



2011 Comprehensive Area Transmission Review
for the NSPI portion of the Maritime Area
Study Year: 2016

March 2012

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Executive Summary

Nova Scotia Power Inc. (NSPI), together with New Brunswick Power (NBP), Maritime Electric and Northern Maine comprise the Maritime Area for transmission system reliability reporting. An annual report is presented to Northeast Power Coordinating Council (NPCC) to demonstrate compliance with applicable North American Electric Reliability Corporation (NERC) reliability standards and NPCC criteria. The most recent NPCC Maritime Comprehensive Area Transmission Review (CATR) was performed in 2006 and an Intermediate or Interim review conducted each year for 2007 to 2010. As a CATR is required at least every five years, the Maritime Area performed a CATR in 2011, for the 2016 study year. This report documents the analyses performed and conclusions reached for the 2011 CATR for the NSPI portion of the Maritime Area.

Since the 2006 CATR, NSPI has added 216MW of wind generation and a 50MW heat recovery plant. Generation projects from 2012 to 2016 include 74 MW of biomass and 139MW of wind. Only those projects in the advanced stages of the interconnection queue and expected to proceed are included in the review. No significant changes to the BPS transmission facilities are planned for 2012 to 2016.

The stability and steady state assessment review for normal and n-1 contingencies identified the following:

1. Local instability was found for a permanent phase to ground fault on a bus section with delayed fault clearing at 88S-Lingan. The solution is a reduction of the breaker back-up time delay for breaker 88S-720, which will be implemented in February 2012.
2. Loss of the SVC under light load conditions will require an operating instruction to limit internal transfer levels.
3. To increase the output of Tufts Cove generation under summer ratings, line L-5041 from Farrell Street to Tufts Cove substation will be uprated. It is expected to be completed by the end of 2012.

Fault Current Assessment identified a 69kV breaker, 91H-521, at Tufts Cove to be overdutied for the study year of 2016. It will be replaced in 2012.

Extreme contingency analysis was conducted and no contingency resulted in significant adverse impact outside the Maritime Area.

A review of NSPI Special Protection System indicates that Type 1, SPS # 133, Lingan BBU SPS, breaker backup operation of the common breaker (88S-723) between L-7012 and L-7014 at 88S-Lingan produces no adverse impact outside the Maritime Area for failure to operate or misoperation of the SPS. NSPI will consider bringing a reclassification proposal to NPCC for SPS#133. All other NSPI SPSs retain their classification type and no changes are expected for the study window.

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There are no new Dynamic Control Systems (DCSs) planned for the NSPI system. All existing DCSs have only local area impact and are not expected to change for the study timeframe.

Extreme System Conditions were assessed and NSPI demonstrated the capability to meet an extreme system peak load. There are no issues with loss of fuel supply as NSPI does not have a high degree of reliance upon any one type or source of fuel.

The analysis, results and planned projects documented in this report demonstrate that, for the 2016 study year, NSPI is in compliance with applicable criteria as described in *NPCC Regional Reliability Reference Directory # 1, Design and Operation of the Bulk Power System, December 1, 2009* for an Area Transmission Review and applicable NERC TPL standards. The Nova Scotia Utility and Review Board approved the following versions of the TPL standards for NSPI: TPL-001-0.1, TPL-002-0a, TPL-003-0a and TPL-004-0.

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1.0 Introduction

Nova Scotia Power Inc. (NSPI), together with New Brunswick Power (NBP), Maritime Electric and Northern Maine comprise the Maritime reporting area for transmission system reliability. An annual report is presented to Northeast Power Coordinating Council (NPCC) to demonstrate compliance with applicable North American Electric Reliability Corporation (NERC) reliability standards and NPCC criteria. The most recent NPCC Maritime Comprehensive Area Transmission Review (CATR) was performed in 2006 and an Intermediate or Interim review conducted each year for 2007 to 2010. As a CATR is required at least every five years, the Maritime Area performed a CATR in 2011, for the 2016 study year.

This report documents the analyses performed and conclusions reached for the 2011 review of the NSPI portion of the Maritime Area. It is presented to NPCC for approval as part of the 2011 Maritime Comprehensive Area Transmission Review.

1.1 Scope

A thorough CATR of the NSPI bulk power transmission system was performed to ensure sufficient analyses to fully address all aspects of an Area Transmission Review as described in *NPCC Regional Reliability Reference Directory # 1, Design and Operation of the Bulk Power System, December 1, 2009* and applicable NERC standards. The Nova Scotia Utility and Review Board has approved the following versions of the TPL standards for NSPI: TPL-001-0.1, TPL-002-0a, TPL-003-0a and TPL-004-0.

The impact of NSPI's planned projects, load forecast and available generation resources on the reliability of the North American electric system was studied.

1.2 Background

Nova Scotia is interconnected via one 345kV and two 138kV transmission lines to New Brunswick Power and has an interconnection agreement with the New Brunswick System Operator (NBSO), *Interconnection Agreement between Nova Scotia Power Incorporated and New Brunswick System Operator, October 1, 2005*, for the reliable operation of the interconnected system. The NBSO has the role of Reliability Coordinator for the Maritimes Area and NSPI is the Balancing Authority for Nova Scotia.

This review is based on the study year of 2016 with system facilities, demand and capacity as projected in the *2011 NSPI 10 Year System Outlook*, the *2011 NSPI 10 Year Energy and Demand Forecast* and the *NPCC 2011 Maritimes Area Interim Review of Resource Adequacy*. The existing NSPI transmission system has approximately 5,150 km of transmission lines at voltages 69 kV, 138 kV, 230 kV and 345 kV as shown in *Figure 1: NSPI Major Facilities*.

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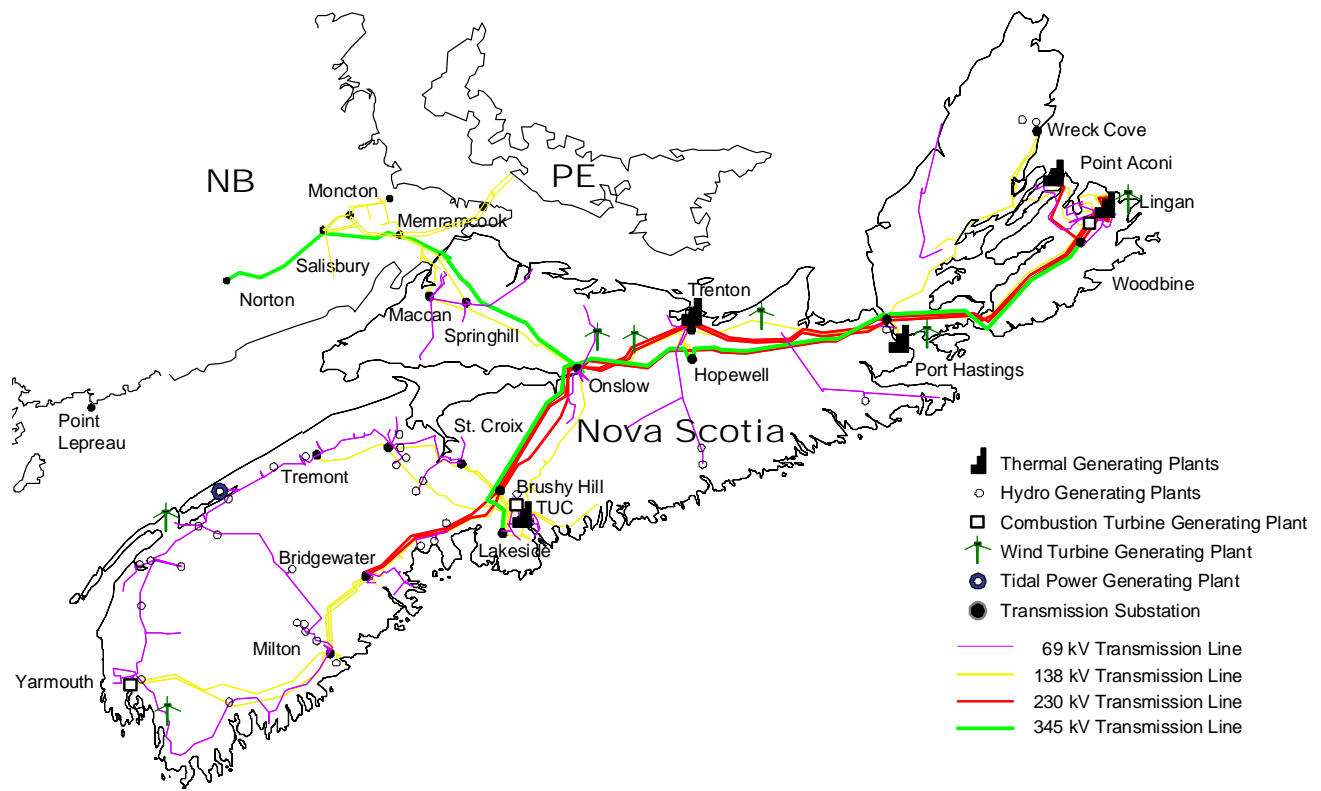


Figure 1: NSPI Major Facilities

The NSPI system has concentrated generation in the eastern portion of the province as shown in *Figure 2: Constrained Interfaces*. Flows from the east are typically towards Onslow in the centre of the province. From Onslow there is also transmission corridor to the NS border as well as a corridor towards the load centre in Halifax.

The corridors of the BPS system which are monitored and have associated stability limits are:

- Cape Breton Export (CBX), a corridor with high flows from the high generation zone in the east towards the centre of the province.
- Onslow Import (ONI), a corridor of lines coming into Onslow from the east with flows typically towards Onslow.
- Nova Scotia Import/Export (NSX), the tie lines with the adjacent BA, NBSO.
- Onslow South (ONS), the corridor south from Onslow with flows typically out of Onslow. This corridor supplies additional generation to the Halifax load centre and the western portion of the province.

CBX and ONI have been identified as having Interconnection Reliability Operating Limits (IROLs) to the Maritimes Area Reliability Coordinator in the NS/NB interconnection agreement.

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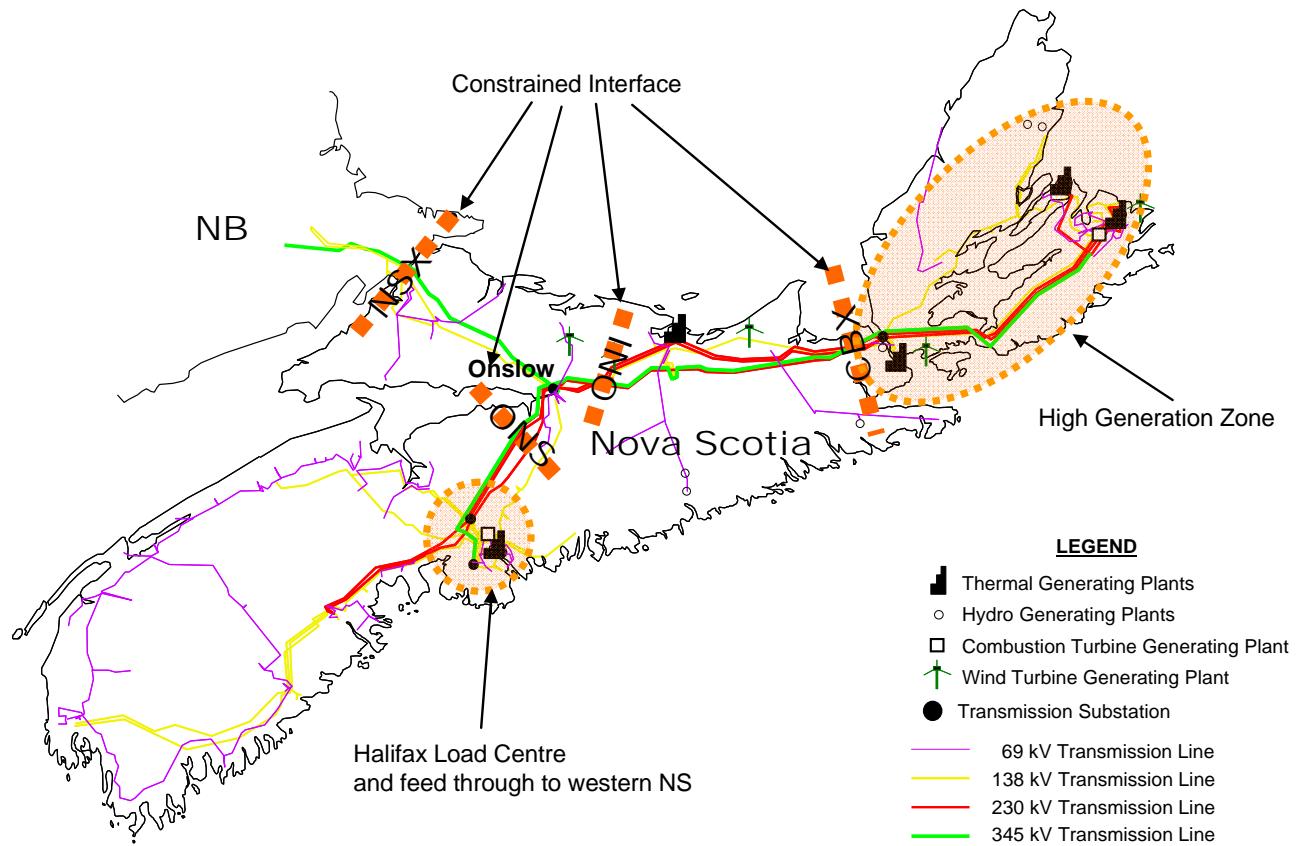


Figure 2: Constrained Interfaces

1.3 Transmission and Generation Facilities

The system representation used in the basecases was developed jointly with NBP and NBSO for the Maritimes area from the MMWG 2010 basecases. The projects planned for 2012 to 2016, listed in Section 1.3.2 below, were incorporated.

1.3.1 Changes from 2006 Review

The changes to BPS facilities since 2006 review have been documented in the yearly Interim and Intermediate reviews. To summarize, the only significant change was an additional 216 MW of wind generation and a 50 MW heat recovery plant to the system.

1.3.2 Expected Transmission Facilities

A second 36MVar capacitor bank will be added to the 138kV bus at 99W-Bridgewater in 2013. No other significant changes to the BPS transmission facilities are planned for 2012 to 2016.

1.3.3 Expected Generation Facilities

The following generation projects are expected to proceed:

- 2012, 13.8 MW wind generation

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- 2012, 60 MW wind generation
- 2012, 31.5 MW wind generation
- 2012, 64 MW biomass
- 2012, 10.2 MW biomass
- 2014, 34 MW wind generation

As of December 31, 2011, NSPI's Generation Interconnection Request queue includes numerous proposed generation projects at various stages of interconnection study. Only those projects in the advanced stages of the interconnection queue and expected to proceed are included in the review.

NSPI also has a Transmission Service Request Queue with several projects under study which could influence NSPI's long term transmission system development. At this time, none of those projects have reached the advanced stage in the interconnection queue process and are not included in this review.

1.4 Bulk Power Facilities

The NSPI Bulk Power System (BPS) elements were tested in 2007 to the April 28, 2007 version of NPCC document A-10. Nine additional stations were determined to be BPS and a 5 year implementation plan for compliance was submitted to NPCC by December 31, 2008.

On November 19, 2008 NPCC–RCC approved NSPI's A-10 waiver request for exception of A-05 criteria requirements for physical separation of cables and wires for newly identified BPS facilities. The remaining requirements of A-05 will be met.

Subsequent re-testing was based on the interpretation of the December 1, 2009 version of NPCC Document A-10. NSPI re-tested the nine stations with faster zone 2 times at the remote line terminals where faster times were achievable. These tests identified 4 of the 9 BPS substations as no longer requiring BPS designation. Approval for removal of the 4 substations from the BPS list was granted at the July 13, 2010 TFSS meeting.

Any new generation addition to the NSPI system is subject to a system impact study which includes the determination of their BPS status. In 2010, a new 230kV substation, 91N-Dalhousie Mountain, was tapped of an existing BPS line and the System Impact Study determined it to be BPS. Stability testing indicated NS would separate from the Maritimes Area and the NS power system go unstable. The design for the station was approved by TFSP to be compliant with BPS.

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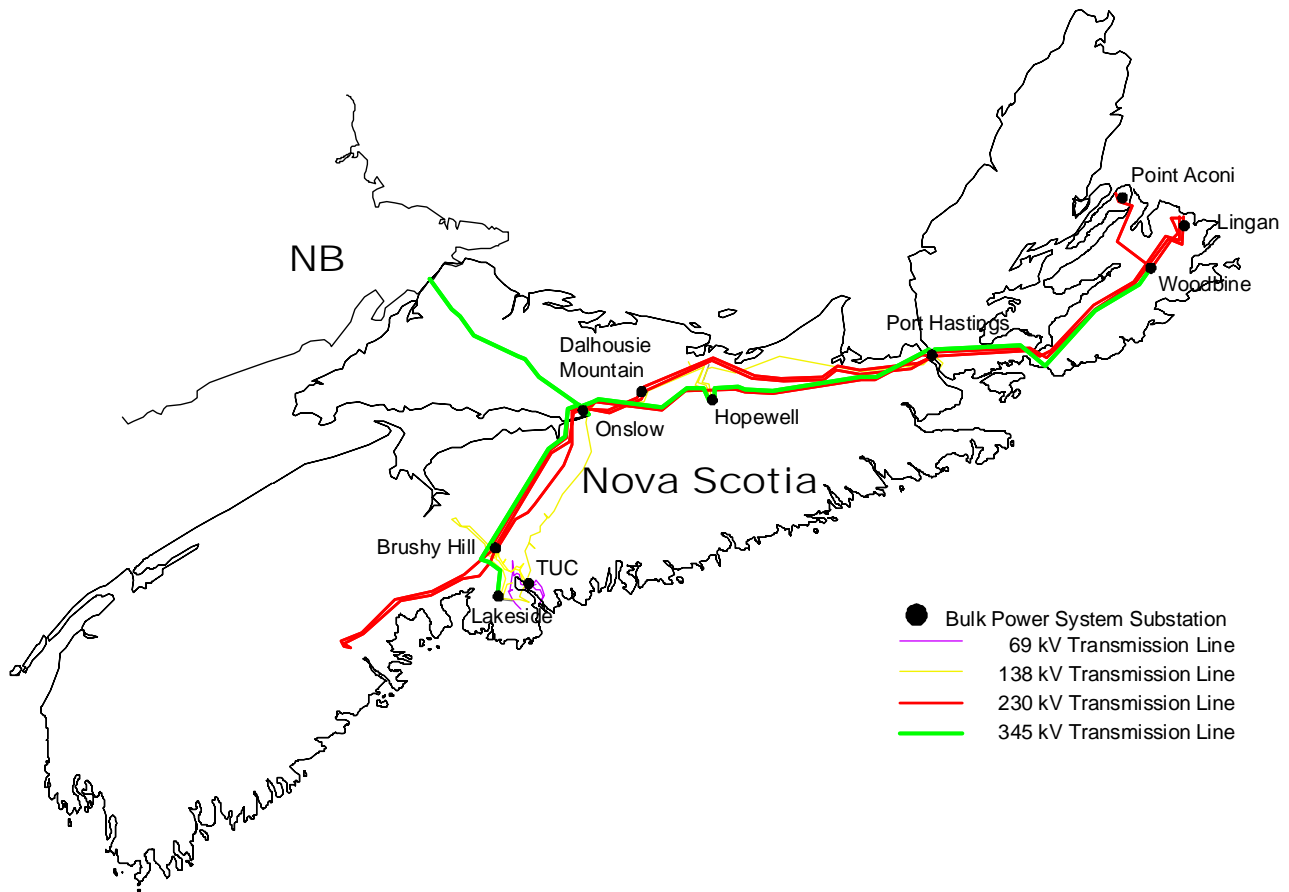


Figure 3: BPS Transmission Map

Figure 3 depicts the existing NSPI BPS Transmission Facilities. A list of the NSPI BPS Substations, as of December 2011, is included in Appendix A.

1.5 Load Forecast

The NSPI load forecast provides an outlook on the energy and peak demand requirements. It is based on the analysis of sales history, economic indicators, customer surveys, technological and demographic changes in the market and the price and availability of other energy sources. Weather conditions, in particular temperature, affect electrical energy and peak demand. The forecast is based on the 10-year average temperatures measured in the Halifax area of the Province.

The peak hourly demand forecast uses forecast energy requirements and expected load shapes (hourly consumption data) for the various customer classes. Load shapes are derived from historical analysis, adjusted for expected changes (e.g. customer plans to add major equipment). The forecast presented reflects the effects of current and proposes efficiency and Demand Side Management programs.

NSPI has a winter peaking system with a large Non-Firm component. The forecast for system “Peak Total” includes Non-Firm load as the system is planned to accommodate

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both Firm and Non-Firm Load. However, the Non-Firm load has highly variable production schedules and can be curtailed by the System Operator if needed for system control. The last five years has seen more frequent curtailment of the Non-Firm load at peak, resulting in a much lower than forecast Non-Firm load at the Actual system peak. A comparison between the 2006 CATR forecast and the demand experienced is provided in Table 1: 2011 Coincident Peak Demand.

Table 1: 2011 Coincident Peak Demand			
Year	Peak Total (MW)	Non-Firm (MW)	Firm (MW)
Actual	2168	265	1903
2006 CATR	2504	403	2101
Difference	-13%	-34%	-9%

The Firm Peak Demand was 9% below forecast, primarily due to the economic slowdown and warmer than average weather. Over the next 10 years, load growth from the expected economic rebound and a return to more typical temperatures will be offset by Demand Side Management (DSM).

Nova Scotia is implementing significant DSM Initiatives which are expected to result in declining demand levels over the next five years. The NSPI 2016 Coincident Peak Demand for NSPI is provided in Table 2: Coincident Peak Demand – 2011 NSPI Forecast for 2016.

Table 2: Coincident Peak Demand – 2011 NSPI Forecast for 2016			
Year	Peak Total (MW)	Non-Firm (MW)	Firm (MW)
Peak	2173	292	1880
Summer Peak	1605	292	1313
Light Load	1027	292	735

The summer peak and Light load Firm Load forecast was scaled from peak forecast based on the average for the years 2003 to 2010 inclusive. The Non-Firm load has a wide variability and can be on maximum or minimum at any time of the year.

Planning Scenarios included basecases with the Non-Firm load component over a range of demand levels.

1.6 Resource Adequacy

NSPI meets the Resource Adequacy requirements as outlined in *NPCC Regional Reliability Reference Directory # 1, Design and Operation of the Bulk Power System, December 1, 2009*. The results of the most recent review, the *2011 Maritimes Area Interim Review of Resource Adequacy*, show that the Maritimes Area will comply with

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the NPCC resource adequacy criterion that requires a loss of load expectation value of less than 0.1 days/year for all years studied.

1.7 *Scheduled Transfers*

NSPI has no scheduled Firm transfers.

2.0 Normal Contingency Assessment

2.1 *Methodology*

Analysis was carried out using PSS[®]E software version 30.3.3. Basecases for the 2016 study year were developed from the 2010 MMWG cases jointly by Nova Scotia Power, New Brunswick System Operator and New Brunswick Transmission for the Maritimes Area. Various cases designed to test system conditions, as well as NSPI specific variations, are listed in Section 2.2 below. While there are no scheduled Firm transfers with New Brunswick for the 2016 study year, transfers are modeled to stress the system at levels that are expected to occur within the study window.

With the exception of the large synchronous motors at two industrial substations, all Nova Scotia loads are modeled in steady state as 100% constant MVA (P and Q) for both pre-contingency and post contingency.

Transient stability load model for Nova Scotia consist of 50% constant current and 50% constant impedance for real power, and 100% constant impedance for reactive power. The static model is based on research by the Canadian Electrical Association (now the Canadian Electricity Association) in the late 1980's, confirmed by studies conducted on disturbances in Nova Scotia as part of the NPCC COSS-2 group.

The synchronous motors, mentioned above, are in the order of 20-30 MW each, for a total of over 200 MW, which is approximately 10% of NSPI peak load. Therefore, these loads are modeled in detail as synchronous machines with fixed field current (they do not have automatic voltage regulators) in both steady-state and stability studies.

The voltage and reactive power analysis is based on post-contingency load flow studies. Starting from basecase load flows, various transmission elements were taken out of service to represent system conditions following a disturbance. Post-contingency load flow studies assume time for automatic distribution tap changers to operate (with the effect of constant MVA loads), but to not allow for manual system transformer tap operation. Automatic switched shunt devices are assumed to operate, but generation real power output remains fixed. Generator reactive power limits recognize the impact of reduced power factor range if generators are operating above nameplate MW rating.

Analysis was performed in accordance with NERC Reliability Standards and NPCC Design Criteria and presented in accordance with NPCC Directory #1, Appendix B: *Guidelines and Procedures for NPCC Area Transmission Reviews*.

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For system normal steady state analysis, all BPS contingencies were evaluated. For those contingencies that were electrically the same, only one simulation was run. For n-1, the initial element loss was chosen based upon the degree of system adjustment required to prepare for the next contingency and severity of the second contingency. Stability contingencies expected to produce the greatest impact on the NSPI and the adjoining system were selected. A list and description of the contingencies can be found in Appendix B.

2.2 Basecases

Basecases were developed jointly with the New Brunswick System Operator and New Brunswick Transmission for the Maritimes Area to test the interconnection under high transfer and peak conditions. In addition to the joint cases, additional NSPI specific cases were developed to stress NSPI constrained interfaces under various system dispatch and load conditions.

Table 3: Steady State Basecases				
Joint cases with NBSO and NBP				
Name	NS/NB	ONI	ONS	CBX
WP10	0	880	753	678
SP10	-300	336	539	290
LL10	350	670	312	493
EW10	0	1022	862	825
NSPI specific cases to test constrained interfaces				
Name	NS/NB	ONI	ONS	CBX
WP11	1	941	805	899
WP12	0	1025	890	818
WP20	0	833	766	512
WP21	0	896	829	899
WP22	-3	1006	898	693
WP30	1	970	810	796
WP31	1	1005	845	887
SP20	200	463	242	91
SP21	200	648	427	597
SP30	0	817	798	662
SP31	0	874	824	567
SP32	0	327	308	-45
SP33	0	377	358	4.5
SP40	200	1024	766	762
LL11	350	670	312	648
LL20	0	165	204	-60

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Table 3: Steady State Basecases				
NSPI specific cases for n-1				
Name	NS/NB	ONI	ONS	CBX
WP10,1N, L-6503	0	732	597	643
LL10,3C, L-7004	350	659	301	483
SP10,3C, L-7004	-301	336	539	290
SP30,3C, L-7004	0	611	591	470
WP10,3C, L-7004	0	784	648	679
LL10,67N, L-8002	349	670	314	493
SP10, 67N, L-8002	-300	341	543	295
SP30, 67N, L-8002	3	659	637	498
WP10, 67N, L-8002	7	779	636	564
WP10,79N, 79N-T81	0	826	691	691
LL10, 79N, L-8003	351	542	182	454
SP10, 79N, L-8003	-300	337	539	339
SP30, 79N, L-8003	-300	696	676	700
WP10, 79N, L-8003	0	753	616	672
LL10,101S, L-8004	-271	490	212	281
SP10, 101S, L-8004	-300	337	539	294
SP30, 101S, L-8004	0	650	631	497
WP10, 101S, L-8004	0	788	653	584
LL10,120H, SVC	350	670	312	493
WP10,120H, SVC	0	835	700	622

Table 4: Stability Basecases				
Joint cases with NBSO and NBP				
Name	NS/NB	ONI	ONS	CBX
WP_D10	0	899	765	690
SP_D10	-300	342	545	296
LL_D10	350	677	320	500
EW_D10	0	1022	862	825
NSPI specific cases to test constrained interfaces				
Name	NS/NB	ONI	ONS	CBX
WP_D11	0	1024	889	900
SP_D11	-300	348	636	323
SP_D20	200	844	545	717
SP_D21	200	1012	713	896
SP_D22	200	921	709	767
LL_D11	350	885	494	723
LL_D12	350	707	399	455
LL_D13	350	677	320	656

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Table 4: Stability Basecases				
NSPI specific cases for n-1				
Name	NS/NB	ONI	ONS	CBX
WP_D10_6503	0	732	598	643
WP_D10_7004	0	784	650	679
WP_D10_8002	0	776	641	564
WP_D10_8003	0	753	616	672
WP_D10_8004	0	789	654	584
WP_D10_79N-T81	0	826	691	691
WP_D10_SVC	0	899	765	690
LL_D13_SVC	350	677	320	656

All stability cases included relay modeling and vendor specific wind machine models. As the largest industrial customers (46C and 101W) have a combined load of greater than 10% of NSPI peak load, basecases were developed with and without the plants online to evaluate the impact of closure of either plant.

Plots of the above cases are included in Appendix C.

2.3 Pre-Contingency Assessment

The limit checking report for the basecases listed in Tables 3 and 4 indicate all lines and equipment, and voltages are within normal operating limits. Plots of the NSPI BPS system and tie lines for the pre-contingency cases are included in Appendix C.

2.4 All Elements in Service

Approximately one hundred and thirty contingencies were analysed for each of 19 PSS®E basecases. For each contingency with an associated SPS action, the contingency was run with and without the SPS action. NSPI has a overload rating of 110% for BPS transmission lines. Grid transformers have individual ratings dependent upon the lower of the winding, tap changer or bushing rating.

NSPI has the advantage of winter peaking load. Under summer conditions and reduced line ratings, there is ample generation to redispatch the system to remove potential overloads.

NSPI also has an interruptible rate for industrial customers such that a significant portion of system load can be interrupted to reduce existing or potential overloads. Under winter peak, it can be as much as 13% of the system load and under light load conditions up to 28%.

The following results were observed:

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Table 5: Steady State Thermal and Voltage Results	
Case	Result
WP10	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP11	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP12	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP20	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP21	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP22	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP30	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP31	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP10	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP20	No adverse impact observed outside the local area. Overload to 115% (55.5 MVA) of the Normal summer rating of 48 MVA for a 69kV NSPI BPS line. The applicable Short-Term rating, under the conditions modelled, is 53 MVA. An operating instruction has been developed such that in the event that the conditions exist for this overload, the generation at Tufts Cove will be backed off to bring the potential overload below the Short-Term limit. The case was re-dispatched as SP20c, in accordance with the existing operating guideline, and there are no violations as shown on page 10, Appendix D.
SP21	No adverse impact observed outside the local area. For the loss of DCT 7005/8004, requiring SPS action, an NSPI non BPS line overload to 111% (122 MVA) of the Normal summer rating of 110 MVA. The Short-Term rating is 129 MVA. As the overload is below the applicable Short-Term limit, there is sufficient time for the operator to take action to reduce the overload. Page 12, Appendix D
SP30	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP31	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP32	No adverse impact observed outside the local area. Overload observed for a non-BPS line that can be relieved by system redispatch as required. Page 15, Appendix D
SP33	No adverse impact observed outside the local area. Overload observed for a non-BPS line that can be relieved by system redispatch as required. Page 17, Appendix D.
SP40	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL10	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL11	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area

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Table 5: Steady State Thermal and Voltage Results	
LL20	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area

Output text files for Thermal and Voltage results for Normal Contingencies are included in Appendix D.

Table 6: Stability Results	
Case	Result
WP_D10	Stable and well damped. No adverse effect outside local area
WP_D11	Instability for loss of L-7014 with a BBU to 88S-720. (Pages 1 to 3, Appendix E) Reducing the clearing time to 100ms resolves issue (Pages 4 to 6, Appendix E) and results in no adverse effect in or outside local area. Protection and Control staff have reviewed the equipment and the 100ms will be implemented in February 2012.
SP_D10	Stable and well damped. No adverse effect outside local area
SP_D11	Stable and well damped. No adverse effect outside local area
SP_D20	Loss of L-7014 with a BBU to 88S-720 – contingency halting. (Pages 7 to 9, Appendix E) Reducing the clearing time to 100ms resolves issue (Pages 10 to 12, Appendix E) and results in no adverse effect in or outside local area. Protection and Control staff has reviewed the equipment and the 100ms will be implemented in February 2012.
SP_D21	Instability for loss of L-7014 with a BBU to 88S-720 (Pages 13 to 5, Appendix E). Reducing the clearing time to 100ms resolves issue (Pages 16 to 18, Appendix E) and results in no adverse effect in or outside local area. Protection and Control staff has reviewed the equipment and the 100ms will be implemented in February 2012.
SP_D22	Stable and well damped. No adverse effect outside local area
LL_D10	No adverse effect outside local area. Contingency halting for loss of L-7011 with BBU to 88S-713 and loss of 7014 with BBU to 88S-720. The solution was to restrict Lingan plant output, see case LL_D13
LL_D11	No adverse effect outside local area. Contingency halting for loss of L-7011 with BBU to 88S-713. The solution was to restrict Lingan plant output, see case LL_D13
LL_D12	No adverse effect outside local area. Generation trips in NS for the loss of L-7011 with BBU to 88S-713. The solution was to restrict Lingan plant output, see case LL_D13
LL_D13	The initial light load cases were run with the Lingan plant at maximum under light load conditions. It is not currently possible to achieve full output at this plant under light load conditions. Redispatch to match system capability resolved the issues noted in LL_D10, LL_11 and LL_D12. Stable and well damped. No adverse effect outside local area. Plots for contingencies L-7011_88S-713 and L-7014_88S-720 are included in Appendix E, pages 19 to 24.

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Appendix E has plots for issues identified as indicated in Table 6. A full set of stability plots for the joint cases with New Brunswick (WP_D10, SP_D10 and LL_D10) are included in Appendices F, G and H.

2.5 One Element Out of Service

For n-1 in steady state, WP10, SP10, LL10 and SP30 had the element under test removed from service; the system adjusted using resources available within 10 minutes and the full list of contingencies run on the adjusted case. For stability, most analysis was performed for the most severe dispatch - winter peak. The loss of the SVC was studied at under light load to assess the impact of a lack of reactive capability under high normal voltage conditions.

Table 7: One Element Out of Service	
Steady State and Thermal	
Case, element out	Result
WP10,1N, L-6503	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL10,3C, L-7004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP10,3C, L-7004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP30,3C, L-7004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP10,3C, L-7004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL10,67N, L-8002	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP10, 67N, L-8002	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP30, 67N, L-8002	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP10, 67N, L-8002	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP10,79N, 79N-T81	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL10, 79N, L-8003	Overloads up to 139% (154MVA) of the Normal summer rating were observed on underlying 138kV lines. The case was re-dispatched as LL10, 79N,L-8003C and no thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP10, 79N, L-8003	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP30, 79N, L-8003	No adverse impact observed outside the local area. Thermal overloads up to 123% of the Normal rating were observed on L-6513 and 120% on L-7004. As the applicable Short Term rating under the conditions modelled for both lines is 110% of Normal, the operating guideline for this n-1 contingency has to be revised to accommodate the increased flow on NSPI transmission interfaces due to recently added wind generation. The guideline is

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Table 7: One Element Out of Service	
Steady State and Thermal	
	scheduled to be revised before NSPI resumes summer ratings in the spring. The cases were rerun with the adjusted interface limits as case SP30, 79N, L-8003B and all potential overload issues are resolved.
WP10, 79N, L-8003	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL10,101S, L-8004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP10, 101S, L-8004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
SP30, 101S, L-8004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP10, 101S, L-8004	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
LL10,120H, SVC	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
WP10,120H, SVC	No thermal or voltage violations were found for the NSPI system and no adverse impact observed outside the local area
Stability	
Case_element out	Result
LL_D13_SVCn-1	BBU for two 230kV lines at the Lingan Substation result in system instability. This case had all Lingan units on-line. An Operating Guideline for n-1 for the SVC is under development and will restrict Lingan plant while the SVC is out of service.
WP_D10_79N-T81n-1	No adverse impact observed outside the local area.
WP_D10_6503n-1	No adverse impact observed outside the local area.
WP_D10_7004n-1	No adverse impact observed outside the local area.
WP_D10_8002n-1	No adverse impact observed outside the local area.
WP_D10_8003n-1	No adverse impact observed outside the local area.
WP_D10_8004n-1	No adverse impact observed outside the local area.
WP_D10_SVCn-1	No adverse impact observed outside the local area.

3.0 Fault Current Assessment

A fault current assessment was performed for the study year in accordance with *NPCC Regional Reliability Reference Directory # 1, Design and Operation of the Bulk Power System, December 1, 2009*.

3.1 Methodology

The methodology for assessing the impact of fault current on the function of circuit breakers is:

- With all lines in service and all generators on-line, perform a classical 1-phase to ground and 3-phase analysis for all buses 69kV and above in PSS/E (ASCC). Classical analysis assumes all buses are at 1 p.u. voltage and zero degrees angle. Use physical values (amperes).

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- Merge the short circuit summary table with the circuit breaker database.
- As an initial screen, assume each breaker at the substation is subject to the full fault current at the bus.
- Flag any circuit breaker that has an interrupting capability less than 110% of the bus short circuit level, either positive or zero sequence.
- Examine any flagged circuit breaker for extenuating circumstances, such as location on bus, or normally-open circuit positions.
- Contact the circuit breaker manufacturer to verify the actual breaker rating.

3.2 Basecases

NSPI system sequence models are kept current for the Aspen One-Liner program (used for relay coordination) and PSS/E. The basecases for the 2011 year were updated with the planned facilities described in Section 1.3. An up-to-date representation of the adjacent Planning Coordinating Area in New Brunswick, with planned projects to 2016, is incorporated.

3.3 Results

As a result of this review, a 69 kV circuit breaker, 91H-521, at 91H-Tuft's Cove was found to be overdutied according to the nameplate rating. This circuit breaker is scheduled to be replaced in 2012 as part of the NSPI A-10 implementation plan for newly designated BPS substations.

There are no increases in short circuit level near the border with the adjacent Planning Coordinator due to system changes in NS. There is the potential for additional wind farms in the area and their impact is assessed during the System Impact Study process.

Appendix J documents the results of the maximum generation Short Circuit Study and breaker duty assessment for the 2016 system.

4.0 Extreme Contingency Assessment

An extreme contingency (EC) assessment was performed for the NSPI system in accordance with the methodology described below.

4.1 Methodology

The extreme contingency assessment of the Nova Scotia Power System has been conducted as per the following references:

- NPCC Directory #1 (*Design and Operation of the Bulk Power Systems*) Dec 01, 2009.
- NPCC Directory #1-Appendix B (*Guidelines and Procedures for NPCC Area Transmission Reviews*).
- NPCC Directory #1-Appendix C (*Procedure for Testing and Analysis of Extreme Contingencies*).

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4.2 Basecases

The basecase selected for study is Winter Peak 2016/17 (*2016wp_Final.sav*). This case meets the requirements of NPCC Directory #1 - Appendix C Section 3.0, in that the dispatch conditions are “not ... the worst imaginable extreme, but EC tests should be severe”. It is expected that transfer levels in 2016 will be similar to the recent past, since there are no significant generation additions proposed that would affect flow patterns, and there are no long-term firm import or export transmission reservations expected to be in effect for the study period. Figure 4, demonstrates average internal interface transfer levels for the past five years.

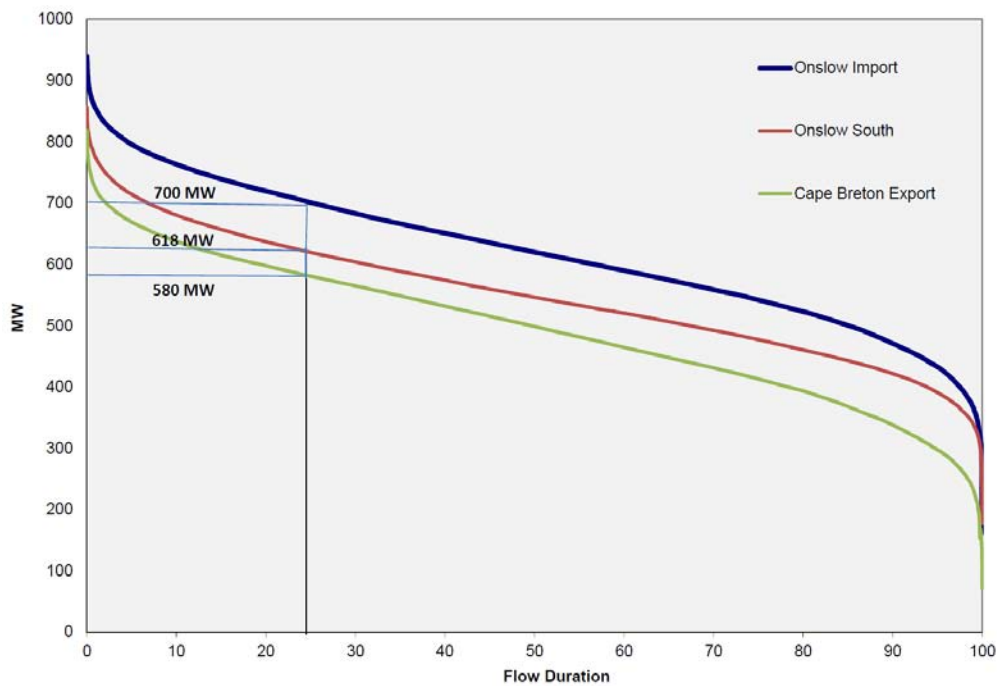


Figure 4: Five Year Average Internal Transfers

Figure 5 demonstrates that average NS-NB transfers for the past five year are less than 42 MW for 75% of the time.

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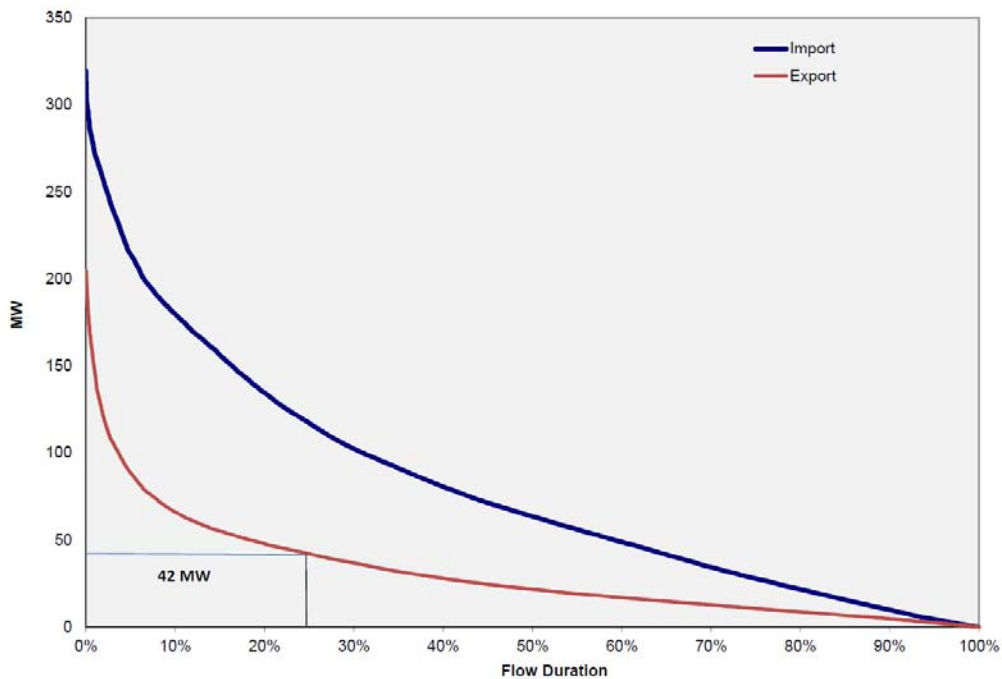


Figure 5: Five Year Average NS-NB Tie Flow

From the data, the five year averages were calculated and are contained in Table 8.

Interface	Five Year Average Flow (75% duration)	Winter Peak Basecase
Cape Breton Export	580 MW	690 MW
Onslow Import	700 MW	900 MW
Onslow South	618 MW	765 MW

Winter Peak 2016/2017 is a reasonable representation of the stressed NS system. Transfer levels meet the requirement of C - 3.0 of “at least 75% of the historical or expected maximum transfer on a flow duration basis up to the maximum operating limit for the interfaces being tested”.

4.3 Steady State Results

The post-contingency steady-state results, included in Appendix L, are a snapshot of the conditions after oscillations have subsided, 10 seconds post-fault. Under those conditions, loads are modeled as a function of voltage as established by the area transmission provider. The post-contingency simulation with constant MVA loads represents the condition when on-load distribution tap-changers return the voltage as seen by load to nominal values over time. Although not all load is subject to the effects of distribution tap-changers, a constant MVA model is often used as a conservative estimate of the effects of low post-contingency voltages. However, it is often not feasible in Extreme Contingency analysis to reach a steady-state solution using constant MVA load models.

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Any extreme contingency which results in 345kV bus voltages less than 0.94 pu in the post-contingency results shown in Appendix L should be considered to result in bus voltages below 0.90 pu with constant MVA load behaviour. These contingencies are:

- *EC3.1* Loss of three lines on a common right of way (L-8004, L-7011 and L-7012)
- *EC4.5* Three-phase fault on L-7012 with stuck breaker L-7014.

The consequences of low voltage in the Salisbury – Memramcook 345kV system include the probable activation of NB Power South-eastern Area Undervoltage Load Shedding Scheme.

4.4 Stability Results

Extreme contingencies were simulated as listed in Table L-1, Appendix L. These contingencies were selected based on the possibility that the Nova Scotia transmission system will split due to the location or severity of the Extreme Contingency. Since NS is remote from the interconnected system, contingencies were studied that result in the loss of large blocks of load or generation, which can be telegraphed through the NB transmission system or, could potentially result in sustained oscillations in the interconnected system.

An NSPI Transmission System one-line in Appendix K, indicates the location of the extreme contingency disturbances. The disturbances and the results are described below. Complete results can be found in Appendix L, including transient stability swing curves and post-contingency load flow one-line diagrams.

EC1. Loss of entire capability of a generating station

EC1.1 Loss of all 6 units at Tuft's Cove generating station (net 420 MW). Since Tuft's Cove is in the Halifax metropolitan load centre, this contingency stresses the Onslow-South interface and the results were stable and well damped, with no voltage or thermal limit violations.

EC1.2 Loss of all four units at Lingan (576 MW of net generation). Results were stable and well damped, with no voltage or thermal limit violations, and Memramcook 345 kV bus voltage settling at 0.946pu.

EC2. Loss of all lines emanating from a station

EC2.1 Loss of all five 230 kV lines at Port Hastings (L-7011 and L-7012 between Port Hastings-Lingan & L-7003, L-7004 and L-7005 between Port Hastings - Onslow). Results were stable and well damped. Flow is diverted onto L-7014 and L-8004, which remain within thermal limits and without protection operations. Voltages remain within overload limits.

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EC2.2 Isolation of Brushy Hill 230/138 kV substation (L-7001, L-7002, L-7018 230 kV lines to Onslow, L-7008 and L-7009 230 kV lines to Bridgewater, and 2 x 230/138 kV transformers (120H-T71, 120H-T72). Western NS isolates, with net load loss of 275 MW. Results were stable and well damped, with no voltage or thermal limit violations in the interconnected system.

EC2.3 Isolation of Lingan 230 kV substation, including loss of all 4 units, and lines to Port Hastings (L-7011 and L-7012), Woodbine (L-7014), and Victoria Junction (L-6533 and L-6534). Results were stable and well damped with no voltage or thermal limit violations, and Memramcook 345 kV bus voltage settling at 0.946pu.

EC3. Loss of all circuits on a common right of way

EC3.1 Loss of three lines on a common right of way (345 kV line L-8004 between Hopewell-Woodbine and 230 kV lines between Lingan-Port Hastings L-7011 and L-7012). This results in the isolation of Eastern Cape Breton and a net loss of 675 MW of generation in NS. Voltage at Memramcook 345 kV settles at 0.899 pu, but the Interconnected system is stable and well damped.

EC3.2 Loss of all lines on a common right of way (345 kV line L-8002 between Onslow and Lakeside and 230 kV line L-7001, L-7002 and L-7018 between Onslow and Brushy Hill). This results in the isolation of the Metro and Western parts of NS and a net loss of 758 MW of load in NS with L-6513 exceeds its normal winter rating by 13%, but the Interconnected system is stable and well damped.

EC4. Permanent 3-phase fault with delayed fault clearing (stuck pole)

EC4.1 Permanent 3-phase fault on L-8001 (345 kV line between Onslow & New Brunswick) near Onslow.

- two phases are cleared in 5 cycles by opening three breaker poles at Memramcook, NB and two breaker poles at Onslow, NS
- third breaker pole stuck at Onslow reducing the fault to single phase to ground.
- fault is cleared in 15 cycles by 3 phase tripping of one 345/230 kV transformer at Onslow.

Nova Scotia remains connected to Interconnection via 138kV Onslow-Springhill-Memramcook, initial NS oscillations are large but interconnected system is stable and well damped, with no voltage or thermal limit violations.

EC4.2 Permanent 3-phase fault on L-8003 (345 kV line between Onslow & Hopewell) near Onslow

- two phases are cleared in 5 cycles by opening three poles at Hopewell and two poles at Onslow
- third pole stuck at Onslow reducing the fault to single phase
- fault is cleared in 15 cycles by 3 phase tripping of L-8002 (345 kV line between Onslow-Lakeside)

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- One SPS unit armed at Langan

Results are stable and well damped, with no voltage or thermal limit violations.

EC4.3 Permanent 3-phase fault on L-8004 (345 kV line between Hopewell & Woodbine) near Hopewell.

- two phases are cleared in 5 cyc. by opening three poles at Woodbine and two poles at Hopewell
- third pole stuck at Hopewell reducing the fault to single phase
- fault is cleared in 15 cyc. by 3 phase tripping of L-8003 (345 kV line between Hopewell-Onslow)
- Two SPS units armed at Langan

Power is diverted onto 230kV system. Results are stable and well damped, with no voltage or thermal limit violations.

EC4.4 Permanent 3-phase fault on L-7005 (230 kV line between Hastings and Onslow) near Onslow.

- line opens at Hastings end in 5 cycles, breaker 67N-712 fails to open at Onslow.
- fault continues as 1-phase fault for 10 cycles (breaker backup operation time)
- fault is cleared in a total time of 15 cycles by tripping breaker 67N- 713 and line L-7018 (Onslow-Brushy Hill 230 kV).

Fault causes L-7001 and L-7002 to trip with L-6001 exceeds it thermal rating by 11%. However, the Interconnected System is stable and well damped.

EC4.5 Permanent 3-phase fault on L-7012 (Langan - Hastings 230 kV) at the Langan end.

- Line opens at Hastings end in 5 cycles, breaker 88S-723 fails at Langan
- fault continues as a 3 phase fault for 10 cycles (breaker is not independent-pole)
- breaker 88S-720 opens, clearing fault and tripping L-7014 (Langan - Woodbine) in a total of 15 cycles. No reclosing.
- SPS trips 1 unit at Langan in 17 cycles
- Pt Aconi pole-slips and trips at 1.3 seconds

East end of NS separates, voltage at Memramcook 345 kV settles at 0.919 pu, but the remaining system is stable and well damped.

EC4.6 Permanent 3-phase fault on L-7012 (Langan - Hastings 230 kV) at Langan with breaker failure at Hastings.

- L-7012 opens at Langan end in 5 cycles, but breaker 3C-715 at Hastings fails.
- Fault continues as a 3-phase line end fault at Hastings for 10 cycles.
- Breaker backup operates at Hastings, clearing fault and tripping L-7004 (Hastings - Onslow 230 kV) line in a total of 15 cycles. No reclosing.

Results are stable and well damped, with no voltage or thermal limit violations.

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EC5. Sudden dropping of a large load or load centre.

EC5.1 Sudden dropping of Port Hastings – Point Tupper area load NS (175 MW). Results are stable and well damped, with no voltage or thermal limit violations.

EC5.2 Sudden dropping of Sydney area load by tripping 69 kV Victoria Junction bus (180 MW on peak). Results are stable and well damped, with no voltage or thermal limit violations.

EC6 Effect of Severe Power Swings Arising From Disturbances outside the Council

It is difficult to predict which external disturbances are likely to initiate “severe power swings”. Due to Nova Scotia’s radial electrical connection to the Interconnected System, oscillation magnitudes can be more exaggerated than nodal points closer to the source of the disturbance. Power system stabilizers are installed on seven of the eight thermal generators in eastern NS (Lingan 1-4, Pt. Aconi, and Trenton 5-6).

EC6.1 No fault loss of the entire Millstone 345kV station in southern Connecticut. Nova Scotia is stable and well damped, with no voltage or thermal limit violations.

EC6.2 Three phase fault on Millstone 345 kV, clearing the entire station in 10 cycles. Nova Scotia is stable and well damped, with no voltage or thermal limit violations.

EC6.3 Three phase fault on Pleasant Valley 345kV bus in New York, cleared in 20 cycles, entire bus trips. Nova Scotia is stable and well damped, with no voltage or thermal limit violations.

EC7 Operation for an event for which it was not intended

The Type I "NS 345 kV SPS" #119 intertrips one or two generators at Lingan for a variety of 345 kV faults if the east-west power transfer within NS is above pre-set levels. Inadvertent operation of this SPS rejects a maximum of 310 MW at Lingan, which is the same as the normal contingency C_BBU_G3_88S721. That contingency was stable and well-damped for all conditions studied, with no voltage or thermal limit violations.

"NS Export SPS" (NPCC designation #130) is a Type III system designed to prevent separation of Nova Scotia from New Brunswick should the 345 kV tie to NB trip while exporting in excess of a pre-set limit. If the 345 kV line L-8001 trips while the SPS is armed, up to two generators at Lingan are tripped. As above, inadvertent operation could activate the tripping of up to 310 net MW of generation in NS. This SPS would not be armed in the case used for EC testing (NS-NB tie flow is zero), but the net result of mis-operation of this SPS is the same as the

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normal contingency C_BBU_G3_88S721, which was stable and well damped for all cases studied, with no voltage or thermal limit violations.

Inadvertent operation of SPS's that result in the tripping of two units at Lingan is also less severe than *ec1-2*, which results in all four units at Lingan being tripped.

EC7.1 Examines the inadvertent operation of SPS #119 coincident with a disturbance that trips another large generator in NS. A three-phase fault on the 230 kV bus at Woodbine isolates Point Aconi plant (net 175 MW of generation), followed by unintended operation of SPS #119 which trips an additional 310 MW of generation, for a net deficiency of 485 MW of generation. Results are stable and well damped.

EC8. Failure of an SPS to operate when required for normal contingency.

All normal contingencies that require SPS operation were also run with failure of the SPS to operate. The cases are designated by the normal contingency title and are summarized in this section, with stability plots included in Appendix E along with the plots that show correct SPS operation.

EC8.1 3-phase fault at Woodbine 345kV end of L-8004 cleared in 4.5 cycles, SPS #119 armed for 2-unit rejection. SPS fails to operate. Results are stable and well damped, with no post-contingency violations.

EC8.2 3-phase fault at Hopewell 345kV end of L-8004 cleared in 4.5 cycles, SPS #119 armed for 2-unit rejection. SPS fails to operate. Results are stable and well damped, with no post-contingency violations.

EC8.3 1-phase fault on L-7012 near Lingan 230kV with failure of breaker 88S723. SPS is armed to reject 1 Lingan unit but fails to operate. Eastern NS separates, but interconnected system is stable and well damped.

EC8.4 1-phase fault on L-8004 near Hopewell 345kV bus with failure of breaker 79N810, trips L-8004, L-8003, 79NT81 transformer. SPS is armed to reject 2 Lingan unit but fails to operate. Results are stable and well damped, with no post-contingency violations.

EC8.5 1-phase fault on separate phases of double circuit tower at Strait of Canso, tripping L-8004 and L-7005 in 4 cycles. SPS is armed to reject 2 Lingan unit but fails to operate. Dynamics results are stable and well damped.

5.0 Extreme System Condition Assessment

NPCC Directory #1 requires assessment of the impact of wide range of other than normal system conditions that have a low probability of occurrence. The Directory specifically

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requires analysis of the effect of design contingencies under the following extreme conditions:

- a. Peak Load conditions resulting from extreme weather conditions with applicable rating of electrical equipment.

NSPI is a winter peaking system and extreme weather, producing higher than forecast peak load, occurs under very cold conditions which increase the overload ratings of electrical equipment. A higher peak load condition that would produce more severe results would be winter peak if the forecast Demand Side Management (DSM) fails to materialize. As this would occur without the accompanying severe cold weather, normal winter Electrical ratings would apply. With that in mind, the forecast load for NSPI, without DSM, was used in the severe weather case and normal winter equipment ratings applied. Table 8 contains the system load information and Table 9 the transfer levels for the case studied.

Table 9: Coincident Peak Demand – 2011 NSPI Forecast for 2016, without DSM			
Year	Peak Total (MW)	Non-Firm (MW)	Firm (MW)
Peak	2461	320	2141

Table 10: Extreme Condition Assessment Basecases				
Joint cases with NBSO and NBP				
Case	NS/NB	ONI	ONS	CBX
Loadflow, EW10	0	1022	862	825
Stability, EW_D10	0	1022	862	825

All standard load flow and stability contingencies were performed using the same methodology as for normal system and n-1 assessment. No thermal, voltage or stability issues were observed for the NSPI system and no adverse impact observed outside the local area.

- b. Generating unit(s) fuel shortage.

NSPI has a variety of fuel sources including coal, oil, gas, hydro and wind such that loss of one fuel source would not have a significant impact.

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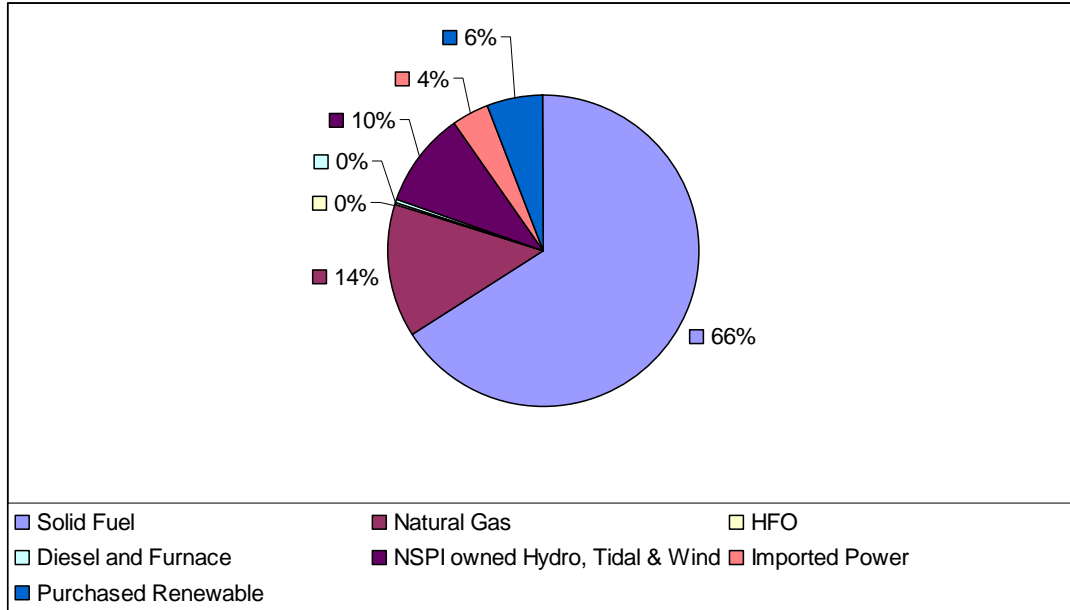


Figure 6: NSPI Energy Generation by Type

NSPI has a diversified mix of resources such that there is not a high degree of reliance upon any one type or source of fuel. Fuel types include coal, natural gas, oil, hydro and other renewables. Coal in particular is sourced from a number of locations worldwide including domestic sources and international imports. As a result of this level of fuel type and resource diversification, there are no adverse reliability impacts resulting from this resource capacity mix.

In addition to the diversity in the fuel mix, NSPI also has a large interruptible load class – greater than 10% of system peak. In the event of loss of a fuel supply, the interruptible load can be curtailed to make up for any deficiency.

6.0 Review of Special Protection Systems

All NSPI new and existing Special Protection Systems SPSs were reviewed using the methodology described below. The review evaluated the effect of failure to operate as well as unintended operation. A list of NSPI SPSs is included in Appendix M.

6.1 Methodology

All contingencies with associated SPS actions were reviewed on the basecases listed in tables 3 and 4 in Section 2.2. Each contingency was run with and without the SPS actions to determine the impact of failure to operate as well as unintended operations of the SPS. The basecases were chosen for a variety system conditions to provide a thorough evaluation to determine the appropriateness of the current Type designation.

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6.2 Results

Type 1, SPS # 133, Lingan BBU SPS: Breaker backup operation of the common breaker (88S-723) between L-7012 and L-7014 at 88S-Lingan.

This SPS trip one of four units at 88S-Lingan (pre-selected by the operator) to prevent instability of eastern NS system for any fault on L-7012 or L-7014 coincident with specific breaker failure. The SPS was originated in 1998 due to the possibility of large voltage swings in Maine if SPS failed to operate when called upon.

With the changes to the interconnected system, there is no longer an inter-area impact for the failure to operate or misoperation of this SPS. NSPI will consider bringing forward a proposal to have this SPS reclassified as Type III.

Type 1, SPS# 119, NS 345 kV SPS: The SPS will operate following a specific system event or a sequence of events at substations 79N-Hopewell and 67N-Onslow and/or lines L-8003 and L-8004.

Depending on the level of NS internal East to West transfers, either one or two 150 MW units will be rejected at Lingan. These units will be pre-selected by the operator at flow levels determined by operating studies. Testing indicates that failure to operate for the loss of 345kV L-8001 results in some instability within NS. This will remain a Type I SPS. Appendix N provides references to the appropriate load flow and stability analysis for SPS testing.

NSPI has no Type II SPSs.

NSPI has two new Type III SPSs. The numbers have yet to be assigned and their descriptions can be viewed in the last two lines of Table 2, Appendix M. NSPI *SPS# 194 Kingston/Greenwood UVLS* was removed from the NPCC SPS list in 2011 as UVLS is not an SPS per the SPS definition. All NSPI Type III SPSs were reviewed in 2011 and it was found that all Type III SPSs meet the criteria for Type III designation.

7.0 Review of Dynamic Control Systems

7.1 Scope of Review

The Dynamic Control Systems assessment of the Nova Scotia Power System has been conducted as per the following references:

- NPCC Directory #1-Appendix B (*Guidelines and Procedures for NPCC Area Transmission Reviews*).

The first review of NSPI Dynamic Control Systems (DCS's) was conducted in 1992 for JWG-1. The major findings of that review were:

The studies and analysis, documented in the "Nova Scotia Power Corporation Control Aids Assessment and Classification", demonstrate that the malfunction of any control

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aid at power stations as well as on static compensators has no significant adverse impact on the Interconnected System and that all Nova Scotia Power Corporation control aids (sic) are classified as Type III.

To verify that failure of DCS do not have an adverse impact on the interconnected system, sample tests of the major dynamic control systems were conducted.

7.2 Results

The control cases selected were *WinterPeak2016/2017* and *LightLoad2016*:

Table 11: DCS Basecases				
Basecase	NS-NB Transfers	NB-NE Transfers	NB-HQ Transfers	NS Net Gen
2016/2017 Winter Peak	0 MW	-100 MW	400 MW	2070 MW
2016 Light Load	350 MW	1000 MW	400 MW	1560 MW

The contingency studied was C_3PH_L-8003_79N_g0 (a 3 phase normally cleared fault on the 345 kV line L-8003 from Hopewell to Onslow, with no SPS's required).

The following DCS's were tested:

- DCS1: Excitation system (AVR). This contingency was tested under 2016/2017 winter peak case. The automatic voltage regulators on both machines of at Trenton fail by setting the AVR status to “out of service” just before the fault. The result of comparison of this test with the control case is shown on Page O-1, Appendix O.
- DCS2: Power System Stabilizer (PSS). This contingency was tested under 2016 light load case. The PSS on two nearby units, one at Lingan Unit 1 and the second at Pt. Aconi, fail to operate during the fault. The result of comparison of this test with the control case is shown on page O-2, Appendix O.
- DCS3: Static Var Compensator (SVC). This contingency was tested under 2016 light load case. The controls of the Brushy Hill SVC were assumed to fail during a fault, in conjunction with a nearby generator AVR failure (Tuft's Cove 3). The result of comparison of this test with the control case is shown on page O-3, Appendix O.

The full results for the three cases are shown in Appendix O.

8.0 Review of Exclusions to the Basic Criteria

At this time, NSPI does not have any exclusions under the NPCC *Guidelines for Requesting Exclusions to Sections 5.4.1(b) and 5.5.1(b) Directory #1 Design and Operation of the Bulk Power System*.

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9.0 Conclusions

The steady state thermal and voltage review for normal and n-1 contingencies identified the following:

1. A breaker backup to the 88S-720 at the Lingan substation for a fault on L-7014 results in instability within Nova Scotia under certain dispatch conditions. It is resolved by changing the timing on breaker 88S-720 at the Lingan substation to 100ms from 200ms. The change will be implemented in February, 2012.
2. Loss of the SVC under light load conditions will require an operating instruction to limit the output of Lingan to 2 units.
3. To increase the output of Tufts Cove generation under summer ratings, line L-5041 from Farrell Street to Tufts Cove substation will be upgraded. It is expected to be completed by the end of 2012.

Fault Current Assessment identified a 69kV breaker at Tufts Cove to be overrated. It is to be replaced in 2012 as part of the A-10 upgrades for that substation.

Extreme contingency analysis was conducted and no contingency resulted in significant adverse impact outside the Maritime Area.

A review of NSPI Special Protection System indicates that Type 1, SPS # 133, Lingan BBU SPS: Breaker backup operation of the common breaker (88S-723) between L-7012 and L-7014 at 88S-Lingan produces no adverse impact outside the Maritimes area for failure to operate or misoperation of the SPS. NSPI will consider bringing a reclassification proposal to NPCC for SPS#133. All other NSPI SPSs retain their classification type and no changes are expected for the study window.

There are no new Dynamic Control Systems (DCSs) planned for the NSPI system. All existing DCSs have only local area impact and are not expected to change for the study timeframe.

Extreme System Conditions were assessed and NSPI demonstrated the capability to meet an extreme system peak load. There are no issues with loss of fuel supply as NSPI does not have a high degree of reliance upon any one type or source of fuel.

The analysis, results and planned projects documented in this report demonstrate that, for the 2016 study year, NSPI is in compliance with applicable criteria as described in *NPCC Regional Reliability Reference Directory # 1, Design and Operation of the Bulk Power System, December 1, 2009* for an Area Transmission Review and applicable NERC TPL standards. The Nova Scotia Utility and Review Board approved the following versions of the TPL standards for NSPI: TPL-001-0.1, TPL-002-0a, TPL-003-0a and TPL-004-0.

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Appendix A

Bulk Power System Substations List

Table A-1: Nova Scotia Bulk Power System, 2011		
Station	Voltage	BPS Status
88S-Lingan	230kV	2007/12/31
101S-Woodbine	345kV	2007/12/31
	230kV	2007/12/31
89S-Point Aconi	230kV	2007/12/31
3C-Port Hastings	230kV	2007/12/31
79N-Hopewell	345kV	2007/12/31
	138kV	2007/12/31
67N-Onslow	345kV	2007/12/31
	230kV	2007/12/31
	138kV	2007/12/31
120H-Brushy Hill	230kV	2007/12/31
	138kV	2007/12/31
103H-Lakeside	345kV	2007/12/31
	138kV	2007/12/31
91H-Tufts Cove	69kV	2007/12/31
91N-Dalhousie Mountain	230kV	2010/12/31

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Appendix B

Contingency Descriptions

The following load flow contingencies were run as applicable for thermal and voltage testing, n-1, SPS testing and extreme conditions.

2 or 3 digits followed by a H, N, C or S is the substation identifier. The next portion of the title is a description of the element. L followed by 4 digits is a line. 3 digits is a breaker at that substation. A T indicates a transformer.

A 'w' indicates SPS action

88S, L-7011	3C, 3C-720
88S, L-7012	79N, L-8003
88S, L-7014	79N, L-8003 w GR 5
88S, L-6533	79N, L-8003 w GR 6
88S, 88S-710	79N, L-6507
88S, 88S-712	79N, 79N-T81
88S, 88S-713	79N, 79N-T81 w GR 5
88S, 88S-720	79N, 79N-T81 w GR 6
88S, 88S-721	79N, 79N-803
88S, 88S-722	79N, 79N-803 w GR 5
88S, 88S-723	79N, 79N-803 w GR 6
88S, 88S-723 w GR 8	79N, 79N-810
101S, L-7015	79N, 79N-810 w GR 5
101S, L-8004	79N, 79N-810 w GR 6
101S, L-8004 w GR 5	67N, L-8001
101S, L-8004 w GR 6	67N, L-8001 w 1U SPS
101S, 101S-706	67N, L-8001 w 2U SPS
101S, 101S-706 w GR 5	67N, L-8002
101S, 101S-706 w GR 6	67N, L-7019
101S, 101S-701	67N, L-7001
101S, 101S-701 w GR 5	67N, L-7002
101S, 101S-701 w GR 6	67N, L-7018
101S, 101S-801	67N, 67N-T81
101S, 101S-801 w GR 5	67N, 67N-T71
101S, 101S-801 w GR 6	67N, 67N-811
3C, L-7003	67N, 67N-811 w GR 5
3C, L-7004	67N, 67N-811 w GR 6
3C, L-7005	67N, 67N-812
3C, 3C-T71	67N, 67N-812 w GR 5
3C, 3C-T72	67N, 67N-812 w GR 6
3C, 3C-710	67N, 67N-813
3C, 3C-711	67N, 67N-814
3C, 3C-712	67N, 67N-814 w 1U SPS
3C, 3C-713	67N, 67N-814 w 2U SPS
3C, 3C-714	67N, 67N-815
3C, 3C-715	67N, 67N-815 w 1U SPS
3C, 3C-716	67N, 67N-815 w 2U SPS

67N, 67N-701	120H, 120H-628
67N, 67N-702	120H, 120H-629
67N, 67N-703	103H, L-6008
67N, 67N-704	103H, L-6016A
67N, 67N-705	103H, L-6033
67N, 67N-706	103H, L-6038
67N, 67N-710	103H, 103H-T81
67N, 67N-711	103H, 10SH-T63
67N, 67N-712	103H, 103H-B61
67N, 67N-713	103H, 103H-B62
1N, L-6513	103H, 103H-881
1N, L-6503	103H, 103H-600
1N, L-6001	103H, 103H-632
1N, 1N-T1	103H, 103H-681
1N, 1N-T4	89S, 89S-ST1
1N, 1N-600	91H, L-5049
1N, 1N-601	91H, L-5012
1N, 1N-613	91H, L-5041
1N, 1N-619	91H, 91H-T62
1N, 1N-621	91H, 91H-T11
120H, L-7008	91H, 91H-G2
120H, L-7009	91H, 91H-511
120H, L-6005	91H, 91H-513
120H, L-6010	91H, 91H-515
120H, L-6011	91H, 91H-516
120H, L-6051	91H, 91H-521
120H, L-6016B	91H, 91H-523
120H, 120H-T71	91N, 91N-T71
120H, 120H-710	91N, 91N-701
120H, 120H-711	91N, 91N-702
120H, 120H-712	91N, 91N-703
120H, 120H-713	DCT, L-7005][L-8004
120H, 120H-714	DCT, L-7005][L-8004 w GR 5
120H, 120H-715	DCT, L-7005][L-8004 w GR 6
120H, 120H-716	DCT, L-7009][L-8002
120H, 120H-720	DCT, L-6011][L-6010
120H, 120H-621	DCT, L-6010][L-6005
120H, 120H-622	DCT, L-6005][L-6016
120H, 120H-623	DCT, L-7008][L-7009
120H, 120H-624	DCT, L-7003][L-7004
120H, 120H-625	DCT, L-6507][L-6508
120H, 120H-626	DCT, L-7011][L-6534
120H, 120H-627	

The following stability contingencies were run as applicable for normal testing, n-1, SPS testing and extreme conditions.

C_ indicates a contingency idv.

Followed by

3PH_	3 phase fault
BBU_	Breaker Back-up
DCT_	Double Circuit Tower
BKR_	Breaker fault
NF_	No fault

The next portion of the title is a description of the element. L followed by 4 digits is a line. 2 or 3 digits followed by a H, N, C or S is the substation identifier. A substation identifier followed by 3 digits is a breaker at that substation. A T indicates a transformer.

A g0, g5, g6 or SPS in the title indicated an possible SPS action

C_3PH_79N_T81_HV_g0.idv	C_3PH_L7005_67N.idv
C_3PH_79N_T81_HV_g5.idv	C_3PH_L7008_120H.idv
C_3PH_79N_T81_HV_g6.idv	C_3PH_L7009_120H.idv
C_3PH_L5012_91H.idv	C_3PH_L7009_120H_trip_gen.idv
C_3PH_L5041_91H.idv	C_3PH_L7011_3C.idv
C_3PH_L5049_91H.idv	C_3PH_L7011_88S.idv
C_3PH_L6001_1N.idv	C_3PH_L7011_88S_g1.idv
C_3PH_L6005_120H.idv	C_3PH_L7012_3C.idv
C_3PH_L6008_103H.idv	C_3PH_L7012_88S.idv
C_3PH_L6010_120H.idv	C_3PH_L7014_101S.idv
C_3PH_L6011_120H.idv	C_3PH_L7014_88S.idv
C_3PH_L6016_103H.idv	C_3PH_L7015_101S.idv
C_3PH_L6016_120H.idv	C_3PH_L7015_89S.idv
C_3PH_L6033_103H.idv	C_3PH_L7018_120H.idv
C_3PH_L6038_103H.idv	C_3PH_L7018_67N.idv
C_3PH_L6051_120H.idv	C_3PH_L7019_67N.idv
C_3PH_L6503_1N.idv	C_3PH_L7019_91N.idv
C_3PH_L6507_79N.idv	C_3PH_L8001_67N_g0.idv
C_3PH_L6508_79N.idv	C_3PH_L8001_67N_g5.idv
C_3PH_L6513_1N.idv	C_3PH_L8001_67N_g6.idv
C_3PH_L7001_120H.idv	C_3PH_L8001_67N_impSPS.idv
C_3PH_L7001_67N.idv	C_3PH_L8002_103H.idv
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C_3PH_L7004_3C.idv	C_3PH_L8003_67N_g5a.idv
C_3PH_L7004_91N.idv	C_3PH_L8003_67N_g6.idv
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C_BBU_L5012_91H516.idv
C_BBU_L5041_91H523.idv
C_BBU_L5049_91H511.idv
C_BBU_L5049_91H513.idv
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C_BBU_L7002_67N701.idv
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C_BBU_L7005_67N712.idv
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C_BBU_L7019_67N705.idv
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C_DCT_L6507_6508_50N.idv
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C_DCT_L7003_7004_near_50N_g0.idv
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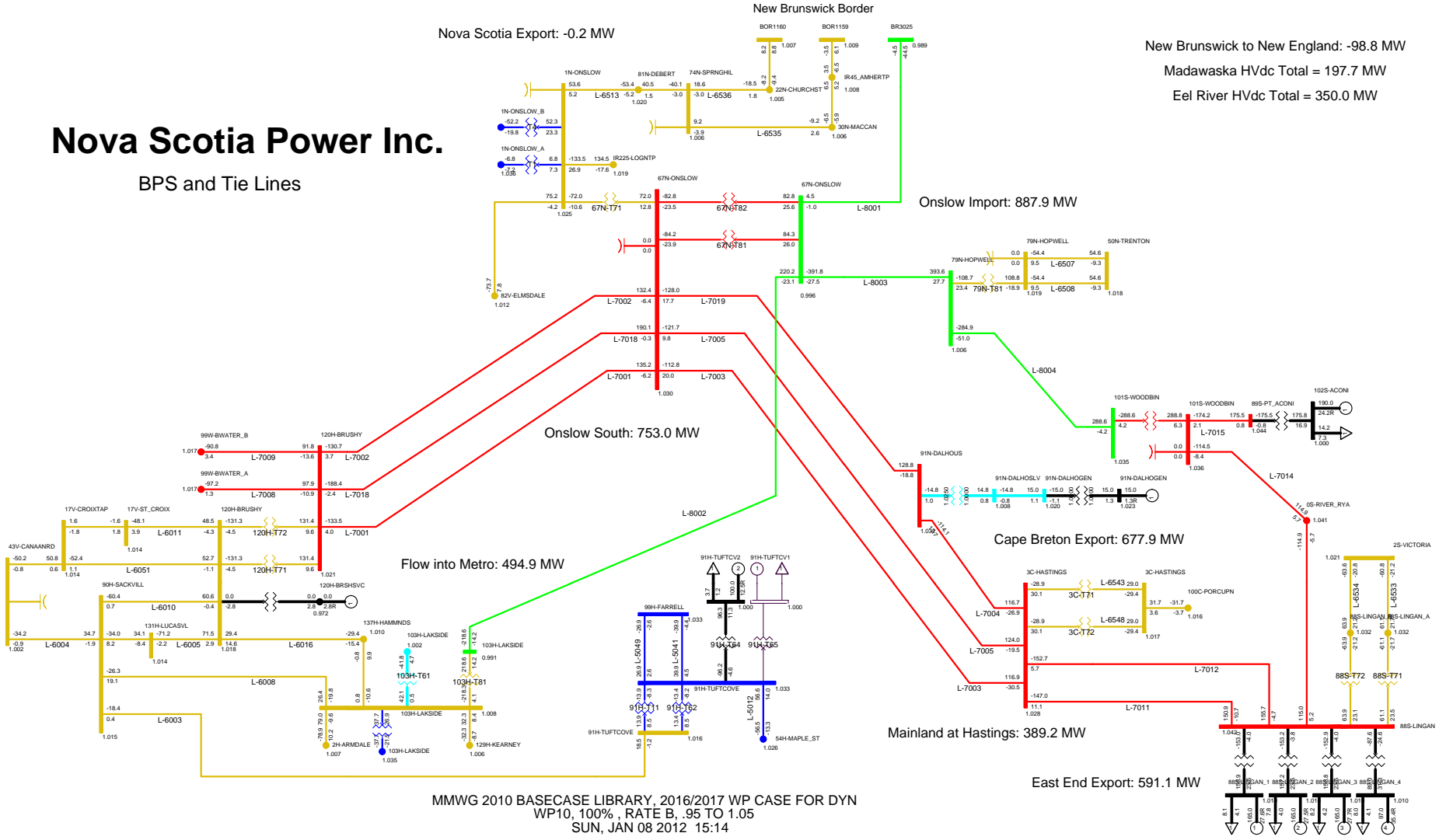
2011 Comprehensive Area Transmission Review

Appendix C

Basecase Pre-contingency Plots

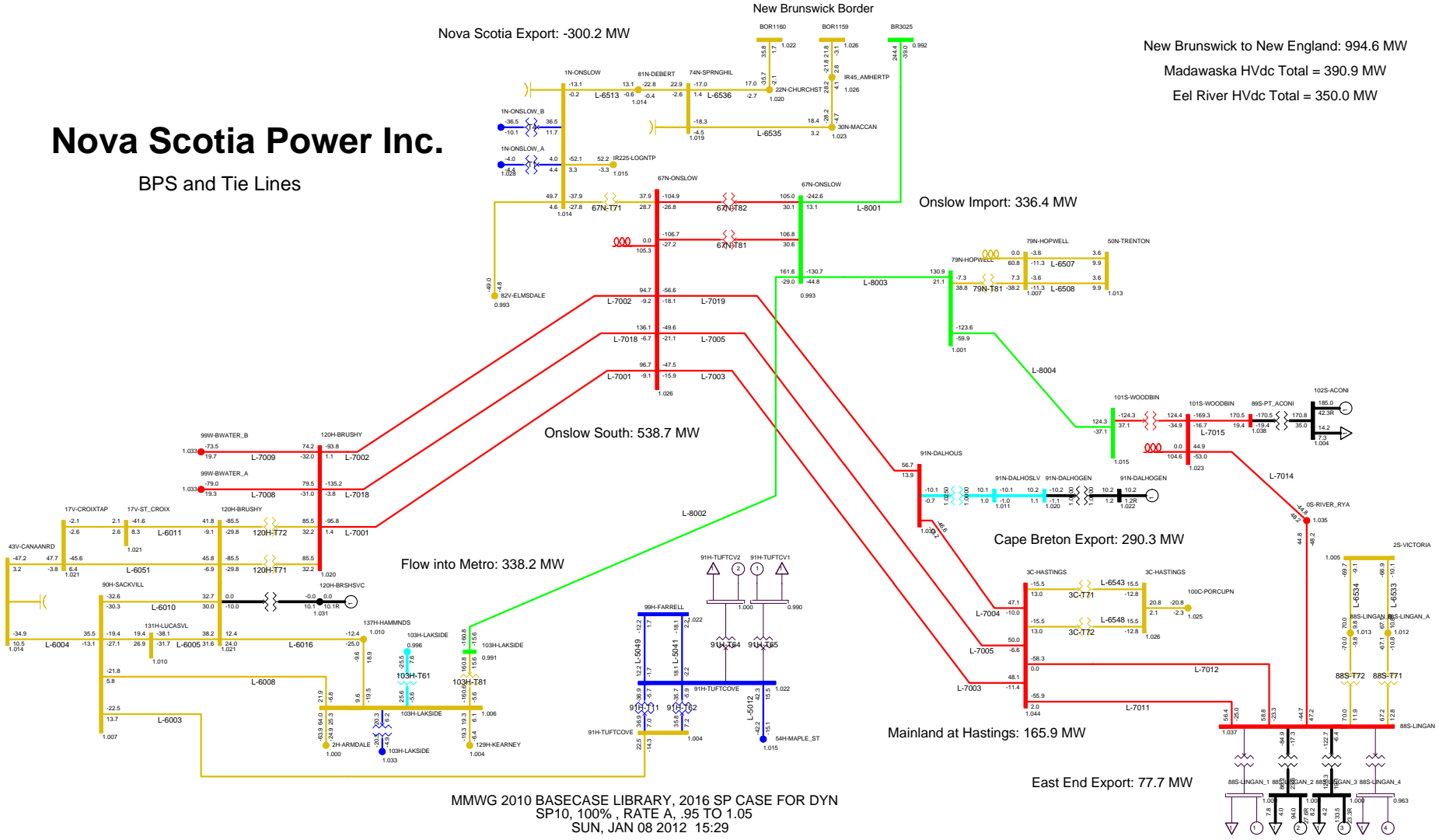
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BPS and Tie Lines



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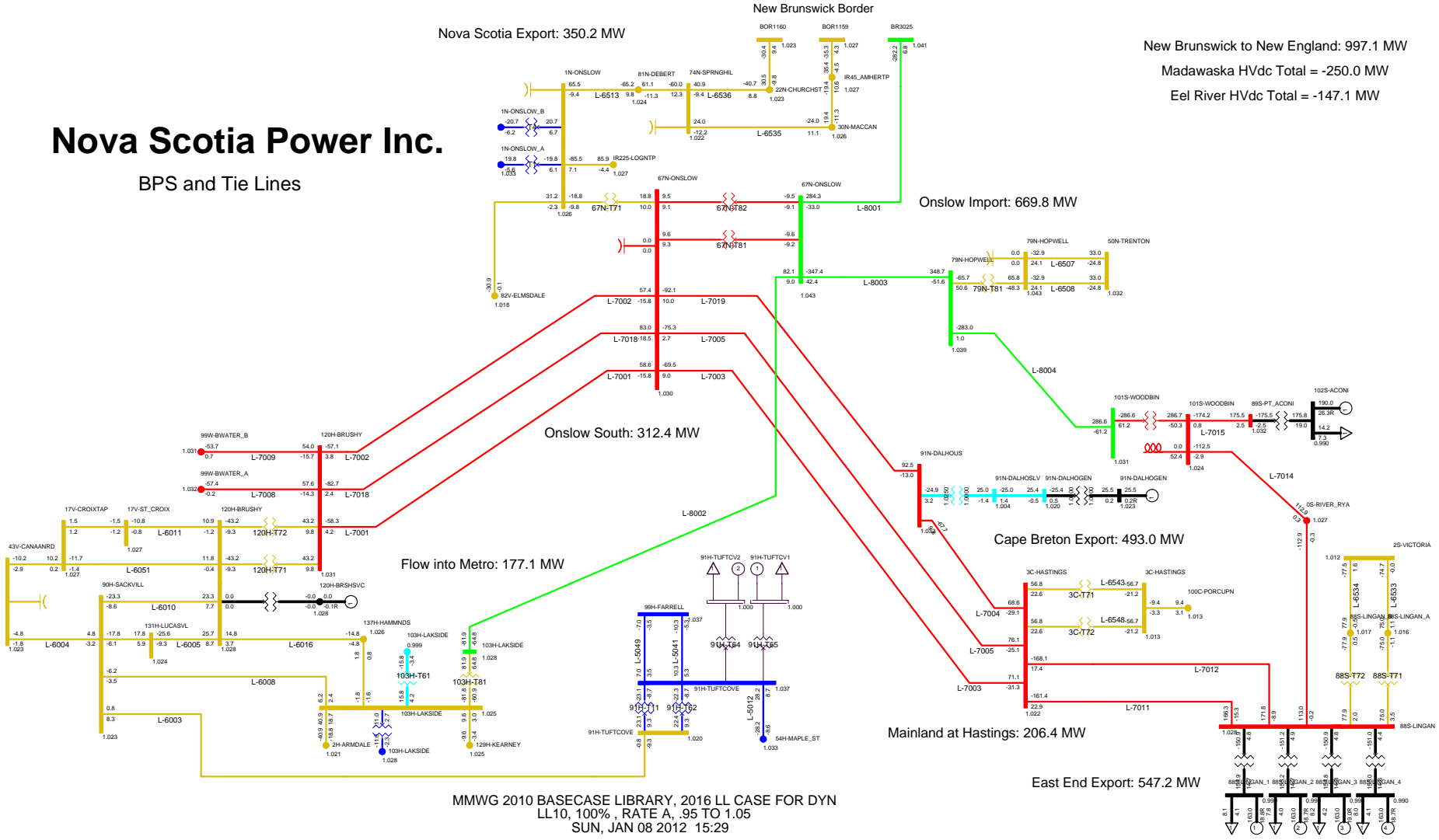
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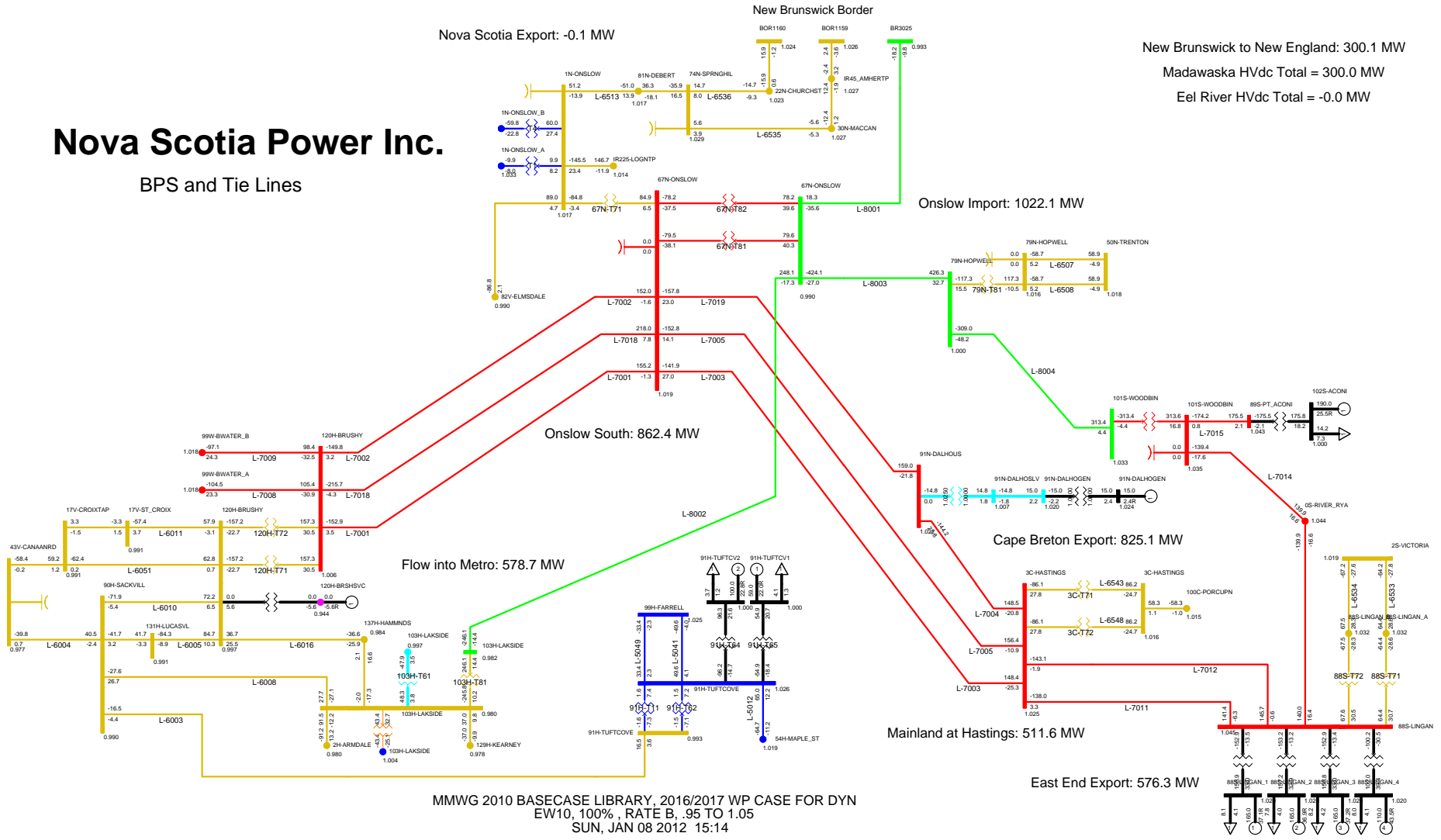
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Nova Scotia Export: 0.8 MW

New Brunswick Border

New Brunswick to New England: -97.2 MW
Madawaska HVdc Total = 197.7 MW
Eel River HVdc Total = 350.0 MW

Onslow Import: 940.8 MW

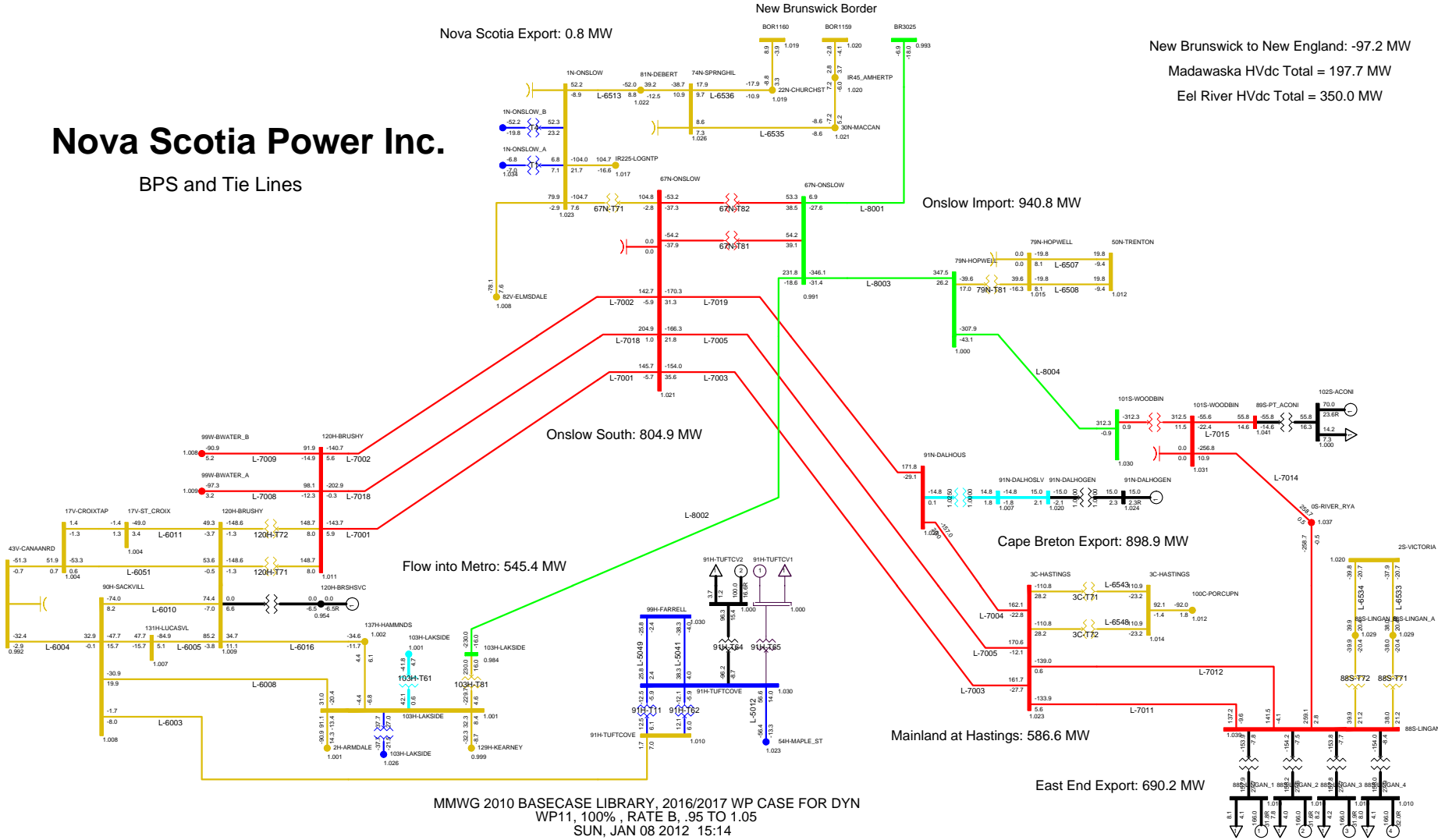
Onslow South: 804.9 MW

Flow into Metro: 545.4 MW

Cape Breton Export: 898.9 MW

Mainland at Hastings: 586.6 MW

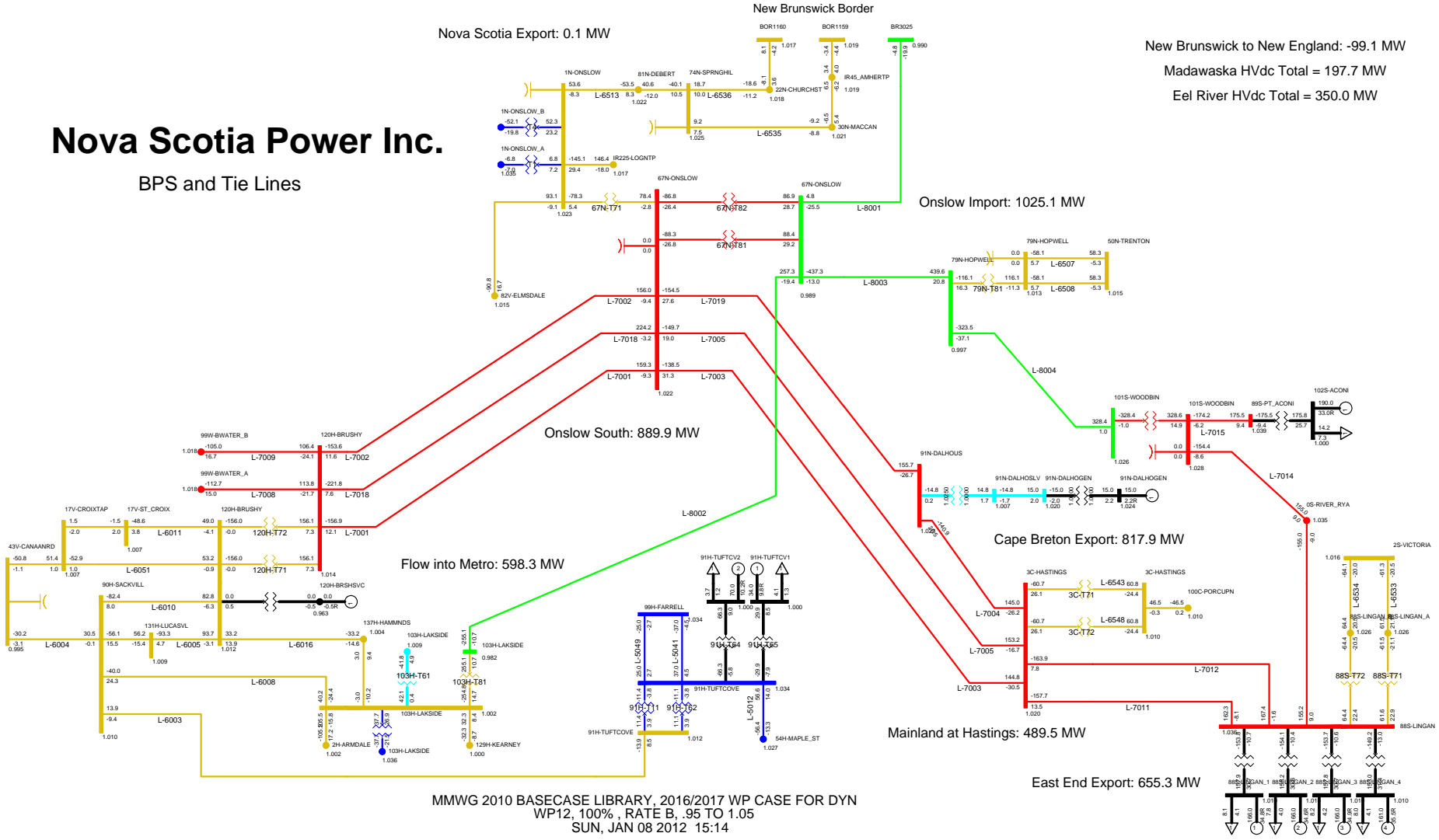
East End Export: 690.2 MW



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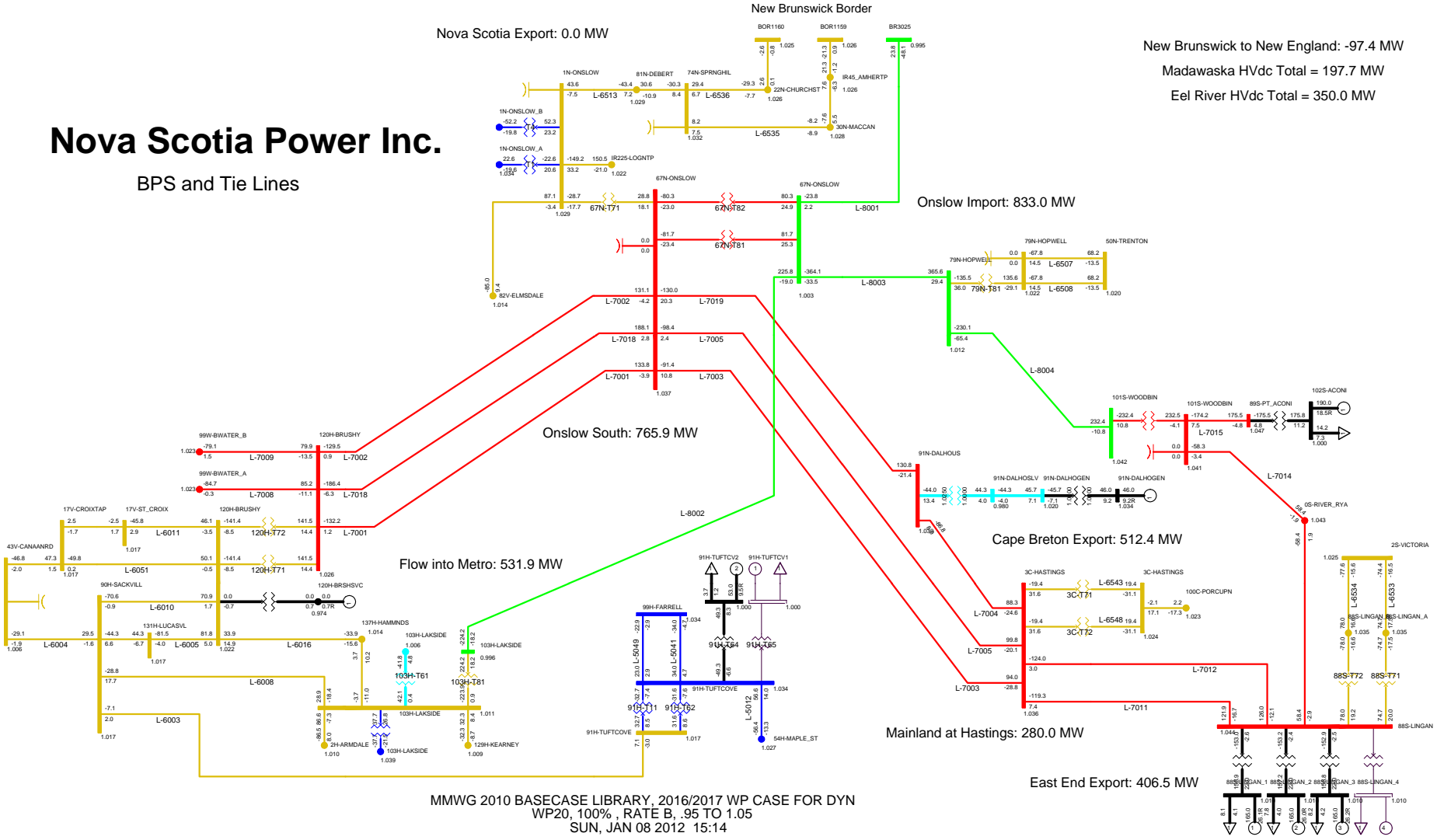
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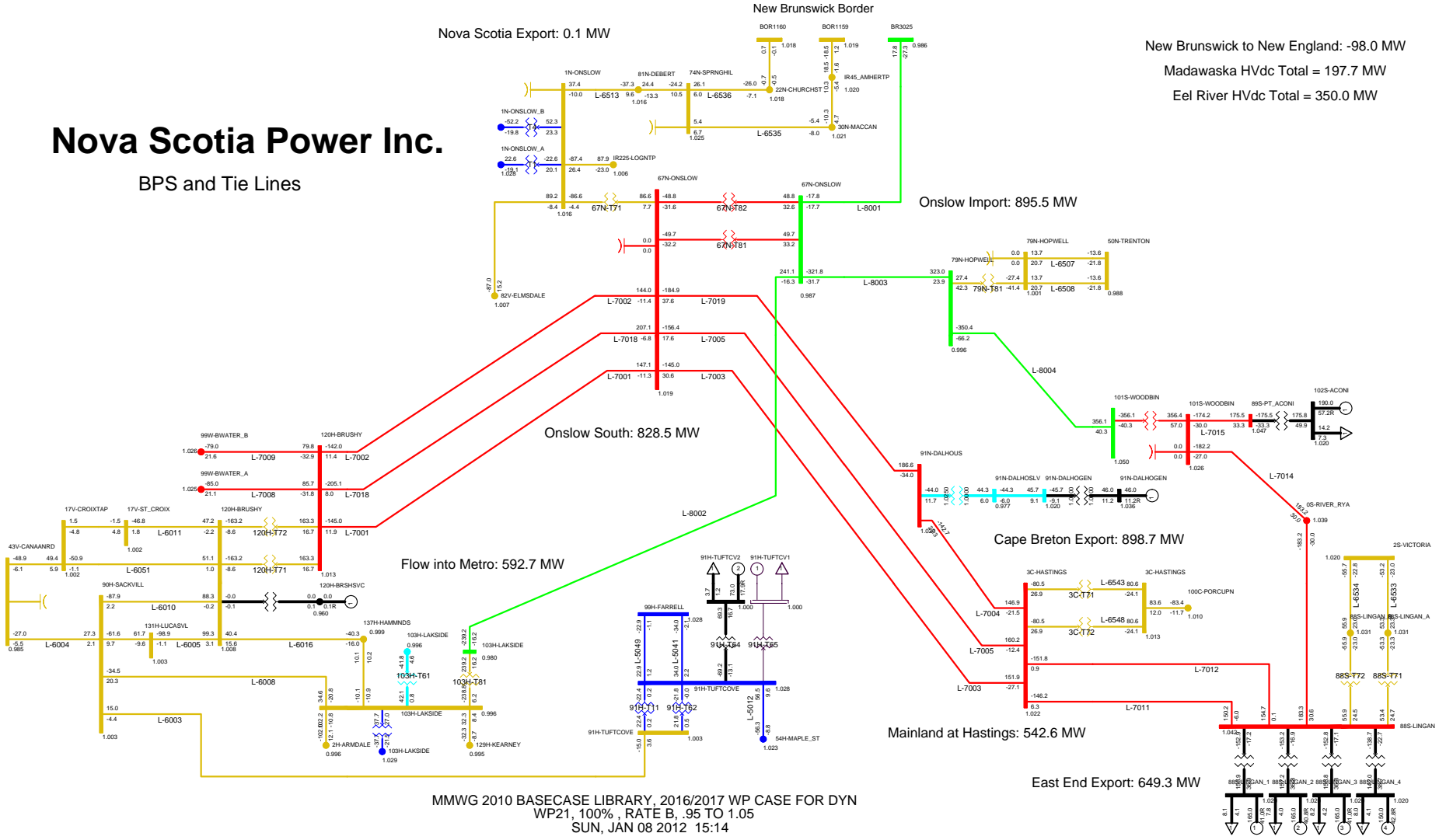
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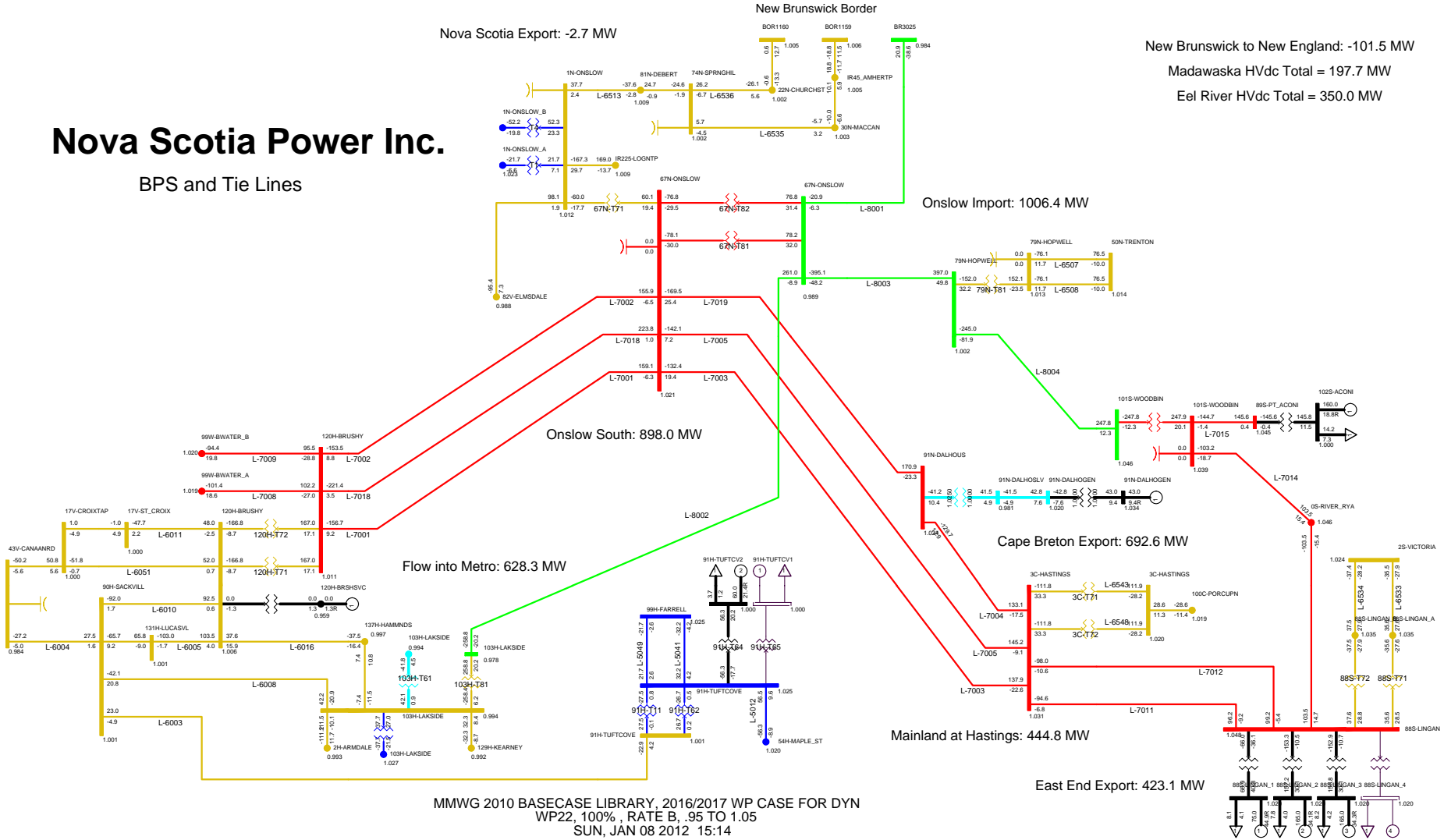
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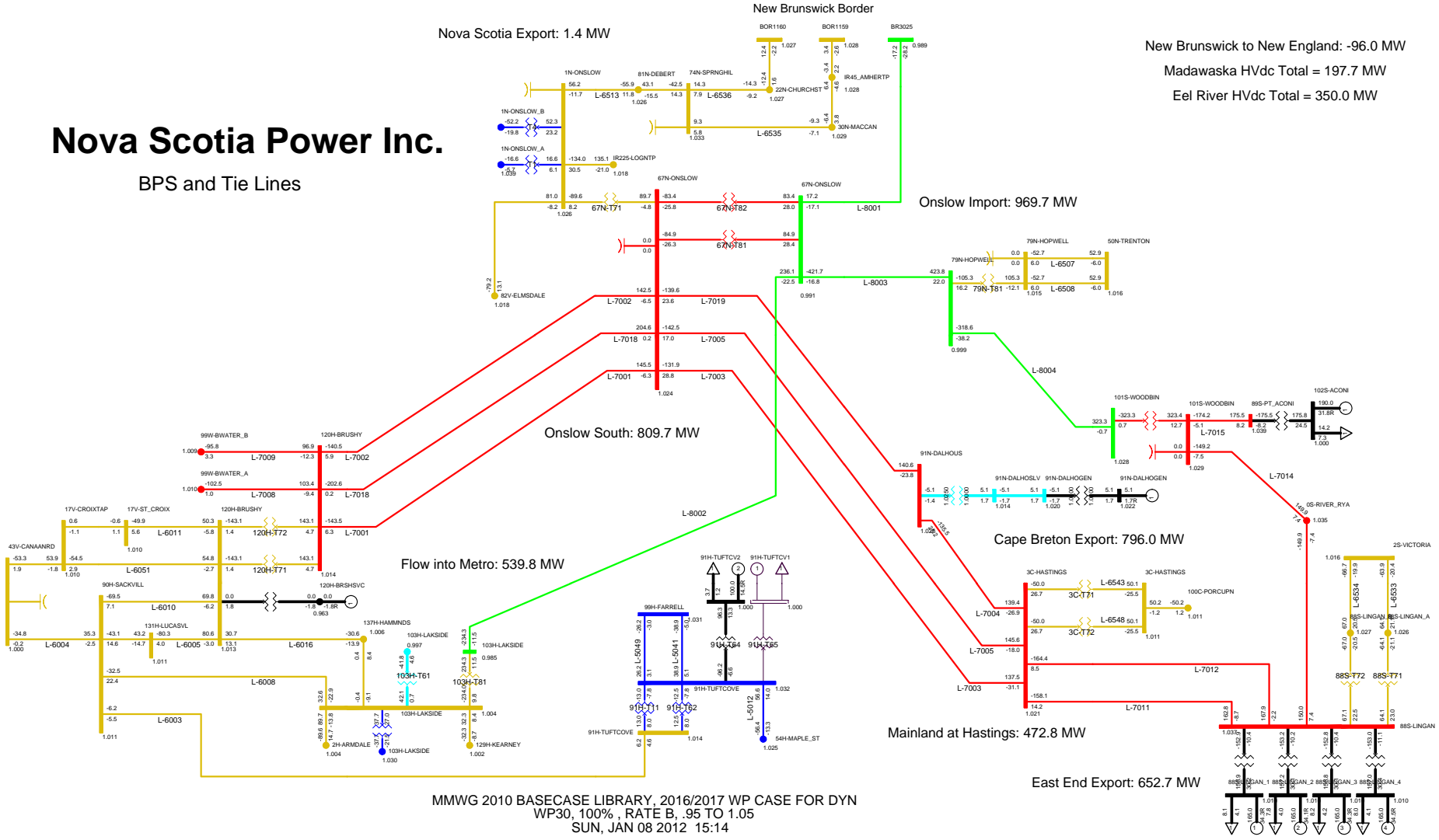
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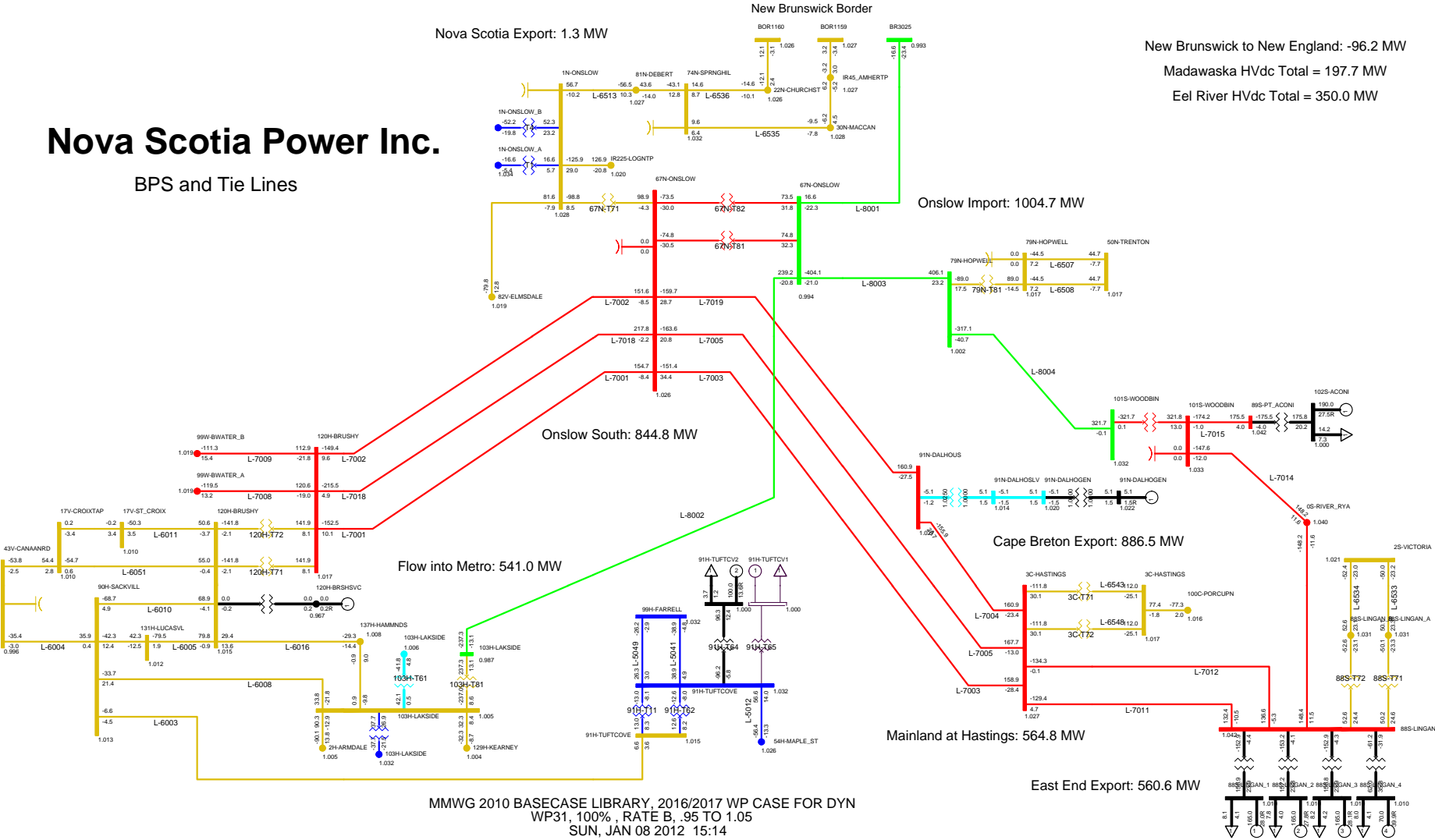
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BPS and Tie Lines



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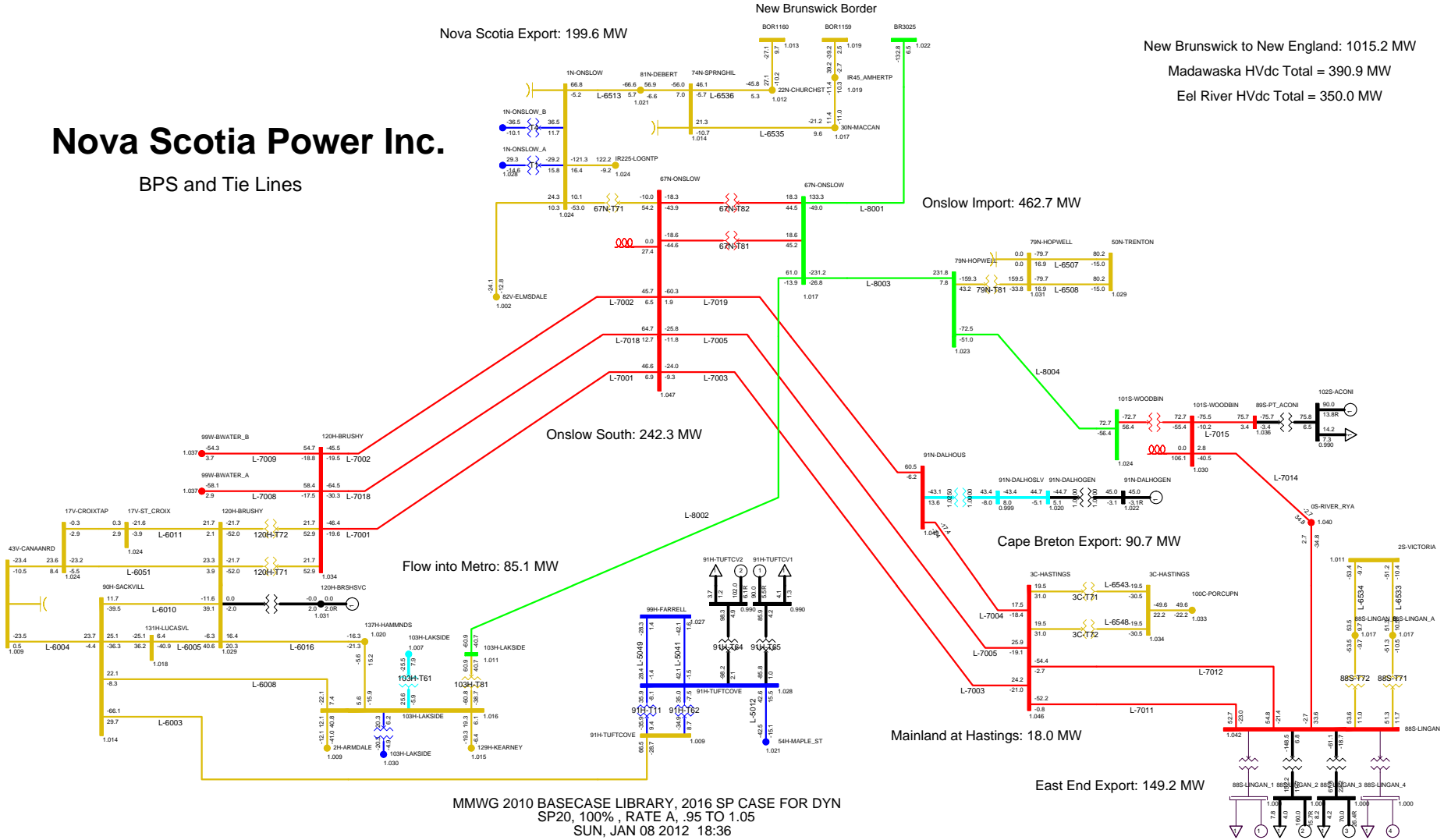
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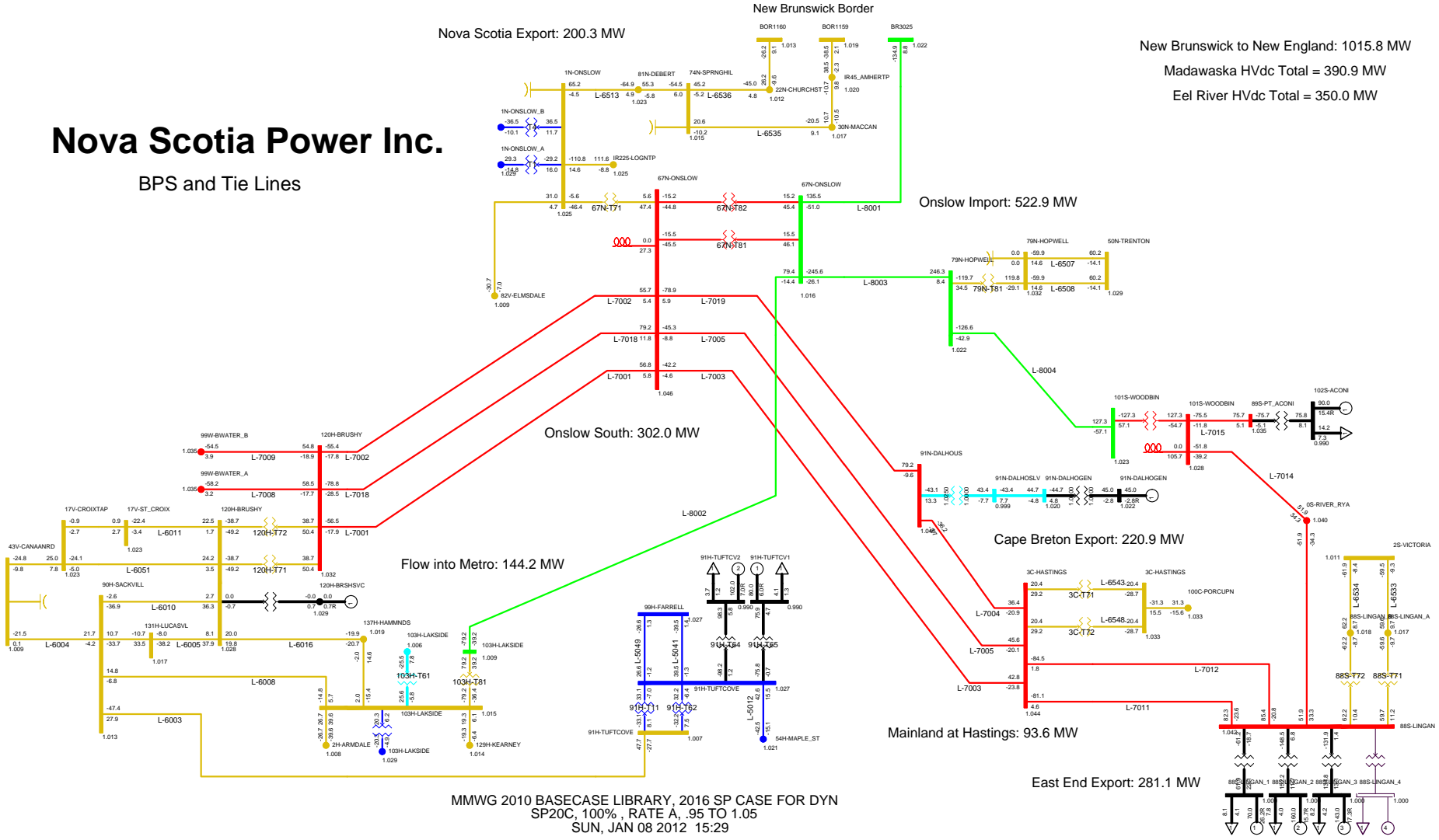
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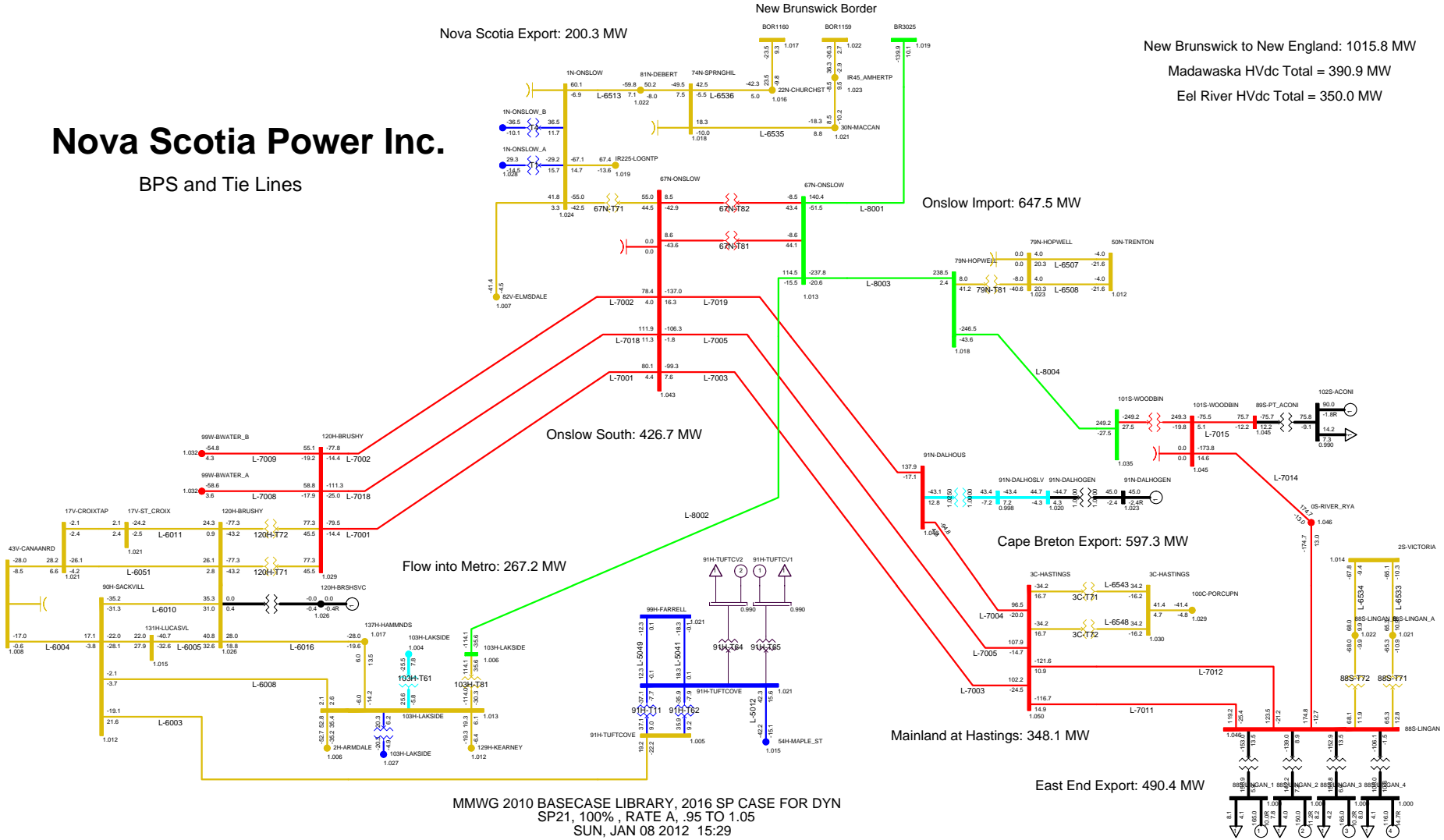
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BPS and Tie Lines



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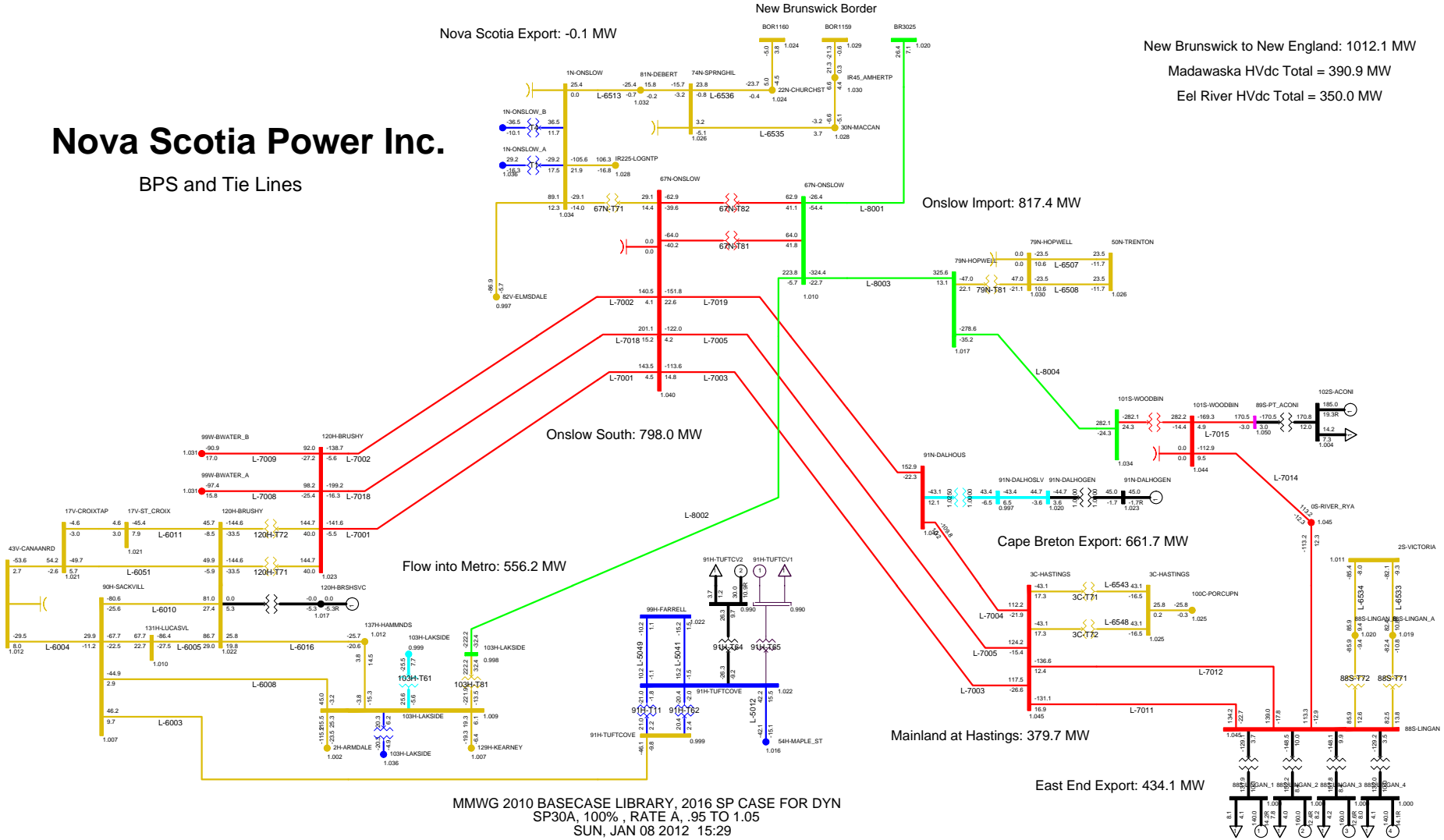
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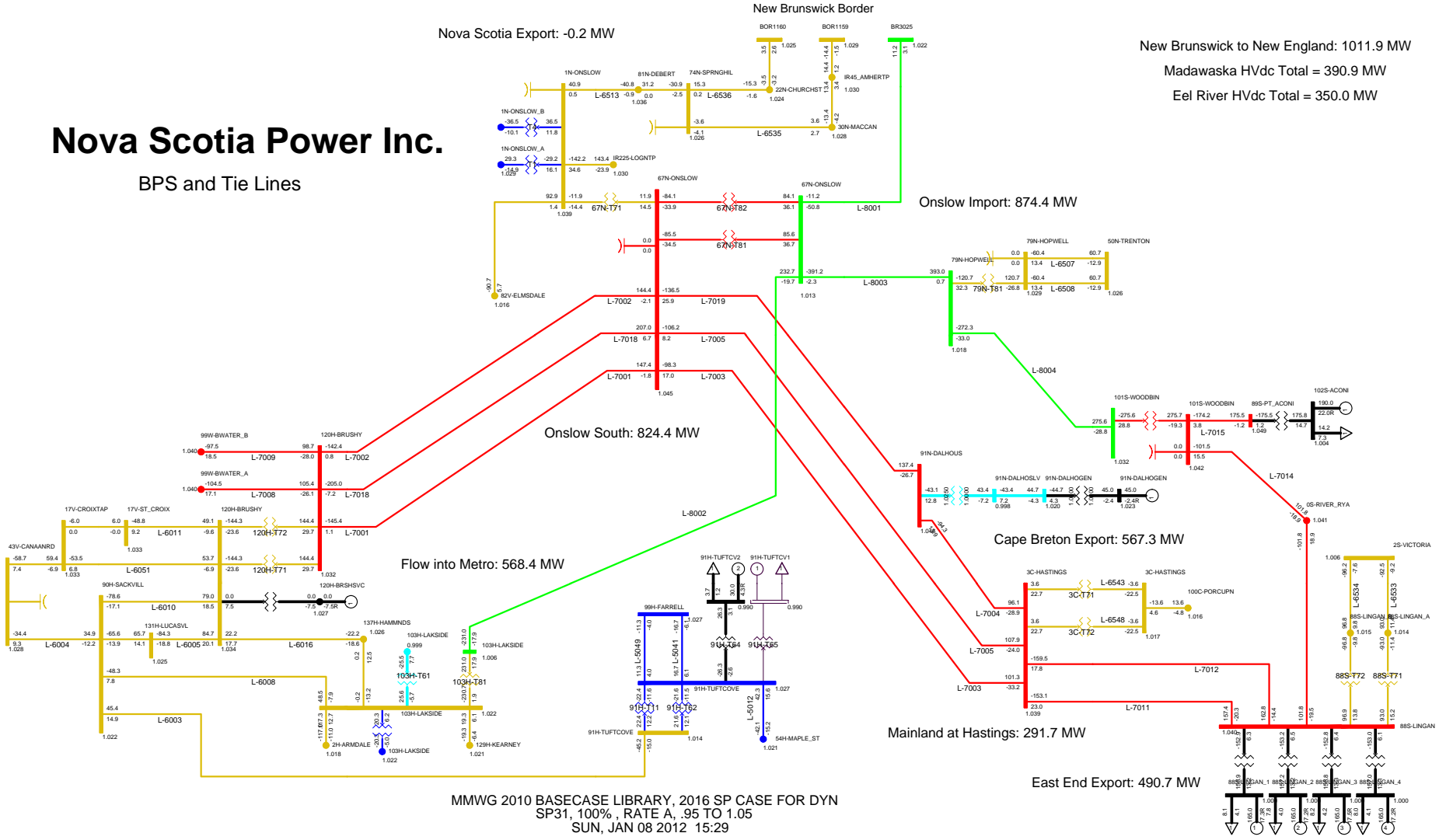
BPS and Tie Lines



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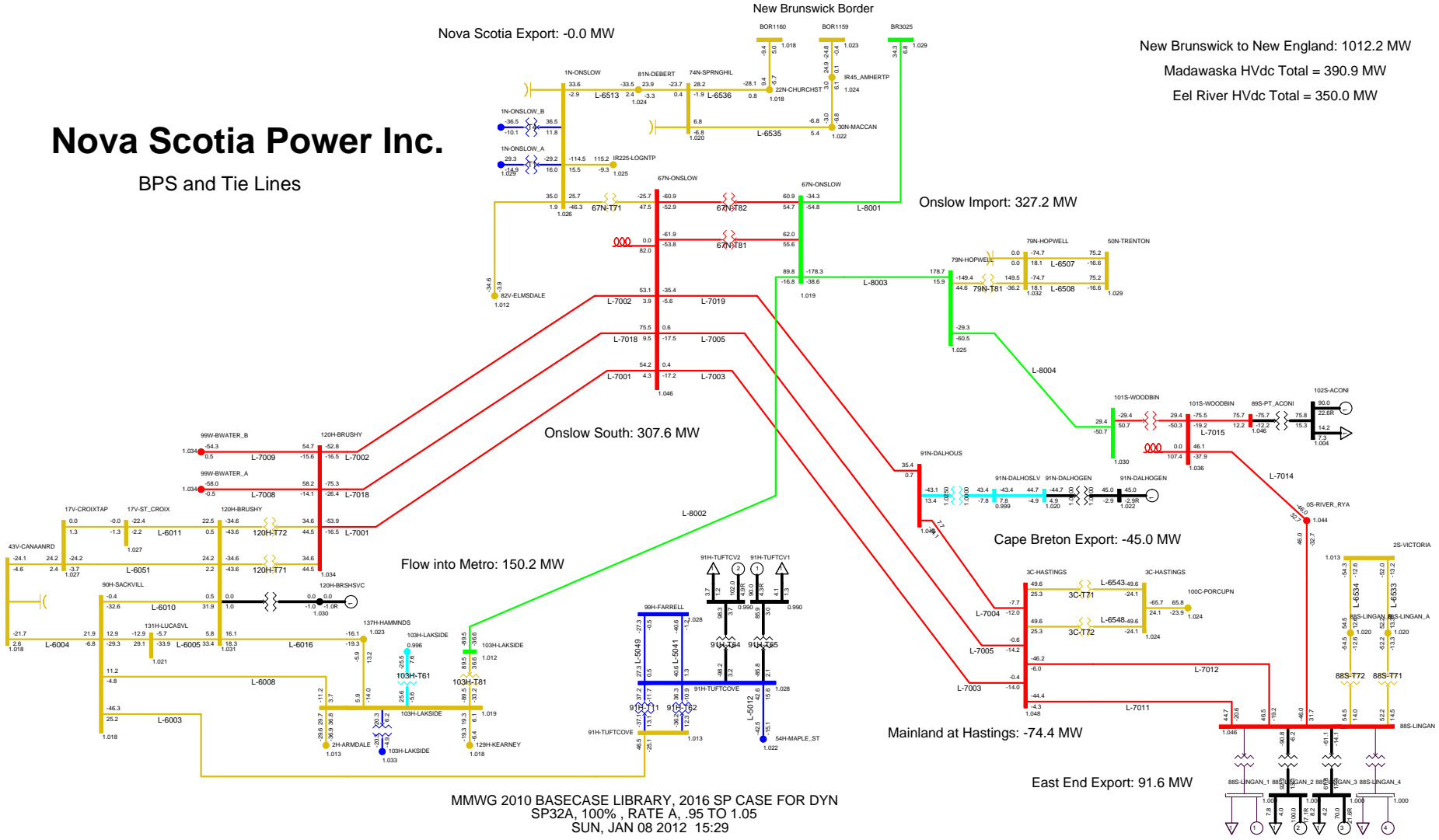
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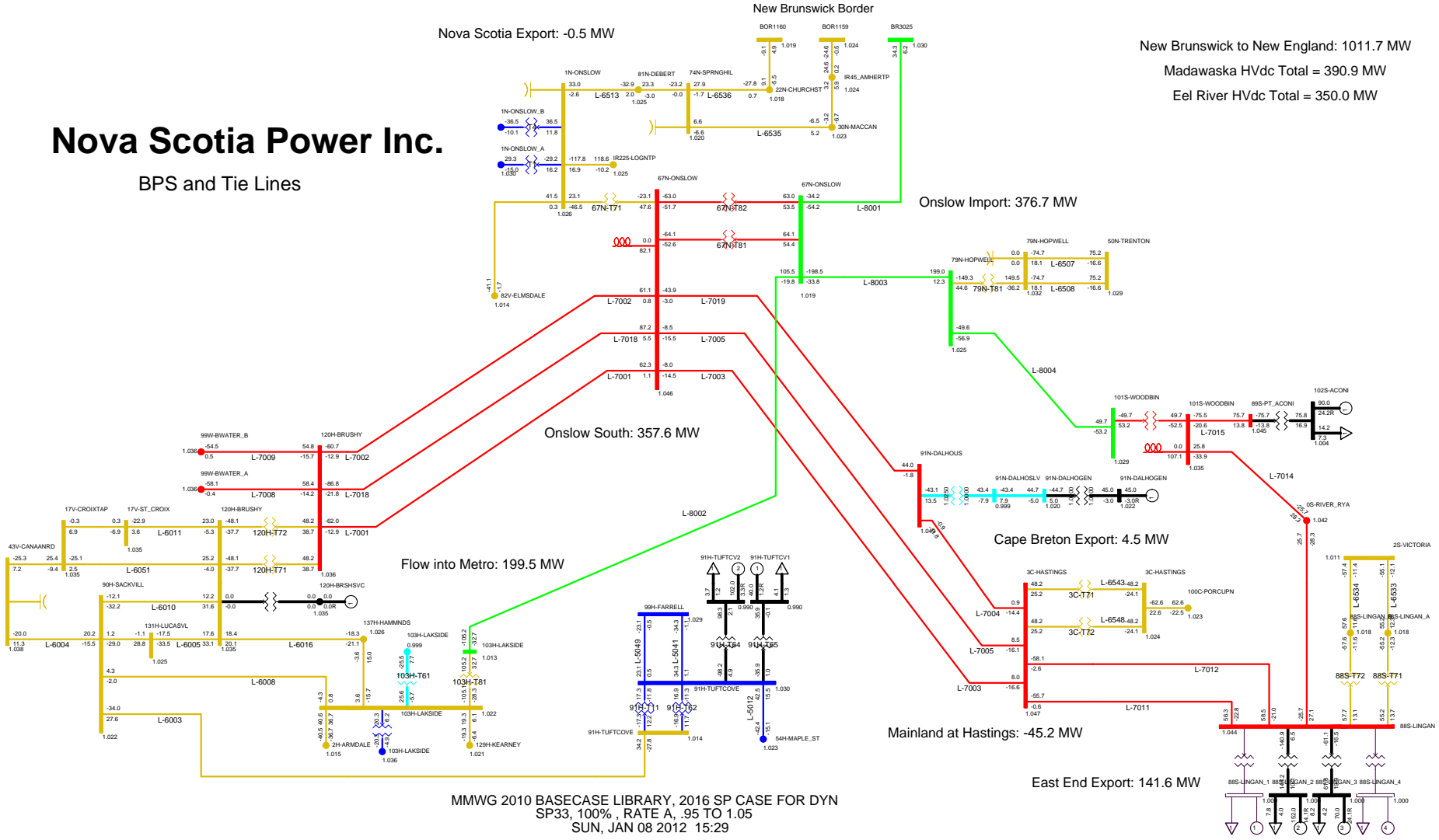
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BPS and Tie Lines



Nova Scotia Power Inc.

