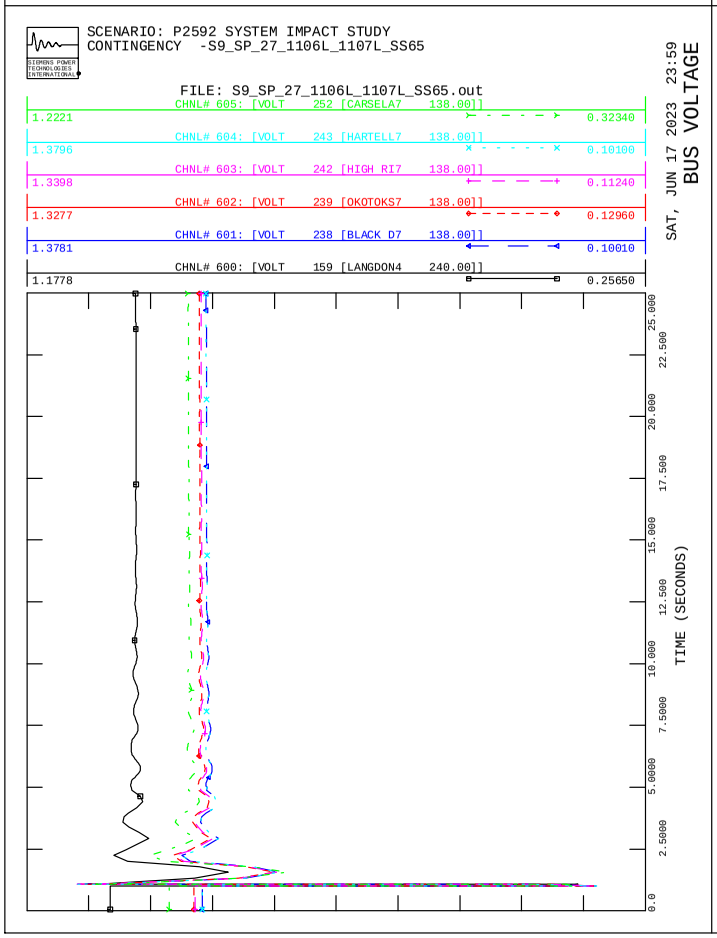
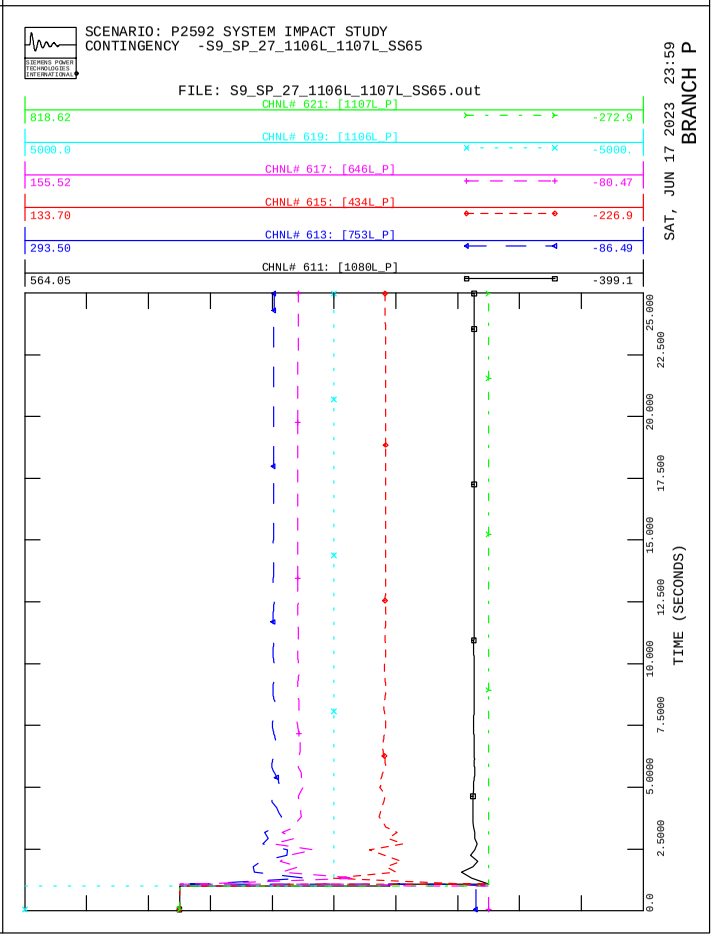
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.3818
0.10210
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.3453
0.06400
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.3530
0.06390
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.2150
0.26040
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH Q
CHNL# 622: [1107L Q]
234.71
-190.0
CHNL# 620: [1106L Q]
3881.9
-5000.
CHNL# 618: [646L Q]
61.579
-96.44
CHNL# 616: [434L Q]
167.17
-85.61
CHNL# 614: [753L Q]
131.98
-117.8
CHNL# 612: [1080L Q]
51.963
-224.8
TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.2221
0.32340
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.3796
0.10100
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.3398
0.11240
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.3277
0.12960
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.3781
0.10010
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1778
0.25650
TIME (SECONDS)

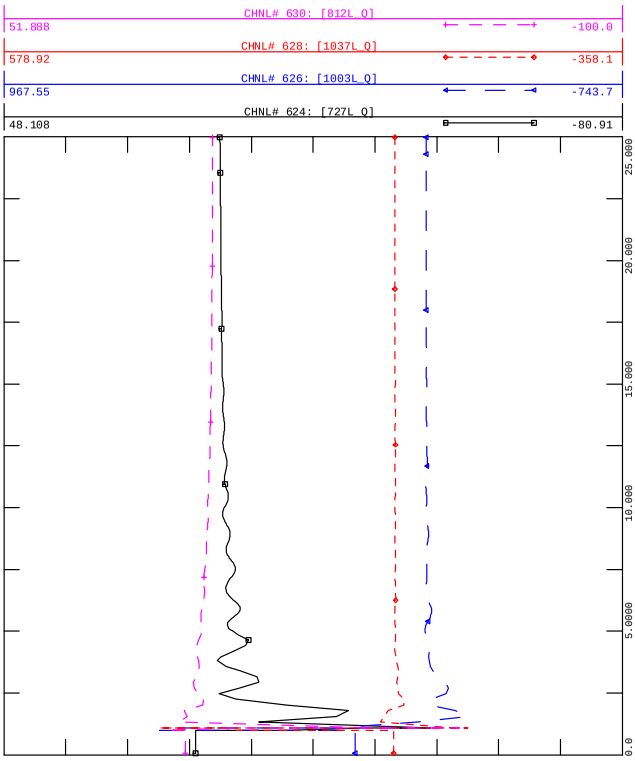

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65
FILE: S9_SP_27_1106L_1107L_SS65.out
SAT, JUN 17 2023 23:59
BRANCH P
CHNL# 621: [1107L P]
818.62
-272.9
CHNL# 619: [1106L P]
5000.0
-5000.
CHNL# 617: [646L P]
155.52
-80.47
CHNL# 615: [434L P]
133.70
-226.9
CHNL# 613: [753L P]
293.50
-86.49
CHNL# 611: [1080L P]
564.05
-399.1
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH Q

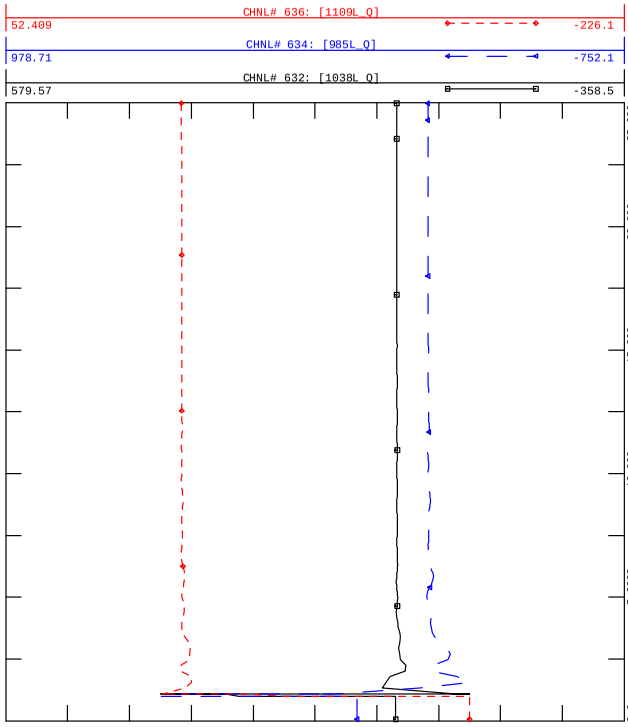


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH Q

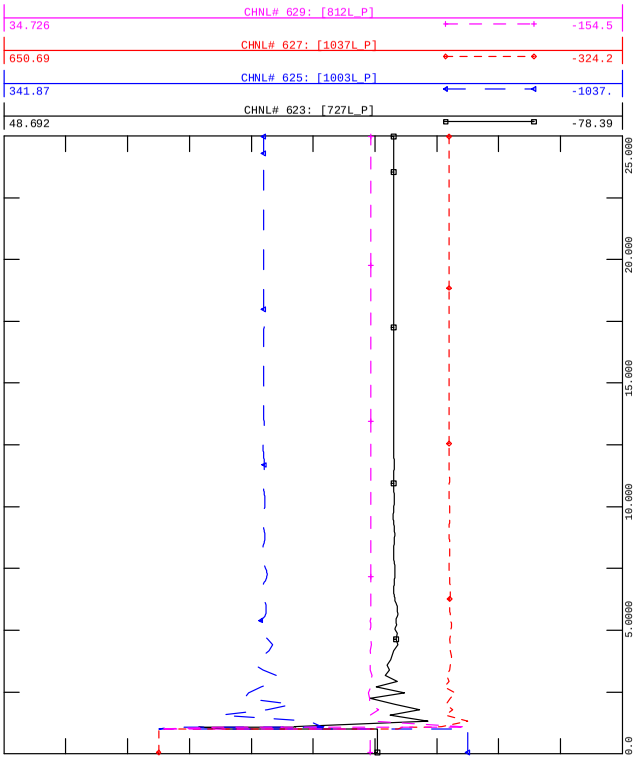


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH P

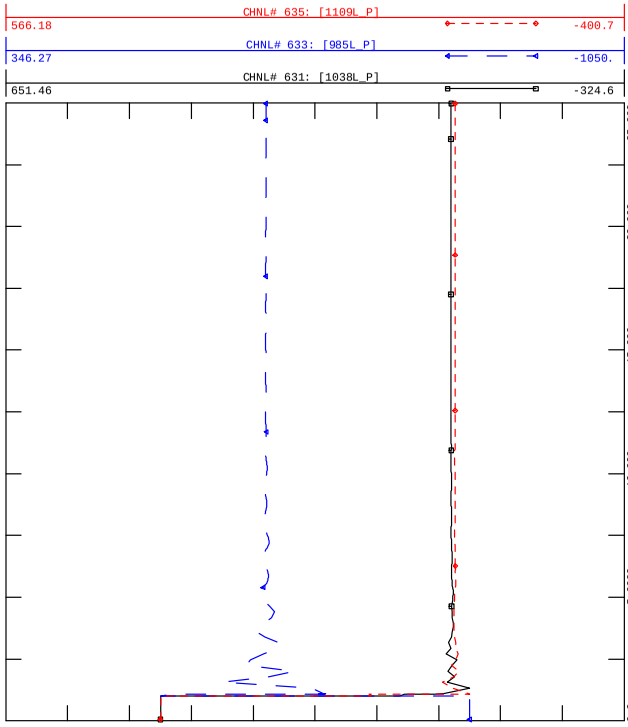


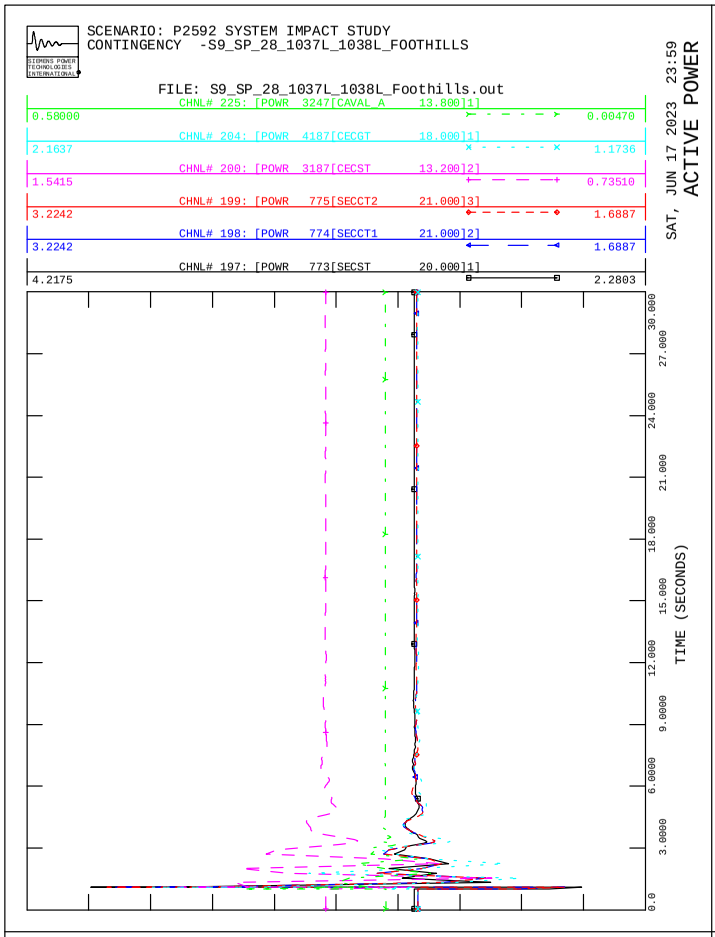
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_27_1106L_1107L_SS65

FILE: S9_SP_27_1106L_1107L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH P




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 225: [POWR 3247[CAVAL_A 13.800]1]
0.58000
0.00470
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.1637
1.1736
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.5415
0.73510
CHNL# 199: [POWR 775[SECCT2 21.000]3]
3.2242
1.6887
CHNL# 198: [POWR 774[SECCT1 21.000]2]
3.2242
1.6887
CHNL# 197: [POWR 773[SECST 20.000]1]
4.2175
2.2803
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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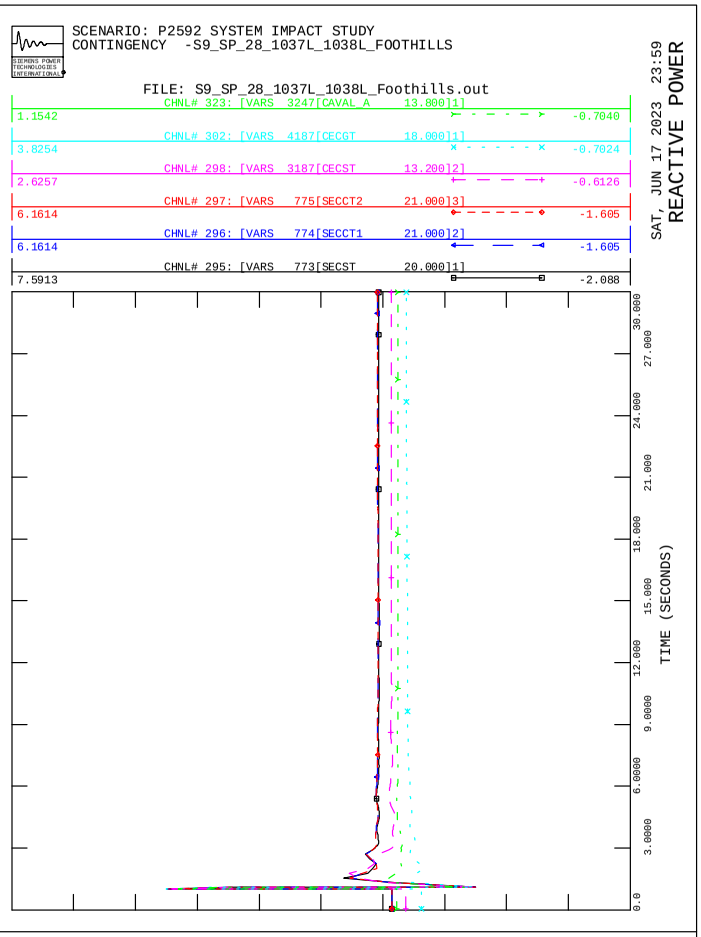
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1]
1.1542
-0.7040
CHNL# 302: [VARS 4187[CECGT 18.000]1]
3.8254
-0.7024
CHNL# 298: [VARS 3187[CECST 13.200]2]
2.6257
-0.6126
CHNL# 297: [VARS 775[SECCT2 21.000]3]
6.1614
-1.605
CHNL# 296: [VARS 774[SECCT1 21.000]2]
6.1614
-1.605
CHNL# 295: [VARS 773[SECST 20.000]1]
7.5913
-2.088
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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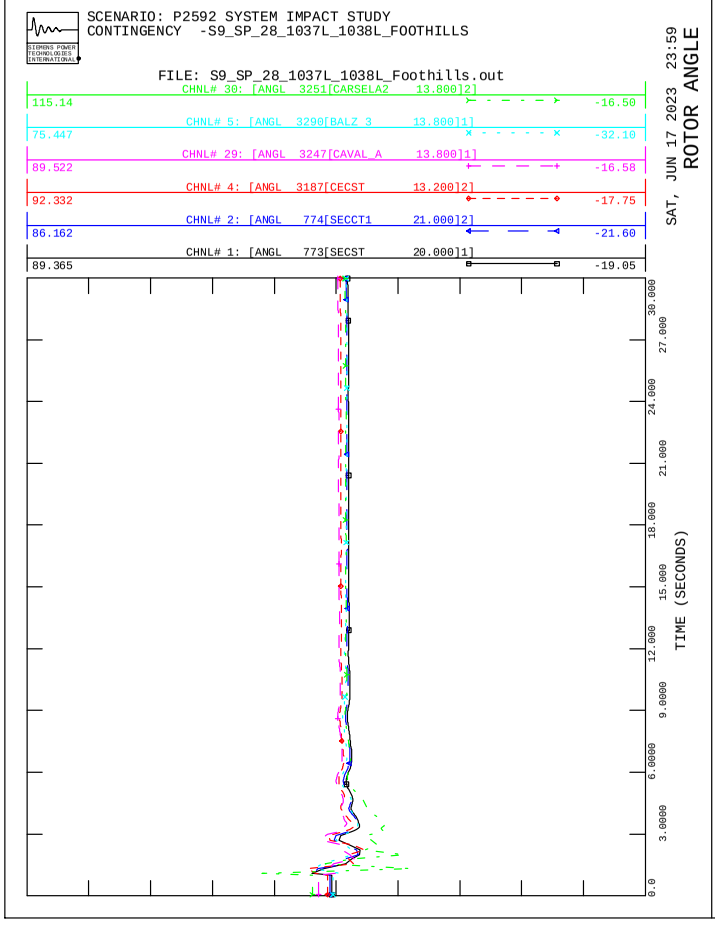
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
115.14
-16.50
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
75.447
-32.10
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1]
89.522
-16.58
CHNL# 4: [ANGL 3187[CECST 13.200]2]
92.332
-17.75
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
86.162
-21.60
CHNL# 1: [ANGL 773[SECST 20.000]1]
89.365
-19.05
SAT, JUN 17 2023 23:59
ROTOR ANGLE
TIME (SECONDS)
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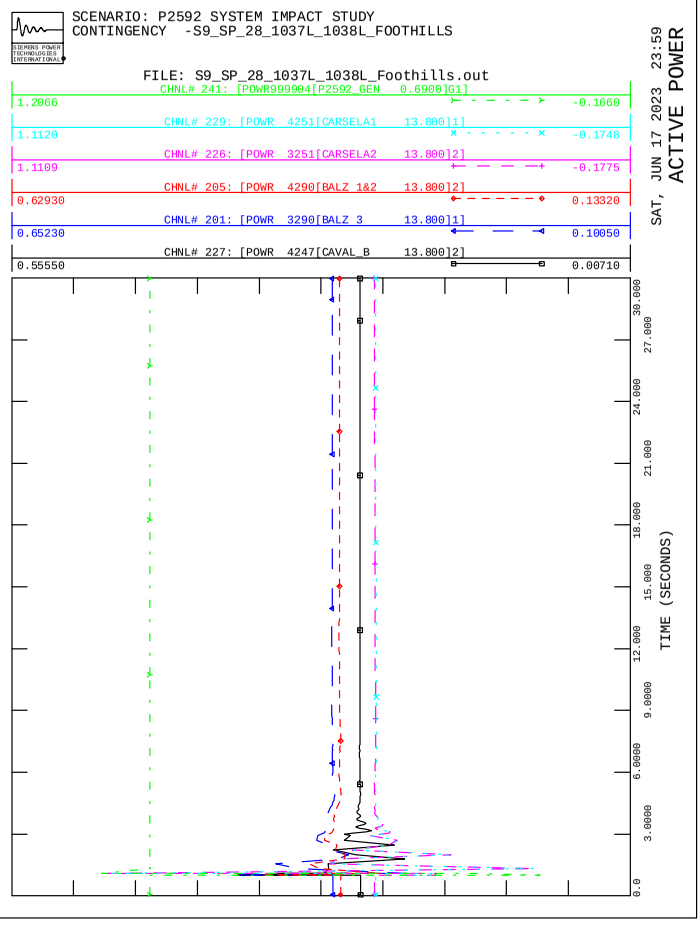
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.2066
-0.1660
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
1.1120
-0.1748
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
1.1109
-0.1775
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.62930
0.13320
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.65230
0.10050
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2]
0.55550
0.00710
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

FILE: S9_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1233 0.65340
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1729 0.75940
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.1977 0.75220
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.1929 0.66110
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.1929 0.66110
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.1973 0.66700

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

FILE: S9_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]] 1.1674 0.27890
CHNL# 604: [VOLT 243 [HARTELL7 138.00]] 1.2776 -0.0265
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]] 1.2322 0.01420
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]] 1.2234 0.03960
CHNL# 601: [VOLT 238 [BLACK D7 138.00]] 1.2762 -0.0267
CHNL# 600: [VOLT 159 [LANGDON4 240.00]] 1.1554 0.53810

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

FILE: S9_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:59

REACTIVE POWER

CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.4709 -0.4975
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.6398 -1.003
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.6353 -0.9968
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.3035 -0.2405
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.3319 -0.2663
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 1.1066 -0.6658

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

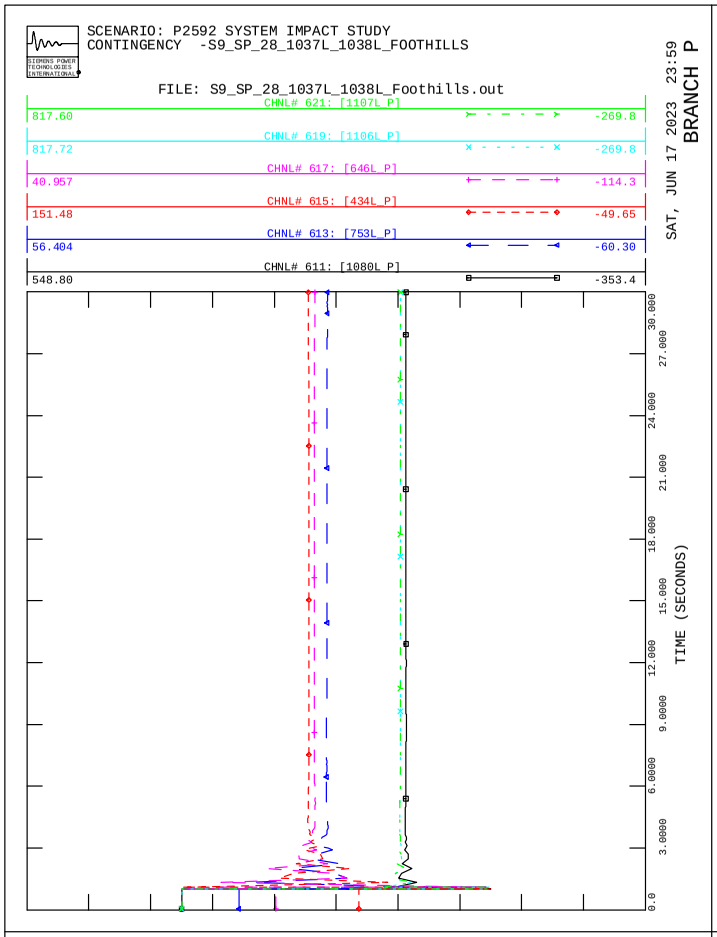
FILE: S9_SP_28_1037L_1038L_Foothills.out

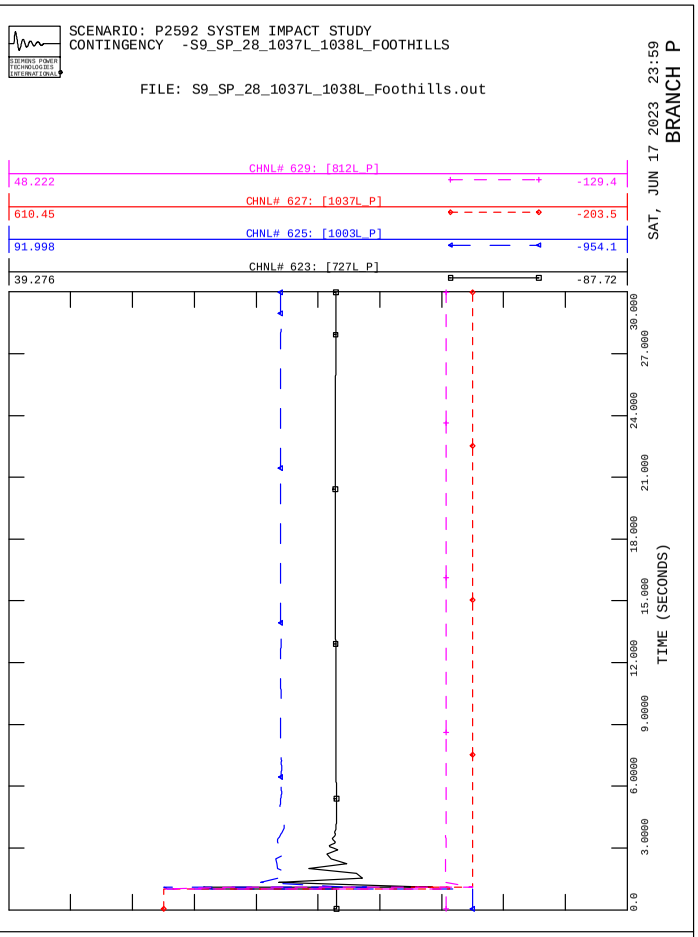
SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1] 1.3842 -0.0610
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1] 1.1647 0.51810
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2] 1.1648 0.51950
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2] 1.1738 0.73950
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1] 1.1626 0.70400
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2] 1.1238 0.67460

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 621: [1107L P]
817.60
-269.8
CHNL# 619: [1106L P]
817.72
-269.8
CHNL# 617: [646L P]
40.957
-114.3
CHNL# 615: [434L P]
151.48
-49.65
CHNL# 613: [753L P]
56.404
-60.30
CHNL# 611: [1080L P]
548.80
-353.4
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 629: [812L P]
48.222
-129.4
CHNL# 627: [1037L P]
610.45
-203.5
CHNL# 625: [1003L P]
91.998
-954.1
CHNL# 623: [727L P]
39.276
-87.72
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
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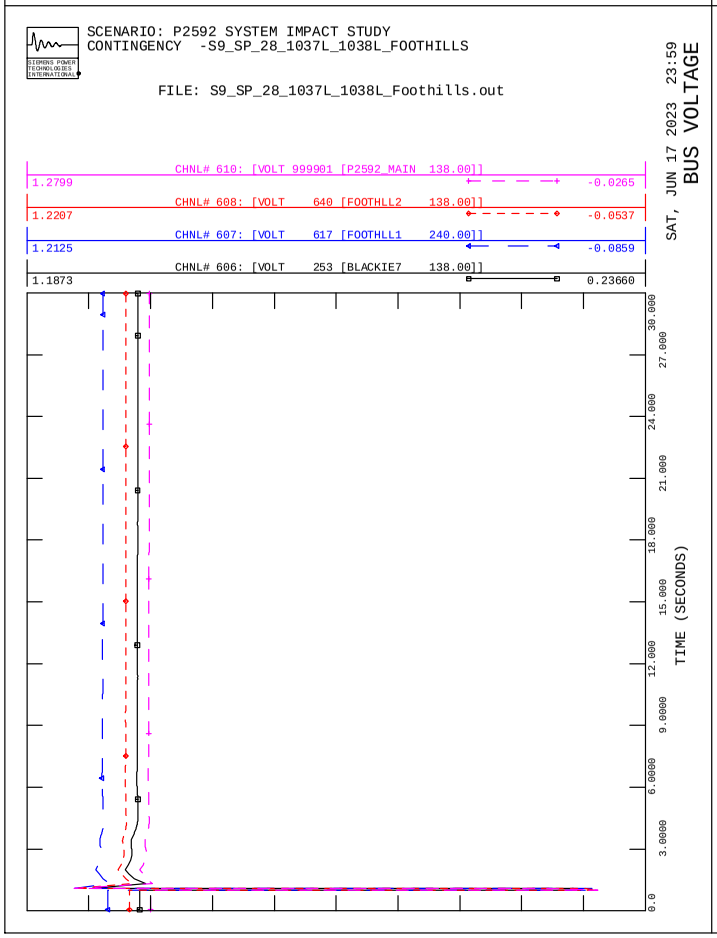
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2799
-0.0265
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.2207
-0.0537
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.2125
-0.0859
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1873
0.23660
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)
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3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
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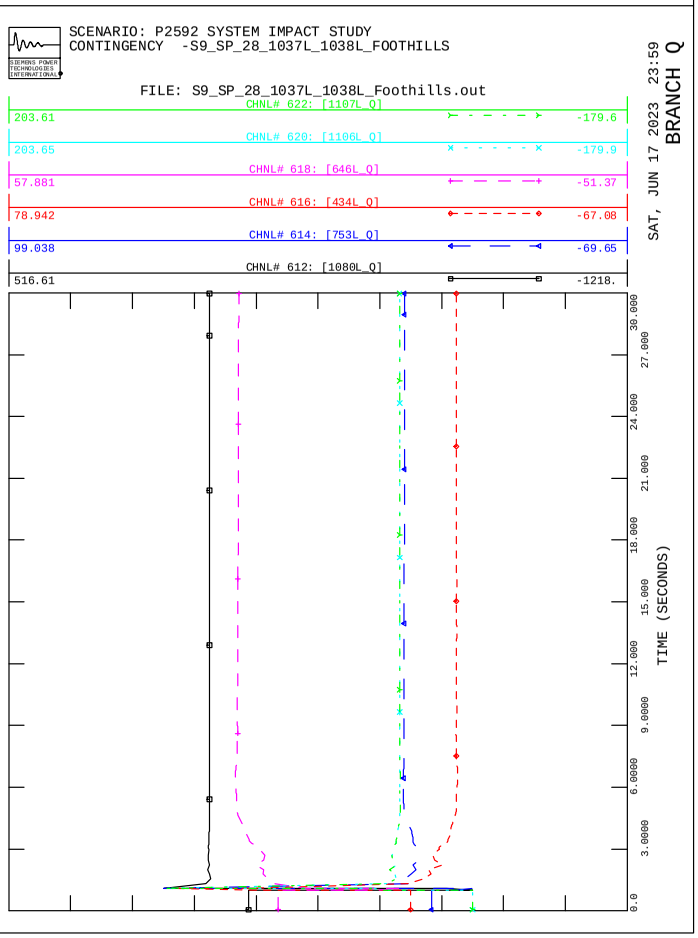
30.000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CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS
FILE: S9_SP_28_1037L_1038L_Foothills.out
CHNL# 622: [1107L Q]
203.61
-179.6
CHNL# 620: [1106L Q]
203.65
-179.9
CHNL# 618: [646L Q]
57.881
-51.37
CHNL# 616: [434L Q]
78.942
-67.08
CHNL# 614: [753L Q]
99.038
-69.65
CHNL# 612: [1080L Q]
516.61
-1218.
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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6.0000
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12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

FILE: S9_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 635: [1109L_P] 551.11 -355.5
CHNL# 633: [985L_P] 93.484 -965.3
CHNL# 631: [1038L_P] 611.28 -203.8

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS

FILE: S9_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 104.46 -14.07
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 73.181 -32.84
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 89.523 -18.52
CHNL# 4: [ANGL 3187[CECST 13.200]2] 90.717 -16.94
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 83.701 -23.25
CHNL# 1: [ANGL 773[SECST 20.000]1] 86.125 -21.55

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

FILE: S9_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 630: [812L_Q] 51.729 -117.8
CHNL# 628: [1037L_Q] 1061.7 -382.9
CHNL# 626: [1003L_Q] 889.34 -570.7
CHNL# 624: [727L_Q] 51.789 -64.56

TIME (SECONDS)

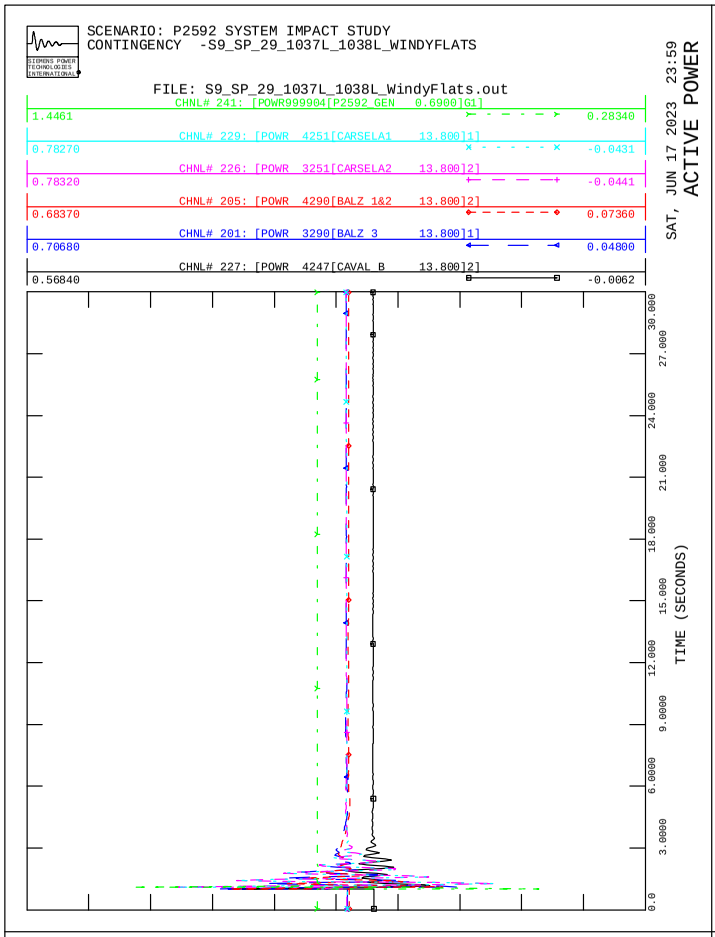
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_28_1037L_1038L_FOOTHILLS

FILE: S9_SP_28_1037L_1038L_Foothills.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 636: [1109L_Q] 518.62 -1223.
CHNL# 634: [985L_Q] 899.70 -577.0
CHNL# 632: [1038L_Q] 395.32 -162.2

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.4461
0.28340
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.78270
-0.0431
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.78320
-0.0441
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.68370
0.07360
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.70680
0.04800
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.56840
-0.0062
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
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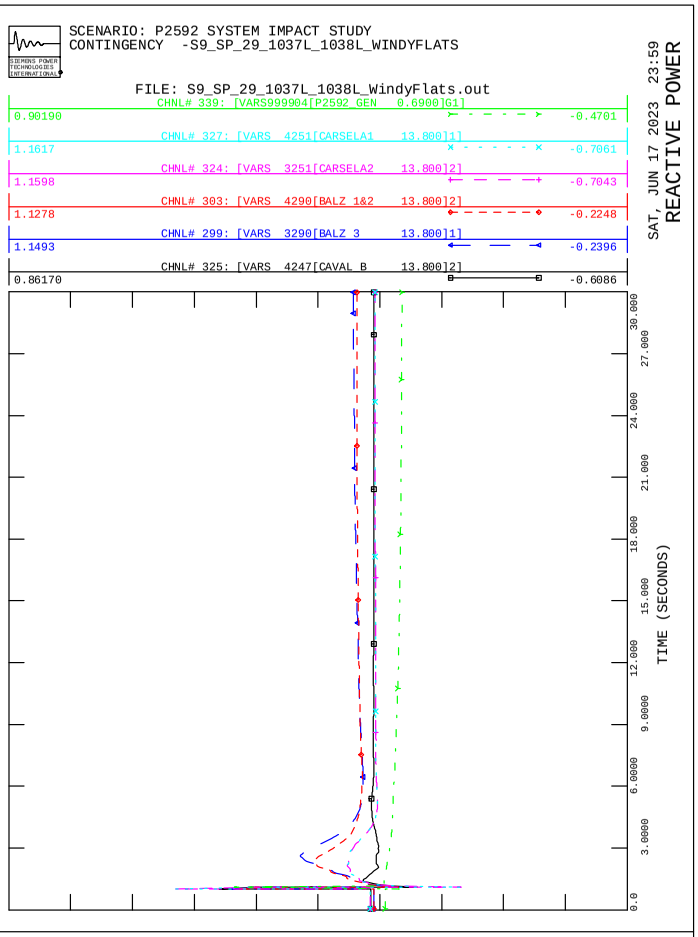
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
0.90190
-0.4701
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.1617
-0.7061
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.1598
-0.7043
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.1278
-0.2248
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.1493
-0.2396
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
0.86170
-0.6086
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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6.0000
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12.000
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18.000
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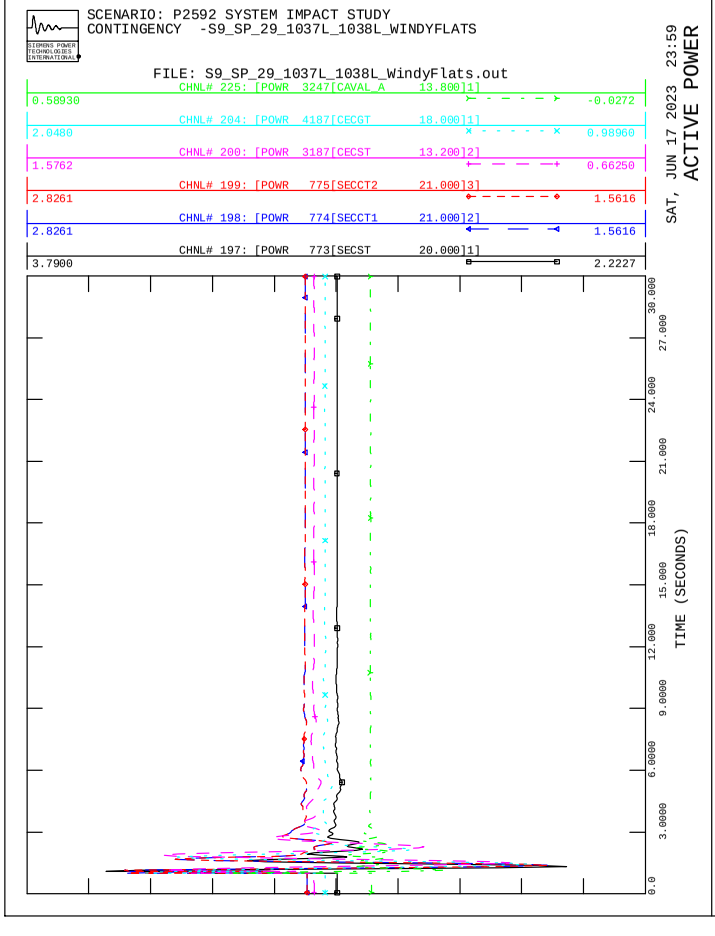
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.58930
-0.0272
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.0480
0.98960
CHNL# 200: [POWR 3187[CECST 13.200]2]
1.5762
0.66250
CHNL# 199: [POWR 775[SECCT2 21.000]3]
2.8261
1.5616
CHNL# 198: [POWR 774[SECCT1 21.000]2]
2.8261
1.5616
CHNL# 197: [POWR 773[SECST 20.000]1]
3.7900
2.2227
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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6.0000
9.0000
12.000
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18.000
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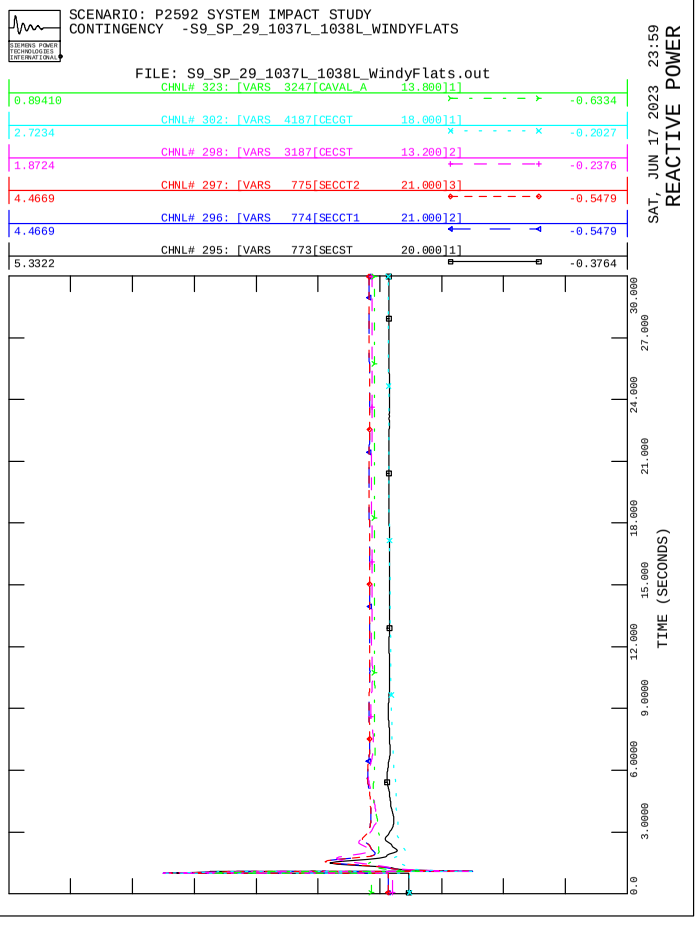
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
0.89410
-0.6334
CHNL# 302: [VARS 4187[CECGT 18.000]1]
2.7234
-0.2027
CHNL# 298: [VARS 3187[CECST 13.200]2]
1.8724
-0.2376
CHNL# 297: [VARS 775[SECCT2 21.000]3]
4.4669
-0.5479
CHNL# 296: [VARS 774[SECCT1 21.000]2]
4.4669
-0.5479
CHNL# 295: [VARS 773[SECST 20.000]1]
5.3322
-0.3764
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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6.0000
9.0000
12.000
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18.000
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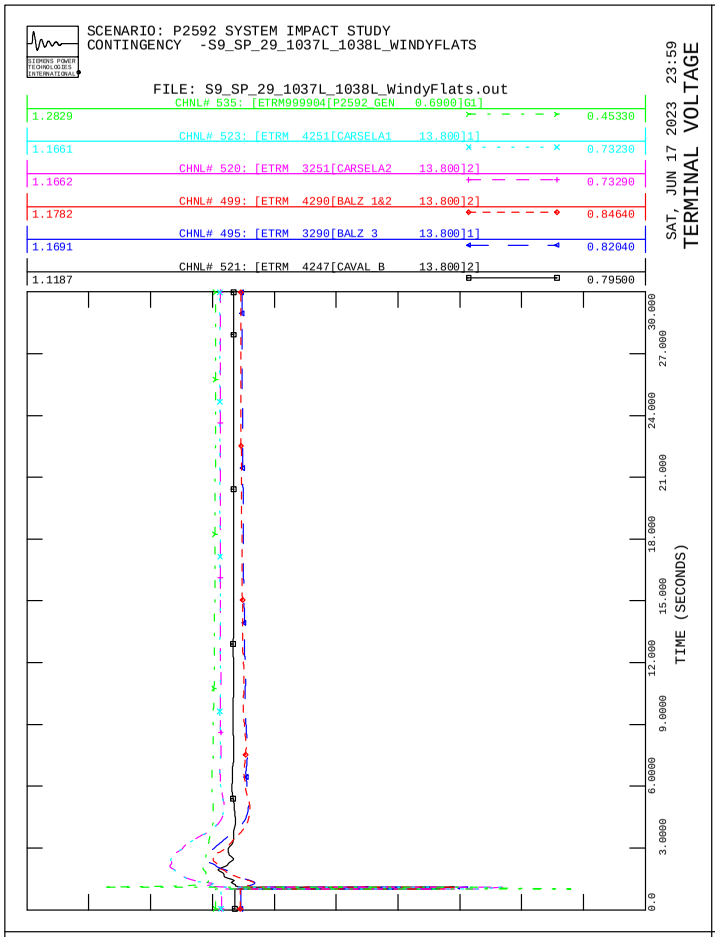
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2829 0.45330
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1661 0.73230
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1662 0.73290
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1782 0.84640
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1691 0.82040
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1187 0.79500
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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6.0000
9.0000
12.000
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18.000
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24.000
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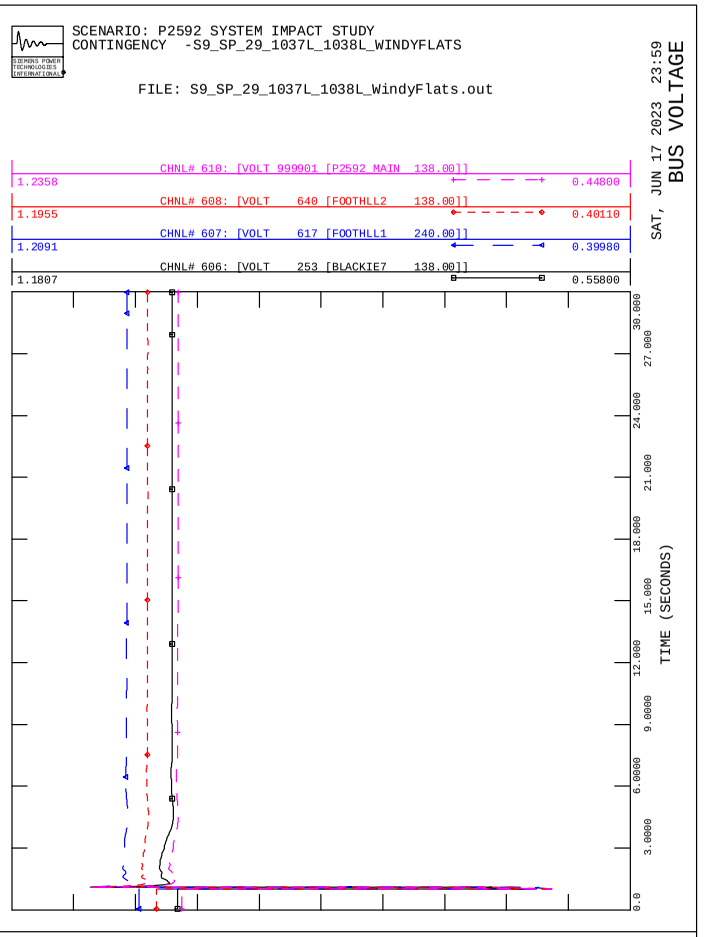
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2358 0.44800
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1955 0.40110
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.2091 0.39980
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1807 0.55800
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)
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6.0000
9.0000
12.000
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18.000
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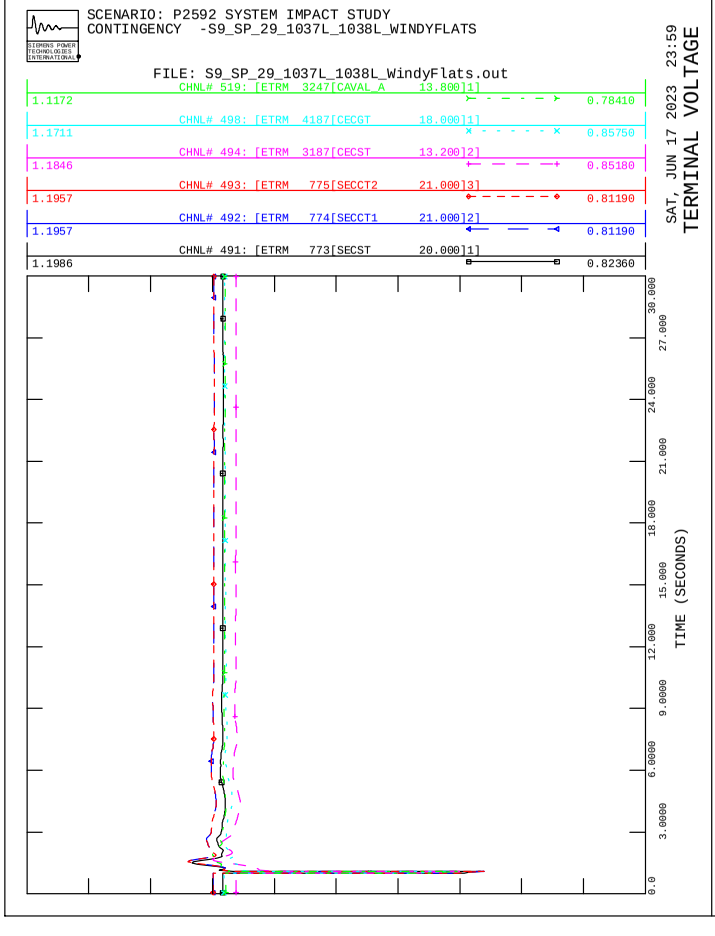
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1]
1.1172 0.78410
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1711 0.85750
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.1846 0.85180
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.1957 0.81190
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.1957 0.81190
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.1986 0.82360
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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6.0000
9.0000
12.000
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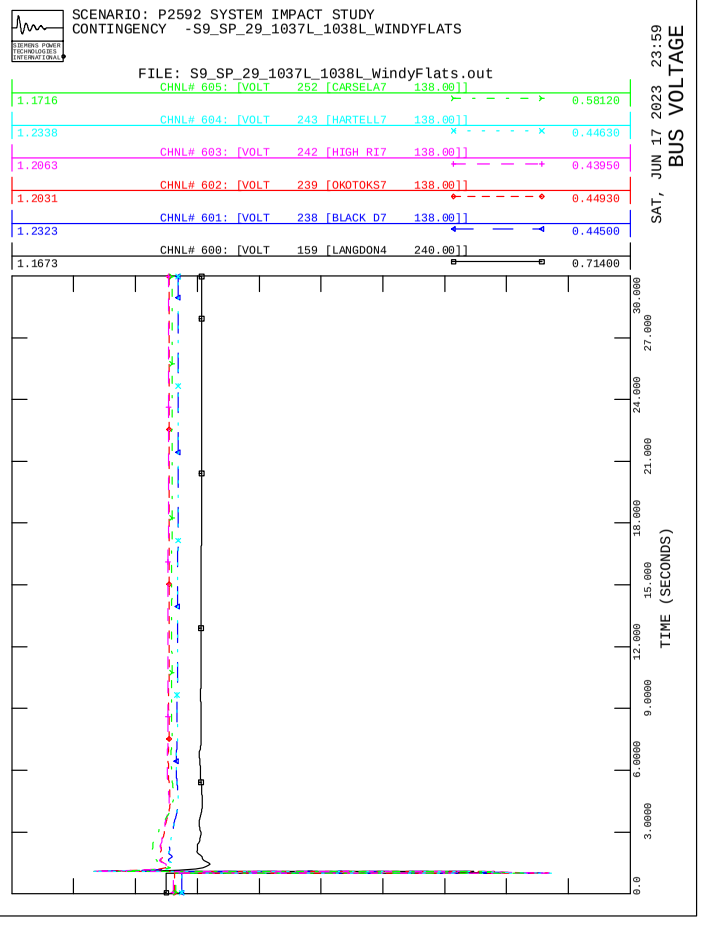
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1716 0.58120
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2338 0.44630
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.2063 0.43950
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.2031 0.44930
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2323 0.44500
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1673 0.71400
SAT, JUN 17 2023 23:59
BUS VOLTAGE
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
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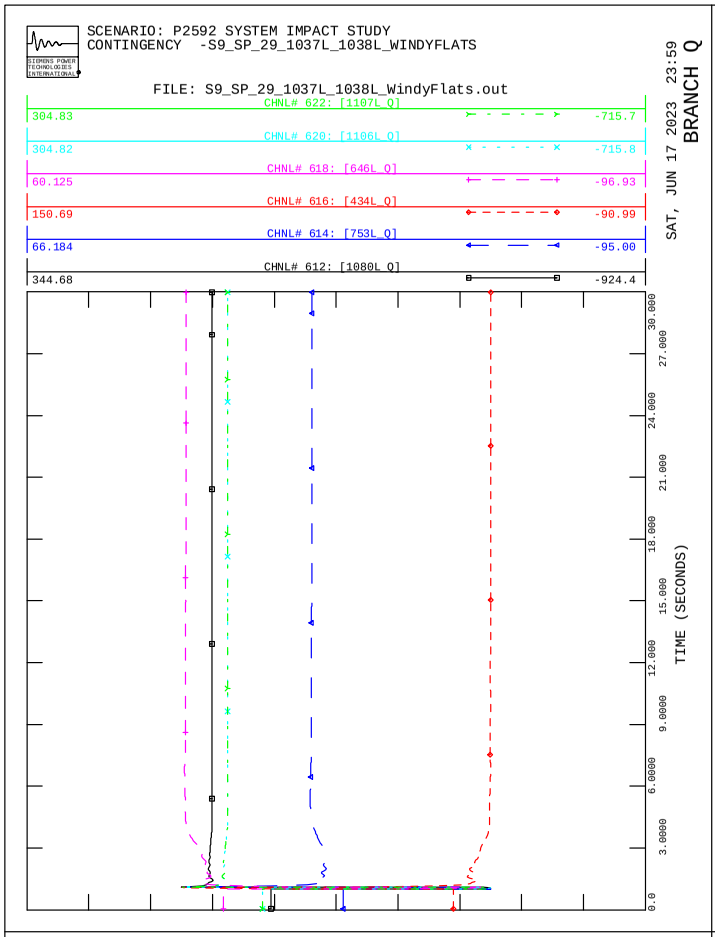
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 622: [1107L Q]
304.83
-715.7
CHNL# 620: [1106L Q]
304.82
-715.8
CHNL# 618: [646L Q]
60.125
-96.93
CHNL# 616: [434L Q]
150.69
-90.99
CHNL# 614: [753L Q]
66.184
-95.00
CHNL# 612: [1080L Q]
344.68
-924.4
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
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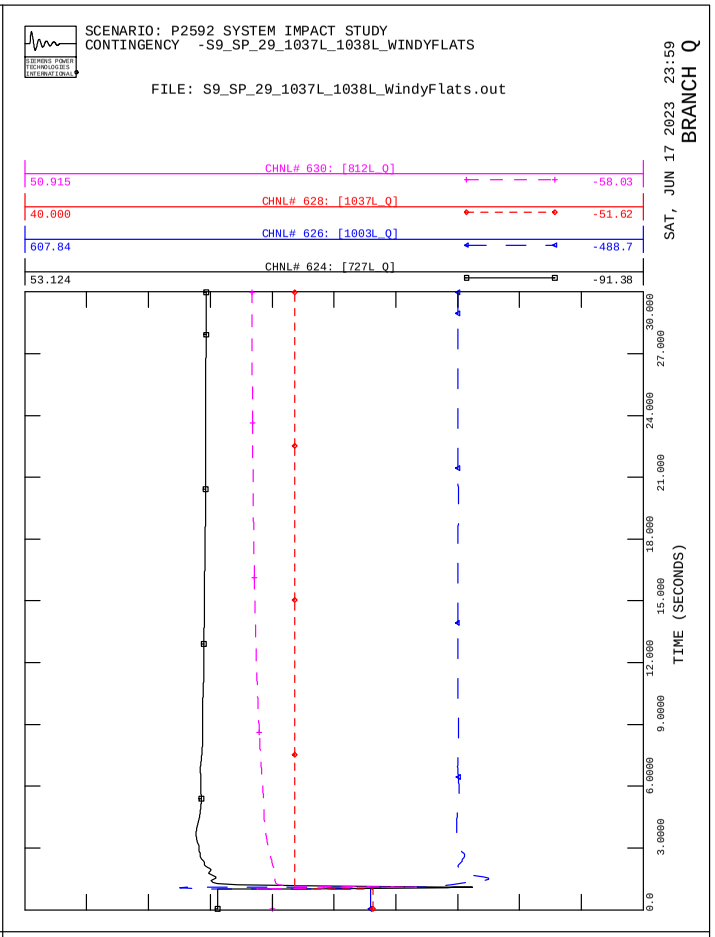
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 630: [812L Q]
50.915
-58.03
CHNL# 628: [1037L Q]
40.000
-51.62
CHNL# 626: [1003L Q]
607.84
-488.7
CHNL# 624: [727L Q]
53.124
-91.38
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
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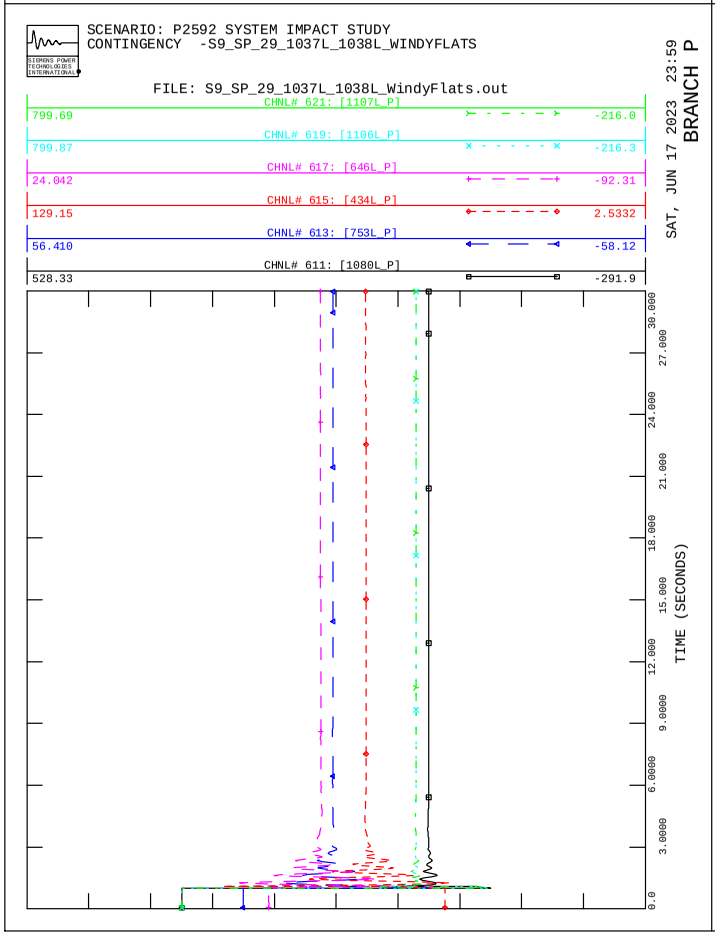
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 621: [1107L P]
799.69
-216.0
CHNL# 619: [1106L P]
799.87
-216.3
CHNL# 617: [646L P]
24.042
-92.31
CHNL# 615: [434L P]
129.15
2.5332
CHNL# 613: [753L P]
56.410
-58.12
CHNL# 611: [1080L P]
528.33
-291.9
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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6.0000
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12.000
15.000
18.000
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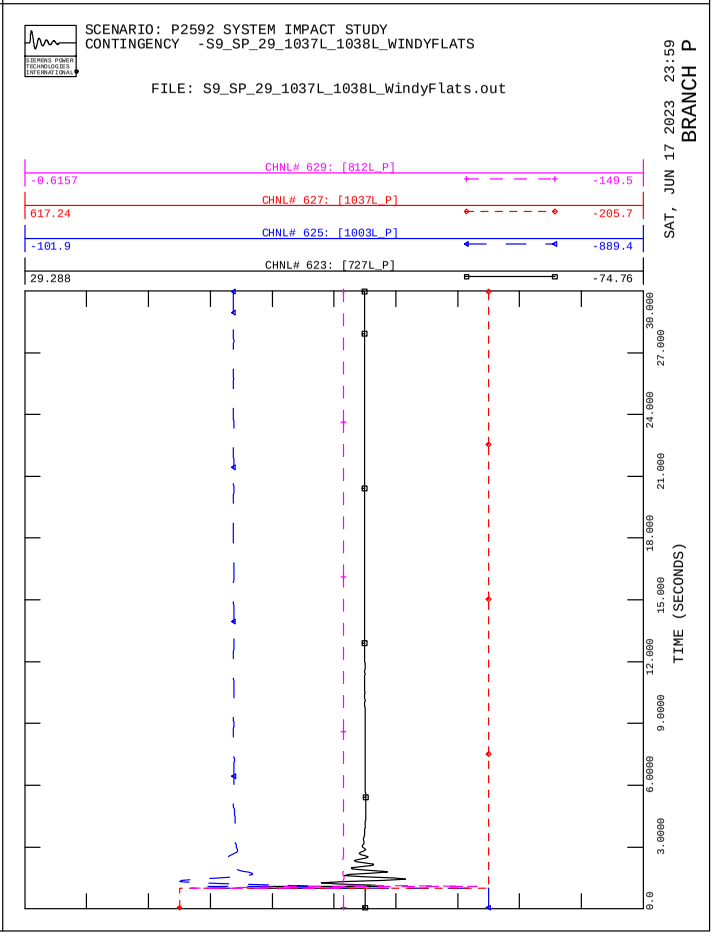
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS
FILE: S9_SP_29_1037L_1038L_WindyFlats.out
CHNL# 629: [812L P]
-0.6157
-149.5
CHNL# 627: [1037L P]
617.24
-205.7
CHNL# 625: [1003L P]
-101.9
-889.4
CHNL# 623: [727L P]
29.288
-74.76
SAT, JUN 17 2023 23:59
BRANCH P
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS

FILE: S9_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59 BRANCH Q

CHNL# 636: [1109L Q] 345.99 -928.1
CHNL# 634: [985L Q] 615.10 -494.1
CHNL# 632: [1038L Q] 40.000 -52.80

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59 ACTIVE POWER

CHNL# 225: [POWR 3247[CAVAL_A 13.800]1] 0.63710 -0.1367
CHNL# 204: [POWR 4187[CECGT 18.000]1] 2.4894 0.71730
CHNL# 200: [POWR 3187[CECST 13.200]2] 2.0221 0.37750
CHNL# 199: [POWR 775[SECCT2 21.000]3] 3.7899 0.38860
CHNL# 198: [POWR 774[SECCT1 21.000]2] 3.7899 0.38860
CHNL# 197: [POWR 773[SECST 20.000]1] 4.8706 0.56800

TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_29_1037L_1038L_WINDYFLATS

FILE: S9_SP_29_1037L_1038L_WindyFlats.out

SAT, JUN 17 2023 23:59 BRANCH P

CHNL# 635: [1109L P] 530.50 -293.6
CHNL# 633: [985L P] -103.2 -899.7
CHNL# 631: [1038L P] 611.60 -203.9

TIME (SECONDS)

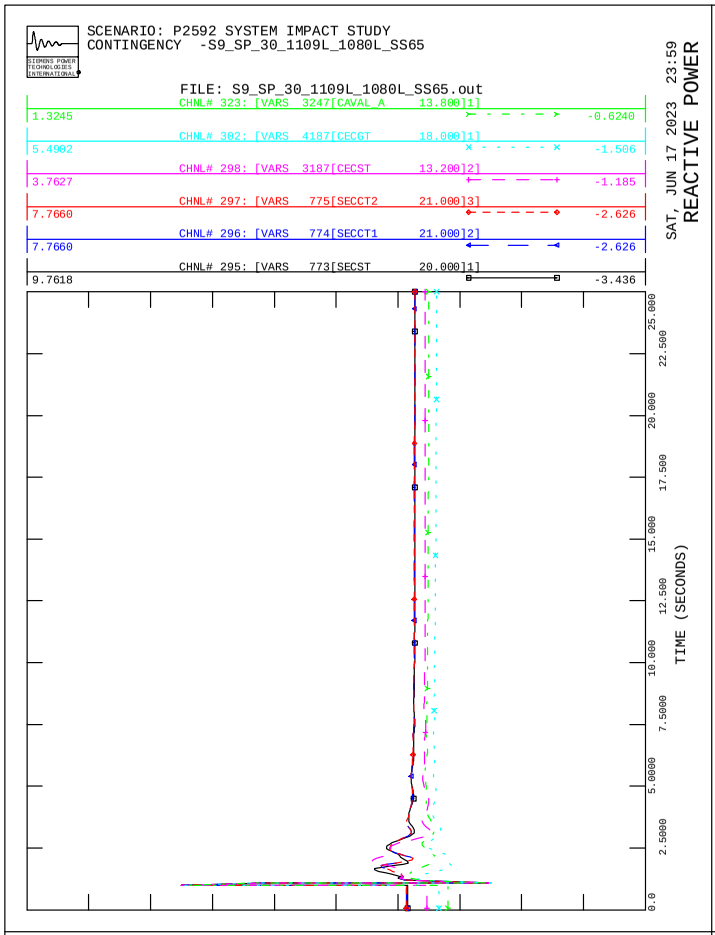
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59 ROTOR ANGLE

CHNL# 30: [ANGL 3251[CARSELA2 13.800]2] 159.56 -7.897
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1] 104.55 -33.98
CHNL# 29: [ANGL 3247[CAVAL_A 13.800]1] 129.04 -20.90
CHNL# 4: [ANGL 3187[CECST 13.200]2] 121.51 -27.23
CHNL# 2: [ANGL 774[SECCT1 21.000]2] 121.14 -29.66
CHNL# 1: [ANGL 773[SECST 20.000]1] 124.69 -23.60

TIME (SECONDS)


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65
FILE: S9_SP_30_1109L_1080L_SS65.out
CHNL# 323: [VARS 3247[CAVAL_A 13.800]1] 1.3245 -0.6240
CHNL# 302: [VARS 4187[CECGT 18.000]1] 5.4902 -1.506
CHNL# 298: [VARS 3187[CECST 13.200]2] 3.7627 -1.185
CHNL# 297: [VARS 775[SECCT2 21.000]3] 7.7660 -2.626
CHNL# 296: [VARS 774[SECCT1 21.000]2] 7.7660 -2.626
CHNL# 295: [VARS 773[SECST 20.000]1] 9.7618 -3.436
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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15.000
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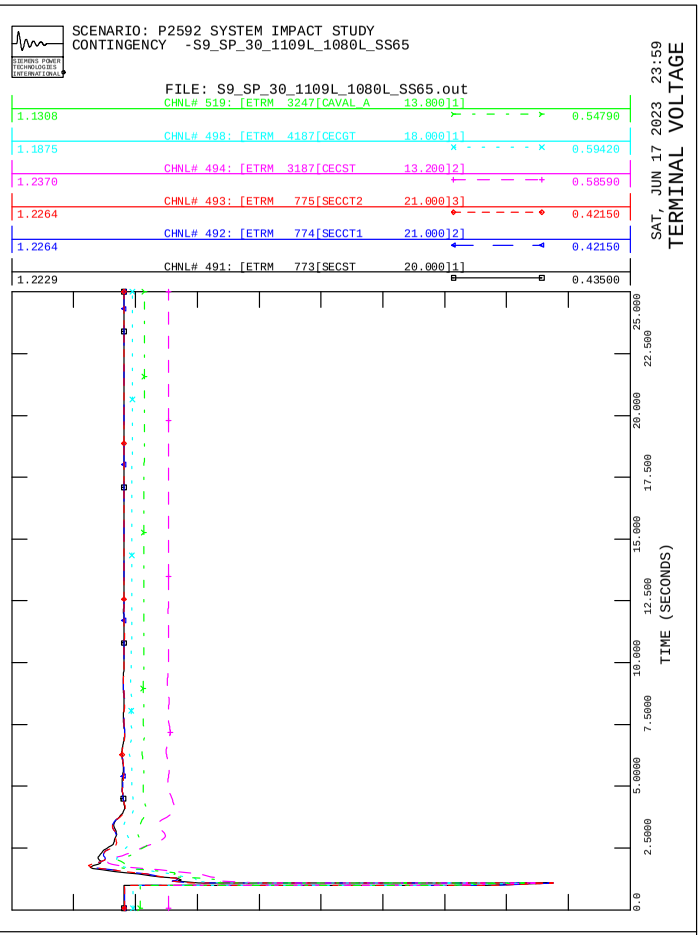
20.000
22.500
25.000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CONTINGENCY -S9_SP_30_1109L_1080L_SS65
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CHNL# 519: [ETRM 3247[CAVAL_A 13.800]1] 1.1308 0.54790
CHNL# 498: [ETRM 4187[CECGT 18.000]1] 1.1875 0.59420
CHNL# 494: [ETRM 3187[CECST 13.200]2] 1.2370 0.58590
CHNL# 493: [ETRM 775[SECCT2 21.000]3] 1.2264 0.42150
CHNL# 492: [ETRM 774[SECCT1 21.000]2] 1.2264 0.42150
CHNL# 491: [ETRM 773[SECST 20.000]1] 1.2229 0.43500
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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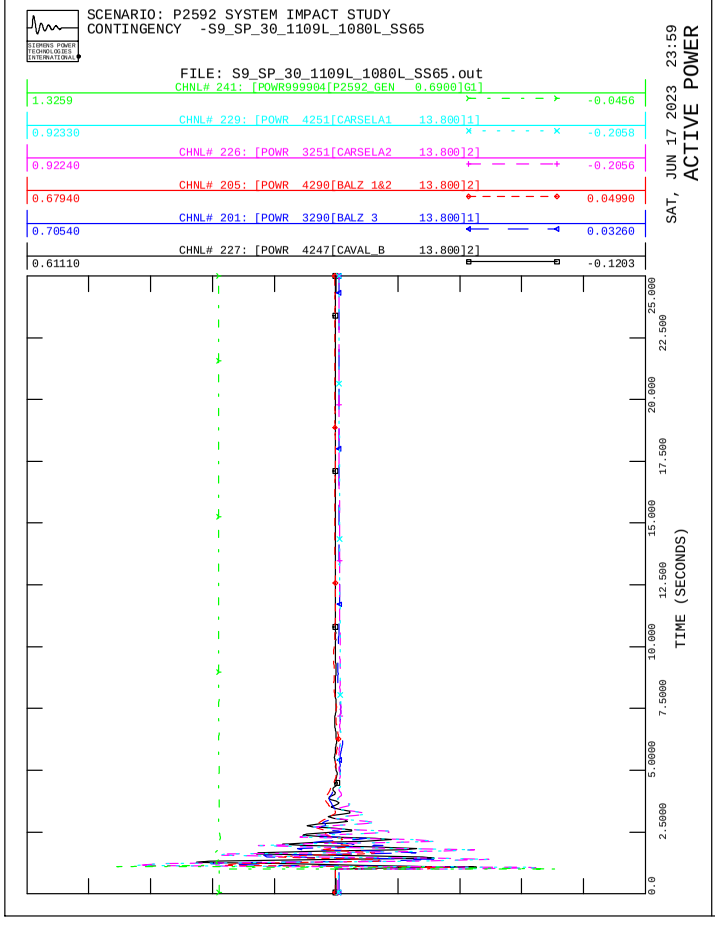
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CONTINGENCY -S9_SP_30_1109L_1080L_SS65
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CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1] 1.3259 -0.0456
CHNL# 229: [POWR 4251[CARSELA1 13.800]1] 0.92330 -0.2058
CHNL# 226: [POWR 3251[CARSELA2 13.800]2] 0.92240 -0.2056
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2] 0.67940 0.04990
CHNL# 201: [POWR 3290[BALZ 3 13.800]1] 0.70540 0.03260
CHNL# 227: [POWR 4247[CAVAL_B 13.800]2] 0.61110 -0.1203
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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5.0000
7.5000
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12.500
15.000
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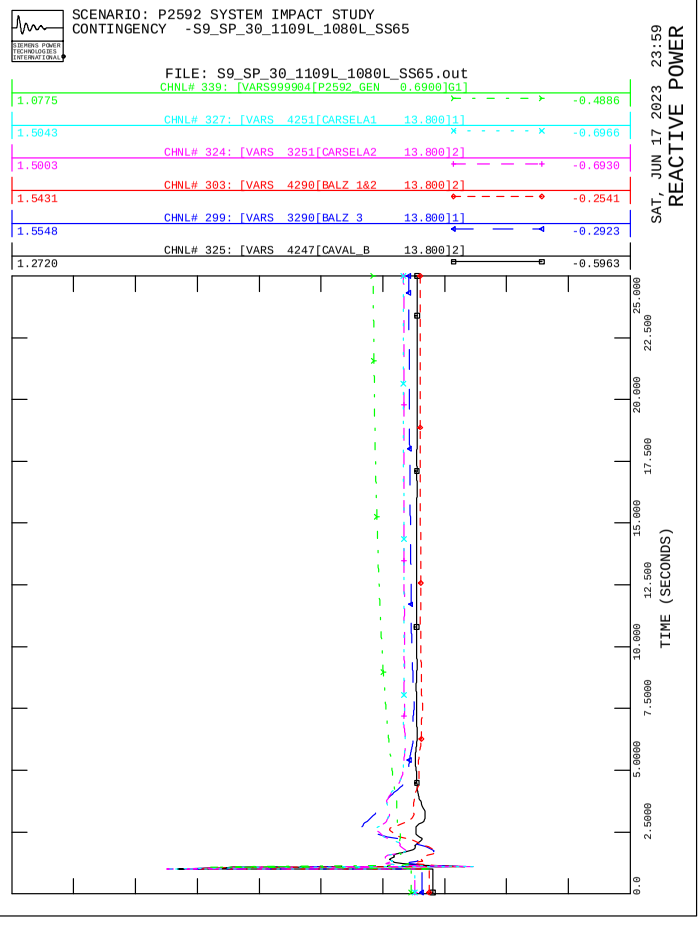
25.000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CONTINGENCY -S9_SP_30_1109L_1080L_SS65
FILE: S9_SP_30_1109L_1080L_SS65.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1] 1.0775 -0.4886
CHNL# 327: [VARS 4251[CARSELA1 13.800]1] 1.5043 -0.6966
CHNL# 324: [VARS 3251[CARSELA2 13.800]2] 1.5003 -0.6930
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2] 1.5431 -0.2541
CHNL# 299: [VARS 3290[BALZ 3 13.800]1] 1.5548 -0.2923
CHNL# 325: [VARS 4247[CAVAL_B 13.800]2] 1.2720 -0.5963
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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2.5000
5.0000
7.5000
10.000
12.500
15.000
17.500
20.000
22.500
25.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 605: [VOLT 252 [CARSELA7 138.00]]
1.1317 0.31880
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.1780 0.09270
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1461 0.10560
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1419 0.12340
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.1766 0.09180
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1735 0.24300

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH P

CHNL# 621: [1107L_P]
814.65 -261.0
CHNL# 619: [1106L_P]
814.77 -261.0
CHNL# 617: [646L_P]
63.483 -77.60
CHNL# 615: [434L_P]
97.494 -62.42
CHNL# 613: [753L_P]
100.49 -32.31
CHNL# 611: [1080L_P]
5000.0 -5000.

