REDACTED

Request IR-1:

Please provide a chronology of major events for this project, starting with the 2007 RFP up to the present. Include in your response the legal entities who participated in this event, e.g. NSPI, NSPI affiliates, third parties, etc.

Response IR-1:

The chronology and list of related documents for the Digby Wind Project are provided as Redacted Attachment 1. The documents are provided in the subsequent attachments.

The initial development work on the project was undertaken as a joint venture between SkyPower Corp. and Scotian Windfields Inc. After NSPI awarded a Power Purchase Agreement (PPA) for the project, the partners established a special purpose entity, Scotian WindField Partners Corp. Each partner owned 50 percent of the development rights and 50 percent of the special purpose entity. The Digby project assets were held in the various corporate entities.

SkyPower filed for restructuring under the terms of the Companies' Creditors Arrangement Act (CCAA) in August 2009. Assets were immediately listed for sale, including Skypower's 50 percent interest in the Digby project and Skypower's 100 percent interest in turbines that had been allocated to the Digby project. NSPI initially participated in the sale process, and reached an agreement to purchase the Skypower interest in the Digby project.

To allow greater flexibility, NSPI asked Emera to take over the role of purchaser. This approach left the PPA intact in the event the project needed to be sold later. The Digby PPA was solely in

Response IR-1: (cont'd)

SkyPower's name (as counterparty), and NSPI could not take over Digby assets without extinguishing the PPA (NSPI could not contract with itself). Since there was uncertainty about Capital Work Order approval and timing and whether energy from the project would be required for 2011 RES compliance, it was determined that it was critical that the PPA be preserved. In either of these circumstances, NSPI would not be able to retain the development.

Emera established a special purpose entity to purchase the project, 324 NSL. 324 NSL purchased both halves of the Digby assets on December 23, 2009. The 50 percent interest that was purchased from Scotian Windfields included an option for Scotian Windfields to repurchase the development on or before March 1, 2010. The option was not exercised.

NSPI purchased the Digby project from 324 NSL on May 28, 2010. Flexibility to sell the project was still required in case the Application for the Capital Work Order was denied or the energy was required for 2011 RES compliance. This meant that a structure was needed that retained the PPA.

NSPI purchased all Digby assets from 324 NSL, with the exception of the PPA and the interest in the related PPA performance security. The PPA stayed in 324 NSL. There is a requirement in the PPA that the PPA can not be alienated from the wind farm assets, and that the PPA counterparty has the financial and technical wherewithal to execute the project. The License and Option agreement is required to link the PPA with the assets. The License and Option agreement includes the ability to compel 324 NSL to repurchase the project from NSPI if the Capital Work Order is not approved as filed.

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
December 11, 2006	UARB Staff Briefing	NSPI/UARB	Briefed UARB about the 2007 Request for Proposals	
December 19, 2006	Public Announcement	NSPI	Press release issued; Story covered by Halifax Herald, Electric Utility Week, Dalhousie, NS government website, Platts, CanWEA	Halifax Herald article, December 20, 2006 Attachment 2
Jan.- Feb., 2006	Stakeholder engagement	Stakeholders	Key stakeholders were polled on the RFP process and the draft PPA.	
January 22, 2007	Renewable Energy Regulations Proclaimed		The regulations established the requirement that 5% of NSPI's 2010 sales be supplied from IPP renewable sources.	
March 12, 2007	RFP issued	NSPI IPPs		
August 17, 2007 on or before	Interconnection Feasibility Study delivered to Proponents	NSPI System Operator IPPs	Provided indicative interconnection costs to all IPPs	
August 31, 2007 on or before	Proposals received by NSPI	IPPs	Shows commercial terms initially offered	SkyPower Appendix B Confidential Attachment 3
November 5, 2007	RFP recommendation: - Shear Wind - RMS Dalhousie - RMS Maryvale - Airtricity Digby - Acciona Amherst - Earthfirst Nuttby - RESL Point Tupper - RESL Digby	NSPI IPPs	Result of NSPI evaluation of proposals	Recommendation, November 5, 2007 Confidential Attachment 4
November 7, 2007	Letter of Regret sent to Scotian WindFields / SkyPower and other IPPs that were not selected	NSPI SkyPower	SkyPower project was not selected in the RFP due to the levelized cost proposed.	Letter of Regret, November 6, 2007 Attachment 5
December 2007	PPA negotiations commenced	NSPI IPPs		
December 14, 2007	Letter to Minister of Energy from UARB	NS DOE NSPI UARB		Letter to Minister of Energy, December 14, 2007 Attachment 6

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 1 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
January – April 2008	PPAs executed with - Acciona - Shear Wind - RESL (2) - Earthfirst - RMS (2)	NSPI IPPs	NSPI also fully negotiated a PPA with Airtricity for a 34MW project at Digby. This PPA was not executed.	.
February 5, 2008	SkyPower offered to reduce price	NSPI SkyPower		Letter to James Taylor, February 5, 2008 Attachment 7
February 27, 2008	Airtricity advised they may not proceed with their Digby project		Discussion with SkyPower Power commences	
February 28, 2008	SkyPower agreed to reduce price	NSPI SkyPower	SkyPower Digby project price reduced	Email to Pam McKinnon, February 28, 2008 Redacted Attachment 8
March 3, 2008	Invitation to negotiate sent to SkyPower	NSPI SkyPower	Discussions with SkyPower were considered outside of the RFP process due to the passage of time.	Letter to Cory Basil, SkyPower from Pam McKinnon, March 3, 2008 Attachment 9
March 5, 2008	Negotiations commenced	NSPI SkyPower Scotian WindFields	Negotiations were scheduled through the month of March so the PPA could be executed within 4 weeks.	Meeting Agenda, March 5, 2008 Attachment 10
March 31, 2008	SkyPower Sole Source Recommendation	NSPI		Recommendation, March 31, 2008 Redacted Attachment 11
March 31, 2008	SkyPower PPA executed	NSPI SkyPower		PPA, March 31, 2008 Application, Appendix 5
May 7, 2008	Airtricity officially withdrew from RFP	NSPI Airtricity	Airtricity and SkyPower were both pursuing projects in the Digby area that used the same transmission line capacity. Airtricity had a higher queue position. Airtricity forfeited their proposal security, ceased development on their project, which eventually cleared the way for SkyPower to move through the interconnection process.	Letter from Kevin Hegarty, E.On, May 7, 2008 to Danielle King, NSPI Attachment 12

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 2 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
May 31, 2008	SkyPower Quarterly Development Report			Confidential Attachment 13
June 3, 2008	Interconnection Engineering & Procurement Agreement provided by NSPI to SkyPower	NSPI SkyPower	NSPI proposed an Engineering & Procurement Agreement to expedite interconnection activities. The agreement would have required certain deposits for engineering services and deposits on long-lead items. SkyPower did not execute the agreement.	Email from Mark Everett to Cory Basil, June 3, 2008 Attachment 14
August 2008	Lehman Brothers view of the Nova Scotia and Canadian wind market	Navigant Consulting Lehman Brothers	Report showed Lehman Brothers' bullish view on the Nova Scotia and Canadian wind market, one month prior to entering Chapter 11 protection in the United States.	Canadian Wind Market Assessment – Final, Navigant Consulting Report Confidential Attachment 15
September 15, 2008	Lehman Brothers announced intent to file for Chapter 11 protection under the U.S. Bankruptcy Code	Lehman Brothers	Lehman Brothers was the largest shareholder and financing provider for SkyPower's wind development projects.	
September 30, 2008	SkyPower Quarterly Development Report		SkyPower confirmed, "Together with its joint venture partner Scotian WindFields Inc. and subject to credit market availability and pricing, SkyPower intends to continue to advance its Project Digby development activities with the objective of meeting its targeted delivery dates."	Confidential Attachment 16
October 3, 2008	SkyPower reported to NSPI they lost financing		The Lehman Brothers' insolvency had an almost immediate impact on the ability for SkyPower to finance the Digby project.	Email from Pam McKinnon, October 4, 2008 Attachment 17
October 10, 2008	SkyPower advised NSPI, copied to the Nova Scotia Minister and Deputy Minister of Energy, of financial difficulties		SkyPower confirmed its intention to proceed with the Digby project once it is able to finance the project.	Letter from SkyPower to NSPI, October 10, 2008 Attachment 18
October – December 2008	Weekly meetings with the Department of Energy on impact of financial crisis on IPP project financing	NSPI NS Dept. of Energy	NSPI had been observing financing difficulties with the IPP projects starting in the summer of 2008. By fall, most IPPs with PPAs were having difficulty.	Meeting Minutes – October 7, 2009 and November 26, 2009 Confidential Attachment 19

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 3 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
December 31, 2008	SkyPower Quarterly Development Report	SkyPower		Confidential Attachment 20
January 6, 2009	SkyPower received System Impact Study from NSPI	SkyPower NSPI	Receipt of SIS triggered the requirement in the PPA to increase performance security.	Redacted Attachment 21
January 27, 2009	Increased performance security received from SkyPower	SkyPower NSPI	SkyPower topped up their performance security with cash, instead of a letter or credit.	
March 31, 2009	SkyPower Quarterly Development Report	SkyPower		Confidential Attachment 22
June 30, 2009	SkyPower Quarterly Development Report	SkyPower		Confidential Attachment 23
August 12, 2009	SkyPower filed for restructuring under the terms of the Companies' Creditors Arrangement Act (CCAA).	SkyPower	SkyPower management remained responsible for the day-to-day operations of the business. SkyPower had a commitment of funding for $15M USD for operations through the sales process.	
September 1, 2009	NSPI provided information on SkyPower assets and the sale process	NSPI Marathon Capital	The Monitor expressed a "strong preference" toward the sale of the entire Development Business, but allowed Bidders to bid on major components of the Development Assets, including Digby.	Marathon Capital, Development Business Investment Opportunity summary memo and Binding Offer Process Guide, August 27, 2009 Confidential Attachment 24 Marathon Confidential Information Memorandum Confidential Attachment 25
September 11, 2009	NSPI filed Nuttby Mountain Wind Project Capital Work Order Application with the UARB	UARB NSPI	NSPI purchased the Nuttby development rights out of the Earthfirst insolvency process. The project was developed by NSPI.	

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 4 of 12

Date	Event	Parties	Explanation / Significance	Documents
October 5, 2009	NSPI Digby Offer #1	Marathon Capital KPMG (as Monitor of the Seller) NSPI	NSPI offered to purchase the rights to develop the SkyPower Digby project. The initial Offer did not include the 20 GE sle turbines.	Memo to Robin McAdam from Pam McKinnon, September 29, 2009 Email from Brian Curry to T Brandt, Marathon Capital, Oct 5, 2009 Letter from Robin McAdam to Robert Stefani and Ted Brandt, October 5, 2020 Draft Purchase Agreement, October 5, 2009 Confidential Attachment 26
October 6, 2009	Marathon Capital responded to NSPI offer		Marathon asked NSPI to consider a revised offer that includes the turbines allocated to Digby.	
October 9, 2009	NSPI Digby Offer #2	Marathon Capital KPMG (as Monitor of the Seller) NSPI	NSPI offered to purchase the rights to develop the SkyPower Digby project including the turbines.	Email and spreadsheet from Pam McKinnon to Robin McAdam, Oct 8, 2009 Email from Brian Curry to T Brandt, Marathon Capital, Oct 9, 2009 Letter from Peter Doig to Robert Stefani and Ted Brandt, Oct 9, 2009 Confidential Attachment 27

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 5 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
October 13, 2009	NSPI Digby Offer #3, informal	Marathon Capital KPMG (as Monitor of the Seller) NSPI	NSPI increased offer on the 20 GE sle turbines.	Emails amongst Peter Doig, Johnny Song, Pam McKinnon, T. Brandt, Oct 13, 2009 Redacted Attachment 28
October 14, 2009	NSPI Digby Offer #3	Marathon Capital KPMG (as Monitor of the Seller) NSPI	NSPI formally offered to purchase the rights to develop the SkyPower Digby project including the turbines for increased turbine price.	Letter from Peter Doig to Robert Stefani and Ted Brandt, Oct 14, 2009 Confidential Attachment 29
October 22, 2009	Emera took over the project acquisition process		NSPI requested that Emera take over the acquisition process to allow greater flexibility in the event the project is required for 2011 RES compliance or if it does not receive regulatory approval.	
October 23, 2009	Purchase and Sale Agreement between 324 NSL and SkyPower	SkyPower 324 NSL	324 NSL entered into Purchase and Sale Agreement with SkyPower (later renamed Interwind) for its interest in the Digby Assets, subject to conditions. 324 NSL purchased the Digby project to allow maximum flexibility for project ownership. This ownership structure allowed the PPA to remain intact.	Purchase Agreement, October 23, 2009, Confidential Attachment 30
November 6, 2009	324 NSL Board Resolution to purchase the Digby Project	324 NSL	Emera determined that purchasing the Digby project in a special purpose entity allowed greatest flexibility, in case NSPI decided to purchase the project or to sell the project to a 3rd party.	Attachment 31
November 18, 2009	Approval & Vesting Order for the SkyPower Purchase & Sale Agreement	Ontario Superior Court of Justice	Sale is approved by the court. The vesting order eliminated the accounts payable and other debt that is associated with the assets 324 NSL is acquiring.	Attachment 32

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 6 of 12

Date	Event	Parties	Explanation / Significance	Documents
November 20, 2010	Amendment to SkyPower Purchase Agreement	Interwind (SkyPower) 324 NSL Emera	Amendment to extend sunset date on closing from November 30, 2009 to December 20, 2009.	Confidential Attachment 33
November 20, 2009	EcoENERGY approved	NRCan NSPI		Letter from NRCan to Pam McKinnon, Nov 20, 2009, Attachment 34
November 30, 2009	Nuttby Mountain Wind Project Capital Work Order decision released	UARB NSPI	Nuttby Wind Project is approved.	
December, 2009	324 NSL gave Scotian WindFields an option to purchase an interest in the project	324 NSL Scotian WindFields	Scotian WindFields was granted an option to purchase 51% or 100% of the Digby project until March 1, 2010. The option was not exercised.	Confidential Attachment 35
December, 2009	Agreement between 324 NSL and Scotian WindFields Inc.	324 NSL Scotian WindFields Inc.	Scotian WindFields agreed to convey all of its interests in Digby Project to 324 NSL including assets held within joint venture company, Scotian WindField Partners Corp., in conjunction with SkyPower. Further agreed to provide services in connection with the development of the Digby Project.	Confidential Attachment 36
December 17, 2009	Second Amendment to SkyPower Purchase Agreement	Interwind (SkyPower) 324 NSL Emera	Amendments to remove assets of Scotian WindField Partners Corp. which were to be dealt with by separate sale process.	Confidential Attachment 37
December 19, 2009	Transfer of Environmental Assessment Approval	Interwind (SkyPower) 324 NSL		Attachment 38
December 21, 2009	Order to Amend the Approval & Vesting Order for the Purchase & Sale Agreement	Ontario Superior Court of Justice		Attachment 39
December 22, 2009	324 NSL retained Bob Adams of Adams AMC Services Ltd. to coordinate the land (turbine and transmission easement) processes	324 NSL Adams AMC Services Ltd.	When the project was acquired from SkyPower it had deficient leases that needed to be re-done and it did not have a contiguous transmission corridor. Adams AMC was retained by 324 NSL to manage the landowner engagement process.	

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 7 of 12

Date	Event	Parties	Explanation / Significance	Documents
December 23, 2009	Monitor's Certificate	KPMG		Attachment 40
December 23, 2009	324 NSL closed the purchase transaction with SkyPower, assignment of PPA	324 NSL Interwind (SkyPower) Emera (as guarantor)		Turbine Assignment and Consent Agreement among Interwind (SkyPower), 324 NSL, General Electric Company and General Electric Canada Confidential Attachment 41 Assignment and Assumption of Power Purchase Agreement for Renewable Energy between Interwind (SkyPower), 324 NSL and NSPI, dated December 23, 2009 Confidential Attachment 42 General Conveyance and Assumption Agreement between Interwind (SkyPower) and 324 NSL dated December 23, 2009 Confidential Attachment 43 Assignment Indenture re Transmission Options between Interwind (SkyPower) and 324 NSL dated December 23, 2009 Confidential Attachment 44

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 8 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
December 23, 2009	Sale of Scotian WindField Partners Corp's interest in Digby Project to 324 NSL	324 NSL Scotian WindField Partners Corp.	Scotian WindField Partners Corp. (joint venture company) conveyed its interest in the Digby Project to 324.	Purchase Agreement between Scotian Partners and 324 NSL dated December 21, 2009 Confidential Attachment 45 General Conveyance Agreement between Scotian Partners and 324 NSL dated December 23, 2009 Confidential Attachment 46 Assignment Indenture between Scotian Partners and 324 NSL dated December 23, 2009 Confidential Attachment 47
February 2, 2010	Revised turbine layout filed with Nova Scotia Department of the Environment	324 NSL NS Dept. of Environment	The Environmental Assessment release approved 17 of the 20 proposed turbine locations. 324 NSL applied for a revised layout for 20 turbines on the western site of the project with no turbines on the eastern side of the project.	
February 3, 2010	GE Turbine Supply Agreement Change Order #9, Mechanical Loads Analysis	GE 324 NSL	The previous Mechanical Load Analysis was conducted for a different turbine layout. The analysis was re-run for the revised configuration.	Change Order UARB IR-12, Attachment 3, pages 110-112 Mechanical Loads Analysis Confidential Attachment 48
February 4, 2010	Generation Interconnection Agreement executed	324 NSL NSPI		Application, Appendix 12
February 9, 2010	Digby Wind Farm Construction Contract executed	324 NSL EUS		Application, Appendix 10

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 9 of 12

Date	Event	Parties	Explanation / Significance	Documents
February 10, 2010	GE Turbine Supply Agreement Change Order #10, Enhanced Reactive Power	GE 324 NSL		UARB IR-12, Attachment 3, pages 113-115
February 23, 2010	NSPI files Point Tupper Wind Project Capital Work Order Application with the UARB	UARB NSPI	NSPI purchased 49% of the Point Tupper Wind Project to enable the development to proceed. This project is part of NSPI's 2011 RES compliance plan.	
March 1, 2010	Scotian Option to purchase project expired	324 NSL Scotian WindFields	Scotian WindFields was unable to raise financing to purchase the Digby project. 324 NSL continued to develop the project as the sole owner. Scotian Windfields Inc. continues to provide services to the project under the Service Agreement.	
March 5, 2010	EcoENERGY executed	NRCan 324 NSL		Application, Appendix 1
April 16, 2010	Letter from NSPI to UARB		NSPI asked the UARB to confirm that they had no objection to NSPI continuing with the construction of the project, pending Work Order review and approval.	Attachment 49
April 19, 2010	Eco Awareness Society - Shear Wind UARB Hearing	UARB Shear Wind Eco Awareness	The UARB heard the appeal of the Eco Awareness Society regarding a decision of Municipal Council for the Municipality of the County of Antigonish to approve an amendment to the Antigonish County Land Use By-law. The amendment was required to enable the Shear Wind Glen Dhu project to proceed. The production from Shear Wind is part of NSPI's compliance plan to meet the 2011 RES.	
April 23, 2010	Letter from UARB to NSPI	UARB NSPI	UARB confirmed that they had no objection to NSPI proceeding with the Digby Project provided the advance expenditures are at shareholder risk.	Attachment 50
April 23, 2010	Nova Scotia Renewable Energy Plan		The Province released a new plan for renewable energy, including a target for 2015 of 25% and a goal of 40% by 2020.	Attachment 51

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 10 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
May 10, 2010	Clearing for Transmission line commenced	EUS		
May 11, 2010	Construction of turbine foundations commenced	EUS		
May 17, 2010	Eco Awareness Society - Shear Wind UARB Decision	UARB Shear Wind Eco Awareness	The Eco Awareness Society - Shear Wind appeal was dismissed by the UARB. Shear Wind was positioned to develop the project once turbines and financing were secured.	
May 23, 2010	EcoENERGY transferred to NSPI	NR Can 324 NSL NSPI		Attachment 52
May 28, 2010	Transfer Digby Project from 324 NSL to NSPI	324 NSL NSPI GE NS DOE EUS	The project assets were purchased from 324 NSL by NSPI. NSPI assumed the turbine supply agreement with GE, the construction contract with EUS, the land rights and other arrangements for work that were underway (that is, surveys). The PPA remained in 324 NSL in the event this Capital Work Order application is not approved as filed or project needs to be sold for 2011 RES compliance. The License and Option agreement was put in place with 324 NSL so the PPA was not alienated from the wind farm assets (a PPA requirement).	Application, Appendices 4, 5, 6, 7, 8, 9, 10, 12 and 13
June 14, 2010	Point Tupper Wind Project Capital Work Order decision released	UARB NSPI	NSPI's application to own 49% of the Point Tupper Wind farm is approved. 100% of the production from this facility is 2011 RES compliant.	
July 7, 2010	Digby Wind Project turbine deliveries commenced			
July 12, 2010	Digby Wind Project construction of substation and collection system commenced			
July 16, 2010	Environmental Assessment Final Amendment approved - Final Site Plan		The initial Environmental Assessment release required that certain turbines be moved. This amendment approved the final turbine layout.	Attachments 53 and 54

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 11 of 12

Chronology of Major Events for the Digby Wind Project

Date	Event	Parties	Explanation / Significance	Documents
August 4, 2010	Point Tupper Wind Project achieved Commercial Operation milestone	RESL NSPI	Production from the Point Tupper Wind project will count toward 2011 RES compliance. NSPI requires additional production, not yet constructed, to meet the 2011 RES threshold.	
August 6, 2010	Digby Wind Project turbine erection commenced		Turbine erection was completed by early September.	
October 14, 2010	Shear Wind debt financing for the Glen Dhu project closed	Shear Wind	This secures Shear Wind's ability to fund the construction of the project, commercial operation for 20MW expected by December 31, 2010. Additional 42.1 MW (total 62.1MW) expected to be in-service by March 31, 2011.	
October 15, 2010	Nova Scotia released the Renewable Energy Regulations		The Renewable Energy Regulations included a revised Renewable Energy Standard, including a 25% requirement for 2015.	Attachment 55

REDACTED Digby Wind Project UARB IR-1 Attachment 1 Page 12 of 12

Dec. 20, 2006

NSP chases after more green power

Utility falls short of its target on alternative energy

By **JUDY MYRDEN**
Business Reporter

Nova Scotia Power is pledging to generate more green electricity after failing to meet its own voluntary targets this year.

The province's largest electrical utility is promising to add 130 megawatts of additional renewable energy by the end of 2009, enough to supply the power needs of 40,000 homes.

But this latest commitment, announced Tuesday in Halifax by NSP president Ralph Tedesco, comes after the utility admitted it has been unable to meet its year-end target of producing 100 megawatts of energy through sources such as the wind, sun, tides and biomass.

NSP is blaming the shortfall on a stalled wind project in Amherst that announced Friday it was unable to proceed with its 19-tower wind farm because of the rising cost of turbines and the end of a federal subsidy program.

INSIDE: Shear Wind stock / C3

"That was substantially it," Mr. Tedesco told reporters.

"We had one of the major developers caught between the so-called wind incentive expiring, as well as the increase in the price of machines."

Ottawa recently announced the cancellation of the wind power production incentive, which sparked expansion of the wind-power sector, offering a subsidy of at least one cent per kilowatt to independent producers.

Mr. Tedesco hopes the 31-megawatt wind farm **Acciona Canada is** developing just outside Amherst will put in another bid under NSP's latest request for proposals.

"We are actually looking forward to Acciona bidding in this next round and think it will go forward," he said. "Nova Scotia Power's customers want clean, green energy in a way that works for our province," he said, adding that technical details of the solicitation of bids

See **RENEWABLE** / C2

Renewable energy

continued from / C1

will be provided in January.

Some wind developers have complained about the price NSP has been paying for wind-generated electricity. The utility pays 6.5 to 7.2 cents per kilowatt hour.

Mr. Tedesco said in the latest round of bidding, developers will submit a price to be paid for the green energy.

Environmentalist Brendan Haley said NSP will continue to miss its targets unless the province brings in legislation with consequences for the utility.

"Instead of voluntary targets that NSP keeps missing, the provincial government has to make a commitment to introduce tough government regulations," said Mr. Haley of the Ecology Action Centre in Halifax.

The province recently introduced draft regulations to force NSP to increase the amount of renewable energy being generated in the province.

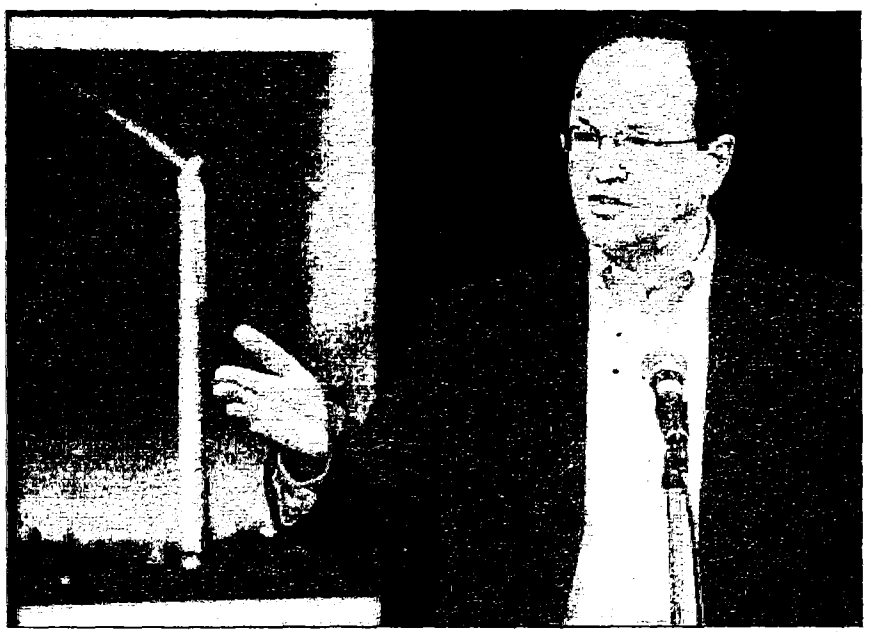
The utility warned of higher power bills if it's forced to comply with the new government targets requiring NSP to produce at least 20 per cent of its power from wind, solar and tidal power and other sources by 2013.

The Halifax-based utility now generates about 10 per cent of its electricity from renewable sources.

"The timing and quantity proposed in the draft regulations will result in increased costs to the electricity customers of NSPI," the utility wrote Nov. 10 in a brief to the Energy Department.

NSP says it could cost more than $1.1 billion to buy new wind turbines to increase the amount of electricity generated by wind and another $30 million to $60 million per year to operate them. And the utility expects to shell out $23 million more for natural gas to operate its gas-fired combustion turbines as backup power in case of a lull in wind power.

Mr. Tedesco said despite the setback in Amherst, NSP added 60 megawatts of renewable energy this year, providing enough electricity for 18,000 homes.



Nova Scotia Power president Ralph Tedesco answers questions during a news conference Tuesday in Halifax. *(ANDREW VAUGHAN / CP)*

One potential supplier of wind-generated electricity was ecstatic to hear that NSP is looking to buy more renewable energy, including wind power, from independent producers.

It's encouraging news from the province's only customer for wind-generated electricity, said Mike Magnus, president of **Shear Wind Energy** of Halifax.

While Shear Wind is working on a wind project in Alberta, and is also a joint partner on four projects in Nova Scotia with Renewable Energy Services Ltd., it will submit a proposal for its own wind project in Nova Scotia under NSP's new request, said Mr. Magnus.

(jmyrden@herald.ca)

Digby Wind Project UARB IR-1 Attachment 2 Page 2 of 2

NOVA SCOTIA POWER
An Emera Company

November 6, 2007

Scotian WindField Partners Corp.
250 Yonge Street, 16th Floor
Toronto, ON M5B 2L7
Attention: Charmaine Thompson

RE: Request for Proposals – 130 MW of Renewable Energy
Antigonish Project and Digby Project

Dear Ms. Thompson:

Nova Scotia Power Incorporated ("NSPI") has completed its evaluation of the information submitted in your proposals. I regret to inform you that while all due consideration has been given to your proposals, NSPI has decided to pursue another options to achieve the objectives articulated in the Request for Proposals. We are returning your bid security with this letter.

We sincerely thank you for the time, interest and effort spent in preparing and submitting your proposal. We look forward to working with you on future renewable energy opportunities.

Yours truly,

Danielle King
Contract Specialist

COPY

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Office of the Chair

December 14, 2007

The Honourable Richard Hurlburt
Minister
Nova Scotia Department of Energy
Bank of Montreal Building, Suite 400
5151 George Street, P.O. Box 2664
Halifax, NS B3J 3P7

Dear Minister Hurlburt:

2007 RFP for Renewable Energy

Pursuant to Section 3 of the Renewable Energy Standards Regulations (the "Regulations"), the Acting Minister of Energy by letter dated November 2, 2007, requested the Nova Scotia Utility and Review Board (the "Board") to inquire into and report on actions taken to date by Nova Scotia Power Inc. ("NSPI") with respect to the 2007 solicitation from independent power producers on bids for renewable energy. You have requested the Board's opinion on the suitability of the process followed to date to meet the renewable energy standards ("RES") set out in the Regulations.

At my direction the Board review was conducted by Board Staff Senior Advisor Ross Young, P. Eng., and by Board Counsel Bruce Outhouse, Q.C. Attached as appendices to this letter are the following:

1. Board Staff's memo outlining Board Staff investigations dated December 10, 2007 (Appendix A)[1];

2. A letter to me dated December 10, 2007 from Board Counsel Bruce Outhouse, Q.C. (Appendix B)

These two appendices form part of this report. You will see that Board Counsel and Board Staff reviewed relevant information including:

a. Documentation of the request for proposals ("RFP") process including how the process was conducted and a copy of the NSPI recommendation memo for the Recommended Group;

b. Copies of the developers' proposals for the Recommended Group;

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[1] Defined terms used in this letter have the meaning contained in Board Staff's memo

c. The annual purchase cost payments to the Recommended Group members;

d. A copy of the NSPI Standard Power Purchase Agreement ("PPA") for this RFP;

e. Changes to the PPA requested by the Recommended Group.

Based on the investigations of Board Staff and Board Counsel, the Board is of the view that the process followed to date by NSPI is suitable to meet the RES set out in the Regulations. The reasons for this conclusion are:

1. NSPI has significantly oversubscribed the amount of new PPA capacity required to meet the 2010 RES. Also, in addition to the announced amount of new PPA capacity, NSPI has a project waiting list.

2. NSPI has used "Threshold Considerations" (as described in the Board Staff memo) to ensure that only viable project proposals were received. In Board Staff's opinion, this has worked quite well in this process.

3. NSPI has done an in-depth evaluation of the projects received.

4. In Board Staff's opinion, the quality of the proposals included in the Recommended Group is excellent. The developers have invested considerable time, effort and money in preparing the proposals.

5. NSPI's PPA includes performance security that is in effect (in varying amounts) throughout the PPA term.

6. The PPA includes various performance measures and payments by the developer to NSPI if these measures are not met.

7. Board Counsel advises that while individual PPA's are still under negotiation with the successful proponents, the template PPA included in the March 12, 2007 RFP was suitable and represented a reasonable allocation of risk between NSPI and the project proponents.

If you or your officials wish to discuss this letter and the attachments we would be happy to do so.

The views and opinions expressed in this letter and the attachments are solely for the purpose of responding to your request pursuant to Section 3 of the Regulations. They do not bind the Board in any other proceeding, including a prudence proceeding, with respect to NSPI.

Yours truly,

Peter W. Gurnham, Q.C.
Chair

PWG/cf
Enclosures
c.c. Alison Scott, Deputy Minister
Ralph Tedesco, Nova Scotia Power Inc.

c.c. Rob Bennett
James Taylor
Rene Gallant
Gerald Weseen
Chris Huskilson
Peter Doig

b.c.c. Karen Saunders

APPENDIX A

Nova Scotia Utility and Review Board
1601 Lower Water St., Suite 300
P.O. Box 1692, Postal Unit M
Halifax, Nova Scotia B3J 3S3
Tel: 902-424-4448 Fax: 902-424-3919

MEMORANDUM

TO: Peter W. Gurnham, Q.C., Chair

FROM: H. Ross Young, P. Eng., Senior Advisor

DATE: December 10, 2007

RE: NSPI Renewable Energy Solicitation 2007

1. Introduction

In a letter dated November 2, 2007 the Nova Scotia Department of Energy requested the Nova Scotia Utility and Review Board (UARB) to inquire into and report on actions taken to date by Nova Scotia Power Inc. (NSPI) with respect to the 2007 solicitation from independent power producers of bids for renewable energy. The Department requested the Board's opinion on the suitability of the process followed to date by NSPI to meet the renewable energy standards set out in the regulations.

2. Information Requests

The UARB review was conducted by Board Staff Senior Advisor Ross Young and by Board Counsel Bruce Outhouse. The review commenced by requesting NSPI to provide additional information on the status of the Request for Proposals for 130 MW of Renewable Energy (RFP). Specific information requested on November 9, 2007 included:

a. Documentation of the RFP process including how the process was conducted and a copy of the NSPI recommendation memo for the "Recommended Group"[1].

b. Copies of the developer's proposals for the Recommended Group[2].

c. The annual purchased cost payments to the Recommended Group members.

[1] The term "Recommended Group" as used in this report means those projects recommended by the NSPI evaluation team in their November 5, 2007 memo.

[2] Board Staff did not review projects rejected by NSPI or the relative project rankings determined by NSPI's evaluation team. Our effort concentrated on the Recommended Group projects.

d. A copy of the NSPI Standard Power Purchase Agreement (PPA) for this RFP.

e. Recommended Group members requested changes to the PPA.

On November 14, 2007, NSPI provided the requested information in the form of two binders plus CD's containing the submitted proposals. Board Staff review of the information provided led to requests for additional information. This additional information was provided by NSPI on November 27, 28 and December 10, 2007.

3. Items Covered by Board Staff

The N.S. Government Renewable Energy Standards (RES) require that a certain percentage of NSPI energy sales be met by renewable energy sources, i.e. 5% by 2010 and 10% by 2013. The 2010 standard must be met by NSPI purchases from independent power producers, i.e. via PPA's. NSPI's ability to meet the RES for 2010 is therefore firmly tied to the performance of the project developers with which NSPI signs PPA's. This performance can be divided into two main areas:

a. The ability of the projects to achieve the projected in-service date.

b. The ability of the projects to achieve the projected annual energy output.

Experience in Nova Scotia and elsewhere makes it clear that not all projects that sign a PPA meet performance expectations in the above areas - there will be failures. Various techniques are described in the literature which can be used to limit the amount of project failure and thereby ensure the overall objective, in this case the RES, is met. NSPI provided, as part of the response to Board Staff questions, a report on this subject. This report is dated January 2006 and was prepared by KEMA, Inc. for the California Energy Commission: "Building a 'Margin of Safety' into Renewable Energy Procurements: A Review of Experience with Contract Failure". This report was part of a California Energy Commission review of 2006 renewable purchases - a decision was issued May 25, 2006.

4. Capacity Oversubscription

The KEMA report states that "... the experience presented in this report suggests that an overall failure rate of 20%-30% should likely be considered the minimum level of expected failure for large RFOs conducted over multiple years". The California May 25, 2006 decision, of which the KEMA report was one part, stressed the importance of each utility continuing to include its own margin of safety.

NSPI have significantly oversubscribed the amount of renewable energy requested in the March 12, 2007 RFP. The RFP was for 130 MW and NSPI announced on November 19, 2007 that they are negotiating with independent power producers for 240 MW of new renewable energy.

The NS government regulations refer to the percent of energy sales that must be produced by renewables in 2010 and 2013. The critical percentage for the amount of capacity oversubscription is therefore the amount by which the contacted renewable energy exceeds the RES.

NSPI calculations supplied in response to Board Staff information requests provided the percentage oversubscription on an energy basis using a number of assumptions. For example, NSPI have prepared calculations that assume a lower (more conservative, less energy output) capacity factor for the Recommended Group projects. The lower capacity factor is more in line with actual experience to date in Nova Scotia. Even with the more conservative assumptions, NSPI calculations show an energy oversubscription of greater than 30% for the amount of energy required from the 2007 RFP.

The amount of PPA oversubscription is a matter of judgement. Reasonable individuals can easily come to different conclusions on the applicable level. Board Staff notes that lower oversubscription leaves NSPI open to a higher probability of the penalties in the RES. On the other end of the spectrum, signing contracts for PPA's that result in renewable production greater than the RES requirements may result in higher NSPI overall costs and thereby higher electricity rates for NSPI customers. This will occur if the PPA purchase cost in 2010 (and following years) is greater than the cost of producing the PPA energy from other NSPI units.

Overall, Board Staff concludes that the amount of NSPI oversubscription is reasonable.

5. RFP Approaches to Lessen Contract Failure

Page 8 of the KEMA report lists a number of techniques to lessen the probability of contract failures. Board Staff conducted an assessment of how NSPI has applied these techniques in the 2007 RFP process.

a. Strict Pre-Conditions for Project Submission

KEMA states that these conditions are imposed to ensure that only viable projects bid. In the NSPI RFP, these conditions are termed "Threshold Considerations". NSPI states that these are "... must-haves which are non-negotiable, and are to be part of the submission". The following nine items are listed as Threshold Considerations in Section 8a of the RFP.

i. File a notice of intent to submit a proposal.

ii. Have a valid system interconnection request (with the NSPI system operator).

iii. Willing to execute a PPA that materially represents NSPI's standard PPA or indicate the terms that are unacceptable and propose alternative language.

iv. Demonstrate suitable land control for the project.

v. Willing to acknowledge that all rights to environmental attributes, etc, remain with NSPI.

vi. Declare that the Developer will adhere to a Safety Management Plan that is consistent with NSPI's.

vii. Provide Acceptable Project Security in advance of the project proposal submission.

viii. Provide the results of a Feasibility Assessment for project interconnection (as performed by the NSPI system operator).

ix. Show that the Developer has applied for the new ecoEnergy initiative for Renewable Power Program (if the project is eligible).

In Board Staff's opinion the above list provides reasonable criteria designed to fulfill the objective of ensuring that only viable project proposals are received. Board Staff have reviewed the Developer's proposals and conclude that documentation exists to show that all proposals accepted to the NSPI Recommended Group satisfy all of the Threshold Considerations.

b. Proposal Submission Fees

KEMA states that these fees are normally required upon submission of the proposal or upon selection to the short list. NSPI's RFP requires a $25,000 Proposal Security in advance of the proposal submission. Board Staff's review shows that all proposals provided the required security.

c. Request for Qualifications

This is an additional step to ensure serious bidders, as developers must demonstrate qualifications before being allowed to bid. NSPI states, in response to a Board Staff information request, that this separate step was not used as the information normally required in a RFQ was asked for in their RFP. Board Staff agrees with NSPI's position.

d. Due Diligence

KEMA states that due diligence involves evaluating projects on non-economic terms. The level of evaluation detail can vary from a cursory review to an in-depth evaluation of the likelihood of the project meeting its obligations if offered a contract.

NSPI's RFP provided a list of the evaluation considerations (Section 8b). This included total evaluated cost and a list of non-price items. NSPI used a team to evaluate the proposals received. The team evaluation resulted in a Recommendation Memo dated November 5, 2007. The November 5 memo provides more detail on the items NSPI considered in the evaluation. The items are:

i. Right project team in place (developer's experience).

ii. Confidence that equipment can be sourced in time.

iii. Progress on financing (status of project equity and debt financing).

iv. Position in queue (potential delays)

v. Qualifiers on price and PPA.

vi. Environmental Approval Plan.

vii. Community engagement/support.

viii. Resource knowledge (wind or otherwise).

ix. Technology choice (ability to fit within NSPI system).

x. Stage of project development (schedule and ability to meet timelines).

Board Staff have reviewed the NSPI Recommendation Memo and the back-up material supplied by NSPI. This back-up material covers various e-mails and shows that meetings were held with project developers in order to verify information and obtain additional information about the project. It is Board Staff's opinion, that, on the scale identified above by KEMA, i.e. cursory review to in-depth evaluation, NSPI conducted an in-depth evaluation.

Board Staff also notes that it considers the above evaluation list to be a comprehensive one - there are no additional evaluation items that Board Staff thinks should have been included in the evaluation.

e. Waiting List

KEMA states that keeping a few proposals in reserve as backup can lessen the effects of contract failure.

NSPI has followed this recommendation in two ways.

i. In early November NSPI sent letters of intent to the projects selected to the Recommended Group (and other letters to those not selected). However, it sent a different letter for one large project, stating "While NSPI has decided to pursue other options, we would like to continue discussions with you to determine whether there is an opportunity for NSPI with...". NSPI responses to Board Staff information requests state that NSPI discussions with this developer are continuing.

ii. Two of the selected projects offered an expansion capability option for additional installed capacity. If required, these options could be utilized by NSPI.

Board Staff notes that this waiting list is in addition to the over capacity subscribed to by NSPI as described above in section 4.

In Board Staff's opinion NSPI have an acceptable waiting list of projects.

f. Pre-Operational Milestones with deposit

KEMA states that the purchasing party may impose deposit requirements on the developer upon contract signing or some other point, with the deposit forfeited if the project fails to achieve certain pre-operation milestones.

NSPI have put deposit requirements in place. Section 11a of the RFP requires the project developer to provide performance security in the amount of $10,000/MW within 10 days of signing the PPA, plus an additional $15,000/MW within 10 days of receiving the completed Interconnection System Impact Study. The Performance Security will normally be in the form of a Letter of Credit. As of the Effective Date[3] , this performance security is reduced to $20,000/MW. This amount of security remains in place for the balance of the PPA Term. NSPI is entitled to draw on the Performance Security for any breach of the Seller's obligations under the PPA[4]. Section 2.2a of the PPA provides for liquidated damages in the even the Effective Date is not met.

In Board Staff's opinion, NSPI's RFP and PPA fulfill the KEMA recommended deposit requirements.

g. Operational Performance Guarantees

KEMA states that these are contractual terms that force the developer to pay the utility damages if the project fails to perform as specified in the contract, either by failing to achieve commercial operations or by not meeting production expectations.

As stated above, NSPI is entitled to draw on the Performance Security for any breach of the Seller's obligations under the PPA. Section 12.1 of the PPA provides a list of events which constitute a default - including failure to achieve the Scheduled Effective Date. In addition Sections 4.1c, 4.1d, and 4.1e, cover operational conditions, e.g., output in any year less than 90% of Energy Bid, that require the developer to pay funds to NSPI or take necessary corrective action at the developer's expense, e.g. increase the project's generating capacity.

In Board Staff's opinion, these conditions meet the recommended operational performance guarantees.

h. Project Ownership Options

KEMA states that this strategy involves contractual language that allows the utility to step in and assume ownership of a project that is in trouble or RFPs that solicit utility ownership options in additions to PPA's.

Section 5(3) of the RES requires that NSPI purchase renewable energy from independent power producers to meet the 2010 standard. If NSPI assumed ownership of the project, it would not meet the requirement of this section. This technique is therefore not applicable to the 2007 RFP.

---

[3] Basically the in-service date of the unit - list of conditions must be met.

[4] PPA, Section 3.2h

6. Board Staff review of Recommended Group Project Proposals

Board Staff have reviewed the documentation provided in each of the project proposals for the Recommended Group. The purpose of the review was to arrive at our own opinion as to the quality of the proposals received. Our overall conclusion is that we are impressed with the quality of the proposals that make up the Recommended Group. Specific examples leading to this conclusion include:

i. Developer's experience was generally extensive. Some developers are large international companies that have installed a considerable number of wind turbines in other countries and Canada. Other developers have existing PPA's with NSPI and have wind turbines in-service in NS.

ii. Conditional financing letters from lenders were provided.

iii. Developers have invested considerable time, effort and money in wind monitoring and wind yield assessment.

iv. Developers have also invested considerable time, effort and money in environmental assessment and community engagement, e.g., draft environmental reports were usually provided and community meetings held to explain the project to local residents.

v. Wind turbine manufacturers have provided capital cost estimates and availability of wind turbines within the required construction schedule (with some qualifiers).

vi. Developers have allowed time in their construction schedule for environmental studies and community involvement.

In summary, Board Staff's opinion is that the proposals received are as good as could be reasonably expected from developers at this stage in the process, i.e. responding to an RFP and hoping to be selected to enter into a PPA. Board Staff feel confident that most of the projects will be successful. The various techniques discussed above increase confidence in the probability of overall success - meeting the RES.

However, regardless of how good the projects look on paper, history, both in Nova Scotia and elsewhere around the world, indicates that some of these projects will fail. Causes for failure will probably vary by project. Typical failure reasons could include financing, capital cost increase, environmental, site and permits, and local area opposition. Board Staff does not have any opinion on which projects are more or less likely to be successful.

7. PPA Annual Payment

If all of the projects in the Recommended Group (a total of about 240 MW) are successful, NSPI's annual payments under the PPA's will total approximately $70 million. These payments will continue for the term of the PPA.

Energy purchases under the PPA's will reduce the amount of energy that NSPI has to generate from existing and future units, thereby reducing NSPI's annual fuel costs. The capacity of the PPA projects will also reduce the required construction of future new NSPI generating assets. The annual impact on NSPI's total revenue requirements (with the PPA's versus without) will therefore be the net of the above PPA payments and the costs of fuel displaced plus annual capital charges associated with new NSPI plant that did not have to be constructed.

In any one year, this net cost could be positive (higher rates for customers) or negative (lower rates for customers). The recently completed Integrated Resource Plan shows that the "preferred plan", i.e., lowest long term net present value plan, shows that future load increases are met by Demand Side Management plus renewables to meet the RES plus new renewables beyond the RES requirements. However, there is one very important caveat with respect to increased renewables - the actual amount of wind that can be added to the system may be limited by technical requirements and/or economics. The present Wind Integration Study will provide some answers to this question.

8. Conclusions

In response to the Department of Energy's November 2, 2007 request, Board Staff's opinion is that the process followed to date by NSPI is quite suitable to meet the RES set out in the Regulations. The main reasons for this opinion are:

a. NSPI has significantly oversubscribed the amount of new PPA capacity required to meet the 2010 RES. Also, in addition to the announced amount of new PPA capacity that it intends to enter into negotiations with, NSPI has a project waiting list.

b. NSPI has used "Threshold Considerations" to ensure that only viable project proposals were received. In Board Staff's opinion, this has worked quite well in this process.

c. NSPI has done an in-depth evaluation of the projects received.

d. In Board Staff's opinion, the quality of the proposals included in the Recommended Group is excellent. The developers have invested considerable time, effort and money in preparing the proposals.

e. NSPI's PPA includes a Performance Security that is in effect (in varying amounts) throughout the PPA term.

f. The PPA includes various performance measures and payments by the developer to NSPI if these measures are not met.

APPENDIX B

BLOIS, NICKERSON & BRYSON

BARRISTERS & SOLICITORS
Since 1864

FRANKLYN W. CORDON, Q.C.
S. BRUCE OUTHOUSE, Q.C.
GORDON R. KELLY
COLIN D. BRYSON
RICHARD J. MELANSON
N. KENT CLARKE
R. LESTER JESUDASON
ELIAS A. METLEJ
EMAD AL-SHARIEF
MONEESHA SINHA

WILLARD STRUG, Q.C.
ROBERTA J. CLARKE, Q.C.*
THOMAS M. MACDONALD
PAMELA J. MACKEIGAN
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S. DAVID BRYSON, Q.C., COUNSEL, RET'D

* also of the Newfoundland Bar

December 10, 2007

VIA E-MAIL
CONFIDENTIAL
Mr. Peter W. Gurnham, Q.C.,
Chair,
NOVA SCOTIA UTILITY AND REVIEW BOARD,
3rd Floor, 1601 Lower Water Street,
Halifax, Nova Scotia

Dear Mr. Gurnham:

Re: NSPI Renewable Energy Solicitation 2007

As requested by the Board, we have reviewed the "Power Purchase Agreement for Renewable Energy" ("PPA") which formed part of the RFP issued by NSPI on March 12, 2007 for the purpose of soliciting renewable energy proposals.

The purpose of our review is to assist the Board in responding to the request of the Minister of Energy dated November 2, 2007 concerning the suitability of the process followed to date by NSPI to meet the renewable energy standards set out in the Renewable Energy Standards Regulations. More specifically, our review focused on the suitability of the PPA from a legal perspective and, in particular, whether the PPA unreasonably shifts risk to the proponents.

In carrying out this mandate, we considered all of the concerns raised about the PPA by the successful proponents in their bids. We have also made a general comparison between the PPA and existing contracts with independent power producers.

Based on the review we have conducted, it is our opinion that the PPA is not unreasonable, at least as a negotiating document, and was suitable for inclusion in the RFP.

COMMENTARY

All of the successful proponents raised some concerns about the PPA. Many of these concerns relate to drafting issues or are not otherwise of a very substantive nature. We would anticipate that these concerns will be resolved without too much difficulty during the negotiations which are currently underway with a view to execution of the PPA's on December 28, 2007.

There were, however, two substantive areas which were of concern to virtually all proponents – liquidated damages and penalties. Liquidated damages are provided for in PPA sections 2.2(a) and (b) and sections 4(1)(c) and (d). The penalties are covered in PPA section 4(1)(e).

There are two types of liquidated damages. Under PPA section 2.2(a), the seller becomes liable to NSPI for liquidated damages if the project is not in full service by the scheduled date. The amount of the liquidated damages is $25,000 per megawatt. Liquidated damages also arise under PPA section 4.1(c) if the net energy generated by the project facility during any contract year is less than 90% of the energy bid (excluding extraneous events). The liquidated damages under this section are designed to compensate NSPI for the loss of emission reductions and renewable energy credits due to the energy shortfall as well as NSPI's cost of purchasing replacement energy.

Pursuant to PPA 4.1(e), if NSPI becomes liable for any penalty under the Renewable Energy Standards Regulations, then NSPI is entitled to reimbursement from the seller to the extent that such penalty is attributable to a failure by the seller's facility to produce the energy contracted for during any 12-month period (again excluding extraneous events).

The combination of these provisions concerning liquidated damages and penalties places the risk of project failure and non-performance squarely on the shoulders of the independent power producers. They will clearly pay a heavy price if they fail to complete their respective projects on time or if their facilities, once constructed, do not meet contracted energy production requirements on an annual basis.

Notwithstanding the concerns expressed by the successful proponents, it is our opinion that the risk of project failure and production deficiencies should be borne by them. NSPI is required by law to meet the 2010 renewable energy standard by purchasing renewable low-impact energy from independent power producers. Thus, it is the latter, not NSPI, who are responsible for and in control of the construction and operation of the new generation facilities. Under these circumstances, it would certainly seem appropriate, both in terms of fairness and efficiency, for the risk of construction delays and production deficiencies to rest with the independent power producers since they are the only ones who are in a position to make decisions and take effective actions to avoid or remedy such delays or deficiencies.

We note that many of the concerns raised by the proponents relate to the issue of due diligence. They object to being held liable for liquidated damages or penalties if they have acted in good faith and exercised due diligence. However, in the context of a commercial contract, liability for compensatory damages, including liquidated damages, depends simply upon whether or not there has been a breach of contract and it would be almost unheard of for such a contract to recognize a due diligence defence.

On the other hand, the imposition of regulatory penalties gives rise to quite different considerations. By virtue of OIC207-569, it is now clear that NSPI is not subject to being penalized under the Renewable Energy Standards Regulations if it can establish that it exercised due diligence. This will reduce the likelihood of NSPI becoming liable for any penalty under the Regulations which, in turn, also reduces the risk that an independent power producer would ever be called upon to reimburse NSPI for all or a portion of any such penalty.

As previously alluded to, negotiations between NSPI and the successful proponents are still ongoing and the target date for executing the PPA's is December 28, 2007. According to the letters of intent sent by NSPI to the proponents, liquidated damages and penalties are among the issues identified by the proponents that NSPI is prepared to discuss. Consequently, it may well be that changes will be made in the relevant provisions of the PPA. Obviously, we are not in a position to comment on any such prospective changes at this time.

In conclusion, recognizing that individual PPA's are still under negotiation with the successful proponents, it is our opinion that the template PPA included in the March 12, 2007 RFP was suitable and represented a reasonable allocation of risk in the circumstances.

Yours truly,

BLOIS, NICKERSON & BRYSON

S. Bruce Outhouse

SBO:sw

SKYPOWER

February 5, 2008

Mr. James Taylor
General Manager, Environmental Planning and Monitoring
Nova Scotia Power Inc.
1894 Barrington Street
Halifax, NS
B3J 2A8

Dear Mr. Taylor,

In August of 2007, SkyPower Corp, through its partnership Scotian Windfield Partners Corp, submitted 2 responses to Nova Scotia Power's Request for Proposal for Renewable Energy for wind projects for its sites at Antigonish and Digby. Our responses were firm commitments to build projects within the requested time frame and since SkyPower is one of the only wind developers in Canada that has entered into firm turbine supply agreements with manufacturers we are in the unique position of being able to commit to project delivery timelines without risk of equipment availability.

A letter was sent to Charmaine Thompson at Scotian Windfields Partners Corp. dated November 6, 2007 from Danielle King at Nova Scotia Power in which we were informed that NSPI would "pursue other options to achieve the objectives articulated in the Request for Proposals".

Nova Scotia Power today announced that it has entered into a power purchase agreement (PPA) with RESL for 22 MW and we congratulate you and the team at NSPI for this and for having over 240 MW of projects that were considered. We also understand that for a number of reasons some of the projects selected may not proceed.

I am writing to express our continued interest in entering into an agreement with NSPI to generate wind power and to also inform you that since submitting our bids for the projects at Antigonish and Digby a number of conditions have changed which could make our projects very attractive to NSPI. Most importantly, **the price submitted by SkyPower (Scotian Windfield Partners Corp.) will be further significantly reduced because of recent changes in the financial and equipment supply markets** as well as our inventory level of turbines. It is our intention to pass these savings on to Nova Scotia Power.

I would be interested to meet with you to discuss our proposals and your selection criteria as well as the potential price reduction that could be realized by NSPI in the immediate future. I will follow up with your office to discuss possible meeting times.

Yours truly,

Cory Basil
Vice President, Project Development
SkyPower Corp.

cc. *Mr. Kerry E. Adler, President and Chief Executive Officer, SkyPower Corp.*

SkyPower Corp.
250 Yonge Street, 16th Floor PO Box 16 Toronto, ON M5B 2L7
Telephone (+1 6) 979 4625 • Fax: (+1 6) 981 8686
www.skypower.com

MCKINNON, PAMELA

From: Cory Basil [Cory.basil@skypower.com]
Sent: Thursday, February 28, 2008 2:42 PM
To: MCKINNON, PAMELA
Subject: SkyPower - Digby Project Pricing

Pam,

Thanks for taking the time to speak with me over the past few days and for your interest in our Nova Scotia wind projects. Further to my letter sent to James Taylor dated February 5th, 2007 we have carefully reviewed all of our models and are pleased to share with you that based on the significant movement in foreign exchange rates, the decrease in interest rates, additional turbine purchases we have made and improved certainty on our wind assessments we are able to provide a significant improvement to our price included in our bid submission to NSPI in August for the 30 MW Digby Project.

Our revised price to NSPI is:

[redacted]

This is a fully inclusive price and assumes the following:

- Project size 30 MW (we can be flexible on size if you want to increase)
- PPA term of 20 Years
- Levelized price for term of PPA (no escalation)
- Inclusive of interconnection costs
- Estimated Capacity Factor 37.63%
- Estimated energy production at p50 - 98.9 GWH/year

We have tentatively scheduled to meet with you at your offices on Wednesday March 5 and look forward toyour feedback and confirming with you as soon as possible.

Thanks again. The best place to reach me is on my cell today 416 569 6921

Best,

Cory.

Cory Basil
Vice President, Project Development
SkyPower Corp.

Main. 416.979.4625
Direct. 416.979.4613
Mobile 416. 569.6921

250 Yonge Street
16th Floor
Toronto, Ontario
M5B 2L7

March 3, 2008

Cory Basil
Vice President, Project Development
SkyPower Corp.
250 Yonge Street
16th Floor
Toronto, Ontario
M5B 2L7

Dear Mr. Basil:

Skypower's proposal submitted in response to Nova Scotia Power Inc.'s ("NSPI") Request for Proposals for 130 MW of Renewable Energy (the "RFP") was not selected for negotiation. NSPI is, however, prepared to enter into separate negotiations with Skypower to determine whether agreement on the terms of a Power Purchase Agreement ("**PPA**") acceptable to NSPI can be reached. A draft of the PPA is attached for your review and comment.

Please indicate whether Skypower is prepared to enter into negotiations with NSPI on the following terms:

1. The deadline for execution of a PPA is April 4, 2008;

2. Please submit an executed version of this letter along with a marked-up version of the PPA by March 12, 2008;

3. We would suggest the following schedule for the negotiations of the PPA:

    - First meeting of the parties on the marked-up PPA by March 14, 2008
    - First draft of the Special Provisions circulated by NSPI by March 19, 2008
    - Subsequent meeting by March 20, 2008 (if required)
    - Finalizing PPA, internal approvals during the week of March 24th

4. NSPI is under no obligation to enter into a PPA or any other form of agreement with Skypower;

5. NSPI may, in its absolute discretion, enter into a PPA with Skypower or terminate negotiations at any time, for any reason;

6. NSPI is not liable to Skypower in any way if negotiations are terminated for any reason or do not result in execution of a PPA;

7. Skypower acknowledges and agrees that NSPI has been negotiating with, and shall continue PPA negotiations with other parties;

8. Skypower agrees that the negotiating process will be governed exclusively by the terms and conditions of this letter; and,

9. Skypower agrees that this letter constitutes the entire agreement between NSPI and Skypower and that there are no other applicable terms or conditions, express or implied. For greater certainty and without limiting the generality of the foregoing, this agreement contains no implied obligation to treat Skypower fairly or equally.

If Skypower is prepared to enter into negotiations on this basis, please sign and return this letter to the undersigned.

Yours truly,

Pamela McKinnon
Procurement Lead

Date	Name:
	Title:
	I have the authority to bind the Corporation.

Nova Scotia Power Inc.
Project Review Meeting – Skypower Digby Project

Date: March 5, 2008, 10:00 am

Location: 1894 Barrington Street, Halifax, Nova Scotia
Reception – 14th Floor, Barrington Tower

Agenda

1. Introductions — 10 minutes
NSPI

2. Project Review: — 40-60 minutes
- Project Team
- Equipment Sourcing
- Financing Progress
- Queue Position
- Price
- Environmental Outlook/Plan
- Community Engagement
- Wind Resource
- Ability to meet timelines

Skypower

3. Questions — 20-40 minutes
NSPI

4. Conclusions and Next Steps — 10 minutes
NSPI

NOVA SCOTIA POWER
An Emera Company

GOODS & SERVICES TRAVEL SHEET (# P-08-09)

SUPPLY INITIATIVE Date: April 9, 2008

Scope: ☒NSPI ☐Emera Incorporated ☐Affiliate: _____

Supply Line Need: Renewable Energy

Initiator: James Taylor Sponsor: Rob Bennett

Operating Stakeholders: Generation Planning _____ _____

Sourcing Strategy: ☐Competitive Bid ☐RFP ☒Single Source / Negotiation ☐Other: _____

Potential Derivative / Embedded Derivative: ☐Y ☒N

Operational Approvals

(Recommendation Attached: ☒Yes ☐No)

Approver	Title	Signature	Date
Stephen Dewar	Director Procurement & Real Estate		Apr 9/08
James Taylor	GM, Envir. Planning & Monitoring		Apr 9/08
Rick Janega	VP, Power Production		14/4/08
Rob Bennett	Exec. VP, Rev. & Sustainability		

INTERNAL OPERATING AUTHORITY

Internal Operating Authority is required from the following Approver Category: President (insert appropriate Approver Category).

I am authorized to approve this transaction:

Approver	Signature	Date
Ralph Tedesco		

CONTRACT DOCUMENT EXECUTION & EXTERNAL COMMITMENT

Supplier: Skypower Corp.

Term: 20 Value: $[redacted] Termination without cause: no

Committed Volume of Spend ☐Y ☒N

Agreement Type: ☐Partial Supply ☐Supplier of Choice ☐Exclusive Agreement ☒Power Purchase Agreement

Execution Routing Order:

	Required Y	Required N	Risk Reviewer	Signature	Date
Public Relations Review	☐	☒	____		
Internal Audit Review	☐	☒	____		
Finance / Treasury Review	☐	☒	____		
Code of Conduct Review	☐	☒	____		
Regulatory Review	☐	☒	____		
Procurement Review:			Pamela McKinnon		Apr 9-08
			Stephen Dewar		Apr 9/08
Operational Review:			James Taylor		
			Rob Bennett		
Legal Review:			Mark Everett		APRIL 16/08
DOCUMENT EXECUTOR(S):			RALPH TEDESCO		
			RICK SMITH		

NOTE: Please return to Danielle King, Procurement upon completion *09/25/06*

☐

NOVA SCOTIA POWER
An Emera Company

STRATEGIC PROCUREMENT SOURCING INITIATIVE
Renewable Energy
Sole Source Recommendation
March 31, 2008

Submitted to

Ralph Tedesco	President and Chief Executive Officer
Rob Bennett	Executive Vice President, Revenue & Sustainability
Rick Janega	Vice President, Operations
James Taylor	General Manager Environmental Planning & Monitoring
Stephen Dewar	Director, Procurement & Real Estate

Recommendation

It is recommended that a 20 year Power Purchase Agreement (PPA) be executed for 98.9 GWh / year of energy with Skypower Corp. at [redacted].

Background

In 2007 NSPI conducted a solicitation process to procure renewable energy. A request for proposals for 130 MW was released March 12, 2007 and closed August 30, 2007. Due to the strength of the proposals received, the potential value to NSPI customers, and the challenges experienced both in Nova Scotia and North America with the development of renewable energy projects, it was determined that NSPI would increase the capacity contracted for. It was recommended on November 5, 2007 that 245 MW in PPAs be negotiated.

PPA negotiations commenced in December 2007. During the negotiations circumstances changed for a number of the developers. This resulted in changes to a number of the proposals and the pending withdrawal of one project.

A 25 year PPA for a 34MW project at Digby had been negotiated with Airtricity. On February 27, 2008, NSPI was advised that E.On, the new parent of Airtricity, is subject to European reporting requirements which influences the length of term Airtricity is permitted to contract for. A required reduction of the term to 16 years would increase the energy price to a level that is not attractive to NSPI (depreciation is spread over a shorter timeframe). Further, Airtricity is uncertain whether they will proceed with the project and will not be in a position to confirm their intentions until early Fall 2008. Acquisition risk had been raised with Airtricity when E.On announced their plans to purchase the company in October 2007 and was noted in the original recommendation. A letter from Airtricity on this point is provided in the appendices.

The projects that had been selected for negotiations were those that were the lowest cost to NSPI customers. [redacted]

Due to the lapse of time, the 2007 RFP is now legally closed. It was determined that if [redacted] were able to reduce their prices to a level that would have been competitive with the successful proponents in the RFP, the RFP results would be used as the market indicator for a sole sourcing arrangement.

NOVA SCOTIA POWER
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STRATEGIC PROCUREMENT SOURCING INITIATIVE
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March 31, 2008

Skypower had originally proposed a 30 MW project at Digby, 25 years, [redacted], 89.6 GWh / year [redacted] total evaluated cost including locational factor). Their revised price is [redacted] for a 20 year term, 98.9 GWh / year [redacted] total evaluated cost including locational factor).

Suez continues to have discussions with NSPI but has not yet offered revised firm commercial terms. Discussions suggest that revised pricing will be between [redacted].

Appendix

A - Pricing
B - Background on Skypower Corp. , Scotian WindFields Inc. and the Digby Project Overview
C - October 9, 2007 letter from Airtricity to NSPI

Prepared by:

Pamela McKinnon
Procurement Lead

Approved by:

Stephen Dewar
Director, Procurement & Real Estate

James Taylor
General Manager Environmental Planning and Monitoring

Rick Janega
Vice President, Operations

Rob Bennett
Executive Vice President, Revenue & Sustainability

Ralph Tedesco
President and Chief Executive Officer

NOVA SCOTIA POWER
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STRATEGIC PROCUREMENT SOURCING INITIATIVE
Renewable Energy
Sole Source Recommendation
March 31, 2008

Appendix A

Scotian WindField Digby Wind Project – Pricing

MW	Cap Factor	Energy Bid MWh	Total MWh over PPA Term	Base price $/MWh	Term	Energy Payment per year	Energy Payment over PPA Term
30.0	37.6%	[redacted]	1,978,000	[redacted]	20	[redacted]	[redacted]

Locational Loss Rate	Price adjusted for Loc Losses $/MWh	Total MWh adjusted for Loc Factors	EcoEnergy to NSPI	Evaluated Cost (MW/h)	Present Value		
					Energy Pmt, Full Term of PPA	Energy Cost net of EcoEnergy	$ / MWh (Loc Adjusted)
3.2%	[redacted]	1,914,704	[redacted]				

NOVA SCOTIA POWER
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STRATEGIC PROCUREMENT SOURCING INITIATIVE
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March 31, 2008

Appendix B

SkyPower Corp.

SkyPower Corp. (www.skypower.com), a company affiliated with Lehman Brothers (NYSE: LEH), is Canada's leading independent renewable energy developer with interests in over 70 wind and solar projects at various stages of development across 12 provinces/states, representing more than 7,000 MW of potential capacity. SkyPower also has over 1,000 MW of wind energy under development in India. SkyPower's strategy involves bringing a portfolio of renewable energy projects from exploration phase through to construction and commercial operation and is focused on being the largest owner and operator of renewable energy parks across Canada. In June 2007, SkyPower became affiliated with Lehman Brothers, the global investment bank.

Scotian WindFields Inc.

Scotian WindFields Inc. is a Nova Scotia based, owned and operated community investment fund that seeks to develop wind energy projects for its unit holders.

Scotian WindField Digby Wind Project

30 MW – 20 GE 1.5 sle turbines
98.9 GWh / year
1270 acres of land (forested and agriculture)
Interconnection at the substation 77v Conway

NOVA SCOTIA POWER
An Emera Company

STRATEGIC PROCUREMENT SOURCING INITIATIVE
Renewable Energy
Sole Source Recommendation
March 31, 2008

Appendix C

Airtricity
CANADA

October 9, 2007

James Taylor
Nova Scotia Power Inc.
P.O. Box 910
Halifax, Nova Scotia
B3J 2W5

Dear Mr. Taylor:

Re: Digby Wind Farm

Last week, Airtricity Holdings Ltd. announced the sale of its North American business to E.ON Renewables. The transaction, which includes Airtricity Canada, is scheduled to close before the end of 2007. Copies of the E.ON and Airtricity press releases concerning the transaction are attached for your review.

As discussed last week with Pamela McKinnon, Randy Schnare and Kelly Cantwell of your office, the acquisition of Airtricity Canada by E.ON will be a strong positive for our business. E.ON's significant balance sheet will help to fund Airtricity North America's 600 MW per year build program in North America, reduce our cost of capital and give us more market strength in negotiating turbine purchases. At the same time, Airtricity Canada's development and management teams will remain in place, and we will continue to manage our business in Canada. As discussed, we also remain committed to finding a local project manager to manage the development of our projects in Atlantic Canada.

In the context of Nova Scotia, the acquisition of Airtricity Canada by E.ON will not change our development plans for the Digby Wind Farm. The transaction will not interfere with the execution an LOI with Nova Scotia Power, nor will it prevent us from negotiating and entering into a timely power purchase agreement in respect of the project. Similarly, our ability to secure turbines for the project will not be affected. Most importantly, as I mentioned during my call with your associates, Airtricity Canada remains strongly committed to the Digby Wind Farm project, and would look forward to the opportunity to move ahead with NSPI.

Should you have any questions, or should you require further information, please do not hesitate to contact me by email at greg.coleman@airtricity.com, or by telephone at 416-304-1761.

Yours truly,

AIRTRICITY CANADA LTD.

Greg Coleman, CEO

45 St. Clair Avenue West, Suite 102, Toronto, Ontario, M4V 1K6 | Tel: 416 603 8191 Fax: 416 603 8191 Website: www.airtricity.ca

e·on

May 7th, 2008

COPY

Danielle King
Contract Specialist
Nova Scotia Power Incorporated
1894 Barrington Street—B14
Halifax, Nova Scotia B3J2A8

Subject: RFP for 130 MW of Renewable Energy--submission by Airtricity Digby Wind Farm, Ltd., n/k/a E.ON Climate & Renewables Digby Wind Farm Ltd. (EC&R)

Dear Ms. King

Further to your Ms McKinnon's question about the status of our analysis of the feasibility of the Digby project, we regret to inform you that a combination of construction, operational and economic issues have led us to conclude that NSPI and EC&R will be unable to agree on mutually satisfactory PPA terms that would allow the project to proceed. While we regret that we are unable to pursue the project with you, we acknowledge and appreciate the good faith efforts made by NSPI and EC&R in attempting to negotiate PPA terms that would have permitted this project to proceed. We recognize that as a result we will be forfeiting the $25,000.00 proposal security deposit submitted with our proposal.

With Kind Regards,

Kevin Hegarty
Vice President, Development

Cc: James Taylor
Pam McKinnon

MCKINNON, PAMELA

From: EVERETT, MARK
Sent: Tuesday, June 03, 2008 4:34 PM
To: cory.basil@skypower.com; Richard Guttman
Cc: JANEGA, RICHARD; MULDOON, DAN; MCKINNON, PAMELA
Subject: Engineering & Procurement Agreement
Attachments: Engineering&ProcurementAgr.pdf

Further to our recent discussions attached please find a copy of the Engineering & Procurement Agreement.

Section 9 of the Standard Generator Interconnection Procedures stipulates as follows:

Prior to executing a GIA, an Interconnection Customer may, in order to advance the implementation

of its interconnection, request and Transmission Provider shall offer the Interconnection Customer,

an E&P Agreement that authorizes the Transmission Provider to begin engineering and procurement

of long lead-time items necessary for the establishment of the interconnection.

Please do not hesitate to contact me if you have any questions.

Regards,

Mark G. Everett
Solicitor
Nova Scotia Power Inc.
1894 Barrington Street, 16th Floor
P.O. Box 910
Halifax, Nova Scotia
Canada B3J 2W5

Office: (902) 428-6695
Cellular: (902) 221-8583
Fax: (902) 428-6200

www.nspower.ca

MCKINNON, PAMELA

From: MCKINNON, PAMELA

Sent: Saturday, October 04, 2008 8:59 AM

To: TAYLOR, JAMES; BENNETT, ROB; JANEGA, RICHARD; DOIG, PETER; WESEEN, GERALD; 'taylorj@accesswave.ca'

Subject: Skypower - debt problems

Hi All,

Had a call from Cory Basil of Skypower, late yesterday. He wanted to give me a heads up that their project financing has dried up. He expects this will delay their project by 6 months or more, until there is more liquidity in the market. We agreed to have a call next week. He confirmed that the environmental assessment is on track and turbine delivery is still in place for for Digby for 2009.

Peter, offhandedly he mentioned "financial force majeure" so we should give some thought to this. In the standard PPA we handled economic hardship and lack of funds as an excepted relief event, but should review in any event (for all of the PPAs - although I do not recall us giving on this with any of them).

Pam

SKYPOWER
GENERATING A BRIGHTER FUTURE

Scotian WindFields
Community Owned. Naturally.

October 10, 2008

Send Electronically and by Courier

Nova Scotia Power Incorporated
P.O. Box 910
Halifax, NS
B3J 2W5

Attention: Mr. Rob Bennett
President & Chief Executive Officer
Nova Scotia Power Inc.
rob.bennett@nspower.ca

with a copy to:

Mr. Rick Smith
Corporate Secretary
Nova Scotia Power Inc.
rick.smith@nspower.ca

Dear Sirs:

Re: Digby Wind Power Project

As you are no doubt aware, financial markets around the world have seen precipitous declines in recent weeks. These extraordinary declines are related to, and to some extent caused by, instability in the financial and capital markets in North America and other parts of the world. As a result of the instability in the current debt and equity markets, development companies with capital intensive projects like the Digby Wind Power Project in Nova Scotia (the "Digby Project") have not been able to finalize debt and equity financing for their projects.

We can assure you that SkyPower's and Scotian Windfield's intentions are to proceed with the Digby Project, and that all of our development activities are continuing on schedule. However, at this time it is unclear how long it will take for the credit markets to recover to the point that the Digby Project will be able to complete the necessary project financing (both debt & equity) on reasonable economic terms.

As a result of this critical situation, SkyPower and Scotian Windfields hereby request from NSPI a six month extension to the Scheduled Commercial Operation Date in the PPA and a corresponding change to the Net Output measurement periods. All other terms and conditions of the PPA would remain in full force and effect, unamended. All capitalized terms not defined in this letter shall have the meaning ascribed to them in the PPA.

We sincerely appreciate your consideration and forbearance during these challenging economic times.

Yours very truly,

Scotian Windfields Partners Corp.
a joint venture between SkyPower Corp. and Scotian Windfields Inc.

Per: _____
Richard Guttman
Vice-President and General Counsel
SkyPower Corp.

Per: _____
Barry Zwicker
President / CEO
Scotian Windfields Inc.

cc. *The Honourable Richard Hurlburt, Minister of Energy*
Ms. Alison Scott, Deputy Minister

System Impact Study
GIP-IR141-SIS-R2

Generator Interconnection Request IR141
30 MW Wind Generating Facility
Digby
Nova Scotia

Principal Investigator
Hung Huynh, P.Eng.

December 17, 2008

Control Centre Operations
Nova Scotia Power Inc.

Executive Summary

The Interconnect Request (IR) number 141 proposes to install a 30 MW wind generating facility at Digby, Nova Scotia. The proposed facility will be located approximately 10 km from Nova Scotia Power Inc's (NSPI) nearest 69kV 77V-Conway substation. The proposed facility will consist of twenty GE 1.5 MW wind turbines. Each wind turbine will have its own step-up transformer to the collector system voltage of 34.5kV. The Point-Of-Interconnection will be at 77V-Conway substation.

Any newly identified system issues that arise because of IR141 addition will be discussed in this report. Any system problem that exists prior to IR141 will be pursued by Nova Scotia Power in a separate system planning study.

The System Impact Study shows the following:

- The increased fault levels do not exceed any existing breaker rating.
- The calculated voltage flicker does not exceed NSPI's required voltage flicker level.
- Dynamic simulation shows that IR141 generation will remain on line during the off frequency when Nova Scotia is suddenly islanded from New Brunswick.

Also the System Impact Study finds the following new system issues due to the addition of IR141 generation facility:

1. Exceed metering rating on the following lines:
    a. L-5533 at 13V-Gulch
    b. L-5531 at 13V-Gulch
    c. L-5026 at 11V-Paradise
    d. L-5025 at 11V-Paradise and 51V-Tremont
2. Overload L-5533 (112% of summer rating) under system normal.
3. Exceed summer rating of L-5531 (145%), L-5532 (129%), L-5535 (157%), and L-5541 (115%) for the following contingencies:
    a. Loss of 11V-B51 at Paradise
    b. Loss of L-5025
    c. Loss of 51V-B51 at Tremont
4. Undervoltage violation at a number of 69kV substations near 9W-Tusket for the following contingencies:
    a. Loss of 51V-B51 at Tremont
    b. Loss of 9W-T63 at Tusket
    c. Loss of L-6024
5. Overvoltage violation at 9W-Tusket and 106W-Pubnico for the following contingencies:
    a. Loss of L-5535
    b. Loss of 15V-B51 at Sissiboo
6. L-5533 underfrequency load shedding scheme at 13V-Gulch will need to be relocated to 77V-Conway substation to avoid tripping L-5533 and hence IR141 generation during underfrequency system condition.
7. The wind turbines with rated power factor of +/-0.95 do not provide sufficient vars to meet the requirement to provide a net power factor of +/-0.95 measured at the high

voltage side of the main 34.5kV/69kV transformer at the IR141 generating facility. The SIS identifies a minimum of 6 Mvar switched capacitor bank will be required. The size of this capacitor bank will need to be confirmed and finalized at the design stage when the collector circuit design is available and the actual impedances of the main 34.5kV/69kV are known.

The System Impact Study identifies the requirement for the following system upgrades:

- Upgrade metering rating on L-5533 and L-5531 at 13V-Gulch, L-5026 at 11V-Parsdise, and L-5025 at 11V-Paradise and 51V-Tremont to resolve issue 1).
- Upgrade L-5533 to resolve issue 2).
- Upgrade L-5531, L-5532, L-5535, and L-5541 rating to resolve issue 3). Since the overload of these lines only occurs during contingencies an alternative to uprating these circuits would be the installation of an SPS to curtail IR141 generation, provided that the SPS can be practically designed and NPCC (Northeast Power Coordinating Council) approval can be obtained.
- Install an SVC or D-VAR with a range of -7 Mvar reactive to +15 Mvar capacitive at the 69kV bus at 9W-Tusket to resolve issue 4) and 5). An alternative option would be to install a new 7 Mvar switched reactor, add a new 7.8 Mvar stage 1 switched capacitor bank, and convert the existing 7.2 Mvar capacitor bank to a stage 2 switched capacitor bank, with each unit having its own breaker and protection, at the 69kV bus at 9W-Tusket. The existing capacitor breaker for the 7.2 Mvar may not have the duty cycle required and may need to be upgraded. The switched shunts must be equipped with a controller that can provide the switching sequence and timing required to control the 69kV voltage at 9W-Tusket as per the results of the load flow and dynamic simulations. The reactor and capacitor banks must have interlocks to avoid switching in capacitor banks while the reactor is already energized and vice versa. The capacitor bank switching must be designed to mitigate issues associated with switching a second bank into an already energized bank.
- Relocate L-5533 underfrequency load shedding scheme which is presently at 13V-Gulch to the three 12kV distribution feeders at 77V-Conway to resolve issue 6).
- Install new 10 km of 69kV line from 77V-Conway to IR141 69kV substation to connect IR141 generation to NSPI's power system.
- Install a 69kV breaker substation complete with protection at the POI at 77V-Conway as required by NSPI's system interconnection requirement.
- Install a transfer trip from 13V-Gulch to the new 69kV breaker at the POI substation at 77V-Conway to avoid islanding IR141 generation with the customers from 77V-Conway substation.
- Install control, communication, metering, teleprotection, status, and analogues as required at IR141 and at POI substation to 13V-Gulch substation back to NSPI's SCADA at Ragged Lake Control Centre.

In addition, IR141 requires the following:

- IR141 must have a central voltage controller that can be set to control the 34.5kV or 69kV bus voltage. The voltage set point must be remotely settable by the NSPI System

Operator. All the individual wind turbines must participate in the voltage regulation to the set point.

- IR141 must have ZVRT (Zero Voltage Ride Through) or LVRT (Low Voltage Ride Through with GE option "15% voltage for 625 msecs at the point of interconnection for single and three phase faults").
- The wind turbines were studied with +/-0.95 power factor capability, so IR141 must have a switched capacitor bank connected to the 34.5kV collector bus sufficient to provide the required power factor of +/-0.95 at the 69kV side of the main 34.5kV/69kV transformer at IR141 substation. The SIS has identified a minimum of 6 Mvar size, but this needs to be finalized at the design stage when the actual impedances of the main 34.5kV/69kV transformer and the collector circuits are known.
- The wind turbines must have frequency set points selected to meet NPCC (Northeast Power Coordinating Council) requirement.
- The wind turbines must meet the IEEE Std.519-1992 for harmonic distortion.
- IR141 must be able to provide control, communication, metering, and other items to NSPI's SCADA as required and determined by the Facility Study.

After the addition of IR141 generation, L-5533 (13.19 km of 69kV line from 13V-Gulch to 77V-Conway) exceeds its summer rating under system normal hence it must be upgraded to allow IR141 generation to run at full load. This line needs to be surveyed so that the extent of work required to upgrade it can be determined. Since 77V-Conway is radial load with very limited load transfer capability, the line upgrade will need to be done with the line remains energized. There is some concern about whether this line can be re-conductored live. In the absence of the line survey information at this time, the estimate cost of a line rebuild will be included in the total system upgrade cost estimate. This will need to be confirmed by the Facility Study.

The total length of L-5531, L-5532, L-5535, and L-5541 is approximately 200 km. Since the overload of these lines occurs only during contingencies, to increase the rating of these lines by reconductoring or rebuilding may not be economically practical in this case. Since it is likely that these lines are limited by conductor to ground clearances rather than thermal rating of the conductors, it would be more practical to survey the lines and determine which spans need to be upgraded and thus estimate the cost of upgrading those spans. This option could be pursued by the Facility Study. At this time, since the information is not available, a cost estimate for an SPS is included in the total system upgrade cost estimate.

The cost estimate for installing the SVC at 9W-Tusket is about $3,000,000. Whereas the cost estimate for installing a new 7 Mvar switched reactor, adding a new 7.8 Mvar stage 1 switched capacitor bank, converting the existing 7.2 Mvar capacitor bank to a stage 2 switched capacitor bank, and adding a new controller for switching sequence and timing of these 3 devices is about $1,100,000. This lower cost option is included in the total system upgrade cost estimate.

For the time being, non-binding preliminary cost estimates (in 2008 and excluding applicable taxes) for the above mentioned system upgrades are shown on the table below:

Post_IR141 System Upgrades	**Preliminary Cost Estimate ($ CAN)**
1) Upgrade L-5533 metering equipment at 13V-Gulch. Upgrade L-5531 metering equipment at 13V-Gulch. Upgrade L-5026 metering equipment at 11V-Paradise. Upgrade L-5025 metering equipment at 11V-Paradise and 51V-Tremont	$15,000
2) Upgrade L-5533 rating	$2,902,000
3) Install an SPS to reject IR141 generation for loss of 11V-B51, L-5025, or 51V-B51	$200,000
4) Install a new 7 Mvar switched reactor, add a new 7.8 Mvar stage 1 switched capacitor bank, convert the existing 7.2 Mvar bank to a stage 2 switched capacitor bank, and add a new controller for switching sequence and timing of these devices.	$1,100,000
5) Relocate L-5533 underfrequency load shedding scheme which is presently at 13V-Gulch to the three 12kV distribution feeders at 77V-Conway.	$30,000
6) Build new 10 km of 69kV line from 77V-Conway to IR141	$2,200,000
7) Install a new 69kV POI substation at 77V-Conway including a 69kV circuit breaker and protection	$450,000
8) Install transfer trip from 13V-Gulch to the new 69kV breaker at the POI substation	$40,000
9) Install control, communication, metering, teleprotection, status, and analogues at IR141 and at the POI substation back to NSPI's SCADA at Ragged Lake Control Centre	$400,000
Total	$7,337,000

The Facility Study will determine the final cost estimates.

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1 Introduction

As per the Generator Interconnection Procedure (GIP), the System Impact Study is required for Interconnection Request number 141 (IR141).

IR141 is a proposed wind generating facility with NRIS (Network Resource Interconnection Service) in the Digby area of Nova Scotia.

IR141 substation will be located at an approximate distance of 10 km from NSPI's nearest substation labelled 77V-Conway as can be seen on the attached map:

As per the Interconnection Customer's application, IR141 consists of twenty GE 1.5SLE wind turbines, with each turbine rated at 1.5 MW, for a total of 30 MW generating facility. Electrically, each wind turbine is rated 575Volt, 1.5MVA, with Standard Power Factor of +/-0.95.

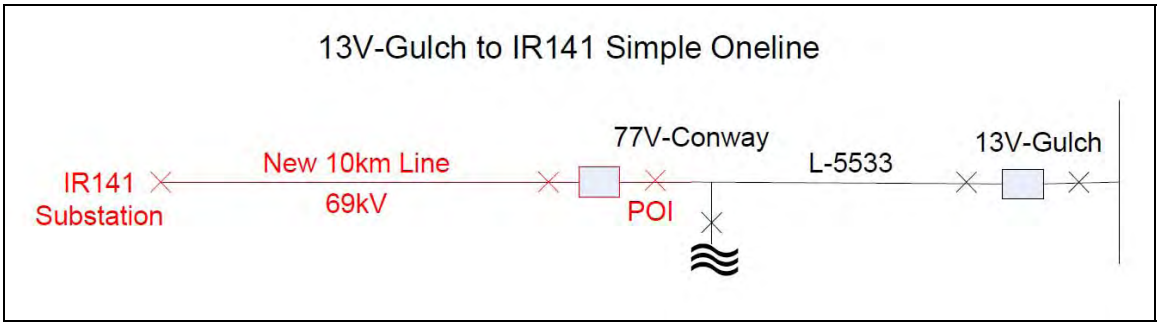
The wind turbine terminal voltages are stepped up to the collector voltage at 34.5kV via individual wind turbine generating transformers rated 575V/34.5kV, 1.75MVA, with 5.75% impedance and X/R ratio of 7.5. These transformers have +/-2 x 2.5% off load tap changers.

The main generator step up transformer is 34.5kV/69kV, rated 20/33MVA, with 7.5% impedance and X/R ratio of 10.2. The transformer has a +/-2 x 2.5% off load tap changer.

The POI will be at the 69kV line tap or bus tap via a new 69kV breaker at the 77V-

Conway substation. The new 69kV line extension from the POI at 77V-Conway substation to the 69kV side of the main 69kV/34.5kV transformer at IR141 facility can be Linnet (336ACSR) conductors.

The simple one line diagram from 77V-Conway substation to the new IR141 69kV substation can be as shown (in red):



2 Scope

The Interconnection System Impact Study (SIS) identifies any new system issues that arise because of IR141 addition. Any system issues that exist prior to IR141 will be pursued by Nova Scotia Power in a separate system planning study.

Specifically, the System Impact Study conducts the following analysis:

- Short Circuit Level and Breaker Rating
- Power Factor
- Power Flow for Overload Limit
- Power Flow for Voltage Limit
- Voltage Flicker
- Stability
- Solution Options

Assessment regarding the impact on Area Control Regulation and Back-Up Power due to the variable output from IR141 generating facility is not in the scope of this SIS.

3 Assumptions

The following assumptions and information are used in the study:

i. The information provided by the Interconnection Customer as mentioned in the Introduction Section 1.
ii. The collector system at IR141 generating facility is not known at this time. It is neither modelled in the Power Flow nor in the Dynamic Simulation.
iii. The dynamic model of the GE 1.5SLE as provided by PTI (Power Technology Incorporated) PSS/E Wind 3.0.1

iv. The information for the GE 1.5SLE generators as published by GE.
v. The 69kV line extension from 77V-Conway substation to IR141 generating facility 69kV substation will consist of 10 km of Linnet (336ACSR) conductors.
vi. The POI will be at the 69kV tap at 77V-Conway.

4 Projects with Higher Queue Positions

As of November 21, 2008, the following IRs have higher Queue Position and have the status indicated.

In Service generation projects

Existing NSPI generation in the province

Wind Generation – 30.6 MW – connected to L-5027

Wind Generation – 14.0 MW – connected to L-5573

Wind Generation – 20.0 MW – distribution connected

Generation projects with a higher Queue position, not yet installed

Wind Generation – IR45 – 30 MW – connected to L-6535

Wind Generation – IR82 – 45 MW – connected to L-5040

Wind Generation – IR84 – 50 MW – connected to L-7004

Wind Generation – IR114 – 60 MW – connected to L-6511

Wind Generation – IR137 – 10 MW – connected to 1C-411

5 Short-Circuit

The three-phase and line-to-ground fault level in MVA at the 69kV bus at the IR141 generating facility under system normal are tabulated below:

IR141 Status	Fault Type	IR141 34.5kV	IR141 69kV
OFF	3-Phase	110	192
	L-G	N/A (Delta)	131
ON	3-Phase	238	275
	L-G	N/A (Delta)	303

The Load Flow analysis shows that line L-5533 (Gulch to Conway) will need to increase its rating. This can be accomplished by doing a line survey and determining what can be done to raise the existing conductor temperature rating. In case the line cannot be upgraded, then changing the existing conductor to 336ACSR will be an option. The fault level indicated above has L-5533 using 336ACSR as it provides a slightly higher fault level than the existing 2/0 ACSR.

NSPI's maximum design short-circuit level for 69 kV substations is 3,500MVA, hence

IR141 facility must be designed for this fault level.

5.1 System Normal Fault Level

The MVA fault levels Pre_IR141 and Post_IR141 for nearby substations are tabulated below:

State	Fault Type	77V Conway	13V Gulch	15V Sissiboo	12V Lequille	81V Anna.	11V Paradi.
Pre IR141	3-Phase	220	344	295	350	319	347
	L-G	156	304	324	377	364	327
Post IR141	3-Phase	316	413	315	379	340	359
	L-G	292	379	342	401	382	334
Post % increase	3-Phase	44%	20%	7%	8%	7%	3%
	L-G	87%	25%	6%	6%	5%	2%

5.2 Breaker Rating Impact

The increased fault levels supplied by IR141 and the new 336ACSR conductor for L-5533 do not exceed the rating of any circuit breaker in nearby substations as can be seen on the table below:

Substation	Lowest Rated Breaker	Breaker Rating in kA	Maximum Fault Level in MVA	Maximum Fault Level in kA	Ratio Rating / Fault Level
77V Conway	No Breaker	N/A	316	2.6	N/A
13V Gulch	13V-511	8.4	413	3.5	2.4
15V Sissiboo	15V-550	8.4	342	2.9	2.9
12V Lequille	12V-501	13.4	401	3.4	4.0
81V Annapolis	81V-501	27.9	382	3.2	8.7
11V Paradise	11V-503	13.4	359	3.0	4.5

The above result shows that there are no breakers required to be changed out due to the increased fault levels.

6 Power Factor

The GIP (Generator Interconnection Procedure) requires IR141 generation facility to provide a power factor of +/-0.95 at the 69kV side of its 69kV/34.5kV generating transformer.

According to the customer's application, the 575V/34.5kV transformer has a fixed tap range of +/-2x2.5% and the 34.5kV/69kV transformer has the same fixed tap range. The GE 1.5 MW wind turbines have a standard power factor of +/-0.95 (30 MW, +/-9.8 Mvar maximum) measured at the generator terminals.

IR141 is modelled with the “Standard” option with +/-0.95 power factor capability. It is found that even at the maximum taps on both transformers, when the 69kV bus voltage at 13V-Gulch falls to 0.95 per unit, IR141 delivers its maximum var output at +0.95 power factor (30 MW & 9.8 Mvar), the power factor at the 69kV bus at IR141 only reaches +0.99 (29.4 MW & 4.5 Mvar) which does not meet the +0.95 requirement:

34.5kV Cap Bank (Mvar)	IR141 MW	IR141 Mvar	IR141 PF	IR141 Term Voltage pu	575V/ 34.5kV Tx Tap	34,5kV / 69kV Tx Tap	13V Voltage pu	69kV IR141 MW	69kV IR141 Mvar	69kV IR141 PF
0	30	9.8	+0.95	0.941	1/1.05	0.95/1	0.95	29.4	4.5	+0.99

Adding a 6 Mvar capacitor bank at 34.5kV bus with IR141 at +0.95 PF (30 MW, 9.8 Mvar) will allow the power factor requirement at the 69kV IR141 to be met +0.95 PF (29.5 MW, 10.4 Mvar):

34.5kV Cap Bank (Mvar)	IR141 MW	IR141 Mvar	IR141 PF	IR141 Term Voltage pu	575V/ 34.5kV Tx Tap	34,5kV /69kV Tx Tap	13V Voltage pu	69kV IR141 MW	69kV IR141 Mvar	69kV IR141 PF
6	30	9.8	+0.95	0.972	1/1.05	0.95/1	0.95	29.5	10.4	+0.95

Resetting the 575V transformer tap to a ratio of 1.0 and the 69kV transformer tap to a ratio of 0.975 will provide better voltage profile and will still meet the power factor requirement:

34.5kV Cap Bank (Mvar)	IR141 MW	IR141 Mvar	IR141 PF	IR141 Term Voltage pu	575V/ 34.5kV Tx Tap	34,5kV /69kV Tx Tap	13V Voltage pu	69kV IR141 MW	69kV IR141 Mvar	69kV IR141 PF
6	30	9.8	+0.95	1.047	1/1	0.975/ 1	0.95	29.4	10.9	+0.95

Raising 13V-Gulch voltage to 1.05 per unit will cause IR141 to absorb the maximum Mvar at its lowest power factor of -0.95 (30 MW, -9.8 Mvar), but the power factor at the 69kV IR141 is -0.96 (29.5 MW, -8.5 Mvar) which does not meet the requirement as can be seen below:

34.5kV Cap Bank (Mvar)	IR141 MW	IR141 Mvar	IR141 PF	IR141 Term Voltage pu	575V/ 34.5kV Tx Tap	34,5kV /69kV Tx Tap	13V Voltage pu	69kV IR141 MW	69kV IR141 Mvar	69kV IR141 PF
6	30	-9.8	-0.95	0.997	1/1	0.975/ 1	1.05	29.5	-8.5	-0.96

Disconnecting the 6 Mvar capacitor bank at the 34.5kV bus under this scenario will allow the power factor at the 69kV IR141 to be met (29.5 MW, -10 Mvar):

34.5kV Cap Bank (Mvar)	IR141 MW	IR141 Mvar	IR141 PF	IR141 Term Voltage pu	575V/ 34.5kV Tx Tap	34,5kV /69kV Tx Tap	13V Voltage pu	69kV IR141 MW	69kV IR141 Mvar	69kV IR141 PF
0	30	-5.1	-0.99	0.997	1/1	0.975/ 1	1.05	29.5	-10.0	-0.95

In order to meet the power factor requirement at the 69kV side of the 69kV/34.5kV transformer at IR141, the analysis identifies that, as a minimum, 6 Mvar capacitor compensation will be required at the 34.5kV bus. The exact size of this switched capacitor bank will be determined at the design stage once the exact impedances of the 34.5kV/69kV and the design of the collector circuits are known. The fault level at the collector 34.5kV bus with IR141 on is 238MVA which can accommodate this capacitor bank size.

7 Steady State Load Flow

The steady state load flow includes the following 24 contingencies:

Order	Contingency	From Substation	To Substation
1	L5026	GULCH	PARADISE
2	L5531	GULCH	SISSIBOO
3	L5532	GULCH	BIG FALL
4	L5535	SISSIBOO	TUSKET
5	9W-T63/L6024	TUSKET 69	MILTON 138
6	9W-T2/L6021	TUSKET 69	MILTON 138
7	13V_B51	GULCH	GULCH
8	9W_B53	TUSKET 69	TUSKET 69
9	9W_B52	TUSKET 69	TUSKET 69
10	9W_B53&B52	TUSKET 69	TUSKET 69
11	L5025	PARADISE	TREMONT
12	51V_B51	TREMONT	TREMONT
13	L5053	MICHELIN	TREMONT
14	L6013	CANAAN RD	TREMONT
15	43V_B61	CANAAN RD 138	CANAAN RD 138
16	43V_B62	CANAAN RD 138	CANAAN RD 138
17	43V_B51	CANAAN RD 69	CANAAN RD 69
18	15V_B51	SISSIBOO	SISSIBOO
19	11V_B51	PARADISE	PARADISE
20	L6012	CANAAN RD	ST CROIX
21	L6004	CANAAN RD	SACKVILLE
22	43V-T61	CANAAN RD 138	CANAAN RD 69
23	43V-T62	CANAAN RD 138	CANAAN RD 69
24	L5541	MILTON	BIG FALL

The following base cases will be used for the load flow analysis:

- The winter peak case has all hydro and wind generation running in the Valley and South Shore, including the Annapolis Tidal plant and Tusket Combustion at full output. For this base case, all elements are within acceptable thermal ratings under system normal and the above contingencies.
- The summer peak case has the following units off line: Lequille hydro, Weymouth hydro unit 2, and Tusket Combustion Turbine. For this base case, all elements are within acceptable thermal ratings under system normal and the

above contingencies.

- The light load case has Weymouth hydro unit 1 and Sissiboo hydro off line. For this base case, all elements are within acceptable thermal ratings under system normal and the above contingencies.

After the addition of IR141, the load flow shows a number of new issues:

1) Overload L-5533 (112% of summer rating) under system normal
2) Overload L-5531 (145%), L-5532 (129%), L-5535 (157%), and L-5541 (115%) for the following contingencies:
    - Loss of 11V-B51 in light load and summer peak
    - Loss of L-5025 in light load and summer peak
    - Loss of 51V-B51 at Tremont in light load and summer peak
3) Undervoltage violation (below 0.9 per unit voltage) at a number of 69kV substations near 9W-Tusket for the following contingencies:
    - Loss of 51V-B51 at Tremont in light load
    - Loss of 9W-T63 at Tusket in summer peak
    - Loss of L-6024 in summer peak
4) Overvoltage violation (above 1.1 per unit voltage) at 9W-Tusket and 106W-Pubnico for the following contingencies:
    - Loss of L-5535 in light load
    - Loss of 15V-B51 at Sissiboo in light load
5) Exceed metering rating on the following lines:
    - L-5533 at 13V-Gulch in system normal
    - L-5531 at 13V-Gulch in light load and summer peak
    - L-5026 at 11V-Paradise in light load and summer peak
    - L-5025 at 11V-Paradise and 51V-Tremont in light load system normal
6) Overload L-5535 (120%) for loss of L-5541 in light load

According to NSPI's present records:

- L-5533, L-5531, L-5532, and L-5535 are rated 23MVA summer and 34MVA winter, whereas L-5541 is rated 31MVA summer and 45MVA winter.
- L-5533 and L-5531 metering at 13V-Gulch is rated 18MVA. L-5026 metering at 11V-Paradise is rated 36MVA. L-5025 metering is rated 36MVA at 11V-Paradise and 51V-Tremont. Whereas, L-5025 and L-5026 themselves are rated 81MVA summer and 101MVA winter.

The Pre_IR141 load flow results show that none of these issues exists prior to IR141 as can be seen on Appendix_1.

The Post_IR141 issues 1), 2), 3), and 4) can be seen on the load flow displays in Appendix_2.

Issue 5) is derived from the flow on the lines versus the metering ratings on these lines.

This issue can be resolved by upgrading the rating of the metering on these lines at these locations.

Issue 6) will resolve itself since for this contingency, local generation at Big Fall is expected to trip on overvoltage and line L-5535 overload will return to an acceptable level.

Issue 1) can be resolved by upgrading L-5533 (preferably to full IR141 rating to allow IR141 generation to remain on line for loss of 77V-Conway load).

Issue 2) can be resolved by upgrading the overloaded lines or installing an SPS to reject IR141 generation for these contingencies.

Issue 3) and 4) can be resolved by installing an SVC that can provide -7 Mvar reactive to +15 Mvar capacitive at the 69kV bus at 9W-Tusket. This resolves any voltage violation for the related contingencies as can be seen on Appendix_3.

An alternative option would be to install a new 7 Mvar switched reactor, add a new 7.8 Mvar stage 1 switched capacitor bank, and convert the existing 7.2 Mvar to a stage 2 switched capacitor bank, with each unit having its own breaker and protection, at the 69kV bus at 9W-Tusket. The existing capacitor breaker for the 7.2 Mvar may not have the duty cycle required and may need to be upgraded. This resolves any voltage violation for the related contingencies as can be seen on Appendix_4.

More details are discussed in the Stability Analysis Section 10 and in the Summary Section 12 of this report.

8 Voltage Control

IR141 must be equipped with a central voltage controller that can be set to control the 34.5kV or 69kV bus voltage. The voltage set point must be settable by the NSPI System Operator remotely. All the individual wind turbines must participate in the voltage regulation to the set point.

The voltage step change at the nearest substation with customers (77V-Conway substation) with IR141 OFF and ON is tabulated below:

Voltage at 77V-Conway in per unit			
Base Case	Winter Peak	Summer Peak	Light Load
IR141 OFF	0.993	1.025	1.030
IR141 ON	1.040	1.044	1.043
% Change	4.7%	1.9%	1.3%

The voltage step change for Summer Peak and Light Load is below 2.5% which is acceptable. The voltage step change for Winter Peak exceeds 2.5%, so the ramp rate of IR141 generation should be set to coordinate with NSPI’s voltage control devices.

With the 575V/34.5kV transformers at tap ratio of 1/1 and the main 34.5kV/69kV transformer at tap 0.975/1, as the voltage at 13V-Gulch swings from 0.9 per unit to 1.1 per unit, the voltage at the machine terminal remains within its operating range, hence the given taps are appropriate.

13V-Gulch Voltage in per unit	IR141 Terminal Voltage in per unit
0.90	0.97
0.95	1.01
1.00	1.01
1.05	1.00
1.10	1.01

9 Voltage Flicker

The voltage flicker calculations using IEC Standard 61400-21 based on GE published values for the GE 1.5 MW machines are shown on the table below:

System Condition	At 34.5kV Collector			At 69kV High Side		
	Pst=Plt Continuous Operation	Pst Switching Operation	Plt Switching Operation	Pst=Plt Continuous Operation	Pst Switching Operation	Plt Switching Operation
Normal	0.152	0.030	0.029	0.093	0.018	0.018
L-5026 Out	0.152	0.030	0.029	0.095	0.019	0.018
L-5531 Out	0.148	0.030	0.028	0.096	0.020	0.018
L-5532 Out	0.144	0.029	0.027	0.077	0.015	0.014

The calculations are based on the existing 2/0ACSR conductor for L-5533 (Gulch to Conway) which gives a slightly higher voltage flicker level than 336ACSR.

The voltage flicker levels are well below NSPI's required limit of 0.25 for Pst and 0.35 for Plt at the 69kV high side of the 34.5kV/69kV. Hence it is not anticipated that voltage flicker will be an issue based on the information provided on the GE 1.5 MW wind turbines. If after the installation of IR141, voltage flicker becomes an issue for the local customers and if it is proven that IR141 is the cause of the voltage flicker then IR141 will be required to mitigate the issue.

10 Stability Analysis

The following 23 contingencies are conducted for stability:

Element Faulted	Fault Type	Location
L-5025	3-Phase	11V-Paradise
L-5026	3-Phase	13V-Gulch
L-5026	3-Phase	11V-Paradise
L-5026	L-G	11V-Paradise

L-5026	L-G	13V-Gulch
L-5531	3-Phase	13V-Gulch
L-5532	3-Phase	13V-Gulch
L-5533	3-Phase	13V-Gulch
L-5535	3-Phase	15V-Sissiboo
L-6021	3-Phase	9W-Tusket
L-6021	L-G	50W-Milton
L-6021	L-G	9W-Tusket
L-6024	3-Phase	9W-Tusket
L-6024	L-G	9W-Tusket
L-6024	L-G	50W-Milton
11V-504	L-G & 11V-504 fails	11V-Paradise
11V-B51	3-Phase	11V-Paradise
13V-511	L-G & 13V-511 fails	13V-Gulch
13V-B51	3-Phase	13V-Gulch
15V-511	L-G & 15V-511 fails	15V-Sissiboo
15V-B51	3-Phase	15V-Sissiboo
51V-B51	3-Phase	51V-Tremont
9W-500	L-G & 9W-500 fails	9W-Tusket

In the course of the study, it was found that, prior to IR141, the existing protection at 13V-Gulch, 15V-Sissiboo, and 11V-Paradise needs to provide faster fault clearing time for the benefit of the existing local power system. NSPI will pursue this issue in a separate system planning study, but for the time being, the dynamic simulations will use the faster fault clearing time.

With the SVC modelled at the 69kV bus at 9W-Tusket, the simulations show that the system is stable and well damped for all the contingencies considered for light load, summer peak, and winter peak as can be seen on Appendix_5.

With a combination of switched shunts (7 Mvar reactor, 7.8 Mvar stage 1 capacitor bank, and 7.2 Mvar stage 2 capacitor bank) modelled at the 69kV bus at 9W-Tusket, the simulations show that the system remains stable and well damped for all the contingencies considered. The results of the simulations are shown on Appendix_6.

The voltage set points and time delay will need to be finalized at the design or commissioning stage. For this initial analysis, the low voltage threshold set point is 1.03 per unit and the high voltage threshold set point is 1.075 per unit. The time delay for the reactor and stage 1 capacitor bank should be about 1 second and for the stage 2 capacitor bank should be about 2 seconds.

11 Off Frequency Operation

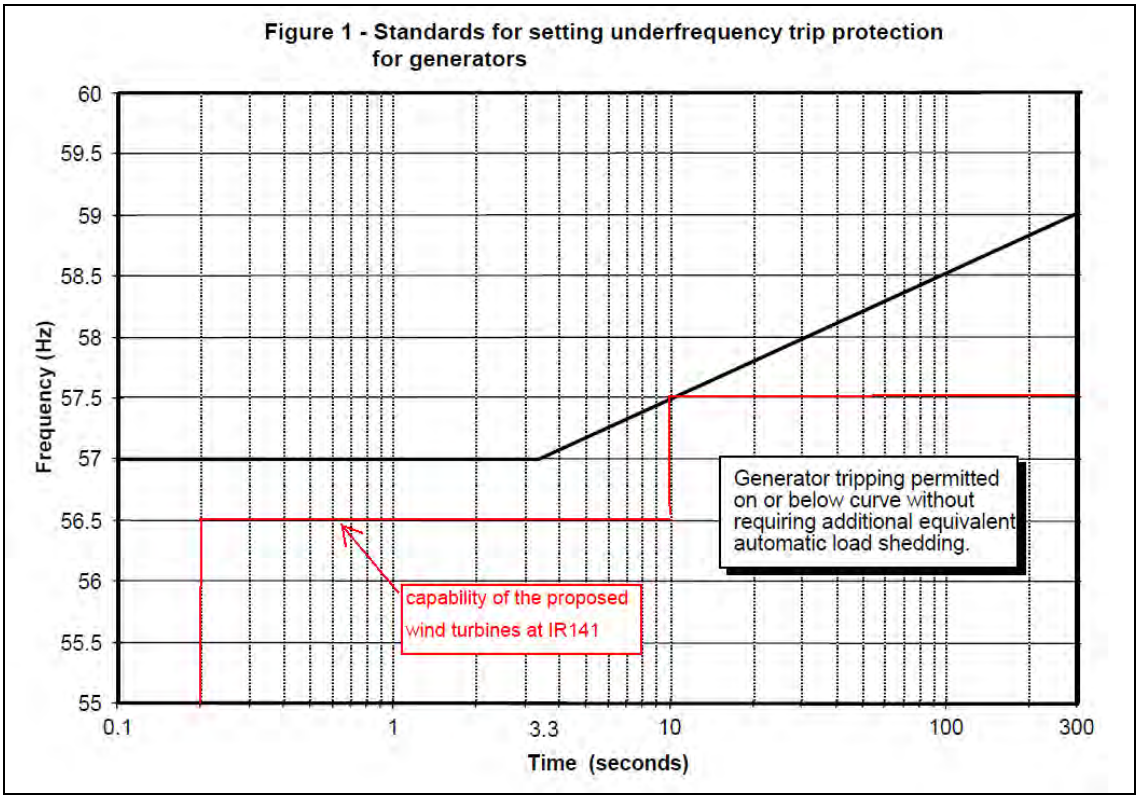
Nova Scotia is connected to the rest of North American grid by a 345kV line L-8001 and two 138kV lines L-6535 and L-6536 to New Brunswick. For an import of 300 MW into

Nova Scotia, if L-8001 trips for any reason, an SPS will cross-trip L-6513 at 67N-Onslow. Under this scenario, Nova Scotia will become an electrical island and experience under-frequency. IR141 generation is required to remain on line and not trip under this scenario. Other contingencies in New Brunswick and New England can also result in an under-frequency islanded situation in Nova Scotia.

The dynamic simulation uses Summer Peak with 300 MW import from New Brunswick to Nova Scotia. A three phase fault is applied to L-8001 causing L-8001 and L-6513 both to trip. The simulation shows that Nova Scotia sheds load as per the underfrequency load shedding program, the system frequency stabilizes and successfully forms an island, during that time, IR141 remains on line as required.

The simulation results are shown on Appendix_7.

It is required that IR141 underfrequency set points must be set below Figure 1 of NPCC Directory 2 document. The information provided by the manufacturer of the proposed wind turbines for IR141 generating facility shows that these wind turbines have the capability to meet this requirement as can be seen on the attached graph showing Figure1 of NPCC Directory 2 and the capability of the proposed wind turbines for IR141:



At the present, if the system experiences an underfrequency condition that triggers the underfrequency load shedding program, it will trip L-5533 at 13V-Gulch as per this program. IR141 generation must stay on line to ride through this system condition, hence L-5533 underfrequency load shedding scheme at 13V-Gulch will need to be relocated to 77V-Conway substation. This can be accomplished by replacing the three existing 12kV

recloser controls at 77V-Conway with new electronic recloser controls that can provide the underfrequency load shedding capability.

12 Summary

Post_IR141 analysis shows the following:

- The increased fault levels do not exceed any existing breaker rating.
- The calculated voltage flicker does not exceed NSPI's voltage flicker limit.
- Dynamic simulation shows that IR141 generation will remain on line during the off frequency when Nova Scotia is suddenly islanded from New Brunswick.

Also the System Impact Study finds the following system issues due to the addition of IR141:

1. Exceed metering rating on lines:
   a. L-5533 at 13V-Gulch
   b. L-5531 at 13V-Gulch
   c. L-5026 at 11V-Paradise
   d. L-5025 at 11V-Paradise and 51V-Tremont
2. Overload L-5533 (112% of summer rating) under system normal.
3. Exceed summer rating of L-5531 (145%), L-5532 (129%), L-5535 (157%), and L-5541 (115%) for the following contingencies:
   a. Loss of 11V-B51 at Paradise
   b. Loss of L-5025
   c. Loss of 51V-B51 at Tremont
4. Undervoltage violation at a number of 69kV substations near 9W-Tusket for the following contingencies:
   a. Loss of 51V-B51 at Tremont
   b. Loss of 9W-T63 at Tusket
   c. Loss of L-6024
5. Overvoltage violation at 9W-Tusket and 106W-Pubnico for the following contingencies:
   a. Loss of L-5535
   b. Loss of 15V-B51 at Sissiboo
6. L-5533 underfrequency load shedding scheme at 13V-Gulch will need to be relocated to 77V-Conway substation to avoid tripping L-5533 and hence IR141 generation during underfrequency system condition.
7. The wind turbines with power factor of +/-0.95 do not provide sufficient vars to meet +/-0.95 power factor at the high voltage side of the main 34.5kV/69kV transformer at IR141 generating facility. The SIS identifies a minimum of 6 Mvar switched capacitor bank will be required. The size of this capacitor bank will need to be confirmed and finalized at the design stage when the collector circuit design is available and the actual impedances of the main 34.5kV/69kV are known.

Issue 1) can be resolved by upgrading the metering rating of these lines at the indicated line terminals.

Issue 2) can be resolved by upgrading L-5533 (preferably to full IR141 rating to allow IR141 generation to remain on line for loss of 77V-Conway load).

Issue 3) can be resolved by upgrading the overloaded lines or installing an SPS to reject IR141 generation for these contingencies.

Issue 4) and 5) can be resolved by installing an SVC that can provide -7 Mvar reactive to +15 Mvar capacitive at the 69kV bus at 9W-Tusket. An alternative option would be to install a new 7 Mvar switched reactor, add a new 7.8 Mvar stage 1 switched capacitor bank, and convert the existing 7.2 Mvar capacitor bank to a stage 2 switched capacitor bank, with each unit having its own breaker and protection, at the 69kV bus at 9W-Tusket. The existing capacitor breaker for the 7.2 Mvar may not have the duty cycle required and may need to be upgraded. The switched shunts must be equipped with a controller that can provide the switching sequence and timing required to control the 69kV voltage at 9W-Tusket as per the results of the load flow and dynamic simulations. The reactor and capacitor banks must have interlocks to avoid switching in capacitor banks while the reactor is already energized and vice versa. The capacitor bank switching must be designed to mitigate issues associated with switching a second bank into an already energized bank.

Issue 6) can resolved by replacing the existing recloser controls on the three 12kV reclosers at 77V-Conway with new electronic controls which have underfrequency load shedding options included. The other 25kV recloser at 77V-Conway is not applicable as it connects to an existing generation source.

Issue 7) will require IR141 generating facility to install the correct size of a switched capacitor bank at the 34.5kV bus.

13 Facilities Required for Interconnection

The System Impact Study identifies the requirement for the following system upgrades:

- Upgrade metering rating on L-5533 and L-5531 at 13V-Gulch, L-5026 at 11V-Parsdise, and L-5025 at 11V-Paradise and 51V-Tremont to resolve issue 1).
- Upgrade L-5533 to resolve issue 2).
- Upgrade L-5531, L-5532, L-5535, and L-5541 rating to resolve issue 3). Since the overload of these lines only occurs during contingencies an alternative to uprating these circuits would be the installation of an SPS to curtail IR141 generation, provided that the SPS can be practically designed and NPCC (Northeast Power Coordinating Council) approval can be obtained.
- Install an SVC or D-VAR with a range of -7 Mvar reactive to +15 Mvar capacitive at the 69kV bus at 9W-Tusket to resolve issue 4) and 5). An alternative option would be to install a new 7 Mvar switched reactor, add a new 7.8 Mvar stage 1 switched capacitor bank, and convert the existing 7.2 Mvar capacitor bank to a stage 2 switched capacitor bank, with each unit having its own breaker and

protection, at the 69kV bus at 9W-Tusket. The existing capacitor breaker for the 7.2 Mvar may not have the duty cycle required and may need to be upgraded. The switched shunts must be equipped with a controller that can provide the switching sequence and timing required to control the 69kV voltage at 9W-Tusket as per the results of the load flow and dynamic simulations. The reactor and capacitor banks must have interlocks to avoid switching in capacitor banks while the reactor is already energized and vice versa. The capacitor bank switching must be designed to mitigate issues associated with switching a second bank into an already energized bank.

- Relocate L-5533 underfrequency load shedding scheme which is presently at 13V-Gulch to the three 12kV distribution feeders at 77V-Conway to resolve issue 6).
- Build 10 km of new 69kV line from 77V-Conway to IR141 69kV substation to connect IR141 generation to NSPI's power system.
- Install a 69kV breaker substation complete with protection at the POI at 77V-Conway as required by NSPI's system interconnection requirement.
- Install a transfer trip from 13V-Gulch to the new 69kV breaker at the POI substation at 77V-Conway to avoid islanding IR141 generation with the customers from 77V-Conway substation.
- Install control, communication, metering, teleprotection, status, and analogues as required at IR141 and at POI substation to 13V-Gulch substation back to NSPI's SCADA at Ragged Lake Control Centre.

In addition, IR141 requires the following:

- IR141 must have a central voltage controller that can be set to control the 34.5kV or 69kV bus voltage. The voltage set point must be remotely settable by the NSPI System Operator. All the individual wind turbines must participate in the voltage regulation to the set point.
- IR141 must have ZVRT (Zero Voltage Ride Through) or LVRT (Low Voltage Ride Through with GE option "15% voltage for 625msecs at the point of interconnection for single and three phase faults").
- The wind turbines were studied with +/-0.95 power factor capability, so IR141 must have a switched capacitor bank connected to the 34.5kV collector bus sufficient to provide the required power factor of +/-0.95 at the 69kV side of the main 34.5kV/69kV transformer at IR141 substation. The SIS has identified a minimum of 6 Mvar size, but this needs to be finalized at the design stage when the actual impedances of the main 34.5kV/69kV transformer and the collector circuits are known.
- The wind turbines must have frequency set points selected to meet NPCC (Northeast Power Coordinating Council) requirement.
- The wind turbines must meet the IEEE Std.519-1992 for harmonic distortion.
- IR141 must be able to provide control, communication, metering, and other items to NSPI's SCADA as required and determined by the Facility Study.

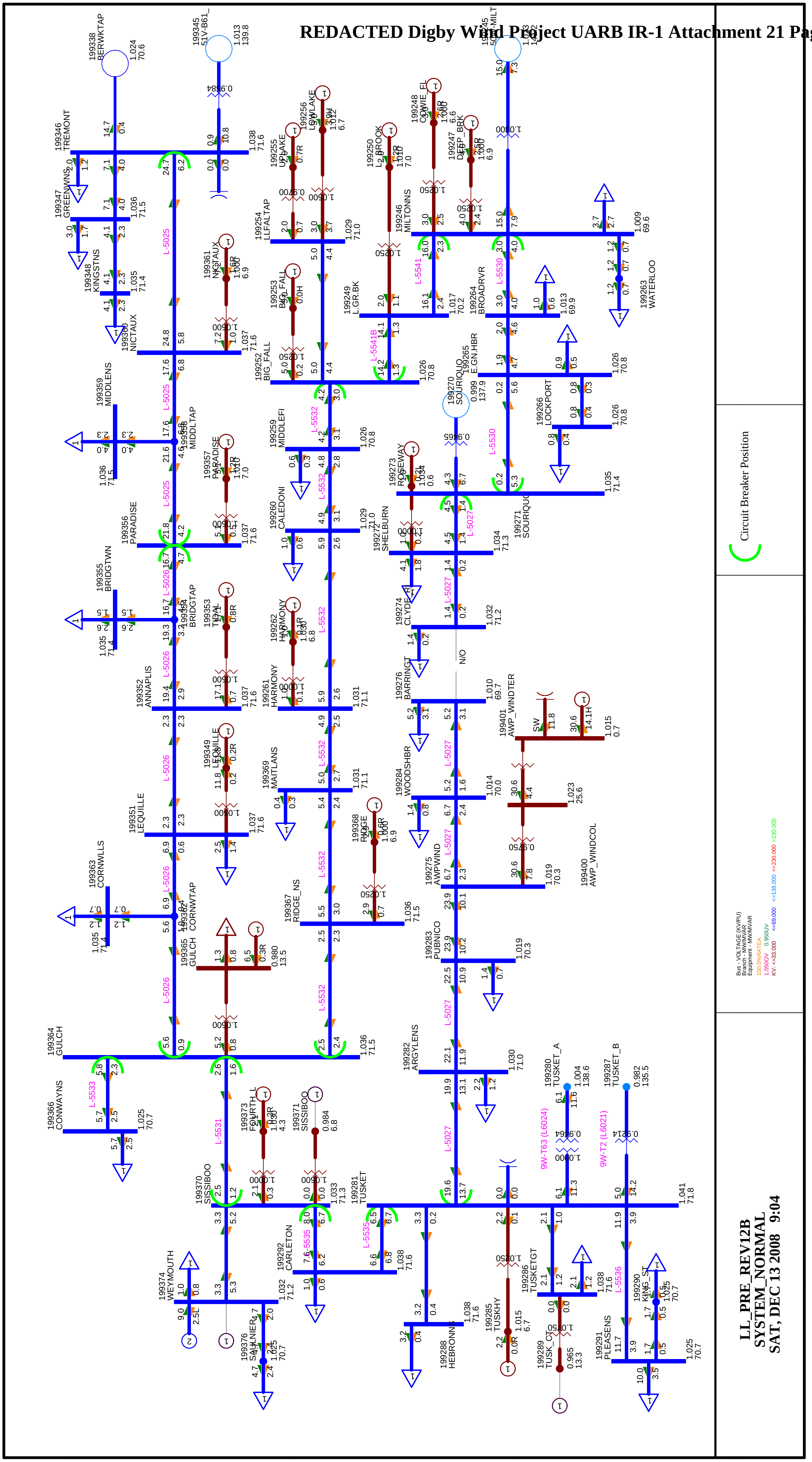
14 Cost Estimate for System Upgrades

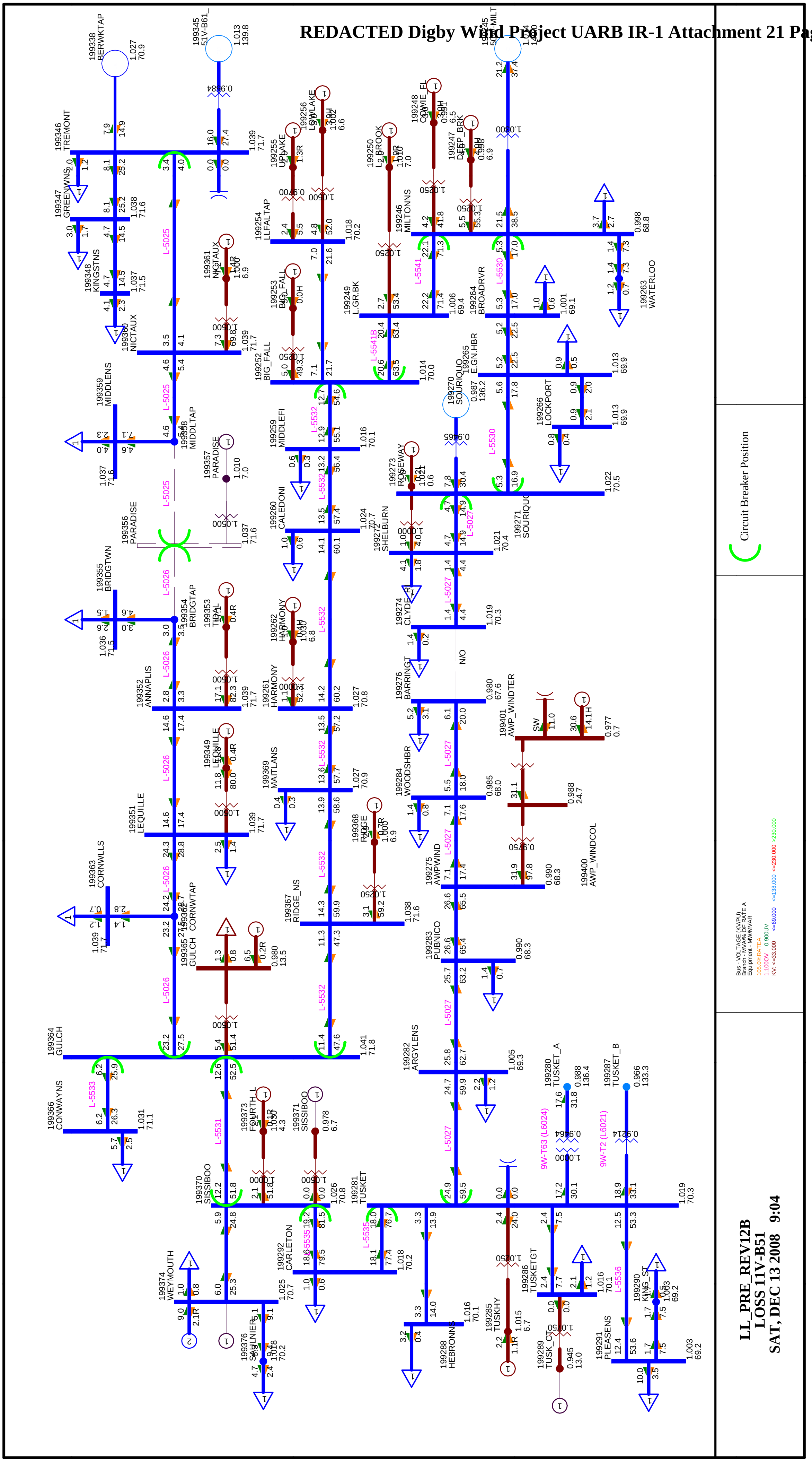
Non-binding preliminary cost estimates (in 2008 and excluding applicable taxes) for the above mentioned system upgrades are shown on the table below:

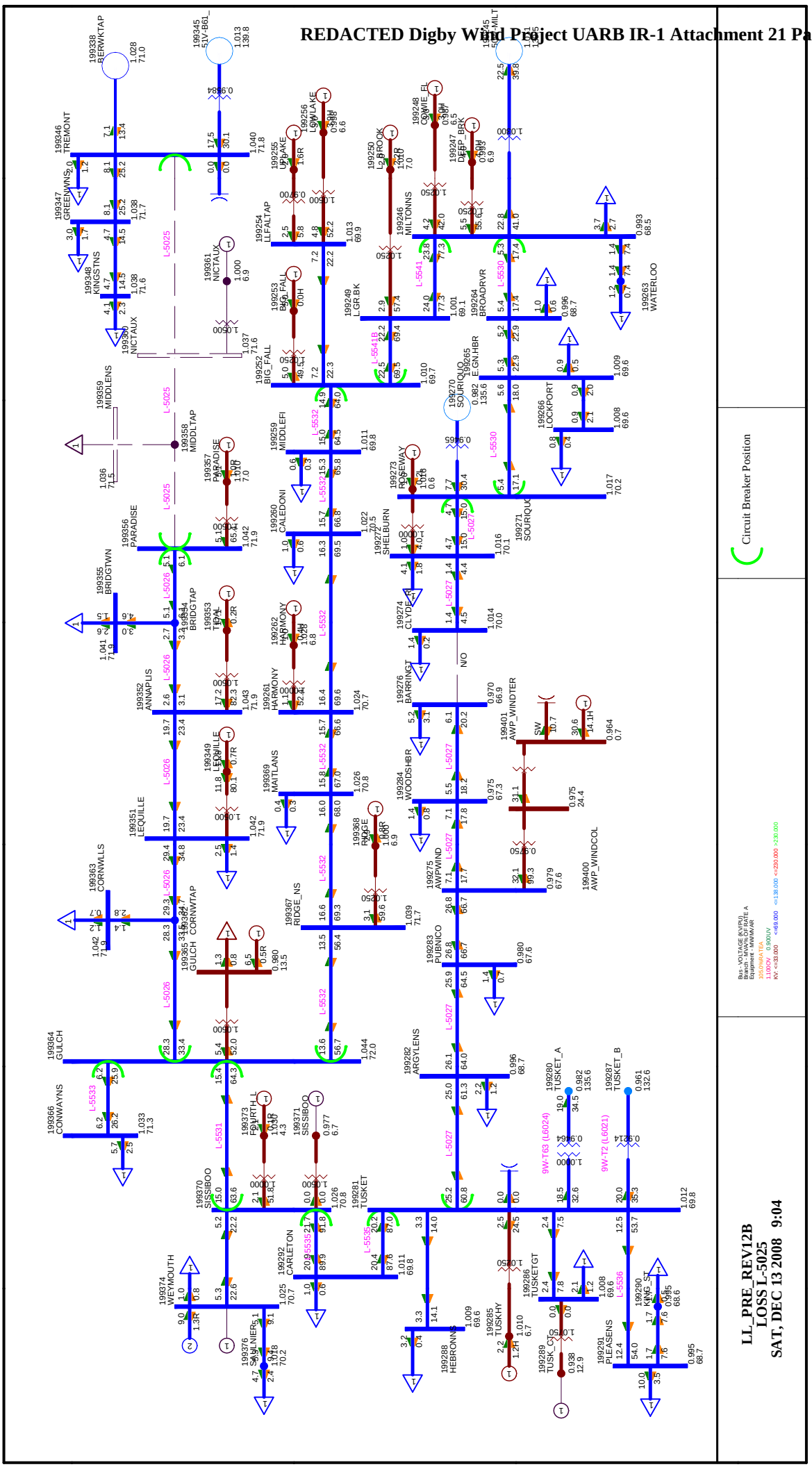
Post_IR141 System Upgrades	Preliminary Cost Estimate ($ CAN)
1) Upgrade L-5533 metering equipment at 13V-Gulch. Upgrade L-5531 metering equipment at 13V-Gulch. Upgrade L-5026 metering equipment at 11V-Paradise. Upgrade L-5025 metering equipment at 11V-Paradise and 51V-Tremont.	$15,000
2) Upgrade L-5533 rating.	$2,902,000
3) Install an SPS to reject IR141 generation for loss of 11V-B51, L-5025, or 51V-B51.	$200,000
4) Install a new 7 Mvar switched reactor, a new 7.8 Mvar stage 1 switched capacitor bank, convert the existing 7.2 Mvar bank to a stage 2 switched capacitor bank, and a controller for switching sequence and timing of these devices.	$1,100,000
5) Relocate L-5533 underfrequency load shedding scheme which is presently at 13V-Gulch to the three 12kV distribution feeders at 77V-Conway.	$30,000
6) Build new 10 km of 69kV line from 77V-Conway to IR141.	$2,200,000
7) Install a new 69kV POI substation at 77V-Conway including a 69kV circuit breaker and protection.	$450,000
8) Install transfer trip from 13V-Gulch to the new 69kV breaker at the POI substation.	$40,000
9) Install control, communication, metering, teleprotection, status, and analogues at IR141 and at the POI substation back to NSPI's SCADA at Ragged Lake Control Centre.	$400,000
Total	$7,337,000

The Facility Study will determine the final cost estimates.

15 Appendix_1 Pre_IR141 Load Flow


LL_PRE_REV12B
SYSTEM_NORMAL
SAT, DEC 13 2008 9:04
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MW/MVAR
Equipment - MW/MVAR
100.0%RATEA
1.050OV 0.950UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199284 WOODSHBR
199276 BARRINGT
199274 CLYDE_RI
199272 SHELBURN
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199264 BROADRVR
199263 WATERLOO
199246 MILTONNS
199245 50N-MILT
199247 DEEP_BRK
199248 COWIE_FL
199250 L_BROOK
199249 L.GR.BK
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
N/O


LL_PRE_REV12B
LOSS 11V-B51
SAT, DEC 13 2008 9:04
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199246 MILTONNS
199248 COWIE_FL
199247 DEEP_BRK
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5531
L-5533
L-5535
L-5532
L-5541
L-5541B
L-5530
L-5027
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O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SAT, DEC 13 2008 9:04
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199345 51V-861_
199346 TREMONT
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199300 NICTAUX
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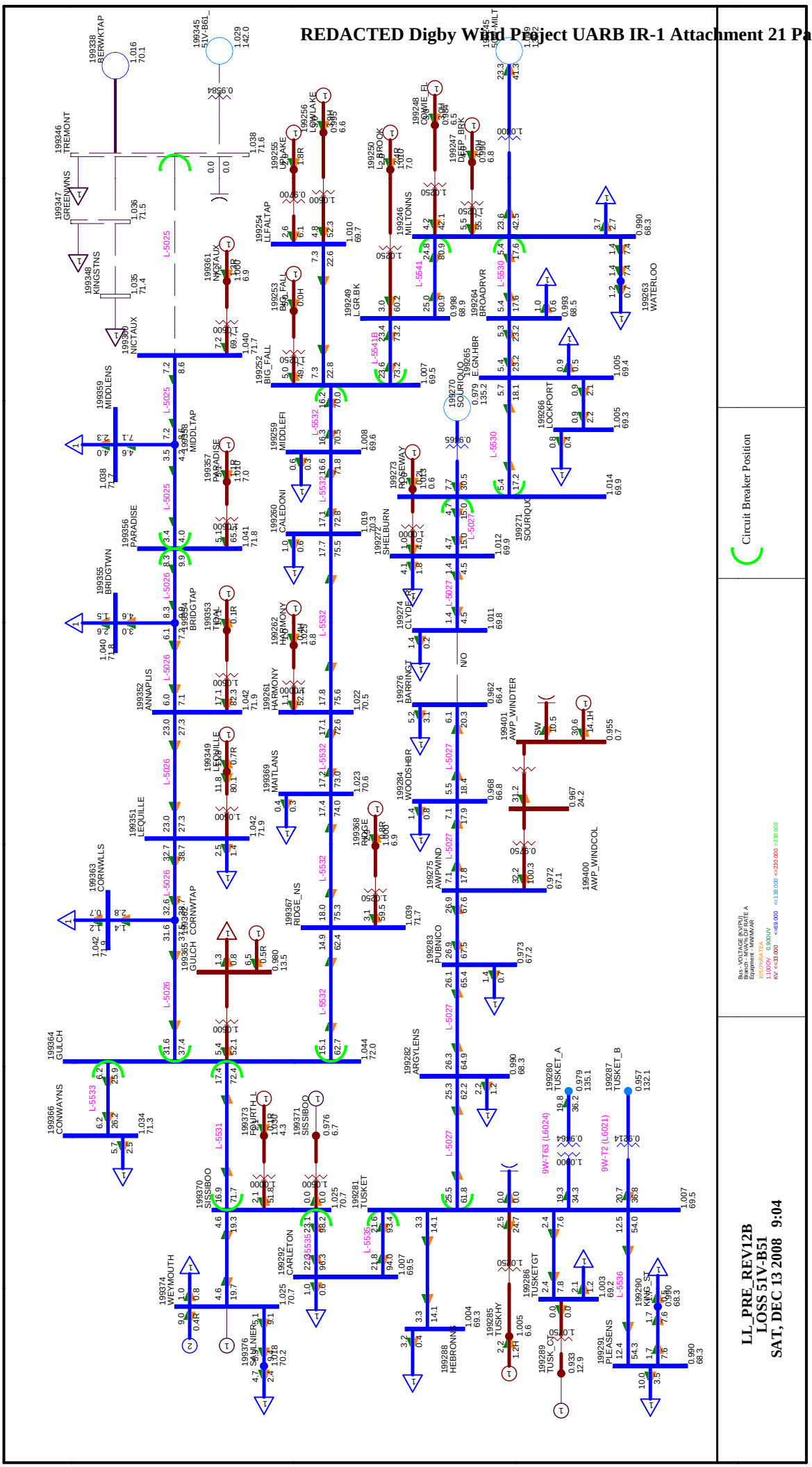
199253 BIG FALL
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199250 LgBROOK
199248 COWIE FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199245 51V-MILT
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199252 BIG_FALL
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199357 PARADISE
199356 PARADISE
199259 MIDDLEFI
199273 RIVERWAY
199260 CALEDONI
199272 SHELBURN
199271 SOURIQUO
199355 BRIDGTWN
199354 BRIDGTAP
199353 TAP1
199262 HARMONY
199274 CLYDE_RI
199352 ANNAPLIS
199261 HARMONY
199276 BARRINGT
199401 AWP_WINDTER
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199351 LEQUILLE
199368 RIDGE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199365 CORNWTAP
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199280 TUSKET_A
199287 TUSKET_B
199370 SISSIBOO
199281 TUSKET
199374 WEYMOUTH
199292 CARLETON
199286 TUSKETGT
199290 KINGS_ST
199376 SAULNIER
199285 TUSKHY
199289 TUSK_CT
199291 PLEASENS
199288 HEBRONNS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWAWAR
100MVA TEA
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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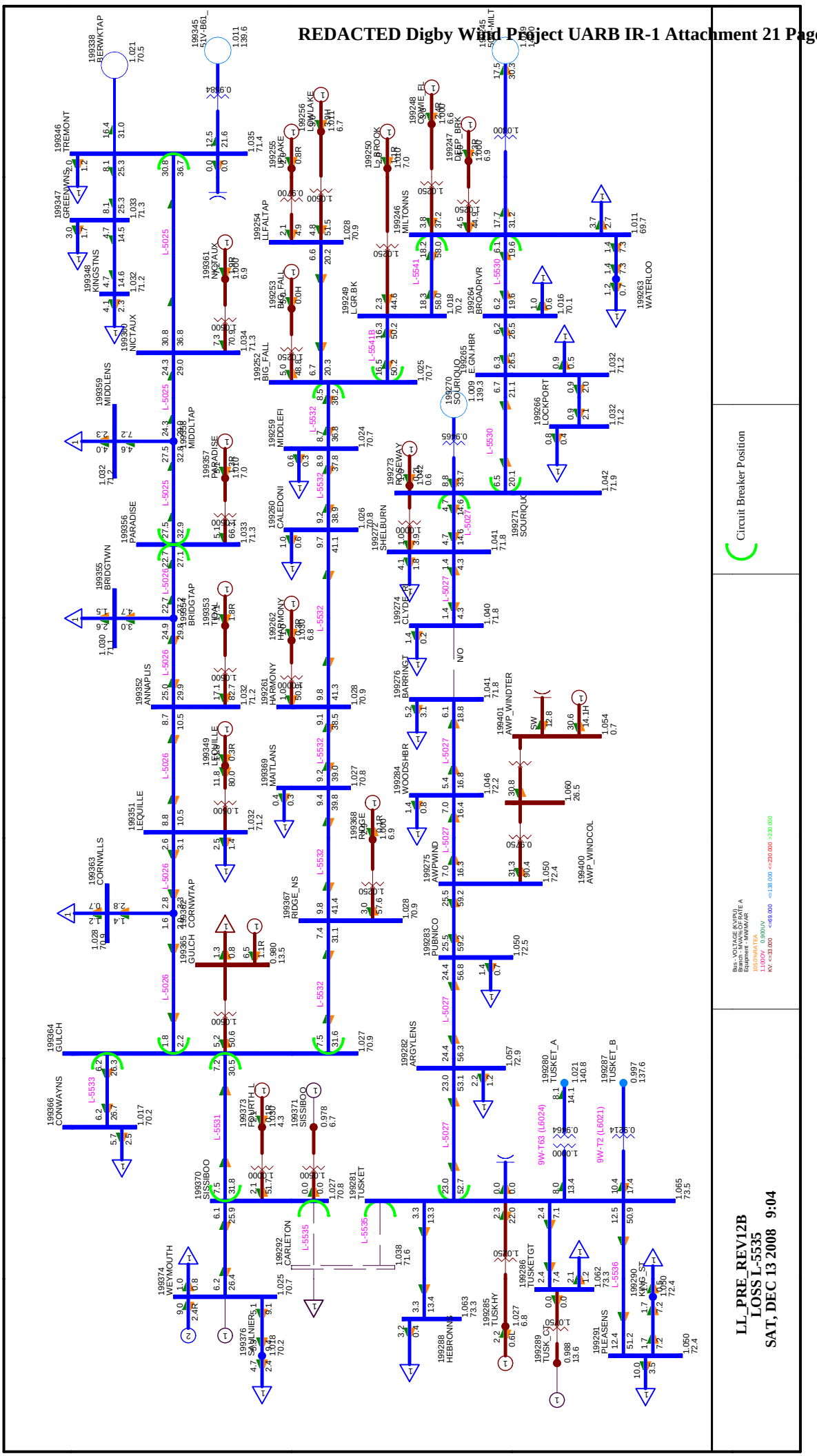
SAT, DEC 13 2008 9:04
Circuit Breaker Position
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199345 51V-MILT
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199248 COWIE_FL
199247 DEEP_BRK
199250 LgBROOK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199273 RIGBY WAY
199271 SOURIQUO
199355 BRIDGTWN
199353 BRIDGTAP
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199272 SHELBURN
199274 CLYDE_RI
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RAGGE
199276 BARRINGT
199401 AWP_WINDTER
199284 WOODSHBR
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199365 CORNWTAP
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199280 TUSKET_A
199287 TUSKET_B
199281 TUSKET
199292 CARLETON
199374 WEYMOUTH
199376 SALMONIER
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
L-5531
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MW/MVAR
1.050/V 0.950/V
1.100/V 0.900/UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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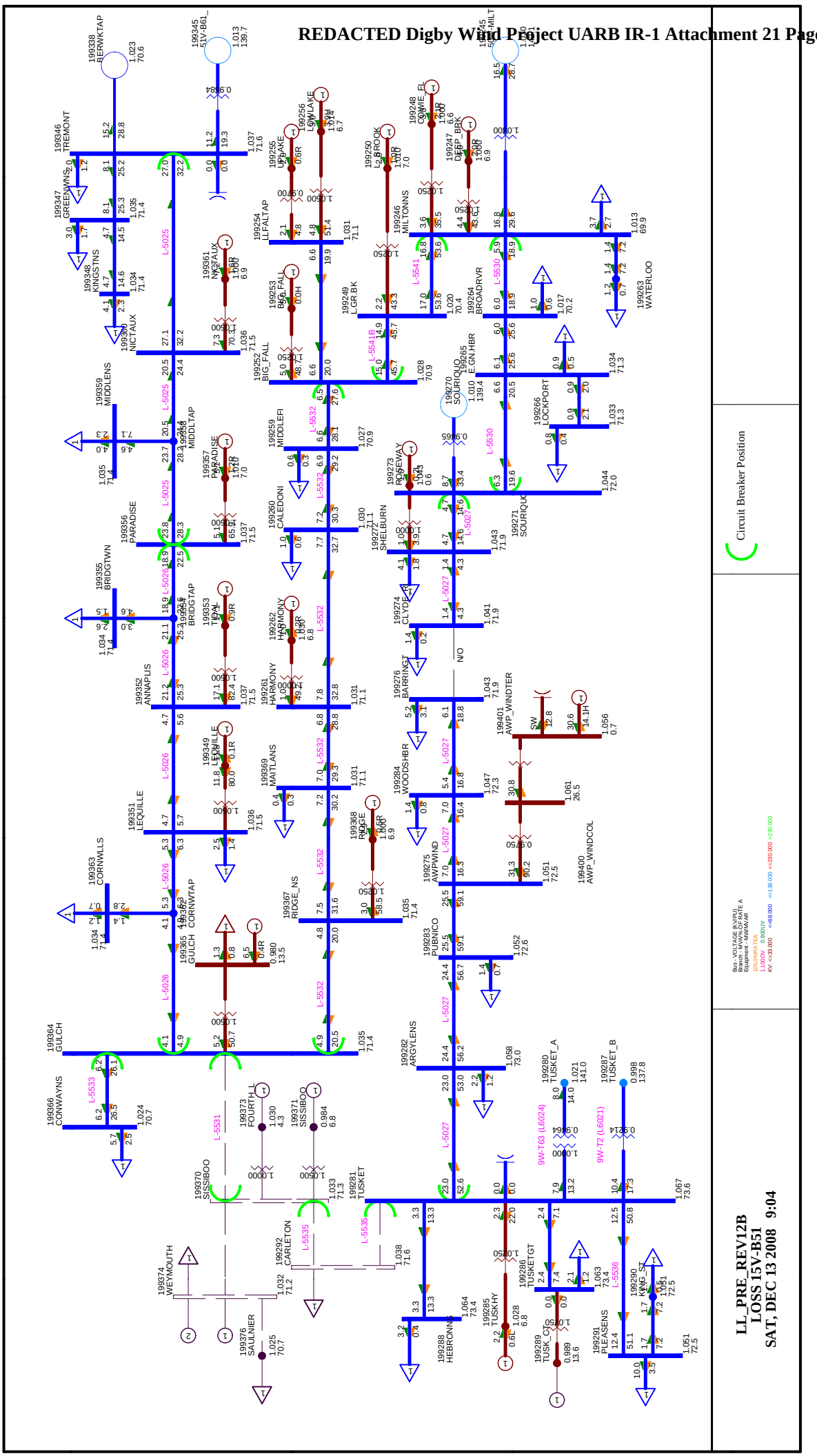
LOSS L-5535
SAT, DEC 13 2008 9:04
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199345 50V-MILT
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG FALL
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199250 L.BROOK
199248 COWIE FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
L-5541
L-5530
199264 BROADRVR
199263 WATERLOO
199252 BIG_FALL
L-5541B
199265 E.GN.HBR
199270 SOURIQUO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199259 MIDDLEFI
L-5532
199273 RIVERWAY
199266 LOCKPORT
199356 PARADISE
199260 CALEDONI
199272 SHELBURN
L-5027
199271 SOURIQUO
199355 BRIDGTWN
199354 BRIDGTAP
199353 TAP1
199262 HARMONY
199274 CLYDE_RI
199352 ANNAPLIS
199261 HARMONY
199276 BARRING_T
N/O
199401 AWP_WINDTER
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199351 LEQUILLE
199368 RADGE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199362 CORNWTAP
199367 RIDGE_NS
199365 GULCH
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199366 CONWAYNS
L-5533
199373 FOURTH_L
199371 SISSIBOO
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199370 SISSIBOO
L-5531
199281 TUSKET
L-5535
199292 CARLETON
L-5536
199374 WEYMOUTH
199376 SAULNIER
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199290 KING_ST
199288 HEBRONNS
199291 PLEASENS
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MW/MVAR
100MVA TEA
1.030CV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000


LL_PRE_REV12B
LOSS 15V-B51
SAT, DEC 13 2008 9:04
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MVAR
1.030/0V 0.900/0V
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG FALL
199252 BIG_FALL
199250 L.BROOK
199248 COWIE FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199245 51V-MILT
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199262 HARMONY
199261 HARMONY
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199284 WOODSHBR
199275 AWPWIND
199276 BARRINGT
199274 CLYDE_RI
199273 RTEWAY
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199270 SOURIQUO
199271 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
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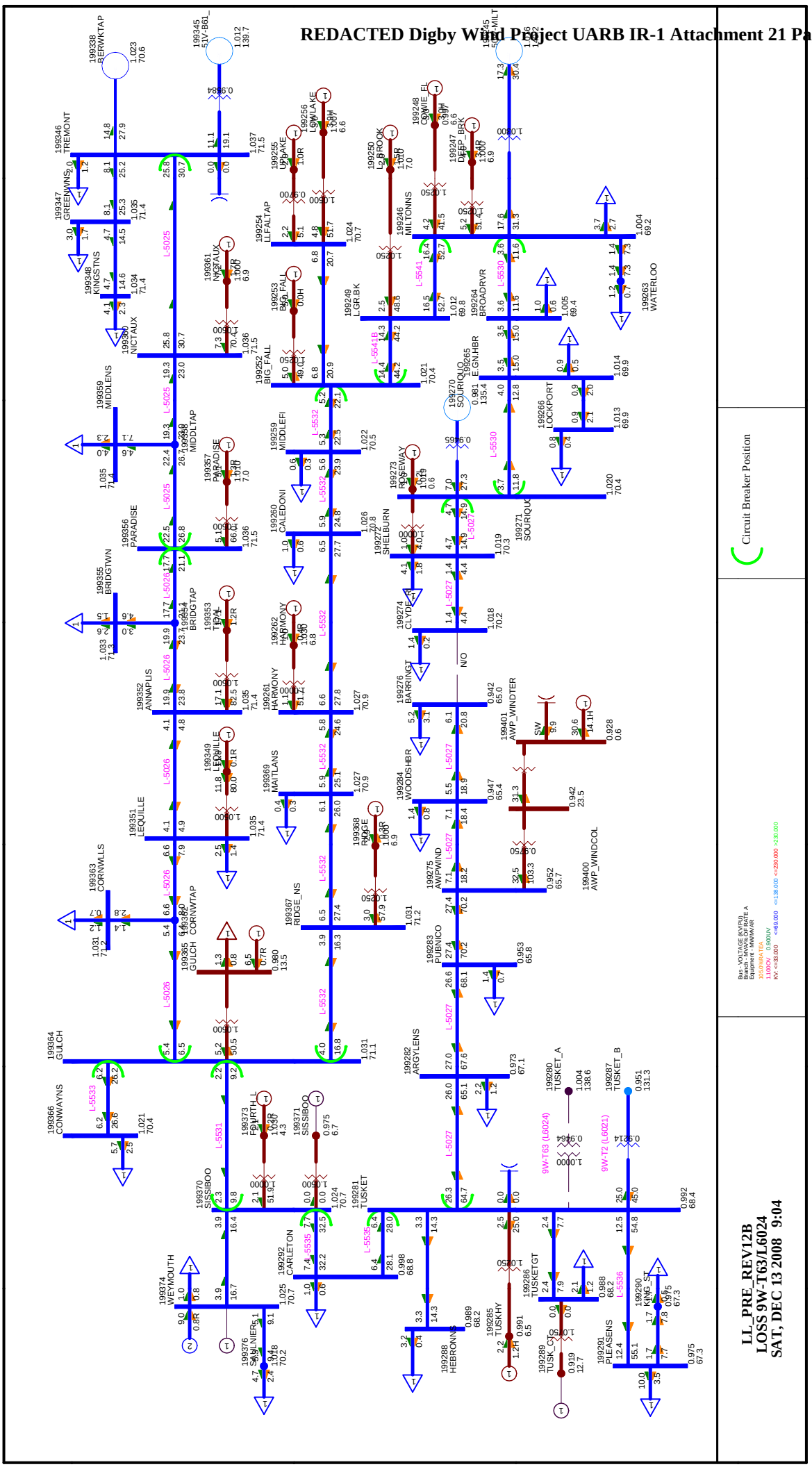
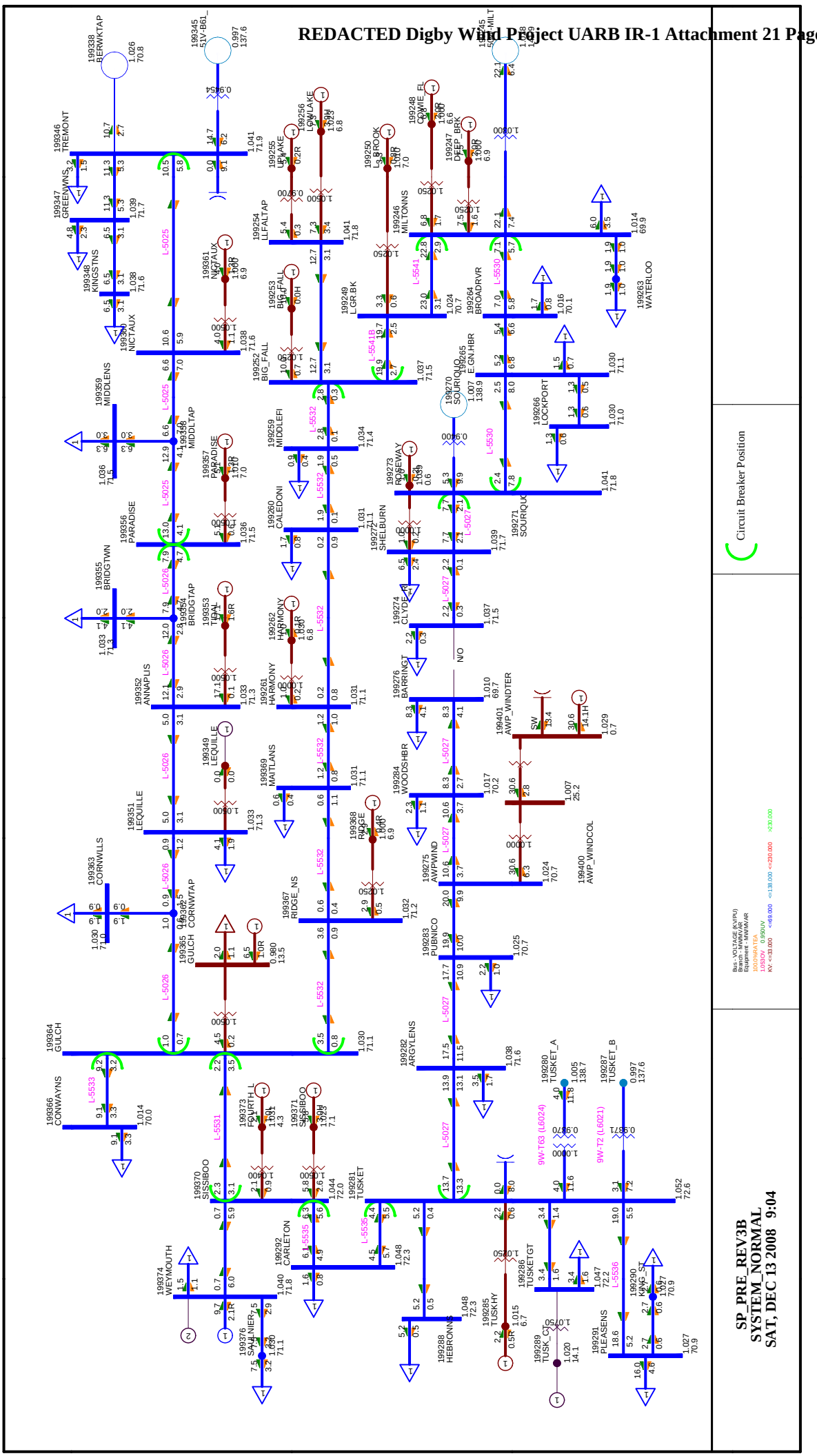
L-55418


LL_PRE_REV12B
LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:04
Circuit Breaker Position
9W-T63 (L6024)
9W-T2 (L6021)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199345 50V-MILT
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199347 GREENWNS
199348 KINGSTNS
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199300 NICTAUX
199253 BIG_FALL
199256 LOWLAKE
199255 LILYLAKE
199254 LLFALTAP
199250 La_Brook
199248 CANWE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199252 BIG_FALL
199265 E.GN.HBR
199270 SOURIQUO
199359 MIDDLENS
199358 MIDDLTAP
199257 PARADISE
199259 MIDDLEFI
199273 ROSEWAY
199266 LOCKPORT
199356 PARADISE
199260 CALEDONI
199272 SHELBURN
199271 SOURIQUO
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199262 HARMONY
199274 CLYDE_RI
199352 ANNAPLIS
199261 HARMONY
199276 BARRINGT
199401 AWP_WINDTER
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199351 LEQUILLE
199368 RAGGE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199365 CORNWTAP
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
9W-T63 (L6024)
9W-T2 (L6021)
199370 SISSIBOO
199281 TUSKET
199374 WEYMOUTH
199292 CARLETON
199286 TUSKETGT
199290 KNWS_ST
199376 SAULNIER
199285 TUSKHY
199289 TUSK_CT
199291 PLEASENS
199288 HEBRONNS
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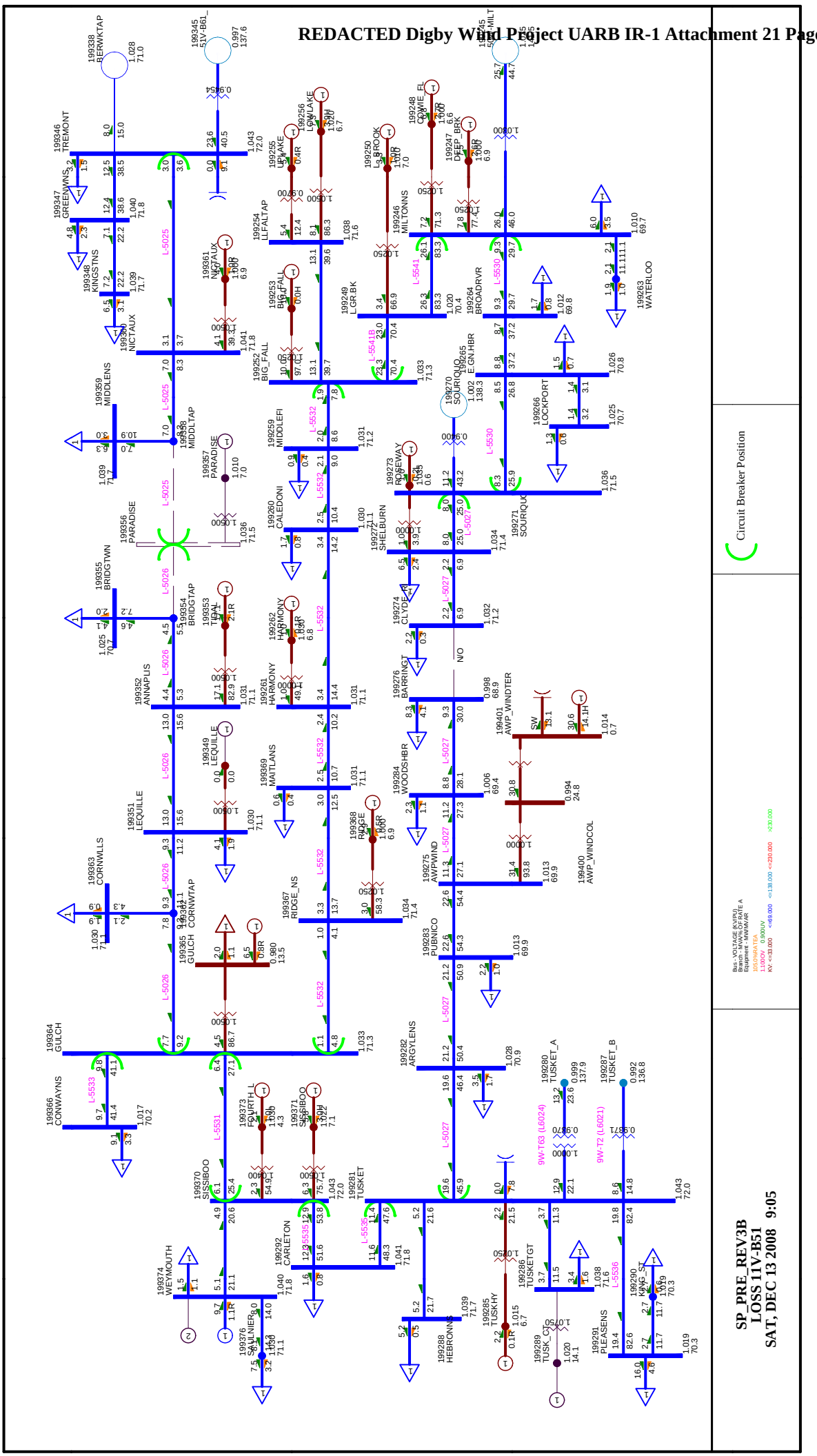
SP_PRE_REV3B
SYSTEM_NORMAL
SAT, DEC 13 2008 9:04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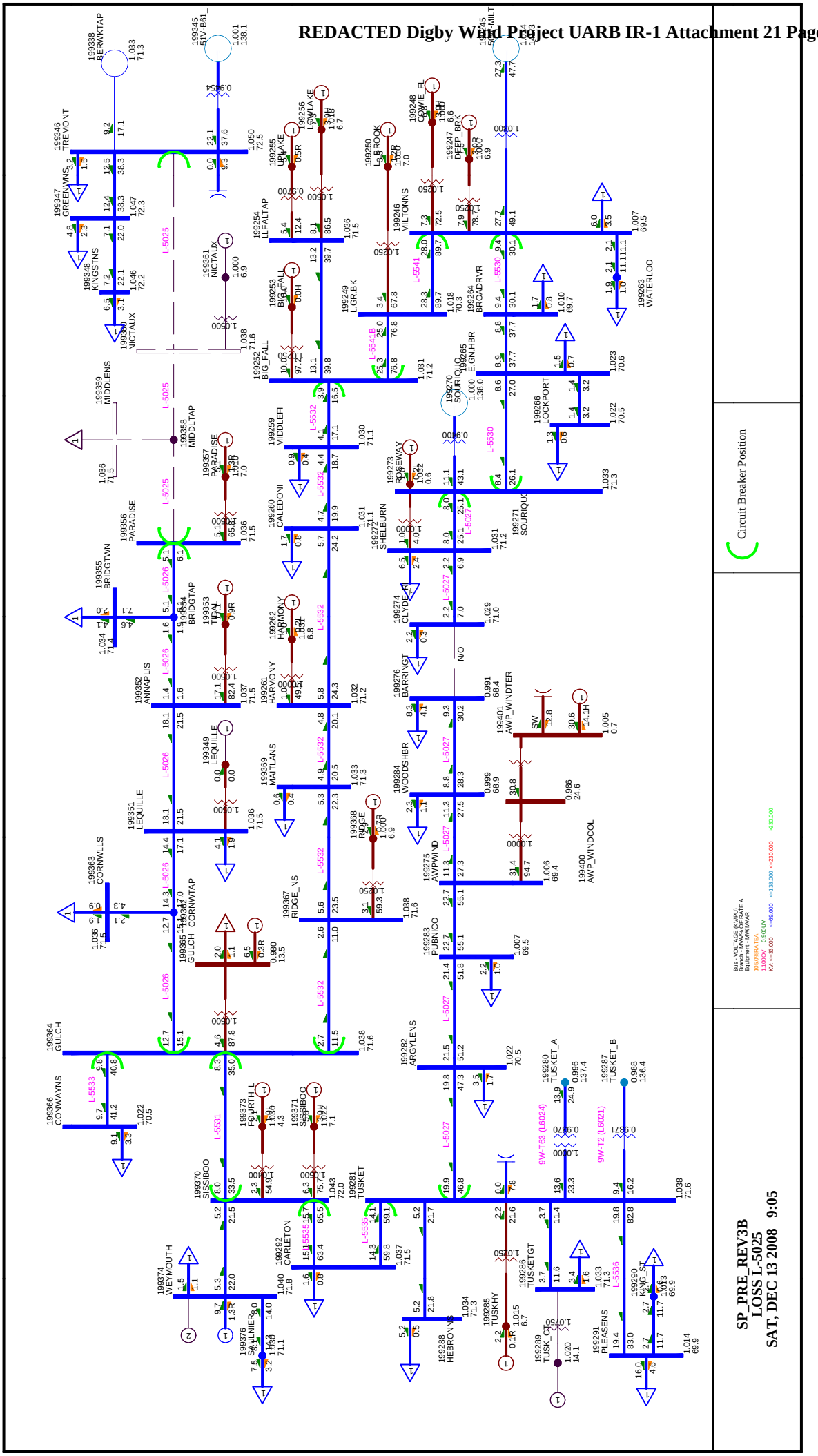
SP_PRE_REV3B
LOSS 11V-B51
SAT, DEC 13 2008 9:05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199345 51V-861_
199345 50V-MILT
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199250 La_BROOK
199246 MILTONNS
199248 CAPE_EL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199252 BIG_FALL
199359 MIDDLENS
199358 MIDDLTAP
199257 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199273 ROSEWAY
199270 SOURLAKE
199265 E.GN.HBR
199271 SOURLOCK
199266 LOCKPORT
199262 HARMONY
199261 HARMONY
199352 ANNAPLIS
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199369 MAITLANS
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199367 RIDGE_NS
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
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199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5041
L-5041B
L-5531
L-5532
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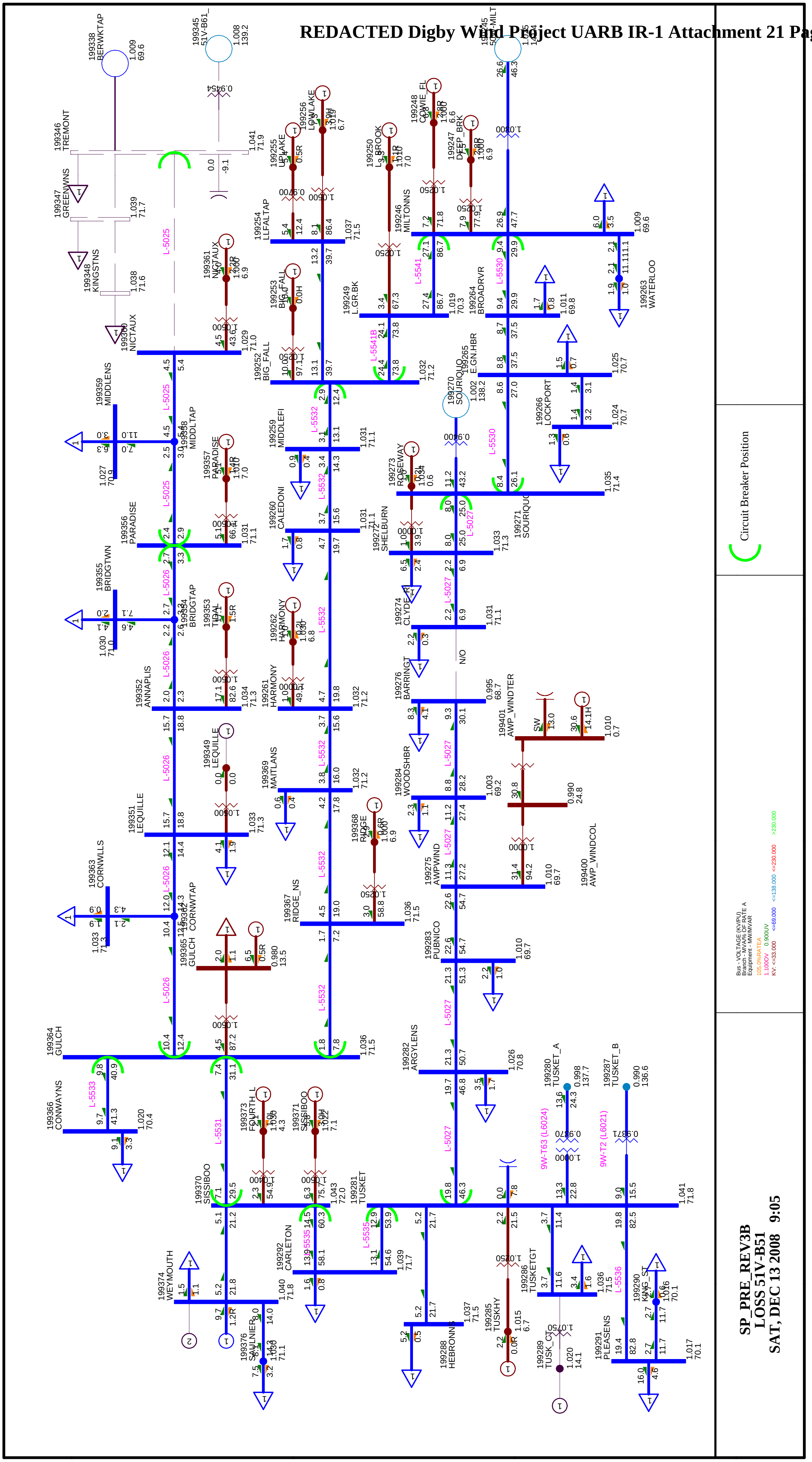
L-5535
L-5536
Circuit Breaker Position
SP_PRE_REV3B
LOSS L-5025
SAT, DEC 13 2008 9:05


Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
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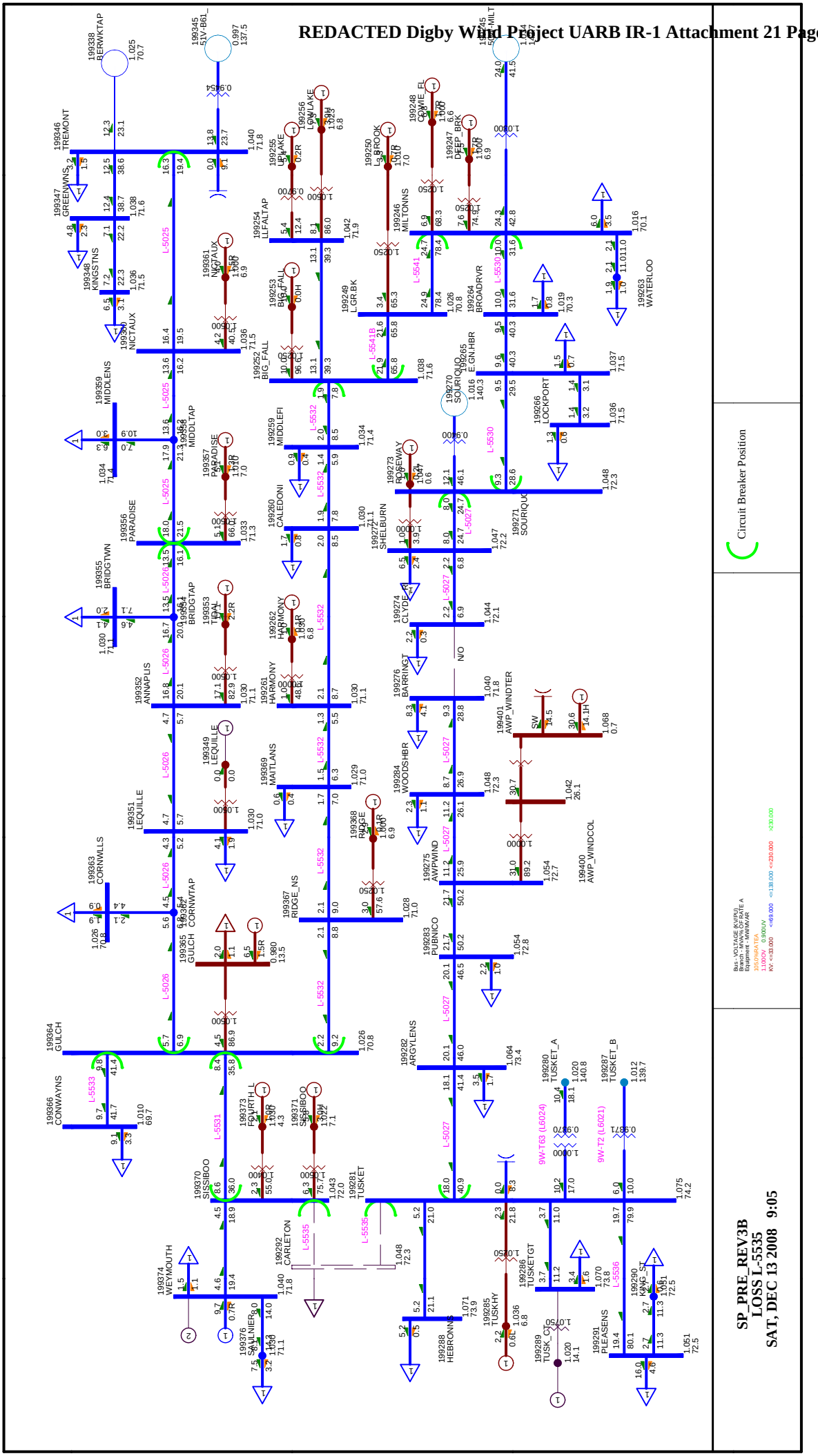
LOSS 51V-B51
SAT, DEC 13 2008 9:05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LOSS L-5535
SAT, DEC 13 2008 9:05
Circuit Breaker Position
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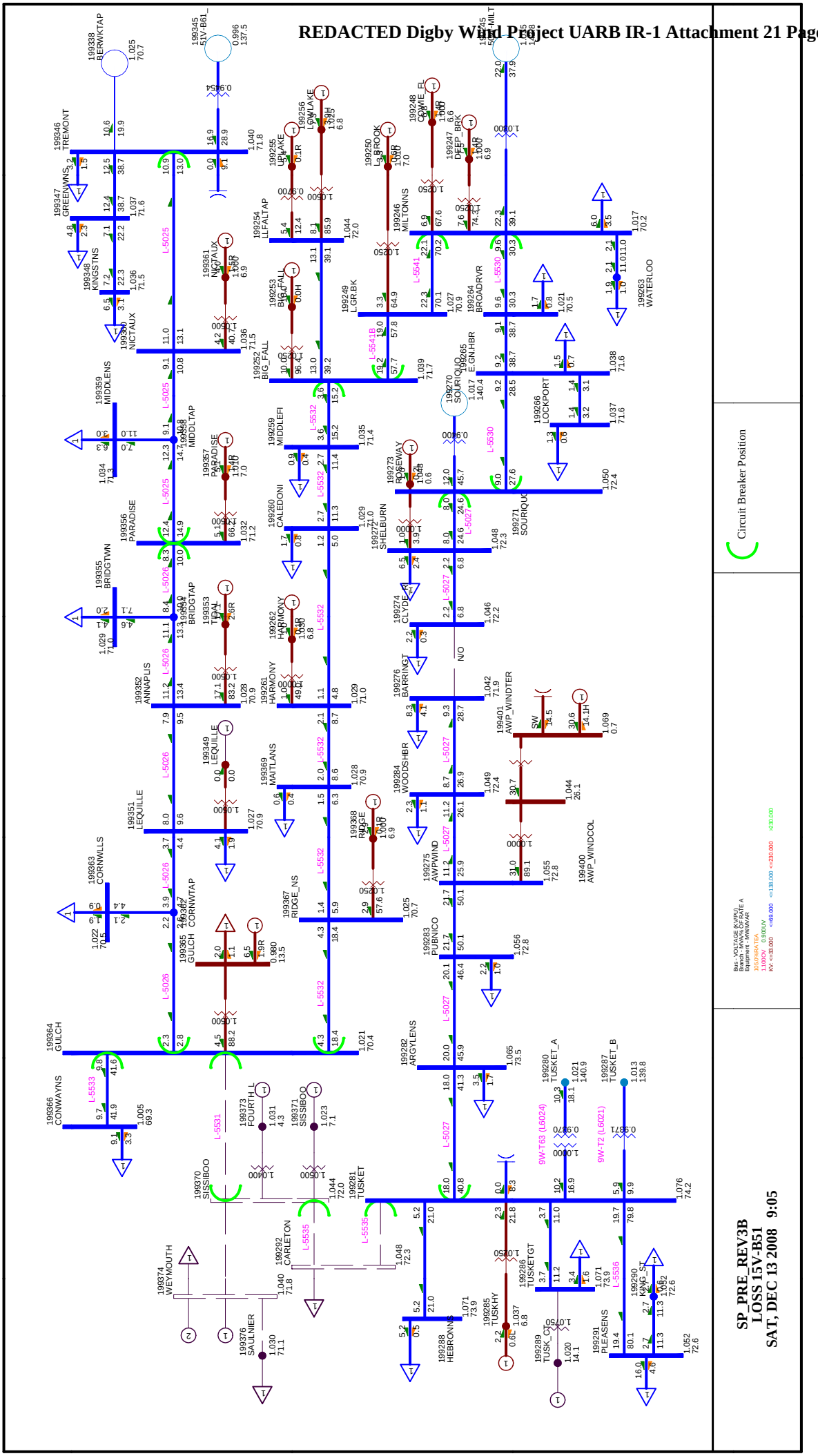
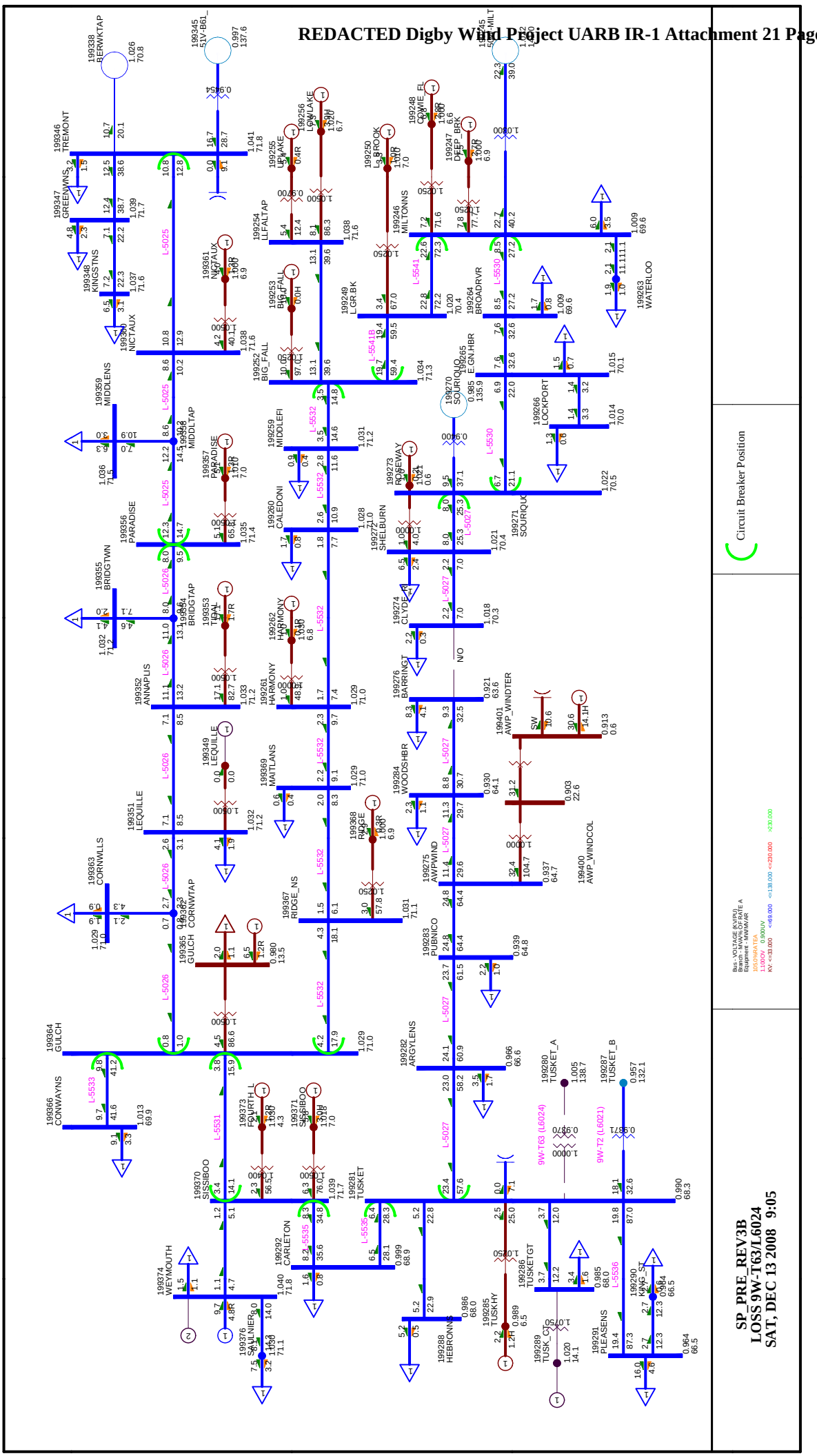
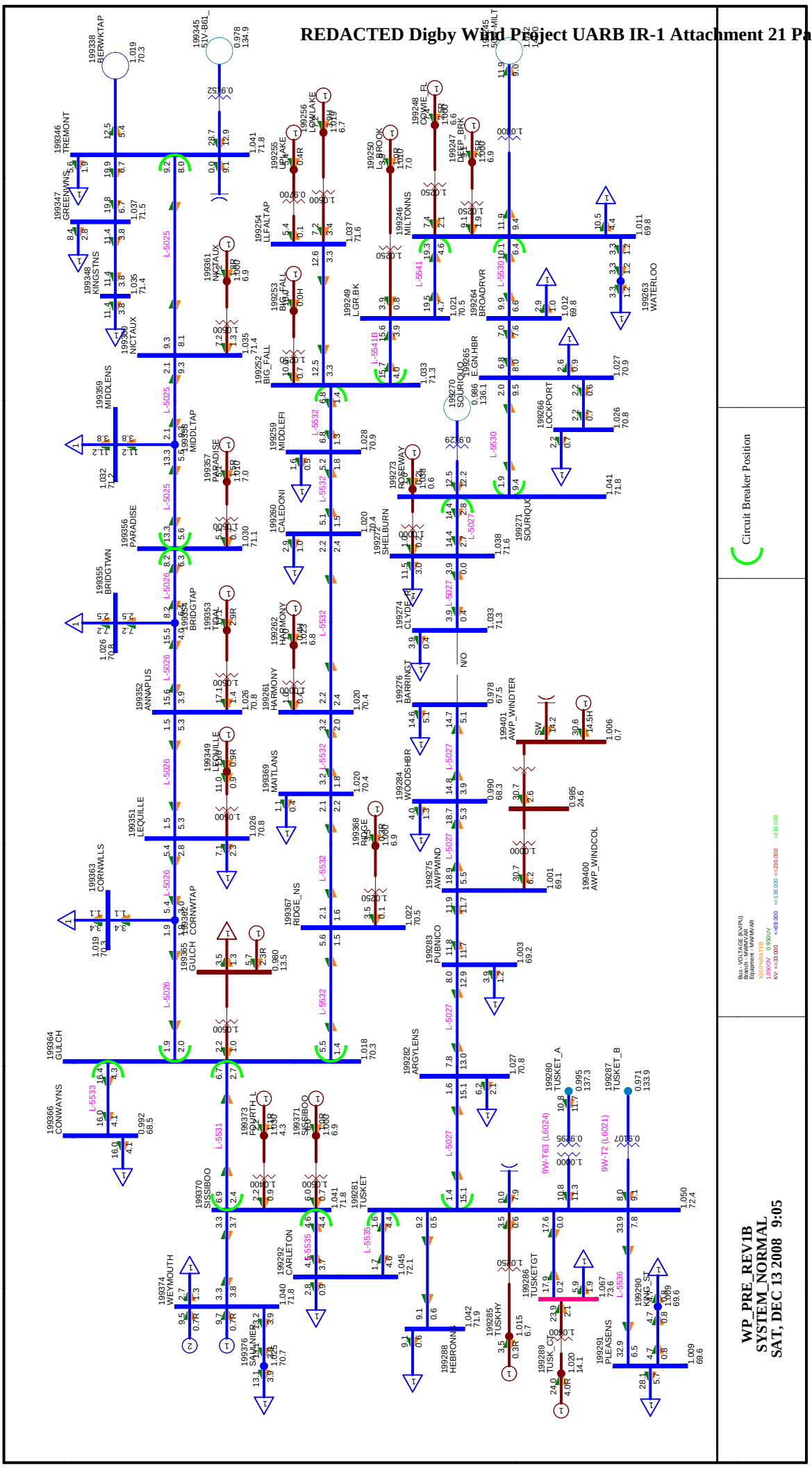
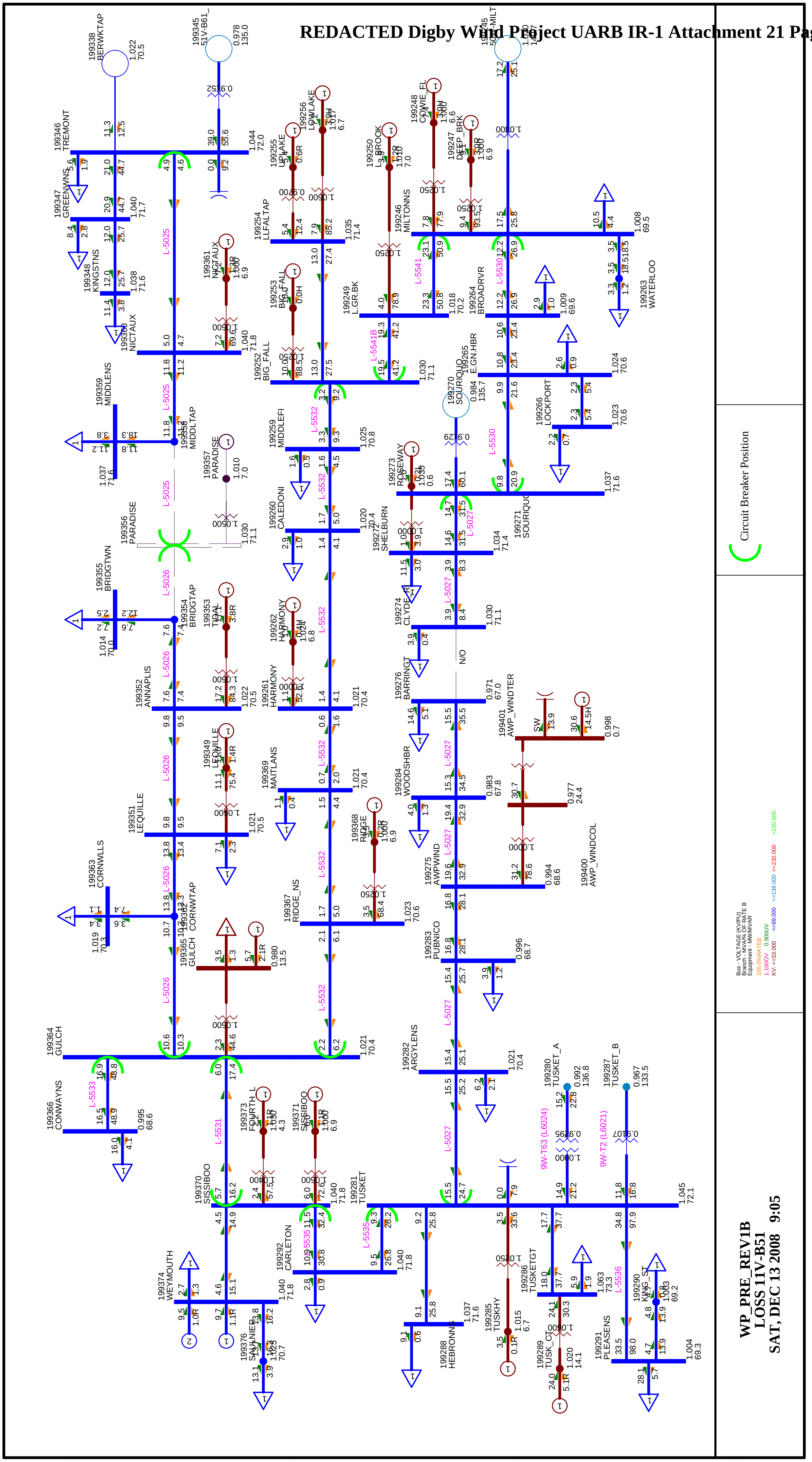
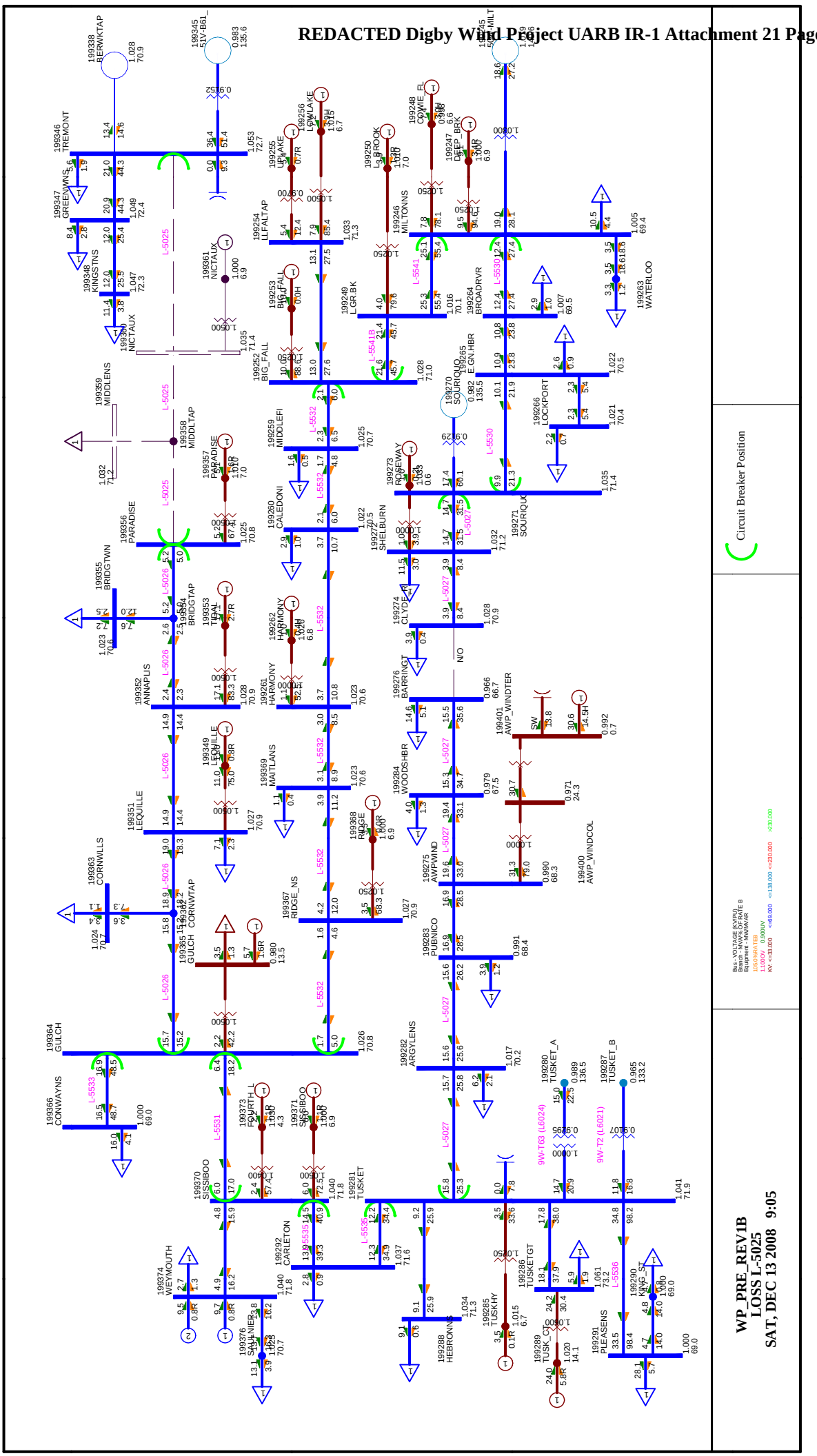
199345 51V-861_
199345 50V-MILT
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199252 BIG_FALL
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199250 La BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199259 MIDDLEFI
199273 ROSEWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199272 SHELBURN
199274 CLYDE_RI
199352 ANNAPLIS
199276 BARRING
199401 AWP_WINDTER
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199368 RAGGE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199370 SISSIBOO
199281 TUSKET
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KINGS_ST
199291 PLEASENS
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMVAR
100MVA TEA
1.130OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000

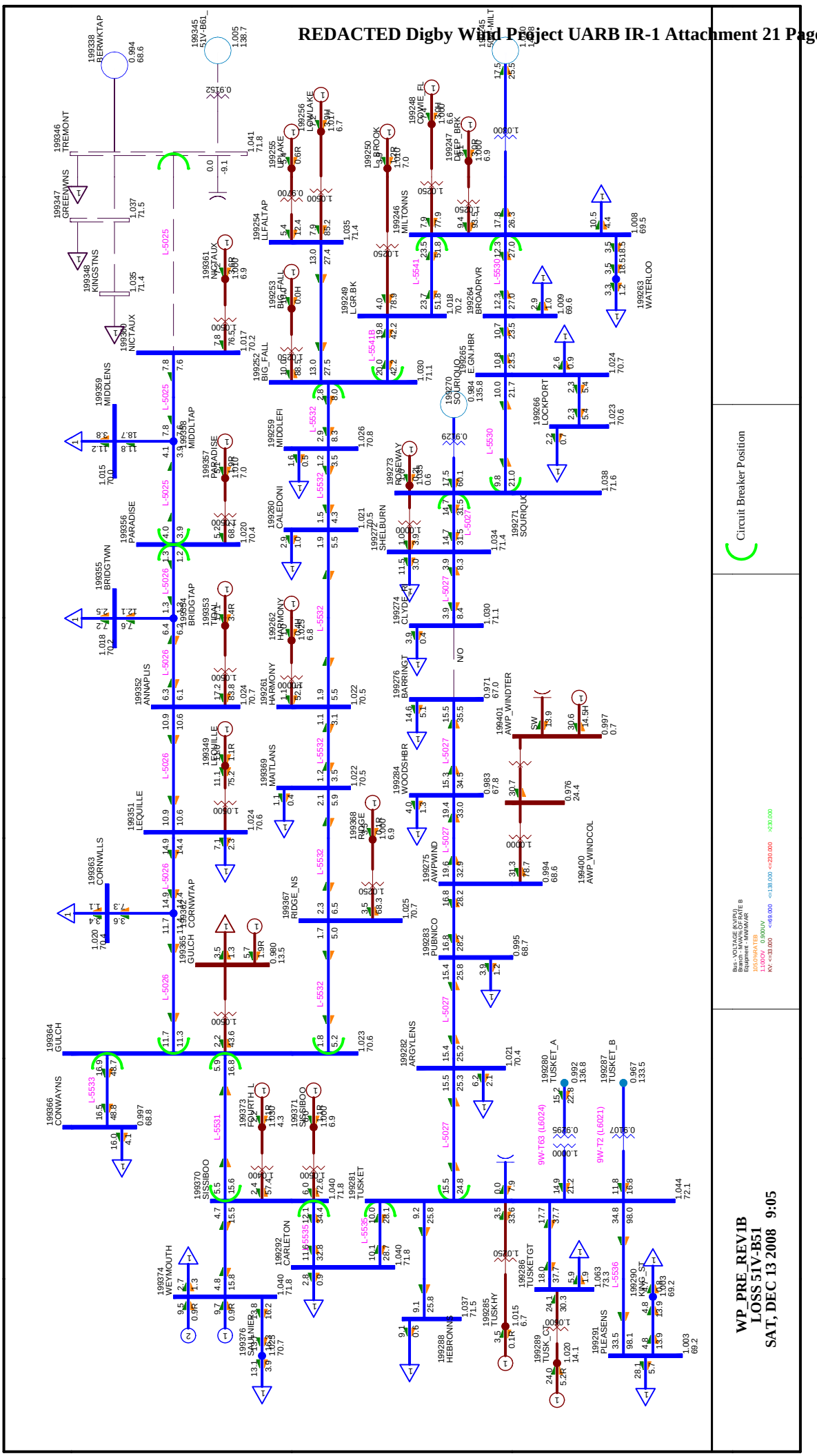

SP_PRE_REV3B
LOSS 15V-B51
SAT, DEC 13 2008 9:05
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MW/MVAR
1000MVA TB
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199291 PLEASENS
199290 KING_ST
199263 WATERLOO
199264 BROADRVR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199401 AWP_WINDTER
199400 AWP_WINDCOL
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199284 WOODSHBR
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199256 LOWLAKE
199255 LPLAKE
199250 LaHBR
199246 MILTONNS
199247 DEEP_BRK
199248 CAPE_EL
199249 LGR.BK
199265 E.GN.HBR
199268 MILT
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-55418
L-5027A
9W-T63 (L6024)
9W-T2 (L6021)
1.030 71.1
1.025 70.7
0.954
0.996 137.5
1.040 71.8
1.044 72.0
1.036 71.5
1.034 71.3
1.035 71.4
1.029 71.0
1.028 70.9
1.027 70.9
1.022 70.5
1.031 4.3
1.023 7.1
1.005 69.3
1.021 70.4
1.025 70.7
1.056 72.8
1.065 73.5
1.076 74.2
1.013 139.8
1.042 71.9
1.049 72.4
1.055 72.8
1.017 140.4
1.039 71.7
1.032 71.2
1.048 72.3
1.046 72.2
1.050 72.4
1.038 71.6
1.037 71.6
1.017 70.2
1.021 70.5
1.069 0.7
1.044 26.1
1.071 73.9
1.052 72.6
0.980 13.5
0.9870
0.9571

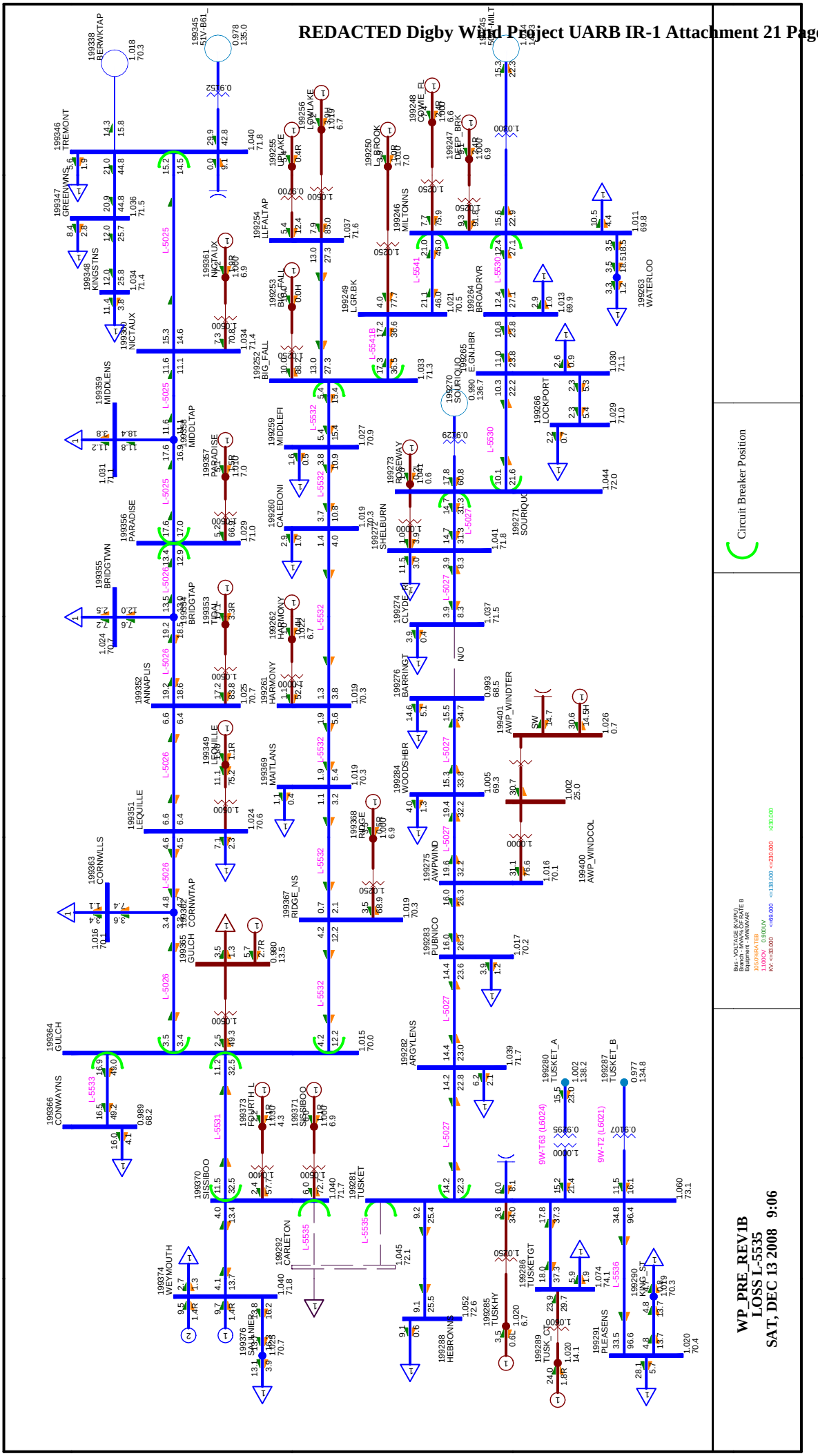

Circuit Breaker Position
SP_PRE_REV3B
LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:05

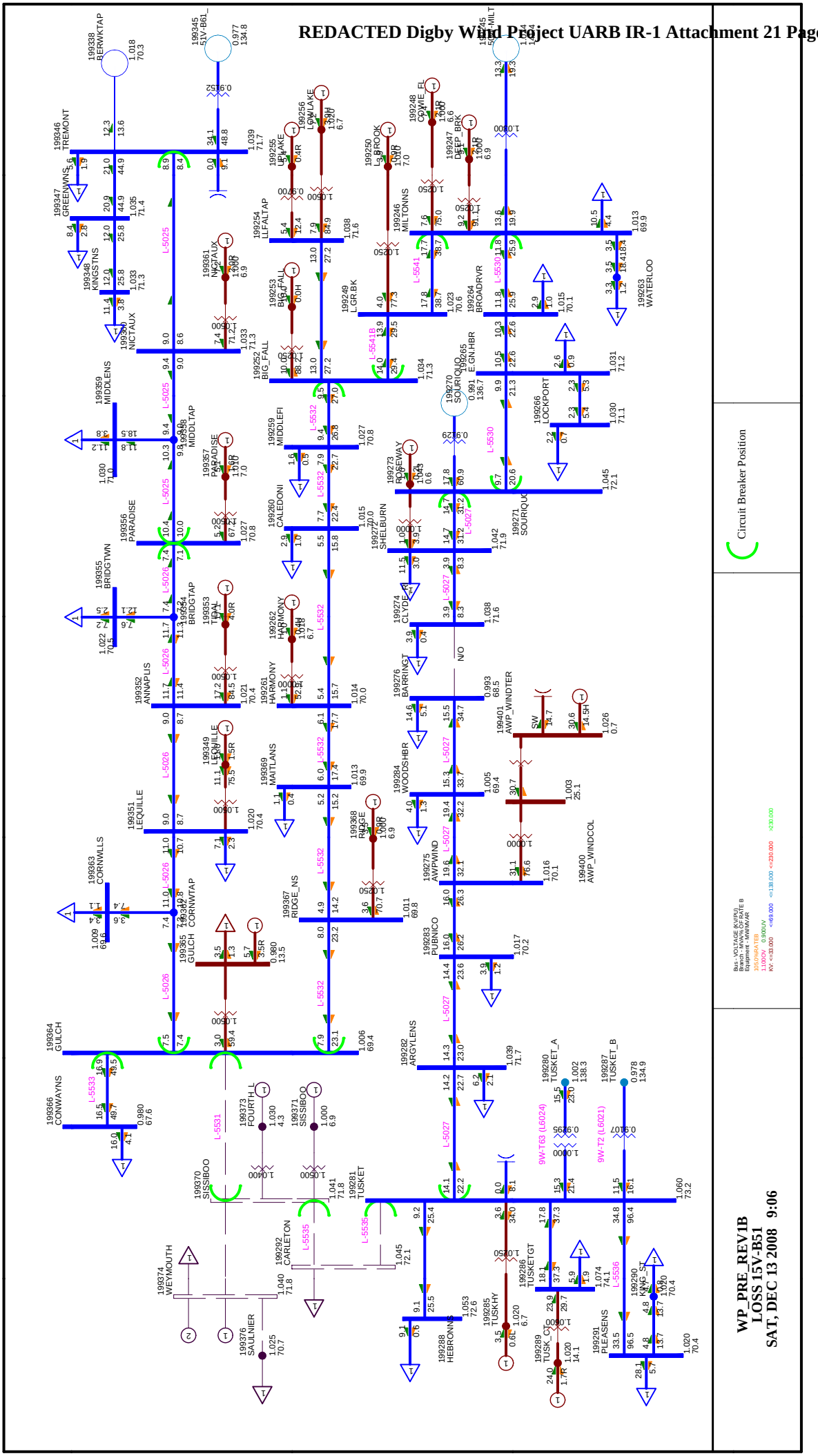

Circuit Breaker Position
WP_PRE_REV1B
SYSTEM_NORMAL
SAT, DEC 13 2008 9:05

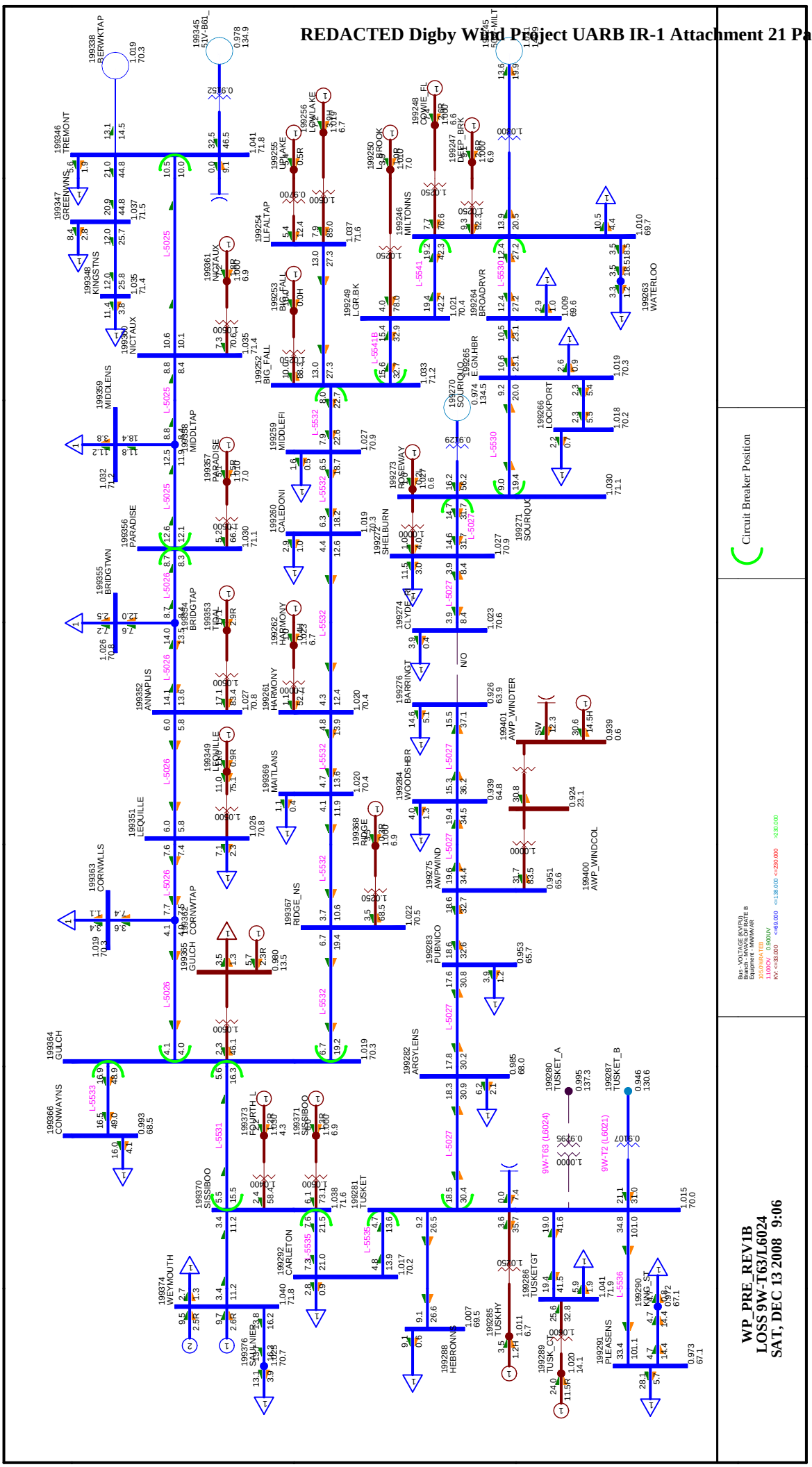

WP_PRE_REV1B
LOSS 11V-B51
SAT, DEC 13 2008 9:05
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000


WP_PRE_REV1B
LOSS L-5025
SAT, DEC 13 2008 9:05
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199250 La_BROOK
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199281 TUSKET
199292 CARLETON
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
100MVA TEB
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000

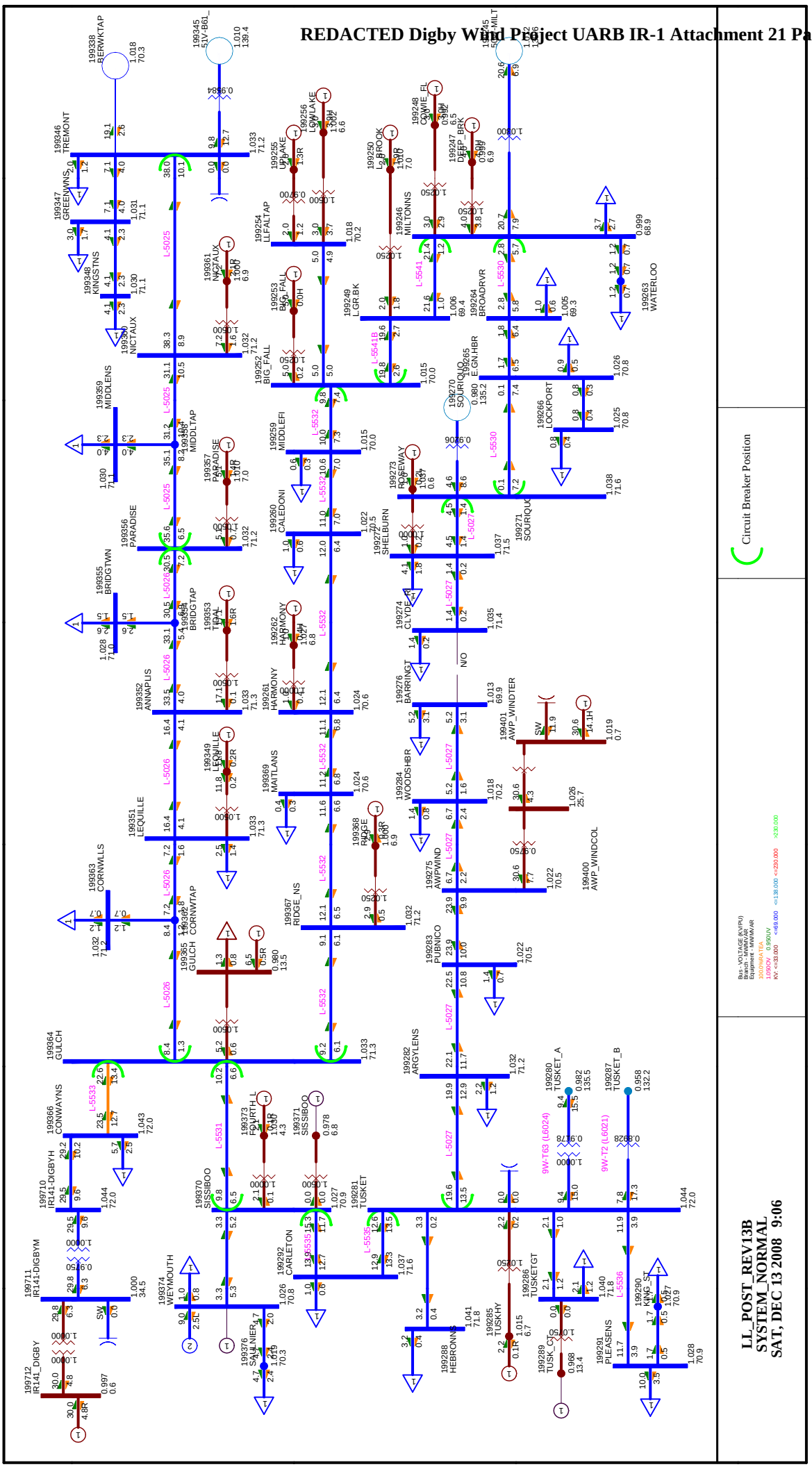

WP_PRE_REV1B
LOSS 51V-B51
SAT, DEC 13 2008 9:05
Circuit Breaker Position
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199250 La_BROOK
199246 MILTONNS
199248 CAWE_FL
199247 DEEP_BRK
199245 51V-MILT
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199272 SHELBURN
199274 CLYDE_RI
199276 BARRING
199401 AWP_WINDTER
199400 AWP_WINDCOL
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199374 WEYMOUTH
199292 CARLETON
199376 SAULNIER
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KINGS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5041
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-55418
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->AMPERAGE
1/3PHASE TTB
1.13/OV 0.90/UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000

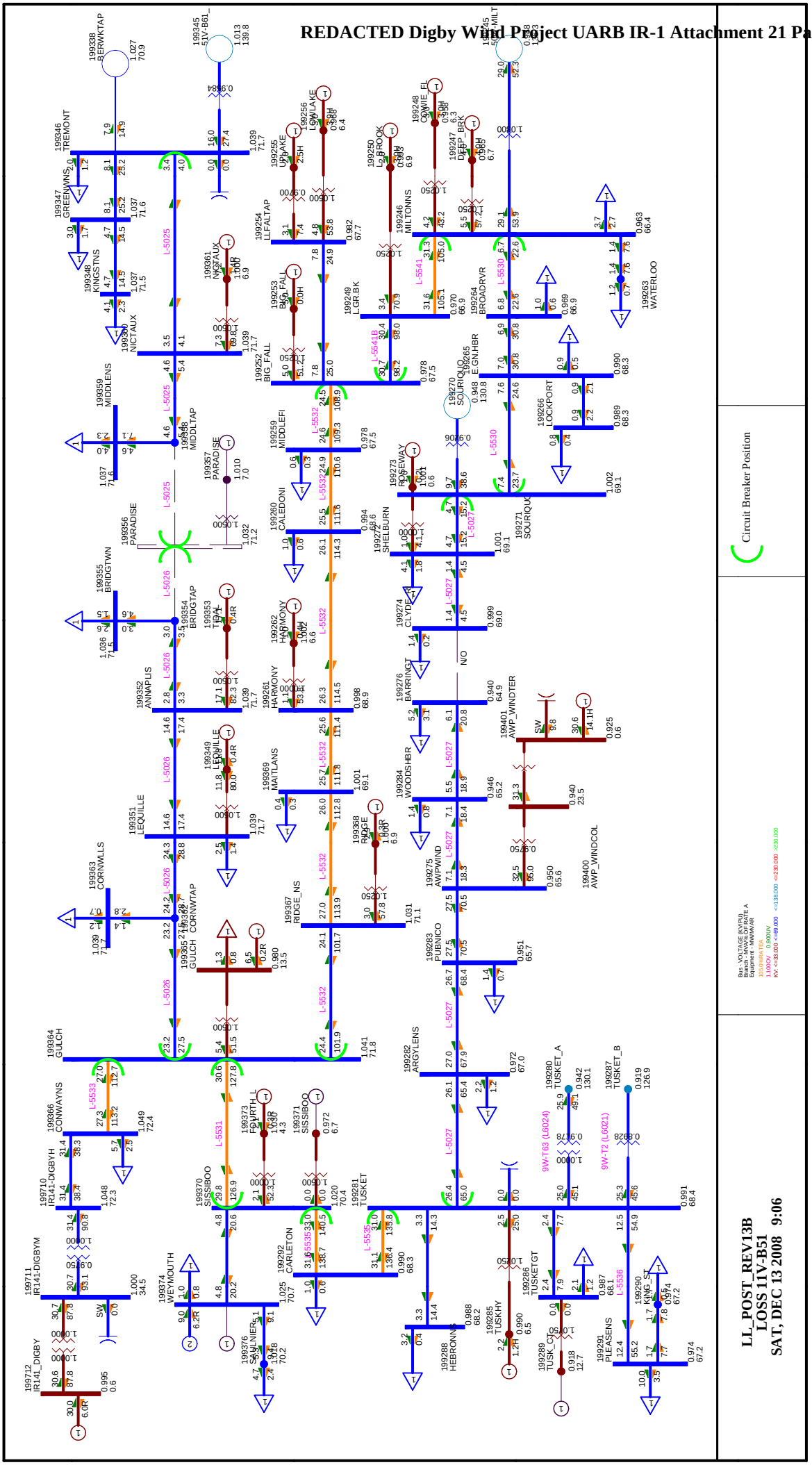

WP_PRE_REV1B
LOSS L-5535
SAT, DEC 13 2008 9:06
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199276 BARRING
199284 WOODSHBR
199369 MAITLANS
199368 RIDGE_EW
199367 RIDGE_NS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 La_BROOK
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199271 SOURIQUO
199266 LOCKPORT
199263 WATERLOO
199290 KING_ST
199291 PLEASENS
199289 TUSK_CT
199285 TUSKHY
199288 HEBRONNS
199286 TUSKETGT
199287 TUSKET_B
199280 TUSKET_A
199401 AWP_WINDTER
199400 AWP_WINDCOL
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5039
L-5040
L-5041
L-5531
L-5533
L-5535
L-5536
L-5541
L-55418
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MVAR
1/10/2008 7:18:
1.130CIV 0.900UV
KV <=33.000 <=69.000 <=138.000 <=230.000 >230.000


WP_PRE_REV1B
LOSS 15V-B51
SAT, DEC 13 2008 9:06
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199364 CORNWTAP
199365 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199276 BARRING
199284 WOODSHBR
199274 CLYDE_RI
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199401 AWP_WINDTER
199400 AWP_WINDCOL
199368 RIDGE
199367 RIDGE_NS
199369 MAITLANS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199272 SHELBURN
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199250 La_BROOK
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199290 KINGS_ST
199291 PLEASENS
199289 TUSK_CT
199285 TUSKHY
199286 TUSKETGT
199287 TUSKET_B
199280 TUSKET_A
199288 HEBRONNS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5038
L-5039
L-5040
L-5041
L-5531
L-5532
L-5533
L-5536
L-5537
L-5538
L-5539
L-5540
L-5541
L-55418
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->AMMAR
1/3/2009
1.030DV 0.900UV
kV <=33.000 <=69.000 <=138.000 <=230.000 >230.000


WP_PRE_REV1B
LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:06
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KING_ST
199291 PLEASENS
199287 TUSKET_B
199280 TUSKET_A
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199284 WOODSHBR
199276 BARRING
199274 CLYDE_RI
199277 SHELBURN
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199264 BROADRVR
199246 MILTONNS
199247 DEEP_BRK
199248 CAPE_EL
199250 La_Have
199249 LGR.BK
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199269 MAITLANS
199368 RIDGE_EW
199367 RIDGE_NS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5039
L-5040
L-5041
L-5532
L-5533
L-5535
L-5536
L-5541
L-55418
L-55391
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
1.050PU
1.030PU
1.010PU
0.990PU
0.970PU
0.950PU
KV <=33.000
<=69.000
<=138.000
<=230.000
>230.000

16 Appendix_2 Post_IR141 Load Flow: System “as is”


LL_POST_REV13B
SYSTEM_NORMAL
SAT, DEC 13 2008 9:06
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199376 SAULNIER
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KING_ST
199291 PLEASENS
199287 TUSKET_B
199280 TUSKET_A
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199284 WOODSHBR
199276 BARRINGT
199274 CLYDE_RI
199277 SHELBURN
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199265 E.GN.HBR
199264 BROADRVR
199266 LOCKPORT
199263 WATERLOO
199246 MILTONNS
199247 DEEP_BRK
199248 CAPE_EL
199250 Lo.BROOK
199249 LGR.BK
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5033
L-5035
L-5036
L-5040
L-5041
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-55418
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MW/VAR
Equipment->MW/VAR
1.050/V 0.950/V
kV> <=33.000 <=69.000 <=138.000 <=230.000 >230.000


LL_POST_REV13B
LOSS 11V-B51
SAT, DEC 13 2008 9:06
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMP/AIR
1.030DV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 RERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIP-1
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG FALL
199252 BIG_FALL
199249 LGR.BK
199250 La BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199245 51V-MILT
199261 HARMONY
199262 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199258 SHELBURN
199273 RIDGEWAY
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199401 AWP_WINDTER
199400 AWP_WINDCOL
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199271 SOURIQUO
199266 LOCKPORT
199263 WATERLOO
199290 KING_ST
199291 PLEASENS
199289 TUSK_CT
199286 TUSKETGT
199285 TUSKHY
199288 HEBRONNS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
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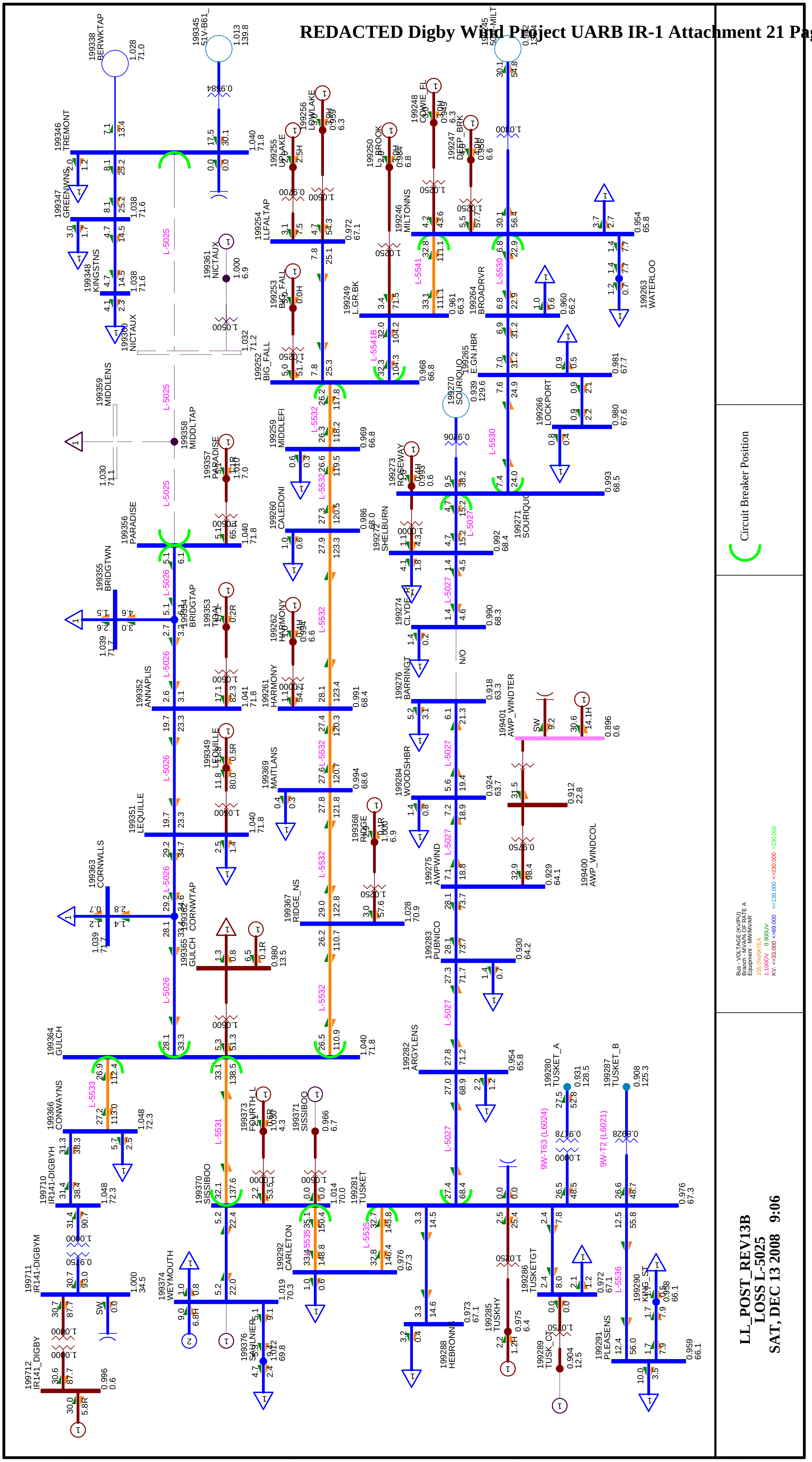
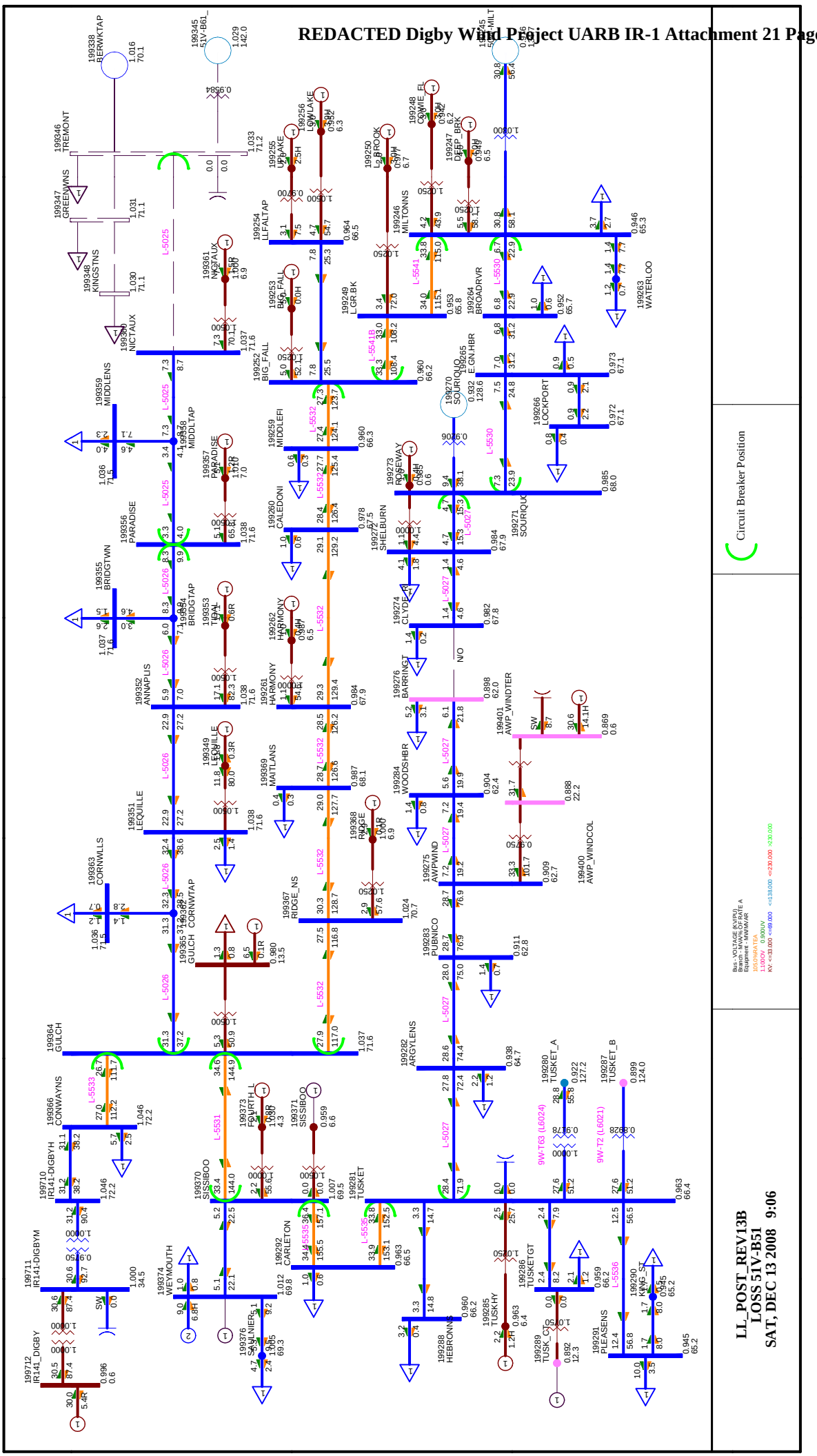
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-55418


LL_POST_REV13B
LOSS L-5025
SAT, DEC 13 2008 9:06
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199245 50W-MILT
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KING_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O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LOSS 51V-B51
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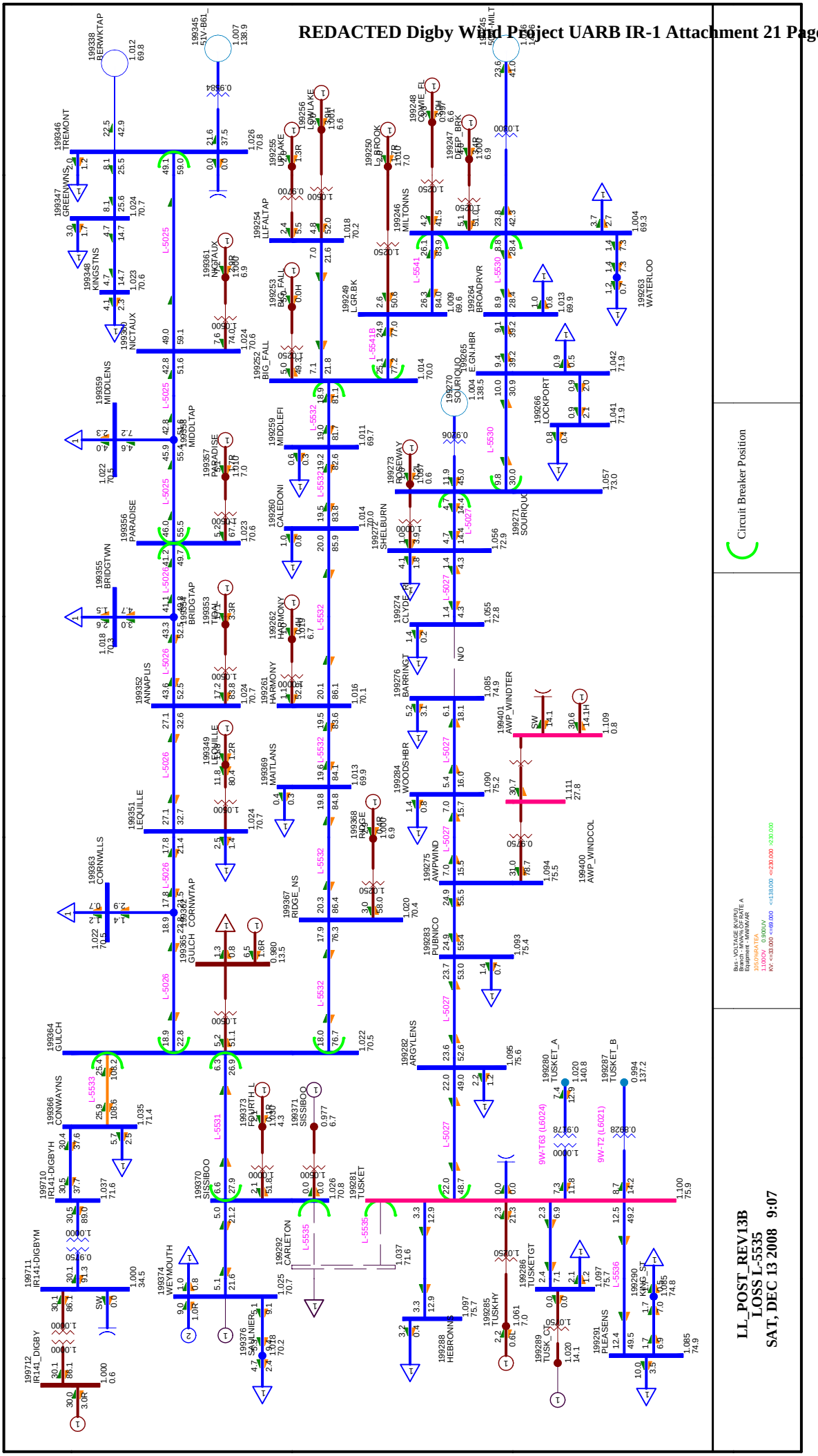
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199253 BIG FALL
199252 BIG_FALL
199256 LOWLAKE
199255 LFLK
199254 LLFALTAP
199250 La BROOK
199246 MILTONNS
199248 CAMPBELL
199247 DEEP_BRK
199345 51V-MILT
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199259 MIDDLEFI
199260 CALEDONI
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199273 ROSEWAY
199272 SHELBURN
199271 SOURIQUO
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIP-1
199262 HARMONY
199261 HARMONY
199352 ANNAPLIS
199274 CLYDE_RI
199276 BARRINGT
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199401 AWP_WINDTER
199368 RADDISE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199365 GULCH
199364 GULCH
199367 RIDGE_NS
199283 PUBNICO
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199710 IR141-DIGBYH
199711 IR141-DIGBYH
199712 IR141_DIGBY
199374 WEYMOUTH
199292 CARLETON
199281 TUSKET
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199376 SAULNIER
199290 KING_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5532
L-5531
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MVAMVAR
100MVA TB
1.030CV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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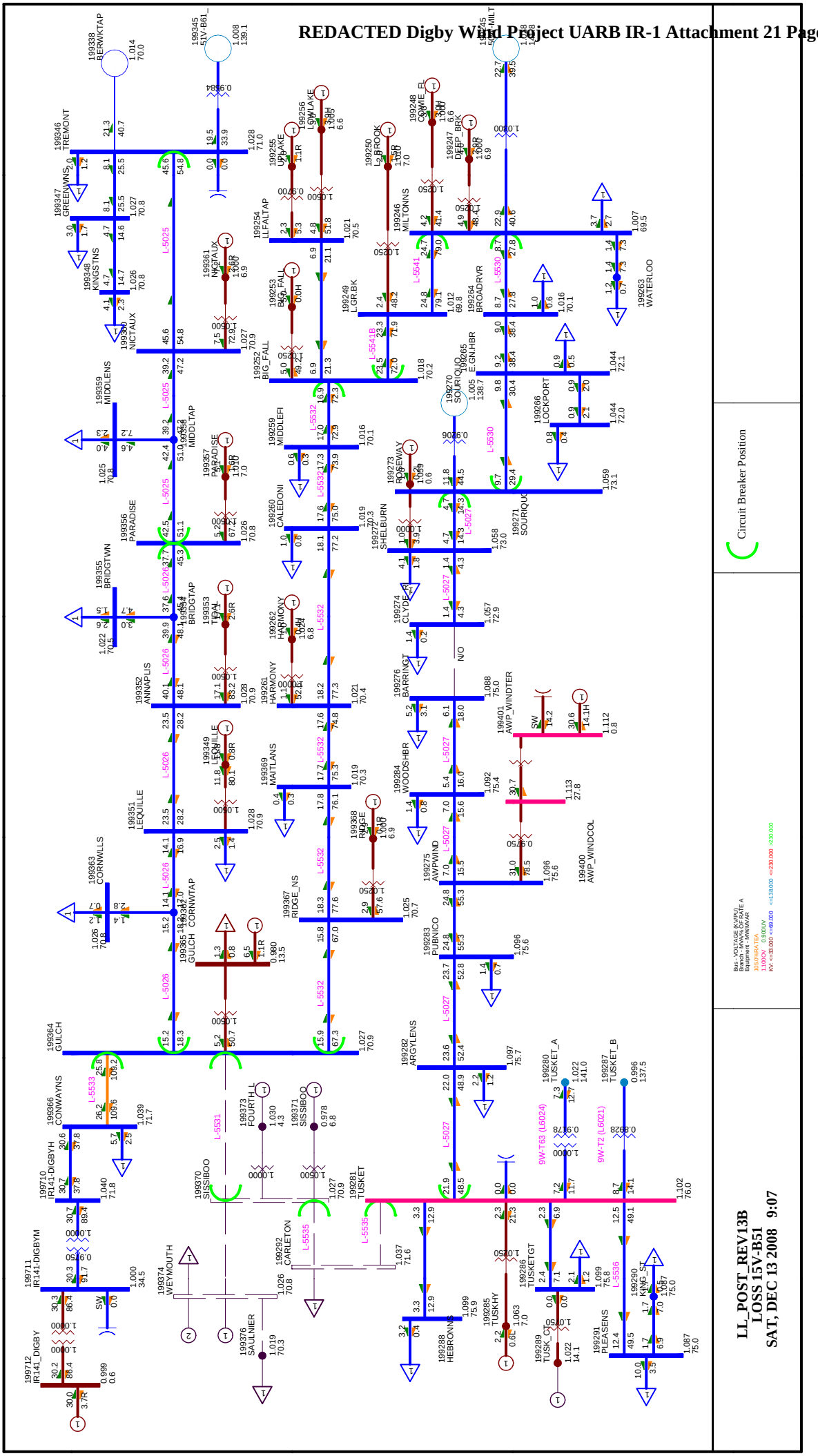
LOSS L-5535
SAT, DEC 13 2008 9:07
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
1/30/2009 TEA
1.130CV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199253 BIG FALL
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199250 La BROOK
199246 MILTONNS
199248 CAMPBELL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199252 BIG_FALL
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR14I_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199272 SHELBURN
199273 RIDGEWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199369 MAITLANS
199368 RIDGE_NS
199367 RIDGE_NS
199282 ARGYLENS
199283 PUBNICO
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KING_ST
199291 PLEASENS
199536
L-5535
L-5536
L-5541
L-55418
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
N/O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LOSS 15V-B51
SAT, DEC 13 2008 9:07
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWWAR
1.030CV 0.900UV
kV-<=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199253 BIG FALL
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199250 La BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199252 BIG_FALL
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199273 RIDGEWAY
199271 SOURIQUO
199262 HARMONY
199261 HARMONY
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RIDGE
199276 BARRING
199401 AWP_WINDTER
199284 WOODSHBR
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199365 CORNWTAP
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199280 TUSKET_A
199287 TUSKET_B
199710 IR141-DIGBYH
199370 SISSIBOO
199281 TUSKET
199711 IR141-DIGBYM
199374 WEYMOUTH
199292 CARLETON
199286 TUSKETGT
199290 KING_ST
199712 IR141_DIGBY
199376 SAULNIER
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5532
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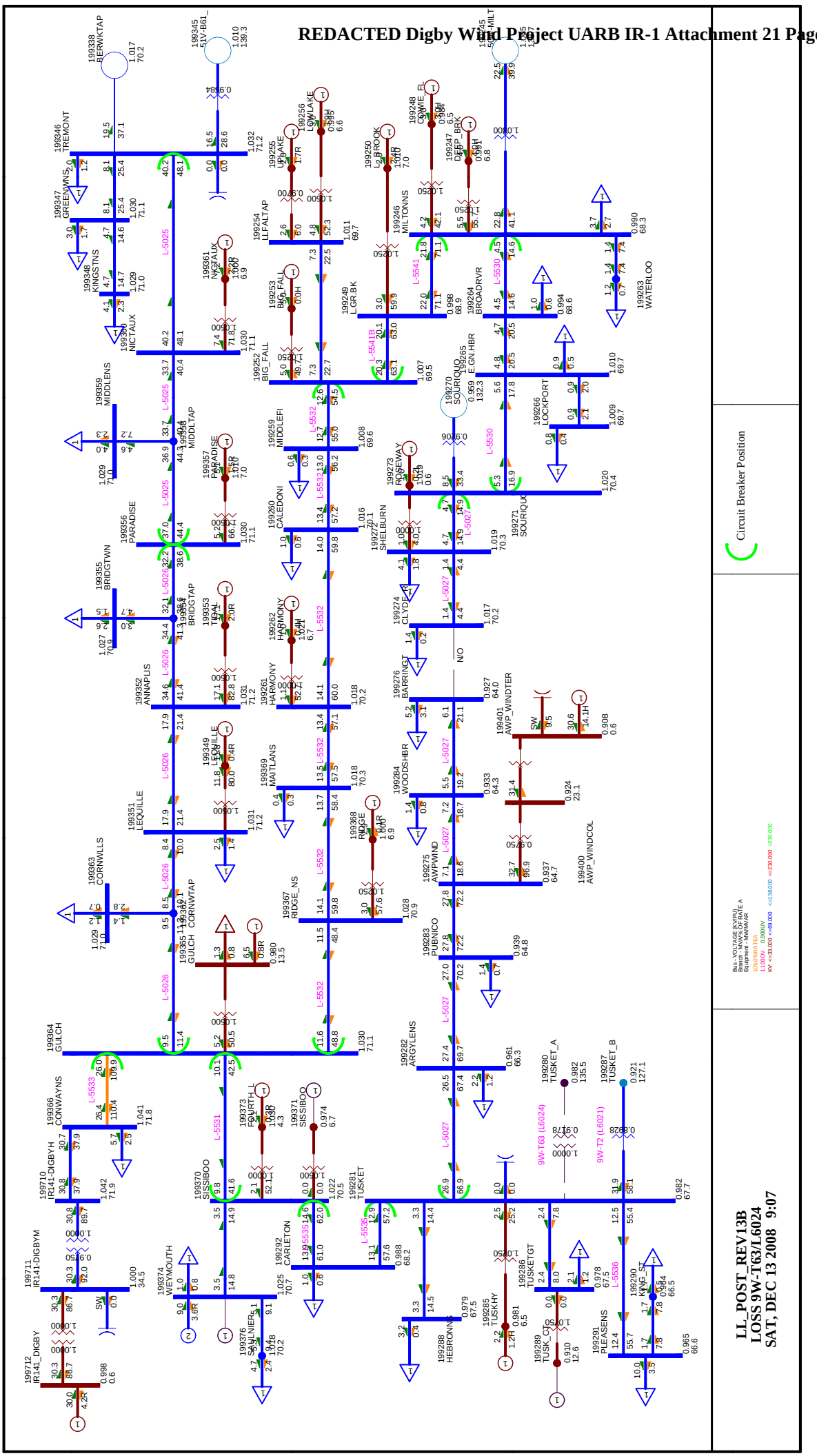
L-5531
9W-T63 (L6024)
9W-T2 (L6021)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LOSS 9W-T63/L6024
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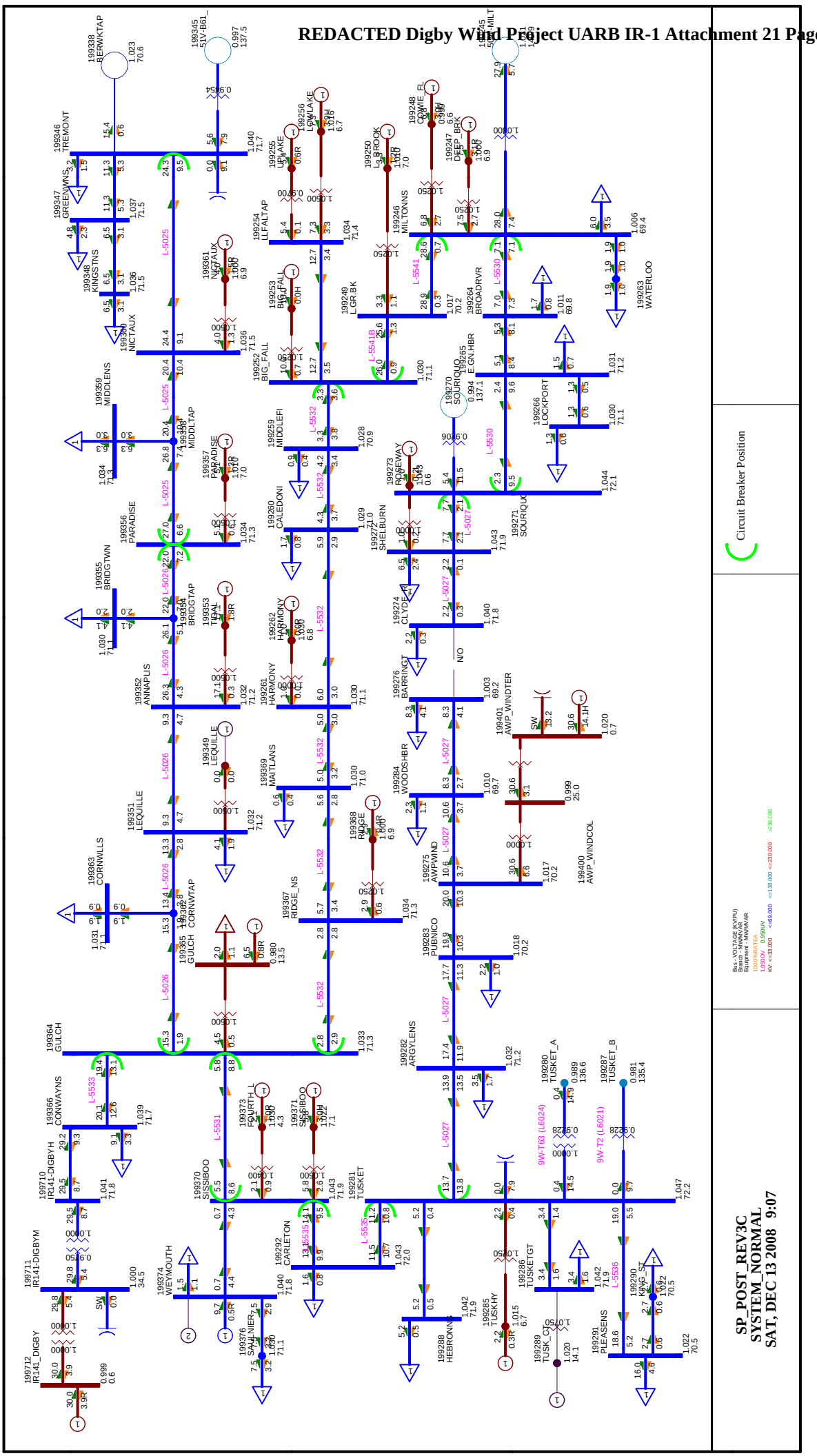
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199253 BIG_FALL
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199250 La BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199273 ROSEWAY
199265 E.GN.HBR
199270 SOURIQUO
199271 SOURIQUO
199266 LOCKPORT
199262 HARMONY
199261 HARMONY
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RAGGE
199367 RIDGE_NS
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199281 TUSKET
199292 CARLETON
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINV_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5033
L-5035
L-5036
L-5041
L-5041B
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMVAR
1.050PU
1.030PU
1.010PU
0.990PU
0.970PU
0.950PU
1.100OV
0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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SYSTEM_NORMAL
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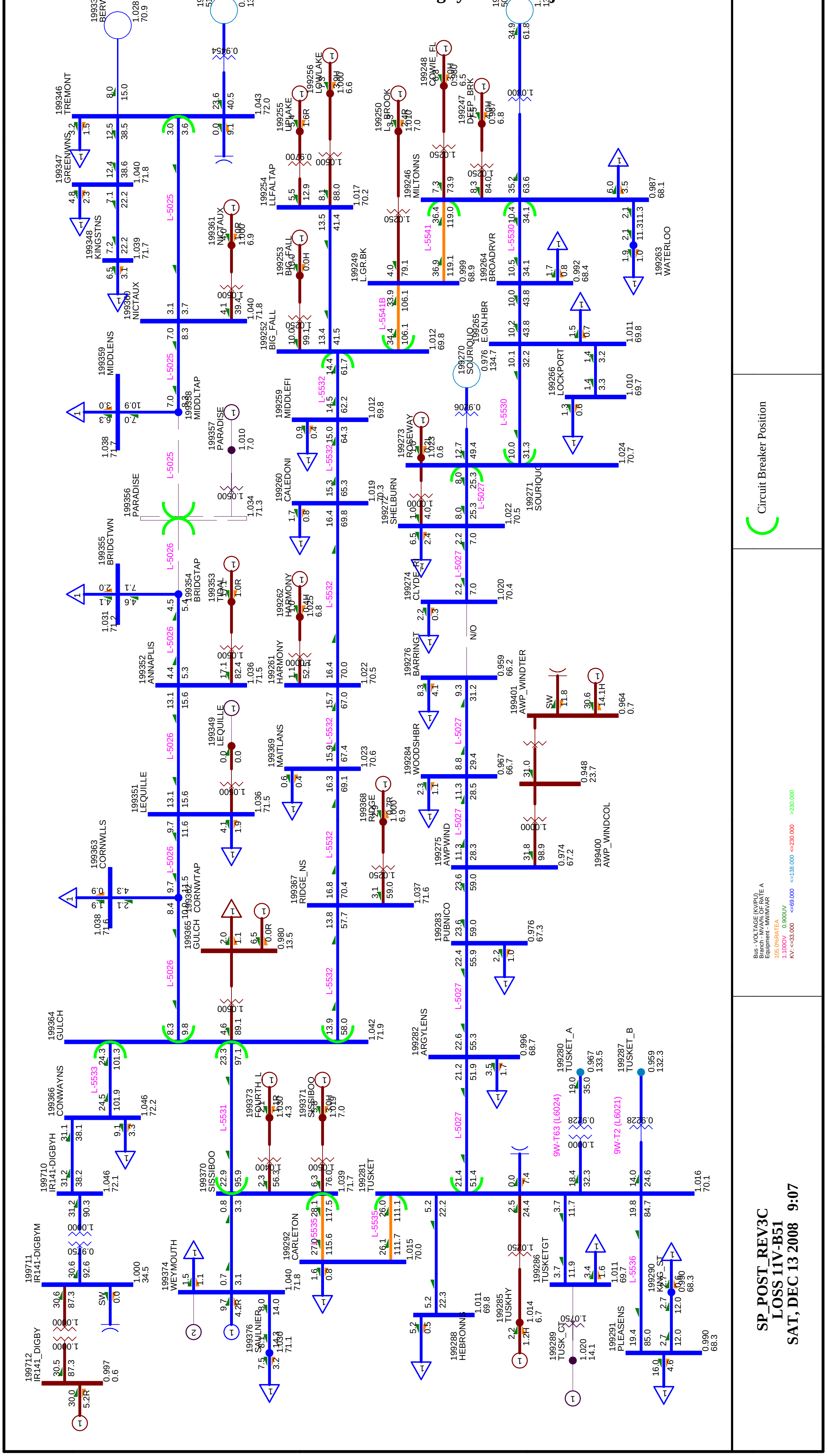
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 LILAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199361 NICTAUX
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
199287 TUSKET_B
199280 TUSKET_A
199400 AWP_WINDCOL
199401 AWP_WINDTER
199250 La_BROOK
199246 MILTONNS
199248 CAPE_EL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199273 ROSEWAY
199271 SOURIQUO
199266 LOCKPORT
199263 WATERLOO
199241 MILT
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MW/VAR
Equipment->MW/VAR
1.050/V 0.950/V
kV <=33.000 <=69.000 <=138.000 <=230.000 >230.000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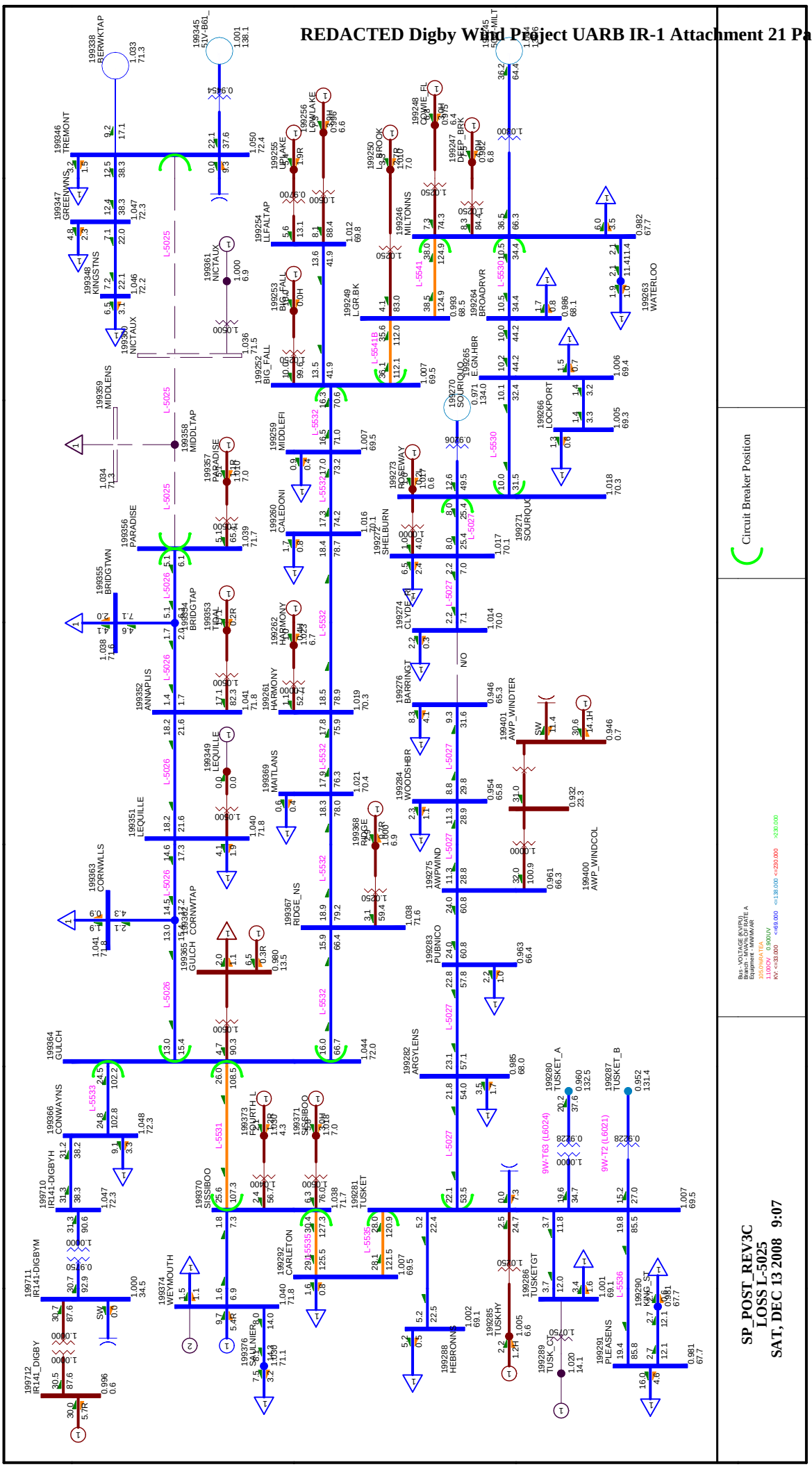
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 L.GR.BK
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KING_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O
SW
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
SP_POST_REV3C
LOSS 11V-B51
SAT, DEC 13 2008 9:07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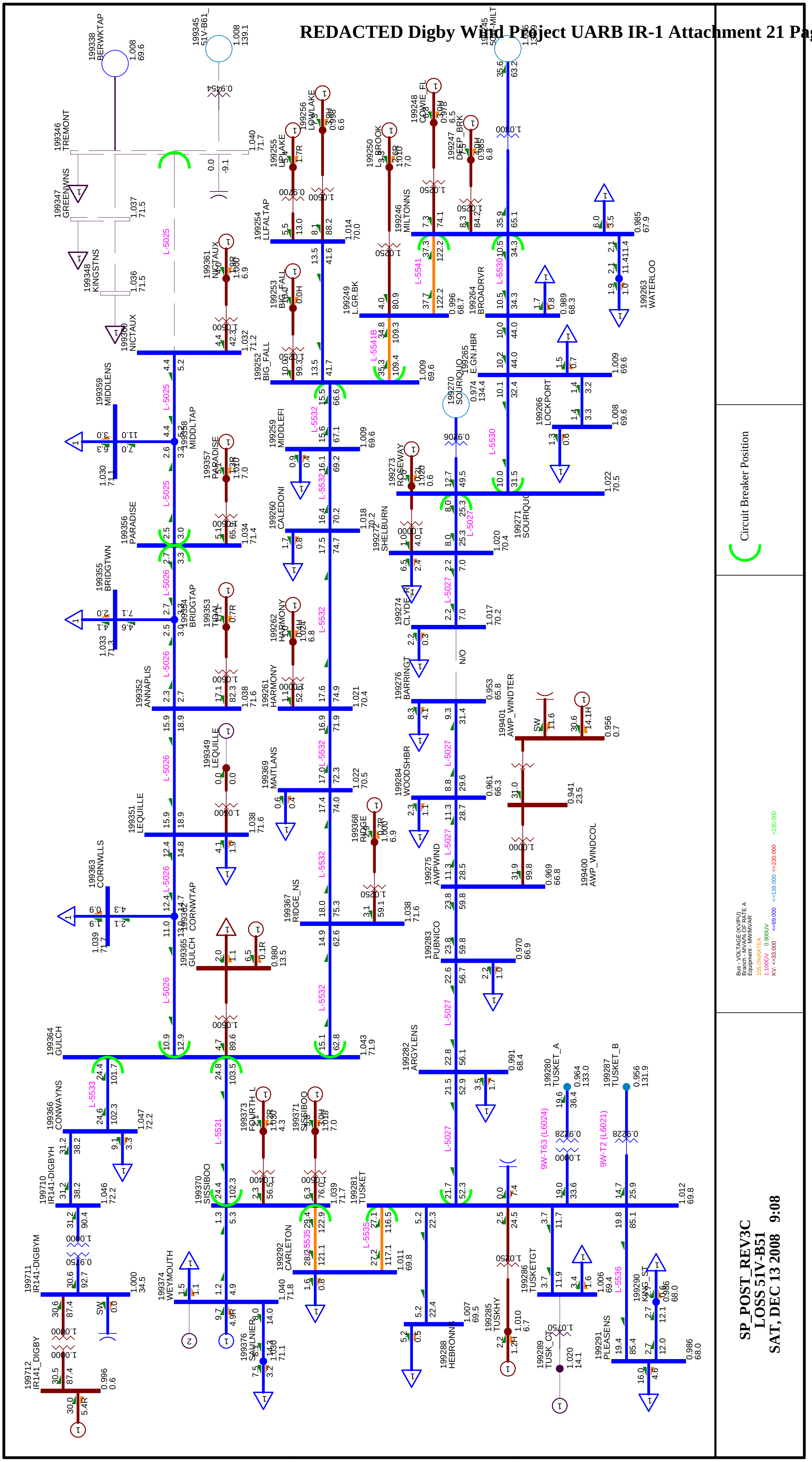
LOSS L-5025
SAT, DEC 13 2008 9:07
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KNWS_ST
199291 PLEASENS
199287 TUSKET_B
199280 TUSKET_A
199282 ARGYLENS
199283 PUBNICO
199284 WOODSHBR
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199276 BARRING
199274 CLYDE_RI
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199253 BIG_FALL
199252 BIG_FALL
199249 LGR.BK
199250 La_BROOK
199246 MILTONNS
199248 CAPE_EL
199247 DEEP_BRK
199345 51V-861_
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MW/MVAR
1.050/KV 0.950/UV
1.100/KV 0.900/UV
kV <=33.000 <=69.000 <=138.000 <=230.000 >230.000