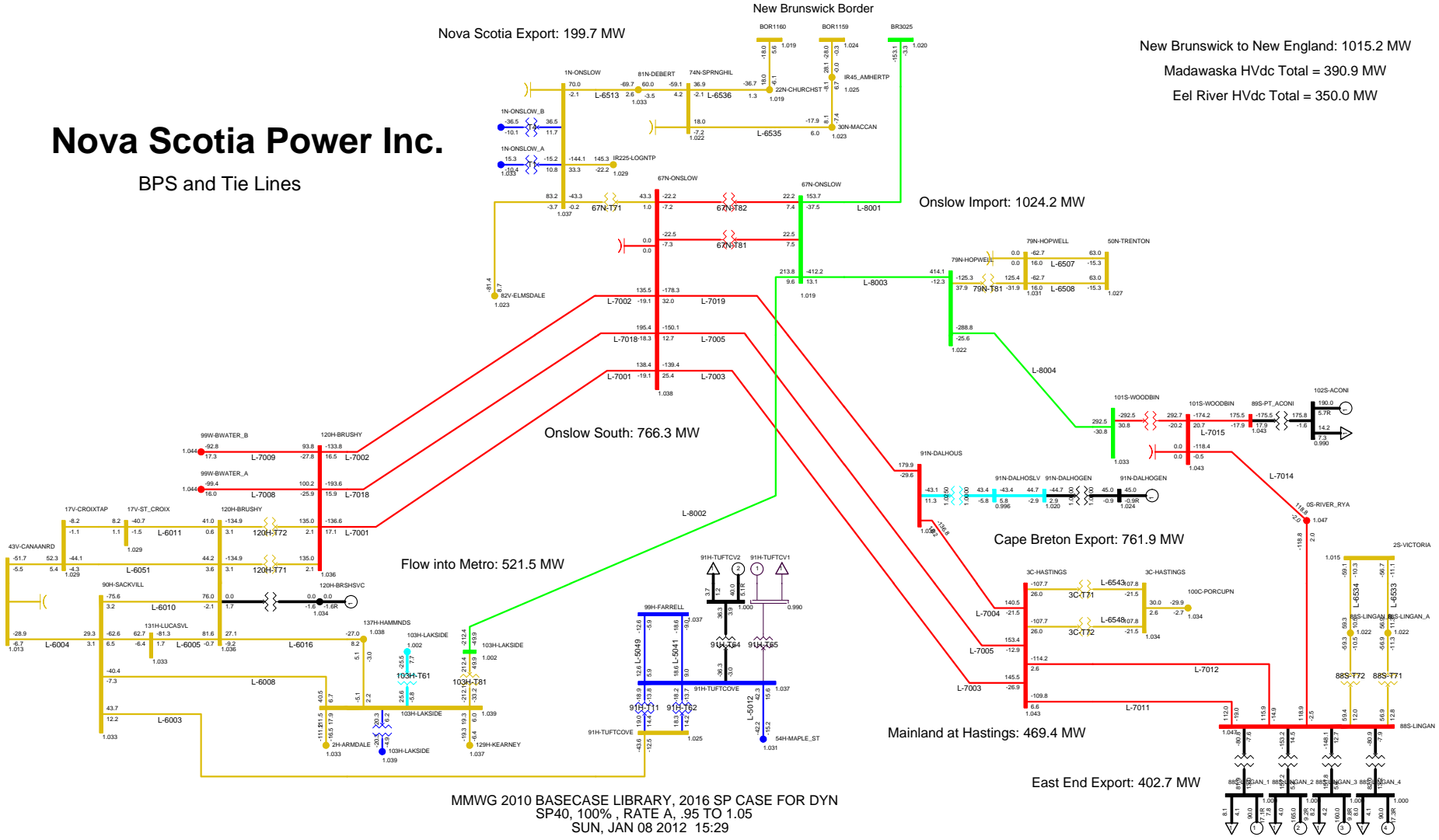
BPS and Tie Lines



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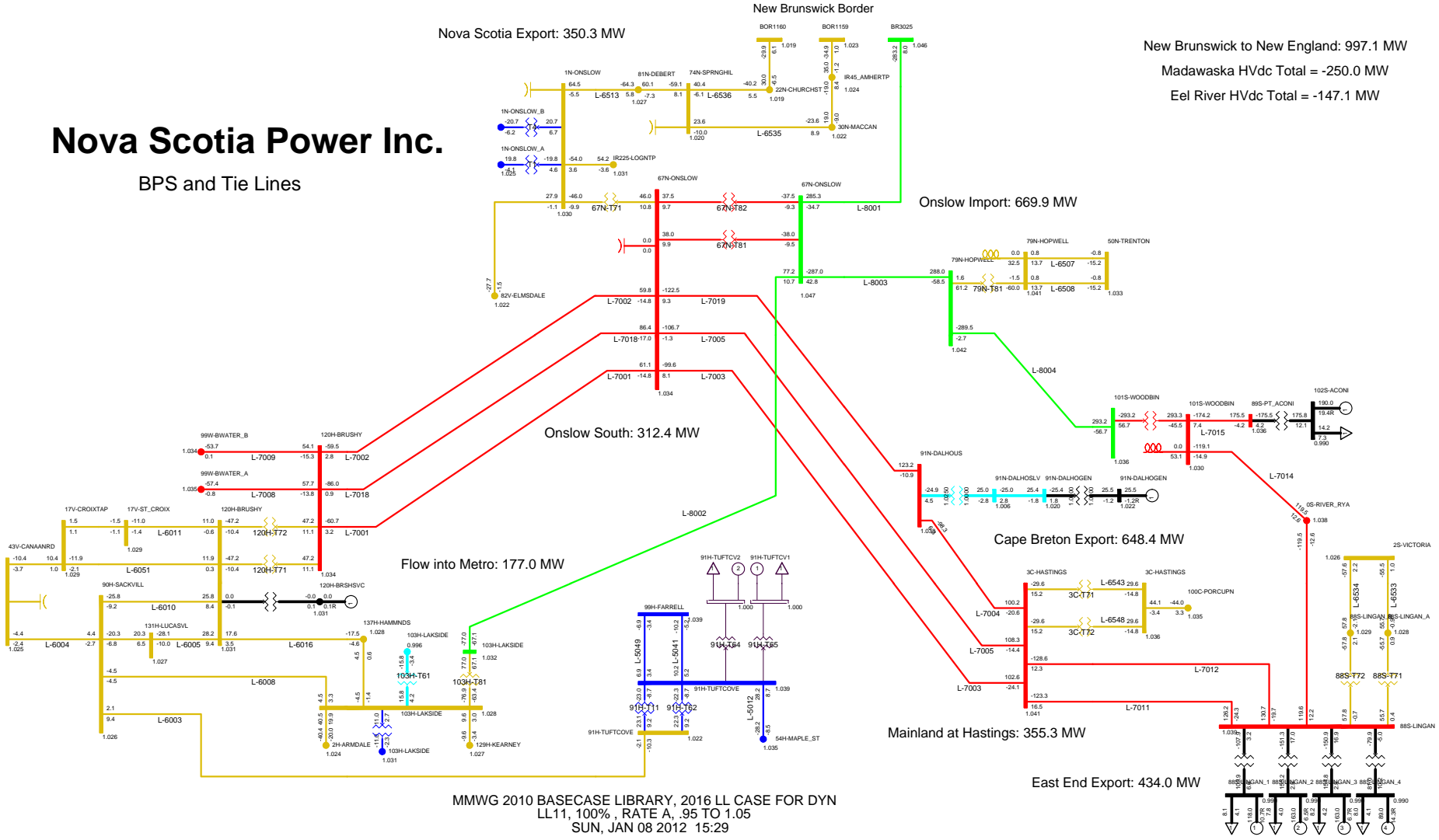
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BPS and Tie Lines



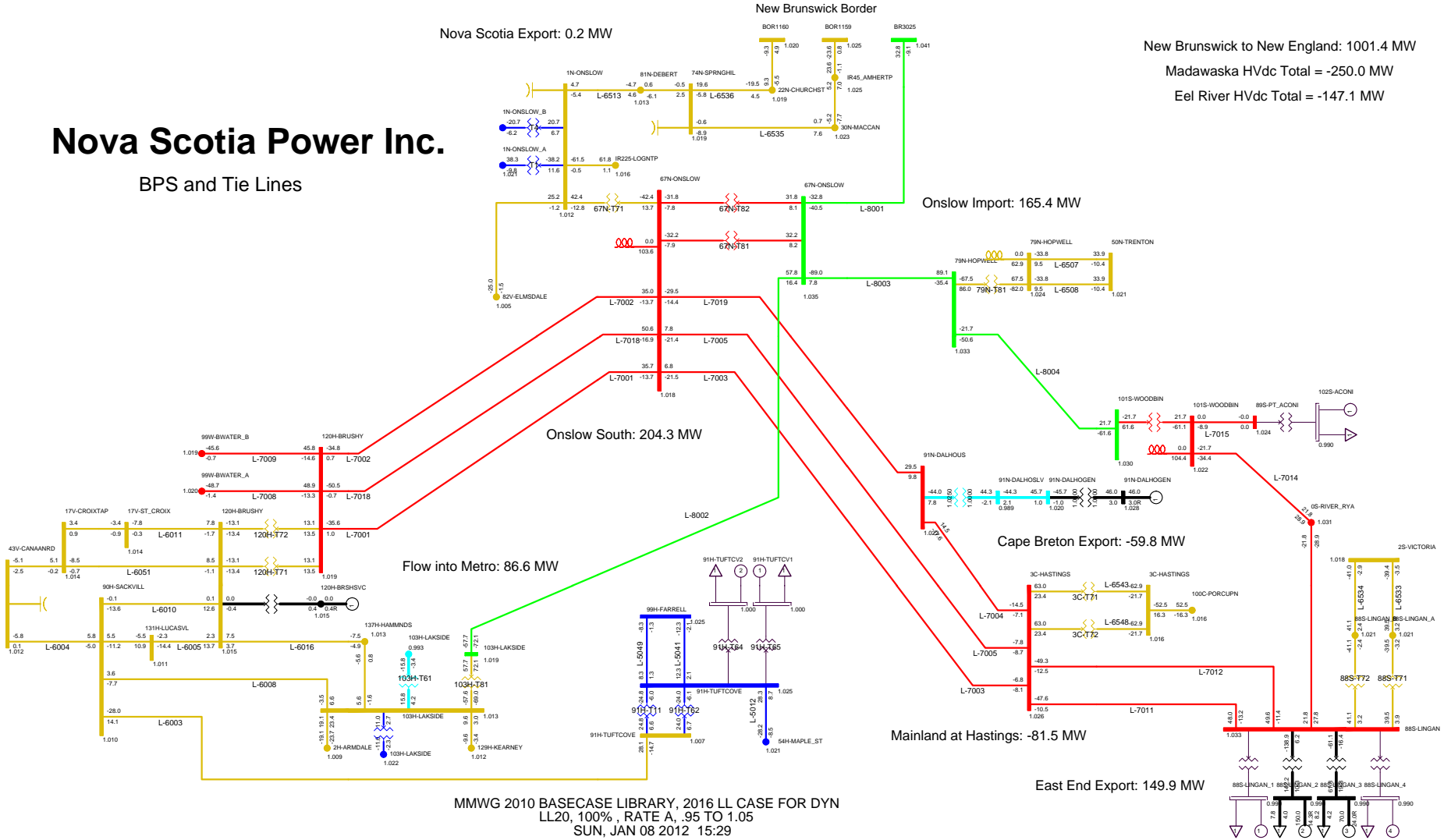
Nova Scotia Power Inc.

BPS and Tie Lines



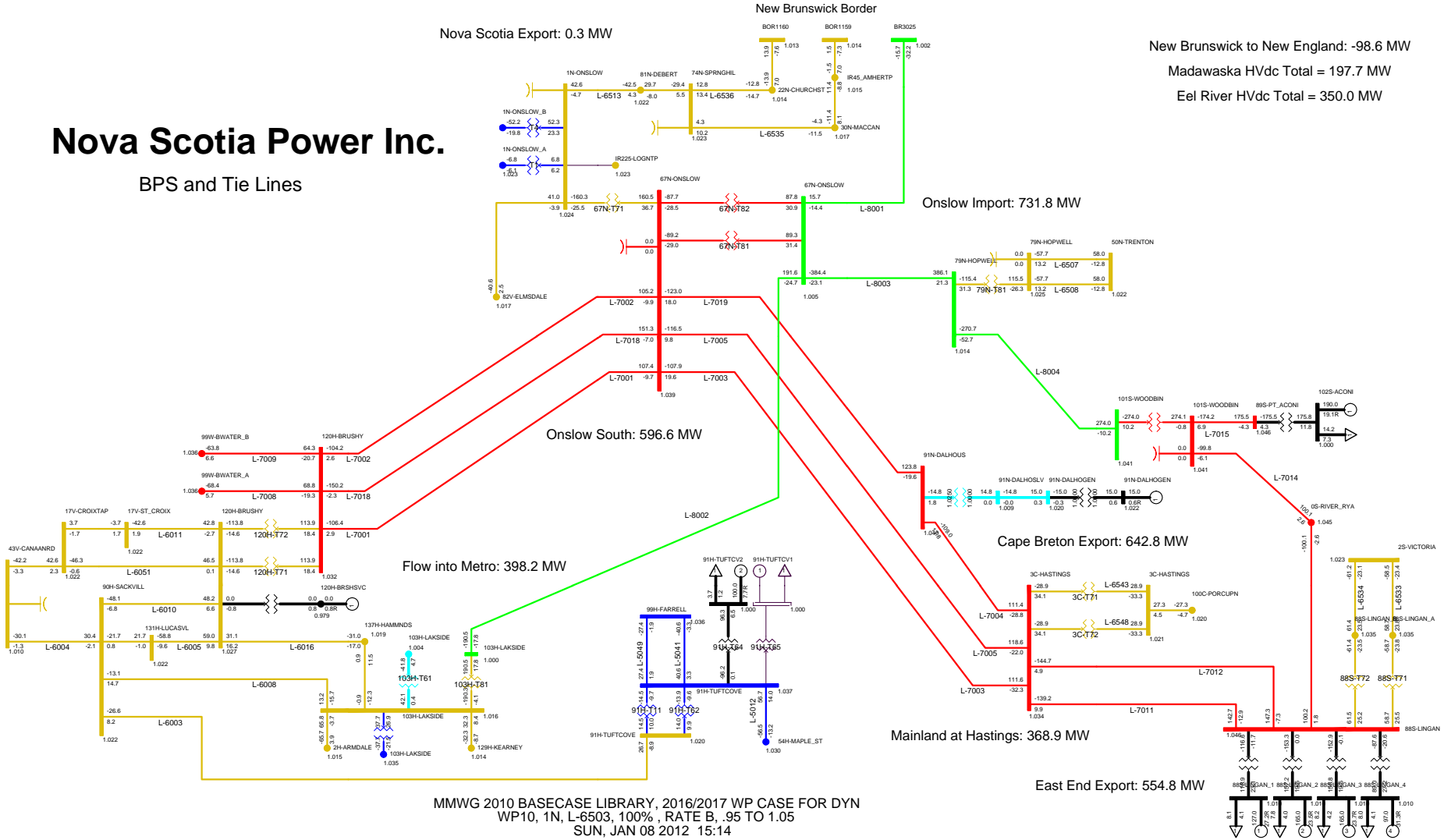
Nova Scotia Power Inc.

BPS and Tie Lines



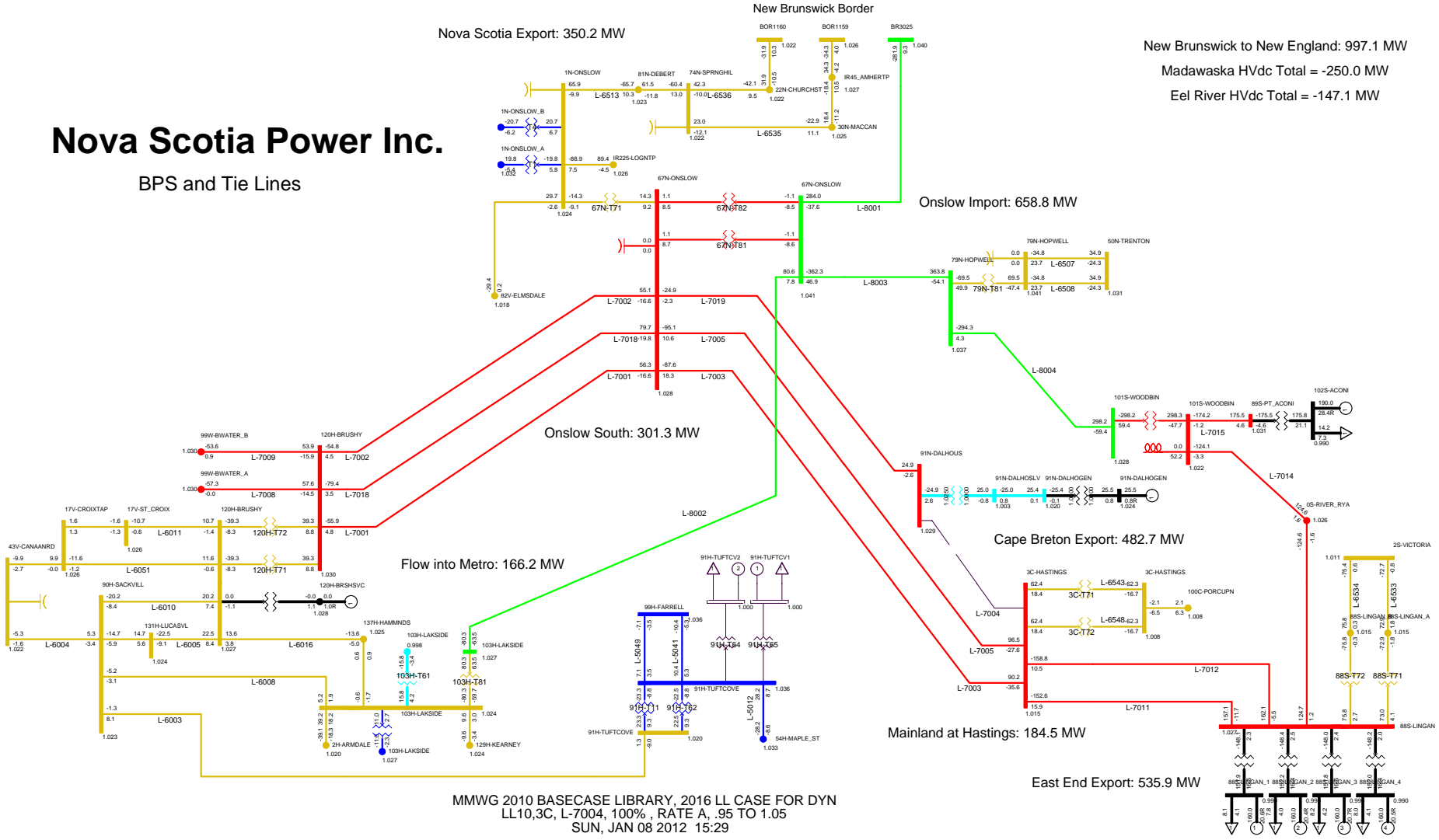
Nova Scotia Power Inc.

BPS and Tie Lines



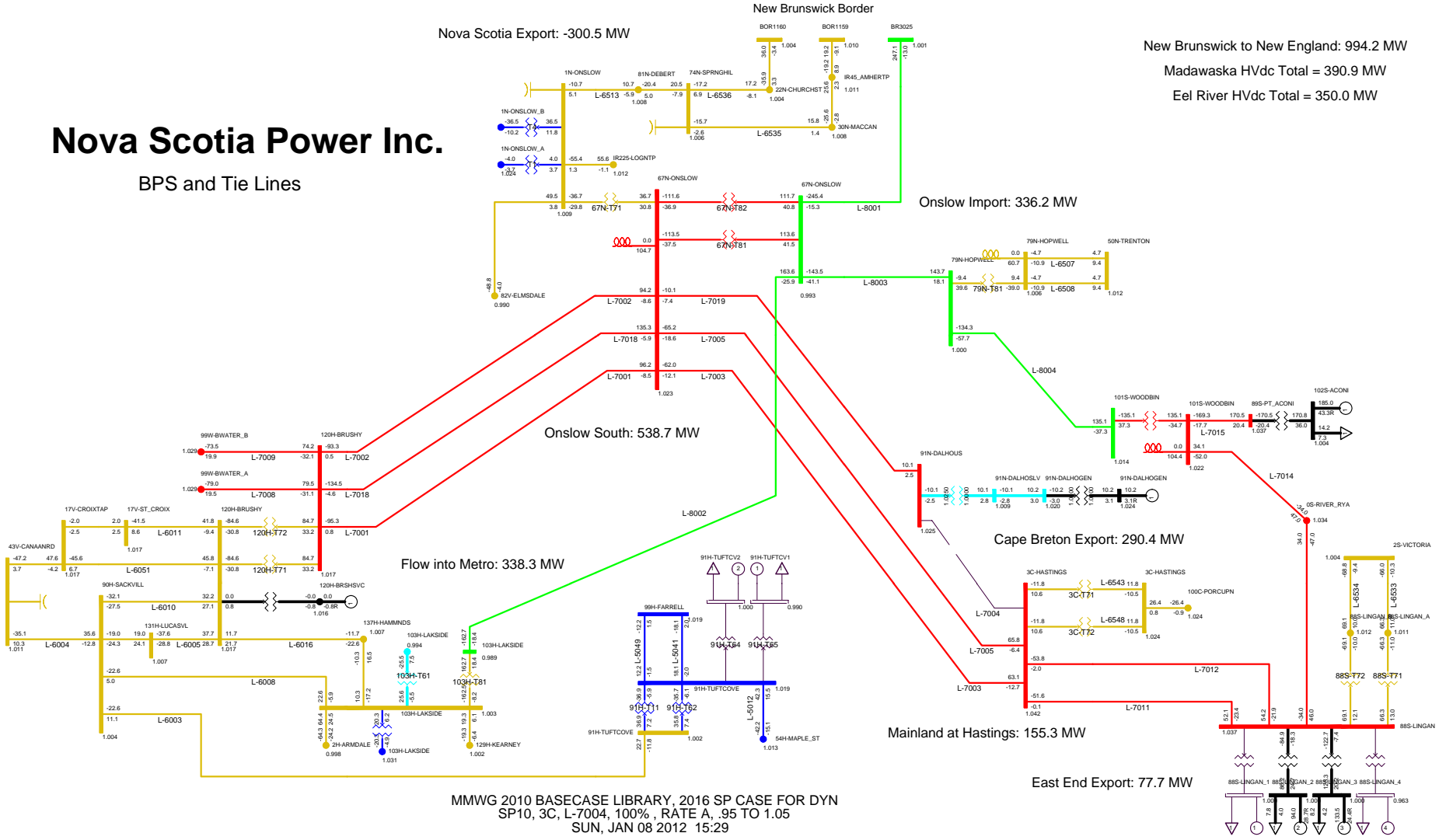
Nova Scotia Power Inc.

BPS and Tie Lines



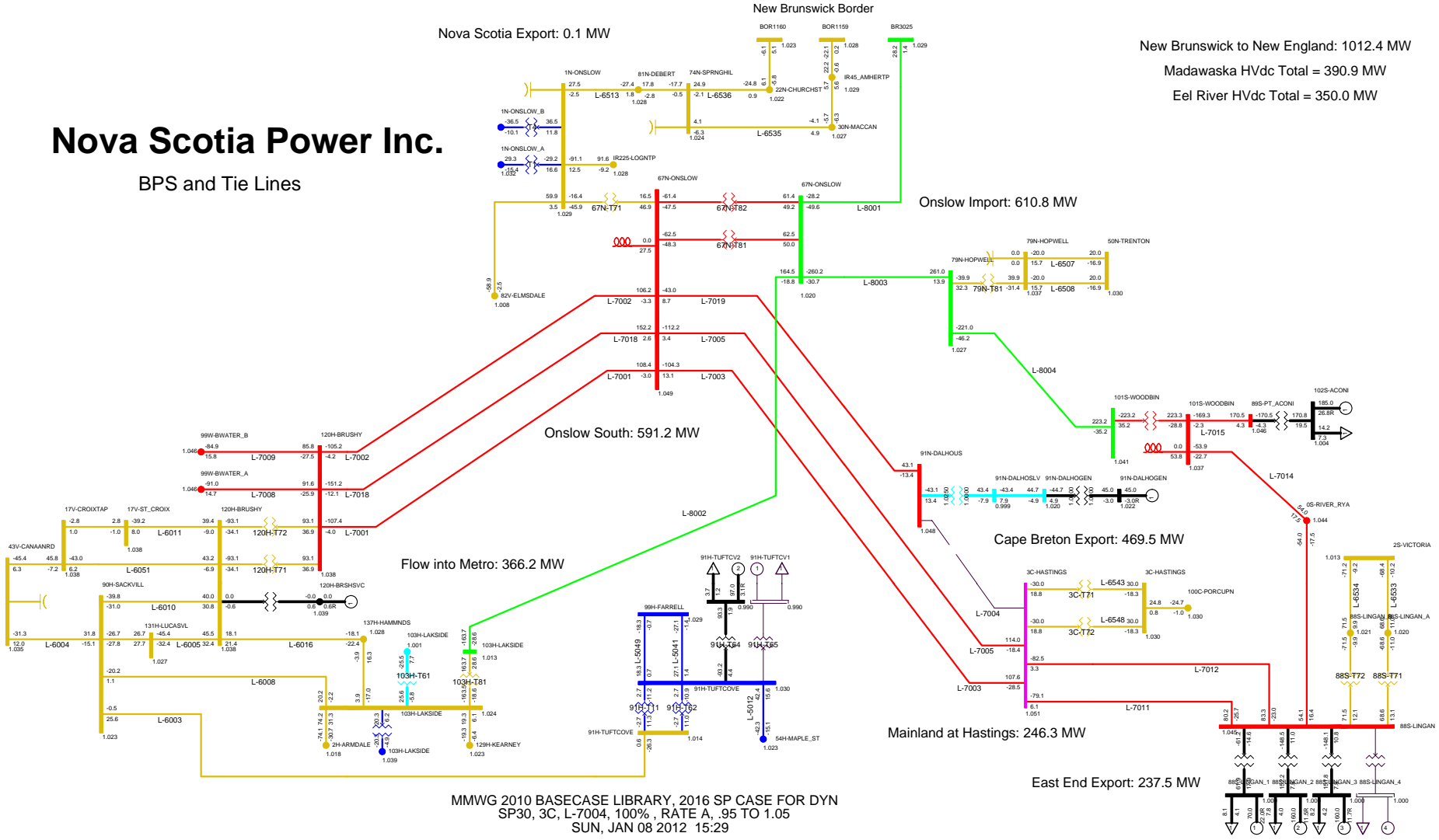
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

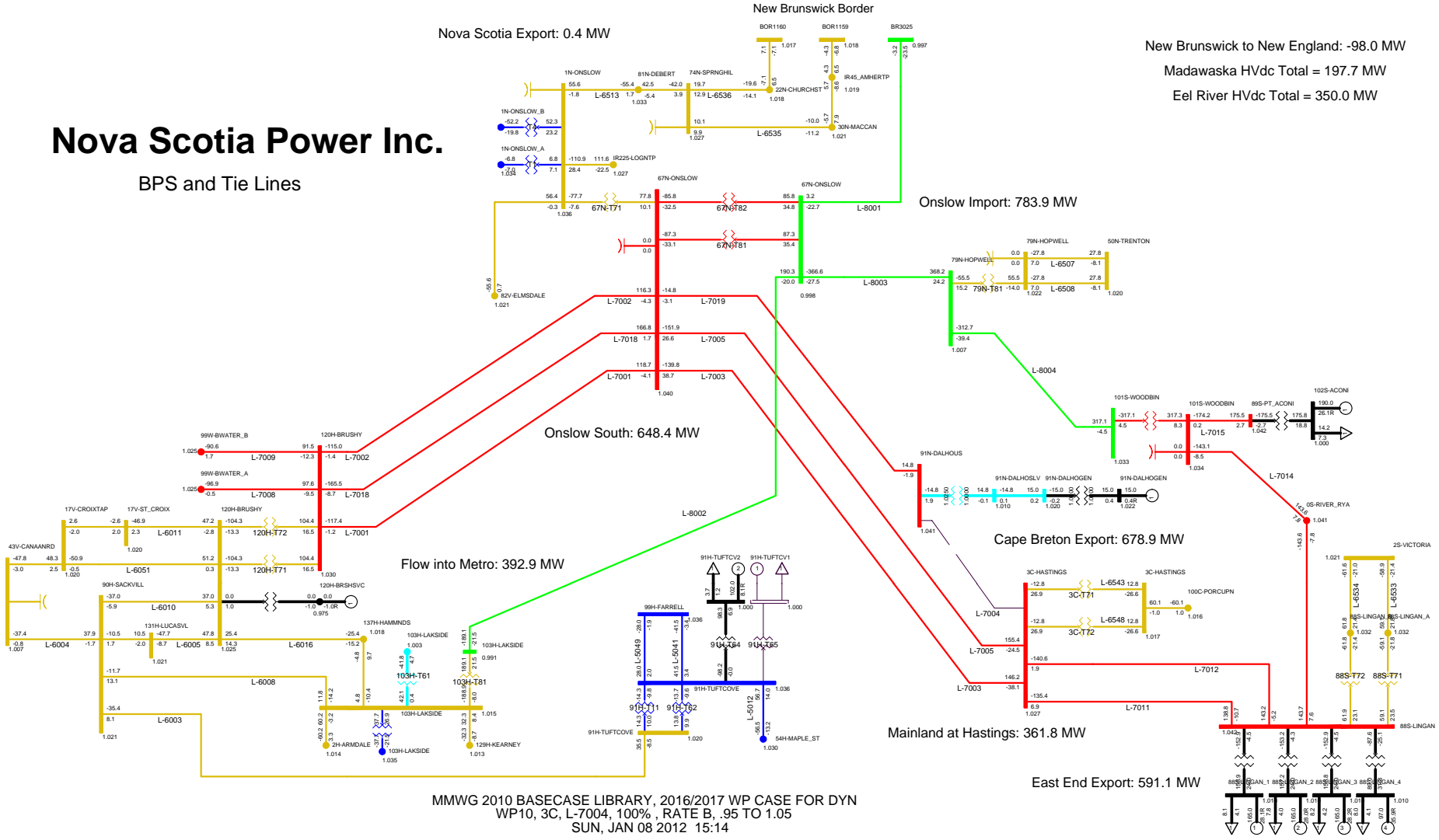
BPS and Tie Lines



MMWG 2010 BASECASE LIBRARY, 2016 SP CASE FOR DYN
SP30, 3C, L-7004, 100%, RATE A, .95 TO 1.05
SUN, JAN 08 2012 15:29

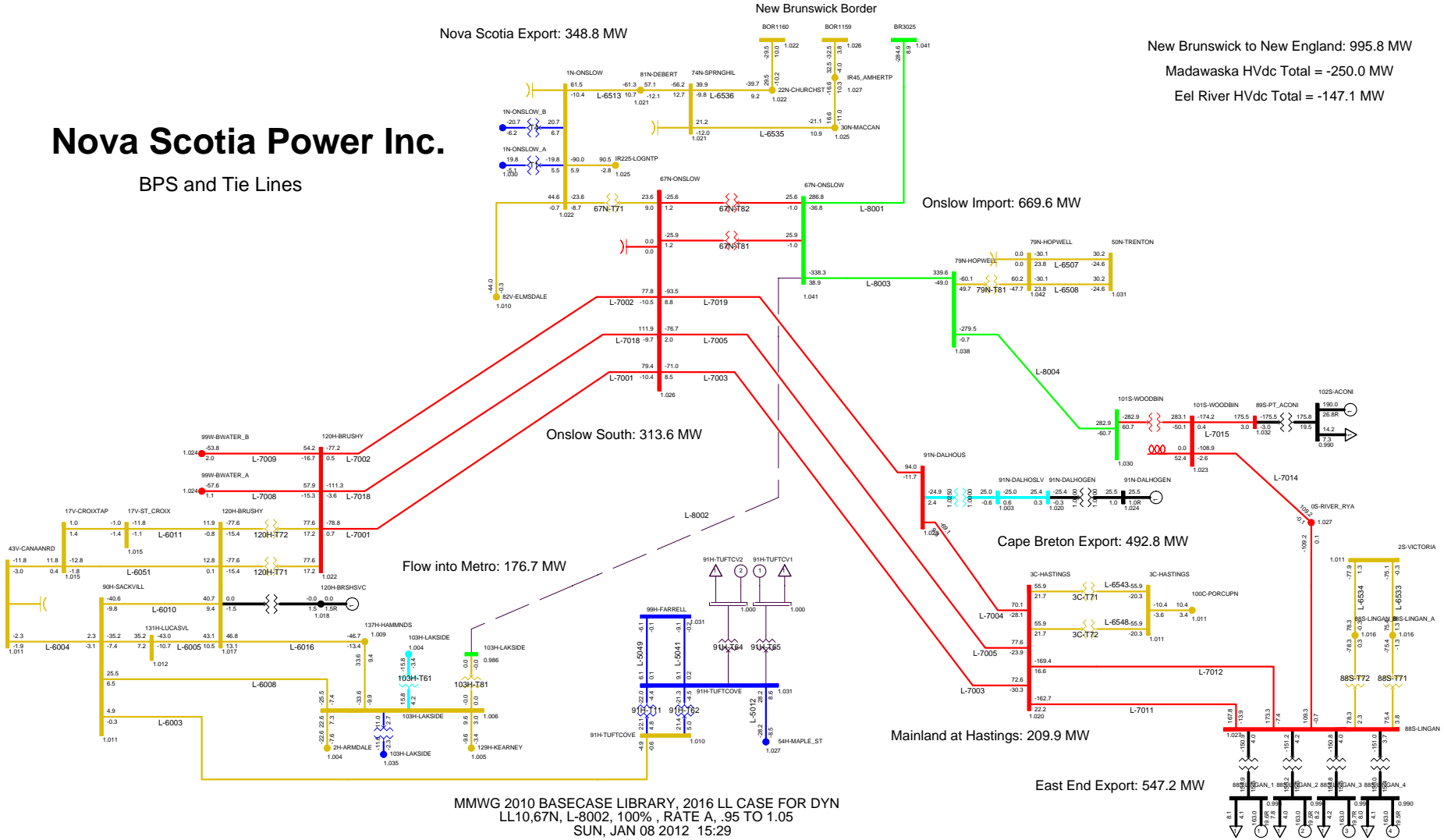
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

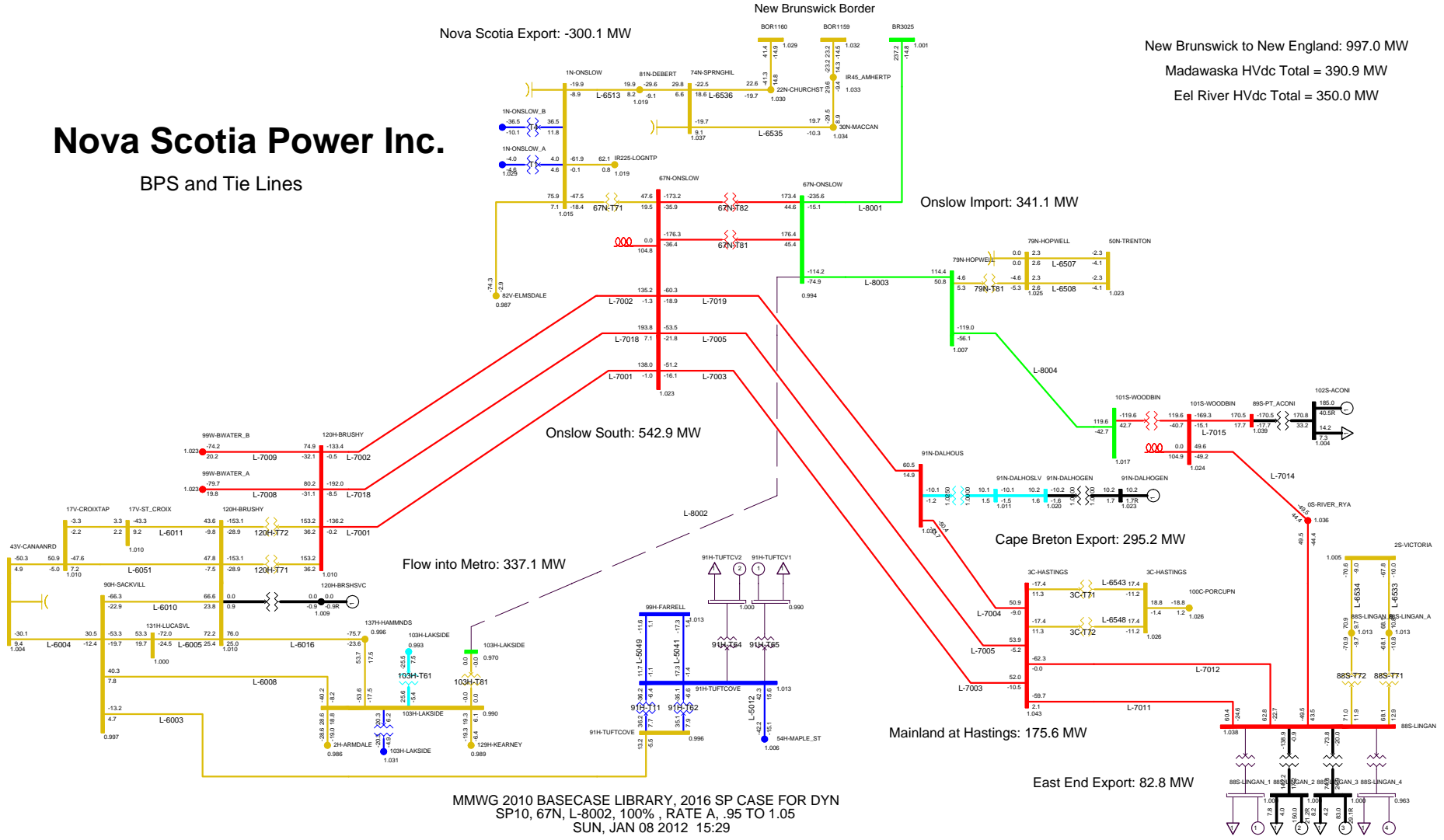
BPS and Tie Lines



MMWG 2010 BASECASE LIBRARY, 2016 LL CASE FOR DYN
LL10,67N, L-8002, 100%, RATE A, .95 TO 1.05
SUN, JAN 08 2012 15:29

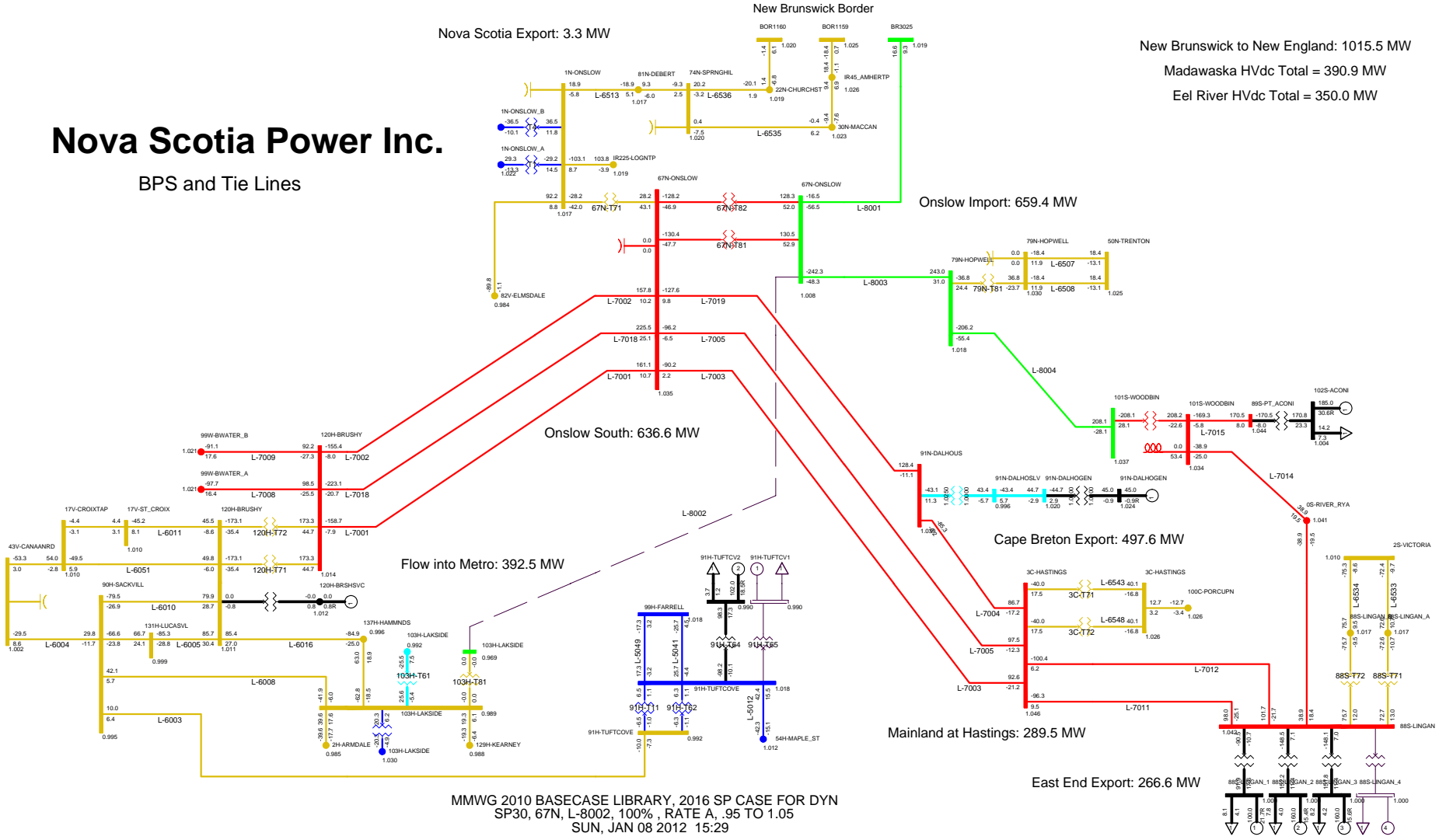
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

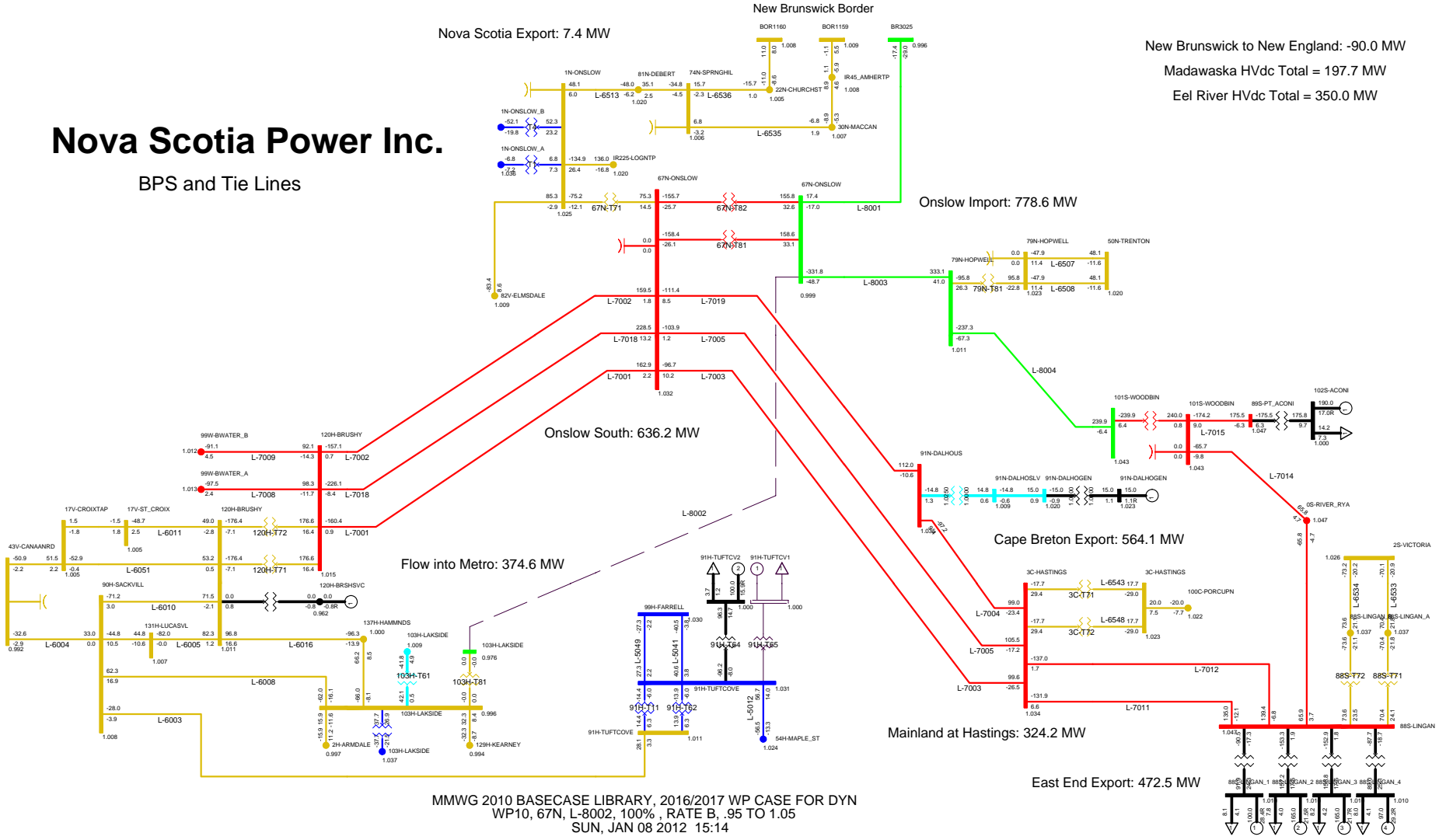
BPS and Tie Lines



MMWG 2010 BASECASE LIBRARY, 2016 SP CASE FOR DYN SP30, 67N, L-8002, 100%, RATE A, .95 TO 1.05 SUN, JAN 08 2012 15:29

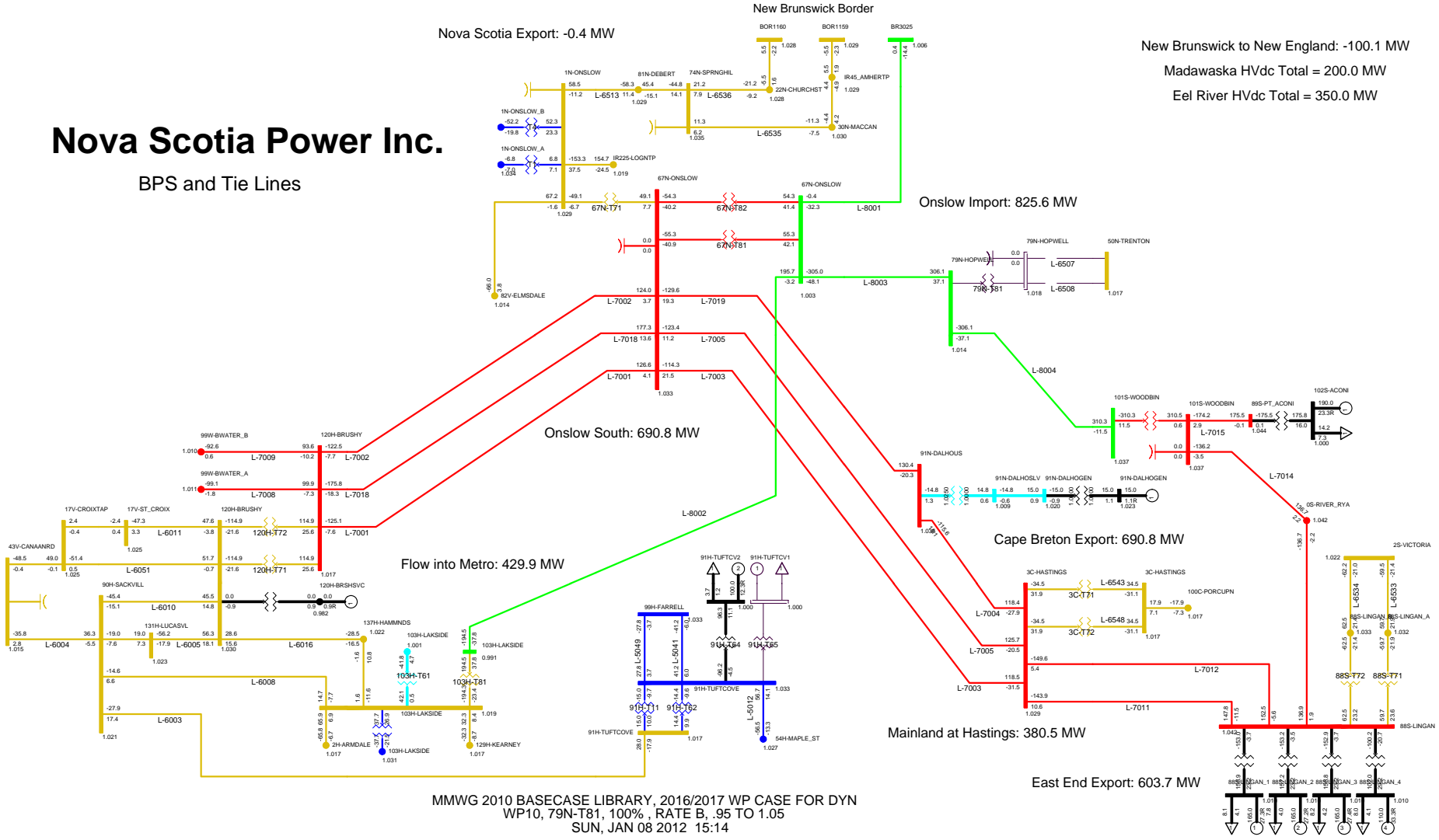
Nova Scotia Power Inc.

BPS and Tie Lines



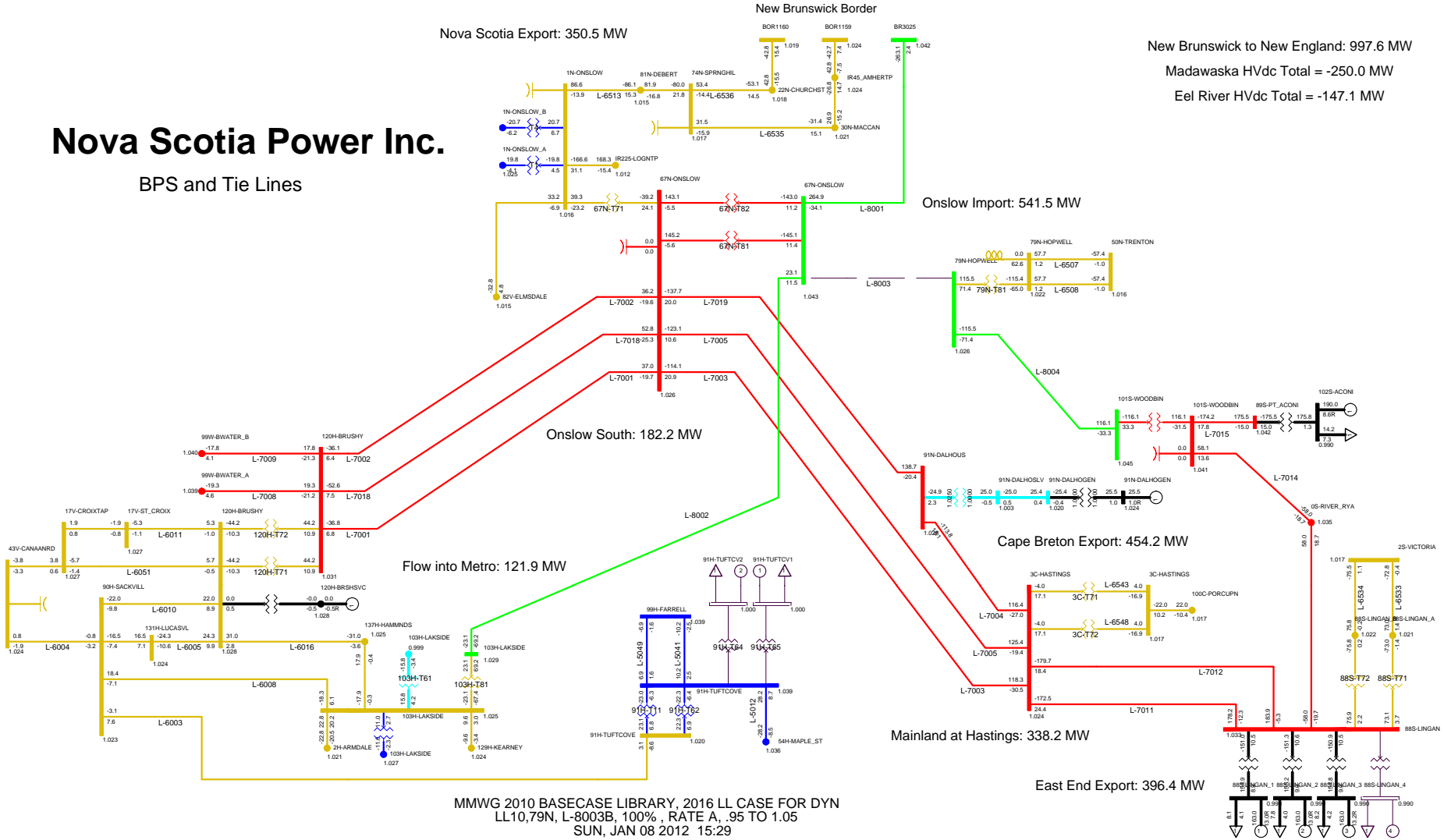
Nova Scotia Power Inc.

BPS and Tie Lines



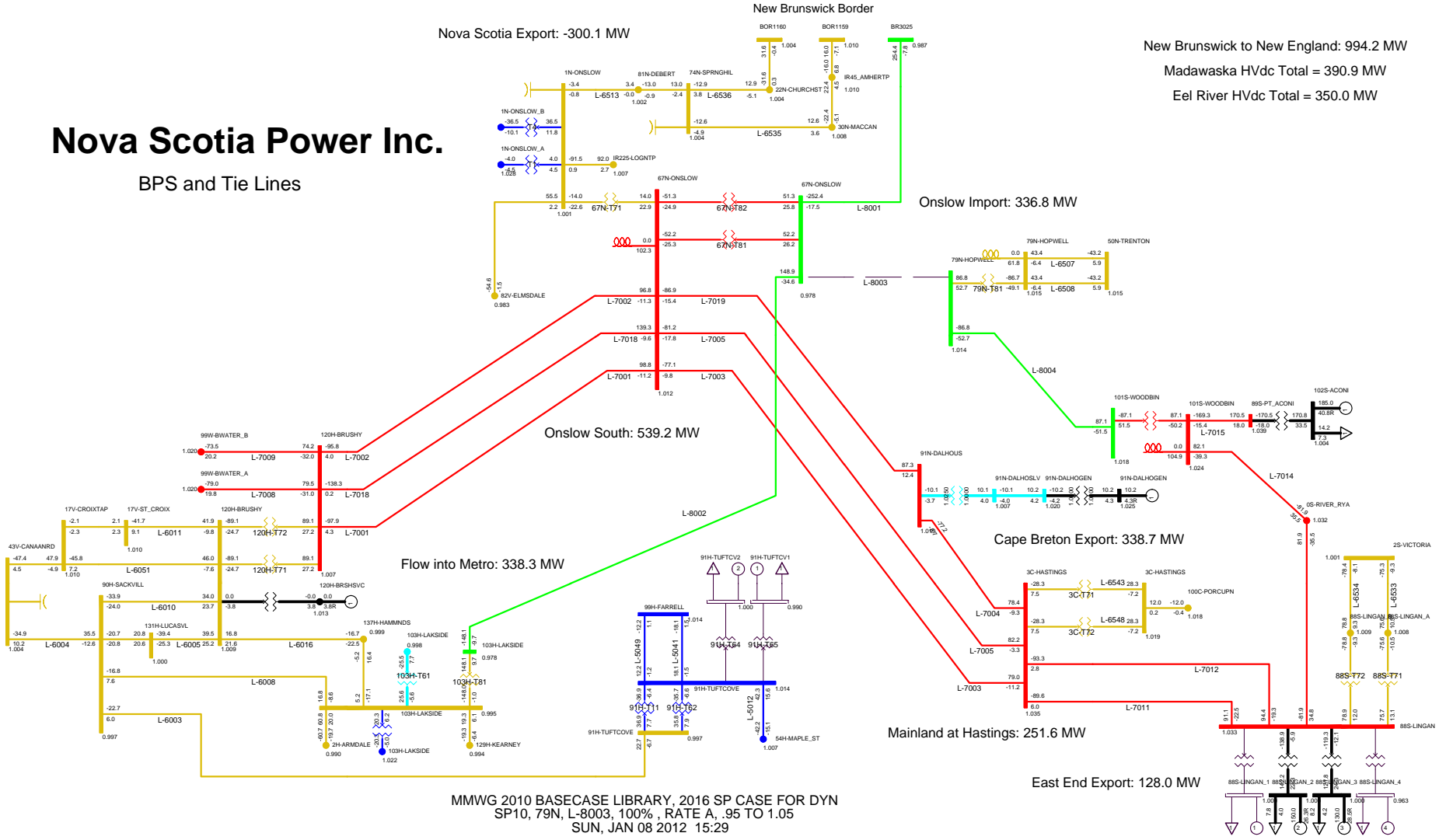
Nova Scotia Power Inc.

BPS and Tie Lines



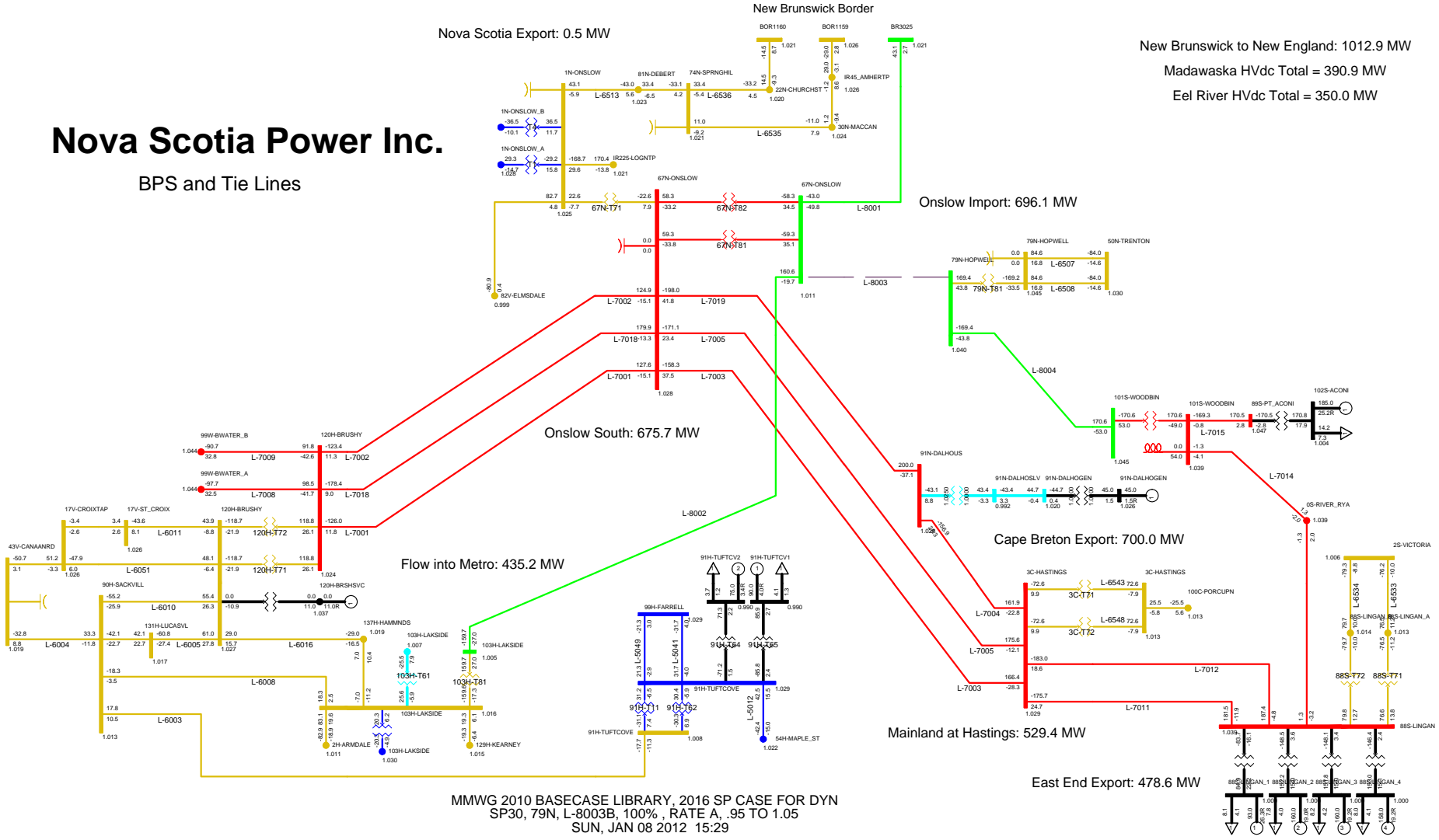
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Export: 0.5 MW

New Brunswick Border

New Brunswick to New England: 1012.9 MW

Madawaska HVdc Total = 390.9 MW

Eel River HVdc Total = 350.0 MW

Onslow Import: 696.1 MW

Onslow South: 675.7 MW

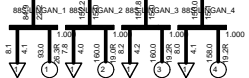
Flow into Metro: 435.2 MW

Cape Breton Export: 700.0 MW

Mainland at Hastings: 529.4 MW

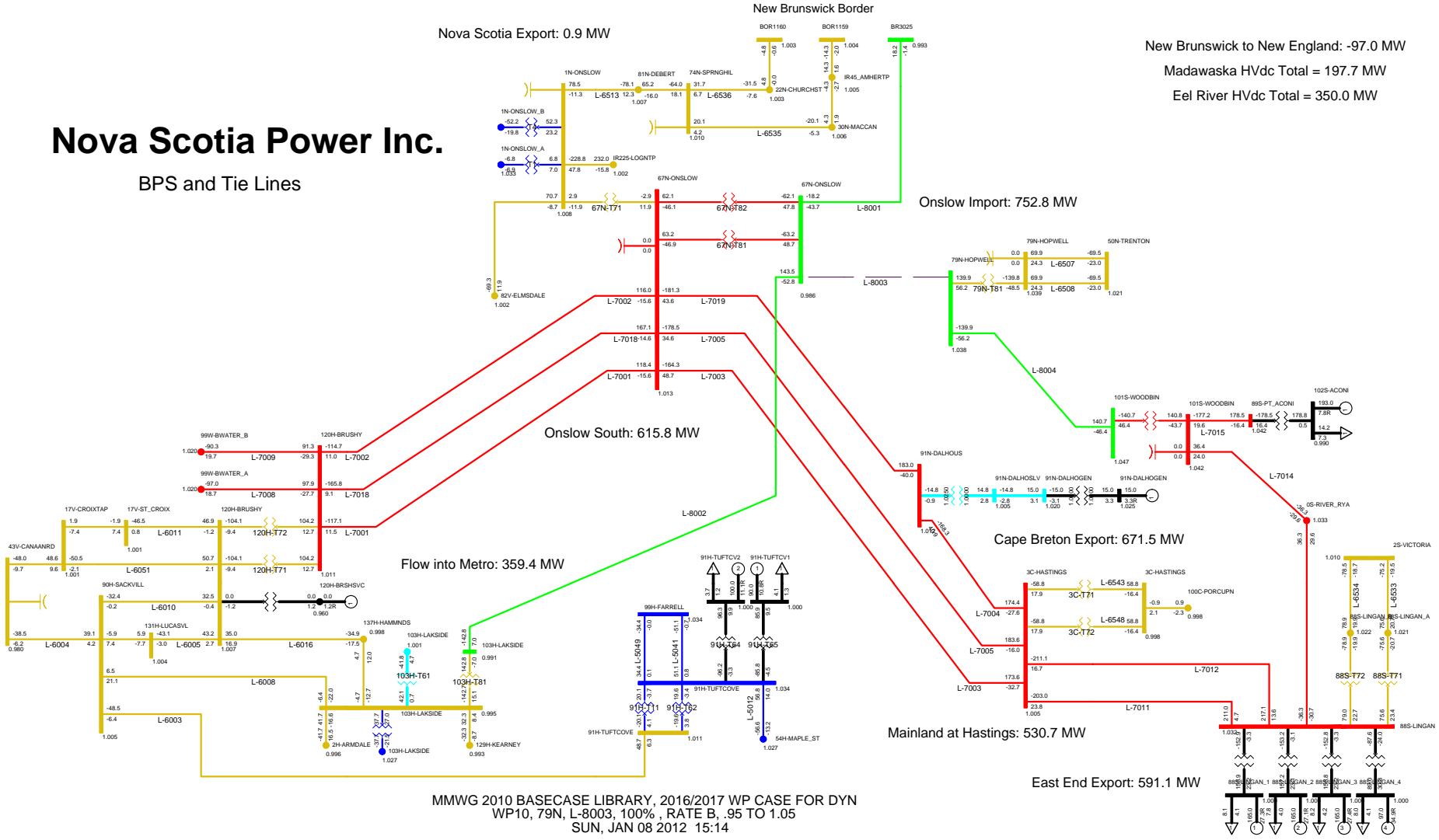
East End Export: 478.6 MW

MMWG 2010 BASECASE LIBRARY, 2016 SP CASE FOR DYN
SP30, 79N, L-8003B, 100% , RATE A, .95 TO 1.05
SUN, JAN 08 2012 15:29



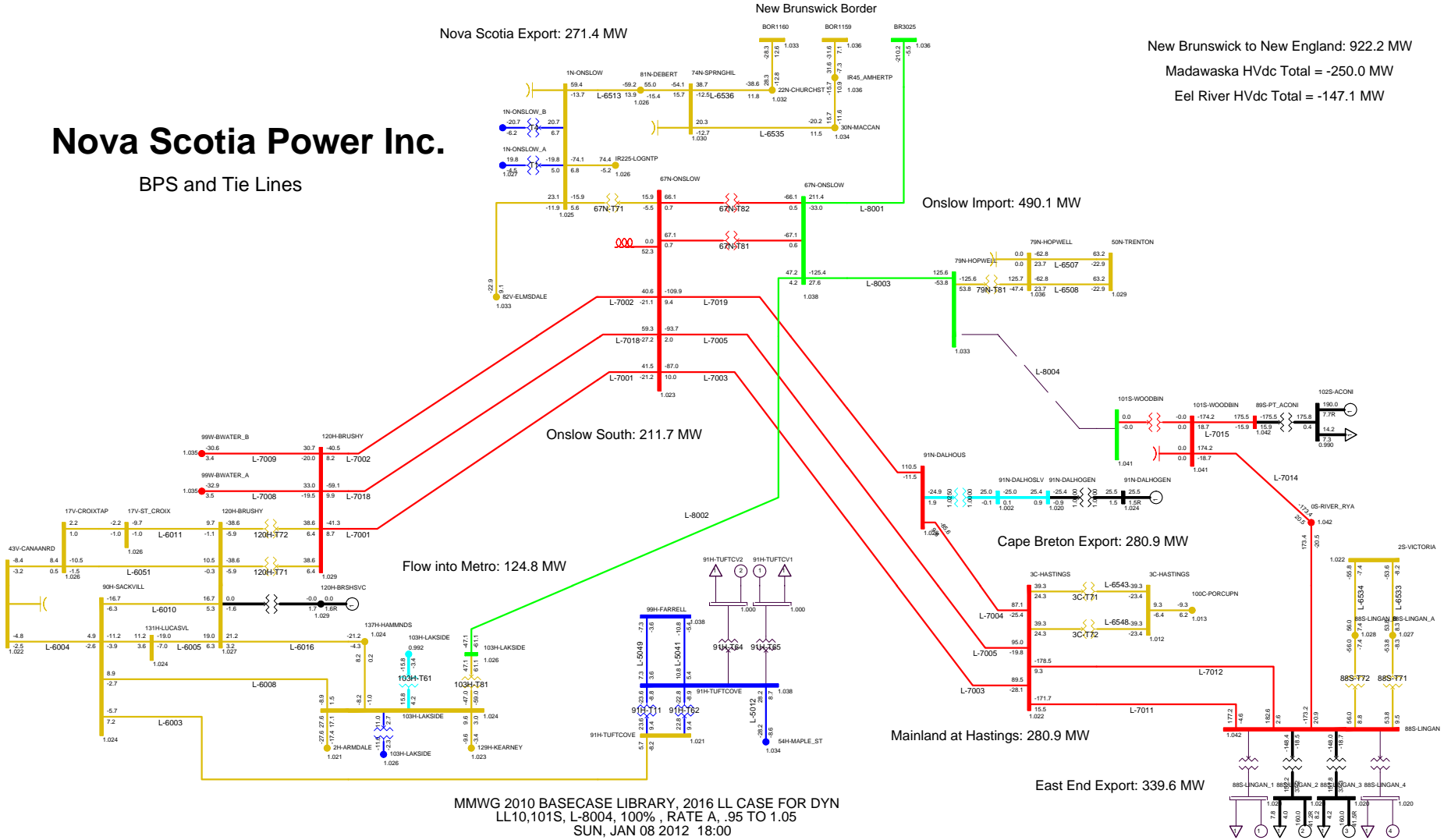
Nova Scotia Power Inc.

BPS and Tie Lines



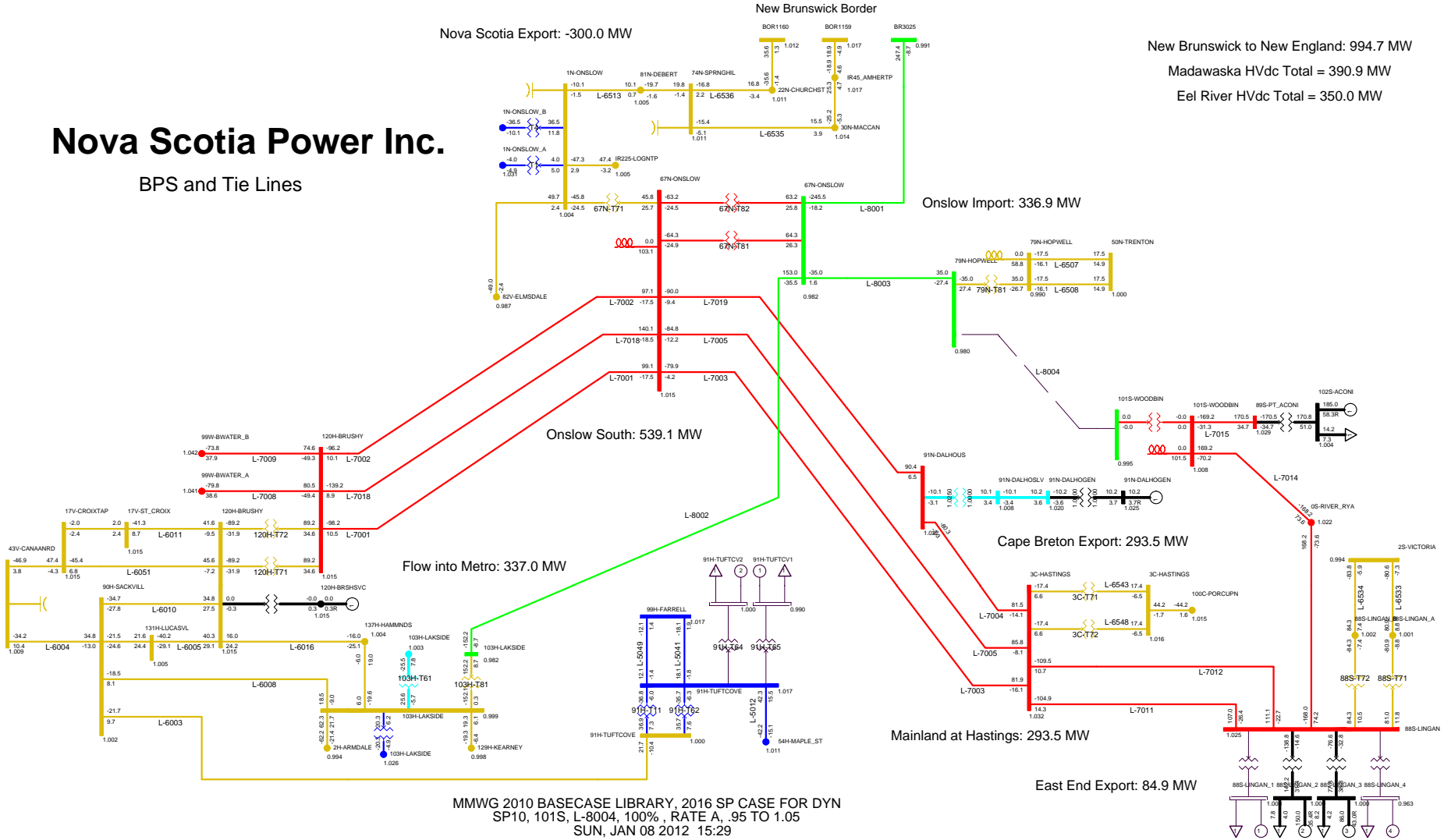
Nova Scotia Power Inc.

BPS and Tie Lines



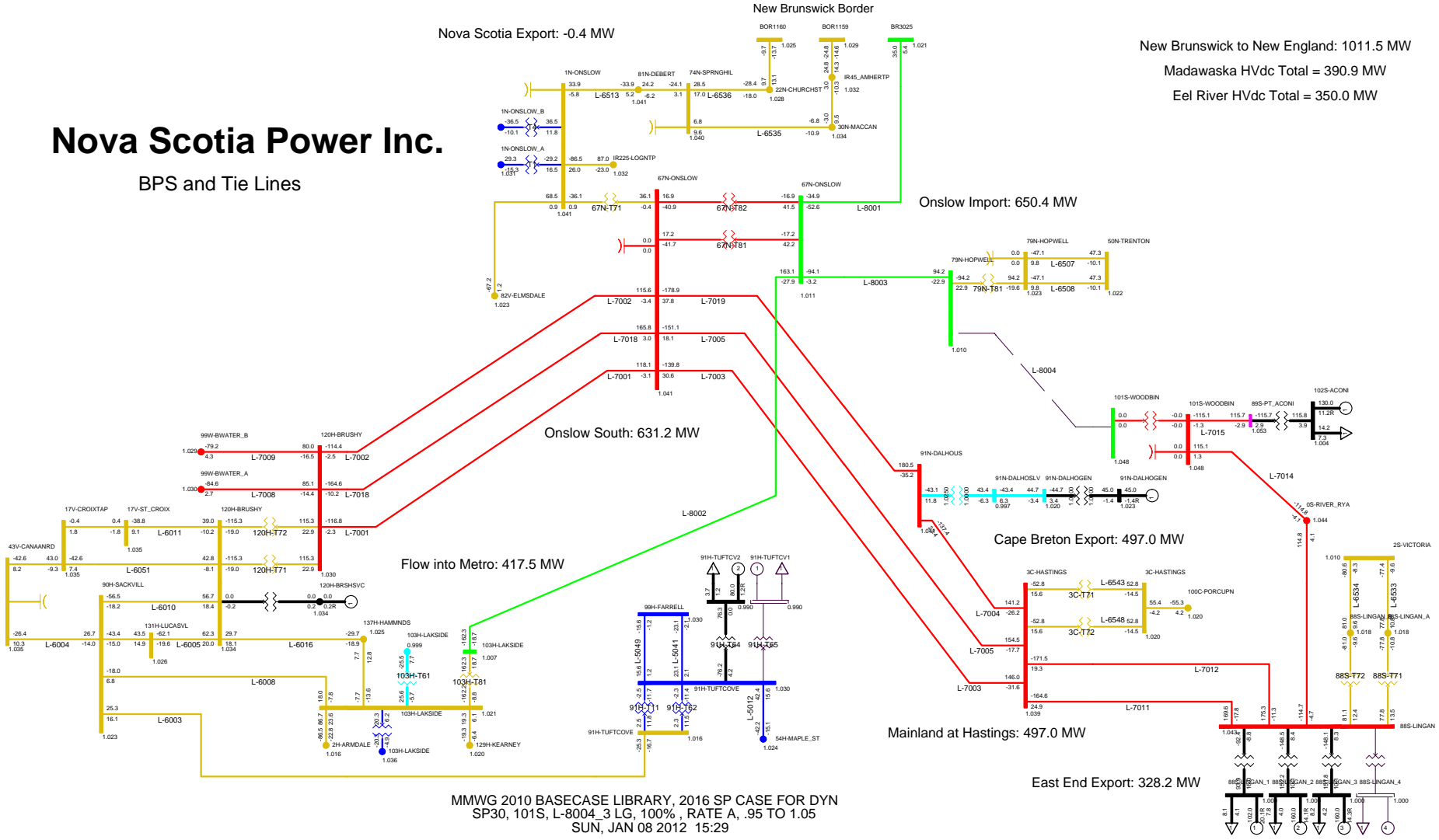
Nova Scotia Power Inc.

BPS and Tie Lines



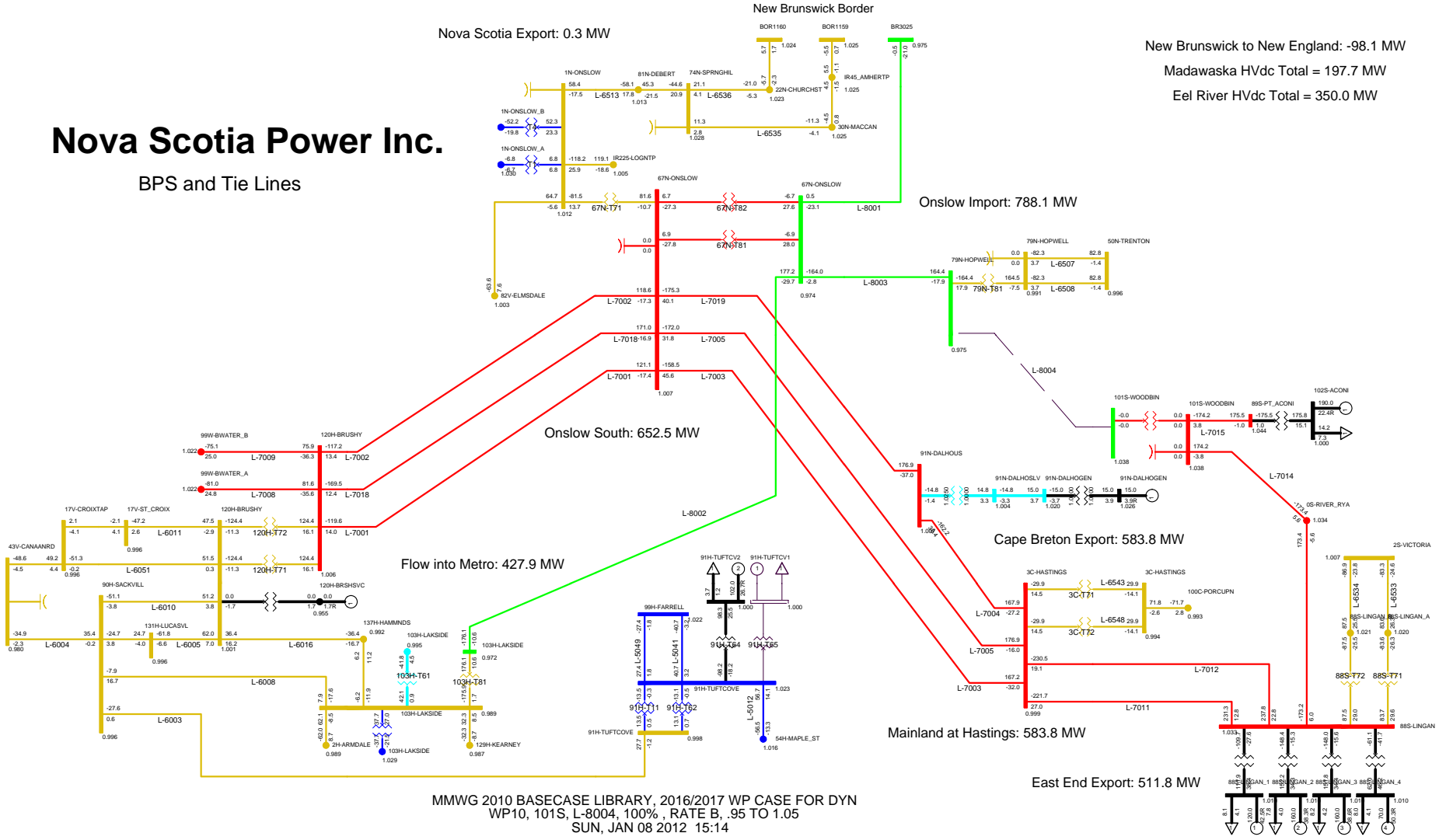
Nova Scotia Power Inc.

BPS and Tie Lines



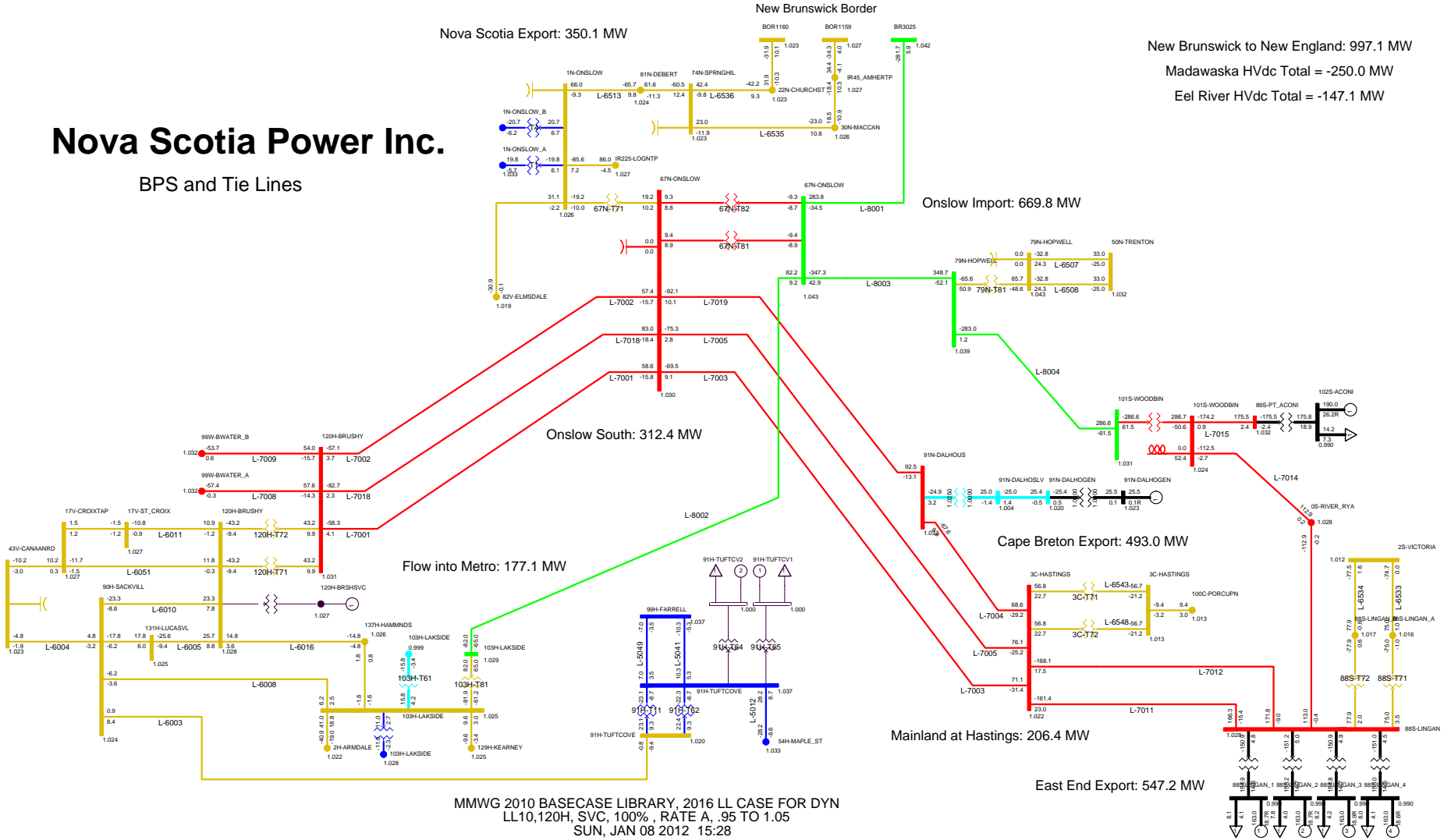
Nova Scotia Power Inc.

BPS and Tie Lines



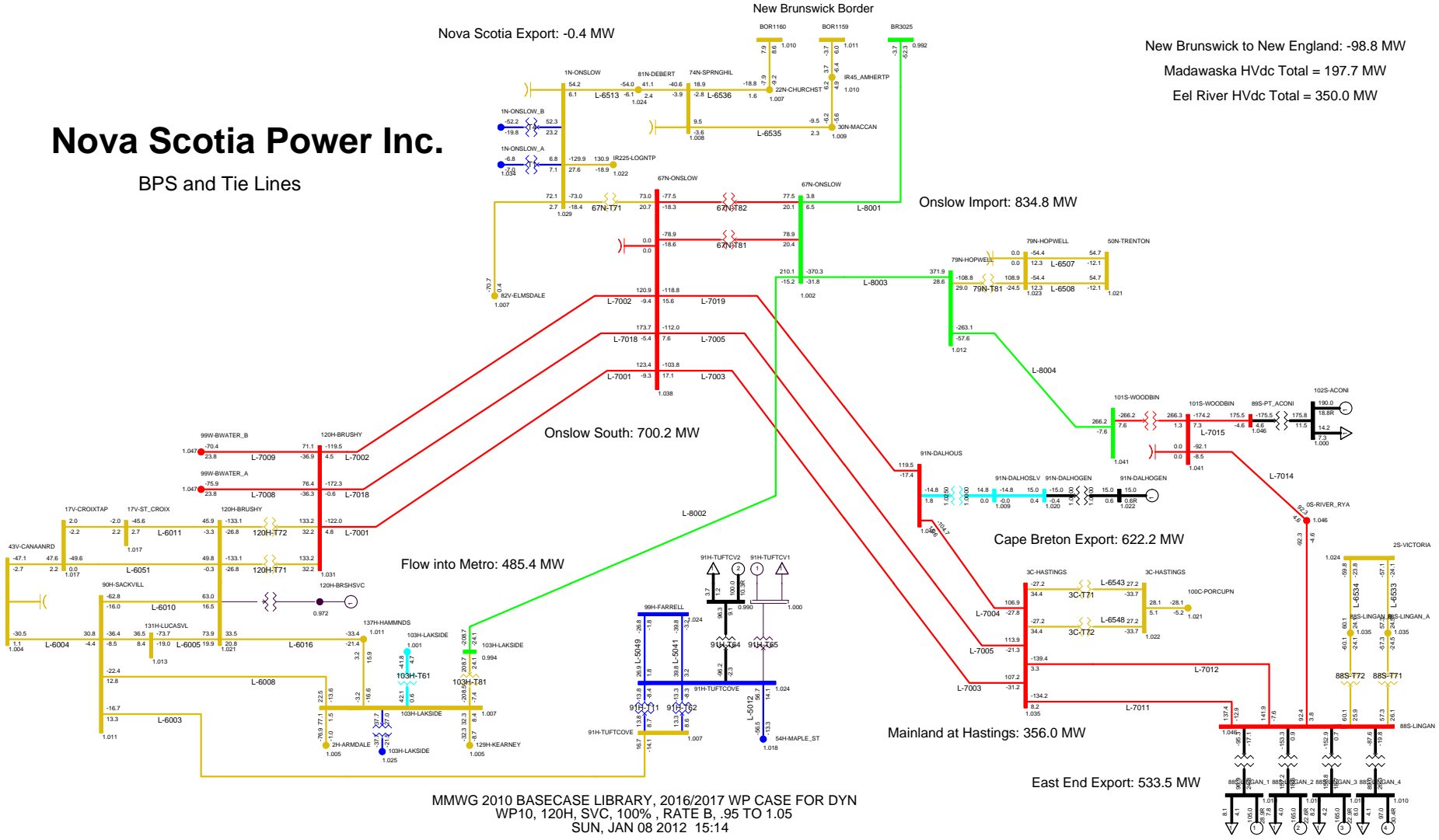
Nova Scotia Power Inc.

BPS and Tie Lines



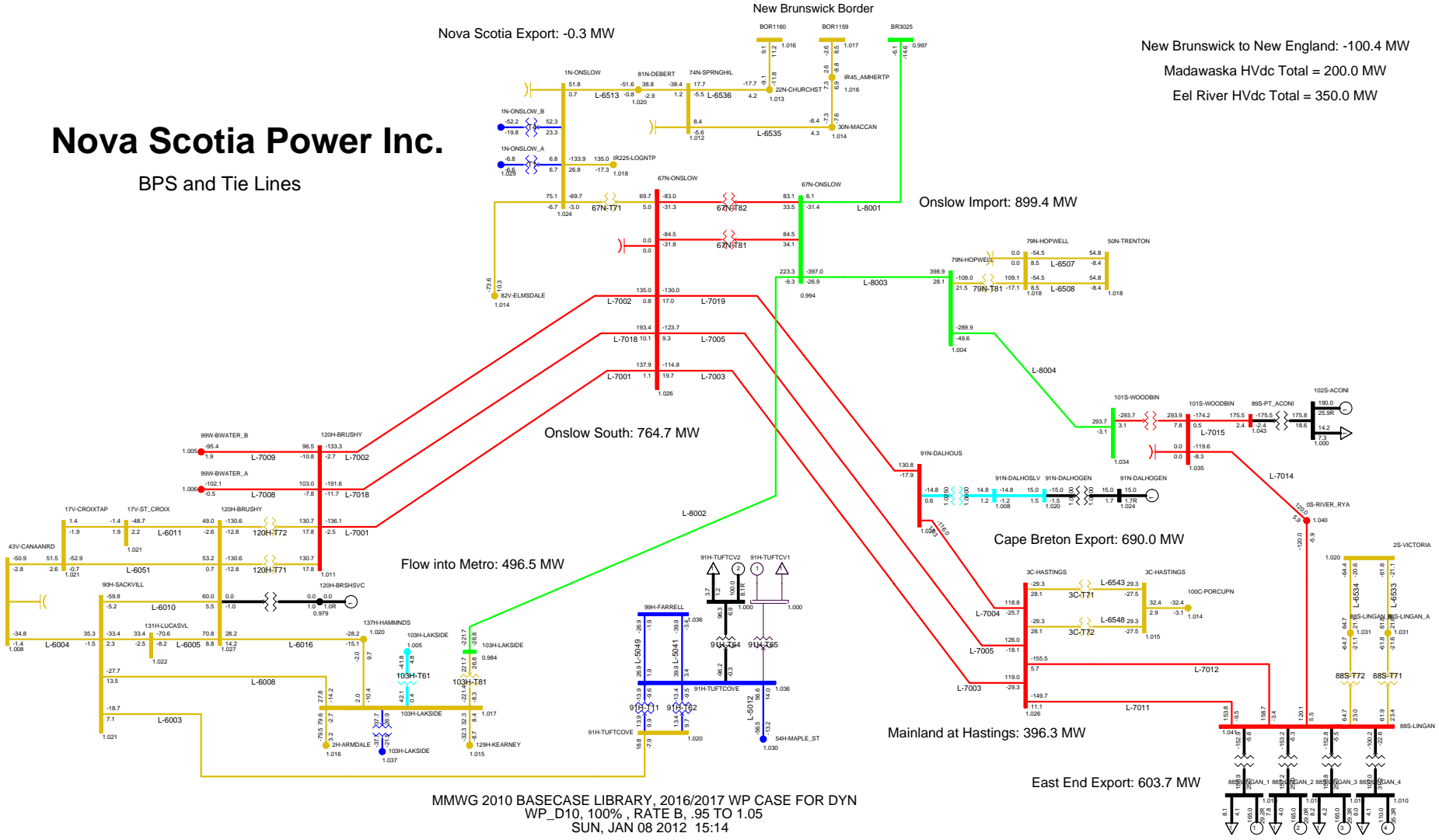
Nova Scotia Power Inc.

BPS and Tie Lines



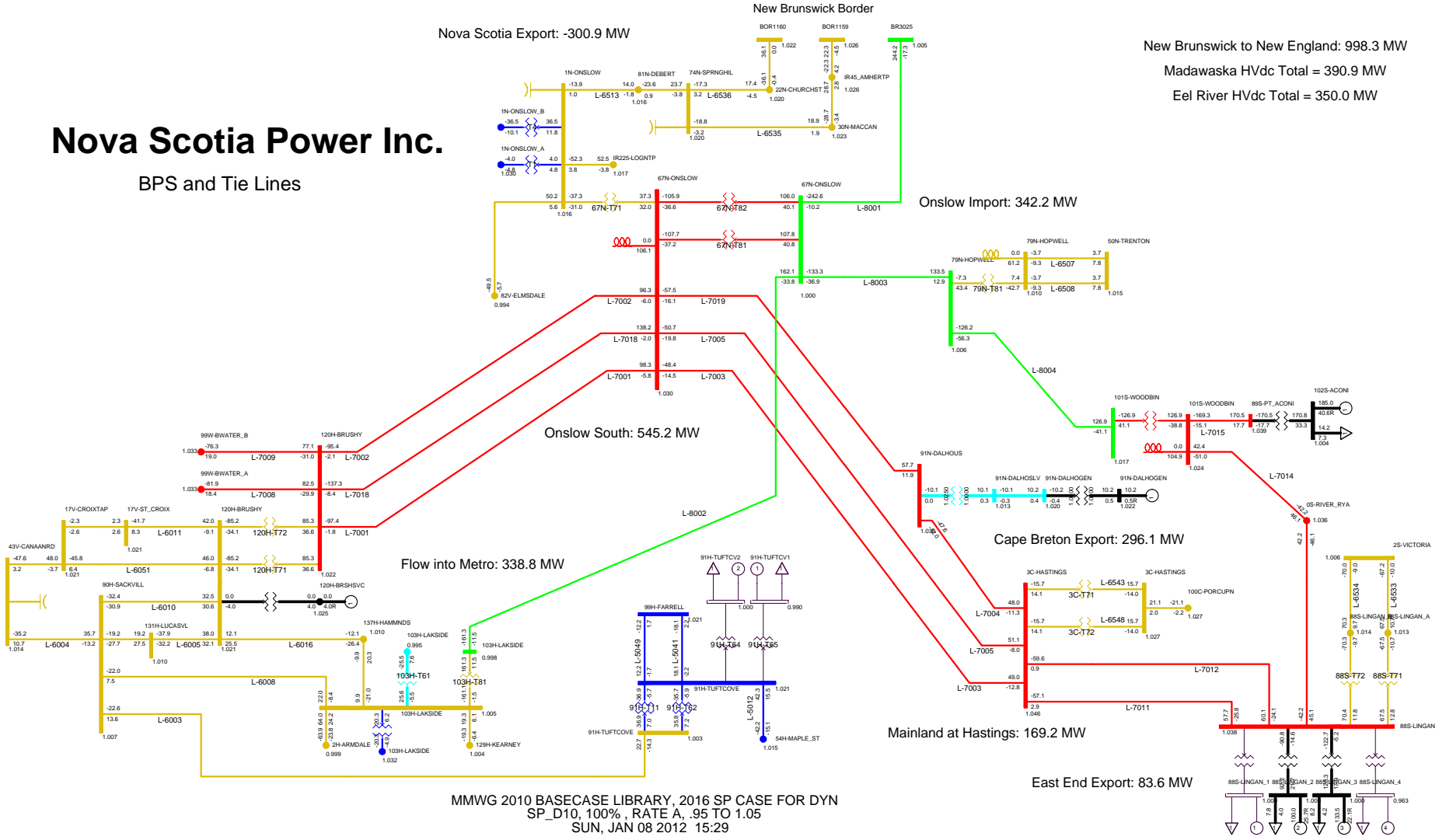
Nova Scotia Power Inc.

BPS and Tie Lines



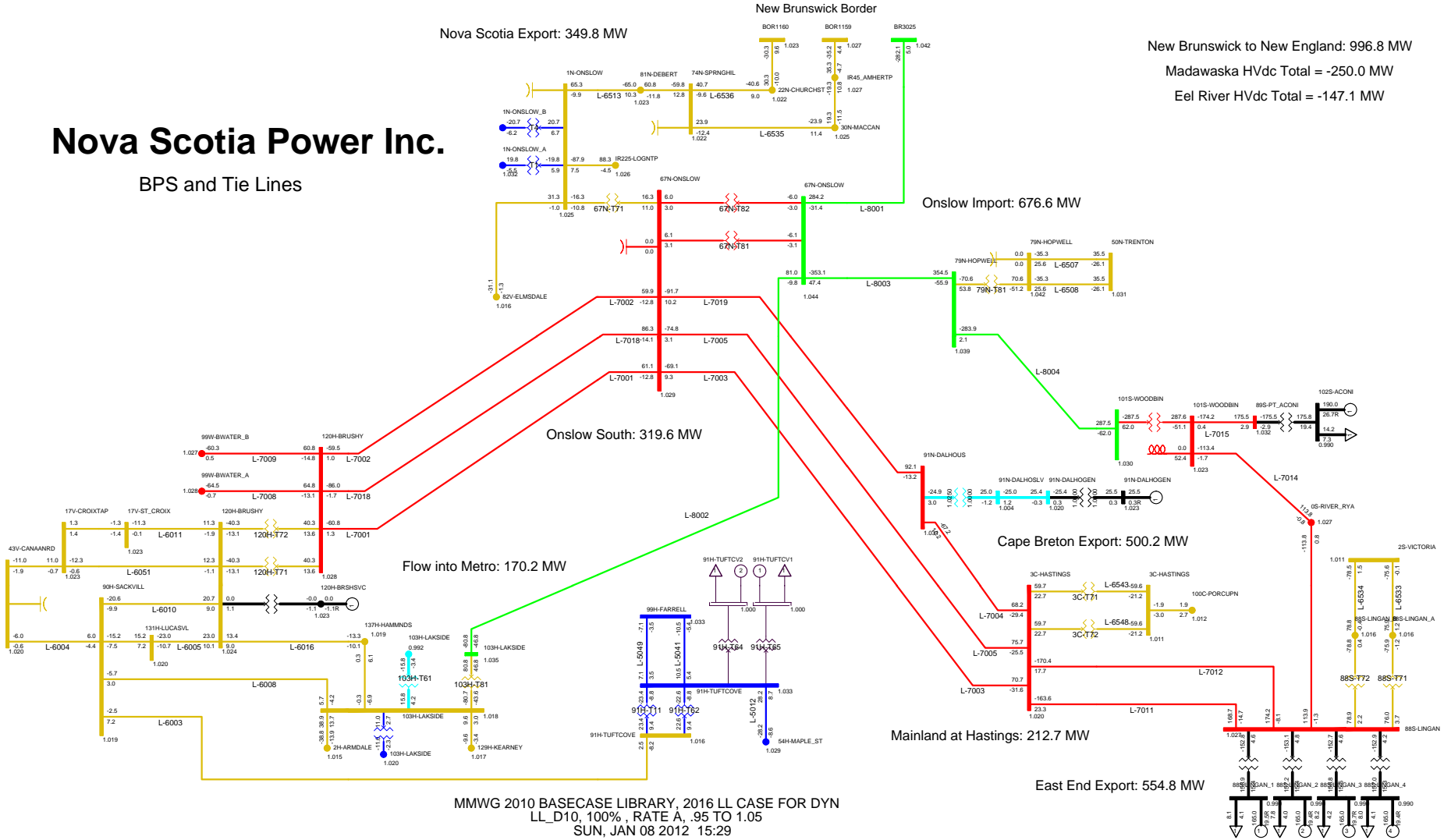
Nova Scotia Power Inc.

BPS and Tie Lines



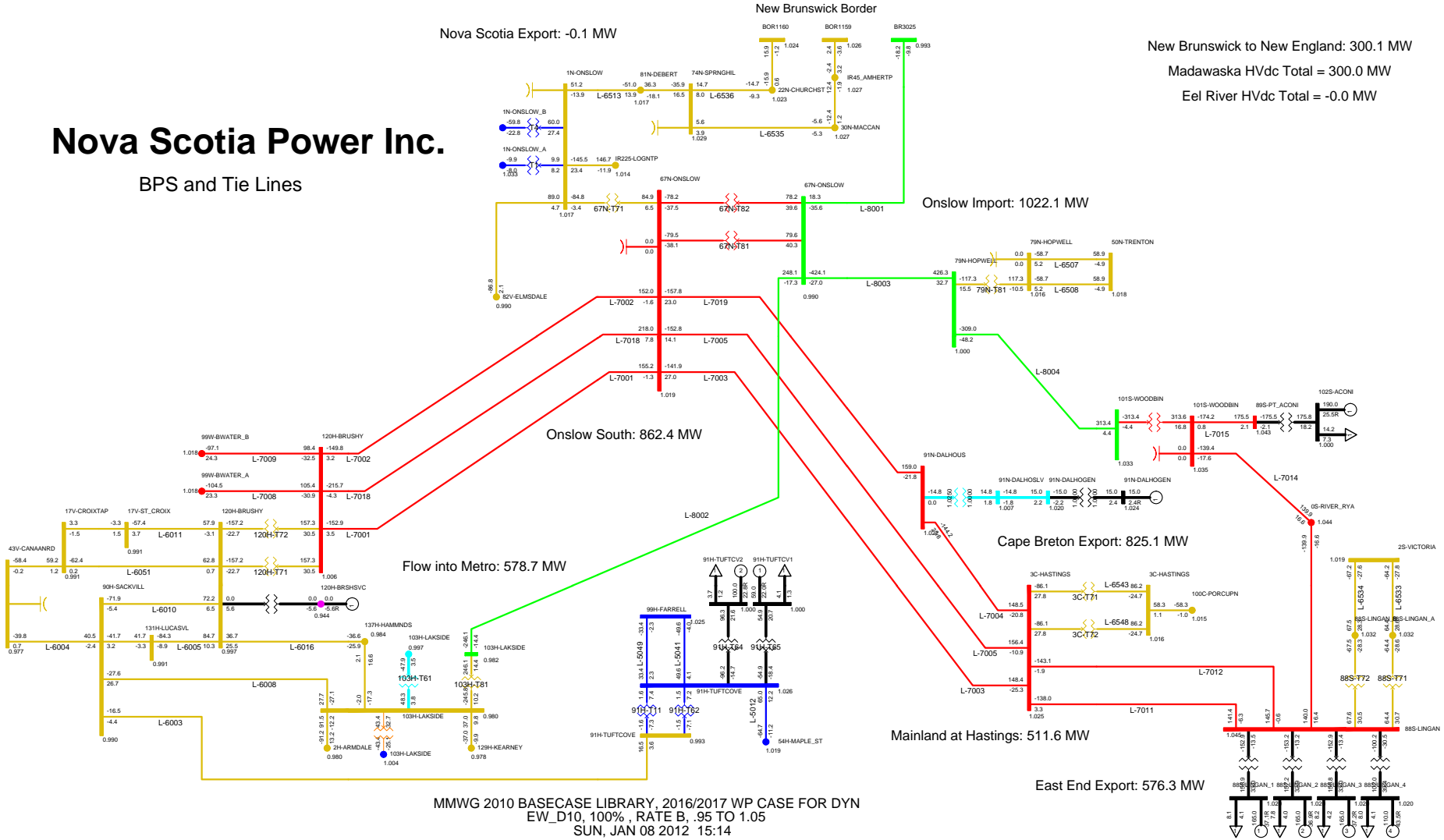
Nova Scotia Power Inc.

BPS and Tie Lines



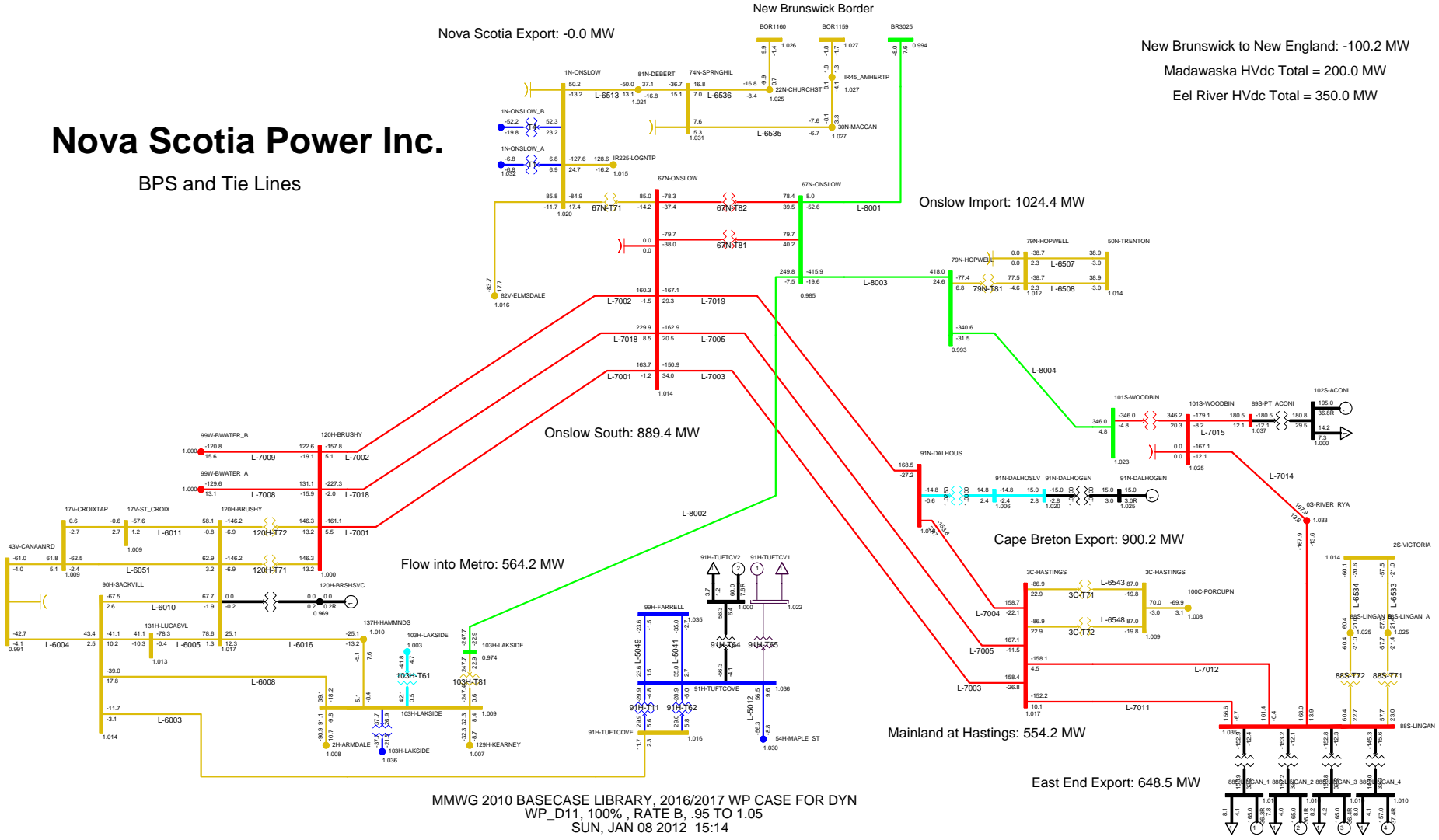
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

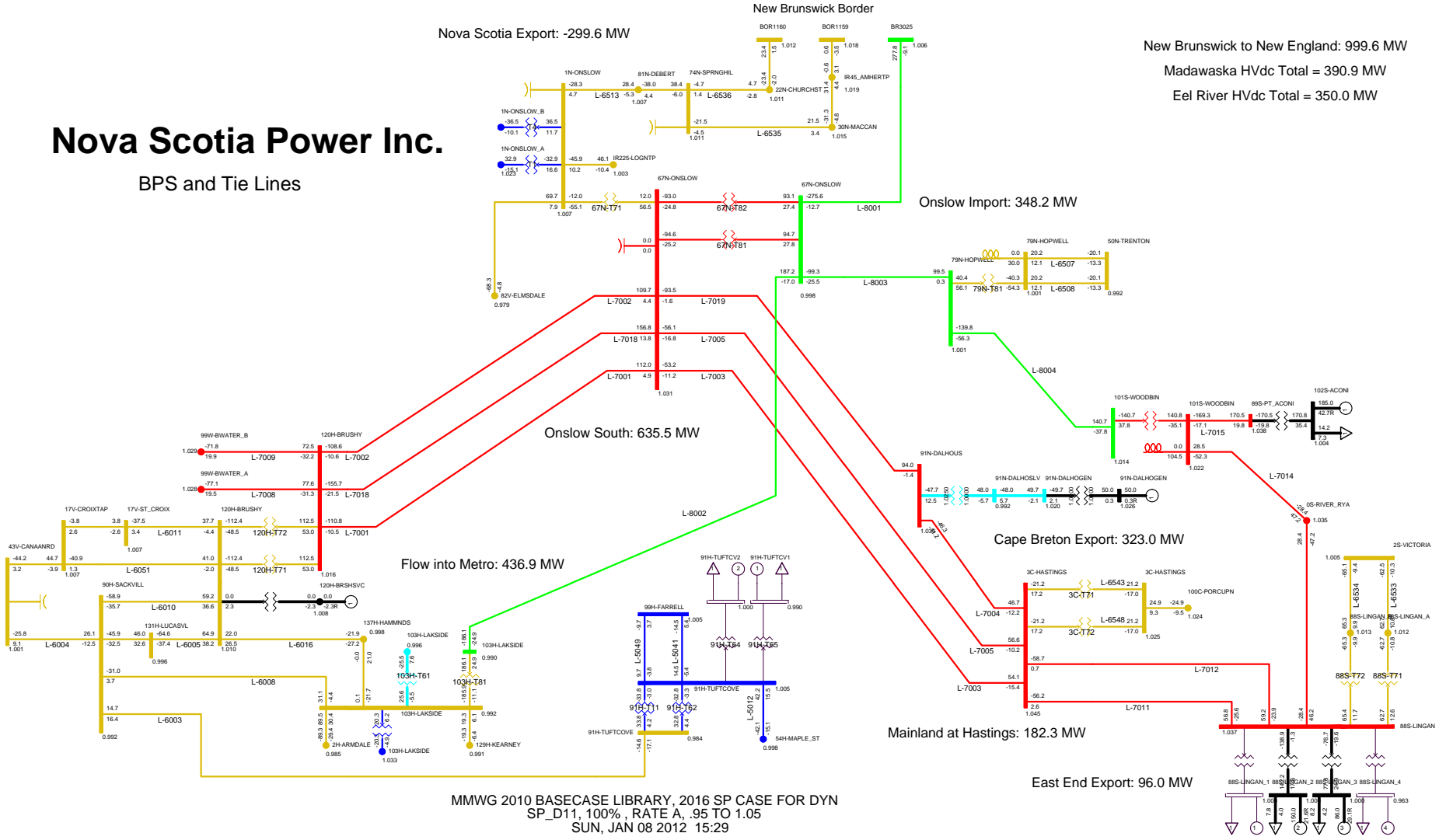
BPS and Tie Lines



MMWG 2010 BASECASE LIBRARY, 2016/2017 WP CASE FOR DYN
WP_D11, 100% , RATE B, .95 TO 1.05
SUN, JAN 08 2012 15:14

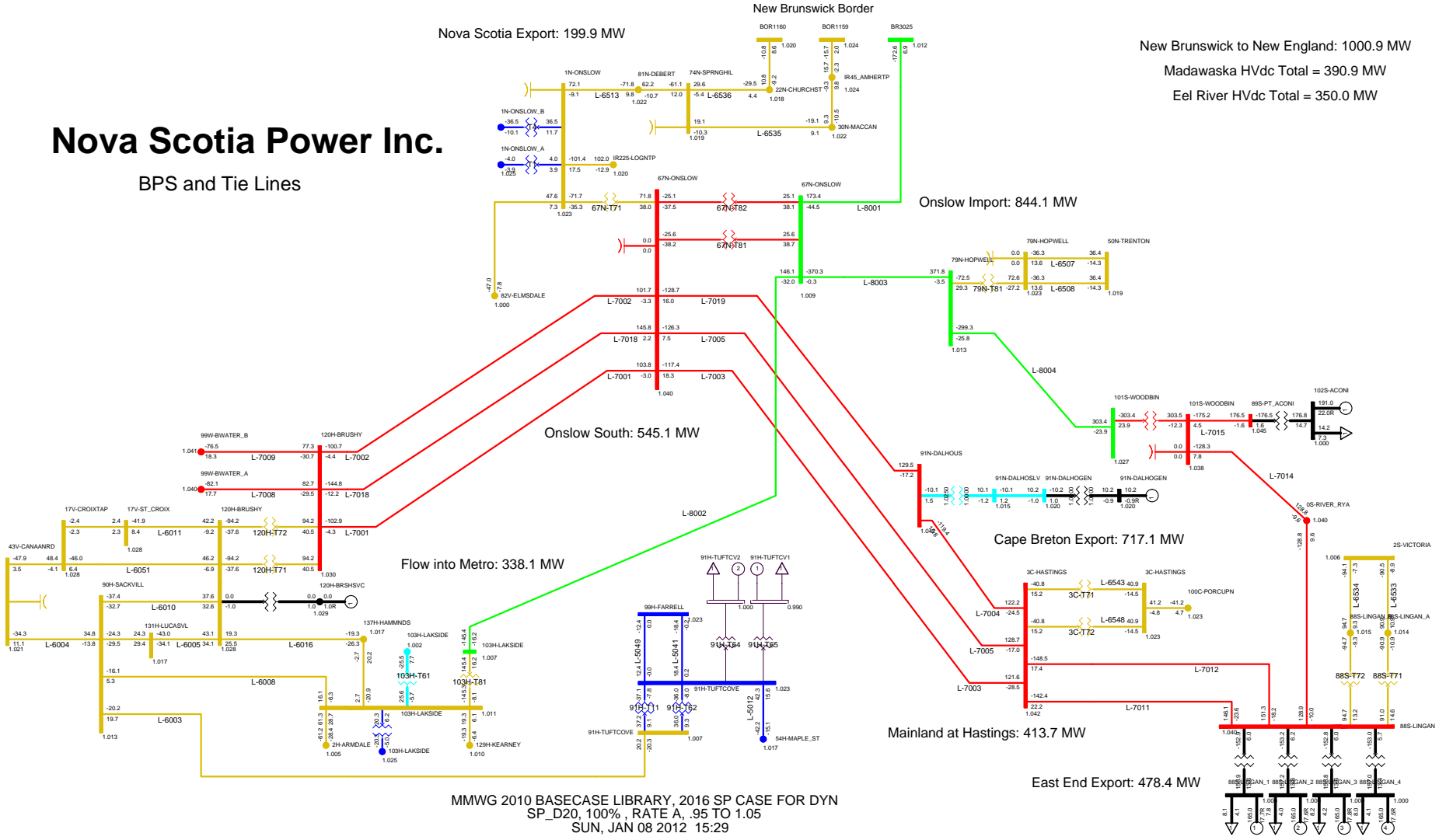
Nova Scotia Power Inc.

BPS and Tie Lines



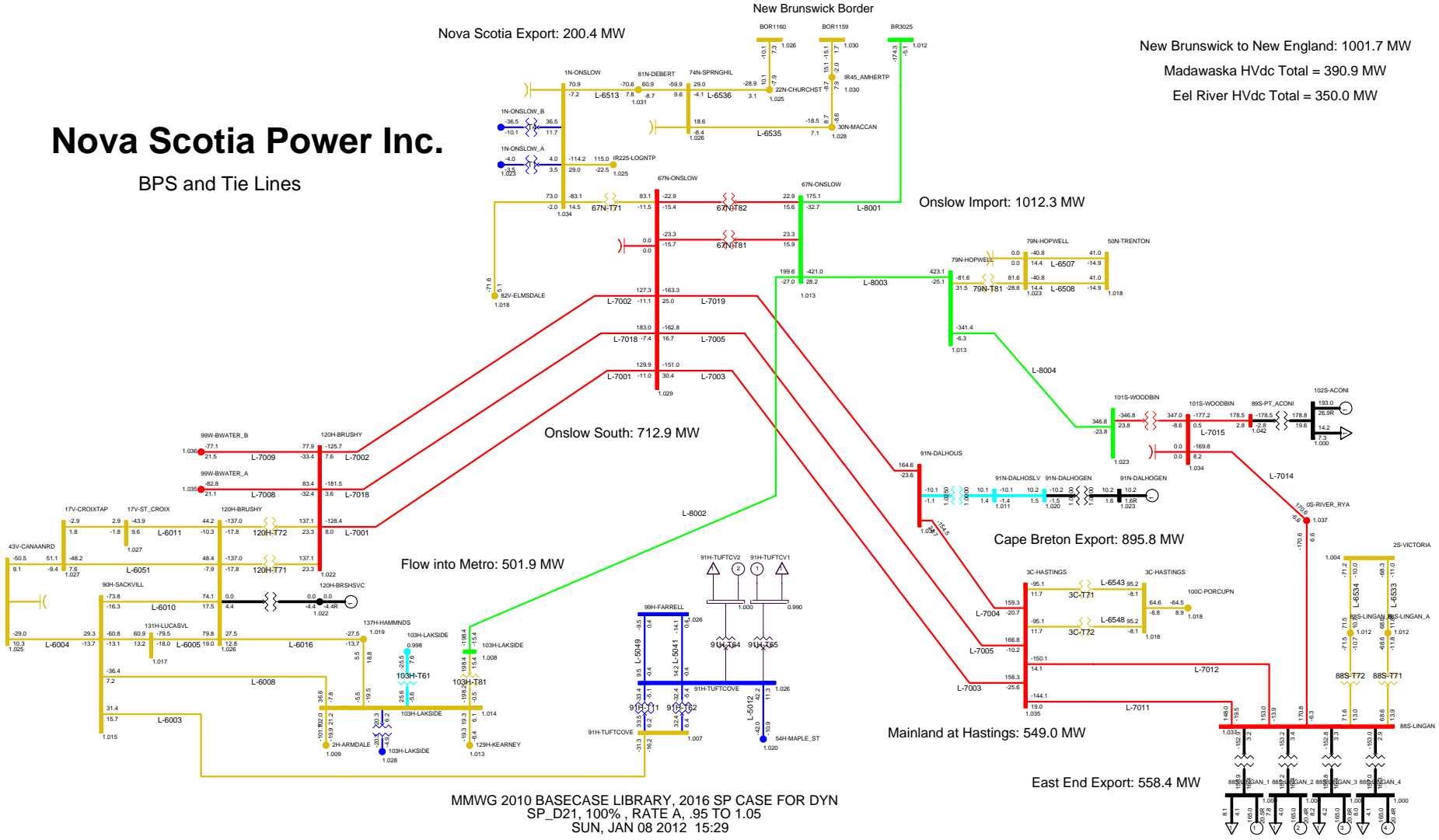
Nova Scotia Power Inc.

BPS and Tie Lines



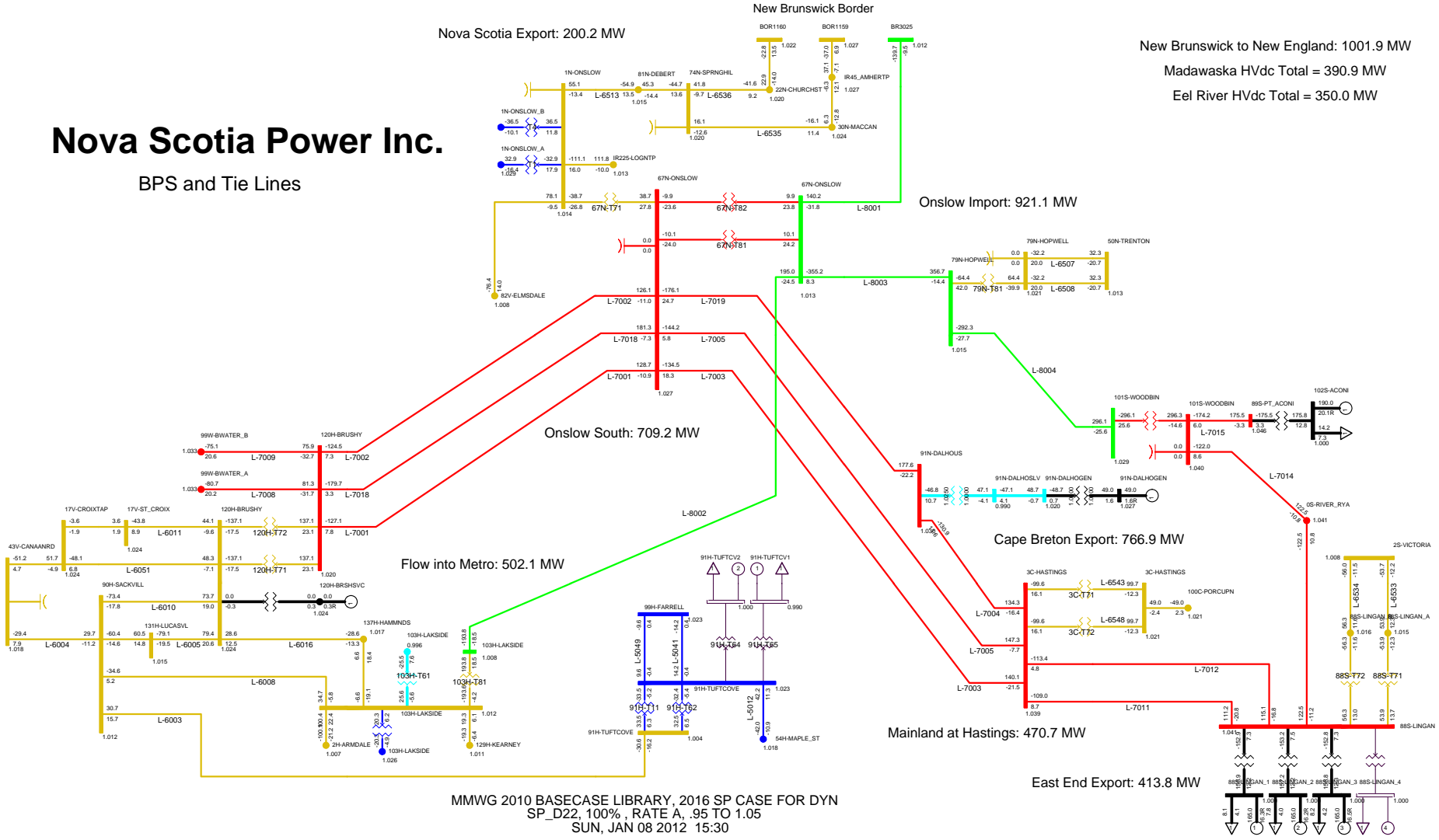
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

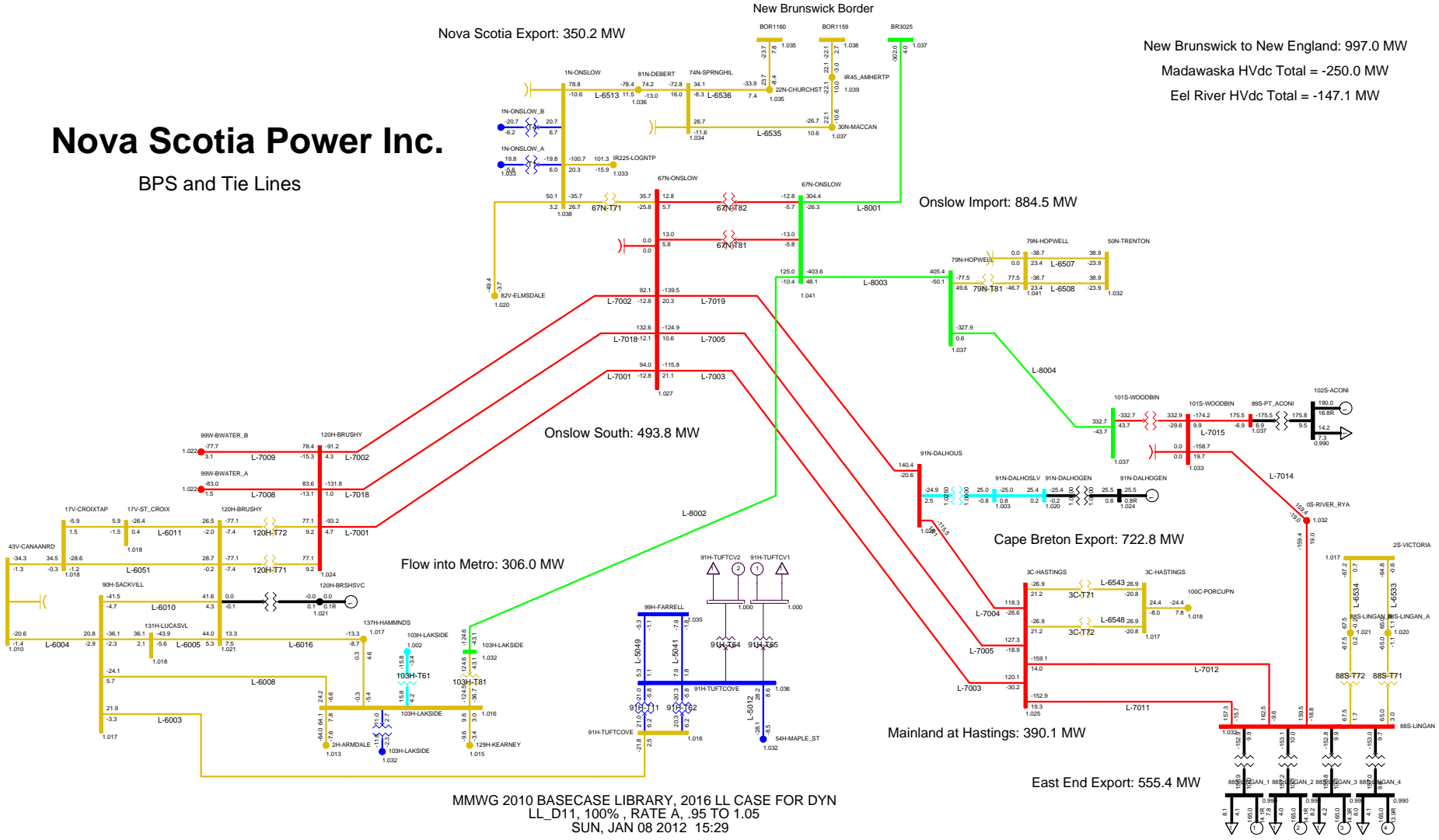
BPS and Tie Lines



MMWG 2010 BASECASE LIBRARY, 2016 SP CASE FOR DYN
SP_D22, 100%, RATE A, .95 TO 1.05
SUN, JAN 08 2012 15:30

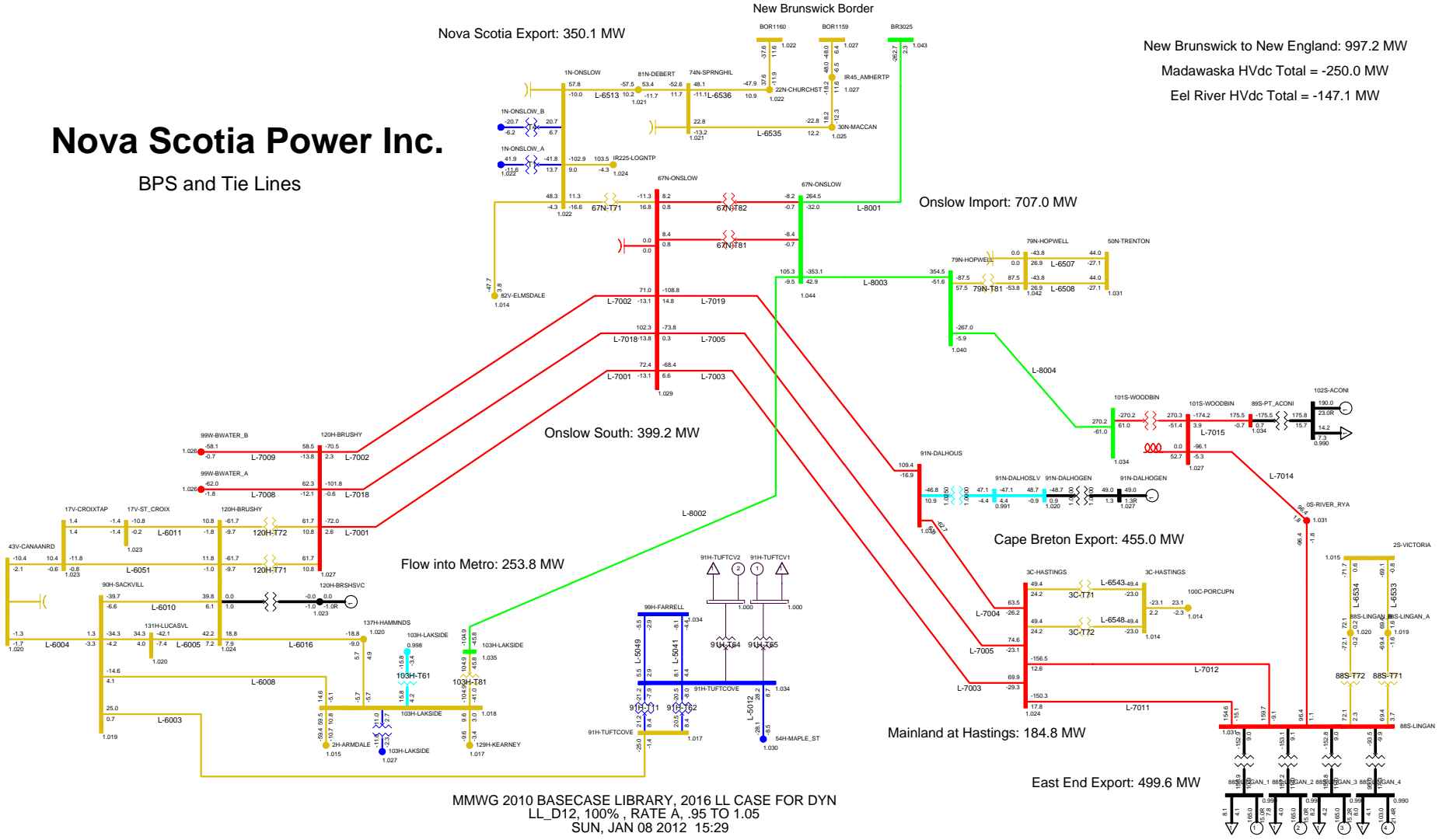
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

BPS and Tie Lines

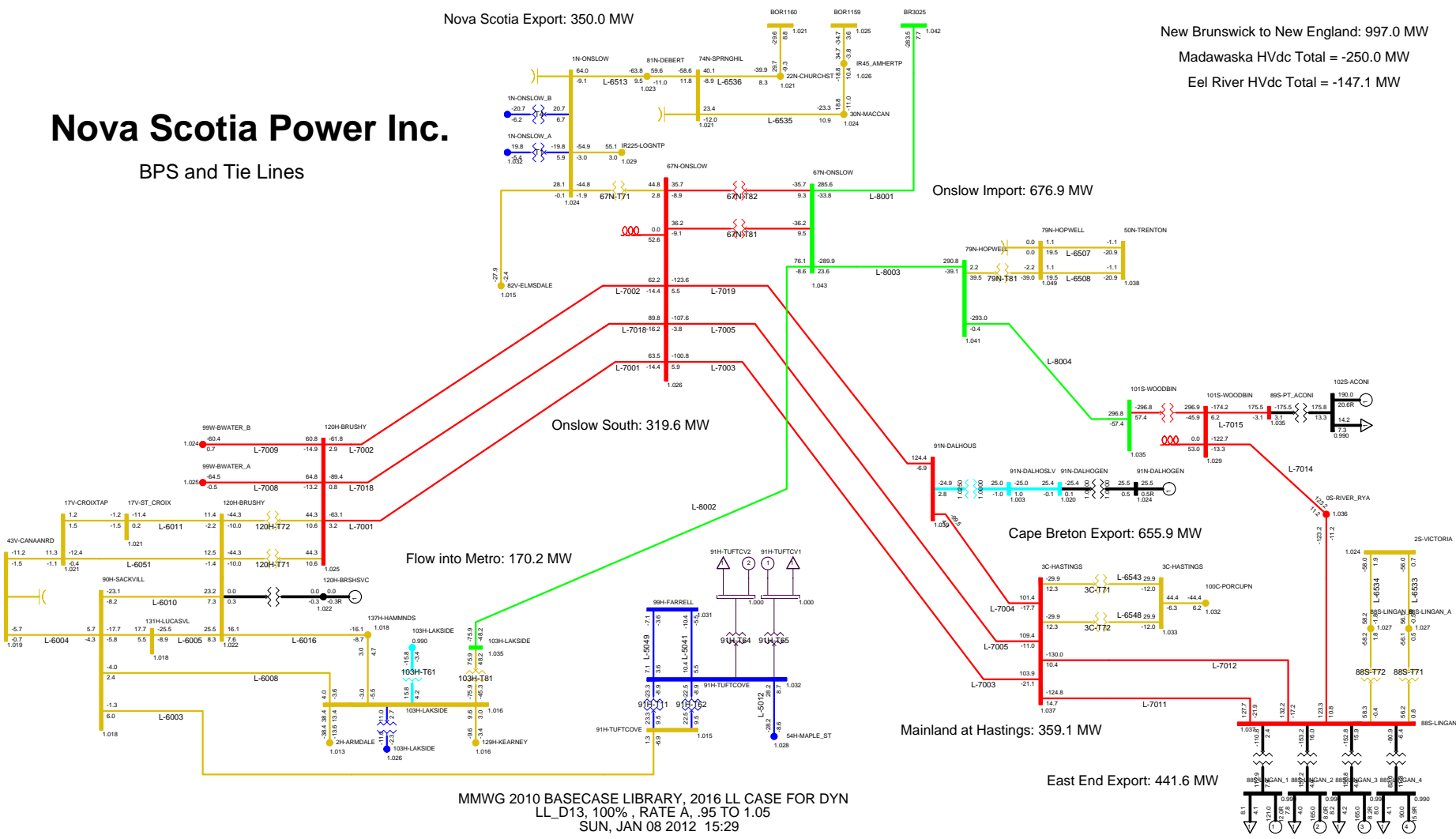
Nova Scotia Export: 350.0 MW

New Brunswick Border

New Brunswick to New England: 997.0 MW

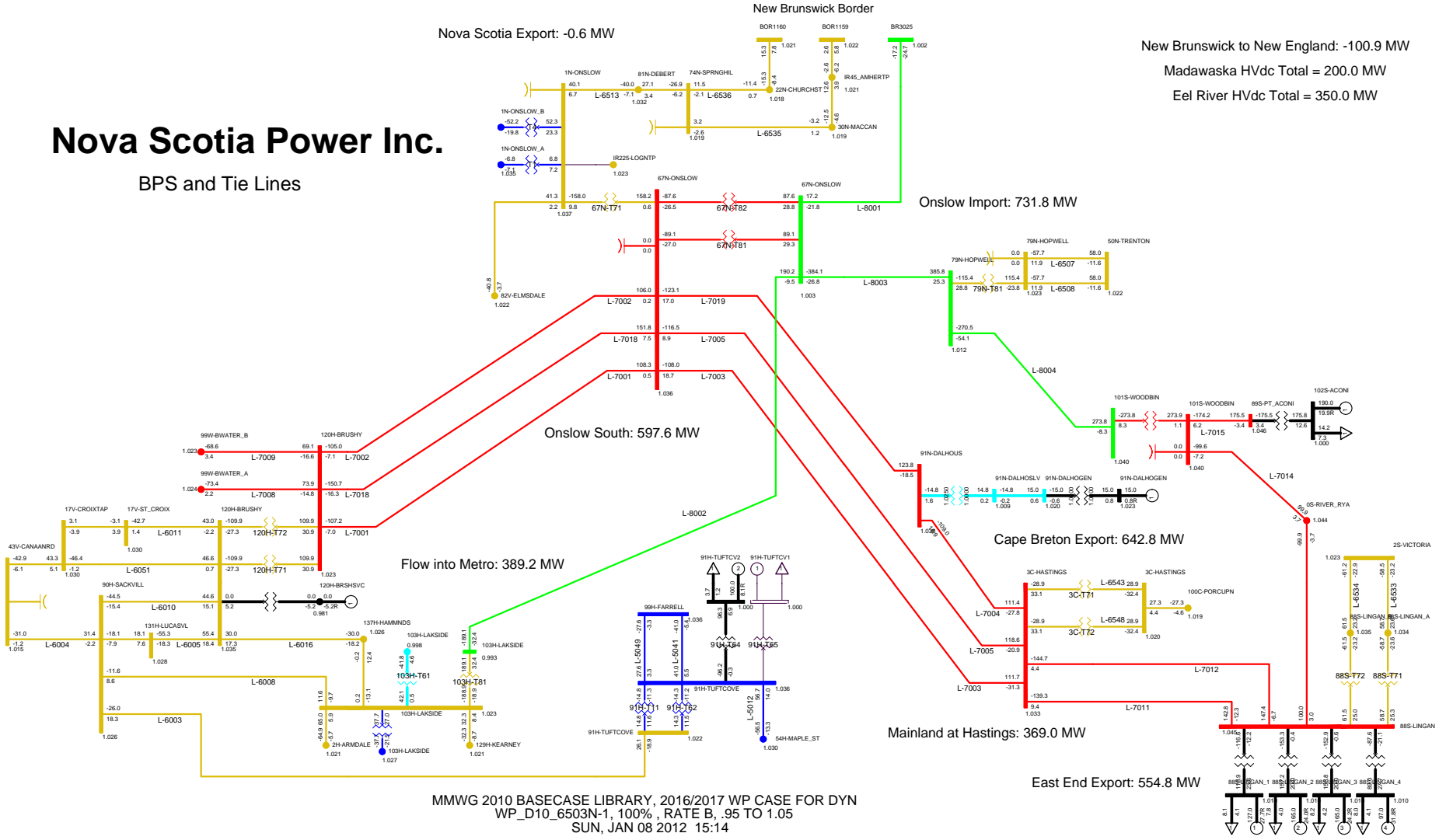
Madawaska HVdc Total = -250.0 MW

Eel River HVdc Total = -147.1 MW



Nova Scotia Power Inc.

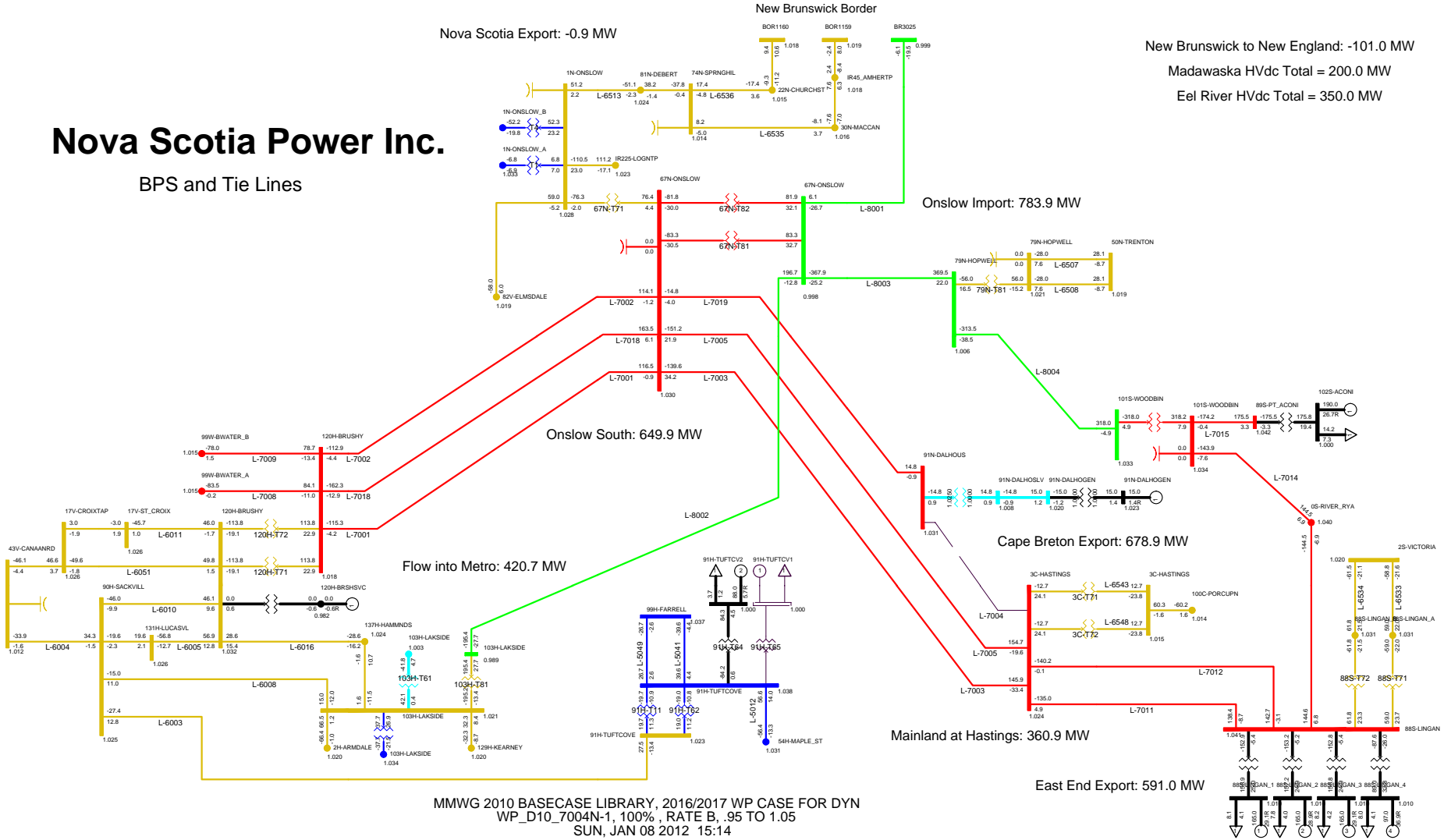
BPS and Tie Lines



MMWG 2010 BASECASE LIBRARY, 2016/2017 WP CASE FOR DYN
WP_D10_6503N-1, 100%, RATE B, .95 TO 1.05
SUN, JAN 08 2012 15:14

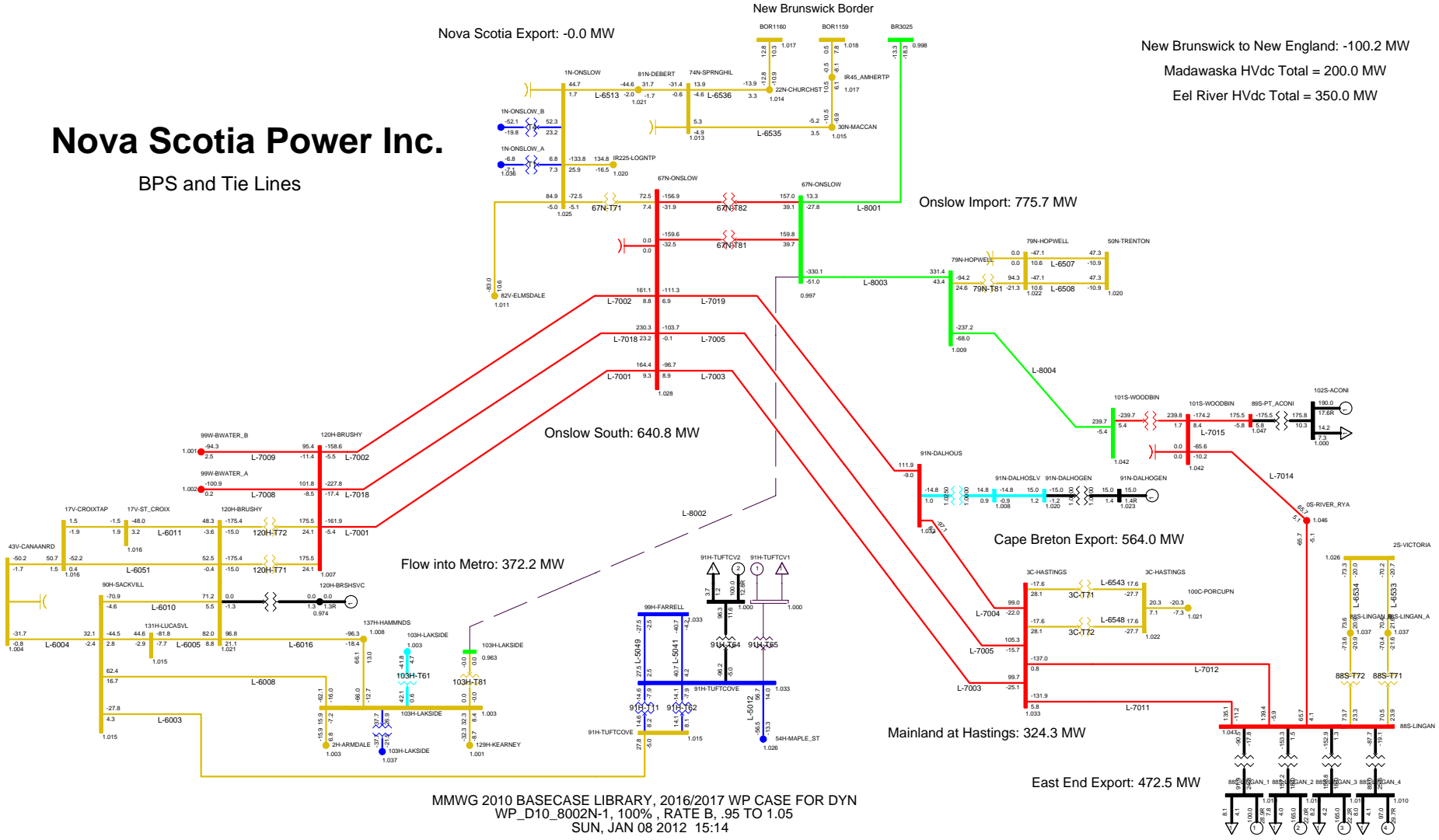
Nova Scotia Power Inc.