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

TERMINAL VOLTAGE

CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2414 0.07670
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1567 0.55710
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1568 0.55840
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1878 0.56060
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1726 0.50840
CHNL# 521: [ETRM 4247[CAVAL_B 13.800]2]
1.1298 0.57830

0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BUS VOLTAGE

CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.1801 0.09380
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1291 0.05730
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1426 0.05810
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1252 0.25480

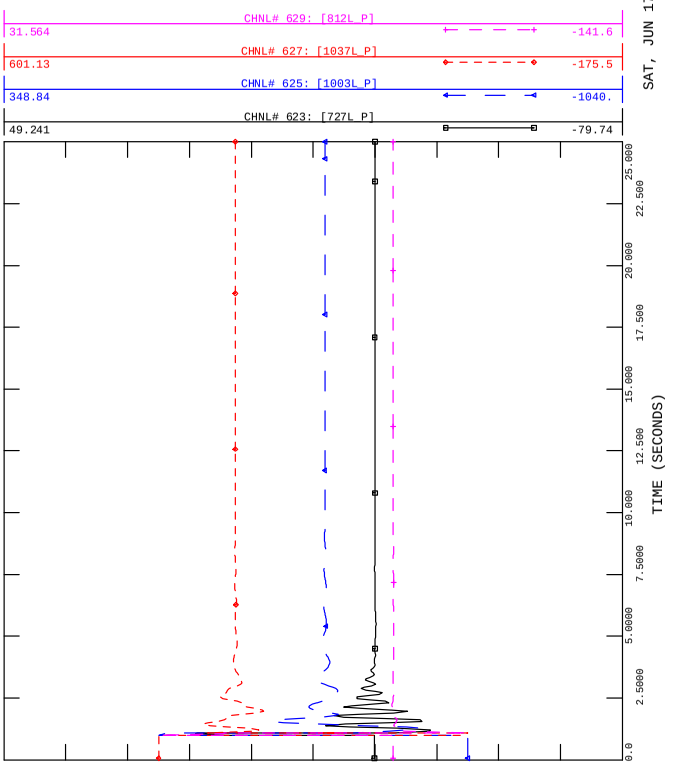
0.0 2.5000 5.0000 7.5000 10.000 12.500 15.000 17.500 20.000 22.500 25.000
TIME (SECONDS)

SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH P

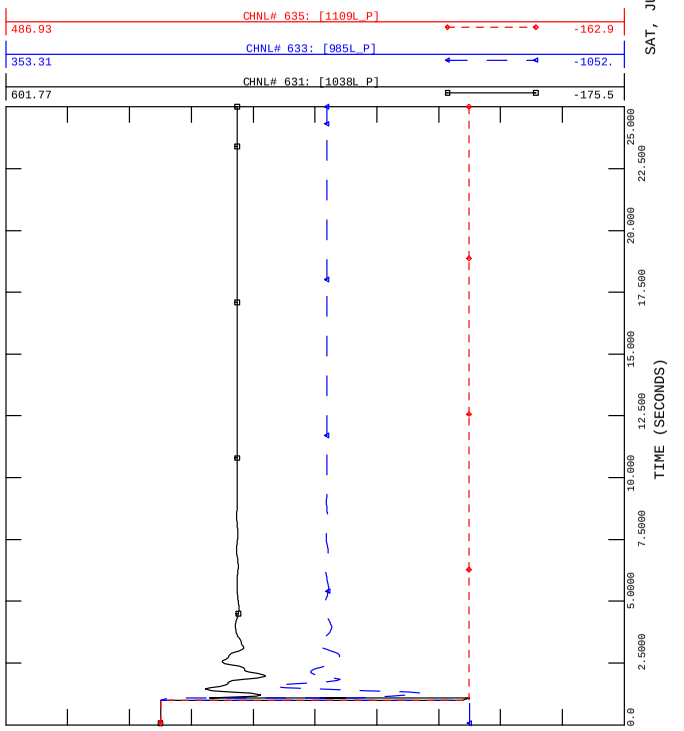


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH P

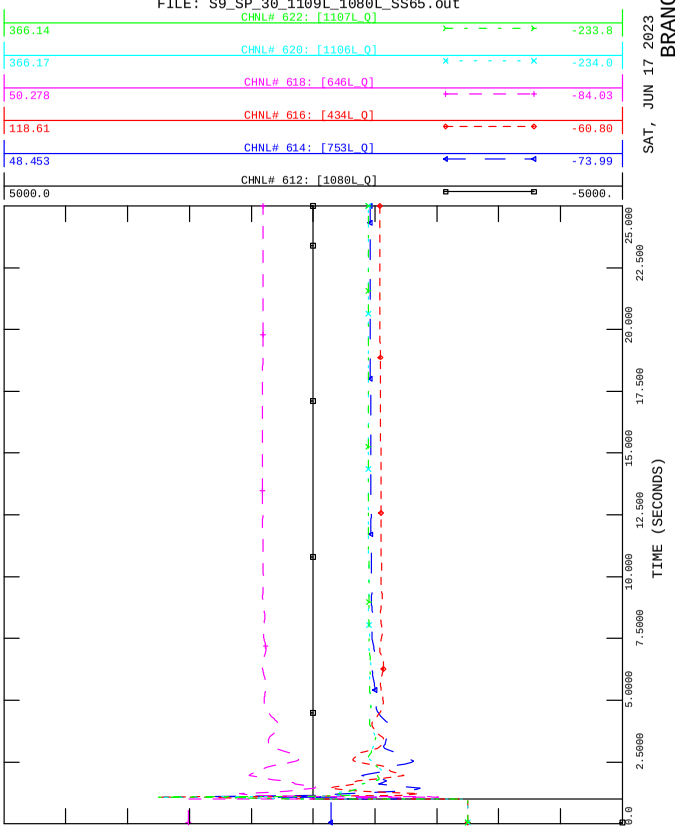


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH Q

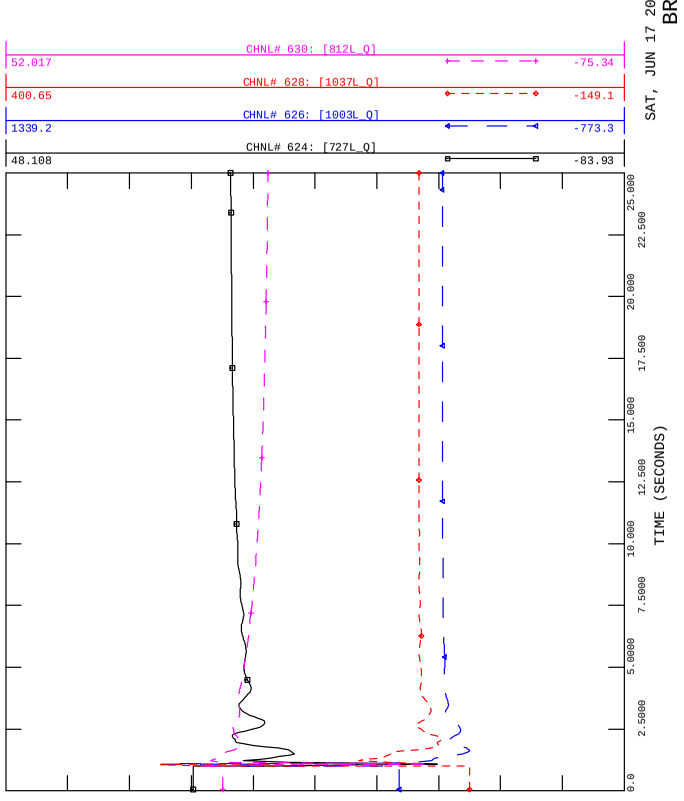


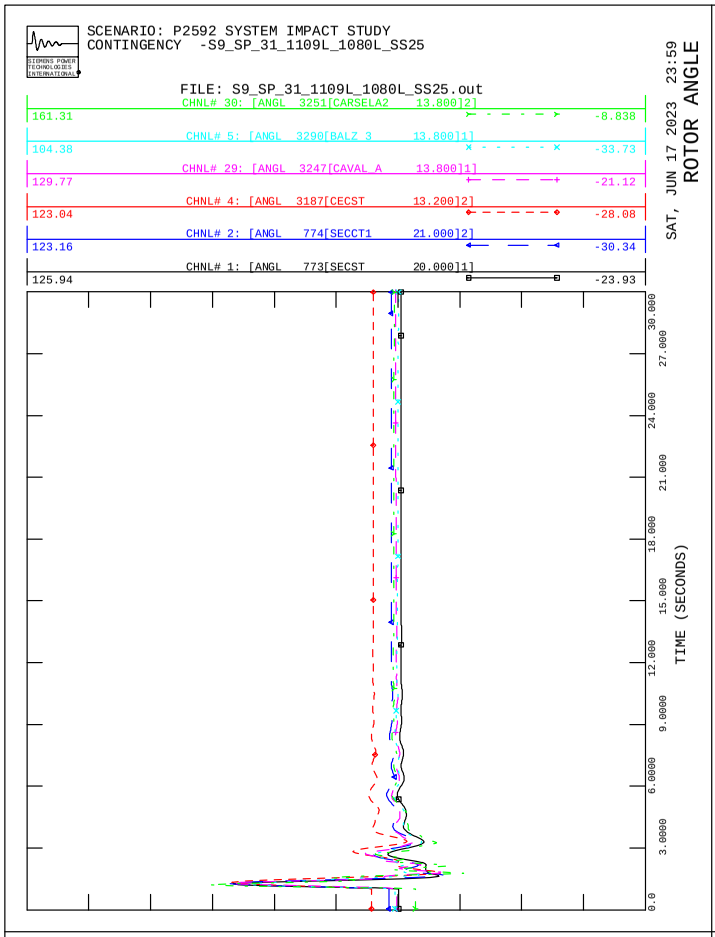
SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_30_1109L_1080L_SS65

FILE: S9_SP_30_1109L_1080L_SS65.out

SAT, JUN 17 2023 23:59

BRANCH Q




SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 30: [ANGL 3251[CARSELA2 13.800]2]
161.31
-8.838
CHNL# 5: [ANGL 3290[BALZ 3 13.800]1]
104.38
-33.73
CHNL# 29: [ANGL 3247[CAVAL A 13.800]1]
129.77
-21.12
CHNL# 4: [ANGL 3187[CECST 13.200]2]
123.04
-28.08
CHNL# 2: [ANGL 774[SECCT1 21.000]2]
123.16
-30.34
CHNL# 1: [ANGL 773[SECST 20.000]1]
125.94
-23.93
SAT, JUN 17 2023 23:59
ROTOR ANGLE
TIME (SECONDS)
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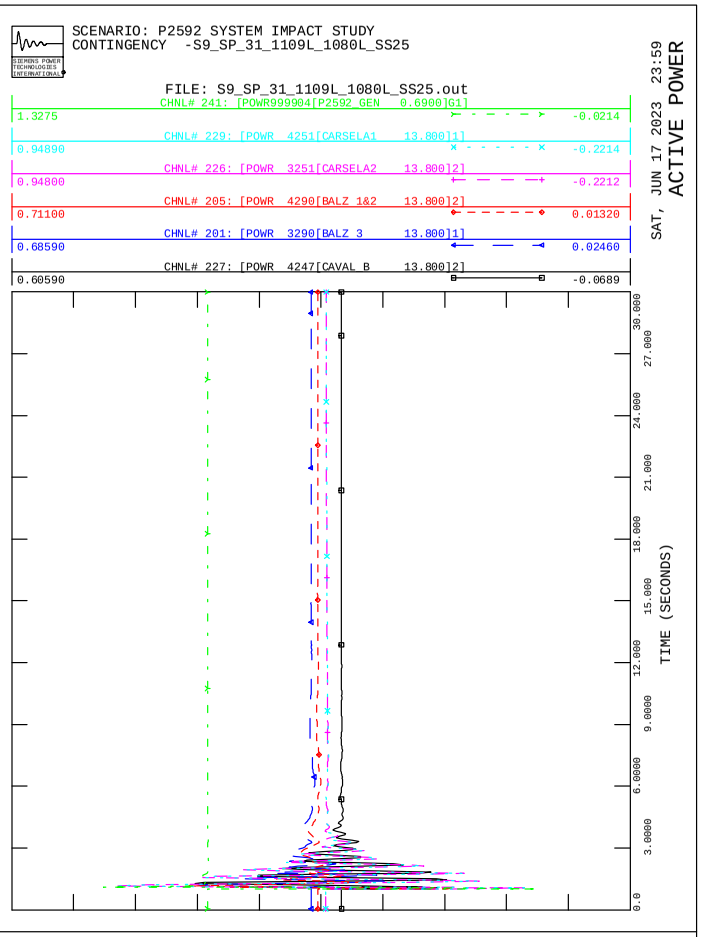
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 241: [POWR999904[P2592_GEN 0.6900]G1]
1.3275
-0.0214
CHNL# 229: [POWR 4251[CARSELA1 13.800]1]
0.94890
-0.2214
CHNL# 226: [POWR 3251[CARSELA2 13.800]2]
0.94800
-0.2212
CHNL# 205: [POWR 4290[BALZ 1&2 13.800]2]
0.71100
0.01320
CHNL# 201: [POWR 3290[BALZ 3 13.800]1]
0.68590
0.02460
CHNL# 227: [POWR 4247[CAVAL B 13.800]2]
0.60590
-0.0689
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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6.0000
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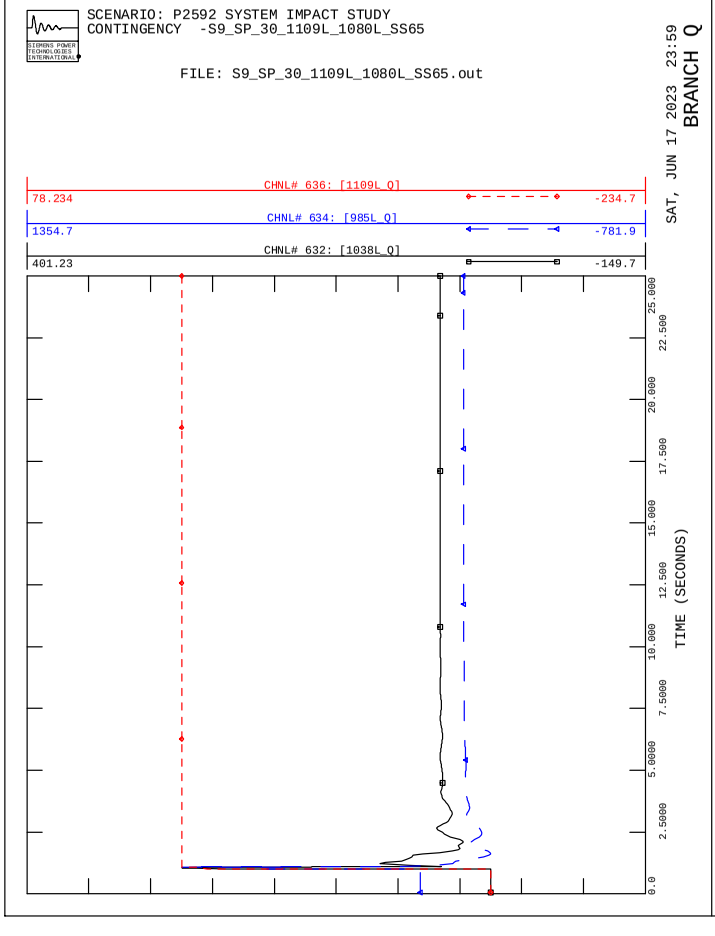
12.000
15.000
18.000
21.000
24.000
27.000
30.000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CONTINGENCY -S9_SP_30_1109L_1080L_SS65
FILE: S9_SP_30_1109L_1080L_SS65.out
CHNL# 636: [1109L Q]
78.234
-234.7
CHNL# 634: [985L Q]
1354.7
-781.9
CHNL# 632: [1038L Q]
401.23
-149.7
SAT, JUN 17 2023 23:59
BRANCH Q
TIME (SECONDS)
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15.000
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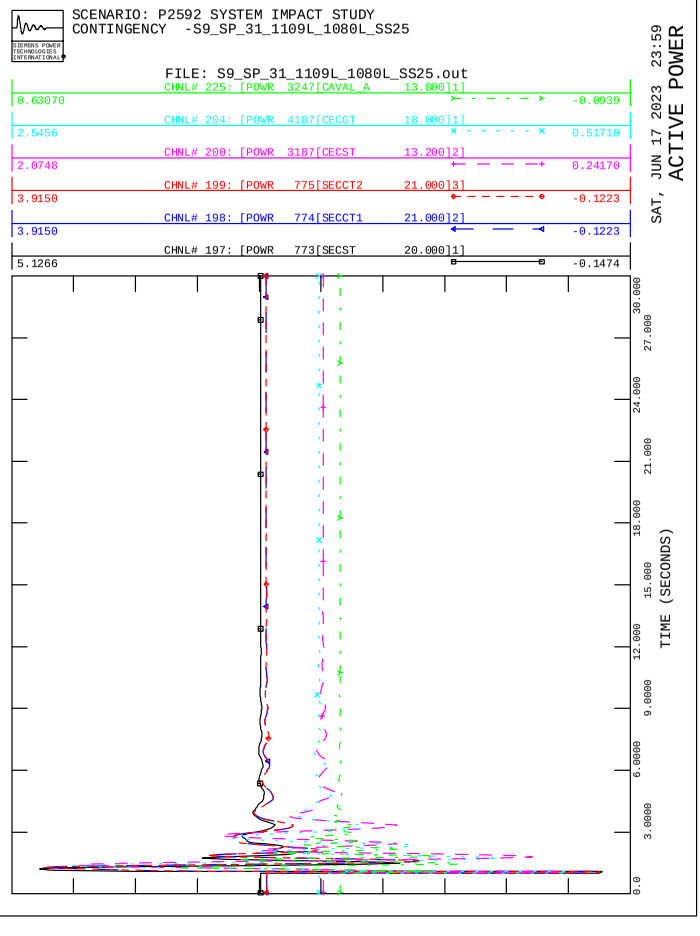
20.000
22.500
25.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 225: [POWR 3247[CAVAL A 13.800]1]
0.63070
-0.0939
CHNL# 204: [POWR 4187[CECGT 18.000]1]
2.5456
0.51710
CHNL# 200: [POWR 3187[CECST 13.200]2]
2.0748
0.24170
CHNL# 199: [POWR 775[SECCT2 21.000]3]
3.9150
-0.1223
CHNL# 198: [POWR 774[SECCT1 21.000]2]
3.9150
-0.1223
CHNL# 197: [POWR 773[SECST 20.000]1]
5.1266
-0.1474
SAT, JUN 17 2023 23:59
ACTIVE POWER
TIME (SECONDS)
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6.0000
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12.000
15.000
18.000
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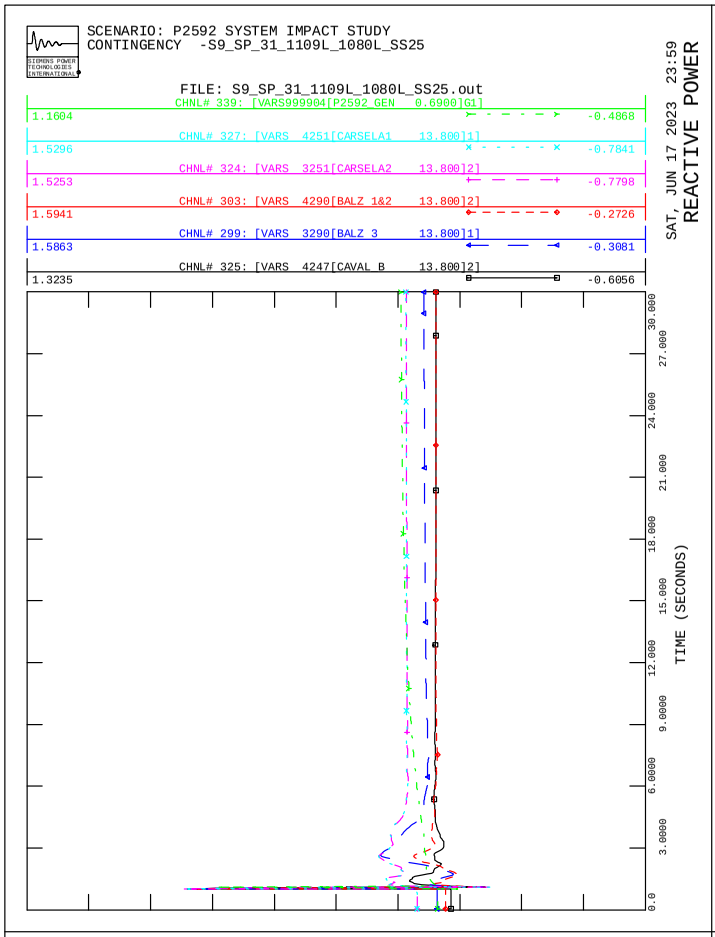
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 339: [VARS999904[P2592_GEN 0.6900]G1]
1.1604 -0.4868
CHNL# 327: [VARS 4251[CARSELA1 13.800]1]
1.5296 -0.7841
CHNL# 324: [VARS 3251[CARSELA2 13.800]2]
1.5253 -0.7798
CHNL# 303: [VARS 4290[BALZ 1&2 13.800]2]
1.5941 -0.2726
CHNL# 299: [VARS 3290[BALZ 3 13.800]1]
1.5863 -0.3081
CHNL# 325: [VARS 4247[CAVAL B 13.800]2]
1.3235 -0.6056
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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3.0000
6.0000
9.0000
12.000
15.000
18.000
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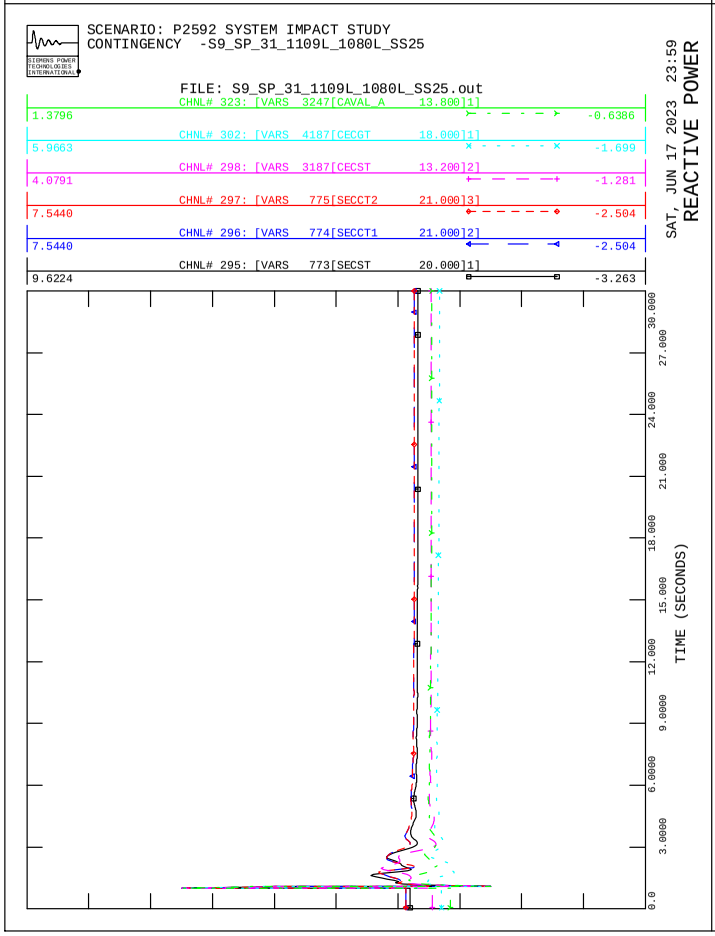
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 323: [VARS 3247[CAVAL A 13.800]1]
1.3796 -0.6386
CHNL# 302: [VARS 4187[CECGT 18.000]1]
5.9663 -1.699
CHNL# 298: [VARS 3187[CECST 13.200]2]
4.0791 -1.281
CHNL# 297: [VARS 775[SECCT2 21.000]3]
7.5440 -2.504
CHNL# 296: [VARS 774[SECCT1 21.000]2]
7.5440 -2.504
CHNL# 295: [VARS 773[SECST 20.000]1]
9.6224 -3.263
SAT, JUN 17 2023 23:59
REACTIVE POWER
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
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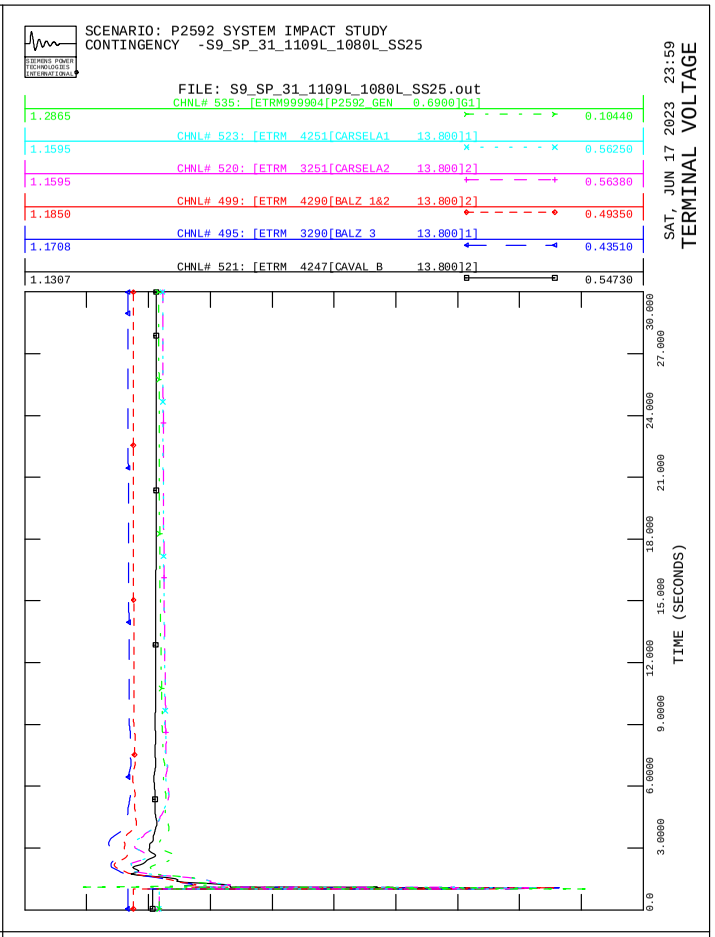
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 535: [ETRM999904[P2592_GEN 0.6900]G1]
1.2865 0.10440
CHNL# 523: [ETRM 4251[CARSELA1 13.800]1]
1.1595 0.56250
CHNL# 520: [ETRM 3251[CARSELA2 13.800]2]
1.1595 0.56380
CHNL# 499: [ETRM 4290[BALZ 1&2 13.800]2]
1.1850 0.49350
CHNL# 495: [ETRM 3290[BALZ 3 13.800]1]
1.1708 0.43510
CHNL# 521: [ETRM 4247[CAVAL B 13.800]2]
1.1307 0.54730
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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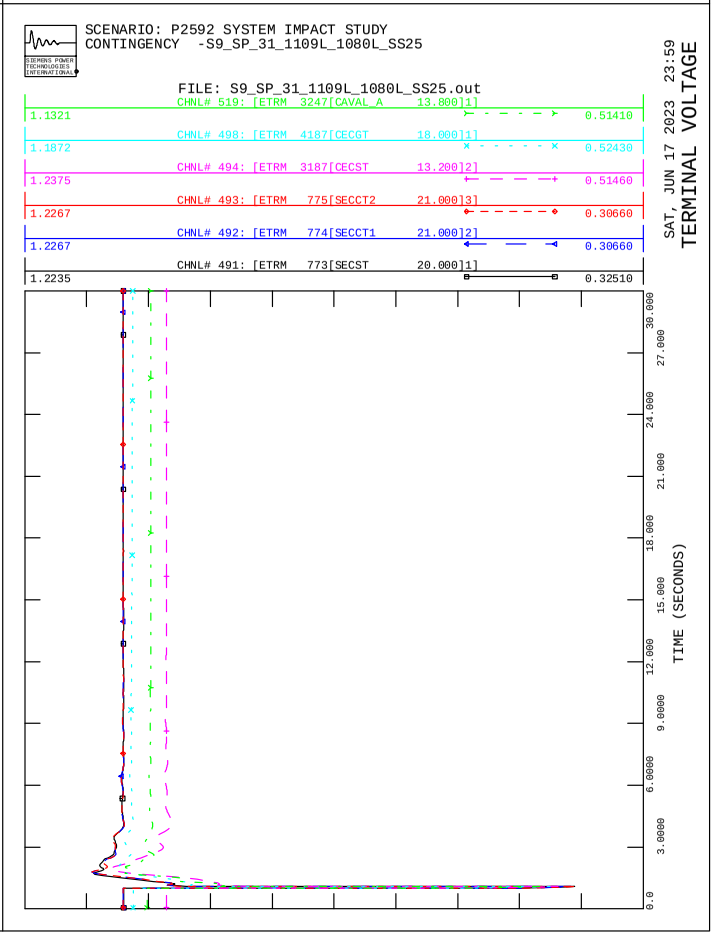
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
CHNL# 519: [ETRM 3247[CAVAL A 13.800]1]
1.1321 0.51410
CHNL# 498: [ETRM 4187[CECGT 18.000]1]
1.1872 0.52430
CHNL# 494: [ETRM 3187[CECST 13.200]2]
1.2375 0.51460
CHNL# 493: [ETRM 775[SECCT2 21.000]3]
1.2267 0.30660
CHNL# 492: [ETRM 774[SECCT1 21.000]2]
1.2267 0.30660
CHNL# 491: [ETRM 773[SECST 20.000]1]
1.2235 0.32510
SAT, JUN 17 2023 23:59
TERMINAL VOLTAGE
TIME (SECONDS)
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6.0000
9.0000
12.000
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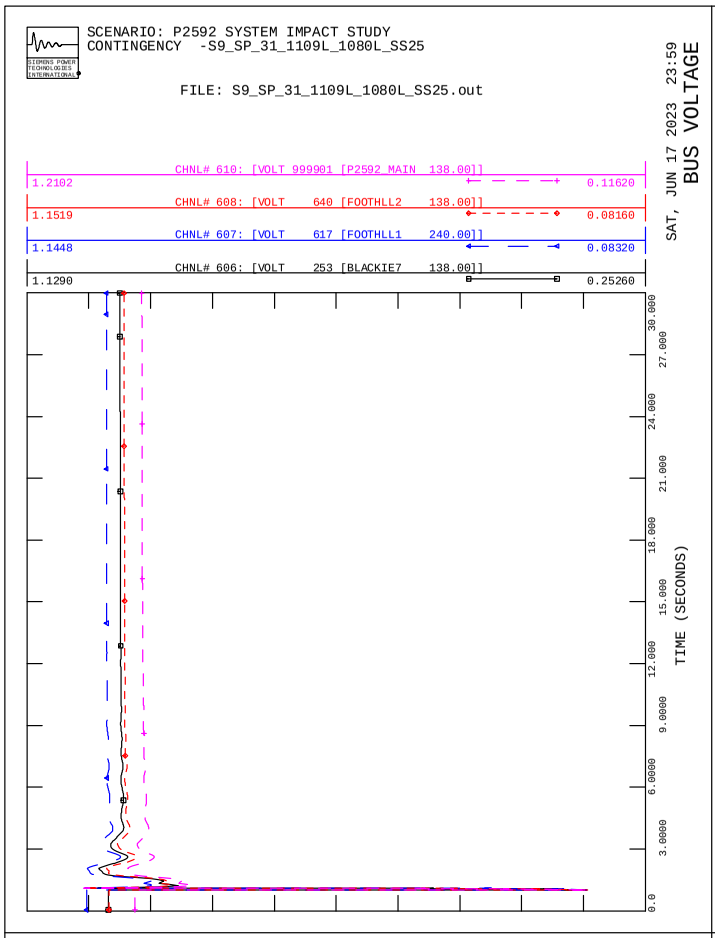
18.000
21.000
24.000
27.000
30.000


SCENARIO: P2592 SYSTEM IMPACT STUDY
CONTINGENCY -S9_SP_31_1109L_1080L_SS25
FILE: S9_SP_31_1109L_1080L_SS25.out
SAT, JUN 17 2023 23:59
BUS VOLTAGE
CHNL# 610: [VOLT 999901 [P2592_MAIN 138.00]]
1.2102
0.11620
CHNL# 608: [VOLT 640 [FOOTHLL2 138.00]]
1.1519
0.08160
CHNL# 607: [VOLT 617 [FOOTHLL1 240.00]]
1.1448
0.08320
CHNL# 606: [VOLT 253 [BLACKIE7 138.00]]
1.1290
0.25260
TIME (SECONDS)
0.0
3.0000
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
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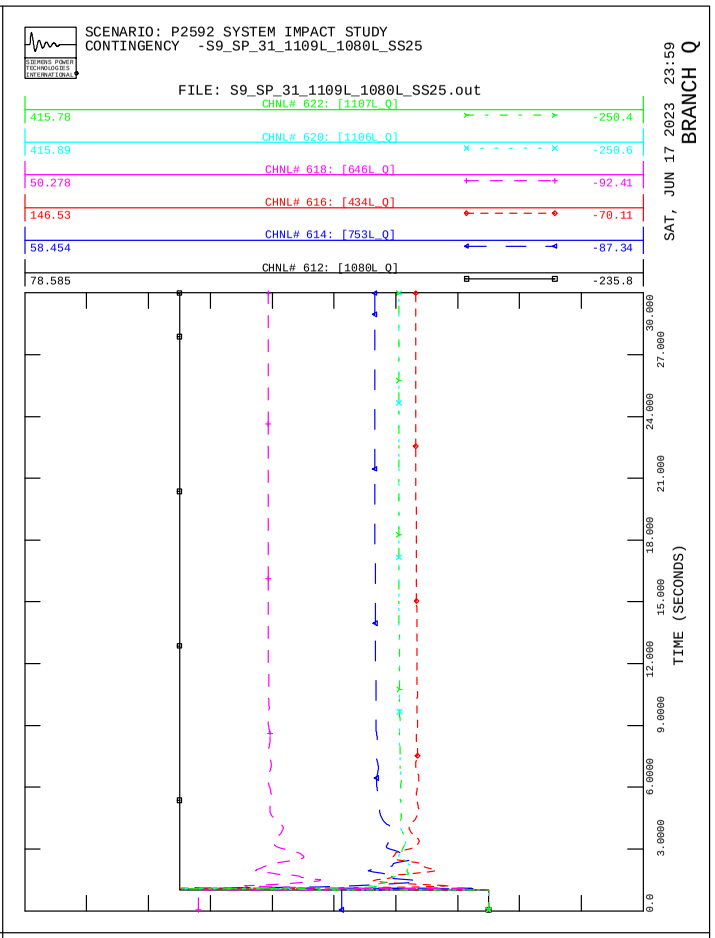
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-250.4
CHNL# 620: [1106L Q]
415.89
-250.6
CHNL# 618: [646L Q]
50.278
-92.41
CHNL# 616: [434L Q]
146.53
-70.11
CHNL# 614: [753L Q]
58.454
-87.34
CHNL# 612: [1080L Q]
78.585
-235.8
TIME (SECONDS)
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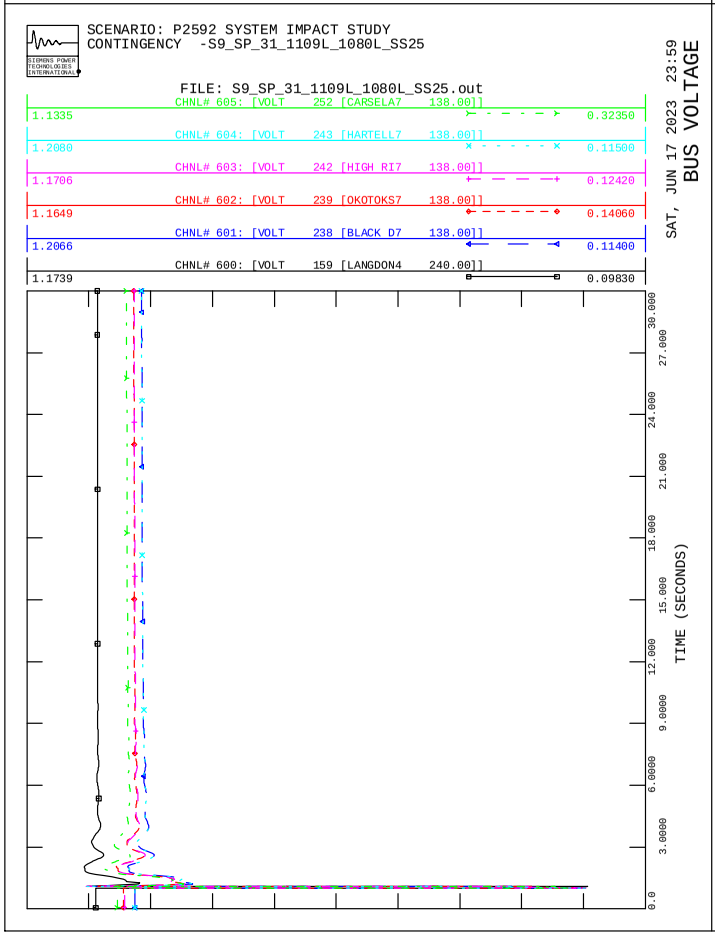
6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000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SAT, JUN 17 2023 23:59
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0.32350
CHNL# 604: [VOLT 243 [HARTELL7 138.00]]
1.2080
0.11500
CHNL# 603: [VOLT 242 [HIGH RI7 138.00]]
1.1706
0.12420
CHNL# 602: [VOLT 239 [OKOTOKS7 138.00]]
1.1649
0.14060
CHNL# 601: [VOLT 238 [BLACK D7 138.00]]
1.2066
0.11400
CHNL# 600: [VOLT 159 [LANGDON4 240.00]]
1.1739
0.09830
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
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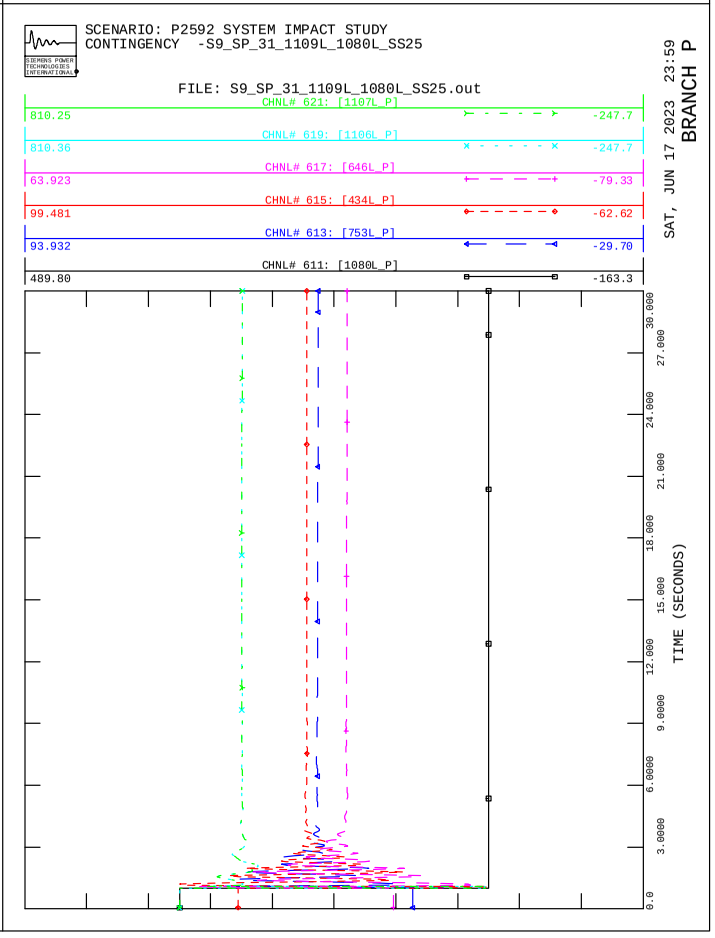
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CONTINGENCY -S9_SP_31_1109L_1080L_SS25
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SAT, JUN 17 2023 23:59
BRANCH P
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-247.7
CHNL# 619: [1106L P]
810.36
-247.7
CHNL# 617: [646L P]
63.923
-79.33
CHNL# 615: [434L P]
99.481
-62.62
CHNL# 613: [753L P]
93.932
-29.70
CHNL# 611: [1080L P]
489.80
-163.3
TIME (SECONDS)
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6.0000
9.0000
12.000
15.000
18.000
21.000
24.000
27.000
30.000

SCENARIO: P2592 SYSTEM IMPACT STUDY
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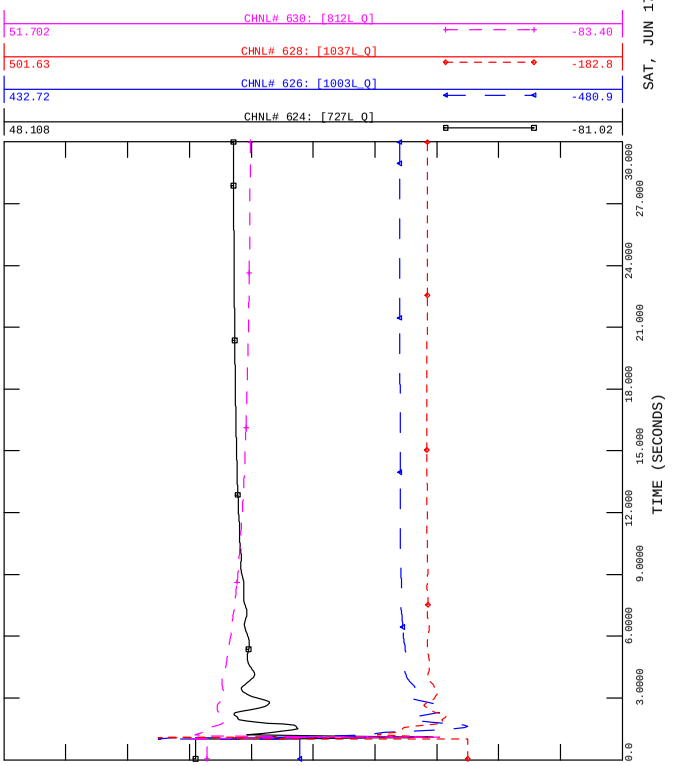

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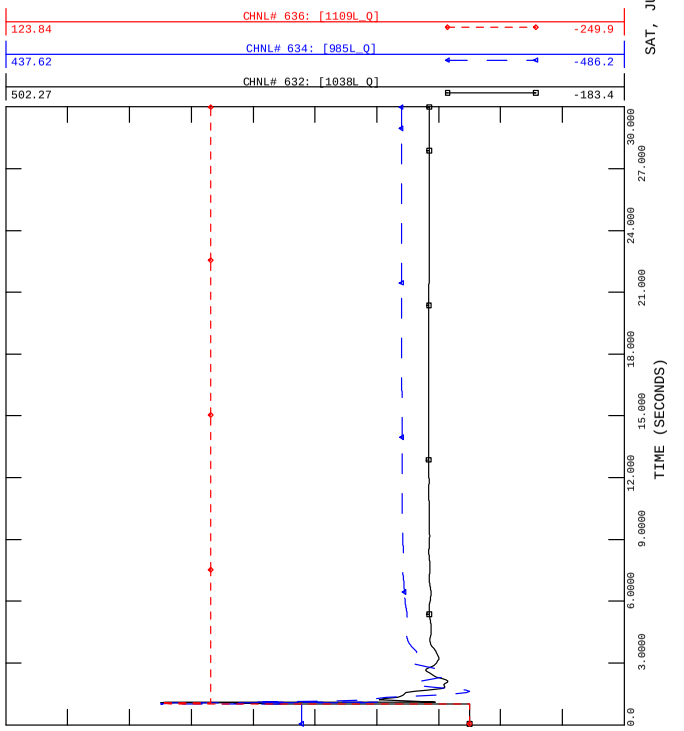

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CONTINGENCY -S9_SP_31_1109L_1080L_SS25

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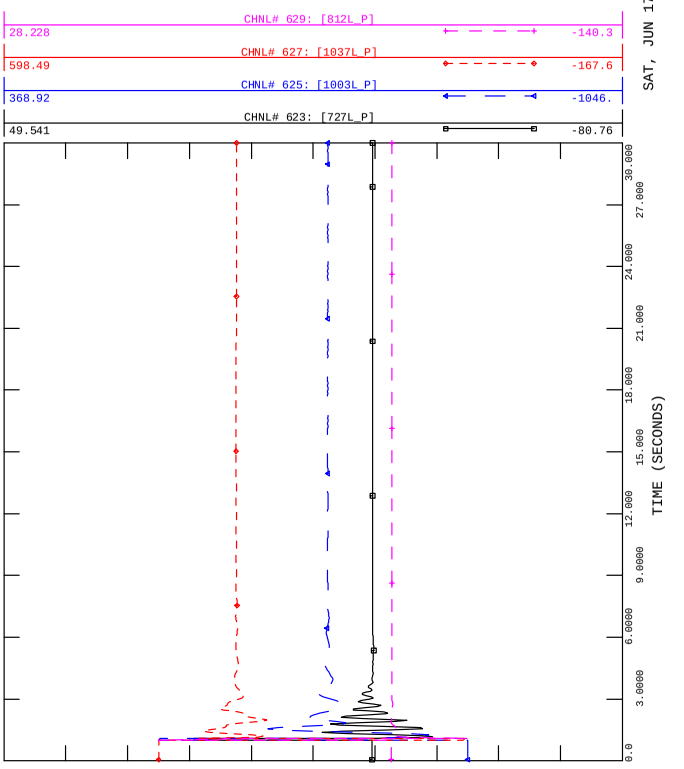

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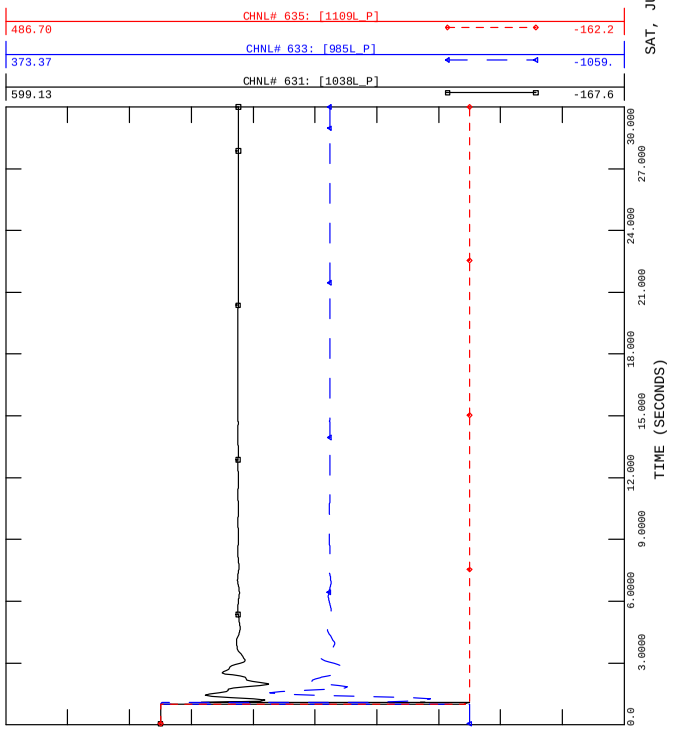

Attachment E: Constraints Summary Table – Loading and Voltage Performance (Scenarios 3 to 4 and 8 to 9)

Table E-1: Remedial Action Scheme – Scenario 3, 4, 8 and 9

RAS Name	RAS Description
Existing RAS 136	*Losing BC Tie: Trip MATL and switch the swing bus to AIES*
Existing RAS 145	*Shepard 240 kV cutplane flow > 419 MW, AND 1003L LTO = True, AND 985L LTO=True: Trip Shepard GT 2 (bus 774) or 3 (bus 775)*
Planned RAS 175	*{924L LTO = True AND 927L loading is greater than emergency rating} OR {927L LTO=True AND 924L loading is greater than emergency rating): Trip P2247, P1927, and 61.8 MW from P2341*
Modified Planned RAS 194	*765L flow is greater than emergency rating: Trip P1932, P2029, P2030, and P2592, in sensitivity scenarios, trip P2334, P2422 and P2529 as well*
Modified Planned RAS 193	*Cat B.losing 985L, 1003L, 1080L, or 1109L: Trip P2592, in sensitivity scenarios, trip P2422 and P2529 as well*

Table E-2: Constraints Summary Table – Performance Violations and Potential Mitigation Options – Scenario 3 and 4

Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %l of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
WATL	916L (Sarcee 42s to East Calgary 5s)	408	494	450.8	110.5%	468.4	114.8%	4.3%	N/A		Scenario 3: 2025 Summer Light High Solar Post-Project	RTOP	N/A
Okotoks 678s Transformer T1	691L (Janet 74s to Chestermere 419s)	120	132	109.0	90.8%	120.0	100.0%	9.2%	N/A			RTOP	N/A
	765L (Strathmore 151s to Chestermere 419s)	120	132	115.2	96.0%	126.2	105.2%	9.2%	N/A			RTOP	N/A
850L (Carseland 525s to Okotoks 678s)	765L (Strathmore 151s to Chestermere 419s)	120	132	104.4	87.0%	123.0	102.5%	15.5%	N/A			RTOP	N/A
434L (High River 65s to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	104.7	87.3%	122.7	102.3%	15.0%	N/A			RTOP	N/A

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
765L (Strathmore 151s to Chestermere 419s)	876L (Blackie 253s to Gleichen 179s)	110	121	111.4	101.3%	111.4	101.3%	0.0%	N/A			RTOP	N/A
1106L (Enmax SS-65 to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	114.0	95.0%	124.8	104.0%	9.0%	N/A			RTOP	N/A
1107L (Enmax SS-65 to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	114.0	95.0%	124.7	103.9%	8.9%	N/A			RTOP	N/A
Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	85	94	2.2	2.6%	86.8	102.1%	99.5%	N/A			RTOP	N/A
1114L (Langdon 102s to Bennett 520s)	N/A								Voltage collapse			Existing RAS 136	N/A
1201L (Bennett 520s to BCH Cranbrook B2S)									Voltage collapse			Existing RAS 136	N/A
Bennett 520s 500/240 kV transformer T1									Voltage collapse			Existing RAS 136	N/A
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	174.5	145.4%	192.7	160.6%	15.2%	N/A			Modified Planned RAS 194 and RTOP	125.7%
	733L (Strathmore 151s to Namaka 428s)	120	132	169.2	141.0%	187.3	156.1%	15.1%	N/A				136.4%

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
	765L (Strathmore 151s to Chestermere 419s)	120	132	180.4	150.3%	198.5	165.4%	15.5%	N/A				130.8%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Strathmore 151s to Chestermere 419s)	120	132	114.0	95.0%	124.0	103.3%	8.3%	N/A			RTOP	N/A
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	691L (Janet 74s to Chestermere 419s)	120	132	131.6	109.7%	143.4	119.5%	9.8%	N/A			Existing RAS 145, Modified Planned RAS 194 and RTOP	85.3%
	733L (Strathmore 151s to Namaka 428s)	120	132	127.0	105.8%	138.6	115.5%	9.7%	N/A				96.5%
	765L (Strathmore 151s to Chestermere 419s)	120	132	137.9	114.9%	149.6	124.7%	9.8%	N/A				90.9%
	Enmax SS-65 Transformer T1	400	400	394.4	98.6%	418.8	104.7%	6.1%	N/A				84.6%
	Enmax SS-65 Transformer T2	400	400	396.4	99.1%	420.8	105.2%	6.1%	N/A				85.0%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	385.6	135.3%	409.8	143.8%	8.5%	N/A				114.6%
	2.81L (Enmax 9s to Enmax 2s)	287	316	300.5	104.7%	320.0	111.5%	6.8%	N/A				88.2%

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	591.9	108.2%	591.9	108.2%	0.0%	N/A		Scenario 4: 2025 Summer Peak High Solar Post-Project	RTOP	N/A
	927L (Milo 356s to Langdon 102s)	576	691	594.4	103.2%	593.9	103.1%	-0.1%	N/A			RTOP	N/A
1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	592.4	108.3%	591.9	108.2%	-0.1%	N/A			RTOP	N/A
	927L (Milo 356s to Langdon 102s)	576	691	594.4	103.2%	594.4	103.2%	0.0%	N/A			RTOP	N/A
WATL	916L (East Calgary 5s to Sarcee 42s)	408	490	563.9	138.2%	580.6	142.3%	4.1%	N/A			RTOP	N/A
Okotoks 678s Transformer T1	765L (Chestermere 419s to Strathmore 151s)	120	132	110.3	91.9%	122.0	101.7%	9.8%	N/A			RTOP	N/A
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	786.6	136.6%	788.0	136.8%	0.2%	N/A			Planned RAS 175 and RTOP	113.3%
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	784.5	143.4%	786.0	143.7%	0.3%	N/A			Planned RAS 175 and RTOP	119.1%

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1069.3	109.9%	1119.9	115.1%	5.2%	N/A			Modified Planned RAS 193 and RTOP	109.9%
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1069.3	109.9%	1119.9	115.1%	5.2%	N/A			Modified Planned RAS 193 and RTOP	109.9%
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	564.5	103.2%	567.8	103.8%	0.6%	N/A			Modified Planned RAS 194 and RTOP	102.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	118.2	98.5%	130.1	108.4%	9.9%	N/A				69.6%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	564.5	103.2%	567.8	103.8%	0.6%	N/A			Modified Planned RAS 194 and RTOP	102.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	118.2	98.5%	130.1	108.4%	9.9%	N/A				69.6%
Black Diamond 392s Transformer T3	812L (High River to P2592 Tap)	85	94	3.7	4.3%	86.02	101.2%	96.9%	N/A			RTOP	N/A
1114L (Langdon 102s to Bennett 520s)	N/A								Voltage collapse			Existing RAS 136	N/A
1201L (Bennett 520s to BCH Cranbrook B2S)									Voltage collapse			Existing RAS 136	N/A

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
Bennett 520s 500/240 kV transformer T1									Voltage collapse			Existing RAS 136	N/A
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	644.4	117.8%	650.4	118.9%	1.1%	N/A			Existing RAS 145, Modified Planned RAS 194 and RTOP	112.5%
	927L (Milo 356s to Langdon 102s)	576	691	646.8	112.3%	652.6	113.3%	1.0%	N/A				107.2%
	24.83L (Janet 74s to Enmax 24s)	322	352	366.1	113.7%	390.3	121.2%	7.5%	N/A				94.5%
	691L (Janet 74s to Chestermere 419s)	120	132	134.0	111.7%	147.7	123.1%	11.4%	N/A				76.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	137.2	114.3%	148.4	123.7%	9.4%	N/A				102.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	150.2	125.2%	162.4	135.3%	10.2%	N/A				88.4%
	Enmax SS-65 Transformer T1	400	400	609.6	152.4%	630.8	157.7%	5.3%	N/A				132.2%
	Enmax SS-65 Transformer T2	400	400	612.8	153.2%	634.4	158.6%	5.4%	N/A				132.9%

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %l of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage	Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	26.83L (Enmax 26s to Enmax SS-65)	285	285	393.9	138.2%	404.7	142.0%	3.8%	N/A			120.6%
	24.82L (Enmax SS-65 to Enmax 24s)	285	285	585.4	205.4%	608.8	213.6%	8.2%	N/A			175.3%
	31.84L (Enmax 32s to Enmax 31s)	161	177	195.8	121.6%	205.3	127.5%	5.9%	N/A			101.6%
	9.80L (Enmax 9s to Enmax 31s)	287	316	400.4	139.5%	410.4	143.0%	3.5%	N/A			120.9%
	26.81 (Enmax 26s to Enmax 32s)	285	285	363.1	127.4%	374.2	131.3%	3.9%	N/A			110.0%
	2.81L (Enmax 9s to Enmax 2s)	287	316	429.4	149.6%	444.3	154.8%	5.2%	N/A			124.6%
	6.82L (Enmax 6s to Enmax 41s)	161	177	188.9	117.3%	195.0	121.1%	3.8%	N/A			99.4%
	6.80L (Enmax 6s to Enmax 35s)	164	180	169.2	103.2%	175.3	106.9%	3.7%	N/A			85.5%
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	779.5	142.5%	799.7	146.2%	3.7%	N/A		Modified Planned RAS 194 and RTOP	140.8%