199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199401 AWP_WINDTER
199284 WOODSHBR
199275 AWPWIND
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
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LOSS 51V-B51
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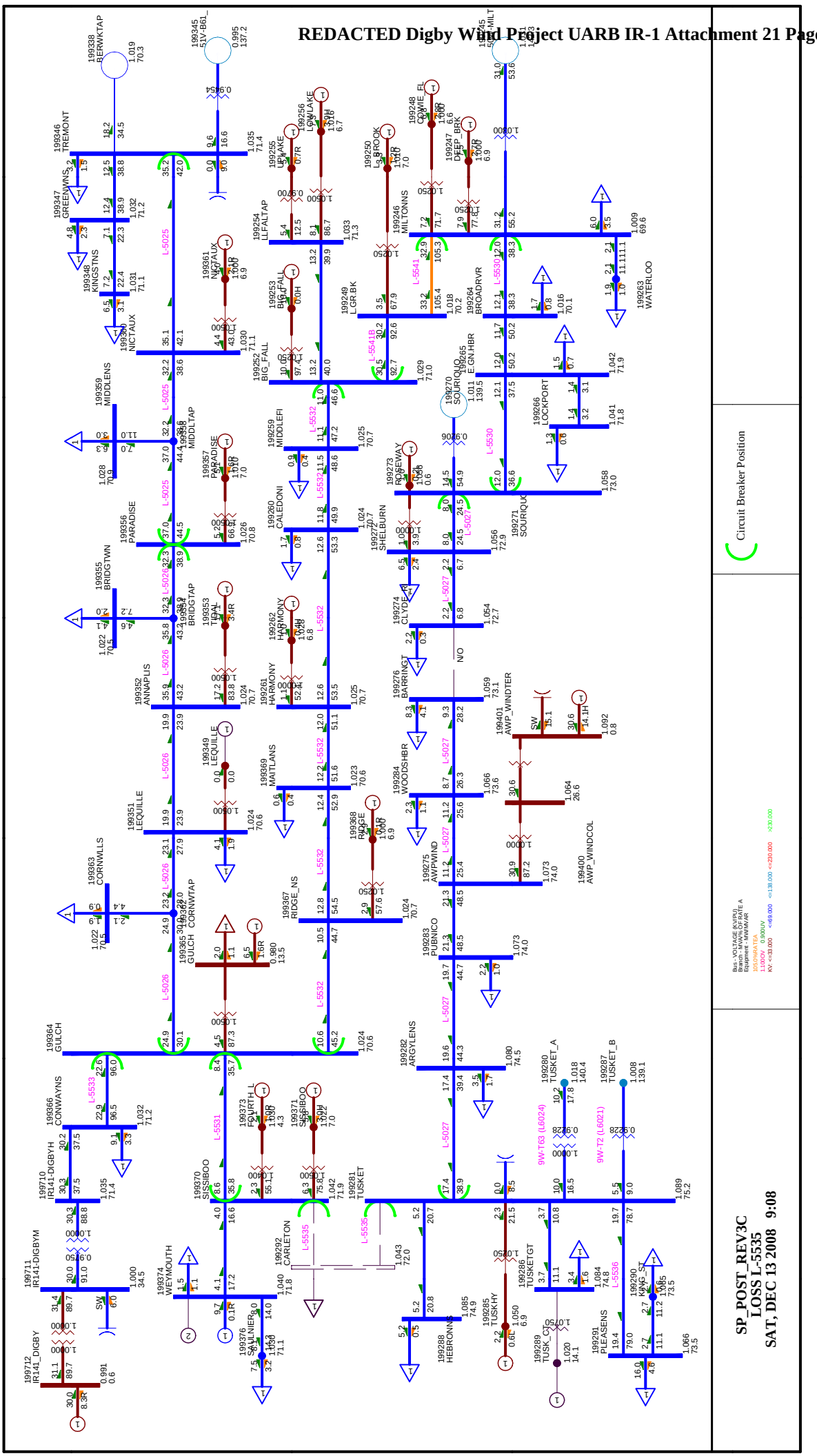
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LOSS L-5535
SAT, DEC 13 2008 9:08
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWWAR
1.030/KV 0.900/LV
KV <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 RERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199284 WOODSHBR
199276 BARRING
199274 CLYDE_RI
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199269 E.GN.HBR
199268 LOCKPORT
199267 BROADRVR
199265 LGR.BK
199264 MILTONNS
199263 WATERLOO
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199258 SHELBURN
199257 BIG_FALL
199256 LOWLAKE
199255 LLFALTAP
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 La_BROOK
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KNWS_ST
199291 PLEASENS
L-5025
L-5026
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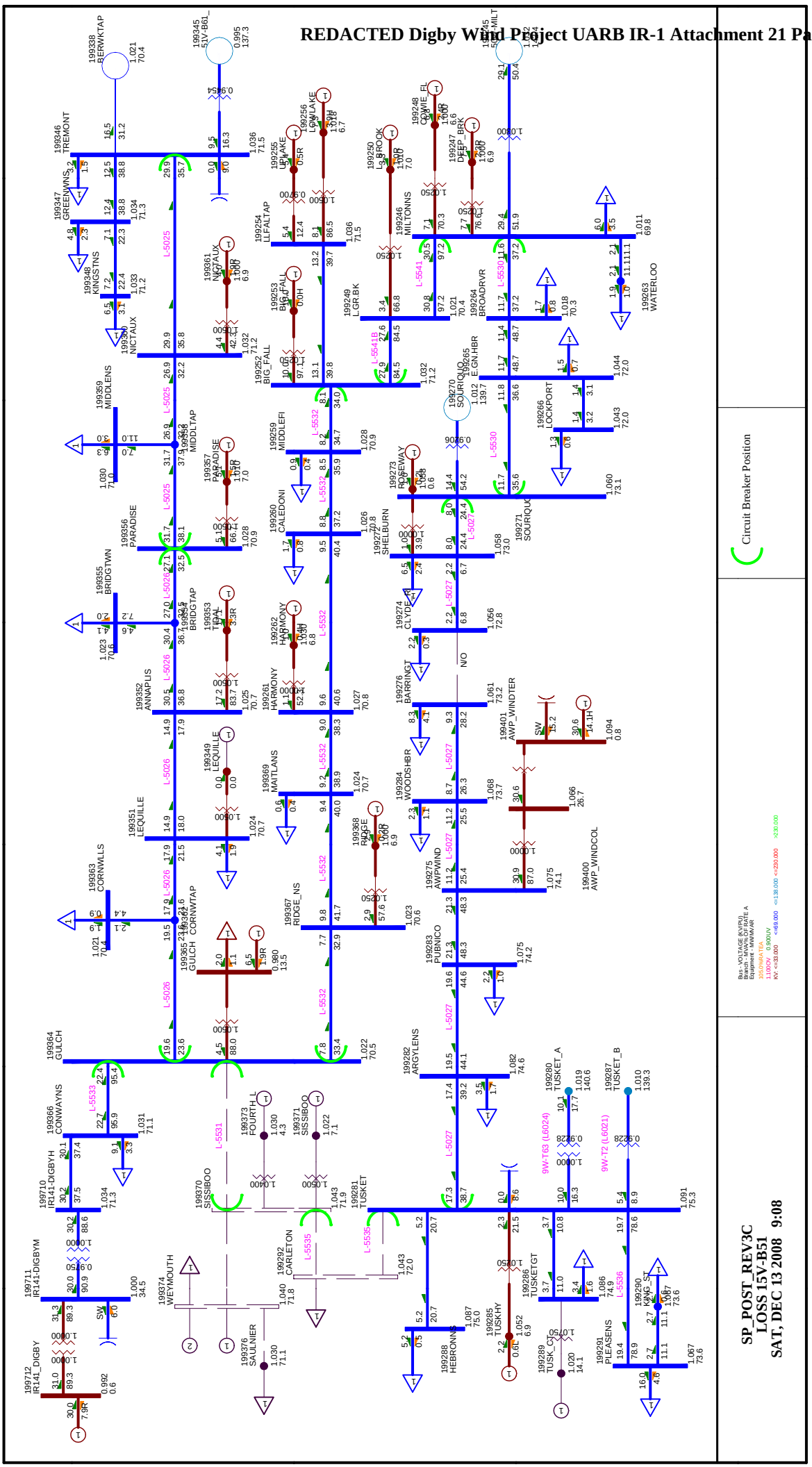
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B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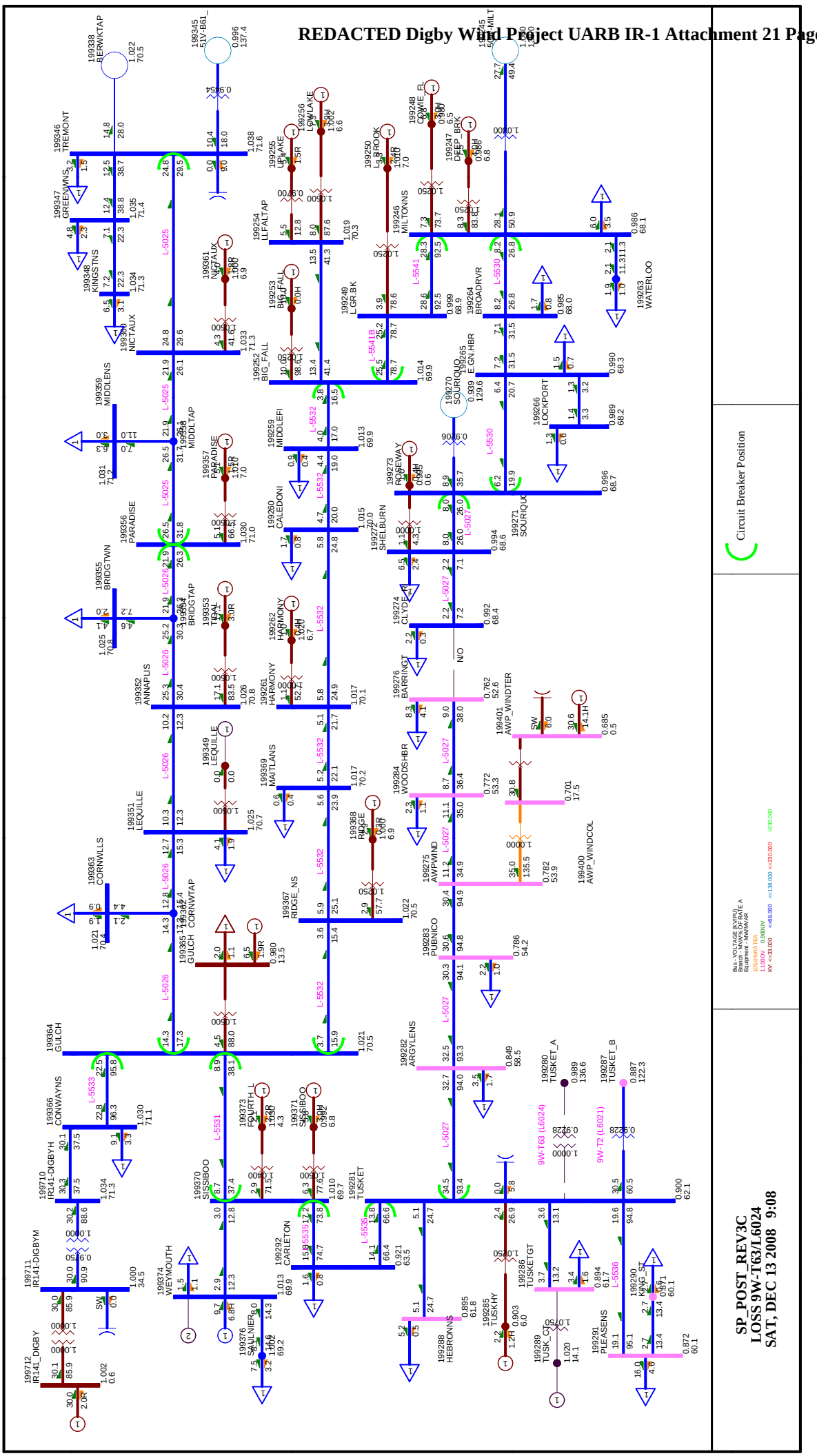
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 La_BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KNWS_ST
199291 PLEASENS
199287 TUSKET_B
199280 TUSKET_A
199400 AWP_WINDCOL
199401 AWP_WINDTER
199275 AWPWIND
199276 BARRING
199284 WOODSHBR
199369 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199272 SHELBURN
199274 CLYDE_RI
199273 ROSEWAY
199270 SOURIQUO
199271 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5041
L-5041B
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMP/AMP
1.030CRV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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SAT, DEC 13 2008 9:08
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWAWAR
1.030/0V 0.900/0V
kV <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199252 BIG_FALL
199256 LOWLAKE
199255 LILAKE
199254 LLFALTAP
199250 La BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199245 50V-MILT
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199259 MIDDLEFI
199260 CALEDONI
199258 SHELBURN
199273 ROSEWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199262 HARMONY
199261 HARMONY
199274 CLYDE_RI
199352 ANNAPLIS
199276 BARRING
199401 AWP_WINDTER
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199363 CORNWLLS
199362 CORNWTAP
199368 RIDGE_SE
199275 AWPWIND
199400 AWP_WINDCOL
199365 GULCH
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199280 TUSKET_A
199287 TUSKET_B
199710 IR141-DIGBYH
199370 SISSIBOO
199281 TUSKET
9W-T63 (L6024)
9W-T2 (L6021)
199711 IR141-DIGBYM
199374 WEYMOUTH
199292 CARLETON
199286 TUSKETGT
199290 KINGS_ST
199712 IR141_DIGBY
199376 SAULNIER
199285 TUSKHY
199289 TUSK_CT
199291 PLEASENS
199288 HEBRONNS
L-5025
L-5026
L-5027
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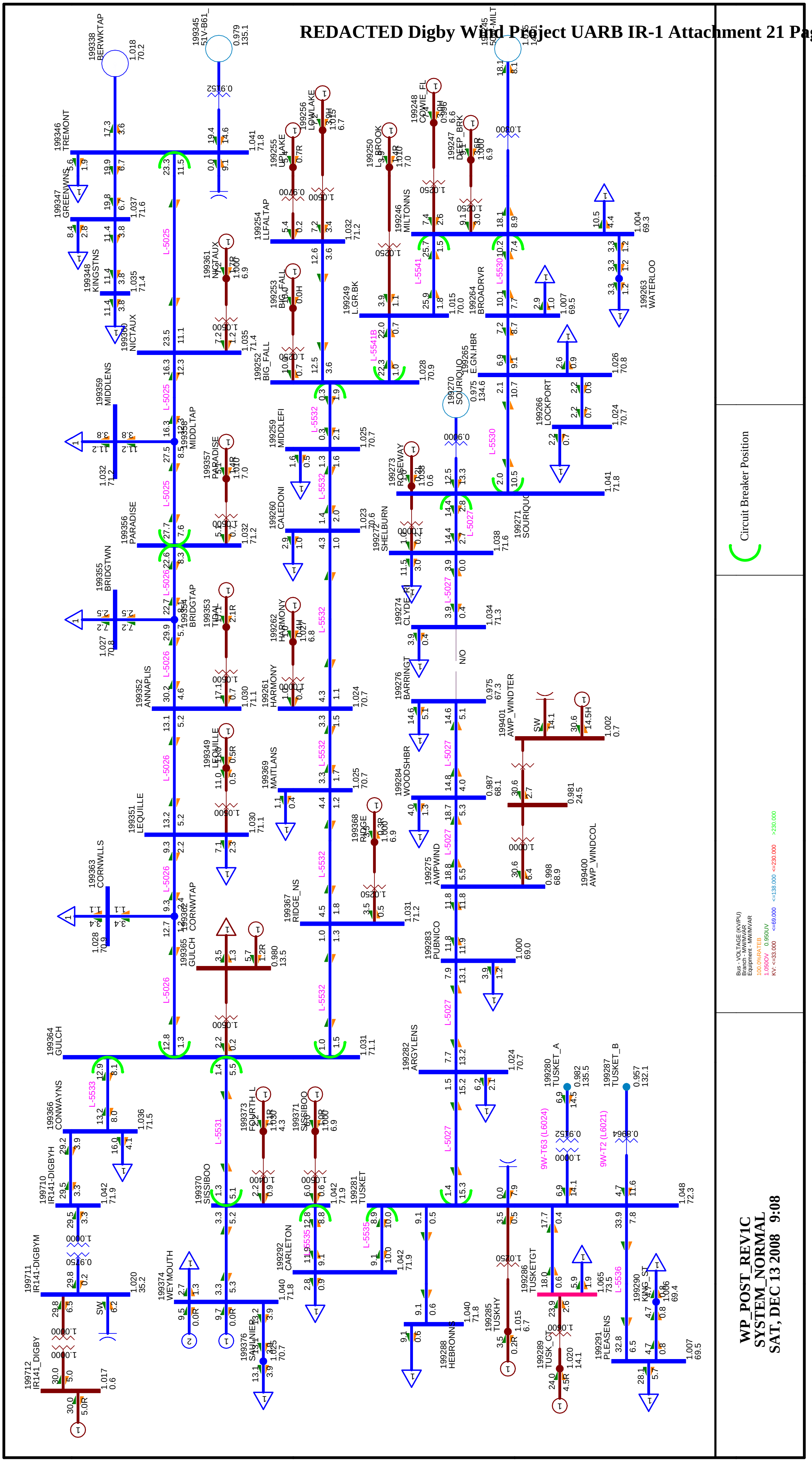
L-5027A
N/O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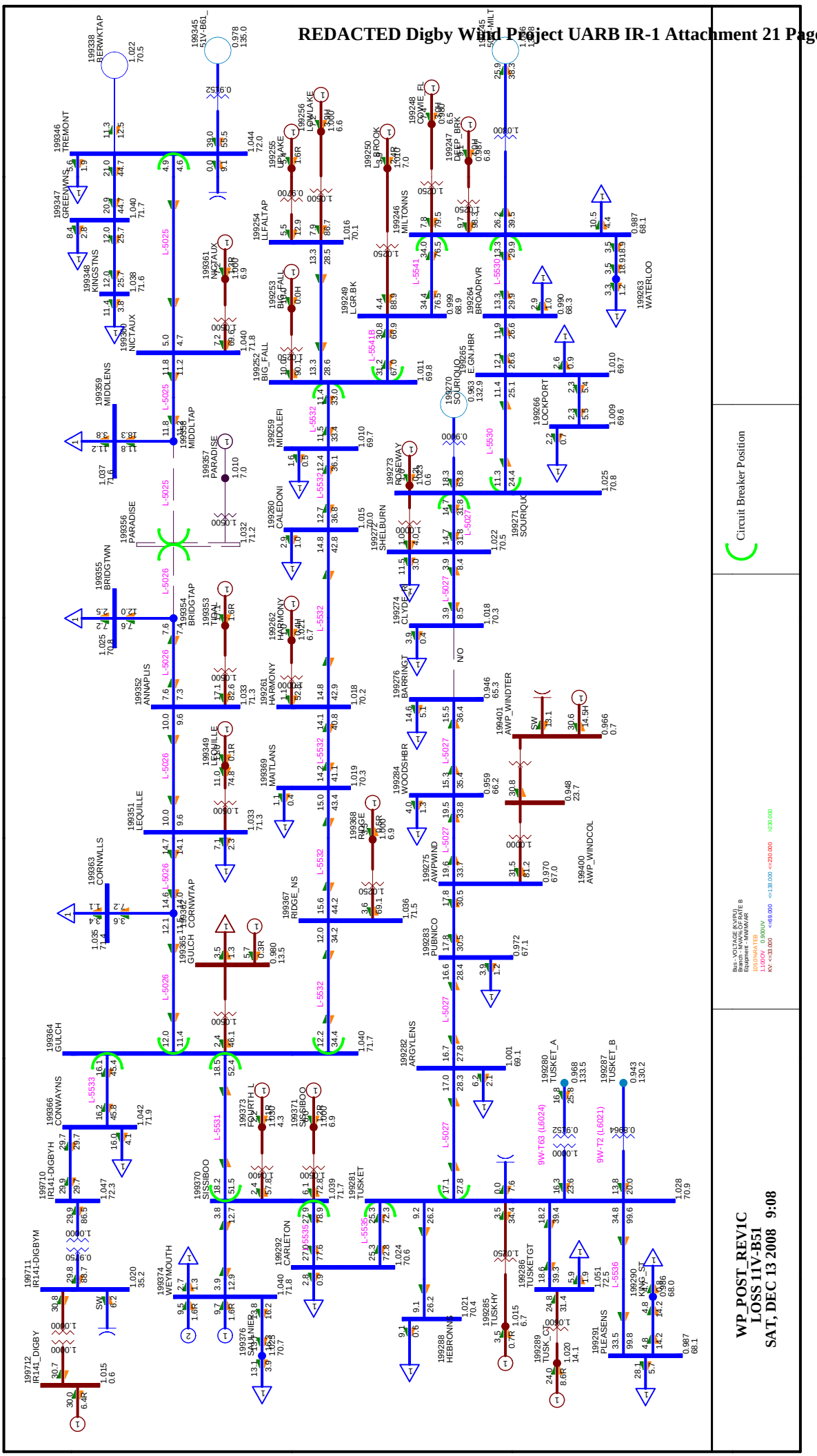
SAT, DEC 13 2008 9:08
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MW/MVAR
Equipment - MW/MVAR
100.0%RATEB
1.050OV 0.950UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 L.GR.BK
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199401 AWP_WINDTER
199284 WOODSHBR
199275 AWPWIND
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5533
L-5531
L-5535
L-5532
L-5541B
L-5541
L-5530
L-5027
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O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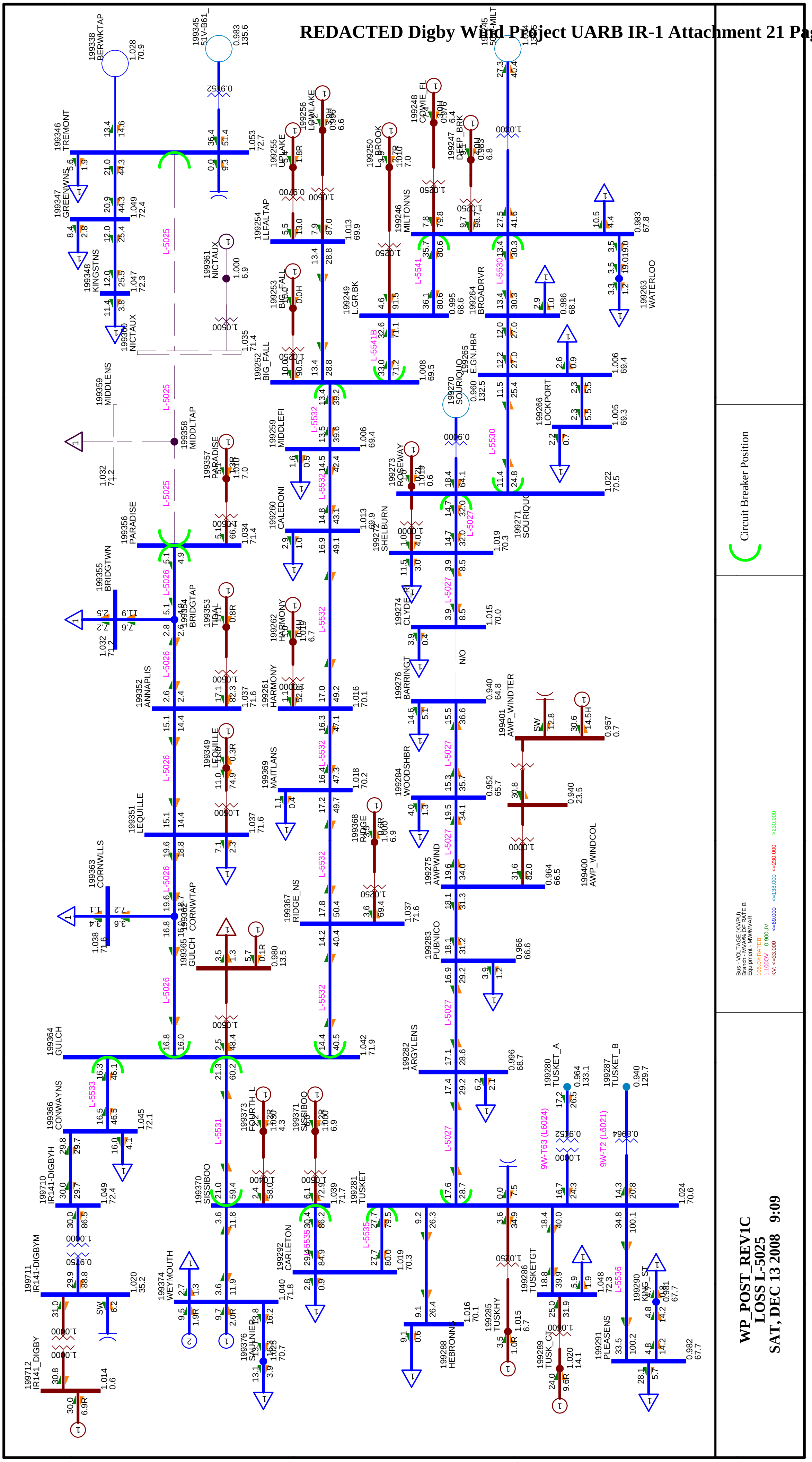
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 LILYLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199249 LGR.BK
199250 La Bell
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199245 50V-MILT
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199272 SHELBURN
199273 ROSEWAY
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
199264 BROADRVR
199263 WATERLOO
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5039
L-5041
L-5044
L-5045
L-5532
L-5535
L-5536
L-5541
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
100MVA TEB
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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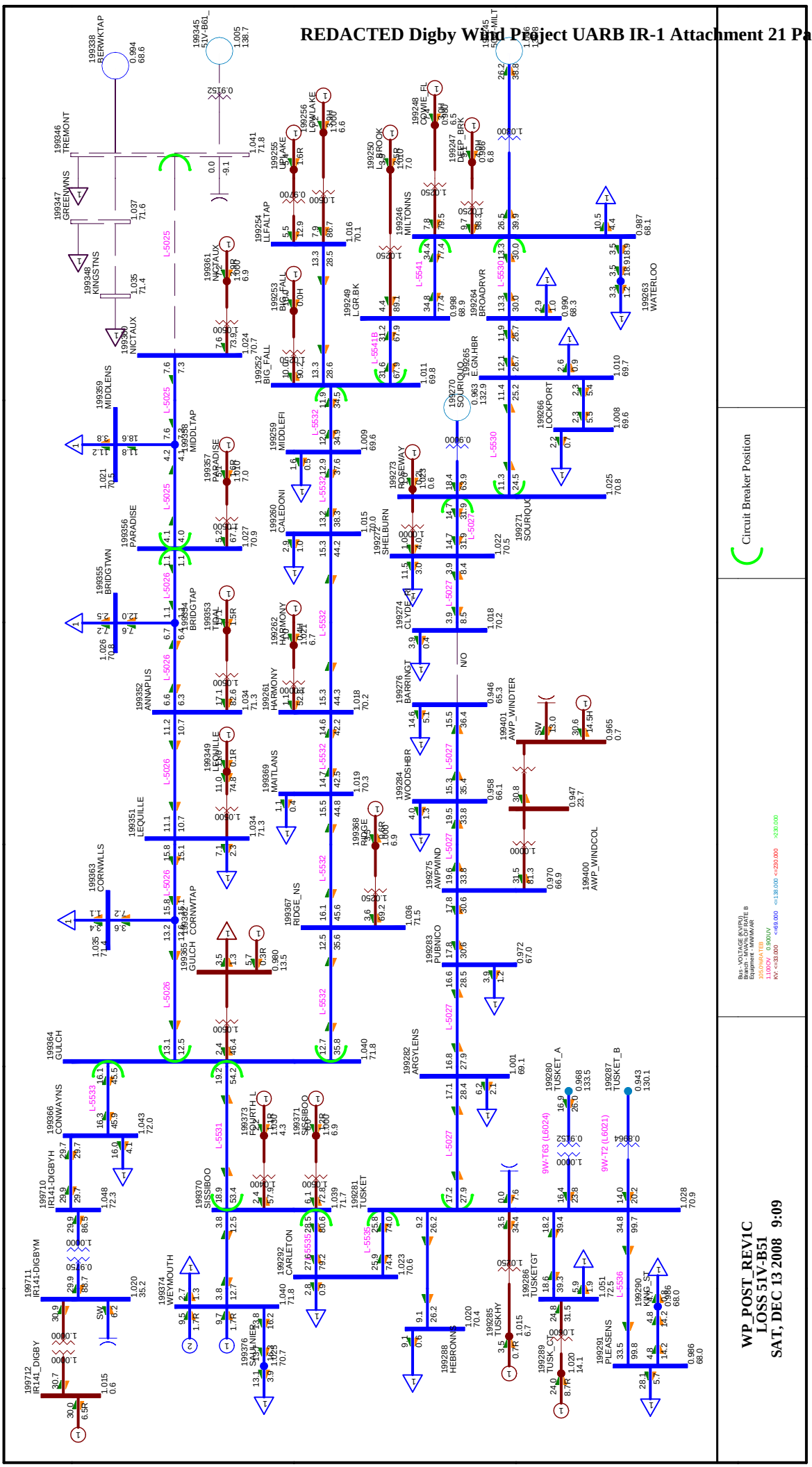
LOSS L-5025
SAT, DEC 13 2008 9:09
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O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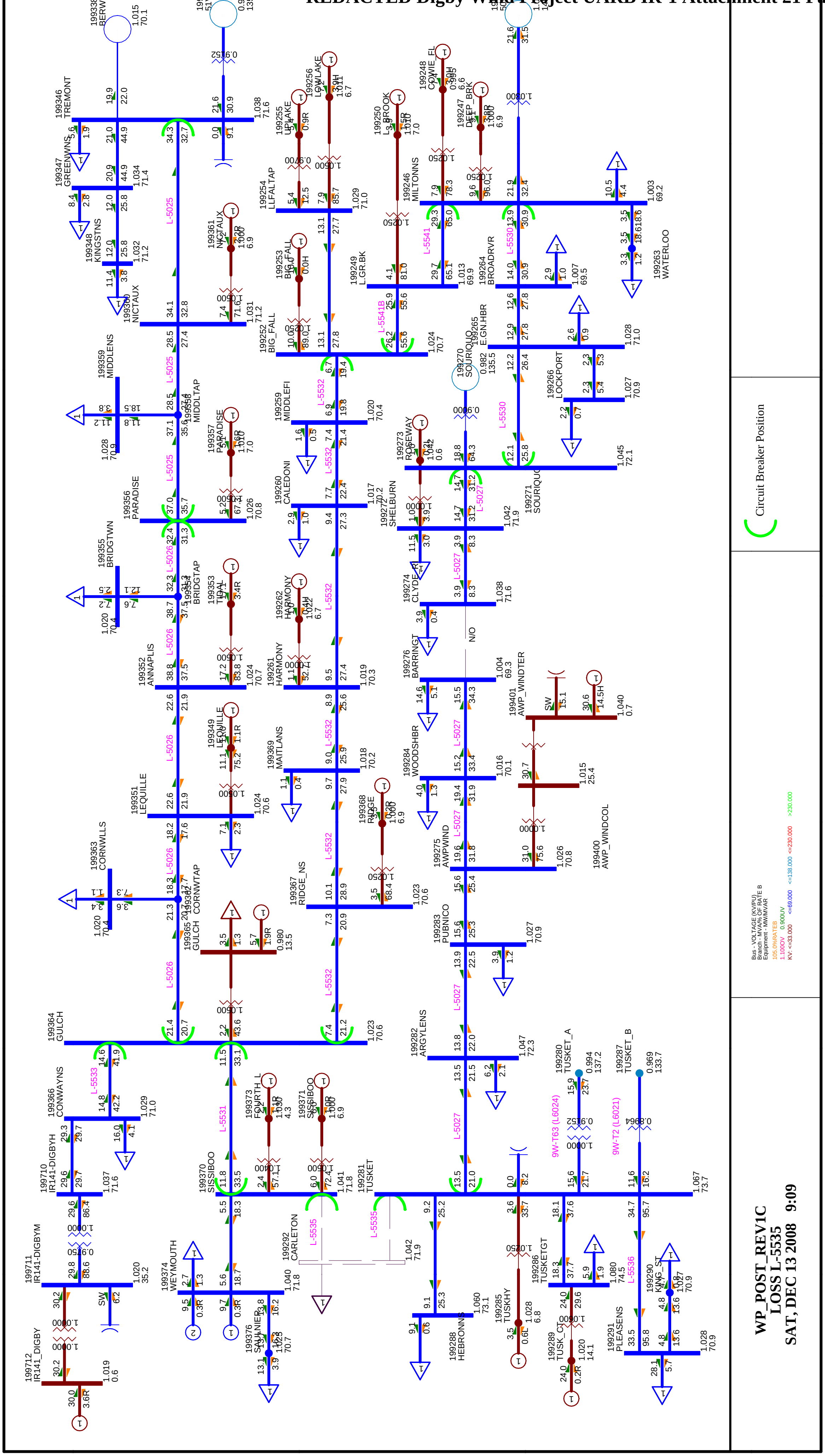
SAT, DEC 13 2008 9:09
Circuit Breaker Position
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199372 FOURTH
199292 CARLETON
199281 TUSKET
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199253 BIG_FALL
199252 BIG_FALL
199250 La BROOK
199246 MILTONNS
199248 CAPE_FL
199247 DEEP_BRK
199249 LGR.BK
199241 MILTONNS
199264 BROADRVR
199263 WATERLOO
199270 SOURIQUO
199265 E.GN.HBR
199273 ROSEWAY
199271 SOURIQUO
199266 LOCKPORT
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
199290 KINGS_ST
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5037
L-5038
L-5039
L-5040
L-5041
L-5041B
L-5530
L-5532
L-5533
L-5535
L-5536
L-5541
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
1/3/2009 A TIB
1.030DV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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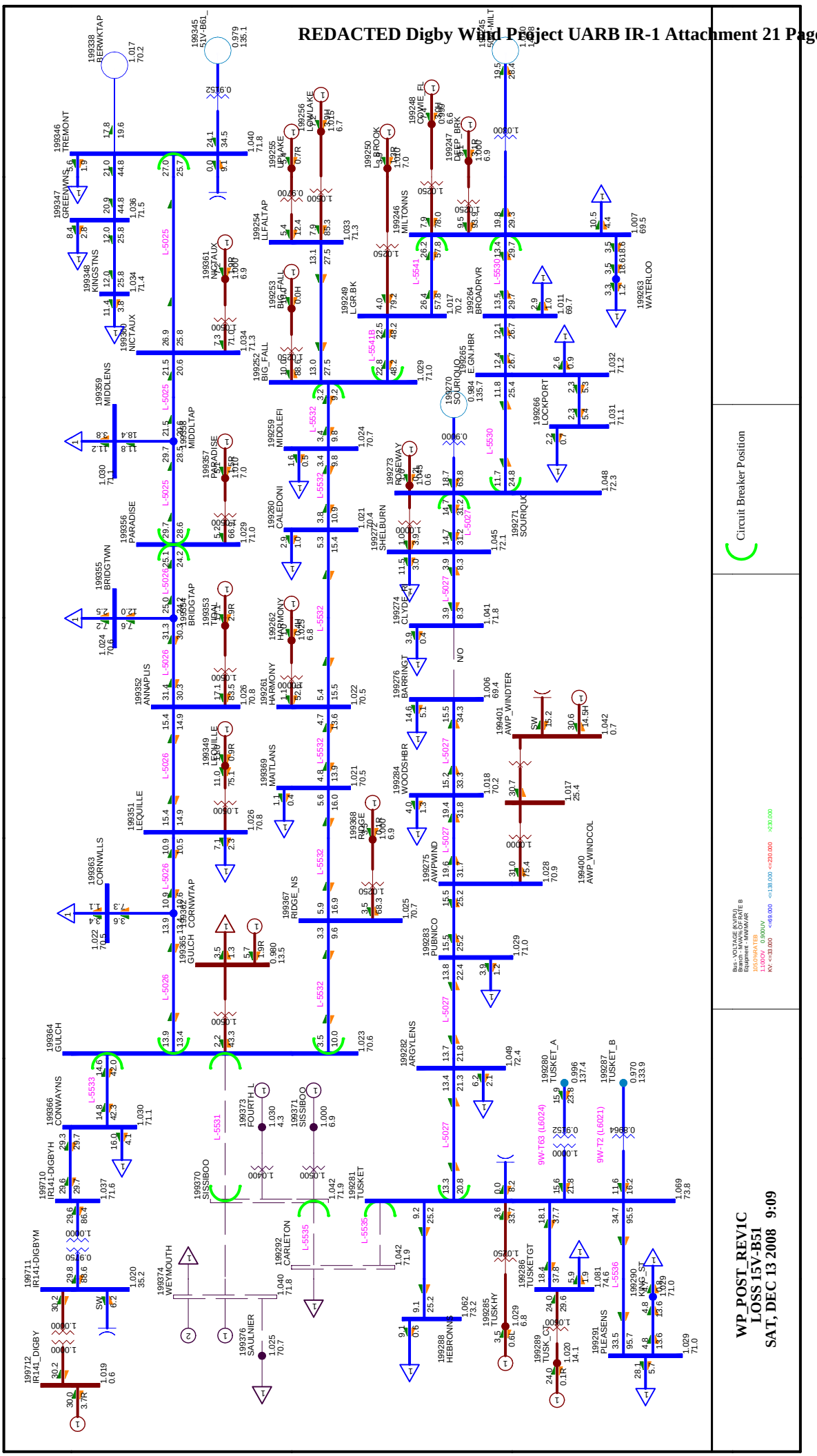
LOSS L-5535
SAT, DEC 13 2008 9:09
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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SAT, DEC 13 2008 9:09
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 LGR.BROOK
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199361 NICTAUX
199260 CALEDONI
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199270 SOURIQUO
199265 E.GN.HBR
199264 BROADRVR
199266 LOCKPORT
199271 SOURIQUO
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
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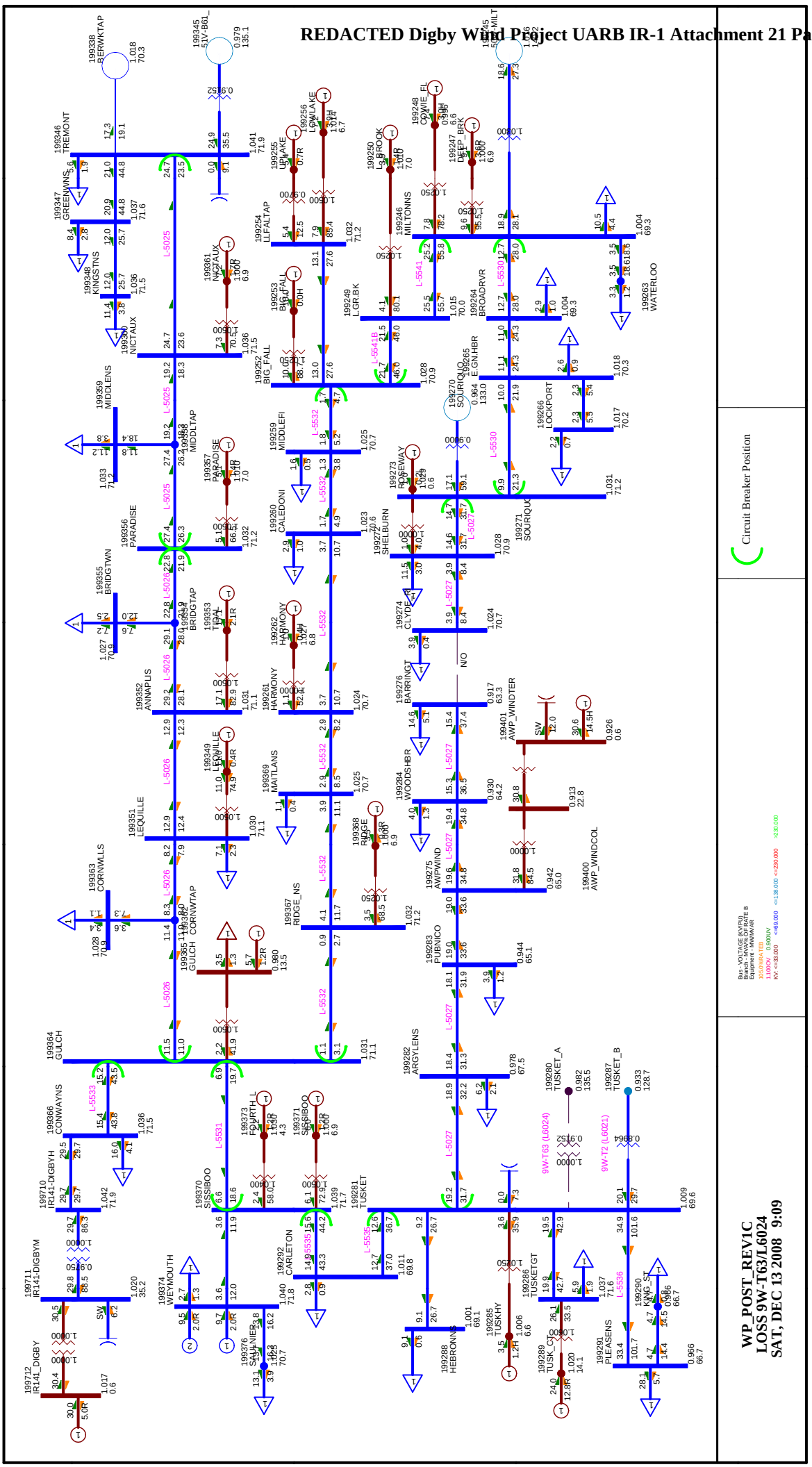
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->NAMWAR
100MVA TEB
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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Circuit Breaker Position
199338 BERWKTAP
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199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 LILYLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 La_BROOK
199248 CAMPE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199260 CALEDONI
199272 SHELBURN
199262 HARMONY
199261 HARMONY
199274 CLYDE_RI
199276 BARRINGT
199369 MAITLANS
199368 RAGGE
199367 RIDGE_NS
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
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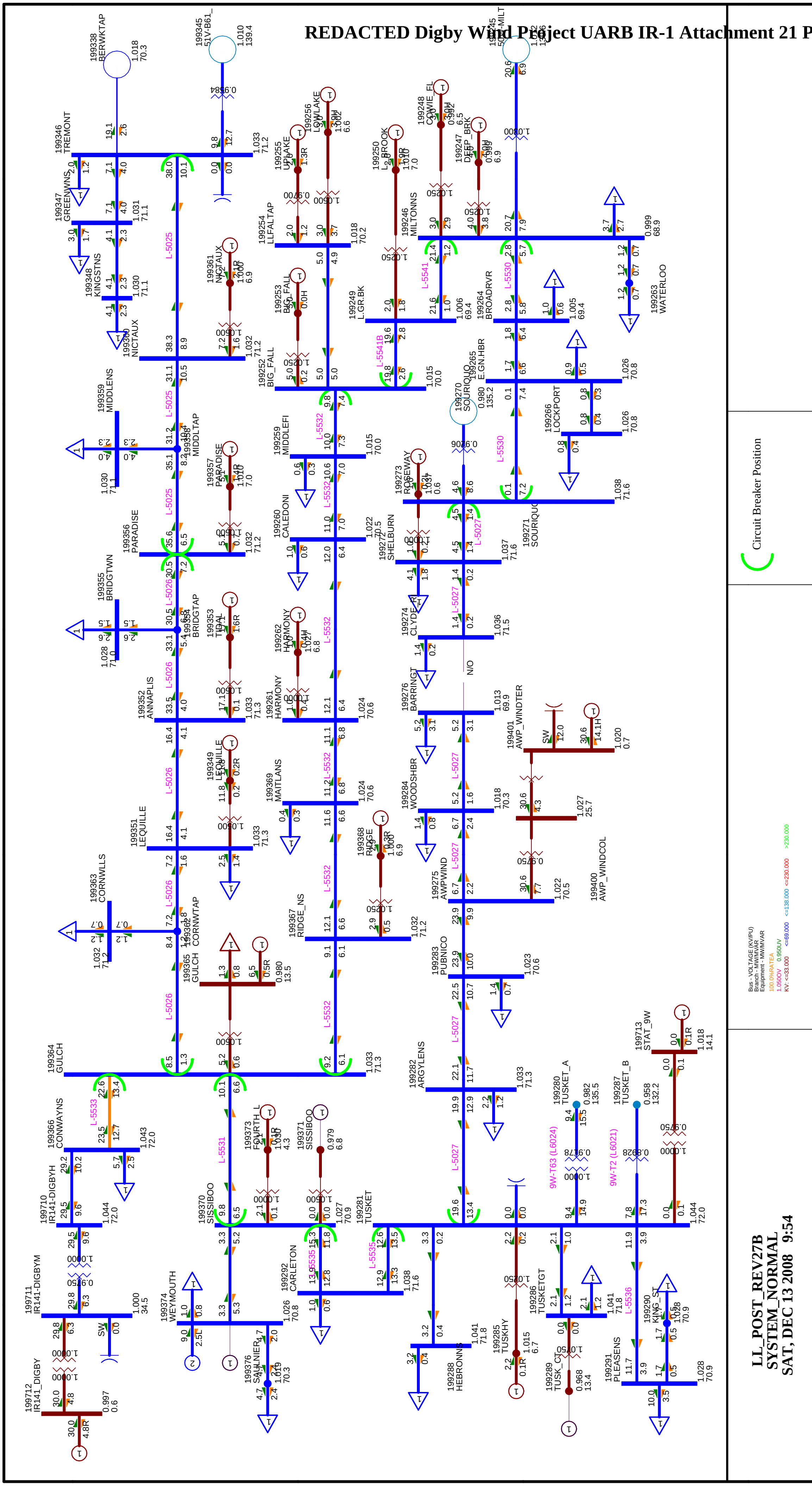
L-5132
L-5133
L-5134
L-5135
L-5136
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
1/1/2009 T35
1.030CV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000

17 Appendix_3 Post_IR141 Load Flow: SVC Option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SYSTEM_NORMAL
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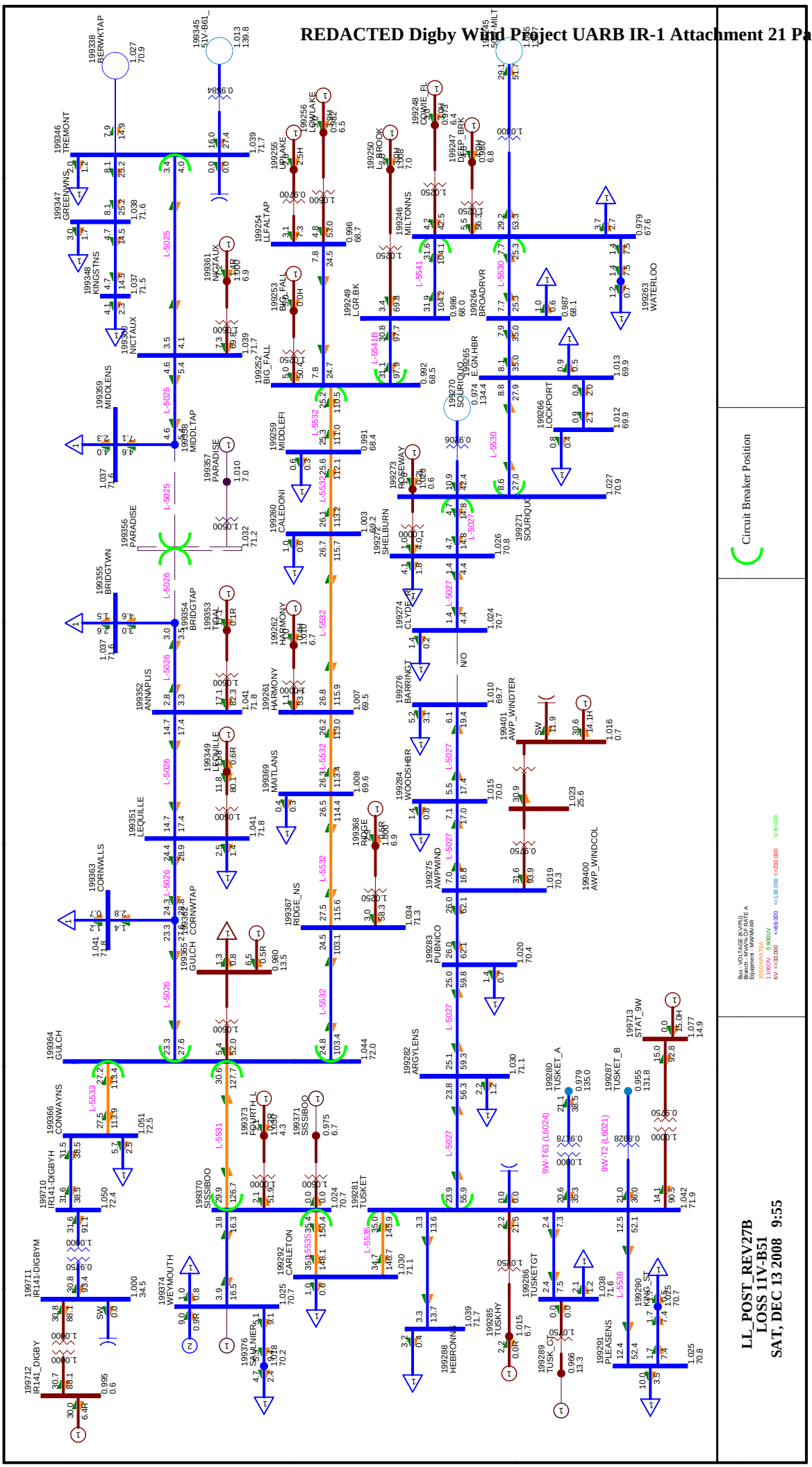
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MW/MVAR
Equipment - MW/MVAR
100.0%RATEA
1.050OV 0.950UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199371 SISSIBOO
199373 FOURTH_L
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199713 STAT_9W
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5533
L-5531
L-5535
L-5532
L-5541
L-5541B
L-5530
L-5027
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O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LOSS 11V-B51
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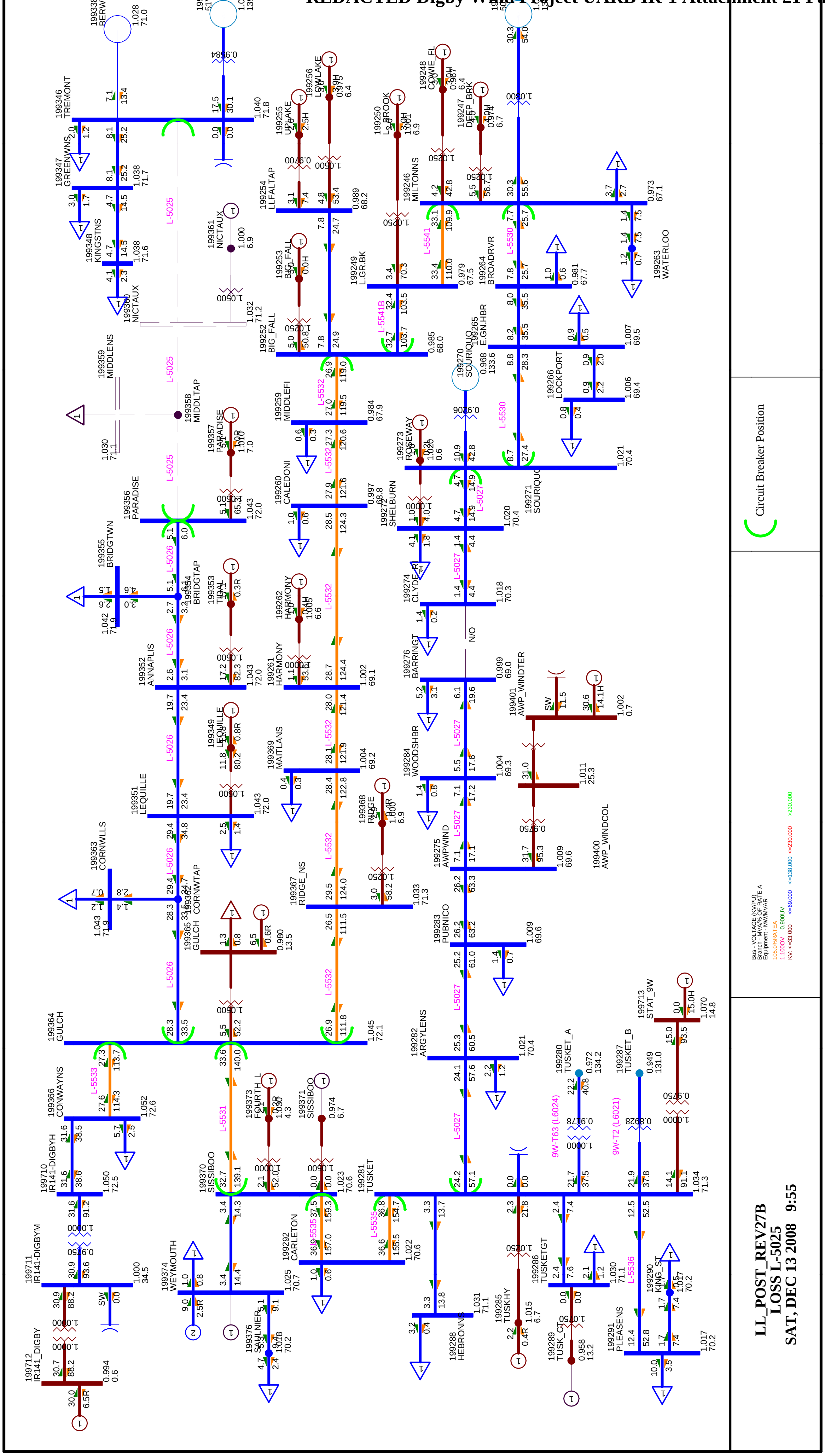
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 L.BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199345 51V-MILT
199264 BROADRVR
199263 WATERLOO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199260 CALEDONI
199272 SHELBURN
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199269 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199713 STAT_9W
199290 KING_ST
199291 PLEASENS
199289 TUSK_CT
199286 TUSKETGT
199285 TUSKHY
199288 HEBRONNS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
100MVA TEA
1.030OV 0.900UV
kV< <=33.000 <=69.000 <=138.000 <=230.000 >230.000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LOSS L-5025
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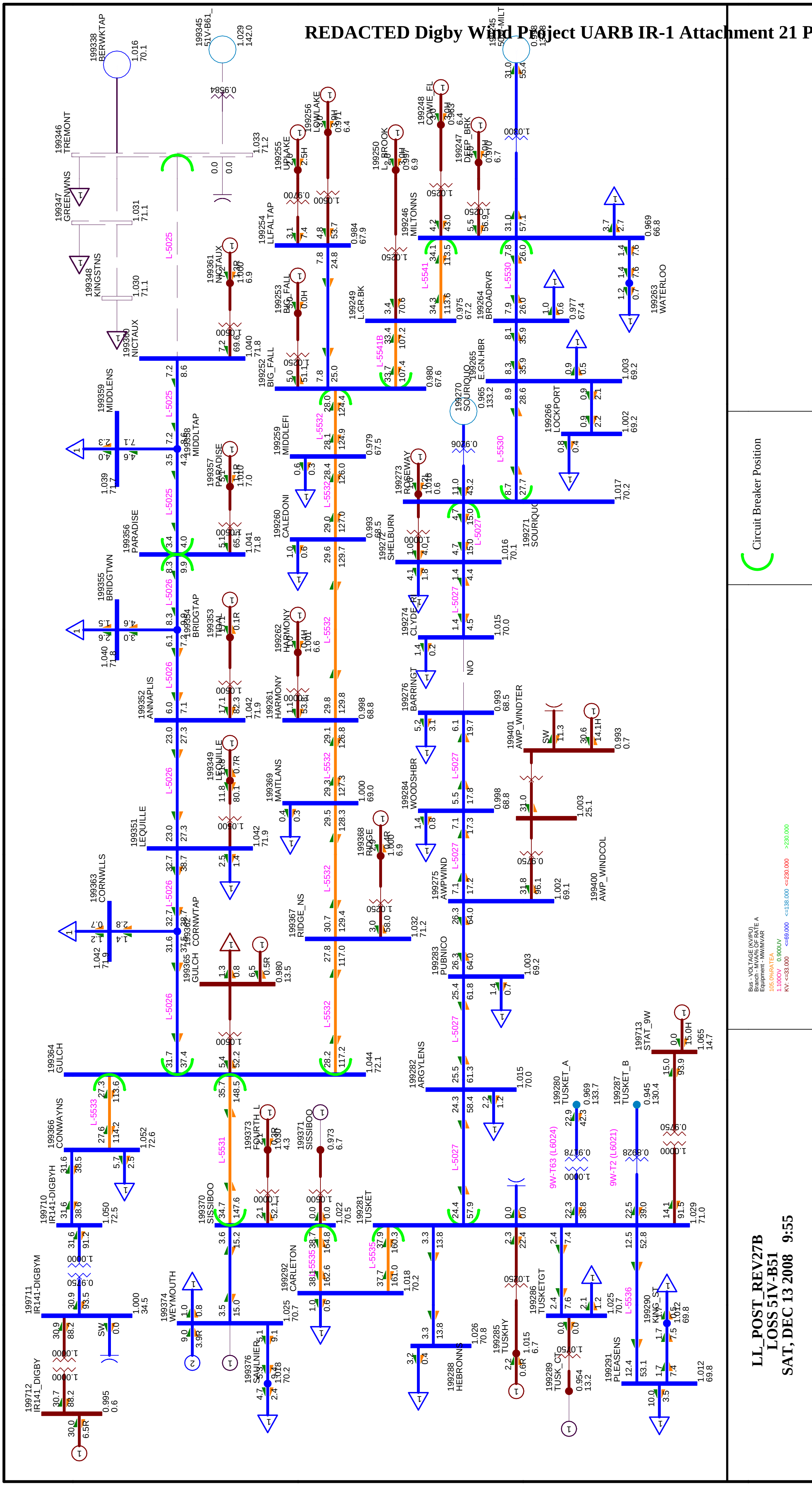
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199246 MILTONNS
199248 COWIE_FL
199247 DEEP_BRK
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199263 WATERLOO
199273 ROSEWAY
199272 SHELBURN
199271 SOURIQUO
199274 CLYDE_RI
199276 BARRINGT
199401 AWP_WINDTER
199284 WOODSHBR
199400 AWP_WINDCOL
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199713 STAT_9W
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O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199245 50W-MILT
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 L.GR.BK
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 ROSEWAY
199272 SHELBURN
199271 SOURIQUO
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199401 AWP_WINDTER
199275 AWPWIND
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
199713 STAT_9W
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
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L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
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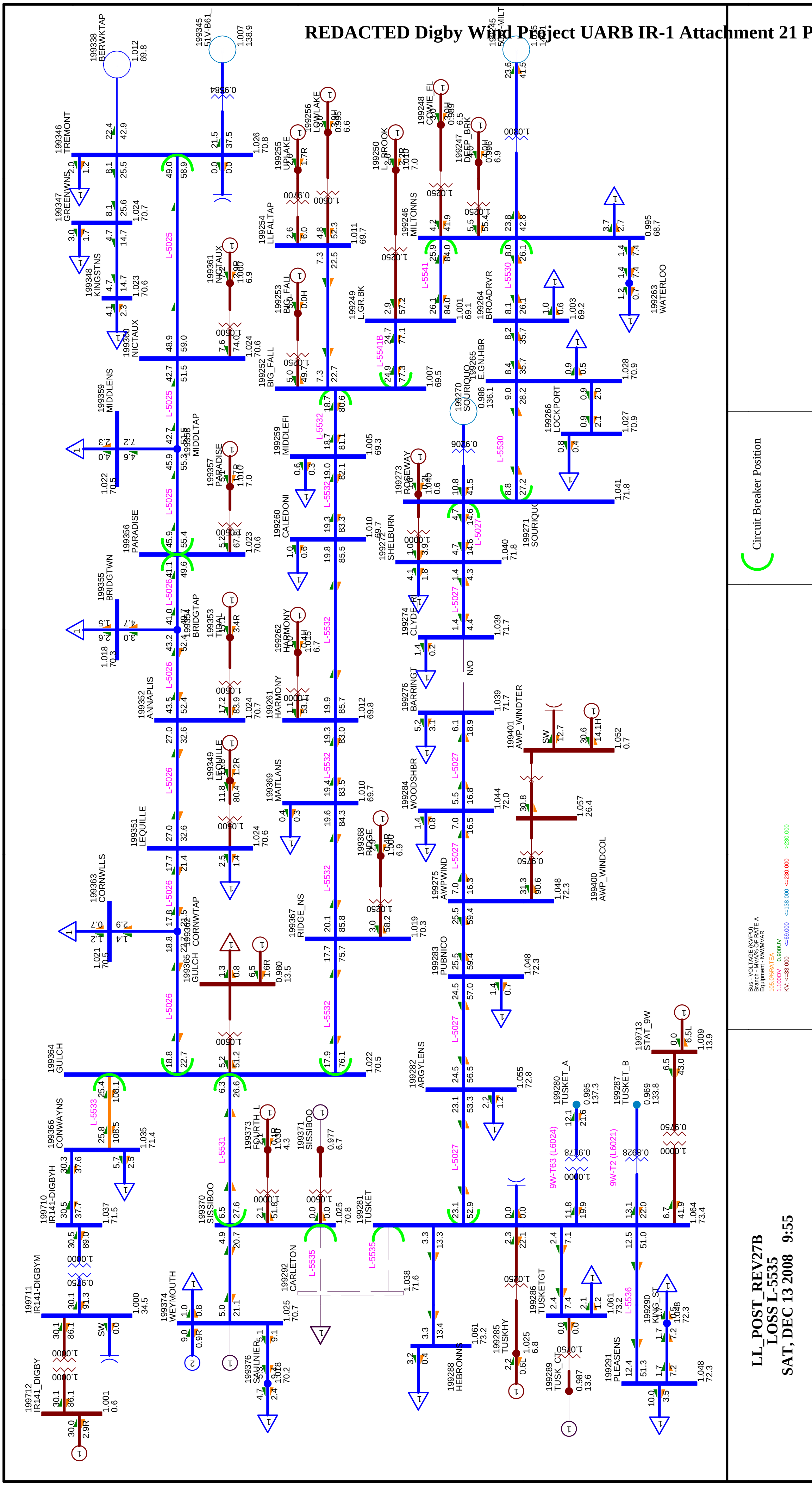
LOSS 51V-B51
SAT, DEC 13 2008 9:55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LOSS L-5535
SAT, DEC 13 2008 9:55
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199376 SAULNIER
199292 CARLETON
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199245 50N-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199401 AWP_WINDTER
199284 WOODSHBR
199400 AWP_WINDCOL
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199713 STAT_9W
199280 TUSKET_A
199287 TUSKET_B
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5532
L-5541
L-5541B
L-5530
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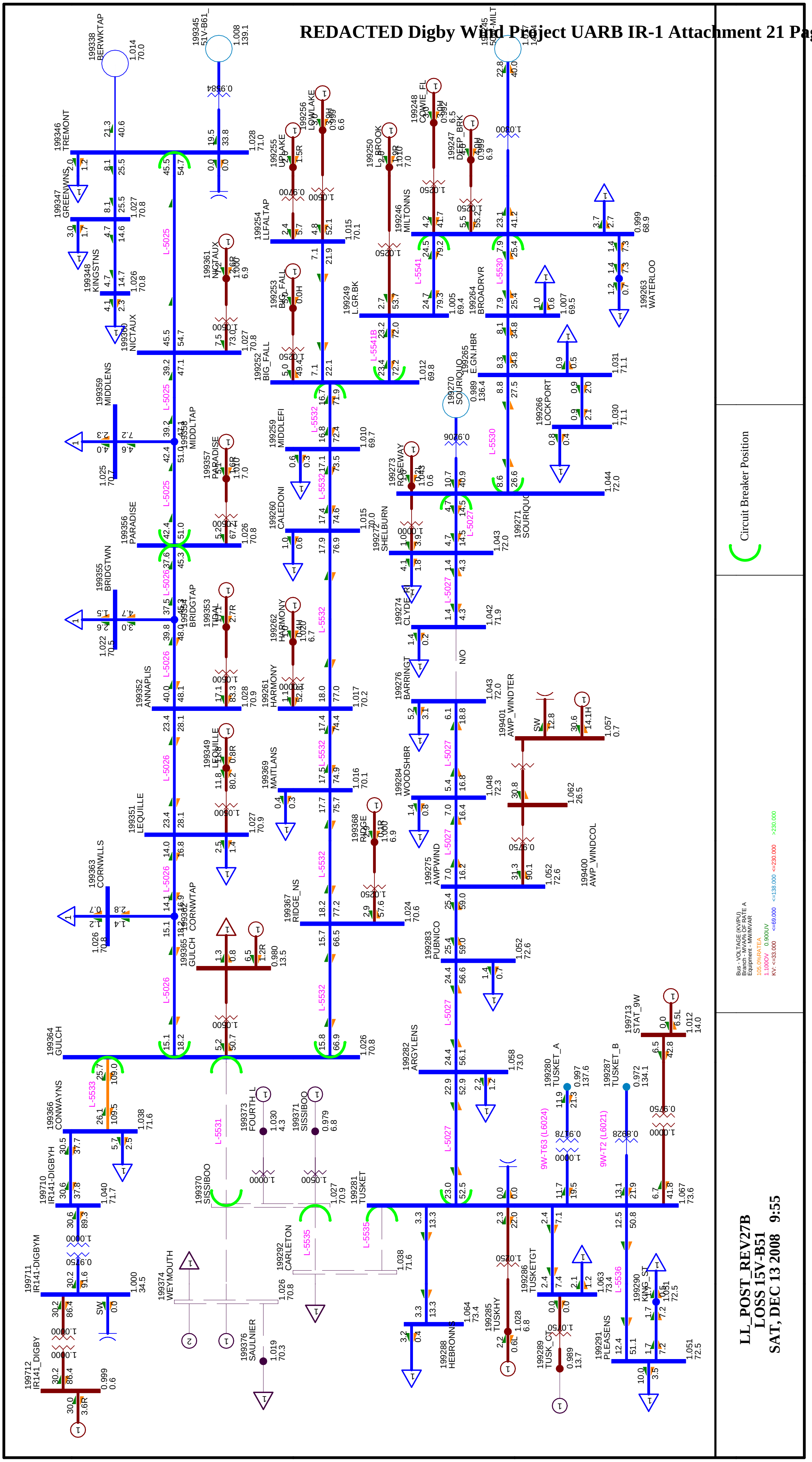
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O



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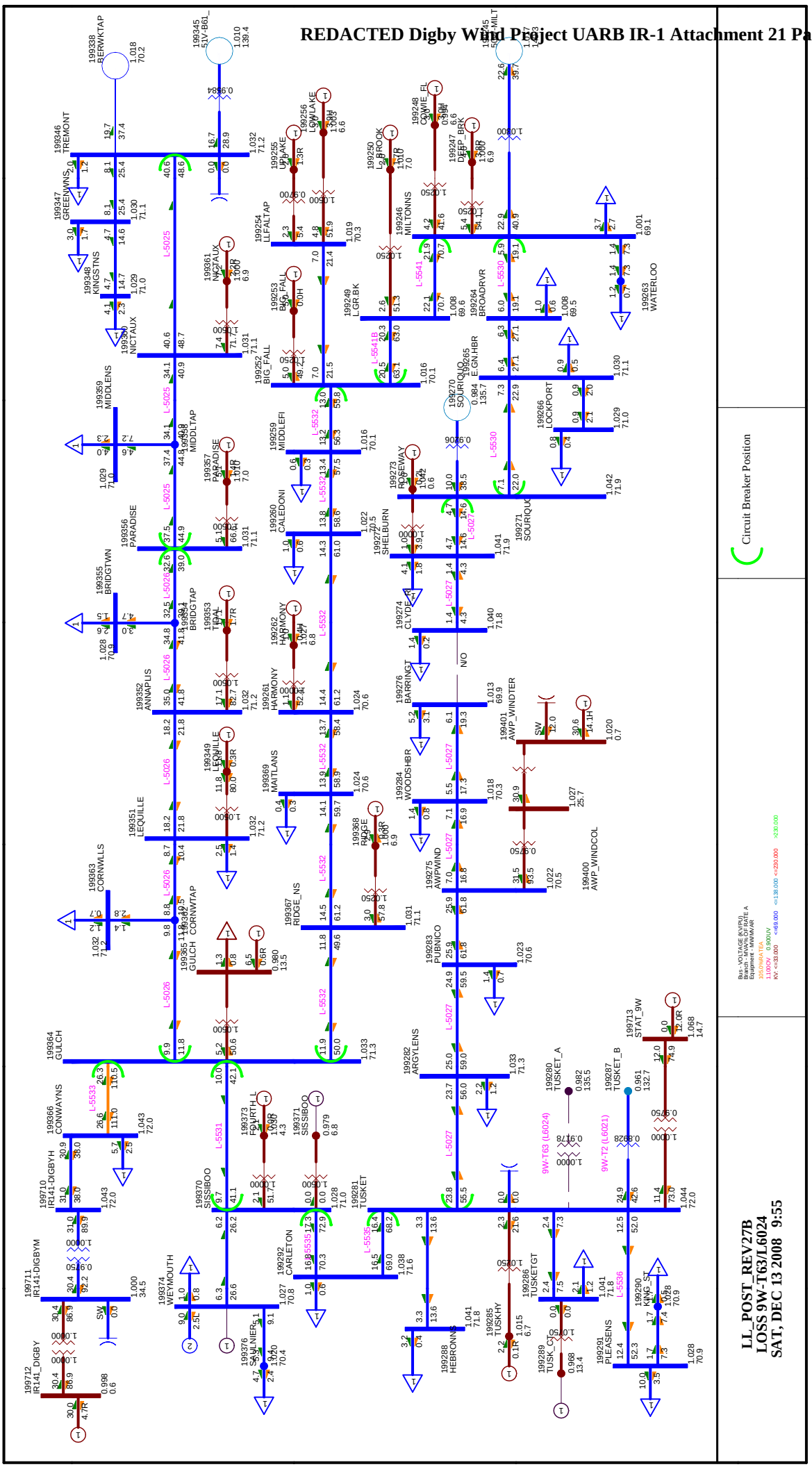
199345 51V-B61_ 1.008 139.1
199346 TREMONT 1.028 71.0
199347 GREENWNS 1.027 70.8
199348 KINGSTNS 1.026 70.8
199360 NICTAUX 1.027 70.8
199361 NICTAUX 1.000 6.9
199359 MIDDLENS 1.025 70.7
199358 MIDDLTAP
199357 PARADISE 1.010 7.0
199356 PARADISE 1.026 70.8
199355 BRIDGTWN 1.022 70.5
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS 1.028 70.9
199349 LEQUILLE
199351 LEQUILLE 1.027 70.9
199363 CORNWLLS 1.026 70.8
199362 CORNWTAP
199365 GULCH 0.980 13.5
199364 GULCH 1.026 70.8
199366 CONWAYNS 1.038 71.6
199710 IR141-DIGBYH 1.040 71.7
199711 IR141-DIGBYM 1.000 34.5
199712 IR141_DIGBY 0.999 0.6
199374 WEYMOUTH 1.026 70.8
199370 SISSIBOO
199373 FOURTH_L 1.030 4.3
199371 SISSIBOO 0.979 6.8
199376 SAULNIER 1.019 70.3
199292 CARLETON 1.038 71.6
199281 TUSKET 1.027 70.9
199255 UPLAKE
199256 LOWLAKE 0.999 6.6
199254 LLFALTAP 1.015 70.1
199253 BIG_FALL
199252 BIG_FALL 1.012 69.8
199259 MIDDLEFI 1.010 69.7
199260 CALEDONI 1.015 70.0
199262 HARMONY 1.020 6.7
199261 HARMONY 1.017 70.2
199369 MAITLANS 1.016 70.1
199368 RIDGE 1.000 6.9
199367 RIDGE_NS 1.024 70.6
199250 L_BROOK 1.010 7.0
199248 COWIE_FL 0.992 6.5
199247 DEEP_BRK 0.999 6.9
199246 MILTONNS 0.999 68.9
199249 L.GR.BK 1.005 69.4
199245 50N-MILT
199264 BROADRVR 1.007 69.5
199263 WATERLOO
199265 E.GN.HBR 1.031 71.1
199266 LOCKPORT 1.030 71.1
199270 SOURIQUO 0.989 136.4
199273 ROSEWAY 1.043 0.6
199271 SOURIQUO 1.044 72.0
199272 SHELBURN 1.043 72.0
199274 CLYDE_RI 1.042 71.9
199276 BARRINGT 1.043 72.0
199284 WOODSHBR 1.048 72.3
199401 AWP_WINDTER 1.057 0.7
199400 AWP_WINDCOL 1.062 26.5
199275 AWPWIND 1.052 72.6
199283 PUBNICO 1.052 72.6
199282 ARGYLENS 1.058 73.0
199280 TUSKET_A 0.997 137.6
199287 TUSKET_B 0.972 134.1
199713 STAT_9W 1.012 14.0
199288 HEBRONNS 1.064 73.4
199285 TUSKHY 1.028 6.8
199286 TUSKETGT 1.063 73.4
199289 TUSK_CT 0.989 13.7
199290 KING_ST 1.051 72.5
199291 PLEASENS 1.051 72.5
L-5025
L-5026
L-5533
L-5531
L-5532
L-5535
L-5541
L-5541B
L-5530
L-5027
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O
SW
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
LL_POST_REV27B
LOSS 15V-B51
SAT, DEC 13 2008 9:55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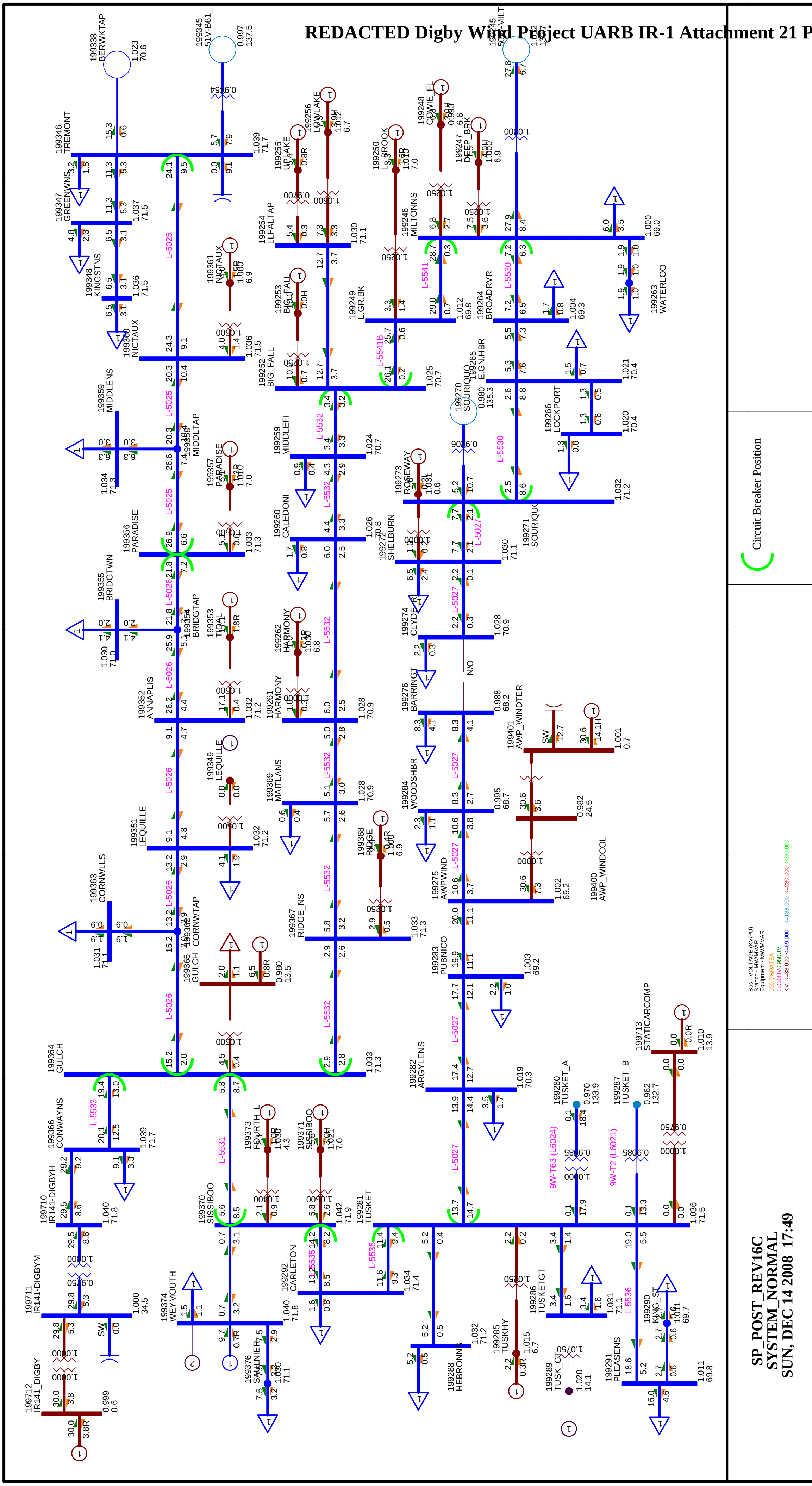
LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:55
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199376 SAULNIER
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199291 PLEASENS
199290 KING_ST
199287 TUSKET_B
199713 STAT_9W
199280 TUSKET_A
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199284 WOODSHBR
199276 BARRING
199274 CLYDE_RI
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199250 LaHBROOK
199246 MILTONNS
199249 LGR.BK
199248 CAPE_EL
199247 DEEP_BRK
199245 50V-MILT
199270 SOURIQUO
199265 E.GN.HBR
199264 BROADRVR
199266 LOCKPORT
199263 WATERLOO
199262 HARMONY
199261 HARMONY
199269 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
199401 AWP_WINDTER
199400 AWP_WINDCOL
L-5025
L-5026
L-5027
L-5031
L-5032
L-5033
L-5531
L-5532
L-5535
L-5536
L-5541
L-5542
L-5543
L-5530
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
100.00MVA 50Hz
1.130CKV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199246 MILTONNS
199248 COWIE_FL
199247 DEEP_BRK
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199713 STATICARCOMP
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5532
L-5541
L-5541B
L-5530
L-5027
L-5533
L-5531
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MW/MVAR
Equipment - MW/MVAR
100.0%RATEA
1.050OV0.950UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
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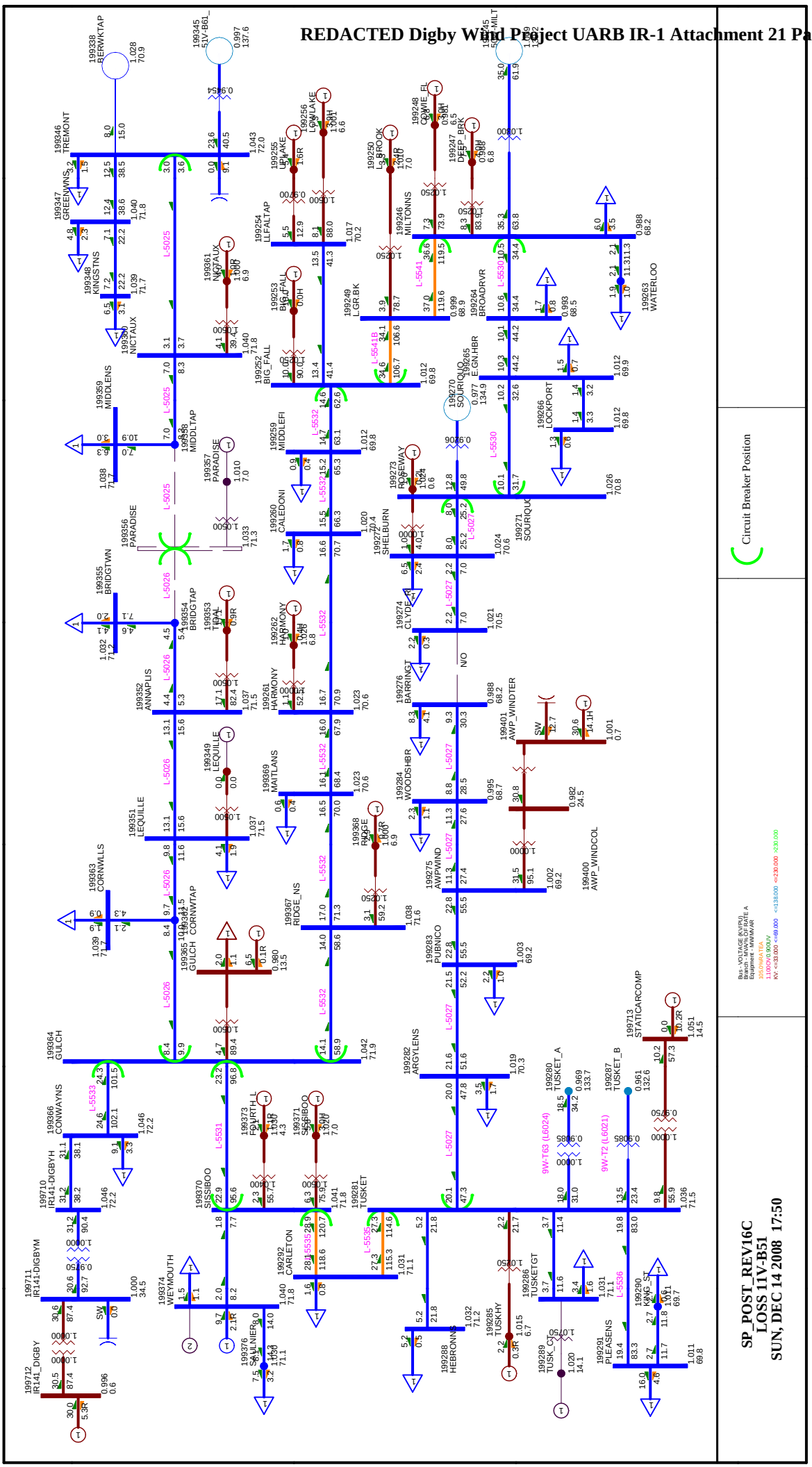
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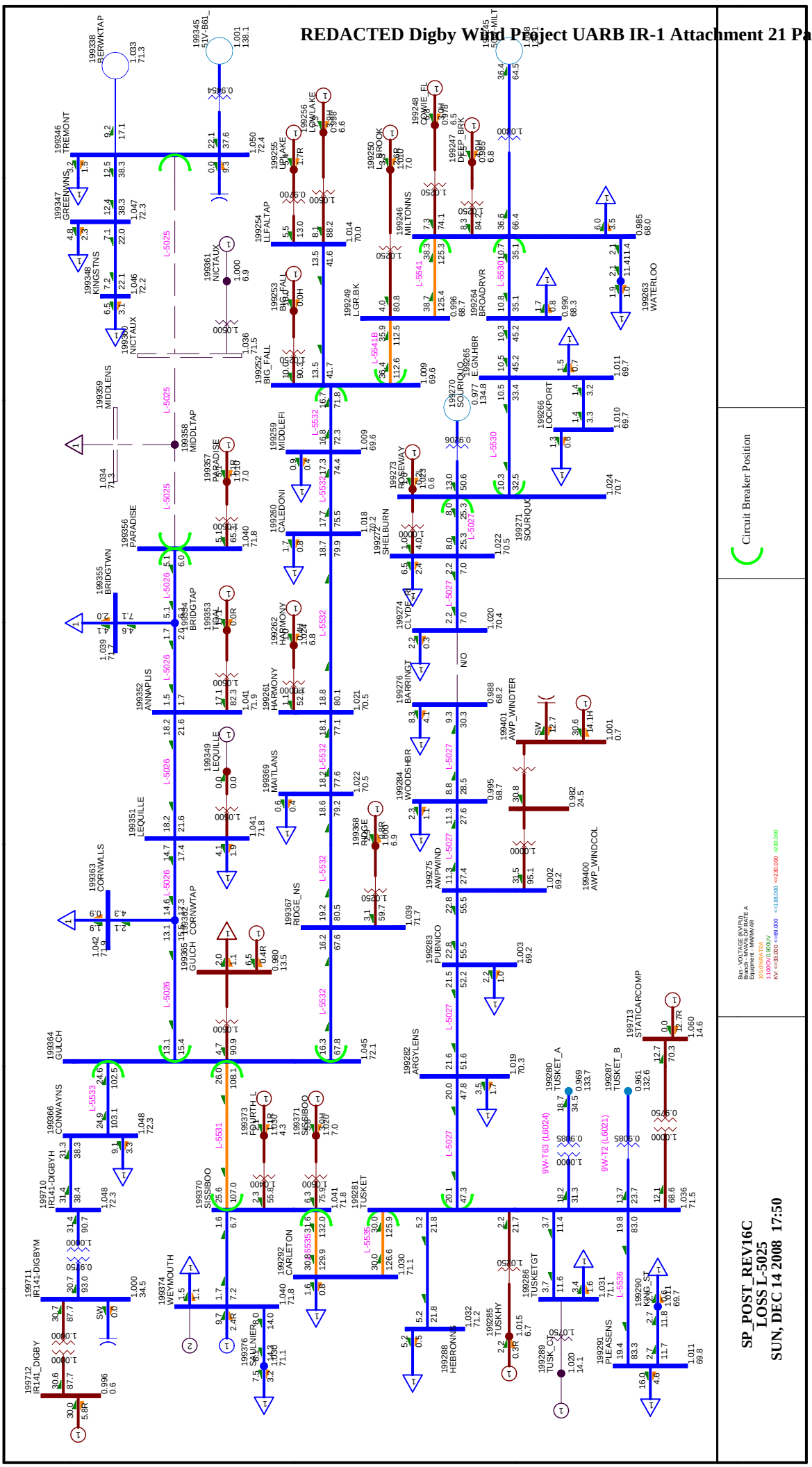
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 LILYLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199282 ARGYLENS
199283 PUBNICO
199284 WOODSHBR
199275 AWPWIND
199276 BARRING
199401 AWP_WINDTER
199400 AWP_WINDCOL
199273 RIGBY
199274 CLYDE_RI
199272 SHELBURN
199271 SOURIQUO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199264 BROADRVR
199263 WATERLOO
199250 La_Have
199248 COMEAU_FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199713 STATICARCOMP
199287 TUSKET_B
199280 TUSKET_A
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5041
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-55418
L-5530
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
1/13/2009 TEA
1.030/0.930/UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWWAR
1.030/0.000 TEK
1.030/0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199250 La BROOK
199246 MILTONNS
199248 CAMPBELL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199273 RIDGEWAY
199271 SOURIQUO
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199352 ANNAPLIS
199276 BARRING
199274 CLYDE_RI
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199713 STATICARCOMP
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
199290 KINGS_ST
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5033
L-5035
L-5036
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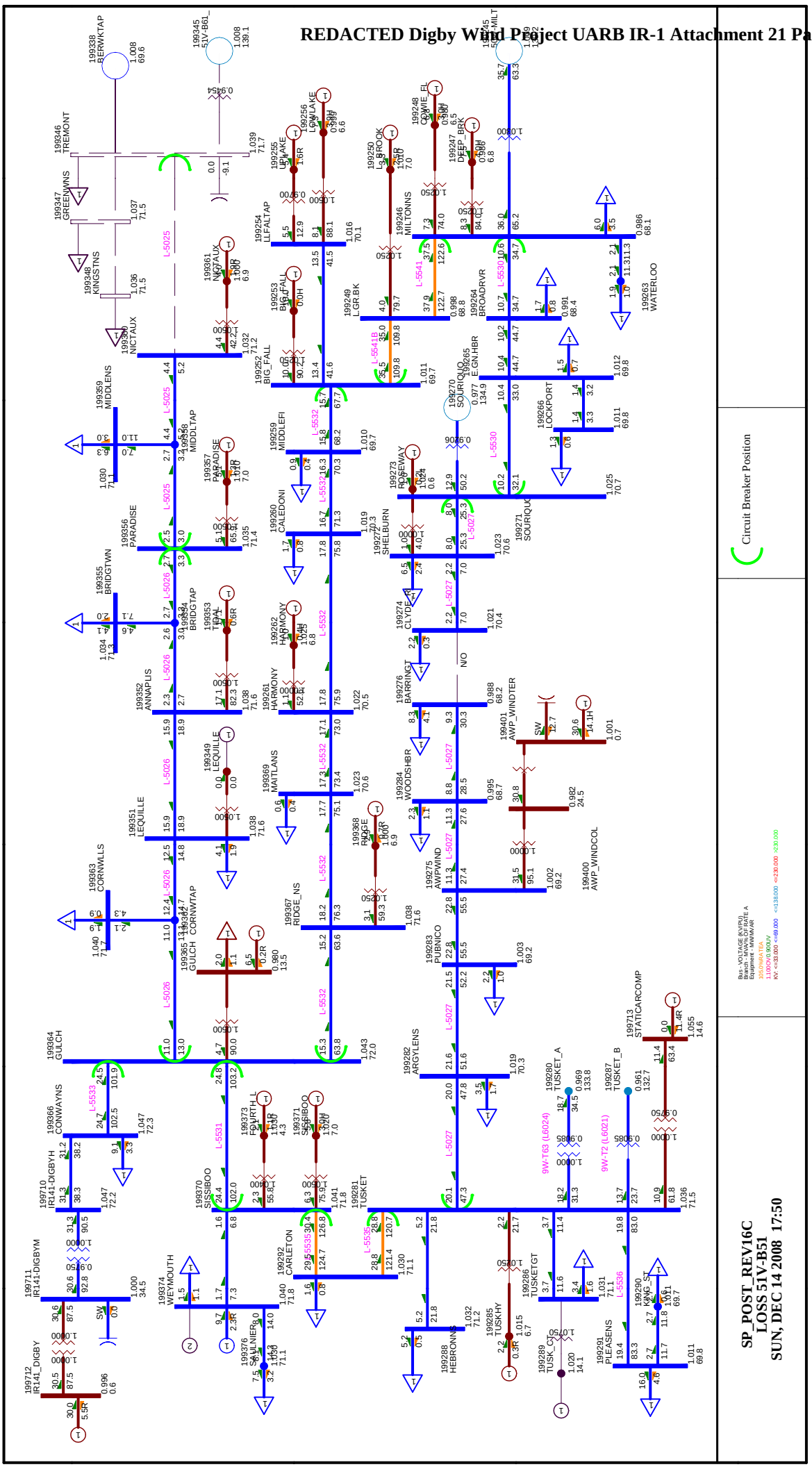
L-5541
L-5541B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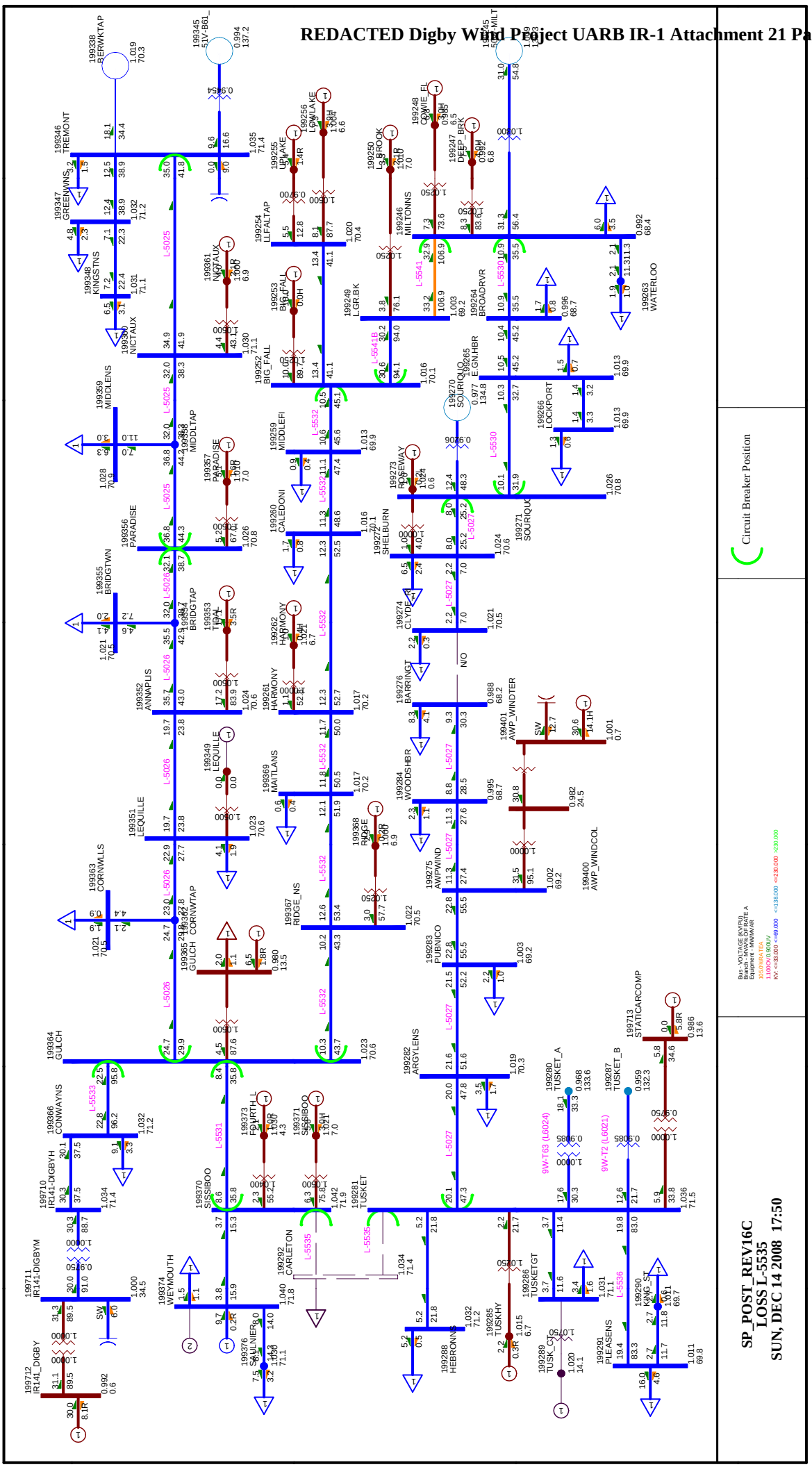
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199252 BIG_FALL
199256 LOWLAKE
199255 LLPLAKE
199254 LLFALTAP
199250 La BROOK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199262 HARMONY
199261 HARMONY
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199273 RIDGEWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199363 CORNWLLS
199364 CORNWTAP
199365 GULCH
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199276 BARRING
199274 CLYDE_RI
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199373 FOURTH_L
199371 SISIBOO
199370 SISIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
199713 STATICARCOMP
199290 KNWS_ST
199291 PLEASENS
199289 TUSK_CT
199286 TUSKETGT
199285 TUSKHY
199288 HEBRONNS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5535
L-5536
L-5541
L-5541B
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMVAR
1.100/0.900PU
1.100/0.900KV
KV <=33.000 <=69.000 <=138.000 <=230.000 >230.000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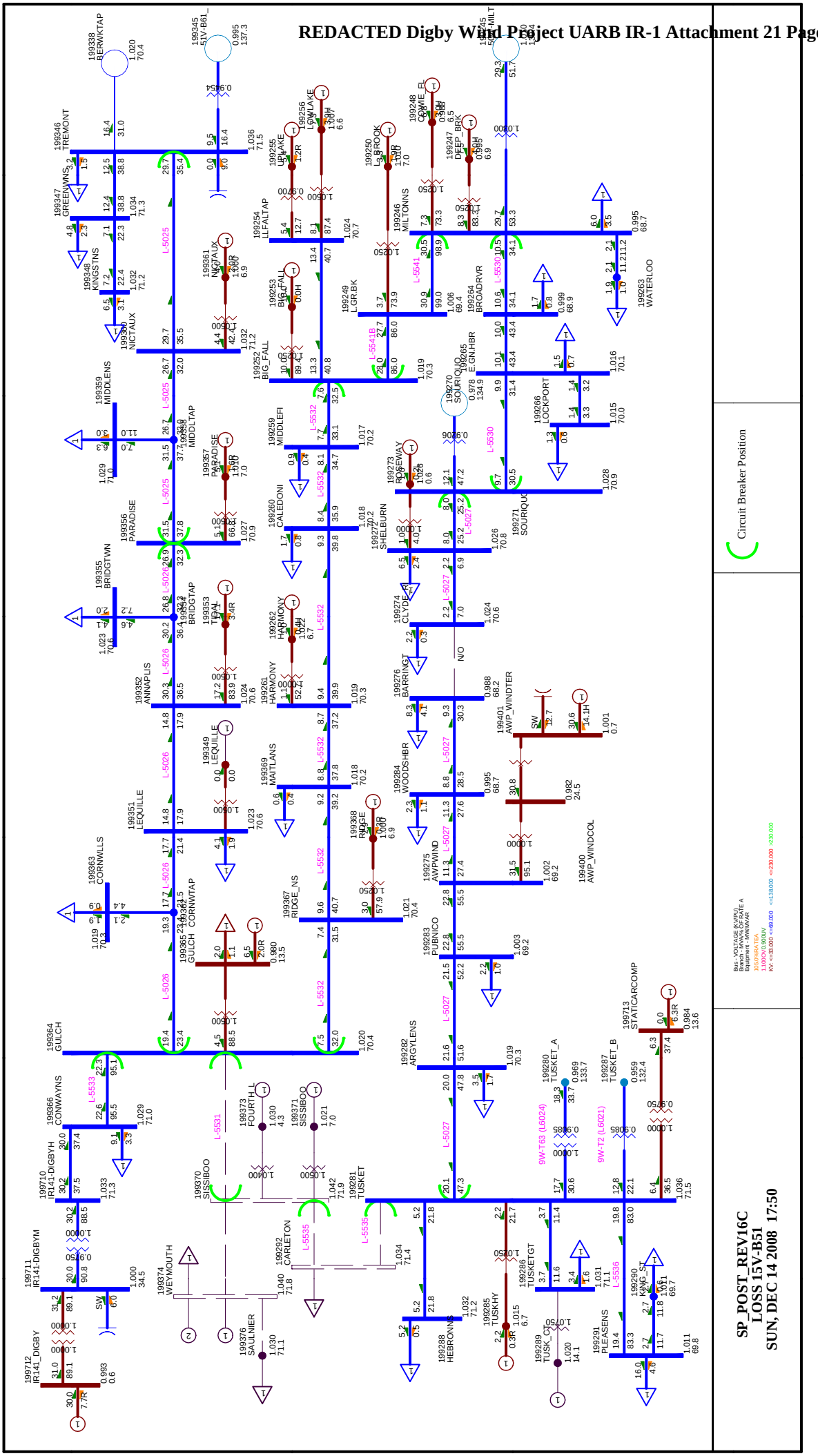
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MW/MVAR
1.000/0.900
1.100/0.900
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199712 IR141_DIGBY
199711 IR141-DIGBYM
199710 IR141-DIGBYH
199366 CONWAYNS
199533 L-5533
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199256 LOWLAKE
199255 LPLAKE
199250 La BROOK
199246 MILTONNS
199248 CAMPBELL
199247 DEEP_BRK
199345 50V-MILT
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199351 LEQUILLE
199349 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199371 SISIBOO
199373 FOURTH_L
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199276 BARRING
199401 AWP_WINDTER
199400 AWP_WINDCOL
199284 WOODSHBR
199274 CLYDE_RI
199273 RIDGEWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199532 L-5532
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE_SE
199367 RIDGE_NS
199713 STATICARCOMP
199287 TUSKET_B
199280 TUSKET_A
9W-T2 (L6021)
9W-T63 (L6024)
199290 KINGS_ST
199291 PLEASENS
199536 L-5536
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
L-5535
L-5531
L-5025
L-5026
L-5027
L-5530
L-5541
L-5541B
N/O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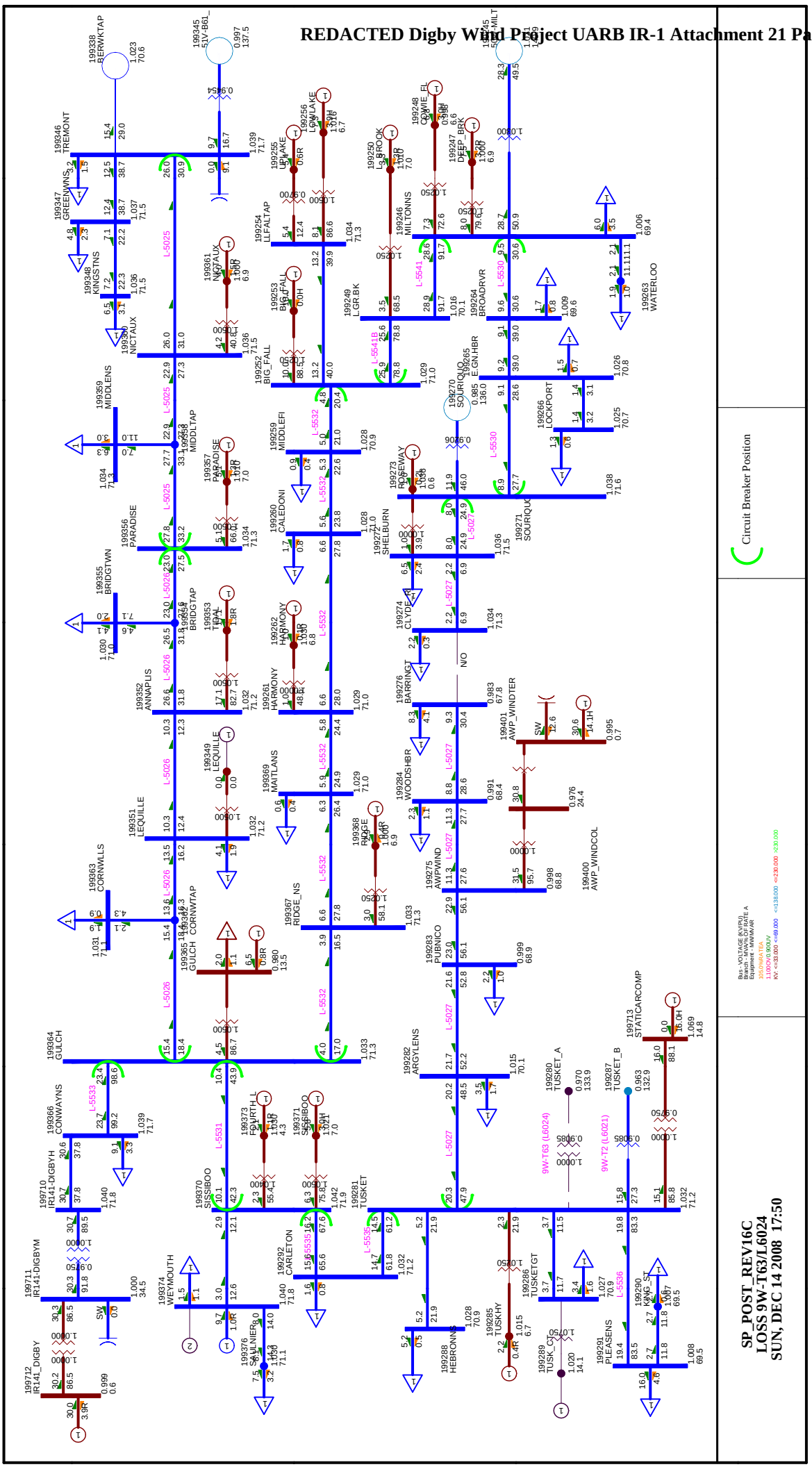
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199345 50V-MILT
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199253 BIG_FALL
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199250 La_BROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199252 BIG_FALL
199265 E.GN.HBR
199270 SOURIQUO
199357 PARADISE
199259 MIDDLEFI
199273 RIDGEWAY
199266 LOCKPORT
199356 PARADISE
199260 CALEDONI
199272 SHELBURN
199271 SOURIQUO
199355 BRIDGTWN
199353 TIDAL
199262 HARMONY
199274 CLYDE_RI
199352 ANNAPLIS
199261 HARMONY
199276 BARRING
199401 AWP_WINDTER
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199351 LEQUILLE
199368 RAGGE
199363 CORNWLLS
199365 GULCH
199367 RIDGE_NS
199275 AWPWIND
199400 AWP_WINDCOL
199364 GULCH
199283 PUBNICO
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199713 STATICARCOMP
199710 IR141-DIGBYH
199370 SISSIBOO
199281 TUSKET
199711 IR141-DIGBYM
199374 WEYMOUTH
199292 CARLETON
199286 TUSKETGT
199290 KINGS_ST
199712 IR141_DIGBY
199376 SAULNIER
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199291 PLEASENS
L-5025
L-5026
L-5027
L-5030
L-5032
L-5035
L-5036
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWWAR
1.050/0.952 TEX
1.100/0.900 UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->MVAR
1.030/0.900/0.970/1.000/1.030/1.060/1.090/1.120/1.150 PU
1.030/0.900/0.970/1.000/1.030/1.060/1.090/1.120/1.150 KV
<=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 RERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199345 50V-MILT
199256 LOWLAKE
199255 LILAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 La_BROOK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199273 ROSEWAY
199270 SOURLAKE
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURLAKE
199355 BRIDGTWN
199353 TIPAL
199354 BRIDGTAP
199262 HARMONY
199261 HARMONY
199274 CLYDE_RI
199276 BARRING
199352 ANNAPLIS
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199401 AWP_WINDTER
199351 LEQUILLE
199368 RAGGE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199365 GULCH
199367 RIDGE_NS
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199713 STATICARCOMP
199366 CONWAYNS
199373 FOURTH_L
199371 SISIBOO
199710 IR141-DIGBYH
199370 SISIBOO
199280 TUSKET_A
199287 TUSKET_B
199711 IR141-DIGBYH
199374 WEYMOUTH
199292 CARLETON
199281 TUSKET
199286 TUSKETGT
199290 KINGS_ST
199712 IR141_DIGBY
199376 SAULNIER
199285 TUSKHY
199289 TUSK_CT
199291 PLEASENS
199288 HEBRONNS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
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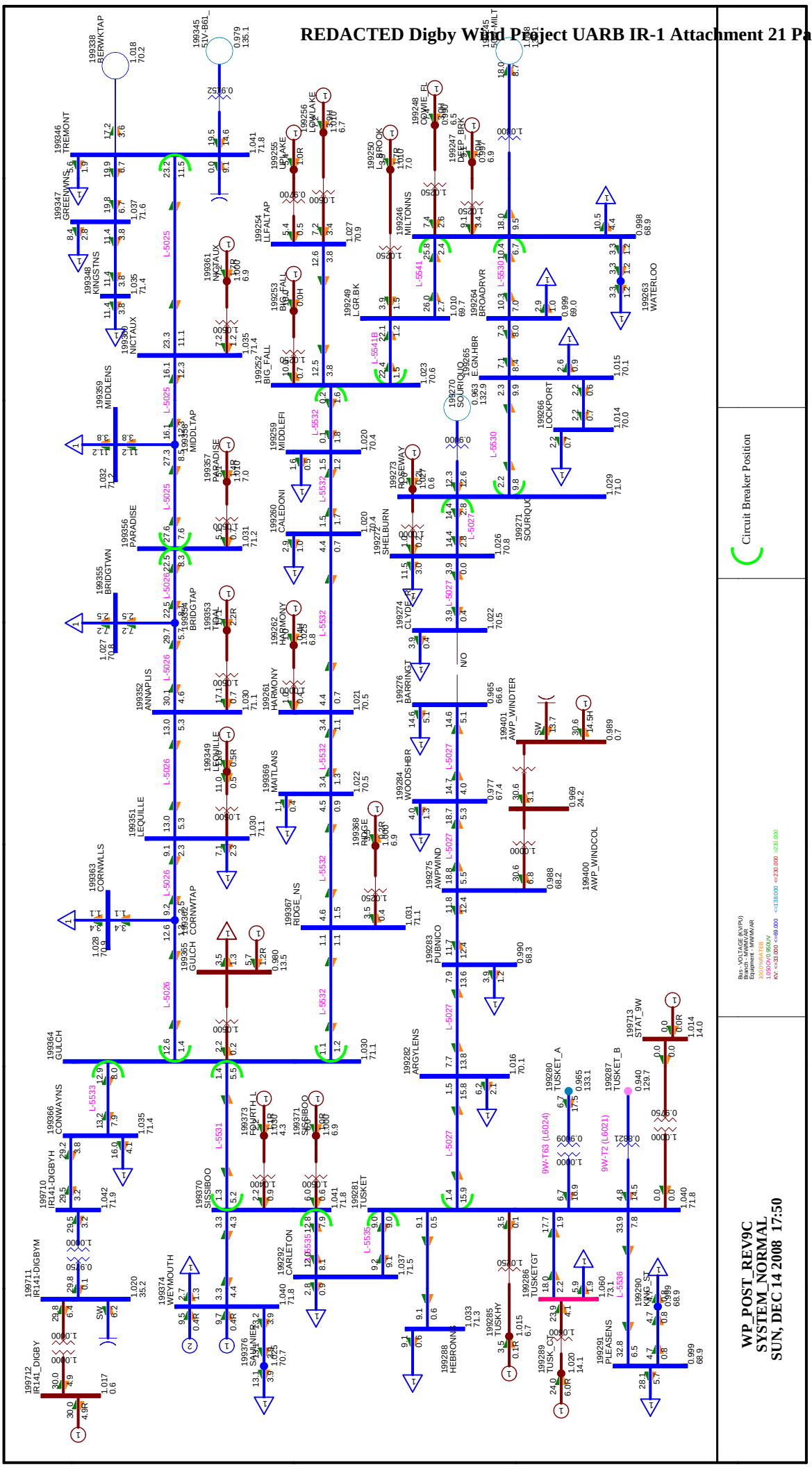
L-5536
L-5541
L-5541B
N/O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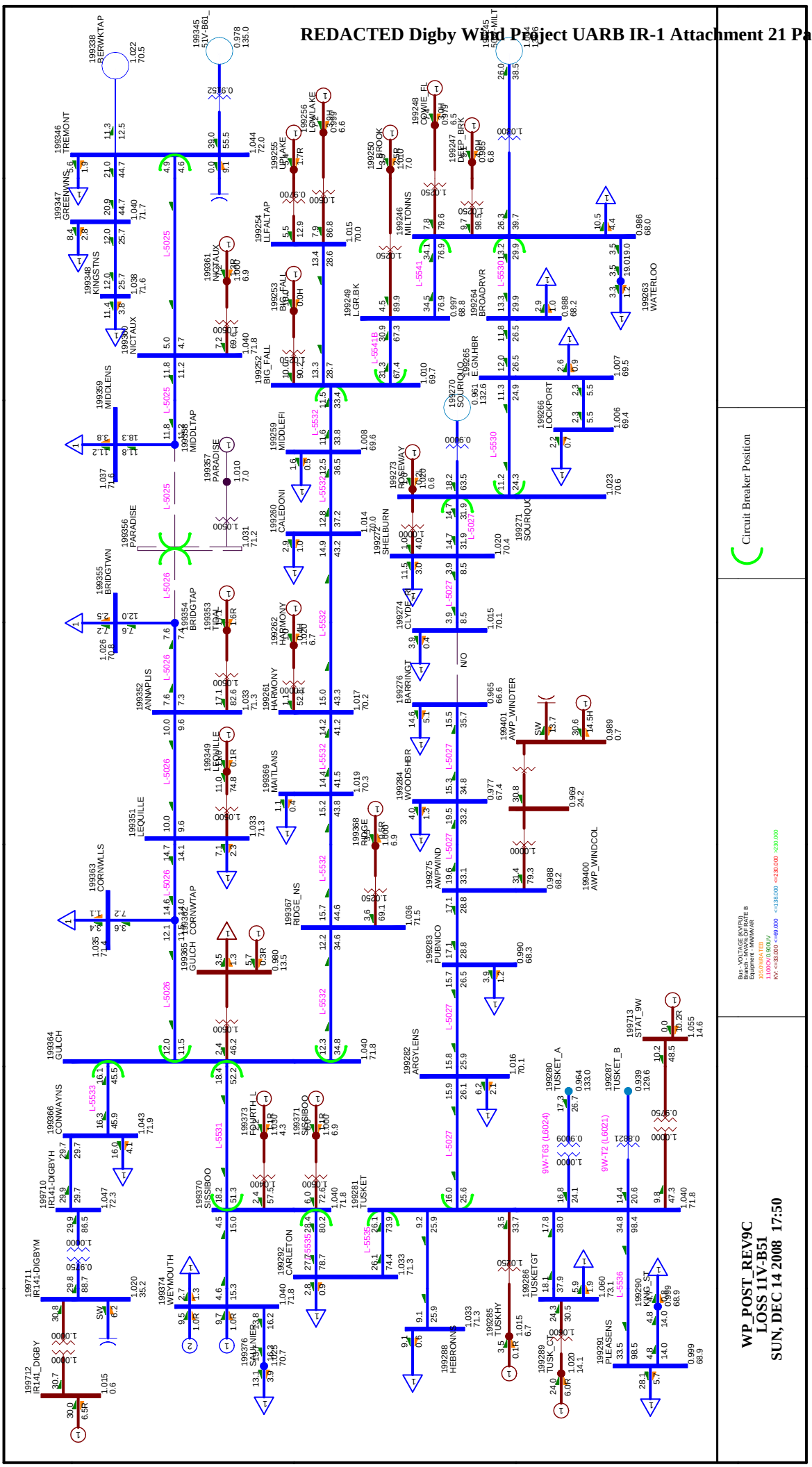
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199345 50V-MILT
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199248 CDWIE_FL
199247 DEEP_BRK
199250 La_Brook
199246 MILTONNS
199249 LGR.BK
L-5541
L-5541B
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199354 TIP-AL
199262 HARMONY
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RIDGE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199367 RIDGE_NS
199259 MIDDLEFI
199260 CALEDONI
199272 SHELBURN
199273 ROSEWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
L-5530
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199401 AWP_WINDTER
199400 AWP_WINDCOL
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SABLNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199713 STAT_9W
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KING_ST
199291 PLEASENS
L-5536
L-5535
L-5531
L-5532
L-5533
L-5025
L-5026
L-5027
Bus->VOLTAGE (KV/PU)
Branch->MW/VAR
Equipment->MW/VAR
1.050/0.950
1.030/0.960
1.010/0.975 TEI
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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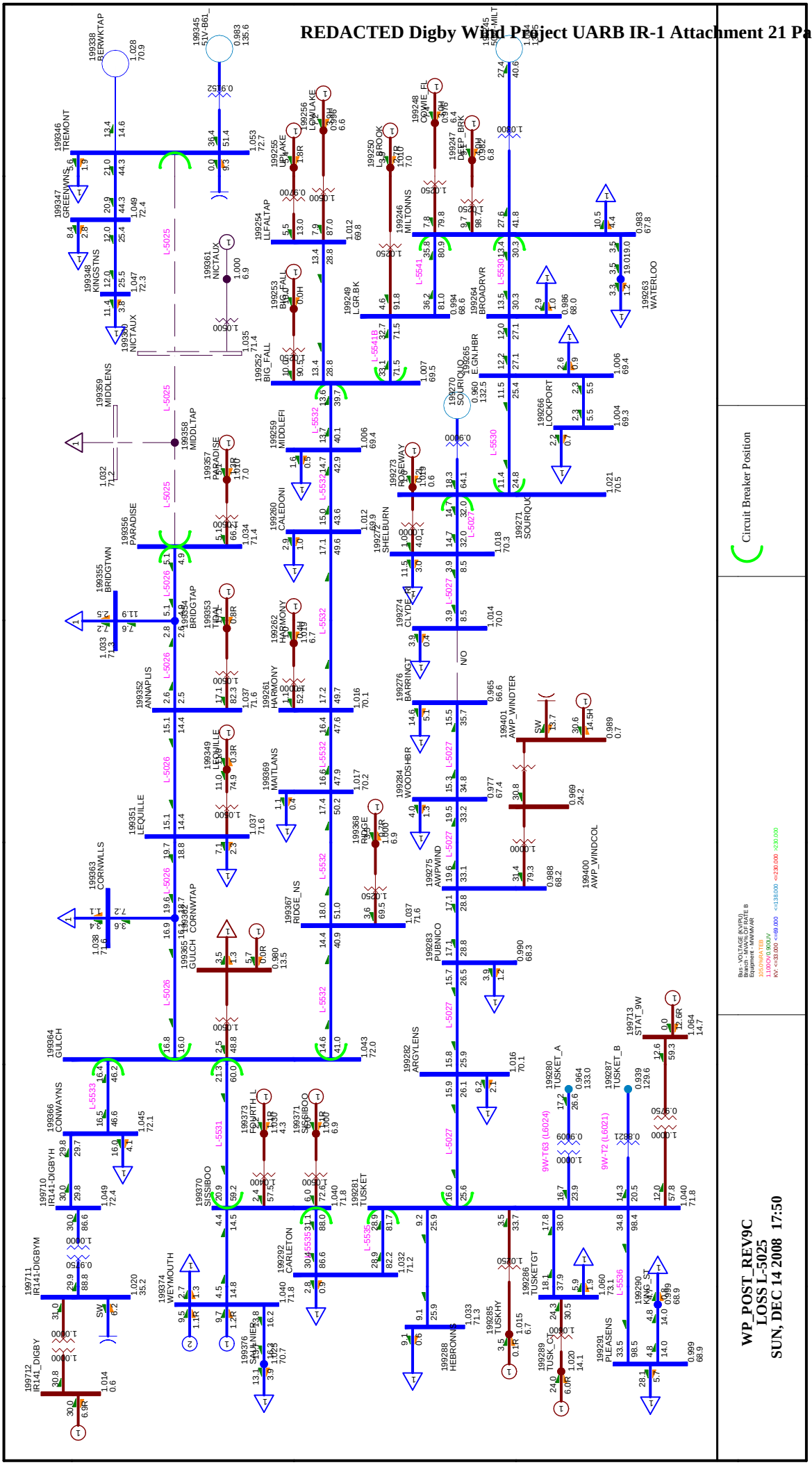
LOSS 11V-B51
SUN, DEC 14 2008 17:50
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
1.100/0.TEB
1.100/0.900/0.300/0V
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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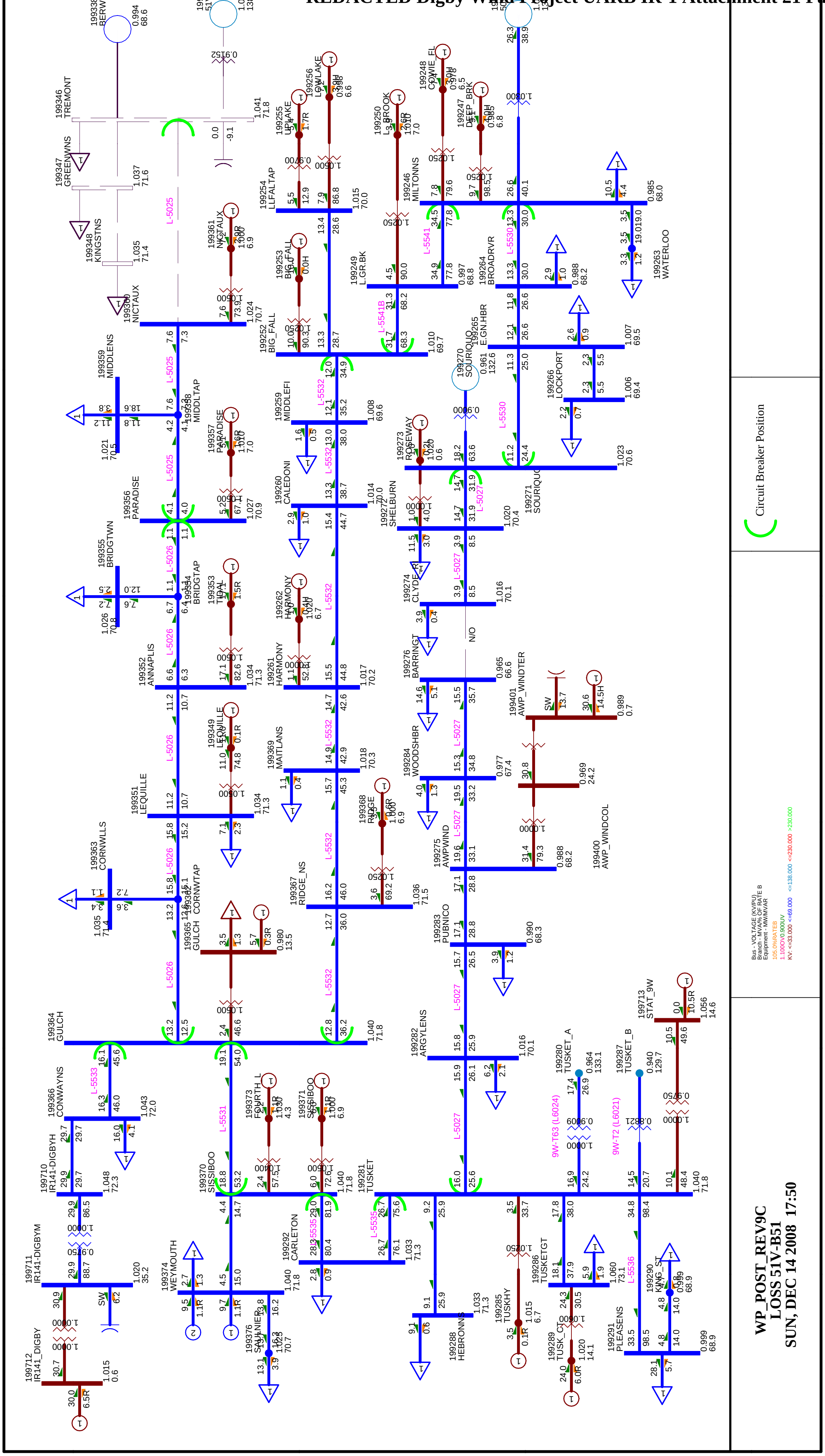
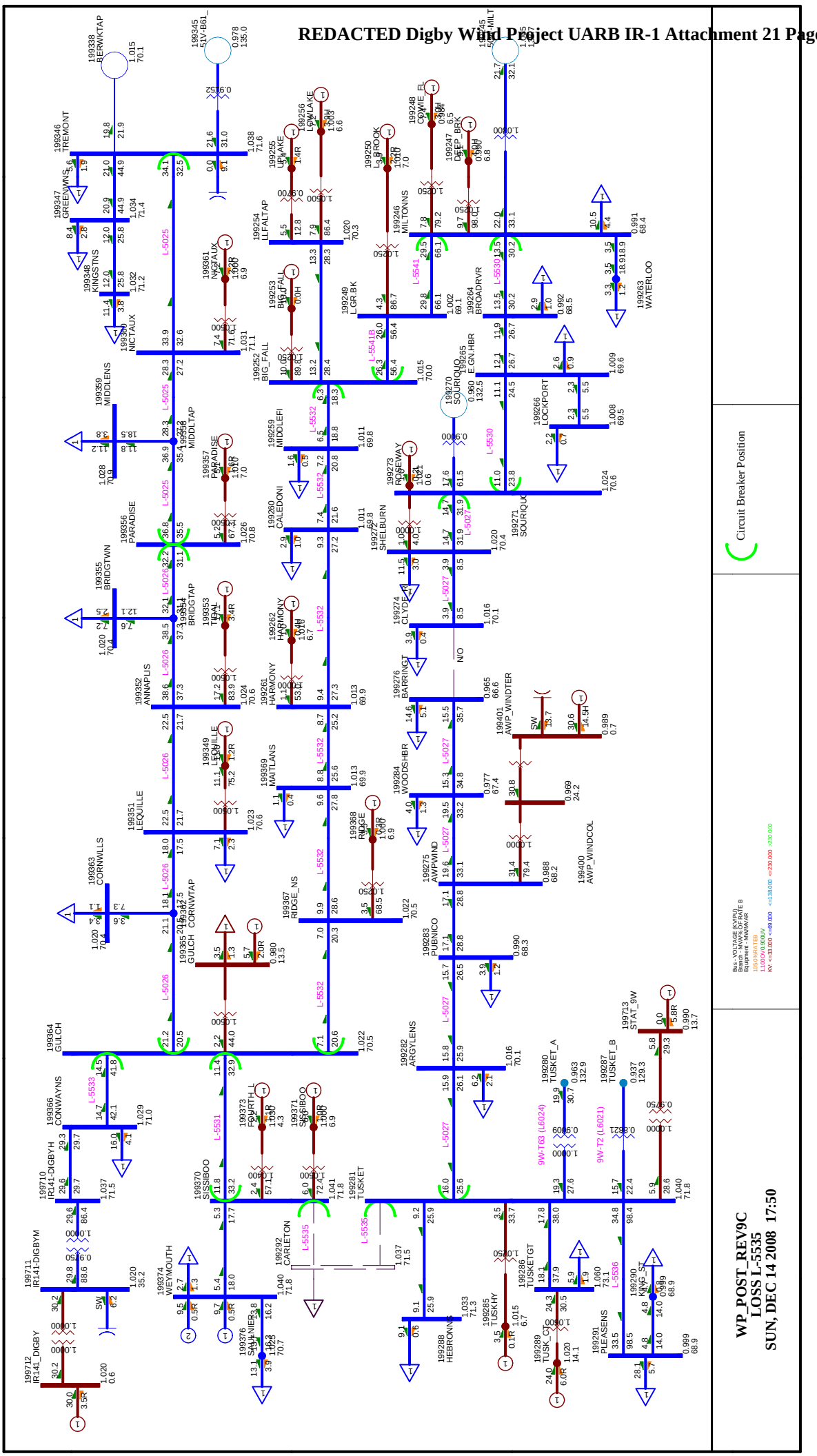
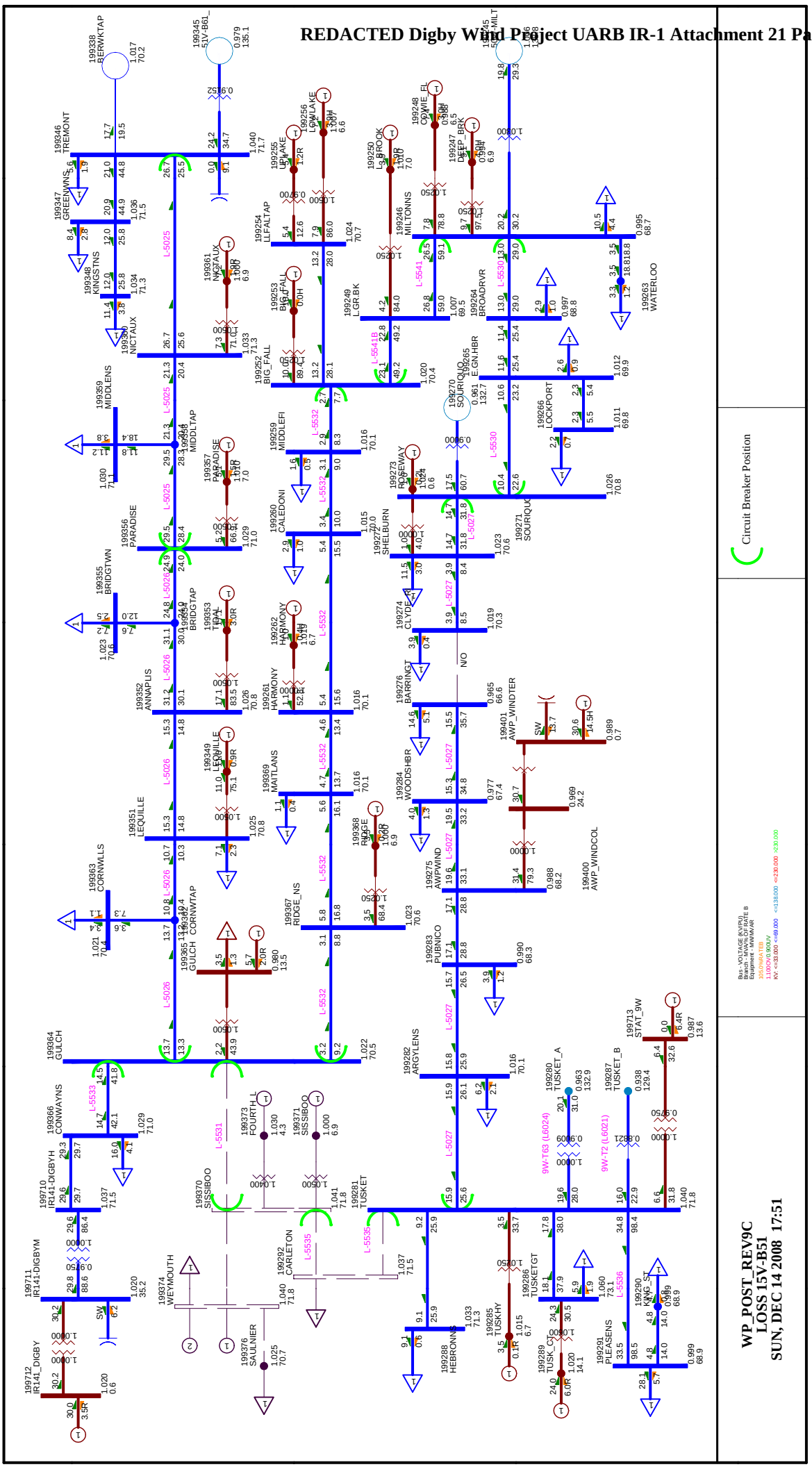
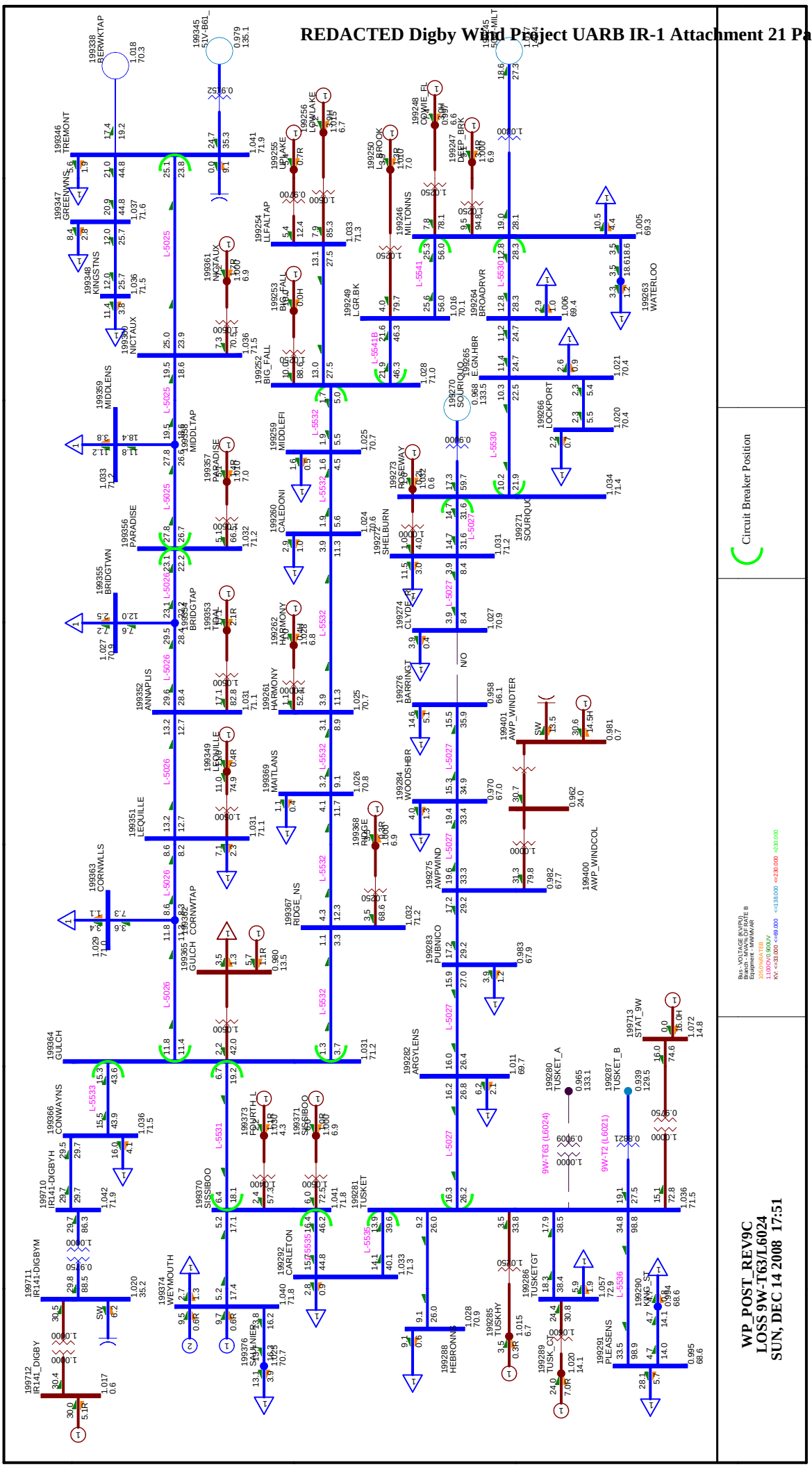
LOSS L-5025
SUN, DEC 14 2008 17:50
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KNOX_ST
199291 PLEASENS
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199284 WOODSHBR
199276 BARRING
199274 CLYDE_R
199271 SOURIQUO
199270 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 LLFALTAP
199256 LOWLAKE
199249 LGR.BK
199250 La_Brook
199246 MILTONNS
199248 CRWIE_FL
199247 DEEP_BRK
199245 50V-MILT
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199262 HARMONY
199261 HARMONY
199269 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199713 STAT_9W
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5535
L-5536
L-5541
L-55418
N/O
Circuit Breaker Position

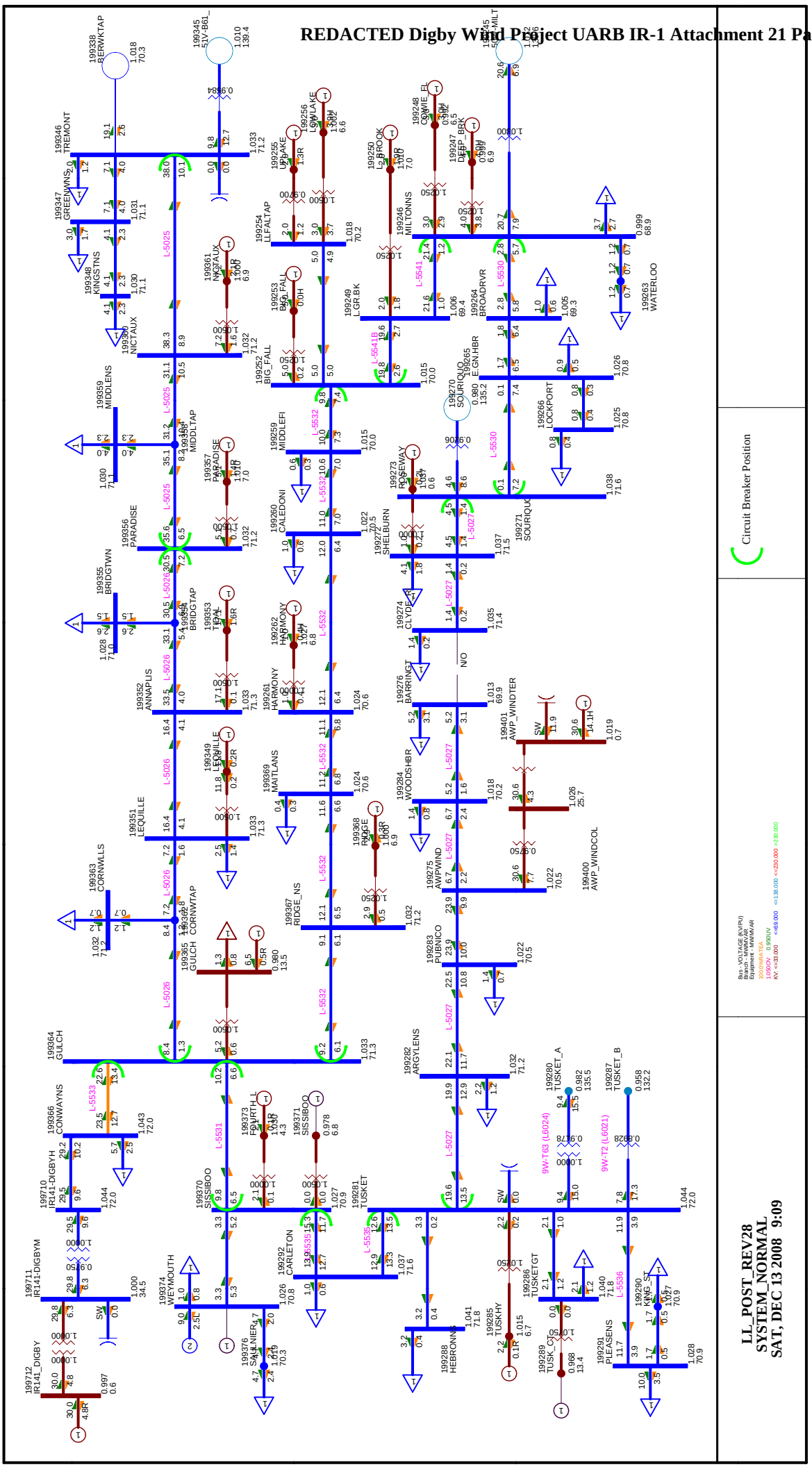

WP_POST_REV9C
LOSS 51V-B51
SUN, DEC 14 2008 17:50
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
199280 TUSKET_A
199287 TUSKET_B
199713 STAT_9W
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199284 WOODSHBR
199276 BARRINGT
199274 CLYDE_R
199272 SHELBURN
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199401 AWP_WINDTER
199400 AWP_WINDCOL
199266 LOCKPORT
199265 E.GN.HBR
199264 BROADRVR
199263 WATERLOO
199246 MILTONNS
199247 DEEP_BRK
199248 COWIE_FL
199249 L.GR.BK
199250 L_BROOK
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199259 MIDDLEFI
199260 CALEDONI
199261 HARMONY
199262 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O

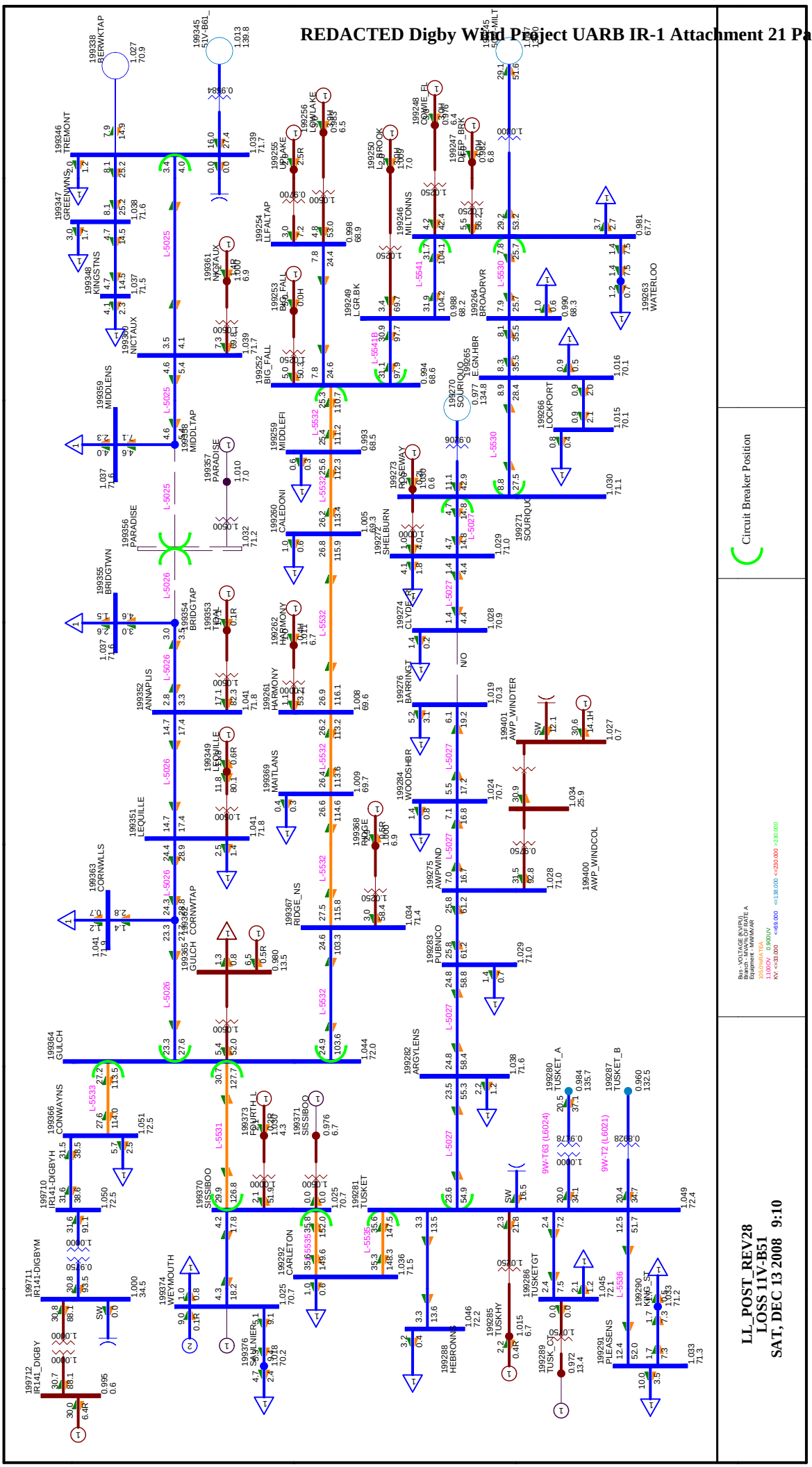

WP_POST_REV9C
LOSS L-5535
SUN, DEC 14 2008 17:50
Circuit Breaker Position
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
1.000/0.000
1.030/0.300
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199276 BARRING
199284 WOODSHBR
199369 MAITLANS
199368 RIDGE_NS
199367 RIDGE_NS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199272 SHELBURN
199274 CLYDE_RI
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199264 BROADRVR
199263 WATERLOO
199262 MILTONNS
199247 DEEP_BRK
199248 CAPE_EL
199250 La_BROOK
199249 LGR.BK
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199345 50V-MILT
199401 AWP_WINDTER
199400 AWP_WINDCOL
199713 STAT_9W
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KNWS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B

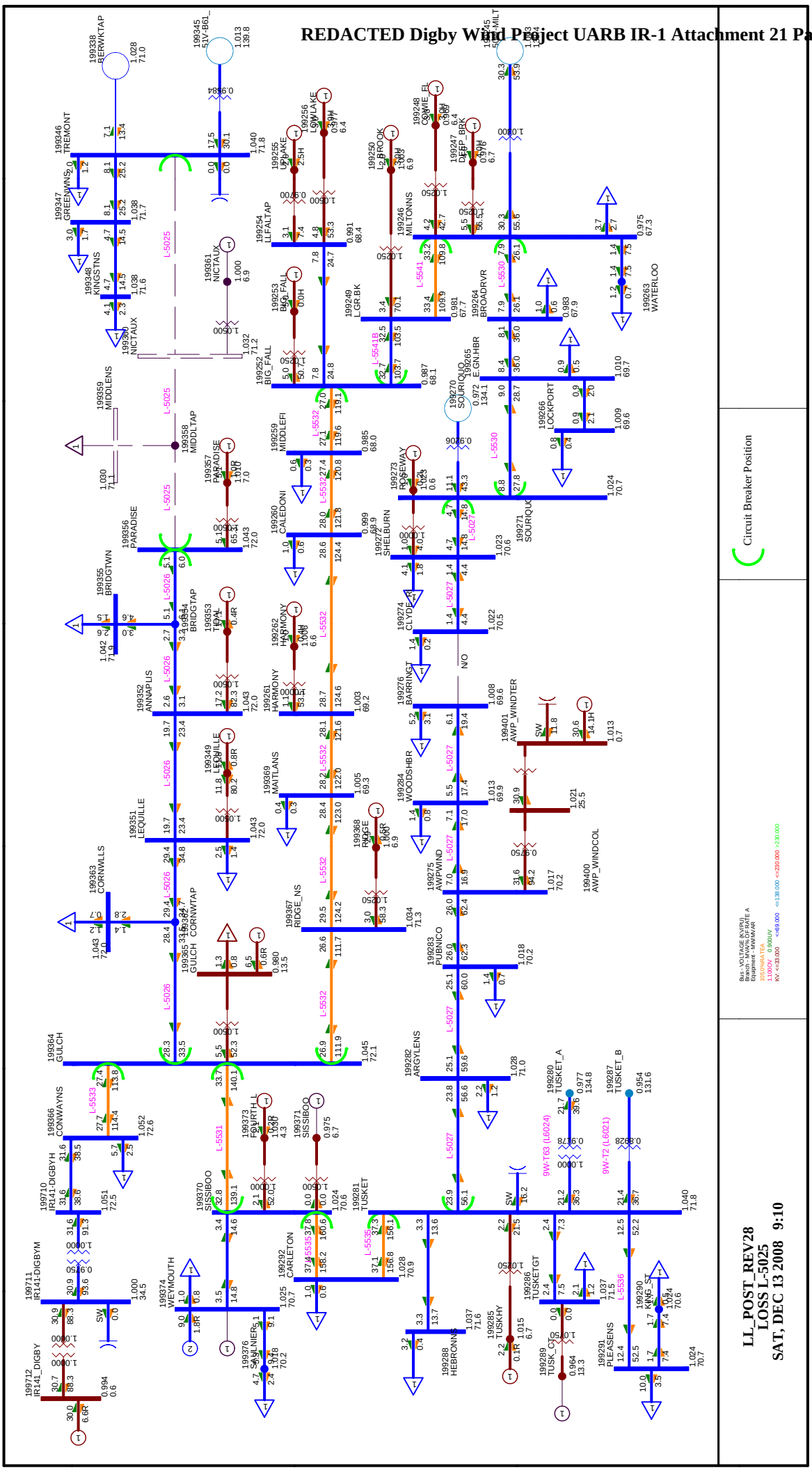

WP_POST_REV9C
LOSS 15V-B51
SUN, DEC 14 2008 17:51
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199255 LFLAKE
199256 LOWLAKE
199250 LaHBROOK
199246 MILTONNS
199248 CANWIE_FL
199247 DEEP_BRK
199345 50V-MILT
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199272 SHELBURN
199273 RIDGEWAY
199270 SOURIQUO
199271 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199269 MILT
199274 CLYDE_RI
199276 BARRINGT
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199713 STAT_9W
199280 TUSKET_A
199287 TUSKET_B
199290 KNOX_ST
199291 PLEASENS
199289 TUSK_CT
199286 TUSKETGT
199285 TUSKHY
199288 HEBRONNS
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
N/O
Circuit Breaker Position

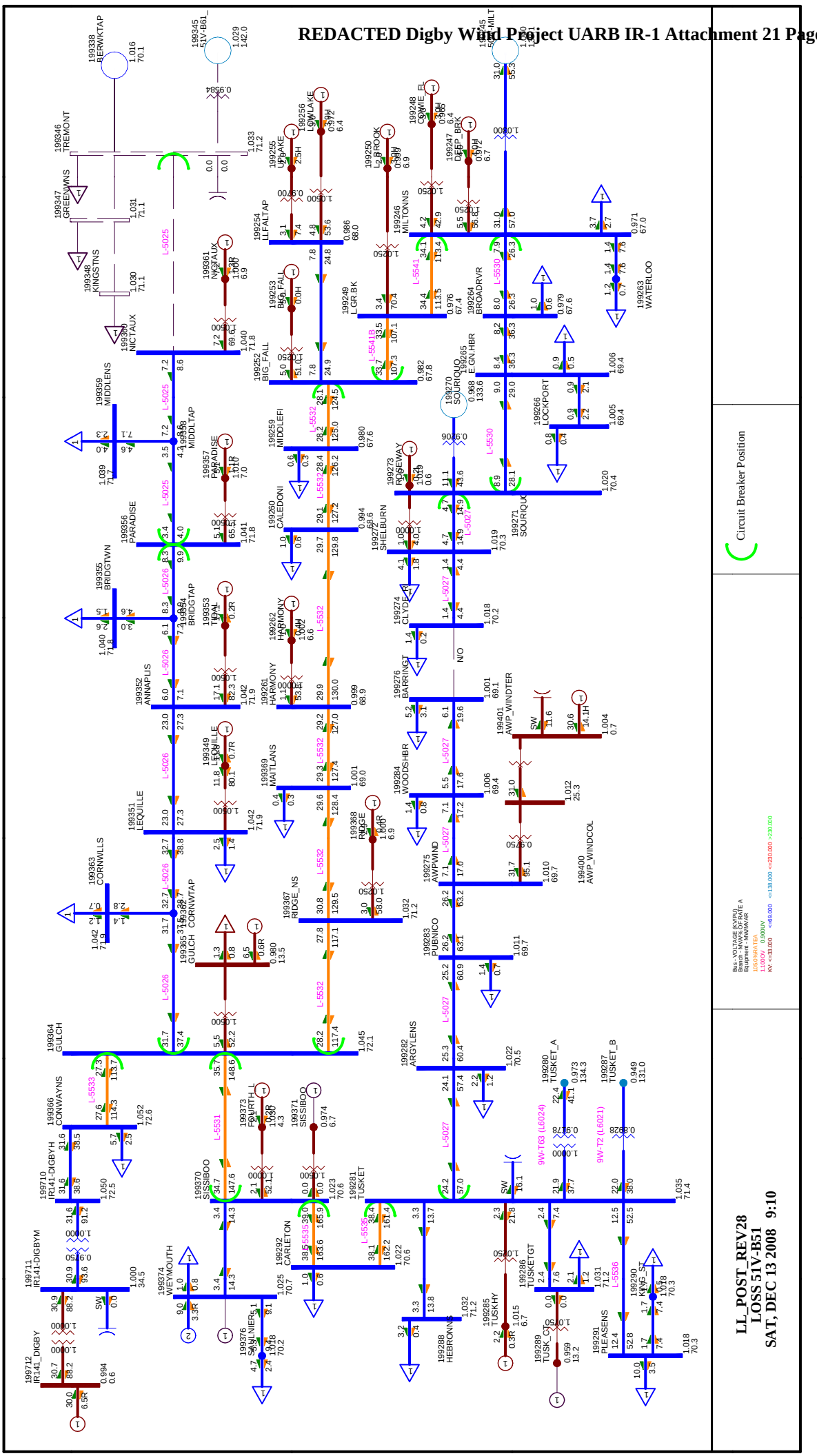

WP_POST_REV9C
LOSS 9W-T63/L6024
SUN, DEC 14 2008 17:51
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199283 PUBNICO
199282 ARGYLENS
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KNWS_ST
199713 STAT_9W
199287 TUSKET_B
199280 TUSKET_A
199250 LaHBR
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199266 LOCKPORT
199265 E.GN.HBR
199270 SOURIQUO
199273 RODEWAY
199271 SOURIQUO
199272 SHELBURN
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199345 50V-MILT
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5040
L-5041
L-5041B
L-5530
L-5531
L-5532
L-5533
L-5536
L-5541
Bus->VOLTAGE (KV/PU)
Branch->MVA%OF RATE B
Equipment->AMMAR
10/30/08
1.100/0.900/UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000

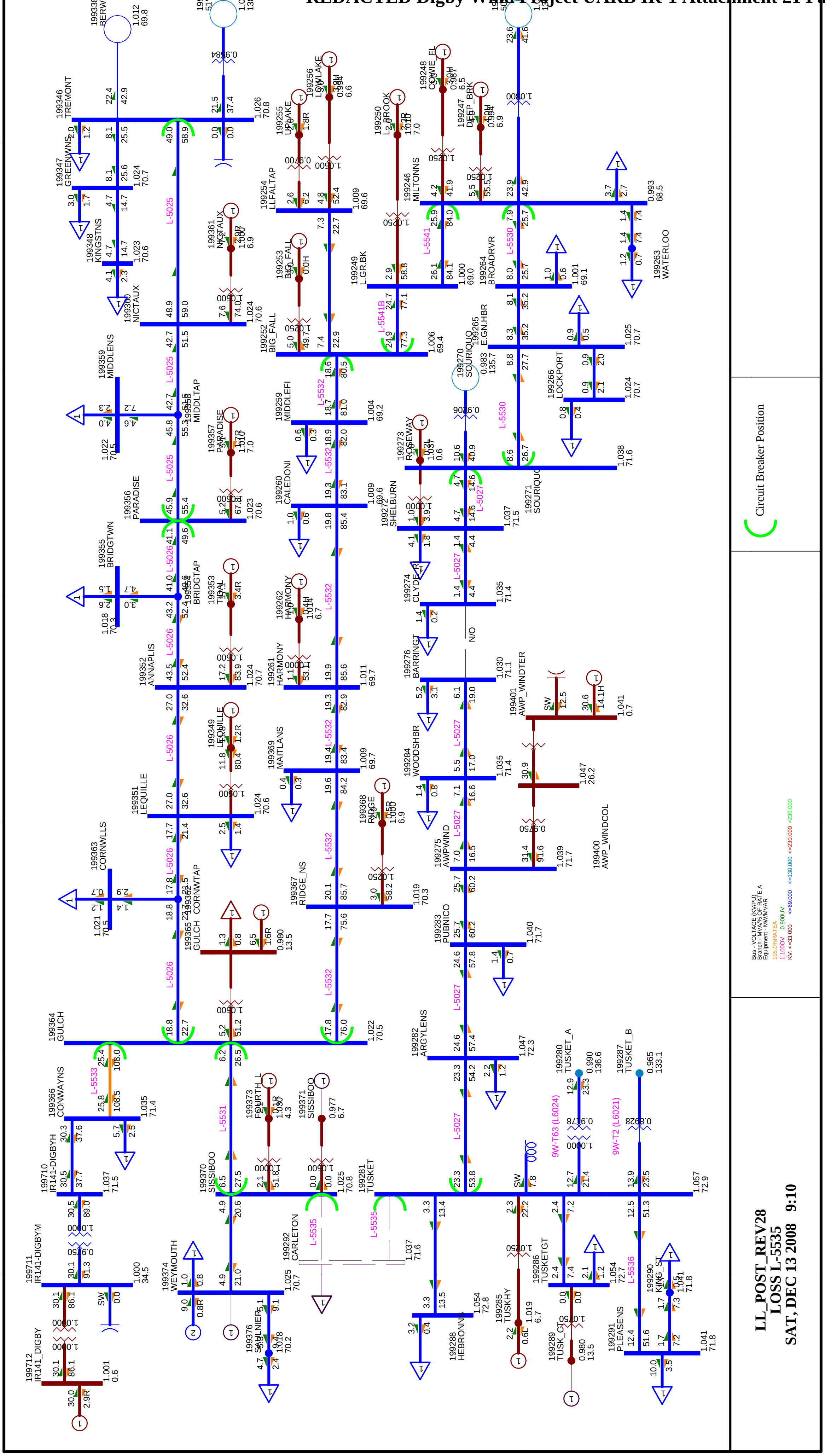
18 Appendix_4 Post_IR141 Load Flow: Switched Shunts Option


199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 L.BROOK
199248 COMEAU_FL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199273 RIGBY WAY
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199368 RIDGE
199367 RIDGE_NS
199369 MAITLANS
199284 WOODSHBR
199276 BARRINGT
199274 CLYDE_RI
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5535
L-5536
L-5541
L-5541B
Bus->VOLTAGE (KV/PU)
Branch->MW/MVAR
Equipment->MW/MVAR
1.050/V 0.950/V
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
Circuit Breaker Position
LL_POST_REV28
SYSTEM_NORMAL
SAT, DEC 13 2008 9:09


LL_POST_REV28
LOSS 11V-B51
SAT, DEC 13 2008 9:10
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWCTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 THP1
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199281 TUSKET
199292 CARLETON
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KING_ST
199291 PLEASENS
199287 TUSKET_B
199280 TUSKET_A
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199284 WOODSHBR
199276 BARRINGT
199274 CLYDE_RI
199273 RUSSWAY
199271 SOURIQUO
199270 SOURIQUO
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199246 MILTONNS
199247 DEEP_BRK
199248 COMEAU_FL
199250 LaBROOK
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199262 HARMONY
199261 HARMONY
199269 MAITLANS
199368 RIDGE_NS
199367 RIDGE_NS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
1/30/2009 T16:
1.130CV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000


LL_POST_REV28
LOSS L-5025
SAT, DEC 13 2008 9:10
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199253 BIG FALL
199252 BIG_FALL
199256 LOWLAKE
199255 LPLAKE
199254 LLFALTAP
199250 LgBROOK
199246 MILTONNS
199248 COWIE FL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199259 MIDDLEFI
199260 CALEDONI
199270 SOURLQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURLQUO
199272 SHELBURN
199273 RIVERWAY
199355 BRIDGTWN
199353 BRIDGTAP
199262 HARMONY
199261 HARMONY
199274 CLYDE R
199276 BARRINGT
199352 ANNAPLIS
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199401 AWP_WINDTER
199351 LEQUILLE
199368 RAGGE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199367 RIDGE_NS
199365 GULCH CORNWTAP
199283 PUBNICO
199364 GULCH
199282 ARGYLENS
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199280 TUSKET_A
199287 TUSKET_B
199710 IR141-DIGBYH
199370 SISSIBOO
199281 TUSKET
199711 IR141-DIGBYM
199374 WEYMOUTH
199292 CARLETON
199712 IR141_DIGBY
199376 SALMONIER
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199290 KING_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5532
L-5533
L-5531
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWWMAR
1.050/V 0.950/V
1.100/V 0.900/V
kV <=33.000 <=69.000 <=138.000 <=230.000 >230.000


LL_POST_REV28
LOSS 51V-B51
SAT, DEC 13 2008 9:10
Circuit Breaker Position
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199360 NICTAUX
199361 NWGTAUX
199253 BIG FALL
199252 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199250 LgBROOK
199246 MILTONNS
199248 COWIE FL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199354 TIP-TL
199262 HARMONY
199261 HARMONY
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199369 MAITLANS
199368 RADGE
199363 CORNWLLS
199365 GULCH
199364 GULCH
199366 CONWAYNS
199367 RIDGE_NS
199373 FOURTH_L
199371 SISSIBOO
199370 SISSIBOO
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199260 CALEDONI
199259 MIDDLEFI
199272 SHELBURN
199273 RIVERWAY
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199274 CLYDE_R
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KING_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
100MVA TEA
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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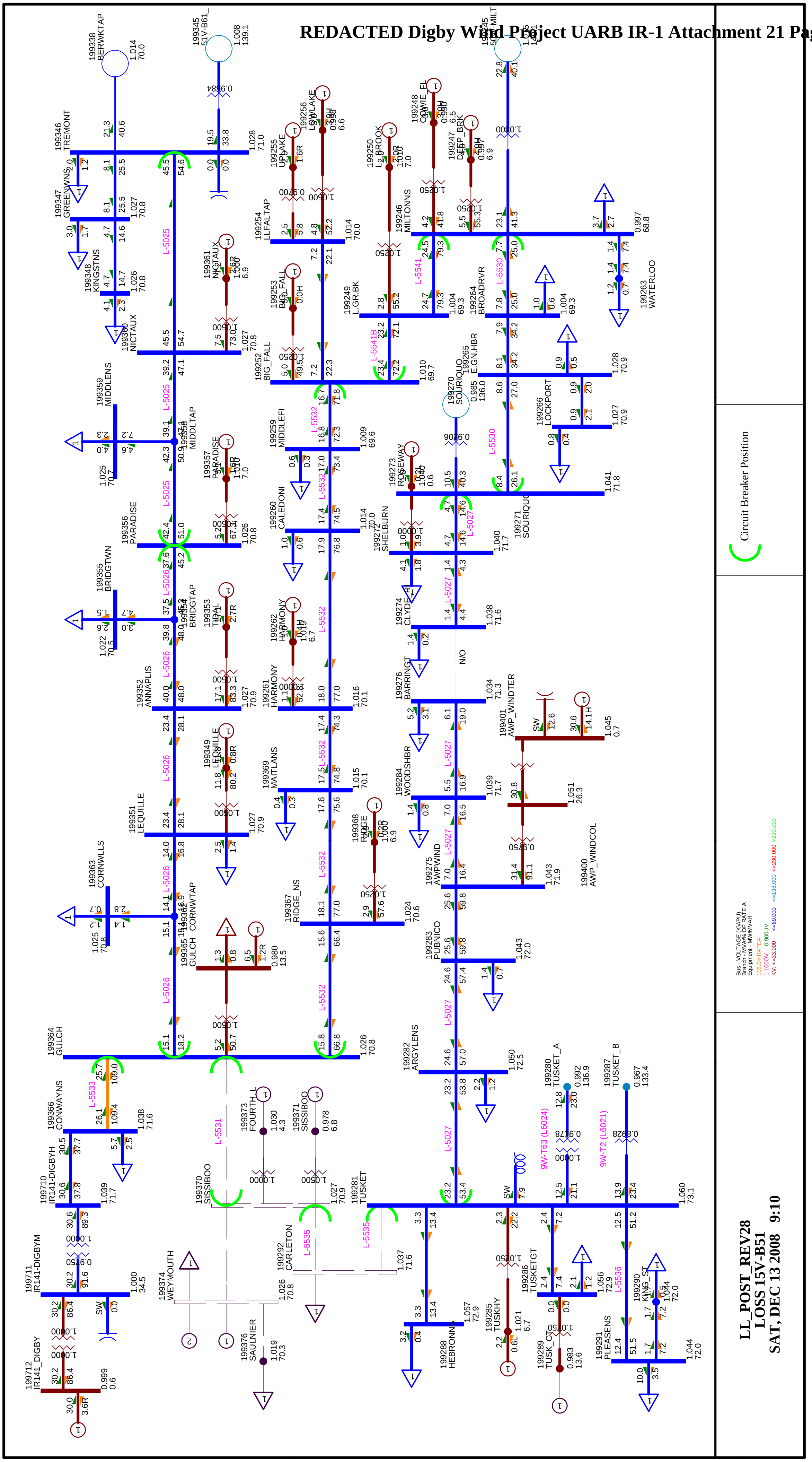
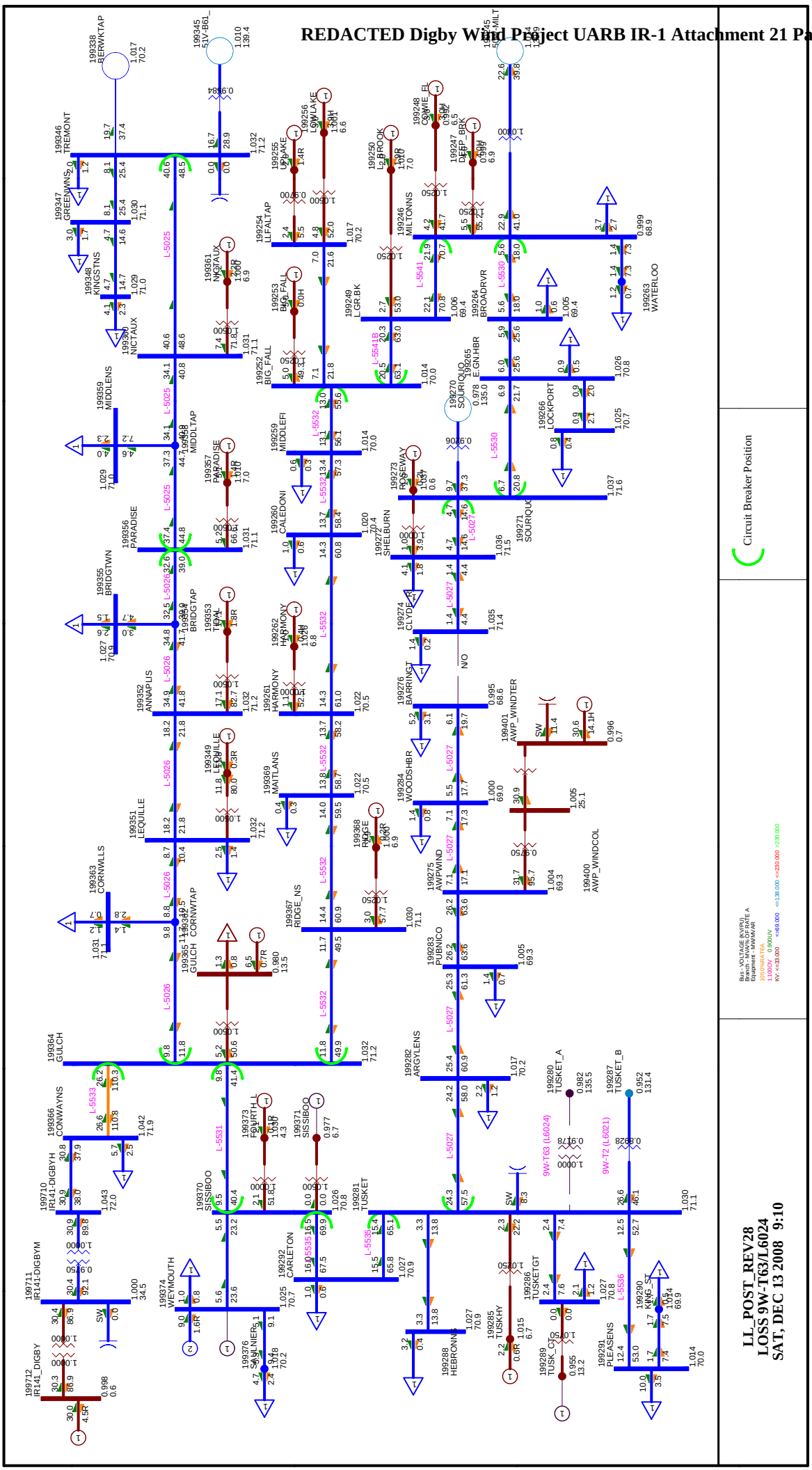
LOSS L-5535
SAT, DEC 13 2008 9:10
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199376 SAULNIER
199292 CARLETON
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5532
L-5541
L-5541B
L-5530
L-5027
L-5533
L-5531
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O
SW


LL_POST_REV28
LOSS 15V-B51
SAT, DEC 13 2008 9:10
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199264 BROADRVR
199265 E.GN.HBR
199263 WATERLOO
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199401 AWP_WINDTER
199400 AWP_WINDCOL
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5532
L-5541
L-5541B
L-5530
L-5027
L-5533
L-5531
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O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LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:10
Circuit Breaker Position
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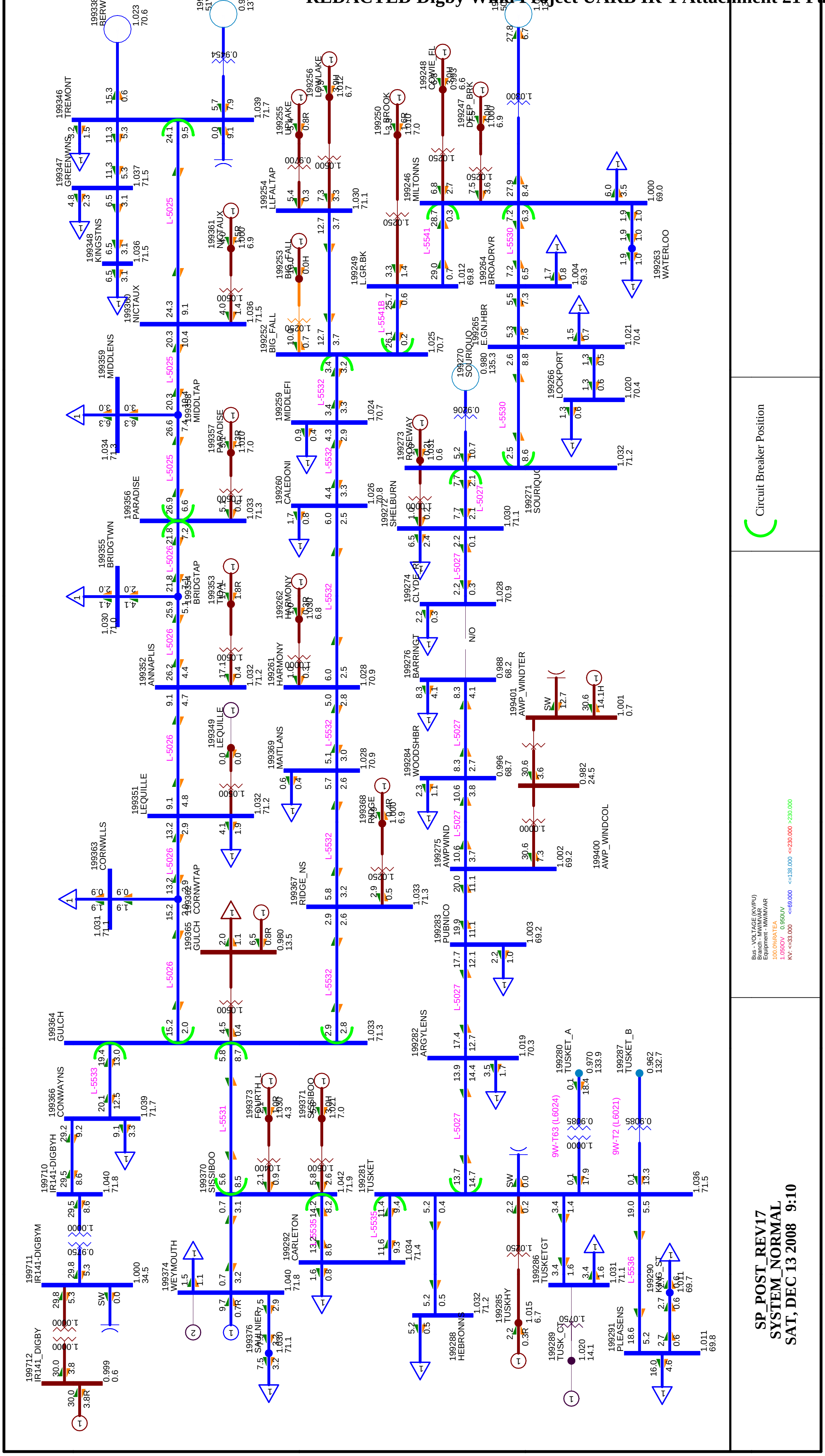
199345 51V-861_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199300 NICTAUX
199361 NWGTAUX
199253 BIG FALL
199256 LOWLAKE
199255 UPLAKE
199254 LLFALTAP
199250 LgBROOK
199246 MILTONNS
199248 COWIE FL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199252 BIG_FALL
199259 MIDDLEFI
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199273 RYDERWAY
199271 SOURIQUO
199356 PARADISE
199260 CALEDONI
199272 SHELBURN
199355 BRIDGTWN
199353 BRIDGTAP
199262 HARMONY
199274 CLYDE_RI
199352 ANNAPLIS
199261 HARMONY
199276 BARRINGT
199401 AWP_WINDTER
199349 LEQUILLE
199369 MAITLANS
199284 WOODSHBR
199351 LEQUILLE
199368 RADDE
199275 AWPWIND
199400 AWP_WINDCOL
199363 CORNWLLS
199367 RIDGE_NS
199283 PUBNICO
199365 GULCH
199364 GULCH
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199366 CONWAYNS
199373 FOURTH_L
199371 SISSIBOO
199710 IR141-DIGBYH
199370 SISSIBOO
199281 TUSKET
199711 IR141-DIGBYH
199374 WEYMOUTH
199292 CARLETON
199286 TUSKETGT
199712 IR141_DIGBY
199376 SANDYLNE
199285 TUSKHY
199288 HEBRONNS
199289 TUSK_CT
199290 KING_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMMAR
1.030PU 1.000PU 0.970PU
1.030KV 0.900UV
KV <=33.000 <=69.000 <=138.000 <=230.000 >230.000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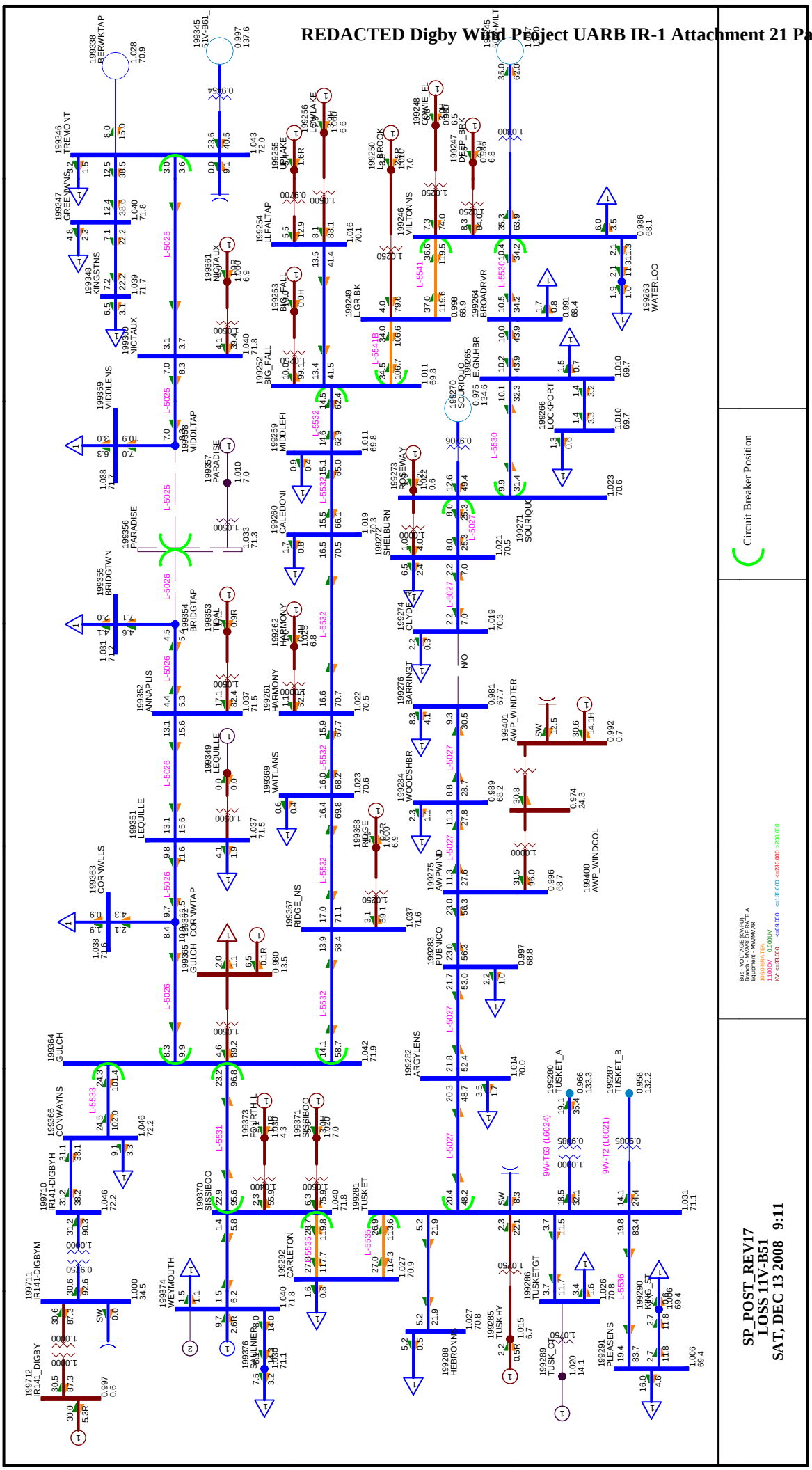
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MW/MVAR
Equipment - MW/MVAR
100.0%RATEA
1.050OV 0.950UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199376 SAULNIER
199292 CARLETON
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199249 L.GR.BK
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199281 TUSKET
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5532
L-5541
L-5541B
L-5530
L-5027
L-5533
L-5531
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O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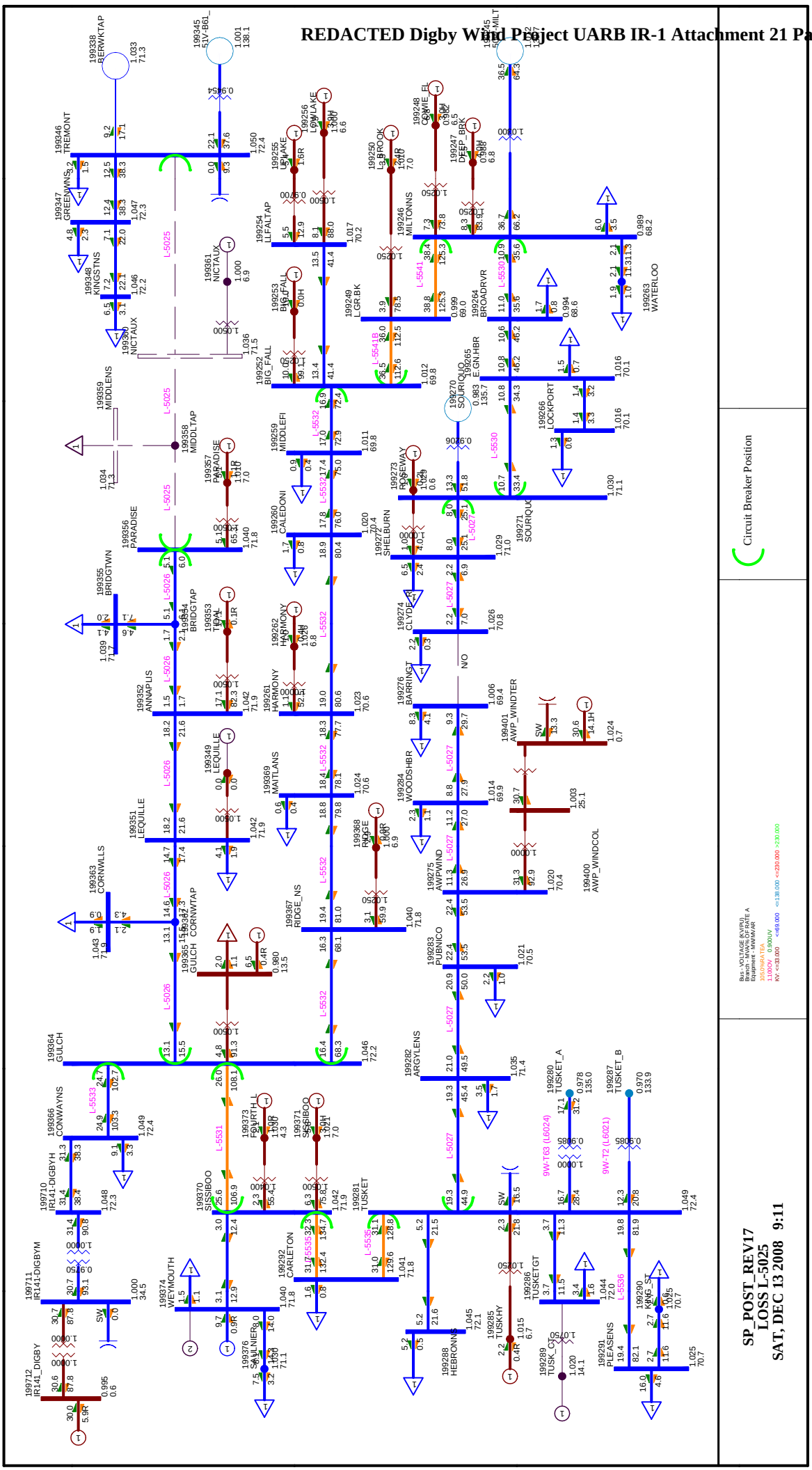
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 THPAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISIBOO
199373 FOURTH_L
199371 SISIBOO
199281 TUSKET
199292 CARLETON
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KINGS_ST
199291 PLEASENS
199263 WATERLOO
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199271 SOURIQUO
199273 RIVERWAY
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199368 RIDGE
199367 RIDGE_NS
199369 MAITLANS
199284 WOODSHBR
199276 BARRING
199274 CLYDE_R
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199401 AWP_WINDTER
199400 AWP_WINDCOL
199256 LOWLAKE
199255 LLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 LGR.BROOK
199249 LGR.BK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199345 51V-MILT
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5033
L-5035
L-5036
L-5037
L-5038
L-5039
L-5040
L-5041
L-5041B
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWAWAR
100MVA TEA
1.030OV 0.900UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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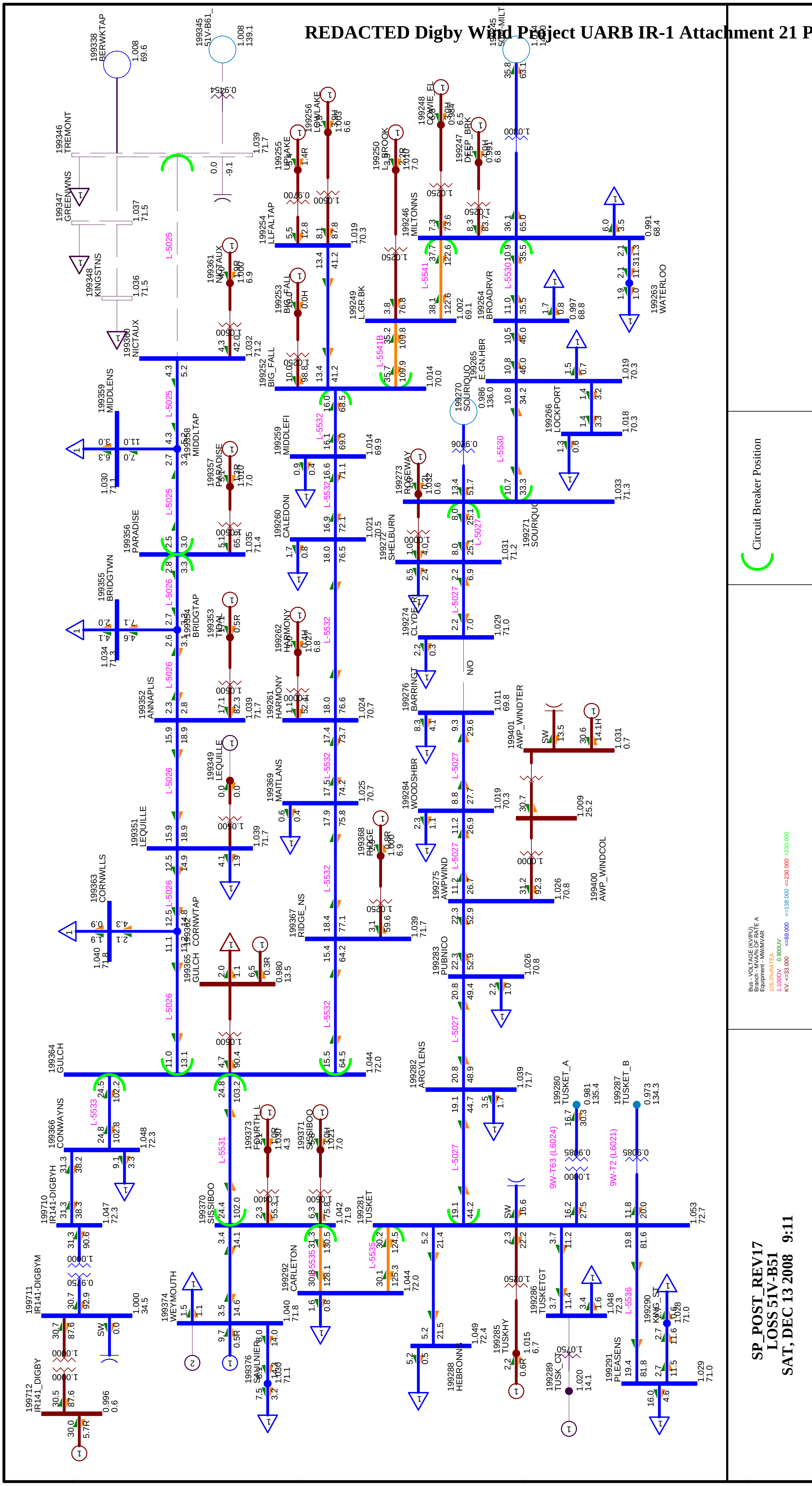
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 THAL
199352 ANNAPLIS
199351 LEQUILLE
199349 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199281 TUSKET
199292 CARLETON
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 LLFALAKE
199256 LOWLAKE
199250 LaHBR
199246 MILTONNS
199248 COMWIE_FL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199270 SOURIQUO
199265 E.GN.HBR
199266 LOCKPORT
199271 SOURIQUO
199273 RIVERWAY
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199368 RIDGE
199367 RIDGE_NS
199369 MAITLANS
199284 WOODSHBR
199276 BARRING
199274 CLYDE
199401 AWP_WINDTER
199275 AWPWIND
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AMP/MVAR
1.030/0V 0.900/0V
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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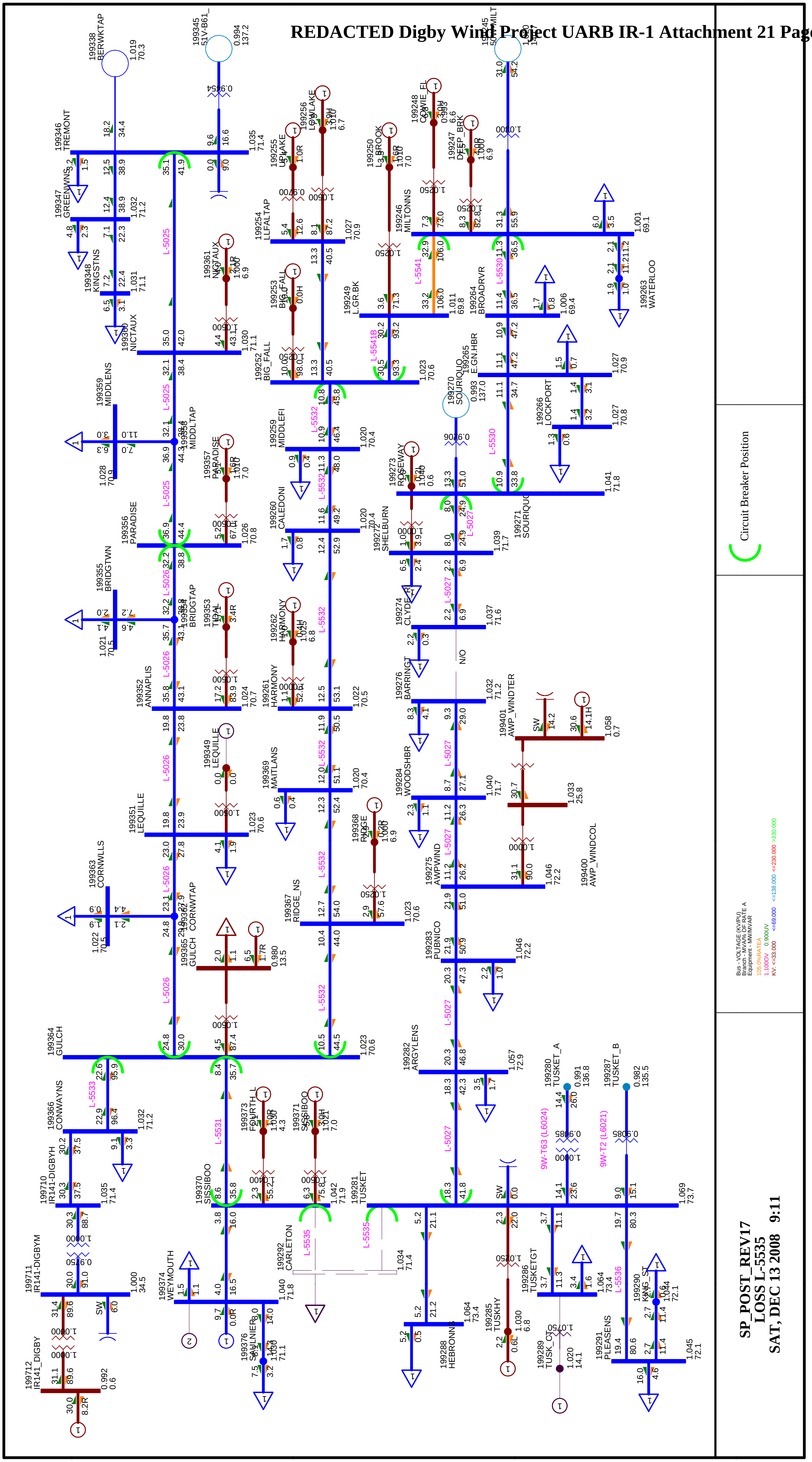
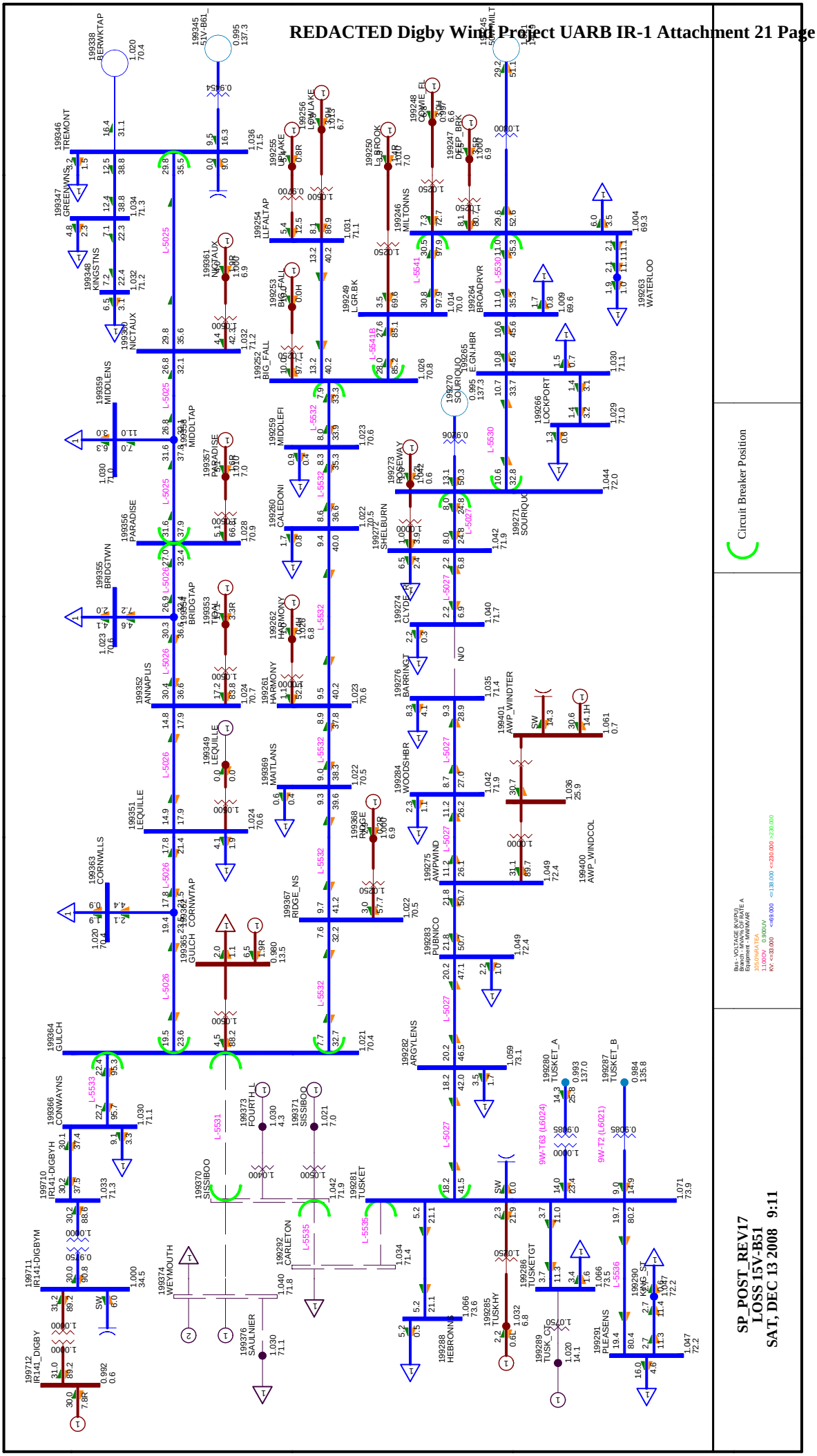
SAT, DEC 13 2008 9:11
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 ROSEWAY
199271 SOURIQUO
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)


SP_POST_REV17
LOSS L-5535
SAT, DEC 13 2008 9:11
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE A
Equipment - MW/MVAR
105.0%RATEA
1.100OV 0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199246 MILTONNS
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
N/O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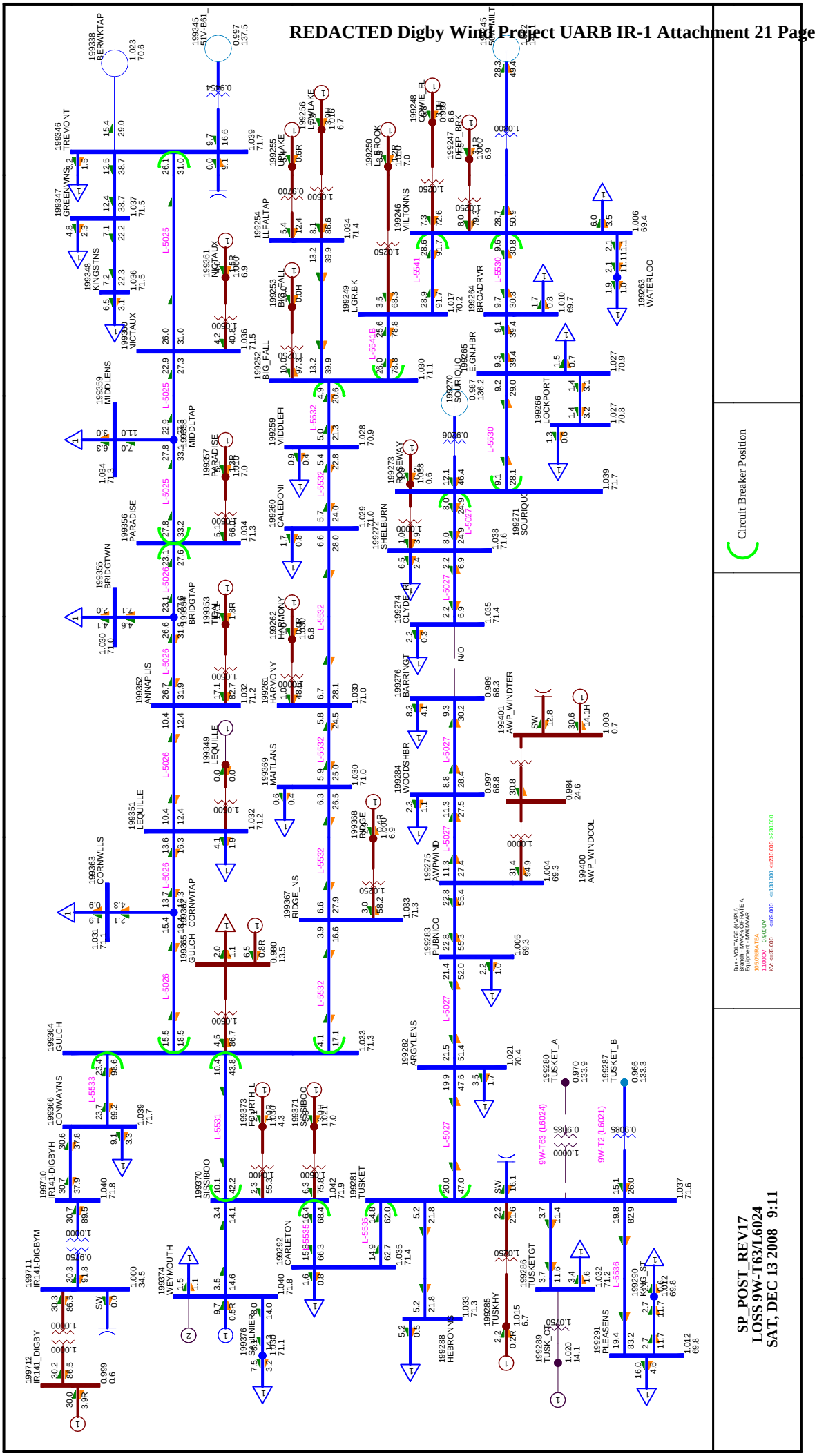
LOSS 15V-B51
SAT, DEC 13 2008 9:11
Circuit Breaker Position
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199276 BARRINGT
199284 WOODSHBR
199369 MAITLANS
199368 RIDGE_NS
199367 RIDGE_NS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199253 BIG_FALL
199252 BIG_FALL
199254 LLFALTAP
199256 LOWLAKE
199255 LPLAKE
199250 LaHBROOK
199248 CAMPBELL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199271 SOURIQUO
199272 SHELBURN
199273 RIVERWAY
199274 CLYDE
199277 SHELBURN
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KINGS_ST
199291 PLEASENS
199266 LOCKPORT
199263 WATERLOO
199345 50MVMILT
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5041
L-5041B
L-5530
L-5531
L-5532
L-5533
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE A
Equipment->AWAWAR
1.030/0V 0.900/0V
kV <=33.000 <=69.000 <=138.000 <=230.000 >230.000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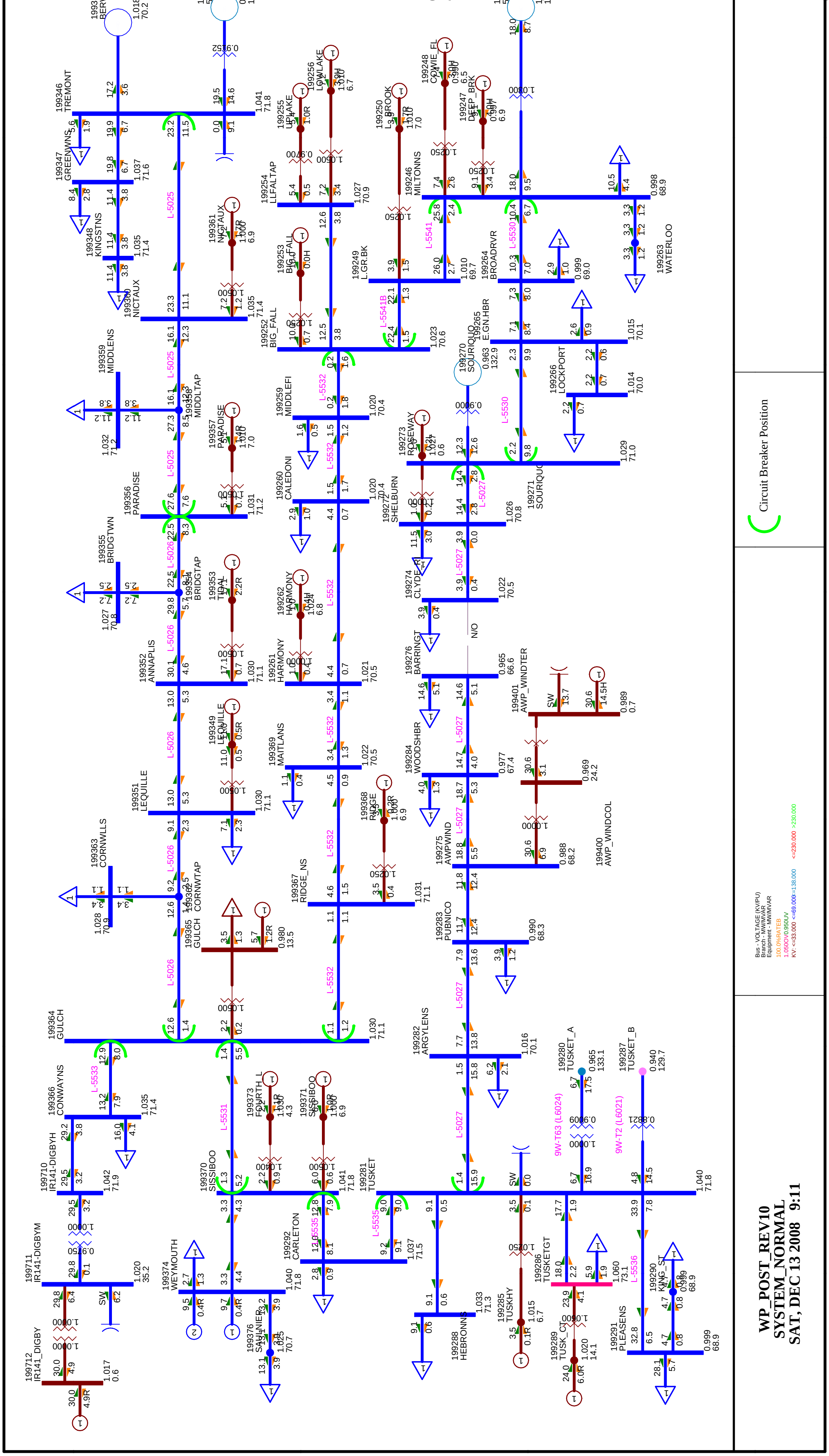
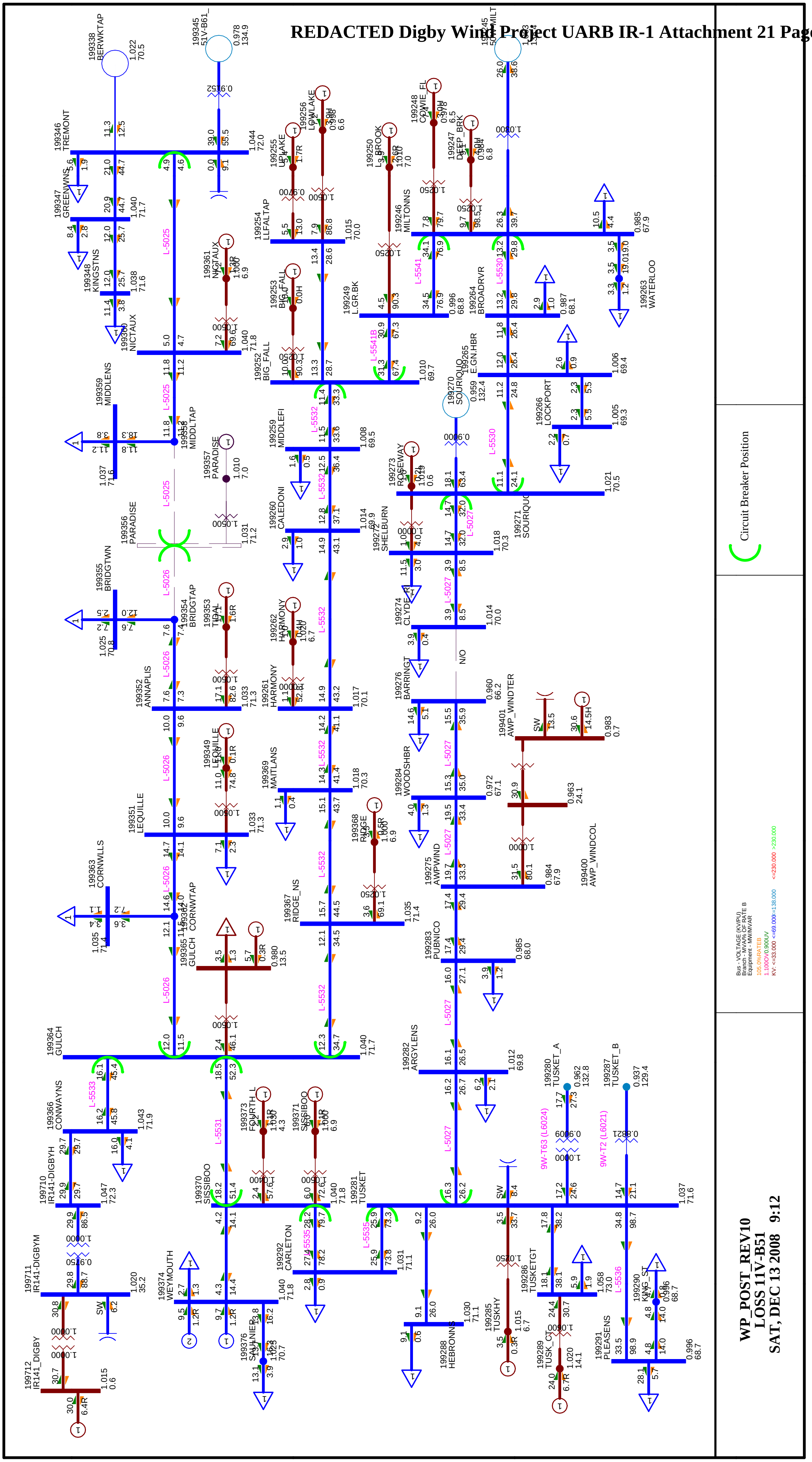
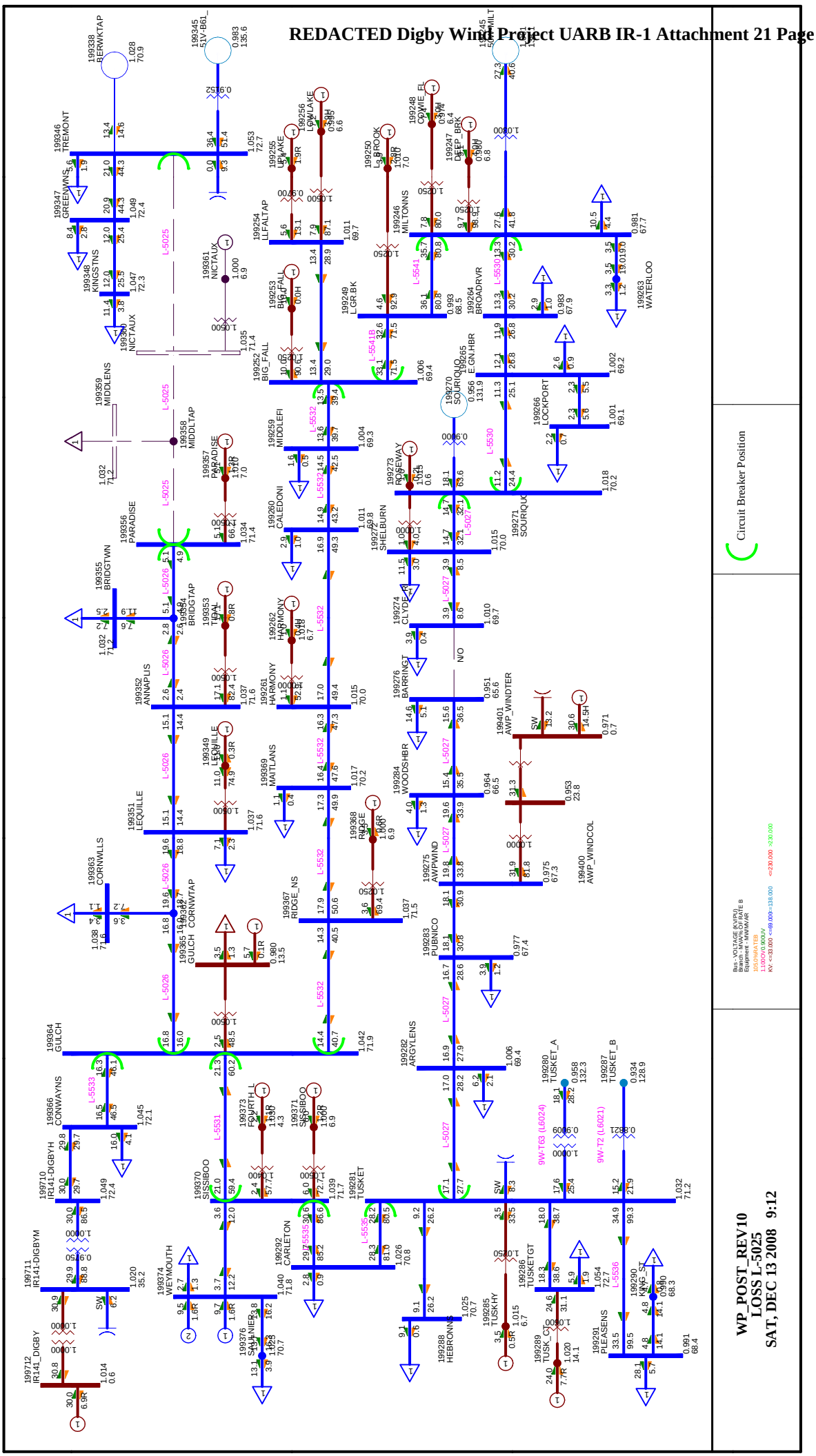
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAULNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199281 TUSKET
199292 CARLETON
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KEMPT_ST
199291 PLEASENS
199263 WATERLOO
199256 LOWLAKE
199255 LLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199250 LaHBR
199248 CAPE_EL
199247 DEEP_BRK
199246 MILTONNS
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199273 RIGBY WAY
199271 SOURIQUO
199272 SHELBURN
199260 CALEDONI
199259 MIDDLEFI
199262 HARMONY
199261 HARMONY
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199368 RAGGE
199367 RIDGE_NS
199369 MAITLANS
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
9W-T63 (L6024)
9W-T2 (L6021)
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
Circuit Breaker Position
SP_POST_REV17
LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:11


WP_POST_REV10
SYSTEM_NORMAL
SAT, DEC 13 2008 9:11
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MW/MVAR
Equipment - MW/MVAR
100.0%RATEB
1.050OV0.950UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP 1.018 70.2
199345 51V-B61_ 0.979 135.1
199346 TREMONT 1.041 71.8
199347 GREENWNS 1.037 71.6
199348 KINGSTNS 1.035 71.4
199360 NICTAUX 1.035 71.4
199361 NICTAUX 1.000 6.9
199359 MIDDLENS 1.032 71.2
199358 MIDDLTAP
199357 PARADISE 1.010 7.0
199356 PARADISE 1.031 71.2
199355 BRIDGTWN 1.027 70.8
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS 1.030 71.1
199349 LEQUILLE
199351 LEQUILLE 1.030 71.1
199363 CORNWLLS 1.028 70.9
199362 CORNWTAP
199365 GULCH 0.980 13.5
199364 GULCH 1.030 71.1
199366 CONWAYNS 1.035 71.4
199710 IR141-DIGBYH 1.042 71.9
199711 IR141-DIGBYM 1.020 35.2
199712 IR141_DIGBY 1.017 0.6
199370 SISSIBOO 1.041 71.8
199373 FOURTH_L 1.030 4.3
199371 SISSIBOO 1.000 6.9
199374 WEYMOUTH 1.040 71.8
199376 SAULNIER 1.025 70.7
199292 CARLETON 1.037 71.5
199255 UPLAKE
199256 LOWLAKE 1.010 6.7
199254 LLFALTAP 1.027 70.9
199253 BIG_FALL
199252 BIG_FALL 1.023 70.6
199259 MIDDLEFI 1.020 70.4
199260 CALEDONI 1.020 70.4
199262 HARMONY 1.024 6.8
199261 HARMONY 1.021 70.5
199369 MAITLANS 1.022 70.5
199368 RIDGE 1.000 6.9
199367 RIDGE_NS 1.031 71.1
199250 L_BROOK 1.010 7.0
199249 L.GR.BK
199246 MILTONNS 0.998 68.9
199248 COWIE_FL 0.990 6.5
199247 DEEP_BRK 0.997 6.9
199245 50W-MILT
199264 BROADRVR 1.010 69.7
199263 WATERLOO
199265 E.GN.HBR 1.015 70.1
199266 LOCKPORT 1.014 70.0
199270 SOURIQUO 0.963 132.9
199271 SOURIQUO 1.029 71.0
199273 ROSEWAY 1.027 0.6
199272 SHELBURN 1.026 70.8
199274 CLYDE_RI 1.022 70.5
199276 BARRINGT 0.965 66.6
199284 WOODSHBR 0.977 67.4
199401 AWP_WINDTER 0.989 0.7
0.969 24.2
199275 AWPWIND 0.988 68.2
199400 AWP_WINDCOL
199283 PUBNICO 0.990 68.3
199282 ARGYLENS 1.016 70.1
199280 TUSKET_A 0.965 133.1
199287 TUSKET_B 0.940 129.7
9W-T63 (L6024)
9W-T2 (L6021)
199281 TUSKET 1.040 71.8
199288 HEBRONNS 1.033 71.3
199285 TUSKHY 1.015 6.7
199286 TUSKETGT 1.060 73.1
199289 TUSK_CT 1.020 14.1
199290 KING_ST 0.999 68.9
199291 PLEASENS 0.999 68.9
L-5025
L-5026
L-5533
L-5531
L-5532
L-5535
L-5541
L-5541B
L-5530
L-5027
L-5536
N/O


199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199249 L.GR.BK
199246 MILTONNS
199248 COWIE_FL
199247 DEEP_BRK
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199270 SOURIQUO
199266 LOCKPORT
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5533
L-5531
L-5535
L-5532
L-5541B
L-5541
L-5530
L-5027
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O
SW
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
WP_POST_REV10
LOSS 11V-B51
SAT, DEC 13 2008 9:12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LOSS L-5025
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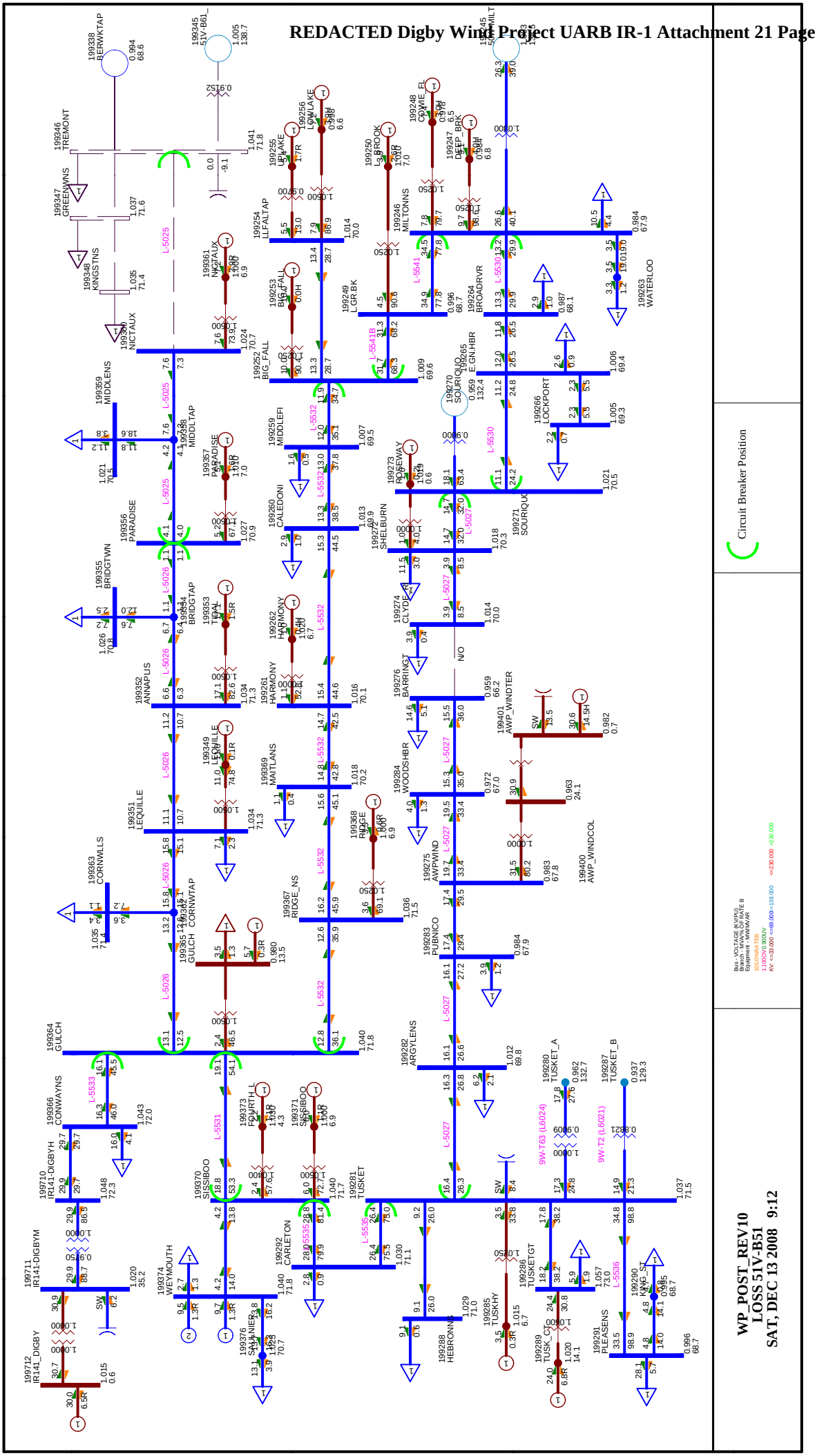
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199365 CORNWTAP
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199288 HEBRONNS
199285 TUSKHY
199289 TUSK_CT
199286 TUSKETGT
199290 KNWS_ST
199291 PLEASENS
199263 WATERLOO
199264 BROADRVR
199266 LOCKPORT
199271 SOURIQUO
199270 SOURIQUO
199265 E.GN.HBR
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199275 AWPWIND
199400 AWP_WINDCOL
199401 AWP_WINDTER
199284 WOODSHBR
199368 RAGGE
199369 MAITLANS
199367 RIDGE_NS
199262 HARMONY
199261 HARMONY
199260 CALEDONI
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199250 La_BROOK
199246 MILTONNS
199247 DEEP_BRK
199248 CAPE_EL
199249 LGR.BK
199280 TUSKET_A
199287 TUSKET_B
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5035
L-5036
L-5039
L-5041
L-5041B
L-5530
L-5532
L-5533
L-5535
L-5536
L-5541
9W-T63 (L6024)
9W-T2 (L6021)
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
10/10/2008 TIB
1.030/0.930/UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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LOSS 51V-B51
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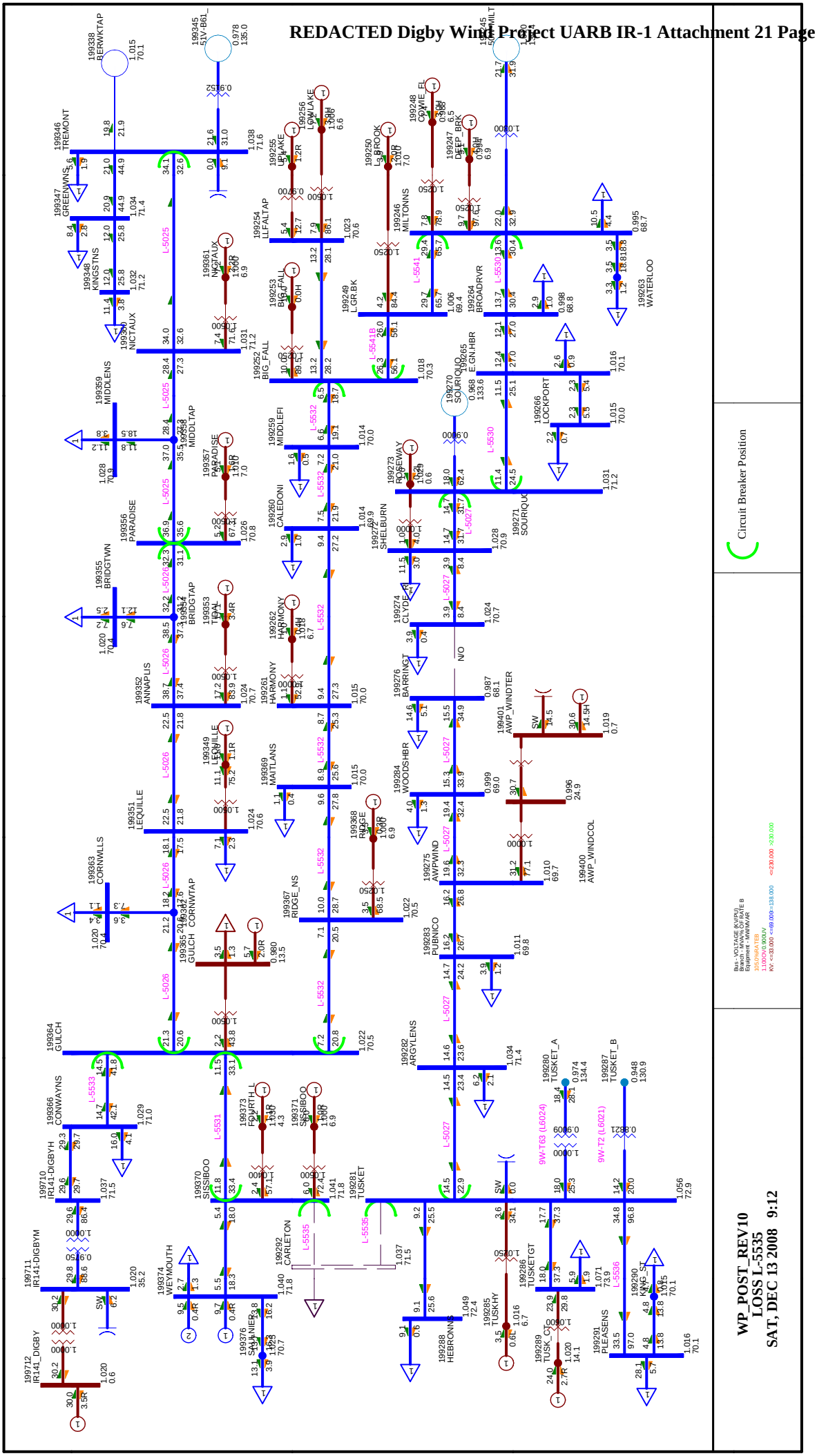
Circuit Breaker Position
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NWCTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIP-L
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBY
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199372 RIDGE_NS
199367 RIDGE_NS
199368 RIDGE
199369 MAITLANS
199262 HARMONY
199261 HARMONY
199259 MIDDLEFI
199260 CALEDONI
199258 SHELBURN
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 LPLAKE
199256 LOWLAKE
199250 La BROOK
199246 MILTONNS
199248 CAPE_EL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199263 WATERLOO
199270 SOURIQUO
199265 E.GN.HBR
199273 RIDGEWAY
199271 SOURIQUO
199266 LOCKPORT
199274 CLYDE_RI
199276 BARRING
199284 WOODSHBR
199275 AWPWIND
199283 PUBNICO
199282 ARGYLENS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199281 TUSKET
199292 CARLETON
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KNWS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5030
L-5031
L-5032
L-5033
L-5035
L-5036
L-5037
L-5038
L-5039
L-5040
L-5041
L-5041B
L-5530
L-5532
L-5533
L-5535
L-5536
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->NAMVAR
100.00MVA TBase
1.100<0.300UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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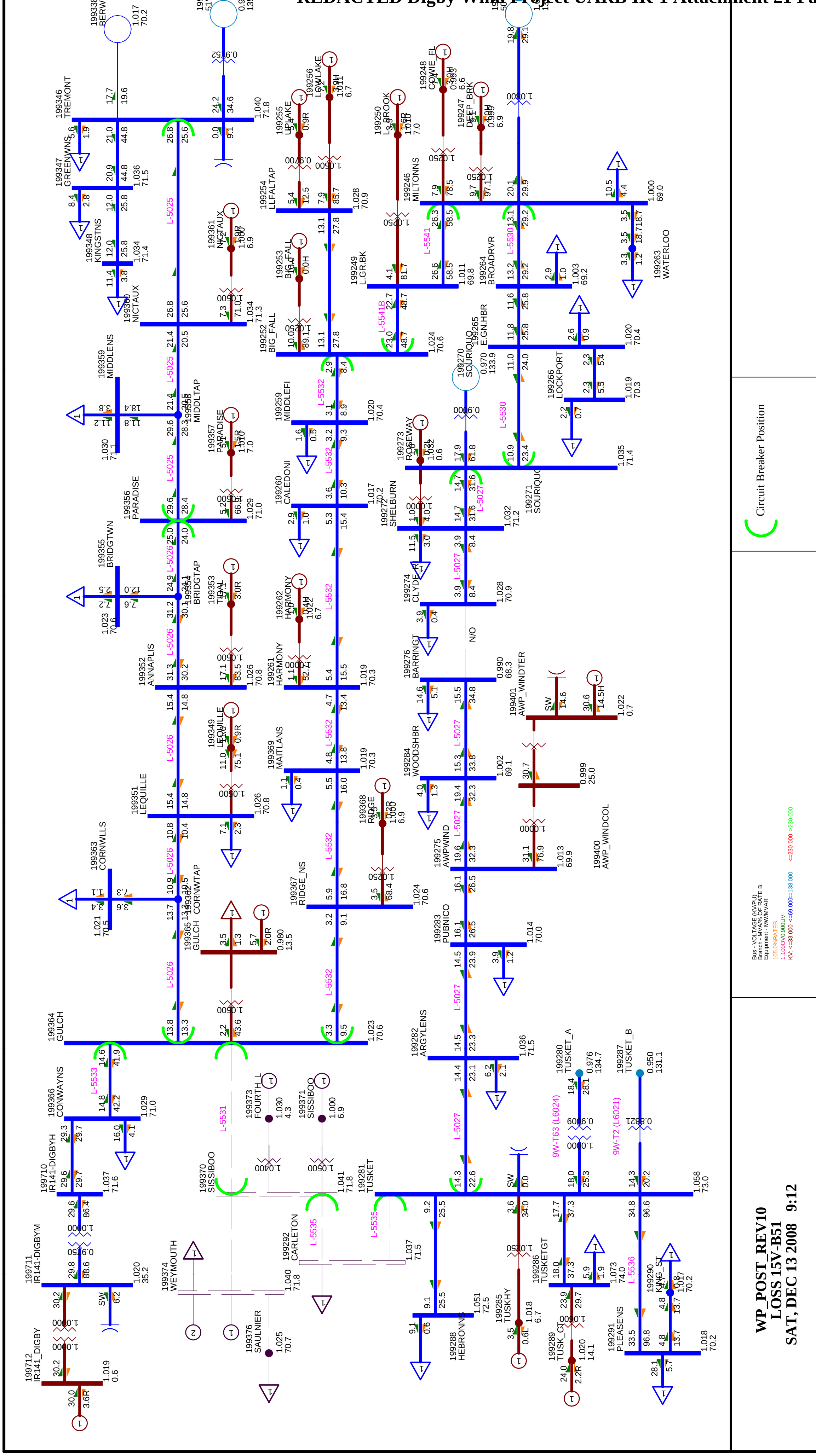
Circuit Breaker Position
199338 BERWKTAP
199345 51V-861_
199346 TREMONT
199347 GREENWYNS
199348 KINGSTNS
199300 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199353 BRIDGTAP
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199376 SAUNIER
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199276 BARRING
199284 WOODSHBR
199274 CLYDE_RI
199273 RIDGEWAY
199272 SHELBURN
199271 SOURIQUO
199270 SOURIQUO
199260 CALEDONI
199259 MIDDLEFI
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199250 La_BROOK
199246 MILTONNS
199248 CAPWIE_FL
199247 DEEP_BRK
199249 LGR.BK
199264 BROADRVR
199265 E.GN.HBR
199266 LOCKPORT
199263 WATERLOO
199262 HARMONY
199261 HARMONY
199368 RIDGE
199367 RIDGE_NS
199369 MAITLANS
199401 AWP_WINDTER
199400 AWP_WINDCOL
199280 TUSKET_A
199287 TUSKET_B
199286 TUSKETGT
199285 TUSKHY
199289 TUSK_CT
199288 HEBRONNS
199290 KNWS_ST
199291 PLEASENS
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Bus->VOLTAGE (KV/PU)
Branch->MVA% OF RATE B
Equipment->MW/MVAR
10/30/08 TIB
1.030/0.930/UV
kV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000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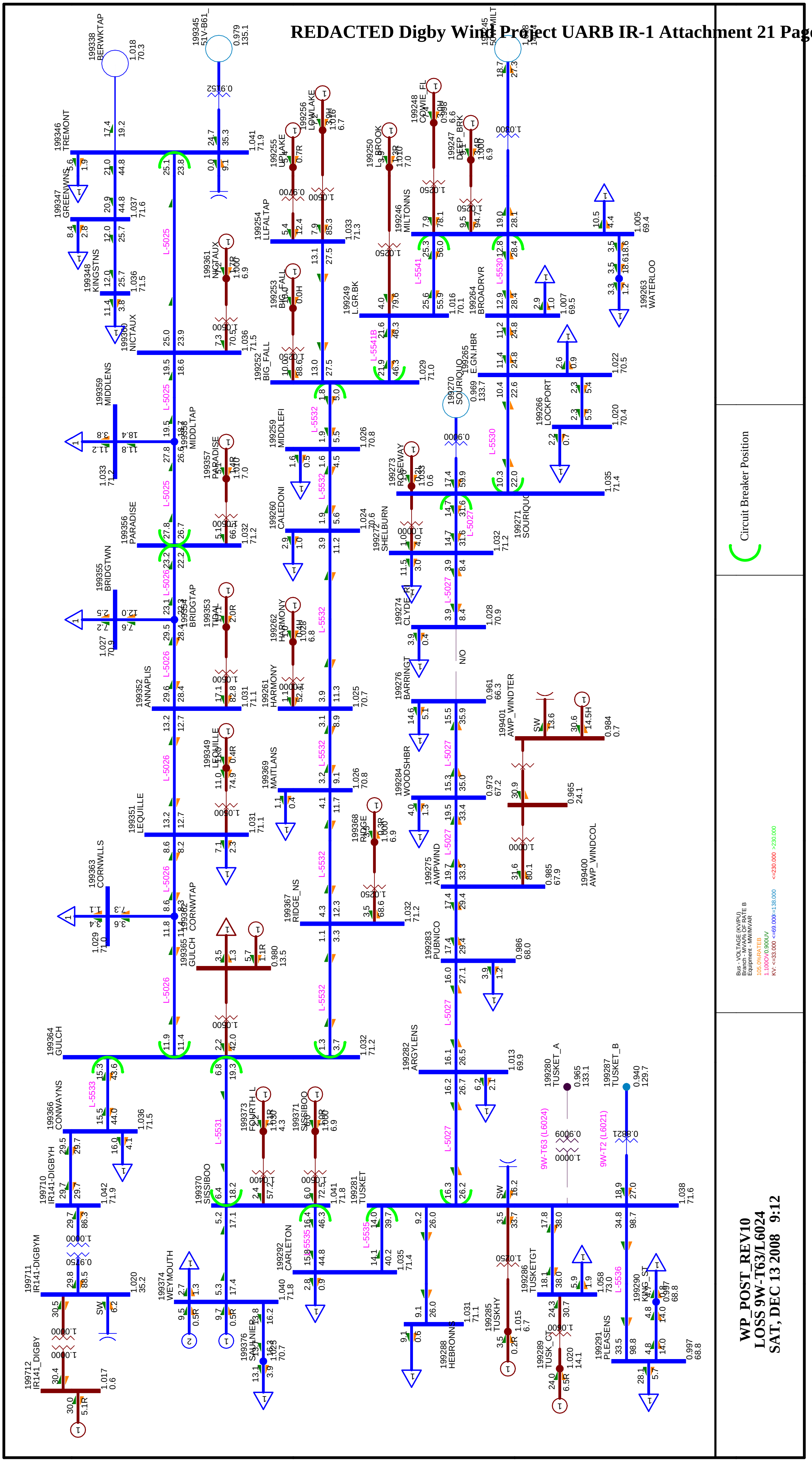
LOSS 15V-B51
SAT, DEC 13 2008 9:12
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199374 WEYMOUTH
199370 SISSIBOO
199376 SAULNIER
199373 FOURTH_L
199371 SISSIBOO
199292 CARLETON
199281 TUSKET
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
199280 TUSKET_A
199287 TUSKET_B
199282 ARGYLENS
199283 PUBNICO
199275 AWPWIND
199284 WOODSHBR
199276 BARRINGT
199274 CLYDE_RI
199272 SHELBURN
199273 ROSEWAY
199271 SOURIQUO
199270 SOURIQUO
199266 LOCKPORT
199265 E.GN.HBR
199264 BROADRVR
199263 WATERLOO
199246 MILTONNS
199247 DEEP_BRK
199248 COWIE_FL
199249 L.GR.BK
199250 L_BROOK
199252 BIG_FALL
199253 BIG_FALL
199254 LLFALTAP
199255 UPLAKE
199256 LOWLAKE
199259 MIDDLEFI
199260 CALEDONI
199261 HARMONY
199262 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199401 AWP_WINDTER
199400 AWP_WINDCOL
L-5025
L-5026
L-5027
L-5530
L-5531
L-5532
L-5533
L-5535
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O