BPS and Tie Lines



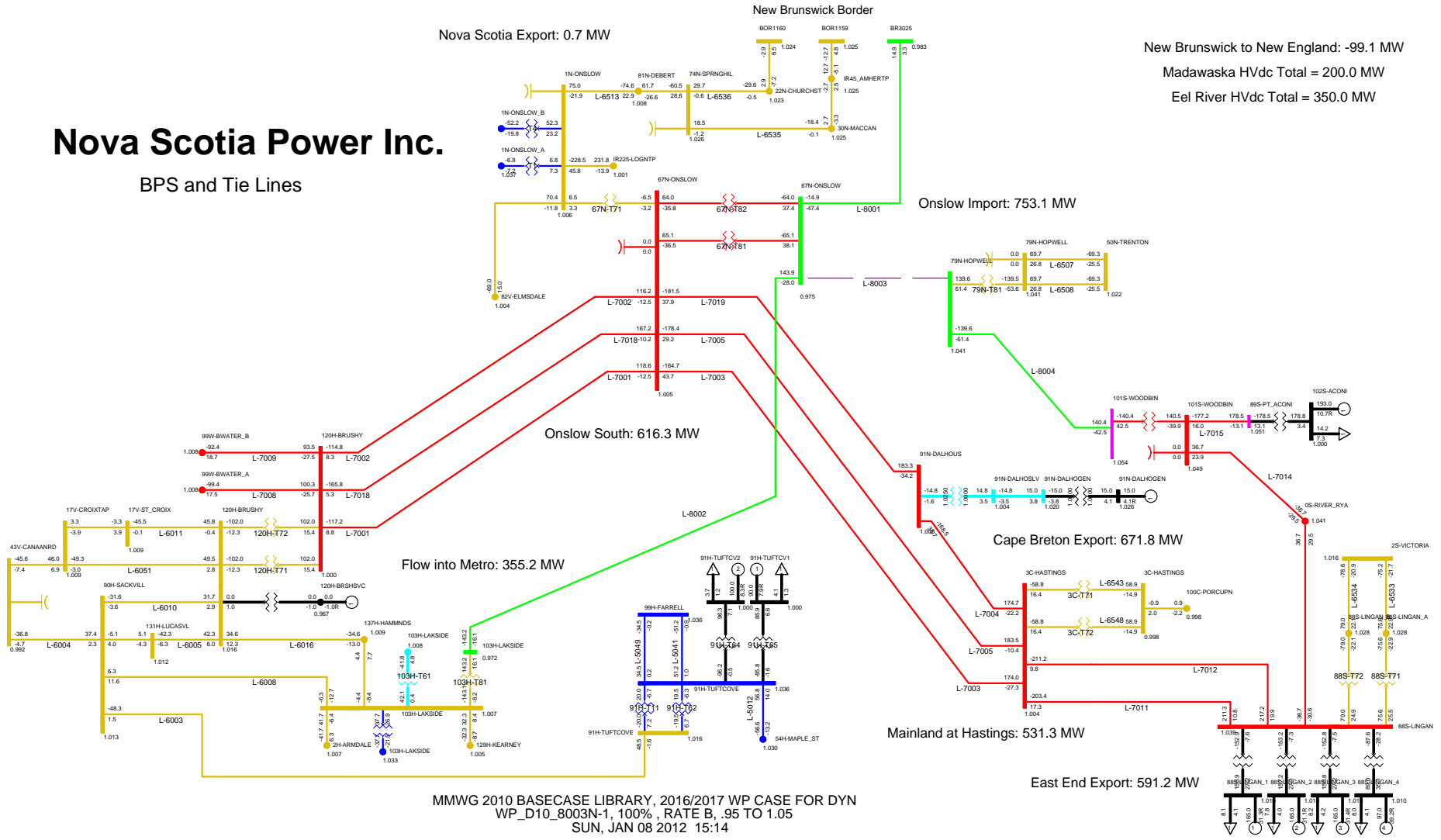
Nova Scotia Power Inc.

BPS and Tie Lines



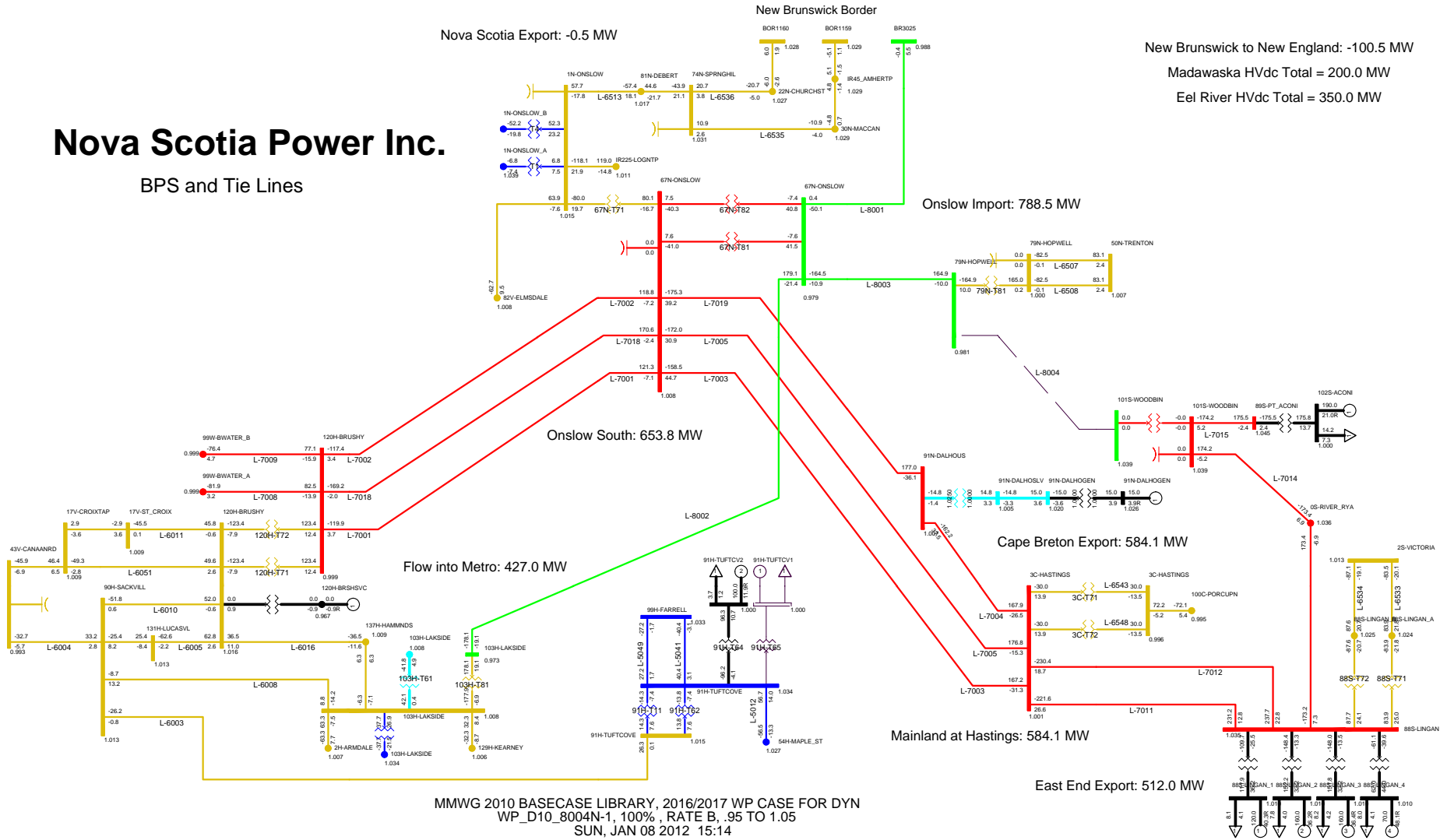
Nova Scotia Power Inc.

BPS and Tie Lines



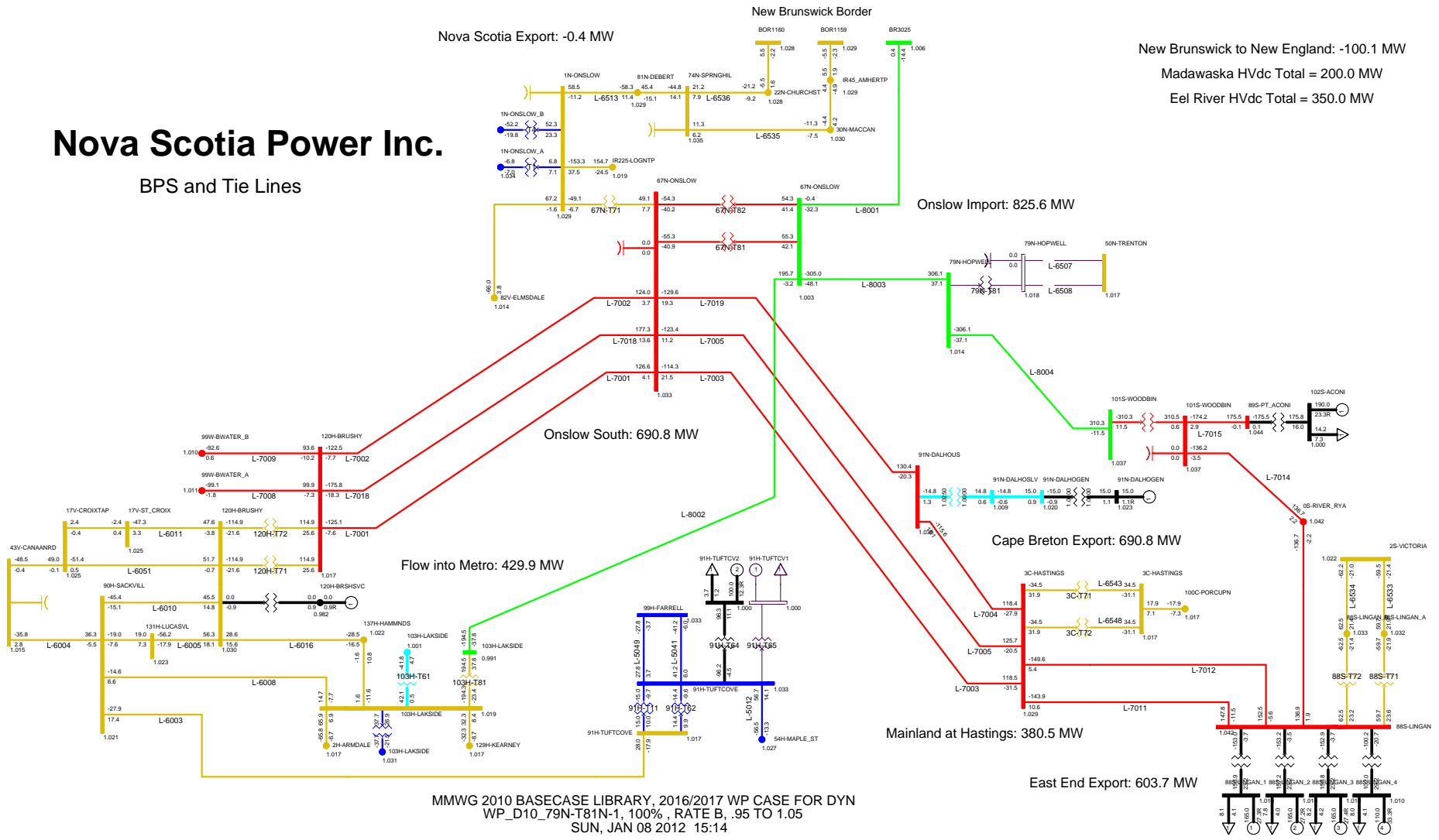
Nova Scotia Power Inc.

BPS and Tie Lines



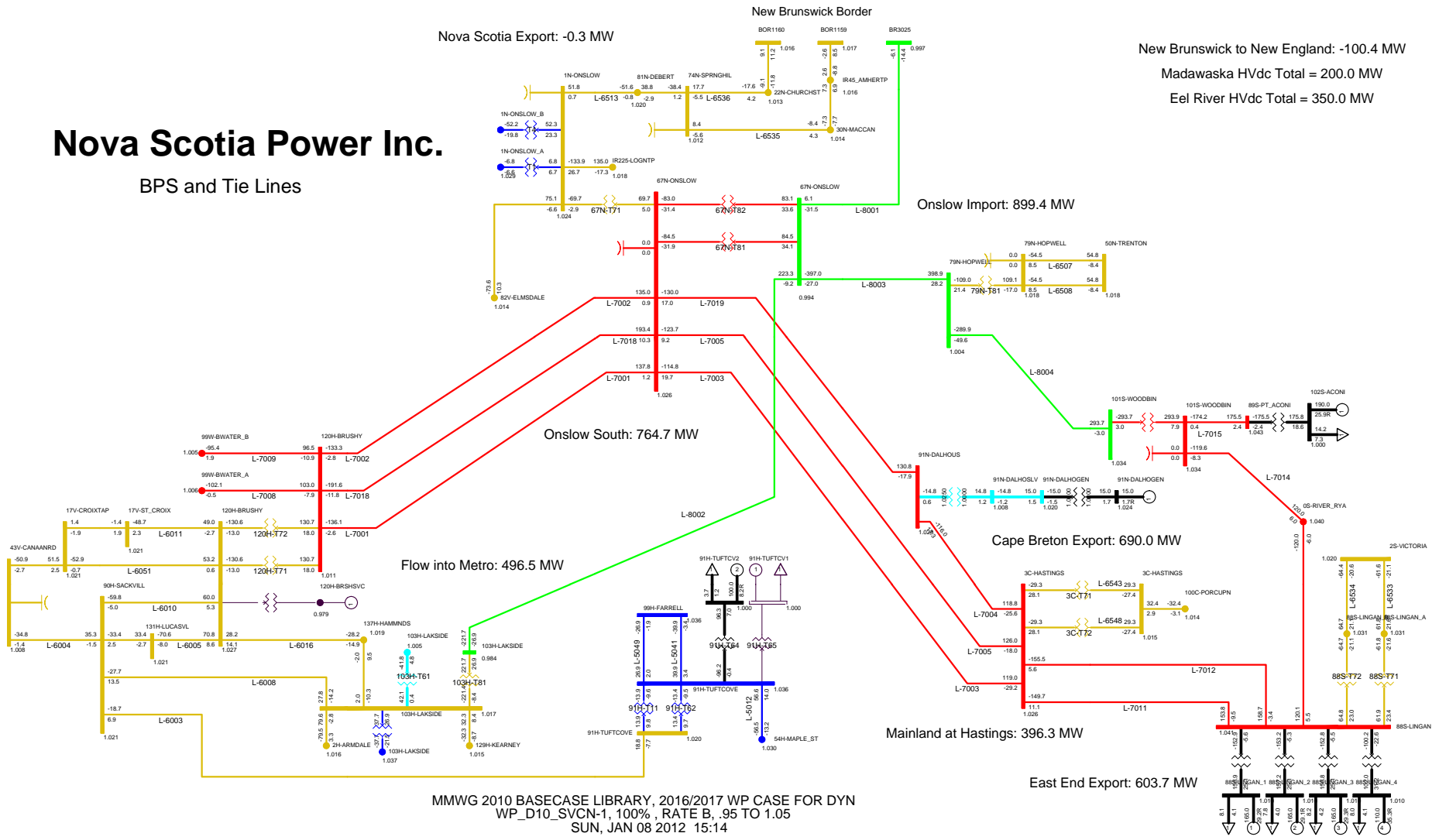
Nova Scotia Power Inc.

BPS and Tie Lines



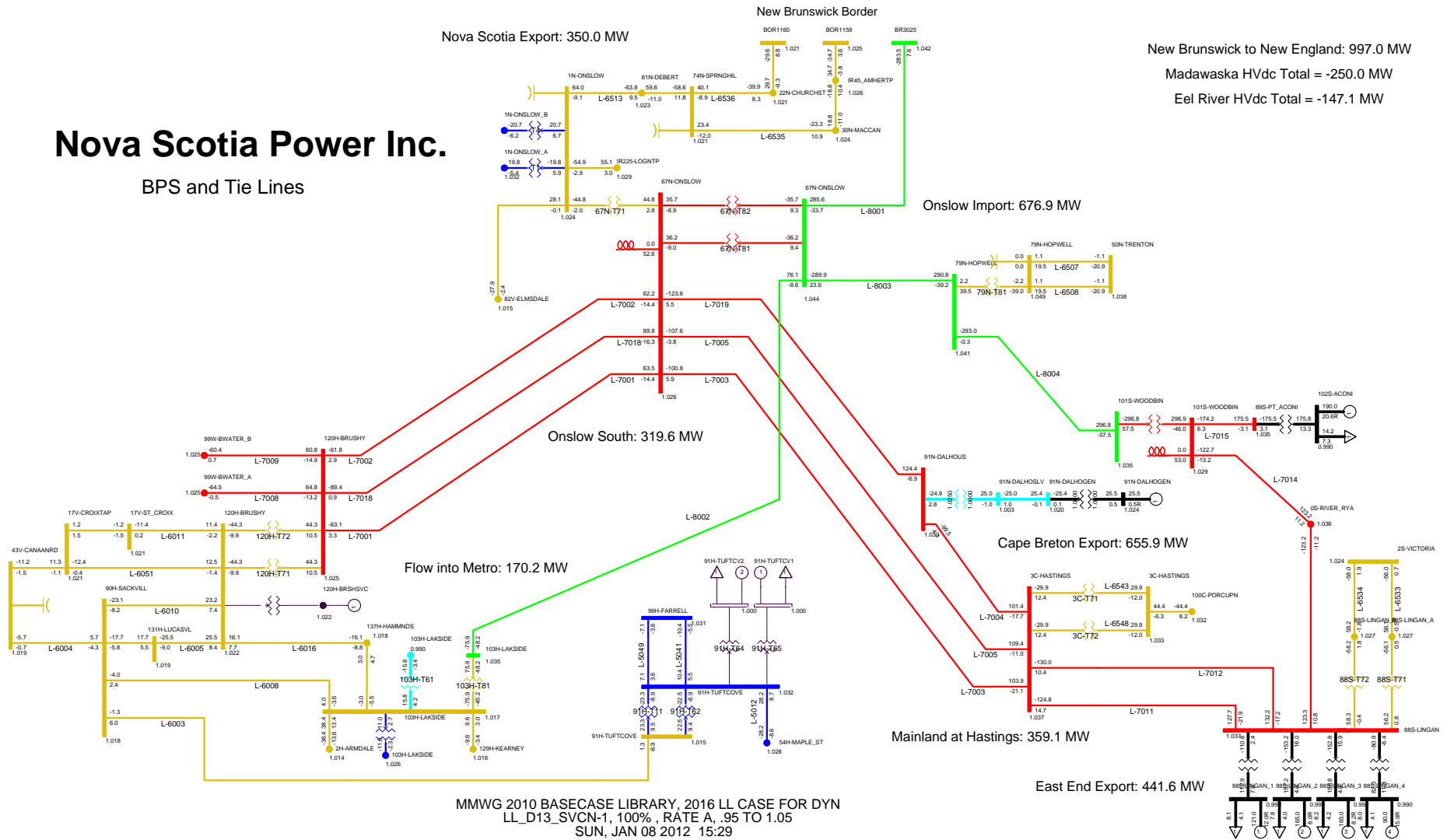
Nova Scotia Power Inc.

BPS and Tie Lines



Nova Scotia Power Inc.

BPS and Tie Lines



2011 Comprehensive Area Transmission Review

Appendix D

Thermal and Voltage Results for Normal Contingencies

MON, NOV 14 2011 21:50

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
2016/17 WINTER PEAK CASE, FINAL; FOR DYNAREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2066.7	1977.2	0.0	0.0	0.0	-0.2	89.7	0.0	
NS	503.0	581.0	-340.1	0.0	627.9	29.2	860.8		
TOTALS	2066.7	1977.2	0.0	0.0	0.0	-0.2	89.7	0.0	
	503.0	581.0	-340.1	0.0	627.9	29.2	860.8		

No issues

WED, NOV 16 2011 13:26

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2005.8	1902.1	0.0	0.0	0.0	0.8	102.9	0.0	
NS	456.9	538.8	-375.9	0.0	621.4	25.7	889.6		
TOTALS	2005.8	1902.1	0.0	0.0	0.0	0.8	102.9	0.0	
	456.9	538.8	-375.9	0.0	621.4	25.7	889.6		

No issues

WED, NOV 16 2011 13:47

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2088.8	1981.3	0.0	0.0	0.0	0.1	107.4	0.0	
NS	543.3	582.3	-431.7	0.0	620.8	28.1	985.3		
TOTALS	2088.8	1981.3	0.0	0.0	0.0	0.1	107.4	0.0	
	543.3	582.3	-431.7	0.0	620.8	28.1	985.3		

No issues

WED, NOV 16 2011 13:51

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2048.2	1969.2	0.0	0.0	0.0	0.0	79.0	0.0	
NS	460.7	576.9	-380.1	0.0	635.0	47.6	851.3		
TOTALS	2048.2	1969.2	0.0	0.0	0.0	0.0	79.0	0.0	
	460.7	576.9	-380.1	0.0	635.0	47.6	851.3		

No issues

WED, NOV 16 2011 13:55

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2005.3	1894.3	0.0	0.0	0.0	0.1	110.9	0.0	
NS	511.3	534.7	-432.2	0.0	621.7	25.9	1004.6		
TOTALS	2005.3	1894.3	0.0	0.0	0.0	0.1	110.9	0.0	
	511.3	534.7	-432.2	0.0	621.7	25.9	1004.6		

No issues

WED, NOV 16 2011 15:48

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1993.3	1901.3	0.0	0.0	0.0	-2.8	94.7	0.0	
NS	483.2	538.4	-366.0	0.0	623.6	14.2	920.2		
TOTALS	1993.3	1901.3	0.0	0.0	0.0	-2.8	94.7	0.0	
	483.2	538.4	-366.0	0.0	623.6	14.2	920.2		

No issues

WED, NOV 16 2011 16:24

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2080.7	1977.2	0.0	0.0	0.0	1.4	102.1	0.0	
NS	547.7	581.0	-390.2	0.0	621.4	32.7	945.7		
TOTALS	2080.7	1977.2	0.0	0.0	0.0	1.4	102.1	0.0	

No issues

THU, NOV 17 2011 9:52

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2011.7	1909.3	0.0	0.0	0.0	1.2	101.1	0.0	
NS	437.5	542.5	-431.9	0.0	626.0	29.5	923.4		
TOTALS	2011.7	1909.3	0.0	0.0	0.0	1.2	101.1	0.0	
	437.5	542.5	-431.9	0.0	626.0	29.5	923.4		

THU, NOV 17 2011 9:52

No issues

TUE, NOV 15 2011 13:39

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1125.8	1395.4	0.0	0.0	0.0	-301.9	32.4	0.0	
NS	288.4	406.3	110.8	0.0	624.8	39.8	356.3		
TOTALS	1125.8	1395.4	0.0	0.0	0.0	-301.9	32.4	0.0	
	288.4	406.3	110.8	0.0	624.8	39.8	356.3		

No Issues

TUE, NOV 15 2011 15:28
 2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1658.3	1412.5	0.0	0.0	0.0	199.7	46.1	0.0	
NS	204.4	414.6	48.4	0.0	639.1	-20.7	401.2		
TOTALS	1658.3	1412.5	0.0	0.0	0.0	199.7	46.1	0.0	
	204.4	414.6	48.4	0.0	639.1	-20.7	401.2		

With the SP20C case dispatched in accordance with the existing operating instruction, potential overloads are reduced to within emergency limits:

TUE, NOV 15 2011 15:32
 REPORT NAME
 91H, 91H-511

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)			
BUS# X--	NAME --X	BASKV	AREA	BUS# X--	NAME --X	BASKV	AREA	CKT	LOADING
PERCENT									RATING
199166	91H-TUFTCOVE	69.000*	106	199170	99H-FARRELL	69.000	106	2	72.3 68.0 106.4

TUE, NOV 15 2011 15:32
 REPORT NAME
 91H, 91H-511

TUE, NOV 15 2011 15:32
 REPORT NAME
 91H, 91H-516

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)			
BUS# X--	NAME --X	BASKV	AREA	BUS# X--	NAME --X	BASKV	AREA	CKT	LOADING
PERCENT									RATING
199170	99H-FARRELL	69.000*	106	199177	124H-AKERLEY	69.000	106	1	50.5 48.0 105.2

TUE, NOV 15 2011 15:32
 REPORT NAME
 91H, 91H-516

TUE, NOV 15 2011 15:32

REPORT NAME
91H, 91H-521

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)								
BUS#	X--	NAME	--X	BASKV	AREA	BUS#	X--	NAME	--X	BASKV	AREA	CKT	LOADING	RATING
PERCENT														
199166	91H-TUFTCOVE	69.000*	106	199170	99H-FARRELL	69.000	106	1	73.2	68.0	107.6			

TUE, NOV 15 2011 15:32

REPORT NAME
91H, 91H-521

TUE, NOV 15 2011 15:32

REPORT NAME
91H, 91H-523

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)								
BUS#	X--	NAME	--X	BASKV	AREA	BUS#	X--	NAME	--X	BASKV	AREA	CKT	LOADING	RATING
PERCENT														
199166	91H-TUFTCOVE	69.000*	106	199170	99H-FARRELL	69.000	106	1	72.8	68.0	107.0			

TUE, NOV 15 2011 15:32

REPORT NAME
91H, 91H-523

WED, NOV 16 2011 8:14

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1598.3	1337.1	0.0	0.0	0.0	199.8	61.5	0.0	
NS	117.5	378.9	-84.4	0.0	639.1	-22.8	484.8		
TOTALS	1598.3	1337.1	0.0	0.0	0.0	199.8	61.5	0.0	
	117.5	378.9	-84.4	0.0	639.1	-22.8	484.8		

WED, NOV 16 2011 8:17

REPORT NAME
 DCT, L-7005][L-8004

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)				
BUS#	X-- NAME	--X BASKV	AREA	BUS#	X-- NAME	--X BASKV	AREA	CKT	LOADING	
PERCENT									RATING	
199050	3C-HASTINGS	230.00*	106	199130	67N-ONSLOW	230.00	106 1	237.1	233.0	101.8
199050	3C-HASTINGS	230.00*	106	199590	91N-DALHOUS	230.00	106 2	233.3	233.0	100.1
199051	3C-HASTINGS	138.00*	106	199075	100C-PORCUPN	138.00	106 1	116.9	110.0	106.3
199075	100C-PORCUPN	138.00*	106	199076	4C-LOCHABER	138.00	106 1	111.6	110.0	101.4
199090	50N-TRENTON	138.00	106	199610	93N-GLENDHU	138.00*	106 1	151.0	110.0	137.3
199130	67N-ONSLOW	230.00	106	199590	91N-DALHOUS	230.00*	106 2	271.7	233.0	116.6

WED, NOV 16 2011 8:17

WED, NOV 16 2011 8:17

REPORT NAME
 DCT, L-7005][L-8004 W GR 5

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)				
BUS#	X-- NAME	--X BASKV	AREA	BUS#	X-- NAME	--X BASKV	AREA	CKT	LOADING	
PERCENT									RATING	
199090	50N-TRENTON	138.00	106	199610	93N-GLENDHU	138.00*	106 1	122.1	110.0	111.0

WED, NOV 16 2011 8:17

REPORT NAME
 DCT, L-7005][L-8004 W GR 5

WED, NOV 16 2011 9:23

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1492.6	1415.2	0.0	0.0	0.0	0.0	77.4	0.0	
NS	201.9	415.7	-232.8	0.0	639.4	-7.5	665.9		
TOTALS	1492.6	1415.2	0.0	0.0	0.0	0.0	77.4	0.0	
	201.9	415.7	-232.8	0.0	639.4	-7.5	665.9		

No Issues

WED, NOV 16 2011 9:45

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1497.6	1416.4	0.0	0.0	0.0	-0.2	81.5	0.0	
NS	213.8	417.4	-272.6	0.0	638.9	-5.1	713.0		
TOTALS	1497.6	1416.4	0.0	0.0	0.0	-0.2	81.5	0.0	
	213.8	417.4	-272.6	0.0	638.9	-5.1	713.0		

No issues

MON, NOV 14 2011 22:33
 2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1431.3	1396.2	0.0	0.0	0.0	-0.1	35.3	0.0	
NS	171.1	406.3	80.8	0.0	643.3	-11.3	338.6		
TOTALS	1431.3	1396.2	0.0	0.0	0.0	-0.1	35.3	0.0	
	171.1	406.3	80.8	0.0	643.3	-11.3	338.6		

Thermal overload for non-BPS that can be relieved by redispatch or operator action:

MON, NOV 14 2011 22:33
 REPORT NAME
 79N, 79N-T81

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)				
BUS#	X-- NAME	--X BASKV	AREA	BUS#	X-- NAME	--X BASKV	AREA	CKT	LOADING	
PERCENT									RATING	
199051	3C-HASTINGS	138.00	106	199075	100C-PORCUPN	138.00*	106 1	116.7	110.0	106.1
199075	100C-PORCUPN	138.00	106	199076	4C-LOCHABER	138.00*	106 1	121.7	110.0	110.6
199076	4C-LOCHABER	138.00	106	199610	93N-GLENDHU	138.00*	106 1	132.2	110.0	120.2

MON, NOV 14 2011 22:33
 REPORT NAME
 79N, 79N-803

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)				
BUS#	X-- NAME	--X BASKV	AREA	BUS#	X-- NAME	--X BASKV	AREA	CKT	LOADING	
PERCENT									RATING	
199051	3C-HASTINGS	138.00	106	199075	100C-PORCUPN	138.00*	106 1	116.8	110.0	106.2
199075	100C-PORCUPN	138.00	106	199076	4C-LOCHABER	138.00*	106 1	121.7	110.0	110.7
199076	4C-LOCHABER	138.00	106	199610	93N-GLENDHU	138.00*	106 1	132.3	110.0	120.3

MON, NOV 14 2011 22:33

REPORT NAME

79N, 79N-810

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)									
BUS#	X--	NAME	--X	BASKV	AREA	BUS#	X--	NAME	--X	BASKV	AREA	CKT	LOADING	RATING	
PERCENT															
199051		3C-HASTINGS		138.00	106	199075		100C-PORCUPN		138.00*	106	1	116.1	110.0	105.5
199075		100C-PORCUPN		138.00	106	199076		4C-LOCHABER		138.00*	106	1	121.1	110.0	110.1
199076		4C-LOCHABER		138.00	106	199610		93N-GLENDHU		138.00*	106	1	131.9	110.0	119.9

MON, NOV 14 2011 22:33

MON, NOV 14 2011 22:35

REPORT NAME

91H, 91H-521

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)									
BUS#	X--	NAME	--X	BASKV	AREA	BUS#	X--	NAME	--X	BASKV	AREA	CKT	LOADING	RATING	
PERCENT															
199166		91H-TUFTCOVE		69.000	106	199170		99H-FARRELL		69.000*	106	1	68.2	68.0	100.3

MON, NOV 14 2011 22:35

MON, NOV 14 2011 22:35

REPORT NAME

DCT, L-6507][L-6508

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)									
BUS#	X--	NAME	--X	BASKV	AREA	BUS#	X--	NAME	--X	BASKV	AREA	CKT	LOADING	RATING	
PERCENT															
199051		3C-HASTINGS		138.00	106	199075		100C-PORCUPN		138.00*	106	1	121.2	110.0	110.1
199075		100C-PORCUPN		138.00	106	199076		4C-LOCHABER		138.00*	106	1	126.1	110.0	114.6
199076		4C-LOCHABER		138.00	106	199610		93N-GLENDHU		138.00*	106	1	136.7	110.0	124.3

MON, NOV 14 2011 22:35

WED, NOV 16 2011 10:39

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1444.3	1404.4	0.0	0.0	0.0	-0.6	40.5	0.0	
NS	194.5	410.5	58.9	0.0	642.7	-11.5	379.2		
TOTALS	1444.3	1404.4	0.0	0.0	0.0	-0.6	40.5	0.0	
	194.5	410.5	58.9	0.0	642.7	-11.5	379.2		

Thermal overload for non-BPS line that can be relieved by redispatch or operator action:

WED, NOV 16 2011 10:40

REPORT NAME
 79N, 79N-T81

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)			
BUS#	X-- NAME	--X BASKV	AREA	BUS#	X-- NAME	--X BASKV	AREA	CKT	LOADING RATING
PERCENT									
199051	3C-HASTINGS	138.00	106	199075	100C-PORCUPN	138.00*	106 1	115.3	110.0 104.8
199075	100C-PORCUPN	138.00	106	199076	4C-LOCHABER	138.00*	106 1	120.2	110.0 109.3
199076	4C-LOCHABER	138.00	106	199610	93N-GLENDHU	138.00*	106 1	130.9	110.0 119.0

WED, NOV 16 2011 10:40

WED, NOV 16 2011 10:40

REPORT NAME
 79N, 79N-803

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)			
BUS#	X-- NAME	--X BASKV	AREA	BUS#	X-- NAME	--X BASKV	AREA	CKT	LOADING RATING
PERCENT									
199051	3C-HASTINGS	138.00	106	199075	100C-PORCUPN	138.00*	106 1	115.3	110.0 104.9
199075	100C-PORCUPN	138.00	106	199076	4C-LOCHABER	138.00*	106 1	120.3	110.0 109.4
199076	4C-LOCHABER	138.00	106	199610	93N-GLENDHU	138.00*	106 1	131.0	110.0 119.1

WED, NOV 16 2011 10:40

WED, NOV 16 2011 10:40

REPORT NAME

79N, 79N-810

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X----- FROMBUS -----X X----- TO BUS -----X CURRENT(MVA)
 BUS# X-- NAME --X BASKV AREA BUS# X-- NAME --X BASKV AREA CKT LOADING RATING
 PERCENT
 199051 3C-HASTINGS 138.00 106 199075 100C-PORCUPN138.00* 106 1 114.8 110.0 104.4
 199075 100C-PORCUPN138.00 106 199076 4C-LOCHABER 138.00* 106 1 119.8 110.0 108.9
 199076 4C-LOCHABER 138.00 106 199610 93N-GLENDHU 138.00* 106 1 130.7 110.0 118.8
 WED, NOV 16 2011 10:40

WED, NOV 16 2011 10:43

REPORT NAME

DCT, L-6507][L-6508

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X----- FROMBUS -----X X----- TO BUS -----X CURRENT(MVA)
 BUS# X-- NAME --X BASKV AREA BUS# X-- NAME --X BASKV AREA CKT LOADING RATING
 PERCENT
 199051 3C-HASTINGS 138.00 106 199075 100C-PORCUPN138.00* 106 1 122.6 110.0 111.4
 199075 100C-PORCUPN138.00 106 199076 4C-LOCHABER 138.00* 106 1 127.5 110.0 115.9
 199076 4C-LOCHABER 138.00 106 199610 93N-GLENDHU 138.00* 106 1 138.2 110.0 125.6
 WED, NOV 16 2011 10:43

WED, NOV 30 2011 14:36

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 SUMMER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1638.3	1361.8	0.0	0.0	0.0	199.1	77.4	0.0	
NS	129.3	389.9	-292.7	0.0	642.1	-2.9	677.1		
TOTALS	1638.3	1361.8	0.0	0.0	0.0	199.1	77.4	0.0	
	129.3	389.9	-292.7	0.0	642.1	-2.9	677.1		

No issues

MON, NOV 14 2011 22:38
 2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 LIGHT LOAD CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1259.3	852.5	0.0	0.0	0.0	348.1	58.8	225.0	
NS	180.8	290.2	42.7	0.0	641.8	-21.1	510.7		
TOTALS	1259.3	852.5	0.0	0.0	0.0	348.1	58.8	225.0	
	180.8	290.2	42.7	0.0	641.8	-21.1	510.7		

No issues

TUE, NOV 15 2011 12:56
 2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 LIGHT LOAD CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1166.4	770.3	0.0	0.0	0.0	348.2	47.9	225.0	
NS	58.0	239.8	76.1	0.0	650.0	-15.7	407.8		
TOTALS	1166.4	770.3	0.0	0.0	0.0	348.2	47.9	225.0	
	58.0	239.8	76.1	0.0	650.0	-15.7	407.8		

No Issues

MON, NOV 14 2011 22:45
 2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016 LIGHT LOAD CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	851.9	822.2	0.0	0.0	0.0	0.1	29.6	225.0	
NS	159.1	274.7	262.3	0.0	635.1	2.5	254.8		
TOTALS	851.9	822.2	0.0	0.0	0.0	0.1	29.6	225.0	
	159.1	274.7	262.3	0.0	635.1	2.5	254.8		

No Issues

2011 Comprehensive Area Transmission Review

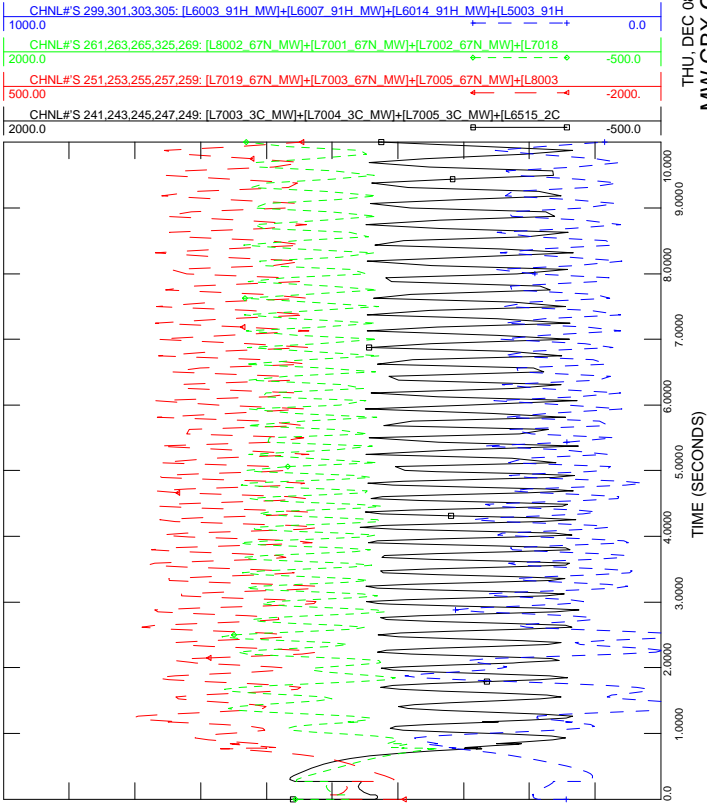
Appendix E

Stability Plots of Identified Issues for Normal Contingencies



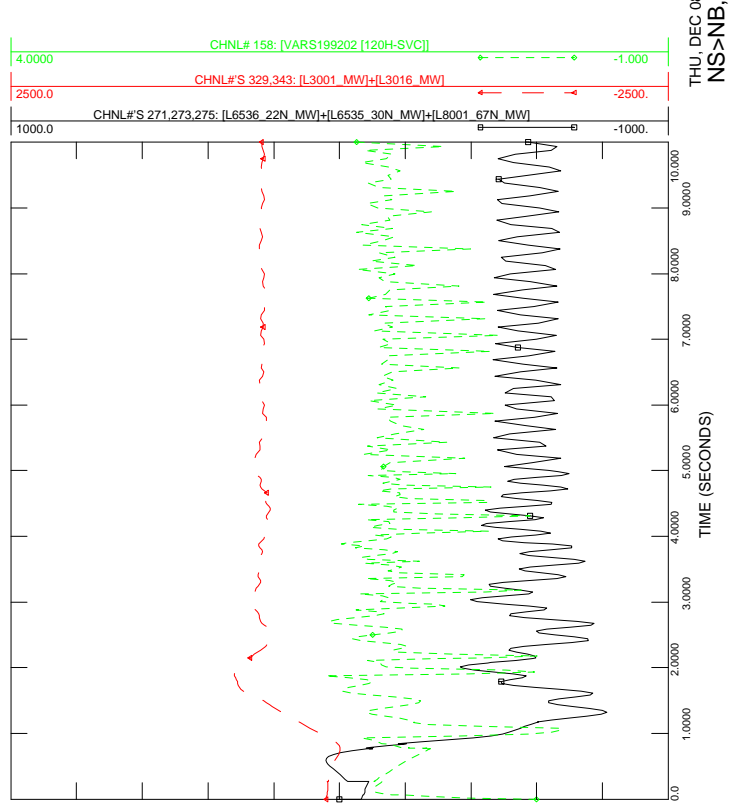
WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out



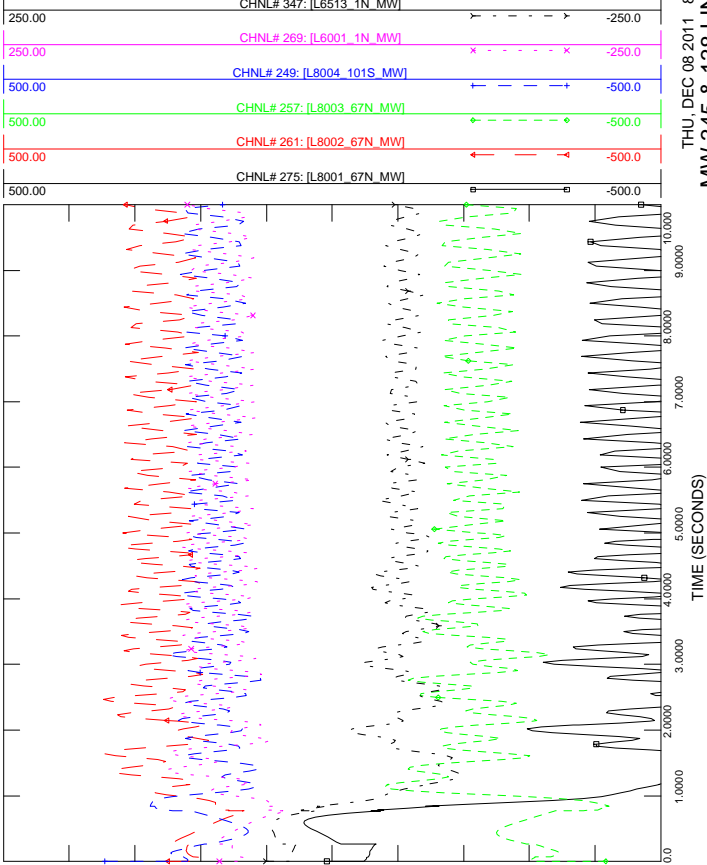
WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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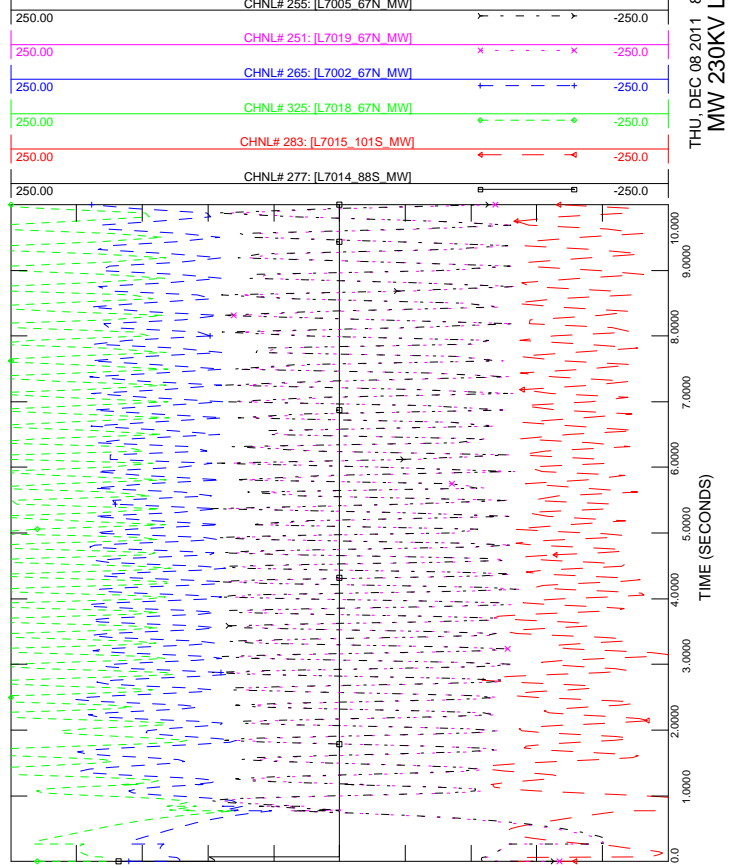
WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

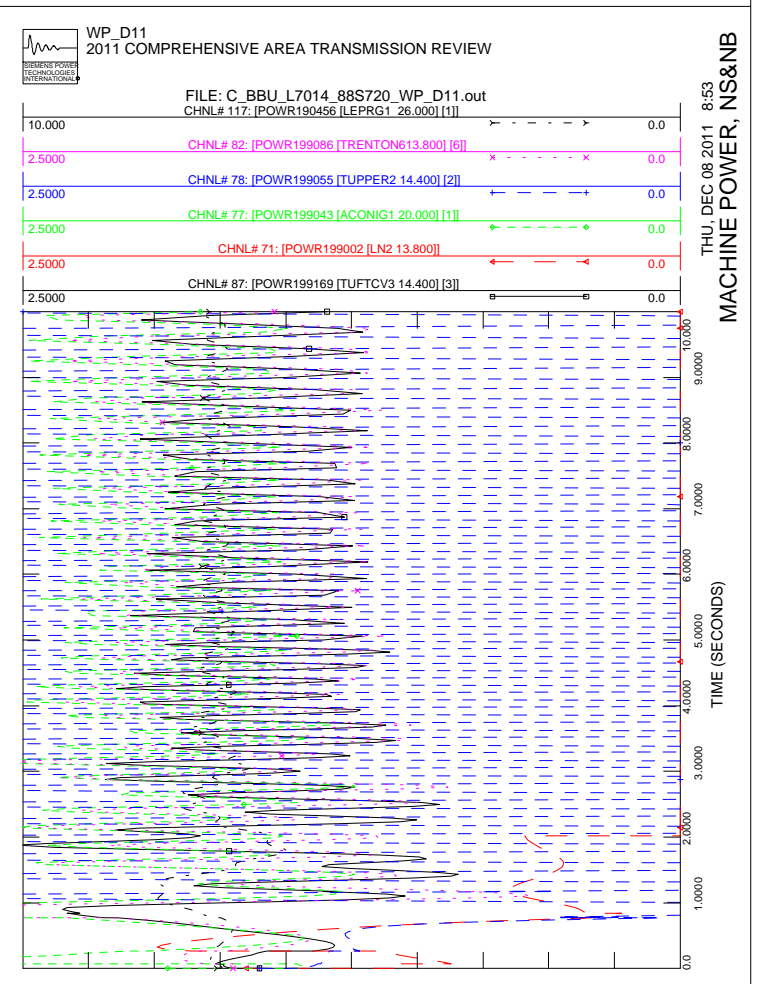
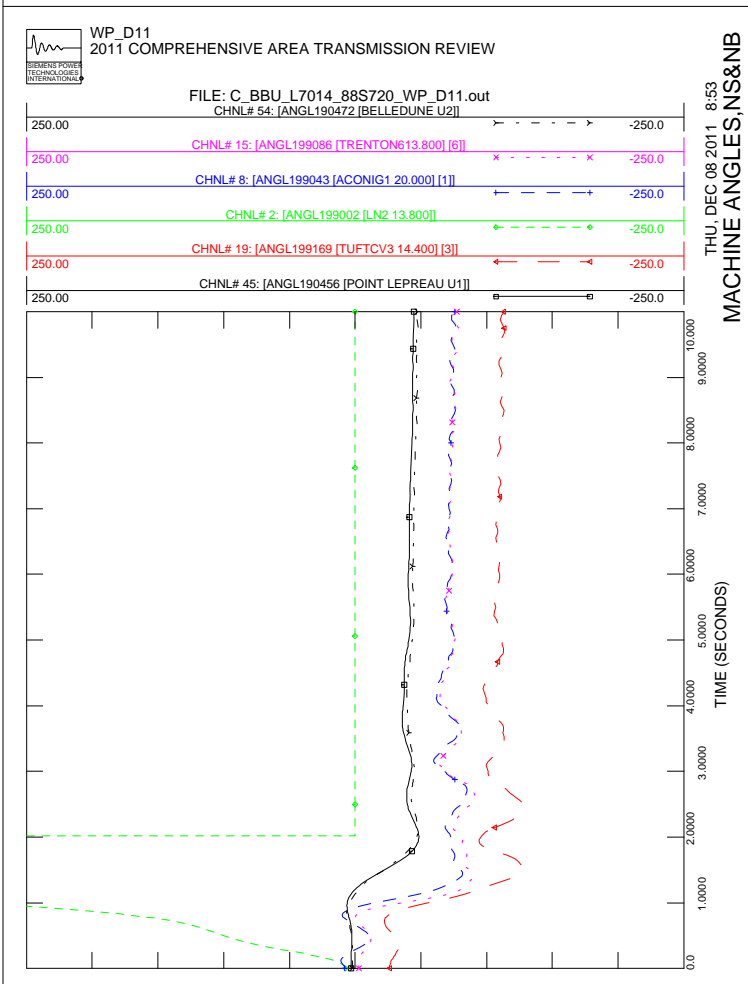
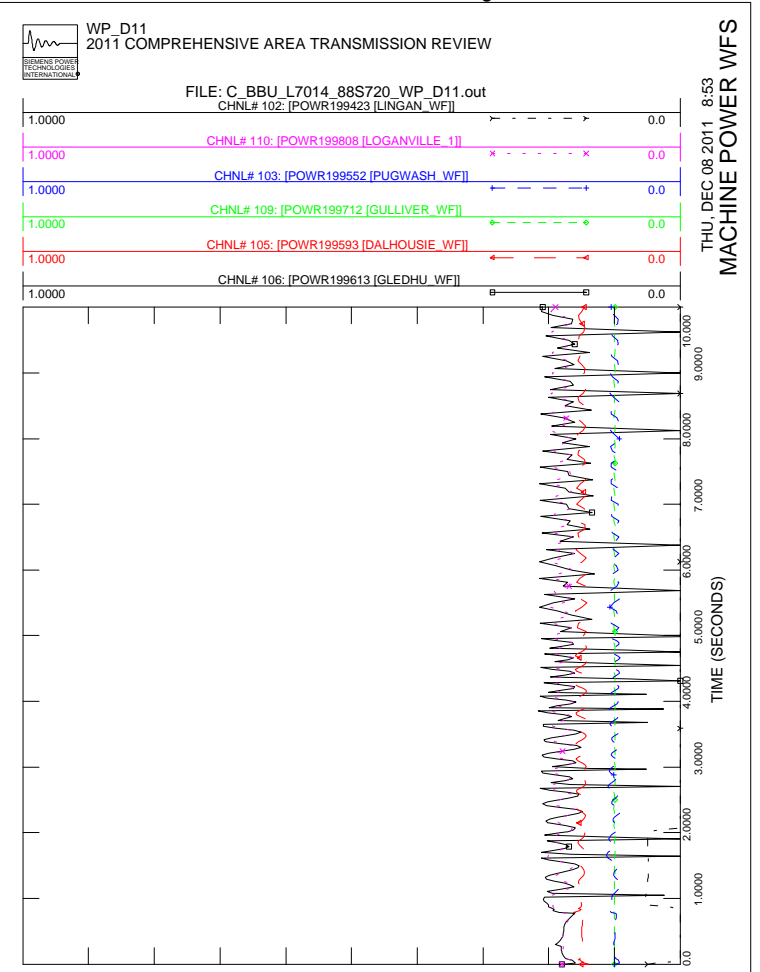
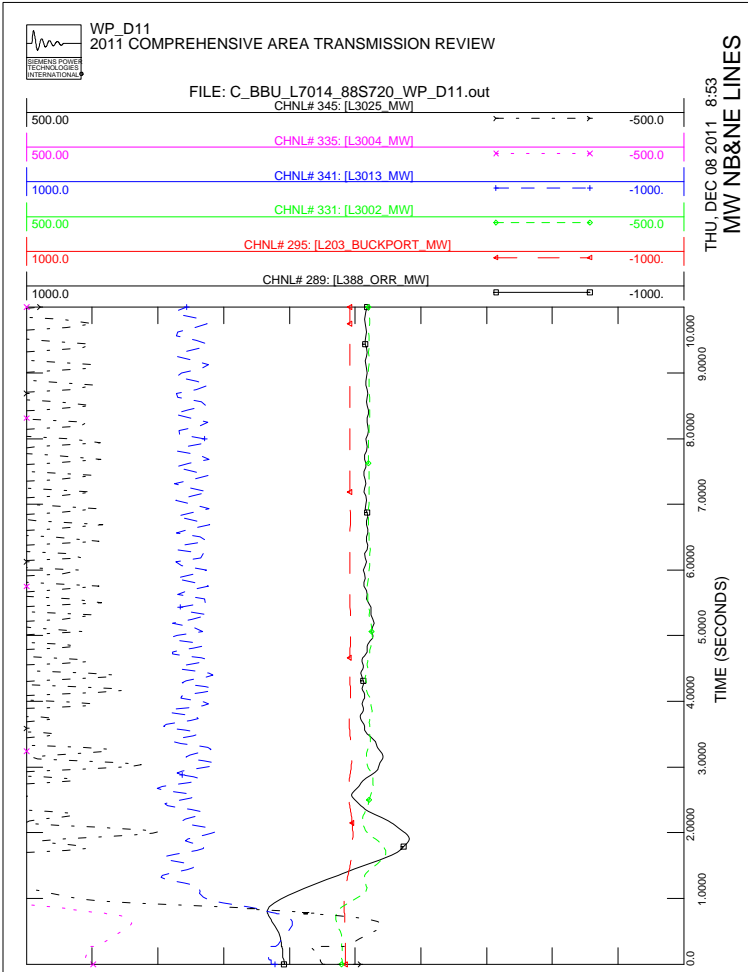
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WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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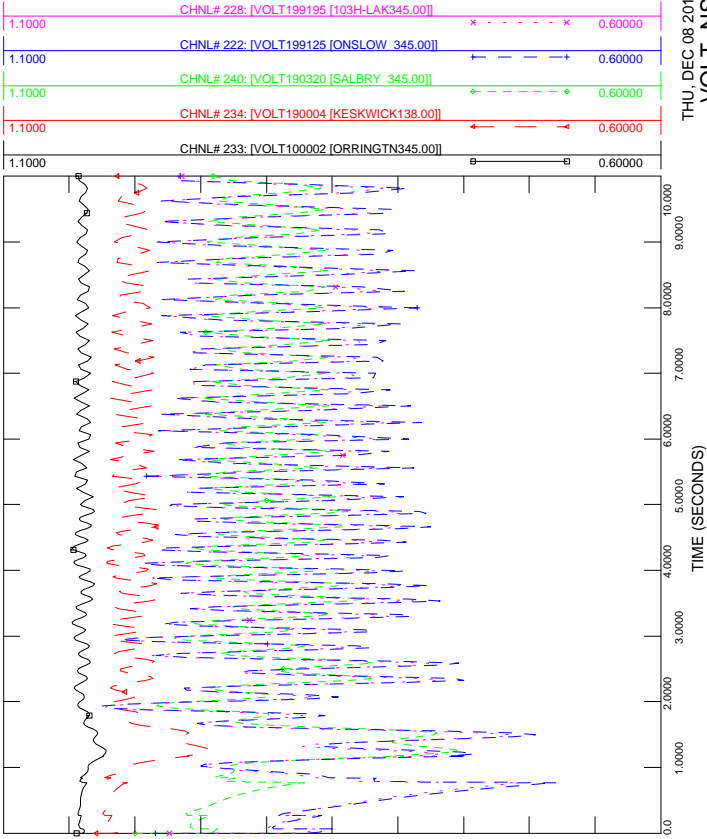






WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out



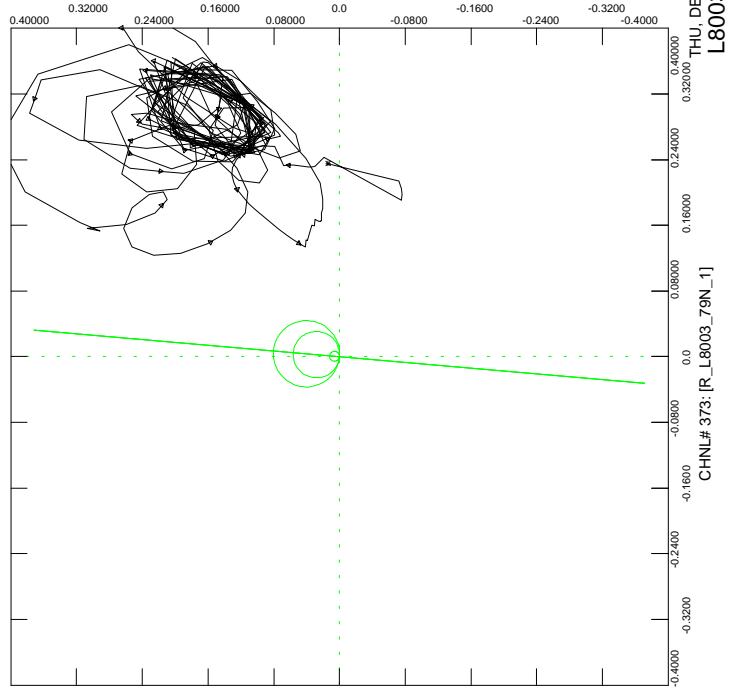
THU, DEC 08 2011 8:53
VOLT, NS,NB&NE



WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

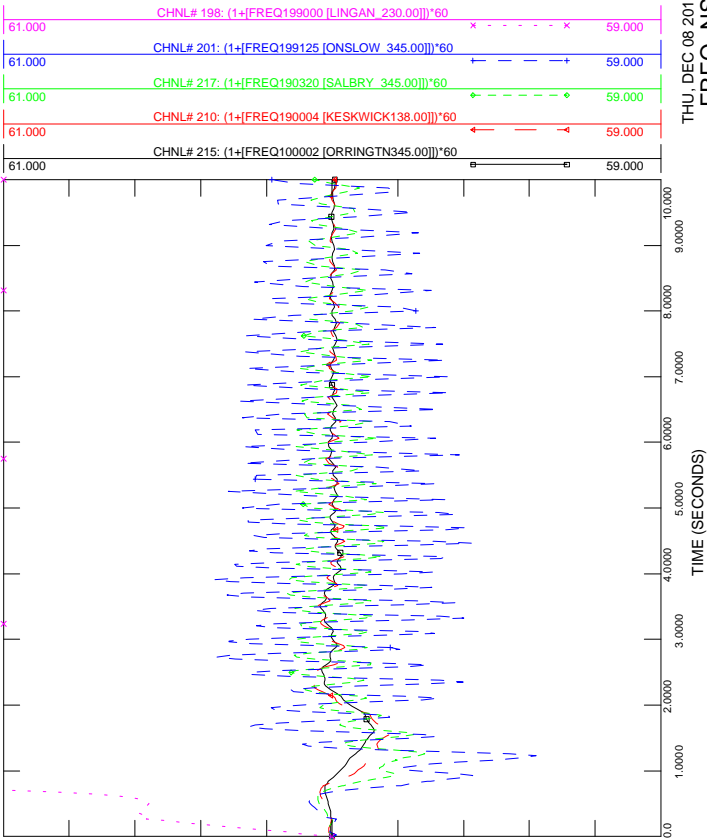


THU, DEC 08 2011 8:53
L8003 AT 79N-HOPEWELL



WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out



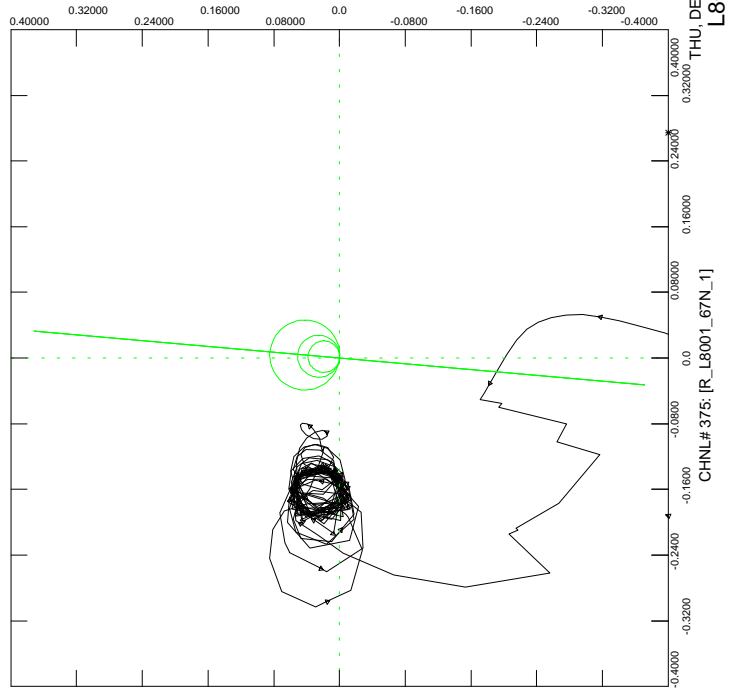
THU, DEC 08 2011 8:53
FREQ, NS,NB&NE



WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out

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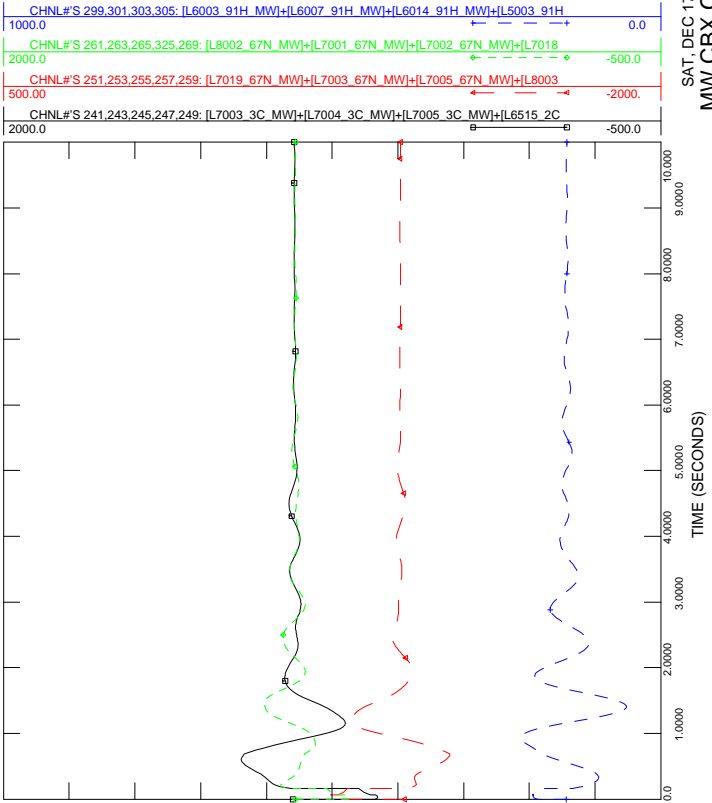


THU, DEC 08 2011 8:53
L8001 AT 67N-ONSLW



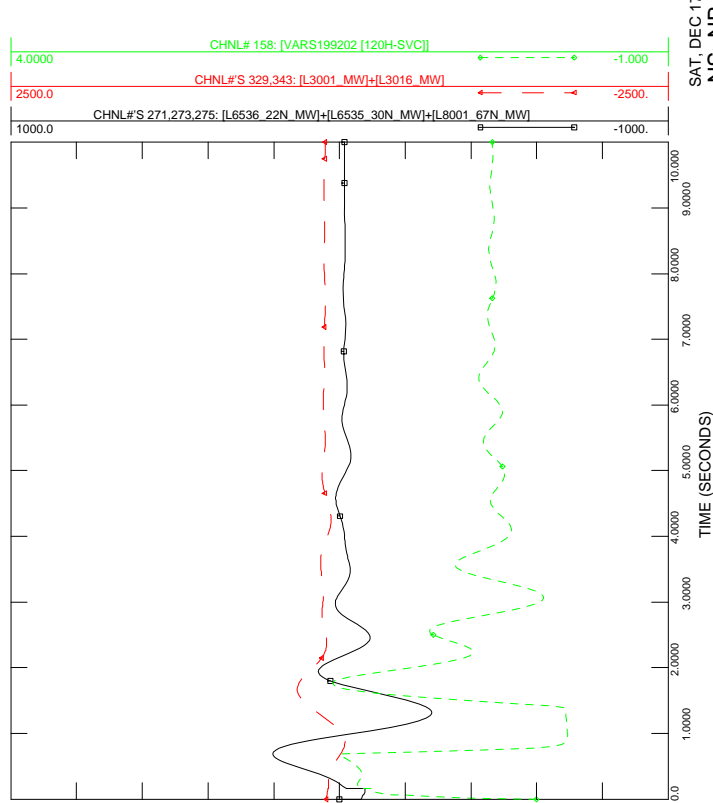
WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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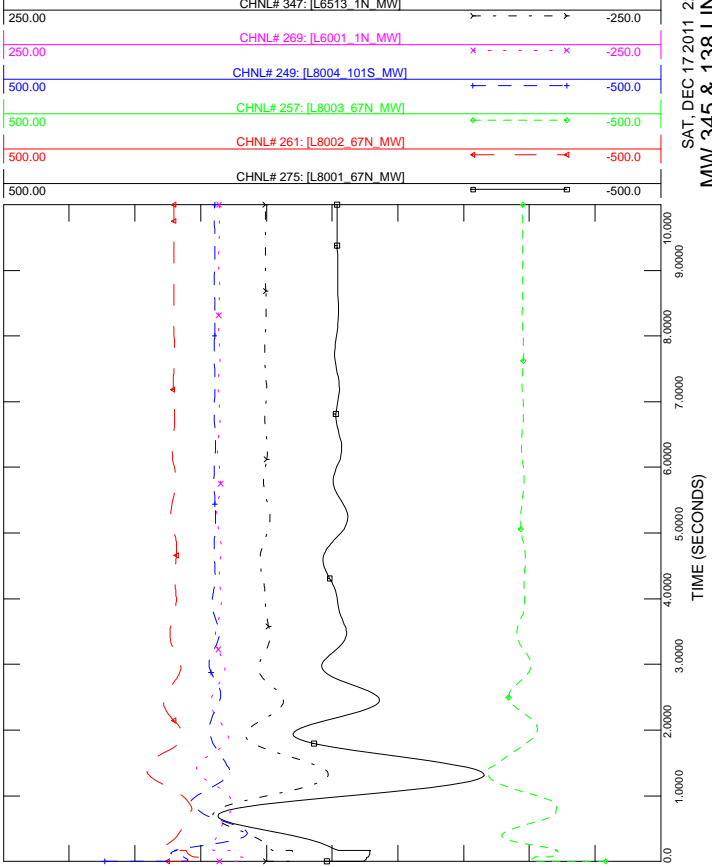
WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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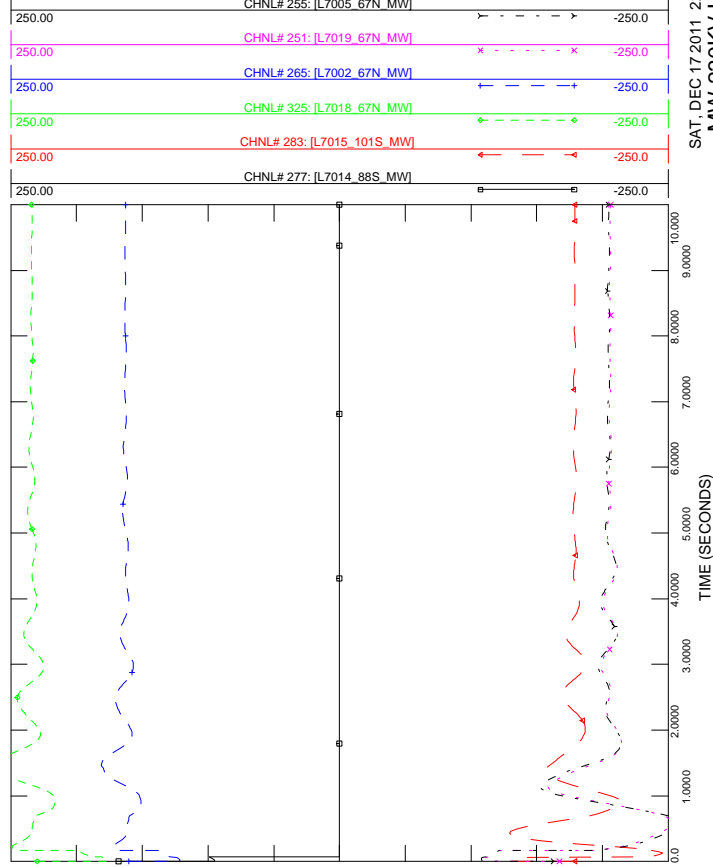
WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

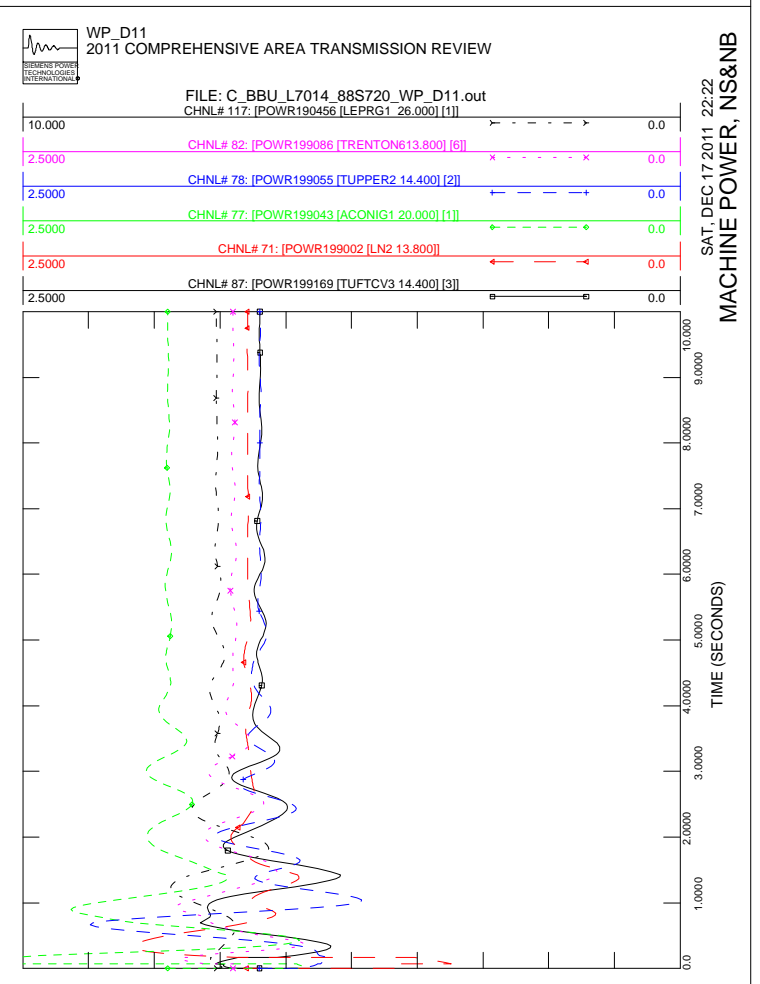
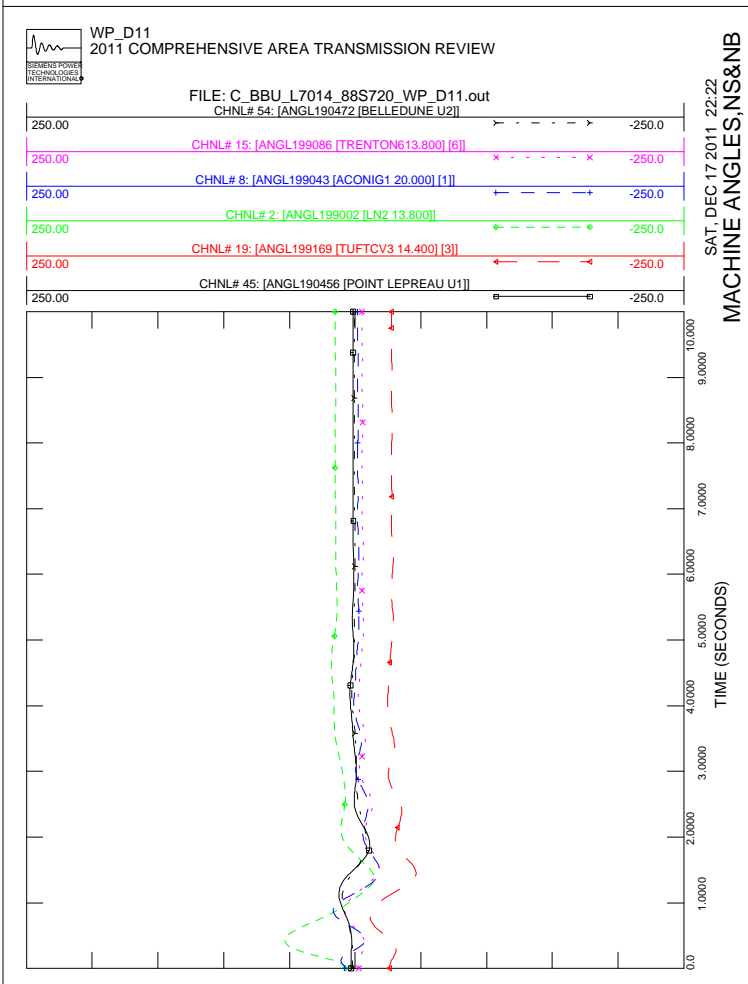
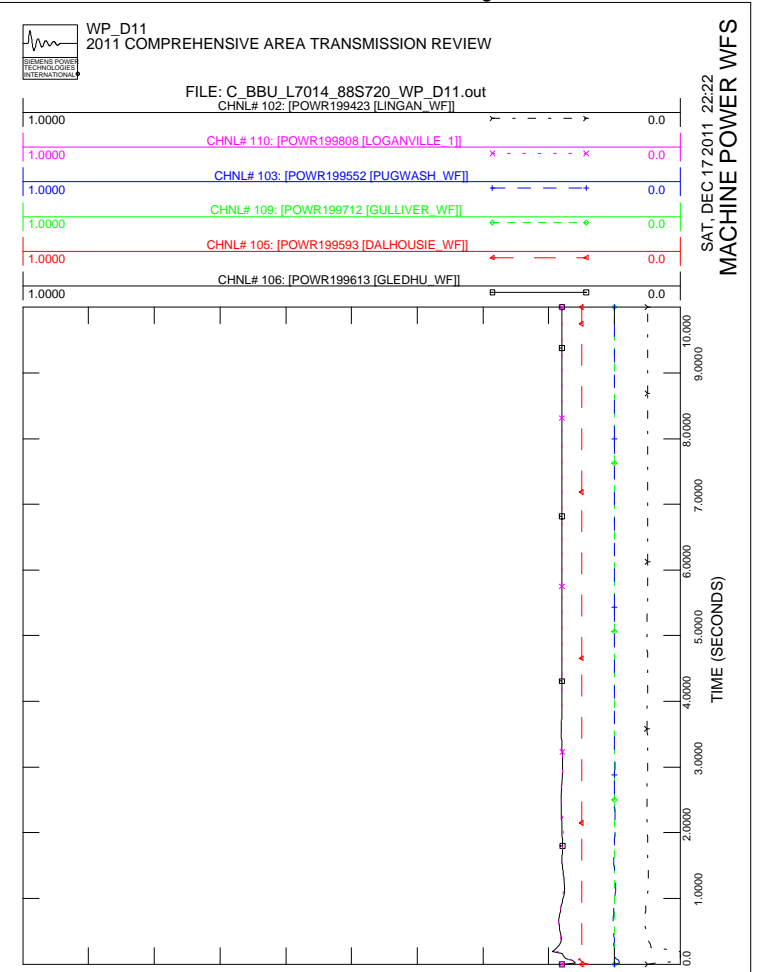
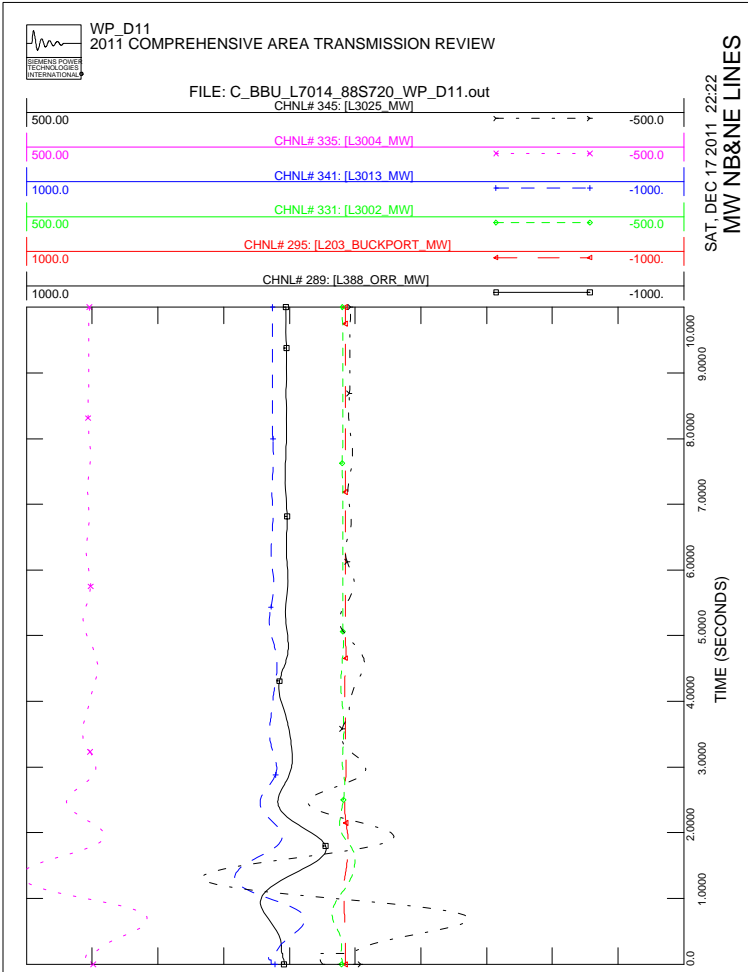
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WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out

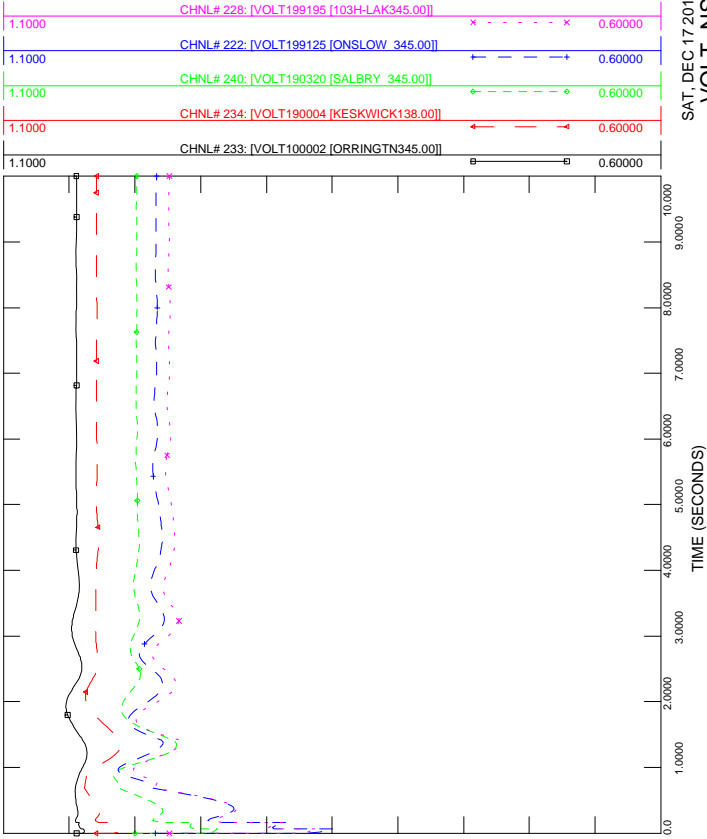






WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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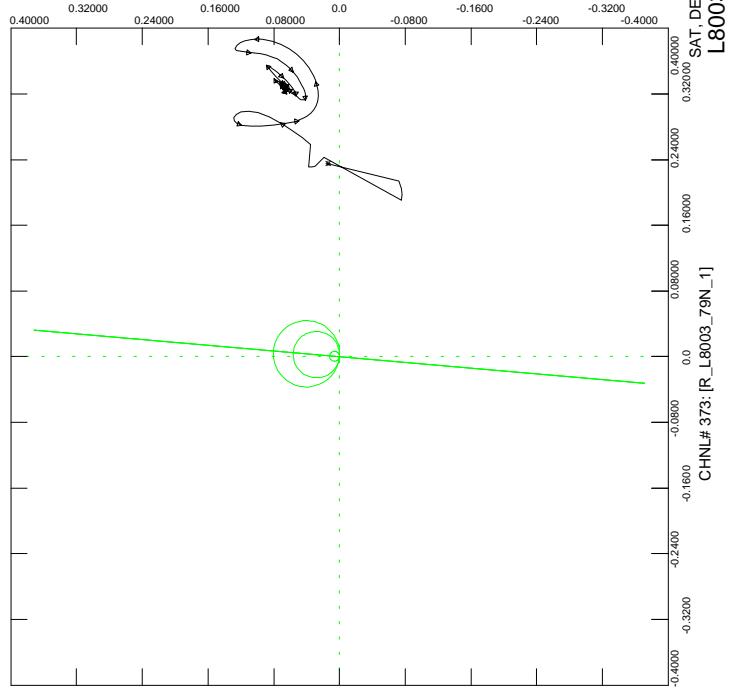
SAT, DEC 17 2011 22:22
VOLT, NS, NB&NE



WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out

RELAY: DISTR1
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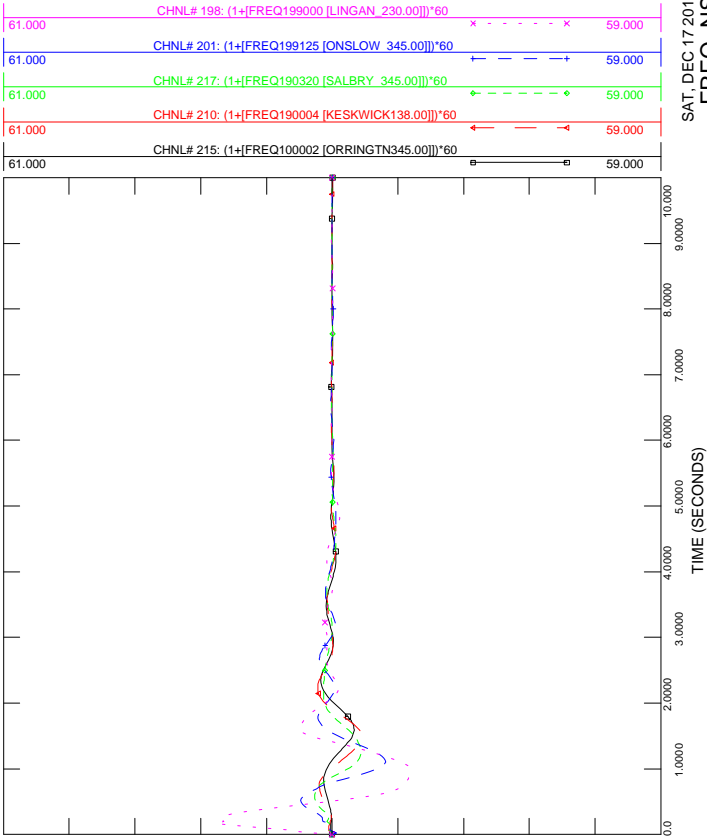


SAT, DEC 17 2011 22:22
L8003 AT 79N-HOPEWELL



WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out



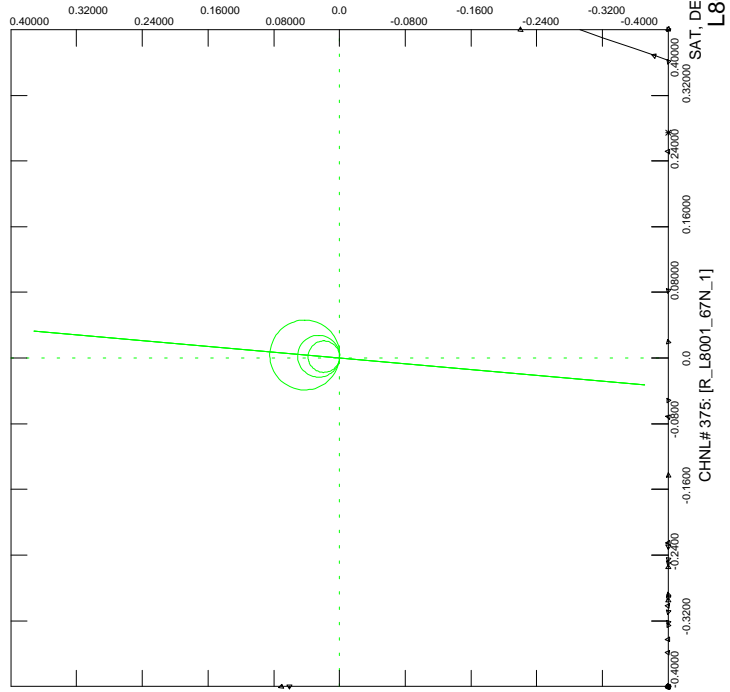
SAT, DEC 17 2011 22:22
FREQ, NS, NB&NE



WP_D11
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_WP_D11.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

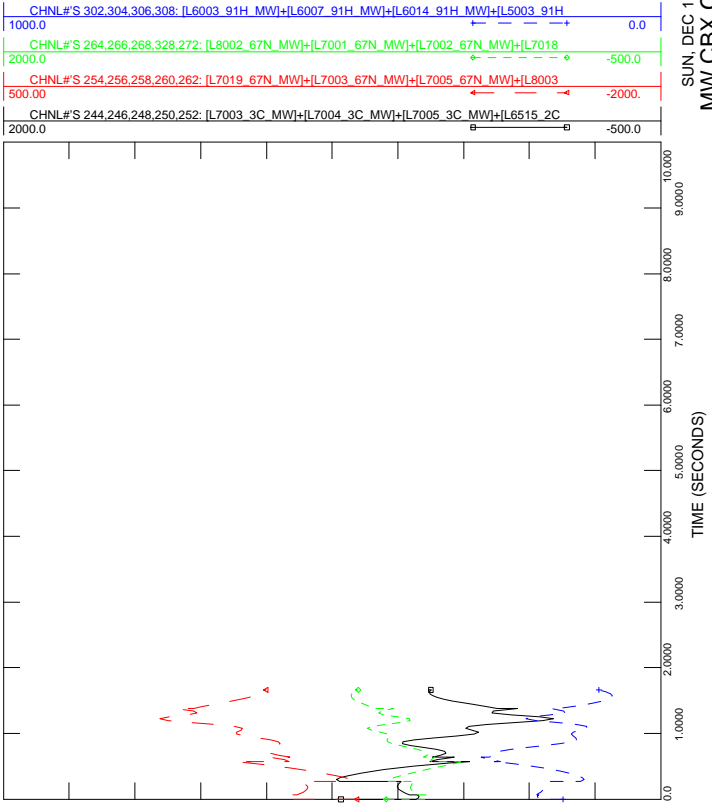


SAT, DEC 17 2011 22:22
L8001 AT 67N-ONSLow



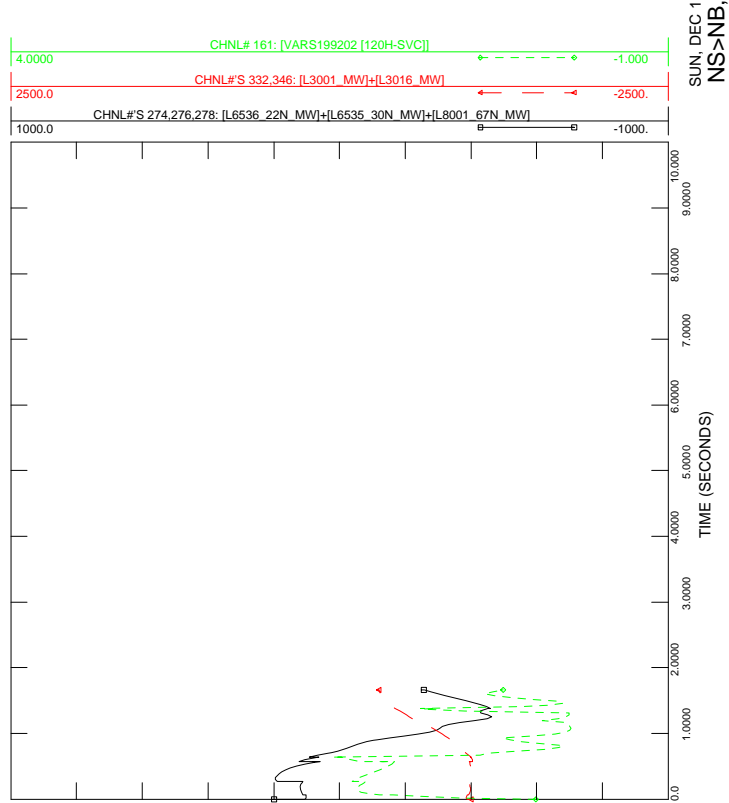
SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out



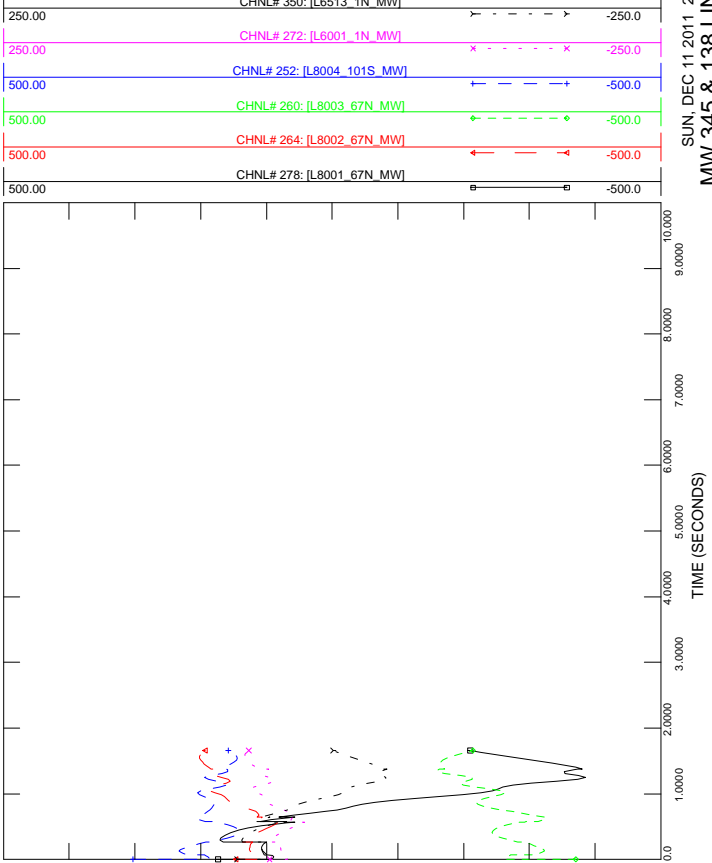
SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out



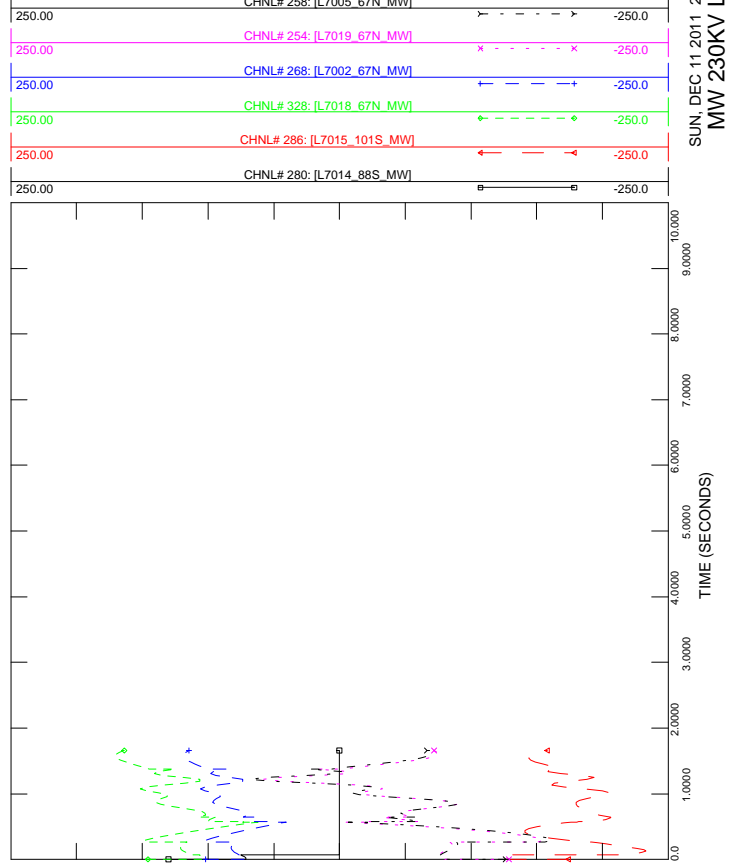
SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

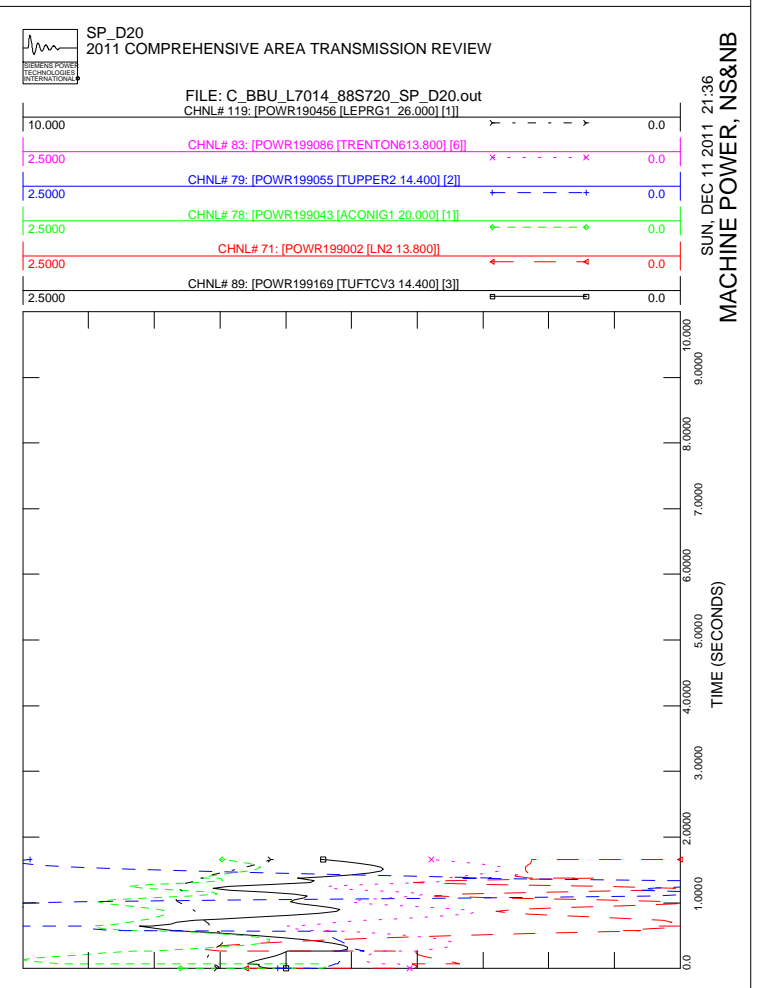
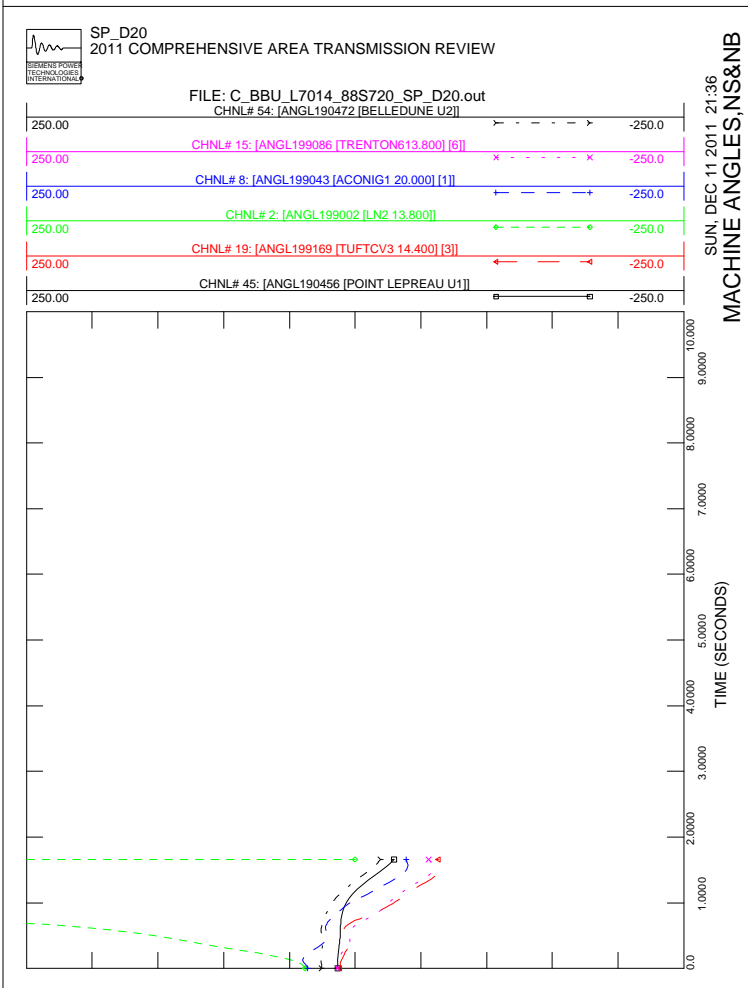
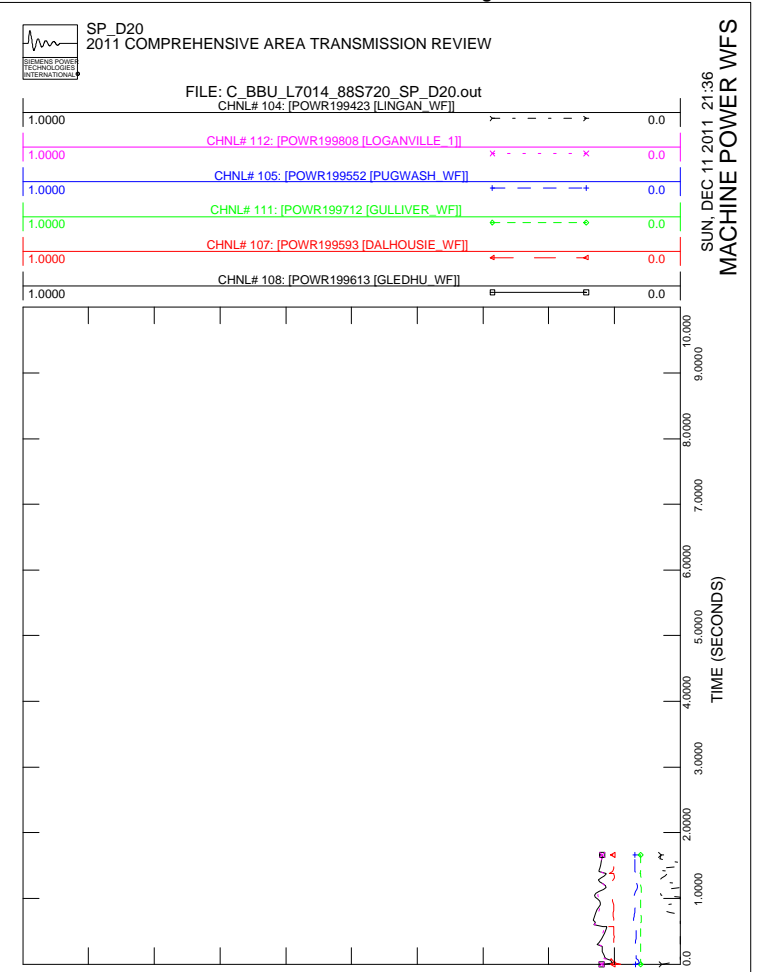
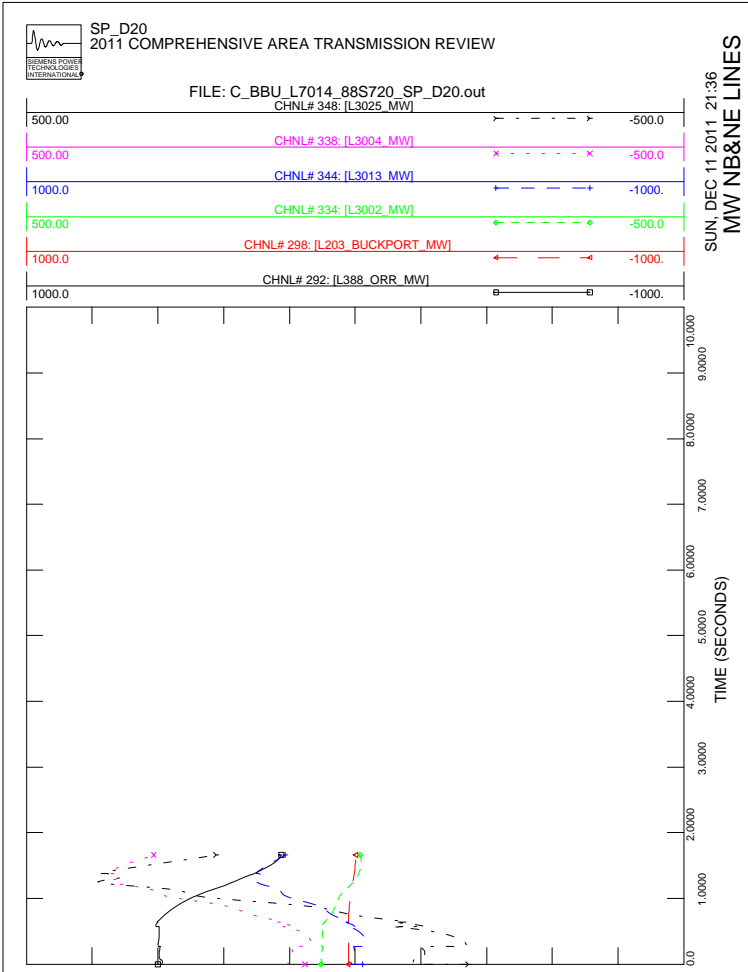
FILE: C_BBU_L7014_88S720_SP_D20.out



SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out

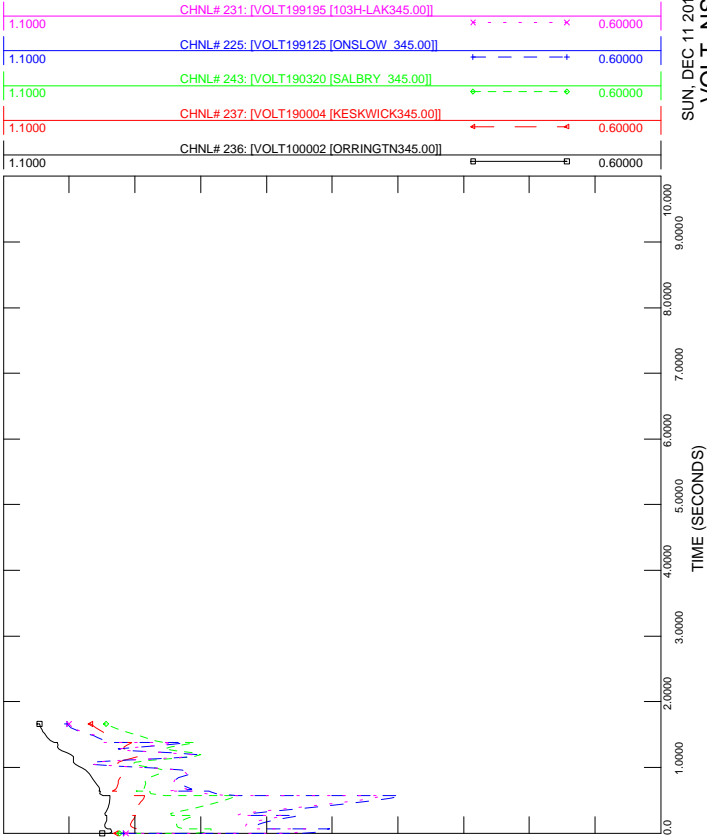






SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

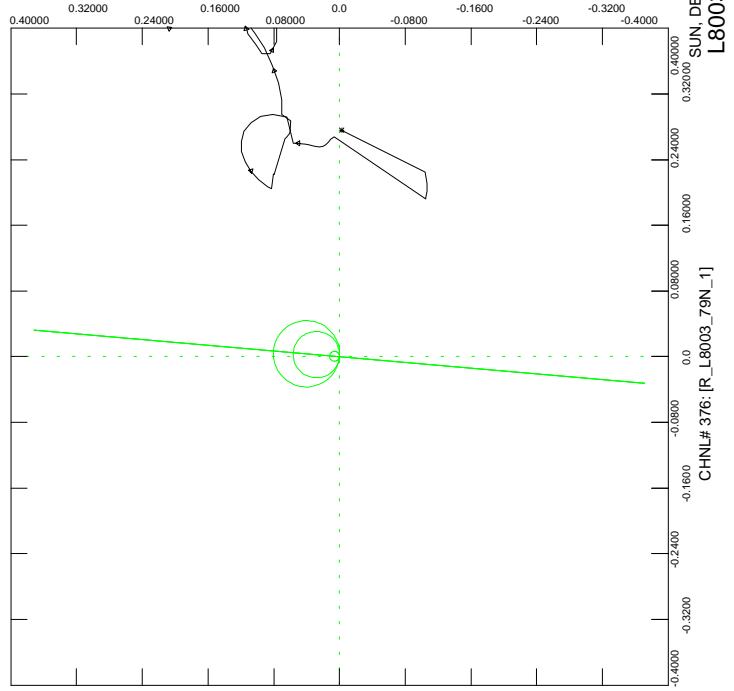
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SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

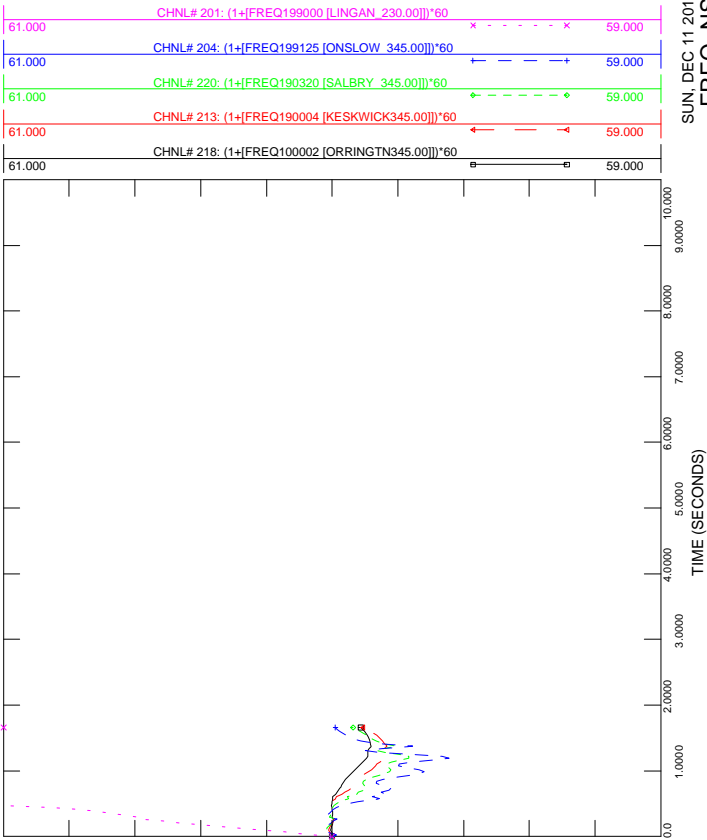
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RELAY: DISTR1
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CHNL# 377: [X_L8003_79N_1]



SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

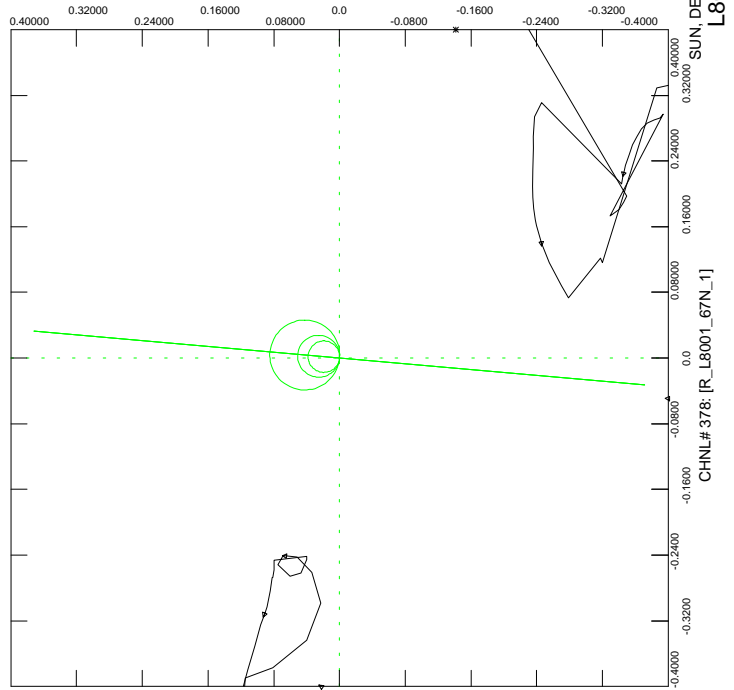
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SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out

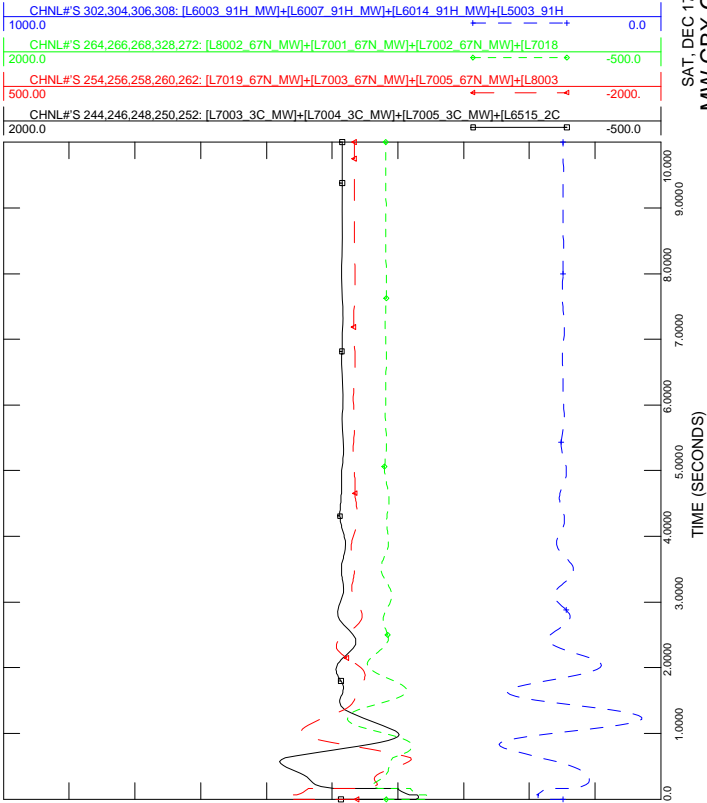
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CHNL# 379: [X_L8001_67N_1]





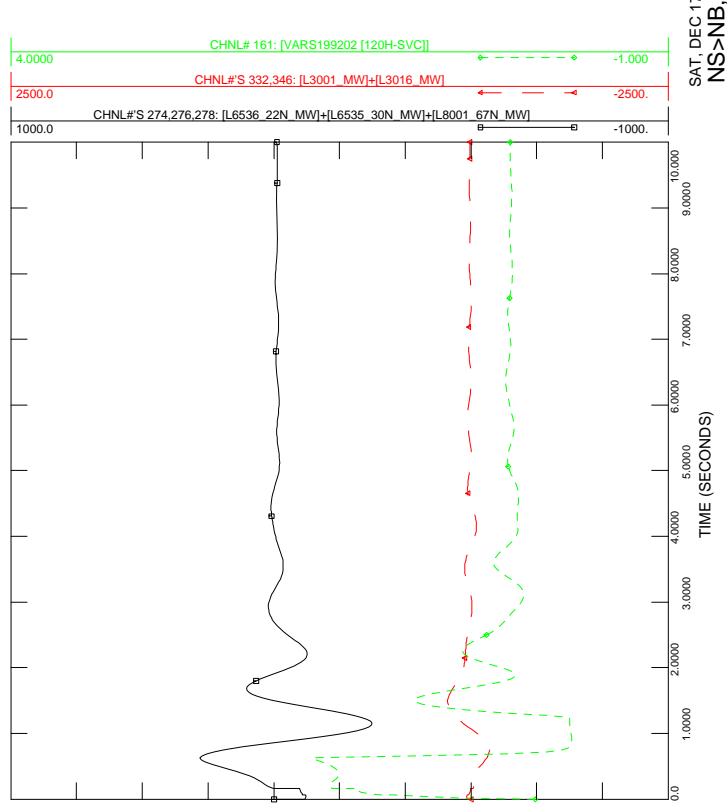
SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out



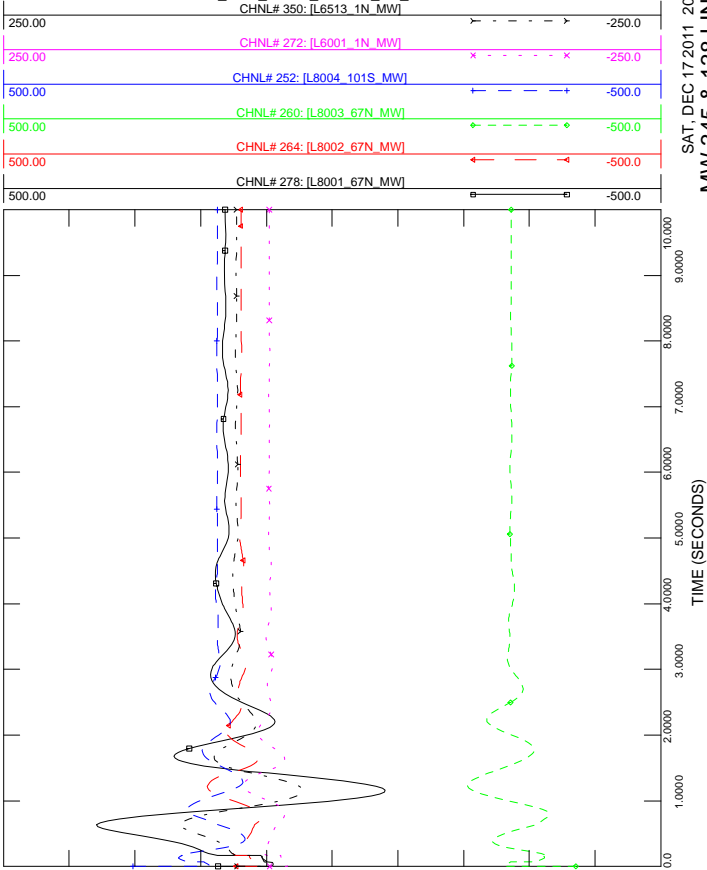
SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out



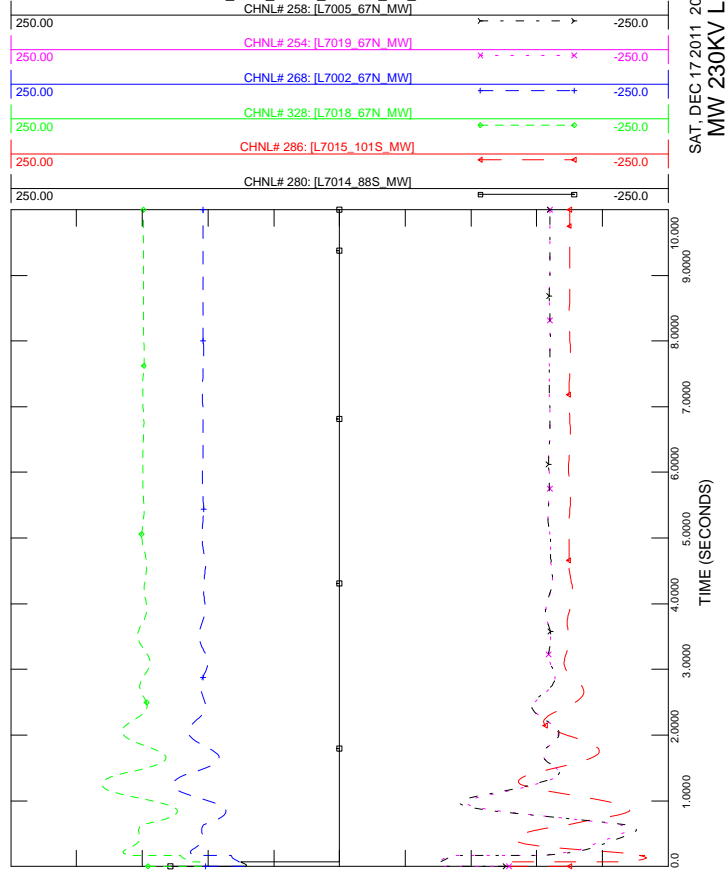
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

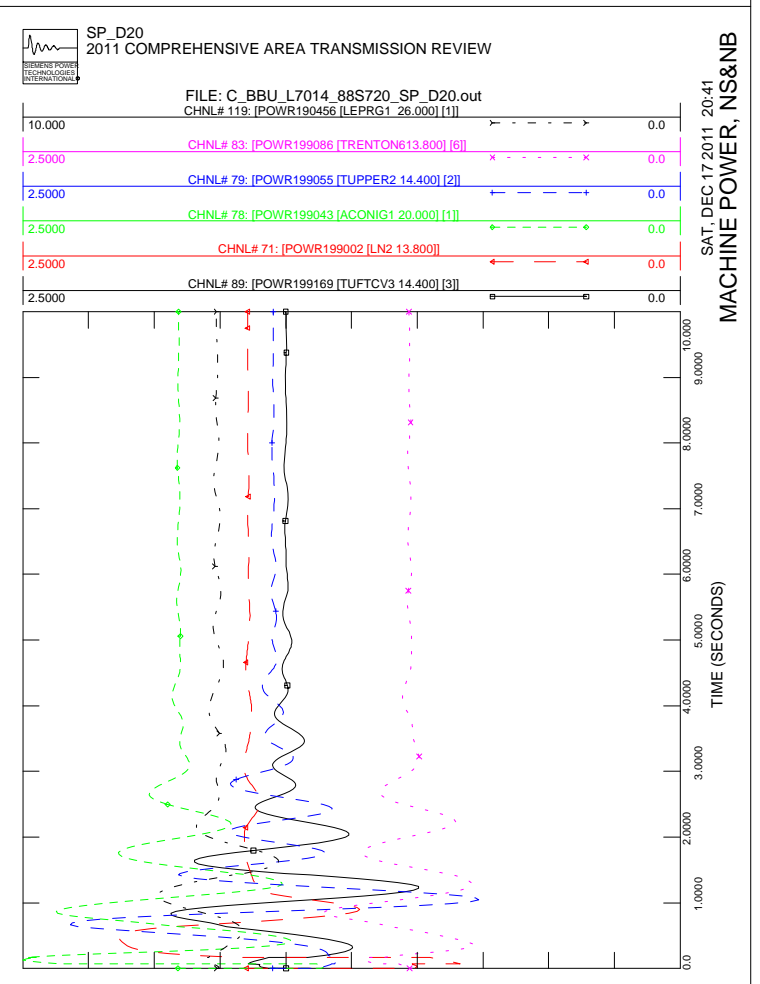
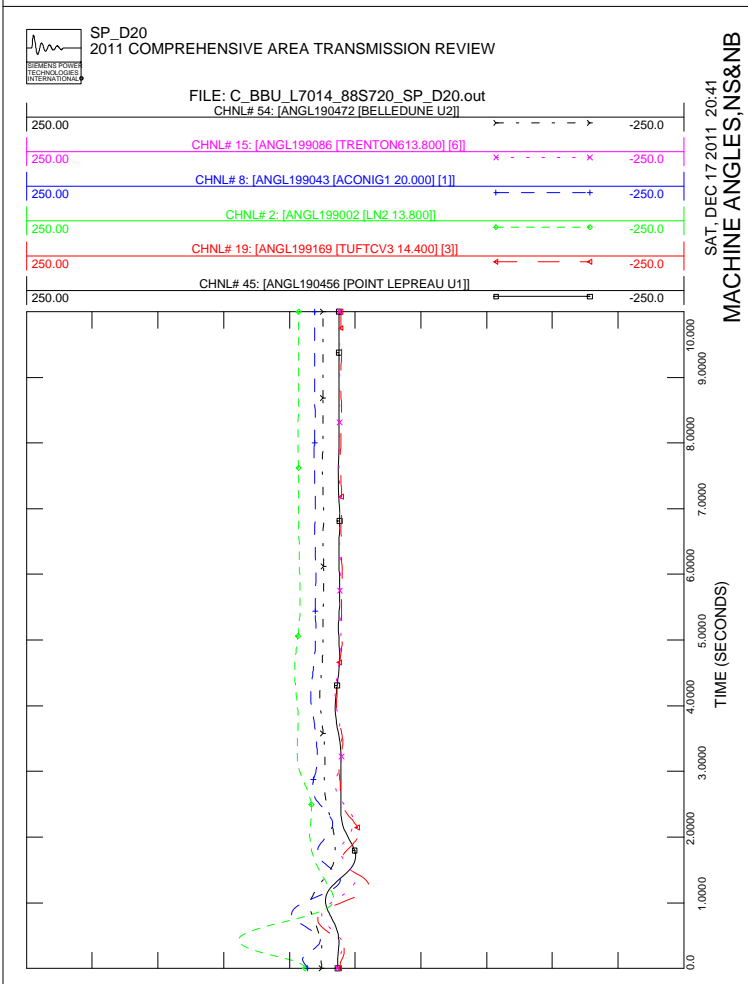
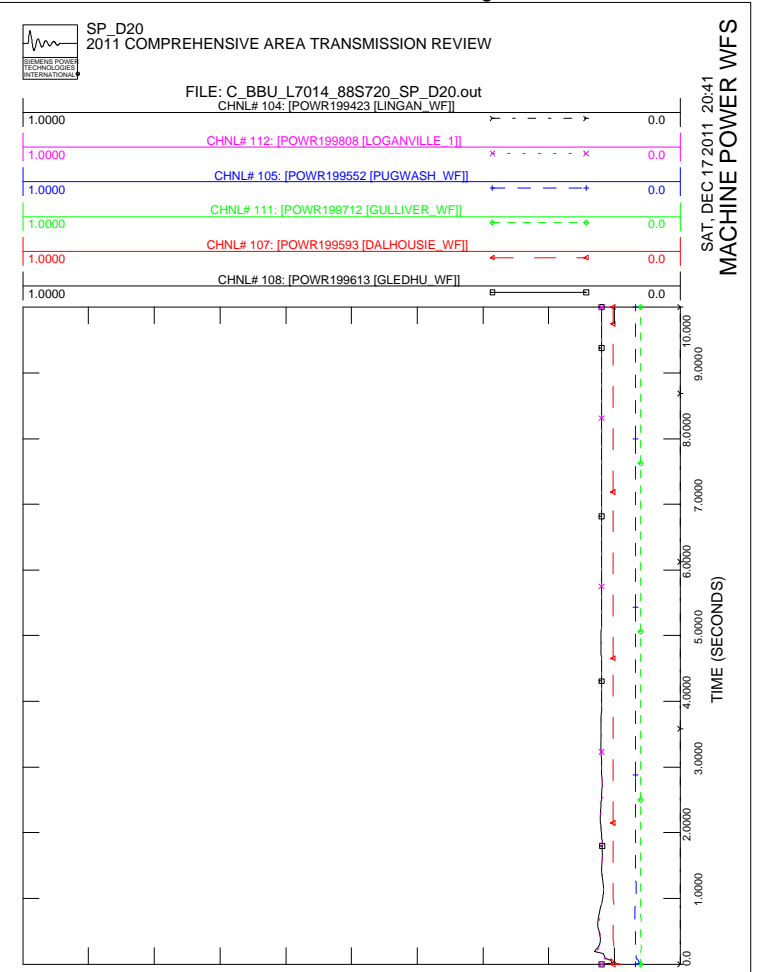
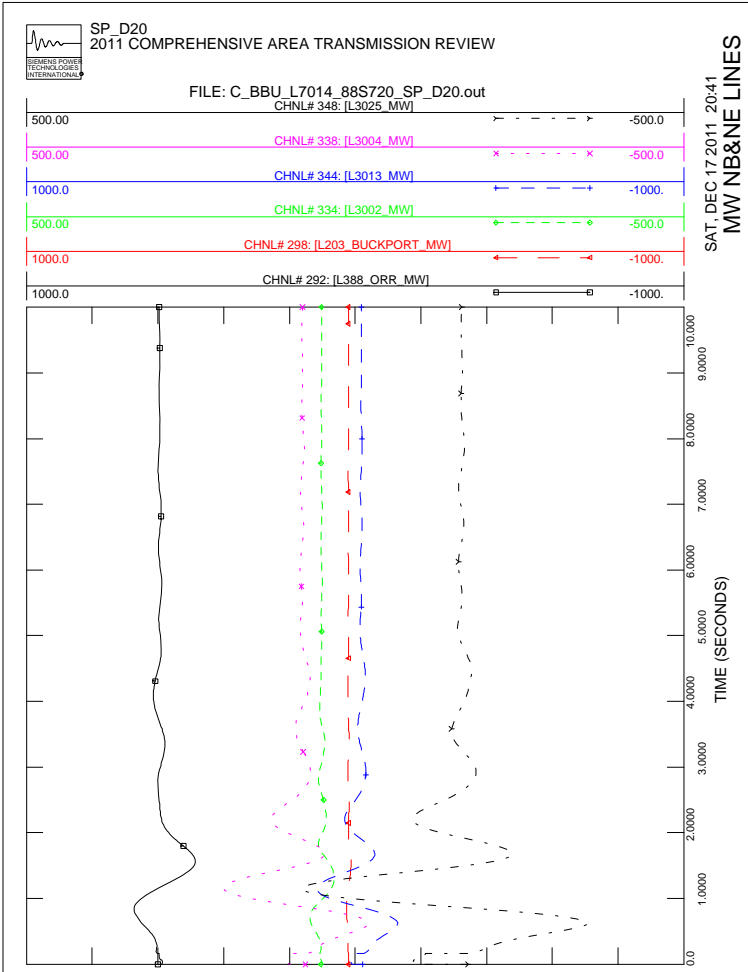
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SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D20.out

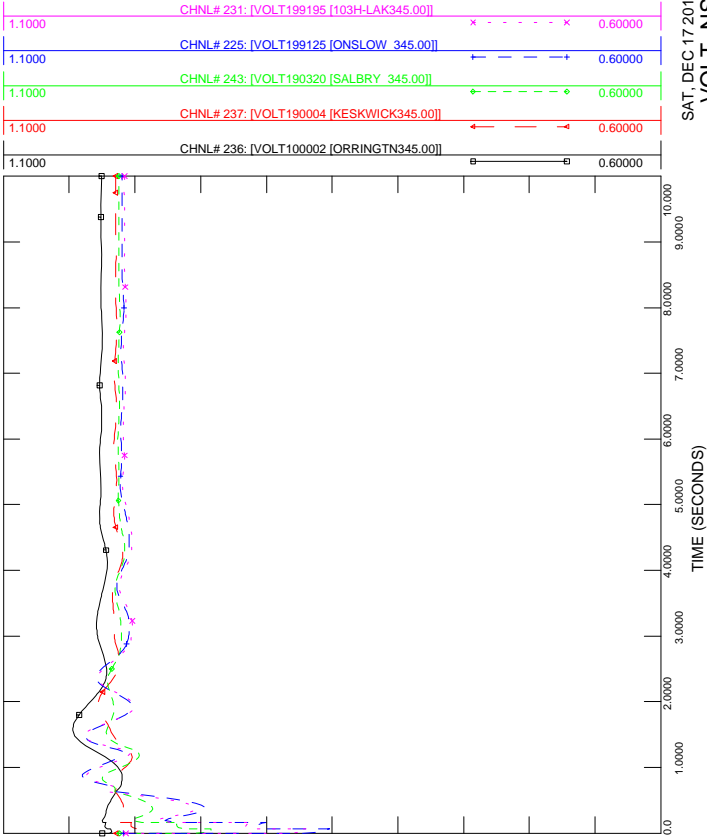






SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

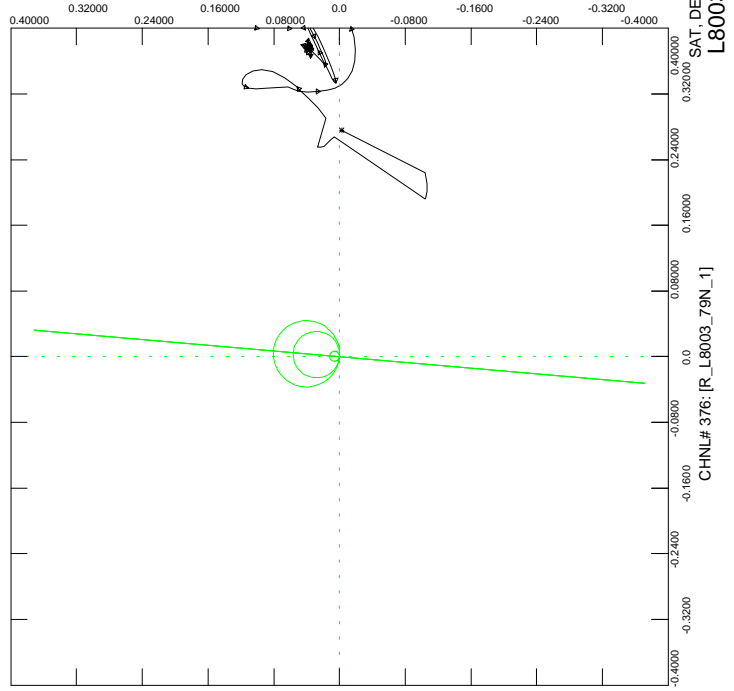
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SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

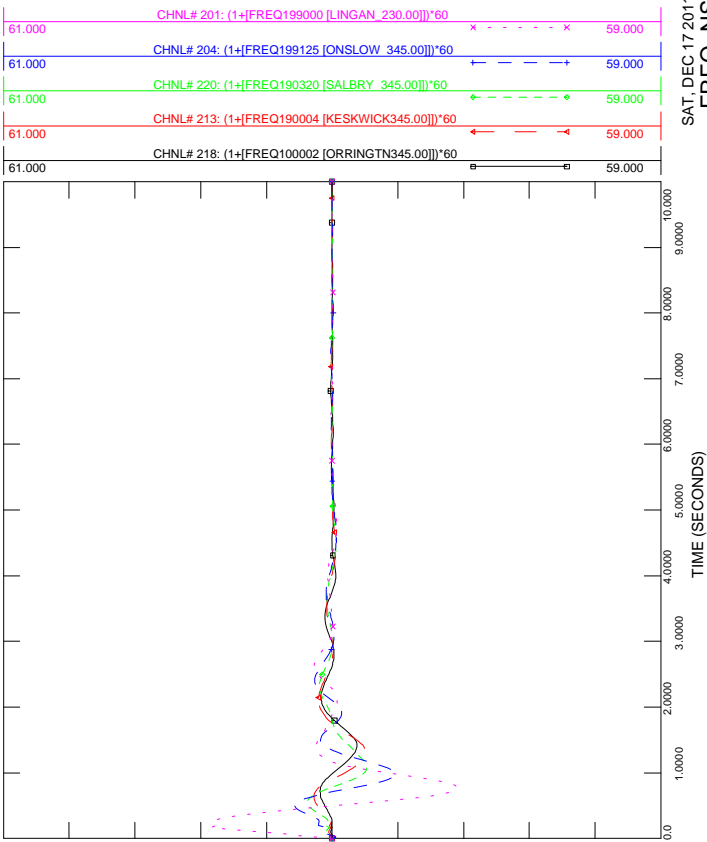
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RELAY: DISTR1
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CHNL# 377: [X_L8003_79N_1]



SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

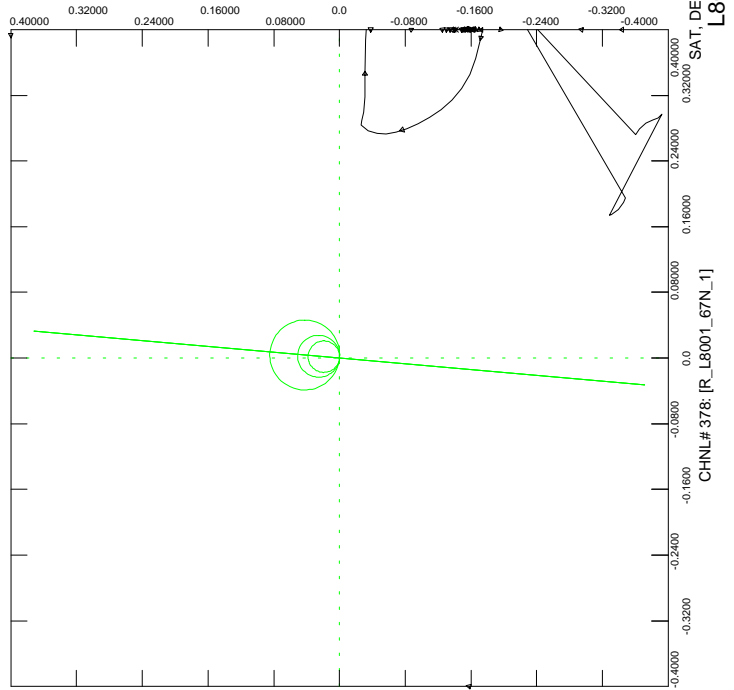
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SP_D20
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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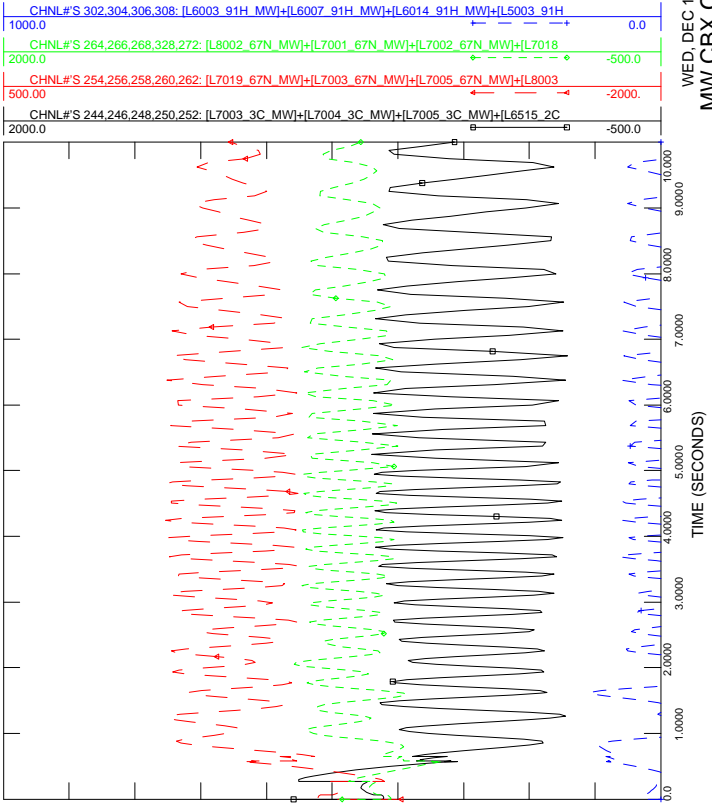
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CHNL# 379: [X_L8001_67N_1]





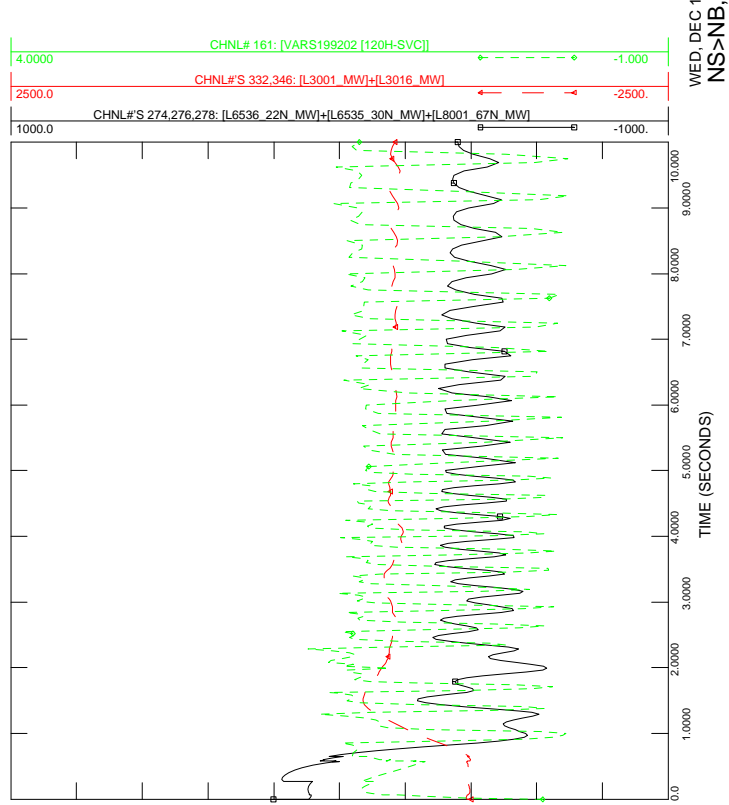
SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D21.out



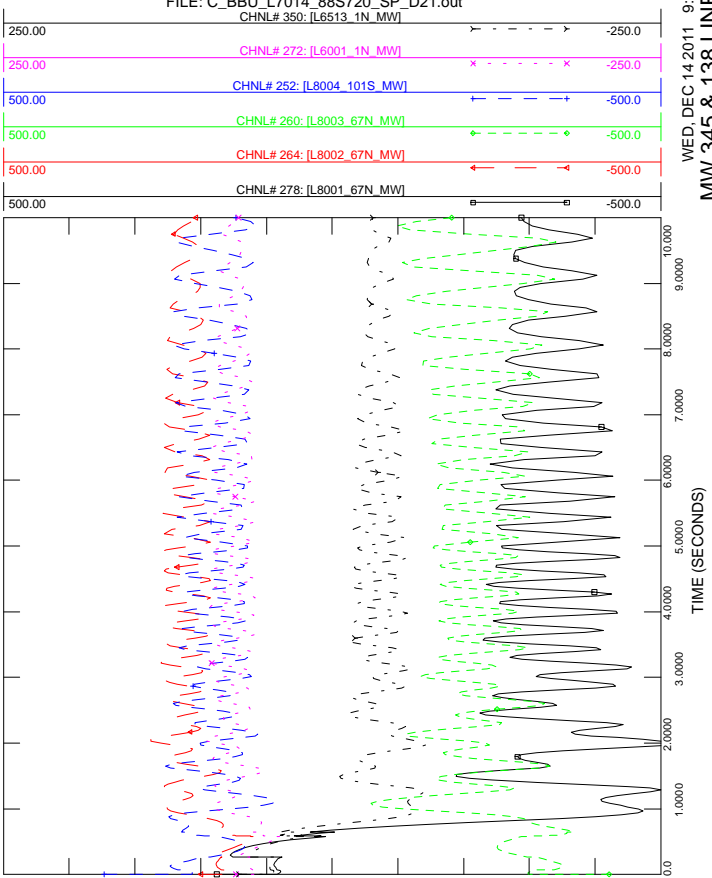
SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D21.out



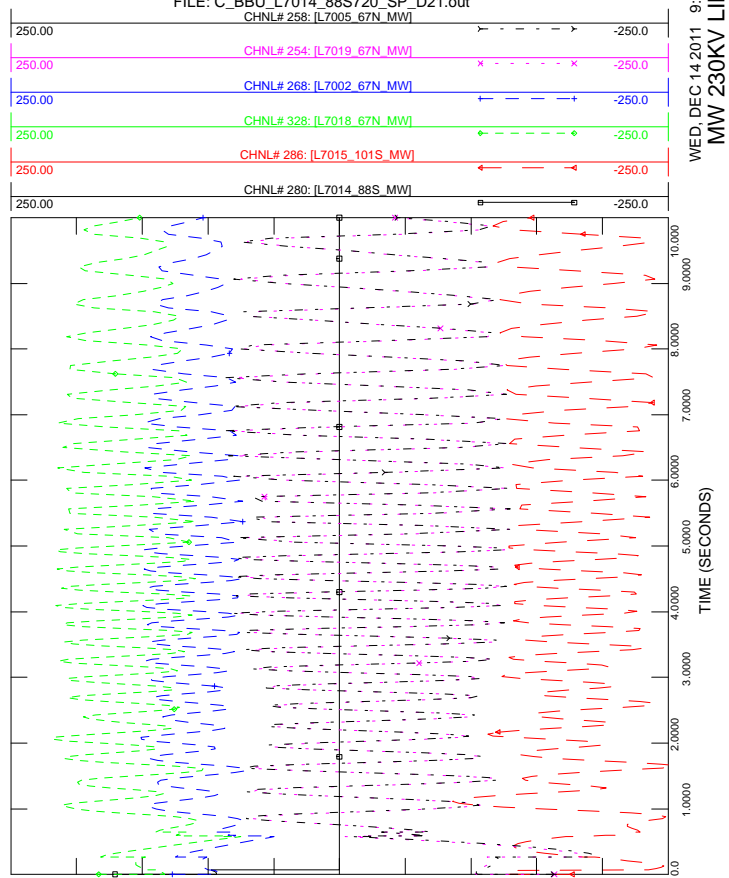
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