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage	Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	927L (Milo 356s to Langdon 102s)	576	691	782.2	135.8%	802.9	139.4%	3.6%	N/A			134.2%
	691L (Janet 74s to Chestermere 419s)	120	132	218.3	181.9%	237.7	198.1%	16.2%	N/A			152.4%
	876L (Blackie 253s to Gleichen 179s)	110	130	158.1	143.7%	179.3	163.0%	19.3%	N/A			154.9%
	733L (Gleichen 179s to Namaka 428s)	120	123	150.1	125.1%	171.5	142.9%	17.8%	N/A			135.4%
	733L (Namaka 428s to Strathmore 151s)	120	132	218.5	182.1%	237.0	197.5%	15.4%	N/A			175.5%
	765L (Chestermere 419s to Strathmore 151s)	120	132	231.2	192.7%	249.6	208.0%	15.3%	N/A			162.2%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	870.8	159.2%	862.1	157.6%	-1.6%	N/A		RTOP (Trip 608L, 603L and 497L)	141.0%
	927L (Milo 356s to Langdon 102s)	576	691	873.8	151.7%	865.2	150.2%	-1.5%	N/A			134.4%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Chestermere 419s to Strathmore 151s)	120	132	117.2	97.7%	130.5	108.8%	11.1%	N/A		RTOP	N/A

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
	1109L (Enmax 65 to Enmax 25)	487	584	546.9	112.3%	561.0	115.2%	2.9%	N/A				N/A
	1080L (Enmax 65 to Enmax 25)	487	584	544.5	111.8%	558.6	114.7%	2.9%	N/A				N/A

Table E-3: Constraints Summary Table – Performance Violations and Potential Mitigation Options – Scenario 8 and 9

Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
WATL	916L (Sarcee 42s to East Calgary 5s)	408	494	490.8	120.3%	509.6	124.9%	4.6%	N/A		Scenario 8: 2025 Summer Light High Solar Post-Project Sensitivity	RTOP	N/A
Okotoks 678s Transformer T1	765L (Strathmore 151s to Chestermere 419s)	120	132	113.4	94.5%	124.1	103.4%	8.9%	N/A			RTOP	N/A
434L (High River 65s to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	120	132	106.5	88.8%	124.0	103.3%	14.6%	N/A			RTOP	N/A
1106L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	109.9	91.6%	120.5	100.4%	8.8%	N/A			RTOP	N/A
	765L (Strathmore 151s to Chestermere 419s)	120	132	115.9	96.6%	126.6	105.5%	8.9%	N/A			RTOP	N/A
1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	109.9	91.6%	120.5	100.4%	8.8%	N/A			RTOP	N/A
	765L (Strathmore 151s to Chestermere 419s)	120	132	115.9	96.6%	126.6	105.5%	8.9%	N/A			RTOP	N/A
Foothills 237s Transformer T1	765L (Strathmore 151s to Chestermere 419s)	120	132	110.2	91.8%	122.1	101.8%	9.9%	N/A			RTOP	N/A

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
Foothills 237s Transformer T2	765L (Strathmore 151s to Chestermere 419s)	120	132	110.2	91.8%	122.0	101.7%	9.8%	N/A			RTOP	N/A
Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	85	94	2.2	2.6%	87.1	102.5%	99.9%	N/A			RTOP	N/A
1114L (Langdon 102s to Bennett 520s)	N/A								Voltage collapse			Existing RAS 136	N/A
1201L (Bennett 520s to BCH Cranbrook B2S)									Voltage collapse			Existing RAS 136	N/A
Bennett 520s 500/240 kV transformer T1									Voltage collapse			Existing RAS 136	N/A
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	120	132	194.0	161.7%	210.6	175.5%	13.8%	N/A			Modified Planned RAS 194 and RTOP	110.9%
	876L (Blackie 253s to Gleichen 179s)	110	121	122.3	111.2%	142.6	129.6%	18.4%	N/A				80.5%
	733L (Namaka 428s to Gleichen 179s)	112	123	119.3	106.5%	137.6	122.9%	16.4%	N/A				79.0%
	733L (Namaka 428s to Strathmore 151s)	120	132	188.5	157.1%	205.4	171.2%	14.1%	N/A				121.8%

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage	Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	765L (Strathmore 151s to Chestermere 419s)	120	132	199.6	166.3%	216.2	180.2%	13.8%	N/A			116.1%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Strathmore 151s to Chestermere 419s)	120	132	113.3	94.4%	123.0	102.5%	8.1%	N/A		RTOP	N/A
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	24.83L (Janet 74s to Enmax 24s)	322	352	322.5	100.1%	341.3	106.0%	5.9%	N/A		Existing RAS 145, Modified Planned RAS 194 and RTOP	69.9%
	691L (Janet 74s to Chestermere 419s)	120	132	135.1	112.6%	146.3	121.9%	9.3%	N/A			70.2%
	733L (Namaka 428s to Strathmore 151s)	120	132	130.0	108.4%	141.4	117.8%	9.4%	N/A			82.3%
	765L (Strathmore 151s to Chestermere 419s)	120	132	141.3	117.8%	152.5	127.1%	9.3%	N/A			76.4%
	Enmax 65s Transformer T1	400	400	455.6	113.9%	477.2	119.3%	5.4%	N/A			85.5%
	Enmax 65s Transformer T2	400	400	457.9	114.5%	480.0	120.0%	5.5%	N/A			86.0%
	26.83L (Enmax 26s to Enmax 65s)	285	285	281.2	98.7%	295.5	103.7%	5.0%	N/A			76.6%

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
	24.82L (Enmax 65s to Enmax 24s)	285	285	449.2	157.6%	474.0	166.3%	8.7%	N/A				116.4%
	31.84L (Enmax 32s to Enmax 31s)	161	177	160.1	99.5%	169.5	105.3%	5.8%	N/A				70.9%
	9.80L (Enmax 9s to Enmax 31s)	287	316	292.6	101.9%	308.0	107.3%	5.4%	N/A				79.2%
	2.81L (Enmax 9s to Enmax 2s)	287	316	348.1	121.3%	368.2	128.3%	7.0%	N/A				88.3%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	585.7	107.1%	586.4	107.2%	0.1%	N/A		Scenario 9: 2025 Summer Peak High Solar Post-Project Sensitivity	RTOP	N/A
	927L (Milo 356s to Langdon 102s)	576	691	587.9	102.1%	588.7	102.2%	0.1%	N/A			RTOP	N/A
1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	585.9	107.1%	586.9	107.3%	0.2%	N/A			RTOP	N/A
	927L (Milo 356s to Langdon 102s)	576	691	588.0	102.1%	588.7	102.2%	0.1%	N/A			RTOP	N/A
WATL	901L (Janet 74s to 901AL JCT)	337	404	344.4	102.2%	363.3	107.8%	5.6%	N/A			RTOP	N/A

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage	Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	916L (East Calgary 5s to Sarcee 42s)	408	490	620.7	152.1%	647.1	158.6%	6.5%	N/A		RTOP	N/A
	918L (Beddington SS-162 to Johnson 281s)	340	408	368.3	108.3%	389.3	114.5%	6.2%	N/A		RTOP	N/A
Okotoks 678s Transformer T1	733L (Namaka 428s to Strathmore 151s)	120	132	110.6	92.2%	120.7	100.6%	8.4%	N/A		RTOP	N/A
Enmax #26 Transformer T2	24.81L (Enmax SS-24 to Enmax SS-31)	287	316	283.7	98.8%	288.4	100.5%	1.7%	N/A		RTOP	N/A
924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	576	691	784.4	136.2%	787.4	136.7%	0.5%	N/A		Planned RAS 175 and RTOP	116.3%
927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	547	656	782.3	143.0%	785.5	143.6%	0.6%	N/A		Planned RAS 175 and RTOP	122.2%
1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	973	1017	1244.6	127.9%	1293.1	132.9%	5.0%	N/A		Modified Planned RAS 193	113.3%
985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	973	1017	1243.8	127.8%	1292.1	132.8%	5.0%	N/A		Modified Planned RAS 193	113.4%
1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	571.2	104.4%	575.4	105.2%	0.8%	N/A		Modified Planned RAS 194	99.9%

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage	Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	927L (Milo 356s to Langdon 102s)	576	691	573.4	99.5%	577.7	100.3%	0.8%	N/A			95.2%
	733L (Namaka 428s to Strathmore 151s)	120	132	123.7	103.1%	133.9	111.6%	8.5%	N/A			90.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	122.9	102.4%	132.9	110.8%	8.3%	N/A			89.5%
1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	547	656	571.2	104.4%	576.0	105.3%	0.9%	N/A		Modified Planned RAS 194	99.9%
	927L (Milo 356s to Langdon 102s)	576	691	573.3	99.5%	577.7	100.3%	0.8%	N/A			95.2%
	733L (Namaka 428s to Strathmore 151s)	120	132	123.7	103.1%	133.9	111.6%	8.5%	N/A			90.2%
	765L (Strathmore 151s to Chestermere 419s)	120	132	122.9	102.4%	132.9	110.8%	8.3%	N/A			89.5%
1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)	487	584	576.6	118.4%	629.7	129.3%	10.9%	N/A		Modified Planned RAS 193	91.4%
1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)	487	584	577.1	118.5%	630.2	129.4%	10.9%	N/A		Modified Planned RAS 193	91.4%

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
26.83L (Enmax SS-65 to Enmax 26s)	24.81L (Enmax 24s to Enmax 31s)	287	316	289.2	100.8%	294.2	102.5%	1.7%	N/A			RTOP	N/A
Foothills 237s Transformer T1	733L (Namaka 428s to Strathmore 151s)	120	132	109.4	91.2%	120.7	100.6%	9.4%	N/A			RTOP	N/A
Foothills 237s Transformer T2	733L (Namaka 428s to Strathmore 151s)	120	132	109.4	91.2%	120.7	100.6%	9.4%	N/A			RTOP	N/A
Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	85	94	3.7	4.4%	86.9	102.2%	97.8%	N/A			RTOP	N/A
1114L (Langdon 102s to Bennett 520s)	N/A								Voltage collapse			Existing RAS 136	N/A
1201L (Bennett 520s to BCH Cranbrook B2S)									Voltage collapse			Existing RAS 136	N/A
Bennett 520s 500/240 kV transformer T1									Voltage collapse			Existing RAS 136	N/A
1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)									Voltage collapse			Allow Q from MATL (100 MVAr), Modify Planned RAS 194 and RTOP	N/A
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	733L (Namaka 428s to Strathmore 151s)	120	132	122.6	102.2%	132.7	110.6%	8.4%	N/A			Modified Planned RAS 194 and RTOP	76.5%

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage	Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	765L (Chestermere 419s to Strathmore 151s)	120	132	122.7	102.3%	132.6	110.5%	8.3%	N/A			57.8%
	1109L (Enmax 65 to Enmax 25)	487	584	625.6	128.5%	657.5	135.0%	6.6%	N/A			106.2%
	1080L (Enmax 65 to Enmax 25)	487	584	623.0	127.9%	654.5	134.4%	6.5%	N/A			105.7%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	547	656	661.6	121.0%	668.4	122.2%	1.3%	N/A		Existing RAS 145, Modified Planned RAS 194 and RTOP	108.3%
	927L (Milo 356s to Langdon 102s)	576	691	664.1	115.3%	670.5	116.4%	1.1%	N/A			103.2%
	24.83L (Janet 74s to Enmax 24 Sub)	322	375	443.4	137.7%	461.7	143.4%	5.7%	N/A			91.7%
	691L (Janet 74s to Chestermere 419s)	120	132	142.1	118.4%	152.3	126.9%	8.5%	N/A			62.4%
	876L (Blackie 253s to Gleichen 179s)	110	130	105.6	96.0%	118.1	107.4%	11.4%	N/A			68.4%
	733L (Gleichen 179s to Namaka 428s)	120	123	111.8	93.2%	124.0	103.3%	10.1%	N/A			68.4%

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Triggering Events	Violated Element	Details of Constraint								Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal						Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage		
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading					
	733L (Namaka 428s to Strathmore 151s)	120	132	158.6	132.2%	168.8	140.7%	8.5%	N/A			96.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	158.9	132.4%	168.9	140.8%	8.3%	N/A			77.9%
	Enmax 65s T1	400	400	683.7	170.9%	710.8	177.7%	6.8%	N/A			132.4%
	Enmax 65s T2	400	400	687.2	171.8%	714.4	178.6%	6.8%	N/A			133.1%
	54.81 (Enmax 54s to Enmax 65s)	285	287	293.9	103.1%	303.8	106.6%	3.5%	N/A			80.5%
	41.84 (Enmax 54s to Enmax 41s)	285	287	275.1	96.5%	285.0	100.0%	3.5%	N/A			74.1%
	26.83L (Enmax 26s to Enmax 65s)	285	285	443.0	155.5%	458.0	160.7%	5.3%	N/A			121.0%
	24.82L (Enmax 65s to Enmax 24s)	285	285	676.0	237.2%	701.1	246.0%	8.8%	N/A			174.5%
	31.84L (Enmax 31s to Enmax 32s)	161	177	230.6	143.2%	239.6	148.8%	5.6%	N/A			100.2%

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Triggering Events	Violated Element	Details of Constraint									Assumed System Conditions	Mitigation Approach (RAS or Procedure, also include post-RAS system performance, ex. %I of MVA loading of nominal rating)	
		Thermal							Voltage (Steady-State)			Automatic (RAS) OR Real Time Operating Practice	Post RAS Action (% Loading)
		Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)	Location	Voltage			
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading						
	9.80L (Enmax S-31 to Enamx S-9)	287	316	448.4	156.2%	464.1	161.7%	5.5%	N/A				121.8%
	26.81 (Enmax 26s to Enmax 32s)	285	287	411.9	144.5%	426.6	149.7%	5.2%	N/A				110.3%
	2.81L (Enmax 9s to Enmax 2s)	287	316	497.1	173.2%	516.9	180.1%	6.9%	N/A				124.7%
	6.82L (Enmax 6s to Enmax 41s)	161	177	218.0	135.4%	228.0	141.6%	6.2%	N/A				101.6%
	6.80L (Enmax SS-6 to Enmax SS-35)	164	180	198.6	121.1%	208.6	127.2%	6.1%	N/A				87.9%
1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	547	656	834.7	152.6%	830.9	151.9%	-0.7%	N/A			RTOP (Trip 608L, 603L and 497L)	135.6%
	927L (Milo 356s to Langdon 102s)	576	691	838.1	145.5%	833.5	144.7%	-0.8%	N/A				129.2%

Attachment F: Constraint Effective Factor

Table 1: Scenario 1 – SL pre-project GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number										
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**
Category A		765L (Chestermere 419s to Strathmore 151s)	0.74%	0.69%	1.79%	70.88%	71.22%	59.17%	59.52%	15.31%	0.28%	1.01%	0.97%
		691L (Chestermere 419s to Janet 74s)	0.80%	0.76%	1.97%	77.24%	77.53%	64.77%	65.13%	16.87%	0.30%	1.10%	1.06%

Table 2: Scenario 1 – SL pre-project GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**
Scenario 1 – SL pre-project	1106L (from Enmax SS-65 to Foothills 237s) & 1107L (from Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	-0.4%	-0.4%	-0.4%	19.6%	19.6%	59.6%	60.0%	59.7%	59.7%	71.6%	74.4%	2.9%	2.9%	3.0%	3.0%	4.2%	4.2%	4.2%
		733L (Strathmore 151s to Namaka 428s)	-0.5%	-0.5%	-0.5%	25.1%	25.1%	73.9%	74.4%	74.2%	74.2%	-18.0%	-17.4%	3.6%	3.6%	3.8%	3.8%	5.3%	5.3%	5.3%
		765L (Strathmore 151s to Chestermere 419s)	-0.4%	-0.4%	-0.4%	23.3%	23.3%	69.2%	69.6%	69.4%	69.4%	82.4%	84.6%	3.4%	3.4%	3.6%	3.6%	4.9%	4.9%	4.9%
	1003L (from Janet 74s to	691L (Janet 74s to	3.3%	3.3%	3.3%	16.2%	16.2%	59.4%	59.8%	59.6%	59.6%	71.5%	73.8%	1.2%	1.2%	1.3%	1.3%	1.8%	1.8%	1.8%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)
	Enmax SS-25) & 985L (from Janet 74s to Enmax SS-25)	Chestermere 419s)																	
		733L (Strathmore 151s to Namaka 428s)	3.8%	3.8%	3.8%	19.3%	19.3%	69.8%	70.2%	70.0%	70.0%	-20.8%	-20.5%	1.4%	1.4%	1.5%	1.5%	2.1%	2.1%	2.1%
		765L (Strathmore 151s to Chestermere 419s)	3.7%	3.7%	3.7%	18.3%	18.3%	66.4%	66.8%	66.6%	66.6%	79.4%	81.3%	1.4%	1.4%	1.4%	1.4%	2.0%	2.0%	2.0%
		24.82L (Enmax SS-65 to Enmax 24s)	35.3 %	35.3%	35.2%	23.5%	23.5%	5.5%	5.6%	5.6%	5.6%	2.0%	1.9%	7.1%	7.1%	7.5%	7.5%	10.6%	10.6%	10.6%
		2.81L (SS-9 to SS-2)	26.0 %	26.0%	26.0%	19.4%	19.4%	12.3%	12.4%	12.4%	12.4%	11.4%	11.6%	5.8%	5.8%	6.1%	6.1%	8.4%	8.4%	8.4%
	WATL	916L (Sarcee 42s to East Calgary 5s)	22.7 %	22.7%	22.7%	22.1%	22.1%	21.0%	21.0%	21.0%	21.0%	20.5%	20.3%	22.2%	22.2%	24.1%	24.1%	23.9%	23.9%	23.9%
	765L (Strathmore 151s to Chestermere 419s)	876L (Blackie 253s to Gleichen 179s)	0.0%	0.0%	0.0%	0.0%	0.0%	-81.0%	-81.5%	-81.3%	-81.3%	-81.0%	-82.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Table 3: Scenario 2 – SP pre-project GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number										
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**
Category A		765L (Chestermere 419s to Strathmore 151s)	0.88%	0.82%	1.78%	71.17%	71.75%	59.60%	60.52%	15.20%	0.37%	1.11%	1.06%
		691L (Chestermere 419s to Janet 74s)	0.93%	0.87%	1.93%	77.49%	78.00%	65.16%	66.07%	16.71%	0.39%	1.18%	1.13%
		924L (Milo 356s to Langdon 102s)	23.49%	18.53%	8.20%	-2.90%	-2.89%	-2.48%	-2.46%	0.13%	-3.77%	18.38%	16.97%
		927L (Milo 356s to Langdon 102s)	23.46%	18.51%	8.16%	-2.93%	-2.92%	-2.52%	-2.50%	0.09%	-3.80%	18.36%	16.97%

Table 4: Scenario 2 – SP pre-project GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**
Scenario 2 – SP pre-project	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-4.7%	-4.7%	-4.8%	12.9%	12.9%	2.4%	2.4%	2.4%	2.4%	0.2%	0.2%	20.6%	20.6%	27.8%	27.8%	16.8%	16.8%	16.8%
		927L (Milo 356s to Langdon 102s)	-4.7%	-4.7%	-4.8%	12.8%	12.8%	2.3%	2.3%	2.3%	2.3%	0.2%	0.2%	20.5%	20.5%	27.7%	27.7%	16.8%	16.8%	16.8%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)
		691L (Janet 74s to Chestermere 419s)	-0.2%	-0.2%	-0.2%	15.6%	15.6%	58.6%	60.2%	60.0%	60.0%	71.8%	74.0%	2.6%	2.6%	2.6%	2.6%	3.7%	3.7%	3.7%
		876L (Blackie 253s to Gleichen 179s)	-0.5%	-0.5%	-0.5%	30.7%	30.7%	-27.6%	-27.2%	-27.3%	-27.3%	-19.4%	-19.0%	5.5%	5.5%	5.6%	5.6%	8.4%	8.4%	8.4%
		733L (Namaka 428s to Gleichen 179s)	-0.5%	-0.5%	-0.5%	30.7%	30.7%	-27.6%	-27.2%	-27.3%	-27.3%	-19.4%	-19.0%	5.5%	5.5%	5.6%	5.6%	8.4%	8.4%	8.4%
		733L (Namaka 428s to Strathmore 151s)	-0.4%	-0.4%	-0.4%	22.5%	22.5%	78.5%	80.1%	79.9%	79.9%	-13.9%	-13.6%	3.9%	3.9%	3.9%	3.9%	5.7%	5.7%	5.7%
		765L (Strathmore 151s to Chestermere 419s)	-0.3%	-0.3%	-0.3%	20.1%	20.1%	71.9%	73.4%	73.3%	73.3%	86.4%	88.4%	3.4%	3.4%	3.5%	3.5%	5.0%	5.0%	5.0%
924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)		1109L (Enmax SS-65 to Enmax SS-25)	0.4%	0.4%	0.4%	17.8%	17.8%	66.8%	67.9%	67.7%	67.7%	79.1%	80.7%	0.0%	0.0%	0.1%	0.1%	-0.4%	-0.4%	-0.4%
		1080L (Enmax SS-65 to Enmax SS-25)	0.4%	0.4%	0.4%	17.8%	17.8%	66.8%	67.9%	67.7%	67.7%	79.1%	80.7%	0.0%	0.0%	0.1%	0.1%	-0.4%	-0.4%	-0.4%
1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)		924L (Milo 356s to Langdon 102s)	3.3%	3.3%	3.3%	4.2%	4.2%	-0.6%	-0.6%	-0.6%	-0.6%	-1.4%	-1.3%	18.3%	18.3%	25.1%	25.1%	15.1%	15.1%	15.0%
		927L (Milo 356s to Langdon 102s)	3.2%	3.2%	3.2%	4.1%	4.1%	-0.7%	-0.6%	-0.6%	-0.6%	-1.5%	-1.4%	18.3%	18.3%	25.0%	25.0%	15.1%	15.1%	15.0%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)
		24.83L (Janet 74s to Enmax 24 Sub)	-26.2 %	-26.2%	-26.2%	-16.1%	-16.1%	3.2%	3.3%	3.3%	3.3%	7.6%	7.9%	-4.5%	-4.5%	-4.8%	-4.8%	-7.6%	-7.6%	-7.6%
		691L (Janet 74s to Chestermere 419s)	3.6%	3.6%	3.6%	15.6%	15.6%	58.9%	60.0%	59.9%	59.9%	71.1%	72.8%	1.6%	1.6%	1.6%	1.6%	2.3%	2.3%	2.3%
		733L (Namaka 428s to Strathmore 151s)	4.3%	4.3%	4.3%	18.9%	18.9%	70.6%	71.7%	71.5%	71.5%	-19.8%	-19.9%	1.9%	1.9%	1.9%	1.9%	2.7%	2.7%	2.7%
		765L (Chestermere 419s to Strathmore 151s)	4.1%	4.1%	4.1%	17.8%	17.8%	66.8%	67.9%	67.7%	67.7%	80.1%	81.7%	1.8%	1.8%	1.8%	1.8%	2.5%	2.5%	2.6%
		Enmax SS-65 T1	32.7 %	32.7%	32.7%	23.0%	23.0%	7.9%	7.9%	7.9%	7.9%	4.8%	4.8%	7.3%	7.3%	7.6%	7.6%	11.0%	11.0%	11.1%
		Enmax SS-65 T2	32.9 %	32.9%	32.9%	23.1%	23.1%	7.9%	7.9%	7.9%	7.9%	4.8%	4.8%	7.3%	7.3%	7.6%	7.6%	11.1%	11.1%	11.1%
		26.83L (Enmax 26s to Enmax SS-65)	18.7 %	18.7%	18.7%	13.4%	13.4%	5.6%	5.6%	5.6%	5.6%	4.0%	4.0%	4.3%	4.3%	4.5%	4.5%	6.5%	6.5%	6.5%
		24.82L (Enmax 6s to Enmax 24s)	34.2 %	34.2%	34.1%	23.4%	23.4%	5.8%	5.8%	5.8%	5.8%	2.1%	2.1%	7.3%	7.3%	7.6%	7.6%	11.2%	11.2%	11.2%
		31.84L (Enmax 31s to Enmax 32s)	12.4 %	12.4%	12.4%	8.5%	8.5%	2.1%	2.1%	2.1%	2.1%	0.8%	0.7%	2.5%	2.5%	2.6%	2.6%	4.0%	4.0%	4.0%
		9.80L (Enmax S-31 to Enamx S-9)	18.2 %	18.2%	18.2%	14.3%	14.3%	10.7%	10.8%	10.8%	10.8%	10.4%	10.6%	4.6%	4.6%	4.8%	4.8%	6.6%	6.6%	6.6%
		26.81 (Enmax 26s to Enmax 32s)	18.5 %	18.5%	18.5%	13.3%	13.3%	5.5%	5.5%	5.5%	5.5%	3.9%	3.9%	4.3%	4.3%	4.4%	4.4%	6.4%	6.4%	6.4%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)
		2.81L (Enmax 9s to Enmax 2s)	24.3 %	24.3%	24.3%	18.5%	18.5%	12.0%	12.2%	12.1%	12.1%	11.1%	11.3%	5.7%	5.7%	6.0%	6.0%	8.4%	8.4%	8.4%
		6.82L (Enmax 6s to Enmax 41s)	10.8 %	10.8%	10.8%	8.4%	8.4%	5.6%	5.7%	5.7%	5.7%	5.2%	5.3%	3.1%	3.1%	3.3%	3.3%	4.2%	4.2%	4.2%
		6.80L (Enmax SS-6 to Enmax SS-35)	10.7 %	10.7%	10.7%	8.3%	8.3%	5.6%	5.6%	5.6%	5.6%	5.2%	5.2%	3.1%	3.1%	3.2%	3.2%	4.2%	4.2%	4.2%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-19.4 %	-19.4%	-19.4%	-19.5%	-19.5%	-19.9%	-19.8%	-19.8%	-19.8%	-19.7%	-19.5%	4.1%	4.1%	11.7%	11.7%	-2.6%	-2.6%	-2.7%
		927L (Milo 356s to Langdon 102s)	-19.9 %	-19.9%	-19.9%	-20.0%	-20.0%	-20.4%	-20.3%	-20.4%	-20.4%	-20.2%	-20.0%	3.5%	3.5%	11.0%	11.0%	-3.2%	-3.2%	-3.2%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-3.8%	-3.8%	-3.8%	-0.8%	-0.8%	-2.8%	-2.8%	-2.8%	-2.8%	-3.2%	-3.1%	20.0%	20.0%	26.5%	26.5%	18.5%	18.5%	18.5%
		927L (Milo 356s to Langdon 102s)	-3.8%	-3.8%	-3.8%	-0.8%	-0.8%	-2.9%	-2.9%	-2.9%	-2.9%	-3.2%	-3.1%	20.0%	20.0%	26.5%	26.5%	18.5%	18.5%	18.5%
	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-3.8%	-3.8%	-3.8%	-0.8%	-0.8%	-2.8%	-2.8%	-2.8%	-2.8%	-3.2%	-3.1%	20.0%	20.0%	26.5%	26.5%	18.5%	18.5%	18.5%
		927L (Milo 356s to Langdon 102s)	-3.8%	-3.8%	-3.8%	-0.8%	-0.8%	-2.9%	-2.9%	-2.9%	-2.9%	-3.2%	-3.1%	20.0%	20.0%	26.5%	26.5%	18.5%	18.5%	18.5%
	WATL	916L (East Calgary 5s to Sarcee 42s)	26.7 %	26.7%	26.7%	26.2%	26.2%	25.1%	25.0%	25.0%	25.0%	24.5%	24.3%	27.2%	27.2%	28.6%	28.6%	28.2%	28.2%	28.2%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341		
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	-5.0%	-5.0%	-5.0%	0.3%	0.3%	-3.4%	-3.3%	-3.3%	-3.3%	-3.9%	-3.8%	26.1%	26.1%	35.1%	35.1%	23.5%	23.5%	23.4%
	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	-5.0%	-5.0%	-5.0%	0.3%	0.3%	-3.3%	-3.3%	-3.3%	-3.3%	-3.9%	-3.8%	26.2%	26.2%	35.3%	35.3%	23.6%	23.6%	23.6%
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	84.0 %	84.0%	84.0%	53.7%	53.7%	24.7%	25.0%	25.0%	25.0%	19.7%	20.0%	12.7%	12.7%	13.7%	13.7%	19.7%	19.7%	19.7%
	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	84.0 %	84.0%	83.9%	53.7%	53.6%	24.7%	25.0%	25.0%	25.0%	19.7%	20.0%	12.7%	12.7%	13.7%	13.7%	19.7%	19.7%	19.7%
	1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.7%	-3.7%	-3.7%	2.6%	2.6%	-1.4%	-1.3%	-1.3%	-1.3%	-2.1%	-2.0%	19.7%	19.7%	26.1%	26.1%	18.2%	18.2%	18.2%
	1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.7%	-3.7%	-3.7%	2.6%	2.6%	-1.4%	-1.3%	-1.3%	-1.3%	-2.1%	-2.0%	19.7%	19.7%	26.1%	26.1%	18.2%	18.2%	18.2%

Table 5: Scenario 3 – SL post-project GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number											
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**	P2592 **(Bus 999904 ID: G1)**
Category A		765L (Chestermere 419s to Strathmore 151s)	0.75%	0.71%	1.80%	70.64%	71.01%	58.79%	59.14%	15.01%	0.29%	1.02%	0.99%	8.46%
		691L (Chestermere 419s to Janet 74s)	0.83%	0.78%	1.99%	77.65%	77.95%	64.95%	65.32%	16.72%	0.31%	1.13%	1.09%	9.45%

Table 6: Scenario 3 – SL post-project GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**	**(Bus 999904 ID: G1)**
Scenario 3 – SL post-project	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	-0.3%	-0.3%	-0.3%	18.4%	18.4%	58.8%	59.2%	59.0%	59.0%	71.2%	73.9%	2.7%	2.7%	2.9%	2.9%	4.0%	4.0%	4.0%	13.1%
		733L (Strathmore 151s to Namaka 428s)	-0.4%	-0.4%	-0.4%	24.2%	24.2%	74.8%	75.3%	75.1%	75.1%	-17.4%	-16.8%	3.6%	3.6%	3.7%	3.7%	5.2%	5.2%	5.2%	17.5%
		765L (Strathmore 151s to Chestermere 419s)	-0.4%	-0.4%	-0.4%	22.3%	22.3%	69.5%	69.9%	69.7%	69.7%	83.1%	85.3%	3.3%	3.3%	3.5%	3.5%	4.8%	4.8%	4.8%	16.0%
	924L (Milo 356s to Langdon 102s) &	765L (Strathmore 151s to	0.2%	0.2%	0.2%	16.7%	16.7%	65.2%	65.6%	65.5%	65.5%	78.1%	79.8%	1.5%	1.5%	1.6%	1.6%	1.7%	1.7%	1.7%	9.5%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
	927L (Milo 356s to P2378 Tap/Langdon 102s)	Chestermere 419s)																			
	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	691L (Janet 74s to Chestermere 419s)	3.2%	3.2%	3.2%	15.7%	15.7%	58.9%	59.3%	59.1%	59.1%	71.2%	73.6%	1.2%	1.2%	1.3%	1.3%	1.8%	1.8%	1.8%	9.6%
		733L (Strathmore 151s to Namaka 428s)	3.8%	3.8%	3.8%	19.1%	19.1%	70.3%	70.7%	70.5%	70.5%	-20.4%	-20.1%	1.5%	1.5%	1.5%	1.5%	2.1%	2.1%	2.1%	11.7%
		765L (Strathmore 151s to Chestermere 419s)	3.6%	3.6%	3.6%	18.0%	18.0%	66.5%	66.9%	66.8%	66.8%	79.8%	81.8%	1.4%	1.4%	1.5%	1.5%	2.0%	2.0%	2.0%	11.0%
		Enmax SS-65 Transformer T1	33.6 %	33.6%	33.6%	22.9%	22.9%	7.6%	7.6%	7.6%	7.6%	4.5%	4.4%	7.1%	7.1%	7.4%	7.4%	10.4%	10.4%	10.4%	24.5%
		Enmax SS-65 Transformer T2	33.8 %	33.8%	33.8%	23.0%	23.0%	7.6%	7.6%	7.6%	7.6%	4.6%	4.5%	7.1%	7.1%	7.5%	7.5%	10.4%	10.4%	10.4%	24.7%
		24.82L (Enmax SS-65 to Enmax 24s)	35.1 %	35.1%	35.0%	23.3%	23.3%	5.5%	5.5%	5.5%	5.5%	1.9%	1.8%	7.0%	7.0%	7.4%	7.4%	10.5%	10.5%	10.5%	25.2%
		2.81L (Enmax 9s to Enmax 2s)	25.8 %	25.8%	25.8%	19.1%	19.1%	12.2%	12.3%	12.3%	12.3%	11.3%	11.5%	5.8%	5.8%	6.1%	6.1%	8.3%	8.3%	8.3%	19.7%
	WATL	916L (Sarcee 42s to East Calgary 5s)	23.1 %	23.1%	23.1%	22.6%	22.6%	21.5%	21.4%	21.4%	21.4%	20.9%	20.7%	22.6%	22.6%	24.5%	24.5%	24.3%	24.3%	24.3%	22.9%
	850L (Carseland 525s to Okotoks 678s)	765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	27.8%	27.8%	67.4%	67.7%	67.6%	67.6%	79.6%	81.3%	0.7%	0.7%	0.8%	0.8%	1.0%	1.0%	1.0%	9.3%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
	434L (High River 65s to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	22.4%	22.4%	67.8%	68.1%	68.0%	68.0%	79.9%	81.6%	0.7%	0.7%	0.8%	0.8%	1.0%	1.0%	1.0%	17.9%
	765L (Strathmore 151s to Chestermere 419s)	876L (Blackie 253s to Gleichen 179s)	0.0%	0.0%	0.0%	0.0%	0.0%	-81.0%	-81.5%	-81.3%	-81.3%	-81.0%	-82.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%
	1106L (Enmax SS-65 to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	17.6%	17.6%	65.6%	66.0%	65.8%	65.8%	78.4%	80.1%	1.1%	1.1%	1.2%	1.2%	1.6%	1.6%	1.6%	10.6%
	1107L (Enmax SS-65 to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	17.6%	17.6%	65.6%	66.0%	65.8%	65.8%	78.4%	80.1%	1.1%	1.1%	1.2%	1.2%	1.6%	1.6%	1.6%	10.6%
	Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.4%
	Okotoks 678s Transformer T1	691L (Janet 74s to Chestermere 419s)	0.2%	0.2%	0.2%	25.8%	25.8%	61.4%	61.8%	61.6%	61.6%	72.8%	74.9%	0.6%	0.6%	0.7%	0.7%	0.9%	0.9%	0.9%	9.6%
		765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	28.8%	28.8%	67.9%	68.3%	68.2%	68.2%	80.1%	81.8%	0.7%	0.7%	0.7%	0.7%	1.0%	1.0%	1.0%	10.7%

Table 7: Scenario 4 – SP post-project GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number										
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**	P2592 **(Bus 999904 ID: G1)**
Category A		765L (Chestermere 419s to Strathmore 151s)	0.95%	0.90%	1.87%	70.99%	71.59%	59.28%	60.23%	14.91%	0.40%	1.19%	1.16%	8.22%
		691L (Chestermere 419s to Janet 74s)	1.02%	0.96%	2.04%	77.95%	78.47%	65.40%	66.34%	16.55%	0.42%	1.28%	1.24%	9.15%
		924L (Milo 356s to Langdon 102s)	23.36%	18.44%	8.07%	-3.10%	-3.08%	-2.69%	-2.65%	-0.06%	-3.92%	18.24%	16.82%	0.22%
		927L (Milo 356s to Langdon 102s)	23.34%	18.43%	8.03%	-3.15%	-3.12%	-2.74%	-2.70%	-0.11%	-3.96%	18.22%	16.81%	0.18%

Table 8: Scenario 4 – SP post-project GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**	**(Bus 999904 ID: G1)**
Scenario 4 – SP post-project	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-4.8%	-4.8%	-4.8%	11.9%	11.9%	1.9%	1.8%	1.8%	1.8%	-0.2%	-0.2%	20.0%	20.0%	27.3%	27.3%	15.6%	15.6%	15.5%	12.5%
		927L (Milo 356s to Langdon 102s)	-4.8%	-4.8%	-4.9%	11.8%	11.8%	1.8%	1.8%	1.8%	1.8%	-0.3%	-0.2%	20.0%	20.0%	27.2%	27.2%	15.5%	15.5%	15.5%	12.5%
		691L (Janet 74s to	-0.2%	-0.2%	-0.2%	13.6%	13.6%	57.9%	59.6%	59.4%	59.4%	71.6%	73.9%	2.4%	2.4%	2.4%	2.4%	3.5%	3.5%	3.5%	8.7%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
		Chestermere 419s)																			
		876L (Blackie 253s to Gleichen 179s)	-0.5%	-0.5%	-0.5%	30.4%	30.4%	-27.5%	-27.1%	-27.1%	-27.1%	-19.2%	-18.7%	5.8%	5.8%	5.8%	5.8%	9.0%	9.0%	9.0%	21.4%
		733L (Gleichen 179s to Namaka 428s)	-0.5%	-0.5%	-0.5%	30.4%	30.4%	-27.5%	-27.1%	-27.1%	-27.1%	-19.2%	-18.7%	5.8%	5.8%	5.8%	5.8%	9.0%	9.0%	9.0%	21.4%
		733L (Namaka 428s to Strathmore 151s)	-0.3%	-0.3%	-0.3%	21.0%	21.0%	79.7%	81.3%	81.1%	81.1%	-13.0%	-12.6%	3.8%	3.8%	3.8%	3.8%	5.8%	5.8%	5.8%	14.1%
		765L (Chestermere 419s to Strathmore 151s)	-0.3%	-0.3%	-0.3%	18.4%	18.4%	72.4%	74.0%	73.8%	73.8%	87.4%	89.5%	3.3%	3.3%	3.3%	3.3%	5.0%	5.0%	5.0%	12.2%
	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	3.2%	3.2%	3.2%	4.1%	4.1%	-0.6%	-0.6%	-0.6%	-0.6%	-1.4%	-1.4%	18.5%	18.5%	25.3%	25.3%	15.6%	15.6%	15.6%	4.5%
		927L (Milo 356s to Langdon 102s)	3.1%	3.1%	3.1%	4.0%	4.0%	-0.7%	-0.7%	-0.7%	-0.7%	-1.5%	-1.4%	18.5%	18.5%	25.2%	25.2%	15.6%	15.6%	15.6%	4.5%
		24.83L (Janet 74s to Enmax 24s)	-26.2%	-26.2%	-26.1%	-16.0%	-16.0%	3.2%	3.3%	3.3%	3.3%	7.7%	7.9%	-4.5%	-4.5%	-4.7%	-4.7%	-7.5%	-7.5%	-7.5%	-18.0%
		691L (Janet 74s to Chestermere 419s)	3.6%	3.6%	3.6%	15.1%	15.1%	58.7%	59.8%	59.6%	59.6%	71.1%	72.8%	1.6%	1.6%	1.6%	1.6%	2.3%	2.3%	2.3%	9.1%
		733L (Namaka 428s to	4.3%	4.3%	4.3%	18.6%	18.6%	71.3%	72.4%	72.2%	72.2%	-19.3%	-19.3%	1.9%	1.9%	1.9%	1.9%	2.8%	2.8%	2.8%	11.3%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
		Strathmore 151s)																			
		765L (Strathmore 151s to Chestermere 419s)	4.1%	4.1%	4.1%	17.4%	17.4%	67.2%	68.3%	68.1%	68.1%	80.7%	82.4%	1.8%	1.8%	1.8%	1.8%	2.6%	2.6%	2.6%	10.5%
		Enmax SS-65 Transformer T1	32.7 %	32.7%	32.7%	22.8%	22.8%	7.8%	7.8%	7.8%	7.8%	4.7%	4.7%	7.3%	7.3%	7.6%	7.6%	10.9%	10.9%	10.9%	24.0%
		Enmax SS-65 Transformer T2	32.9 %	32.9%	32.8%	22.9%	22.9%	7.8%	7.9%	7.9%	7.9%	4.7%	4.7%	7.3%	7.3%	7.6%	7.6%	11.0%	11.0%	11.0%	24.2%
		26.83L (Enmax 26s to Enmax SS-65)	18.7 %	18.7%	18.7%	13.3%	13.3%	5.5%	5.5%	5.5%	5.5%	3.9%	3.9%	4.3%	4.3%	4.5%	4.5%	6.4%	6.4%	6.4%	13.9%
		24.82L (Enmax SS-65 to Enmax 24s)	34.2 %	34.2%	34.1%	23.3%	23.3%	5.8%	5.7%	5.8%	5.8%	2.1%	2.1%	7.2%	7.2%	7.5%	7.5%	11.1%	11.1%	11.1%	24.8%
		31.84L (Enmax 32s to Enmax 31s)	12.4 %	12.4%	12.4%	8.4%	8.4%	2.1%	2.1%	2.1%	2.1%	0.7%	0.7%	2.5%	2.5%	2.6%	2.6%	3.9%	3.9%	3.9%	9.0%
		9.80L (Enmax 9s to Enmax 31s)	18.1 %	18.1%	18.1%	14.1%	14.1%	10.6%	10.8%	10.7%	10.7%	10.3%	10.5%	4.6%	4.6%	4.8%	4.8%	6.5%	6.5%	6.5%	14.1%
		26.81 (Enmax 26s to Enmax 32s)	18.5 %	18.5%	18.4%	13.1%	13.1%	5.4%	5.4%	5.4%	5.4%	3.9%	3.9%	4.2%	4.2%	4.4%	4.4%	6.3%	6.3%	6.3%	13.7%
		2.81L (Enmax 9s to Enmax 2s)	24.2 %	24.2%	24.1%	18.2%	18.2%	11.9%	12.0%	12.0%	12.0%	11.0%	11.2%	5.7%	5.7%	5.9%	5.9%	8.3%	8.3%	8.3%	18.4%
		6.82L (Enmax 6s to Enmax 41s)	10.7 %	10.7%	10.7%	8.3%	8.3%	5.6%	5.6%	5.6%	5.6%	5.2%	5.3%	3.1%	3.1%	3.2%	3.2%	4.2%	4.2%	4.2%	8.4%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
		6.80L (Enmax 6s to Enmax 35s)	10.7 %	10.7%	10.6%	8.2%	8.2%	5.5%	5.6%	5.6%	5.6%	5.1%	5.2%	3.1%	3.1%	3.2%	3.2%	4.1%	4.1%	4.2%	8.3%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-4.8%	-4.8%	-4.8%	-5.0%	-5.0%	-5.3%	-5.2%	-5.2%	-5.2%	-5.1%	-4.9%	19.8%	19.8%	27.3%	27.3%	13.8%	13.8%	13.8%	-5.1%
		927L (Milo 356s to Langdon 102s)	-4.8%	-4.8%	-4.9%	-5.0%	-5.0%	-5.3%	-5.2%	-5.2%	-5.2%	-5.1%	-4.9%	19.7%	19.7%	27.1%	27.1%	13.8%	13.8%	13.7%	-5.2%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	-0.3%	-0.3%	-2.4%	-2.4%	-2.3%	-2.3%	-2.7%	-2.8%	21.1%	21.1%	27.4%	27.4%	19.7%	19.7%	19.7%	0.0%
		927L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.8%	21.1%	21.1%	27.5%	27.5%	19.8%	19.8%	19.8%	0.0%
	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	-0.3%	-0.3%	-2.4%	-2.4%	-2.3%	-2.3%	-2.8%	-2.8%	21.1%	21.1%	27.5%	27.5%	19.7%	19.7%	19.7%	0.0%
		927L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.8%	21.1%	21.1%	27.5%	27.5%	19.8%	19.8%	19.8%	0.0%
	WATL	916L (East Calgary 5s to Sarcee 42s)	27.6 %	27.6%	27.6%	27.3%	27.3%	26.1%	25.9%	26.0%	26.0%	25.5%	25.3%	28.3%	28.3%	29.6%	29.6%	29.2%	29.2%	29.2%	27.6%
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	-4.7%	-4.7%	-4.6%	1.3%	1.3%	-2.4%	-2.4%	-2.4%	-2.4%	-3.1%	-3.2%	28.1%	28.1%	37.0%	37.0%	25.6%	25.6%	25.6%	1.8%
	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	-4.7%	-4.7%	-4.7%	1.3%	1.3%	-2.4%	-2.4%	-2.4%	-2.4%	-3.1%	-3.2%	28.1%	28.1%	37.1%	37.1%	25.6%	25.6%	25.6%	1.8%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	84.0 %	84.0%	83.9%	53.3%	53.3%	24.7%	25.0%	24.9%	24.9%	19.7%	20.0%	12.7%	12.7%	13.6%	13.6%	19.7%	19.7%	19.7%	55.4%
	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	83.9 %	83.9%	83.9%	53.2%	53.2%	24.7%	25.0%	24.9%	24.9%	19.7%	19.9%	12.7%	12.7%	13.6%	13.6%	19.7%	19.7%	19.7%	55.4%
	1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.5%	-3.5%	-3.5%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.7%	20.5%	20.5%	26.8%	26.8%	19.1%	19.1%	19.0%	3.6%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	17.1%	17.1%	66.0%	66.9%	66.8%	66.8%	78.7%	80.3%	1.0%	1.0%	1.1%	1.1%	1.5%	1.5%	1.5%	9.9%
	1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.5%	-3.5%	-3.5%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.7%	20.5%	20.5%	26.8%	26.8%	19.1%	19.1%	19.0%	3.6%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	17.1%	17.1%	66.0%	66.9%	66.8%	66.8%	78.7%	80.3%	1.0%	1.0%	1.1%	1.1%	1.5%	1.5%	1.5%	9.9%
	Black Diamond 392s Transformer T3	812L (High River to P2592 Tap)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.4%
	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Chestermere 419s to Strathmore 151s)	0.3%	0.4%	0.4%	17.1%	17.1%	66.7%	67.7%	67.5%	67.5%	79.4%	80.9%	1.1%	1.1%	1.3%	1.3%	1.1%	1.1%	1.1%	9.6%
		1109L (Enmax 65 to Enmax 25)	-6.7%	-6.7%	-6.7%	27.3%	27.3%	12.0%	12.2%	12.1%	12.1%	9.5%	9.8%	5.1%	5.1%	7.0%	7.0%	3.4%	3.4%	3.3%	28.0%
		1080L (Enmax 65 to Enmax 25)	-6.7%	-6.7%	-6.7%	27.2%	27.2%	11.9%	12.1%	12.1%	12.1%	9.5%	9.7%	5.1%	5.1%	7.0%	7.0%	3.4%	3.4%	3.4%	27.9%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																	
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 999904 ID: G1)
	Okotoks 678s Transformer T1	765L (Chestermere 419s to Strathmore 151s)	0.3%	0.3%	0.3%	28.5%	28.5%	68.0%	69.0%	68.8%	68.8%	80.0%	81.5%	0.6%	0.6%	0.7%	0.7%	0.9%	0.9%	0.9%	10.0%

Table 9: Scenario 6 – SL pre-project sensitivity GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number												
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	P1984 (Bus 554254 ID:G1)	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**	P2334 and P2529 **(Bus 562240 ID:1)**	P2422 **(Bus 560023 ID:1)**
Category A		765L (Chestermere 419s to Strathmore 151s)	0.77%	0.73%	1.80%	70.44%	70.81%	58.36%	58.71%	46.76%	14.72%	0.30%	1.04%	1.03%	8.62%	4.80%
		691L (Chestermere 419s to Janet 74s)	0.85%	0.81%	2.01%	78.10%	78.39%	65.12%	65.48%	52.20%	16.58%	0.33%	1.16%	1.14%	9.72%	5.41%
		733L (Namaka 428s to Strathmore 151s)	0.89%	0.84%	2.11%	-22.00%	-21.97%	68.03%	68.40%	54.54%	17.37%	0.34%	1.21%	1.18%	10.19%	5.67%

Table 10: Scenario 6 – SL pre-project sensitivity GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**	**(Bus 563240 ID: 1)**	**(Bus 560023 ID: 1)**	**(Bus 562240 ID: 1)**
Scenario 6 – SL pre-project - sensitivity	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	-0.3%	-0.3%	-0.3%	17.2%	17.2%	60.1%	60.8%	60.6%	60.6%	72.3%	75.0%	2.6%	2.6%	2.7%	2.7%	3.8%	3.8%	3.8%	9.9%	12.5%	12.7%
		876L (Blackie 253s to Gleichen 179s)	-0.5%	-0.5%	-0.5%	29.0%	29.0%	-28.5%	-28.6%	-28.6%	-28.6%	-20.5%	-19.7%	4.3%	4.3%	4.5%	4.5%	6.4%	6.4%	6.4%	17.1%	21.5%	21.7%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
		733L (Namaka 428s to Gleichen 179s)	-0.5%	-0.5%	-0.5%	29.0%	29.0%	-28.5%	-28.6%	-28.6%	-28.6%	-20.5%	-19.7%	4.3%	4.3%	4.5%	4.5%	6.4%	6.4%	6.4%	17.1%	21.5%	21.7%
		733L (Namaka 428s to Strathmore 151s)	-0.4%	-0.4%	-0.4%	22.9%	22.9%	76.6%	77.3%	77.2%	77.2%	-16.0%	-15.5%	3.4%	3.4%	3.5%	3.5%	5.0%	5.0%	5.0%	13.3%	16.8%	16.9%
		765L (Strathmore 151s to Chestermere 419s)	-0.4%	-0.4%	-0.4%	21.0%	21.0%	71.1%	71.8%	71.7%	71.7%	84.4%	86.5%	3.1%	3.1%	3.3%	3.3%	4.6%	4.6%	4.6%	12.1%	15.3%	15.5%
	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	24.83L (Janet 74s to Enmax 24s)	-27.2%	-27.2%	-27.1%	-16.1%	-16.1%	3.6%	3.7%	3.7%	3.7%	8.1%	8.5%	-4.6%	-4.6%	-4.8%	-4.8%	-7.3%	-7.3%	-7.3%	-19.9%	-18.8%	-18.9%
		691L (Janet 74s to Chestermere 419s)	3.2%	3.2%	3.2%	15.5%	15.5%	60.3%	60.9%	60.8%	60.8%	72.2%	74.5%	1.3%	1.3%	1.3%	1.3%	1.8%	1.8%	1.8%	6.3%	9.8%	9.9%
		733L (Namaka 428s to Strathmore 151s)	3.8%	3.8%	3.8%	18.6%	18.6%	71.1%	71.8%	71.7%	71.7%	-19.8%	-19.5%	1.5%	1.5%	1.5%	1.5%	2.1%	2.1%	2.1%	7.6%	11.7%	11.8%
		765L (Strathmore 151s to Chestermere 419s)	3.6%	3.6%	3.6%	17.6%	17.6%	67.6%	68.2%	68.1%	68.1%	80.4%	82.3%	1.4%	1.4%	1.5%	1.5%	2.0%	2.0%	2.0%	7.2%	11.1%	11.2%
		Enmax SS-65 Transformer T1	33.4%	33.4%	33.4%	22.7%	22.7%	7.5%	7.6%	7.6%	7.6%	4.5%	4.4%	7.0%	7.0%	7.4%	7.4%	10.3%	10.3%	10.3%	25.6%	24.8%	25.0%
		Enmax SS-65	33.6%	33.6%	33.5%	22.8%	22.8%	7.6%	7.6%	7.6%	7.6%	4.5%	4.4%	7.0%	7.0%	7.4%	7.4%	10.4%	10.4%	10.4%	25.7%	24.9%	25.1%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
		Transformer T2																					
		24.82L (Enmax SS-65 to Enmax 24s)	34.8 %	34.8%	34.8%	23.0%	23.0%	5.4%	5.4%	5.4%	5.4%	1.8%	1.7%	7.0%	7.0%	7.3%	7.3%	10.4%	10.4%	10.4%	26.4%	25.5%	25.6%
		9.80L (Enmax 9s to Enmax 31s)	19.0 %	19.0%	19.0%	14.4%	14.4%	10.9%	11.0%	11.0%	11.0%	10.5%	10.8%	4.5%	4.5%	4.8%	4.8%	6.4%	6.4%	6.4%	15.0%	15.0%	15.1%
		2.81L (Enmax 9s to Enmax 2s)	25.5 %	25.5%	25.5%	18.8%	18.8%	12.3%	12.4%	12.4%	12.4%	11.3%	11.6%	5.7%	5.7%	6.0%	6.0%	8.2%	8.2%	8.2%	20.0%	19.8%	19.9%
	WATL	916L (Sarcee 42s to East Calgary 5s)	23.6 %	23.6%	23.6%	23.1%	23.1%	21.8%	21.8%	21.8%	21.8%	21.3%	21.1%	23.1%	23.1%	24.9%	24.9%	24.7%	24.7%	24.7%	23.5%	23.3%	23.3%

Table 11: Scenario 7 – SP pre-project sensitivity GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number													
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	P1984 (Bus 554254 ID:G1)	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**	P2334 and P2529 **(Bus 562240 ID:1)**	P2422 **(Bus 560023 ID:1)**
Category A		765L (Chestermere 419s to Strathmore 151s)	1.16%	1.10%	2.09%	71.06%	71.64%	59.08%	60.15%	46.91%	14.71%	0.47%	1.41%	1.44%	8.37%	4.73%
		691L (Chestermere 419s to Janet 74s)	1.28%	1.22%	2.34%	79.06%	79.57%	66.07%	67.16%	52.49%	16.59%	0.52%	1.57%	1.60%	9.46%	5.34%
		924L (Milo 356s to Langdon 102s)	21.95%	16.74%	7.03%	-3.76%	-3.72%	-3.41%	-3.35%	-2.79%	-0.82%	-4.33%	16.74%	14.42%	-0.49%	-0.32%
		927L (Milo 356s to Langdon 102s)	21.88%	16.69%	6.96%	-3.82%	-3.78%	-3.47%	-3.42%	-2.86%	-0.89%	-4.37%	16.68%	14.39%	-0.56%	-0.39%

Table 12: Scenario 7 – SP pre-project sensitivity GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																		
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**	**(Bus 563240 ID: 1)**	**(Bus 560023 ID: 1)**	**(Bus 562240 ID: 1)**
Scenario 7 – SP pre-project - sensitivity	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-	924L (Milo 356s to Langdon 102s)	-5.2%	-5.2%	-5.3%	6.5%	6.5%	-1.1%	-1.2%	-1.1%	-1.1%	-2.5%	-2.4%	16.9%	16.9%	24.2%	24.2%	-19.5%	-19.5%	-19.6%	-5.7%	7.0%	7.1%
		927L (Milo 356s to	-5.2%	-5.2%	-5.3%	6.4%	6.4%	-1.2%	-1.3%	-1.3%	-1.3%	-2.6%	-2.5%	16.7%	16.7%	24.0%	24.0%	-20.1%	-20.1%	-20.1%	-5.8%	6.9%	7.0%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
	65 to Foothills 237s)	Langdon 102s)																				
		691L (Janet 74s to Chestermere 419s)	-0.3%	-0.3%	-0.3%	6.4%	6.4%	58.3%	62.2%	61.5%	61.5%	74.3%	82.2%	-0.1%	-0.1%	0.1%	0.1%	-0.6%	-0.6%	-0.6%	1.3%	2.6%	2.7%
		753L (High River 65s to Blackie 253s)	-0.4%	-0.4%	-0.4%	-15.9%	-15.9%	-19.3%	-17.7%	-18.1%	-18.1%	-12.2%	-8.9%	3.6%	3.6%	3.5%	3.5%	9.9%	9.9%	9.9%	12.8%	12.7%	12.9%
		851L (Carseland 525s to Blackie 253s)	-0.2%	-0.2%	-0.2%	45.2%	45.2%	-10.7%	-9.7%	-9.9%	-9.9%	-6.7%	-4.8%	2.1%	2.1%	2.0%	2.0%	6.1%	6.1%	6.1%	7.9%	9.0%	9.1%
		876L (Blackie 253s to Gleichen 179s)	-0.6%	-0.6%	-0.6%	27.9%	27.9%	-26.7%	-24.4%	-25.0%	-25.0%	-16.9%	-12.1%	4.9%	4.9%	4.8%	4.8%	13.9%	13.9%	14.0%	18.1%	19.2%	19.4%
		733L (Gleichen 179s to Namaka 428s)	-0.6%	-0.6%	-0.6%	27.9%	27.9%	-26.7%	-24.4%	-25.0%	-25.0%	-16.9%	-12.1%	4.9%	4.9%	4.8%	4.8%	13.9%	13.9%	14.0%	18.1%	19.2%	19.4%
		733L (Namaka 428s to Strathmore 151s)	-0.3%	-0.3%	-0.3%	15.5%	15.5%	83.4%	86.6%	86.1%	86.1%	-9.0%	-6.0%	2.2%	2.2%	2.2%	2.2%	6.1%	6.1%	6.1%	8.2%	9.5%	9.6%
		765L (Chestermere 419s to Strathmore 151s)	-0.3%	-0.3%	-0.3%	12.1%	12.1%	74.7%	78.2%	77.7%	77.7%	91.6%	97.5%	1.4%	1.4%	1.4%	1.4%	3.6%	3.6%	3.6%	5.7%	6.9%	7.1%
	924L (Milo 356s to Langdon 102s) & 927L (Milo	733L (Namaka 428s to Strathmore 151s)	0.4%	0.4%	0.4%	17.4%	17.4%	70.8%	72.0%	71.9%	71.9%	-19.7%	-19.6%	1.6%	1.6%	1.8%	1.8%	1.7%	1.7%	1.7%	5.5%	9.9%	10.0%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
	356s to P2378 Tap/Langdon 102s)	765L (Chestermere 419s to Strathmore 151s)	0.4%	0.4%	0.4%	16.5%	16.5%	67.4%	68.7%	68.6%	68.6%	80.0%	82.5%	1.6%	1.6%	1.7%	1.7%	1.7%	1.7%	1.7%	5.3%	9.4%	9.5%
		1109L (Enmax SS-65 to Enmax SS-25)	-7.0%	-7.0%	-7.0%	26.5%	26.5%	12.0%	12.1%	12.1%	12.1%	9.4%	9.8%	6.7%	6.7%	8.6%	8.6%	5.5%	5.5%	5.5%	27.3%	27.7%	28.0%
		1080L (Enmax SS-65 to Enmax SS-25)	-7.0%	-7.0%	-7.0%	26.4%	26.4%	11.9%	12.1%	12.1%	12.1%	9.4%	9.7%	6.7%	6.7%	8.5%	8.5%	5.5%	5.5%	5.5%	27.2%	27.6%	27.9%
	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	-6.1%	-6.1%	-6.1%	-5.3%	-5.3%	-9.8%	-9.7%	-9.7%	-9.7%	-10.5%	-10.4%	9.5%	9.5%	16.1%	16.1%	5.3%	5.3%	5.3%	-4.6%	-4.8%	-4.7%
		927L (Milo 356s to Langdon 102s)	-6.1%	-6.1%	-6.1%	-5.3%	-5.3%	-9.7%	-9.7%	-9.7%	-9.7%	-10.5%	-10.3%	9.6%	9.6%	16.1%	16.1%	5.4%	5.4%	5.4%	-4.6%	-4.8%	-4.7%
		24.83L (Janet 74s to Enmax 24 Sub)	-26.5%	-26.5%	-26.5%	-16.4%	-16.4%	2.3%	2.5%	2.5%	2.5%	6.7%	7.2%	-5.5%	-5.5%	-5.6%	-5.6%	-8.5%	-8.5%	-8.5%	-19.1%	-18.4%	-18.6%
		691L (Janet 74S to Chestermere 419s)	4.5%	4.5%	4.5%	15.5%	15.5%	60.8%	62.1%	62.0%	62.0%	73.1%	76.3%	2.6%	2.6%	2.5%	2.5%	3.4%	3.4%	3.4%	6.8%	9.8%	9.9%
		733L (Namaka 428s to Strathmore 151s)	5.5%	5.5%	5.5%	19.2%	19.2%	73.9%	75.3%	75.2%	75.2%	-17.0%	-16.6%	3.1%	3.1%	3.1%	3.1%	4.1%	4.1%	4.1%	8.4%	12.2%	12.3%
		765L (Chestermere 419s to Strathmore 151s)	5.2%	5.2%	5.2%	17.9%	17.9%	69.4%	70.8%	70.7%	70.7%	82.9%	85.8%	3.0%	3.0%	2.9%	2.9%	3.9%	3.9%	3.9%	7.9%	11.4%	11.5%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
		Enmax SS-65 T1	33.8 %	33.8%	33.8%	23.9%	23.9%	9.4%	9.4%	9.4%	9.4%	6.4%	6.4%	8.9%	8.9%	9.2%	9.2%	12.7%	12.7%	12.7%	25.5%	25.3%	25.5%
		Enmax SS-65 T2	34.0 %	34.0%	34.0%	24.0%	24.0%	9.5%	9.5%	9.5%	9.5%	6.4%	6.4%	9.0%	9.0%	9.2%	9.2%	12.8%	12.8%	12.8%	25.7%	25.4%	25.6%
		54.81 (Enmax 54s to Enmax SS-65)	12.7 %	12.7%	12.7%	9.2%	9.2%	4.9%	4.9%	4.9%	4.9%	4.0%	3.9%	3.5%	3.5%	3.6%	3.6%	4.9%	4.9%	4.9%	9.7%	9.6%	9.7%
		26.83L (Enmax 26s to Enmax SS-65)	19.4 %	19.4%	19.3%	13.9%	13.9%	6.5%	6.5%	6.5%	6.5%	4.9%	4.9%	5.3%	5.3%	5.4%	5.4%	7.5%	7.5%	7.5%	14.7%	14.6%	14.7%
		24.82L (Enmax SS-65 to Enmax 24s)	35.3 %	35.3%	35.3%	24.3%	24.3%	7.4%	7.3%	7.4%	7.4%	3.8%	3.7%	8.9%	8.9%	9.1%	9.1%	12.9%	12.9%	12.9%	26.4%	26.0%	26.2%
		31.84L (Enmax 31s to Enmax 32s)	12.7 %	12.7%	12.7%	8.7%	8.7%	2.6%	2.6%	2.6%	2.6%	1.3%	1.2%	3.1%	3.1%	3.1%	3.1%	4.5%	4.5%	4.5%	9.4%	9.3%	9.4%
		9.80L (Enmax S-31 to Enamx S-9)	18.5 %	18.5%	18.4%	14.3%	14.3%	11.5%	11.6%	11.6%	11.6%	11.2%	11.6%	5.4%	5.4%	5.5%	5.5%	7.4%	7.4%	7.4%	14.3%	14.5%	14.6%
		26.81 (Enmax 26s to Enmax 32s)	19.0 %	19.0%	19.0%	13.7%	13.7%	6.3%	6.4%	6.4%	6.4%	4.8%	4.8%	5.2%	5.2%	5.3%	5.3%	7.3%	7.3%	7.3%	14.4%	14.3%	14.4%
		2.81L (Enmax 9s to Enmax 2s)	24.5 %	24.5%	24.4%	18.4%	18.4%	12.9%	13.0%	13.0%	13.0%	12.1%	12.4%	6.6%	6.6%	6.8%	6.8%	9.3%	9.3%	9.3%	18.7%	18.8%	19.0%
		6.82L (Enmax 6s to Enmax 41s)	10.9 %	10.9%	10.9%	8.4%	8.4%	6.0%	6.1%	6.1%	6.1%	5.6%	5.8%	3.5%	3.5%	3.6%	3.6%	4.6%	4.6%	4.6%	8.5%	8.6%	8.6%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
		6.80L (Enmax SS-6 to Enmax SS-35)	10.8 %	10.8%	10.8%	8.3%	8.3%	6.0%	6.0%	6.0%	6.0%	5.6%	5.7%	3.5%	3.5%	3.6%	3.6%	4.6%	4.6%	4.6%	8.4%	8.5%	8.6%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	- 5.0%	-5.0%	-5.0%	-5.3%	-5.3%	-5.3%	-5.2%	-5.2%	-5.2%	-5.2%	-4.7%	21.1%	21.1%	28.2%	28.2%	15.5%	15.5%	15.5%	-5.5%	-5.3%	-5.3%
		927L (Milo 356s to Langdon 102s)	- 5.0%	-5.0%	-5.0%	-5.3%	-5.3%	-5.4%	-5.3%	-5.3%	-5.3%	-5.2%	-4.7%	21.0%	21.0%	28.1%	28.1%	15.5%	15.5%	15.5%	-5.5%	-5.4%	-5.4%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	- 3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.5%	27.5%	19.6%	19.6%	19.6%	0.2%	0.0%	0.0%
		927L (Milo 356s to Langdon 102s)	- 3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.5%	27.5%	19.7%	19.7%	19.7%	0.2%	0.0%	0.0%
	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	- 3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.5%	27.5%	19.6%	19.6%	19.6%	0.2%	0.0%	0.0%
		927L (Milo 356s to Langdon 102s)	- 3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.5%	27.5%	19.7%	19.7%	19.7%	0.2%	0.0%	0.0%
	WATL	901L (Janet 74S to 901AL JCT)	22.1 %	22.1%	22.2%	21.5%	21.5%	21.0%	21.0%	21.0%	21.0%	20.8%	20.5%	18.9%	18.9%	19.9%	19.9%	20.4%	20.4%	20.4%	21.6%	21.6%	21.6%
		916L (East Calgary 5s to Sarcee 42s)	32.0 %	32.0%	32.0%	31.9%	31.9%	30.4%	30.3%	30.3%	30.3%	29.8%	29.3%	32.8%	32.8%	34.1%	34.1%	33.8%	33.8%	33.8%	32.5%	32.2%	32.1%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
		918L (Beddington SS-162 to Johnson 281s)	22.9 %	22.9%	22.9%	22.7%	22.7%	23.1%	23.1%	23.1%	23.1%	23.2%	23.1%	20.8%	20.8%	21.5%	21.5%	21.8%	21.8%	21.8%	22.7%	22.7%	22.7%
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	-4.7%	-4.7%	-4.7%	1.3%	1.3%	-2.4%	-2.4%	-2.4%	-2.4%	-3.2%	-3.3%	28.3%	28.3%	37.0%	37.0%	25.1%	25.1%	25.0%	2.3%	1.9%	1.9%
	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	-4.7%	-4.7%	-4.7%	1.3%	1.3%	-2.4%	-2.4%	-2.4%	-2.4%	-3.2%	-3.3%	28.3%	28.3%	37.1%	37.1%	25.4%	25.4%	25.3%	2.3%	1.9%	1.9%
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	84.0 %	84.0%	84.0%	52.5%	52.4%	24.9%	25.1%	25.1%	25.1%	19.8%	20.0%	12.6%	12.6%	13.4%	13.4%	19.6%	19.6%	19.6%	55.6%	55.2%	55.7%
	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	83.9 %	83.9%	83.9%	52.4%	52.4%	24.9%	25.1%	25.1%	25.1%	19.8%	20.0%	12.6%	12.6%	13.4%	13.4%	19.6%	19.6%	19.6%	55.6%	55.2%	55.6%
	1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.8%	20.7%	20.7%	26.9%	26.9%	18.9%	18.9%	18.8%	4.0%	3.7%	3.7%
		733L (Namaka 428s to Strathmore 151s)	0.2%	0.2%	0.2%	17.5%	17.5%	70.4%	71.6%	71.5%	71.5%	-20.0%	-19.6%	1.1%	1.1%	1.2%	1.2%	1.6%	1.6%	1.6%	6.1%	10.2%	10.3%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	16.6%	16.6%	67.1%	68.3%	68.2%	68.2%	79.8%	82.4%	1.1%	1.1%	1.1%	1.1%	1.5%	1.5%	1.5%	5.8%	9.7%	9.8%
	1107L (Enmax SS-65 to	924L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.8%	20.7%	20.7%	26.9%	26.9%	18.9%	18.9%	18.8%	4.0%	3.7%	3.7%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334	
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)
	Foothills 237s)	733L (Namaka 428s to Strathmore 151s)	0.2%	0.2%	0.2%	17.5%	17.5%	70.4%	71.6%	71.5%	71.5%	-20.0%	-19.6%	1.1%	1.1%	1.2%	1.2%	1.6%	1.6%	1.6%	6.1%	10.2%	10.3%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	16.6%	16.6%	67.1%	68.3%	68.2%	68.2%	79.8%	82.4%	1.1%	1.1%	1.1%	1.1%	1.5%	1.5%	1.5%	5.8%	9.7%	9.8%
	1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)	-11.8%	-11.8%	-11.9%	49.9%	49.9%	23.7%	23.9%	23.9%	23.9%	18.9%	19.0%	12.0%	12.0%	12.8%	12.8%	18.6%	18.6%	18.6%	52.9%	52.5%	52.9%
	1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)	-11.9%	-11.9%	-11.9%	49.9%	49.9%	23.7%	23.9%	23.9%	23.9%	18.9%	19.0%	12.0%	12.0%	12.8%	12.8%	18.6%	18.6%	18.6%	52.9%	52.6%	53.0%
	26.83L (Enmax SS-65 to Enmax 26s)	24.81L (Enmax 24s to Enmax 31s)	5.2%	5.2%	5.2%	6.0%	6.0%	8.5%	8.6%	8.6%	8.6%	9.3%	9.9%	2.5%	2.5%	2.6%	2.6%	2.9%	2.9%	2.9%	5.3%	5.6%	5.6%