199338 BERWKTAP
199345 51V-B61_
199346 TREMONT
199347 GREENWNS
199348 KINGSTNS
199360 NICTAUX
199361 NICTAUX
199359 MIDDLENS
199358 MIDDLTAP
199357 PARADISE
199356 PARADISE
199355 BRIDGTWN
199354 BRIDGTAP
199353 TIDAL
199352 ANNAPLIS
199349 LEQUILLE
199351 LEQUILLE
199363 CORNWLLS
199362 CORNWTAP
199365 GULCH
199364 GULCH
199366 CONWAYNS
199710 IR141-DIGBYH
199711 IR141-DIGBYM
199712 IR141_DIGBY
199370 SISSIBOO
199373 FOURTH_L
199371 SISSIBOO
199374 WEYMOUTH
199376 SAULNIER
199292 CARLETON
199281 TUSKET
199255 UPLAKE
199256 LOWLAKE
199254 LLFALTAP
199253 BIG_FALL
199252 BIG_FALL
199259 MIDDLEFI
199260 CALEDONI
199262 HARMONY
199261 HARMONY
199369 MAITLANS
199368 RIDGE
199367 RIDGE_NS
199250 L_BROOK
199246 MILTONNS
199249 L.GR.BK
199248 COWIE_FL
199247 DEEP_BRK
199245 50W-MILT
199264 BROADRVR
199263 WATERLOO
199265 E.GN.HBR
199266 LOCKPORT
199270 SOURIQUO
199271 SOURIQUO
199273 ROSEWAY
199272 SHELBURN
199274 CLYDE_RI
199276 BARRINGT
199284 WOODSHBR
199275 AWPWIND
199401 AWP_WINDTER
199400 AWP_WINDCOL
199283 PUBNICO
199282 ARGYLENS
199280 TUSKET_A
199287 TUSKET_B
199288 HEBRONNS
199285 TUSKHY
199286 TUSKETGT
199289 TUSK_CT
199291 PLEASENS
199290 KING_ST
L-5025
L-5026
L-5027
L-5530
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L-5533
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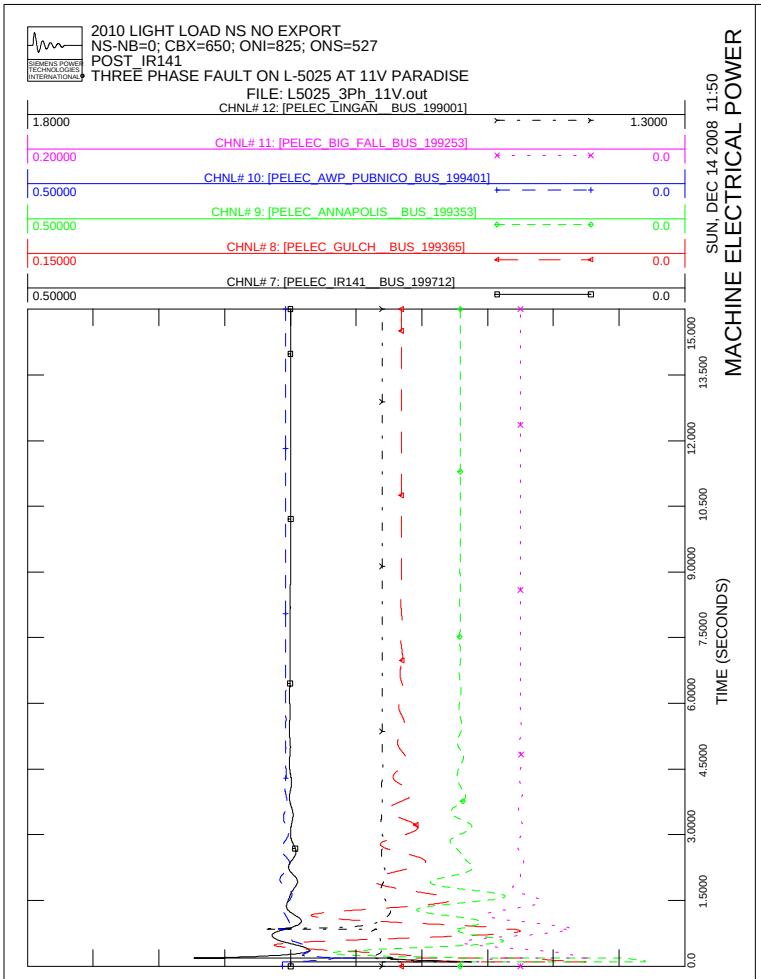
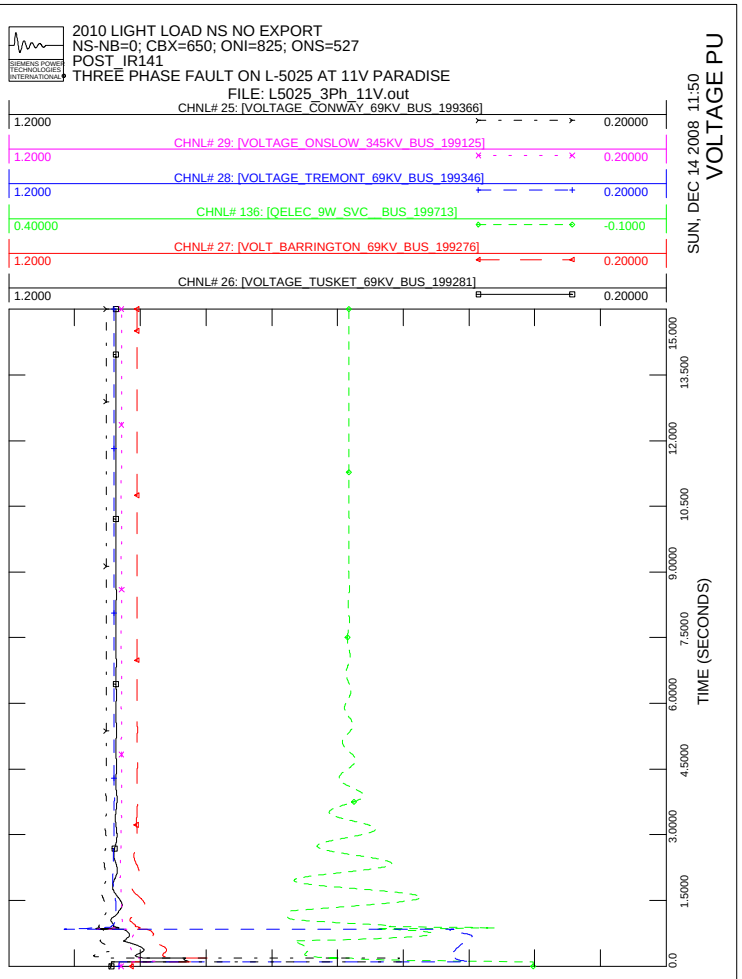
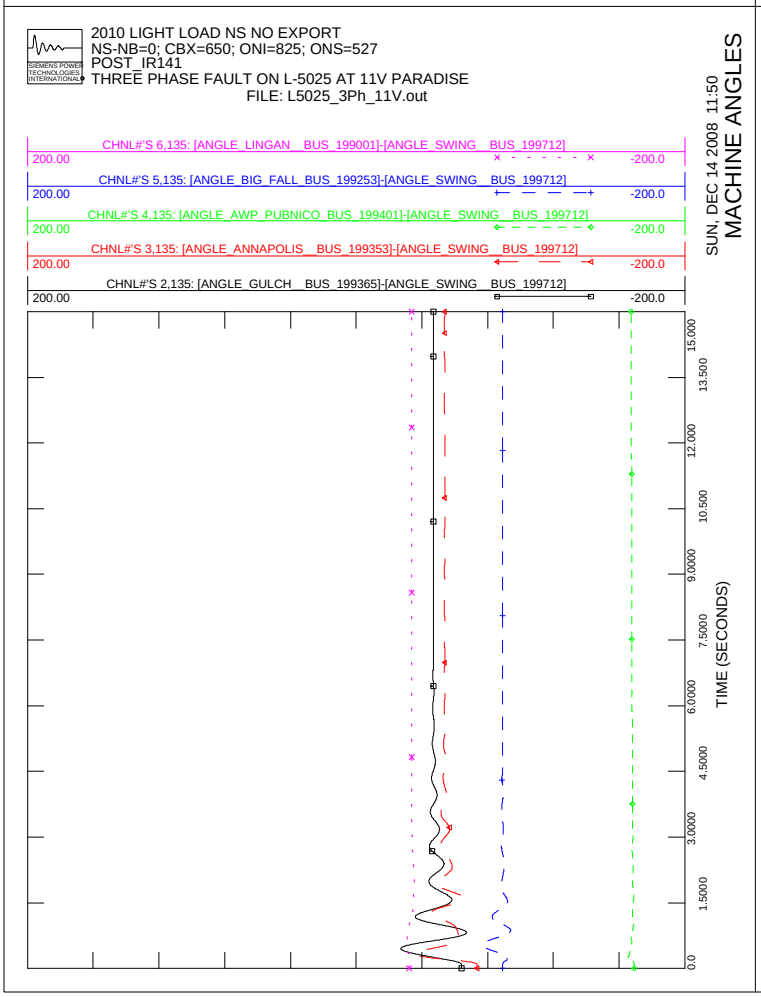
L-5536
L-5541
L-5541B
9W-T63 (L6024)
9W-T2 (L6021)
N/O
Circuit Breaker Position
Bus - VOLTAGE (KV/PU)
Branch - MVA/% OF RATE B
Equipment - MW/MVAR
105.0%RATEB
1.100OV0.900UV
KV: <=33.000 <=69.000 <=138.000 <=230.000 >230.000
WP_POST_REV10
LOSS 9W-T63/L6024
SAT, DEC 13 2008 9:12

19 Appendix_5 Post_IR141 Dynamic: SVC Option


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:50
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:50
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:50
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
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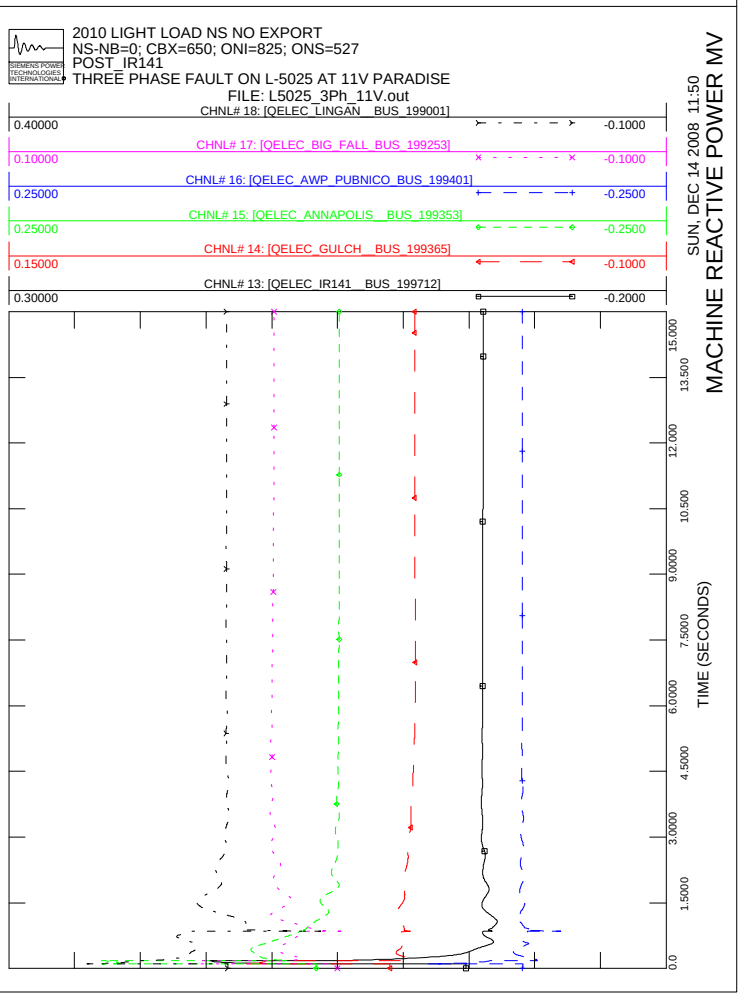
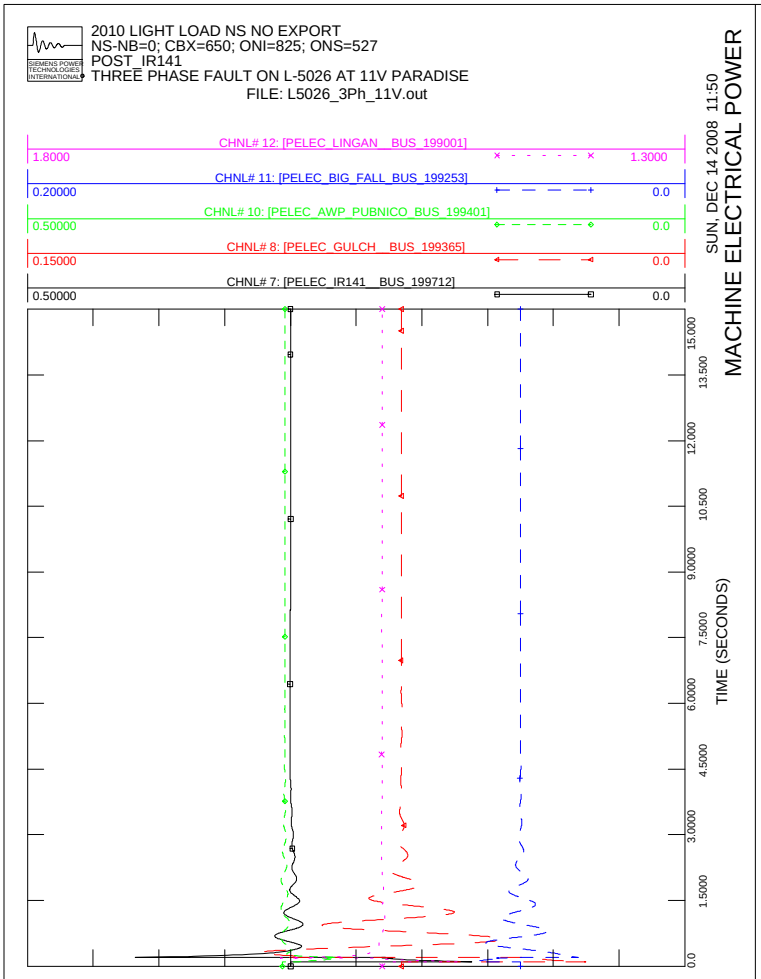
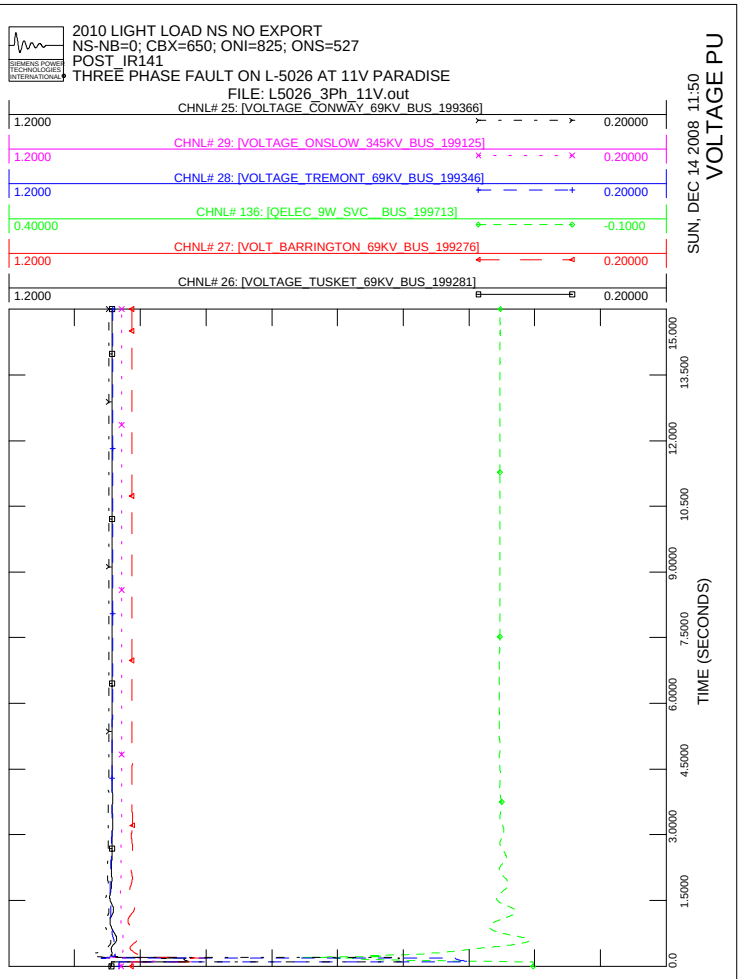
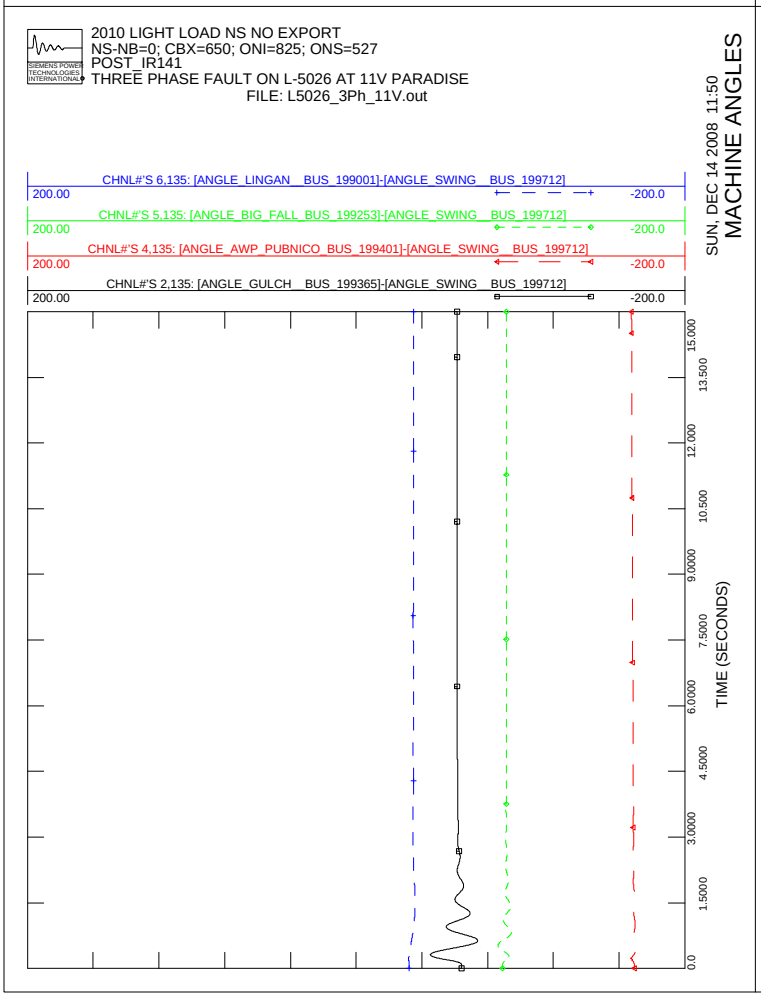
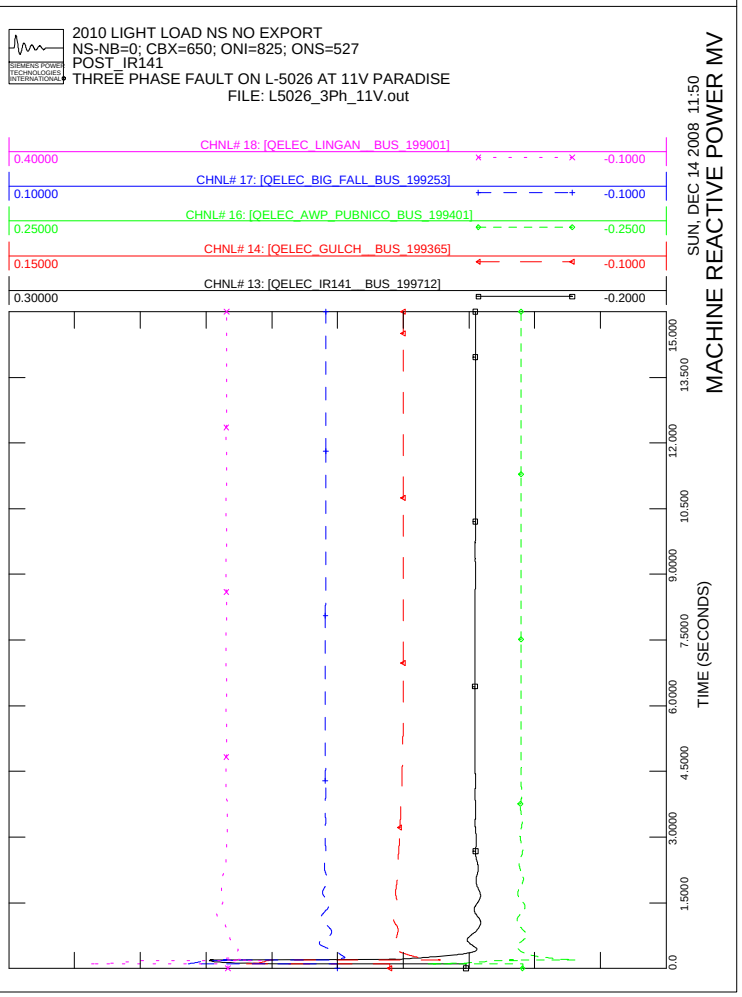
10.500
12.000
13.500
15.000

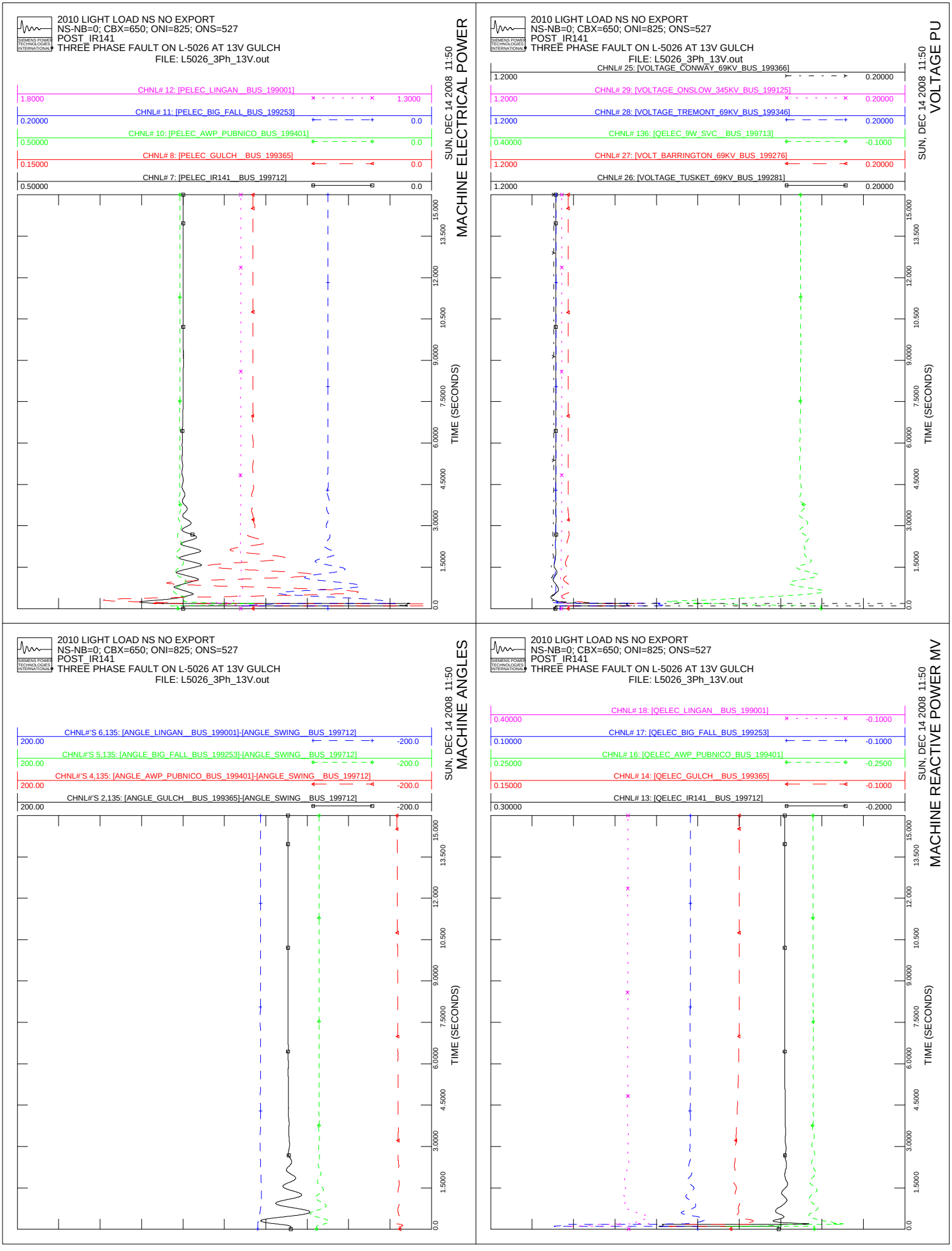

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:50
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

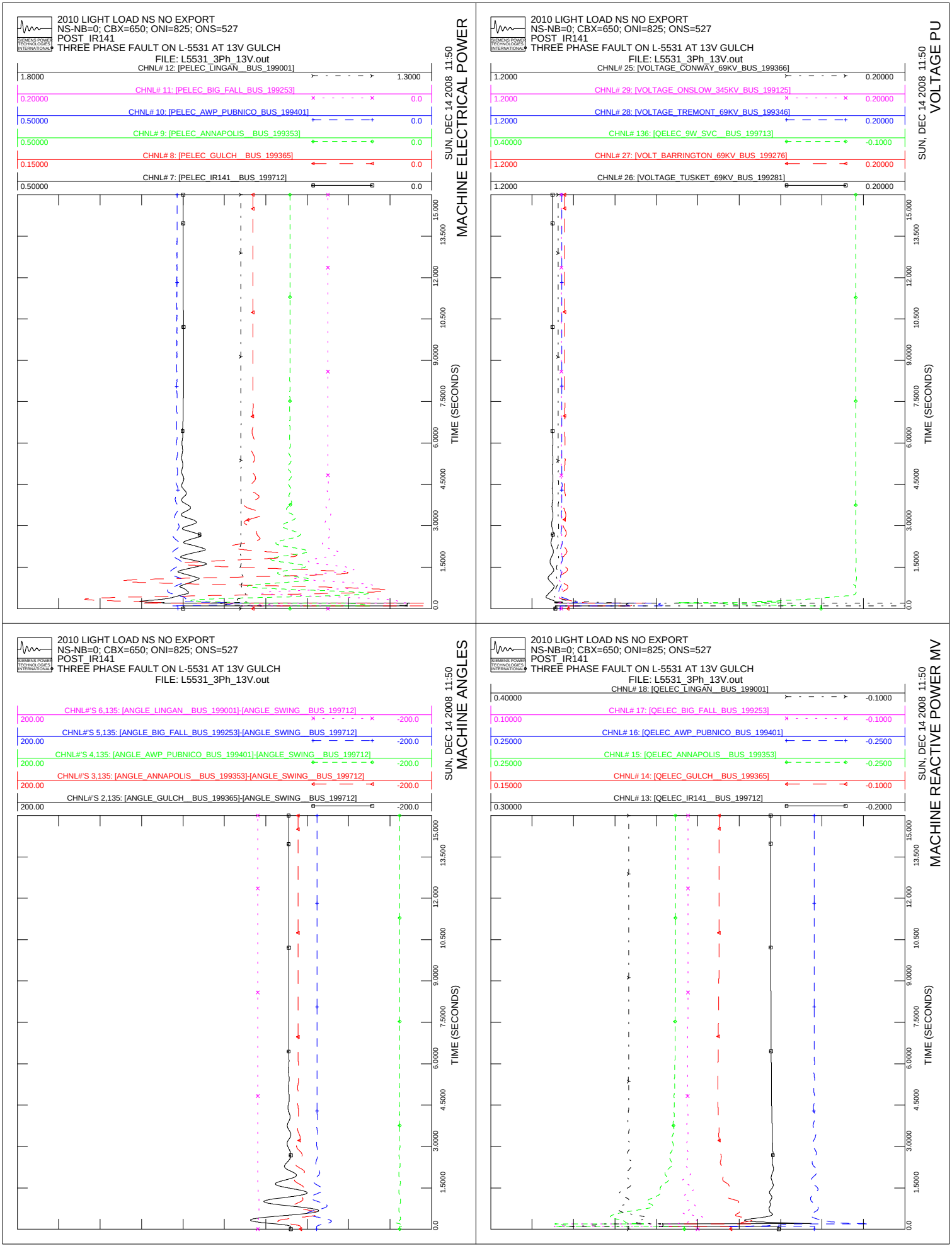

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:50
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

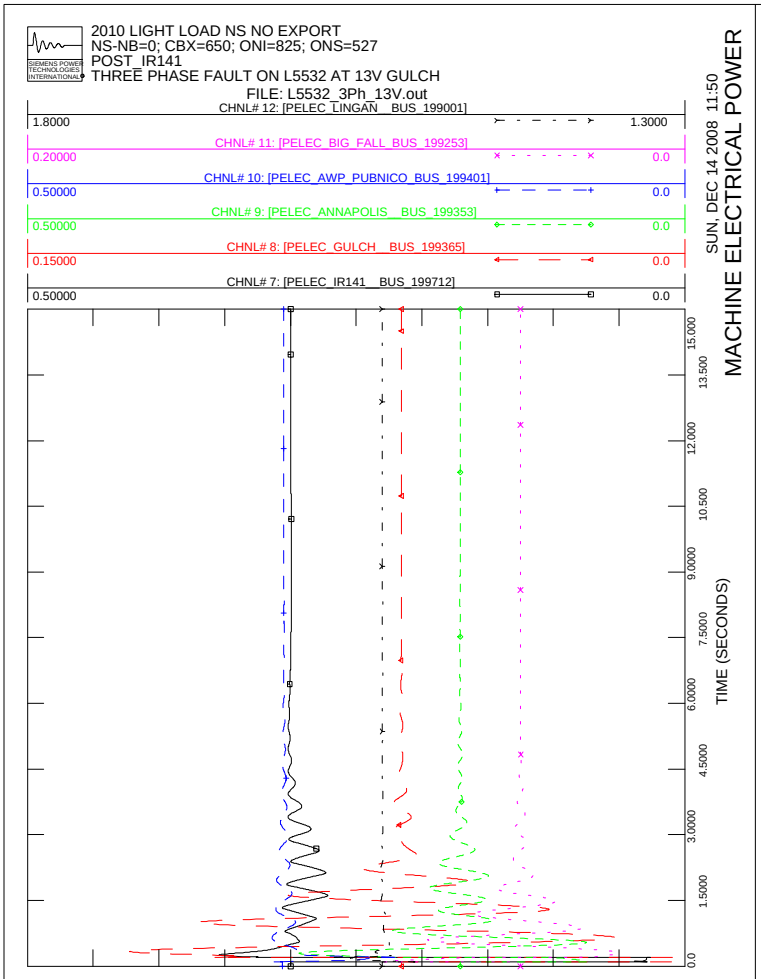

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:50
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

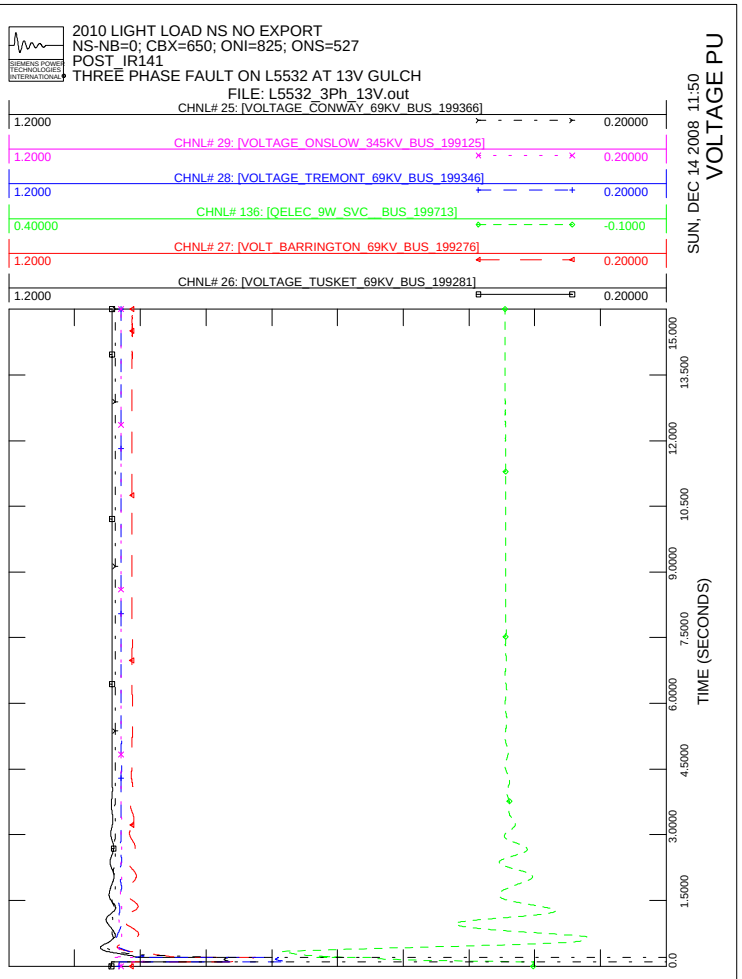

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:50
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

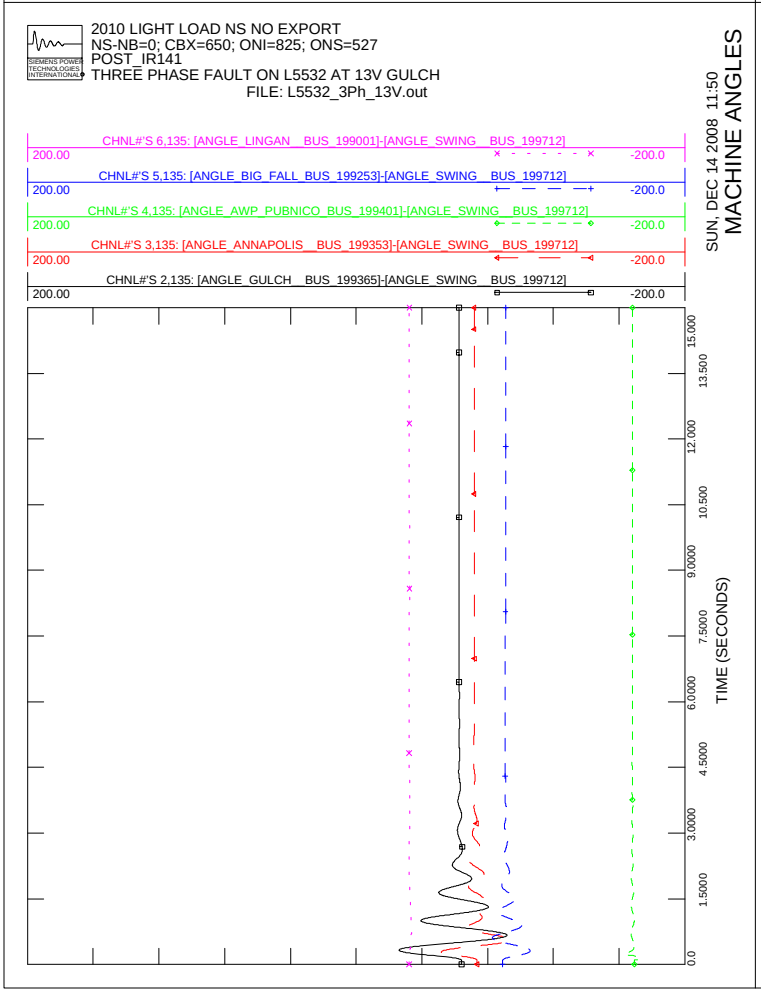

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:50
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:50
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:50
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:50
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:50
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:50
MACHINE ELECTRICAL POWER
TIME (SECONDS)
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
VOLTAGE PU
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
MACHINE ANGLES
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
MACHINE REACTIVE POWER MV


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:50
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:50
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:50
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
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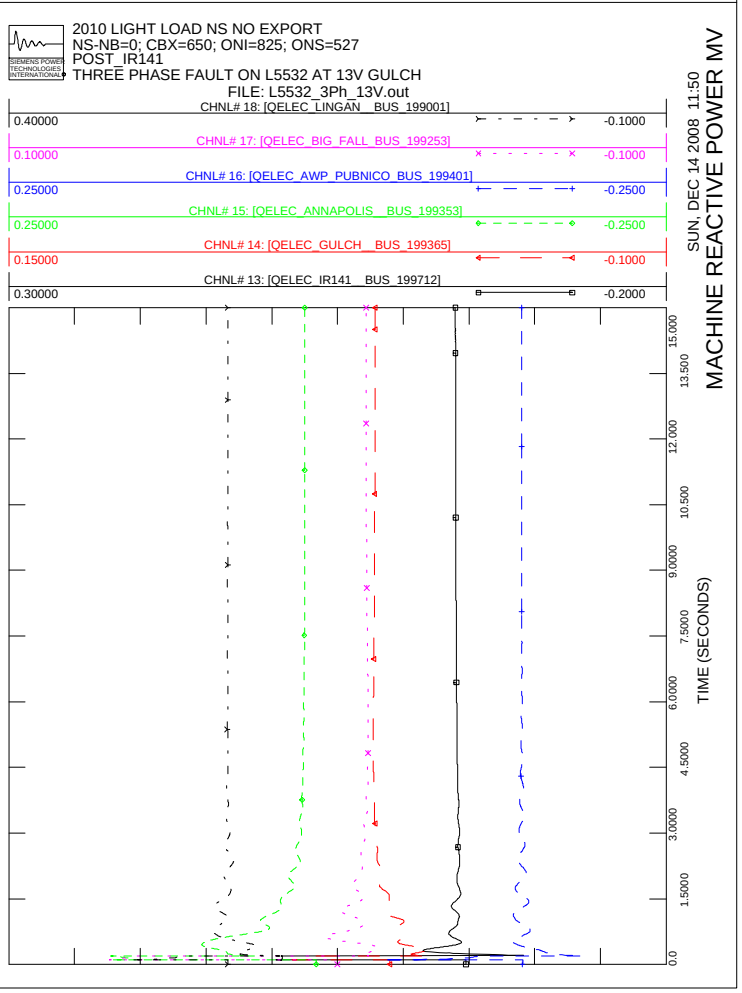
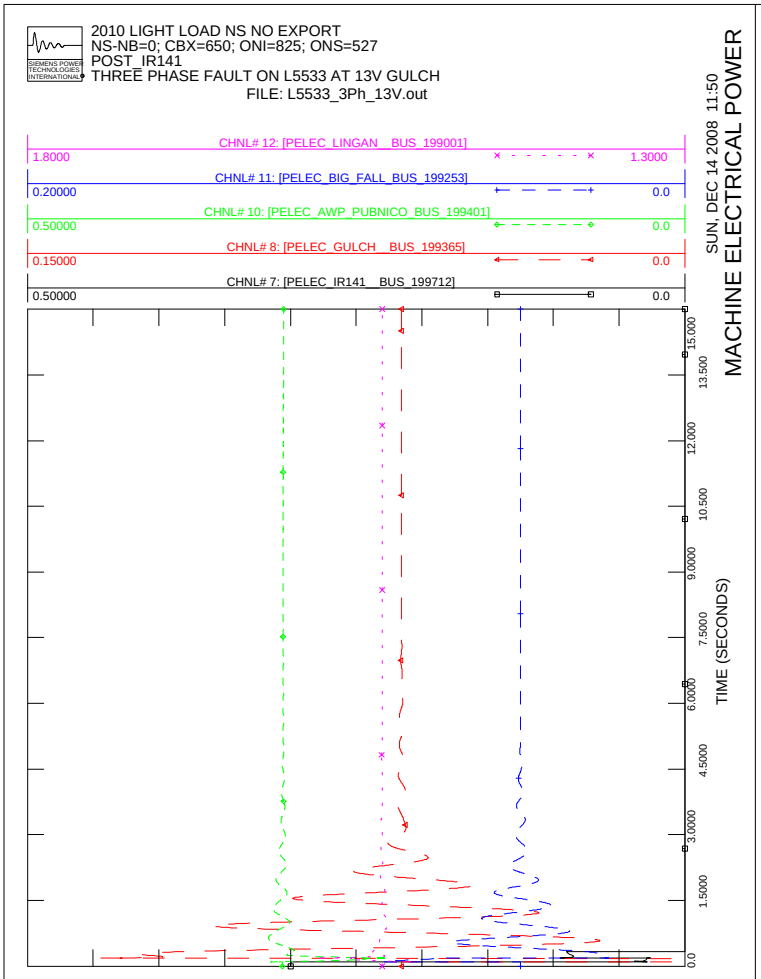
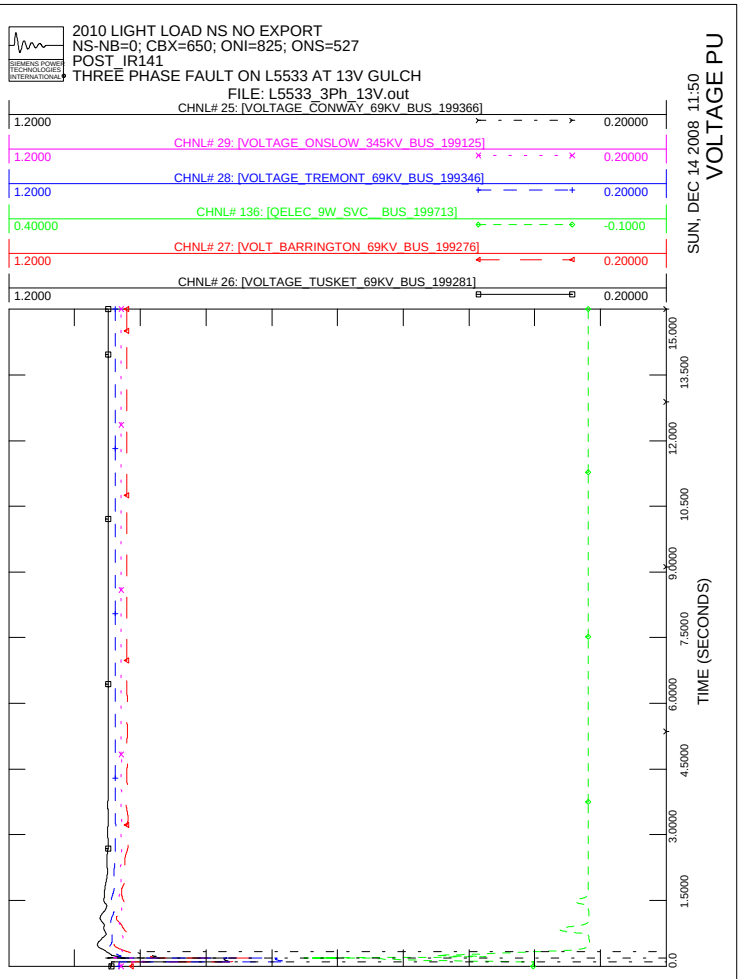
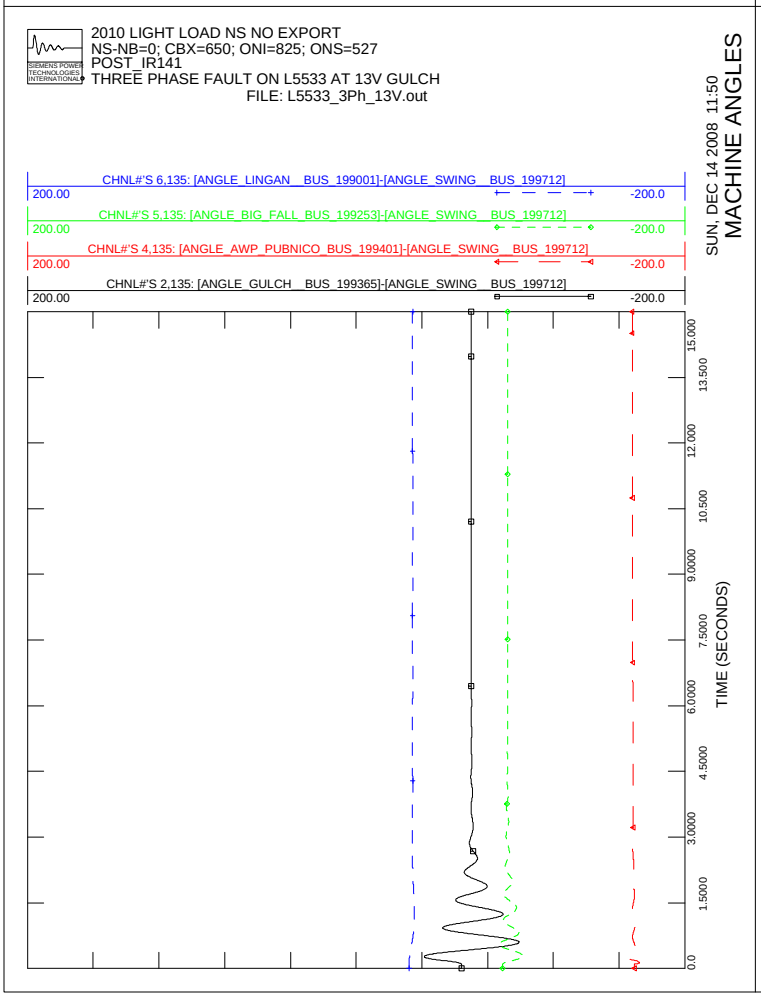
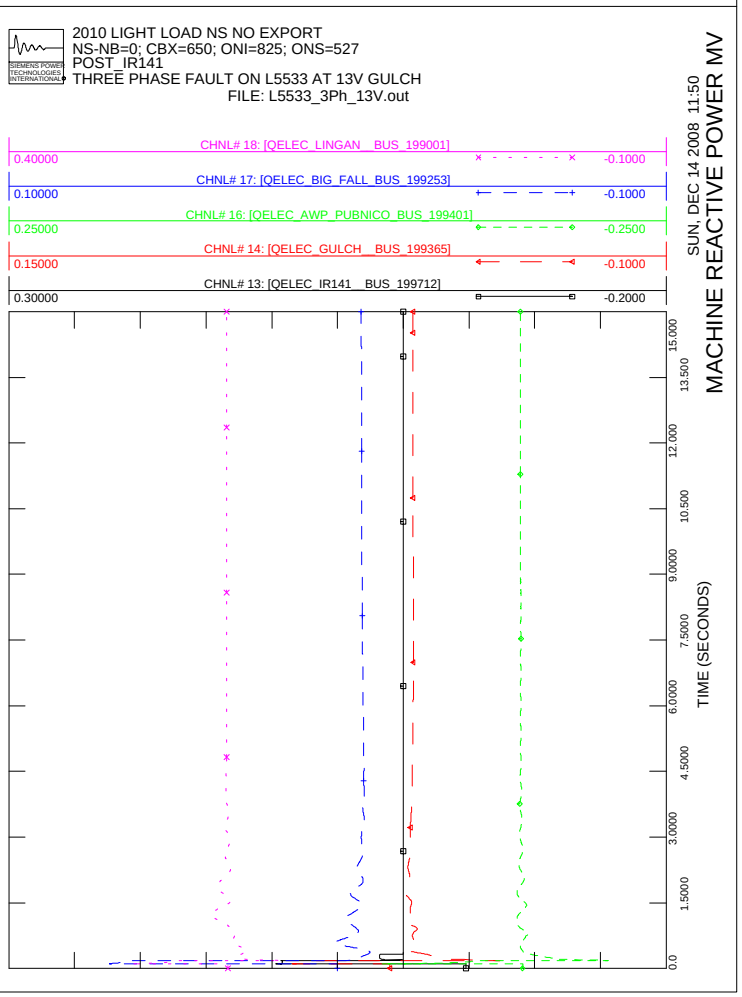
12.000
13.500
15.000

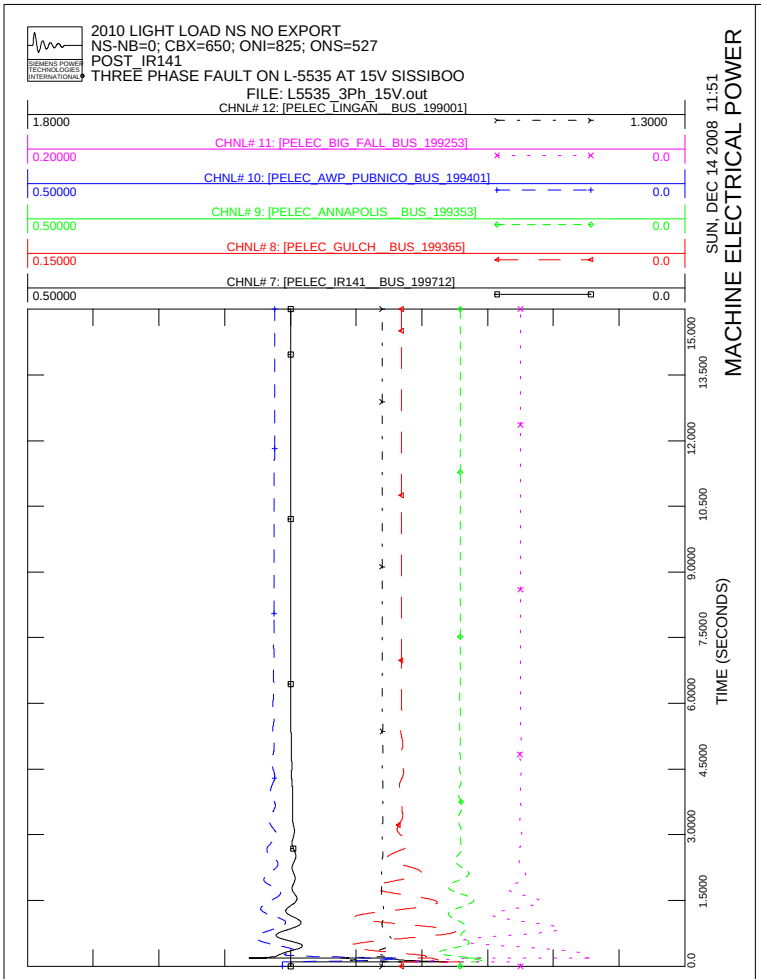

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:50
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

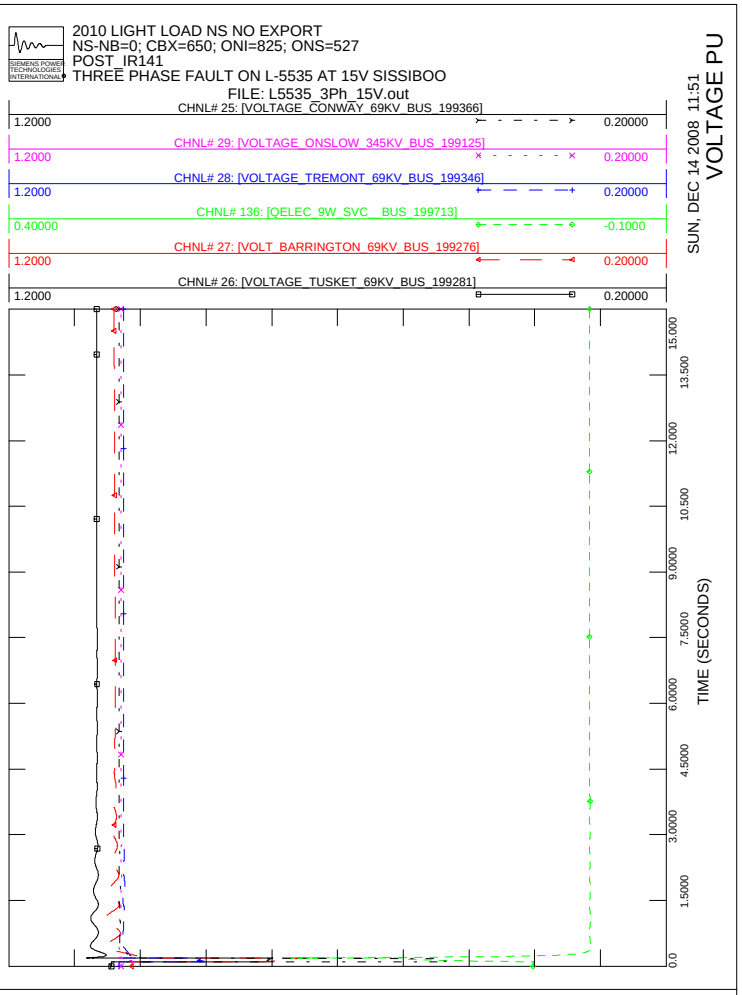

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:50
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

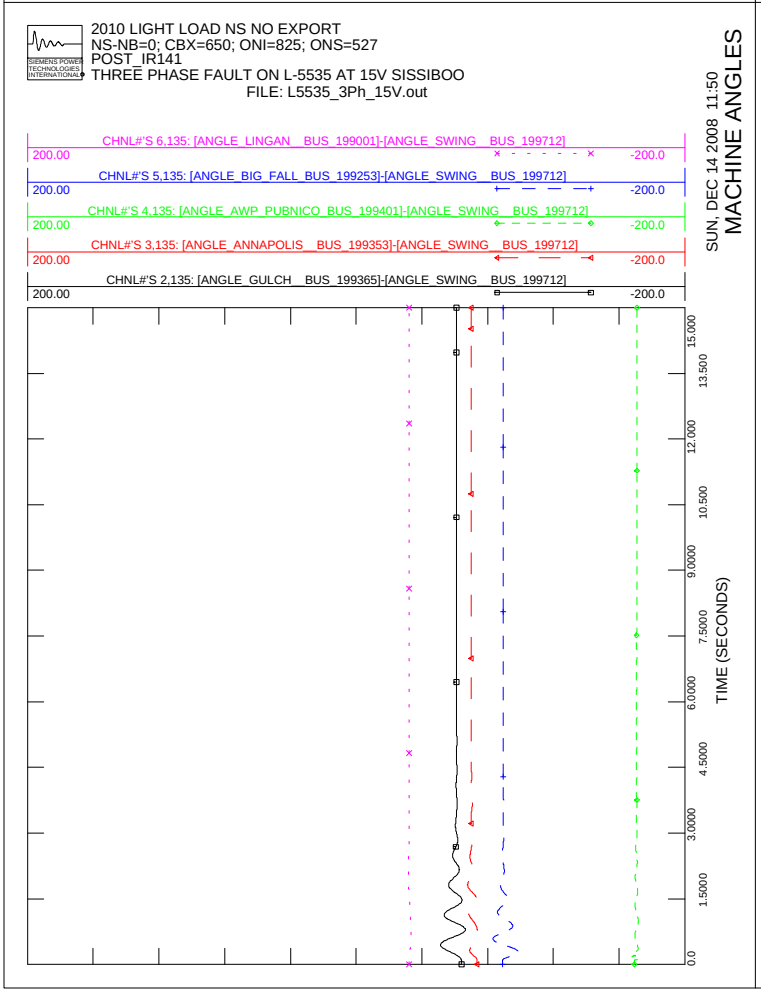

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:50
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

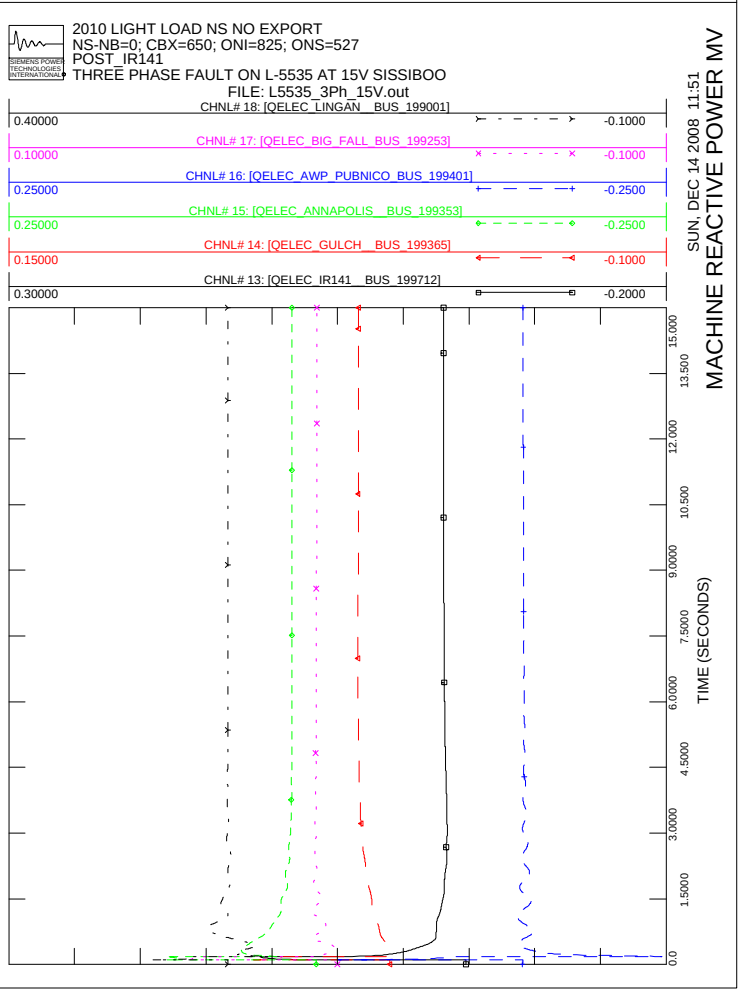

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:50
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

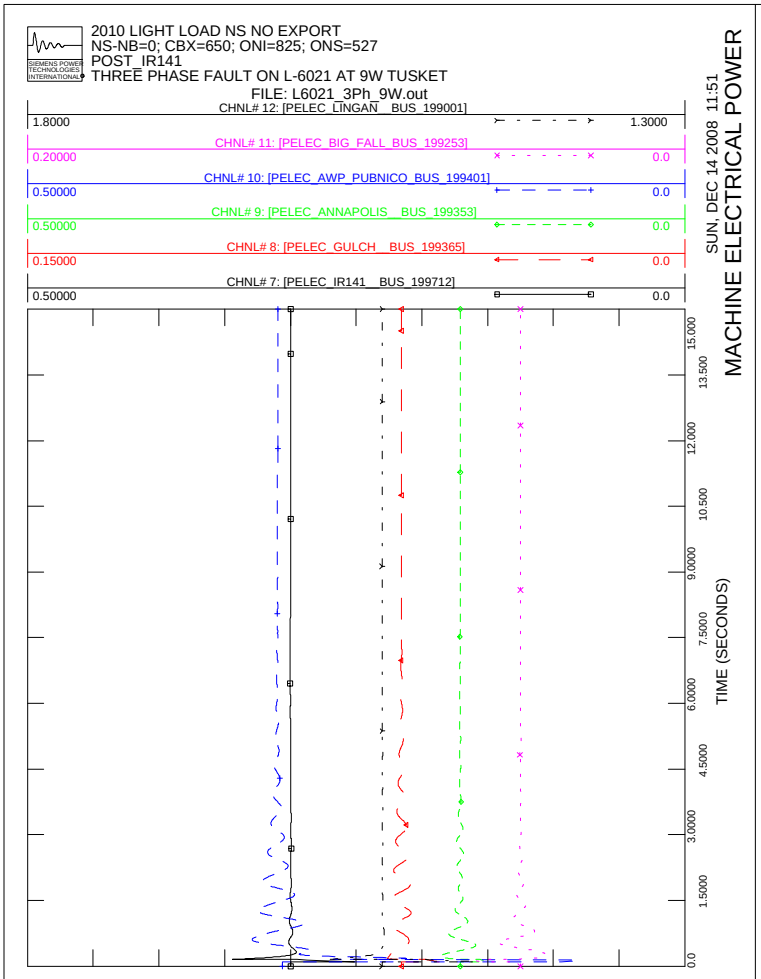

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:50
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

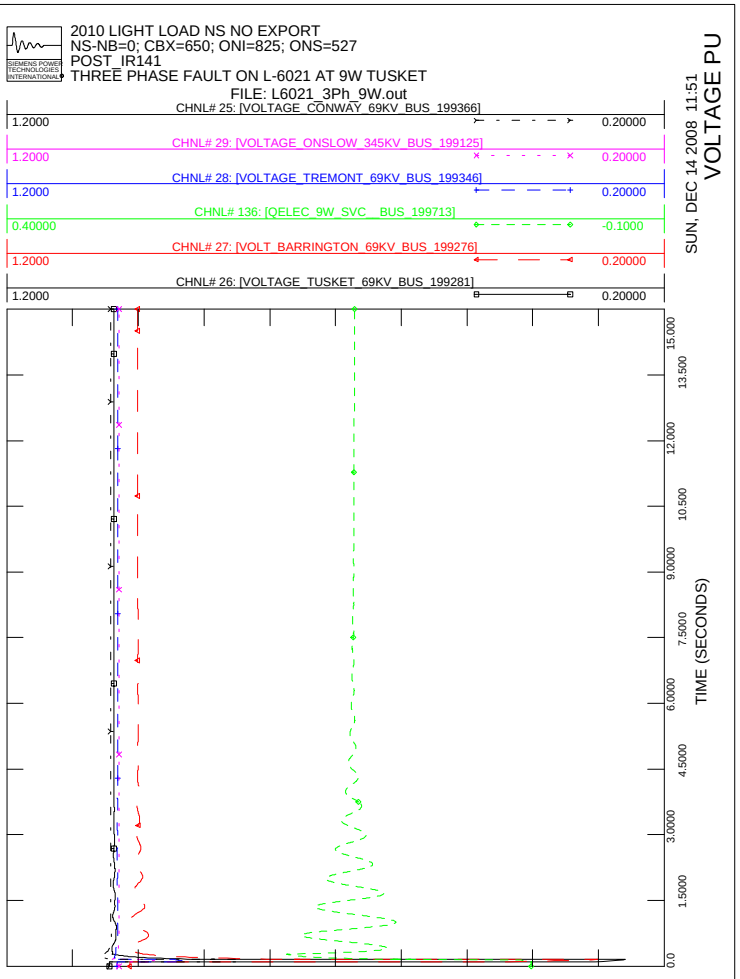

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)

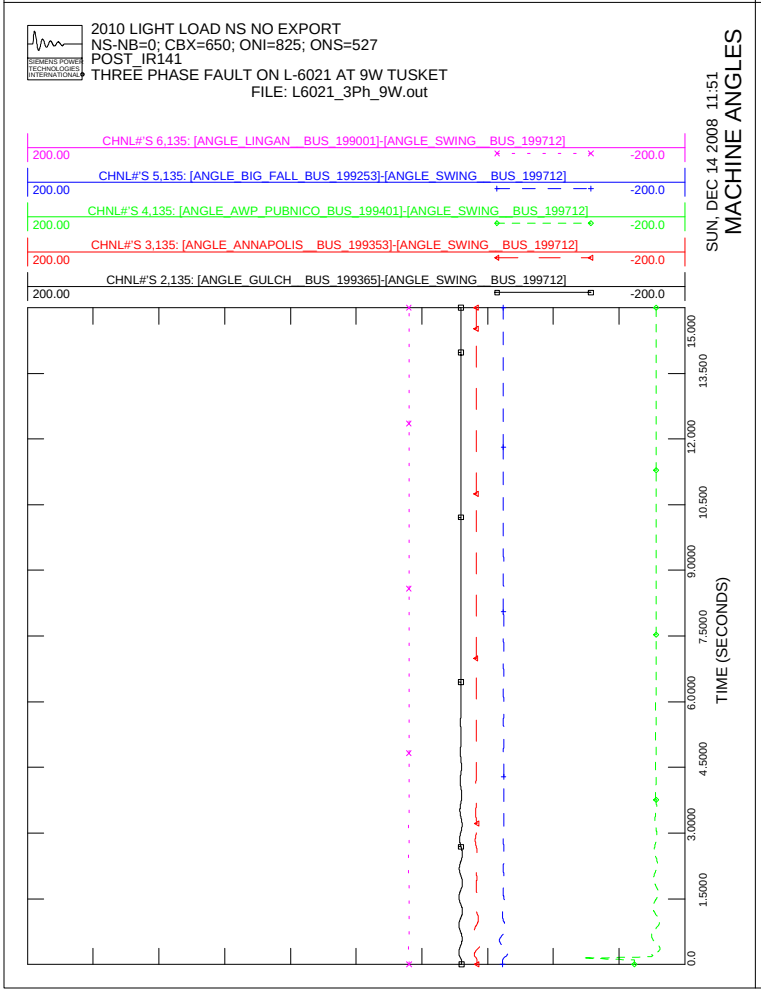

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)

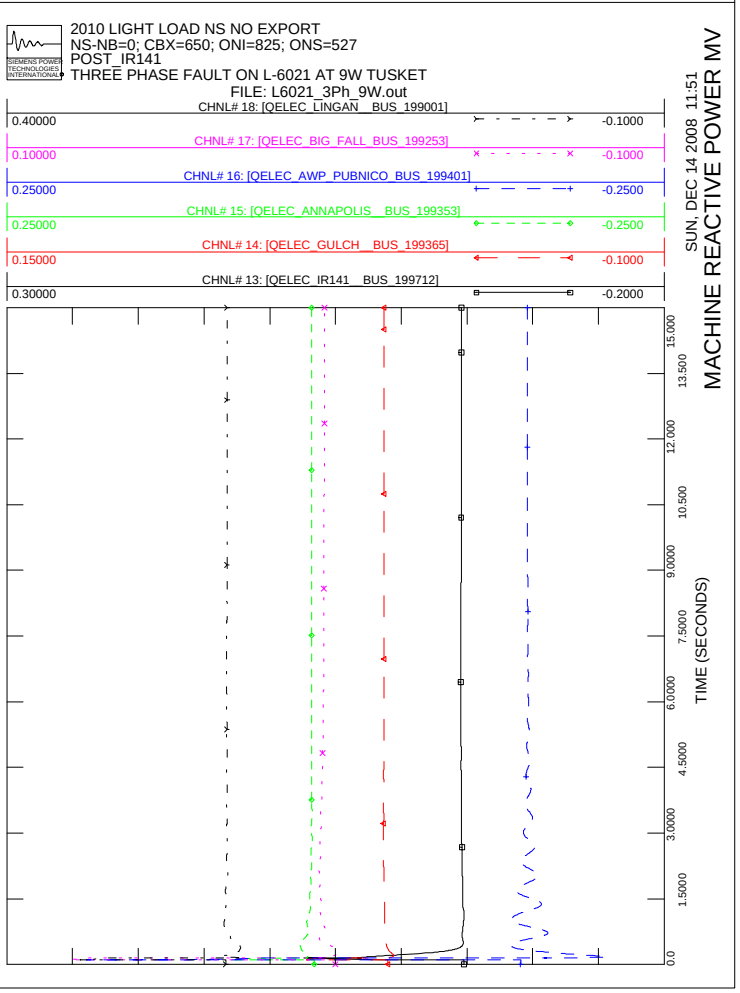

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:50
MACHINE ANGLES
TIME (SECONDS)

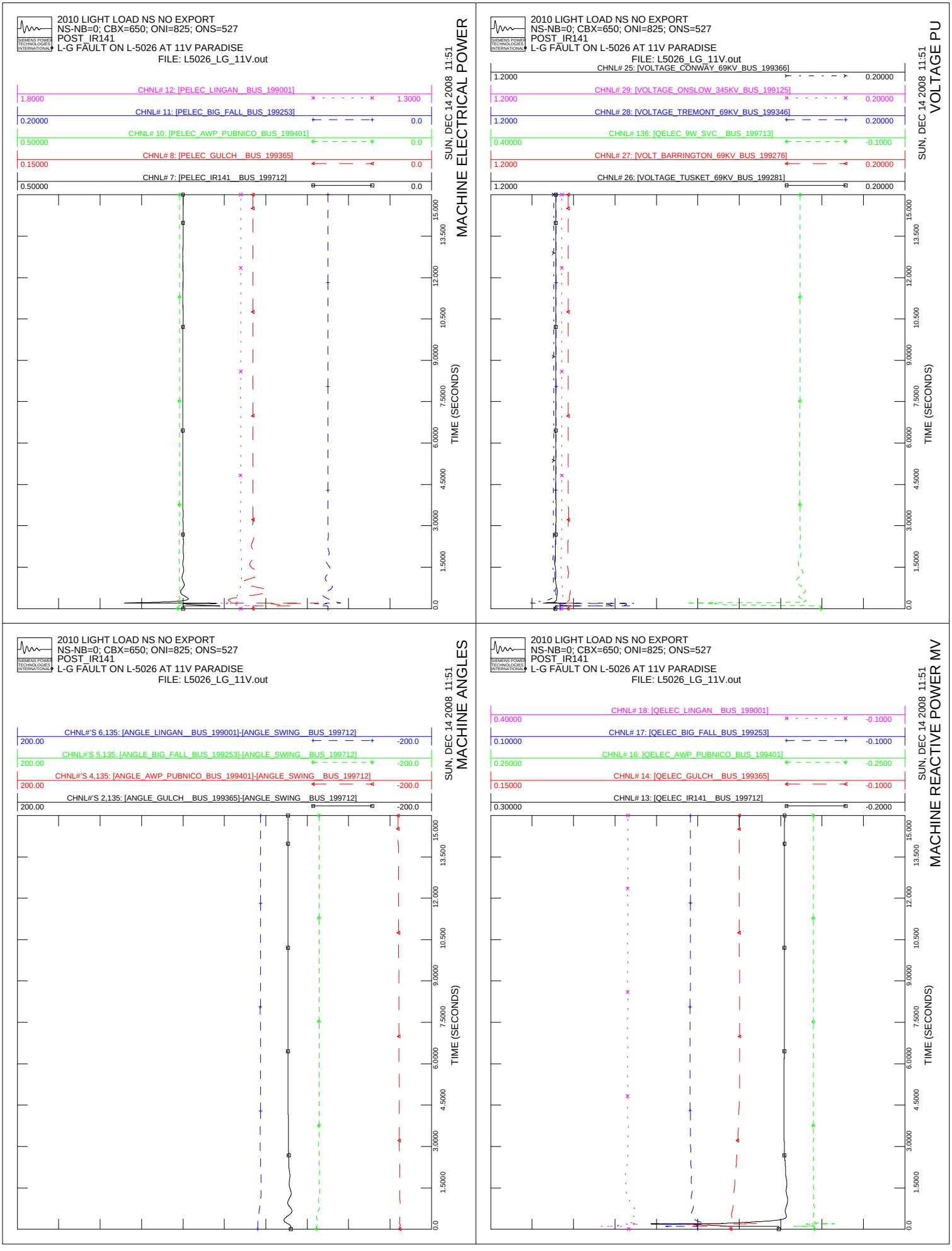

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)

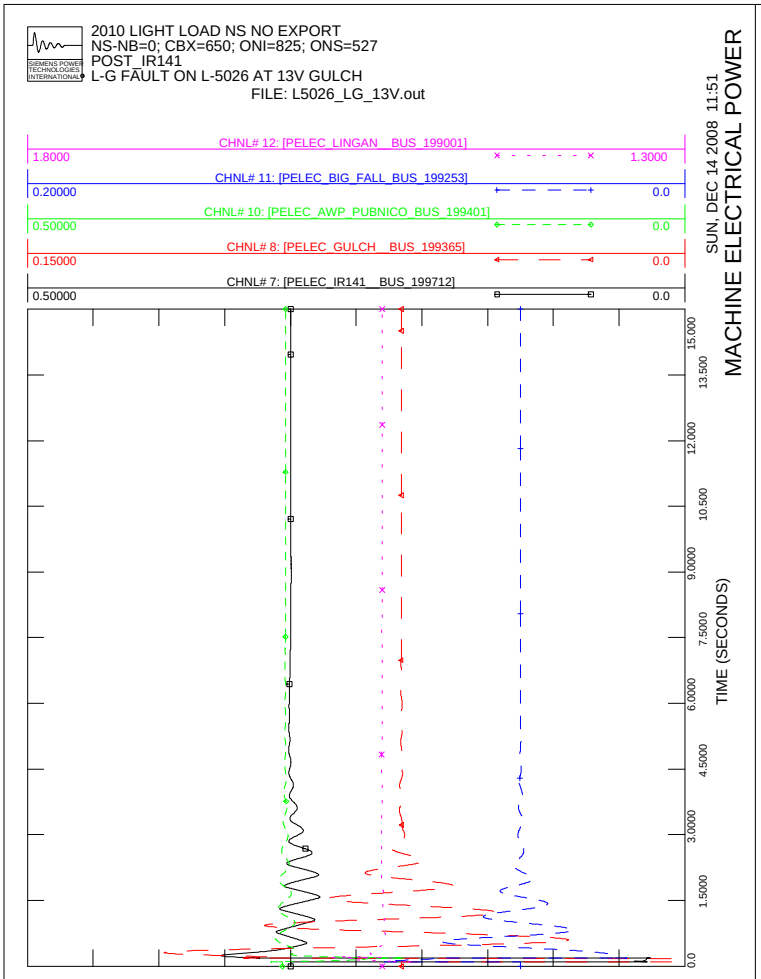

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)

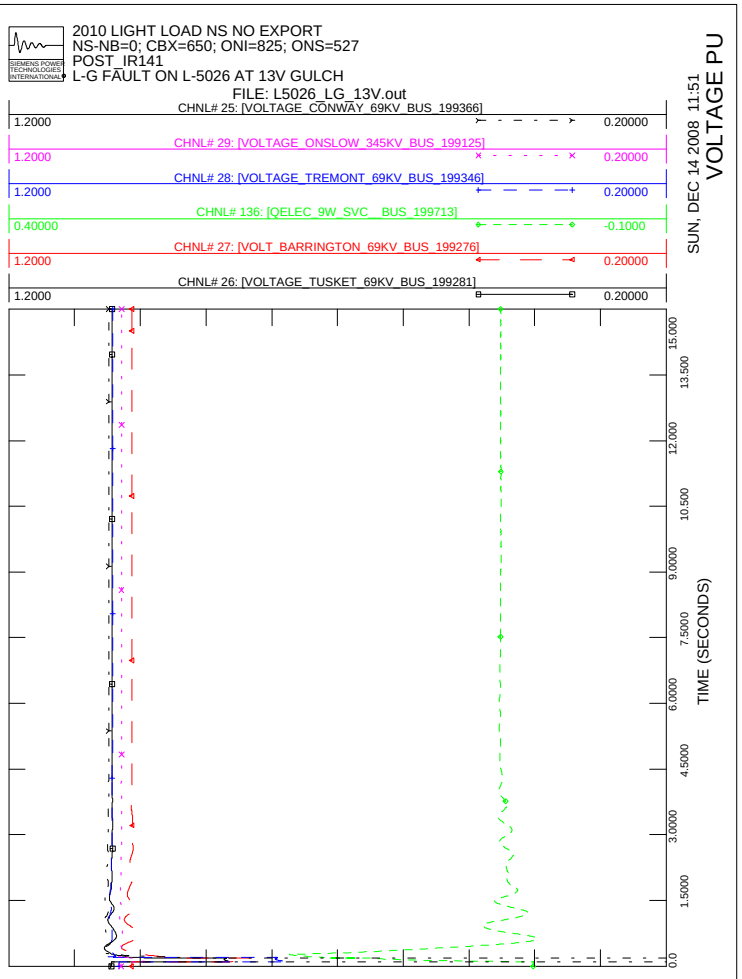

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)

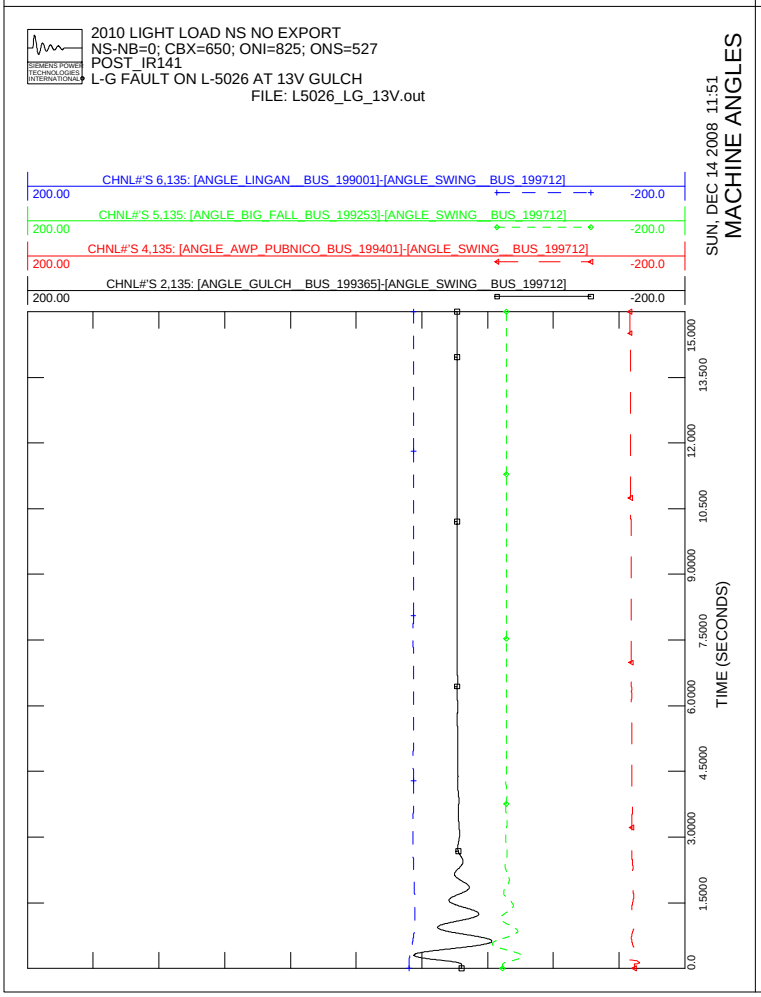

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)

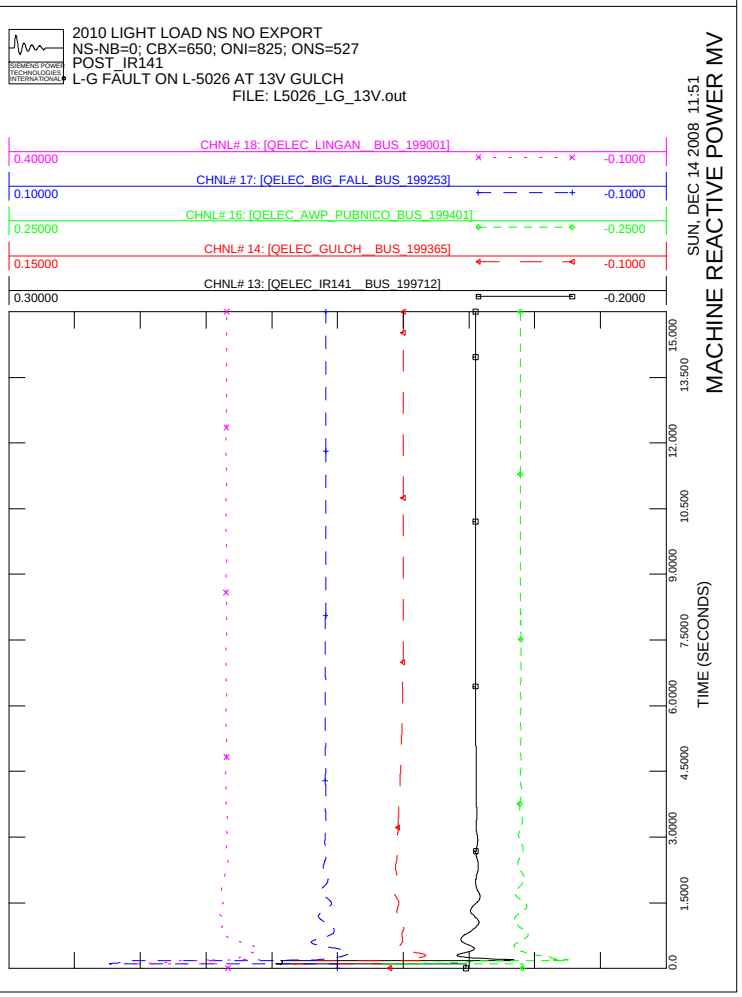

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)

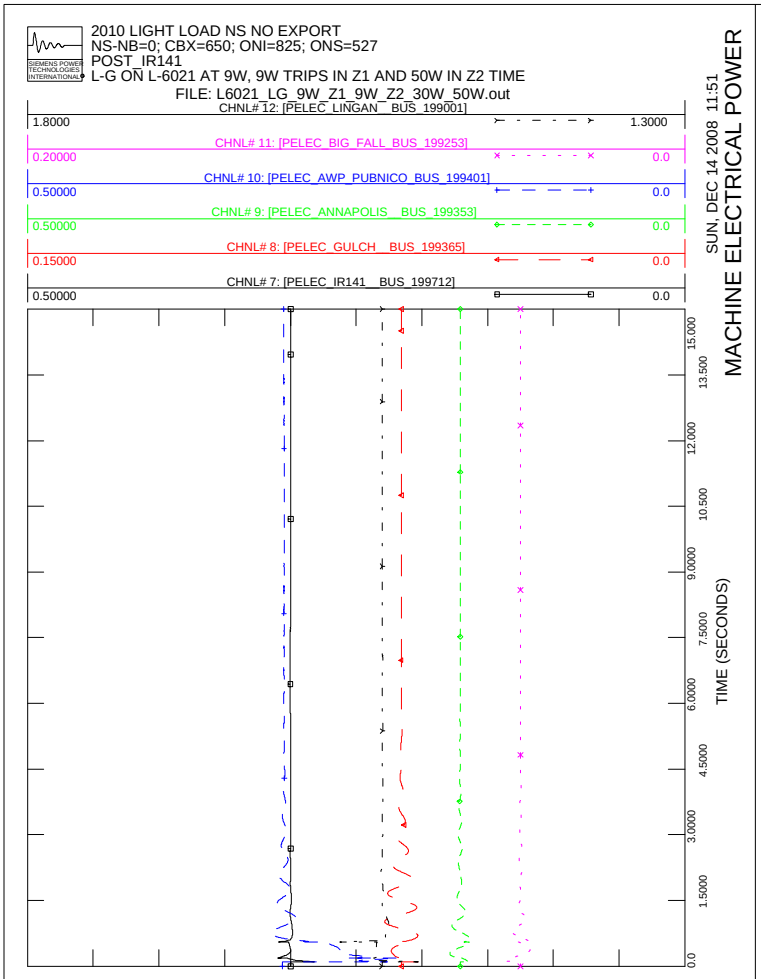

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:51
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

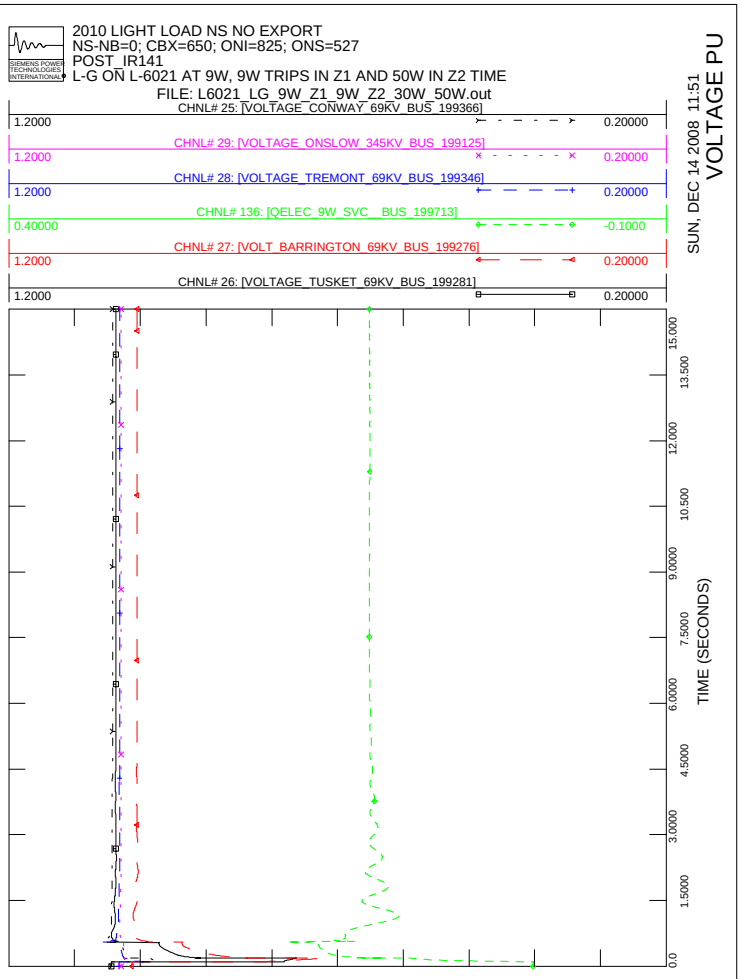

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

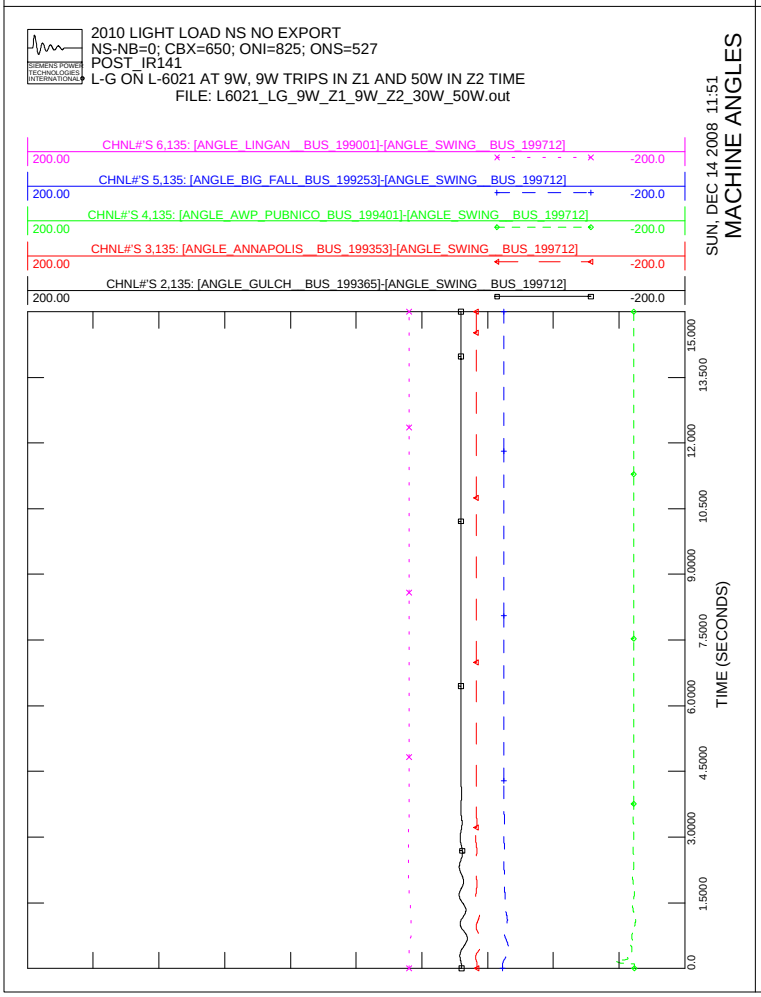

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:51
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

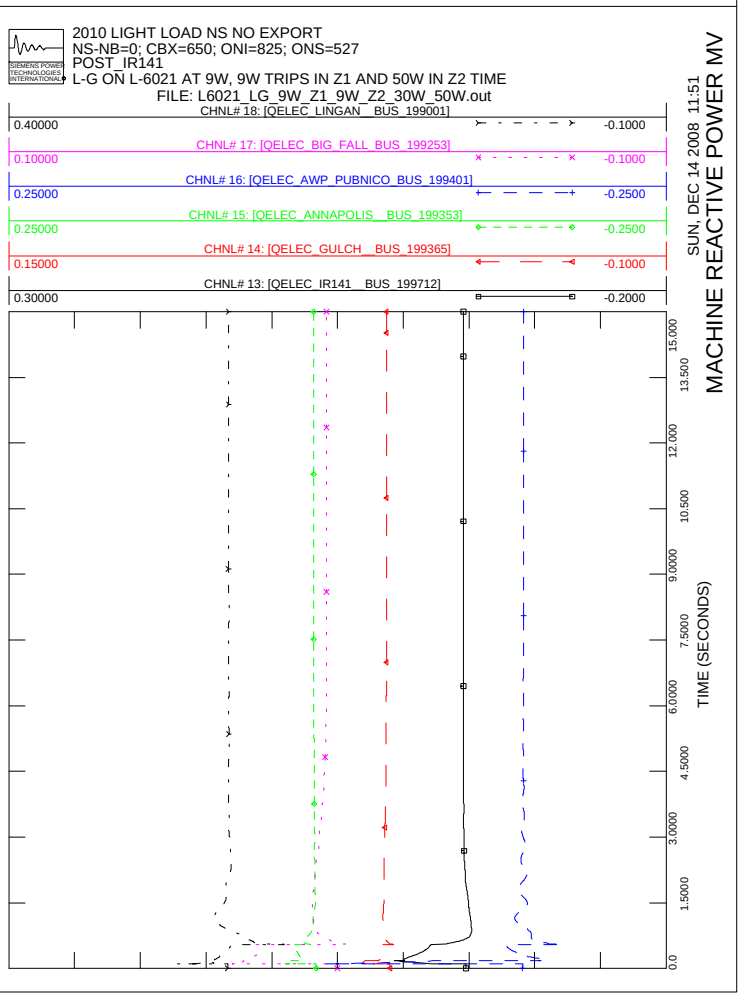

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

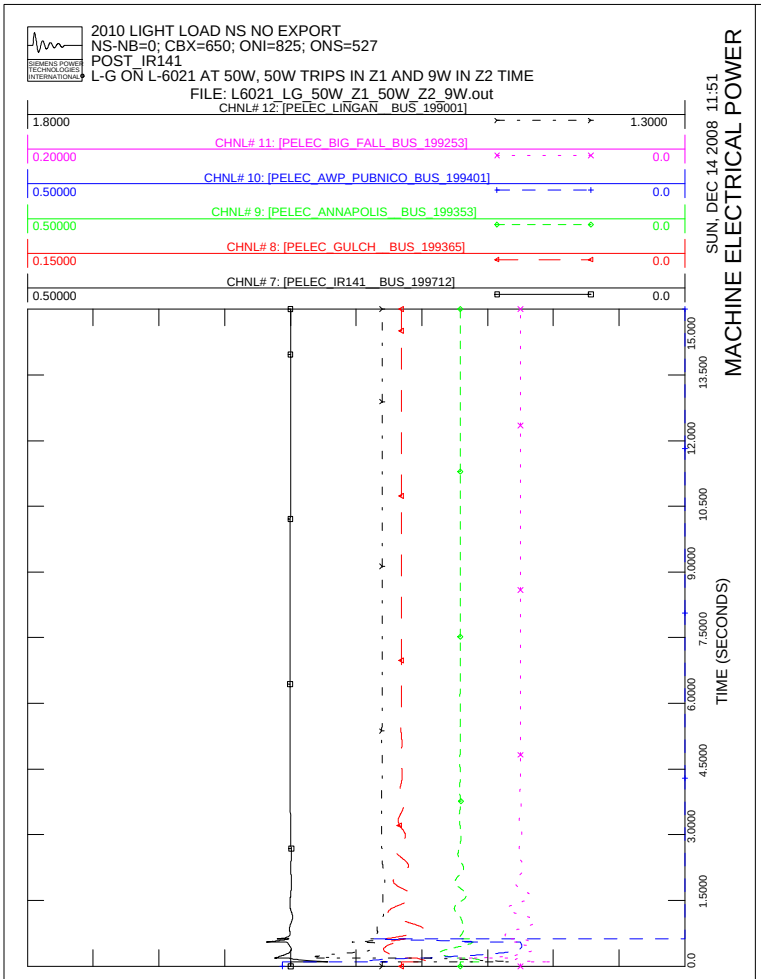

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

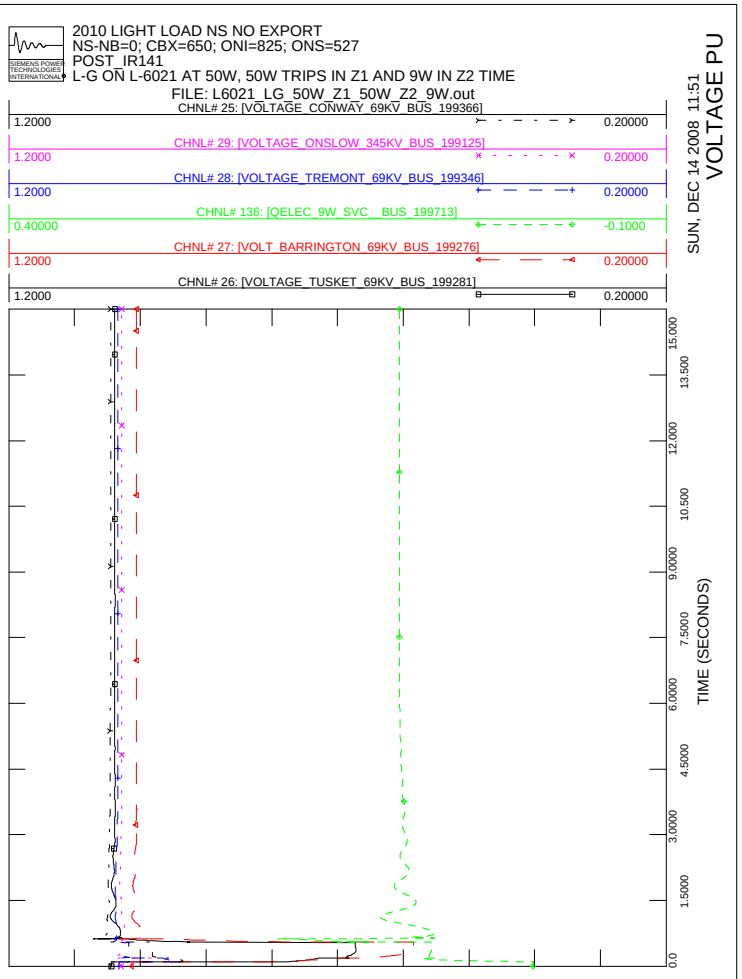

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

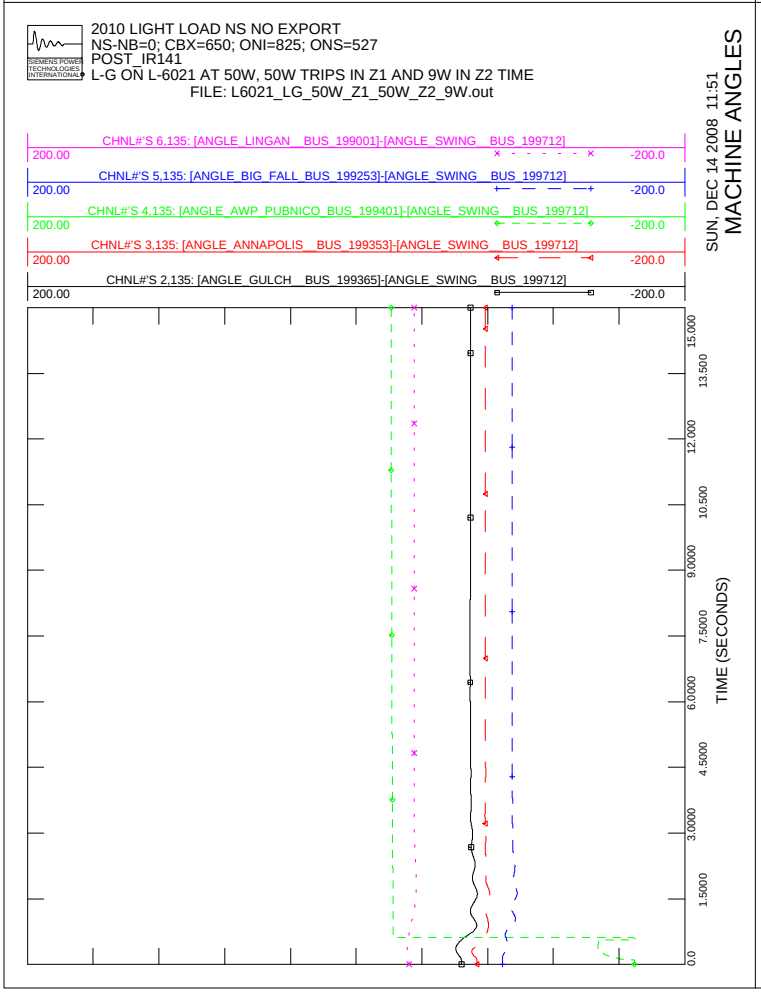

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

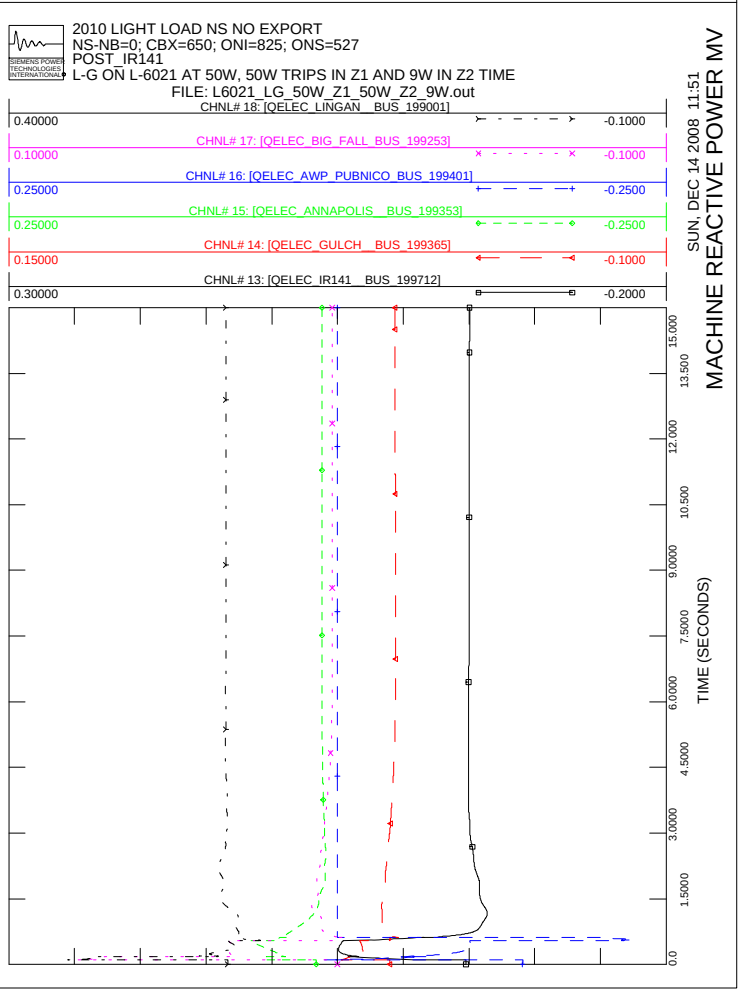

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

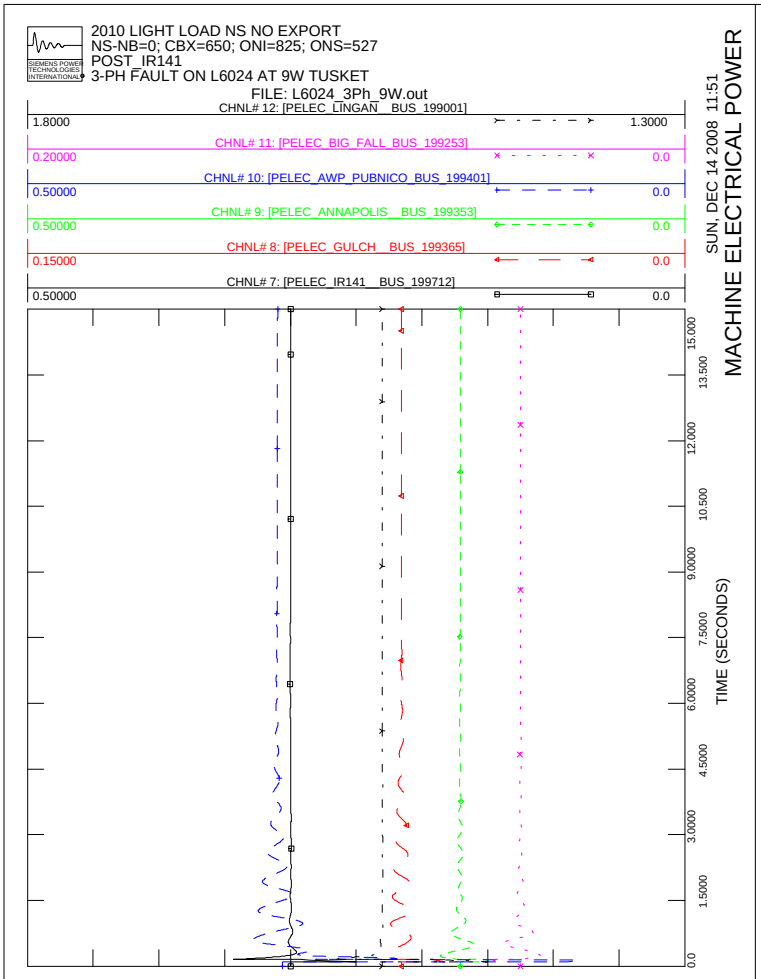

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

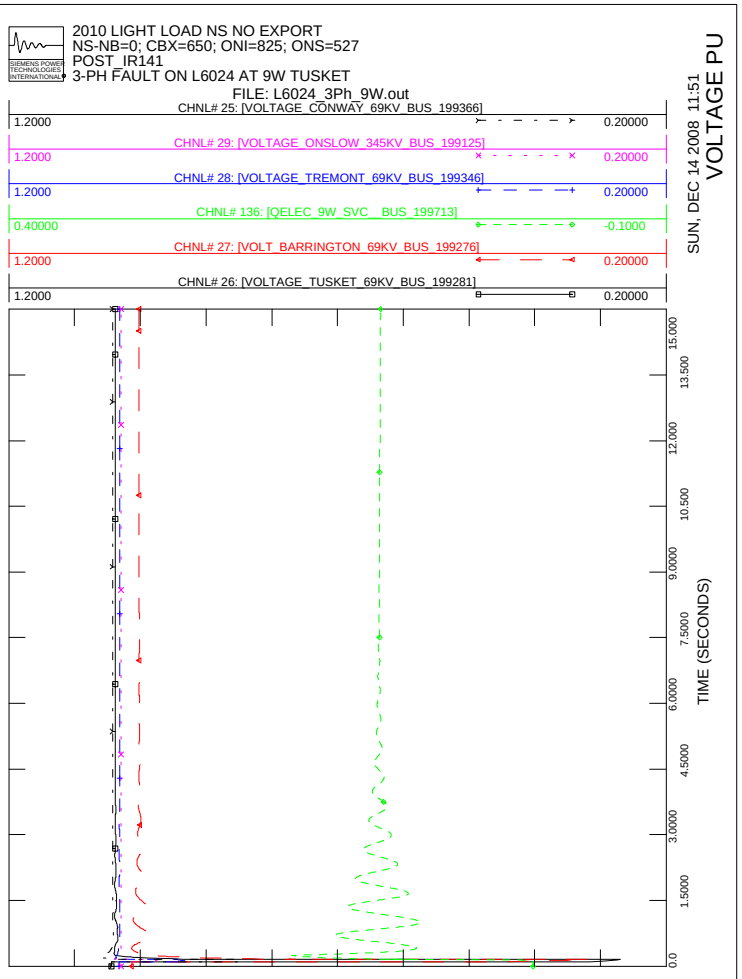

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

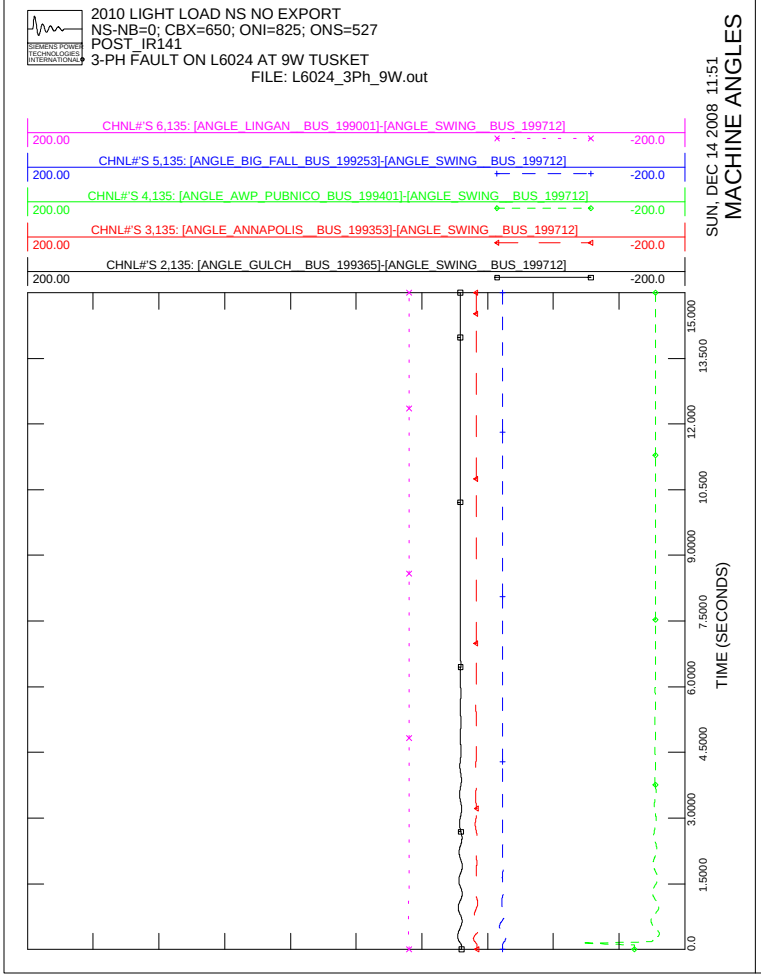

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

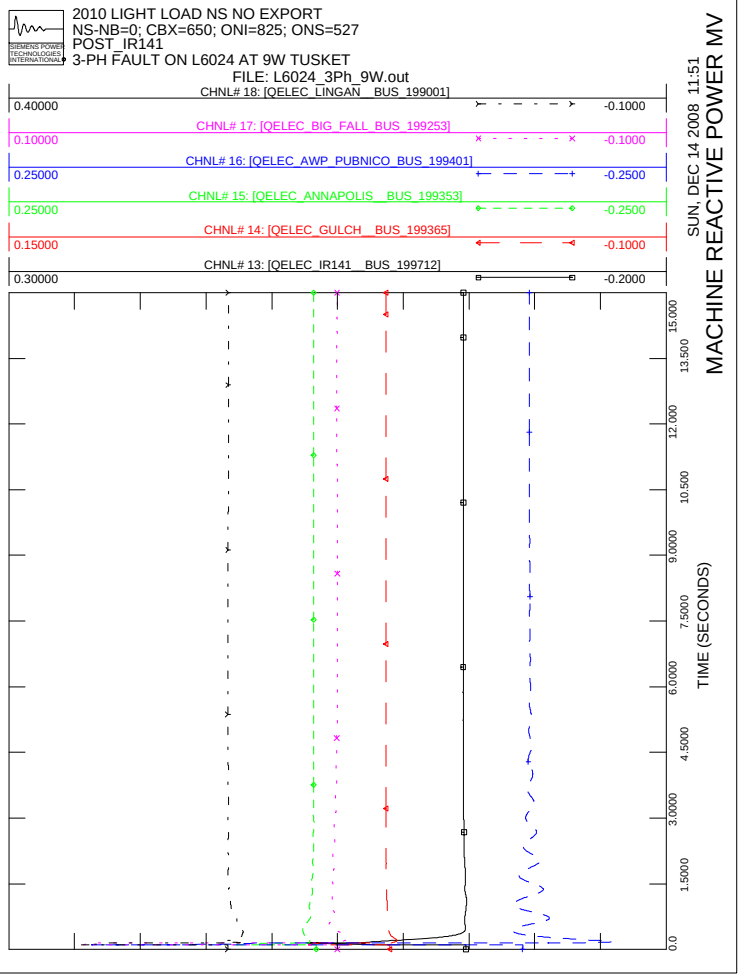

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

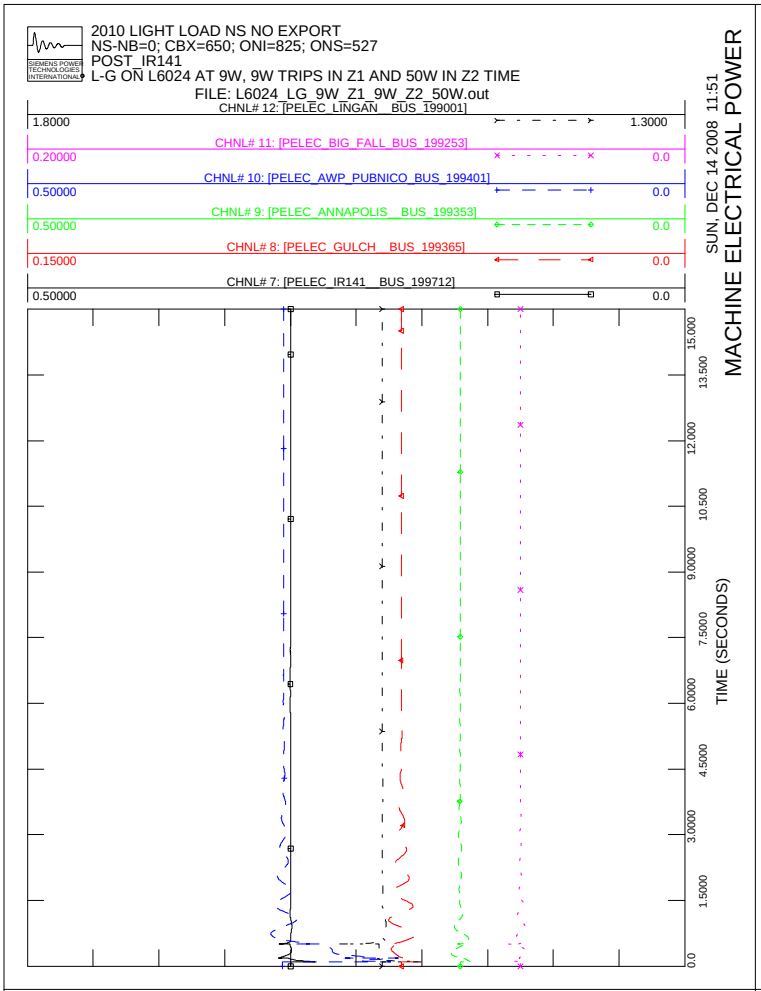

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

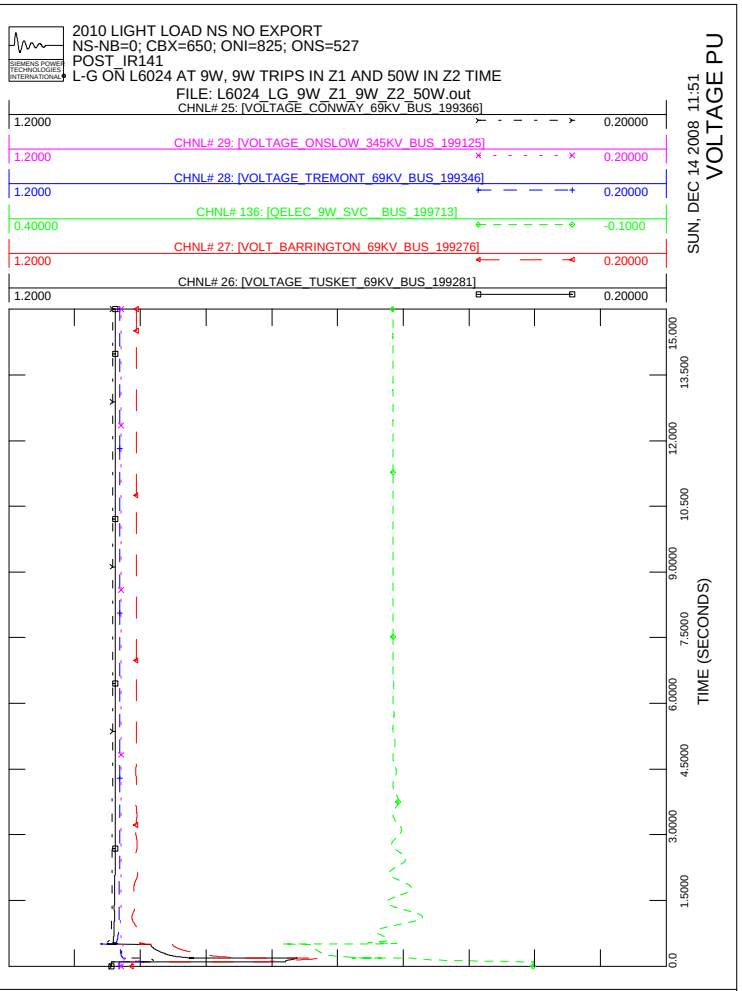

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

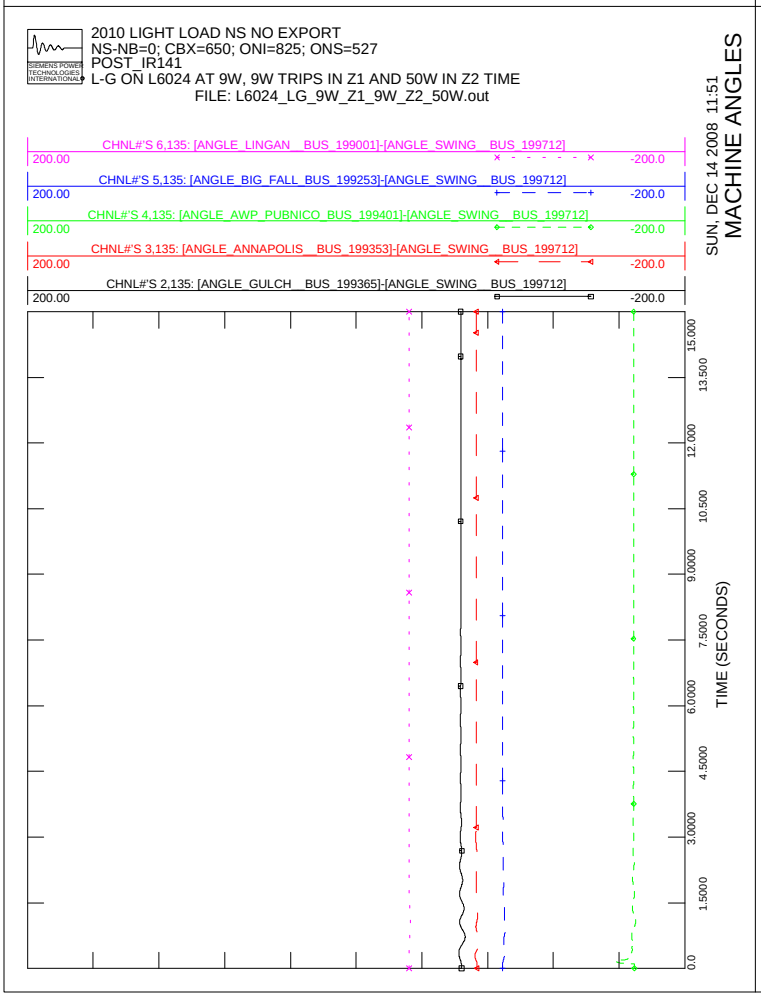

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

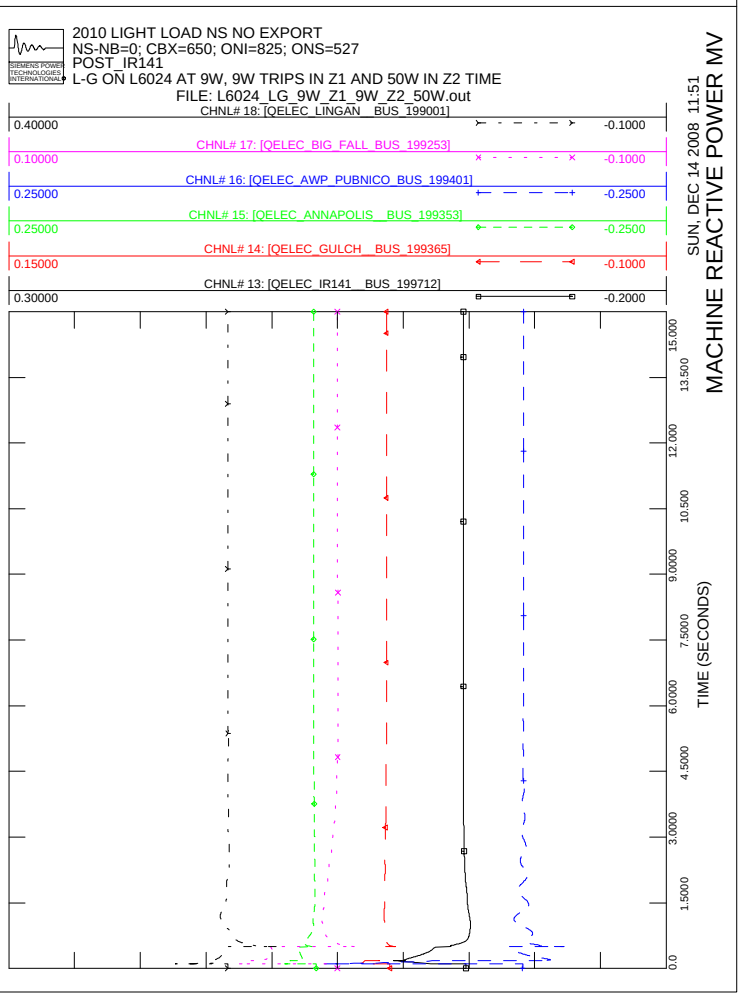

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

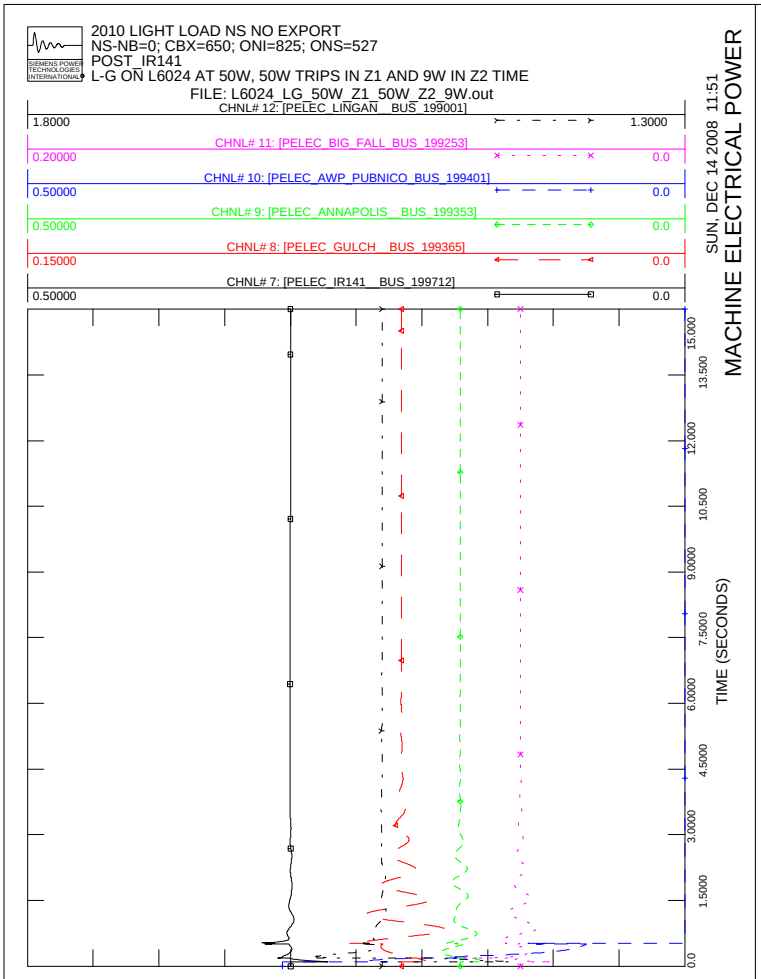

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

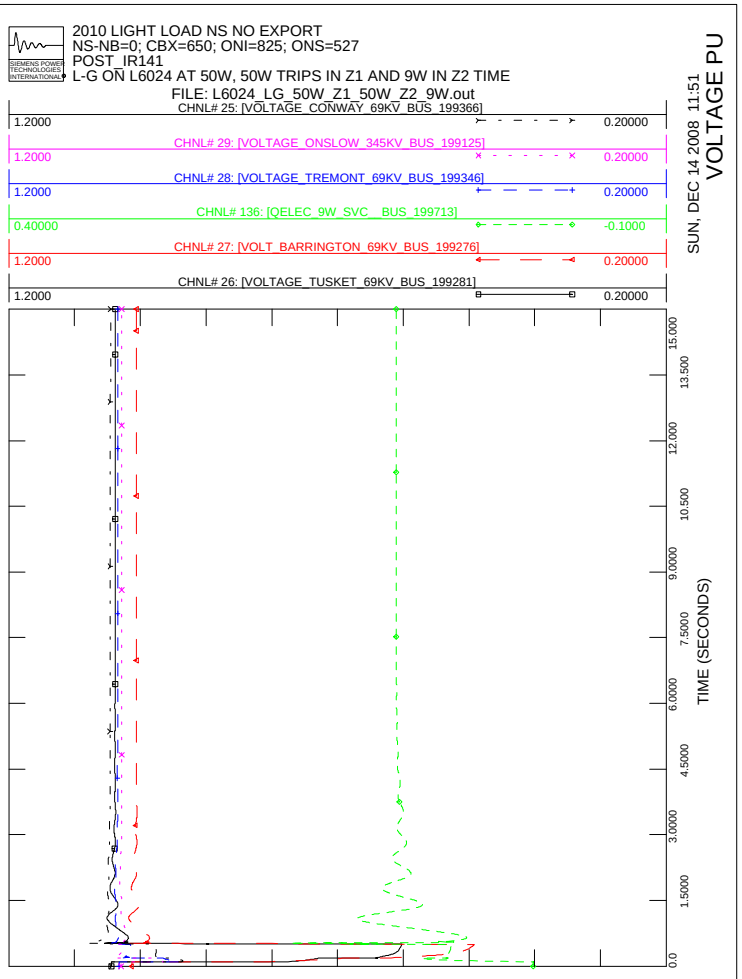

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

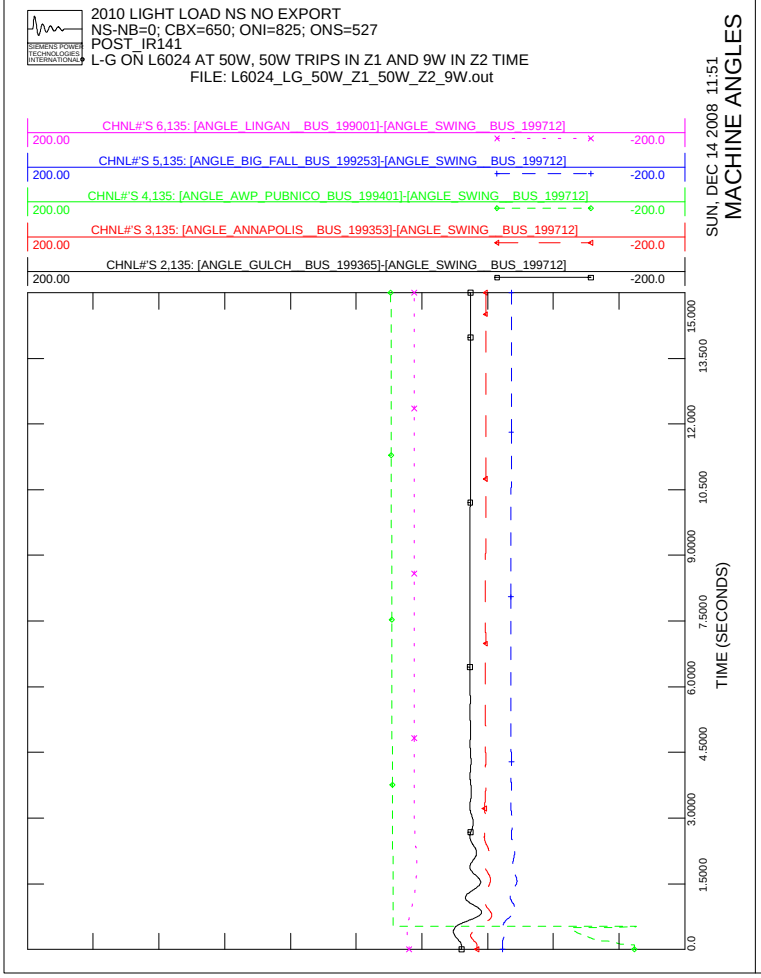

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

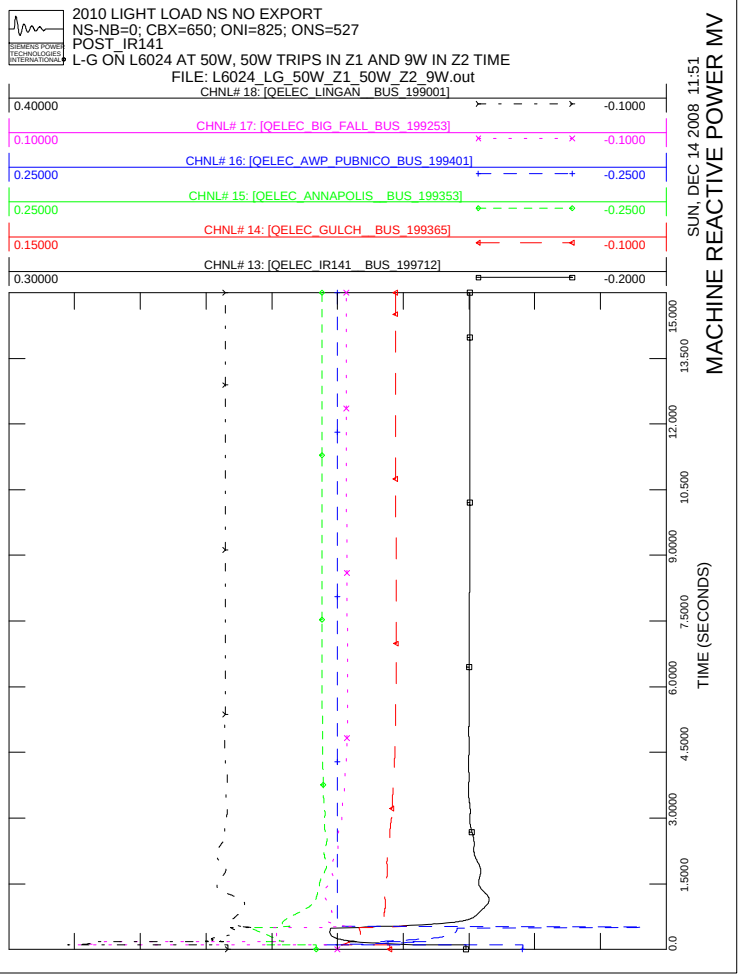

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

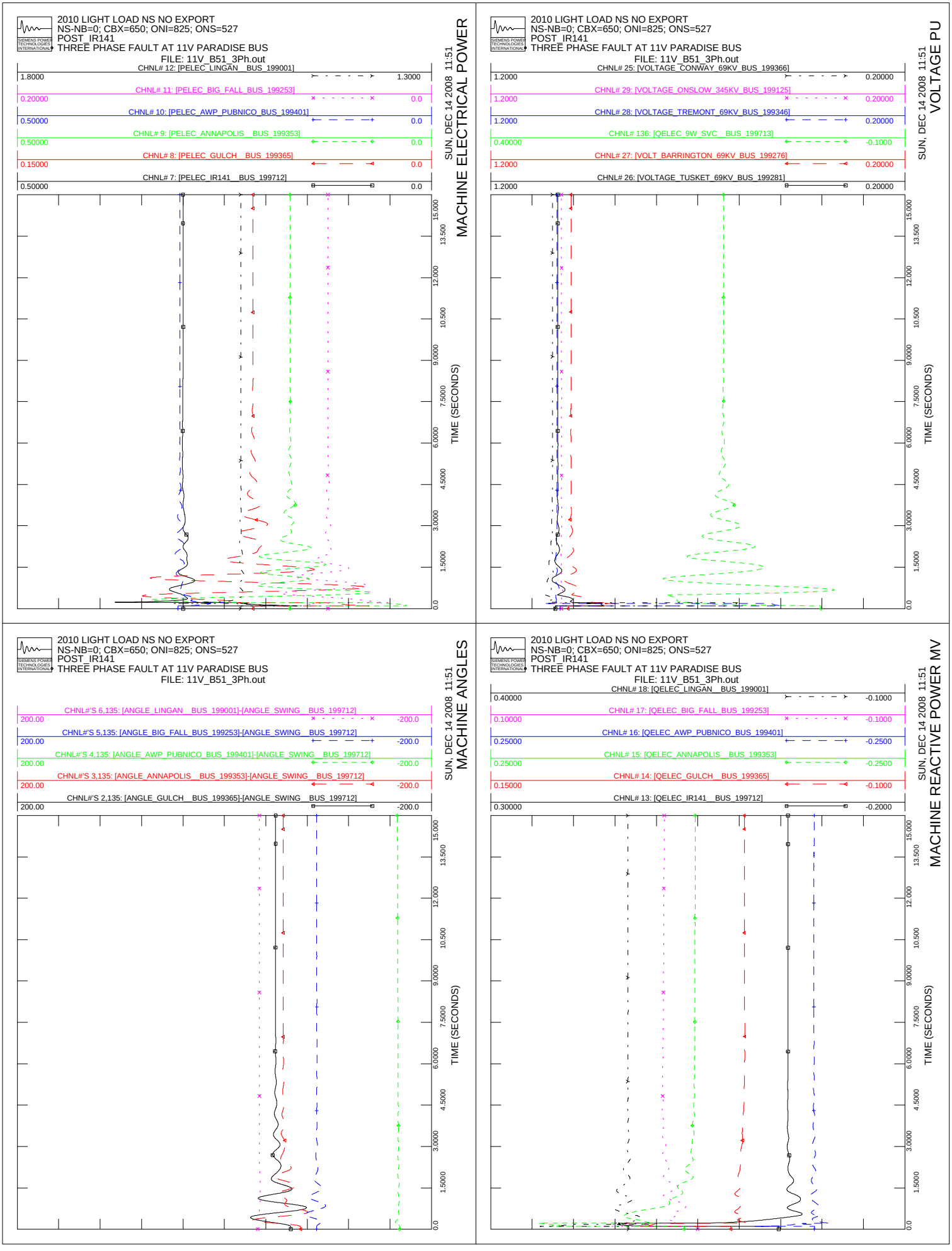

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

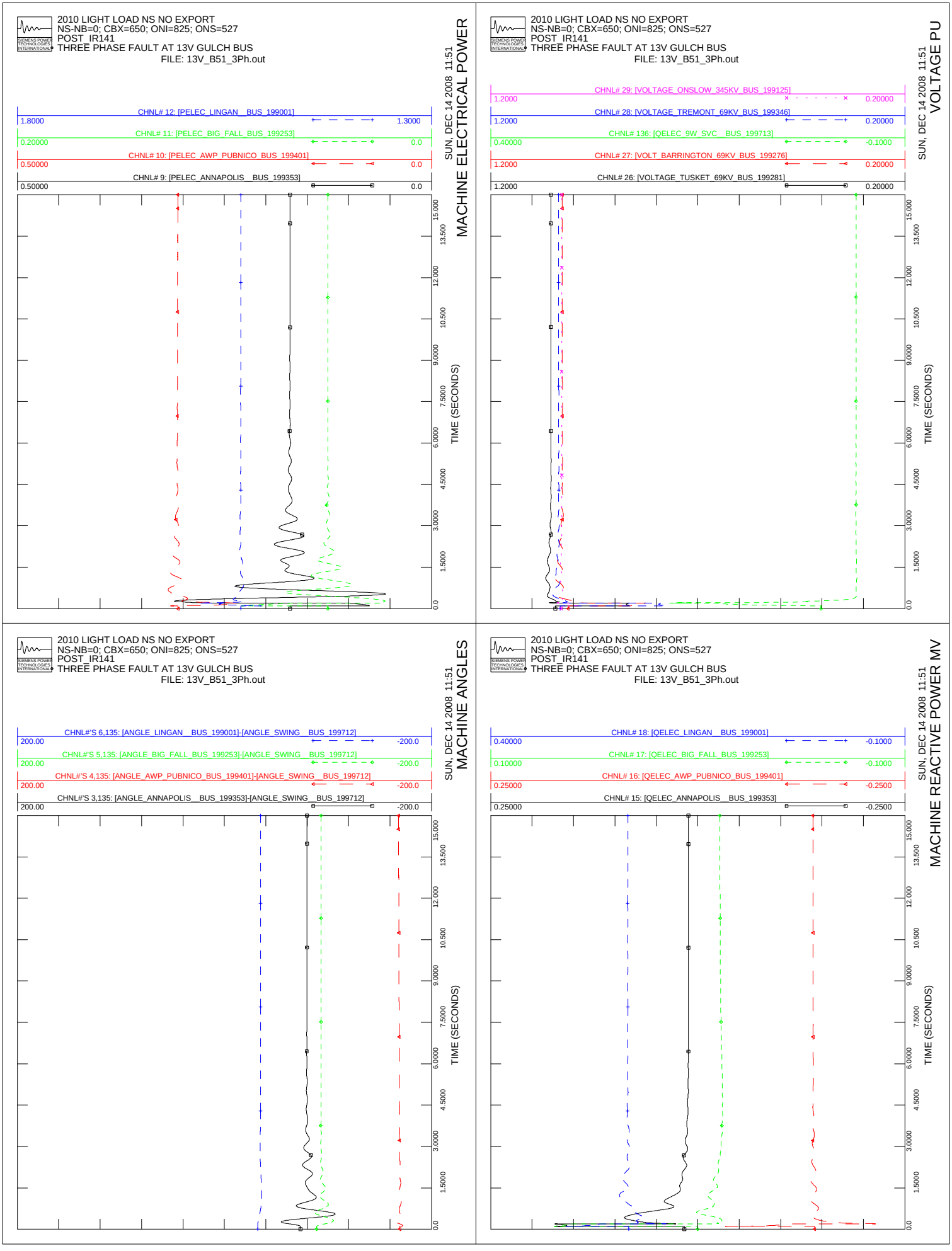

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

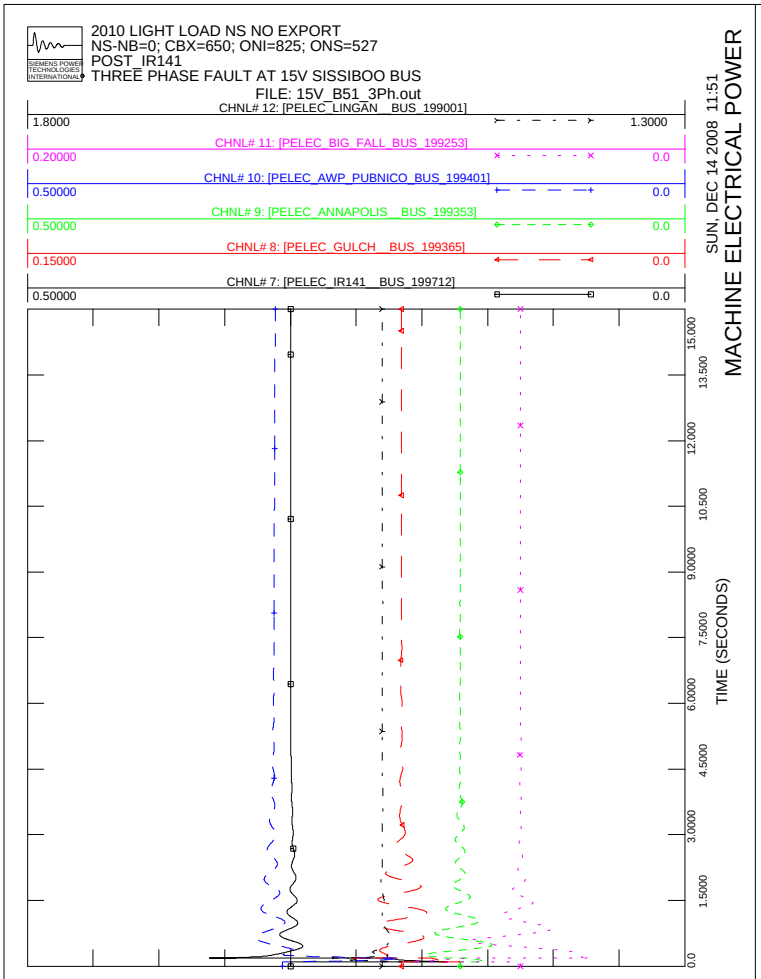

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

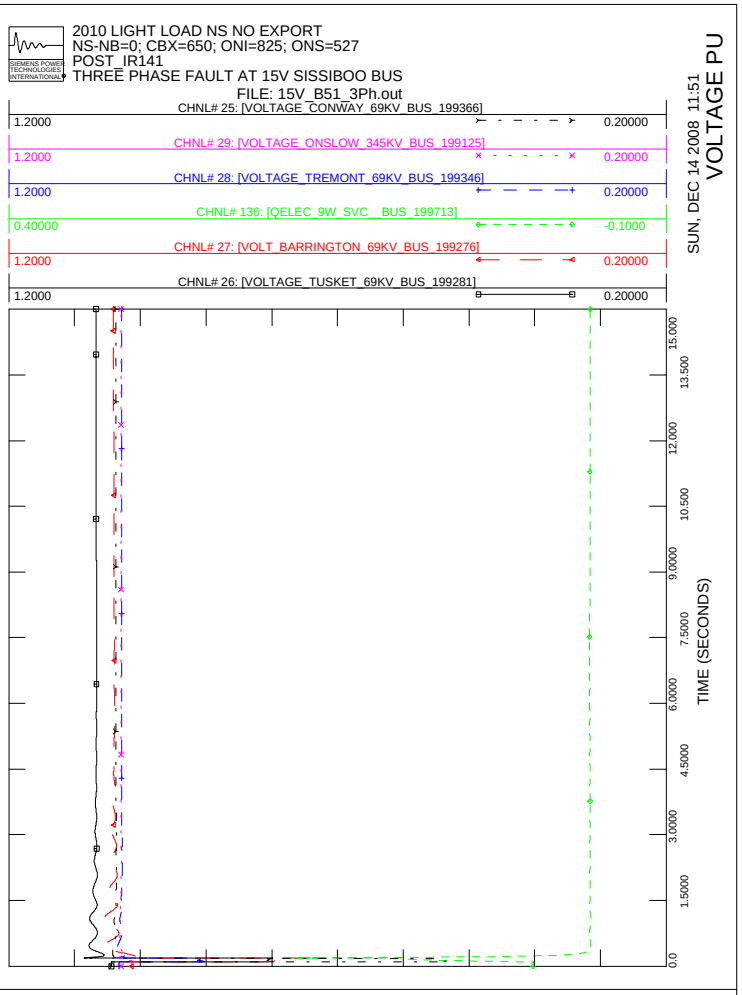

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

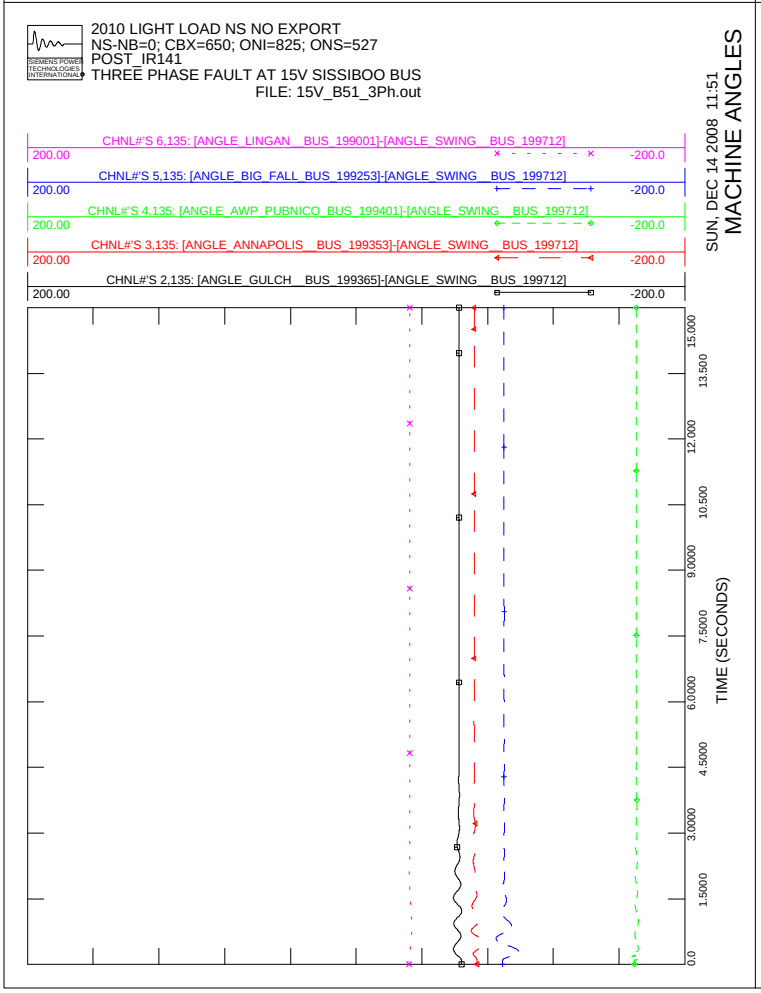

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

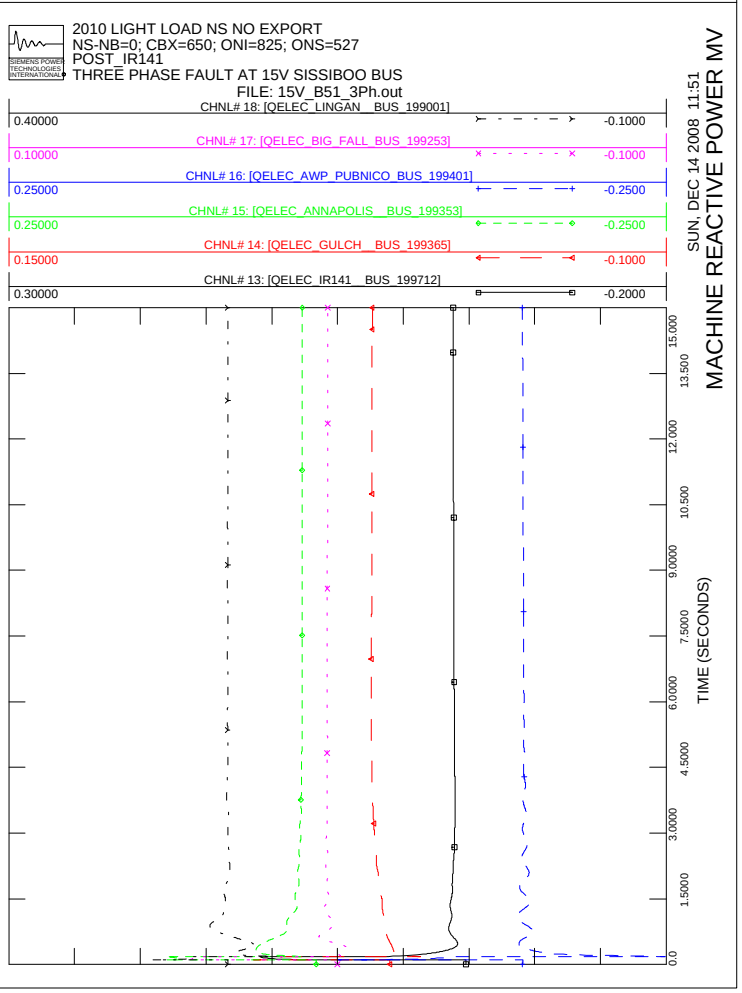

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:51
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
TIME (SECONDS)

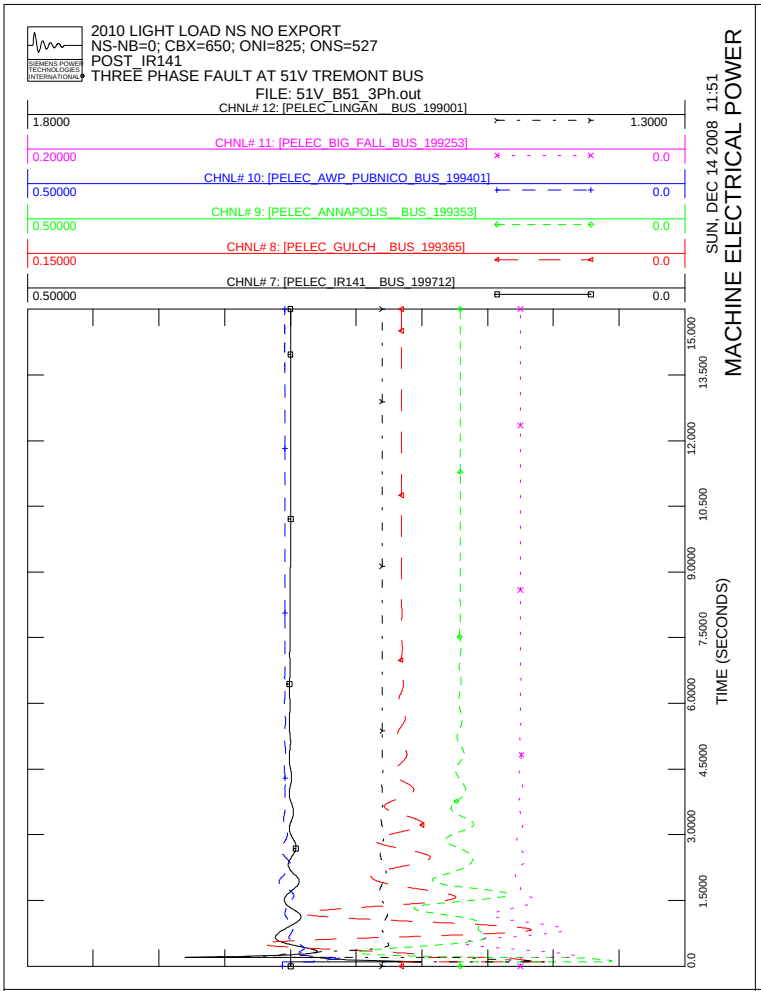

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:51
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

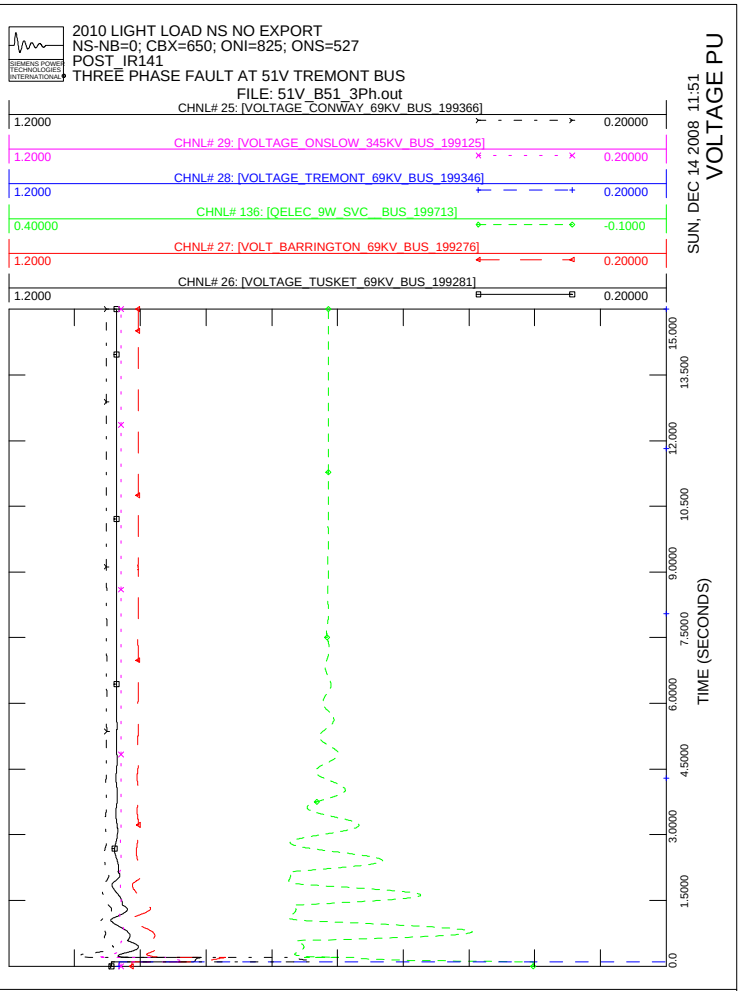

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

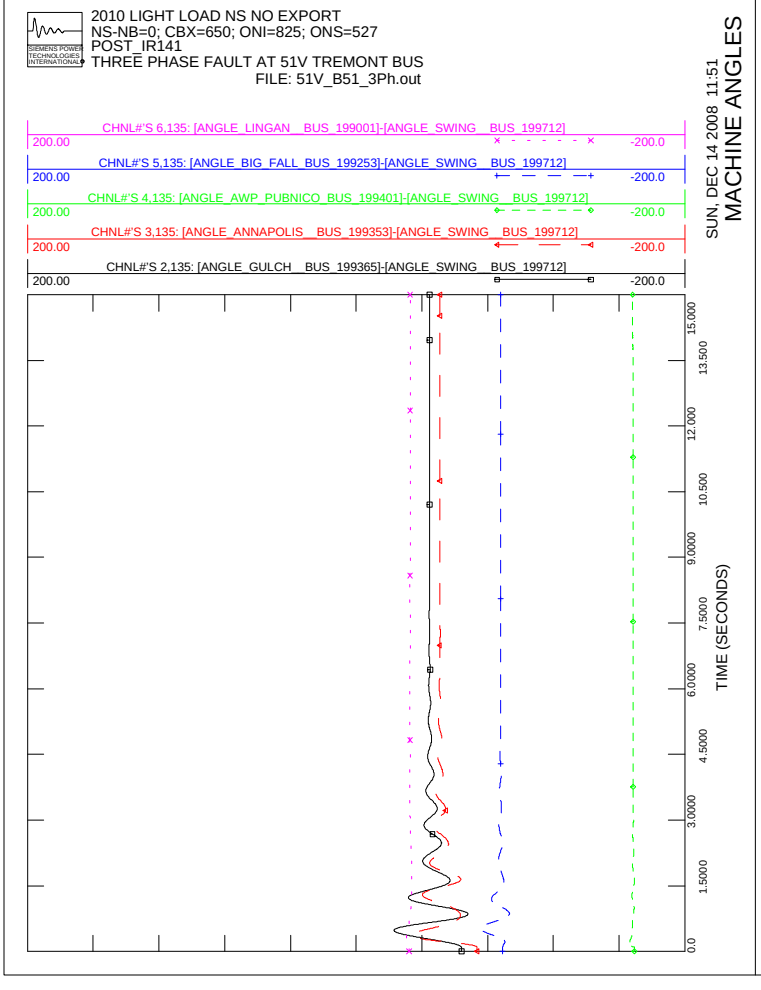

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

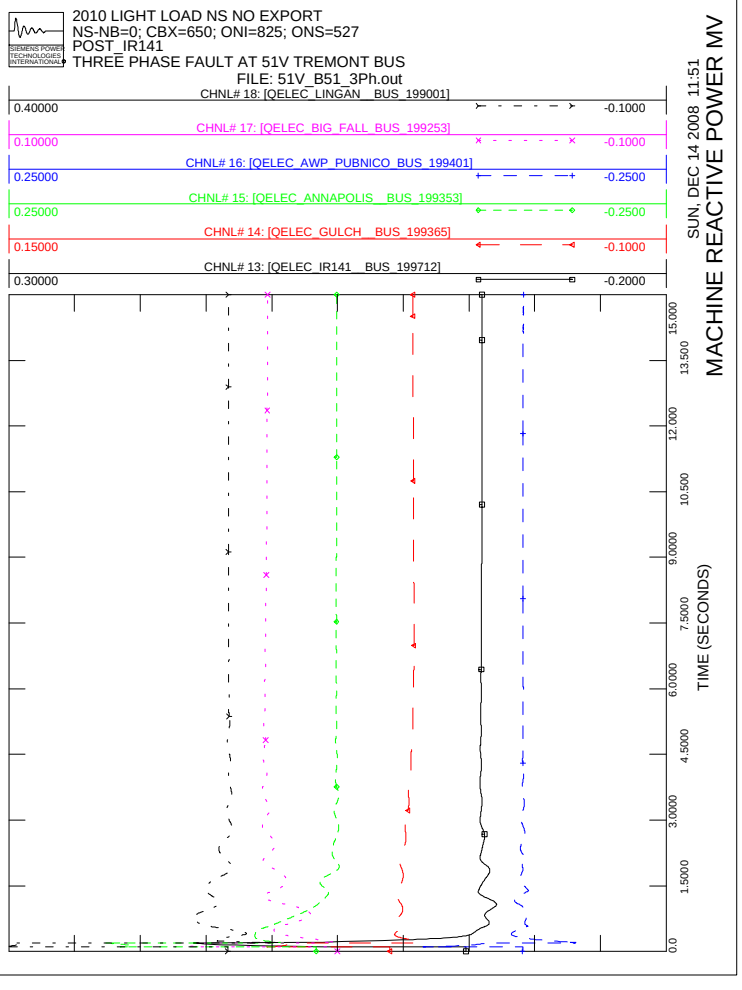

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

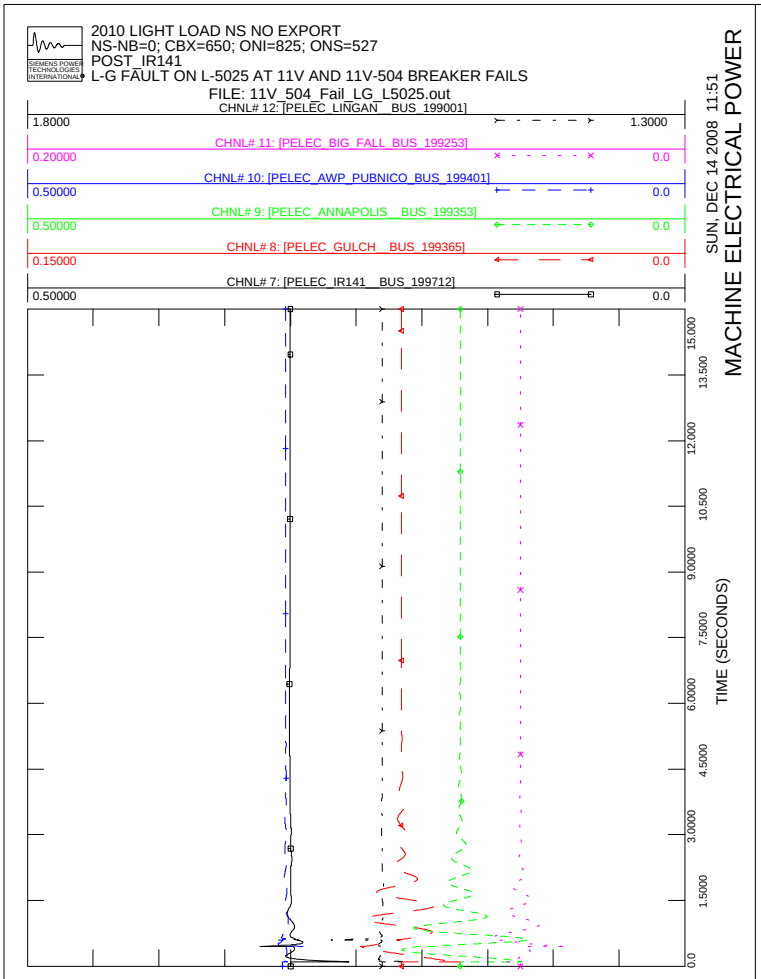

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

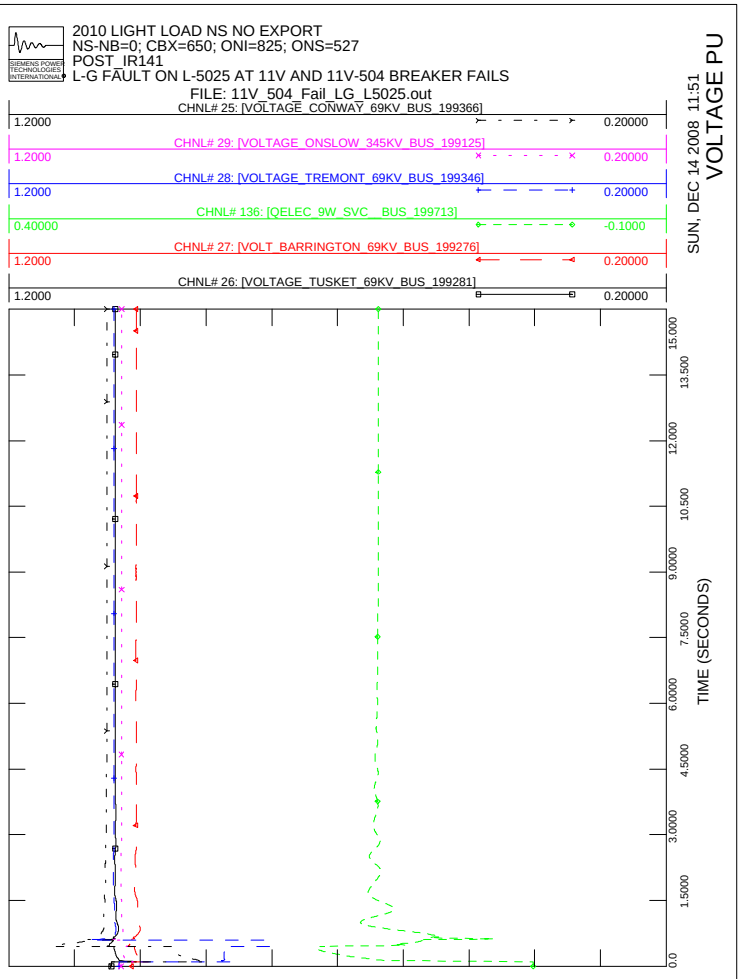

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

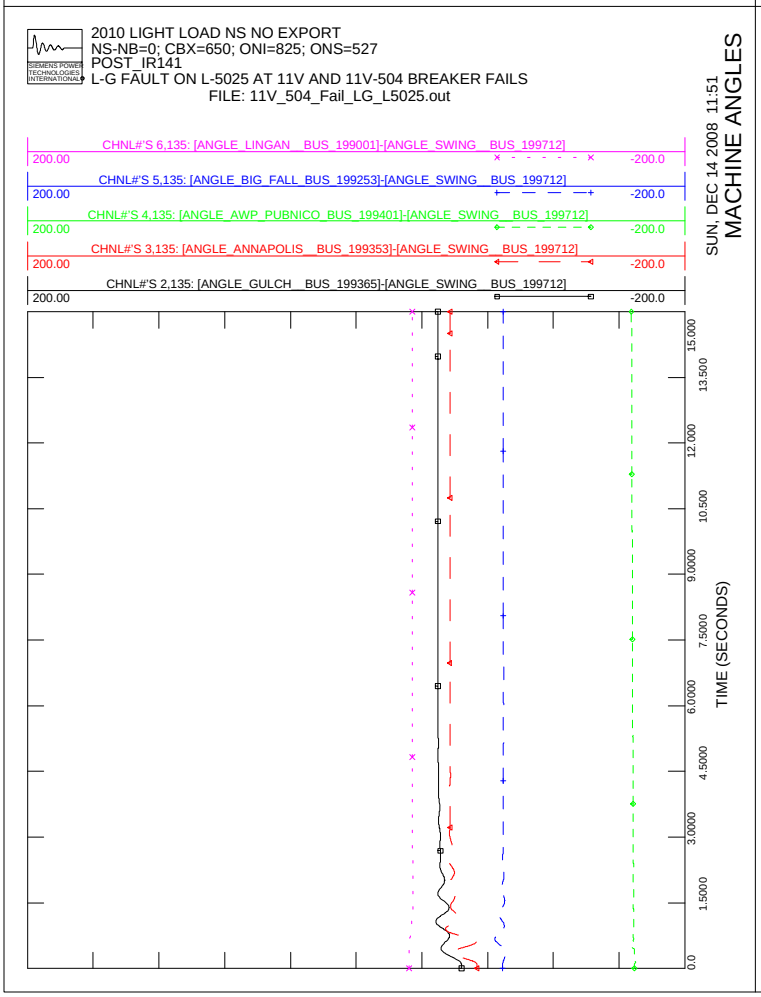

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

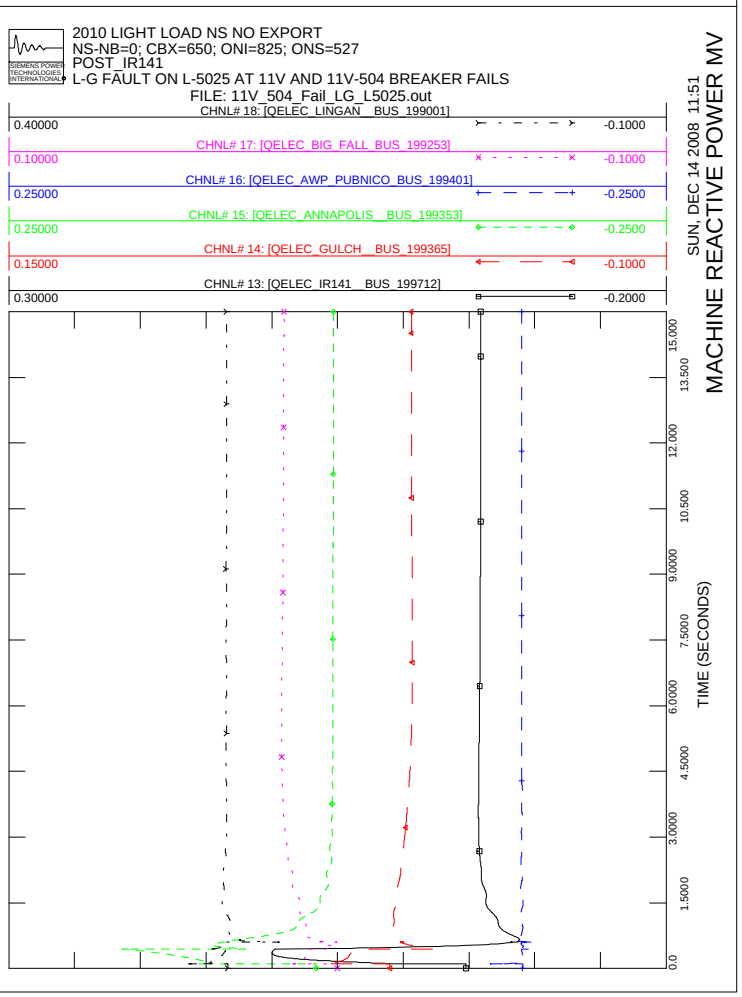

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

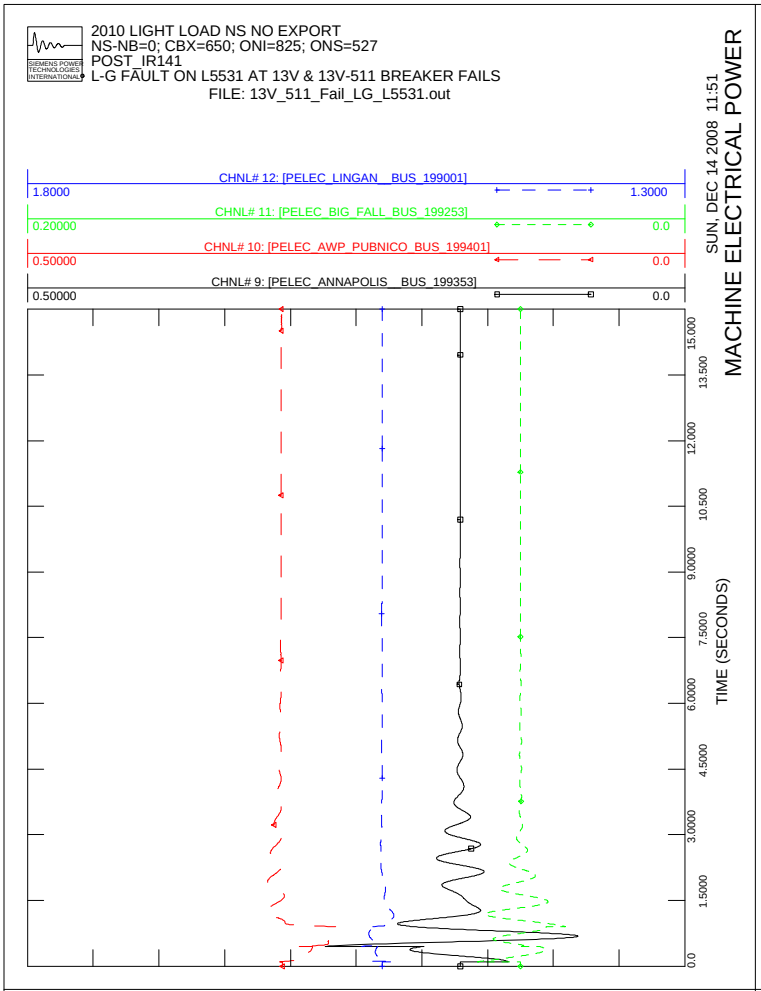

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

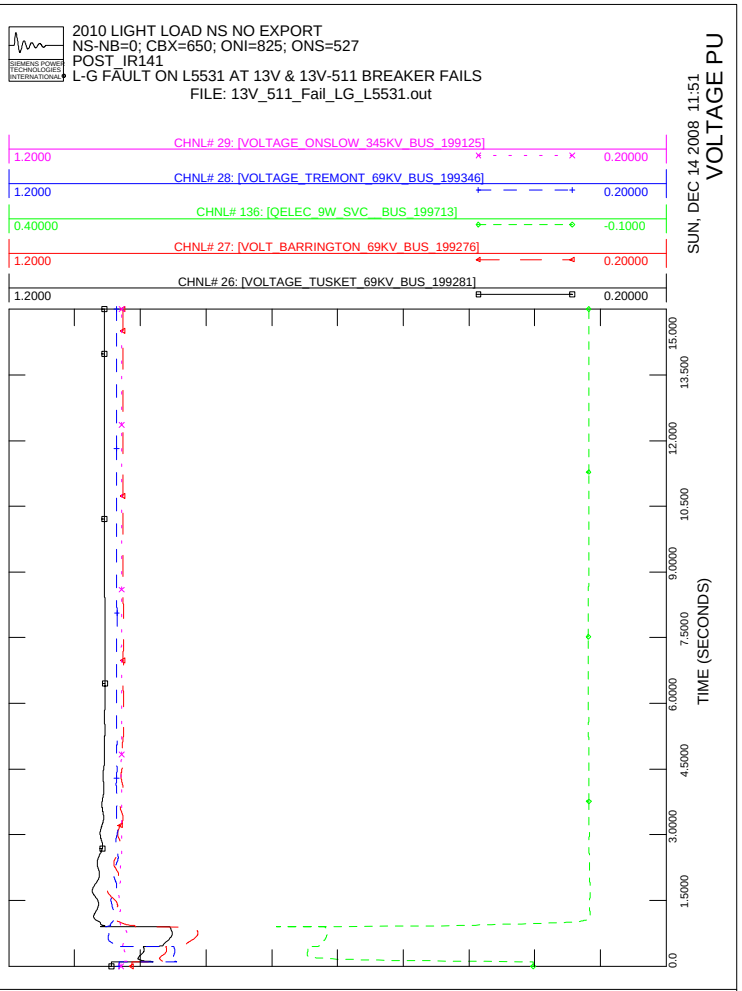

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

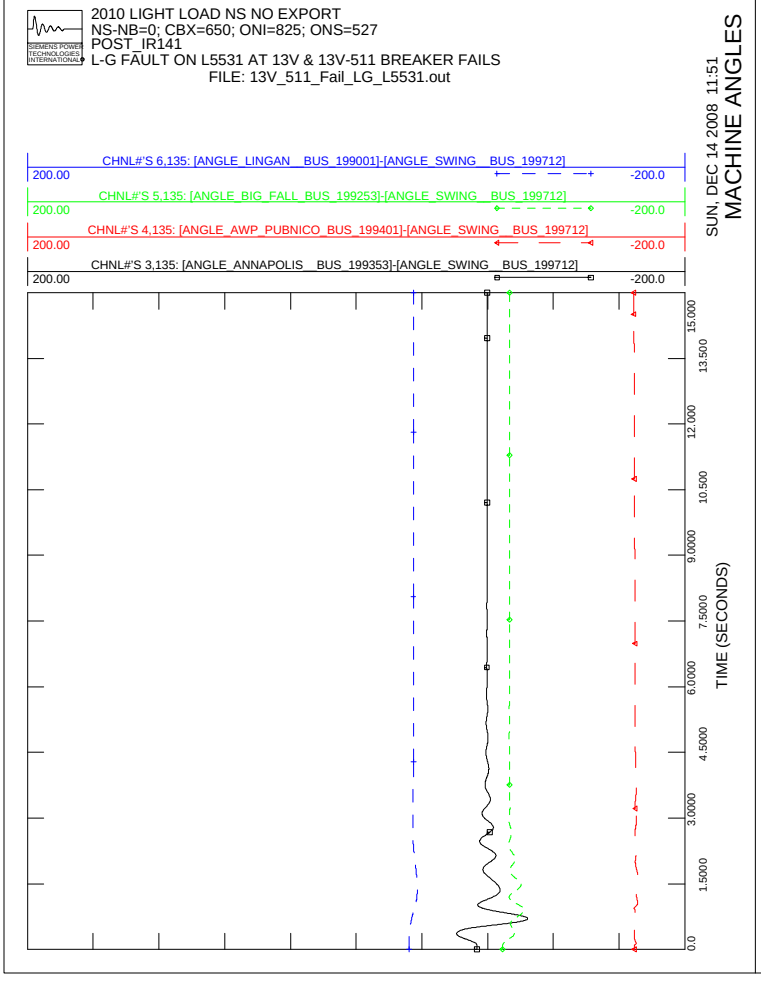

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 11:51
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

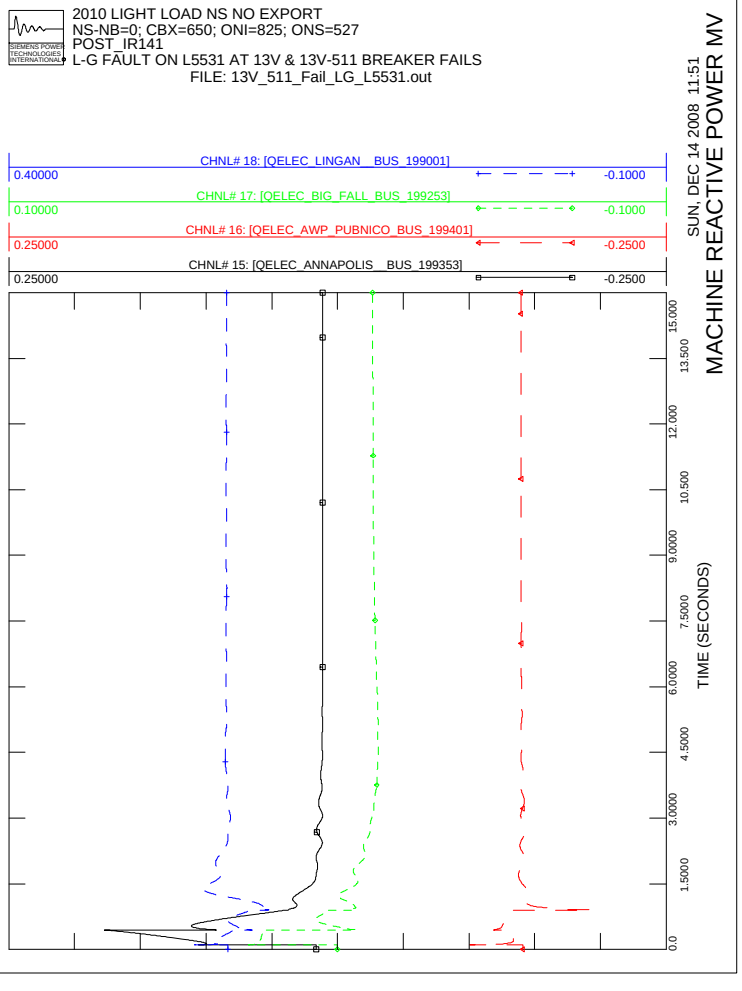

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

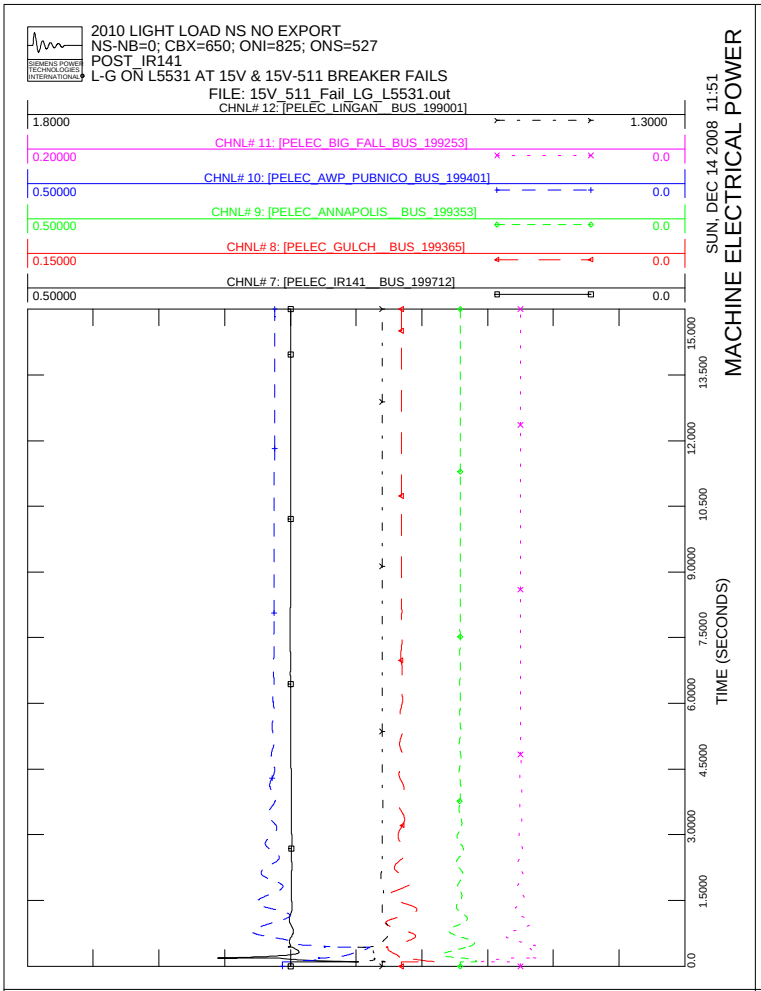

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

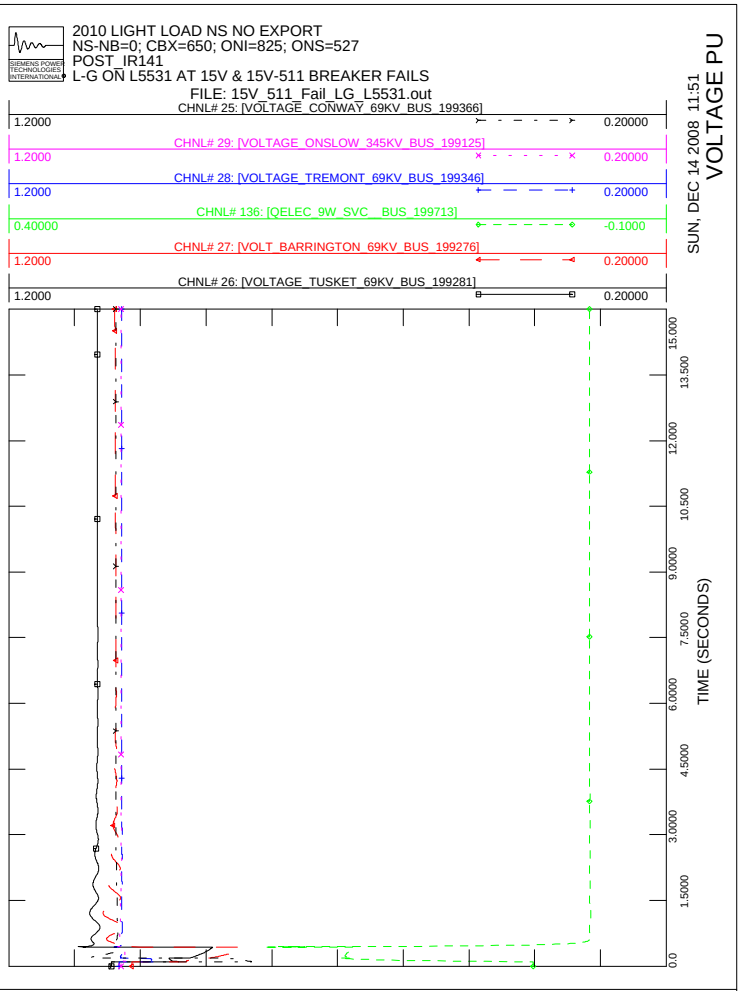

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

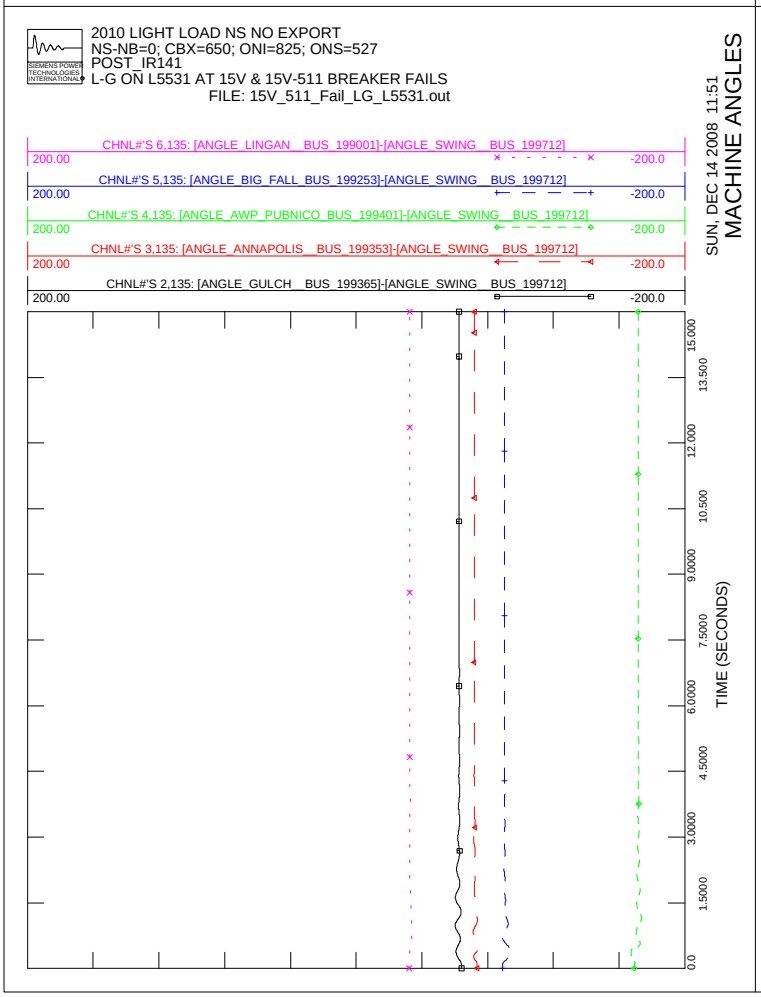

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:51
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

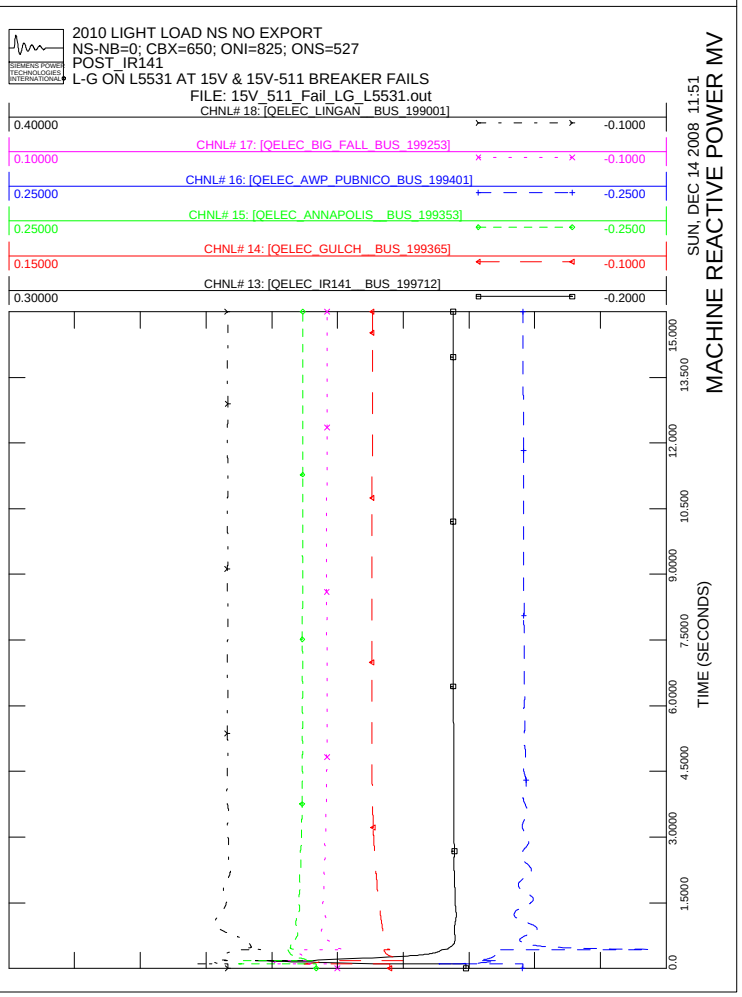

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

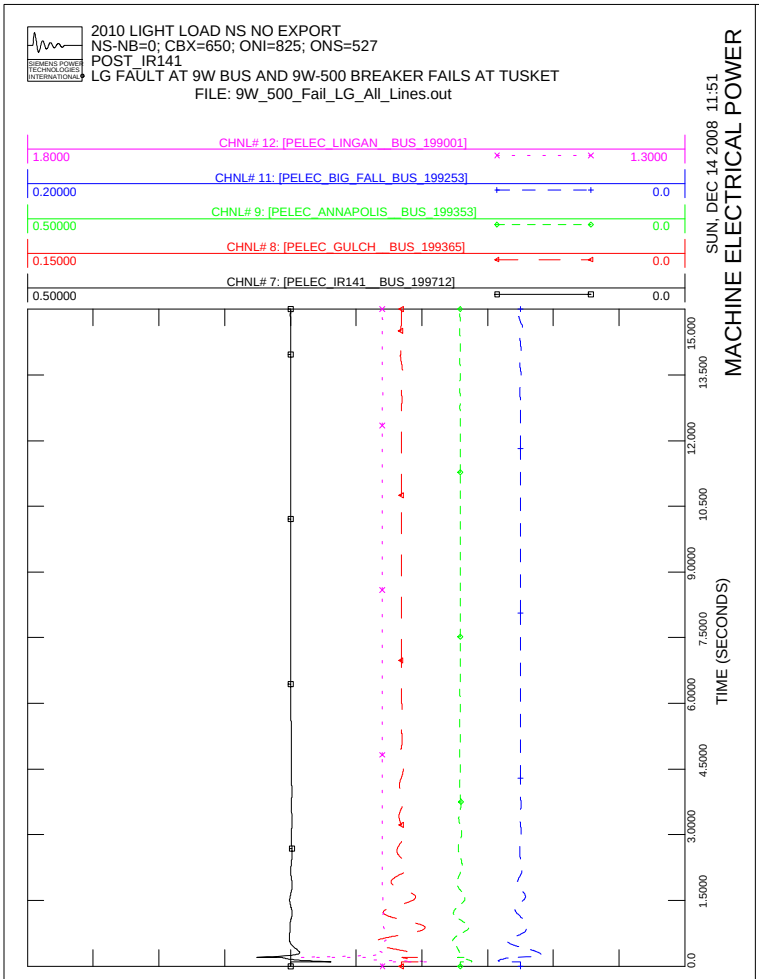

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

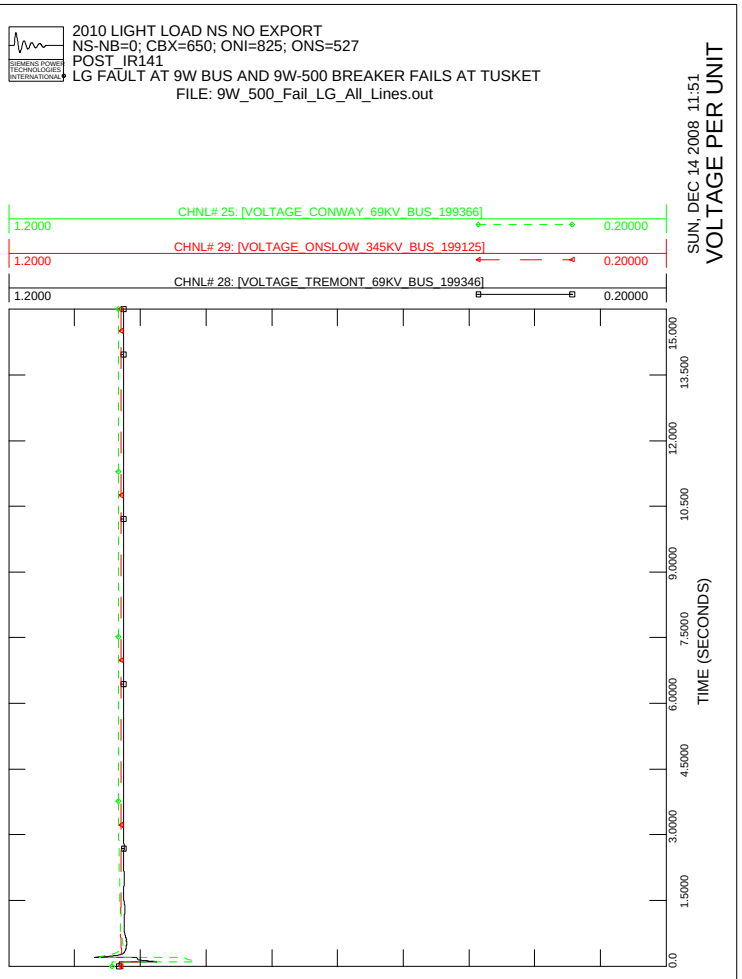

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

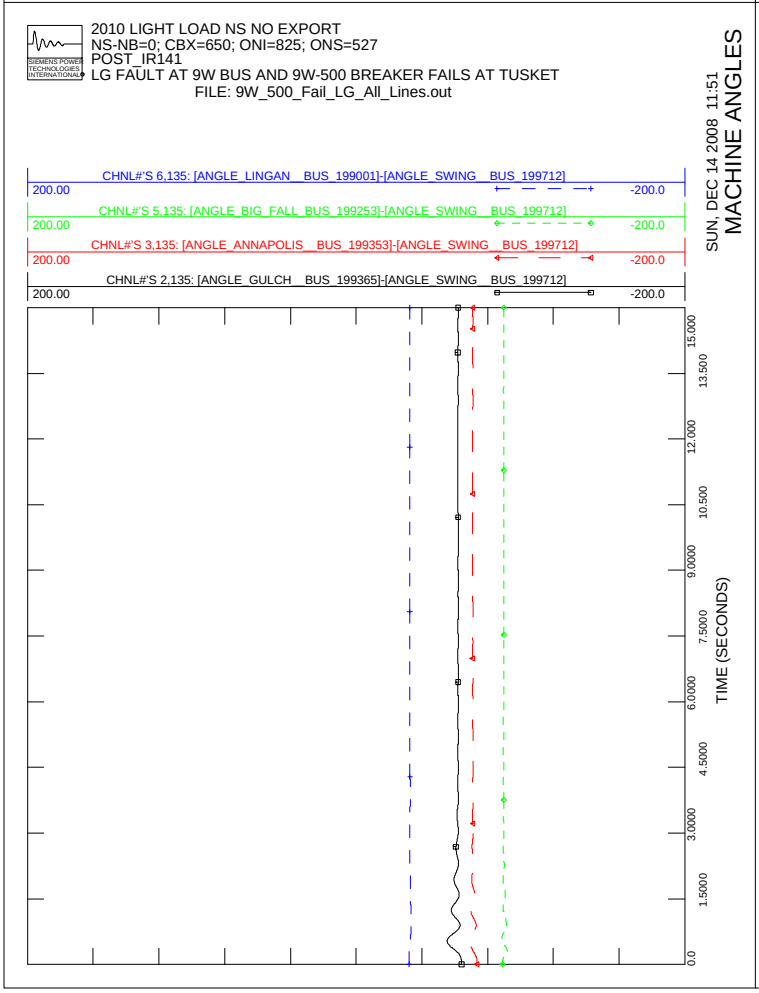

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:51
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

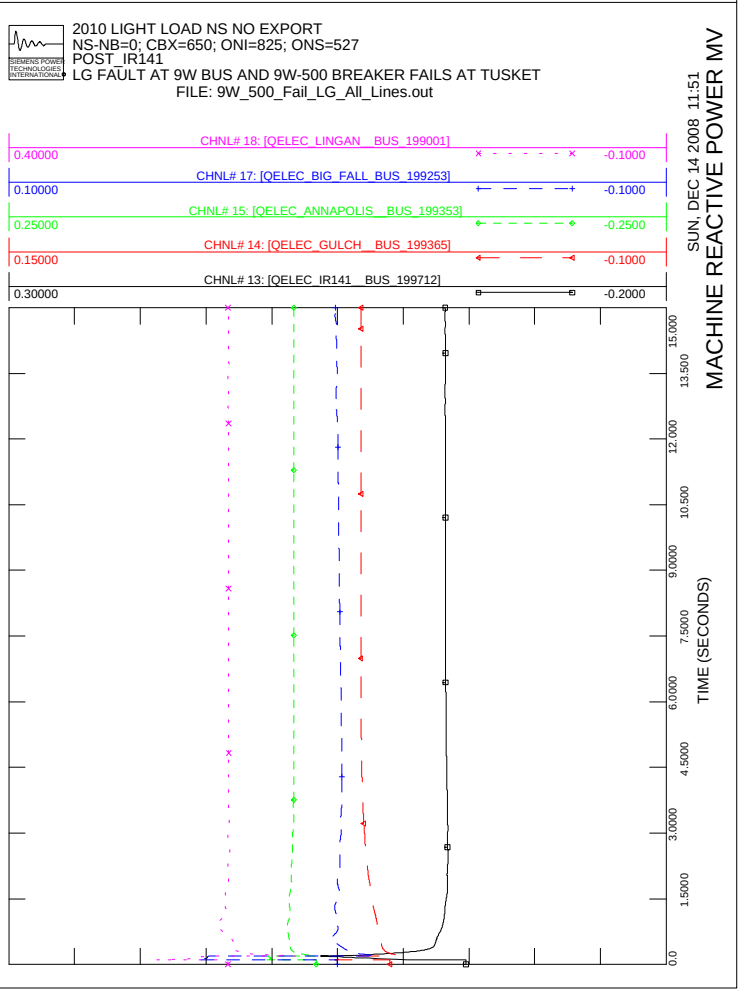

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:51
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

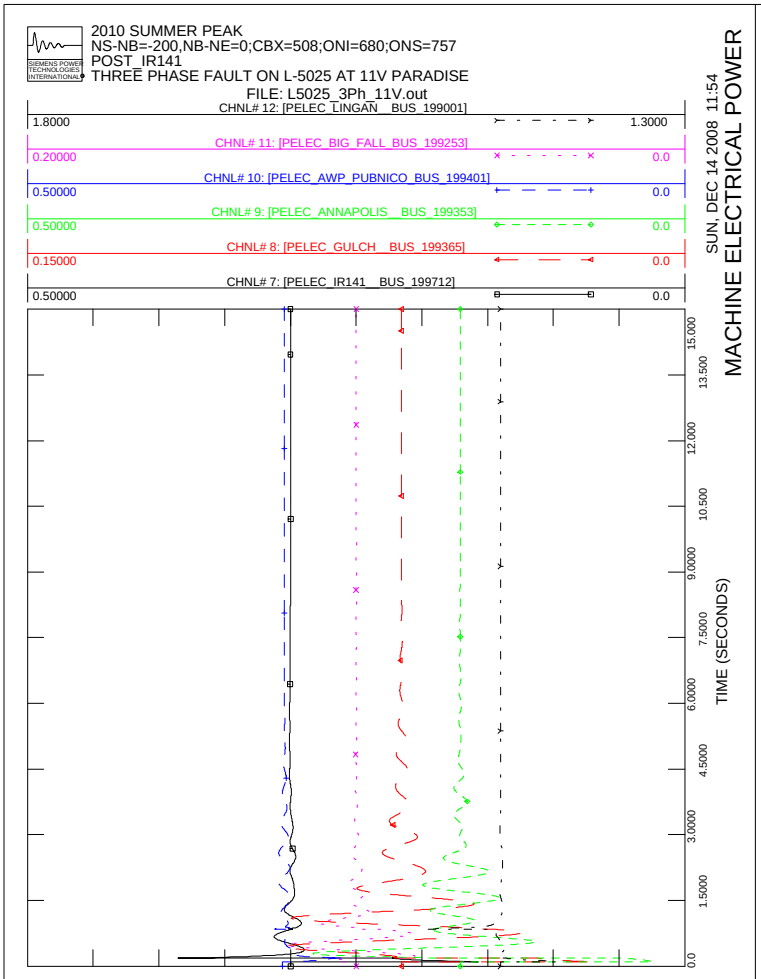

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

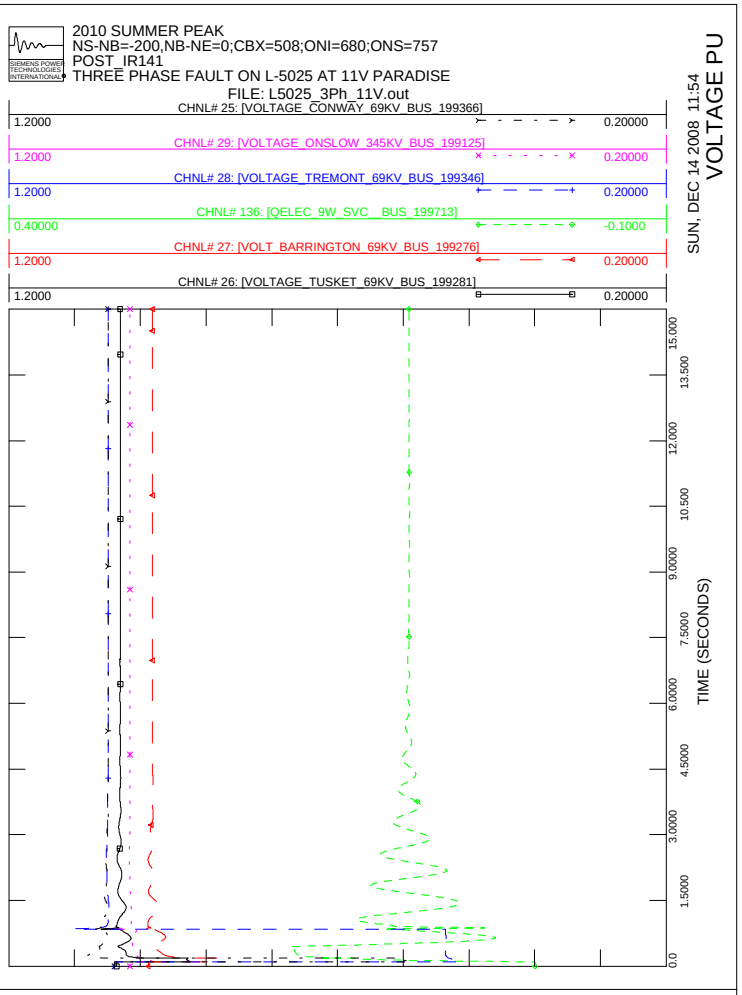

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:51
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

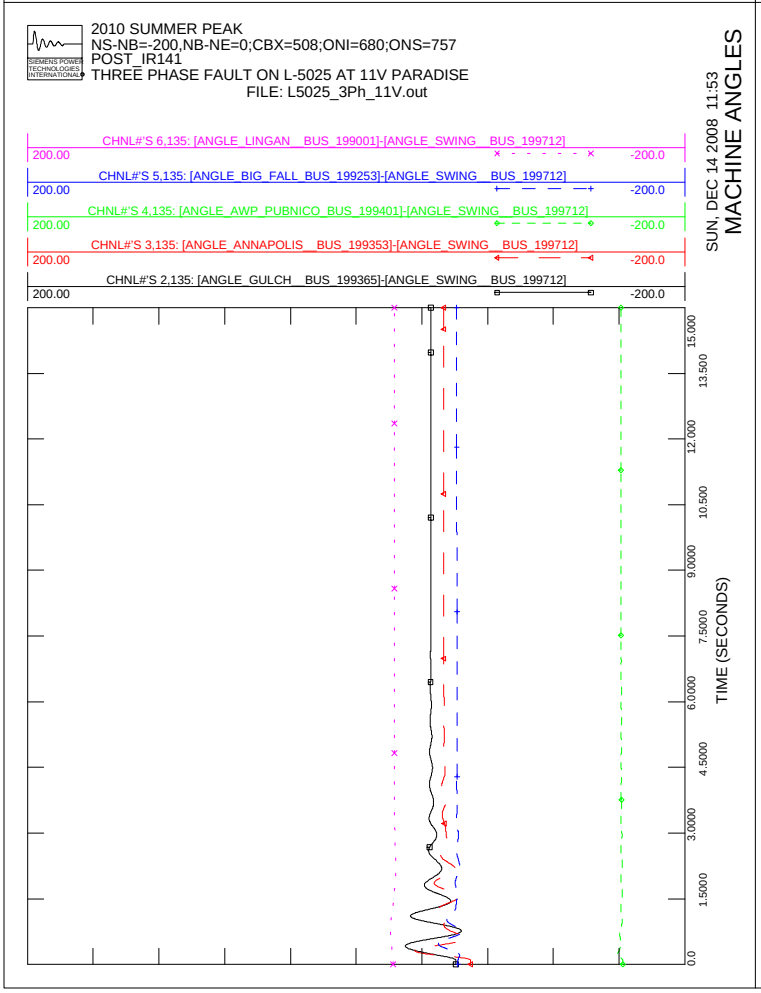

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:51
VOLTAGE PER UNIT
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

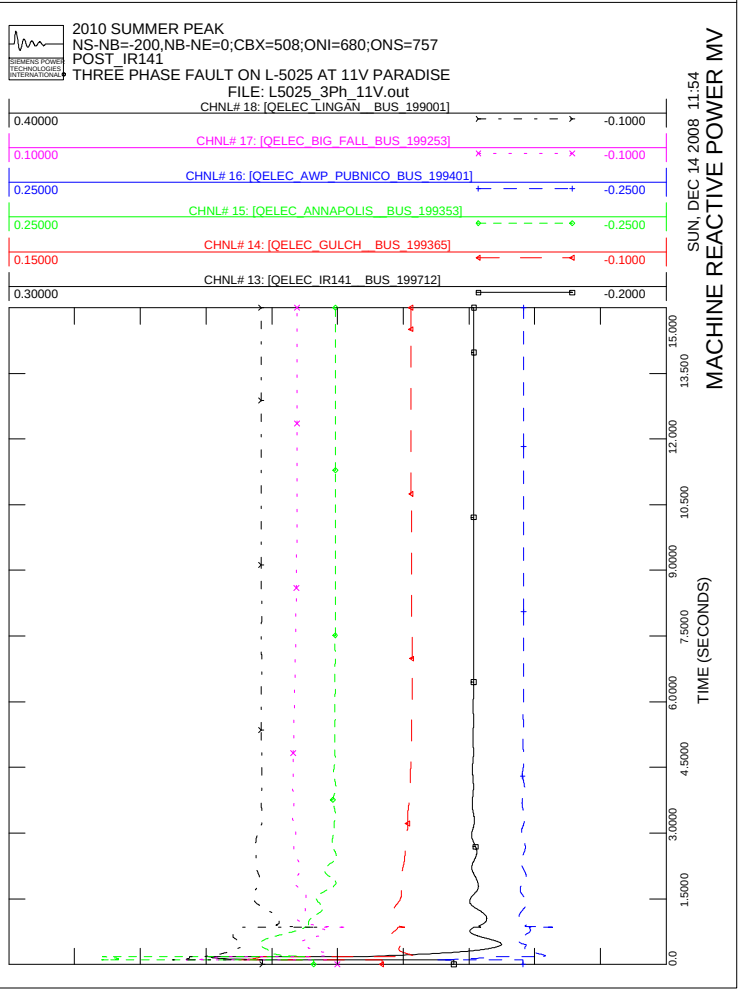

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:51
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

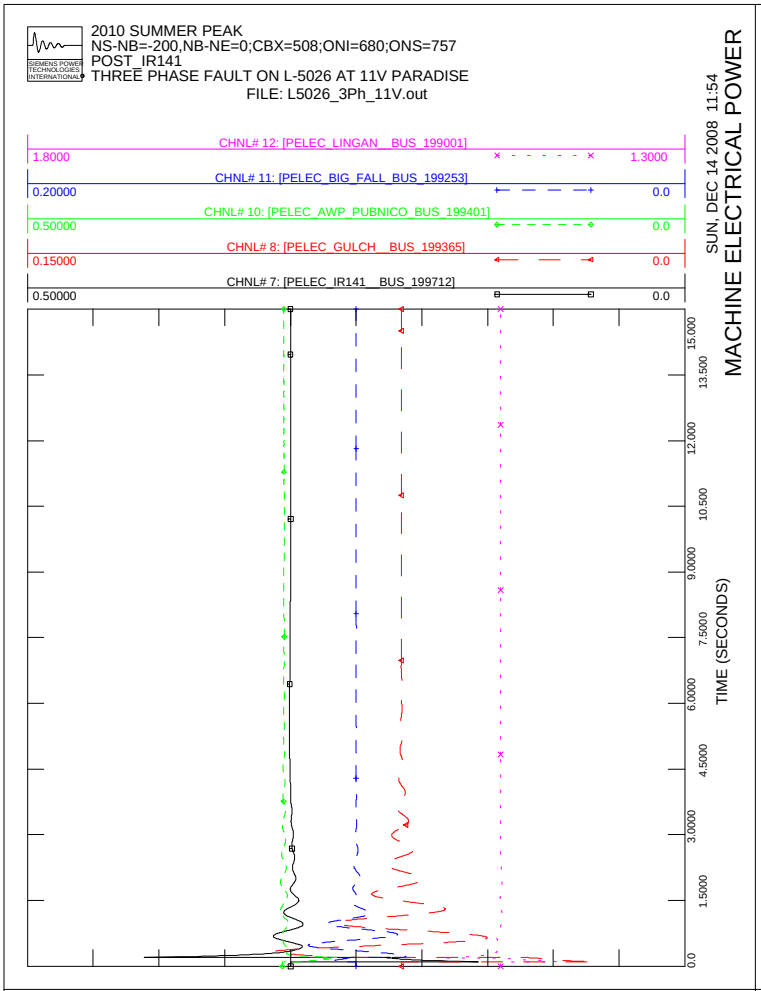

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:51
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

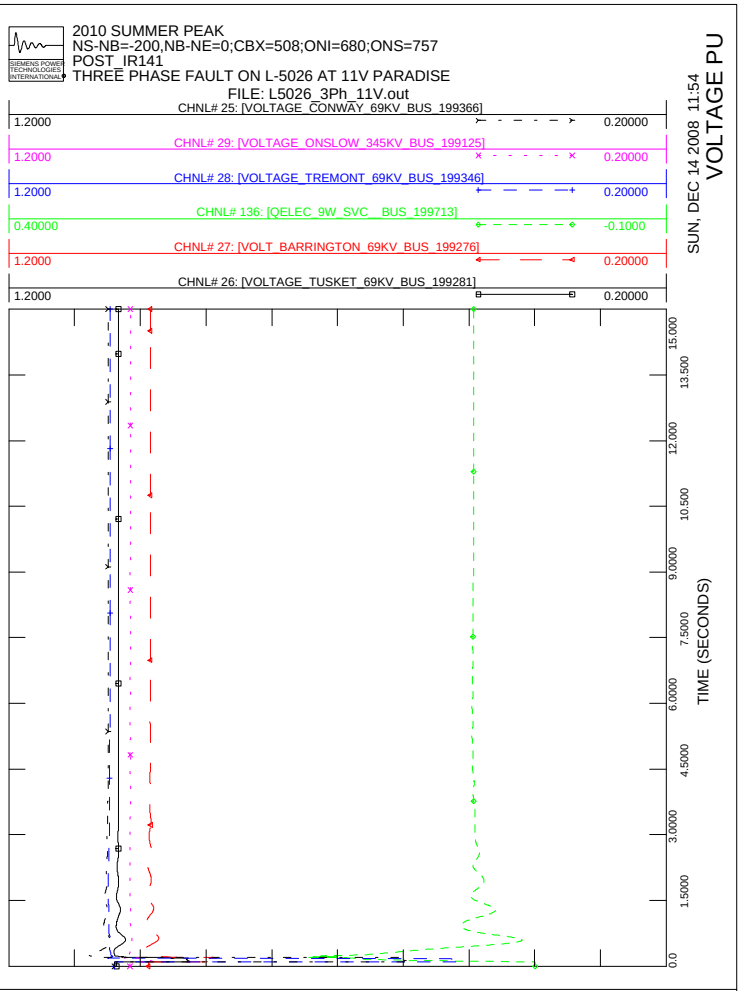

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)

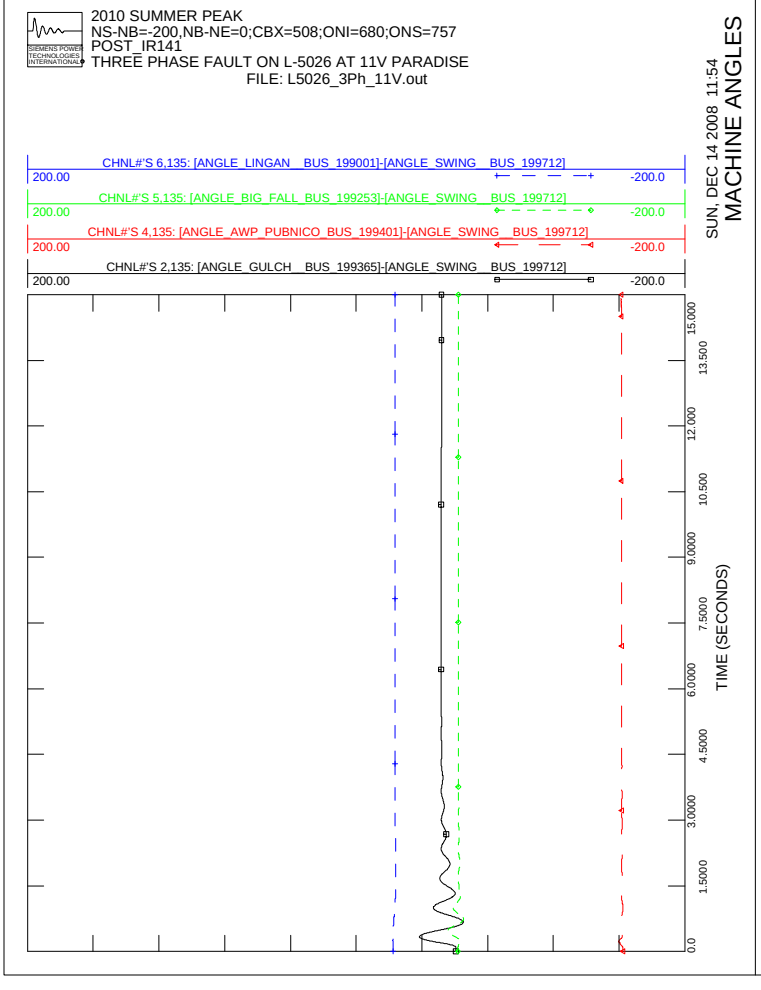

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)

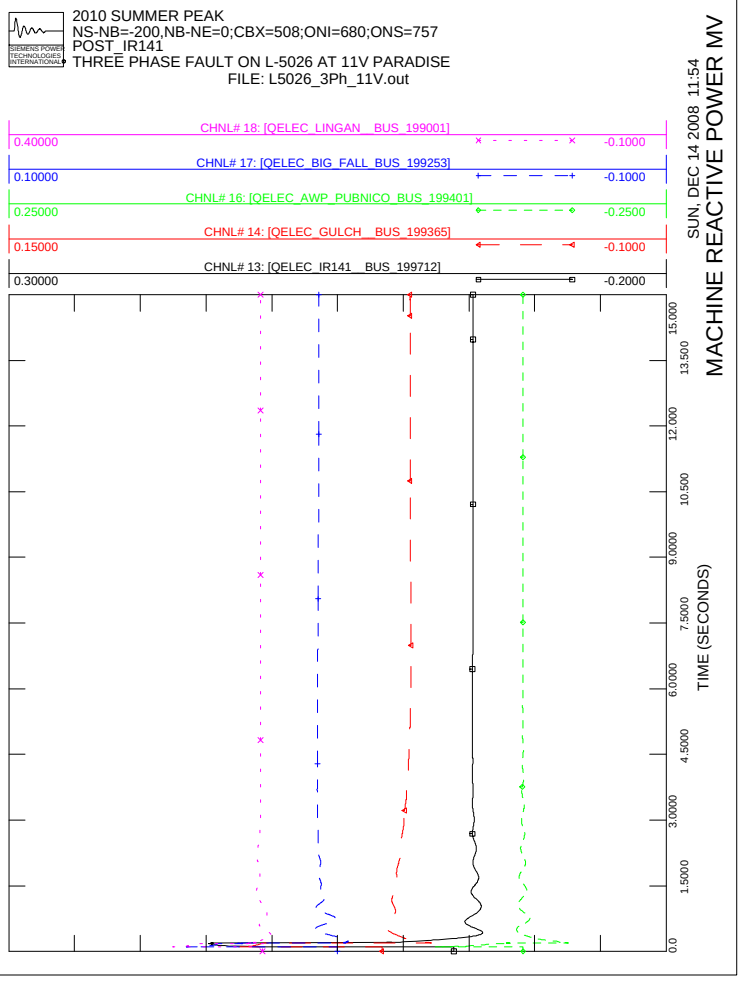

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:53
MACHINE ANGLES
TIME (SECONDS)

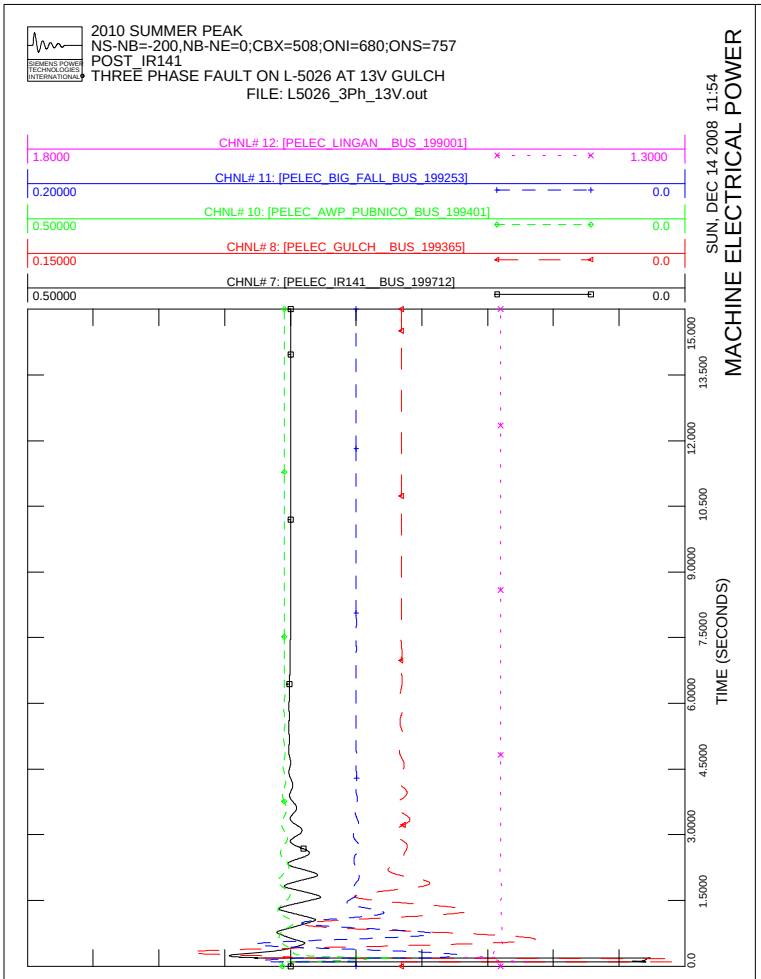

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)

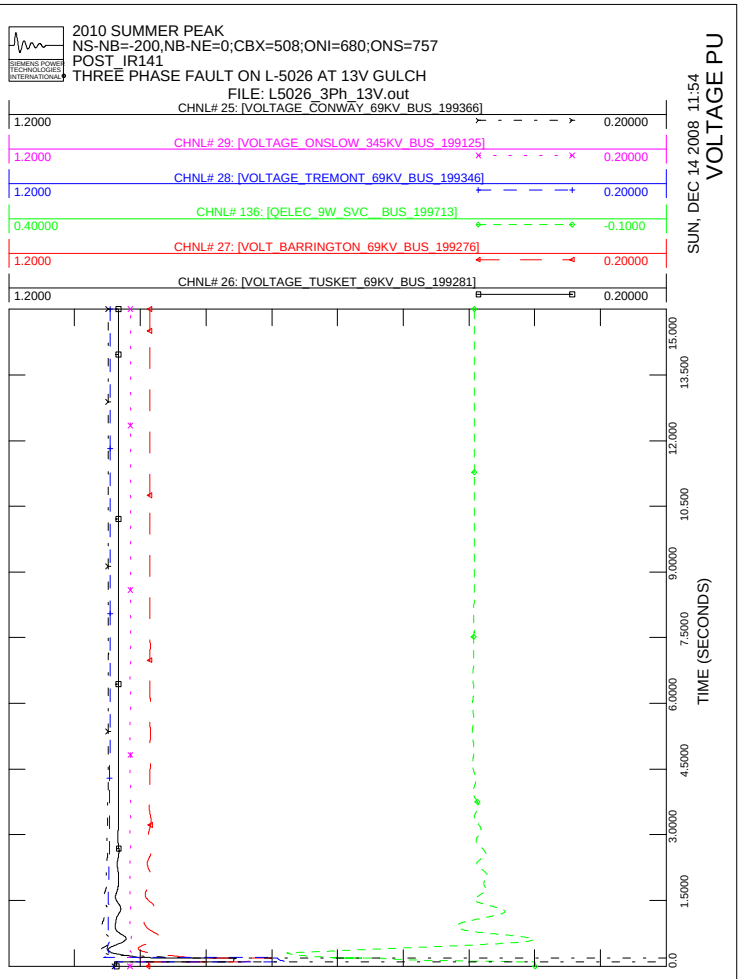

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

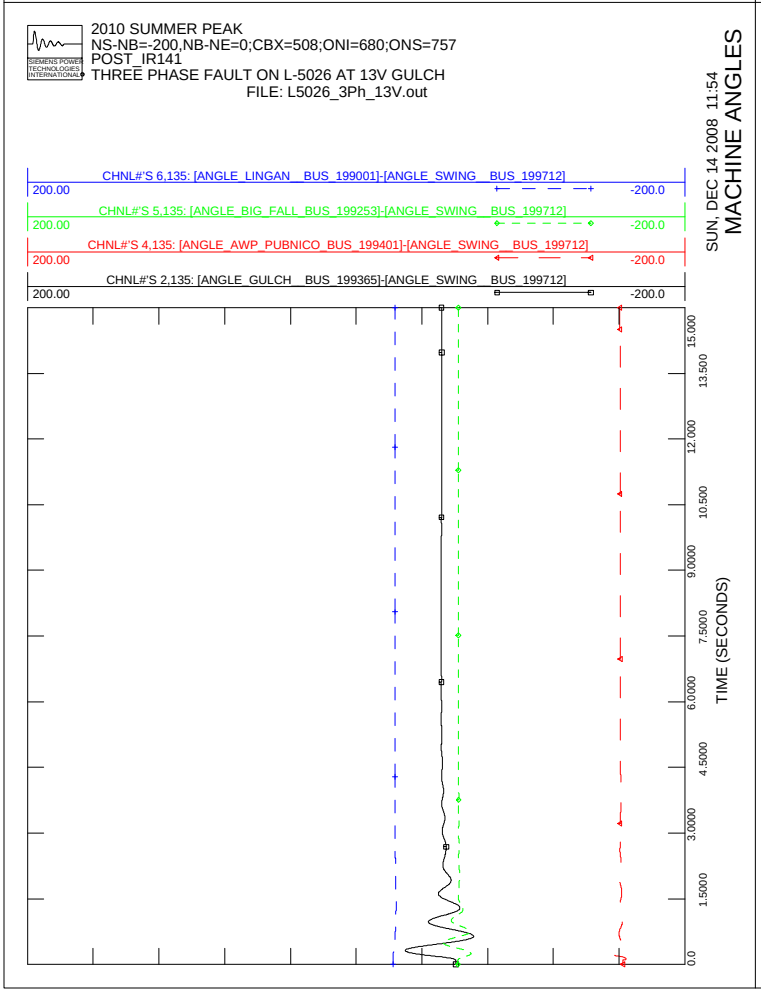

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

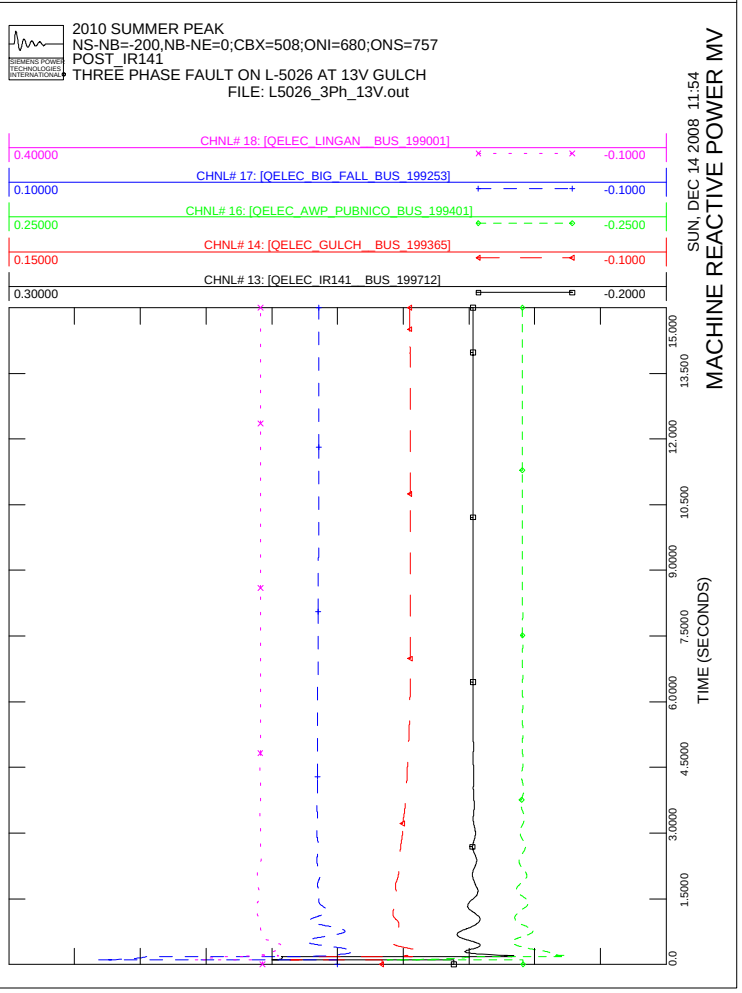

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

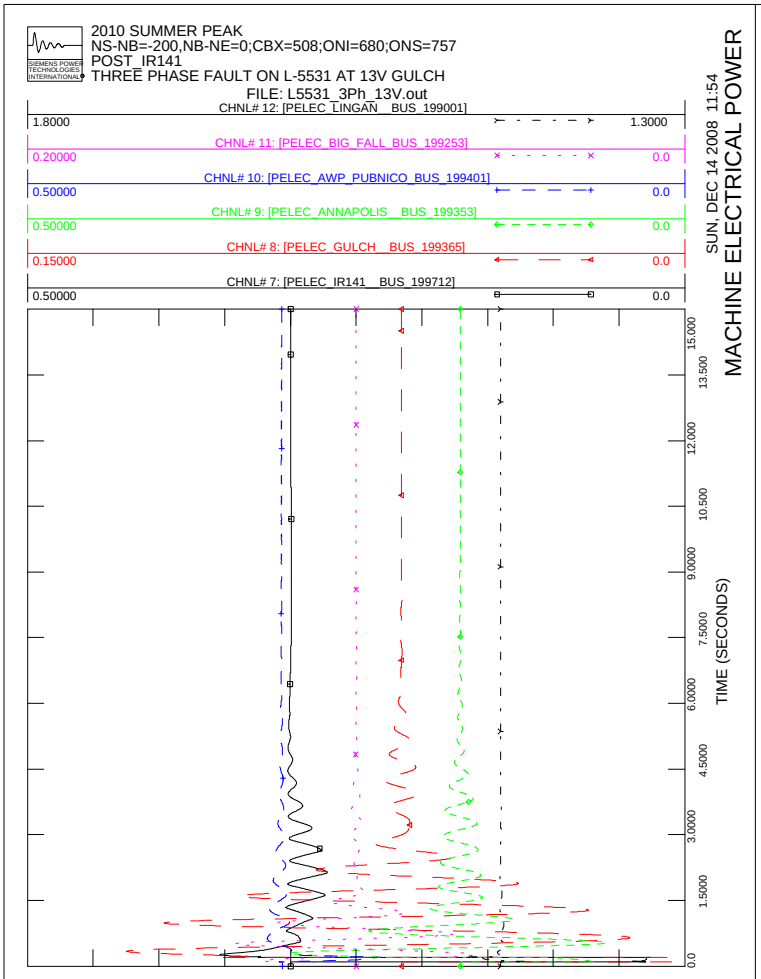

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

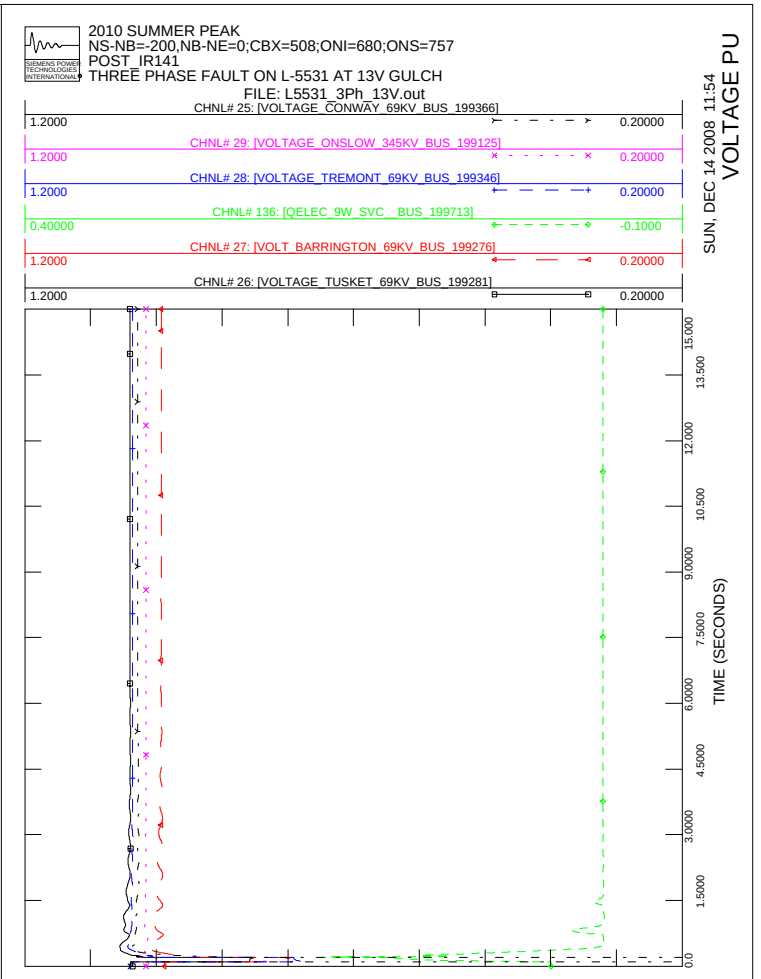

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

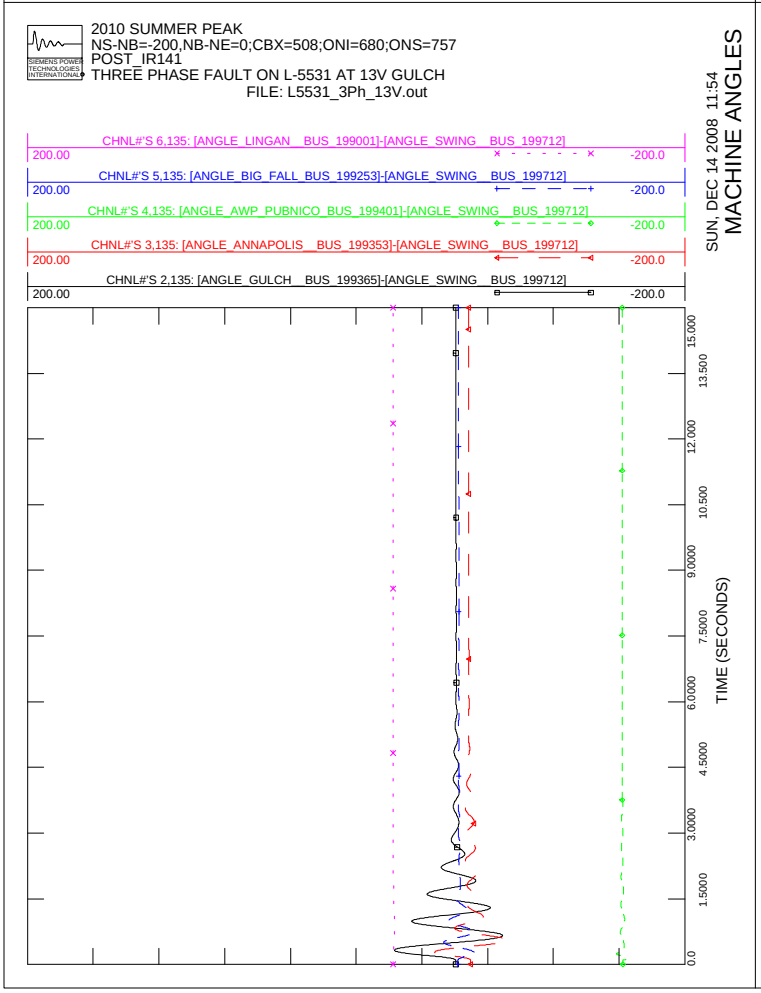

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

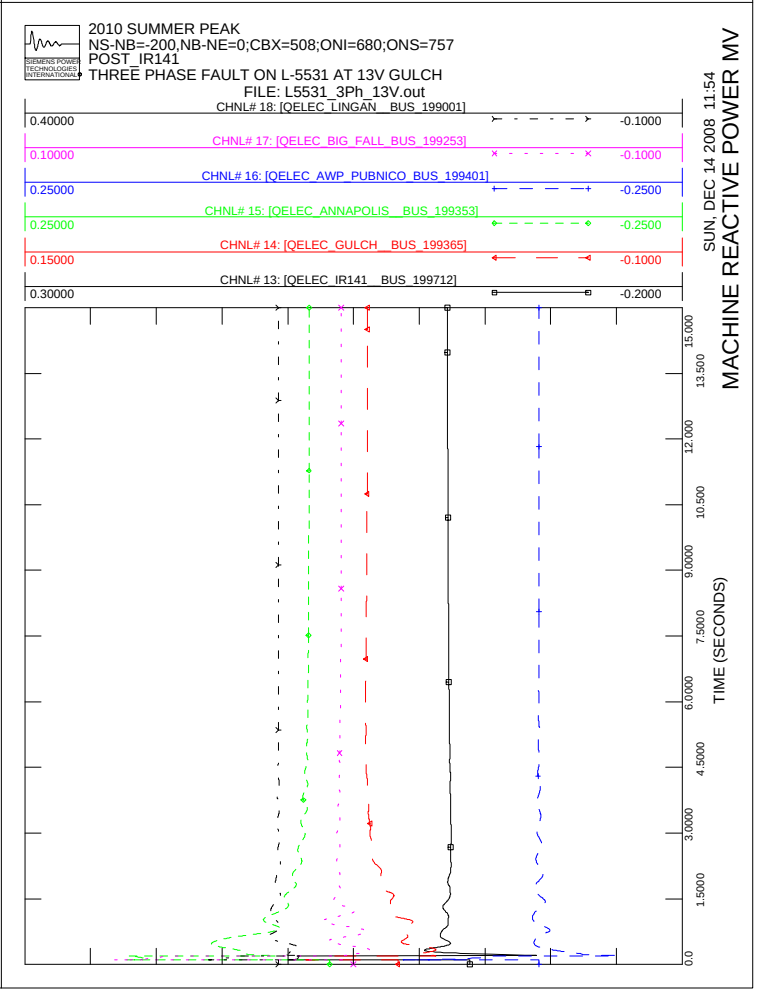

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

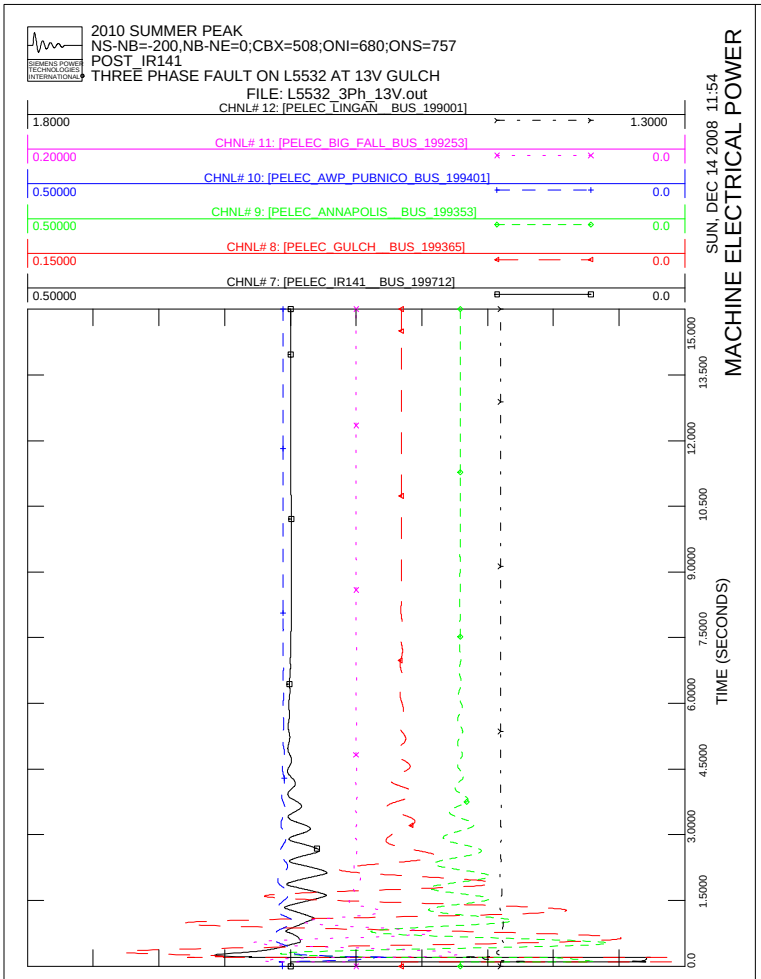

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

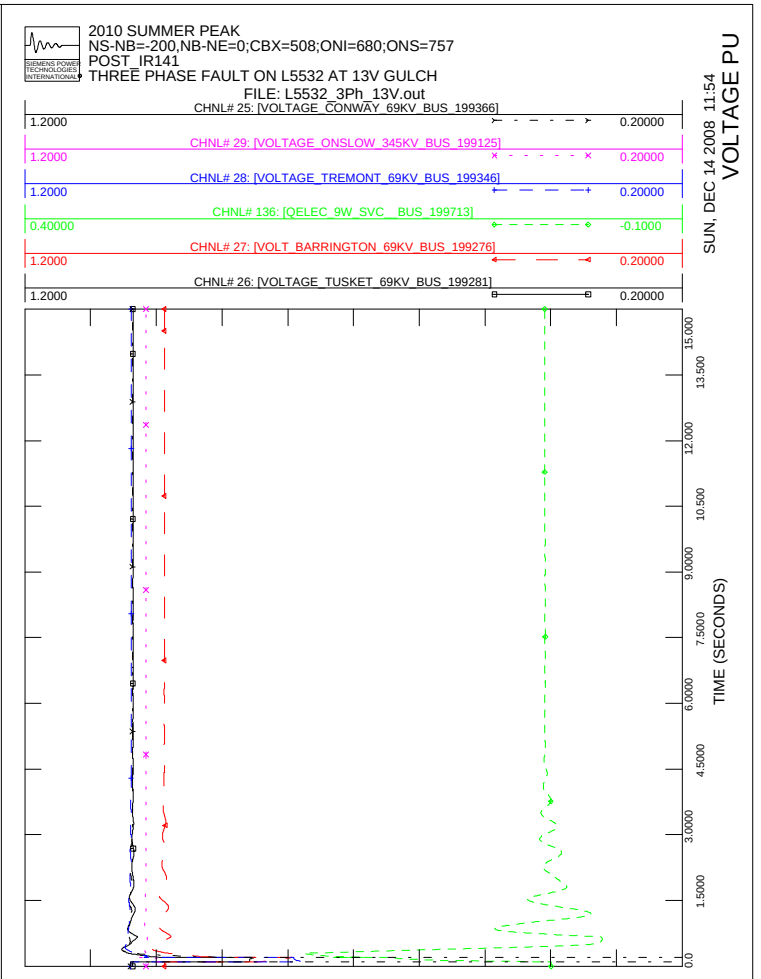

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)

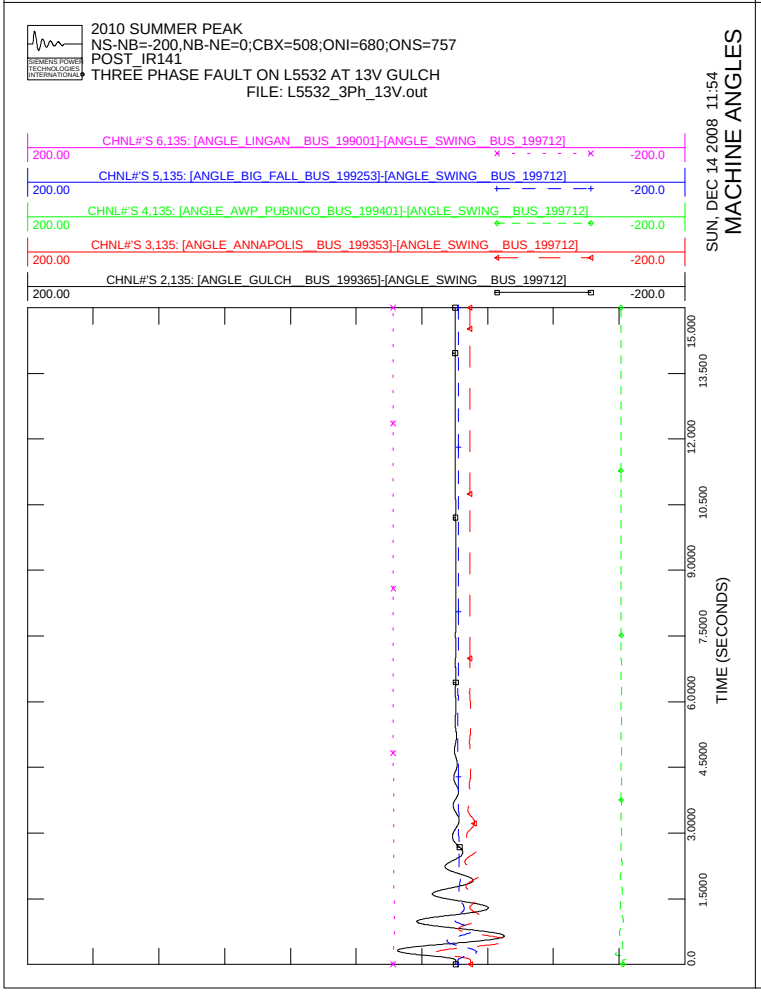

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)

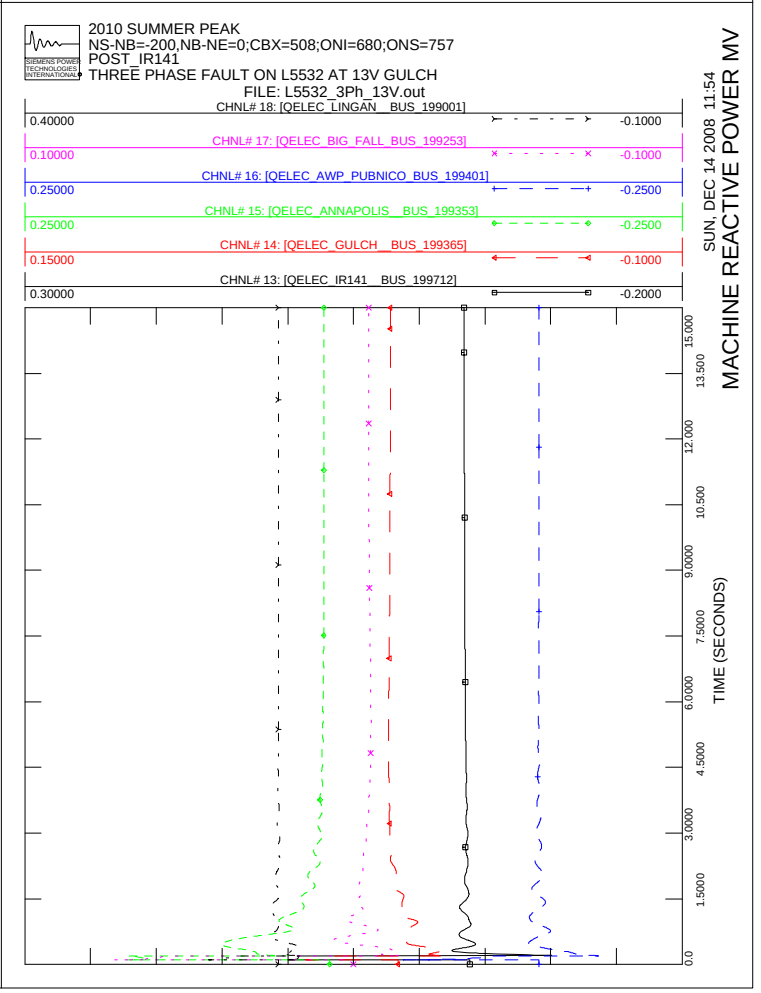

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)

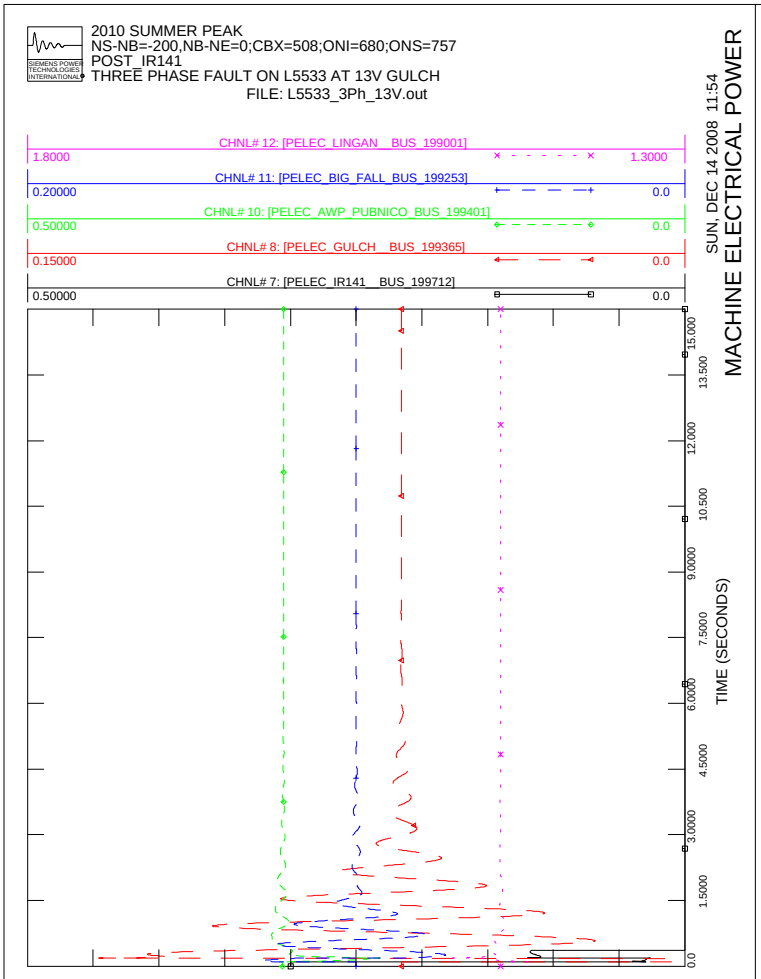

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)