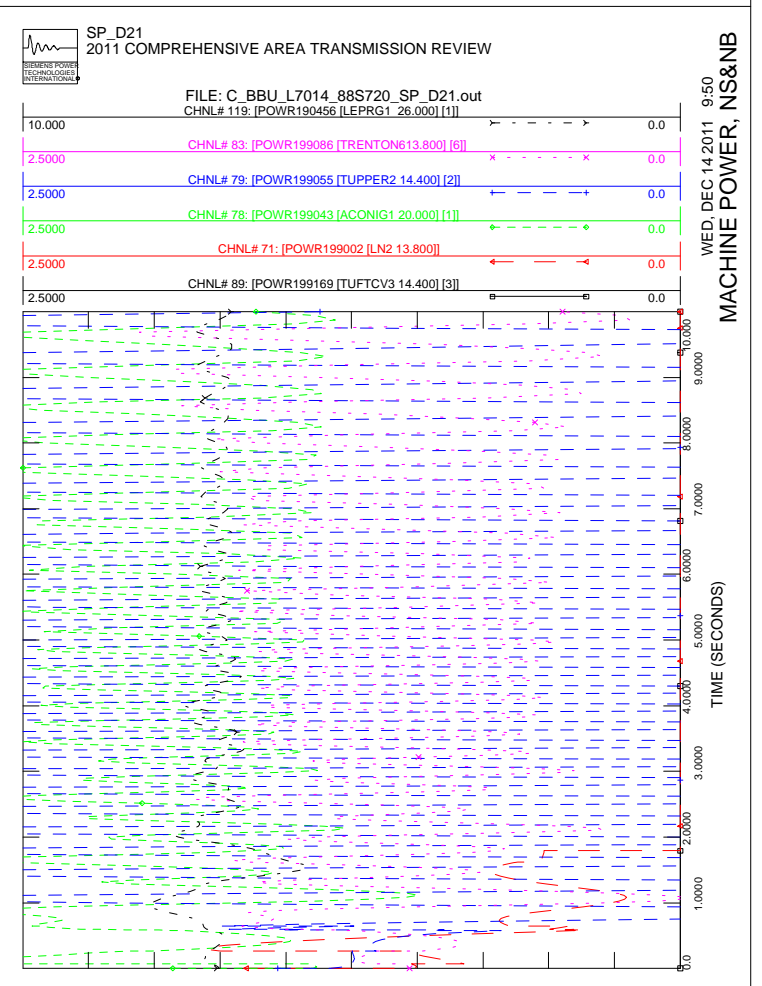
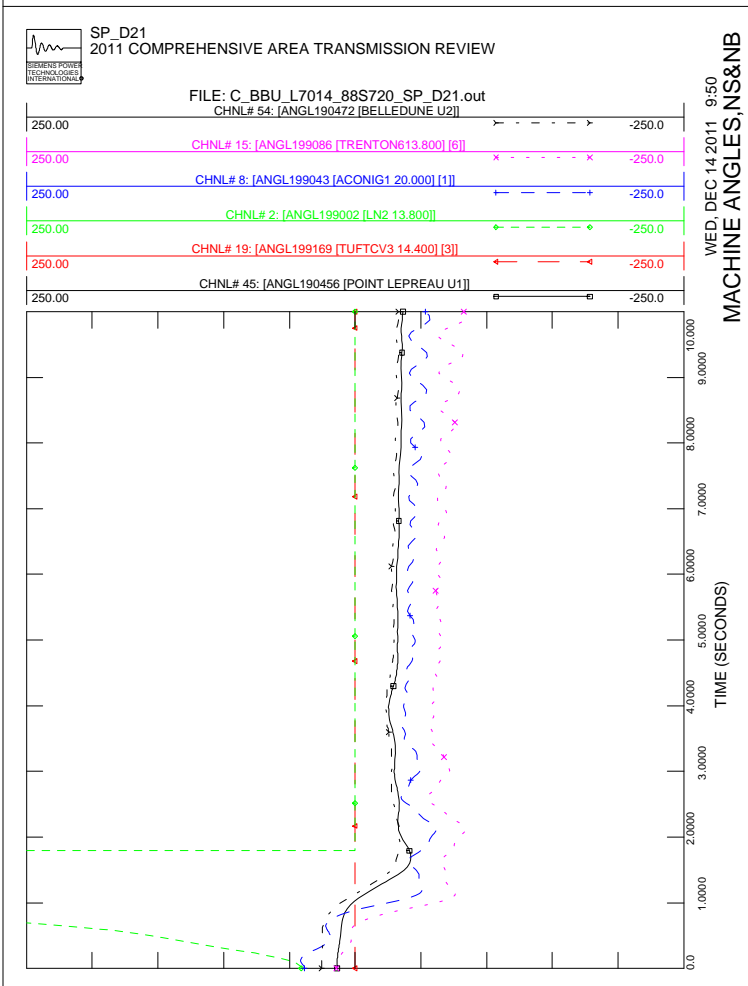
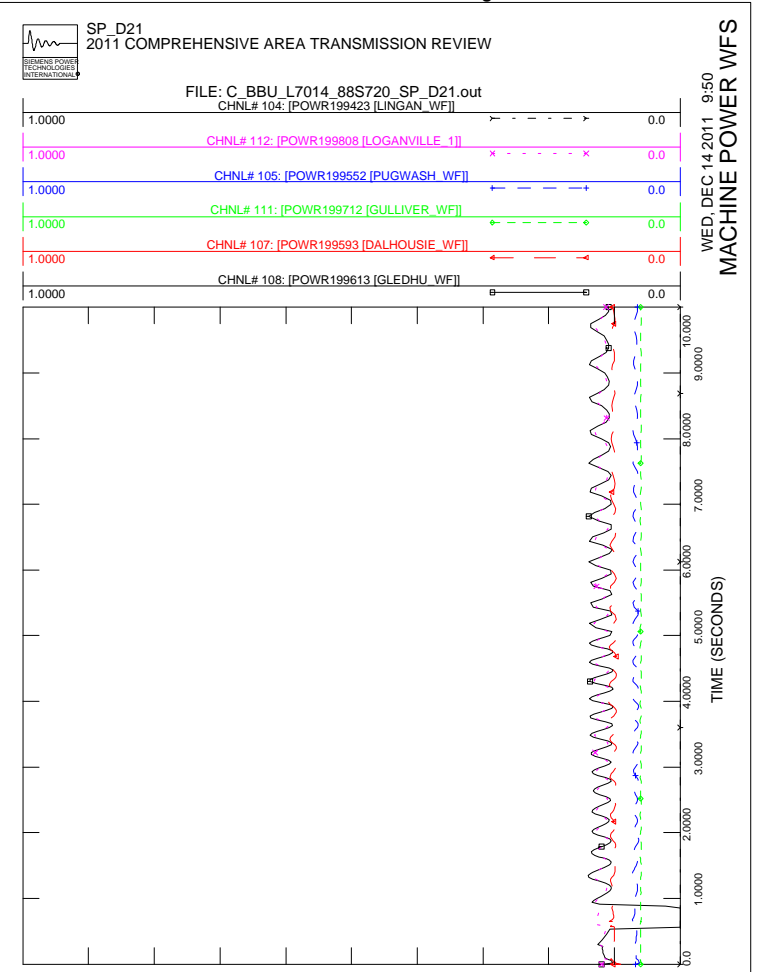
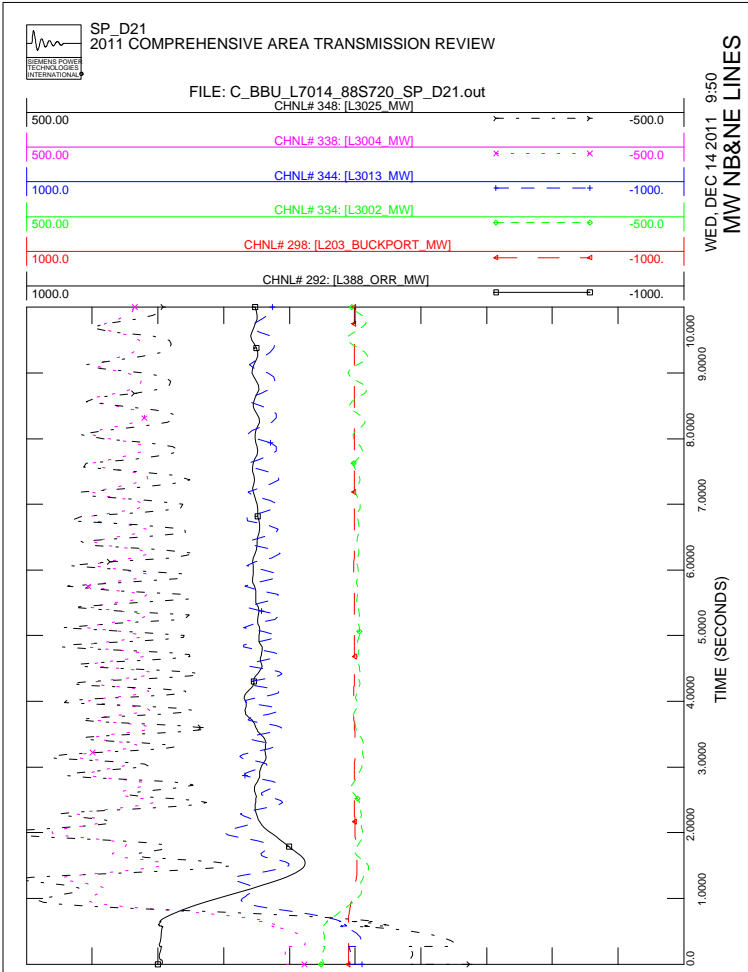
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SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

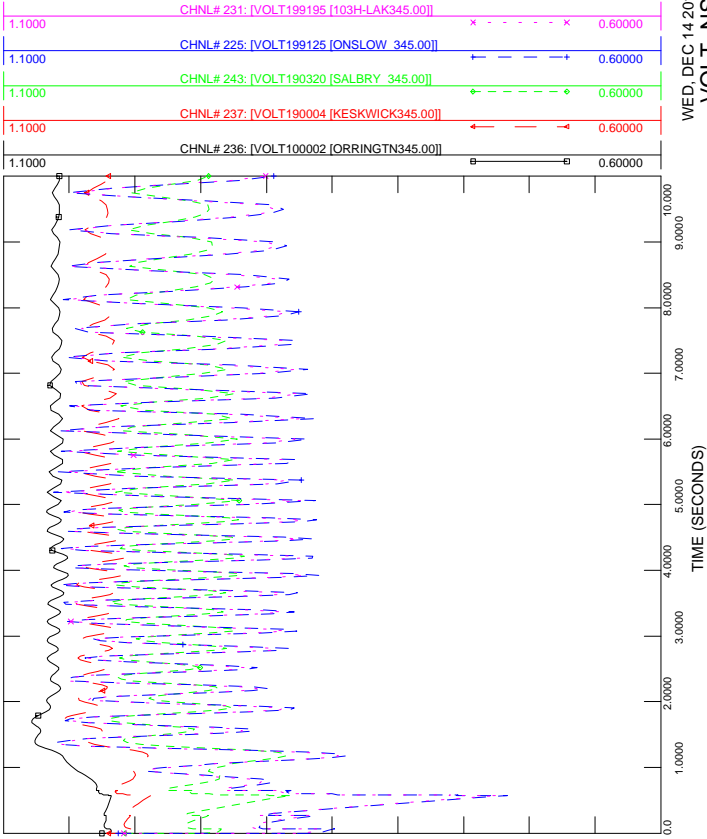
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SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

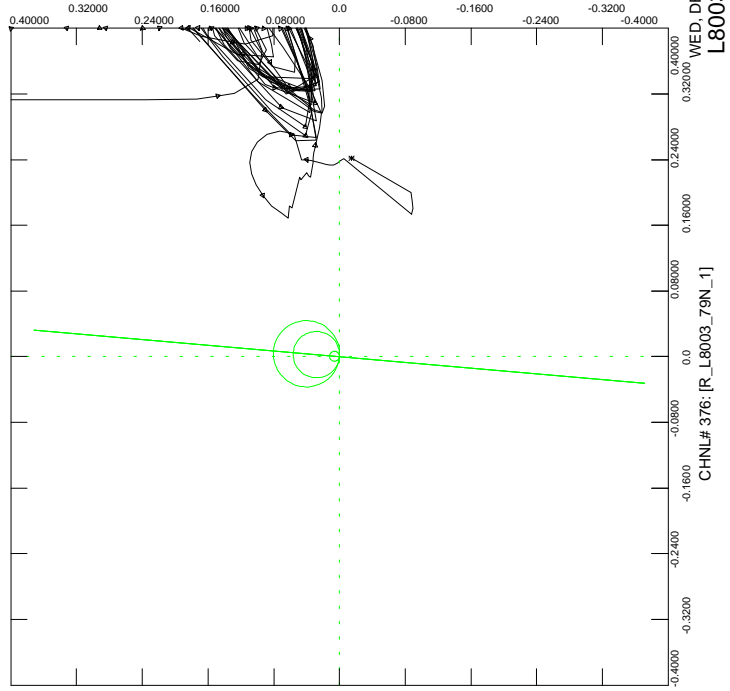
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WED, DEC 14 2011 9:50
VOLT, NS, NB&NE

SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

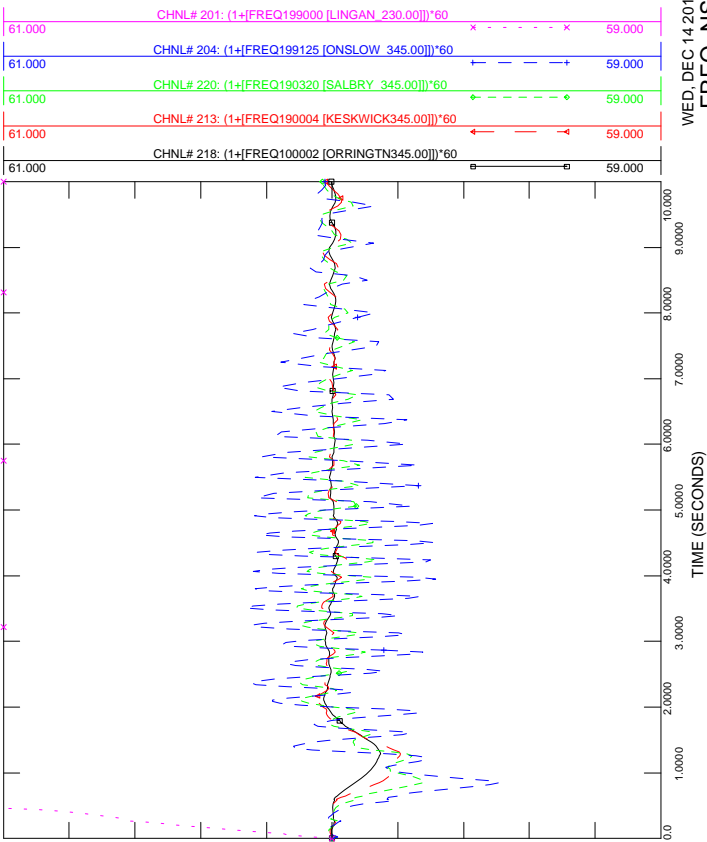
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 377: [X_L8003_79N_1]



WED, DEC 14 2011 9:50
L8003 AT 79N-HOPEWELL

SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

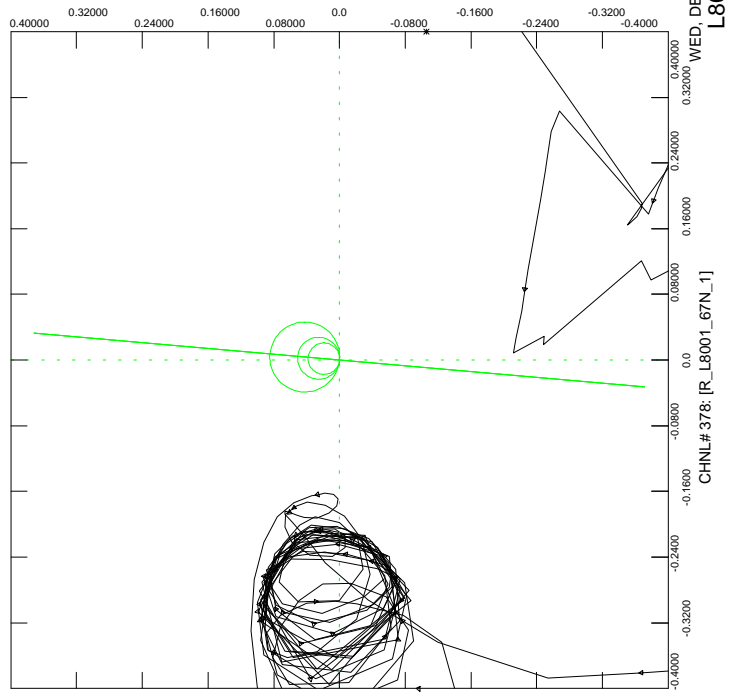
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WED, DEC 14 2011 9:50
FREQ, NS, NB&NE

SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D21.out
RELAY: DISTR1
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CHNL# 379: [X_L8001_67N_1]

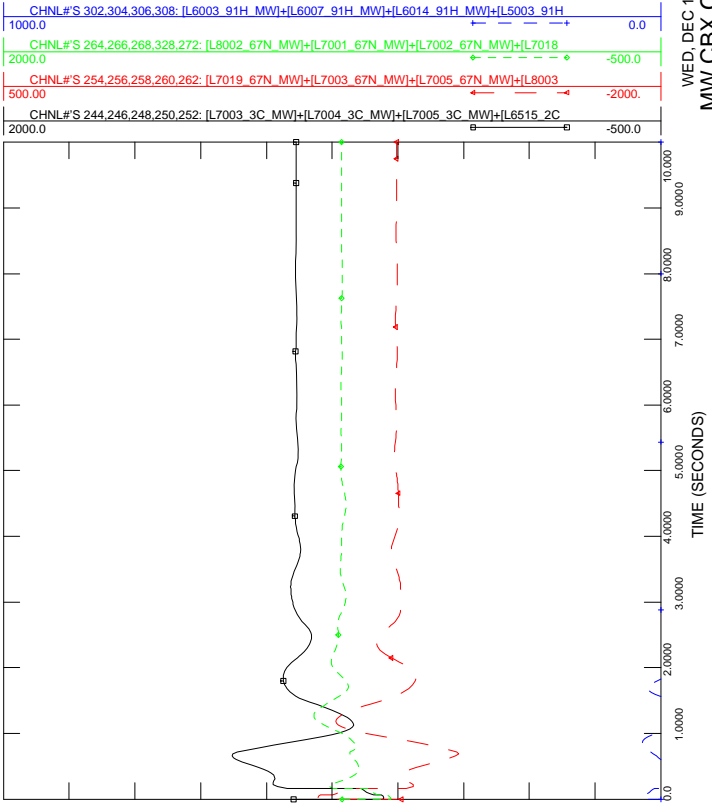


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L8001 AT 67N-ONSLW



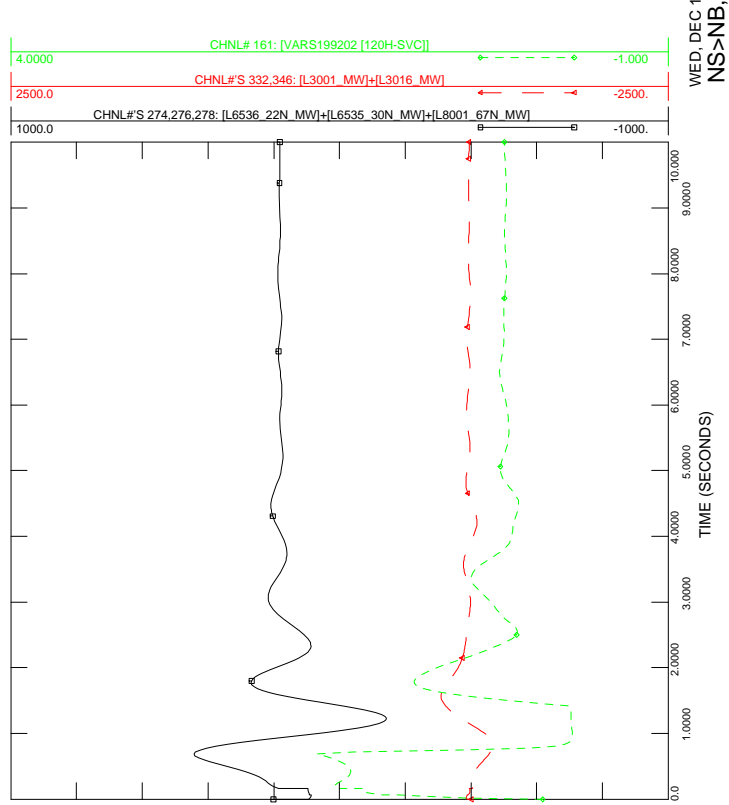
SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D21.out



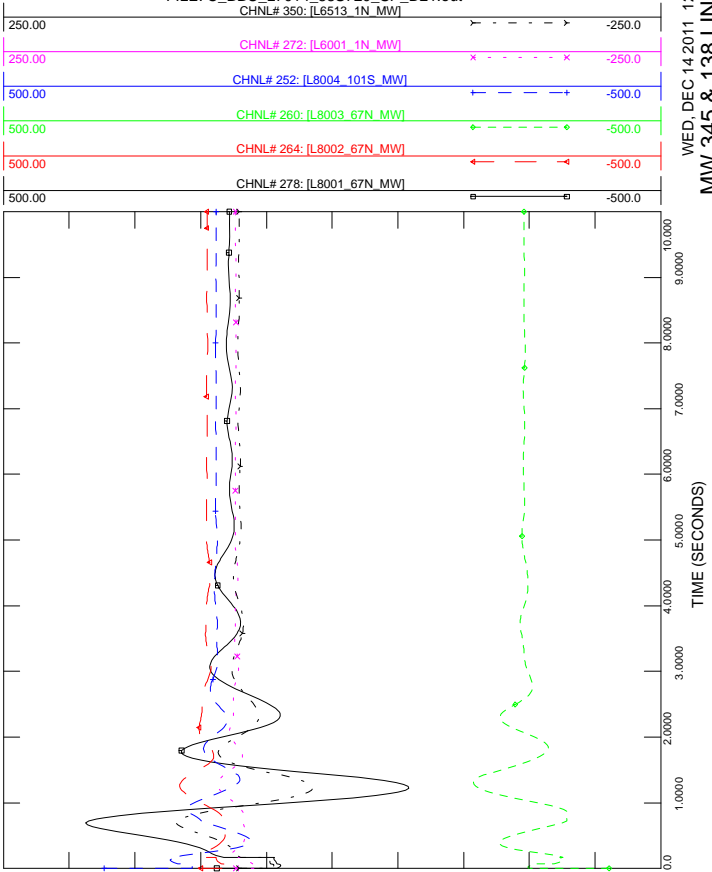
SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D21.out



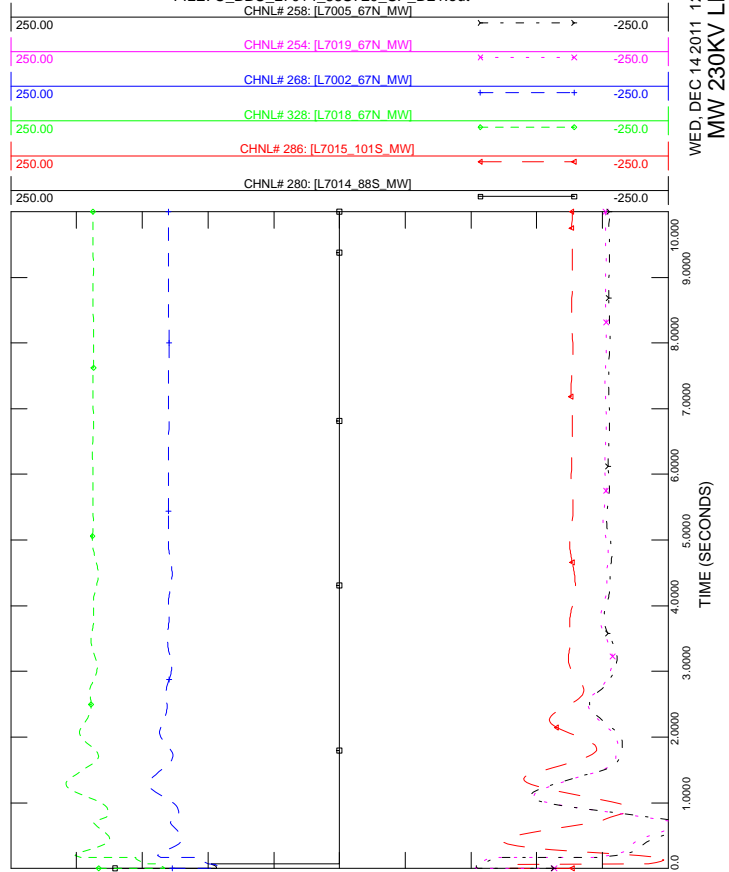
SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

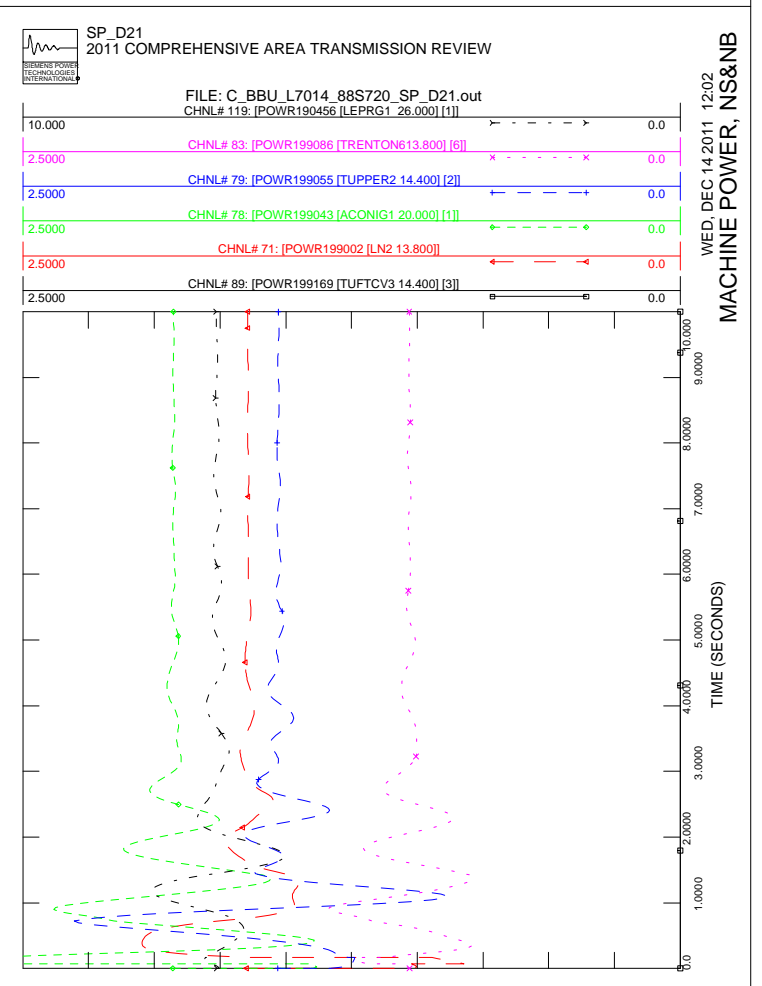
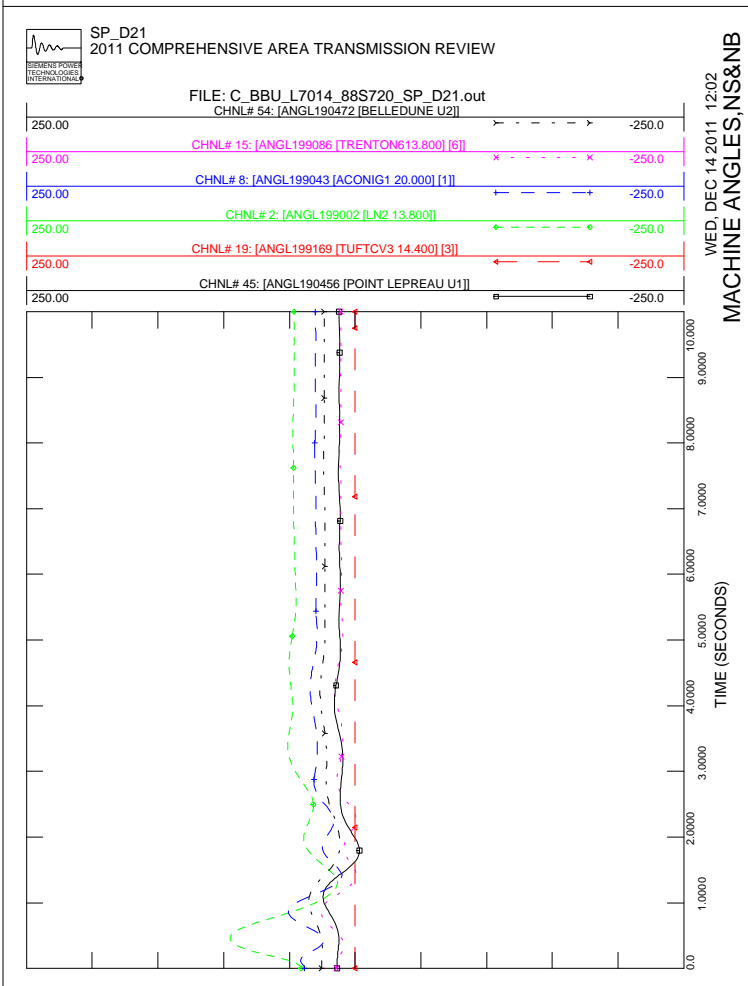
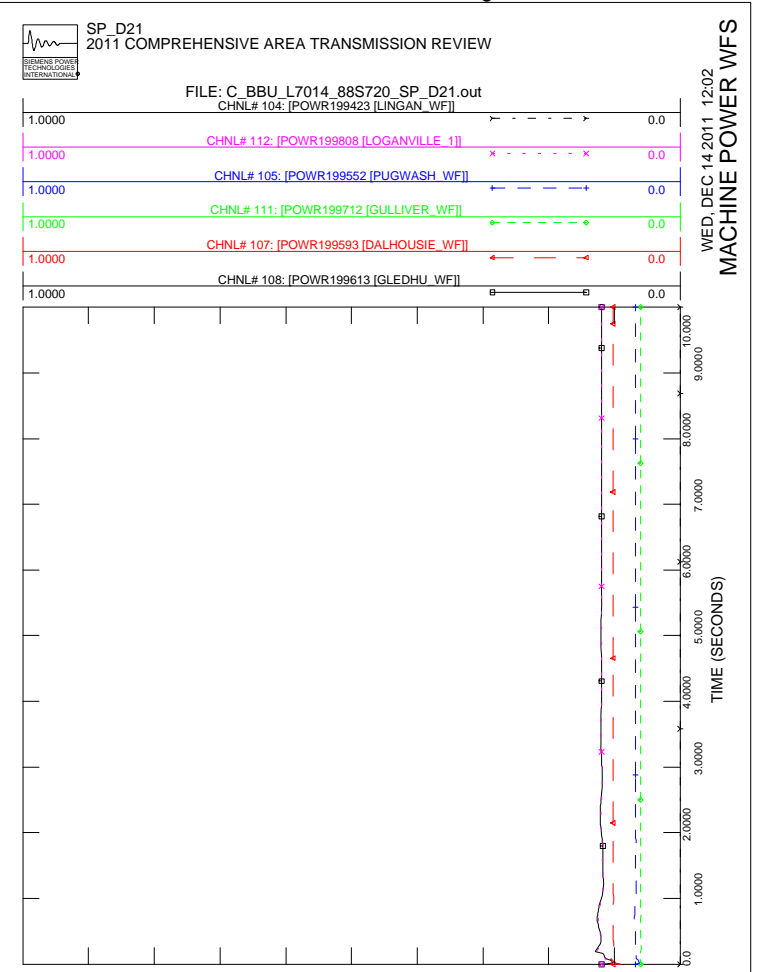
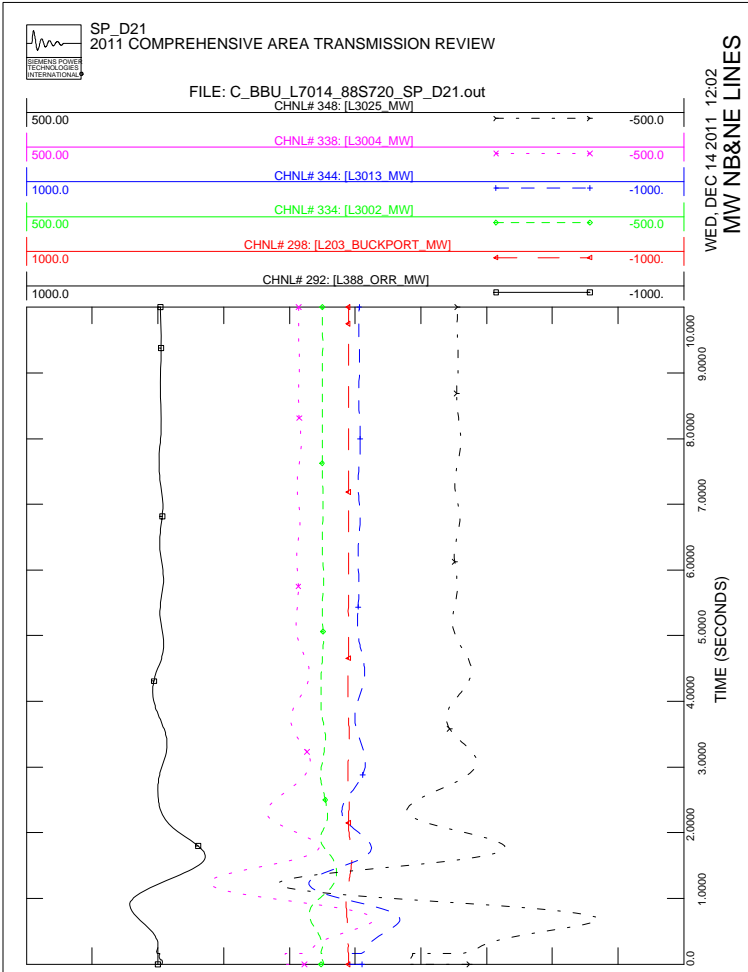
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SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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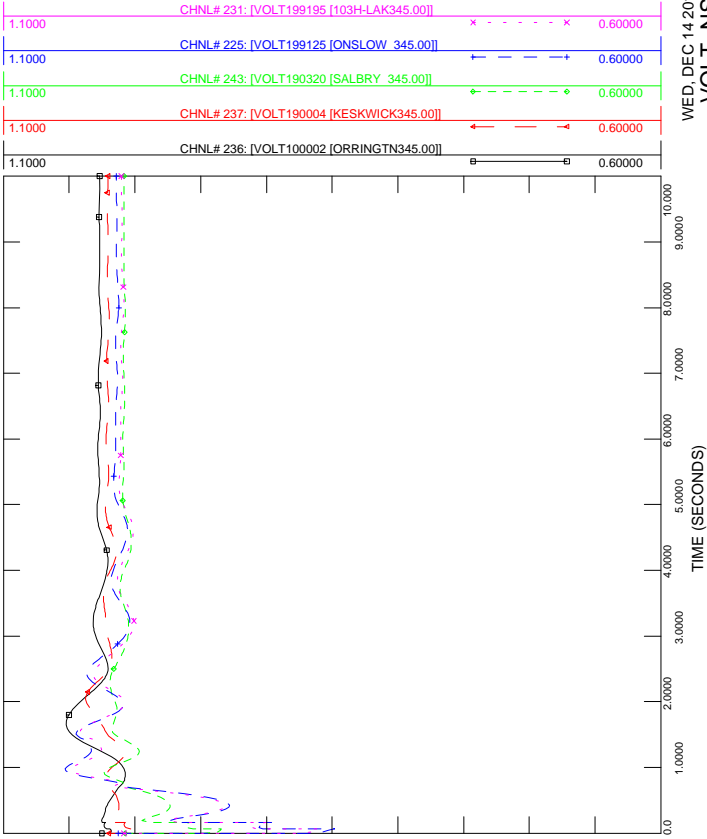






SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

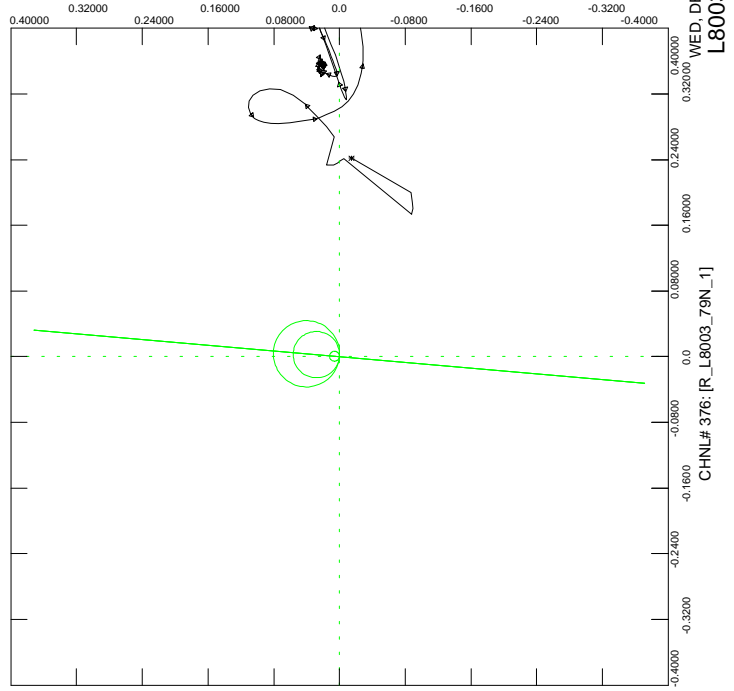
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SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

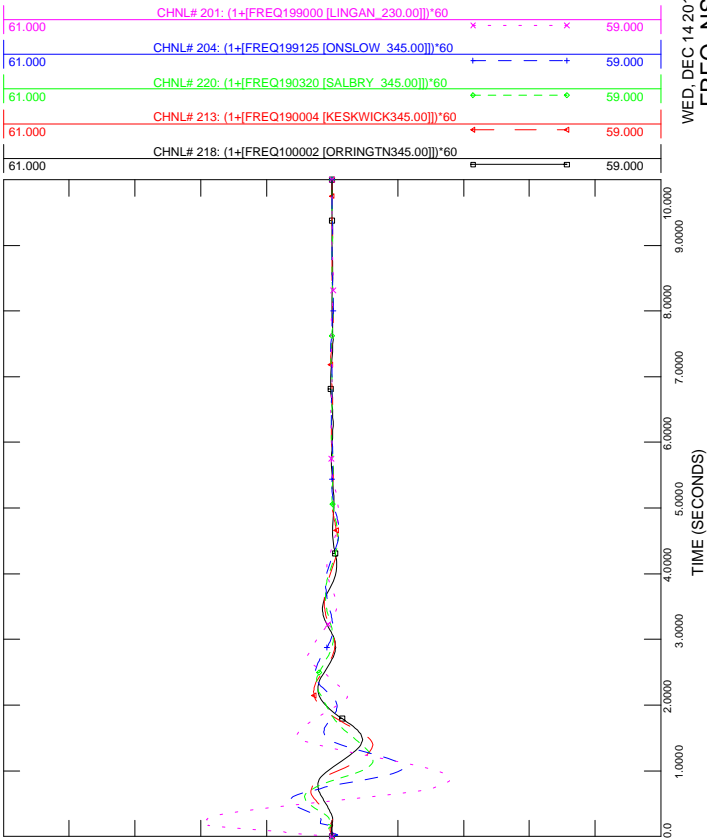
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RELAY: DISTR1
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CHNL# 377: [X_L8003_79N_1]



SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

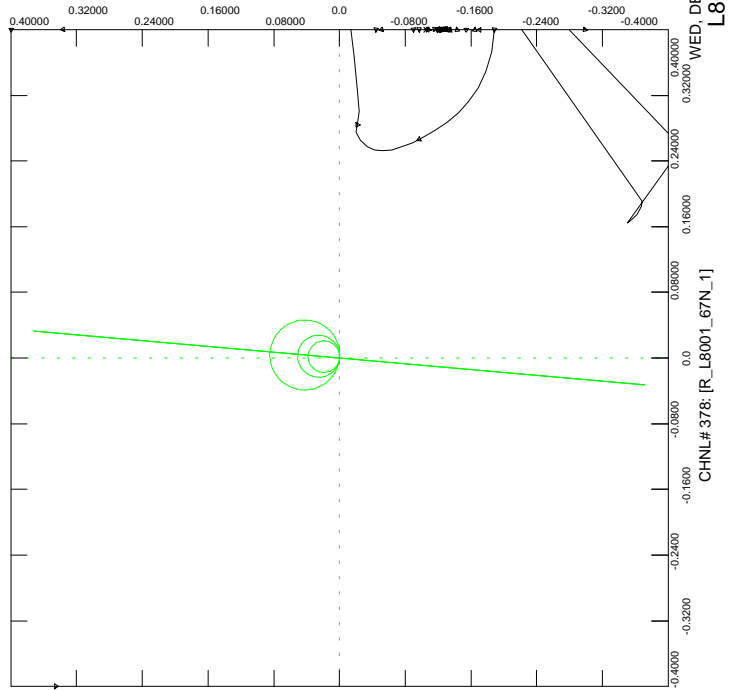
FILE: C_BBU_L7014_88S720_SP_D21.out



SP_D21
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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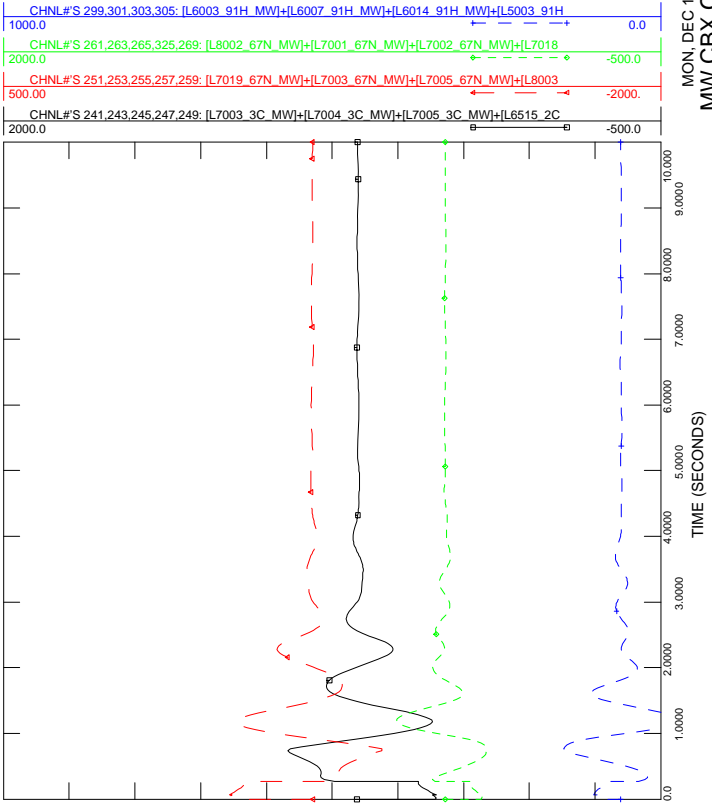
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CHNL# 379: [X_L8001_67N_1]





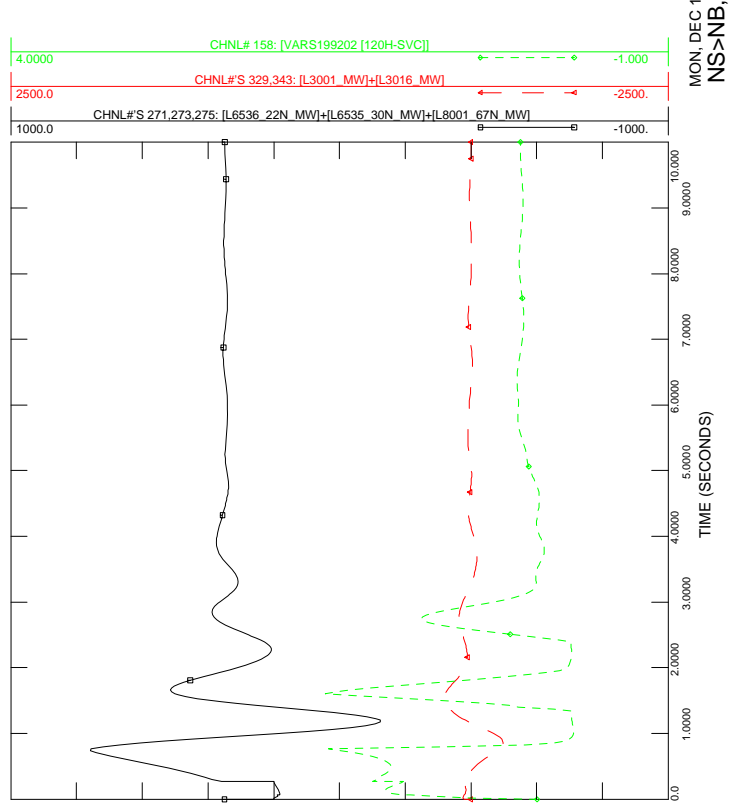
LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D13.out



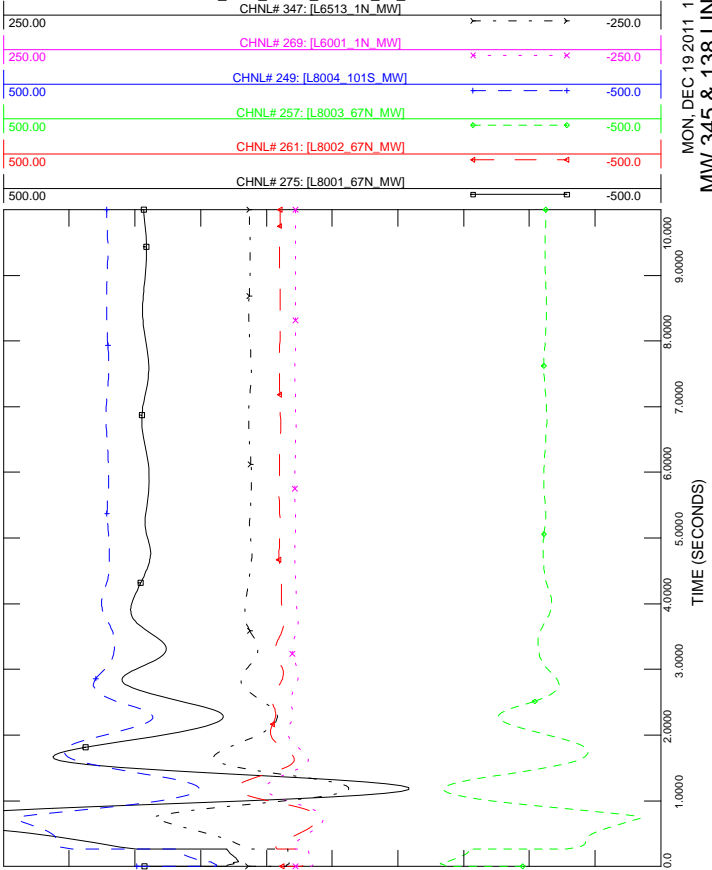
LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D13.out



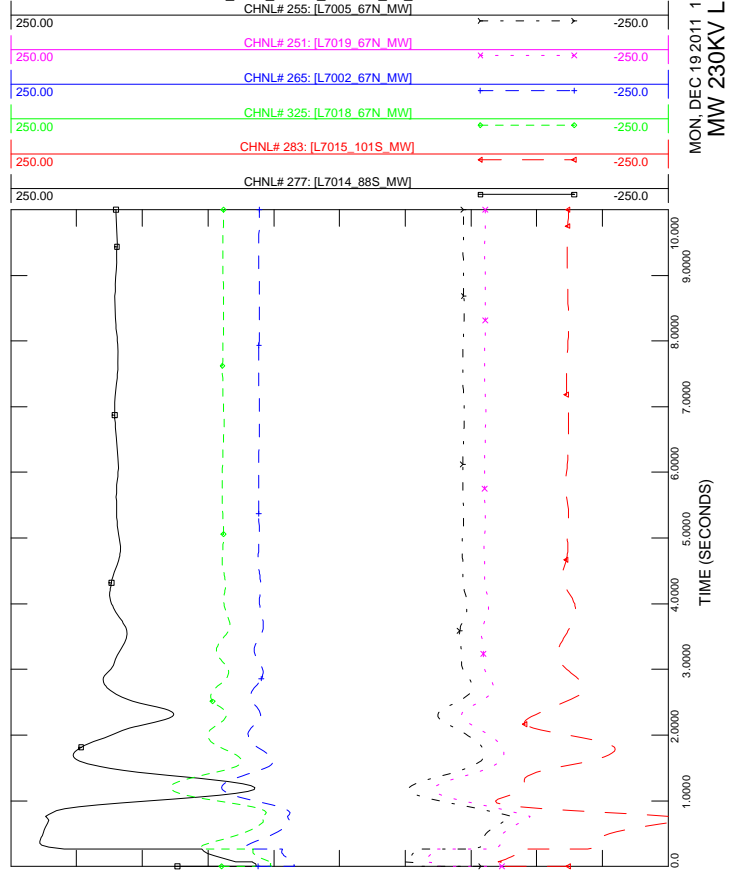
LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

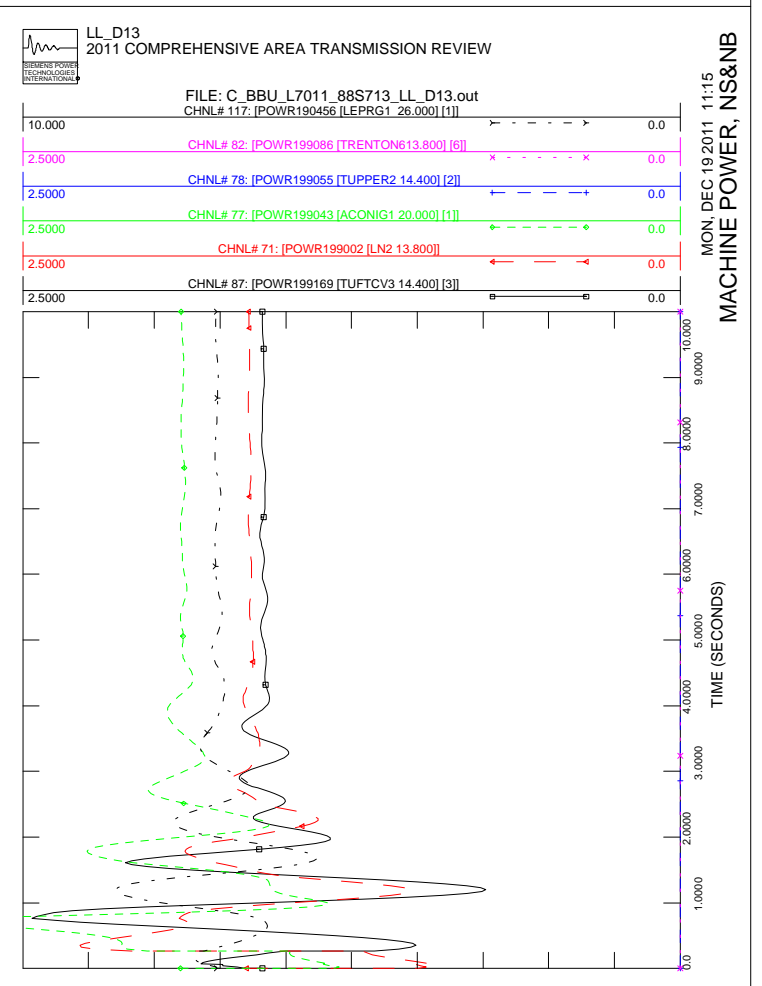
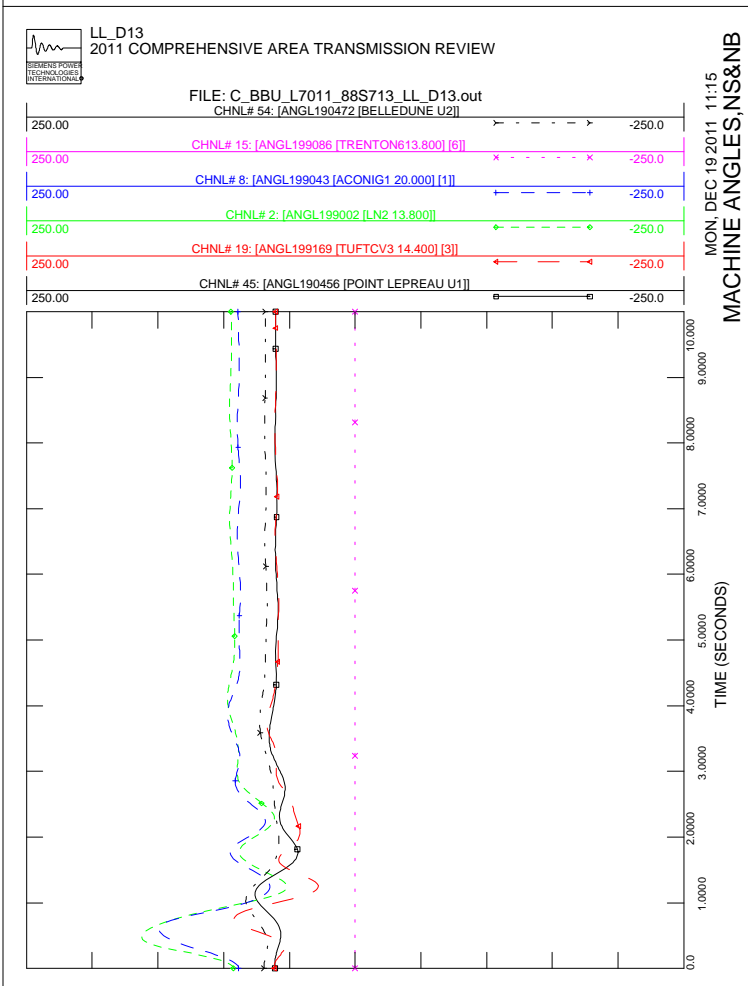
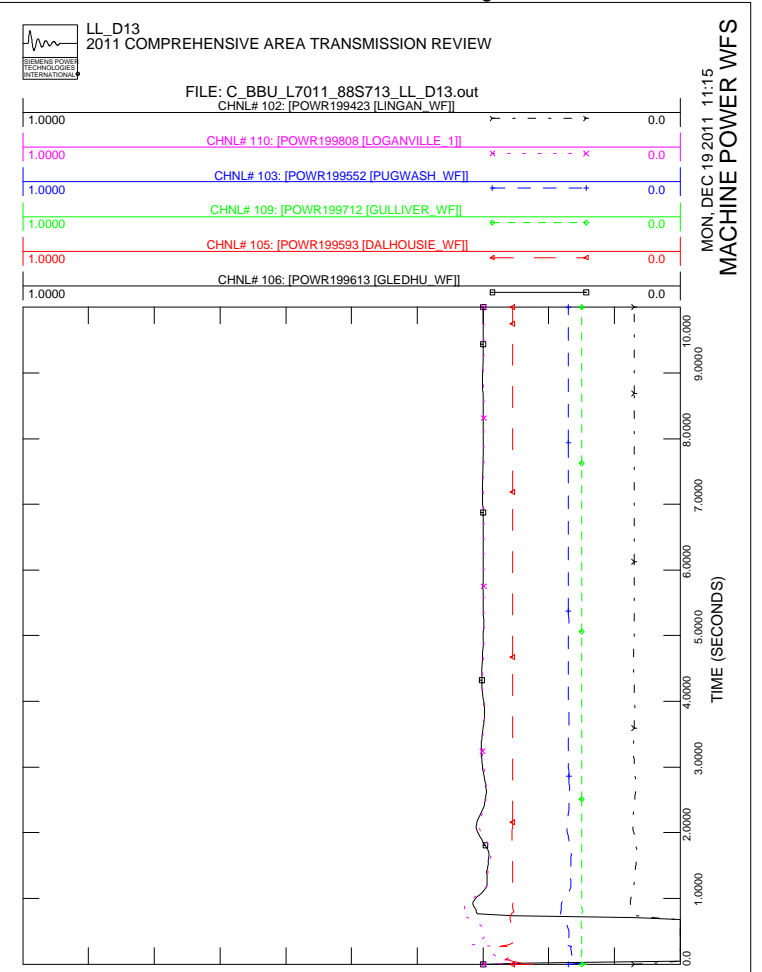
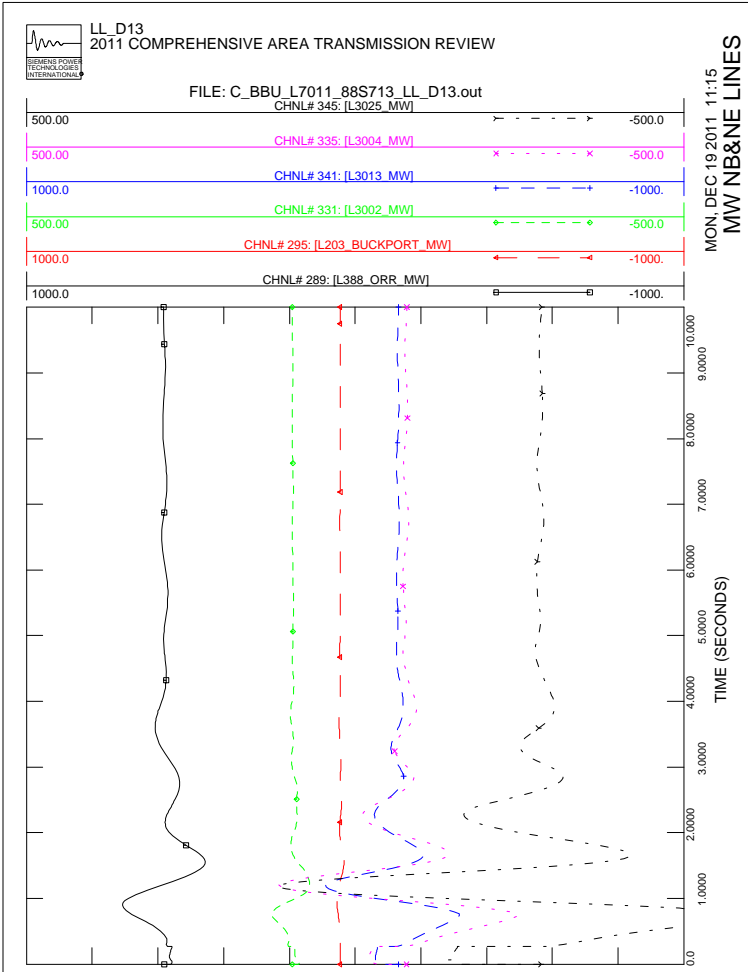
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LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D13.out

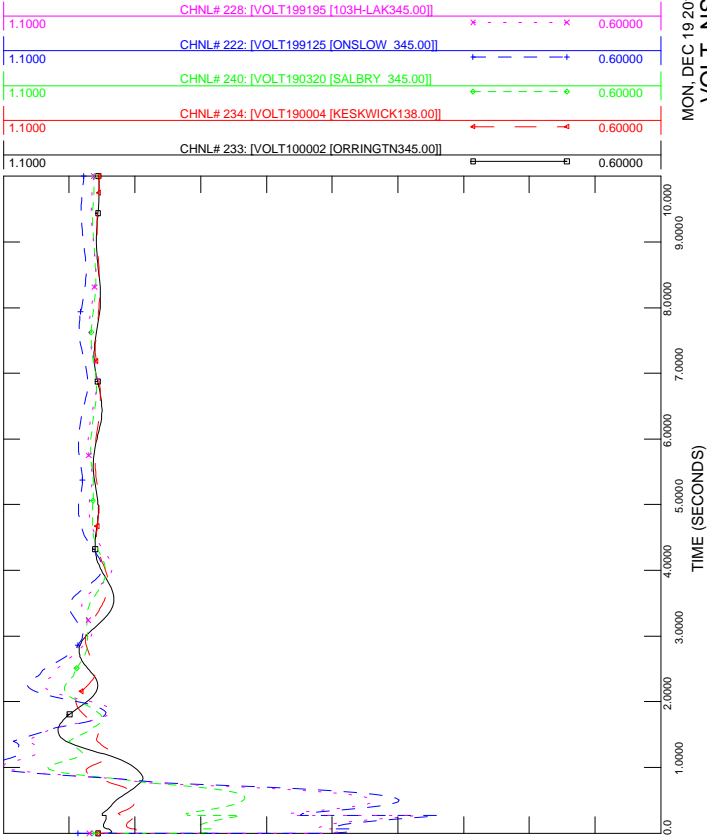






LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

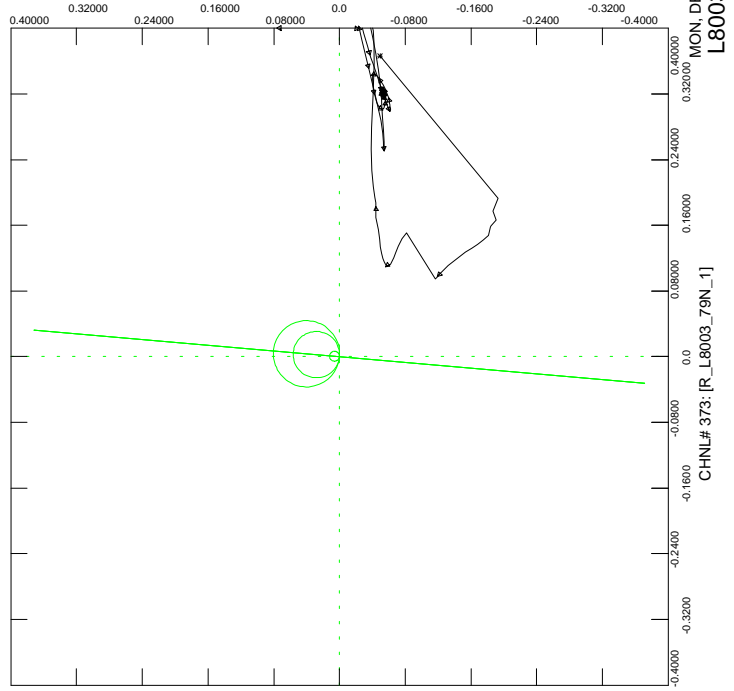
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LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

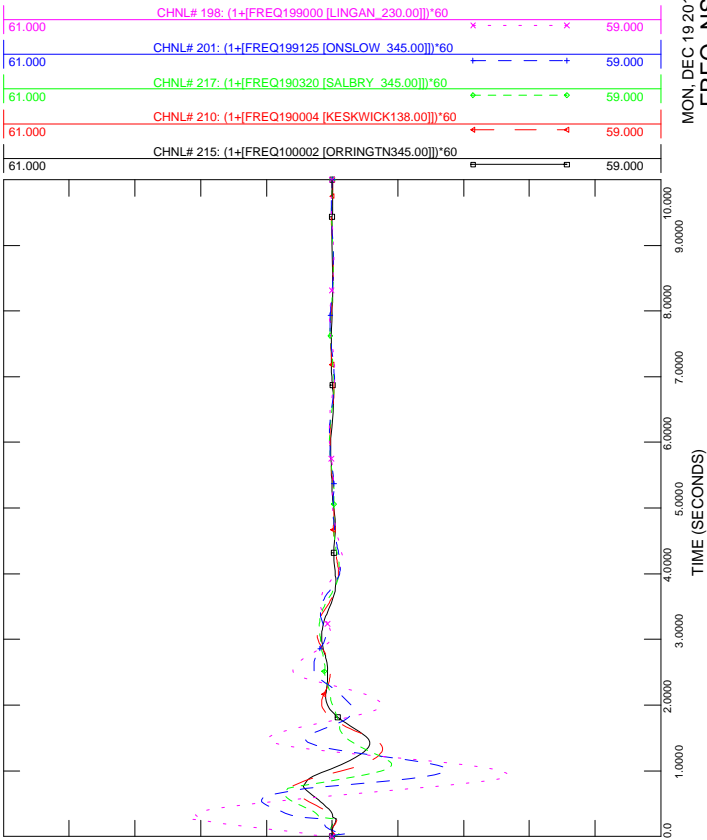
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

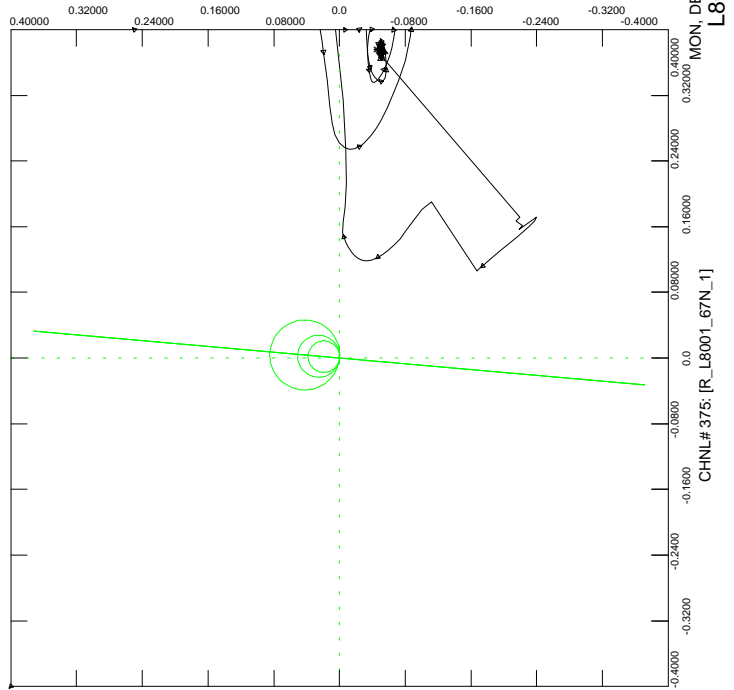
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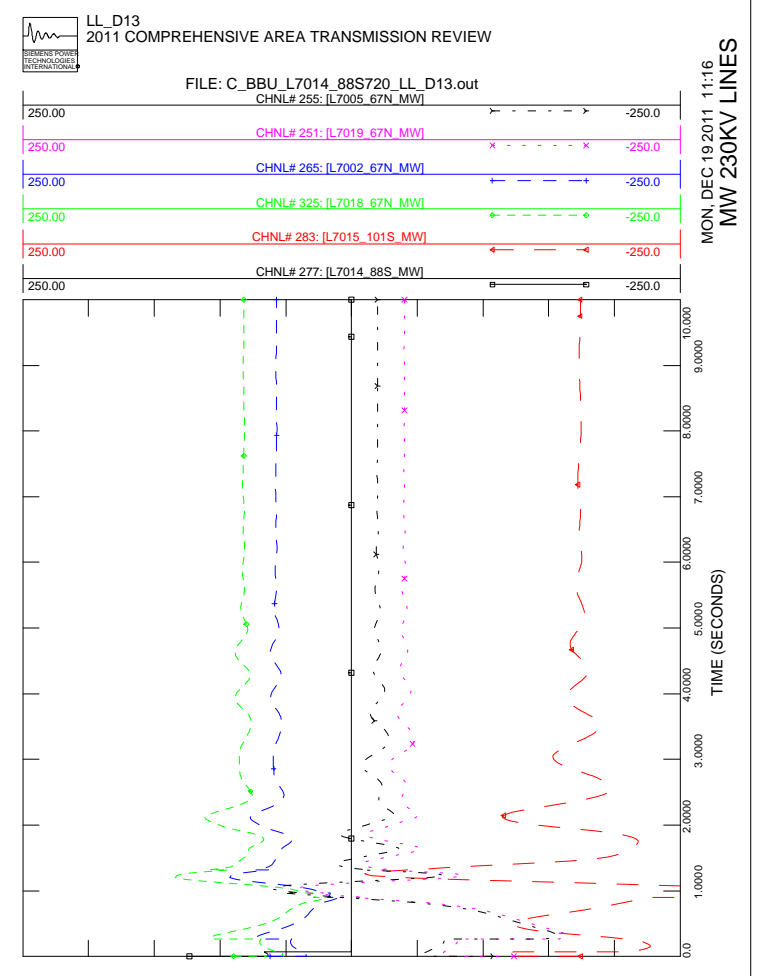
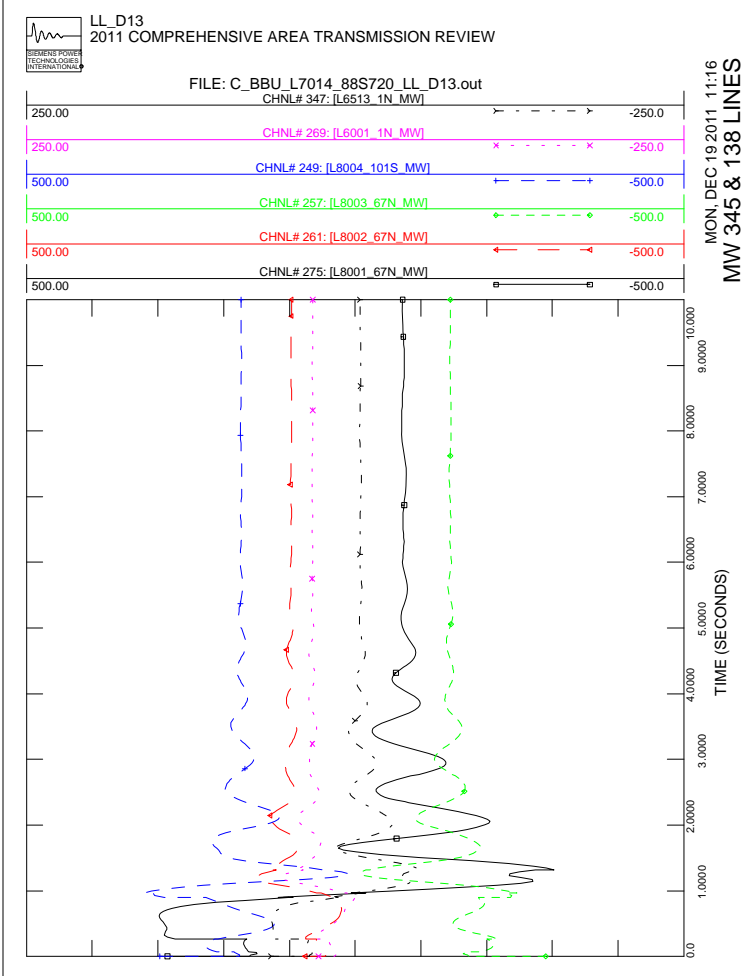
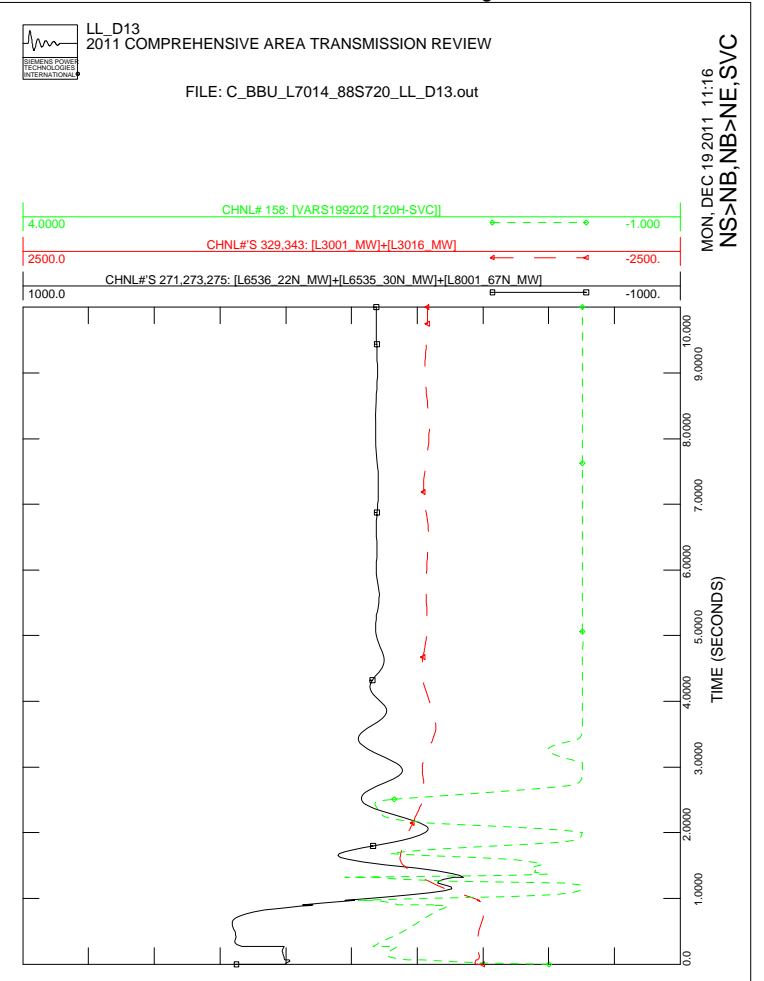
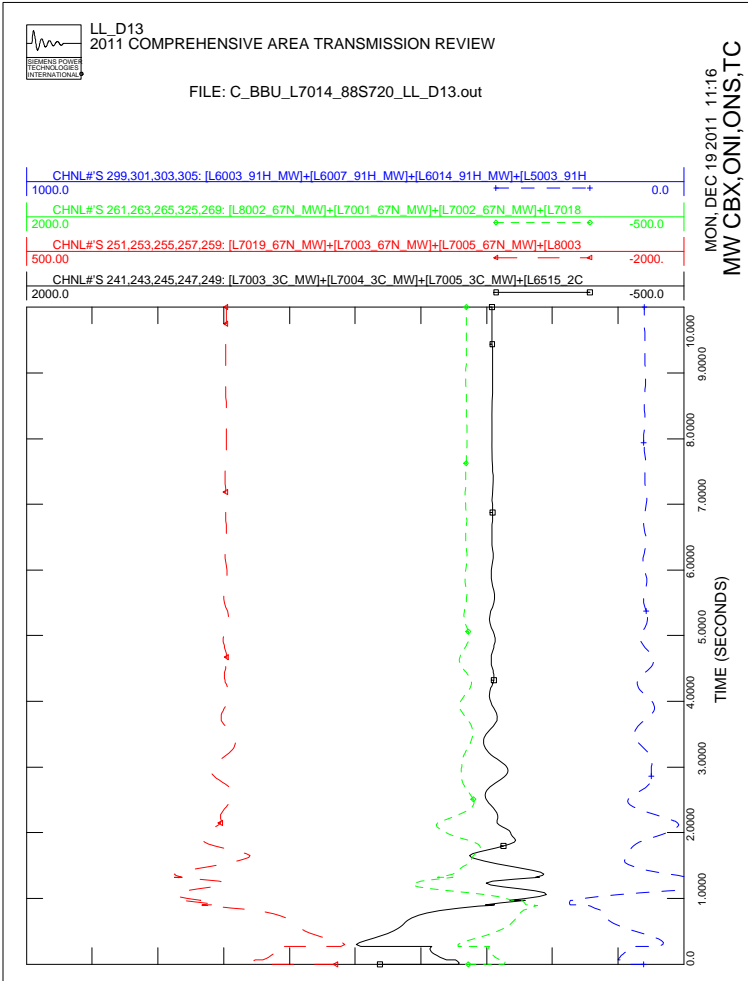


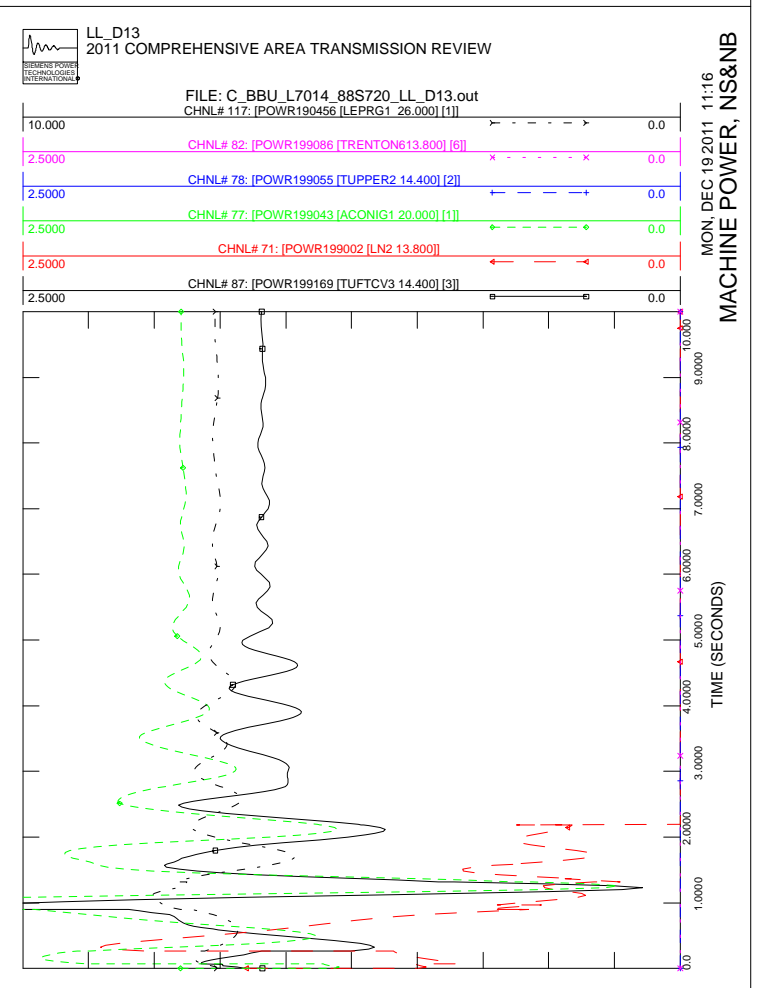
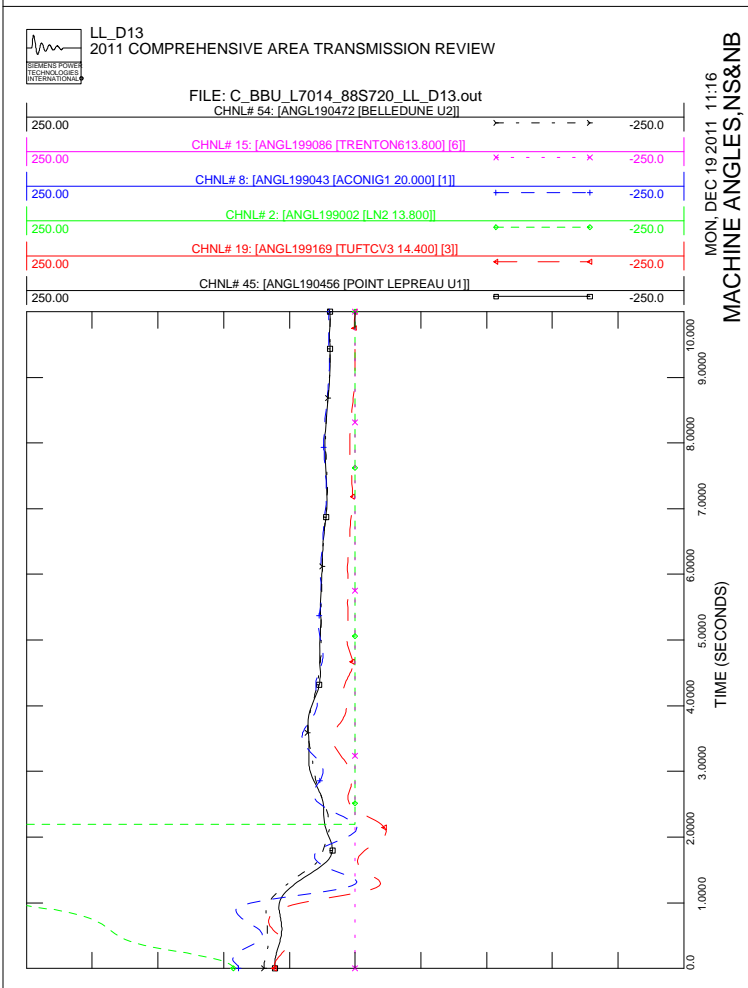
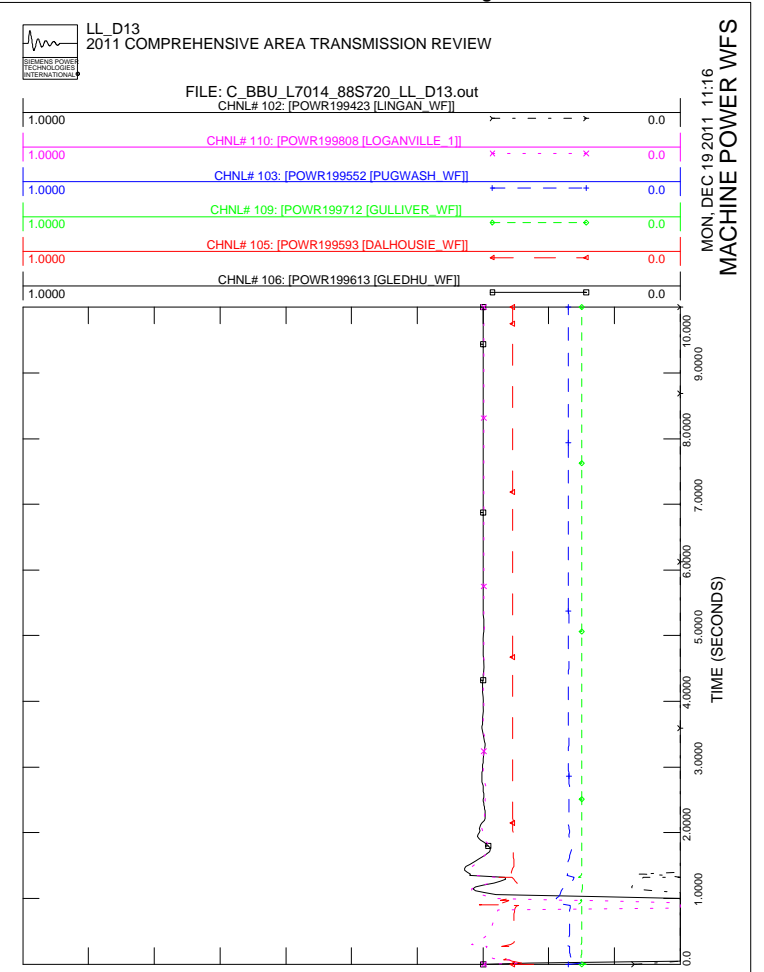
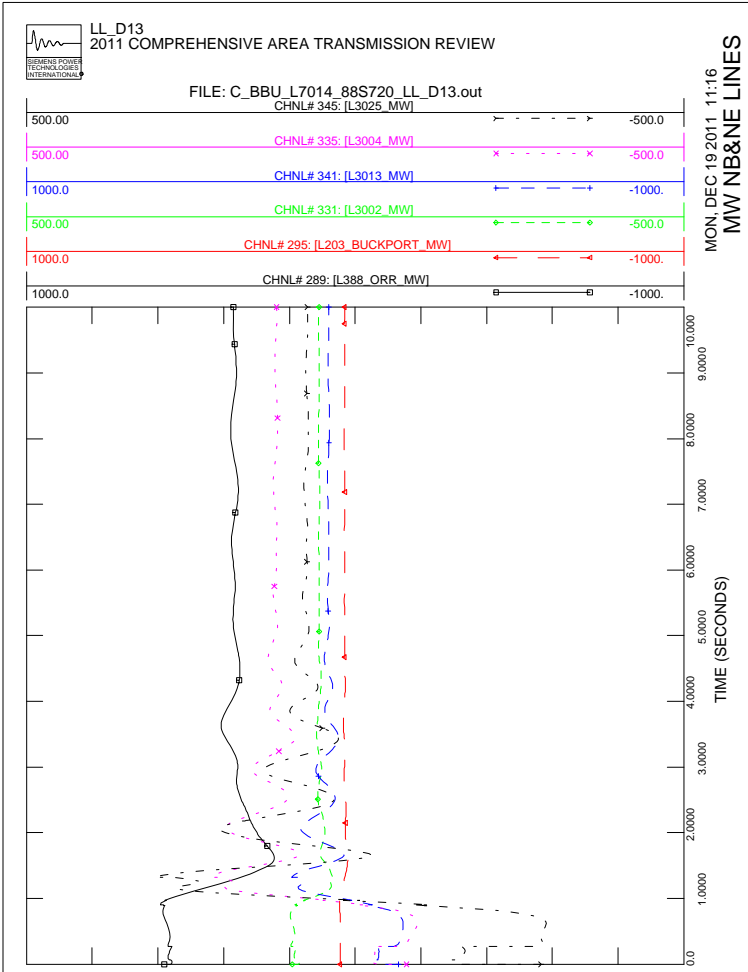
LL_D13
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

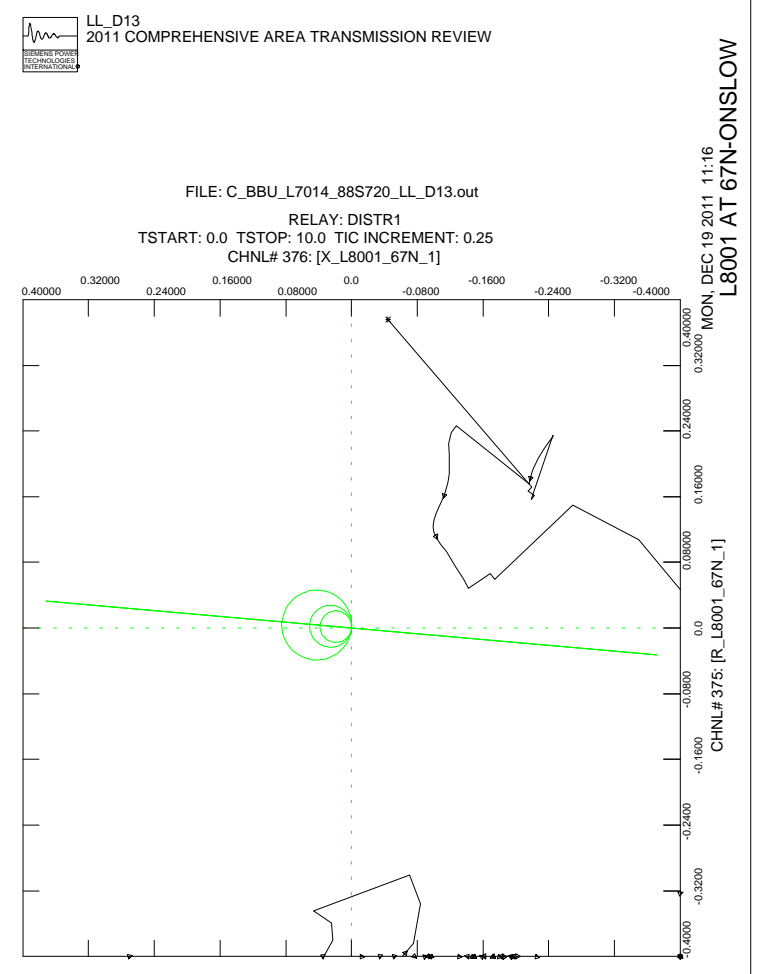
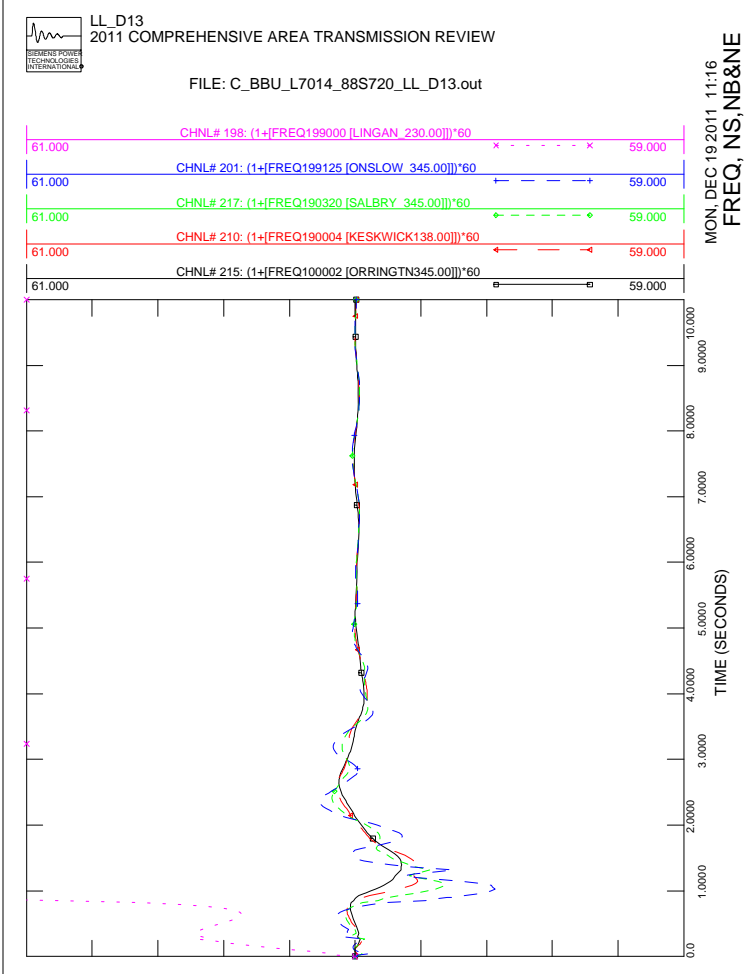
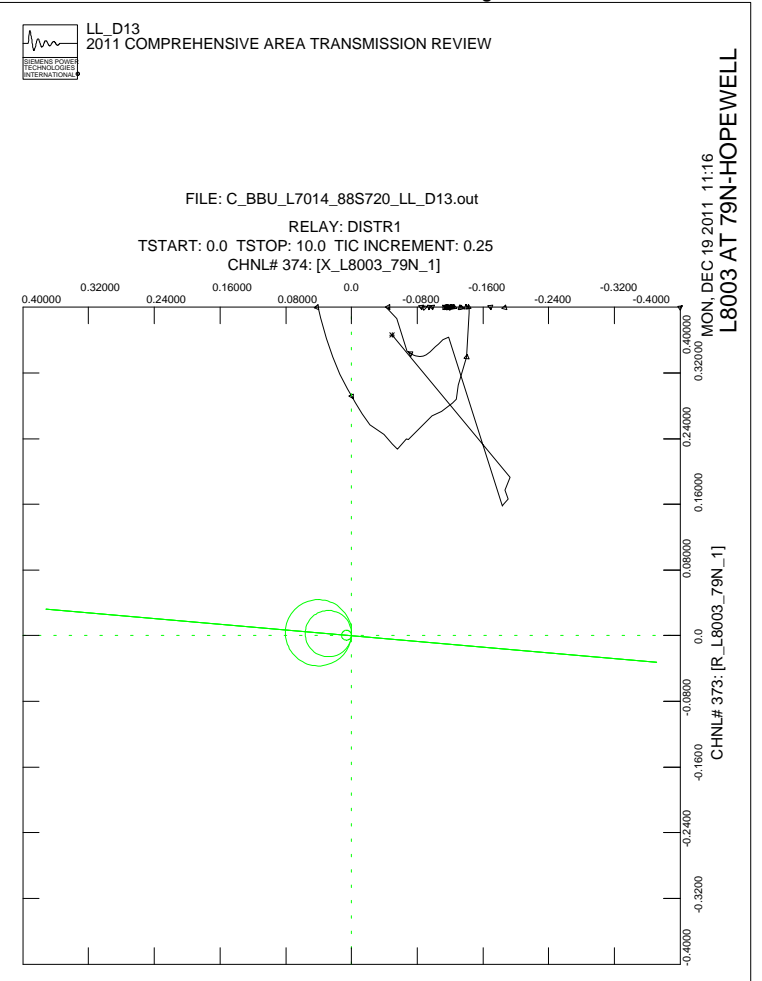
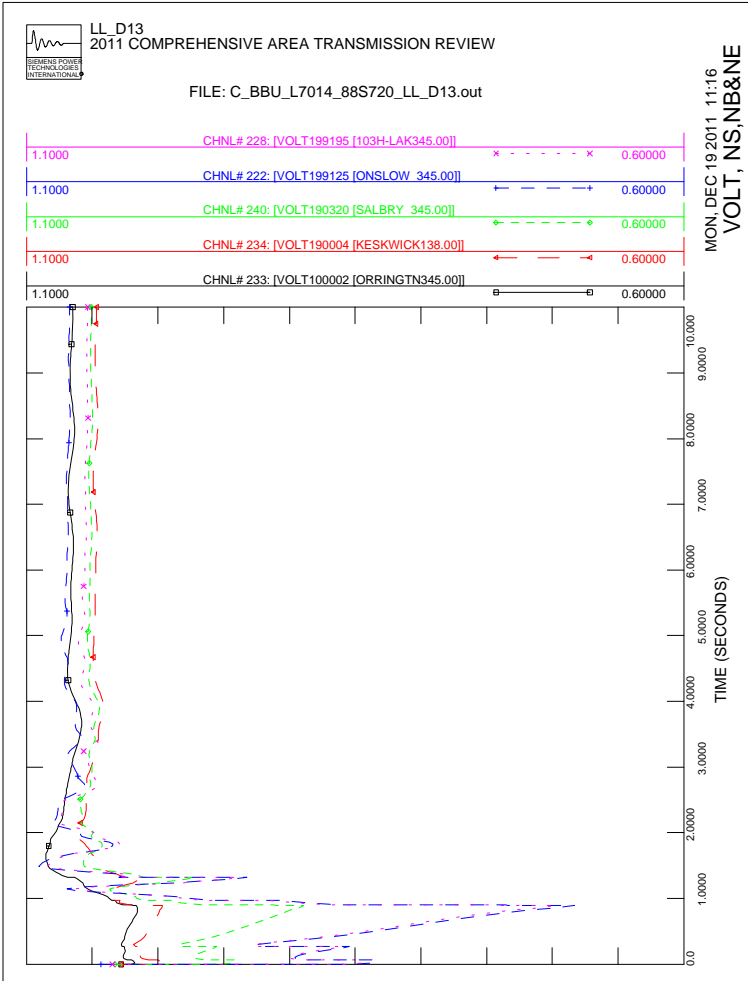
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]





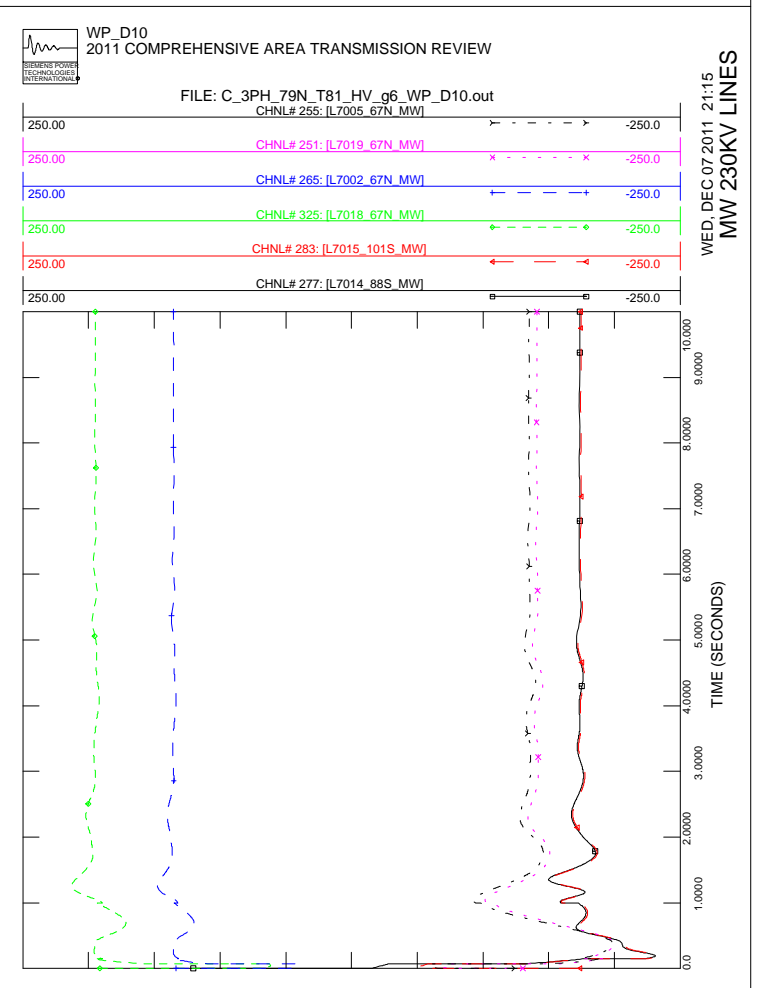
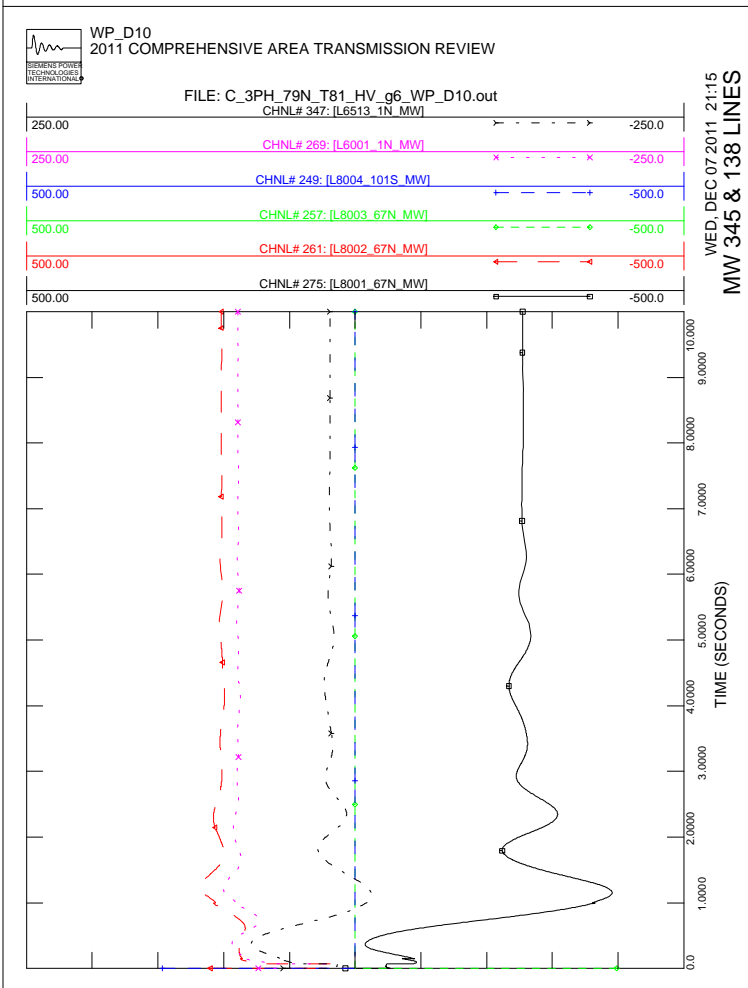
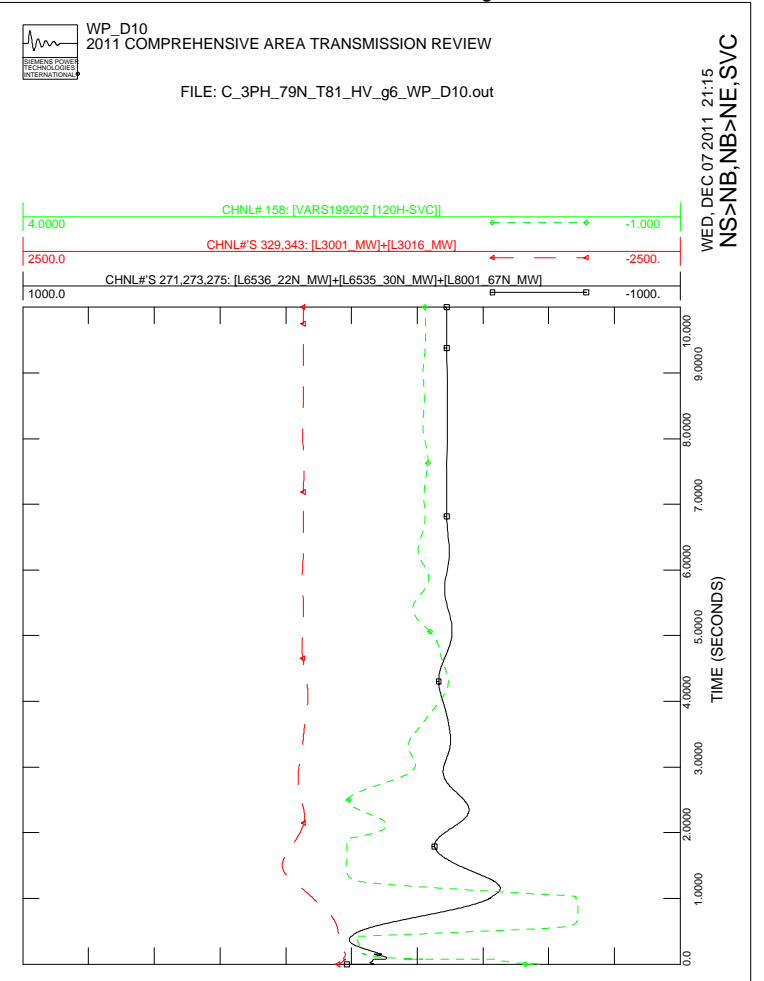
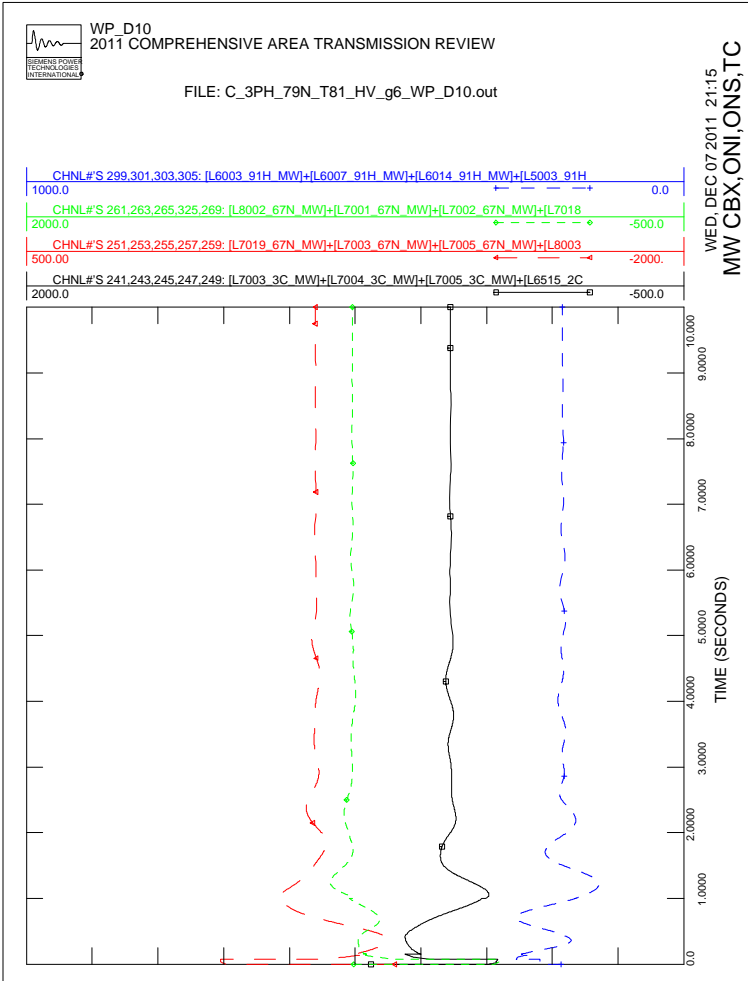


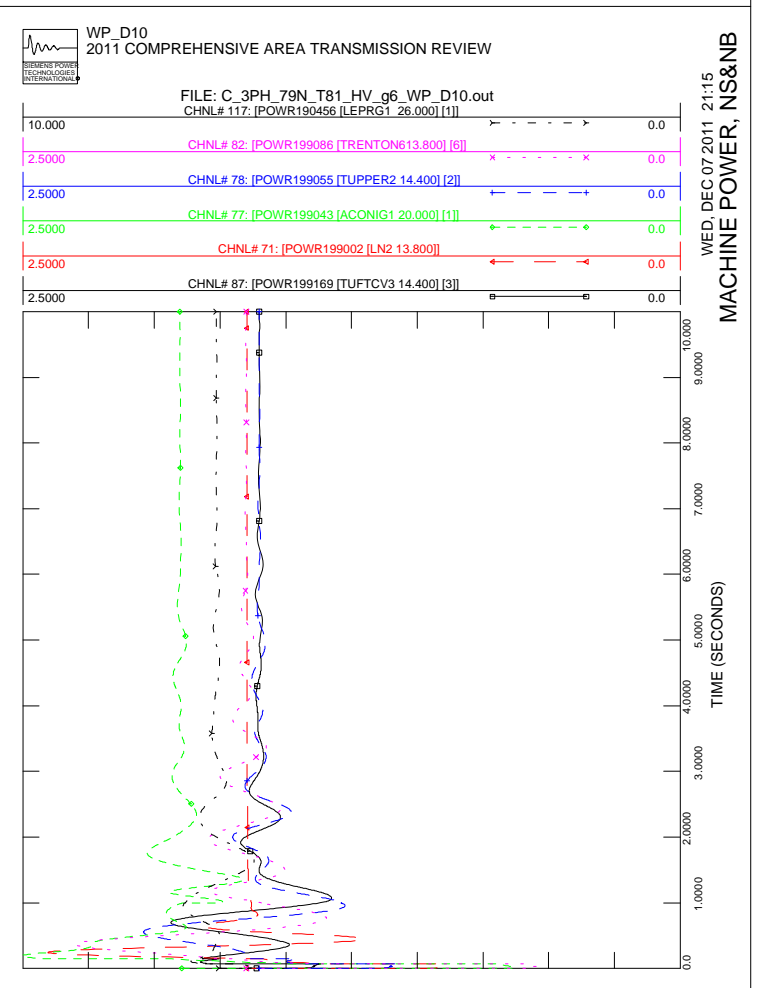
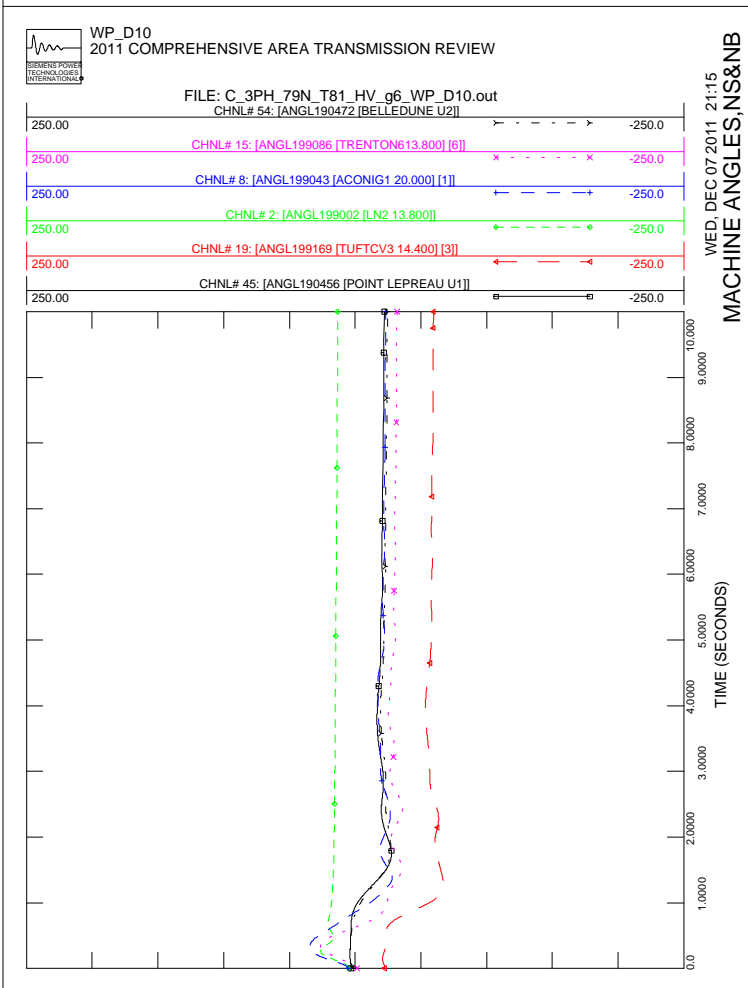
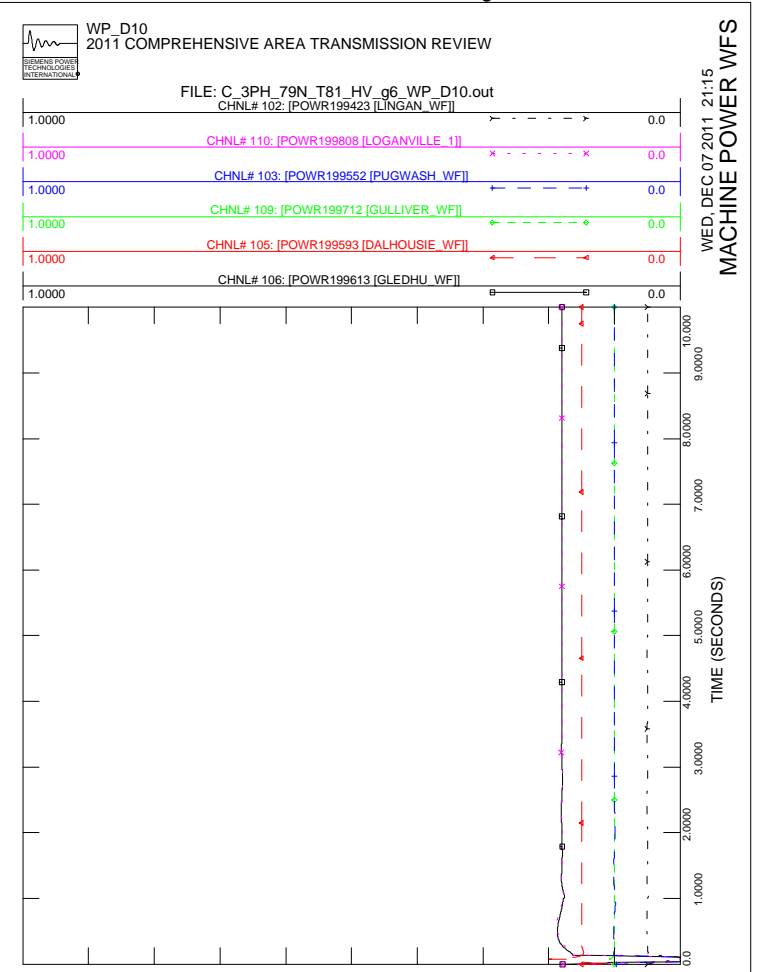
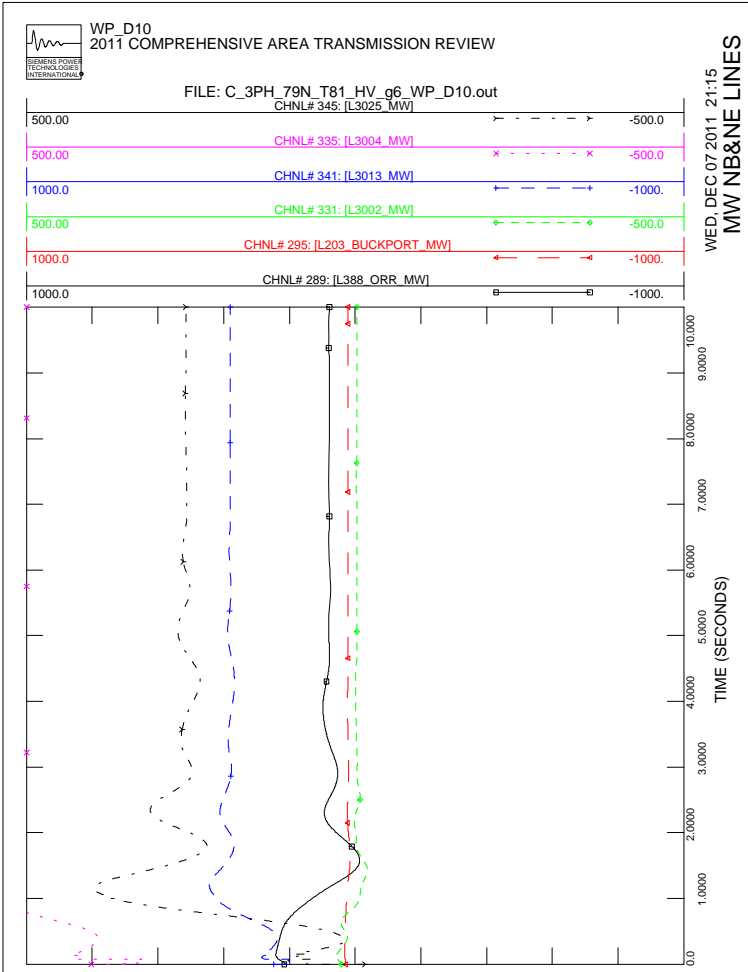


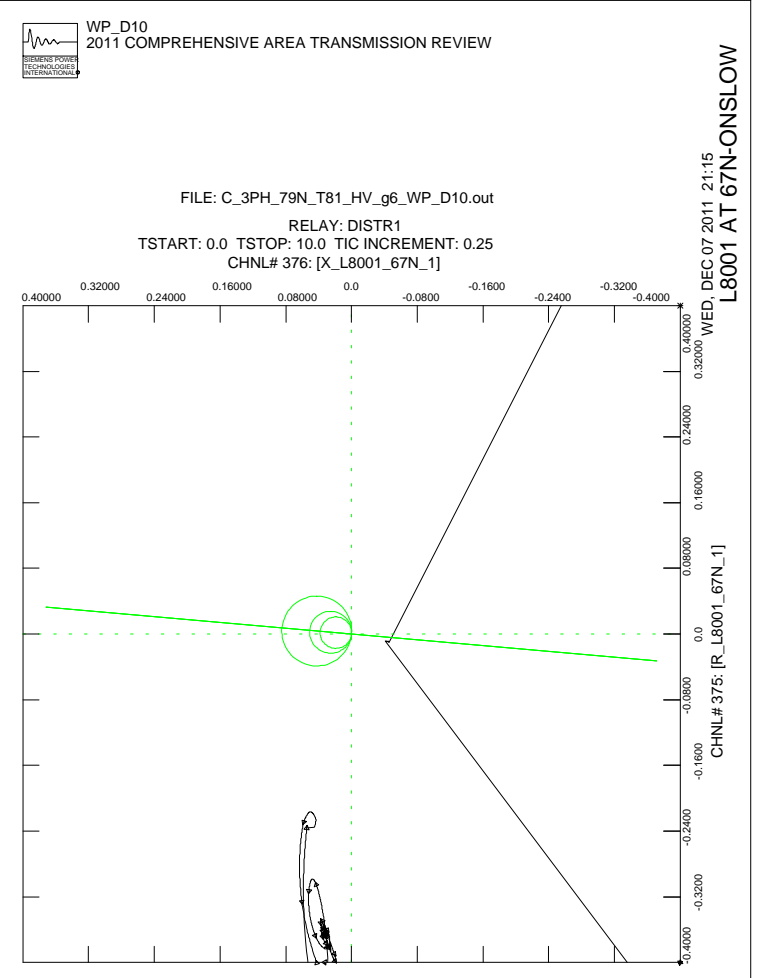
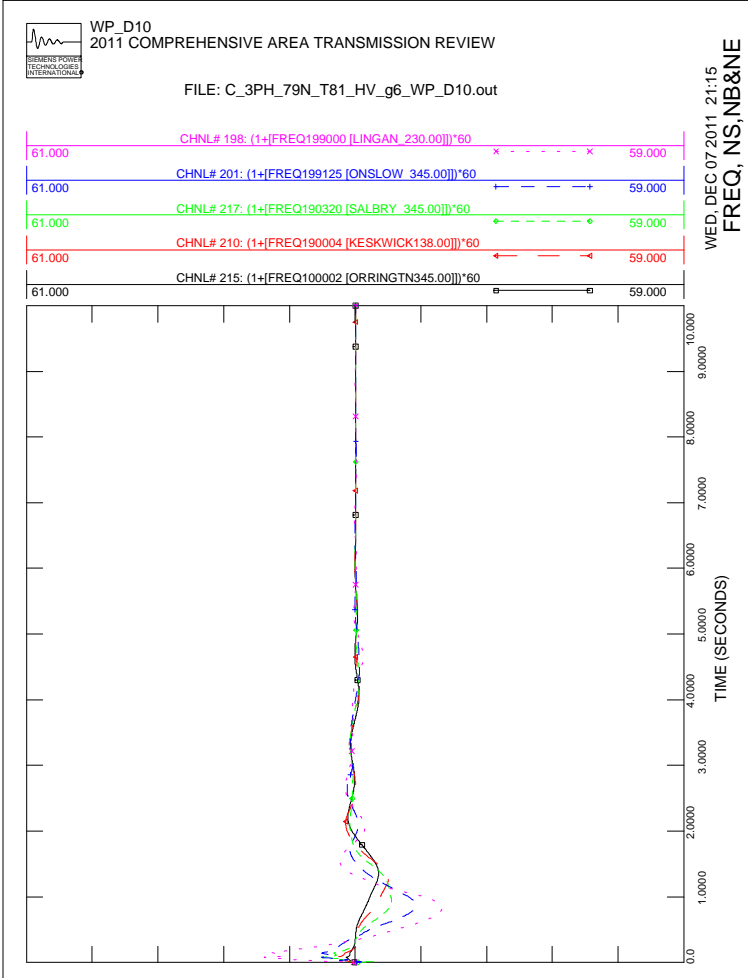
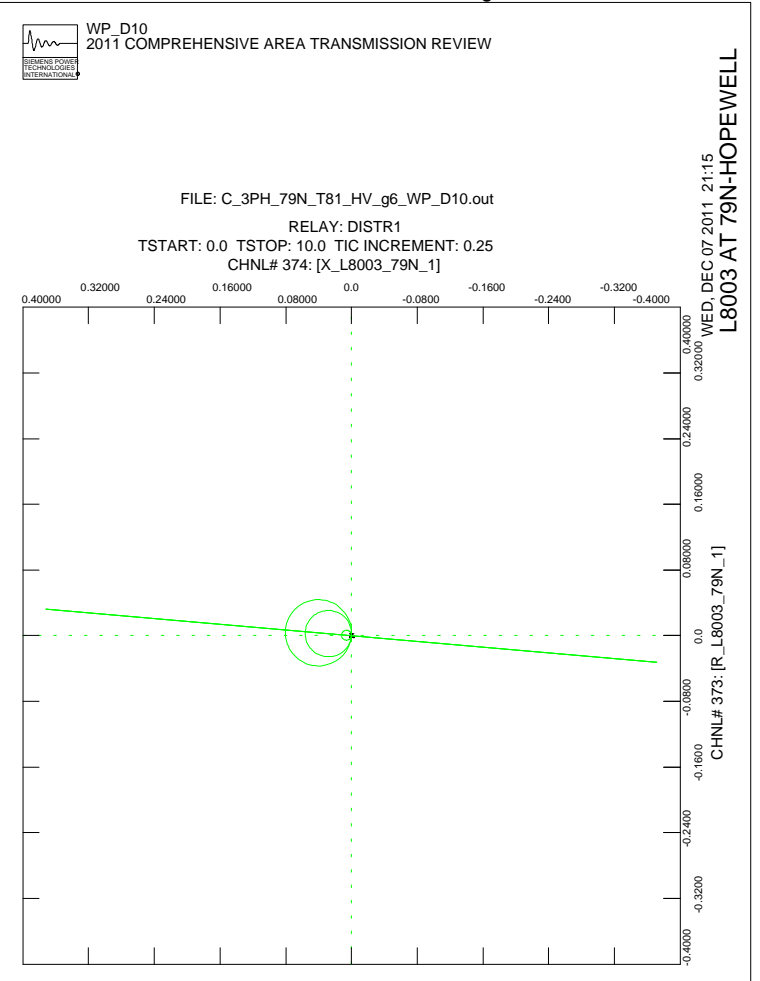
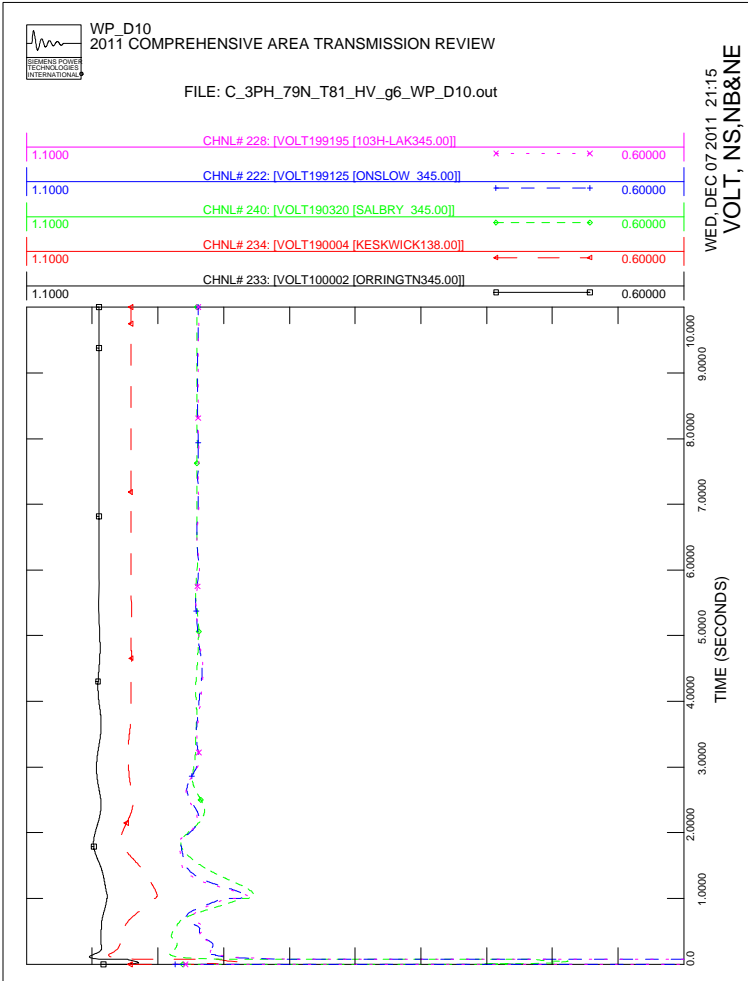
2011 Comprehensive Area Transmission Review

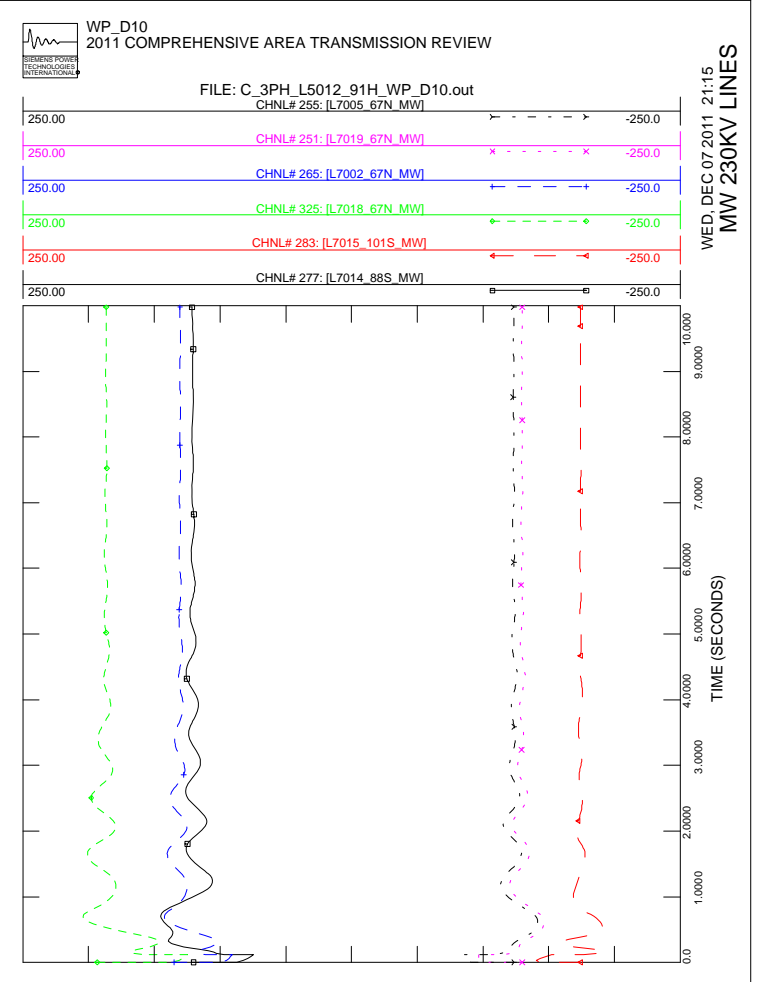
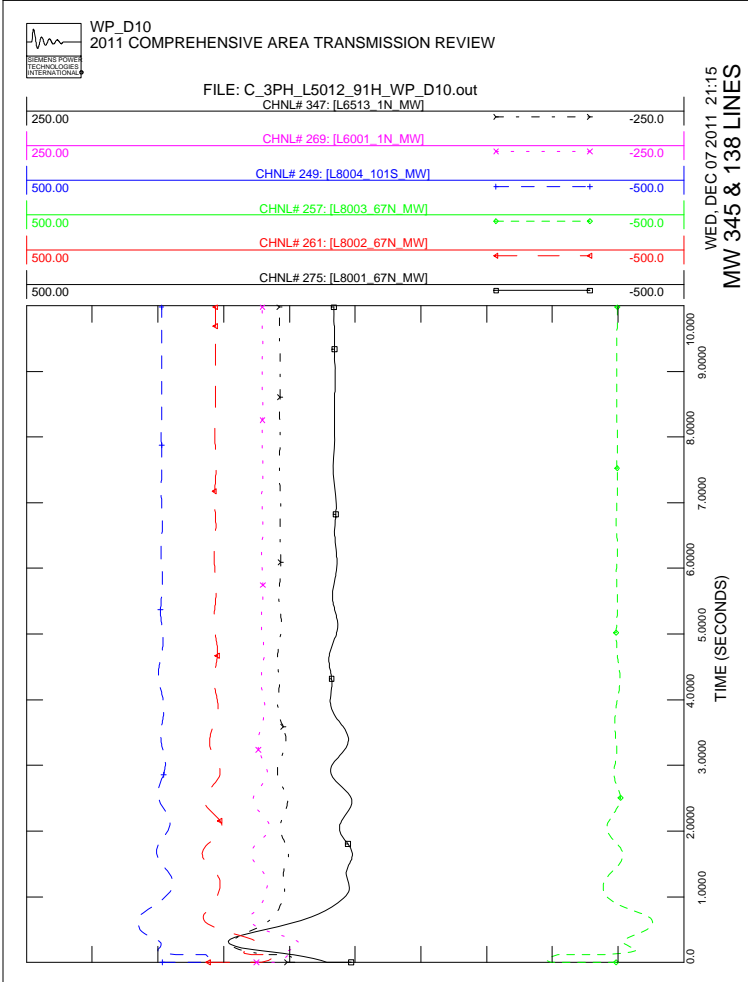
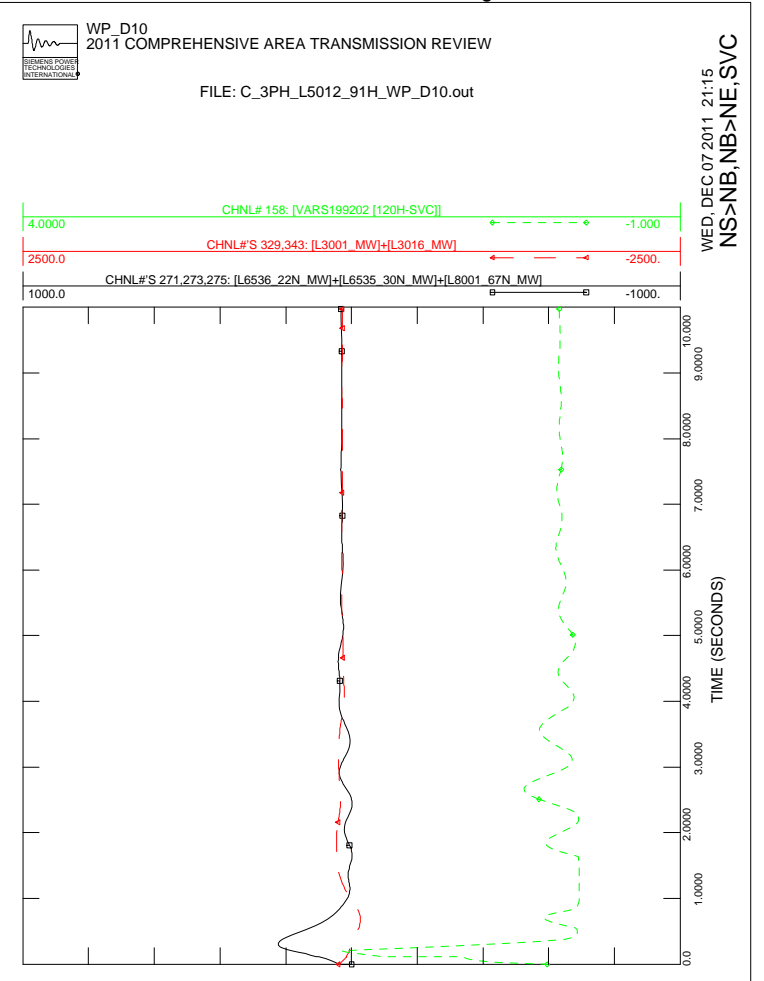
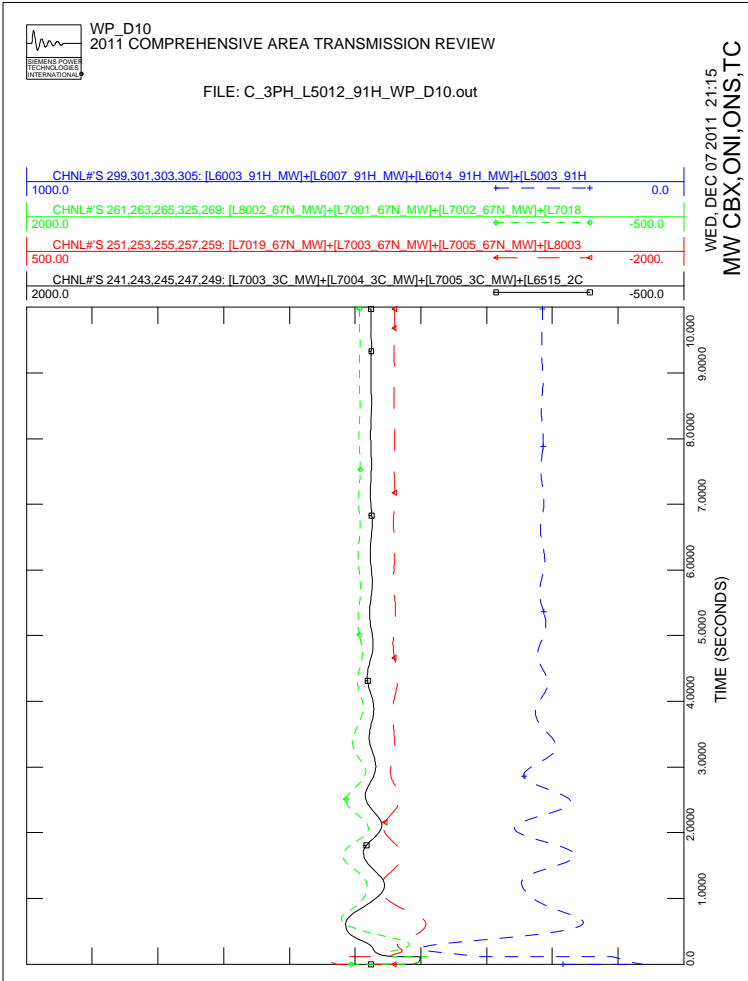
Appendix F

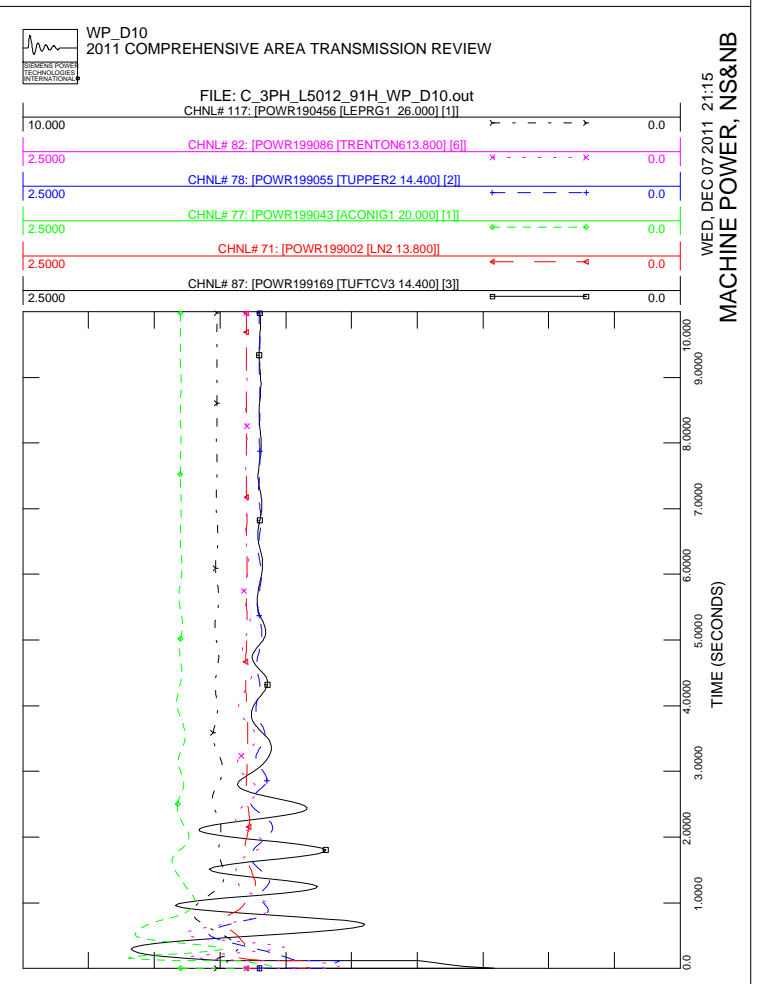
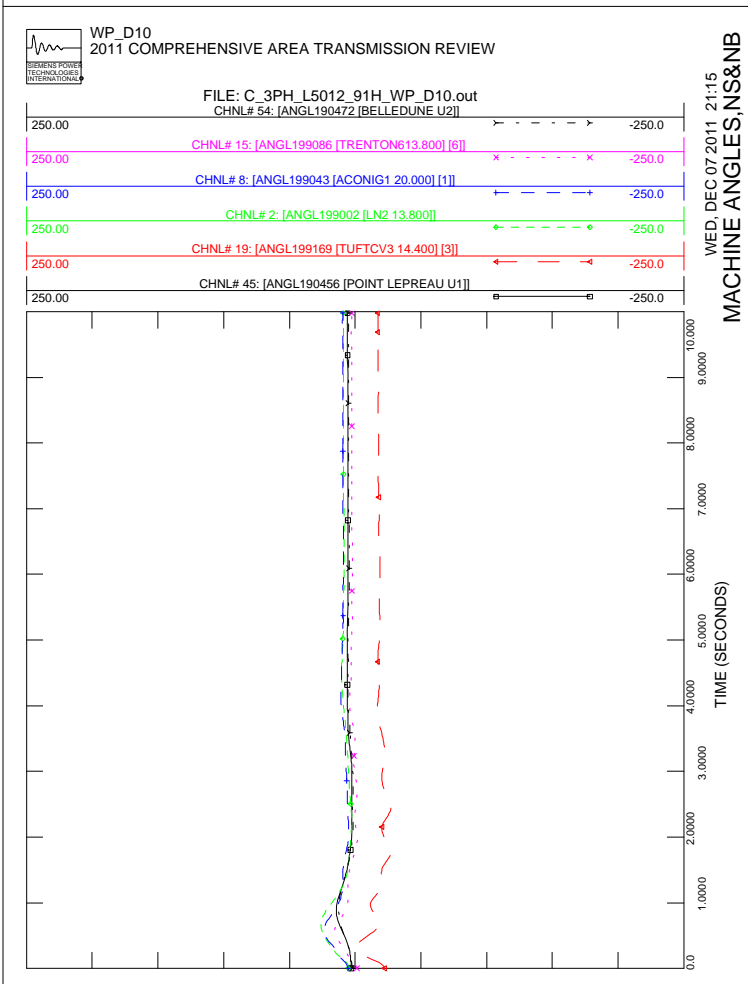
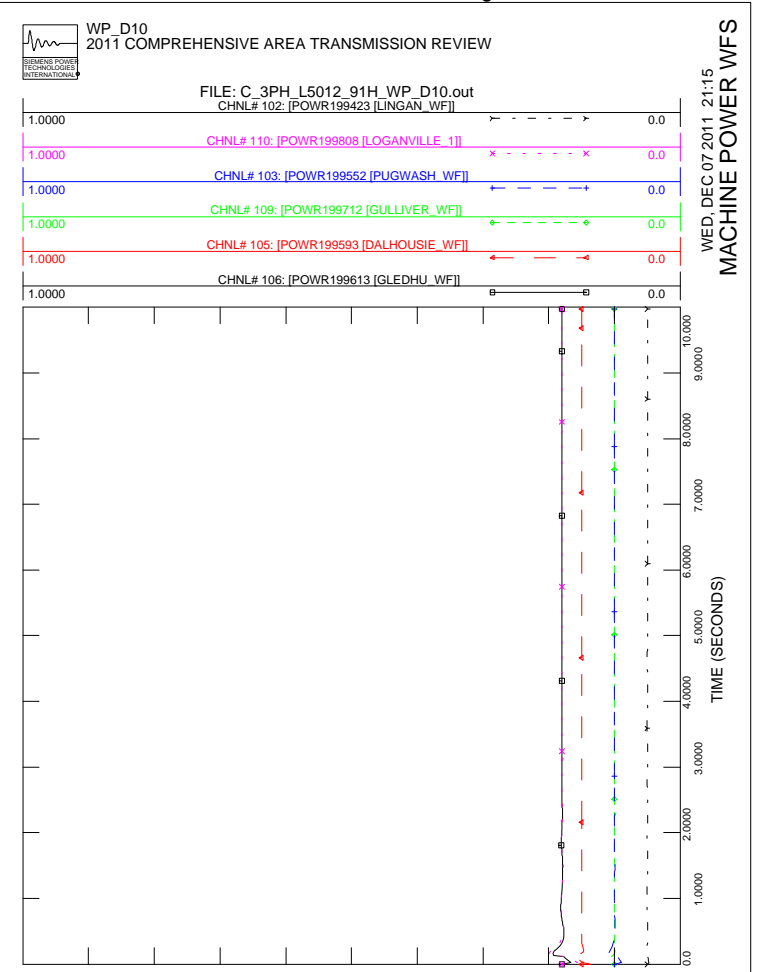
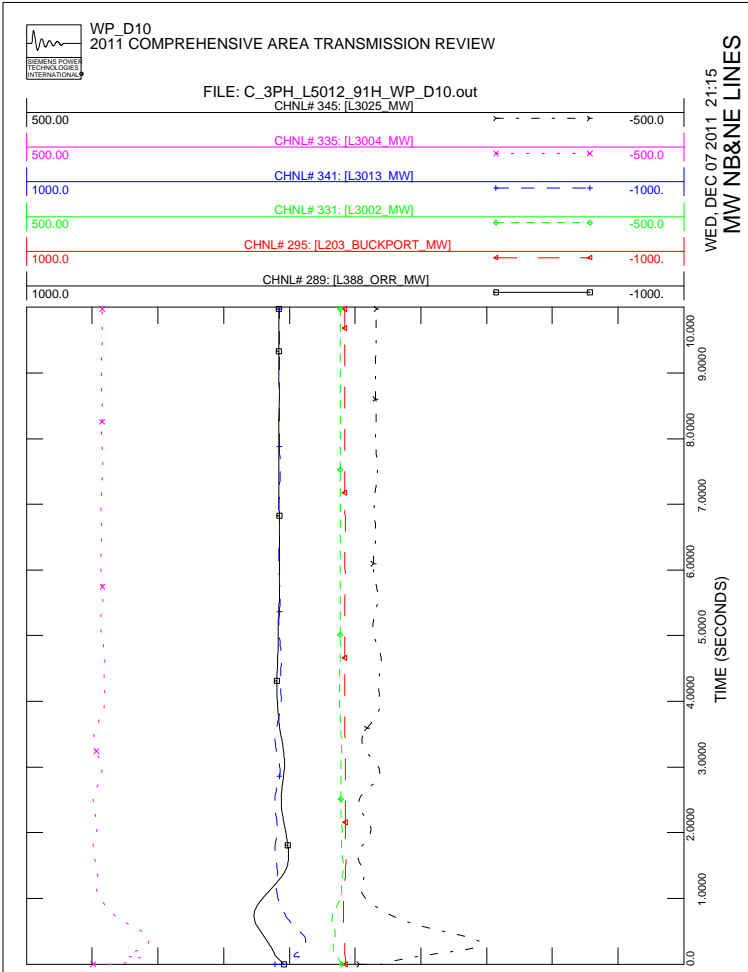
Stability Plots for WP_D10







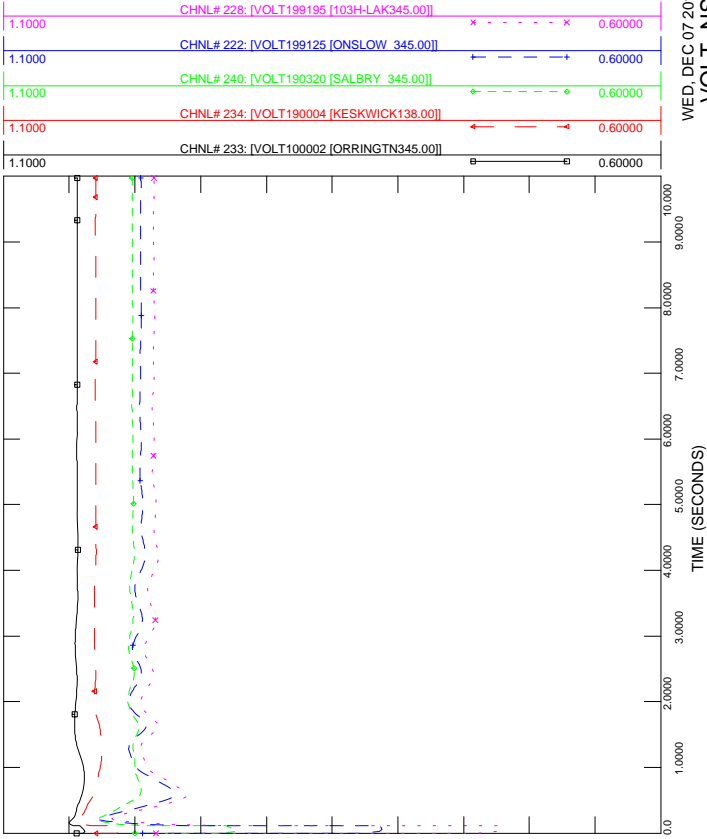






WP_D10
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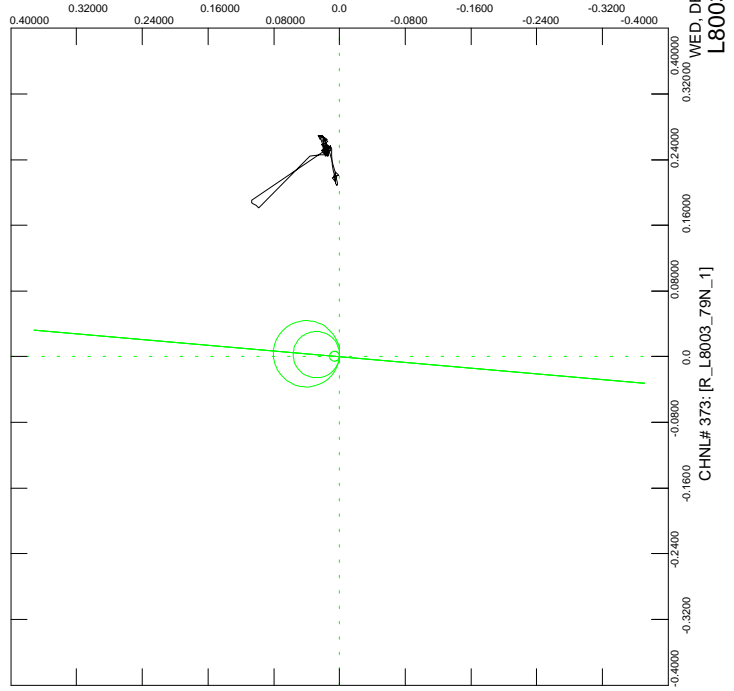
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

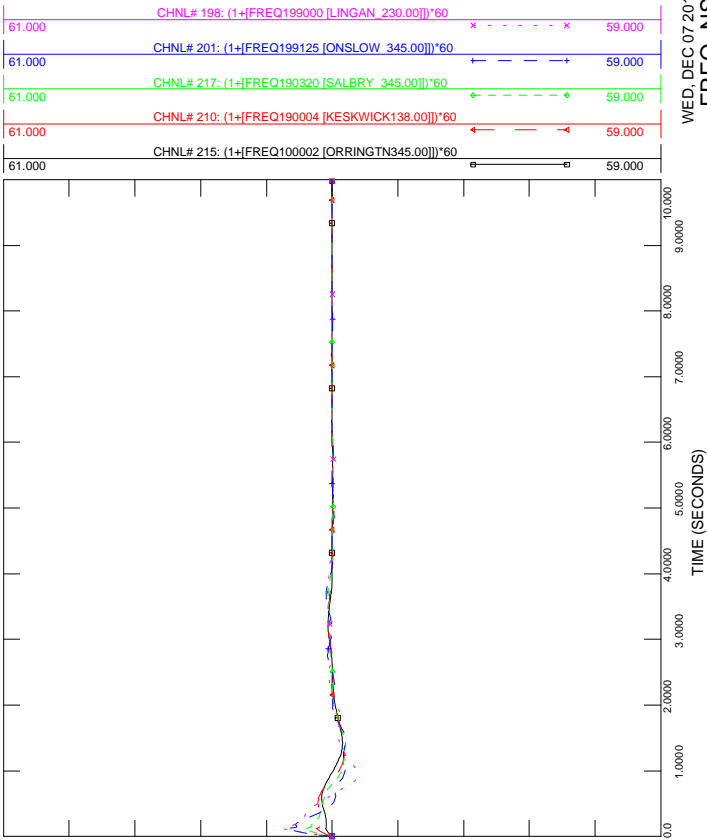
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RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

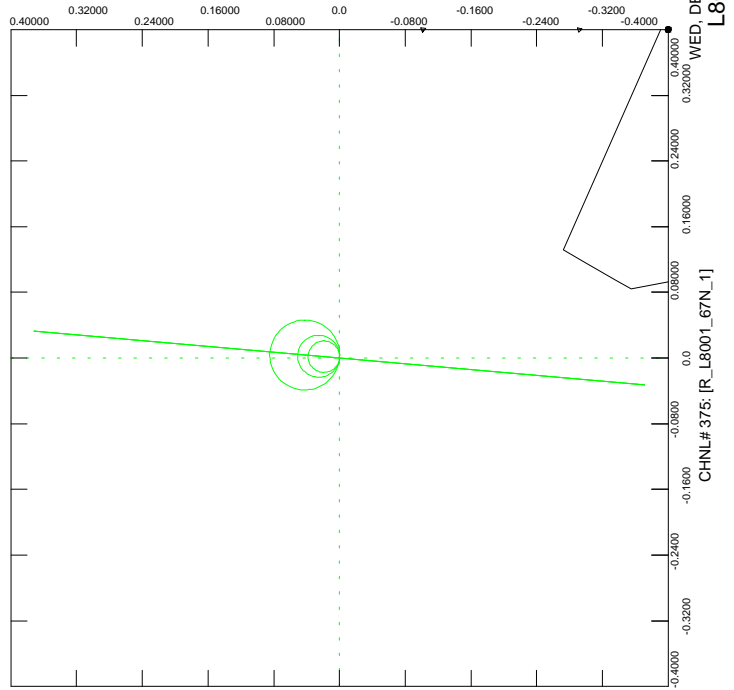
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L5012_91H_WP_D10.out

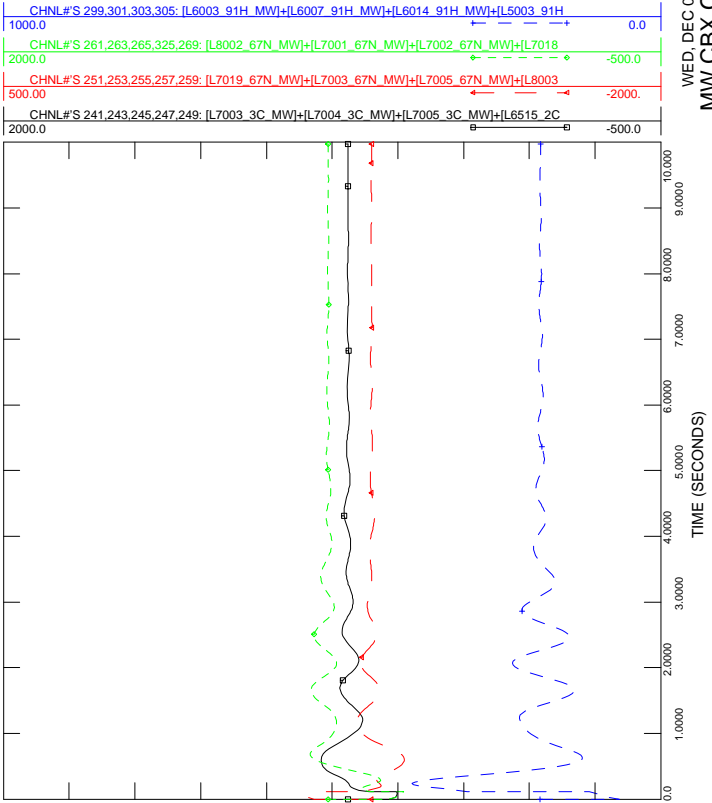
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CHNL# 376: [X_L8001_67N_1]