Table 13: Scenario 8 – SL post-project sensitivity GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number													
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	P1984 (Bus 554254 ID:G1)	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**	P2334 and P2529 **(Bus 562240 ID:1)**	P2422 **(Bus 560023 ID:1)**	P2592 **(Bus 999904 ID: G1)**
Category A		765L (Chestermere 419s to Strathmore 151s)	0.78%	0.74%	1.79%	70.19%	70.58%	57.98%	58.31%	46.35%	14.43%	0.30%	1.05%	1.04%	8.41%	4.76%	8.16%
		691L (Chestermere 419s to Janet 74s)	0.87%	0.83%	2.03%	78.49%	78.80%	65.31%	65.65%	52.24%	16.43%	0.32%	1.17%	1.16%	9.60%	5.42%	9.32%
		733L (Namaka 428s to Strathmore 151s)	0.91%	0.86%	2.13%	-21.69%	-21.65%	68.51%	68.87%	54.82%	17.30%	0.34%	1.23%	1.22%	10.11%	5.71%	9.82%

Table 14: Scenario 8 – SL post-project sensitivity GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																			
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	**(Bus 774 ID: 2)**	**(Bus 773 ID: 1)**	**(Bus 3251 ID: 2)**	**(Bus 4251 ID: 1)**	**(Bus 553340 ID: 1)**	**(Bus 3247 ID: 1)**	**(Bus 4247 ID: 2)**	**(Bus 4247 ID: 3)**	**(Bus 558259 ID: GX)**	**(Bus 557259 ID: GX)**	**(Bus 60434 ID: 1)**	**(Bus 61434 ID: 2)**	**(Bus 560041 ID: G1)**	**(Bus 560042 ID: G2)**	**(Bus 560026 ID: G1)**	**(Bus 561026 ID: G2)**	**(Bus 562026 ID: G3)**	**(Bus 563240 ID: 1)**	**(Bus 560023 ID: 1)**	**(Bus 562240 ID: 1)**	**(Bus 999904 ID: G1)**
Scenario 8 – SL post-project - sensitivity	1106L (Enmax SS-65 to Foothills 237s) & 1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	-0.2%	-0.2%	-0.2%	15.9%	15.9%	59.3%	60.1%	59.9%	59.9%	71.9%	74.7%	2.4%	2.4%	2.5%	2.5%	3.5%	3.5%	3.5%	9.1%	11.4%	11.5%	11.0%
		876L (Blackie 253s to Gleichen 179s)	-0.5%	-0.5%	-0.5%	29.1%	29.0%	-28.7%	-28.7%	-28.7%	-28.7%	-20.5%	-19.6%	4.3%	4.3%	4.5%	4.5%	6.5%	6.5%	6.5%	17.2%	21.4%	21.6%	20.9%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
		733L (Namaka 428s to Gleichen 179s)	-0.4%	-0.4%	-0.4%	24.2%	24.2%	-23.7%	-23.7%	-23.7%	-23.7%	-17.0%	-16.2%	3.6%	3.6%	3.8%	3.8%	5.3%	5.3%	5.3%	14.1%	17.6%	17.8%	17.1%
		733L (Namaka 428s to Strathmore 151s)	-0.4%	-0.4%	-0.4%	21.9%	21.9%	77.5%	78.3%	78.2%	78.2%	-15.3%	-14.7%	3.3%	3.3%	3.4%	3.4%	4.8%	4.8%	4.8%	12.7%	15.8%	16.0%	15.4%
		765L (Strathmore 151s to Chestermere 419s)	-0.3%	-0.3%	-0.3%	19.9%	19.9%	71.5%	72.2%	72.1%	72.1%	85.2%	87.4%	3.0%	3.0%	3.1%	3.1%	4.4%	4.4%	4.4%	11.5%	14.3%	14.5%	13.9%
	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	16.3%	16.3%	66.4%	66.9%	66.8%	66.8%	78.9%	80.7%	1.5%	1.5%	1.7%	1.7%	1.8%	1.8%	1.8%	5.4%	9.5%	9.6%	9.3%
	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	24.83L (Janet 74s to Enmax 24s)	-26.8%	-26.8%	-26.8%	-15.8%	-15.8%	3.7%	3.8%	3.7%	3.7%	8.1%	8.5%	-4.5%	-4.5%	-4.7%	-4.7%	-7.2%	-7.2%	-7.2%	-19.6%	-18.3%	-18.5%	-18.0%
		691L (Janet 74s to Chestermere 419s)	3.2%	3.2%	3.2%	15.1%	15.1%	59.8%	60.5%	60.3%	60.3%	71.9%	74.1%	1.3%	1.3%	1.3%	1.3%	1.8%	1.8%	1.8%	6.2%	9.5%	9.5%	9.2%
		733L (Namaka 428s to Strathmore 151s)	3.8%	3.8%	3.8%	18.4%	18.4%	71.7%	72.3%	72.2%	72.2%	-19.4%	-19.1%	1.5%	1.5%	1.6%	1.6%	2.2%	2.2%	2.2%	7.6%	11.6%	11.7%	11.3%
		765L (Strathmore 151s to	3.6%	3.6%	3.6%	17.3%	17.3%	67.8%	68.4%	68.3%	68.3%	80.8%	82.8%	1.4%	1.4%	1.5%	1.5%	2.1%	2.1%	2.1%	7.1%	10.9%	11.0%	10.6%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
		Chestermere 419s)																					
		Enmax 65s Transformer T1	33.1 %	33.1 %	33.1 %	22.3%	22.3%	7.4%	7.5%	7.5%	7.5%	4.4%	4.3%	6.9%	6.9%	7.3%	7.3%	10.3%	10.3%	10.3%	25.2%	24.3%	24.5%	23.9%
		Enmax 65s Transformer T2	33.3 %	33.3 %	33.3 %	22.5%	22.5%	7.5%	7.5%	7.5%	7.5%	4.4%	4.3%	7.0%	7.0%	7.3%	7.3%	10.3%	10.3%	10.3%	25.4%	24.5%	24.6%	24.0%
		26.83L (Enmax 26s to Enmax 65s)	19.1 %	19.1 %	19.1 %	13.1%	13.1%	5.4%	5.4%	5.4%	5.4%	3.8%	3.7%	4.1%	4.1%	4.4%	4.4%	6.0%	6.0%	6.0%	14.6%	14.2%	14.3%	13.9%
		24.82L (Enmax 65s to Enmax 24s)	34.5 %	34.5 %	34.5 %	22.7%	22.7%	5.3%	5.3%	5.3%	5.3%	1.7%	1.6%	6.9%	6.9%	7.3%	7.3%	10.4%	10.4%	10.4%	26.1%	25.0%	25.2%	24.5%
		31.84L (Enmax 32s to Enmax 31s)	12.8 %	12.8 %	12.8 %	8.4%	8.4%	2.0%	2.0%	2.0%	2.0%	0.7%	0.6%	2.5%	2.5%	2.6%	2.6%	3.8%	3.8%	3.8%	9.6%	9.3%	9.3%	9.1%
		9.80L (Enmax 9s to Enmax 31s)	18.8 %	18.8 %	18.8 %	14.2%	14.2%	10.8%	10.9%	10.9%	10.9%	10.5%	10.7%	4.5%	4.5%	4.8%	4.8%	6.4%	6.4%	6.4%	14.8%	14.7%	14.8%	14.4%
		2.81L (Enmax 9s to Enmax 2s)	25.3 %	25.3 %	25.3 %	18.5%	18.5%	12.2%	12.3%	12.3%	12.3%	11.2%	11.5%	5.7%	5.7%	6.0%	6.0%	8.2%	8.2%	8.2%	19.7%	19.4%	19.5%	19.0%
	WATL	916L (Sarcee 42s to East Calgary 5s)	23.9 %	23.9 %	23.9 %	23.5%	23.5%	22.2%	22.2%	22.2%	22.2%	21.7%	21.5%	23.4%	23.4%	25.2%	25.2%	25.0%	25.0%	25.0%	23.9%	23.7%	23.7%	23.8%
	434L (High River 65s to Foothills 237s)	765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	21.7%	21.7%	68.9%	69.5%	69.4%	69.4%	80.8%	82.5%	0.8%	0.8%	0.8%	0.8%	1.1%	1.1%	1.1%	4.9%	16.0%	16.1%	17.2%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
	1106L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	0.2%	0.2%	0.2%	15.4%	15.4%	60.5%	61.0%	60.9%	60.9%	72.2%	74.3%	1.1%	1.1%	1.1%	1.1%	1.5%	1.5%	1.5%	5.8%	9.4%	9.5%	9.2%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	17.2%	17.2%	66.8%	67.4%	67.3%	67.3%	79.3%	81.1%	1.2%	1.2%	1.2%	1.2%	1.7%	1.7%	1.7%	6.5%	10.5%	10.6%	10.2%
	1107L (Enmax SS-65 to Foothills 237s)	691L (Janet 74s to Chestermere 419s)	0.2%	0.2%	0.2%	15.4%	15.4%	60.5%	61.0%	60.9%	60.9%	72.2%	74.3%	1.1%	1.1%	1.1%	1.1%	1.5%	1.5%	1.5%	5.8%	9.4%	9.5%	9.2%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	17.2%	17.2%	66.8%	67.4%	67.3%	67.3%	79.3%	81.1%	1.2%	1.2%	1.2%	1.2%	1.7%	1.7%	1.7%	6.5%	10.5%	10.6%	10.2%
	Foothills 237s Transformer T1	765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	18.4%	18.4%	67.3%	67.8%	67.7%	67.7%	79.5%	81.3%	0.8%	0.8%	0.9%	0.9%	1.2%	1.2%	1.2%	7.8%	11.8%	11.9%	11.5%
	Foothills 237s Transformer T2	765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	18.4%	18.4%	67.3%	67.8%	67.7%	67.7%	79.5%	81.3%	0.8%	0.8%	0.9%	0.9%	1.2%	1.2%	1.2%	7.8%	11.8%	11.9%	11.5%
	Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.4%
	Okotoks 678s Transformer T1	765L (Strathmore 151s to Chestermere 419s)	0.3%	0.3%	0.3%	28.4%	28.4%	69.1%	69.7%	69.6%	69.6%	80.9%	82.6%	0.7%	0.7%	0.8%	0.8%	1.0%	1.0%	1.0%	4.8%	10.6%	10.7%	10.4%

Table 15: Scenario 9 – SP post-project sensitivity GEF – N-0

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number													
			P2247 **(Bus 560041, 560042 ID: G1, G2)**	P1927 **(Bus 60434, 61434 ID: 1, 2)**	P2041 **(Bus 567031 ID: G1)**	Strathmore (STR2) **(Bus 558259 ID: GX)**	Strathmore (STR1) **(Bus 557259 ID: GX)**	East Strathmore Namaka (NMK1) **(Bus 553340 ID: G1)**	Cavalier (EC01) **(Bus 3247, 4247 ID: 1, 2, 3)**	P1984 (Bus 554254 ID:G1)	Carseland Cogen (TC01) **(Bus 4251, 3251 ID: 1, 2)**	Shepard (EGC1) **(Bus 773, 774, 775 ID: 1, 2, 3)**	Black Spring Ridge (BSR1) **(Bus 61736, 61737 ID: 1, 2)**	Travers (TVS1) **(Bus 560026, 561026, 562026 ID: G1, G2, G3)**	P2334 and P2529 **(Bus 562240 ID:1)**	P2422 **(Bus 560023 ID:1)**	P2592 **(Bus 999904 ID: G1)**
Category A		765L (Chestermere 419s to Strathmore 151s)	1.23%	1.17%	2.16%	70.96%	71.57%	58.83%	59.94%	46.60%	14.44%	0.53%	1.49%	1.54%	8.20%	4.76%	8.04%
		691L (Chestermere 419s to Janet 74s)	1.37%	1.30%	2.44%	79.62%	80.16%	66.42%	67.54%	52.66%	16.46%	0.58%	1.67%	1.72%	9.38%	5.43%	9.20%
		733L (Namaka 428s to Strathmore 151s)	1.42%	1.35%	2.56%	-20.28%	-20.22%	69.91%	71.03%	55.45%	17.40%	0.59%	1.74%	1.79%	9.92%	5.74%	9.73%
		924L (Milo 356s to Langdon 102s)	21.78%	16.62%	6.86%	-3.88%	-3.85%	-3.53%	-3.49%	-2.92%	-0.95%	-4.59%	16.54%	14.19%	-0.63%	-0.45%	-0.70%
		927L (Milo 356s to Langdon 102s)	21.71%	16.56%	6.79%	-3.95%	-3.91%	-3.61%	-3.56%	-2.99%	-1.03%	-4.64%	16.49%	14.17%	-0.71%	-0.53%	-0.77%
		916L (Sarcee 42s to East Calgary 5s)	27.07%	25.93%	26.09%	23.32%	23.25%	23.93%	23.81%	24.33%	25.15%	25.26%	26.74%	26.62%	25.40%	25.61%	25.49%

Table 16: Scenario 9 – SP post-project sensitivity GEF – N-1

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
Scenario 9 – SP post-project - sensitivity	924L (Milo 356s to Langdon 102s) & 927L (Milo 356s to P2378 Tap/Langdon 102s)	733L (Namaka 428s to Strathmore 151s)	0.4%	0.4%	0.4%	17.3%	17.3%	71.4%	72.6%	72.5%	72.5%	-19.3%	-19.1%	1.9%	1.9%	2.1%	2.1%	2.1%	2.1%	2.1%	5.7%	9.8%	9.9%	9.7%
		765L (Chestermere 419s to Strathmore 151s)	0.4%	0.4%	0.4%	16.4%	16.4%	67.8%	69.0%	68.9%	68.9%	80.5%	83.1%	1.8%	1.8%	2.0%	2.0%	2.0%	2.0%	2.0%	5.4%	9.3%	9.4%	9.2%
		1109L (Enmax 65 to Enmax 25)	-7.1%	-7.1%	-7.2%	25.8%	25.8%	11.7%	11.9%	11.9%	11.9%	9.2%	9.5%	6.6%	6.6%	8.5%	8.5%	5.5%	5.5%	5.5%	26.7%	27.0%	27.2%	26.6%
		1080L (Enmax 65 to Enmax 25)	-7.1%	-7.1%	-7.2%	25.7%	25.7%	11.7%	11.8%	11.8%	11.8%	9.2%	9.5%	6.6%	6.6%	8.5%	8.5%	5.5%	5.5%	5.5%	26.7%	26.9%	27.1%	26.5%
	1003L (Janet 74s to Enmax SS-25) & 985L (Janet 74s to Enmax SS-25)	924L (Milo 356s to Langdon 102s)	2.3%	2.3%	2.3%	3.0%	3.0%	-1.3%	-1.3%	-1.3%	-1.3%	-2.1%	-2.0%	17.9%	17.9%	24.5%	24.5%	13.3%	13.3%	13.3%	3.7%	3.5%	3.6%	3.4%
		927L (Milo 356s to Langdon 102s)	2.2%	2.2%	2.2%	2.9%	2.9%	-1.4%	-1.4%	-1.4%	-1.4%	-2.1%	-2.0%	17.8%	17.8%	24.4%	24.4%	13.3%	13.3%	13.2%	3.6%	3.4%	3.5%	3.3%
		24.83L (Janet 74s to Enmax 24 Sub)	-24.6%	-24.6%	-24.5%	-14.4%	-14.4%	4.2%	4.3%	4.3%	4.3%	8.4%	8.9%	-3.8%	-3.8%	-3.9%	-3.9%	-6.8%	-6.8%	-6.8%	-17.0%	-16.4%	-16.5%	-16.2%
		691L (Janet 74s to Chestermere 419s)	3.7%	3.7%	3.7%	14.3%	14.3%	59.8%	61.1%	61.0%	61.0%	72.3%	75.5%	1.8%	1.8%	1.8%	1.8%	2.7%	2.7%	2.7%	5.9%	8.7%	8.8%	8.6%
		876L (Blackie 253s to	5.8%	5.8%	5.8%	22.6%	22.6%	-31.1%	-31.0%	-31.1%	-31.1%	-22.0%	-21.1%	2.9%	2.9%	2.8%	2.8%	4.3%	4.3%	4.3%	9.7%	14.1%	14.3%	14.0%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
		Gleichen 179s)																					
		733L (Gleichen 179s to Namaka 428s)	5.8%	5.8%	5.8%	22.6%	22.6%	-31.1%	-31.0%	-31.1%	-31.1%	-22.0%	-21.1%	2.9%	2.9%	2.8%	2.8%	4.3%	4.3%	4.3%	9.7%	14.1%	14.3%	14.0%
		733L (Namaka 428s to Strathmore 151s)	4.6%	4.6%	4.6%	18.0%	18.0%	73.8%	75.2%	75.1%	75.1%	-17.4%	-16.9%	2.2%	2.2%	2.2%	2.2%	3.3%	3.3%	3.3%	7.5%	11.1%	11.2%	10.9%
		765L (Chestermere 419s to Strathmore 151s)	4.3%	4.3%	4.3%	16.7%	16.7%	69.0%	70.4%	70.2%	70.2%	82.6%	85.6%	2.1%	2.1%	2.1%	2.1%	3.1%	3.1%	3.1%	7.0%	10.2%	10.3%	10.1%
		Enmax 65s T1	31.5 %	31.5 %	31.4 %	21.3%	21.3%	7.1%	7.1%	7.1%	7.1%	4.1%	4.1%	6.7%	6.7%	6.9%	6.9%	10.5%	10.5%	10.5%	23.0%	22.7%	22.9%	22.4%
		Enmax 65s T2	31.7 %	31.7 %	31.6 %	21.5%	21.5%	7.2%	7.2%	7.2%	7.2%	4.1%	4.1%	6.8%	6.8%	7.0%	7.0%	10.6%	10.6%	10.6%	23.1%	22.8%	23.0%	22.6%
		54.81 (Enmax 54s to Enmax 65s)	11.8 %	11.8 %	11.8 %	8.3%	8.3%	4.0%	4.0%	4.0%	4.0%	3.1%	3.1%	2.7%	2.7%	2.8%	2.8%	4.1%	4.1%	4.1%	8.7%	8.7%	8.7%	8.6%
		41.84 (Enmax 54s to Enmax 41s)	11.5 %	11.5 %	11.5 %	8.0%	8.0%	3.9%	3.9%	3.9%	3.9%	3.0%	3.0%	2.6%	2.6%	2.7%	2.7%	3.9%	3.9%	3.9%	8.5%	8.4%	8.5%	8.3%
		26.83L (Enmax 26s to Enmax 65s)	18.0 %	18.0 %	18.0 %	12.4%	12.4%	5.2%	5.2%	5.2%	5.2%	3.6%	3.6%	4.0%	4.0%	4.1%	4.1%	6.2%	6.2%	6.2%	13.2%	13.1%	13.2%	13.0%
		24.82L (Enmax 65s to Enmax 24s)	32.9 %	32.9 %	32.8 %	21.7%	21.7%	5.0%	4.9%	4.9%	4.9%	1.4%	1.3%	6.6%	6.6%	6.8%	6.8%	10.6%	10.6%	10.6%	23.8%	23.3%	23.5%	23.1%

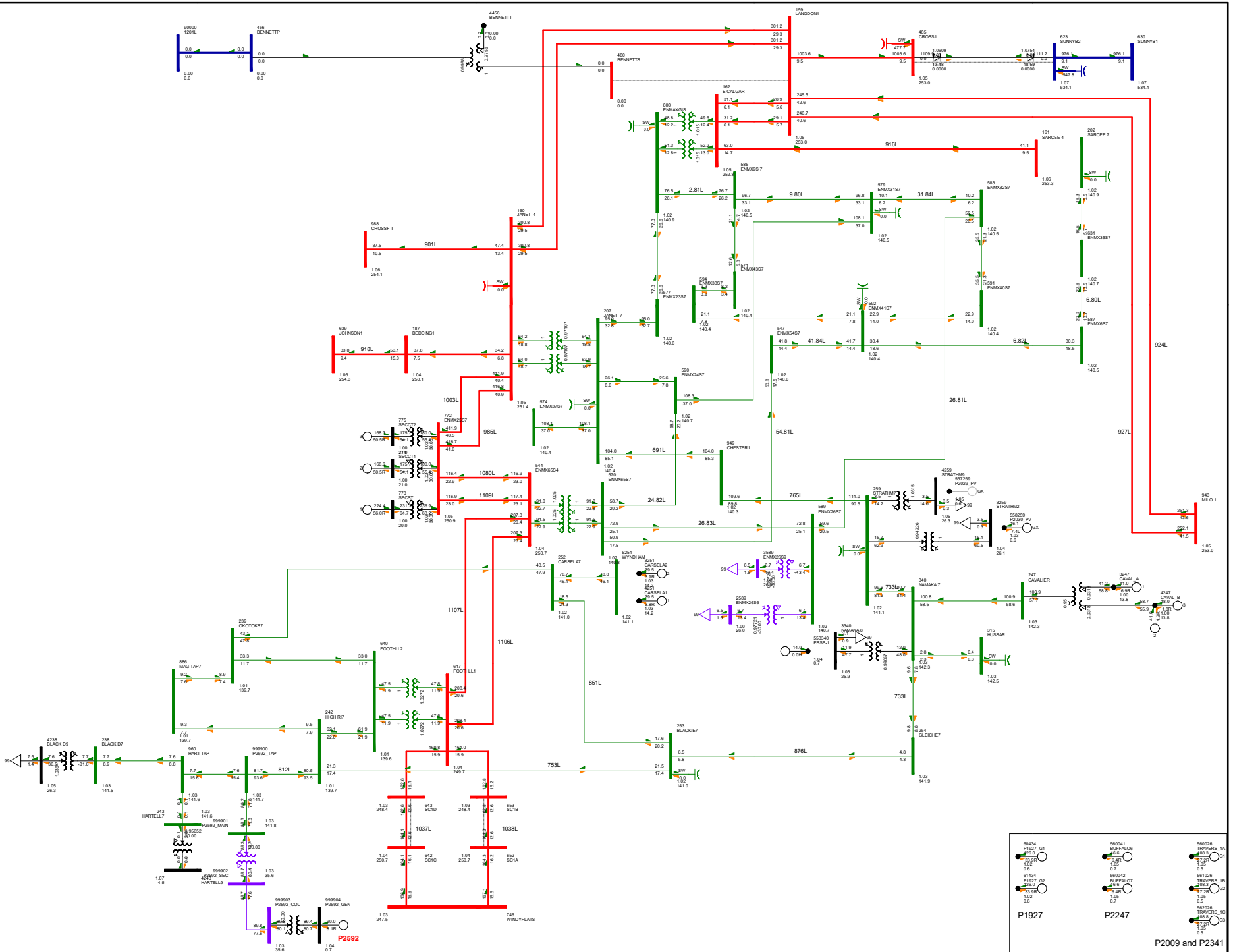
Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
		31.84L (Enmax 31s to Enmax 32s)	11.7 %	11.7 %	11.7 %	7.7%	7.7%	1.7%	1.7%	1.7%	1.7%	0.4%	0.3%	2.2%	2.2%	2.3%	2.3%	3.6%	3.6%	3.6%	8.4%	8.3%	8.3%	8.2%
		9.80L (Enmax S-31 to Enamx S-9)	17.2 %	17.2 %	17.1 %	12.9%	12.9%	10.2%	10.4%	10.4%	10.4%	10.0%	10.4%	4.2%	4.2%	4.4%	4.4%	6.2%	6.2%	6.2%	12.9%	13.1%	13.2%	12.9%
		26.81 (Enmax 26s to Enmax 32s)	17.7 %	17.7 %	17.7 %	12.2%	12.2%	5.0%	5.0%	5.0%	5.0%	3.5%	3.5%	3.9%	3.9%	4.0%	4.0%	6.0%	6.0%	6.0%	13.0%	12.9%	12.9%	12.7%
		2.81L (Enmax 9s to Enmax 2s)	22.7 %	22.7 %	22.7 %	16.6%	16.6%	11.2%	11.4%	11.4%	11.4%	10.5%	10.8%	5.1%	5.1%	5.3%	5.3%	7.7%	7.7%	7.7%	16.8%	16.9%	17.0%	16.7%
		6.82L (Enmax 6s to Enmax 41s)	10.3 %	10.3 %	10.2 %	7.7%	7.7%	5.4%	5.4%	5.4%	5.4%	5.0%	5.1%	2.9%	2.9%	3.0%	3.0%	4.0%	4.0%	4.0%	7.8%	7.8%	7.9%	7.8%
		6.80L (Enmax SS-6 to Enmax SS-35)	10.2 %	10.2 %	10.1 %	7.6%	7.6%	5.3%	5.4%	5.4%	5.4%	5.0%	5.1%	2.9%	2.9%	3.0%	3.0%	4.0%	4.0%	4.0%	7.7%	7.7%	7.8%	7.7%
	1037L (Foothills 237s to SC1 266s to Windy Flats 138s) & 1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-5.1%	-5.1%	-5.1%	-5.5%	-5.5%	-5.5%	-5.4%	-5.4%	-5.4%	-5.3%	-4.9%	21.0%	21.0%	28.1%	28.1%	15.5%	15.5%	15.4%	-5.7%	-5.6%	-5.5%	-5.6%
		927L (Milo 356s to Langdon 102s)	-5.1%	-5.1%	-5.2%	-5.5%	-5.5%	-5.5%	-5.5%	-5.5%	-5.5%	-5.4%	-4.9%	20.9%	20.9%	28.0%	28.0%	15.4%	15.4%	15.4%	-5.7%	-5.6%	-5.6%	-5.6%
	1037L (Foothills 237s to SC1 266s to	924L (Milo 356s to Langdon 102s)	-3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.4%	27.4%	19.5%	19.5%	19.5%	0.2%	-0.1%	0.0%	-0.1%

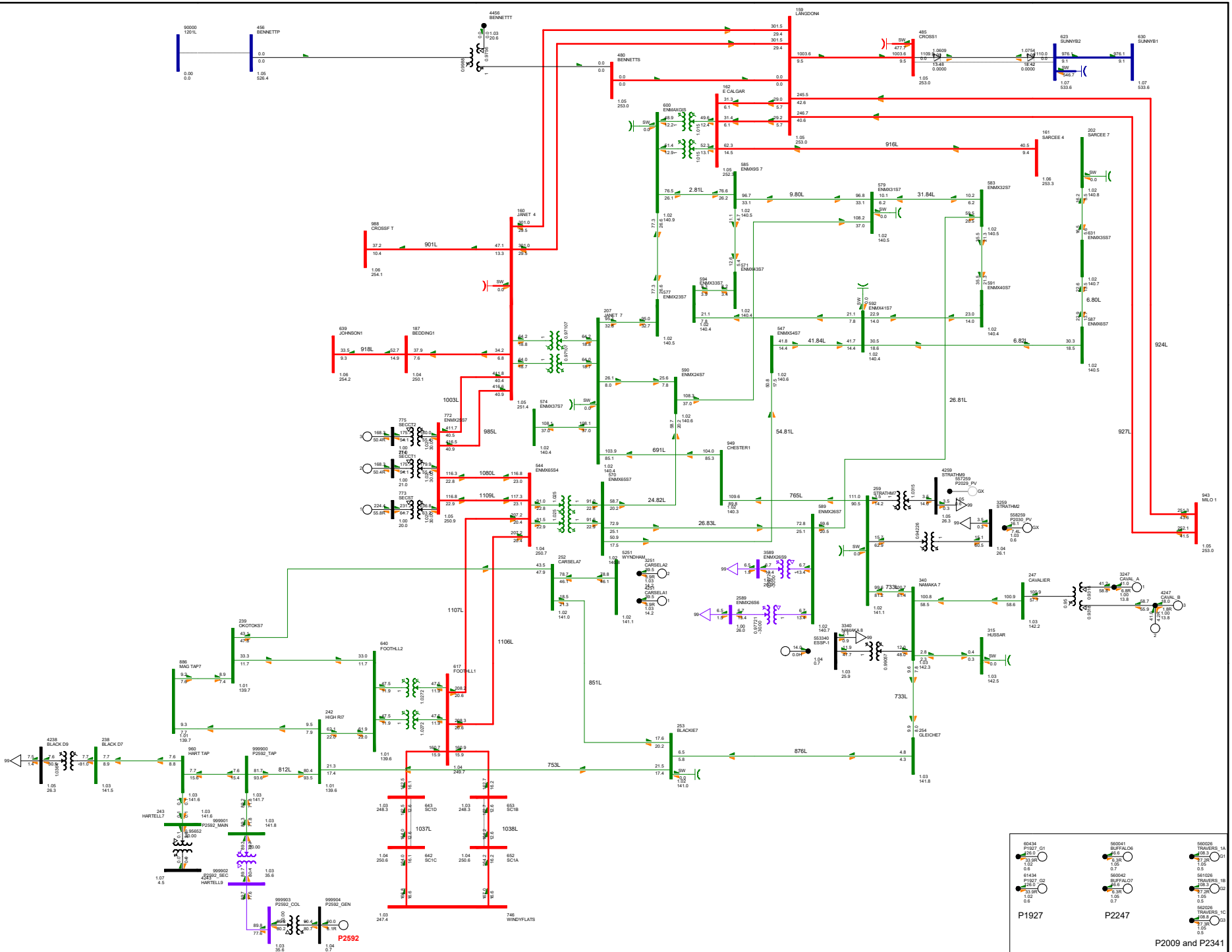
Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
	Windy Flats 138s)	927L (Milo 356s to Langdon 102s)	-3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.5%	27.5%	19.6%	19.6%	19.6%	0.2%	-0.1%	0.0%	-0.1%
	1038L (Foothills 237s to SC1 266s to Windy Flats 138s)	924L (Milo 356s to Langdon 102s)	-3.7%	-3.7%	-3.7%	-0.4%	-0.4%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.4%	27.4%	19.5%	19.5%	19.5%	0.2%	-0.1%	0.0%	-0.1%
		927L (Milo 356s to Langdon 102s)	-3.7%	-3.7%	-3.7%	-0.3%	-0.3%	-2.4%	-2.4%	-2.4%	-2.4%	-2.8%	-2.9%	21.3%	21.3%	27.5%	27.5%	19.6%	19.6%	19.6%	0.2%	-0.1%	0.0%	-0.1%
	WATL	901L (Janet 74s to 901AL JCT)	22.7 %	22.7 %	22.7 %	22.3%	22.3%	21.8%	21.7%	21.7%	21.7%	21.5%	21.1%	19.7%	19.7%	20.7%	20.7%	21.2%	21.2%	21.2%	22.4%	22.3%	22.3%	22.3%
		916L (East Calgary 5s to Sarcee 42s)	31.8 %	31.8 %	31.8 %	31.9%	31.9%	30.4%	30.3%	30.3%	30.3%	29.7%	29.2%	32.9%	32.9%	34.1%	34.1%	33.9%	33.9%	33.9%	32.5%	32.2%	32.2%	32.3%
		918L (Beddington SS-162 to Johnson 281s)	22.9 %	22.9 %	22.9 %	22.9%	22.9%	23.2%	23.2%	23.2%	23.2%	23.2%	23.2%	21.0%	21.0%	21.7%	21.7%	22.0%	22.0%	22.0%	22.9%	22.9%	22.9%	22.9%
	Enmax #26 Transformer T2	24.81L (Enmax SS-24 to Enmax SS-31)	5.2%	5.2%	5.2%	6.0%	6.0%	8.5%	8.6%	8.6%	8.6%	9.3%	9.9%	2.5%	2.5%	2.7%	2.7%	3.0%	3.0%	3.0%	5.3%	5.6%	5.6%	5.5%
	924L (Milo 356s to Langdon 102s)	927L (Milo 356s to Langdon 102s)	-4.8%	-4.8%	-4.8%	1.3%	1.3%	-2.4%	-2.4%	-2.4%	-2.4%	-3.2%	-3.3%	28.2%	28.2%	37.0%	37.0%	24.9%	24.9%	24.8%	2.3%	1.9%	1.9%	1.8%
	927L (Milo 356s to Langdon 102s)	924L (Milo 356s to Langdon 102s)	-5.1%	-5.1%	-5.1%	1.0%	1.0%	-2.8%	-2.8%	-2.8%	-2.8%	-3.5%	-3.7%	27.9%	27.9%	36.7%	36.7%	24.8%	24.8%	24.8%	1.9%	1.5%	1.6%	1.5%

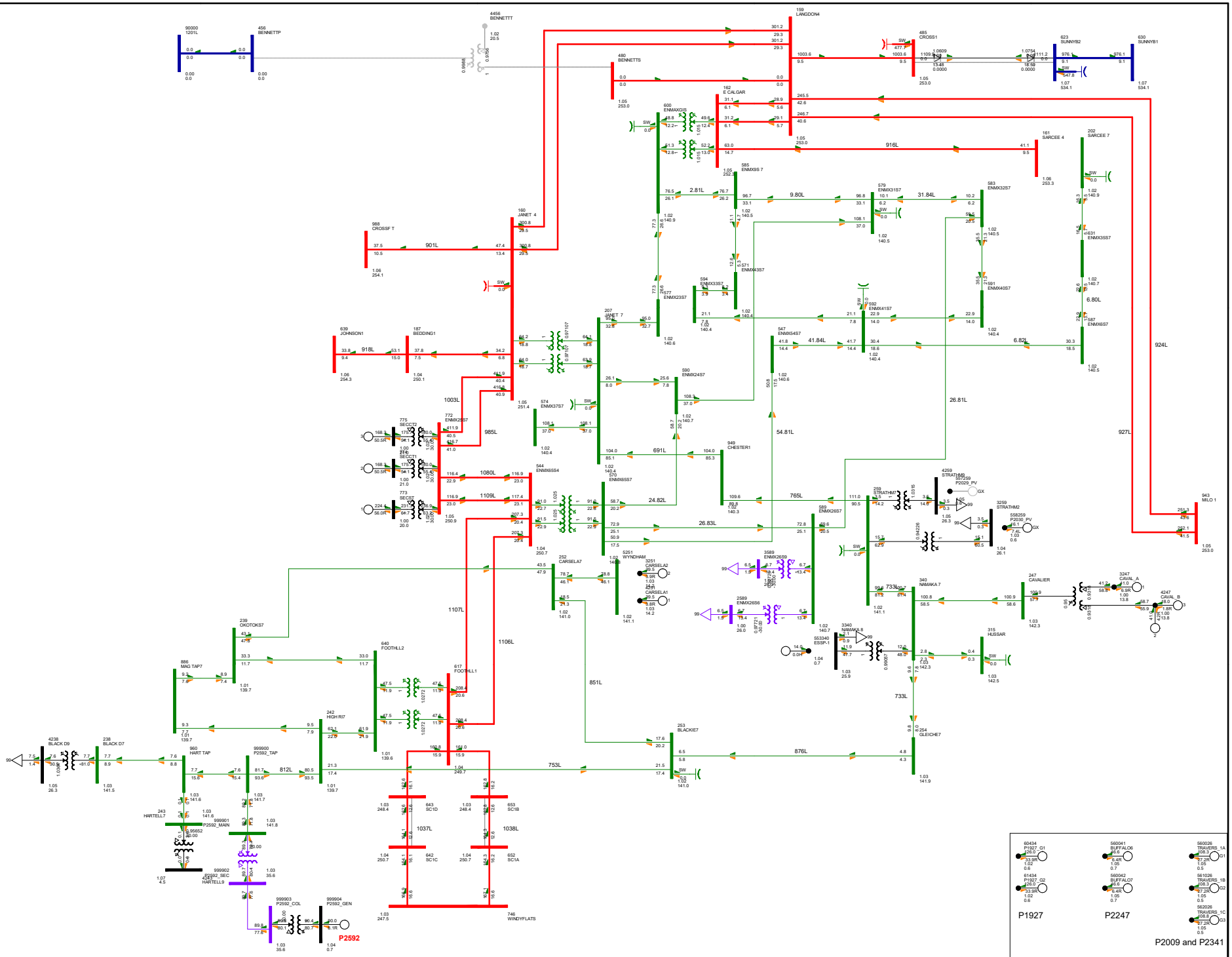
Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
	1003L (Janet 74s to Enmax SS-25)	985L (Janet 74s to Enmax SS-25)	83.9 %	83.9 %	83.8 %	51.8%	51.8%	24.7%	24.9%	24.9%	24.9%	19.7%	19.8%	12.5%	12.5%	13.3%	13.3%	19.5%	19.5%	19.5%	55.1%	54.4%	54.8%	53.9%
	985L (Janet 74s to Enmax SS-25)	1003L (Janet 74s to Enmax SS-25)	83.8 %	83.8 %	83.8 %	51.8%	51.8%	24.7%	24.9%	24.9%	24.9%	19.7%	19.8%	12.5%	12.5%	13.3%	13.3%	19.5%	19.5%	19.5%	55.0%	54.4%	54.8%	53.8%
	1106L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.9%	20.7%	20.7%	26.8%	26.8%	18.8%	18.8%	18.8%	4.0%	3.6%	3.7%	3.6%
		927L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.9%	20.8%	20.8%	26.9%	26.9%	18.9%	18.9%	18.9%	4.0%	3.6%	3.7%	3.6%
		733L (Namaka 428s to Strathmore 151s)	0.2%	0.2%	0.2%	17.5%	17.5%	71.0%	72.2%	72.1%	72.1%	-19.6%	-19.2%	1.2%	1.2%	1.2%	1.2%	1.7%	1.7%	1.7%	6.2%	10.2%	10.3%	10.0%
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	16.5%	16.5%	67.4%	68.6%	68.5%	68.5%	80.2%	82.9%	1.1%	1.1%	1.2%	1.2%	1.6%	1.6%	1.6%	5.8%	9.6%	9.7%	9.5%
	1107L (Enmax SS-65 to Foothills 237s)	924L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.9%	20.7%	20.7%	26.8%	26.8%	18.8%	18.8%	18.8%	4.0%	3.6%	3.7%	3.6%
		927L (Milo 356s to Langdon 102s)	-3.6%	-3.6%	-3.6%	3.1%	3.1%	-0.9%	-0.9%	-0.9%	-0.9%	-1.7%	-1.9%	20.8%	20.8%	26.9%	26.9%	18.9%	18.9%	18.9%	4.0%	3.6%	3.7%	3.6%
		733L (Namaka 428s to Strathmore 151s)	0.2%	0.2%	0.2%	17.5%	17.5%	71.0%	72.2%	72.1%	72.1%	-19.6%	-19.2%	1.2%	1.2%	1.2%	1.2%	1.7%	1.7%	1.7%	6.2%	10.2%	10.3%	10.0%

Scenario and Case Name	Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Generating Facility Name and Unit Number																				
			Shepard (EGC1)			Carseland Cogen (TC01)		P1932	Cavalier (EC01)			P2030	P2029	P1927		P2247		P2341			P2422 & P2529	P2334		P2592
			(Bus 775 ID: 3)	(Bus 774 ID: 2)	(Bus 773 ID: 1)	(Bus 3251 ID: 2)	(Bus 4251 ID: 1)	(Bus 553340 ID: 1)	(Bus 3247 ID: 1)	(Bus 4247 ID: 2)	(Bus 4247 ID: 3)	(Bus 558259 ID: GX)	(Bus 557259 ID: GX)	(Bus 60434 ID: 1)	(Bus 61434 ID: 2)	(Bus 560041 ID: G1)	(Bus 560042 ID: G2)	(Bus 560026 ID: G1)	(Bus 561026 ID: G2)	(Bus 562026 ID: G3)	(Bus 563240 ID: 1)	(Bus 560023 ID: 1)	(Bus 562240 ID: 1)	(Bus 999904 ID: G1)
		765L (Strathmore 151s to Chestermere 419s)	0.2%	0.2%	0.2%	16.5%	16.5%	67.4%	68.6%	68.5%	68.5%	80.2%	82.9%	1.1%	1.1%	1.2%	1.2%	1.6%	1.6%	1.6%	5.8%	9.6%	9.7%	9.5%
	1109L (Enmax SS-25 to Enmax SS-65)	1080L (Enmax SS-25 to Enmax SS-65)	-11.9%	-11.9%	-11.9%	49.3%	49.3%	23.5%	23.7%	23.7%	23.7%	18.7%	18.8%	11.9%	11.9%	12.7%	12.7%	18.5%	18.5%	18.5%	52.4%	51.8%	52.2%	51.2%
	1080L (Enmax SS-25 to Enmax SS-65)	1109L (Enmax SS-25 to Enmax SS-65)	-11.9%	-11.9%	-11.9%	49.3%	49.3%	23.5%	23.7%	23.7%	23.7%	18.8%	18.8%	11.9%	11.9%	12.7%	12.7%	18.6%	18.6%	18.6%	52.4%	51.8%	52.2%	51.3%
	26.83L (Enmax SS-65 to Enmax 26s)	24.81L (Enmax 24s to Enmax 31s)	5.2%	5.2%	5.2%	6.0%	6.0%	8.5%	8.6%	8.6%	8.6%	9.3%	9.9%	2.5%	2.5%	2.7%	2.7%	3.0%	3.0%	3.0%	5.3%	5.6%	5.6%	5.5%
	Foothills 237s Transformer T1	733L (Namaka 428s to Strathmore 151s)	0.3%	0.3%	0.3%	18.6%	18.6%	70.8%	71.9%	71.8%	71.8%	-19.7%	-19.4%	0.8%	0.8%	0.8%	0.8%	1.1%	1.1%	1.1%	7.2%	11.3%	11.4%	11.1%
	Foothills 237s Transformer T2	733L (Namaka 428s to Strathmore 151s)	0.3%	0.3%	0.3%	18.6%	18.6%	70.8%	71.9%	71.8%	71.8%	-19.7%	-19.4%	0.8%	0.8%	0.8%	0.8%	1.1%	1.1%	1.1%	7.2%	11.3%	11.4%	11.1%
	Black Diamond 392s Transformer T3	812L (P2592 to High River 65s)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	98.4%
	Okotoks 678s Transformer T1	733L (Namaka 428s to Strathmore 151s)	0.3%	0.3%	0.3%	29.5%	29.5%	72.7%	73.9%	73.8%	73.8%	-18.4%	-18.0%	0.7%	0.7%	0.8%	0.8%	1.0%	1.0%	1.0%	4.5%	10.0%	10.1%	10.0%

Attachment G: Power Flow Diagrams after RAS Action (Scenarios 3 to 4, 8 to 9 and 12 to 13)


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-1-RAS 136: S3-P2592-SL-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 0:26
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVARate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341

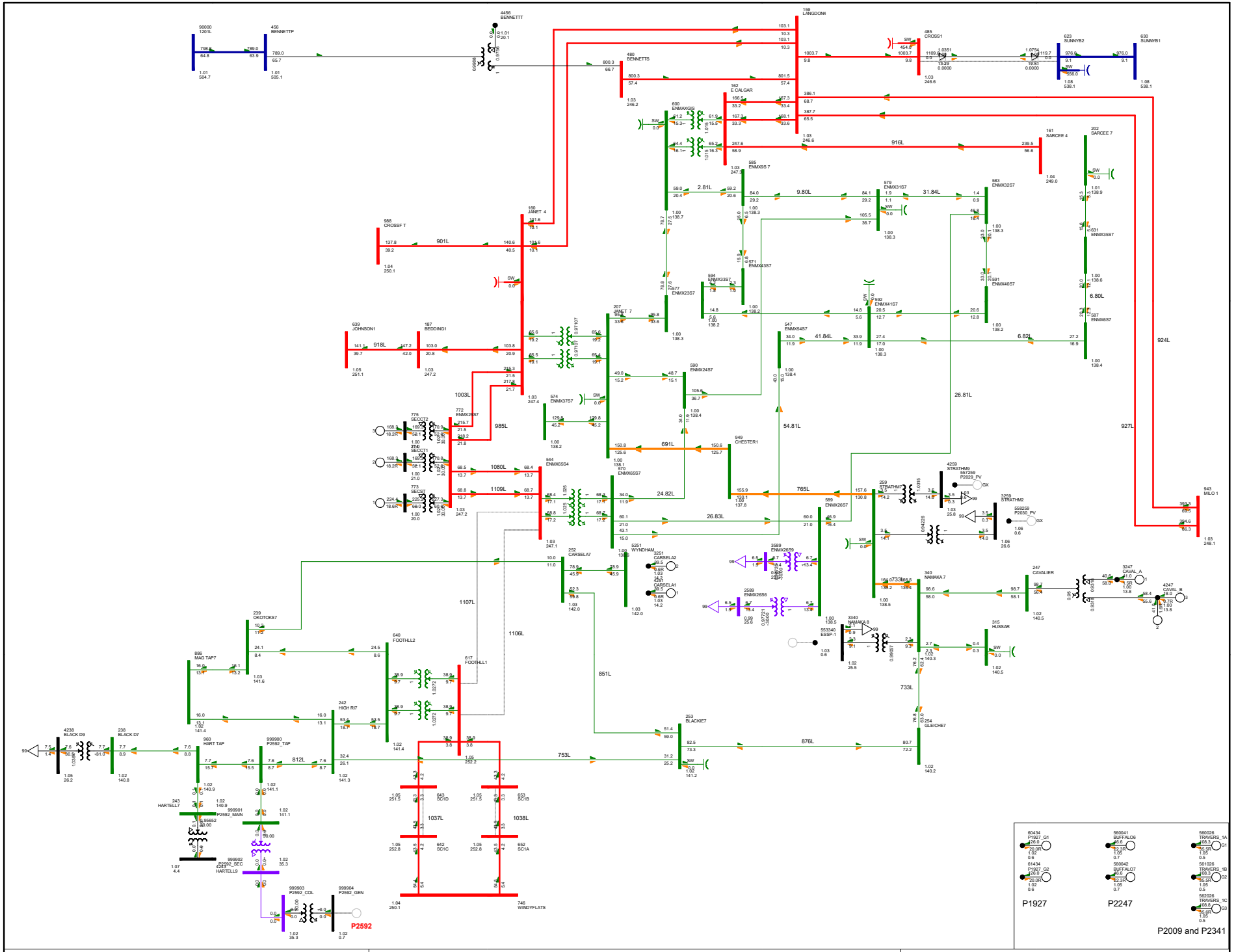

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-3-2-RAS 136: S3-P2592-SL-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 0:27
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVARs A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-3-3-RAS 136: S3-P2592-SL-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 0:28

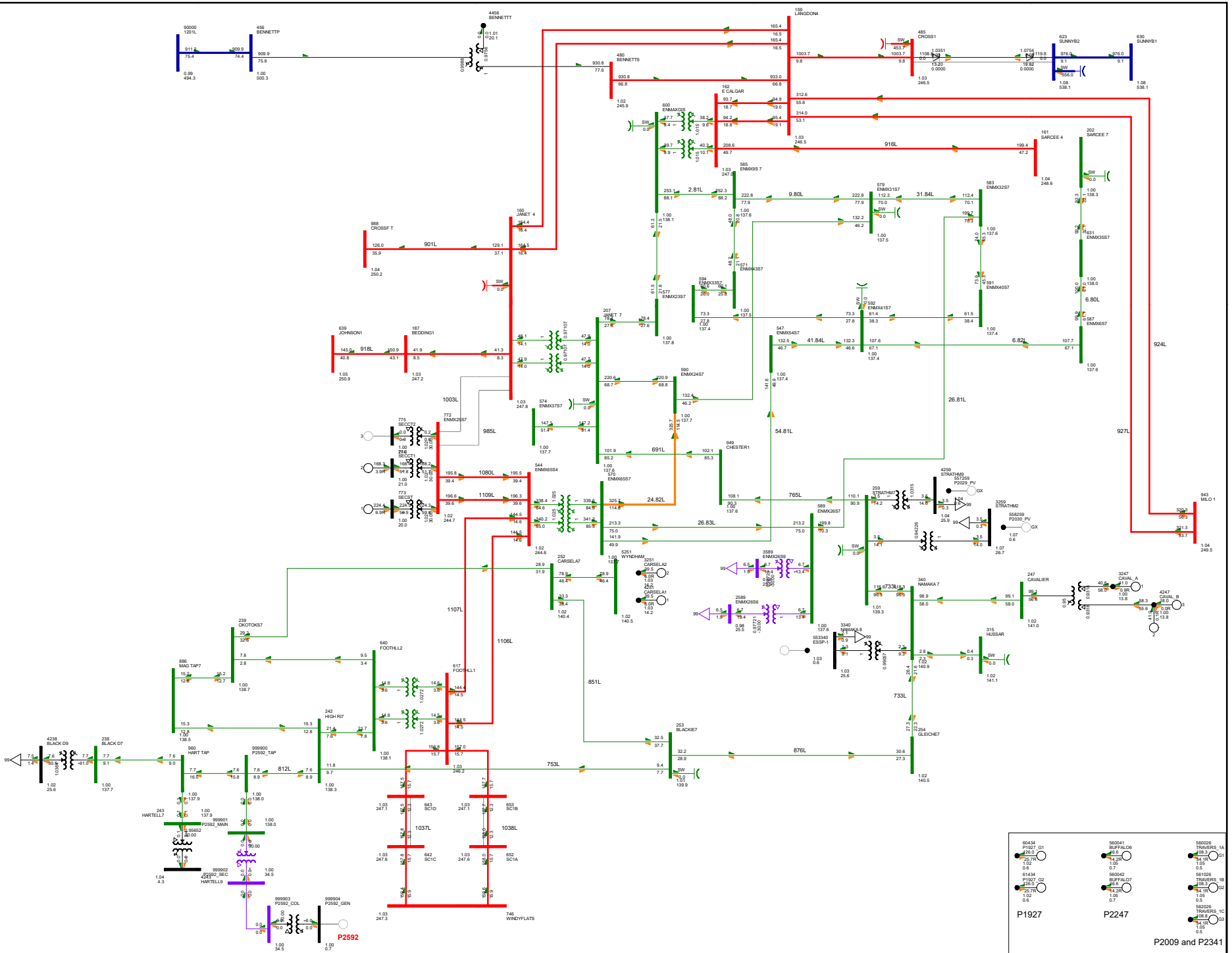
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVA Base
1.1480V 0.992UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

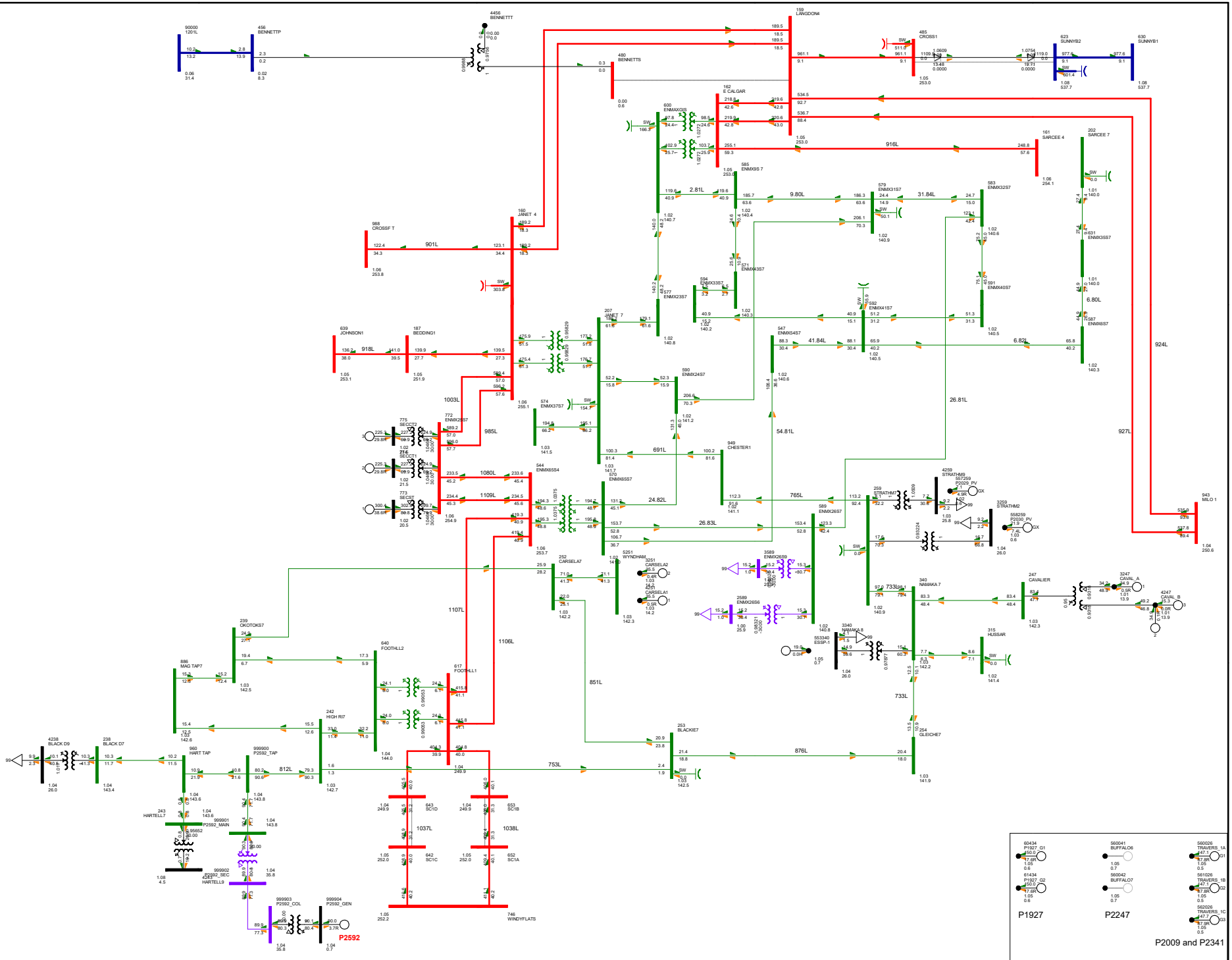


P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-3-1-MRAS 194: S3-P2592-SL-POST.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:29

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

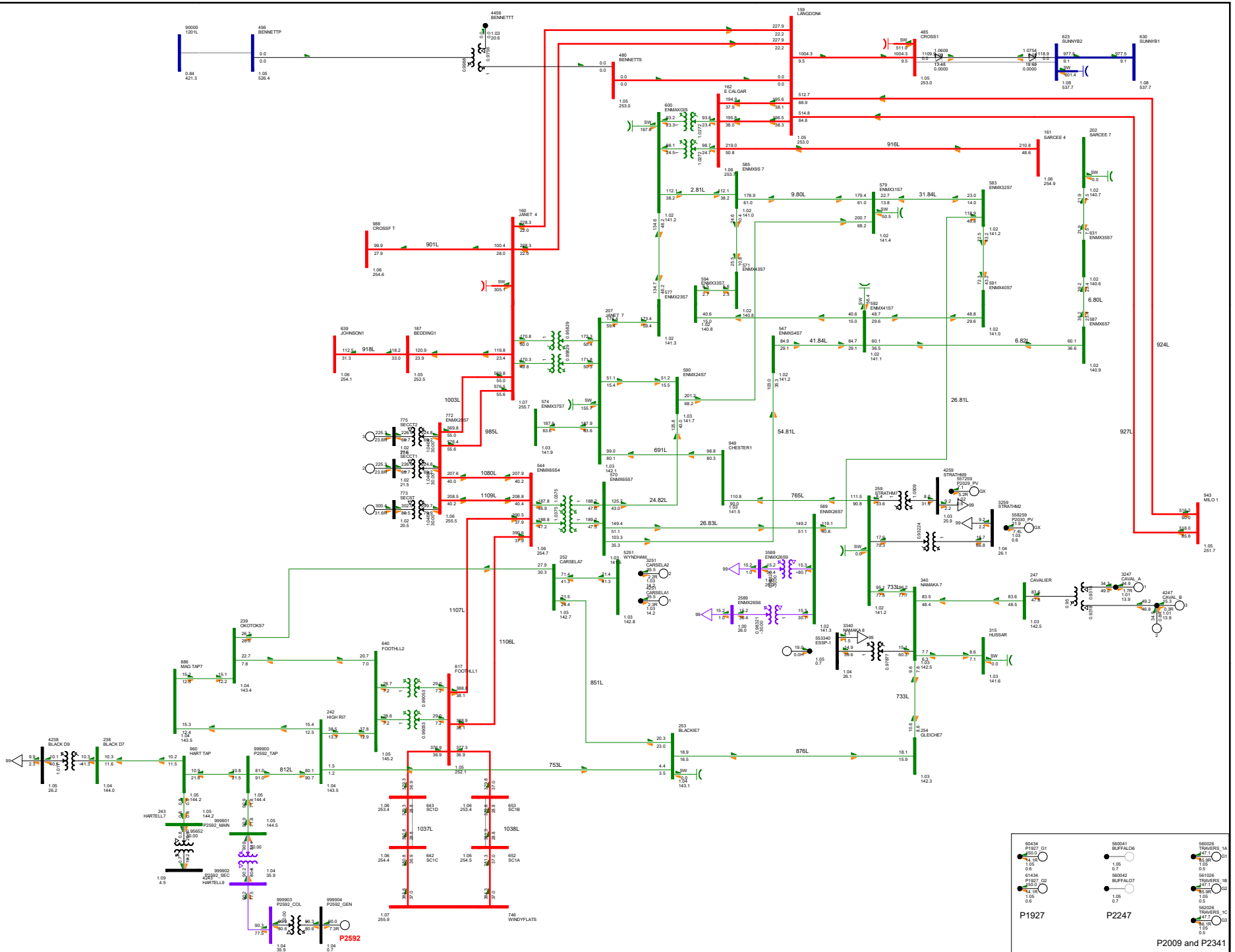

P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-3-2-RAS145, MRAS 194: S3-P2592-SL-POST.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:29
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVAbase A
1.140OV 0.950UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-1-RAS 136: S4-P2592-SP-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 0:30

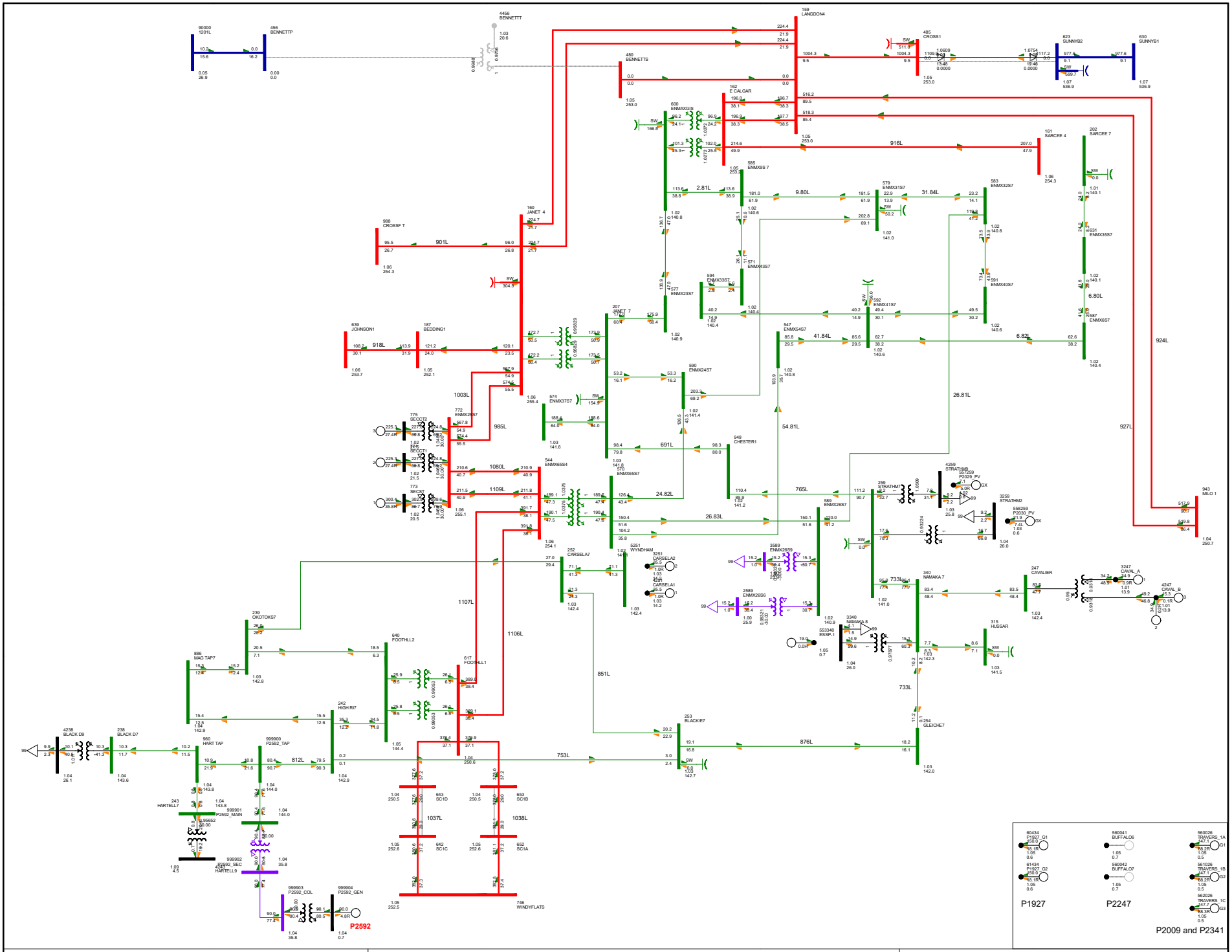
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