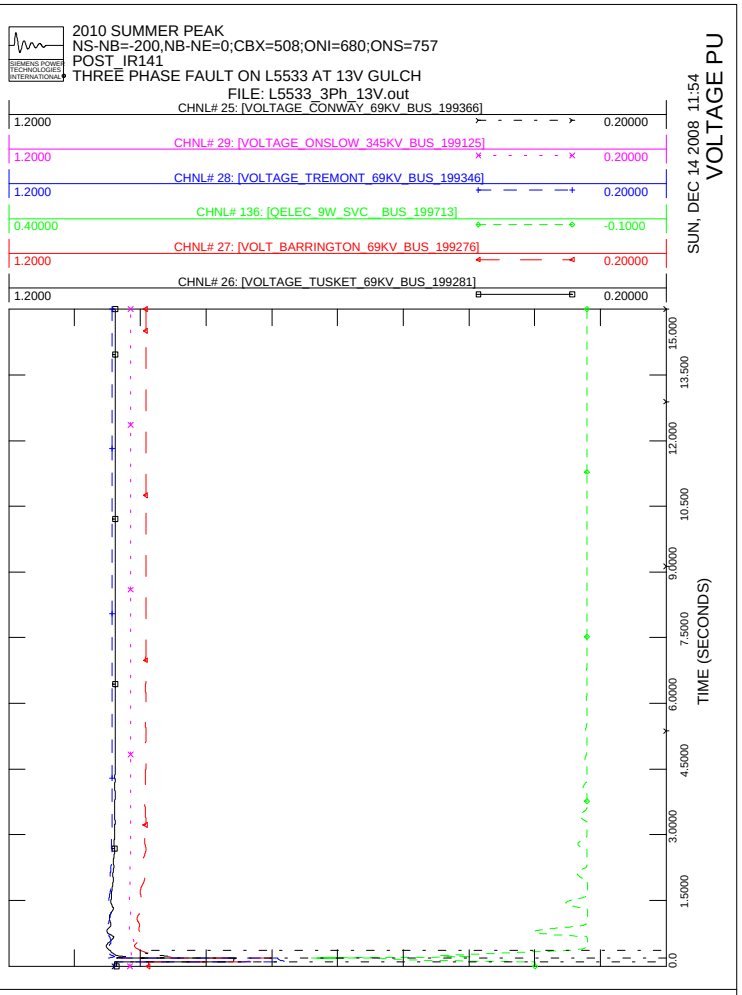

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)

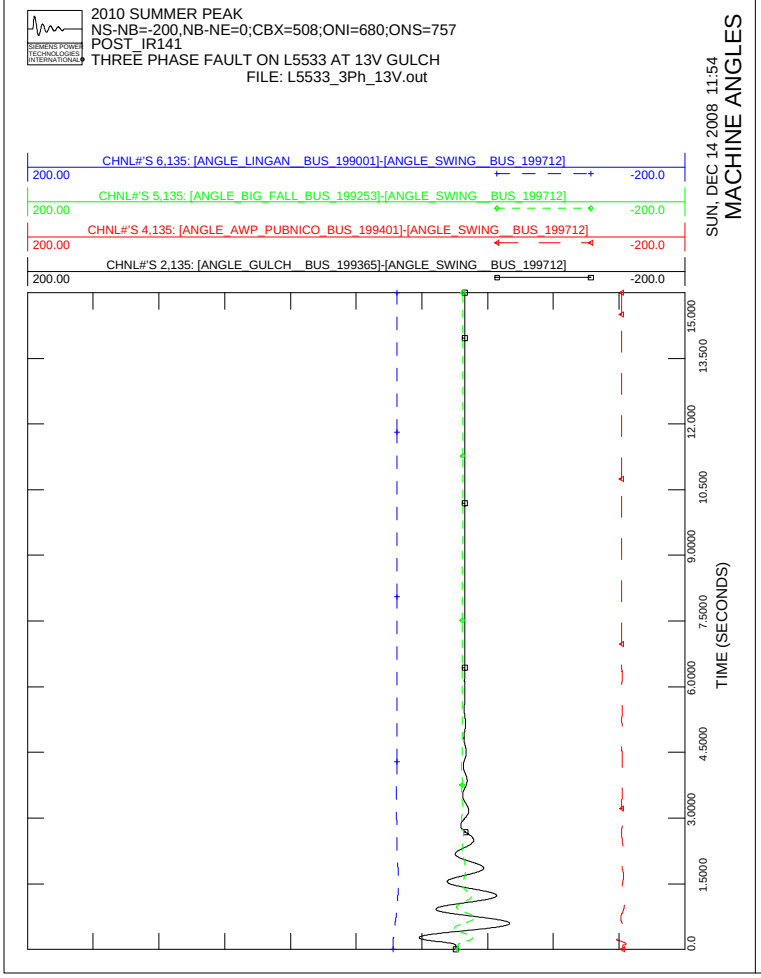

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)

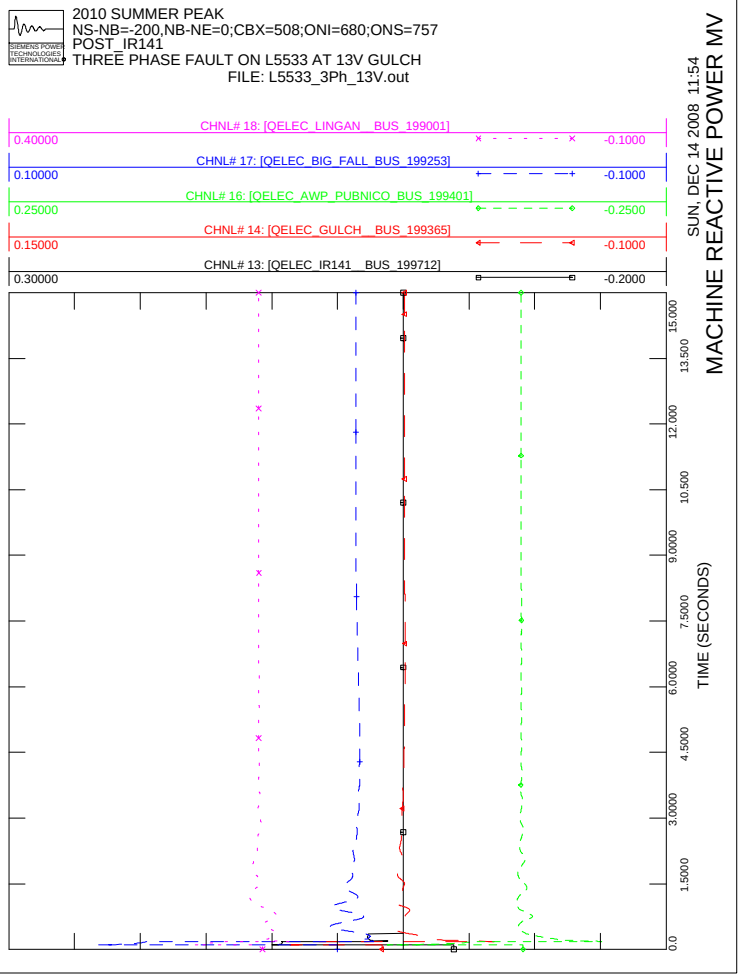

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)

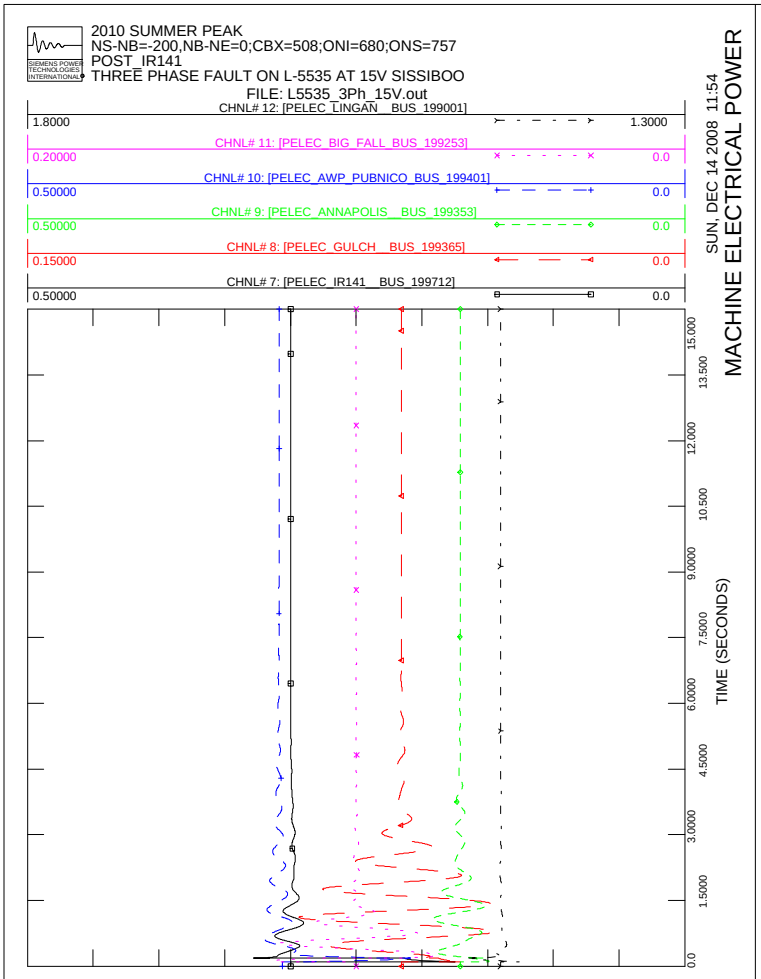

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)

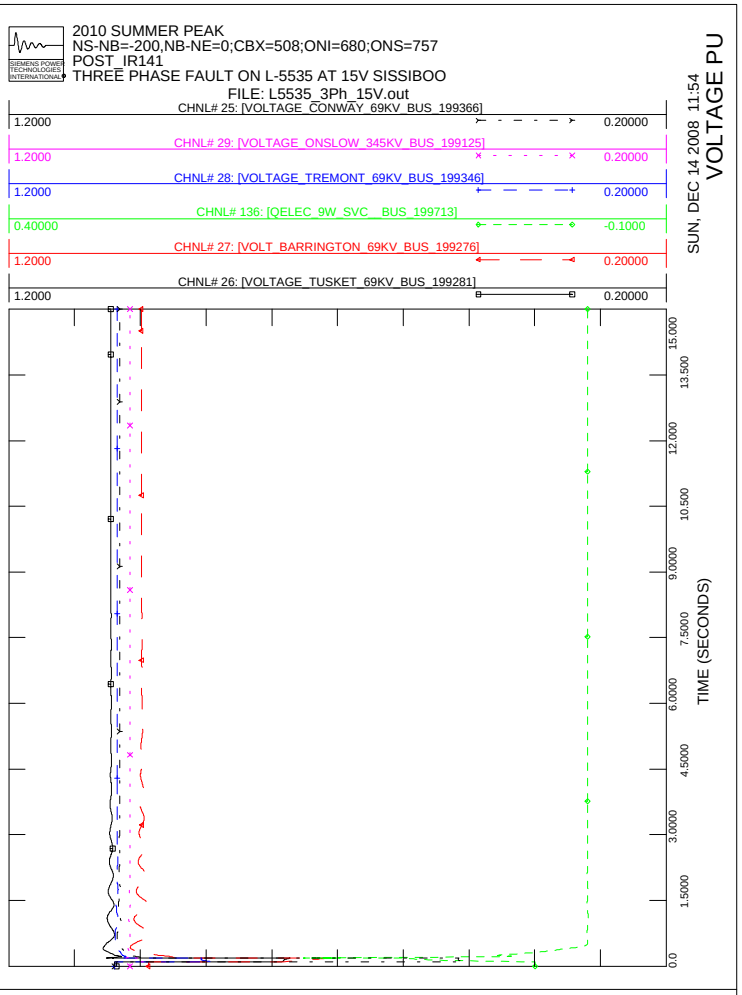

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

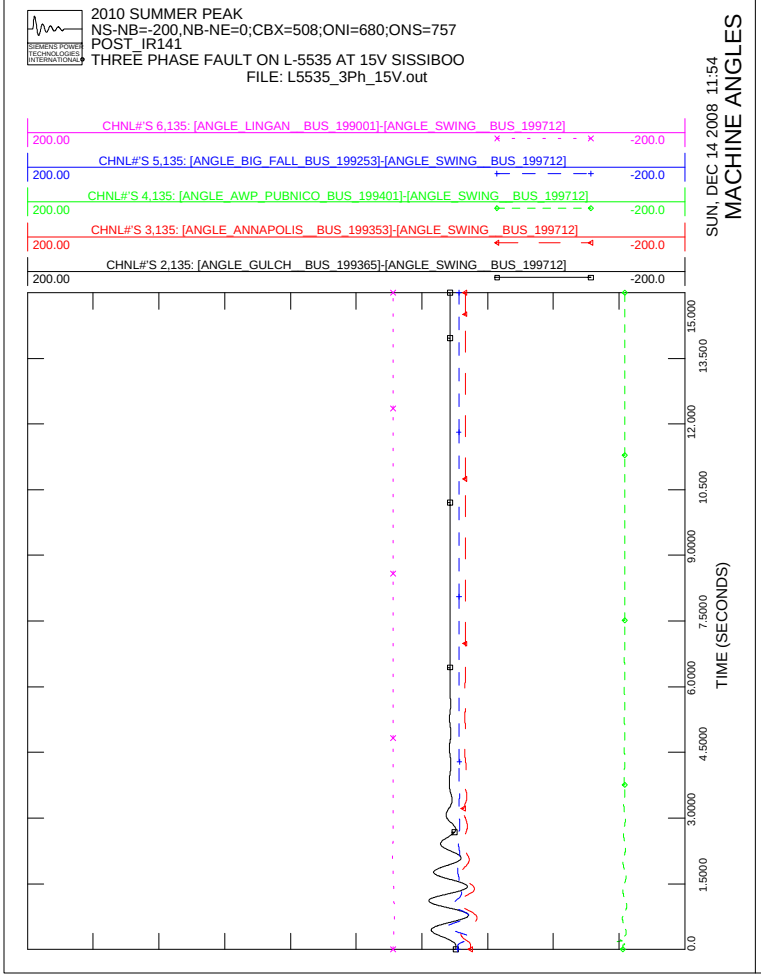

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

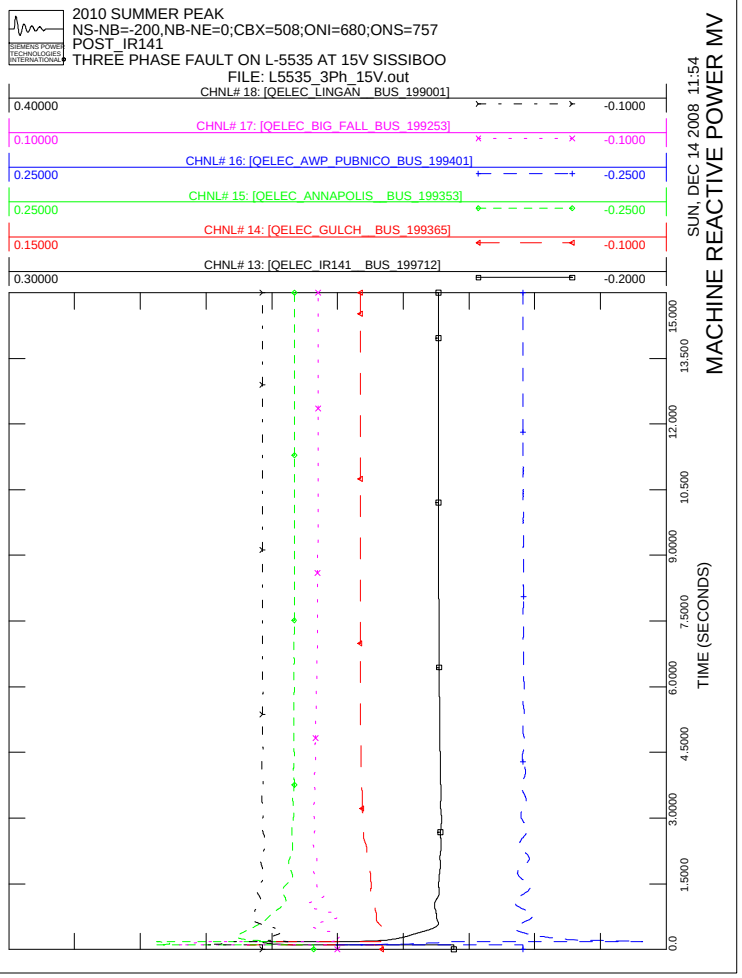

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

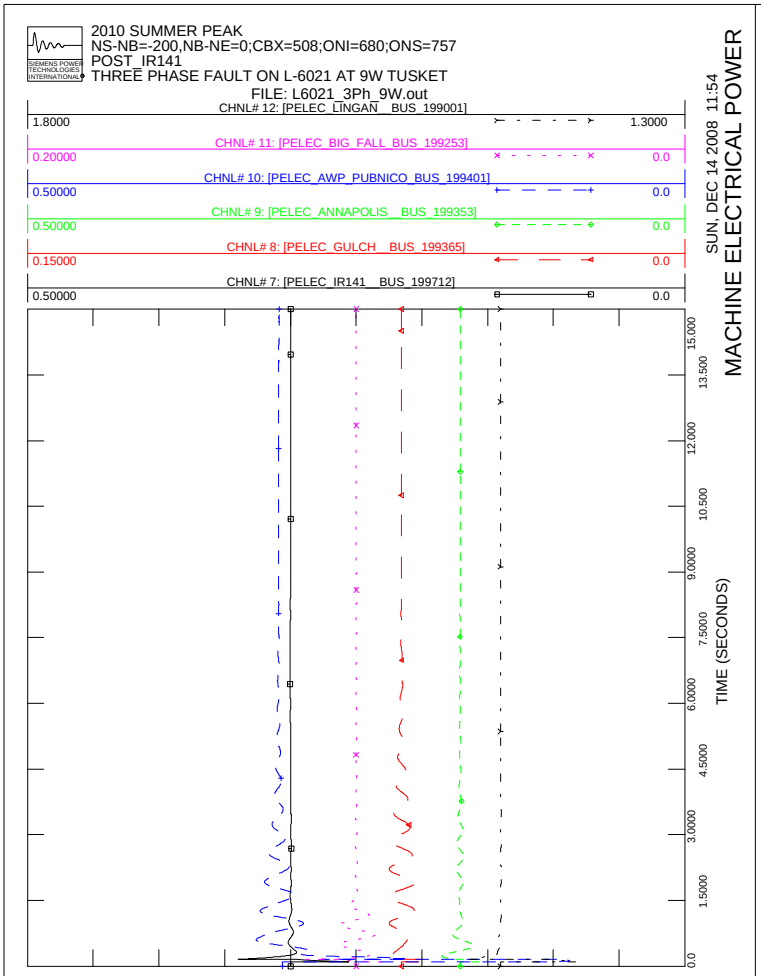

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

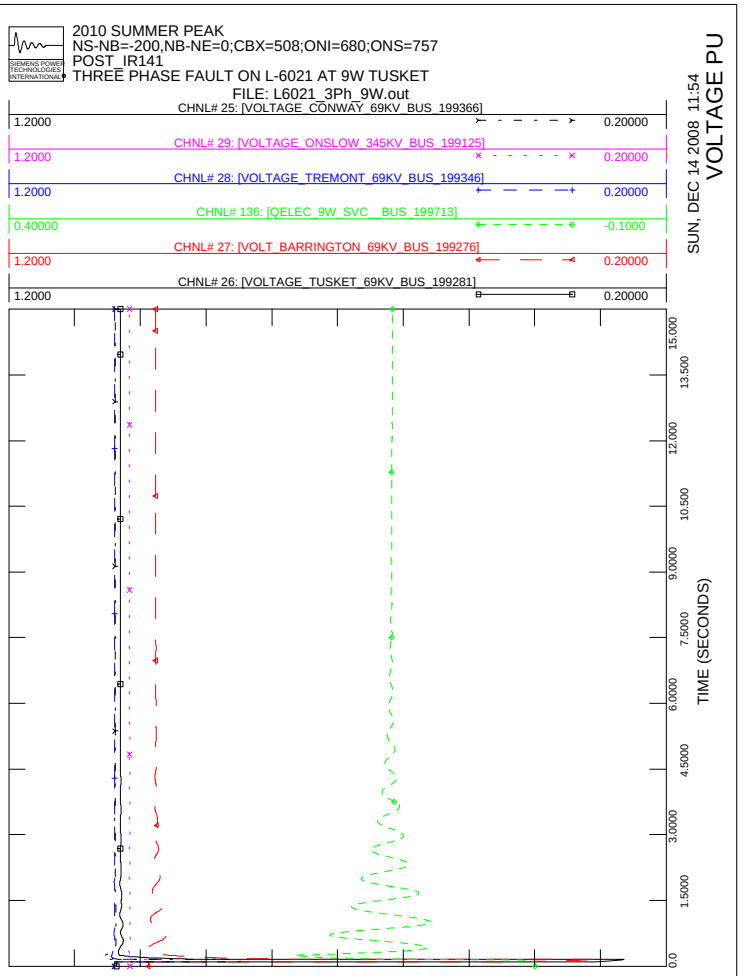

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

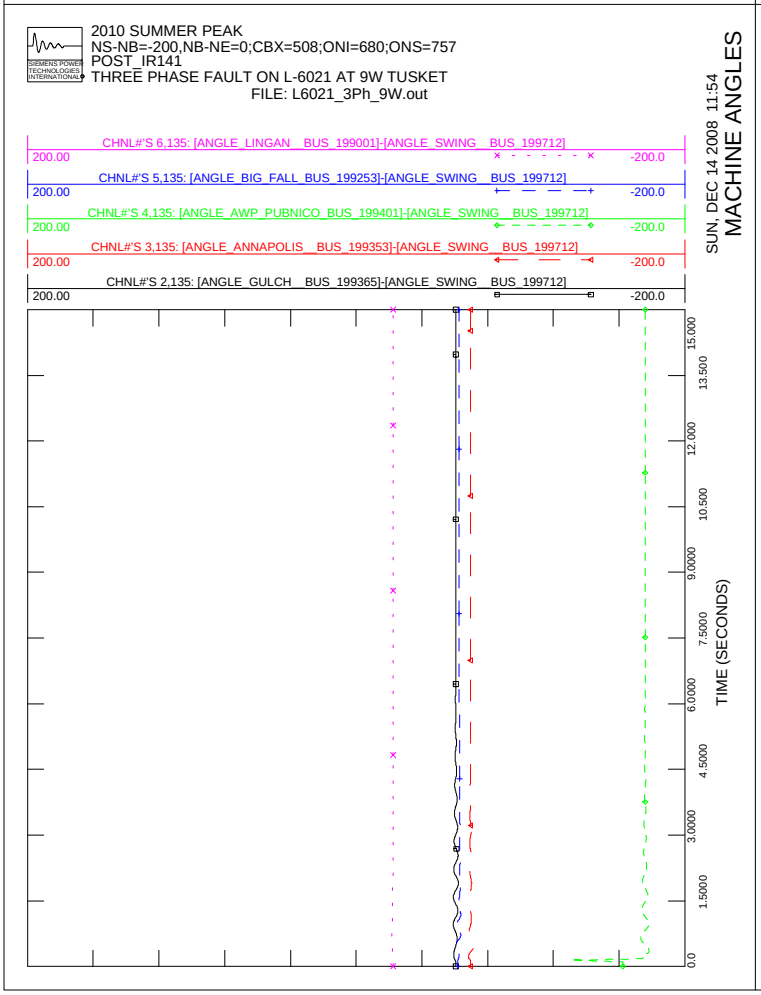

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

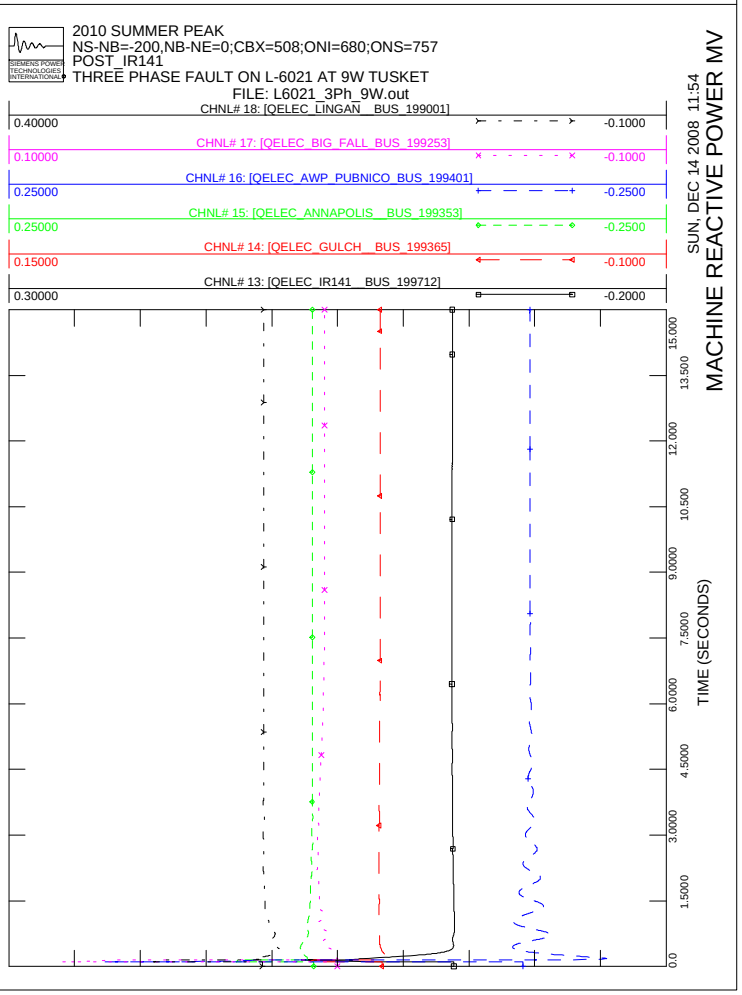

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

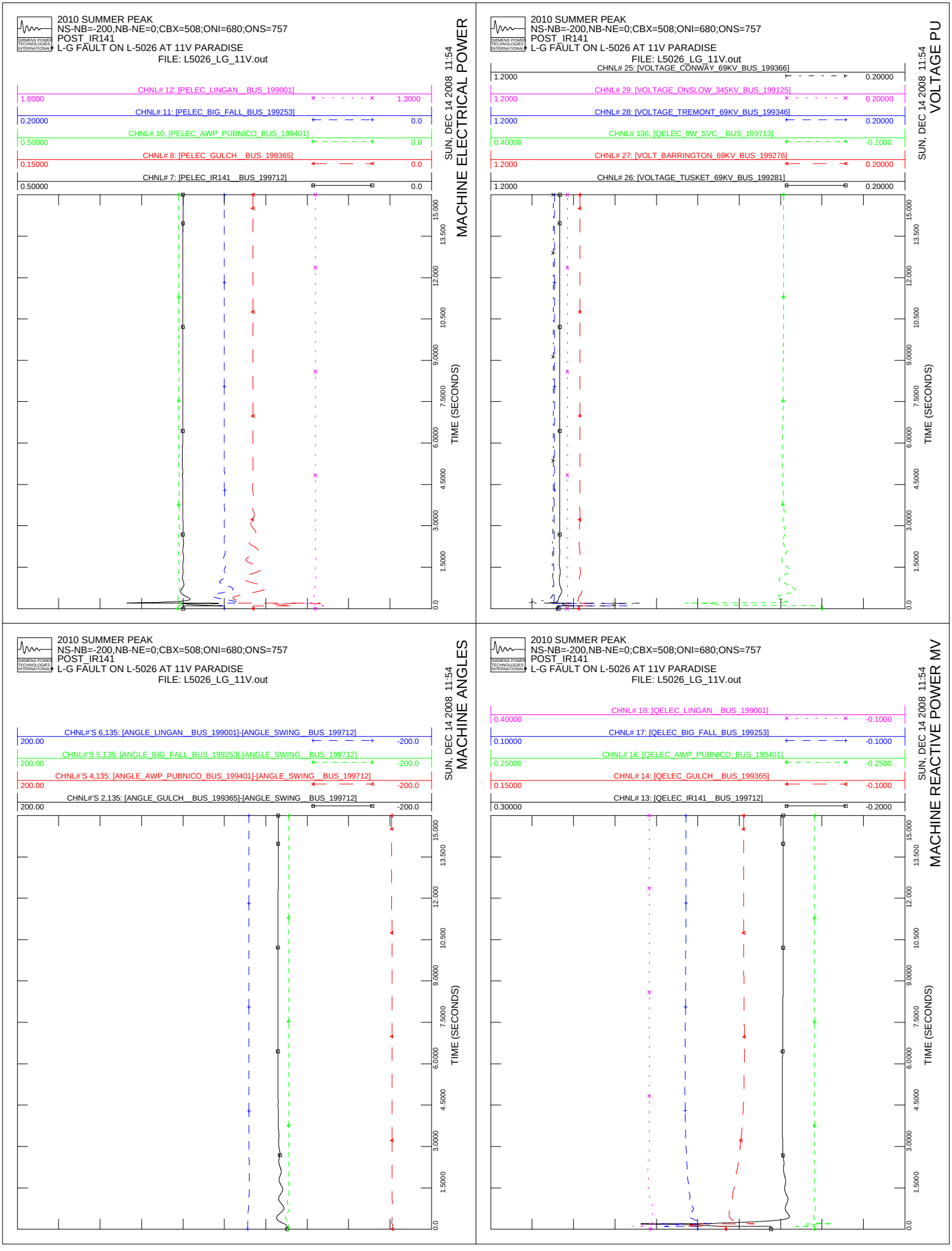

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

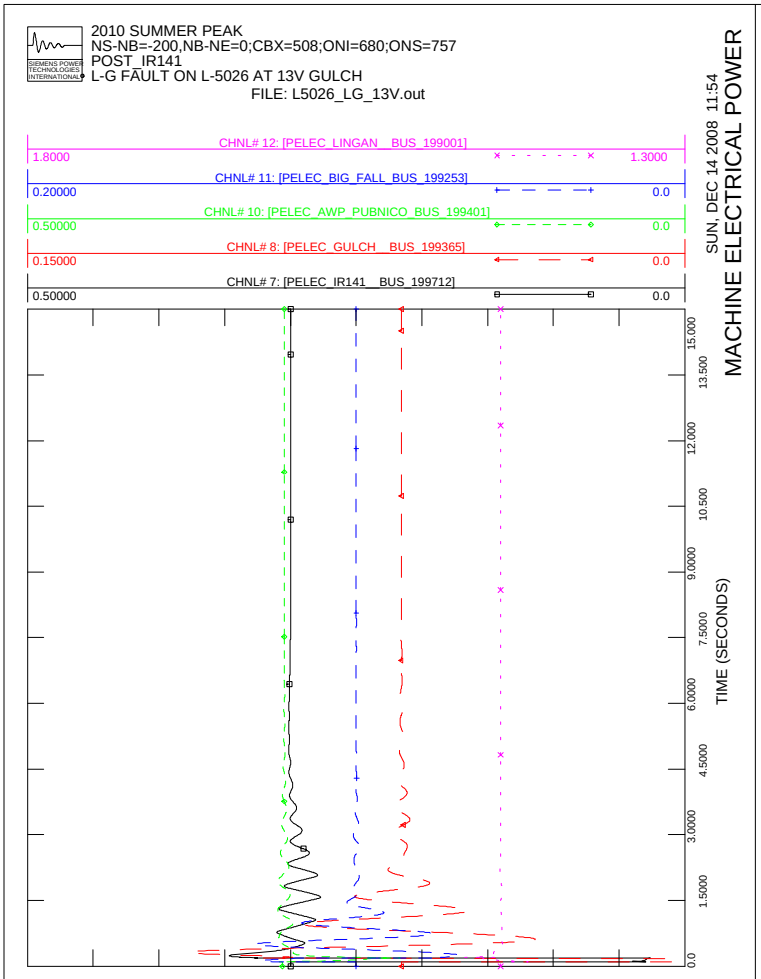

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)

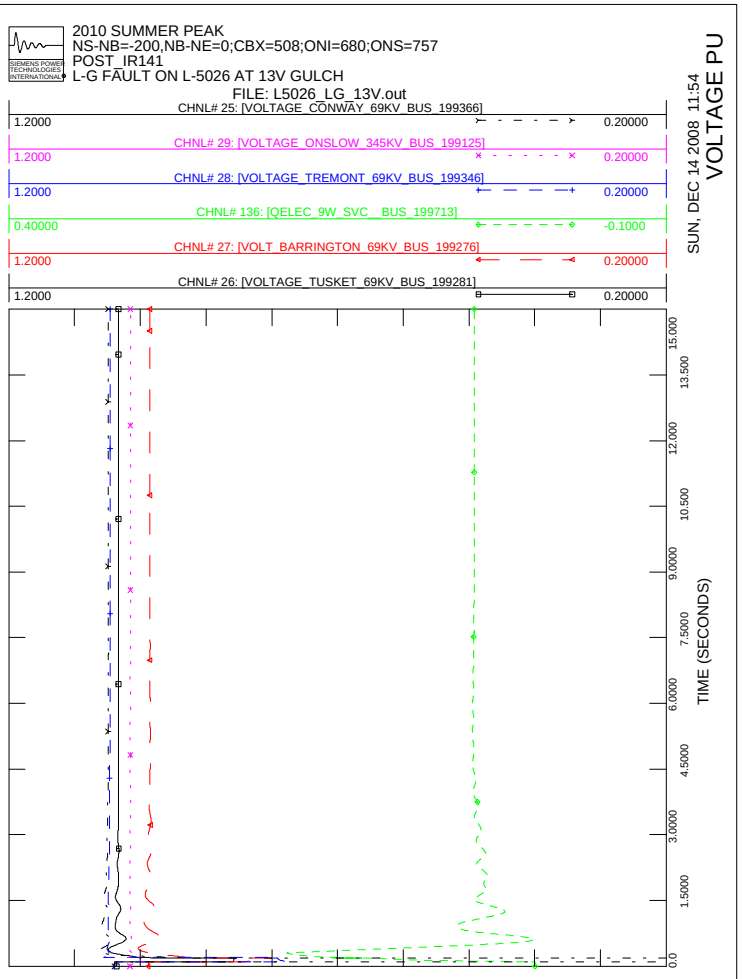

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)

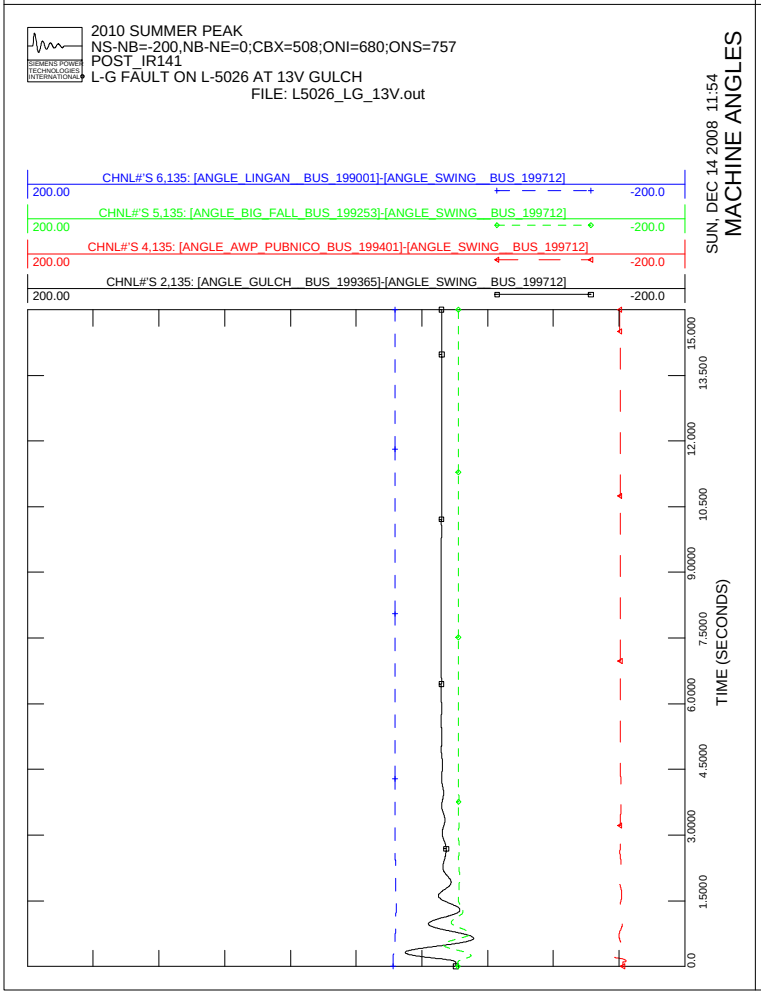

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)

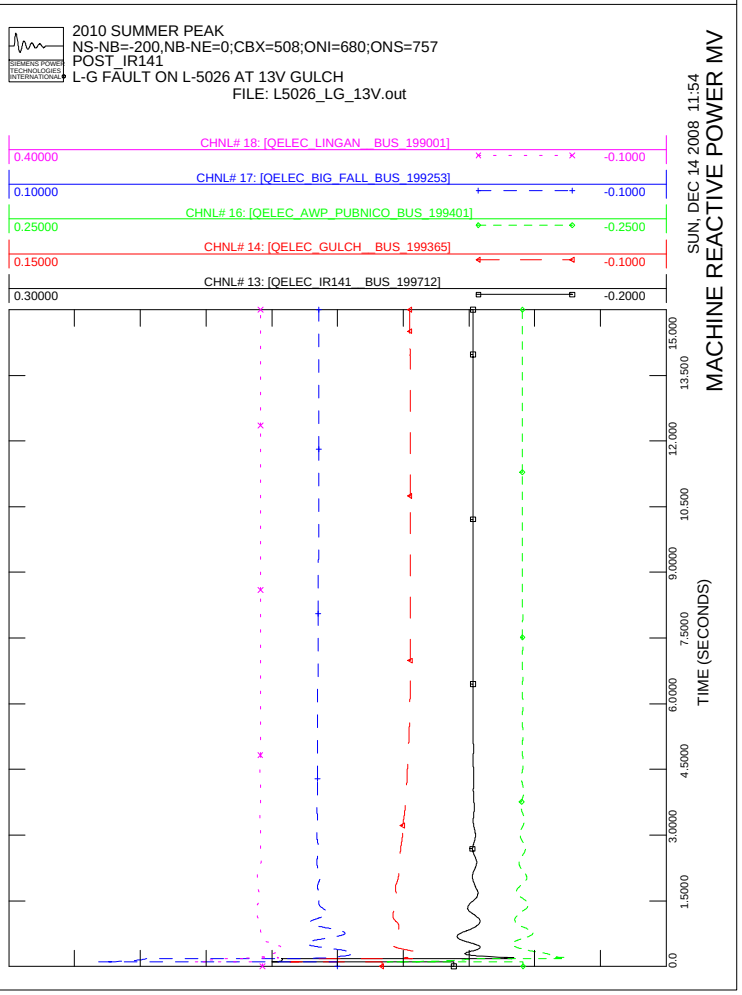

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)

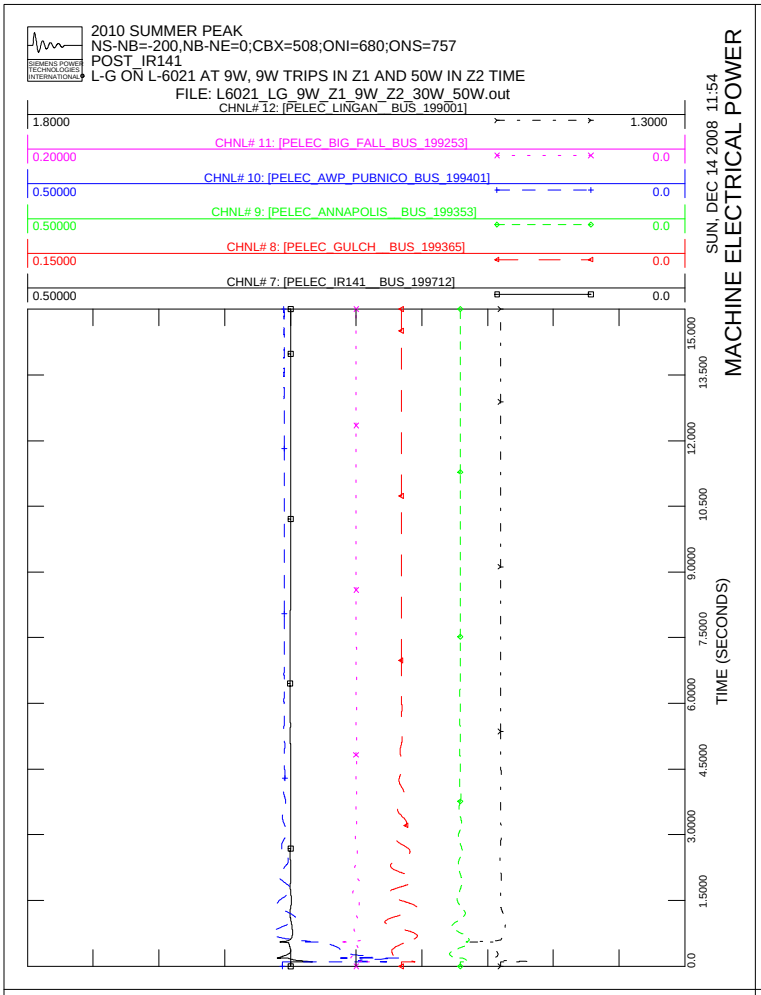

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

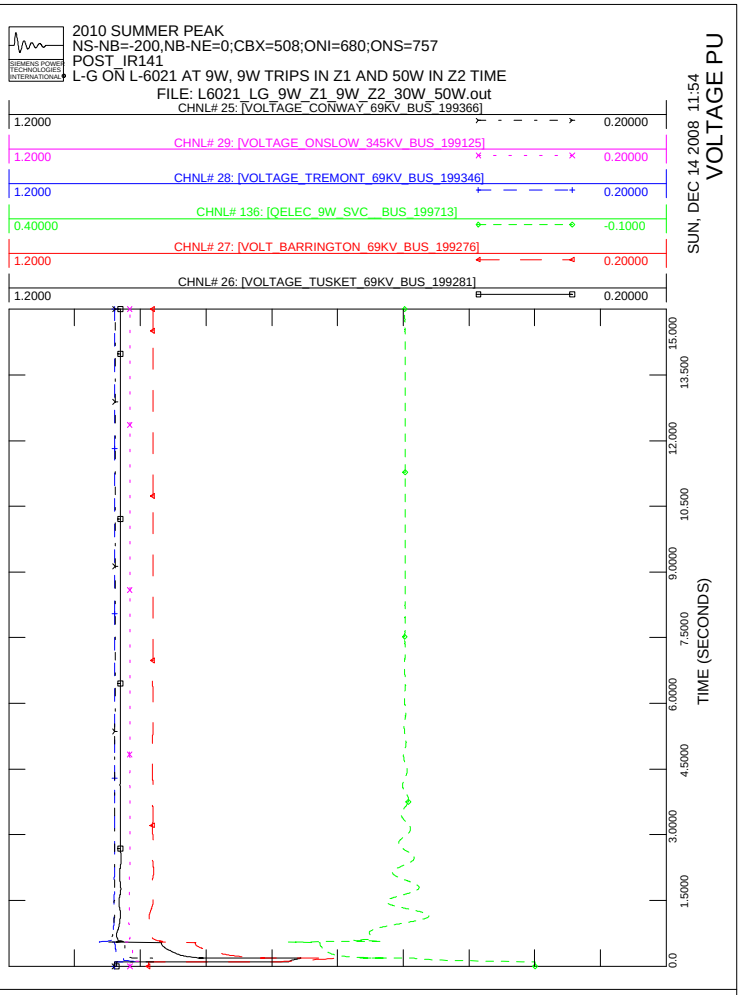

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

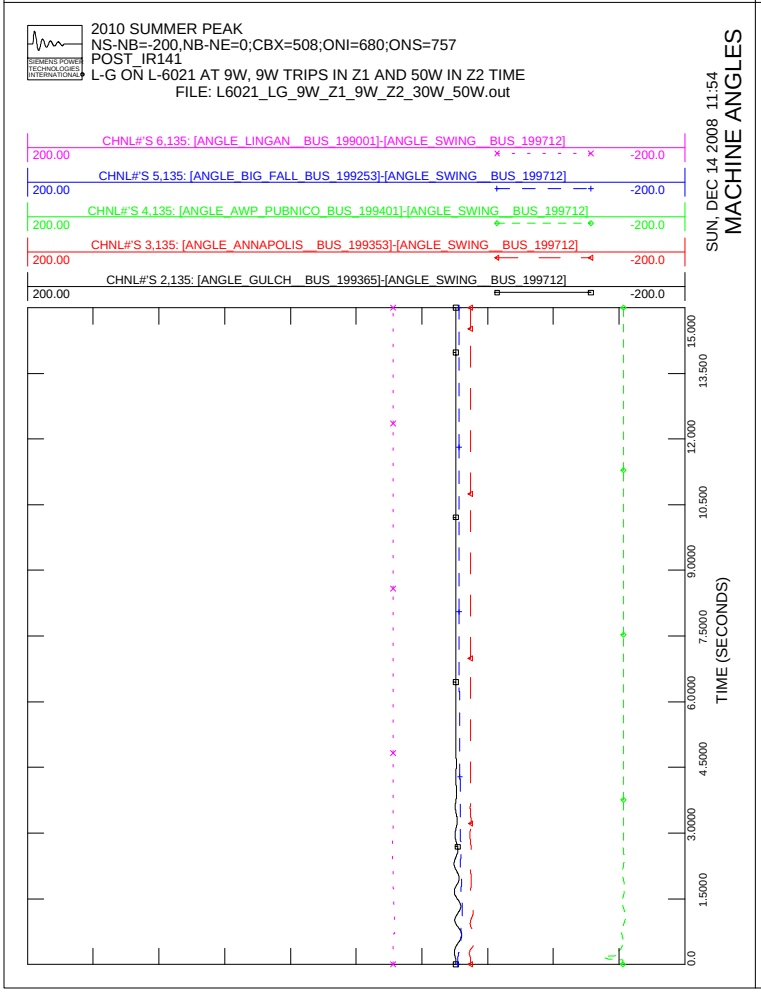

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

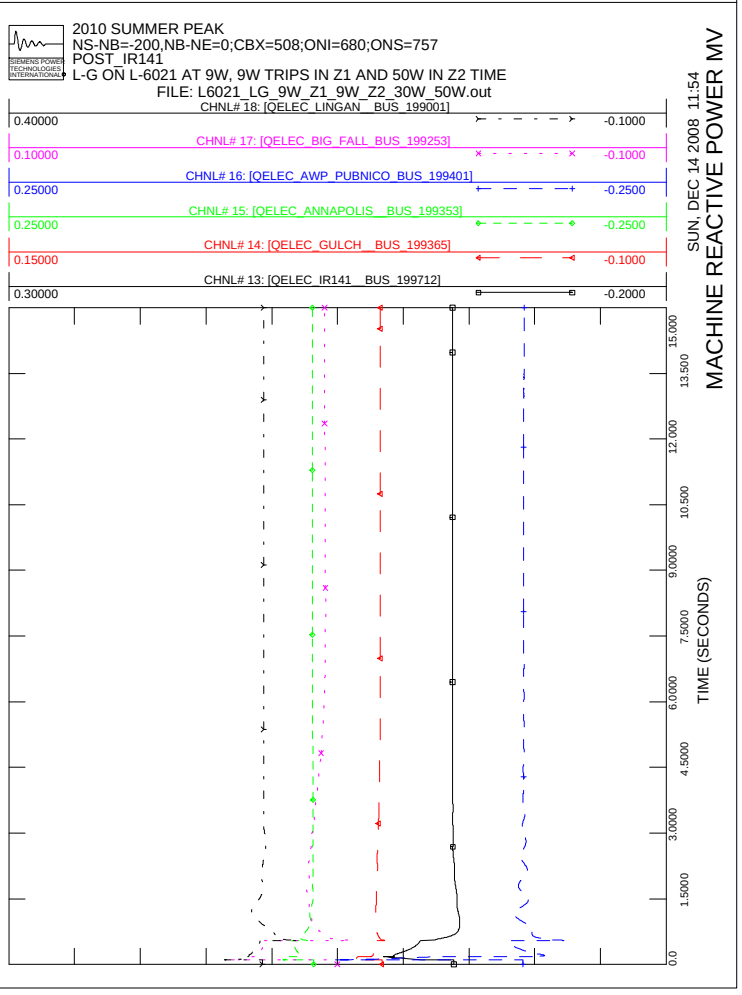

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

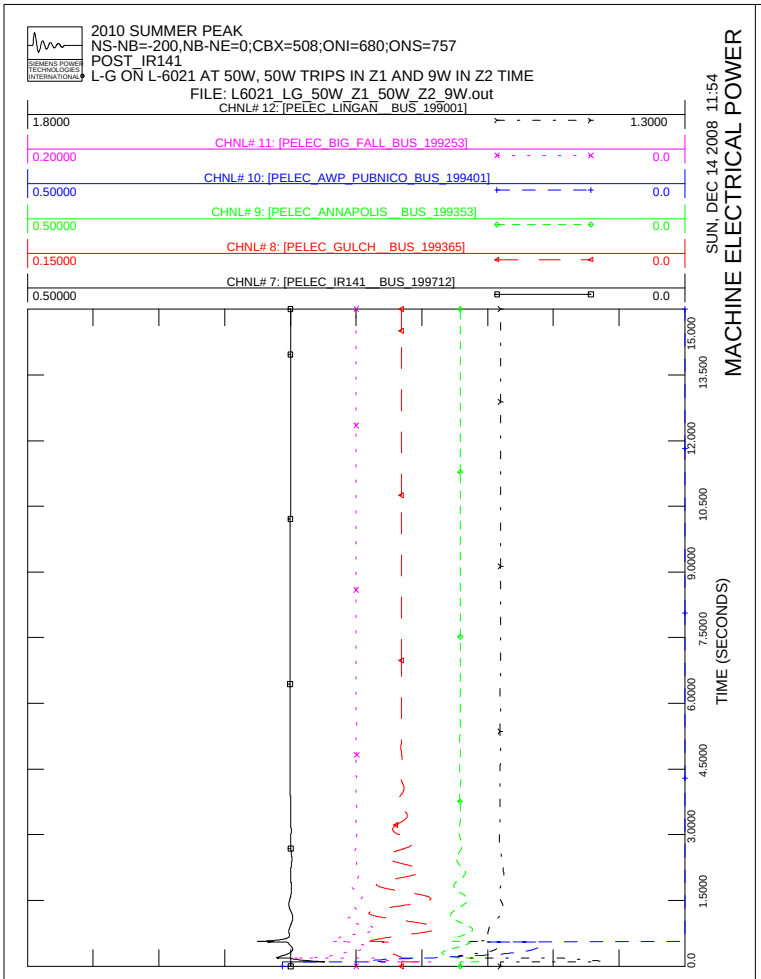

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

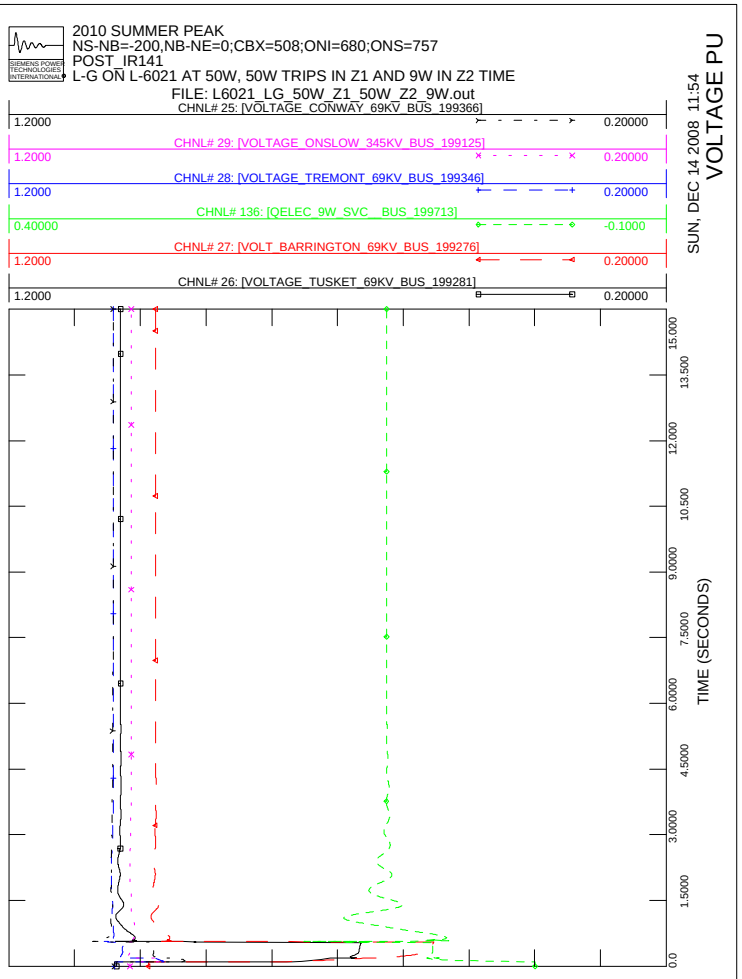

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

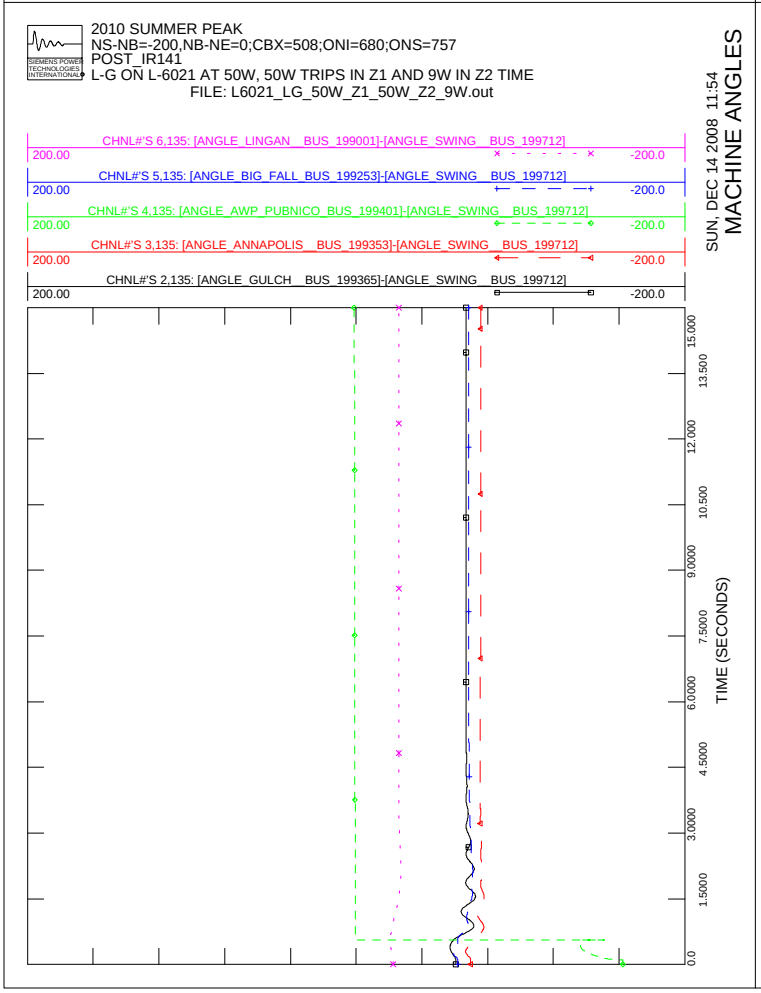

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

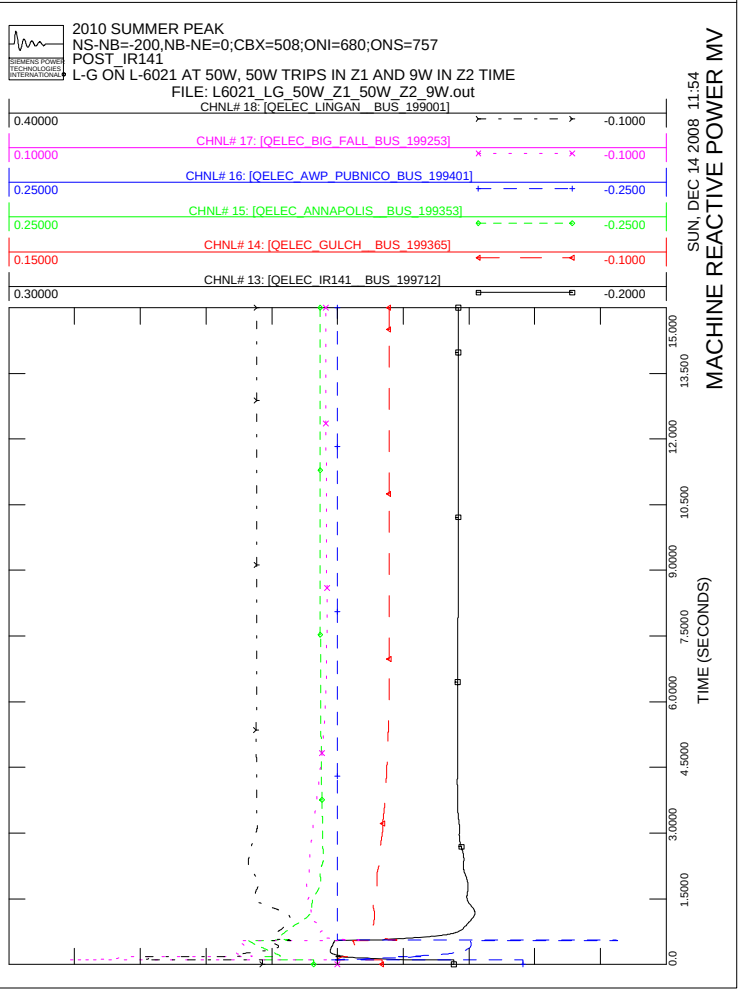

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

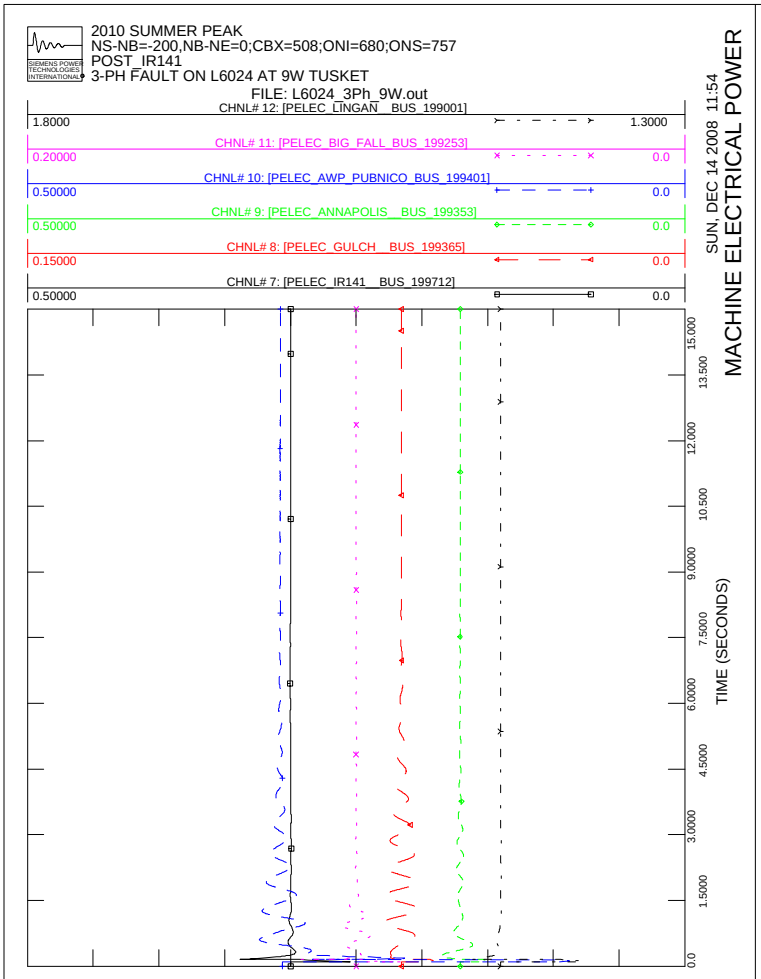

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

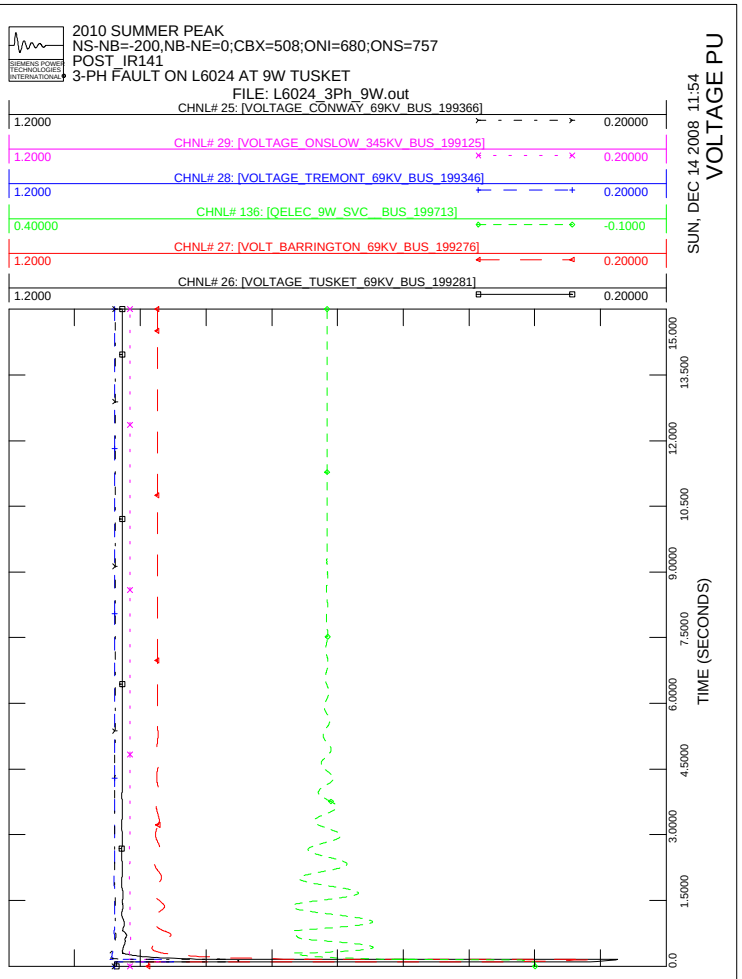

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

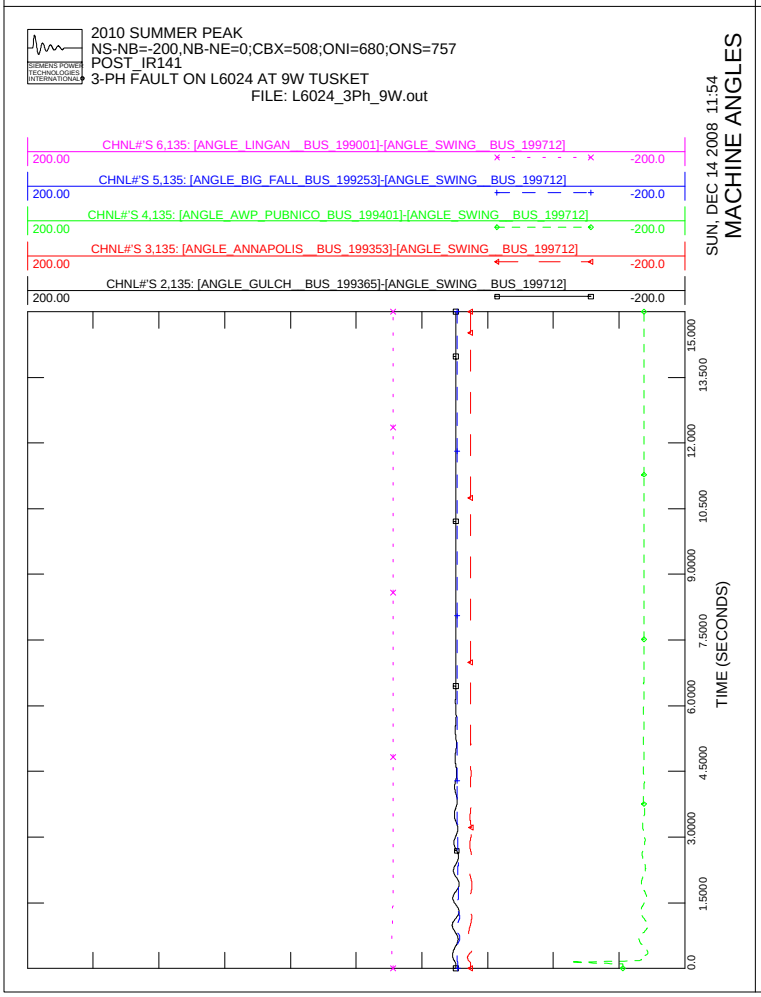

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

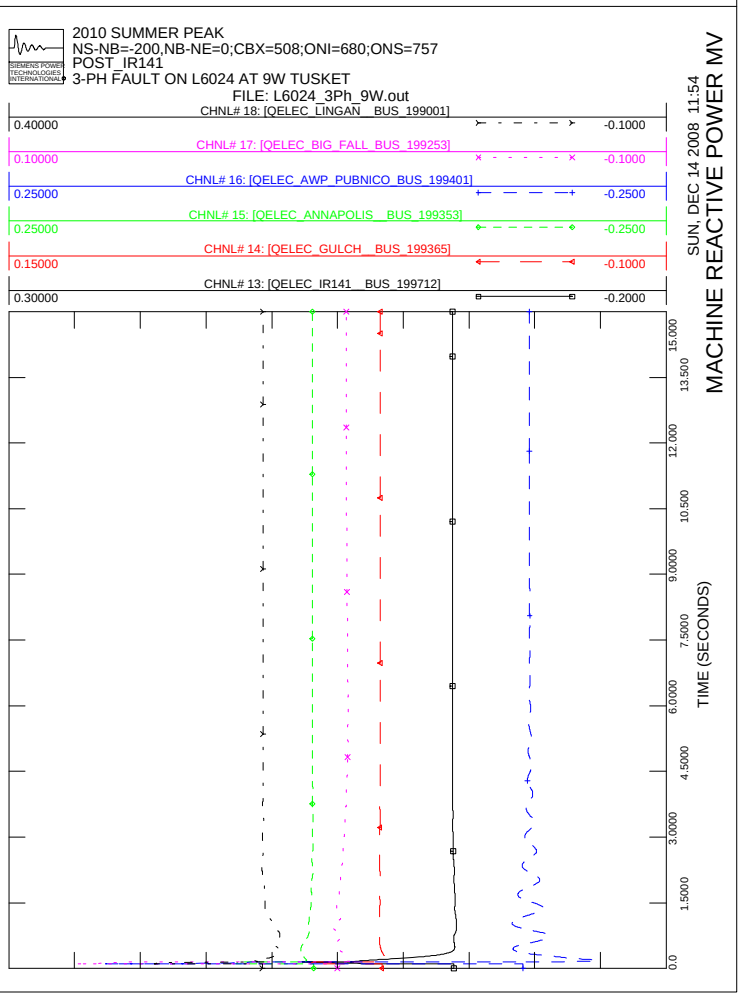

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

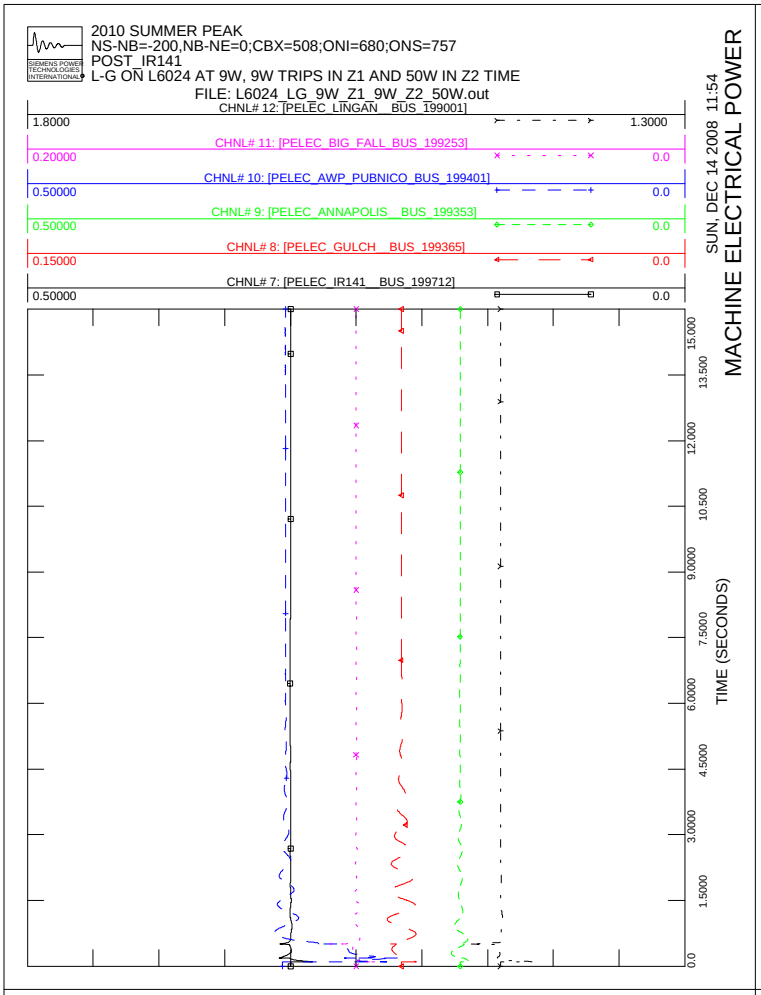

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

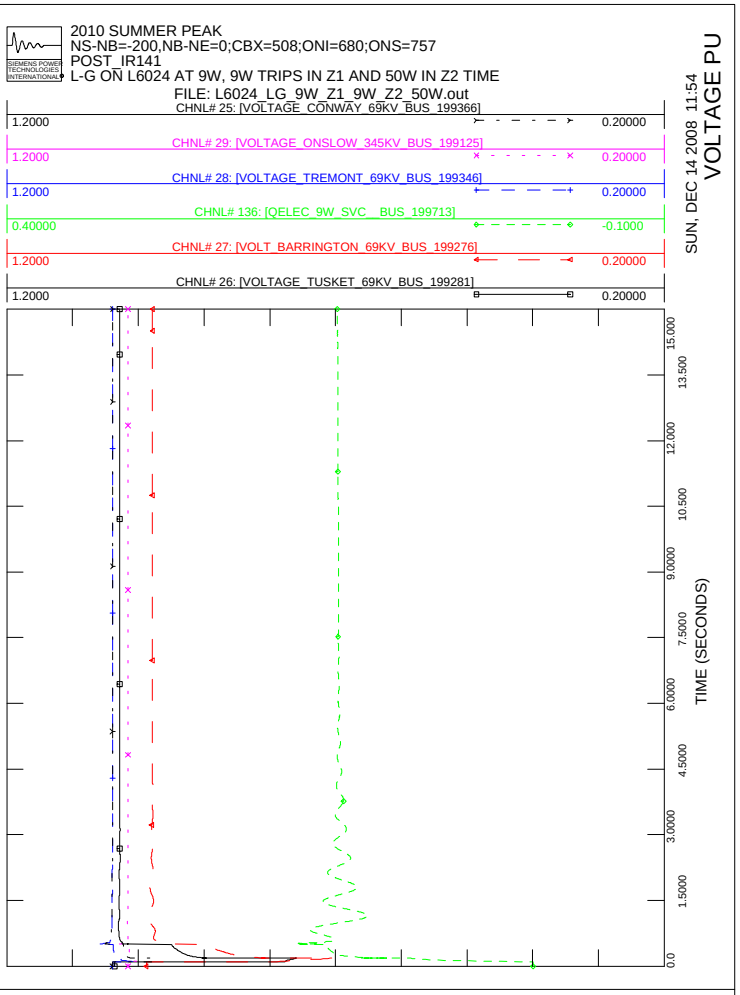

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

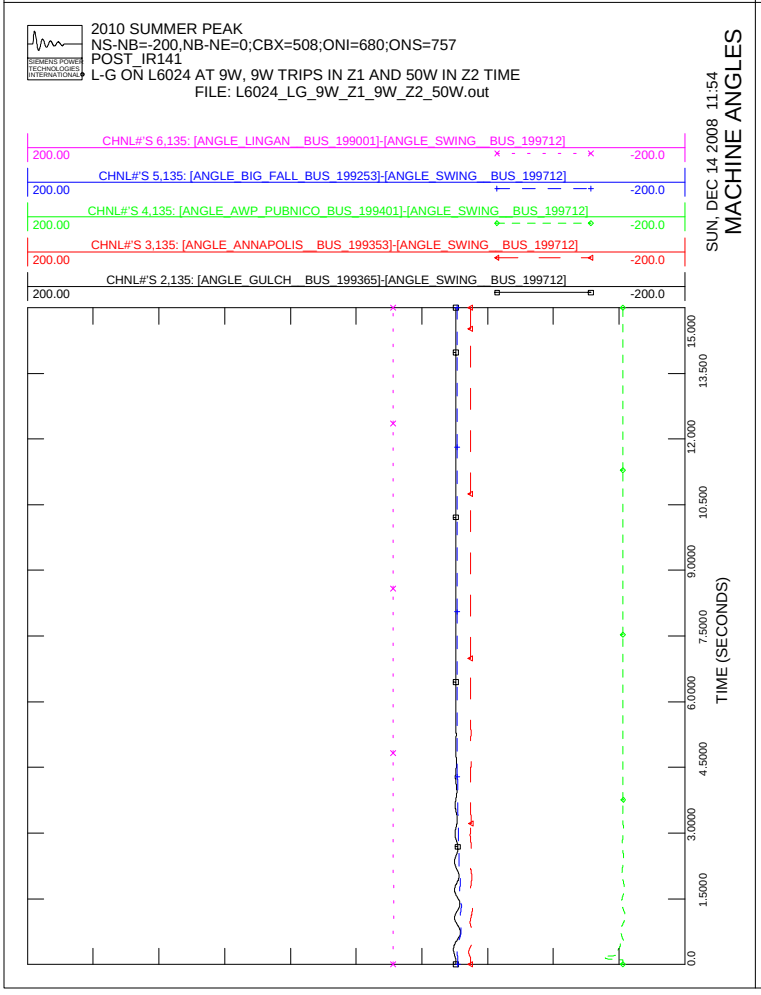

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

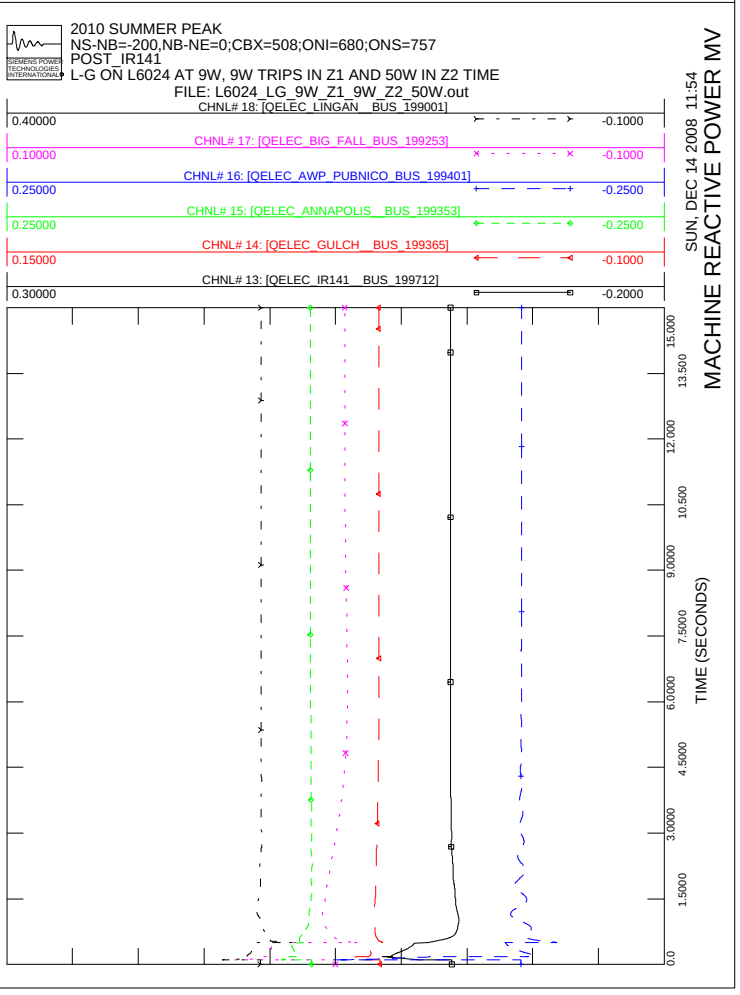

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

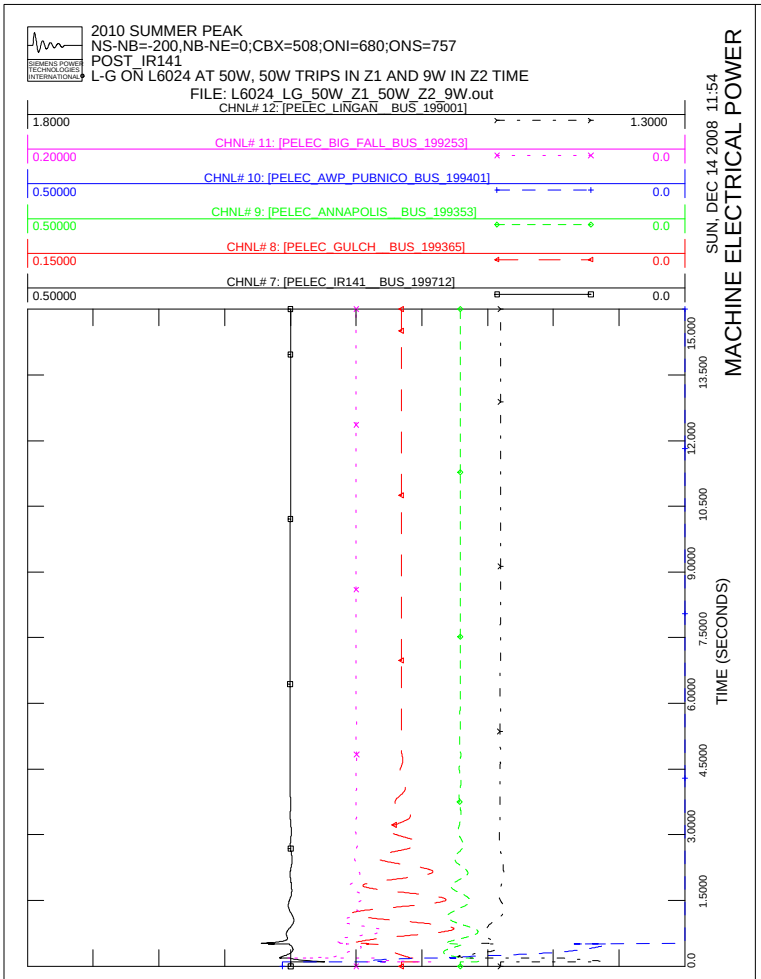

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

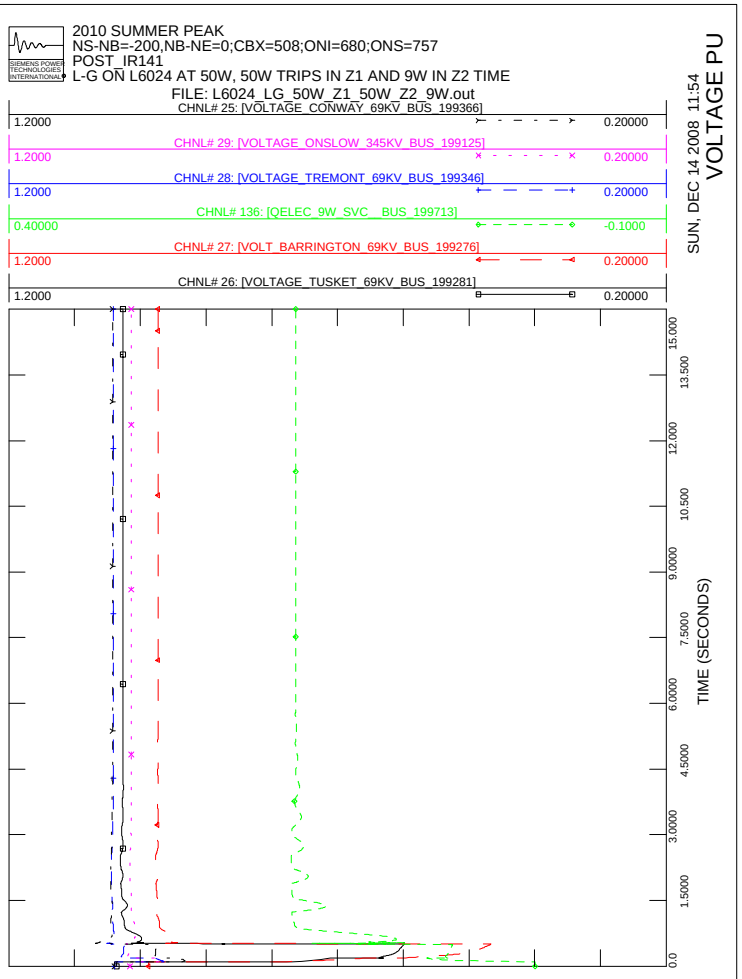

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

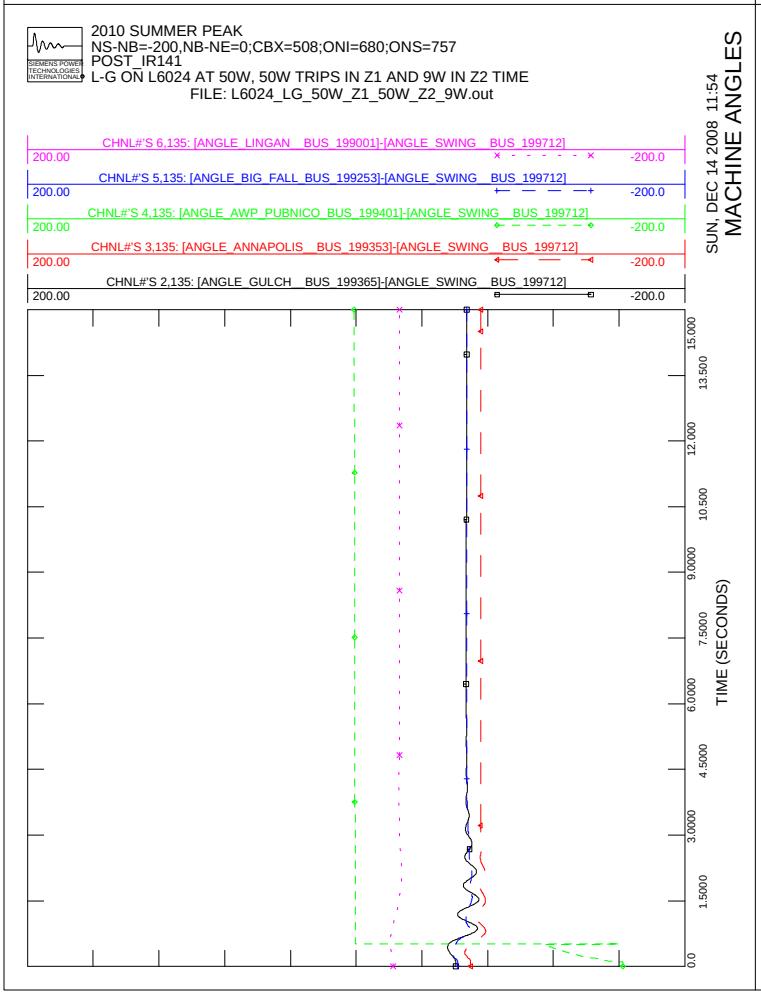

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

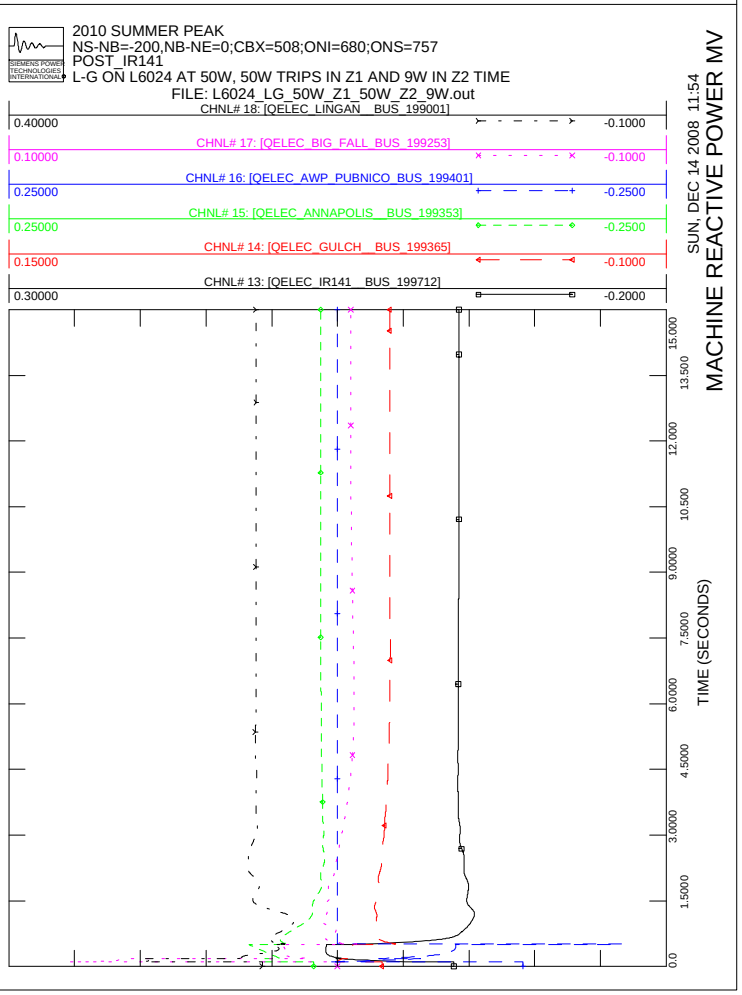

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

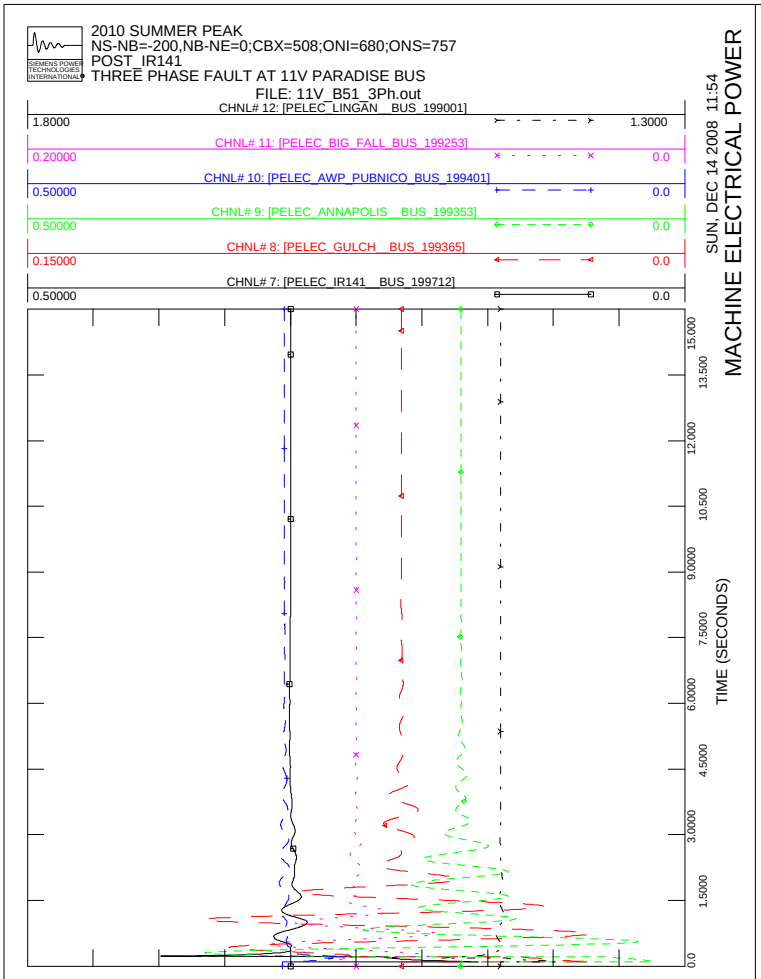

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

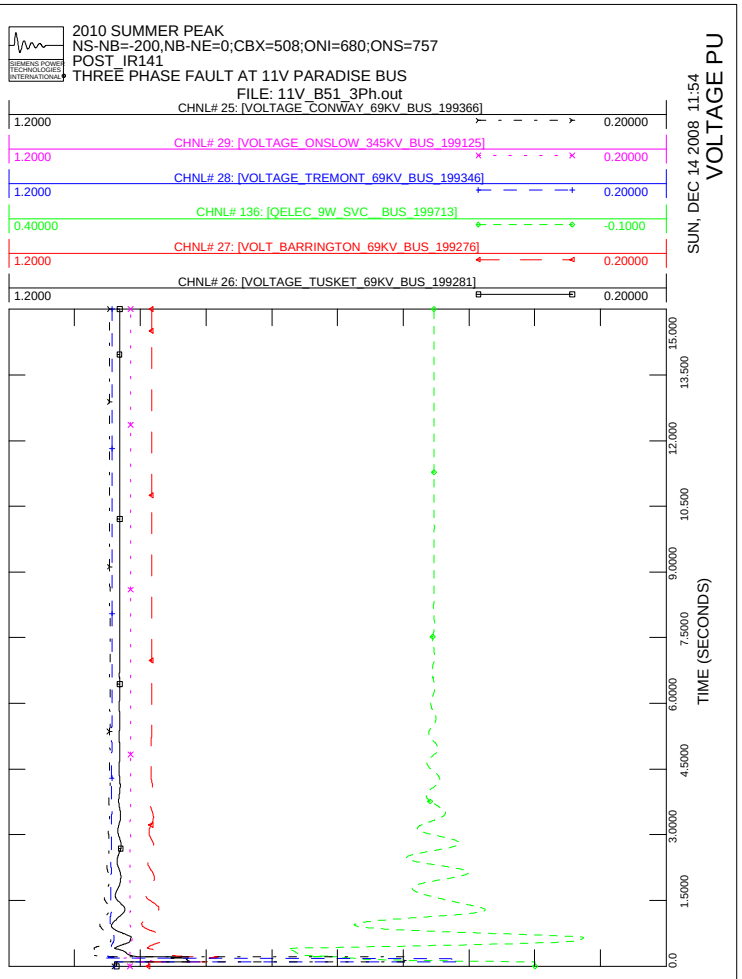

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

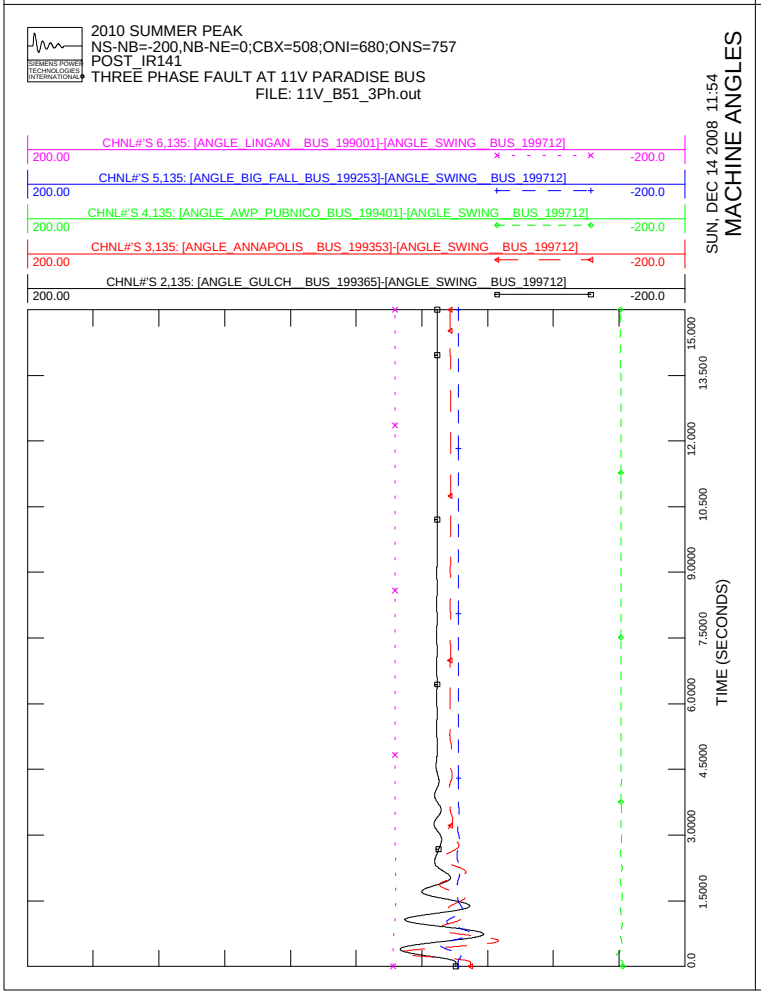

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

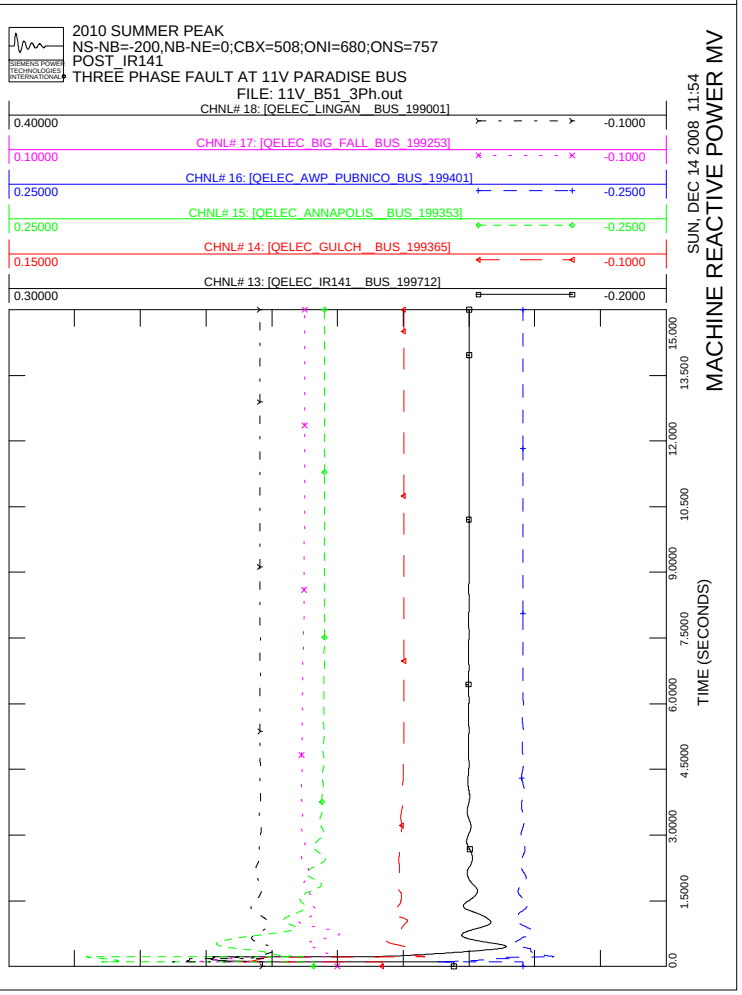

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

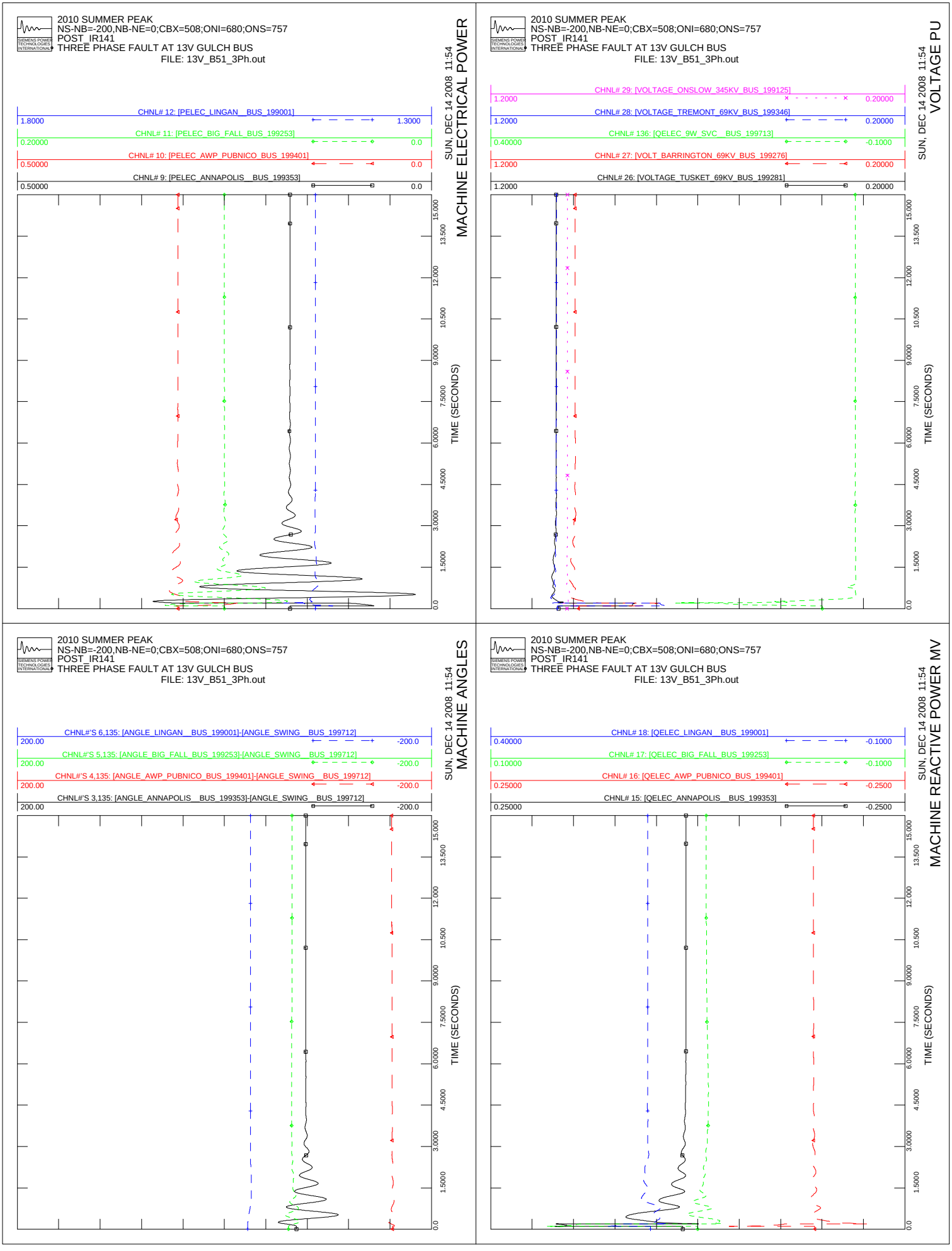

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

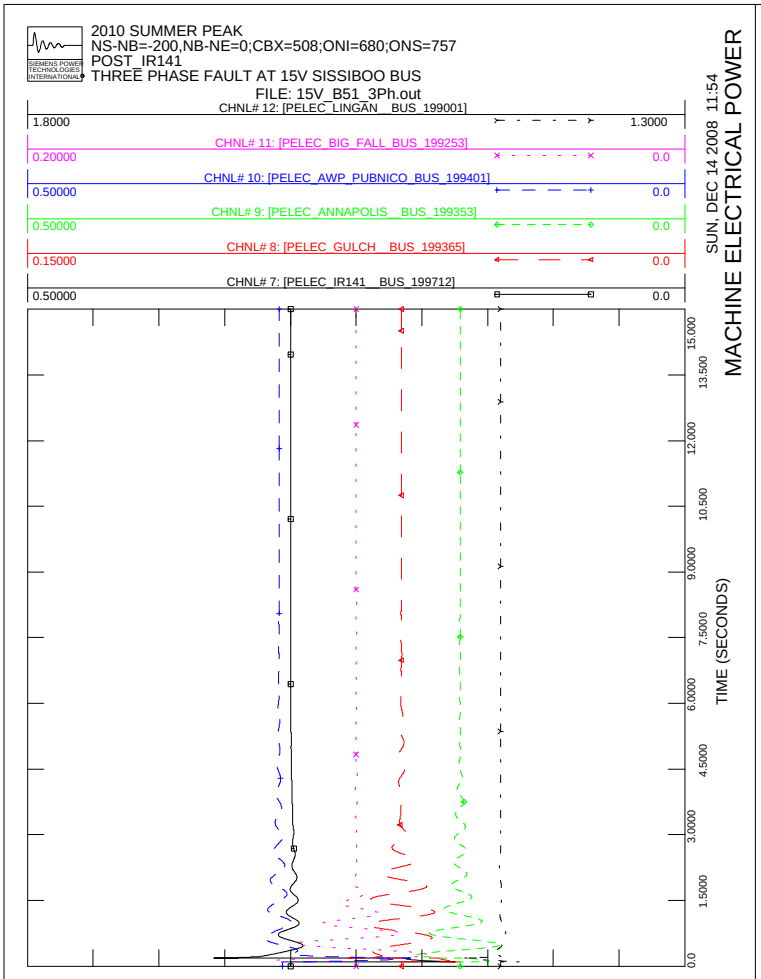

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

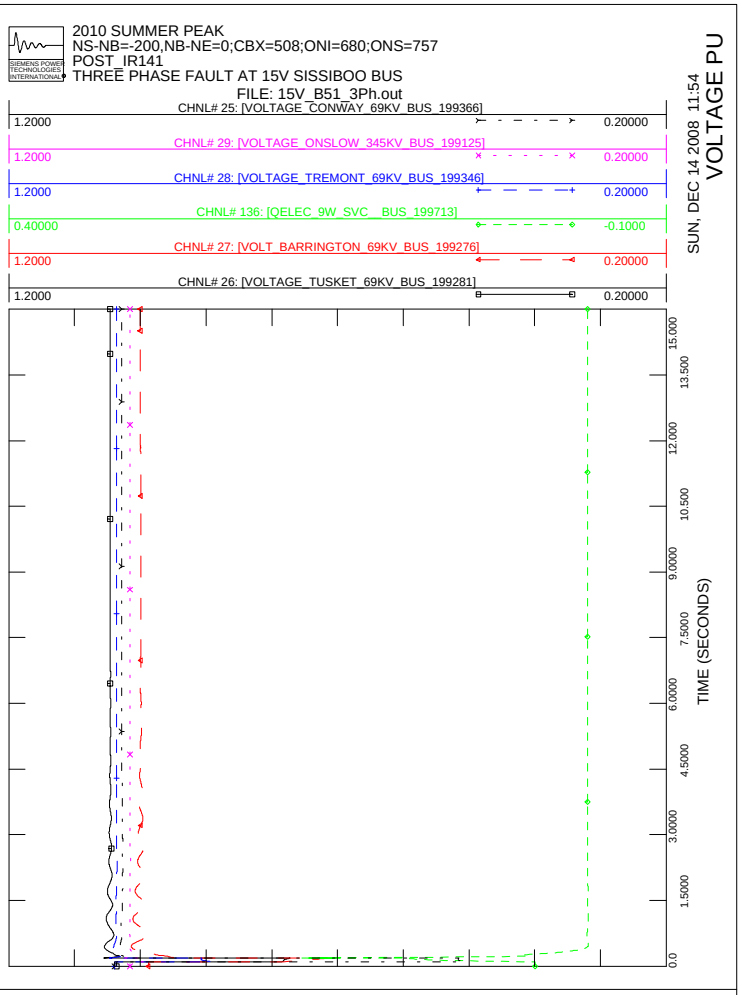

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

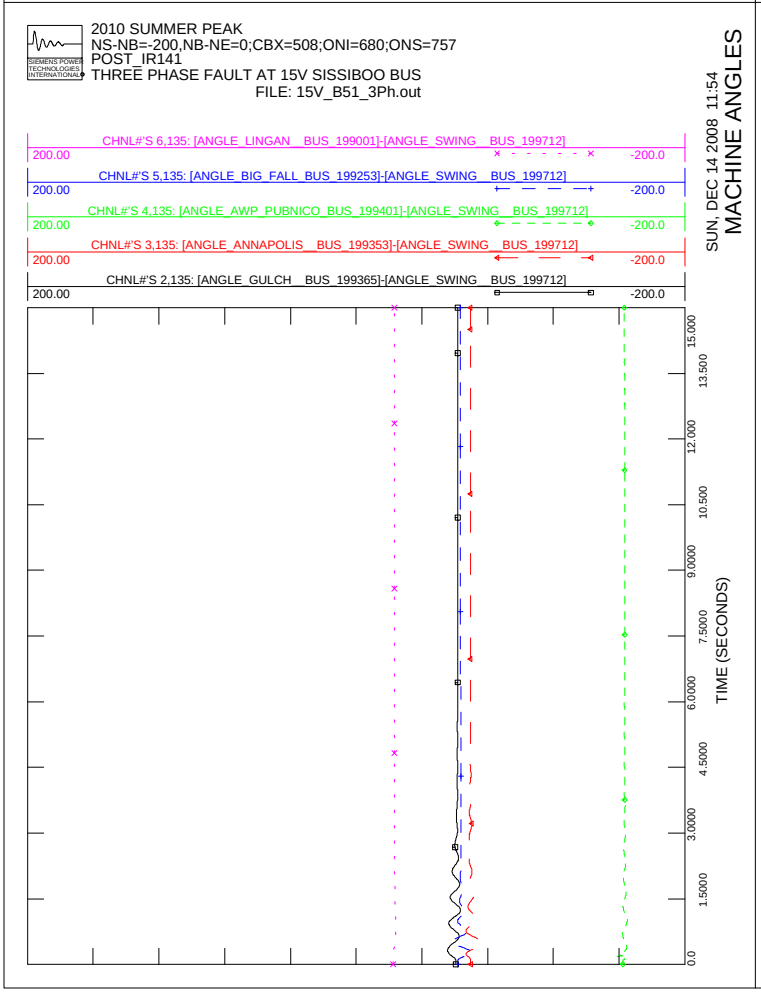

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

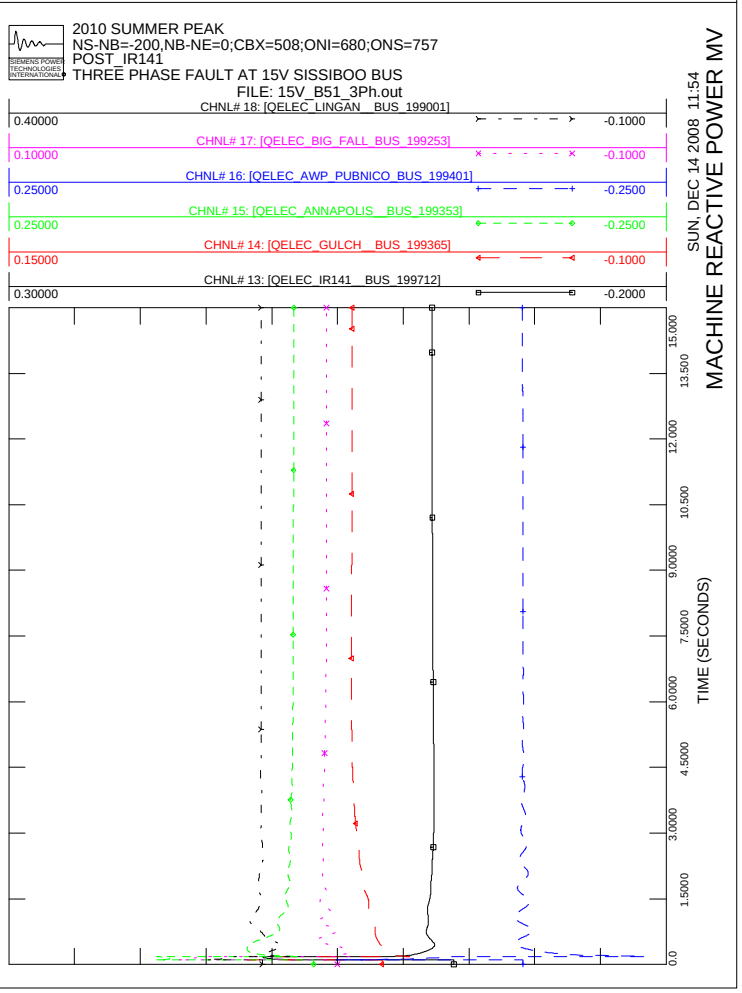

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

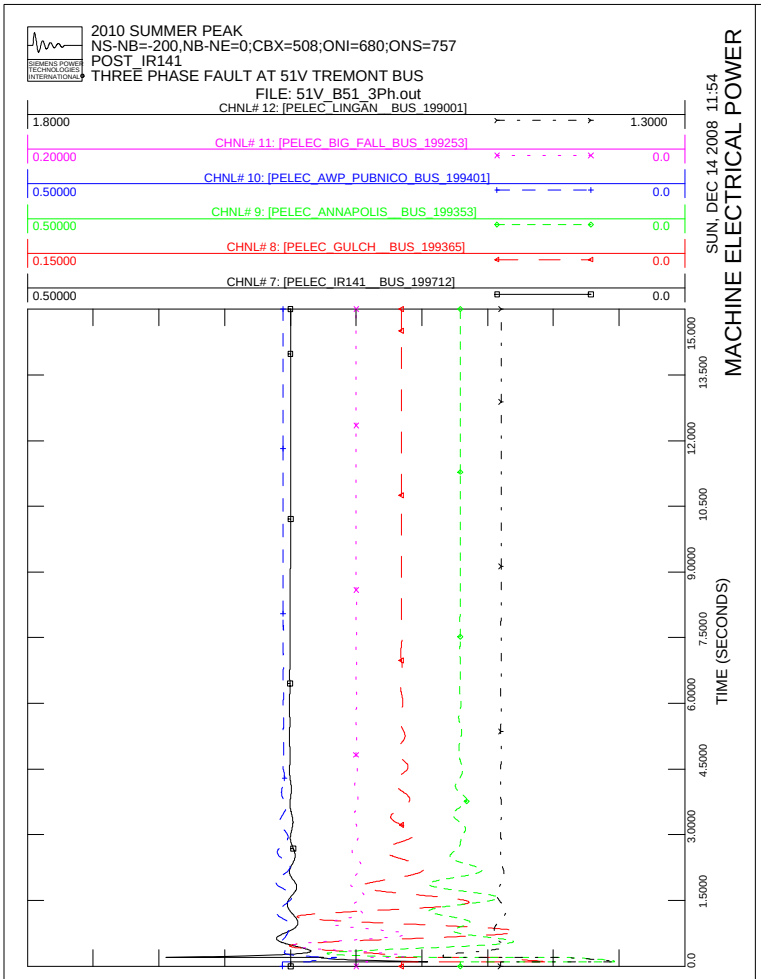

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
TIME (SECONDS)
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:54
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:54
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
TIME (SECONDS)

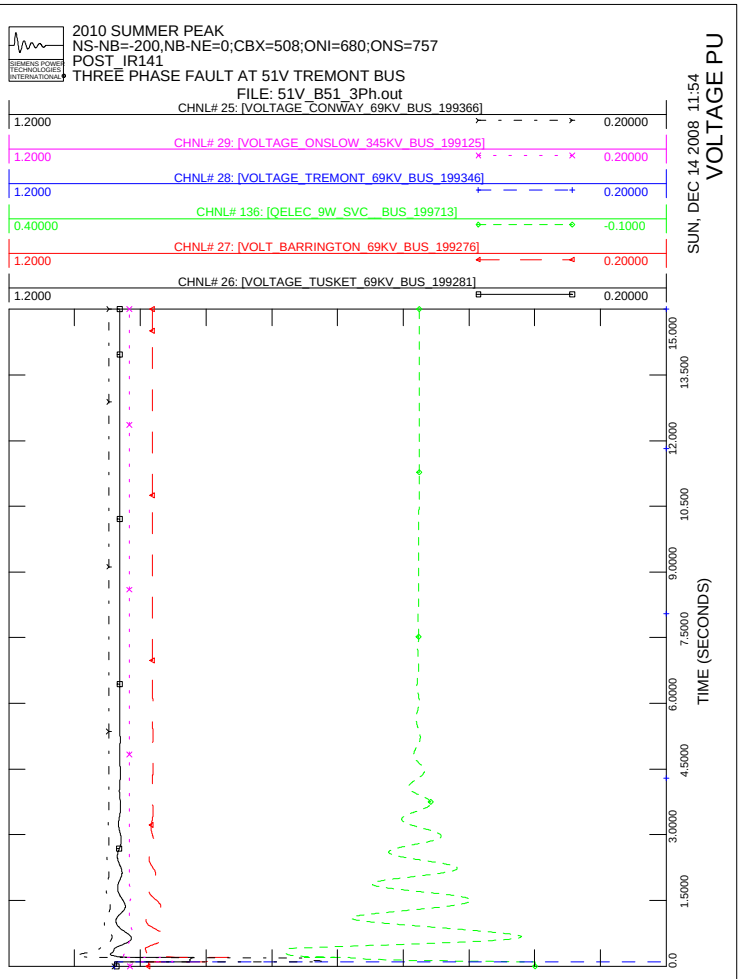

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)

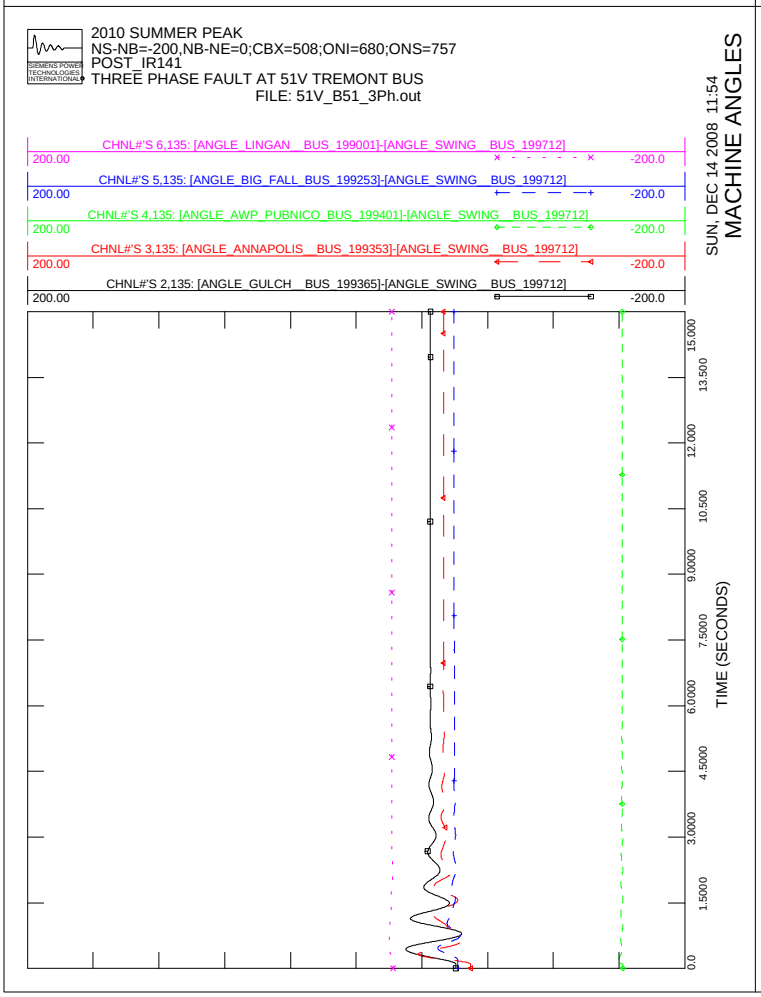

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)

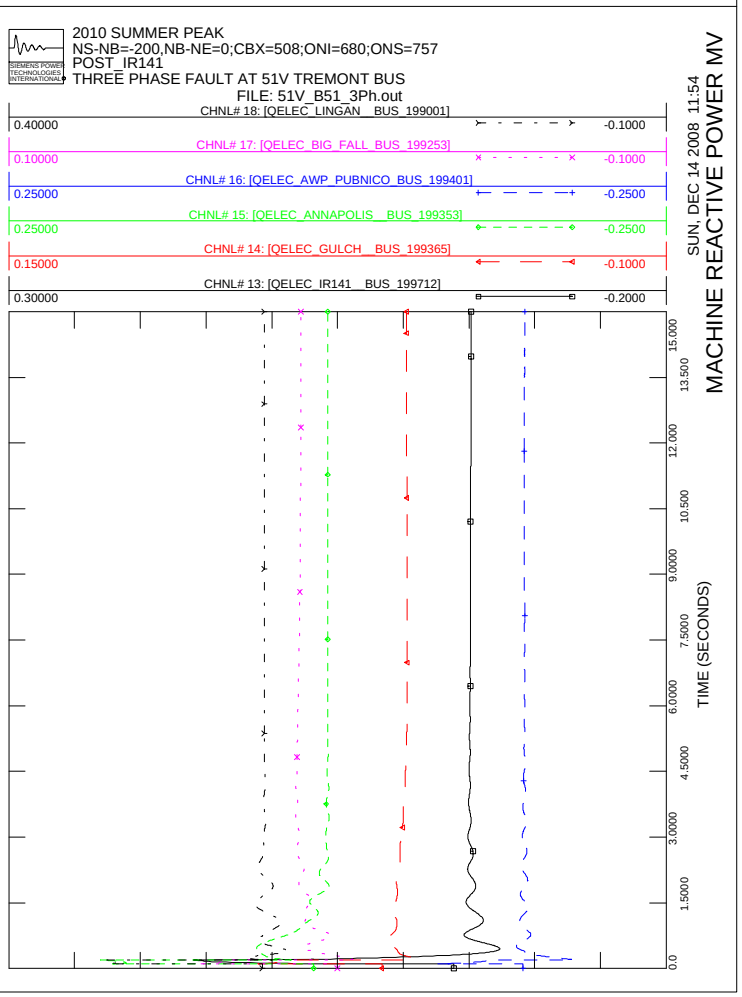

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)

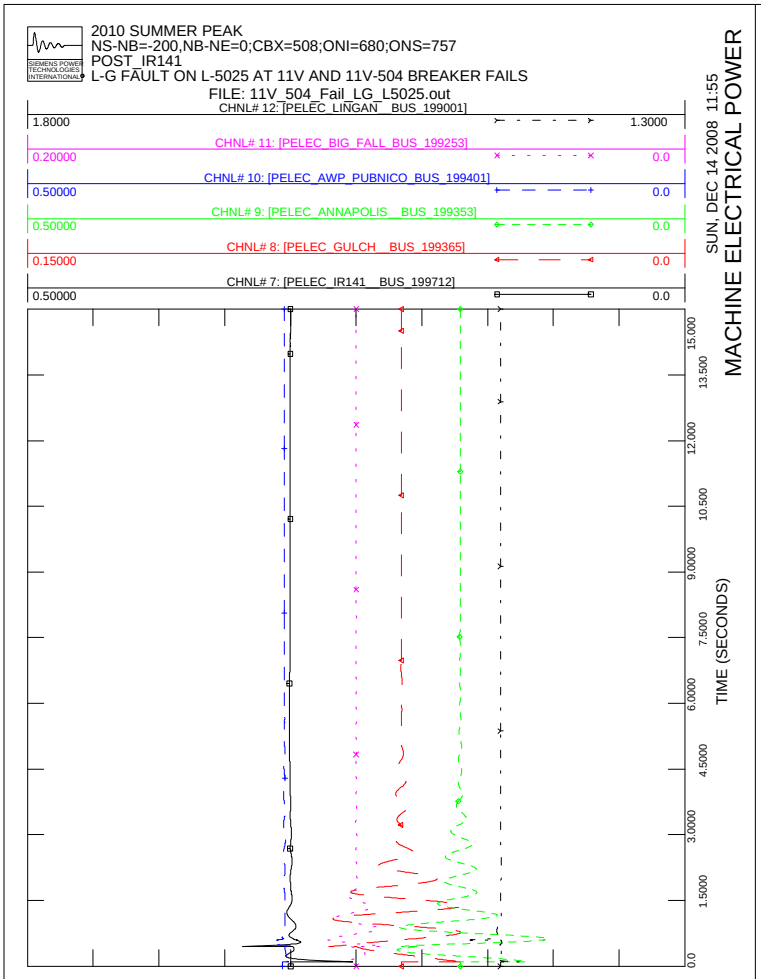

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)

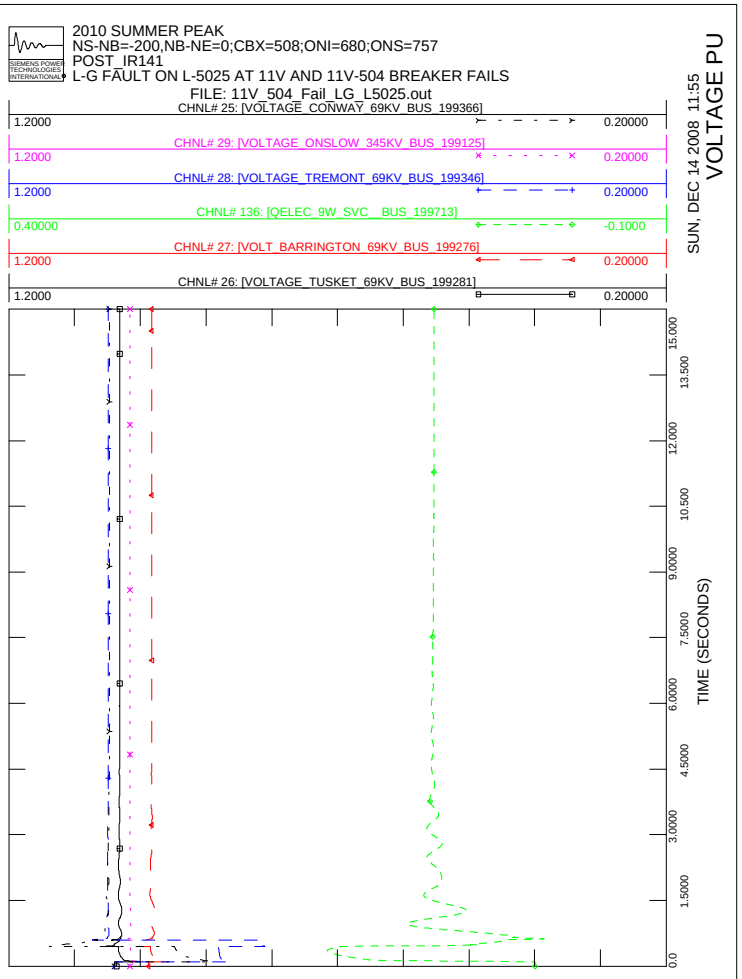

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:54
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

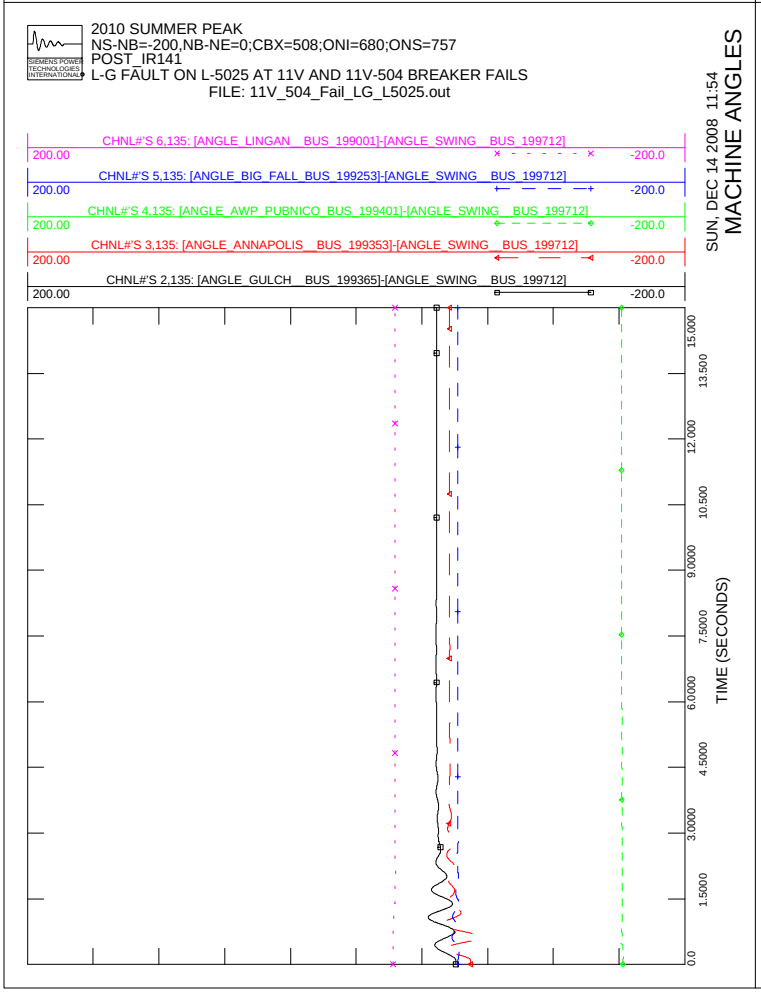

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:54
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

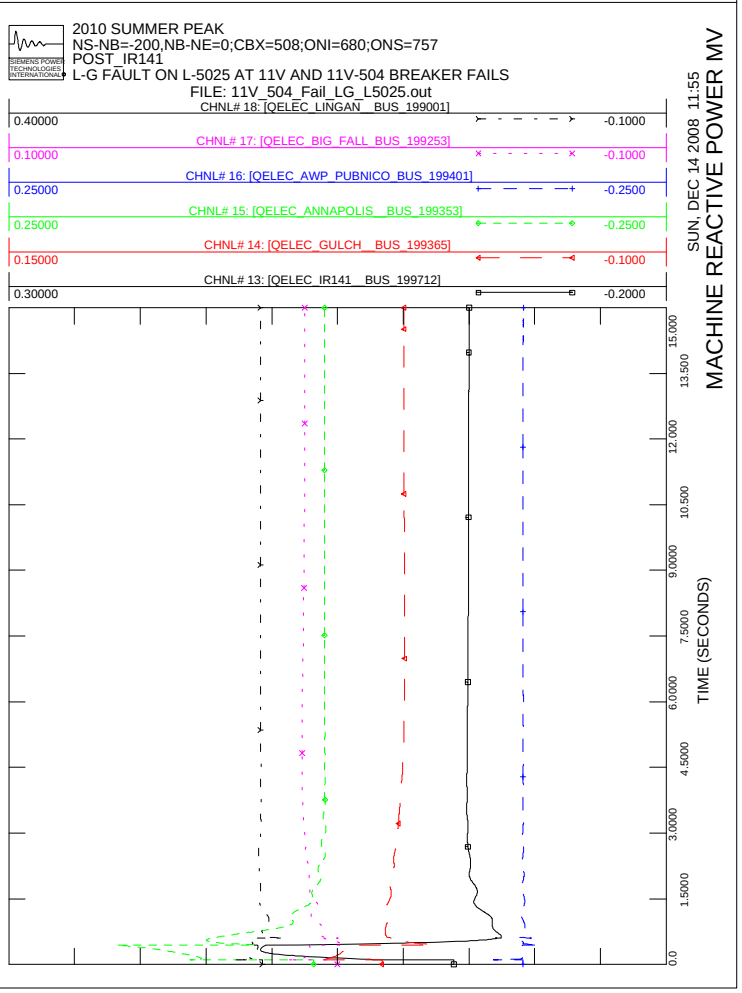

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

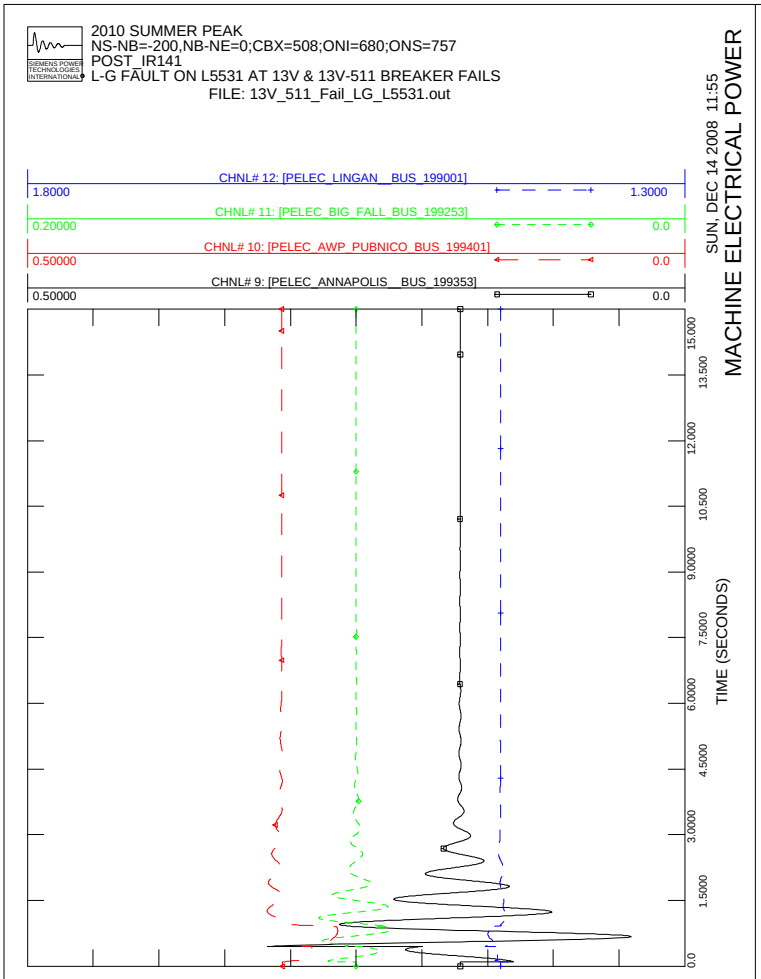

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:54
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

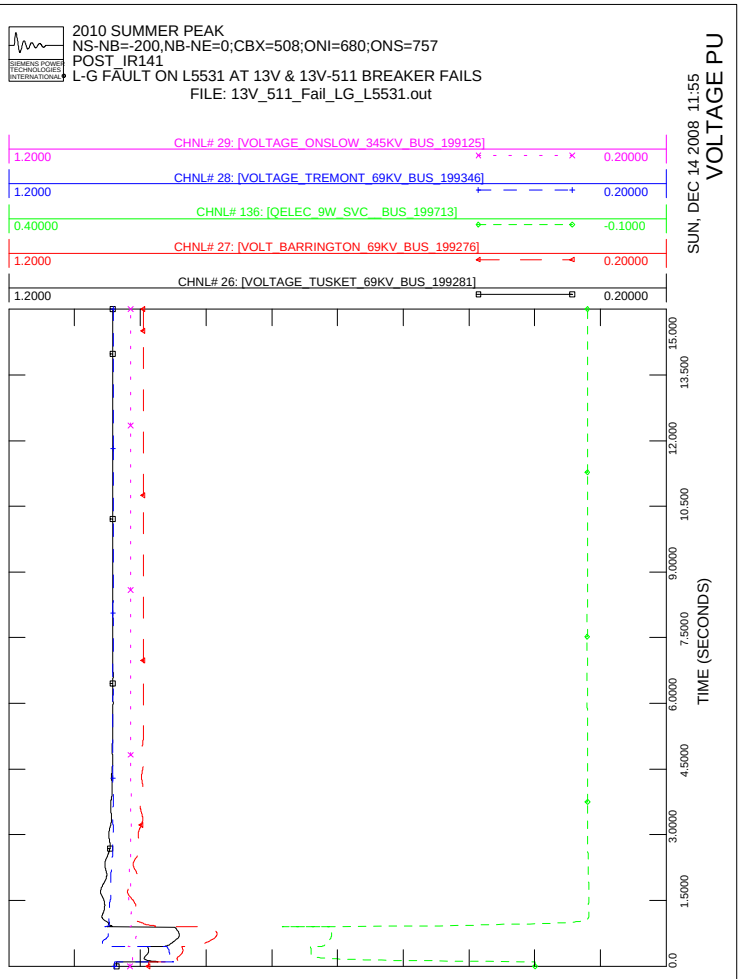

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:55
MACHINE ELECTRICAL POWER
TIME (SECONDS)

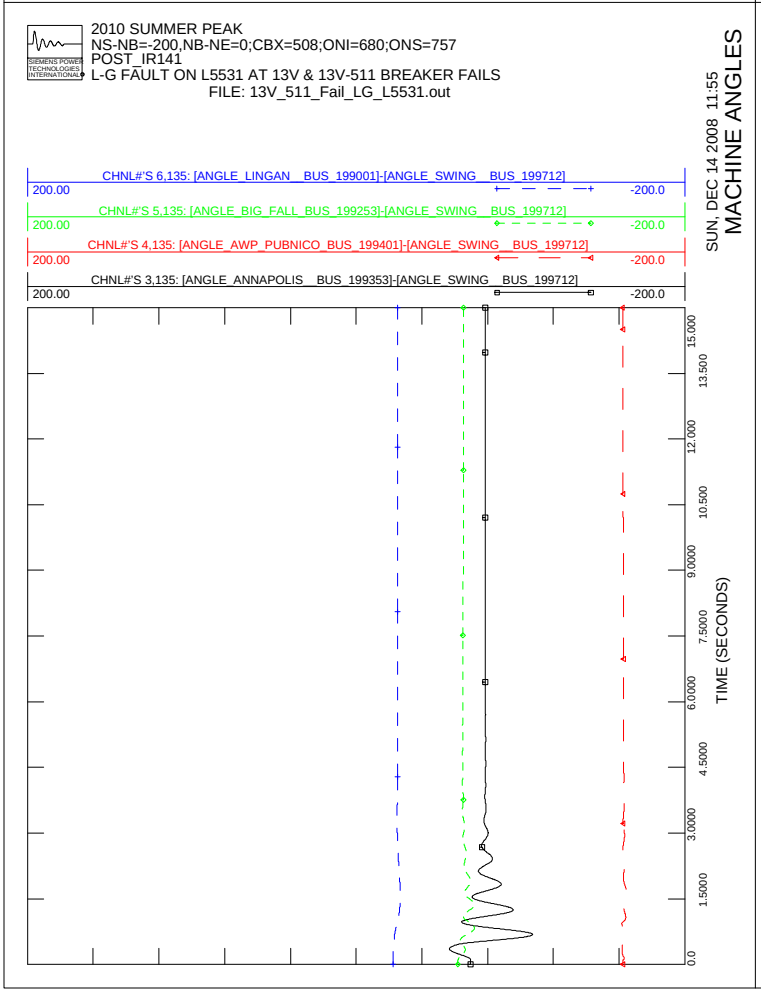

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:55
VOLTAGE PU
TIME (SECONDS)

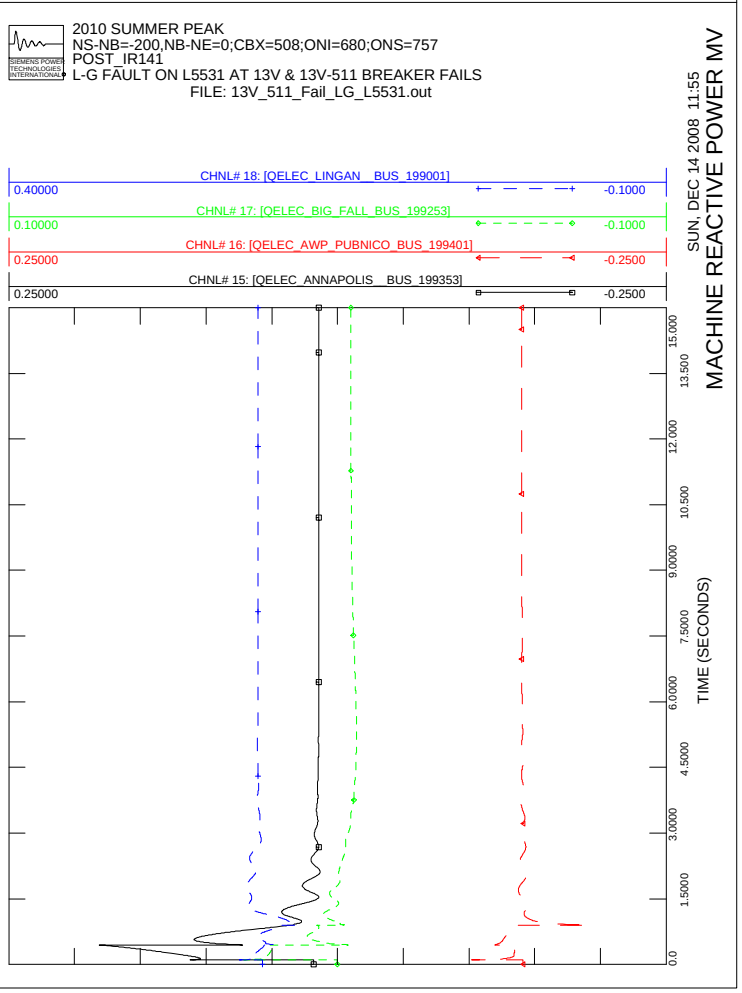

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:54
MACHINE ANGLES
TIME (SECONDS)

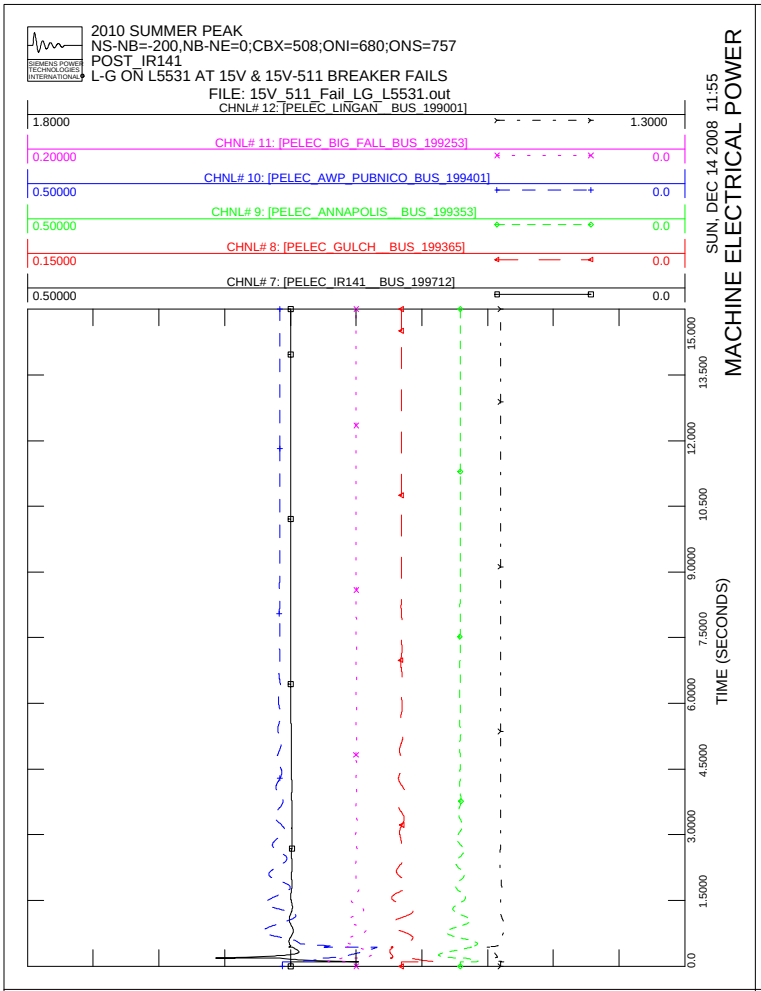

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:55
MACHINE REACTIVE POWER MV
TIME (SECONDS)

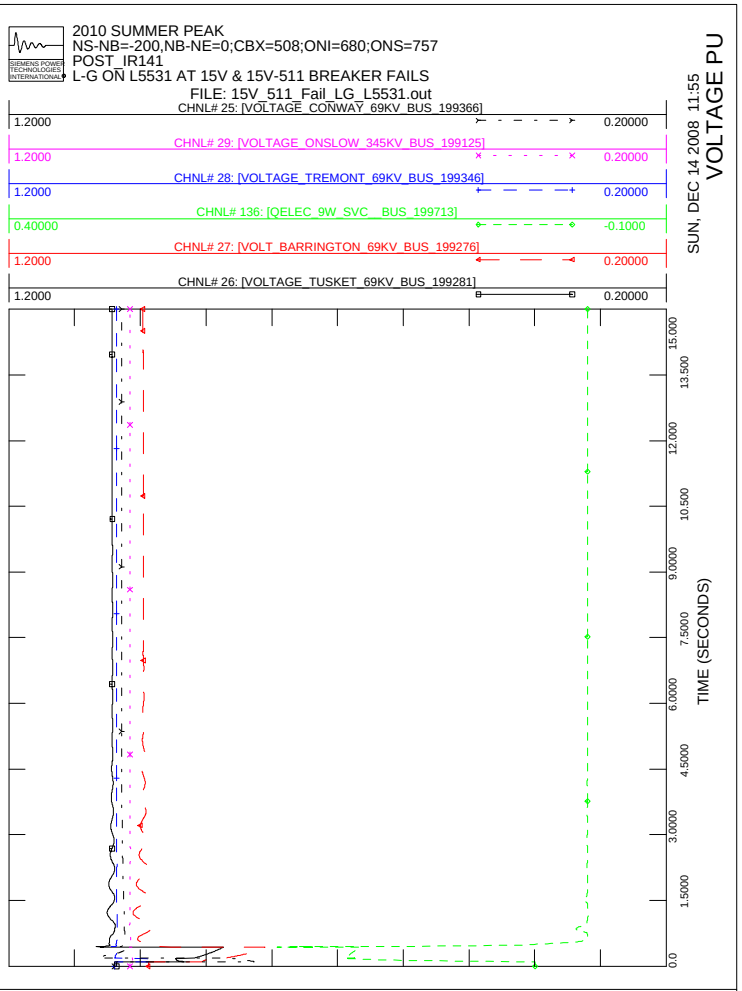

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:55
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

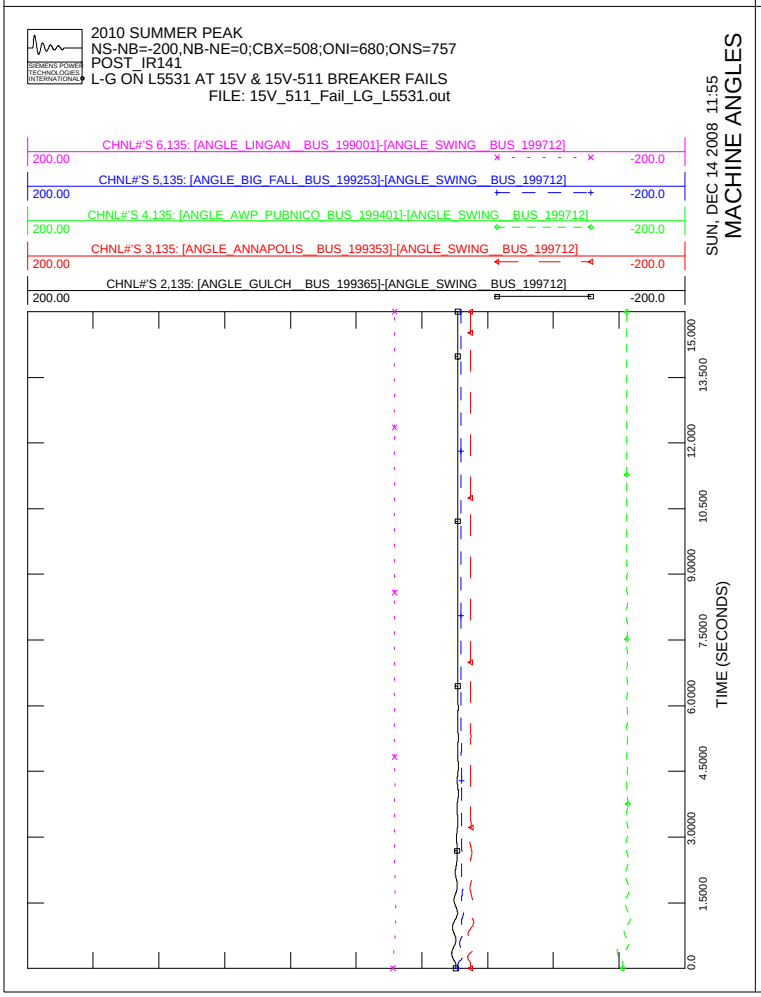

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:55
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

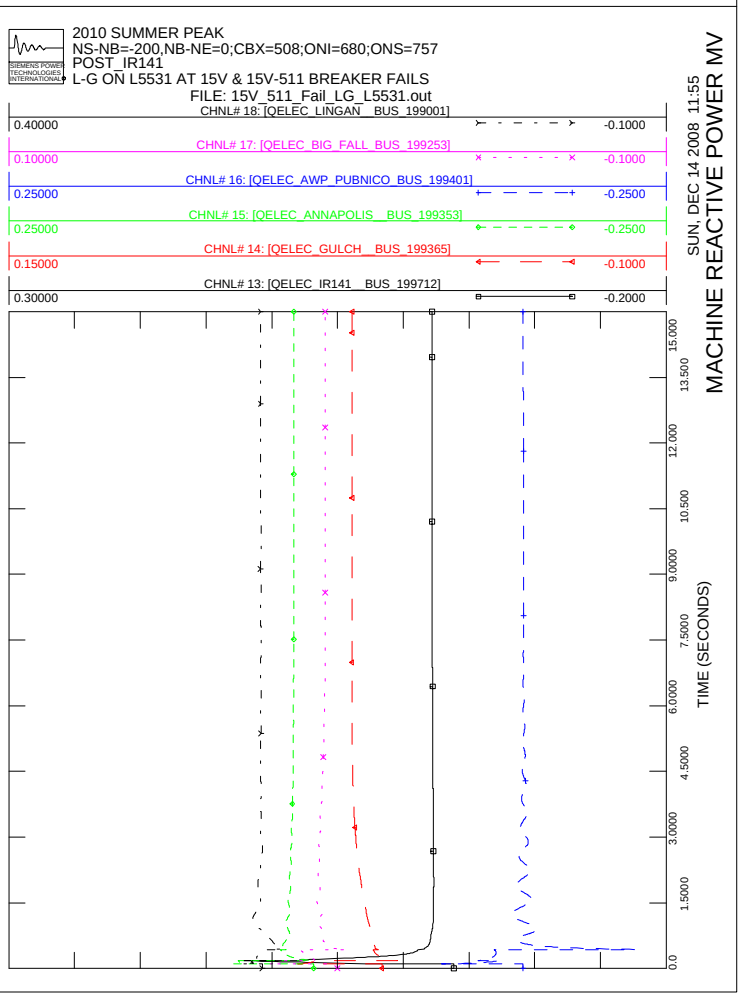

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:55
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

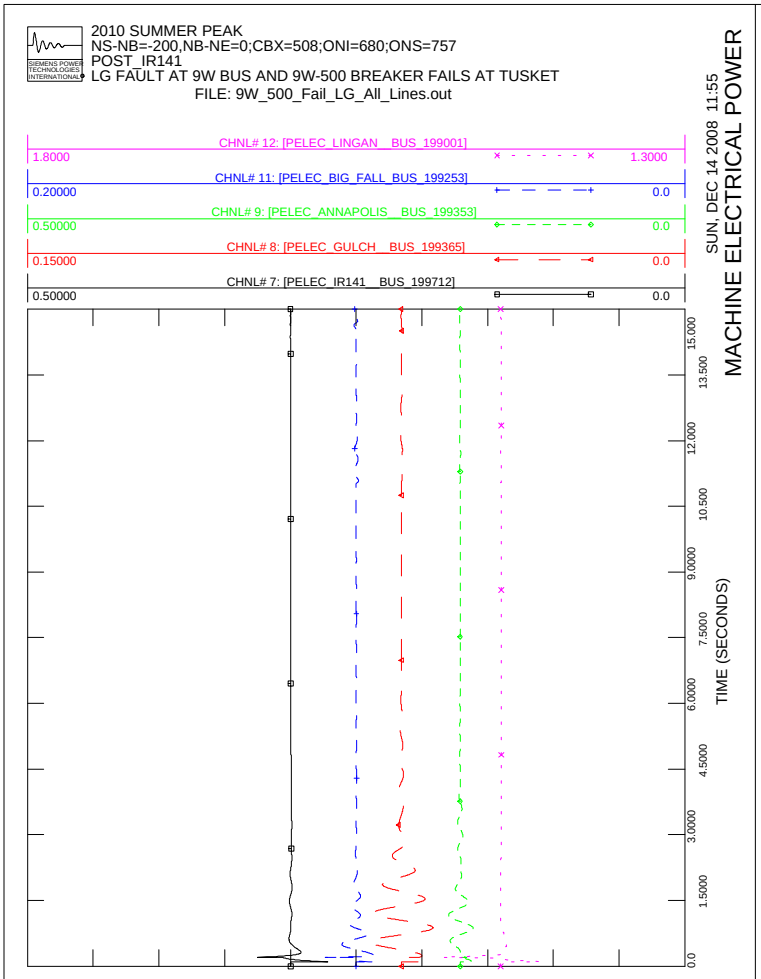

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 11:55
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

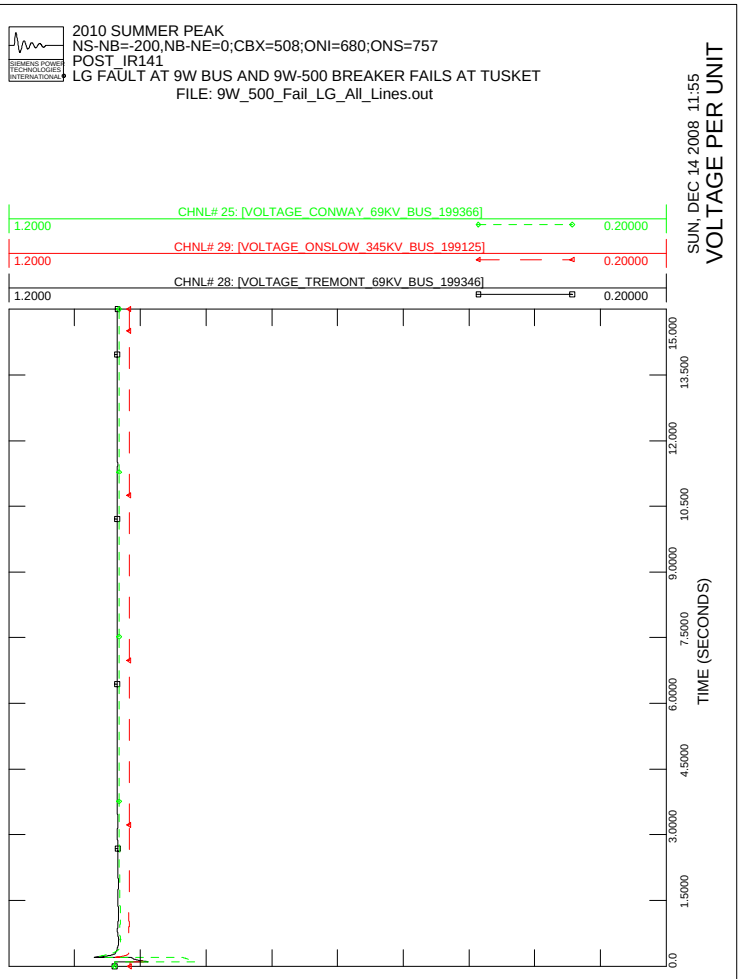

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:55
MACHINE ELECTRICAL POWER
TIME (SECONDS)

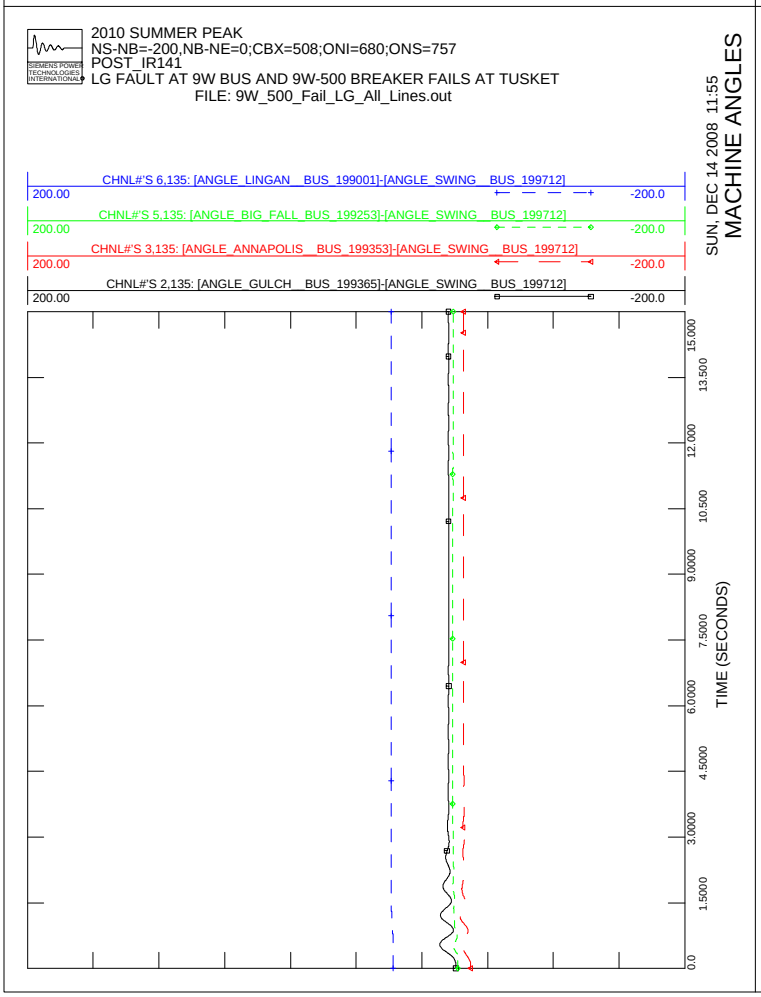

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:55
VOLTAGE PU
TIME (SECONDS)

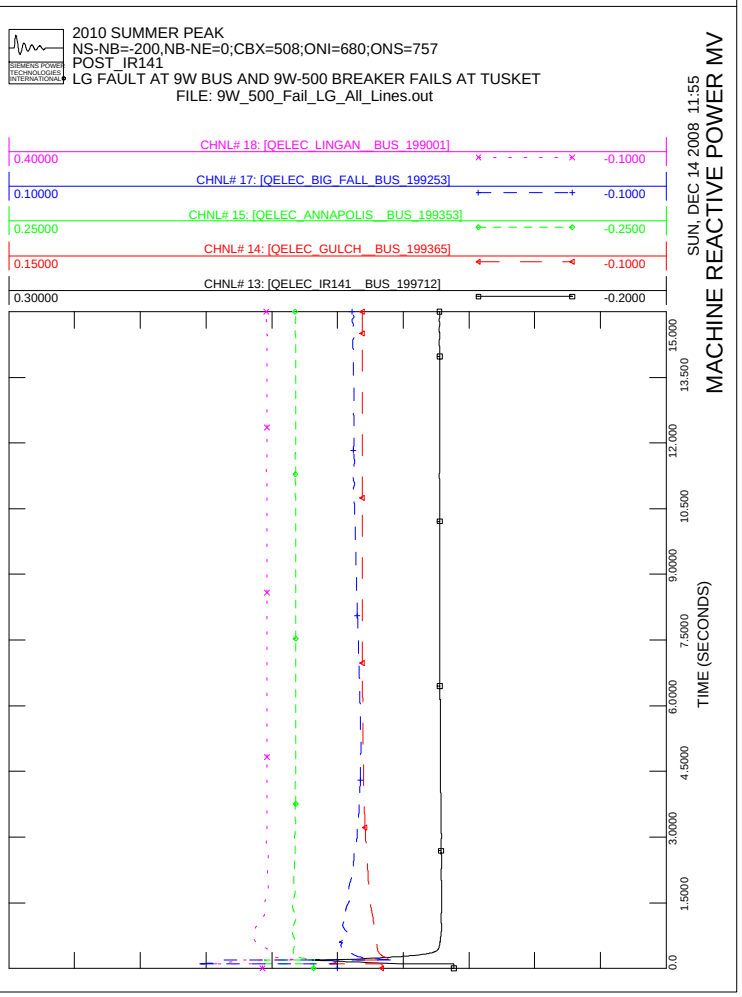

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:55
MACHINE ANGLES
TIME (SECONDS)

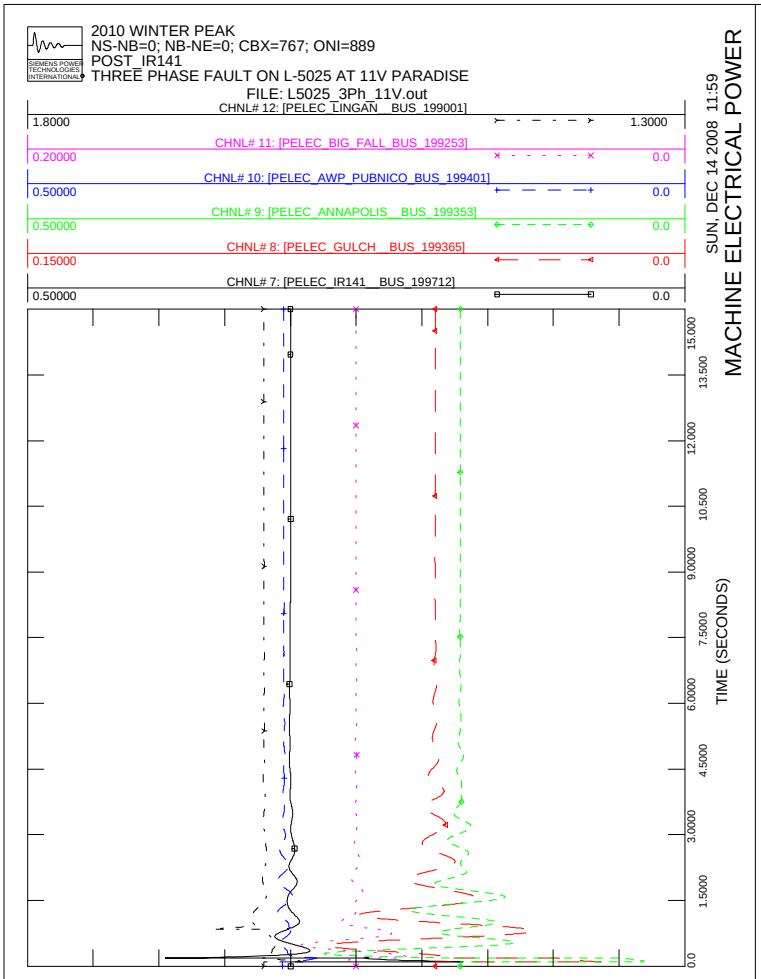

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:55
MACHINE REACTIVE POWER MV
TIME (SECONDS)

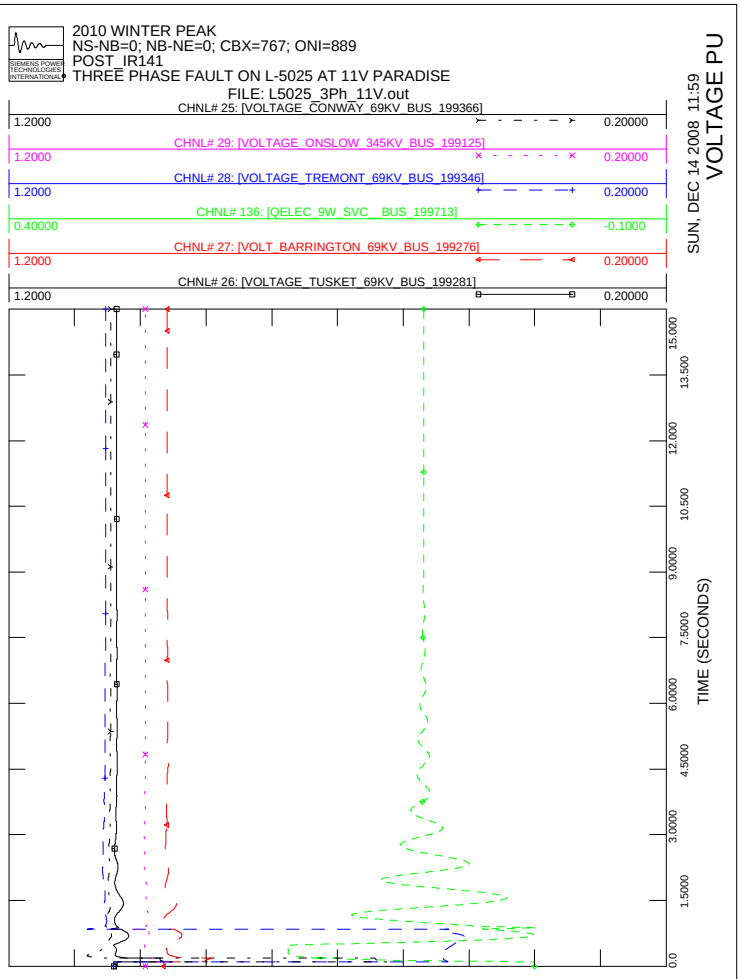

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:55
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

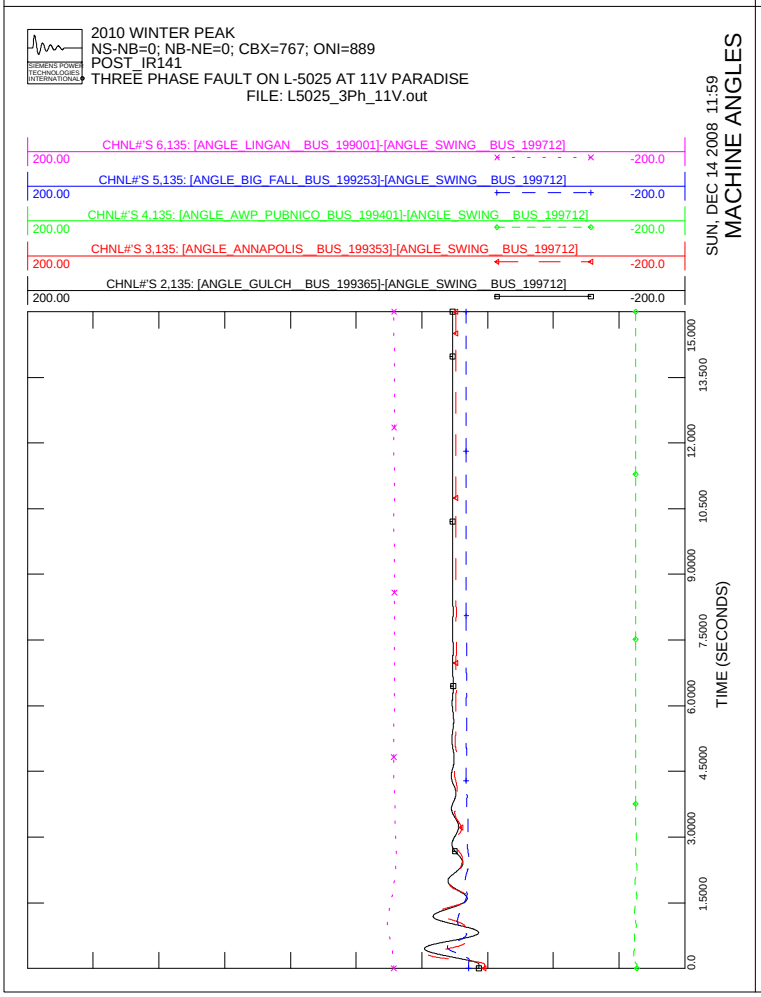

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:55
VOLTAGE PER UNIT
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

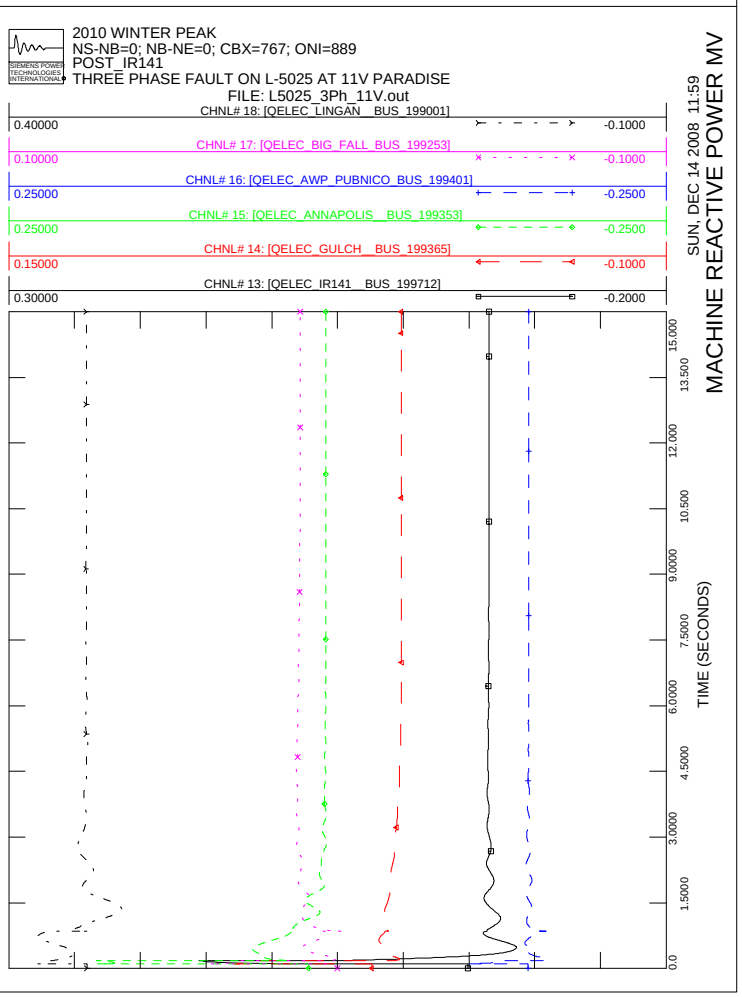

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:55
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

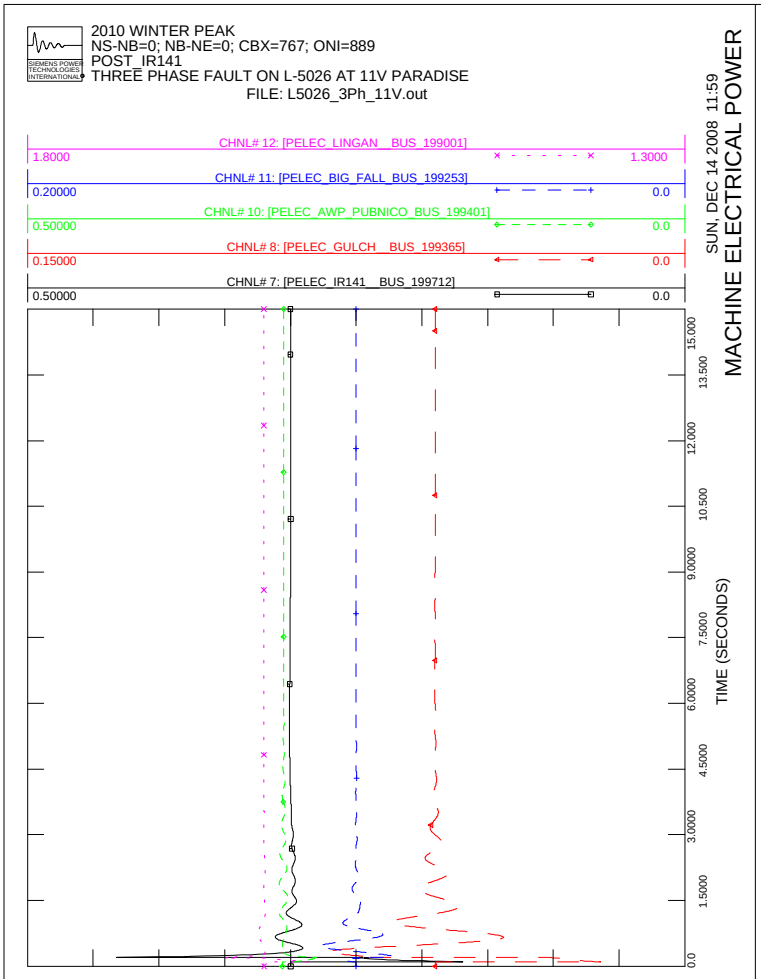

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 11:55
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

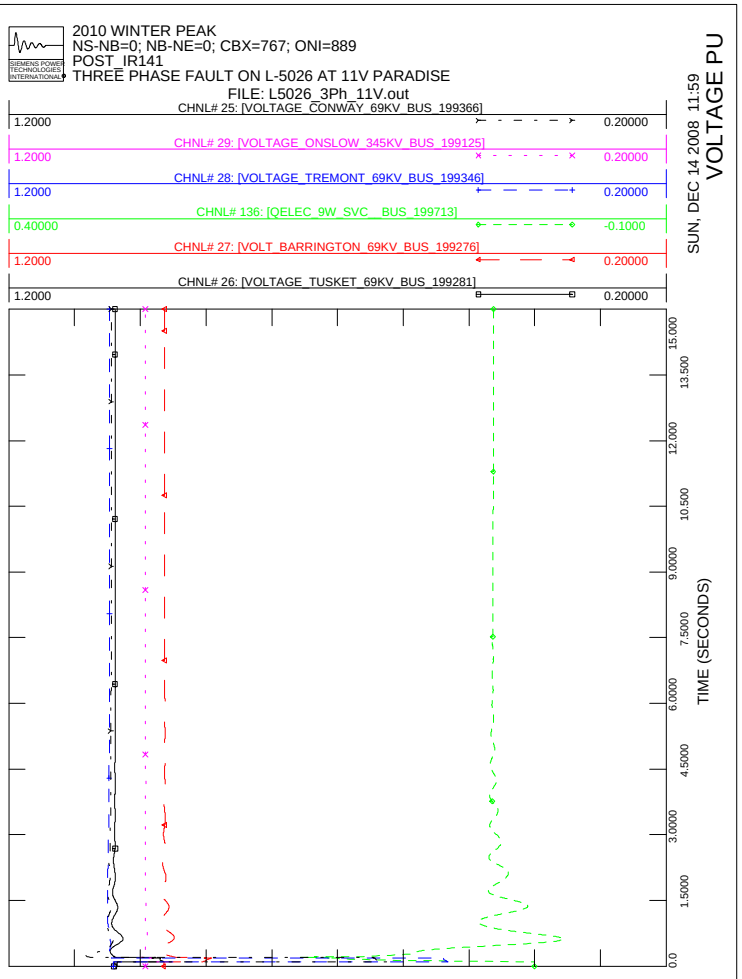

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

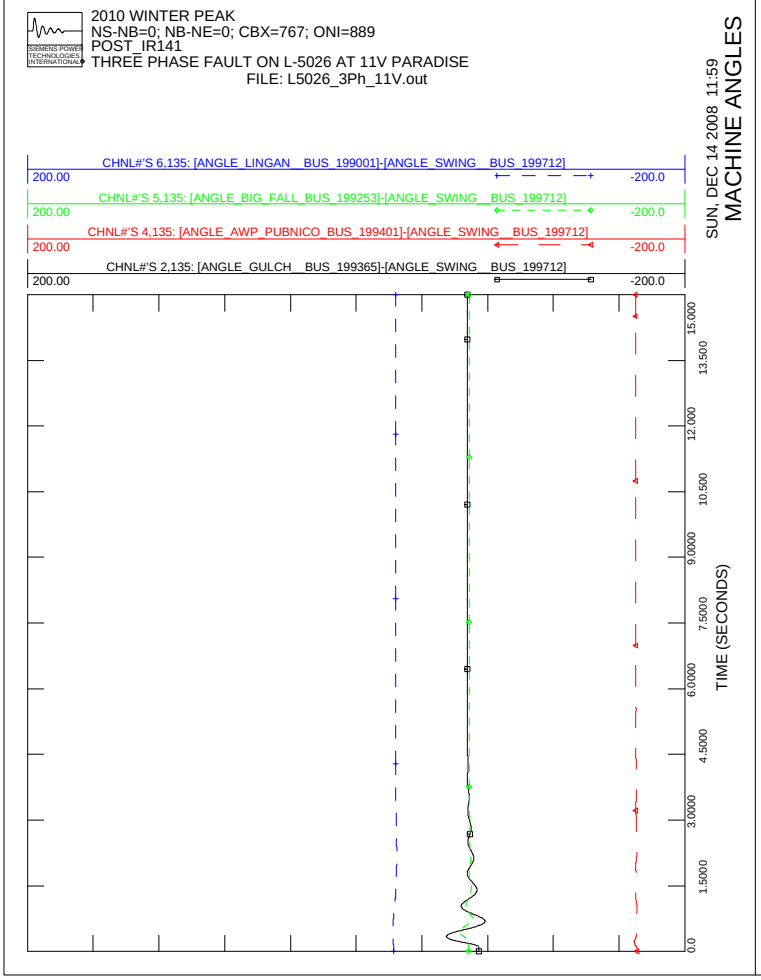

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

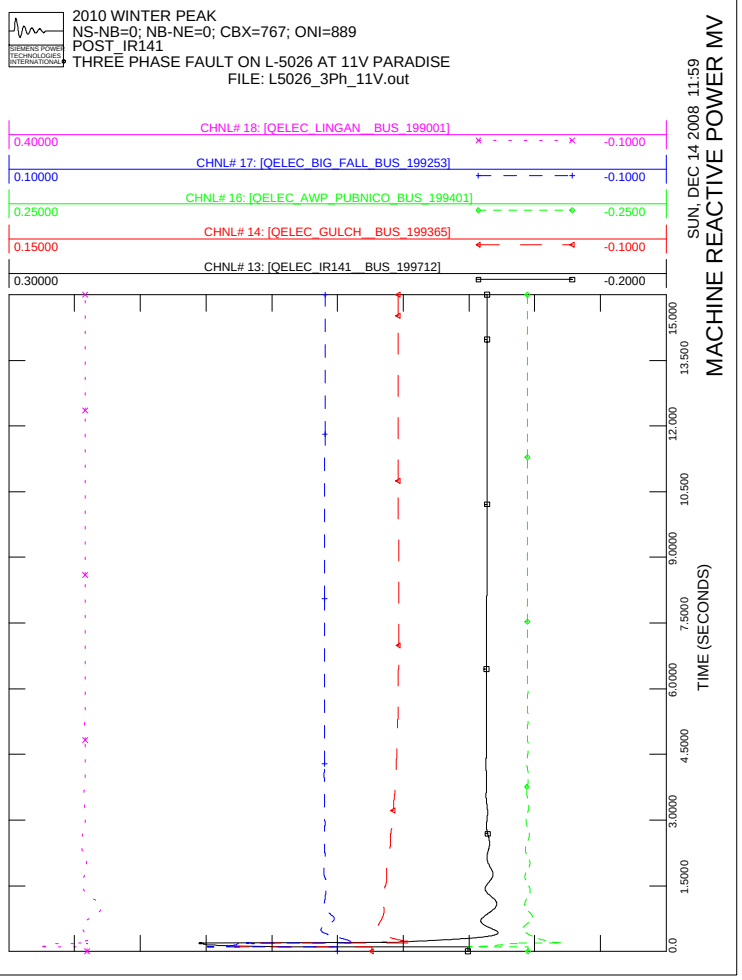

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

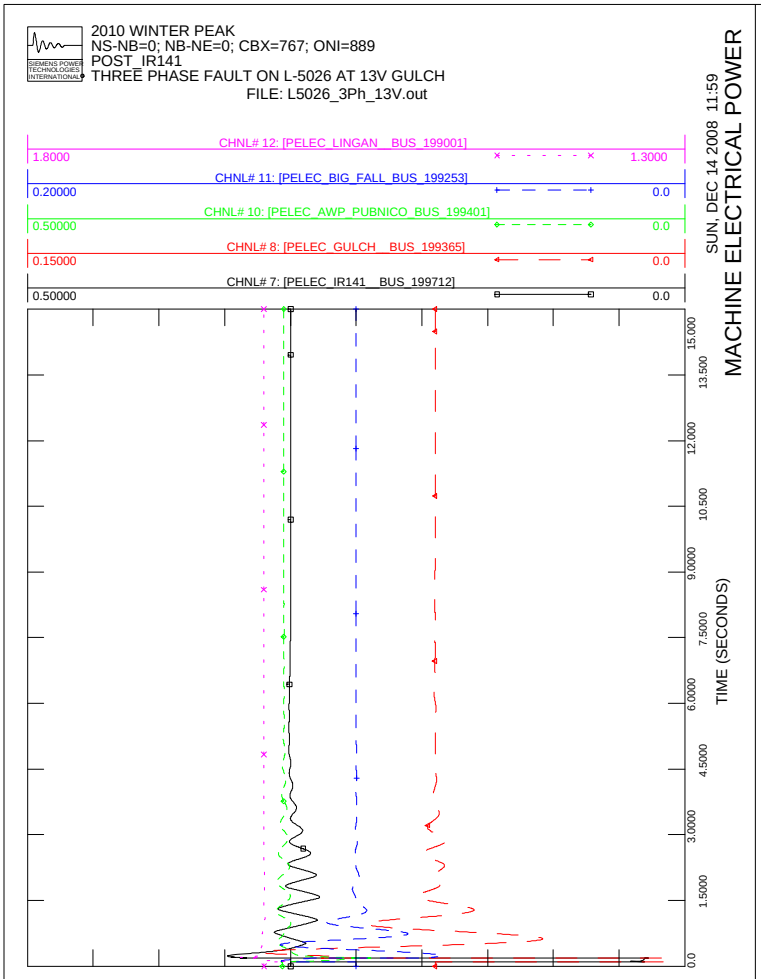

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

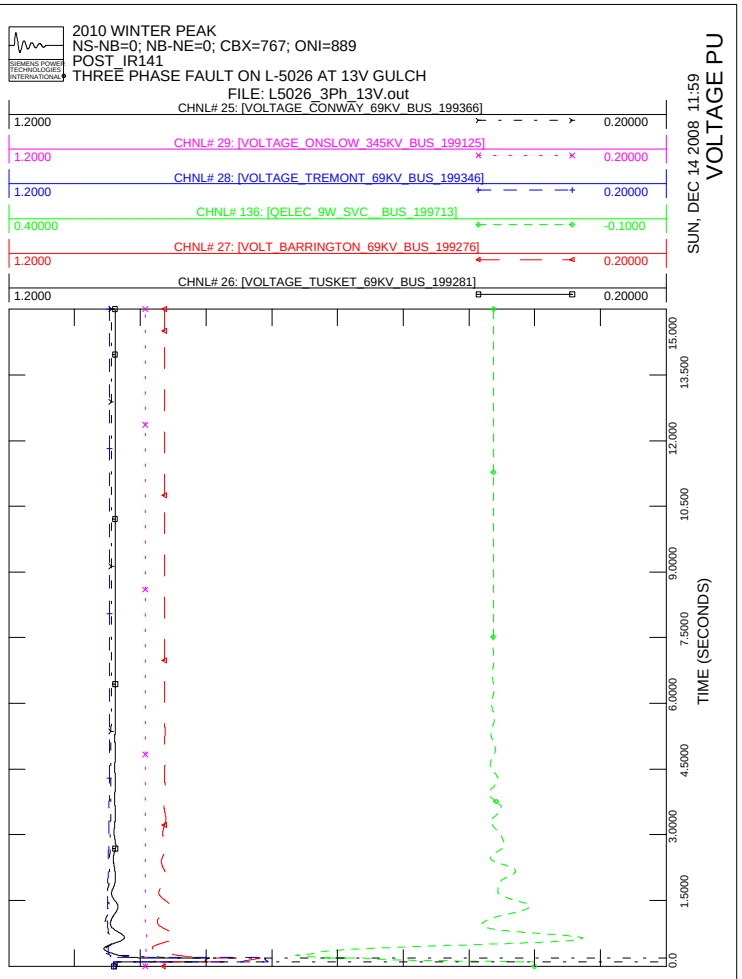

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

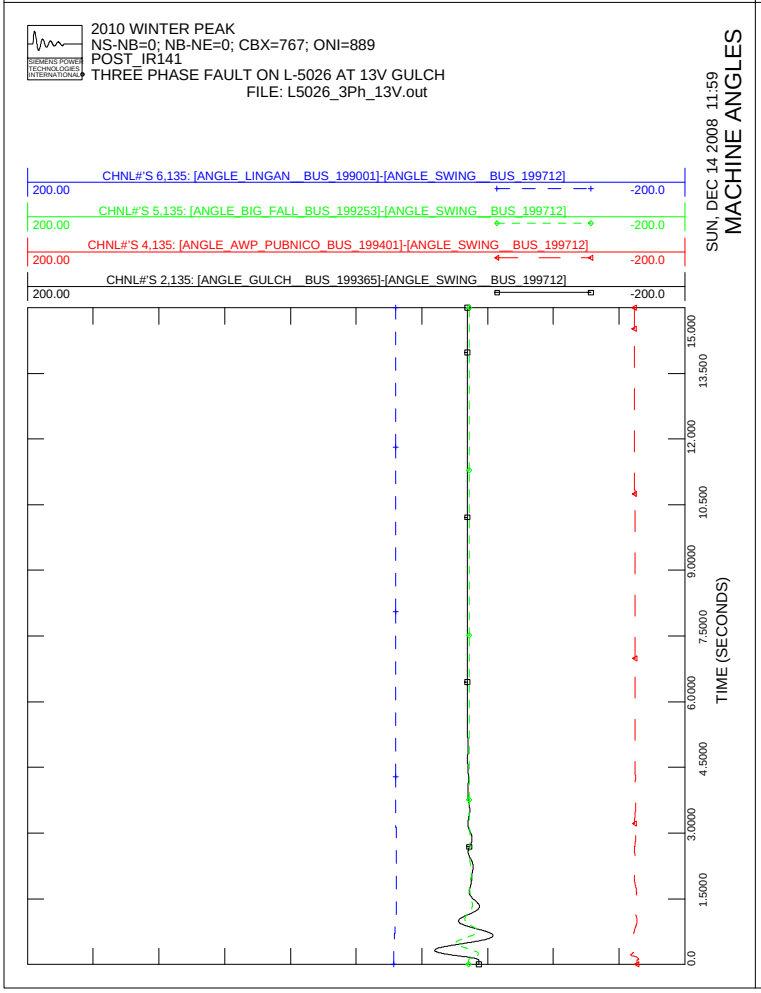

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:59
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

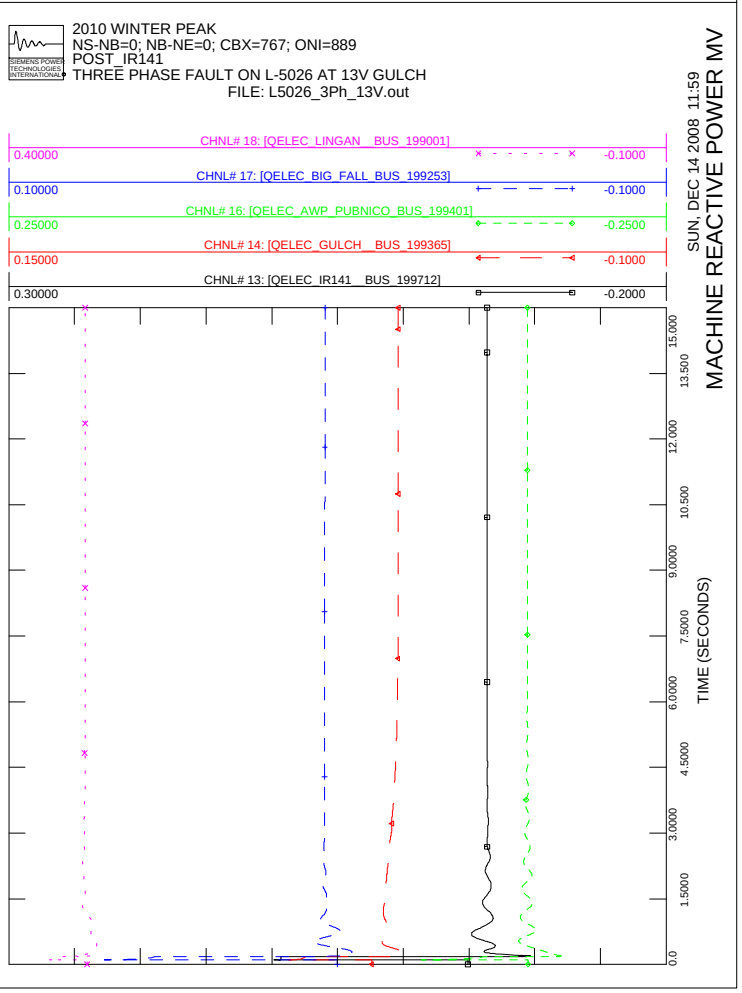

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:59
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

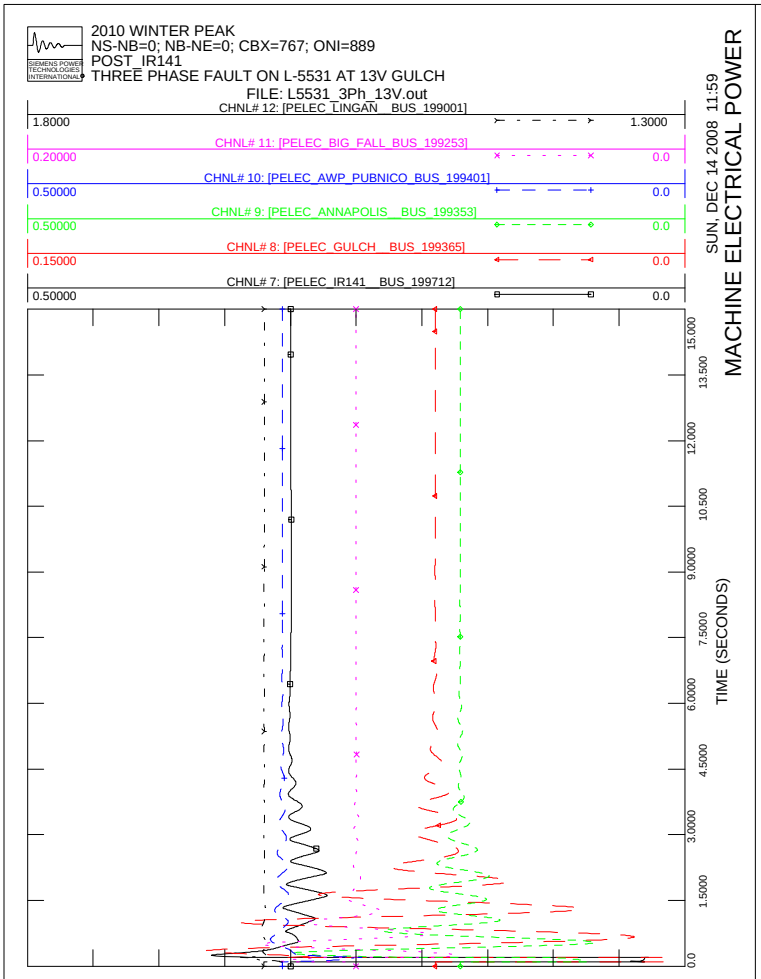

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

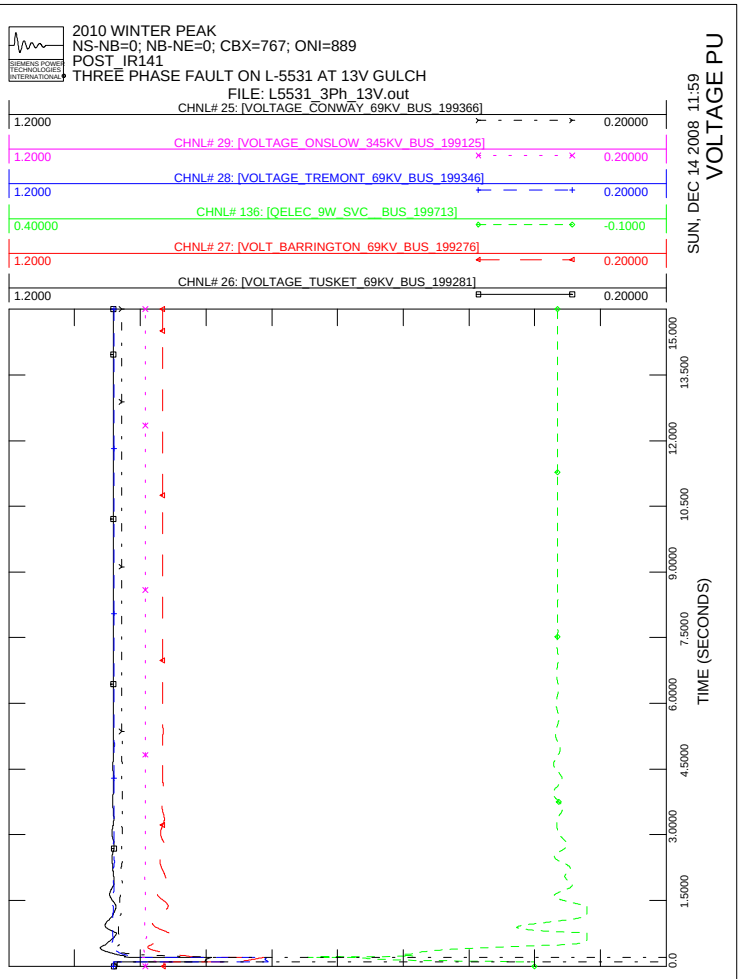

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

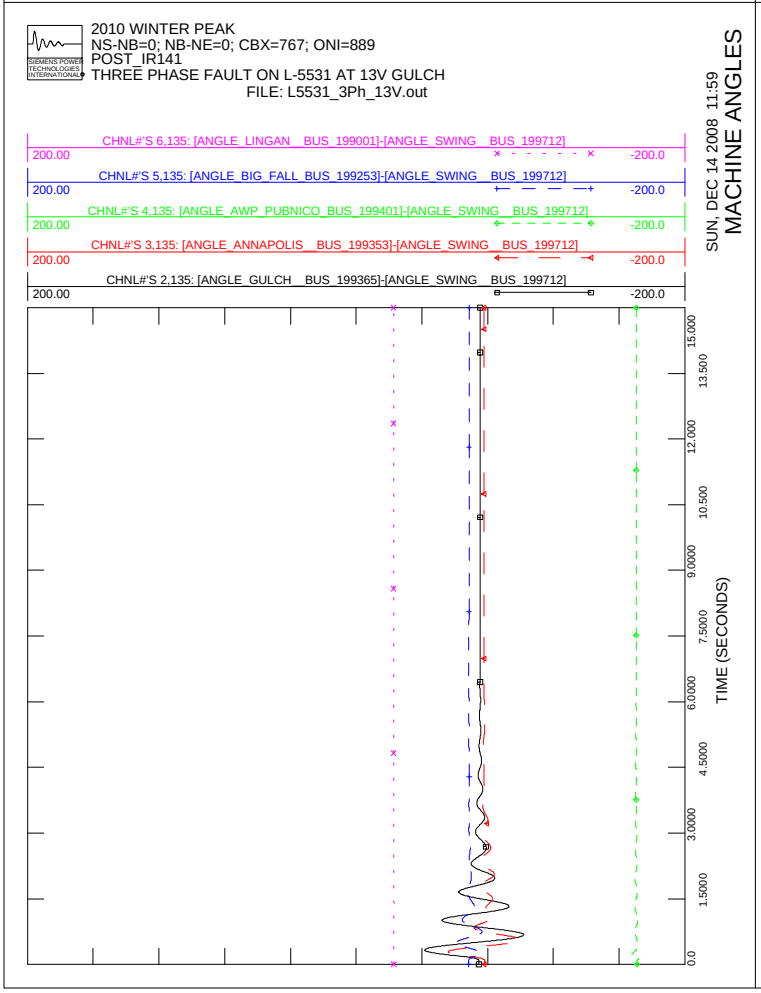

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

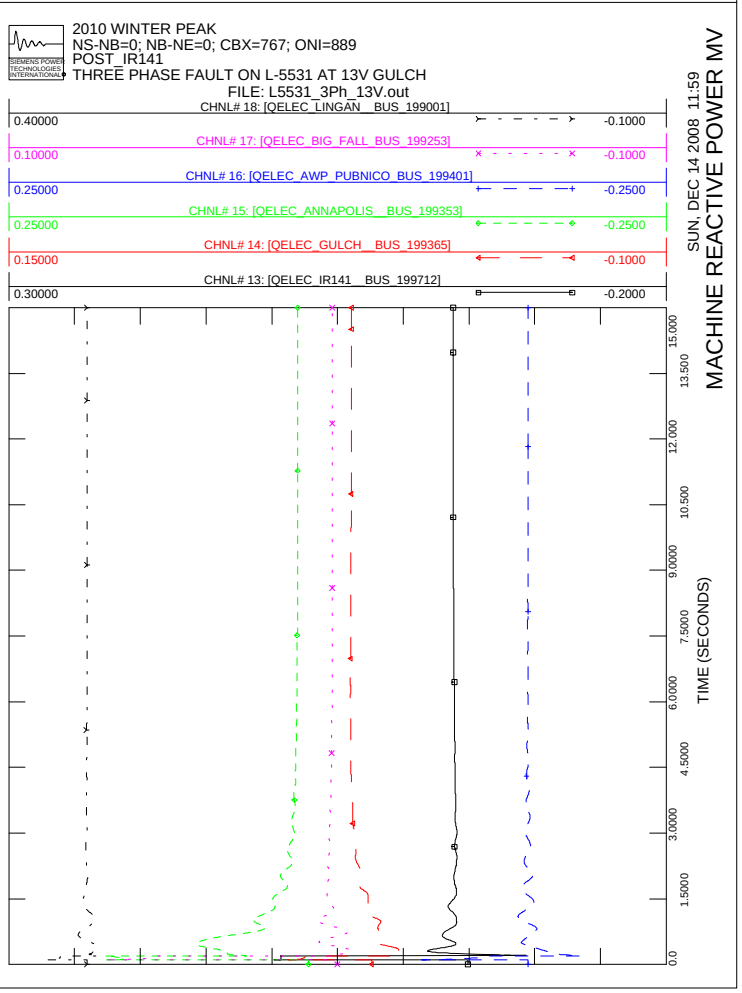

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

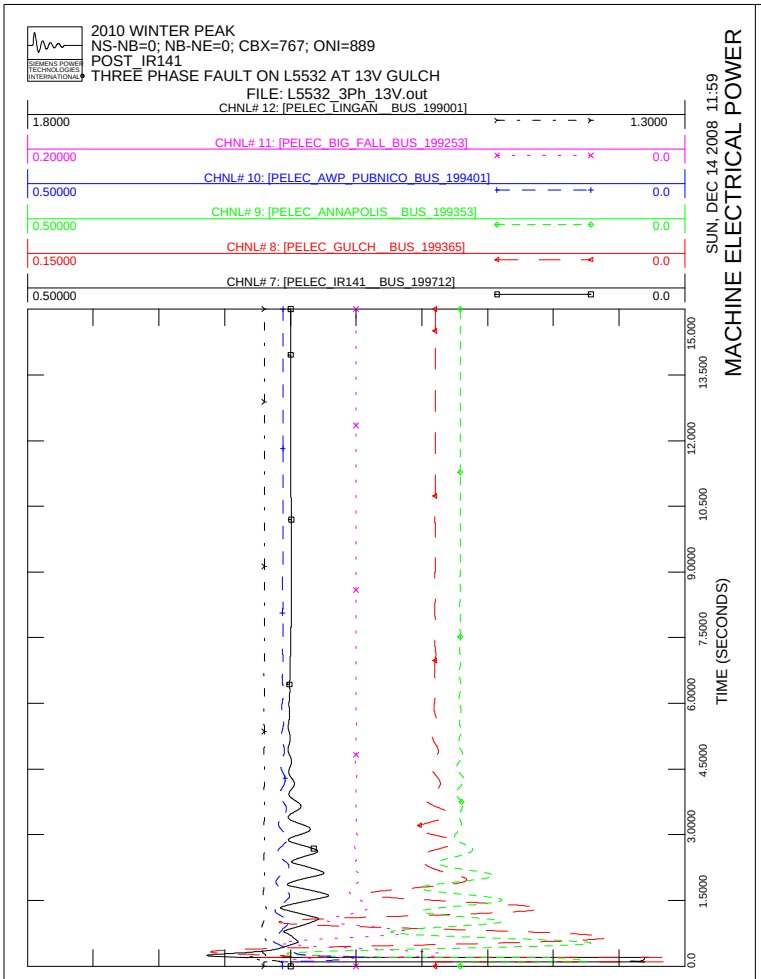

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

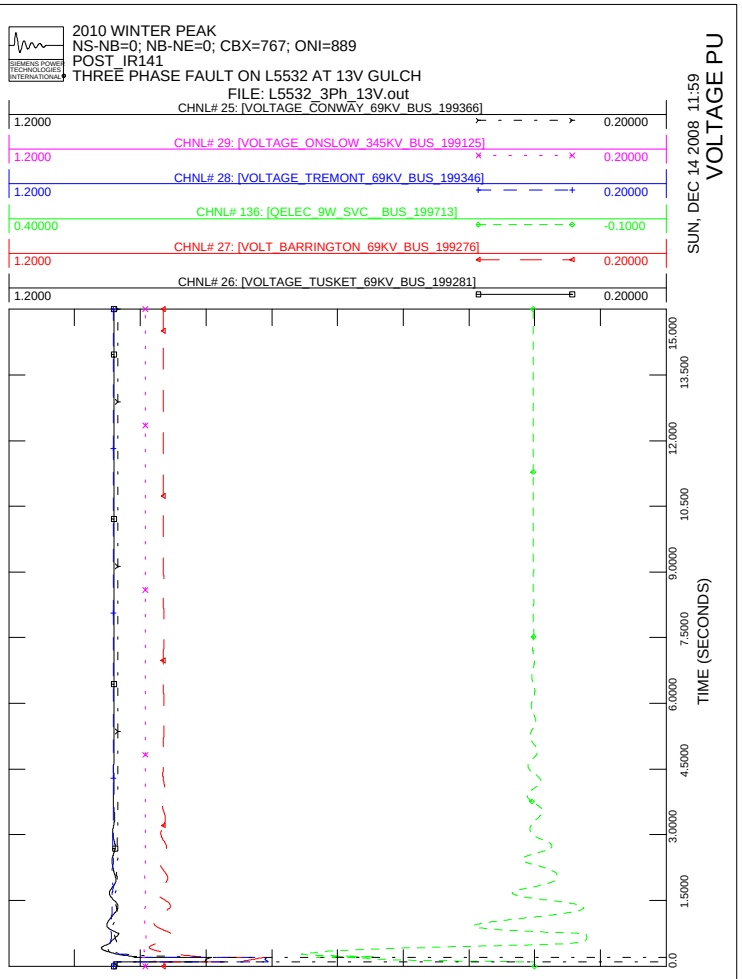

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)

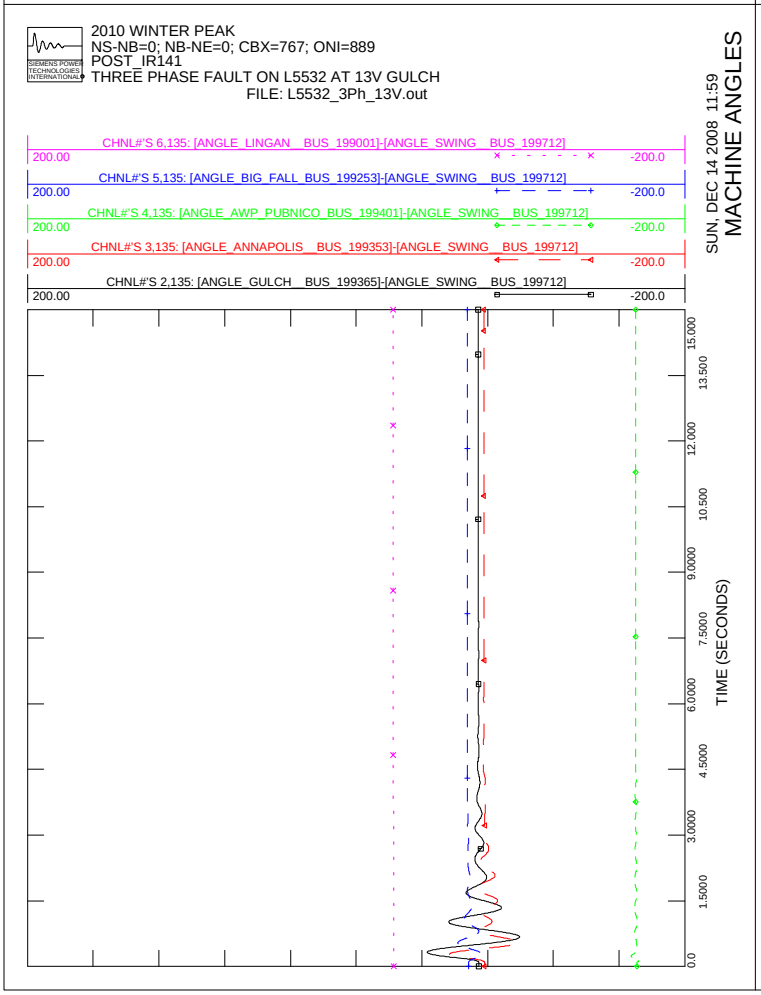

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)

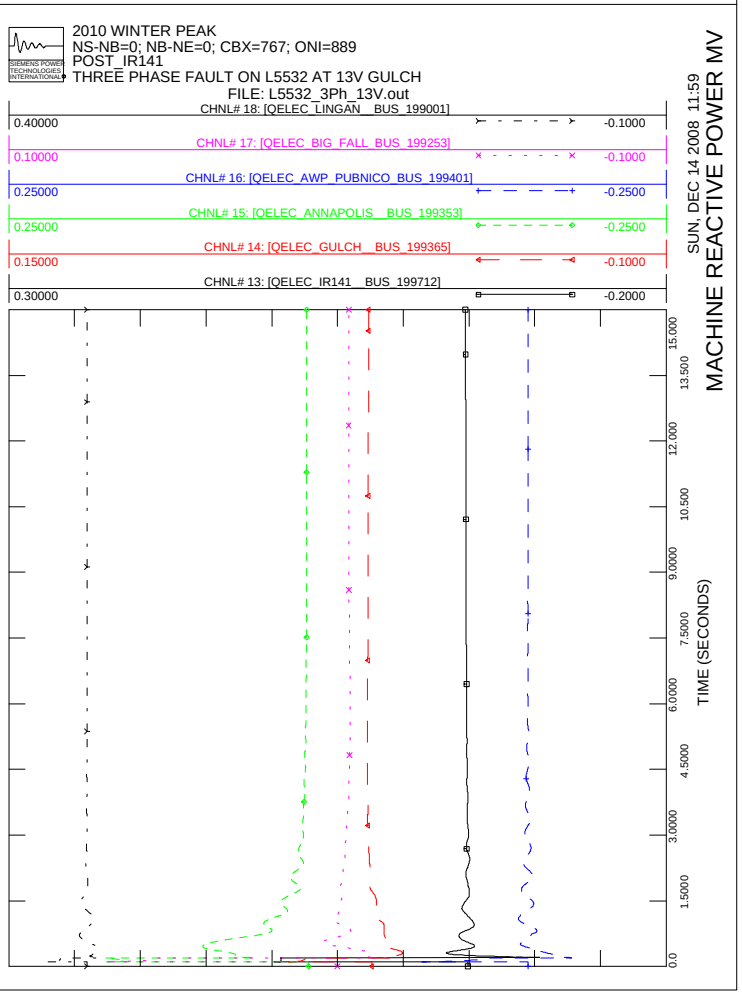

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)

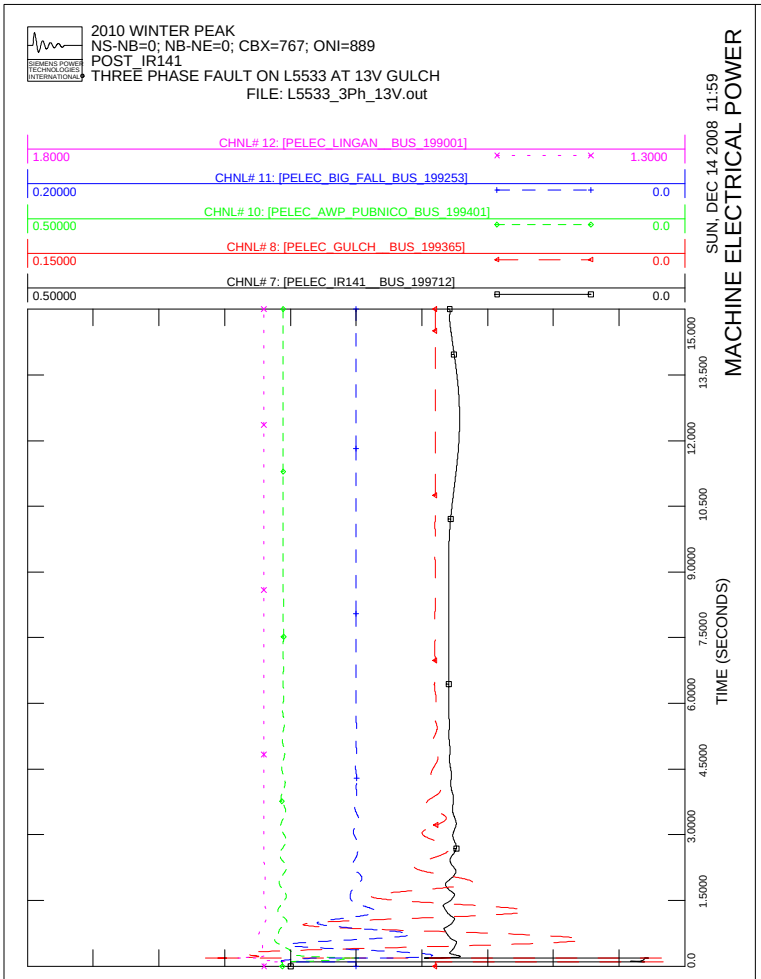

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)

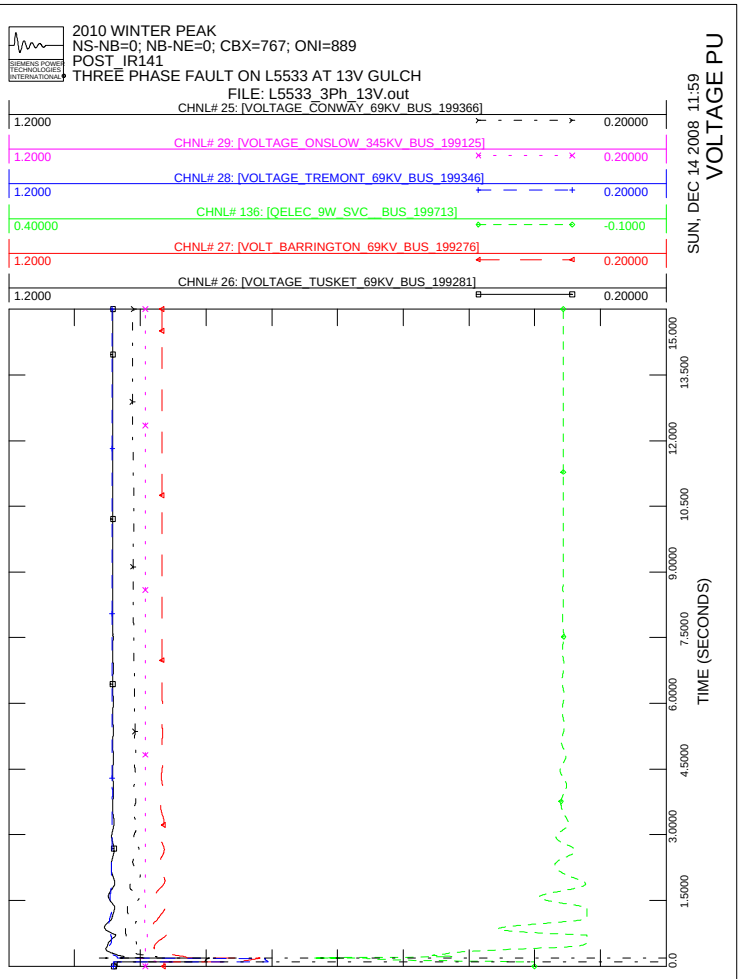

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

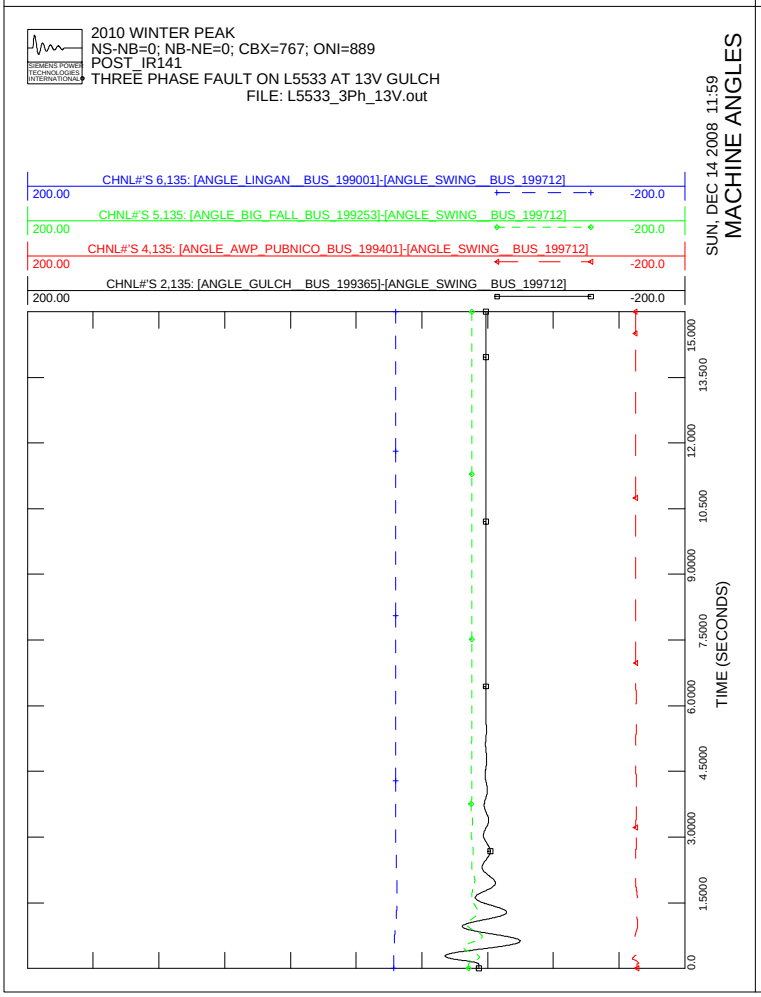

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

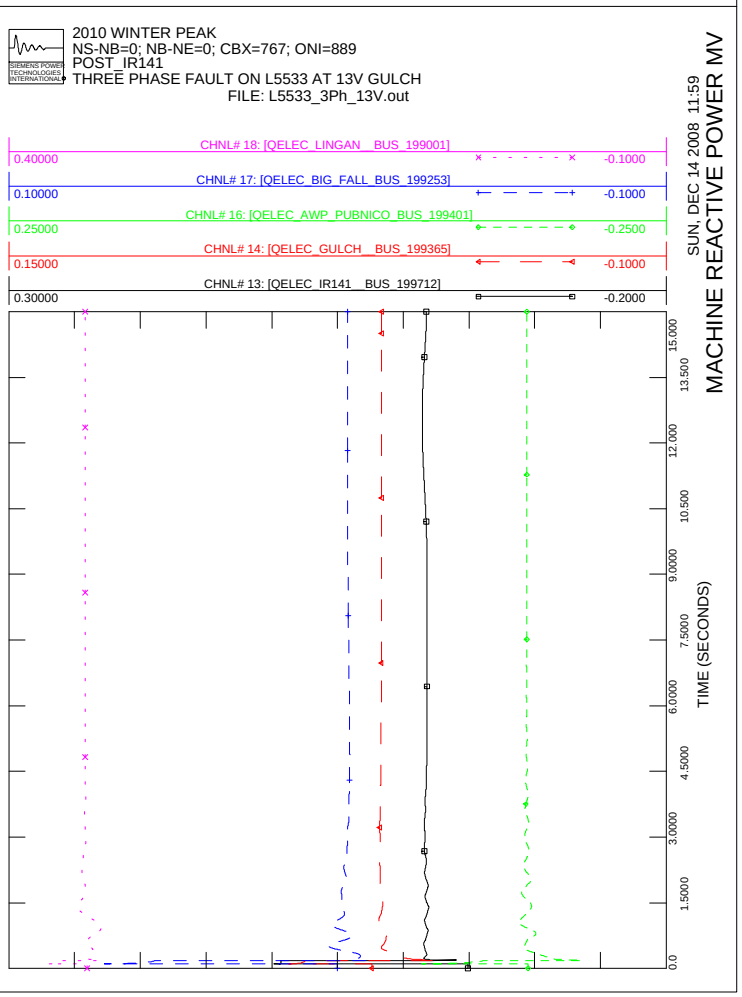

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

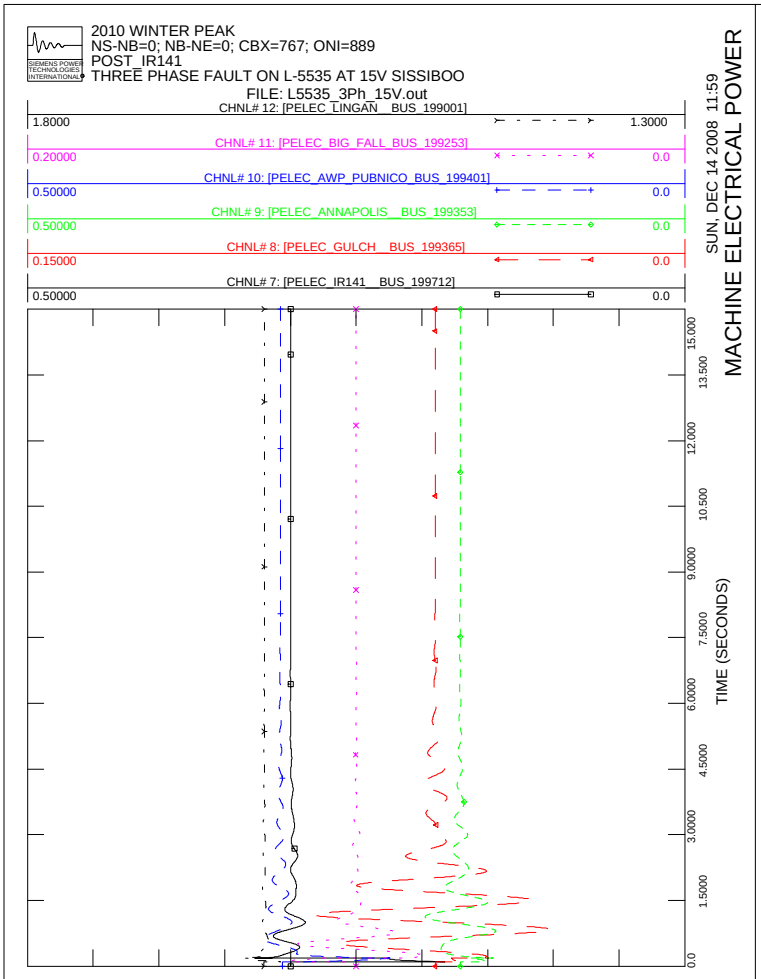

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

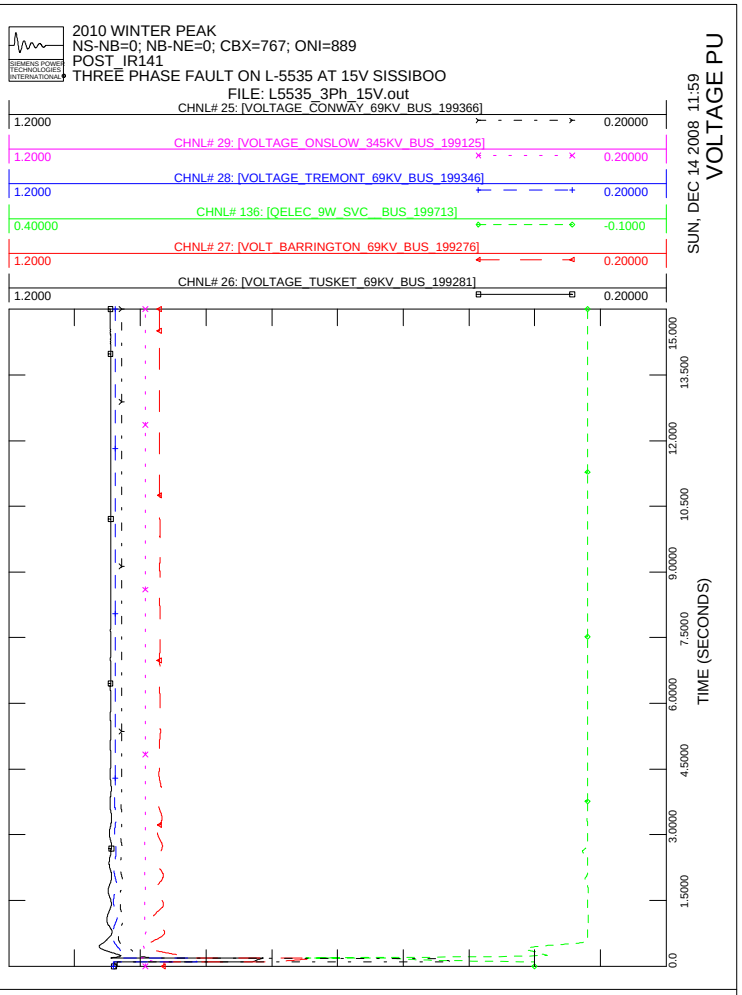

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

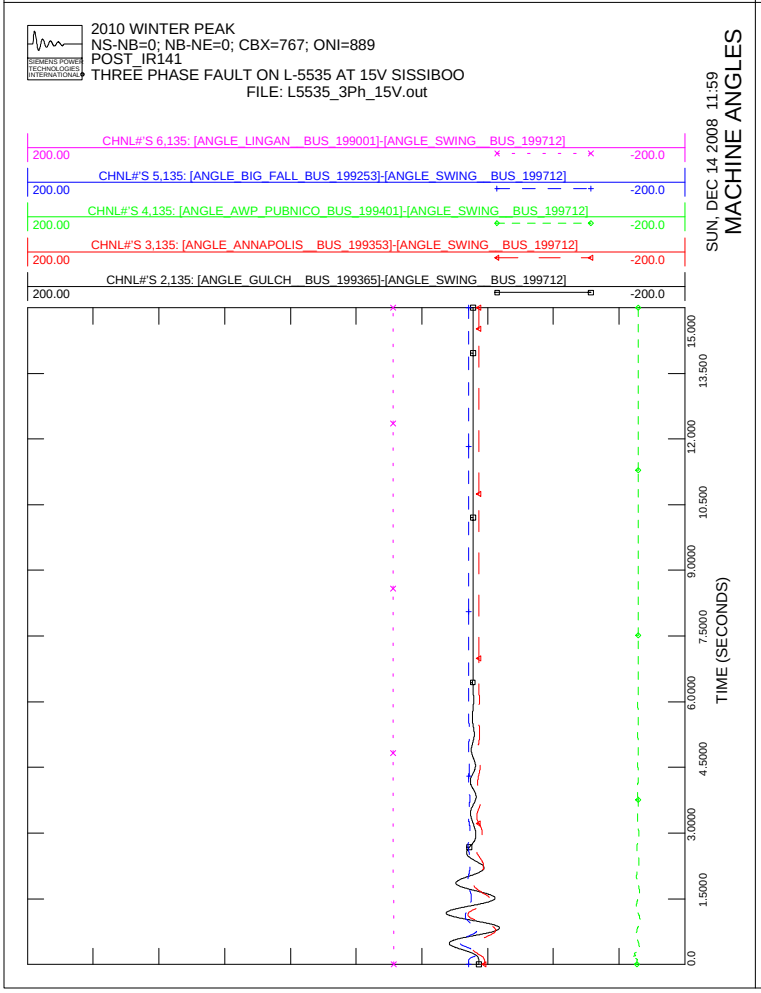

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:59
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

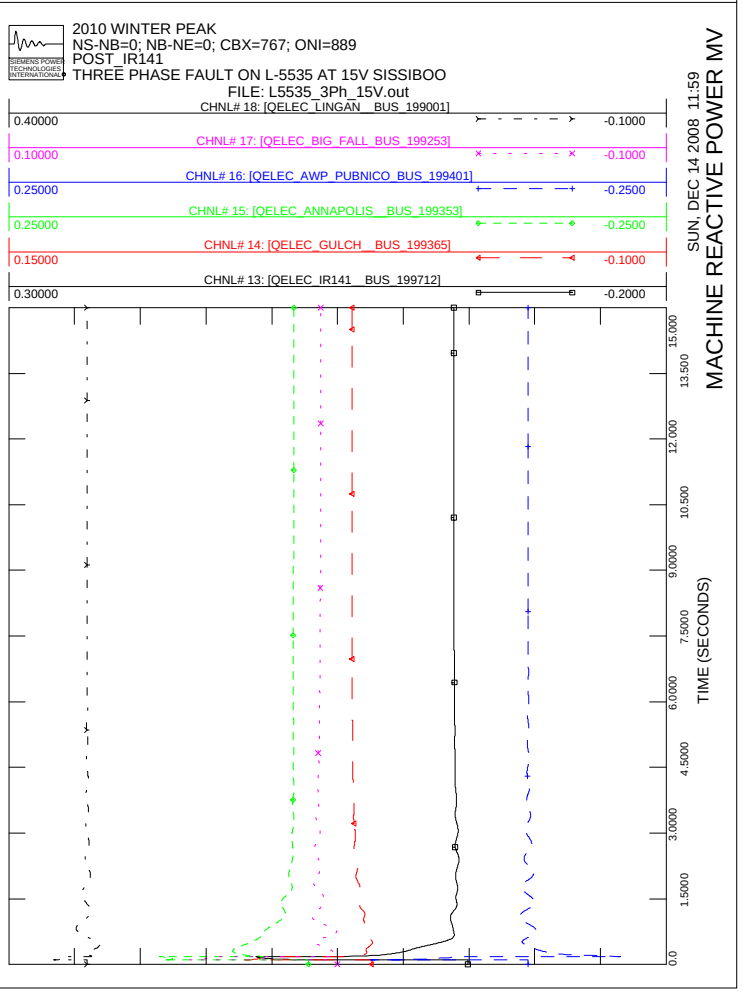

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:59
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

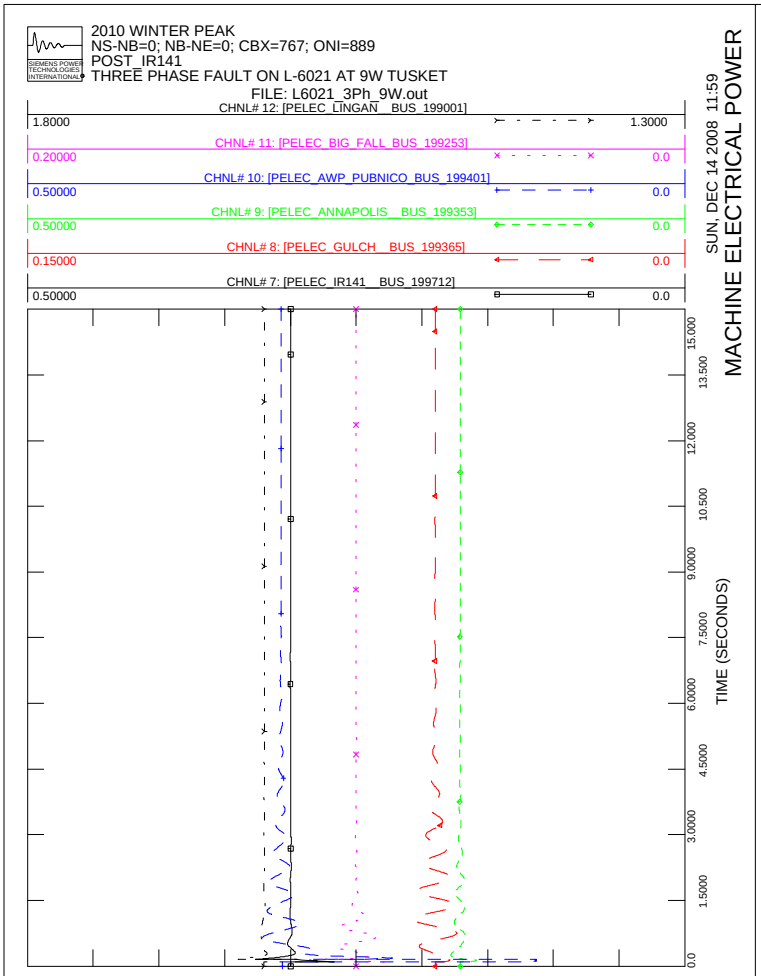

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

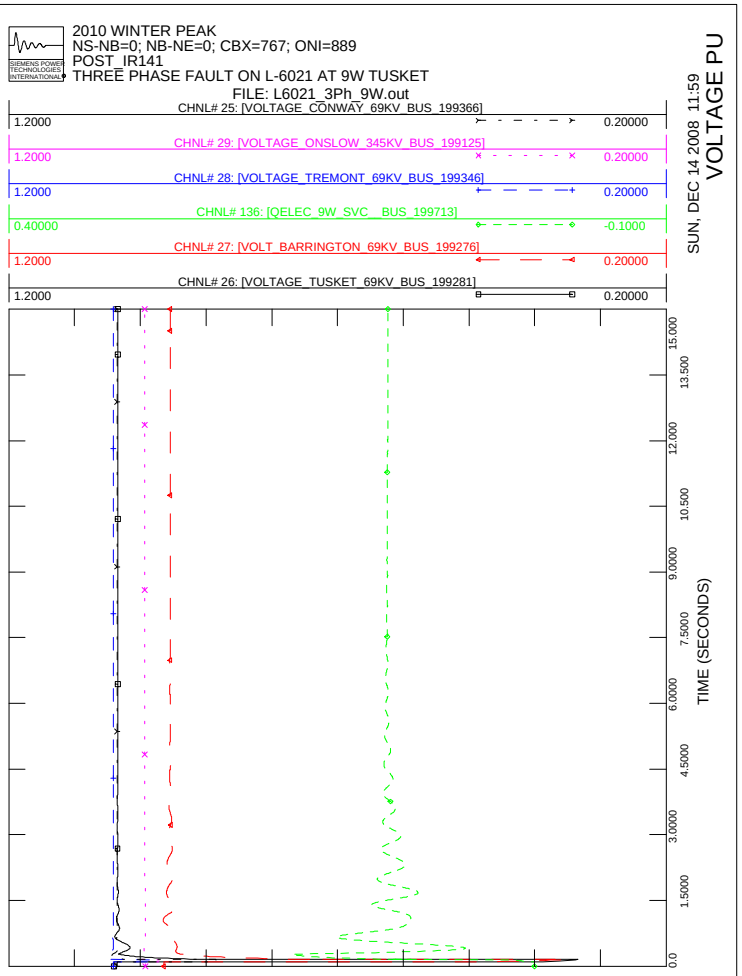

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

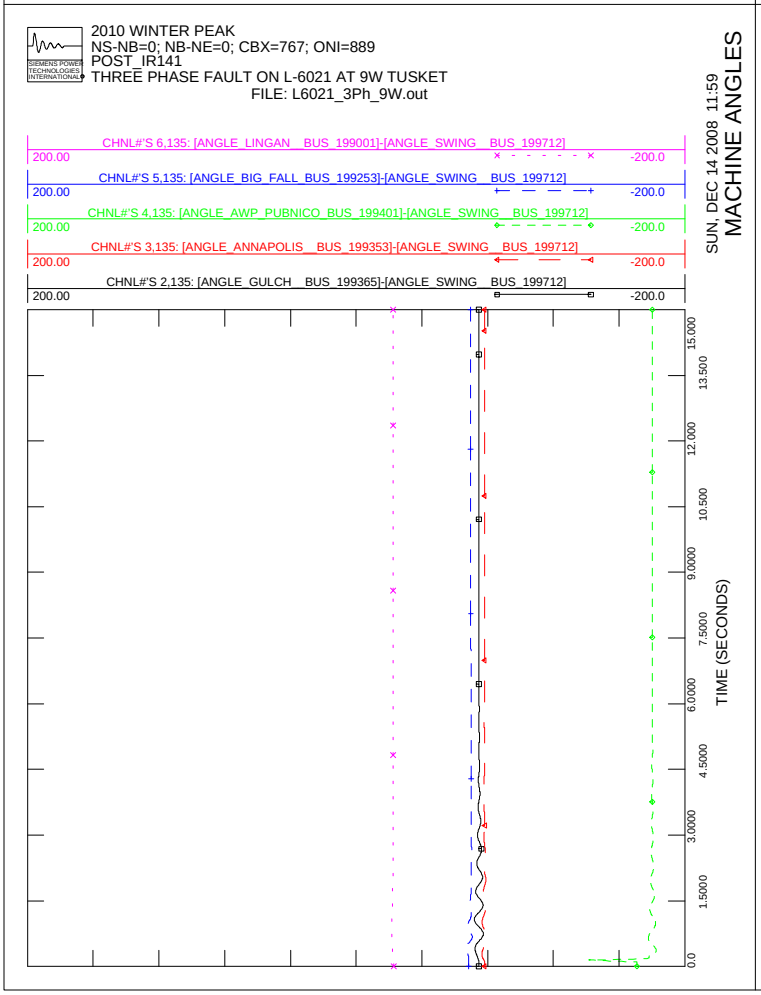

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

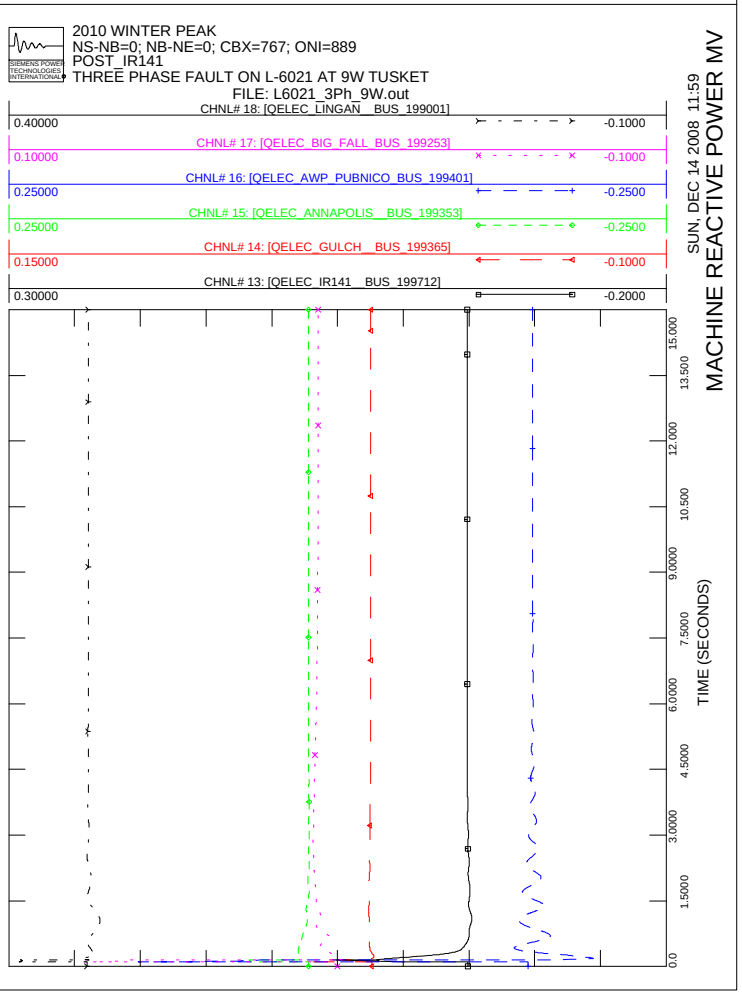

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

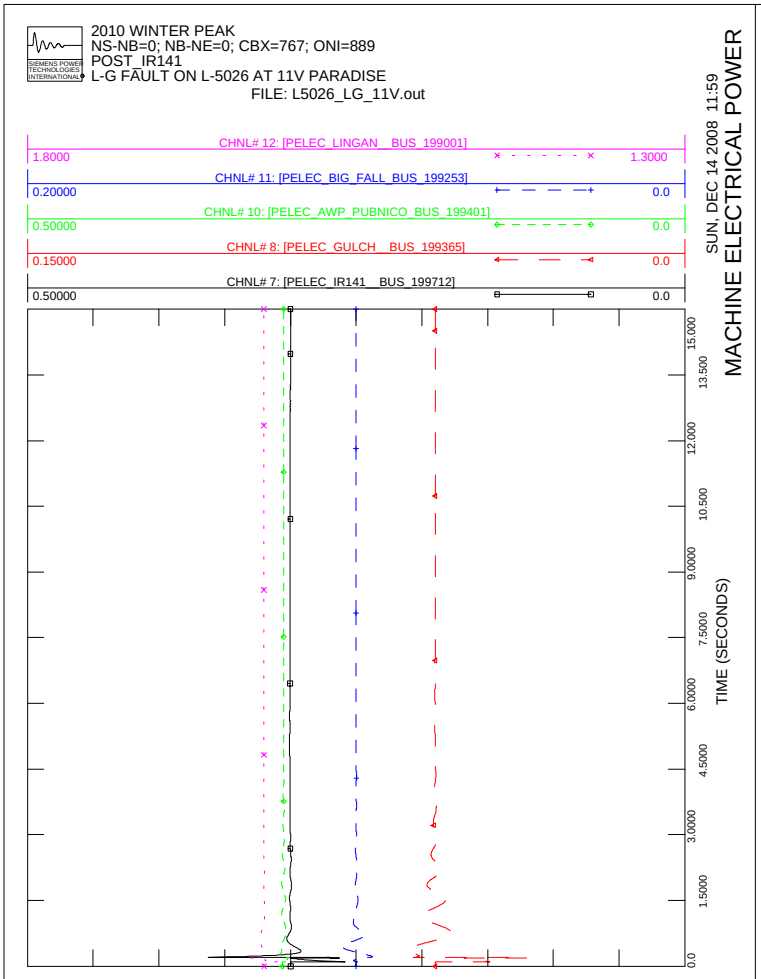

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

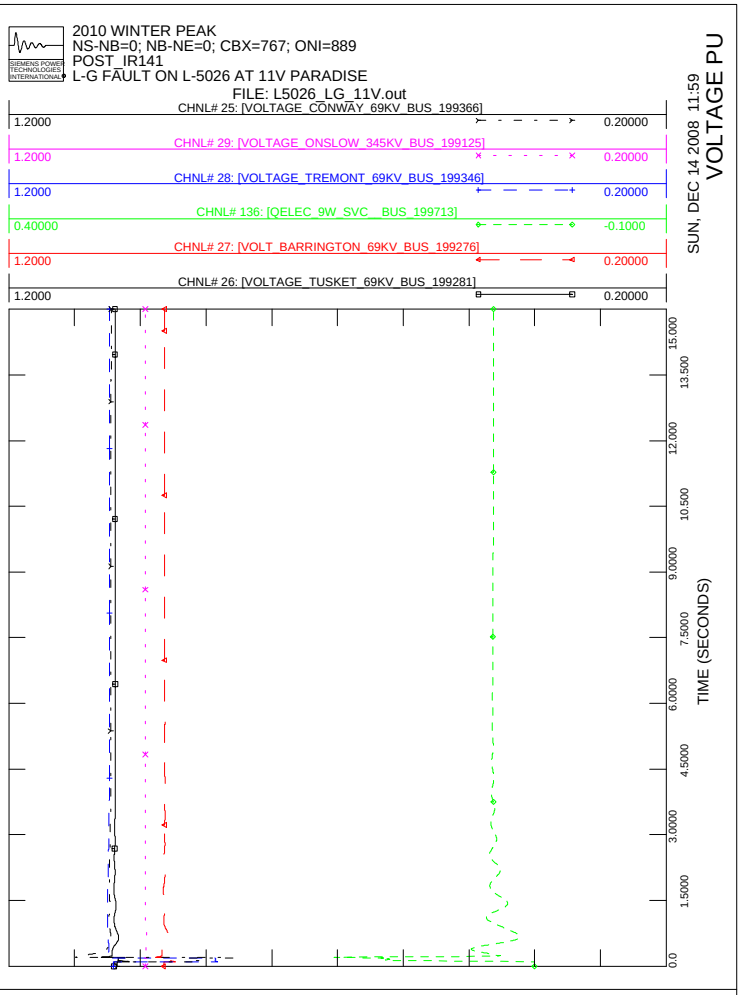

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

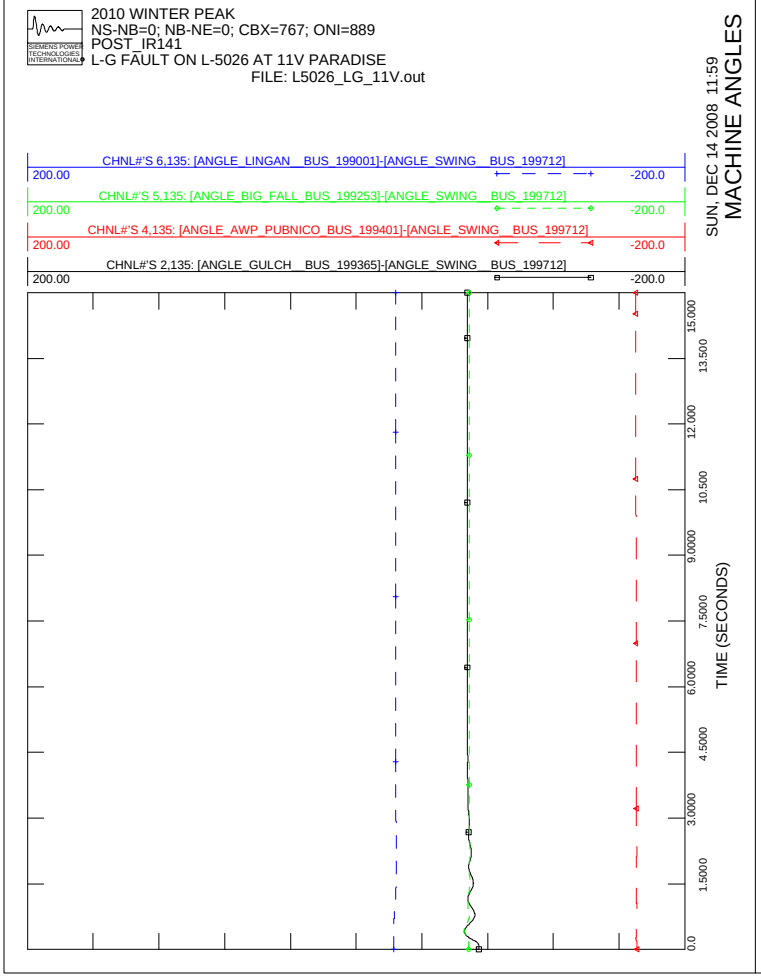

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

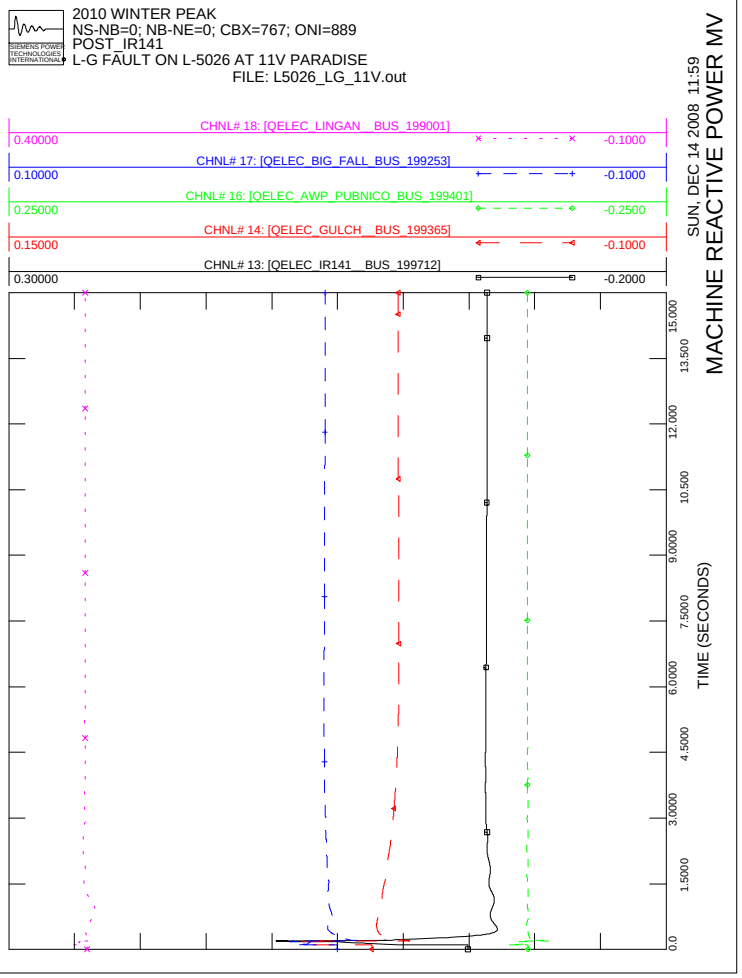

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

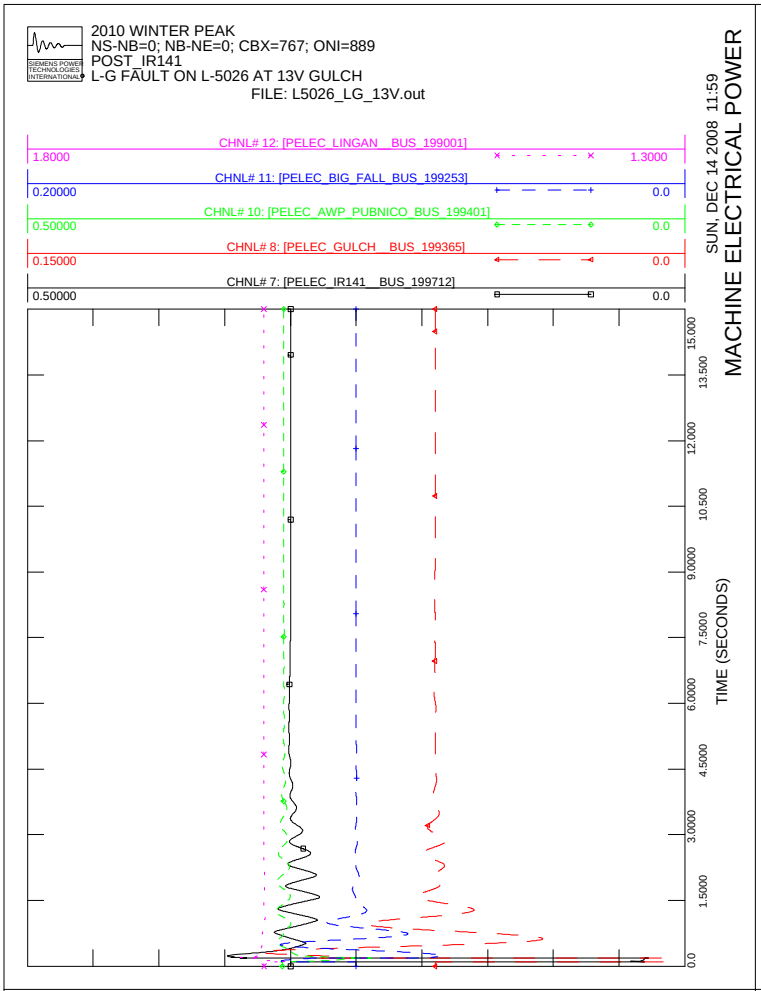

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

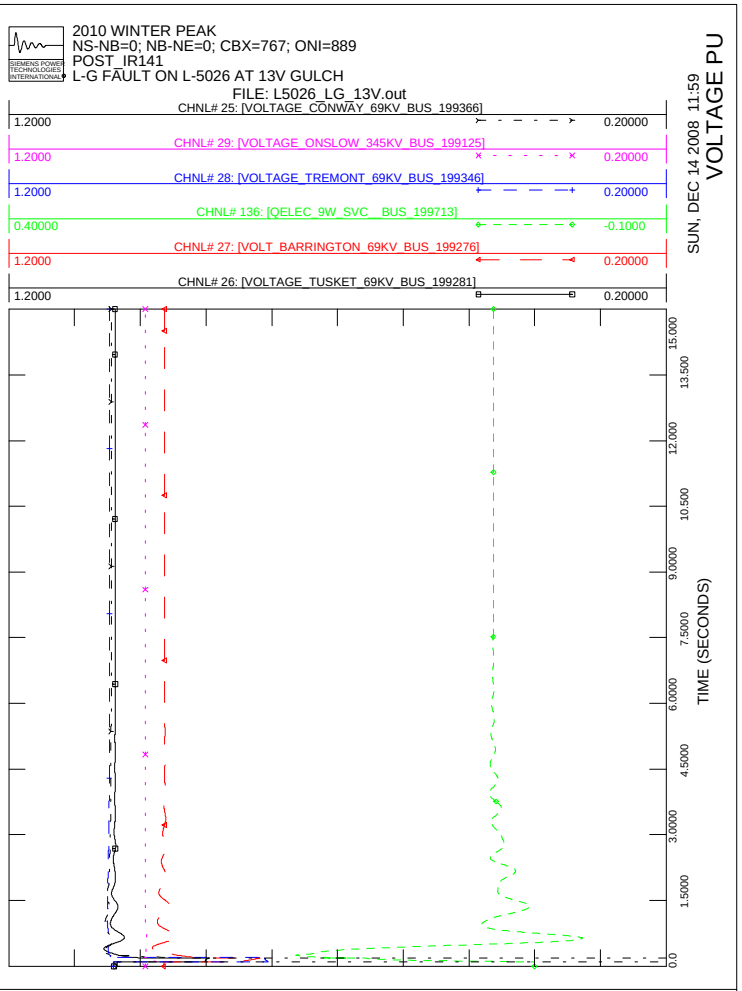

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

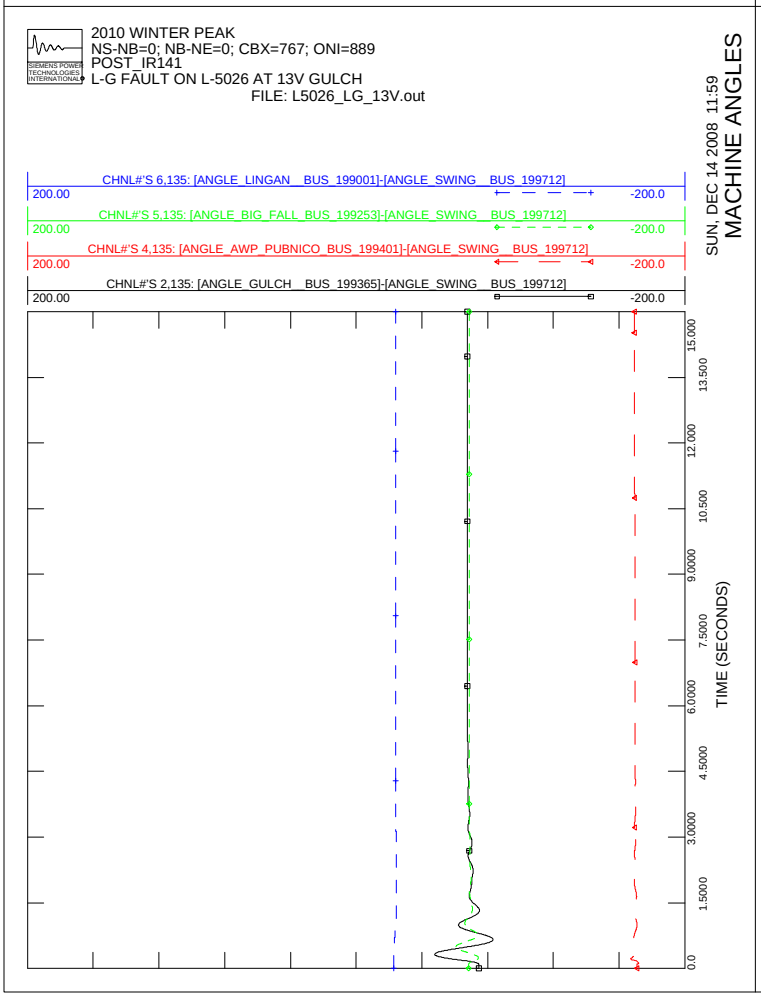

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:59
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