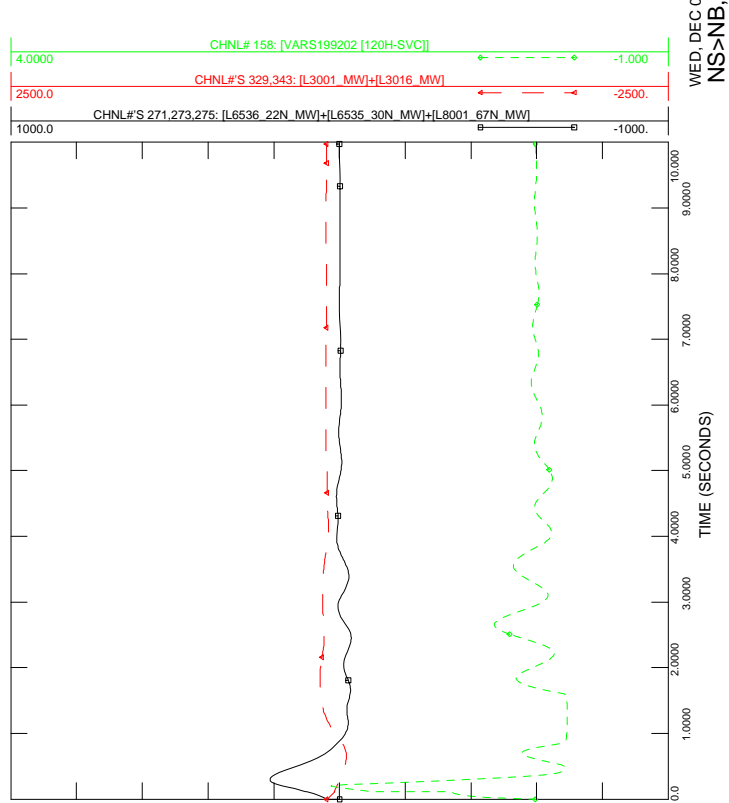
WP_D10
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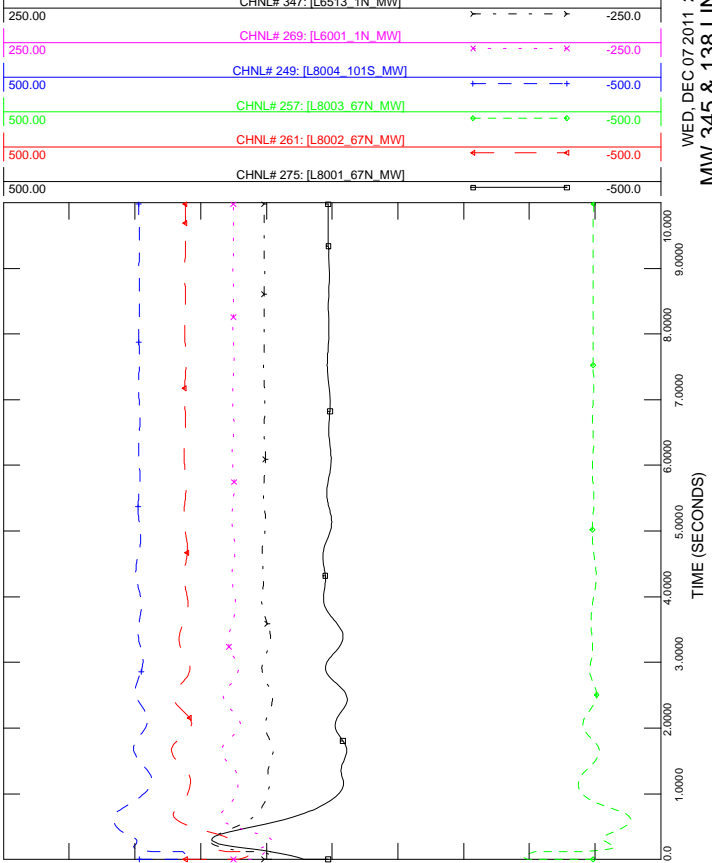
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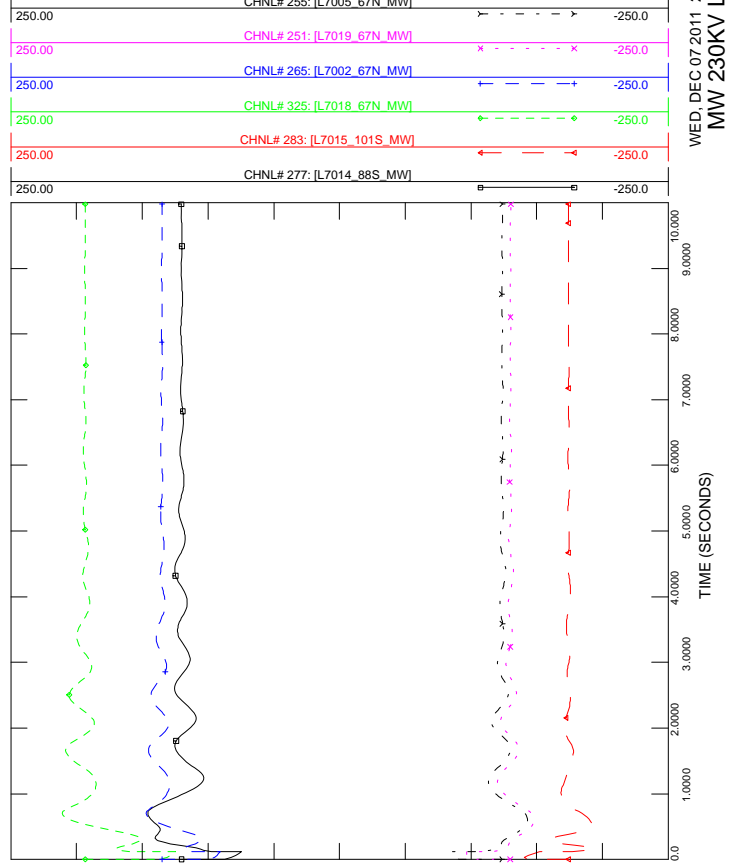
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

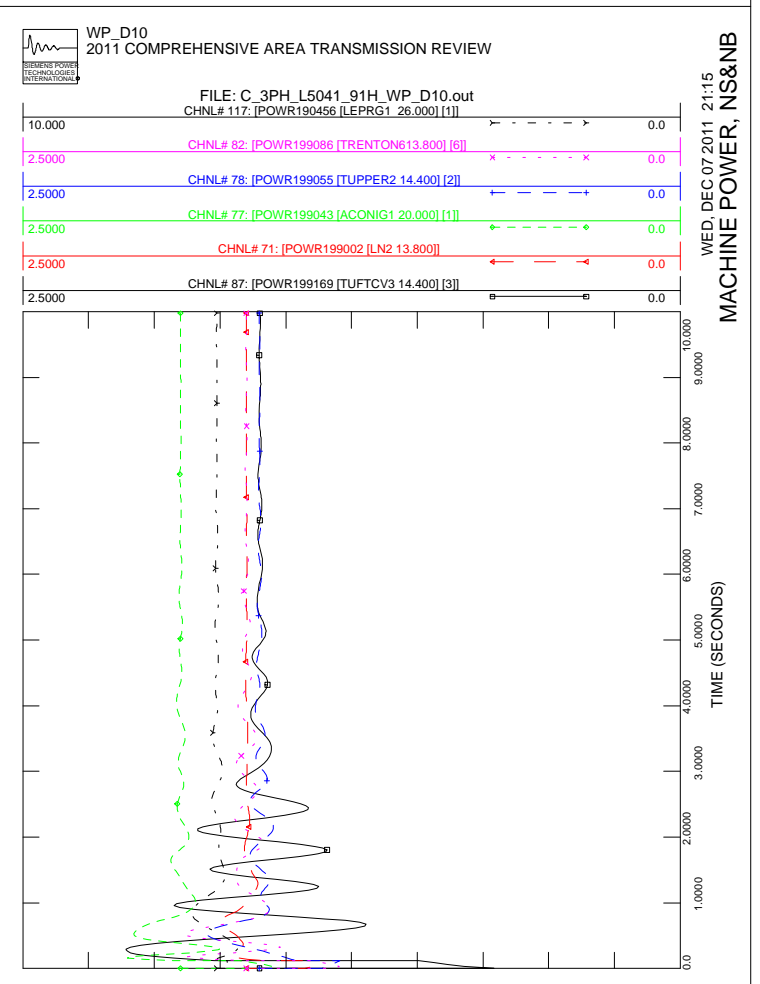
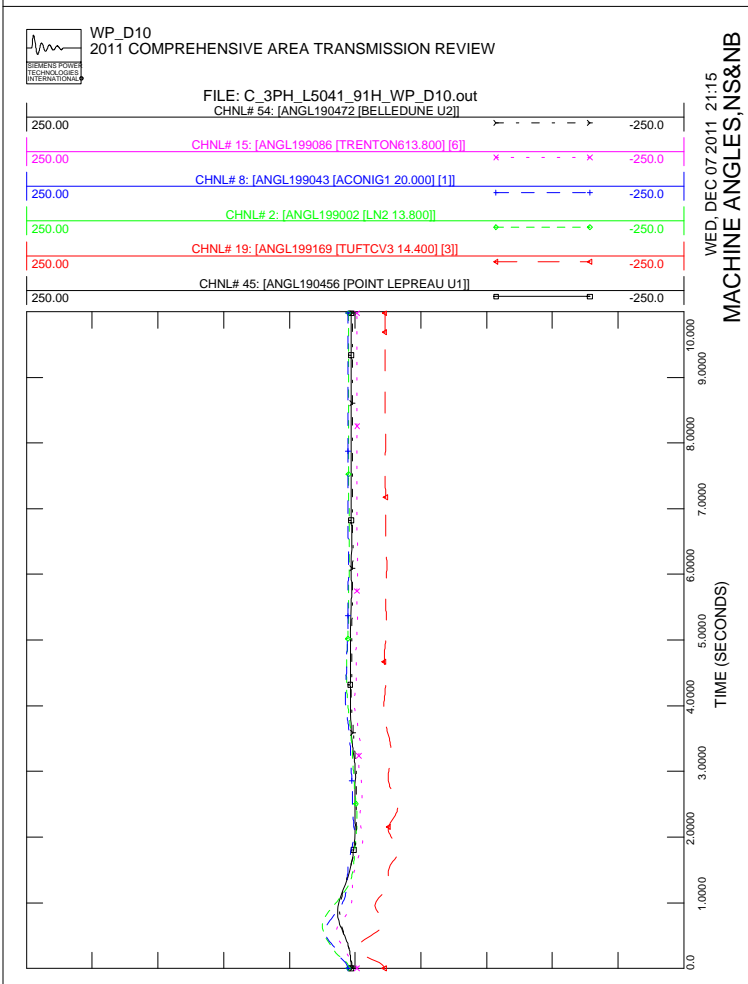
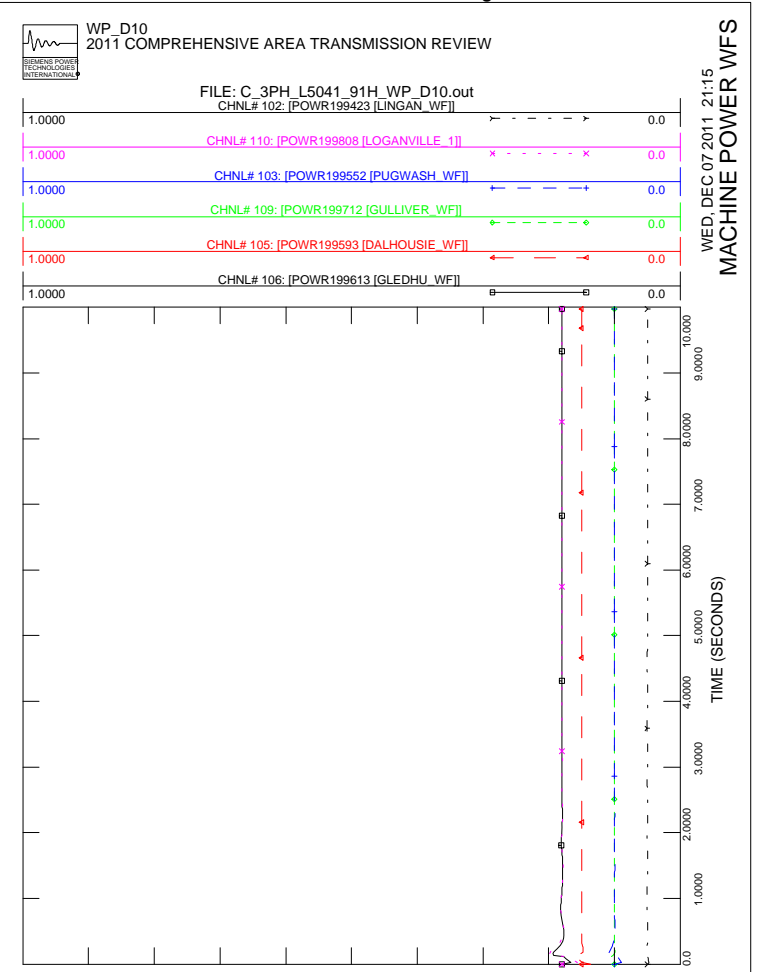
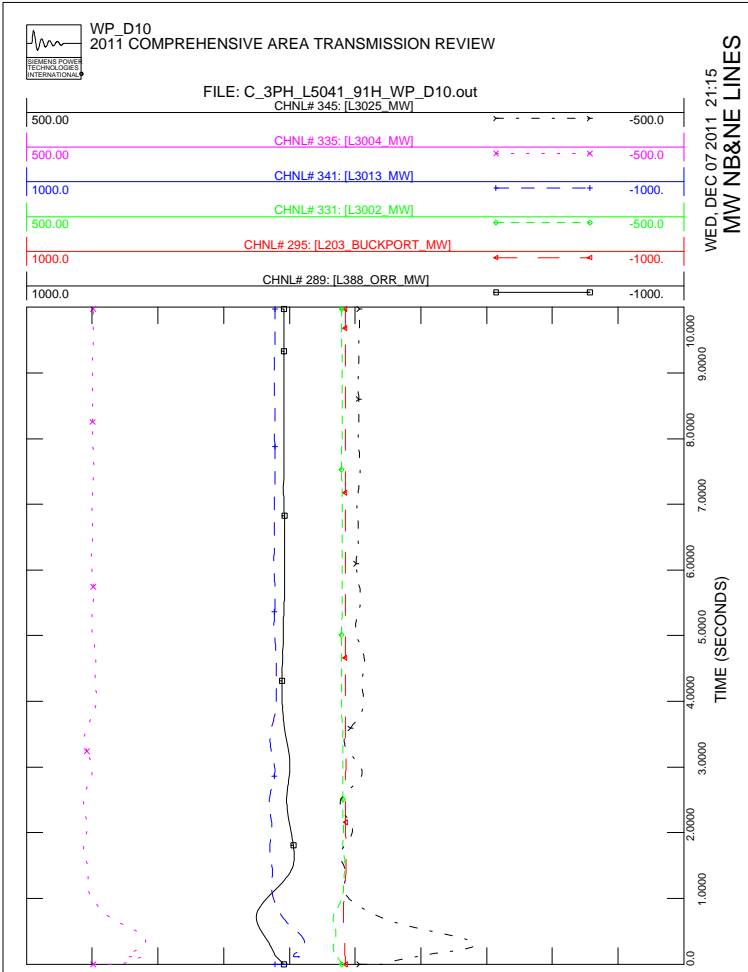
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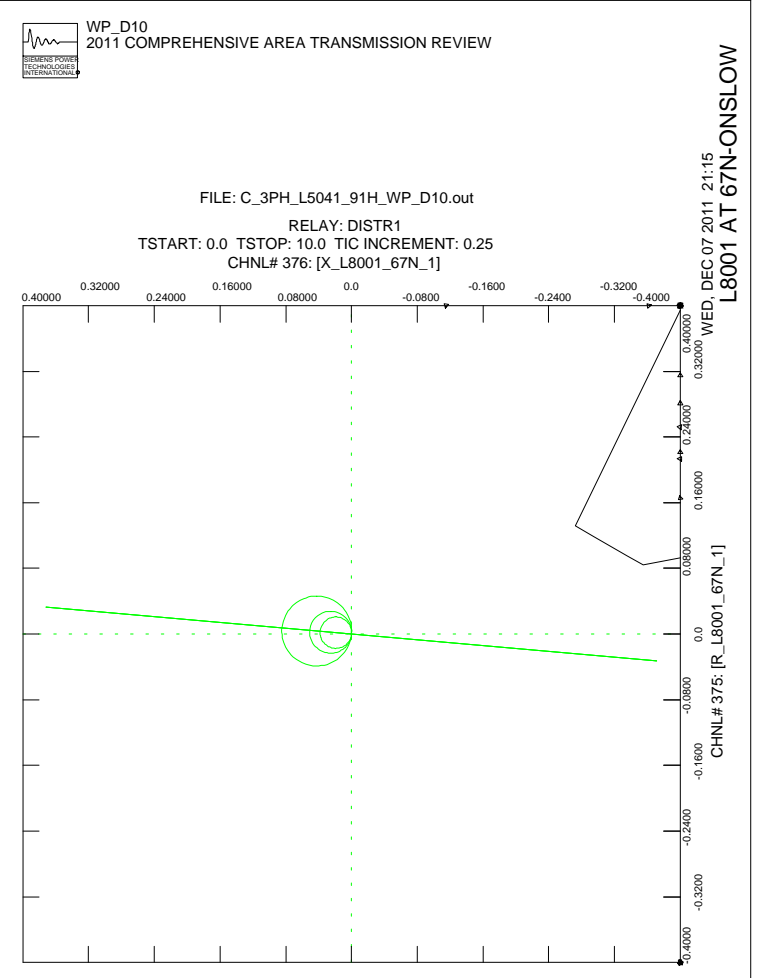
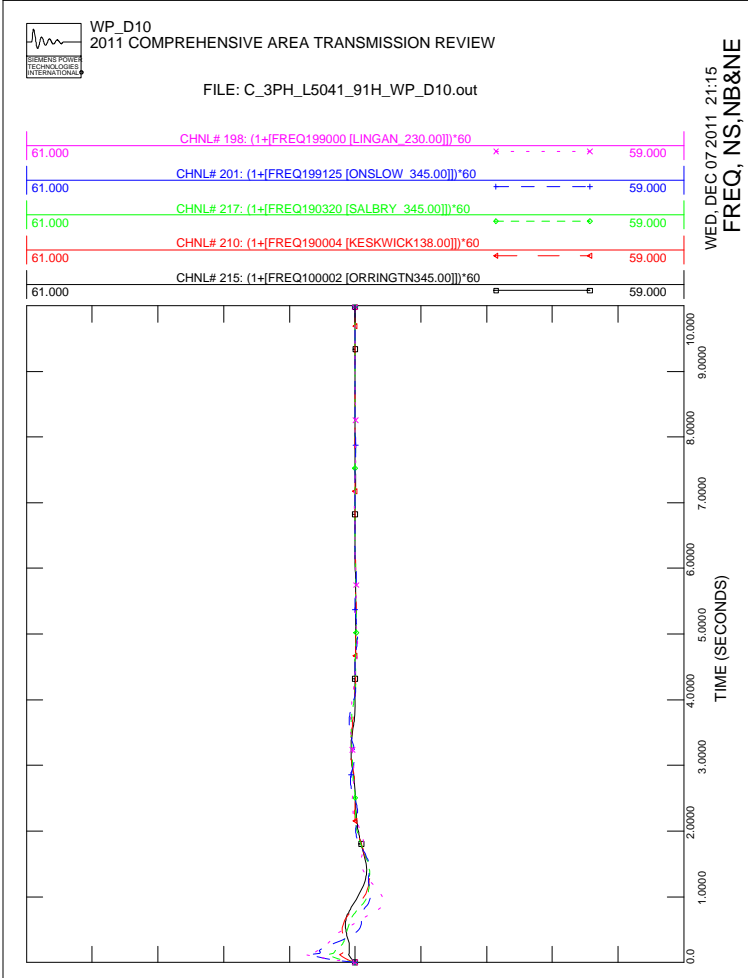
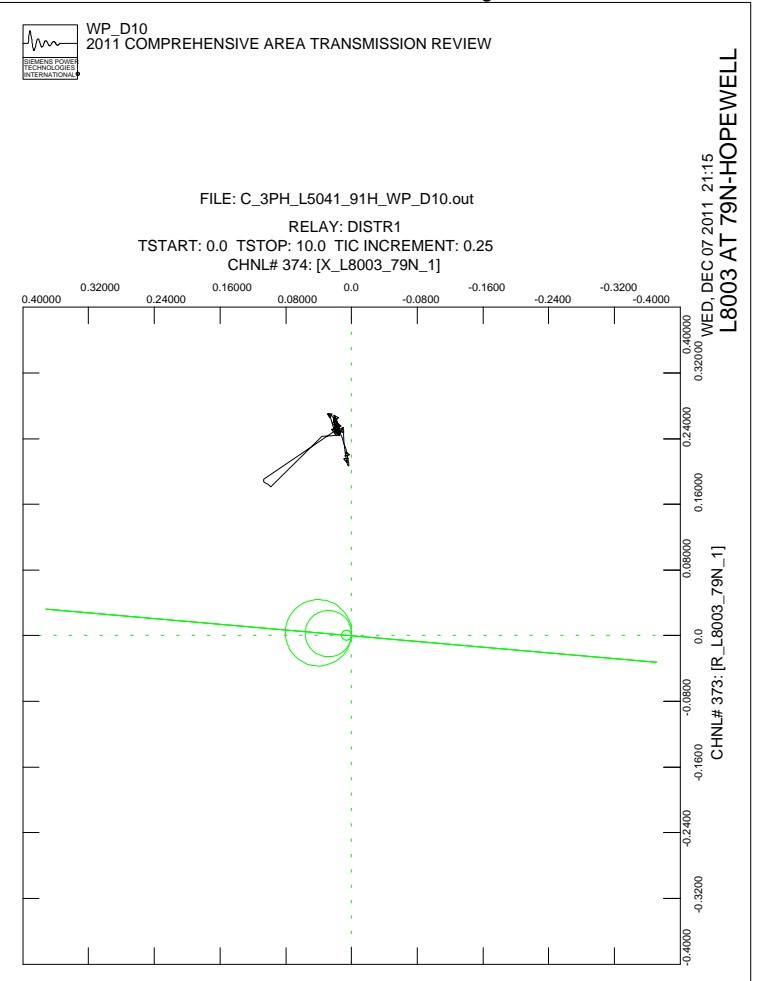
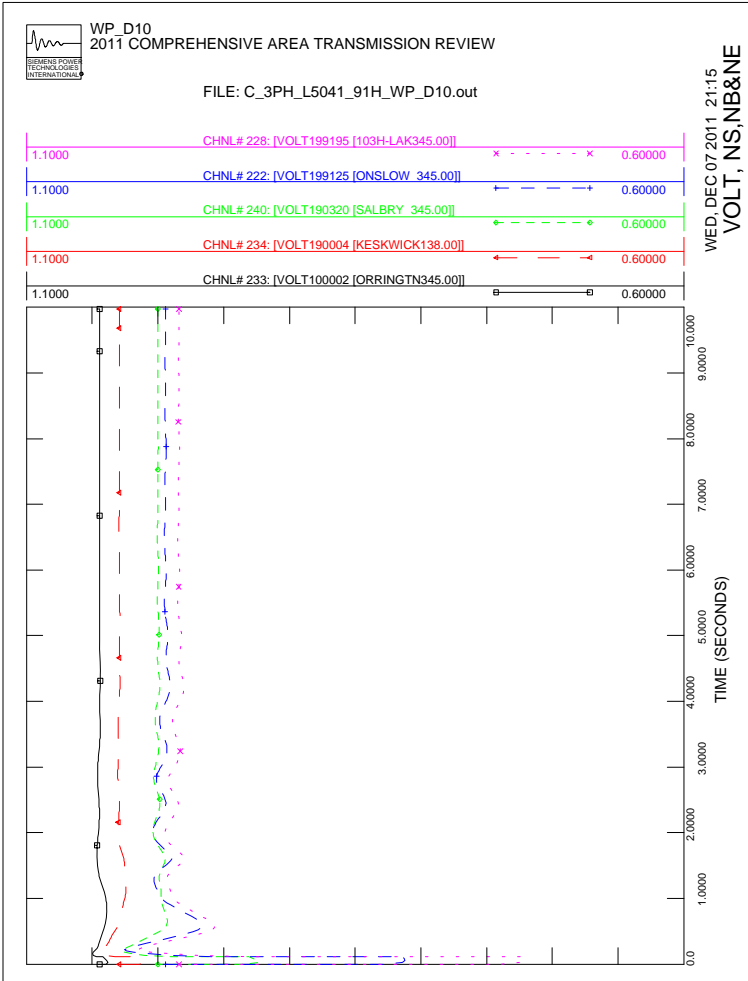


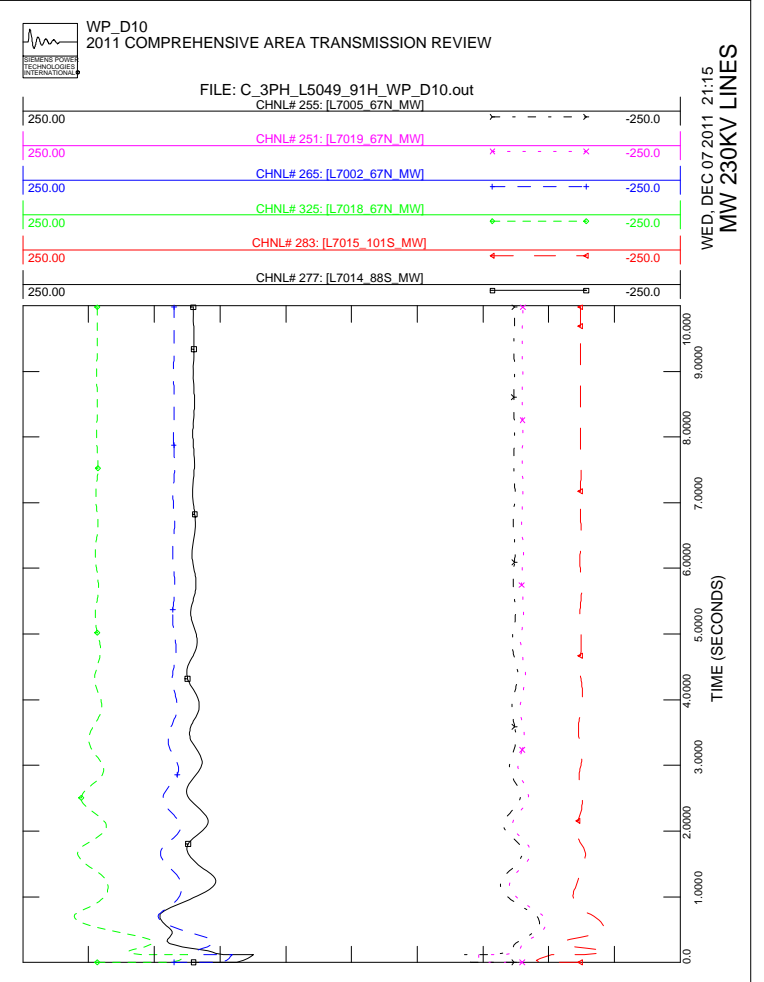
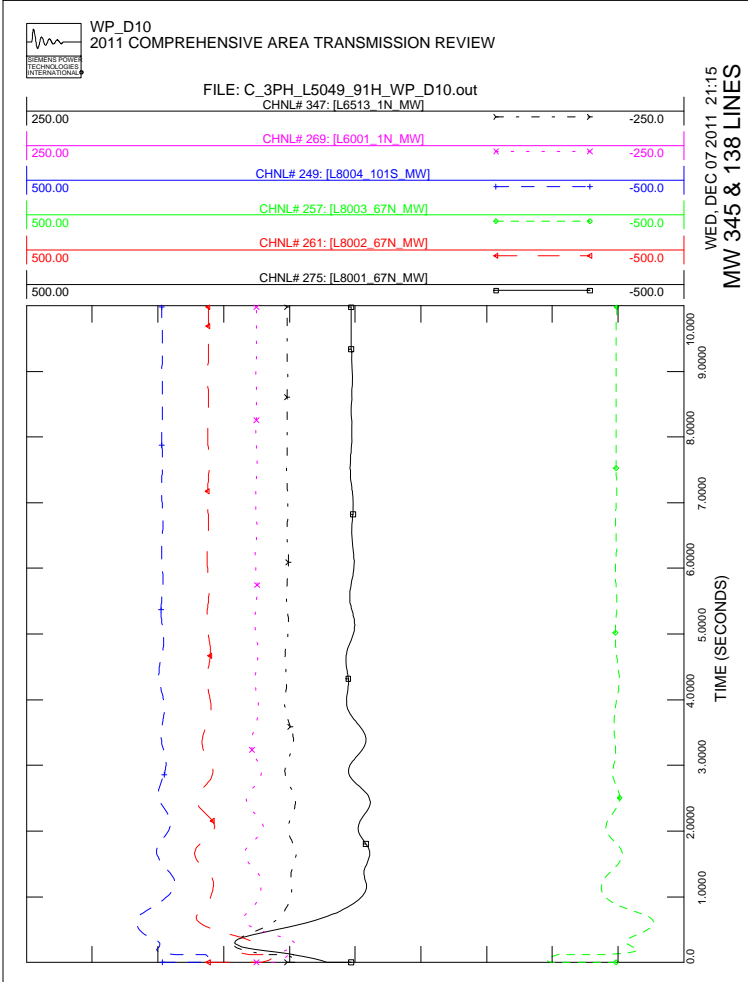
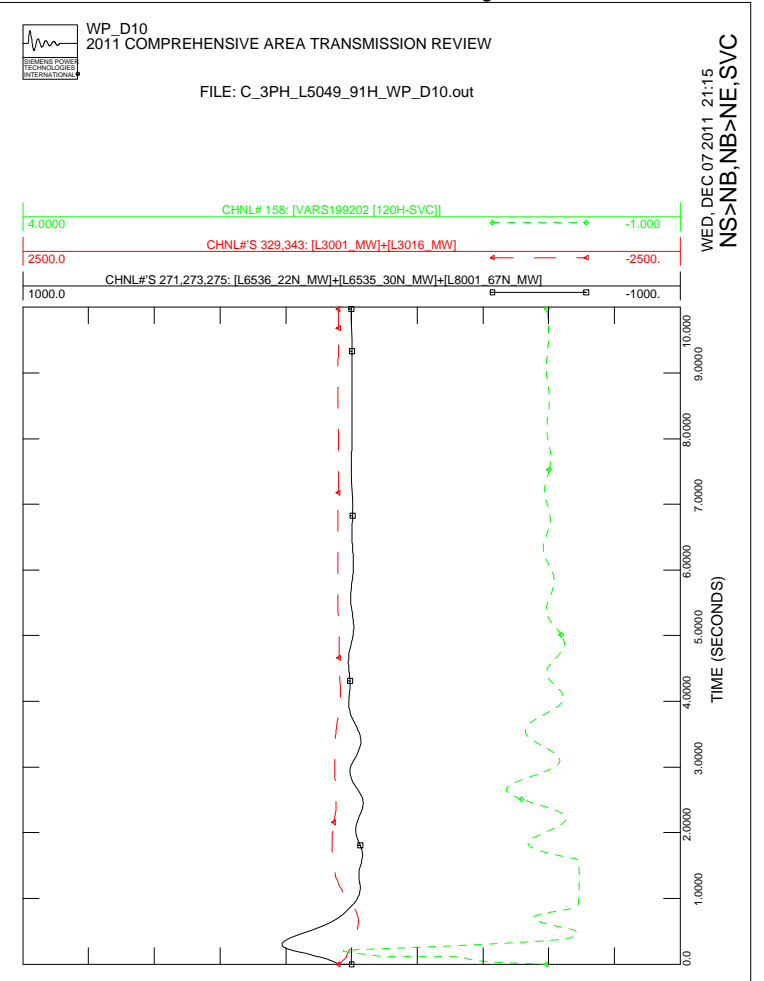
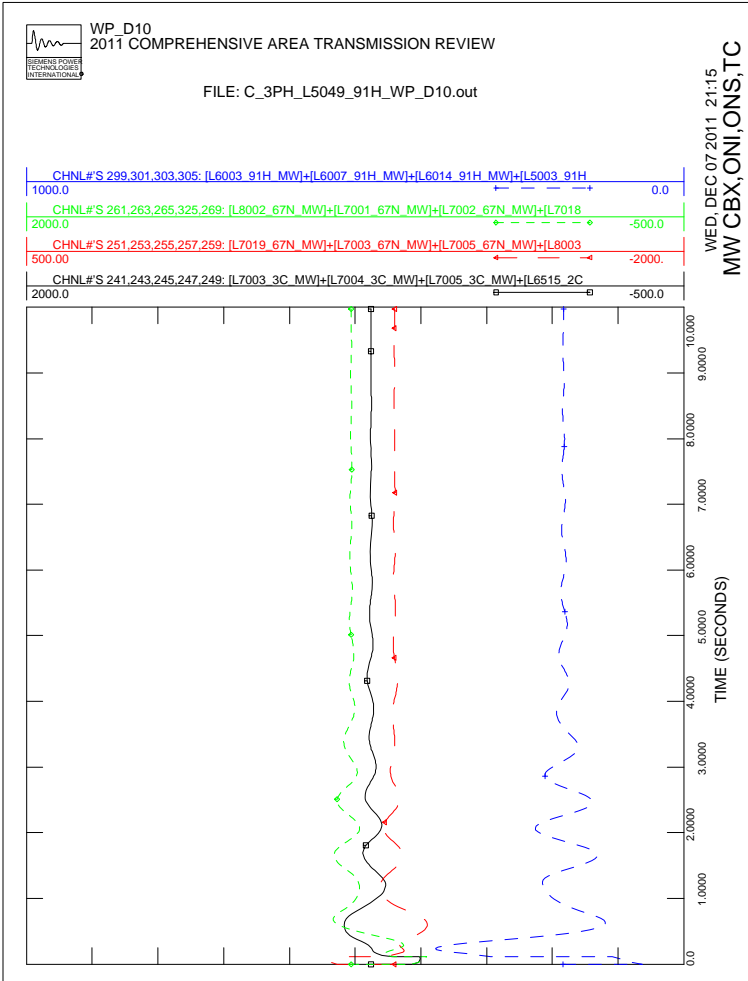
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

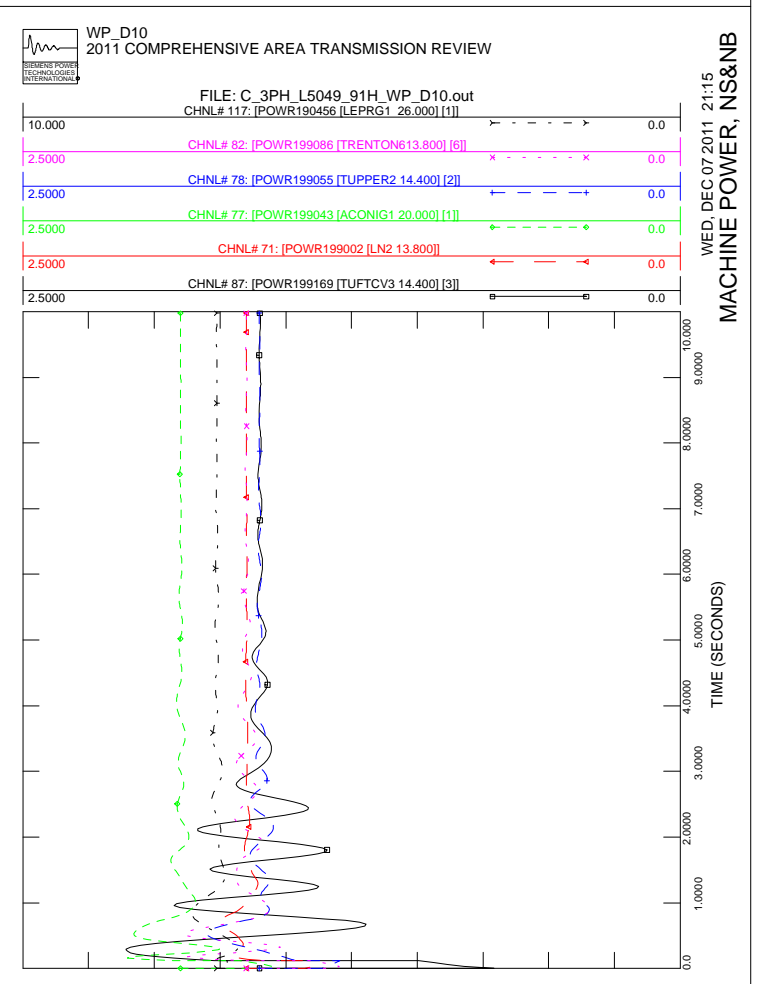
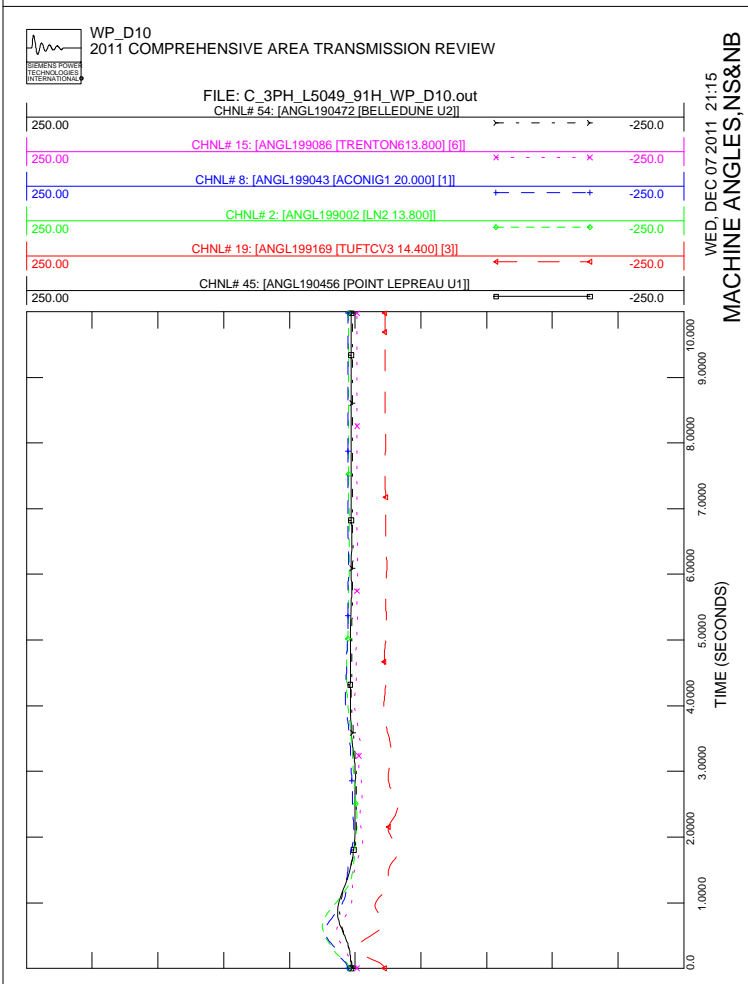
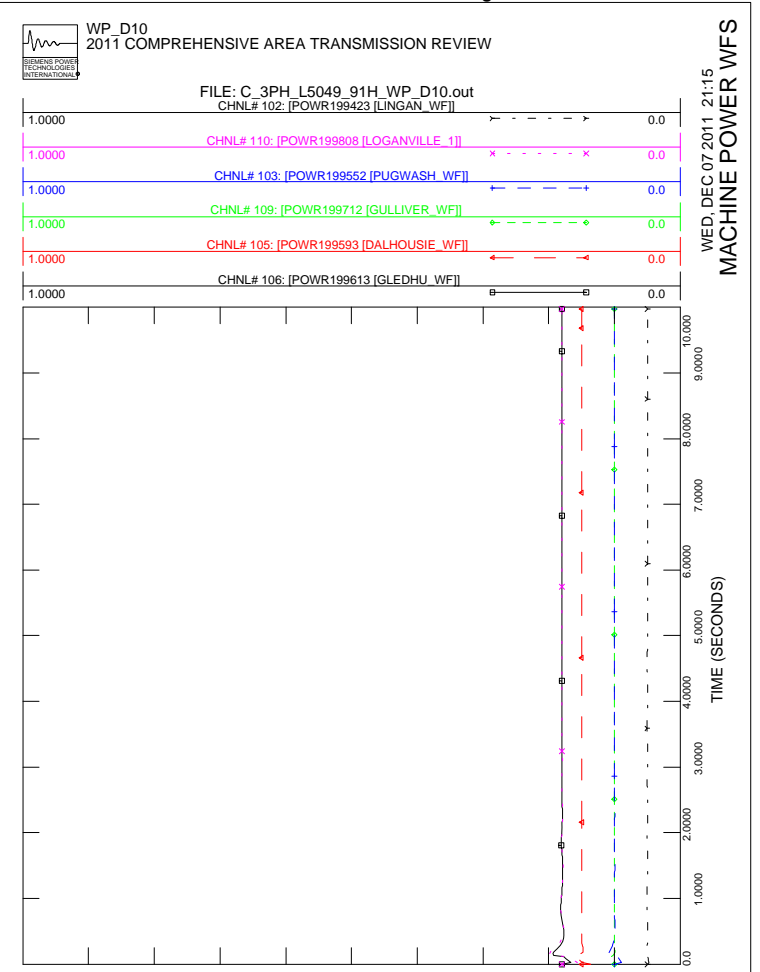
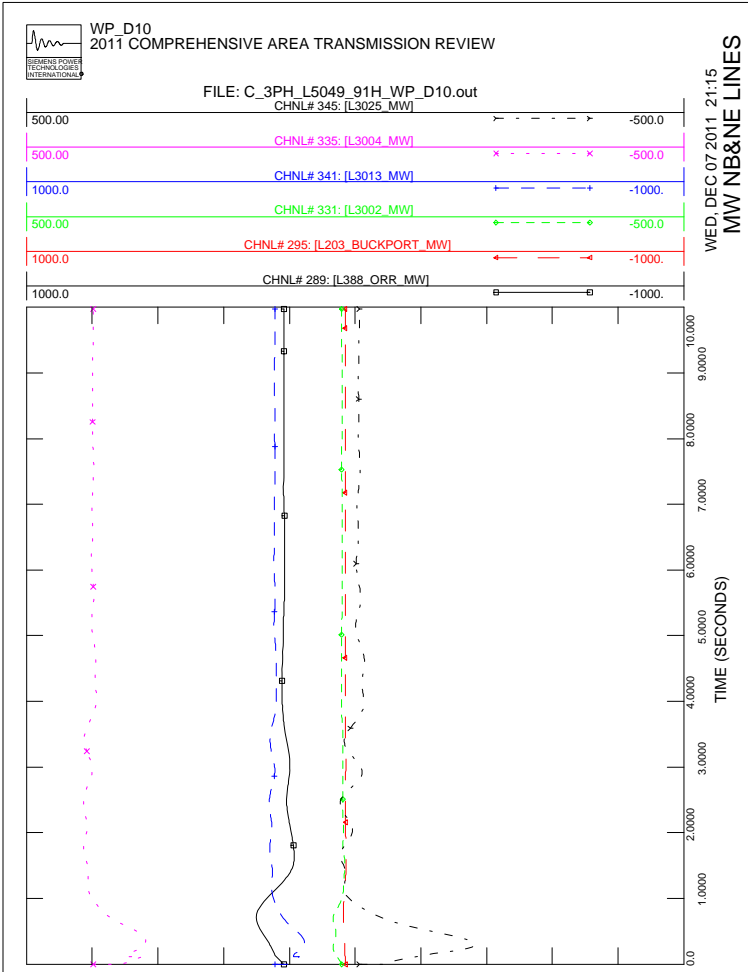
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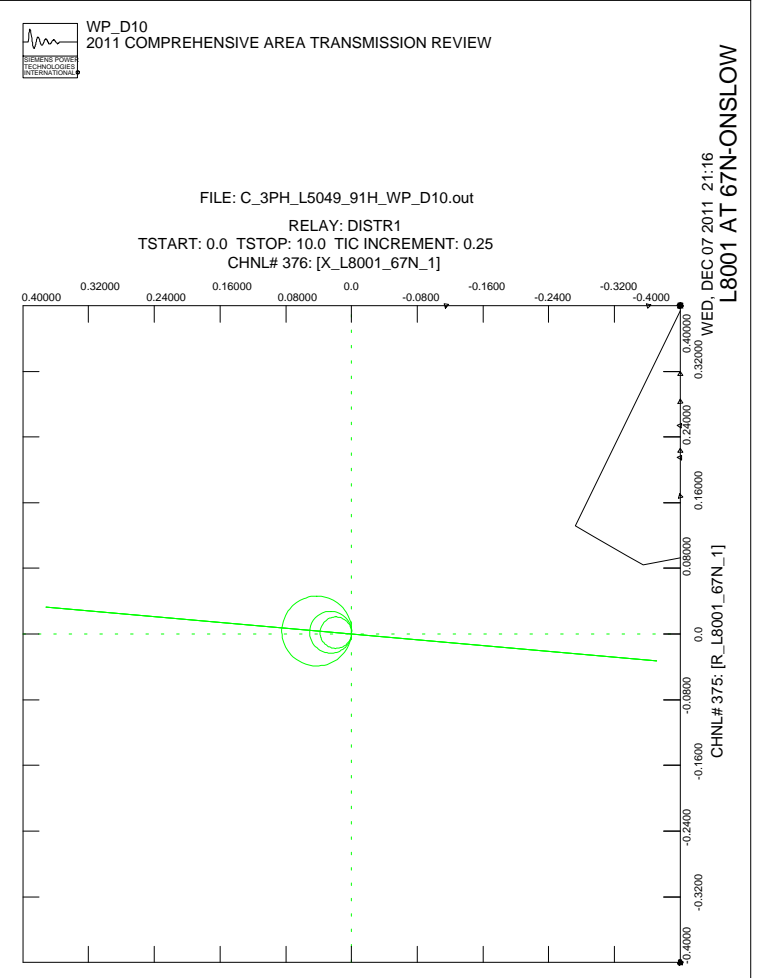
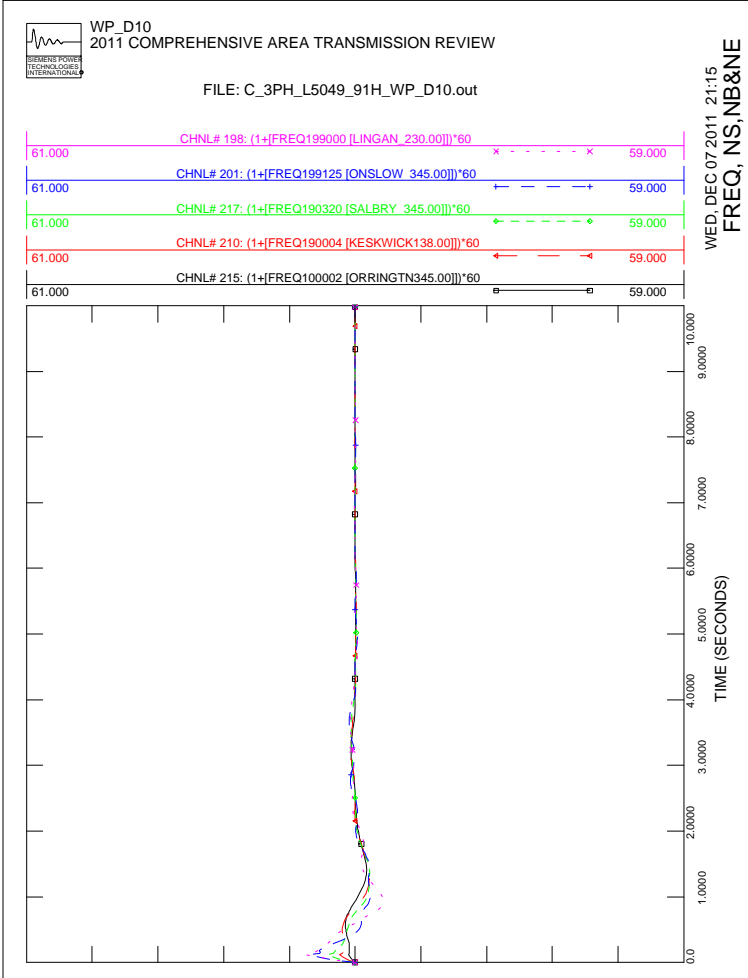
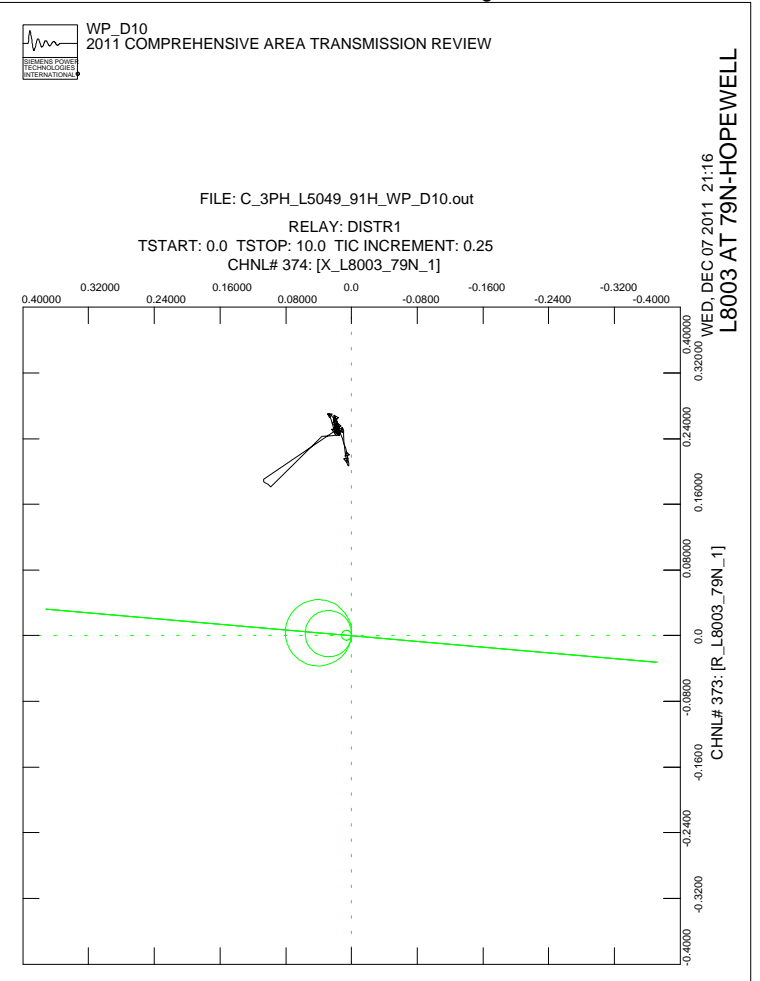
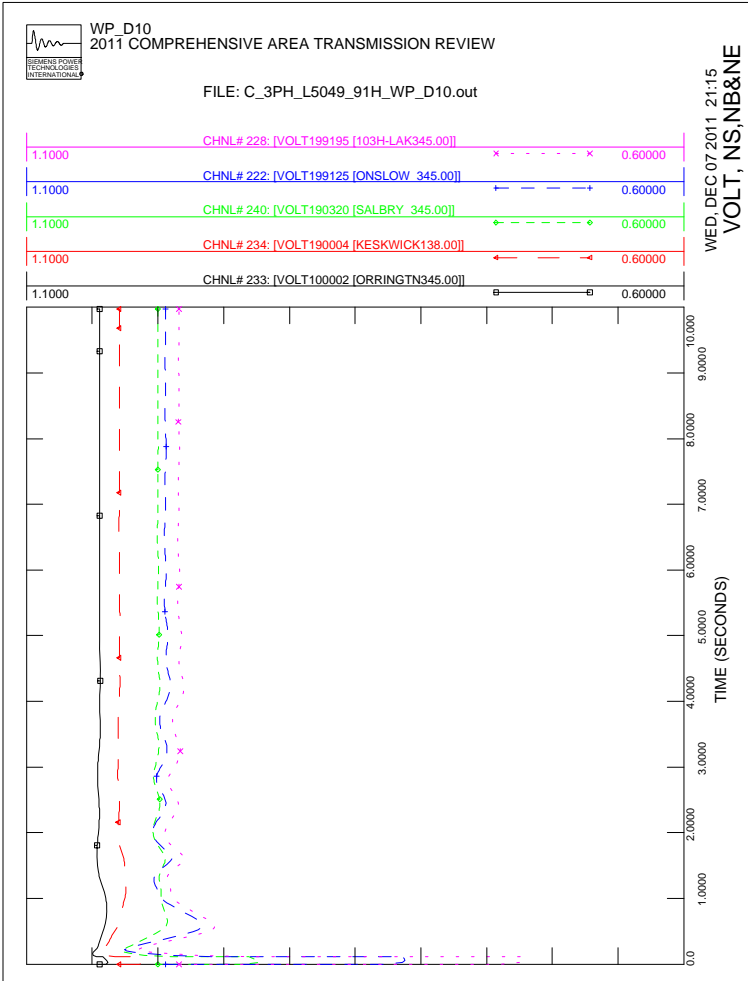


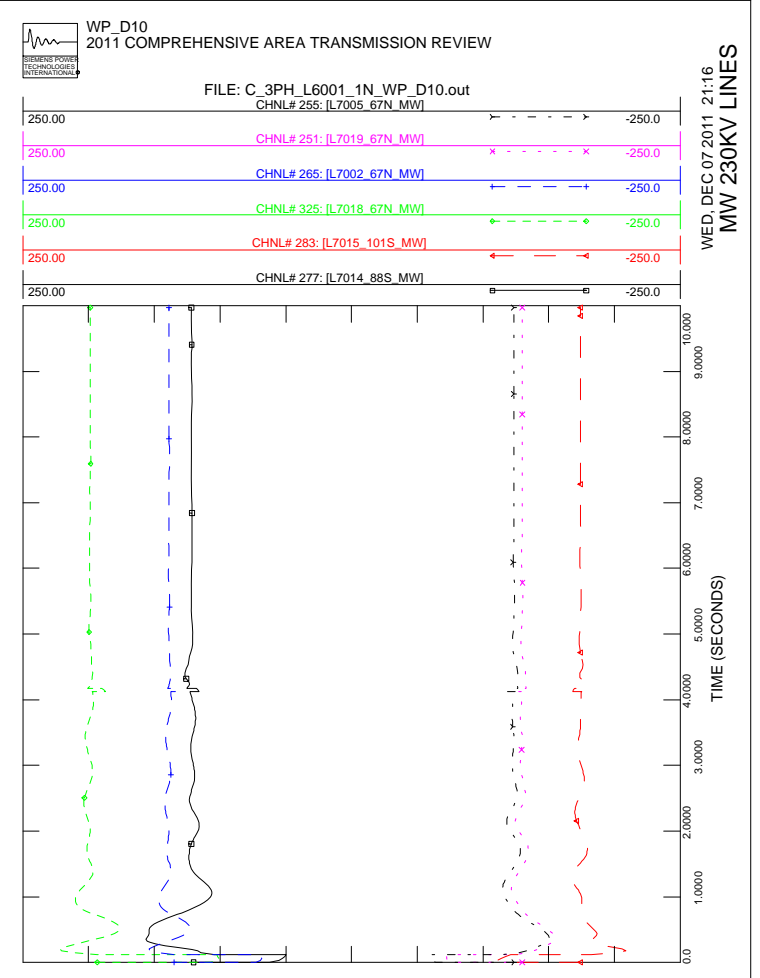
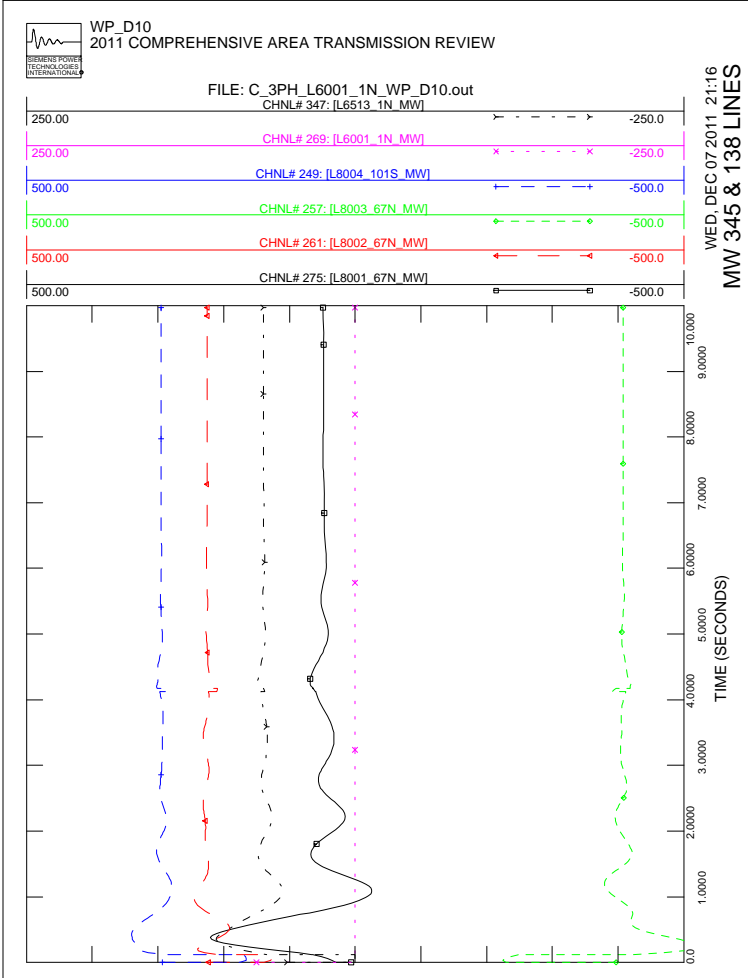
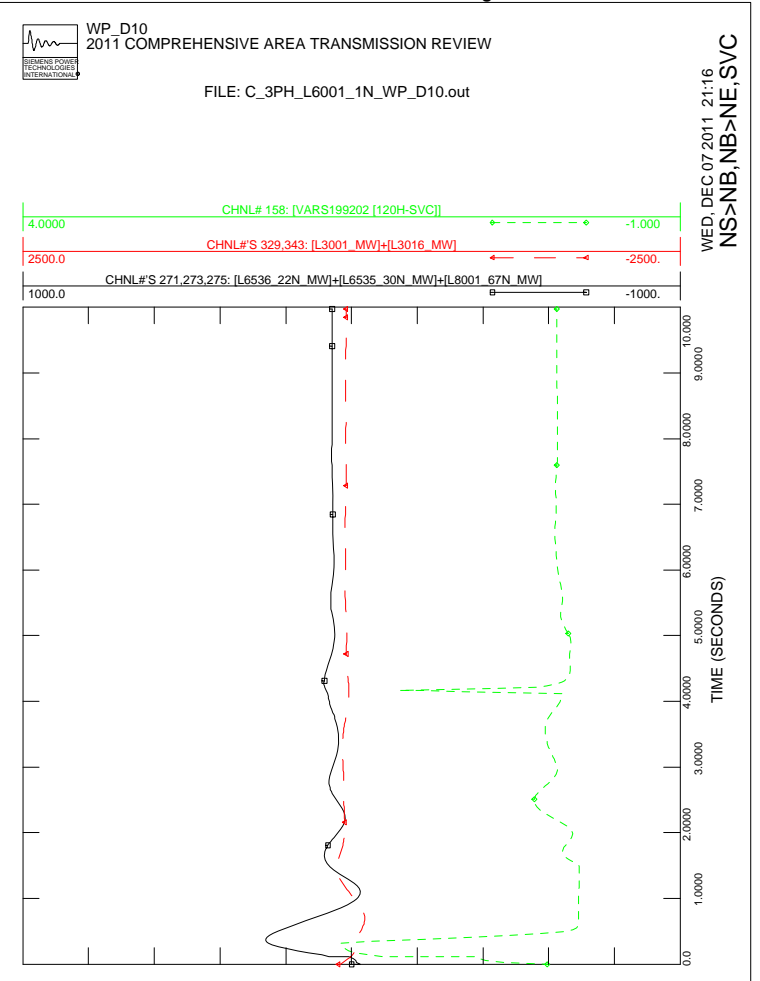
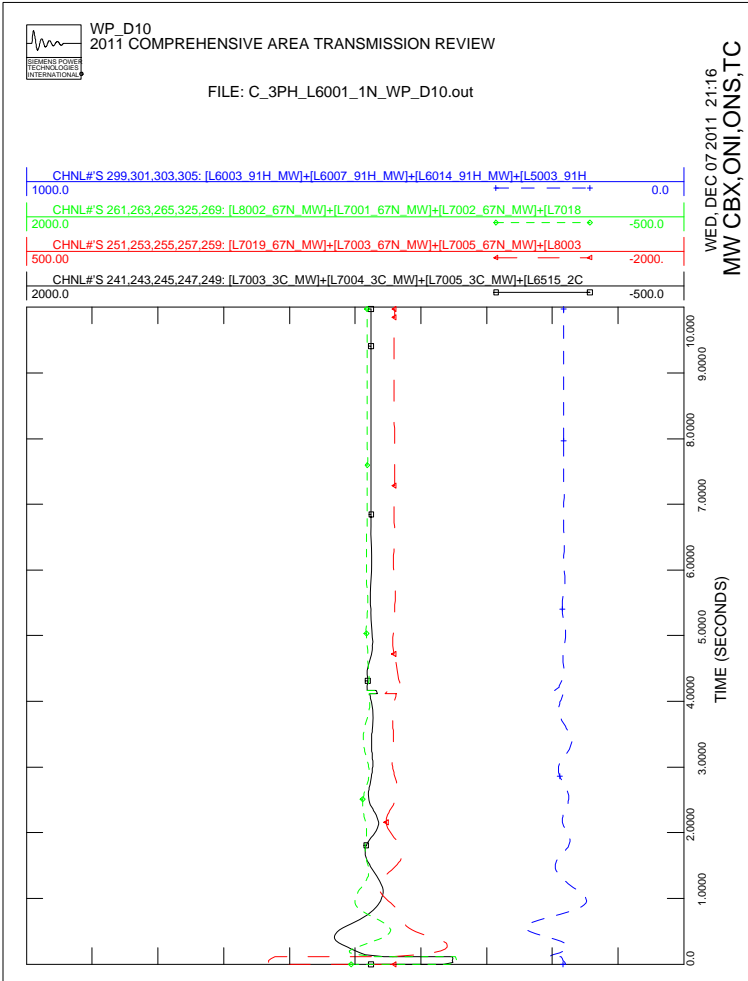


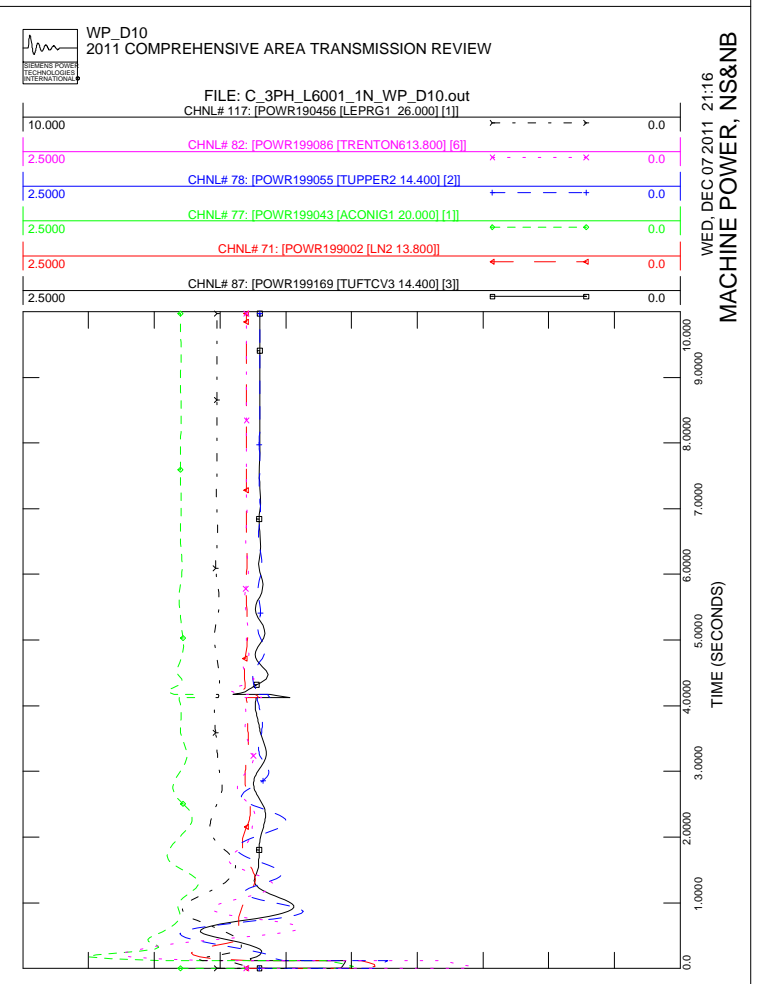
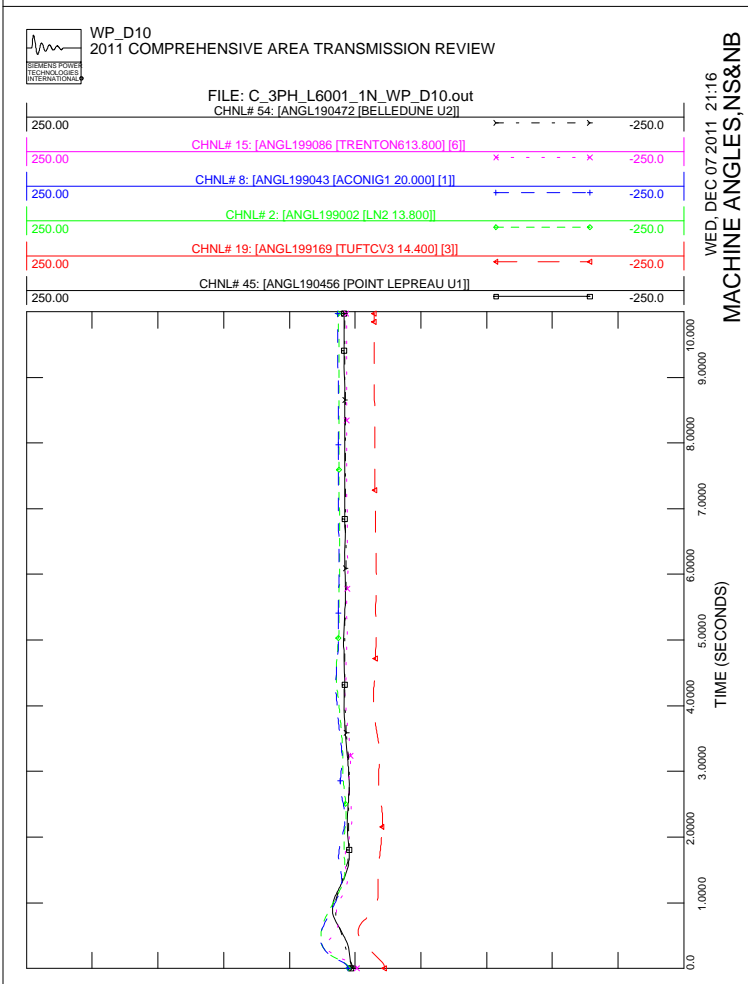
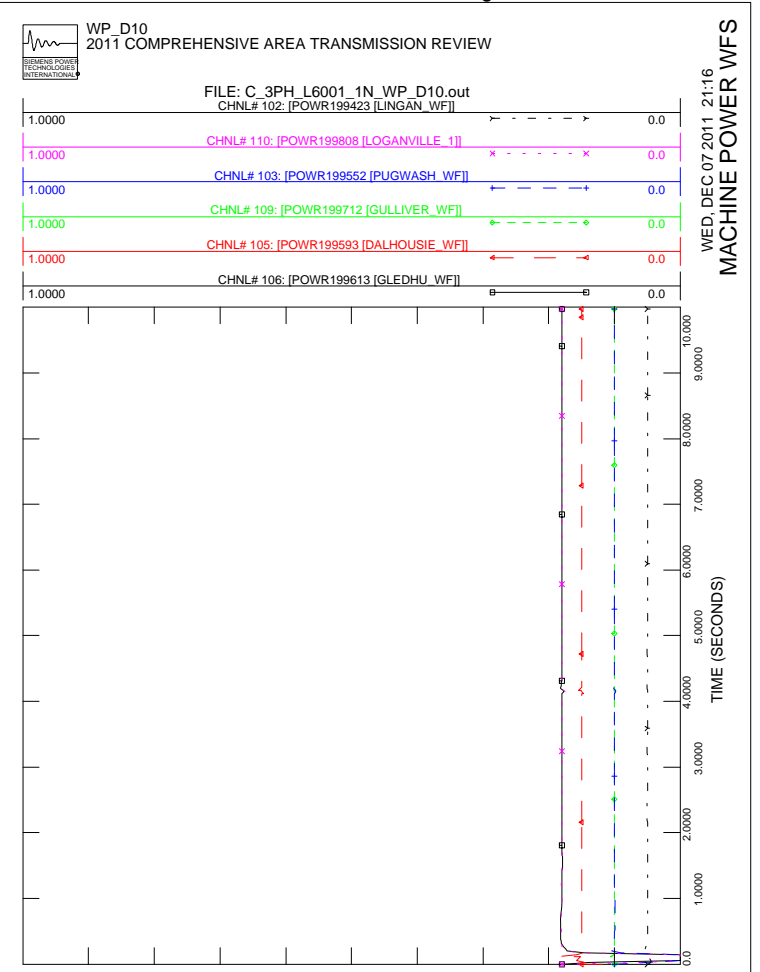
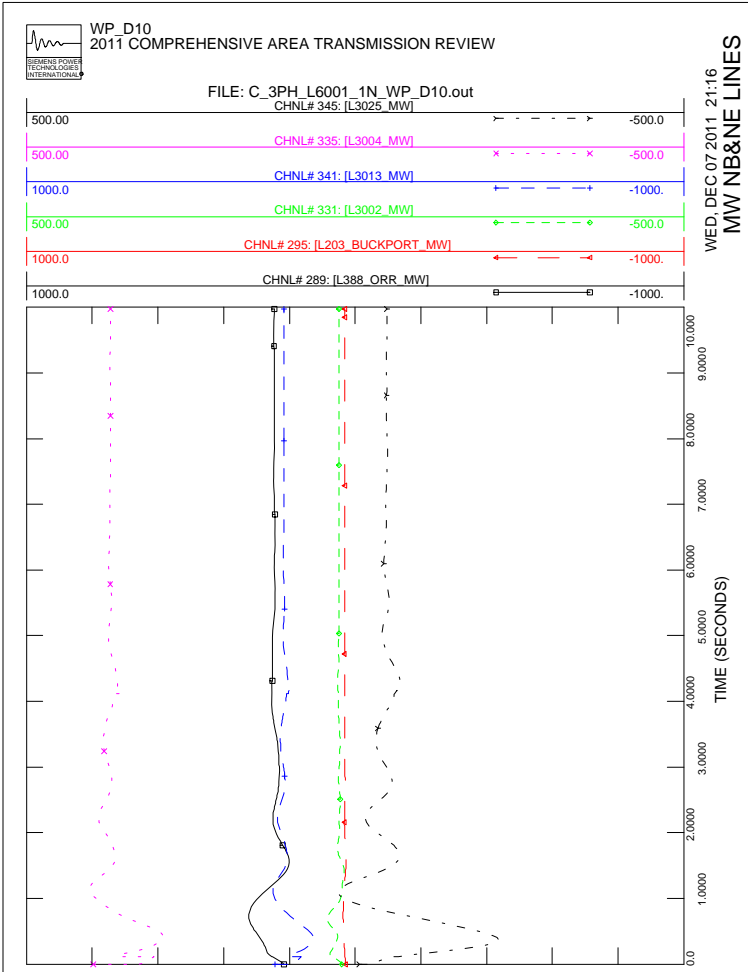


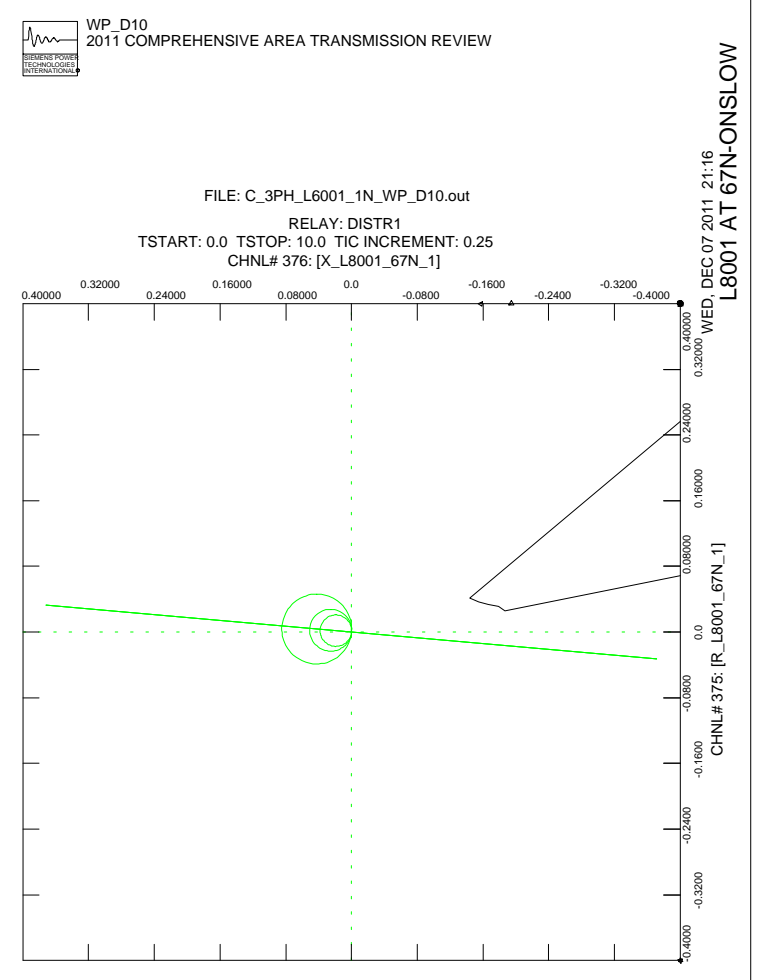
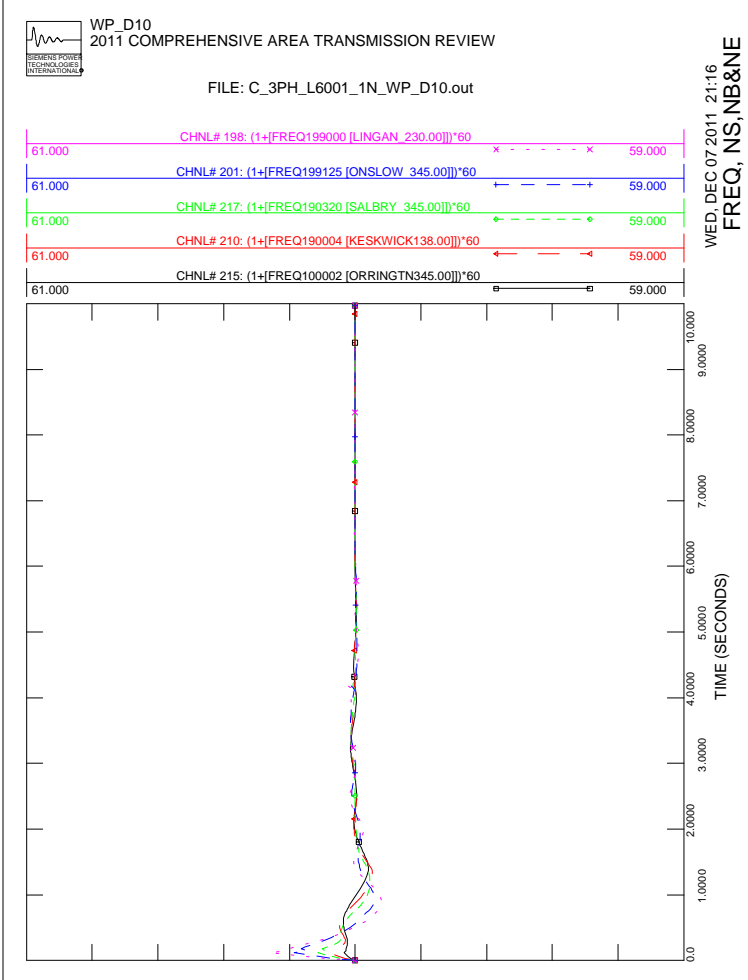
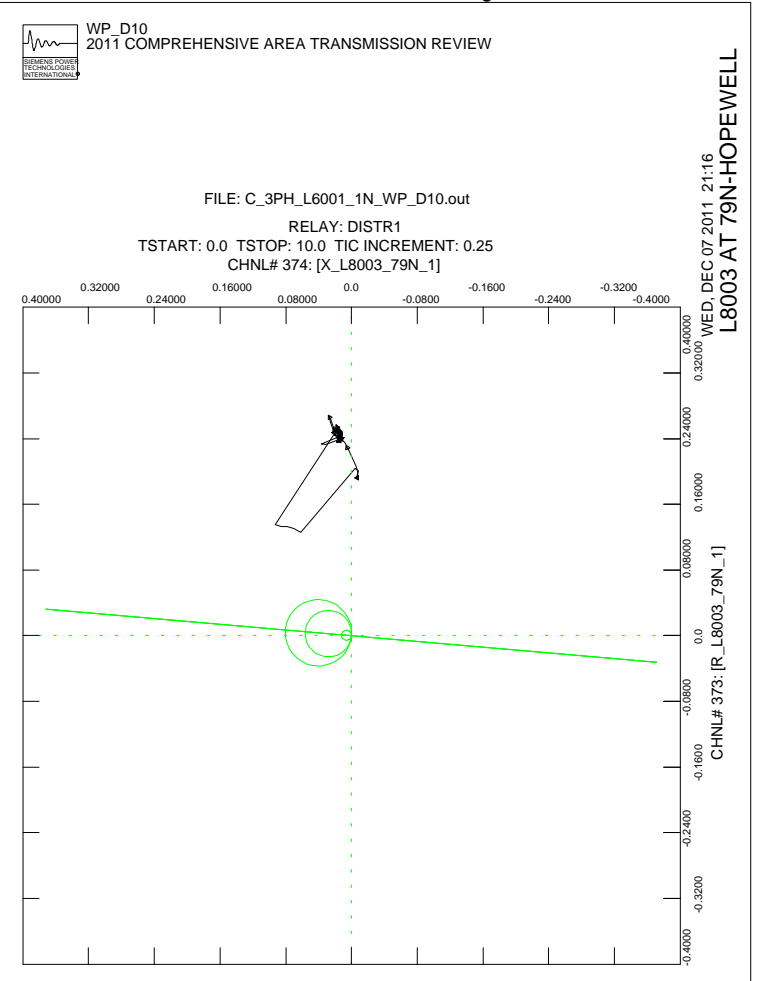
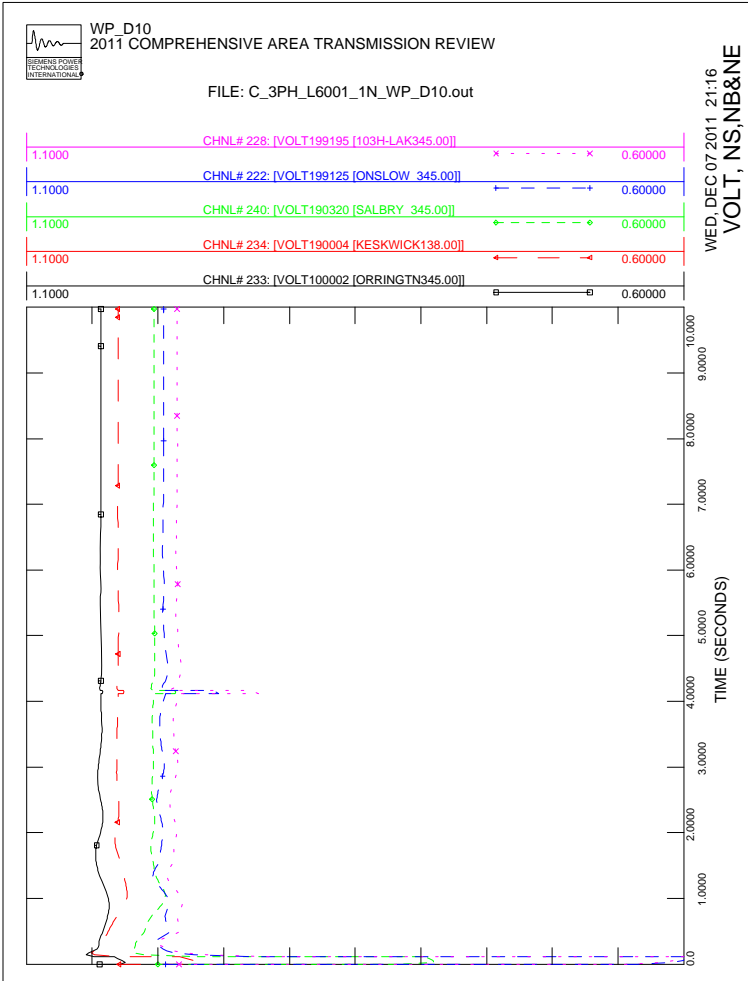


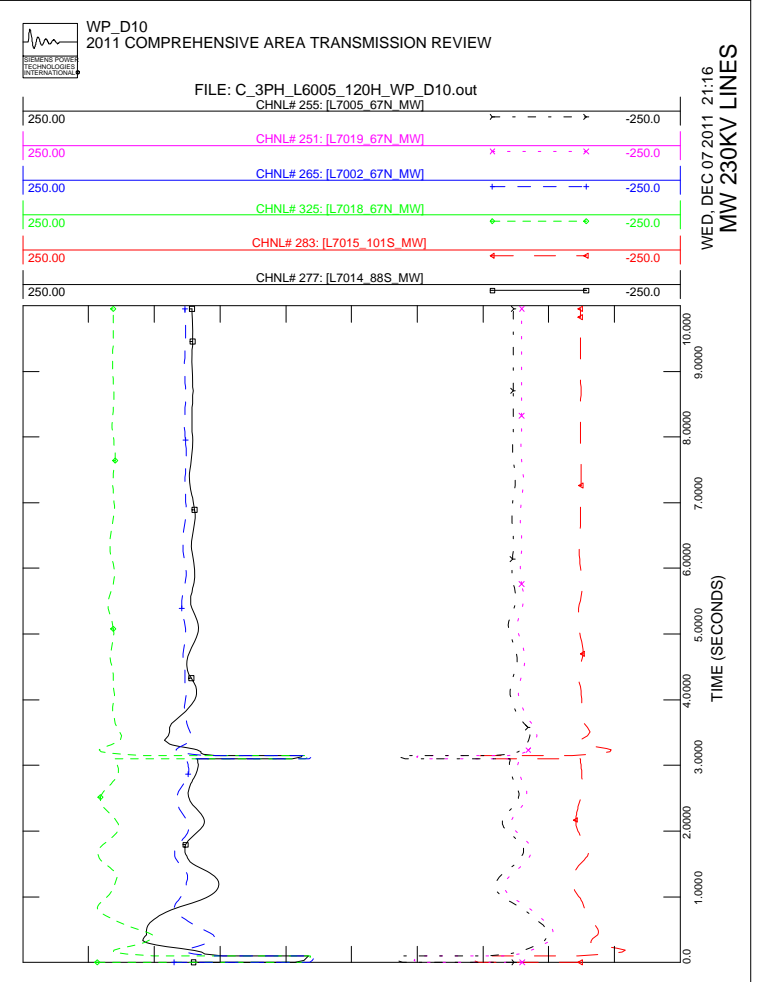
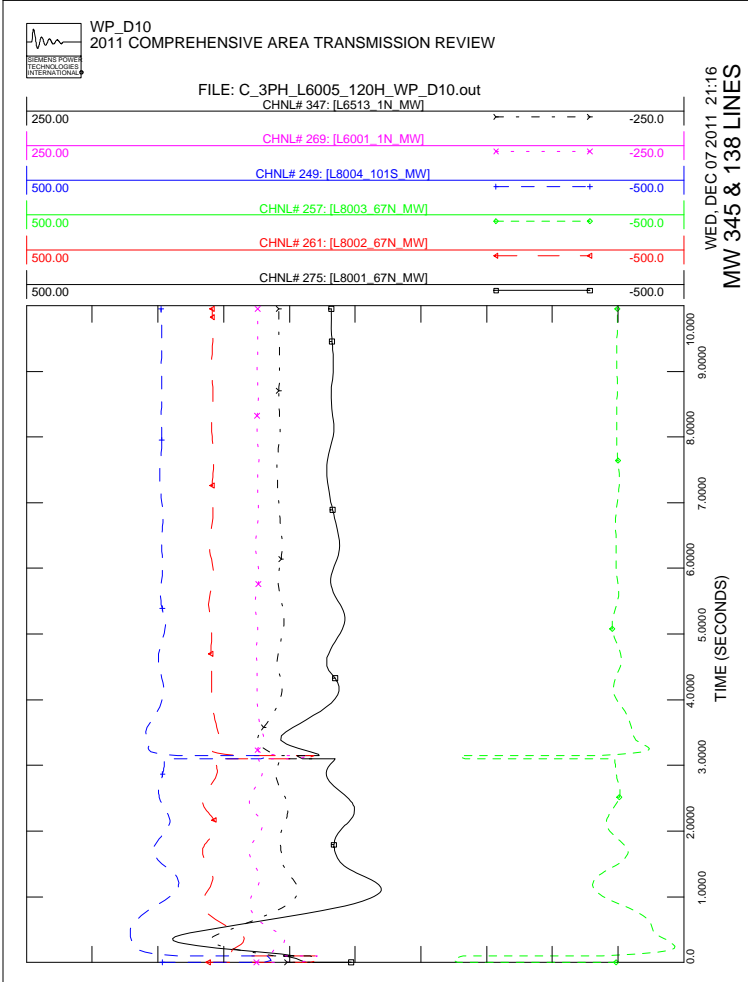
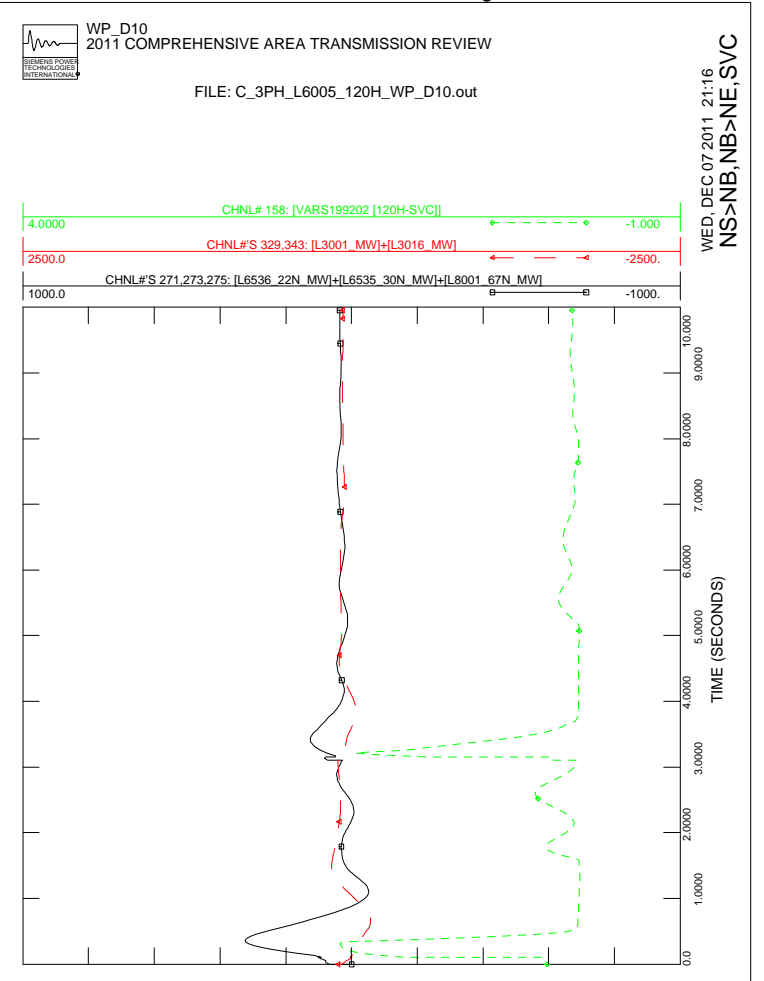
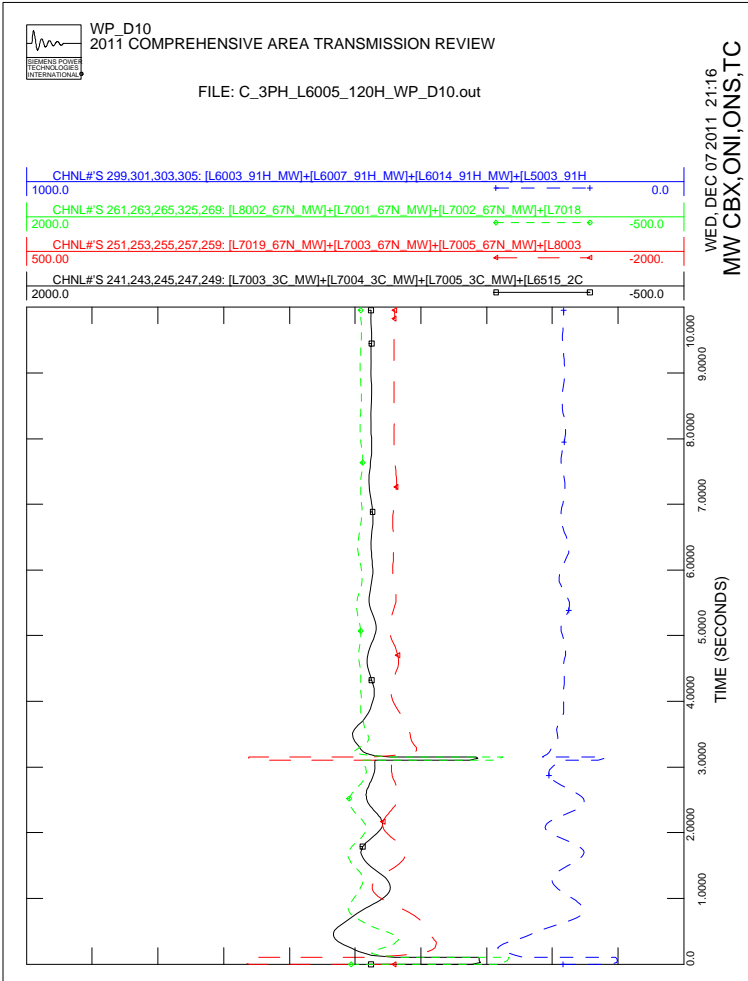


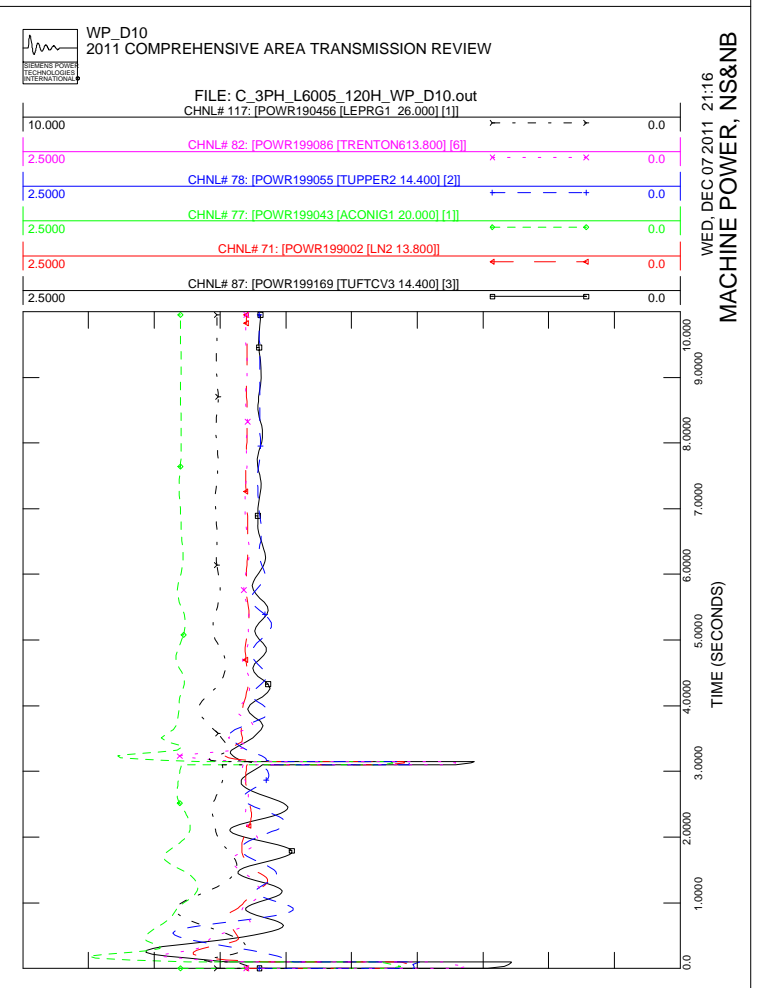
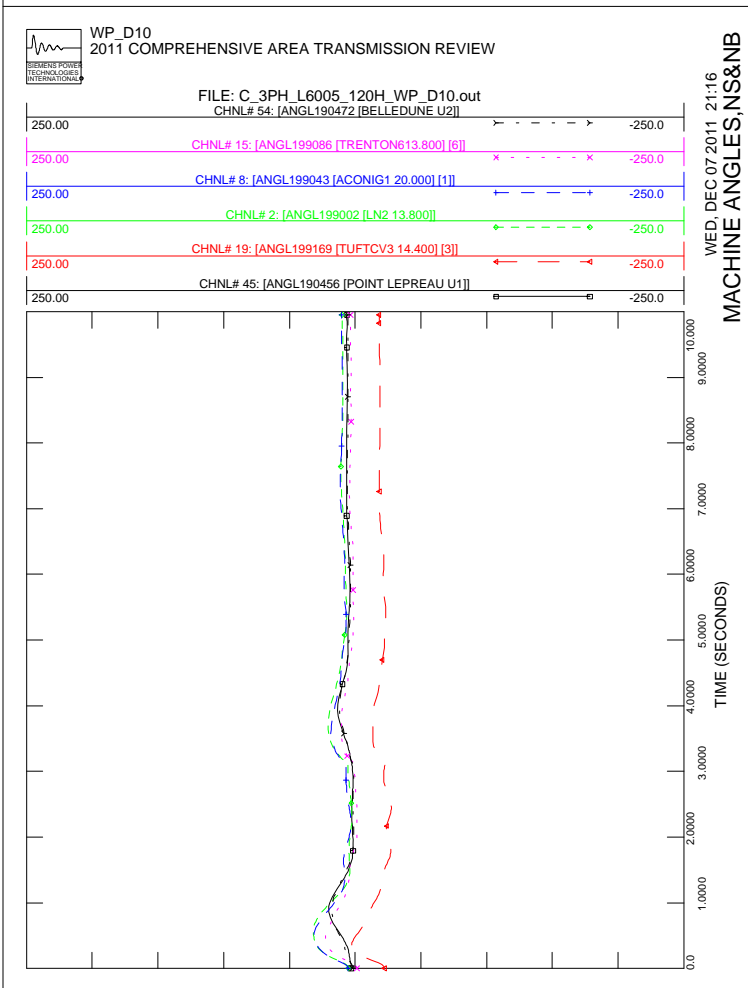
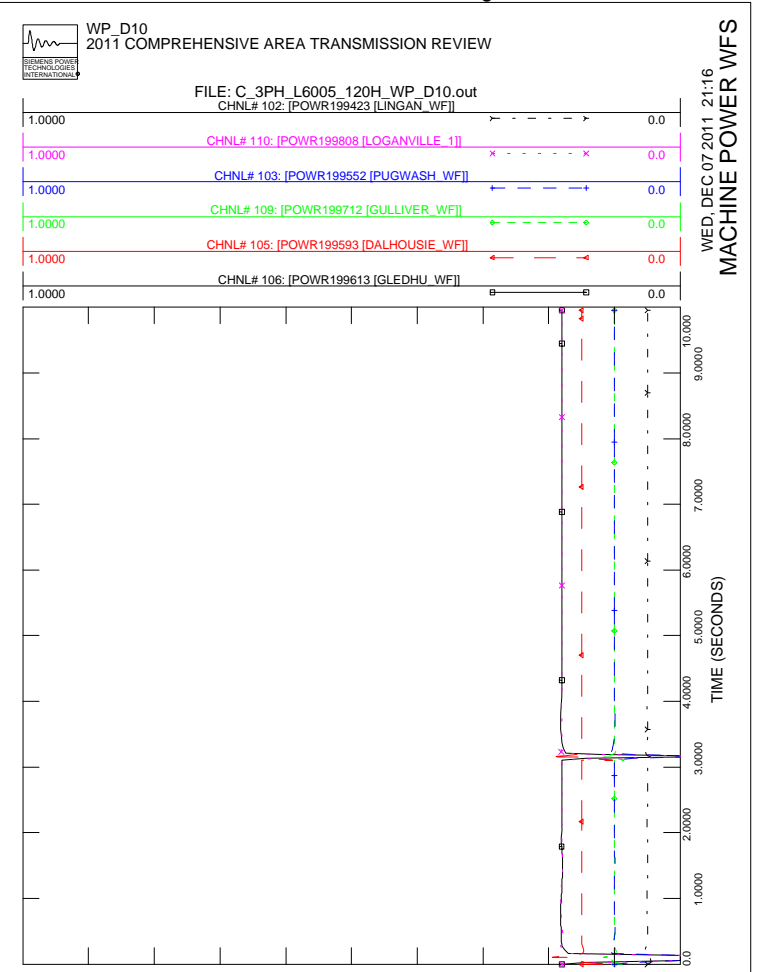
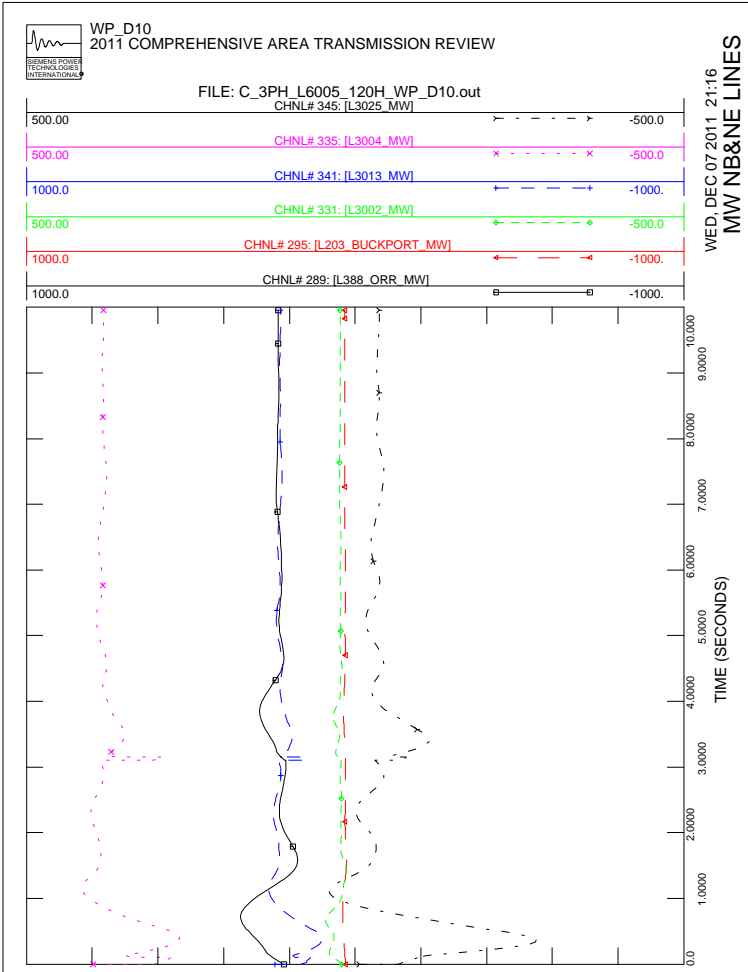


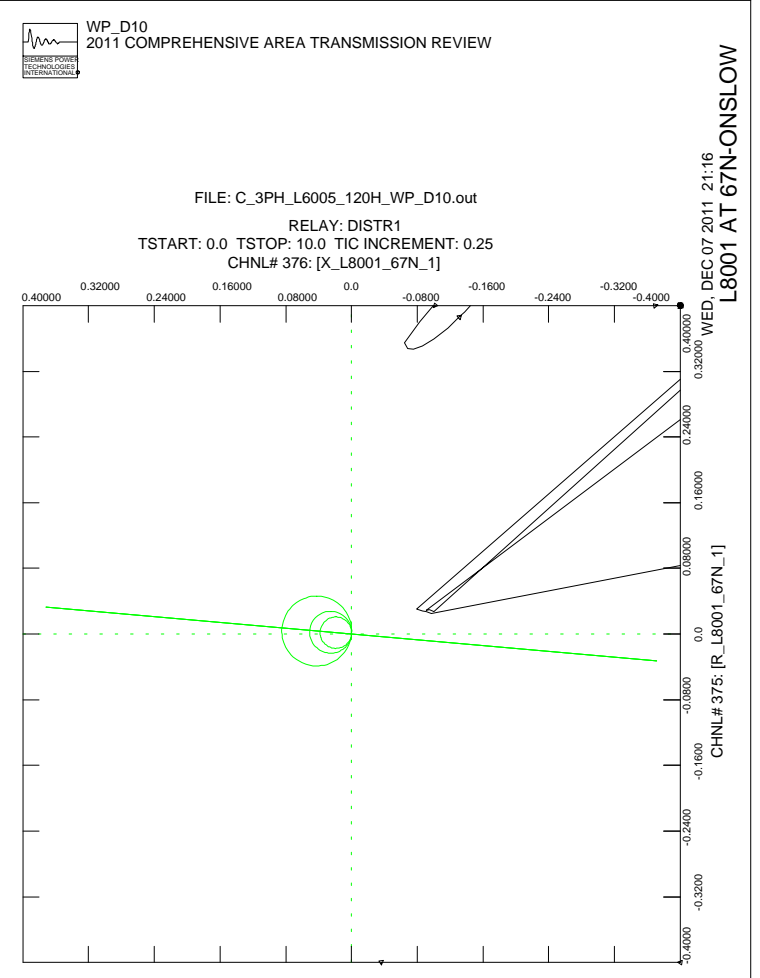
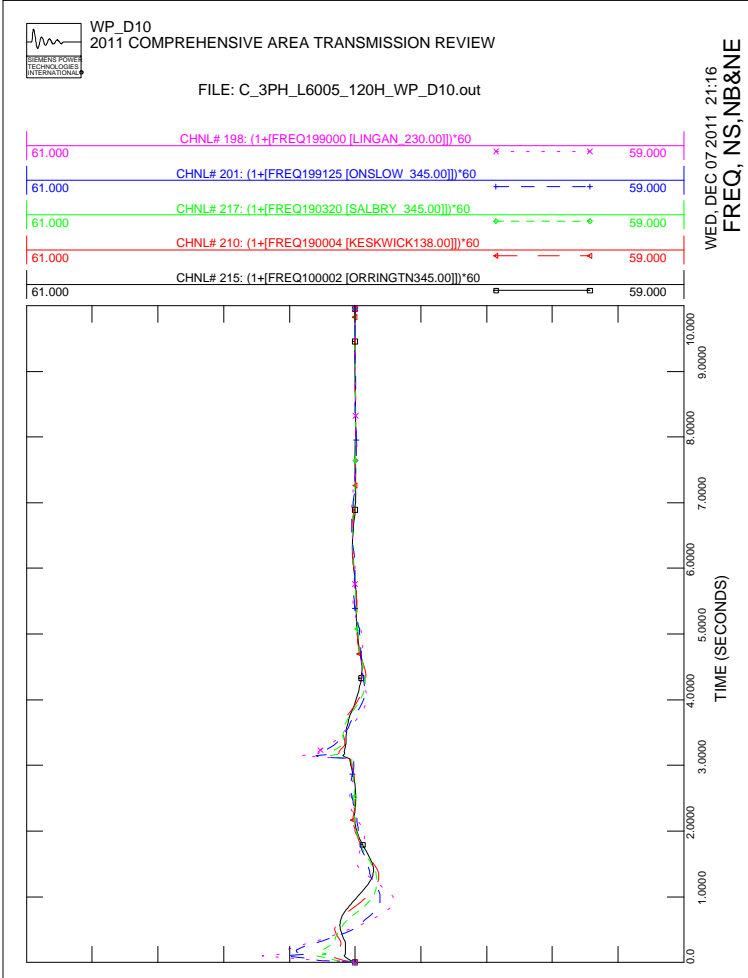
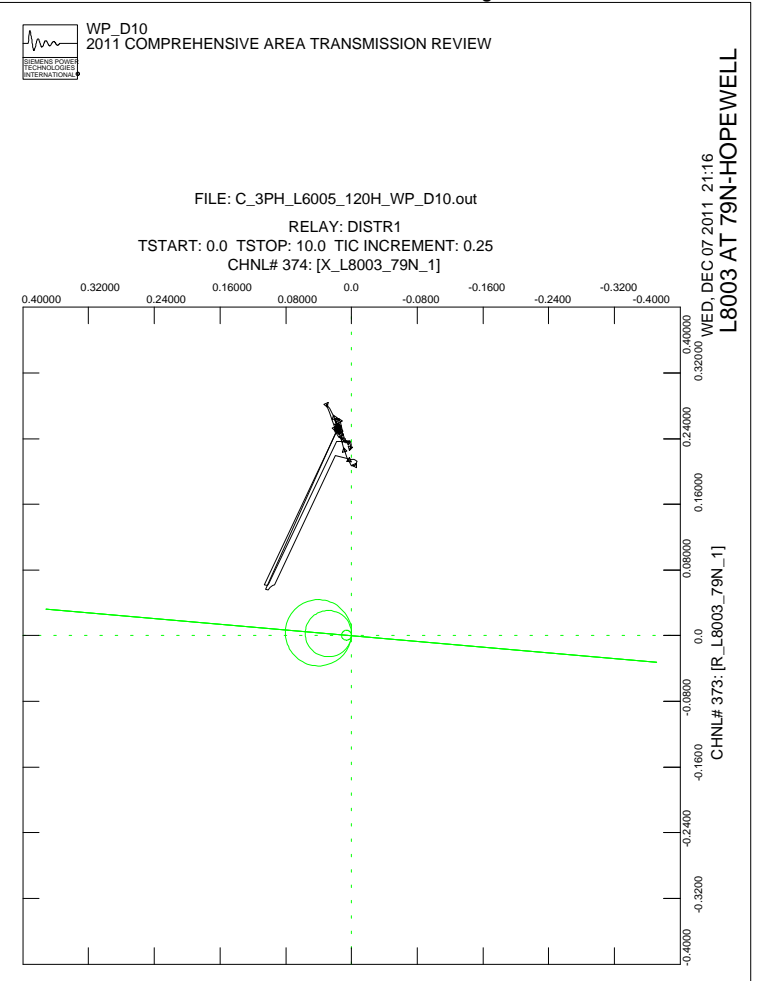
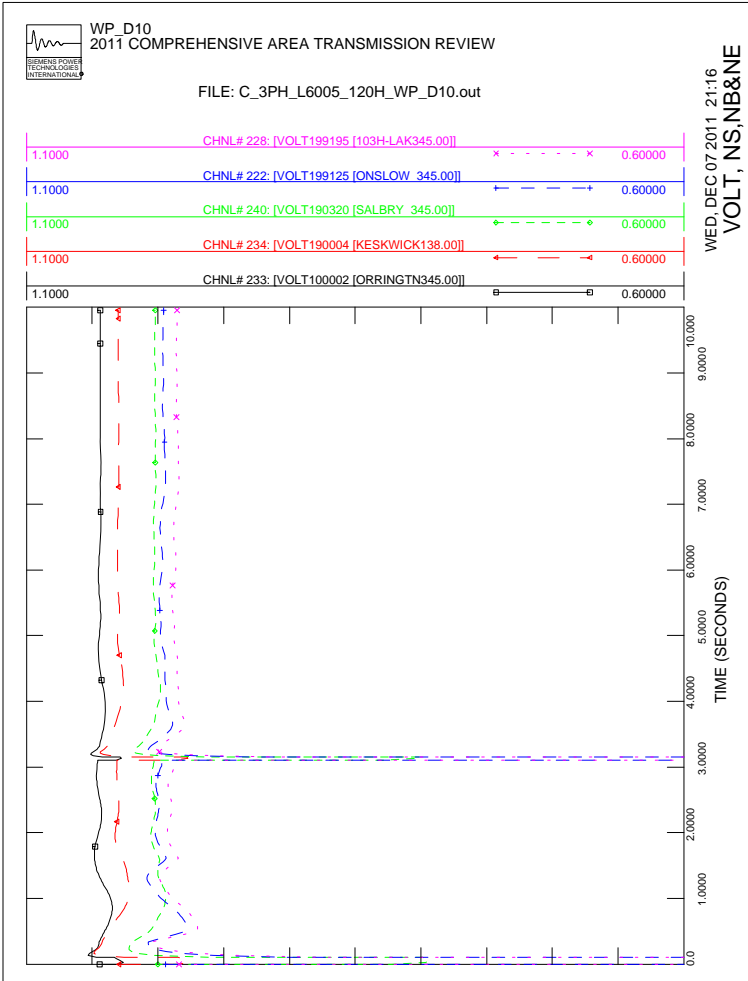


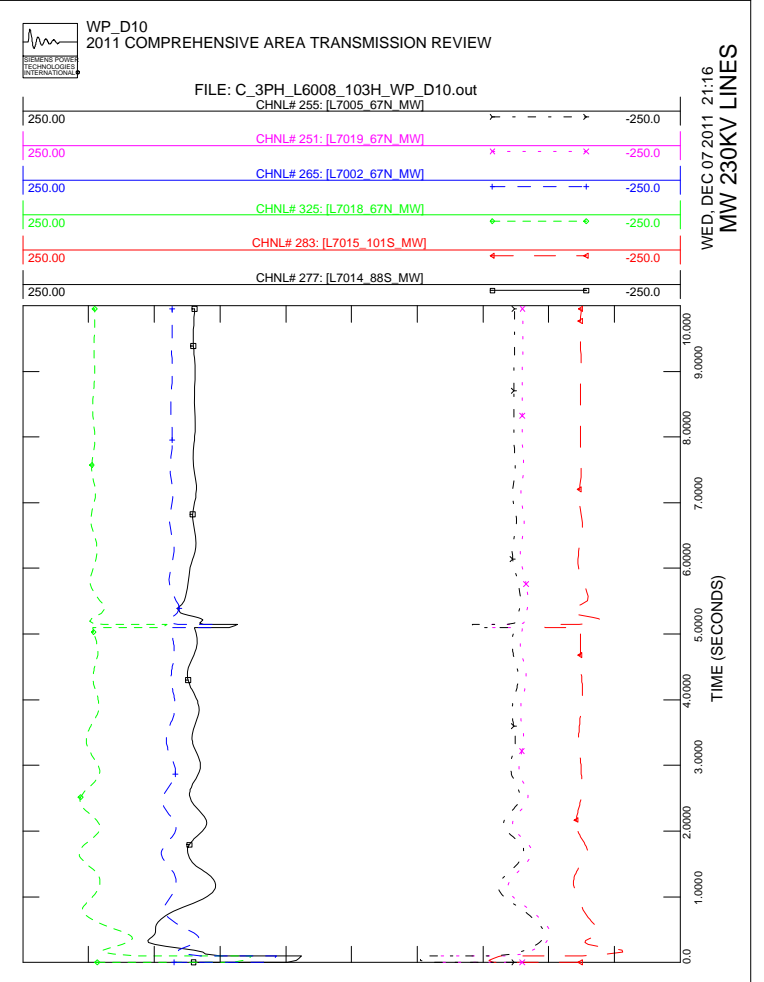
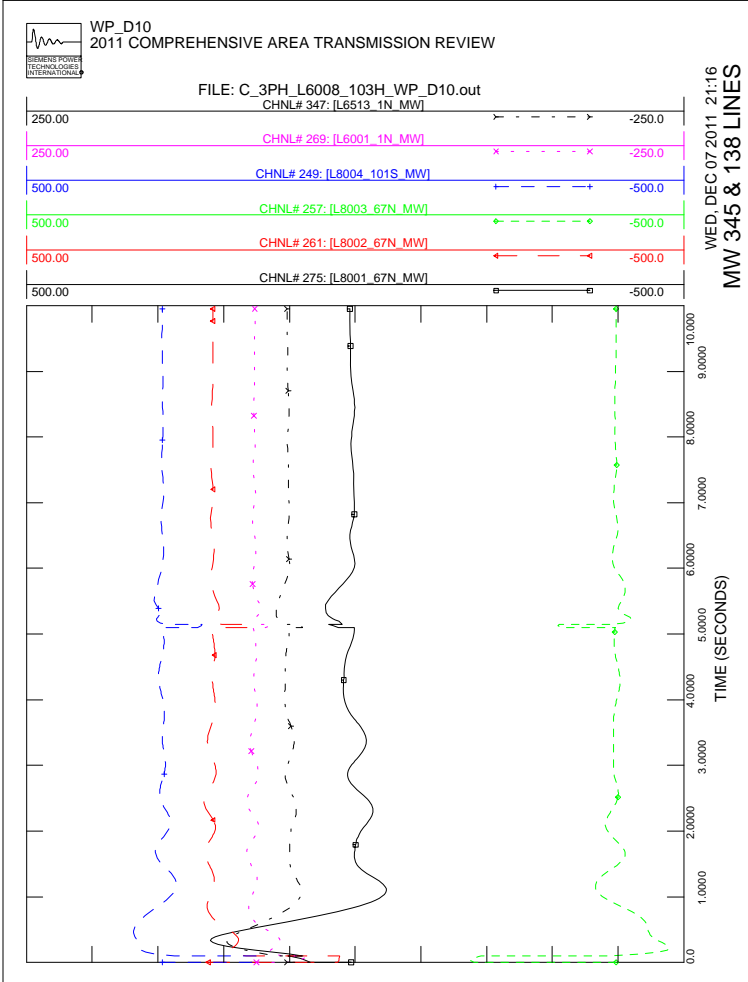
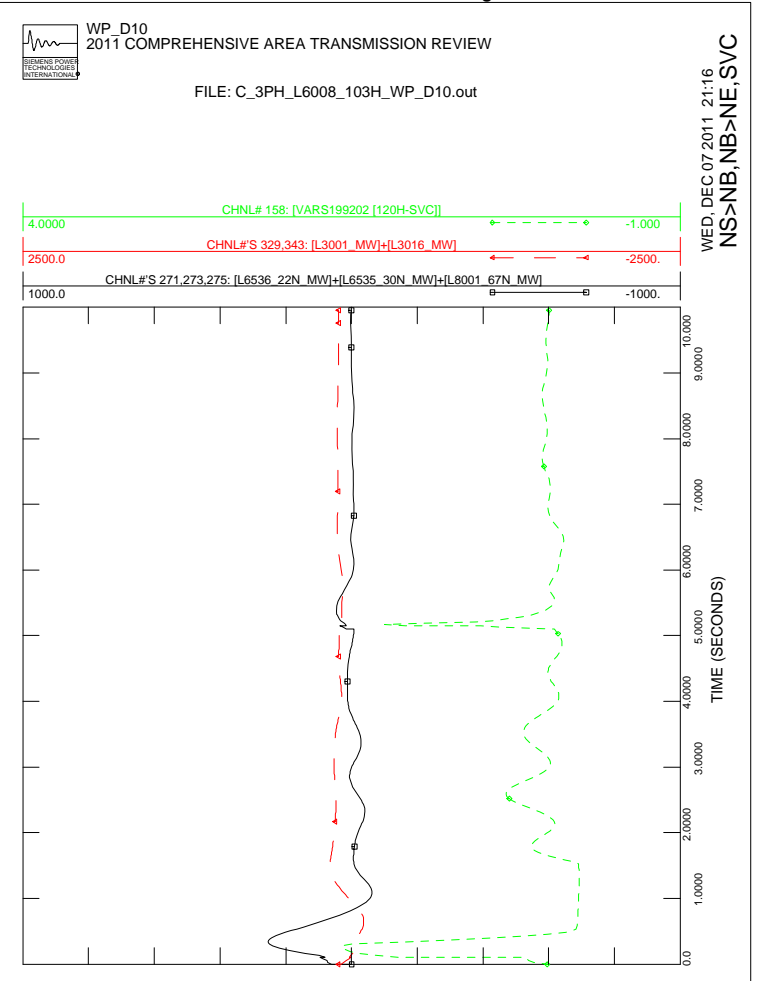
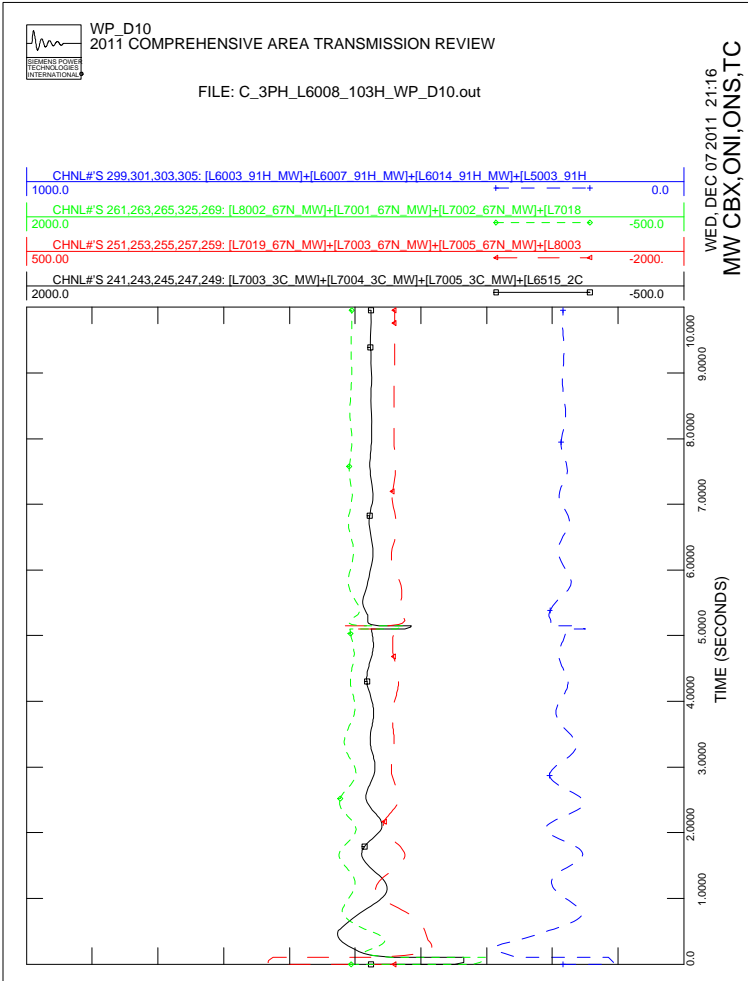


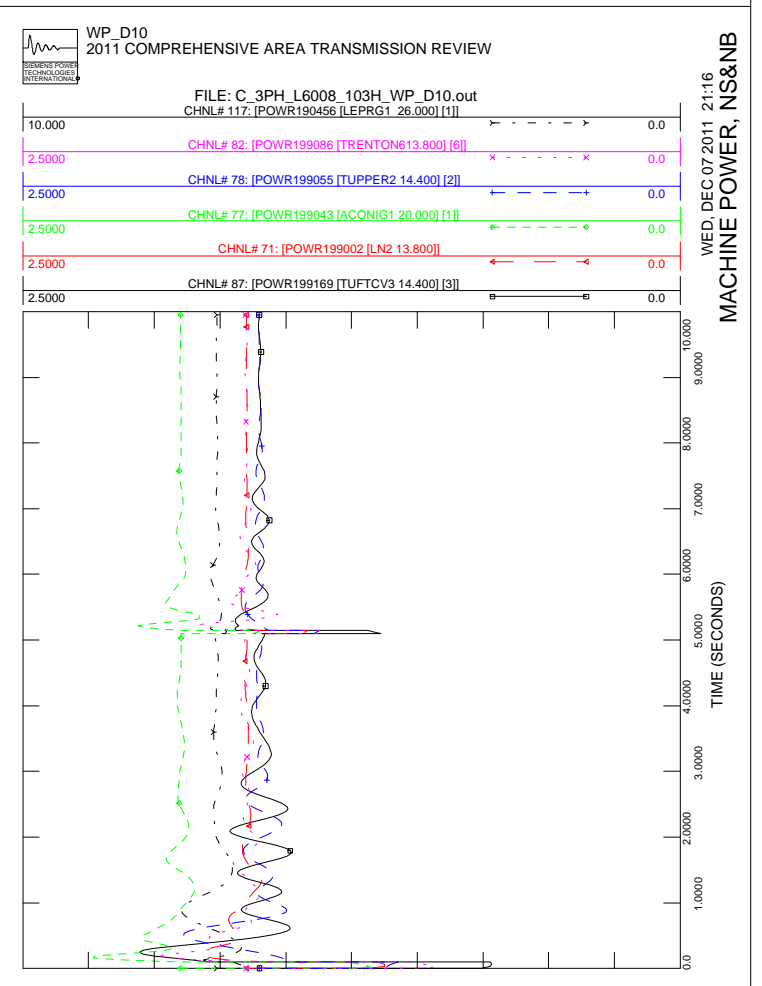
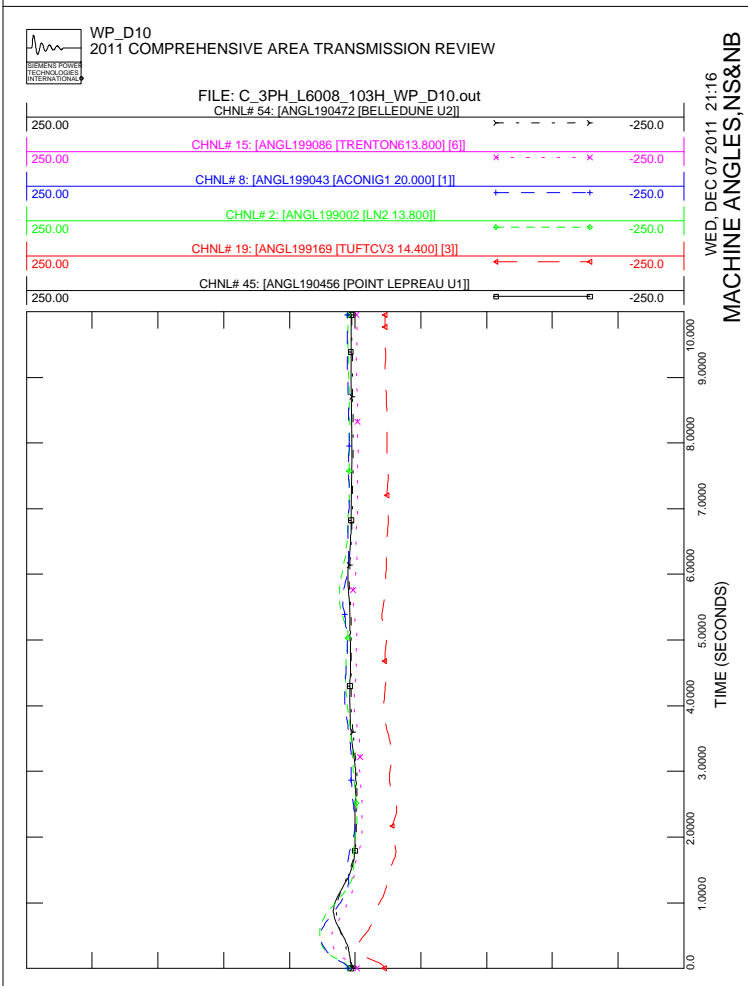
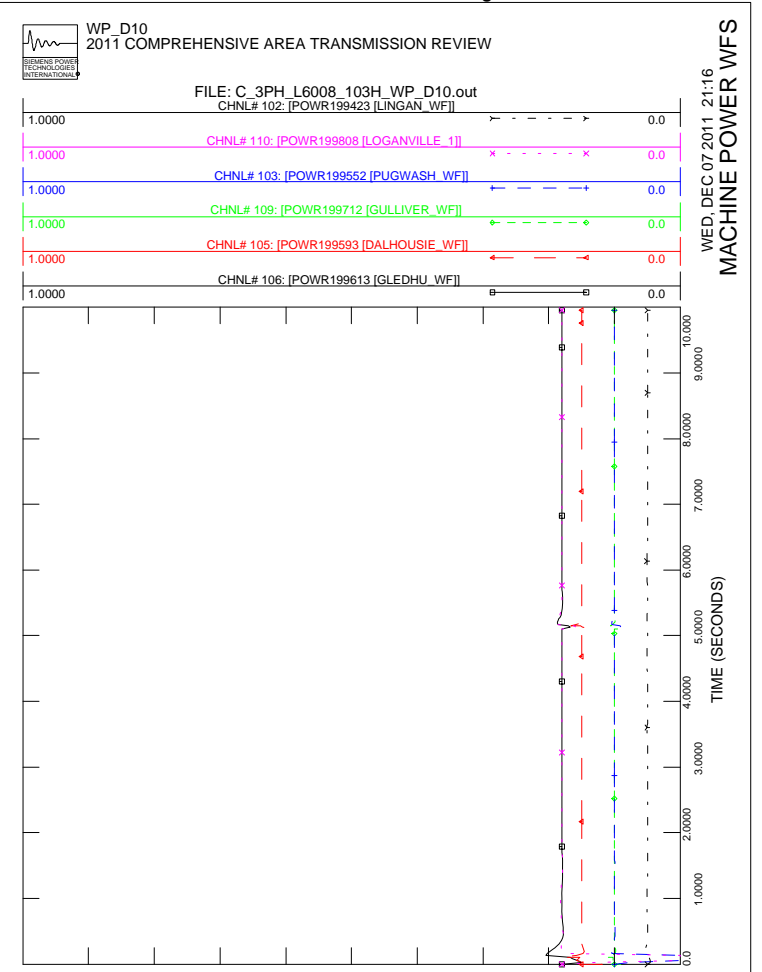
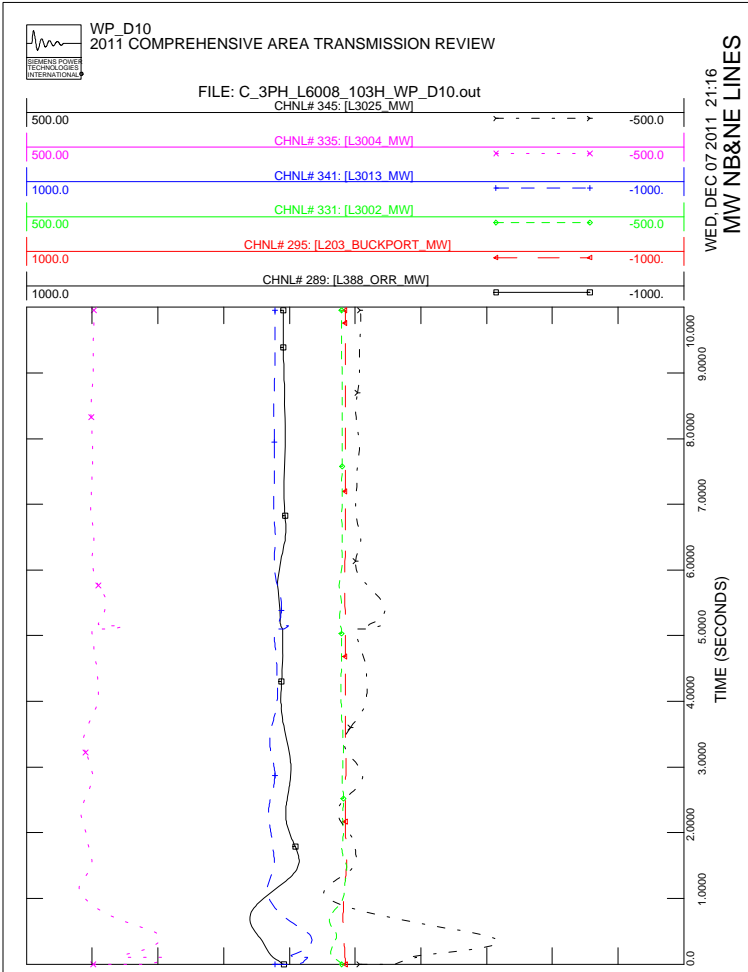


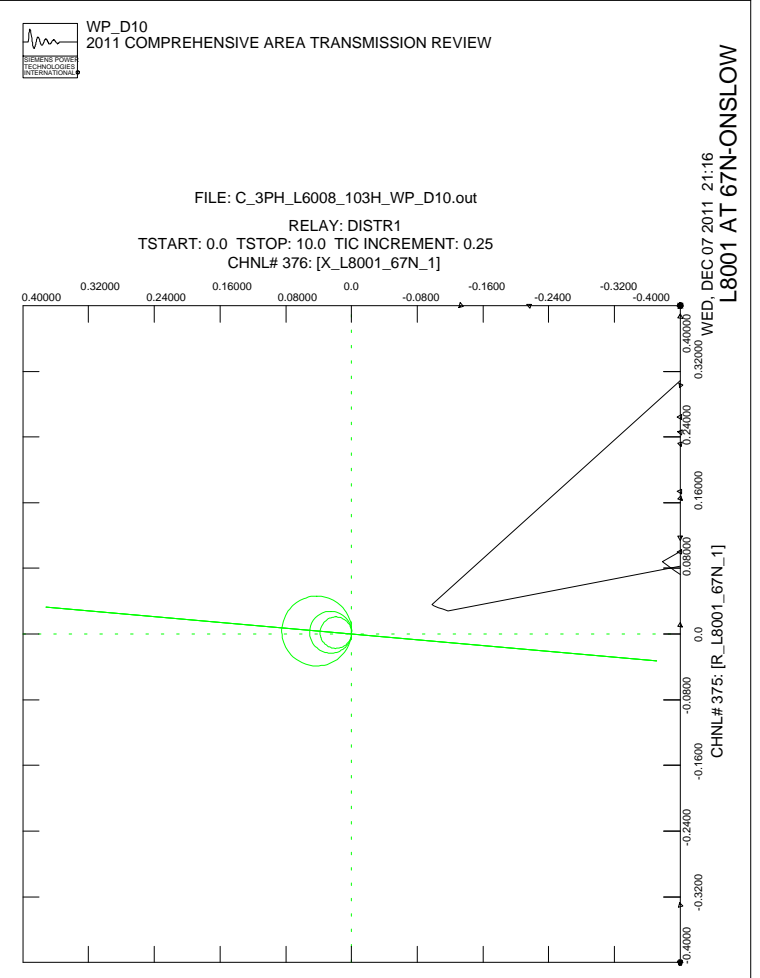
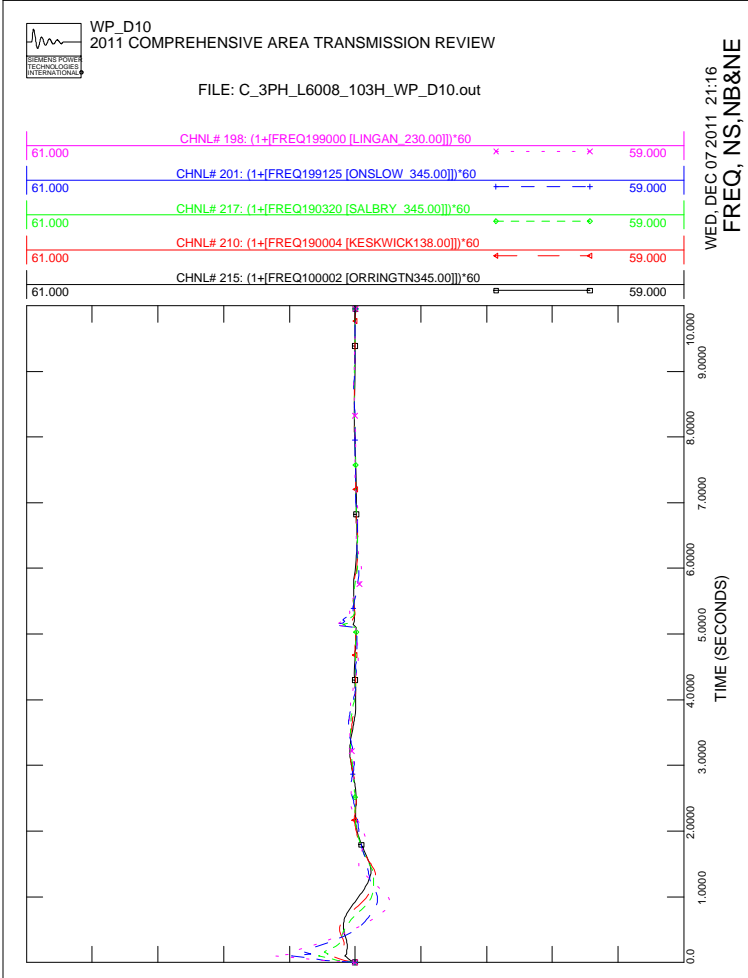
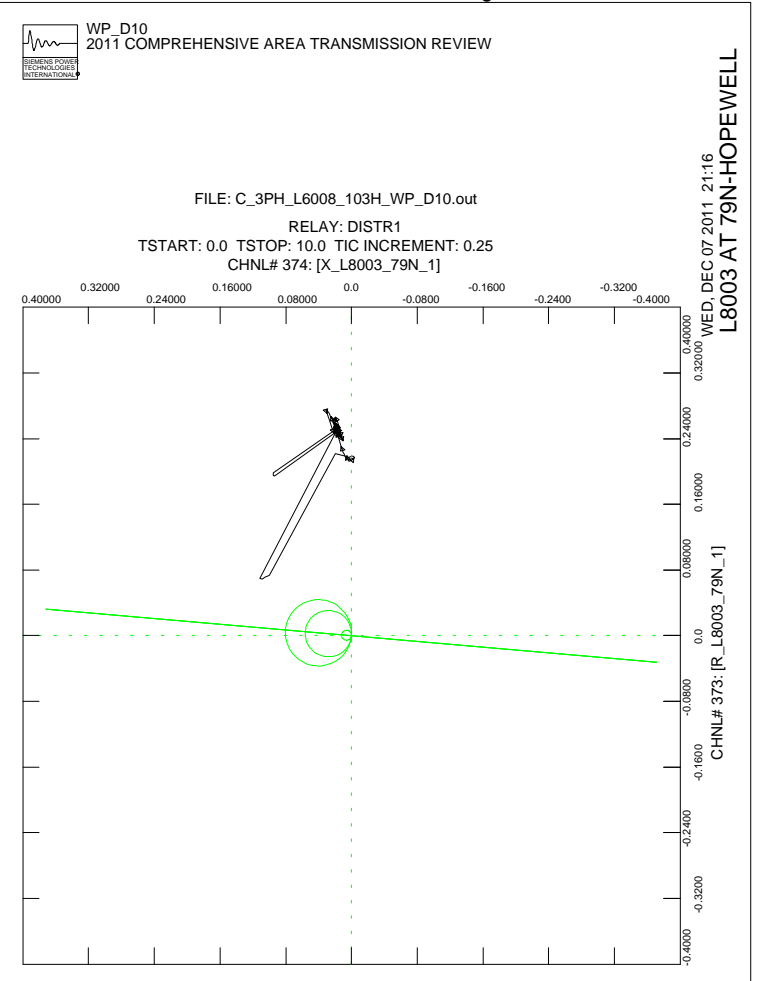
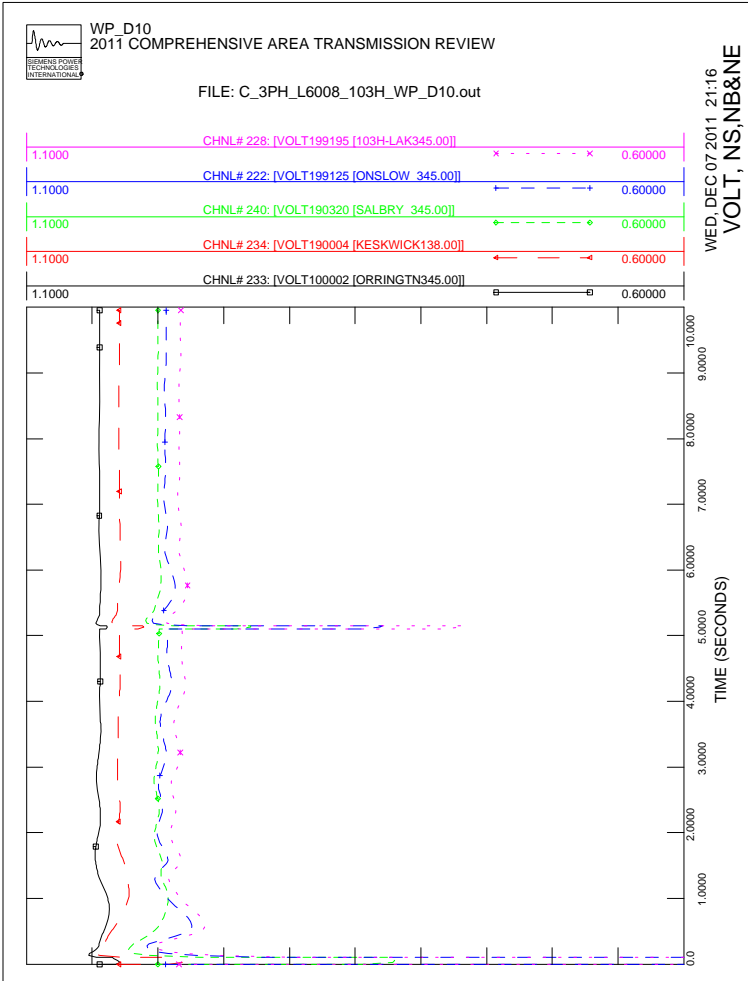


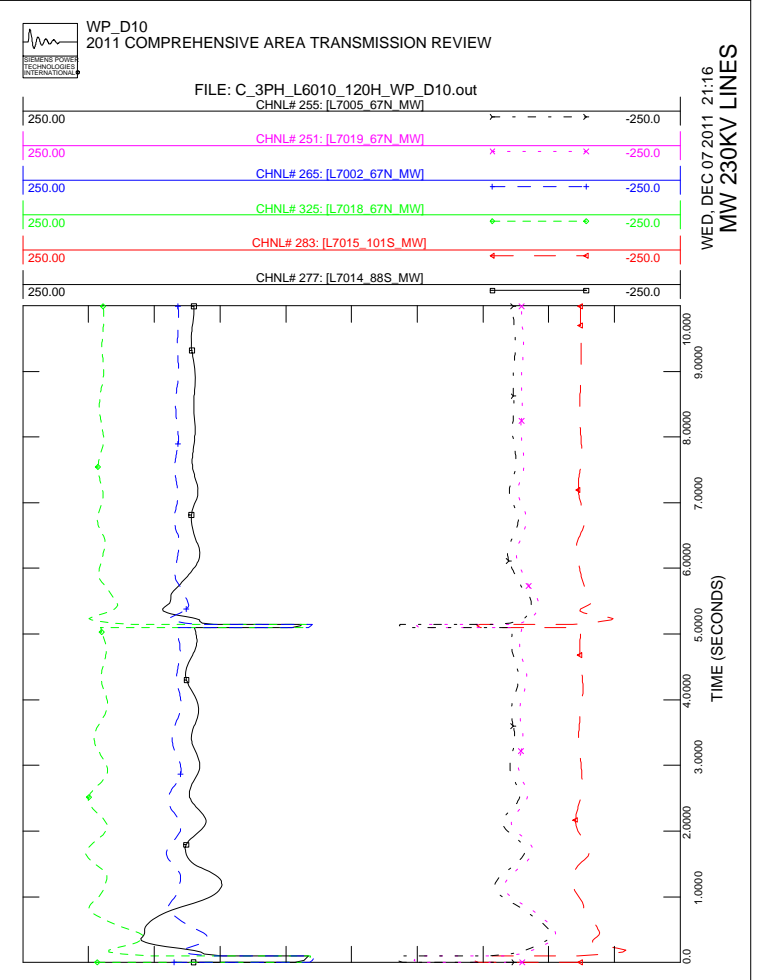
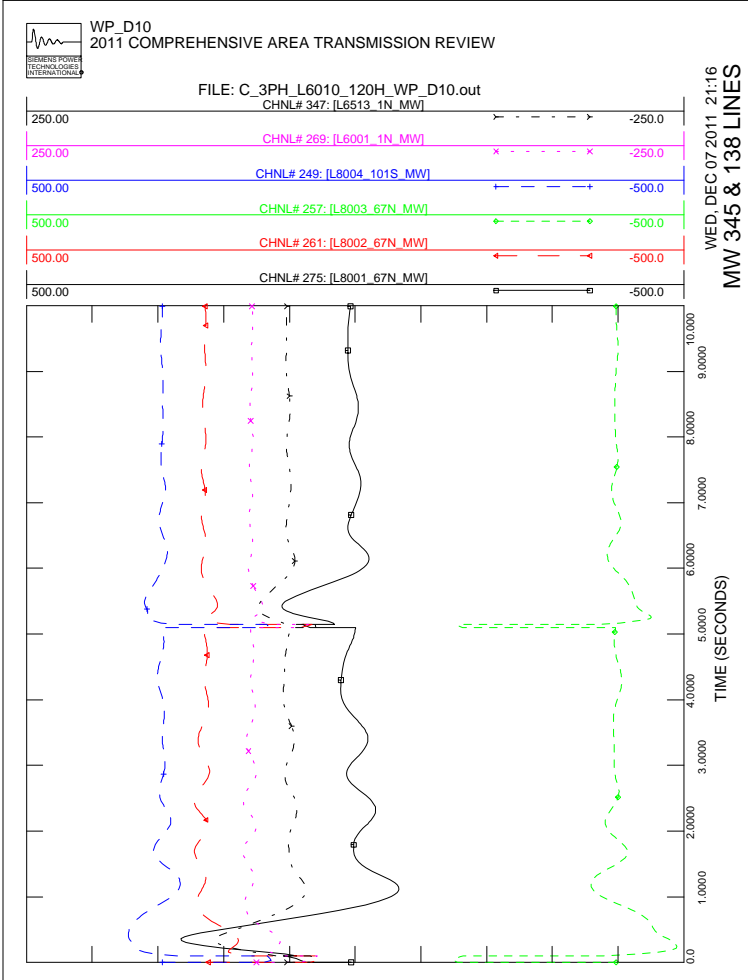
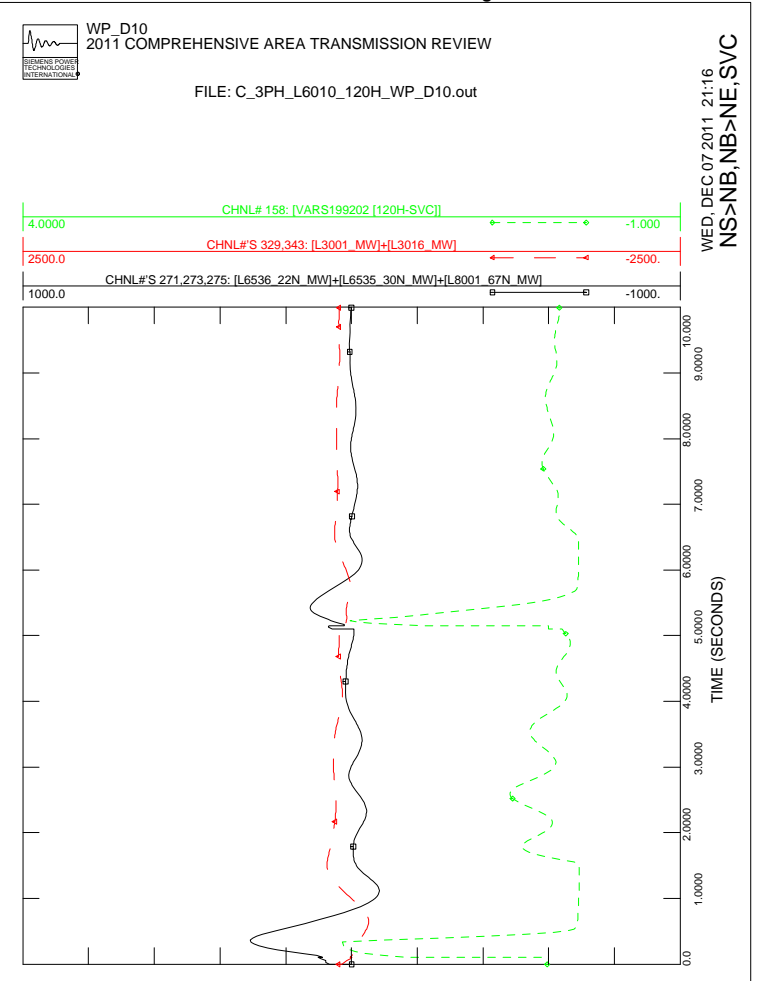
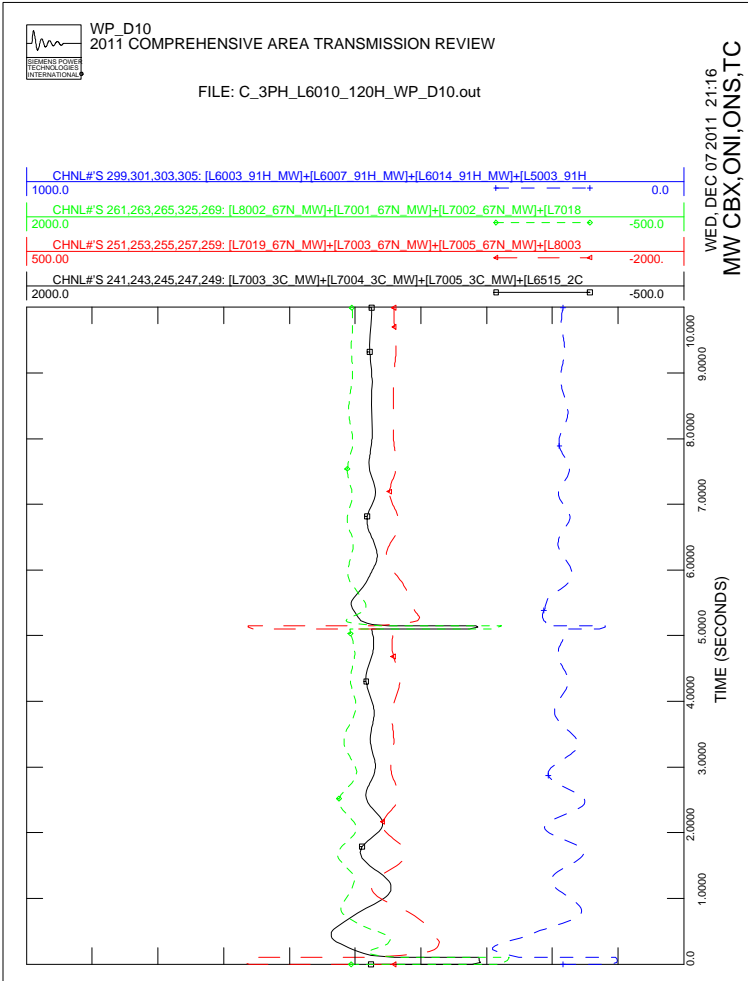