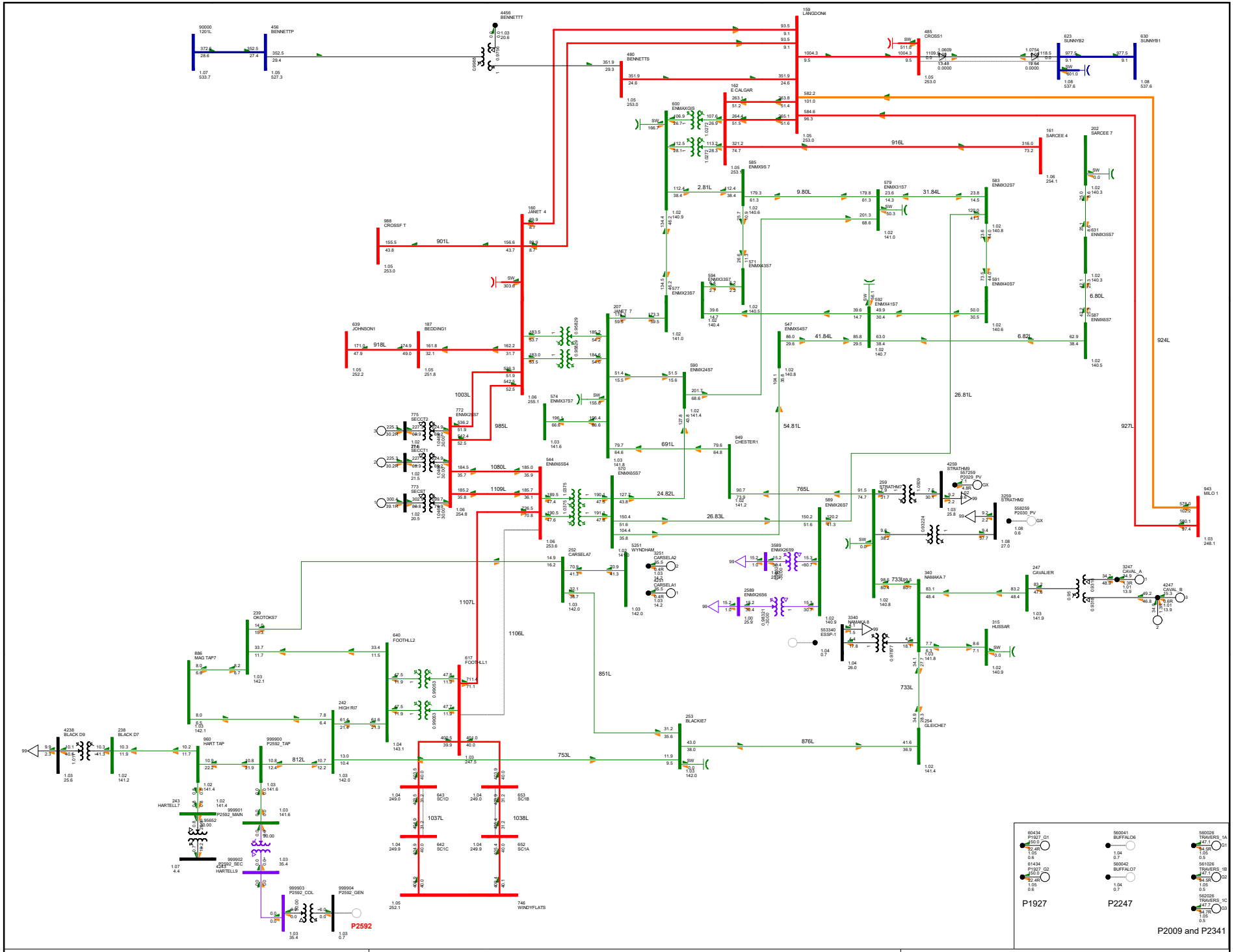


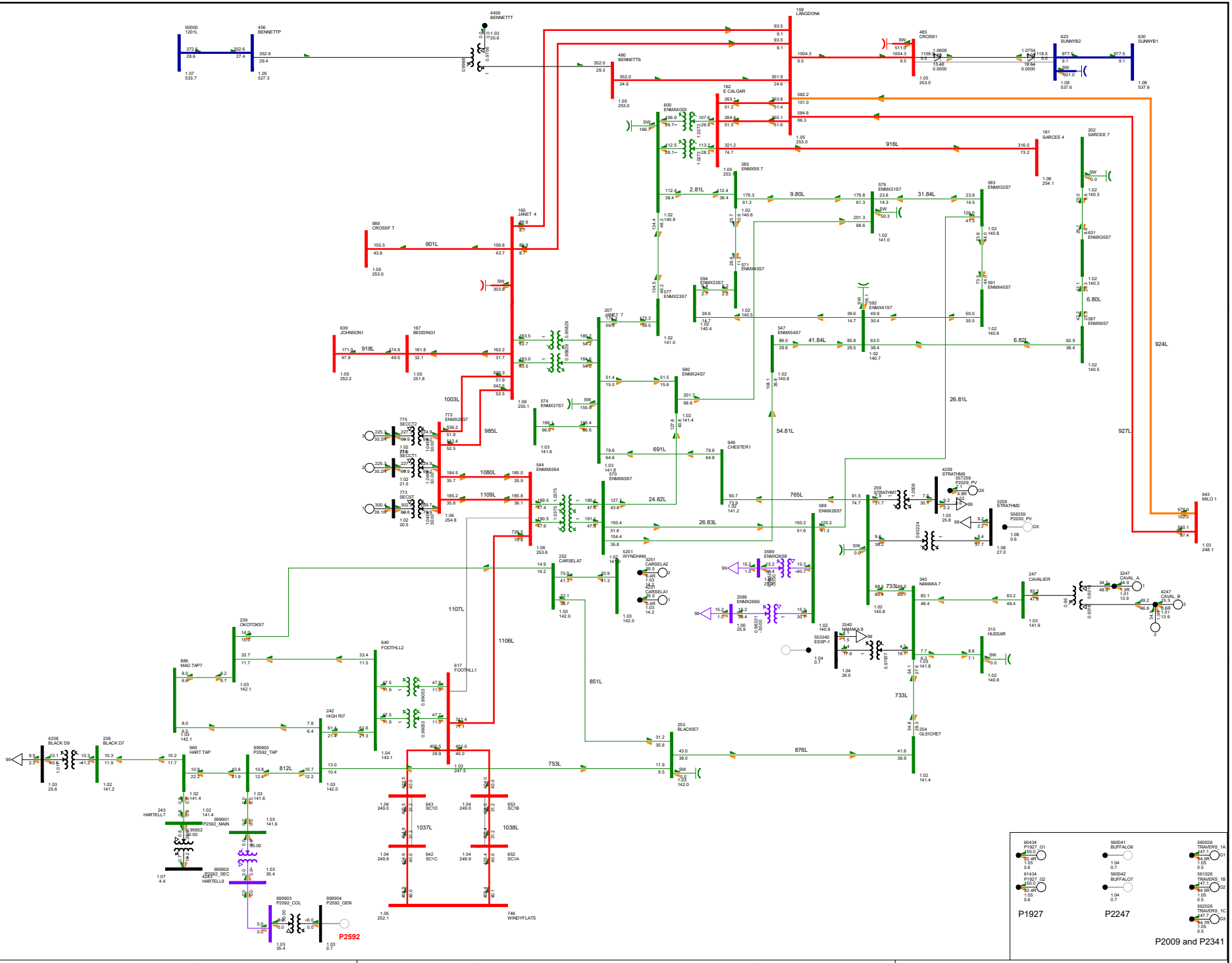
P2592 - Enerfin Big Rock Solar Battery

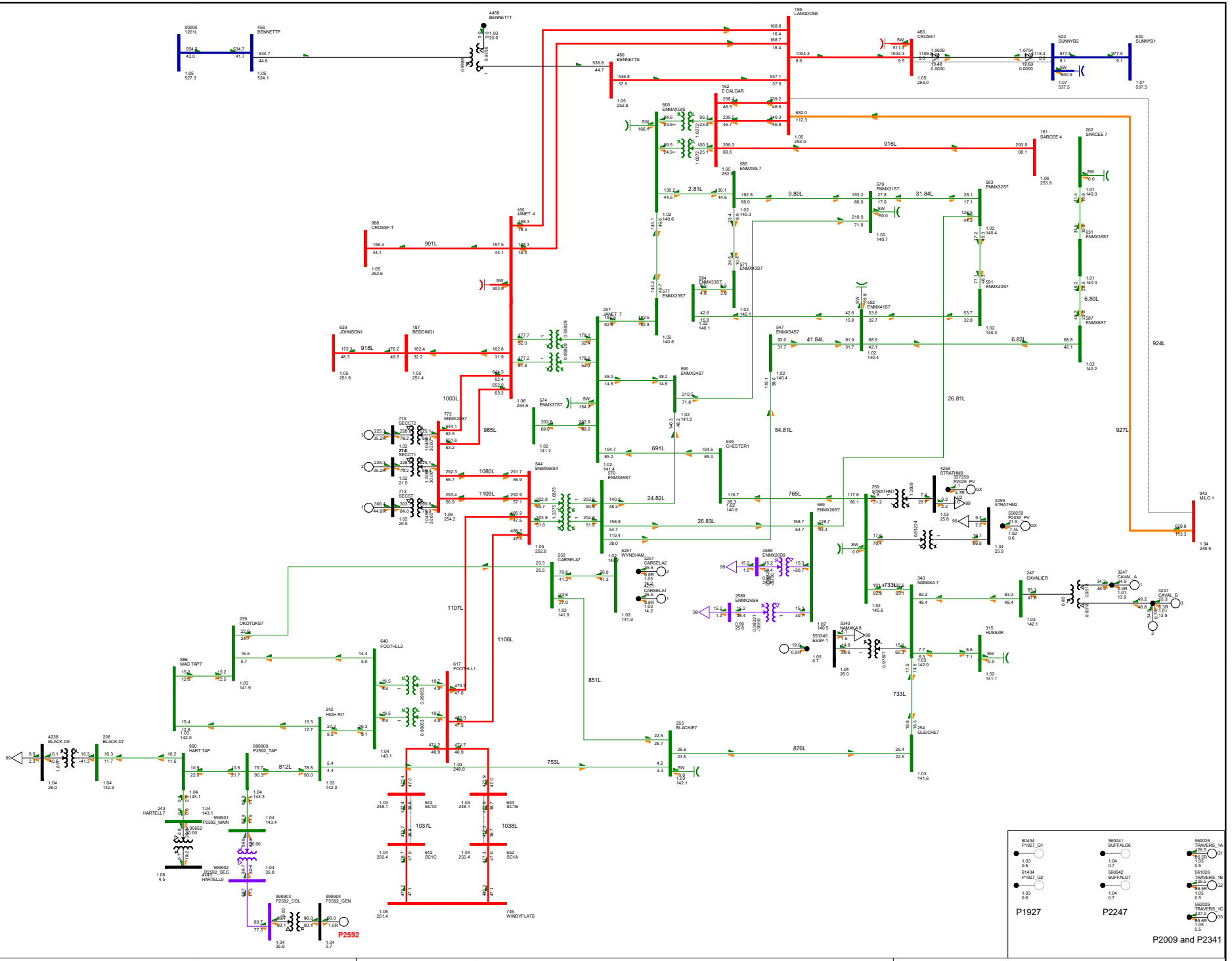
FIGURE B-4-2-RAS 136: S4-P2592-SP-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 0:31

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVARate A
1.146OV 0.636UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-3-RAS 136: S4-P2592-SP-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 0:31
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1480V 0.992UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P1927
P2247
P2009 and P2341
1


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-4-MRAS 194: S4-P2592-SP-POST.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:32
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P1927
P2247
P2009 and P2341
1106L
1107L
1003L
985L
1080L
1109L
1037L
1038L
812L
753L
851L
733L
876L
765L
691L
1.146KV
0.396UV

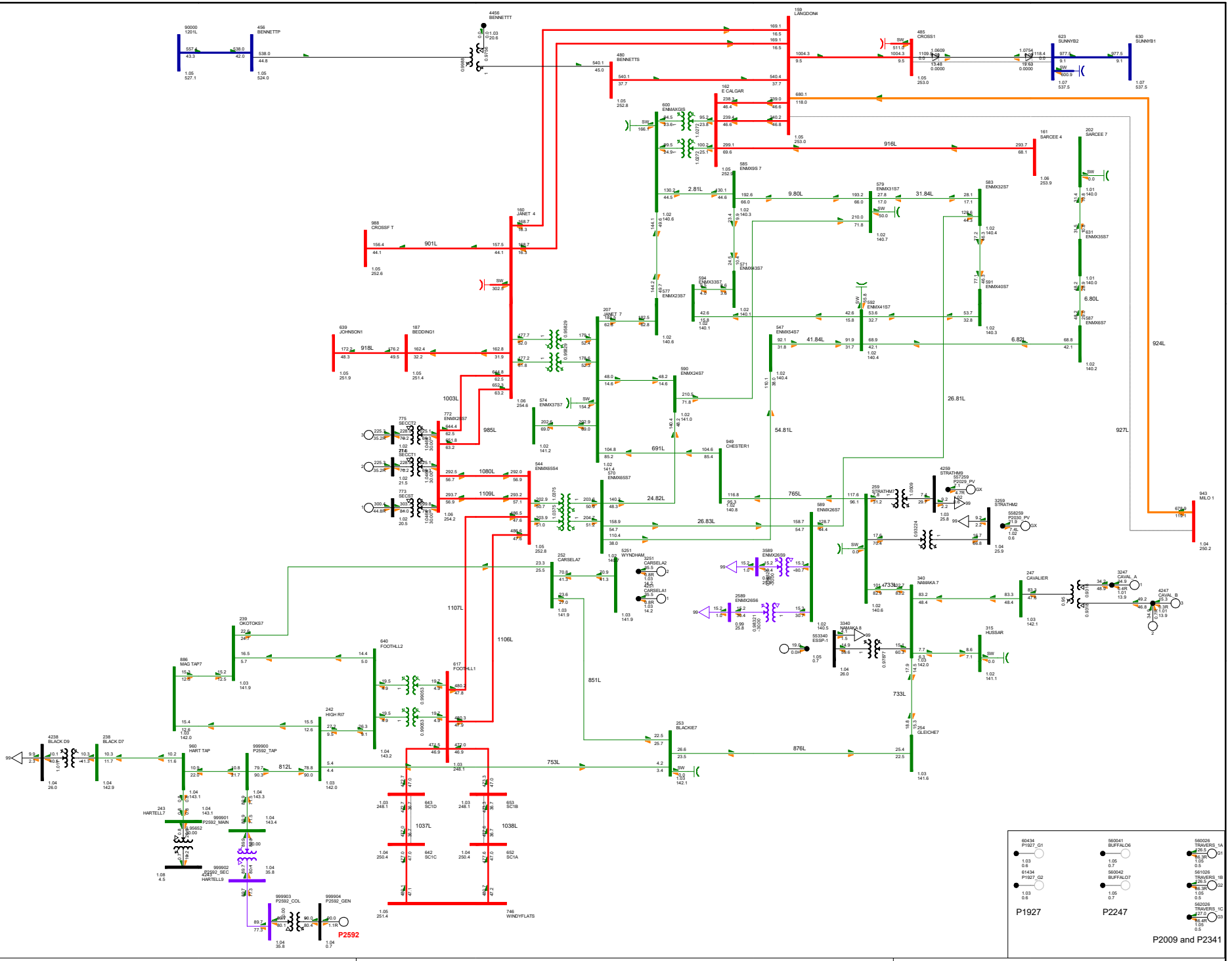

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-4-5-MRAS 194: S4-P2592-SP-POST.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:33
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146KV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P1927
P2247
P2009 and P2341
P2592



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-6-RAS 175: S4-P2592-SP-POST.SAV
CATEGORY B - 924L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 0:34

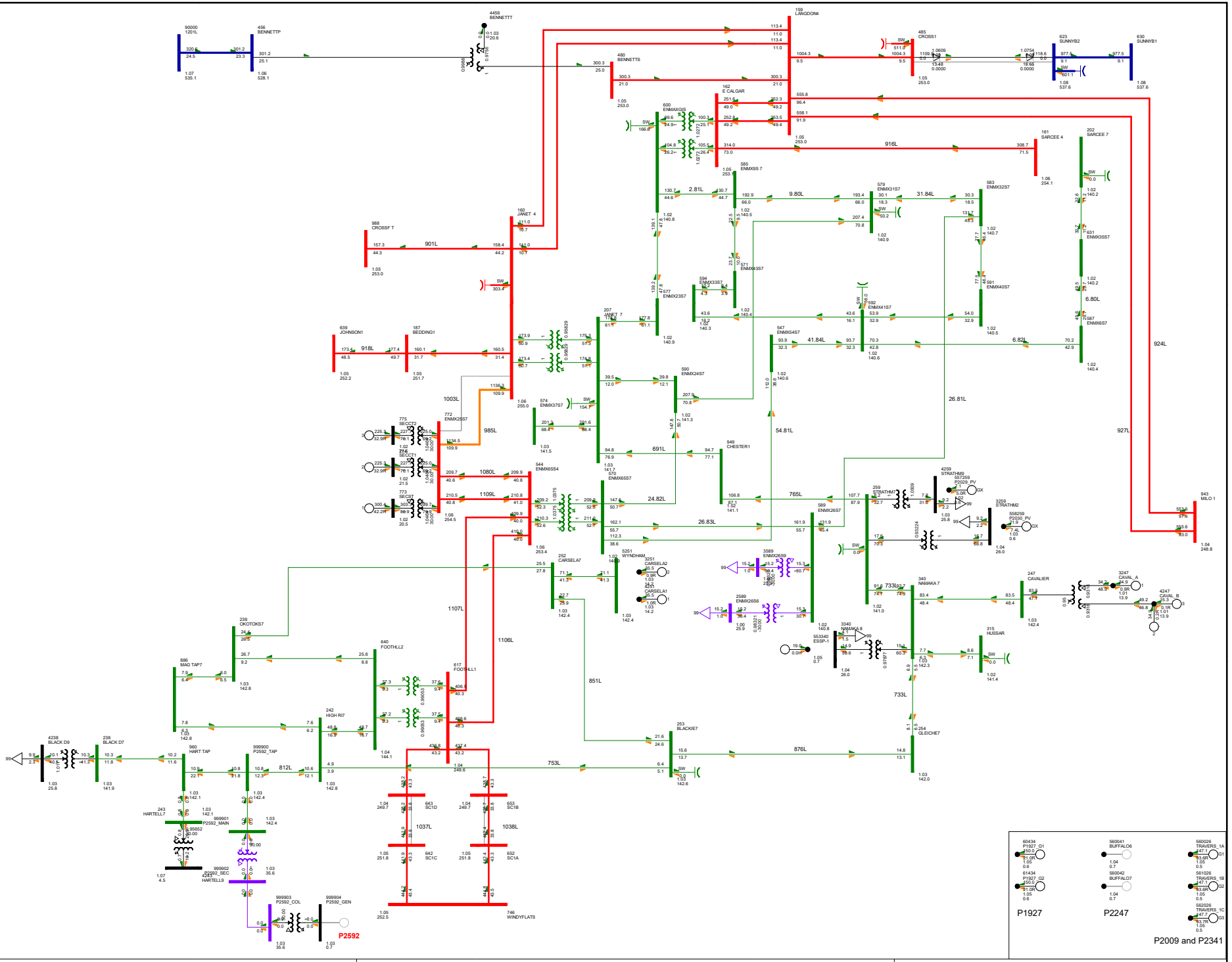
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVBase A
1.146KV 0.398UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-7-RAS 175: S4-P2592-SP-POST.SAV
CATEGORY B - 927L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 0:34

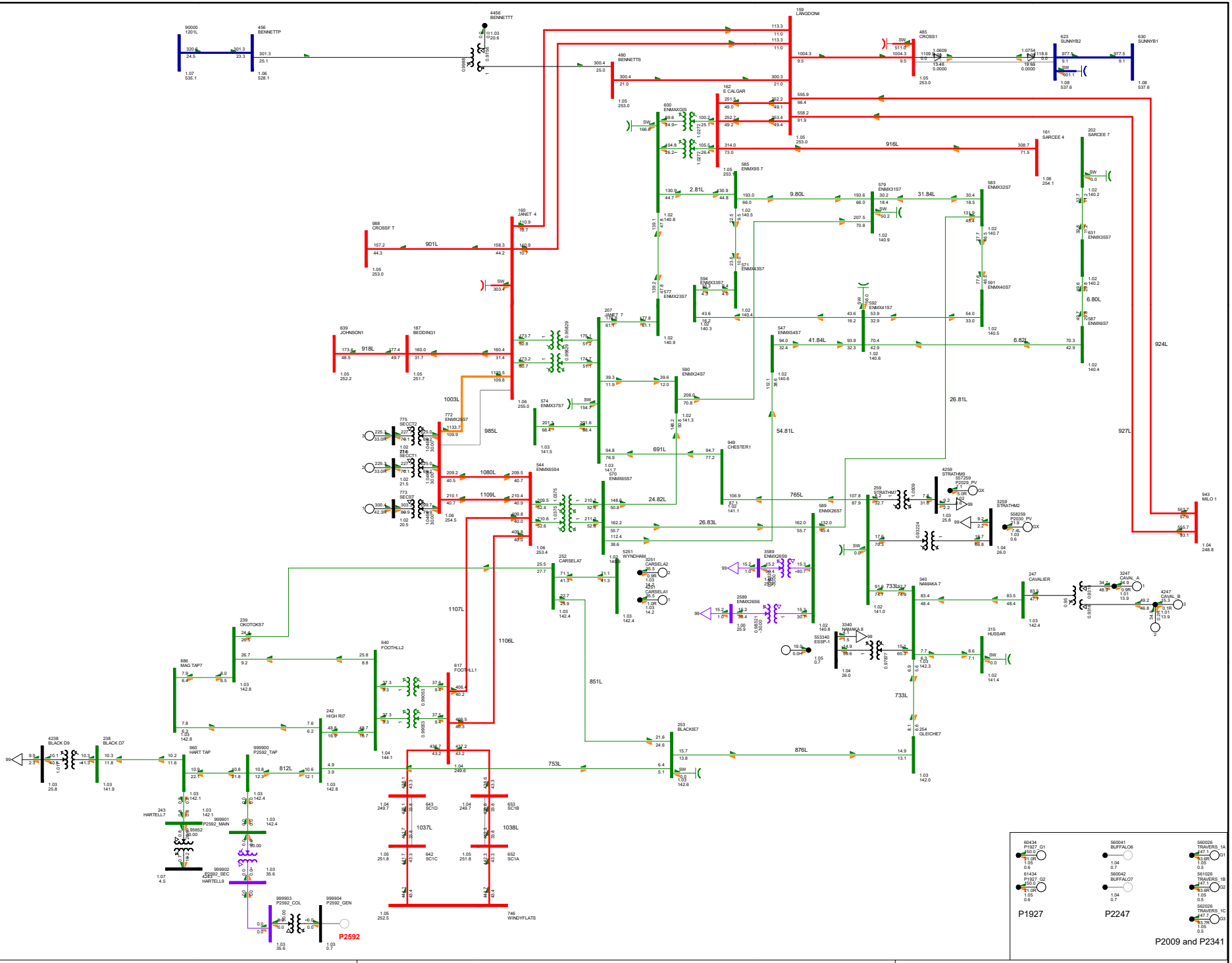
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVBase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-8-MRAS 193: S4-P2592-SP-POST.SAV
CATEGORY B - 1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:35

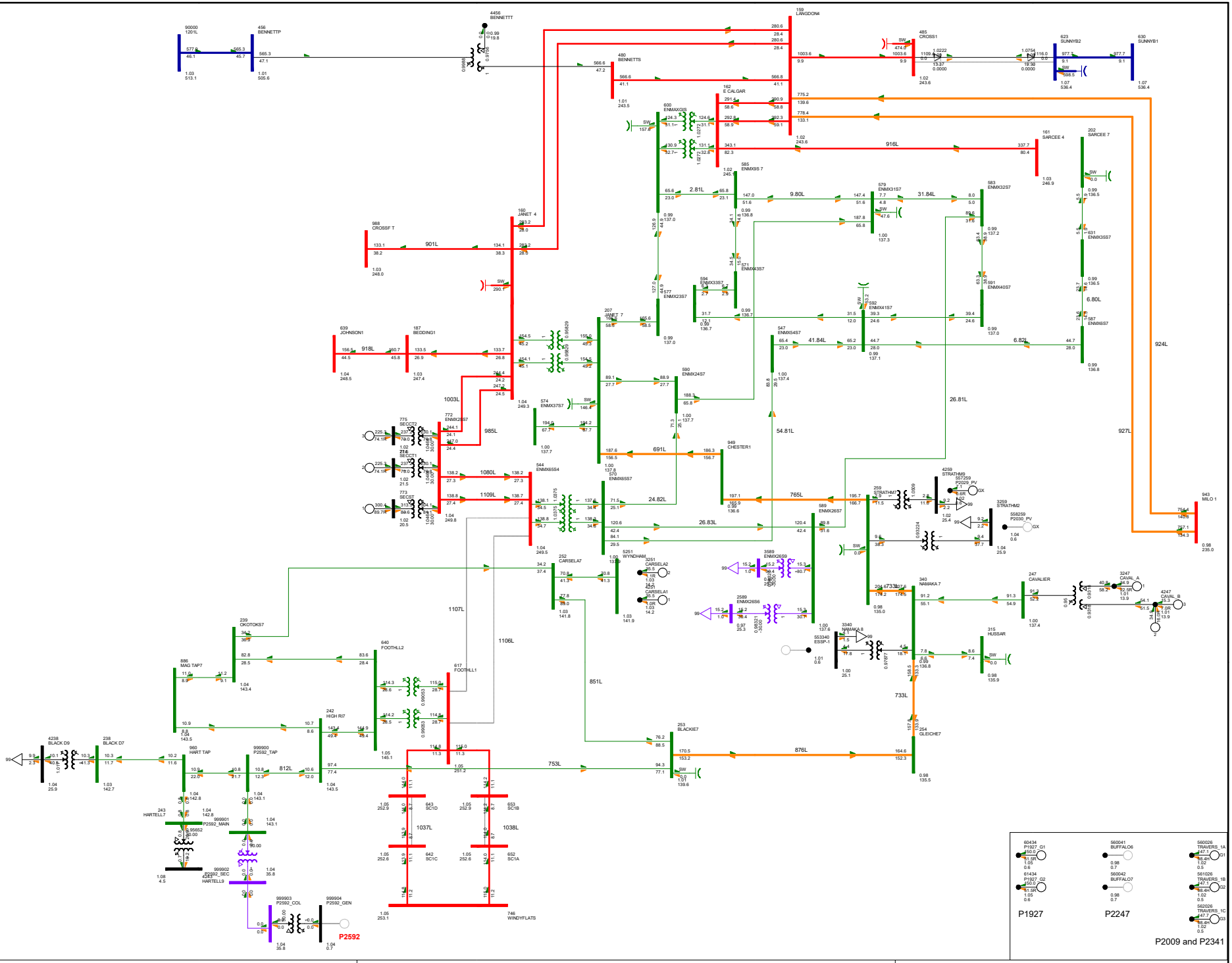
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-4-9-MRAS 193: S4-P2592-SP-POST.SAV
CATEGORY B - 985L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:36

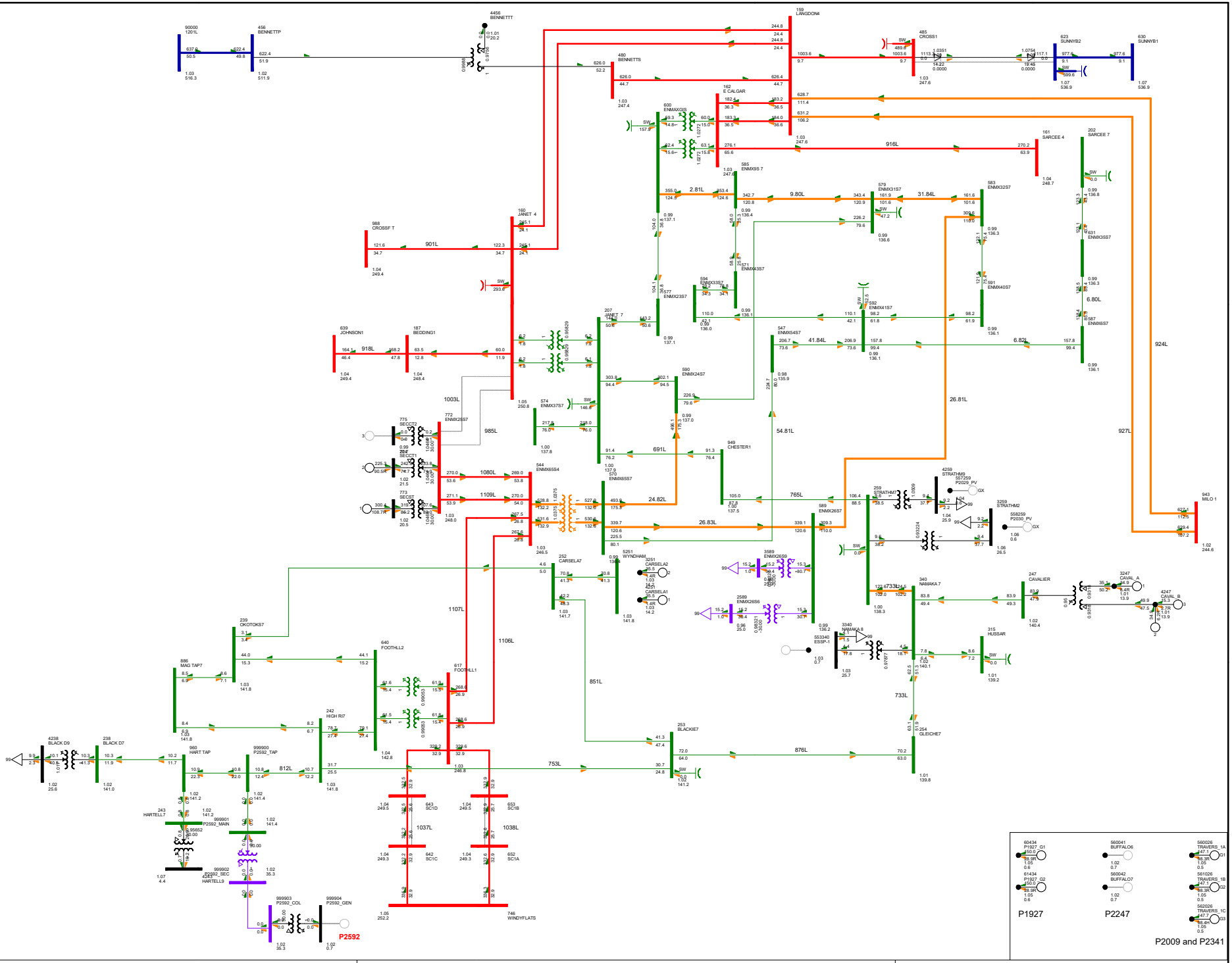
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100.0MVARate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

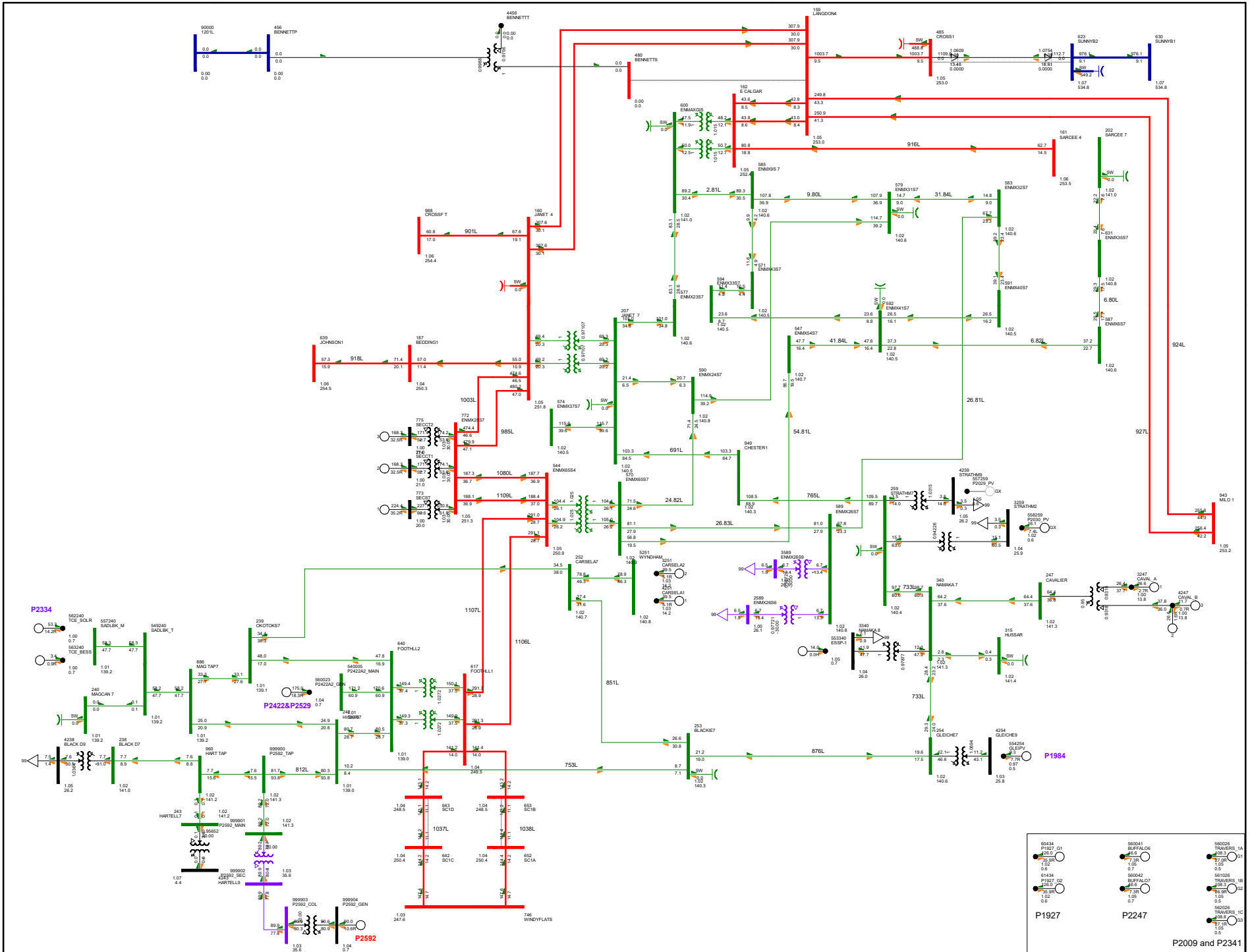


P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-4-1-MRAS 194: S4-P2592-SP-POST.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 0:37

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

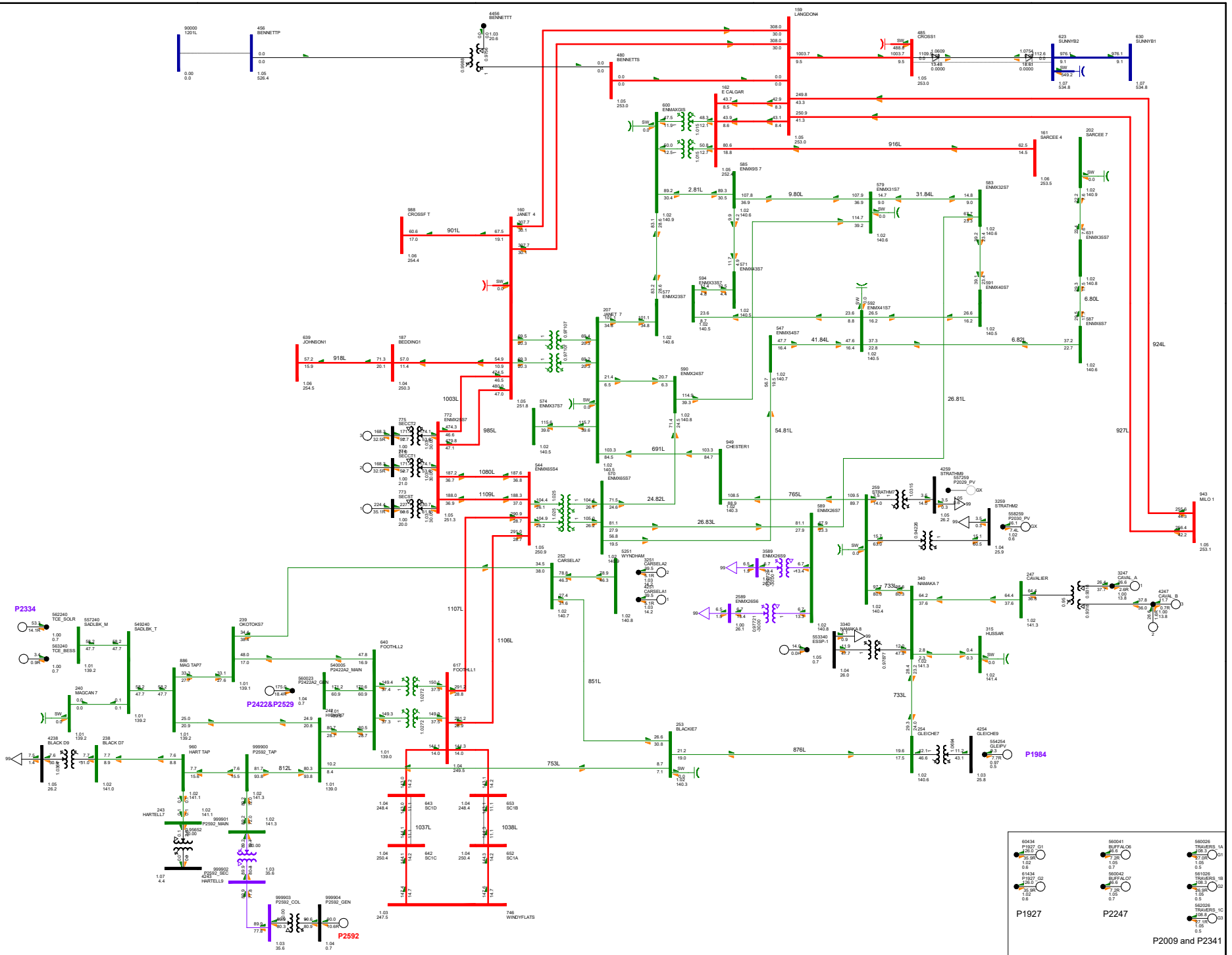

P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-4-2-RAS145, MRAS 194: S4-P2592-SP-POST.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 0:37
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146KV 0.396UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P1927
P2247
P2009 and P2341
1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-1-RAS 136: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 1:09

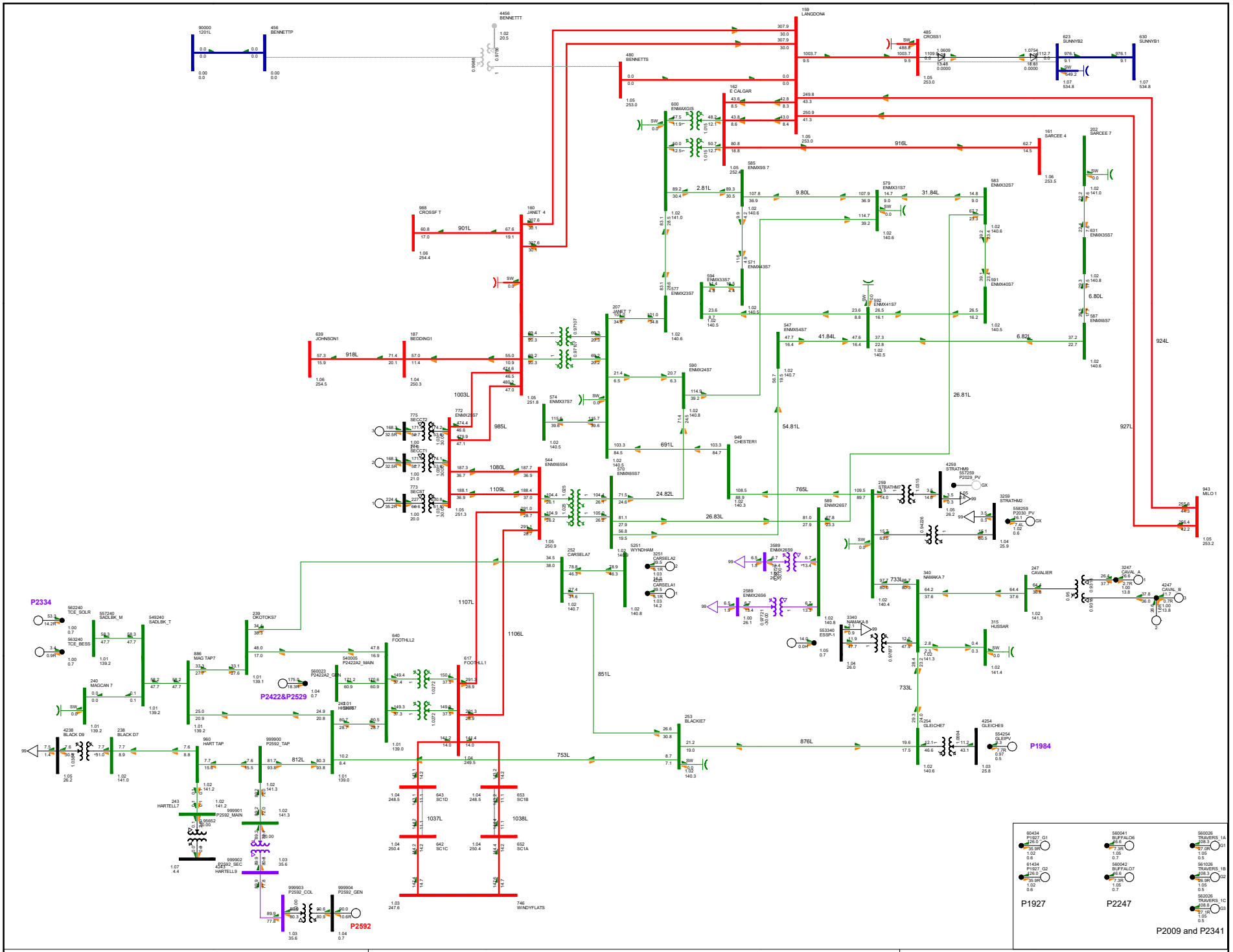
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-2-RAS 136: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 1:10

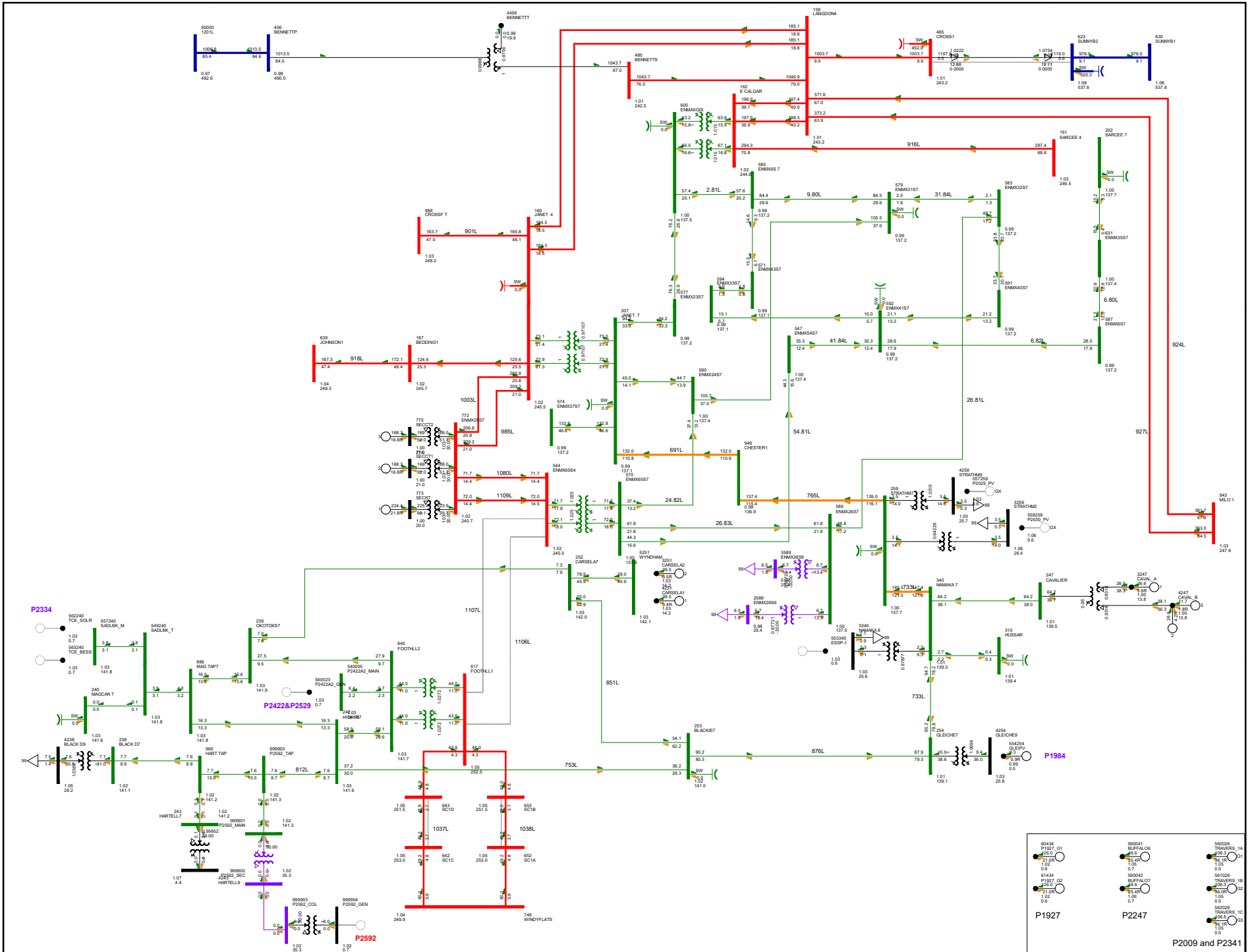
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-8-3-RAS 136: S8-P2592-SL-POST-SEN.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 1:11

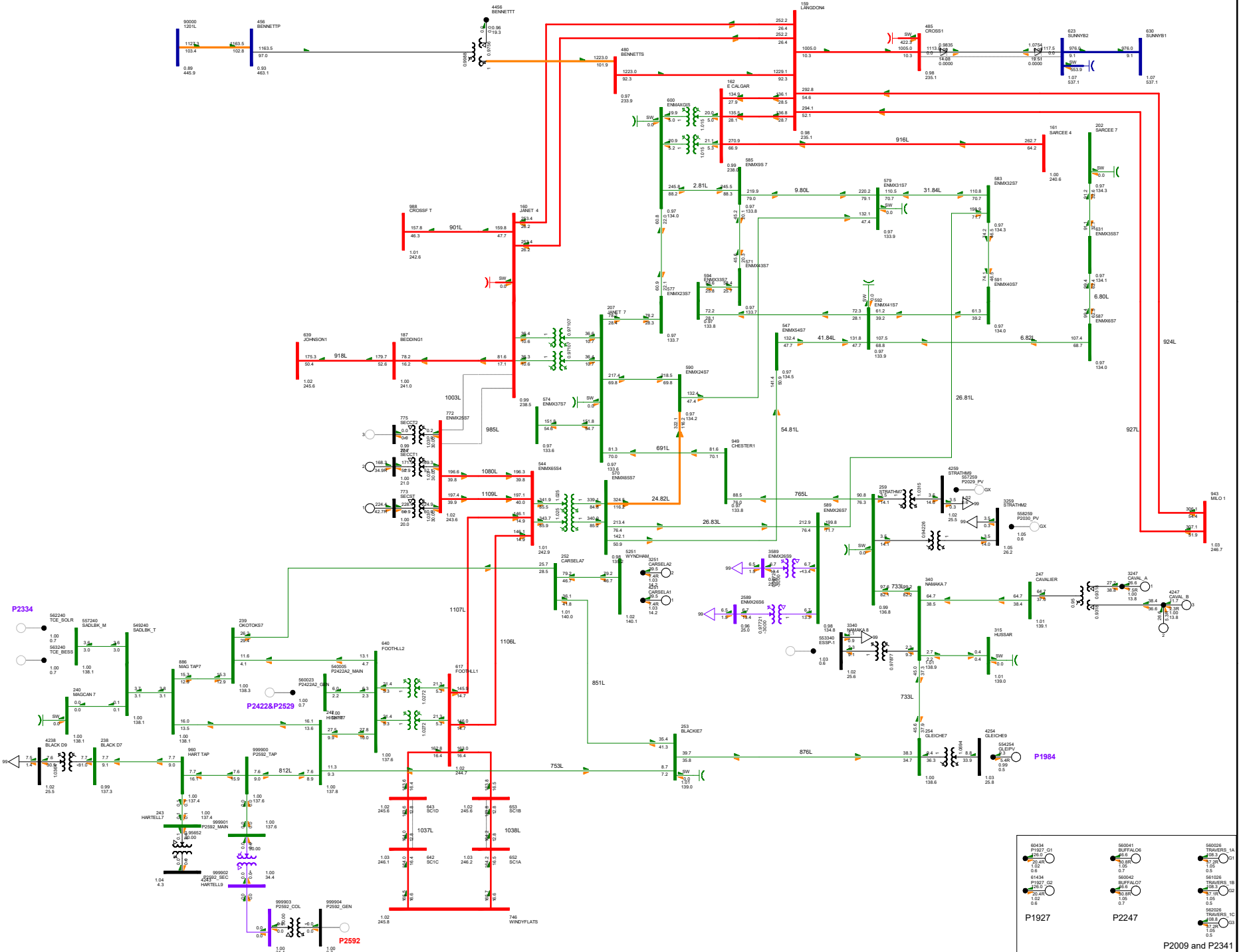
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.1460V 0.992UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE C5-8-1-MRAS 194: S8-P2592-SL-POST-SEN.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 1:12

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVBase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-8-2-RAS145, MRAS 194: S8-P2592-SL-POST-SEN.SAV
CATEGORY C5 - 985L&1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 1:13
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000
P2009 and P2341
P1927
P2247
P2334
P2422&P2529
P1984
P2592
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
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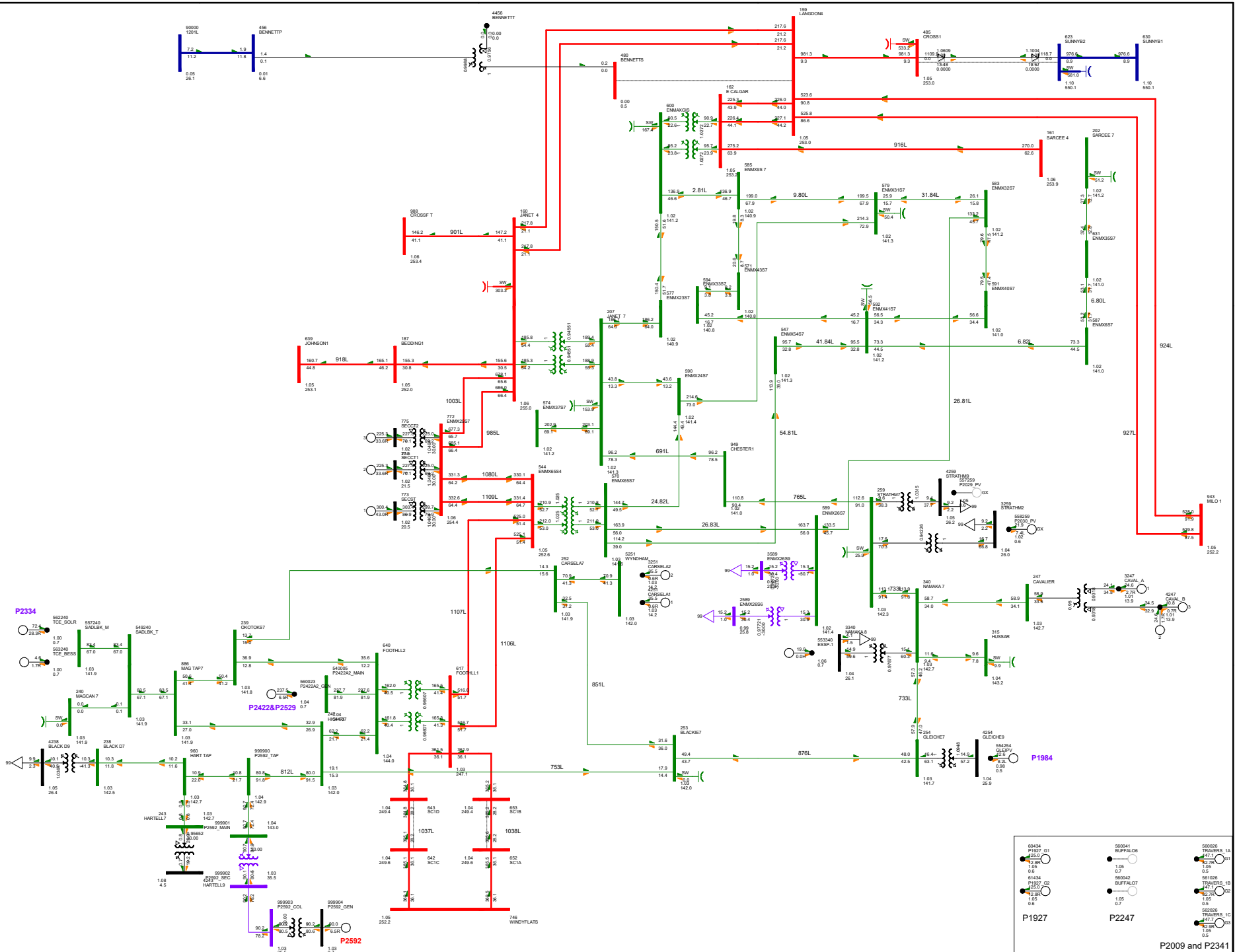
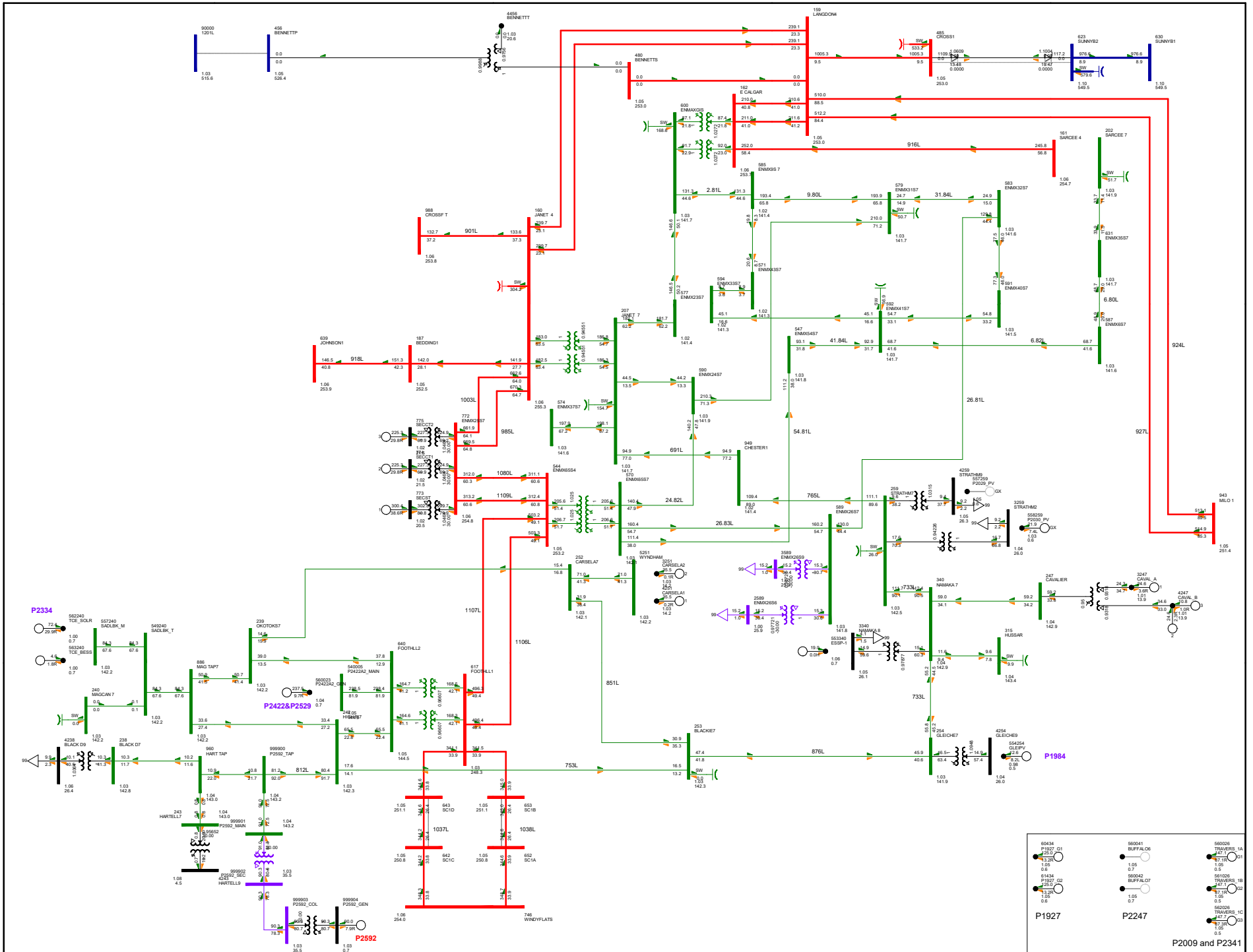
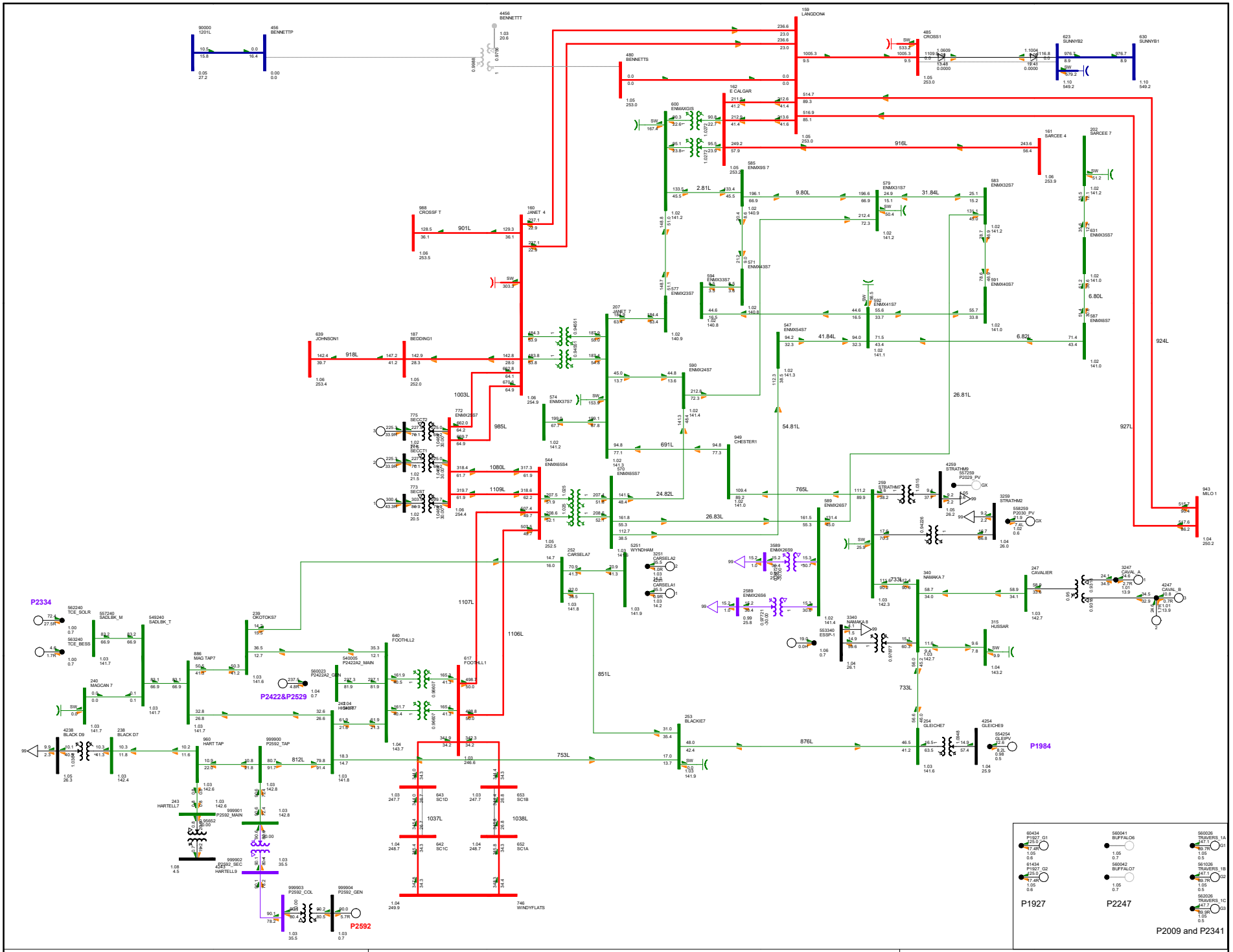

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-9-1-RAS 136: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 1:15
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140KV 0.950UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P2334
P2422&P2529
P2592
P1984
P1927
P2247
P2009 and P2341



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-2-RAS 136: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 1:15

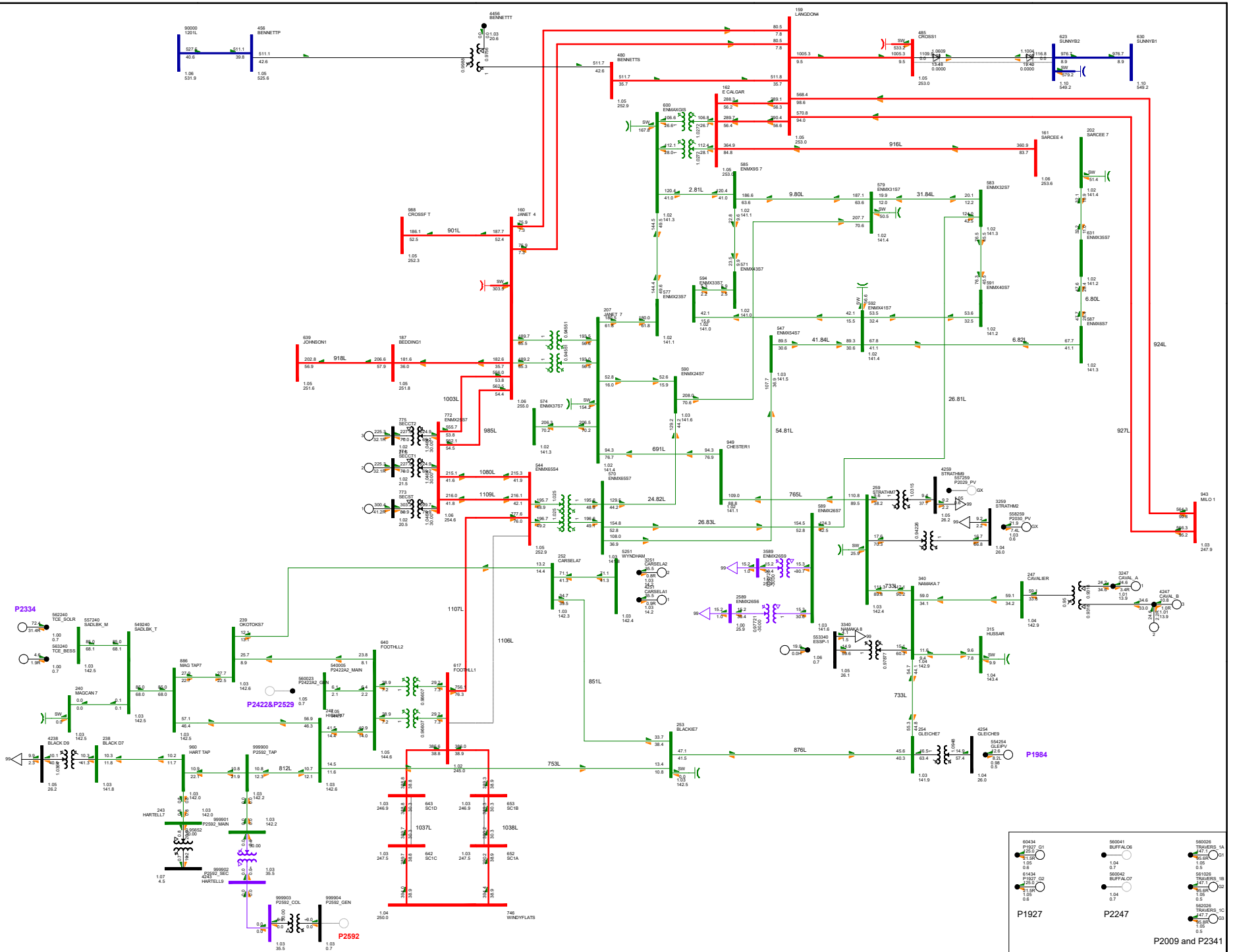
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0MVBase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

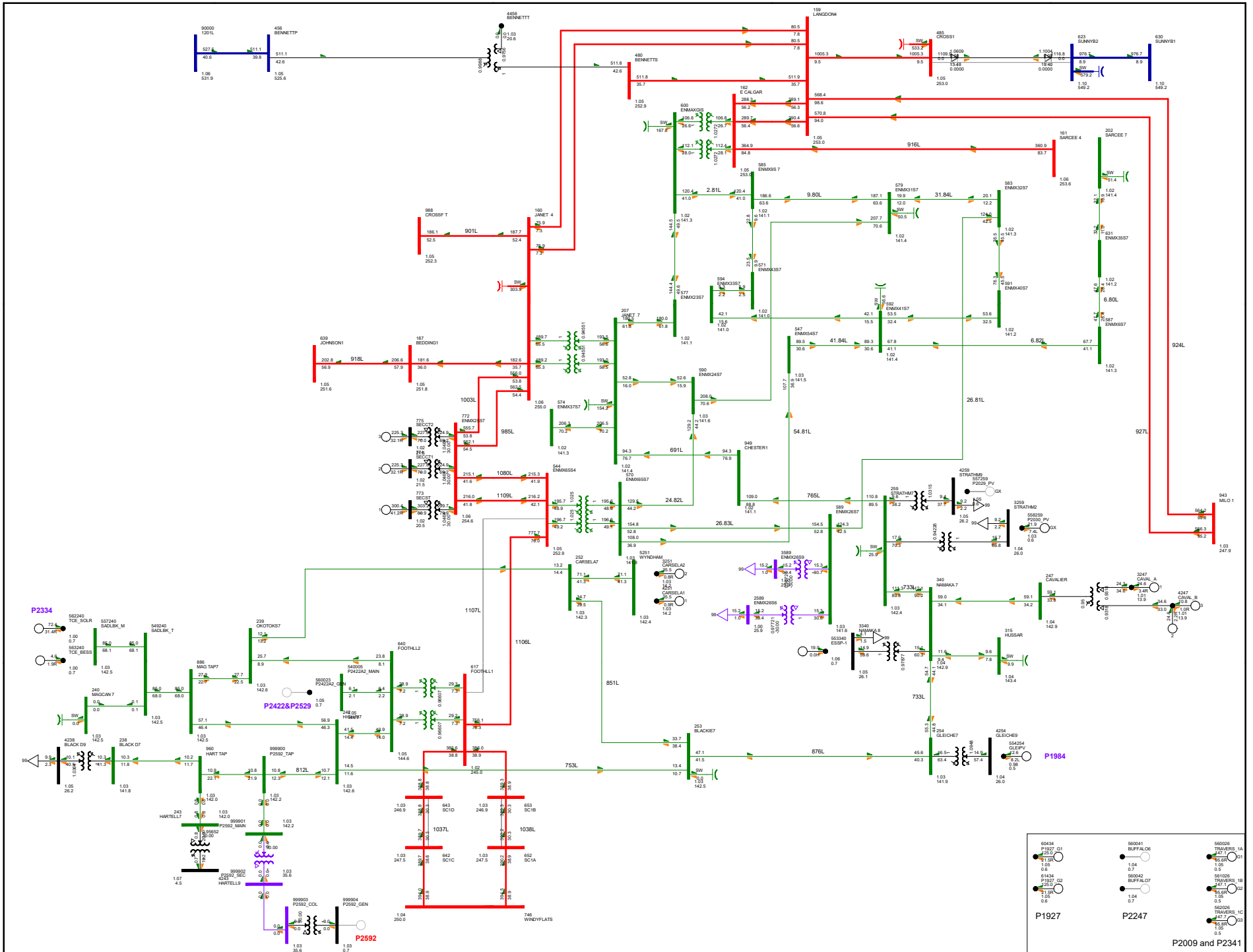


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-3-RAS 136: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 1:16