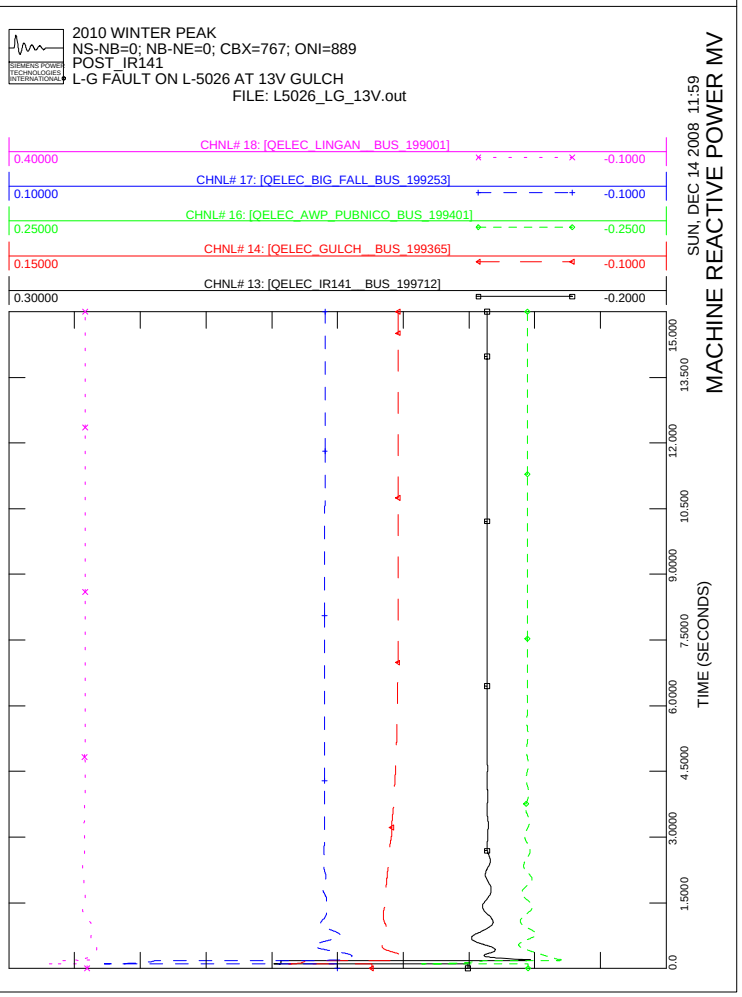

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:59
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

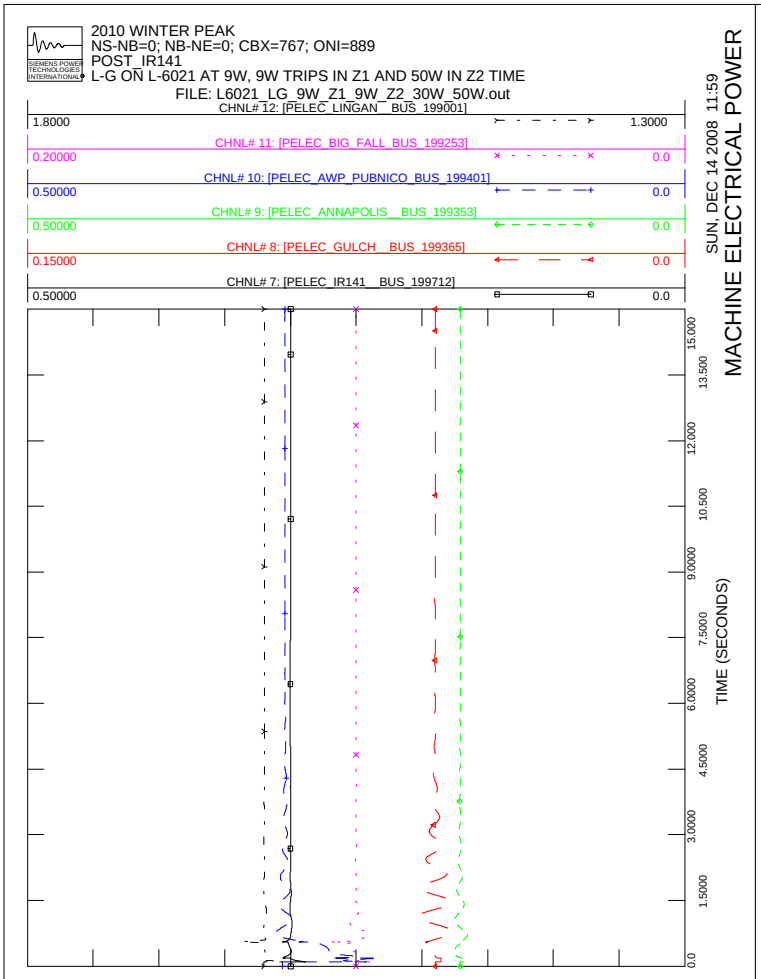

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

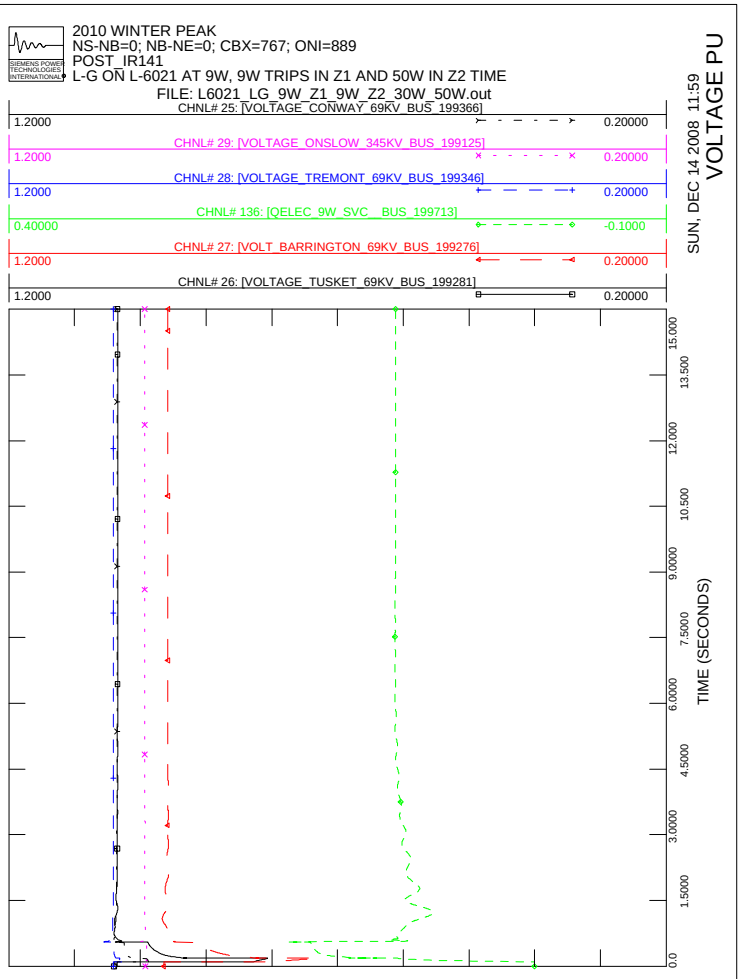

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

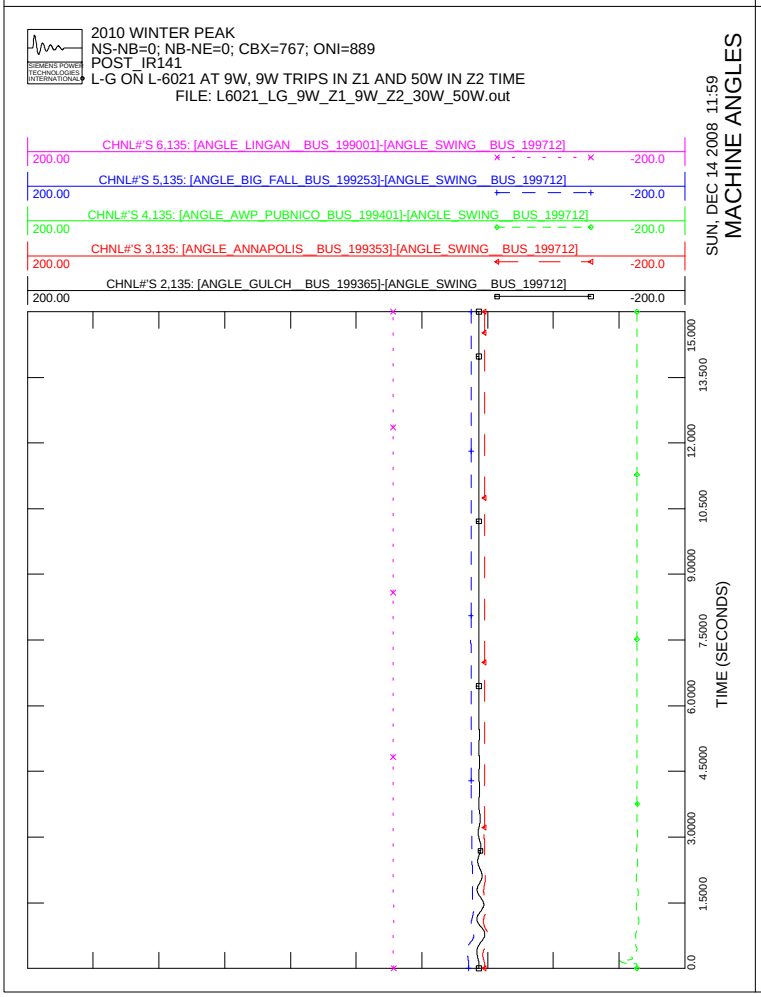

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

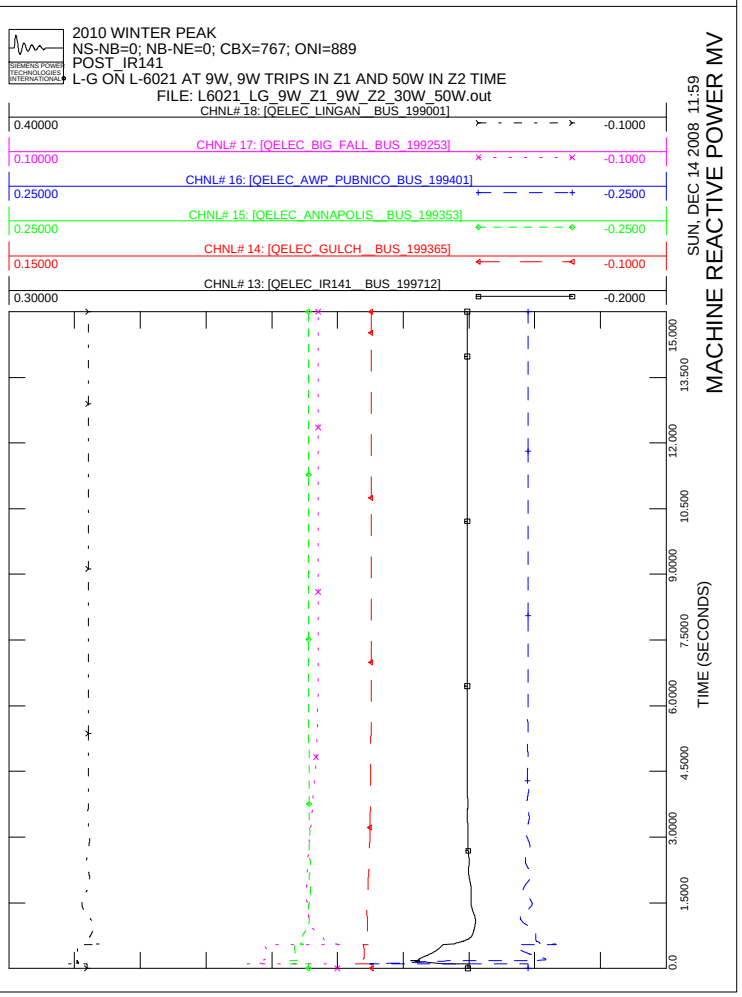

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

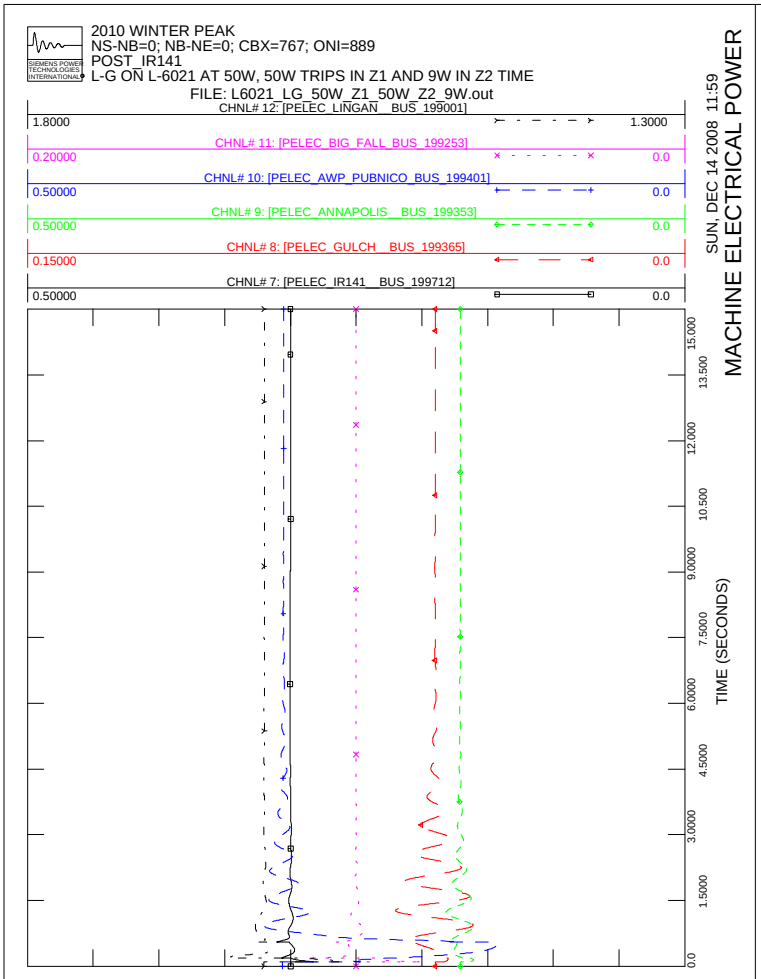

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

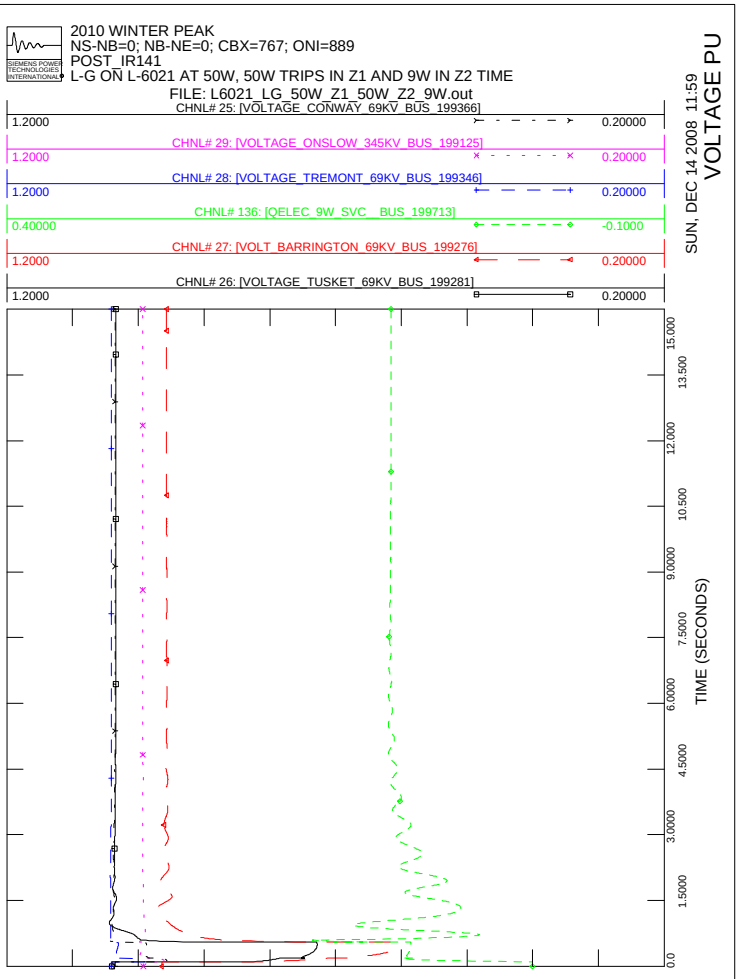

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

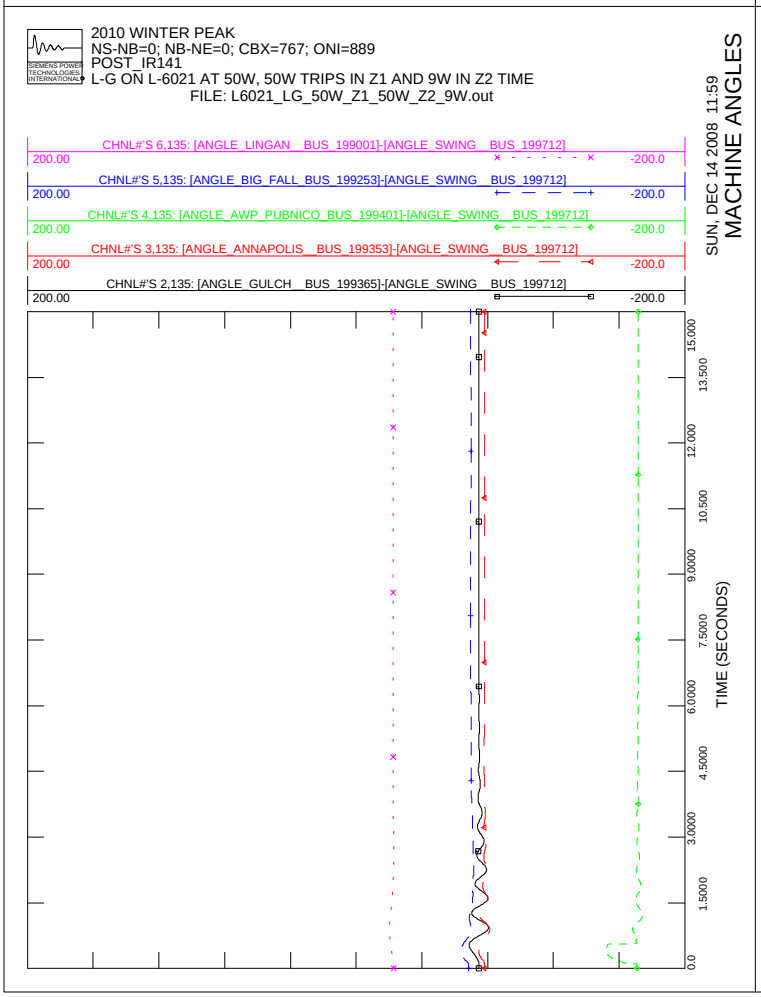

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

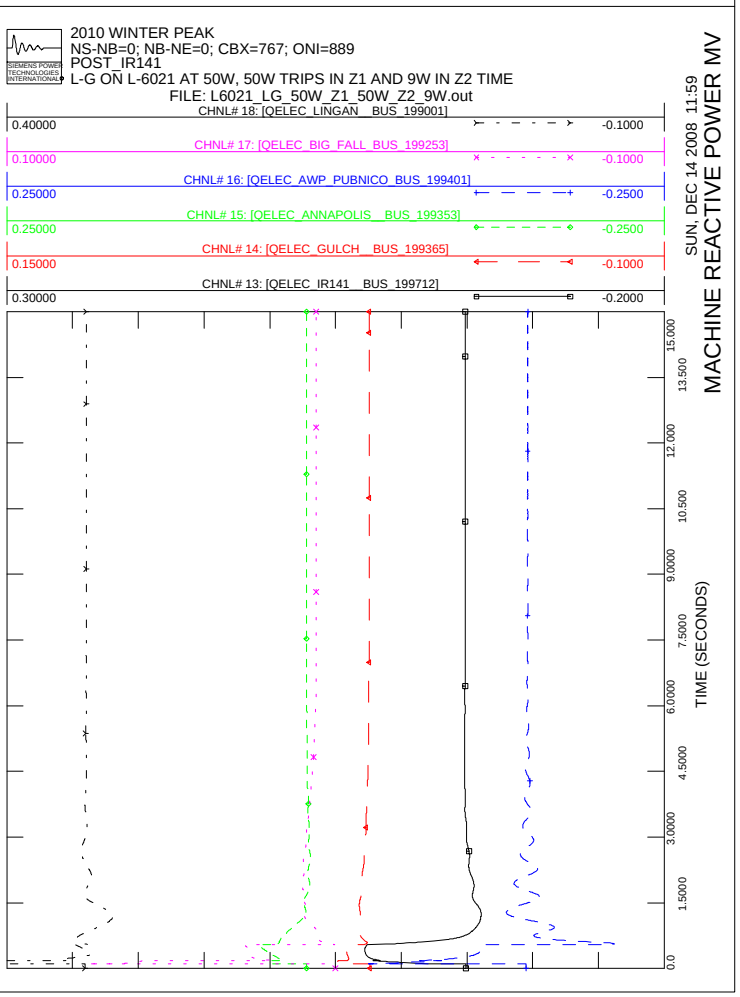

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

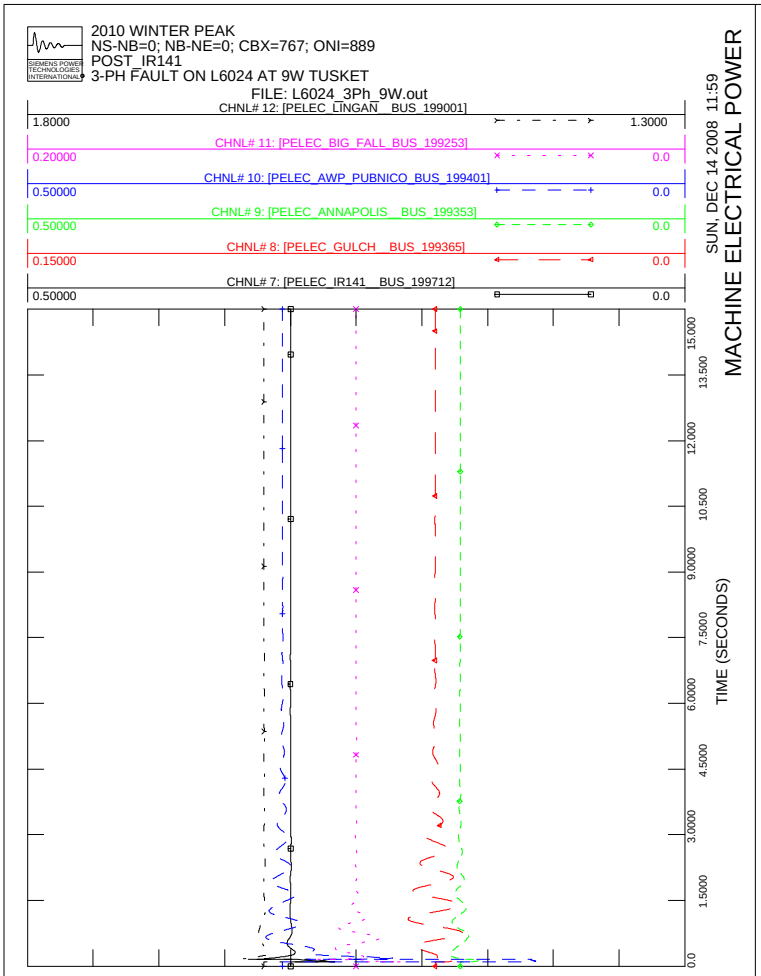

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
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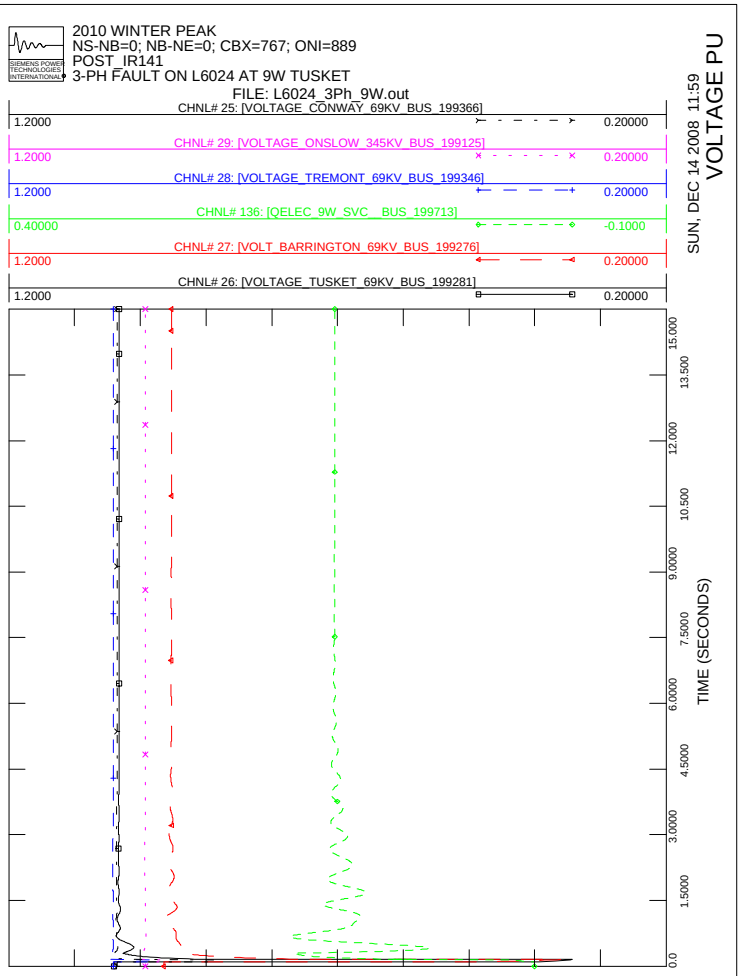
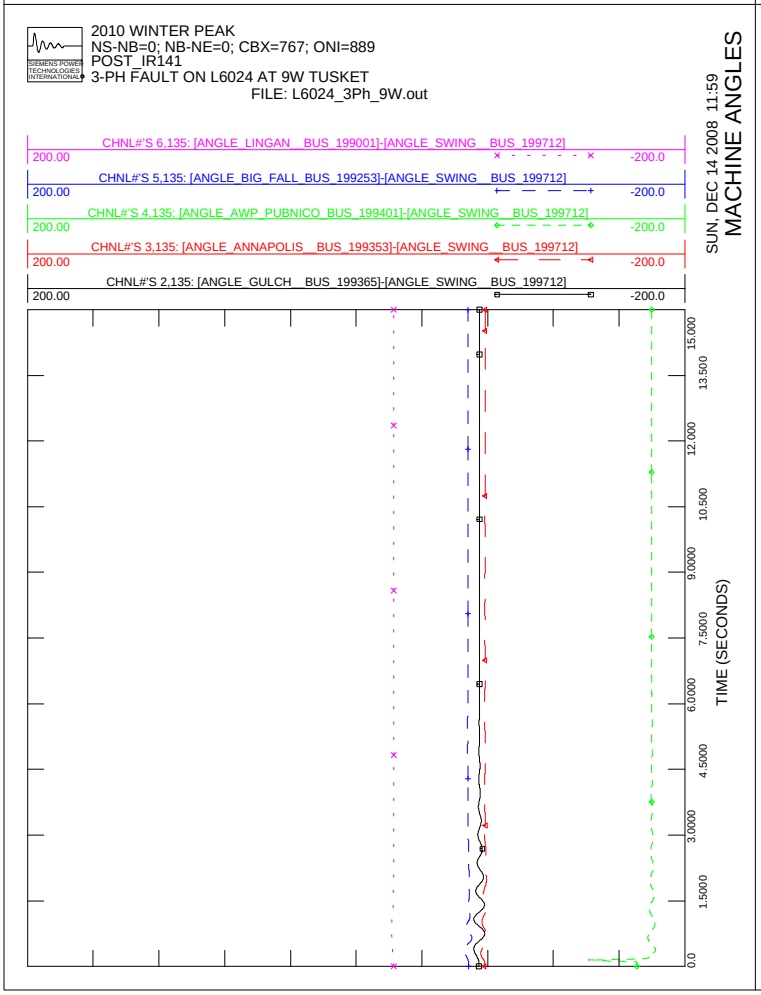
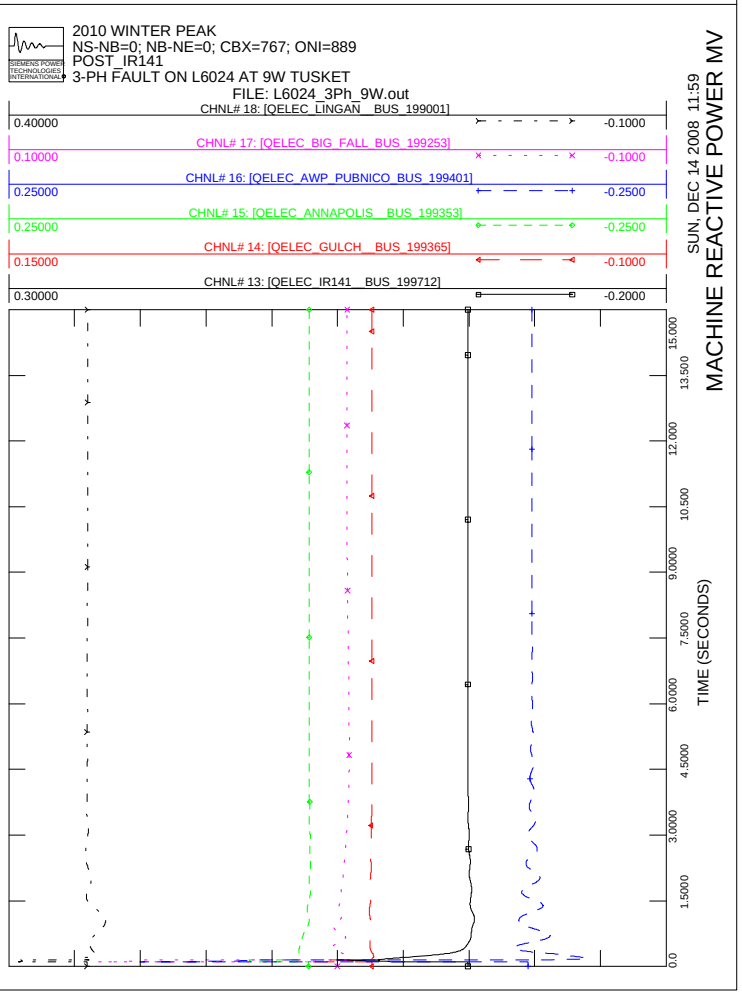
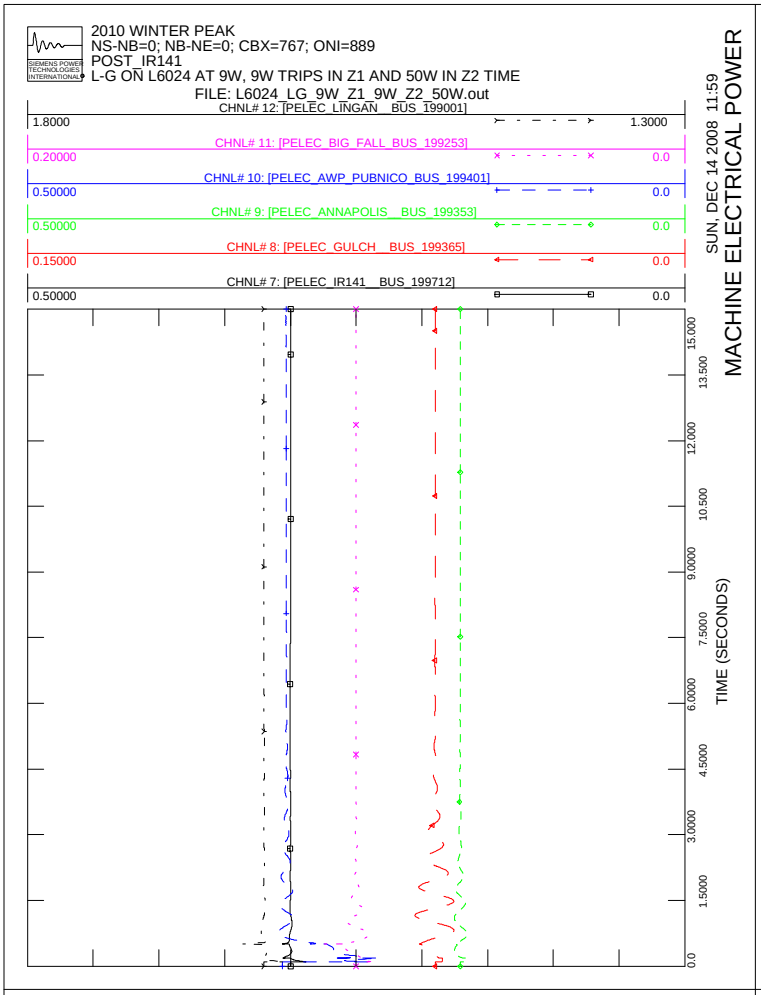
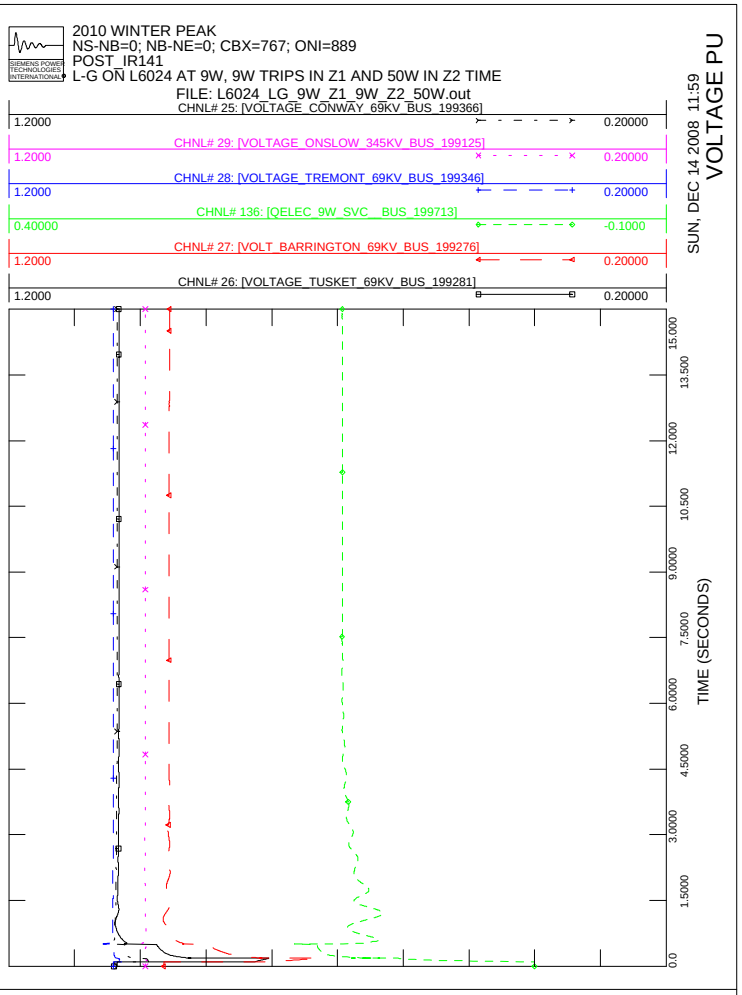
12.000
13.500
15.000

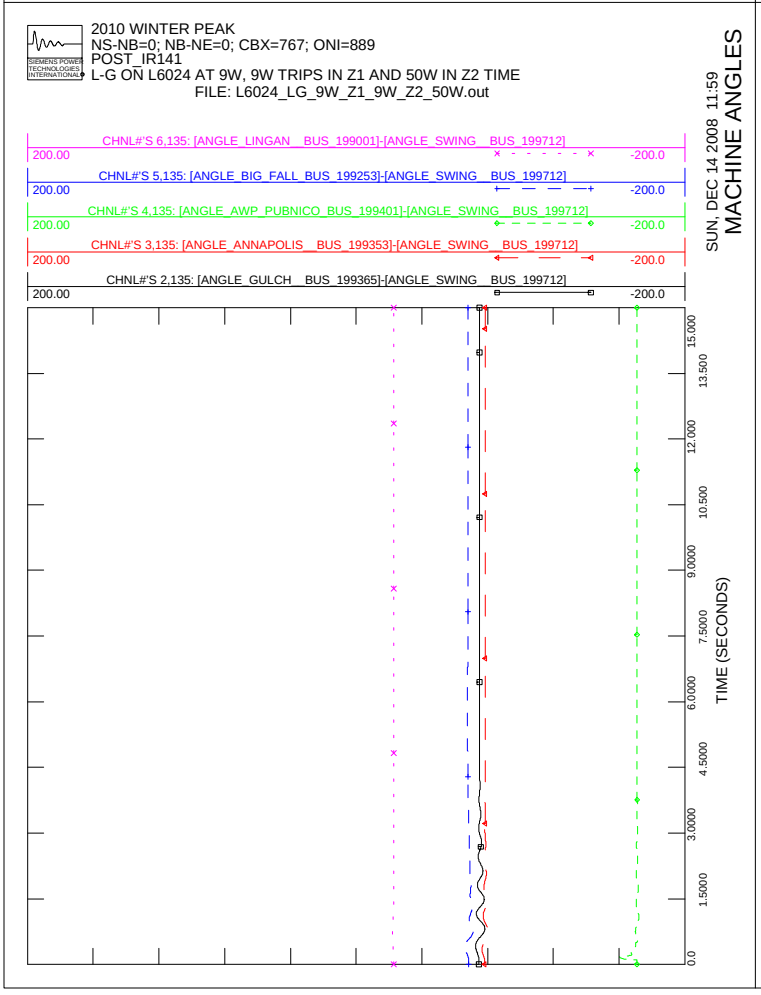

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

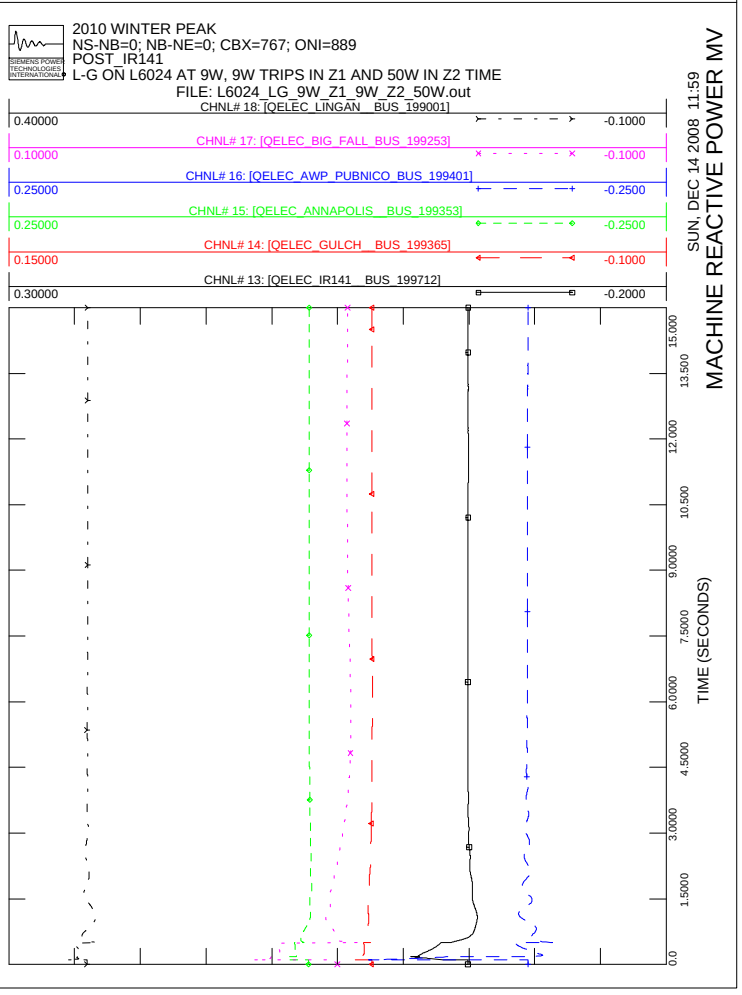

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

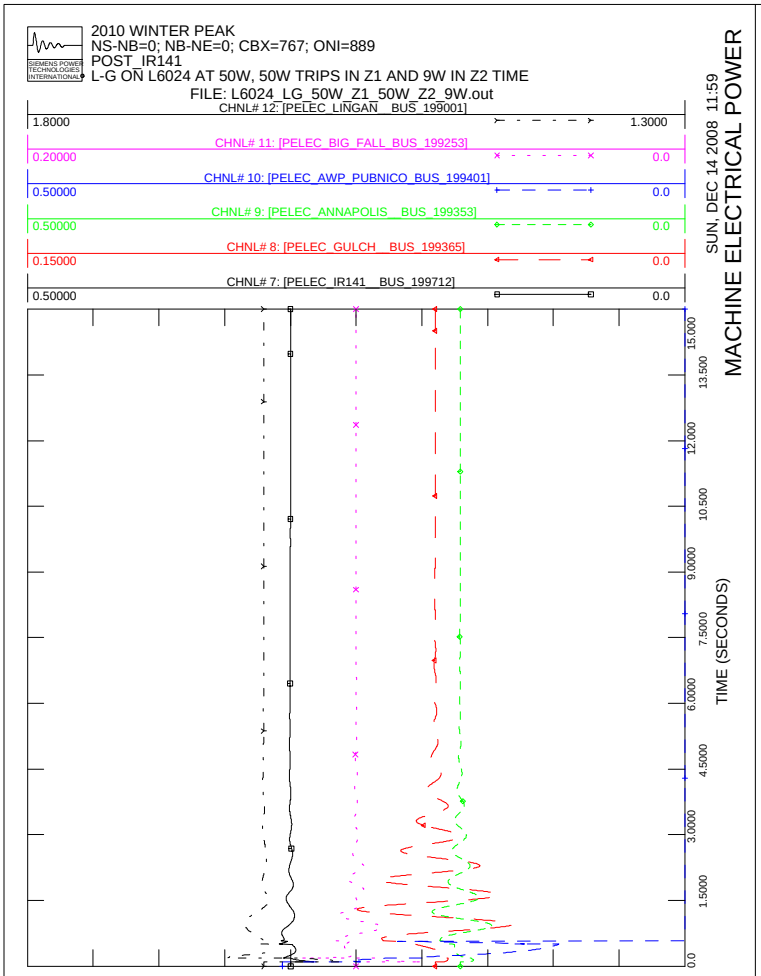

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

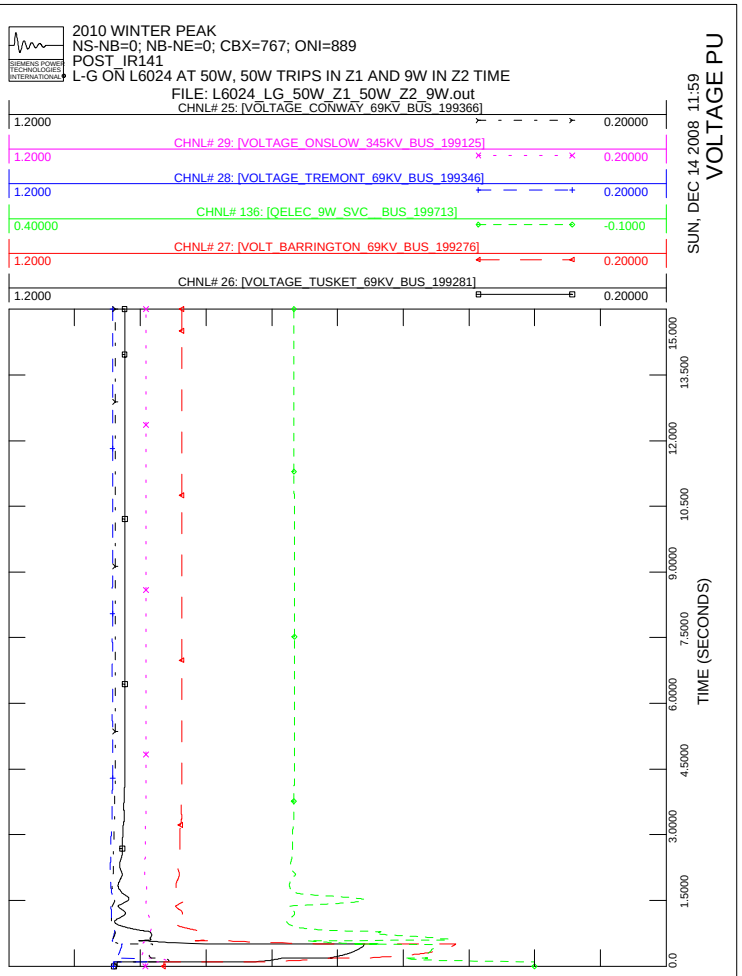

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

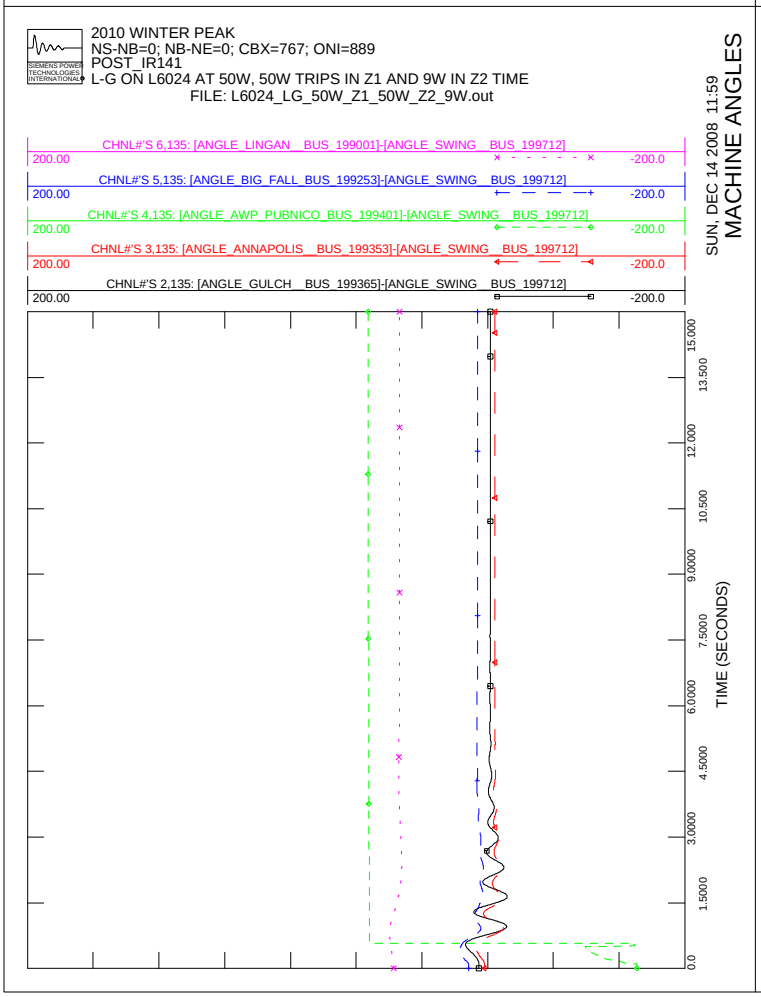

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

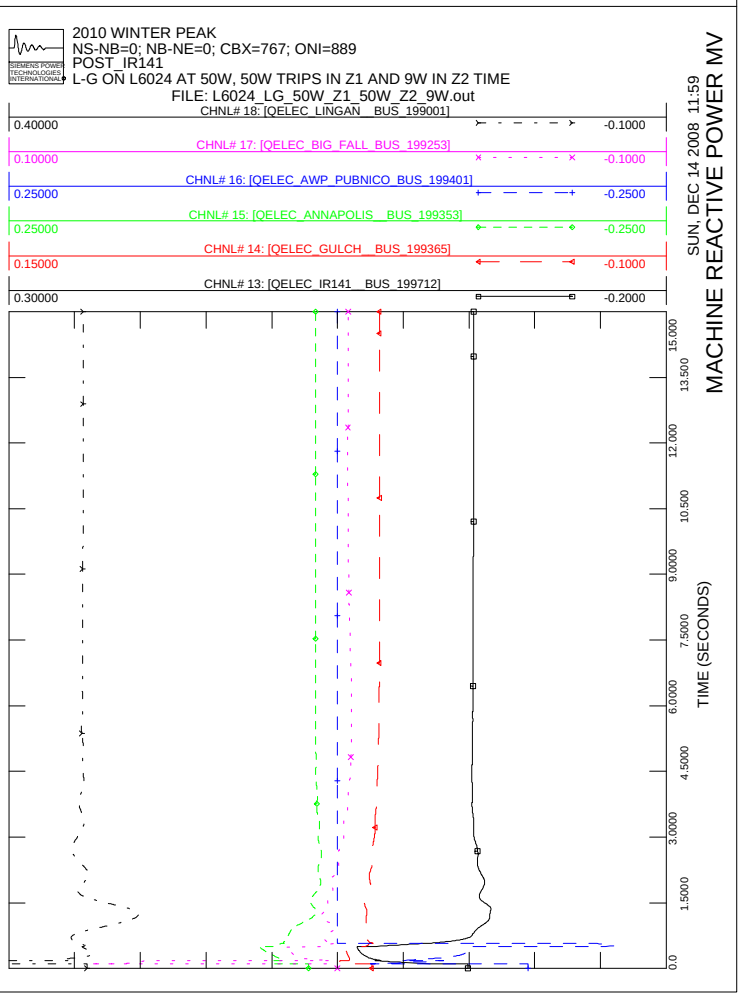

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

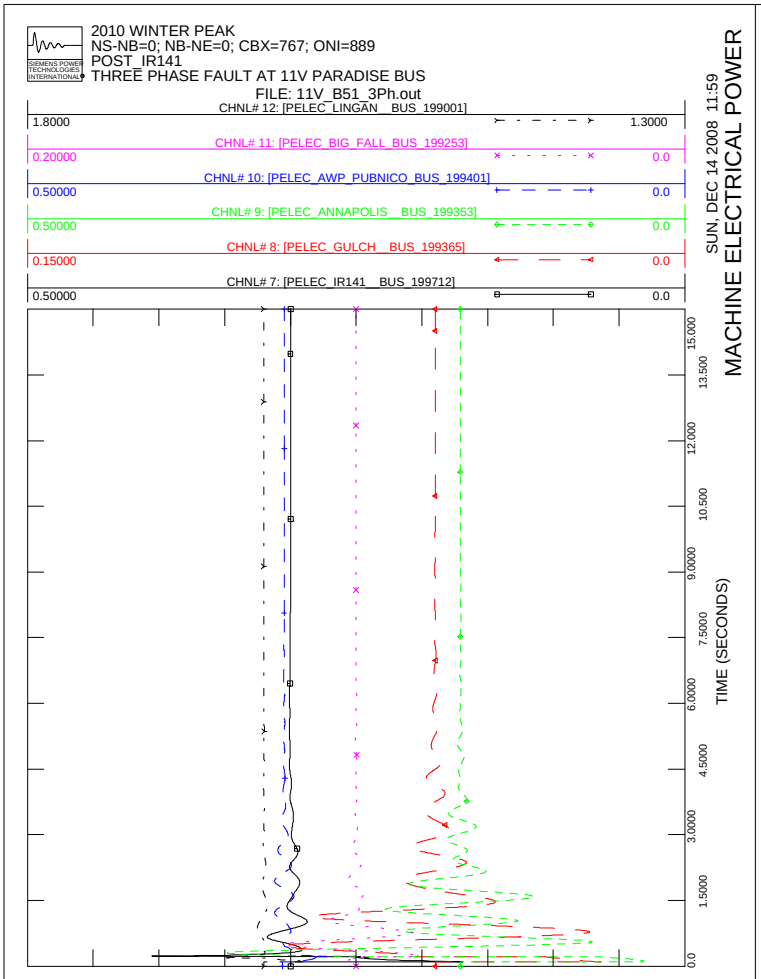

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

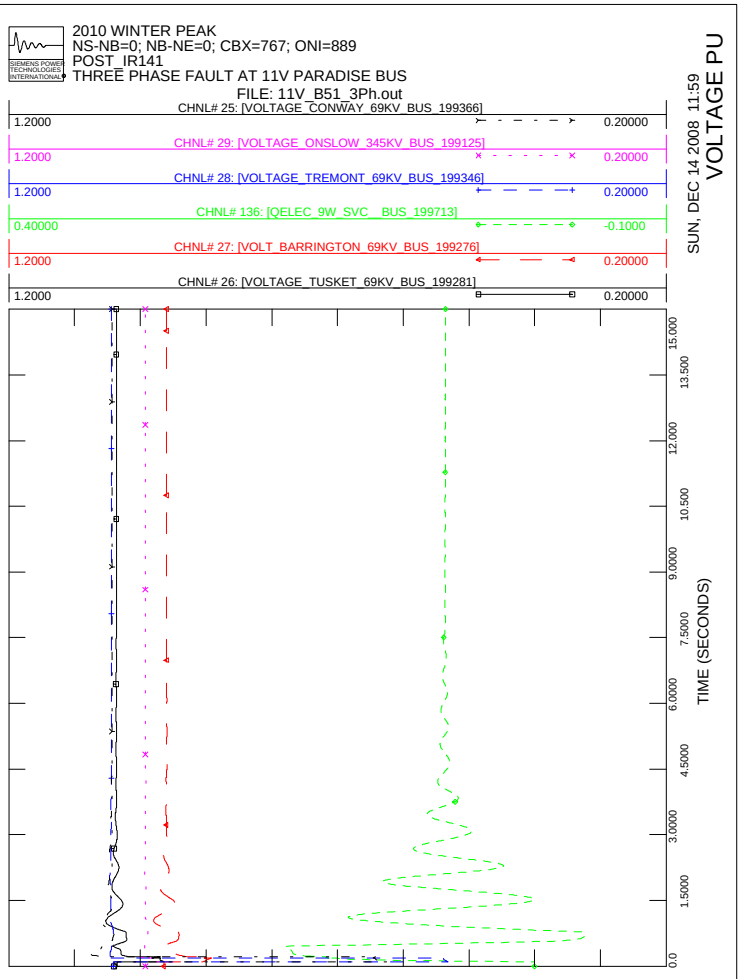

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

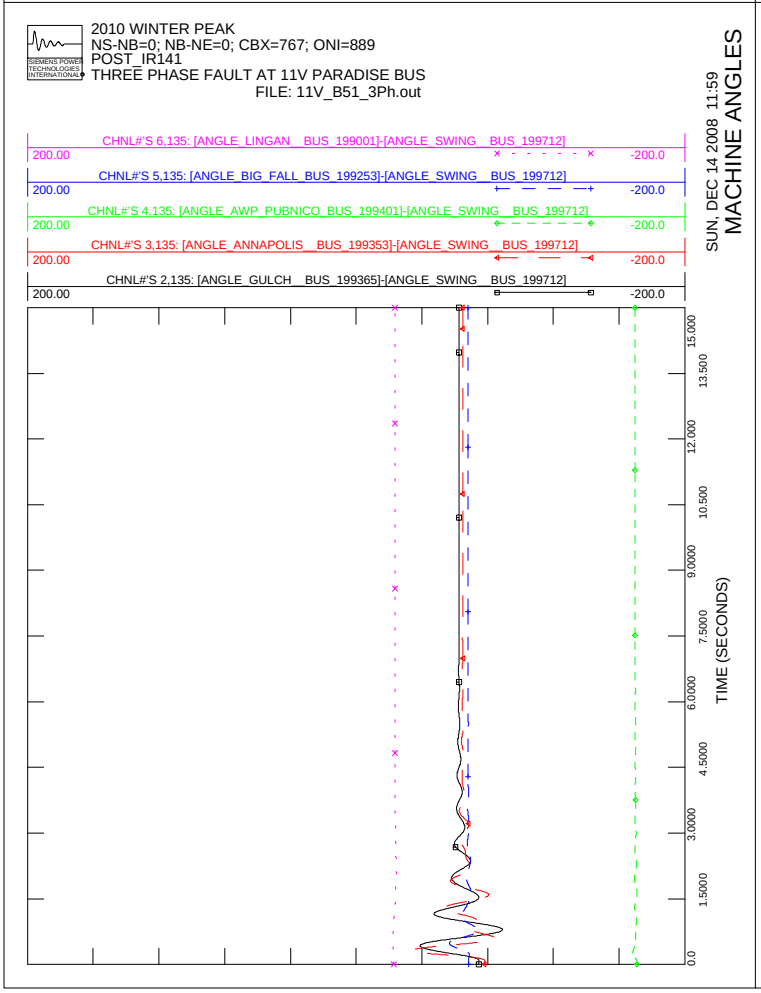

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

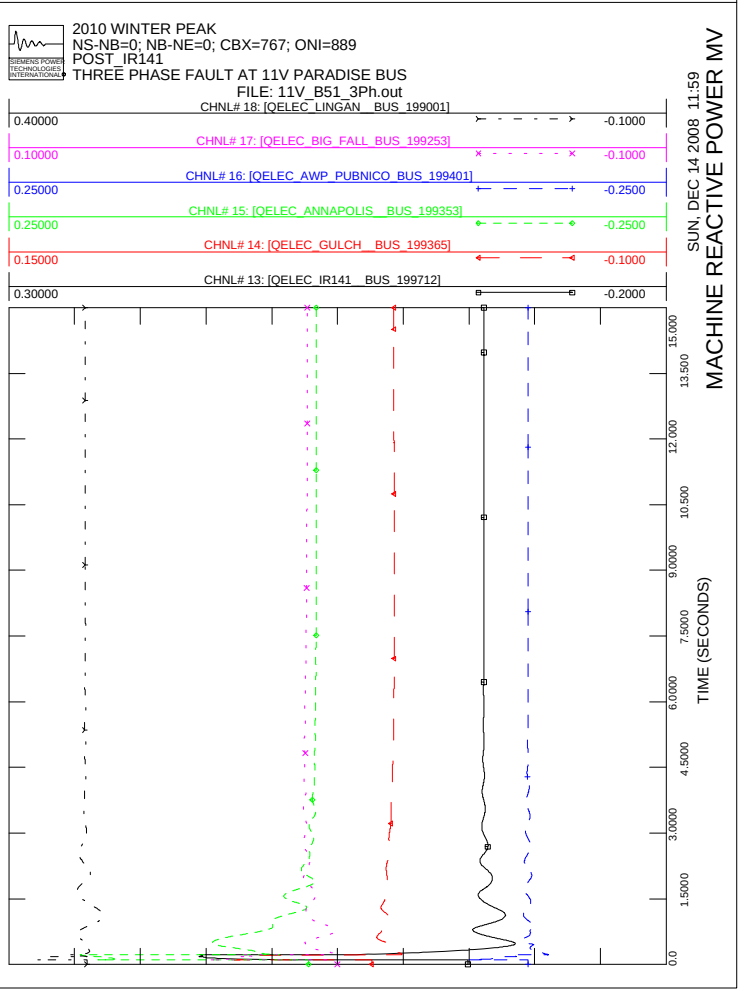

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

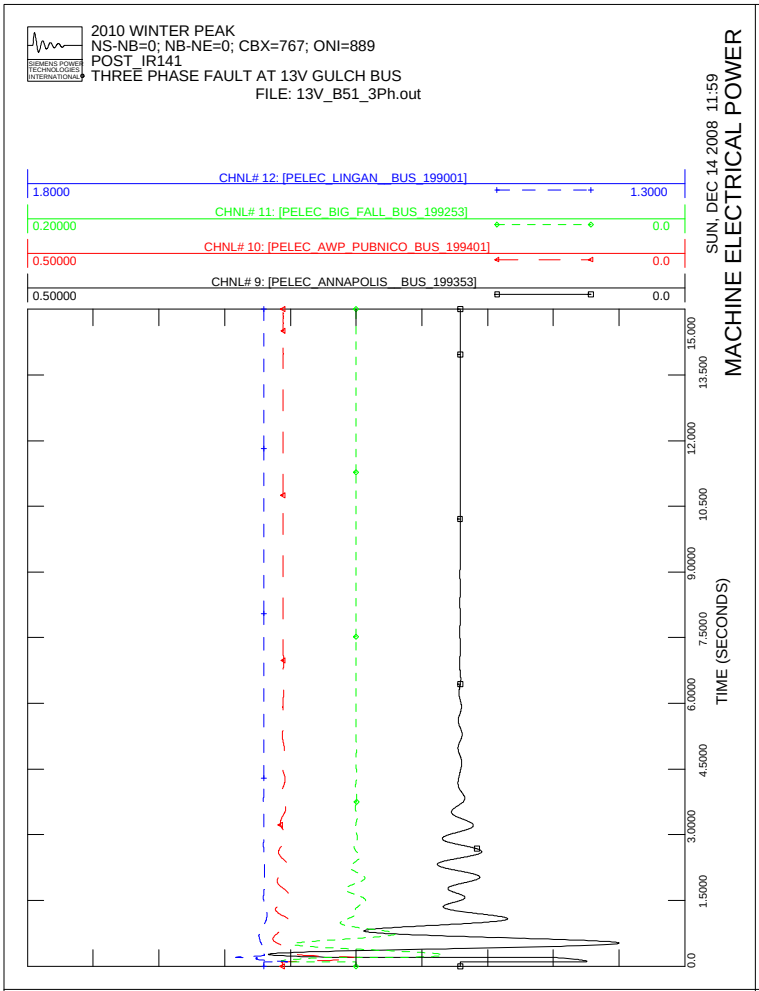

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

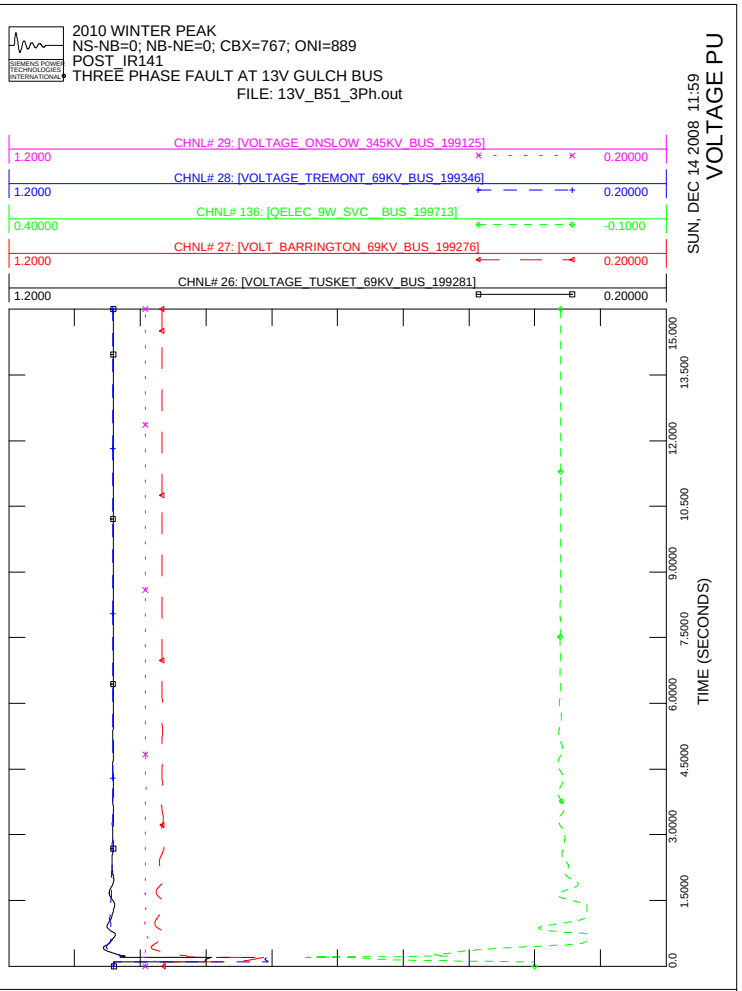

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

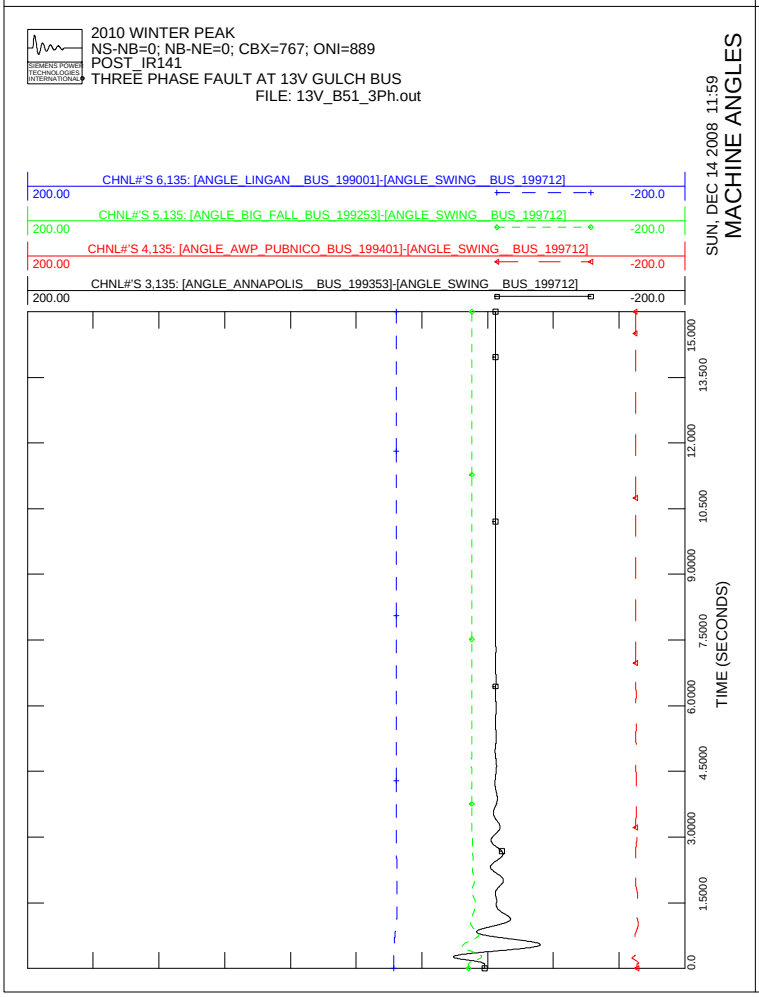

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 11:59
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

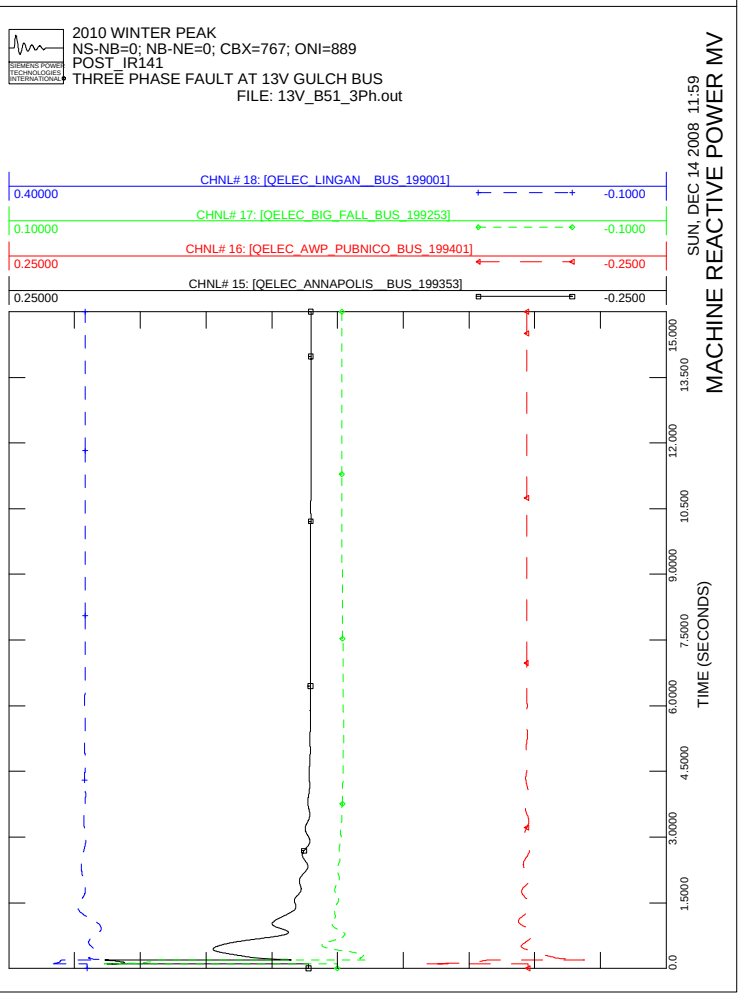

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

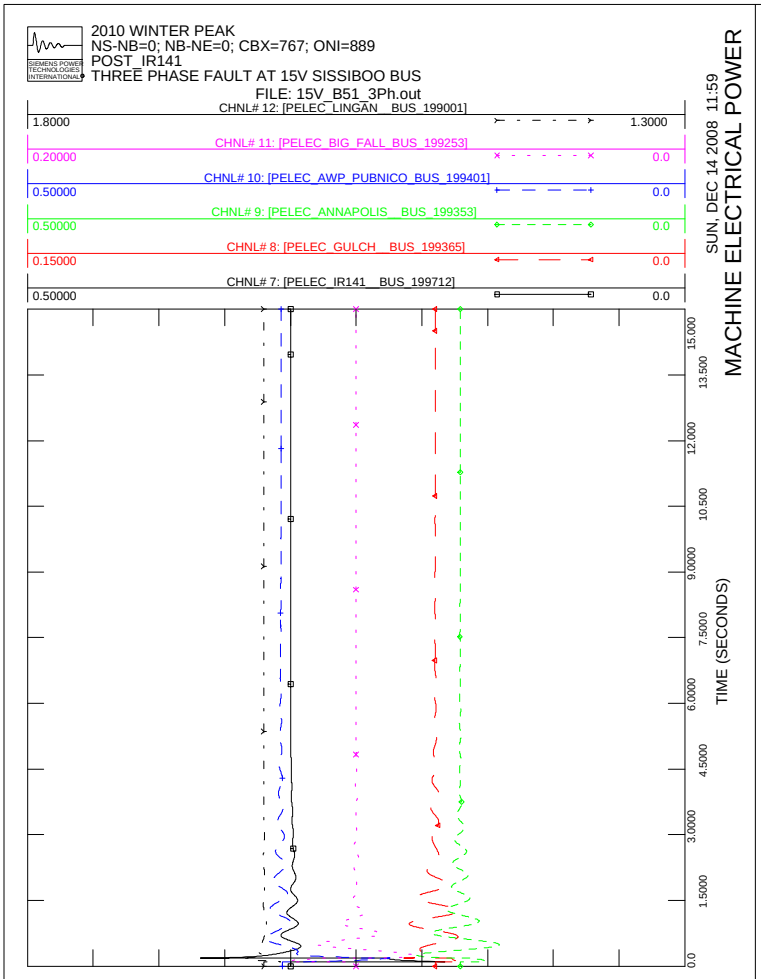

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

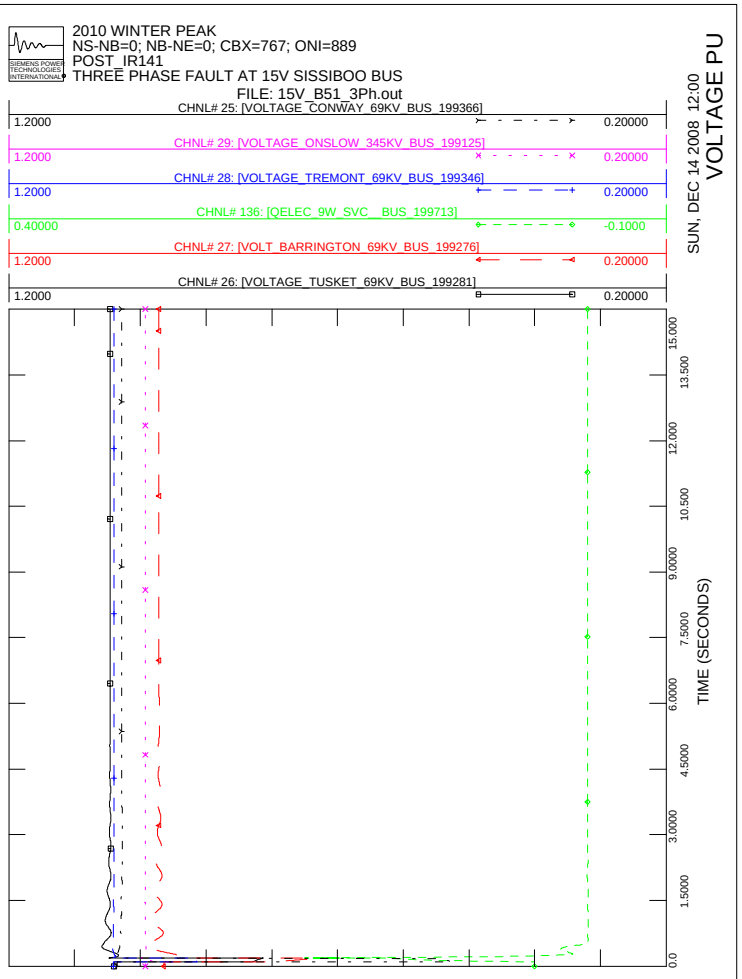

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

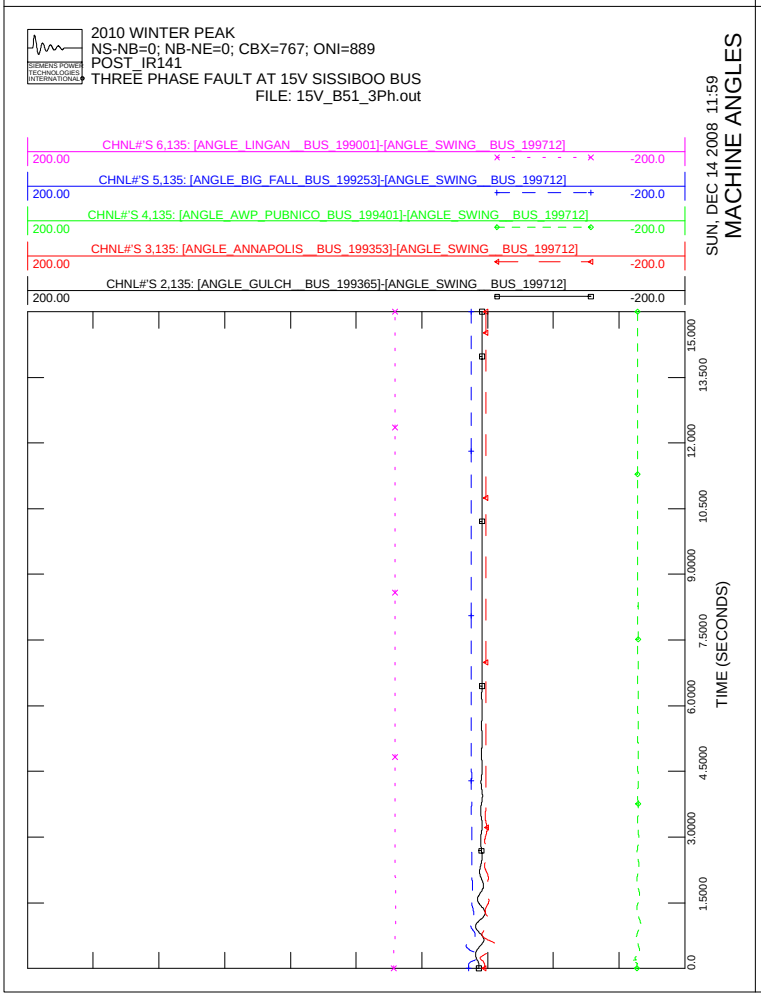

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:59
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

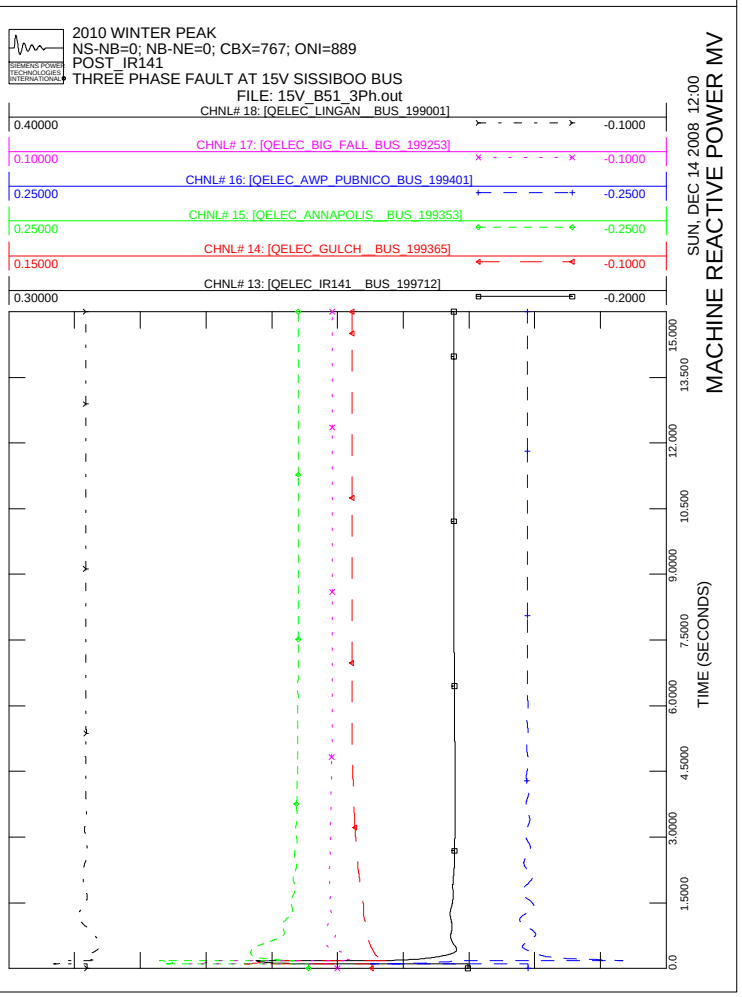

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:59
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

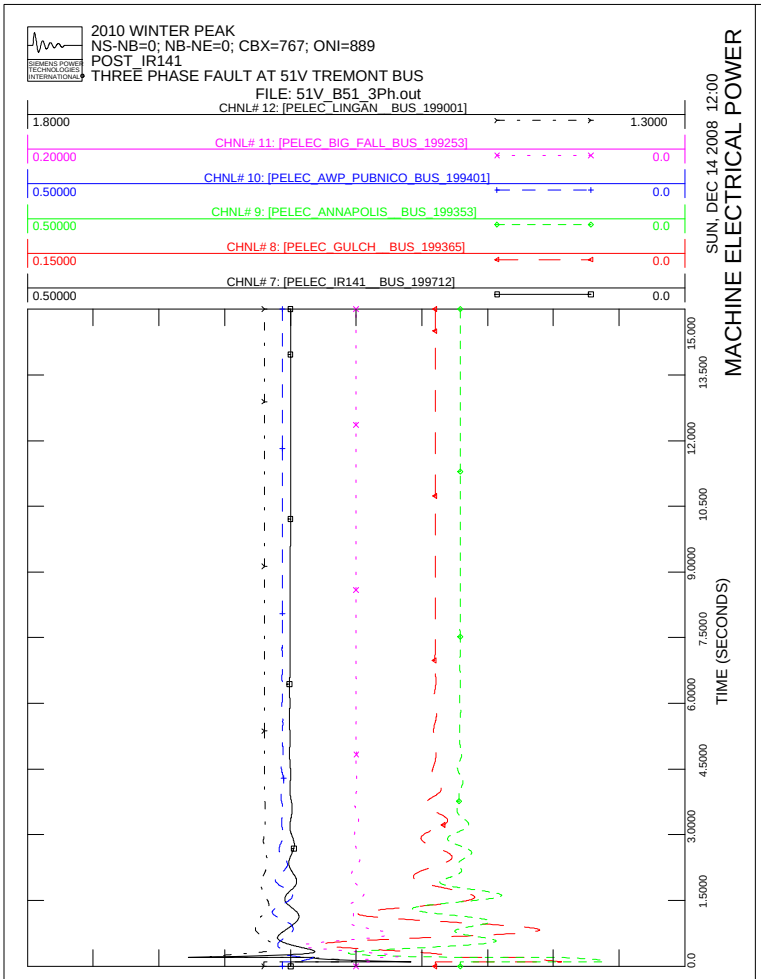

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 11:59
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

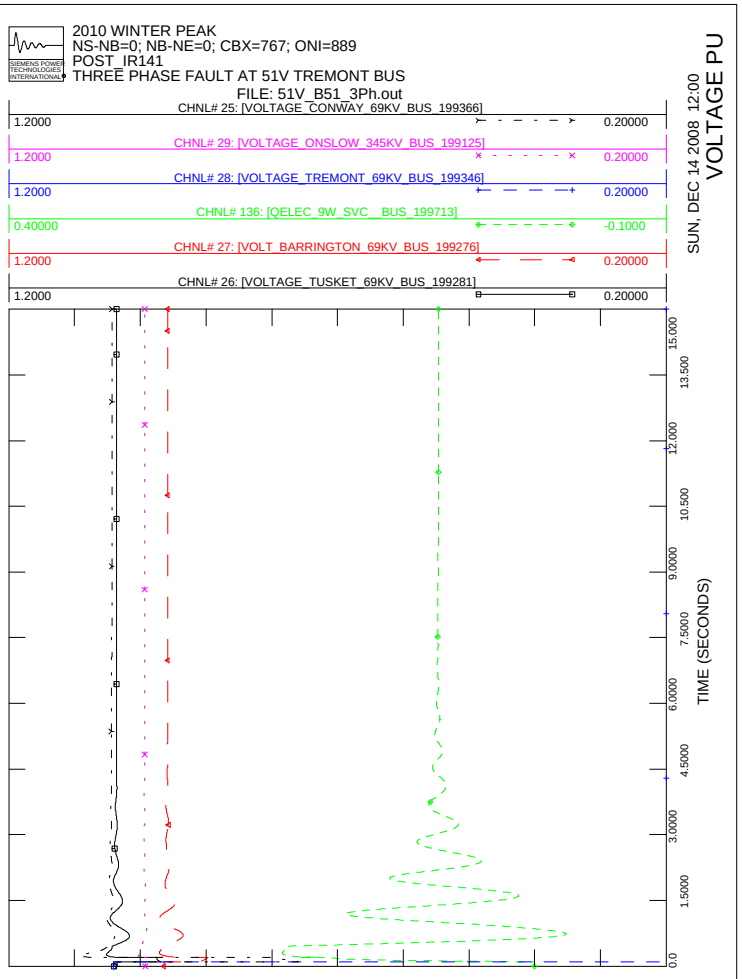

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 11:59
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

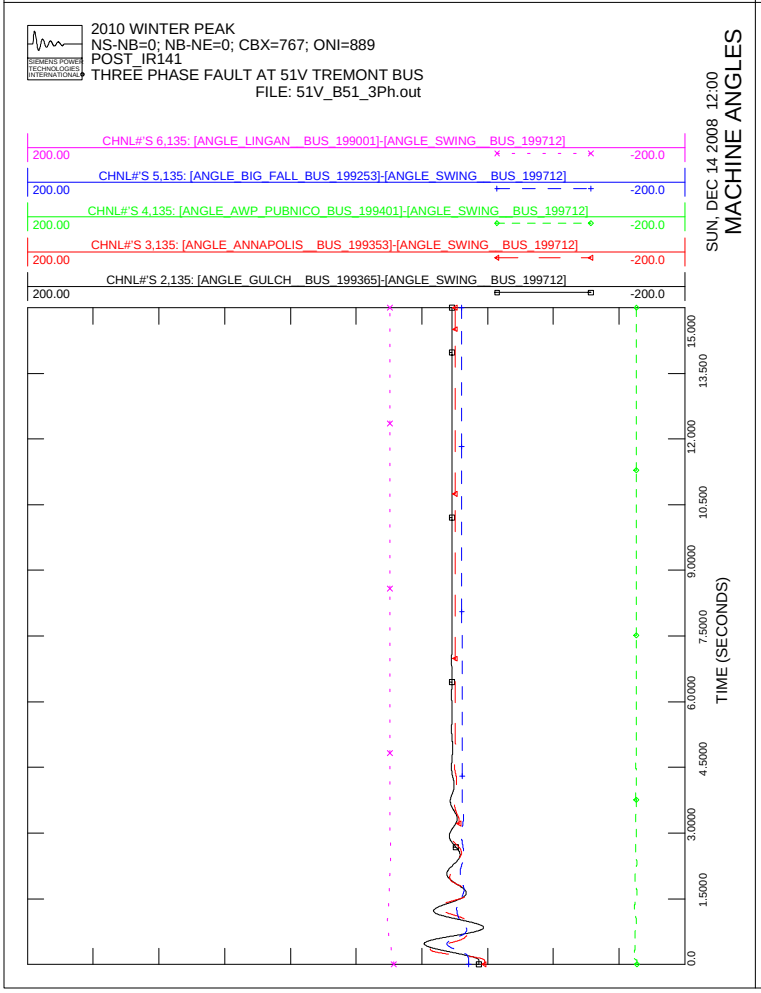

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:00
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

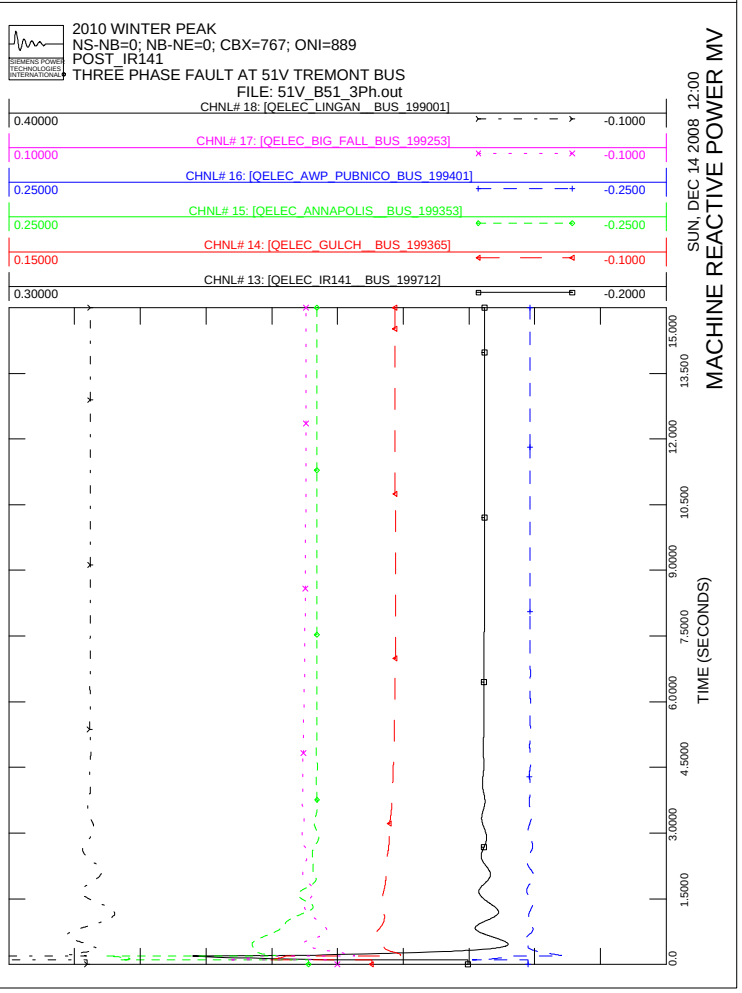

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 11:59
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

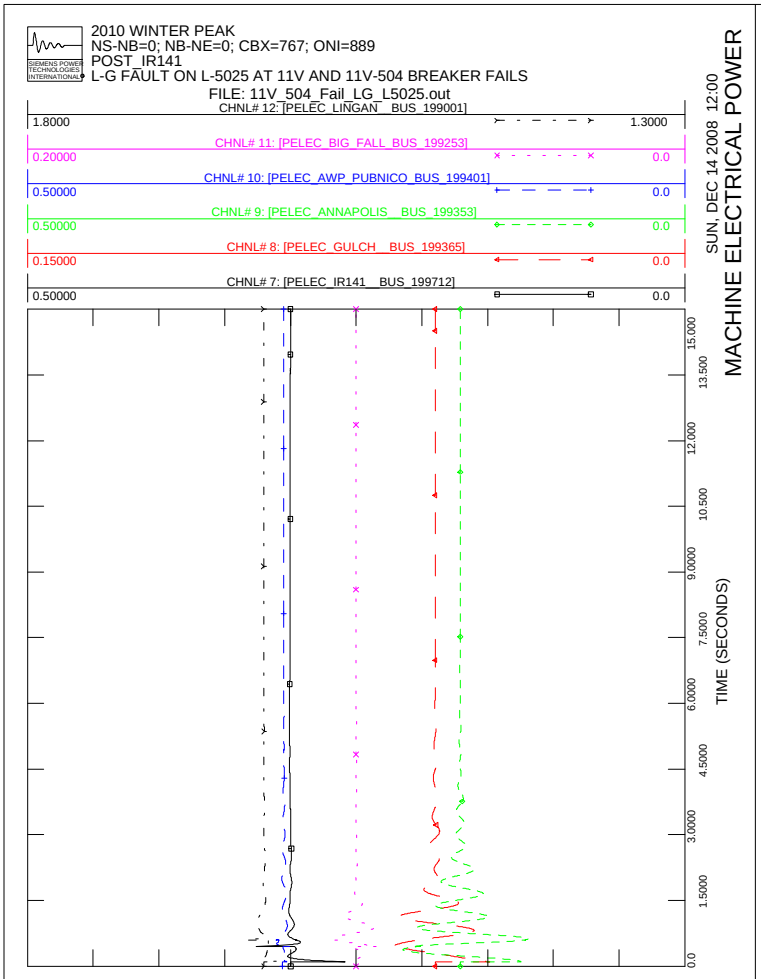

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:00
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

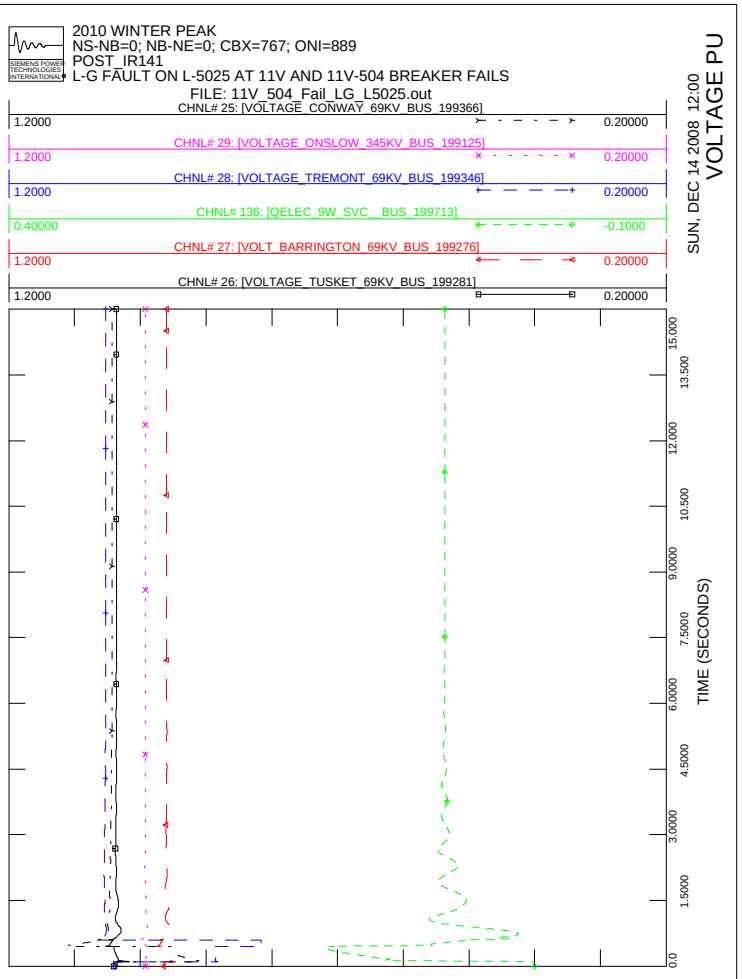

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:00
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

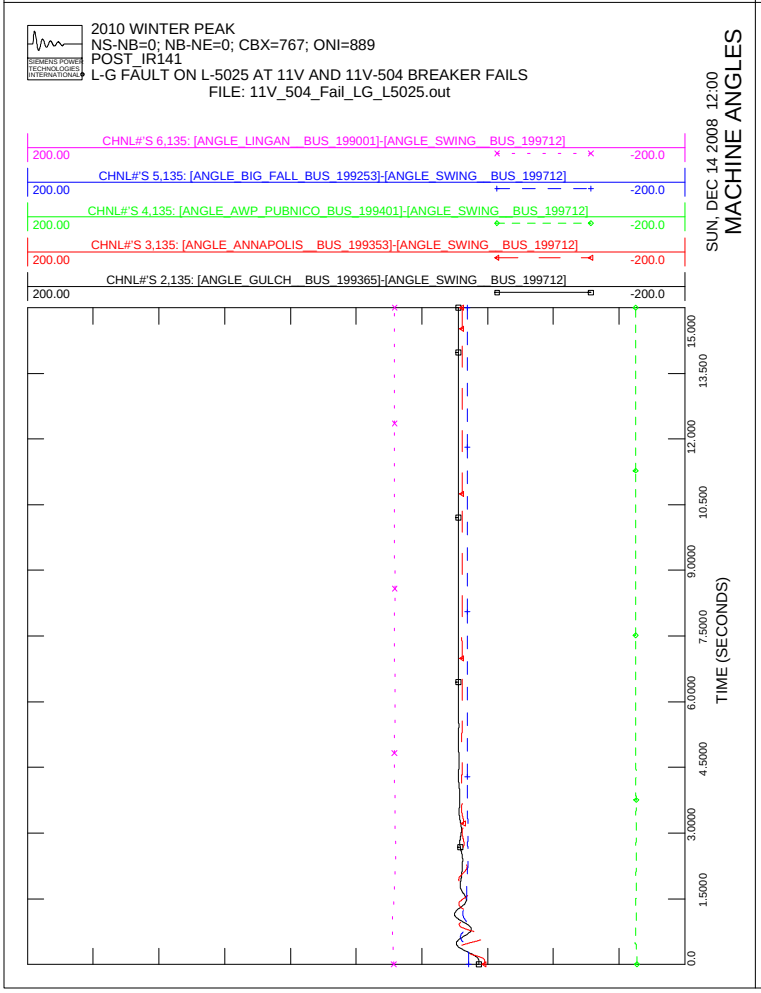

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:00
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

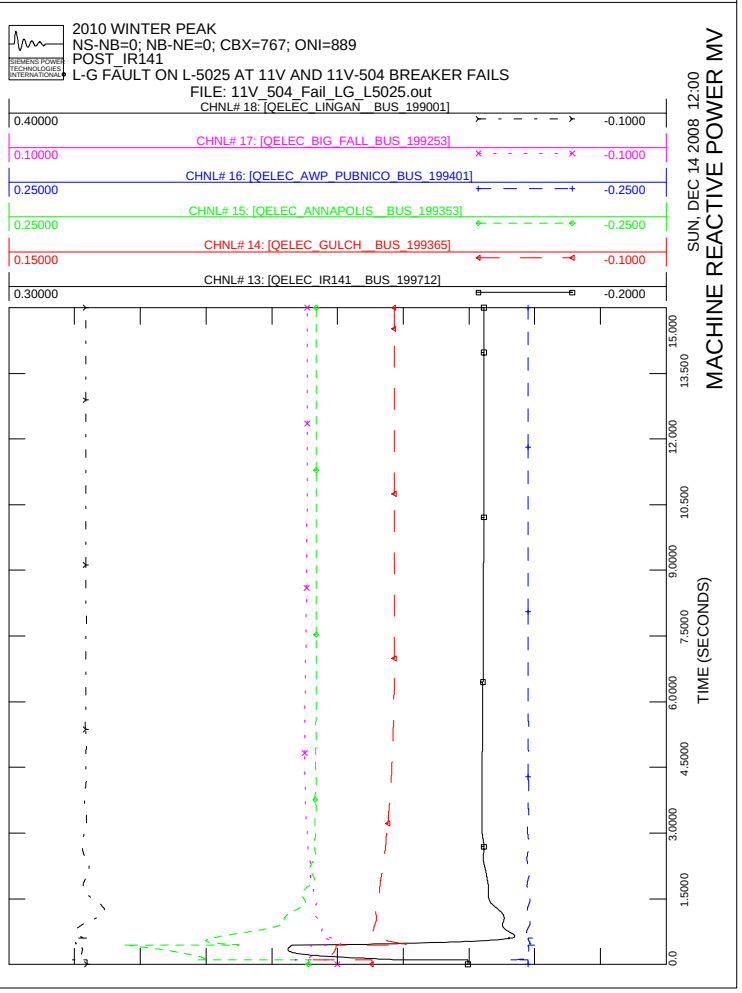

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:00
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

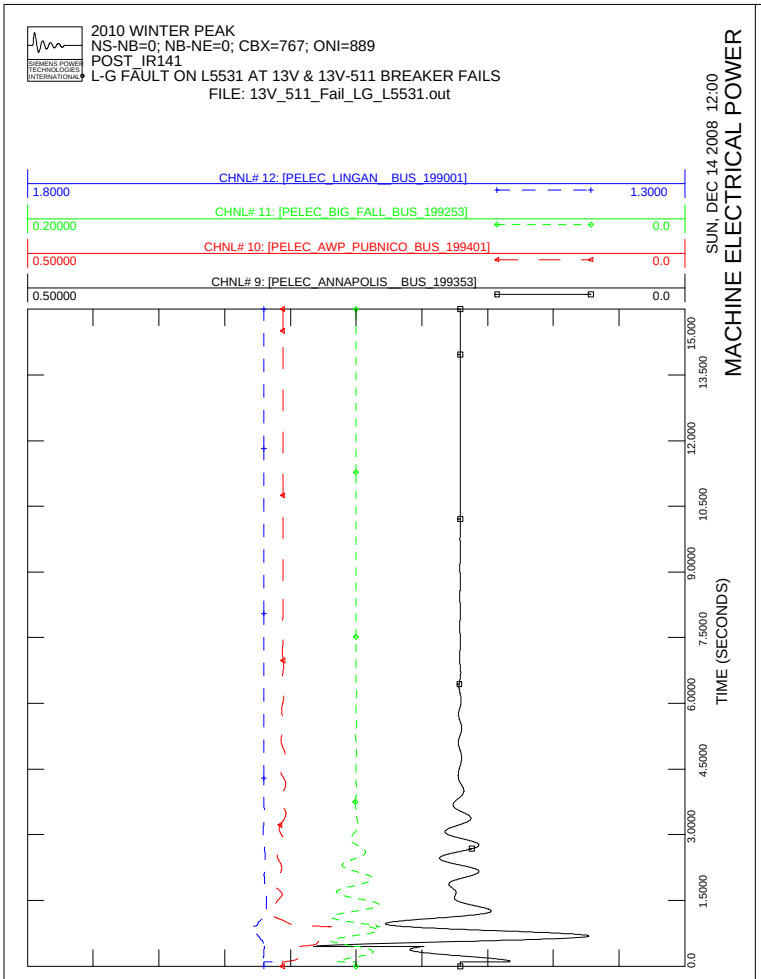

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:00
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

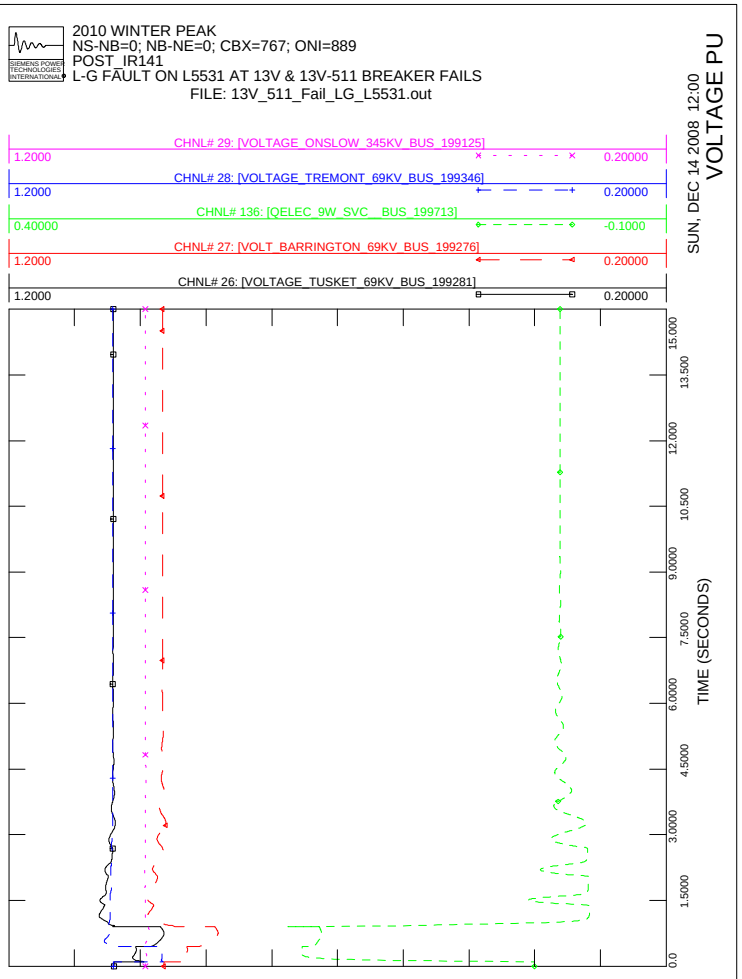

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:00
MACHINE ELECTRICAL POWER
TIME (SECONDS)

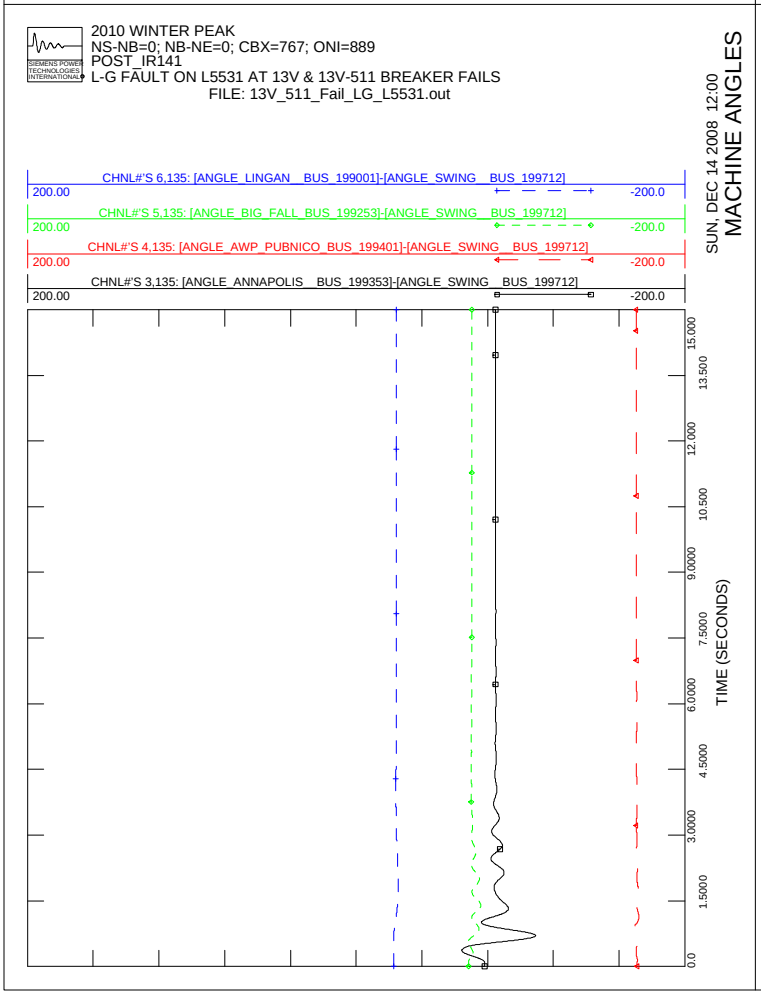

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:00
VOLTAGE PU
TIME (SECONDS)

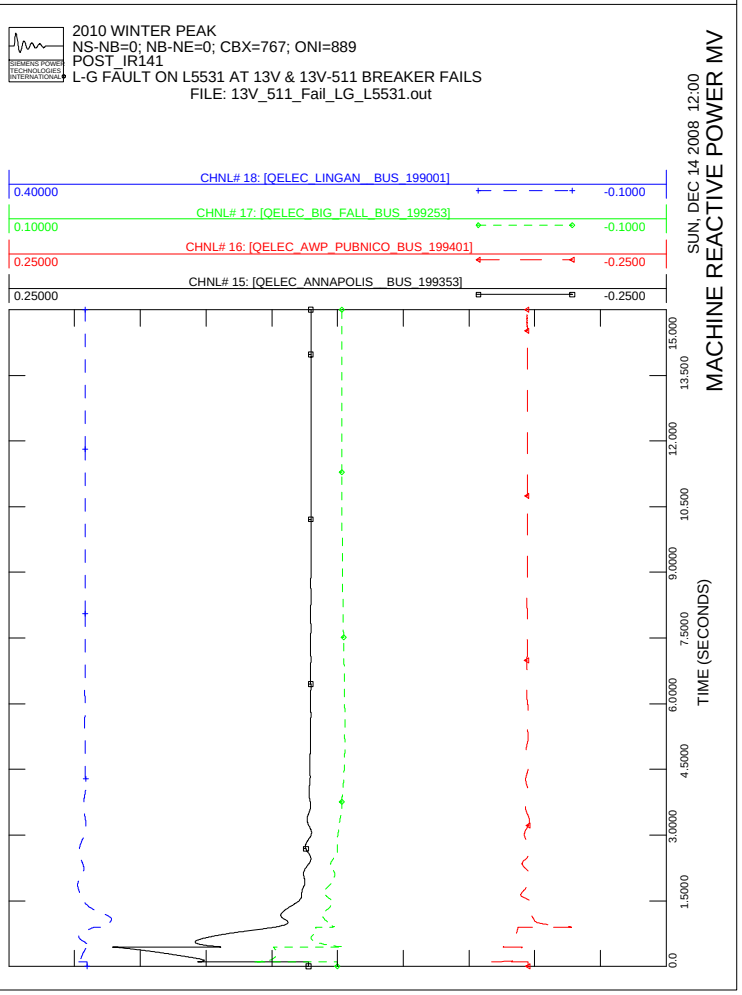

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:00
MACHINE ANGLES
TIME (SECONDS)

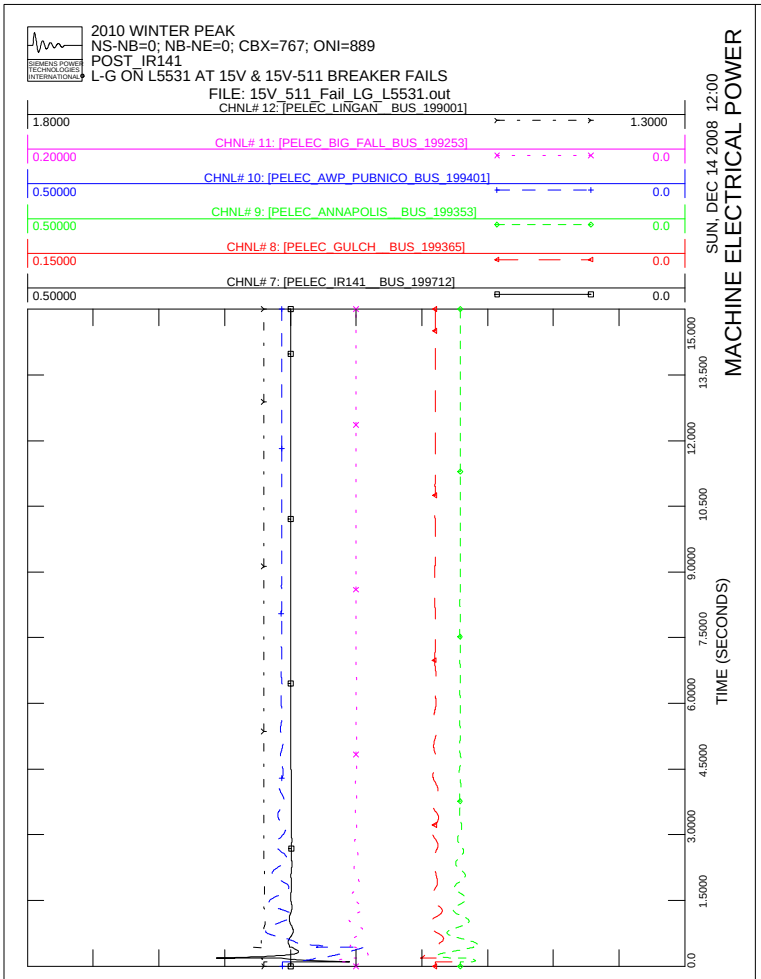

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:00
MACHINE REACTIVE POWER MV
TIME (SECONDS)

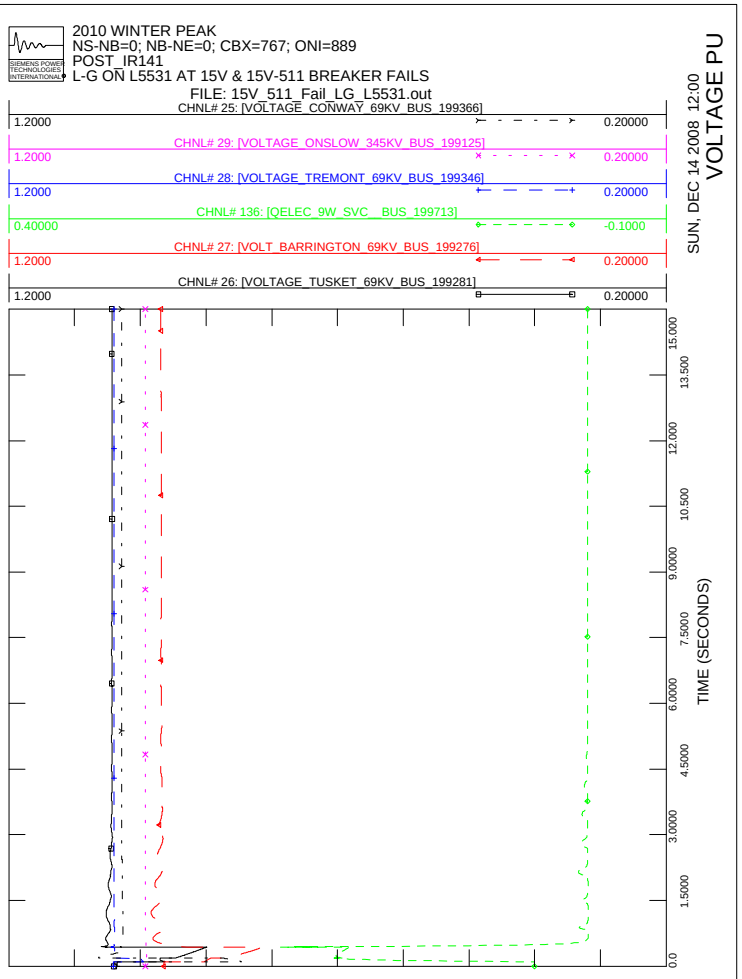

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:00
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

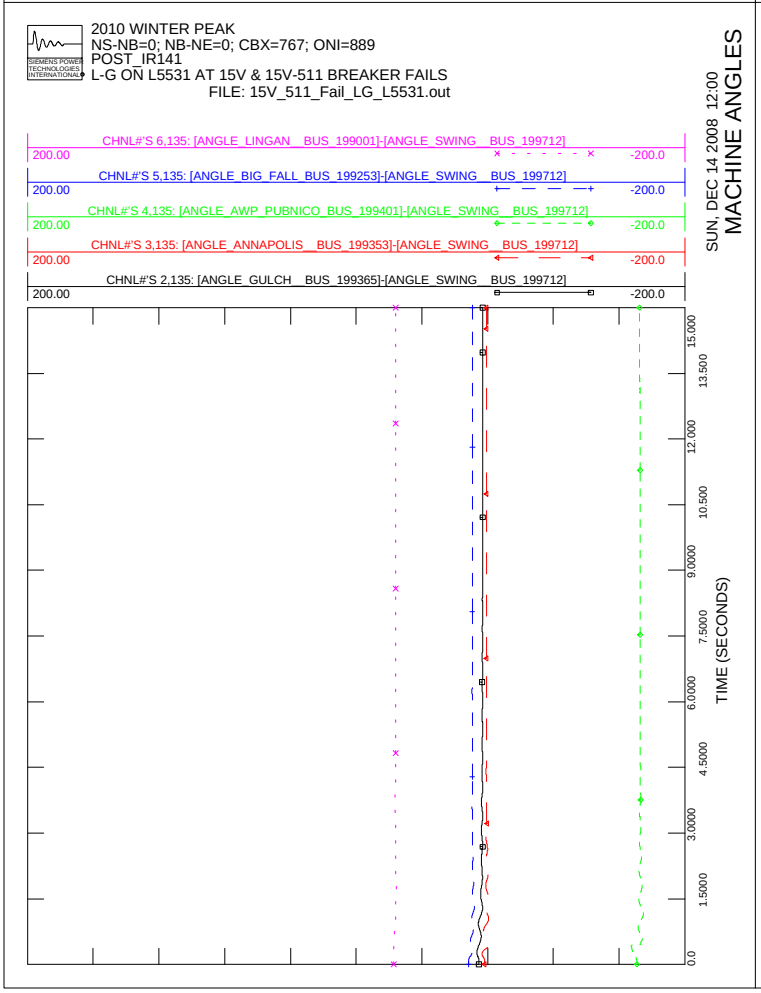

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:00
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

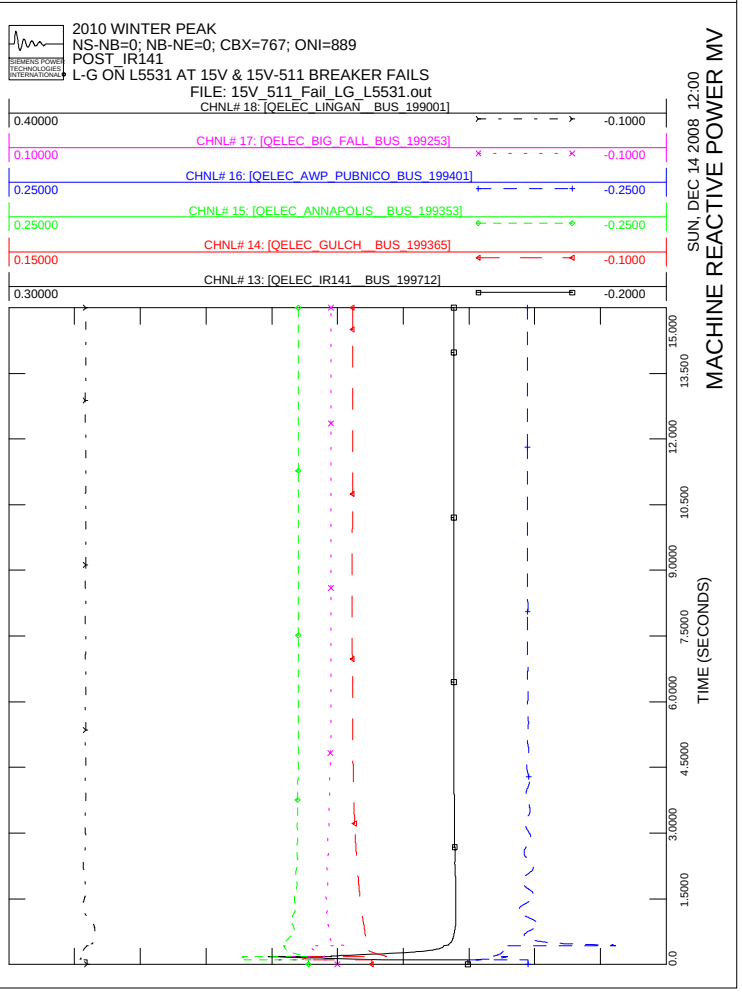

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:00
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

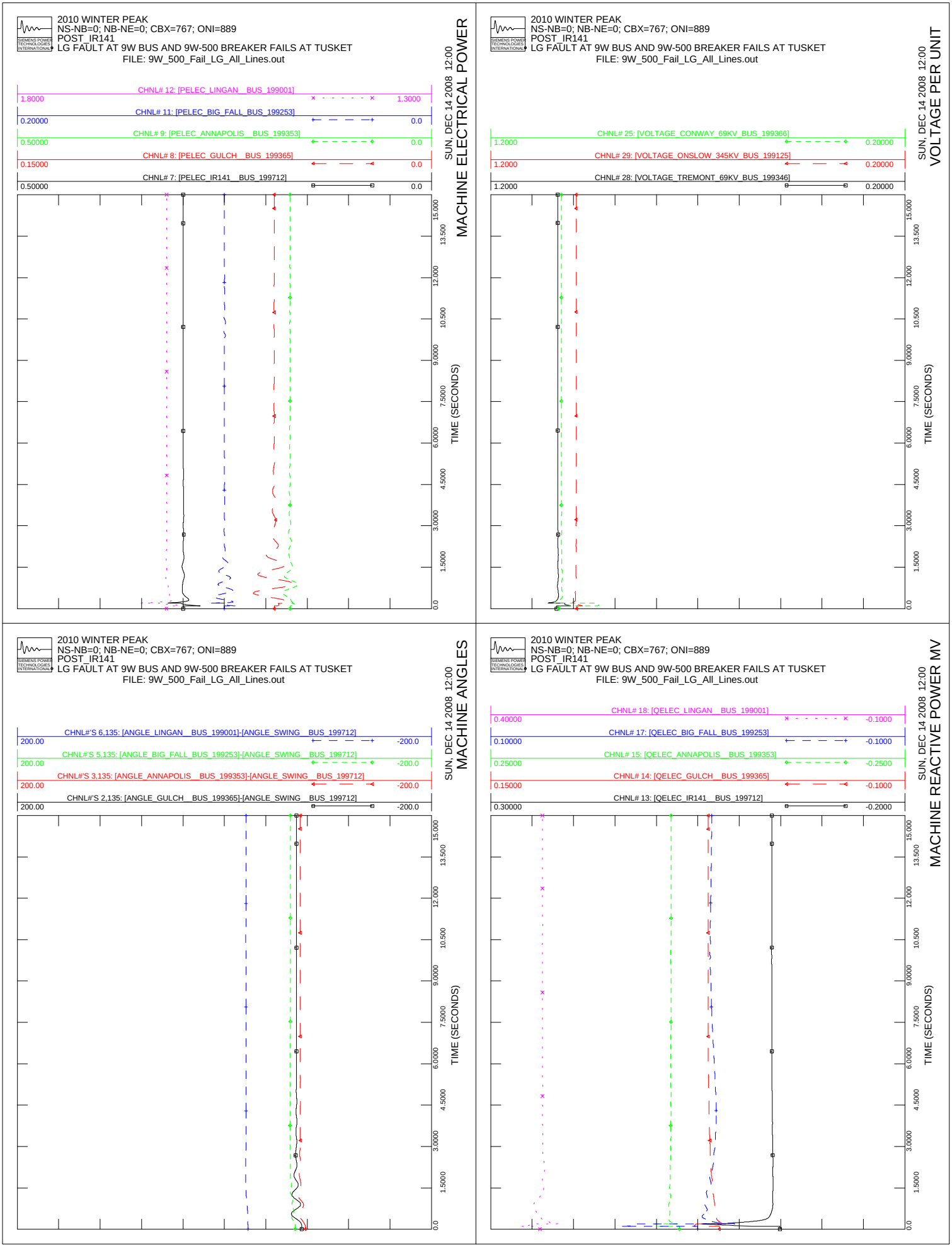

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:00
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:00
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

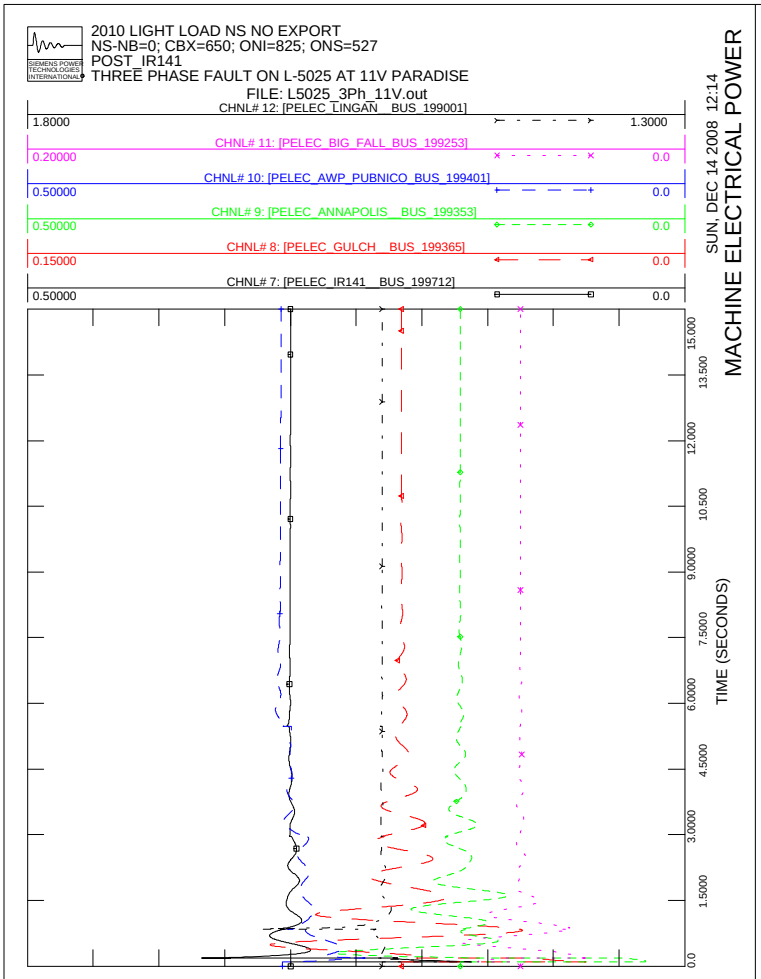

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 136: [QELEC_9W_SVC__BUS_199713]
0.40000
-0.1000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:00
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

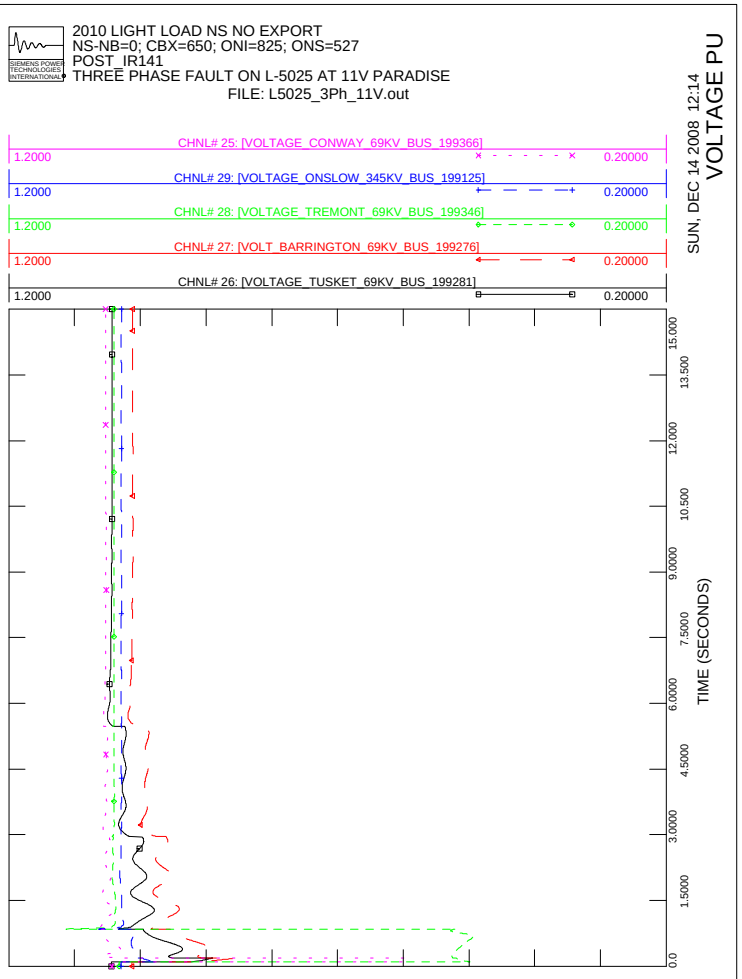

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:00
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

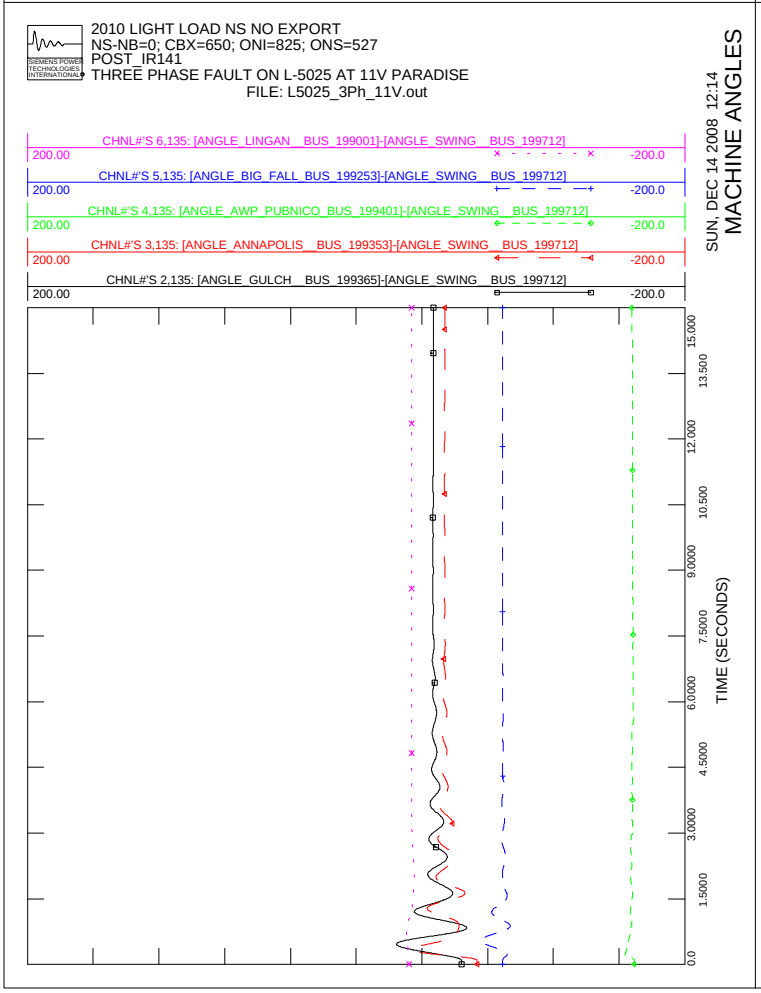

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:00
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

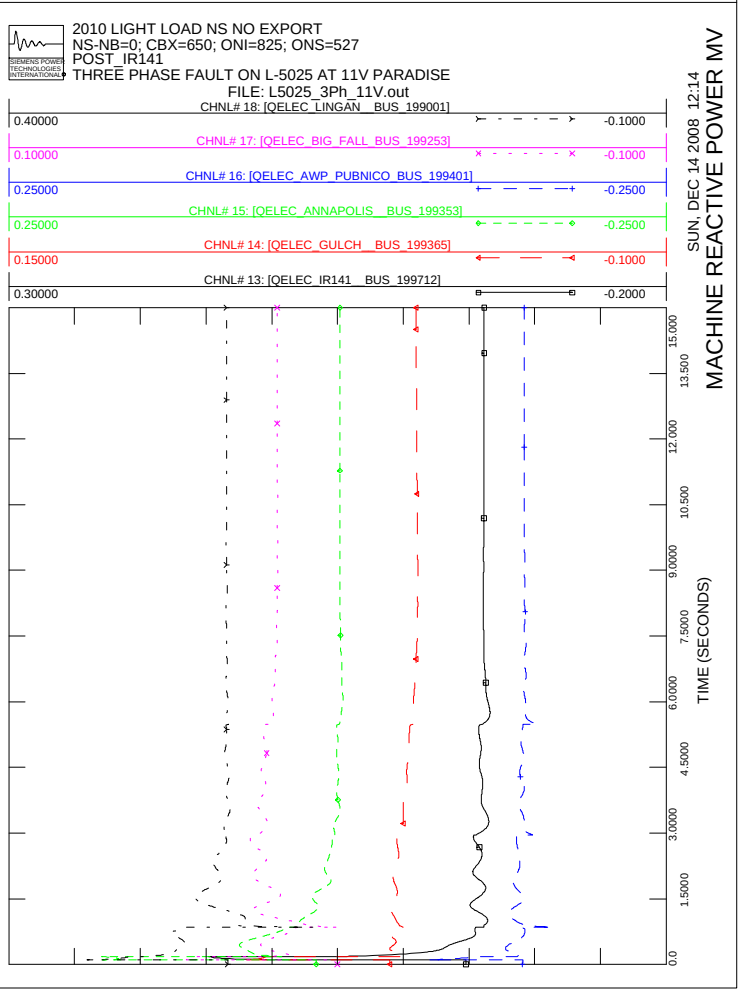

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:00
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:00
VOLTAGE PER UNIT
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:00
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:00
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

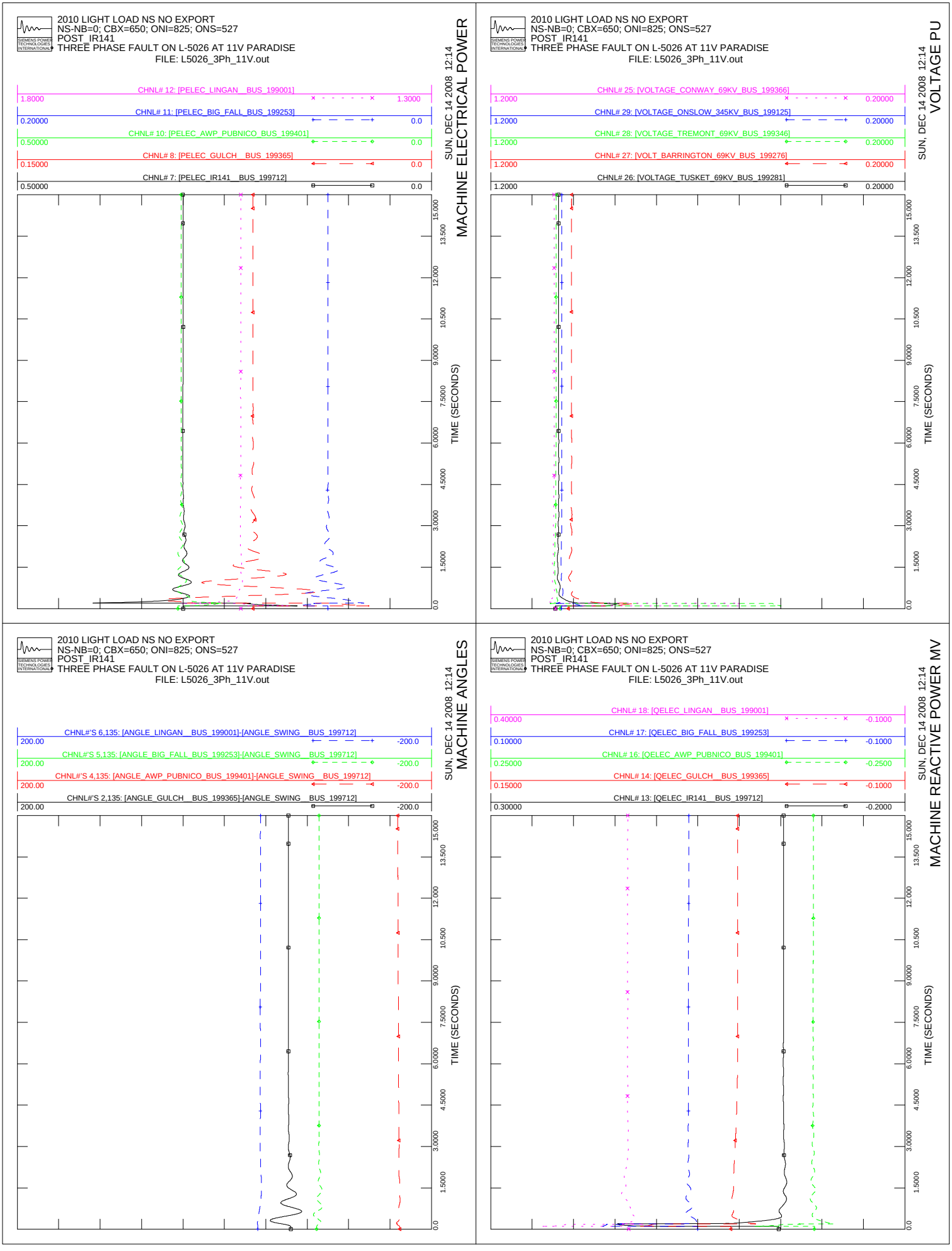
20 Appendix_6 Post_IR141 Dynamic: Switched Shunts Option

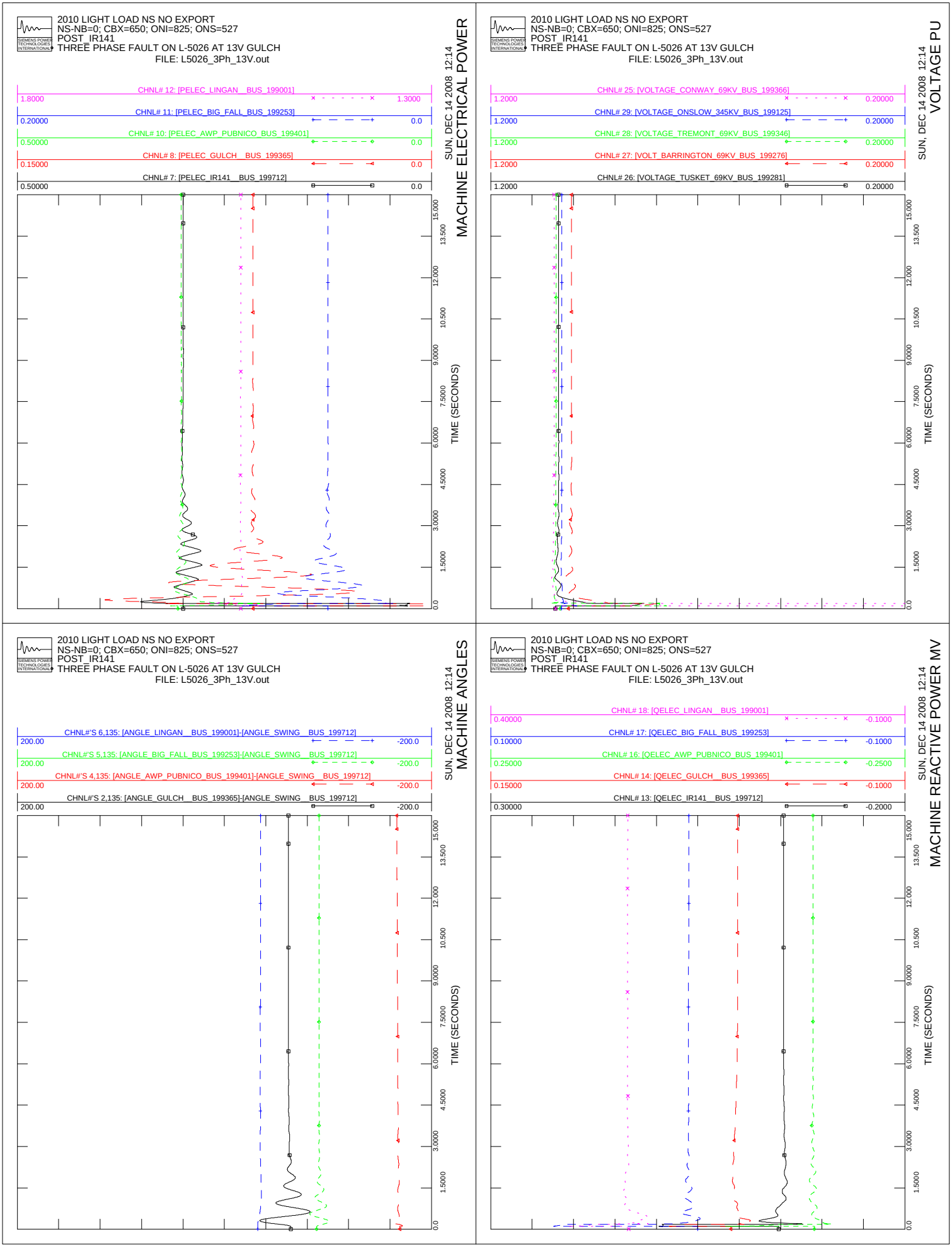

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:14
MACHINE ELECTRICAL POWER
TIME (SECONDS)

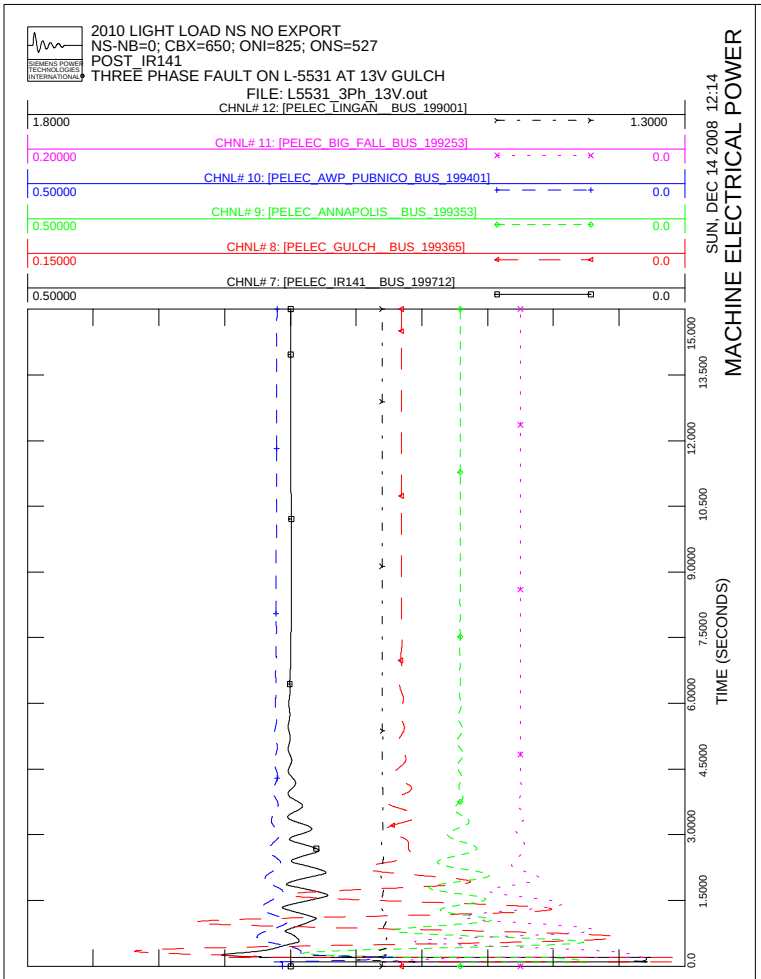

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:14
VOLTAGE PU
TIME (SECONDS)

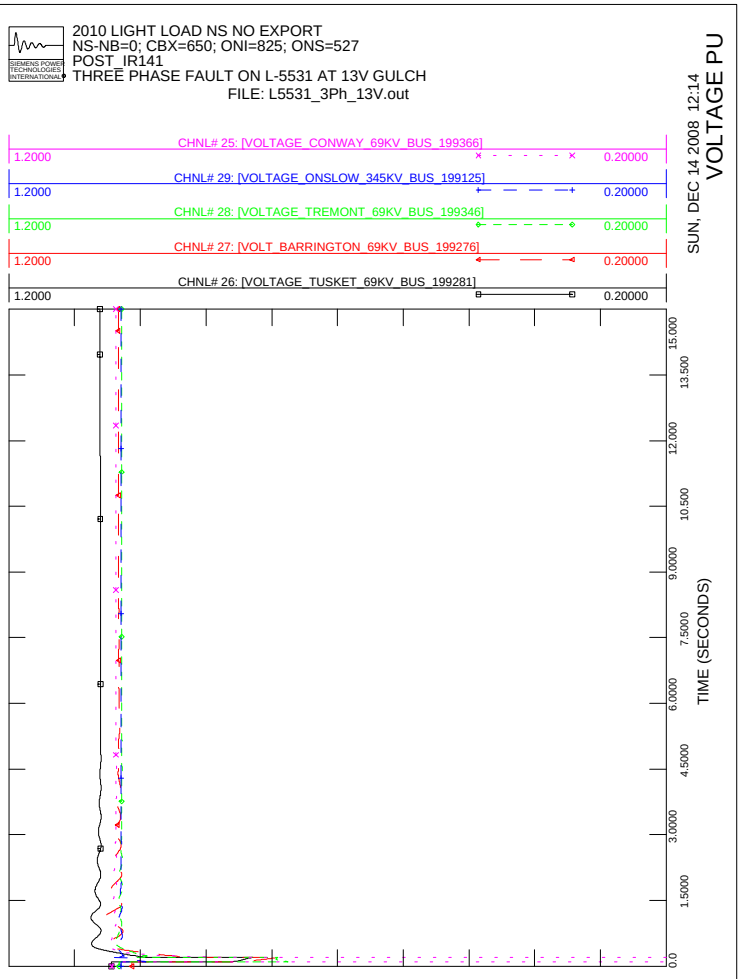

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:14
MACHINE ANGLES
TIME (SECONDS)

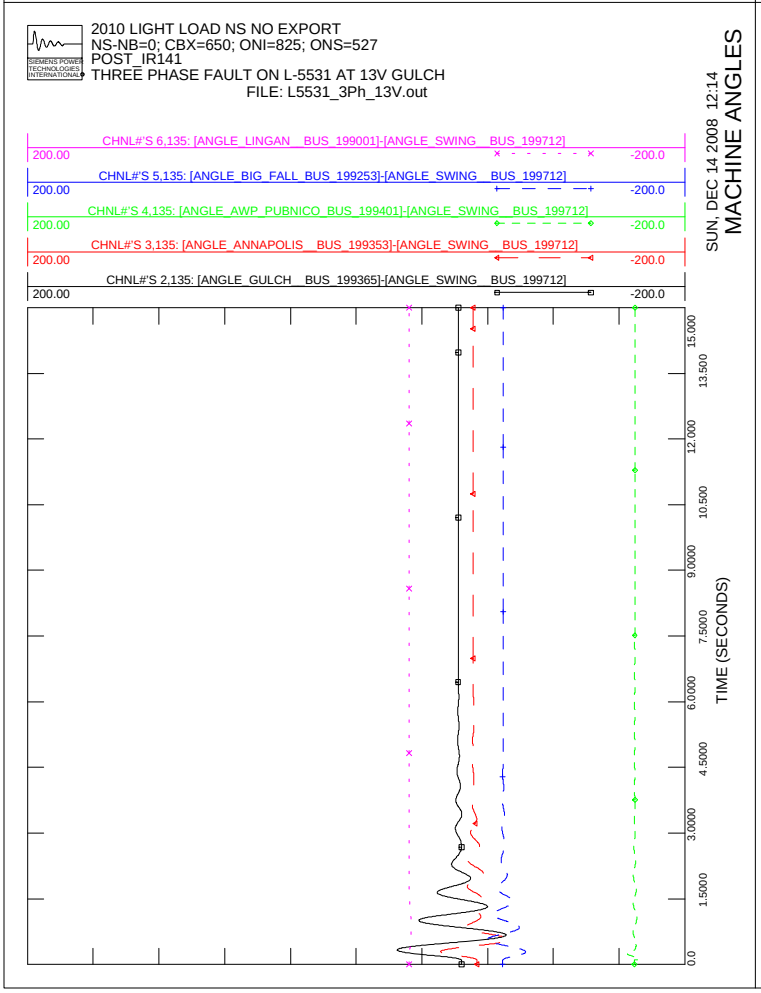

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:14
MACHINE REACTIVE POWER MV
TIME (SECONDS)

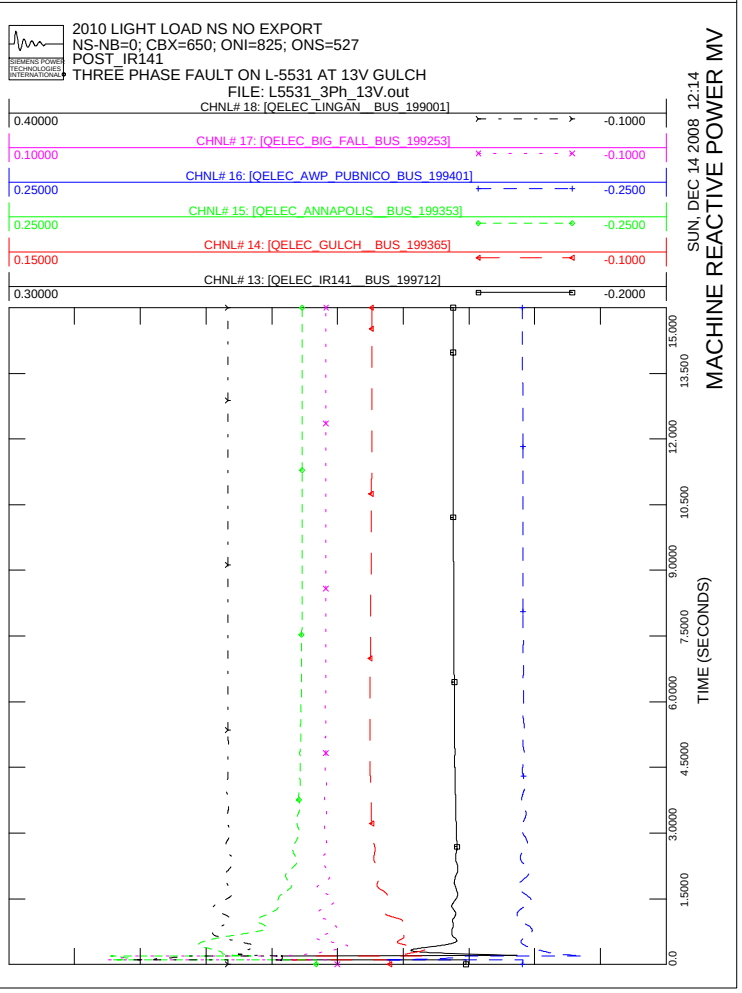

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:14
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:14
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:14
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:14
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

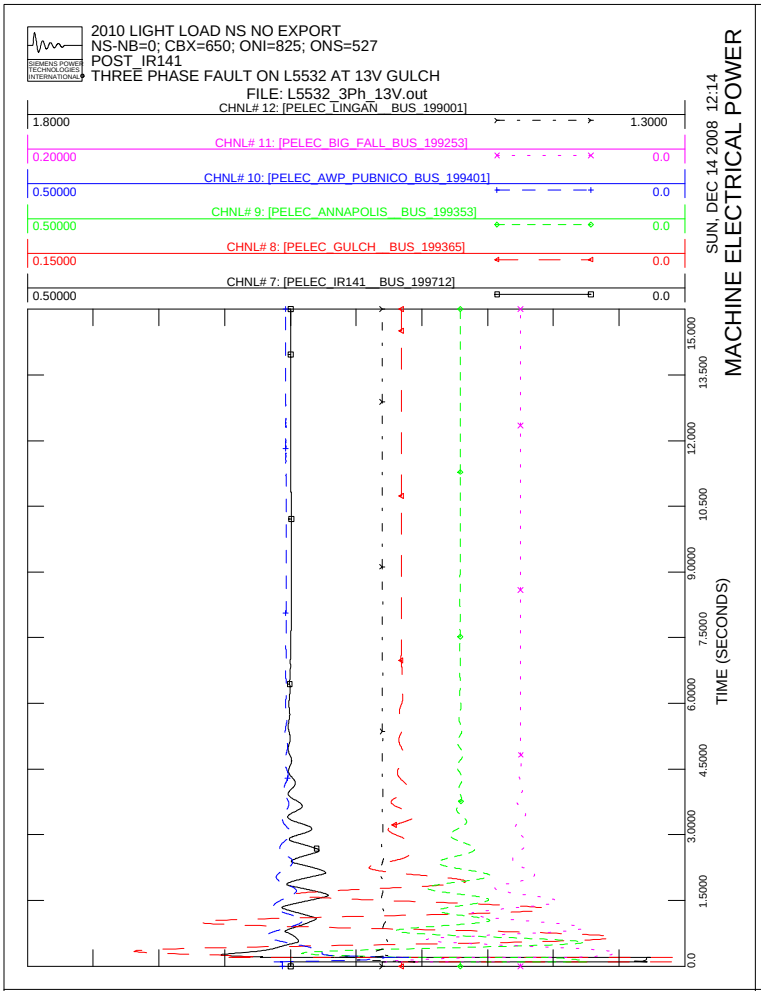

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:14
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:14
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:14
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:14
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
TIME (SECONDS)

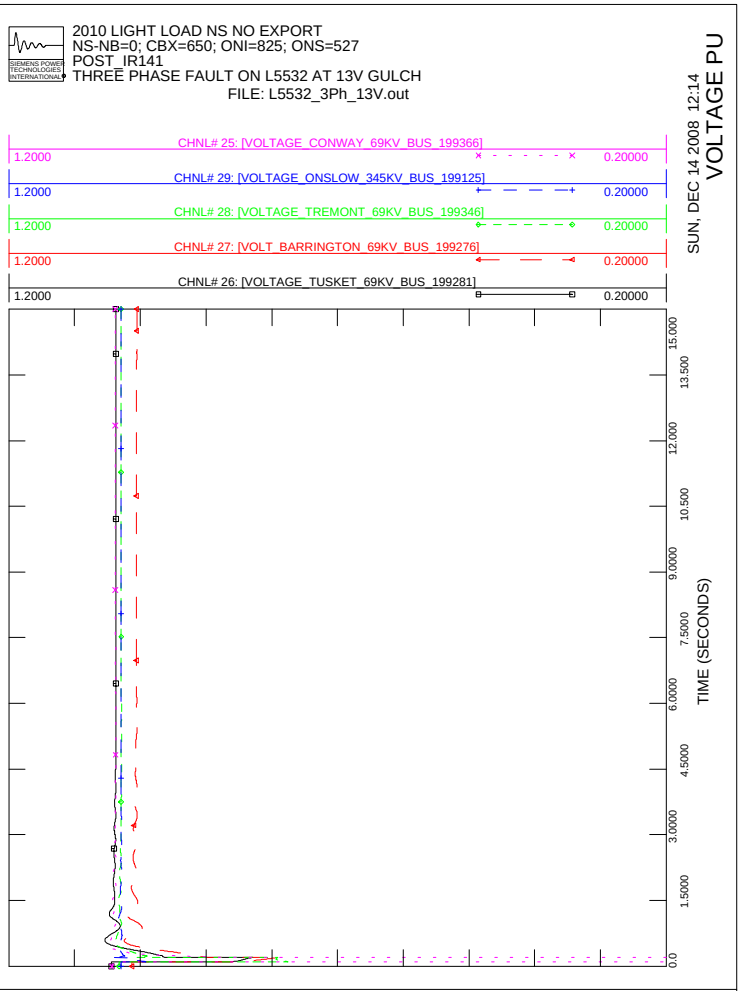

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:14
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

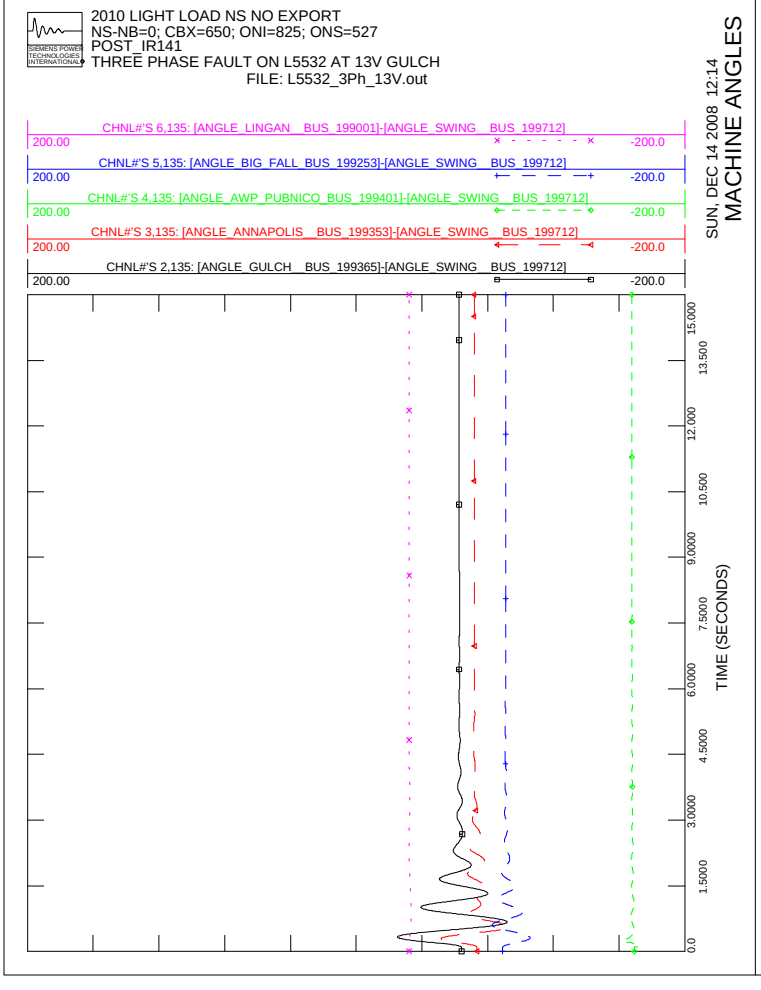

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:14
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

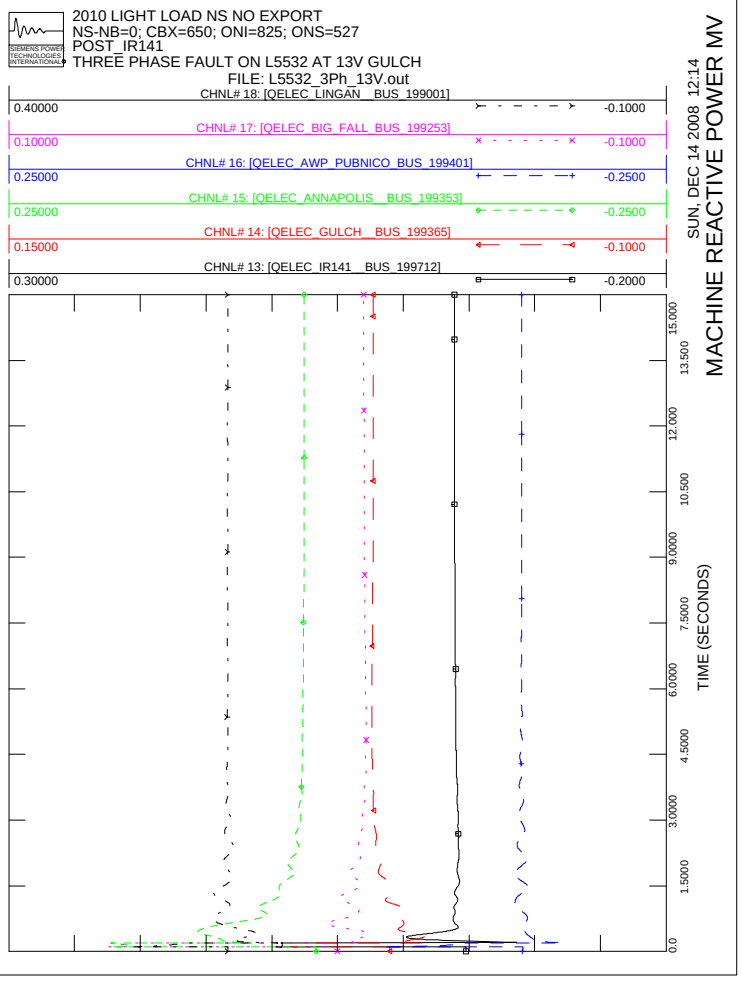

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:14
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

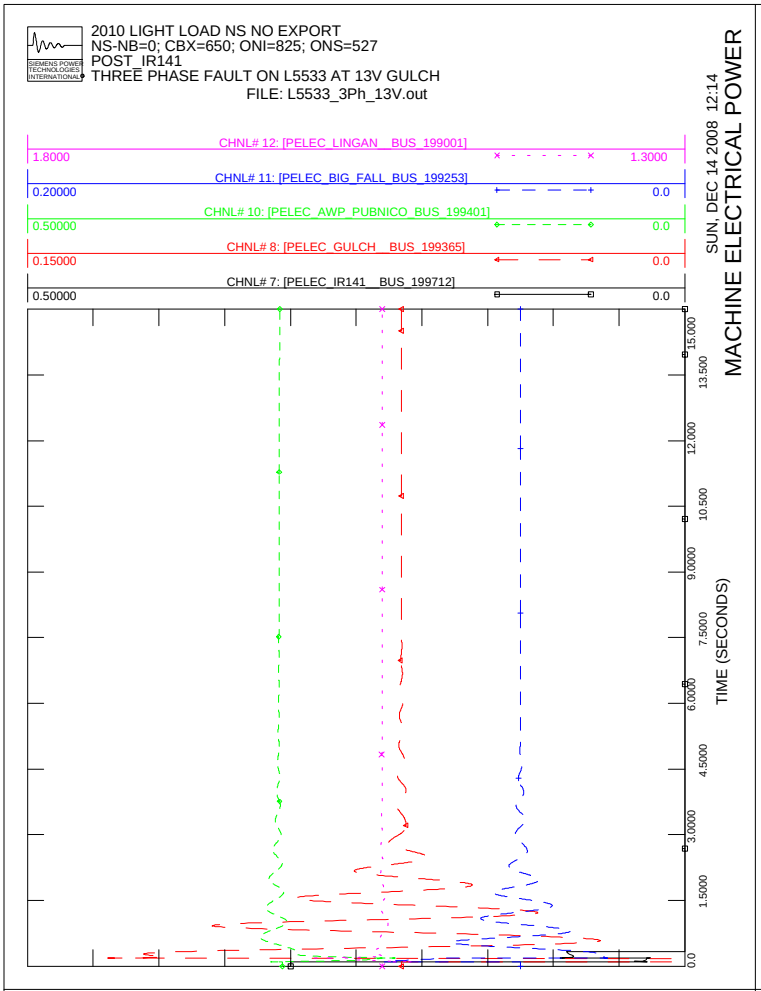

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:14
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

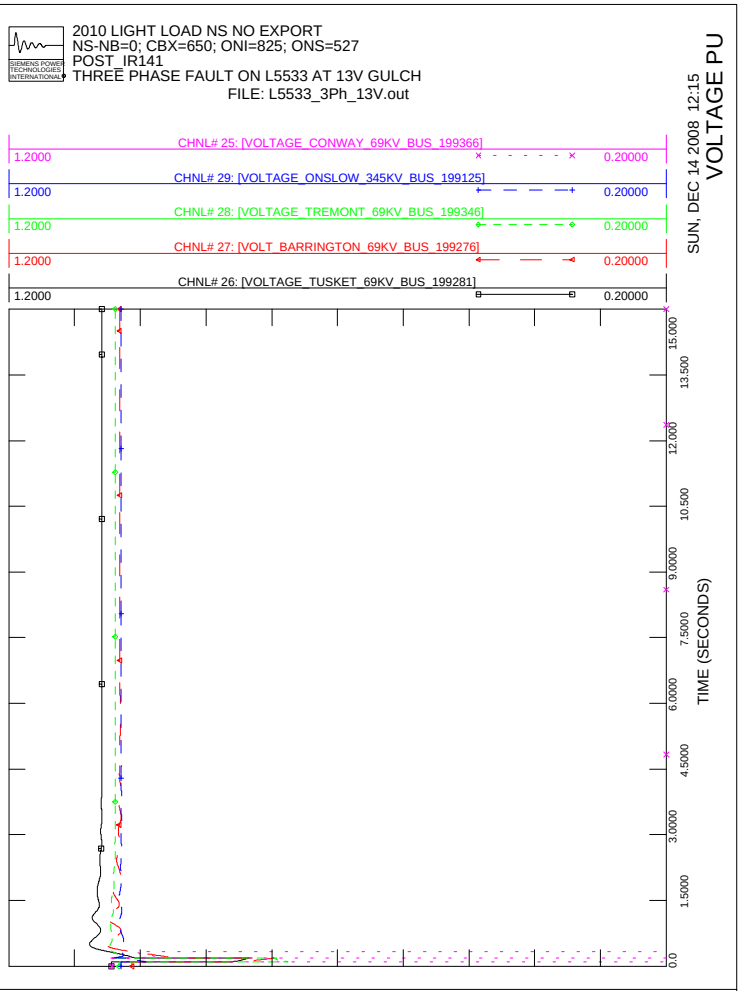

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:14
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

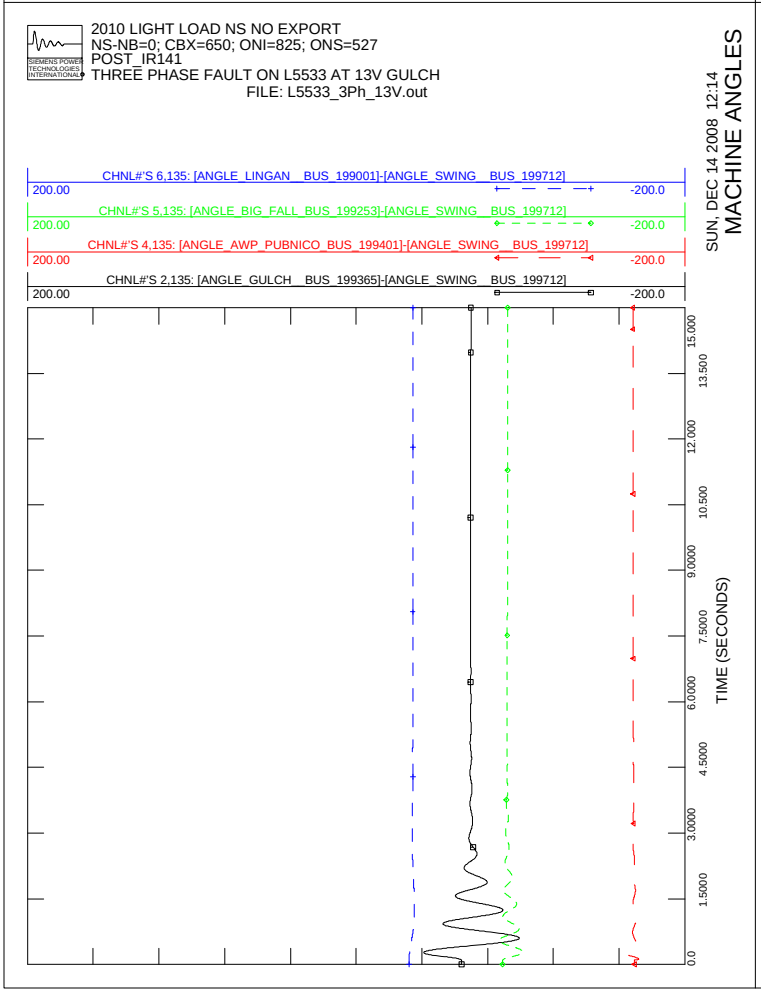

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:14
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

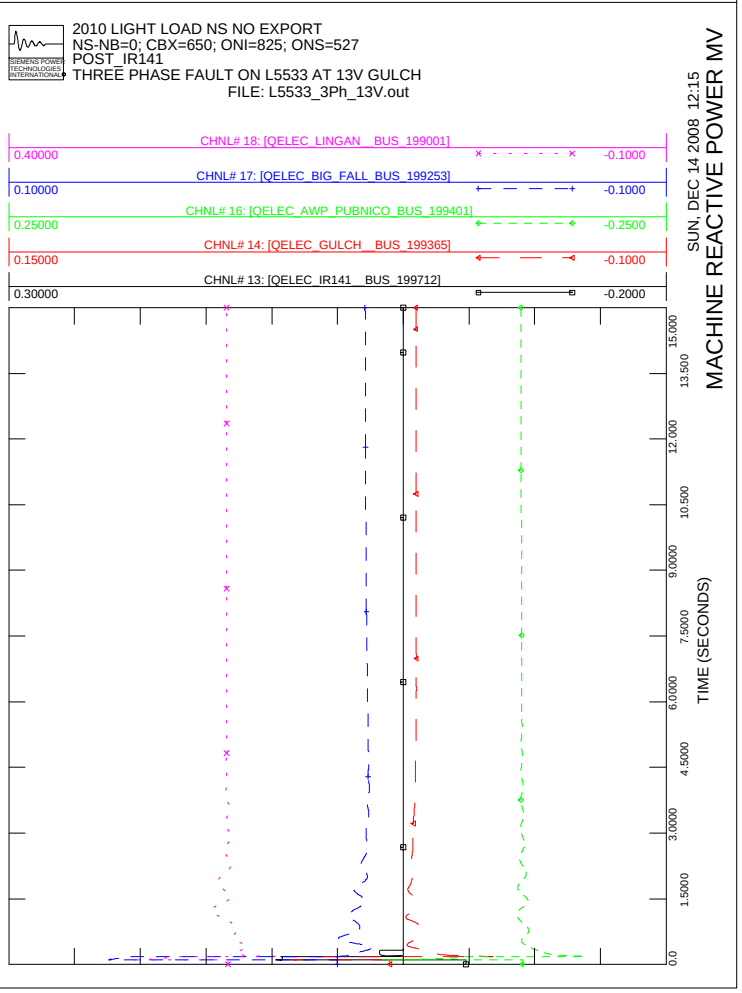

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:14
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

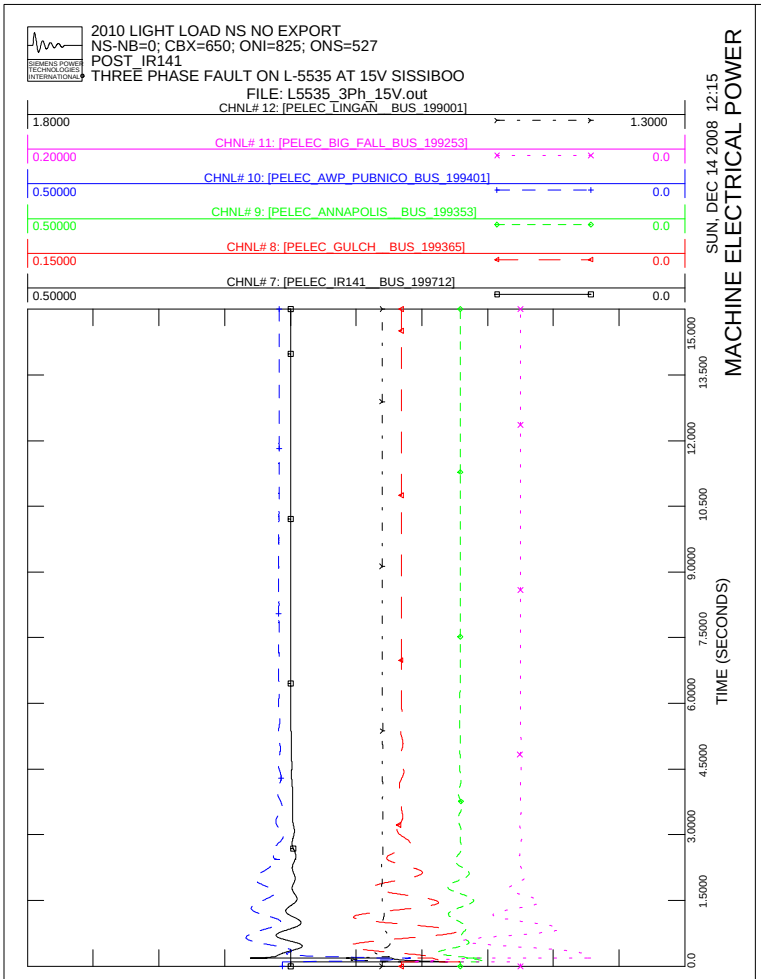

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:14
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

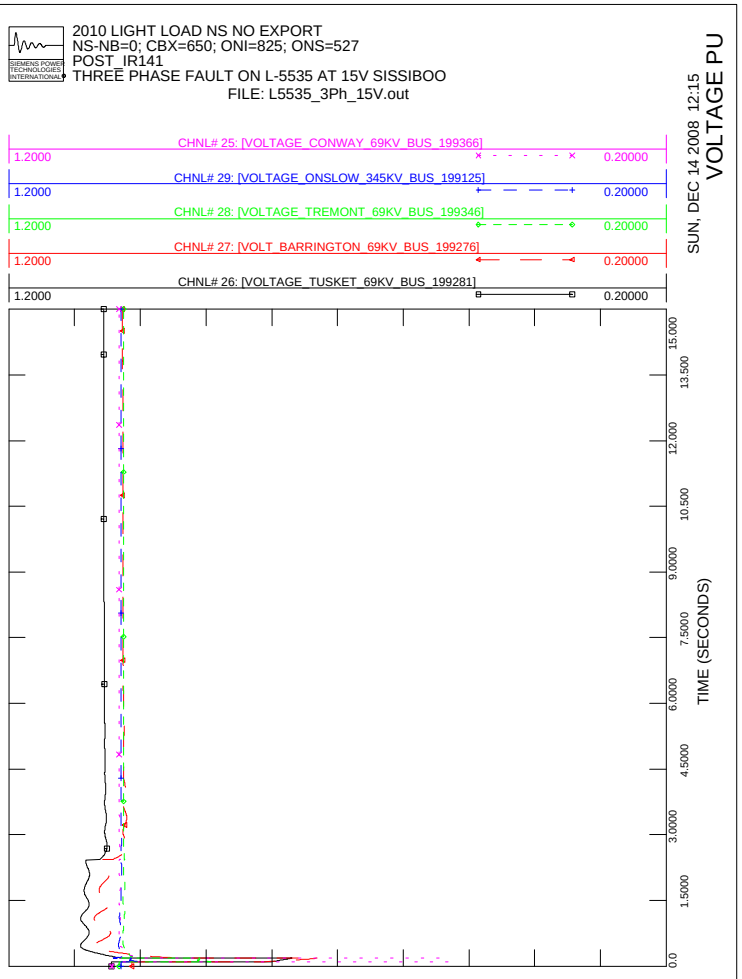

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:14
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

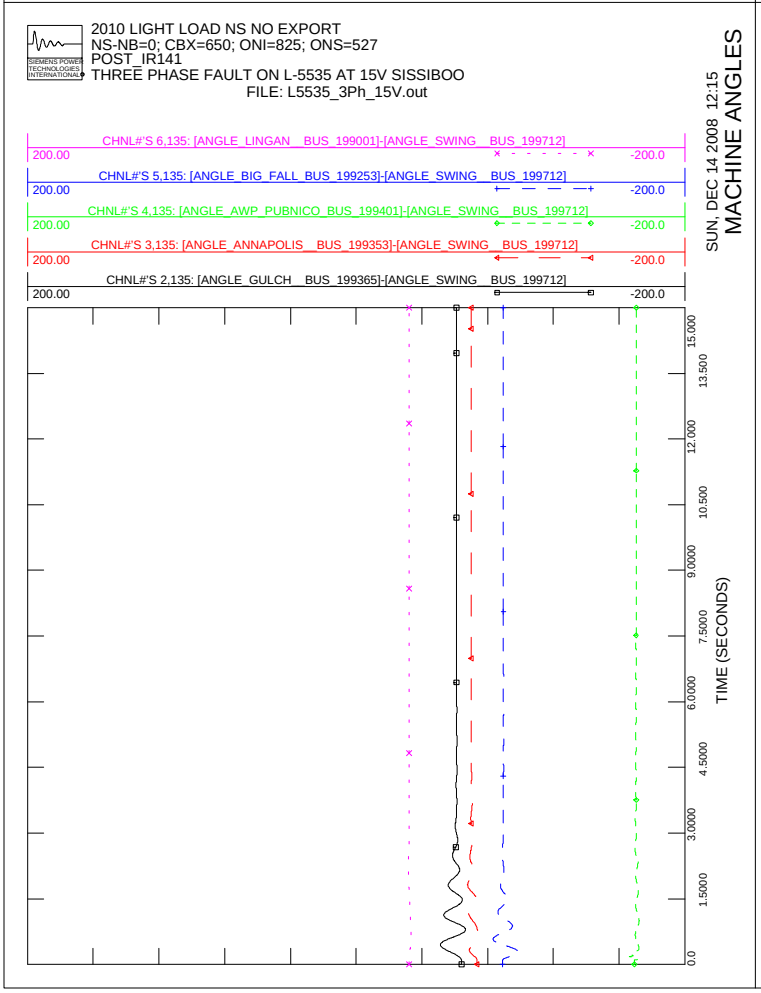

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

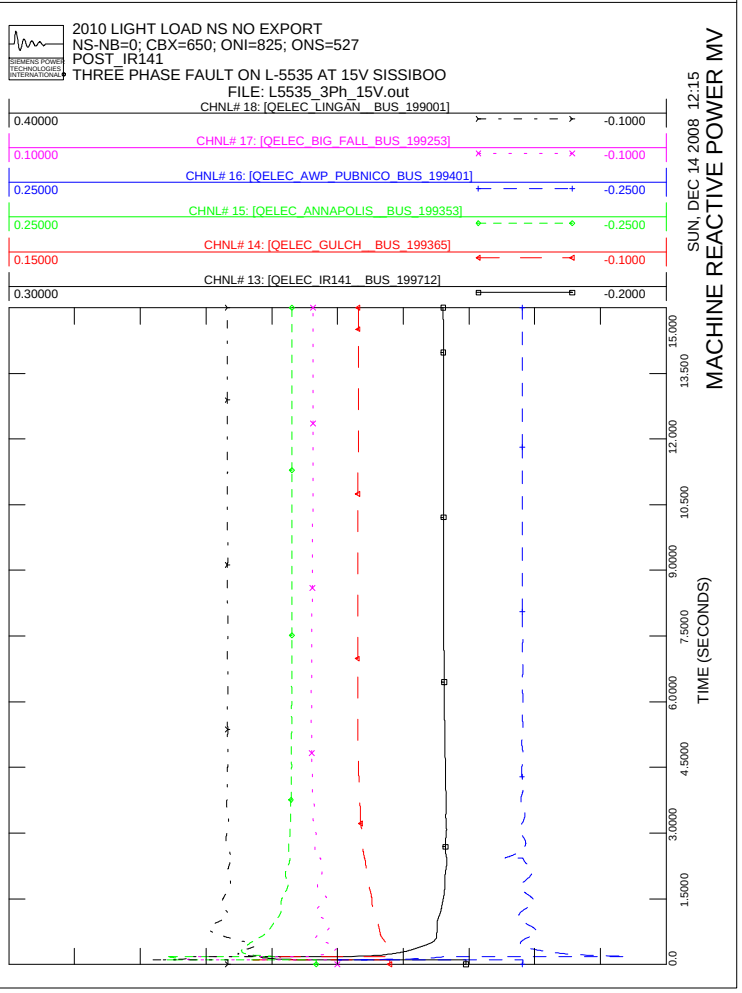

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:14
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

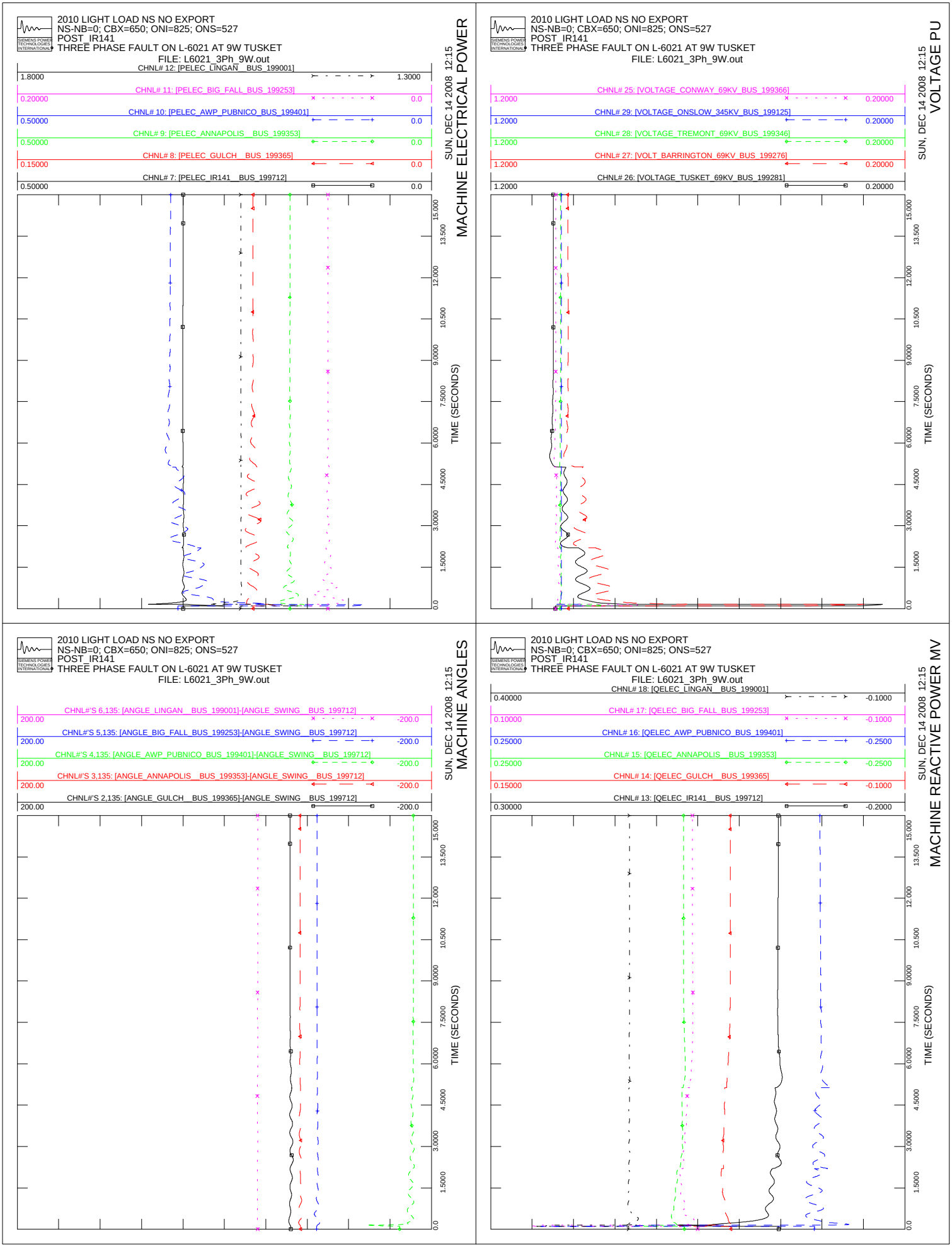

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

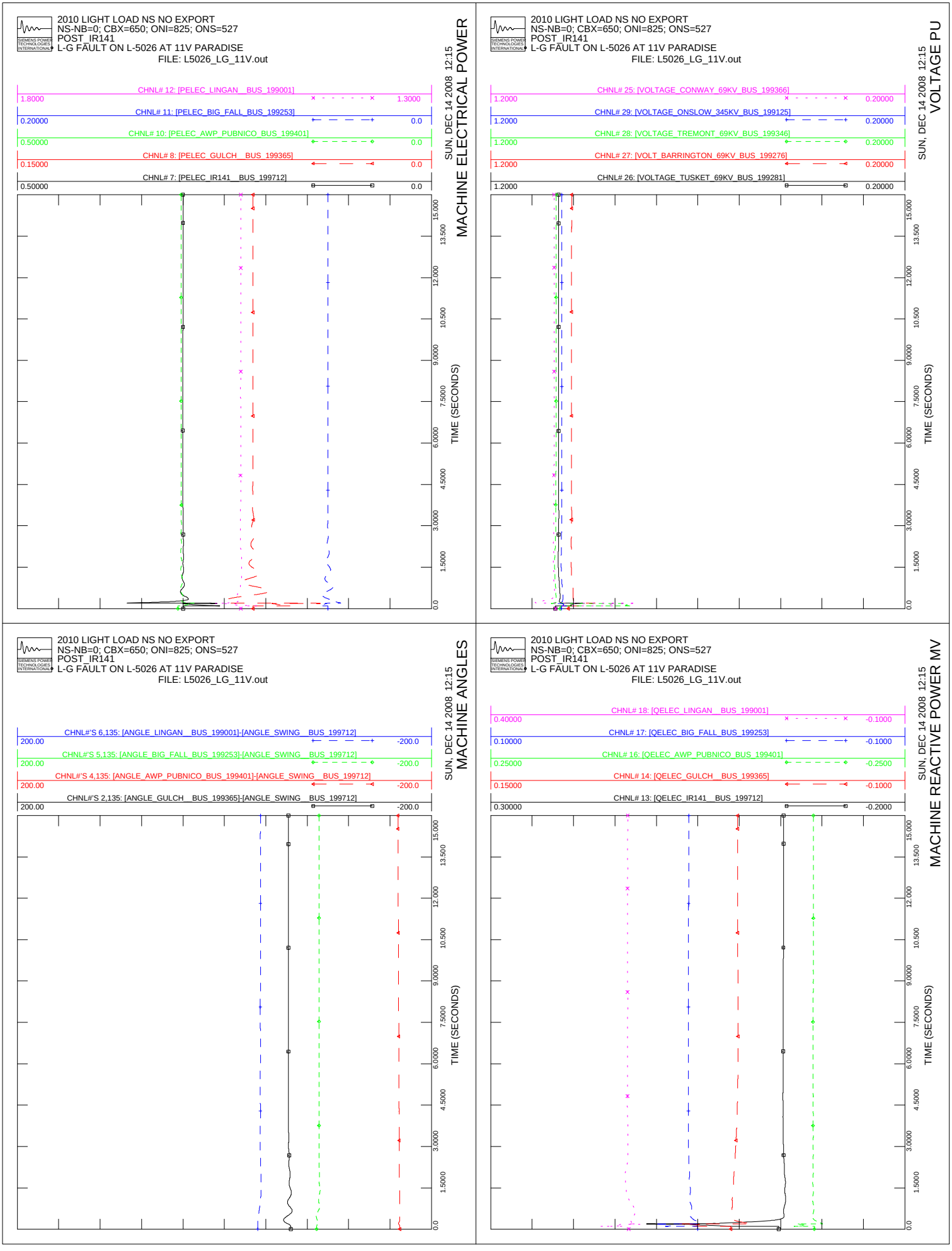

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
TIME (SECONDS)

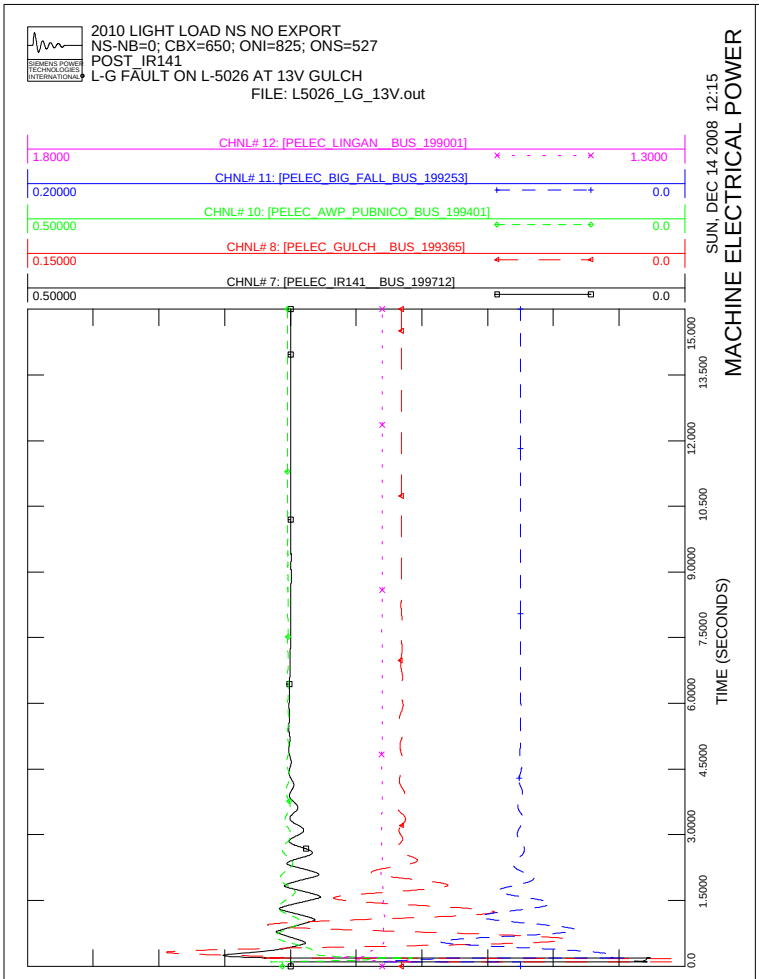

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)

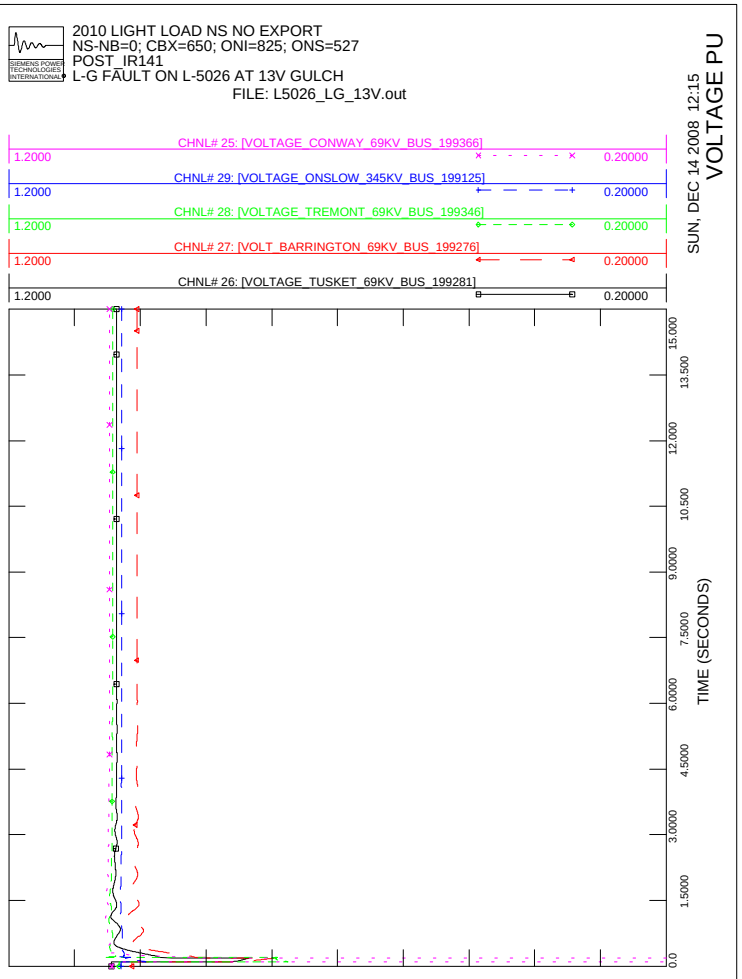

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)

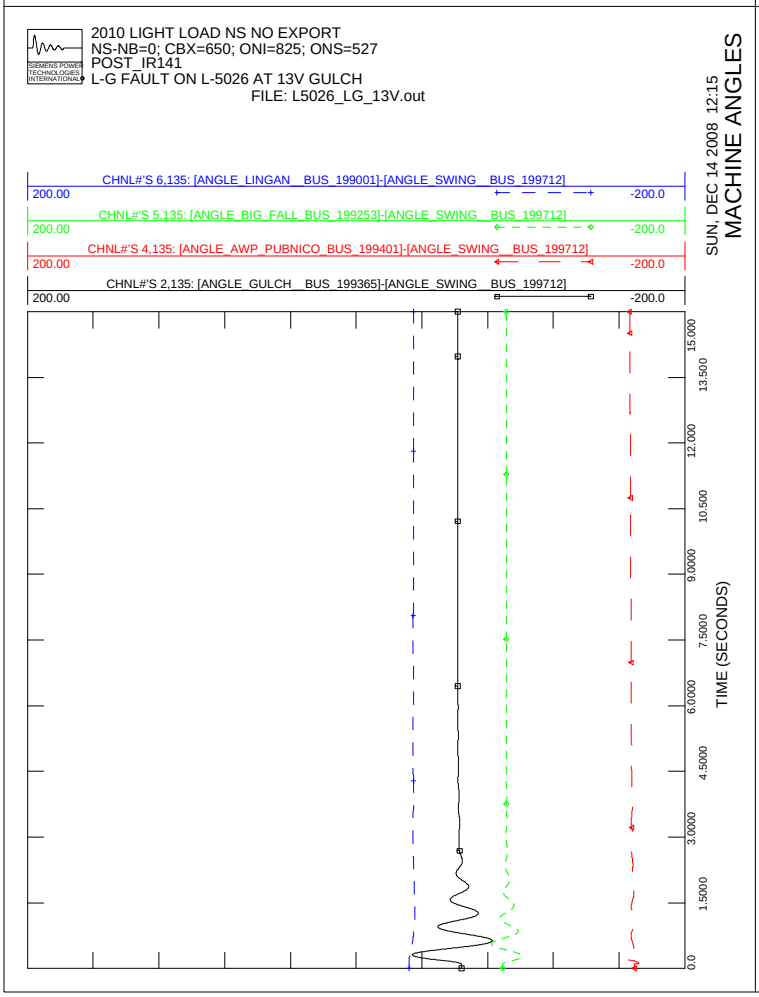

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
TIME (SECONDS)

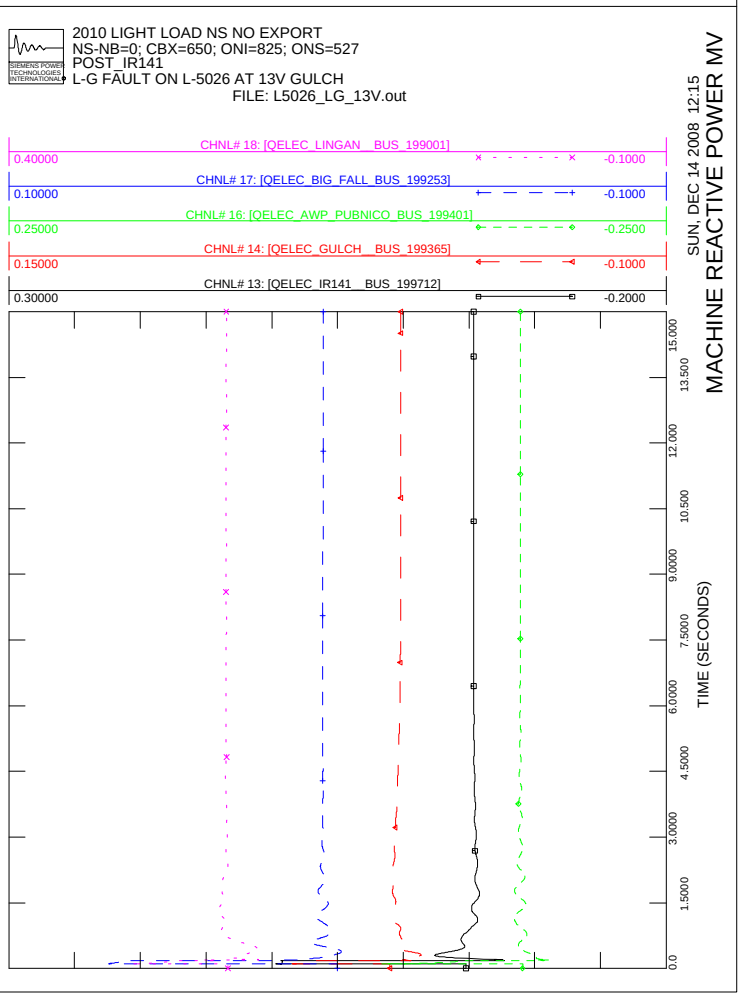

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
TIME (SECONDS)

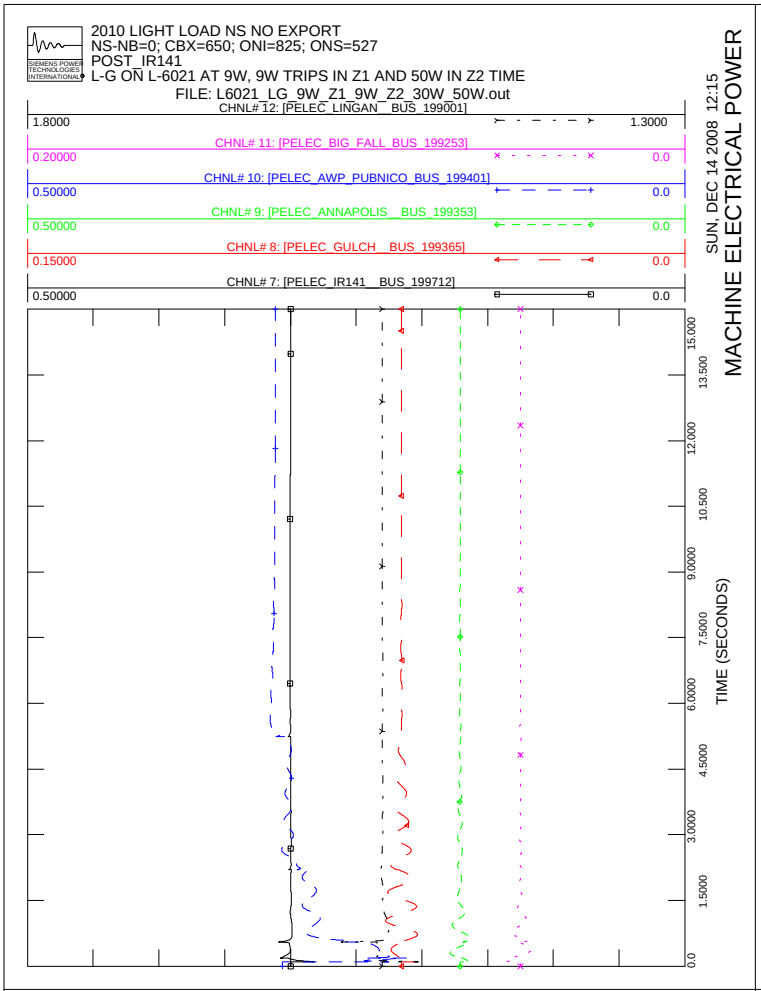

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

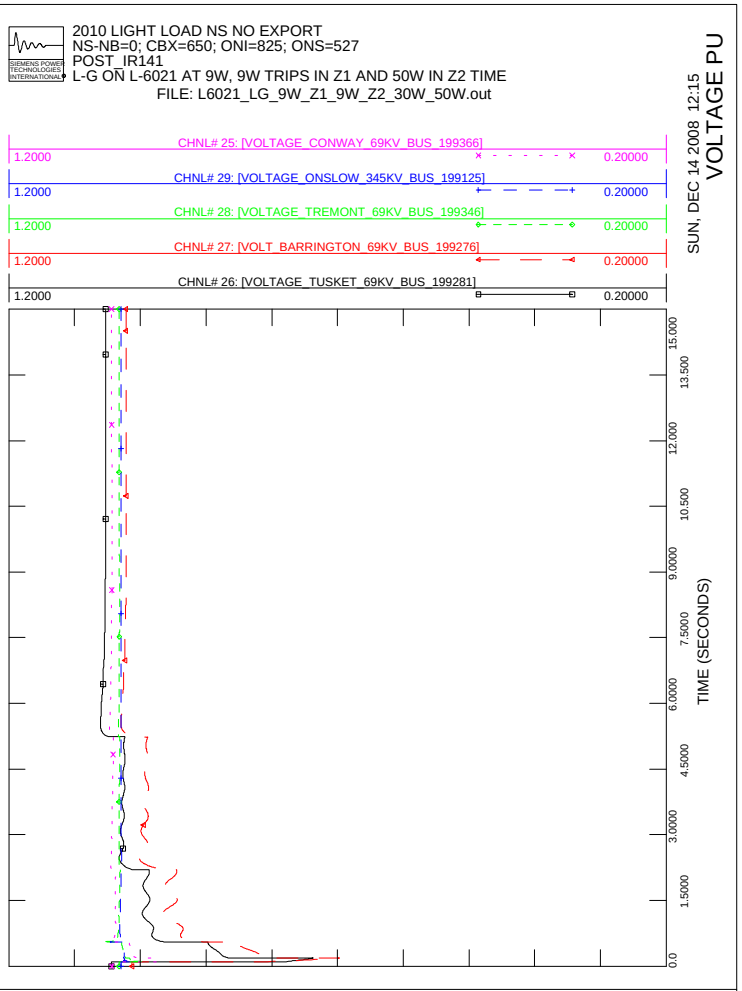

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

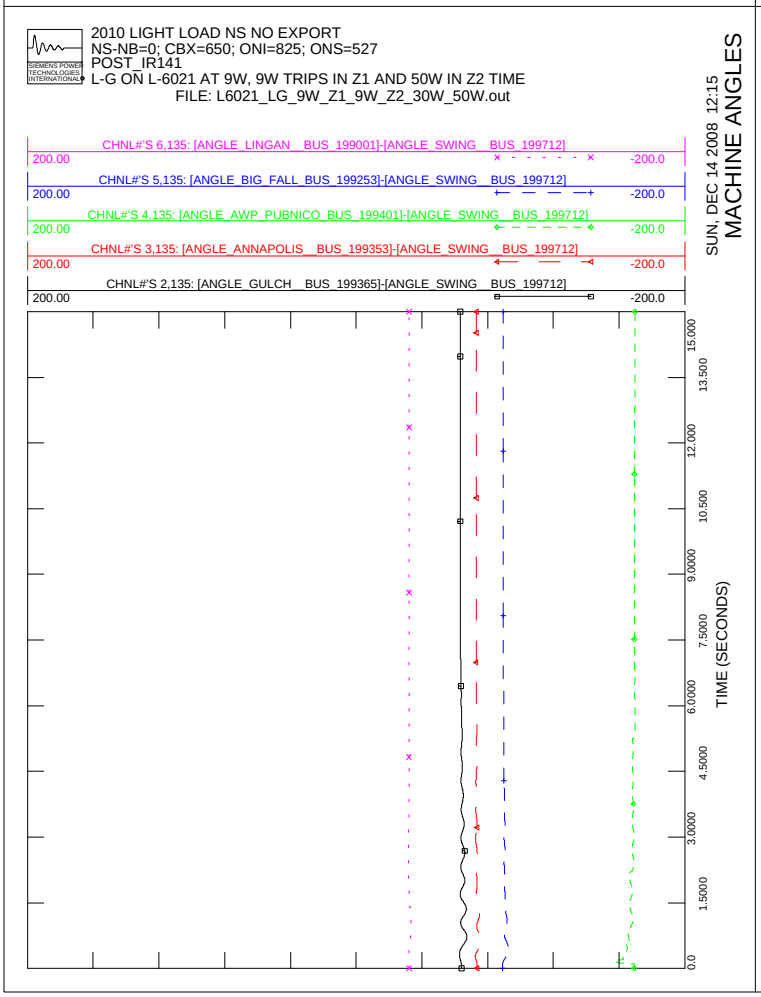

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

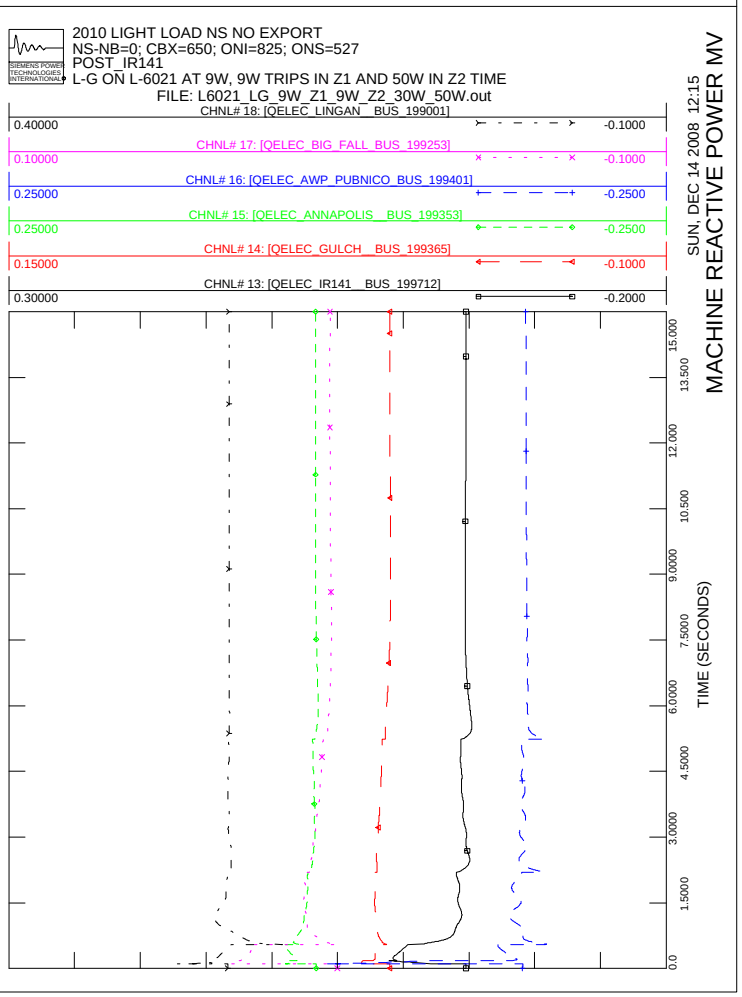

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

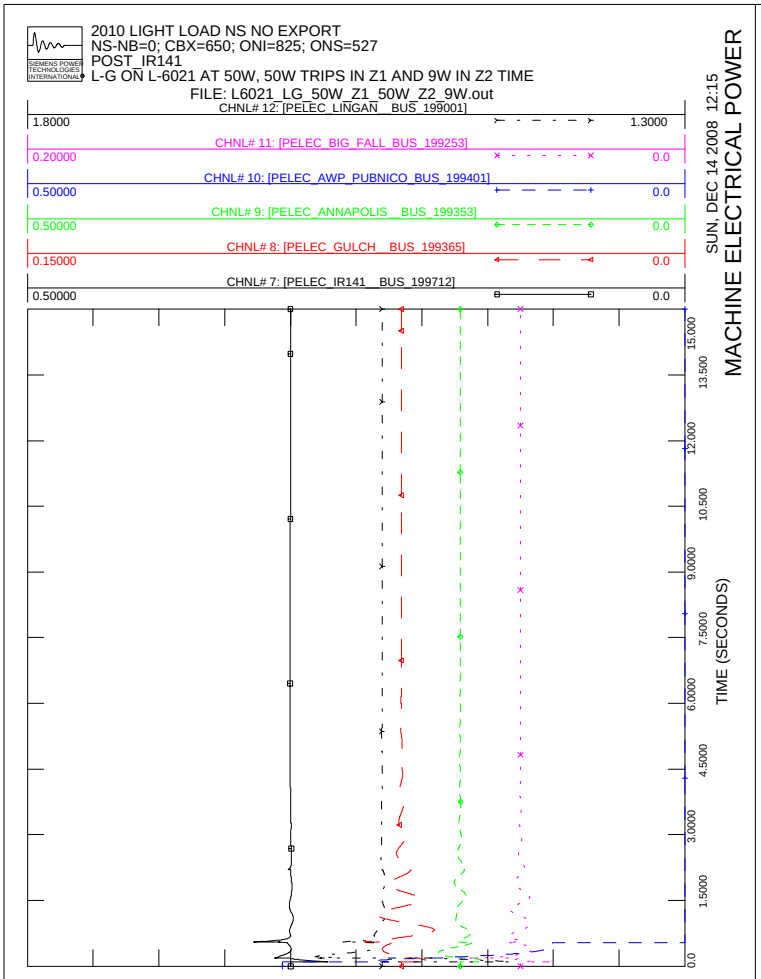

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

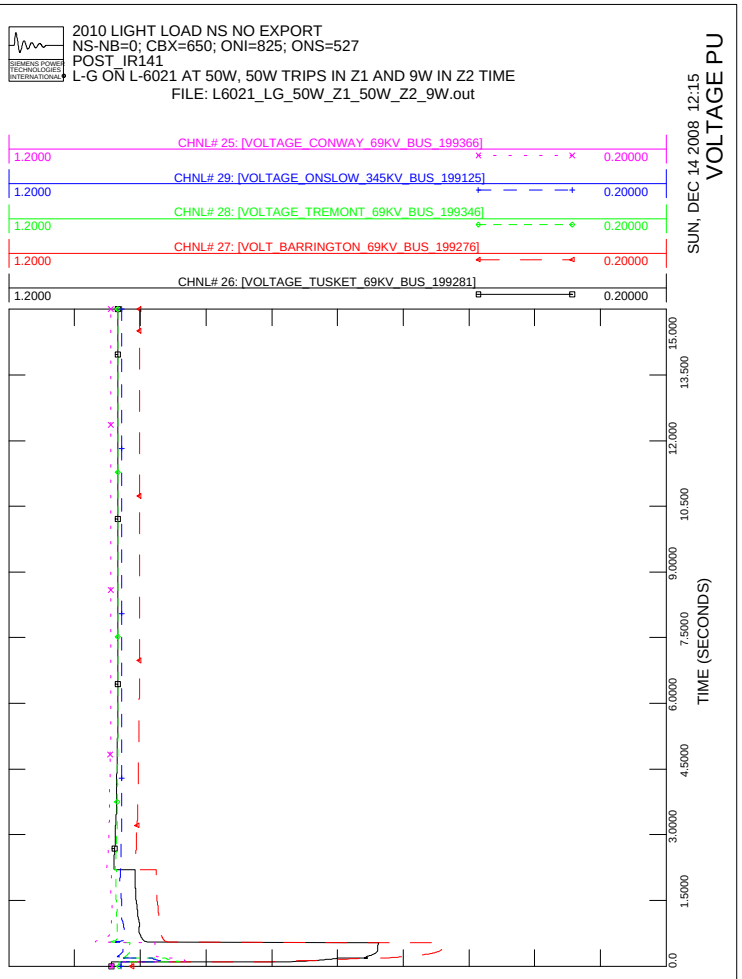

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

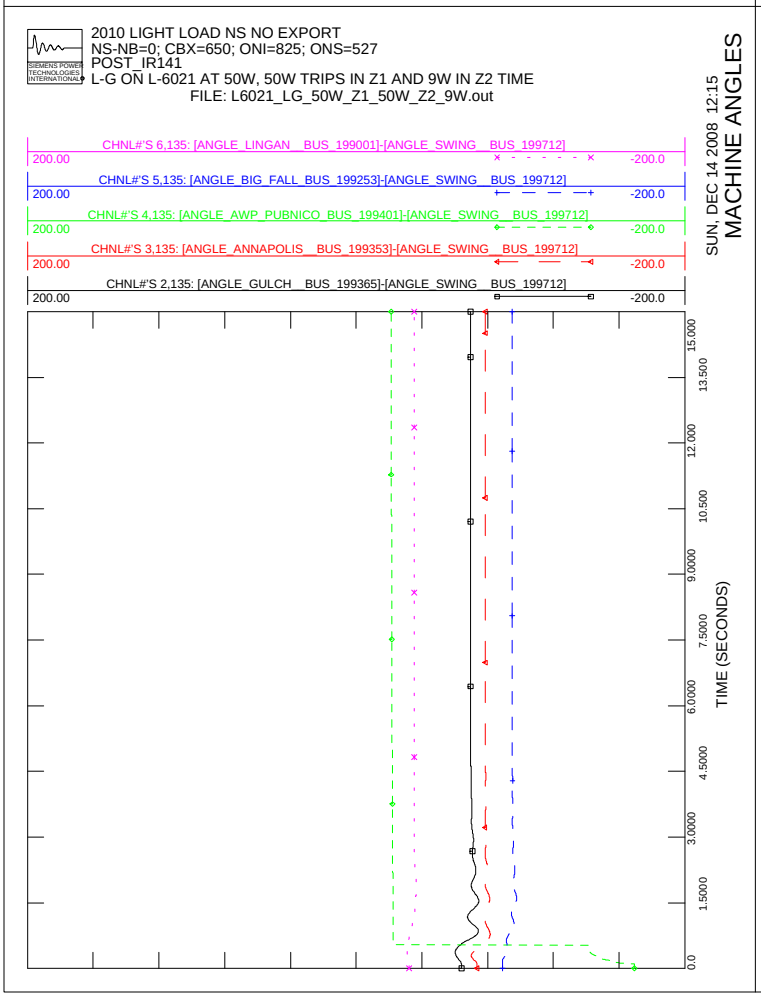

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:15
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

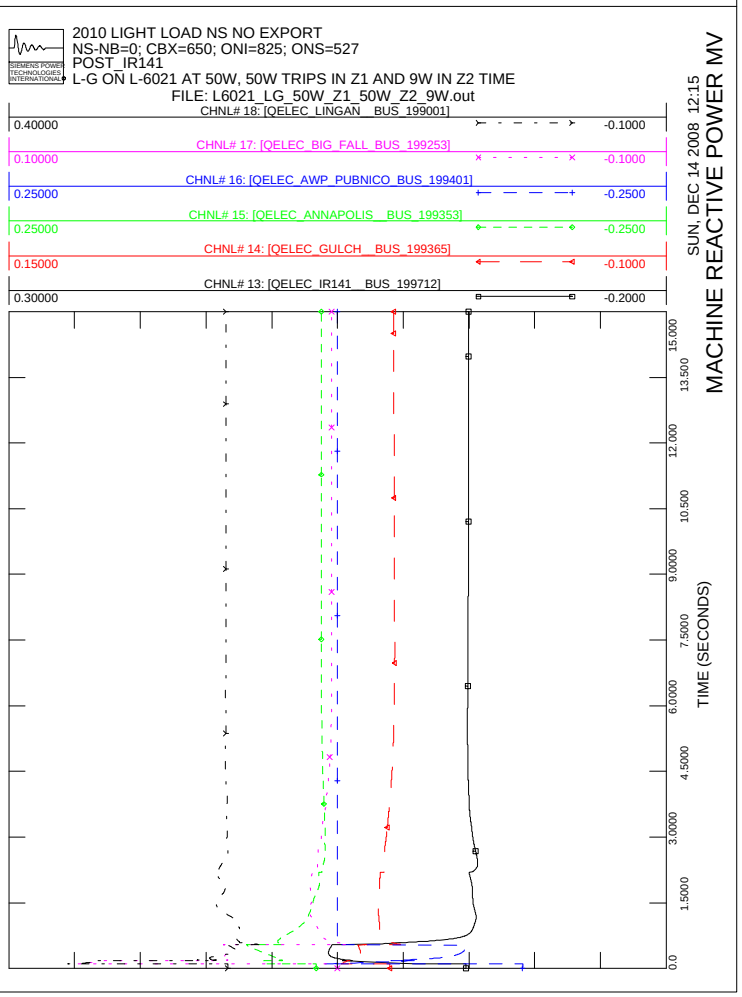

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:15
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

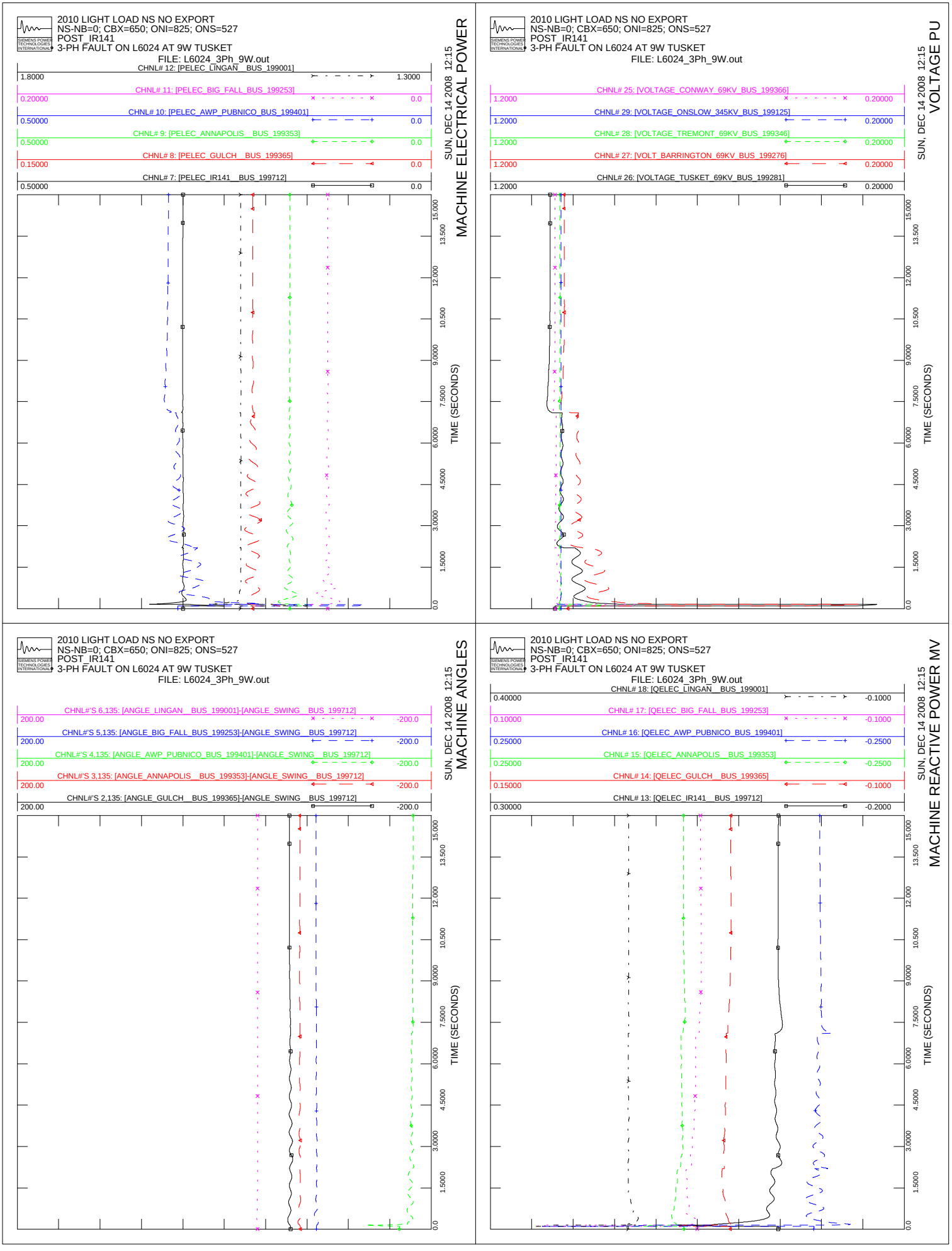

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

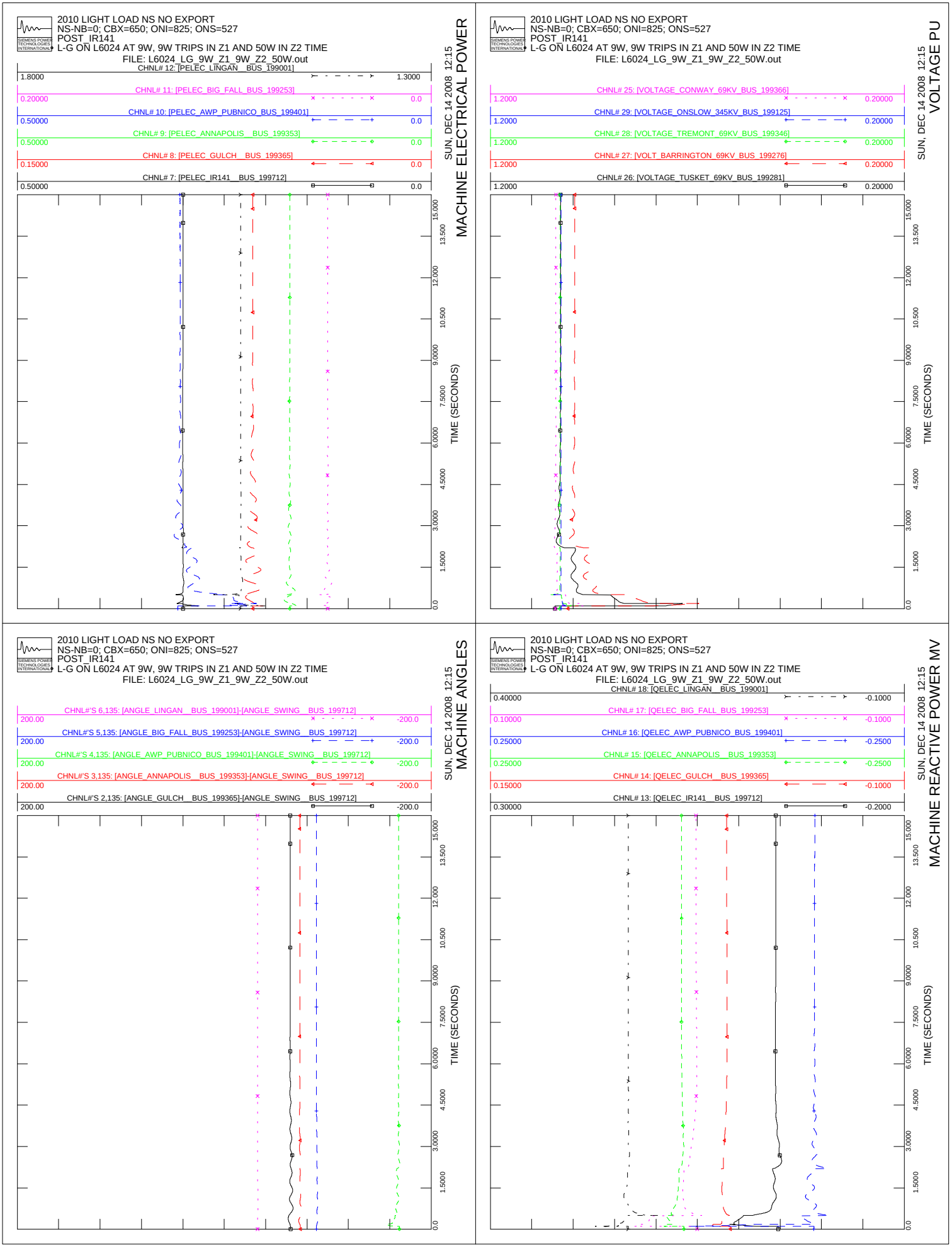

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

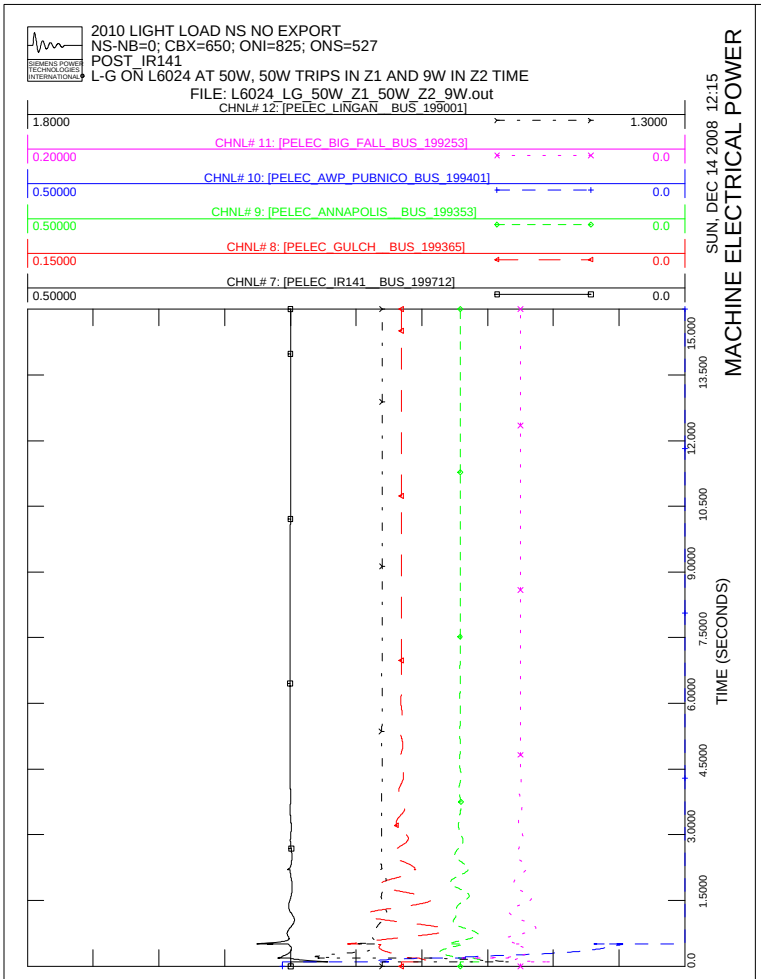

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:15
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

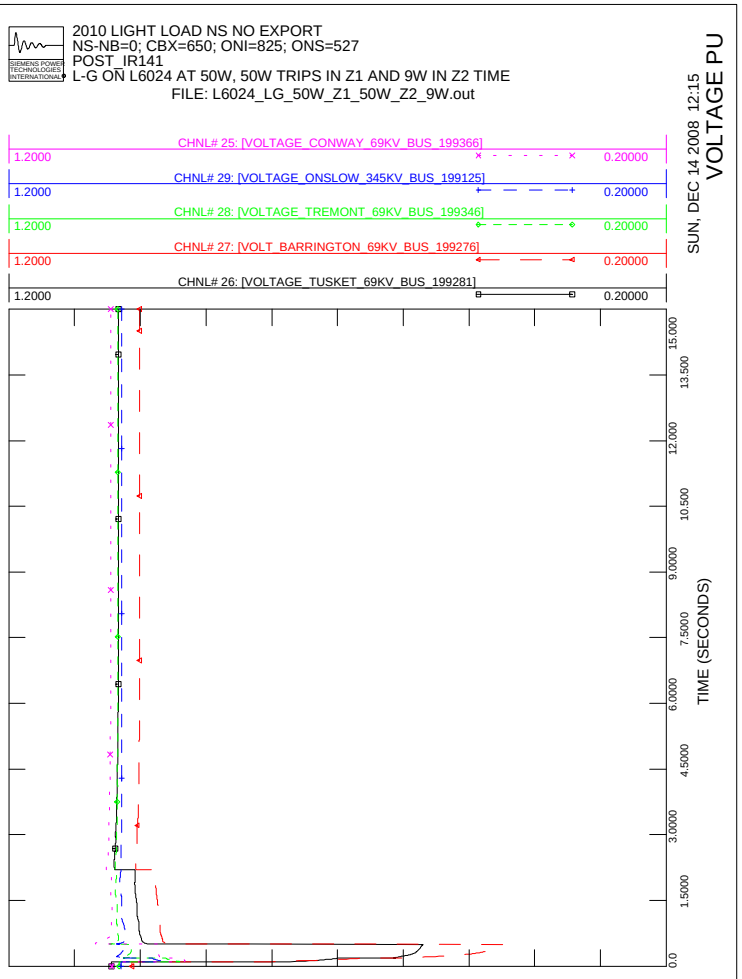

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:15
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

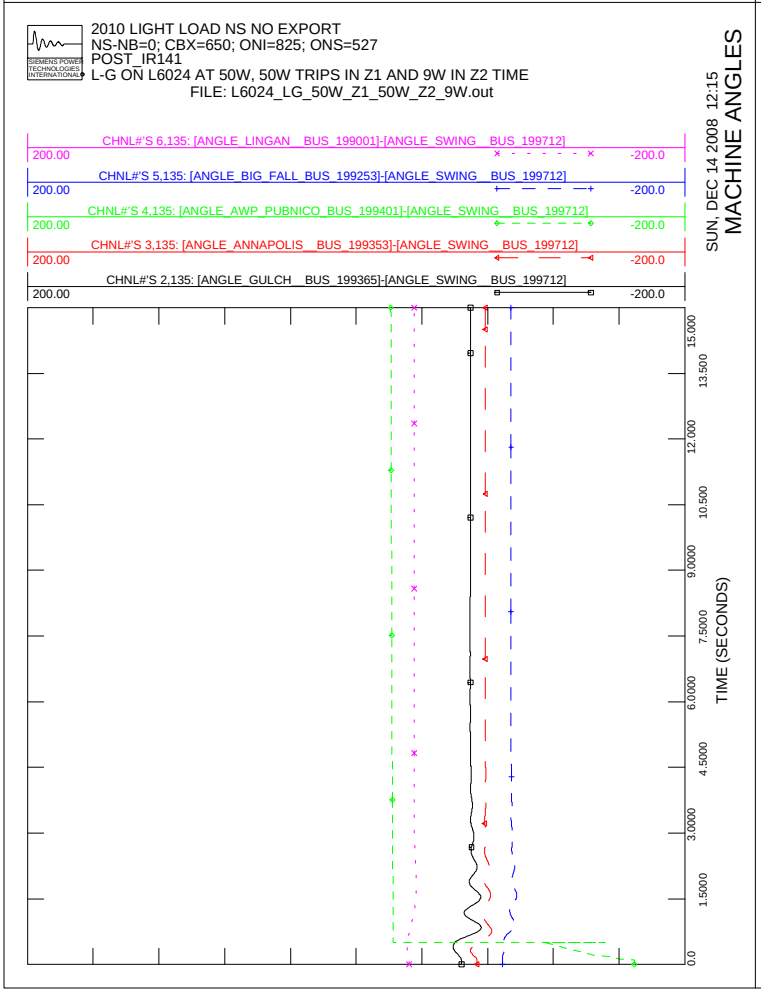

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

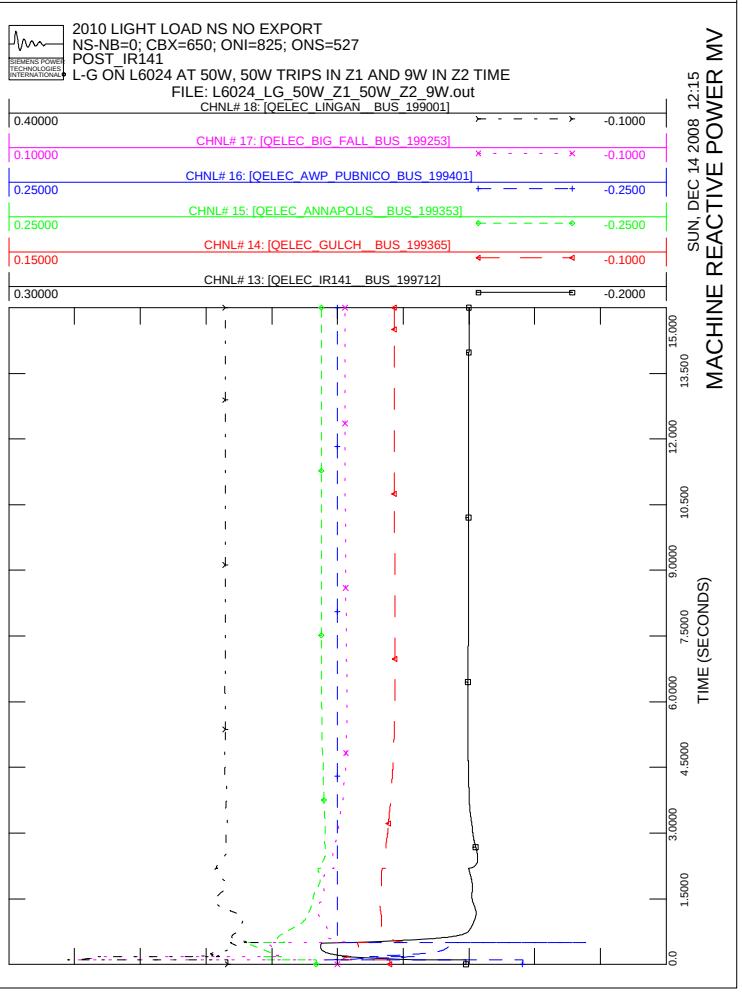

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

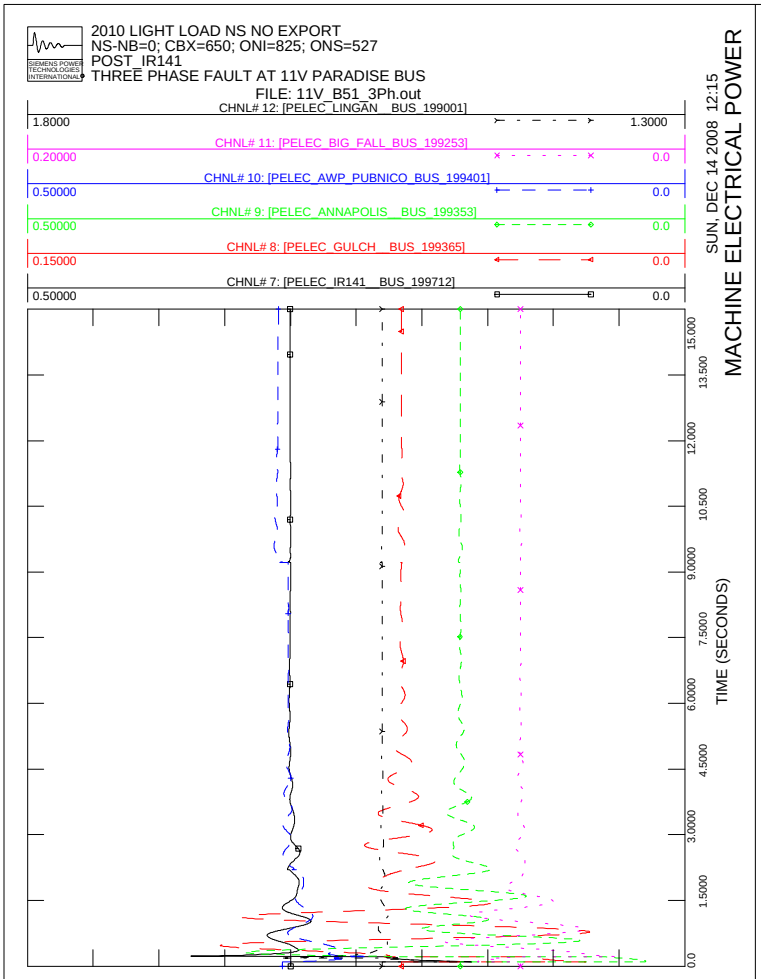

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

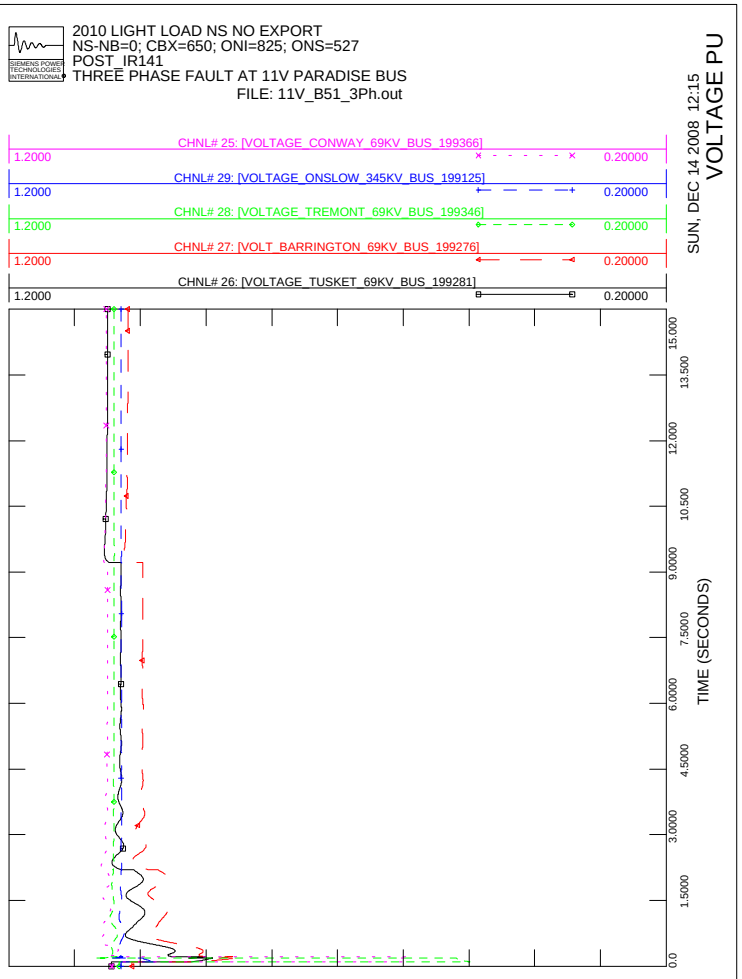

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

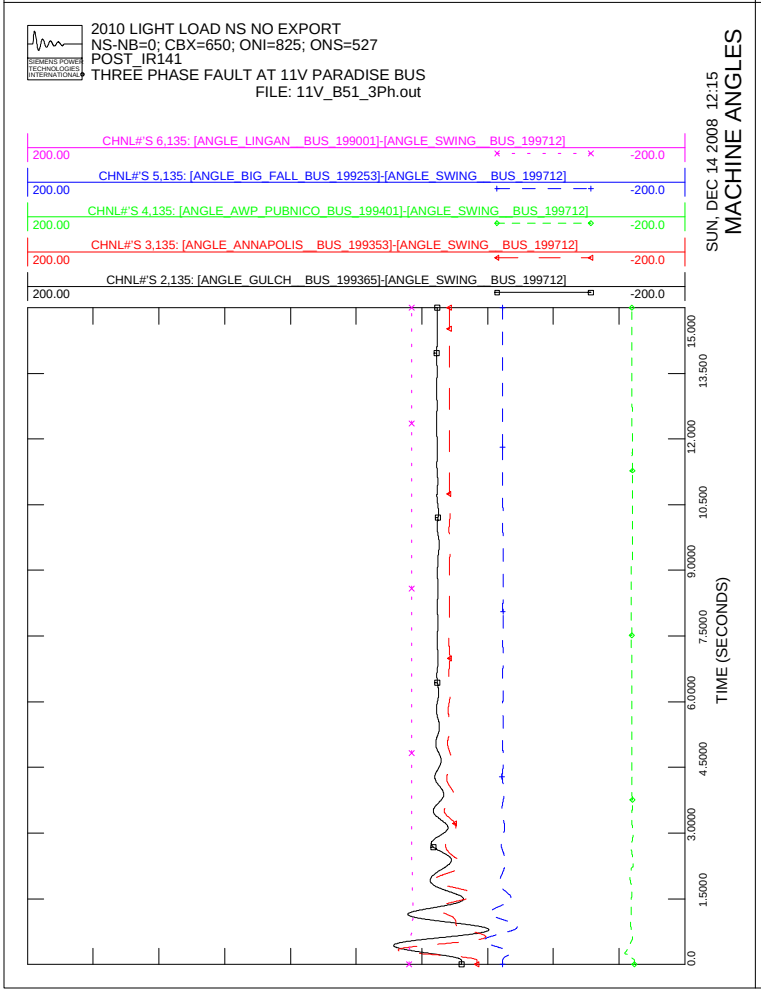

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:15
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

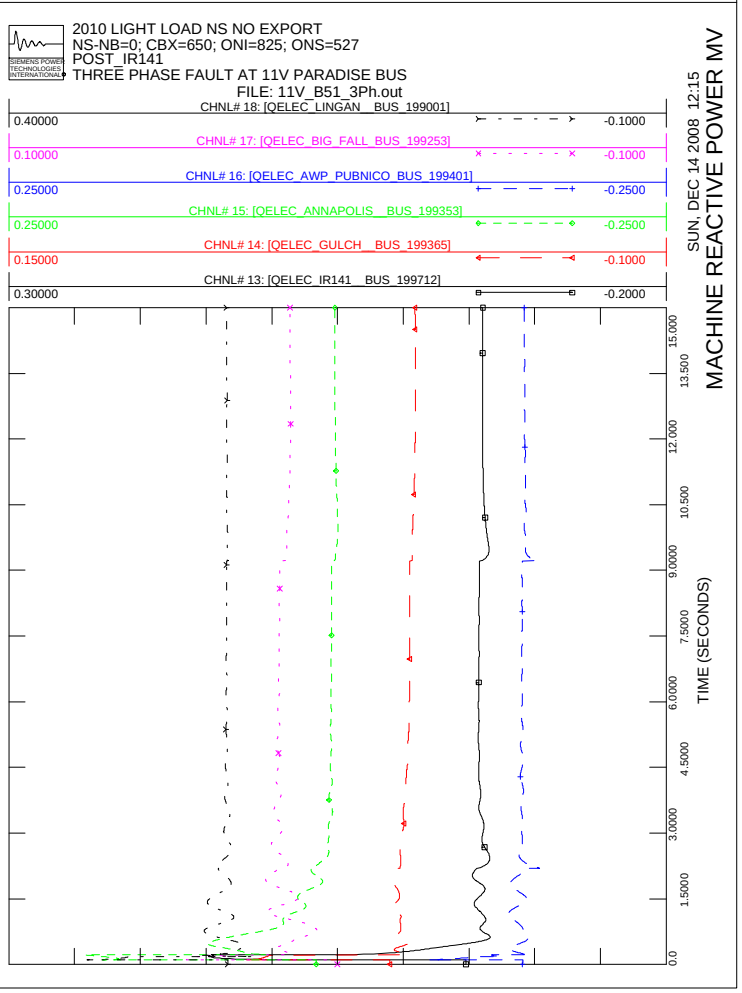

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:15
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