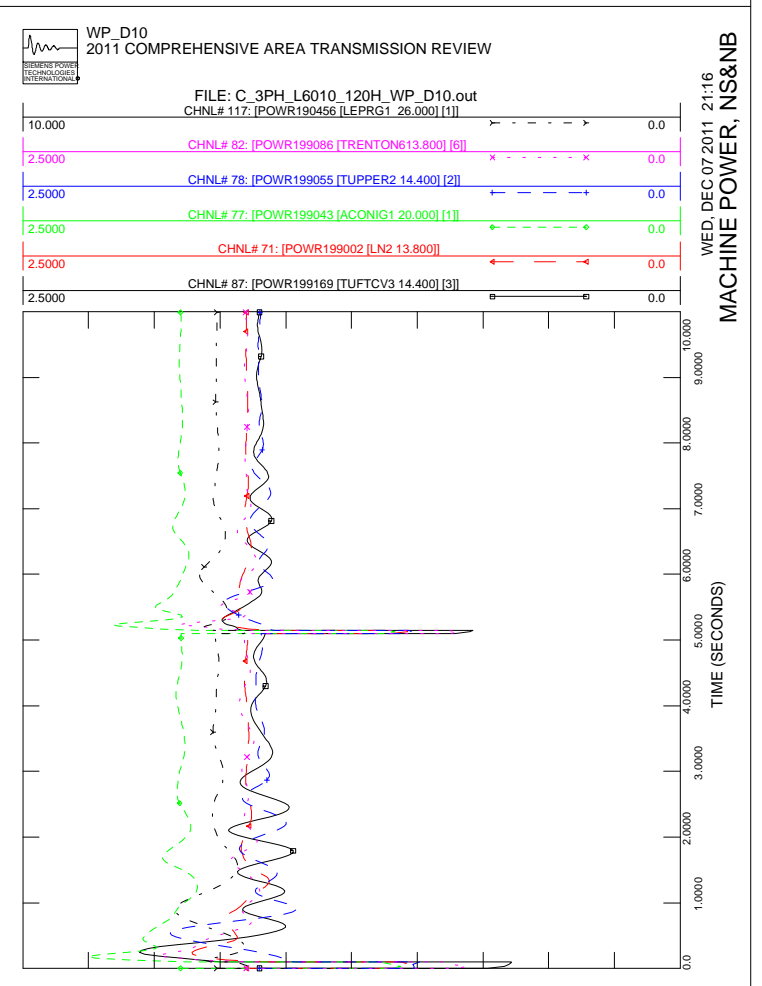
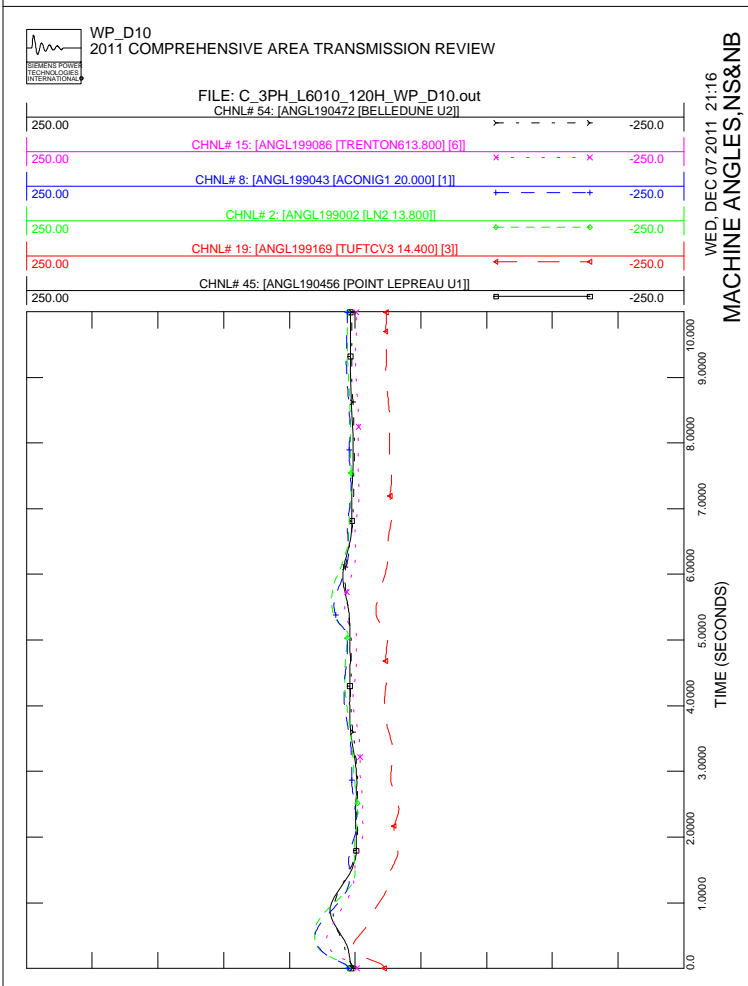
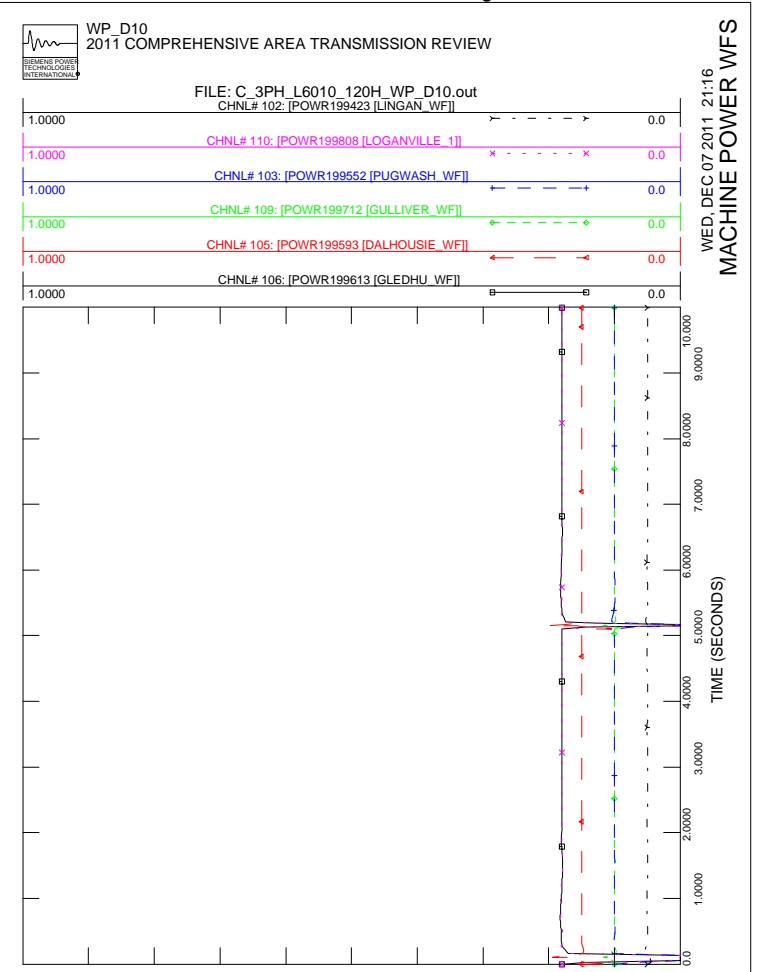
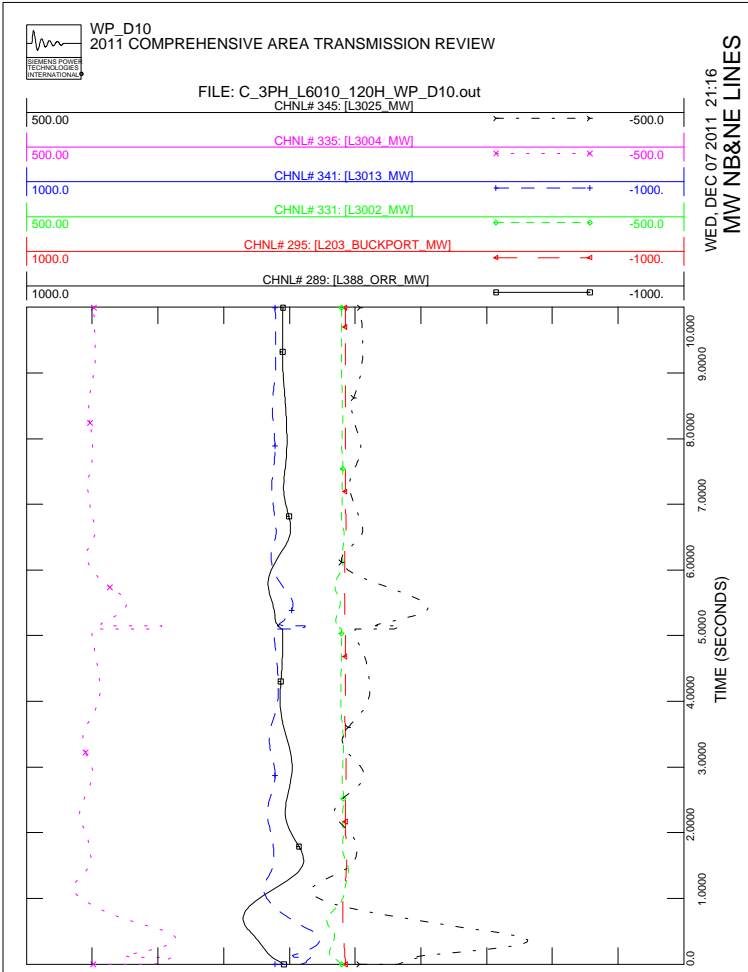


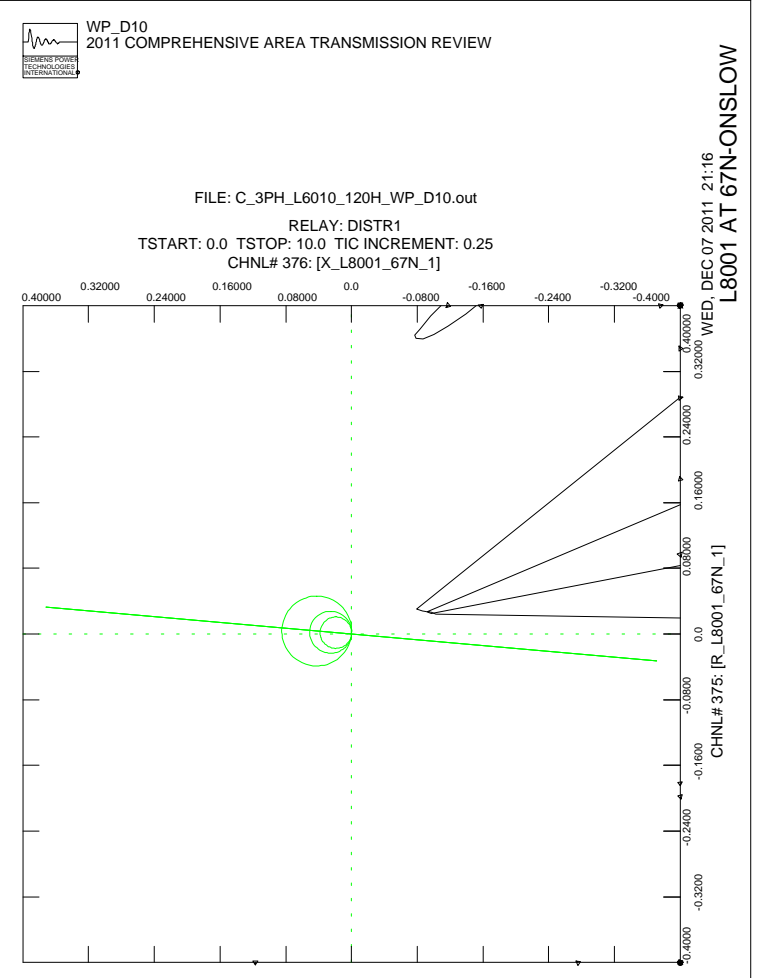
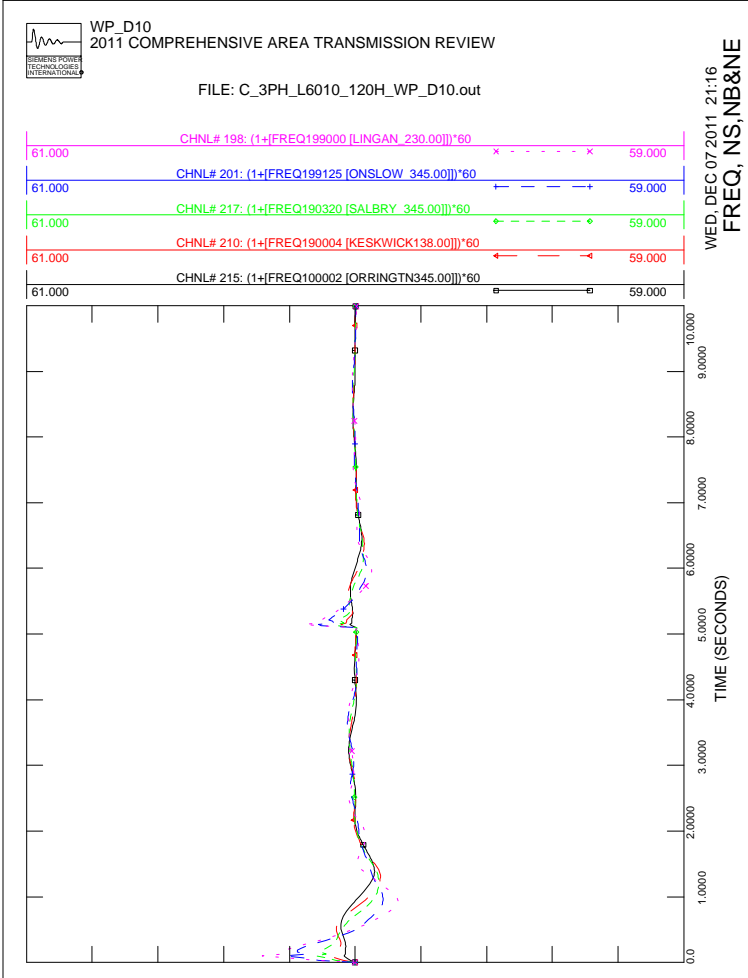
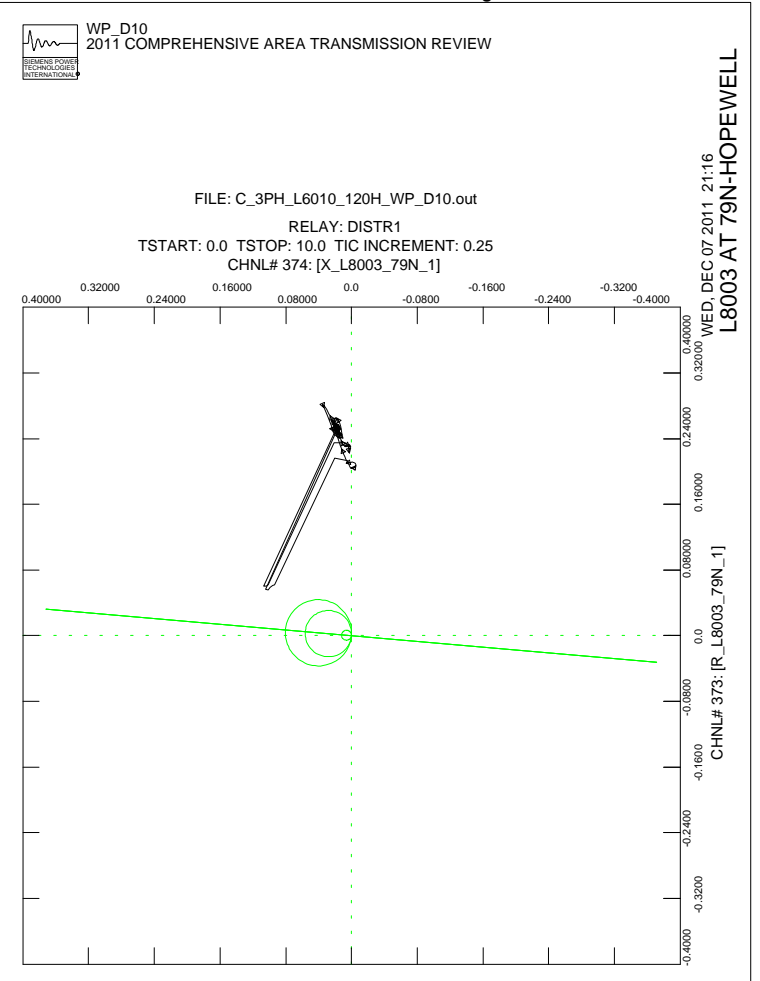
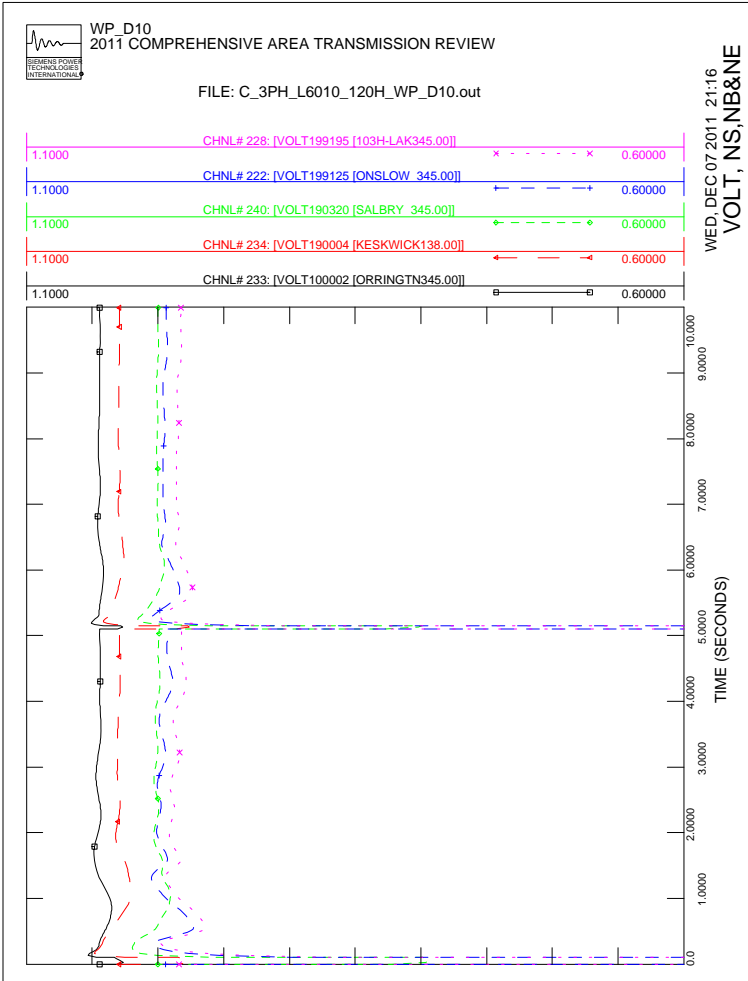


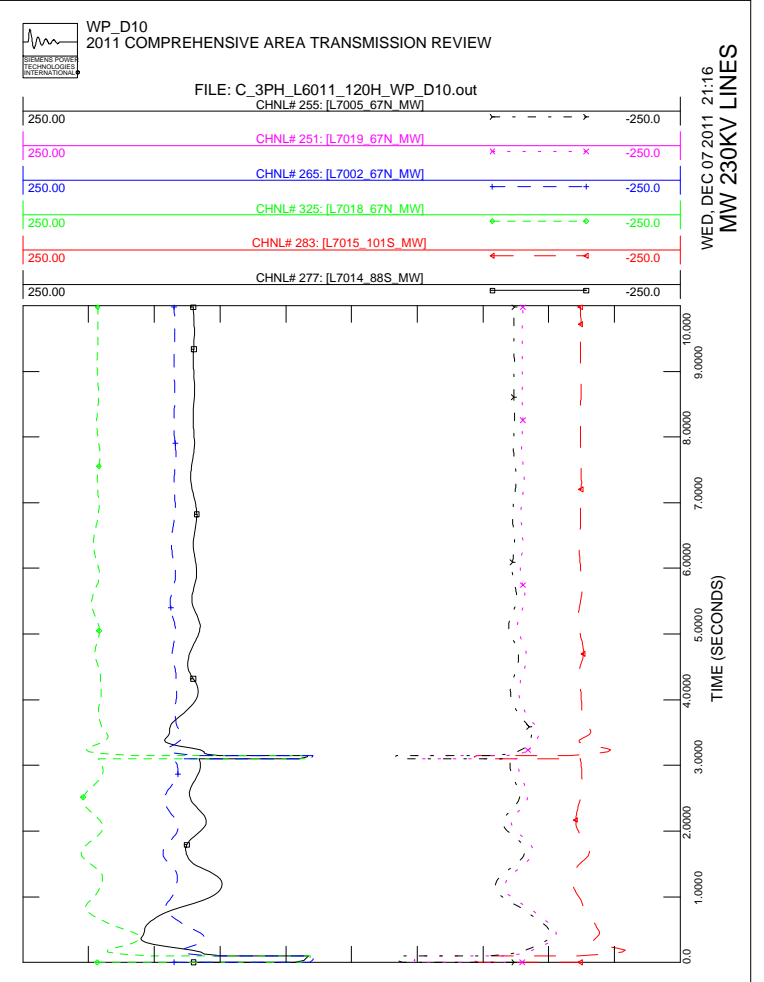
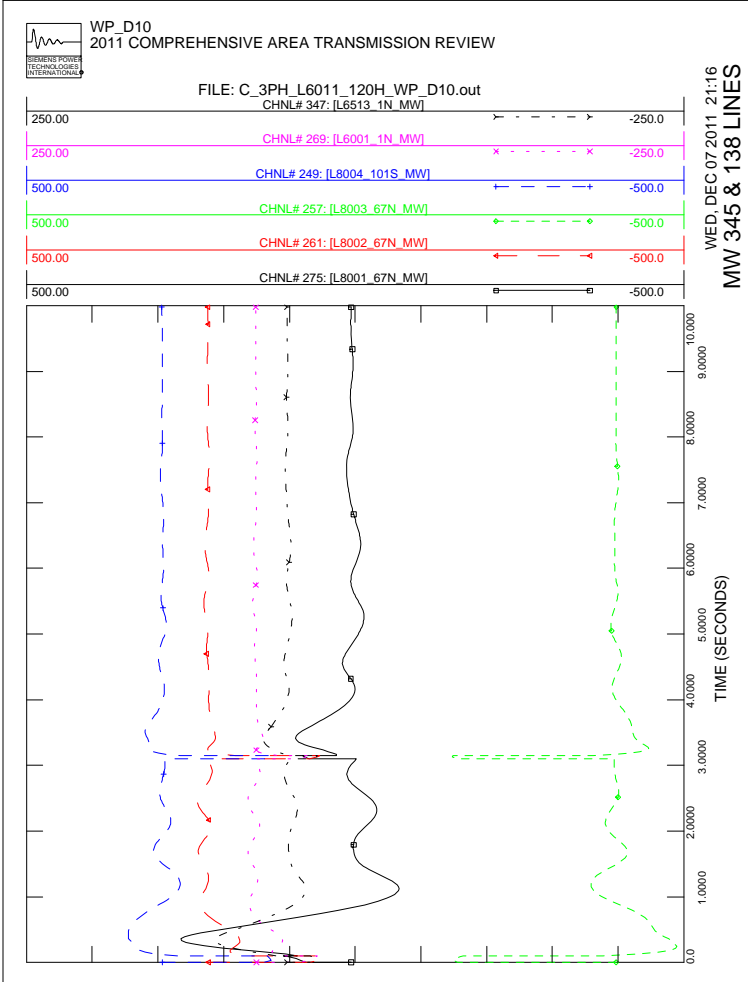
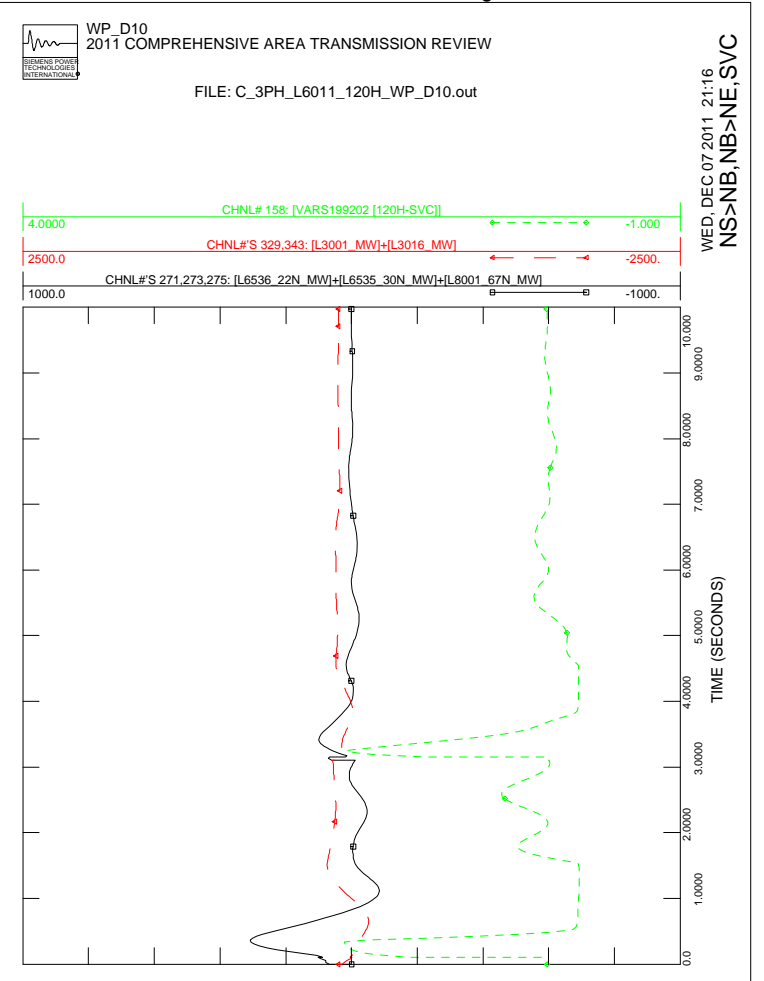
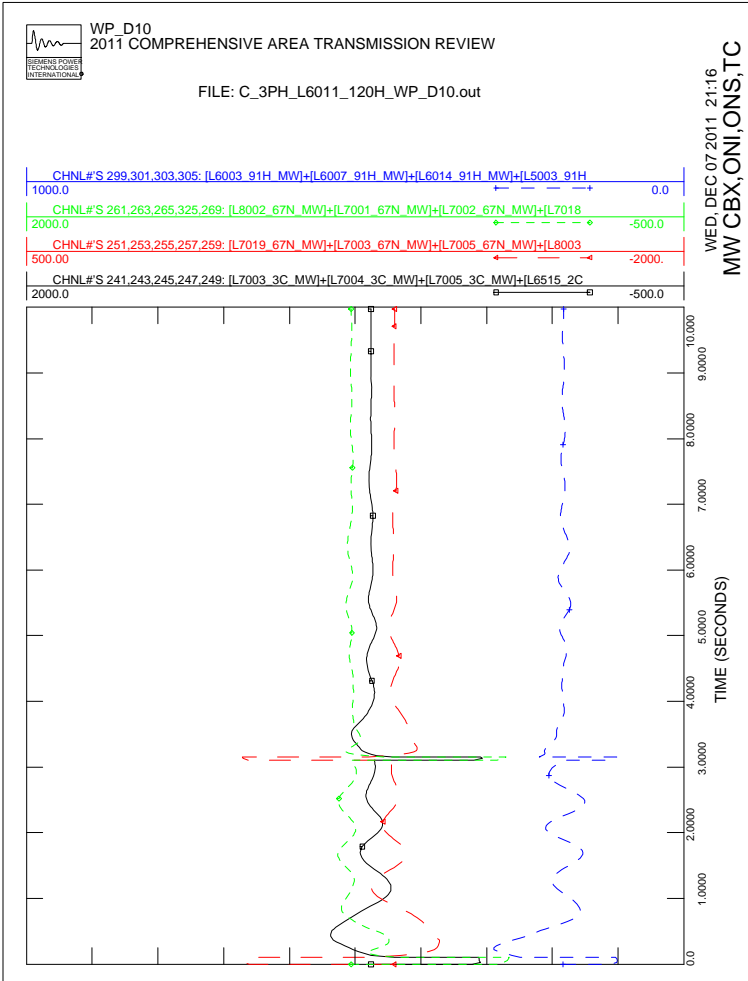


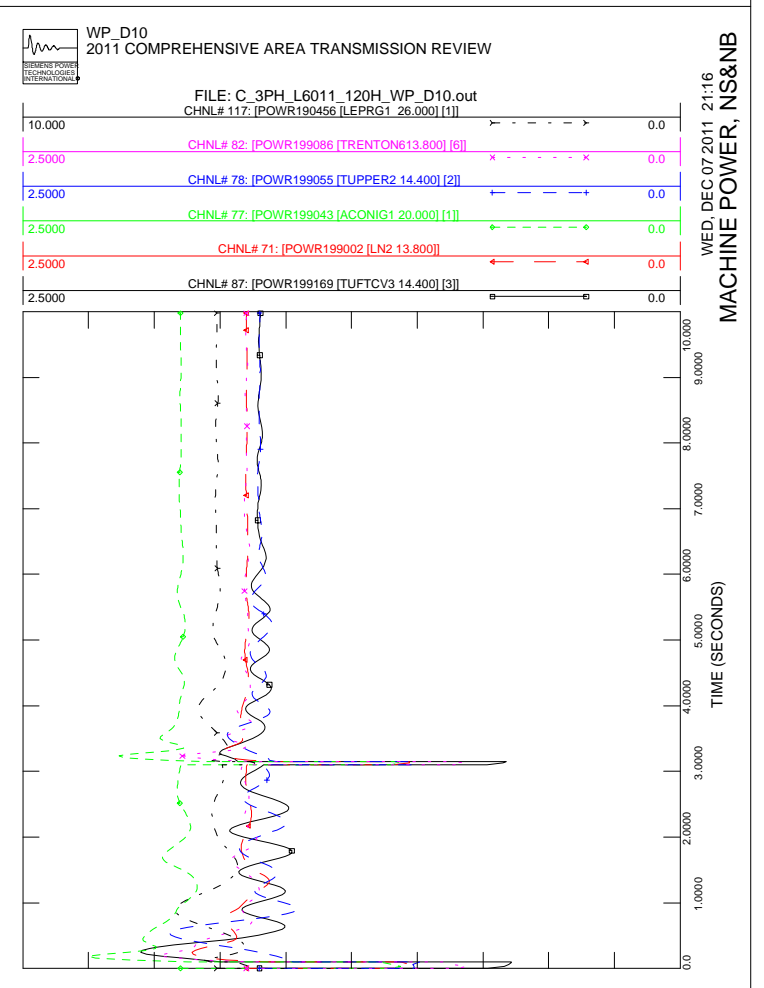
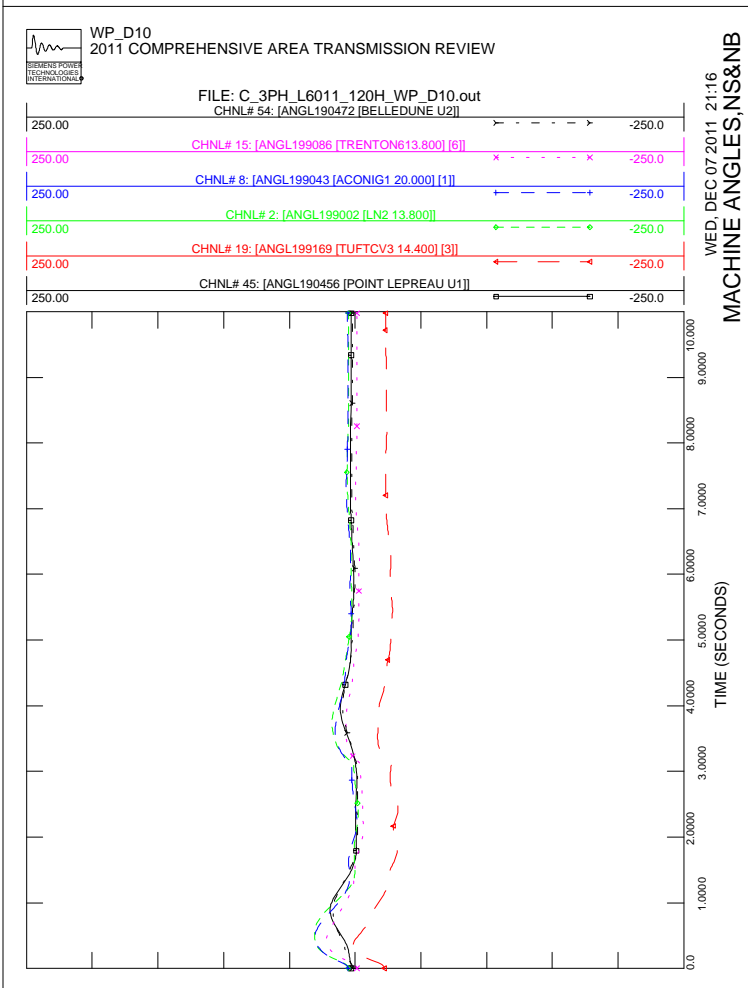
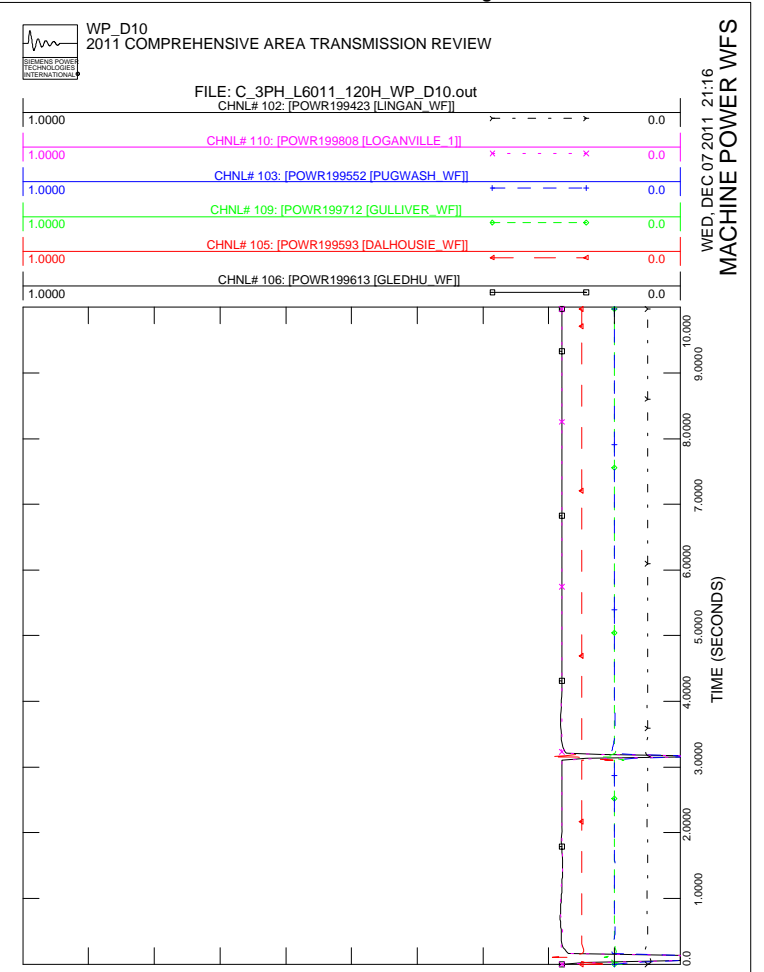
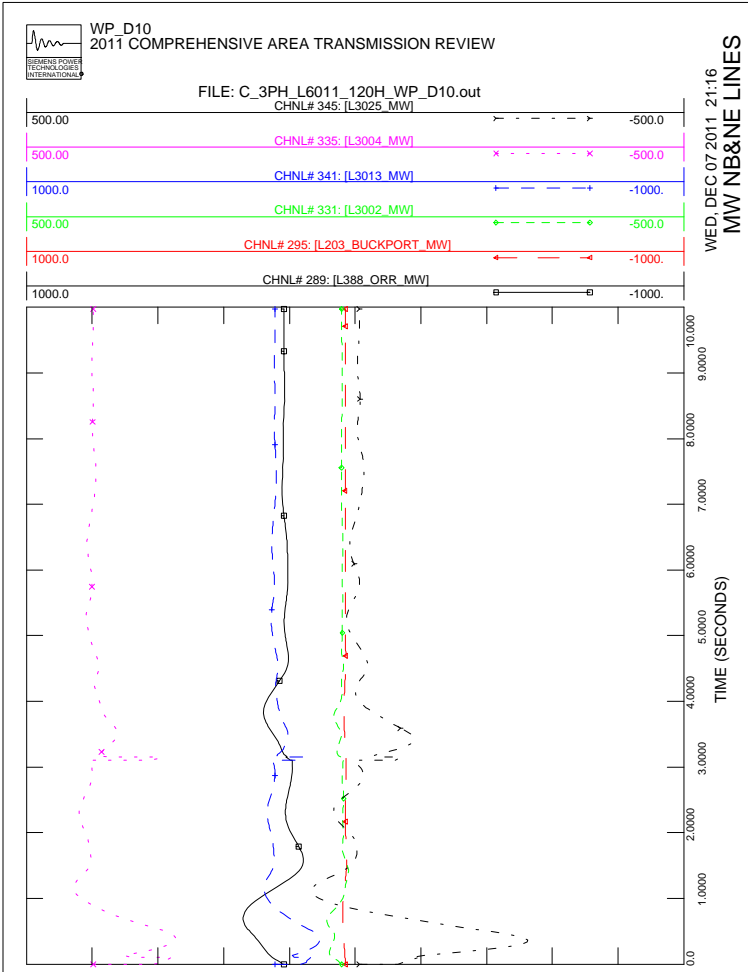


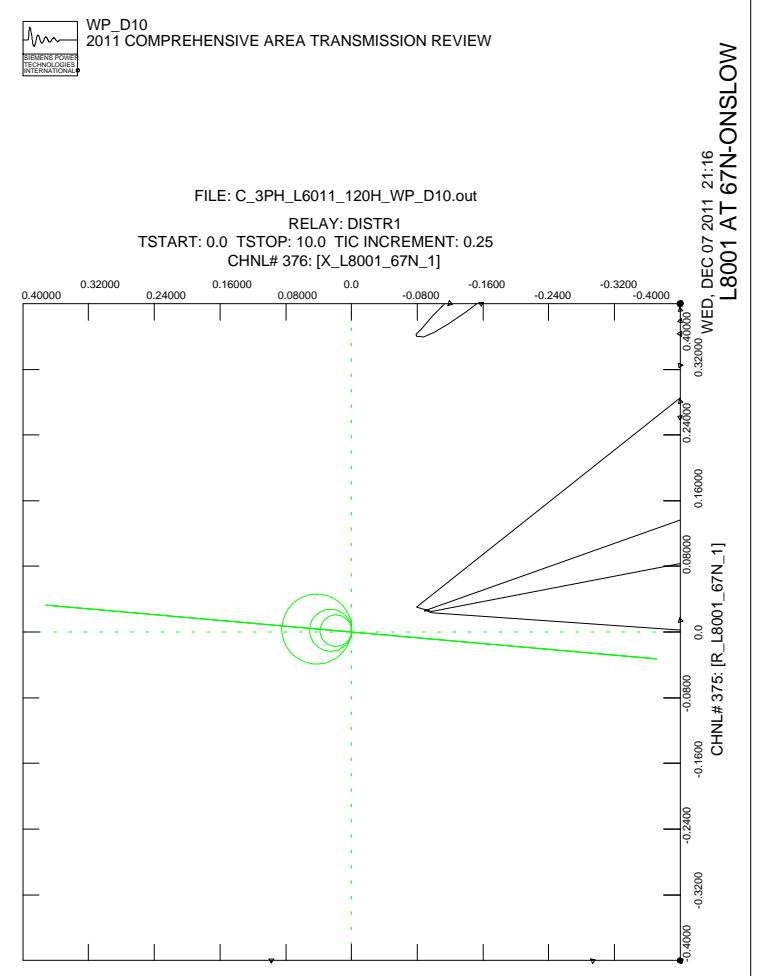
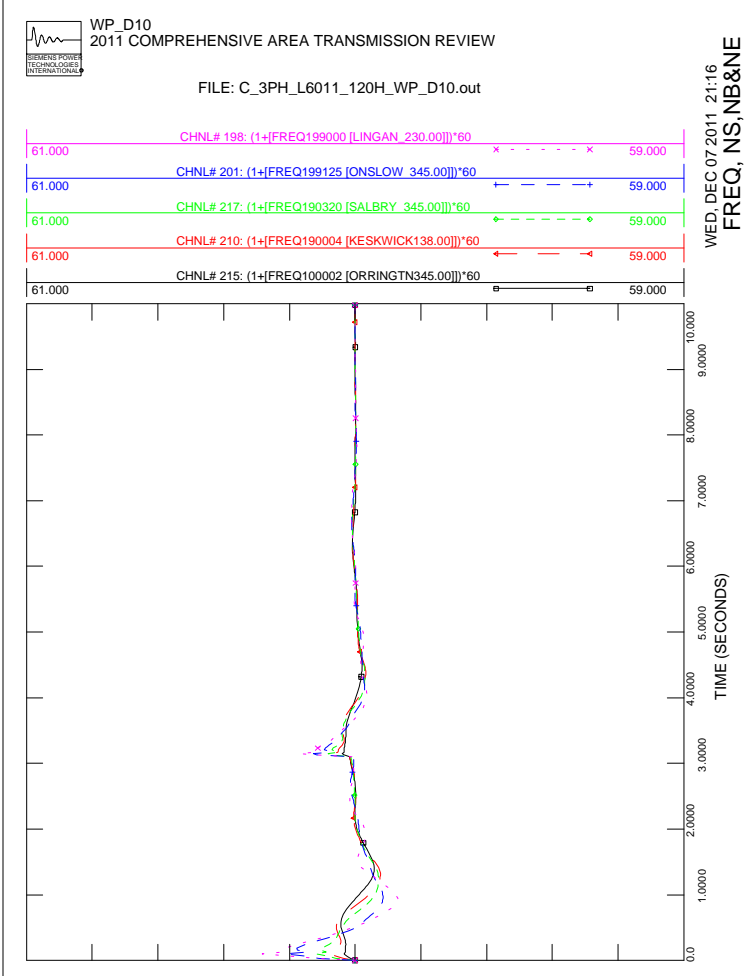
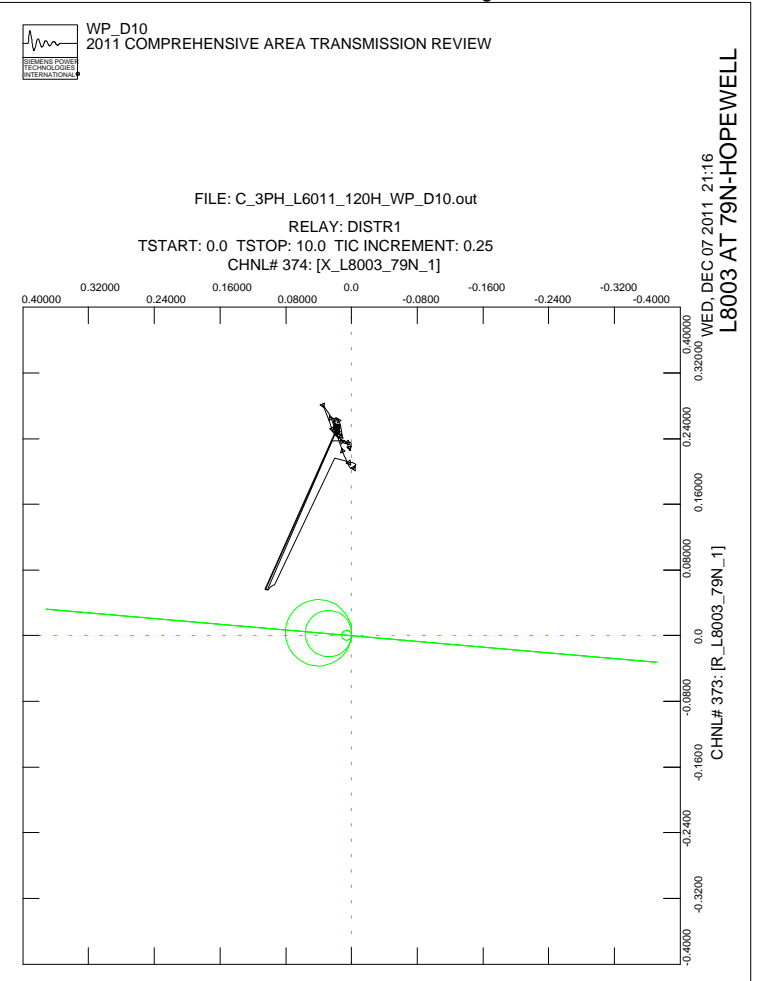
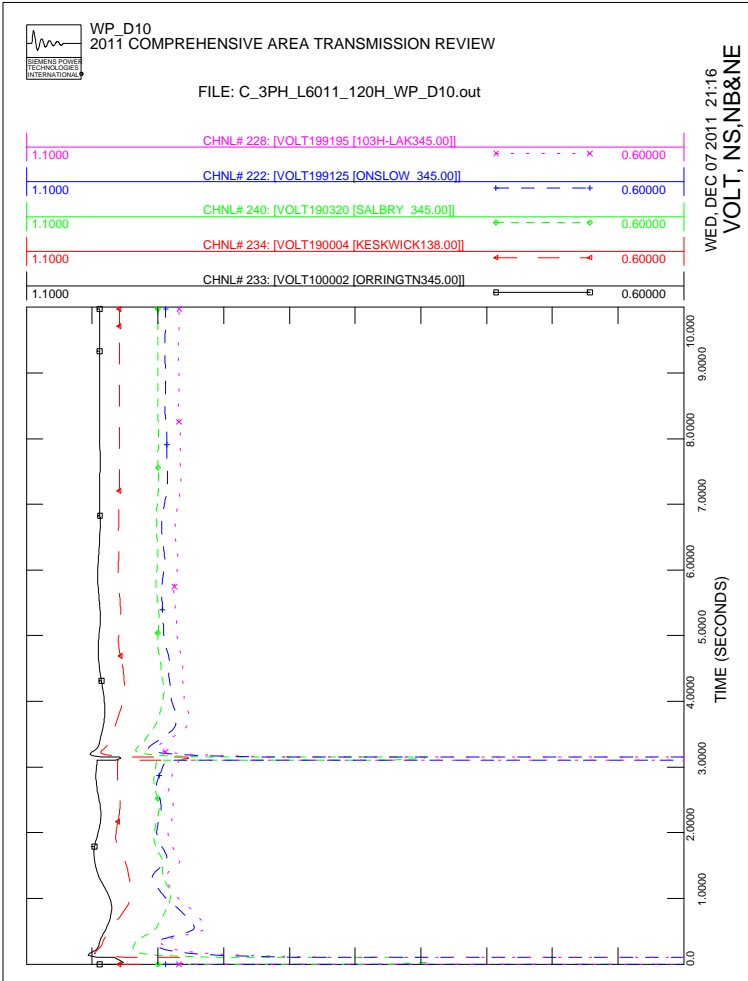


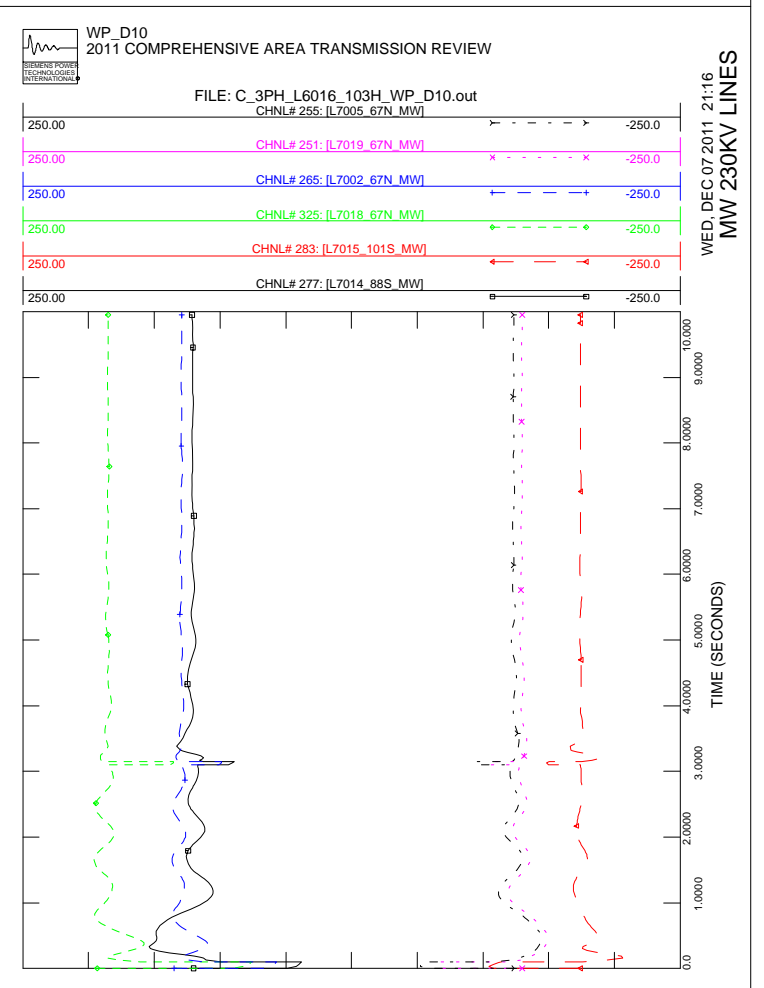
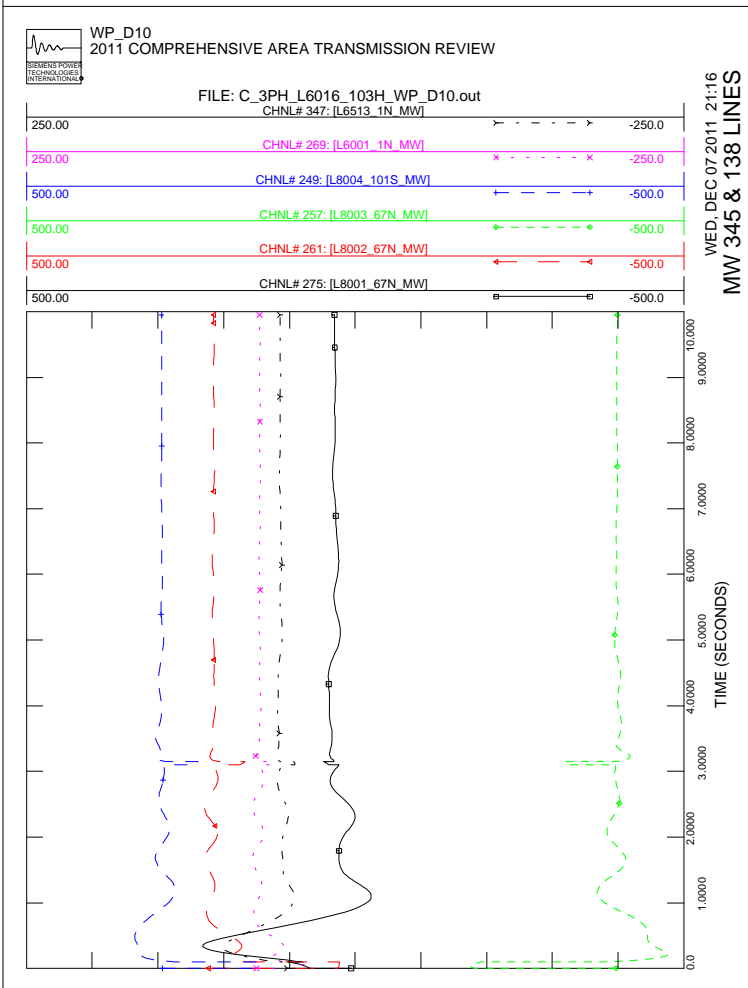
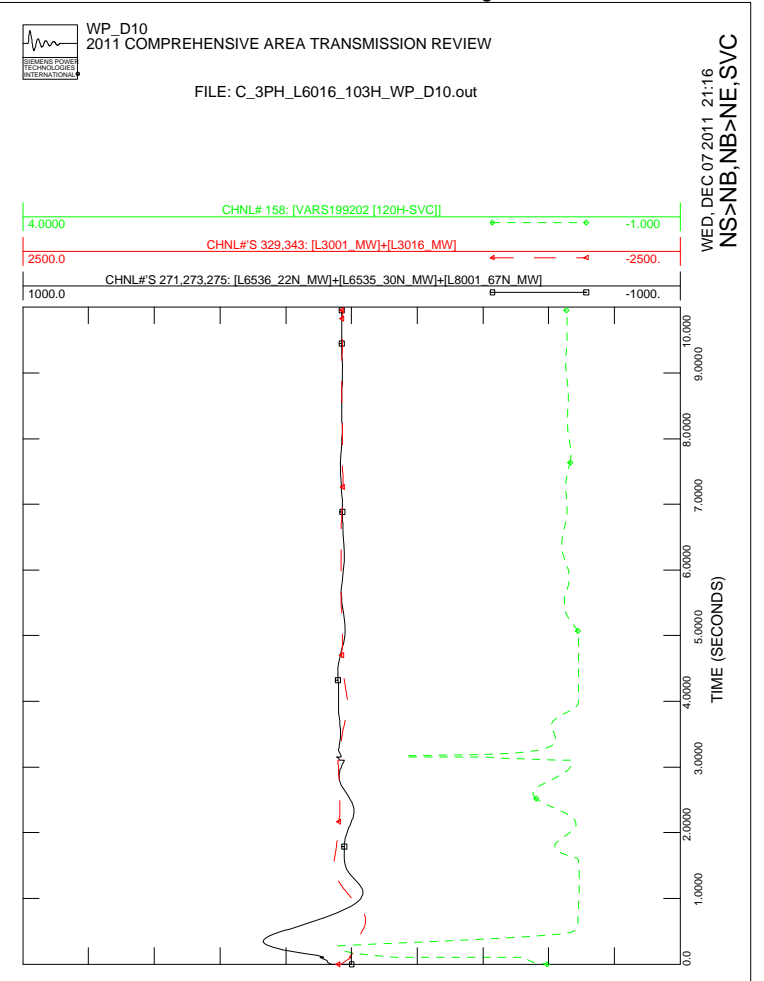
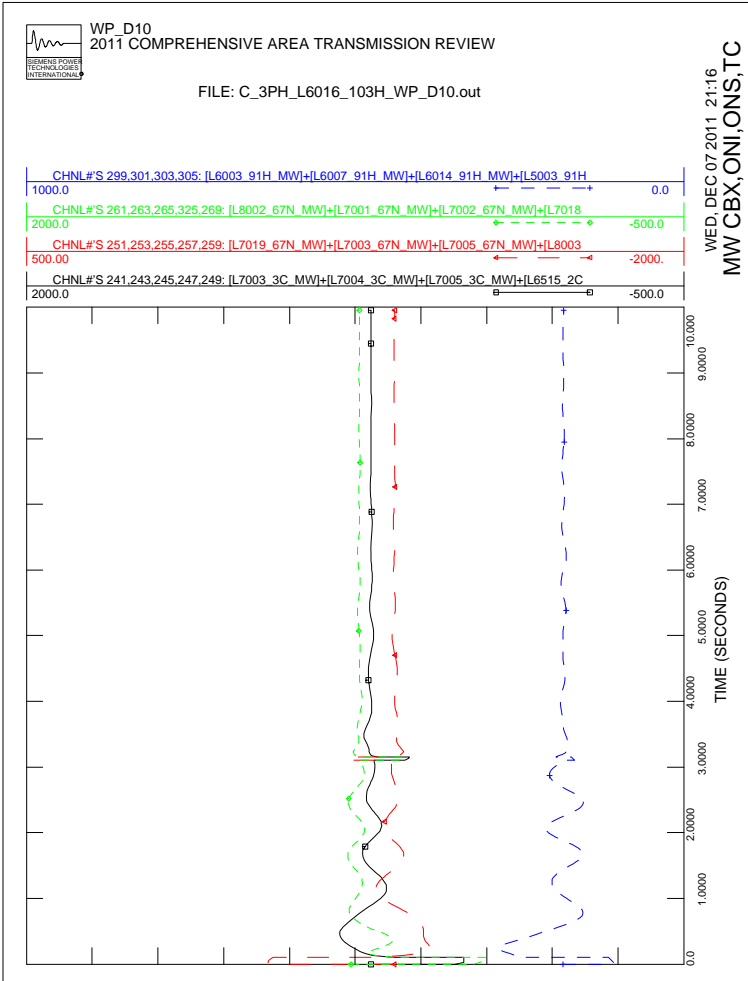


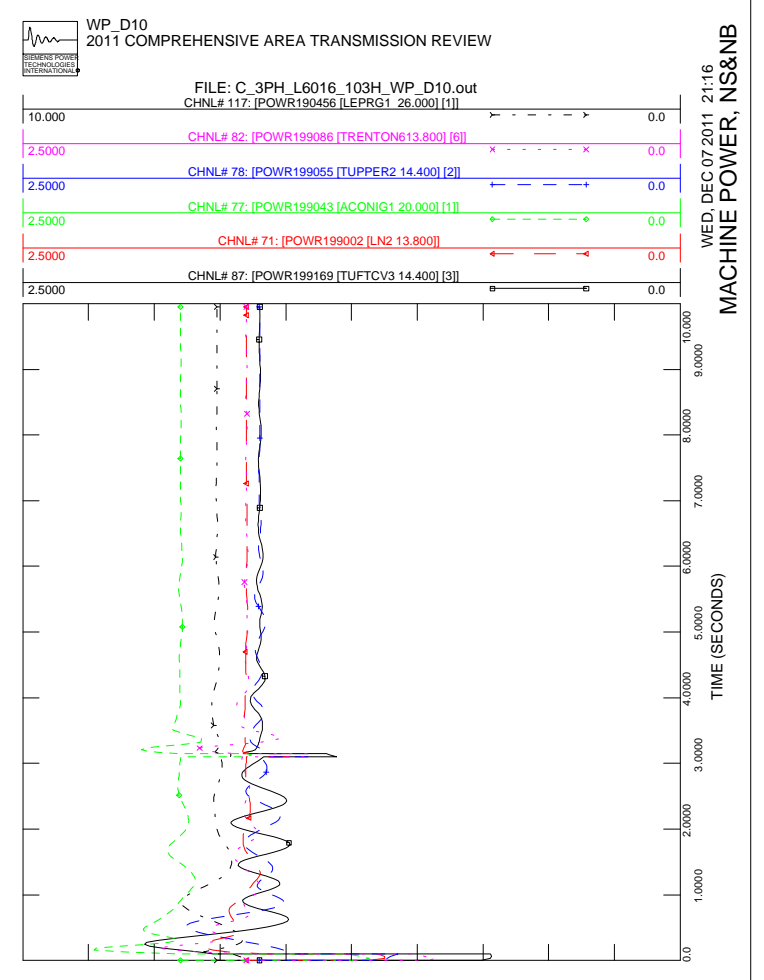
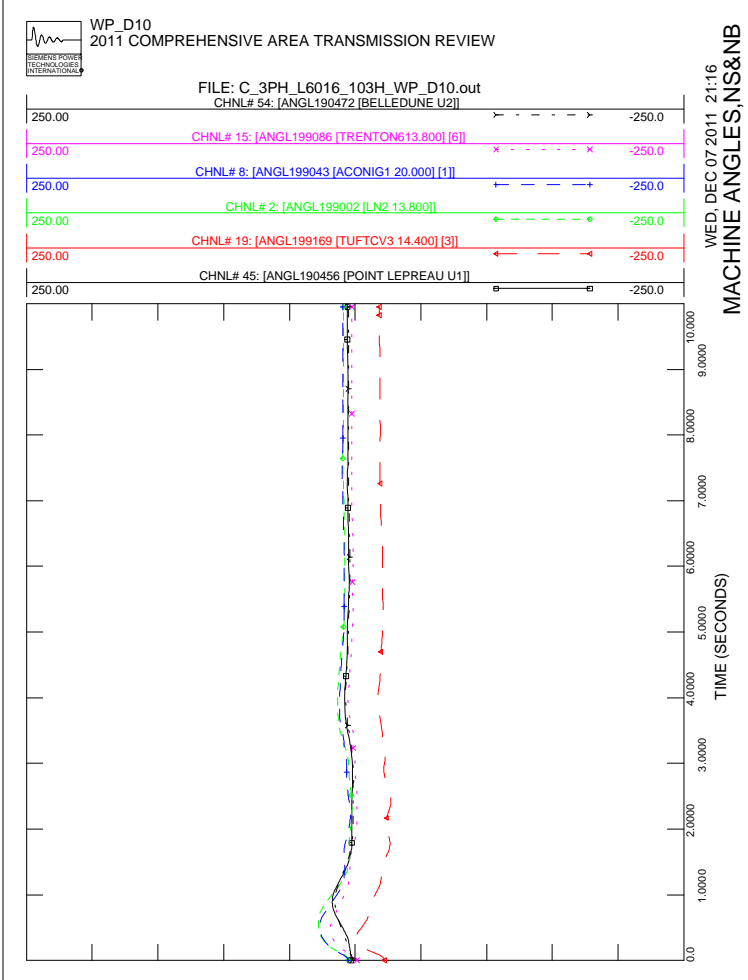
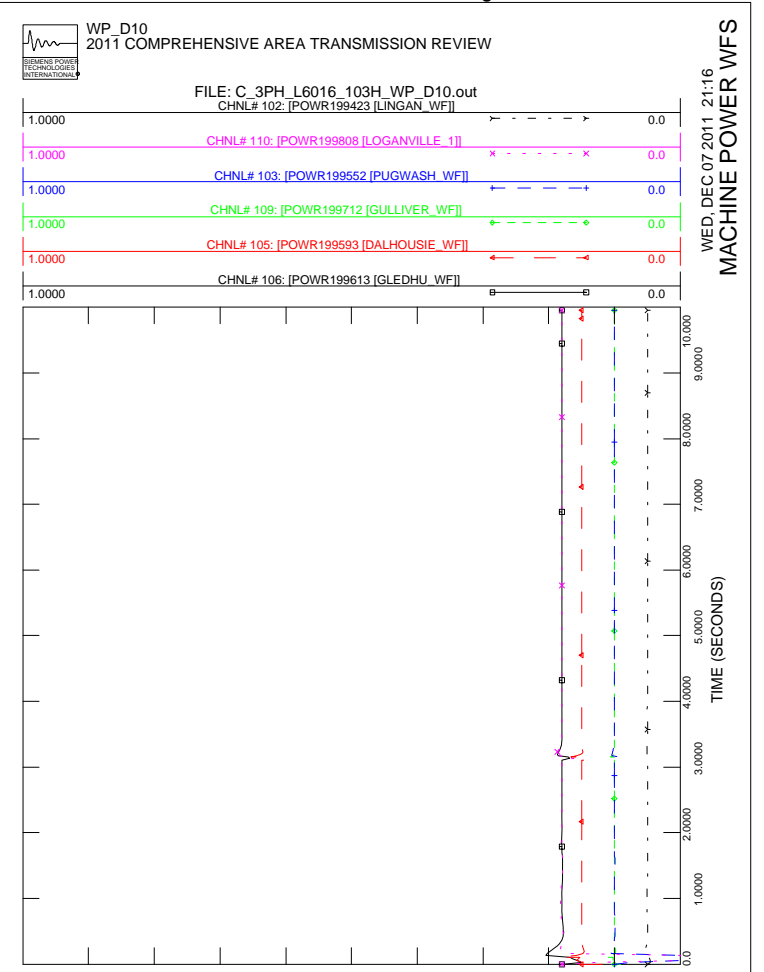
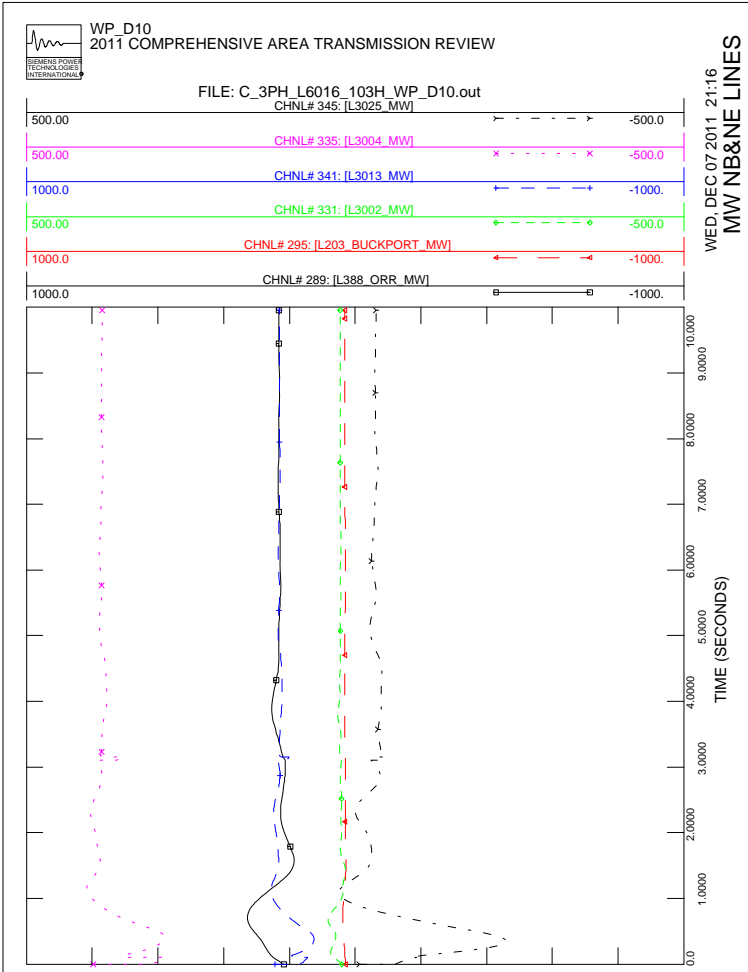


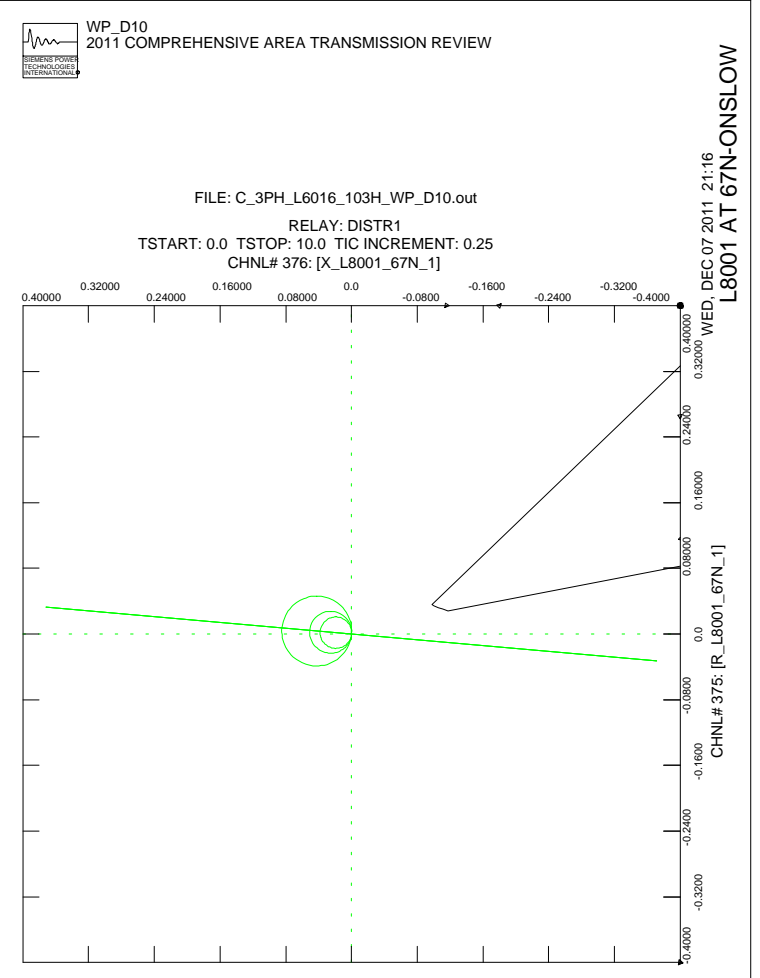
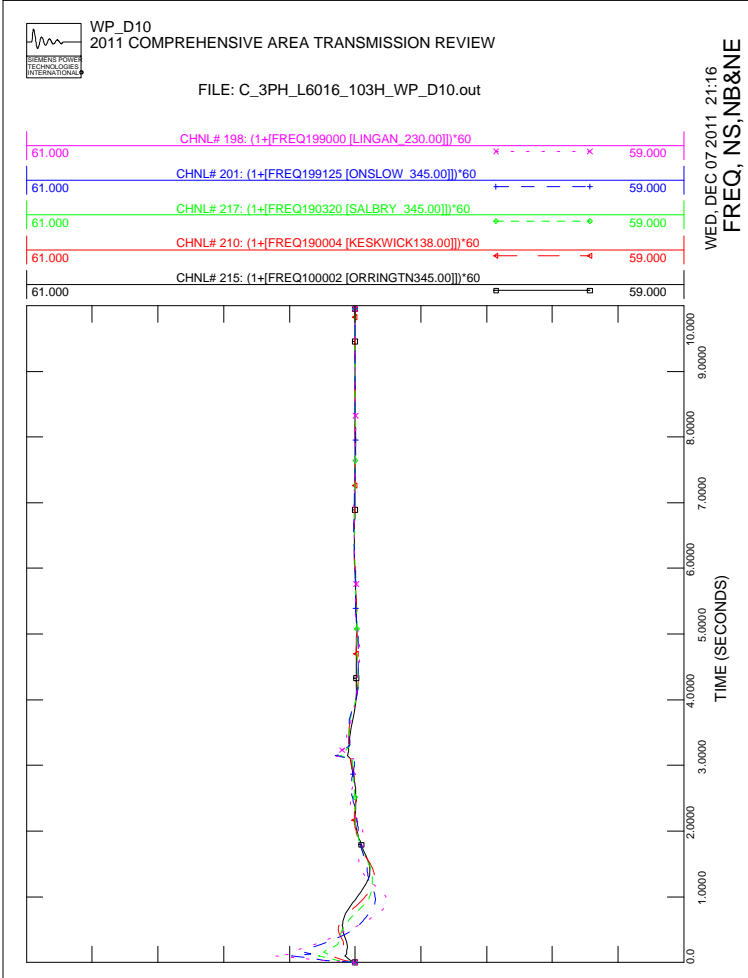
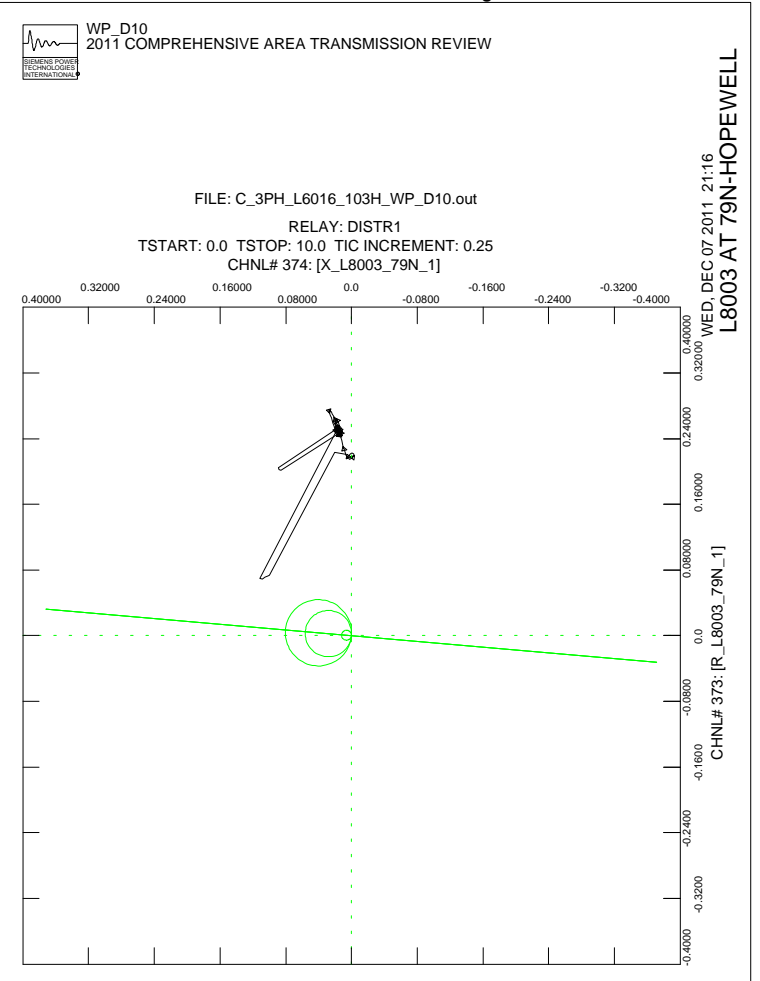
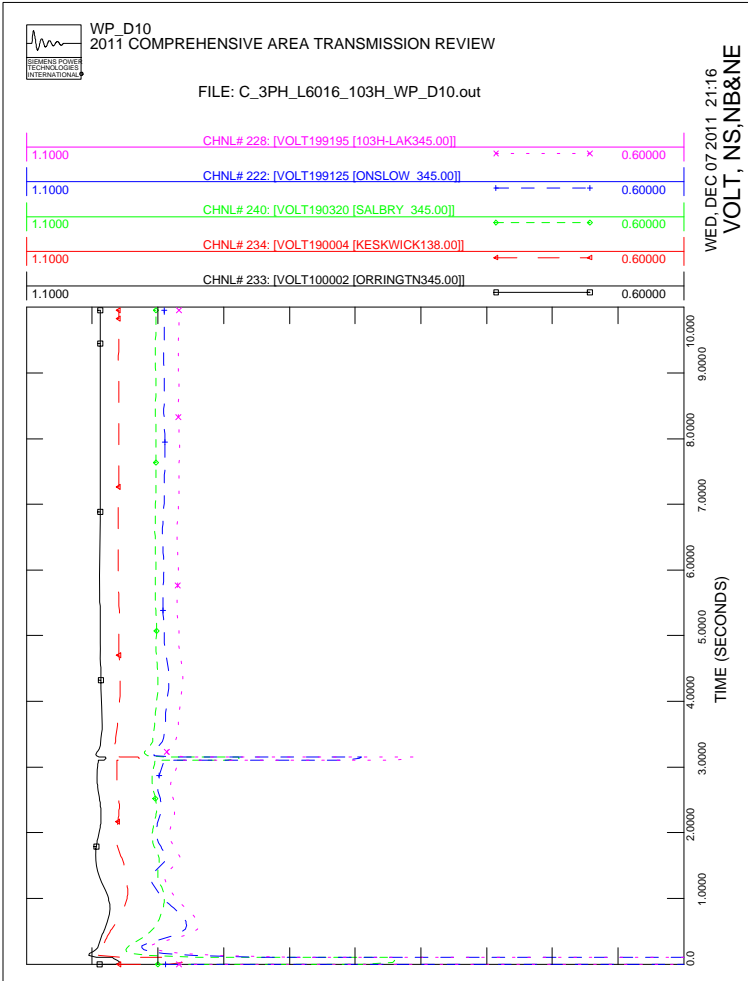


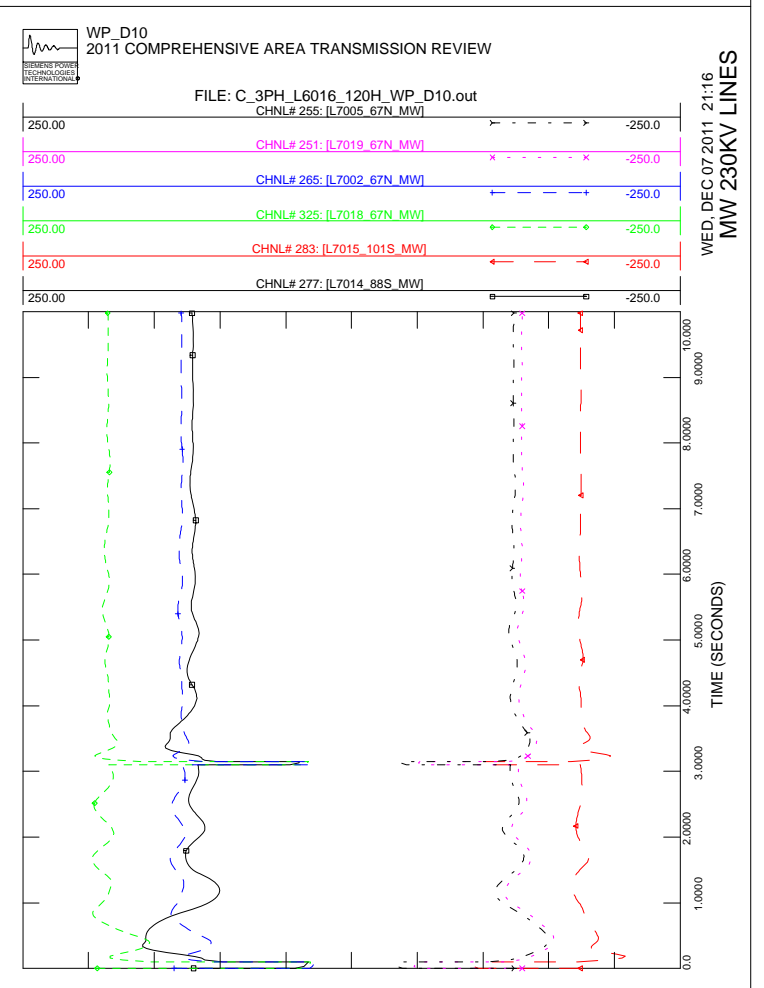
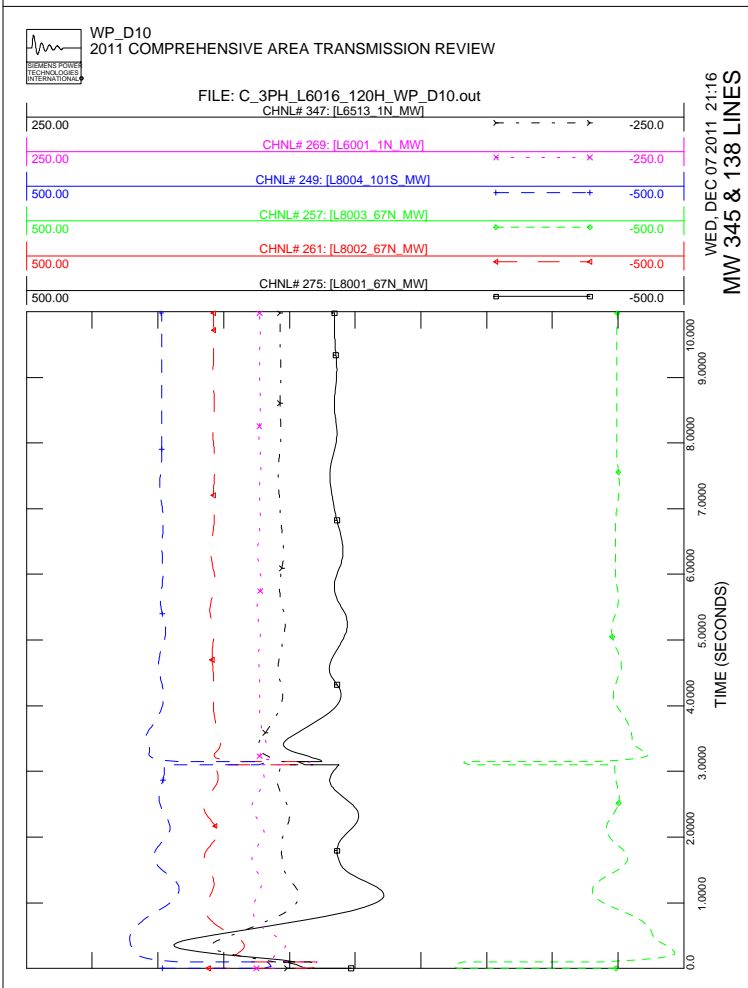
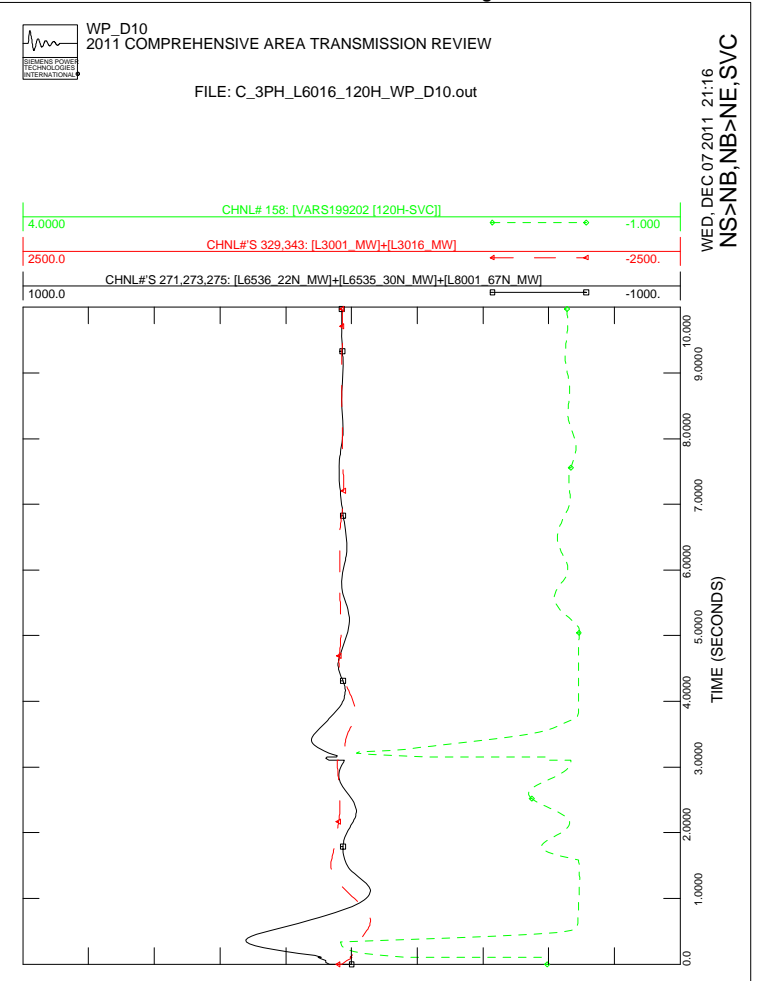
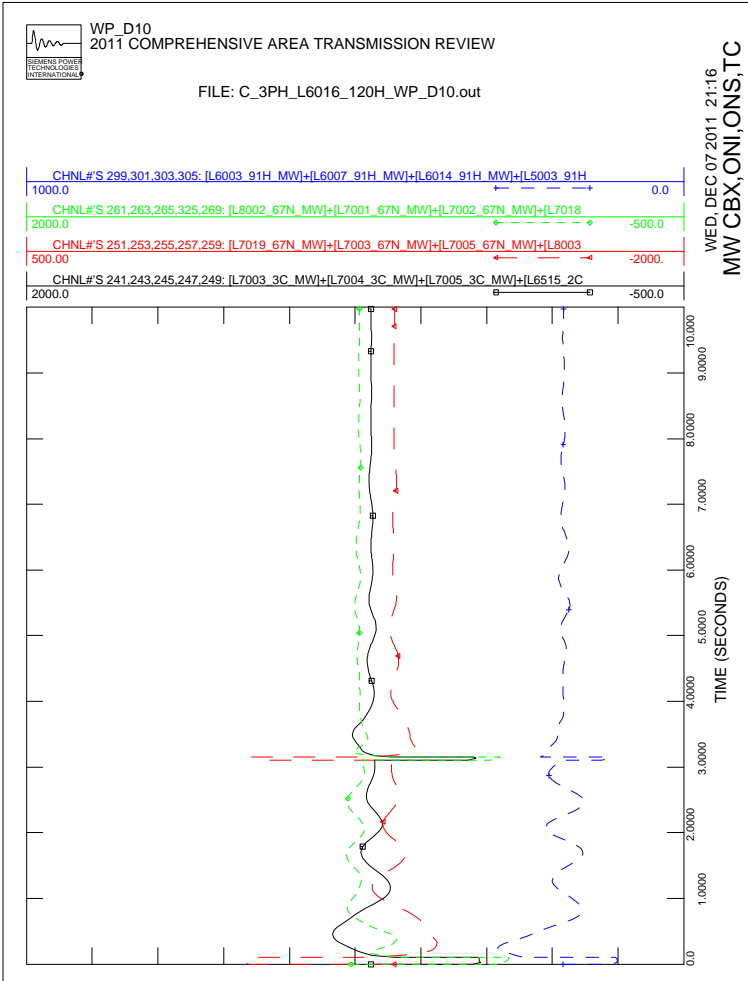


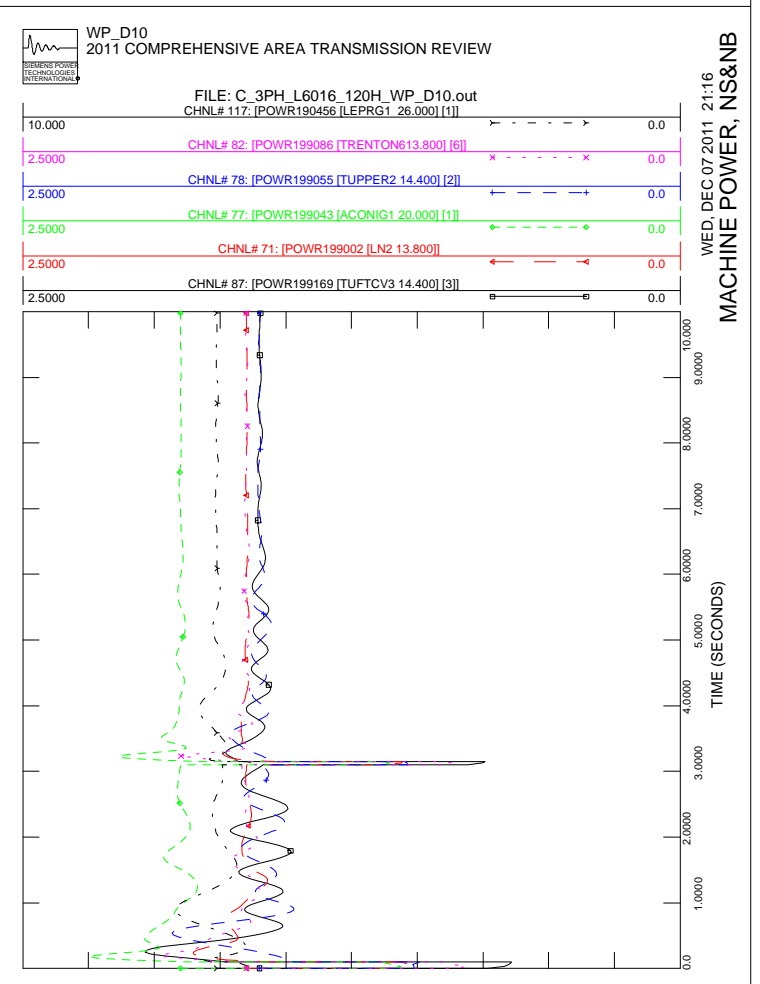
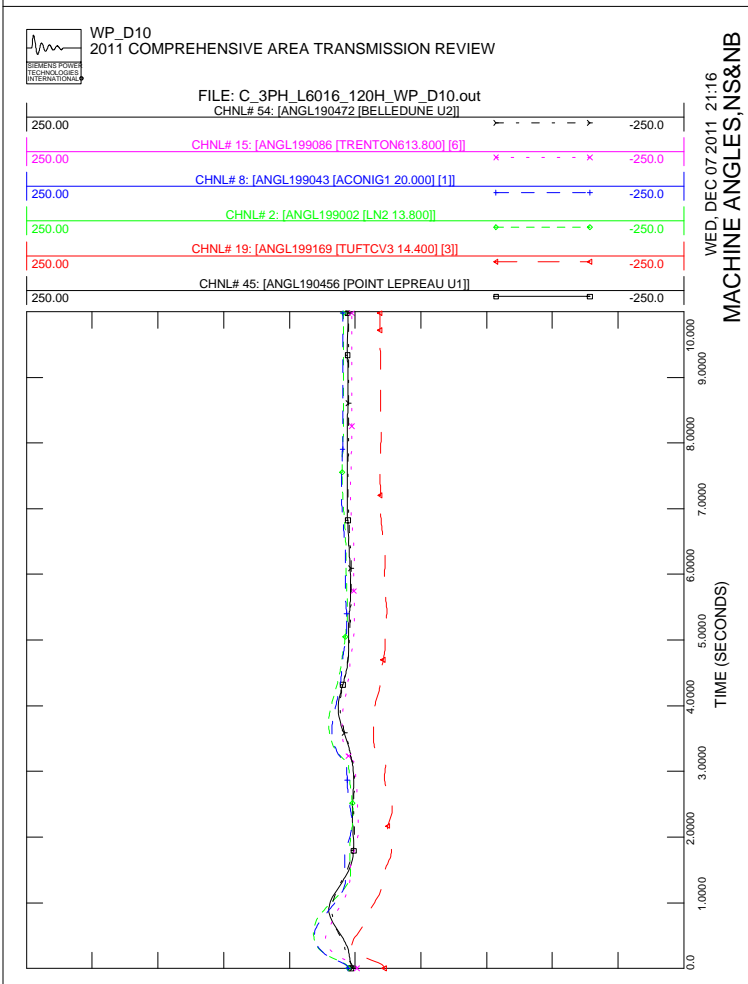
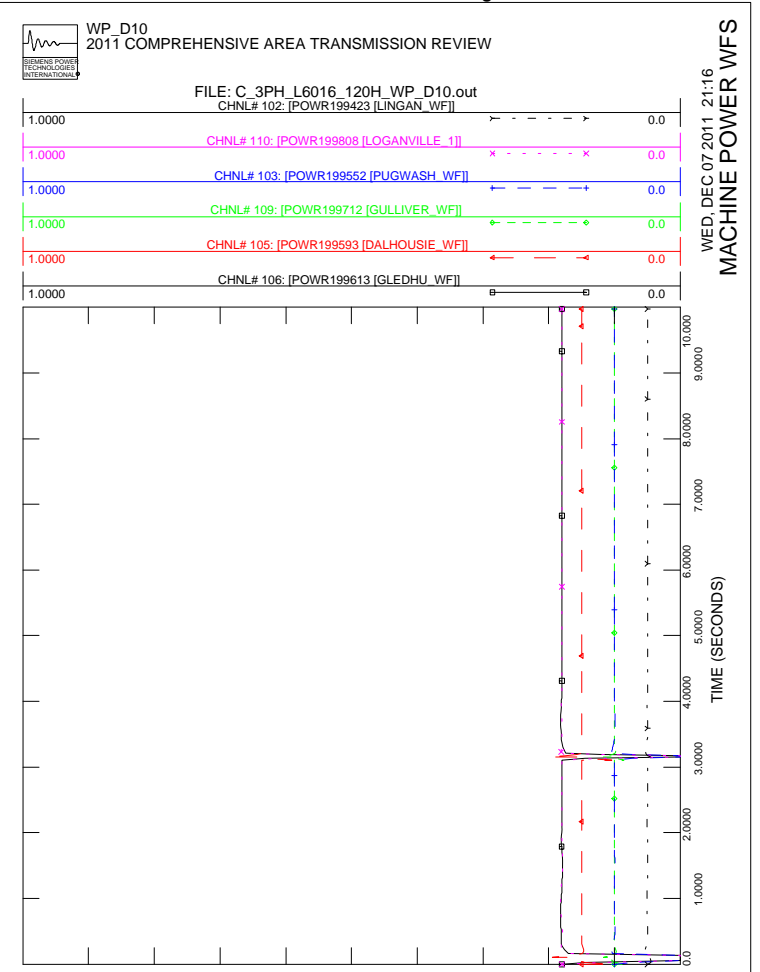
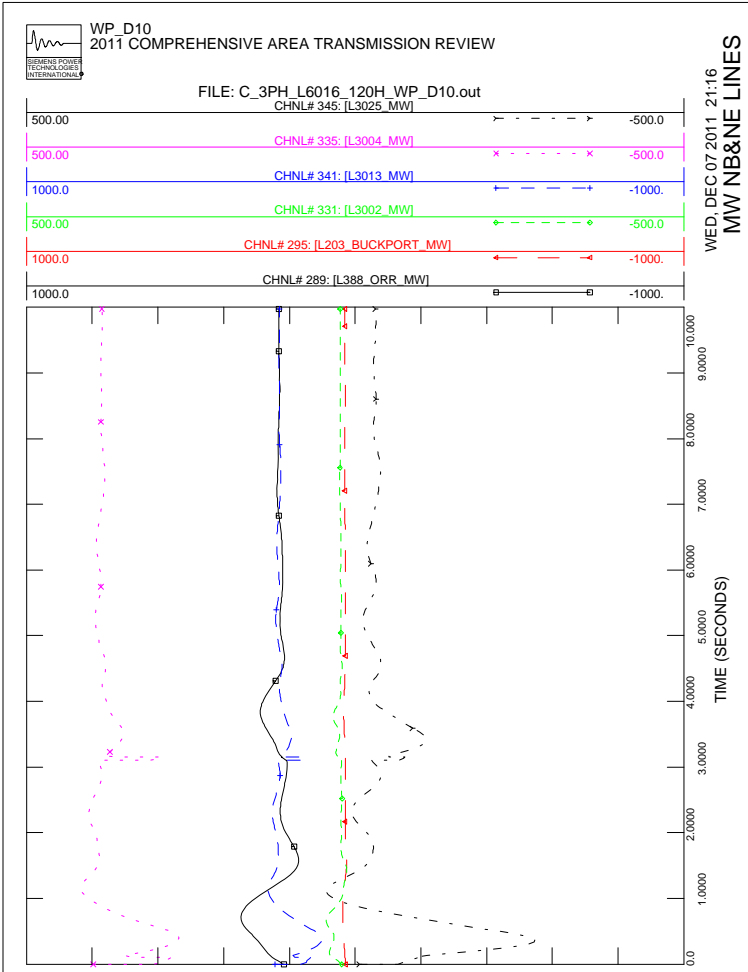








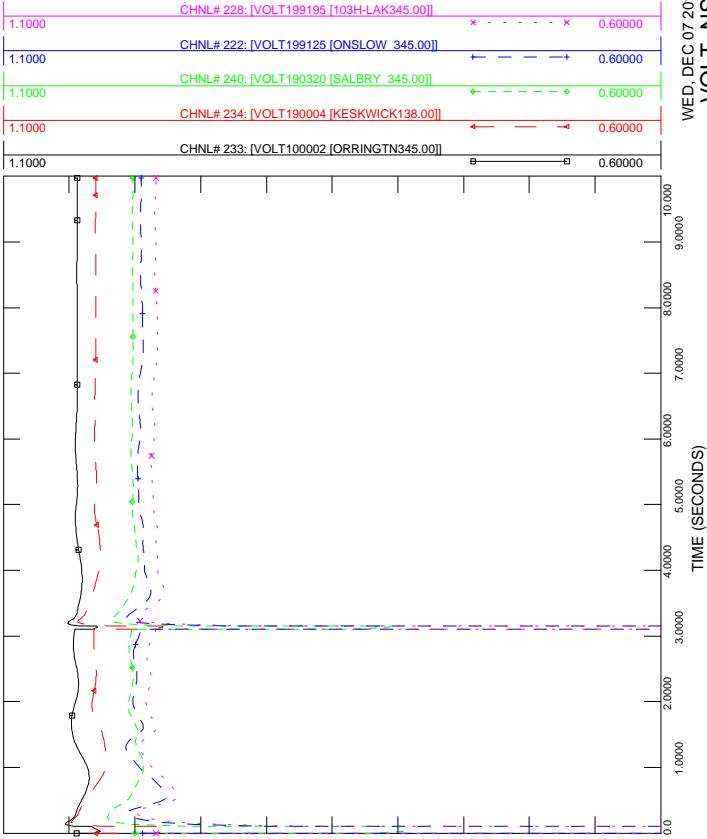






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

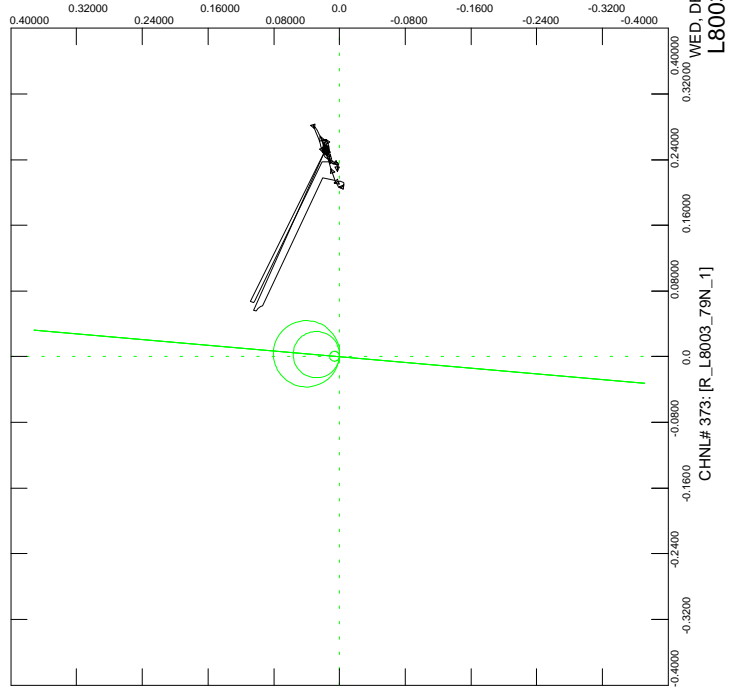
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

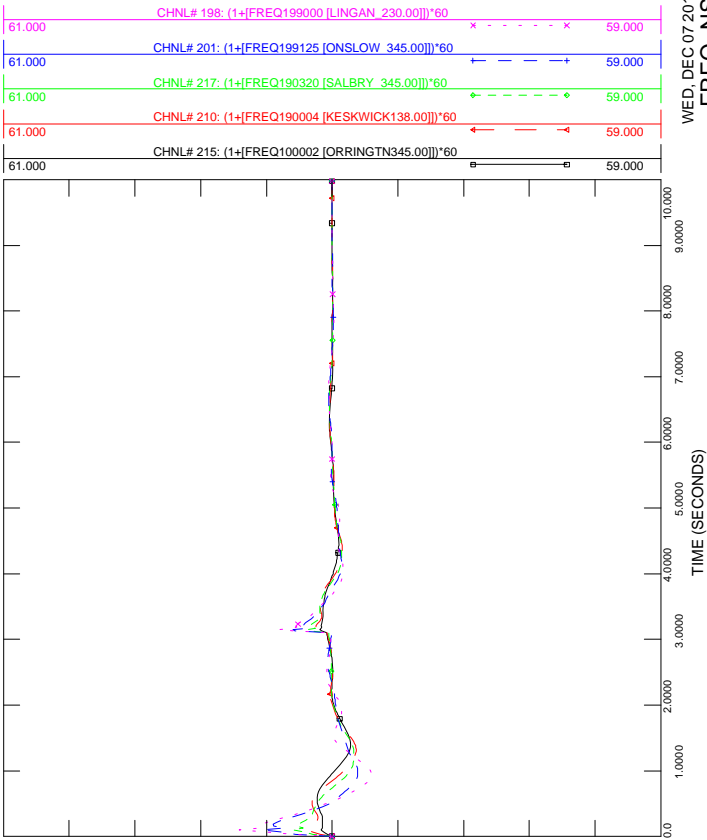
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

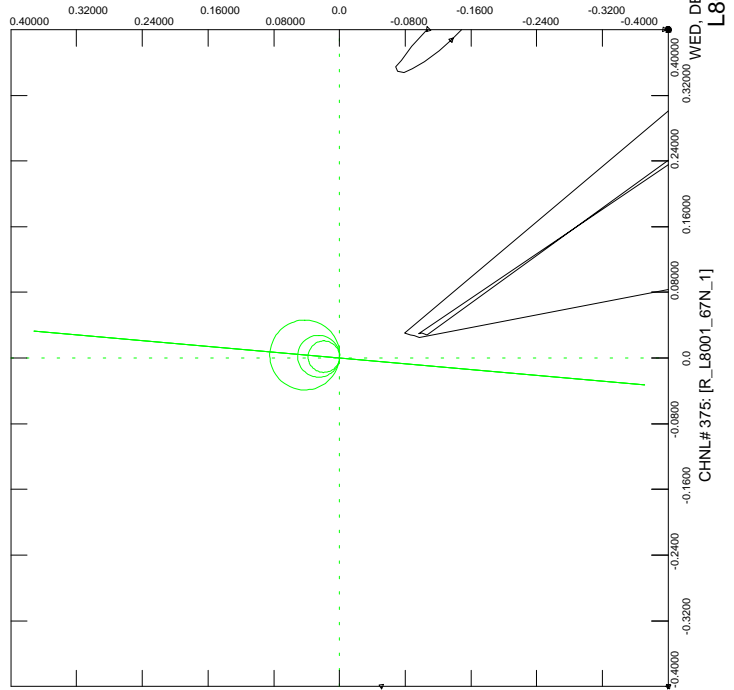
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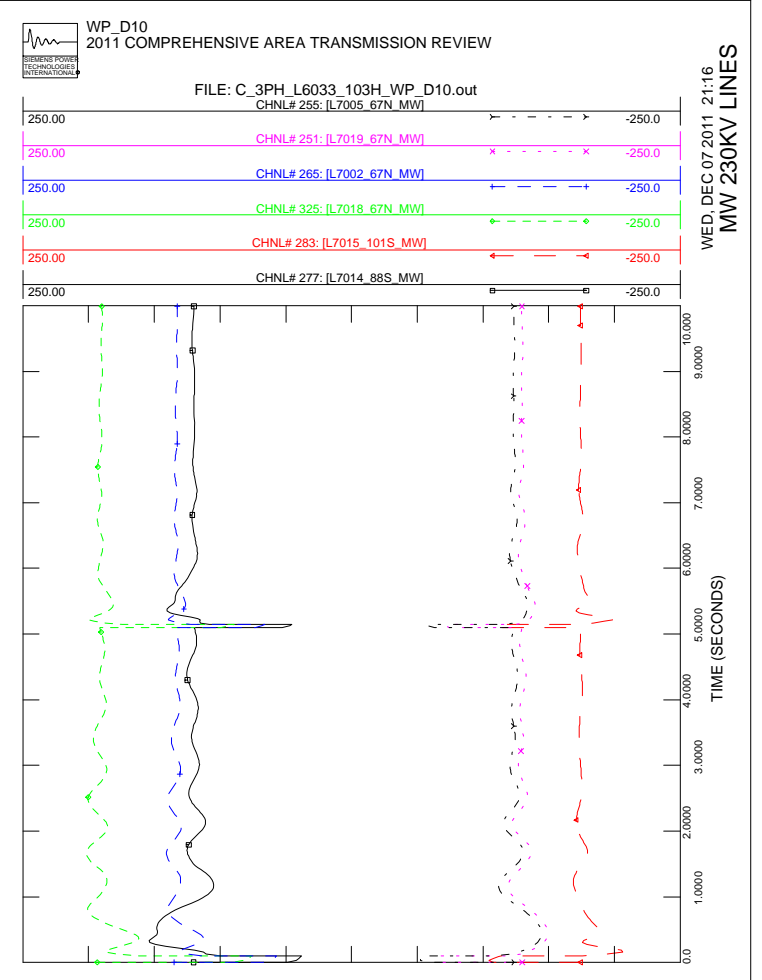
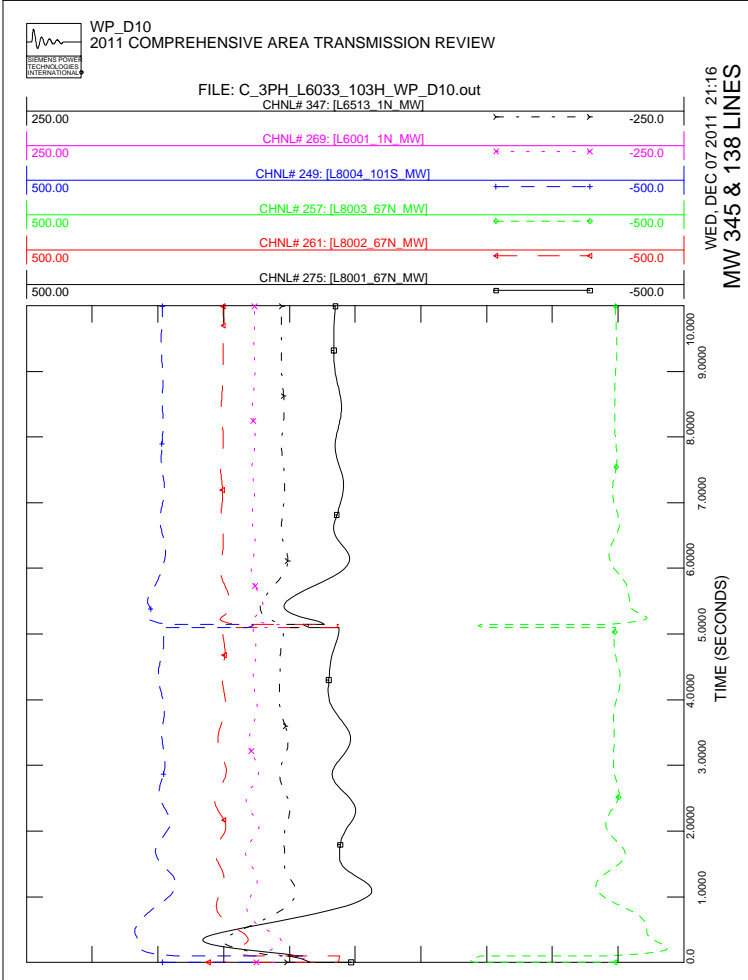
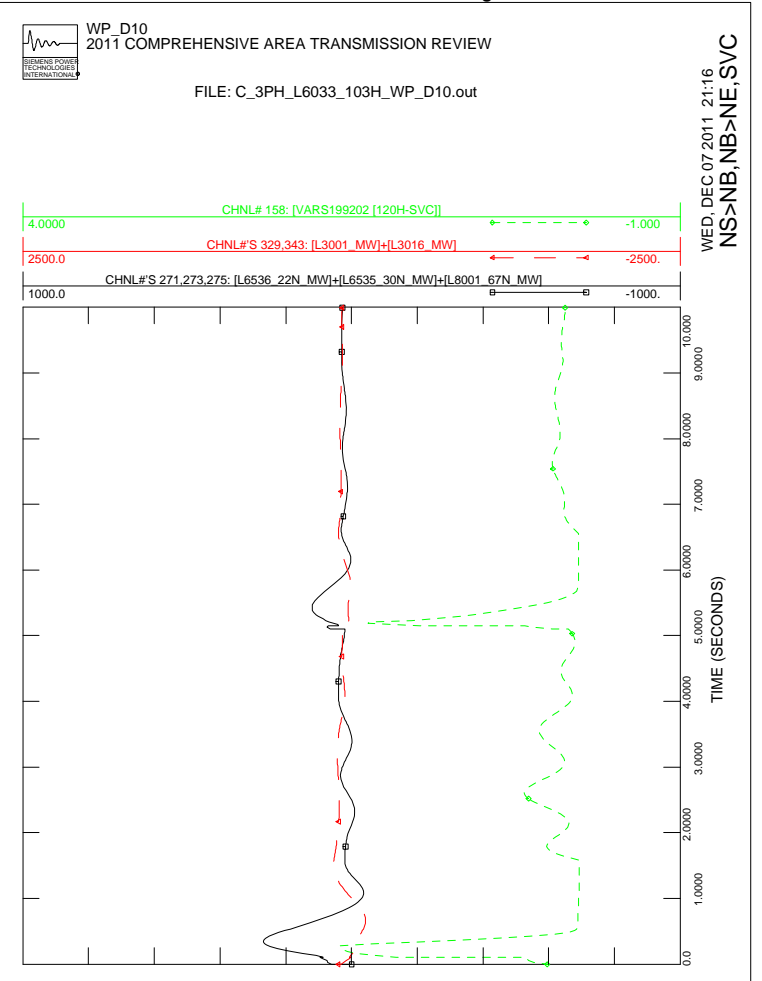
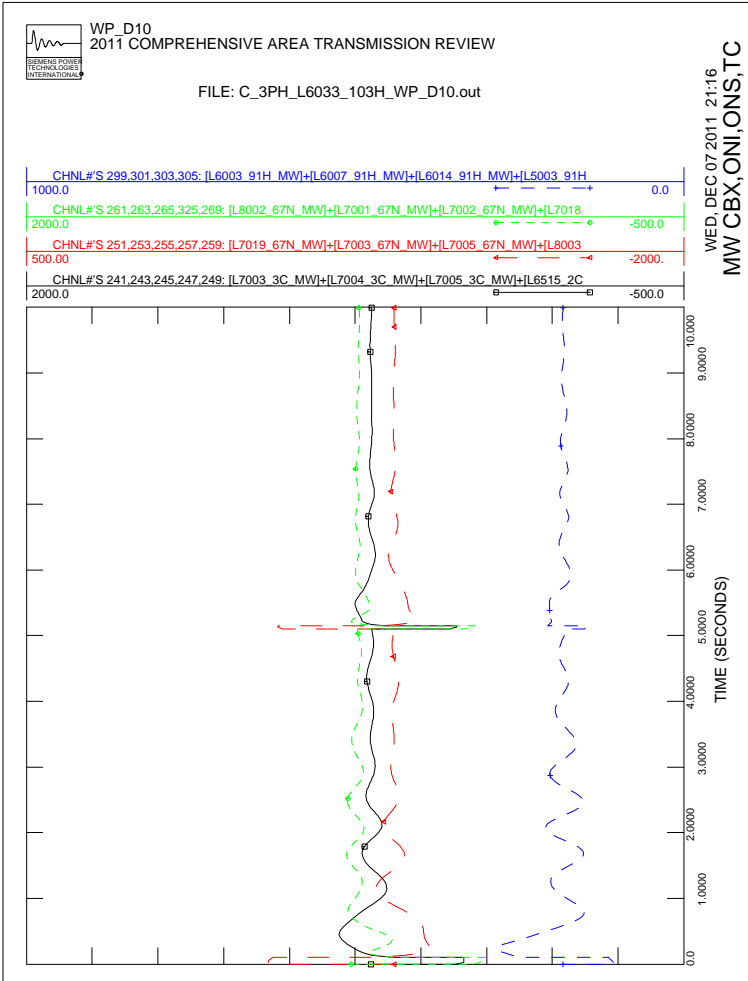


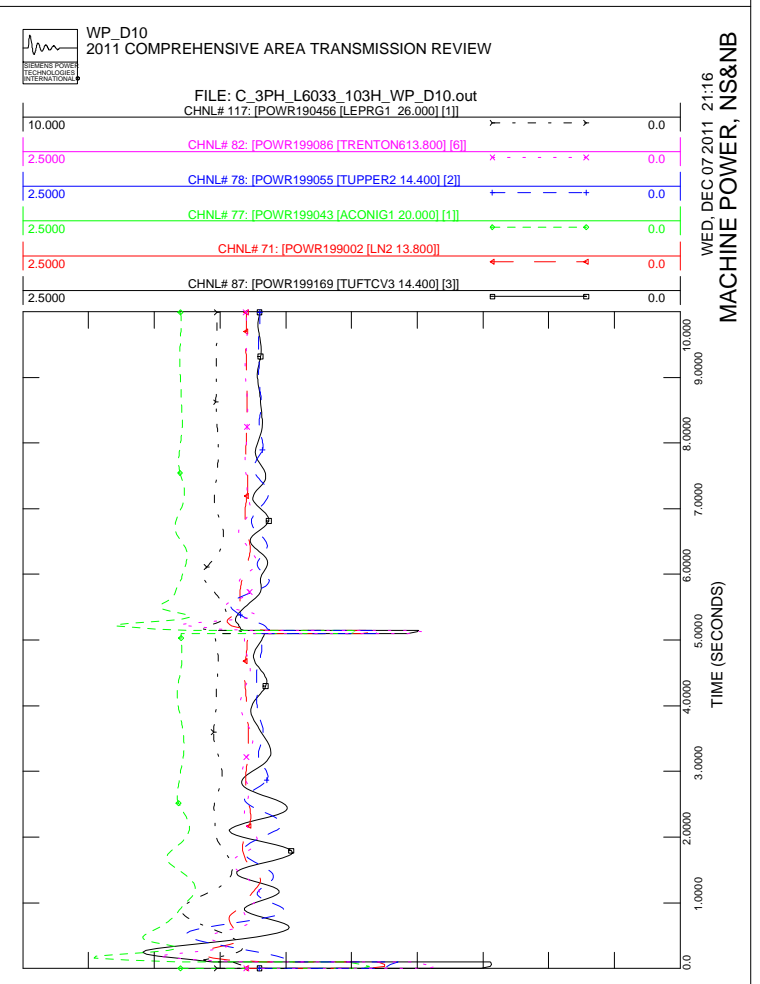
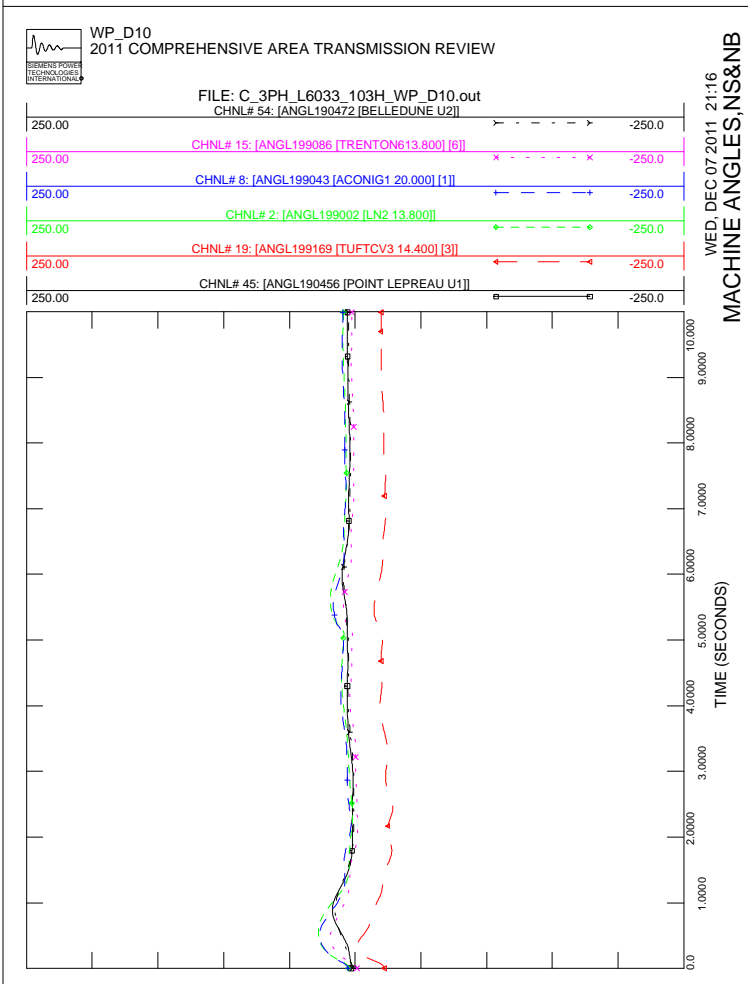
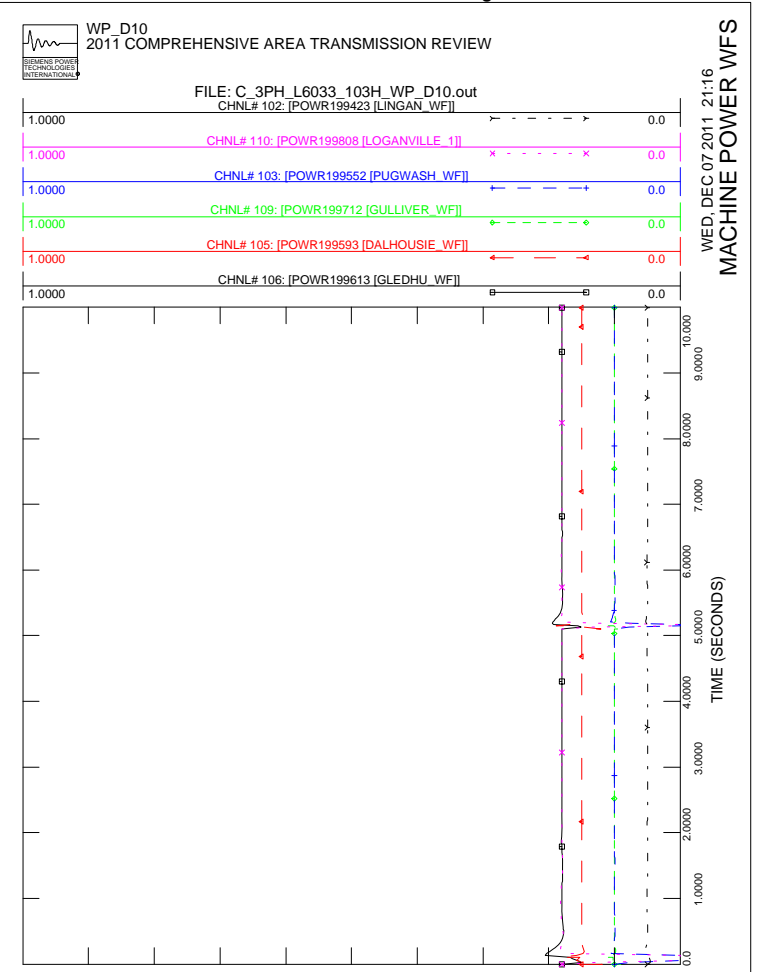
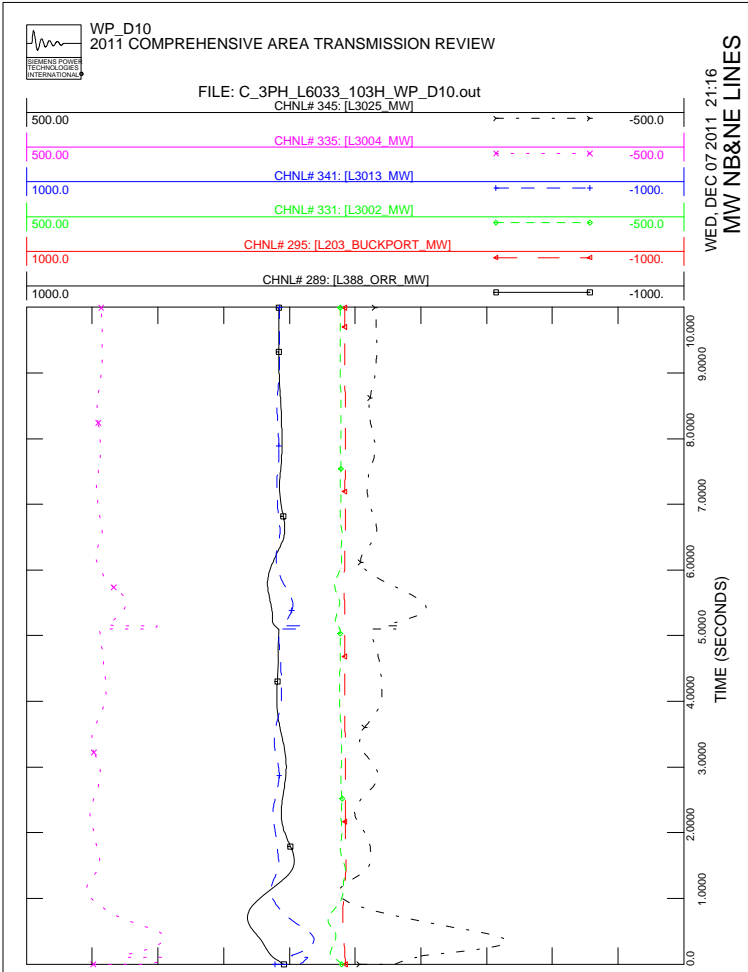
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

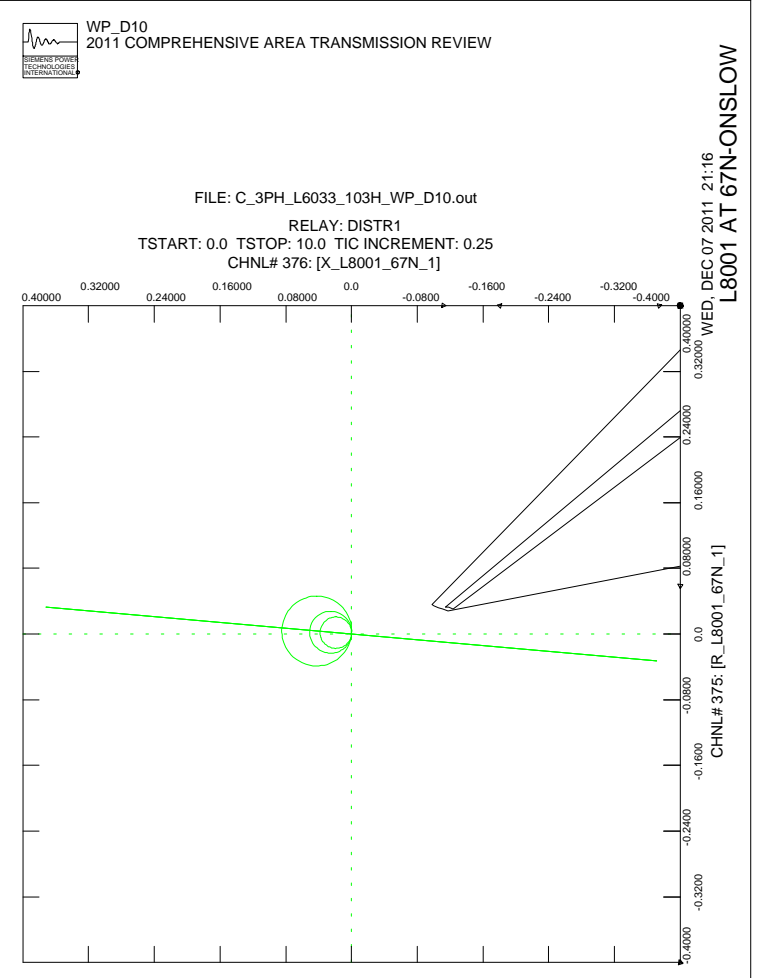
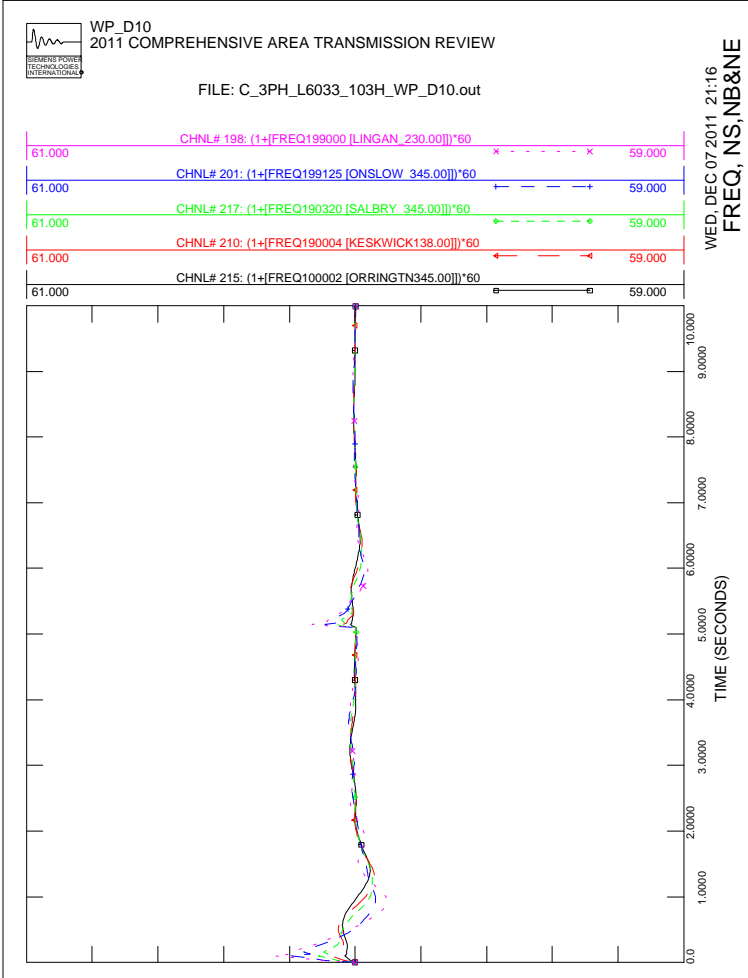
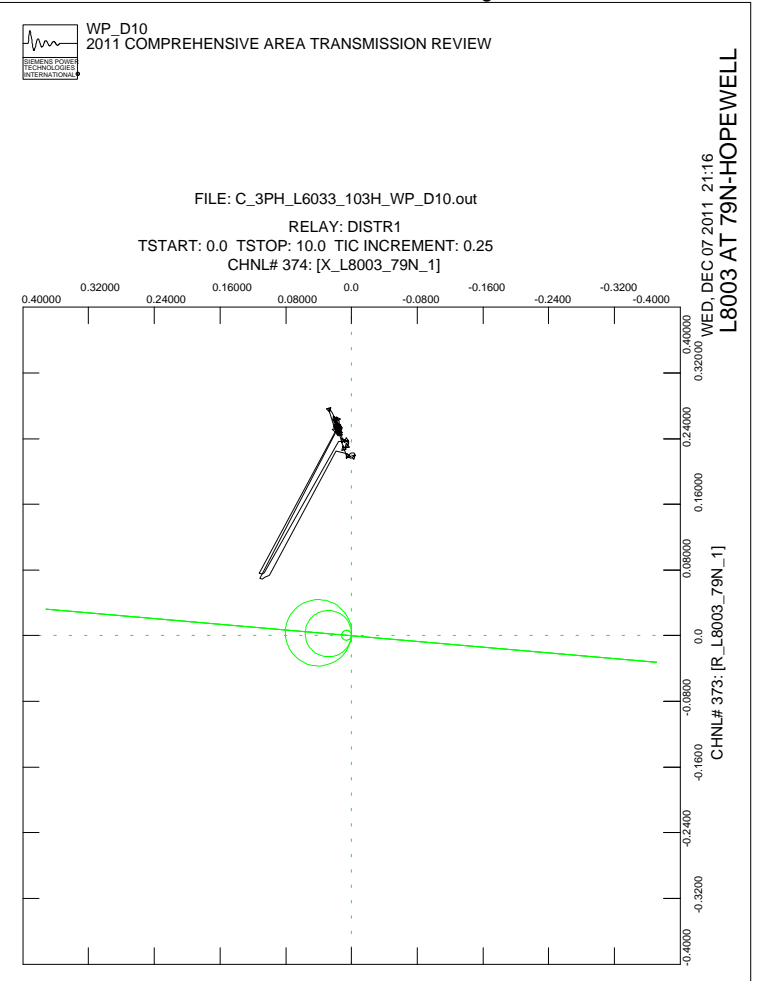
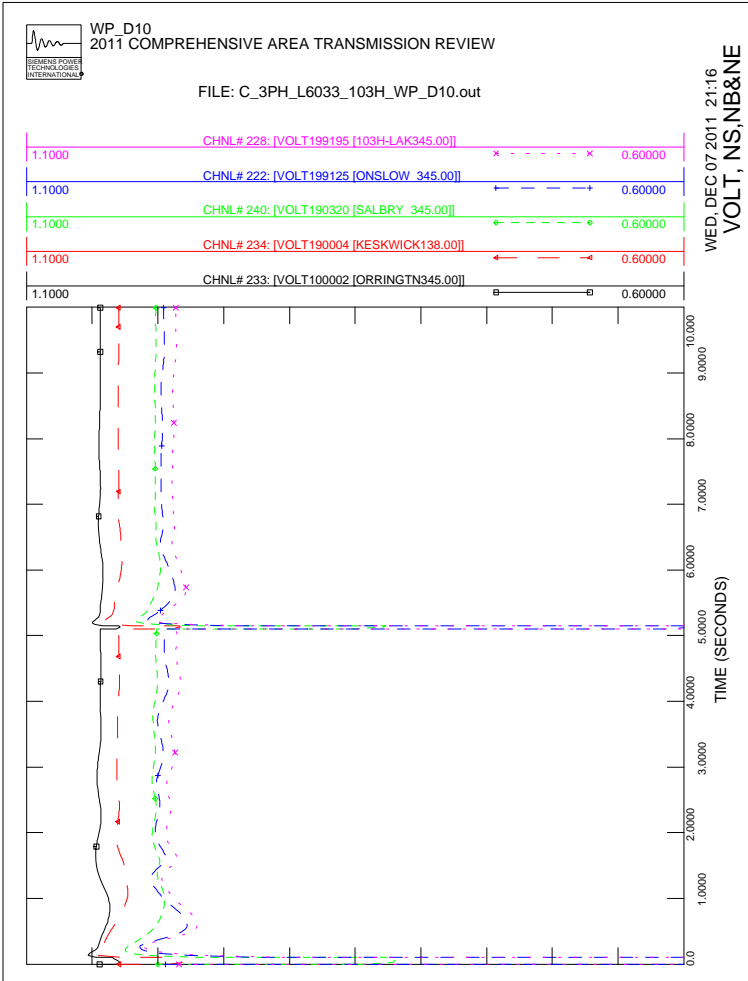
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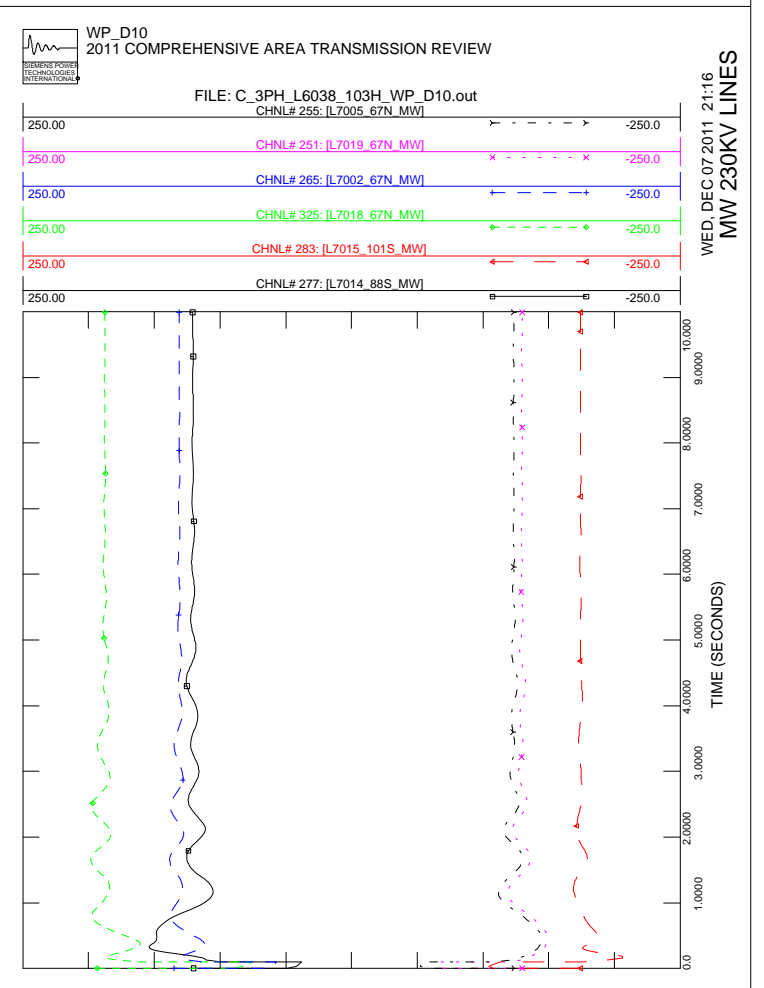
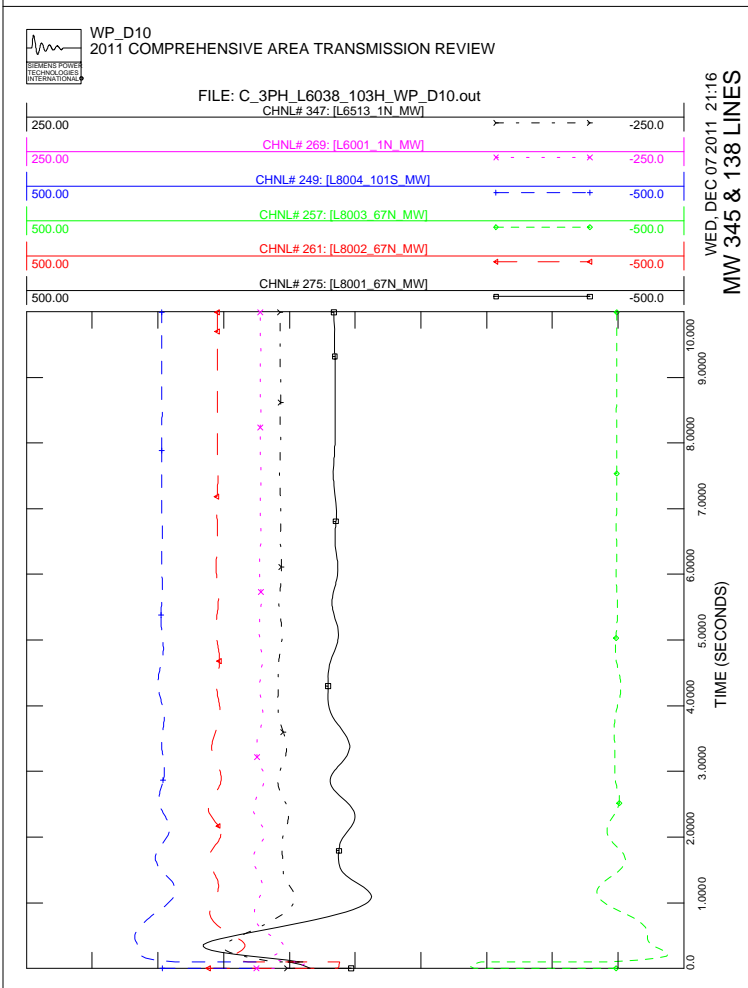
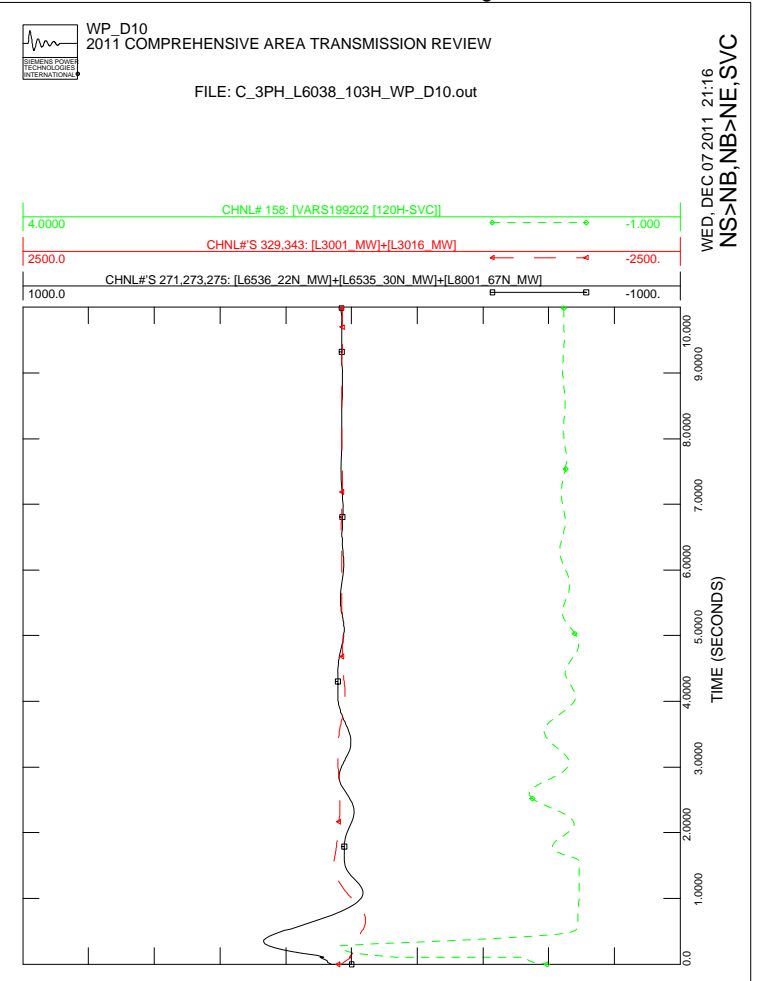
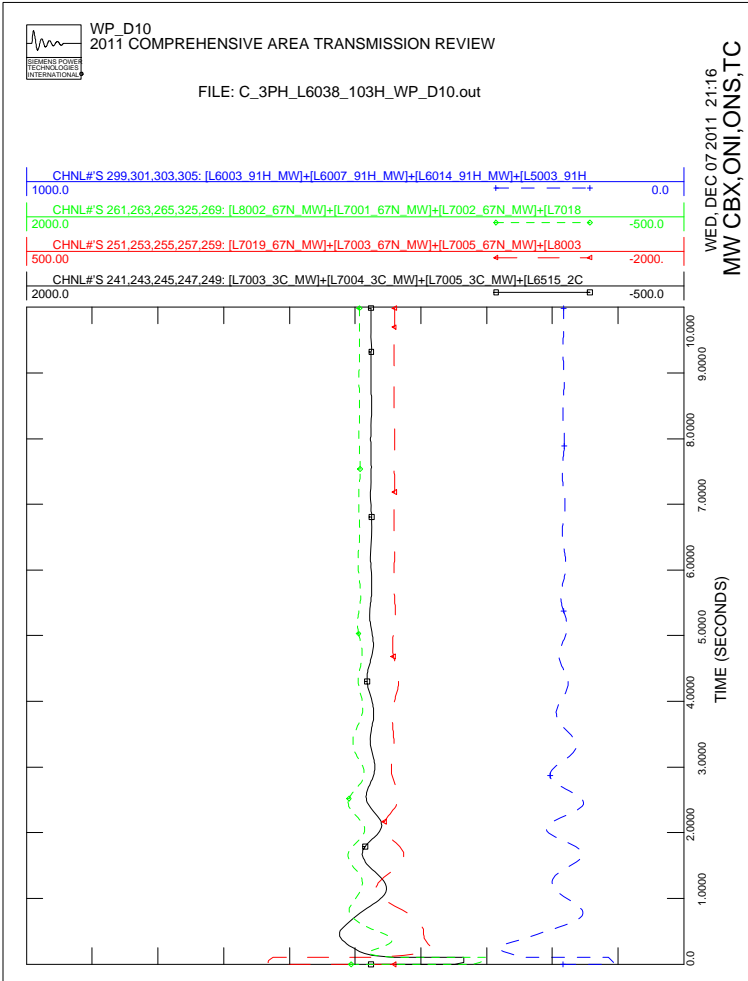
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CHNL# 376: [X_L8001_67N_1]