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

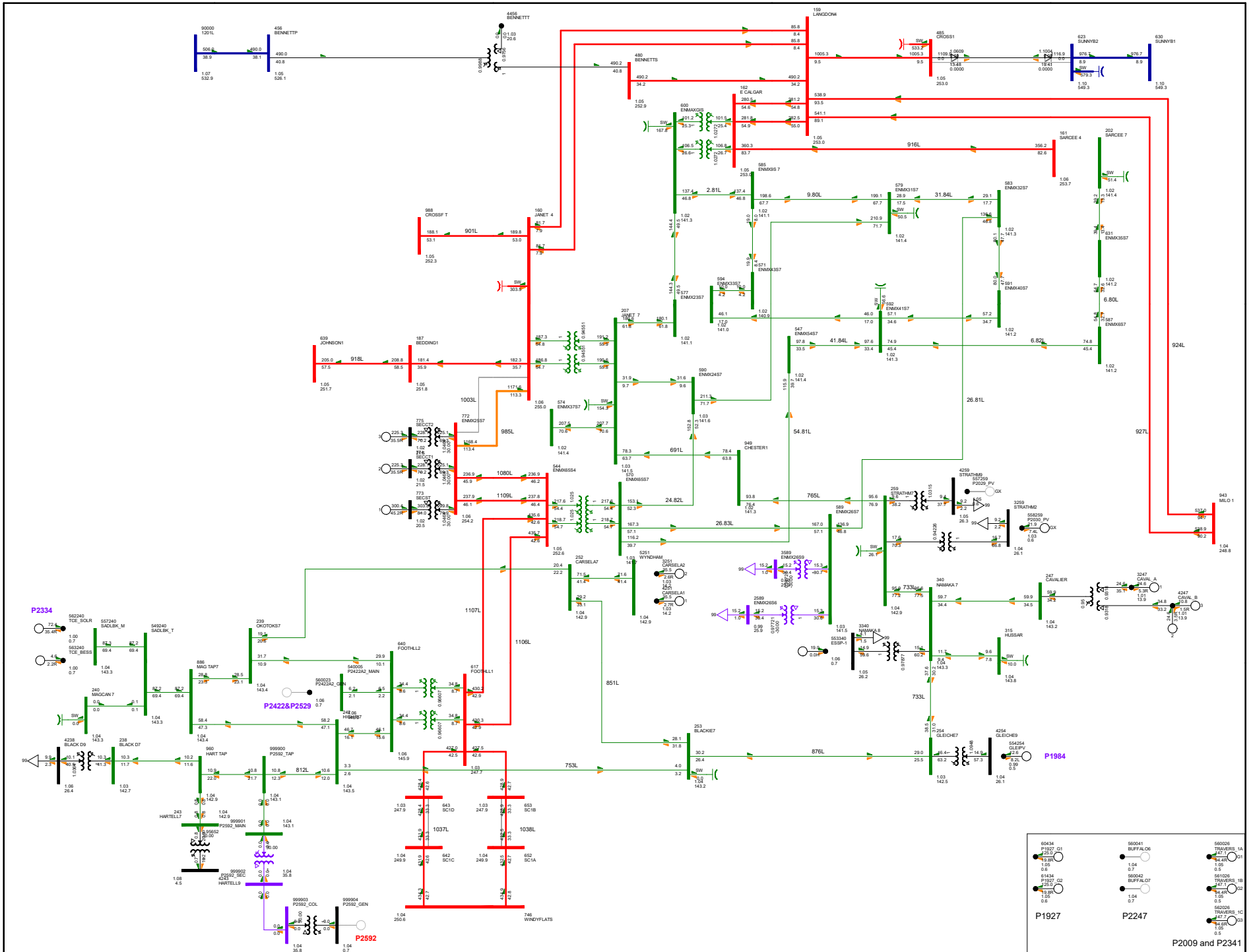

P2334
P2422&P2529
P2592
P1984
P1927
P2247
P2009 and P2341
1107L
1106L
851L
812L
753L
876L
733L
1037L
1038L
1003L
985L
1080L
1109L
691L
765L
26.83L
54.81L
26.81L
24.82L
41.84L
9.80L
31.84L
6.82L
6.80L
2.81L
916L
924L
927L
901L
918L
P2592 - Enerfin Big Rock Solar Battery
FIGURE B-9-4-MRAS 194: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1106L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 1:17
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-5-MRAS 194: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 1:17

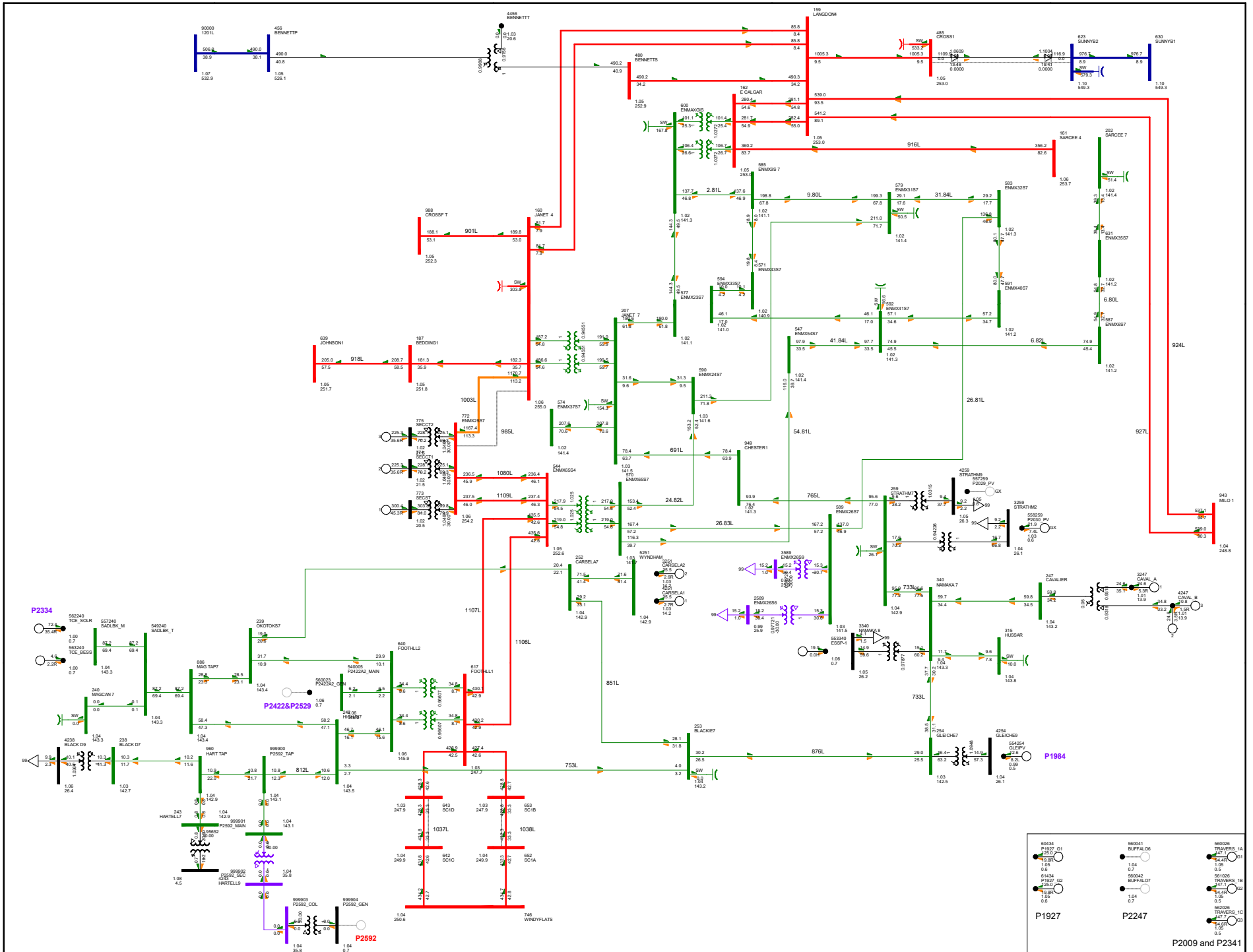
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-6-MRAS 193: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1003L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 1:18

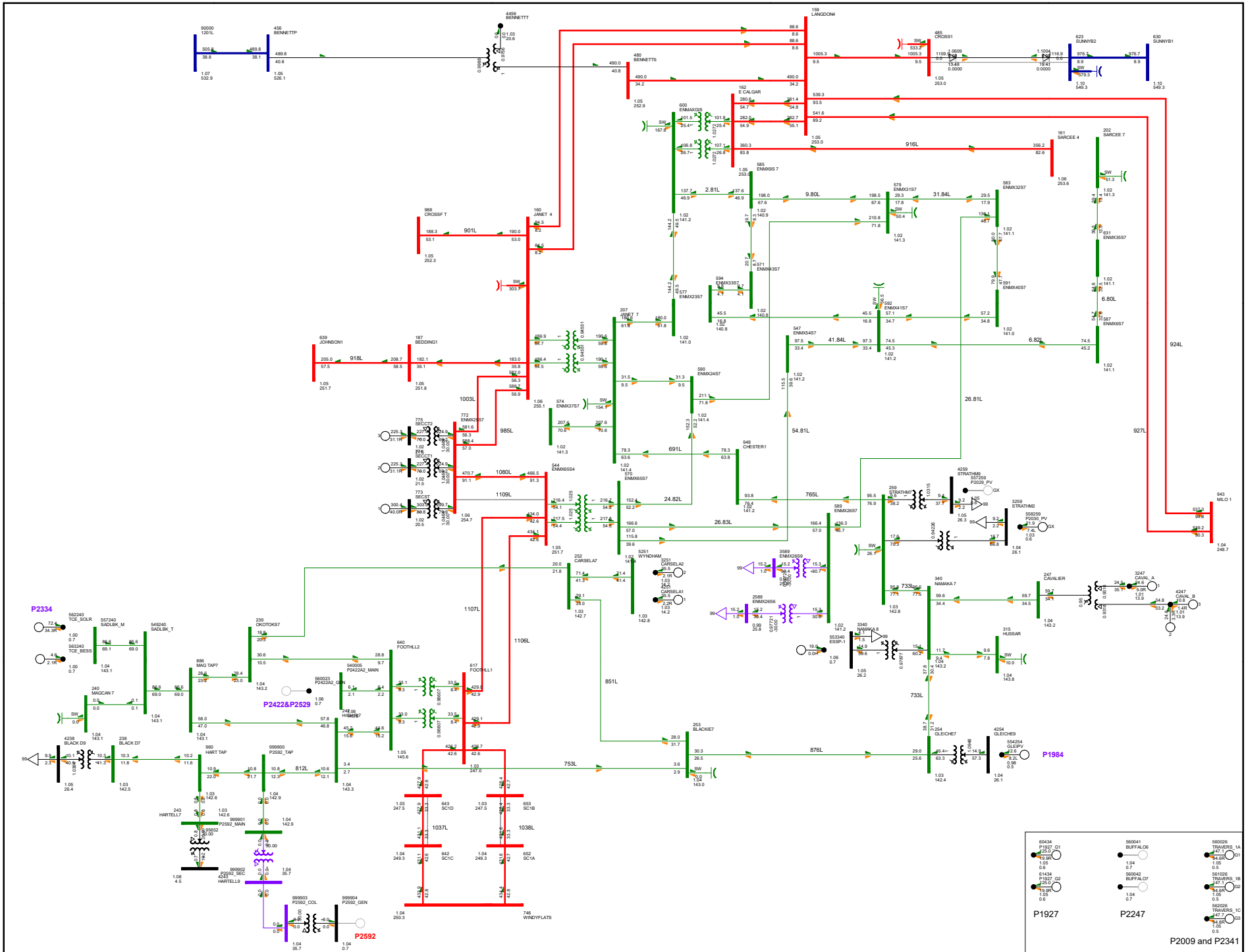
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-7-MRAS 193: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 985L (JANET 74S TO ENMAX SS-25)
THU, AUG 24 2023 1:19

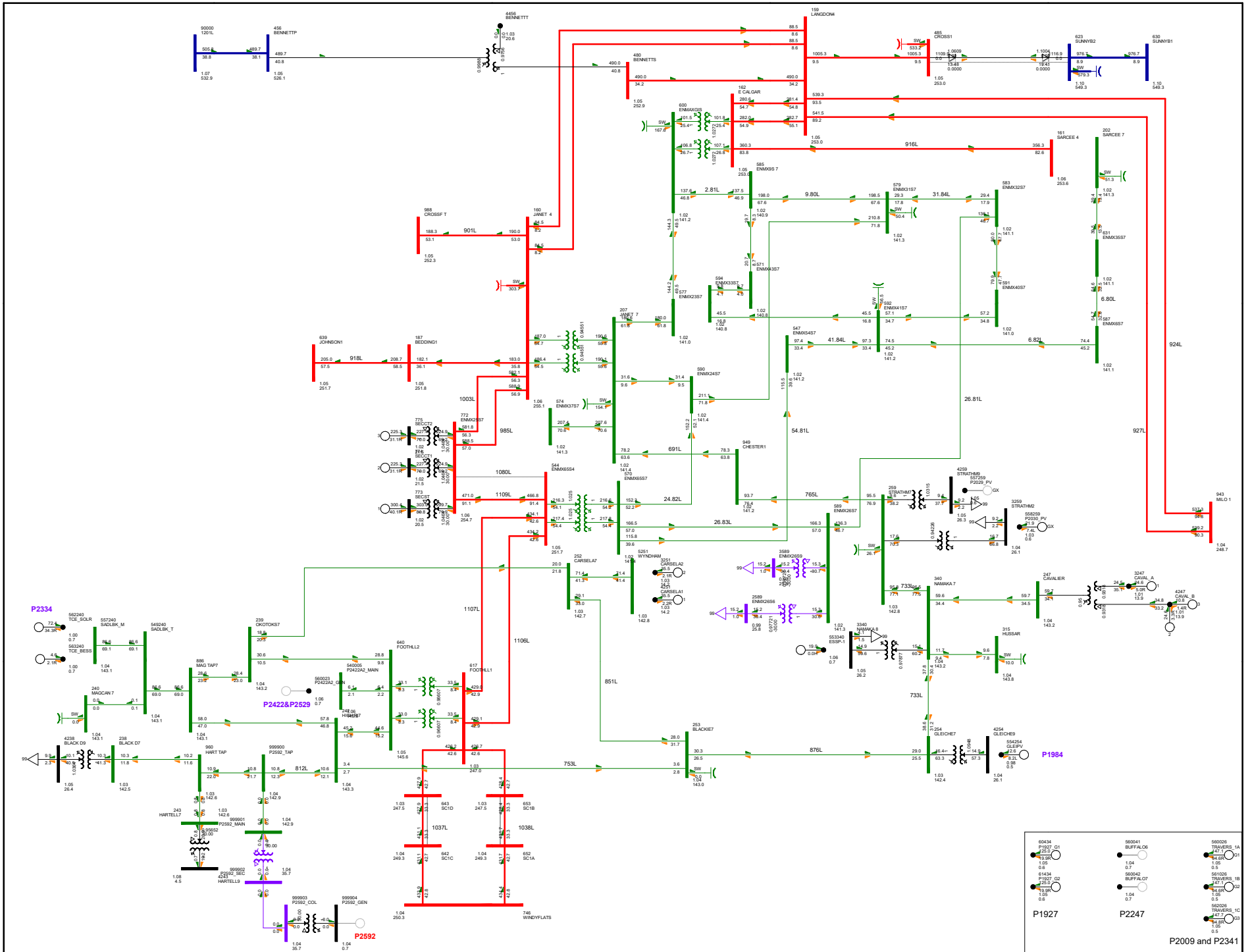
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-8-MRAS 193: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1109L (SS-25 TO SS-65)
THU, AUG 24 2023 1:19

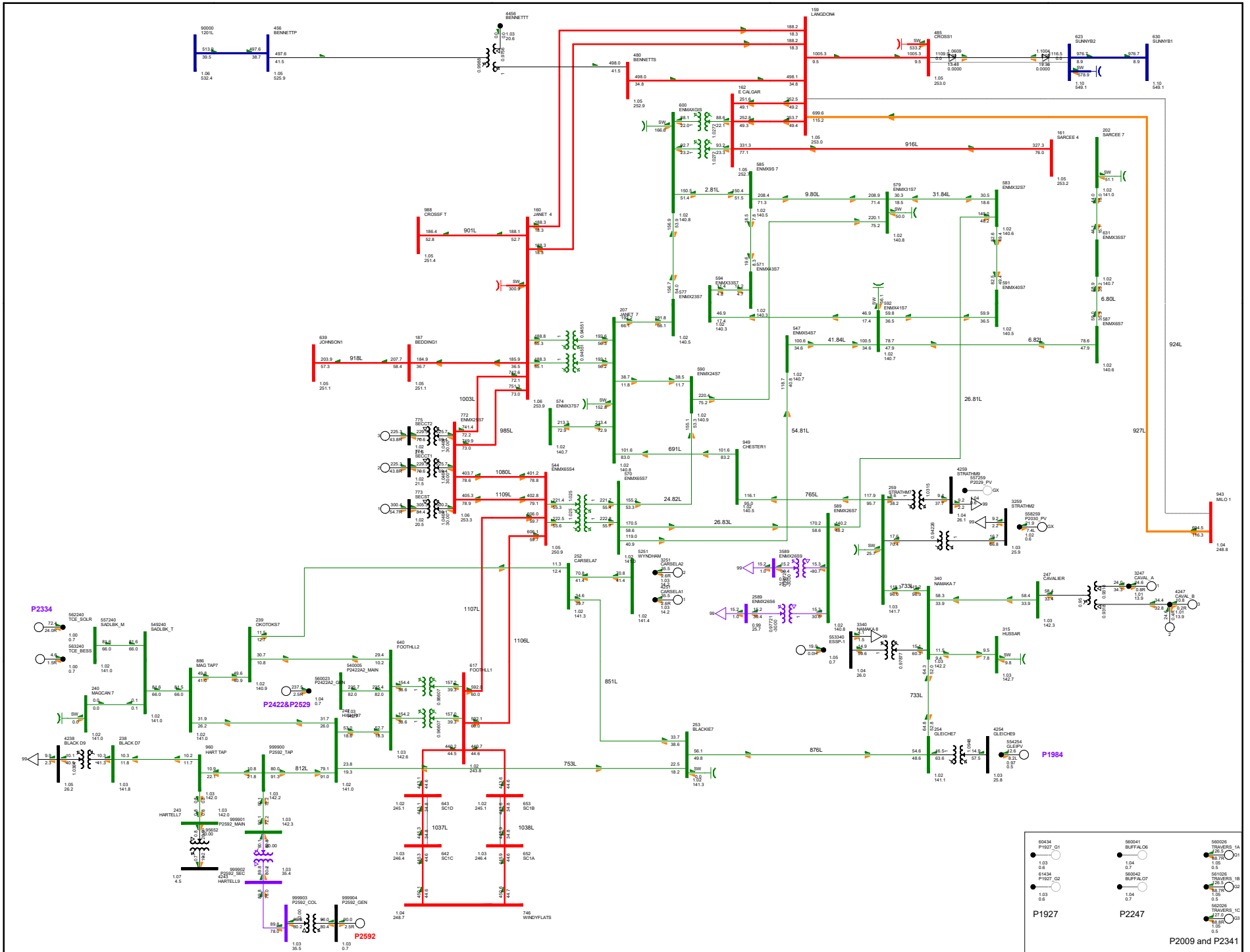
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

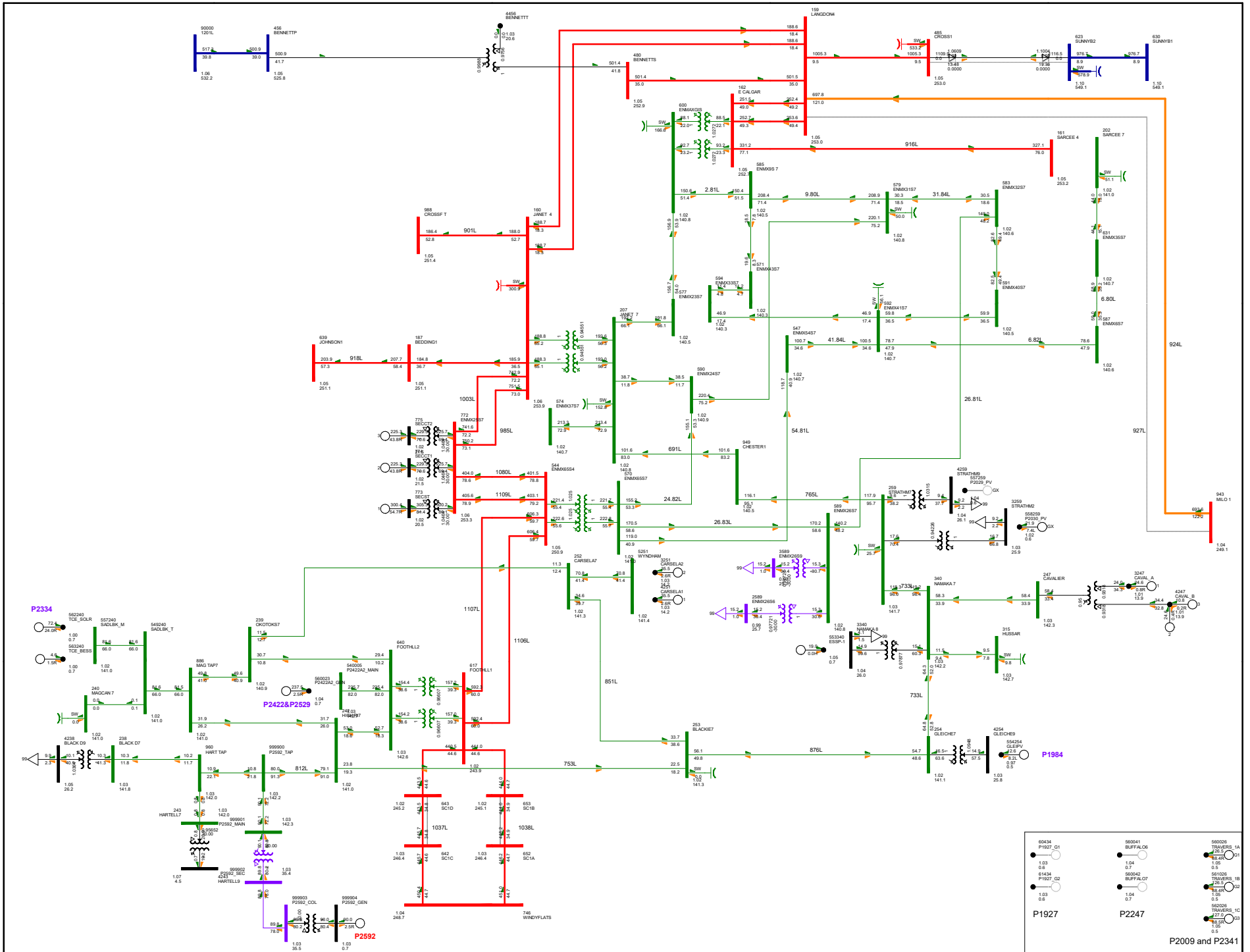


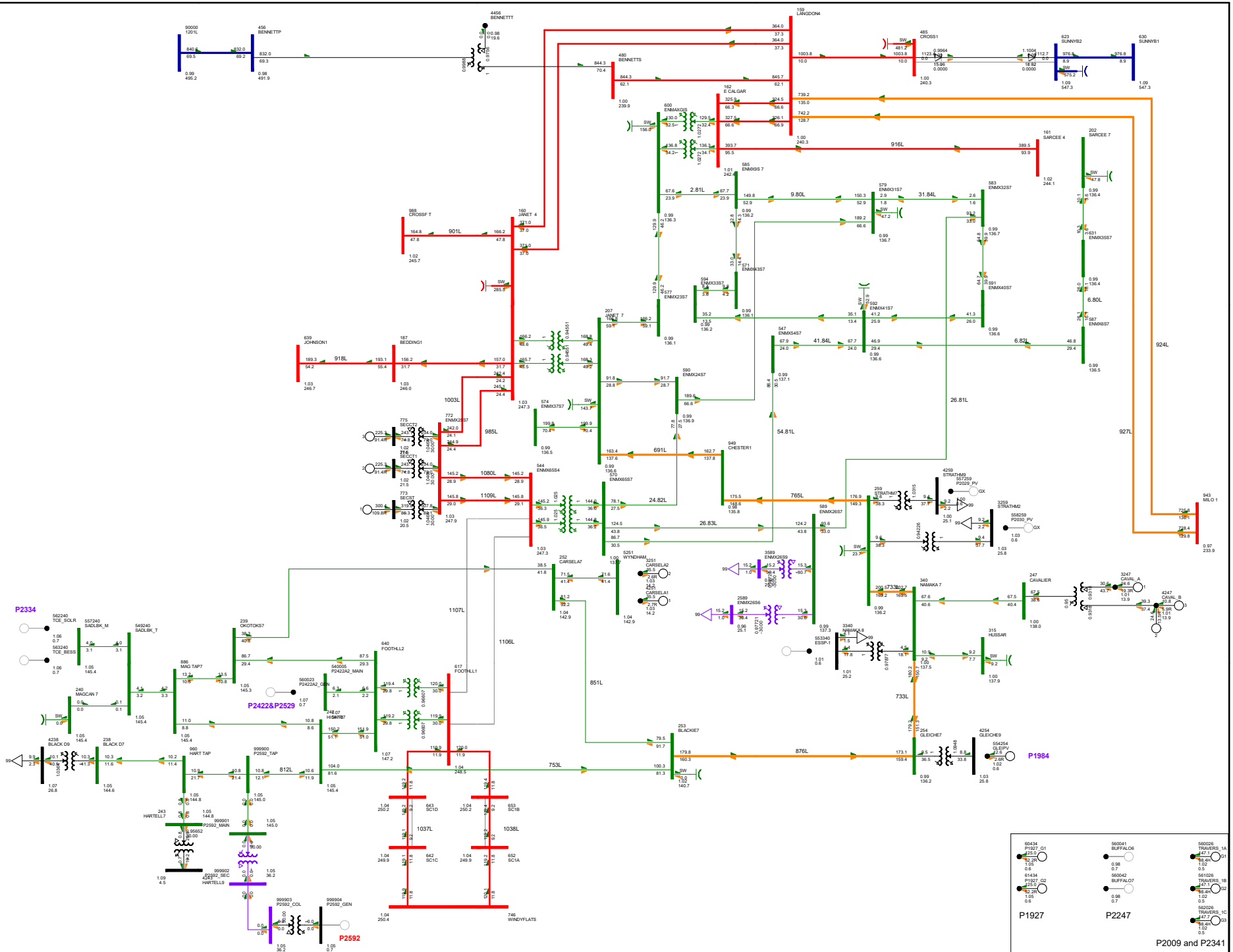
P2592 - Enerfin Big Rock Solar Battery

FIGURE B-9-9-MRAS 193: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 1080L (SS-25 TO SS-65)
THU, AUG 24 2023 1:20

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVASate A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-9-10-RAS 175: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 924L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 1:21
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.140OV 0.950UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000
P2592
P2422&P2529
P2334
P1984
P1927
P2247
P2009 and P2341
924L
927L
916L
901L
918L
1003L
985L
1080L
1109L
1107L
1106L
851L
812L
753L
876L
765L
733L
691L
1037L
1038L
CROSSF T
JANET 4
BENNETTS
E CALGAR
LANGDON4
CROSS1
SUNNYB2
SUNNYB1
ENMAXGIS
ENMX9S 7
ENMX31S7
ENMX32S7
SARCEE 4
SARCEE 7
ENMX23S7
ENMX43S7
ENMX33S7
ENMX41S7
ENMX40S7
ENMX35S7
ENMX6S7
JOHNSON1
BEDDING1
JANET 7
ENMX37S7
ENMX24S7
ENMX54S7
SECCT2
SECCT1
SECST
ENMX25S7
ENMX65S4
ENMX65S7
CHESTER1
WYNDHAM
CARSELA7
CARSELA2
CARSELA1
MILO 1
STRATHM9
STRATHM7
STRATHM2
P2029_PV
P2030_PV
ENMX26S7
ENMX26S6
ESSP-1
NAMAKA 7
NAMAKA 8
CAVALIER
CAVAL_A
CAVAL_B
HUSSAR
GLEICHE7
GLEICHE9
GLEIPV
BLACKIE7
SC1D
SC1C
SC1A
SC1B
WINDYFLATS
FOOTHLL2
FOOTHLL1
OKOTOKS7
SADLBK_M
SADLBK_T
TCE_SOLR
TCE_BESS
MAGCAN 7
MAG TAP7
BLACK D9
BLACK D7
HART TAP
P2592_TAP
P2592_MAIN
P2592_SEC
P2592_COL
P2592_GEN
HARTELL7
HARTELL9
P2422A2_MAIN
P2422A2_GEN
P1927_G1
P1927_G2
BUFFALO6
BUFFALO7
TRAVERS_1A
TRAVERS_1B
TRAVERS_1C

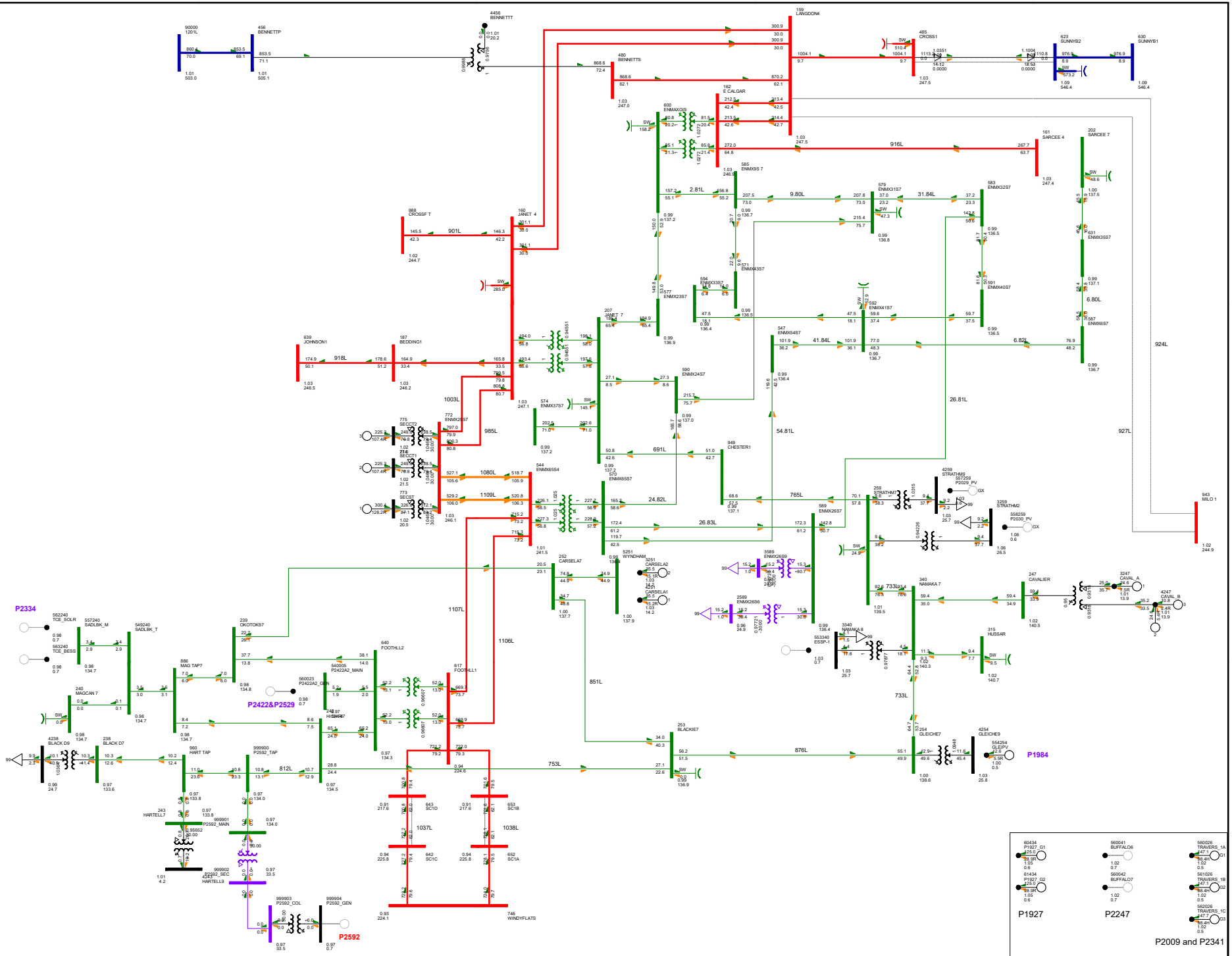

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-9-11-RAS 175: S9-P2592-SP-POST-SEN.SAV
CATEGORY B - 927L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 1:21
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000
P2592
P2422&P2529
P2334
P1984
P1927
P2247
P2009 and P2341
901L
916L
924L
927L
918L
1003L
985L
1080L
1109L
1107L
1106L
851L
812L
753L
876L
733L
1037L
1038L
691L
765L
1L
2.81L
9.80L
31.84L
41.84L
6.82L
6.80L
26.81L
54.81L
24.82L
26.83L



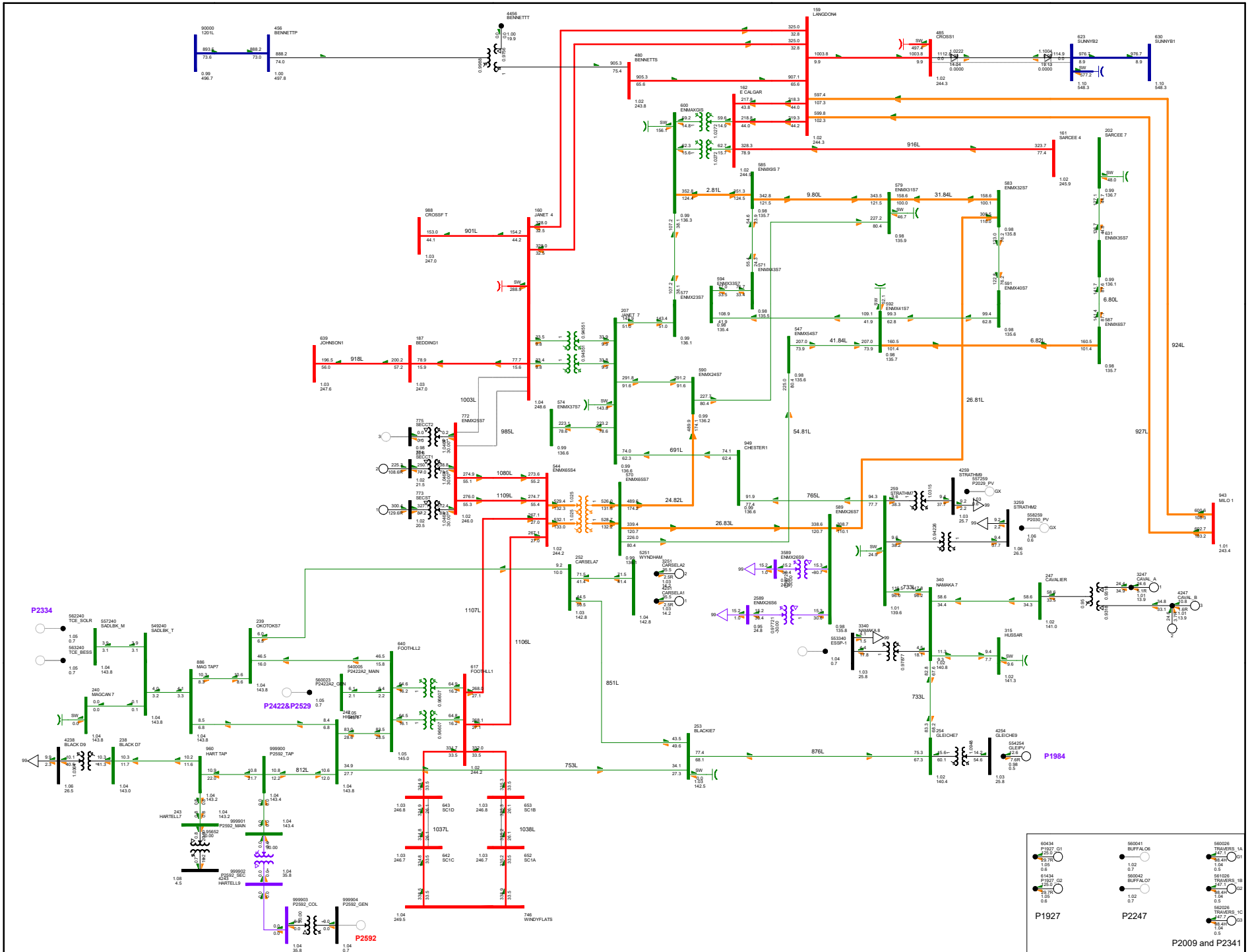
P2592 - Enerfin Big Rock Solar Battery

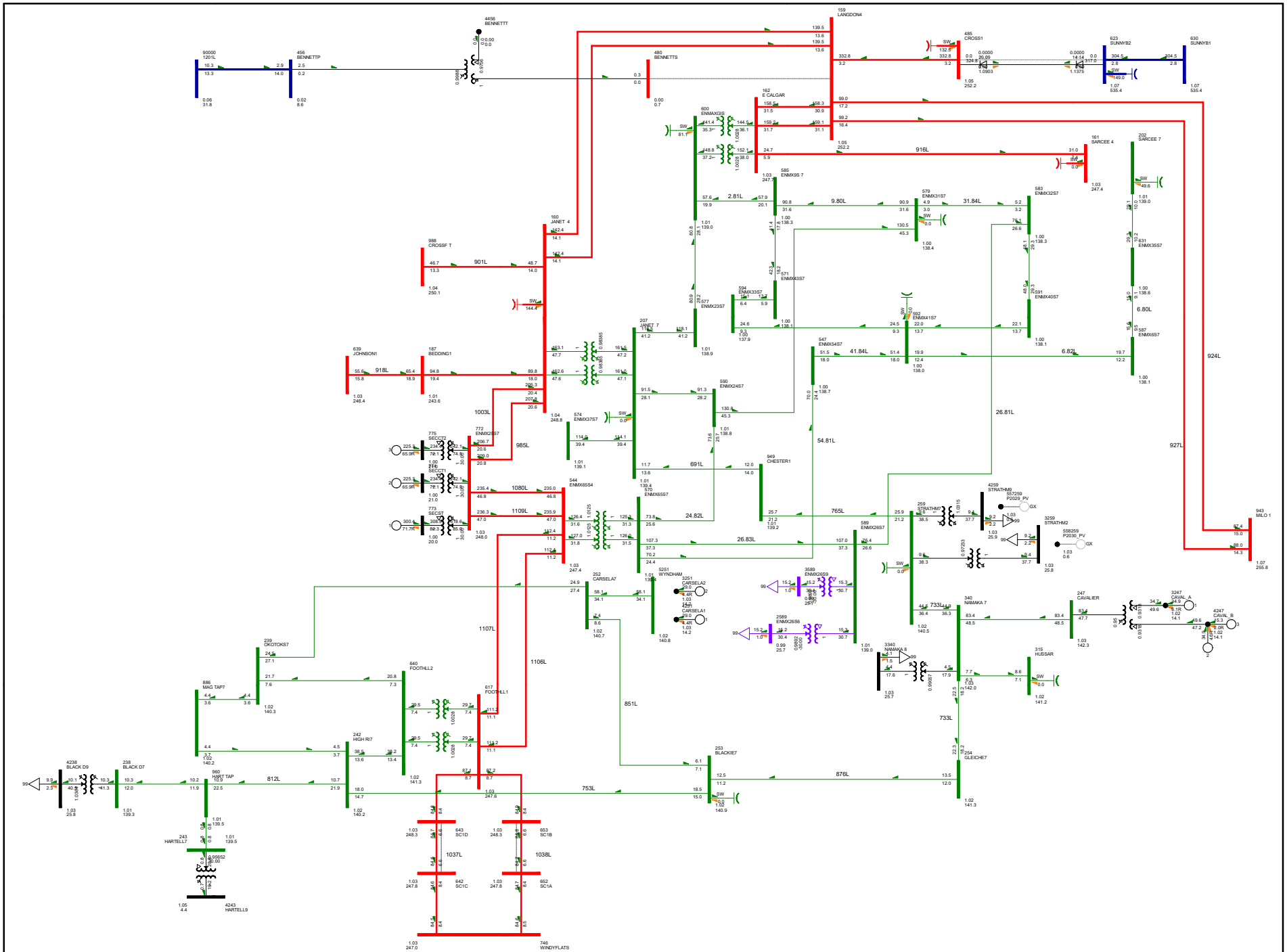
FIGURE C5-9-1-MRAS 194: S9-P2592-SP-POST-SEN.SAV
CATEGORY C5 - 1106L&1107L (FOOTHILLS 237S TO SS-65)
THU, AUG 24 2023 1:22

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100 MVABase A
1.146OV 0.399UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE C5-9-2-MRAS 194: S9-P2592-SP-POST-SEN.SAV
CATEGORY C5 - 924L&927L (MILO 356S TO LANGDON 102S)
THU, AUG 24 2023 1:23
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/MVar
100 MVABase A
1.140KV 0.860UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P2334
P2422&P2529
P2592
P1984
P1927
P2247
P2009 and P2341
924L
927L
916L
901L
918L
1003L
985L
1080L
1109L
1107L
1106L
851L
812L
1037L
1038L
691L
765L
733L
753L
876L
26.81L
54.81L
24.82L
26.83L
2.81L
9.80L
31.84L
41.84L
6.82L
6.80L

1

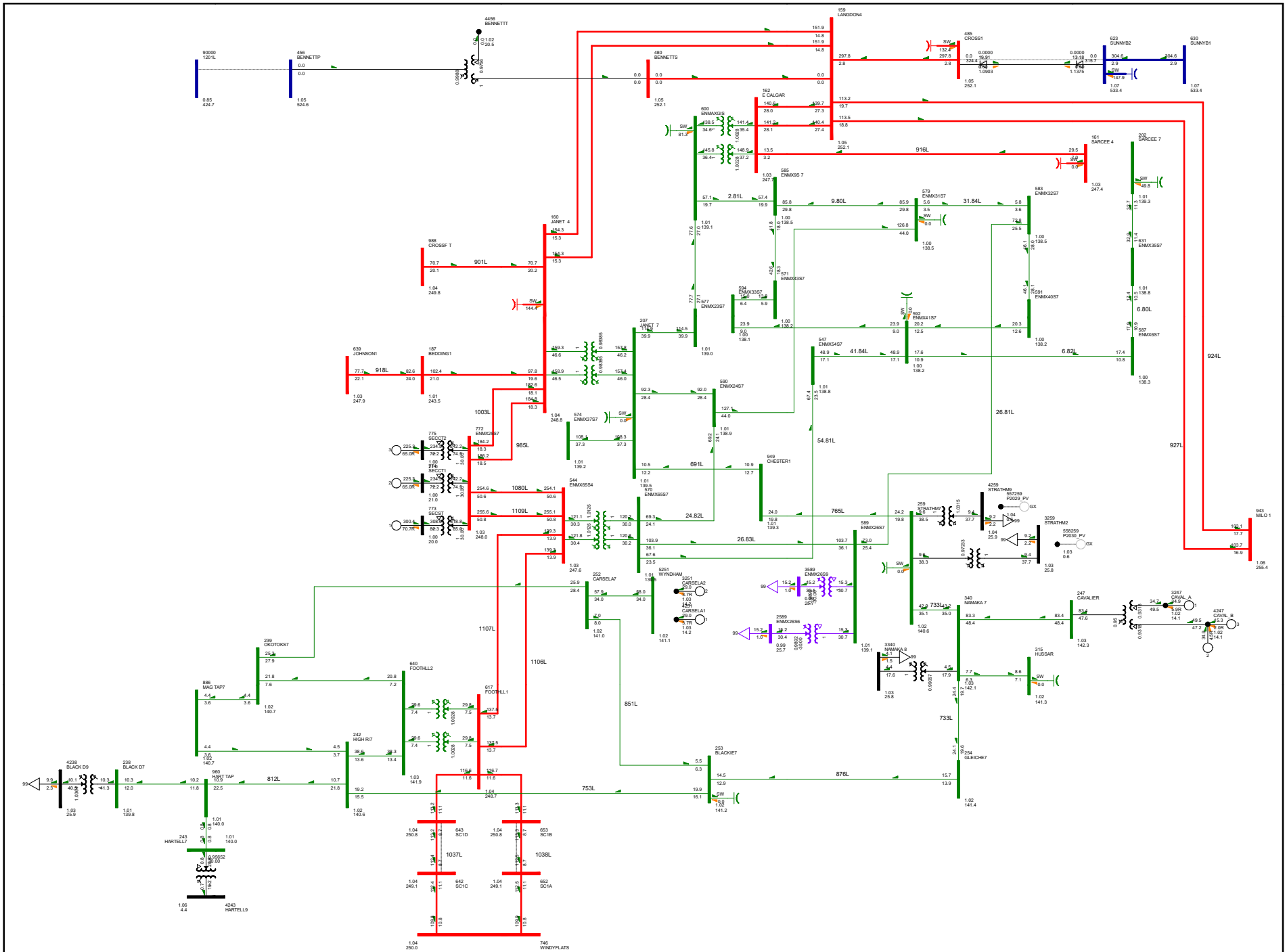

P2334
P2422&P2529
P2592
P1984
P1927
P2247
P2009 and P2341
1107L
1106L
1003L
985L
1080L
1109L
691L
765L
851L
753L
812L
876L
733L
1037L
1038L
901L
918L
916L
924L
927L
1.03
247.6
1.03
247.0
1.04
248.6
1.02
244.2
1.02
244.3
1.02
243.8
1.02
245.9
1.01
243.4
1.04
249.5
1.04
246.8
1.03
246.8
1.03
246.7
1.03
246.7
1.04
143.8
1.04
143.2
1.04
143.4
1.04
35.8
1.06
26.5
1.03
25.8
1.02
140.4
1.02
141.0
1.02
141.3
1.03
142.8
1.04
142.8
1.05
145.0
1.03
142.5
1.04
143.0
1.04
0.7
1.03
247.0
1.02
246.0
1.02
21.5
1.02
20.5
1.03
247.0
1.02
244.3
1.03
247.0
1.02
244.3
1.02
244.3
1.02
244.3



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-10-1-RAS 136: S10-P2592-SP-LG-PRE.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 16:07

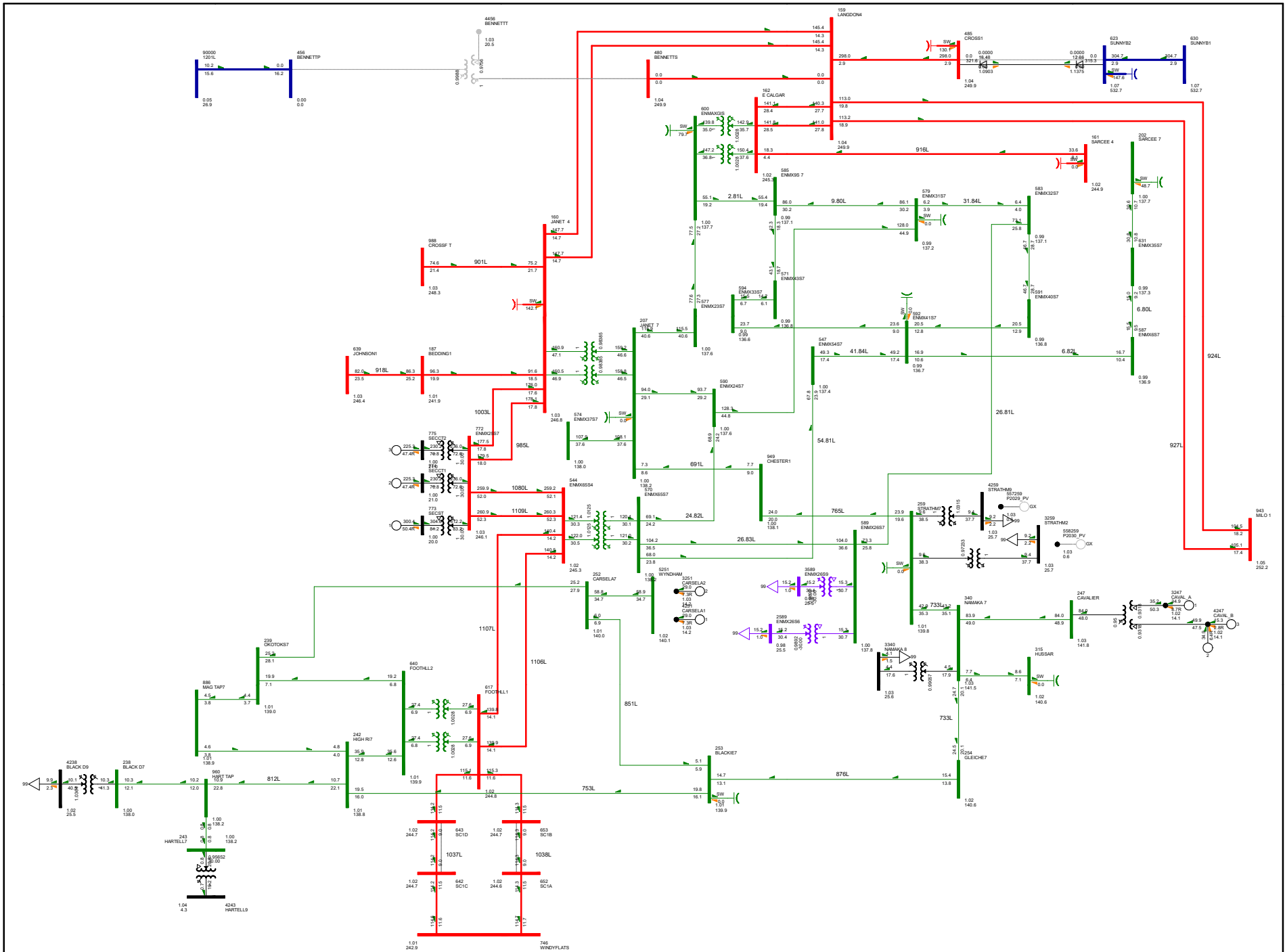
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.1460V 0.859UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-10-2-RAS 136: S10-P2592-SP-LG-PRE.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 16:07

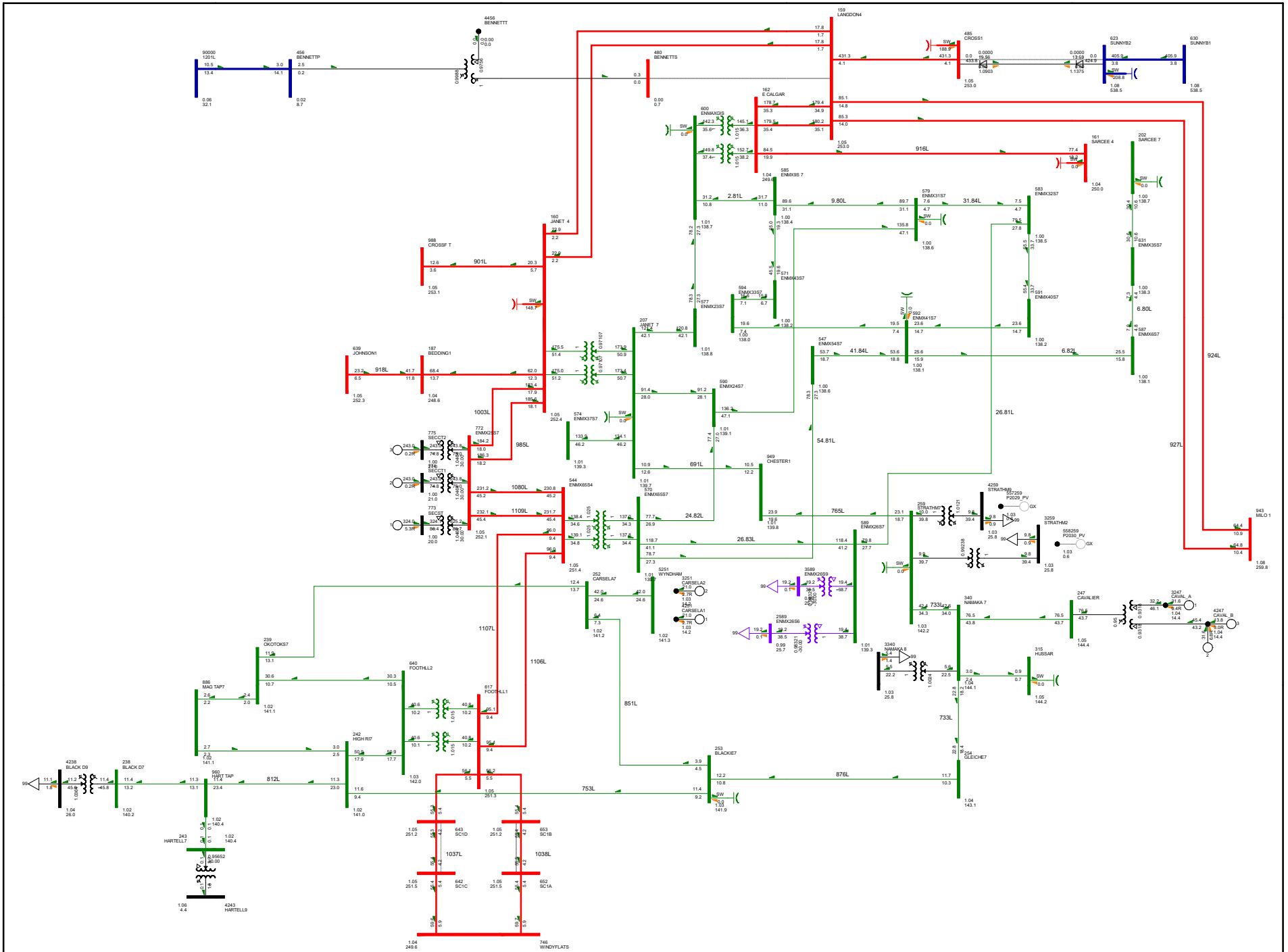
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-10-3-RAS 136: S10-P2592-SP-LG-PRE.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 16:08

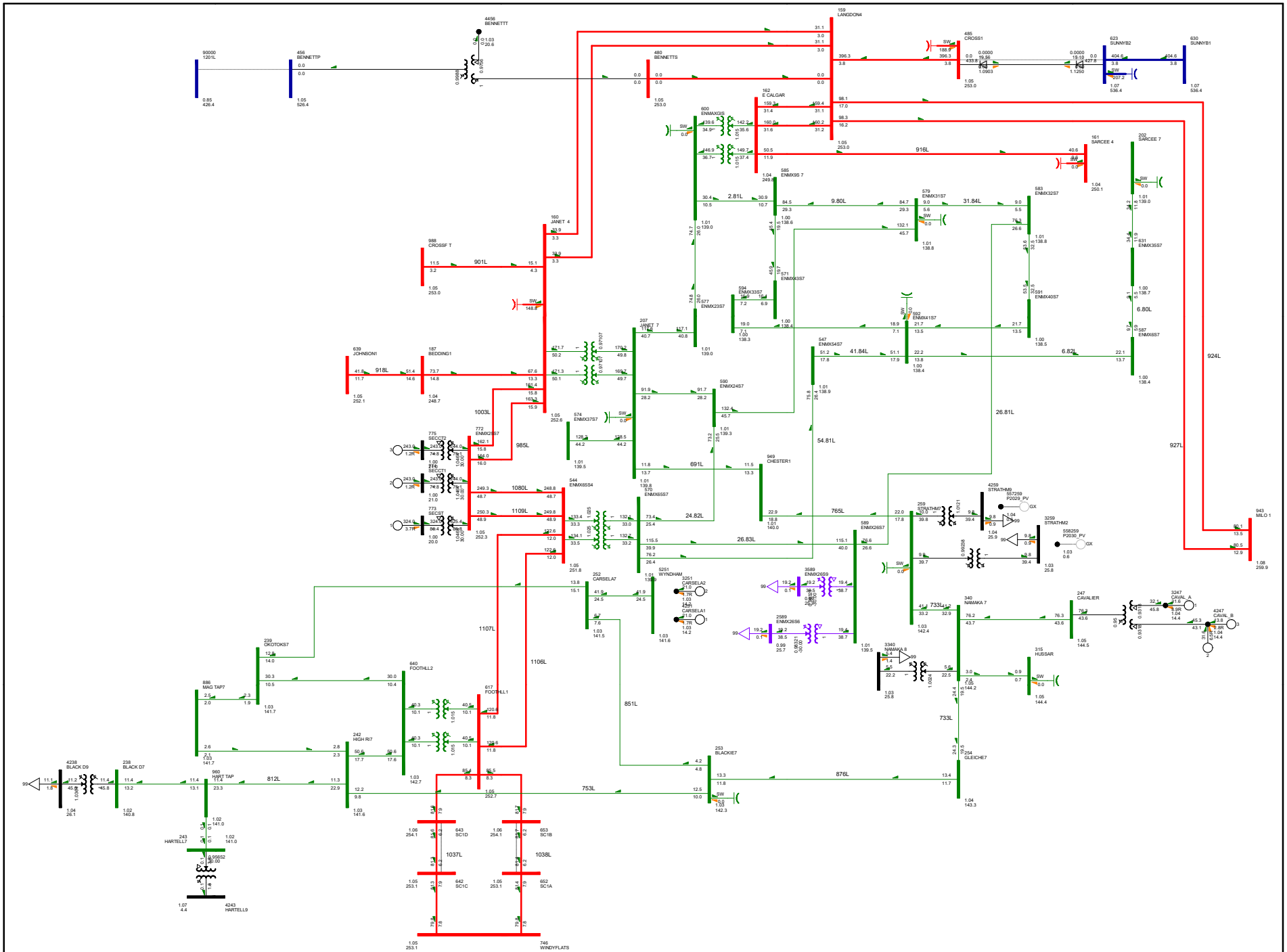
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.146OV 0.859UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-11-1-RAS 136: S11-P2592-WP-LG-PRE.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 16:08

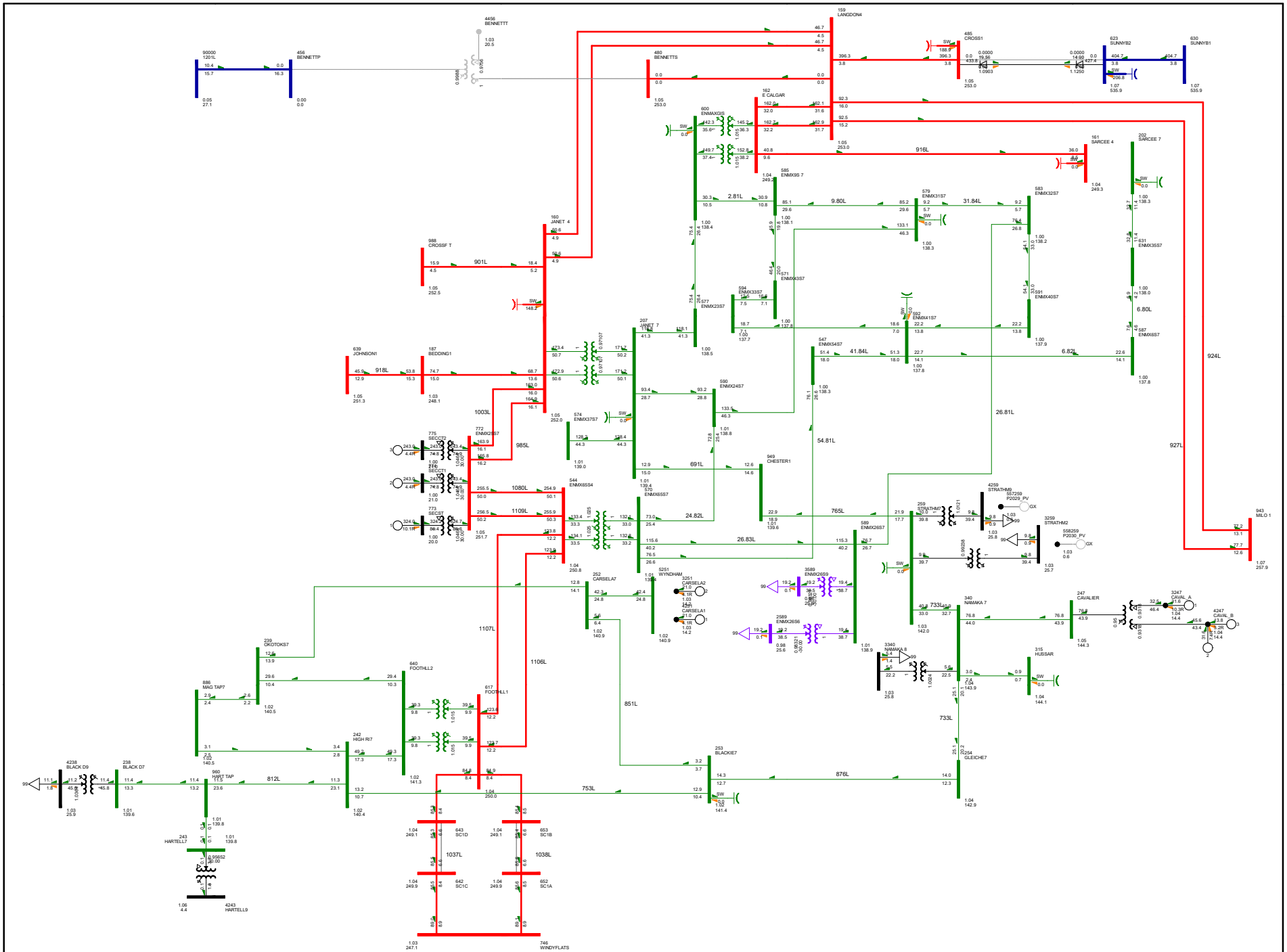
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-11-2-RAS 136: S11-P2592-WP-LG-PRE.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 16:09

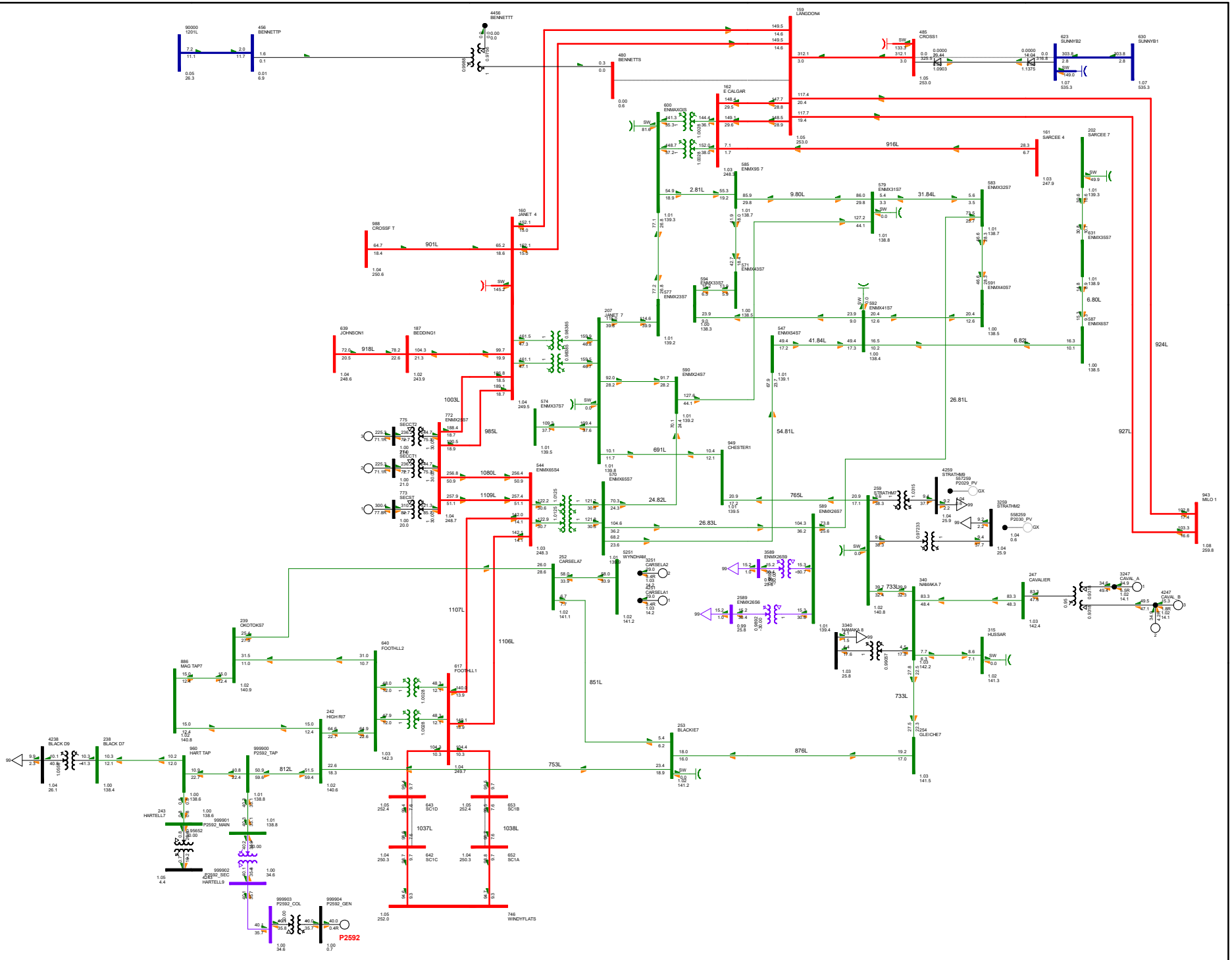
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.1460V 0.859UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-11-3-RAS 136: S11-P2592-WP-LG-PRE.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 16:09