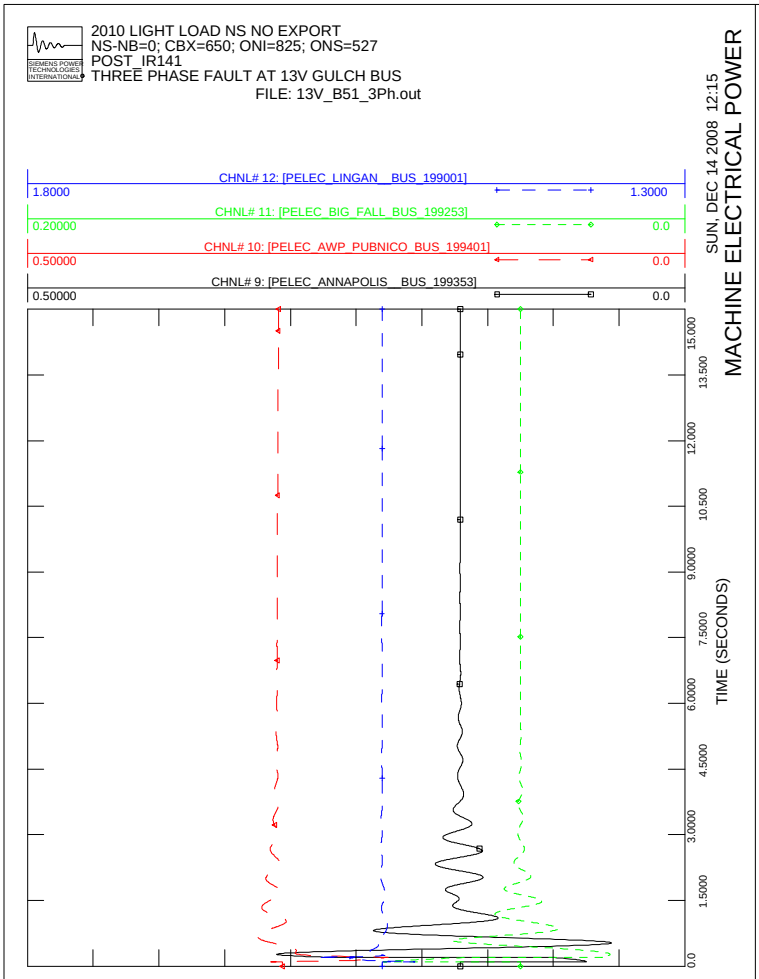

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

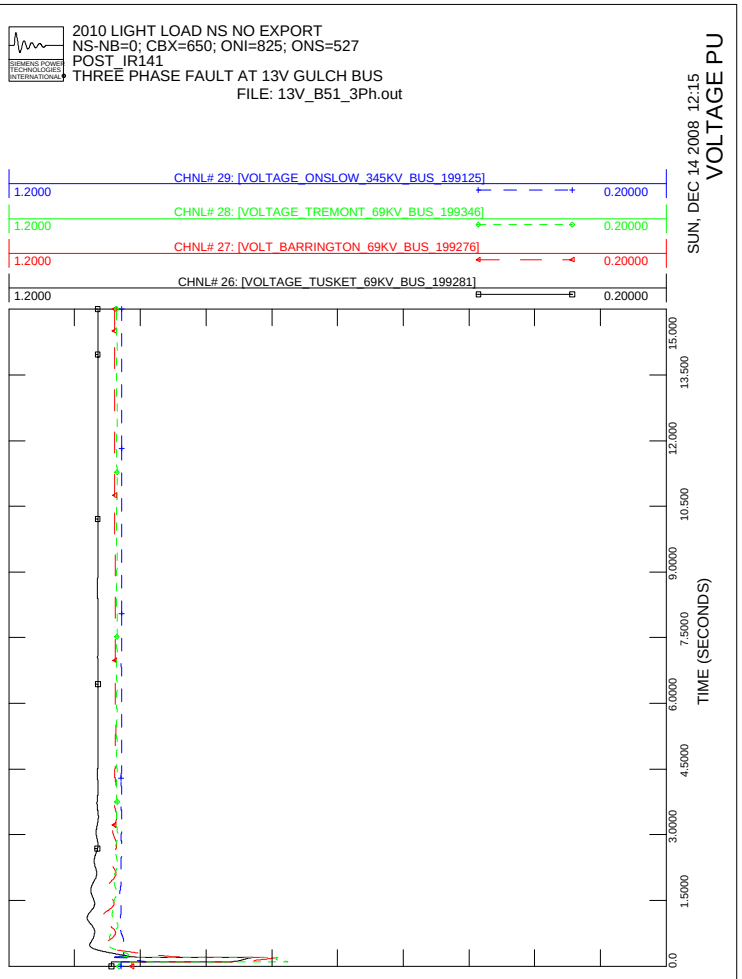

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

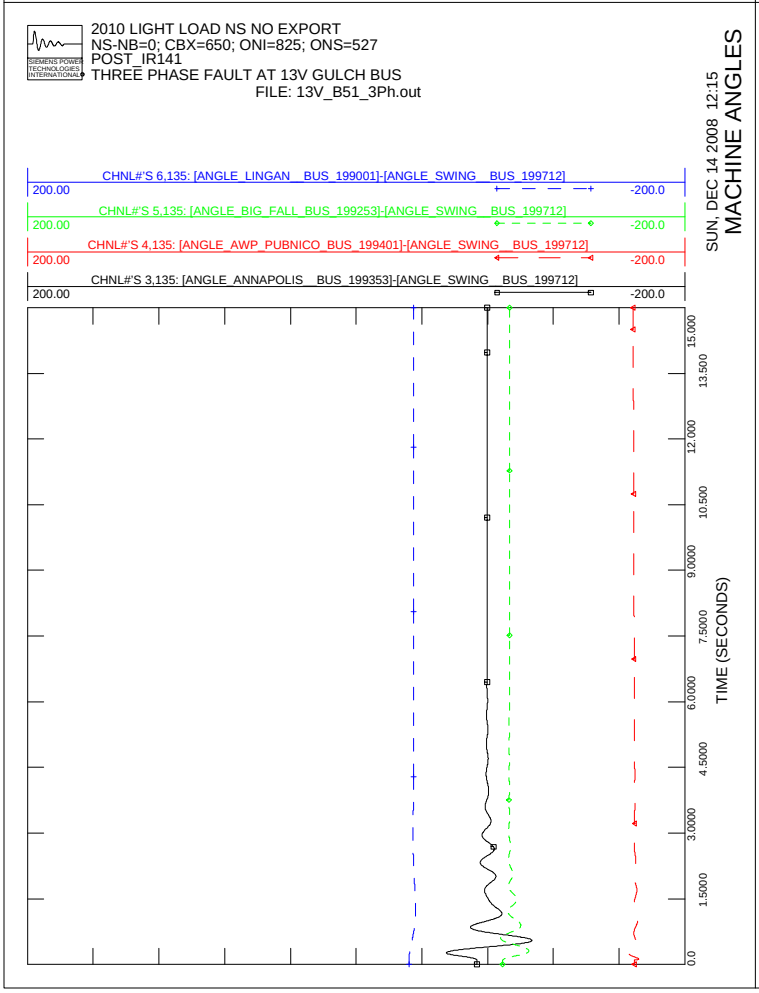

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

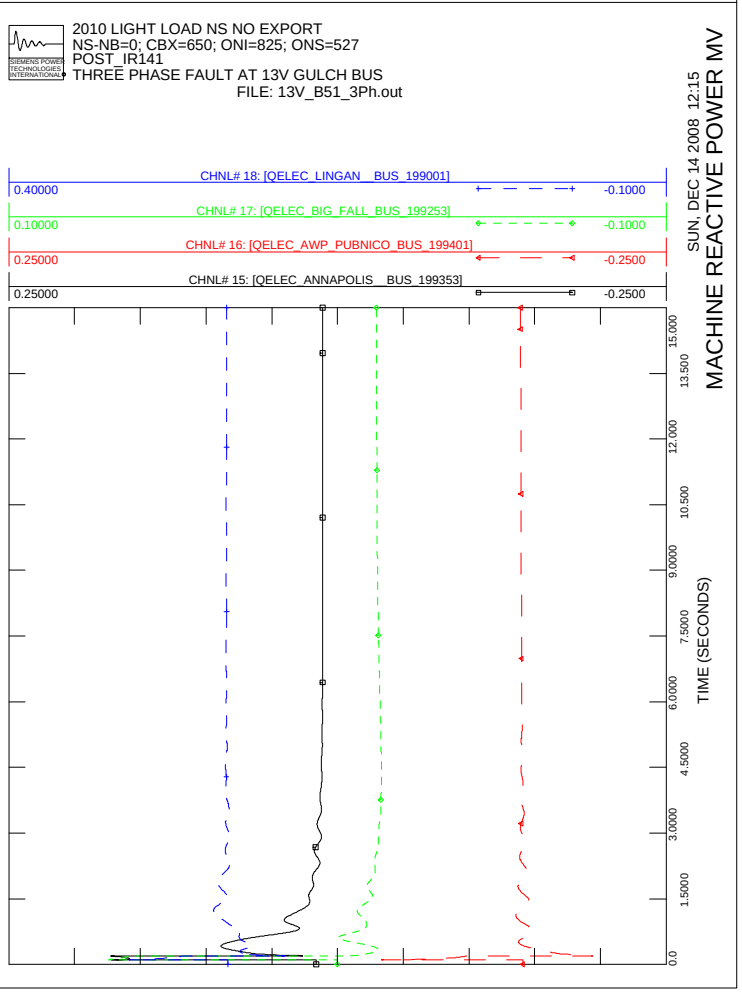

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

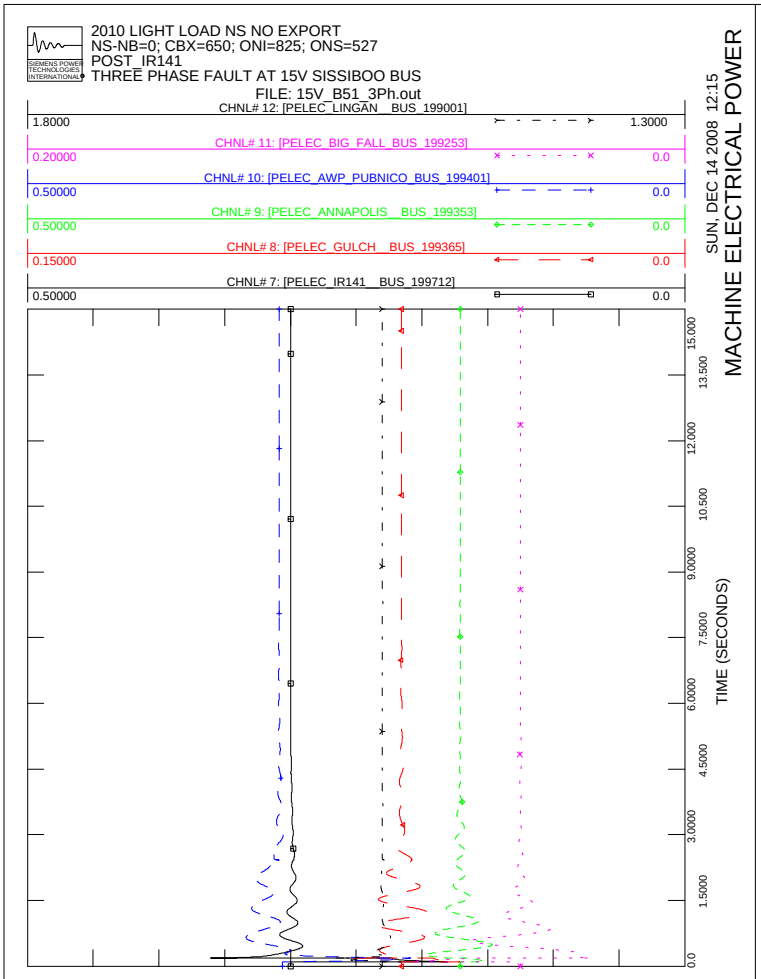

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

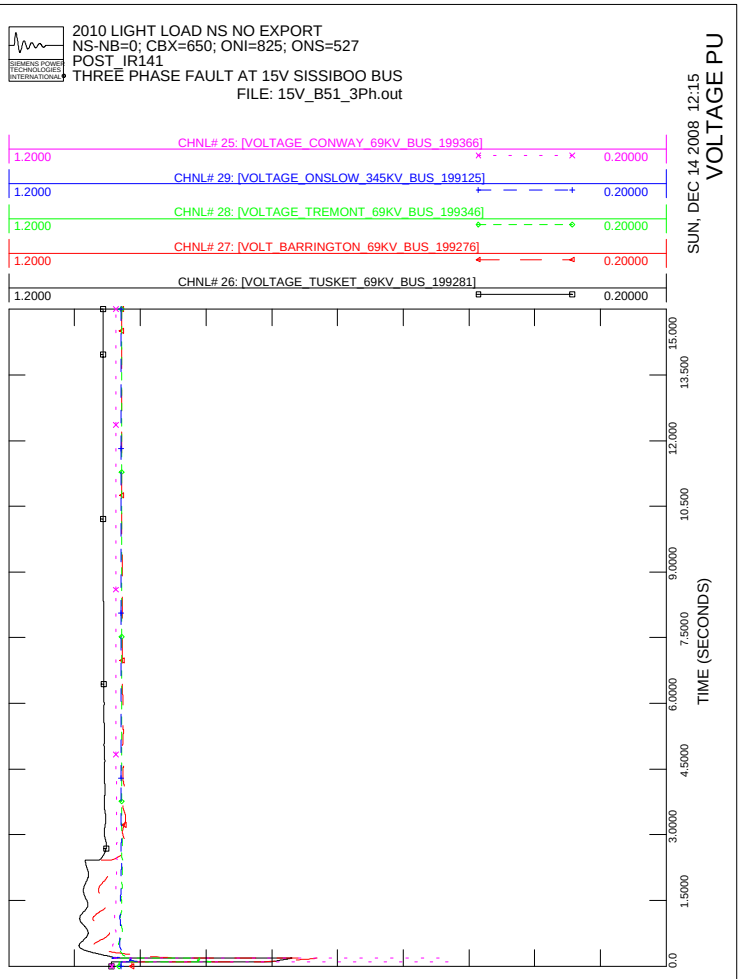

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

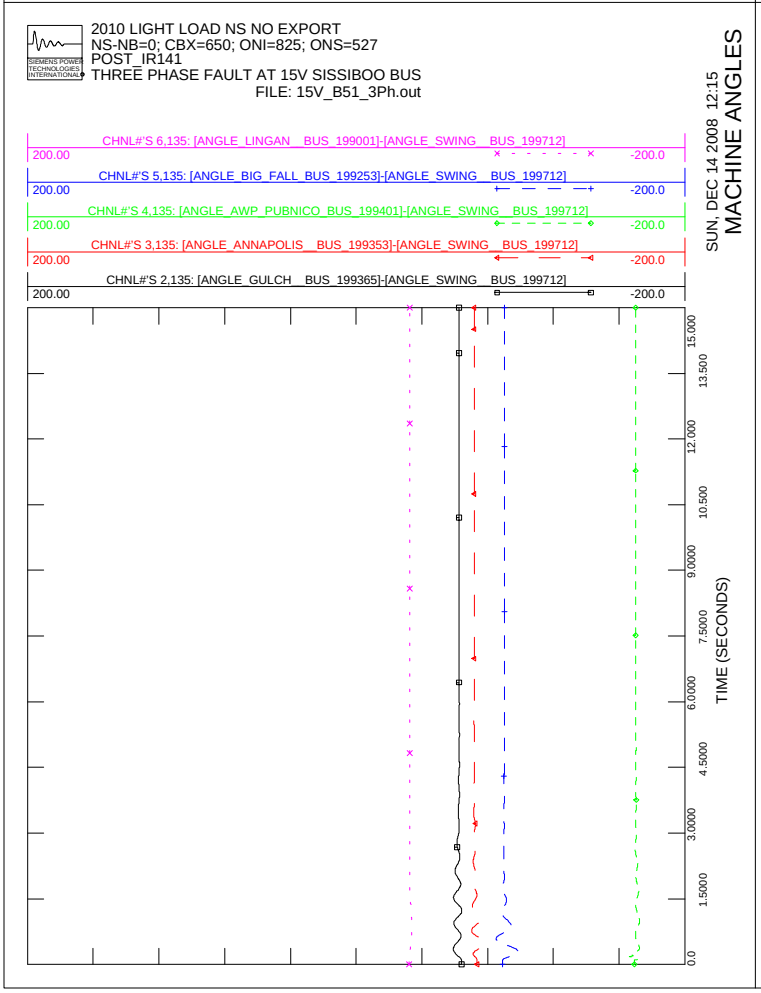

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

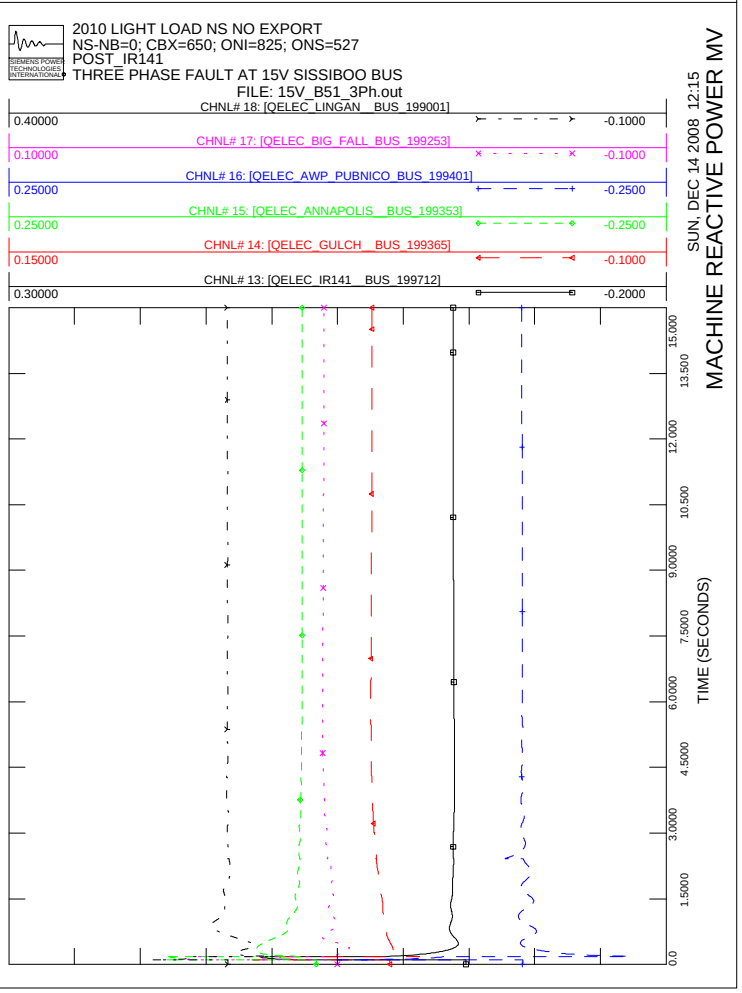

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

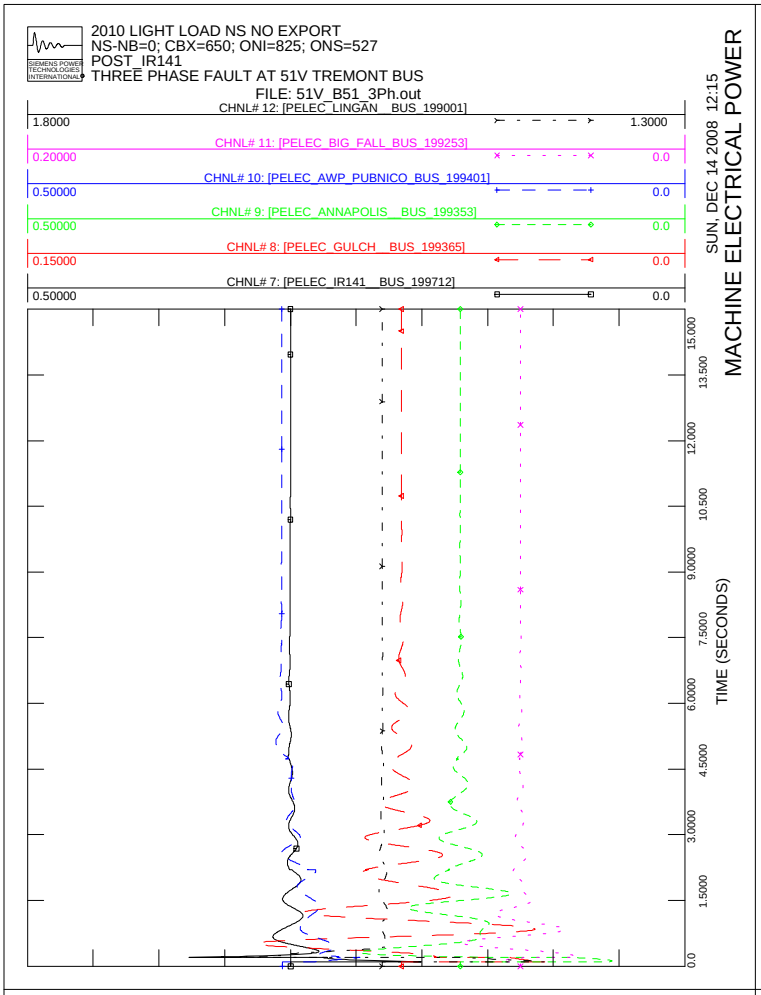

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

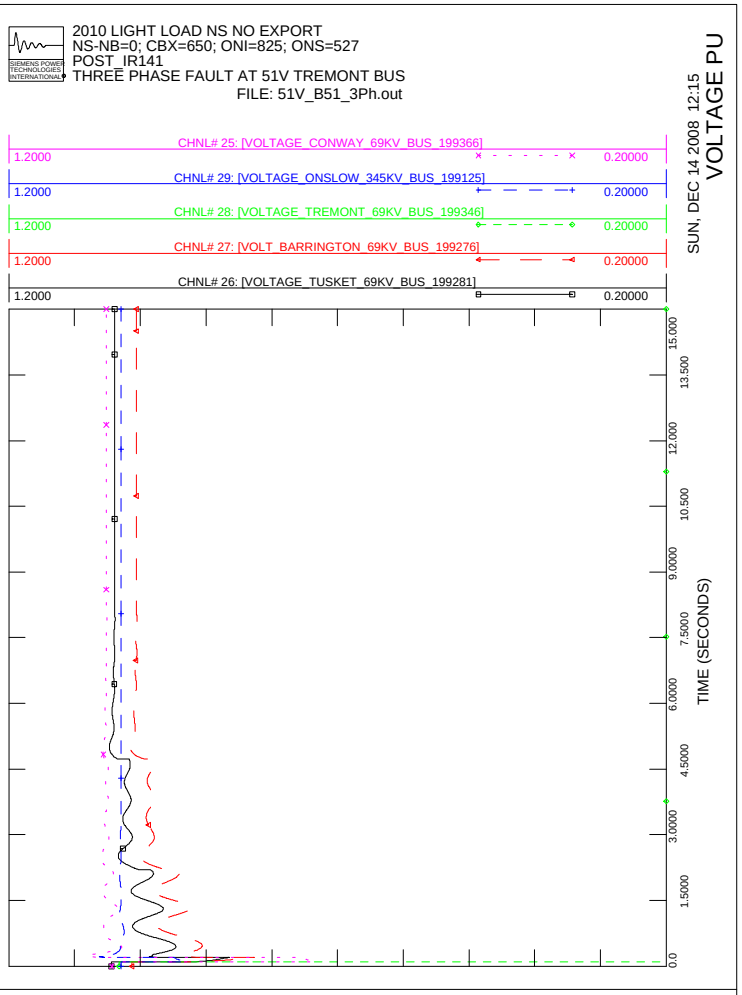

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
15.000
13.500
12.000
10.500
9.0000
7.5000
6.0000
4.5000
3.0000
1.5000
0.0
TIME (SECONDS)

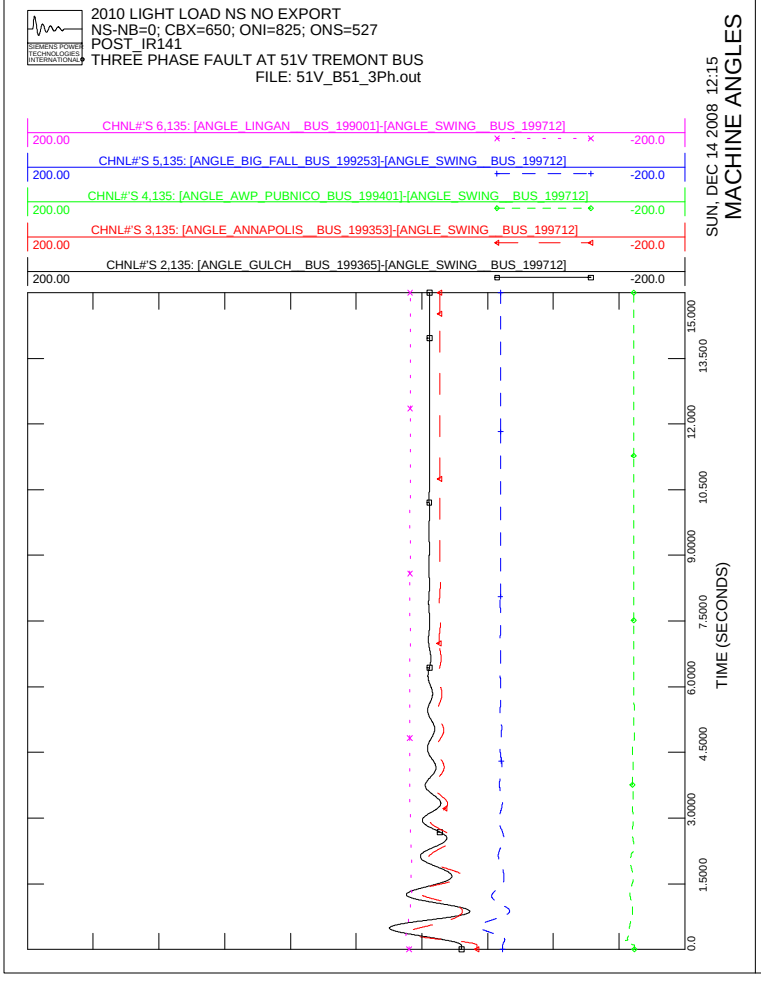

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
15.000
13.500
12.000
10.500
9.0000
7.5000
6.0000
4.5000
3.0000
1.5000
0.0
TIME (SECONDS)

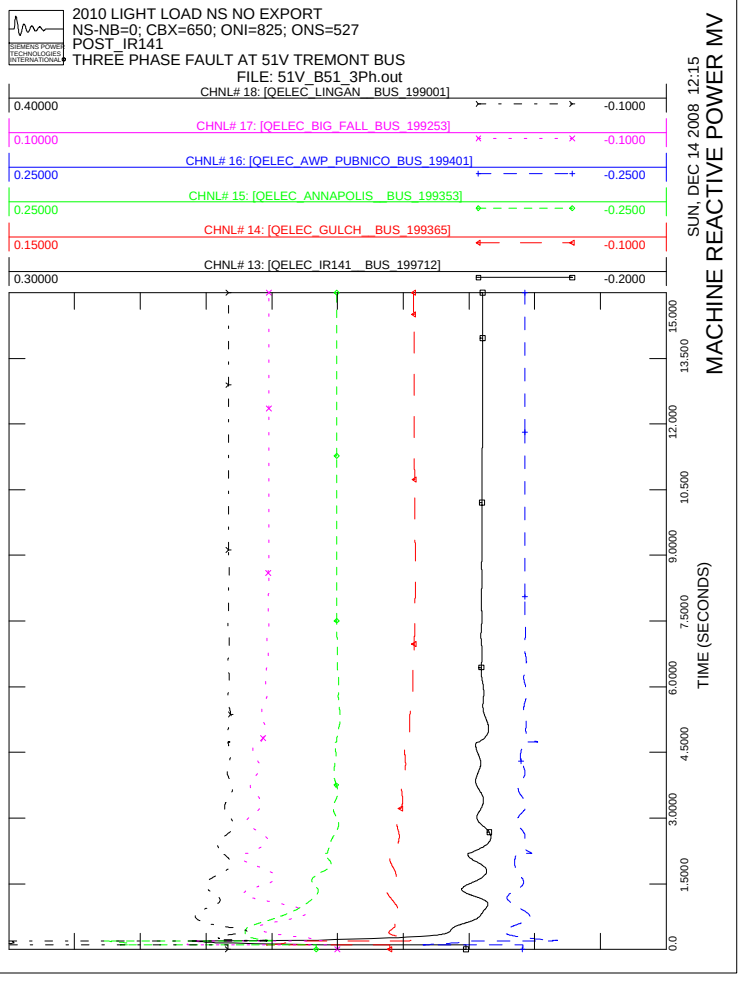

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
15.000
13.500
12.000
10.500
9.0000
7.5000
6.0000
4.5000
3.0000
1.5000
0.0
TIME (SECONDS)

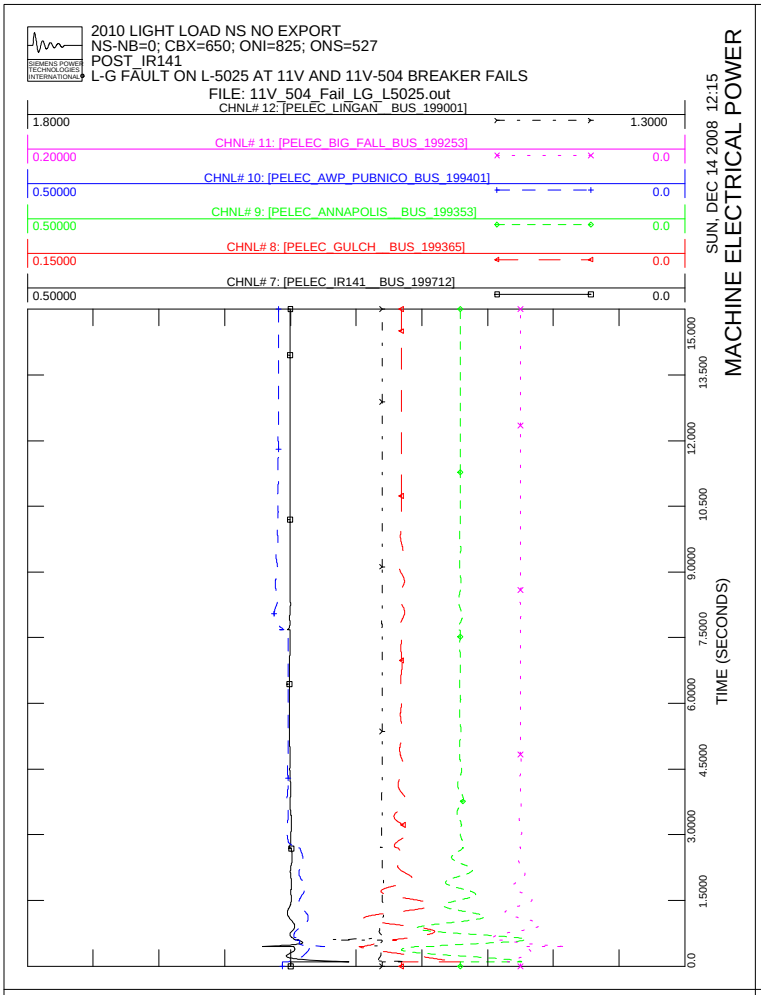

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
15.000
13.500
12.000
10.500
9.0000
7.5000
6.0000
4.5000
3.0000
1.5000
0.0
TIME (SECONDS)

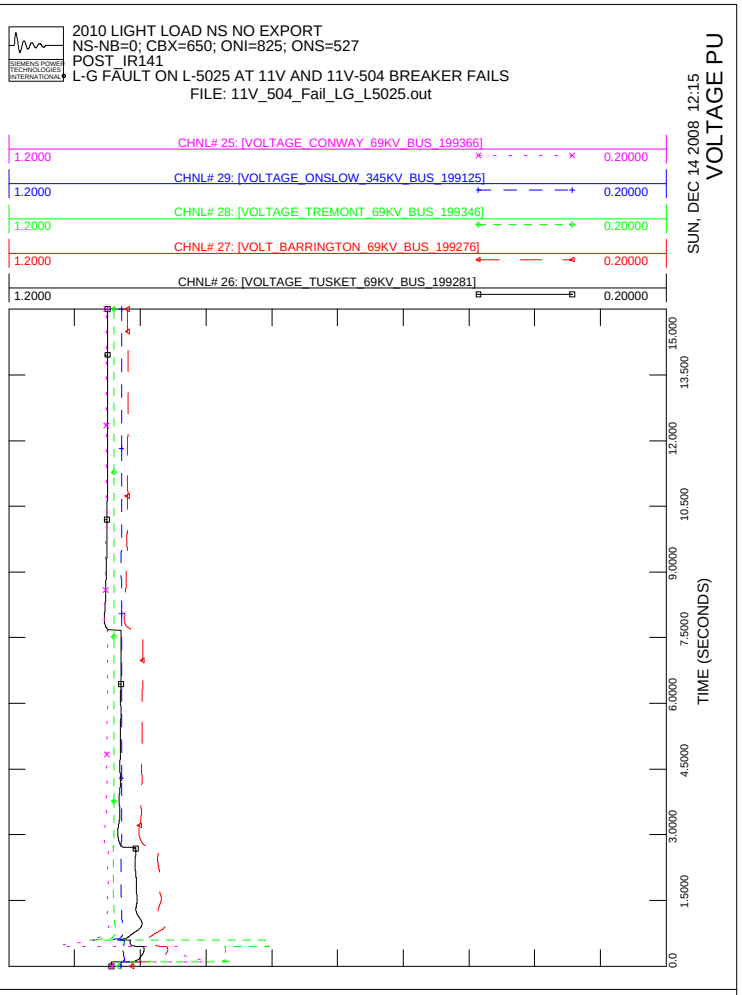

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

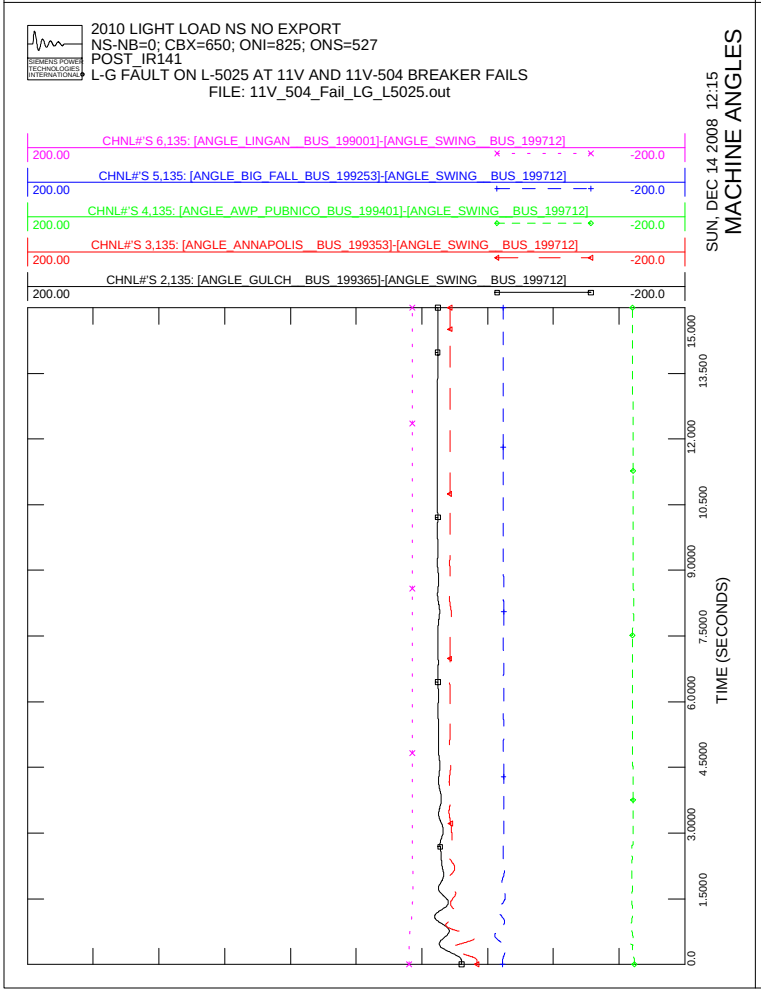

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:15
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

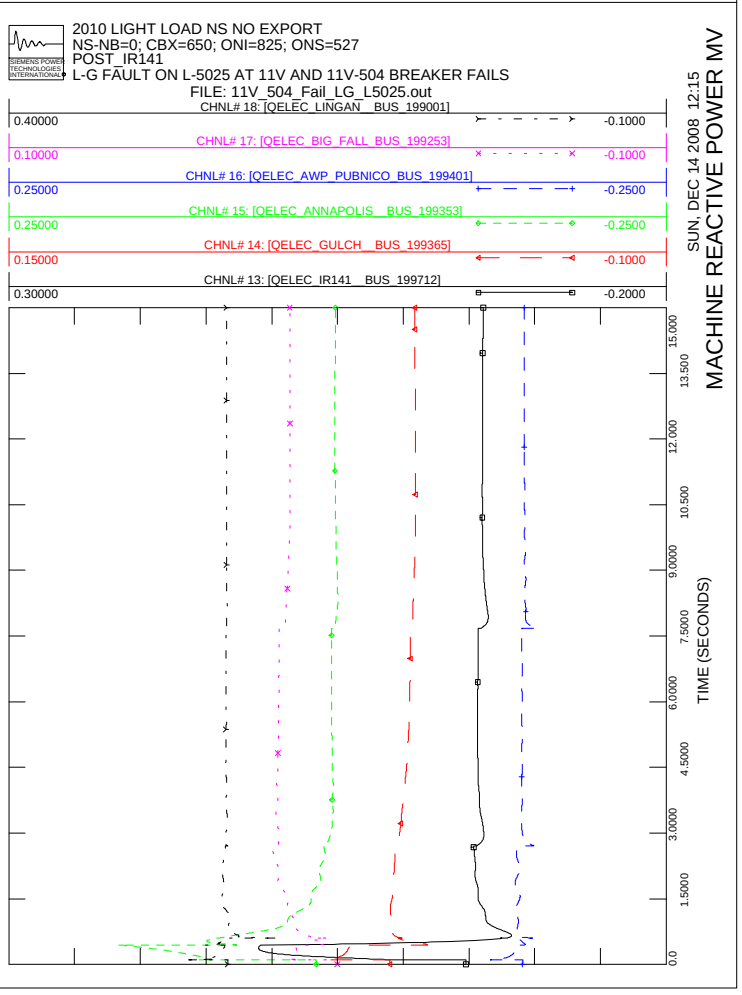

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:15
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

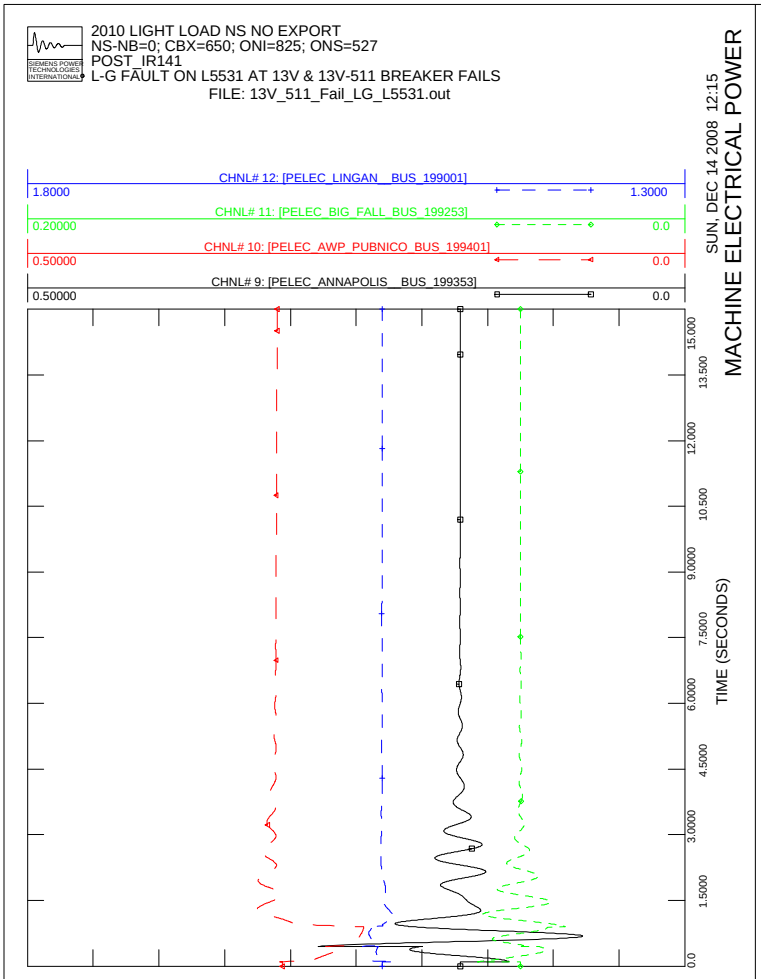

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

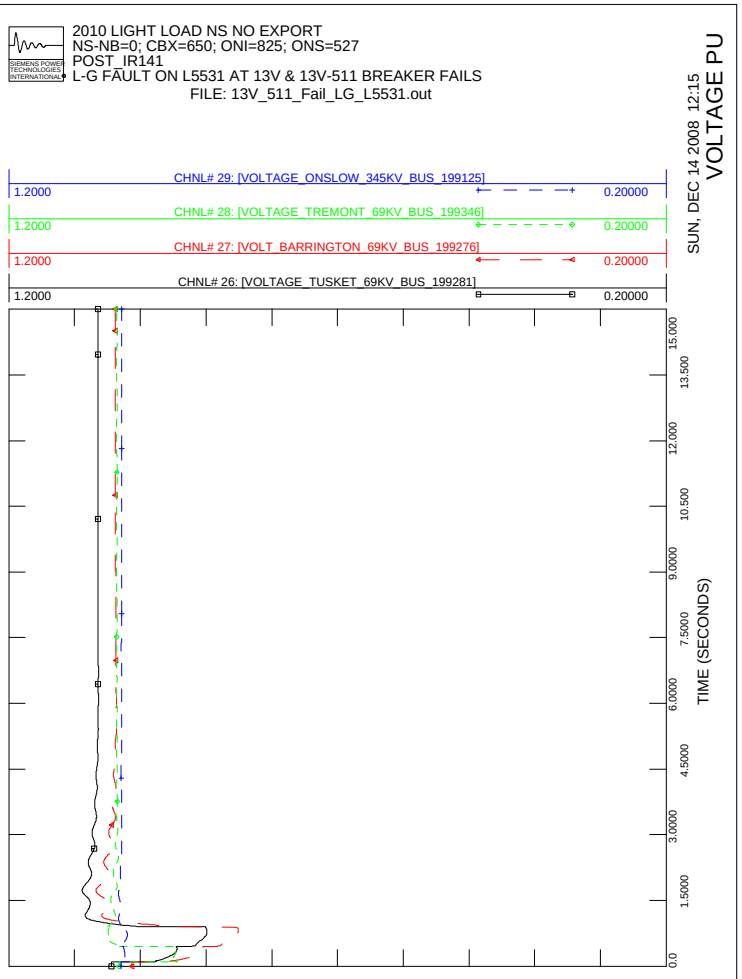

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

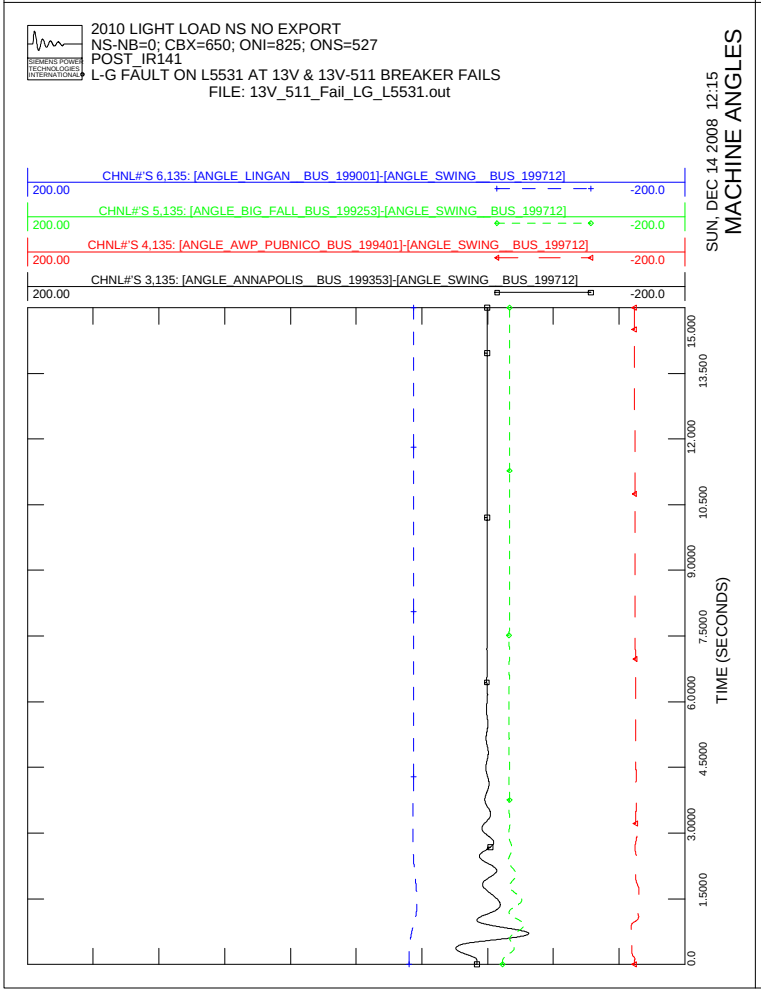

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:15
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

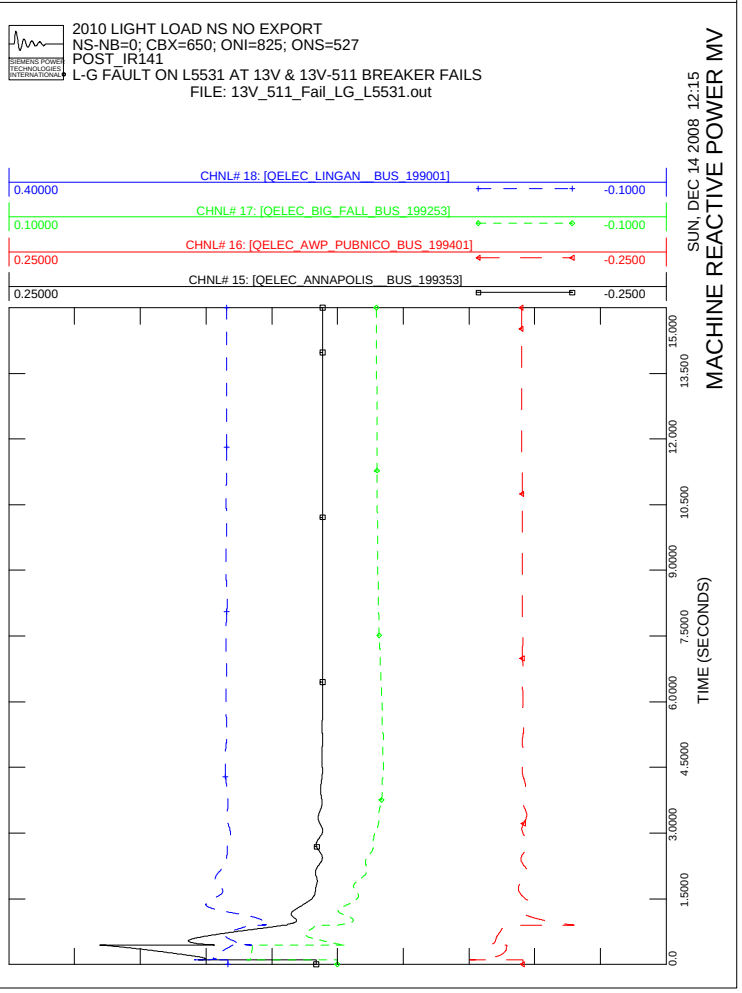

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:15
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

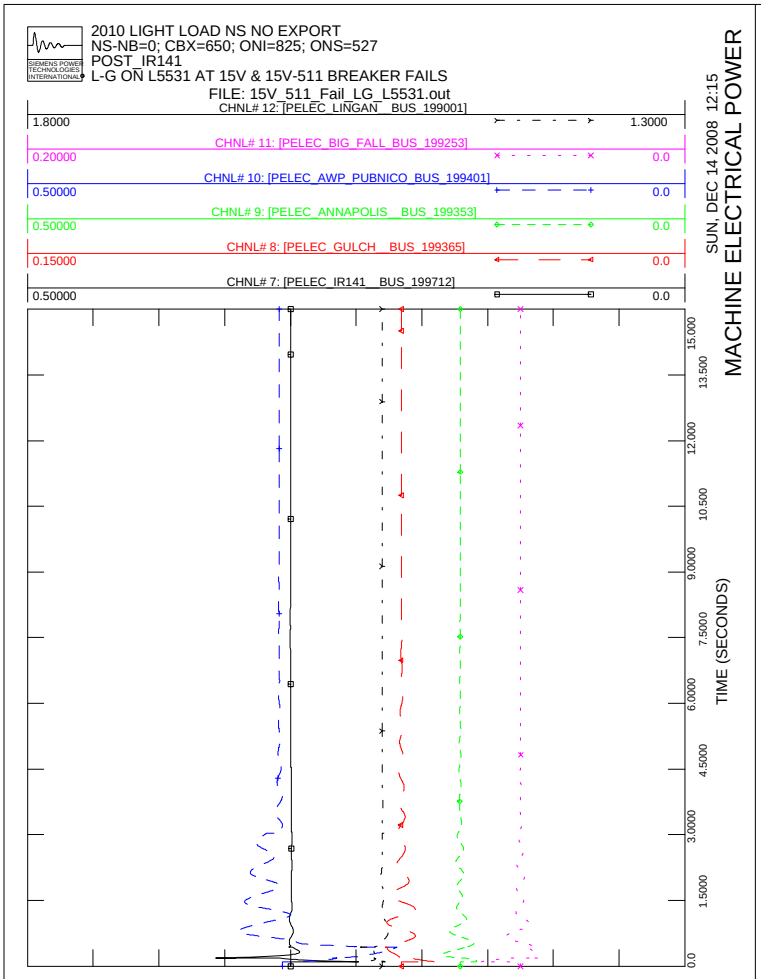

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

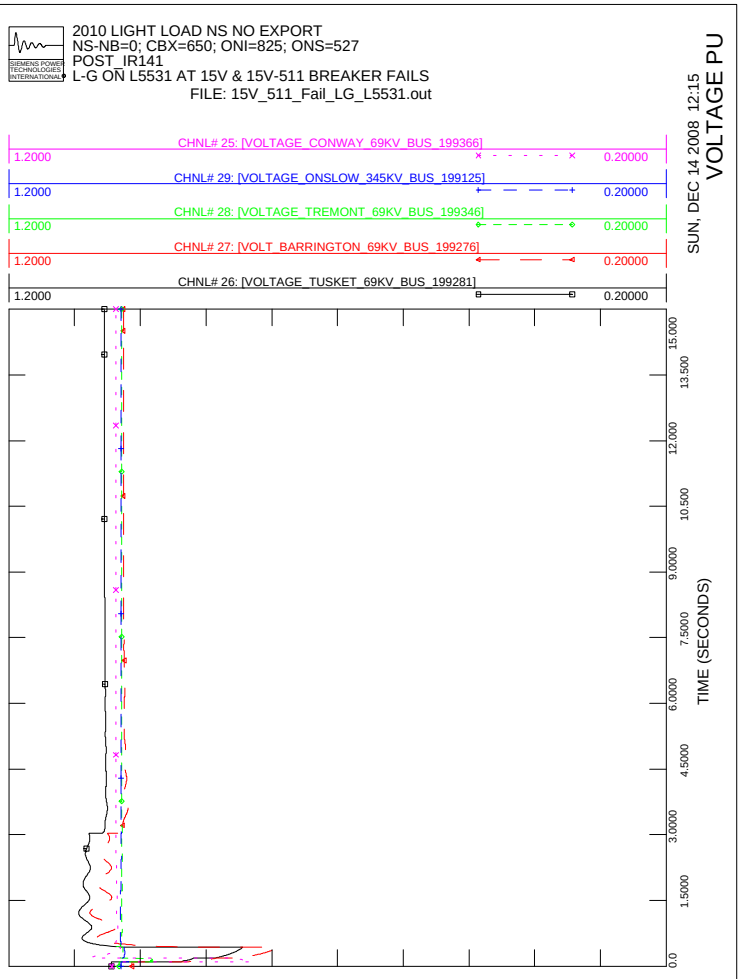

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

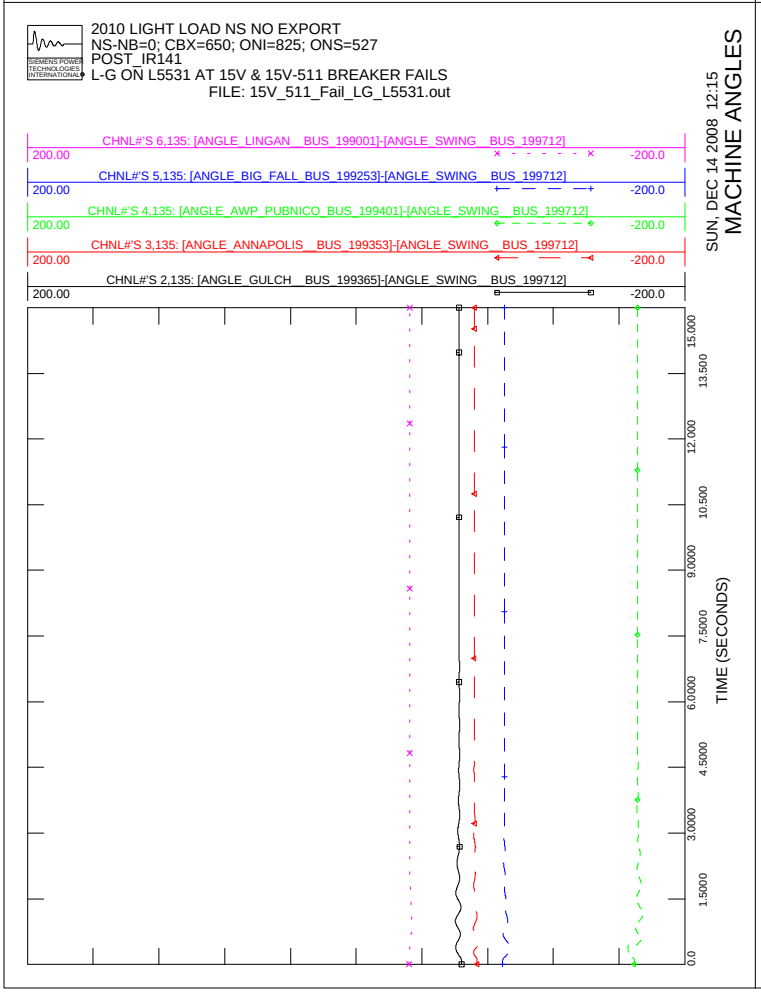

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

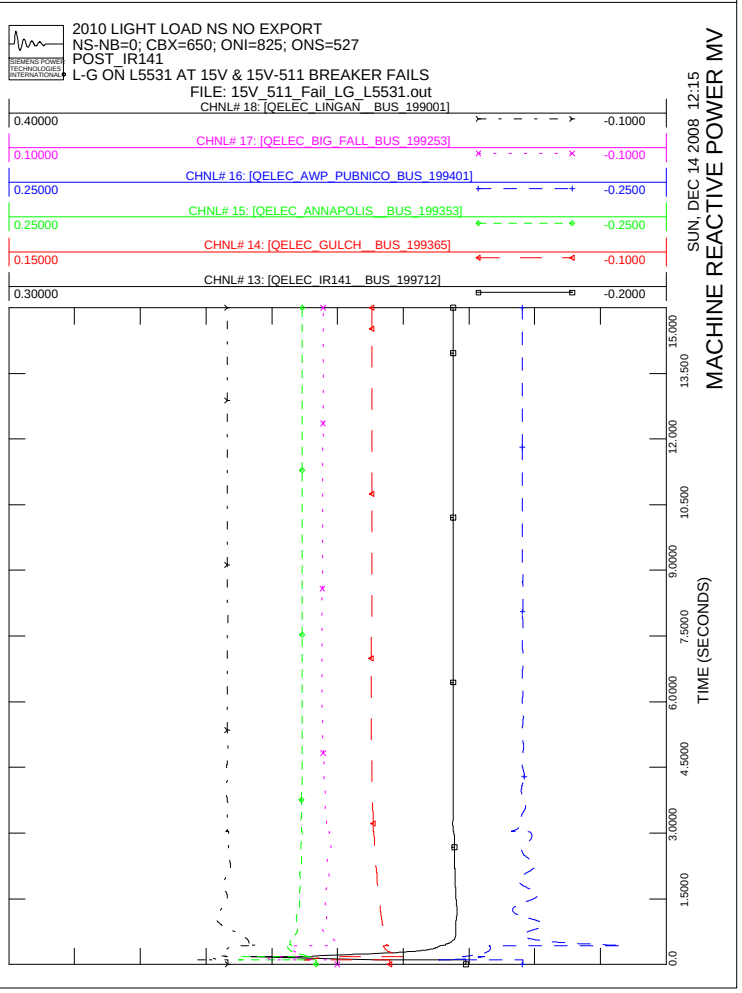

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

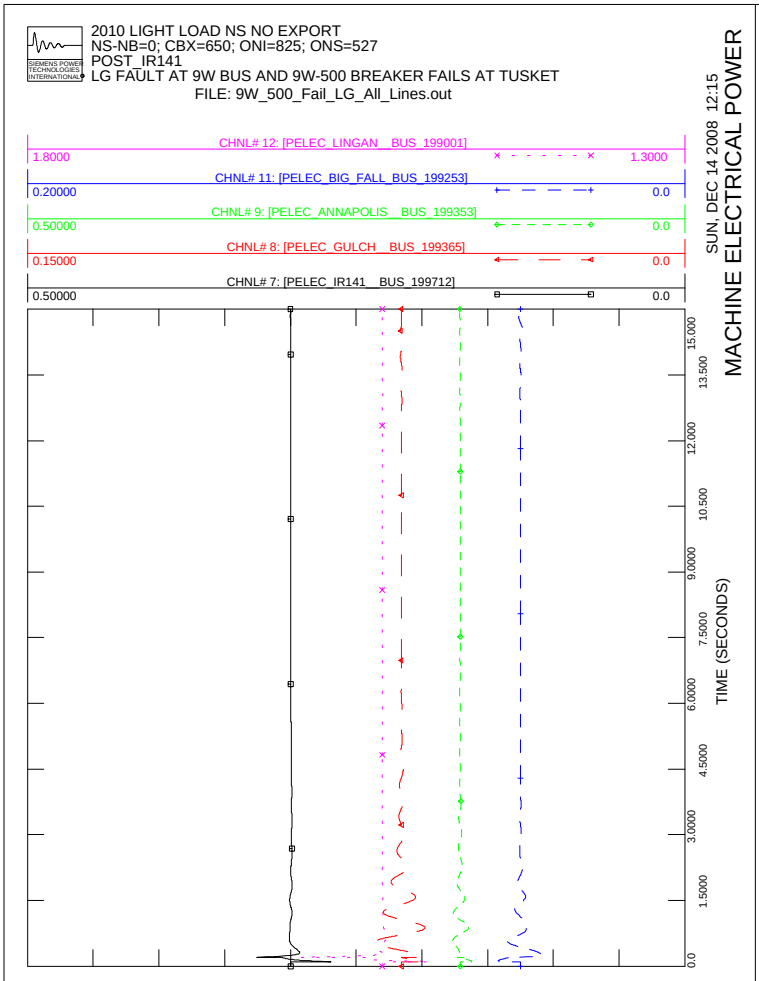

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

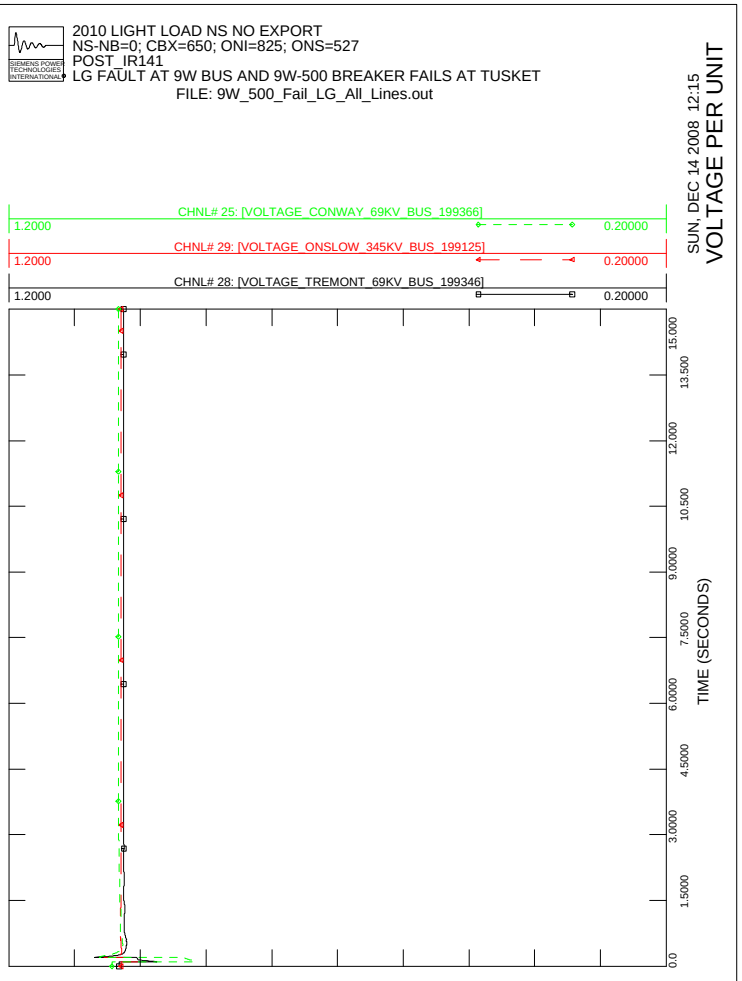

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

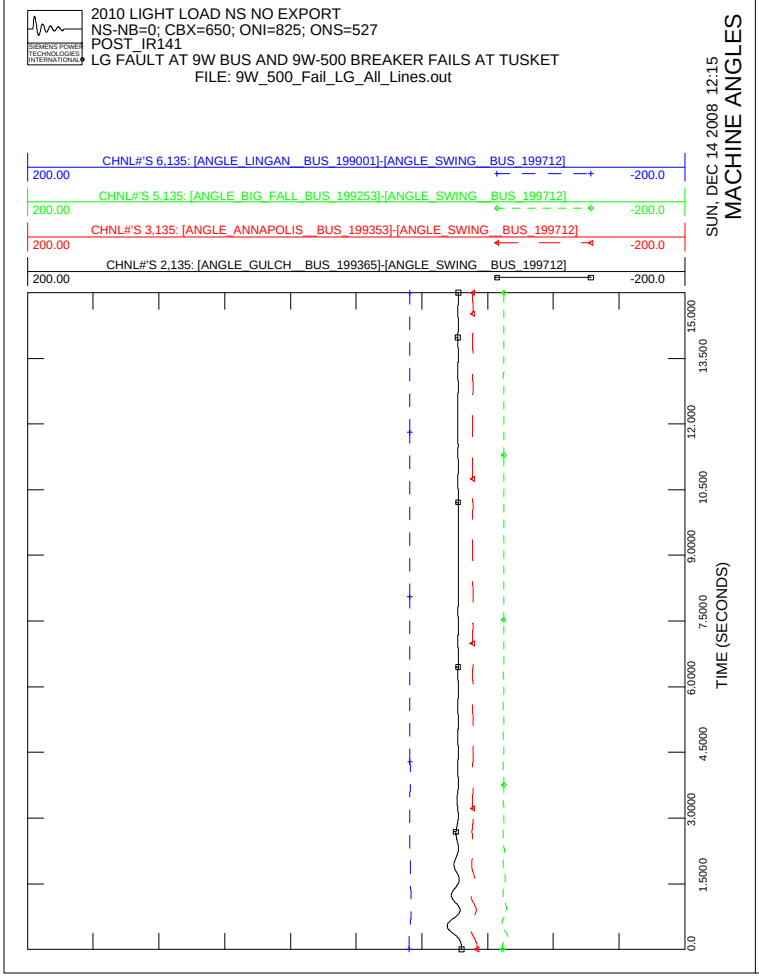

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

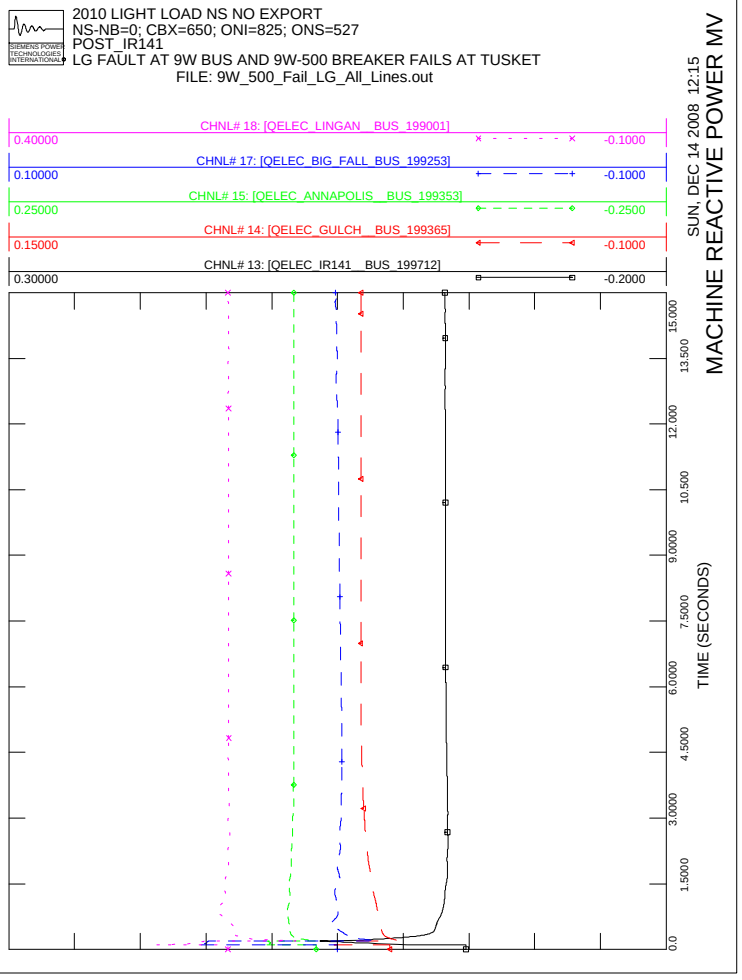

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

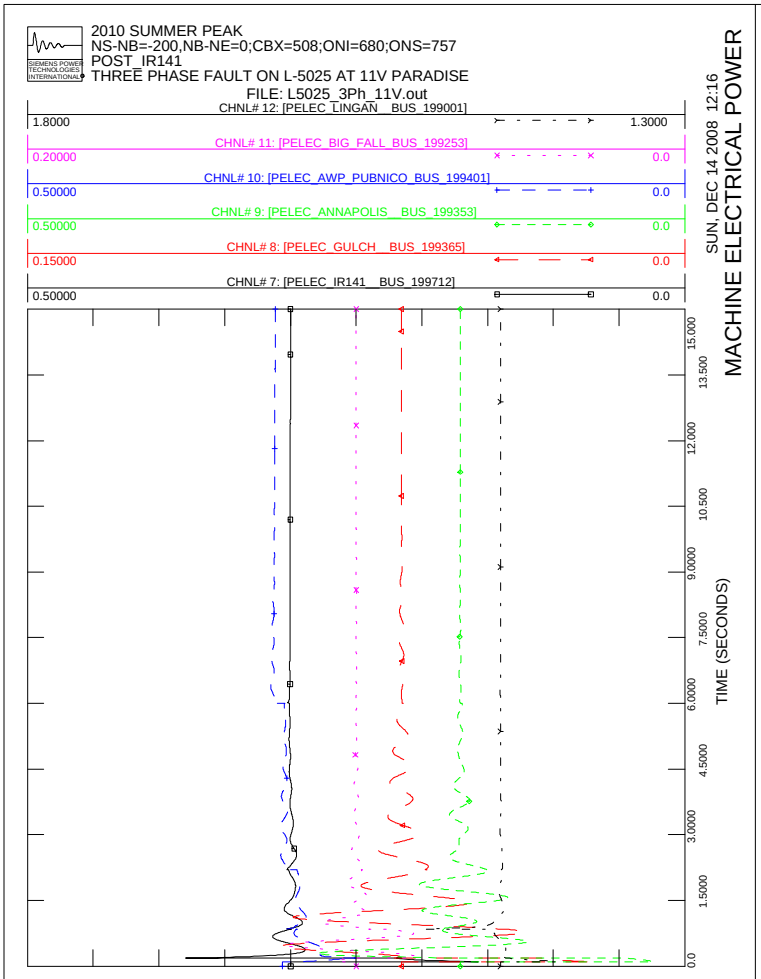

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

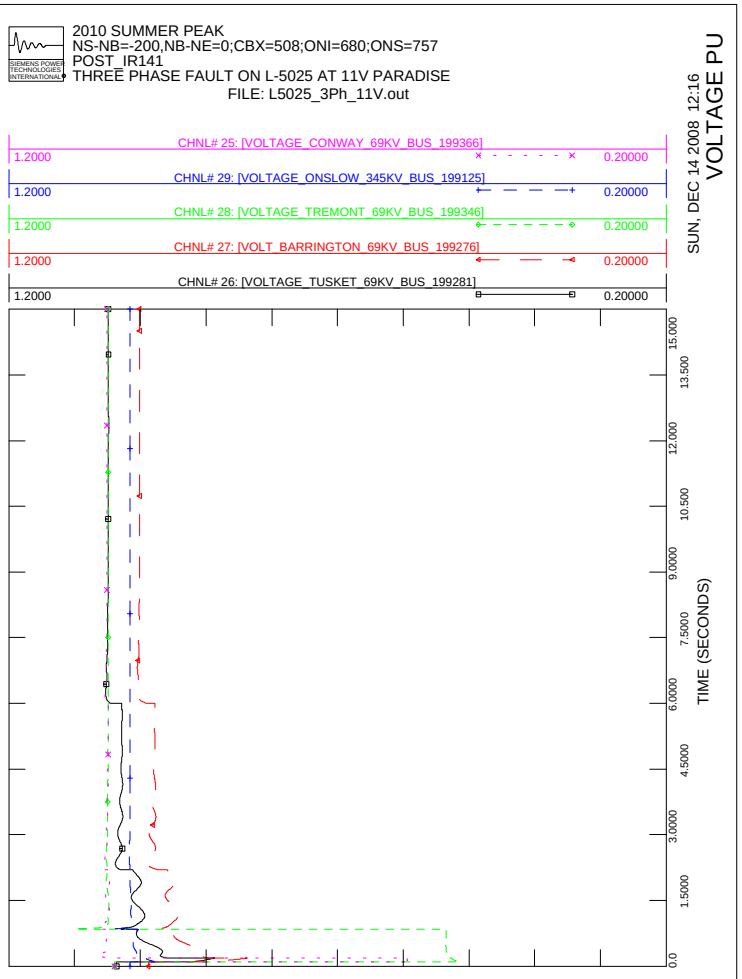

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:15
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

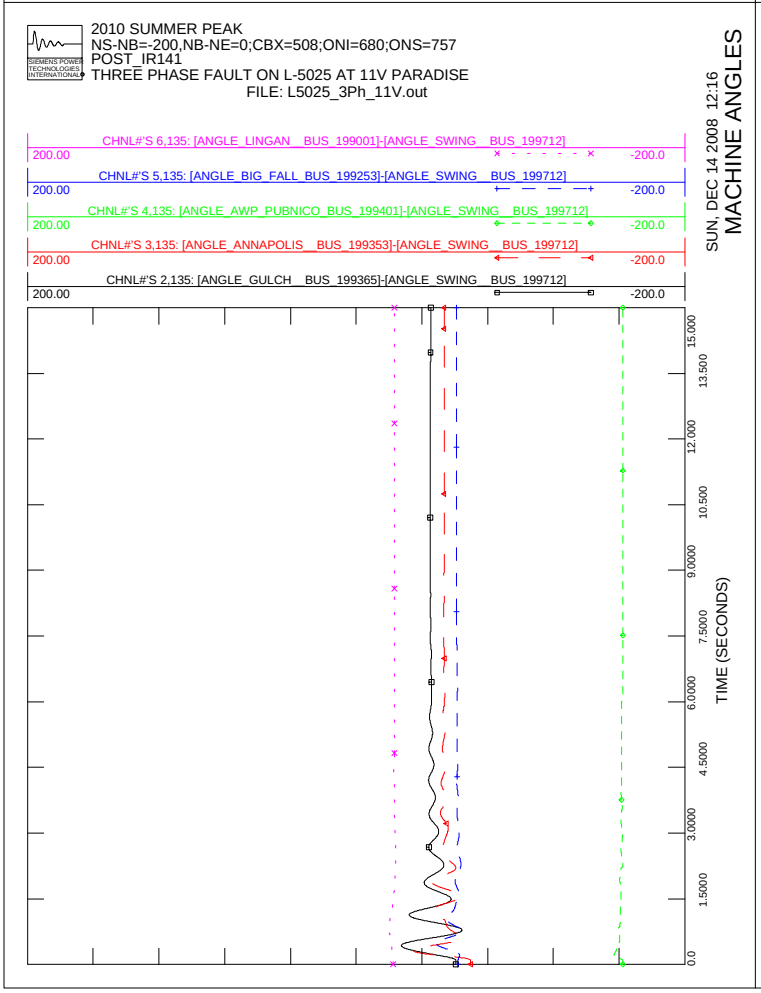

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:15
VOLTAGE PER UNIT
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

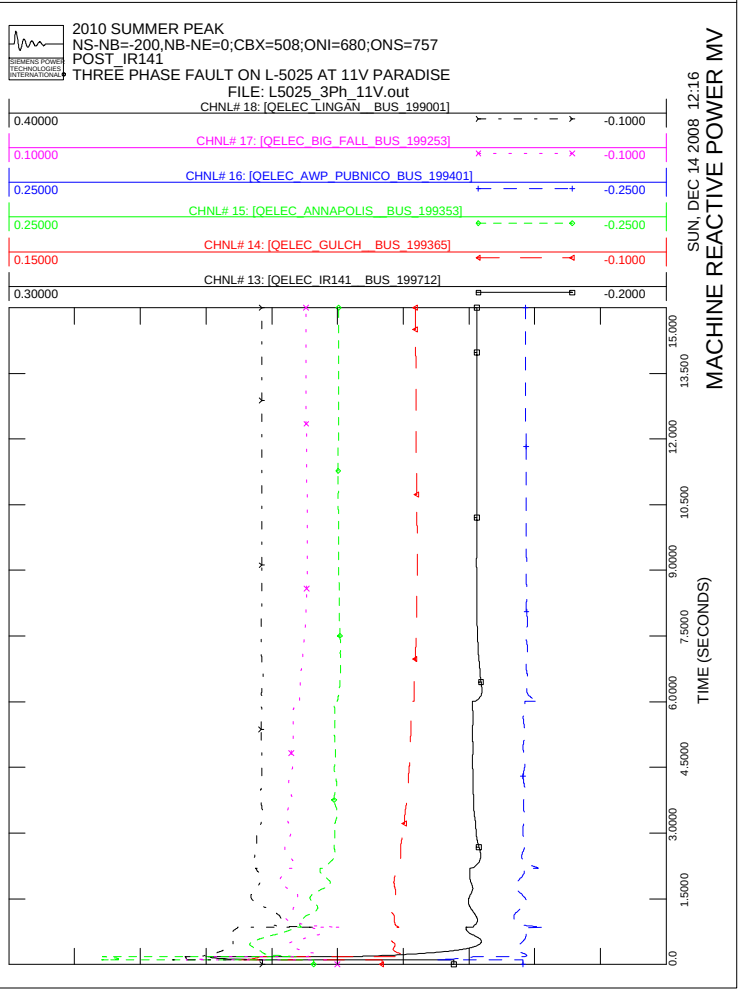

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:15
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

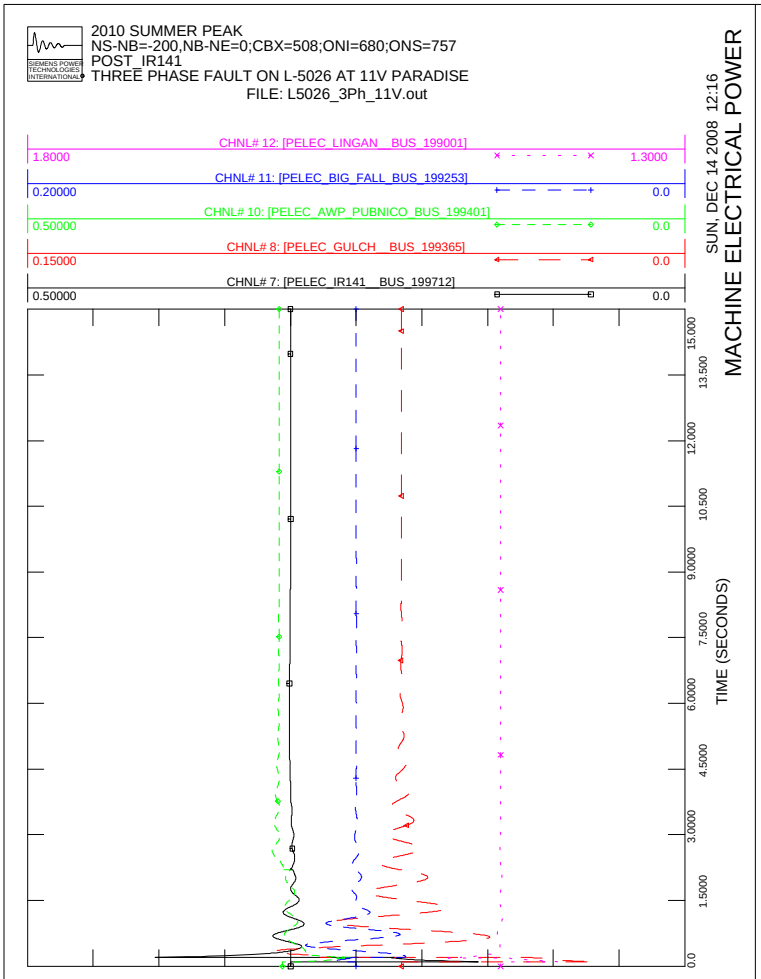

2010 LIGHT LOAD NS NO EXPORT
NS-NB=0; CBX=650; ONI=825; ONS=527
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:15
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

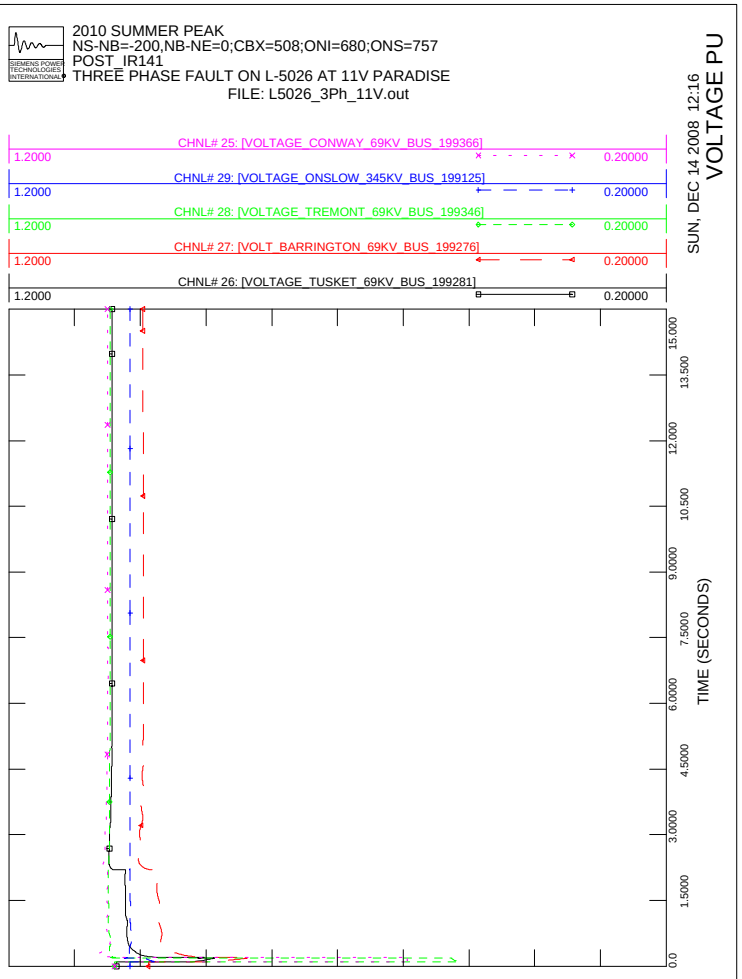

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:16
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

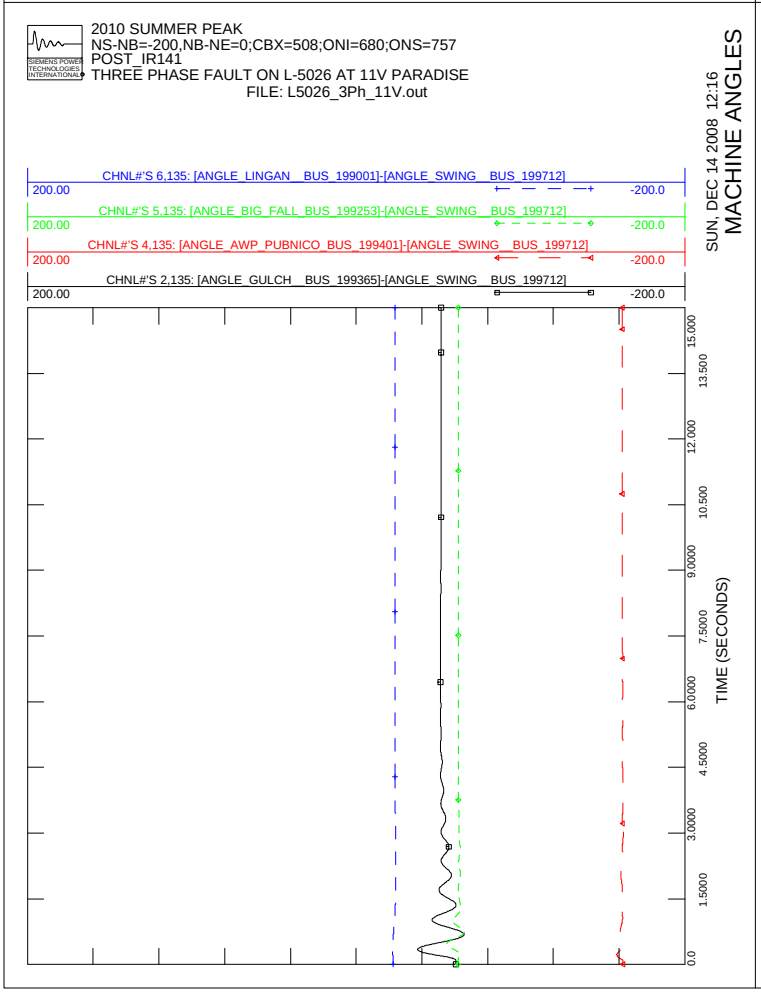

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:16
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

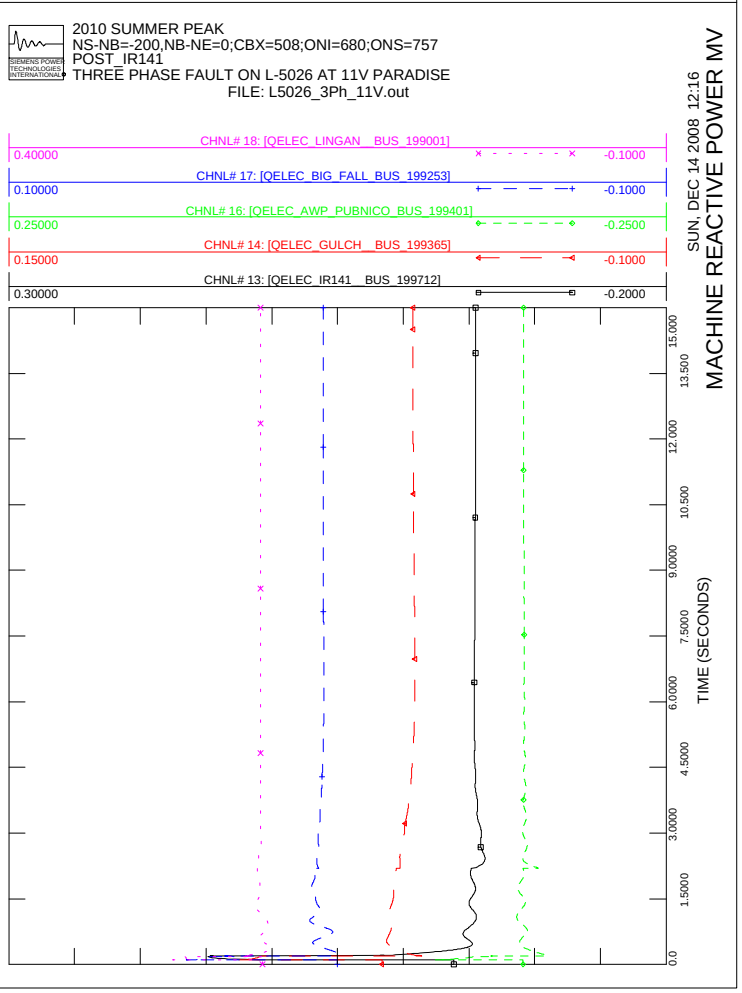

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:16
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

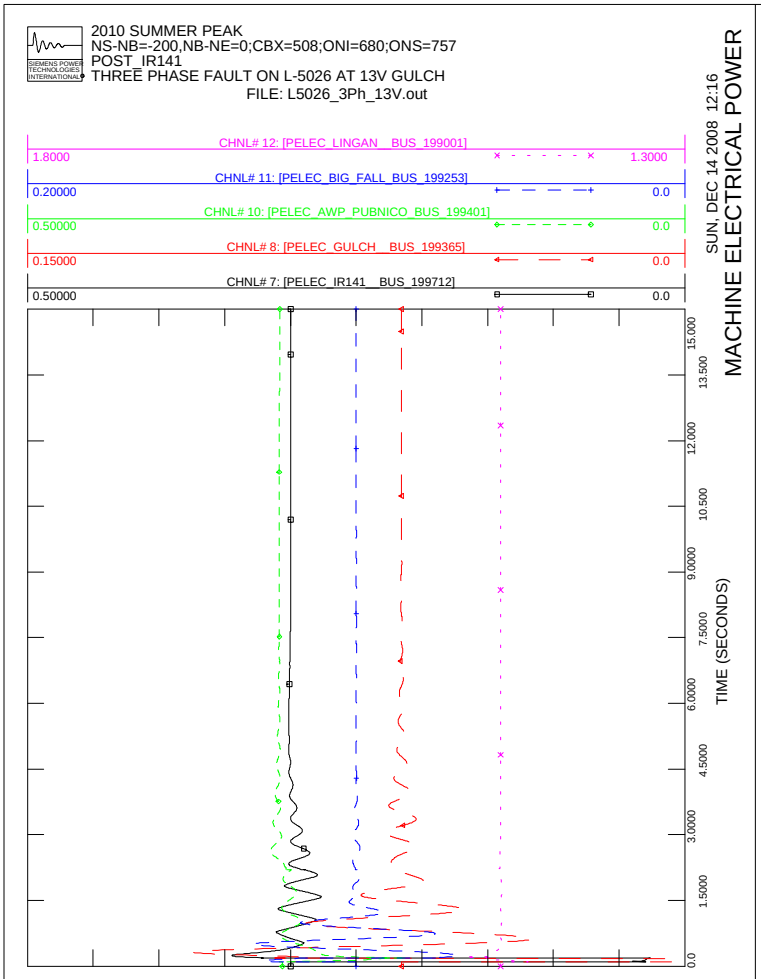

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:16
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

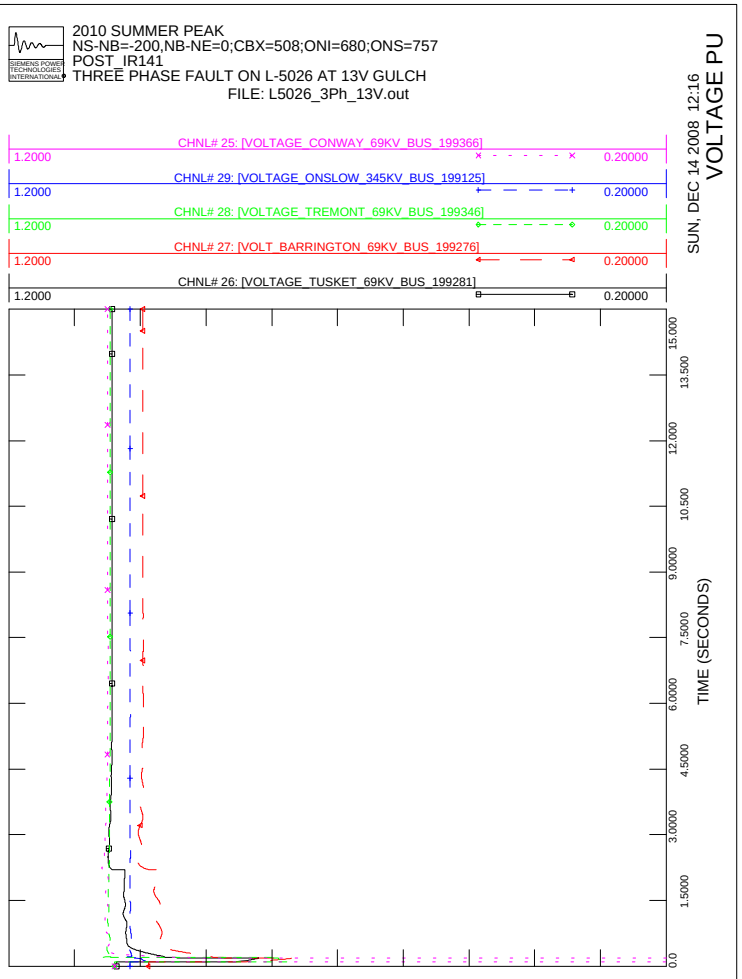

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:16
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

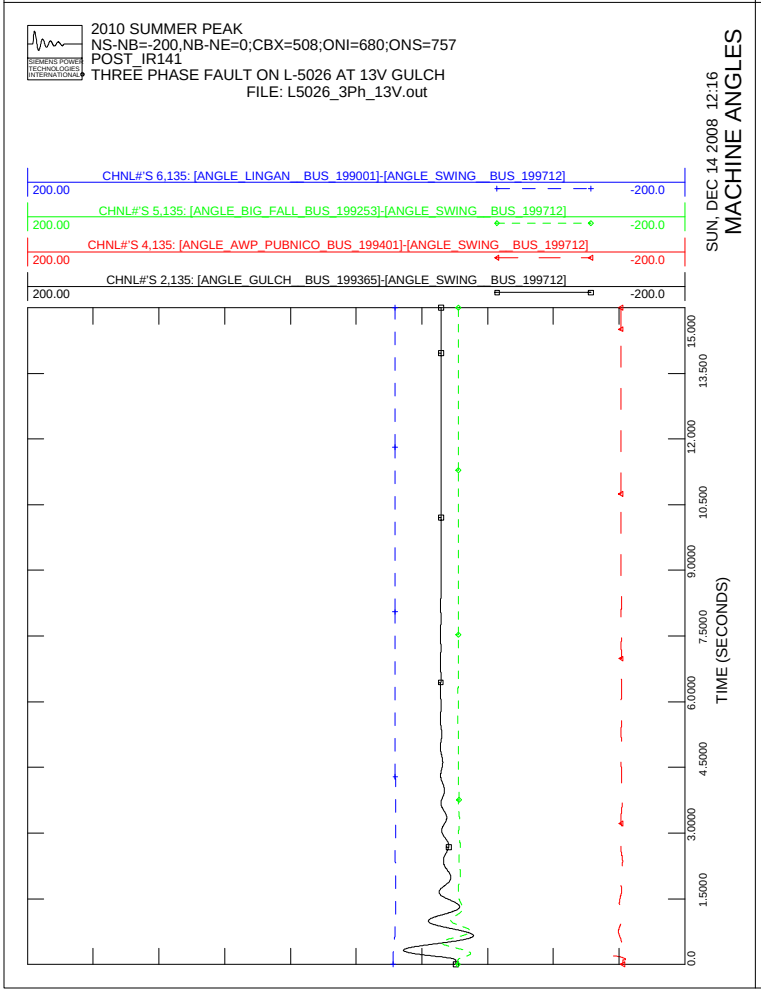

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:16
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

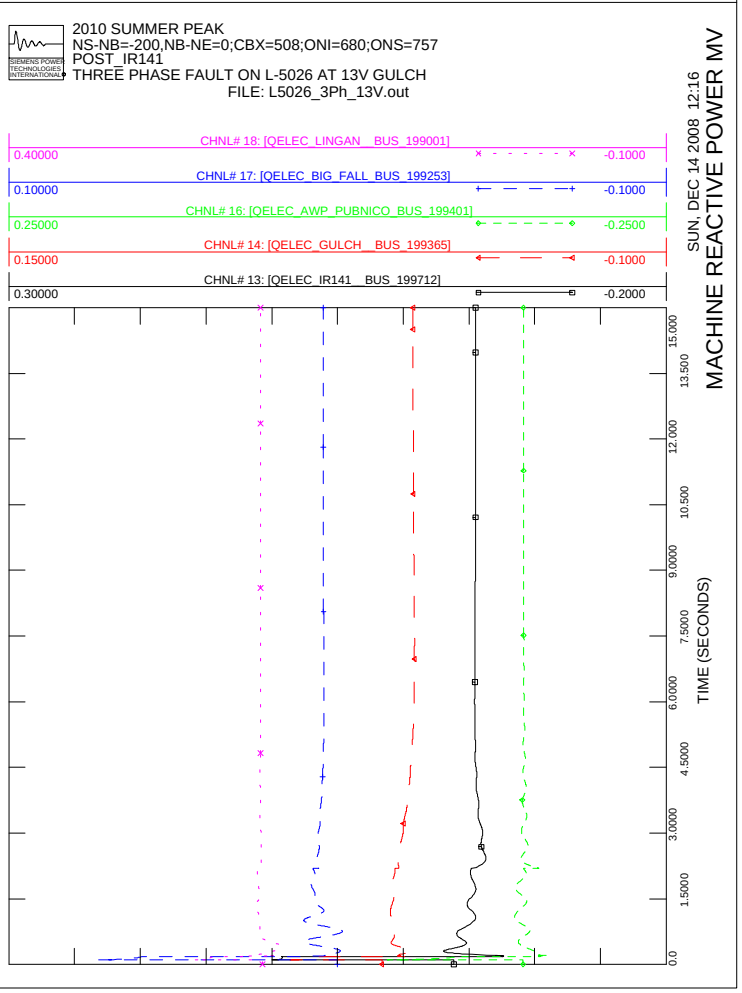

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:16
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

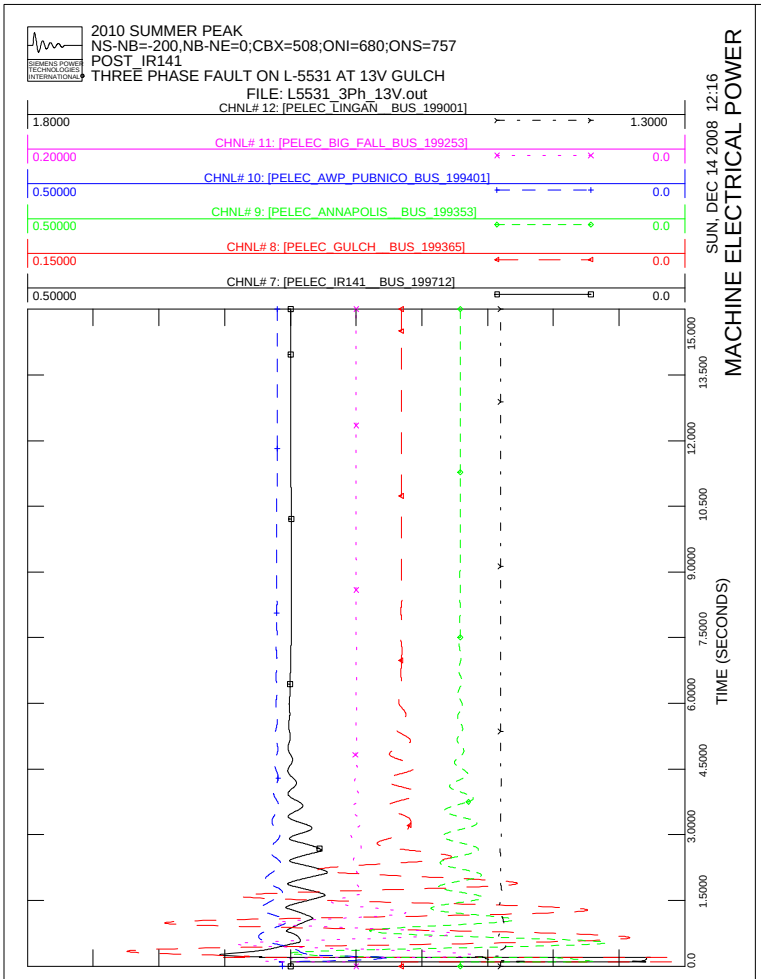

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:16
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

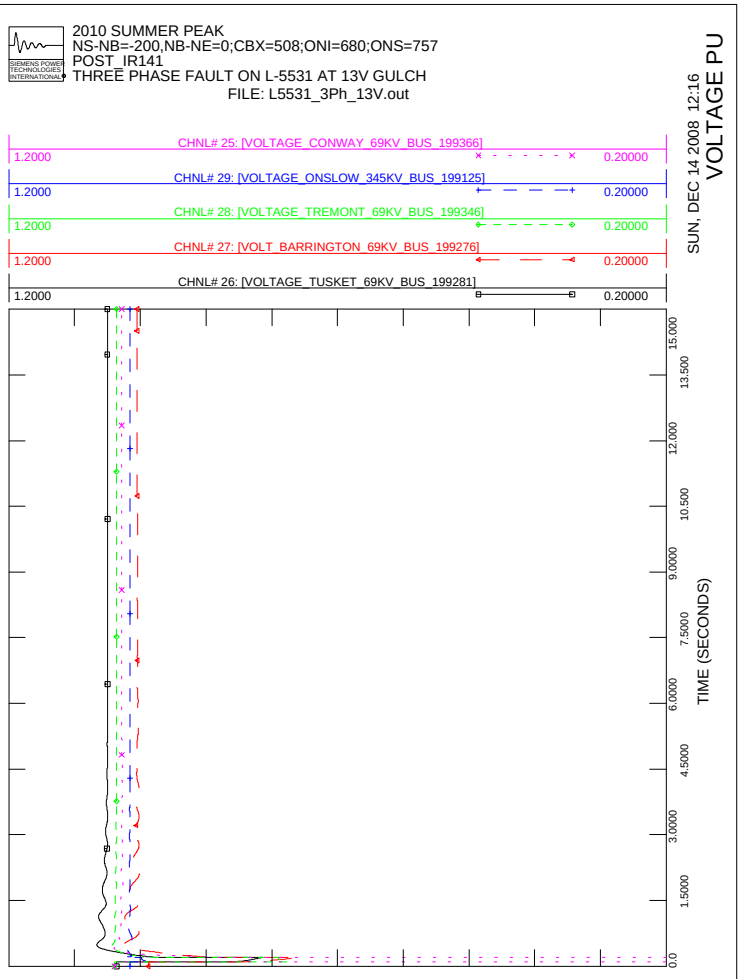

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:16
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

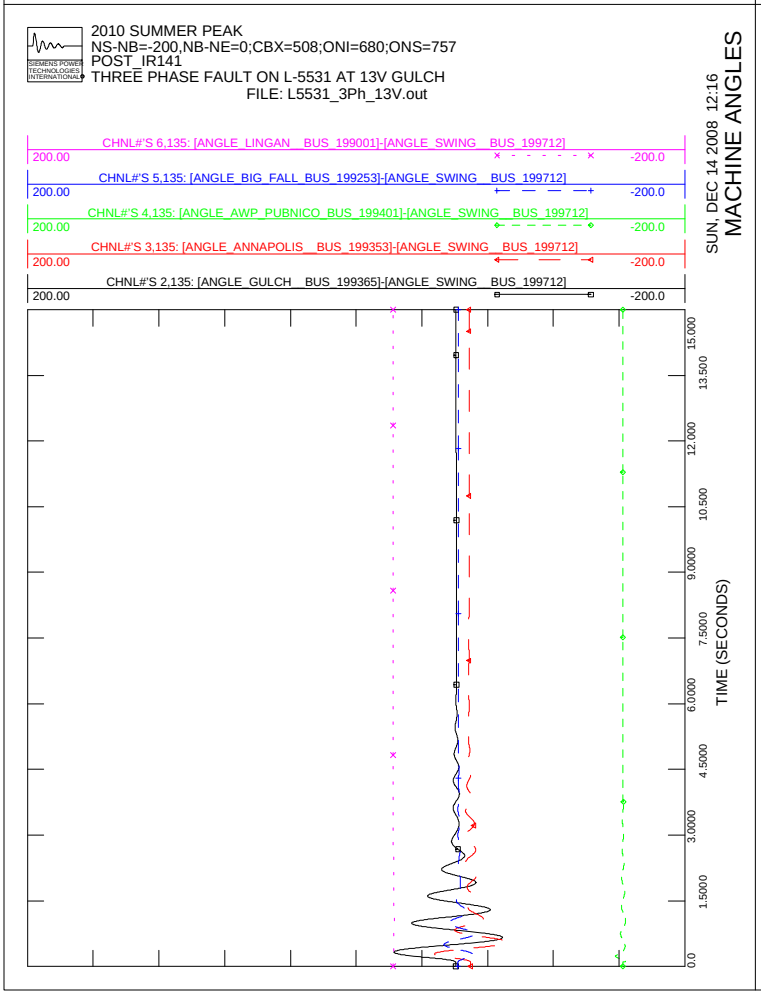

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:16
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

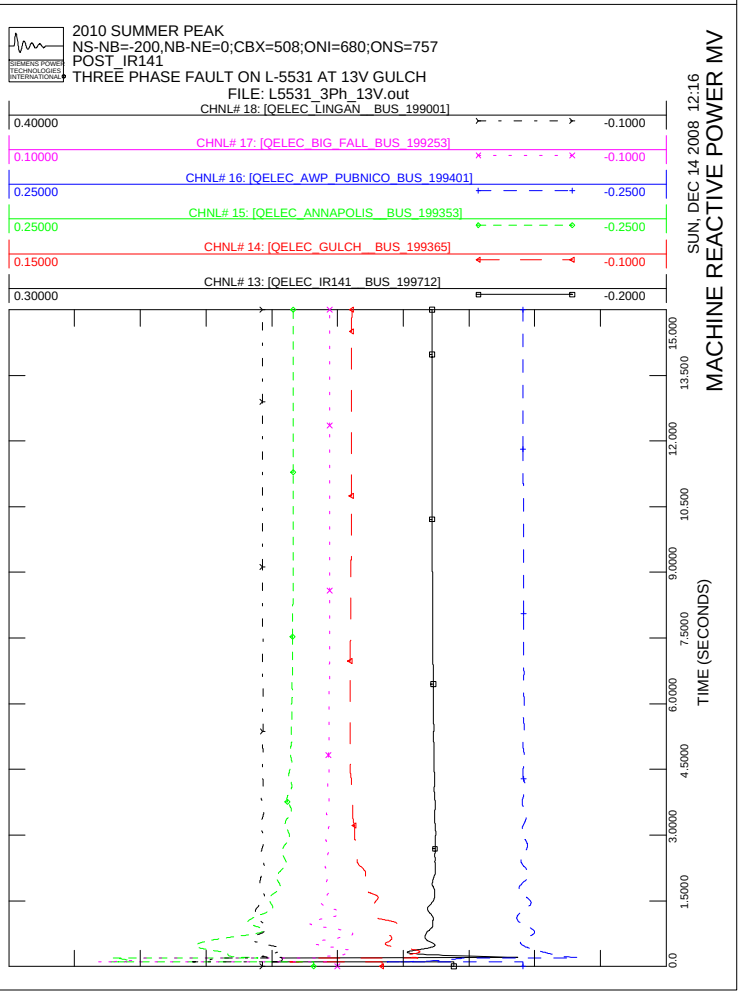

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:16
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

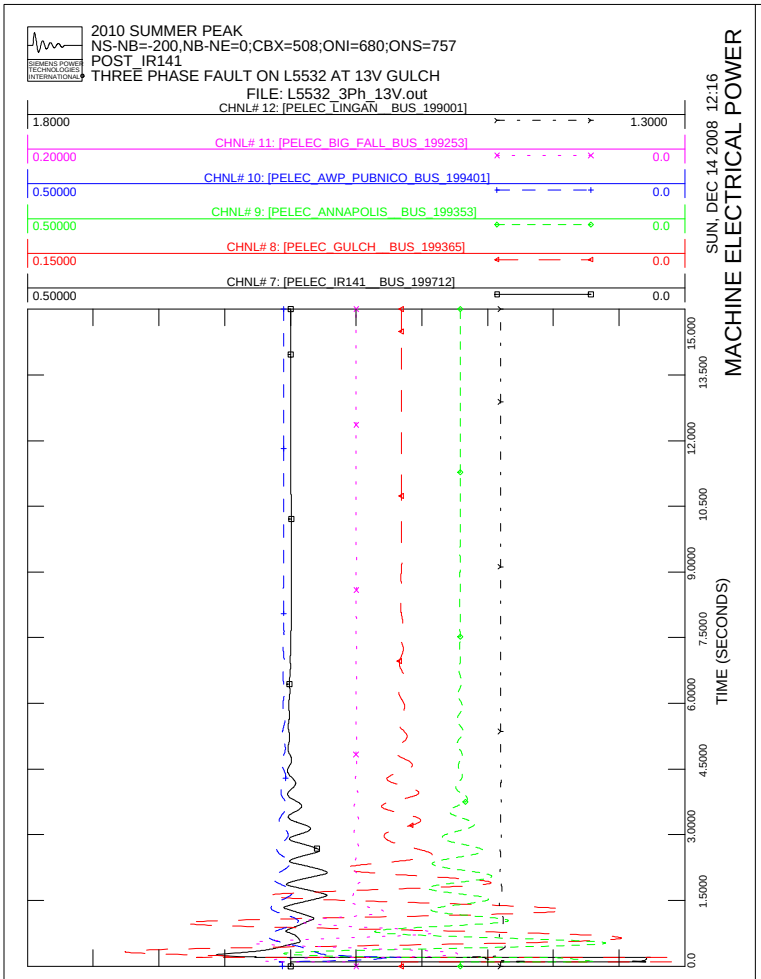

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:16
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

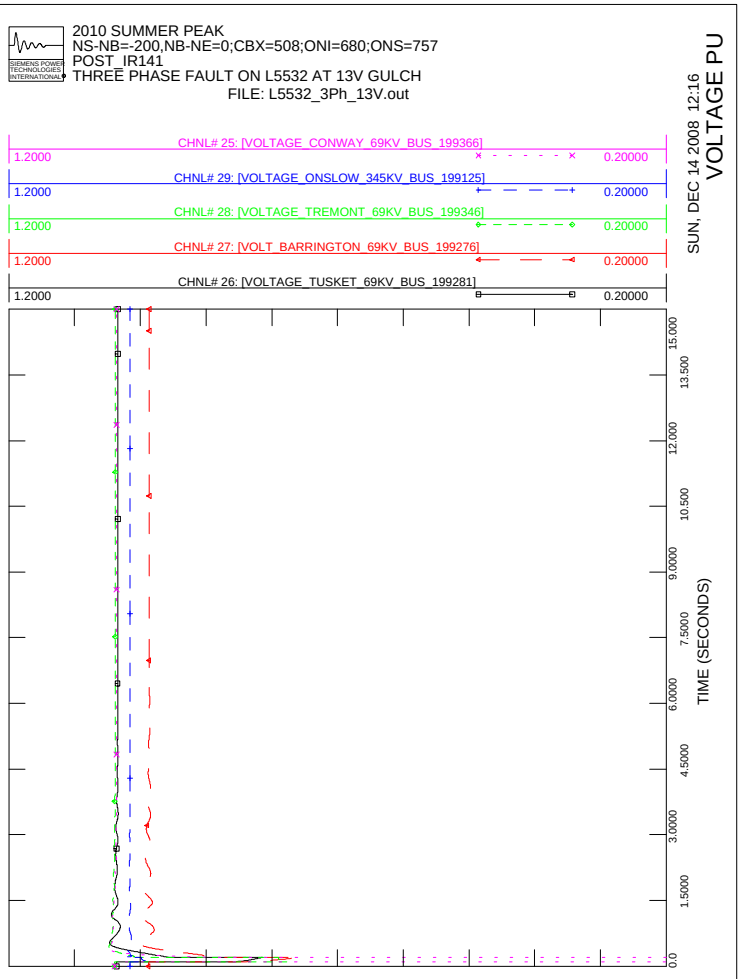

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
SUN, DEC 14 2008 12:16
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

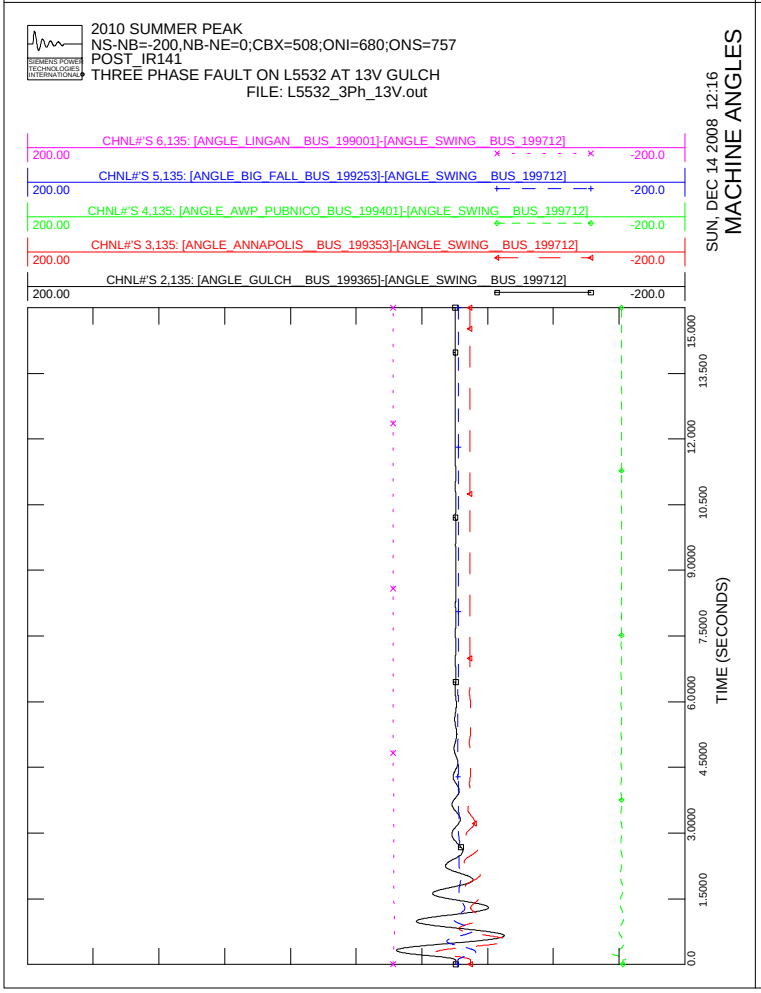

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
SUN, DEC 14 2008 12:16
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

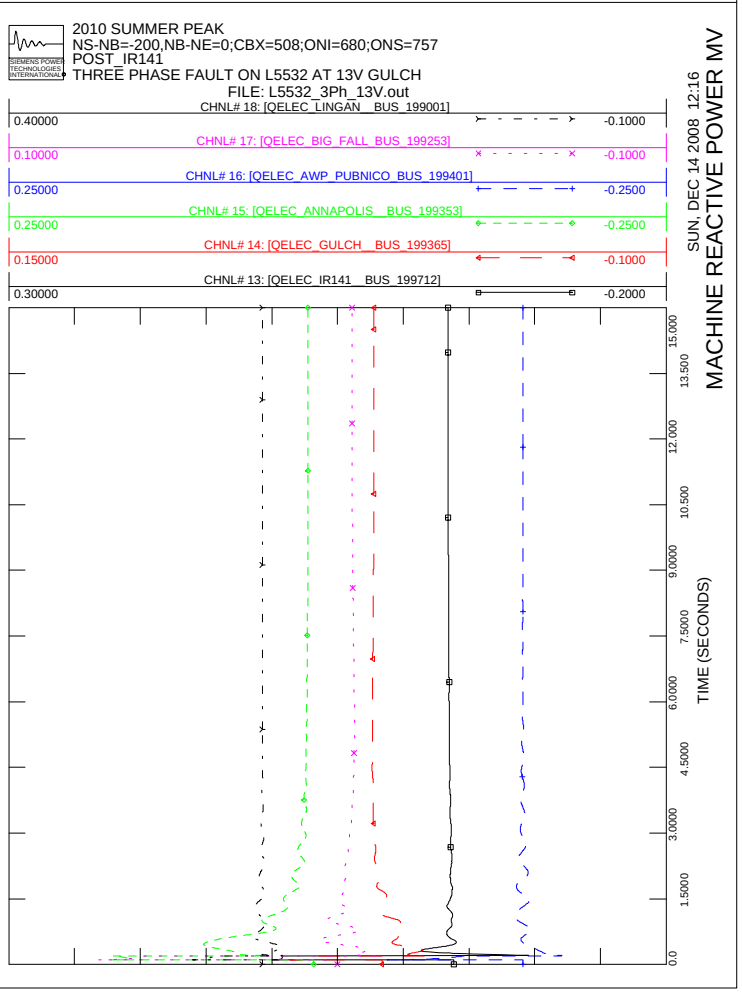

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
SUN, DEC 14 2008 12:16
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

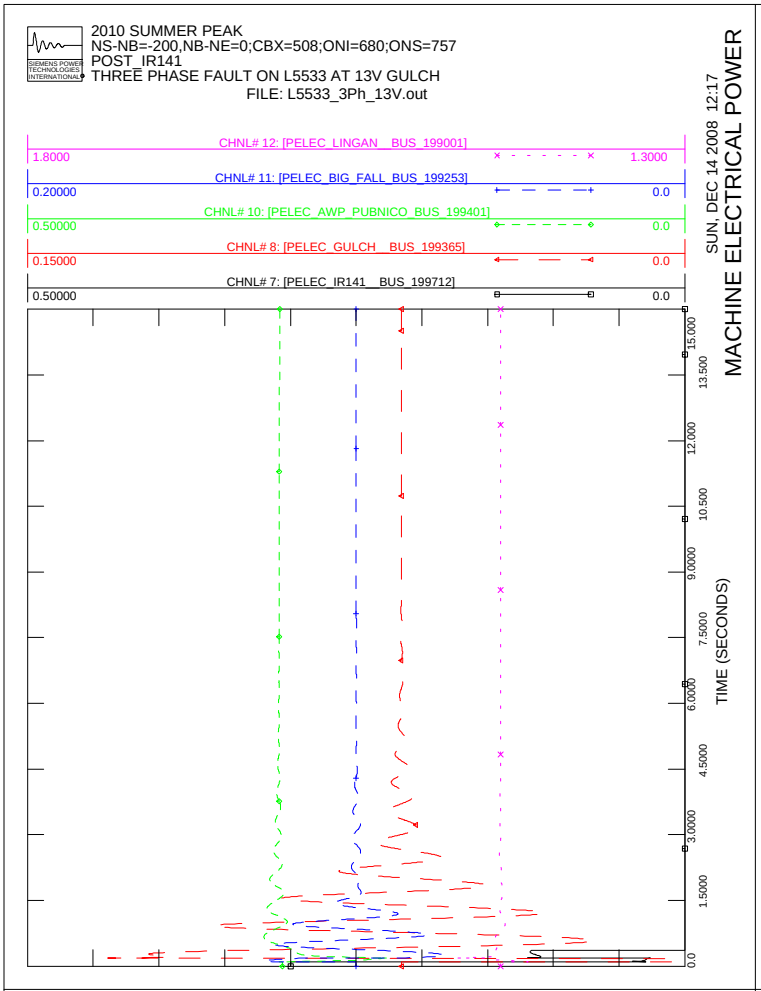

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
SUN, DEC 14 2008 12:16
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

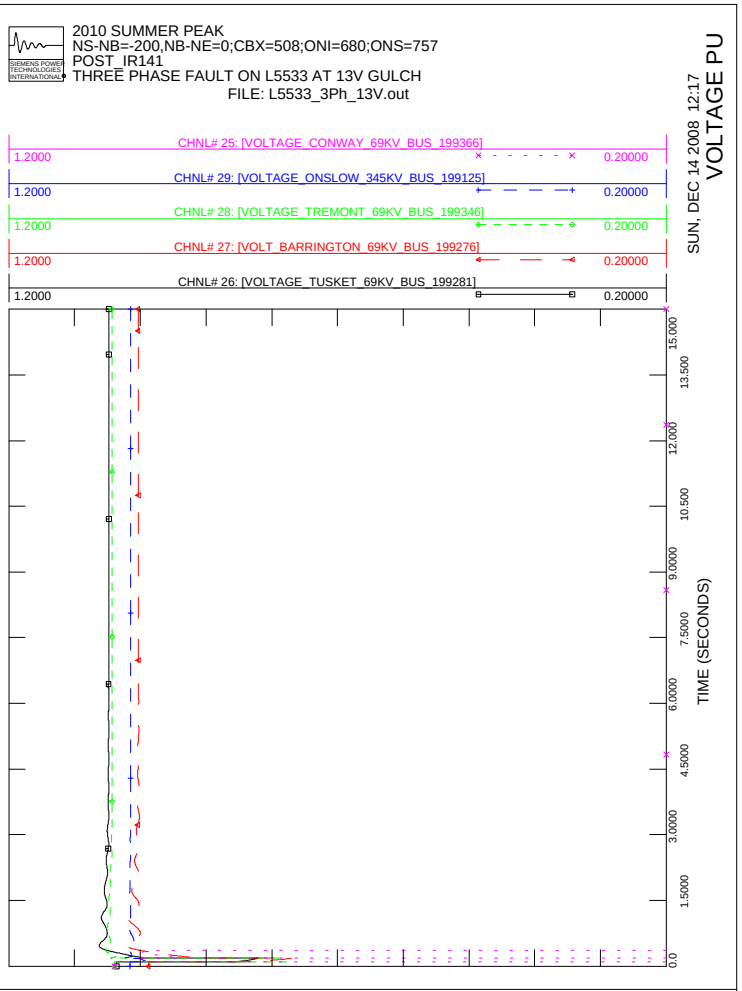

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:16
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

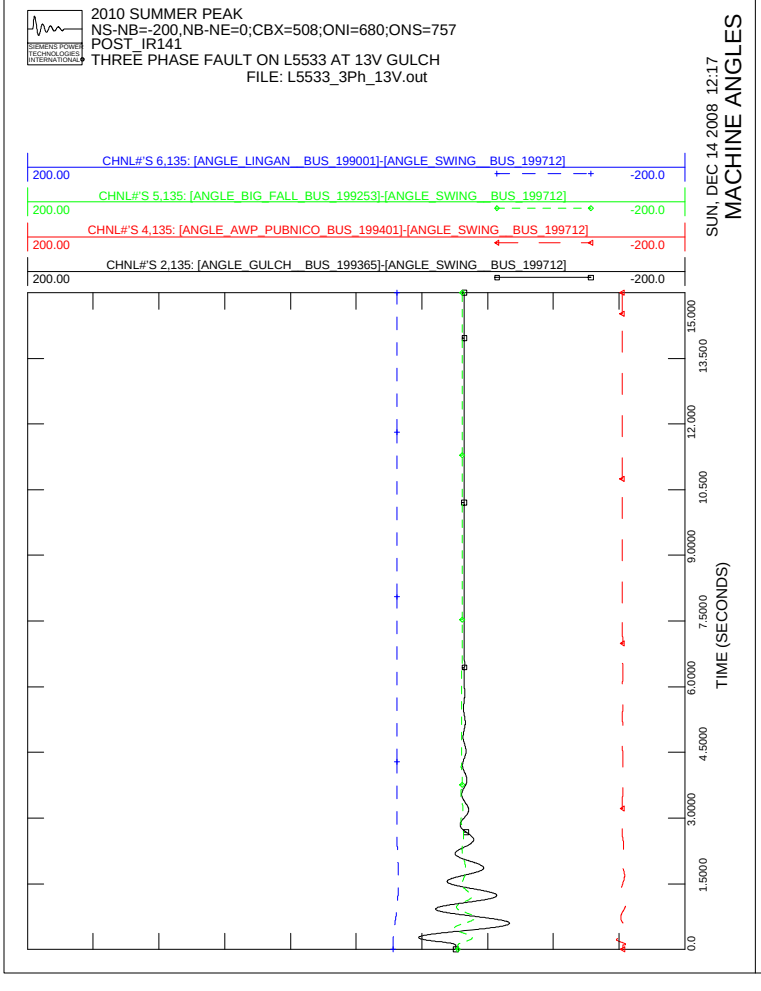

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:16
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

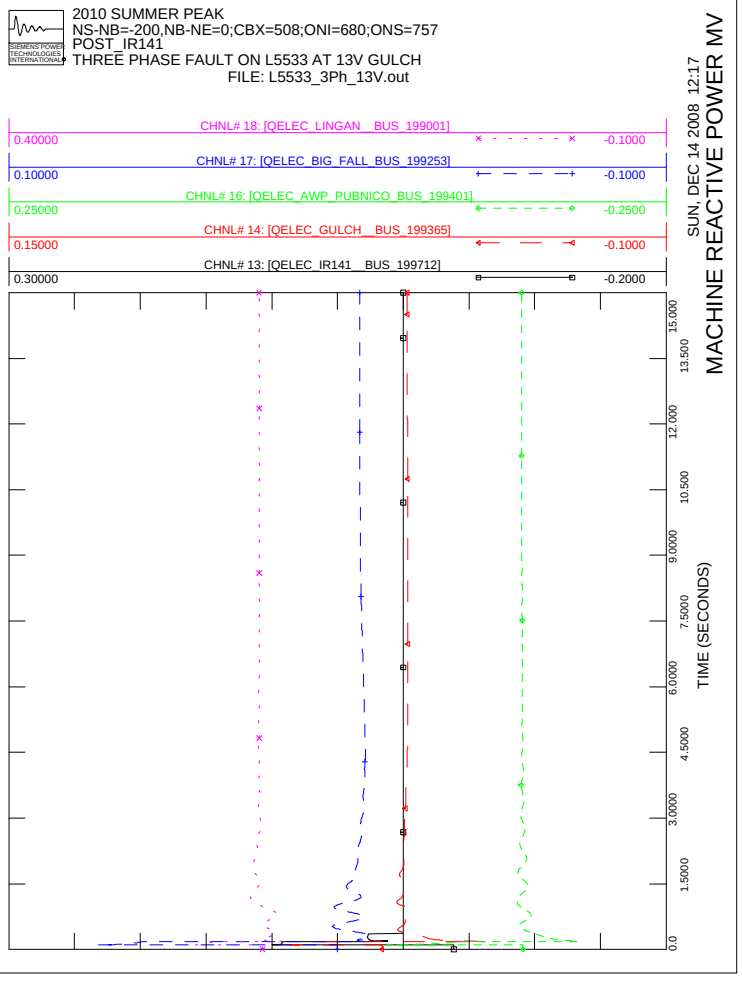

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:16
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

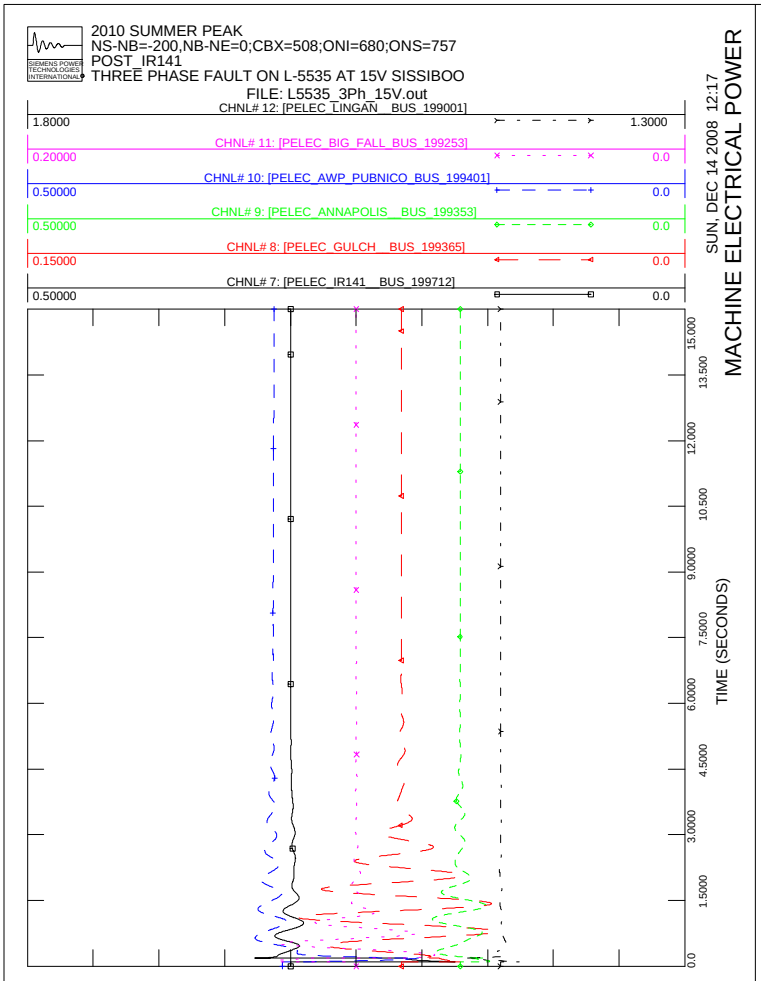

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:16
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

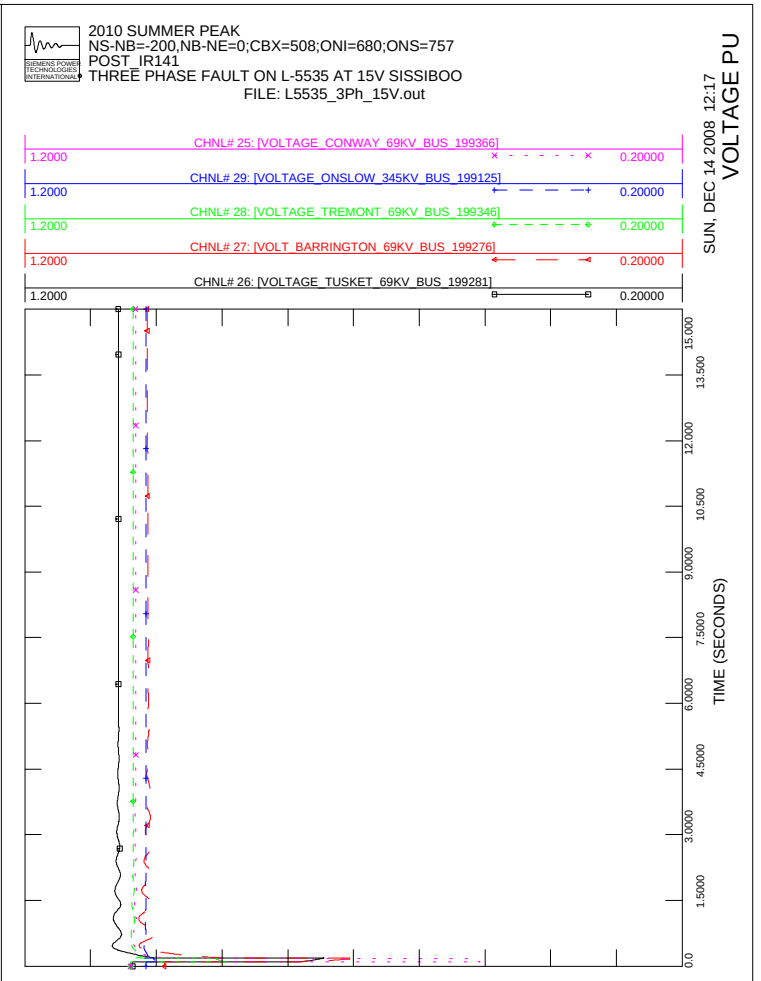

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

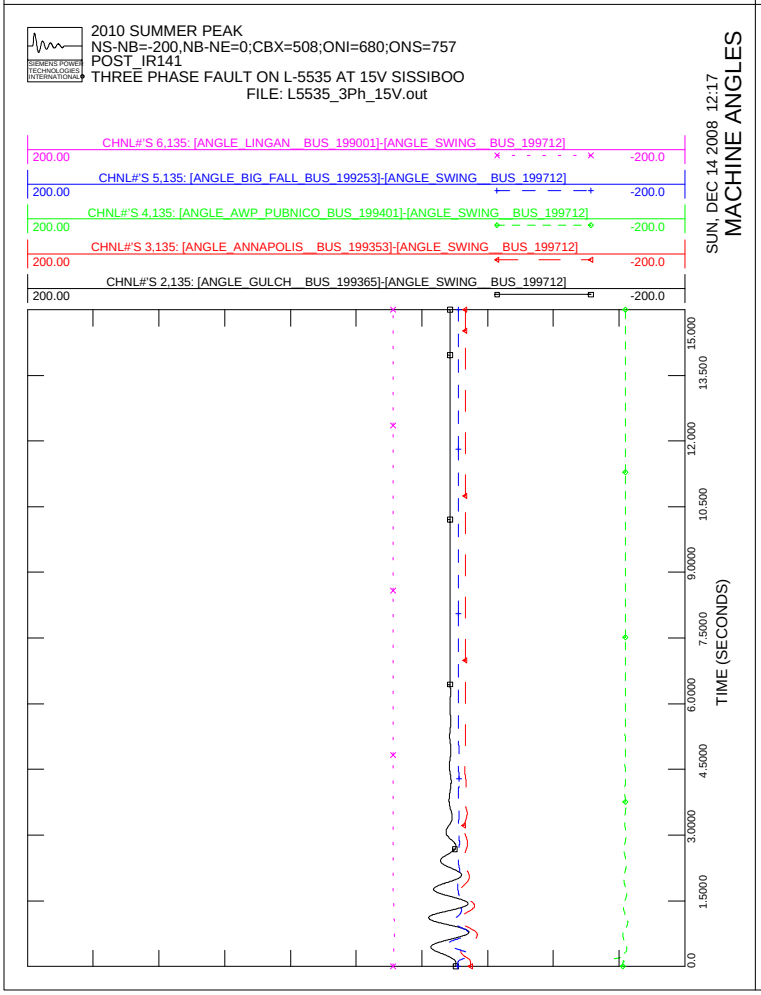

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:17
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

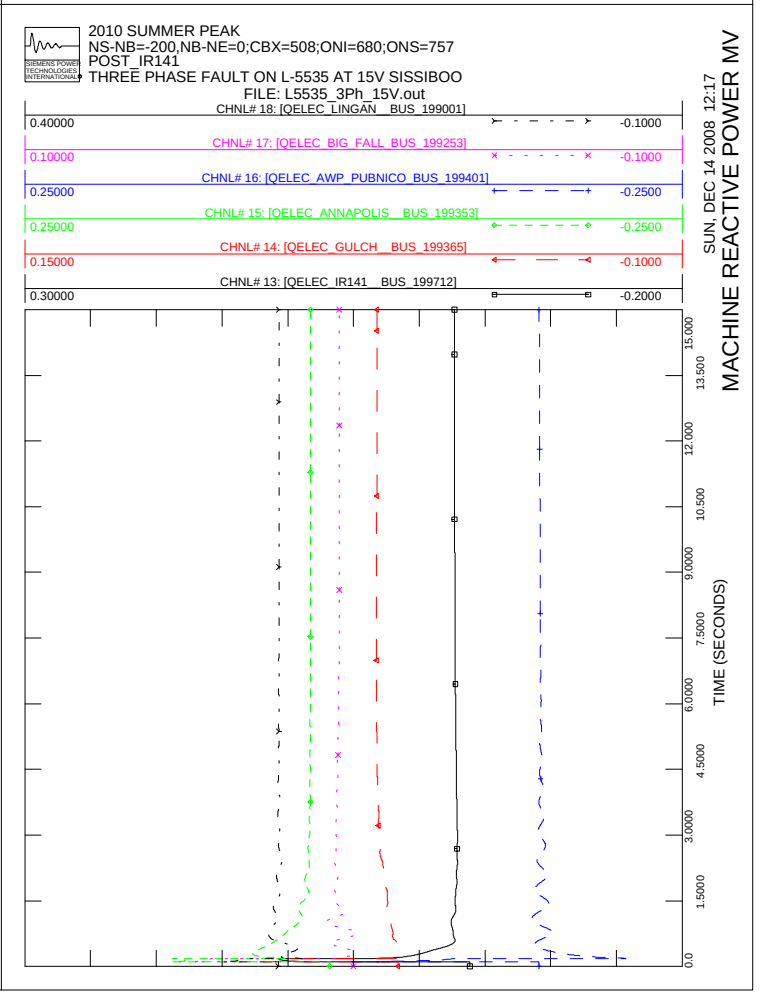

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:17
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

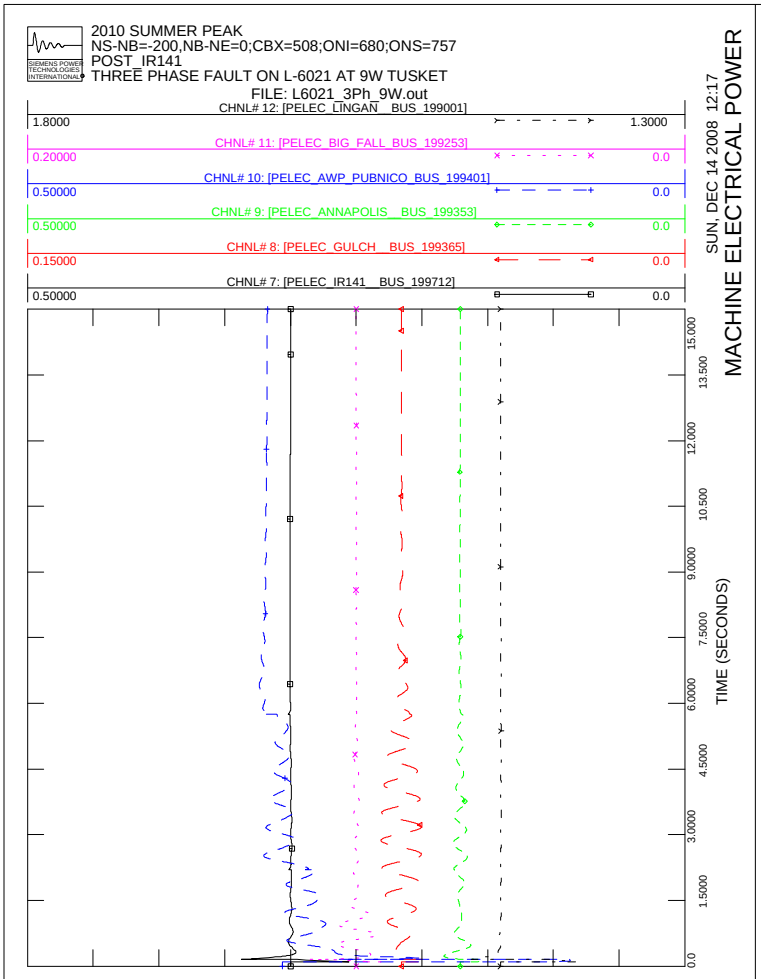

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

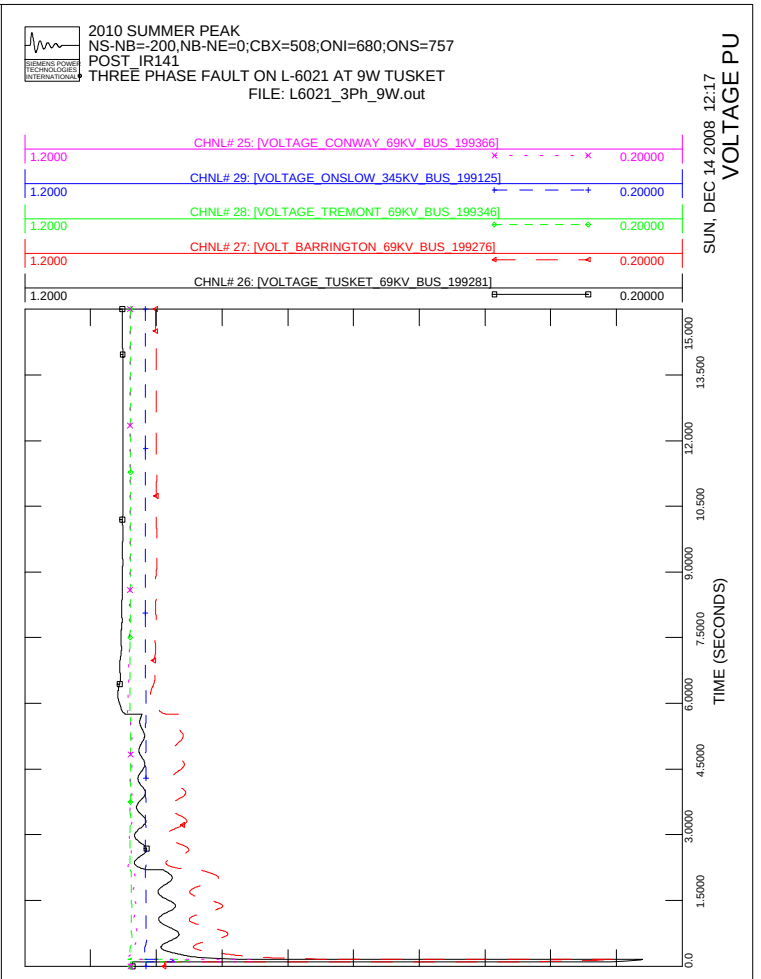

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)

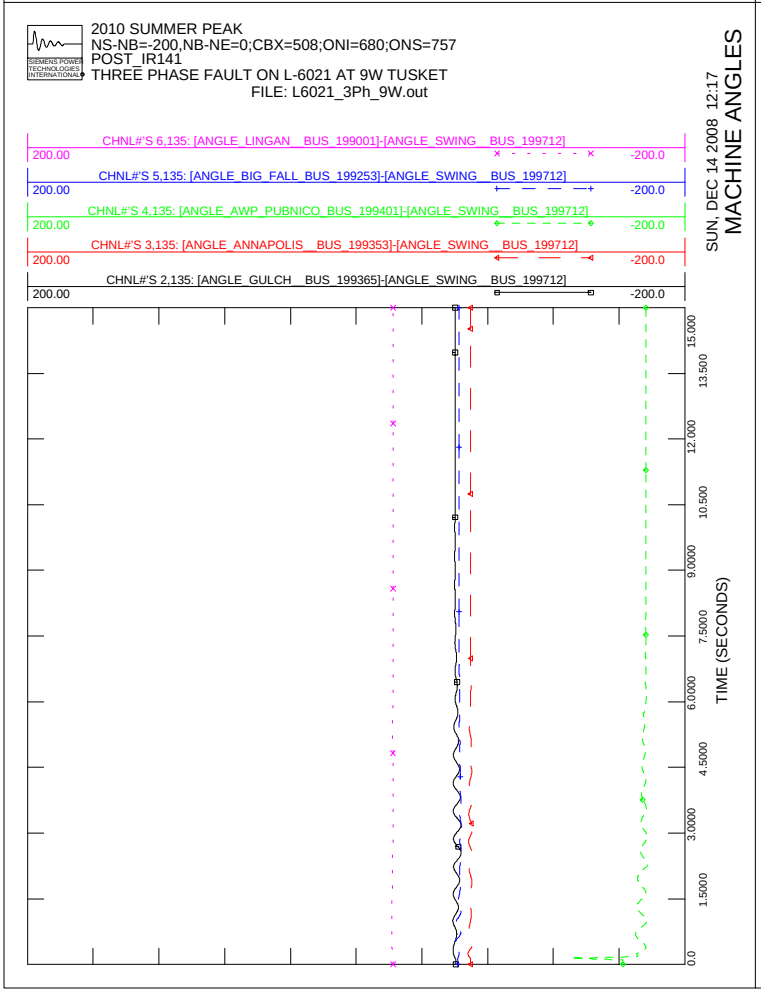

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)

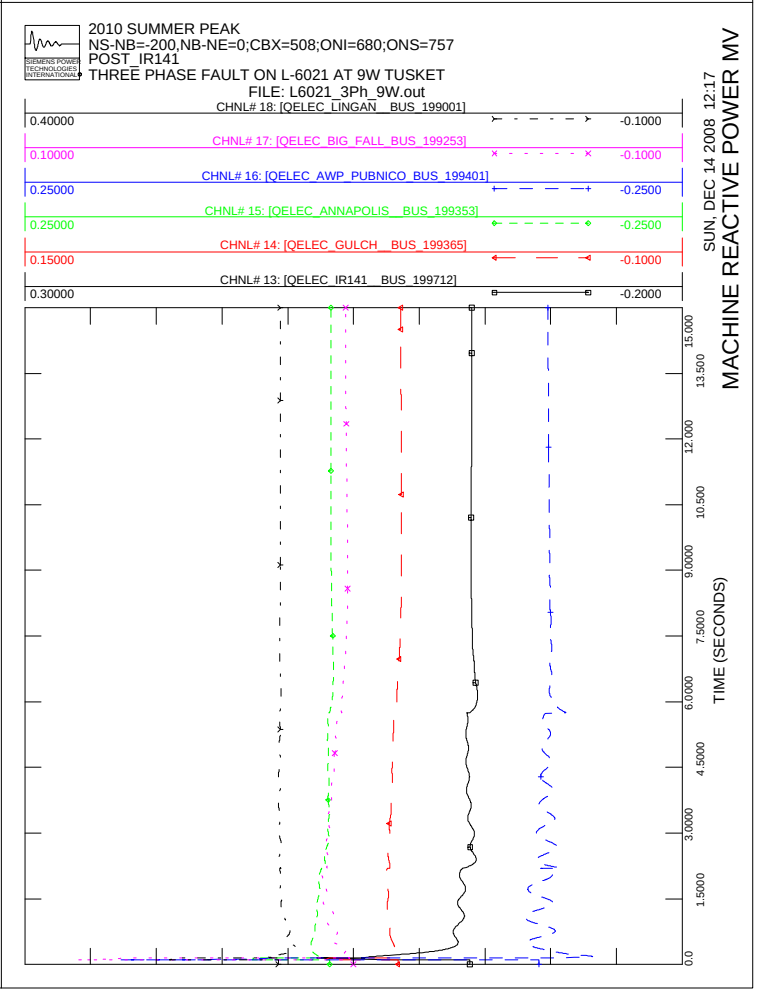

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)

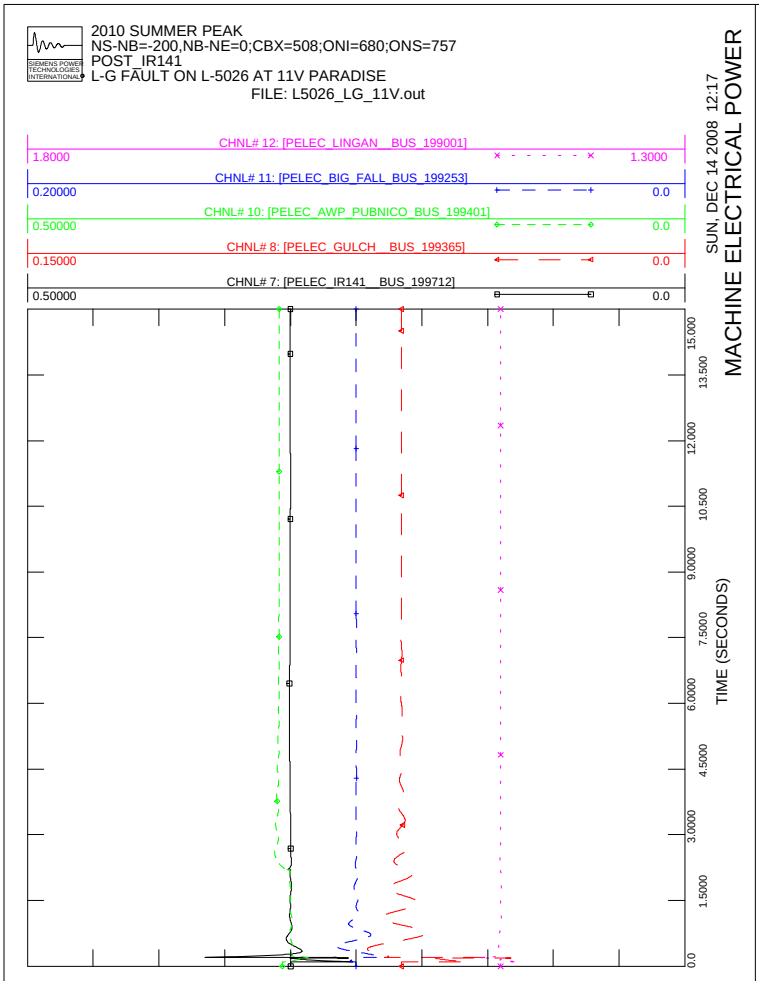

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)

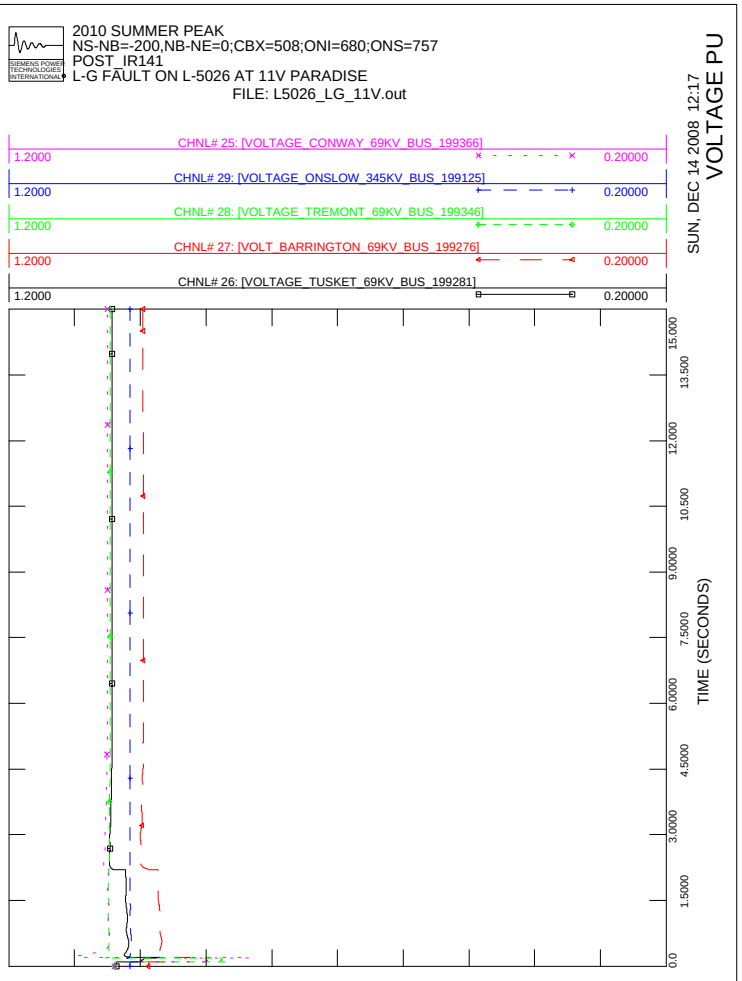

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)

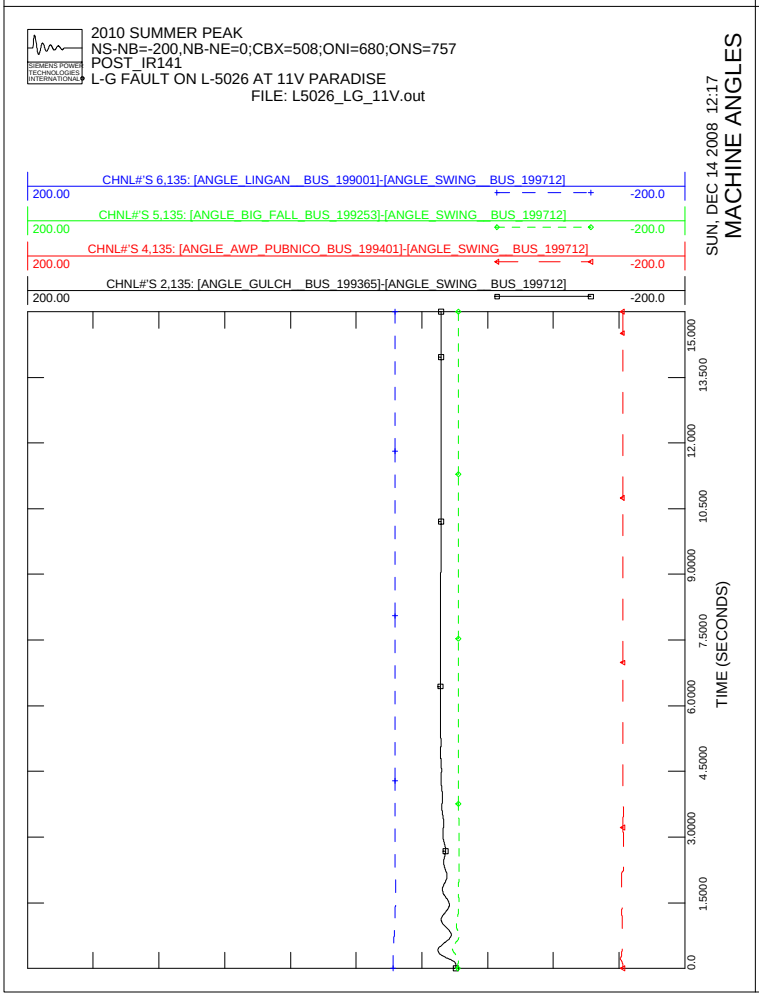

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)

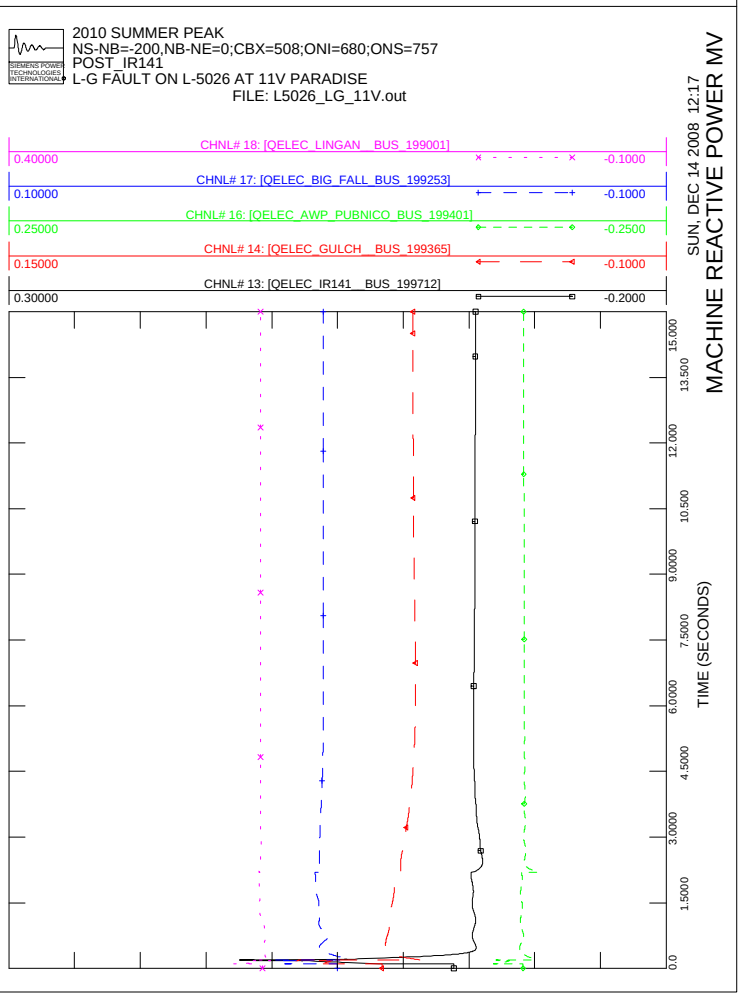

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)

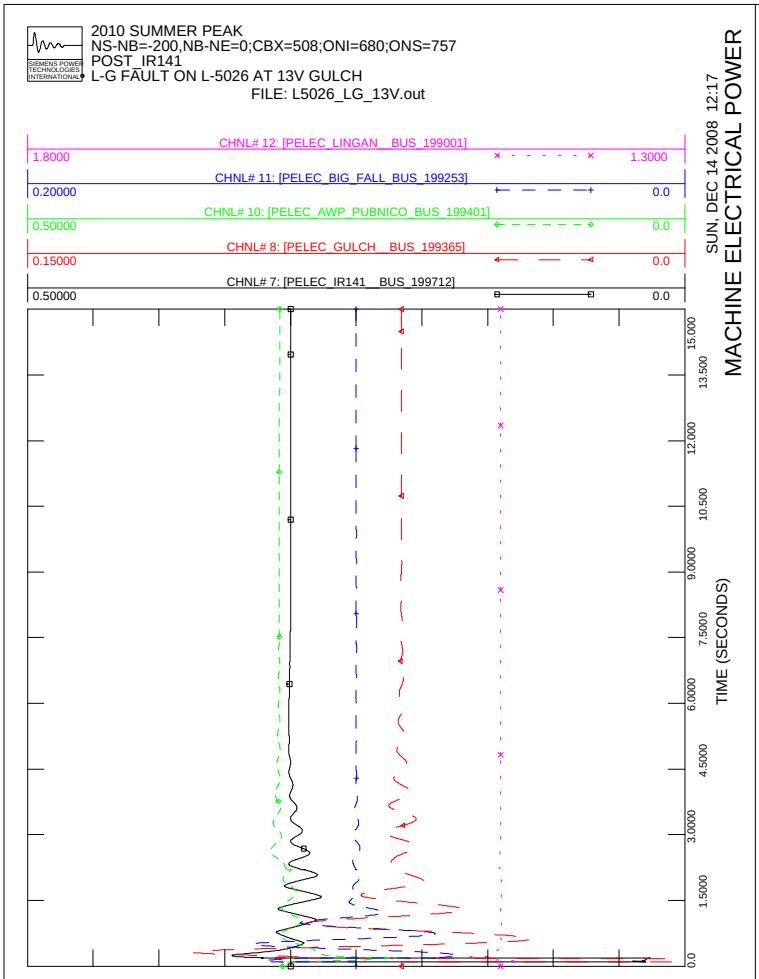

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)

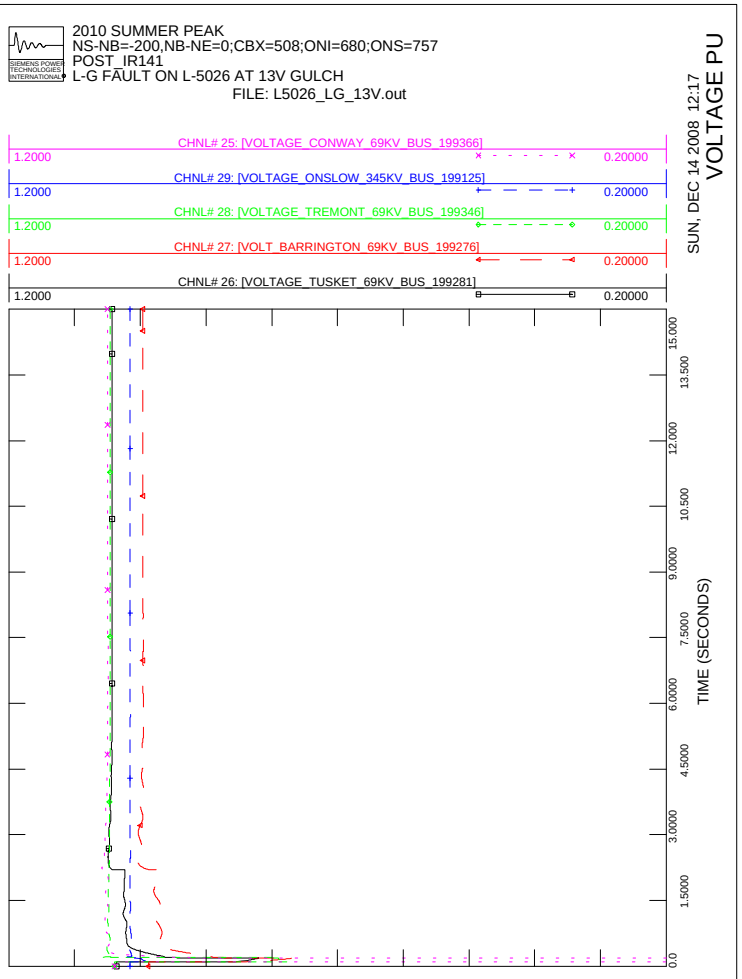

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

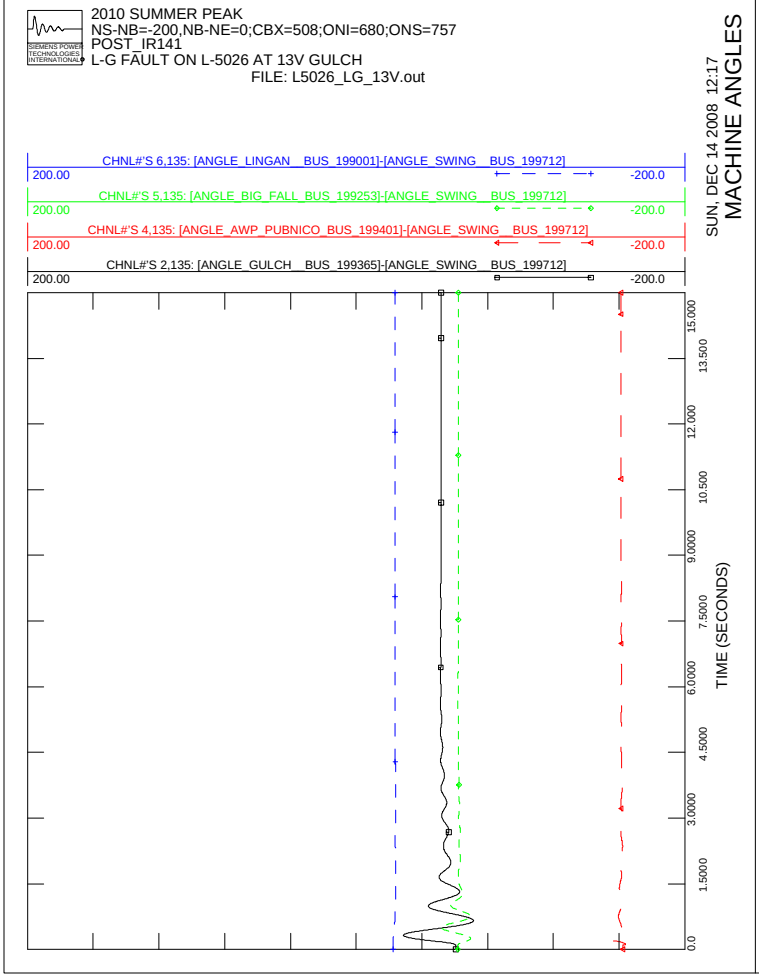

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:17
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

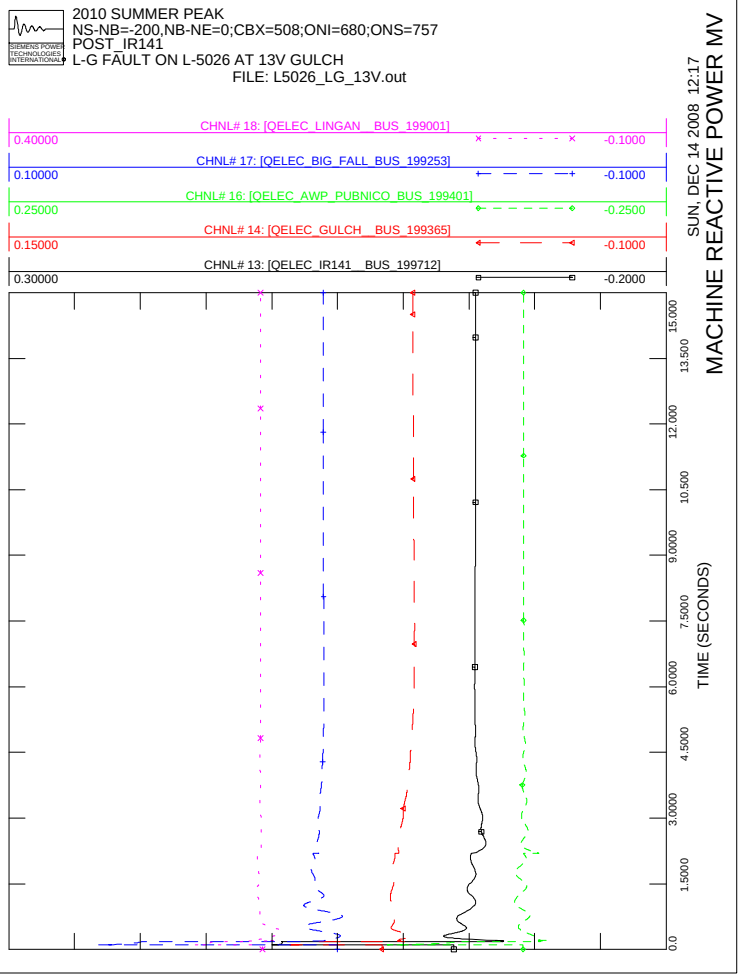

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:17
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

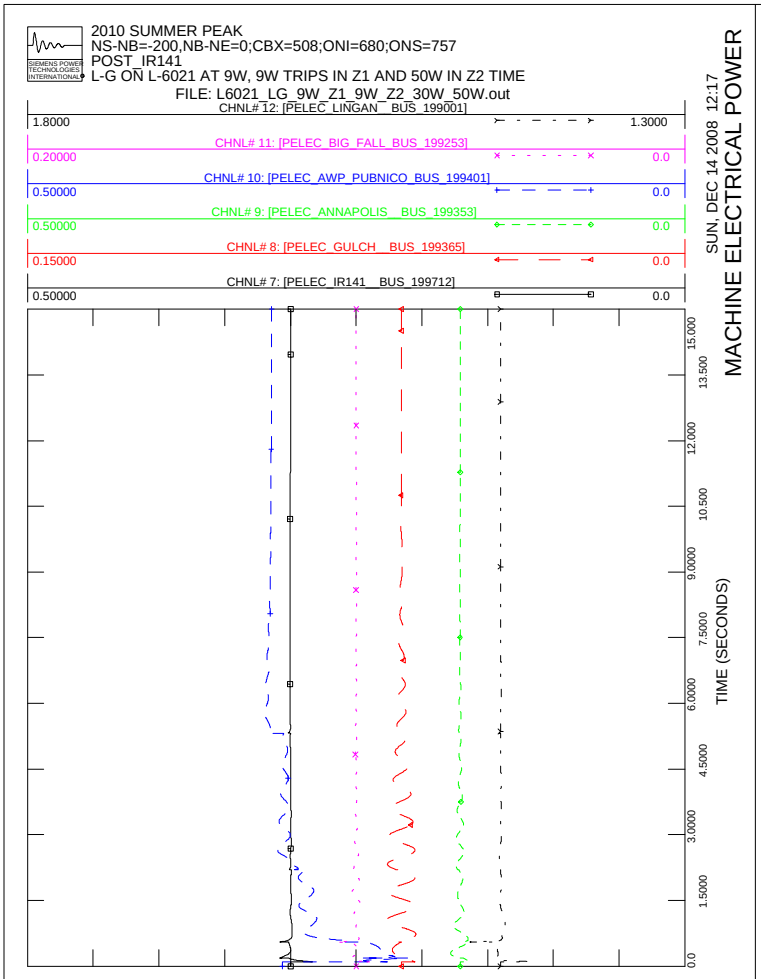

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

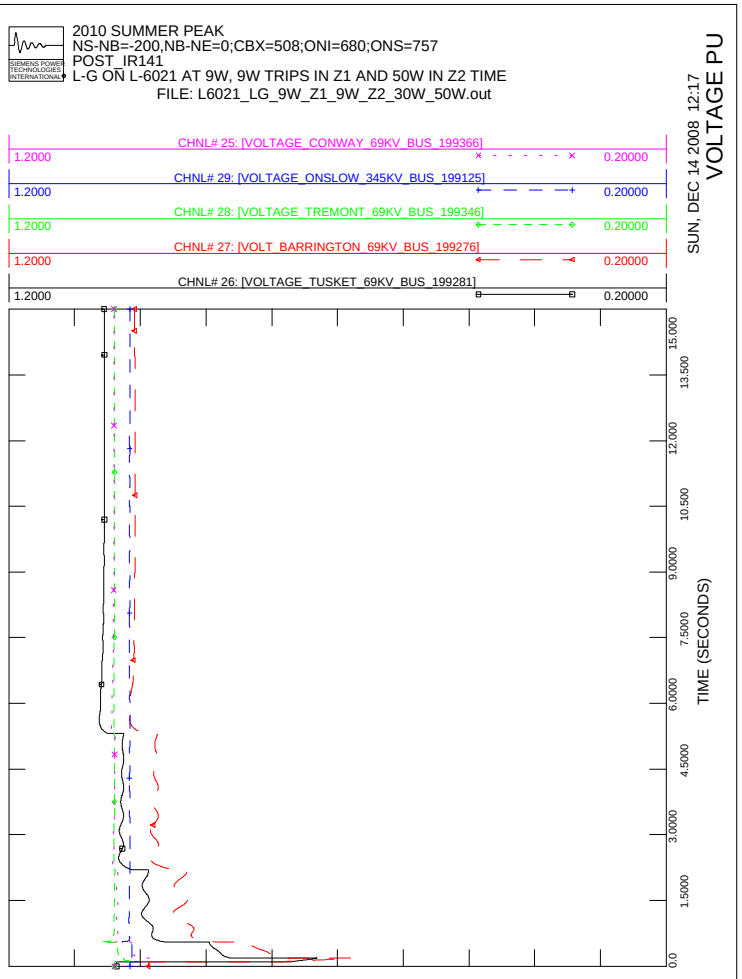

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

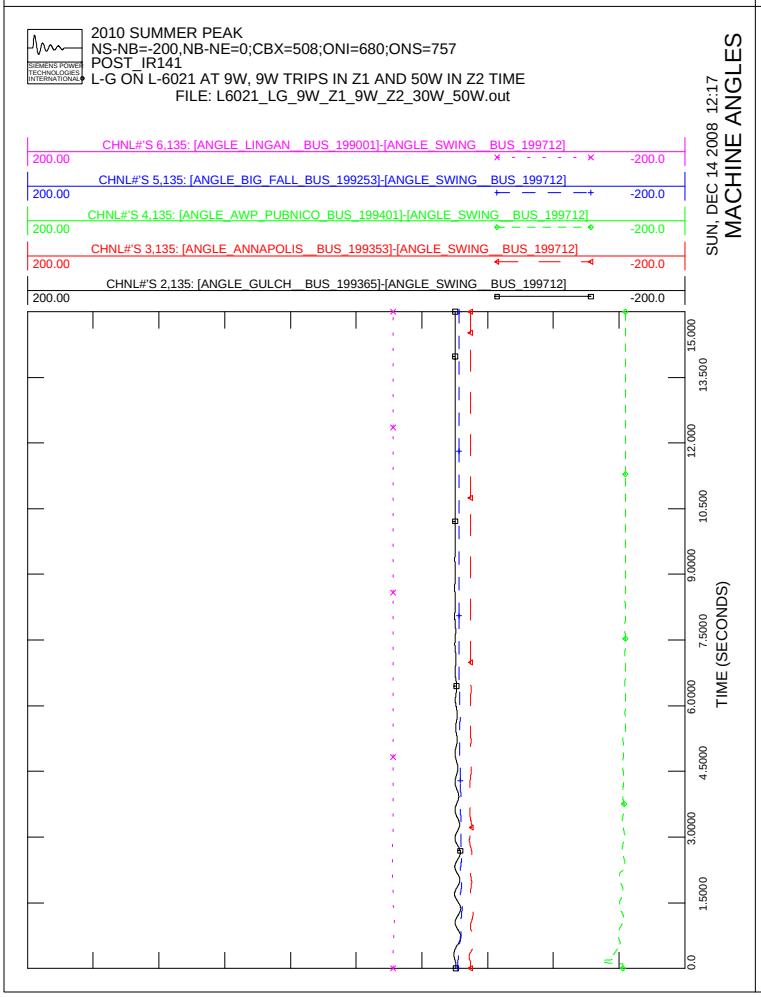

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:17
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

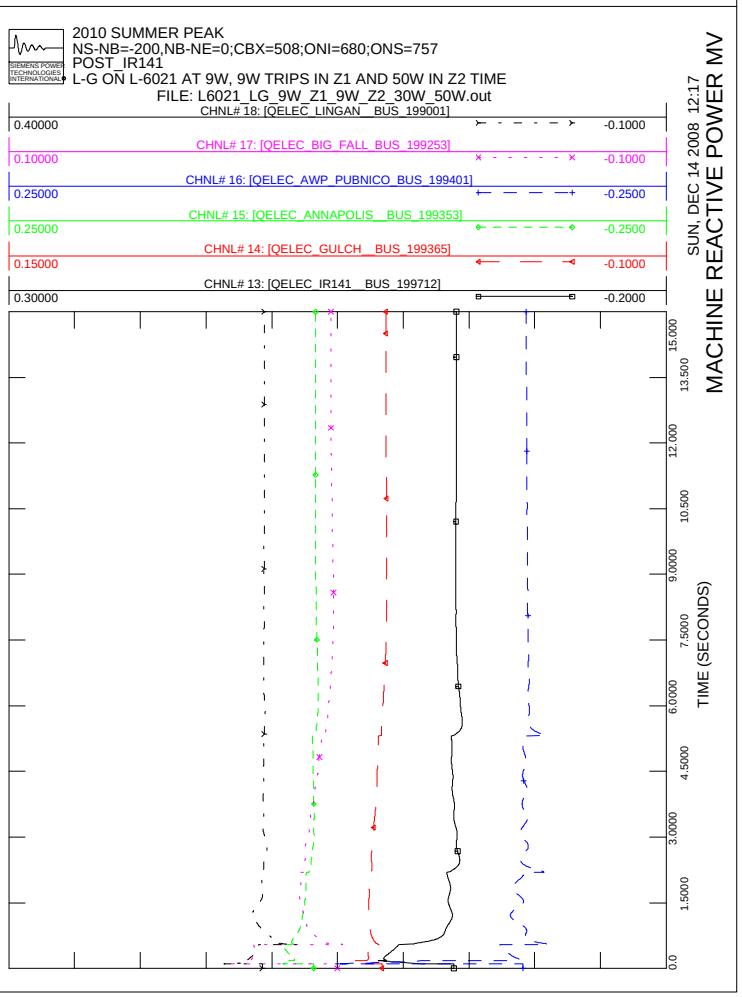

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:17
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

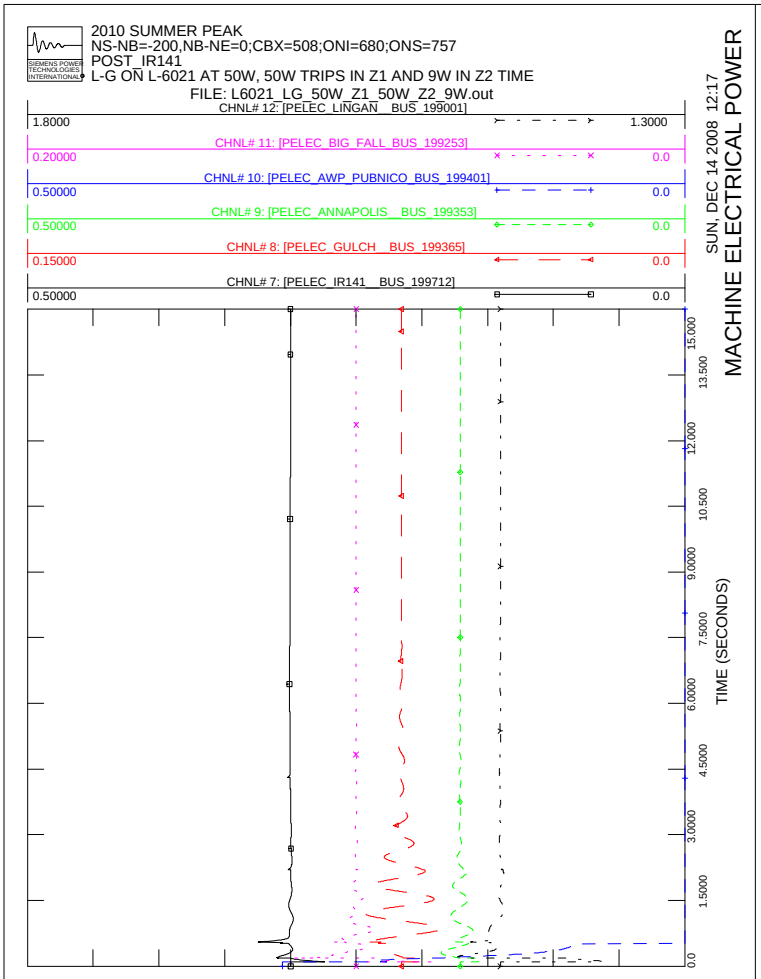

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

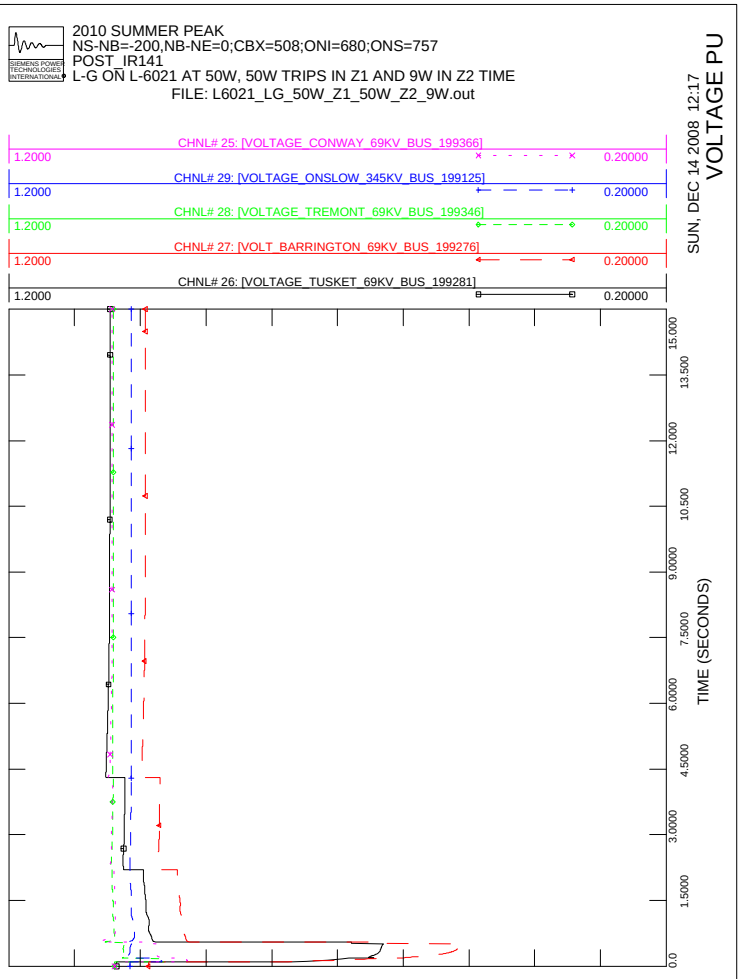

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

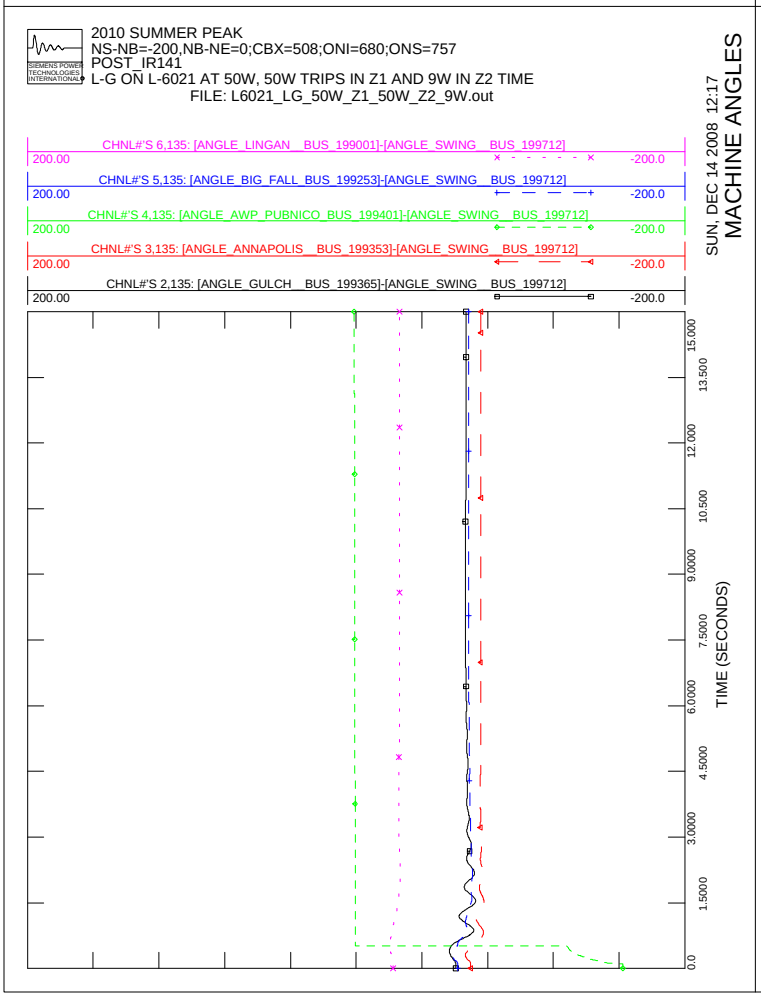

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

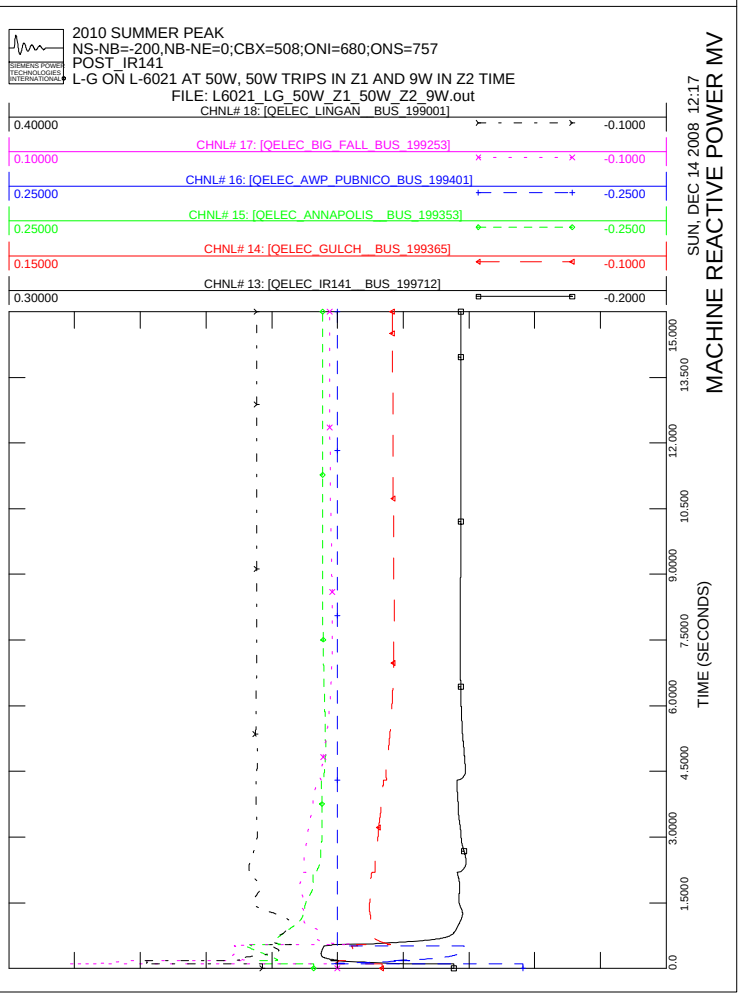

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

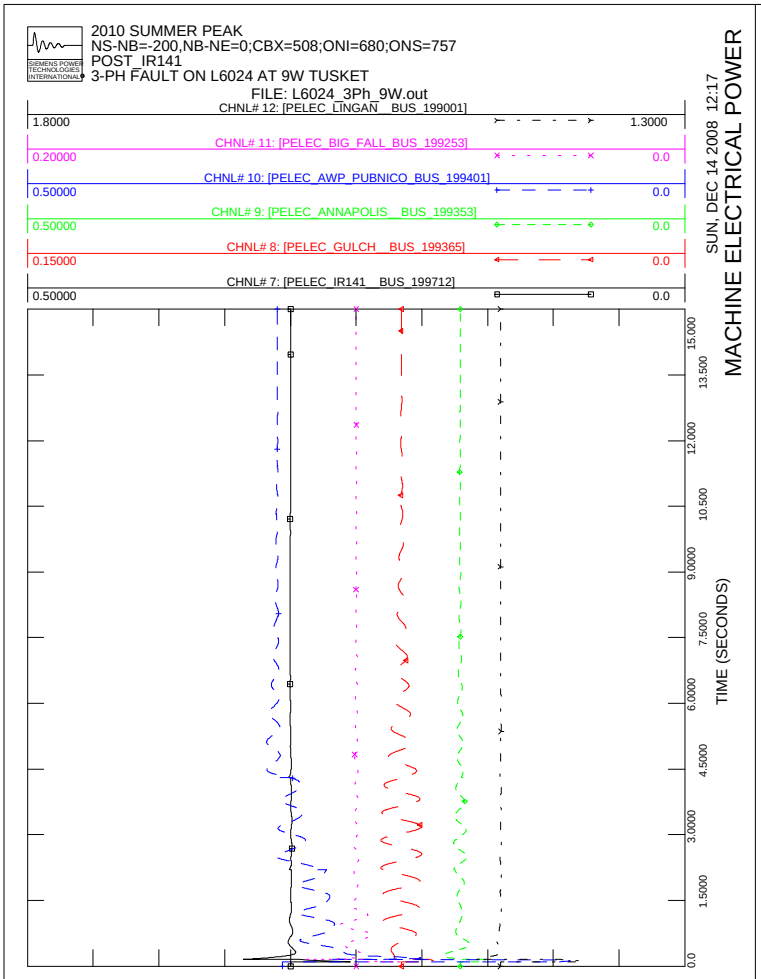

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

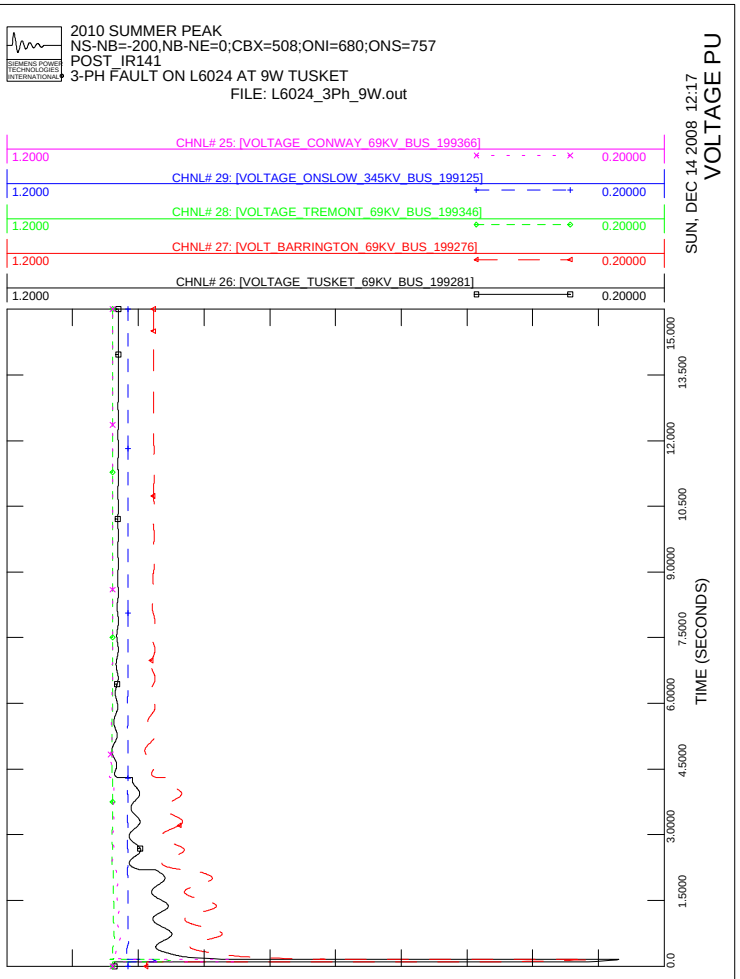

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

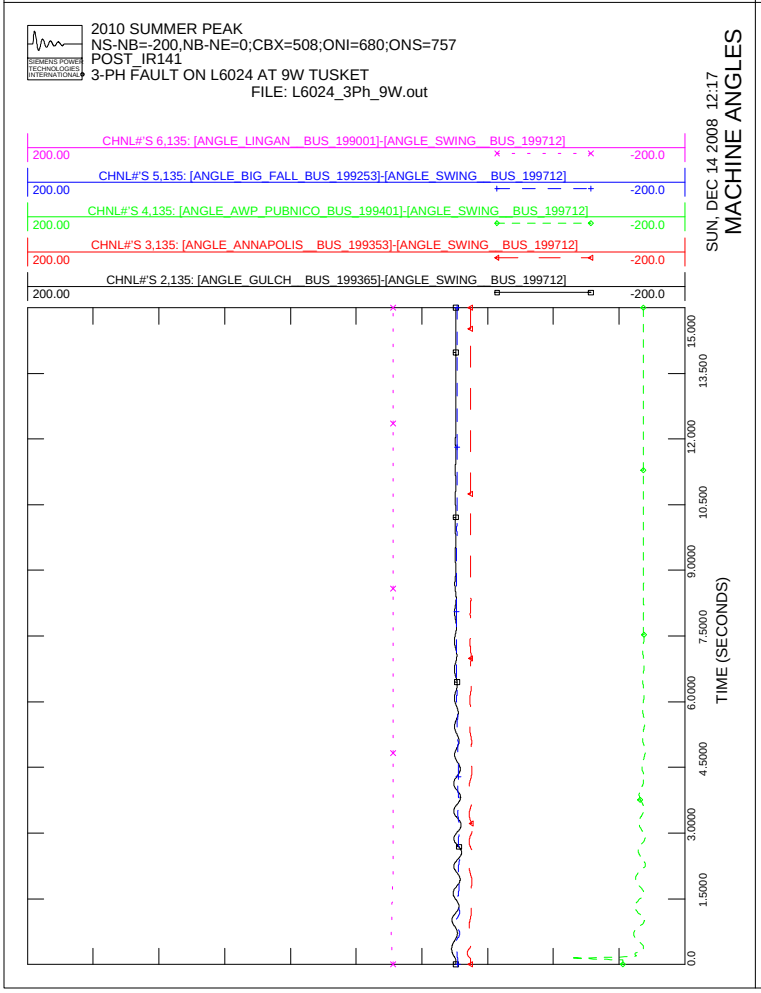

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

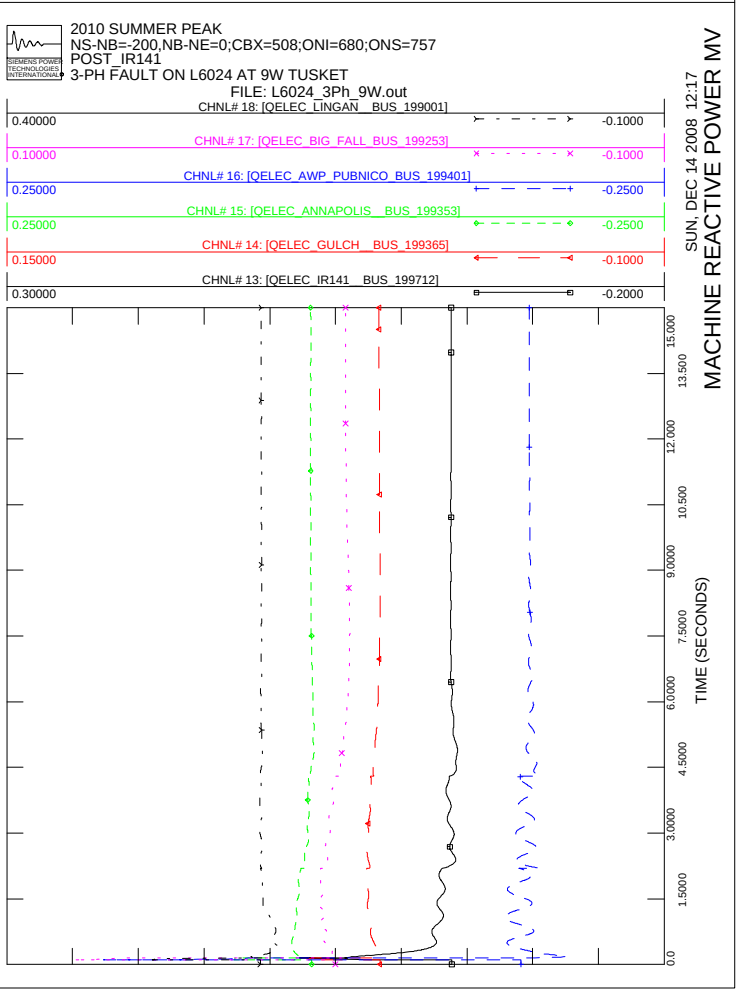

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

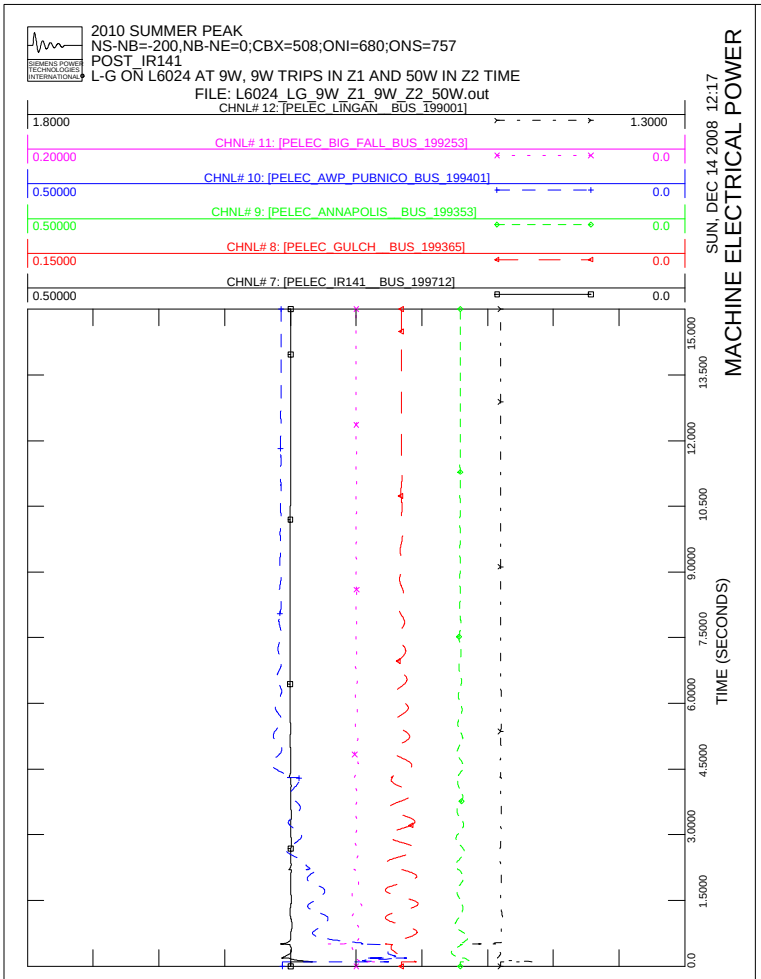

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

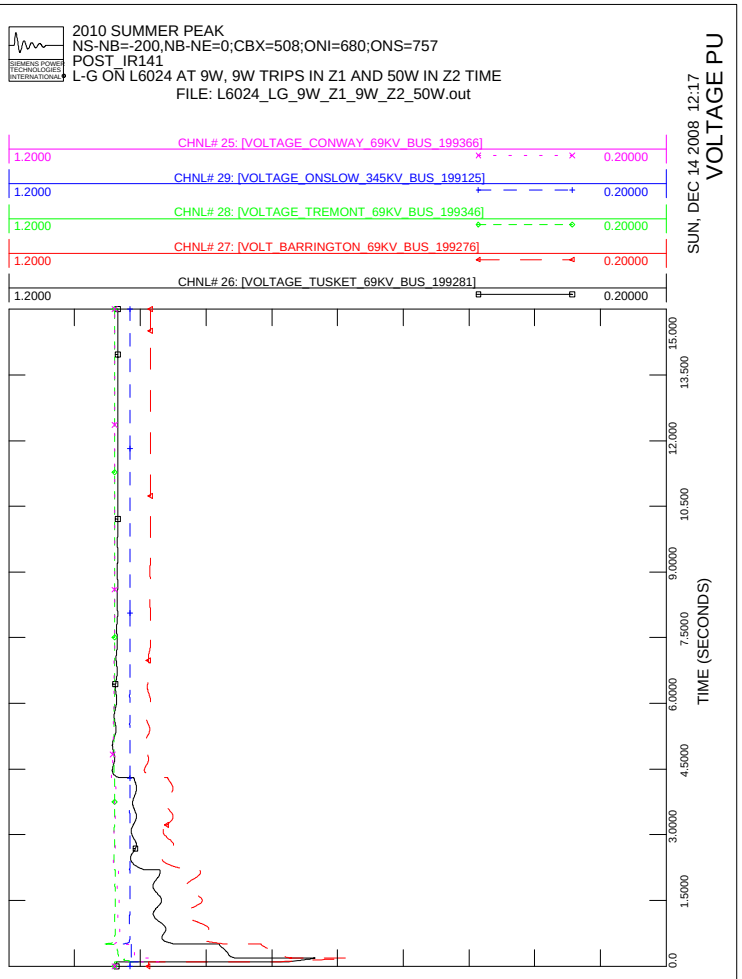

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)

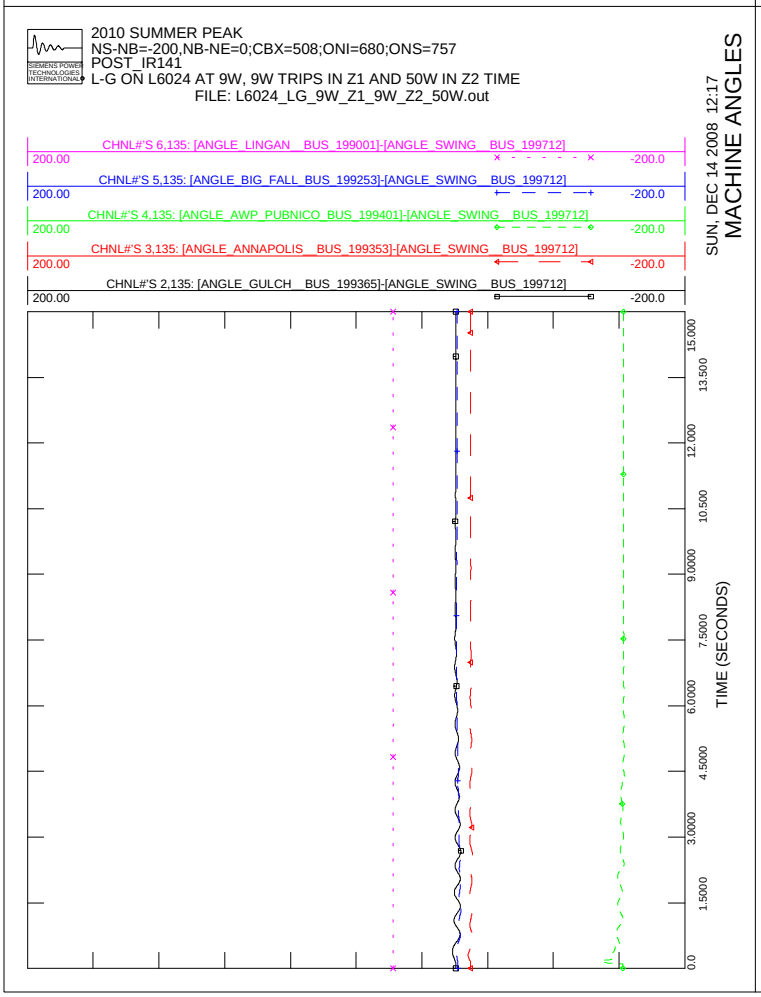

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)

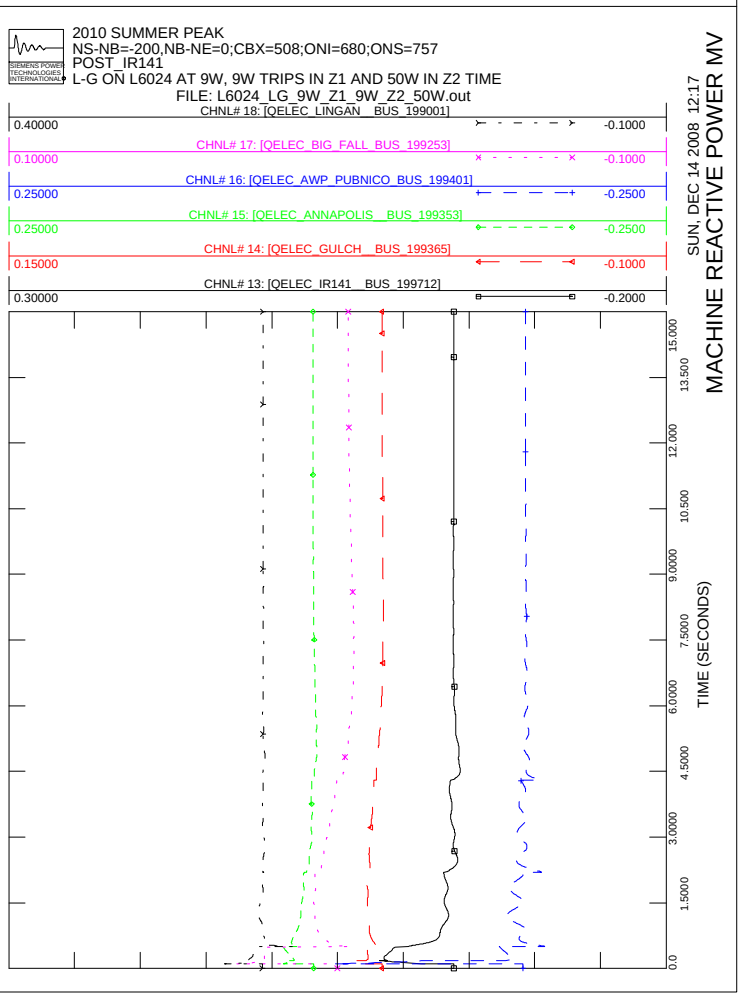

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)

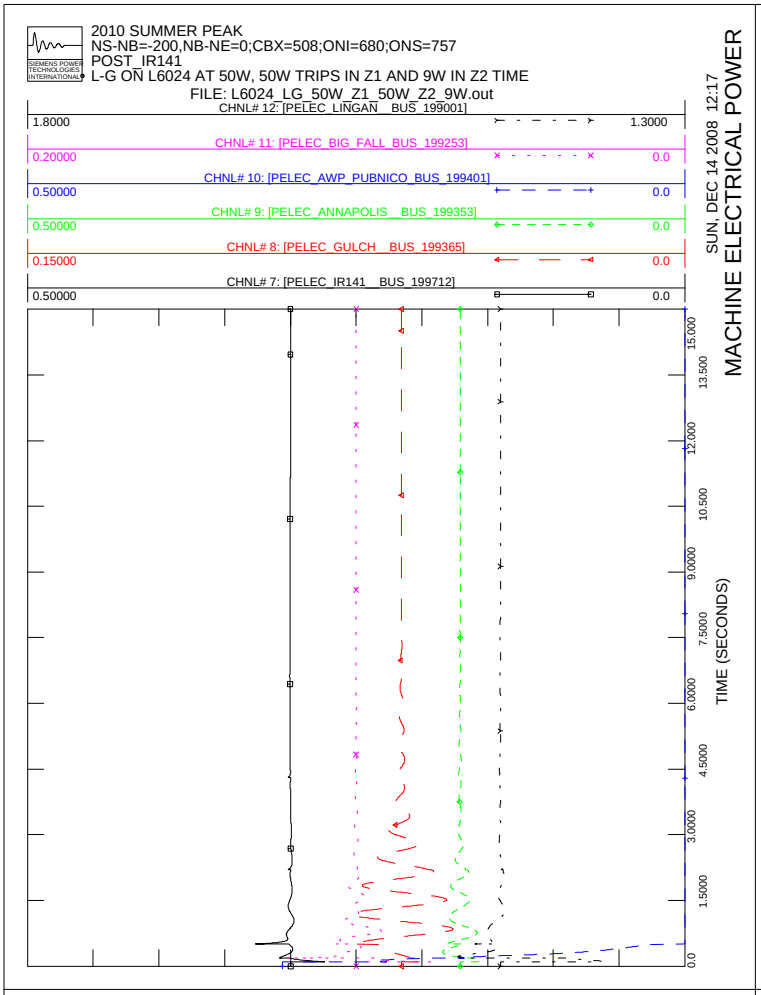

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)

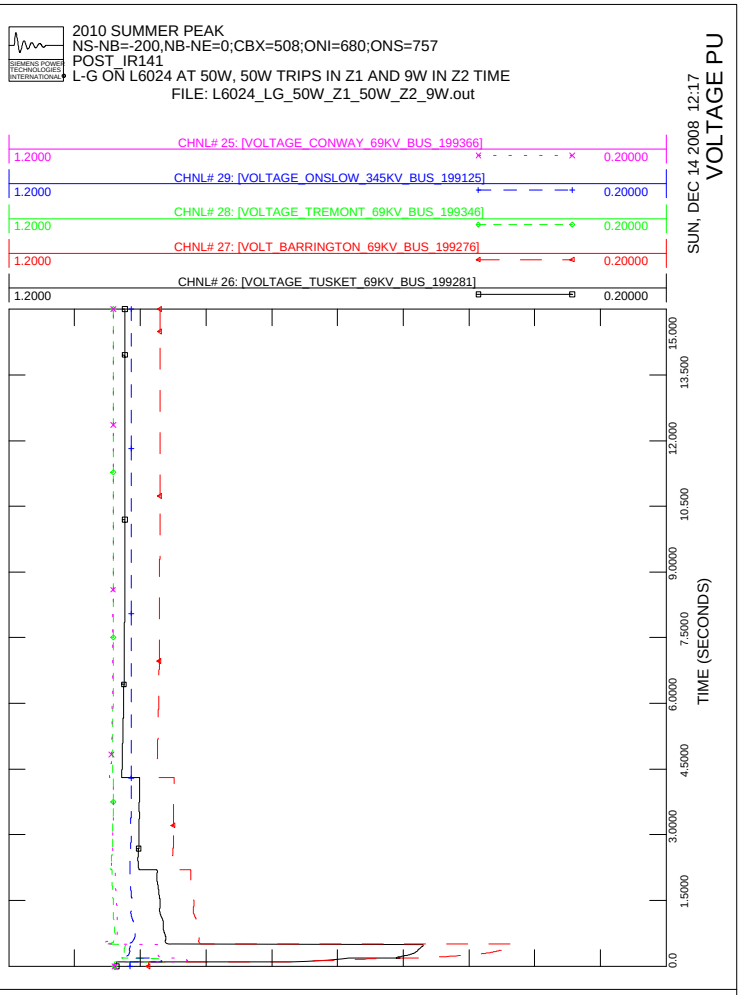

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

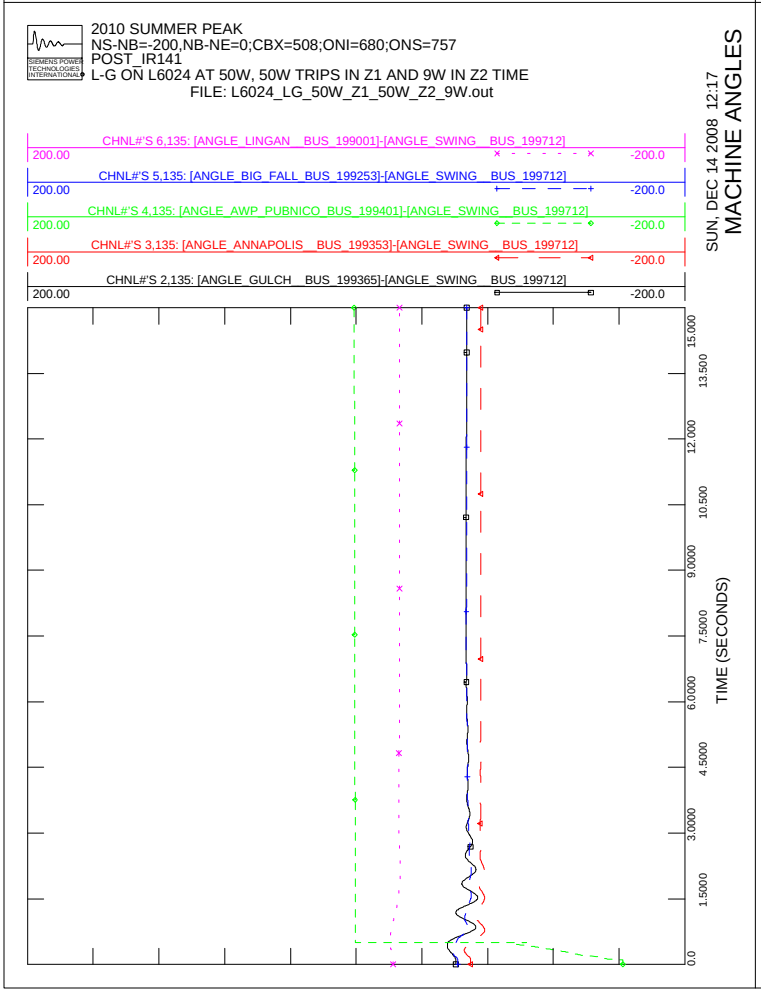

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

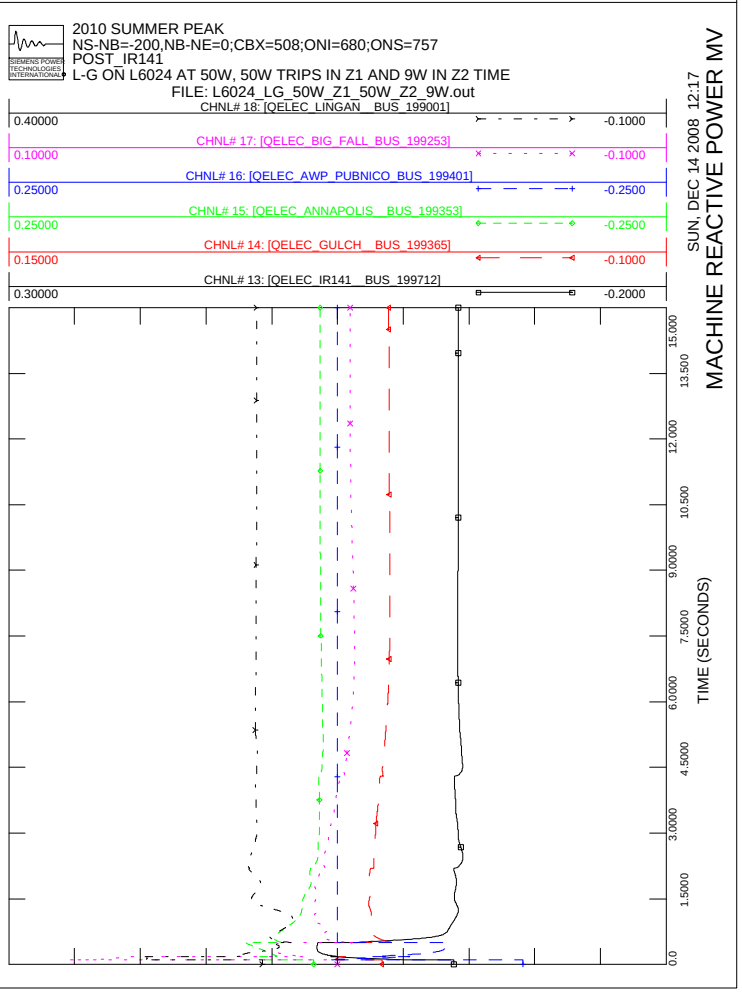

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

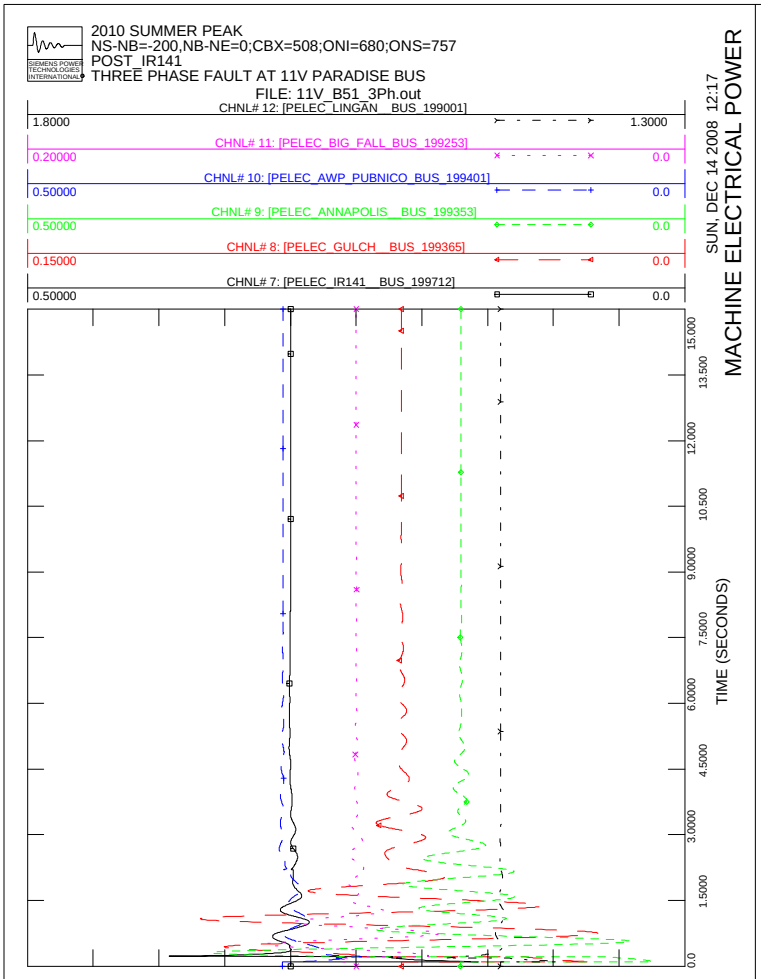

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

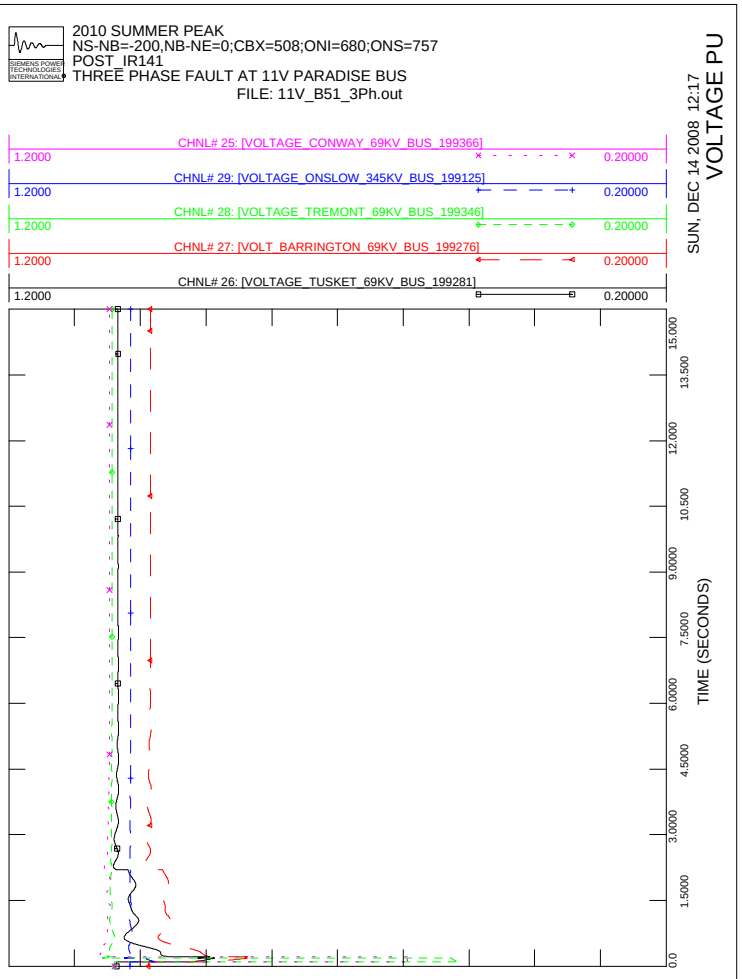

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

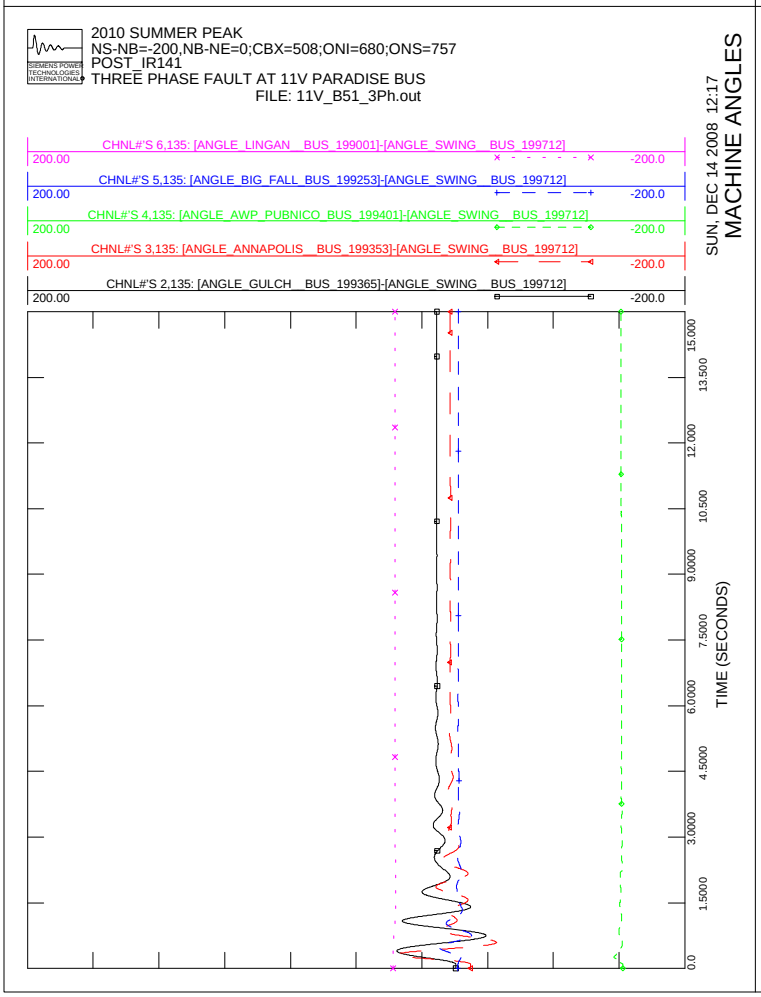

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

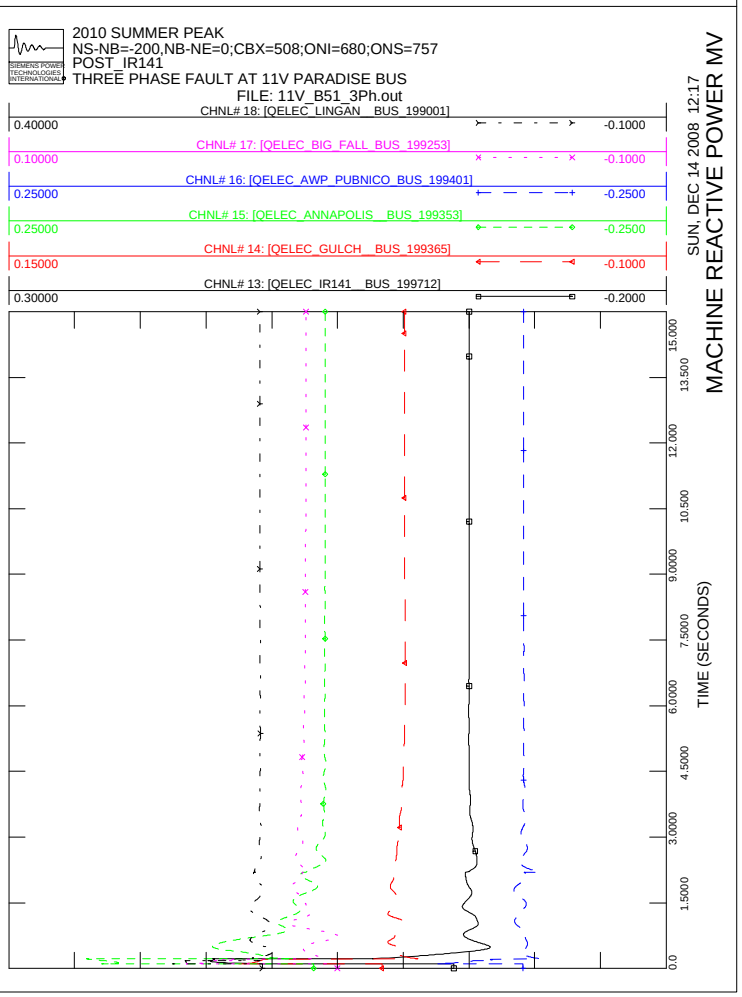

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

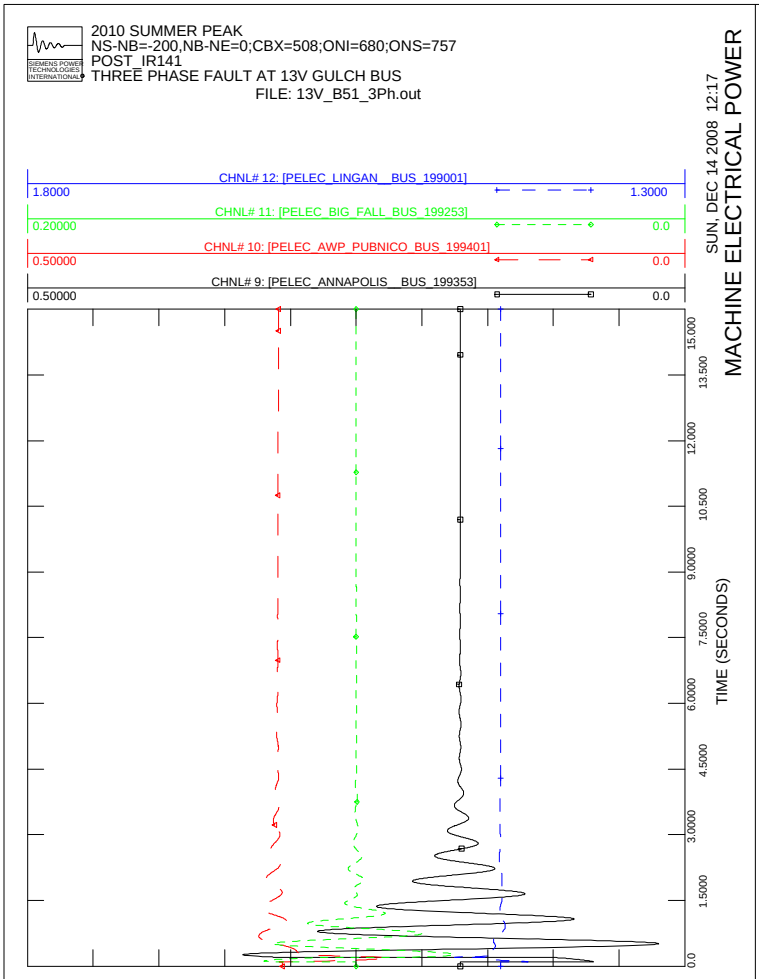

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

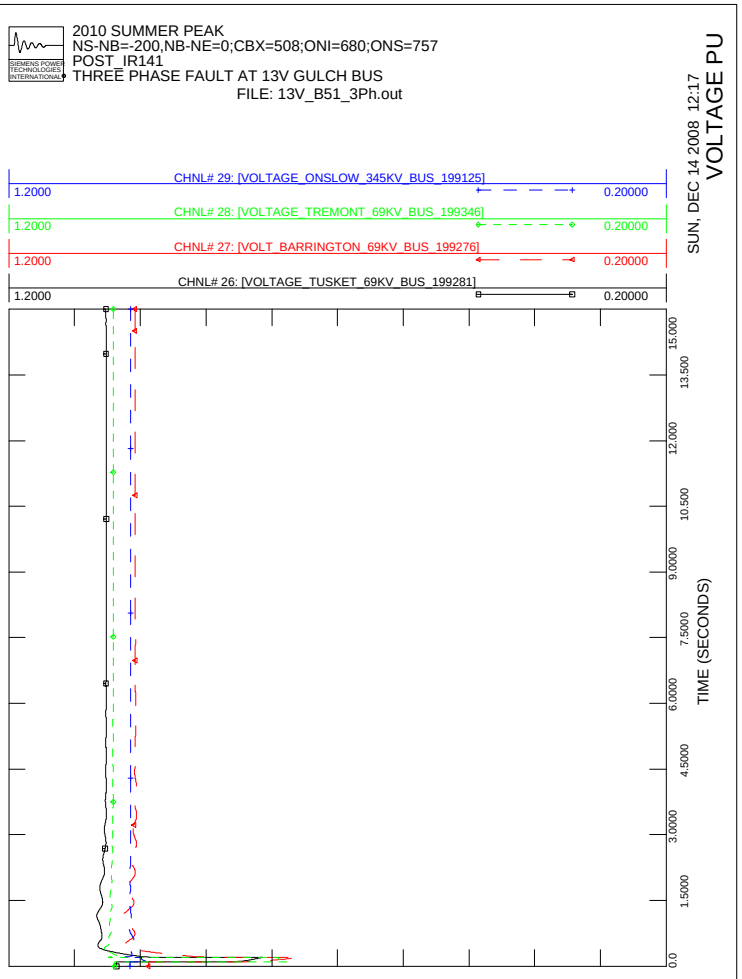

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

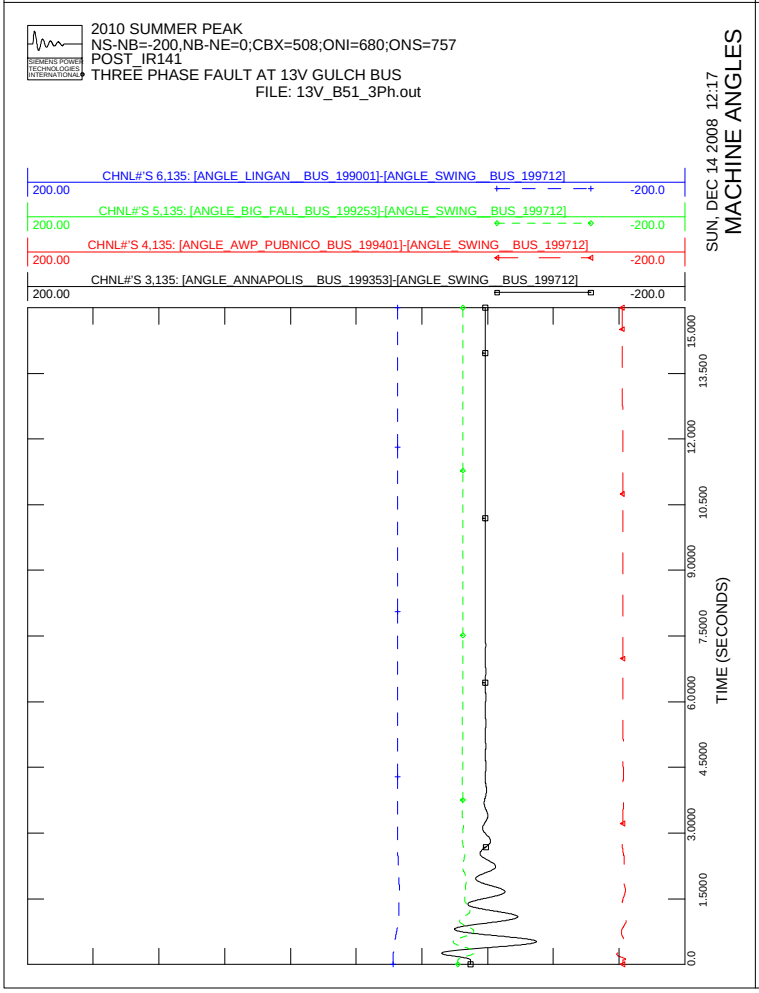

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:17
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

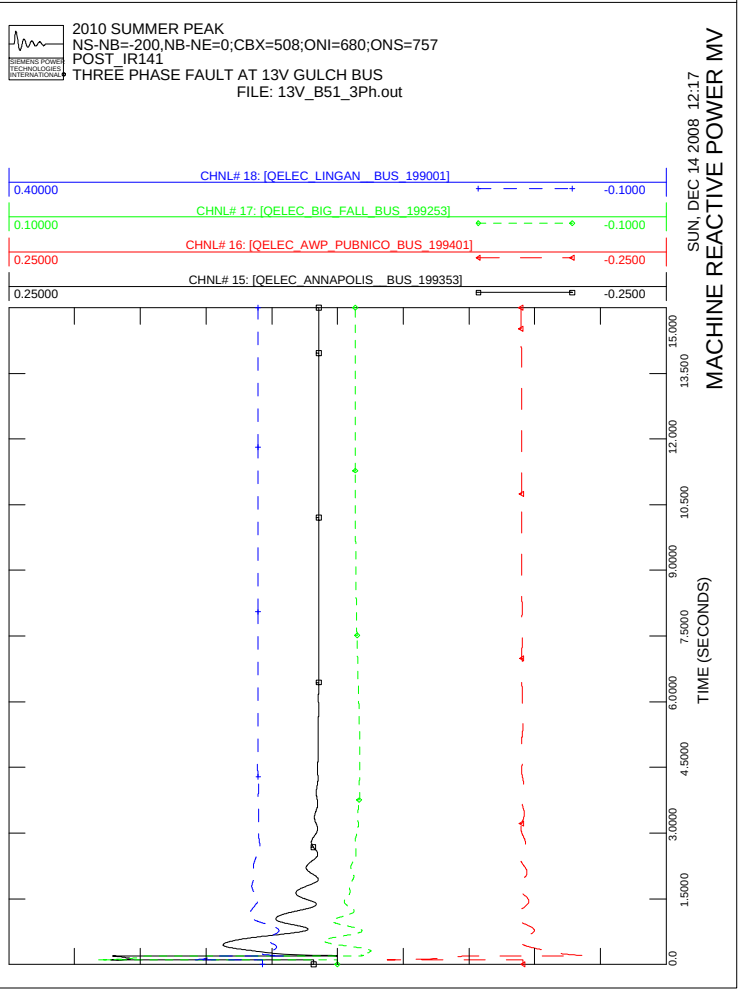

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

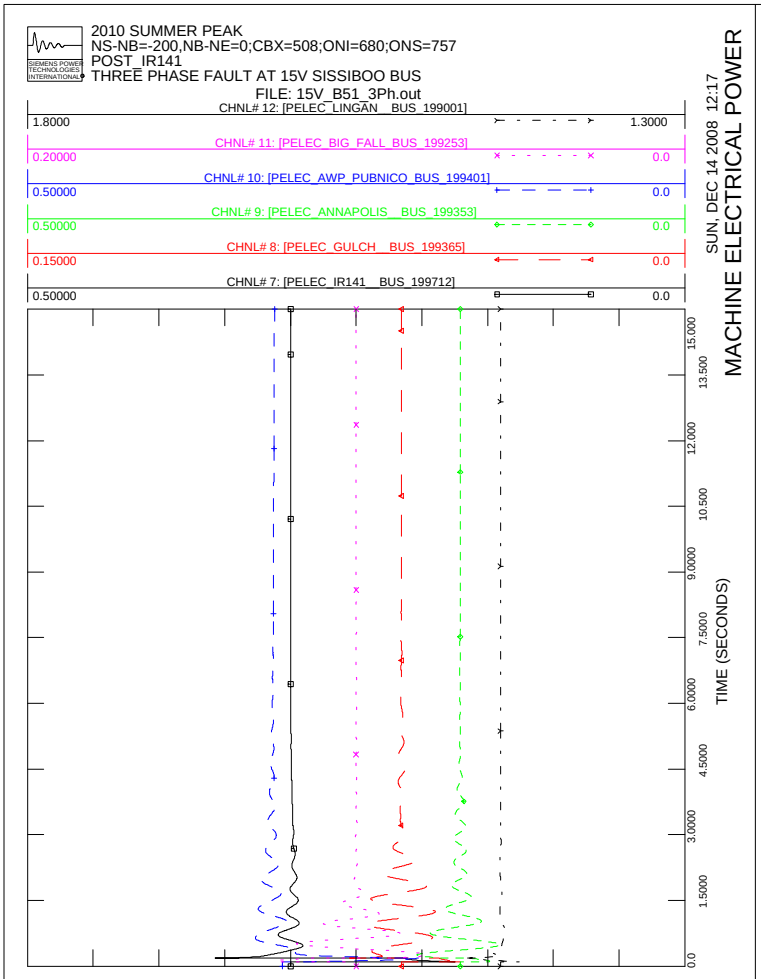

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

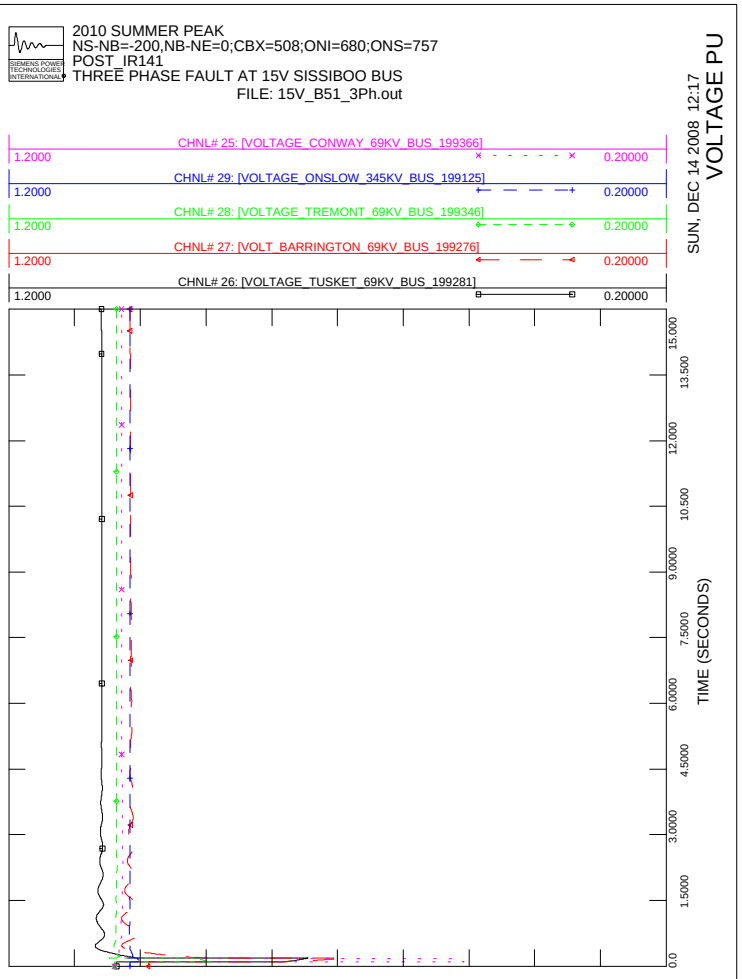

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)

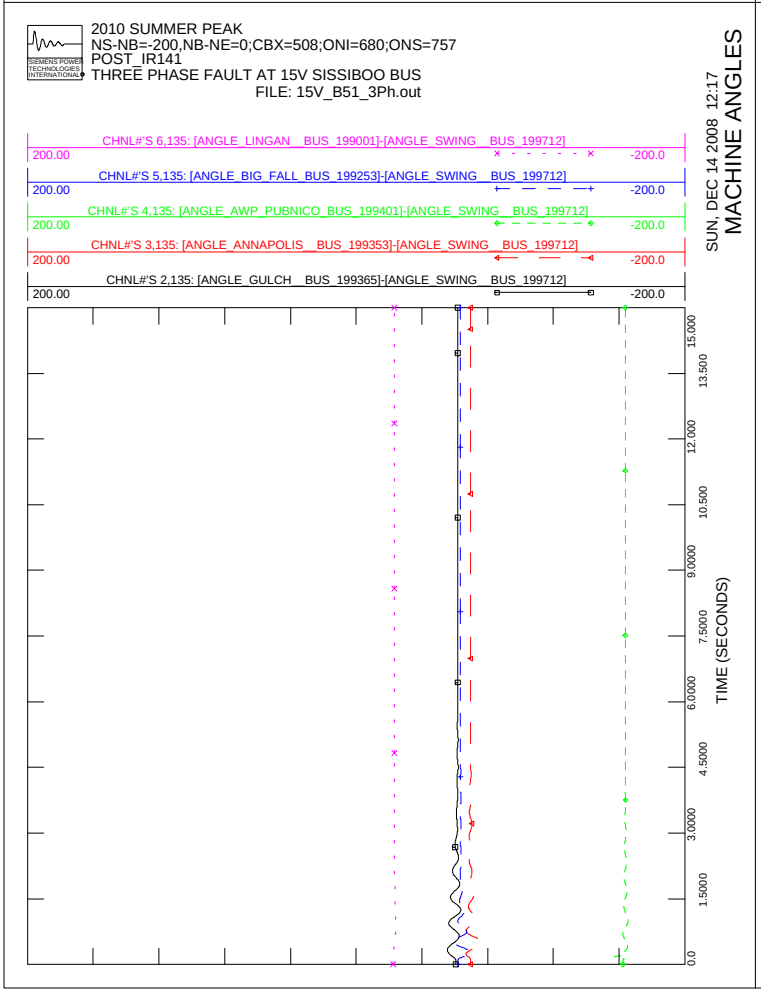

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:17
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)

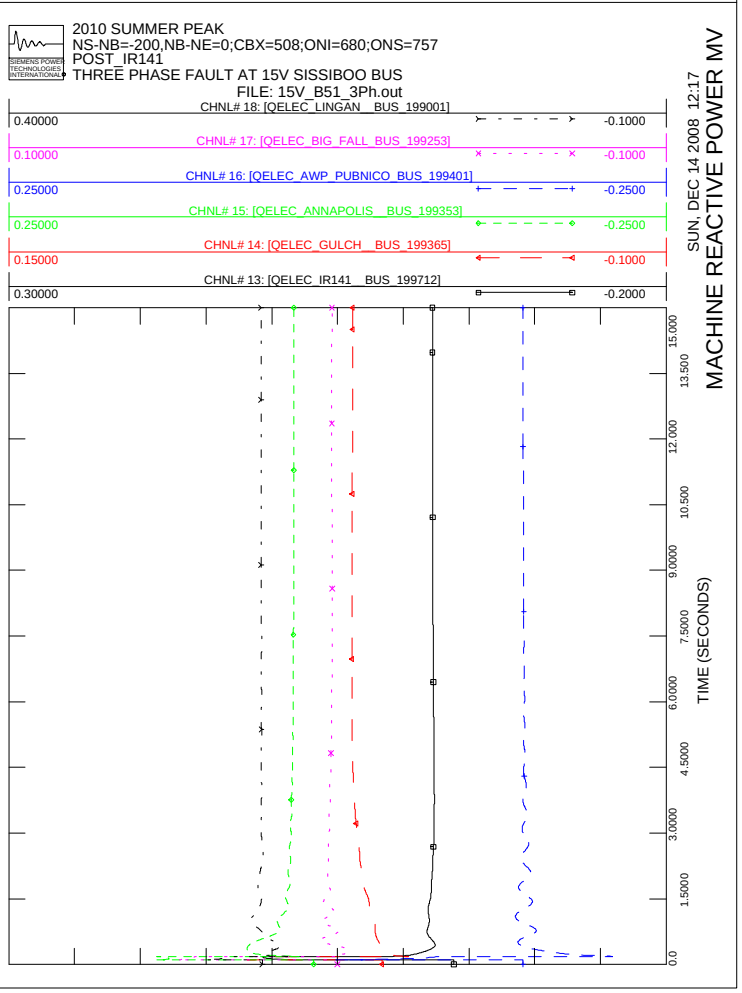

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)

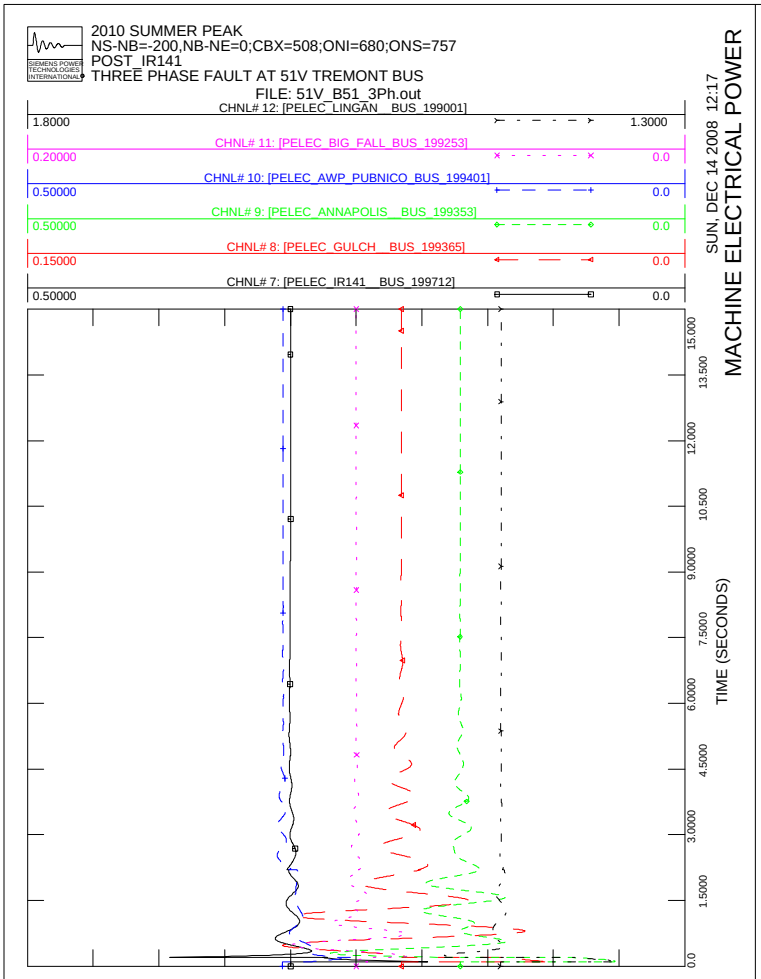

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)

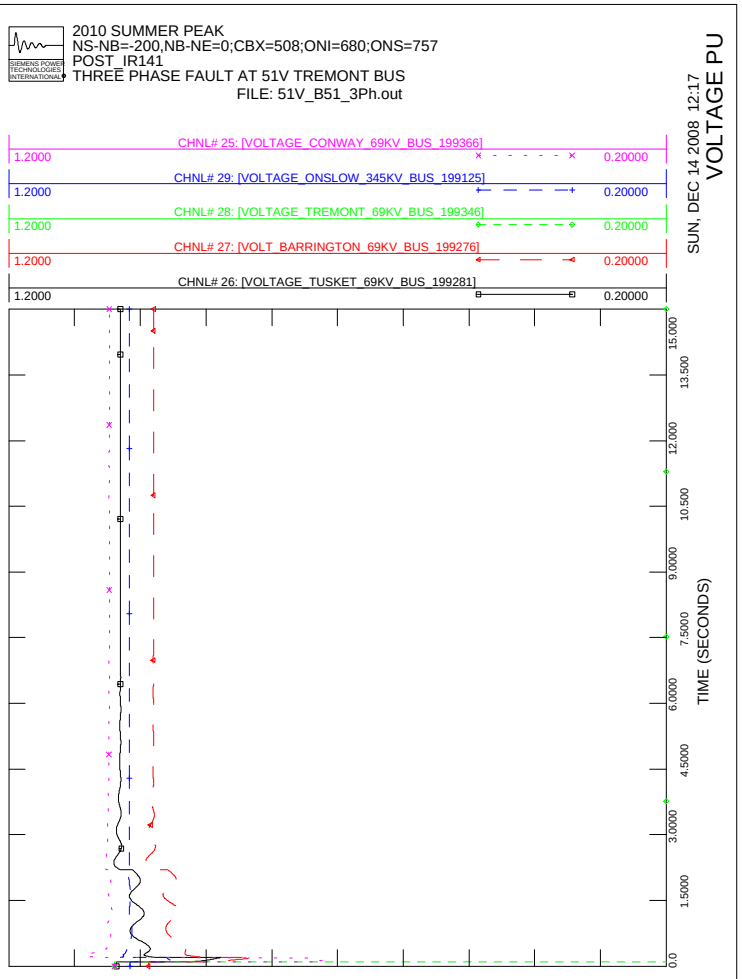

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
TIME (SECONDS)