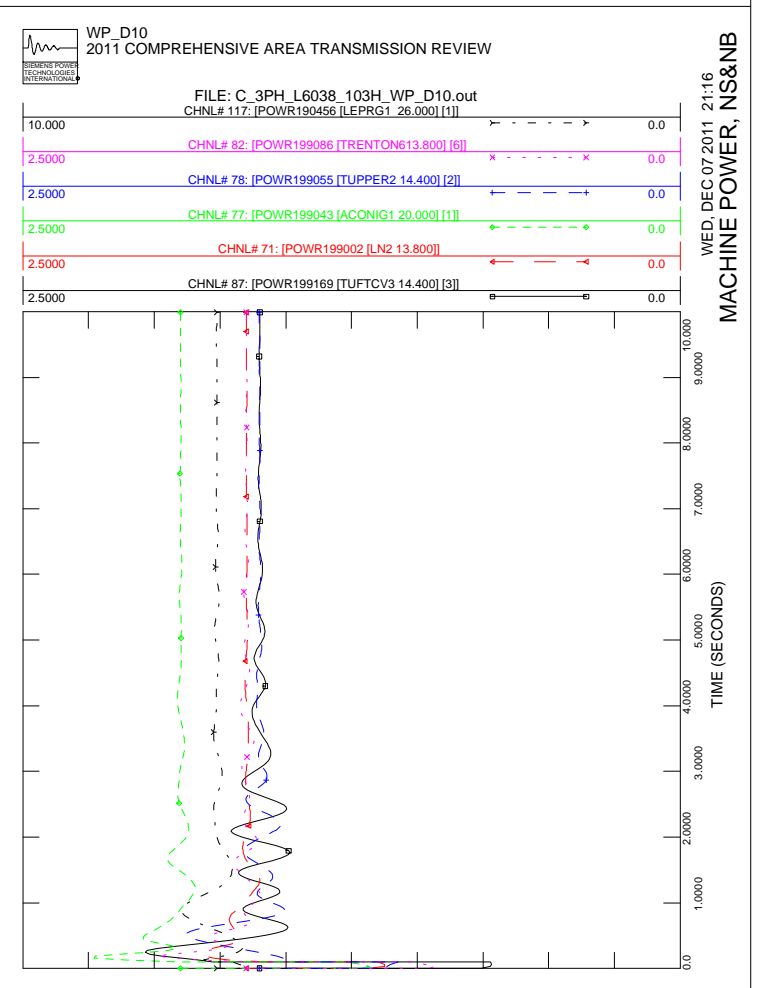
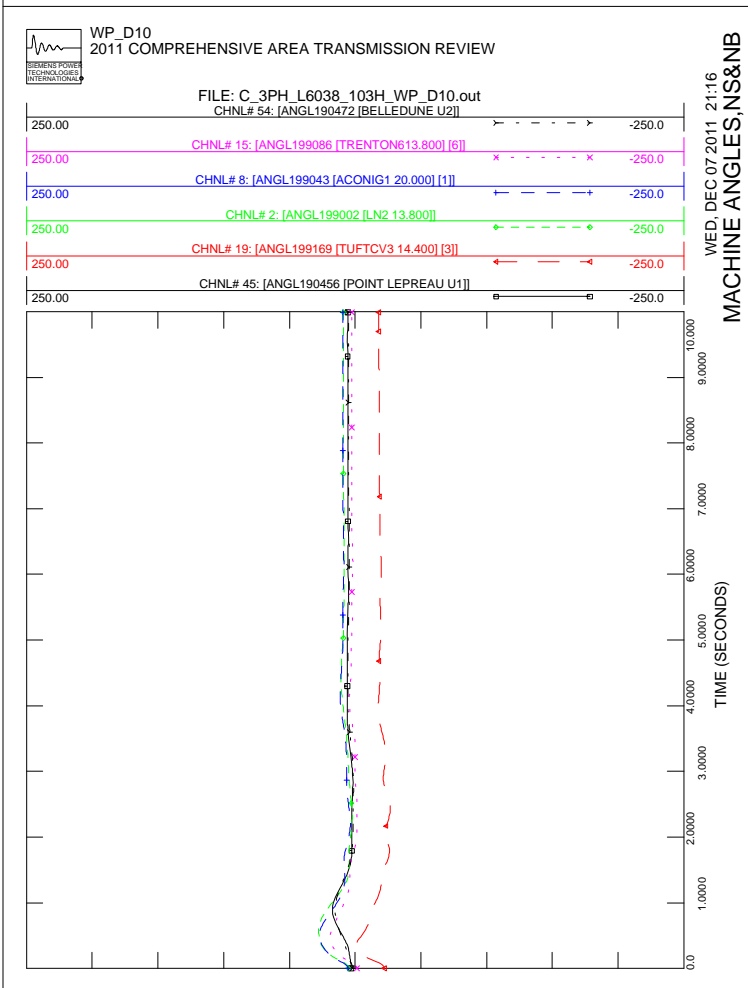
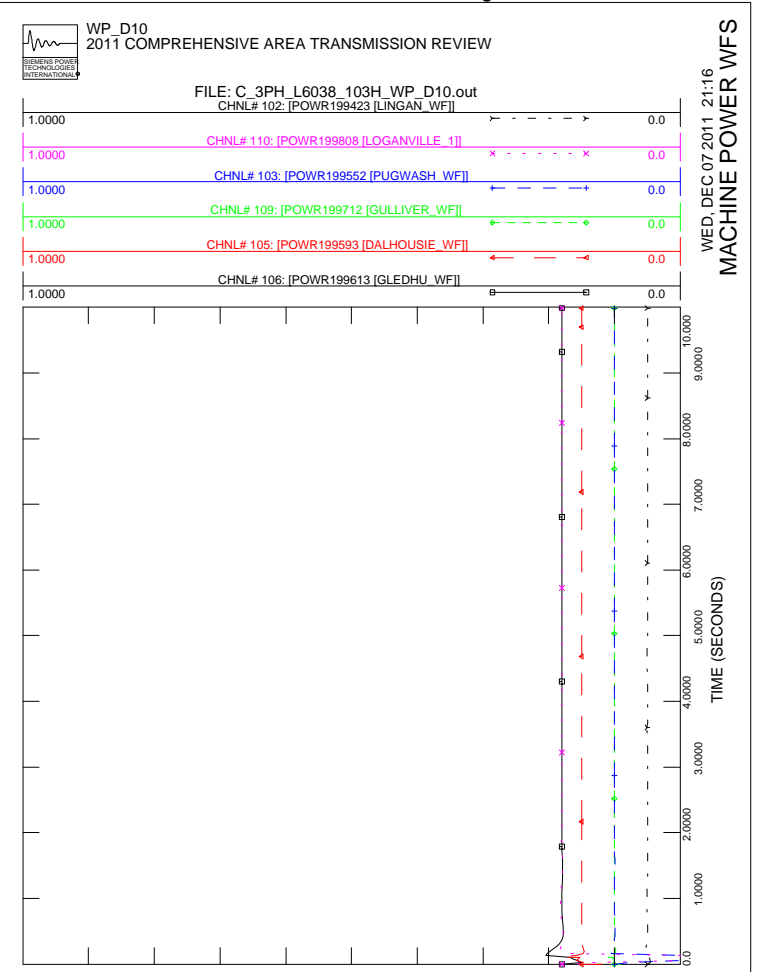
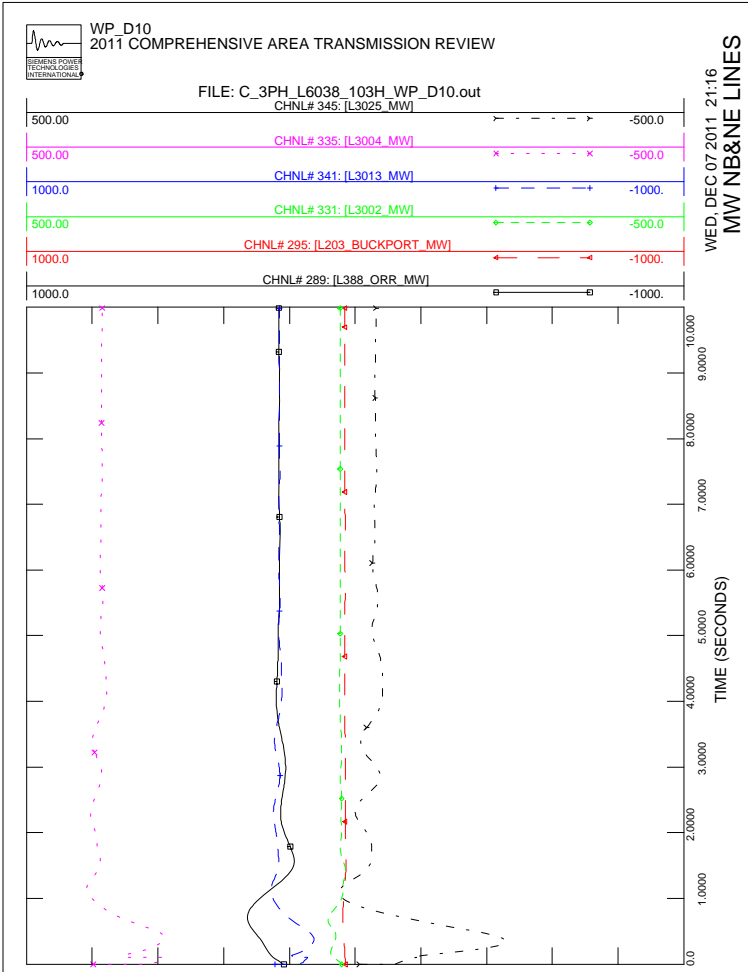


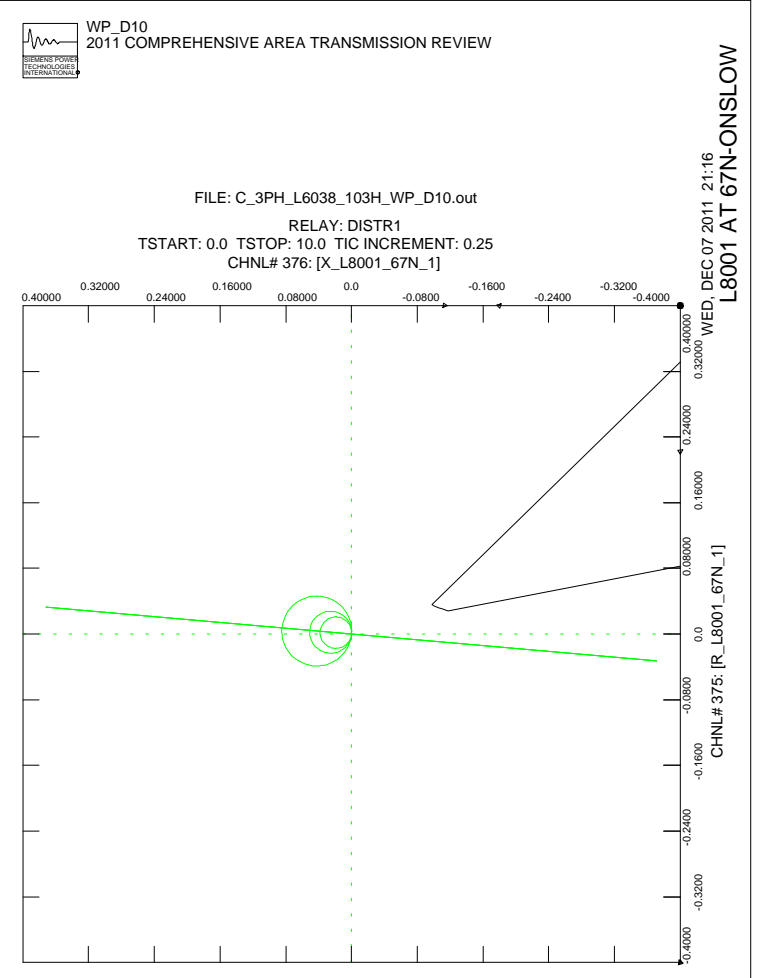
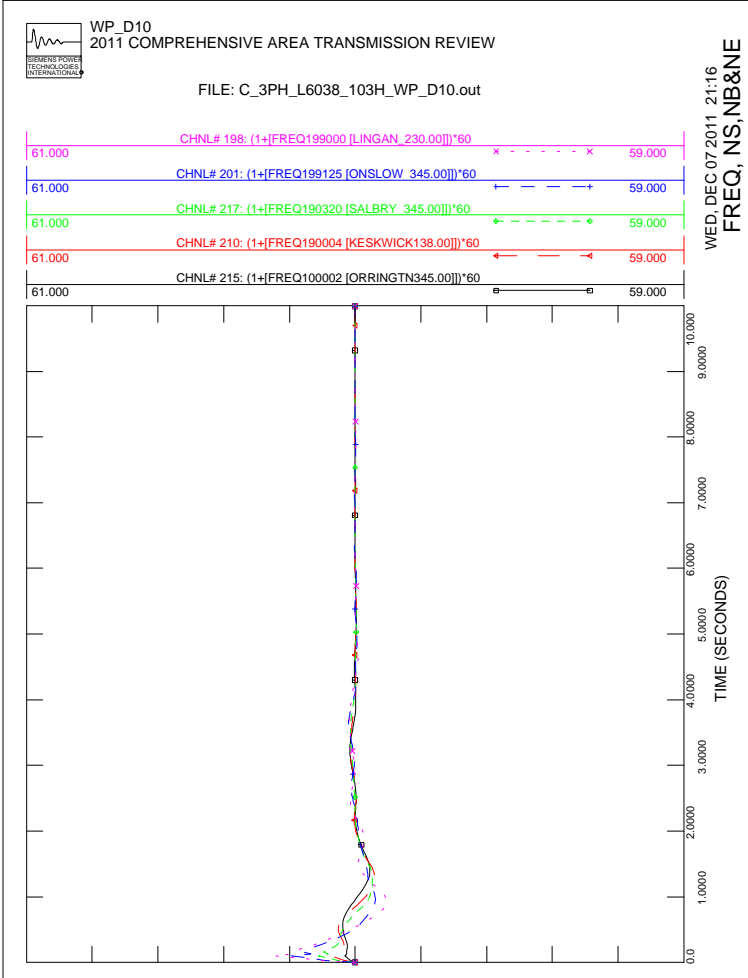
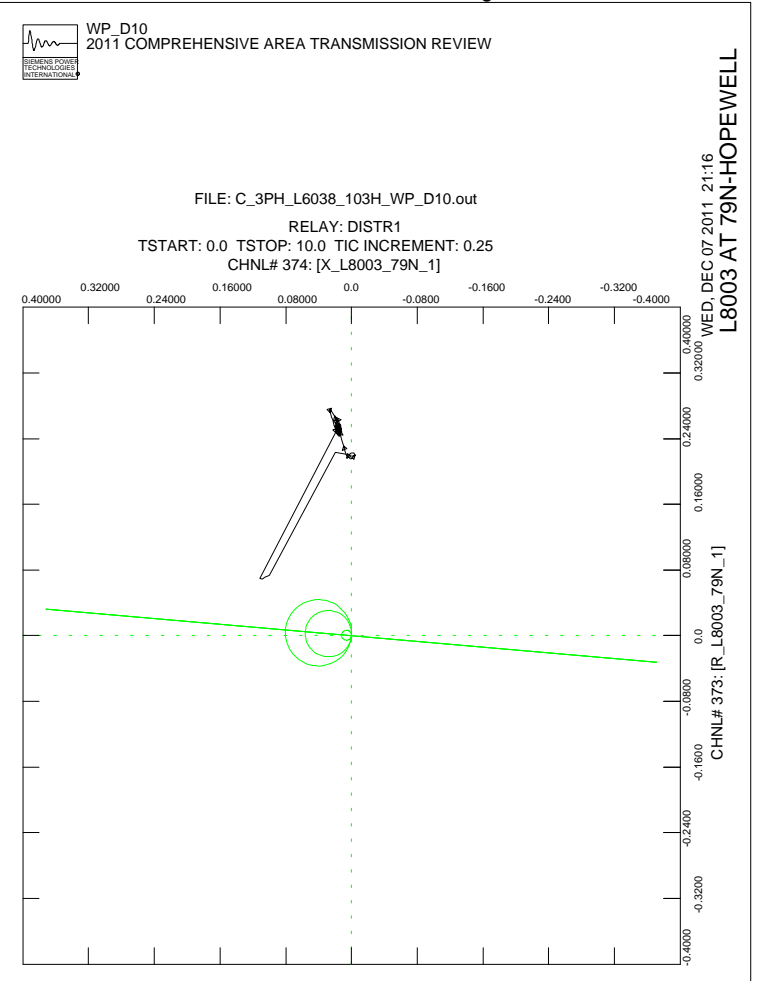
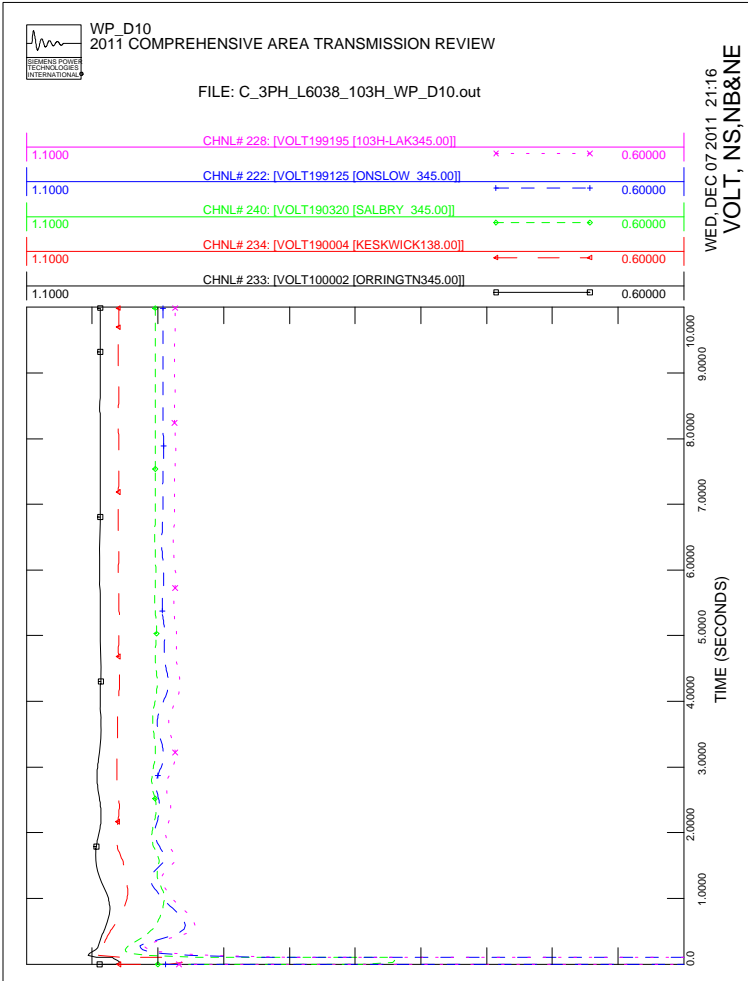


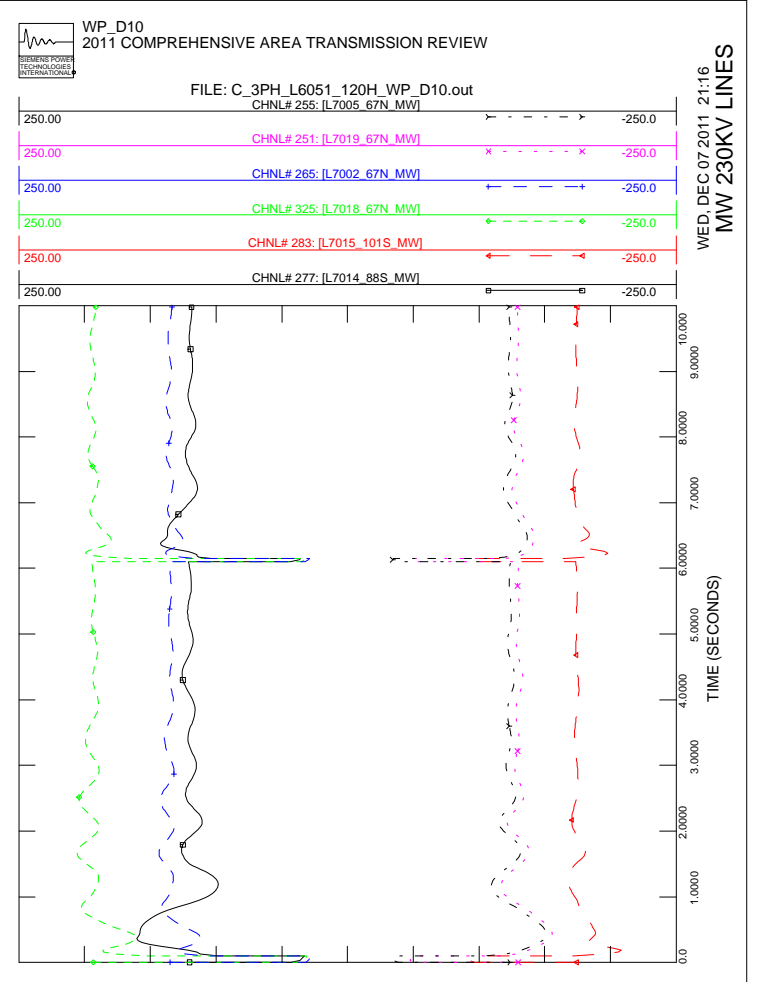
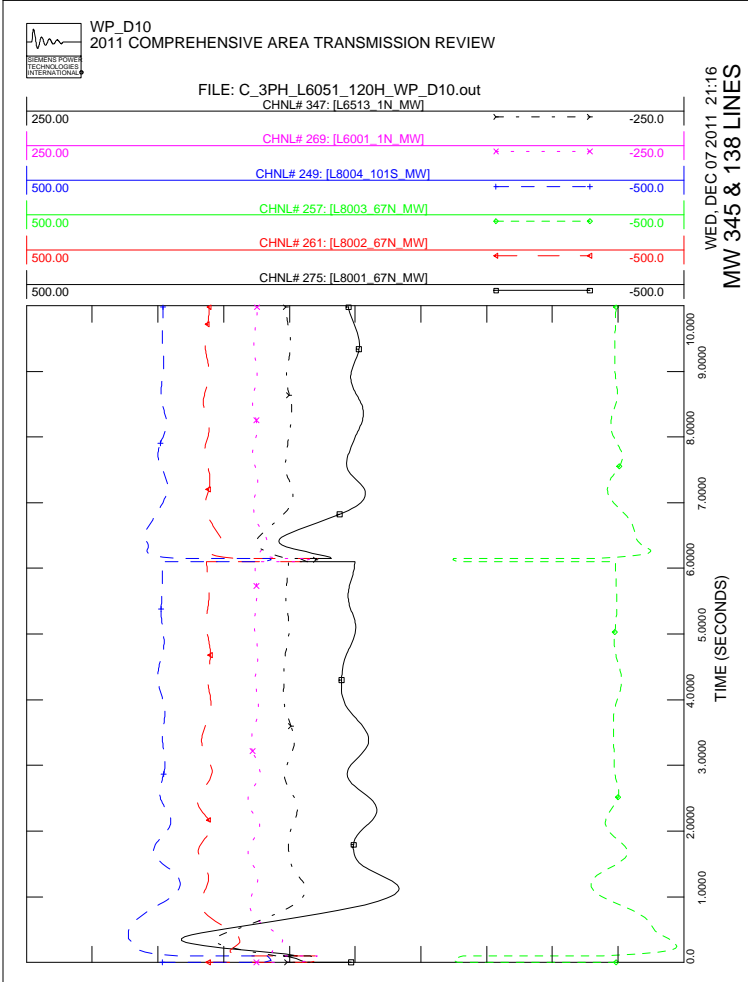
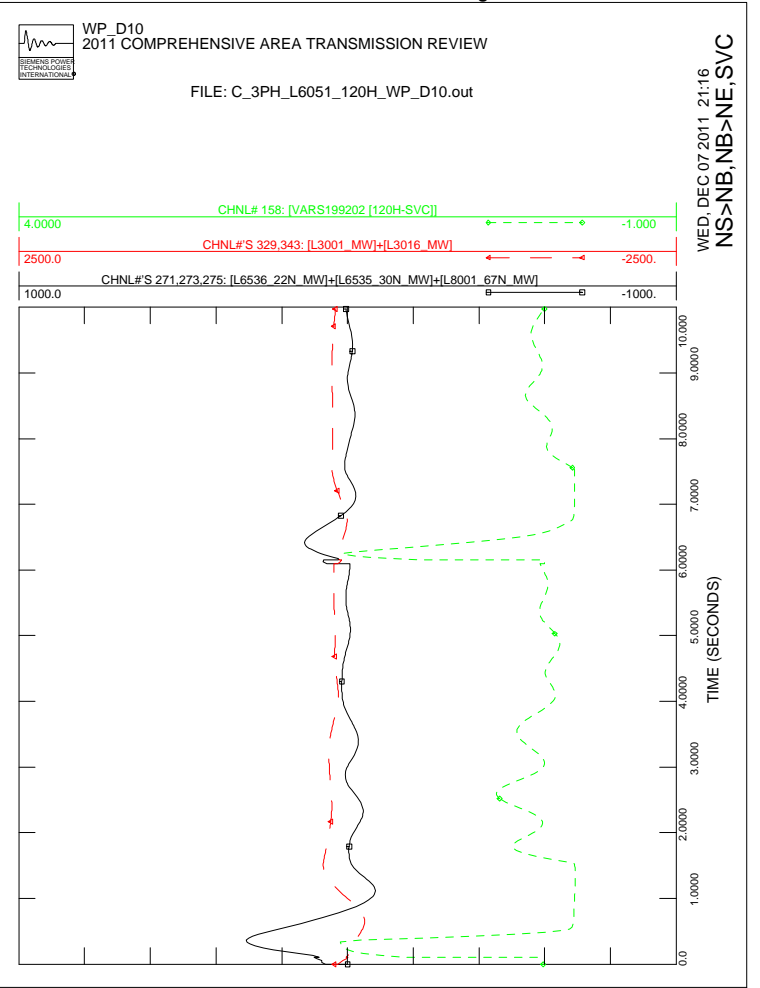
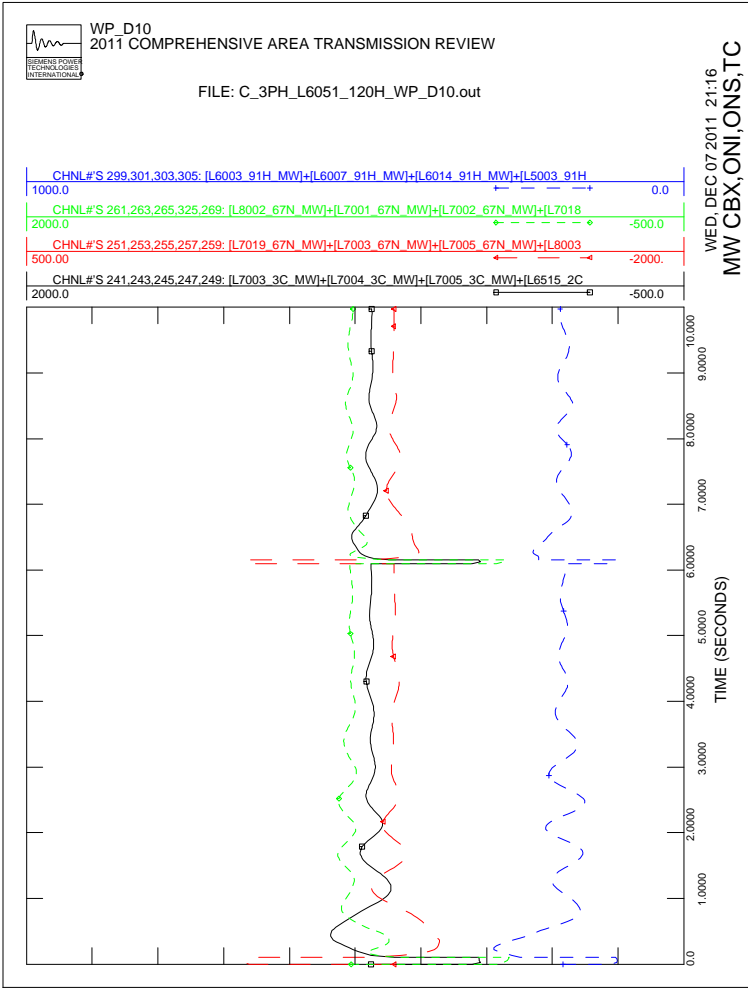


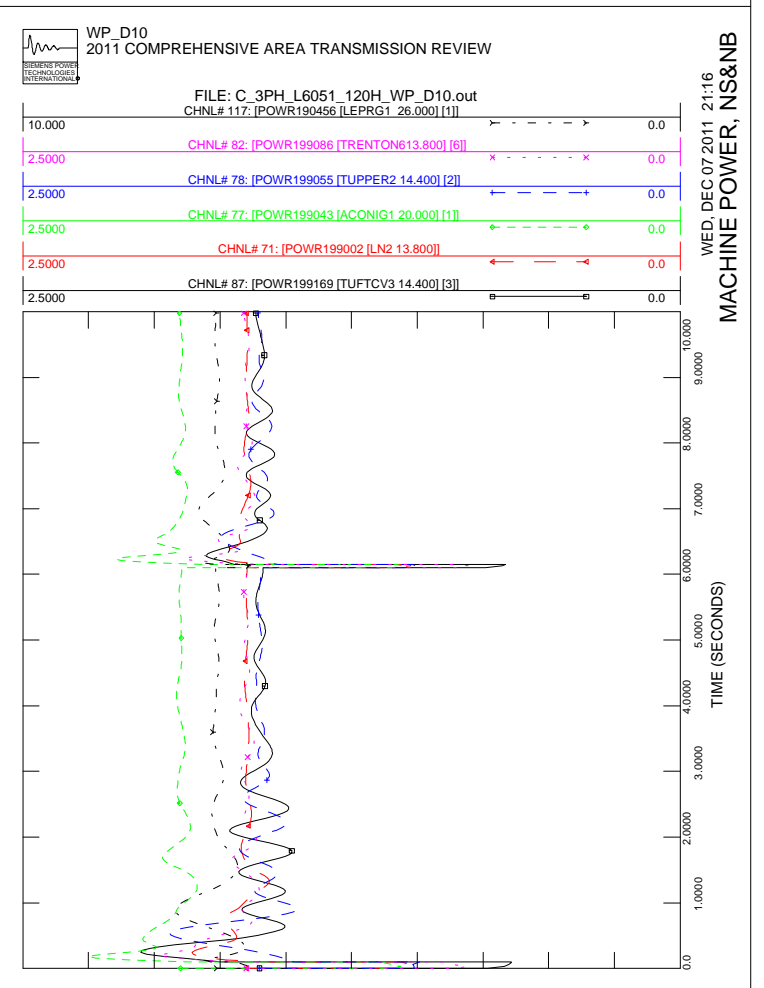
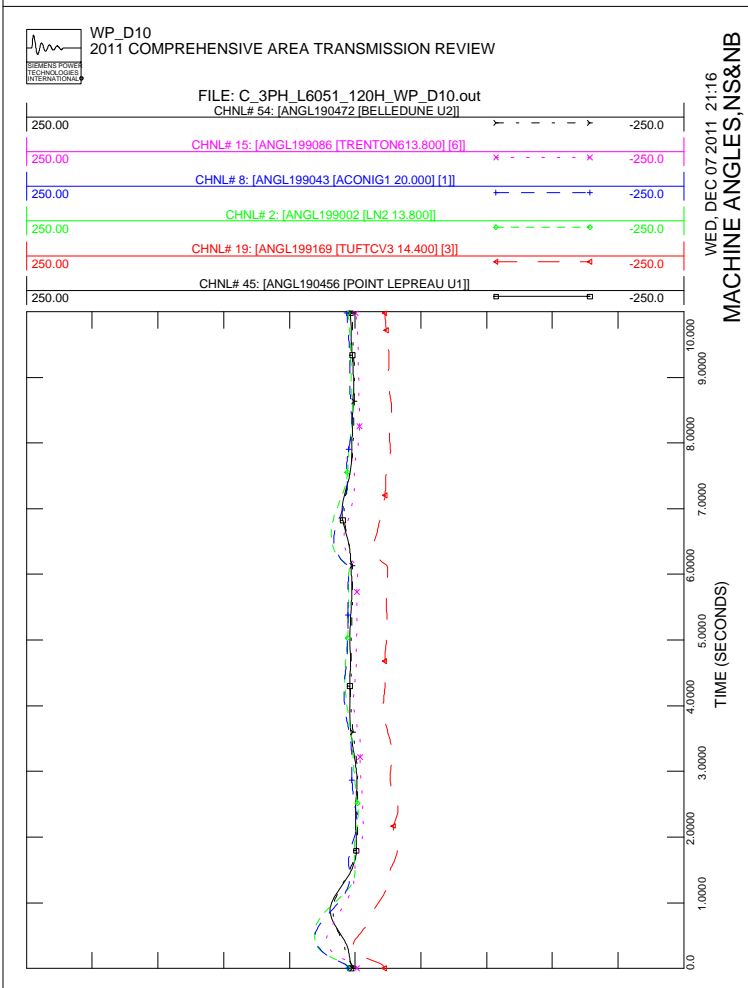
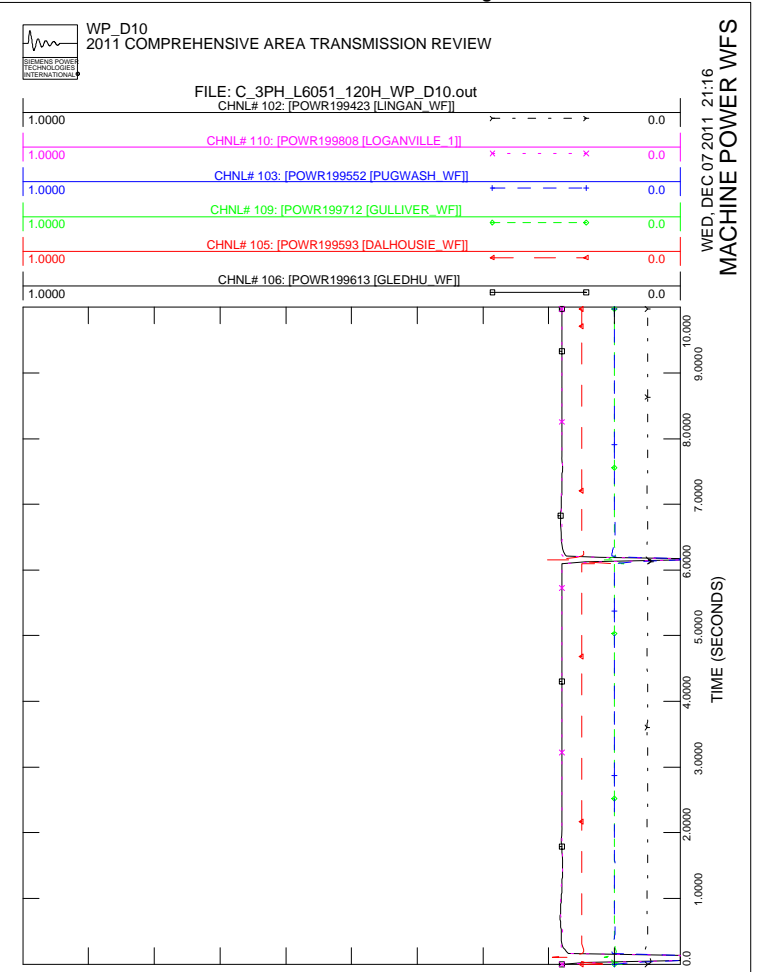
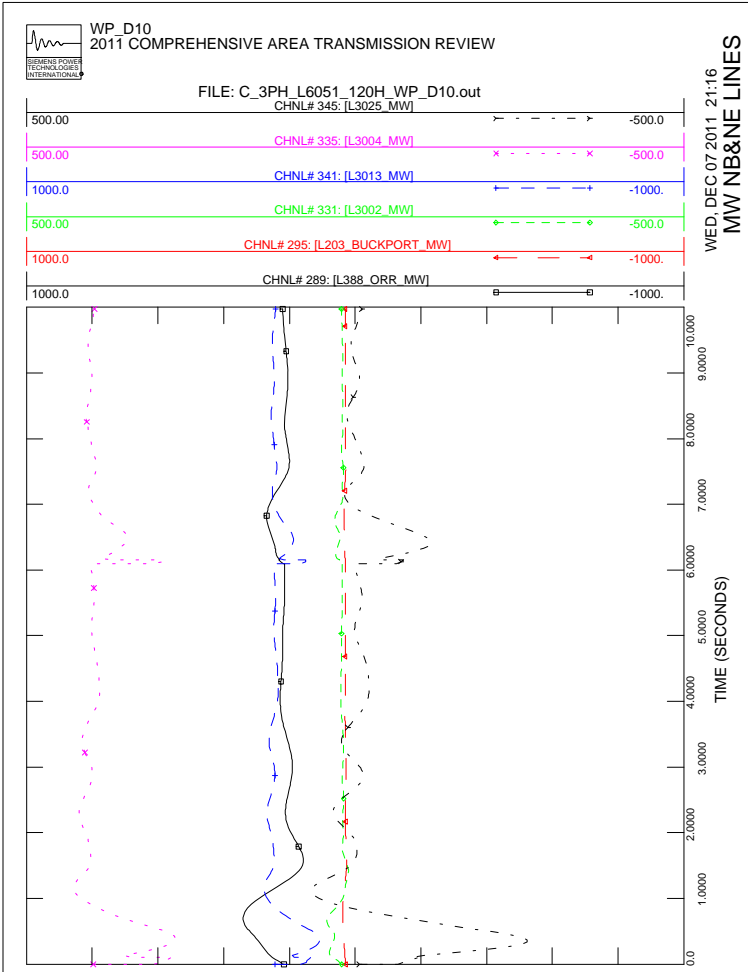


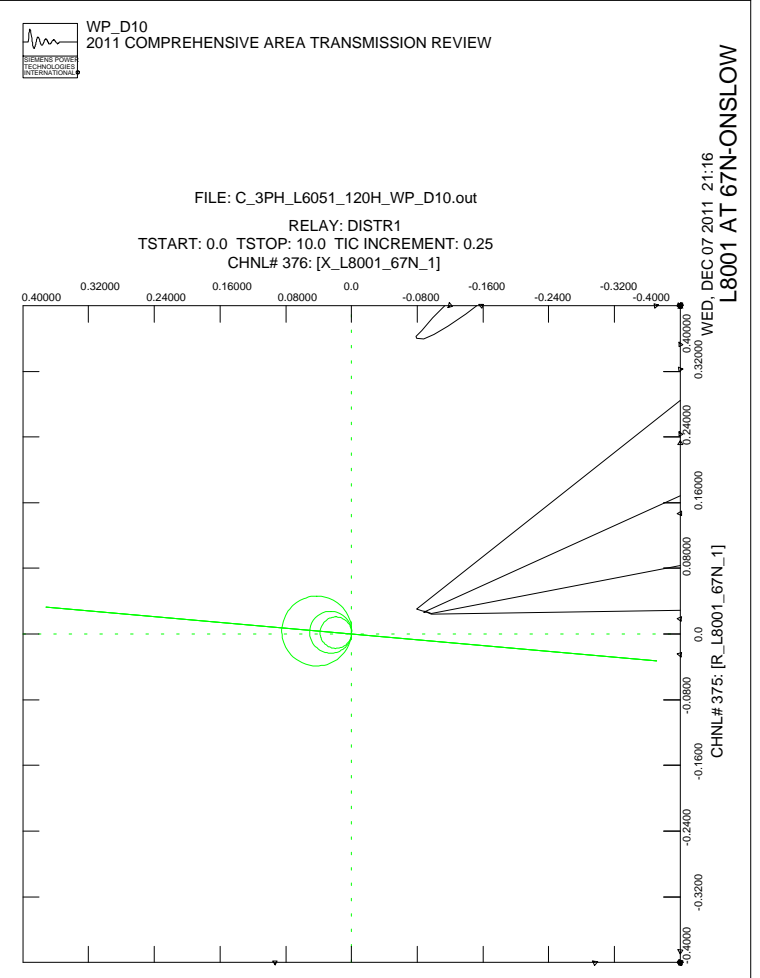
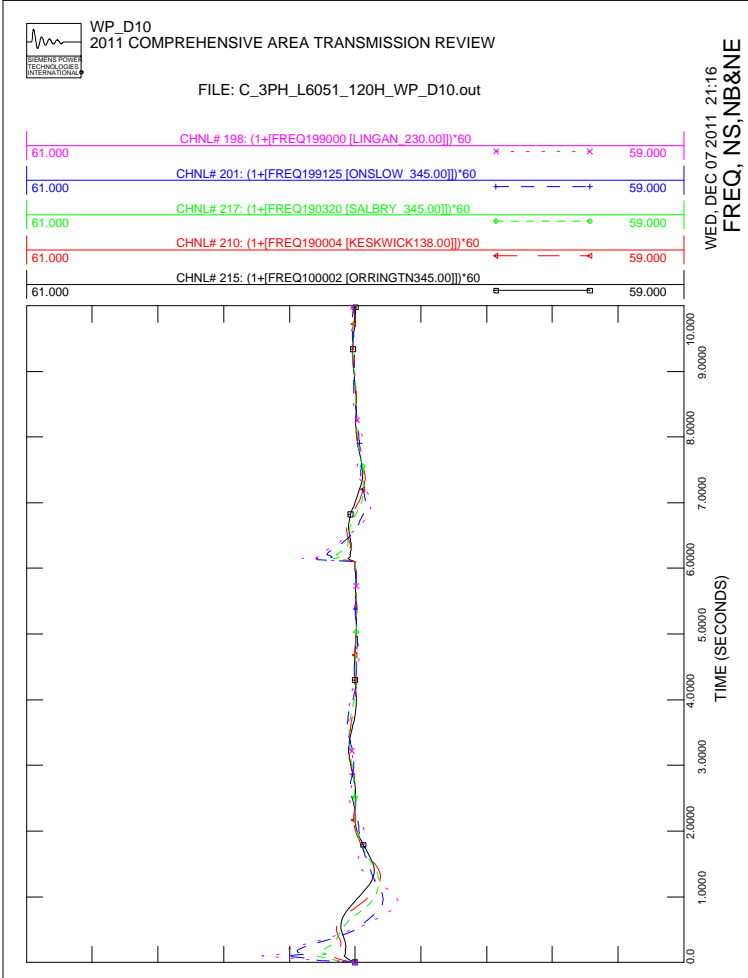
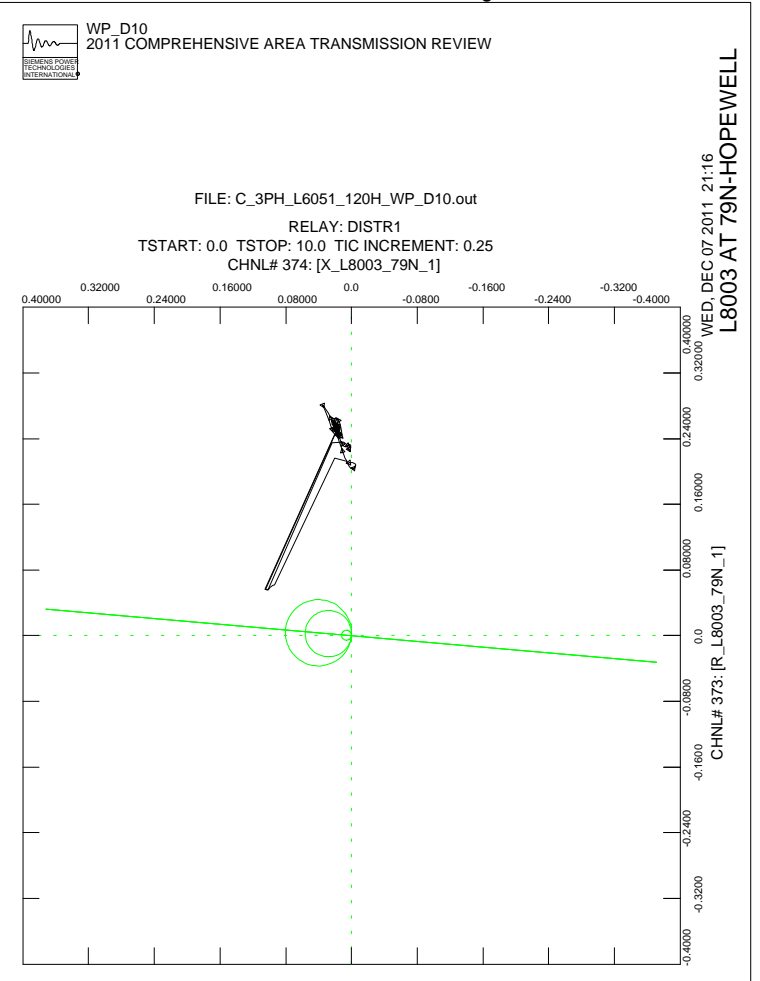
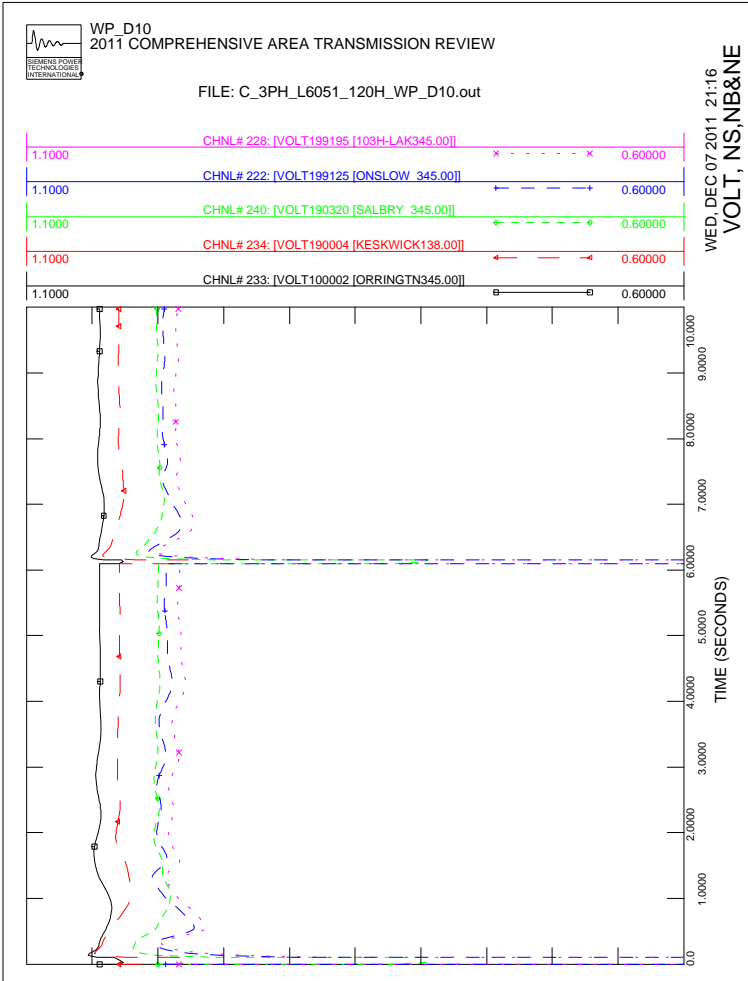








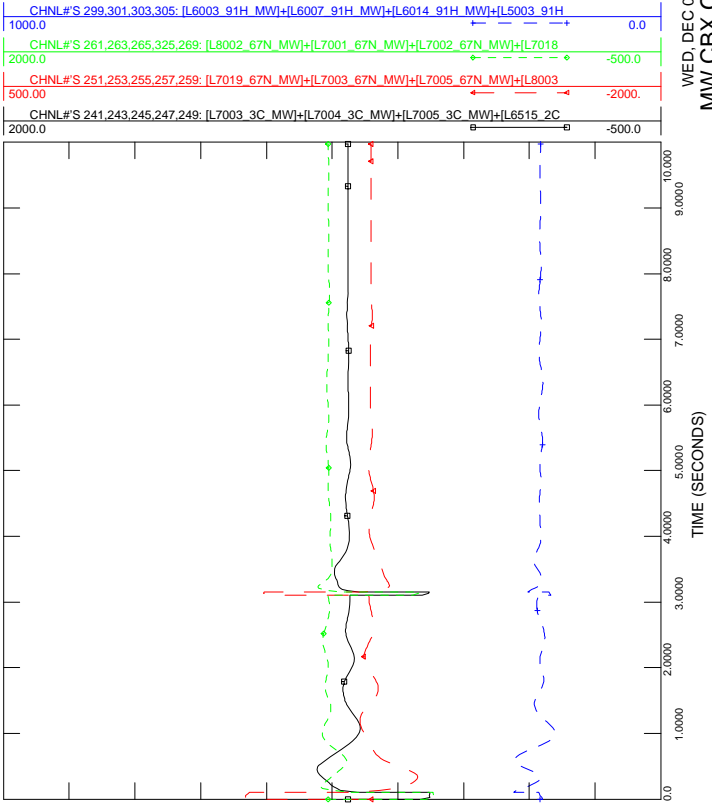






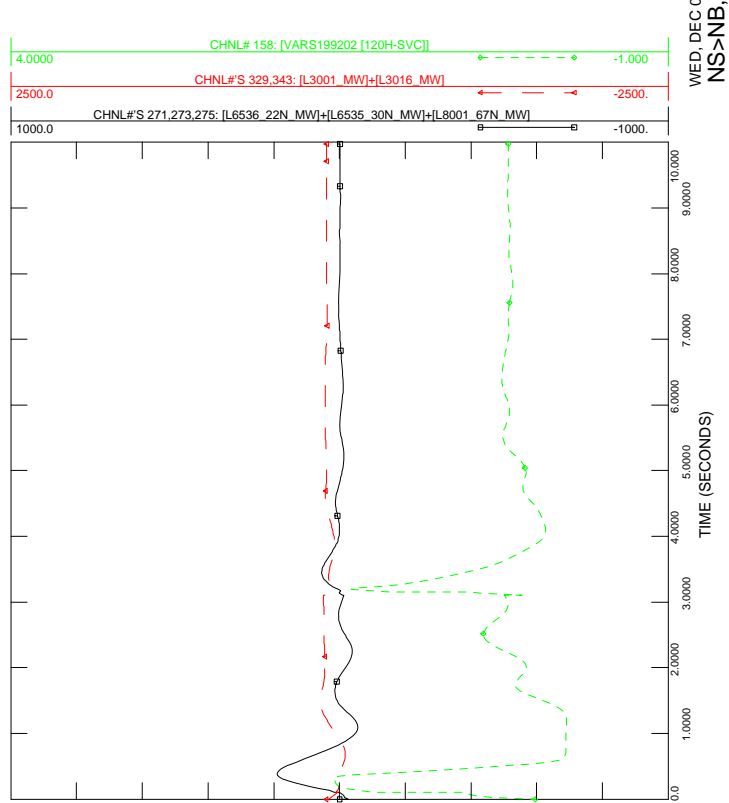
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6503_1N_WP_D10.out



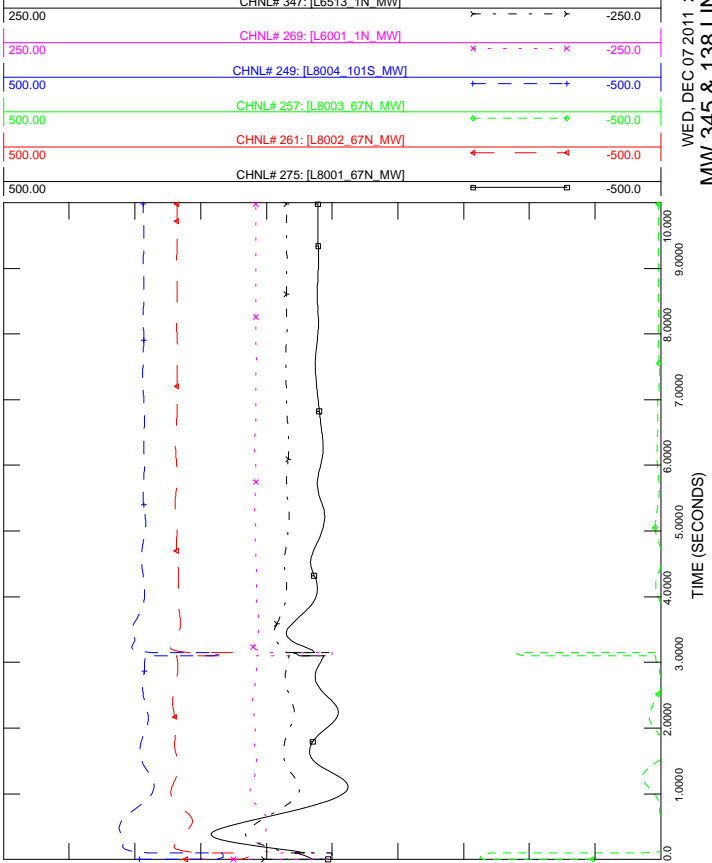
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6503_1N_WP_D10.out



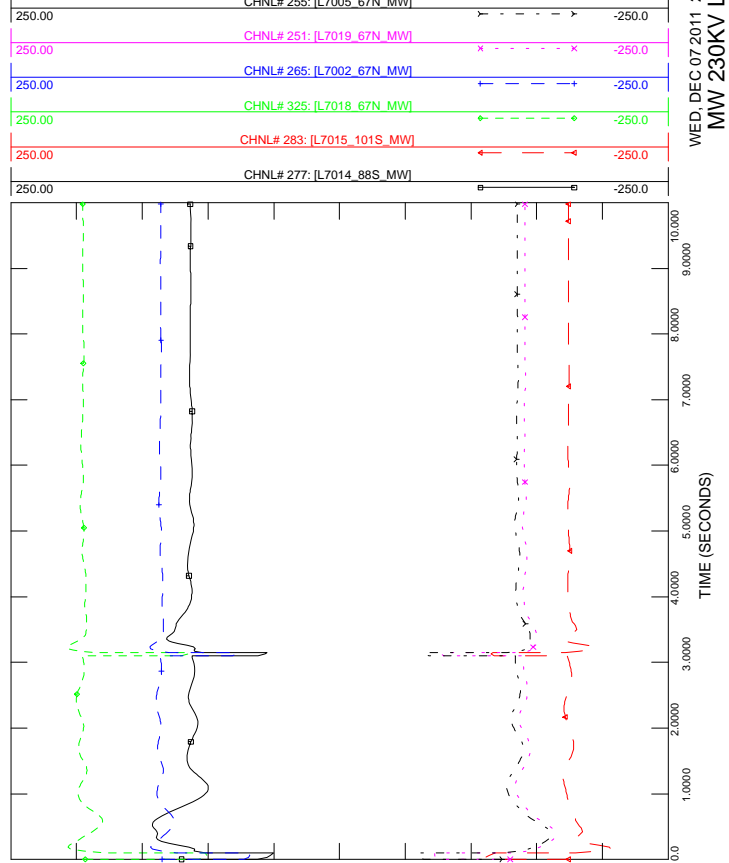
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

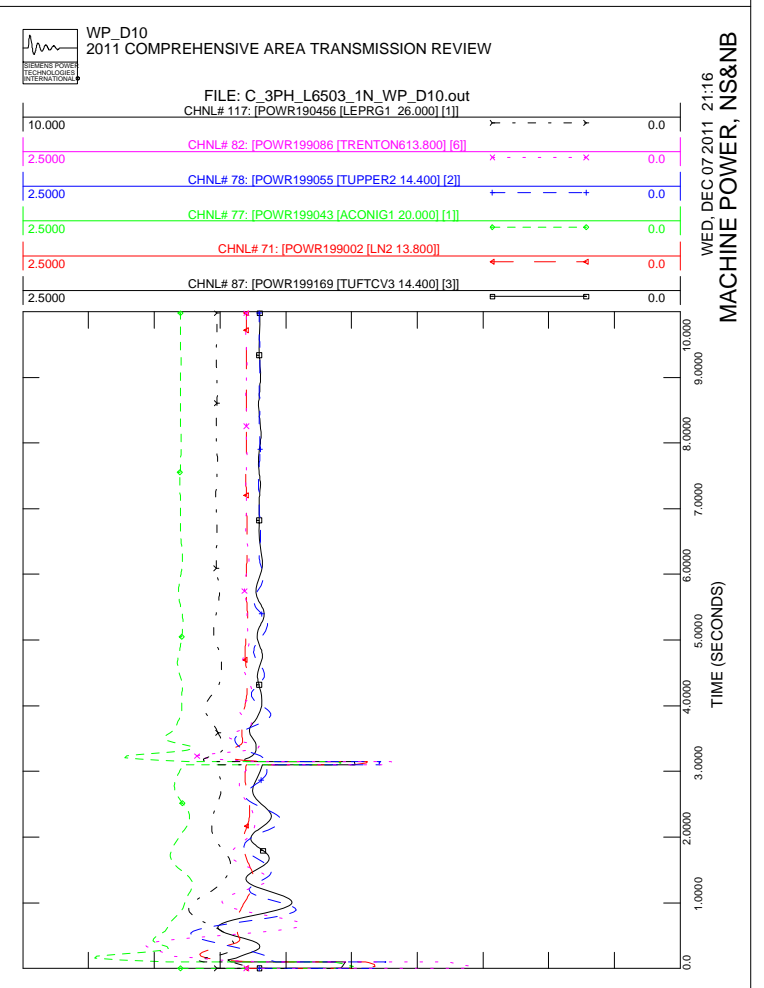
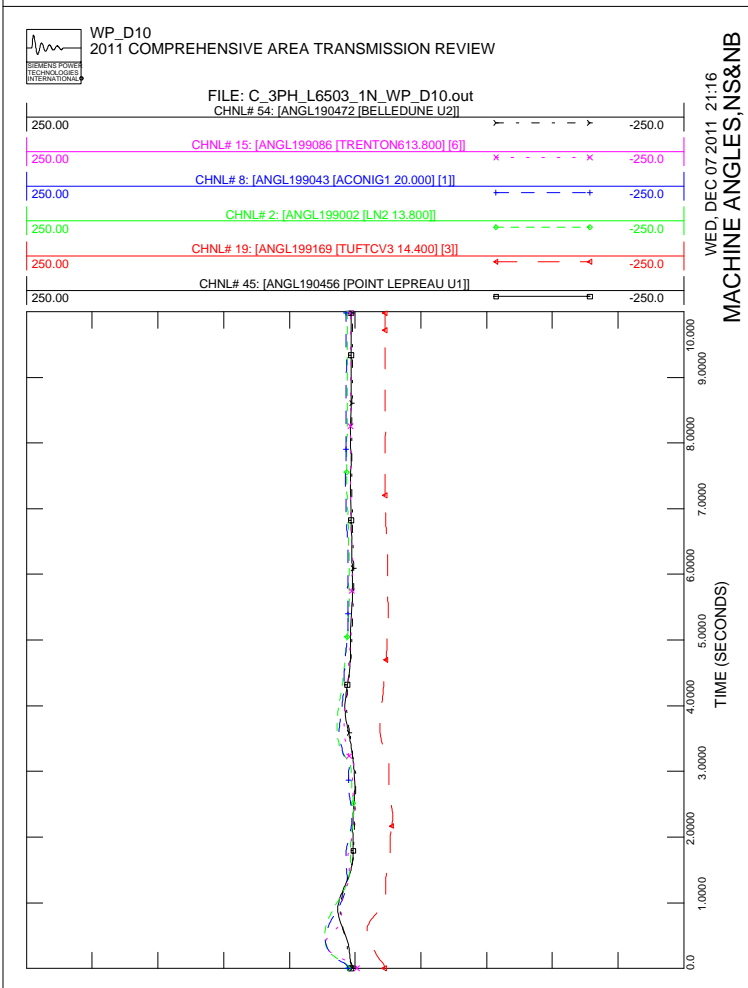
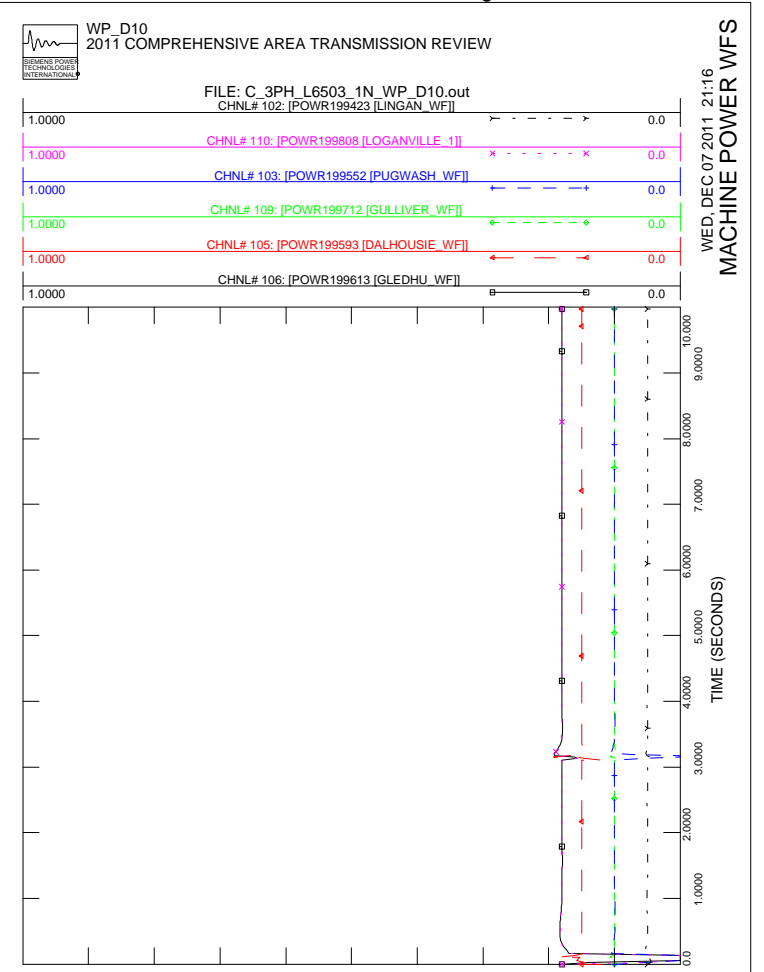
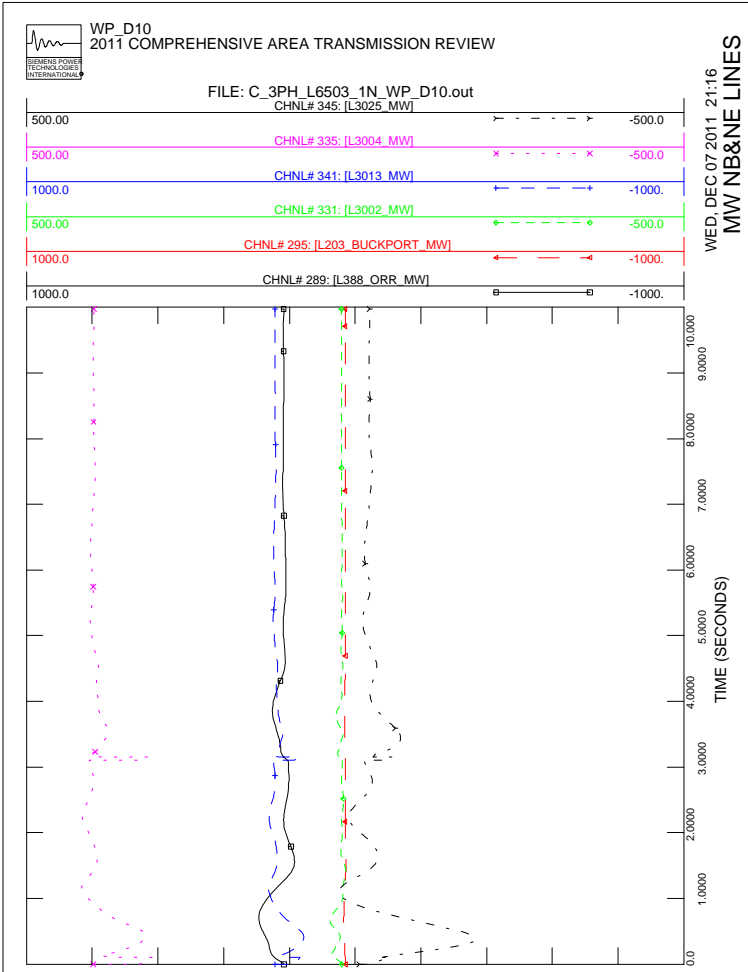
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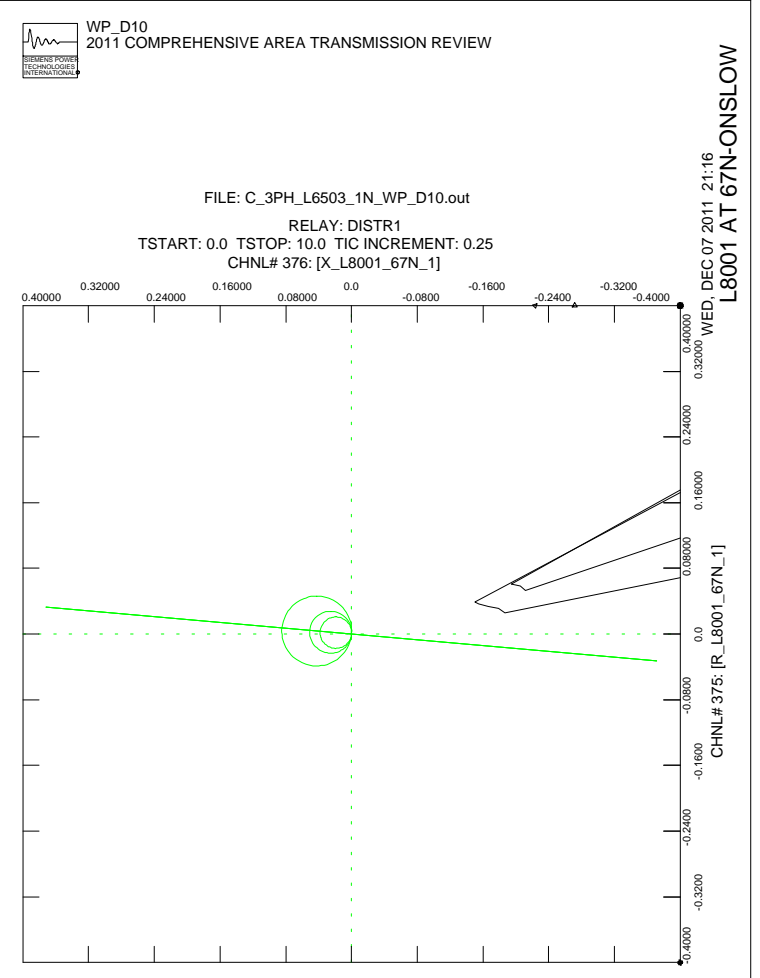
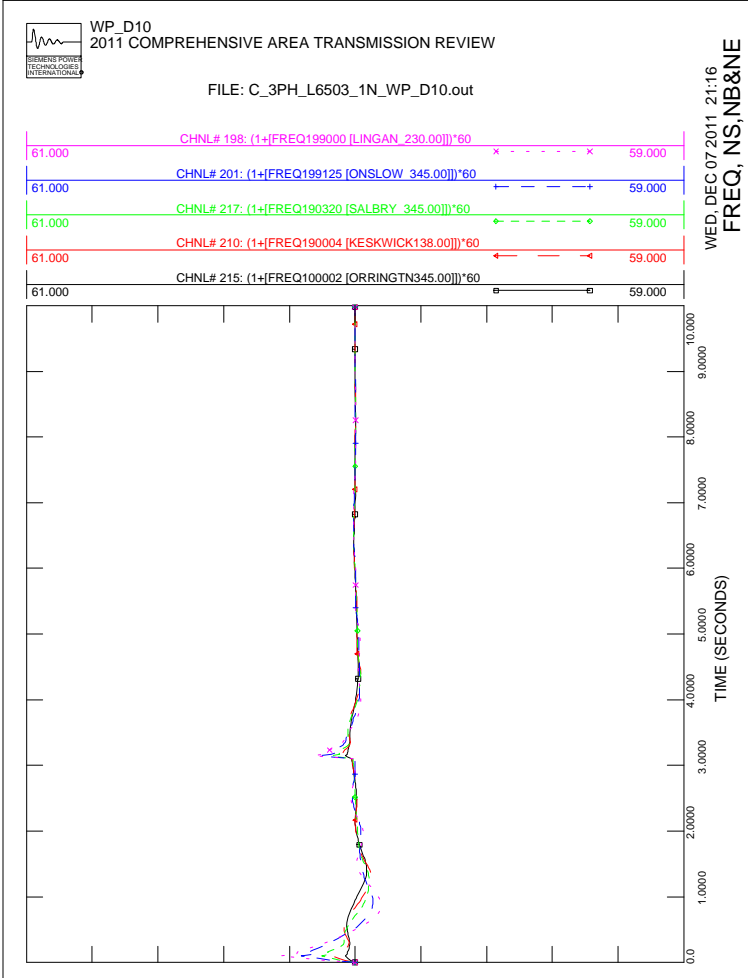
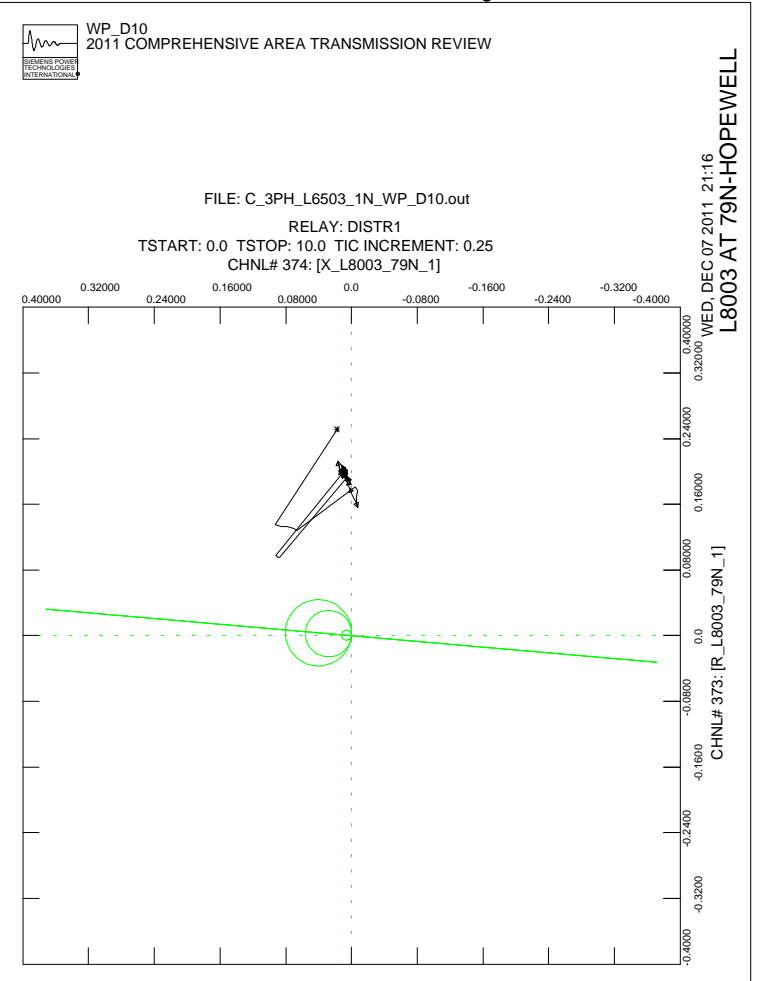
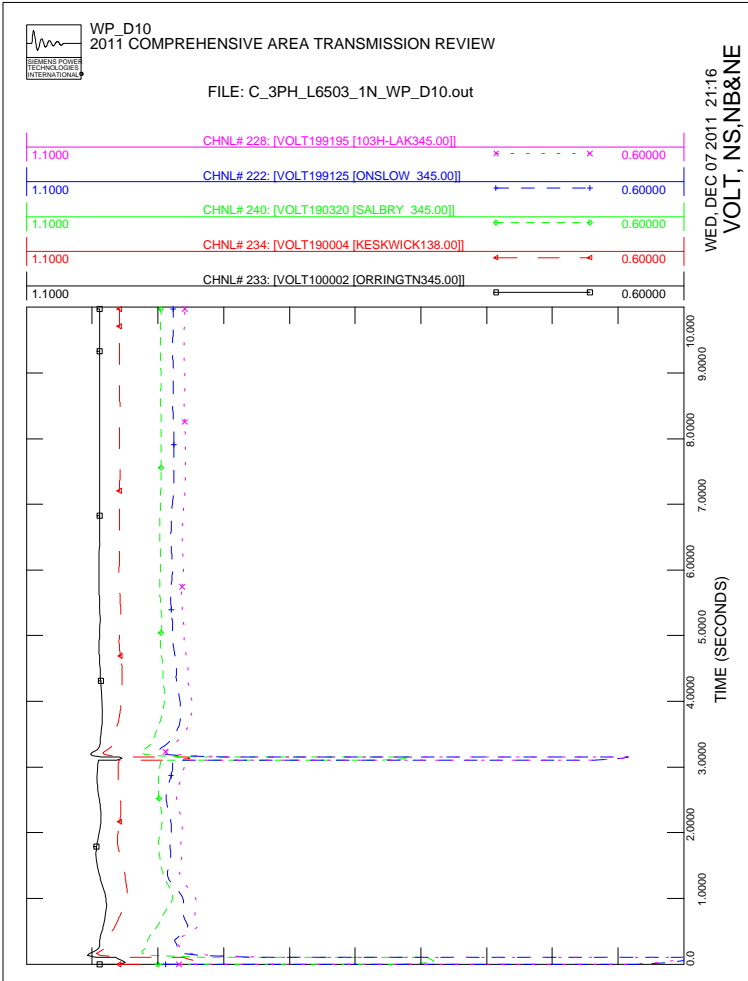


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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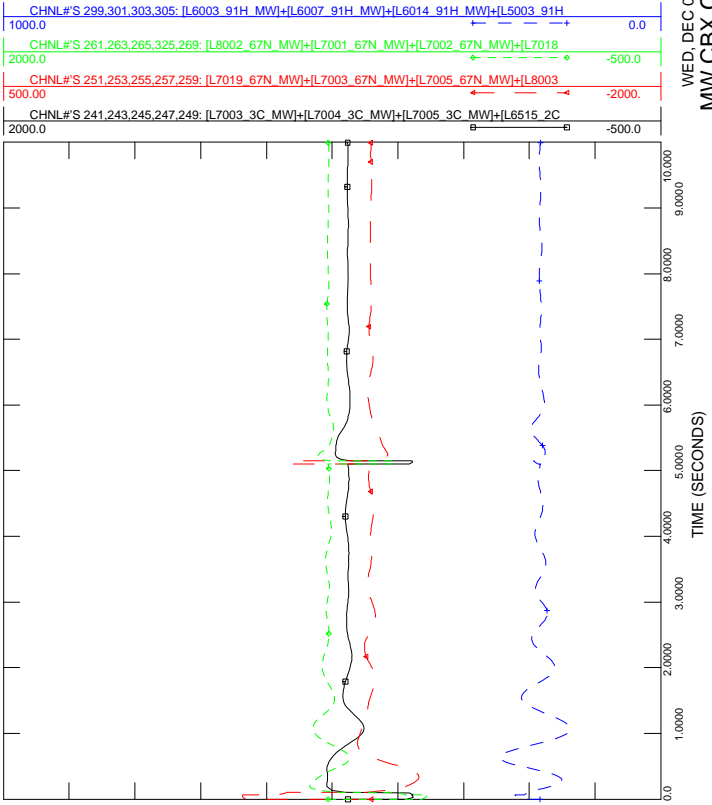






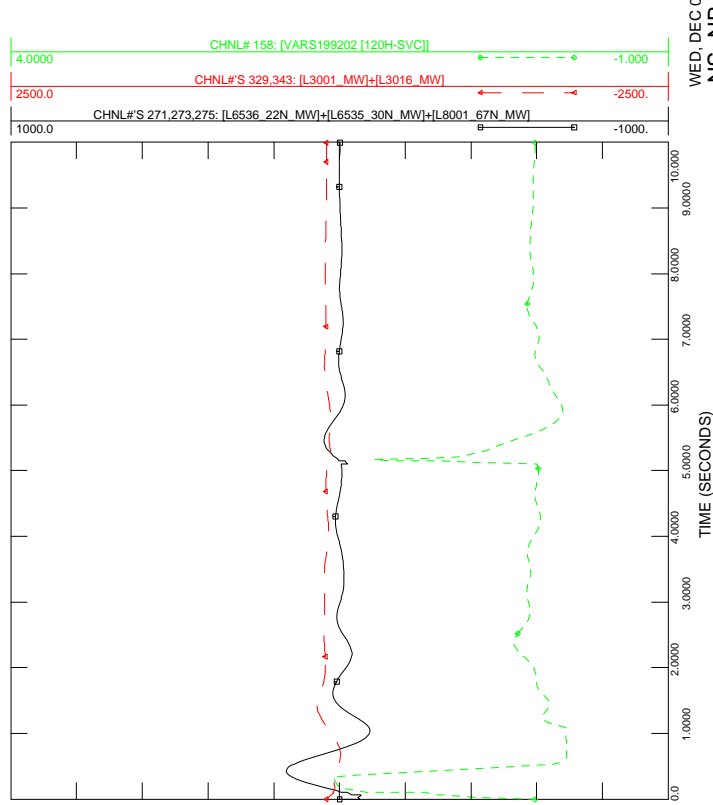
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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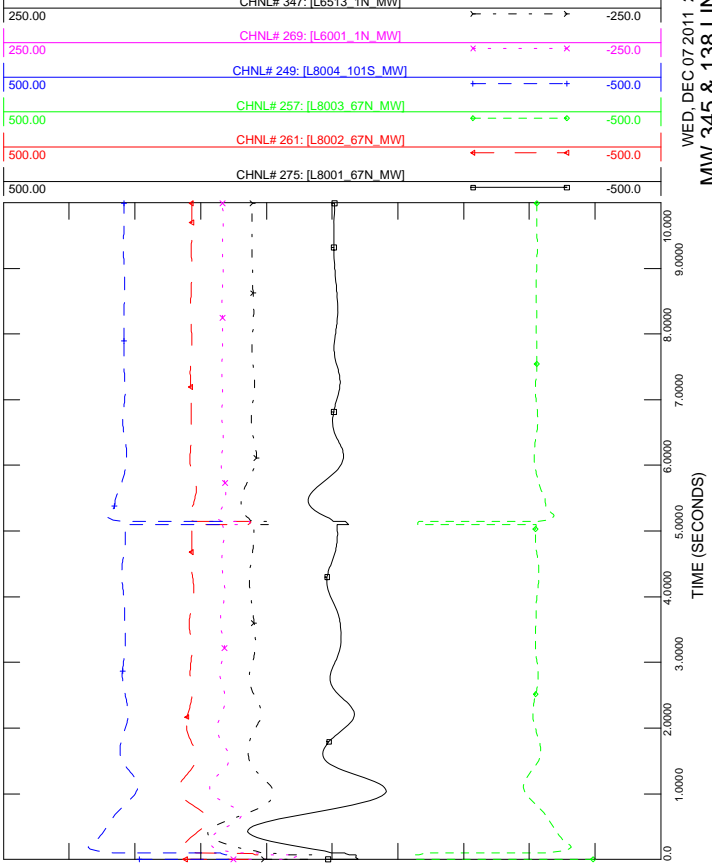
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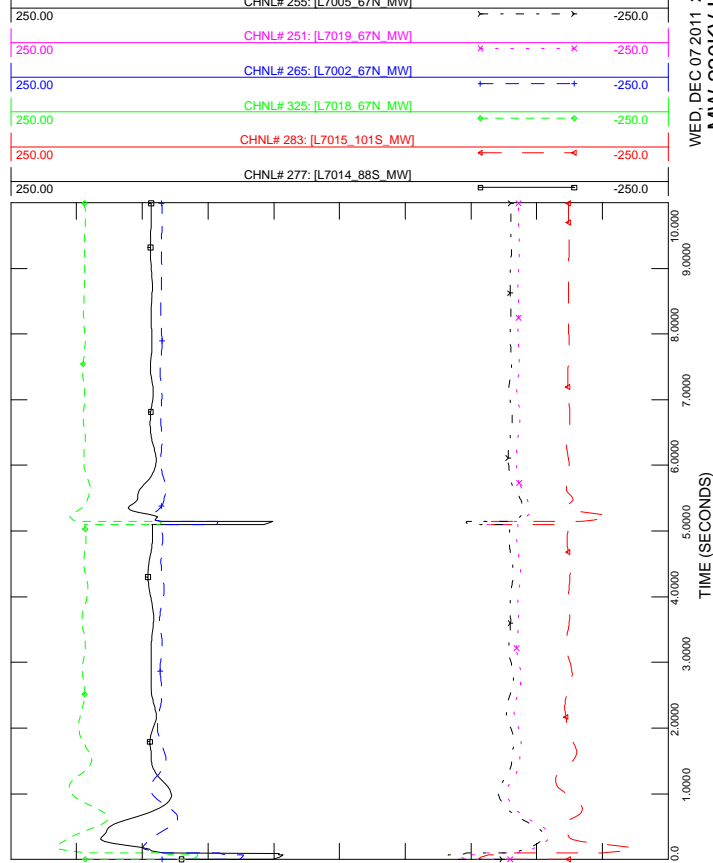
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

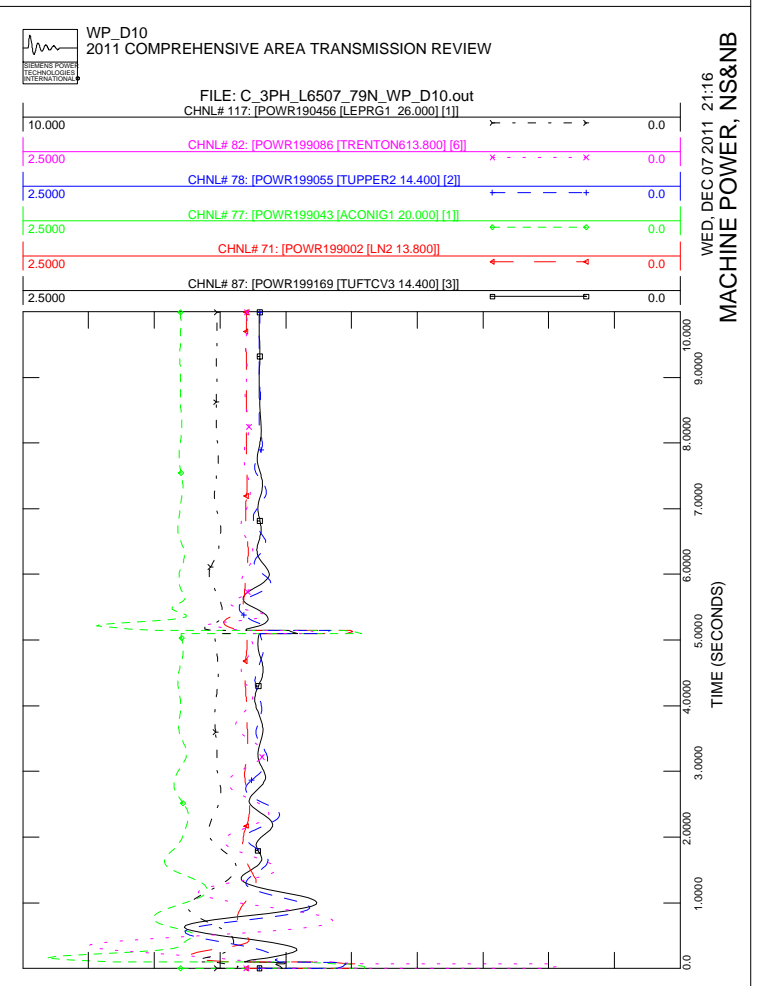
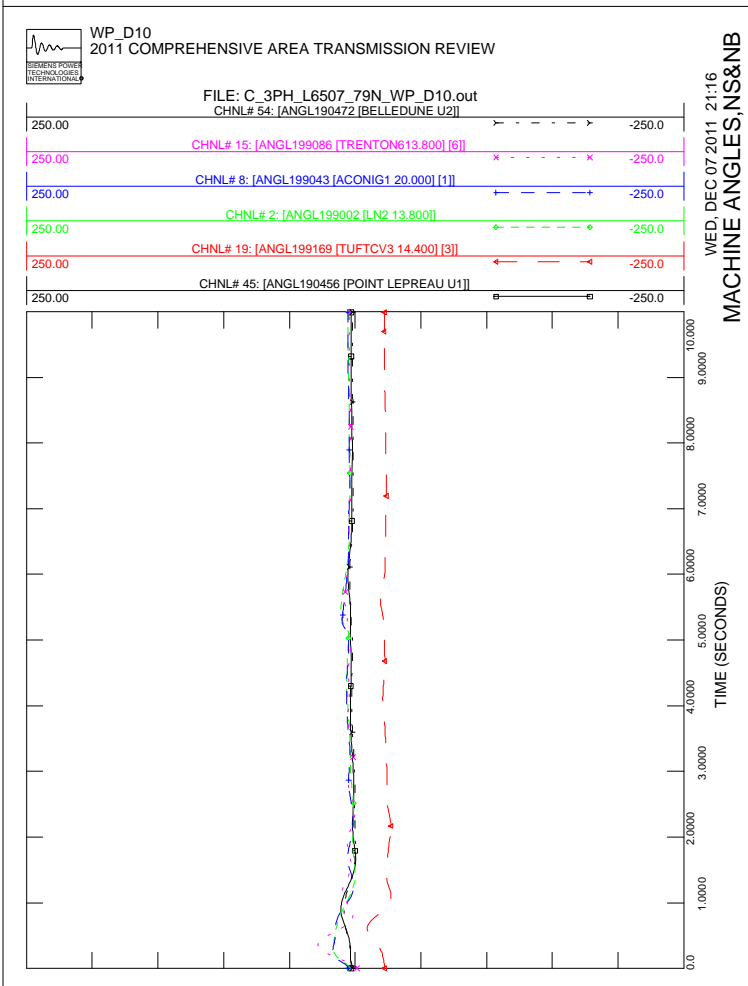
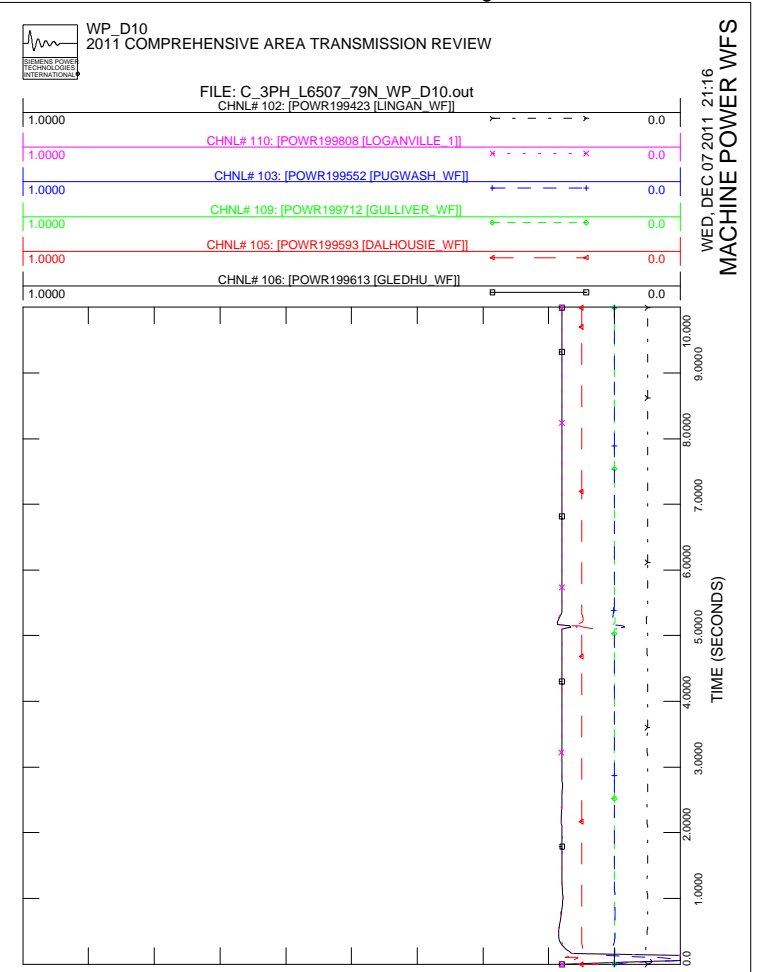
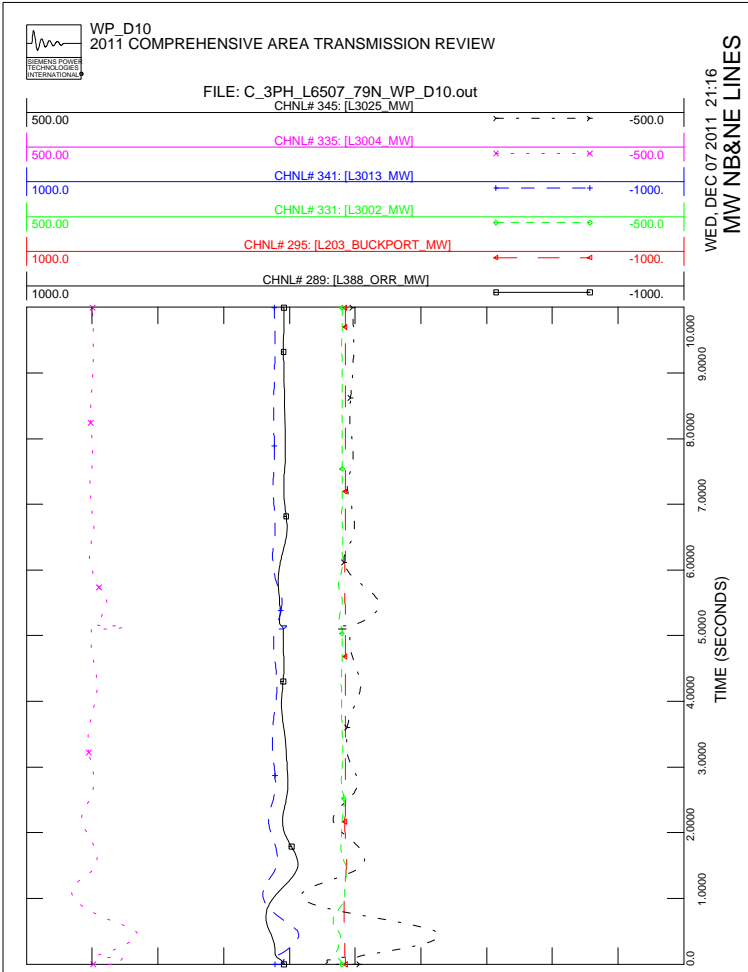
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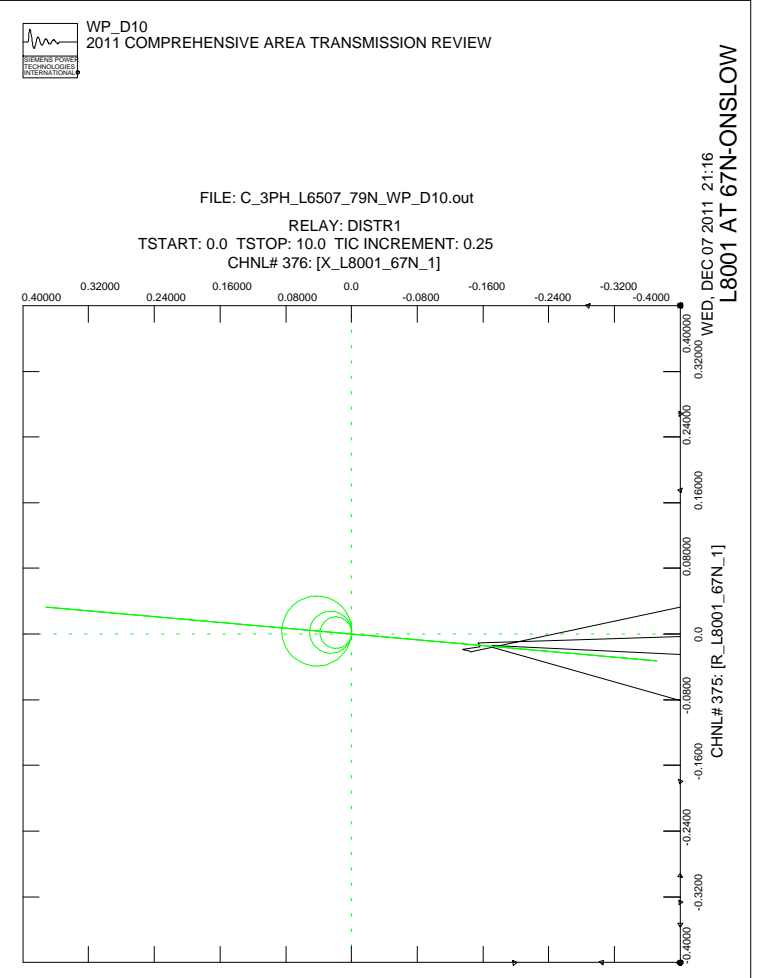
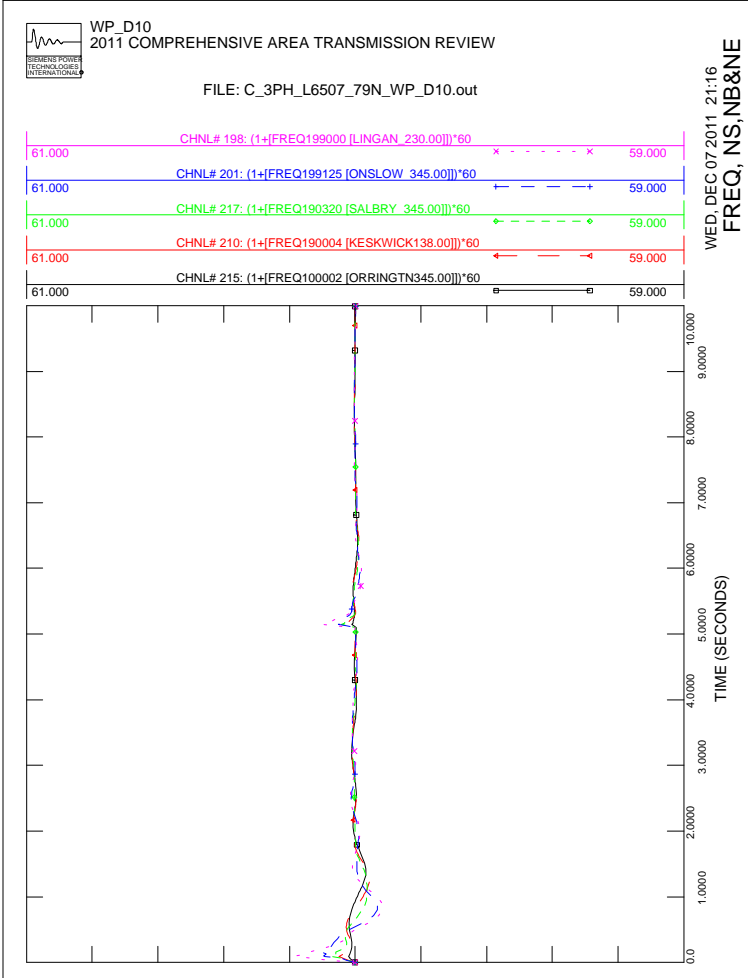
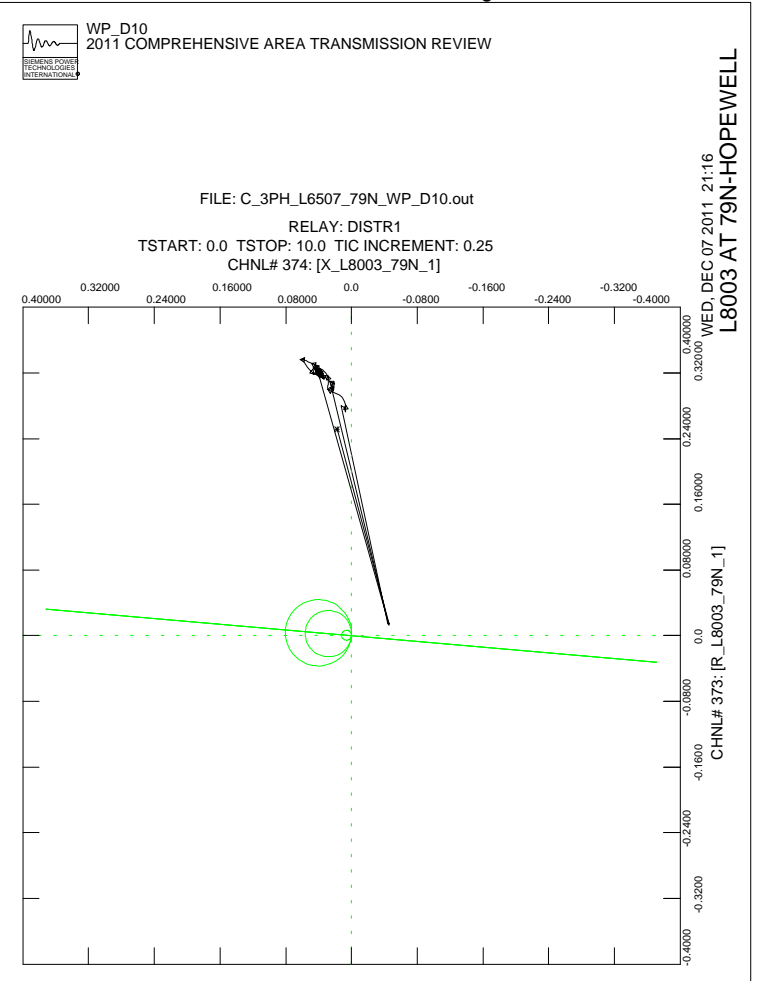
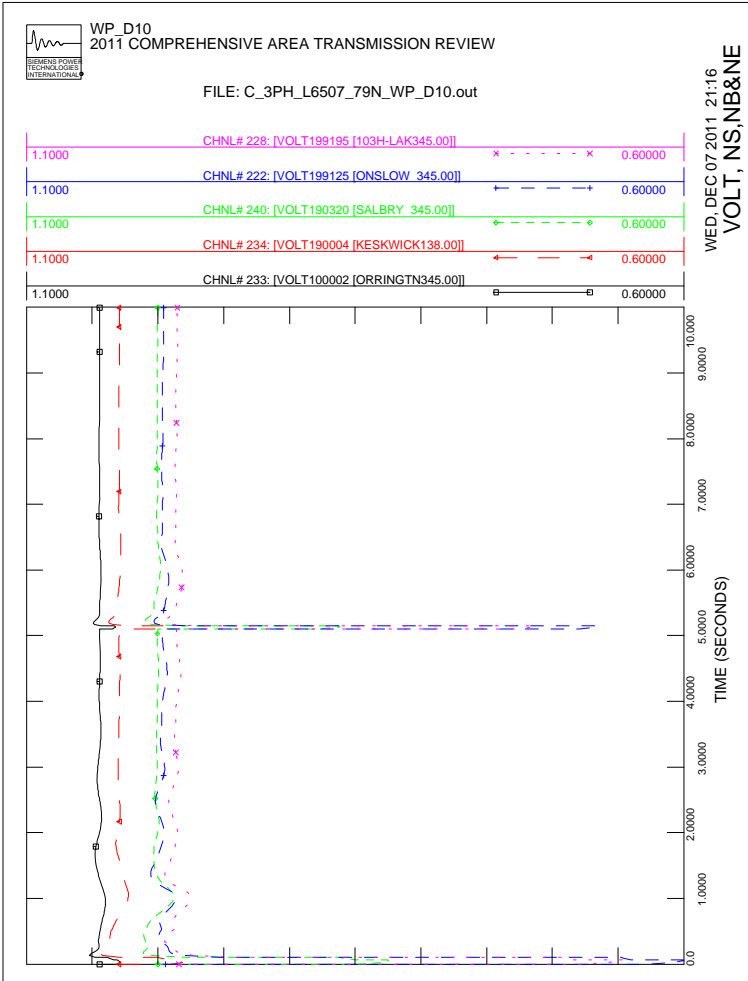


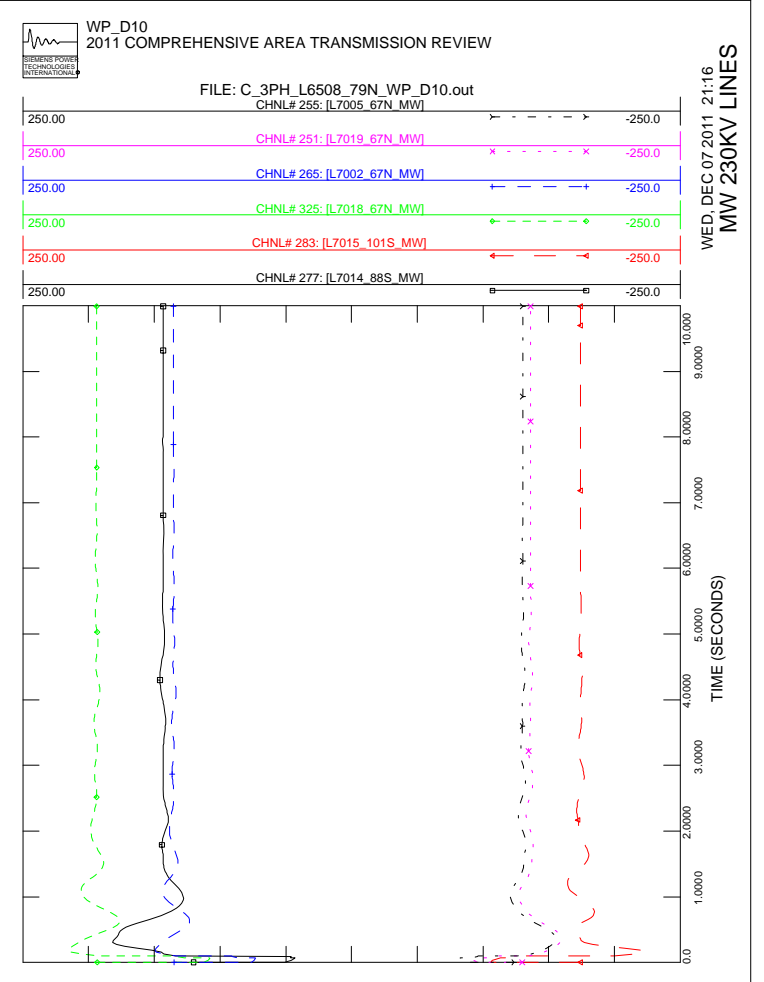
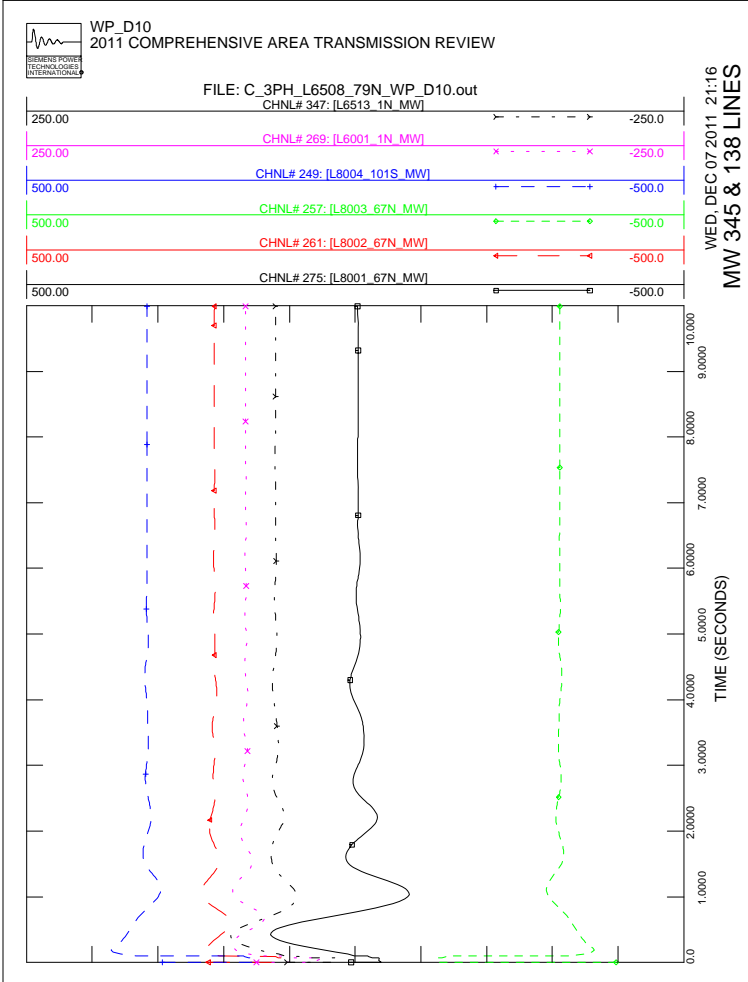
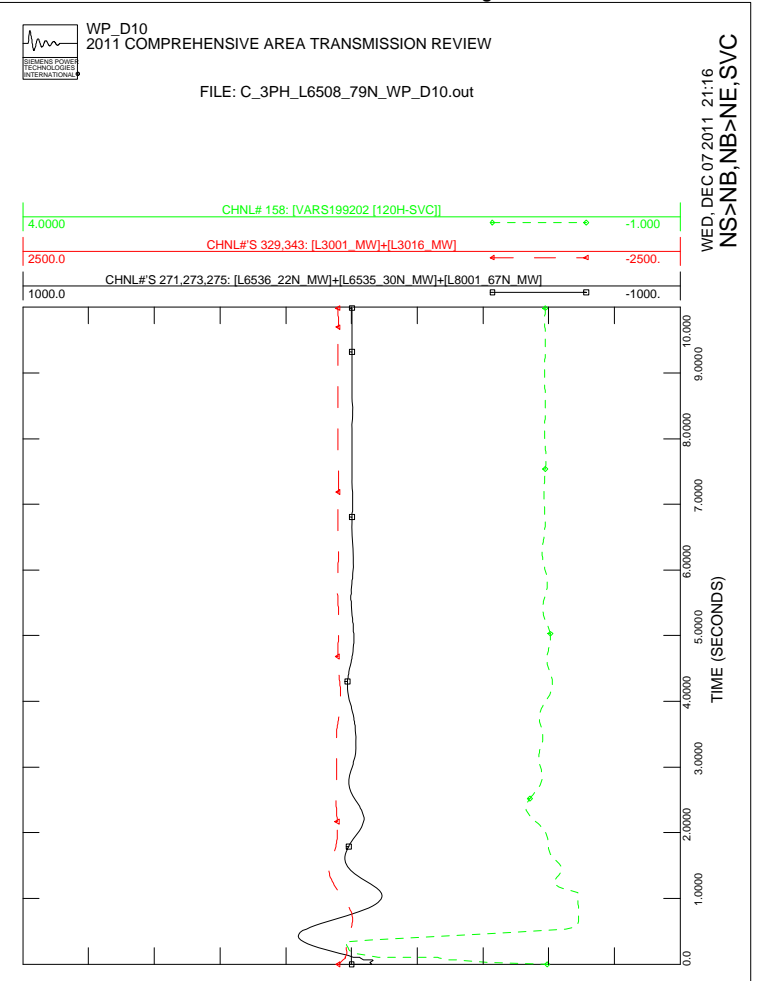
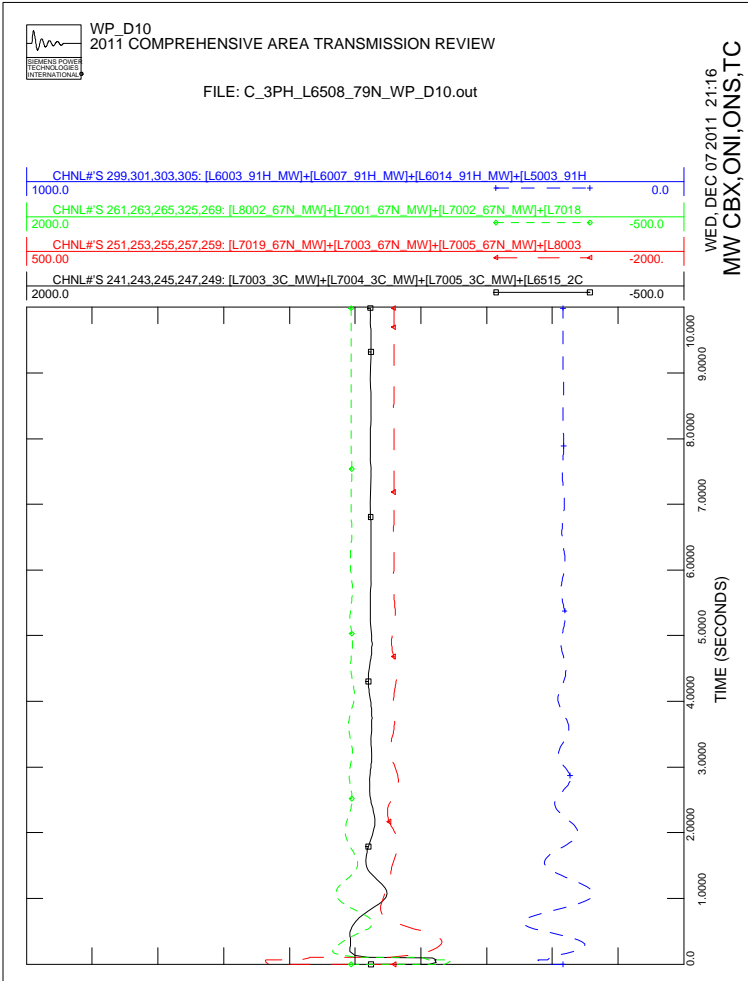
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

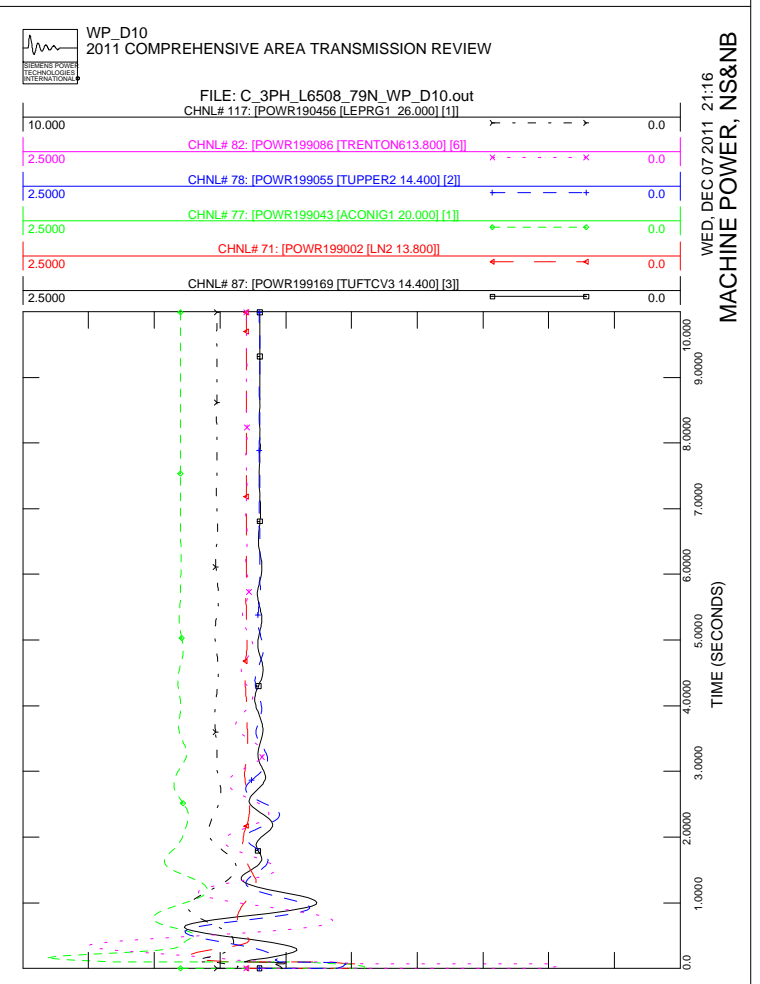
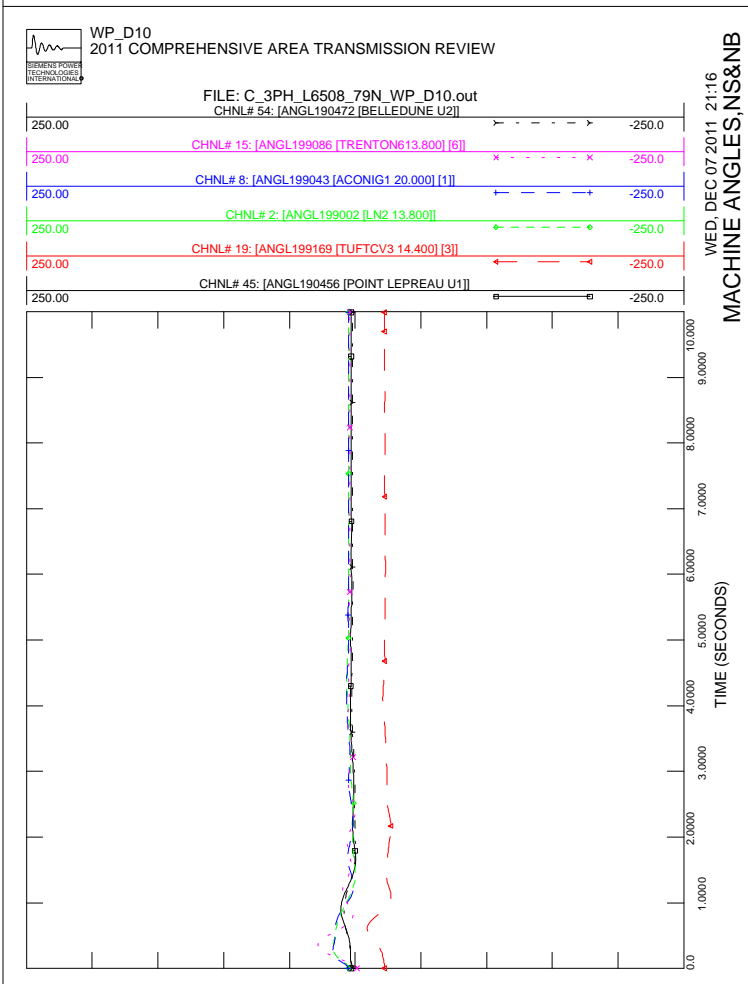
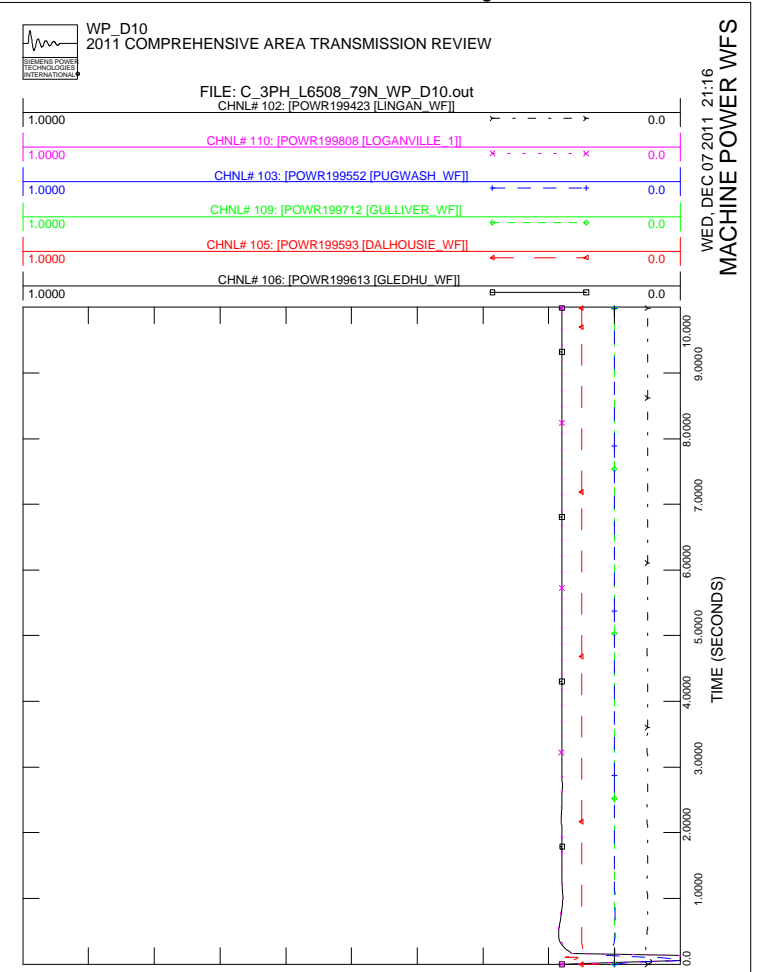
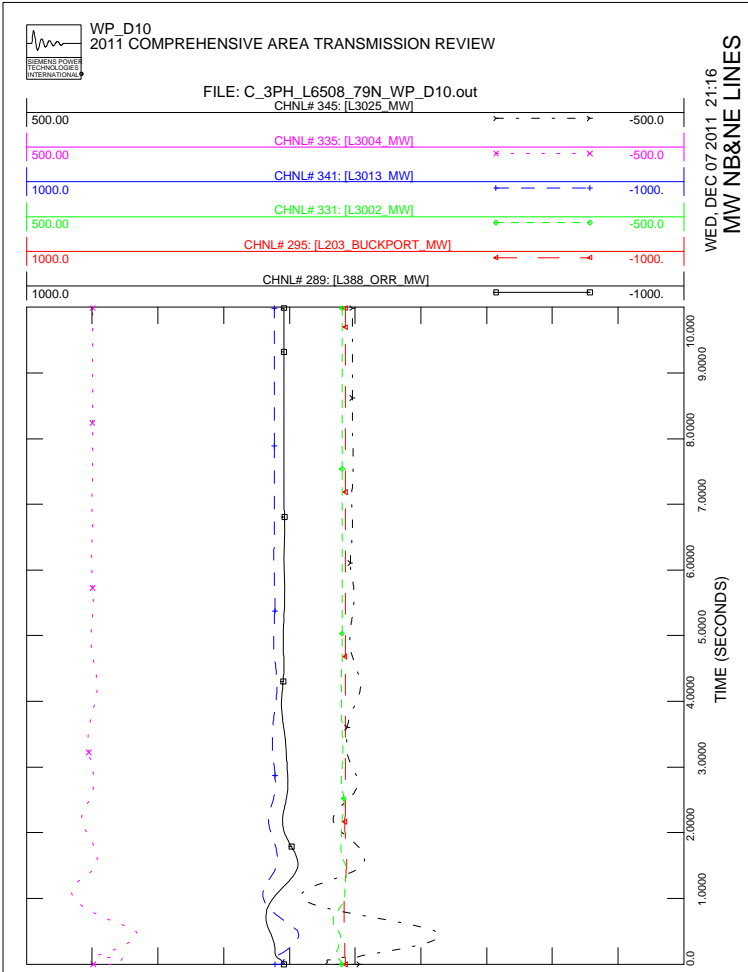
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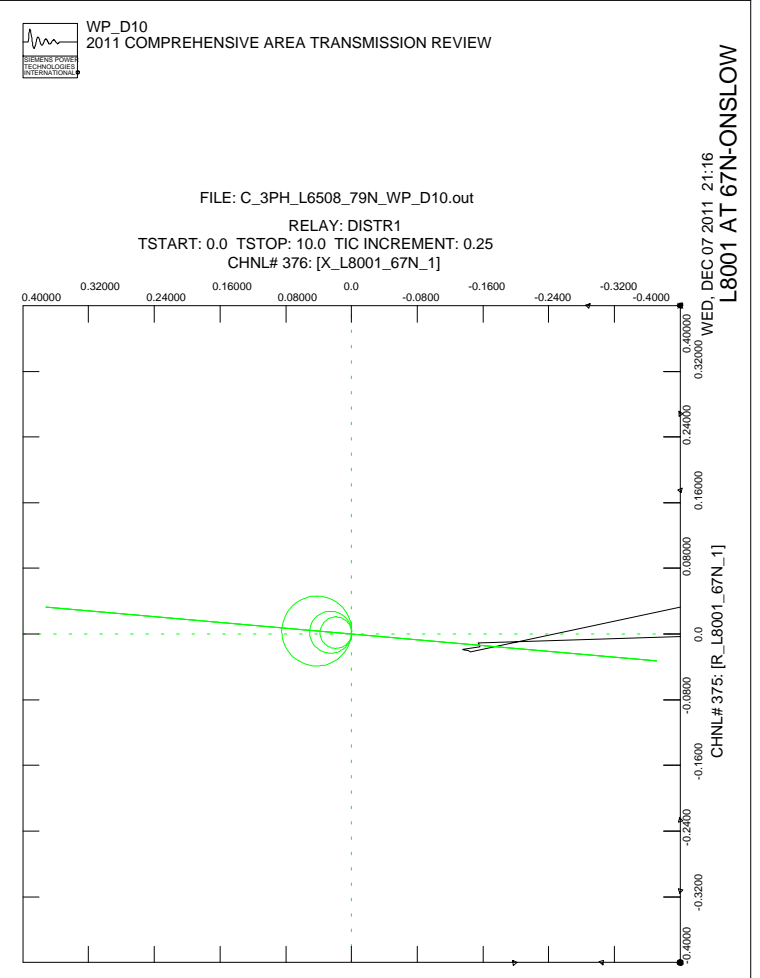
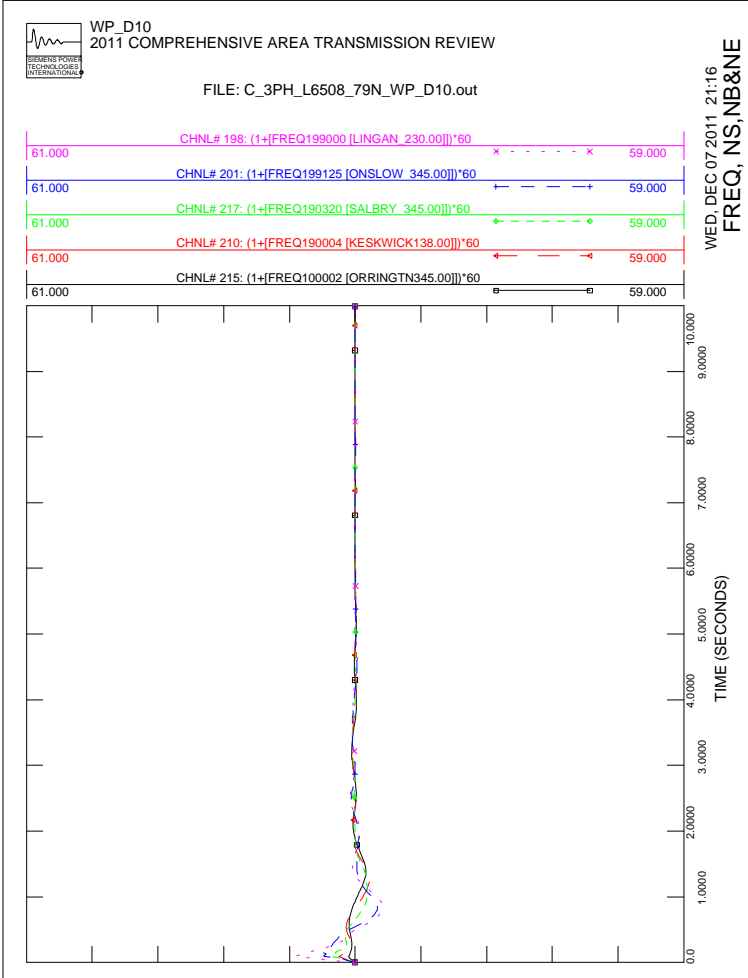
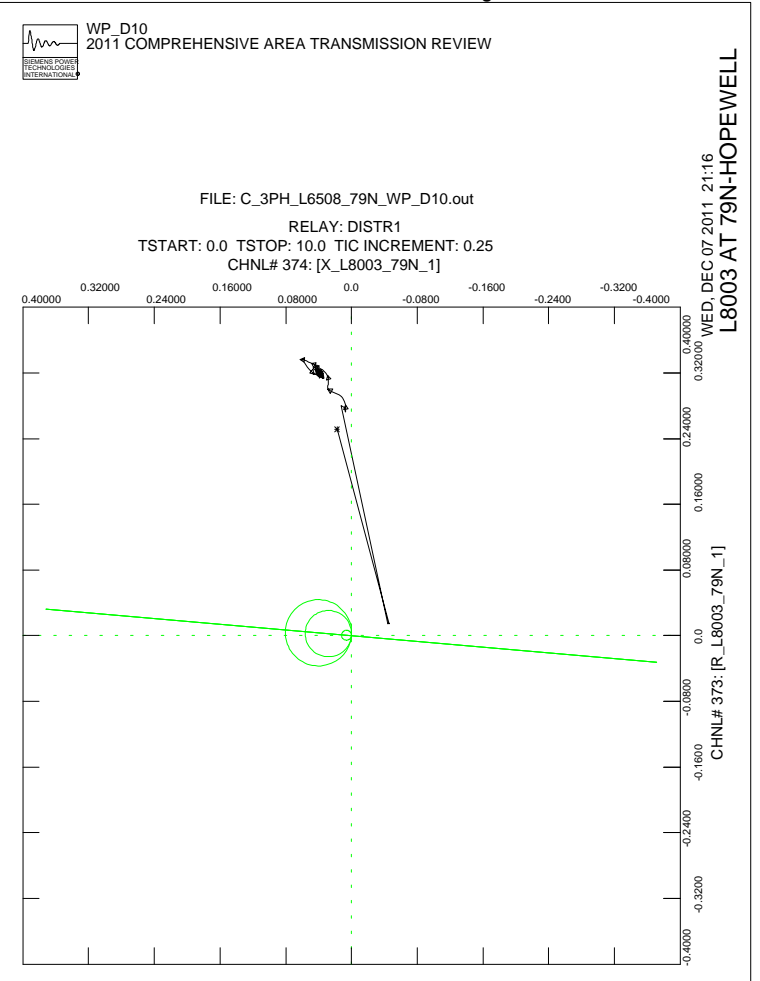
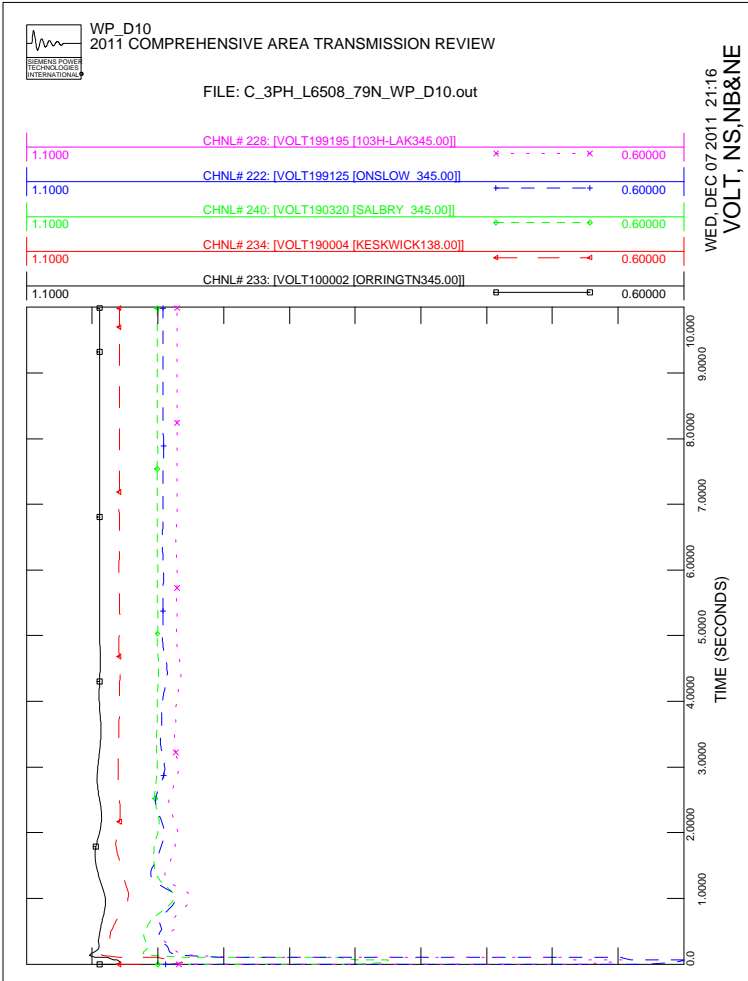


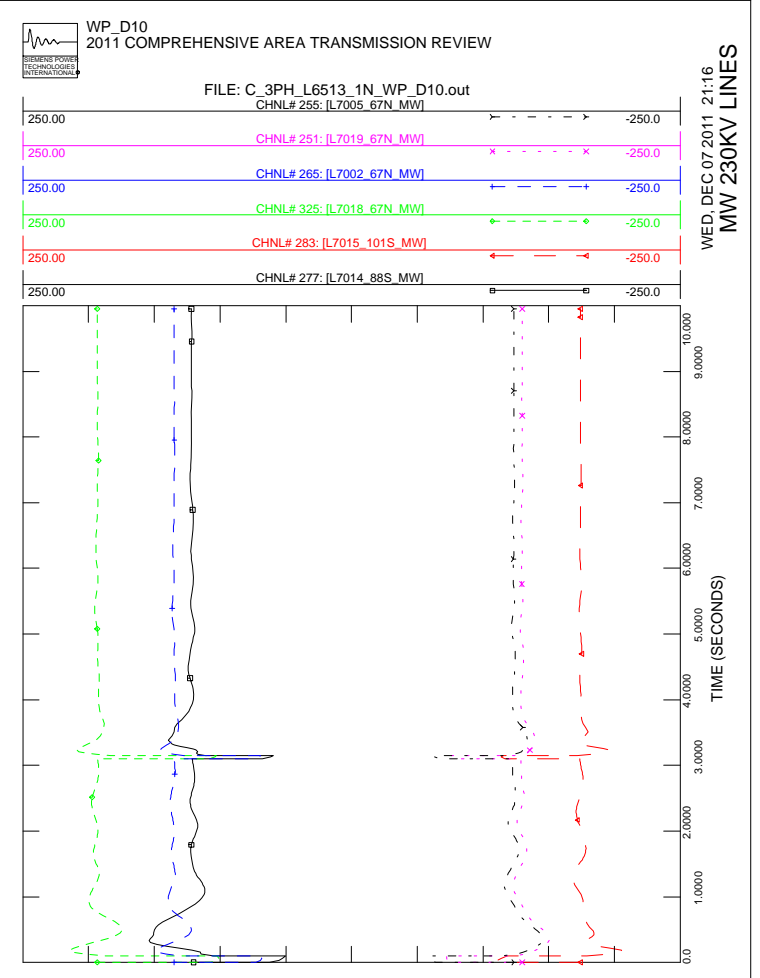
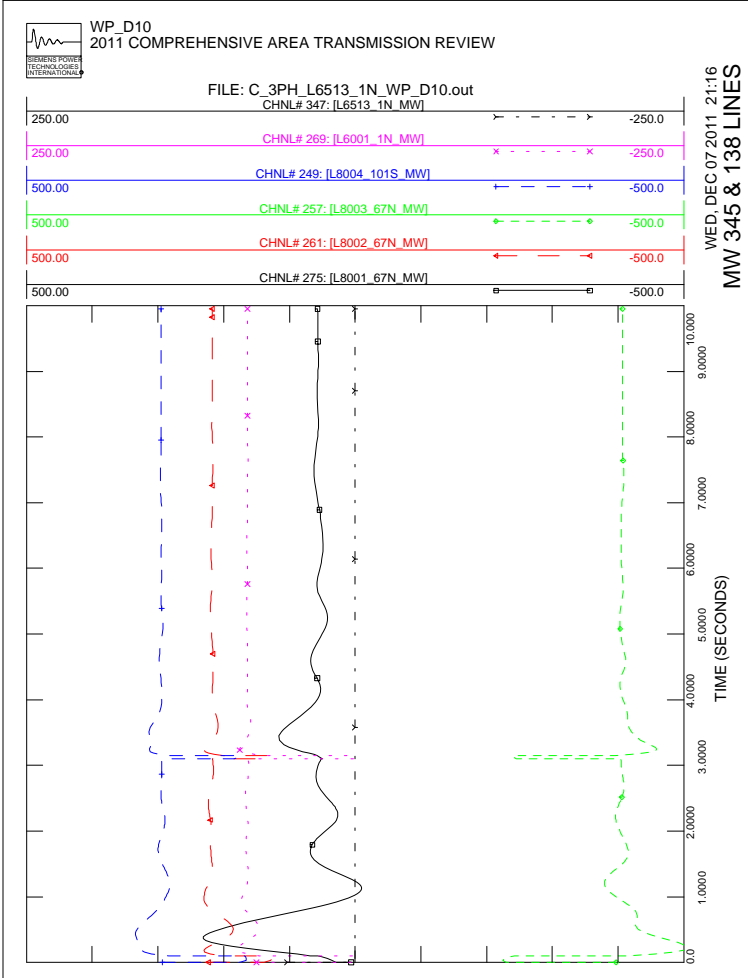
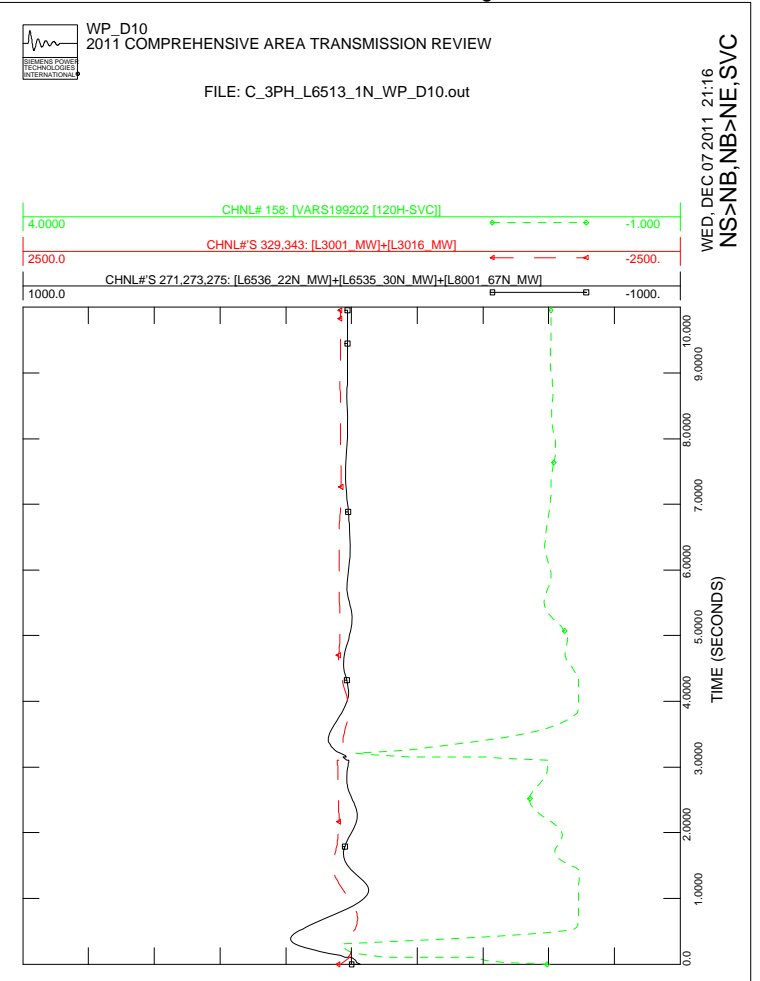
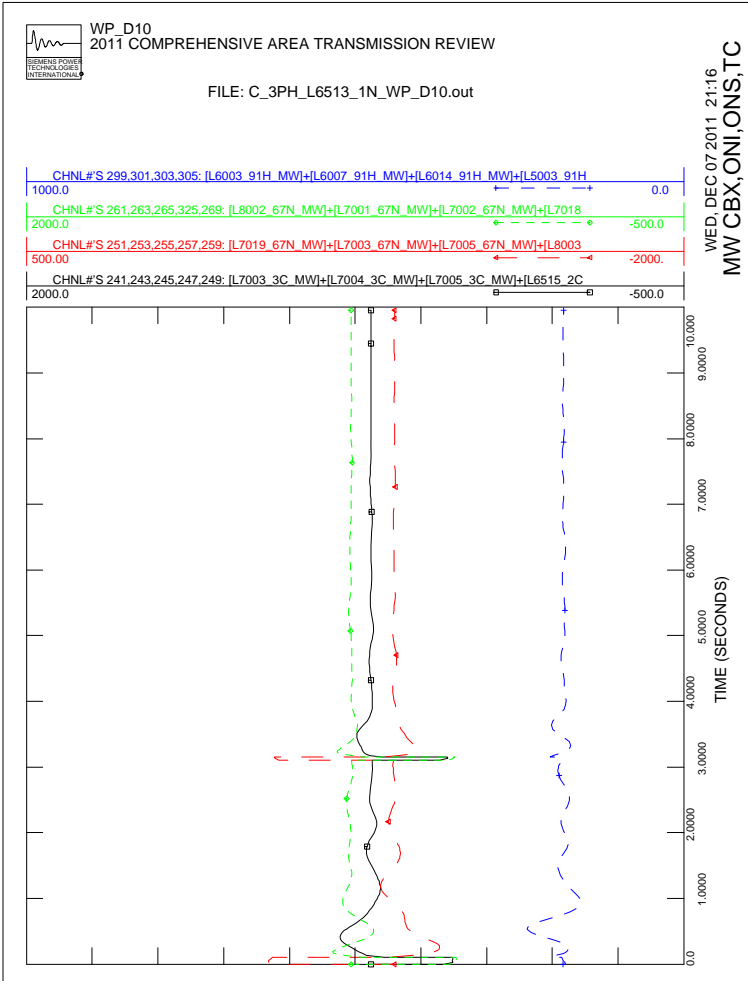


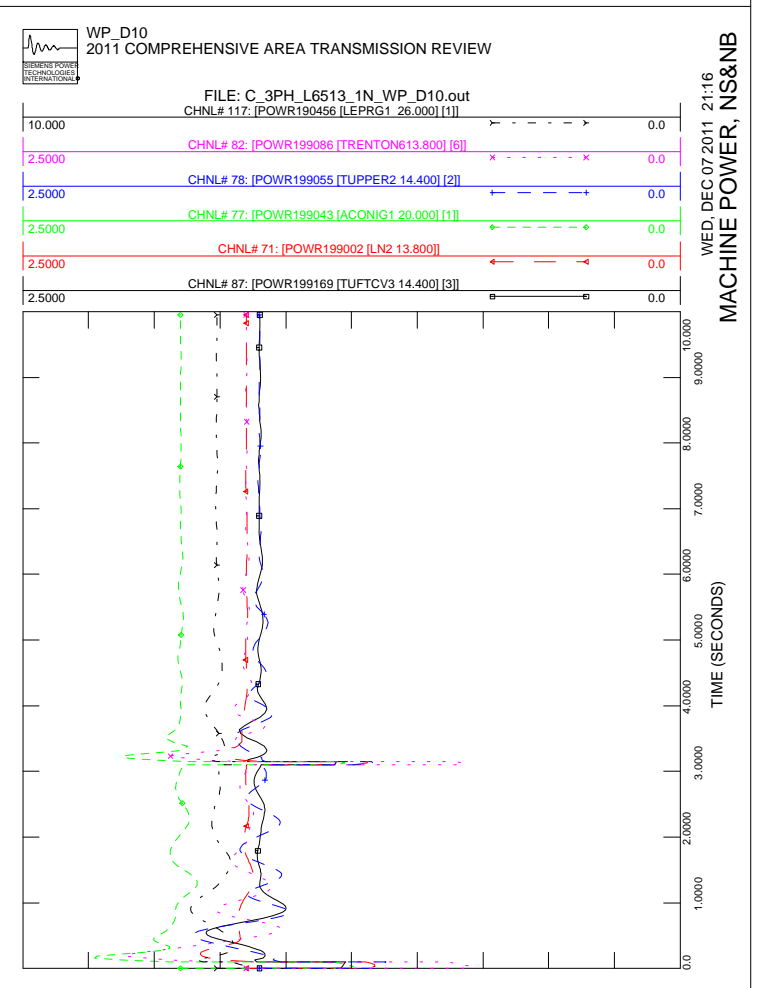
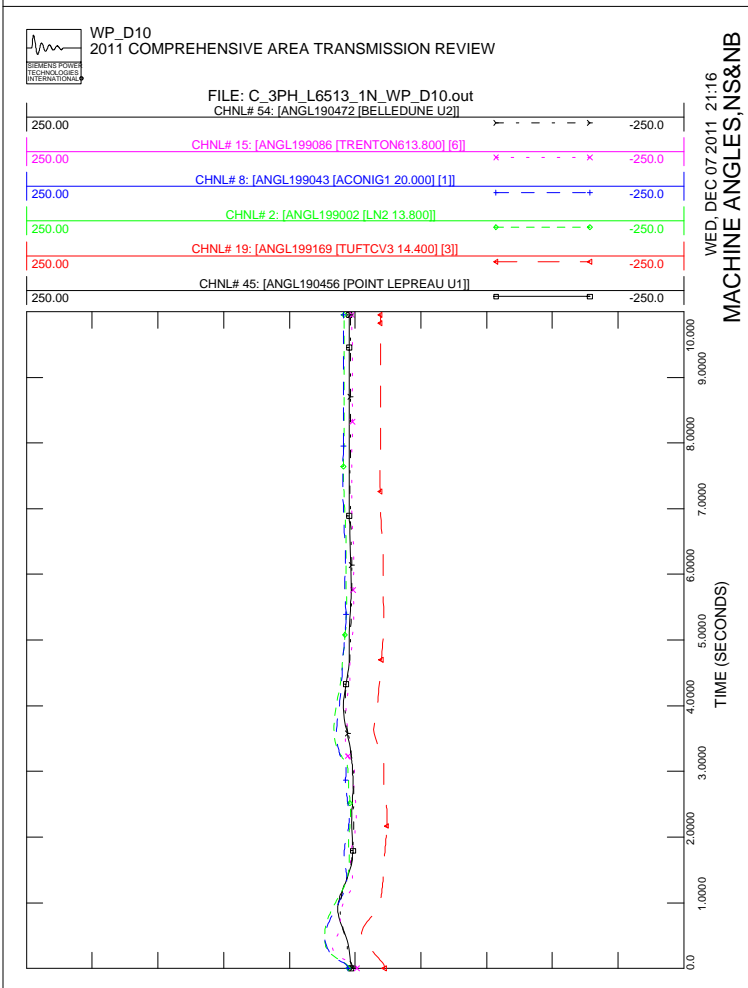
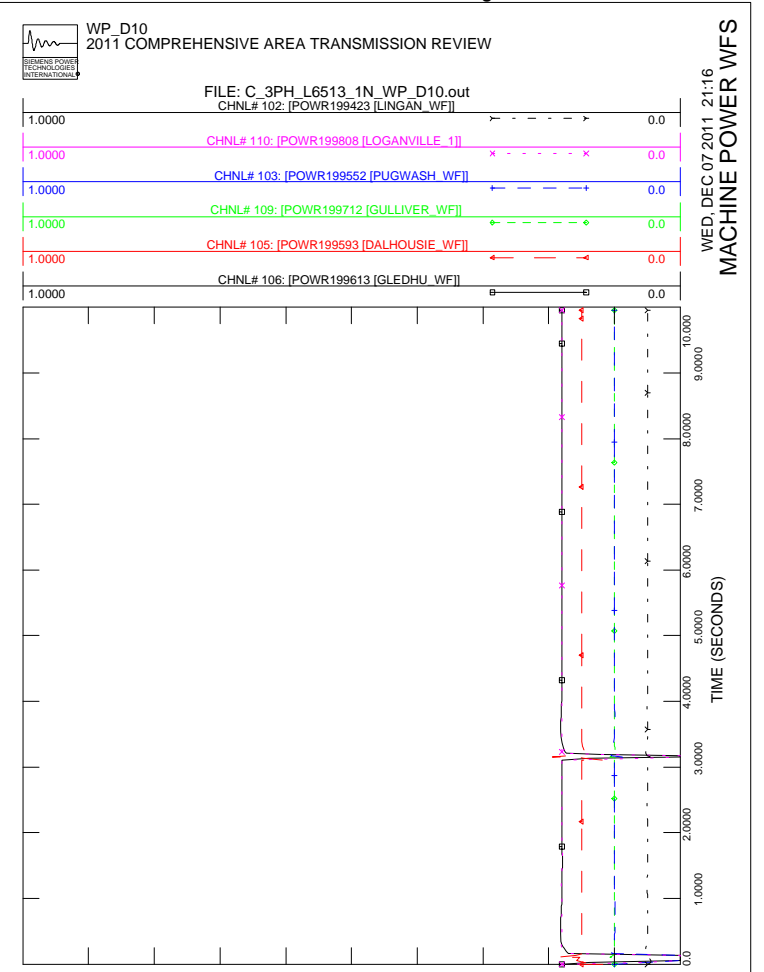
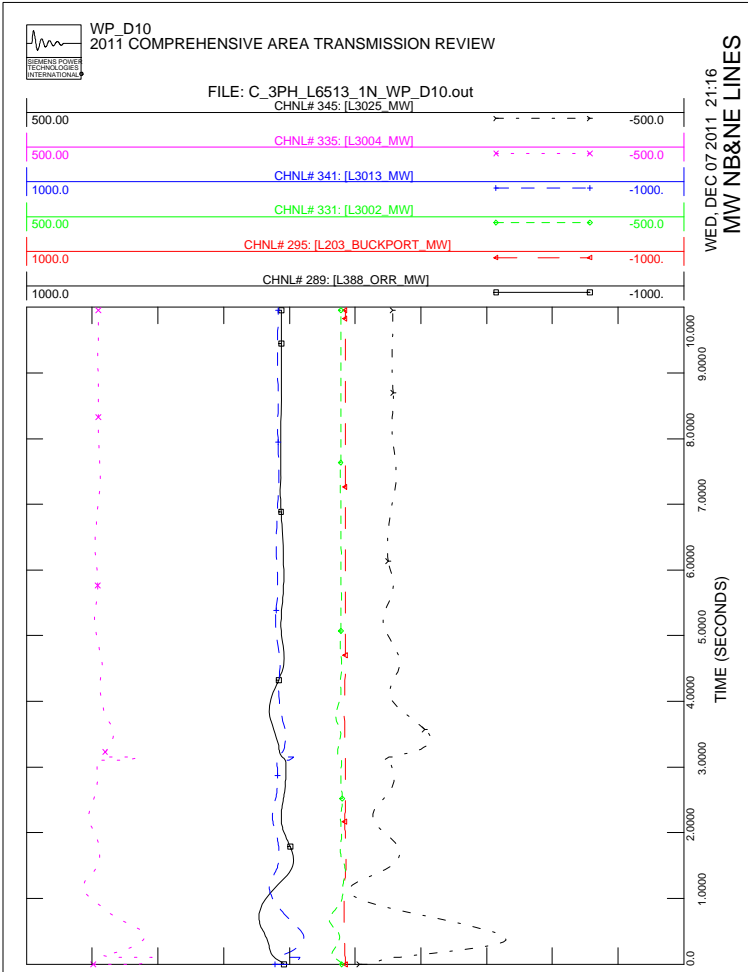