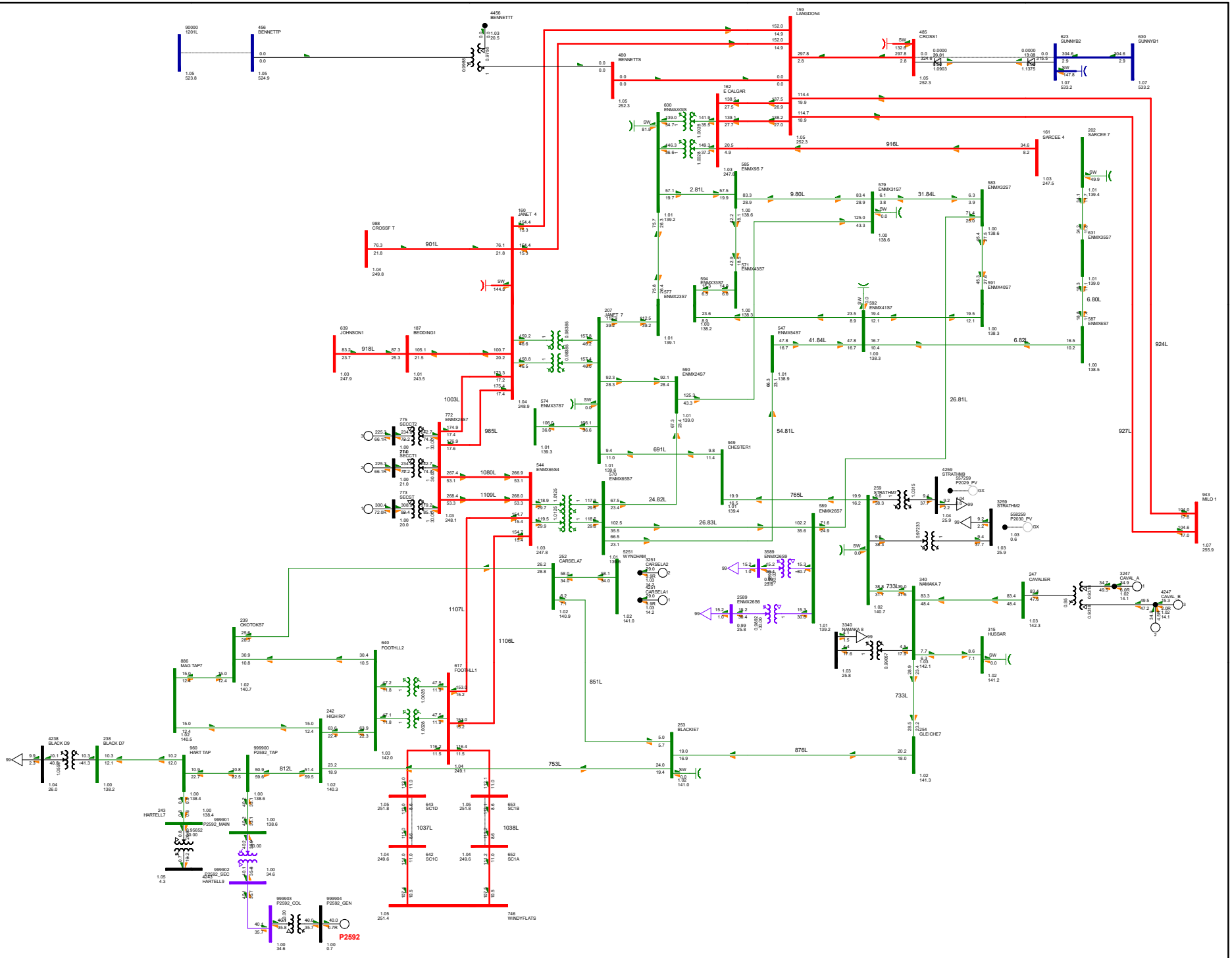
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0%Rate A
1.1460V 0.859UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000

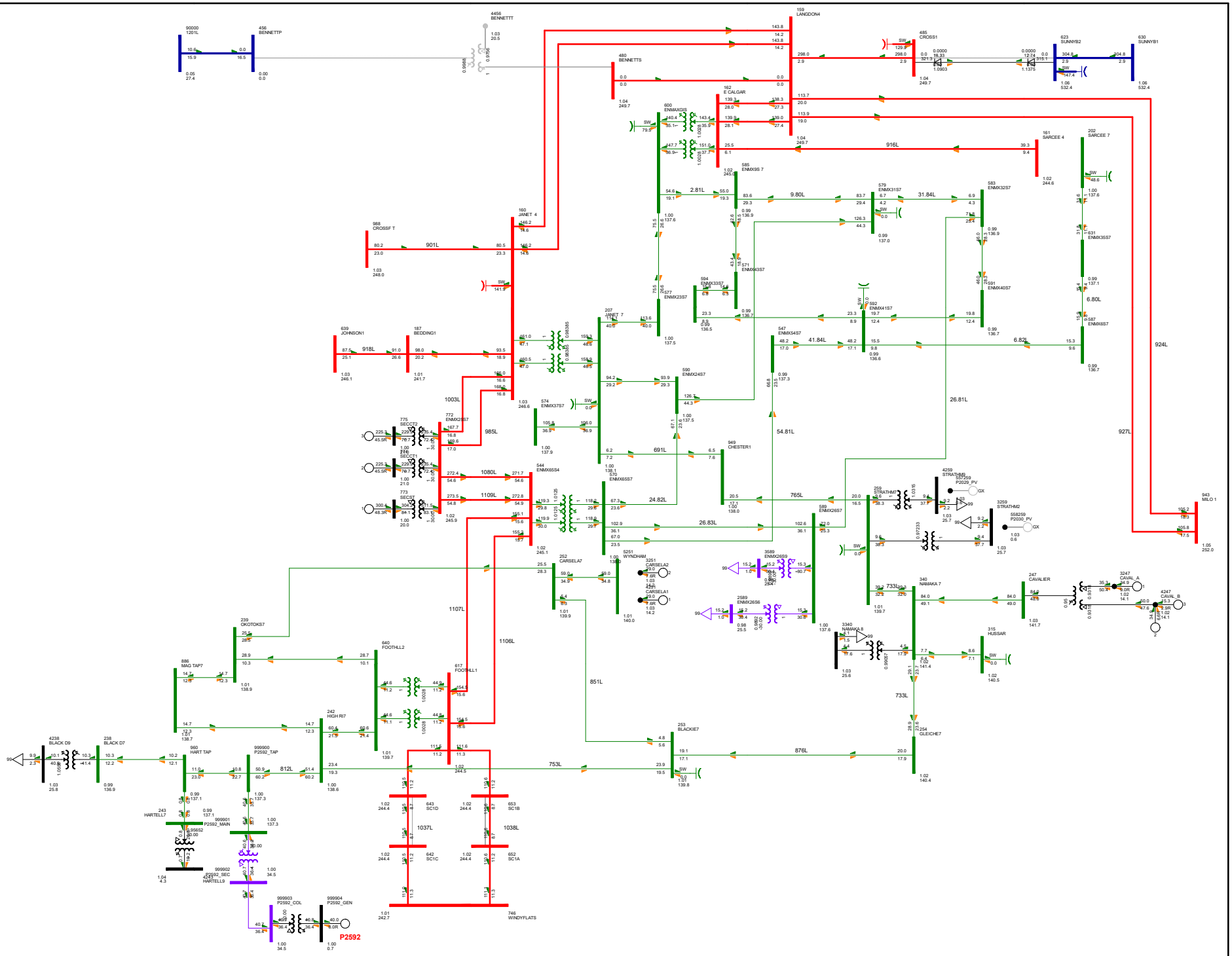


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-12-1-RAS 136: S12-P2592-SP-LG-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 16:10

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000

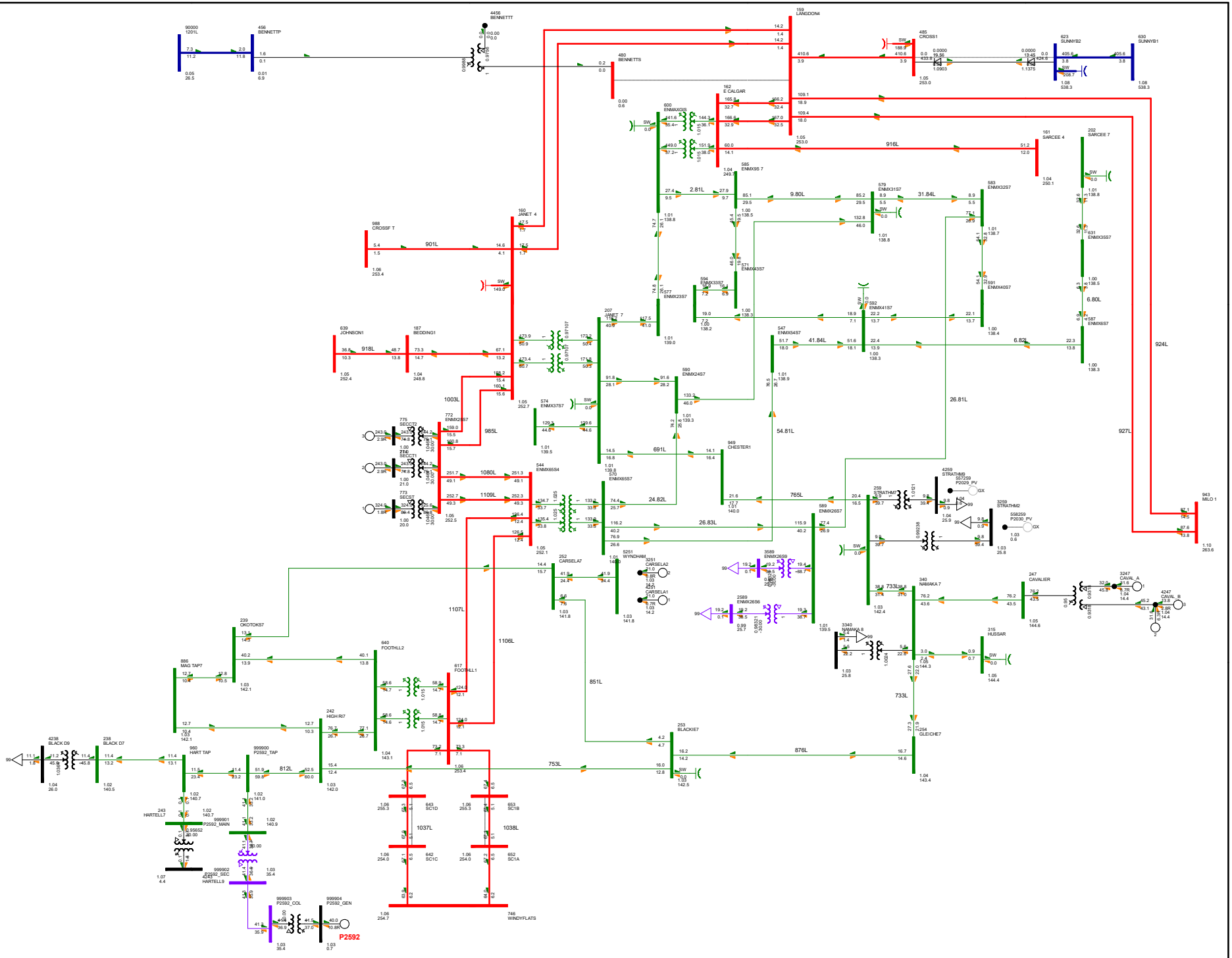

P2592 - Enerfin Big Rock Solar Battery
FIGURE B-12-2-RAS 136: S12-P2592-SP-LG-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 16:11
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000
P2592
1201L
BENNETTP
BENNETTT
BENNETTS
LANGDON4
CROSS1
SUNNYB2
SUNNYB1
E CALGAR
EMMAXGIS
SARCEE 4
SARCEE 7
916L
CROSSF T
901L
JANET 4
JANET 7
JOHNSON1
BEDDING1
918L
1003L
985L
1080L
1109L
SECT2
SECT1
SECST
EMMX26S7
EMMX37S7
EMMX24S7
EMMX9S 7
EMMX31S7
EMMX32S7
EMMX23S7
EMMX33S7
EMMX43S7
EMMX41S7
EMMX40S7
EMMX35S7
EMMX6S7
EMMX5AS7
EMMX6SS4
EMMX6SS7
CHESTER1
EMMX26S7
WYNDHAM
CARSELA1
CARSELA2
CARSELA7
EMMX2659
EMMX2656
STRATHM7
STRATHM2
557259 P2029_PV
558259 P2030_PV
NAMAKA 7
NAMAKA 8
CAVALIER
CAVAL_A
CAVAL_B
HUSSAR
GLEICHE7
BLACKIE7
WINDYFLATS
SC1D
SC1C
SC1B
SC1A
HIGH RI7
FOOTHLL2
FOOTHLL1
MAG TAP7
OKOTOKS7
HART TAP
P2592_TAP
P2592_MAIN
P2592_SEC
P2592_COL
P2592_GEN
HARTELL7
HARTELL9
BLACK D9
BLACK D7
1107L
1106L
851L
812L
753L
876L
733L
765L
691L
24.82L
26.83L
54.81L
26.81L
2.81L
9.80L
31.84L
41.84L
6.82L
6.80L
924L
927L
943
MILO 1



P2592 - Enerfin Big Rock Solar Battery

FIGURE B-12-3-RAS 136: S12-P2592-SP-LG-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 16:11

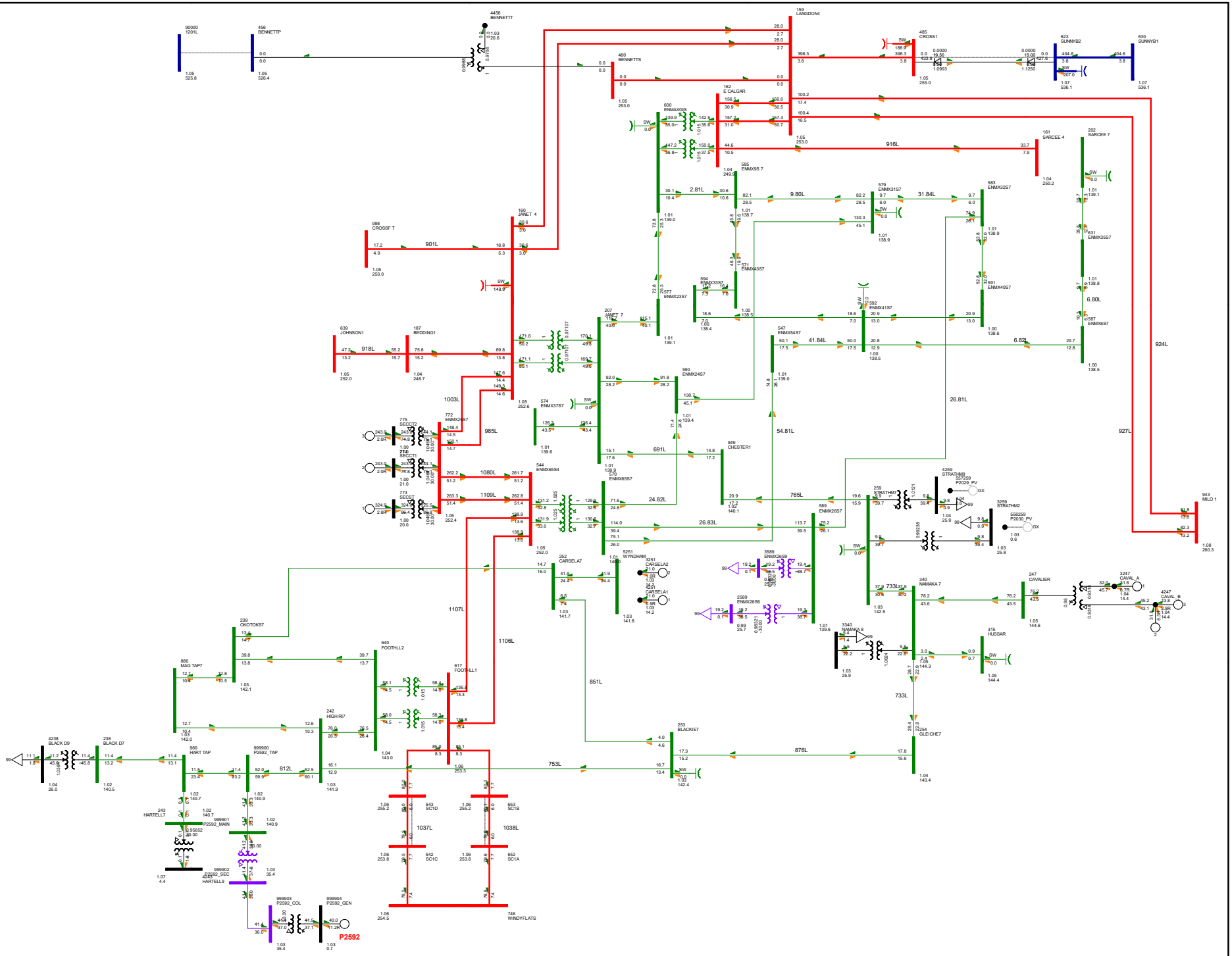
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.146OV 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

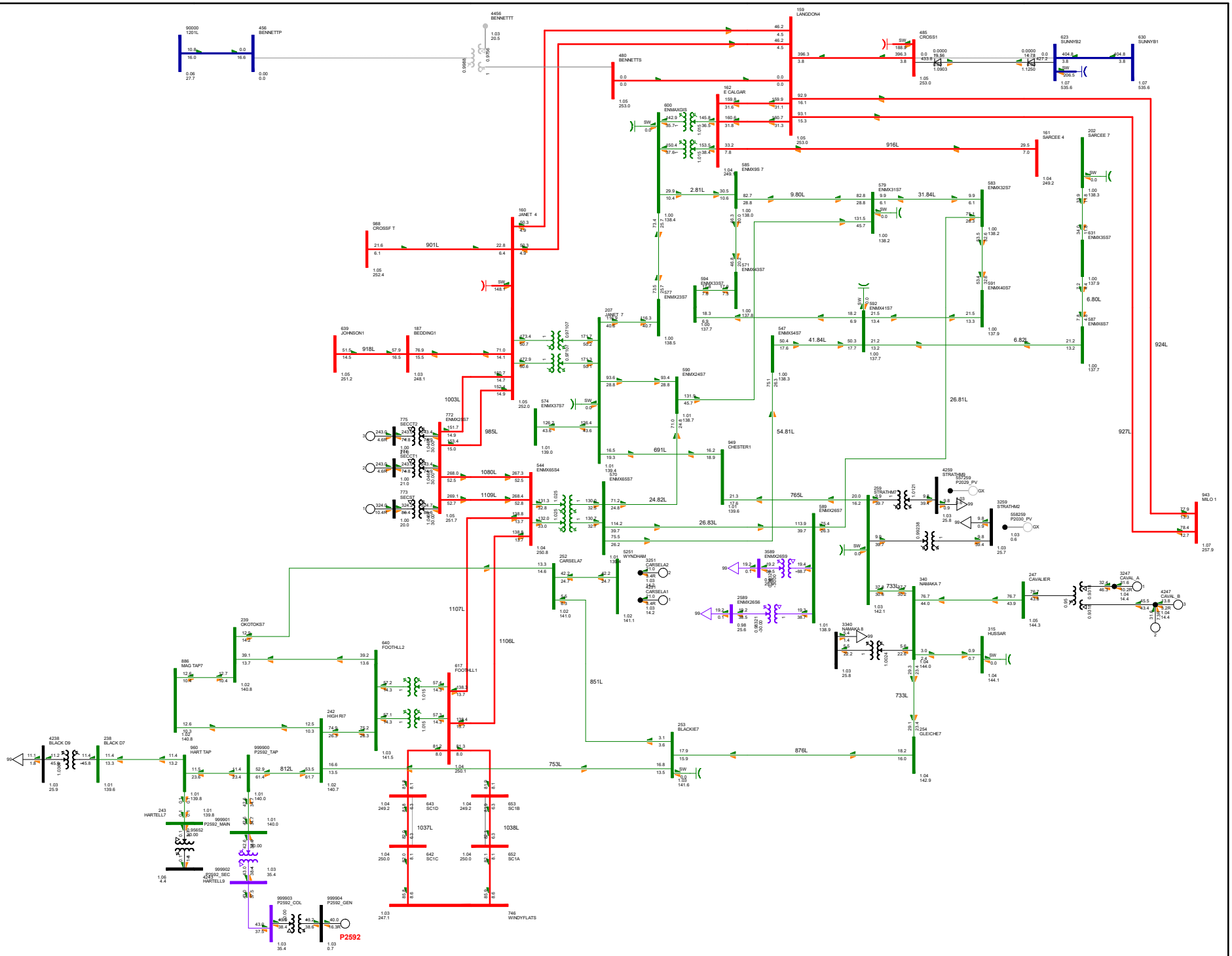


P2592 - Enerfin Big Rock Solar Battery

FIGURE B-13-1-RAS 136: S13-P2592-WP-LG-POST.SAV
CATEGORY B - 1114L (LANGDON 102S TO BENNETT 520S)
THU, AUG 24 2023 16:12

Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1480V 0.869UV
kV: <=25.000 <=69.000<=138.000<=240.000<=500.000 >500.000


P2592 - Enerfin Big Rock Solar Battery
FIGURE B-13-2-RAS 136: S13-P2592-WP-LG-POST.SAV
CATEGORY B - 1201L (BENNETT 520S TO BCH CRANBROOK B2S)
THU, AUG 24 2023 16:12
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.0% Rate A
1.1460V 0.869UV
kV: <=25.000 <=69.000<=138.000 <=240.000 <=500.000 >500.000
P2592
901L
918L
1003L
985L
1080L
1109L
1107L
1106L
851L
812L
753L
1037L
1038L
691L
24.82L
26.83L
54.81L
26.81L
765L
733L
876L
927L
924L
916L
2.81L
9.80L
31.84L
41.84L
6.82L
6.80L

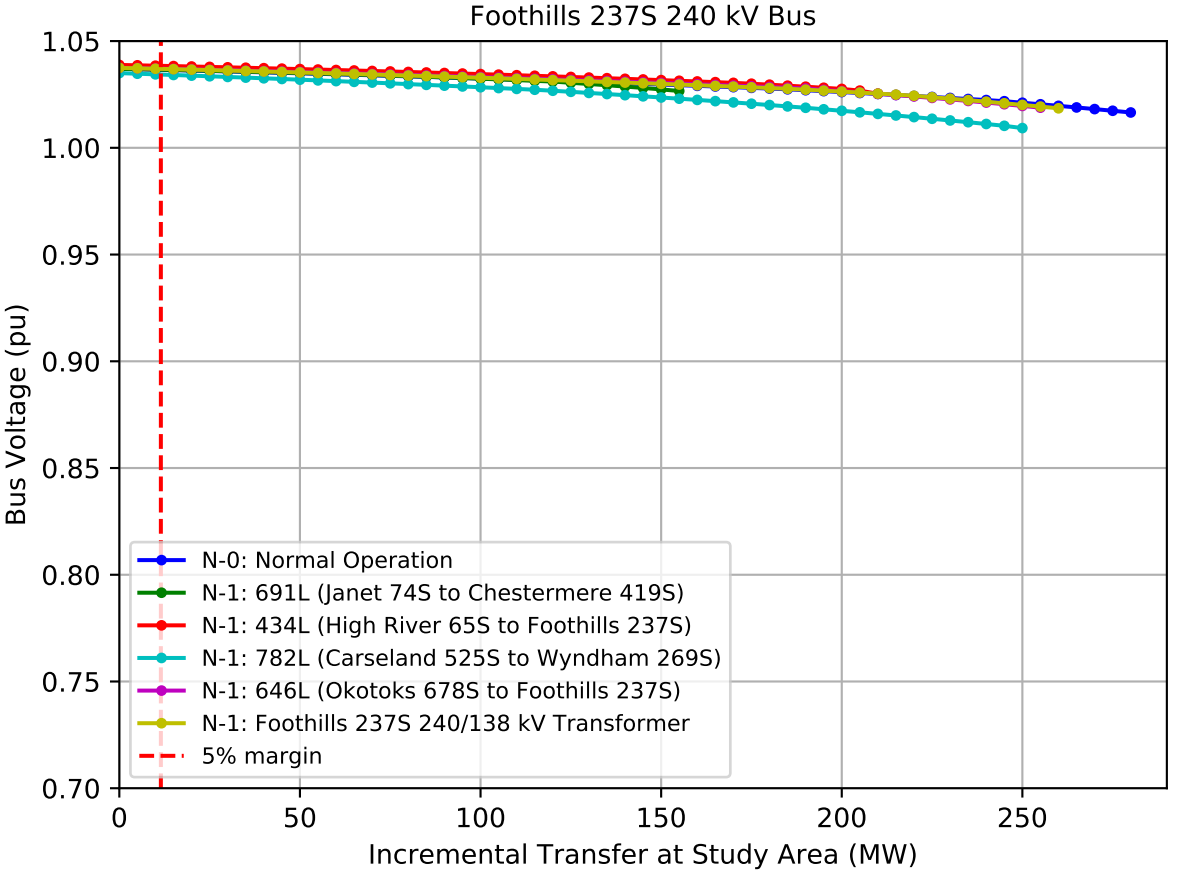


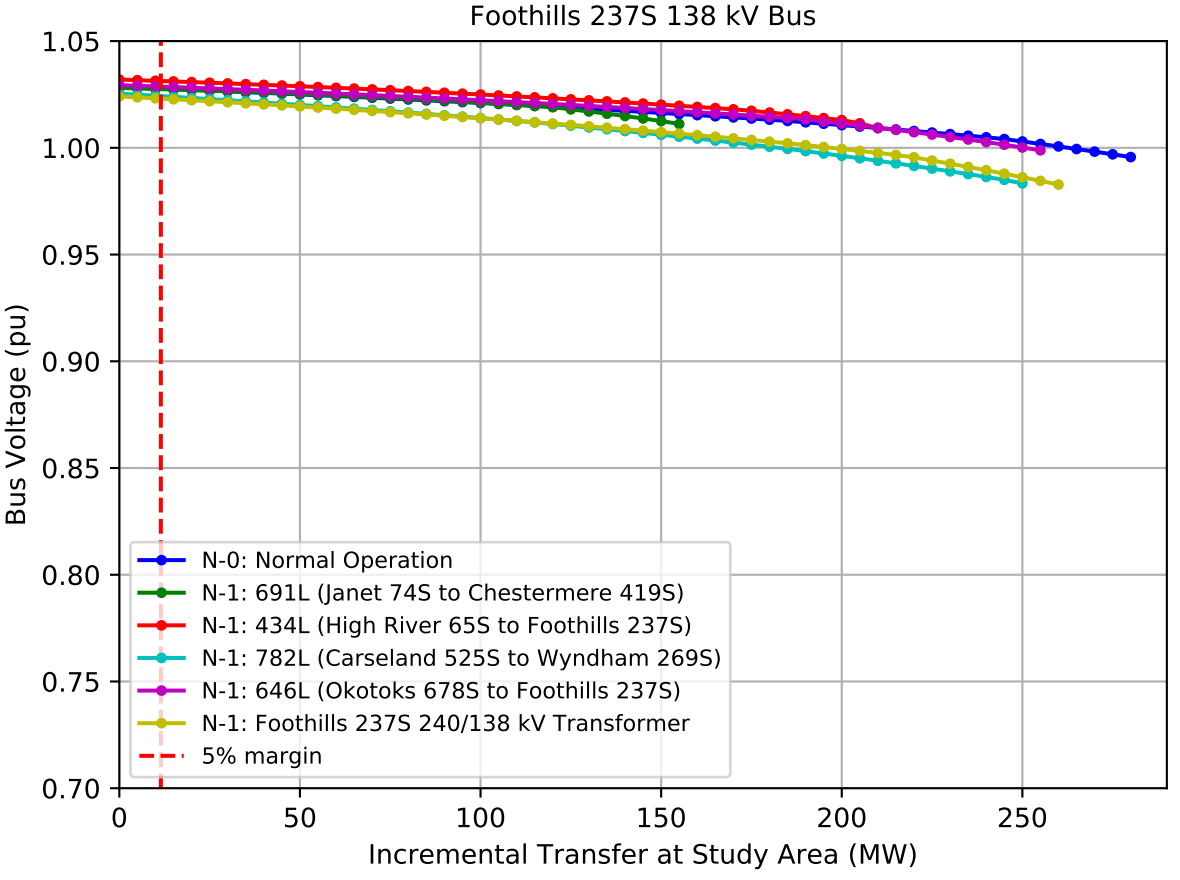
P2592 - Enerfin Big Rock Solar Battery

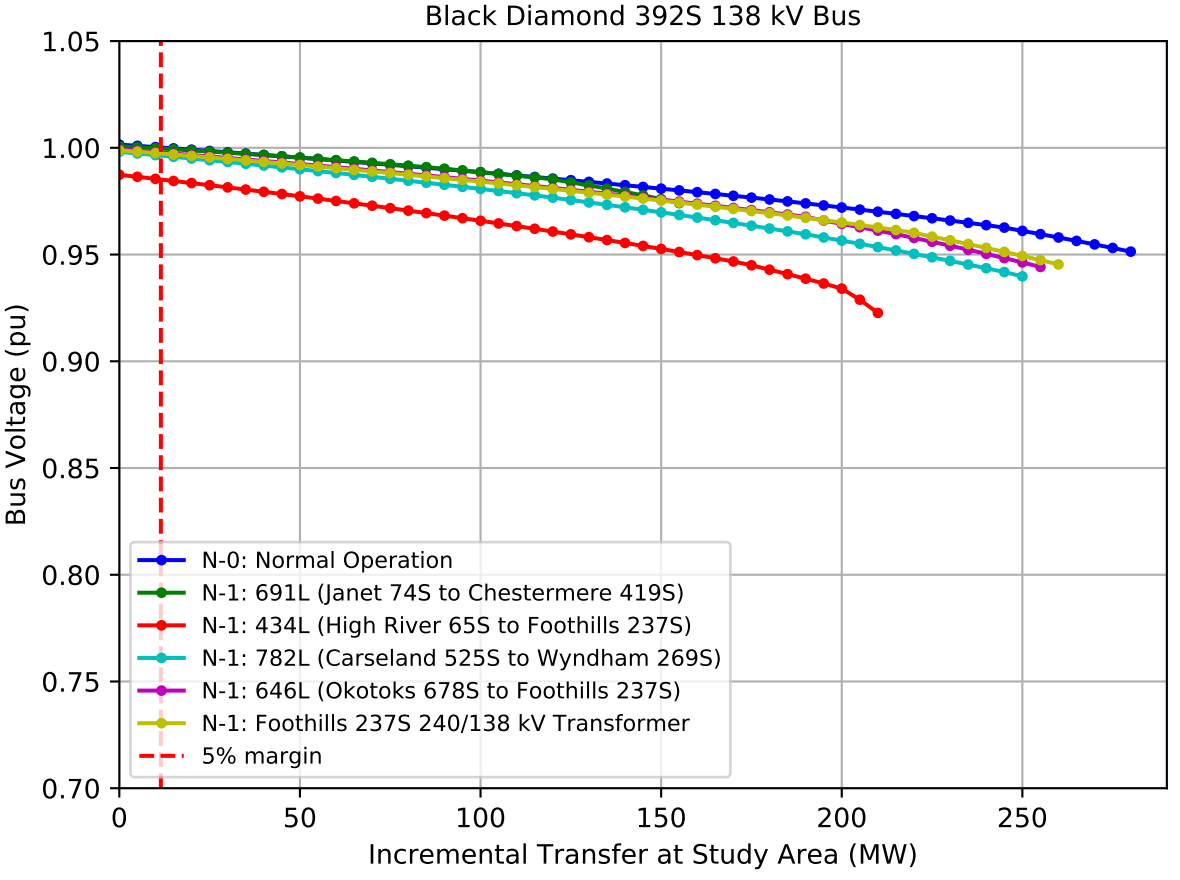
FIGURE B-13-3-RAS 136: S13-P2592-WP-LG-POST.SAV
CATEGORY B - BENNETT 520S TRANSFORMER T1
THU, AUG 24 2023 16:13

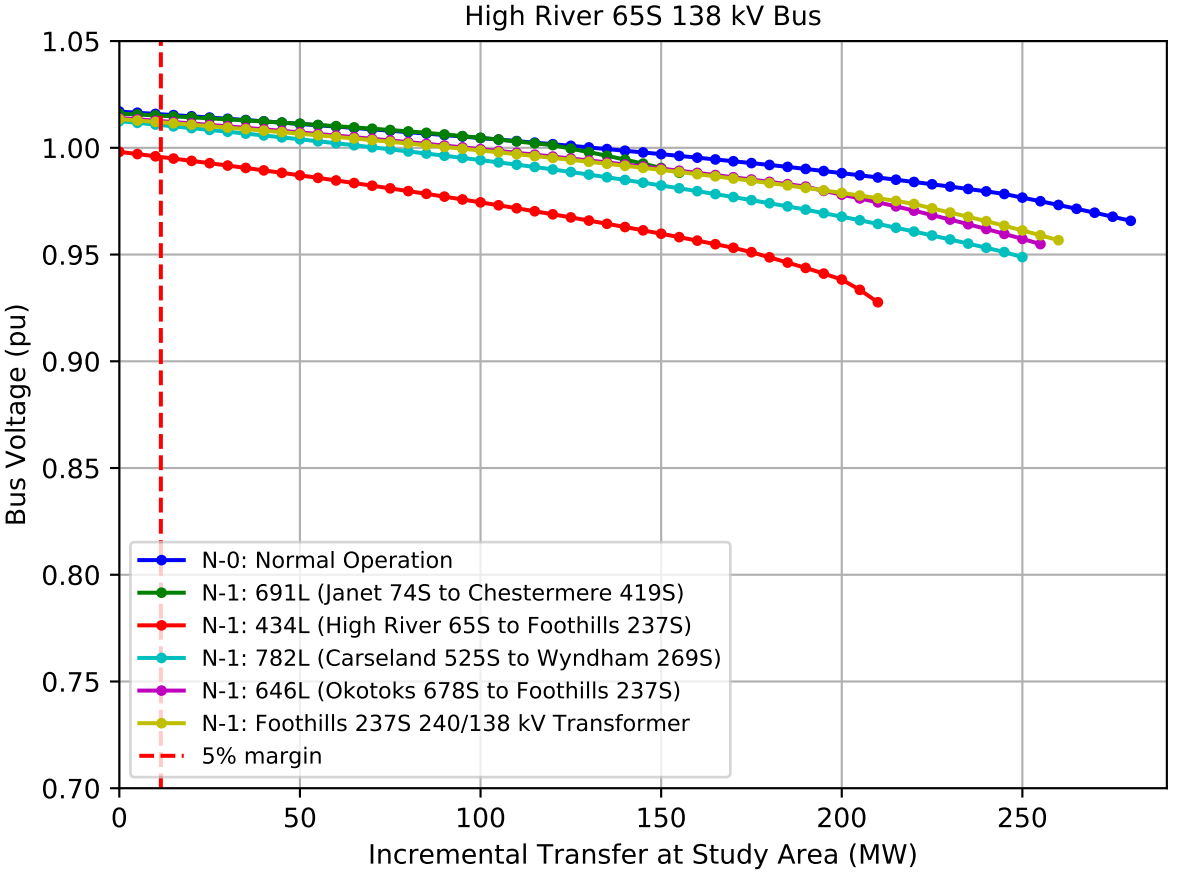
Bus - Voltage (kV/pu)
Branch - MVA/% Rate A
Equipment - MW/Mvar
100.00% Rate A
1.1460V 0.886UV
kV: <=25.000 <=69.000<=138.000 <=240.000<=500.000 >500.000

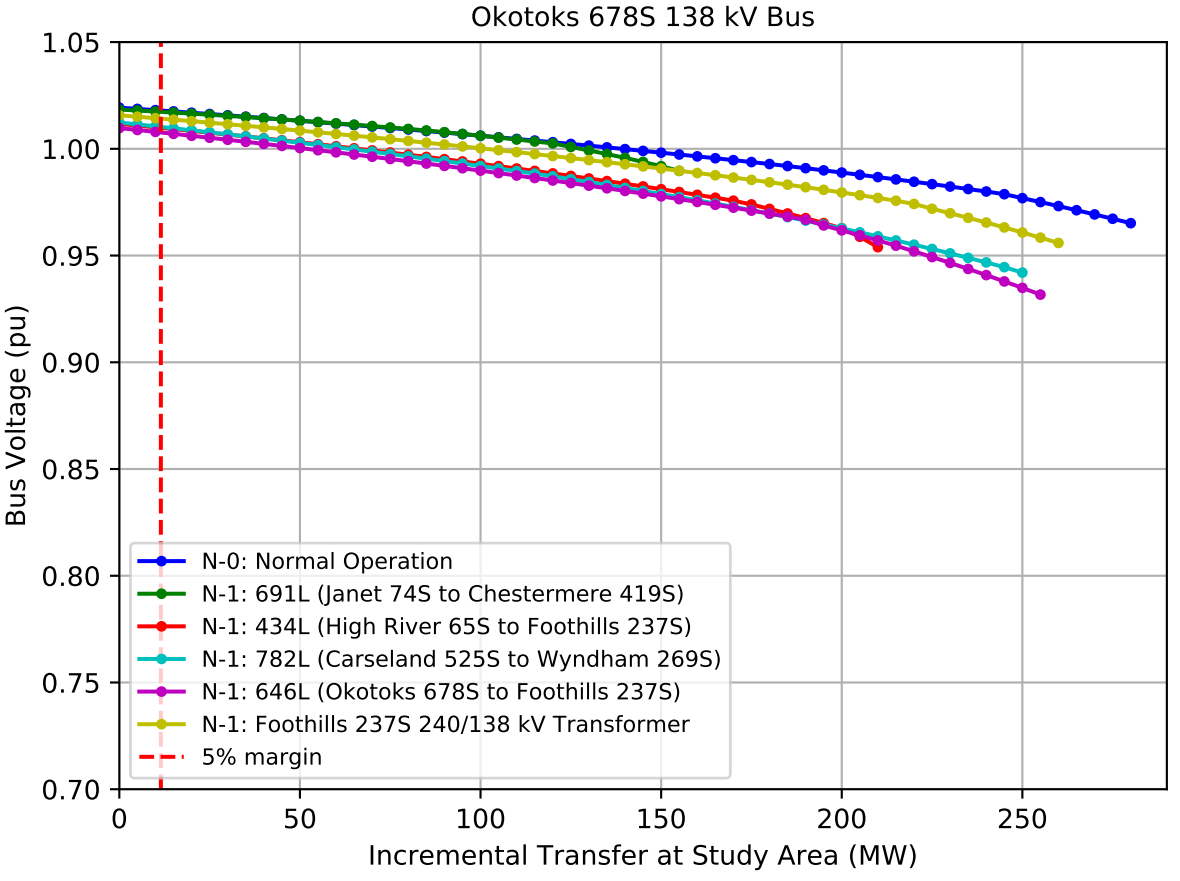
Attachment H: Voltage Stability Diagrams (Scenarios 12 and 13)

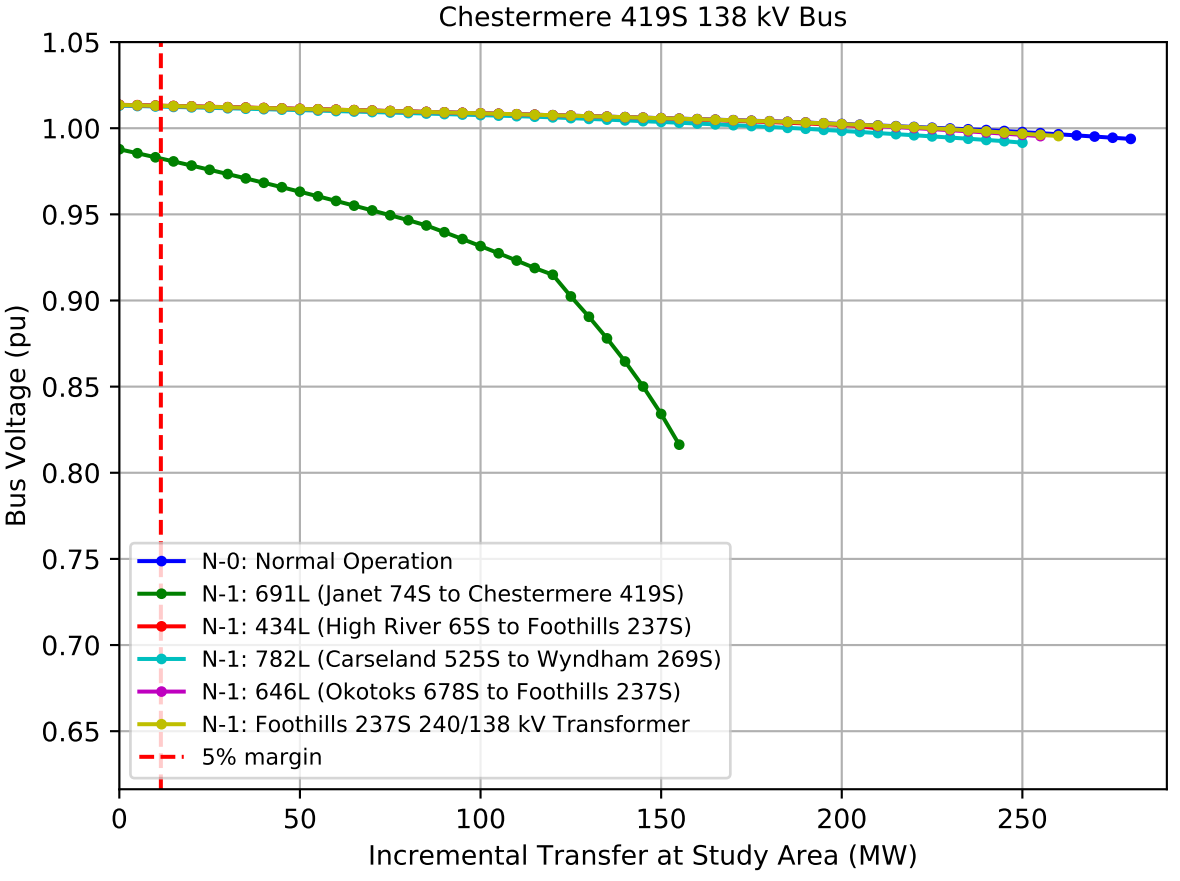

Foothills 237S 240 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
N-0: Normal Operation
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 434L (High River 65S to Foothills 237S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

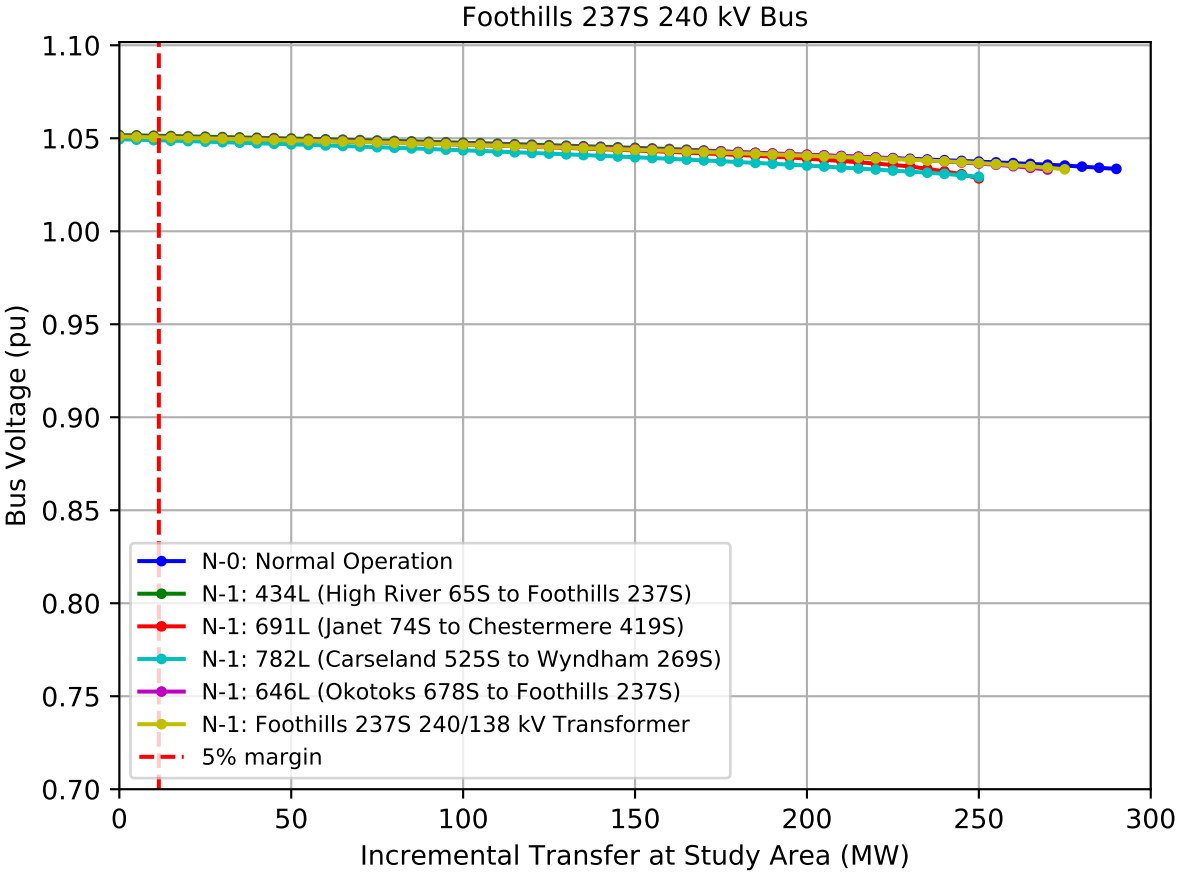

Foothills 237S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
N-0: Normal Operation
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 434L (High River 65S to Foothills 237S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

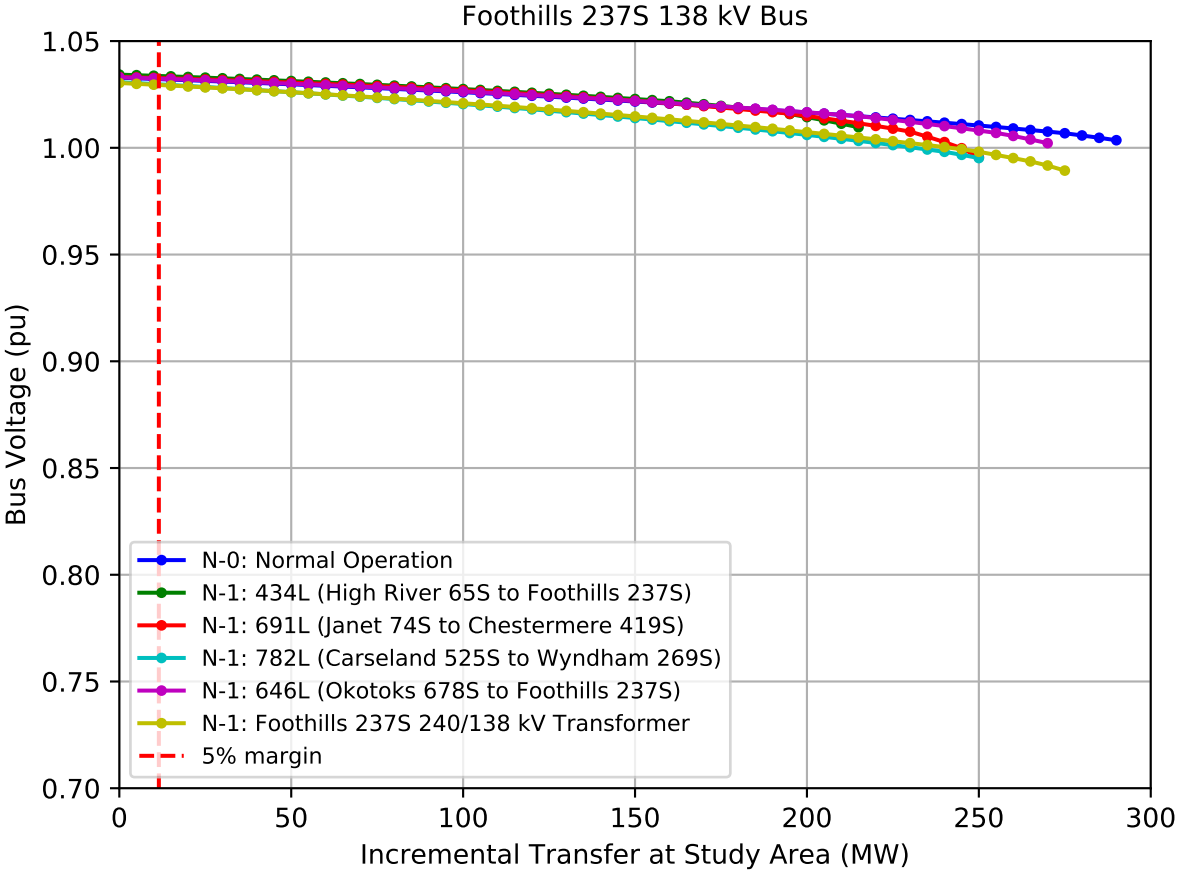

Black Diamond 392S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
N-0: Normal Operation
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 434L (High River 65S to Foothills 237S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

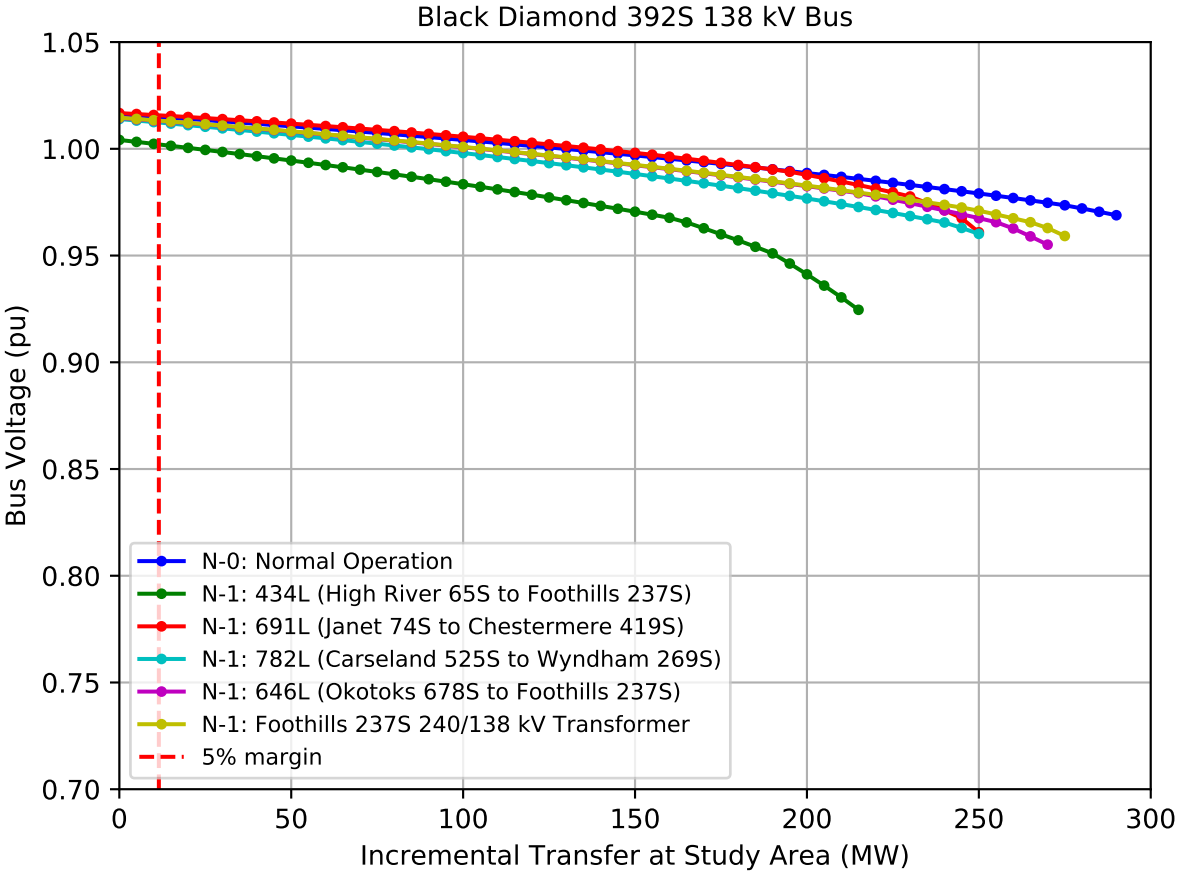

High River 65S 138 kV Bus
Bus Voltage (pu)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 434L (High River 65S to Foothills 237S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

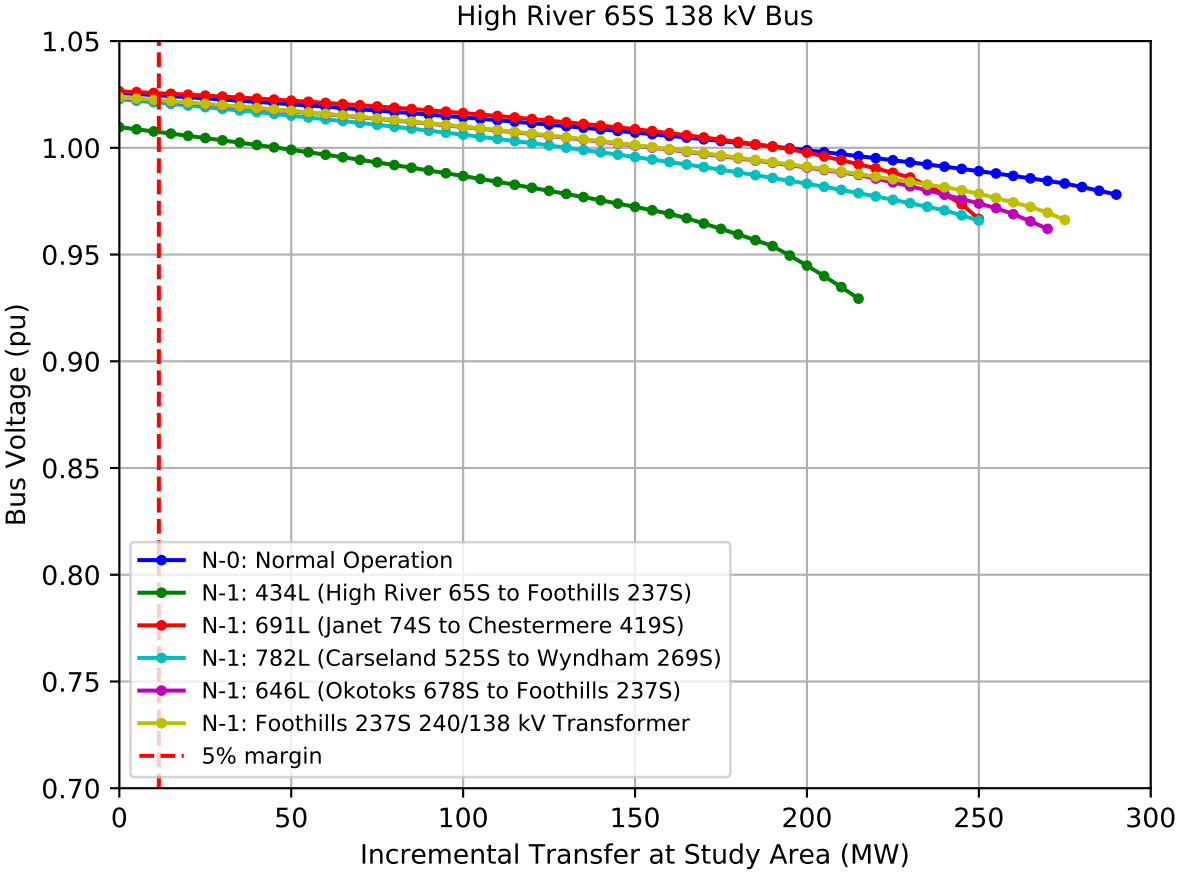

Okotoks 678S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
N-0: Normal Operation
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 434L (High River 65S to Foothills 237S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

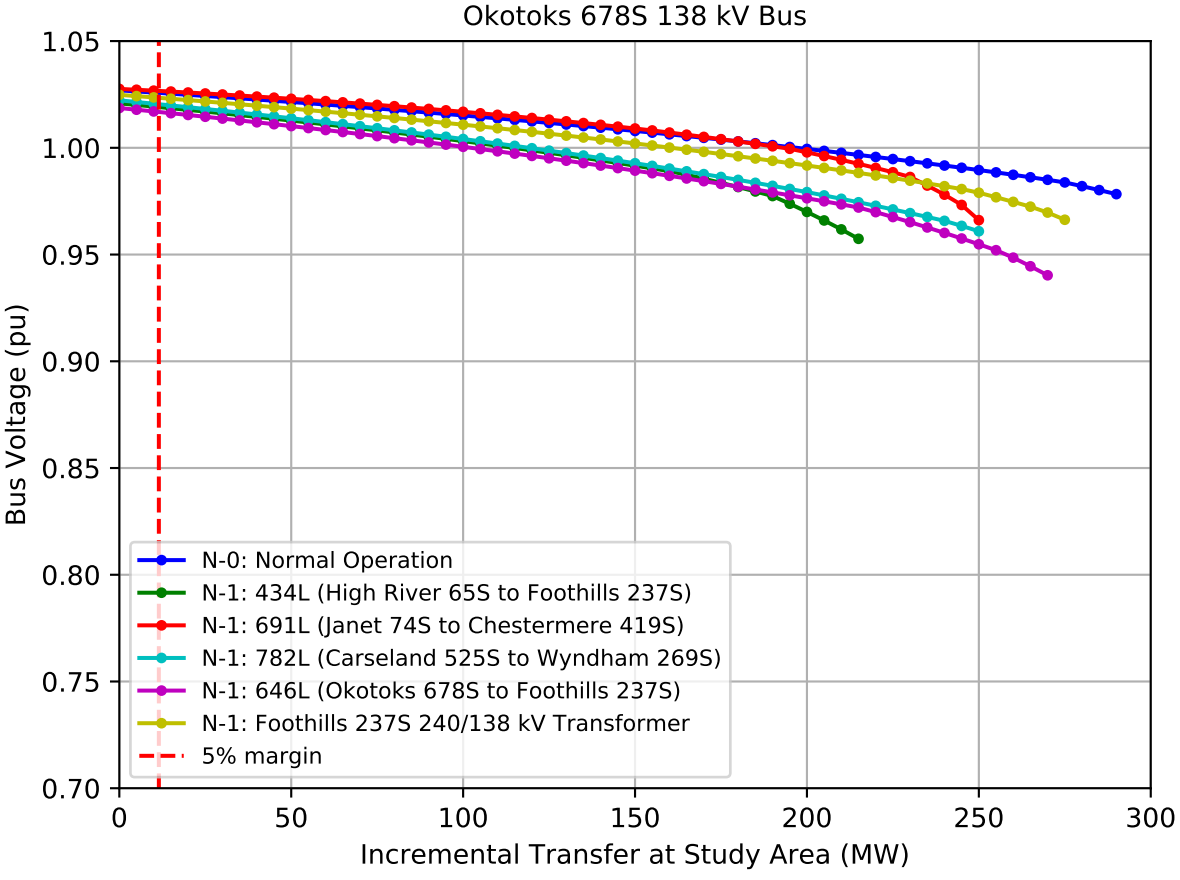

Chestermere 419S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0.65
0
50
100
150
200
250
N-0: Normal Operation
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 434L (High River 65S to Foothills 237S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

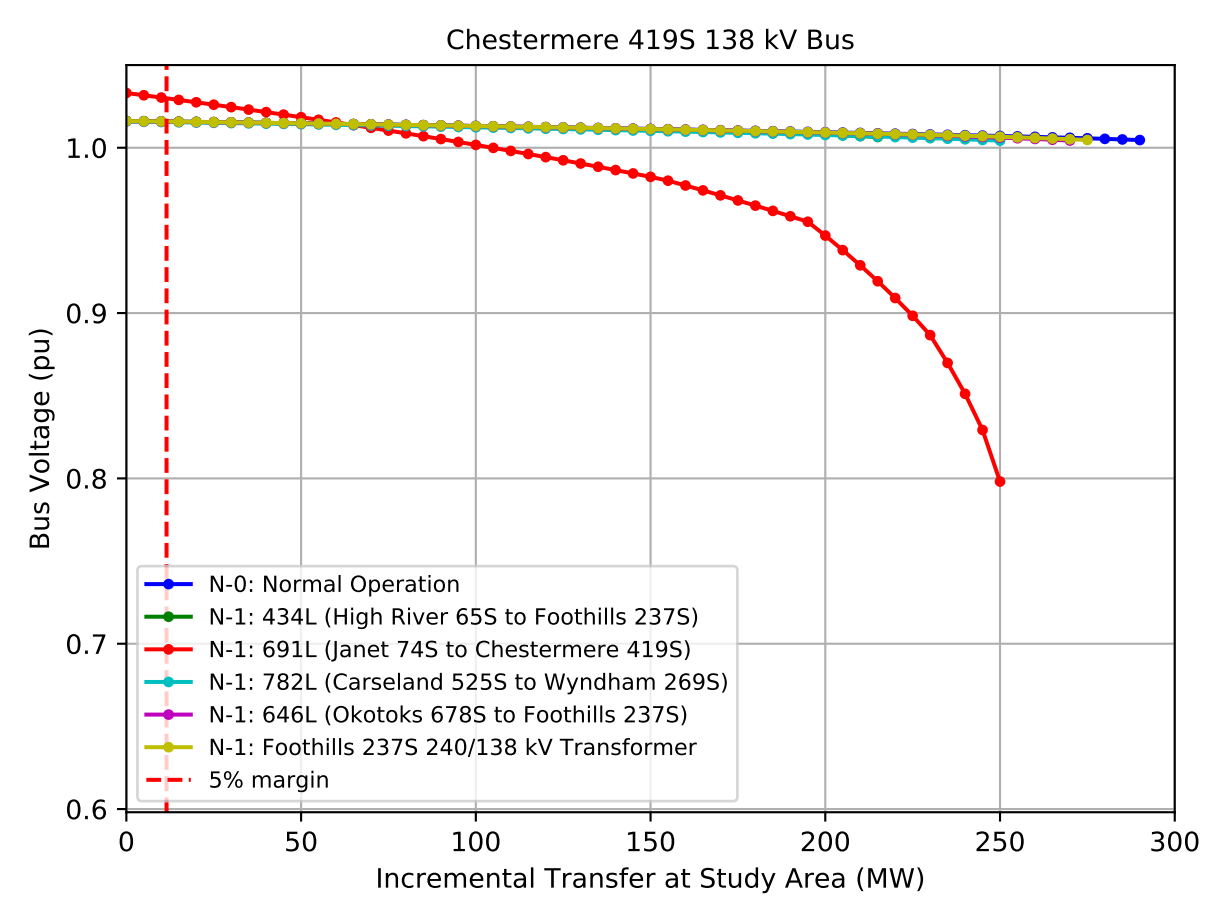

Foothills 237S 240 kV Bus
1.10
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
Bus Voltage (pu)
0
50
100
150
200
250
300
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 434L (High River 65S to Foothills 237S)
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin


Foothills 237S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
N-0: Normal Operation
N-1: 434L (High River 65S to Foothills 237S)
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin


Black Diamond 392S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
N-0: Normal Operation
N-1: 434L (High River 65S to Foothills 237S)
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin


High River 65S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
N-0: Normal Operation
N-1: 434L (High River 65S to Foothills 237S)
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin


Okotoks 678S 138 kV Bus
Bus Voltage (pu)
Incremental Transfer at Study Area (MW)
1.05
1.00
0.95
0.90
0.85
0.80
0.75
0.70
0
50
100
150
200
250
300
N-0: Normal Operation
N-1: 434L (High River 65S to Foothills 237S)
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin


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
Incremental Transfer at Study Area (MW)
N-0: Normal Operation
N-1: 434L (High River 65S to Foothills 237S)
N-1: 691L (Janet 74S to Chestermere 419S)
N-1: 782L (Carseland 525S to Wyndham 269S)
N-1: 646L (Okotoks 678S to Foothills 237S)
N-1: Foothills 237S 240/138 kV Transformer
5% margin

Attachment I: Loading Performance with STS change

Table 1: N-0 thermal violations with STS of 100 MW

Scenario	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		Post – Pre (%)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
Scenario 4	924L (Milo 356s to Langdon 102s)	547	656	616.5	112.7%	618.7	113.1%	0.4%
	927L (Milo 356s to Langdon 102s)	576	691	6192	107.5%	620.9	107.8%	0.3%
	765L (Chestermere 419s to Strathmore 151s)	120	132	113.0	94.2%	123.4	102.8%	8.7%
	812L (P2592 Tap to High River 65s)	85	94	19.1	22.5%	86.3	101.5%	79.0%
Scenario 3	765L (Chestermere 419s to Strathmore 151s)	120	132	114.8	95.7%	125.5	104.6%	8.9%
	812L (P2592 Tap to High River 65s)	85	94	7.7	9.0%	89.3	105.1%	96.1%
Scenario 9	924L (Milo 356s to Langdon 102s)	547	656	685.9	125.4%	688.7	125.9%	0.5%
	927L (Milo 356s to Langdon 102s)	576	691	688.3	119.5%	691.2	120.0%	0.5%
	765L (Chestermere 419s to Strathmore 151s)	120	132	139.3	116.1%	150.2	125.2%	9.1%
	691L (Chestermere 419s to Janet 74s)	120	132	123.7	103.1%	134.9	112.4%	9.3%
	733L (Namaka 428s to Strathmore 151s)	120	132	121.8	101.5%	132.8	110.7%	9.2%
	812L (P2592 Tap to High River 65s)	85	94	19.4	22.8%	86.6	101.9%	79.1%
	916L (Sarcee 42s to East Calgary 5s)	408	490	440.2	107.9%	477.4	117.0%	9.1%
Scenario 8	765L (Chestermere 419s to Strathmore 151s)	120	132	137.1	114.3%	147.8	123.2%	8.9%
	691L (Chestermere 419s to Janet 74s)	120	132	131.2	109.3%	141.7	118.1%	8.8%
	733L (Namaka 428s to Strathmore 151s)	120	132	112.2	93.5%	122.6	102.2%	8.7%
	812L (P2592 Tap to High River 65s)	85	94	7.7	9.0%	89.5	105.3%	96.3%

Table 2: N-0 thermal violations with STS of 90 MW

Scenario	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		Post – Pre (%)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
Scenario 4	924L (Milo 356s to Langdon 102s)	547	656	616.5	112.7%	618.1	113.0%	0.3%
	927L (Milo 356s to Langdon 102s)	576	691	6192	107.5%	620.4	107.7%	0.2%
	765L (Chestermere 419s to Strathmore 151s)	120	132	113.0	94.2%	122.5	102.1%	7.9%
	812L (P2592 Tap to High River 65s)	85	94	19.1	22.5%	76.6	90.1%	67.6%
Scenario 3	765L (Chestermere 419s to Strathmore 151s)	120	132	114.8	95.7%	124.5	103.8%	8.1%
	812L (P2592 Tap to High River 65s)	85	94	7.7	9.0%	79.7	93.8%	84.8%
Scenario 9	924L (Milo 356s to Langdon 102s)	547	656	685.9	125.4%	688.1	125.8%	0.4%
	927L (Milo 356s to Langdon 102s)	576	691	688.3	119.5%	690.6	119.9%	0.4%
	765L (Chestermere 419s to Strathmore 151s)	120	132	139.3	116.1%	149.2	124.3%	8.3%
	691L (Chestermere 419s to Janet 74s)	120	132	123.7	103.1%	133.9	111.6%	8.5%
	733L (Namaka 428s to Strathmore 151s)	120	132	121.8	101.5%	131.8	109.8%	8.3%
	812L (P2592 Tap to High River 65s)	85	94	19.4	22.8%	77.0	90.6%	67.8%
	916L (Sarcee 42s to East Calgary 5s)	408	490	440.2	107.9%	476.1	116.7%	8.8%
Scenario 8	765L (Chestermere 419s to Strathmore 151s)	120	132	137.1	114.3%	146.7	122.3%	8.0%
	691L (Chestermere 419s to Janet 74s)	120	132	131.2	109.3%	140.8	117.3%	8.0%
	733L (Namaka 428s to Strathmore 151s)	120	132	112.2	93.5%	121.7	101.4%	7.9%
	812L (P2592 Tap to High River 65s)	85	94	7.7	9.0%	80.0	94.1%	85.1%

Study Scope

P2592 Enerfin Big Rock Solar Battery

Enerfin Energy Company of Canada

Date: September 1, 2022

Version: V1

Classification: Public

Company Name	Name and Credentials	Date	Signature
Study Consultant, AltaLink Management Ltd	Shawn Huang, E.I.T.	October 25, 2022	Type text here
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Transmission Facility Owner, AltaLink Management Ltd.	Naser Mahmood, P. Eng	Oct. 25, 2022	
Market Participant, Enerfin Energy Company of Canada	Anmol Anand, E.I.T.	Nov 1, 2022	

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Attachments

Attachment A: Transmission Planning Criteria – Basis and Assumptions

1 Introduction

This Study Scope provides an overview of the engineering studies to be completed by AltaLink Management 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

Enerfin Energy Company of Canada (Market Participant) has submitted a request for system access service to the Alberta Electric System Operator (AESO) to connect its proposed Big Rock Solar Battery (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 40 MW; and a request for transmission development (collectively, the Project).