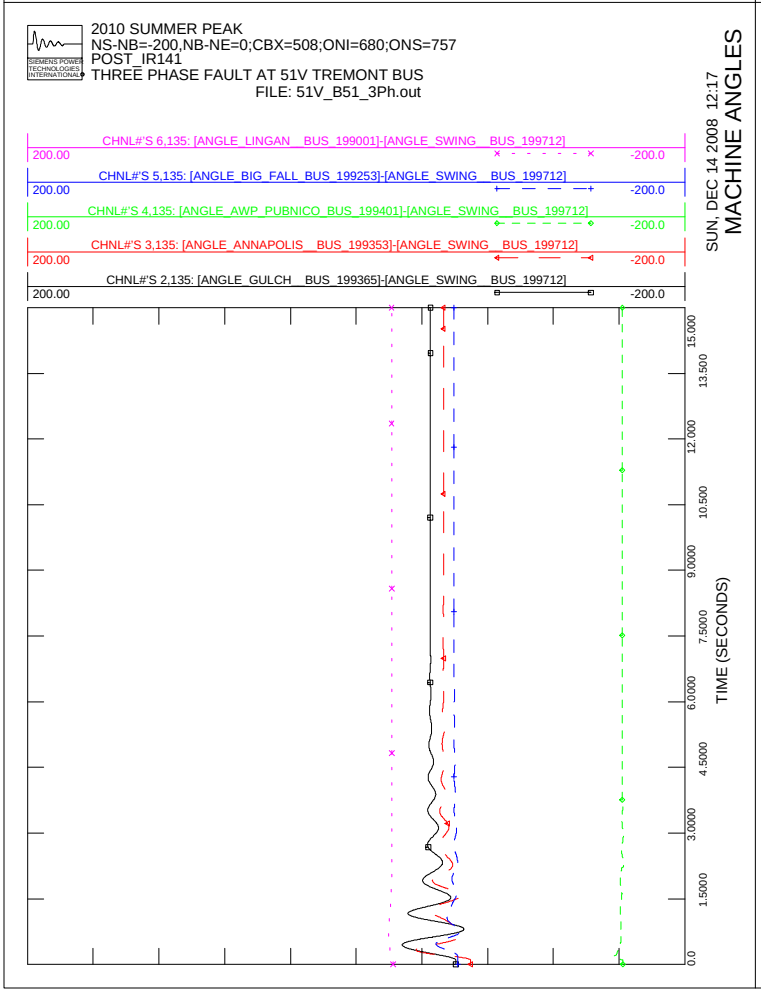

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:17
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)

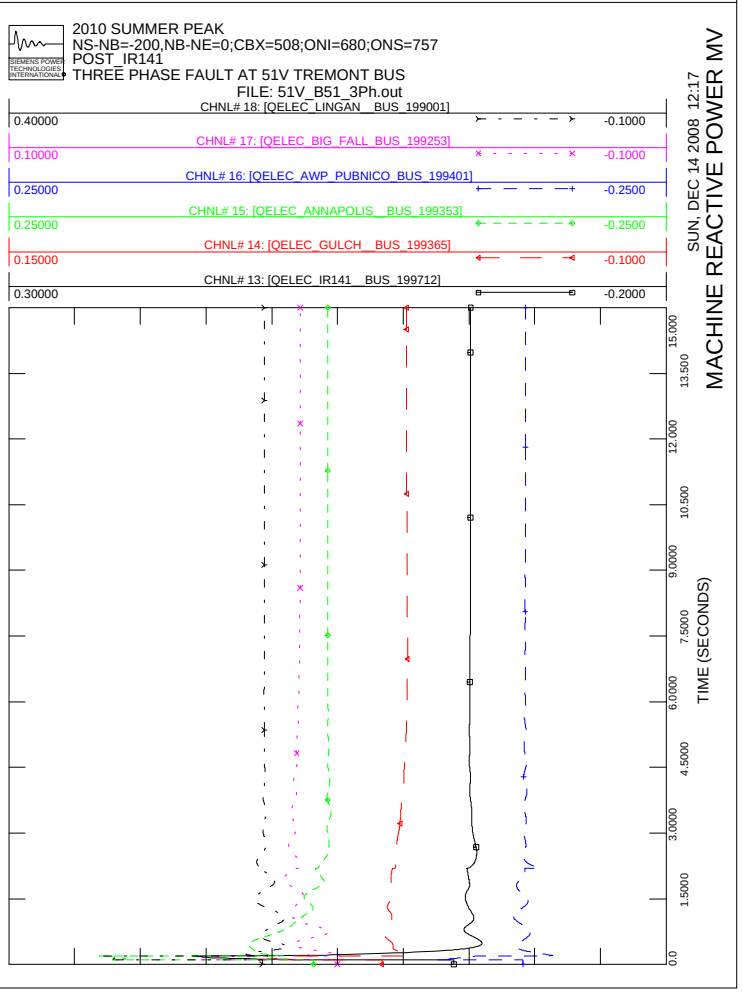

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)

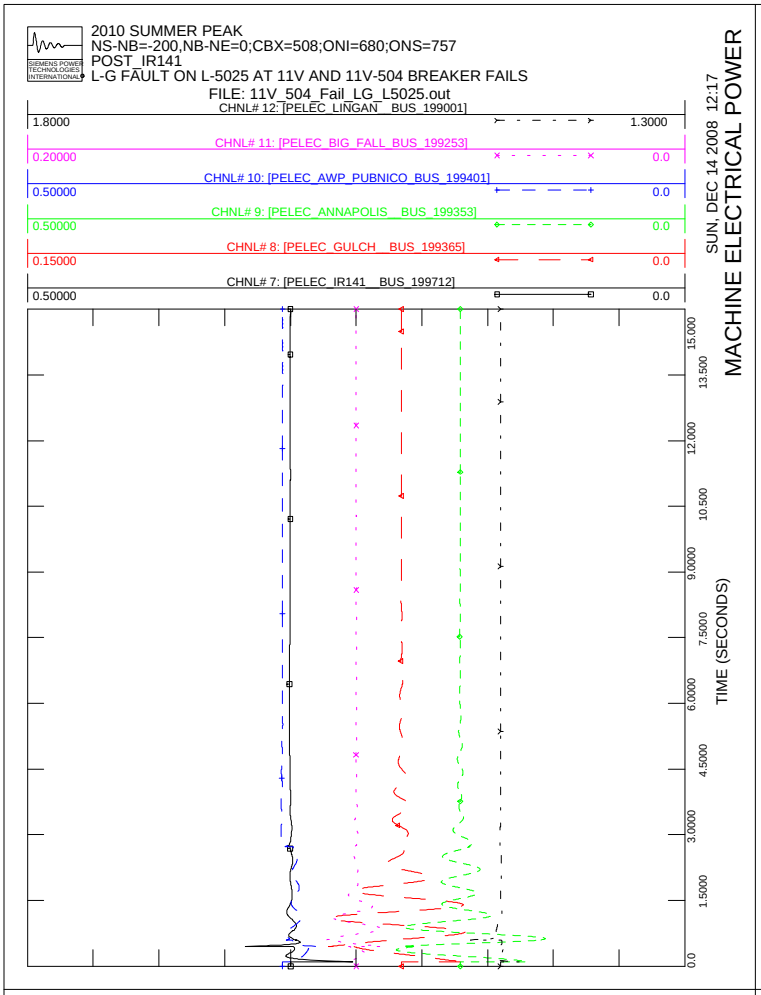

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
TIME (SECONDS)

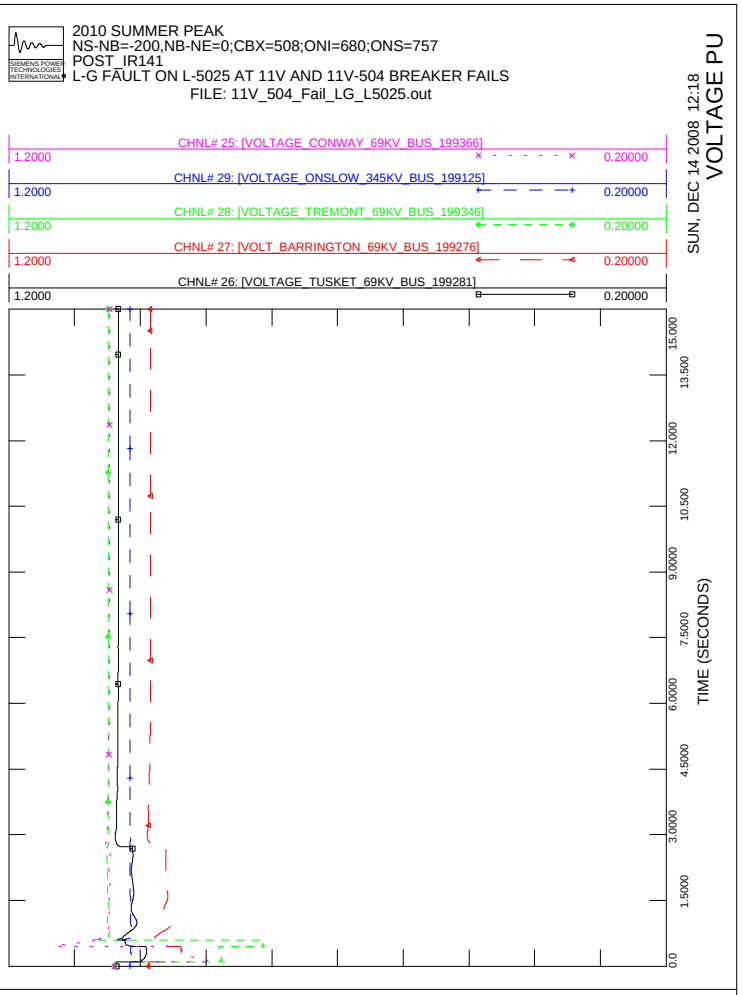

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

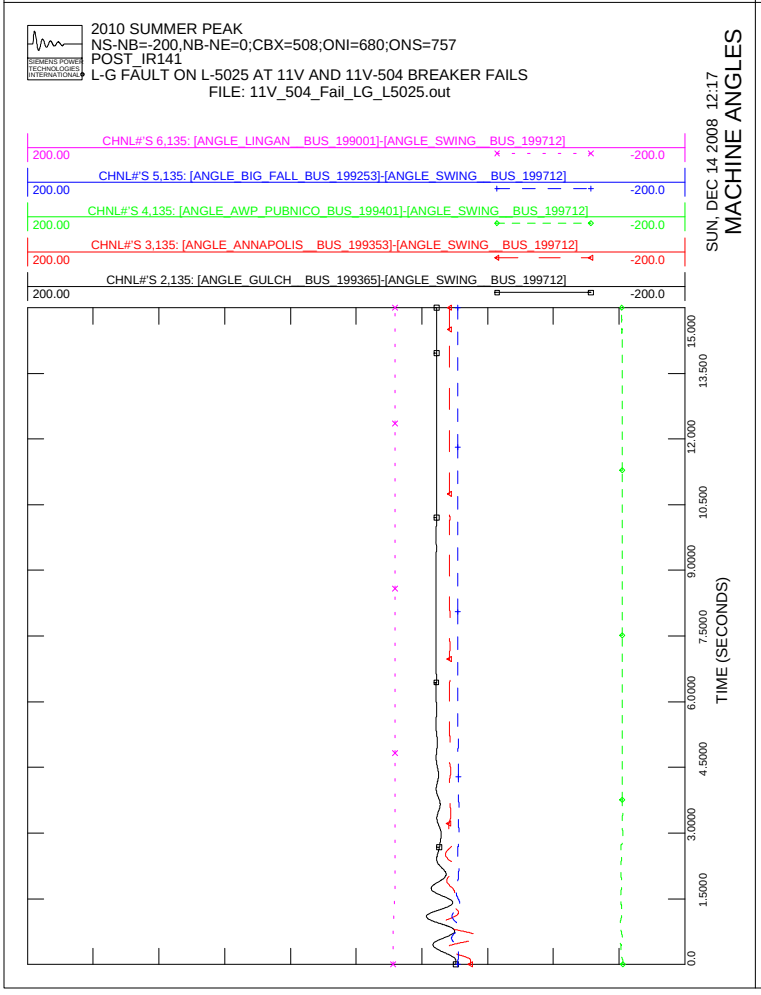

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:17
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

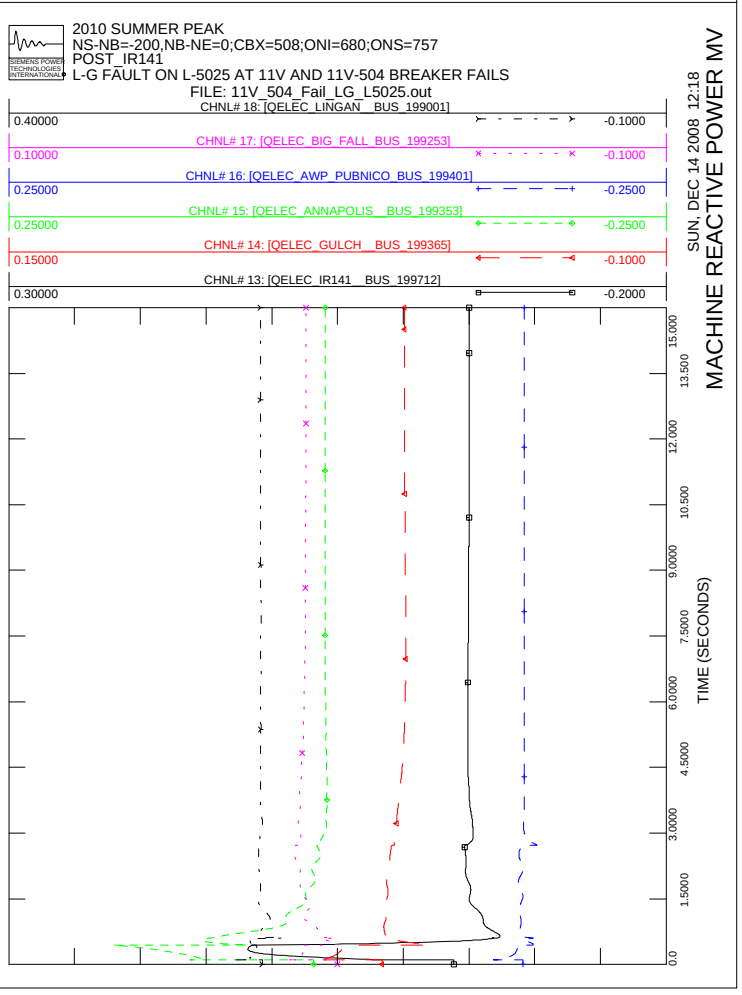

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:17
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:17
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:18
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

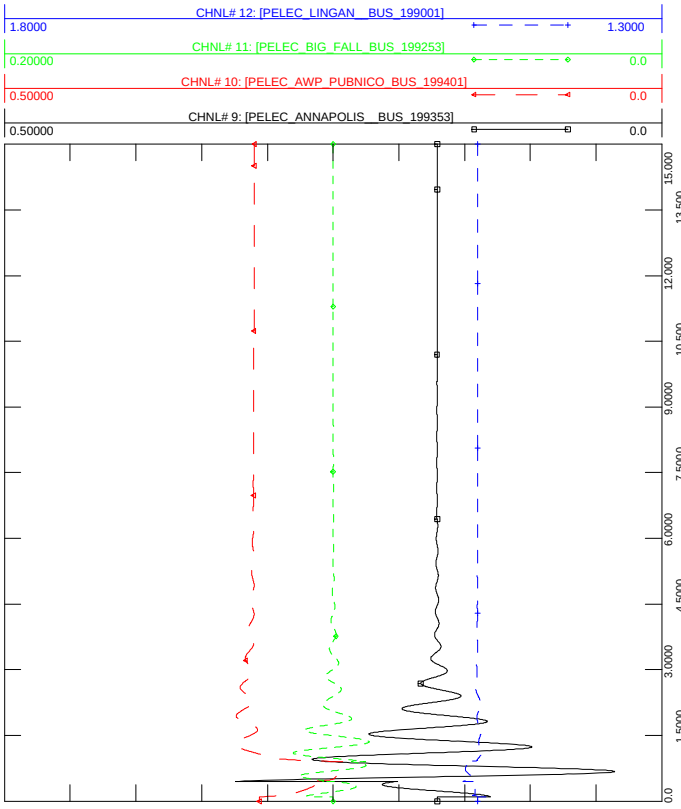

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:17
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out

SUN, DEC 14 2008 12:18

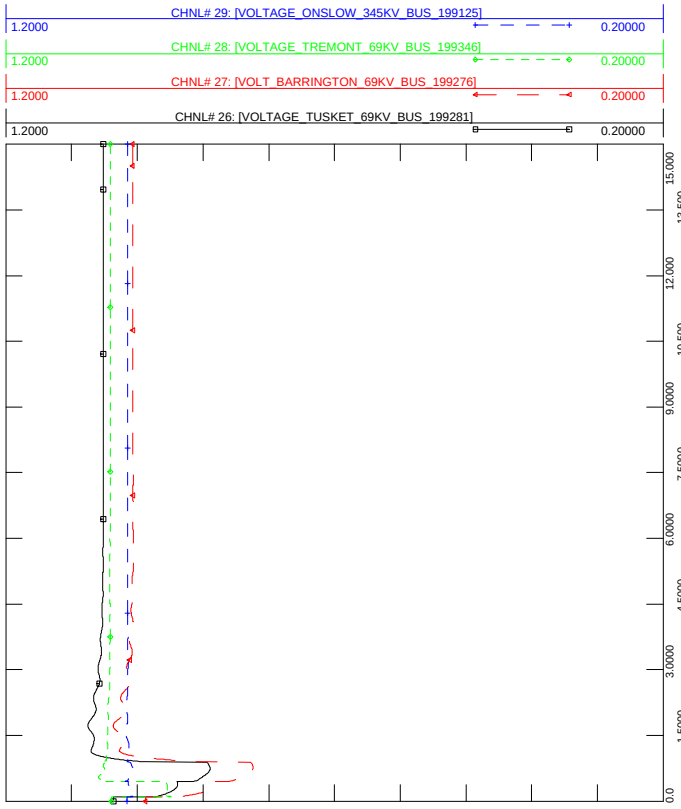
MACHINE ELECTRICAL POWER



2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out

SUN, DEC 14 2008 12:18

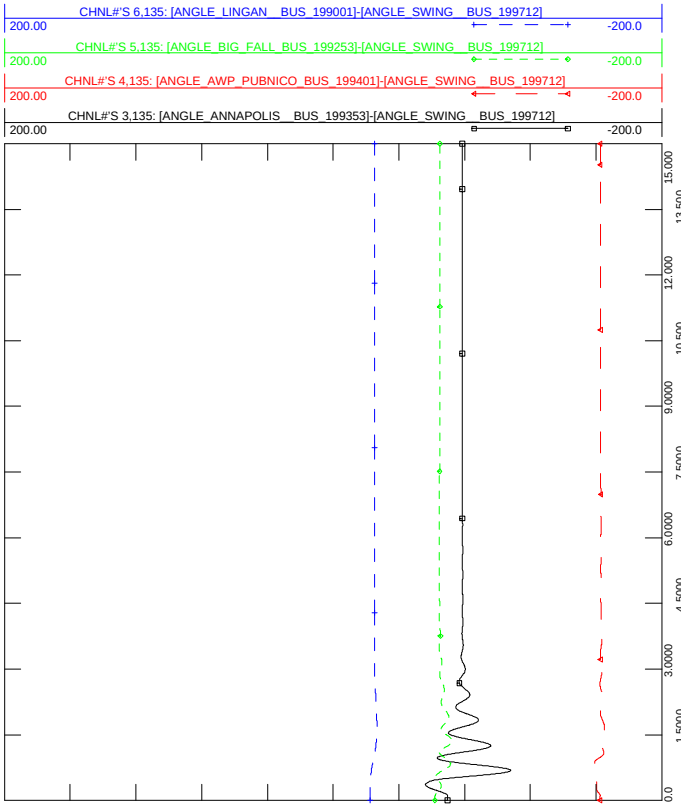
VOLTAGE PU



2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out

SUN, DEC 14 2008 12:18

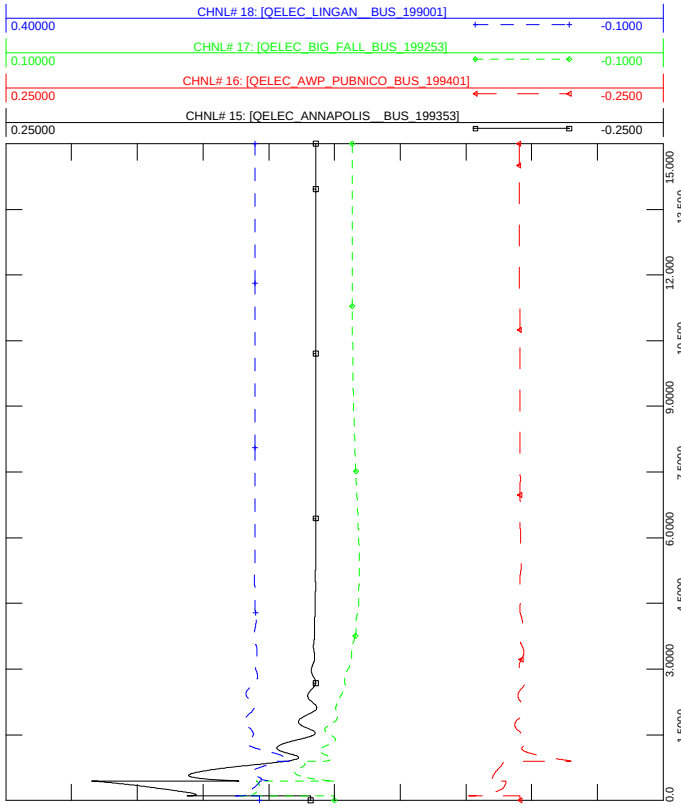
MACHINE ANGLES

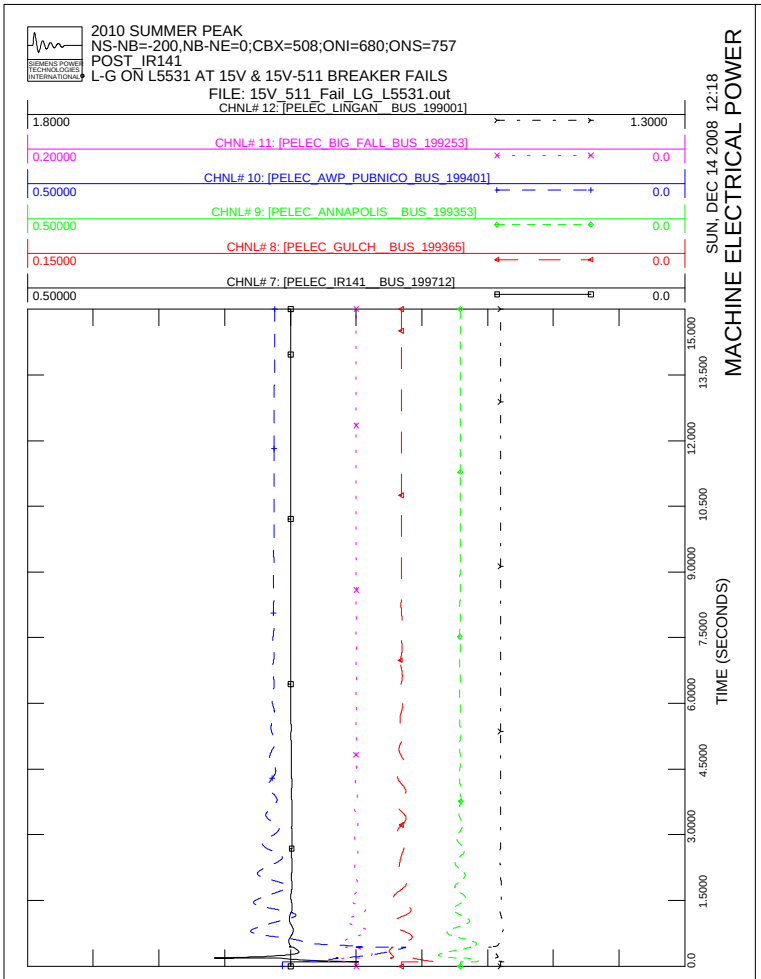


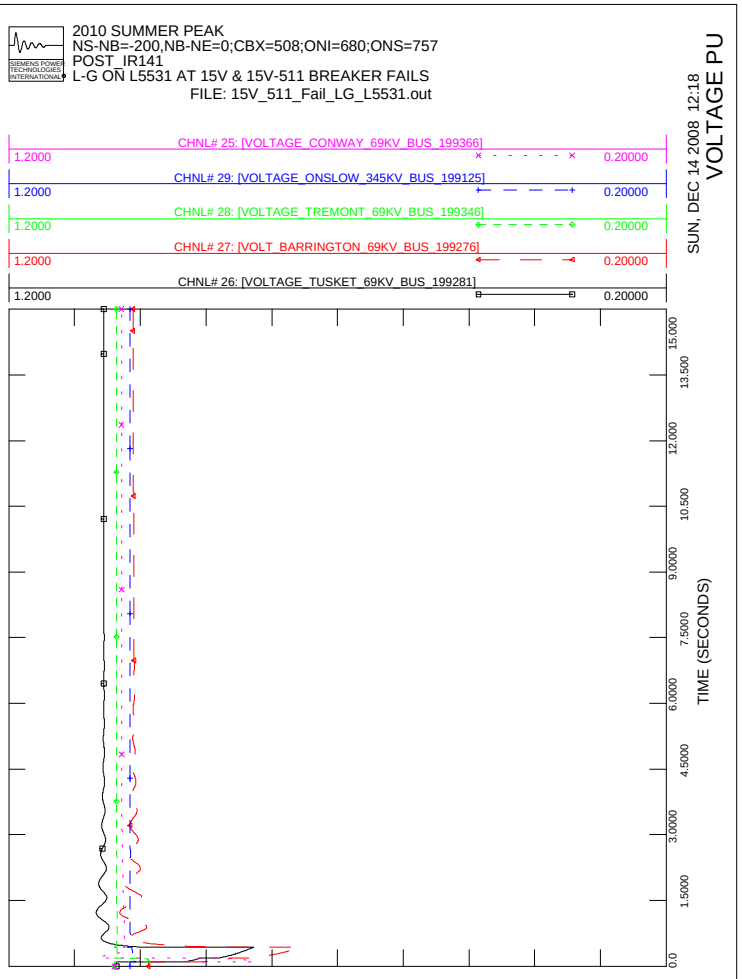
2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out

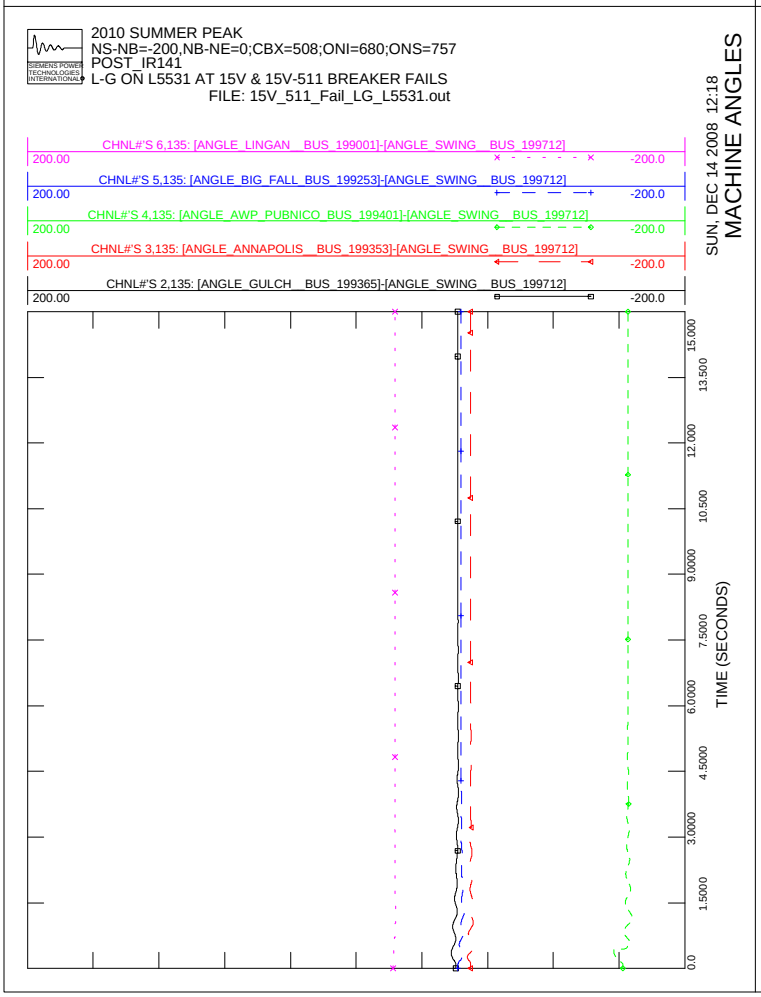
SUN, DEC 14 2008 12:18

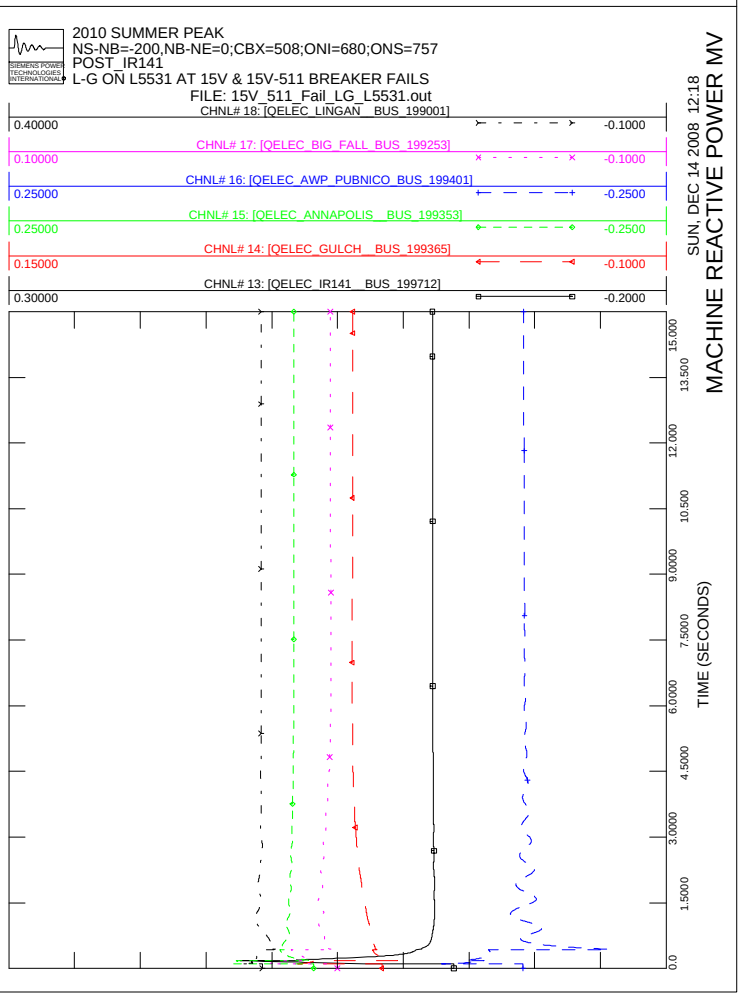
MACHINE REACTIVE POWER MV

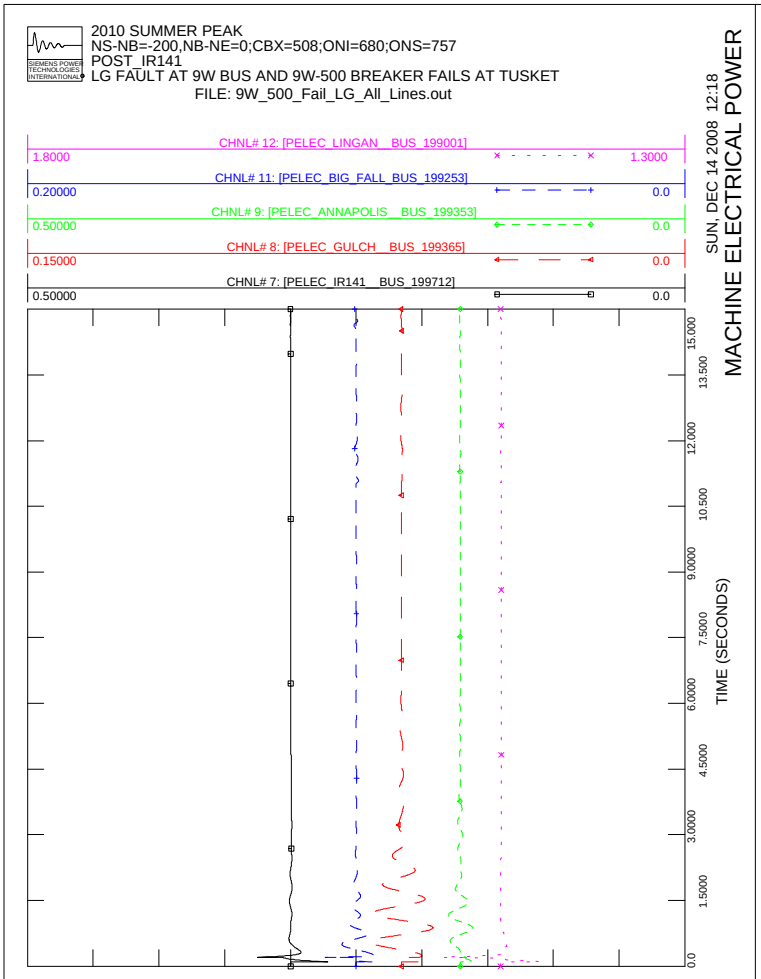


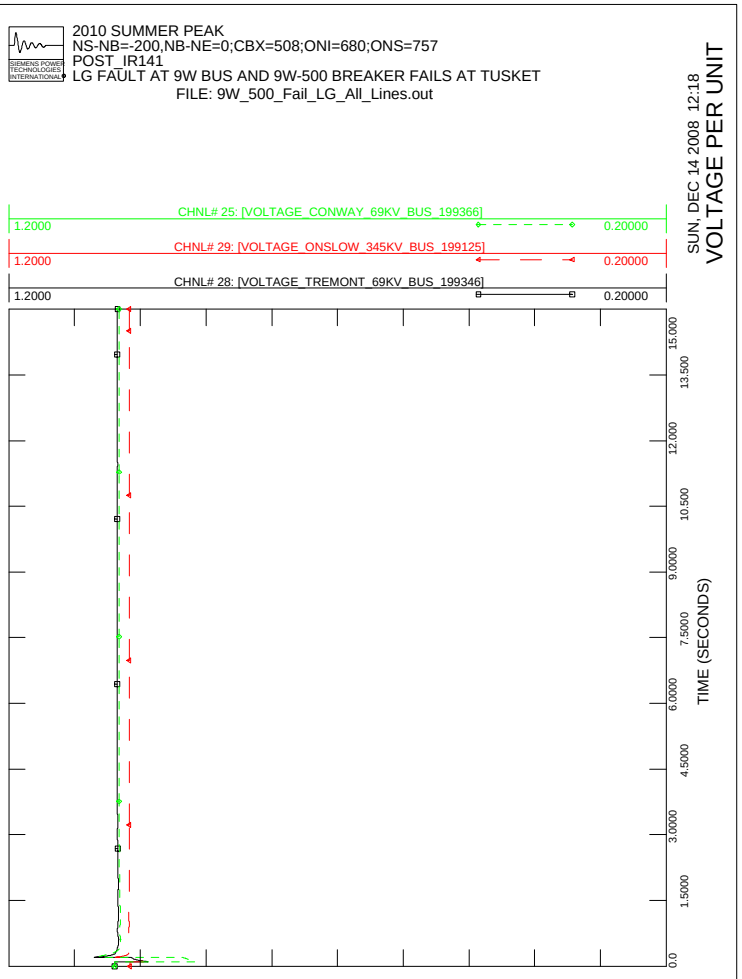

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:18
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

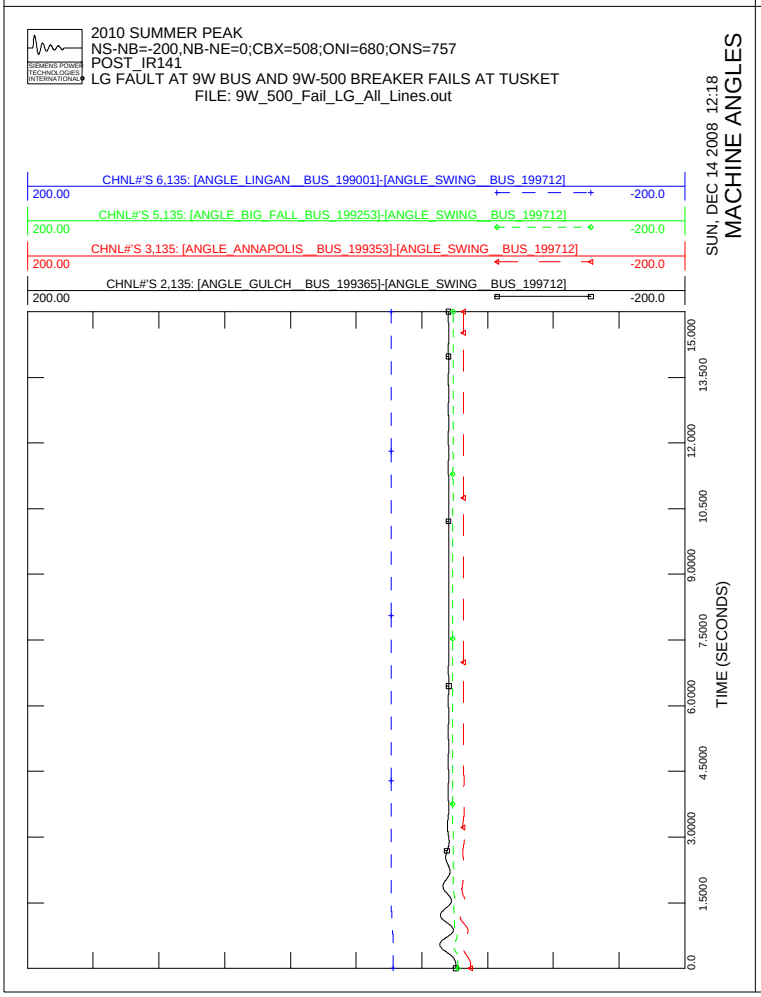

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:18
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

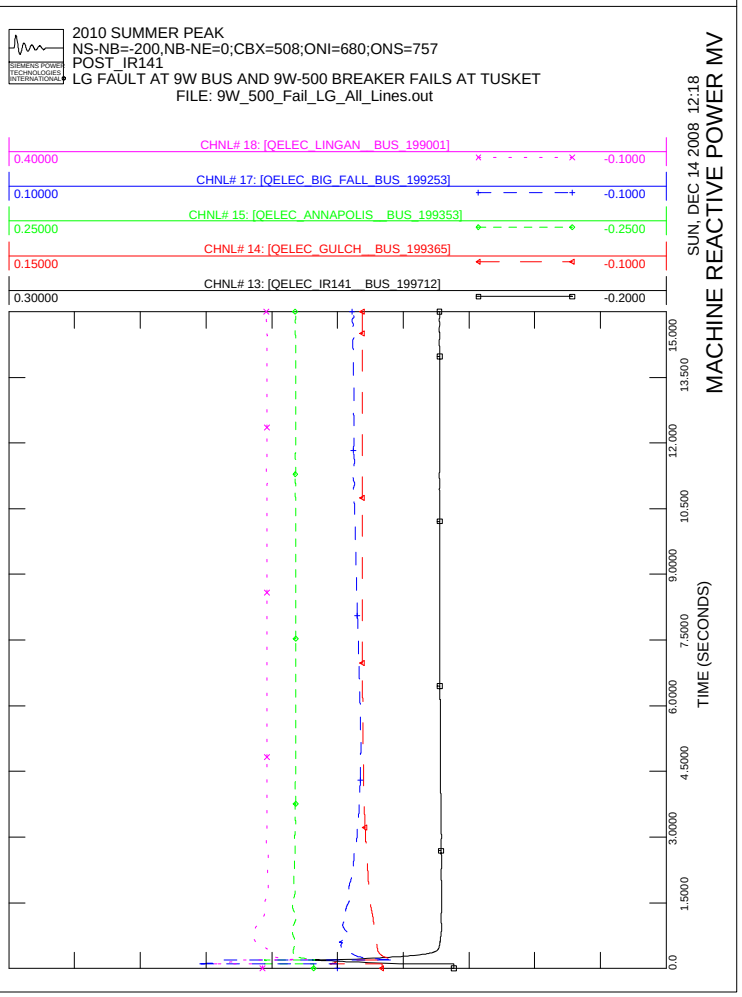

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:18
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

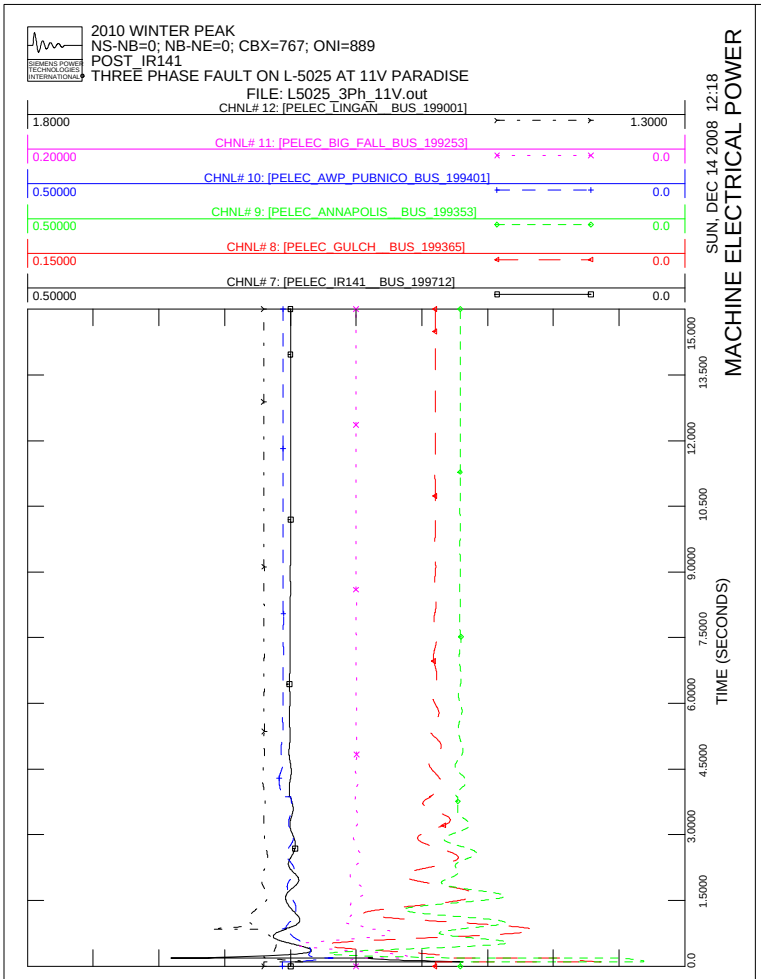

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

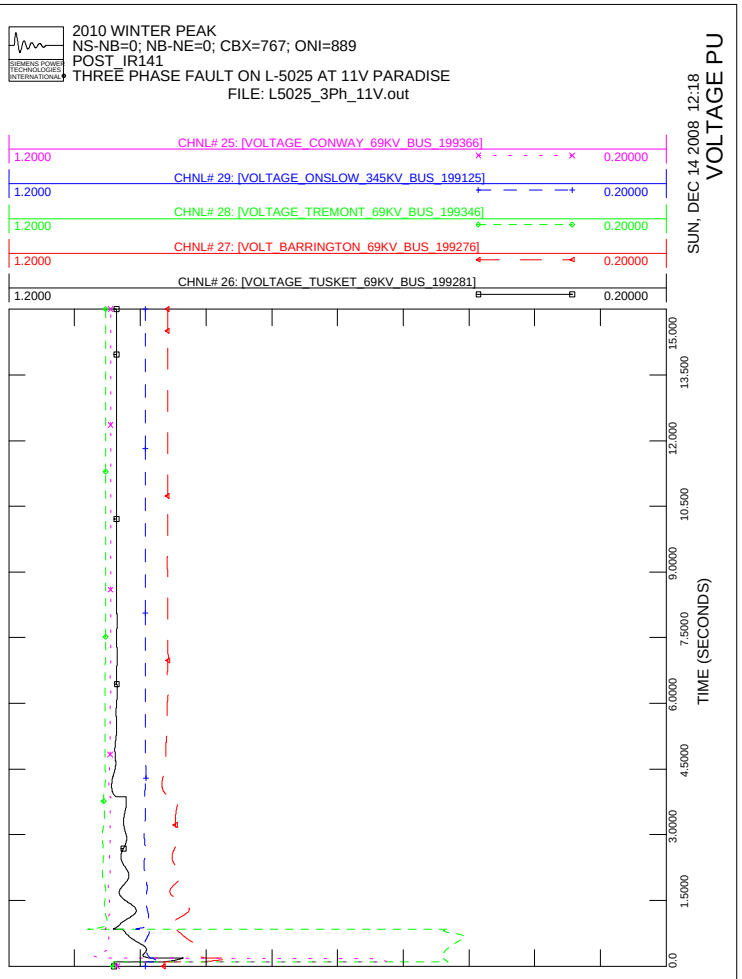

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:18
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

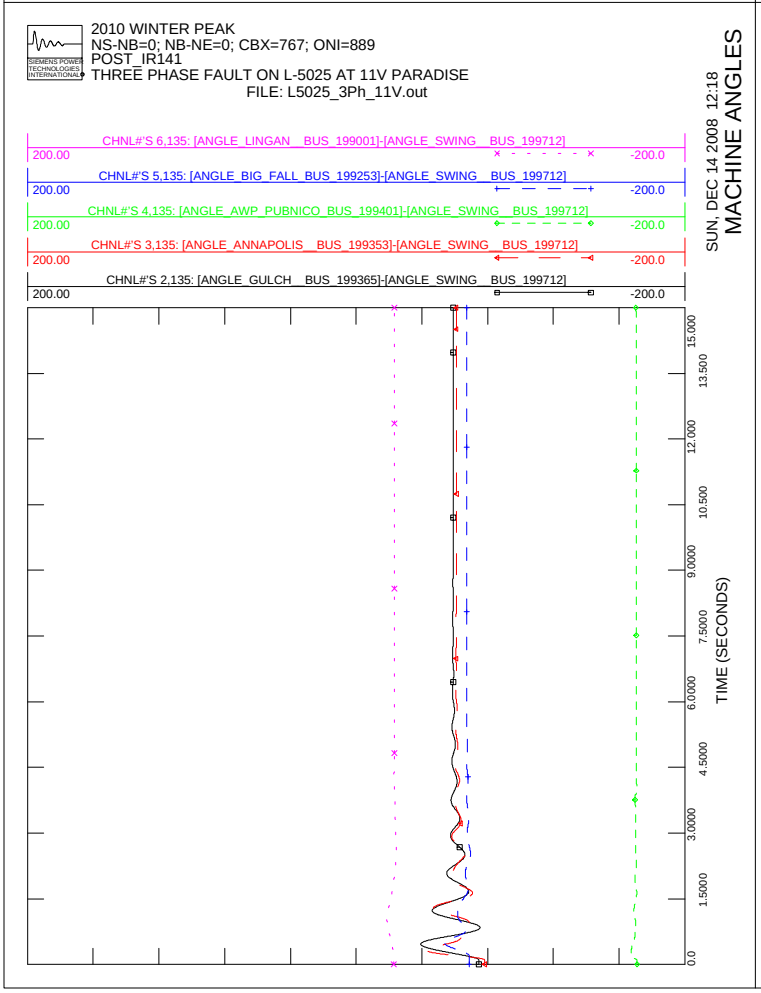

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:18
VOLTAGE PER UNIT
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

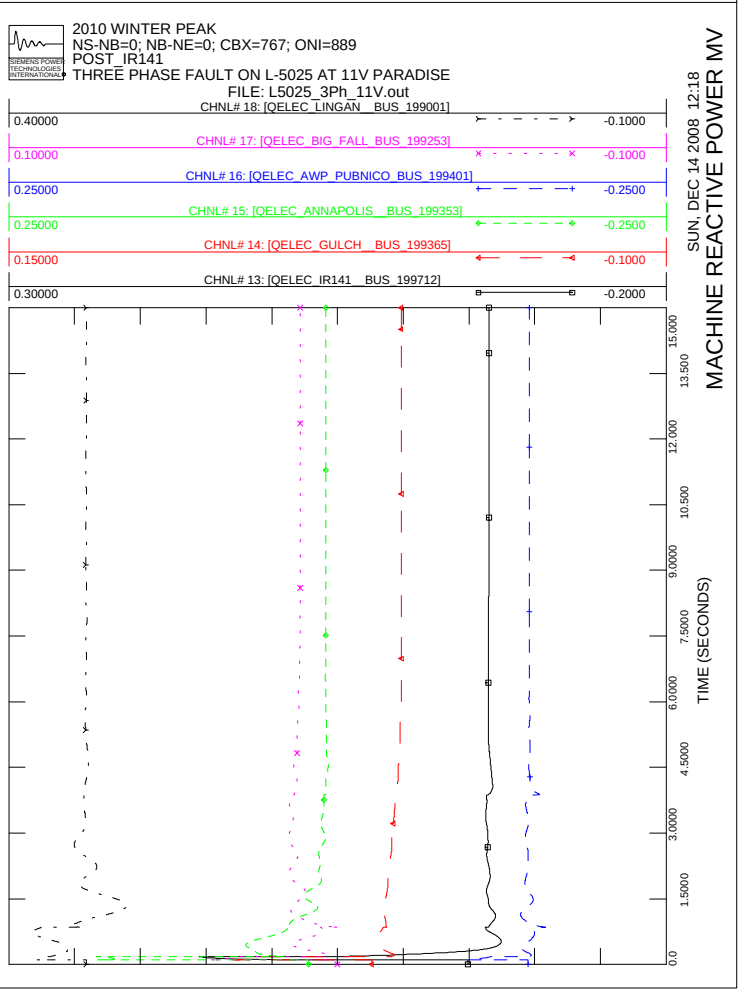

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:18
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

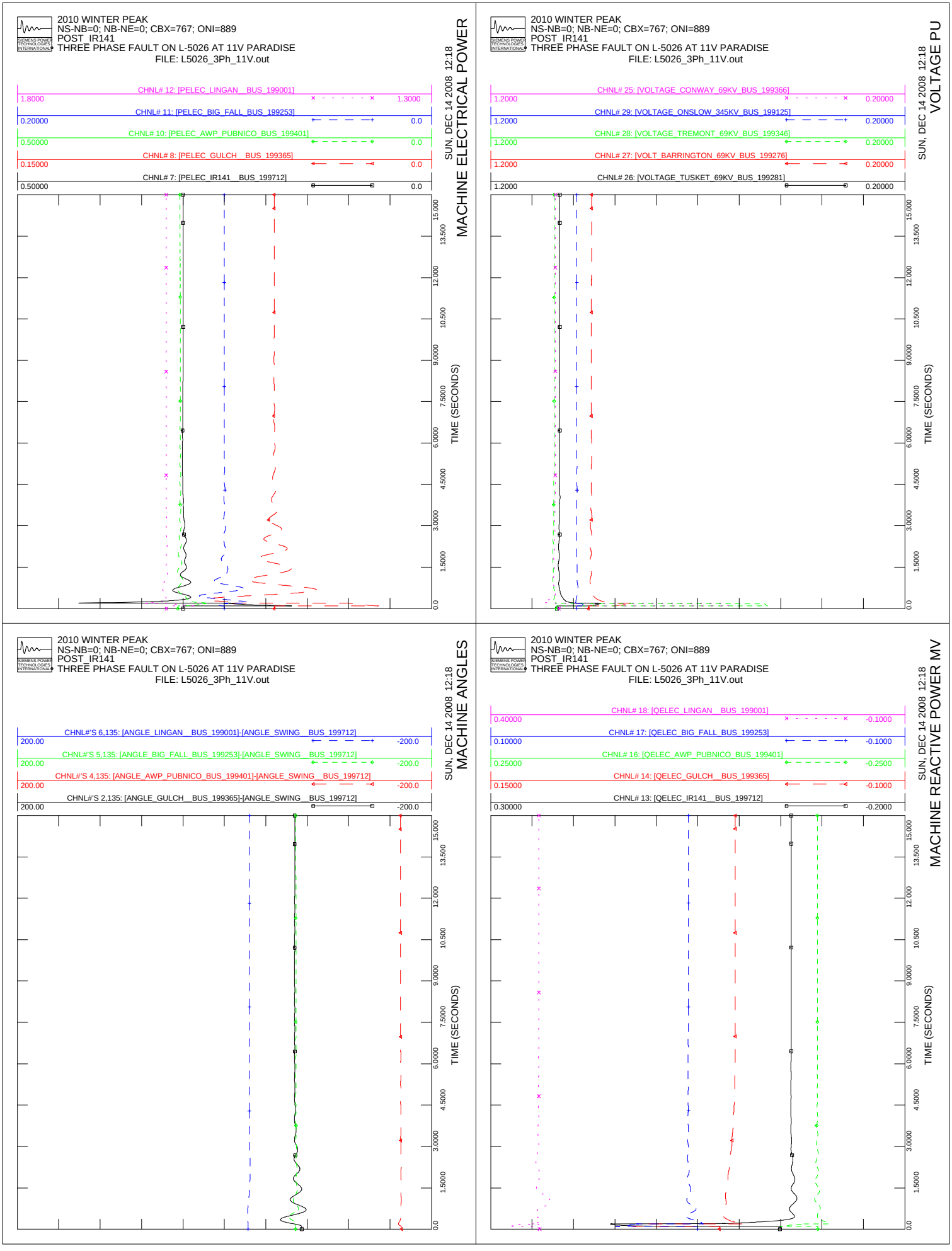

2010 SUMMER PEAK
NS-NB=-200,NB-NE=0;CBX=508;ONI=680;ONS=757
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

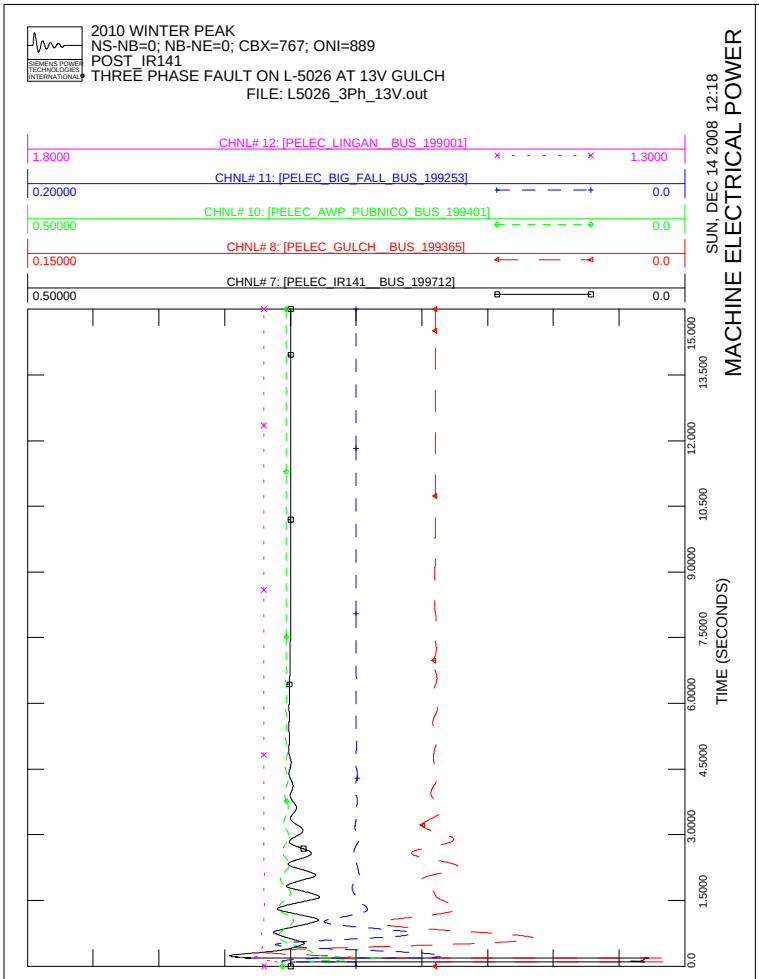

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:18
MACHINE ELECTRICAL POWER
TIME (SECONDS)

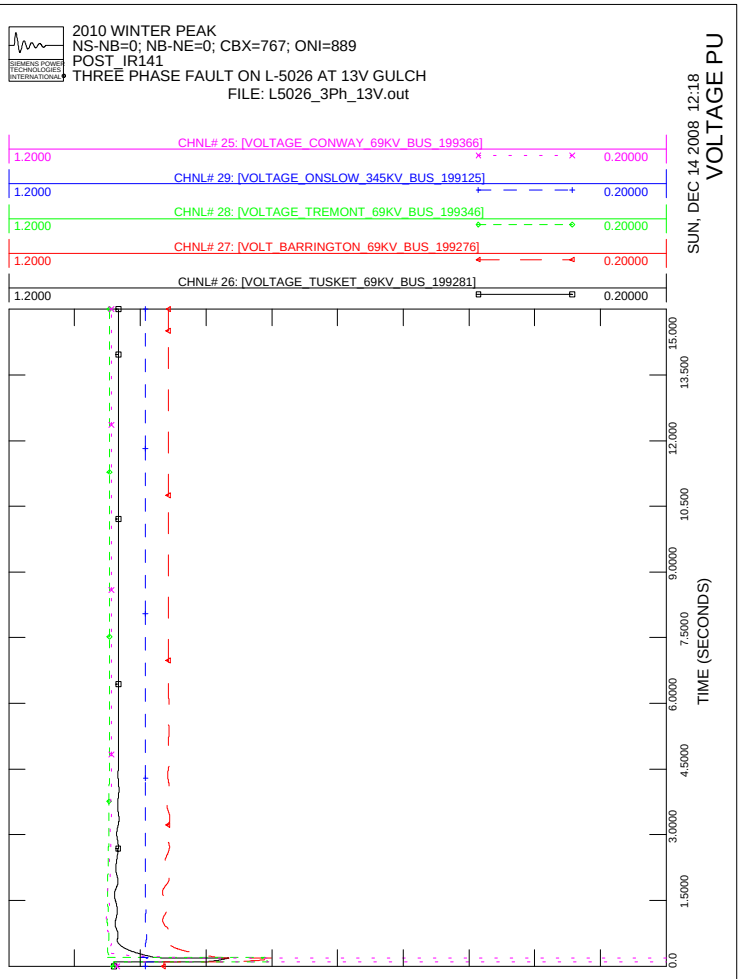

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:18
VOLTAGE PU
TIME (SECONDS)

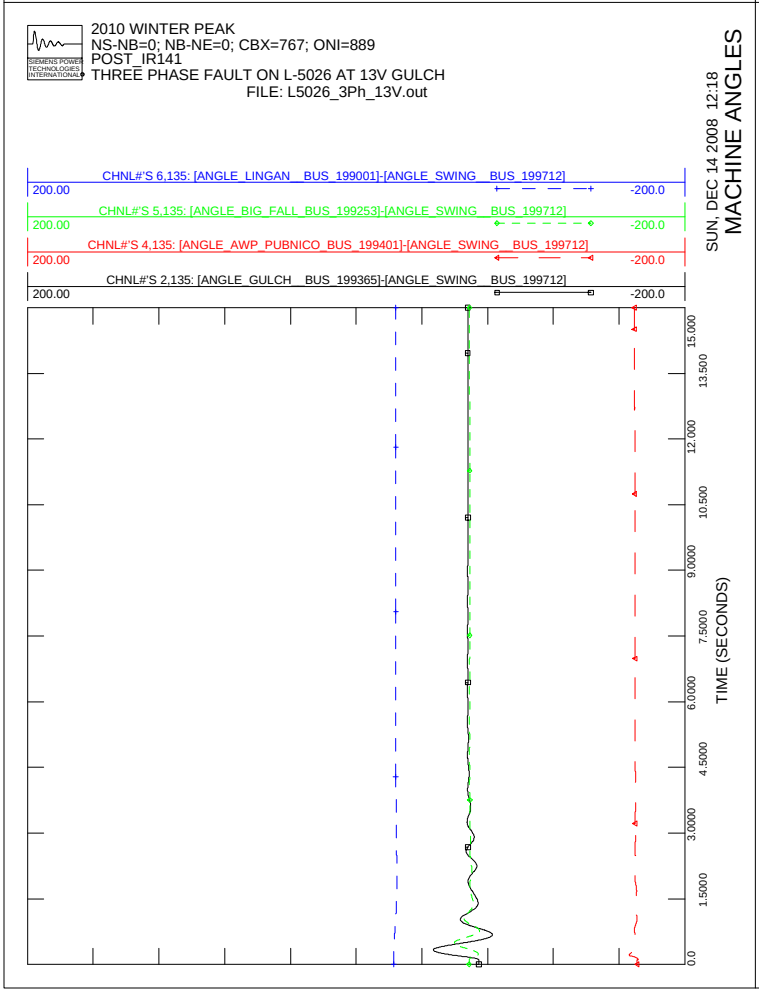

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:18
MACHINE ANGLES
TIME (SECONDS)

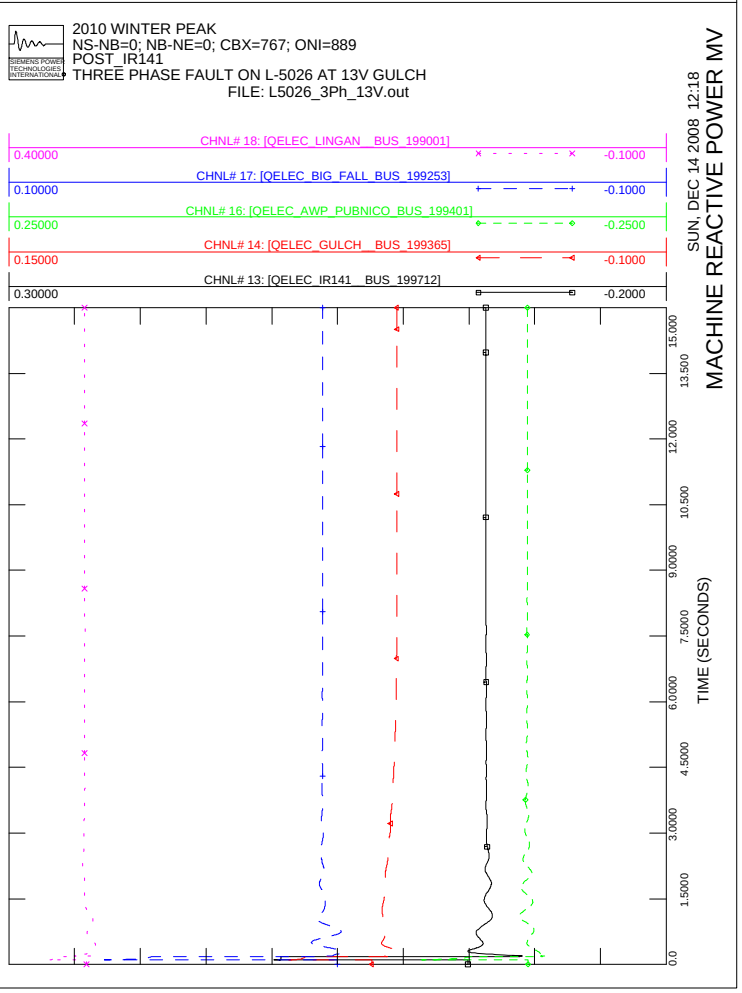

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5025 AT 11V PARADISE
FILE: L5025_3Ph_11V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
TIME (SECONDS)

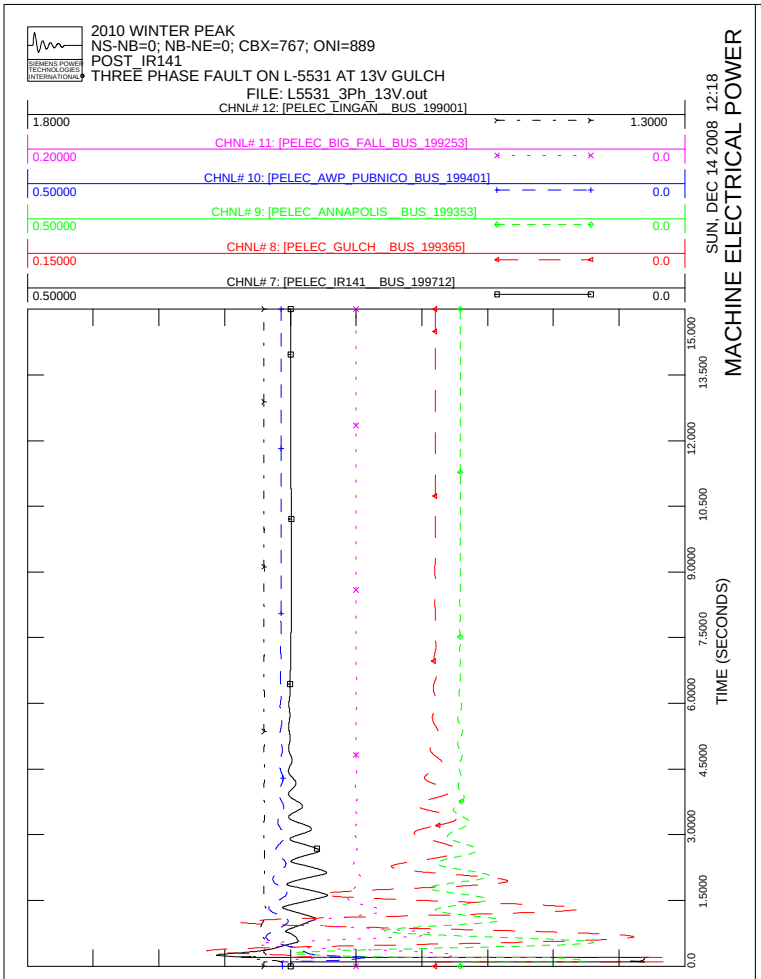

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:18
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
TIME (SECONDS)
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:18
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
TIME (SECONDS)
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:18
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
TIME (SECONDS)
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_3Ph_11V.out
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
TIME (SECONDS)

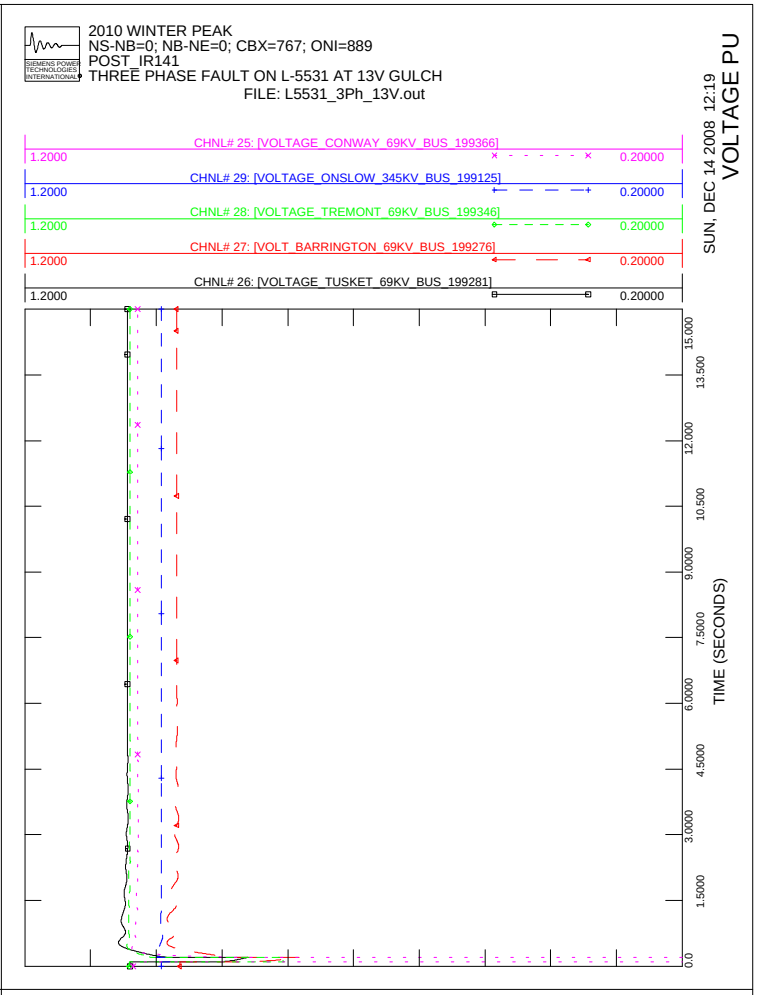

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:18
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

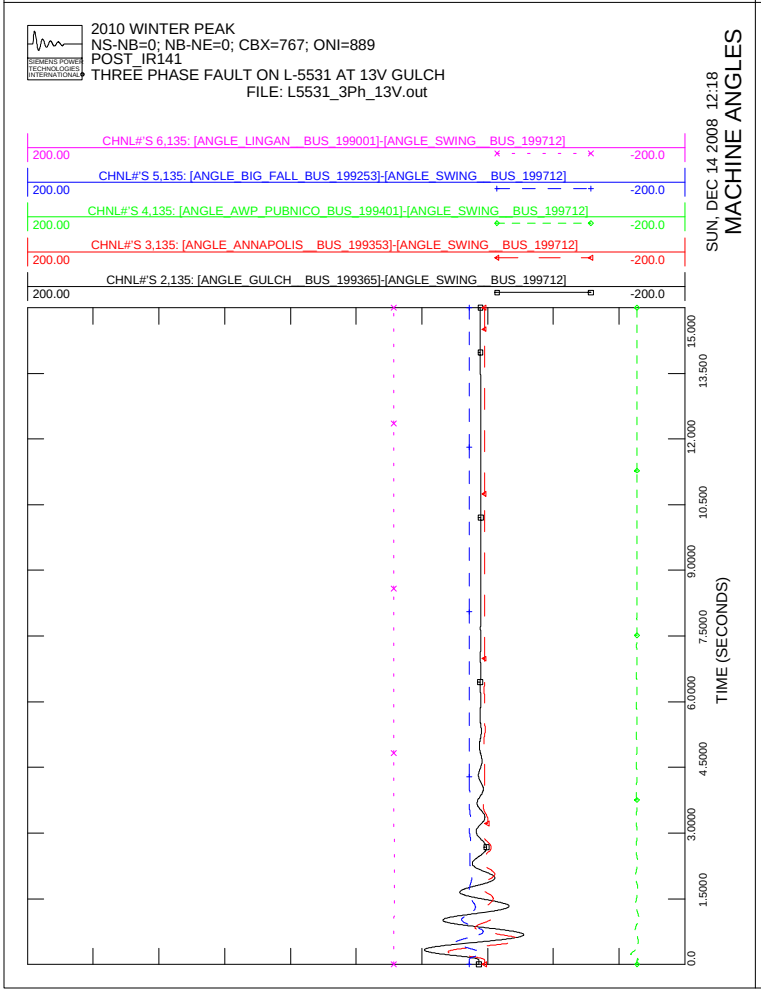

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:18
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

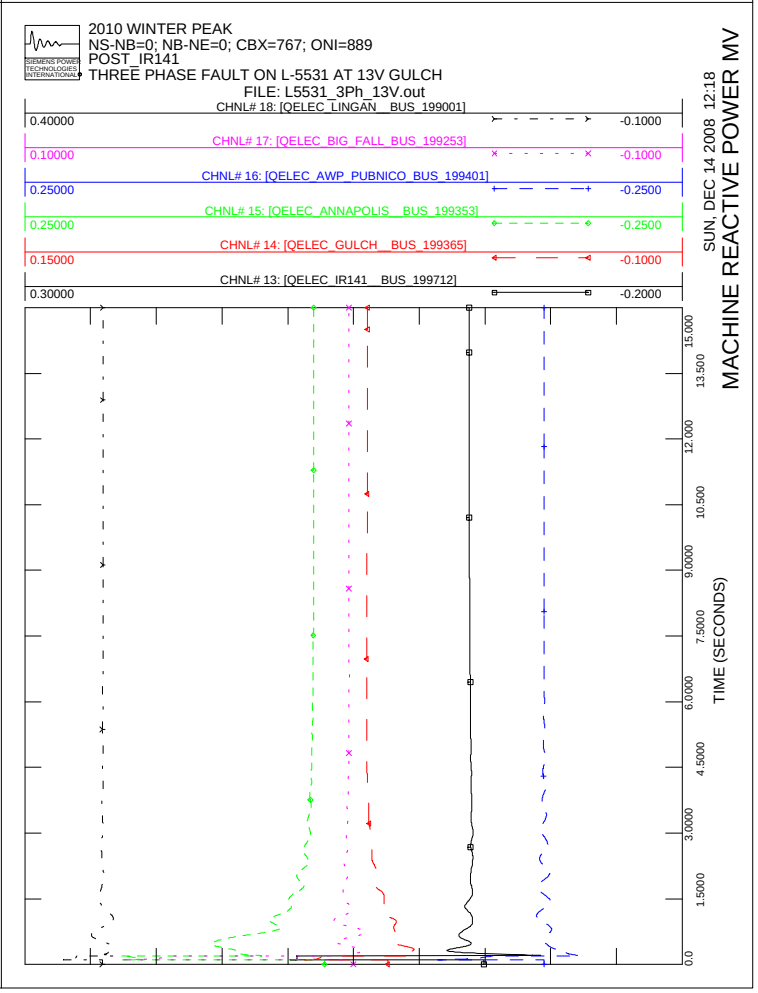

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:18
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

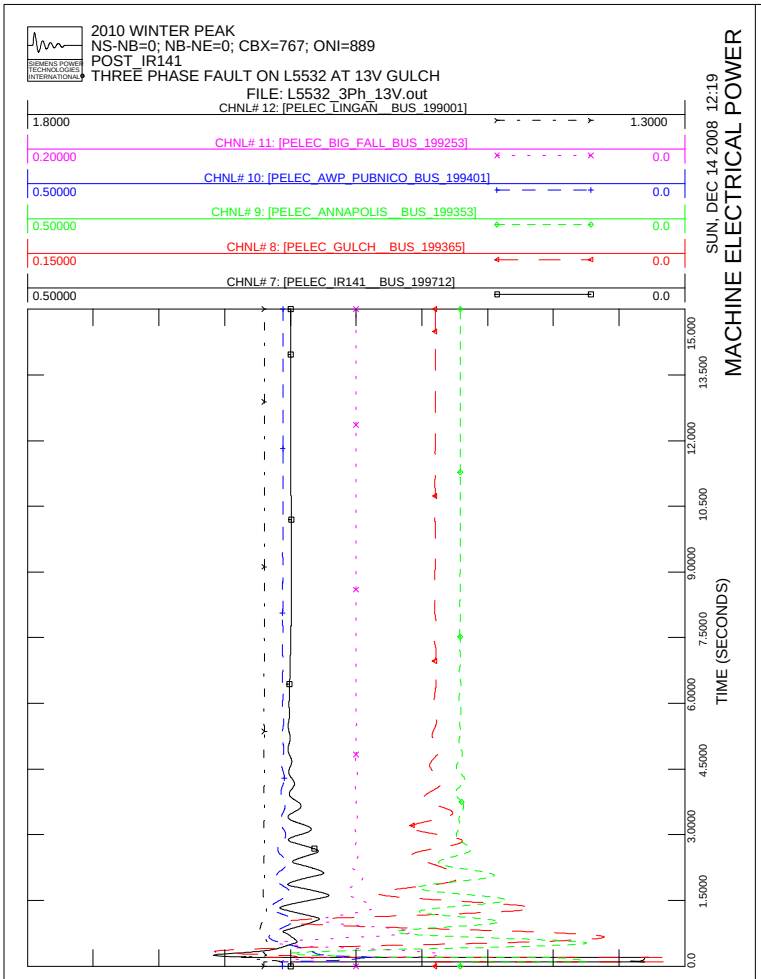

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5026 AT 13V GULCH
FILE: L5026_3Ph_13V.out
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

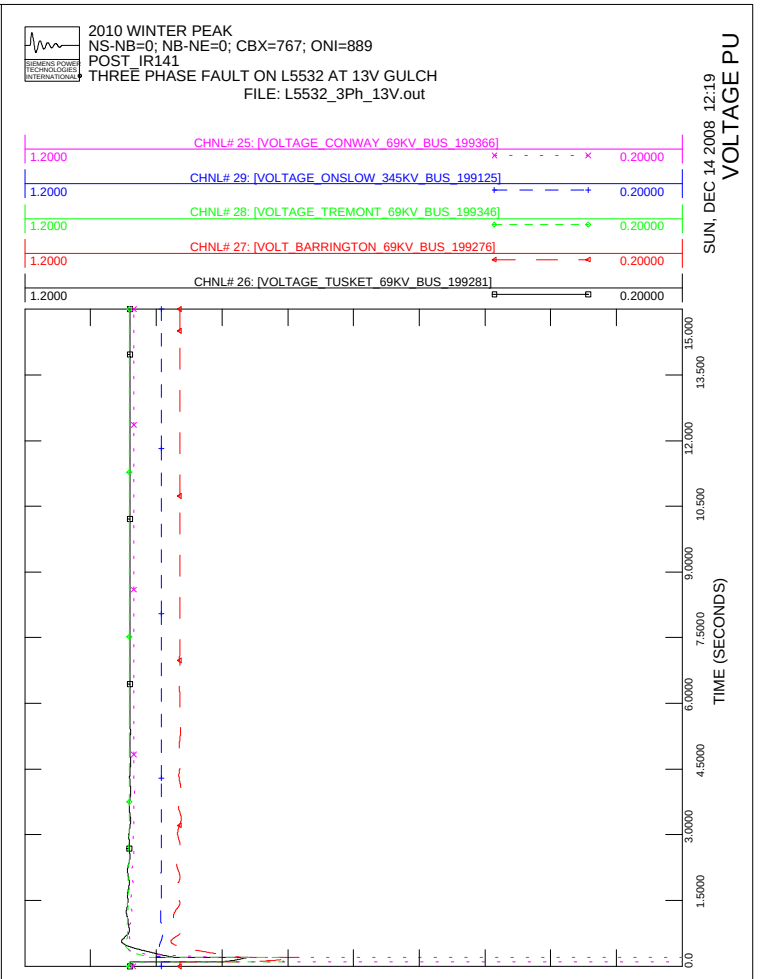

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:18
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

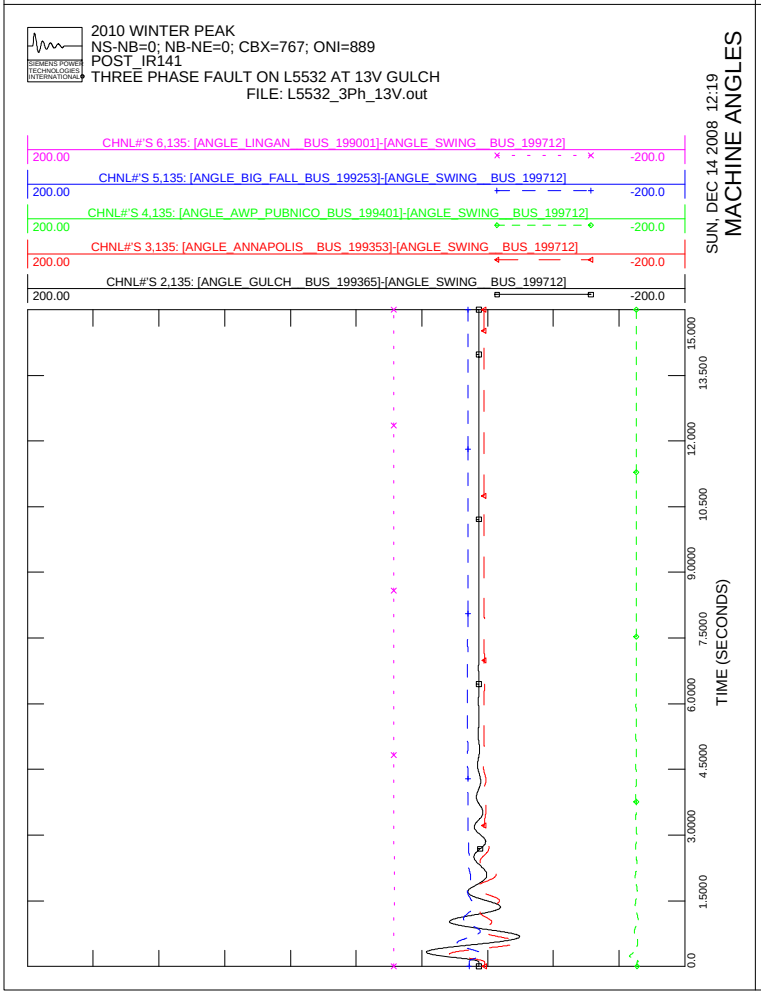

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

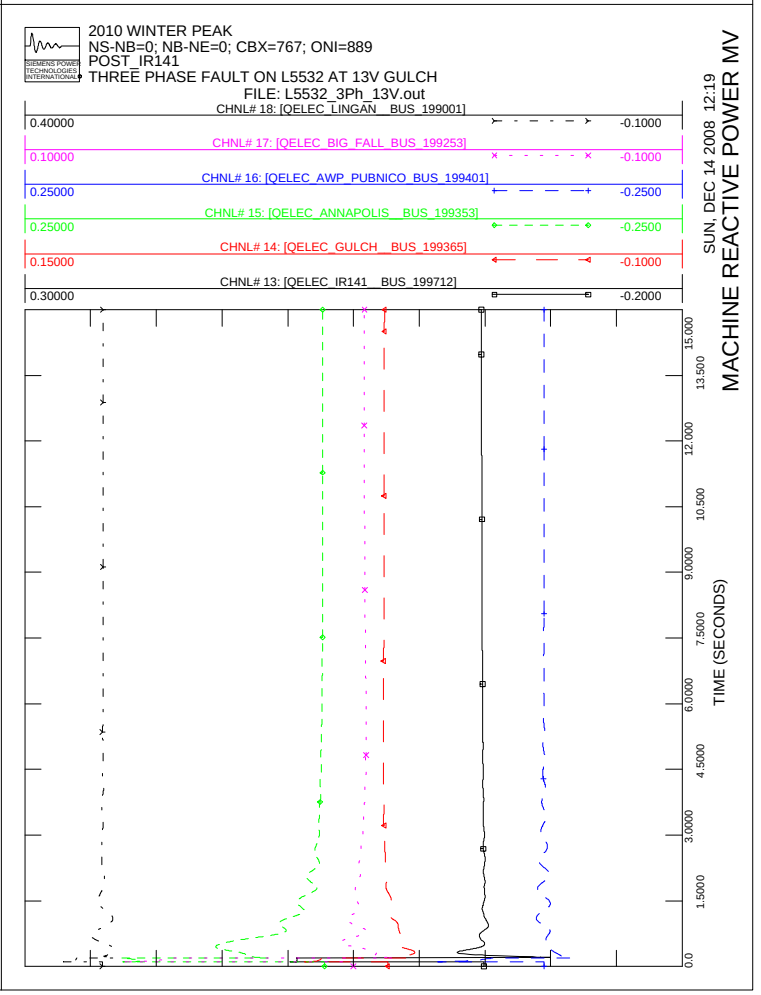

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:18
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

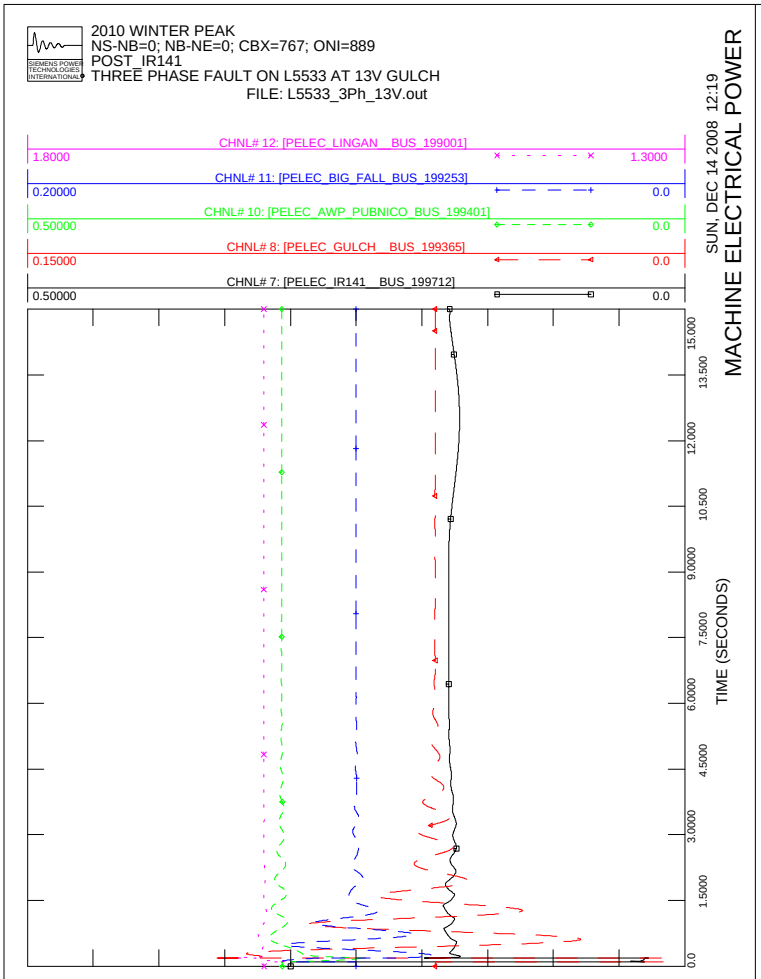

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5531 AT 13V GULCH
FILE: L5531_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:18
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

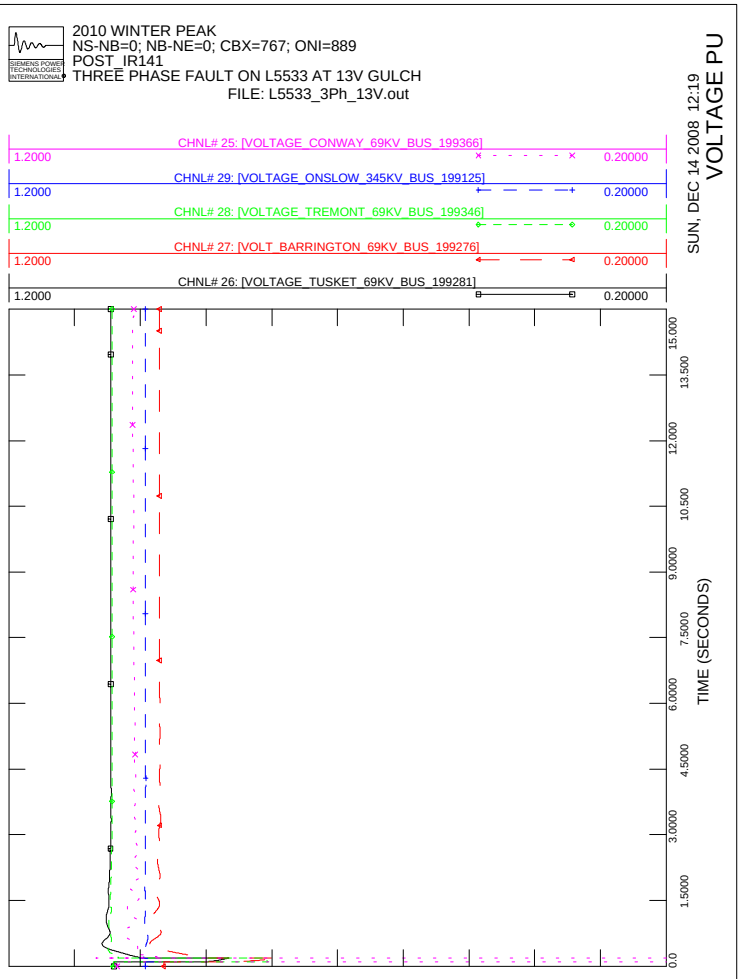

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)

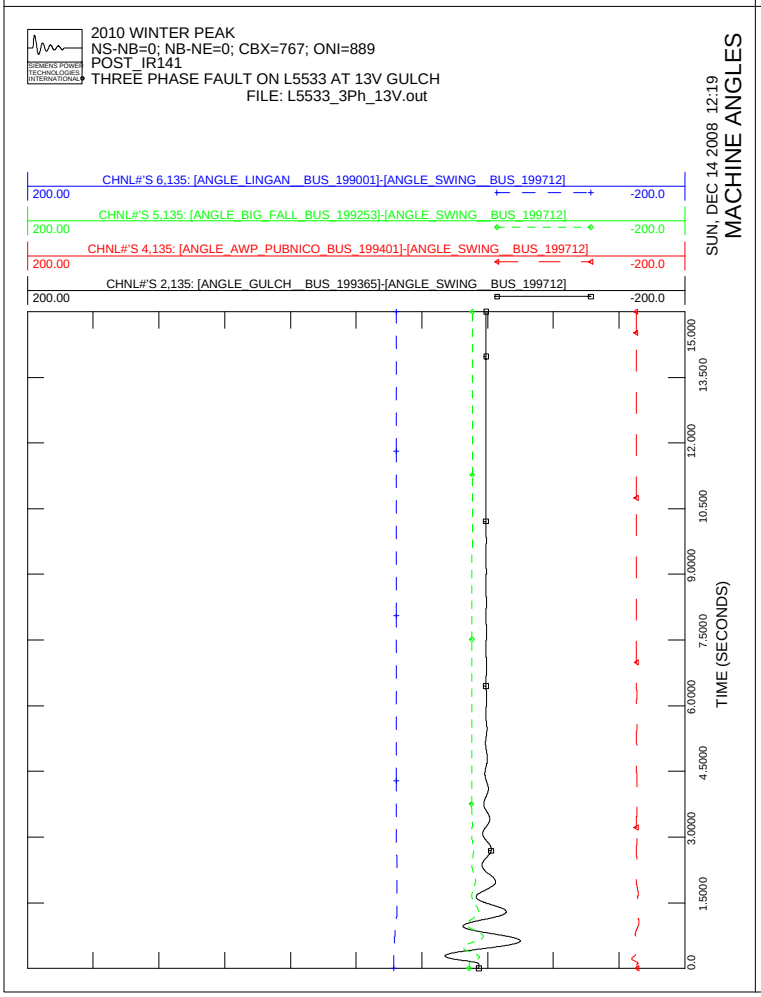

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)

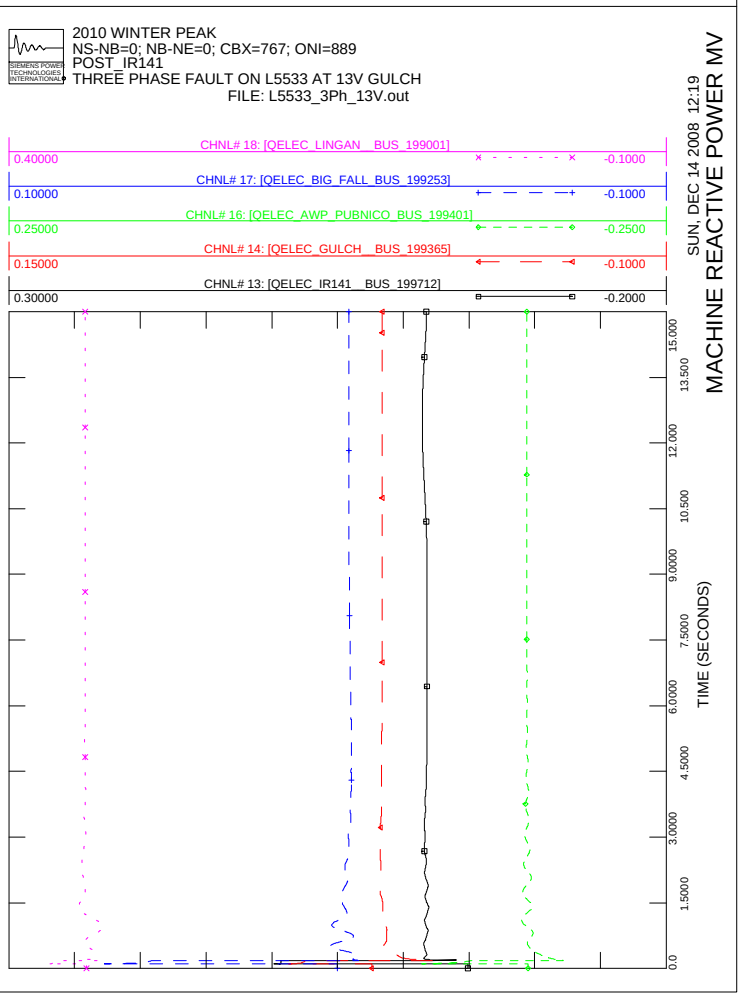

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)

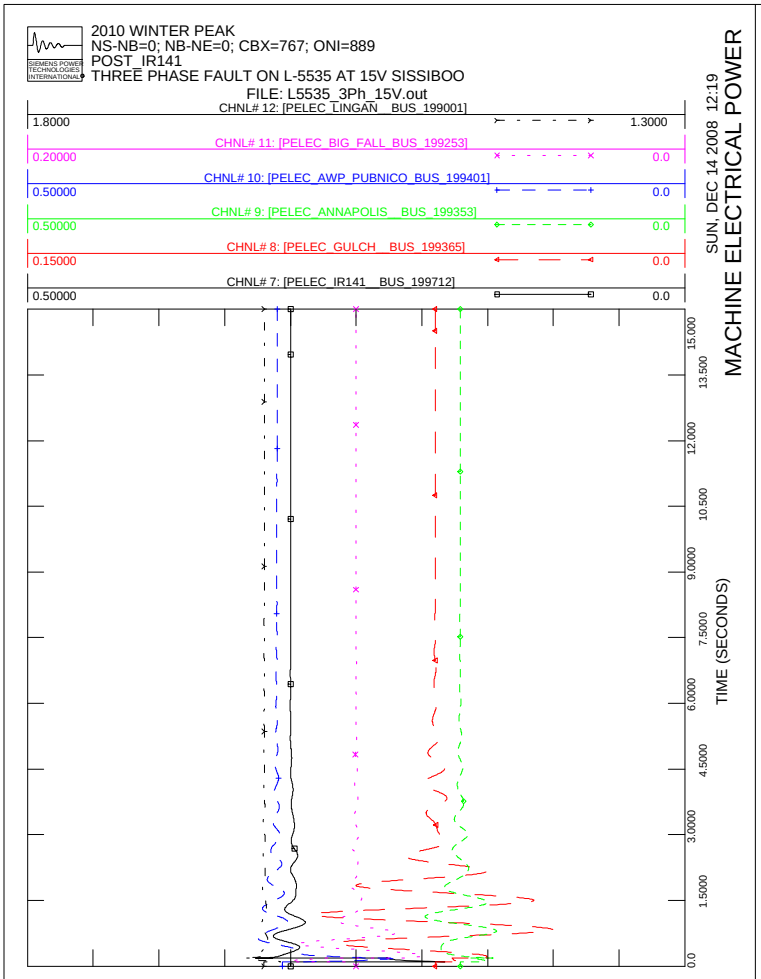

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5532 AT 13V GULCH
FILE: L5532_3Ph_13V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)

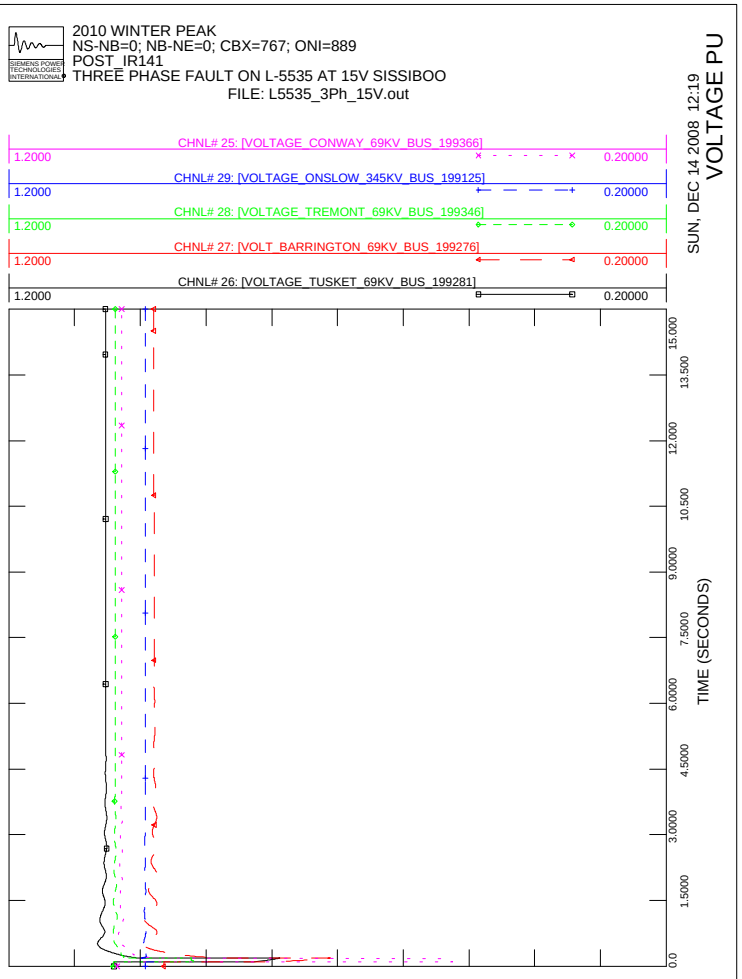

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

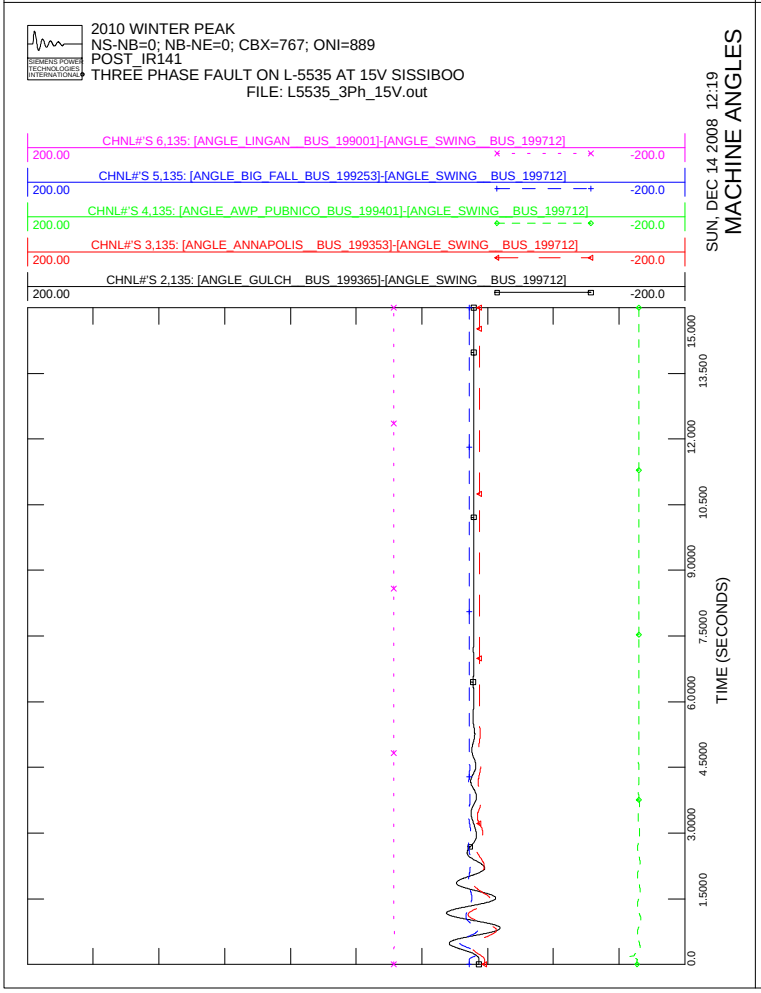

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:19
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

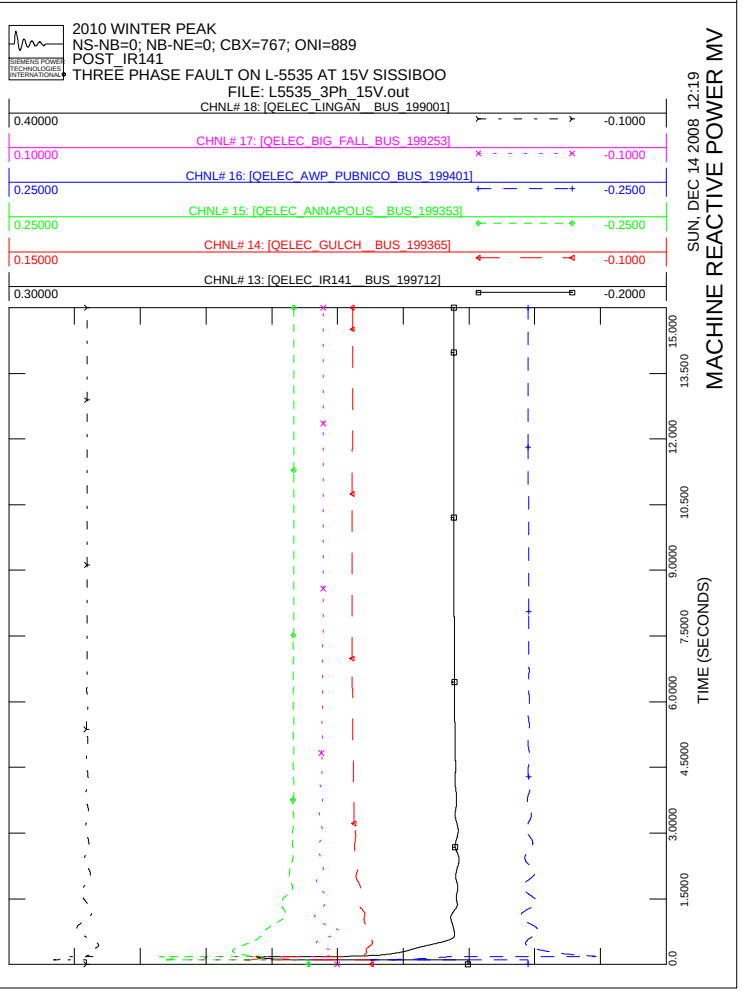

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

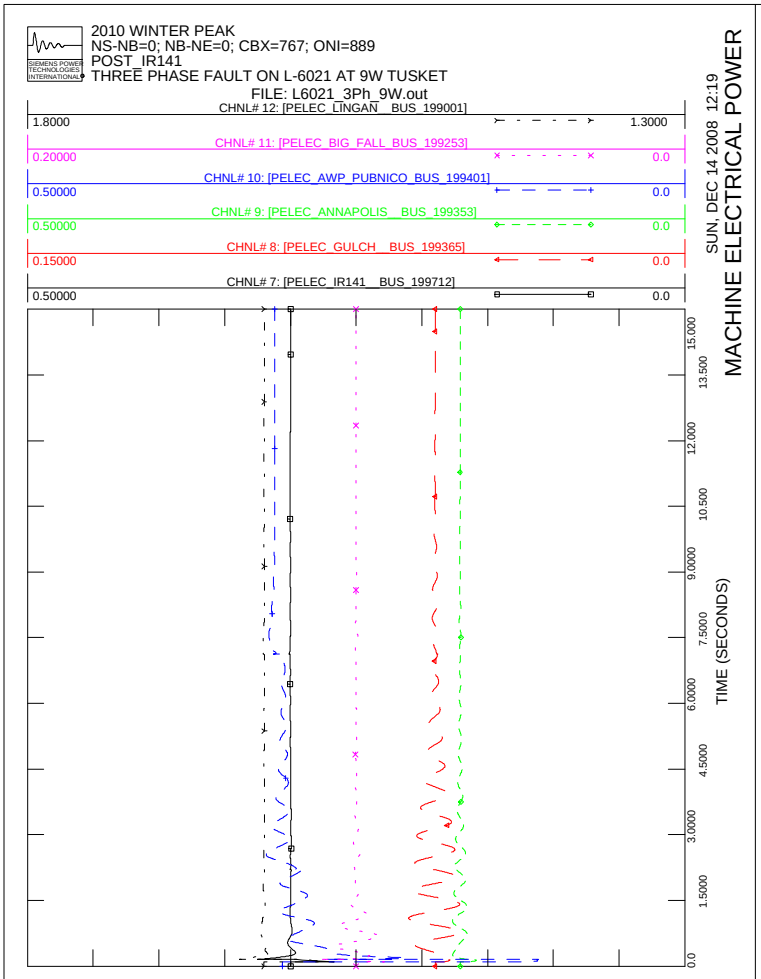

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L5533 AT 13V GULCH
FILE: L5533_3Ph_13V.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

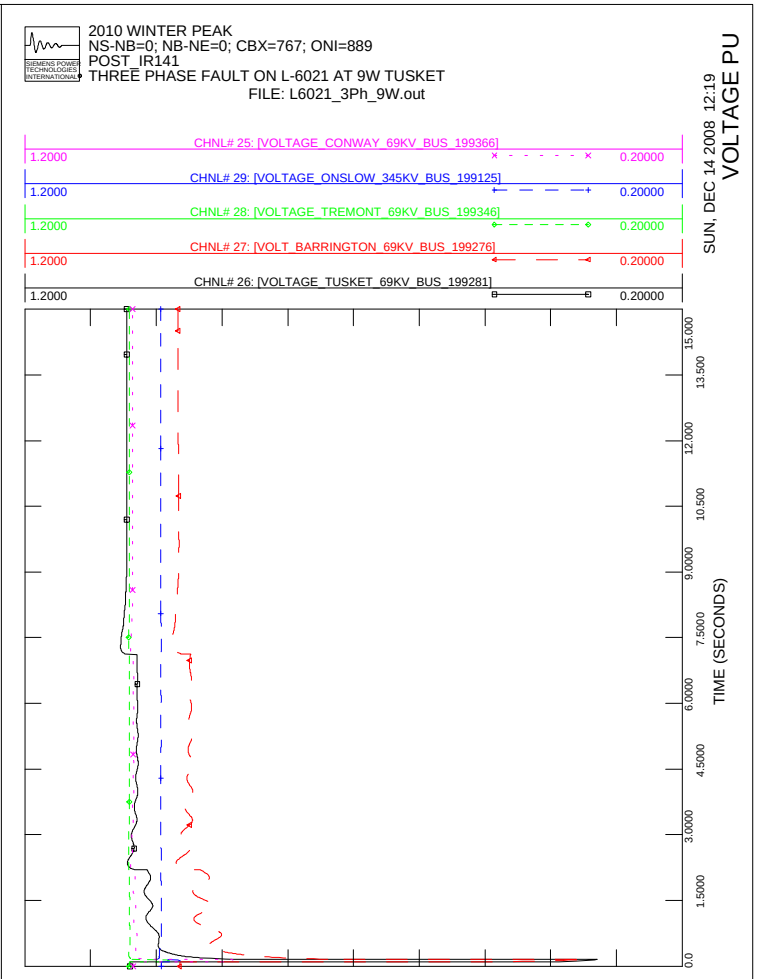

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)

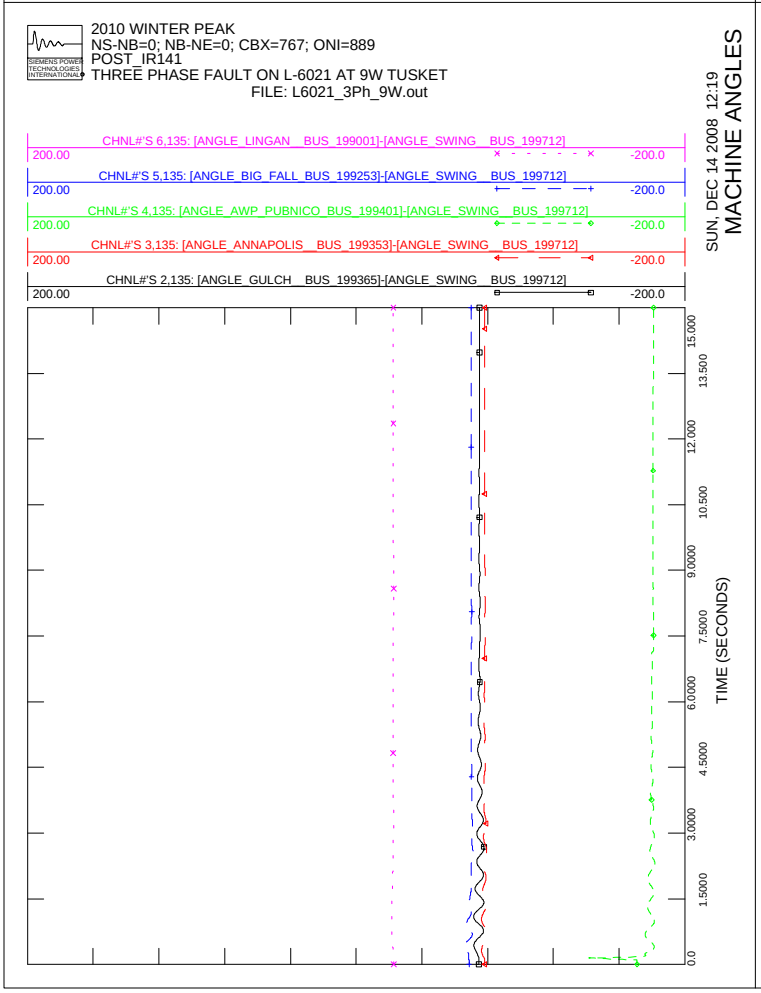

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)

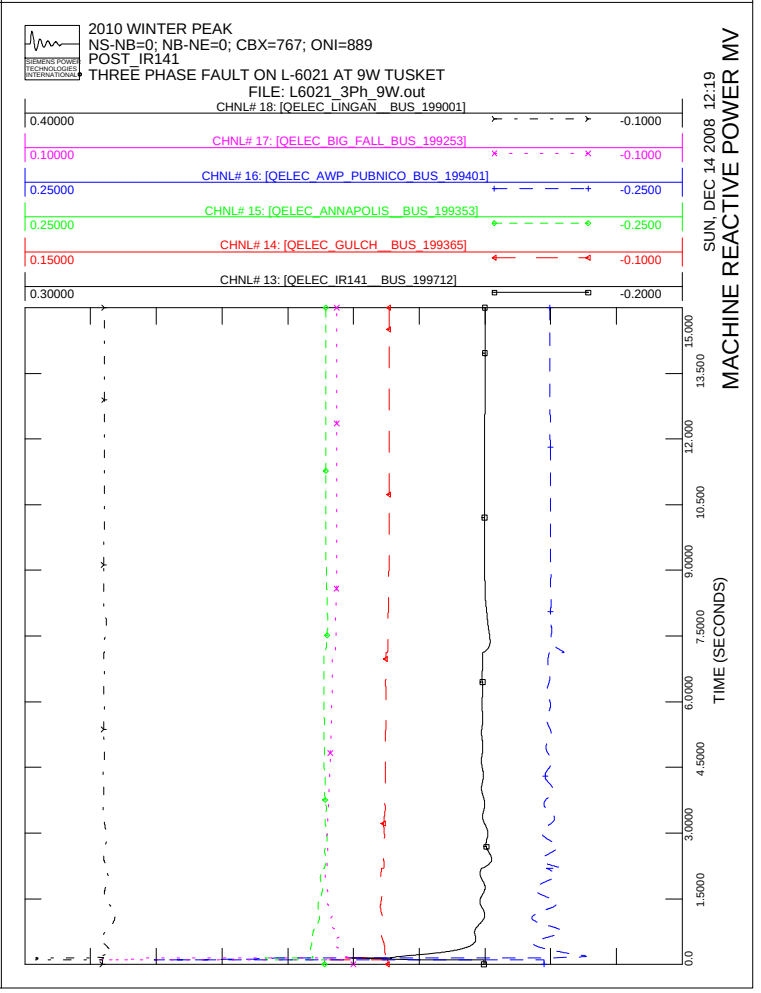

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)

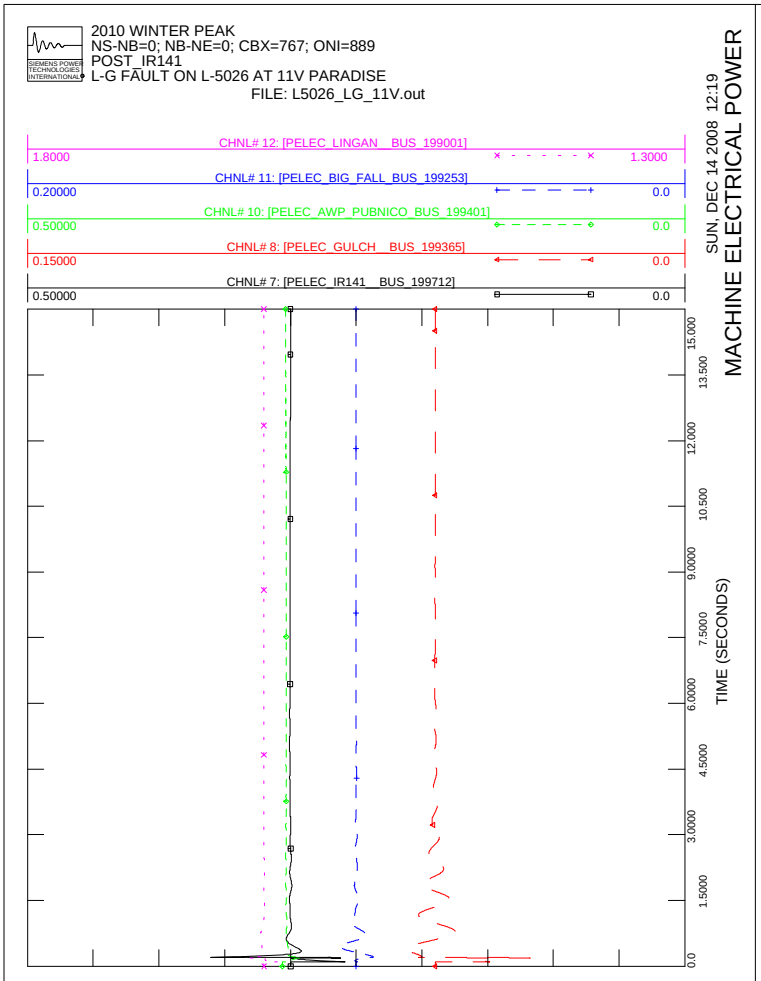

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-5535 AT 15V SISSIBOO
FILE: L5535_3Ph_15V.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)

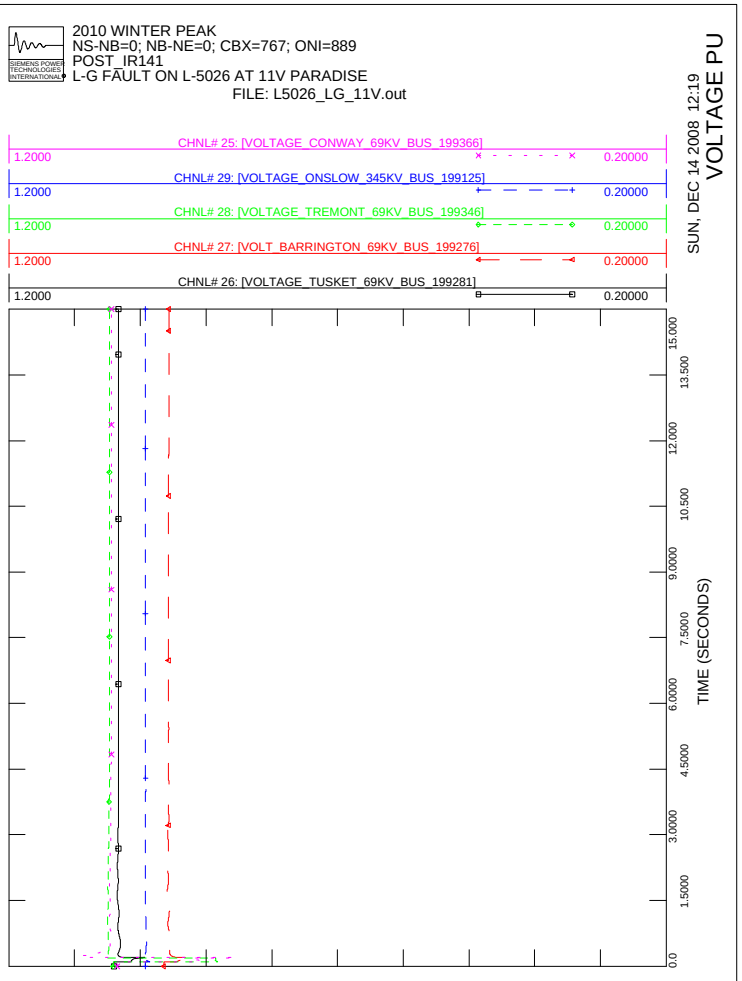

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)

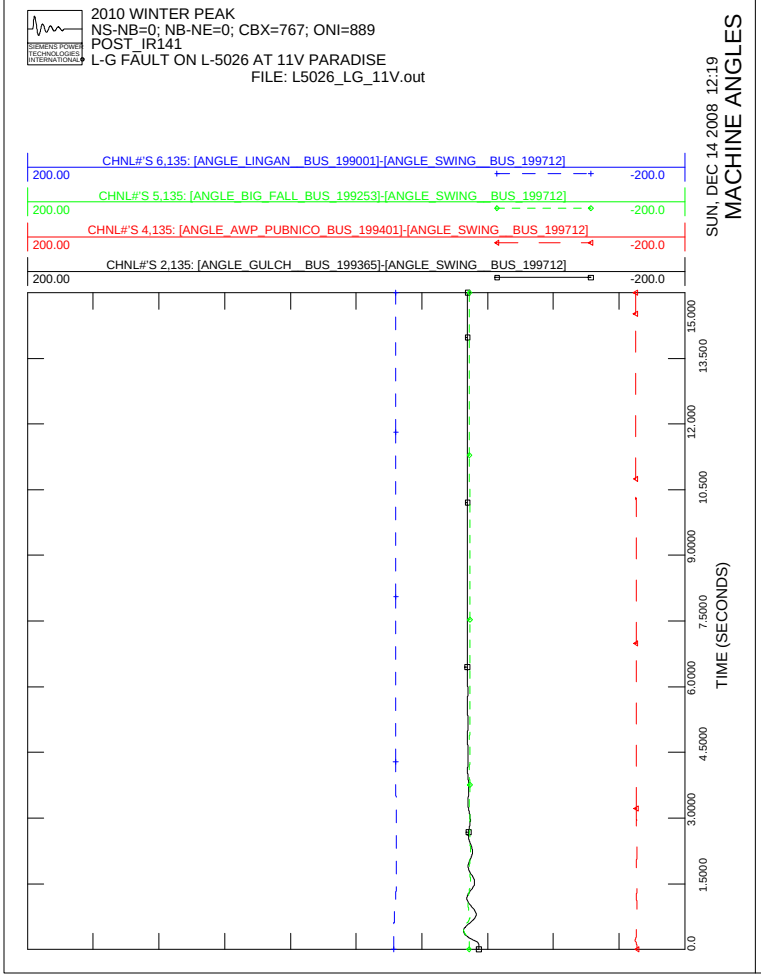

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)

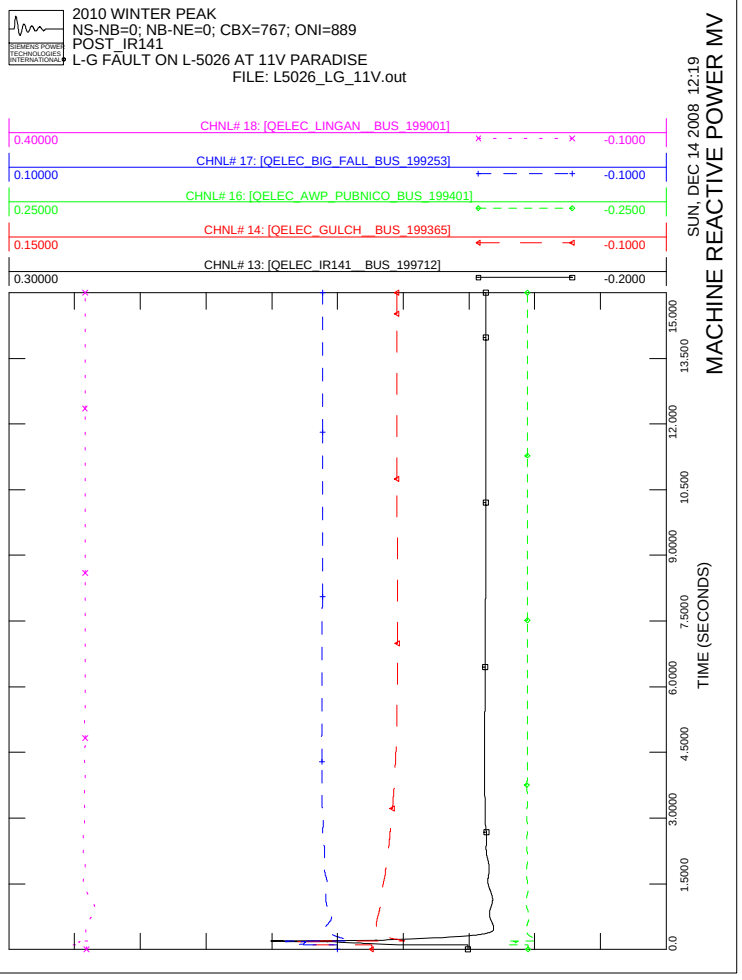

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)

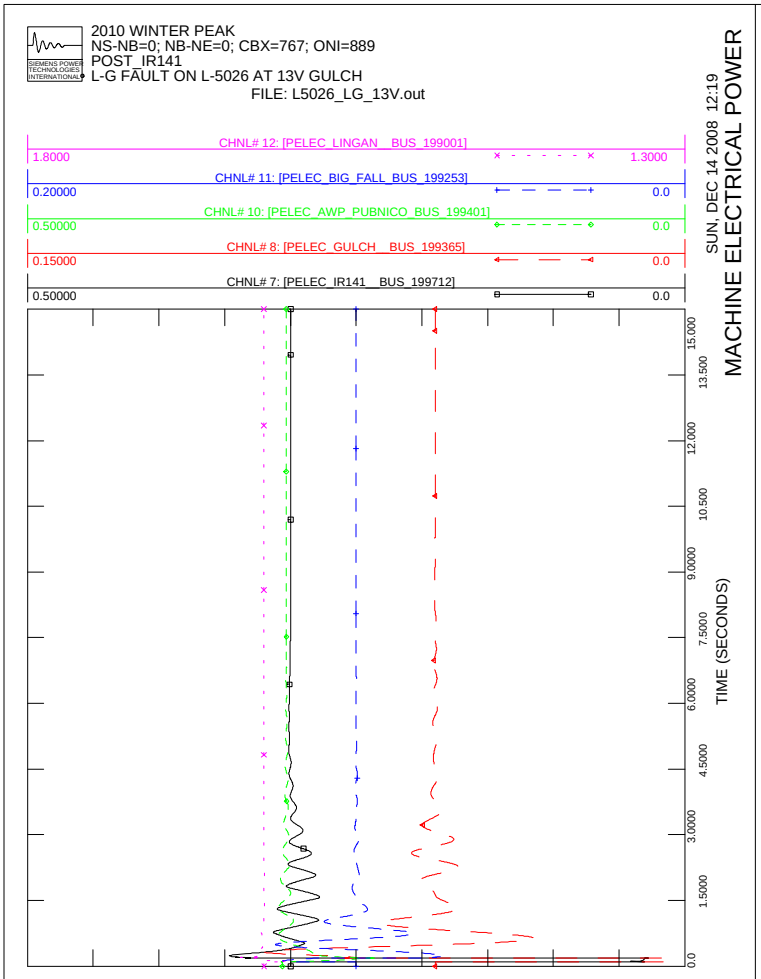

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT ON L-6021 AT 9W TUSKET
FILE: L6021_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)

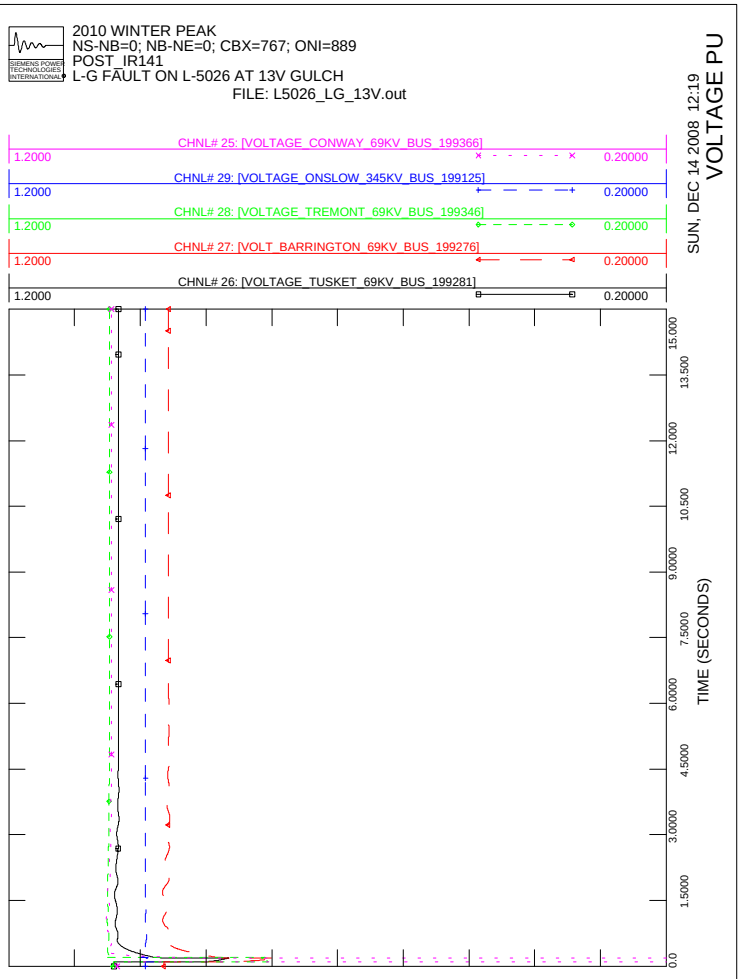

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

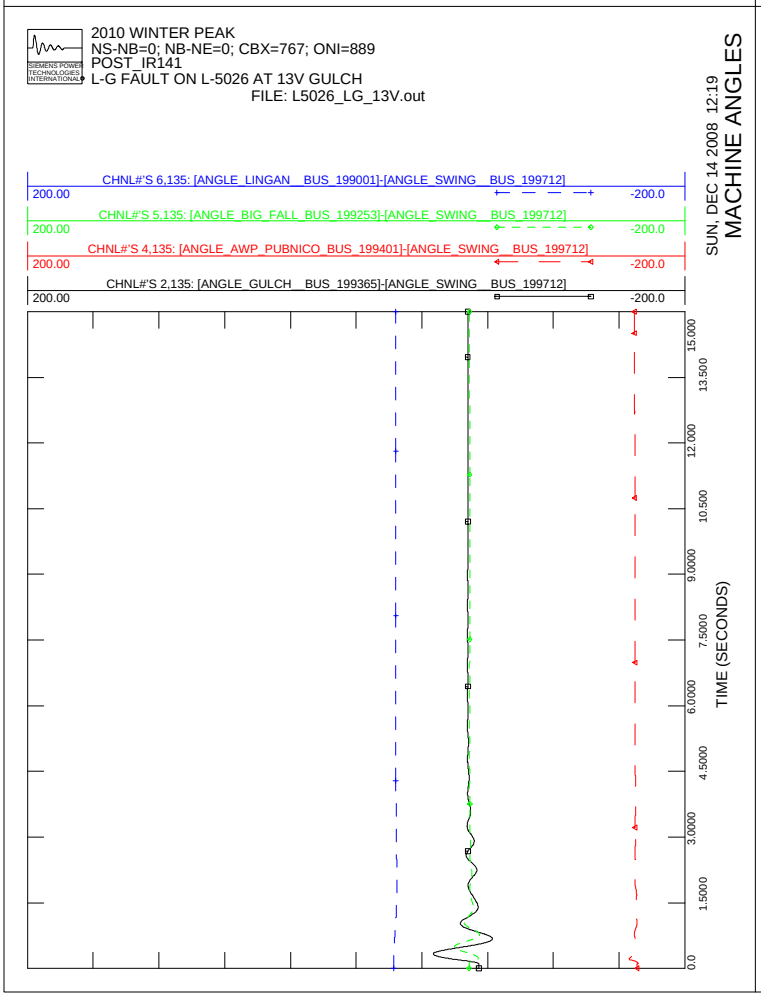

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:19
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

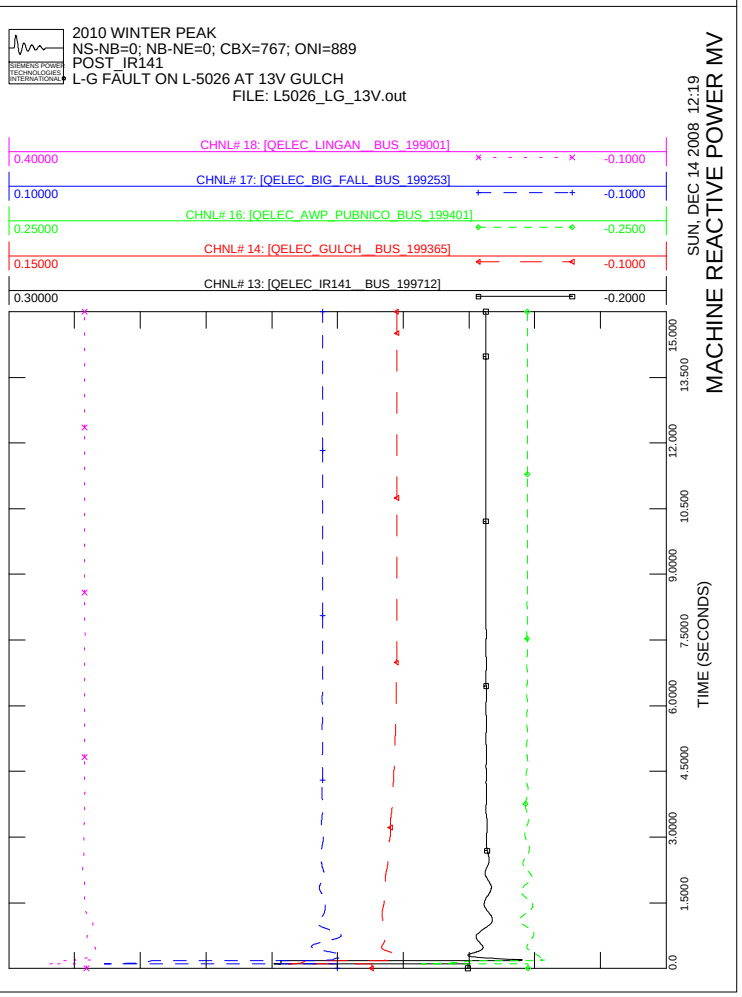

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

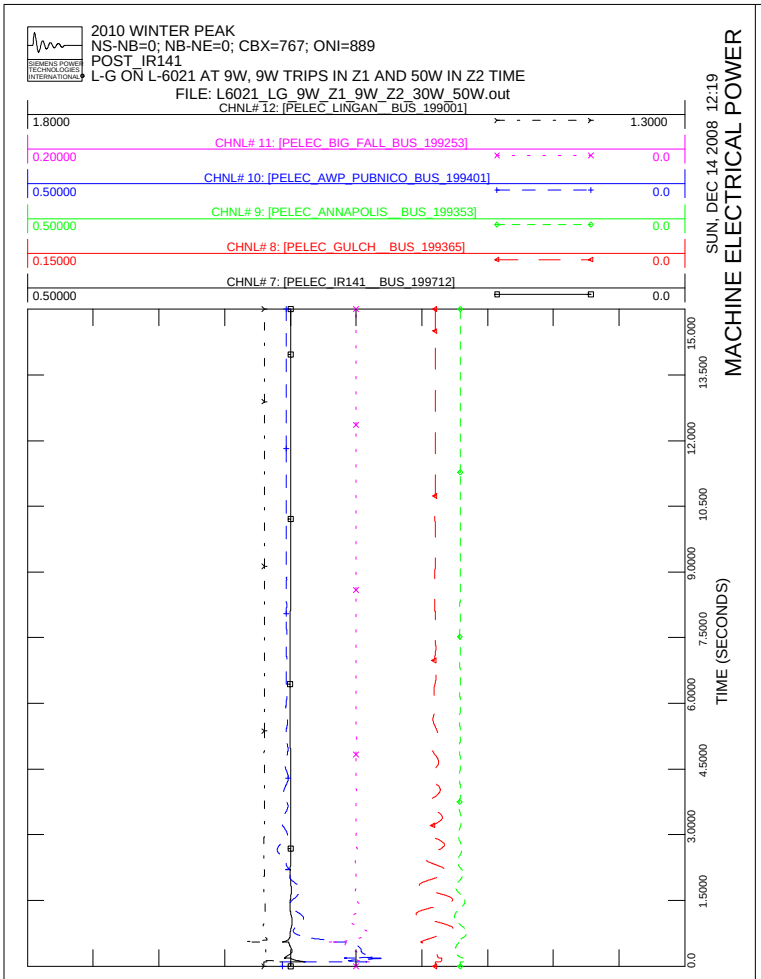

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 11V PARADISE
FILE: L5026_LG_11V.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

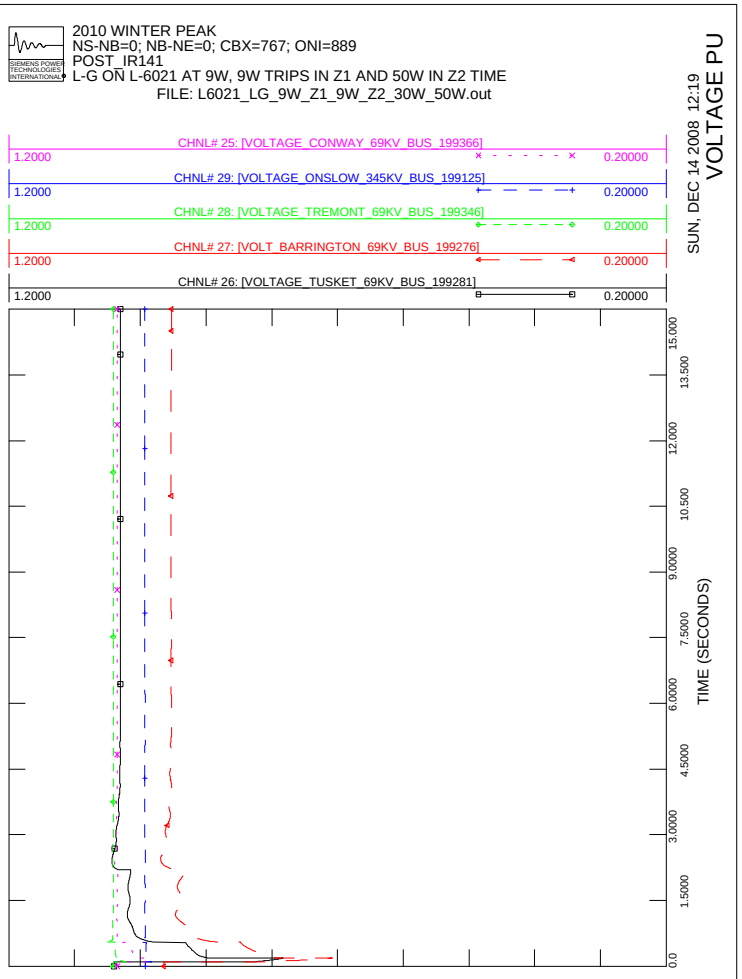

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

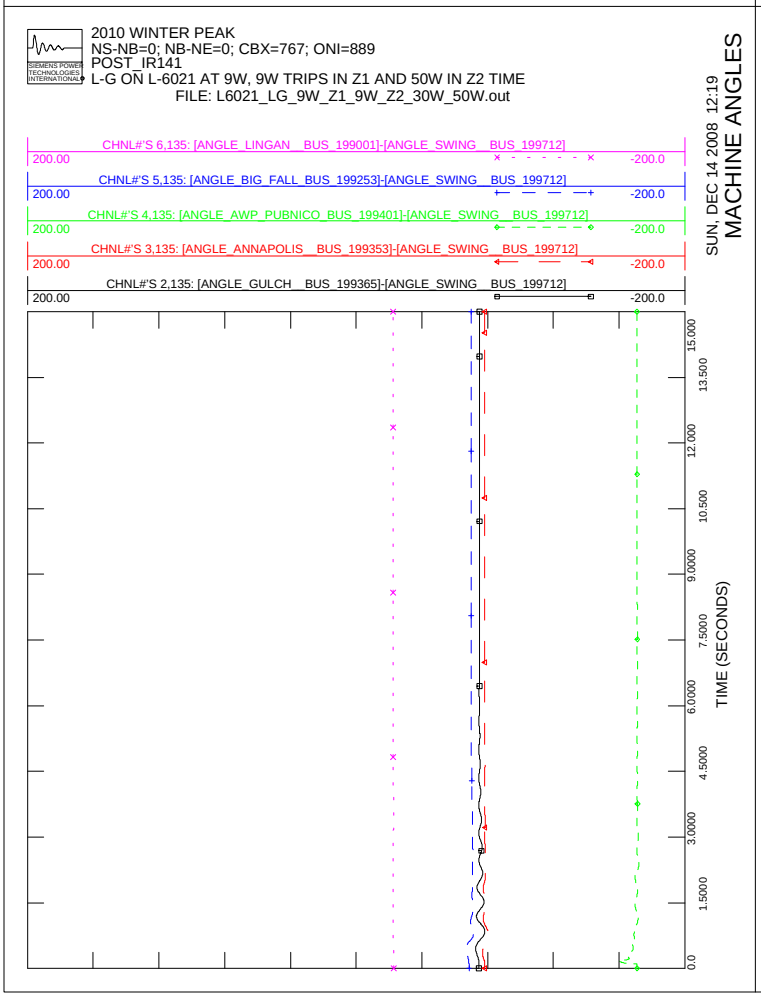

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:19
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

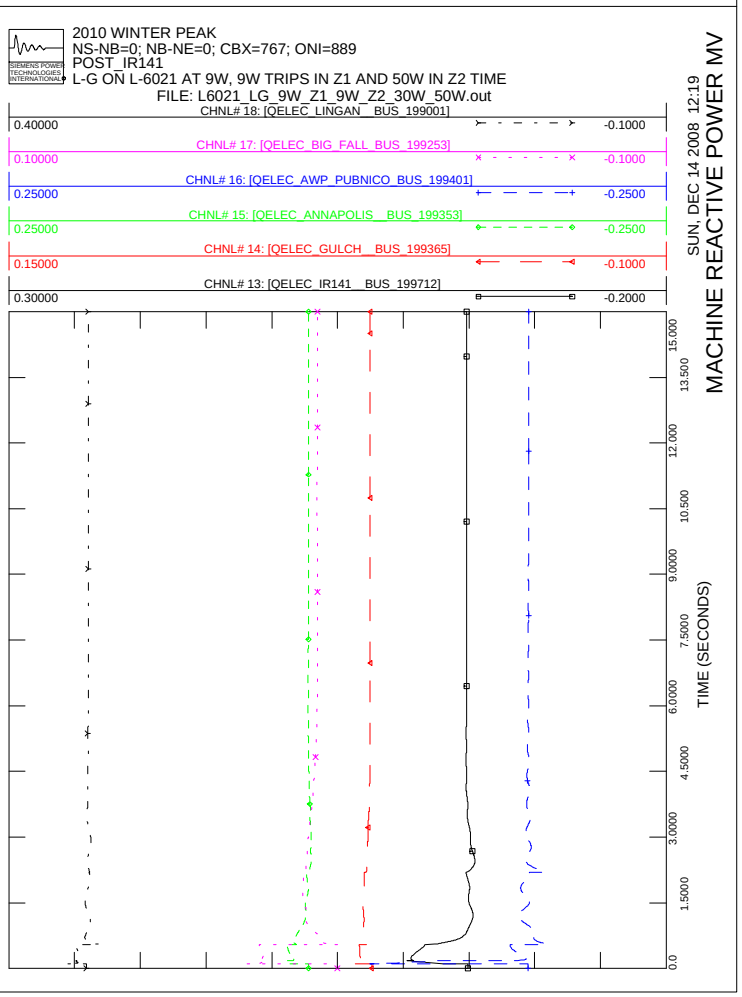

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

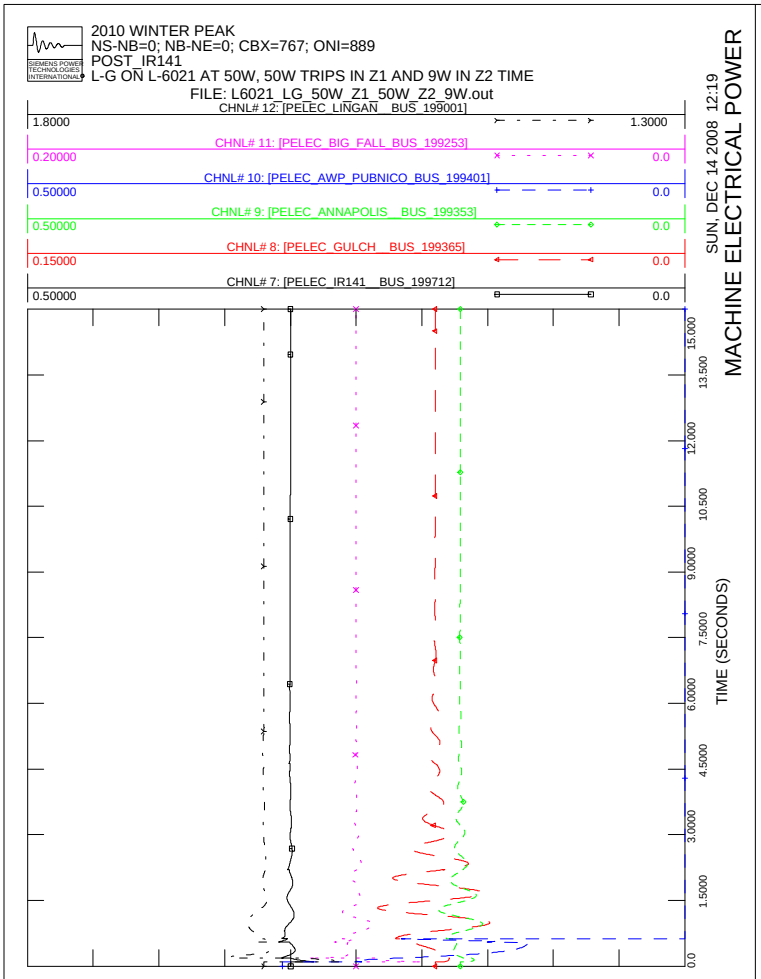

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5026 AT 13V GULCH
FILE: L5026_LG_13V.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

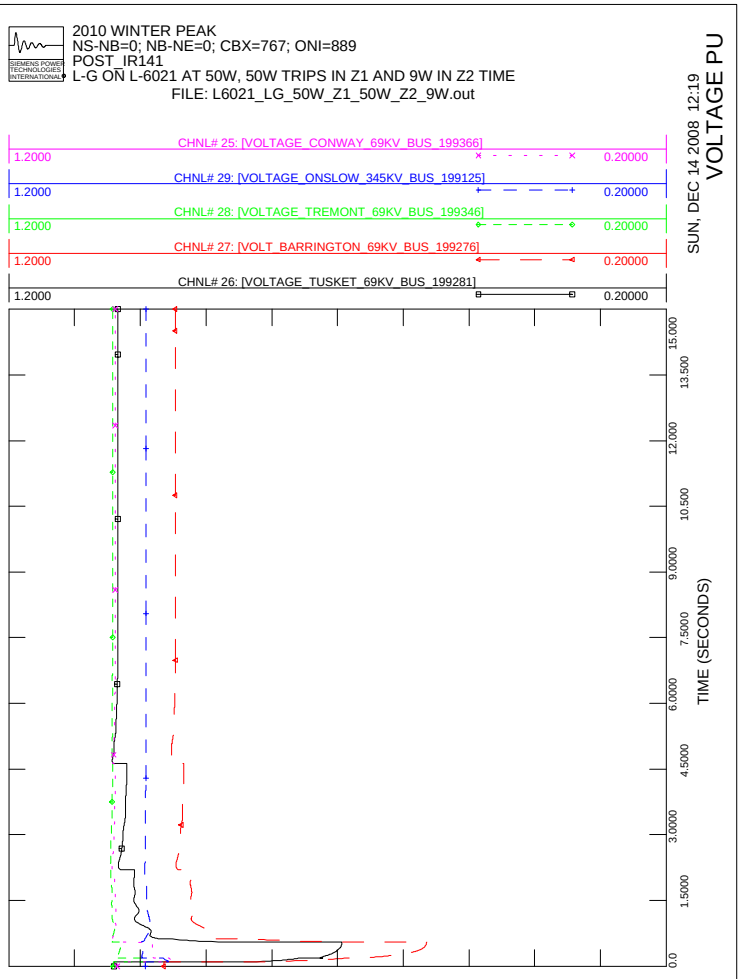

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

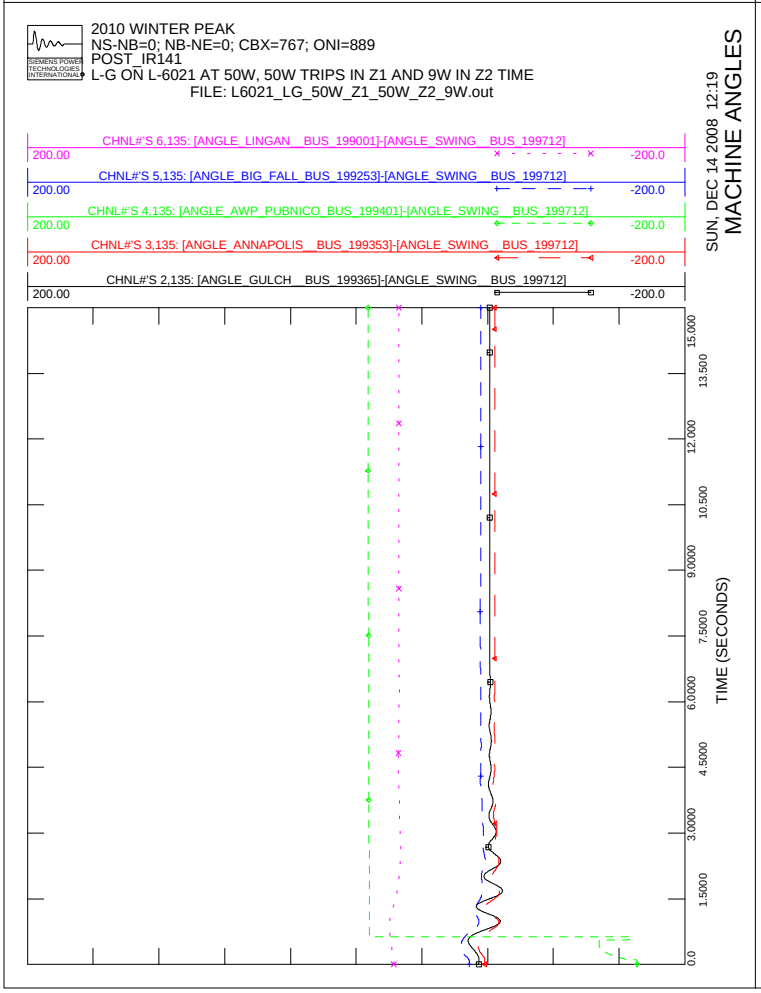

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

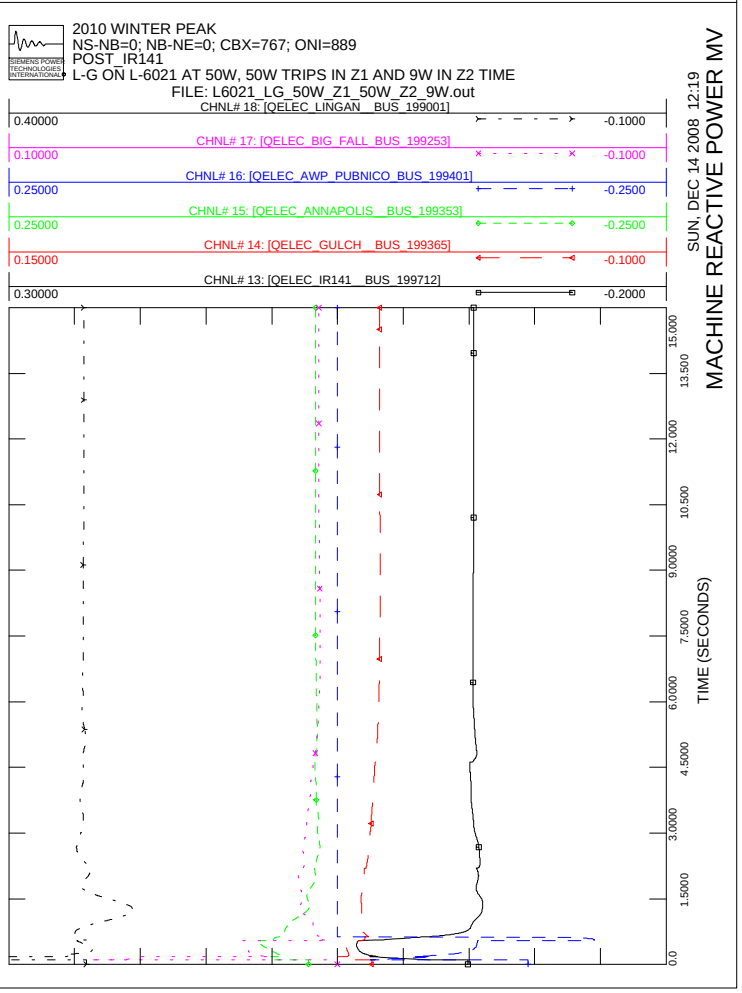

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

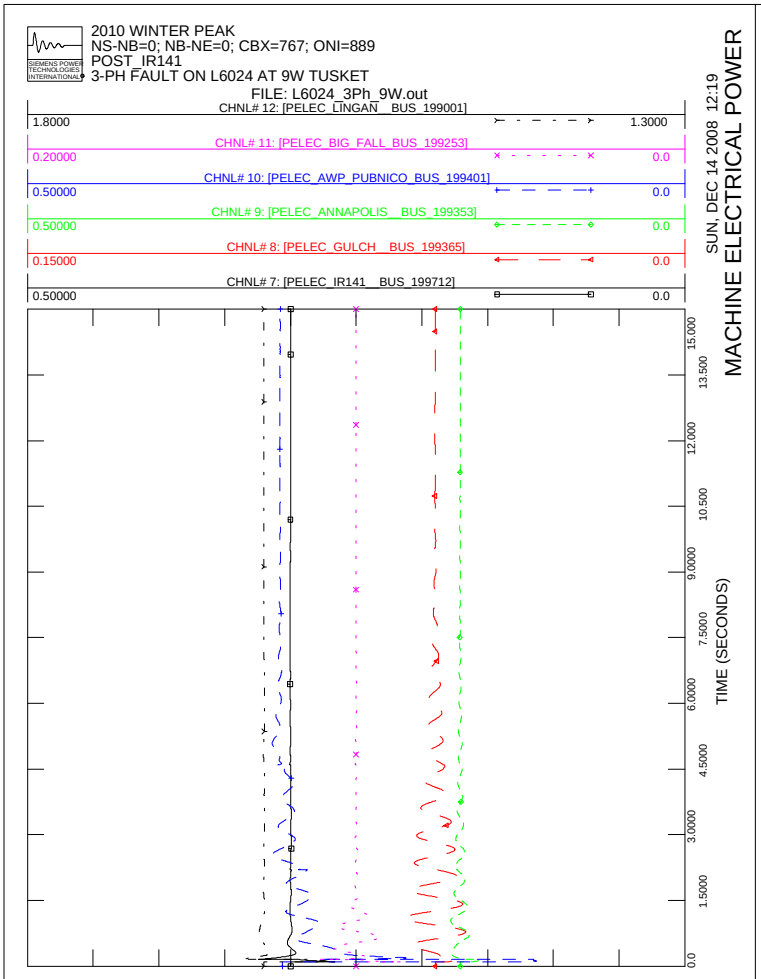

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6021_LG_9W_Z1_9W_Z2_30W_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

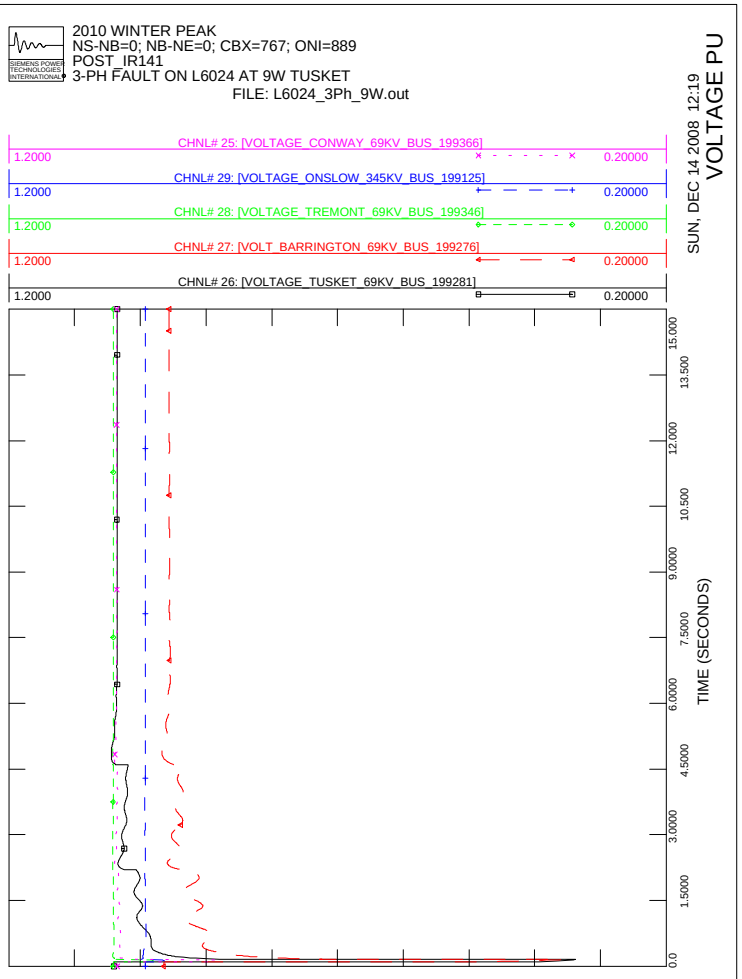

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

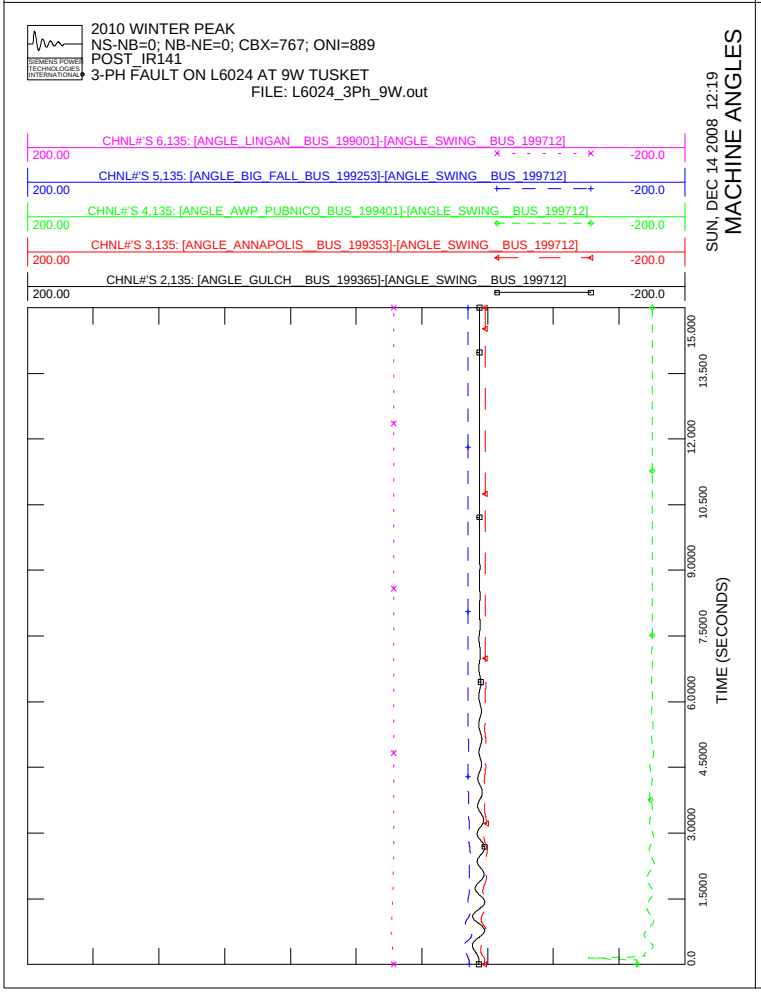

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
SUN, DEC 14 2008 12:19
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

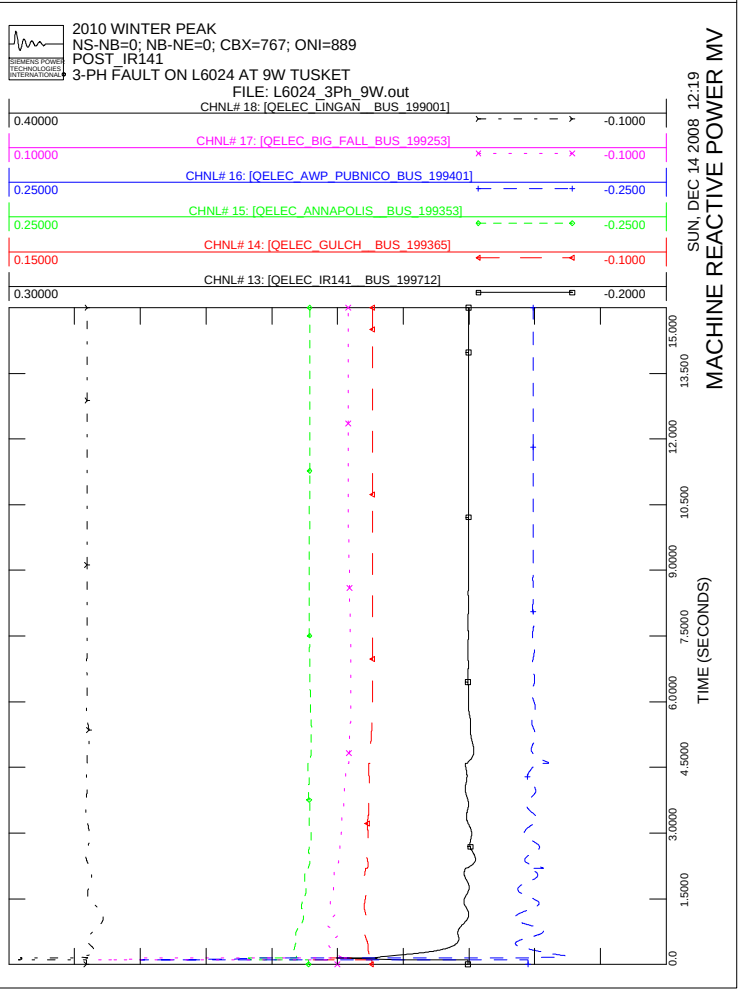

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

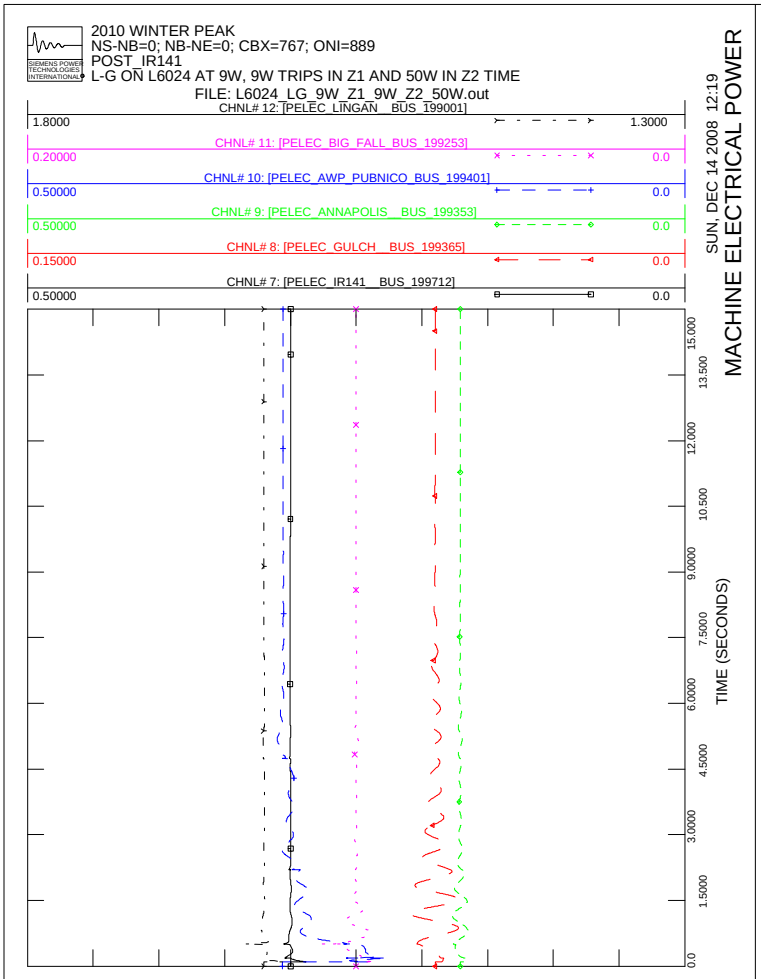

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L-6021 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6021_LG_50W_Z1_50W_Z2_9W.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

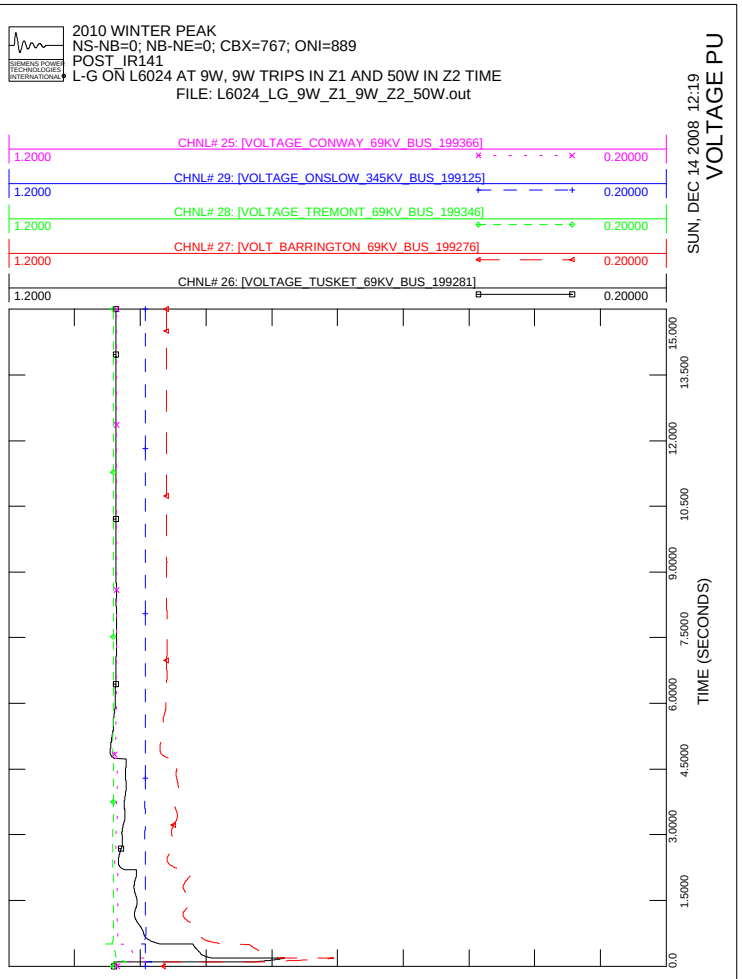

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

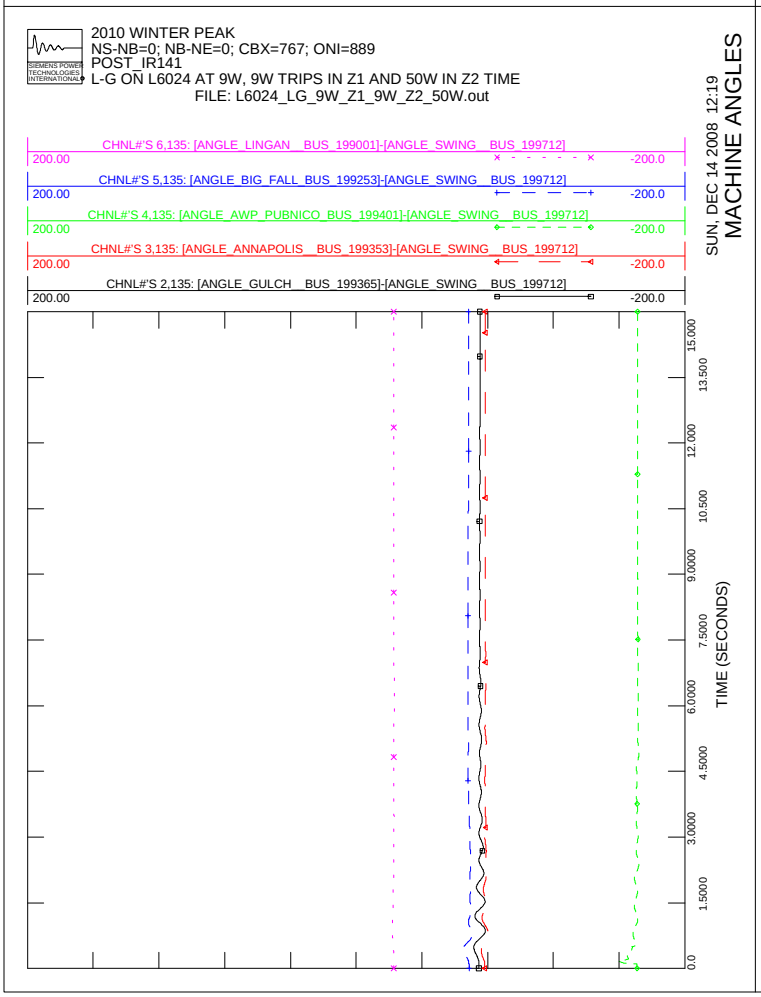

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

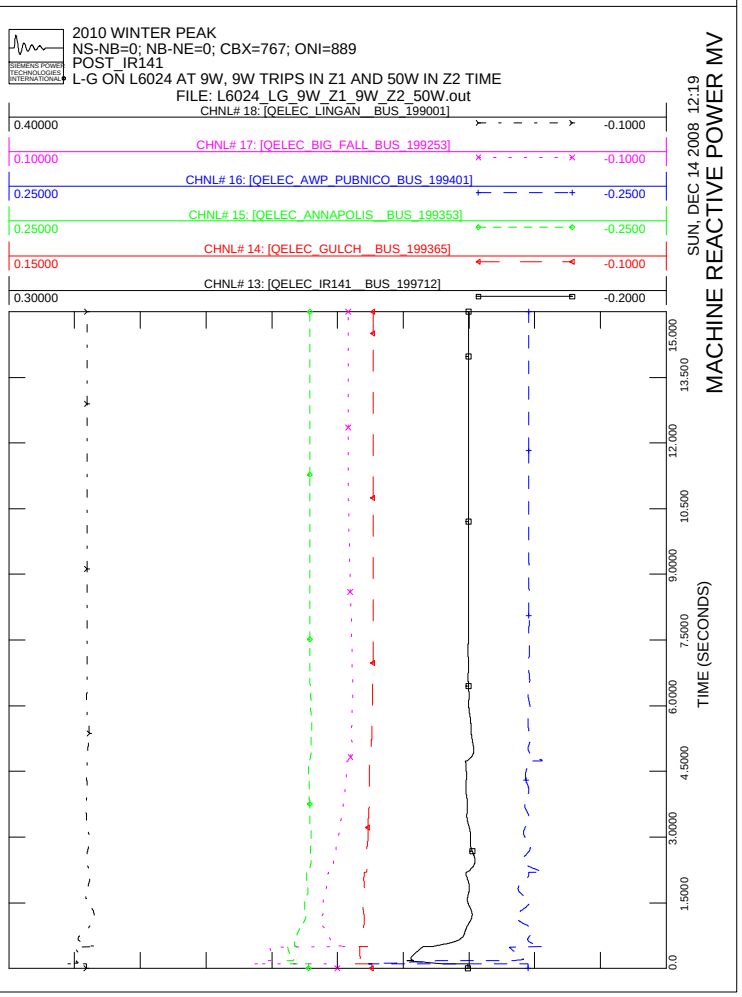

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

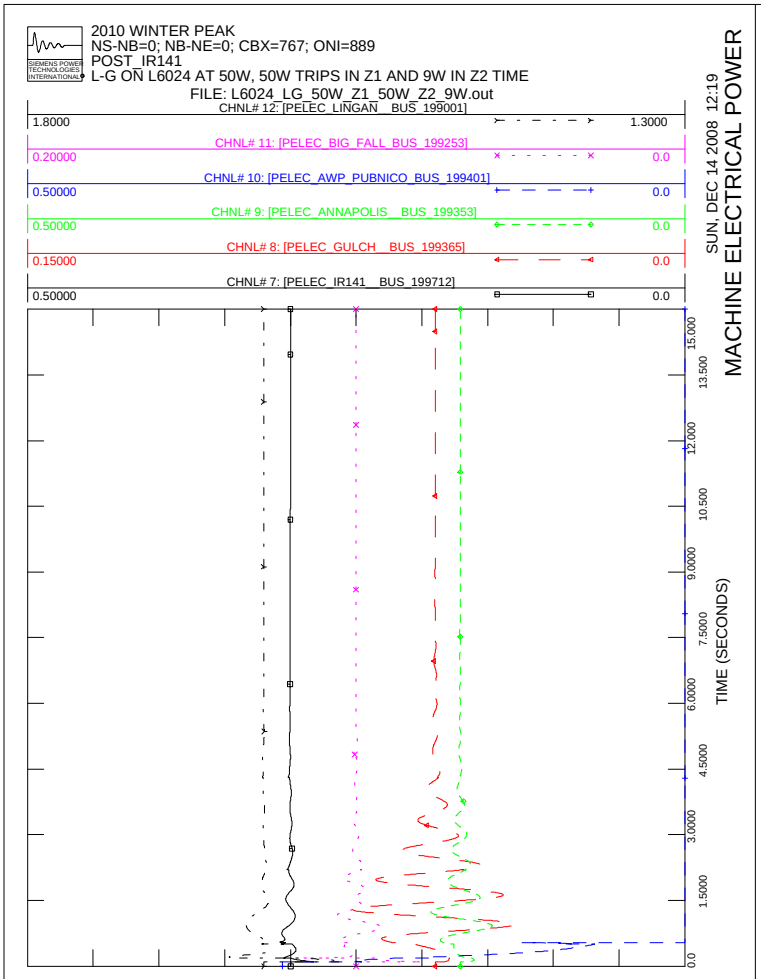

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
3-PH FAULT ON L6024 AT 9W TUSKET
FILE: L6024_3Ph_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

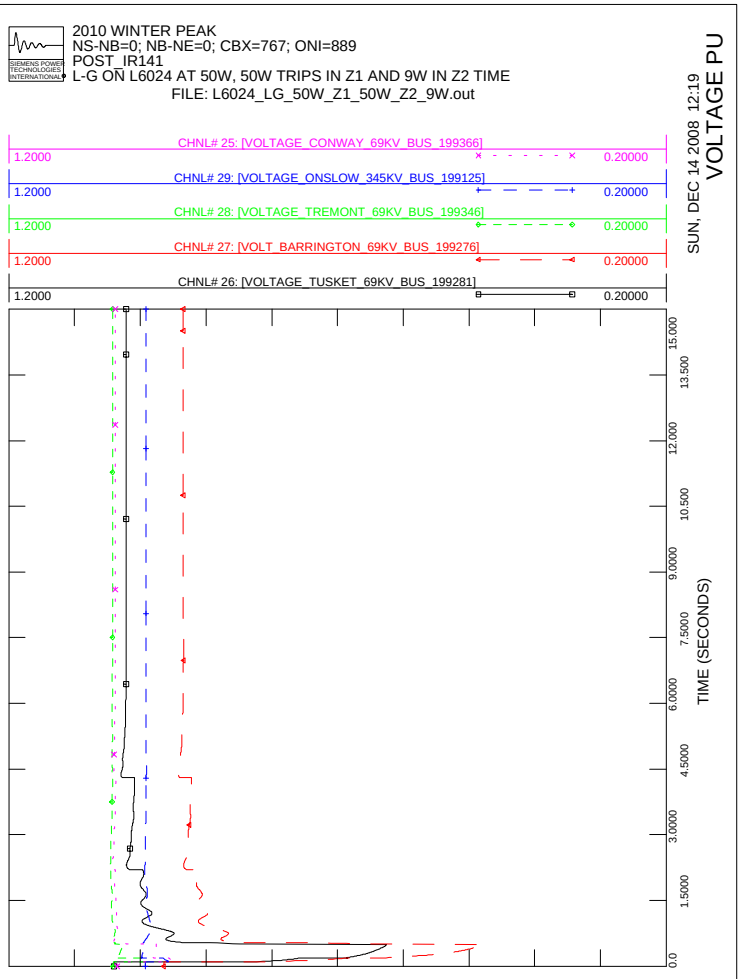

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

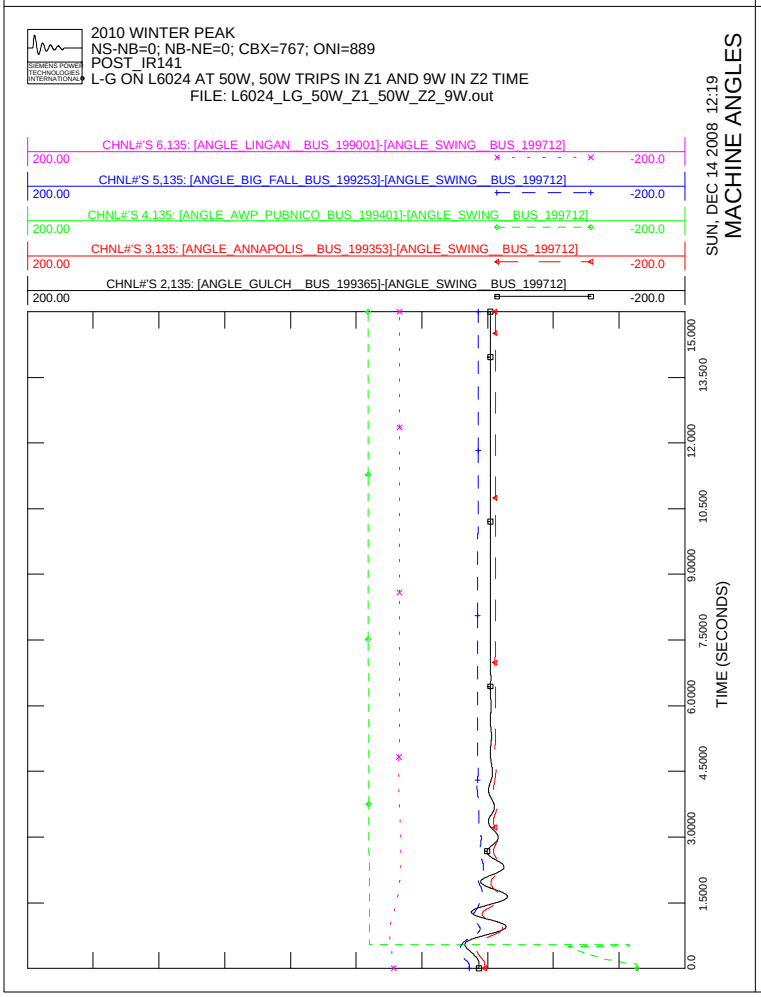

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

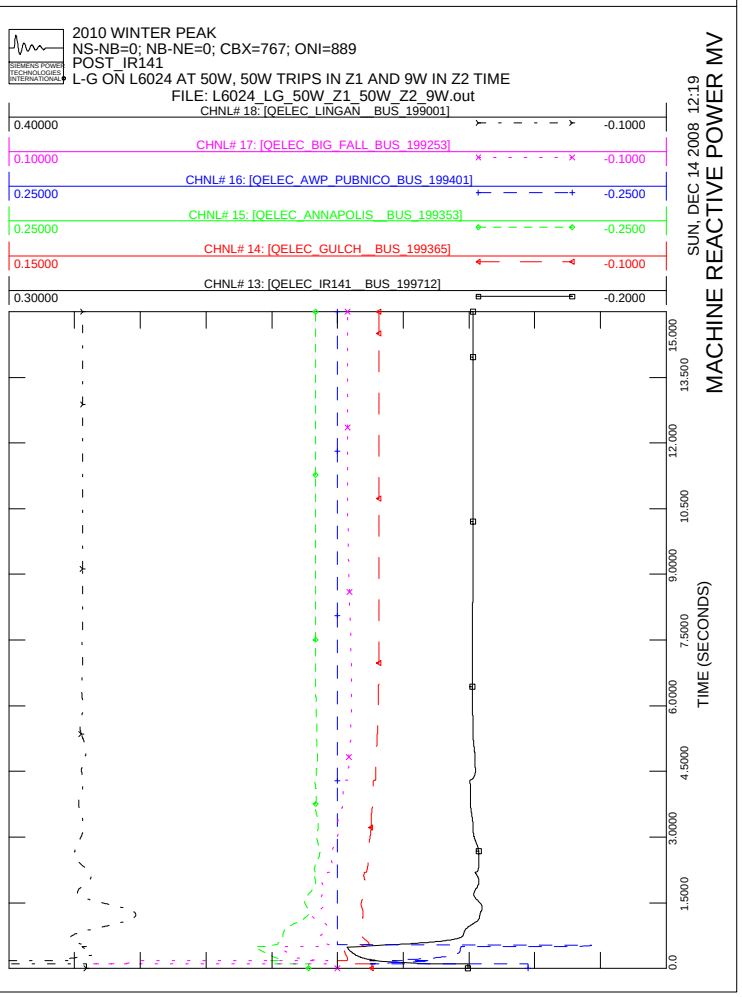

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

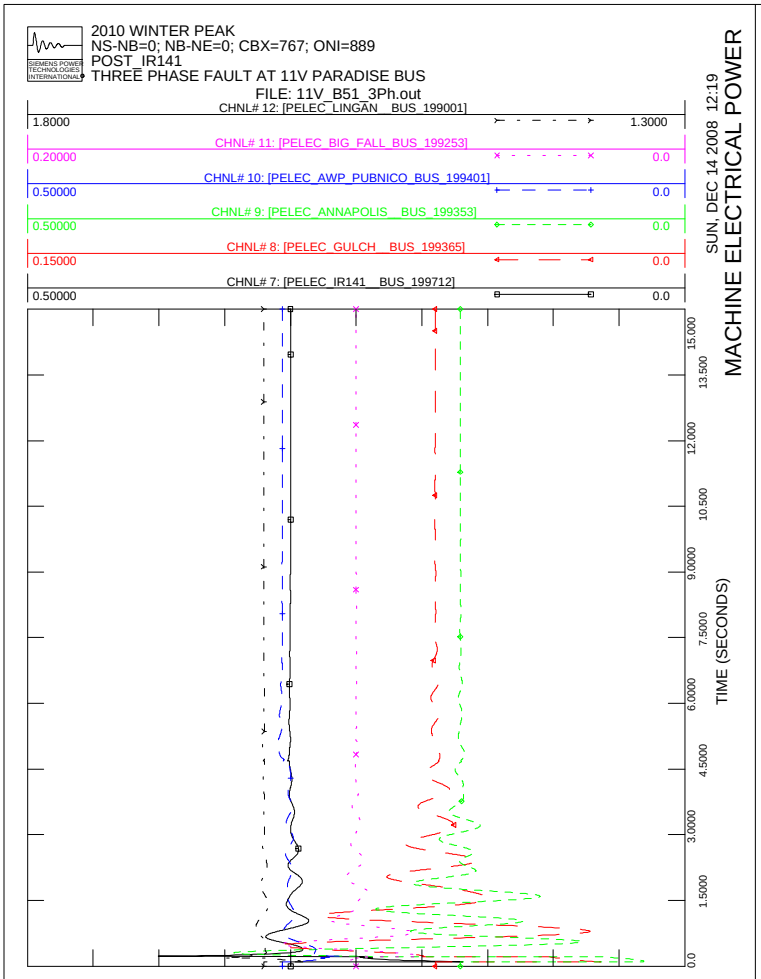

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 9W, 9W TRIPS IN Z1 AND 50W IN Z2 TIME
FILE: L6024_LG_9W_Z1_9W_Z2_50W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

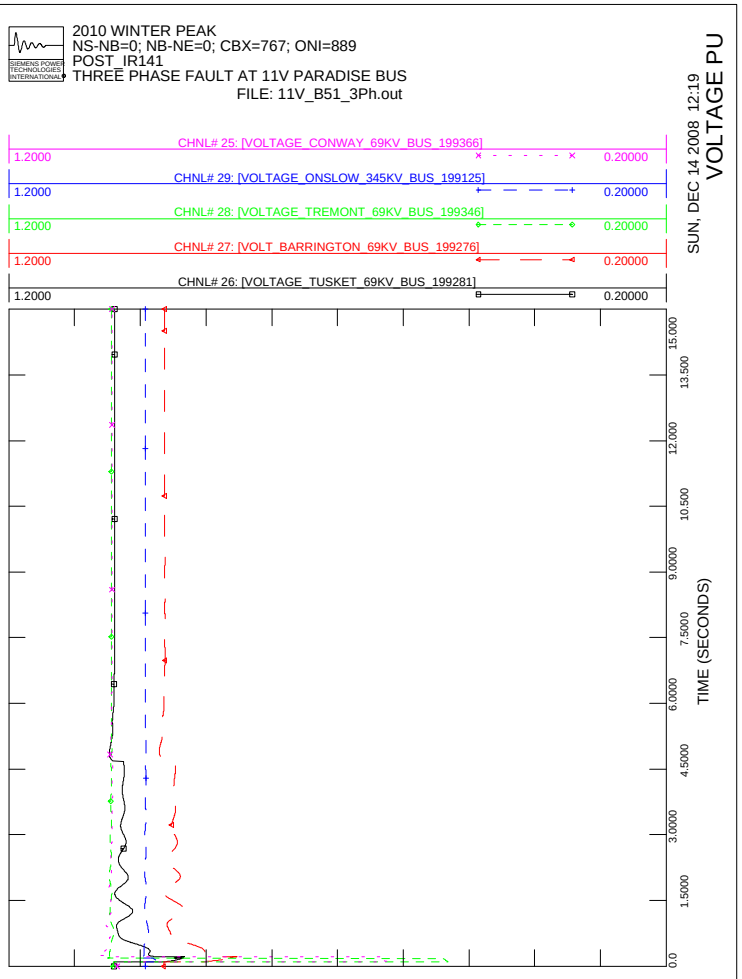

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

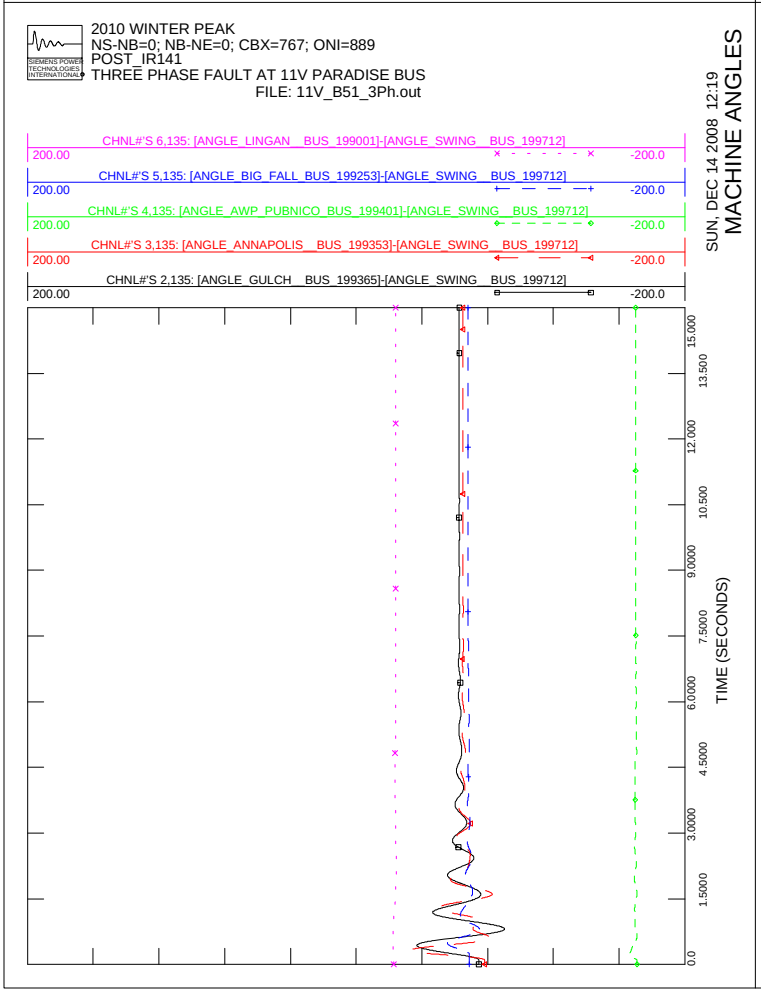

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

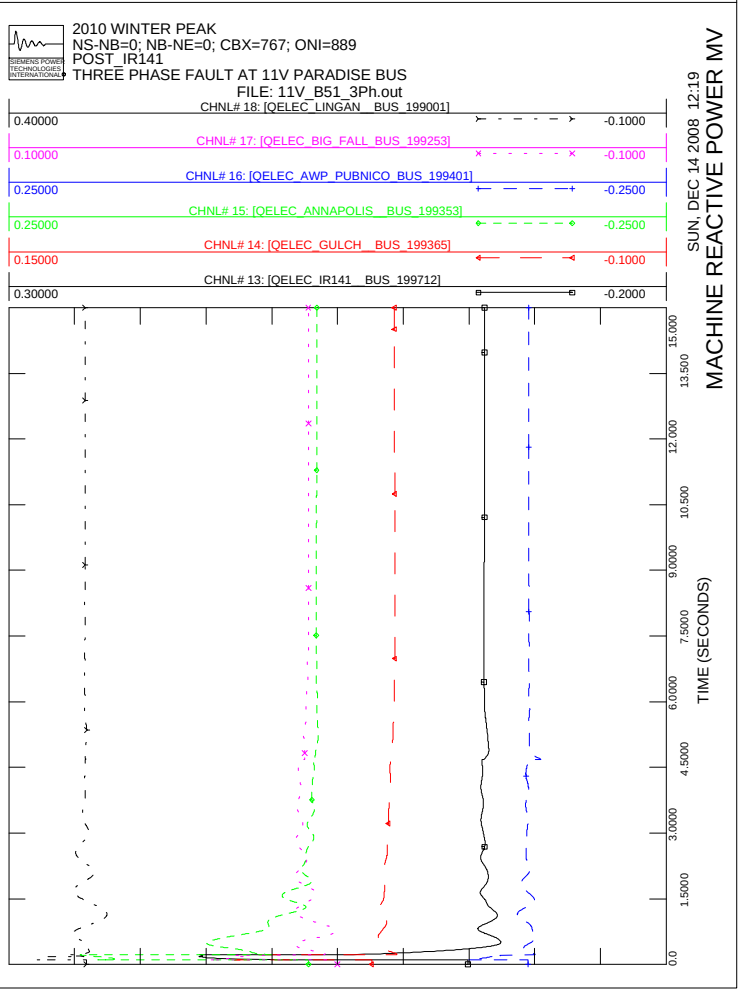

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

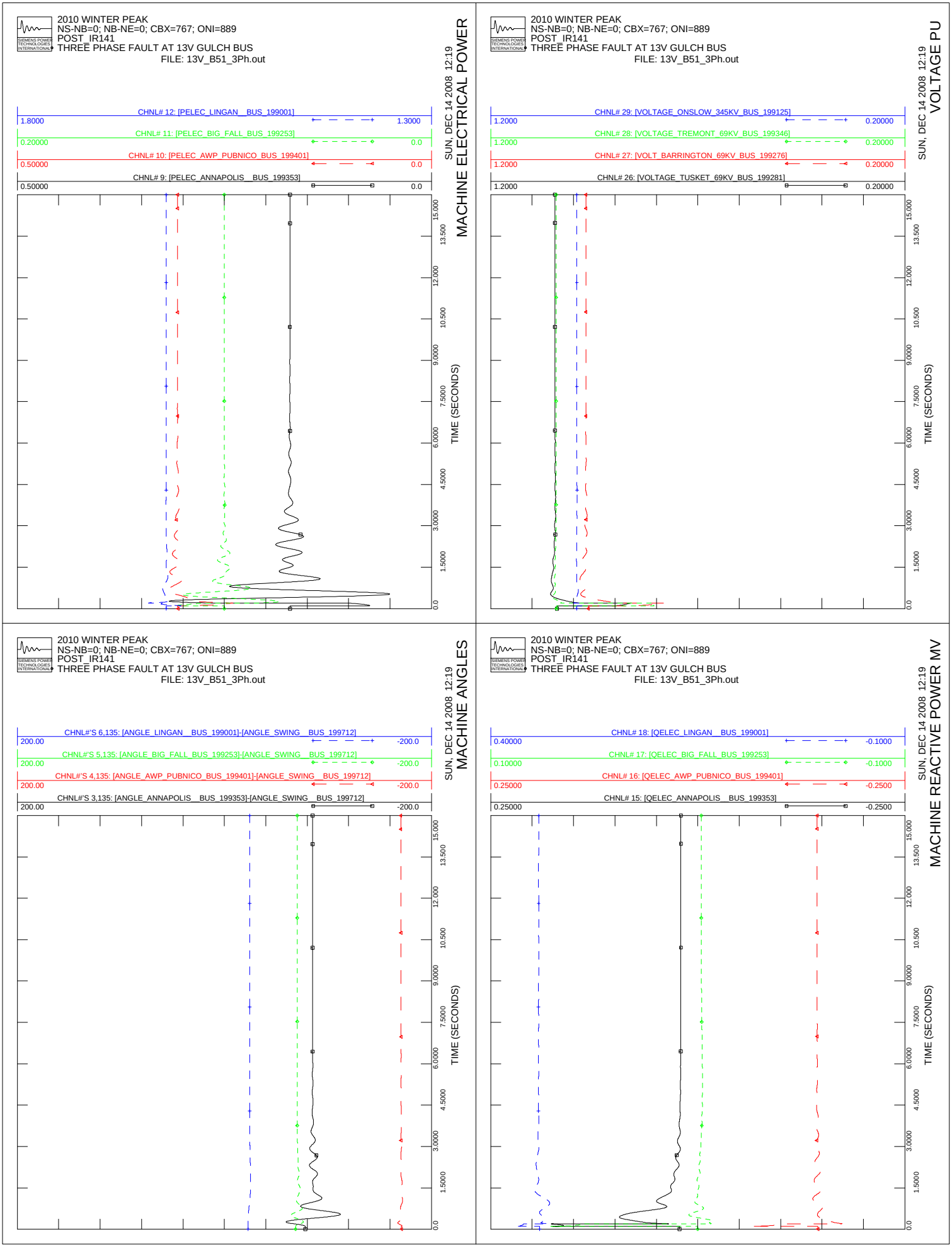

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L6024 AT 50W, 50W TRIPS IN Z1 AND 9W IN Z2 TIME
FILE: L6024_LG_50W_Z1_50W_Z2_9W.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

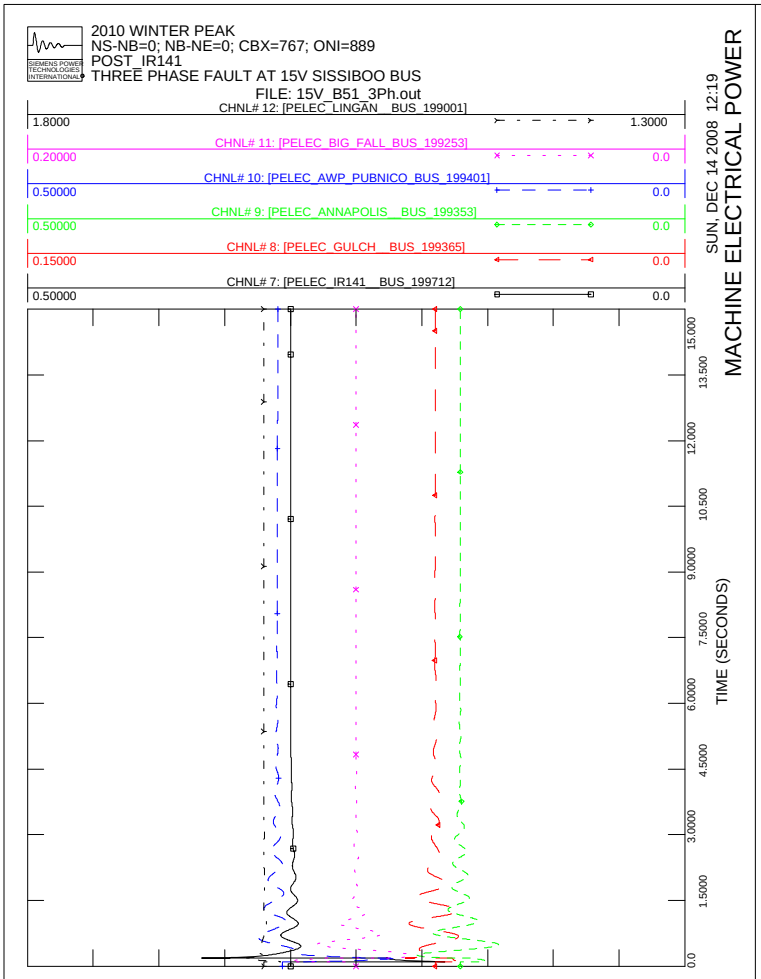

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

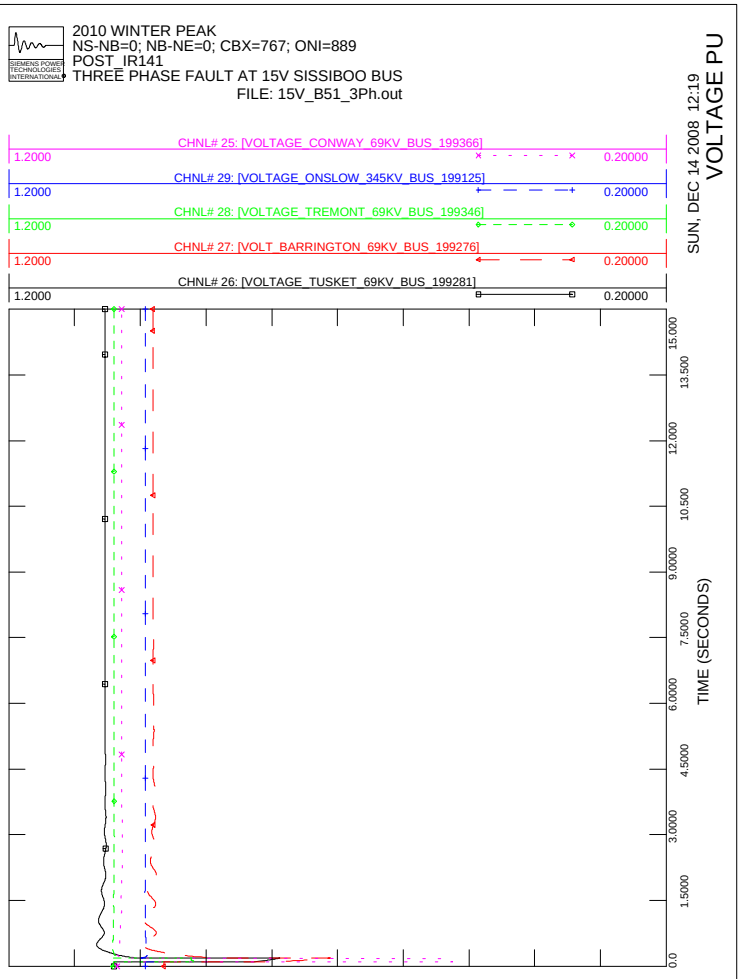

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

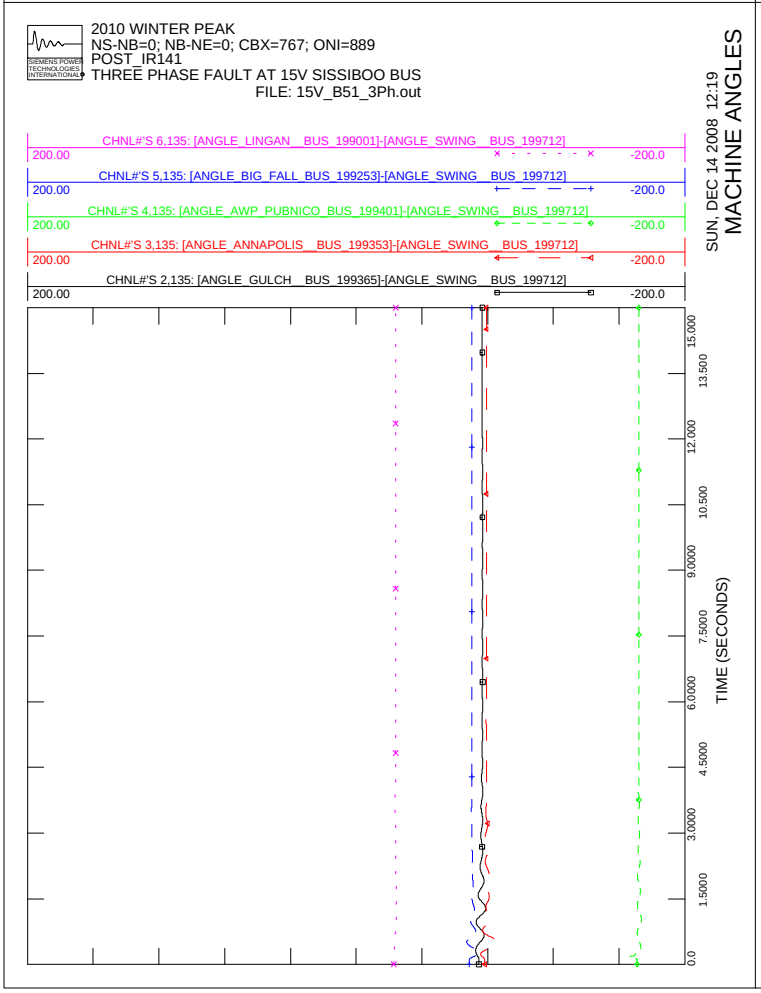

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

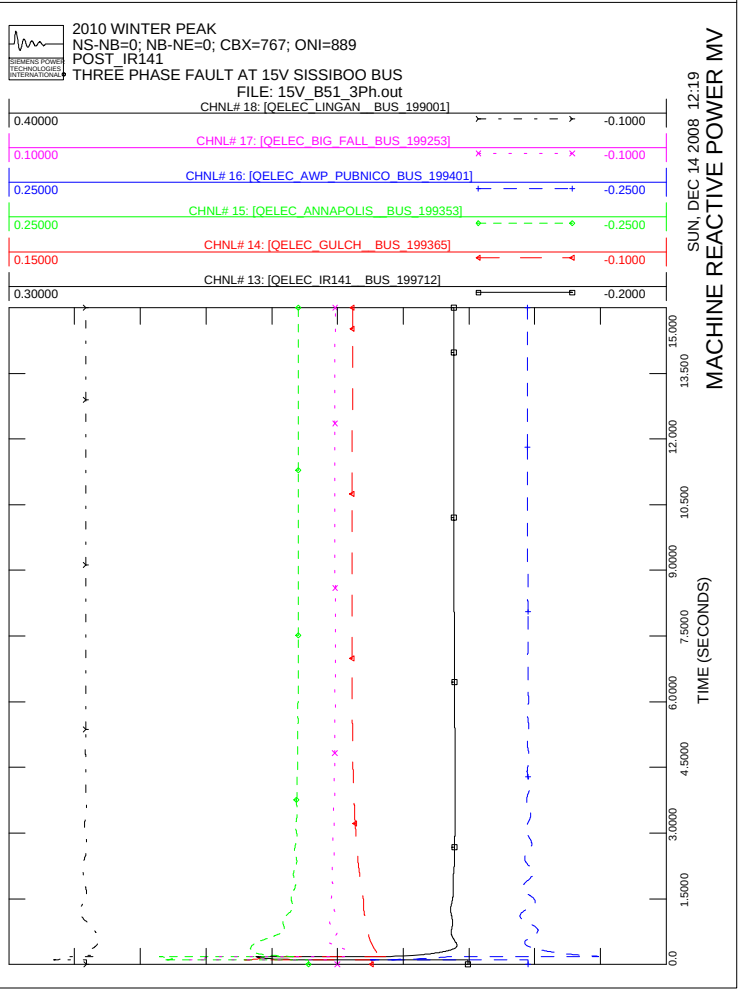

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 11V PARADISE BUS
FILE: 11V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

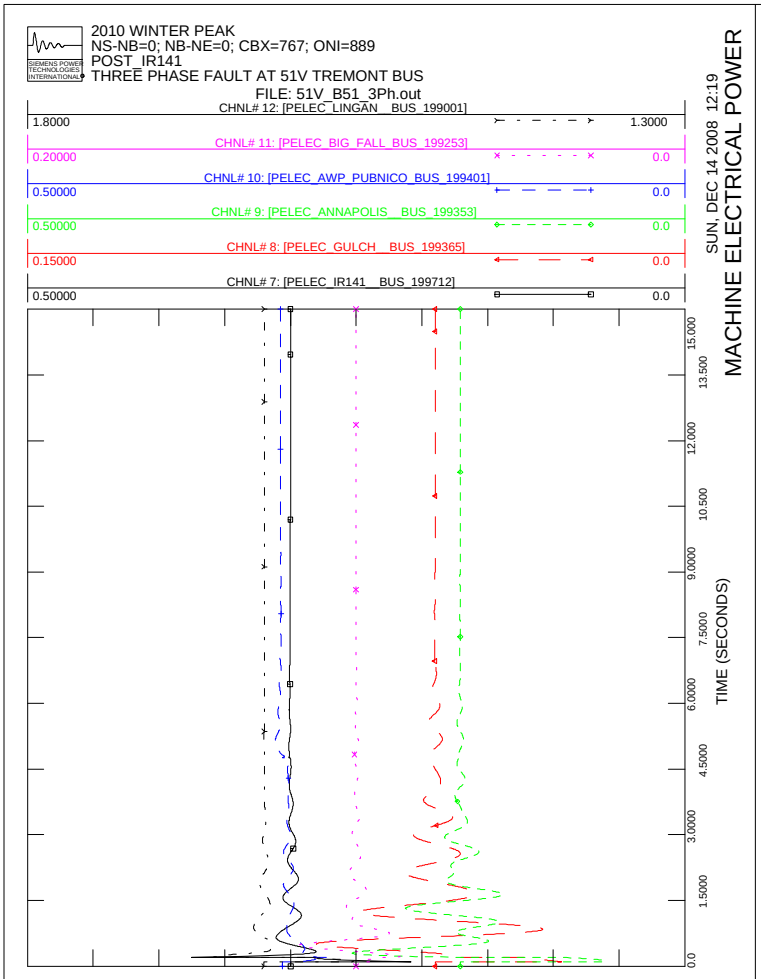

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:19
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000
2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 13V GULCH BUS
FILE: 13V_B51_3Ph.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

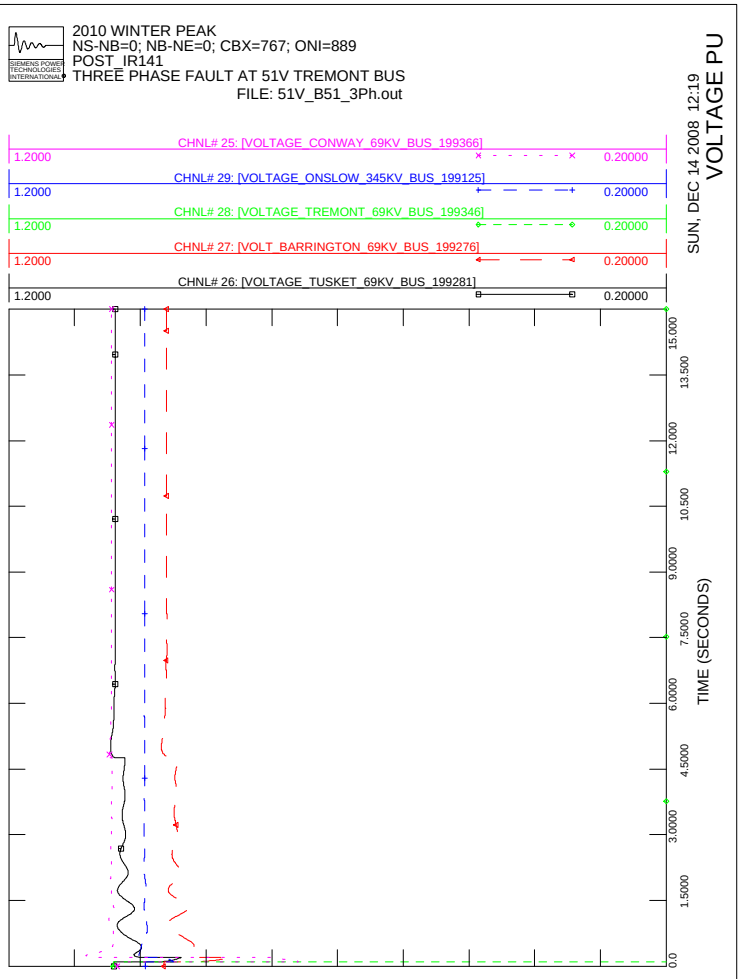

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

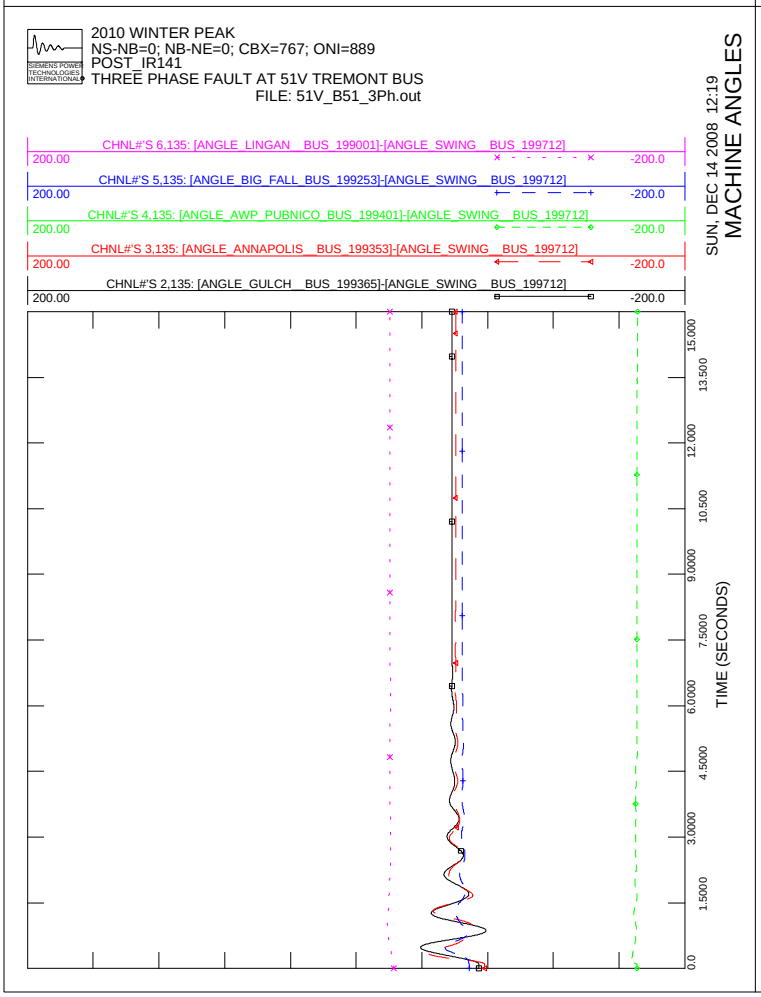

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:19
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

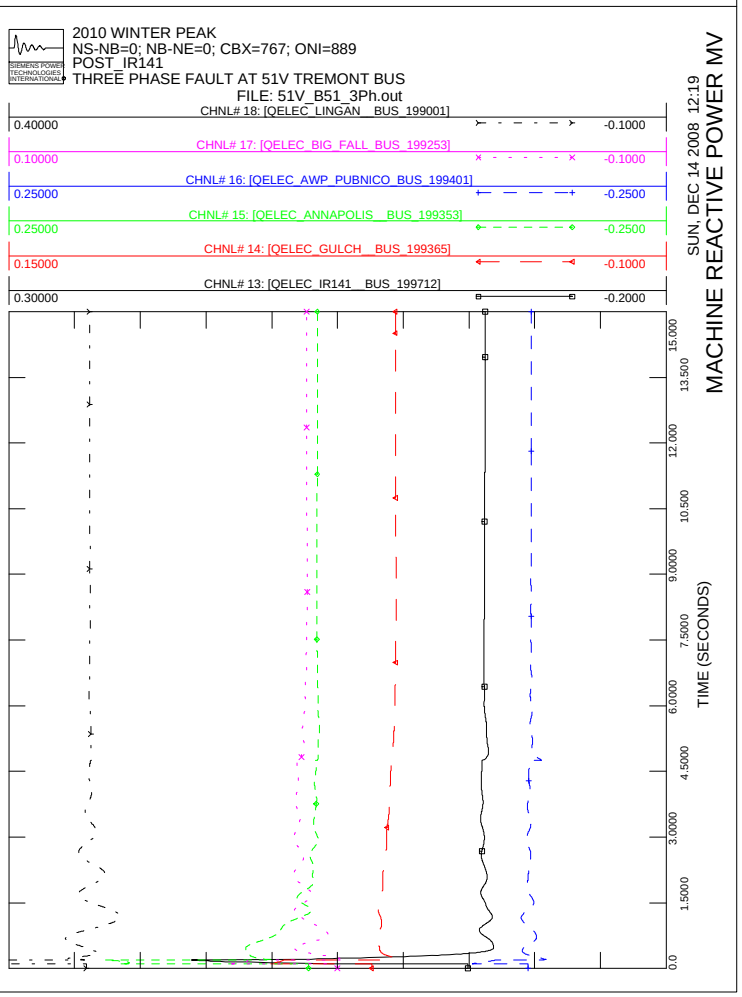

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

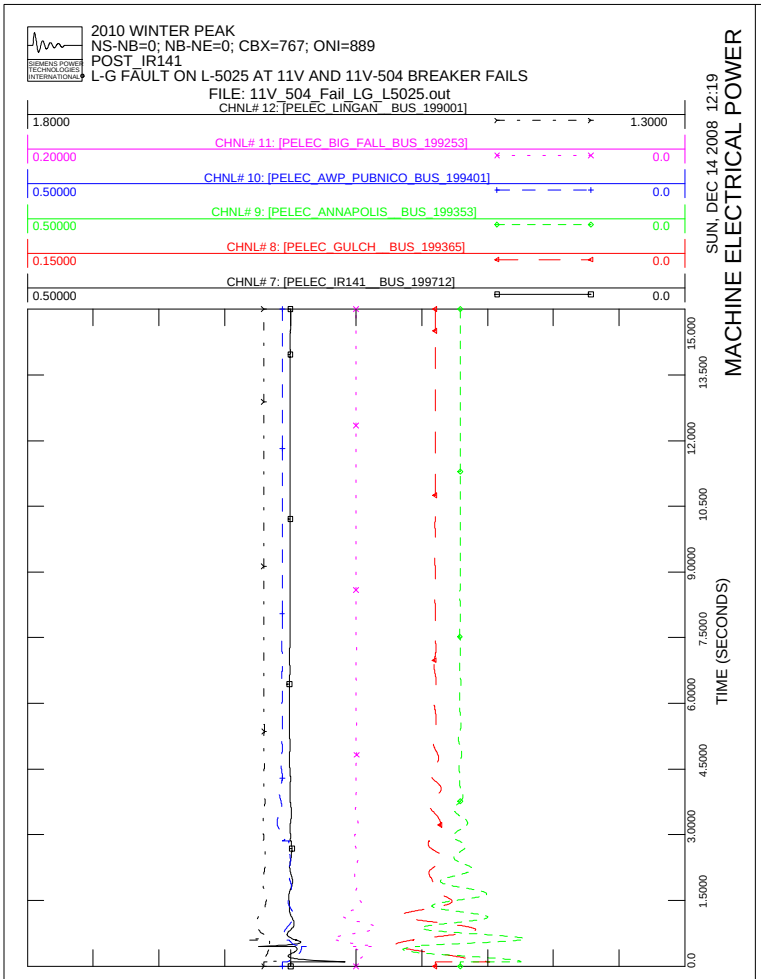

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 15V SISSIBOO BUS
FILE: 15V_B51_3Ph.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

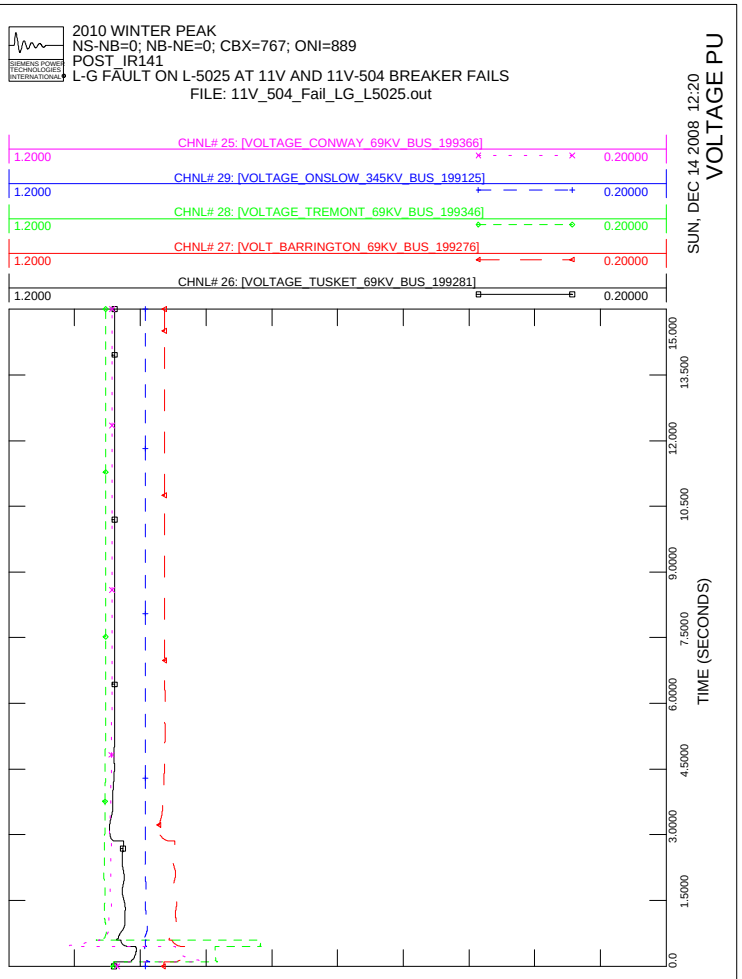

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

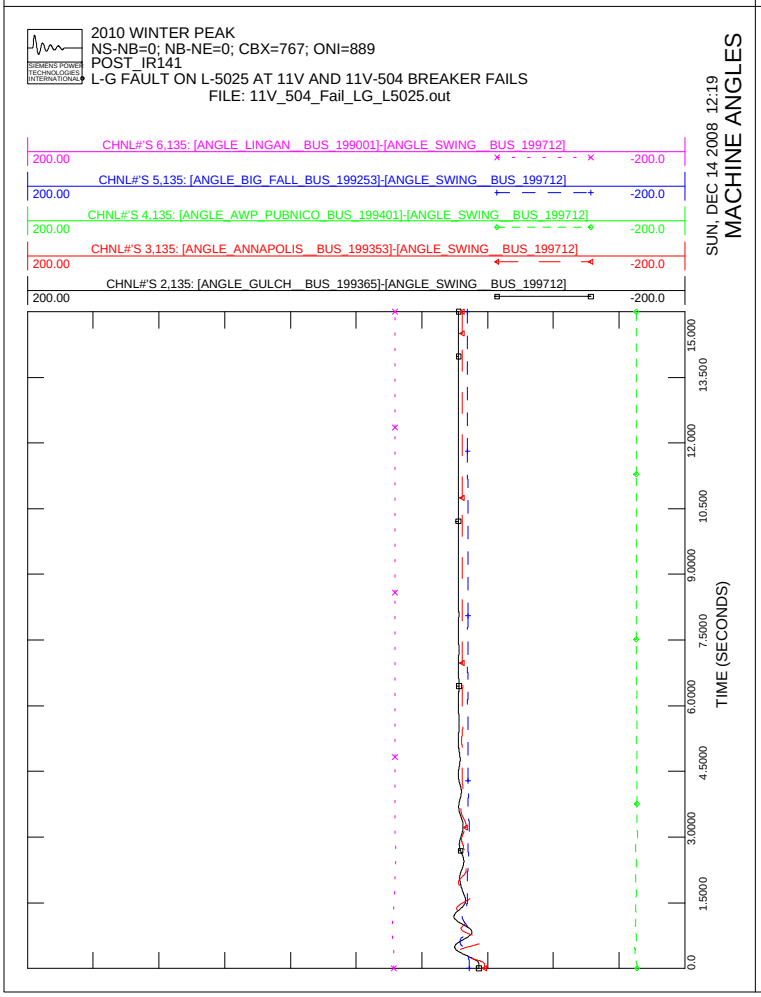

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
SUN, DEC 14 2008 12:19
VOLTAGE PU
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

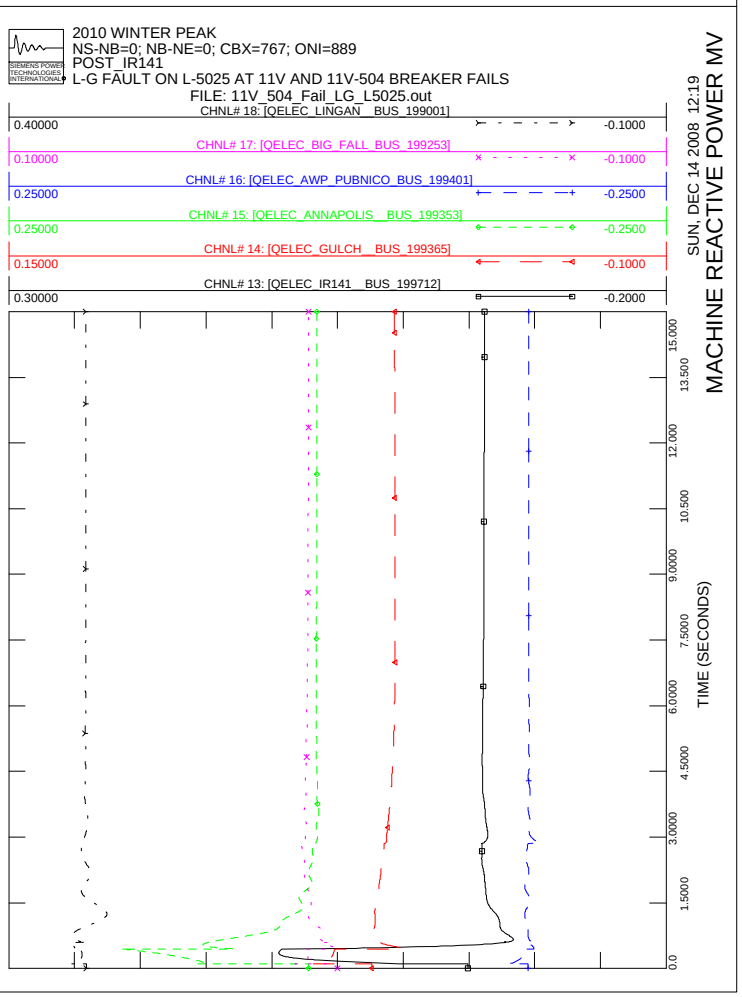

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
SUN, DEC 14 2008 12:19
MACHINE ANGLES
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

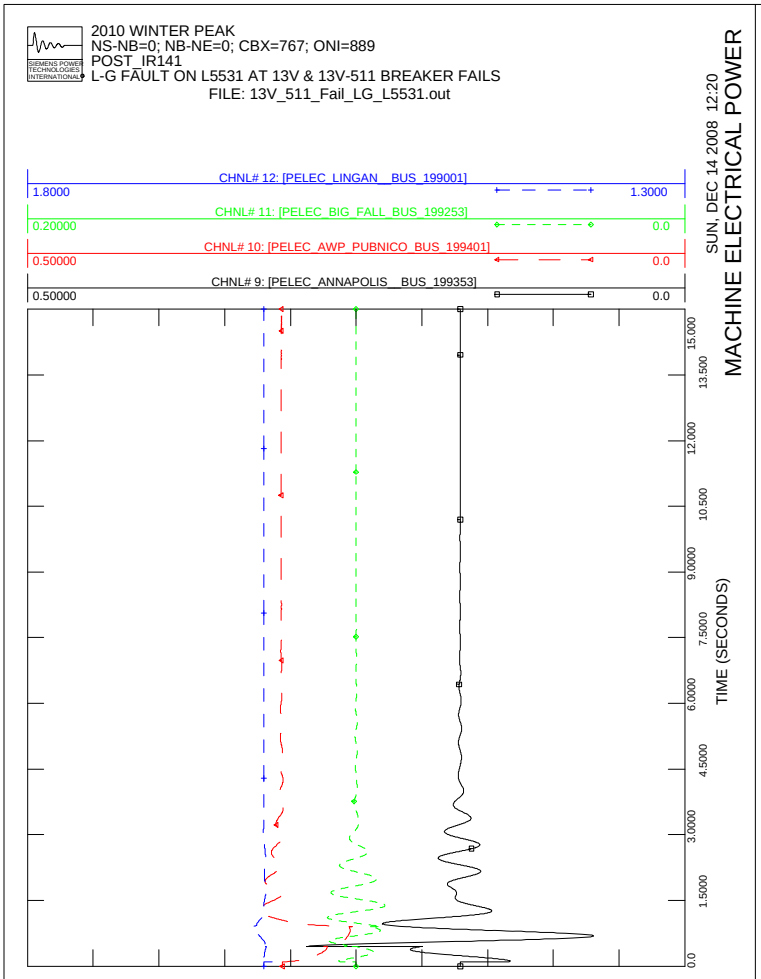

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
THREE PHASE FAULT AT 51V TREMONT BUS
FILE: 51V_B51_3Ph.out
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

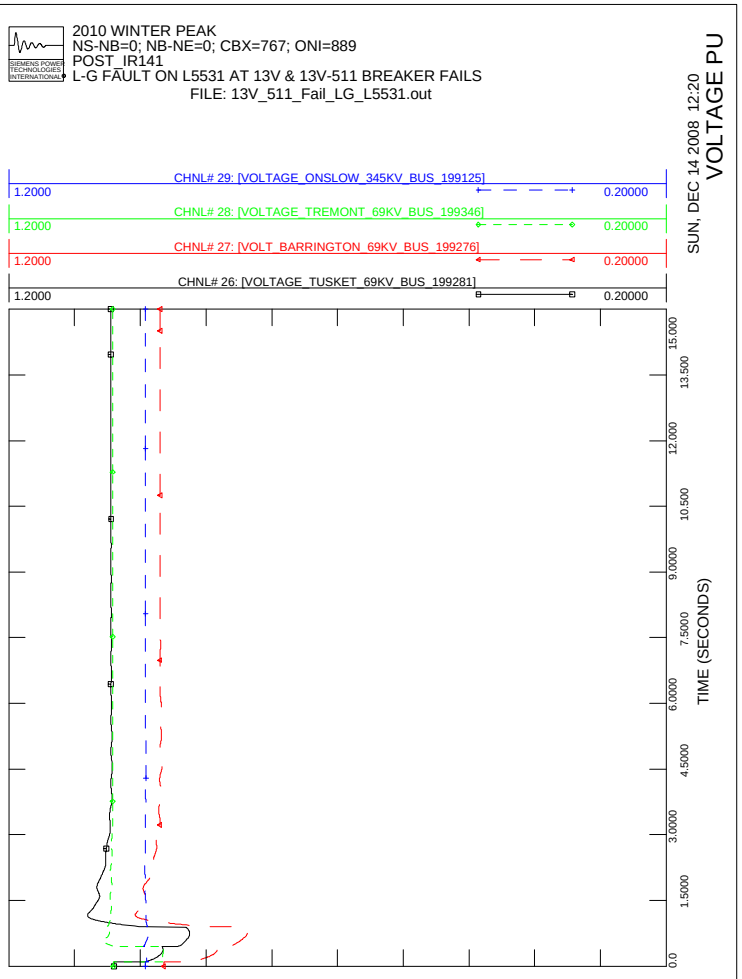

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 12:19
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

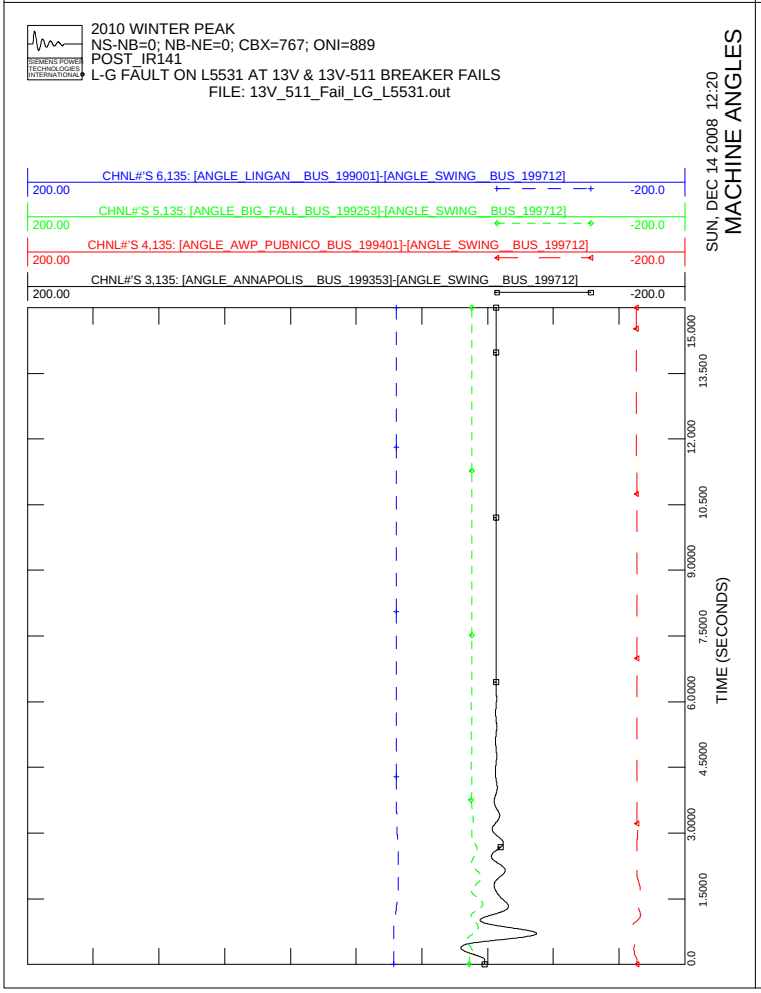

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 12:20
VOLTAGE PU
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

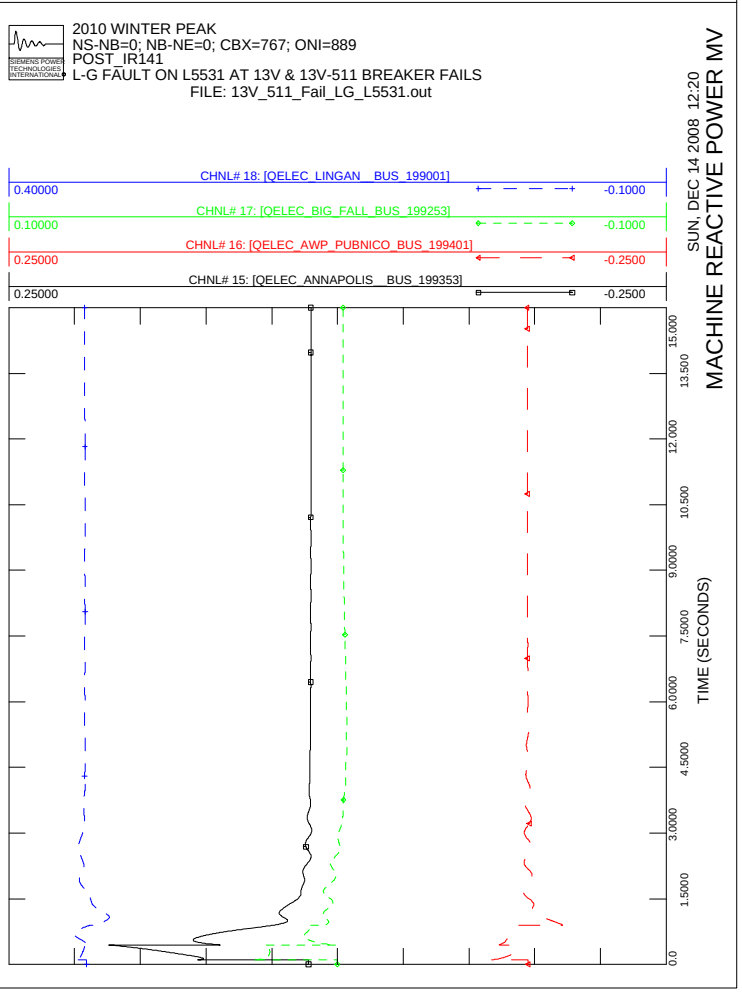

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 12:19
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

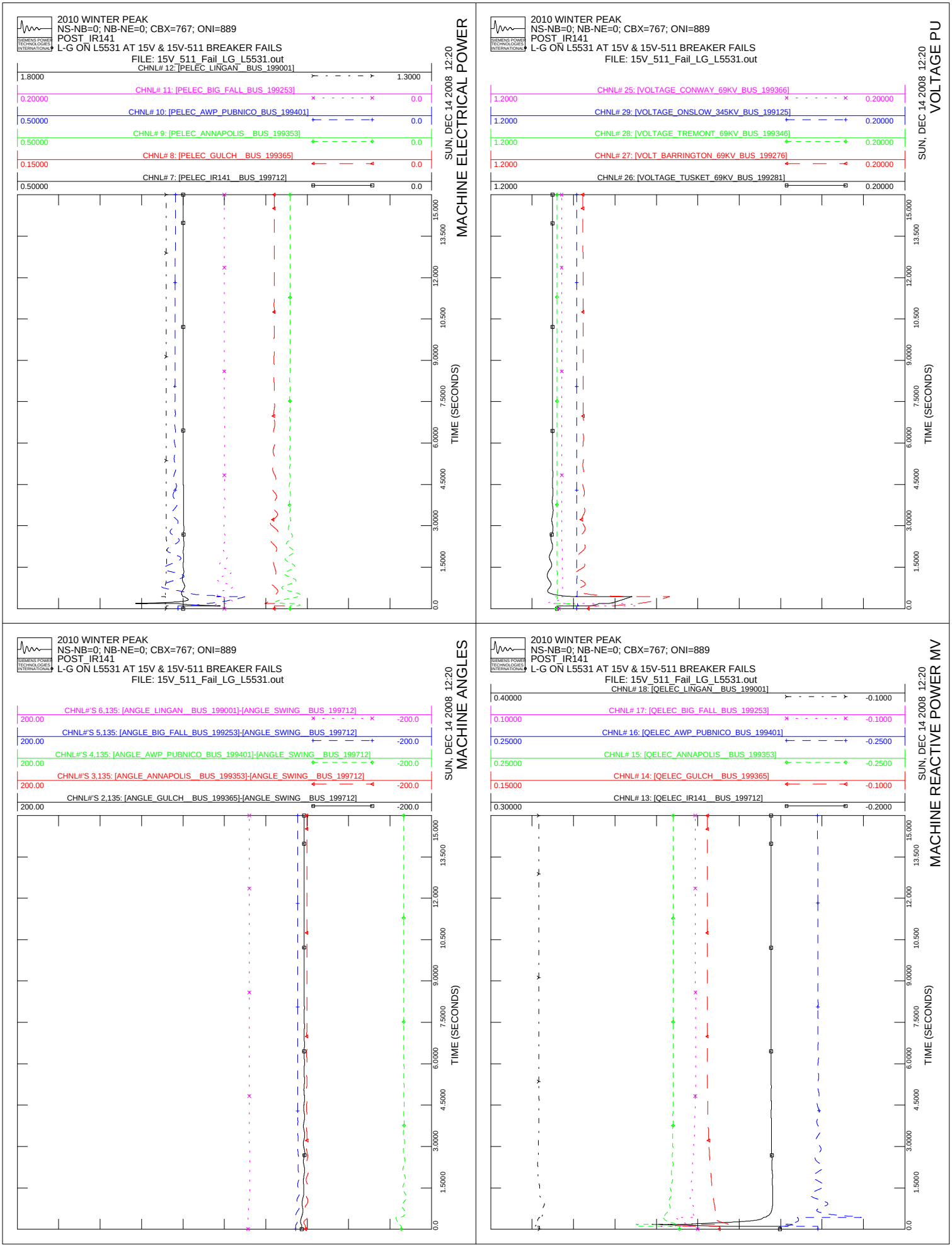

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L-5025 AT 11V AND 11V-504 BREAKER FAILS
FILE: 11V_504_Fail_LG_L5025.out
SUN, DEC 14 2008 12:19
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

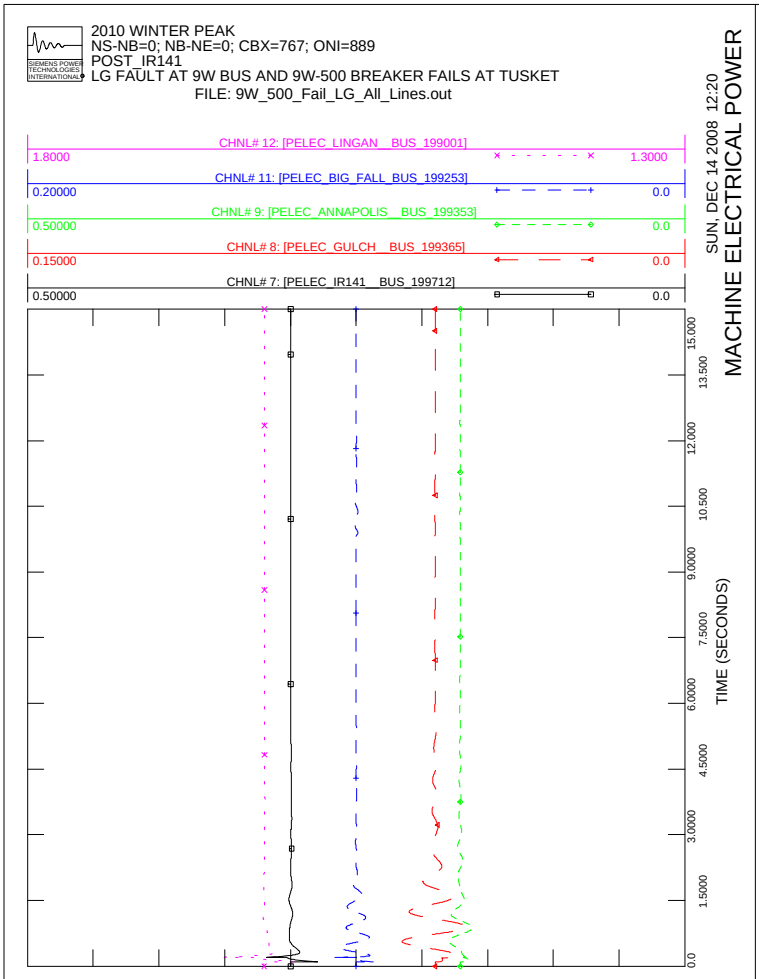

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:20
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
0.50000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

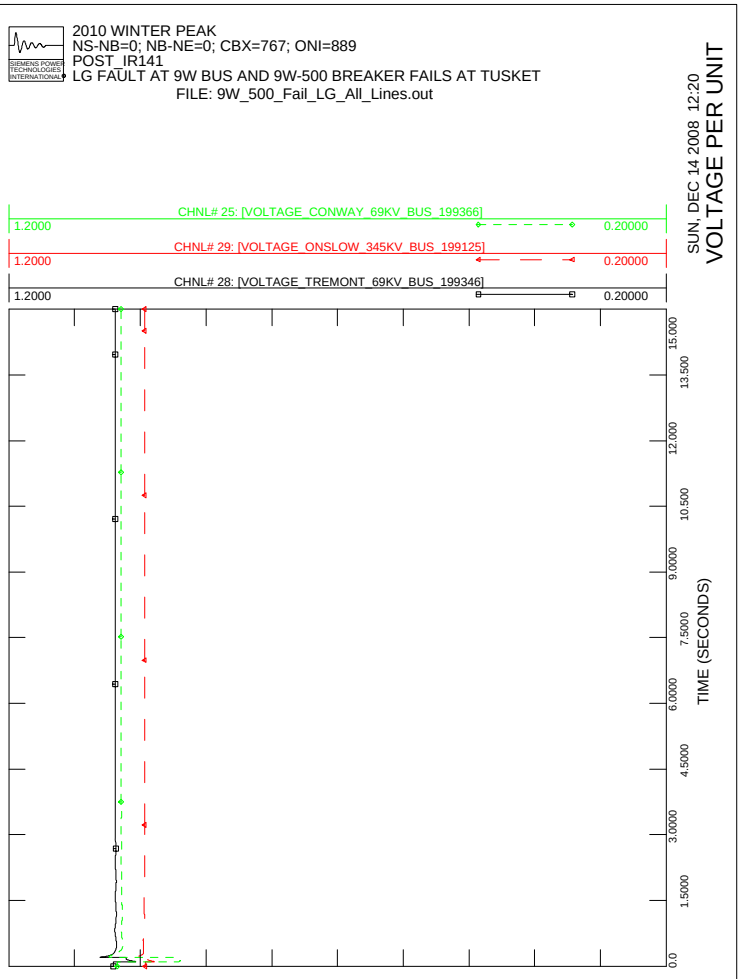

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:20
VOLTAGE PU
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
1.2000
0.20000
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

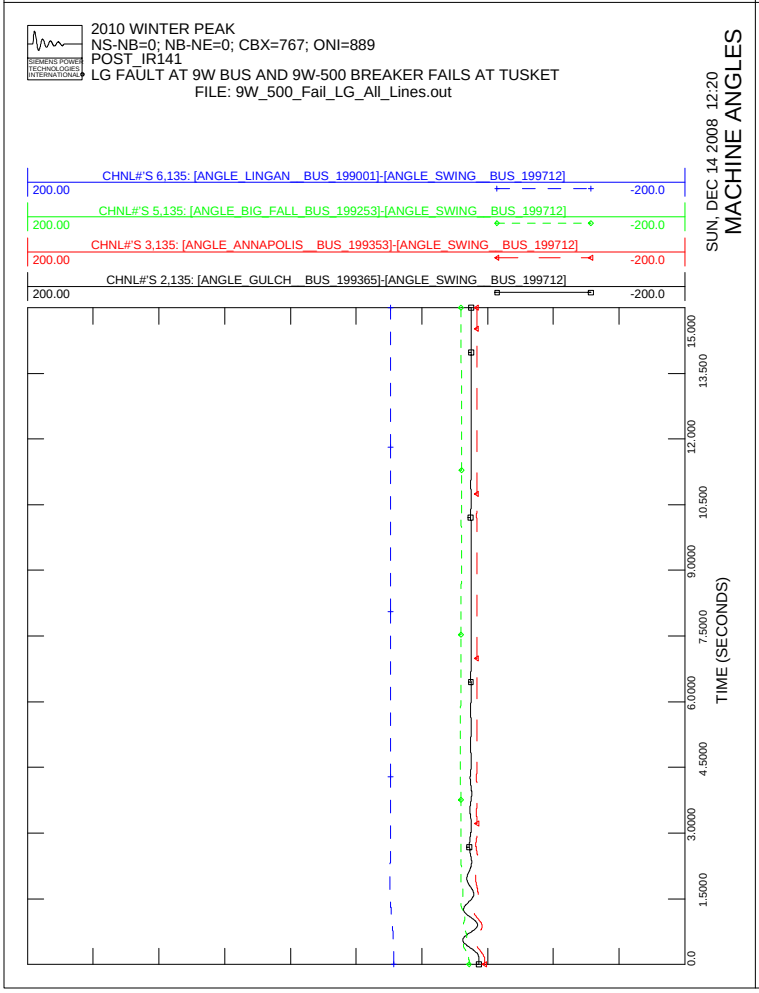

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:20
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

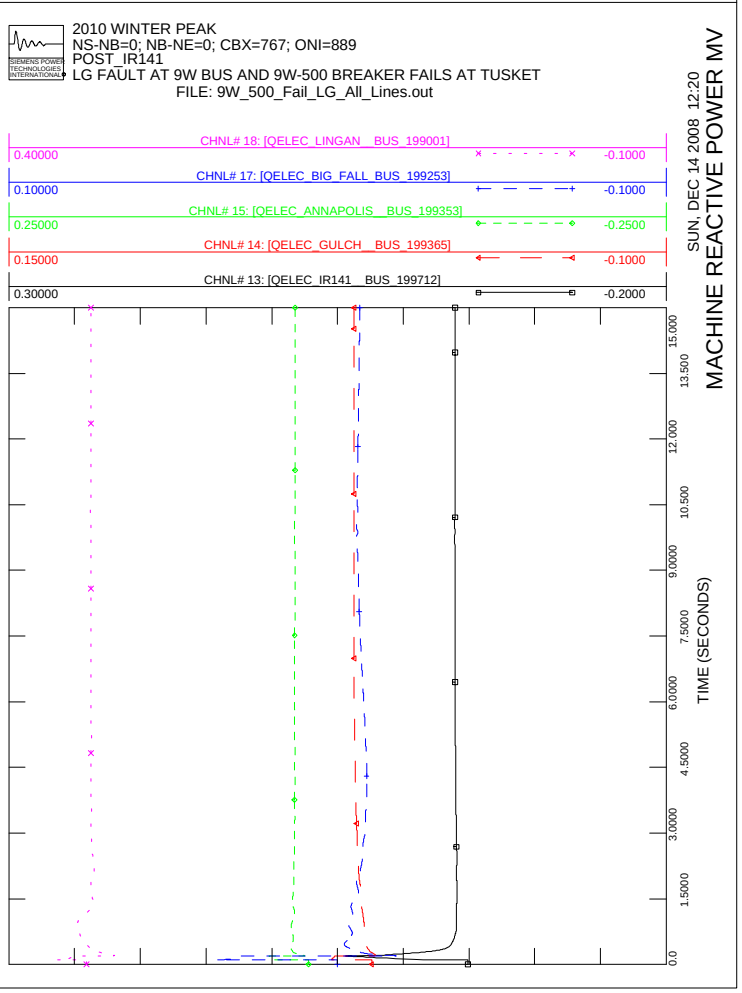

2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G FAULT ON L5531 AT 13V & 13V-511 BREAKER FAILS
FILE: 13V_511_Fail_LG_L5531.out
SUN, DEC 14 2008 12:20
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
0.25000
-0.2500
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
L-G ON L5531 AT 15V & 15V-511 BREAKER FAILS
FILE: 15V_511_Fail_LG_L5531.out
CHNL# 12: [PELEC_LINGAN__BUS_199001]
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
CHNL# 10: [PELEC_AWP_PUBNICO_BUS_199401]
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
CHNL# 8: [PELEC_GULCH__BUS_199365]
CHNL# 7: [PELEC_IR141__BUS_199712]
SUN, DEC 14 2008 12:20
MACHINE ELECTRICAL POWER
TIME (SECONDS)
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
CHNL# 27: [VOLT_BARRINGTON_69KV_BUS_199276]
CHNL# 26: [VOLTAGE_TUSKET_69KV_BUS_199281]
VOLTAGE PU
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
CHNL#'S 4,135: [ANGLE_AWP_PUBNICO_BUS_199401]-[ANGLE_SWING__BUS_199712]
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
MACHINE ANGLES
CHNL# 18: [QELEC_LINGAN__BUS_199001]
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
CHNL# 16: [QELEC_AWP_PUBNICO_BUS_199401]
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
CHNL# 14: [QELEC_GULCH__BUS_199365]
CHNL# 13: [QELEC_IR141__BUS_199712]
MACHINE REACTIVE POWER MV


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:20
MACHINE ELECTRICAL POWER
CHNL# 12: [PELEC_LINGAN__BUS_199001]
1.8000
1.3000
CHNL# 11: [PELEC_BIG_FALL_BUS_199253]
0.20000
0.0
CHNL# 9: [PELEC_ANNAPOLIS__BUS_199353]
0.50000
0.0
CHNL# 8: [PELEC_GULCH__BUS_199365]
0.15000
0.0
CHNL# 7: [PELEC_IR141__BUS_199712]
0.50000
0.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:20
VOLTAGE PER UNIT
CHNL# 25: [VOLTAGE_CONWAY_69KV_BUS_199366]
1.2000
0.20000
CHNL# 29: [VOLTAGE_ONSLOW_345KV_BUS_199125]
1.2000
0.20000
CHNL# 28: [VOLTAGE_TREMONT_69KV_BUS_199346]
1.2000
0.20000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:20
MACHINE ANGLES
CHNL#'S 6,135: [ANGLE_LINGAN__BUS_199001]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 5,135: [ANGLE_BIG_FALL_BUS_199253]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 3,135: [ANGLE_ANNAPOLIS__BUS_199353]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
CHNL#'S 2,135: [ANGLE_GULCH__BUS_199365]-[ANGLE_SWING__BUS_199712]
200.00
-200.0
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000


2010 WINTER PEAK
NS-NB=0; NB-NE=0; CBX=767; ONI=889
POST_IR141
LG FAULT AT 9W BUS AND 9W-500 BREAKER FAILS AT TUSKET
FILE: 9W_500_Fail_LG_All_Lines.out
SUN, DEC 14 2008 12:20
MACHINE REACTIVE POWER MV
CHNL# 18: [QELEC_LINGAN__BUS_199001]
0.40000
-0.1000
CHNL# 17: [QELEC_BIG_FALL_BUS_199253]
0.10000
-0.1000
CHNL# 15: [QELEC_ANNAPOLIS__BUS_199353]
0.25000
-0.2500
CHNL# 14: [QELEC_GULCH__BUS_199365]
0.15000
-0.1000
CHNL# 13: [QELEC_IR141__BUS_199712]
0.30000
-0.2000
TIME (SECONDS)
0.0
1.5000
3.0000
4.5000
6.0000
7.5000
9.0000
10.500
12.000
13.500
15.000

21 Appendix_7 Post_IR141 Dynamic: Off Frequency Operation

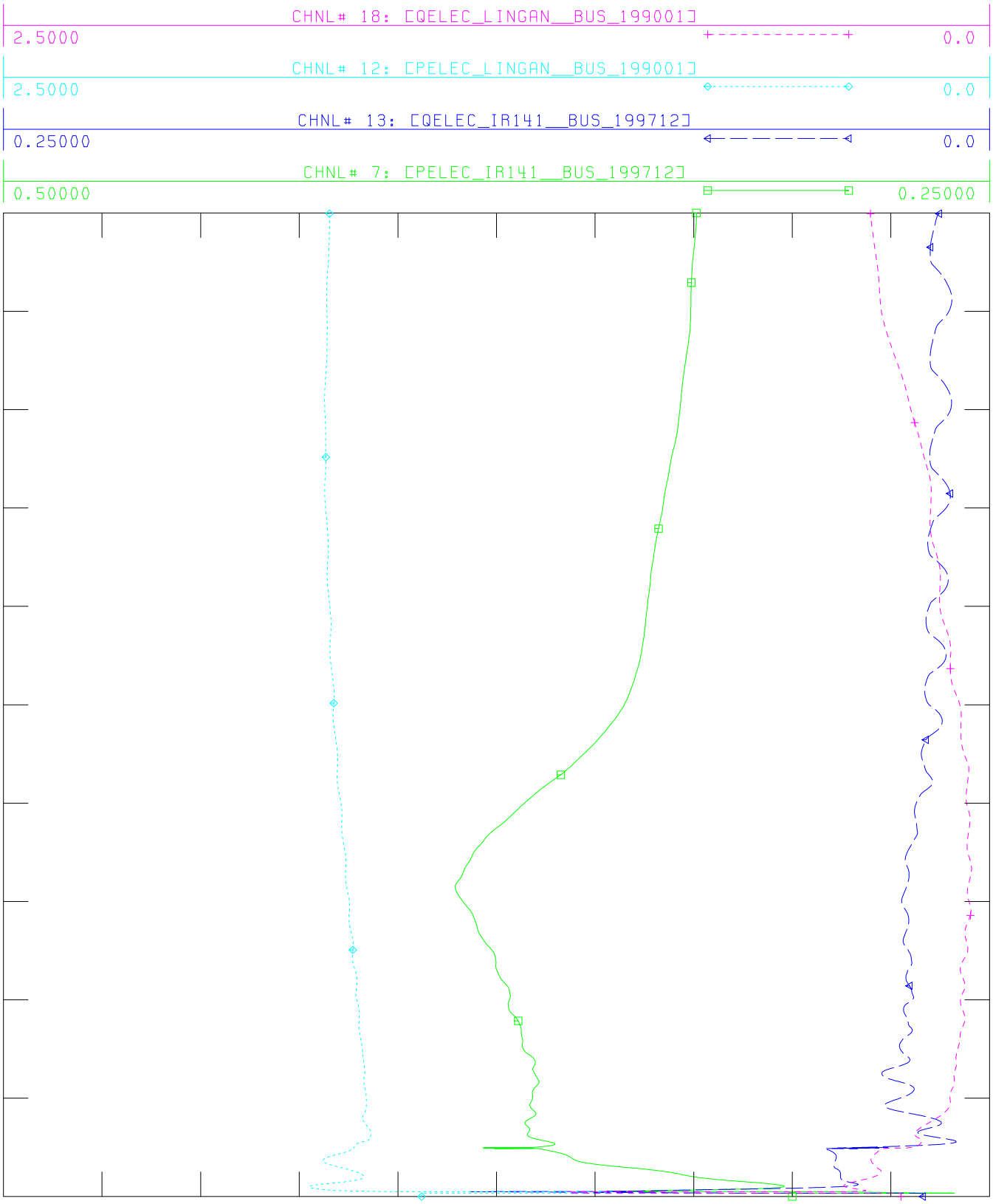
SIEMENS POWER TECHNOLOGIES INTERNATIONAL®

2010 SUMMER PEAK
NS-NB=-300,NB-NE=0;CBX=508;ONI=680;ONS=757

FILE: V:\M10HH\...\Rev13_Off_Freq\L8001_Fault_NS_Islanded.out

FRI, NOV 21 2008 9:13

L8001_FAULT_NS_ISLANDED



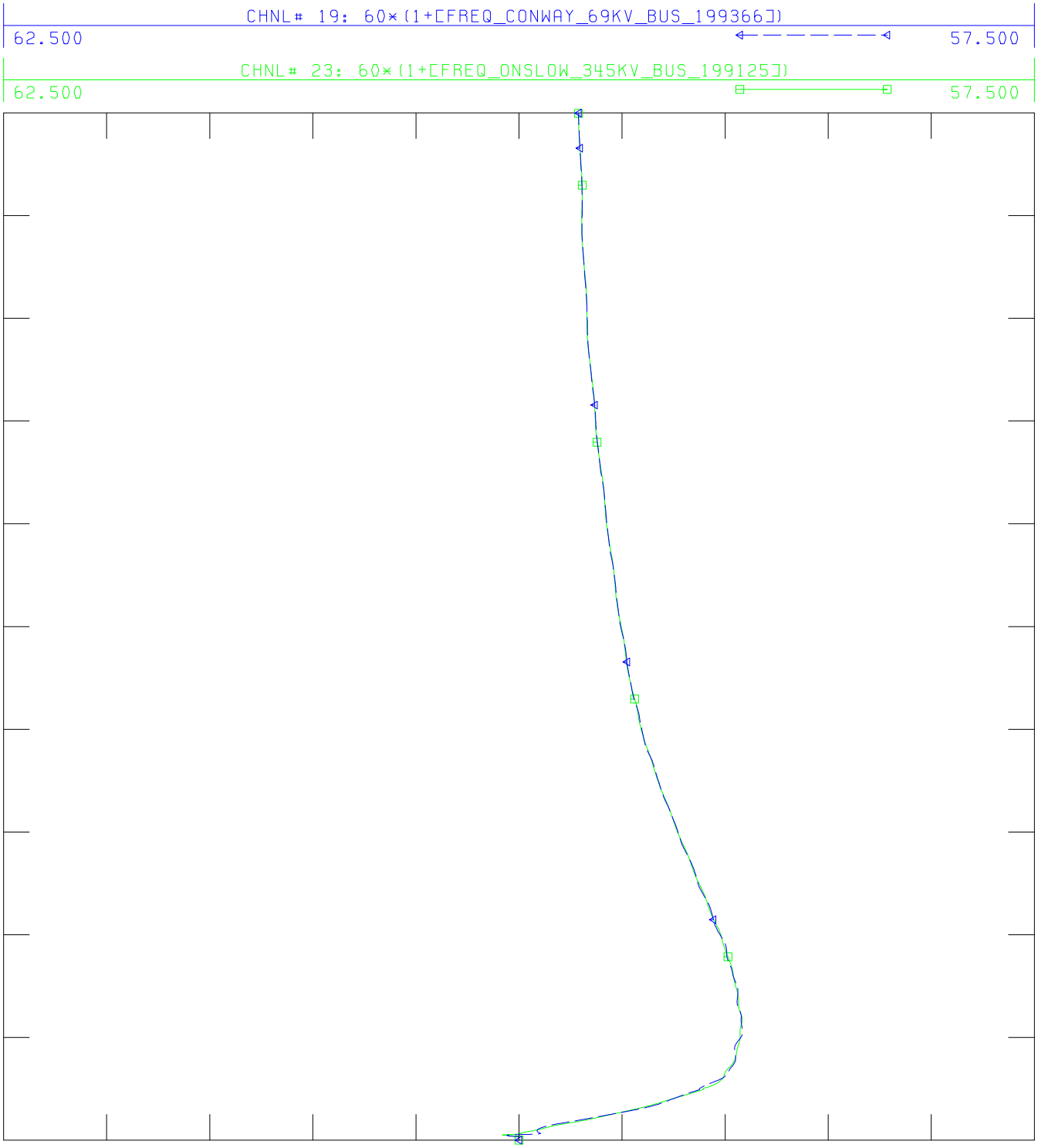
SIEMENS POWER TECHNOLOGIES INTERNATIONAL®

2010 SUMMER PEAK
NS-NB=-300,NB-NE=0;CBX=508;ONI=680;ONS=757

FILE: V:\M10HH\...\Rev13_Off_Freq\L8001_Fault_NS_Islanded.out

FRI, NOV 21 2008 9:16

L8001_FAULT_NS_ISLANDED_F



22 Appendix_8 Local System One Line Diagram

This page has been removed due to confidentiality.