The Project in-service date (ISD) used for the purpose of the studies is June 1, 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	40 MW
	Type	Energy Storage
	Future load expansion plans	No
Generation	Generation type	Solar and Battery
	Existing Rate STS, *Supply Transmission Service,* contract capacity	No existing contract
	Requested Rate STS	100 MW
	Number and size of generating units	Solar - 100 MW Battery Storage - 40MW
	Maximum authorized real power (MARP)	100 MW
	Maximum capability (MC)	100 MW
	Reactive power capability	0.95 pf absorbing
		0.9 pf producing
	Future generation expansion plans	No

Project Component	Description

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 High River (Area 46), Calgary (Area 6), Strathmore/Blackie (Area 45), 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

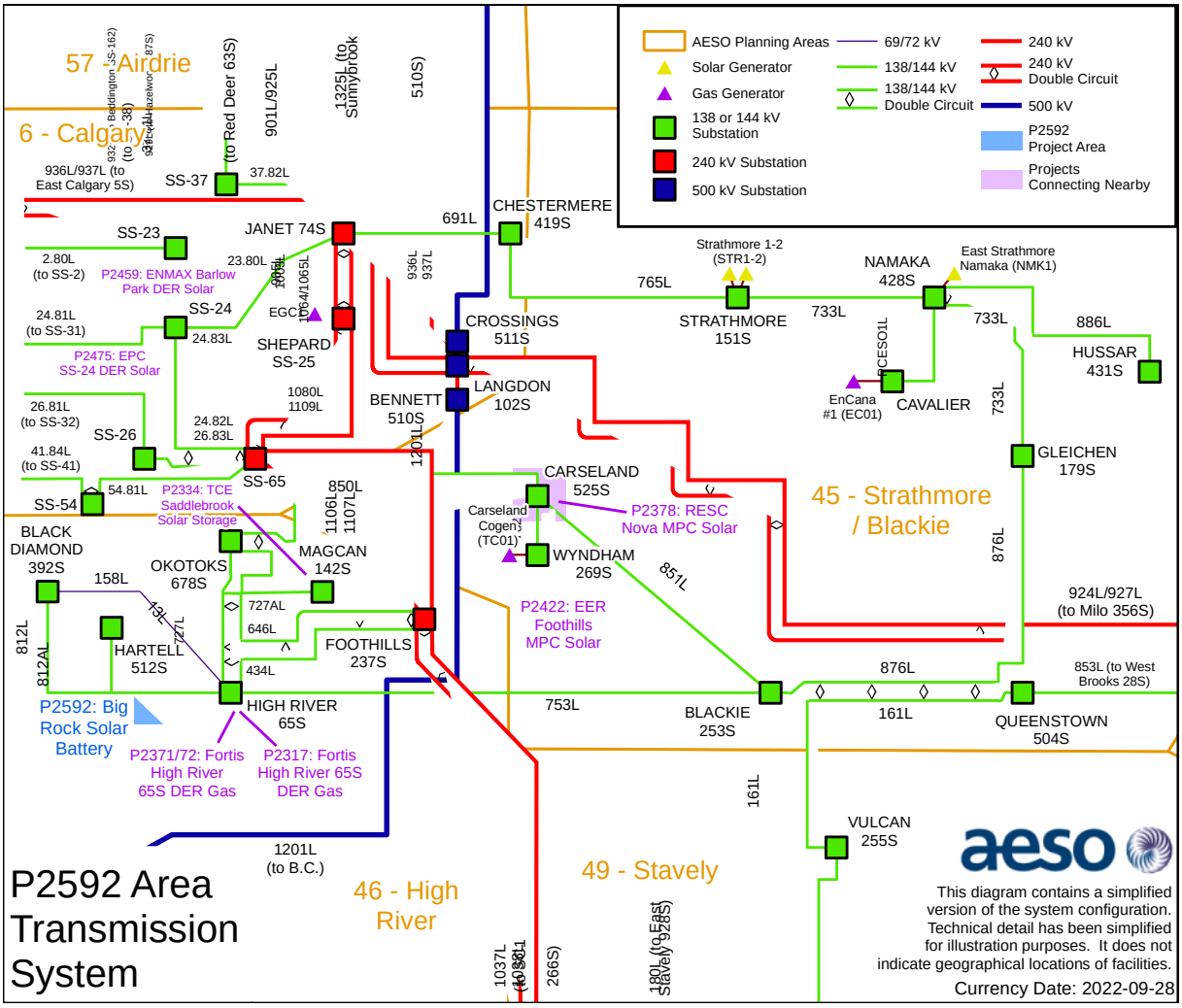
Existing constraints in the Study Area are managed in accordance with the procedures set out in Section 302.1 of the ISO rules, *Real Time Transmission Constraint Management* (TCM Rule).

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 11: Bennett 520S Underfrequency And Power Scheme
- RAS 12: Bennett 520S Undervoltage & Power Scheme
- RAS 136: Direct Transfer Trip to MATL on Loss of 1201L
- RAS 145: Shepard RAS - Mitigation of 138 kV Thermal Constraints on ENMAX System
- RAS 154: 876L Overload Mitigation
- RAS 157: Chestermere 419S Overload and Voltage Stability Mitigation
- RAS 179: 765L overload mitigation scheme

Figure 1-1: Transmission System in Study Area



2 Connection Alternatives

The following alternatives will be studied:

2.1 Alternative 1 – T-tap connection to the existing 138 kV transmission line 812L

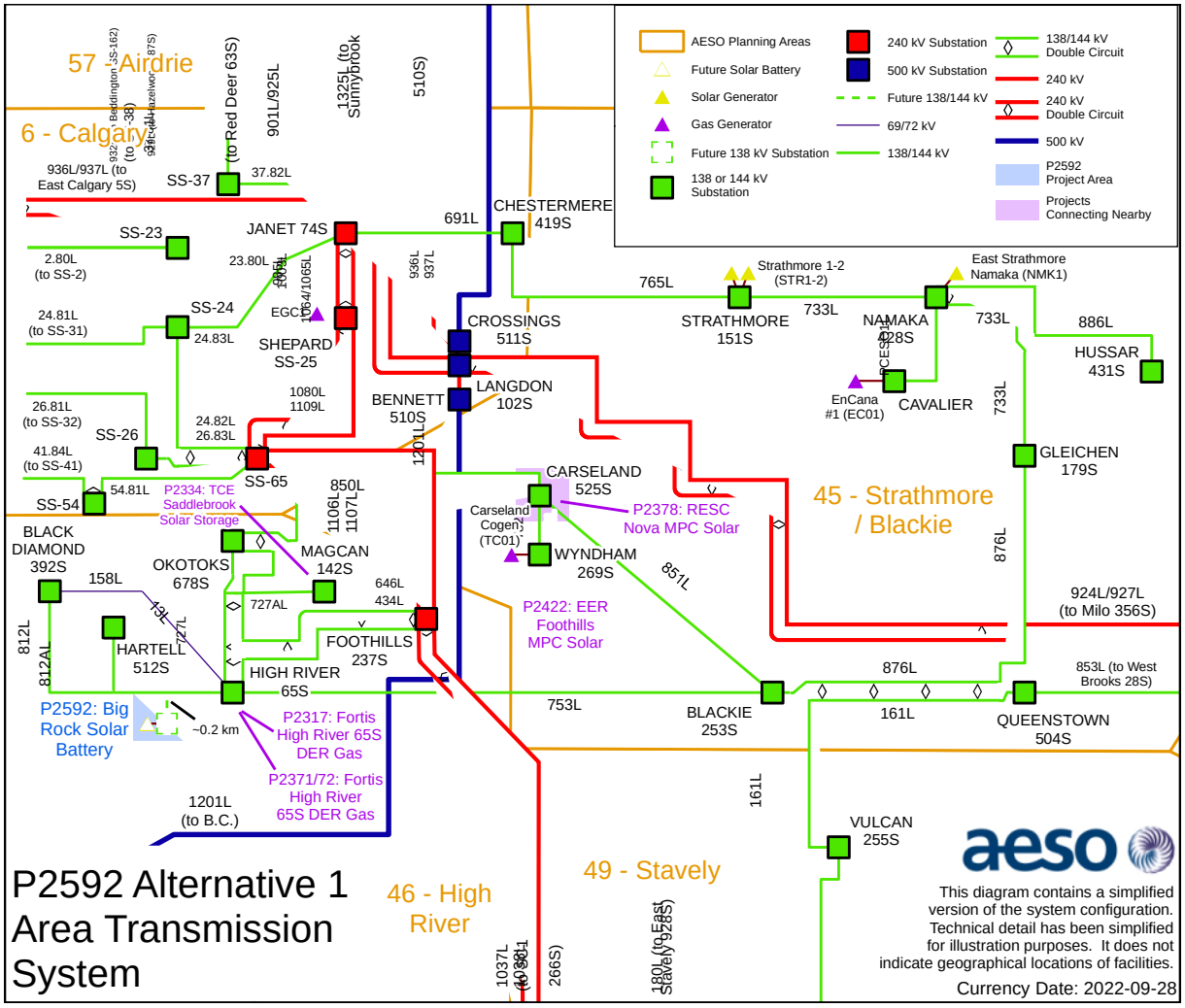
This alternative included the following developments:

- Add a 138 kV circuit, approximately 0.2 km in length[1], to connect the Market Participant's proposed facility to the existing transmission line 812L (between Black Diamond 392S to High River 65S substations) using a T-tap connection configuration;
- Add or modify associated equipment as required for the above transmission developments.

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

[1] Exact line length to be determined by the TFO

Figure 2-1: Connection Alternative 1



2.2 Alternative 2 – In/Out connection to the existing 138 kV transmission line 812L

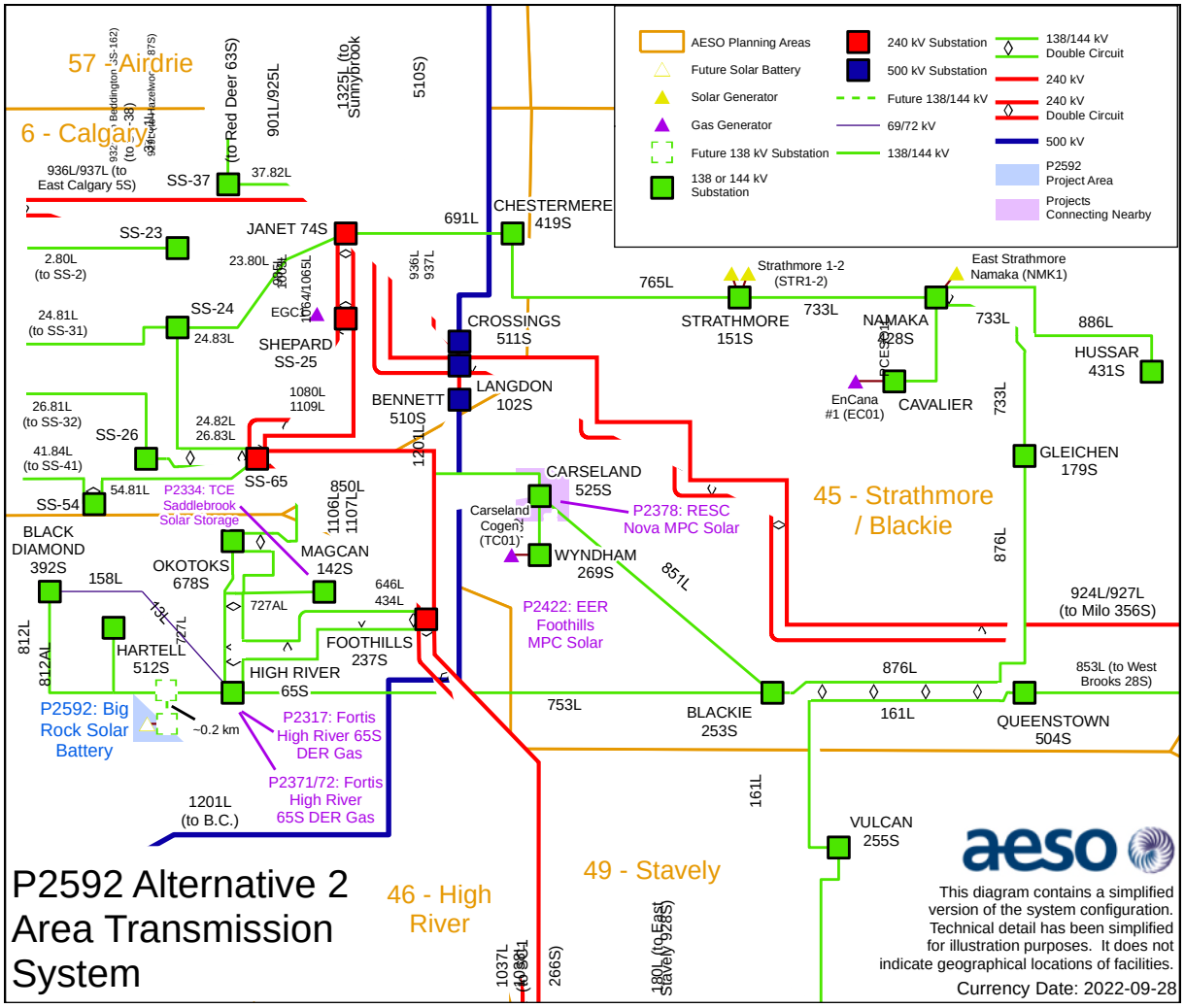
This alternative included the following developments:

- Add a 138kV switching substation, including adding three 138 kV circuit breakers;
- Connect the switching substation to the 138kV transmission line 812L (between Black Diamond 392S to High River 65S substations) using an in-and-out configuration;
- Add a 138 kV circuit, approximately 0.2 km in length[2], to connect the Market Participant's proposed facility to the switching substation;
- Add or modify associated equipment as required for the above transmission developments.

[2] Exact line length to be determined by the TFO

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

Figure 2-2: Connection Alternative 2



2.3 Alternative 3 – T-tap connection to the existing 138 kV transmission line 727L

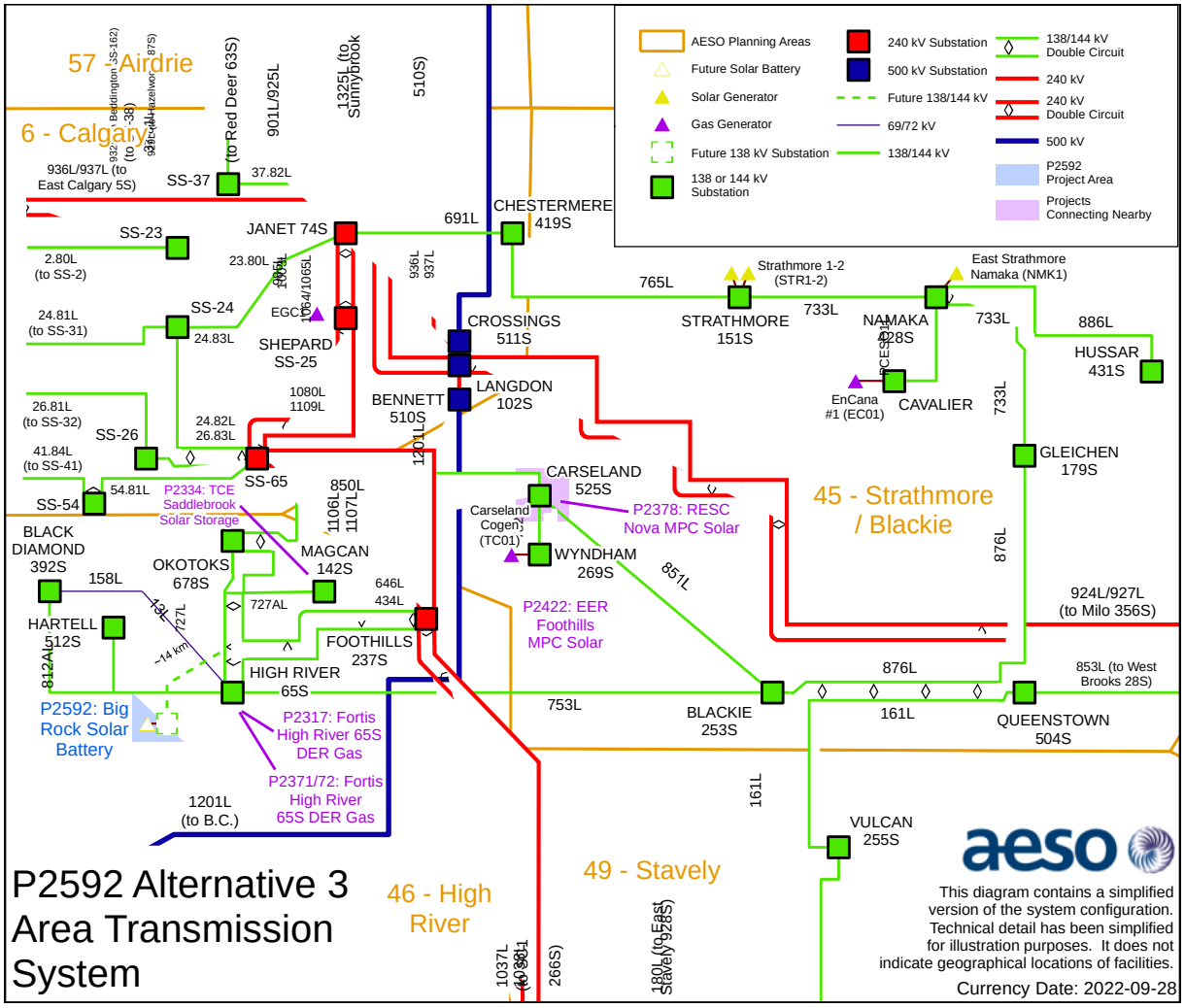
This alternative included the following developments:

- Add a 138 kV circuit, approximately 14 km in length[3], to connect the Market Participant's proposed facility to the existing transmission line 727L (between Okotoks 237S to High River 65S) using a T-tap connection configuration; and
- Add or modify associated equipment as required for the above transmission developments.

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

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

Figure 2-3: Connection Alternative 3



2.4 Alternative 4 – Radial connection to the existing High River 65S

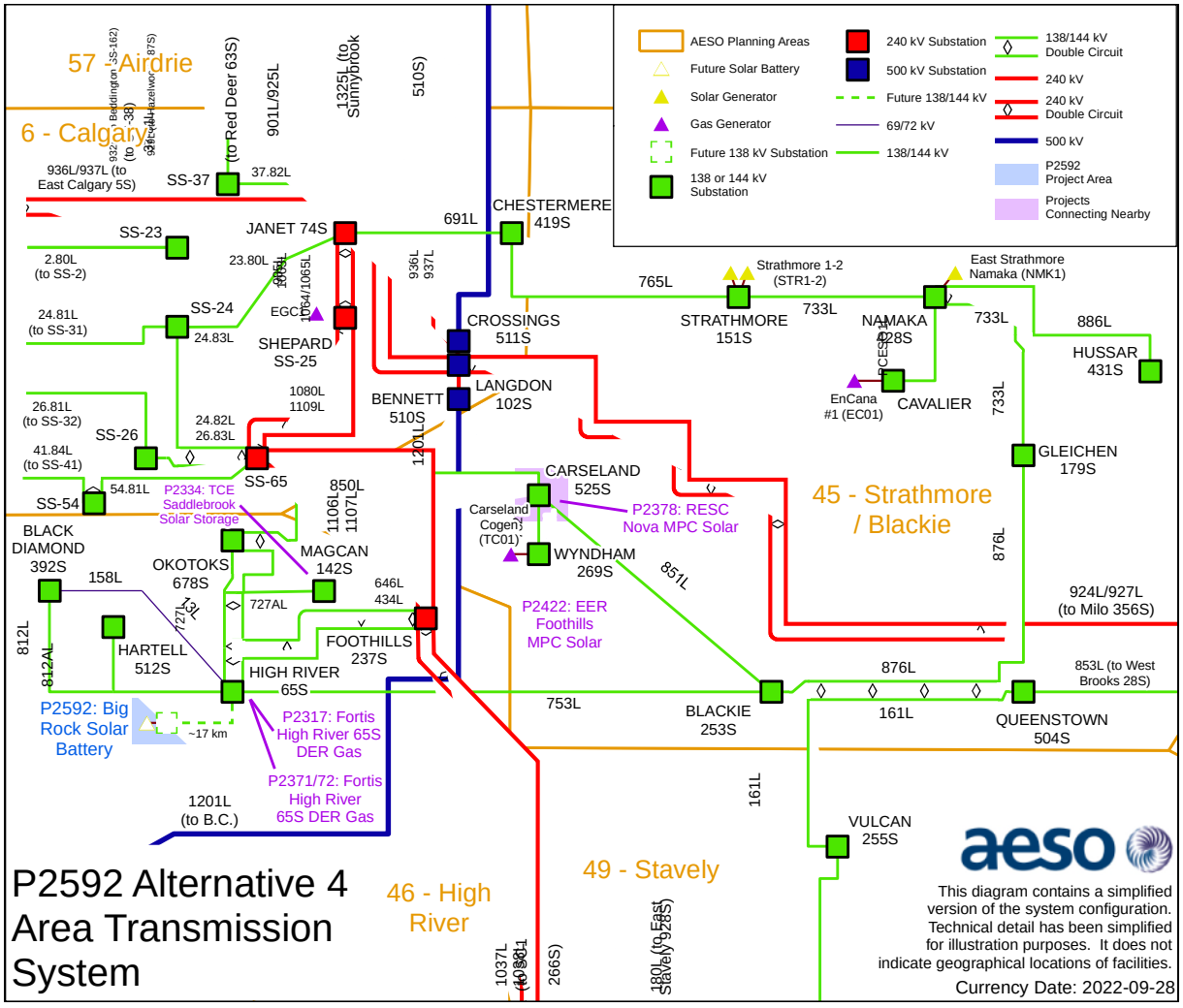
This alternative included the following developments:

- Add a 138 kV circuit, approximately 17 km in length[4], to connect the Market Participant's proposed facility to the existing High River 65S substation using a radial configuration; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 2-4.

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

Figure 2-4: Connection Alternative 4



2.5 Alternative 5 – T-tap connection to the existing 240 kV transmission line 1107L

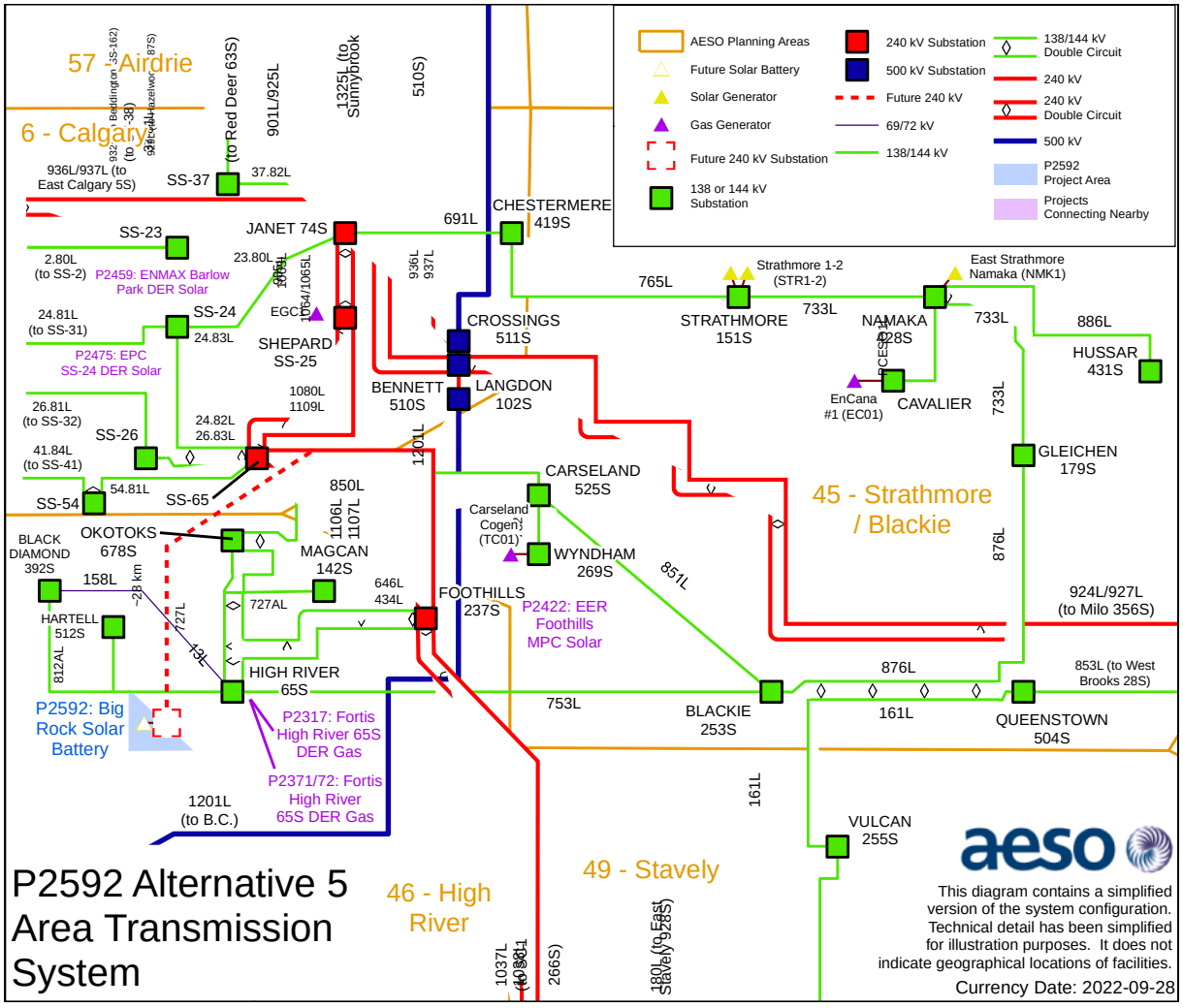
This alternative included the following developments:

- Add a 240 kV circuit, approximately 28 km in length[5], to connect the Market Participant's proposed facility to the existing transmission line 1107L (between Foothills 237S to Shepard SS-65 substations) using a T-tap connection configuration; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 2-5.

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

Figure 2-5: Connection Alternative 5



2.6 Connection Alternatives Selected for Further Study

Alternative 1 and 2 are selected for further consideration.

Alternative 1 and 2 would yield similar study results, thus Alternative 1 is selected to study both alternatives. The feasibility of Alternative 1 and 2 is dependent on the TFO confirmation of 812L line rating restoration, if the line rating cannot be restored the STS may need to be decreased or other alternatives will need to be considered. The Market Participant is open to reducing the requested STS of 100 MW should Alternative 1 and subsequently, Alternative 2 result in N-0 violations. The selection of Alternative 1 as the preferred is also dependent on the results of TFO's Protection and Control Assessment.

Alternative 3, 4, and 5 involve increased transmission development, hence greater associated costs compared to the selected alternatives. These alternatives may be investigated if the selected studies produce insufficient system performance results that cannot be resolved.

The power flow study for the Category A condition shall be conducted for each of the selected alternatives to monitor any N-0 violation, the results shall be discussed with AESO prior to proceeding with the remainder of the studies. The preferred alternative will be determined according to the study results.

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.

Category C5 events results in loss of two circuits of a multiple circuit tower. 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. For Category C5, the controlled interruption of electric supply to customers (load shedding), the planned removal from service of certain generators, and/or the curtailment of contracted firm (non-recallable reserved) transmission service electric power transfers may be necessary to maintain the overall reliability of the interconnected transmission systems.

The TPL standards, TPL-001-AB-0, TPL-002-AB1-0, and TPL-003-AB-0, have referenced Applicable Ratings when specifying the required system performance under Category A, Category B, and Category C5 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 and Category C5 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 502.1 of the ISO rules, *Aggregated Generating Facilities Technical Requirements*;
- Section 502.16 of the ISO rules, *Aggregated Generating Facilities Operating 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					
1	2025 Summer Light (SL)	High Solar (HS)	2025 SL HS Pre-Project	0	0
2	2025 Summer Light (SP)	HS	2025 SP HS Pre-Project	0	0
Post-Project					
3	2025 SL	HS	2025 SL HS Post-Project	0	100
4	2025 SP	HS	2025 SP HS Post-Project	0	100
5	2031 Winter Peak (WP)	HS	2033 SP Post-Project	0	100
Pre-Project Sensitivity P2334, P2422, P2529, P1984					
6	2025 SL	HS	2025 SL HS Pre-Project Sensitivity	0	0
7	2025 SP	HS	2025 SP HS Pre-Project Sensitivity	0	0
Post-Project Sensitivity P2334, P2422, P2529, P1984					
8	2025 SL	HS	2025 SL HS Post-Project Sensitivity	0	100
9	2025 SP	HS	2025 SP HS Post-Project Sensitivity	0	100
Pre-Project - Load					
10	2025 SP	Low Generation (LG)	2025 SP LG Pre-Project Load	0	0
11	2025 WP	LG	2025 WP LG Pre-Project Load	0	0
Post-Project – Load					
12	2025 SP	LG	2025 SP LG Post-Project Load	40	0
13	2025 WP	LG	2025 WP LG Post-Project Load	40	0

4.2 Assumptions

4.2.1 System Project Assumptions

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

4.2.2 Connection Project Assumptions

Table 4-2 summarizes the connection projects in the Study Area.

Table 4-2: Projects in the Study Area

AESO Project No.	AESO Project Name	AESO Planning Area No.	Generation (MW)	Load (MW)	Scheduled ISD
P2334*	TCE Saddlebrook Solar Storage	46-High River	118	8	Aug 31, 2023
P2422	EER Foothills MPC Solar	46-High River	150	1	Jun 30, 2023
P2510	Capital Power Aldersyde Solar	46-High River	200	1	Jun 30, 2024
P2520*	Enfinite Foothills MPC Battery	46-High River	400	400	Sep 2, 2024
P2529*	EER Foothills Solar II	46-High River	100	1	Aug 31, 2023
P2556*	Fortis High River 65S DER Solar	46-High River	17	0	Nov 1, 2023
P2317	Fortis Alberta High River 65S DER Gas	46-High River	6	0	Nov 1, 2022
P2371	Fortis High River 65S DER Gas	46-High River	2	0	Under Review
P2372	Fortis High River 65S DER Gas	46-High River	3	0	Under Review
P1984	FortisAlberta Gleichen DG Solar	45-Strathmore/Blackie	12	0	Mar 31, 2023
P2378	RESC Nova MPC Solar	45-Strathmore/Blackie	150	1	Jul 14, 2023
P2396	Georgetown Solar	45-Strathmore/Blackie	230	1	Aug 1, 2023
P2451	Georgetown Battery Addition	45-Strathmore/Blackie	0	101	Aug 1, 2023
P2516	Enfinite Blackie MPC Battery	45-Strathmore/Blackie	300	300	Dec 4, 2023

Notes: *: This project is included in the sensitivity study only and dispatched by scenario as shown in Table 4-8.

4.2.3 Load Assumptions

The load forecast to be used for the studies is shown in Table 4-3 and is a forecast for the AESO South Planning Region peak based on the AESO's 2021 Long-term Outlook (2021 LTO)[6] with modifications to incorporate the latest forecast intelligence. For the post-Project studies, when the Study Area loads are modified to align with the regional load forecast, the active power to reactive power ratio in the base case scenarios shall be maintained.

Table 4-3: Forecast Load (at AESO South/Calgary Planning Region Peak)

AESO Planning Region Name	Forecast Peak Load by Year/Season (MW)		
	2025 SL HS/LG	2025 SP HS/LG	2025 WP HS/LG
South Planning Region[1]	891	1614	1388

Note:
[1] The South Region comprises the following AESO planning areas: Medicine Hat (Area 4), Sheerness (Area 43), Seebe (Area 44), Strathmore/Blackie (Area 45), High River (Area 46), Brooks (Area 47), Empress (Area 48), Stavely (Area 49), Vauxhall (Area 52), Fort Macleod (Area 53), Lethbridge (Area 54) and Glenwood (Area 55)

IDEV files contain non-motor loads in zones 34, 36, and 351. These loads are not accounted for in the forecasted peak loads shown above and should not be considered when scaling load. The AESO engineer will provide guidance to load scaling procedures as required.

4.2.4 Generation Assumptions

The generation forecast to be used for the studies is based on the 2021 LTO with modifications to incorporate the latest forecast intelligence. The generation assumptions for Scenario 1-9 will assume High Solar dispatch condition. The generation assumptions for Scenario 10-13 will assume Low Generation dispatch condition. Additional studies may be required in the event of changes to the AESO's corporate forecast.

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

Table 4-4: Existing Generation (excluding Wind and Solar) Dispatch Conditions

Facility Name	Unit No.	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
					2025 SL HS	2025 SP HS	2025 SP LG	2025 WP LG
Calgary Energy Centre (CAL1)	1	3187, 4187	320	6	141	269	269	302
Cavalier (EC01)	1,2,3	3247, 4247	120	45	100	85	85	77

[6] The 2021 LTO is available on the AESO website.

Facility Name	Unit No.	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation[a] (MW) by Scenario			
					2025 SL HS	2025 SP HS	2025 SP LG	2025 WP LG
Shepard (EGC1)	1,2,3	773, 774, 775	868	6	561	751	751	810
Nexen Inc #1 (NX01)	1,2,3	3290, 4290	120	6	43	90	90	102
Carseland Cogen (TC01)	1,2	3251, 4251	95	45	79	71	58	42
U of C Generator (UOC1)	1	3556	12	6	13	12	12	14

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

Per the generation forecast, the wind and solar generation facilities will be dispatched to yield the credible worst-case power flow conditions for the Study Area for study scenario 1-10. Pre-Project dispatch levels for the existing, under-construction and contracted wind and solar generation facilities are shown in Table 4-5 and Table 4-6. Under Low Generation Scenario, the renewable dispatch is zero.

Table 4-5: Dispatch Conditions for Existing and Under Construction Wind Generation Facilities

Facility Name and Code	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
				2025 SL HS	2025 SP HS
Ardenville Wind (ARD1)	4735, 4740	53	68	13.6	40.8
Fortis Bull Creek Phases 1 and 2 (BUL1 & BUL2)	550003, 550004	37	29	5.8	17.4
Blackspring Ridge (BSR1)	61736, 61737	49	300	60	180
Blue Trail Wind (BTR1)	66328, 67328	53	66	13.2	39.6
Castle River #1 (CR1)	2234, 3234	53	39	7.8	23.4
Castle Rock Ridge 2 (CRR2)	567221	53	30.6	6.12	18.36
Castle Rock Wind Farm (CRR1)	67221	53	77	15.4	46.2
Cowley Ridge (CRE3)	4264	53	20	4	12
Enmax Taber (TAB1)	15343, 16343	52	81	16.2	48.6
Ghost Pine (NEP1)	2621, 2622, 2623, 2624, 2625	42	82	16.4	49.2
Halkirk (HAL1)	66435, 67435	42	150	30	90
Kettles Hill (KHW1)	2402, 3402	53	63	12.6	37.8
McBride Lake Windfarm (AKE1)	2901, 3901, 4901	53	73	14.6	43.8
Old Man River Wind (OWF1)	61543	53	46	9.2	27.6

Rattlesnake Ridge Wind (RTL1)	60873	4	130	26	78
Riverview Wind (RIV1)	69221	53	115	23	69
Soderglen Wind (GWW1)	12358, 13358	53	71	14.2	42.6
Summerview 1 (IEW1)	2338, 3338	53	66	13.2	39.6
Summerview 2 (IEW2)	4339, 5337	53	66	13.2	39.6
Suncor Chin Chute (SCR3)	2389	54	30	6	18
Suncor Magrath (SCR2)	11002	53	30	6	18
Wheatland Wind (WHE1)	61632, 60632	43	120	24	72
Capital Power Whitla Wind Power Facility Phase 1 (WHT1)	60990	4	201.6	40.32	120.96
Capital Power Whitla Wind Power Facility Phase 2 & 3 (WHT2)	61990	4	151	30.2	90.6
TransAlta Windrise (WRW1)	567031	53	207	41.4	124.2
Suncor Wintering Hills (SCR4)	60789, 60791, 60793, 60846, 60848, 60850	43	88	17.6	52.8

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

Table 4-6: Dispatch Conditions for Existing and Under Construction Solar Generation Facilities

Facility Name and Code	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
				2025 SL HS	2025 SP HS
Burdett (BRD1)	2269	52	10.5	7.4	10.0
Burdett (BUR1)	557269	52	20	14.0	19.0
Brooks Solar (BSC1)	553257	47	15	10.5	14.3
Brooks Solar 1 (BRK1)	553256	47	13	9.1	12.4
Brooks Solar 2 (BRK2)	554257	47	14	9.8	13.3
Coaldale Solar (COL1)	554691	54	22	15.4	20.9
Claresholm 1 (CLR1)	60894	49	58	40.6	55.1
Claresholm 2 (CLR2)	61894	49	75	52.5	71.3
Conrad 1 (CRD1)	554291	52	23	16.1	21.9
Conrad 2 (CRD2)	553291	52	18	12.6	17.1
East Strathmore Namaka (NMK1)	553340	45	20	14.0	19.0
Hays (HYS1)	554401	52	24	16.8	22.8
Hull (HUL1)	2401	52	24.5	17.2	23.3
Innisfail Solar (INF1)	557120	39	22	15.4	20.9
Jenner (JER1)	554986	48	21	14.7	20.0
Monarch (MON1)	554400	54	24	16.8	22.8

Strathmore 1 (STR1)	557259	45	18	12.6	17.1
Strathmore 2 (STR2)	558259	45	23	16.1	21.9
Suffield (SUF1)	3270	52	23	16.1	21.9
Travers (TVS1)	560026, 561026, 562026	49	400	280.0	380.0
Vauxhall Solar (VXH1)	4274	52	22	15.4	20.9
Westfield Yellow Lake (WEF1)	557277	52	19	13.3	18.1
Kisikaw-pisim 1&2 (KKP1& KKP2)	995214, 995220	60	14	9.8	13.3

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

Table 4-7 and Table 4-8 lists the pre-Project dispatch levels for High Solar Scenario for the planned wind and solar generation projects in the AESO South and Central planning regions that are included in the study scenarios. Under Low Generation Scenario, the renewable dispatch is zero.

Table 4-7: Dispatch Conditions for Planned Wind Generation Projects

Project Number	Project Name	Planned ISD	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
						2025 SL HS	2025 SP HS
P0693	Wild Rose 2 Wind Farm	15-Aug-2022	3462, 3463	4	192	38.4	115.2
P1250	Wild Run Grizzly Bear Wind	1-Oct-2022	67308	13	120	24.0	72.0
P1533	Joss MPC WAGF	30-Jun-2022	60798, 60799	47	122.4	24.5	73.4
P1567	EDPR Sharp Hills Wind Farm	16-Dec-2022	60831, 60832	42	248.4	49.7	149.0
P1698	Joss Jenner WAGF - Phase 2	30-Jun-2022	61798	47	71.4	14.3	42.8
P1704	Paintearth Wind Power	1-Jul-2023	61418	42	150	30.0	90.0
P1719	Stirling WAGF Project	30-Jun-2023	61630	54	113	22.6	67.8
P1812	Suncor Forty Mile Granlea WAGF	2-May-2022	61994, 62994	4	200	40.0	120.0
P1853	Fortis Buffalo Atlee Cluster 1 WAGF	1-Sep-2022	553260	47	17.25	3.5	10.4
P1892	Fortis Buffalo Atlee Cluster 3 WAGF	1-Sep-2022	552260	47	17.25	3.5	10.4
P1898	Pattern Lanfine North Wind	30-Sep-2022	60996	42	145	29.0	87.0
P1909	TransAlta Garden Plain Wind	30-Jun-2022	565002	42	130	26.0	78.0

P2065	Wild Run Grizzly Bear Wind Phase 2	1-Oct-2022	67308	13	24	4.8	14.4
P2122	EDF Cypress Wind	1-Nov-2022	560003, 561003	4	195.9	39.2	117.5
P2199	Buffalo Atlee Wind Farm 2	1-Sep-2022	557261	47	13.8	2.8	8.3
P2234	Joss Jenner WAGF - Phase 3	30-Jun-2022	61799	47	111.2	22.2	66.7
P2247	Buffalo Plains MPC Wind	17-Apr-2023	560041, 560042	47	466	93.2	279.6
P2254	RESC Hilda MPC Wind	7-Oct-2023	567004	48	100	70.0	95.0
P2263	BER Hand Hills MPC Wind	1-Sep-2022	560045	42	145	29.0	87.0
P2413	EDF Cypress Wind 2	Aug 31 2022	560003, 561003	4	45.8	9.2	27.5

Table 4-8: Dispatch Conditions for Planned Solar Generation Projects

Project Number	Project Name	Planned ISD	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
						2025 SL HS	2025 SP HS
P1831	Fortis 255S Vulcan Faribault Farms DG PV	1-Sep-2022	4244	49	22	15.4	20.9
P1862	Fortis Spring Coulee 385S Solar DG	15-Oct-2021	553246, 554246	55	29.5	20.7	28.0
P1870	Fortis Stavely 349S DER Solar	24-May-2021	2004	49	16.5	11.6	15.7
P1927	Solar Krafte Brooks	1-Feb-2023	60434, 61434	47	360	252.0	342.0
P1978	ATCO Michichi DER Solar	1-Nov-2022	552448, 553448, 552450	42	75	52.5	71.3
P2059	ATCO Three Hills 770S DER Solar	1-May-2022	552433	42	25	17.5	23.8
P2061	ATCO Michichi Creek 802S DER Solar	1-May-2022	554448	42	25	17.5	23.8
P2194	FortisAlberta East Crossifield 64S DER Solar	1-Apr-2022	994312	57	5.65	4.0	5.4
P2195	FortisAlberta Bassano 435S DER Solar	1-Feb-2023	557399	47	9.25	6.5	8.8
P2249	FortisAlberta Empress 394S DER Solar 1	1-May-2022	557316	48	22.5	15.8	21.4
P2250	FortisAlberta Empress 394S DER Solar 2	1-May-2022	557016	48	16	11.2	15.2
P2300	RESC Enterprise MPC Solar	1-Apr-2022	563070	49	65	45.5	61.8
P2335	FortisAlberta Vulcan 255S DER Solar	1-May-2022	990003	52	15	10.5	14.3

P2337	Dunmore Solar	1-Apr-2023	560044	4	216	151.2	205.2
P2341	Greengate Travers Solar Phase 2	24-Mar-2022	560026, 561026, 562026	49	65	45.5	61.8
P2347	Forty Mile Granlea Solar Phase 2	17-Nov-2023	65994	4	220	154.0	209.0
P2362	FortisAlberta Enchant 447S DER Solar	8-Jul-2022	993286	52	23	16.1	21.9
P2363	FortisAlberta Enchant 447S DER Solar	17-Jun-2022	993288	52	17.9	12.5	17.0
P2364	FortisAlberta Enchant 447S DER Solar	17-Jun-2022	994286	52	10	7.0	9.5
P2365	FortisAlberta Enchant 447S DER Solar	17-Jun-2022	994288	52	24	16.8	22.8
P2424	ATCO Oyen 767S DER Solar	1-Dec-2022	88888	42	15	10.5	14.3
P2459	ENMAX Barlow Park DER Solar	8-Dec-2022	4590	6	27	18.9	25.7
P2475	EPC SS-24 DER Solar	22-Dec-2022	4590, 3590	6	37	25.9	35.2

Table 4-9: Dispatch Conditions for Generation Projects included in the Sensitivity Study

Project Number	Project Name	Planned ISD	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
						2025 SL HS	2025 SP HS
P2334	TCE Saddlebrook Solar Storage	28-Sep-2023	562240, 563240	46	81	56.7	77
P2422	P2422 EER Foothills MPC Solar	29-Dec-2023	560023	46	150	105	142.5
P2529	EER Foothills Solar II	29-Dec-2023	560023(TBD)	46	100	70	95
P1984	FortisAlberta Gleichen DG Solar	18-May-2023	554254	45	13.3	9.3	12.6

The post-Project scenario wind and solar generation dispatch levels were identical to the pre-Project scenario dispatch levels shown in Table 4-5 through Table 4-9.

4.2.5 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 4-10.

For the 2031 WP scenario, the intertie flow values should be set to the AESO planning base cases.

Table 4-10: Intertie Flows by Scenario

Scenario Number	Scenario Name	Import (-) / Export (+) (MW) by Intertie		
		AB-BC	AB-SK	MATL
1, 3	2025 SL Pre/Post-project HS	-602	0	-300
2, 4	2025 SP Pre/Post-project HS	-181	0	-300
6, 8	2025 SL Pre/Post-project HS Sensitivity	-602	0	-300
7, 9	2025 SP Pre/Post-project HS Sensitivity	-181	0	-300
10, 12	2025 SP Pre/Post-project Load	-216	0	-300
11, 13	2025 WP Pre/Post-project Load	-216	0	-300

4.2.6 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.

For the 2031 WP scenario, the HVDC power order should be as per the AESO base cases and will not be adjusted.

The reactive power limits of the MVAr exchanges between the HVDC terminals (WATL and EATL) and the connected alternating current (AC) transmission systems are shown in Table 4-11. These limits must be maintained when performing the studies.

Table 4-11: HVDC to Adjacent AC System MVAr Exchange Limits

HVDC Facility	North Terminal Reactive Power Limit (MVAr)	South Terminal Reactive Power Limit (MVAr)
EATL	-85 to 75	-35 to 35
WATL	-75 to 75	-35 to 35

4.2.7 Transmission Facility Ratings

The legal owner of transmission facilities (TFO) provided the thermal ratings assumptions for the existing transmission lines in the Study Area. Table 4-12 shows the normal ratings and emergency ratings for the key transmission lines in the Study Area, which will be used to perform the engineering studies.

Table 4-12: Thermal Rating Assumptions for Key Transmission Lines in the Study Area

Line ID	Line Description	Voltage Class (kV)	Summer Normal Rating (MVA)	Summer Emergency Rating (MVA)
1106L	SS-65 To Foothills 237S	240	971	1071 M
1107L	SS-65 To Foothills 237S	240	971	1071 M

Line ID	Line Description	Voltage Class (kV)	Summer Normal Rating (MVA)	Summer Emergency Rating (MVA)
1109L	SS-65 To SS-25	240	487	584
1080L	SS-65 To SS-25	240	487	584
1037L	Foothills 237S To Windy Flats 138S	240	973	1071 M
1038L	Foothills 237S To Windy Flats 138S	240	973	1071 M
1201L	Bennett 520S To BCH	500	1222	1589
925L	Red Deer 63S To Janet 74S	240	476 M	524 M
906L	Benalto 17S To Sarcee 42S	240	350 LTD-L	420 LTD-L
928L	Benalto 17S To Sarcee 42S	240	453	499 CT
1064L	Langdon 102S To Janet 74S	240	974	1039 M
1065L	Langdon 102S To Janet 74S	240	974	1169
936L	Langdon 102S To East Calgary 5S	240	487	584
937L	Langdon 102S To East Calgary 5S	240	487	584
1114L	Langdon 102S To Bennett 520S	240	1359 M	1495 M
924L	Langdon 102S To Milo 356S	240	547	656
927L	Langdon 102S To Milo 356S	240	576	691
932L	Janet 74S To Beddington SS-162	240	481	577
929L	Janet 74S To Hazelwood 287S	240	441 LTD-L	529 LTD-L
1003L	Janet 74S To SS-25	240	973	1017
985L	Janet 74S To SS-25	240	973	1017
901L	Janet 74S To 901AL	240	337	404
916L	Sarcee 42S To East Calgary 5S	240	408	490
918L	Beddington SS-162 To Johnson 281S	240	340 LTD-L	408 LTD-L
876L	Blackie 253S – Gleichen 179S	138	110	121
733L	Gleichen 179S – Namaka 428S	138	112 LTD-L	123 LTD-L
733L	Namaka 428S – Strathmore 151S	138	120	132
886L	Namaka 428S – Hussar 431S	138	119	131
851L	Blackie 253S – Carseland 525S	138	85	94
727L	High River 65S – Okotoks 678S	138	119	131
727AL	JCT. 727L – Magcan 142S	138	94	103
434L	Foothills 237S-High River 65S	138	279	307
753L	High River 65S – Blackie 253S	138	121	133

Line ID	Line Description	Voltage Class (kV)	Summer Normal Rating (MVA)	Summer Emergency Rating (MVA)
812L	Black Diamond 392S – JCT. 812AL	138	85	94
812L (existing)	JCT. 812AL – High River 65S	138	48 CT	72 CT
812L (upgraded)[a]	JCT. 812AL – High River 65S	138	85	94
812AL	JCT. 812L – Hartell 512S	138	98	108
13L	High River 65S – Black Diamond 392S	69	16	18
646L	Okotoks 678S – Foothills 237S	138	280	308
850L	Carseland 525S - Okotoks 678S	138	89	98
765L	Strathmore 151S – Chestermere 419S	138	117	129
691L (existing)	Chestermere 419S – Janet 74S	138	85	94
691L (upgraded)[b]	Chestermere 419S – Janet 74S	138	120	132
161L	Vulcan 255S - Queenstown 504S	138	117	129

Note:
a: The TFO to confirm the line rating restoration prior to finalization of P2592 Engineering Connection Assessment (for Alternative 1 and 2 only).

b: The TFO is currently working with the legal owner of a distribution system to restore the line to 691L conductor rating as part of P2334. The work will be done on the same date as P2334 ISD of March 21, 2023 if P2334 proceeds.

"CT" indicates that the transmission line is limited by current transformer.

"L" indicates that the transmission line rating is limited by the line

"M" indicates that the transmission line rating is limited for reasons other than protection equipment, transformer, current transformer, line, ganged switch, circuit breaker, or regulator.

The TFO provided the details of the substation transformers in the Study Area. The key transformers in the Study Area are shown in Table 4-13.

Table 4-13: Summary of Key Transformer Ratings in the Study Area

Substation Name and Number	Transformer ID	Transformer Voltages (kV)	Transformer Rating (MVA)
Janet 74S	T1	240/138	341.8 (Summer) / 400 (Winter)
Janet 74S	T2	240/138	341.8 (Summer) / 400 (Winter)
Foothills 237S	T1	240/138	400
Foothills 237S	T2	240/138	400
East Calgary 5S	T1	240/138	400
East Calgary 5S	T2	240/138	400
Sarcee 42S	T1	240/138/13.8	340.6 (Summer) / 400 (Winter)
Sarcee 42S	T2	240/138/13.8	340.6 (Summer) / 400 (Winter)

The TFO provided the details of the shunt elements in the Study Area. The key shunt elements in the Study Area are shown in Table 4-14.

Table 4-14: Summary of Key Shunt Elements in the Study Area

Substation Name and Number	Voltage Class (kV)	Capacitors		Reactors	
		Number of Switched Shunt Blocks	Total at Nominal Voltage (MVAr)	Number of Switched Shunt Blocks	Total at Nominal Voltage (MVAr)
Strathmore 151S	138	1	24.35	-	-
Hussar 431S	138	1	9.17	-	-
Blackie 253S	138	1	24.46	-	-
Magcan 142S	138	1	24.46	-	-
Crossings 511S	240	5	676 (2x128+3x140)	-	-
Janet 74S	240	2	268.8	-	-
Janet 74S	138	2	146.74	-	-
Langdon 102S	240	SVC (Continuous)	2 x (108.14 to -148.1)	-	-
Sarcee 42S	240	2	201.6	-	-
Sarcee 42S	138	1	48.92	-	-
Newell 2075S	240	6x106	636	-	-

4.2.8 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 TFO and as shown in Table 4-15. Only those contingencies shown in Table 4-15 will be studied for transient stability studies. If the TFO 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 4-15: 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	6	27
	Okotoks 678S	6	27
812L (High River 65S - Black Diamond 392S)	High River 65S	6	N/A
	Black Diamond 392S	N/A	24
753L (High River 65S – Blackie 253S)	High River 65S	7.25	27
	Blackie 253S	6	28.25
434L (Foothills 237S – High River 65S)	Foothills 237S	6	27
	High River 65S	6	27
646L (Okotoks 678S – Foothills 237S)	Okotoks 678S	6	27
	Foothills 237S	6	27
1106L (Foothills 237S – ENMAX SS-65)	Foothills 237S	4	6
	ENMAX SS-65	5	5
1107L (Foothills 237S – ENMAX SS-65)	Foothills 237S	4	6
	ENMAX SS-65	5	5
1037L (Foothills 237S To Windy Flats 138S)	Foothills 237S	5.2	5.2
	Windy Flats 138S	5.2	5.2
1038L (Foothills 237S To Windy Flats 138S)	Foothills 237S	5.2	5.2
	Windy Flats 138S	5.2	5.2
1109L (SS-65 To SS-25)	SS-65	5	6
	SS-25	5	6
1080L (SS-65 To SS-25)	SS-65	5	6
	SS-25	5	6
985L (Janet 74S To SS-25)	Janet 74S	6.5	6
	SS-25	5	6.5
646L (Okotoks 678S – Foothills 237S) & 434L (Foothills 237S – High River 65S)	Foothills 237S	6	27
1106L (Foothills 237S – ENMAX SS-65)& 1107L (Foothills 237S – ENMAX SS-65)	Foothills 237S	4	6
	ENMAX SS-65	5	5
1037L (Foothills 237S To Windy Flats 138S) & 1038L (Foothills 237S To Windy Flats 138S)	Foothills 237S	5.2	5.2
	Windy Flats 138S	5.2	5.2
1109L (SS-65 To SS-25)&	SS-65	5	6

1080L (SS-65 To SS-25)	SS-25	5	6

4.2.9 Project Dynamic Data

Dynamic data for the Project will be based on the Stage 1 Project Data Update Package (PDUP-1).

4.2.10 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.

4.2.11 Sub-synchronous Interaction (SSI) Screening

The network topology in the area will be examined to determine if it is possible for the Project to become radially or near-radially connected to the series capacitors connected to 1037L and 1038L.

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	C5[b]	A	B	C5[b]	A	B	C5[b]	A	B	
Pre-Project													
1	2025 SL HS Pre-Project	X	X	X				X[c]	X[c]	X[c]			
2	2025 SP HS Pre-Project	X	X	X				X[c]	X[c]	X[c]			X
Post-Project													
3	2025 SL HS Post-Project	X	X	X				X	X	X			
4	2025 SP HS Post-Project	X	X	X				X	X	X			X
5	2031 SP Post-Project												X
Pre-Project Sensitivity[a]													
6	2025 SL HS Pre-Sensitivity	X	X	X				X[c]	X[c]	X[c]			
7	2025 SP HS Pre-Sensitivity	X	X	X				X[c]	X[c]	X[c]			
Post-Project Sensitivity[a]													
8	2025 SL HS Post-Sensitivity	X	X	X				X	X	X			
9	2025 SP HS Post-Sensitivity	X	X	X				X	X	X			
Pre-Project Load													
10	2025 SP LG Pre-Project load	X	X	X	X[c]	X[c]							
11	2025 WP LG Pre-Project load	X	X	X	X[c]	X[c]							
Post-Project Load													
12	2025 SP LG Post-Project load	X	X	X	X	X							
13	2025 WP LG Post-Project load	X	X	X	X	X							

Note:

a: The sensitivity projects and generation dispatch assumptions are identified under Table 4-9.

b: C5 contingencies include 1106 & 1107L, 1037L & 1038L, 924L & 927L, 985L & 1003L.

c: Only if Post-Project studies show potential transient 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, along with the project IDEVs, will be provided by the AESO to the Studies Consultant. These cases are provided in PSS/E v34 and/or v33 format. 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 the appropriate incremental IDEVs to use and any other applicable information required to the Studies Consultant.
2. The Studies Consultant applies the identified IDEVs to the seed cases to create the study cases. 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 and all Category B and Category C5 conditions in the Study Area.

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 High River (Area 46), and Strathmore/Blackie (Area 45), and increasing generation in Wabamun 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

The Keephills generating Unit 3 in the AESO planning area of 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 Cavalier (EC01), Calgary Energy Center (CAL1), Shepard (EGC1) and Carseland Cogen (TC01). 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 Table 4-15

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.

Summer 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:

- High River 65S
- Black Diamond 392S
- Hartell 512S
- Magcan 142S
- Foothills 237S
- P2592 new substation (including in 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. A preliminary assessment will be carried out to address the potential for sub-synchronous interaction (SSI) between the Project and the series compensated transmission lines. Based on the outcome of the preliminary assessment, the Market Participant may be required to do a detailed SSI study to determine if any mitigation and/or protection is required to protect their 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[7] 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.

[7] 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 (2021 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

Transmission Planning Criteria – Basis and Assumptions

Date: July 9, 2019

Version: V1.2

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1. Introduction

This document presents the reliability standards, criteria, and assumptions to be used as the basis for planning the Alberta Transmission System. The criteria, standards and assumptions identified in this document supersede those previously established.

2. Transmission Reliability Standards and Criteria[1]

The AESO applies the following Alberta Reliability Standards to ensure that the transmission system is planned to meet applicable performance requirements under a defined set of system conditions and contingencies. A brief description of each of these standards is given below:

1. **TPL-001-AB-0: System Performance Under Normal Conditions**

   Category A represents a normal system condition with all elements in service (N-0). All equipment must be within its applicable rating, voltages must be within their applicable ratings and the system must be stable with no cascading outages. Under Category A, electric supply to load cannot be interrupted and generating units cannot be removed from service.

2. **TPL-002-AB1-0: System Performance Following Loss of a Single BES Element**

   Category B events result in the loss of any single element (N-1) under specified fault conditions with normal clearing. The specified elements are a generating unit, a transmission circuit, a transformer or a single pole of a direct current transmission line. The acceptable impact on the system is the same as Category A with the exception that radial customers or some local network customers, including loads or generating units, are allowed to be disconnected from the system if they are connected through the faulted element. The loss of opportunity load or opportunity interchanges is allowed. No cascading can occur.

3. **TPL-003-AB-0: System Performance Following Loss of Two or More BES Elements**

   Category C events result in the loss of two or more bulk electric system elements (sequential, N-1-1 or concurrent, N-2) under specified fault conditions and include both normal and delayed fault clearing. All of the system limits for Category A and B events apply with the exception that planned and controlled loss of firm load, firm transfers and/or generation is acceptable provided there is no cascading.

4. **TPL-004-AB-0: System Performance Following Extreme BES Events**

   Category D represents a wide variety of extreme, rare and unpredictable events, which may result in the loss of load and generation in widespread areas. The system may not be able to reach a new stable steady state, which means a blackout is a possible outcome. The AESO needs to evaluate these events, at its discretion, for risks and consequences prior to creating mitigation plans.

5. **FAC-014-AB1-2: Establishing and Communicating System Operating Limits**

   The AESO is required to establish system operating limits where a contingency is not mitigated through construction of transmission facilities

[1] A complete description of the *Alberta Reliability Standards* can be found on the AESO's website: https://www.aeso.ca/rules-standards-and-tariff/alberta-reliability-standards/

2.1 Thermal Loading Criteria

The AESO Thermal Loading Criteria require that the continuous thermal rating of any transmission element is not exceeded under normal and post-contingency operating conditions. Thermal limits are assumed to be 100% of the respective normal summer and winter ratings. Emergency limits are not considered in the planning evaluations.

2.2 Voltage Range and Voltage Stability Criteria

The normal minimum and maximum voltage limits as specified in the following table are used to identify Category A system voltage violations, while the extreme minimum and maximum limits are used to identify Category B and C system violations. Table 2-1 presents the acceptable steady state and contingency state voltage ranges for the AIES. Table 2-2 provides voltage stability criteria used to test the system performance.

Table 2-1: Acceptable Range of Steady State Voltage (kV)

Nominal Voltage	Extreme Minimum	Normal Minimum	Normal Maximum	Extreme Maximum
500	475	500	525	550
240	216	234	252	264
260 (Northeast & Northwest)*	234	247	266	275
144	130	137	151	155
138	124	135	145	150
72	65	68.5	75.5	79
69	62	65.5	72.5	76

Table 2-2: Voltage Stability Criteria

Performance Level	Disturbance (1)(2)(3)(4) Initiated by: Fault of No Fault DC Disturbance	MW Margin (P-V method) (5)(6)(7)	MVAr Margin (V-Q method) (6)(7)
A	Any element such as: One Generator One Circuit One Transformer One Reactive Power Source One DC Monopole	≥5%	Worst Case Scenario(8)
B	Bus Section	≥5%	50% of Margin Requirement in Level A
C	Any combination of two elements such as: A Line and a Generator A Line and a Reactive Power Source Two Generators Two Circuits Two Transformers Two Reactive Power Sources DC Bipole	≥2.5%	50% of Margin Requirement in Level A
D	Any combination of three or more elements such as: Three or More Circuits on ROW Entire Substation Entire Plant Including Switchyard	> 0	> 0

2.3 Transient Stability Analysis Assumptions

Standard fault clearing times as shown in Table 2-3 are used for the new facilities or when the actual clearing times are not available for the existing facilities. Double line-to-ground faults are applied for the Category C5 events with normal clearing times. Single line-to-ground faults are applied for Category C6 to C9 events with delayed clearing times as depicted in Table 2-4 and Table 2-5.

Table 2-3: Fault Clearing Times

Nominal (kV)	Near End (Cycles)	Far End (Cycles)
500	4	5
240	5	6
144/138 with telecommunications	6	8
144/138 without telecommunications	6	30

Table 2-4: Stuck Breaker Clearing Times for Lines

Voltage (kV)	Fault Clearing Times (Cycles)		
	Near End	Far End	2nd Ckt (C5 and C7 only)
138/144	15	24	24
240	12	6	14
500	9	5	11

Table 2-5: Stuck Breaker Clearing Times for Transformers

Voltage (kV)	Fault Location	Fault Clearing Times (Cycles)		
		High Side	Low Side	2nd Ckt (breaker fail)
240/138	240 kV side	12	6	14
	138 kV side	5	15	24
500/240	500 kV side	9	5	11
	240 kV side	4	12	14