MCKINNON, PAMELA

From: DOIG, PETER
Sent: Tuesday, October 13, 2009 2:28 PM
To: MCKINNON, PAMELA
Subject: RE: SkyPower Corp - Amended Offer

done, we will be the recommended bid. They tried to squeeze an earn-out on the non-Digby projects. We didn't bite. Will touch base later after Marathon meets with the Lenders.

Peter

From: MCKINNON, PAMELA
Sent: Tuesday, October 13, 2009 1:46 PM
To: DOIG, PETER
Subject: Re: SkyPower Corp - Amended Offer

Are you able to call Rob Stephani?

From: DOIG, PETER
To: Robert Stefani <RStefani@marathon-cap.com>
Cc: MCKINNON, PAMELA; Ted Brandt <TBrandt@marathon-cap.com>; Johnny Song <JSong@marathon-cap.com>
Sent: Tue Oct 13 12:20:49 2009
Subject: RE: SkyPower Corp - Amended Offer

[redacted]

Peter

From: Robert Stefani [mailto:RStefani@marathon-cap.com]
Sent: Tuesday, October 13, 2009 11:23 AM
To: DOIG, PETER
Cc: MCKINNON, PAMELA; Ted Brandt; Johnny Song
Subject: RE: SkyPower Corp - Amended Offer

That works, talk in 20 minutes. Dial in below:

Dial in Toll free (Domestic): 1-888-453-4221; Toll (International): 1-719-867-4920; Participant Passcode: 542871#; Followed by Security Code: 3939#

From: DOIG, PETER [mailto:Peter.Doig@Emera.com]
Sent: Tuesday, October 13, 2009 9:11 AM
To: Robert Stefani
Cc: MCKINNON, PAMELA
Subject: Re: SkyPower Corp - Amended Offer

Rob - how about 11:45 Halifax time

From: Robert Stefani <RStefani@marathon-cap.com>
To: DOIG, PETER; CURRY, BRIAN; Ted Brandt <TBrandt@marathon-cap.com>
Cc: MCKINNON, PAMELA; MCADAM, ROBIN; Johnny Song <JSong@marathon-cap.com>
Sent: Tue Oct 13 10:58:32 2009

Subject: RE: SkyPower Corp - Amended Offer
Peter/Pam,
Are you available today for a call with Marathon? Please advise and we will send a dial in. We have a call with the lenders at 3pm (et). Otherwise fairly flexible.

Regards,

Rob

Rob Stefani
Vice President
MARATHON CAPITAL, LLC
2801 Lakeside Drive, Suite 210
Bannockburn, IL 60015
T: 847.574.2687
C: 630.418.9188
F: 847.615.9017
rstefani@marathon-cap.com

From: DOIG, PETER [mailto:Peter.Doig@Emera.com]
Sent: Friday, October 09, 2009 3:16 PM
To: Robert Stefani; CURRY, BRIAN; Ted Brandt
Cc: nblair@kpmg.ca; toddmartin@kpmg.ca; MCKINNON, PAMELA; MCADAM, ROBIN
Subject: Re: SkyPower Corp - Amended Offer

Rob - Thanks, available at your convenience to discuss or answer any questions

Peter

From: Robert Stefani <RStefani@marathon-cap.com>
To: CURRY, BRIAN; Ted Brandt <TBrandt@marathon-cap.com>
Cc: nblair@kpmg.ca <nblair@kpmg.ca>; toddmartin@kpmg.ca <toddmartin@kpmg.ca>; DOIG, PETER; MCKINNON, PAMELA; MCADAM, ROBIN
Sent: Fri Oct 09 17:14:49 2009
Subject: RE: SkyPower Corp - Amended Offer
Brian,
Received. Thank you for the quick turnaround. We will be in touch with Pam and Peter.

Regards,

Rob

Rob Stefani
Vice President
MARATHON CAPITAL, LLC
2801 Lakeside Drive, Suite 210
Bannockburn, IL 60015
T: 847.574.2687
C: 630.418.9188
F: 847.615.9017
rstefani@marathon-cap.com

From: CURRY, BRIAN [mailto:Brian.Curry@nspower.ca]

Sent: Friday, October 09, 2009 3:07 PM
To: Ted Brandt; Robert Stefani
Cc: nblair@kpmg.ca; toddmartin@kpmg.ca; DOIG, PETER; MCKINNON, PAMELA; MCADAM, ROBIN
Subject: RE: SkyPower Corp - Amended Offer

Dear Sirs:

Further to my email below, please find attached our revised version of the Purchase and Sale Agreement, which forms Appendix "A" to the amended offer. Also attached is our redline version of the Purchase and Sale Agreement and the Vesting Order.

One copy of the documents will be faxed to Mr. Brandt and Mr. Stephani at Marathon and a second copy will be faxed to Mr. Blair and Mr. Martin at KPMG. I trust that will be satisfactory.

Kindly acknowledge receipt.

Regards,

Brian C. Curry
Solicitor
Nova Scotia Power Incorporated
1894 Barrington Street, 10th Floor
P.O. Box 910
Halifax, NS B3J 2W5

Tel: (902) 428-6695
Fax: (902) 428-4006
www.nspower.ca

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From: CURRY, BRIAN
Sent: Friday, October 09, 2009 4:57 PM
To: 'Ted Brandt'; Robert Stefani
Cc: nblair@kpmg.ca; toddmartin@kpmg.ca
Subject: SkyPower Corp - Amended Offer

Dear Sirs:

Please find attached the amended Letter of Offer from Nova Scotia Power in connection with the sale of the assets of SkyPower Corp.

Appendix "A" is NSPI's mark-up of the Purchase and Sale Agreement which will be sent to you by separate email.

The documents will also be sent to you by fax.

Kindly acknowledge receipt.

Regards,

Brian C. Curry
Solicitor
Nova Scotia Power Incorporated
1894 Barrington Street, 10th Floor
P.O. Box 910
Halifax, NS B3J 2W5

Tel: (902) 428-6695
Fax: (902) 428-4006
www.nspower.ca

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Securities transactions provided by Marathon Capital Markets, LLC., 2801 Lakeside Drive, Suite 210, Bannockburn, Illinois 60015 Member NASD/SIPC

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Securities transactions provided by Marathon Capital Markets, LLC., 2801 Lakeside Drive, Suite 210, Bannockburn, Illinois 60015 Member NASD/SIPC

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3240384 NOVA SCOTIA LIMITED
(The "Company")
BOARD OF DIRECTORS RESOLUTION
November 6, 2009

RESOLVED THAT:

1. The Company is authorized and directed to finalize negotiations with SkyPower Corp. and conclude the purchase of its interest in the 30 megawatt wind project to be developed on Digby Neck, Nova Scotia (the "Transaction")

2. The President together with any other officer of the Company are hereby authorized by and on behalf of the Company to execute such definitive purchase and sale agreement and to take any and all action as they may deem necessary or appropriate to effect the purpose and intent of the foregoing, the taking of such action to be conclusive evidence of such necessity or appropriateness.

3. The Company be, and it hereby is, authorized to perform fully its obligations in connection with the Transaction and to engage without limitation in transactions, arrangements or activities (collectively, the "Closing Activities") as are reasonably related or incident to or which will serve to facilitate or enhance for the benefit of the Company the actions and transactions contemplated by these resolutions, including without limitation any modification or extension (collectively, the "Changes") of any of the Closing Activities or of any other transactions, arrangements or activities resulting from any of the Changes and to enter into such other agreements or understandings as are necessary, appropriate or desirable to carry out the intent of, or matters reasonably contemplated or implied by, this resolution and each of the foregoing resolutions.

4. All actions previously taken by any director, officer, employee or agent of the Company in connection with or related to the matters set forth in or reasonably contemplated or implied by the foregoing resolutions be, and each of them hereby is, adopted, ratified, confirmed and approved in all respects as the acts and deeds of the Company.

I, the undersigned, Corporate Secretary of Emera Incorporated, hereby certify that the foregoing is a true copy of a Resolution of the Board of Directors of Emera Incorporated passed at a Meeting of the Board held on the 6th day of November 2009 and that the said Resolution is still in full force and effect.

DATED at Halifax, Nova Scotia, this 27th day of November 2009.

Stephen D. Aftanas
Corporate Secretary
Emera Incorporated

Court File No. 09-8321-00CL

ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)

THE HONOURABLE MR.	)	**WEDNESDAY, THE 18th**
	)	
JUSTICE MORTWETZ	)	**DAY OF NOVEMBER, 2009**

IN THE MATTER OF THE *COMPANIES' CREDITORS ARRANGEMENT ACT*, R.S.C. 1985, c. C-36, AS AMENDED

AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF SKYPOWER CORP.

Applicant

APPROVAL AND VESTING ORDER

THIS MOTION, made by SkyPower Corp. (the "**Debtor**") for an order approving the sale transaction (the "**Transaction**") contemplated by a purchase agreement (the "**Purchase Agreement**") between the Debtor and 3240384 Nova Scotia Limited (the "**Purchaser**") and Emera Inc. made as of October 23, 2009, attached as Exhibit "A" to the Affidavit of Kerry Adler sworn November 13, 2009, and vesting in the Purchaser the Debtor's right, title and interest in and to the assets described in the Purchase Agreement (the "**Purchased Assets**"), was heard this day at 330 University Avenue, Toronto, Ontario. For purposes of this Approval and Vesting Order, "Purchaser" shall mean either 3240384 Nova Scotia Limited or an affiliate of 3240384 Nova Scotia Limited to whom 3240384 Nova Scotia Limited has directed in writing, prior to the closing of the Transaction, that title to the Purchased Assets be transferred on such closing.

ON READING the Fourth Report of KPMG Inc., as monitor (the "**Monitor**"), dated November 16, 2009 (the "**Report**"), and on hearing the submissions of counsel for the Debtor, the Purchaser, the Monitor, HSH Nordbank AG, New York Branch, as administrative agent and collateral agent on behalf of itself, Bayerische Landesbank, New York Branch and Union Bank of California, Canada Branch (n/k/a Union Bank, Canada Branch), Lehman Brothers Holdings

Inc., ~~CIM Group,~~ West LB AG, Toronto Branch, ~~Norddeutsche Landesbank Girozentrale, New York Branch, and 3240384 Nova Scotia Limited~~ no one appearing for any other person on the service list,

1. THIS COURT ORDERS AND DECLARES that the Transaction is hereby approved. The execution of the Purchase Agreement by the Debtor is hereby authorized and approved, and the Debtor is hereby authorized and directed to take such additional steps and execute such additional documents as may be necessary or desirable for the completion of the Transaction and for the conveyance of the Purchased Assets to the Purchaser.

2. THIS COURT ORDERS AND DECLARES that upon the delivery of a Monitor's certificate to the Purchaser substantially in the form attached as Schedule "A" hereto (the "**Monitor's Certificate**"), all of the Debtor's right, title and interest in and to the purchased assets listed on Schedule B hereto (the "**Purchased Assets**") shall vest absolutely in the Purchaser, free and clear of and from any and all security interests (whether contractual, statutory, or otherwise), hypothecs, mortgages, trusts or deemed trusts (whether contractual, statutory, or otherwise), liens, assignments, actions, judgments, executions, options agreements, disputes, debts, encumbrances, taxes, levies, charges, or other financial or monetary claims, whether or not they have attached or been perfected, registered or filed and whether secured, unsecured or otherwise, and whether liquidated or contingent (collectively, the "**Claims**") whether such Claims came into existence prior to, subsequent to, or as a result of any previous order of this Court, including, without limiting the generality of the foregoing: (i) any encumbrances or charges created by an Order or Orders of the Ontario Superior Court of Justice in these proceedings; (ii) all charges, security interests or claims evidenced by registrations pursuant to the *Personal Property Security Act* (Ontario) or any other personal property registry system; and (iii) the Claims, if any, of any governmental department or agency, federal or provincial, for remittances or payments on account of taxes, sales taxes, goods and services taxes or other statutory remittances of the Debtor; and (iii) those Claims listed on Schedule C hereto (all of which are collectively referred to as the "**Encumbrances**") and, for greater certainty, this Court orders that all of the Encumbrances affecting or relating to the Purchased Assets are hereby expunged and discharged as against the Purchased Assets.

3. THIS COURT ORDERS that upon registration in the Land Registration Office where the Debtor has a registered option in connection with the lands described in Schedule B (the "**Optioned Lands**"), of an Application and Vesting Order in the form prescribed by the *Land Registration Act* (Nova Scotia), or the *Registry of Deeds Act* (Nova Scotia) as applicable, the Land Registrar is hereby directed to enter the Purchaser as the option holder and is hereby directed to delete and expunge from title to the Option all of the Claims listed in Schedule "C" hereto which pertain to such option in the Optioned Lands.

4. THIS COURT ORDERS that for the purposes of determining the nature and priority of Claims, the net proceeds from the sale of the Purchased Assets shall stand in the place and stead of the Purchased Assets, and that from and after the delivery of the Monitor's Certificate to the Purchaser all Claims and Encumbrances shall attach to the net proceeds from the sale of the Purchased Assets with the same priority as they had with respect to the Purchased Assets immediately prior to the sale, as if the Purchased Assets had not been sold and remained in the possession or control of the person having that possession or control immediately prior to the sale.

5. THIS COURT ORDERS AND DIRECTS the Monitor to file with the Court a copy of the Monitor's Certificate, forthwith after delivery thereof.

6. THIS COURT ORDERS that, notwithstanding:

(a) the pendency of these proceedings;

(b) any applications for a bankruptcy order now or hereafter issued pursuant to the *Bankruptcy and Insolvency Act* (Canada) in respect of the Debtor and any bankruptcy order issued pursuant to any such applications; and

(c) any assignment in bankruptcy made in respect of the Debtor;

7. THIS COURT ORDERS that the vesting of the Purchased Assets in the Purchaser pursuant to this Order shall be binding on any trustee in bankruptcy that may be appointed in respect of the Debtor and shall not be void or voidable by creditors of the Debtor, nor shall it constitute nor be deemed to be a settlement, fraudulent preference, assignment, fraudulent conveyance or other reviewable transaction under the *Bankruptcy and Insolvency Act* (Canada)

("**BIA**") or any other applicable federal or provincial legislation, nor shall it constitute oppressive or unfairly prejudicial conduct pursuant to any applicable federal or provincial legislation.

8. THIS COURT ORDERS AND DECLARES that: (a) the Transaction is exempt from the application of the *Bulk Sales Act* (Ontario) and any other legislation in any other jurisdiction affecting sales in bulk and (b) the Transaction may be completed without compliance with (i) the provisions of Section 63 of the *Personal Property Security Act*, R.S.O. 1990, c. P-10, as amended, and any similar provisions in personal property security legislation in force in any province in which the Debtor carries on business; and (ii) Section 244 of the BIA.

9. THIS COURT ORDERS AND DECLARES that the Purchase Price and the Contract Balance (as those terms are defined in the Purchase Agreement) and Section 3.2 of the Purchase Agreement in its entirety, be and is hereby sealed pending further order of this Court.

10. THIS COURT ORDERS that the Monitor's summary analysis of the terms of competing bids, offers to purchase or expression of interest for any of the assets/operations as referenced in paragraphs 29 and 39 of the Report be and is hereby sealed pending further order of this Court.

11. THIS COURT HEREBY REQUESTS the aid and recognition of any court, tribunal, regulatory or administrative body having jurisdiction in Canada or in the United States to give effect to this Order, including without limitation, the United States Bankruptcy Court for the District of Delaware, and to assist the Monitor and its agents in carrying out the terms of this Order. All courts, tribunals, regulatory and administrative bodies are hereby respectfully requested to make such orders and to provide such assistance to the Monitor, as an officer of this Court, as may be necessary or desirable to give effect to this Order or to assist the Monitor and its agents in carrying out the terms of this Order.

ENTERED AT / INSCRIT À TORONTO
ON / BOOK NO:
LE / DANS LE REGISTRE NO.:

NOV 18 2009

PER / PAR:

\5771876

Schedule A – Form of Monitor's Certificate

Court File No. 09-8321-00CL

ONTARIO

SUPERIOR COURT OF JUSTICE

COMMERCIAL LIST

IN THE MATTER OF THE *COMPANIES' CREDITORS ARRANGEMENT ACT*, R.S.C. 1985, c. C-36, AS AMENDED

AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF SKYPOWER CORP.

Applicant

MONITOR'S CERTIFICATE

RECITALS

A. Pursuant to an Order of the Court dated November 18, 2009, the Court approved the purchase agreement made as of October 23, 2009 (the "**Purchase Agreement**") between SkyPower Corp. (the "**Debtor**") and 3240384 Nova Scotia Limited (the "**Purchaser**") and Emera Incorporated and provided for the vesting in the Purchaser, or an affiliate of 3240384 Nova Scotia Limited ("**Designated Affiliate**") to whom 3240384 Nova Scotia Limited has directed in writing, prior to Closing, that title to the Purchased Assets be transferred on Closing, of the Debtor's right, title and interest in and to the Purchased Assets, which vesting is to be effective with respect to the Purchased Assets upon the delivery by the Monitor to the Purchaser or the Designated Affiliate of a certificate confirming (i) the payment by the Purchaser to the Designated Affiliate of the Purchase Price for the Purchased Assets; and (ii) that the conditions to Closing as set out in Article 6 of the Purchase Agreement have been satisfied or waived by the Debtor and the Purchaser.

C. Unless otherwise indicated herein, terms with initial capitals have the meanings set out in the Purchase Agreement.

THE MONITOR CERTIFIES the following:

1. The Debtor and the Purchaser have each independently informed the Monitor that:

   (a) The Purchaser has paid the Purchase Price for the Purchased Assets payable on the Closing Date pursuant to the Purchase Agreement; and

   (b) The conditions to Closing as set out in Article 6 of the Purchase Agreement have been satisfied or waived by the Debtor and the Purchaser.

2. **[The Purchaser indicated, in writing, prior to Closing that title to the Purchased Assets be transferred to ● / The Purchaser did not direct the transfer of the Purchased Assets to an affiliate of the Purchaser]**; and

3. This Certificate was delivered by the Monitor at ● [TIME] on ●, 2009.

KPMG Inc., in its capacity as Monitor of SkyPower Corp., and not in its personal capacity

Per: _____

Name:

Title:

Schedule B – Purchased Assets

Shares

All of the shares in the capital stock of Scotian Windfield Partners Corp. legally or beneficially owned by SkyPower Corp.

Assets

Schedule B continued on next page

SCHEDULE B continued

Wind – Projects

Digby

Data Room Document No.	Document Name	Date	Parties
2.2.2.1.3.3	Geotechnical Investigation, Final Report	June 3, 2009	Strum Environmental SkyPower Corp.
2.2.2.1.3.5	Supplementary Geotechnical Investigation	July 7, 2009	Strum Environmental SkyPower Corp.
12.1.1.1.2.1.2	Supplementary Geotechnical Investigation	July 27, 2009	Strum Environmental SkyPower Corp.
12.1.1.1.1.2 2.2.2.14.4	MET Resource Report	February 16, 2009	Genivar SkyPower Corp.
2.2.2.1.2.2.9	Magna Transformer Acquisition	April 2, 2009	Magna Electric Corp. SkyPower Corp.
12.1.1.1.2.7.1.3	Magna Transformer first and second payment	Sept 23, 2009	Magna Electric Corp. SkyPower Corp.
2.2.2.1.4.5	Topographical Survey of turbines sites and access roads	June 10, 2009	Terrain SkyPower Corp.
2.2.2.1.4.6	Additional Survey Information - Report of Surveying of Bennet Lane and Collection System Area	July 31, 2009	Terrain SkyPower Corp.
2.2.2.1.6.1.6	Construction Contract Bid Package, including: Tender Drawings, Tender Specifications and Standard Specifications for Municipal Services	June 30, 2009	CBCL LIMITED SkyPower Corp.
2.2.2.1.6.1.7	Construction Contract Reference Documents, including: GE 1.5 SLE Energy Technical Exhibits and GE Energy Work Instructions, Receiving reports, Check out sheets and drawings	June 30, 2009	CBCL LIMITED SkyPower Corp. GE Energy
2.2.2.1.6.1.1	Contract Contract Documents – Addendum No. 1 Materials (including revised Appendices and Drawings)	July 10, 2009	CBCL LIMITED SkyPower Corp.

Data Room Document No.	Document Name	Date	Parties
2.2.2.1.6.1.4.1	Contract Contract Documents – Addendum No. 2	July 15, 2009	CBCL LIMITED SkyPower Corp.
2.2.2.1.6.1.5.1	Contract Documents – Addendum No. 3, including Developer supplied Form of Construction Contract	July 24, 2009	CBCL LIMITED SkyPower Corp.
2.2.2.1.6.1.2.1	Contract Documents – Addendum No. 4	July 30, 2009	CBCL LIMITED SkyPower Corp.
2.2.2.1.6.1.3.1	Contract Documents – Addendum No. 5	July 31, 2009	CBCL LIMITED SkyPower Corp.
2.2.2.2.6.1	Digby Wind Power Survey	July 2009	Pollara SkyPower Corp.
2.2.2.3.1.4	EcoEnergy Registration No.5911-S17-1	September 7, 2007	Natural Resources Canada SkyPower Corp.
2.2.2.3.5.2	EcoEnergy Acknowledgement of submission TPI	July 9, 2009	Natural Resources Canada SkyPower Corp.
2.2.2.3.2.1	Preliminary Electro-Magnetic Interference Study	April 23, 2009	Genivar SkyPower Corp.
2.2.2.3.3.2	Issues Identification Report	June 22, 2007	Jacques Whitford Limited SkyPower Corp.
2.2.2.3.3.4.1	Nova Scotia Environment – Notice of Registration	April 30, 2009	Nova Scotia Environment SkyPower Corp.
2.2.2.3.3.4.2.1 to 2.2.2.3.3.4.2.12	Provincial Environmental Assessment Report and appendices Appended Reports: • Public Consultation Materials • Aquatic Survey Photographs • Flora Lists • Wetland Data • Avian Field Program Information • Noise Impact Study	April 2009	Jacques Whitford Stantec Limited SkyPower Corp.
2.2.2.3.3.4.3.1	Addendum to Environmental Assessment Registration Document	July 3, 2009	Jacques Whitford Stantec Limited SkyPower Corp.
2.2.2.3.3.4.3.3	Nova Scotia Environment – Request for additional information	June 2009	Nova Scotia Environment, Office of the Deputy Minister

Data Room Document No.	Document Name	Date	Parties
			SkyPower Corp.
2.2.2.3.3.4.4 2.2.2.10.2.1	Nova Scotia Environment Environmental Assessment Decision	August 24, 2009	Nova Scotia Environment, Office of the Minister SkyPower Corp. Scotian Windfields Inc.
2.2.2.3.3.5.2	Federal Coordination Notice	May 8, 2009	Canadian Environmental Assessment Agency SkyPower Corp.
2.2.2.3.5.3	Interim Mi'kmaq Ecological Knowledge Study	May, 2009	The Confederacy of Mainland Mi'kmaq (CMM), Environmental Services SkyPower Corp.
2.2.2.3.5.6	Interim #2 Mi'kmaq Ecological Knowledge Study	July, 2009	The Confederacy of Mainland Mi'kmaq (CMM), Environmental Services SkyPower Corp.
2.2.2.4.1.1	Quarterly Development Report for NSPI – Q1 2009	April 15, 2009	Nova Scotia Power Incorporated SkyPower Corp.
2.2.2.4.1.2	Quarterly Development Report for NSPI – Q4 2008	January 15, 2009	Nova Scotia Power Incorporated SkyPower Corp.
2.2.2.4.1.3	Quarterly Development Report for NSPI – Q2 2009	July 15, 2009	Nova Scotia Power Incorporated SkyPower Corp.
2.2.2.4.2.8	Transmission Line Feasibility Study	May 1, 2009	Terrain SkyPower Corp.
2.2.2.8.1	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.2	NavCanada and Transport Canada MET Tower Approvals	August 15, 2007 and April 25, 2007	NavCanada Transport Canada SkyPower Corp.
2.2.2.8.3	Transport Canada MET Tower Approval	August 24, 2007	Transport Canada SkyPower Corp.
2.2.2.8.4	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.5	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.

Data Room Document No.	Document Name	Date	Parties
2.2.2.8.6	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.7	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.8	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.9	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.10	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.8.11	Transport Canada MET Tower Approval	August 29, 2008	Transport Canada SkyPower Corp.
2.2.2.9.1 5.1.2.4	Power Purchase Agreement and the Performance Security thereunder	March 31, 2008	Nova Scotia Power Incorporated SkyPower Corp.
2.2.2.10.1.1 to 2.2.2.10.1.13	Wind Turbine Building Permits	February 16, 2009	Municipality and Town of Digby SkyPower Corp.
2.2.2.10.1.14	Building Permit for Control Building	July 16, 2009	Municipality and Town of Digby SkyPower Corp.
2.2.2.10.2.2	Transport Canada Approval of Project	July 6, 2009	Transport Canada SkyPower Corp.
2.2.2.10.2.3	NavCanada Approval for 20 Wind Turbines	August 25, 2009	NavCanada SkyPower Corp.
5.2.1.6 10.2.1.1	Amended and Restated Contract for 20 1.5 GE SLE Turbines	March 2, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.8 10.2.2.1	Change Order No. 1	March 10, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.9 10.2.2.2	Change Order No. 2	March 16, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.10 10.2.2.3	Change Order No. 3	March 24, 2009	General Electric Company General Electric Canada SkyPower Corp.

Data Room Document No.	Document Name	Date	Parties
5.2.1.11 10.2.2.4	Change Order No. 4	April 15, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.12 10.2.2.5	Change Order No. 5	June 4, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.13 10.2.2.6	Change Order No. 6	June 18, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.14 10.2.2.7	Change Order No. 7	July 10, 2009	General Electric Company General Electric Canada SkyPower Corp.
5.2.1.15 10.2.2.8	Change Order No. 8	August 4, 2009	General Electric Company General Electric Canada SkyPower Corp.
2.2.2.14.1	Yield Report	March 16, 2009	Genivar SkyPower Corp.
2.2.2.14.2	Yield Report Update	April 3, 2009	Genivar SkyPower Corp.
2.2.2.14.3	Yield Report Update	May 29, 2009	Genivar SkyPower Corp.
12.1.1.1.1.1	Mechanical Load Analysis	June 15, 2009	GE Energy SkyPower Corp.
12.1.1.1.2.1.1	Resistivity Data	August 6, 2009	Strum Environmental SkyPower Corp.
12.1.1.1.2.1.2	Supplementary Geotechnical Investigation Report	July 27, 2009	Strum Environmental SkyPower Corp.
12.1.1.1.9.1	Mi'kmaq Ecological Knowledge Study	September 2009	CMM Environment Services The Confederacy of Mainland Mi'kmaq SkyPower Corp.
2.2.2.14.5 12.1.1.1.1.3	Net Energy Analysis	September 30, 2009	WindLogics SkyPower Corp.
12.1.1.1.3.8	SRS Approval Notification	September 30, 2009	Nova Scotia Power Incorporated SkyPower Corp.

Data Room Document No.	Document Name	Date	Parties
12.1.1.1.3.5 12.1.1.1.3.6	Final Facilities Study Infrastructure Report	September 8, 2009	Nova Scotia Power Incorporated SkyPower Corp.
12.1.1.1.2.7.1.1	Substation – Confirmation Letter of Completed Coil Assembly	September 24, 2009	SkyPower Corp. Magna Electric Corporation
12.1.1.1.10.1.1	Application for Permit for Breaking Soil of Highways	October 9, 2009	SkyPower Corp. Nova Scotia Department of Transportation and Infrastructure Renewal
12.1.1.1.10.1.2	Approved Breaking Soil of Highways Permit	October 15, 2009	SkyPower Corp. Nova Scotia Department of Transportation and Infrastructure Renewal

5 MET Towers as described below:

TowerID	Province	Project	Final Tower Installation Coordinates
611	**NS**	**Digby NS**	**44 35.774, -65 53.542**
612	**NS**	**Digby NS**	**44 35.727, -65 56.472**
613	**NS**	**Digby NS**	**N 044° 35.321', W 065° 57.216'**
615	**NS**	**Digby NS**	**N 044° 34.472', W 065° 54.843'**
617	**NS**	**Digby NS**	**N 044° 36.256', W 065° 54.298'**

Land Rights

Nova Scotia Property Identification Number ("PID")	Document Name	Date	Parties
Digby County, Nova Scotia:			

Nova Scotia Property Identification Number ("PID") Digby County, Nova Scotia.	Document Name	Date	Parties
30132013	Option Agreement for Transmission Line Easement	07/22/09	Michele Como Linda Como SkyPower Corp.
30149363	Option Agreement for Transmission Line Easement	07/22/09	Richard Amero SkyPower Corp.
30152383	Option Agreement for Transmission Line Easement	07/22/09	Richard Amero Maria Amero SkyPower Corp.
30149348	Option Agreement for Transmission Line Easement	07/22/09	Anne Mary Amero SkyPower Corp.
30146021	Option Agreement for Transmission Line Easement	07/22/09	Mark Melanson Laura Melanson SkyPower Corp.
30146013	Option Agreement for Transmission Line Easement	07/22/09	Mark Melanson Laura Melanson SkyPower Corp.
30146039	Option Agreement for Transmission Line Easement	07/27/09	Nelson Ryan SkyPower Corp.
30192439	Option Agreement for Transmission Line Easement	07/31/09	Walter Ross SkyPower Corp.
30258958	Option Agreement for Transmission Line Easement	07/31/09	Walter Ross SkyPower Corp.
30238372	Option Agreement for Transmission Line Easement	07/30/09	Eileen Frances Brinton SkyPower Corp.
30238364	Option Agreement for Transmission Line Easement	07/30/09	Eileen Frances Brinton SkyPower Corp.
30192785	Option Agreement for Transmission Line Easement	07/30/09	Larry Goodwin SkyPower Corp.

Nova Scotia Property Identification Number ("PID") Digby County, Nova Scotia	Document Name	Date	Parties
30193437	Option Agreement for Transmission Line Easement	07/29/09	John W. Ryan Mary Ryan SkyPower Corp.
30192181	Option Agreement for Transmission Line Easement	08/04/09	Thomas G O'Neil Angela O'Neil SkyPower Corp.
30193239	Option Agreement for Transmission Line Easement	08/05/09	Larry G. Budd Wendy M. Budd SkyPower Corp.
30149272	Option Agreement for Transmission Line Easement	07/30/09	Stanley Boudreau Glenda Doucet Boudreau SkyPower Corp.
30149264	Option Agreement for Transmission Line Easement	07/30/09	Stanley Boudreau Glenda Doucet Boudreau SkyPower Corp.
30193148	Option Agreement for Transmission Line Easement	07/30/09	Stanley Boudreau Glenda Doucet Boudreau SkyPower Corp.
30257802	Option Agreement for Transmission Line Easement	07/30/09	Stanley Boudreau Glenda Doucet Boudreau SkyPower Corp.
30258347	Option Agreement for Transmission Line Easement	08/06/09	Charles William Johns Mabel Betty Johns SkyPower Corp.
30152623	Option Agreement for Transmission Line Easement	08/05/09	Gerald J. Comeau SkyPower Corp.
30146385	Option Agreement for Transmission Line Easement	08/06/09	William A Oickle Judy Pearson SkyPower Corp.
30146278	Option Agreement for Transmission Line Easement	08/06/09	William A Oickle Judy Pearson SkyPower Corp.
30145957	Option Agreement for Transmission Line Easement	08/04/09	Thomas G O'Neil Angela O'Neil SkyPower Corp.

Nova Scotia Property Identification Number ("PID") Digby County, Nova Scotia.	Document Name	Date	Parties
30146914	Option Agreement for Transmission Line Easement	08/12/09	Thomas Lombard SkyPower Corp.
30264634	Option Agreement for Transmission Line Easement	08/12/09	Thomas Lombard SkyPower Corp.
30146047	Option Agreement for Transmission Line Easement	08/12/09	Diane Elaine Simms SkyPower Corp.
30287049	Option Agreement for Transmission Line Easement	08/12/09	Diane Elaine Simms SkyPower Corp.
30145965	Option Agreement for Transmission Line Easement	08/17/09	Victory Farms Inc. SkyPower Corp.
30149405	Option Agreement for Transmission Line Easement	07/30/09	Larry D. NacNeill Marilyn MacNeill SkyPower Corp.
30149421	Option Agreement for Transmission Line Easement	07/30/09	Larry D. MacNeill Marilyn MacNeill SkyPower Corp.
30149884	Option Agreement for Transmission Line Easement	08/14/09	Sandra D. Haynes SkyPower Corp.
30318141	Option Agreement for Transmission Line Easement	08/17/09	Charles Gaudet SkyPower Corp.
30192496	Option Agreement for Transmission Line Easement	08/19/09	Jerry Schofield SkyPower Corp.
30132989	Option Agreement for Transmission Line Easement	08/19/09	Jerry Schofield SkyPower Corp.
30149991	Option Agreement for Transmission Line Easement	07/30/09	James Mcheffey SkyPower Corp.

Nova Scotia Property Identification Number ("PID") Digby County, Nova Scotia	Document Name	Date	Parties
30146146	Option Agreement for Transmission Line Easement	40051	William Oickle Judy Pearson SkyPower Corp.
30258503	Option Agreement for Transmission Line Easement	40051	William Oickle Judy Pearson SkyPower Corp.
30146252	Option Agreement for Transmission Line Easement	40051	William Oickle Judy Pearson SkyPower Corp.
30146260	Option Agreement for Transmission Line Easement	40051	William Oickle Judy Pearson SkyPower Corp.
30192199	Option Agreement for Transmission Line Easement	40051	Digby County Co-op Pasture Ltd SkyPower Corp.
30150007	Option Agreement for Transmission Line Easement	729/09	Christopher Jenkins and Margaret Jenkins SkyPower Corp.
30149504	Option Agreement for Transmission Line Easement	09/30/09	Eileen Frances Brinton SkyPower Corp.
30149793	Option Agreement for Transmission Line Easement	09/30/09	Eileen Frances Brinton SkyPower Corp.
30149801	Option Agreement for Transmission Line Easement	10/01/09	Anne Boudreau and Anita Boudreau SkyPower Corp.
30354617	Option Agreement for Transmission Line Easement	10/01/09	Anne Boudreau and Anita Boudreau SkyPower Corp.
30152086	Option Agreement for Transmission Line Easement	10/02/09	Joe H. Balser SkyPower Corp.
30192397	Option Agreement for Transmission Line Easement	25/09/09	Darren T. Andrew and April H. Amero SkyPower Corp.

Nova Scotia Property Identification Number ("PID") Digby County, Nova Scotia.	Document Name	Date	Parties
30318133	Option Agreement for Transmission Line Easement	24/09/09	Digby Excavating Ltd.. SkyPower Corp.
30320204	Option Agreement for Transmission Line Easement	24/09/09	Digby Salvage Disposal Co. Ltd. SkyPower Corp.
30146898	Option Agreement for Transmission Line Easement	24/09/09	Digby Salvage Disposal Co. Ltd. SkyPower Corp.
30192371	Option Agreement for Transmission Line Easement	25/09/09	Darren Andrews SkyPower Corp.
30264261	Option Agreement for Transmission Line Easement	22/09/09	Wayne's Excavation Services Ltd. SkyPower Corp.
30132757	Option Agreement for Transmission Line Easement	22/09/09	Wayne's Excavation Services Ltd. SkyPower Corp.
30152227	Option Agreement for Transmission Line Easement	08/10/09	Allen E. Ross and Joan M. Ross SkyPower Corp.
30152169	Option Agreement for Transmission Line Easement	08/10/09	Nellie Drew SkyPower Corp.
30152110	Option Agreement for Transmission Line Easement	25/09/09	Nellie Drew SkyPower Corp.
30274989	Option Agreement for Transmission Line Easement	28/08/09	Kelly Joseph Deveau and Janet Lee Deveau SkyPower Corp.
30275267	Option Agreement for Transmission Line Easement	19/10/09	Kelly Deveau and Janet Deveau SkyPower Corp

Nova Scotia Property Identification Number ("PID"): Digby County, Nova Scotia.	Document Name	Date	Parties
30238422	Option Agreement for Transmission Line Easement	20/10/09	James D. MacAlpine SkPower Corp.
30149868	Option Agreement for Transmission Line Easement	20/10/09	James D. MacAlpine SkPower Corp
30149850	Option Agreement for Transmission Line Easement	20/10/09	Alston MacAlpine Peggy MacAlpine SkyPower Corp.

GOODMANS\5781024.1

Schedule C – Claims to be deleted and expunged from title to Real Property

Any security interest, lien, prior claim, charge, hypothec, hypothecation, reservation of ownership, pledge, encumbrance, mortgage or adverse claim of any nature or kind other than licenses of intellectual property, including but not limited to, those security interests held by HSH Nordbank AG, New York Branch, as administrative agent and collateral agent on behalf of itself, Bayerische Landesbank, New York Branch and Union Bank of California, Canada Branch n/k/a Union Bank, Canada Branch) and Lehman Brothers Holdings Inc. and any charges granted by the Ontario Superior Court of Justice in these proceedings.

Court File No.: 09-8321-00CL

IN THE MATTER OF THE COMPANIES' CREDITORS ARRANGEMENT ACT, R.S.C. 1985, C. C-36, AS AMENDED AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF SKYPOWER CORP.

ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)

Proceeding commenced at Toronto

APPROVAL AND VESTING ORDER

GOODMANS LLP
Barristers & Solicitors
250 Yonge Street, Suite 2400
Toronto, Canada M5B 2M6

Robert Chadwick (LSUC# 35165K)
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Lawyers for the Applicant

\5771876

Digby Wind Project UARB IR-1 Attachment 32 Page 21 of 21

Natural Resources Canada | Ressources naturelles Canada

File Number: **5911-S17-2**

November 20, 2009

Ms. Pamela McKinnon
Manager, Wind Energy
Nova Scotia Power Inc.
1894 Barrington Street
P.O. Box 910
Halifax, NS, B3J 2W5, Canada

Subject: Review of TPI for the Digby Wind Power Project.

Dear Ms. McKinnon:

We have completed our review of the Technical Project Information (TPI) for the 30 MW Digby Wind Power Project located in Digby, Nova Scotia, registered under the ecoENERGY for Renewable Power program. We have concluded that the project meets the requirements of Step 2 of the program and therefore qualifies for a contribution agreement.

In the coming weeks a program officer will be in touch with you to initiate the contribution agreement process for the project, and an environmental assessment officer will be in touch to initiate the federal environmental assessment process.

Sincerely,

Denis Zborowski
Program Manager, Renewable Power
ecoENERGY for Renewable Power program
email: Denis.Zborowski@NRCan-RNCan.gc.ca
Tel: (613) 947-9815

Canada

Environment
Office of the Minister
PO Box 442, Halifax, Nova Scotia, Canada B3J 2P8 • www.gov.ns.ca/nse

DEC 17 2009

our file number
40100-30-151

Marc McClean
SkyPower Corp.
250 Yonge Street
Suite 1602
Toronto ON M5B 2L7

Dear Mr. McClean:

Re: Transfer of Environmental Assessment Approval

Thank you for your recent letter dated December 7, 2009, in which you request written consent to the transfer of the environmental assessment approval dated August 24, 2009 for the Digby Wind Power Project.

Based on the information provided, consent is granted to the transfer of the environmental assessment approval as it relates to the Project, including all right, title and interest in the Approval from SkyPower Corp. and Scotian WindFields Inc. to 3240384 Nova Scotia Limited, a wholly owned subsidiary of Emera Inc.

This undertaking remains subject to any approvals required by statute or regulation, including, but not limited to, approval under Part V of the Nova Scotia *Environment Act* (Approvals and Certificates section).

If you have any questions regarding the EA requirements for this project, please contact Peter Geddes, Acting Manager, EA Branch, at 424-6250.

Sincerely,

Sterling Belliveau
Minister

enclosure

cc: B. Petrie
P. Geddes

Environmental Assessment Approval

Approval Date: *Original dated August 24, 2009*

Digby Wind Power Project
SkyPower Corp. and Scotian Windfields Inc., Proponent

Digby County, Nova Scotia

The Digby Wind Power Project (the "Undertaking"), proposed by SkyPower Corp. and Scotian Windfields Inc. (together, the "Approval Holder"), Digby County, Nova Scotia is approved pursuant to Section 40 of the *Environment Act* and Section 13(1)(b) of the *Environmental Assessment Regulations*. This Approval is subject to the following conditions and obtaining all other necessary approvals, permits or authorizations required by municipal, provincial and federal acts, regulations and by-laws before commencing work on the Undertaking. It is the responsibility of the Proponent to ensure that all such approvals, permits or authorizations are obtained before commencing work on the Undertaking.

This Environmental Assessment Approval is based upon the review of the conceptual design, environmental baseline information, impact predictions, and mitigation presented in the Registration Document and Addendum (Registration Information).

Terms and Conditions for Environmental Assessment Approval

1.0 General Approval

1.1 The Environmental Assessment Approval for the undertaking is limited to the undertaking as described in the Registration Information excluding turbines 12, 15 and 18 in their proposed locations. Relocation of these turbines will require consultation with NSDNR Wildlife Division regarding wildlife connectivity and NSE regarding noise and setbacks. Relocation of turbines 12, 15, and 18 may be subject to condition 1.2 of this Approval.

1.2 Expansion, modification or relocation of any aspect of the undertaking from that proposed in the registration information must be submitted to the Environmental Assessment Branch for review and may require an environmental assessment.

1.3 The Approval Holder must commence work on the Undertaking unless granted a written extension by the Minister within 2 years of the date of issuance of this approval.

1.4 The Approval Holder must not transfer, sell, lease, assign or otherwise dispose of this approval without the written consent of the Minister. The sale of a controlling interest of a business or a transfer of an approval from a parent company to a subsidiary or an affiliate is deemed to be a transfer requiring consent.

2.0 Flora and Fauna

2.1 Prior to construction, the Approval Holder must provide NSDNR's Regional Services and Wildlife Division staff with digital way point files revealing precise locations for all "RED", "YELLOW" and "UNDETERMINED" listed species identified during field work within the area proposed for development. The Approval Holder must report to NSE that the files have been provided to NSDNR.

2.2 The Approval Holder must develop and implement a program to monitor for birds and bats. The monitoring program and associated reporting requirements must be developed to the standards as determined by the Nova Scotia Department of Natural Resources (NSDNR) and Canadian Wildlife Service (CWS). The Approval Holder must provide details in an annual report to Nova Scotia Environment (NSE). Based on the results of bird and bat monitoring, the Approval Holder must make necessary modifications to mitigation plans, and/or wind farm operations, to the satisfaction of NSE.

2.3 The Approval Holder must monitor and report all occurrences of mortality on birds and bats resulting from impact with wind turbines or towers for a period of two years from wind farm commencement, in accordance with methodologies and standards defined by NSDNR and CWS. The Approval Holder must provide details in an annual report to NSE.

2.4 If site preparation activities occur between May 1 and August 31 (breeding season for most birds) the Approval Holder must prepare and implement a monitoring and mitigation plan for breeding activity (i.e. nesting) in consultation with NSDNR and the CWS.

3.0 Noise and Visual Impact

3.1 The Approval Holder must monitor noise, at the request of, and to the satisfaction of NSE under varying climatic conditions in order to ensure that noise levels do not exceed an acceptable level. Based on the results of the monitoring program, the Approval Holder must make necessary modifications to mitigation plans and/or wind farm operations to reduce the noise level to an acceptable level.

3.2 The Approval Holder must develop a plan to monitor shadow flicker, at the request of, and to the satisfaction of NSE. Based on the results of the monitoring program, the Approval Holder must make necessary modifications to mitigation plans and/or wind farm operations to prevent any unacceptable environmental effects to the satisfaction of NSE.

3.3 The Approval Holder must develop a turbine lighting plan in consultation with CWS and Transport Canada.

4.0 Ground and Surface Water Resources

4.1 The Approval Holder must not blast, unless otherwise approved by NSE.

4.2 The Approval Holder must conduct visual assessments, both quarterly and after severe storms events, of the site to ensure the effectiveness of erosion and sedimentation controls, unless otherwise approved by NSE. Results of the assessment must be submitted, at a

frequency to be determined, to NSE as part of the Environmental Protection Plan (EPP).

4.3 The Approval Holder must not construct a turbine within 30m of a wetland or watercourse, unless otherwise approved by NSE.

4.4 It is the responsibility of the Approval Holder to obtain an approval from NSE for the construction of watercourse crossings and/or wetland alterations, as specified in the *Activities Designation Regulations*.

5.0 Consultation

5.1 The Approval Holder must develop a complaint resolution plan to address all concerns associated with the project. The Approval Holder must appoint a contact person designated to deal with complaints, and must provide the contact information to NSE.

6.0 First Nation and Aboriginal Engagement

6.1 The Approval Holder must develop a plan, to engage interested Aboriginal Groups following receipt of the MEKS, to discuss any impacts on traditional Mi'kmaq resources, and to clarify project activities and identify associated mitigation measures.

7.0 Archaeological and Heritage Resources/Aboriginal Interests

7.1 The Approval Holder must cease work and contact the Director, Heritage Division, Nova Scotia Department of Tourism, Culture and Heritage, the Executive Director, Confederacy of Mainland Mi'kmaq and the Executive Director, Union of Nova Scotia Indians immediately upon discovery of an archaeological site or artefact unearthed during any phase of the proposed Undertaking.

8.0 Environmental Management System

8.1 Prior to construction, the Approval Holder must provide for review and approval to NSE, the following information:

a) An Environmental Protection Plan (EPP) for the construction, operation and maintenance of the Undertaking. The EPP must include, but not be limited to:
   i) details of erosion and sedimentation control plans;
   ii) a monitoring program for surface waters; and
   iii) a contingency plan to address accidents that includes spill response procedures, emergency contacts, and staff training.

b) The locations and construction details for proposed new roads, turbines and associated infrastructure, and any other such information as required by NSE.

8.2 The Approval Holder must adhere to the EPP once finalized and accepted by NSE. Construction work can only commence upon receiving NSE approval for the EPP.

9.0 Site Reclamation

9.1The Approval Holder must submit a decommissioning plan to NSE for review and approval, six months prior to initiating project decommissioning and site reclamation. The Approval Holder must reclaim the site to the satisfaction of NSE.

Original Signed By

Sterling Belliveau
Minister of Environment

Court File No. 09-8321-00CL

ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)

THE HONOURABLE MR.	)	**MONDAY, THE 21st**
	)	
JUSTICE MORAWETZ	)	**DAY OF DECEMBER, 2009**

IN THE MATTER OF THE *COMPANIES' CREDITORS ARRANGEMENT ACT*, R.S.C. 1985, c. C-36, AS AMENDED

AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF INTERWIND CORP.

Applicant

ORDER AMENDING APPROVAL AND VESTING ORDER

(Re Digby Transaction)

THIS MOTION, made by Interwind Corp. (formerly SkyPower Corp.) (the "**Debtor**") for an order amending the Approval and Vesting Order granted by this Court on November 18, 2009 (the "**November Order**") in respect of a transaction contemplated by a purchase agreement between the Debtor and 3240384 Nova Scotia Limited (the "**Purchaser**") and Emera Inc. made as of October 23, 2009, attached as Exhibit "A" to the Supplemental Affidavit of David Bacon sworn December 17, 2009 (the "**Bacon Affidavit**"), as subsequently amended by an Amendment dated as of November 20 , 2009, and by a Second Amendment dated December 17, 2009, attached as Exhibits "C" and "D" to the Bacon Affidavit (collectively, the "**Amended Purchase Agreement**"), was heard this day at 330 University Avenue, Toronto, Ontario.

ON READING the Sixth Report of KPMG Inc., as monitor (the "**Monitor**"), dated December 18, 2009, and on hearing the submissions of counsel for the Debtor, the Purchaser, the Monitor, HSH Nordbank AG, New York Branch, as administrative agent and collateral agent on behalf of itself, Bayerische Landesbank, New York Branch and Union Bank of California, Canada Branch (n/k/a Union Bank, Canada Branch), Lehman Brothers Holdings Inc., CIM

Group, West LB AG, Toronto Branch and Norddeutsche Landesbank Girozentrale, New York Branch, no one appearing for any other person on the service list,

1. THIS COURT ORDERS that the November Order be and is hereby amended as set out herein.

2. THIS COURT ORDERS that all references to the "Purchase Agreement" in the November Order, including in the Monitor's Certificate attached as Schedule "A" thereto, shall be and are hereby amended to be references to the "Amended Purchase Agreement".

3. THIS COURT ORDERS that Schedule "B" to the November Order be and is hereby amended to delete the references to the shares in the capital stock of Scotian Windfield Partners Corp. legally or beneficially owned by the Debtor.

4. THIS COURT ORDERS that Schedule "B" to the November Order be and is hereby amended to include the assets listed on Schedule "A" hereto.

5. THIS COURT ORDERS that, except as amended hereby, the November Order remains otherwise unamended and in full force and effect.

6. THIS COURT HEREBY REQUESTS the aid and recognition of any court, tribunal, regulatory or administrative body having jurisdiction in Canada or in the United States to give effect to this Order, including without limitation, the United States Bankruptcy Court for the District of Delaware, and to assist the Monitor and its agents in carrying out the terms of this Order. All courts, tribunals, regulatory and administrative bodies are hereby respectfully requested to make such orders and to provide such assistance to the Monitor, as an officer of this Court, as may be necessary or desirable to give effect to this Order or to assist the Monitor and its agents in carrying out the terms of this Order.

ENTERED AT / INSCRIT A TORONTO
ON / BOOK NO:
LE / DANS LE REGISTRE NO.:

DEC 21 2009

PER / PAR:

\5793567

SCHEDULE "A"

Document Name	Date	Parties
Shape File DVD with EA, Engineering, Survey, Layout and Transmission Line Information		SkyPower Corp.
Minutes of Meeting of Digby Co-Operative Pasture Limited re proposal for Transmission Line Options	August 24, 2009	Digby Co-Operative Pasture Limited SkyPower Corp.
Construction Bids and Bid Evaluation Form		SkyPower Corp. CBCL Limited
Padmount Transfer Bids and Bid Evaluation Form		SkyPower Corp.
Letter from EON WindElectric re Construction Bid Costs	August 10, 2009	EON WindElectric SkyPower Corp.
Letter from Signal Wind Energy LLC re Construction Bid Costs	September 4, 2009	Signal Wind Energy LLC SkyPower Corp.
Main Transformer Specifications		Stantec Consulting Inc. SkyPower Corp.
Option Agreement for Transmission Line Easement	15/12/09	Jonathan Mullen Mink Ranch Limited Interwind Corp.

Court File No.: 09-8321-00CL

IN THE MATTER OF THE COMPANIES' CREDITORS ARRANGEMENT ACT, R.S.C. 1985, C. C-36, AS AMENDED AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF INTERWIND CORP.

ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)

Proceeding commenced at Toronto

ORDER AMENDING APPROVAL AND VESTING ORDER

GOODMANS LLP
Barristers & Solicitors
250 Yonge Street, Suite 2400
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Robert Chadwick (LSUC# 35165K)
Fred Myers (LSUC#26310A)
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Tel: 416-979-2211
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Lawyers for the Applicant

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Digby Wind Project UARB IR-1 Attachment 39 Page 4 of 4

Court File No. 09-8321-00CL

ONTARIO

SUPERIOR COURT OF JUSTICE

COMMERCIAL LIST

IN THE MATTER OF THE *COMPANIES' CREDITORS ARRANGEMENT ACT*, R.S.C. 1985, c. C-36, AS AMENDED

AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF INTERWIND CORP.

Applicant

MONITOR'S CERTIFICATE

RECITALS

A. Pursuant to an Order of the Court dated November 18, 2009, and amended December 21, 2009, the Court approved the purchase agreement made as of October 23, 2009, and amended November 20, 2009 and December 17, 2009, (the "**Purchase Agreement**") between Interwind Corp. (formerly known as "SkyPower Corp.") (the "**Debtor**") and 3240384 Nova Scotia Limited (the "**Purchaser**") and Emera Incorporated and provided for the vesting in the Purchaser, or an affiliate of the Purchaser ("**Designated Affiliate**") to whom the Purchaser has directed in writing, prior to Closing, that title to the Purchased Assets be transferred on Closing, of the Debtor's right, title and interest in and to the Purchased Assets, which vesting is to be effective with respect to the Purchased Assets upon the delivery by the Monitor to the Purchaser or the Designated Affiliate of a certificate confirming (i) the payment by the Purchaser or the Designated Affiliate of the Purchase Price for the Purchased Assets; and (ii) that the conditions to Closing as set out in Article 6 of the Purchase Agreement have been satisfied or waived by the Debtor and the Purchaser.

B. Unless otherwise indicated herein, terms with initial capitals have the meanings set out in the Purchase Agreement.

THE MONITOR CERTIFIES the following:

1. The Debtor and the Purchaser have each independently informed the Monitor that:

(a) The Purchaser or the Designated Affiliate has paid the Purchase Price for the Purchased Assets payable on the Closing Date pursuant to the Purchase Agreement; and

(b) The conditions to Closing as set out in Article 6 of the Purchase Agreement have been satisfied or waived by the Debtor and the Purchaser;

2. The Purchaser did not direct the transfer of the Purchased Assets to an affiliate of the Purchaser; and

3. This Certificate was delivered by the Monitor on December 23, 2009.

KPMG Inc., in its capacity as Monitor of Interwind Corp., and not in its personal capacity

Per: _____

Name: TODD M. MARTIN

Title: CHAIRMAN

::ODMA\PCDOCS\TOR01\4253768\1

Court File No. 09-8321-00CL

IN THE MATTER OF THE *COMPANIES' CREDITORS ARRANGEMENT ACT*, R.S.C. 1985, c. C-36, AS AMENDED AND IN THE MATTER OF A PLAN OF COMPROMISE OR ARRANGEMENT OF INTERWIND CORP.

ONTARIO
SUPERIOR COURT OF JUSTICE
(COMMERCIAL LIST)

PROCEEDINGS COMMENCED AT TORONTO

MONITOR'S CERTIFICATE
(December 23, 2009)

BORDEN LADNER GERVAIS LLP
Barristers and Solicitors
Scotia Plaza, 40 King Street West
Toronto, Ontario
M5H 3Y4

Michael J. MacNaughton
Tel.: (416) 367-6646
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Roger Jaipargas
Tel: (416) 367-6266
Fax: (416) 361-7067
LSUC # 43275C

Lawyers for KPMG Inc., in its capacity as
Court-appointed Monitor of Interwind Corp.

::ODMA\PCDOCS\TOR01\4253310\1

Digby Wind Project UARB IR-1 Attachment 40 Page 3 of 3

NOVA SCOTIA POWER
An Emera Company

April 16, 2010

Peter W. Gurnham, Q.C.
Chair, Nova Scotia Utility and Review Board
1601 Lower Water Street, 3rd Floor
P.O. Box 1692, Unit "M"
Halifax, NS B3J 3S3

Dear Mr. Gurnham:

Following the 2007 competitive solicitation for renewable energy projects, Nova Scotia Power Inc. (NSPI) entered into a 20 year Power Purchase Agreement with Skypower Corp. (now known as Interwind Corp., but referred to herein as Skypower) on March 31, 2008 (the "PPA"). The PPA provided for the purchase of power from a 30 MW wind farm to be developed at Digby, Nova Scotia.

At the time that the PPA was negotiated and executed, Skypower was controlled (80% ownership) by Lehman Bros., one of the world's largest investment banks. In September 2008, Lehman Bros. filed for bankruptcy, in one of the triggering events for the global financial crisis which ensued. For several months that followed, Skypower attempted to recapitalize itself, and to sell assets, including the Digby project. In August 2009, Skypower sought and obtained court ordered protection under the Companies Creditors Arrangement Act ("CCAA").

At this time it became likely that the Digby project as structured was not going to be developed by Skypower or another Independent Power Producer and the energy would not have been delivered pursuant to the PPA.

Skypower commenced a formal process to sell its assets under the CCAA protection. Under that process, NSPI affiliate 3240384 Nova Scotia Limited purchased all of Skypower's assets and rights in the Digby project (including an assumption of rights under a wind turbine supply agreement) on December 23, 2009. Scotian Windfields held a half interest in certain of the assets comprising the development rights for the Digby project. Concurrently with the purchase from Skypower, NSPI's affiliate reached agreement with Scotian that ultimately led to the purchase of Scotian's interest in the project. The NSPI affiliate holds all of the development rights to the Digby project, and has proceeded to develop the project.

Absent the involvement of NSPI's affiliate, the development rights for the Digby project as presently configured may have become unavailable, as it is likely that

the PPA would have been terminated as a consequence of the CCAA proceedings. The Digby site is a favourable location for wind farm development, and if the PPA had been terminated it is likely that a future competitive solicitation for renewable energy would have included this site at a higher cost to customers.

NSPI would like to preserve the Digby project, which would be beneficial for customers. Given that NSPI will take over the Digby project from an affiliate, the Affiliate Code of Conduct will apply to the transaction.

Request to Proceed in Advance of Work Order Approval

It is the Company's plan to file a work order for UARB approval of the Digby Wind Project in the near future. Project construction has already begun by NSPI's affiliate. Wind turbines have been ordered under a contract originally entered into by Skypower and assumed by NSPI's affiliate; construction contracts have been executed and work is underway. By this letter, NSPI seeks to confirm that the UARB has no objection to NSPI continuing with project construction, pending the Capital Work Order review and approval process and before receiving a Board decision on the Capital Work Order Application. This immediate work will proceed on the basis that the costs cannot be included in rate base and recovered from customers unless and until the Capital Work Orders are approved by the Board, and subject to any changes required by the Board following review.

Background

NSPI intends to construct and seek approval of the Digby Wind Project on a schedule that should allow the energy to be delivered to NSPI customers no later than December 31, 2010. Similar to the Nuttby Mountain Wind Project, the current construction schedule should:

- Allow construction and commissioning to be undertaken in 2010;
- Allow the Company to access the Federal Government funding available through the ecoENERGY program, which represents a total value to customers of $9.2 million over the first decade of production. The federal program requires commissioning by March 31, 2011;
- Contribute positively to momentum in the province regarding the execution of renewable projects and compliance with emissions regulations; and
- Provide an additional non-emitting resource to reduce the cost of compliance with more stringent emissions limits.

The energy from the Digby project will, upon certification, contribute to meeting the 2013 target under the Renewable Energy Standard. The action by NSPI's affiliate has allowed the project to capture benefits of the ecoENERGY program, through an agreement with the federal government that was executed on March

12, 2010. The Digby project is likely one of the final projects to be approved for ecoENERGY funding, which would likely have been lost had the insolvency process proceeded through the usual course.

In order to meet the construction schedule, it is important to continue with the preparatory construction, such as land clearing and road construction, that has begun under the direction of NSPI's affiliate. The current construction schedule is also important in light of limitations imposed by winter conditions which are expected to preclude major construction between December and March.

As such, NSPI requests that the UARB allow the Company to continue with project construction. This work will proceed in tandem with the Capital Work Order review and approval process and before receiving a Board decision on the Capital Work Order Application. With this approach, NSPI's shareholders bear the risk that the Board will require changes to the project or decline to approve the project in whole or in part.

Conclusion

NSPI seeks to confirm that the UARB has no objection to NSPI continuing with project construction, pending the Capital Work Order review and approval process and before receiving a Board decision on the Capital Work Order Application. NSPI customers will not become responsible for these costs unless and until the UARB approves the Capital Work Order Application and the inclusion of the costs in rate base.

Given that NSPI will take over the Digby project from an affiliate, the Affiliate Code of Conduct will apply to the transaction. NSPI anticipates that the capital work order process will provide an appropriate opportunity for the Board to confirm compliance with the Code of Conduct and approve the affiliate transaction.

NSPI would be pleased to provide any further information that the Board may require in order to consider this request. Nova Scotia Power appreciates the ongoing support of the UARB for renewable energy development in Nova Scotia.

Yours truly,

Rene Gallant
General Manager Regulatory Affairs

Encl.

c: Robin McAdam
Bruce Outhouse, Q.C.

Nova Scotia Utility and Review Board

Mailing address
PO Box 1692, Unit "M"
Halifax, Nova Scotia
B3J 3S3
uarb.board@gov.ns.ca
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Office
3rd Floor
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Halifax, Nova Scotia B3J 3P6
902 424-4448 t
902 424-3919 f

April 23, 2010

By Email: rene.gallant@emera.com

Mr. Rene Gallant
General Manager, Regulatory Affairs
Nova Scotia Power Inc.
P.O. Box 910, Scotia Square
Halifax, NS B3J 2W5

Dear Mr. Gallant:

Nova Scotia Power Inc. - Digby Wind Project - P-128.10

This letter is further to correspondence from the Board dated April 16, 2010, with respect to NSPI's request involving the above-noted project. The Board has reviewed NSPI's request as set out below:

> NSPI seeks to confirm that the UARB has no objection to NSPI continuing with project construction, pending the Capital Work Order review and approval process and before receiving a Board decision on the Capital Work Order Application. NSPI customers will not become responsible for these costs unless and until the UARB approves the Capital Work Order Application and the inclusion of the costs in rate base.
>
> Given that NSPI will take over the Digby project from an affiliate, the Affiliate Code of Conduct will apply to the transaction. NSPI anticipates that the capital work order process will provide an appropriate opportunity for the Board to confirm compliance with the Code of Conduct and approve the affiliate transaction.
>
> [NSPI letter to Board, April 16, 2010, p. 3]

The Board notes that this request is similar to one involving the Nuttby Mountain Wind Project. In that case, the Board determined, in part, as follows::

> The Board has no objection to Nova Scotia Power undertaking these advance expenditures at shareholders' risk on the understanding this will not be considered by Nova Scotia Power to constitute any form of approval of the capital work order application...
>
> [Board letter to NSPI, September 15, 2009, p. 1]

After reviewing the Digby Wind Project request, the Board believes that the comments noted above also apply in this case. In addition, since the Digby Wind Project involves a transaction with 3240384 Nova Scotia Limited, an affiliate of NSPI, both the work order expenditure request and the circumstances involving the corresponding affiliate transaction will be the subject of a rigorous review by the Board and interested parties. Directions on procedure will be issued when the capital work order is filed with the Board.

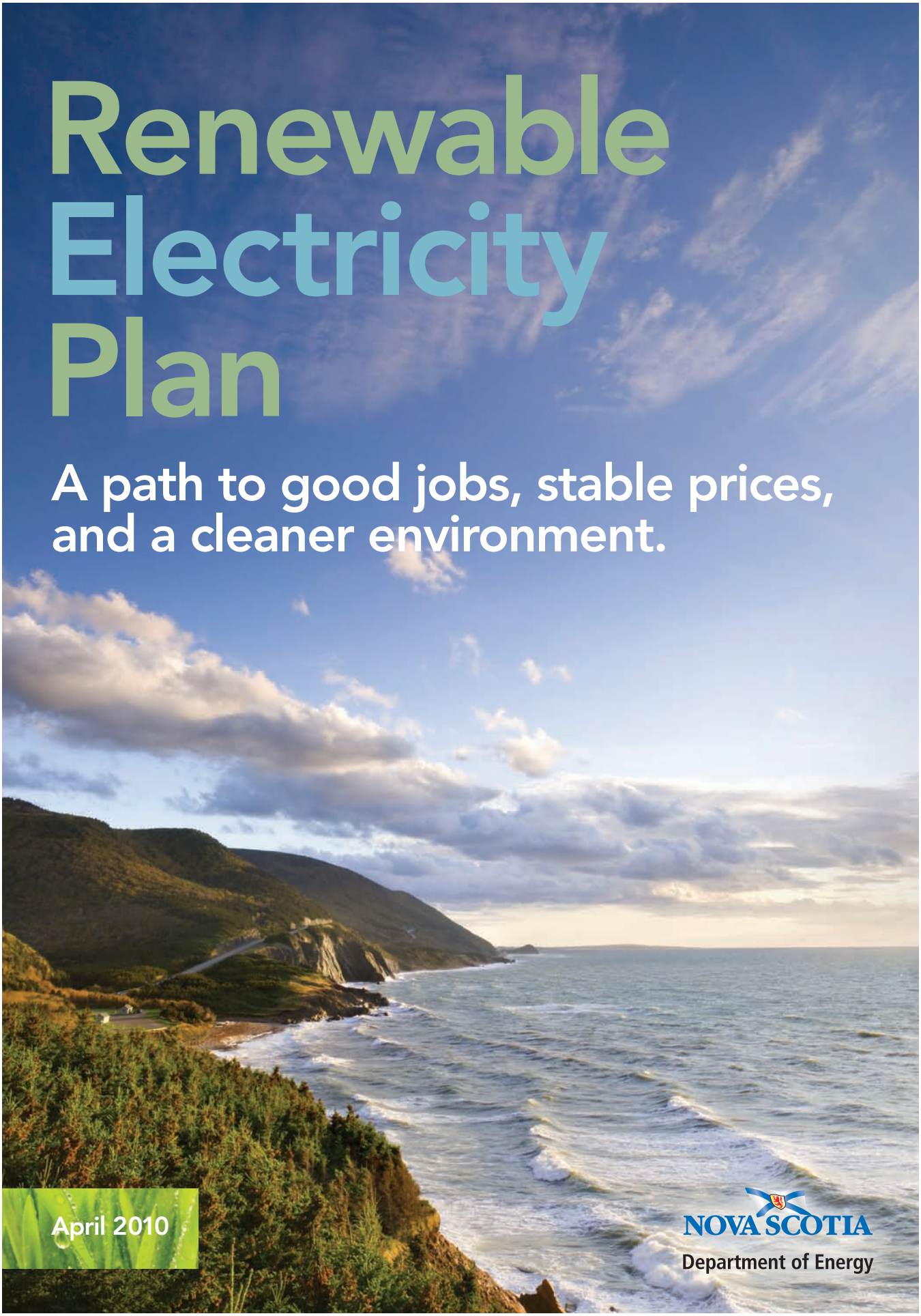
Yours very truly,

Nancy McNeil
Regulatory Affairs Officer/Clerk

cc S. Bruce Outhouse, Q.C., Board Counsel By Email
Stakeholders By Email

Renewable Electricity Plan

A path to good jobs, stable prices, and a cleaner environment.



April 2010

NOVA SCOTIA
Department of Energy

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Executive Summary

This Renewable Electricity Plan sets out a detailed program to move Nova Scotia away from carbon-based electricity towards greener, more local sources.

The motivation for this plan is simple: nearly 90 percent of the province's electricity supply comes from fossil fuels—most of it coal. Coal made more sense when it was mined here in Nova Scotia, but now we buy it from others. This over-reliance on a single fuel source weakens our energy security, binds us to the volatile and upward trend of international prices, and drains wealth away from the province. Equally important, it has a negative impact on both our health and our environment.

The province is committed to making a change—and to keeping its commitment to make life better for Nova Scotia families.

The Commitment: 25% Renewable Electricity by 2015.
This plan commits the 2015 target of 25 percent renewable electricity to law. By that date, Nova Scotia's total renewable electricity content will have more than doubled from 2009 levels—and the equivalent of more than 300,000 homes will be powered by clean, local sources.

The New Goal: 40% Renewable Electricity by 2020.
The 2020 goal places Nova Scotia in a position of global leadership. It may require expanded grid connections with our neighbours, and may include a greatly expanded role for tidal energy as we learn more. By 2020, this goal means Nova Scotia will have the equivalent of more than 500,000 homes running on renewable power—more than enough energy for every residential customer in the province.

The Plan

In addition to energy conservation and efficiency programs, the province will make an orderly transition to new, local, renewable energy sources. This plan uses several different mechanisms to achieve that transition. It creates a role for everyone from Nova Scotia Power (who will continue their regulated obligations) and large independent producers, to community organizations and committed citizens.

Larger Projects: Regulation + Competition
Large and medium-sized renewable electricity projects will be split evenly between Nova Scotia Power (NSPI) and Independent Power Producers (IPPs). The Utility and Review Board (UARB) will evaluate and approve NSPI-sponsored projects in the traditional way. Independent producers will compete for projects in a bidding process managed by a new authority, the *Renewable Electricity Administrator*.

Community Projects: Fixed Price
To encourage a range of projects widely dispersed throughout the province, this plan establishes a community-based feed-in tariff (COMFIT) for an expected 100 megawatts of renewable electricity projects connected to the grid at the distribution level. The plan also introduces a variety of programs to assist community groups in the technical, financial, and regulatory work needed to develop these projects.

Individuals: Enhanced Net Metering
To give individuals and small businesses the opportunity to participate in green energy projects, the plan expands and enhances the current net metering program available to consumers through NSPI. Projects up to one megawatt, and connected to multiple meters within a

single distribution zone, will be eligible to use two-way meters, and participants will receive payment at retail rates for any excess power they produce over a year.

Biomass: Proceed with Caution

Government will approach the development of biomass for electricity production with caution. Electricity produced from co-firing biomass will play a role in meeting the 2015 target, but will undergo review for post-2015 use. To ensure sustainability, pending release of the Natural Resources Strategy, this plan caps new electricity generation from forest biomass at 500,000 dry tonnes (~600-700 GWh) above current uses. Co-firing in thermal plants is capped at 150,000 dry tonnes (150 GWh).

Tidal: Safe Development

The province will continue to invest in tidal energy research and development in the hopes that our unique tidal resource can eventually make a significant contribution to our energy needs. To encourage this development, this plan establishes a community-based feed-in tariff (COMFIT) for distribution connected tidal projects, as well as a special FIT covering direct incremental costs related to device deployment for developmental tidal arrays connected to the grid at the transmission level.

Solar: Heat + Water Focus

Solar will qualify as a renewable resource under the enhanced net metering program. Today, solar is used more economically for air and water heating rather than electricity generation. Its role may expand as the cost of solar technology changes in the future.

Grid: Cleaner and Stronger

To increase the grid's capacity to absorb intermittent energy from wind and tidal sources, the province will continue to encourage the use of locally-produced natural gas—a cleaner, quick-responding fuel that is ideal for balancing intermittent supplies. New studies will lay the groundwork for upgrading our own grid, and our modest interconnection to the North American grid.

Benefits + Costs

In the process of transitioning to a system that is cleaner, more diverse, more domestic, and more secure, this plan will support as much as $1.5 billion in green investment—creating good jobs and growing the economy. Specifically, the plan will create jobs in construction, supply, manufacturing and maintenance, generating an estimated 5,000 to 7,500 person-years inside the province, with opportunities in both urban and rural areas. There are costs associated with moving in this direction—especially upfront. Adding renewables may add an average of one to two percent per year on electricity bills in the short term.

But in the long run Nova Scotia will be far better off. Renewable electricity prices don't go up over time in the same way that carbon-based fuels will. Controlling our own supplies of energy gives us significant energy security. Moving towards local renewable sources will help stabilize fuel prices in the future—protecting consumers from both the volatility of fossil fuel pricing and the future costs of carbon.

This plan takes a balanced approach to the challenging task of transforming our electricity system—a direction critical to the province's economic and environmental future—with opportunities for all Nova Scotians to participate.

Where We Are Now

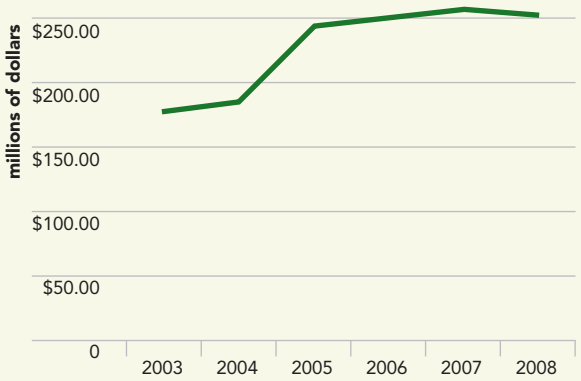
A generation ago, Nova Scotia made a deliberate decision to produce electricity from coal. The price was low and stable, and the supply was secure. It was mined right here—so investing in coal-fired generation seemed like a smart way to ensure jobs and affordable electricity for Nova Scotians.

That reality is changing. Rising costs and increasing international competition forced our mines to close. Today, the coal burned in Nova Scotia comes from distant shores.

Today, almost 80 percent of the electricity consumed here comes from imported coal, petroleum-coke, or fuel oil. The rest comes from natural gas—a cleaner, locally produced fuel—and from renewable sources like hydro, wind, and tidal.

Every time you turn on a light switch, money flows from your pocket out of the country to places where the coal we burn originates. Not only does this drain wealth from the province, it puts Nova Scotians at the mercy of political turmoil and natural disasters in faraway lands.

Estimated Cost of Imported Coal Used to Produce Electricity in Nova Scotia



Please note that prices are based on blended prices from multiple suppliers dependent on BTU value, world price, sulphur contents, FX rates.

Source: NSPI

Although coal prices fluctuate, the general trend continues to climb upward.

Reliance on imported coal also shackles Nova Scotia to the upward march of international fuel prices, driven by the developing world's insatiable appetite for energy. Each time prices careen upward and start to come back down, they always seem to settle at a level just a bit higher than where they started.

Coal is also a major source of pollution. Burning it produces nitrogen oxides, sulphur dioxide, mercury, and particulates requiring ever more expensive emission controls and cleaner mixes of fuels to protect public health and the environment.

Burning coal and oil generates greenhouse gases that contribute to climate change—a problem we have a responsibility to address as global citizens.

In short, Nova Scotia's economy has been exposed to insecure overseas supplies of an increasingly expensive, unhealthy, environmentally unfriendly fuel. We need to begin changing that, and this is the plan for doing so.

The Renewable Electricity Plan is focused on helping Nova Scotia address the challenges of the rapidly changing world energy environment—and making life more affordable in the long run. It incorporates the strategic direction of previous energy policy, and expands on it in a number of key areas.

This plan is part of a larger strategy on clean energy production and use to be released in the coming year. The strategy will encompass more than electricity generation. It will cover several aspects of energy policy, including:

- All sources of renewable energy (for electricity, space and water heating, and transportation),
- Energy efficiency (including conservation, efficiency, and managing demand),
- Locally-produced, cleaner fuels (encompassing natural gas supplies and markets), and
- Economic and environmental opportunities that emerge as Nova Scotia moves to a cleaner, more secure and sustainable energy future.

As part of the preparation for this Renewable Electricity Plan, a consulting team from Dalhousie University, led by Dr. David Wheeler, facilitated extensive public, multi-disciplinary consultations in the summer and fall of 2009. Those consultations confirmed that Nova Scotians are passionate about developing our renewable energy resources. The final report, dubbed the "Wheeler Report" included recommendations for implementing renewable energy in the short, medium, and long-term (beyond 2020). This plan draws on the advice of Dr. Wheeler, as well as a range of other information sources, to build a practical plan for our near and mid-term energy future.

Where We Need to Go

A Quick Guide to Electricity Units

We measure the ***rate*** at which electricity is generated or used in **watts**. A 25-watt bulb uses 25 watts of power.

We measure the ***amount*** of electricity generated or used in **watt-hours**. A 25 watt bulb that burns for an hour uses 25 watt-hours of electricity.

Because this plan often discusses large amounts of electricity, we use a series of prefixes to describe very large amounts.

1,000 watts = 1 kilowatt (kW), the power used by a typical home.

1000 kW = 1 megawatt (MW), the power used by about 1,000 homes.

1000 MW = 1 gigawatt (GW), the power used by about a million homes.

1 gigawatt-hour (GWh) = 1 million kilowatt-hours. Nova Scotia currently generates and consumes about 12,000 GWh of electricity per year.

Coal-fired electricity needs to be gradually replaced with fuel supplies that are local, cleaner, more secure, and more sustainable. It can't be done overnight. For one, because Nova Scotia's electrical utility has a huge investment in thermal generating stations that are only part way through their useful life. But we must begin the process of weaning ourselves off coal. This means practicing energy conservation to forestall growth in demand for electricity, and broadening the energy supply base to include a significantly larger local, renewable component.

Transforming our current electricity mix to one that is more local and green is important to our future energy security.

The Government of Nova Scotia has set ambitious targets for generating more electricity from renewable sources, as well as setting the first and only hard caps on greenhouse gas emissions in North America, in support of the *Environmental Goals and Sustainable Prosperity Act (EGSPA)*. The province is well on its way to meeting the targets for 2011 and 2013 established under the Renewable Energy Standard. This Renewable Electricity Plan focuses on where to go from there.

Last July, the province's new government made a commitment that 25 percent of our electricity would come from renewable sources by 2015. This Renewable Electricity Plan details the steps by which we will meet that target.

It also establishes an even more ambitious goal for 2020: by that date, the plan is to have 40 percent of electricity produced from renewable sources. Achieving that goal will cut the province's coal consumption in half in just 10 years.

Nova Scotia currently consumes just over 12,000 GWh of electricity per year. That total needs to be kept from growing, or the percentage-based targets for renewable electricity will be that much harder to achieve. Energy conservation and efficiency, therefore, are critical not only to keeping energy bills under control, but for achieving renewable energy targets too. In fact, conservation is by far the single biggest step that can be taken—either as a society or as individuals—to safeguard our energy future.

In the fall of 2009, the province created Efficiency Nova Scotia, an arms-length non-profit corporation, to better manage use of electricity. Efficiency Nova Scotia will independently oversee the electricity demand side management (DSM) program now operated by Nova Scotia Power (NSPI) and contract with government to deliver programs that will reduce demand for non-electric energy use. DSM is an industry term for programs that encourage utility customers to use less electricity, especially at times of peak use, when supplies are strained and generating costs soar.

Beyond conservation, the clearest path to stable, secure, sustainable electricity supplies lies with maximizing the use of renewable energy.

Renewable energy is sustainable because it comes from sources that nature replenishes: rivers, tides, wind, sunshine, plants, and forests. Nova Scotia is blessed with abundant supplies of these resources to help us meet our 2015 commitment and our 2020 goal. We have substantial wind supplies. The energy unleashed every six hours in the Bay of Fundy represents one of the greatest tidal resources on the planet. We have a plentiful source of biomass. Solar technologies for electricity are emerging and will likely play a larger role as prices decline, and the technology for using energy from the sun for heating is becoming established in Nova Scotia and may be even more promising post-2015.

Of the 12,000 GWh of electricity the province consumes each year, only about 11 percent comes from renewable sources. Assuming conservation programs and demand management keep overall electricity consumption from rising, another 1,700 GWh of renewable electricity (new or under construction) is needed by 2015 to meet the commitment. Section 4 of this plan details the policies and programs government will use to achieve that 2015 commitment.

The new goal of 40 percent renewable electricity supplies by 2020 does not yet have the force of regulation. However, it shows the direction and pace government wants to maintain in the quest for a secure, sustainable energy supply. To achieve that goal, a further 1800 GWh per year of renewable energy needs to be harnessed by 2020—ten short years from now. Section 5 of this plan lays out the path for reaching this goal.

Total Amount of Renewable Electricity Supply

Pre-2001	End 2009	2011	2013	2015	2020
1100 GWh/yr	1300 GWh/yr	1700 GWh/yr	2300 GWh/yr	3000 GWh/yr	4800 GWh/yr
9%	11%	14%	19%	25%	40%

*2011 and future amounts forecast based on 12,000 GWh/yr of total provincial electricity sales.

Between 2009 and 2015, Nova Scotia will more than double its renewable electricity supply, growing nearly 8 times faster than the period between 2001 and 2009.

Underlying Principles

Several principles guided the development of this Renewable Electricity Plan:

Managing Costs for Ratepayers

The current electricity path leaves Nova Scotia dependent on rising international coal and oil prices. This plan seeks to make life more affordable by stabilizing electricity rates over the medium and long-terms. It establishes a path to manageable and predictable energy bills for Nova Scotia families and businesses.

Strengthening Security Through Diversity

Basing almost 80 percent of our electricity on imported coal and oil puts Nova Scotia at the mercy of international markets over which we have no influence. This plan seeks to ensure a more secure, stable, reliable supply of energy. A key to achieving that goal is to diversify into more localized energy sources, spread more widely around the province.

Building Economic Opportunities in Rural Nova Scotia

By focusing on renewable energy sources like wind and tidal, which are naturally abundant in Nova Scotia, this plan enhances opportunities to create good jobs and grow the economy in every region of Nova Scotia. Traditional rural industries like forestry and agriculture can build wealth and add jobs by developing the sustainable renewable energy sources they manage already. And capitalizing on Nova Scotia's unparalleled tidal potential can build an industry here at home with opportunities around the world.

Protecting Our Environment and Ensuring Sustainability

Nova Scotia is the only jurisdiction in North America with absolute caps on greenhouse gas (GHG) emissions from the electricity sector. There are also increasingly stringent limits on harmful air pollutants. This plan builds on that leadership role and will ensure a cleaner, more sustainable future—keeping the province's commitment to make life better for all Nova Scotians.

Maximizing Community Involvement and Social Benefits

The plan offers opportunities for everyone – from community groups to First Nations, local not-for-profit organizations, businesses and individuals to actively participate in the development of renewable energy resources. Working together, we can all share in the benefits.

Holding Ourselves Accountable

This plan establishes some of the strongest renewable electricity goals in North America, and sets out a path for meeting those goals. This plan is about taking leadership—and ensuring that we live more within our own energy means.

Meeting the 2015 Commitment

Meeting the 2015 commitment for 25% renewable electricity supply, will be challenging, but it is achievable. We will use the following tools and mechanisms to get us there:

- Large-scale, community-based, and small-scale renewable electricity projects
- Changes to electricity regulation
- Requirements for biomass.

Because large projects produce the lowest-cost renewable electricity, NSPI will undertake some of its own large renewable energy projects subject to approval by the Utility and Review Board (UARB). Independent power producers will have an equal allocation of these projects, subject to competitive bids.

Cost control is not the only principle underlying the transition to renewable energy. To ensure even broader participation, small community-based power projects will be eligible for a Feed-In Tariff (FIT).

The FIT guarantees qualified participants a fixed price for the renewable electricity they produce over a fixed period of time. The price typically reflects the cost of generating the electricity, plus a reasonable return for the producer.

Finally, businesses and homeowners who produce renewable electricity will be eligible to participate in an enhanced net metering program (ten times the limit of the current net metering program) that credits them for excess power they feed into the grid against the cost of any power they consume.

In short, there's a role and opportunity for everyone: homeowners, First Nations, municipalities, community groups, farmers, businesses, developers, and NSPI.

Here's how the three new mechanisms for buying renewable electricity will work.

1. Medium and Large-Scale Projects

Most of the new renewable energy needed to meet 2015 and 2020 goals will come from industrial-scale projects. The Renewable Electricity Plan calls for a minimum of 600 GWh of new medium to large-scale renewable electricity, produced in equal parts by NSPI and independent power producers.

The UARB will evaluate, approve, and regulate projects proposed by NSPI in the traditional manner.

Independent producers will compete for projects under their allocation. To promote fairness and efficiency, projects will be secured through competitive bidding in response to requests for proposals (RFPs).

Most of the new renewable energy projects now under development or in operation resulted from competitive RFPs issued in 2007. Financing problems stalled several of these projects, but it's clear that some of the troubles stemmed from the world financial crisis rather than a shortcoming of the RFP model itself.

Using the two methods—UARB regulation and competitive bidding—in parallel will help determine which model gives the best value for ratepayers for future policy development.

The process for developing these medium and large projects will include the following features:

- NSPI will continue to follow the current process for developing its share of renewable energy projects, seeking approval from the UARB to recover costs from ratepayers.
- A competitive bidding process for independent power producers will be open to all qualified producers except NSPI.
- A new independent authority, the Renewable Electricity Administrator (REA), will manage the competitive bidding processes and select winning projects. (The role of the Renewable Electricity Administrator is described more fully in Section 7 of the plan.)
- Independent power producers can form partnerships with NSPI, but NSPI can have no more than 49% ownership or operating authority of such projects.
- Government retains the discretion to call for bids for renewable electricity projects, including specific technologies such as tidal.
- The bidding process for renewable electricity projects involving forest products must ensure that the management and use of the resource conforms to sustainability standards and regulations.

2. Community-Based Feed-In Tariff

Small-scale producers typically cannot compete successfully against much larger developers in a competitive bidding process. More than 45 jurisdictions around the world, including Spain, Germany, Ontario, and Vermont, have established feed-in tariffs (FITs) that support and encourage small-scale and community ownership. These programs let newcomers participate in the renewable electricity industry, and encourage the development of multiple projects over widely-dispersed rural areas.

This plan introduces a Community-Based Feed-In Tariff (COMFIT) to encourage the development of local renewable energy projects by municipalities, First Nations, co-operatives, and non-profit groups. Most communities are not directly transmission connected, but are served through local distribution substations that are designed to accommodate the electricity needs of the specific community. Projects will be connected to the grid at the distribution level. Due to distribution level capacity, projects will typically be less than 2 MW, but potentially up to 5 or 6 MW depending on location. The size of the projects that are distribution-connected will require technical study on a case by case basis, and will be limited by area operating constraints.

This approach manages costs and gives us experience with the introduction of intermittent power sources at the distribution level. Renewable electricity from large-scale commercial projects will continue to be procured through the competitive bidding process, because this offers the best value for ratepayers. At this time, a FIT for large-scale projects would likely have a significant impact on electricity rates. Government will review, and if appropriate adjust, the COMFIT program in 2012, to ensure that we learn from our experience and ensure that the objective of supplying 100 MW through community/small-scale renewable electricity projects is met.

Government is proceeding in this manner because Nova Scotia's electricity system doesn't readily lend itself to intermittent energy connected at the distribution level. The challenges are similar to those involved in planning a highway system. The transmission system functions like a major 100-series highway, while the distribution system operates more like a network of small, local roads. Just as a sudden influx of unexpected traffic onto local roads can produce gridlock, the introduction of intermittent electricity at many different points around the province could overwhelm the distribution system. Any changes in the overall system require careful planning, just like changes to roads and highways.

Nova Scotia's COMFIT will include the following features:

- Municipalities, First Nations, co-operatives, local non-profits, as well as small businesses operating through Community Economic Development Investment Funds (CEDIFs), will be eligible to receive the COMFIT.
- The purpose of limiting access to community-based participants is to ensure that projects are rooted in the community and investment returns remain there. Regulations will establish the precise definition of community following consultation.
- Electricity produced from wind, biomass, tidal, wave, in-stream hydro as well as combined heat and power projects will be eligible for COMFIT rates that reflect basic cost-recovery, including the cost of capital.
- COMFIT-eligible projects will connect to the grid at the distribution level (i.e. below a substation). (Note: see tidal section, p. 18, regarding a special FIT for tidal arrays at the transmission level.)
- The UARB will set the COMFIT rate according to government-set criteria.
- In 2012, government will review the program and, if appropriate, adjust the COMFIT program to ensure that we learn from our experience and ensure that the objective of supporting community/small-scale renewable electricity projects is met.

The community-based FIT will increase geographical distribution of renewable electricity sources, thereby contributing to our energy diversity and security. It should also promote greater public understanding and acceptance of renewable resources. And it will provide rural economic activity associated with the construction and operation of renewable energy projects—helping create good jobs and grow the economy.

(Section 7 contains more detail on tools to support community-based renewable energy projects.)

3. Enhanced Net Metering

Net metering is a program that lets a consumer connect a small renewable electricity source to the grid through a special meter that measures electricity flows in two directions. For any electricity fed into the grid, the consumer gets a credit to offset the cost of electricity drawn from the grid. This mechanism helps homeowners and businesses offset the cost of their commitment to sustainability.

NSPI's current net metering program will be enhanced under this plan. In the existing program, the amount of power generated cannot exceed 100 kW. Projects are limited to a single meter. There is no payment for any overall surplus fed into the grid, only a credit up to the value of power consumed. The new, enhanced program introduced by this plan eases those restrictions. It will:

- Be available to everyone
- Cover all renewable resources
- Increase power limits from 100 kW to 1 MW
- Let customers supply electricity to multiple meters under one account within a single distribution zone up to an overall limit of 1 MW, and
- Provide payment to customers at their retail class rate for any overall surplus electricity produced on an annual basis.

NSPI will work with the Department of Energy to create a new on-line enhanced net metering guide and application form to make the process easier.

4. Forest Products Associated Biomass

Government will approach the development of biomass for electricity production with caution. Electricity produced from co-firing biomass will play a role in meeting the 2015 commitment, but will undergo review for post-2015 use.

Forest harvesting practices are a contentious issue in Nova Scotia, subject to wide debate. Government is currently developing a Natural Resources Strategy[1] that will likely recommend enhanced or new guidelines and regulations for all uses of biomass. Long-term planning for generating electricity from forest biomass will have to await that strategy. Prudent interim decisions are possible now however.

Although forest biomass is a plentiful resource here, using wood solely for the purpose of generating electricity through co-firing is inefficient. Far more energy is extracted from biomass used to heat water or living spaces. A long-term strategy for cleaner energy supplies will recognize wood's greater value as a heat source, or as a combined source of heat and electricity. However, using biomass to generate electricity in the short and medium-term can help develop the supply chain that will eventually serve these more efficient and valuable uses.

[1] The Department of Natural Resources commissioned a panel chaired by former Chief Justice Constance Glube to prepare a report and recommendations that is focused on four elements—forests, parks, minerals, and biodiversity—that will inform the development of a Natural Resources Strategy. It will likely recommend enhanced or new rules, regulations, and guidelines for the harvesting of wood. The strategy will also consider the use of biomass for energy.

Managed and regulated responsibly, forest biomass harvesting is sustainable, and can contribute to the province's short-term renewable electricity targets.

Biomass use in Nova Scotia is already a reality, including firewood in over 100,000 homes, a 22 MW biomass electrical co-generation facility in Brooklyn, a sawmill producing heat and power, pulp and paper plants, two pellet manufacturing plants, numerous greenhouse operations, sawmill lumber drying kilns and wood-related industries that power their facilities with production waste. Institutional users include the Nova Scotia Agricultural College and South Shore and Annapolis Valley Regional Hospitals.

Field inventories and supply models constructed by the Department of Natural Resources found that 750,000 dry tonnes of new forest biomass could be sustainably harvested and used to generate electricity for the 2015 commitment. Dr. David Wheeler's stakeholder advisory process arrived at a comparable, if slightly larger, number. However, the number could be reduced if the forthcoming Natural Resources Strategy introduces changes to current harvest management practices.

Assessment of the immediate demand for forest biomass generation suggests that an amount below 750,000 dry tonnes could be prudently adopted. The use of forest biomass for electricity production helps diversify our electricity supply, makes cost-effective use of existing infrastructure, and helps support the forest sector. But in the longer term, forest biomass is certain to find more valuable uses than as a simple substitute for coal in Nova Scotia thermal power plants (where heat energy may be lost). Therefore, the plan implements the following interim requirements and plans for biomass, pending release of the Natural Resources Strategy:

- To ensure sustainability, pending release of the Natural Resources Strategy, this plan caps new generation from forest biomass at a conservative 500,000 dry tonnes (600-700 GWh) above current uses for electricity generation. This cap will accommodate foreseeable biomass projects, including modest amounts of co-firing in NSPI thermal plants, projects developed by forest products companies, and a limited amount of community forest biomass generation.
- Co-firing in thermal plants will be capped at 150,000 dry tonnes (150 GWh) and will count toward the renewable energy needs for 2015. However, co-firing will be considered a balancing fuel source that helps NSPI maintain compliance. Projects approved under the COMFIT will take precedence, and if there is no room under the cap, co-firing will yield.
- Operating approvals for thermal power stations co-fired with biomass will need to be revised to control emissions.
- The province will also review the use of biomass for co-firing once the Natural Resources Strategy is released. After 2015, government will assess the continued applicability of co-firing to meet the 2020 goal.
- In order to qualify as renewable energy, forest biomass must be harvested using sustainable practices, in a manner consistent with license requirements for Crown Land established for NewPage Port Hawkesbury.

(*See following page for Forest Biomass used for Renewable Electricity Procurement Requirements.)*

Forest Biomass Used for Renewable Electricity
Procurement Requirements

Forest biomass used to generate renewable energy must comply with the following requirements:

1. Vendor (i.e. the power producer) must make maximum use of wood wastes available from other manufacturing processes.
2. Total regional harvest may not exceed province's estimate of the sustainable harvest.
3. Vendor must maintain/obtain Forest Stewardship Council's Maritime Standard forest certification on lands they own or control.
4. Vendor shall help and encourage private woodlot owners in its supply area to obtain FSC certification.
5. Vendor must be a registered buyer under the *Forests Act.*
6. All fuel from forest harvesting and silviculture must come only from stem boles. Vendors shall not harvest or acquire fuel from coarse or fine woody debris, tree crowns, tops, or stumps from forestry operations. Vendors may use fuel made from other tree parts only if it originates in a non-forestry operation, such as agricultural land clearing, highway right of way clearing, or commercial or residential construction.
7. Forest biomass used as fuel must come from low quality logs. Vendors must apply the best utilization practices to ensure diversion of higher quality stems to production of other manufactured wood products.
8. Vendors must seek Nova Scotia buyers able to use better quality logs and pulpwood.
9. The province encourages vendors to seek opportunities for members of First Nations communities in Nova Scotia to participate in these new activities in a mutually acceptable manner.

- Other bio-energy resources, such as agricultural biomass, may have potential for electricity generation and heating, but further analysis is needed to determine whether they can play a sustainable role. As outlined in the Climate Change Action Plan, government will develop a bio-resources strategy in 2011 to determine the best potential uses for bio-energy based fuels and the best policies to encourage their use. The strategy will take into account greenhouse gases and other air emissions produced through the life cycle of various bio-fuels.
- Large-scale biomass projects established by, or connected with, existing forest products manufacturers may be operated by the forest products company, an independent non-utility partner, or by NSPI.
- NSPI may call for bids on large-scale biomass projects and the Renewable Electricity Administrator will evaluate the merits of the bids and select the winning bidder.

5. Market Structure and Governance

Nova Scotia's electricity market consists of a vertically integrated utility—NSPI—and six smaller municipal electric utilities. As an integrated utility, NSPI has responsibility for electricity procurement, system operation, grid access, maintenance of the transmission and distribution systems, and meeting its renewable energy targets.

The Renewable Electricity Plan recognizes the cost-effectiveness of having an integrated utility, as well as the need for a central body that continues to have the following responsibilities:

- A mandate to serve Nova Scotians
- System planning and operations, including scheduling of medium- and large-scale renewable electricity supplies
- Accountability for meeting overall Renewable Energy Standard (RES) targets
- System reliability and compliance with international standards, including oversight of technical compliance for the transmission and distribution systems.

However, this plan introduces several changes to the way NSPI buys renewable electricity, as detailed in the sections above. The result will be a system of renewable energy development that ensures Nova Scotians benefit from a stable and reliable supply of clean electricity.

Changes established by this plan are meant to encourage production of renewable energy from varied sources at locations widely distributed across the province. This will provide greater energy security and diversity. The details can be adjusted as experience with renewable technology increases, and as technologies become more affordable. In some cases, a slightly higher amount will be paid for renewable energy supplies. But this will act as a hedge against the certainty of much higher coal prices and much higher environmental compliance costs in the years to come—ultimately making life more affordable for Nova Scotians.

Achieving the 2020 Goal

The 25 percent commitment established for 2015 will have the force of law, with penalties for any failure to meet it. The 40 percent target for 2020 is a goal we aspire to. It does not yet have the force of law, but it represents government's considered judgment about where we should be by that date. Rapid transition to renewable energy sources and cleaner local fuels represents a big undertaking for all participants in our energy economy. We expect to learn as we go along, and the current approach may be adjusted as young technologies mature and new technologies emerge. No one should underestimate government's determination to secure a stable, sustainable, cleaner, and more secure energy future for Nova Scotia.

Meeting the renewable electricity goals for 2020 will require development of our most abundant renewable energy resources, wind and tidal, and a complementary expansion in use of our local, cleaner fuel alternative, natural gas.

The Renewable Resource Mix After 2015

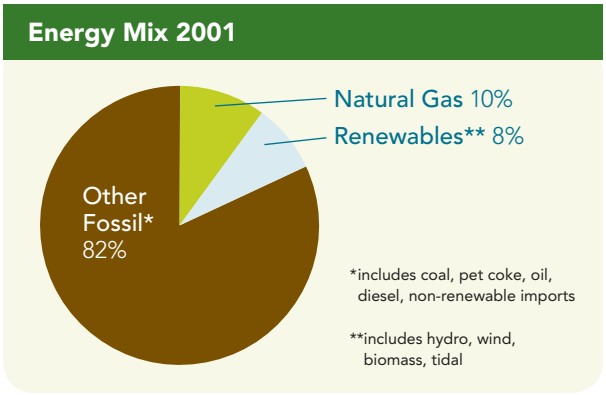
Wind will be the mainstay of our efforts to reach the 2015 renewable energy commitment, with support from limited amounts of biomass. Natural gas will serve mainly to balance wind power, and to help ensure compliance with greenhouse gas regulations and emission standards.

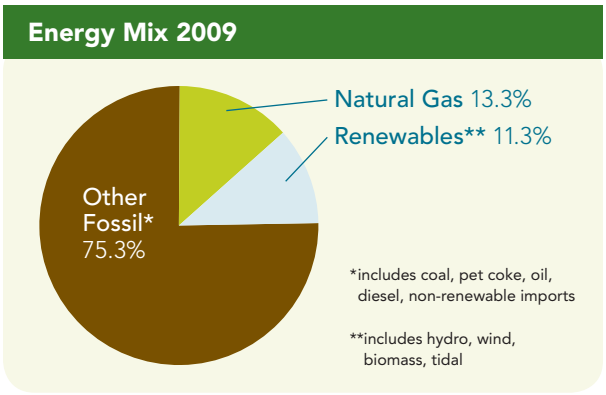
Beyond 2015, the province will consider several options to achieve a 40% renewable electricity supply by 2020:

- More intermittent renewable energy sources, such as wind and tidal, backed by natural gas
- More stable renewable energy sources such as biomass
- More clean energy imported from neighbouring provinces.

It seems likely that the largest portion of new renewable energy in 2020 will come from wind, with the rest coming from biomass and tidal, balanced by either natural gas or clean imports. There are many possible combinations, but each one represents a significant move away from where we are today.

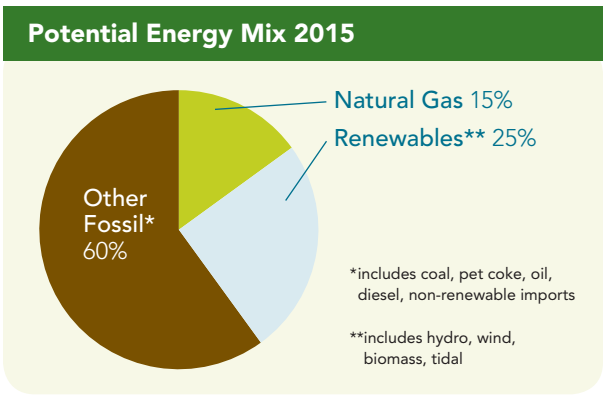
Past

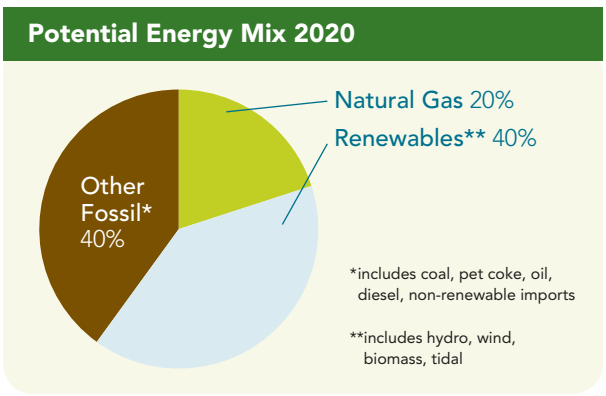




In the first decade, fossil fuels dominate but cleaner-burning natural gas begins to play a larger role.

Future





Coal and oil give way to increasing amounts of renewables (domestic and/or imported) and natural gas.

The Role of Tidal Energy

The sleeping giant amongst Nova Scotia's renewable energy sources is tidal power. Look up "tide" on Wikipedia, and you'll find a picture of the Bay of Fundy. Twice each day, 115 billion tonnes of water surge in and out of the Bay. The daily total exceeds all the water flowing down all the rivers in the world.

The US-based Electric Power Research Institute (EPRI) estimates that underwater turbines could safely extract 300 megawatts (MW) of energy from the Minas Channel alone. Some estimates place the total extractable energy potential of the Bay of Fundy as high as 2,000 MW.

But these are still early days. Many technical and economic challenges lie along the path to such an achievement. In-stream tidal technologies are in their infancy. Turbines operating in the Bay of Fundy must withstand currents moving at speeds up to 5 metres per second, or nearly 10 knots. The cost of installing them remains high. Many operational and environmental issues must be settled before commercial development can occur.

However, the fact that tidal technology is just emerging and costs may drop significantly, combined with Nova Scotia's unique tidal resource and the research already underway here, gives the province a chance to lead the development of what could someday be a major world-wide energy industry.

Government has supported tidal energy through FORCE (Fundy Ocean Research Centre for Energy), a non-profit test centre that encourages public and private research on tidal energy. The Renewable Electricity Plan expands that support with the following commitments:

- ***A Marine Renewable Energy Task Force:*** An interdepartmental task force will be established, assisted by the private sector, to develop strategies for commercializing marine renewable energy (tidal, offshore wind, and wave resources), and the human resources needed to support them.

- ***A Tidal Feed-In Tariff:*** Tidal devices are still in the demonstration phase. The electricity they produce costs more than electricity from mature renewable sources. To support tidal development, the province will set a community-based feed-in tariff (COMFIT) for distribution connected tidal projects. In addition—given that research currently underway proves tidal to be both safe and feasible—the province will authorize a special FIT for developmental tidal arrays connected at the transmission level that reflects the cost of the turbines and their deployment.

- ***Identifying Potential Tidal Sites:***
  In 2005, the Electric Power Research Institute (EPRI) identified eight sites in Nova Scotia with tidal current velocities averaging at least 1.5 meters/second: Cumberland Basin, Minas Channel, Minas Passage, Cobequid Bay, Digby Gut, Petit Passage, Grand Passage, and Great Bras d'Or Channel. These sites have potential for tidal power development. There are probably many other places in the province with potential for small-scale tidal projects. As part of this plan, the province will identify and assess additional sites that have potential for these projects.

In response to the 2008 Bay of Fundy Strategic Environmental Assessment, the province committed to develop marine renewable energy legislation. This legislation will ensure that marine renewable energy projects have appropriate licensing procedures, environmental protection, worker and public safety, and resource conservation, built around recognition for other users and uses. Consultation on the marine renewable legislation will take place over spring and summer 2010 with the expectation of tabling new legislation in the legislature for the fall sitting.

The Role of Natural Gas

A key obstacle to the development of renewable energy is the fact that our best renewable sources—wind and tidal—are by their nature intermittent. Because they depend on natural forces that come and go, intermittent sources cannot provide a constant stream of electricity. In utility jargon, they are not *dispatchable*. They cannot be turned on (or off) whenever the power grid operator needs them. In order for them to play more than a minor role in our electrical system, intermittent supplies need to be balanced with other, fast-responding energy sources—preferably ones that are also clean and local.

Natural gas fits the bill nicely. Although it is a fossil fuel, natural gas burns far cleaner than coal or oil. It releases less carbon, much less sulphur dioxide, fewer nitrogen oxides, and virtually no ash or particulate matter. Unlike coal fired plants, gas turbines can start up and shut down quickly to match changes in the wind and tides. Nova Scotia has substantial deposits of natural gas both offshore and onshore; its use also benefits our economy.

Natural gas will play a larger role in our electricity generation as we move away from coal. The government will outline its plans for natural gas development as one part of the strategy on clean energy production to be released in the coming year.

New Roles and Responsibilities

The Renewable Electricity Plan introduces some significant changes to the roles and responsibilities of key players in our electricity system.

Renewable Electricity Administrator (REA)

The biggest change is the appointment of an independent administrator. Government will appoint the Renewable Electricity Administrator (REA) on the recommendation of the Minister of Energy after consultation with interested parties. The REA will conduct competitions for renewable electricity projects. NSPI will retain responsibility for electricity planning, but will no longer take a direct role in competitions. Instead, when a new medium or large-scale renewable electricity project is needed, NSPI will request issuance of an RFP. The REA will oversee the competition, evaluate the bids, and determine the winner. Government has made this change to ensure that the electricity system is fair and transparent. The REA will also ensure that successful bidders are accountable for delivering projects toward the achievement of provincial targets.

Nova Scotia Power Inc. (NSPI)

NSPI will continue to function as an integrated utility with an obligation to serve, legal responsibility to meet renewable energy targets, responsibility for system reliability compliance, and authority over projects connecting to the electrical grid. In a situation where NSPI needs to secure additional renewable electricity, the company will have the ability to make equity investments or purchase imported renewable energy as required, and at the lowest possible cost to customers.

Utility and Review Board (UARB)

The UARB already has responsibility for approving cost recovery for renewable energy projects through the setting of electricity rates. Under the Renewable Electricity Plan, it will take on responsibility for setting and periodically reviewing FIT rates, based on criteria established by government.

Province of Nova Scotia

The Province will continue to lead the development of renewable energy policy. It will consider criteria for setting FIT rates and the rules for awarding FIT contracts and competitive medium and large-scale projects. Under a one-window committee, the Province will coordinate the various approvals and permits a developer may need under provincial and federal legislation (see Section 7 for more detail on one-window committee). The Province will also provide technical, planning, and financial advice and training to facilitate renewable energy projects, especially for community-based participants and non-profit groups supporting community energy development.

The Role of Government

The Government of Nova Scotia recognizes that it has a large role to play in transforming Nova Scotia's electricity sector to one that is secure and sustainable. Government will provide guidance in project development, approvals and permitting, and access to financing.

Facilitation

We expect the Community-Based Feed-in Tariff (COMFIT) to attract participants who need support developing renewable energy projects. A sustainable energy planning group will be established by government to help develop community-based projects. The planning group will co-ordinate and support the efforts of various departments, regional development authorities, municipalities, regional sustainability offices, and non-governmental organizations. The group will assist with business plans, technical feasibility studies, grant applications, public outreach, regulatory approvals, and financing guidance.

Financing

Renewable energy projects usually require a large infusion of upfront capital, with the expectation of long-term, stable returns. Many of the organizations eligible for COMFITs lack experience acquiring this kind of financing. The province will work with other organizations to develop financing tools to support community-based renewable energy projects. Community Economic Development Investment Funds (CEDIFs) may be one such tool.

Coordinating Approvals

Renewable energy projects, whether large or small, require permits and approvals from various government departments and NSPI. A single entry point will assist citizens and developers. Government has successfully used a one-window steering committee to manage the responsibilities of several departments involved in tidal energy development. As part of the Renewable Electricity Plan, government will implement a single, public portal to help developers of other renewable energy projects, starting with approvals and permits.

Emissions Management

Some renewable fuels, such as biomass, release air pollutants when burned. Government will determine the steps needed to ensure that renewable energy contributes to improved air quality. Biomass comes with its own suite of emissions. Biomass burned in thermal electricity plants can interact with pollution control equipment designed for coal. Government will conduct an analysis to determine whether operating approvals must be amended to reflect the characteristics of biomass co-firing.

Local Government

Municipal governments will be on the front lines of the transformation to renewable electricity. Many renewable energy projects will be subject to municipal regulatory authority. For example, the *Municipal Government Act* gives municipalities authority to set minimum distances between wind turbines and residential buildings, businesses, and public buildings. The province and the Union of Nova Scotia Municipalities have worked together to develop model wind turbine bylaws. The province will continue to work with municipalities to ensure that renewable energy projects do not negatively impact the public, and municipal bylaws do not present unnecessary barriers to cleaner energy development.

Federal Government

In some cases, the provincial and federal governments have overlapping regulatory authority in renewable energy development. This crops up most often in renewable energy projects in the marine environment—those involving tidal, wave, and offshore wind energy. The province will continue to work with federal authorities to ensure timely permitting that protects the public interest.

First Nations

The Mi'kmaq have expressed interest in collaborating on the development of Nova Scotia's renewable energy sector. Continuing to build a positive relationship with the Mi'kmaq is a key priority for the province. Nova Scotia consults with the Mi'kmaq on all energy projects through the Mi'kmaq-Nova Scotia-Canada Consultation Terms of Reference. All the tools this plan provides—enhanced net metering, the COMFIT, the tidal array FIT and competitive bidding—are available to the Mi'kmaq. In addition, the province has committed to encouraging developers to engage directly with the Mi'kmaq at the early stages of project development.

Legislation and Regulations

Measures like the creation of the Renewable Electricity Administrator and the implementation of feed-in tariffs require new legislation or amendments to existing laws.

- Amendments to the *Electricity Act* will give the UARB authority to set rates for Feed-In Tariffs, based on government policies and objectives. The UARB will continue to oversee and regulate NSPI's costs and rates.
- Other changes to the *Electricity Act* will delegate authority for managing competitive bids to the new Renewable Electricity Administrator. Government will retain the authority to require reporting and audits. NSPI will continue to manage technical compliance and commercial relationships with suppliers.
- Changes to the *Renewable Energy Standard Regulations* (to be renamed the *Renewable Electricity Standard Regulations*) will entrench the 2015 commitment as a legislated target, and detail accountability measures to ensure that it is met or exceeded.
- After analyzing policy options, new policies or other tools may need to be created to ensure air emissions from biomass-derived energy are properly controlled.
- Upon publication of the Natural Resources Strategy, and the establishment of a plan for biomass energy, the province may change requirements for sustainable harvesting.

Supply Chain Development

Many Nova Scotia suppliers and service companies have transferred skills from other industries to renewable energy. Nova Scotia has the largest concentration of companies specializing in ocean technologies of any province in Canada. Our offshore oil and gas, aquaculture, fishing, and national defense industries have created a cluster of more than 300 firms with specific expertise in ocean mapping, marine engineering, sub-sea fabrication and installation, remote monitoring, and safety and survival training in offshore environments.

Nova Scotia's emerging renewable energy sector, especially in the areas of tidal power and wind energy, will create opportunities for local companies to provide new goods and services. Potential business opportunities include assessment and permitting, civil construction and site preparation, manufacturing and fabrication, installation, testing, commissioning, inspection, and maintenance.

The province recently awarded a contract to identify and quantify renewable energy opportunities for fabricators and suppliers, with results expected later this spring.

Building a Secure, Reliable Network

Electricity Transmission and Distribution in Nova Scotia

Adding more renewable electricity to the transmission and distribution systems requires careful planning to maintain system reliability. This is particularly true because most of the new renewable sources available to us produce power intermittently. Meeting the 2013 Renewable Energy Standard may require additional load management techniques and modest investment in transmission infrastructure. Moving beyond the 2013 standard will require larger transmission investments in Nova Scotia's electrical grid. New lines will be needed to serve remote locations, increased capacity to deliver new renewable electricity generation and a system that can deal with the intermittent nature of much of our renewable energy.

Further analysis will determine whether there are strategic opportunities in parts of the province to expand the transmission system. This could create opportunities for more renewable energy development in rural Nova Scotia. An upgraded transmission system could also maximize opportunities for large-scale wind projects. NSPI will carry out this analysis under reliability compliance standards set by the North American Electric Reliability Corporation and the Federal Energy Regulatory Commission. The analysis will be open for comment and feedback from stakeholders.

The Role of Imports and Exports

Nova Scotia does not have abundant supplies of untapped hydro power, but nearby provinces do. One way to increase the renewable portion of our energy supply would be to import clean electricity from Newfoundland and Labrador, New Brunswick, or Quebec. While not quite local, such imports would be far cleaner and more secure than the coal and oil we currently use.

Although only enough renewable electricity is currently produced to meet Nova Scotia's needs, there may be potential to export electricity in the future. Electricity demand in Nova Scotia is highly seasonal. In late summer, demand drops as low as 850 MW (compared to a peak of 2,300 MW in winter). Without the ability to export excess power in periods of slack local demand, a significant amount of renewable energy may be wasted. As production of renewable electricity grows, the need for an interconnected regional transmission system to balance the supply and demand will become more urgent.

Unfortunately, at the moment, Nova Scotia is almost an island in terms of electricity. A single 345 kilovolt transmission line, plus two much smaller lines, connect Nova Scotia with the North American electrical grid. That's enough to ensure system reliability at times of high demand, but well short of what would be needed to import a major part of Nova Scotia's electricity needs. By contrast, New Brunswick has about five times that capacity in its interconnections with New England and central Canada. In the future, it will be necessary to expand our interconnection with New Brunswick.

A recent study by SNC Lavalin concluded that enhancing Nova Scotia's transmission grid, and adding a second interconnection with New Brunswick, would greatly improve Nova Scotia's opportunities to import and export renewable energy. It could also help solve the problem of how to back up intermittent energy sources like wind and tidal power. Expanding our interconnection with New Brunswick would require expensive upgrades on both sides of the border. Recent load growth in the Moncton area has further constrained Nova Scotia's interconnection with New Brunswick during system peaks.

The SNC Lavalin study identified a potential interconnection with New England via a submarine cable. At this time, this has significant cost implications and would require further feasibility studies and cooperation between Nova Scotia and New England.

In the other direction, the development of Lower Churchill Hydro in Labrador has the potential to provide clean, low-impact renewable energy imports to Nova Scotia—but that development is at least six years off. It would require new transmission lines, including undersea connections.

Government will continue to explore opportunities to expand and integrate the regional energy grid in order to share large hydro and enhanced renewable energy development with our neighbours.

Smart Technologies

A smart grid delivers electricity using digital technology to manage a customer's energy use. For example, a smart grid could turn on domestic hot water heaters only at night, when demand is slack and the cost of producing electricity is low. Smart meters can encourage consumers to adjust the time they heat water or use energy-gobbling home appliances—especially if doing so will save them money. These systems can save energy, reduce costs, and increase reliability. Experience from other jurisdictions has shown that smart meters are most effective when accompanied by time of use rates (price of electricity depends on the time it is used). Better management of the electricity system becomes even more important as more generation comes from intermittent sources.

NSPI will use its share of a multi-million dollar grant from the federal Clean Energy Fund to install software and management systems to start testing smart grid technologies in Nova Scotia. The project will focus on the integration between smart grid technologies, customer loads, and intermittent renewable resources. The project will help the company better understand the effect of smart grids on customer behavior, and the type of loads that can be controlled by real-time demand.

Things This Plan Does Not Do

Planning involves choices, and in developing this Renewable Electricity Plan, the government has chosen not to do several things.

The province has decided to maintain a regulated electricity marketplace and not open it to competition. Opening the system to private sales would pose major challenges for an electrical system that is not well-connected to the North American grid. Opening the market would raise difficult questions for those who stay behind: Who will carry out planning? Who will supply power when the wind speed drops? Even Ontario—a province with more energy options than Nova Scotia and access to lots of energy beyond its borders—has largely reversed deregulation. If Nova Scotia eventually moves to regional cooperation and regional system operation, these choices can be revisited.

Government has decided not to let independent power producers build all the medium and large-scale renewable energy projects. In essence, there are two competing models for selecting new power projects: UARB regulation of an integrated utility, and competitive bids by independent producers. However, Nova Scotia's lack of a robust connection to the North American grid limits competition. Without that element, competitive bids may not be the best model—that was the judgment in 2001. This plan allows the two models to operate in parallel. The results will allow government to determine the best way to balance the development projects in the future.

Government has chosen not to extend the COMFIT to larger projects. Just as a commercial farm can produce vegetables cheaper than a garden patch, an industrial-scale wind farm can produce electricity cheaper than a backyard turbine. There are many economies of scale in renewable power production. Nevertheless, a conscious decision has been made to encourage small as well as larger renewable electricity projects. This is partly to ensure widely dispersed energy sources, and partly to encourage rural community economic development. A FIT will result in somewhat more expensive electricity than open competitive bidding, but it gives these smaller projects a degree of market certainty.

At this time, there is no solar COMFIT. Although solar technologies are technically feasible, they still come at a high cost that could significantly affect electricity rates if supported by a feed-in tariff. However, Government recognizes the current value and potential of solar energy and has included it as a qualifying renewable resource under the enhanced net metering program. In several years, the cost of solar technology will change and solar will likely have a larger role in the renewable energy mix.

Renewable electricity produced from small local projects will be slightly higher priced than electricity from large-scale projects. But since the total amount of power from COMFIT projects will start out small, the overall impact on rates is low—estimated at less than one percent on a typical consumer's bill. Of course until the UARB sets the COMFIT rate, and we see how fully it is taken up, the precise impact can't be calculated with certainty.

Costs and Benefits

The transition from imported fuels to renewable electricity and cleaner local fuels will increase power bills in the short term, but offer lower and more stable rates in the long run. *Not* making this transition would shackle ratepayers to the wild price swings and the relentless upward march of international energy markets.

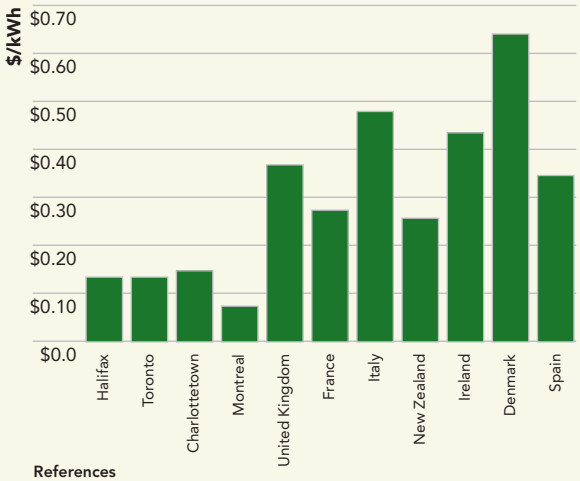
And in the long run, this plan is about making life more affordable—doing nothing would cost more. The share of NSPI's overall costs that go to fuel has been increasing. So has the cost of expensive equipment and supplies needed to control harmful emissions from coal-fired power plants. We can keep going down that path and doom consumers to an unsustainable future, or we can bite the bullet and make the necessary investments to have a secure, safe, affordable, and sustainable energy economy.

How hard is that bullet? Government estimates that measures in this plan will result in a 1-2% increase annually on electricity bills. To reach 2015, this would add an average of approximately $10-$20 annually to the average single family home electricity bill (closer to $20-$40 if electricity is used for heating).

NSPI's 2009 Integrated Resource Plan (IRP) also estimated the cost of adding more renewable electricity to the system to be about two percent per year over 2009 electricity rates. Both the 2007 and 2009 IRP studies confirm that energy efficiency and conservation, in combination with renewable energy, are the least cost options to meet energy demand and environmental objectives over the longer term for Nova Scotians.

In addition, cost increases are anticipated to be partially offset by reduced consumption as a result of the demand-side management (DSM) program currently operated by NSPI, and in future by Efficiency Nova Scotia.

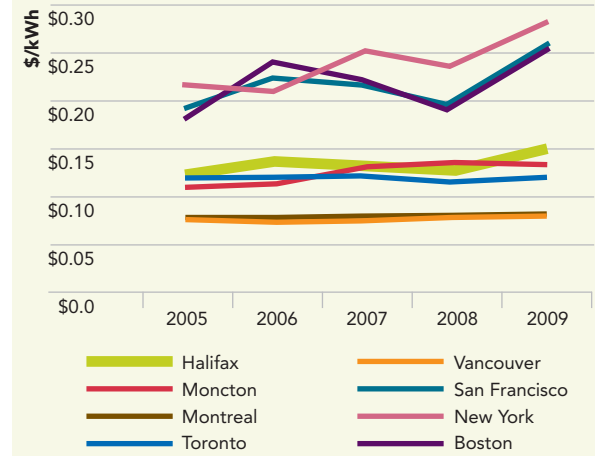
Electricity Prices for Selected Locations



References
All prices are for residential consumers in 2007. Prices for Canadian cities are from Hydro Quebec, *Comparison of Electricity Prices in Major North American Cities*. Rates in effect April 1 of each referenced year. Residential electricity prices for consumers using 1,000 kWh of electricity. Prices for International Cities are from International Energy Agency, *Key World Energy Statistics 2009*.

Nova Scotia's electricity rates compare with neighbouring jurisdictions, but are far more vulnerable to market volatility and future carbon regulation because of high coal content. Areas with high green content (e.g. large hydro: Montreal and Vancouver, at right) are likely to have greater price stability.

Cost of Energy In North America



Reference
Hydro Quebec, *Comparison of Electricity Prices in Major North American Cities*. Rates in effect April 1 of each referenced year. Residential electricity prices for consumers using 1,000 kWh of electricity. All prices are measured in $/kWh.

Creating Jobs and Investment in the Industries of the Future

One goal of the Renewable Electricity Plan is to maximize the economic benefits of increased renewable energy generation—to create good jobs and grow the economy. The investment needed to meet the 2015 commitment of 25 percent renewable electricity could be as much as $1.5 billion. Much of this investment will be spent in Nova Scotia, creating jobs in construction, supply, and manufacturing—mainly involving wind energy projects. More of the investment will stay in the province if turbine blades and towers are also manufactured here. DSME's recent decision to manufacture wind towers and blades at the former Trenton Works plant increases our capacity for such manufacturing.

Depending upon the amount of work carried out locally, investment in renewable electricity to meet the 2015 commitment will produce estimated provincial government revenues of $30-45 million (through direct and spinoff effects), and employment of 5,000 to 7,500 person-years.

Competitive Advantage of a Cleaner Energy Mix

Nova Scotia's dependence on carbon fuels, especially coal and oil, threatens to become a significant impediment to trade and competitiveness as carbon tariffs and trade rules proliferate. By reaching and exceeding GHG reductions targets, and achieving a cleaner, more diversified supply of energy across all sectors, the province will be in the optimum position to maintain stable, competitive energy costs. That will help Nova Scotia businesses compete in world markets. And Nova Scotia goods and services will remain attractive for purchasers and consumers wanting to reduce their carbon footprint.

Reduced Greenhouse Gas Emissions and Improved Air Quality

Current methods of electricity generation produce 50 percent of Nova Scotia's greenhouse gas emissions, and the vast majority of our air pollutant emissions.

The 2008 Nova Scotia Wind Integration Study estimated that the addition of 311 MW of installed wind power capacity might avoid $8 to $9 million in GHG emission costs. With an increase to 581 MW of installed wind capacity, avoided GHG costs have the potential to impact electricity rates by 2-3%.[2]

This Renewable Electricity Plan displaces fuels like coal and oil with reduced-emission renewables and cleaner, locally-produced natural gas. The result: cleaner, healthier air, and reduced costs for everyone.

[2] Estimates are based on the assumptions made in Nova Scotia Power's 2007 Integrated Resource Plan that carbon would be subject to an additional price.

Implementation

The Renewable Electricity Plan introduces policies that are new to Nova Scotia. Some steps can be taken right away. Others will take time to implement. New programs and rules also require periodic review to ensure they meet policy objectives.

Steps to implement and monitor this plan include:

- The Minister of Energy will introduce legislation during the spring 2010 session of the legislature.
- Cabinet will implement regulations this summer, after consultation.
- The UARB will hold public hearings to set various FIT rates.
- After publication of the Natural Resources Strategy, the province will review the biomass standards established by this plan.
- Government will develop a strategy to maximize economic and environmental benefits from the transition to cleaner, more renewable and secure energy supplies. The strategy will provide a framework for plans involving energy conservation, efficiency, and demand management; space heating and water; transportation energy use; and natural gas.
- Government will review the COMFIT program in 2012.

A path to good jobs,
stable prices, and
a cleaner environment.

NOVA SCOTIA
Department of Energy

5911-s17-2

PROTECTED A

NATURAL RESOURCES CANADA
CLEAN ENERGY AGENADA
ECOENERGY FOR RENEWABLE POWER PROGRAM

THIS NOVATION AGREEMENT is made in triplicate

AMONG:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA (**"Canada"**), represented by the Minister of Natural Resources,

OF THE FIRST PART,

AND:

3240384 NOVA SCOTIA LIMITED, incorporated under the laws of Nova Scotia and carrying on business in the Province of Nova Scotia,

OF THE SECOND PART,

AND:

NOVA SCOTIA POWER INCORPORATED, incorporated under the laws of Nova Scotia (" **NSPI** "),

OF THE THIRD PART.

WHEREAS Canada and **3240384 Nova Scotia Limited** entered into a Contribution Agreement that was executed by Canada on March 12, 2010 and by **3240384 Nova Scotia Limited on March 5,2010** for the funding of a Project called **Digby Wind Power Project** which qualifies for support under the ecoENERGY for Renewable Power Program;

AND WHEREAS NSPI agreed to be novated into and to assume all of the obligations, liabilities and benefits arising from the Contribution Agreement;

NOW, THEREFORE, Canada, **3240384 Nova Scotia Limited** and **NSPI** for valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the parties, covenant and agree as follows:

1. **NSPI** shall be deemed to be a party for the purposes of the Contribution Agreement in place of **3240384 Nova Scotia Limited**. **NSPI** hereby assumes responsibility for all of the obligations and liabilities of **3240384 Nova Scotia Limited** under the Contribution Agreement including obligations and liabilities that may have arisen prior to the execution of this Novation Agreement and hereby accepts the benefits under the Contribution Agreement arising on or after the Effective Date of this Novation Agreement.

2. In consideration of the assumption by **NSPI** of the responsibility for the performance of **3240384 Nova Scotia Limited** obligations under the Contribution Agreement, Canada hereby releases and discharges **3240384 Nova Scotia Limited** from the performance of its obligations under the Contribution Agreement. **NSPI** shall be entitled to receive all of the benefits arising from the Contribution Agreement that were formerly accruing to **3240384 Nova Scotia Limited**.

3. Notwithstanding the date of execution of this Novation Agreement, the effective date of this Novation Agreement is March 12, 2010 (the "Effective Date").

.../2

4. **NSPI** approves, affirms and accepts each and every condition of the Contribution Agreement and covenants and agrees with Canada that it shall, at all times from and after the Effective Date, as a party to the Contribution Agreement, be bound by, observe and perform all of the terms and provisions to be observed and performed by it under the Contribution Agreement as if **NSPI** had been an original party to the Contribution Agreement.

5. The address for notices and communication for **NSPI** for the purposes of Article 27 of the Contribution Agreement (subject to the provisions of such Article relating to changes of address) shall be:

Pamela McKinnon
Nova Scotia Power Incorporated
Manager Wind Energy
1894 Barrington Street
Halifax, NS
B3J 2W5

Telephone: (902) 428-6492
Facsimile: (902) 428-6749
Email: Pamela.McKinnon@nspower.ca

6. This Agreement shall enure to the benefit of and be binding on the parties and their respective representatives, successors and assigns.

7. No party to this Novation Agreement shall have any rights to assign its interest in this Novation Agreement except as provided in the Contribution Agreement.

8. Save as amended by the provisions hereof, the Contribution Agreement shall continue in full force and effect and is hereby ratified and confirmed by the parties hereto.

IN WITNESS WHEREOF each of the parties has caused this Agreement to be duly executed as of the day and year written below.

HER MAJESTY THE QUEEN IN RIGHT OF CANADA

DATE: JUN 0 9 2010

Mark Corey
Acting Assistant Deputy Minister
Energy Sector
Natural Resources Canada

3240384 Nova Scotia Limited

DATE: May 28, 2010

Stephen Aftanas
Corporate Secretary

Director

5911-s17-2

NOVA SCOTIA POWER INCORPORATED

DATE: May 28/2010

Mark Savory
Vice President Technical & Construction Services

DATE: May 28, 2010

Robert Bennett
President and CEO

NOVA SCOTIA Environment
Environmental Assessment Branch

PO Box 442
Halifax, Nova Scotia
B3J 2P8

Tel: (902) 424-7630
Fax: (902) 424-0503
E-Mail: EA@gov.ns.ca

Steve Sanford
Environmental Assessment Officer

*File no.:*40100-30-151

Original Dated
July 16, 2010

Ken Meade
Manager, Environmental Projects and Services
Nova Scotia Power Inc.
PO Box 910
Halifax NS B3J 2W5

Dear Mr. Meade:

RE: Digby Wind Power Project Final Amendment - Final Site Plan

Thank you for your letter of February 2, 2010, in which you request consent to the relocation of turbines 3, 8, 11, 12, 15 and 18 previously located in the eastern area of the project site. As illustrated in the finalized site plan, all turbines will now be located in the western area. Based on the information provided, the predicted project operational noise levels are below Health Canada's proposed mitigation criterion level value of 45 dBA at the exterior of the building of the nearest sensitive receptor. Furthermore, the relocation of turbines addresses project concerns expressed by Nova Scotia Department of Natural Resources pertaining to functional connectivity. As a result, the project layout is now better positioned to ensure ecosystem connectivity.

Consent is granted for the relocation of these six turbines to the western area. Nova Scotia Power Inc. (NSPI) is responsible for ensuring that any work or activities done on the Undertaking is conducted in accordance with the terms and conditions of the environmental assessment approval.

The Undertaking remains subject to any approvals required by statute or regulation, including, but not limited to, approval under Part V of the *Nova Scotia Environment Act* (Approvals and Certificates section).

Given that noise levels may be audible to nearby receptors and public concerns pertaining to operational noise, in accordance with condition 3.1 of the EA Approval, Nova Scotia Environment is requiring NSPI to develop and implement a sound monitoring plan prior to the Digby Wind Power Project becoming operational. NSPI must also develop a noise mitigation strategy for conditions in which operational noise levels exceed 45 dBA.

If you have any questions regarding the EA requirements for this Undertaking, please contact me at 424-7630.

Sincerely,

Original Signed By

Steve Sanford
Environmental Assessment Officer

No.	Description	Date	By
E	REVD LOCATION TURBINE 8	MAR 17/10	RO'C
D	ADDED 25M WETLAND BUFFER	MAR 09/10	RO'C
C	ADDED SUBSTATION COORD'S	FEB 16/10	RO'C
B	GENERAL REVISION	FEB 10/10	RO'C
A	ISSUED FOR EA SUBMISSION	JAN 29/10	RO'C

Revision or Issue

3240384
NOVA SCOTIA
LIMITED

DIGBY WIND
POWER PROJECT

SITE PLAN

CBCL LIMITED
Consulting Engineers
ISO 9001 CERTIFIED

Scale: 1:6000

Date	Drawn
JAN 2010	BG
Designed	Checked	Approved
JH	RO'C	
Contract No.	Revision
090630.04	E

Drawing No.
EA1

DRAWING: L:\090630.04\14 CAD\090630 EA1.dwg LAYOUT: EA1 DATE: 17 Mar, 2010 - 10:43am

Schedule "A"

Regulations Respecting Renewable Electricity made by the Governor in Council under Section 5 of Chapter 25 of the Acts of 2004, the *Electricity Act*

Part I: Interpretation

Citation

1 These regulations may be cited as the *Renewable Electricity Regulations*.

Definitions

2 In these regulations,

(a) "Act" means the *Electricity Act*;

(b) "biomass" means untreated organic materials including material that may have been processed so as to change their size, shape, density, moisture, or purity and secondary waste by-products from their manufacturing, but does not include materials for which other diversion methods are viable or the treated by-products of manufacturing processes;

(c) "Board" means the Nova Scotia Utility and Review Board;

(d) "community economic-development corporation" means a corporation or association that meets the criteria prescribed by the regulations made pursuant to the *Equity Tax Credit Act*, is registered as a community economic development corporation by the Minister of Finance pursuant to Section 11 of the *Equity Tax Credit Act*;

(e) "cooperative" means a cooperative incorporated under the *Cooperative Associations Act*;

(f) "Department" means the Department of Energy;

(g) "designated representative" means the person authorized to act as the representative of a renewable electricity generator and whose acts and omissions are binding on it;

(h) "developmental tidal array" for the purposes of clause 4A(7)(d) of the Act, means one or more tidal generation devices with a capacity of greater than .5 MW each, that will interconnect with the electrical grid through the transmission system**;**

(i) "distribution system" means a system for conveying electricity at voltages of less than 69 kV;

(j) "former regulations" means the *Renewable Energy Standard Regulations*;

(k) "GWh" means gigawatt hours;

(l) "heritage renewable electricity" means all electricity, contracted for or operated by a load serving entity in the Province prior to January 1, 2002 that, in the opinion of the Minister is generated from renewable sources;

(m) "independent power producer" means a renewable electricity generator that owns or operates an electricity generation facility in the Province provided that

(i) no public utility in combination with any affiliate of the public utility, holds more than forty nine percent of the securities entitled to vote for the election of its directors, and

(ii) it sells electricity

(A) in the Province to public utilities for retail sales to the utilities' customers, or

(B) for export outside of the Province;

(n) "load serving entity" means any one of the following:

(i) NSPI,

(ii) a municipal electric utility that purchases any or all of its electricity supply from a supplier other than NSPI,

(iii) an independent power producer who exports electricity;

(o) "MWh" means megawatt hours;

(p) "municipality" means a regional municipality, town or county or district municipality;

(q) "Minister" means the Minister of Energy;

(r) "municipal electric utility" means the electrical utility for any one of the following:

(i) the Town of Antigonish,

(ii) the Town of Berwick,

(iii) the Town of Canso,

(iv) the Town of Lunenburg,

(v) the Town of Mahone Bay,

(vi) The Electric Light Commissioners for Riverport, in the County of Lunenburg;

(s) "NSPI" means Nova Scotia Power Incorporated;

(t) "not for profit body corporate" means a corporation operated on a not for profit basis where no member, officer, director or employee of the corporation may share in any operating surplus of the corporation;

(u) "primary forest biomass" means biomass produced from primary forest products harvested in the Province and first used as a fuel;

(v) "primary forest products" has the same meaning as provided in the *Forests Act*;

(w) "renewable electricity" includes all heritage renewable electricity, all renewable low impact electricity generated after December 31, 2001 and all imported electricity that in the opinion of the Minister is generated from renewable sources;

(x) "renewable electricity generator" means a person who owns or operates a renewable electricity generation facility in the Province;

(y) "renewable electricity generation facility" means a facility that

generates renewable low impact electricity in the Province and has received all approvals and permits required under these regulations or any other applicable enactment;

(z) "renewable electricity standard" means a target share or amount of renewable low impact electricity to be supplied by a load serving entity as prescribed by these regulations;

(aa) "renewable low impact electricity" for the purposes of section 3A of the Act and these regulations, means electricity produced from:

(i) solar energy,

(ii) wind energy,

(iii) run-of-the-river hydroelectric energy,

(iv) ocean-powered energy,

(v) tidal energy,

(vi) wave energy,

(viii) biomass, harvested in a sustainable manner including secondary waste by-products from its manufacturing,

(ix) landfill gas, and

(x) any other sources that, in the opinion of the Minister and consistent with Canadian standards, are able to be replenished through natural processes or through sustainable management practices so that a resource is not depleted at current levels of consumption;

(ab) "run-of-the-river hydroelectric electricity" means electricity generated from flowing water that causes minimal environmental effect on the river course and may include the use of a dam structure;

(ac) "small-scale in-stream tidal" for the purpose of clause 4A(7)(c) of the Act means a tidal generation device, with a capacity of .5 MW or less, that will interconnect with the electrical grid through the distribution system;

(ad) "transmission system" means a system for conveying electricity at

voltages of 69 kV or more;

(ae) "university" means a designated university under the *Universities Foundations Act;*

(af) "untreated" in relation to organic materials means a material that has not been treated or a material that has been treated in conformance with a government policy or regulation respecting the material.

3 **(1)** A corporation shall be deemed to be an affiliate of another corporation if one of them is the subsidiary of the other or if both are subsidiaries of the same corporation or if each of them is controlled by the same person.

(2) A corporation shall be deemed to be controlled by another person or by two or more corporations if

(a) voting securities of the first-mentioned corporation carrying more than fifty per cent of the votes for the election of directors are held, otherwise than by way of security only, by or for the benefit of the other person or by or for the benefit of the other corporations; and

(b) the votes carried by such securities are entitled, if exercised, to elect a majority of the directors of the first-mentioned corporation.

(3) A company shall be deemed to be a subsidiary of another corporation if

(a) it is controlled by

(i) that other, or

(ii) that other and one or more corporation each of which is controlled by that other, or

(iii) two or more corporations each of which is controlled by that other; or

(b) it is a subsidiary of a corporation that is that other's subsidiary.

Minister's powers

4 The Minister may direct the Board to inquire into and report on any matter under the Act or these regulations that the Minister considers necessary or advisable to carry out effectively the intent and purpose of the Act.

Part II: Renewable Electricity Standard

Renewable electricity standard 2011

5 **(1)** In each of the calendar years 2011 and 2012, each load serving entity must supply its customers with renewable low impact electricity from independent power producers in an amount equal to or greater than 5% of its total sales for that year.

(2) Each load serving entity must meet the renewable electricity standard in subsection (1) by supplying renewable low impact electricity produced by a renewable electricity generation facility.

(3) To meet the renewable electricity standard in subsection (1), a municipal electric utility that purchases any of its electricity supply from a person other than NSPI must ensure that a minimum of 5% of that non-NSPI electricity supply is supplied by a renewable electricity generator.

Renewable electricity standard 2013

6 **(1)** Each year beginning with the calendar year 2013, each load serving entity must supply its customers with renewable low impact electricity in an amount equal to or greater than 10% of its total sales for that year.

(2) Each load serving entity must meet the renewable electricity standard in subsection (1) by supplying renewable low impact electricity produced by a renewable electricity generation facility.

(3) Subject to subsection (4), NSPI must meet the renewable electricity standard in subsection (1) as follows:

(a) by continuing to supply 5% of its total annual sales from independent power producers; and

(b) by acquiring the additional renewable low impact electricity to meet the standard in subsection (1) from either independent power producers or from its own renewable electricity generation facilities.

(4) To meet the renewable electricity standard in subsection (1), a municipal electric utility that purchases any of its electricity supply from a person other than NSPI must ensure that a minimum of 10% of that non-NSPI electricity supply is supplied by a renewable electricity generator.

Renewable electricity standard 2015

7 **(1)** Each year beginning with the calendar year 2015, each load serving entity

must supply its customers with renewable electricity in an amount equal to or greater than 25% of its total sales for that year.

(2) Subject to subsection (3) each load serving entity must meet the renewable electricity standard in subsection (1) by supplying renewable electricity produced by a renewable electricity generation facility.

(3) Subject to subsection (4), NSPI must meet the renewable electricity standard in subsection (1) as follows:

(a) by continuing to supply 5% of its total annual sales from independent power producers;

(b) by acquiring at least 300 GWh from independent power producers in addition to the renewable electricity required to meet the requirements of Section 5 and 6;

(c) by acquiring no more than 150 GWh from co-firing no more than 150,000 dry metric tonnes of biomass from forest products;

(d) through the contribution of any GWhs acquired under the program provided under Section 4A of the Act;

(e) through the contribution from a load-serving entity's owned or operated renewable electricity generating facilities;

(f) from heritage renewable electricity; and

(g) from other forms of renewable electricity allowed under Section 8.

(4) To meet the renewable electricity standard in subsection (1), a municipal electric utility that purchases any of its electricity supply from a person other than NSPI must ensure that a minimum of 25% of that non-NSPI electricity supply is supplied by a renewable electricity generator.

Shortfalls

8 (1) Where NSPI is of the opinion that it may be unable to meet a renewable electricity standard due to the inability of independent power producers to provide contracted electricity supplies at the contracted times, NSPI shall supply sufficient renewable electricity from other sources to make up the shortfall for a period not to exceed 12 months.

(2) Where, on application by NSPI, the Minister is of the opinion that NSPI may be unable to meet a renewable electricity standard due to the inability

of independent power producers to provide contracted electricity supplies for a period longer than 12 months, the Minister may permit NSPI to supply sufficient renewable electricity from other sources to make up the shortfall on such terms and conditions as the Minister determines.

Forest biomass cap

9 **(1)** No more than 500,000 dry tonnes annually of primary forest biomass over the average amount of primary forest biomass consumed annually in the Province for the years 2006 to 2010 may be utilized to attain any renewable electricity standard.

(2) For the purposes of a renewable electricity generation facility that uses primary forest biomass, only the amount of electricity the Minister determines is generated from the use of primary forest biomass as permitted by the subsection (1) qualifies for any renewable electricity standard.

Renewable electricity generation facility approval

10 Any person may apply to the Minister for approval of a facility as a renewable electricity generation facility.

Application

11 An application for a renewable electricity standard approval under this Part must be completed and signed by a person who is an authorized signatory of the applicant.

Submission of application

12 An application must be submitted to the Minister and be in the form prescribed by the Minister.

Incomplete application

13 If an application is not complete or additional information is required, the Minister shall notify the applicant in writing within 90 days of receipt of the application and request the information necessary to make the application complete.

Rejection of incomplete application

14 If the information requested in Section 13 is not provided by the applicant within 90 days of a request, the Minister may reject the application and, if so, shall immediately notify the applicant in writing that the application has been rejected.

Approval or rejection of application

15 **(1)** The Minister must approve an application if the renewable energy generation facility

(a) is to be located in the Province, including the marine waters in the

Province;

(b) will produce renewable low impact electricity; and

(c) if it was constructed before December 31, 2001, it has

(i) increased its output since December 31, 2001 by expanding or through technology upgrades, or

(ii) have undergone a major rebuild in lieu of retirement since December 31, 2001.

(2) For a facility described in subsection (1)(c) only the incremental capacity resulting from the increase in output since December 31, 2001 qualifies under Sections 5 and 6.

(3) Where the Minister approves an application under subsection (1) the Minister will issue the applicant a renewable electricity standard approval which may be subject to such terms and conditions as the Minister determines are appropriate.

(4) An approval issued by the Minister under subsection (3) must not be transferred without the prior written approval of the Minister.

(5) A renewable energy generation facility approved under this Section must continue to meet the requirements of these regulations and its sales level of output must not exceed production supply.

Transitional

16 A certification issued under Section 7 of the former regulations is hereby continued as a renewable electricity standard approval under Section 15 of these regulations.

Minister's determination

17 For each calendar year starting with the year 2011, the Minister shall determine each load serving entity's

(a) total electricity sales,

(b) total renewable low impact electricity produced, and

(c) the proportion of renewable low impact electricity produced by independent power producers.

Penalties and enforcement

18 **(1)** A person is liable to a daily penalty of no more than $500,000 to an maximum aggregate of $10,000,000 per occurrence if they do any of the following:

(a) fail to comply with Part II of these regulations;

(b) fail, neglect, omit or otherwise refuse to do any act or thing required under Part II of these regulations;

(c) fail, neglect, omit or otherwise refuse to comply with a direction or order of the Minister to comply with Part II of these regulations.

(2) Unless otherwise provided in the Act, a person is not subject to a penalty under subsection (1) if the person establishes that they

(a) exercised due diligence; or

(b) reasonably and honestly believed in the existence of facts that, if true, would render the conduct of the person excusable.

(3) No public utility may recover any penalty imposed upon it under this Section through its rate base.

Part III: Feed-in Tariffs

One Window Committee

19 **(1)** The Ministers of Agriculture; Energy; Environment; Fisheries and Aquaculture; Natural Resources; Service Nova Scotia and Municipal Relations; Tourism, Culture and Heritage; and Transportation and Infrastructure Renewal, shall designate one or more representative to serve on a one-window committee.

(2) The one-window committee will, under the direction of the Minister of Energy, coordinate the provision of timely advice to applicants under this Part respecting permits or approvals necessary from their respective departments for an applicant's project and the estimated time for the processing of such permits and approvals.

Community feed in tariff

20 **(1)** In accordance with Section 4A of the Act the Board shall set a tariff under this Section for each of the following classes of generation facility:
(a) wind,

(i) with a capacity over 50kW; and

(ii) with a capacity of 50 kW or less;

(b) a combined heat and power biomass facility;

(c) small-scale-in-stream tidal; and

(d) run-of-the-river hydroelectricity.

(2) In establishing a tariff under subsection (1) the Board shall determine, for each class of generator, the estimated value of the physical assets of a facility, and may, in its discretion, make allowances for the following matters:

(a) depreciation;

(b) cost of labour and supervision;

(c) necessary working capital;

(d) organization expenses;

(e) overheads in respect of engineering, superintendence, legal services, taxes and interest during planning and construction, and like matters not included in the valuation of physical assets;

(f) costs in whole or in part of land acquired in reasonable anticipation of future requirements;

(g) costs to interconnect the generation facility with the electrical grid;

(h) return on investment; and

(i) such other matters as the Board deems appropriate.

Developmental tidal array tariff

21 (1) In accordance with Section 4A of the Act the Board shall set a tariff under this Section for developmental tidal arrays.

(2) In determining a tariff for developmental tidal arrays the Board shall take into account those matters described in subsection 20(2) including the costs for the manufacture, deployment and operation of the developmental tidal

array, but shall not make any allowance for the following matters:

(a) costs covered or reimbursed through any government grant; and

(b) costs to interconnect the generation facility with the electrical grid.

Electricity purchases

22 Electricity purchased by a public utility under section 4A of the Act from a renewable energy generator approved under Section 30 qualifies for the renewable electricity standards set out in Sections 5,6, and 7.

Community feed-in tariff qualification

23 **(1)** In order to qualify for a tariff under Section 20 the generation facility

(a) must be located in the Province;

(b) if it uses biomass it must be a combined heat and power generation facility;

(c) must be owned by one or a combination of the following:

(i) a municipality or a wholly owned subsidiary of that municipality, provided the generation facility proposed is located within the boundaries of that municipality or the boundaries of an immediately adjacent municipality;

(ii) a Míkmaq band council provided the generation facility is located on reserve lands or lands leased or owned by a band controlled entity,

(iii) a cooperative where a majority of the members reside in Nova Scotia and at least 25 of which reside in the municipality where the generation facility is located;

(iv) a not-for-profit body corporate where a majority of its members reside in Nova Scotia and at least 25 of which reside in the municipality where the generation facility is located;

(v) a community economic development corporation where at least 25 of its shareholders or members reside in the municipality where the generation facility is located**;** or

(vi) a university;

(d) must be a generation facility described in subsection 20(1);

(e) must interconnect with the electrical grid through a distribution system; and

(f) must have been approved under Section 30.

(2) For the purposes of clause (1)(c) "owned" means that a person holds at least a majority ownership interest in the generation facility or that it holds at least a majority interest in an entity that owns the generation facility.

(3) For a generation facility described in clause (1)(b) where the heat is consumed or utilized by the renewable electricity generator or an affiliate of the renewable electricity generator, the requirements of clause (1)(c) do not apply.

Developmental tidal array tariff qualifications

24 In order to qualify for a tariff under section 21 the generation facility

(a) must be located in the Province;

(b) must be a developmental tidal array;

(c) must interconnect with the electrical grid through a transmission system; and

(d) must have been approved under Section 30.

Application

25 An application for a feed-in tariff renewable electricity approval under this Part must be completed and signed by a person who is an authorized signatory of the applicant.

Submission of application

26 An application must be submitted to the Minister in the form or manner required by the Minister which may include filing electronically through the internet.

Contents of application

27 An application must be in the form prescribed by the Minister and must:

(a) contain the name, address, telephone, e-mail address and fax number of the applicant and where applicable, proof of current

registration with the Nova Scotia Registry of Joint Stock Companies, and the name, title and address of the person to be contacted in respect of the application;

(b) evidence that the applicant qualifies as a generator under section 4A of the Act;

(c) include a project concept identifying the type of generation facility proposed and the community in which the project will be located;

(d) demonstrate that the applicant has knowledge of the municipal by-laws that apply to the project and a commitment to comply with them;

(e) identify any local Míkmaq communities that may be impacted by the project and demonstrate an acceptable means to engage those Míkmaq communities to identify any of their concerns or interests including interests in participation as owners, investors or suppliers;

(f) provide evidence of community support for the project, which may include a municipal council resolution from the municipality within which the project is to be located indicating support for the project, letters or other written evidence of support for the project from members of the community in which the project is intended to be located;

(g) demonstrate the applicant's knowledge and understanding of the type and scope of environmental approvals required for the project, including a statement of the environmental impact of the project;

(h) include a business case that

(i) contains a resource assessment;

(ii) demonstrates the financial viability of the project at the appropriate tariff rate; and

(iii) contains the projected capital costs of the project including interconnection costs and the cost of and expected sources of capital;

(j) demonstrate the applicant's knowledge of the requirements for an archaeological or heritage site review including a plan for completing the review with cost and timing implications for the project;

(k) demonstrate the applicant's knowledge of the land ownership and access issues for the proposed project site;

(l) provide evidence of discussions with NSPI on the technology requirements for the project; the availability of capacity on the distribution or transmission system for the project, as the case may be; and demonstrate an understanding of the detailed technical studies required for the project including the costs of the studies;

(m) demonstrate compliance with the requirements of clause 23(1)(c) if applicable;

(n) for biomass projects, provide a biomass fuel procurement plan that will outline how the proponent intends to ensure that its fuel supply will meet sustainable harvesting requirements; and

(o) any other information required by the Minister.

Incomplete application

28 If an application is not complete or additional information is required, the Minister shall notify the applicant in writing within 90 days of receipt of the application and request the information necessary to make the application complete.

Rejection of incomplete application

29 If the information required in Section 28 is not provided by the applicant within 90 days of a request, the Minister may reject the application and, if so, shall immediately notify the applicant in writing that the application has been rejected.

Approval or rejection of application

30 **(1)** The Minister may approve or reject an application which satisfies the requirements under Part III of these regulations, subject to such other terms and conditions as the Minister determines are appropriate and shall notify the applicant in writing accordingly.

(2) Where the Minister approves an application under subsection (1) the Minister will issue the applicant a feed-in tariff renewable electricity approval.

(3) An approval issued by the Minister under subsection (2) must not be transferred without the prior written approval of the Minister.

(4) Where an applicant has been approved under subsection (2) the applicant must continue to meet the applicable requirements of these regulations and

must diligently pursue the construction and completion of the applicant's project.

Interconnection queue

31 If an application is approved by the Minister under Section 30, NSPI must, at the request of the applicant, place the applicant's generation facility in the next available place in the queue for interconnection with the electrical grid.

Standard power purchase agreement

32 **(1)** The Minister, in consultation with NSPI shall prepare a standard form of power purchase agreement to be used for the purposes of this Part and have the form of power purchase agreement approved by the Board.

(2) The intended parties to a power purchase agreement may agree to changes to the standard power purchase agreement provide for in subsection (2) provided that the form of power purchase agreement is provided to the Minister.

Deemed agreement

33 When an application is approved under Section 30, the applicant and NSPI shall be deemed to have entered into a power purchase agreement in the form provided in Section 32 effective from the date NSPI places the applicant in the interconnection queue as required by Section 31.

Use of information

34 Where an applicant submits an application under this Part the applicant agrees that the information may be shared with other departments or agencies of the government or a load serving entity in order to complete the application process.

Reporting

35 Within 30 days of the interconnection of a renewable electricity generation facility with the electrical grid the renewable electricity generator that owns or operates the facility shall provide a report to the Minister that details:

(a) the total capital costs for the project; and

(b) for each project expenditure for goods or services that is $50,000 or greater, the name and address of the supplier or contractor providing the goods or services.

Part IV: Renewable Electricity Administrator

Request for proposal mandatory requirement

36 If a request for proposals under section 4B of the Act includes a request for a primary forest biomass renewable electricity generation facility, the request for

proposals must require that proponents provide a biomass fuel procurement plan that will outline how the proponent intends to ensure that its fuel supply will meet sustainable harvesting requirements.

Standard contract

37 **(1)** The renewable electricity administrator must, in consultation with NSPI, prepare a standard form power purchase agreement to be used for the purposes of section 4B of the Act and have the form of power purchase agreement approved by the Board prior to any procurement.

(2) The intended parties to a power purchase agreement may agree to changes to the standard power purchase agreement provide for in subsection (2) provided that the form of power purchase agreement is provided to the Minister in the form agreed by the parties.

Part V: General

Minister's powers

38 The Minister has all the power and authority necessary to implement, administer and enforce these regulations, including the power to issue directions or orders, and

(a) shall establish a process for approving and auditing for compliance with these regulations renewable electricity generation facilities and renewable electricity generators;

(b) shall establish a process for approving and re-approving renewable electricity generation facilities and renewable electricity generators;

(c) shall establish accounts and records for a renewable electricity generator or its designated representative;

(d) shall establish registries of renewable electricity generation facilities and information that the Minister determines to be necessary;

(e) may audit approved renewable electricity generation facilities as necessary to verify compliance with the Act and regulations;

(f) may suspend or revoke an approval issued under the regulations;

(g) may do anything necessary to ensure that the requirements of these regulations are met;

(h) may extend the time within which a condition of an approval issued under these regulations must be met; and

(i) may prepare interpretations of these regulations or policies, standards and guidelines under these regulations.

(2) The Minister may authorize a representative of the Department to exercise the Minister's powers and authority, and to undertake the Minister's responsibilities under these regulations.

Reporting requirements

39 **(1)** Each load serving entity must report to the Minister annually, or at other intervals determined by the Minister, to outline its progress in meeting the requirements of Part II of these regulations.

(2) The Minister may specify the form and content of the progress report.

(3) The Minister may issue directions or orders to ensure that the requirements of this Section are met.

Books and records of renewable electricity generators

40 Every renewable electricity generator shall keep or cause to be kept appropriate books, records, accounts, documents and other information related to the ownership and operation of its renewable electricity generation facility and its membership or ownership at an office in the Province.

Audit or examination

41 The Minister may at any time audit or examine the books and records of a renewable electricity generator to enure the continued compliance by the renewable energy generator with the Act and regulations.

Duty of renewable electricity generator

42 **(1)** A renewable electricity generator shall, for the purpose of an audit or examination made in accordance with Section 41,

(a) make its books, records, accounts, documents and other information available at all reasonable times to any person authorized by the Minister for the purpose and shall provide the person with copies of documents requested by the person that are reasonable for the purposes of the audit or examination;

(b) make available copies of any operating agreement or other agreements between the renewable electricity generator and any other person in relation to the operation or ownership of its

renewable electricity generation facility, at all reasonable times to any person authorized by the Minister for the purpose; and

(c) give all reasonable assistance to a person authorized by the Minister to carry out the audit or examination, provide access to all relevant sites and answer orally or in writing all questions relating to the audit or examination in each case at such times, upon such notice and under such supervision by or on behalf of the renewable electricity generator as is reasonable in the circumstances.

Order to comply

43 **(1)** Where the Minister believes on reasonable grounds that a person has contravened, or will contravene any part of the Act or regulations, the Minister may issue an order requiring the person to cease a specified activity or to take such actions as the Minister directs.

(2) An order pursuant to subsection (1) remains in effect until it is revoked, in writing, by the Minister.

(3) A copy of an order made pursuant to subsection (1) shall be served on the person to whom it is directed.

Compliance with order

44 **(1)** Where an order is served on a person to whom it is directed, that person shall comply with the order forthwith or where a period for compliance is specified in the order, within the time period specified.

(2) Any order issued under subsection 43(1) due to the failure of a cooperative, a not-for-profit body corporate or a community economic development corporation to continue to meet the requirements of paragraphs 23(1)(c)(iii), (iv) or (v) as the case may be, must allow a reasonable period of time for the person to whom the order is directed to comply with the order.

Failure to comply

45 Where the person to whom an order is directed does not comply with the order or a part of the order, the Minister may take whatever action the Minister considers necessary to carry out the terms of the order or may cancel or suspend a power purchase agreement entered into pursuant to the provisions of Part III of these regulations, to which the person is party.

Power purchase agreement

46 Any power purchase agreement entered into or deemed to have been entered into pursuant to the provisions of Part III of these regulations is subject to suspension

or cancellation by the Minister as provided in these regulations.

Appeals to the Board

47 **(1)** A person directly affected by an order or decision of the Minister made under Sections 43, 44 and 45 may, by written notice to the Board, appeal to the Board within 60 days after the later of the date of the order or decision or the issuing of the reasons for the order or decision.

(2) Where an appeal is taken under this Section, the Board may, by order, confirm the decision under appeal or make such other decision as the Board considers proper.

(3) The Minister is entitled to be heard by counsel or otherwise upon the argument of an appeal under this Section.

Board powers

48 The powers of the Board respecting a hearing or an appeal under the *Utility and Review Board Act* and the *Public Utilities Act* and regulations made under those Acts apply to an appeal under these regulations.

No assignment of power purchase agreement

49 No power purchase agreement entered into under Part III of these regulations may be assigned without the prior written consent of the Minister.

Report by independent power producer

50 Where any event occurs, whether by operation of law or otherwise, that causes an independent power producer to fail to comply with the requirements for an independent power producer under these regulations, the independent power producer shall forthwith, notify the Minister in writing of the event and provide such information as the Minister may require.

NON-CONFIDENTIAL

Request IR-2:

For each of the major events listed in response to IR-1 please provide an explanation of the reasons why this event occurred or was required.

Response IR-2:

Please refer to UARB IR-1.

NON-CONFIDENTIAL

Request IR-3:

For each of the major events listed in response to IR-1, please provide a list of the various documents that relate to that event, where they are filed in this application, and an explanation of why each document is required and how it relates to other documents applicable to this file.

Response IR-3:

Please refer to UARB IR-1.

NON-CONFIDENTIAL

Request IR-4:

For each of the major events listed in response to IR-1, please provide any additional information that NSPI thinks would assist the Board in understanding all the facts of this application and how they interact.

Response IR-4:

Relevant documents and information have been provided in response to the UARB Information Requests. During the remaining stages of this approval process, NSPI will continue to provide information the Board requires.

REDACTED

Request IR-5:

Reference, Application

(a) Page 4, line 11, where and how will the ecoENERGY benefit be credited?

(b) Page 4, line 14, on what basis does the Company state that "The Project will qualify for inclusion in the Company's 2013 RES portfolio."?

(c) Page 4, line 16-17, please provide clarification of the net present value of $4.9M. What will be the net present value without the ecoENERGY benefit?

(d) Page 9, NSPI states that when it acquired the project "construction plans had been committed, contracts awarded in most cases... ". Was there a construction contract entered into by any party for this project prior to the contract in Appendix 10? If so, please provide a copy of such construction contract.

(e) Page 19, have all leases been obtained for the 31 properties? If not, what is the status of the leases? Please provide copies of all relevant leases.

(f) Have all easements or licenses for access to the 56 properties been obtained? If not, what is the status of access? Please provide copies of all relevant easement agreements or licenses.

(g) Page 10, line 5, please explain why PPA security is not being transferred to NSPI.

(h) Page 11, lines 8-13, is it true that NSPI is licensing the project back to the affiliate to meet 2011 RES requirements?

Request IR-5:

(i) Page 13, line 22, please explain how the price from EUS is superior to other offered prices.

(j) Page 16 of 26, notes work required to connect the Digby Wind Project to the system. Is the cost of these works included in the project cost? If so, please identify the amount and location of these costs.

(k) Pages 21 and 22, are these works in addition to the EUS contract? If so, what is the cost? Is the cost included in the total project cost of $82.8 M?

Response IR-5:

(a) The ecoENERGY benefit will be a credit to fuel expense, flowing through the Fuel Adjustment Mechanism.

(b) The Project will qualify for inclusion in the Company's 2013 RES portfolio under Section 6 of the Regulations Respecting Renewable Electricity made by the Governor in Council under Section 5 of Chapter 25 of the Acts of 2004, the *Electricity Act*:

Renewable electricity standard 2013

> **6 (1)** Each year beginning with the calendar year 2013, each load serving entity must supply its customers with renewable low impact electricity in an amount equal to or greater than 10% of its total sales for that year.
>
> **(2)** Each load serving entity must meet the renewable electricity standard in subsection (1) by supplying renewable low impact electricity produced by a renewable electricity generation facility.
>
> **(3)** Subject to subsection (4), NSPI must meet the renewable electricity standard in subsection (1) as follows:
>
> (a) by continuing to supply 5% of its total annual sales from independent power producers; and

Response IR-5: (cont'd)

> (b) by acquiring the additional renewable low impact electricity to meet the standard in subsection (1) from either independent power producers or from its own renewable electricity generation facilities.

(c) For clarification on the net present value of $4.9M, please see UARB IR-16, Attachment 1, filed electronically. The net present value for the 20 year project, without the ecoENERGY benefit would be $0.36 million.

(d) The only construction contract in addition to the contract in Appendix 10 that was entered into prior to NSPI acquiring the project was the Generation Interconnection Agreement, provided in the Application, Appendix 12.

(e) Not all options obtained by previous project owners were converted to leases during the development of the final layout of the wind farm. NSPI entered into five leases for the turbine lands. Please refer to Confidential Attachment 1 for a summary of the leases. NSPI also entered into four leases for land on which no wind turbines are currently located. Please refer to Confidential Attachment 2 for a summary.

(f) After final design of the transmission line, NSPI entered into 32 transmission easements and one property purchase, comprising 47 different Property Identification Numbers (PIDs). Please refer to Attachment 3 for a summary.

(g) As the purchaser under all NSPI renewable PPAs, NSPI is in possession of the performance security for all projects with PPAs that require performance security, including the Digby Wind project. The performance security for the Digby Wind project is owned by 324 NSL, and can be drawn on by NSPI if certain conditions in the PPA are breached.

Response IR-5: (cont'd)

(h) The license back relates to a requirement in the PPA. NSPI is not licensing the project back to the affiliate to meet 2011 RES requirements. For more information on the License to Use Assets and Option Agreement, please refer to UARB IR-10.

(i) Please refer to CA IR-3.

(j) The cost of work described on page 16 of the Application, required to connect the Digby Wind Project to the system is included in the total project cost. Interconnection facilities include the substation at the wind farm (CI#39626), the 17 km transmission line (CI#39627) as well as system upgrades required to accommodate the addition of the Digby Wind Project (CI#39628). Please refer also to the Application, Appendix 2.

(k) The items listed on pages 21 and 22 of the Application comprise the entire project cost of $82.8 million. The Wind Project Development, Substation, and Transmission Line work orders include contracts with EUS.

Transmission Easements Obtained for the Digby Wind Project

LOT #	Property Owner	PID's
7	Hyatt Nova Scotia Spring Water Company	30342711
8	Brian F. Raymond	30368397
9	NS Transportation and Infrastructure Renewal -(lot 9 and lot 42)	30168389
10	Hyatt Nova Scotia Spring Water Company	30168330
11	Jerry Schofield	30132989
12	Jerry Schofield	30132989
13	Sheridan/Jerry Schofield	30192496
14	Churchill Ashford and Shirley Ashford - purchase of land not easement	30258982
15	Walter Ross	30258958
16	Bruce T. Andrews, Paula G. Andrews and Douglas R. Andrews	30258966
17	Darren T. Andrews and April H. Amero	30192397
18	Darren T. Andrews	30192371
19	Wayne's Excavating Services Limited	30132757
20	Nova Scotia Farm Loan Board	30192314
21	Nova Scotia Farm Loan Board	30258800
22	Nova Scotia Farm Loan Board	30258792
23	Larry Goodwin	30192785
24	Thomas G. O'Neil and Angela O'Neil	30145957
25	Jonathan Mullen Mink Ranch Limited	30145965
26	Jonathan Mullen Mink Ranch Limited	30145973
27	Charles William Johns and Mabel Betty Johns	30258347
28	William A. Oickle and Judy Pearson	30146385
29	William A. Oickle and Judy Pearson	30146278
30	William A. Oickle and Judy Pearson	30146260
31	William A. Oickle and Judy Pearson	30146252
32	William A. Oickle and Judy Pearson	30258503
N/A	George Chisholm	30146179
33	Gerald T. Comeau	30152623
34	Mark W. Melanson and Laura Melanson	30146013
35	Stanley Boudreau and Glenda Doucet-Boudreau	30149264
36	Stanley Boudreau and Glenda Doucet-Boudreau	30149272
37	Anne Mary Amero	30149348
38	Richard Joseph Amero	30149363
39	Richard Amero and Maria Amero	30152383
40	Larry D. MacNeil and Marilyn MacNeil	30149405
41	Larry D. MacNeil	30149421
42	NS Supply and Services	30149439
43	Allan E. Ross and Joan M. Ross	30152227
44	Eileen Frances Brinton	30149504
45	Anne Marie Boudreau and Anita Elaine Boudreau	30354617

LOT #	Property Owner	PID's
46	Eileen Frances Brinton	30149793
47	Anne Marie Boudreau and Anita Elaine Boudreau	30149801
48	Thelma Beatrice Lutz , Michael Austin Lutz and Claudia Jean Lutz	30149819
49	Alston MacAlpine and Peggy MacAlpine	30149850
50	James D. MacAlpine	30149868
53	Department of Natural Resources	30210108
54	Thelma Beatrice Lutz, Michael Austin Lutz and Claudia Jean Lutz	30342604

A representative sample easement is attached.

Dated: June 1, 2010

Between:

Alan E. Ross and Joan M. Ross

-and-

Nova Scotia Power Inc.
PO Box 910
Halifax NS
B3J 2W5

EASEMENT

THIS INDENTURE

made the 1ST day of June A.D. 2010

BETWEEN: **ALAN E. ROSS and JOAN M. ROSS,** of
Smith's Cove, Digby County, Province of Nova Scotia

hereinafter called the "Grantor"

- and -

NOVA SCOTIA POWER INC.,
a body corporate, with Head Office
at Halifax, Province of Nova Scotia,

hereinafter called the "Company"

WHEREAS the Company requires land for the construction and maintenance of a transmission line to connect a power generation facility to the power grid;

AND WHEREAS the Grantors are the owners of a certain property at Marshalltown, in the County of Digby, Province of Nova Scotia, as described in a deed recorded at the Registry of Deeds for the County of Digby as Document No. 88820213 (the "Lands") and listed in the Nova Scotia Property Records Data Base as Property Identification Number (PID) 30152227.

NOW THEREFORE THIS GRANT OF EASEMENT WITNESSETH that in consideration of the sum of One Dollar of lawful money of Canada and of other good and valuable consideration paid by the Company to the said Grantors , the receipt whereof is hereby acknowledged, the said Grantors, hereby grant and convey unto the Company the perpetual privilege, right, easement and licence of erecting and maintaining a line of poles, or towers, and wires with all necessary foundations, anchors and guy wires, hereinafter referred to as the "Transmission Line", for the purpose of conveying electric power and energy, and any and all other communication signals over and across lands of the Grantors, situated in the vicinity of Marshalltown, County of Digby, Province of Nova Scotia.

The said Transmission Line to be located upon a strip of land 20.116 metres wide and lying 10.058 metres on either side of the line now established as the centre line of the proposed Transmission Line and hereinafter referred to as the "Reference Line" and shown on the sketch attached hereto as Schedule "A" and more particularly described in Schedule "B" attached hereto and forming a part hereof.

TOGETHER with the perpetual privilege, right and easement to clear or remove all trees, obstructions and impediments to construction and maintenance of said line, upon said strip of land and to use any method deemed expedient to keep said strip clear of trees or other obstructions, and to fell such trees beyond the limits of said strip as may be deemed a potential hazard to said line, AND to enter upon and across said lands from time to time and at all times with vehicles, machinery, equipment and materials as deemed expedient for all purposes whatsoever, in fulfillment of the privileges granted herein. PROVIDED, HOWEVER, that the Grantors may make claim for the actual damage by vehicles and mechanized equipment to field crops, fences and access roads.

TO HAVE AND TO HOLD the said privileges, rights, easement and license hereby granted unto the said Company, its successors or assigns, forever.

It is mutually understood and agreed between the parties hereto that the Company shall be entitled to permit the use of its poles or towers by other persons for the attachment of telephone cables, cablevision cables and other cables and that such other persons, their servants, agents or workmen shall be entitled to the same and all rights of entry that are hereby granted to the Company.

AND the said Grantors have hereby for themselves and their heirs, executors, administrators and assigns covenant with the said Company, its successors or assigns that they will not place or cause to be placed, any structure or other thing upon said strip which in the opinion of the Company is deemed an obstruction, AND that they have a good, sure, perfect and indefeasible estate of inheritance in fee simple in the said lands and premises and that same are free from encumbrances.

AEP

THE REMAINDER OF THIS PAGE INTENTIONALLY BLANK

IN WITNESS WHEREOF the said Grantors have hereunto their hand and seal set and affixed the day and year first above mentioned.

SIGNED, SEALED AND DELIVERED)
in the presence of)

Alan E. Ross
Alan E. Ross

Robert Adams
WITNESS
Robert Adams

Joan M. Ross
Joan M. Ross

PROVINCE OF NOVA SCOTIA
COUNTY OF _____

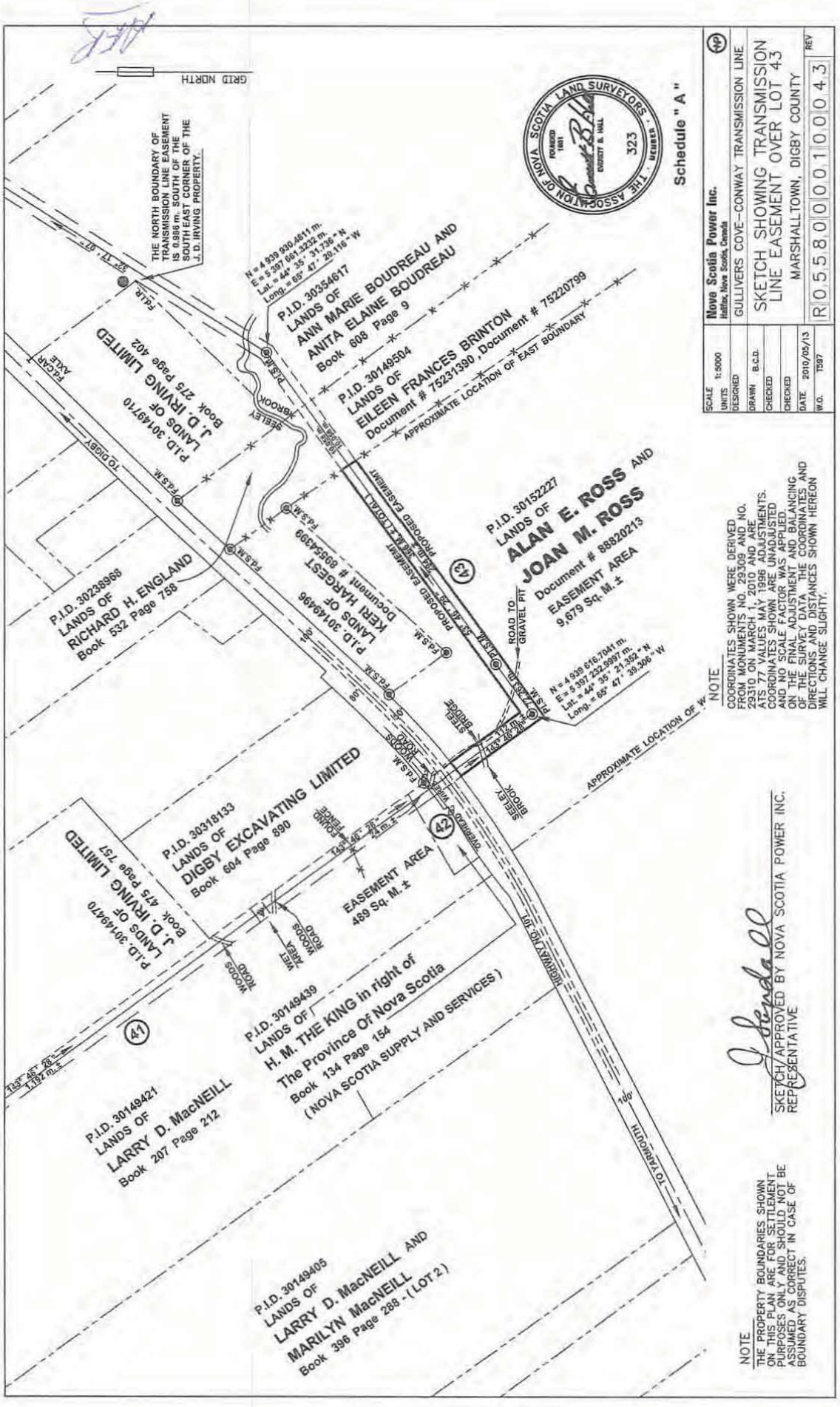
ON THIS 3rd day of JUNE, 2010, before me, the subscriber personally came and appeared, ROBERT ADAMS, a subscribing witness to the forgoing Grant of Easement, who having been by me duly sworn, made oath and said that **Alan E. Ross and Joan M. Ross**, the parties thereto, duly executed and delivered the same in h[illegible] presence.

A Commissioner of the Supreme
Court of Nova Scotia
BRIAN C. CURRY
A Barrister of the Supreme
Court of Nova Scotia

PROVINCE OF NOVA SCOTIA
COUNTY OF _____

I HEREBY CERTIFY that on _____ day of _____, 2010, **Alan E. Ross and Joan M. Ross**, the parties of the foregoing Grant of Easement signed and delivered the same in my presence and I have signed as a witness to the same.

A Commissioner of the Supreme
Court of Nova Scotia


Schedule "A"
Nova Scotia Power Inc.
Halifax, Nova Scotia, Canada
GULLIVERS COVE–CONWAY TRANSMISSION LINE
SKETCH SHOWING TRANSMISSION LINE EASEMENT OVER LOT 43
MARSHALLTOWN, DIGBY COUNTY
R055800001000043
SCALE 1:5000
UNITS
DESIGNED
DRAWN B.C.D.
CHECKED
CHECKED
DATE 2010/05/13
W.O. 7597
REV
THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
FORMED 1981
ERNEST B. HALL
323
MEMBER
GRID NORTH
THE NORTH BOUNDARY OF TRANSMISSION LINE EASEMENT IS 0.986 m. SOUTH OF THE SOUTH EAST CORNER OF THE J.D. IRVING PROPERTY.
N = 4 939 930.4611 m.
E = 5 397 681.3232 m.
Lat. = 44° 35' 31.736" N
Long. = 65° 47' 20.116" W
P.I.D. 30354617
LANDS OF
ANN MARIE BOUDREAU AND
ANITA ELAINE BOUDREAU
Book 608 Page 9
P.I.D. 30149504
LANDS OF
EILEEN FRANCES BRINTON
Document # 75231390 ,Document # 75220799
APPROXIMATE LOCATION OF EAST BOUNDARY
P.I.D. 30149710
LANDS OF
J. D. IRVING LIMITED
Book 275 Page 402
TO DIGBY
MARSHALLTOWN BROOK
P.I.D. 30238968
LANDS OF
RICHARD H. ENGLAND
Book 532 Page 758
P.I.D. 30149496
LANDS OF
KERI HARGEST
Document # 89542399
PROPOSED EASEMENT CENTRELINE
PROPOSED EASEMENT
P.I.D. 30152227
LANDS OF
ALAN E. ROSS AND
JOAN M. ROSS
Document # 88820213
EASEMENT AREA
9,679 Sq. M. ±
ROAD TO GRAVEL PIT
N = 4 939 616.7041 m.
E = 5 397 232.9997 m.
Lat. = 44° 35' 21.352" N
Long. = 65° 47' 39.306" W
STEEL BRIDGE
SHEELEY BROOK
MOOSES ROAD
APPROXIMATE LOCATION OF W
NOTE
COORDINATES SHOWN WERE DERIVED FROM MONUMENTS NO. 29309 AND NO. 29310 ON MARCH 1, 2010 AND ARE ATS 77 VALUES MAY 1996 ADJUSTMENTS. COORDINATES SHOWN ARE UNADJUSTED AND NO SCALE FACTOR WAS APPLIED. ON THE FINAL ADJUSTMENT AND BALANCING OF THE SURVEY DATA THE COORDINATES AND DIRECTIONS AND DISTANCES SHOWN HEREON WILL CHANGE SLIGHTLY.
P.I.D. 30318133
LANDS OF
DIGBY EXCAVATING LIMITED
Book 604 Page 890
EASEMENT AREA
489 Sq. M. ±
WET AREA
P.I.D. 30149470
LANDS OF
J. D. IRVING LIMITED
Book 475 Page 757
P.I.D. 30149439
LANDS OF
H. M. THE KING in right of
The Province Of Nova Scotia
Book 134 Page 154
(NOVA SCOTIA SUPPLY AND SERVICES)
HIGHWAY NO. 101
P.I.D. 30149421
LANDS OF
LARRY D. MacNEILL
Book 207 Page 212
P.I.D. 30149405
LANDS OF
LARRY D. MacNEILL AND
MARILYN MacNEILL
Book 396 Page 288 - (LOT 2)
TO ANNAPOLIS
100'
SKETCH APPROVED BY NOVA SCOTIA POWER INC.
REPRESENTATIVE
NOTE
THE PROPERTY BOUNDARIES SHOWN ON THIS PLAN ARE FOR SETTLEMENT PURPOSES ONLY AND SHOULD NOT BE ASSUMED AS CORRECT IN CASE OF BOUNDARY DISPUTES.

SCHEDULE "B"

LOT 43

The said Transmission Line to be located upon a strip of land 20.116 metres wide and lying 10.058 metres on either side of the line now established as the centre line of the proposed Transmission Line and hereinafter referred to as the "Reference Line".

The said Reference Line beginning at its intersection with the southerly boundary of Highway No. 101 and running;

Thence on an azimuth of 143 degrees 46 minutes 28 seconds a distance of 112 metres more or less to a placed survey marker.

Thence on an azimuth of 53 degrees 46 minutes 29 seconds a distance of 366 metres more or less to the western boundary of lands of Eileen Frances Brinton.

The described right of way containing 9679 square metres more or less, and is shown enclosed by heavy black lines as lot 43 on Nova Scotia Power Inc. drawing no. R-05580-0-001-00-043, attached hereto and forming a part hereof.

REDACTED

Request IR-6:

Reference Appendix 4, Asset Purchase Agreement

(a) Page 8 of 50, Section 4.1 Valuation

(i) Please provide the fair market value of the assets as determined by the parties. Include any adjustments to valuation as covered by section 4.2.

(ii) Please provide further details on the process used to determine the fair market value. Include in your response copies of all documents, (e.g. correspondence, internal analysis, meeting notes, etc) used by each party in its determination of fair market value.

(iii) Did NSPI use an independent party to provide it with an estimate of the fair market value? If so, please provide a copy of all estimates, backup, etc received from this independent party. If no independent party was used, please explain why not.

(b) Page 2 of 50, Development Costs

(i) Please provide the amount of Development Costs (adjusted as per Section 3.5) paid by NSPI.

(ii) Please provide complete details on the calculation of these Development Costs.

Request IR-6: (cont'd)

(iii) Please provide details on the process used by NSPI to ensure that the price paid by NSPI represents the fair market value.

(iv) Did NSPI use an independent party to provide it with an estimate of the fair market value? If so, please provide a copy of all estimates, backup, etc received from this independent party. If no independent party was used, please explain why not.

(c) Page 7 of 50, Section 3.4, Consideration

(i) Please provide details on how NSPI financed the acquisition of this project. Include full details of the amounts covered under each of the sub headings of Section 3.4 and how each was determined.

(ii) Please provide the total of the amounts provided in response to part i.

(iii) If this total does not equal the amount of $77,608,922 as shown in Appendix 16, page 1 of 4, line 1, please provide a full reconciliation of the two numbers.

(iv) Please confirm, or explain why not, the total amount shown in the response to part ii is the amount that NSPI proposes to include in rate base.

(d) Page 3 of 50, Excluded Assets

(i) Please explain the status of these assets when NSPI assumes ownership of the project.

Request IR-6: (cont'd)

(e) Page 3 of 50, GE Contract

(i) Please provide a copy of the GE Contract, complete with all amendments.

(ii) Does this contract include the Operating and Maintenance Agreement mentioned on lines 13-15 of Page 17 of 26 of the Application? If not, please provide this Operating and Maintenance Agreement.

(f) Page 5 of 50, Power Purchase Agreement

(i) Please provide a copy of the Assignment Agreement dated December 23, 2009, referred to in Article 1, Section 1.1 (aa).

(g) Page 8 of 50, Harmonized Sales Tax

(i) Please explain the term "part of the same closely related group" and its significance to this project.

(ii) Are both parties to this agreement HST registrants and "part of the same closely related group"?

(iii) If the answer to part ii is yes, then there does not appear to be any situation when the parties will actually pay HST. Please confirm or provide an explanation of why NSPI cannot confirm this statement.

Request IR-6: (cont'd)

(h) Page 30 of 50, Nova Scotia Environment Environmental Assessment Approval.

(i) Please provide a copy of this approval dated August 24, 2009.

(i) Page 12 of 50, Employment Matters

(i) The statement is made that "The Company has no employees and has never had any employees". Please explain how the company operates on a daily basis and what human resources the Company has used to cover items such as Development Costs, assignment of contracts and negotiating a contract with Emera Utility Services, etc. Include in your response what company these human resources work for and whether or not the company is an affiliate of NSPI.

(ii) For any "employees" of NSPI or an affiliate of NSPI that the Company has used, please provide the hourly charge rate for each employee and justify that this rate is a "fair market value".

(iii) Please provide specific details on the human resources who negotiated the Emera Utility Services Contract, e.g. who they work for, and if this is NSPI or a NSPI affiliate, their hourly rate, justification for that hourly rate, etc.

Response IR-6:

(a) (i) Articles 4.1 and 4.2 are standard clauses used in tax deferred transfer transactions to ensure that the assets of the project are transferred at cost for tax purposes. NSPI purchased the assets from 3240384 Nova Scotia Limited (324 NSL) at carrying value. For tax purposes, fair market value is equal to the carrying value which is the Company's view of fair market value. If for any reason there is a change in fair market value, it would not impact the capital cost of the project to NSPI. Therefore, the economics of the project would not change from what NSPI filed.

NSPI does not anticipate any adjustments to the valuation with regard to Section 4.2. If any adjustments occur, it would not impact the capital cost of the project to NSPI.

(ii) Please refer to part (a) (i) and Redacted Attachment 1.

(iii) No, an independent party was not used. NSPI purchased the assets from 324 NSL at its carrying value, equal to the cost incurred by 324 NSL for the Digby Wind Project.

(b) (i) The purchase and sale agreement resulted in "Assets" and "Development Costs" being acquired by NSPI. The "Assets" were acquired at a cost of $1,187,362 and the "Development Costs" at a cost of $28,950,254 for a total of $30,137,616.

(ii) Please refer to Redacted Attachment 1.

(iii-iv) Please refer to part (a) (iii).

Response IR-6: (cont'd)

(c) (i-ii) NSPI uses a portfolio approach to financing its capital plan. This approach consists of equity, long-term debt and short-term debt. Financing is not conducted on a project specific basis.

(iii) NSPI paid $30,137,616 to 324 NSL. The remaining balance of $47,471,306 is the estimated cost for NSPI to complete construction of the Digby Wind Project.

(iv) NSPI proposes to include $77,608,922 plus AFUDC and Administrative Overheads in rate base. This is the estimated total capital costs to complete the Digby Wind Project. The remaining balance shown in part (iii) represents a portion of the total capital project cost of $77,608,922 plus AFUDC and Administrative Overheads.

(d) There are two Excluded Assets – the PPA and the Performance Security associated with the PPA. The status of the Excluded Assets remains the same until the PPA is terminated. If the PPA is terminated, the Performance Security will be returned to 324 NSL.

(e) (i) Please refer to UARB IR-12 Attachment 3.

(ii) The GE contract does not include an Operating and Maintenance (O&M) Agreement. SkyPower had not negotiated a contract for O&M services prior to its insolvency. NSPI is in the process of negotiating an O&M agreement with GE and the contract has not yet been executed. The estimates in the financial model are based on the anticipated pricing provided by GE to NSPI.

Response IR-6: (cont'd)

(f) Please refer to CA IR-2(h).

(g) (i) Section 156(2) of the Excise Tax Act (ETA) provides an election for most intercompany charges within a closely related group to be tax free. Section 128(1) and (2) of the ETA defines the term "closely related corporation" for purposes of the Section 156(2) election. Based on this definition, NSPI and 3240384 NSL are considered to be a closely related group and as a result HST does not apply to this transfer of assets.

(ii) Yes, both parties to this agreement are HST registrants and "part of the same closely related group".

(i) In terms of this agreement, NSPI agrees that there does not appear to be any situation when the parties will actually pay or collect HST when transacting between the affiliates.

(h) Please refer to Attachment 2.

(i) (i) Human resources for the Digby project have been provided by NSPI and Emera. The project has been charged labour in accordance with NSPI's standard practice. Emera was charged for costs associated with NSPI labour services that were incurred prior to 324 NSL taking over the project. 324 NSL was charged for NSPI labour services after 324 NSL took over the project.

Response IR-6: (cont'd)

Negotiations related to the acquisition of the project by 324 NSL from Skypower and Scotian WindFields and all associated transactions were managed by Karen Hutt, David Landrigan and Dan Muldoon of Emera. The project was charged for a portion of Karen Hutt's and David Landrigan's time that was used on this project. This time was charged as consulting services. Please refer to CA IR-12. Dan Muldoon's time was not charged to the project.

Dan Muldoon of Emera negotiated the EUS contract. At the time, Dan Muldoon was General Manager, Construction and Engineering Services of Emera Inc. The project was not charged for his services.

(ii) NSPI employees were used in reference to Appendix 4, asset purchase agreement. In compliance with the affiliate Code of Conduct, NSPI employee labour loaned to the affiliate was charged at the employee's labour costs including fringe benefits plus a 50 percent mark-up to cover employee overhead. The individual salaries and consequent rates for each specific employee are confidential personnel information and can only be disclosed to the UARB or its consultants. The individuals that worked on this item were [redacted].

(iii) Please refer to part (i) (i).

Construction costs associated with Digby Wind Project
Paid by NSPI to 3240384 Nova Scotia Limited

Development Costs:

Labour	[redacted]	
Office Supplies		
Travel		
Contracts		
Consulting		
Subscriptions		
Legal		
Meals		
Other		
Transition services, easements		
Wind Turbines/Transformer		
Interest		
Sub Total	**$**	**28,950,254**

Intangibles/Eligible Property:

Land Options	[redacted]	
Easements		
Engineering/wind studies		
Impact study agreements		
Sub Total	**$**	**1,187,362**

Total	**$ 30,137,616**

Environmental Assessment Approval

Approval Date: *Original dated August 24, 2009*

Digby Wind Power Project
SkyPower Corp. and Scotian Windfields Inc., Proponent

Digby County, Nova Scotia

The Digby Wind Power Project (the "Undertaking"), proposed by SkyPower Corp. and Scotian Windfields Inc. (together, the "Approval Holder"), Digby County, Nova Scotia is approved pursuant to Section 40 of the *Environment Act* and Section 13(1)(b) of the *Environmental Assessment Regulations*. This Approval is subject to the following conditions and obtaining all other necessary approvals, permits or authorizations required by municipal, provincial and federal acts, regulations and by-laws before commencing work on the Undertaking. It is the responsibility of the Proponent to ensure that all such approvals, permits or authorizations are obtained before commencing work on the Undertaking.

This Environmental Assessment Approval is based upon the review of the conceptual design, environmental baseline information, impact predictions, and mitigation presented in the Registration Document and Addendum (Registration Information).

Terms and Conditions for Environmental Assessment Approval

1.0 General Approval

1.1 The Environmental Assessment Approval for the undertaking is limited to the undertaking as described in the Registration Information excluding turbines 12, 15 and 18 in their proposed locations. Relocation of these turbines will require consultation with NSDNR Wildlife Division regarding wildlife connectivity and NSE regarding noise and setbacks. Relocation of turbines 12, 15, and 18 may be subject to condition 1.2 of this Approval.

1.2 Expansion, modification or relocation of any aspect of the undertaking from that proposed in the registration information must be submitted to the Environmental Assessment Branch for review and may require an environmental assessment.

1.3 The Approval Holder must commence work on the Undertaking unless granted a written extension by the Minister within 2 years of the date of issuance of this approval.

1.4 The Approval Holder must not transfer, sell, lease, assign or otherwise dispose of this approval without the written consent of the Minister. The sale of a controlling interest of a business or a transfer of an approval from a parent company to a subsidiary or an affiliate is deemed to be a transfer requiring consent.

2.0 Flora and Fauna

2.1 Prior to construction, the Approval Holder must provide NSDNR's Regional Services and Wildlife Division staff with digital way point files revealing precise locations for all "RED", "YELLOW" and "UNDETERMINED" listed species identified during field work within the area proposed for development. The Approval Holder must report to NSE that the files have been provided to NSDNR.

2.2 The Approval Holder must develop and implement a program to monitor for birds and bats. The monitoring program and associated reporting requirements must be developed to the standards as determined by the Nova Scotia Department of Natural Resources (NSDNR) and Canadian Wildlife Service (CWS). The Approval Holder must provide details in an annual report to Nova Scotia Environment (NSE). Based on the results of bird and bat monitoring, the Approval Holder must make necessary modifications to mitigation plans, and/or wind farm operations, to the satisfaction of NSE.

2.3 The Approval Holder must monitor and report all occurrences of mortality on birds and bats resulting from impact with wind turbines or towers for a period of two years from wind farm commencement, in accordance with methodologies and standards defined by NSDNR and CWS. The Approval Holder must provide details in an annual report to NSE.

2.4 If site preparation activities occur between May 1 and August 31 (breeding season for most birds) the Approval Holder must prepare and implement a monitoring and mitigation plan for breeding activity (i.e. nesting) in consultation with NSDNR and the CWS.

3.0 Noise and Visual Impact

3.1 The Approval Holder must monitor noise, at the request of, and to the satisfaction of NSE under varying climatic conditions in order to ensure that noise levels do not exceed an acceptable level. Based on the results of the monitoring program, the Approval Holder must make necessary modifications to mitigation plans and/or wind farm operations to reduce the noise level to an acceptable level.

3.2 The Approval Holder must develop a plan to monitor shadow flicker, at the request of, and to the satisfaction of NSE. Based on the results of the monitoring program, the Approval Holder must make necessary modifications to mitigation plans and/or wind farm operations to prevent any unacceptable environmental effects to the satisfaction of NSE.

3.3 The Approval Holder must develop a turbine lighting plan in consultation with CWS and Transport Canada.

4.0 Ground and Surface Water Resources

4.1 The Approval Holder must not blast, unless otherwise approved by NSE.

4.2 The Approval Holder must conduct visual assessments, both quarterly and after severe storms events, of the site to ensure the effectiveness of erosion and sedimentation controls, unless otherwise approved by NSE. Results of the assessment must be submitted, at a

frequency to be determined, to NSE as part of the Environmental Protection Plan (EPP).

4.3 The Approval Holder must not construct a turbine within 30m of a wetland or watercourse, unless otherwise approved by NSE.

4.4 It is the responsibility of the Approval Holder to obtain an approval from NSE for the construction of watercourse crossings and/or wetland alterations, as specified in the *Activities Designation Regulations*.

5.0 Consultation

5.1 The Approval Holder must develop a complaint resolution plan to address all concerns associated with the project. The Approval Holder must appoint a contact person designated to deal with complaints, and must provide the contact information to NSE.

6.0 First Nation and Aboriginal Engagement

6.1 The Approval Holder must develop a plan, to engage interested Aboriginal Groups following receipt of the MEKS, to discuss any impacts on traditional Mi'kmaq resources, and to clarify project activities and identify associated mitigation measures.

7.0 Archaeological and Heritage Resources/Aboriginal Interests

7.1 The Approval Holder must cease work and contact the Director, Heritage Division, Nova Scotia Department of Tourism, Culture and Heritage, the Executive Director, Confederacy of Mainland Mi'kmaq and the Executive Director, Union of Nova Scotia Indians immediately upon discovery of an archaeological site or artefact unearthed during any phase of the proposed Undertaking.

8.0 Environmental Management System

8.1 Prior to construction, the Approval Holder must provide for review and approval to NSE, the following information:

a) An Environmental Protection Plan (EPP) for the construction, operation and maintenance of the Undertaking. The EPP must include, but not be limited to:
   i) details of erosion and sedimentation control plans;
   ii) a monitoring program for surface waters; and
   iii) a contingency plan to address accidents that includes spill response procedures, emergency contacts, and staff training.

b) The locations and construction details for proposed new roads, turbines and associated infrastructure, and any other such information as required by NSE.

8.2 The Approval Holder must adhere to the EPP once finalized and accepted by NSE. Construction work can only commence upon receiving NSE approval for the EPP.

9.0 Site Reclamation

9.1The Approval Holder must submit a decommissioning plan to NSE for review and approval, six months prior to initiating project decommissioning and site reclamation. The Approval Holder must reclaim the site to the satisfaction of NSE.

Original Signed By

Sterling Belliveau
Minister of Environment

NON-CONFIDENTIAL

Request IR-7:

Reference Appendix 4 (clause 5.1), Asset Purchase Agreement

Does this mean that NSPI may declare a different amount for tax purposes than the amount paid by it to purchase these assets and or the Board approved amount? If yes, why?

Response IR-7:

NSPI's tax base equals its accounting base for the asset purchase which equals the amount paid.

NON-CONFIDENTIAL

Request IR-8:

Reference Appendix 4, Asset Purchase Agreement

Schedule A, Page 24 of 50 lists an Agreement dated December, 2009 between Scotian Windfields Inc. and 3240384 Nova Scotia Limited. Please provide a copy of the Agreement.

Response IR-8:

Please refer to UARB IR-1, Attachment 36.

NON-CONFIDENTIAL

Request IR-9:

Reference Appendix 5, Power Purchase Agreement

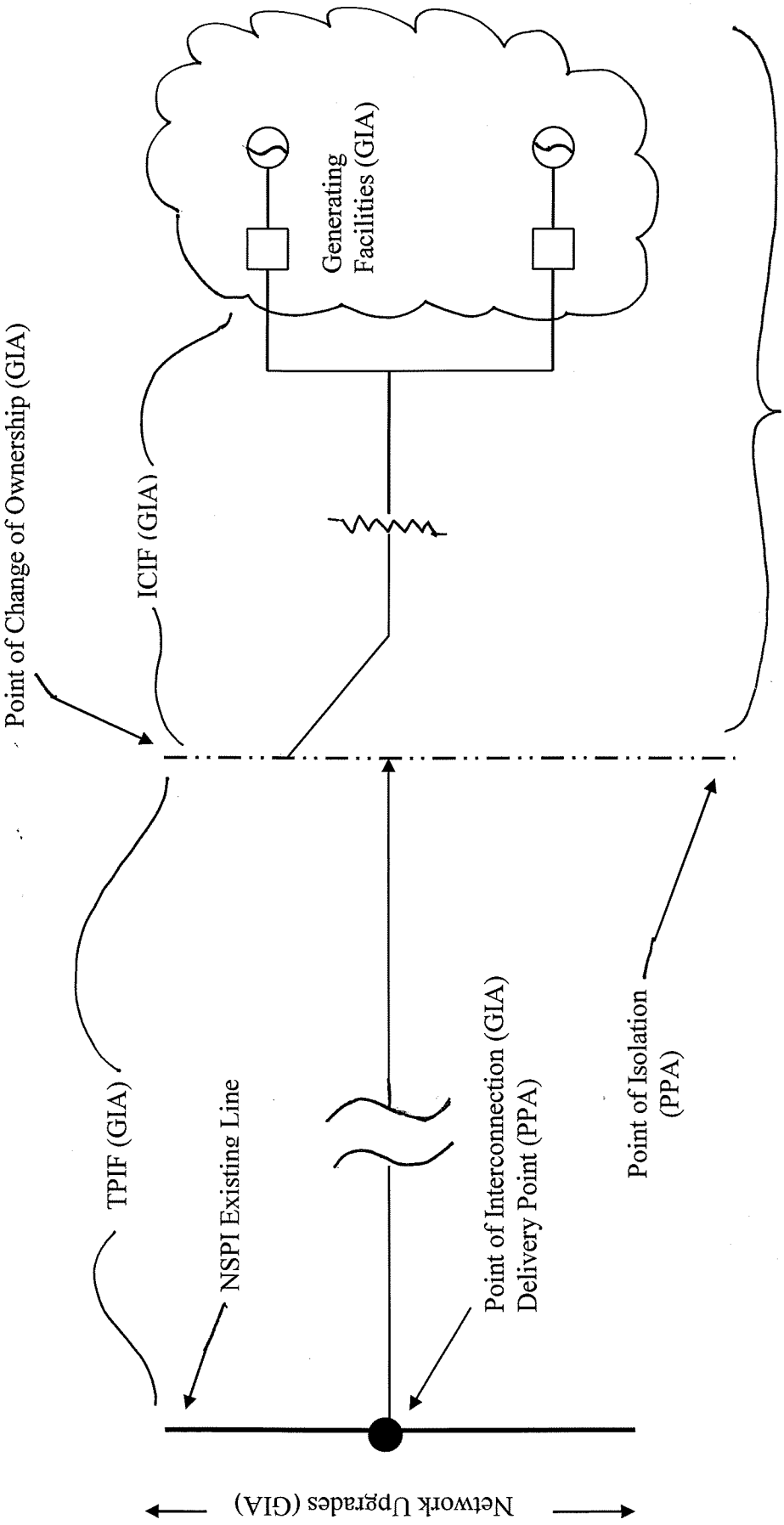
(a) Page 12 of 57 defines a term Project Description. This Project Description is to be attached to and be incorporated into the PPA. Appendix A to the PPA is a blank page. Please provide a copy of the Project Description as attached to the PPA.

(b) Page 11 of 57 defines Point of Isolation. Where is the Point of Isolation for this project, and is it the same as the Point of Interconnection?

Response IR-9:

(a) The Project Description is attached to the Power Purchase Agreement (PPA) after execution, once the construction plans and turbine layout are finalized. SkyPower entered creditor protection and the project was acquired by 324 NSL before this milestone was achieved.

(b) The Point of Isolation is located in the Digby Windfarm Substation (98V-551A). The Point of Interconnection (POI) is located at the Conway Substation 69 kV bus (77V-B51). The graphic in Attachment 1 reconciles the different language in the Generation Interconnection Agreement and the PPA.



TPIF – Transmission Provider's Interconnection Facilities

ICIF – Interconnection Customer's Interconnection Facilities

GIA – Generator Interconnection Agreement

PPA – Power Purchase Agreement

Definition Clarification Diagram

REDACTED

Request IR-10

Reference Appendix 6, License to Use Assets and Option Agreement

(a) Please provide a full explanation (in layman's terms) of the purpose of this document and how it fits into the overall project. Include in your response an explanation of the license term, the Section 6 option, the Section 6.7 "put" option, the status of the PPA under each of the possible conditions outlined under this Appendix 6, and any payments that may be made under Section 3.5. Also, include in your response a clear explanation of how this Appendix is expected to operate should the Board approve the present NSPI application.

(b) Please provide responses to the following: (or indicate where they are covered in the response to part a)

(i) Reference Page 2 of 34, "Licensed Assets"

(1) The definition of the above term includes the words "Assets necessary for the operation of the Project after the Commercial Operation Date". Does this mean that NSPI's affiliate 3240384 Nova Scotia Limited will be operating the plant for NSPI?

(2) If the answer to part 1 is yes, please provide a copy of any operating agreement between NSPI and 3240384 Nova Scotia Limited.

REDACTED

Request IR-10: (cont'd)

(3) Please provide full documentation to prove that this operating agreement meets the Code of Conduct and in particular represents the fair market value for these services. If this agreement does not yet exist, please explain why not and the timetable for finalizing an operating agreement and filing it as part of this project application.

(ii) Reference page 4 of 34, Section 3.5, License Payments

(1) This section refers to a payment from the Licensee (3240384 Nova Scotia Limited) to the Licensor (NSPI) a fee equal to the sales revenue received by the Licensee under the PPA. It therefore appears that the PPA is still operational after NSPI assumes ownership of the project is this correct?

(2) Please explain clearly what part the PPA plays in this project after NSPI assumes ownership.

(3) Please provide details of any estimates of the "revenue" referred to in the above section 3.5.

(4) Please explain what amounts of this "revenue" are ultimately passed through to rate payers as part of the cost of this project.

Request IR-10: (cont'd)

(5) Where and how will the license fee described in Article 3, Section 3.5, page 4 of 34 be credited by NSPI? Will it be part of the FAM?

(iii) As the performance security under the PPA is defined as an Excluded Asset under the Asset Purchase Agreement, how can and why should NSPI as Licensor return the performance security to 3240384 Nova Scotia Limited as Licensee pursuant to Article 6, Section 6.5, page 8 of 34?

(iv) Appendix 16 and Appendix 17 show annual values for "annual OM&G Costs". Please provide full details on the development of these OM&G costs and the portion of such costs paid to 3240384 Nova Scotia Limited.

(v) Who is 3244096 Nova Scotia Limited referred to on page 11 of 34?

Request IR-10:

(a) When the commercial transaction between NSPI and 324 NSL was structured, an important factor was for NSPI to maintain flexibility to meet the 2011 RES. NSPI now anticipates being able to achieve 2011 RES compliance without having the Project developed independently. However, at the time, it recognized that any possible delays in existing PPA projects would put 2011 RES compliance at risk.

Flexibility was preserved through the License to Use Assets and Option Agreement (Application, Appendix 6). NSPI required the PPA to remain valid until the project was approved by the UARB. Since NSPI could not be a party to a contract with itself (it could not be both Purchaser and Seller) the PPA was retained by 324 NSL. In order to

Response IR-10 (cont'd)

comply with its obligations under PPA (Application Appendix 5, Section 13 - Assignment, subsection 13.3(b) and (f)) and prevent the alienation of the project assets from the PPA, NSPI granted 324 NSL a license to use the assets in connection with the project and to fulfill the requirements of the PPA.

The License commences upon Commercial Operation of the facility and expires or terminates upon the expiry or termination of the PPA, or in the event the assets are repurchased by 324 NSL. In addition, if the Application is approved by the Board as filed, the License and Option will automatically expire under Section 6.4(c) and the PPA will be terminated under Section 6.5. At that time, NSPI will both own and operate the assets and the wind farm would be a part of NSPI's generating fleet.

In the event the Board refuses to approve the Application as filed, Section 6.6 of the License provides NSPI with the right to require 324 NSL to repurchase the assets. At that time, the License would automatically expire under Section 3.3 and 324 NSL would hold both the PPA and the project assets, and could operate or sell the project at their option. The right of NSPI to require 324 NSL to repurchase the assets expires 30 days after the issuance of the Board's decision on the Application. Section 3.3 of the License provides that the License automatically expires upon 324 NSL repurchasing the assets.

If 324 NSL continues to hold the PPA after the project is operational (that is, the project is generating energy prior to the UARB decision being issued), any funds collected by 324 NSL under the PPA will be returned to NSPI under Section 3.5 of the License.

Response IR-10: (cont'd)

(b) (i) (1) If the Board approves the Application as filed, the License and Option will automatically expire under Section 6.4(c) and NSPI will be the sole operator of the facility.

(2-3) There will not be an operating agreement between 324 NSL and NSPI.

(ii) (1-5) If the Board approves the Application as filed, the License expires under Section 6.4(c). If the option expires under Section 6.4(c) the PPA is terminated under Section 6.5. The license arrangement with 324 NSL would cease and NSPI would operate its assets and the wind farm would be a part of NSPI's generating fleet. In this scenario, there would be no revenues received by NSPI from 324 NSL.

If the Application is not approved as filed, NSPI may require 324 NSL to repurchase the assets under Section 6.6, in which case the License agreement would terminate. In this scenario, there would be no revenues received by NSPI from 324 NSL.

(iii) The Performance Security is currently held by NSPI as security for the PPA. If the Application is approved and the PPA is terminated under Section 6.5 of the License, NSPI would return the security to 324 NSL. The PPA would not be in default so there would be no basis to retain the security.

(iv) Please refer to Confidential Attachment 1. These are NSPI OM&G costs and, as such, 324 NSL will not be paid for any of the costs.

Response IR-10: (cont'd)

(v) An incorrect version of Appendix 6 - License to Assets and Option Agreement was filed with the Application containing a typographical error in identifying the Licensor and Licensee in the notice provisions of Article 8.1. A corrected version was executed by the parties with the correct information inserted into Article 8.1. In addition, two pages were missing from Schedule "A" in the copy that was filed with the Application (second and last pages of Schedule "A"). NSPI has filed an erratum with the corrected version of Appendix 6 – License to Assets and Option Agreement, which contains the changes to Article 8.1 and a complete copy of Schedule A.

NON-CONFIDENTIAL

Request IR-11:

Reference Appendix 8 - Assignment and Assumption of Leases Agreement

(a) 12 a. Reference page 1 of 7, the second "whereas" recital. Should the term "Assignee" used in this whereas be "Assignor". If not, why not?

Response IR-11:

Yes. The term “Assignee” used in the second “whereas” recital should be “Assignor”.

REDACTED

Request IR-12:

Reference Appendix 10, Digby Wind Farm Construction Contract

(a) Reference page 3 of 54, Article A3 – Contract Price

(i) [redacted]

(ii) [redacted]

(iii) [redacted]

(iv) [redacted]

(v) [redacted]

(vi) [redacted]

(vii) [redacted]

Request IR-12: (cont'd)

(b) Reference page 21 of 54, Article GC 13 CHANGES

(i) Have any Change Orders been issued for this project?

(ii) If the answer to part i is yes, please provide details including the impact on the total project costs to be paid to the Contractor and on the project's construction schedule and completion date.

(iii) Have any Change Orders been included in the project capital cost estimate used in Appendices 16 and 17? If so, please provide details.

(iv) Of no Change Orders have been issued, please confirm, or explain why NSPI cannot confirm, that the Contract Price as shown in Schedule A remains valid.

(c) Reference page 24 of 54, Article 17.1

(i) This article states that the Contract Price shall include all taxes, etc. However, Schedule A, Lump Sum Pricing, does not include HST.

Please explain how HST is dealt with for this project and whether or not HST is included in the project capital cost estimates in Appendices 16 and 17.

Request IR-12: (cont'd)

(d) Reference page 24 of 54, Article 18.1

(i) Please provide an update on the status of all permits, licensed, certificates and such other authorizations required for this project. In your response identify those permits, etc that are the Contractor's responsibility and those that are the Developer's.

(ii) Has the obtaining of any permits, etc had an impact on the project schedule? If so, please provide details. In your response identify those permits, etc that are the Contractor's responsibility and those that are the Developer's.

(e) Reference page 29 of 54, Articles 26.9 and 26.10

(i) Please provide a copy of the latest project Schedule.

(f) Reference page 37 of 54, Article 39.1

(i) Please provide a copy of the latest Contractor monthly report.

(g) Reference page 44 of 54, Schedule B

(i) Please provide a copy of all of the documents listed in Schedule B that have been designated with the word "(Attached)". If the document is already part of this filing, simply indicate where it can be found in the filing.

REDACTED

Request IR-12: (cont'd)

(ii) The Federal EA Report is listed as "in progress". Has this report been completed? If so, please provide a copy.

(iii) The Environmental Protection Plan and the Copy of Building Permits are listed as "to be attached". Have these reports been completed? If so, please provide a copy.

(h) Reference page 45 of 54, Schedule B1

(i) Please provide a copy of the latest version of the following documents from the Schedule 81 list:

(1) Overall Schedule;
(2) Cost Estimates;
(3) Design Criteria Specification;
(4) Electrical Schematics, Cable Schedules, Single Line Diagrams;
(5) Civil Drawings, General Arrangements, footings and foundations;
(6) Works Commissioning Plan.

(i) Reference page 51 of 54, Schedule B3

(i) Please provide a copy of the latest site layout.

Request IR-12: (cont'd)

(j) Reference page 53 or 54, Schedule C

(i) Please confirm that the items listed in Schedule C "Exclusions to the Scope of Work" are included in the total project costs, and, in the project capital costs estimates in Appendices 16 and 17.

(ii) Please provide details on the capital costs estimates included for each of the excluded items listed in Schedule C.

Response IR-12:

(a) (i-vii) The Agreement between 324 NSL and EUS includes an incentive for completion by, as well as a penalty for failing to meet, the Guaranteed Substantial Completion Date, which is defined by the Agreement to be December 20, 2010. Using both an incentive and a penalty to motivate the Contractor is designed to help ensure project completion on the desired schedule. These specific mechanisms are normal aspects of construction contracts, and NSPI has used these types of mechanisms in other contracts (for example, Mitsubishi and CBCL contracts for the Trenton generator replacement). Since 324 NSL is a special purpose company for the Digby Wind Project, 324 NSL does not have a history of construction contracts, and so there are no previous contracts for comparison.

Both the Guaranteed Substantial Completion Date of December 20, 2010 and the structure of the incentive payment and penalty provisions were established by 324 NSL and negotiated into the contract with EUS.

Response IR-12: (cont'd)

The Commercial Operation Date is an important element of the Agreement between 324 NSL and EUS. As noted in the Agreement at Article A1, Paragraph 1.03:

> The Parties acknowledge that the DEVELOPER'S overall requirement is to achieve a Commercial Operation Date to meet its obligations under the PPA and in respect of Federal ecoEnergy funding.

Having the Project complete by December 20, 2010 offers a number of benefits:

- In order to obtain ecoEnergy funding, the Project must be commissioned no later than March 31, 2011. As noted in the Nuttby Mountain Capital Work Order Application, it can be difficult and costly to rely on construction during the winter months in Nova Scotia. Project completion before the potentially harsh weather months of January to March helps to ensure the value of the ecoEnergy funding can be obtained.

- At the time of the various transactions, it was assumed that the Project could be needed in order to meet the 2011 RES. By being able to deliver energy as early as January 1, the full 2011 production from the Project would be able to count toward NSPI's RES obligations. Having Guaranteed Substantial Completion by December 20 (as opposed to December 31 or January 1, for instance) would allow additional time before January 1 to resolve any final issues that could arise during commissioning or early operation.

Response IR-12: (cont'd)

- The Project does not deliver equal amounts of energy on a monthly basis. Due to the wind regime, the Project is anticipated to deliver more than average monthly energy in winter months (January – March) than in other months of the year. Having the Project complete before January 1 would help ensure that the most energy possible would be delivered in 2011. In other words, missing a month or two of production in the winter has a disproportionate affect on the energy delivery.

- Generally speaking, early completion of a generation project is beneficial to customers because once the project is completed, it no longer attracts an AFUDC charge. In the case of the Digby Wind Project, AFUDC costs are approximately $500,000 per month.

- Importantly, in the case of the Digby Wind Project, early completion allows customers to receive the benefit of the renewable energy as soon as possible. Establishing December 20, 2010 as the Guaranteed Substantial Completion Date allows customers to take advantage of this energy, which has been reflected in the 2011 FAM Fuel Forecast.

(b) (i) Yes.

Response IR-12: (cont'd)

(ii) Changes approved as of October 15, 2010 are listed in detail in the table below. Changes total [redacted] and are in addition to the original contract price.

[redacted]	Standby time incurred by R. MacLean Forestry due to delays in receiving all transmission line environmental permitting.
	GE requested alteration to the cable tray installation procedure subsequent to signing EUS agreement.
	NSPI requested through EUS to Signal Wind (Installation Contractor) assistance to provide a small crane and crew to lift the back end of the truck back onto the road. The costs of this change order will be recouped from Bellemare (Haul company).
	NSPI requested through EUS to Signal Wind assistance to repair damaged base section.
	NSPI requested through EUS to CBCL to design and install an onsite septic disposal system instead of the proposed holding tank design.
	Original contract listed May 31st as the completion date for the clearing of the transmission line. NSPI had land and permit issues that resulted in this date being unachievable by EUS. No cost impact on this change order.
	NSPI requested EUS use Shaw fly ash in the concrete mix design.
	Delays to Signal Wind with regard to last rotor assembly due to damaged blade bolts.
	NSPI requested through EUS to Signal Wind assistance of electrical support during turbine CSA certification process.
	NSPI requested through EUS to ACL to complete landowner road maintenance as per NSPI landowner lease agreement.

Response IR-12: (cont'd)

(iii-iv) No change orders were included in the Project capital cost estimate used in Appendices 16 and 17.

(c) Page 3 of 54, Article A3 Contract Price states that the contract price is exclusive of HST. HST is not included in the levelized cost and EAM models, and therefore will not be included in the total cost to be added to rate base. Any HST paid by NSPI will be recovered as an input tax credit.

(d) (i) A number of permits were obtained by previous project owners which were identified and listed in the asset list at the time of transfer.

Permit	Responsibility	Status
Transmission Line- Watercourse Alteration Approval	Developer	Granted
Wind Farm-Blasting Permit	Contractor	Received
Wind Farm- Industrial Approval from NSE for Concrete Batch Plant	Contractor	Received
Transmission Line - Road Crossing Permits	Developer	Granted
Transmission Line - Wetland Application	Developer	Granted
Wind Farm - Environmental Assessment (EA) Approval Final 6 Turbine Locations	Developer	Granted
Transmission Line - Marshland Variance Approval	Developer	Granted
Wind Farm - Approval to Construct - Bridge, Culvert and Bridge or Culvert Repairs Within the Province of Nova Scotia	Developer	Granted
Transmission Line – Land Easements	Developer	Signed
Transmission Line - License agreement for crossing existing rail bed.	Developer	Documentation finalized awaiting DNR signature

Response IR-12: (cont'd)

(ii) Permitting has not affected the major milestones of the project schedule. Please refer also to (i) above for permit responsibility.

(e) Please refer to Attachment 1 for the Project Schedule.

(f) Please refer to Attachment 2 for the EUS Status Report.

(g) (i) Please refer to the following attachments:

Turbine Supply Agreements	Confidential Attachment 3, pages 1-109 (pages 110-122 refer to Change Orders received after the contract was executed)
GE documents including an overview of the SCADA system; also refer also to drawing numbers E622 and E623 of Attachment 11	Confidential Attachment 4, filed electronically
System Impact Study (The Final Facilities Study was filed with the Application on July 23, 2010 (Appendix 12, pages 122 – 179)	UARB IR-1 Attachment 21
Main Transformer Drawings	Confidential Attachment 5, filed electronically
List of Land Owners (A current list is provided in UARB IR-5, Attachments 1 and 2)	Confidential Attachment 6
Environmental Assessment Report. The same EA Report was filed with the Provincial and Federal Departments. The attached EA Report includes the Addendum.	Attachment 7
Environmental Protection Plan	Attachment 8
Building Permits.	Attachment 9

Response IR-12: (cont'd)

(ii) Yes. Please refer to Attachment 7.

(iii) Yes. Please refer to Attachments 8 and 9.

(h) (i) (1) Please refer to Attachment 1.

(2) The cost estimate is the same as that found on page 42 of 54, Schedule A, with the addition of the change orders listed in part (b) (ii).

(3) Please refer to Attachment 10 filed electronically - Engineering Design Specifications.

(4) Please refer to Confidential Attachment 11 filed electronically – Electrical Package.

(5) Please refer to Confidential Attachment 12 filed electronically – Civil Structural Package.

(6) Please refer to Confidential Attachment 13 – Commissioning Plan.

(i) Please refer to Attachment 14 – Site Layout.

(j) (i) The items listed in Schedule C "Exclusions to the Scope of Work" are included in the total project costs and in the project capital costs estimates in Application Appendices 16 and 17.

Response IR-12: (cont'd)

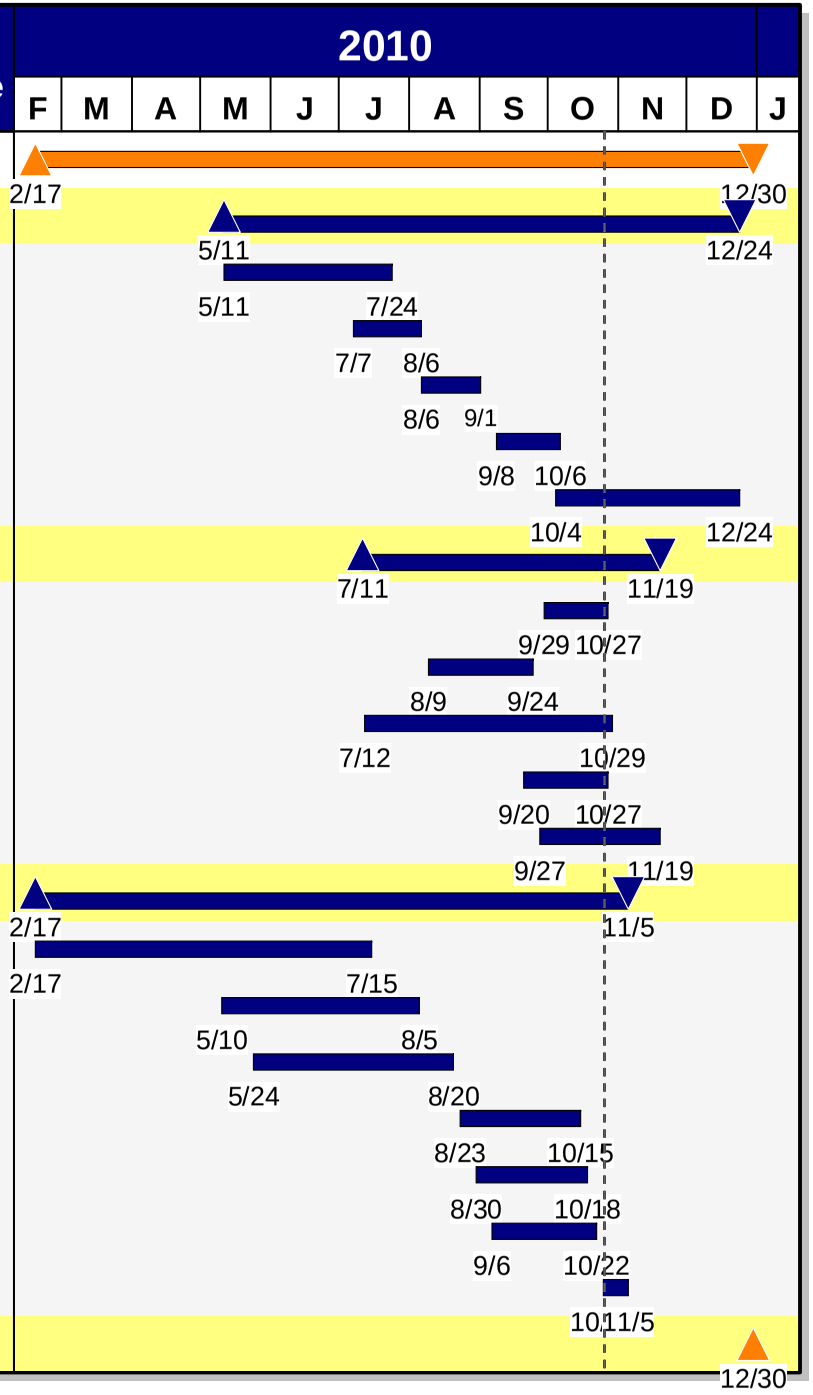
(ii)

Exclusions to Scope of Work	Amount
Turbine procurement and transportation	[redacted]
Main transformer procurement	
Environmental and building permits	
Land leases and easement at the site	

NSPI: Digby Wind Farm Project

10/25/10

TASK	Start Date	End Date	% Complete
Digby Wind Farm Project	***2/17/10***	***12/30/10***	
Turbines	5/11/10	12/24/10	
Foundations and Laydown	5/11/10	7/24/10	100%
Deliveries	7/7/10	8/6/10	100%
Erection	8/6/10	9/1/10	100%
Initial Inspection	9/8/10	10/6/10	100%
Commissioning	10/4/10	12/24/10	15%
Collector System and Substation	7/11/10	11/19/10	
Padmount to Pole	9/29/10	10/27/10	100%
Collector System	8/9/10	9/24/10	100%
Substation	7/12/10	10/29/10	80%
Fiber System	9/20/10	10/27/10	100%
Commissioning	9/27/10	11/19/10	70%
Transmission Line	2/17/10	11/5/10	
Land Leases	2/17/10	7/15/10	100%
Clearing	5/10/10	8/5/10	100%
Design	5/24/10	8/20/10	100%
Pole Setting	8/23/10	10/15/10	100%
Framing	8/30/10	10/18/10	100%
Hanging	9/6/10	10/22/10	100%
Commission	10/25/10	11/5/10	70%
In Service Date	12/30/10	12/30/10	



Emera Utility Services	**WEEKLY PROJECT STATUS - REPORT #24**	
	DATE: Oct 11 to Oct 17, 2010	**PREPARED BY:** Lloyd Reid
PROJECT: Digby Wind Power	**PROJECT NO:**	

Safety/Environment

SAFETY:

- Site orientations continue to be conducted by EUS safety officer.
- Site safety observations and coaching conducted daily by EUS Site Safety.
- JOHS Committee meeting held for the site on Oct 21, 2010.
- Site Safety Stand Down held on Oct. 19, 2010 for all EUS employees.
- EUS company wide Safety Stand Down meeting held Oct 21, 2010 morning (call-in to Lakeside).

ENVIRONMENTAL:

- Continue to complete site inspection of environmental controls. No issues identified.
- The permit for the Haights brook culvert has been submitted to NSE for approval.

Construction

Civil:

- Civil work is substantially finished. Small crew will return in Nov to complete a small deficiency list.

Electrical:

- 100% of all HV terminations complete.
- All Cabinets placed in Control Building and O&M Buildings.
- 100% of all Riser poles wired and equipped for commissioning.
- All outside substation wiring is complete.
- Work is 75% complete on substation inside wiring.

Mechanical:

- MCC was issued to Turbine 17 (Total of 19 MCC's as of October 24th, 2010).

Material:

- All major items of EUS sourced material have now been received.

Commissioning:

- Padmount transformers – Doble testing completed on 13 units.
- Knife Switches – Contact resistance tests were completed on 18 knife switches at the riser poles for each turbine site.
- Collector Structure Inspection - All structures except riser poles completed.
- Doble testing of power transformer.
- Substation – visual inspection of structures, bus, switches completed.
- Meggered 40 % of control cables.
- Hi-pot test of 34 kv cables – 7 sites completed.
- 69 KV breaker filled with SF6 gas.
- 69 KV breaker had all tests run with exception of control trips.
- GE completed Pre-Commissioning on Turbines 2, 3, 4, 5, 6, 7, 8, 10, 11, 12 and 17. (Total of 18 P-CATs as of October 24th).
- GE completed Final Commissioning on Turbines 4, 6, 9 and 10 (Total of 7 F-CATs complete as of October 24th).

Miscellaneous

- RTU cabinet delivered to site by NSP.

Work Planned for Next Week

- Continue commissioning work of electrical systems.

- Complete sub station electrical work.

Site Labour Defined

Company	# of Workers	Trades
EUS	25	1 Project Manager, 1 Construction Manager, 1 Electrical Engineer, 1 Safety Officer, 1 Project Coordinator, 1 Material Specialist, 1 Electrician Foreman, 2 PLT Foreman, 5 Electricians, 9 PLTs, 2 Communications
NSPI	2	1 Sr. Technical Advisor, 1 EITs
MacGregor's	1	1 Electrician
GE	10	1 Project Manager, 1 Safety, 5 Insulation Technical Advisors, 3 Commissioning Techs
E. Holland Contracting	6	1 Electrical Engineer, 1 Construction Manager, 4 Commissioning Techs
Total	**44**	

Site Equipment Defined

Company	# of Equipment	Equipment
EUS	21	8 Pick-ups, 2 Placer Trucks, 1 Digger Trucks, 1 Car, 1 Van, 8 Bucket Trucks
NSPI	2	2 Pick-ups
GE	7	7 Pick-ups.
Signal Wind	1	1 Crane
MacGregor's	1	1 Van
E. Holland Contracting	4	2 Pick-ups, 1 Bucket Truck, 1 Van
Total	**36**	

Site Construction Pictures

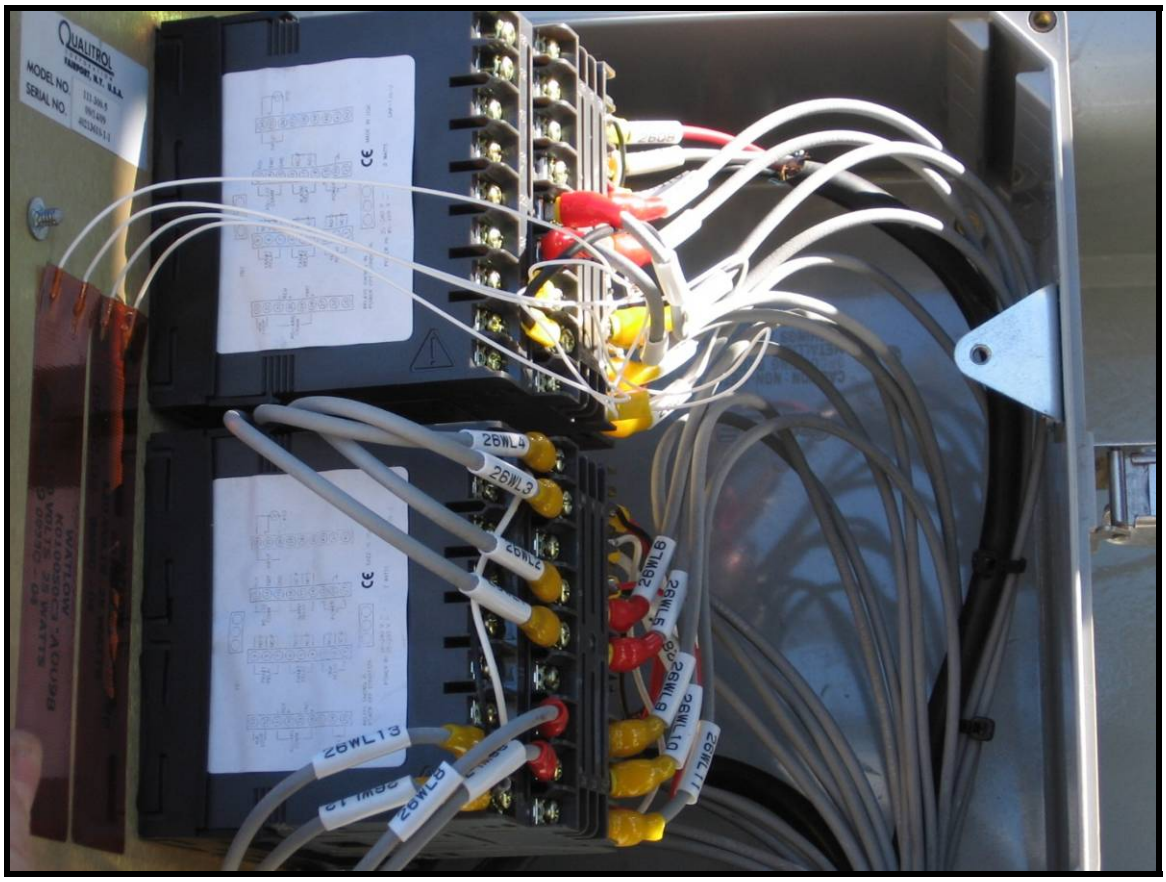


Figure 1 - Review of wiring on Qualitrol protection panel on Power Transformer.

Figure 2 - Initial review of Vacuum Recloser on 34 KV system in substation.

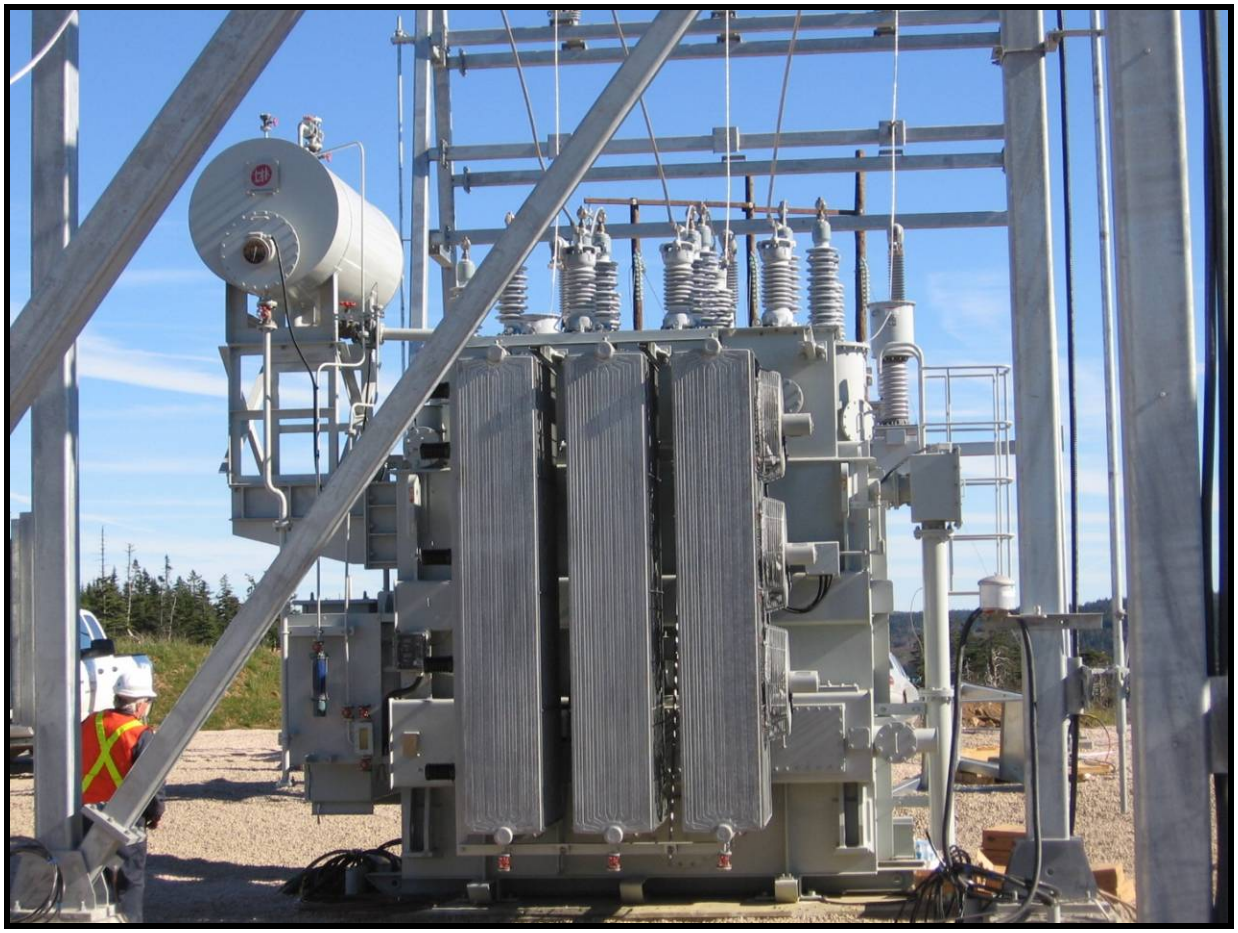


Figure 3 - Preparation for testing of power transformer.

Figure 4 - Testing of instrument transformers on low side bus.