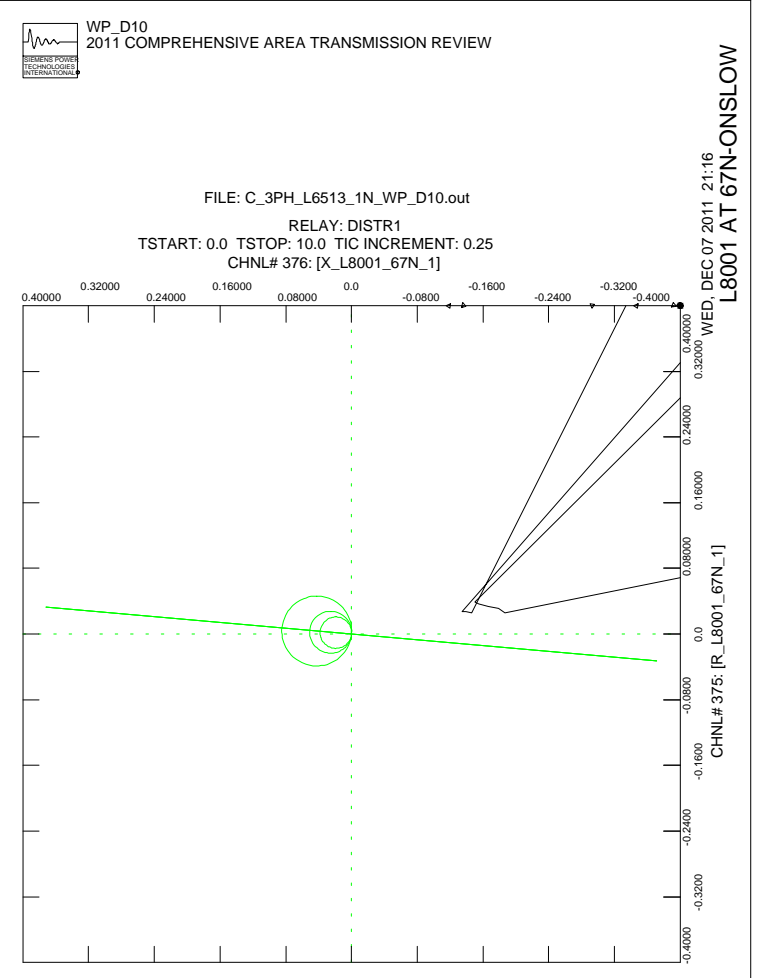
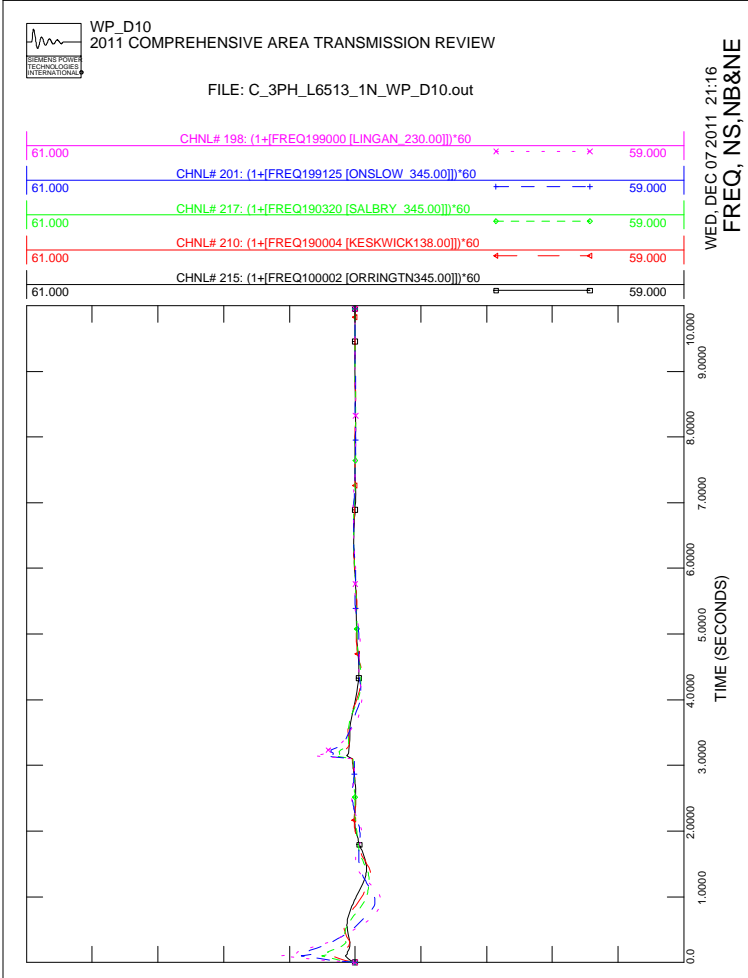
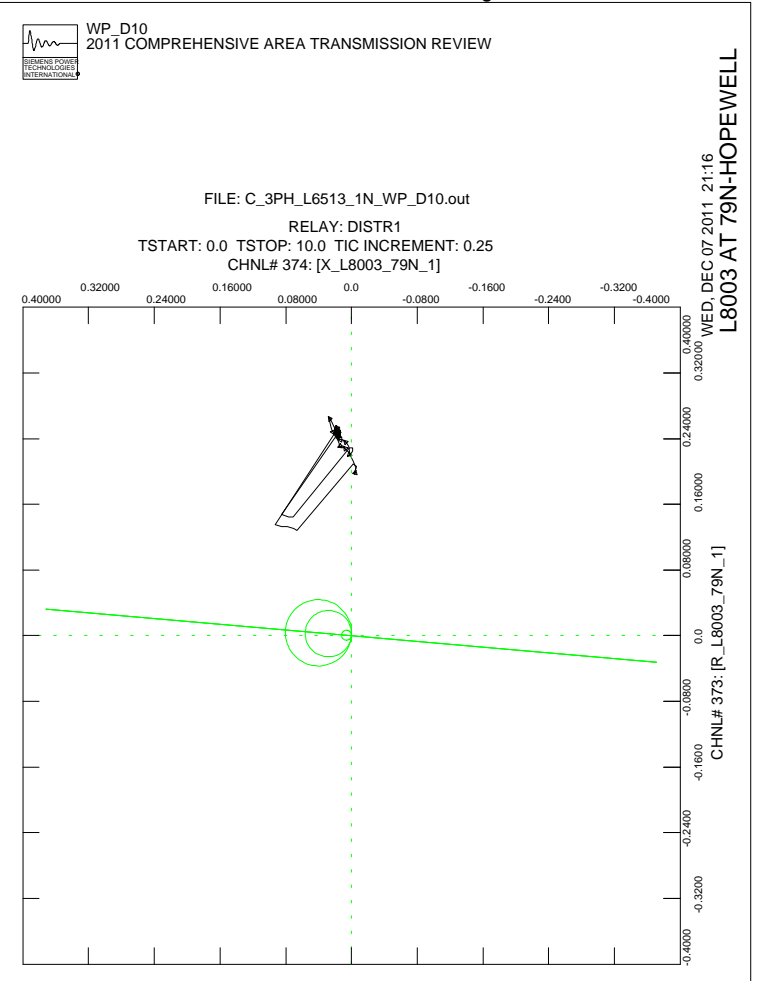
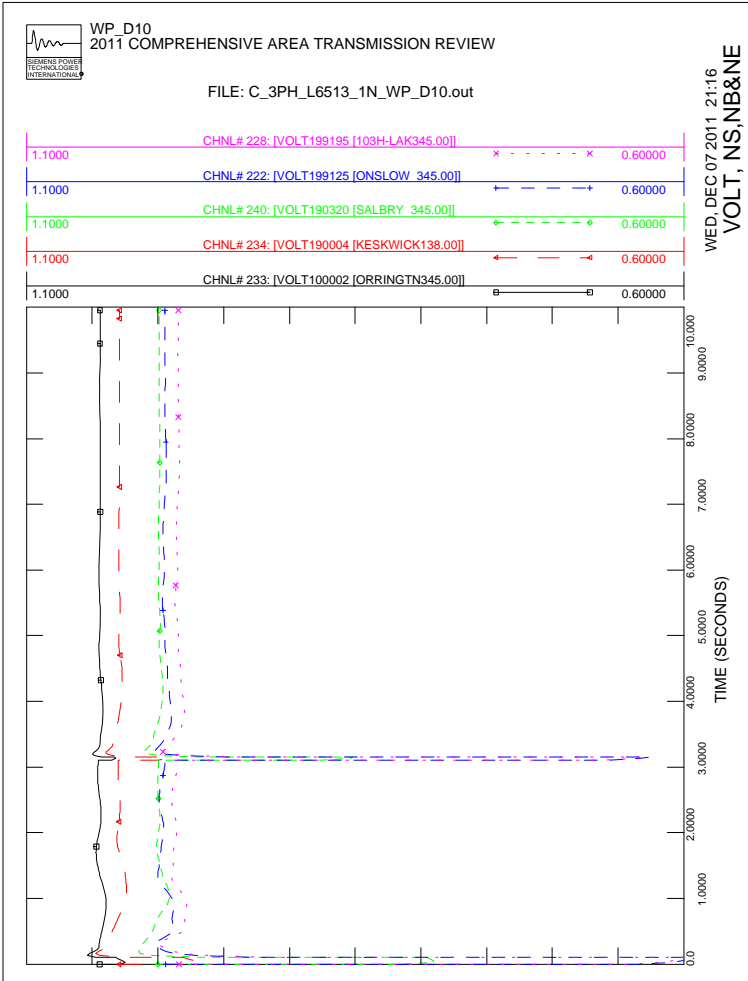








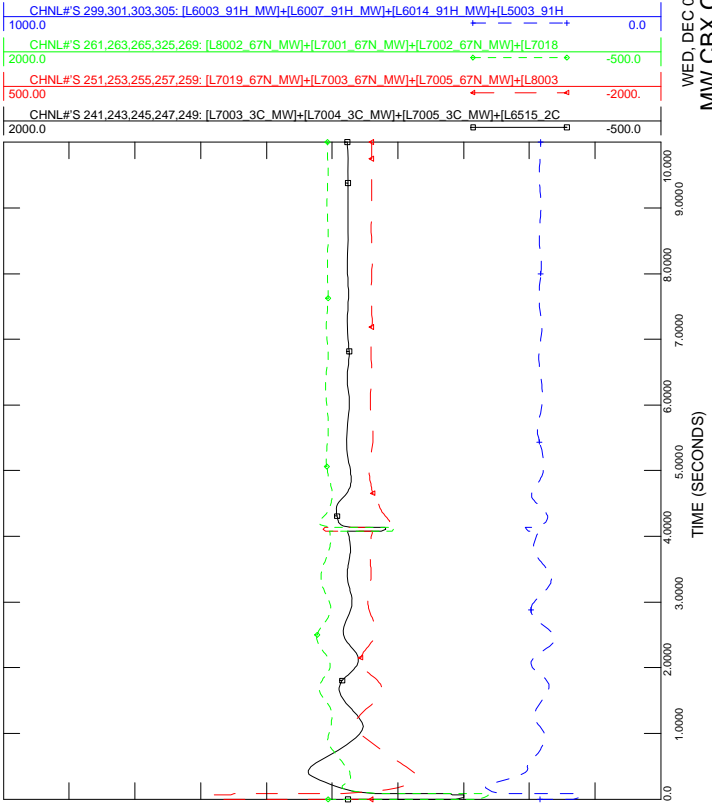






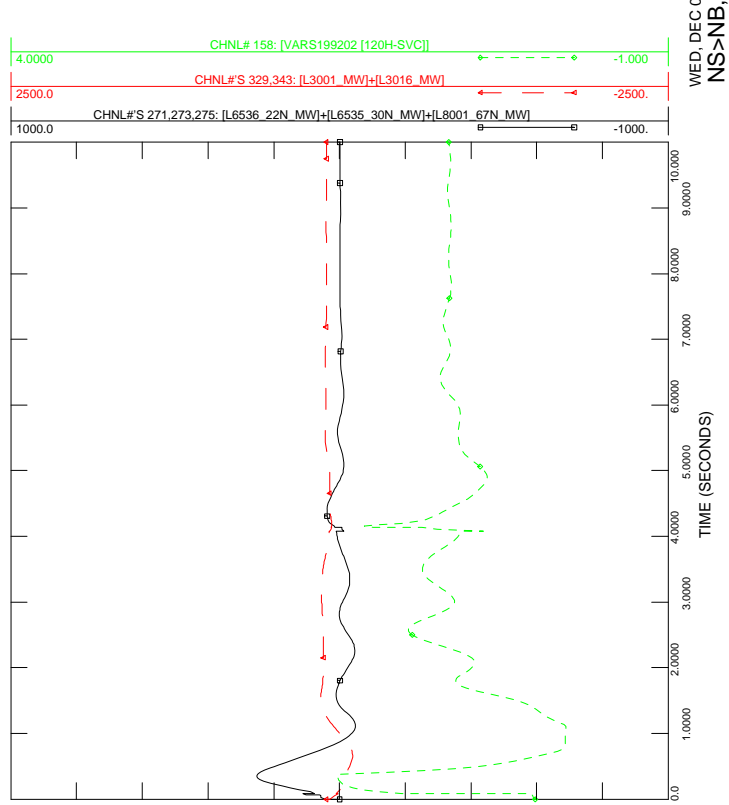
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7001_120H_WP_D10.out



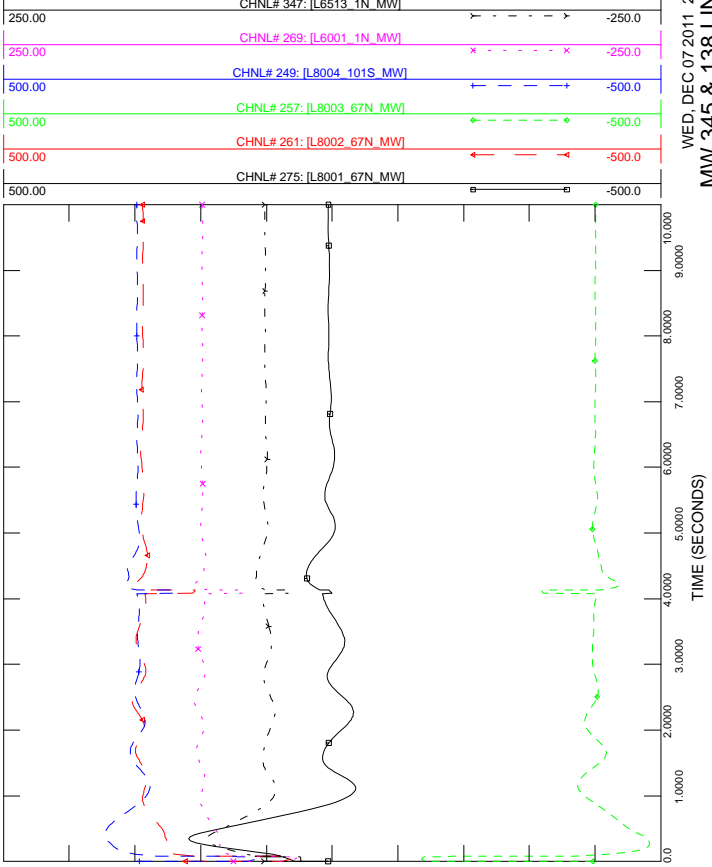
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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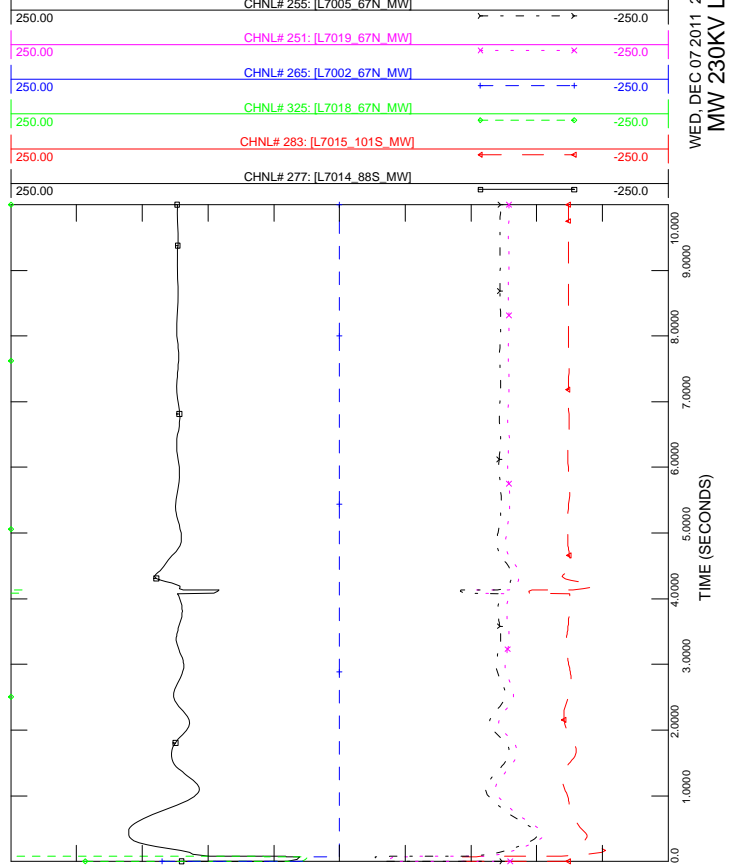
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

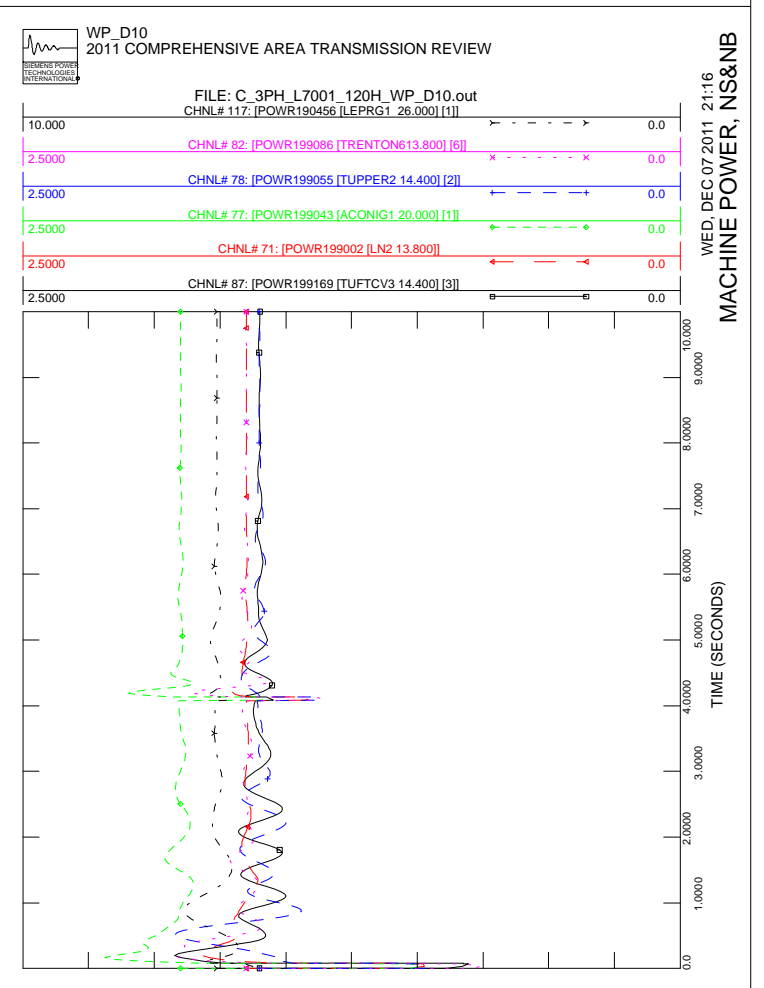
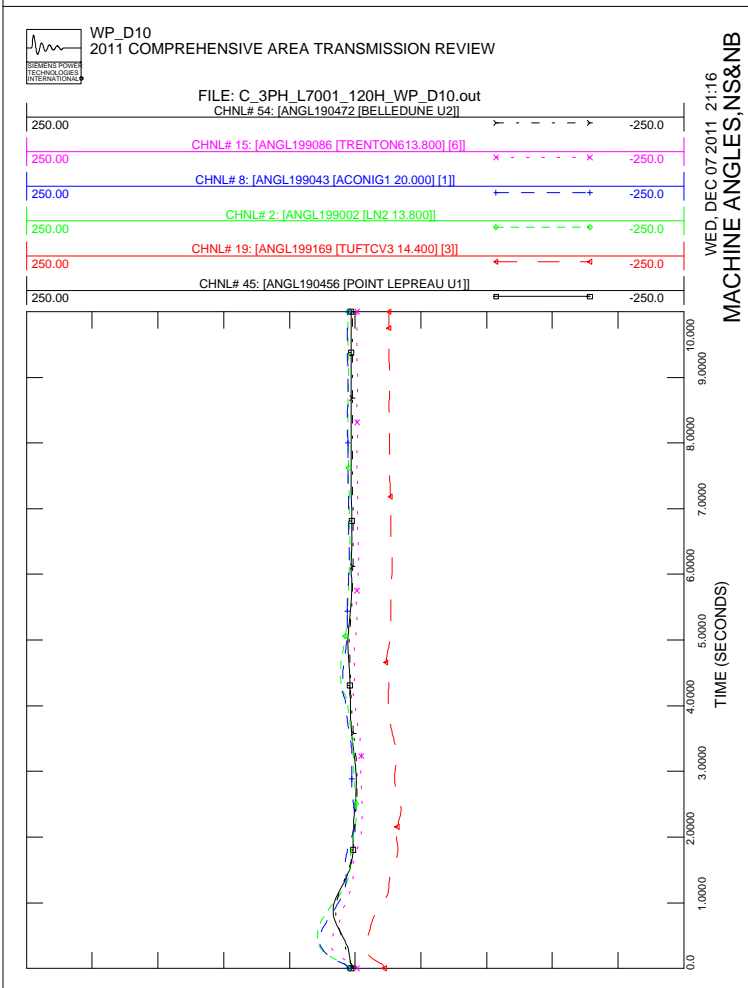
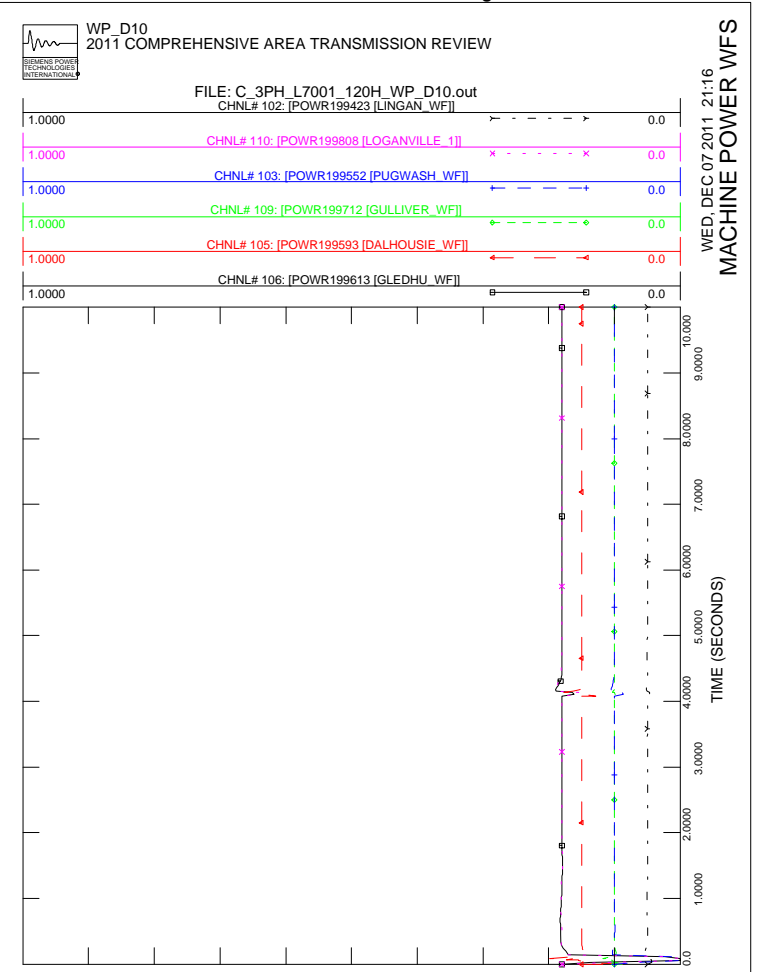
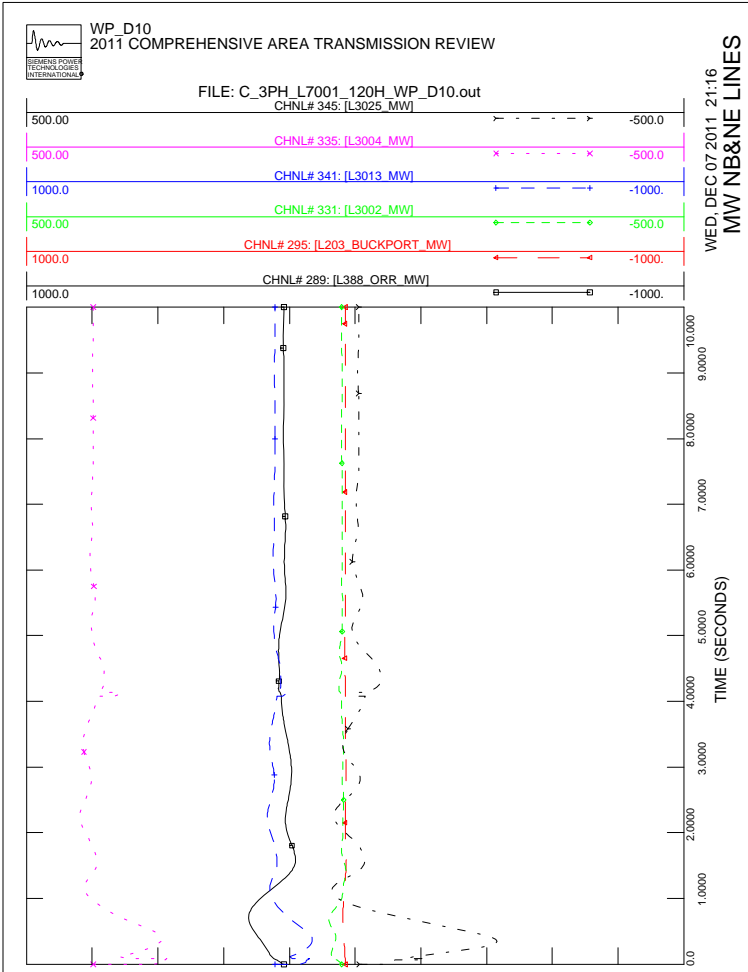
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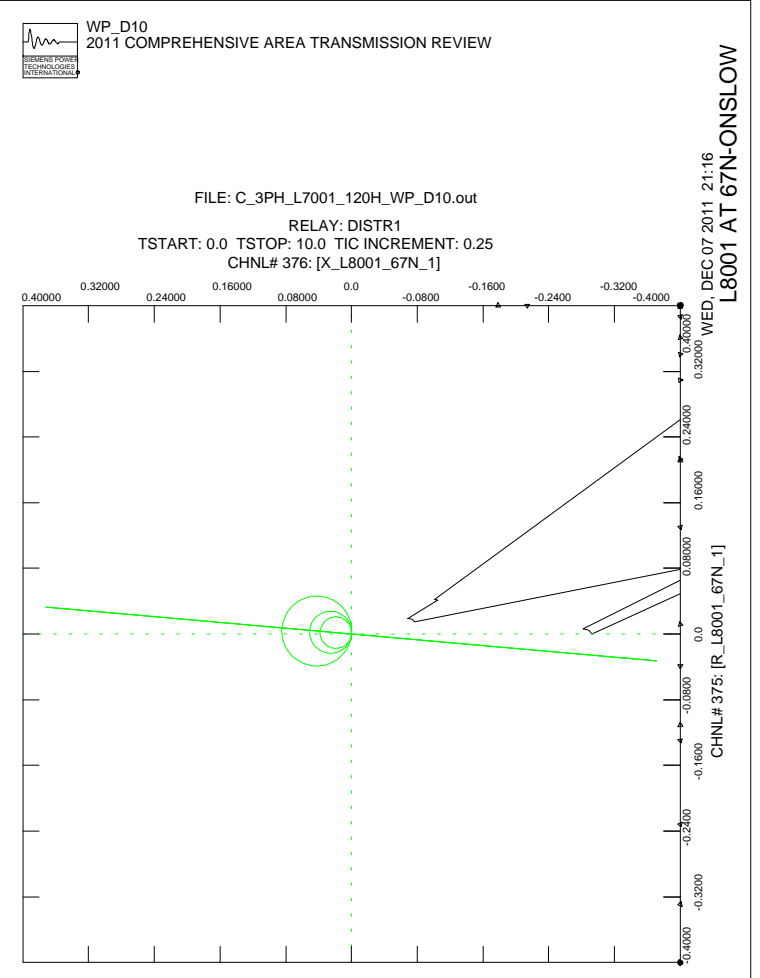
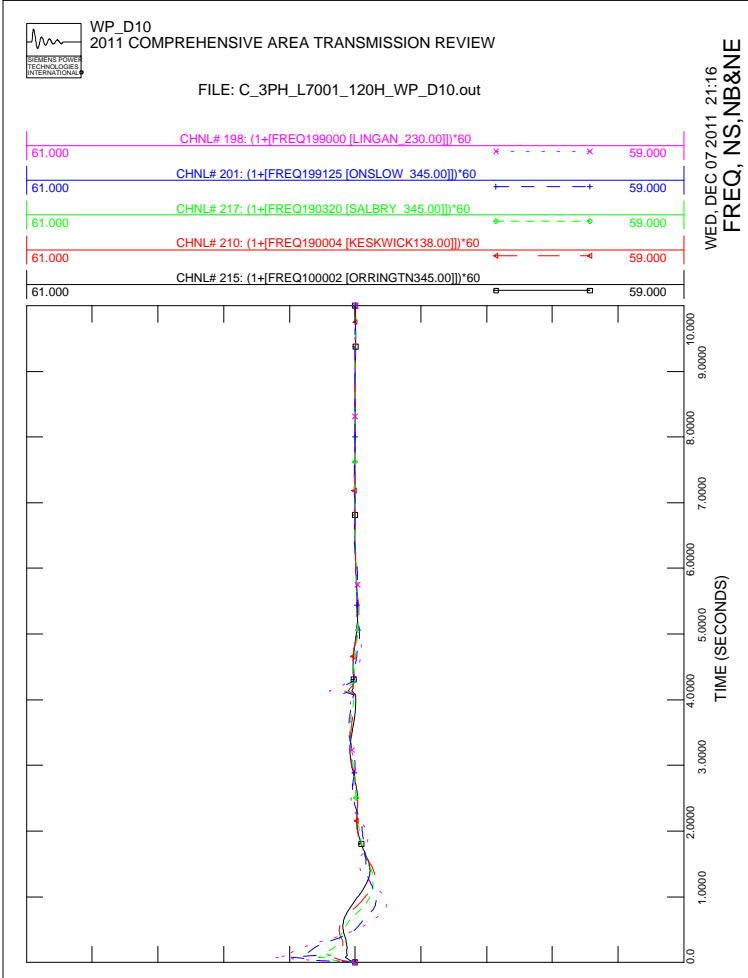
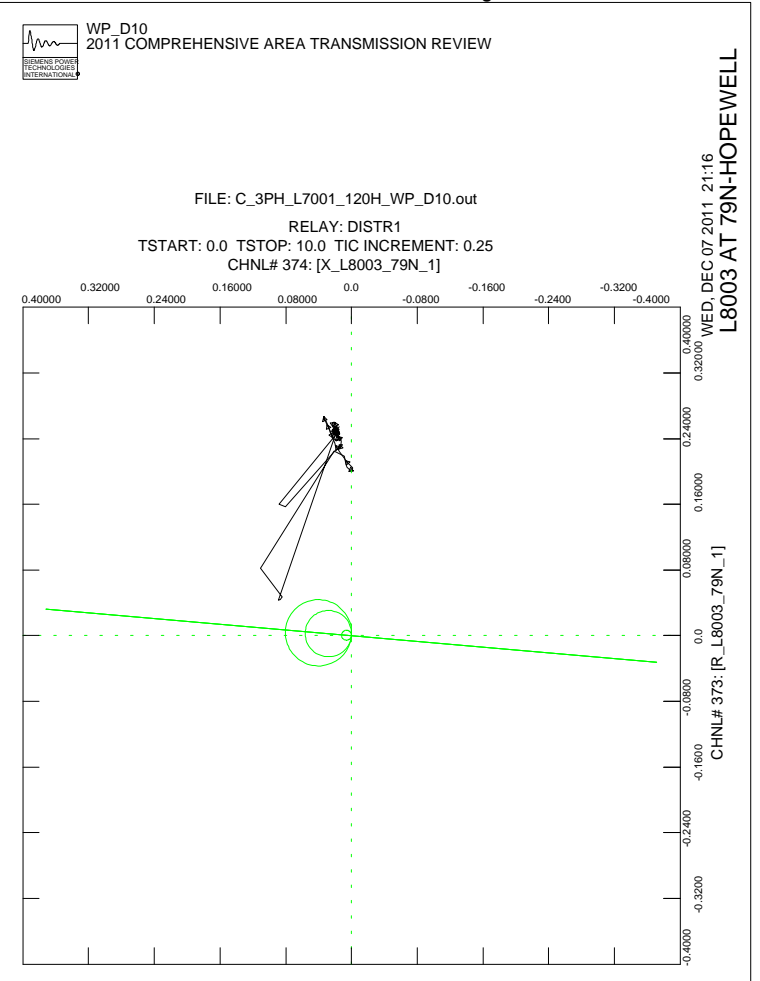
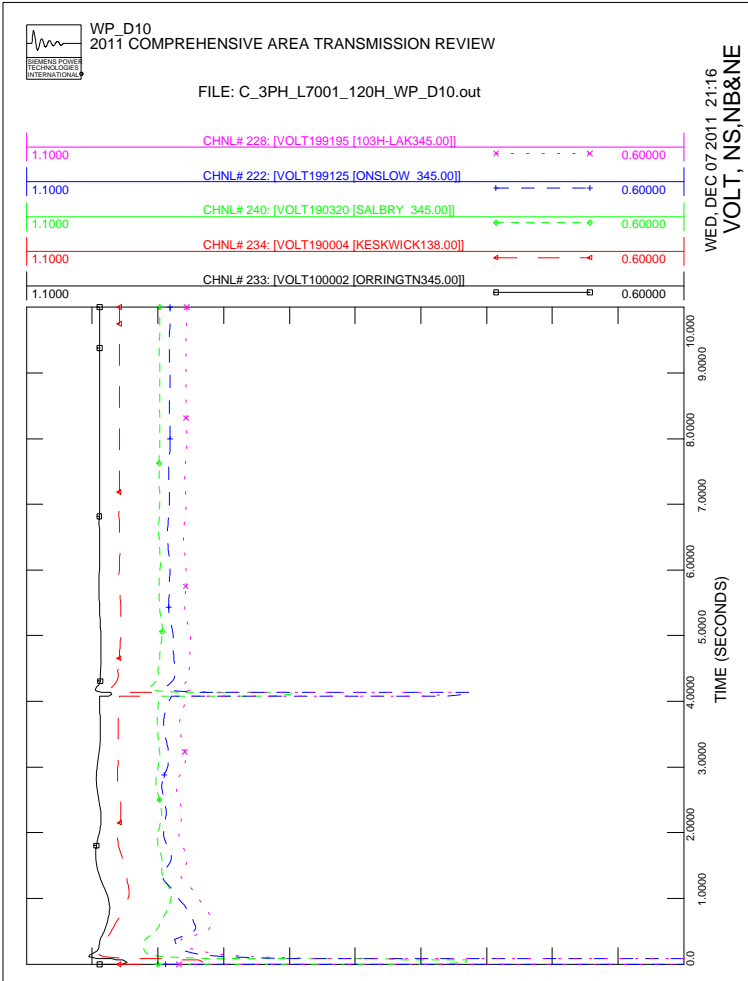


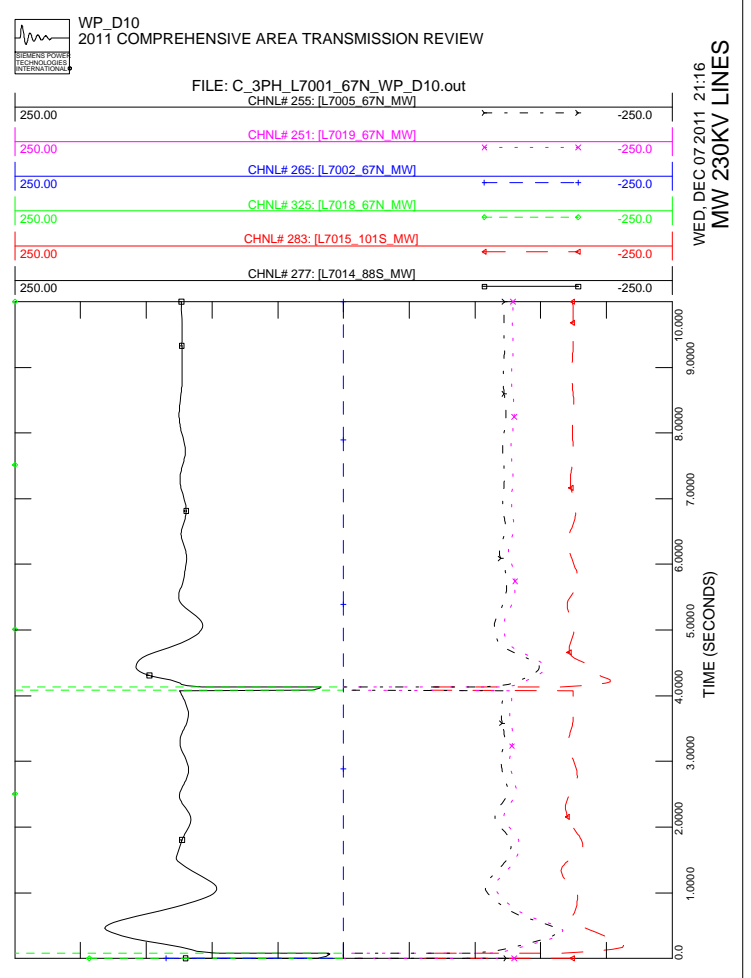
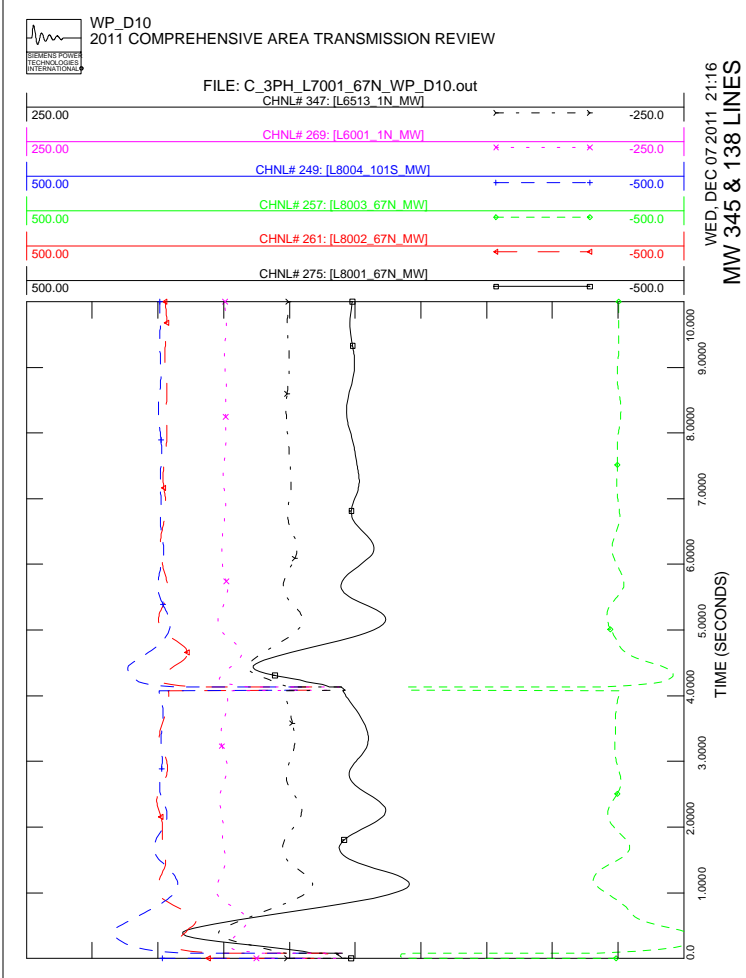
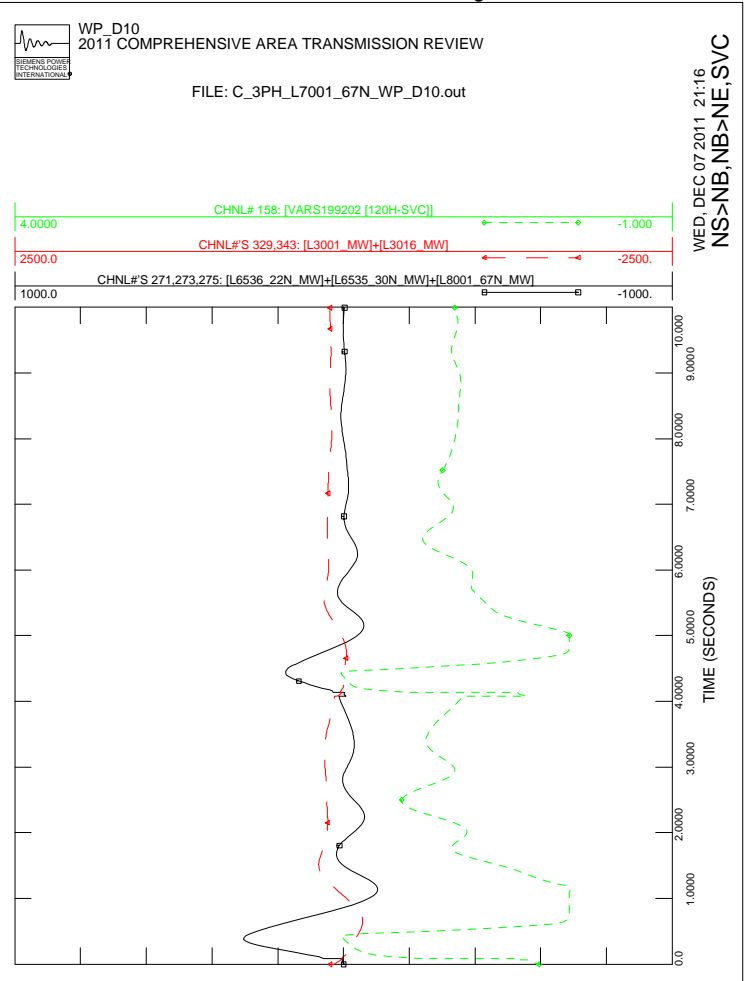
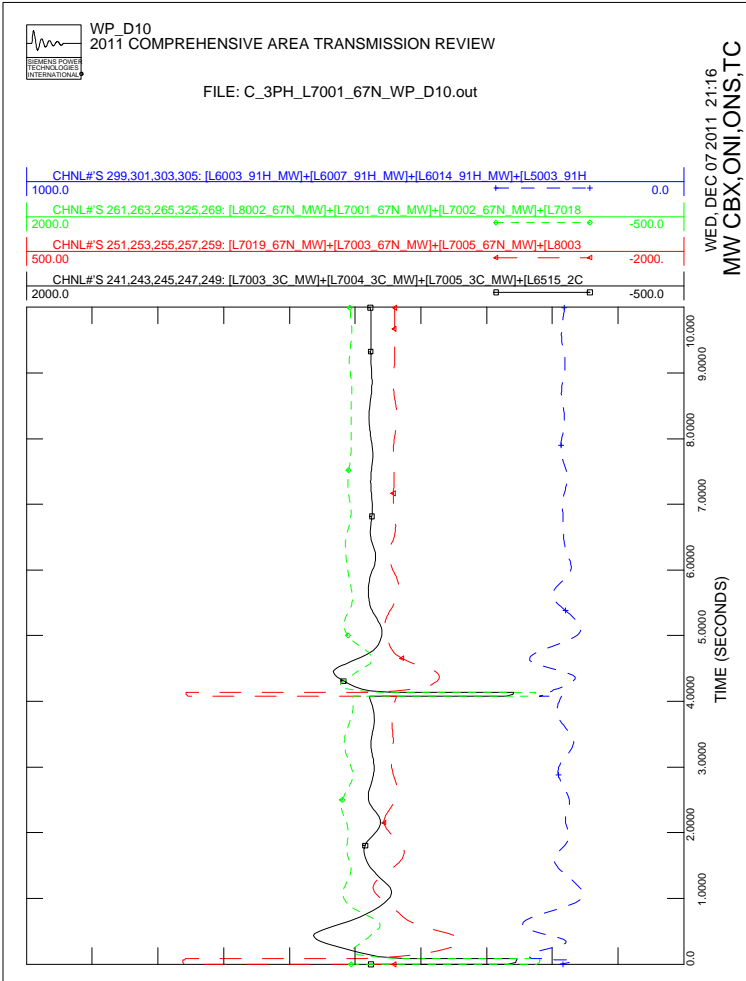
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

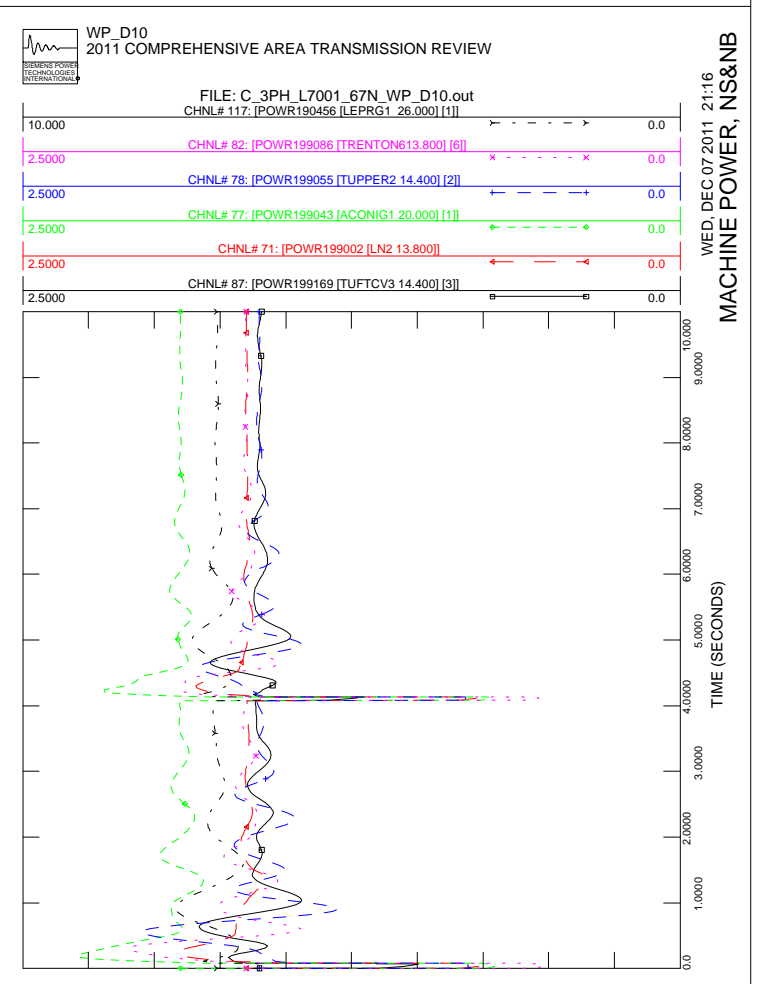
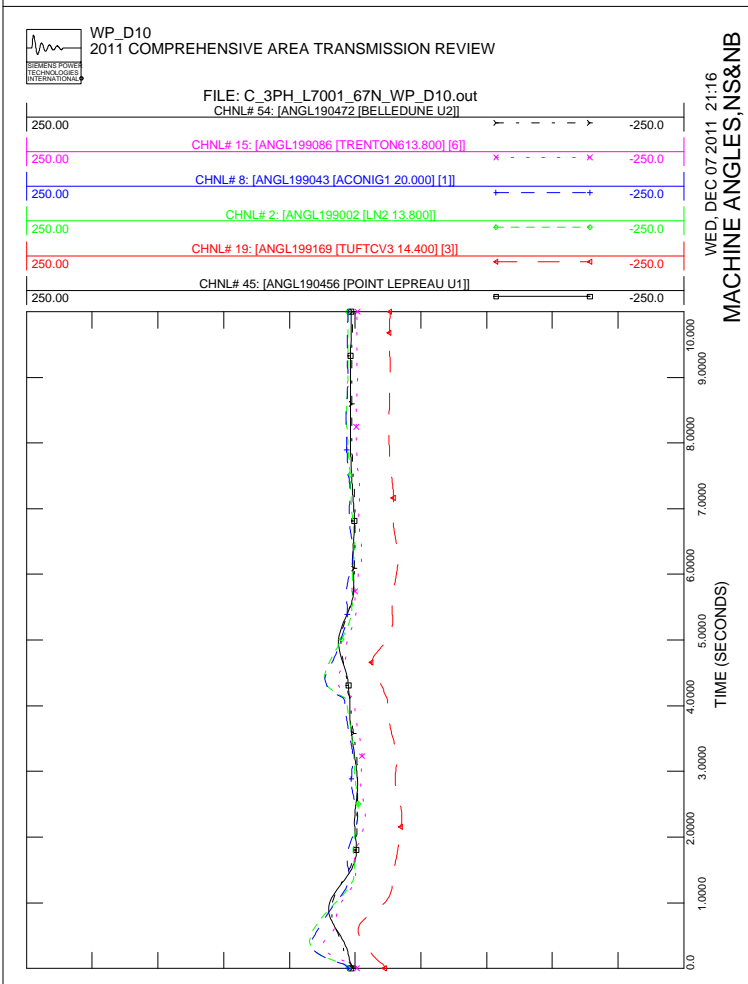
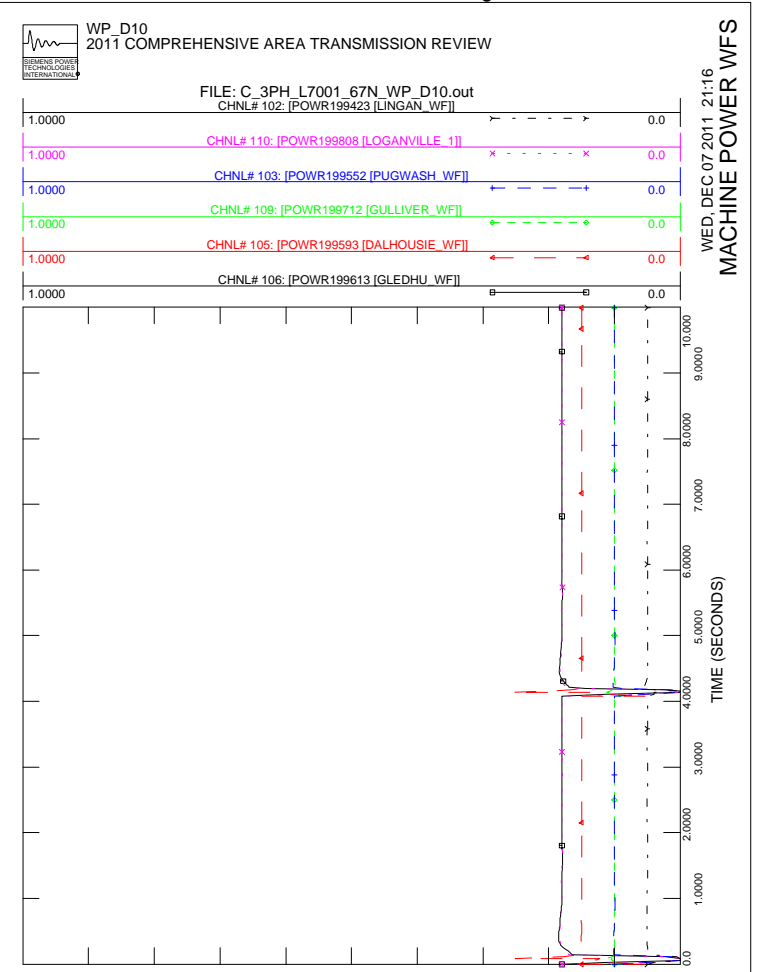
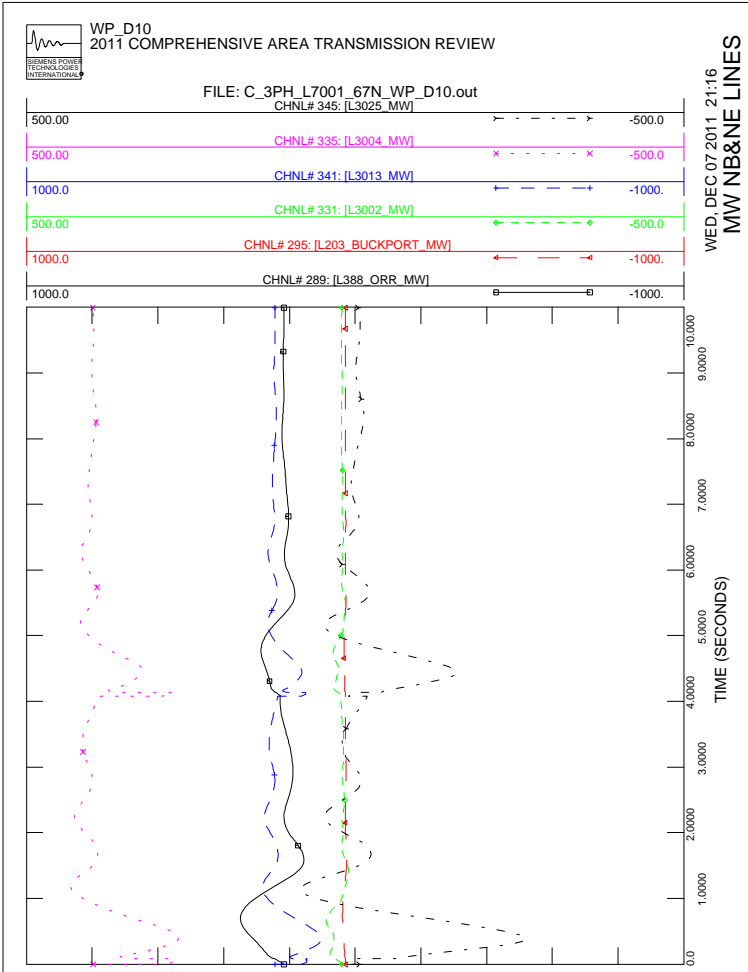
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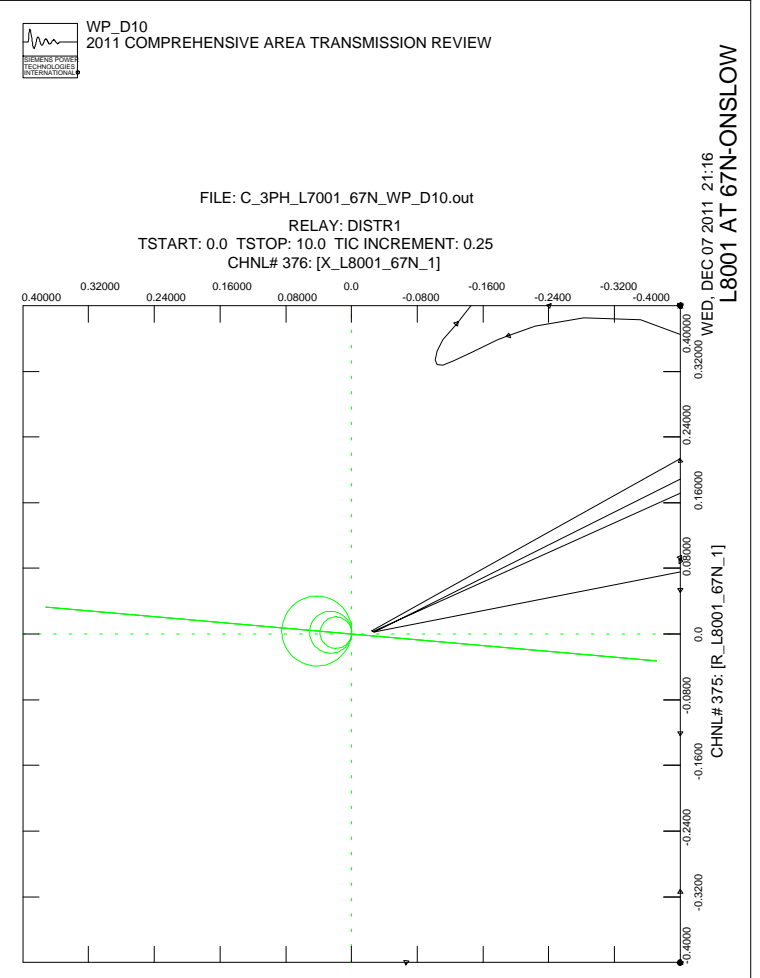
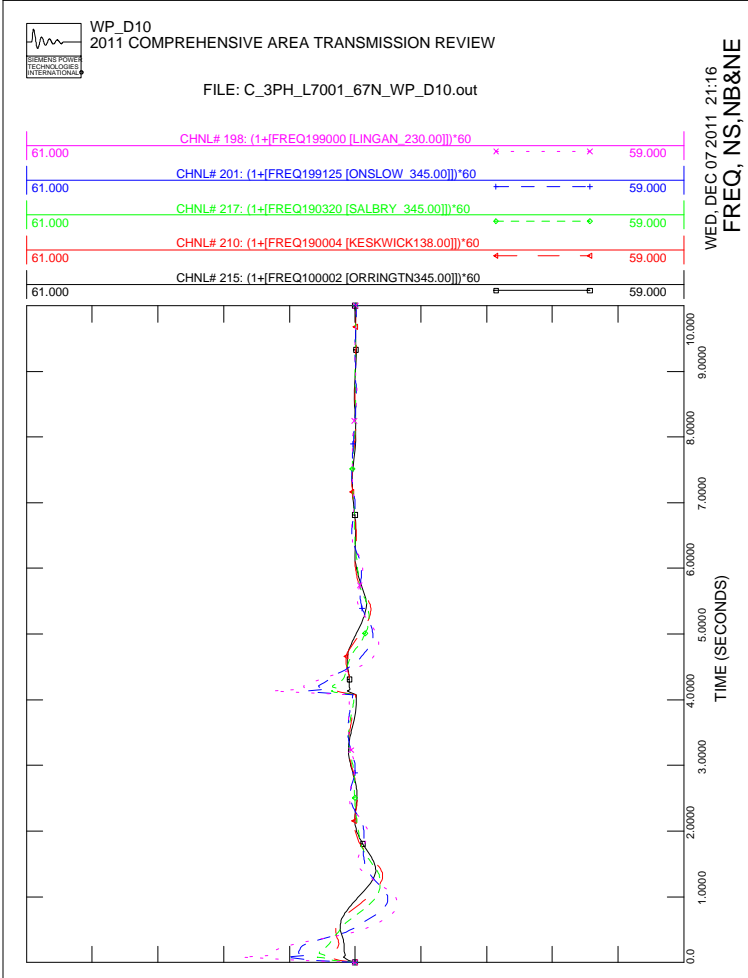
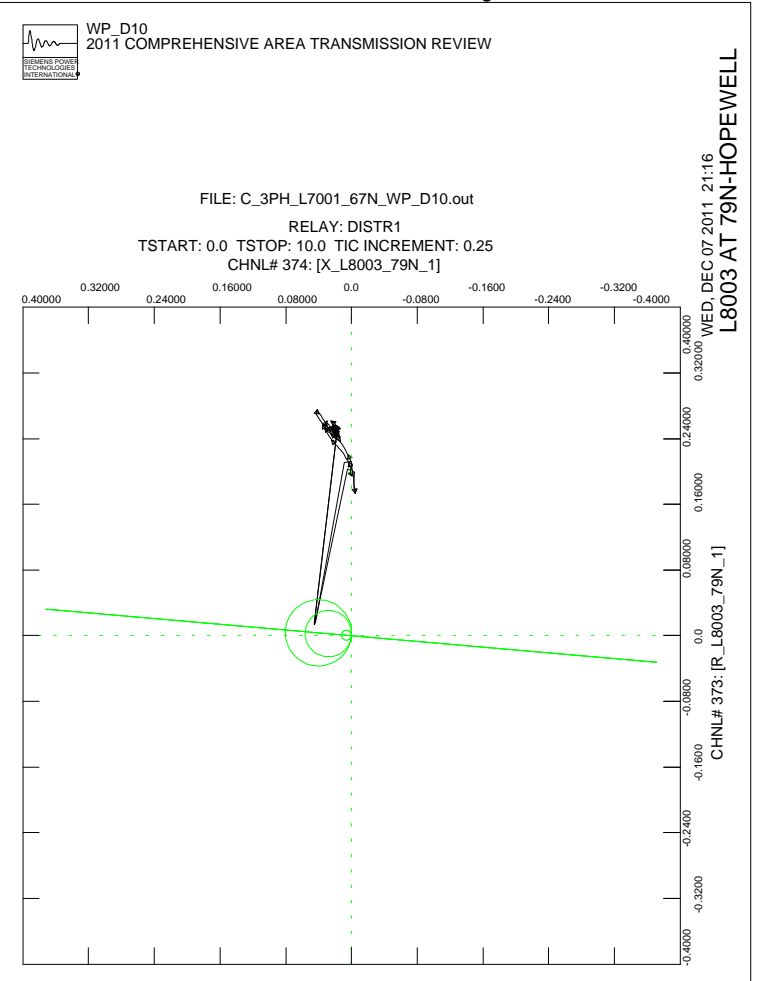
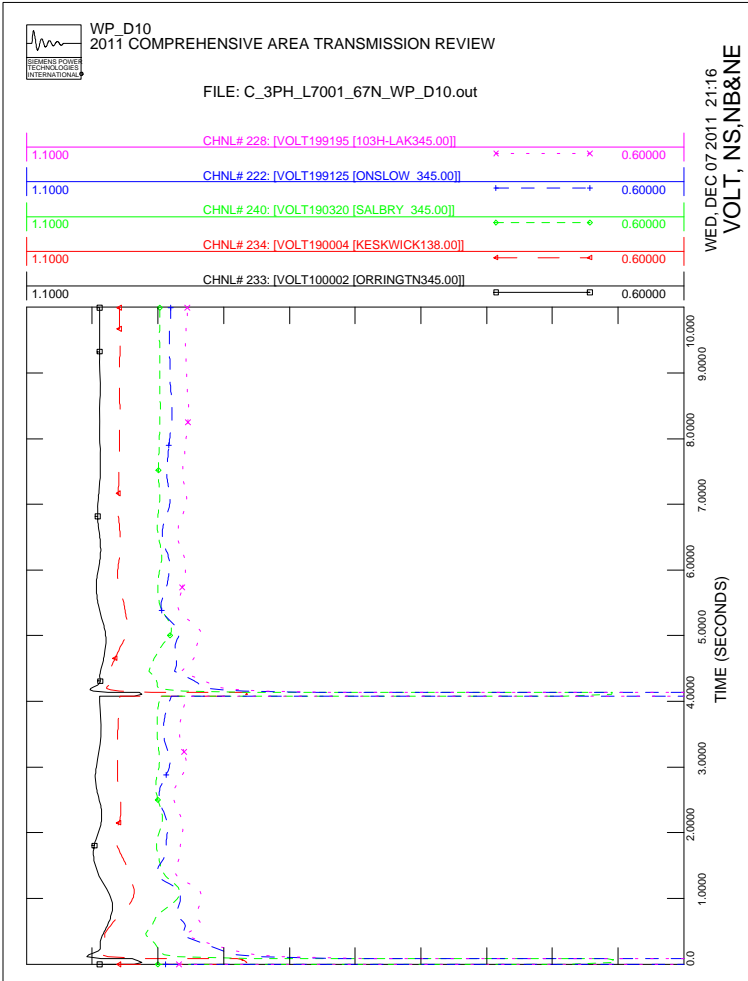


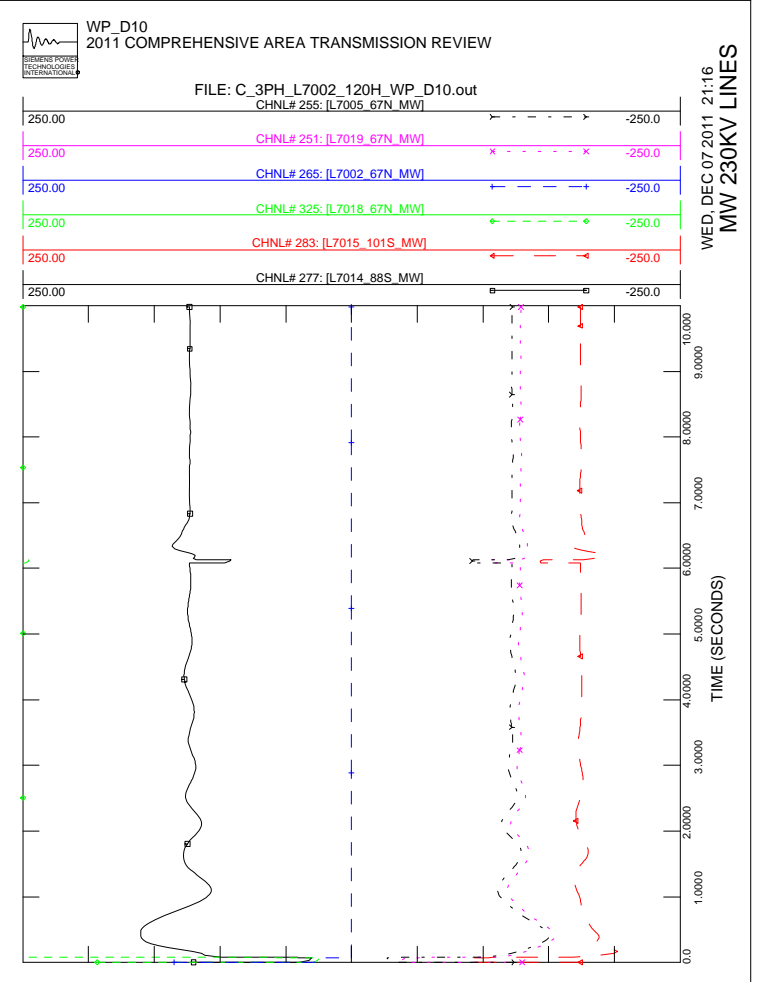
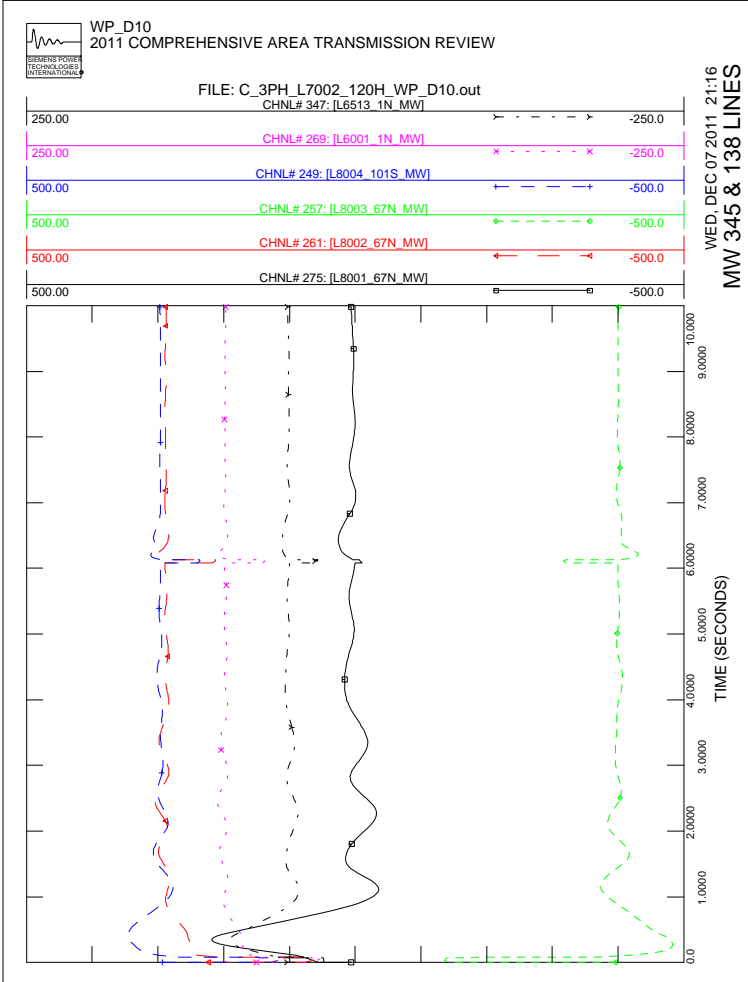
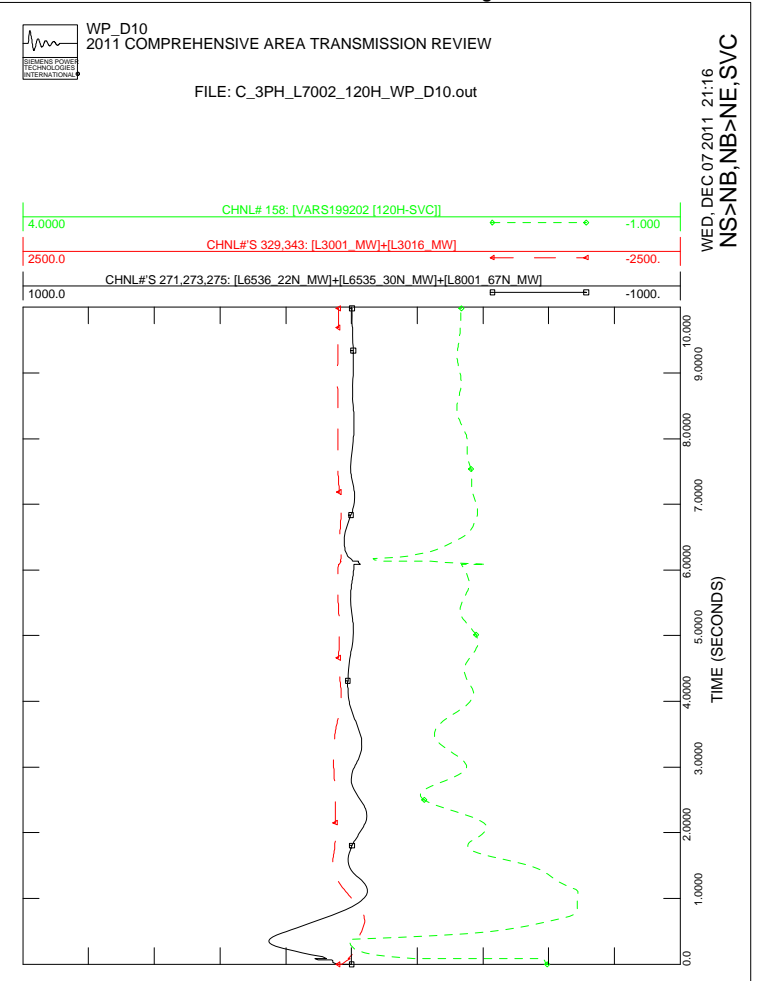
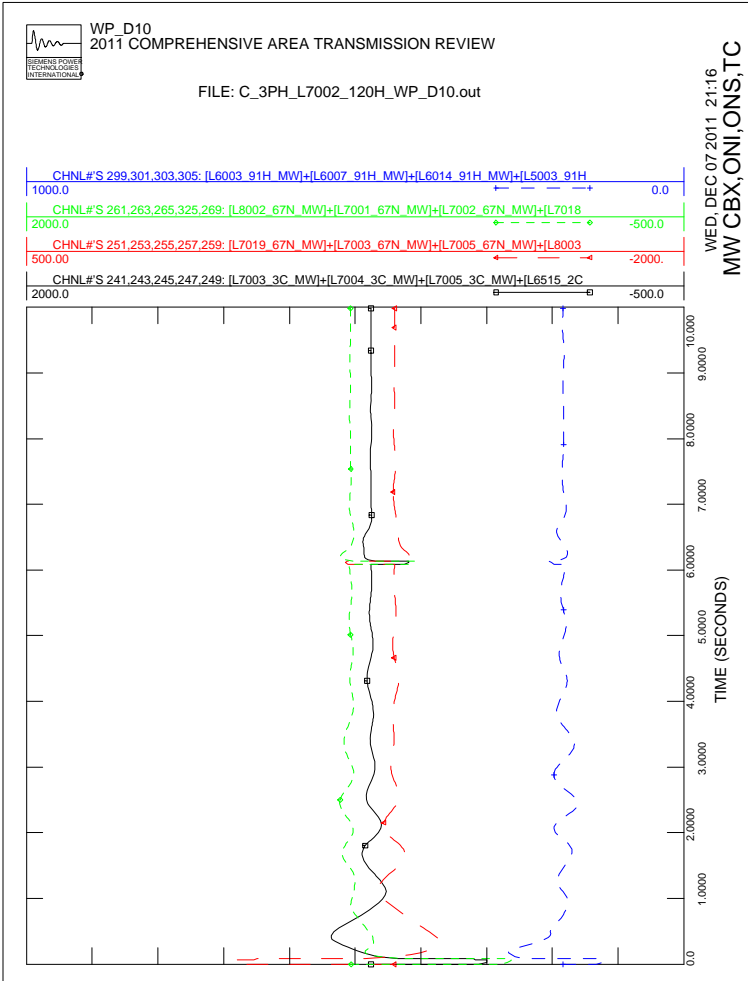


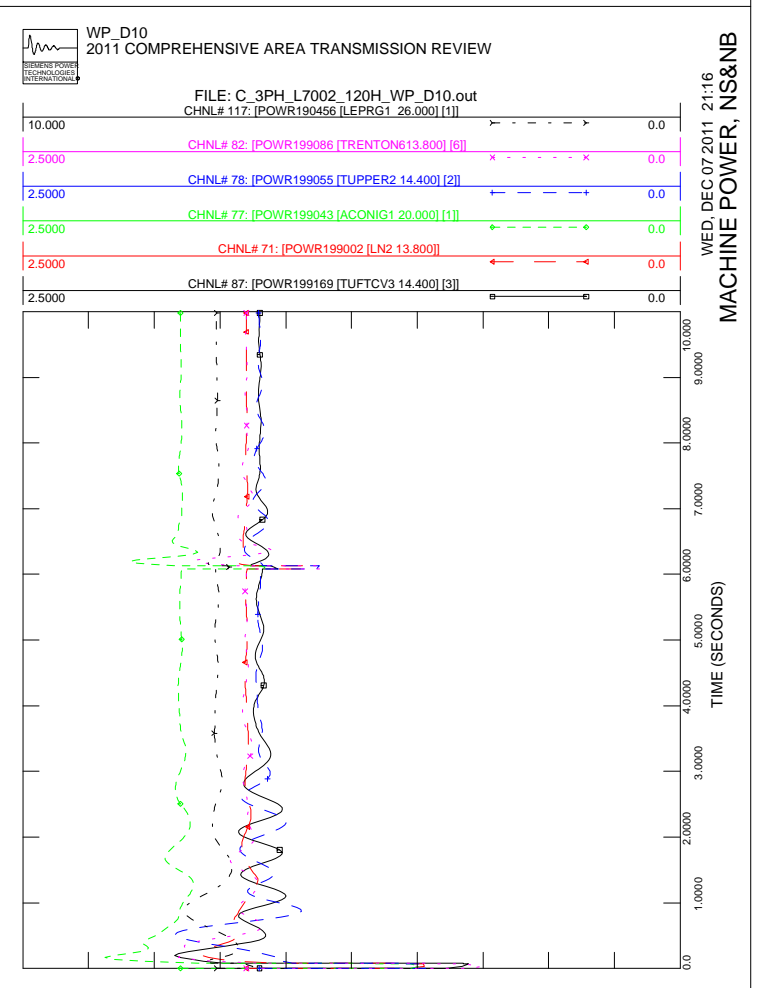
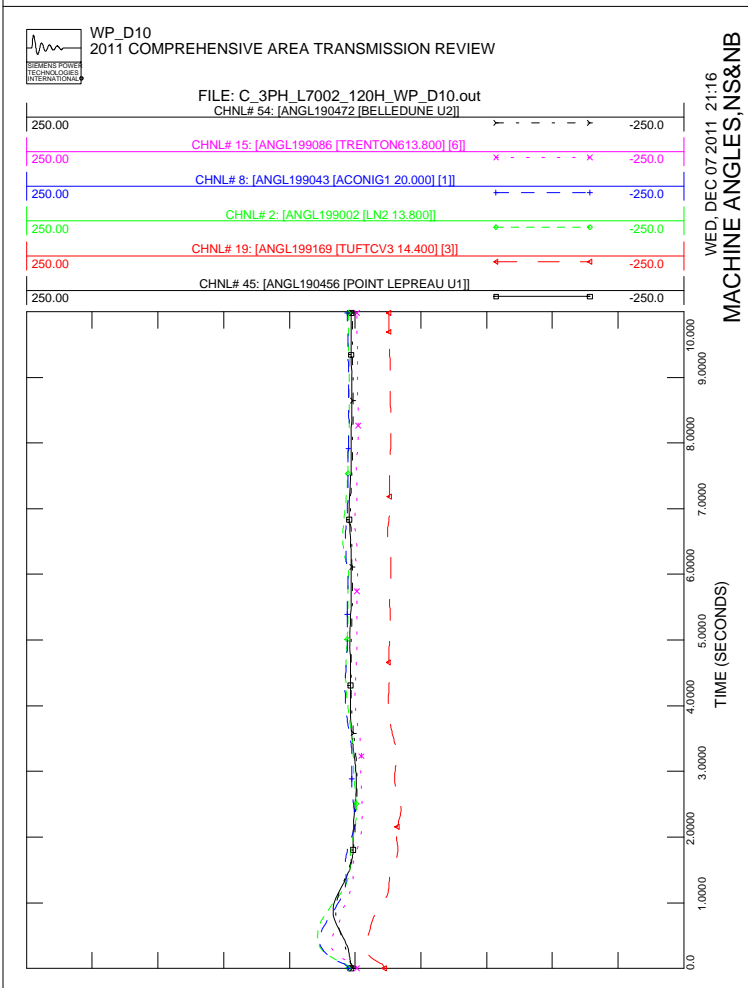
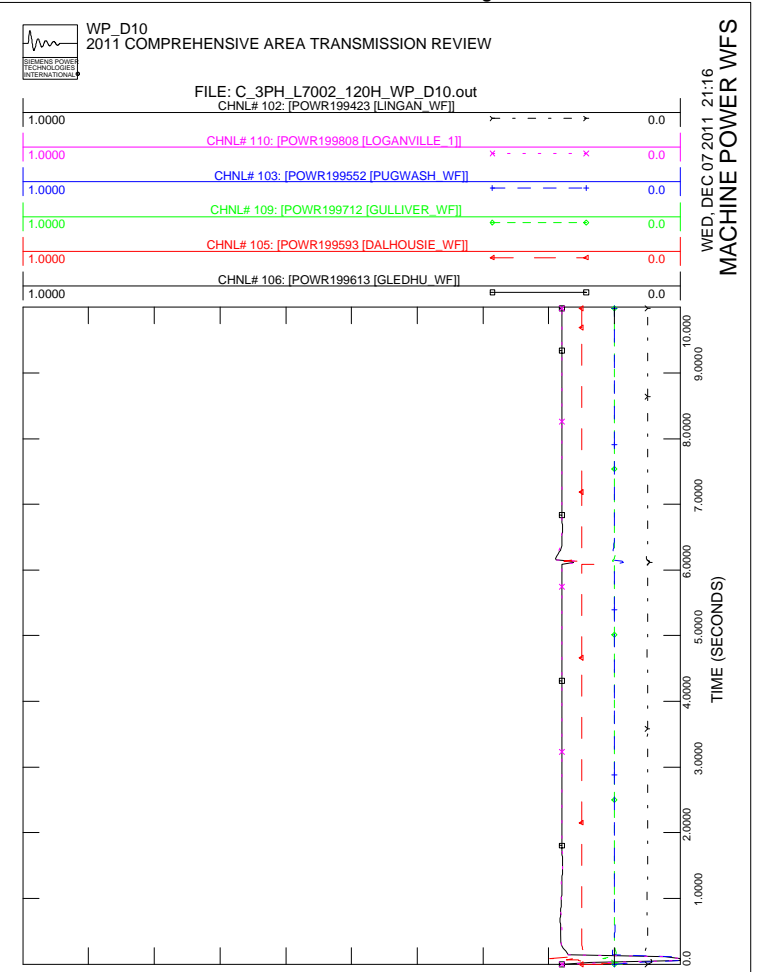
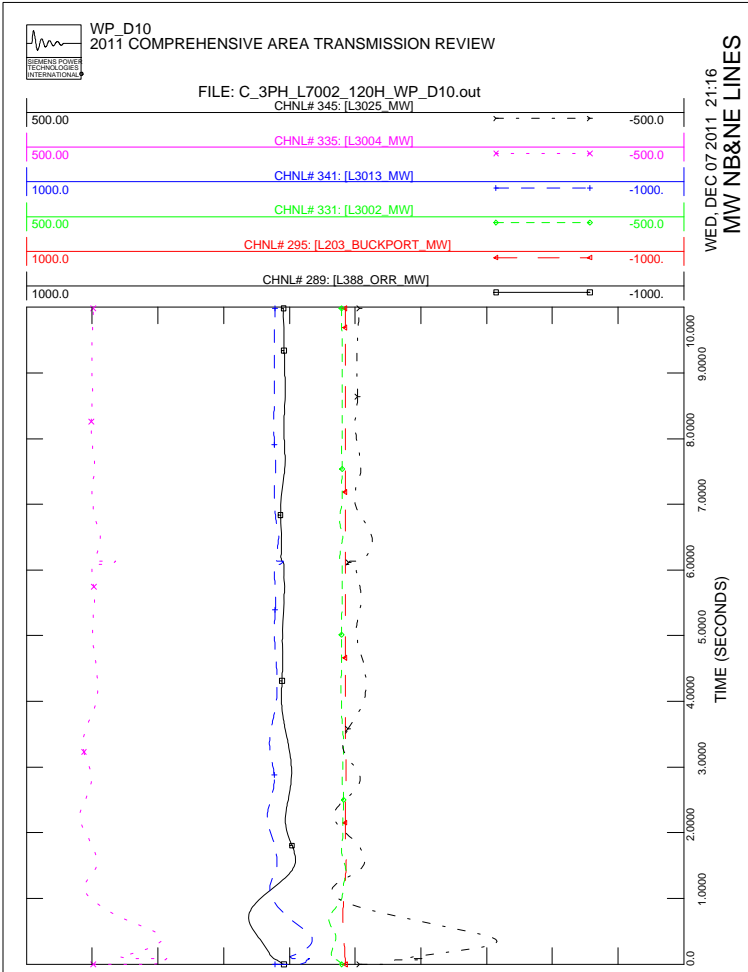


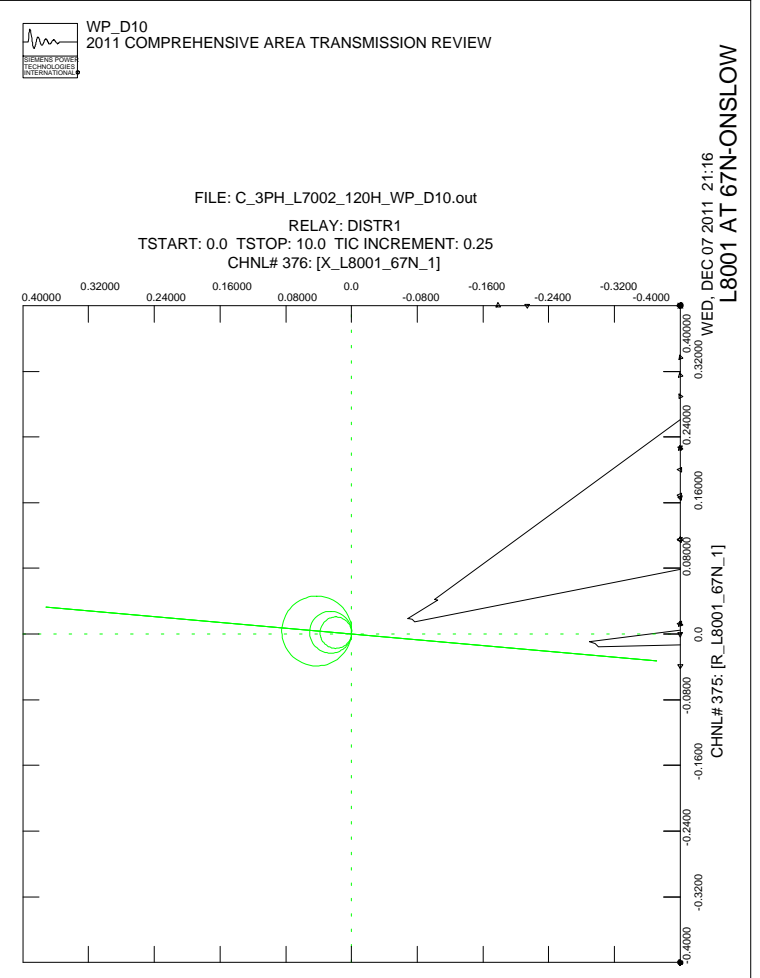
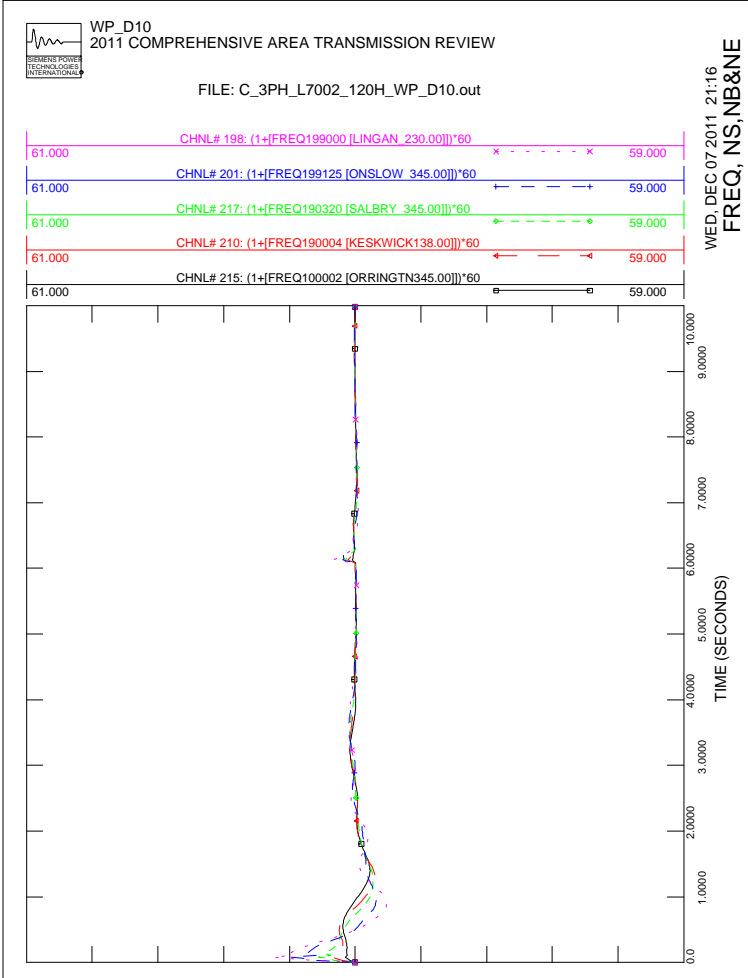
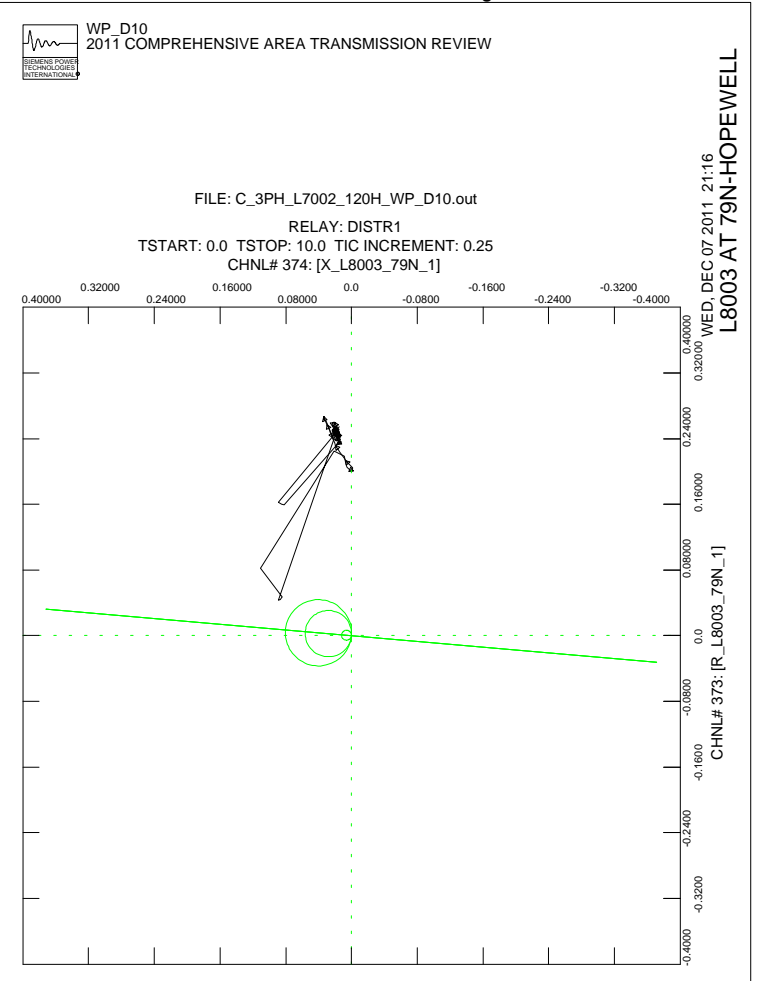
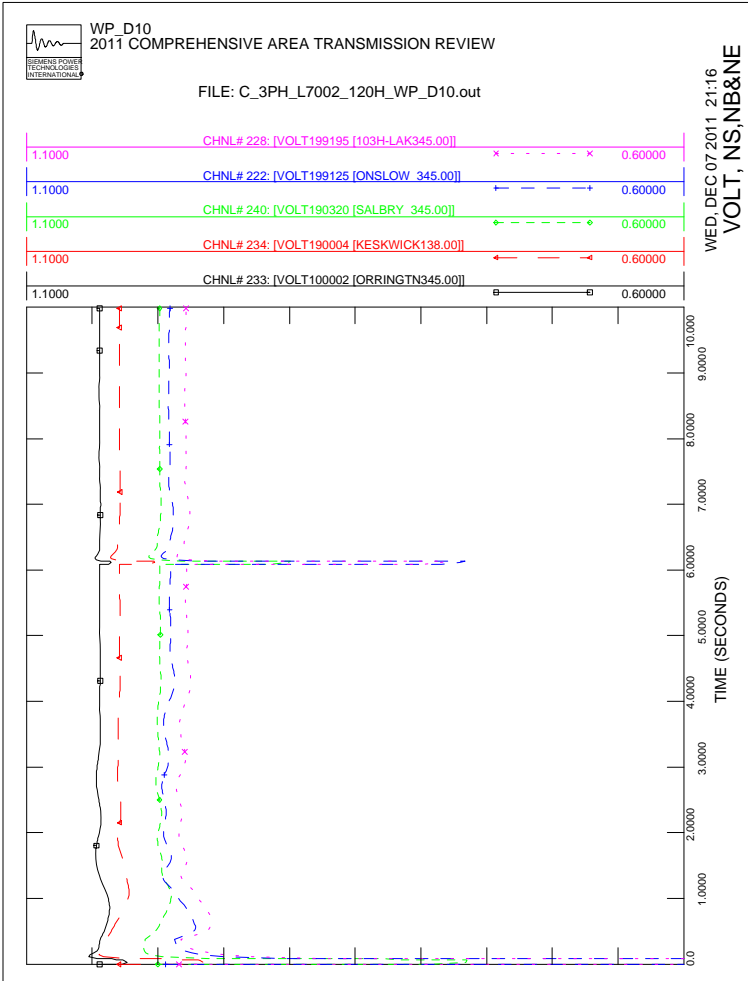


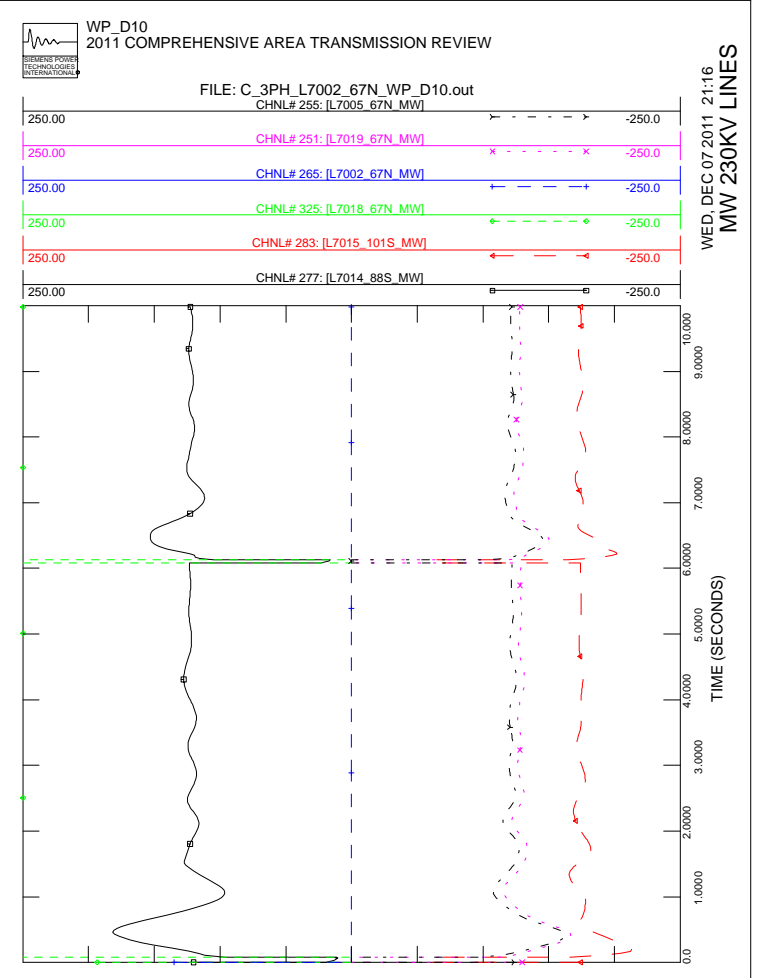
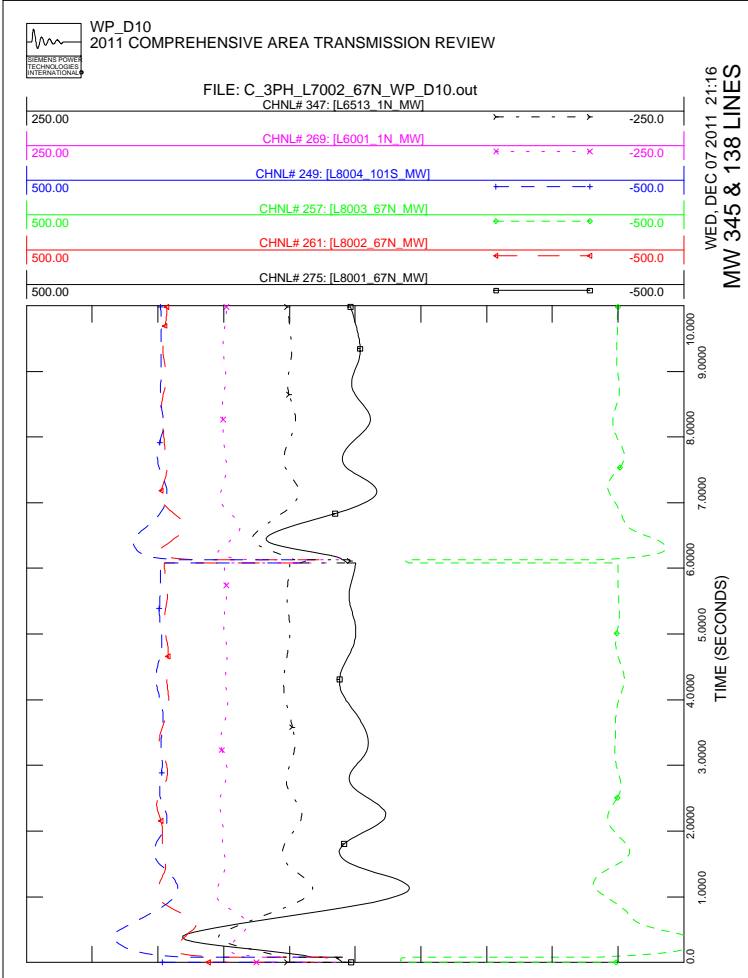
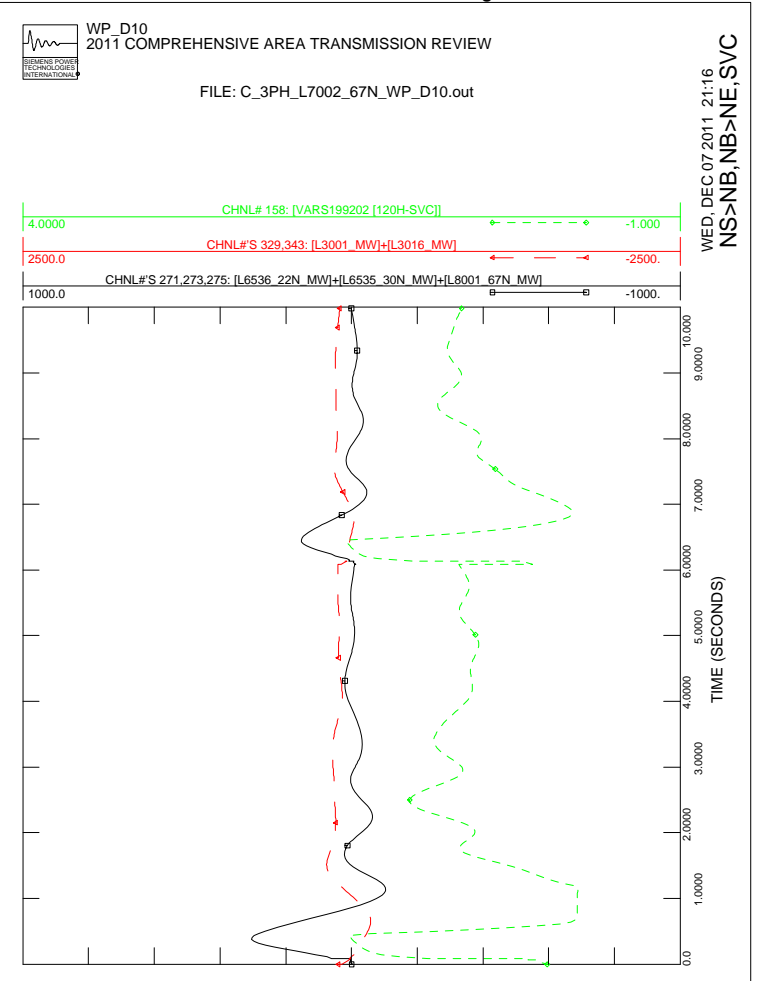
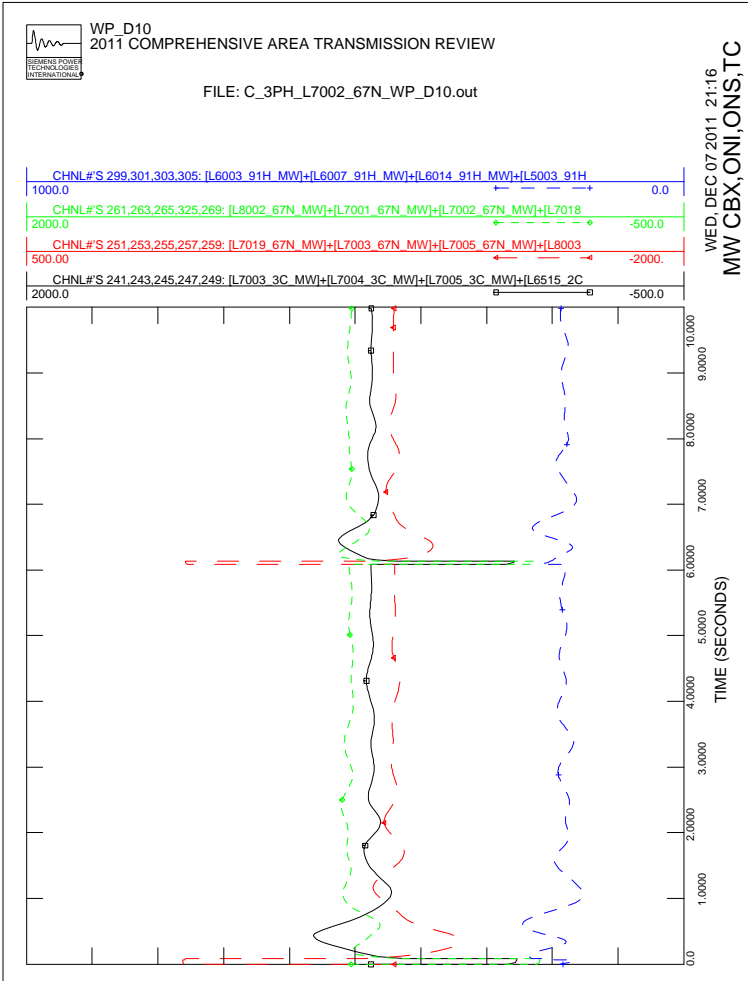


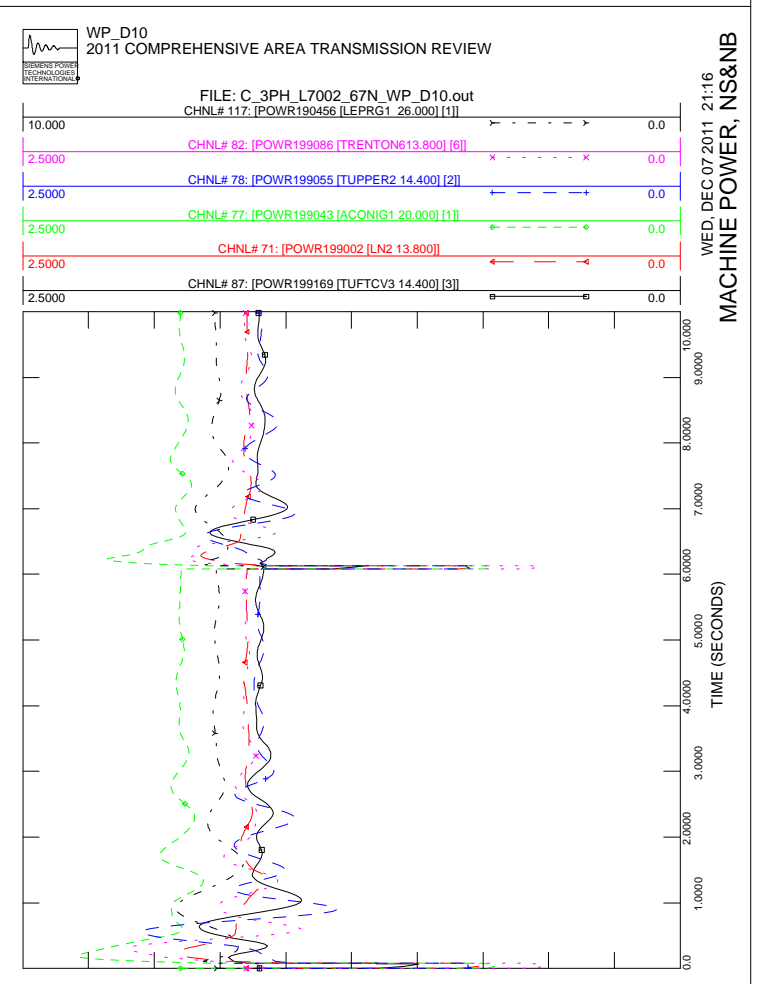
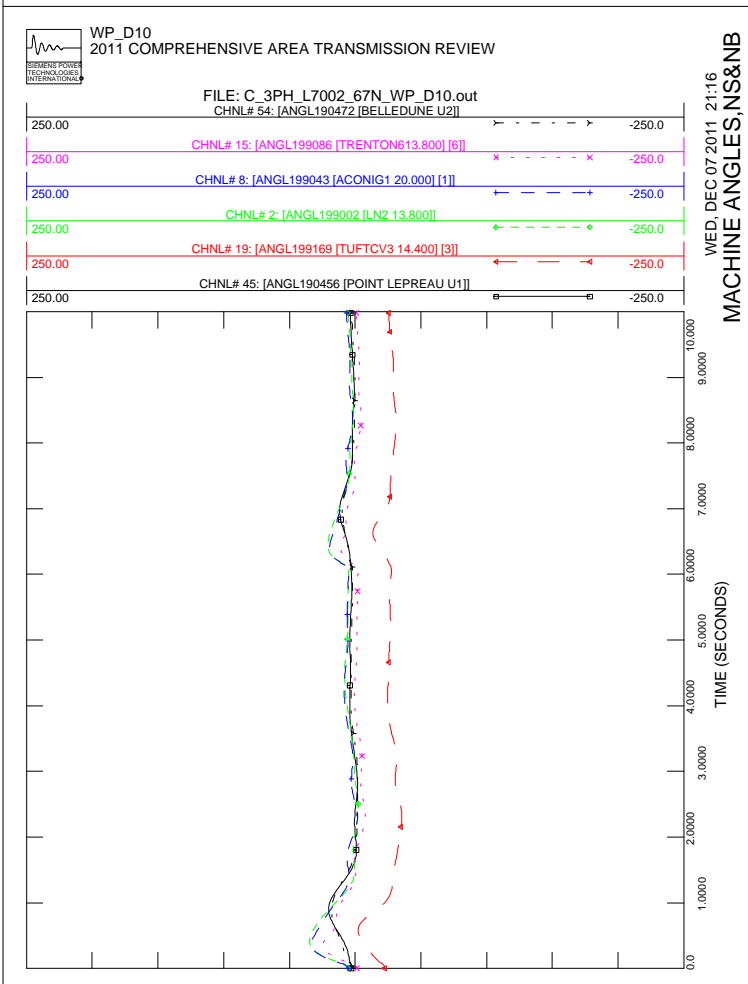
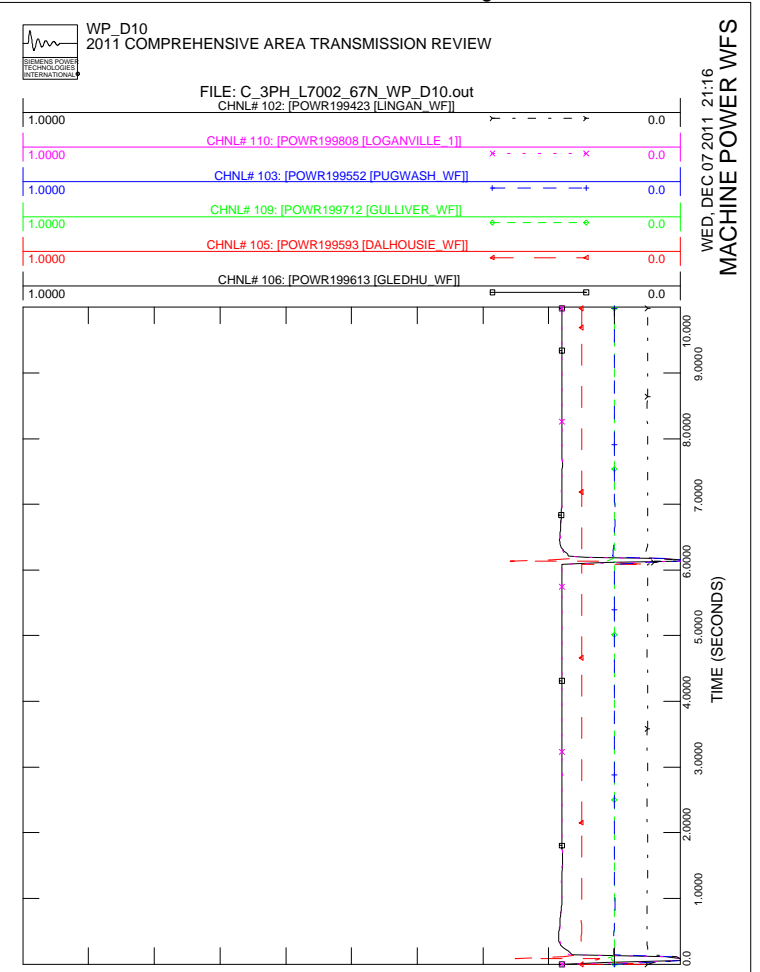
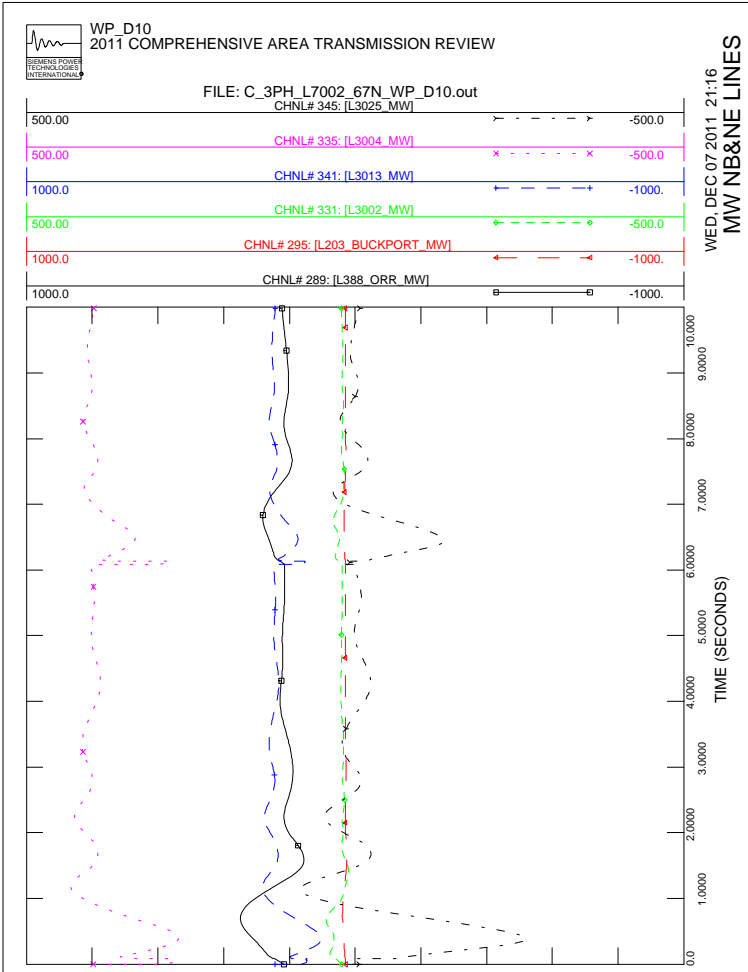


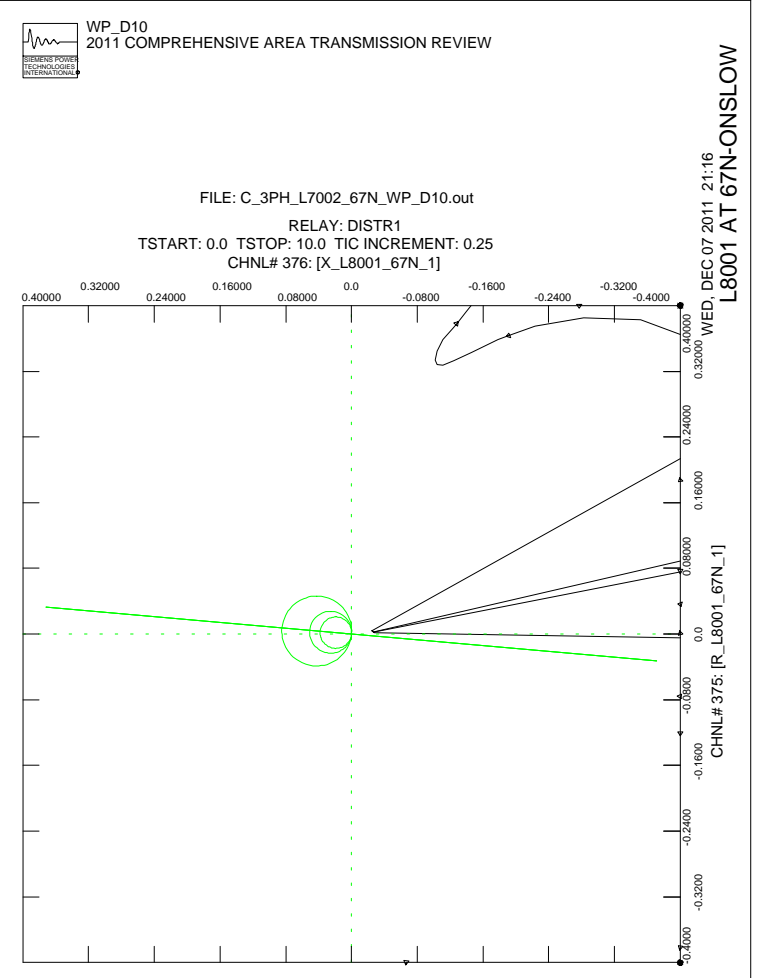
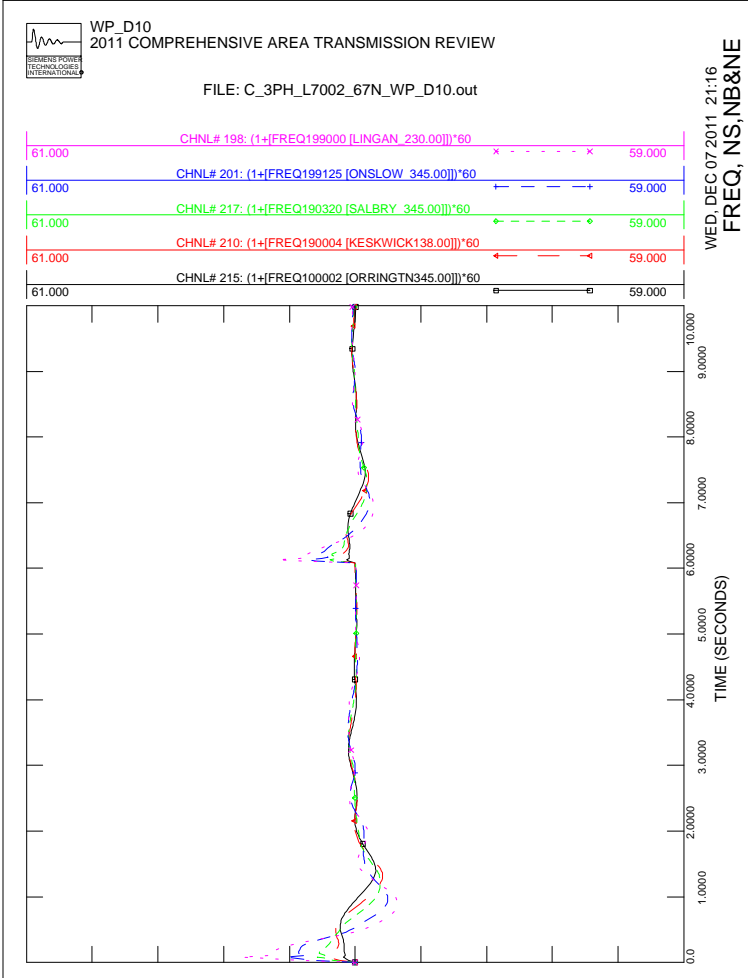
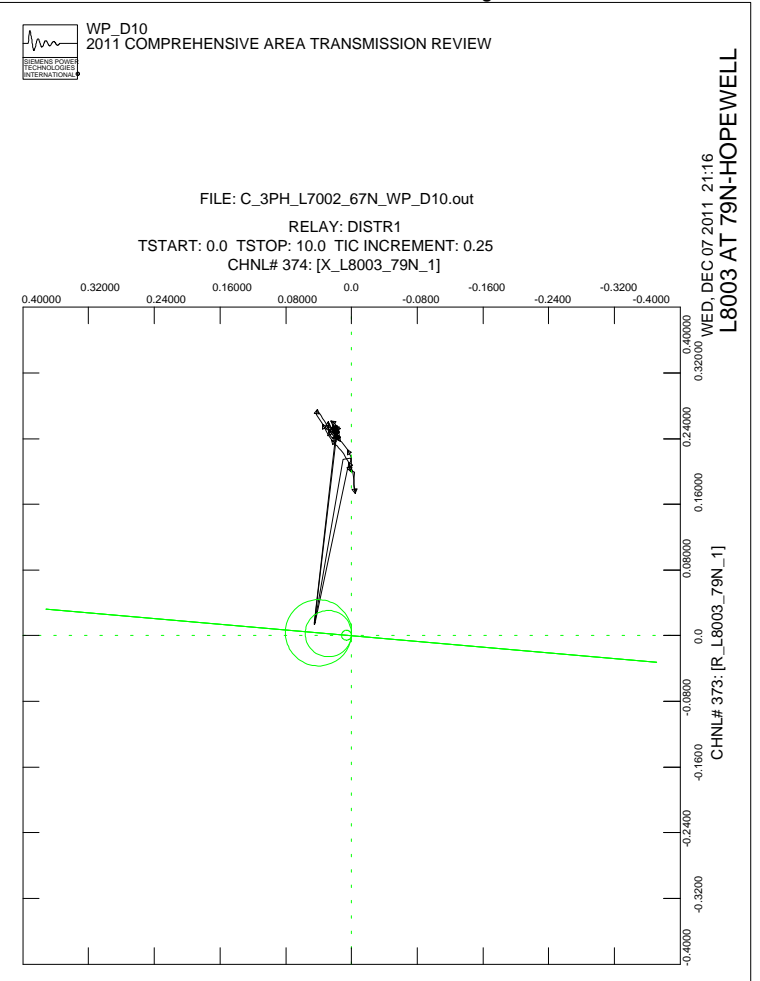
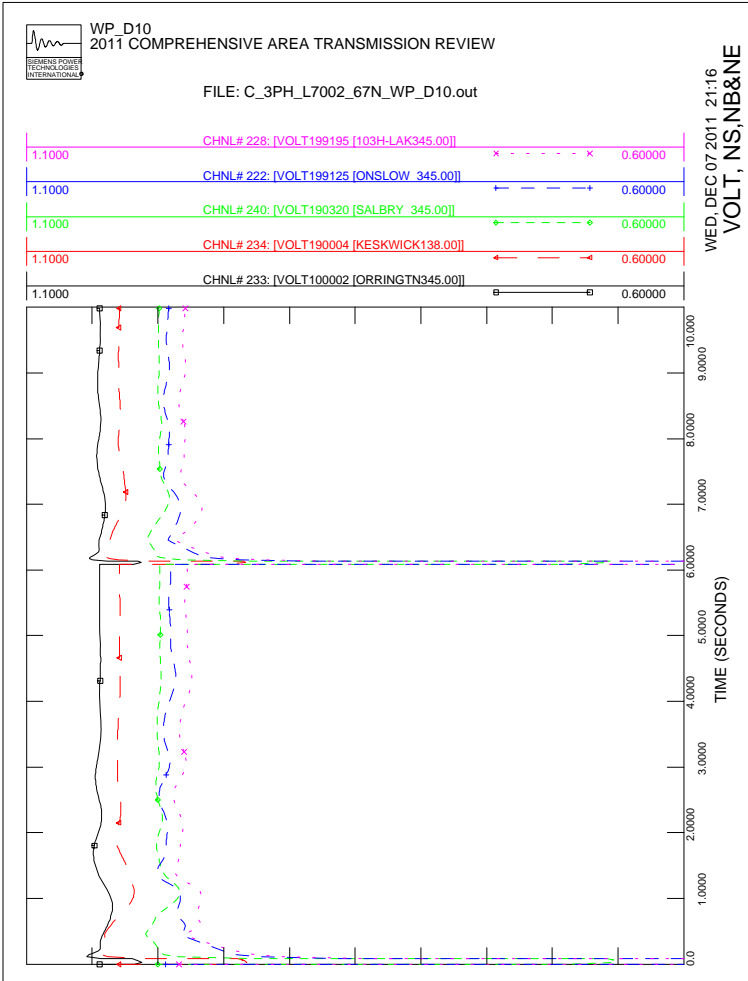


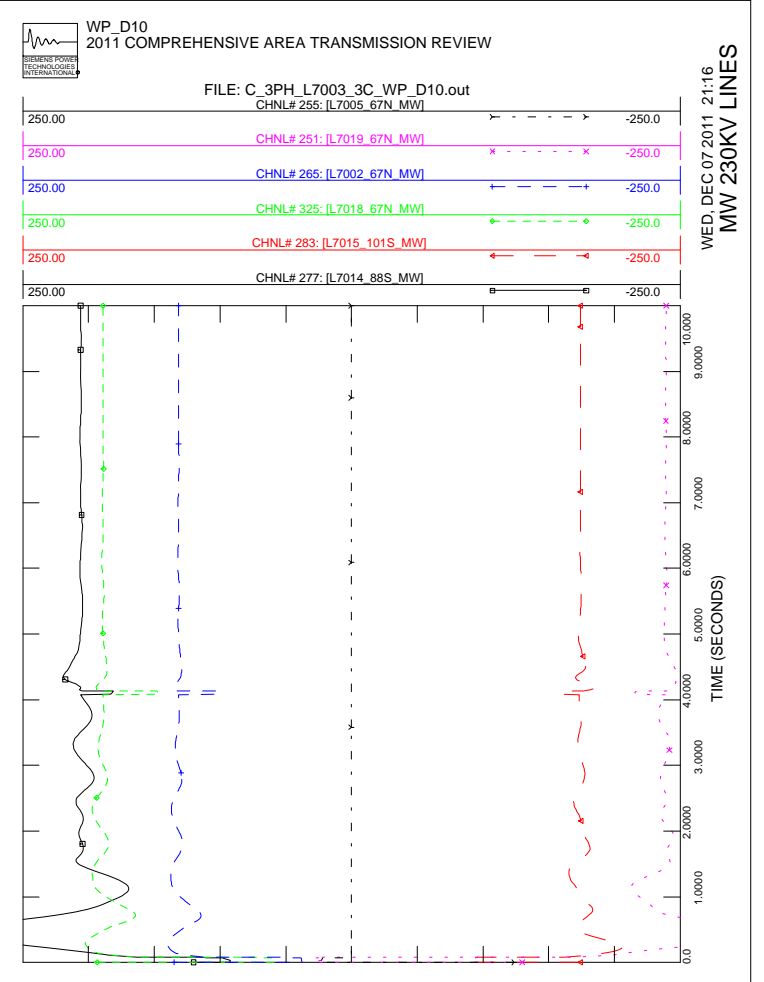
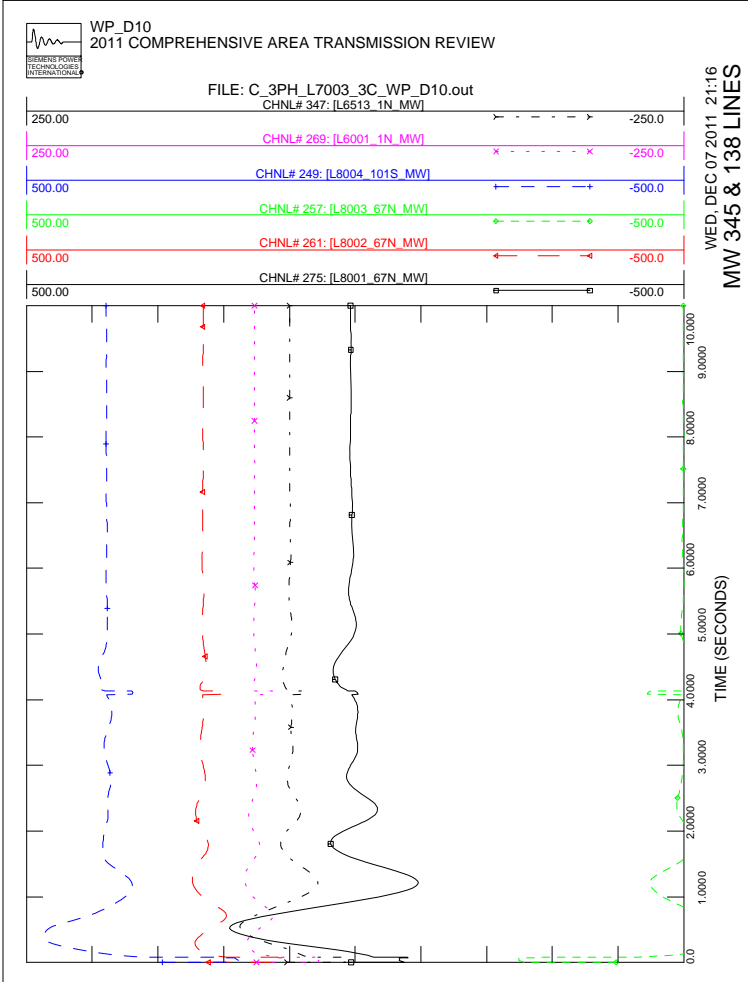
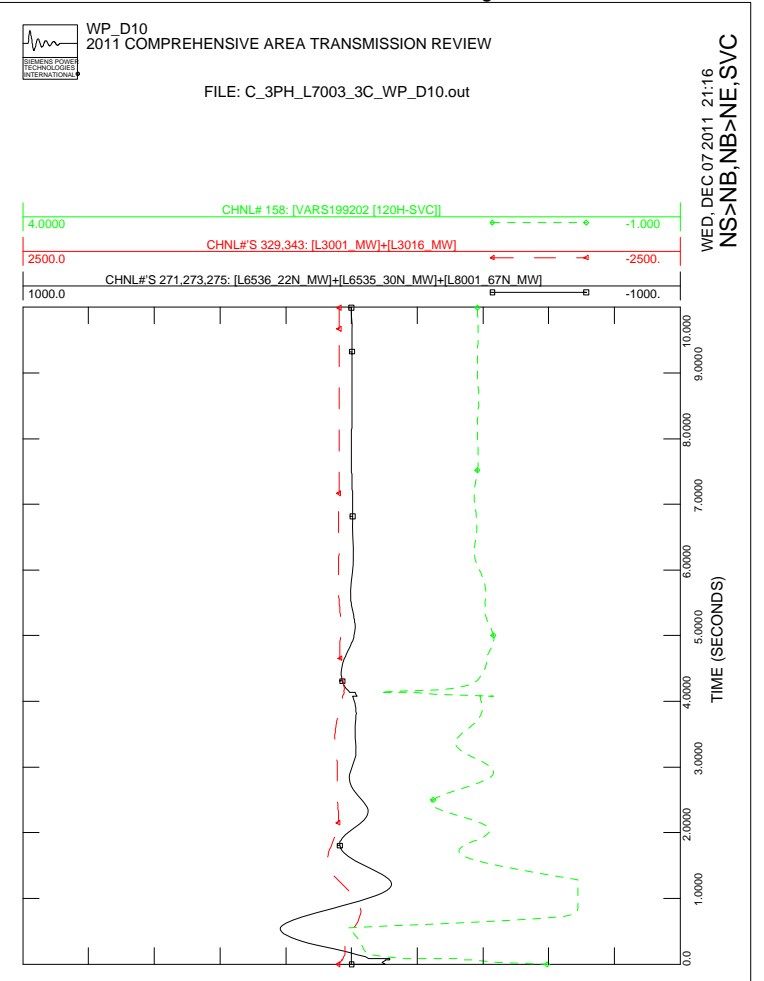
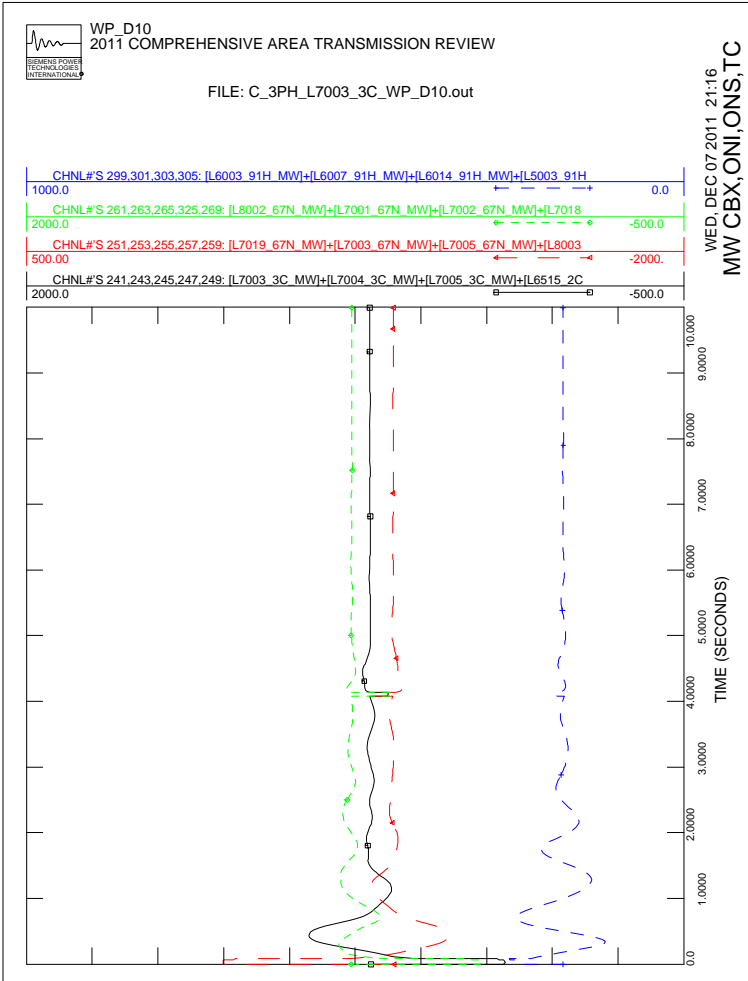


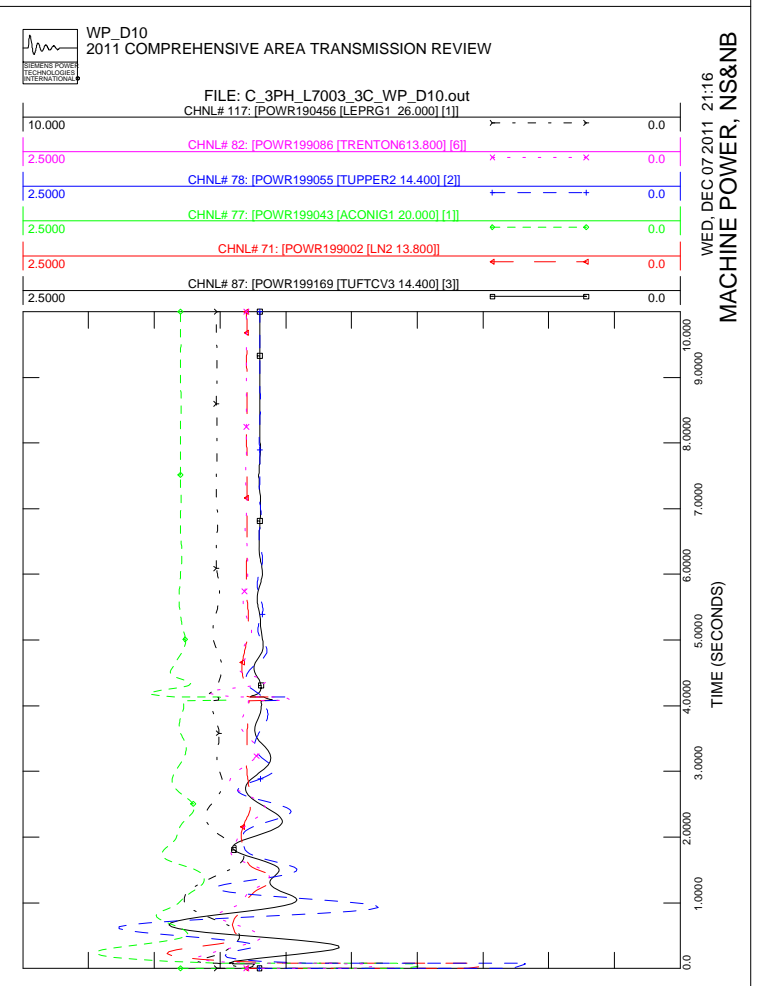
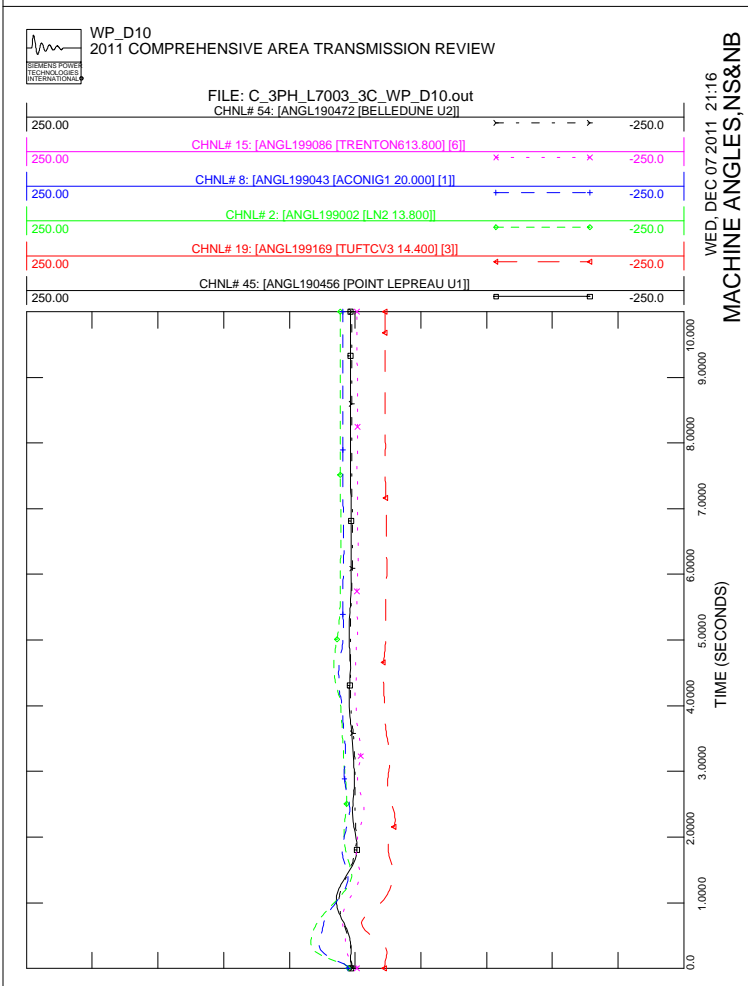
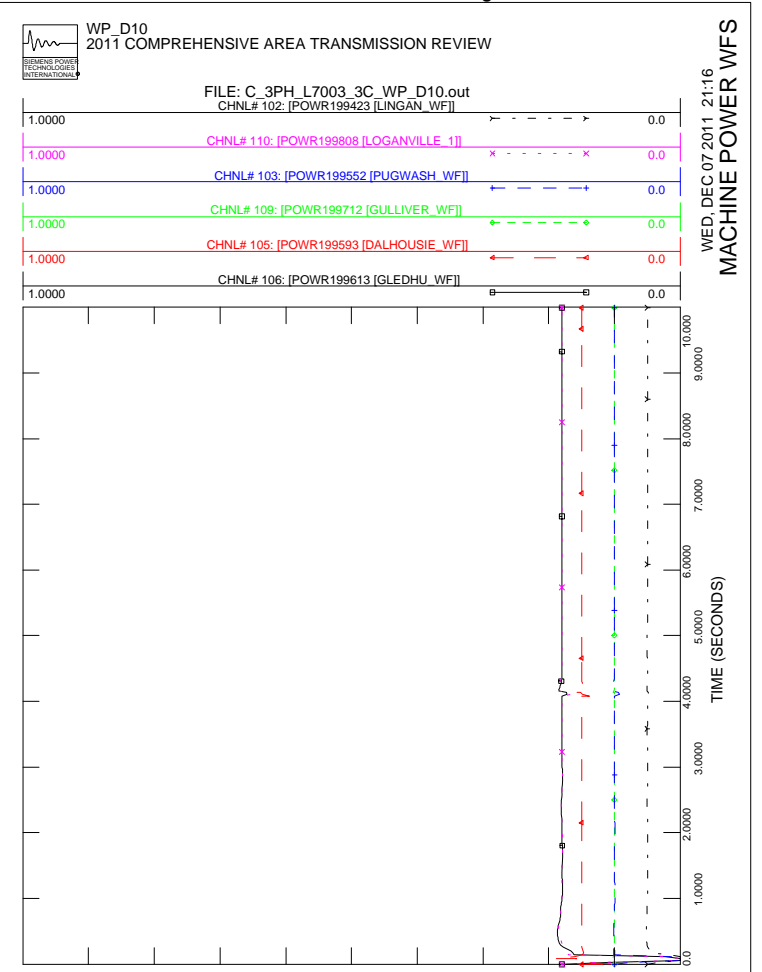
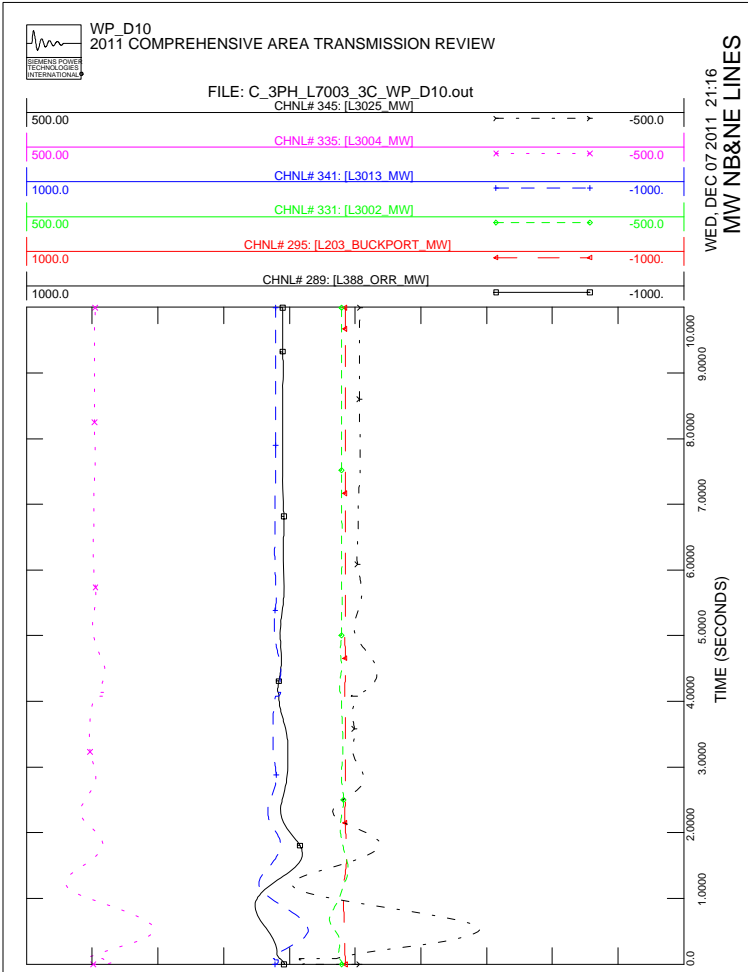


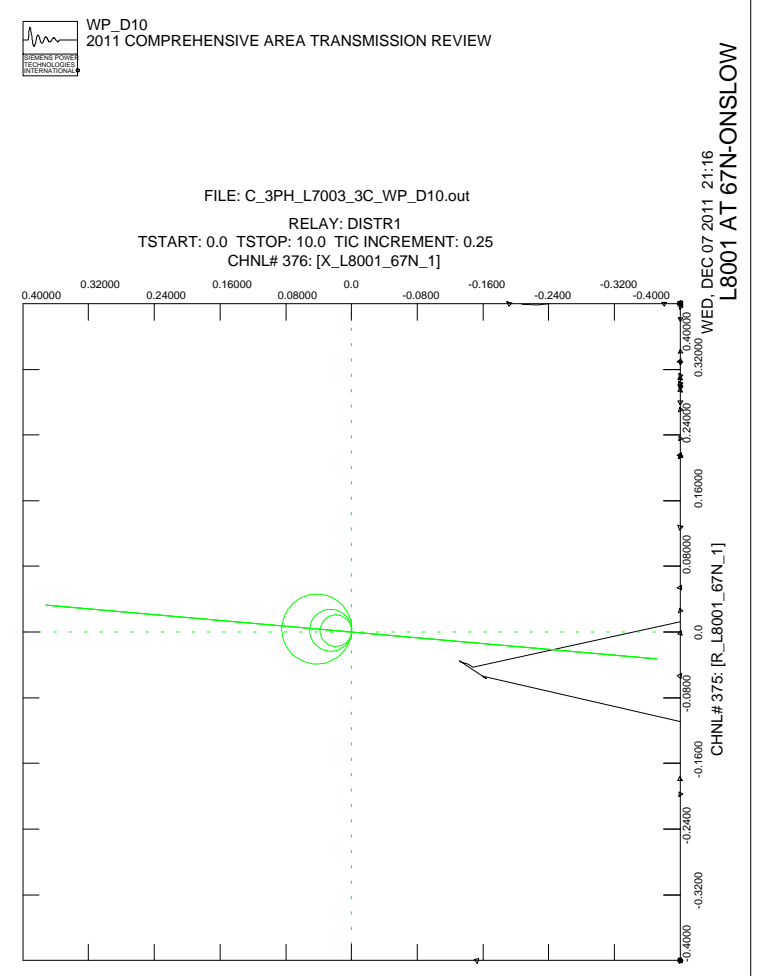
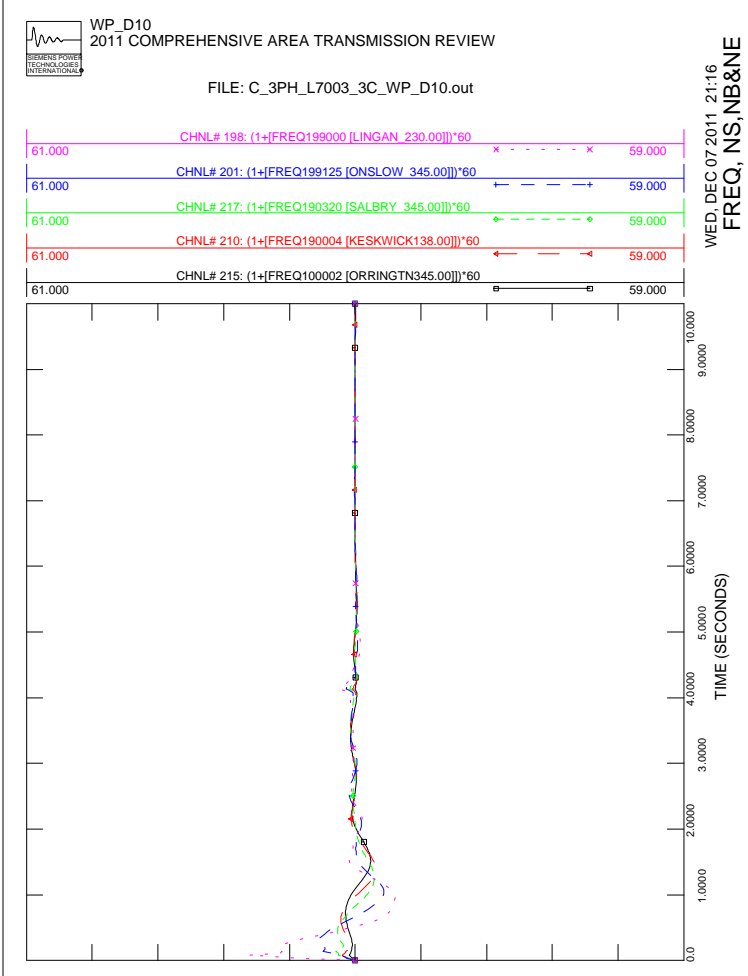
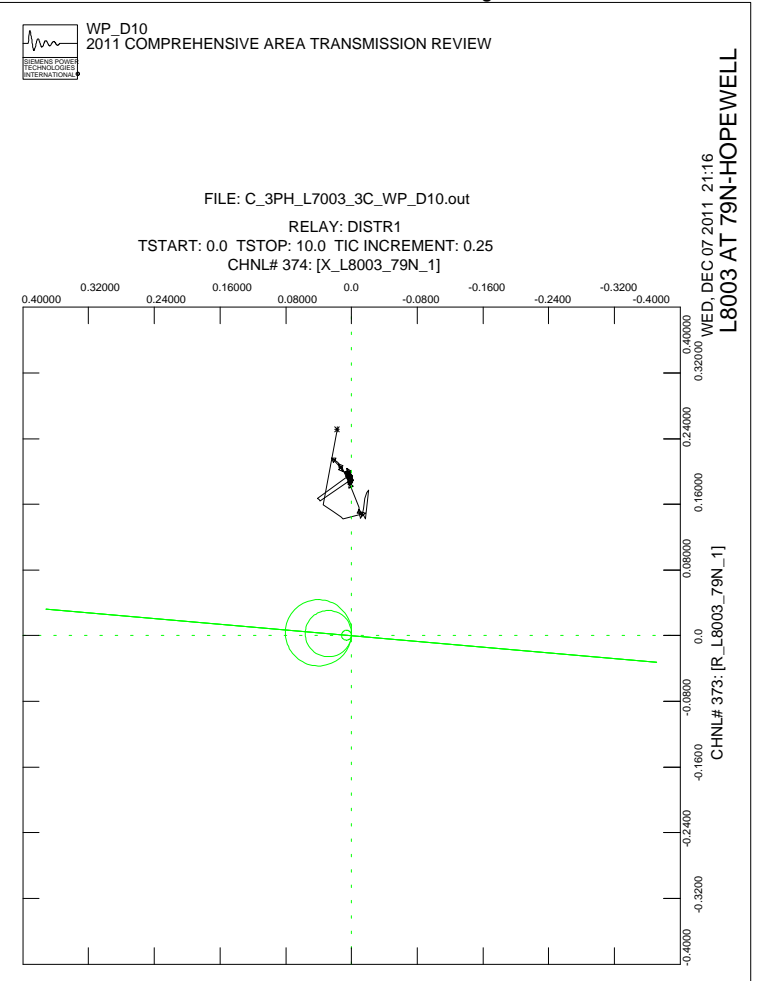
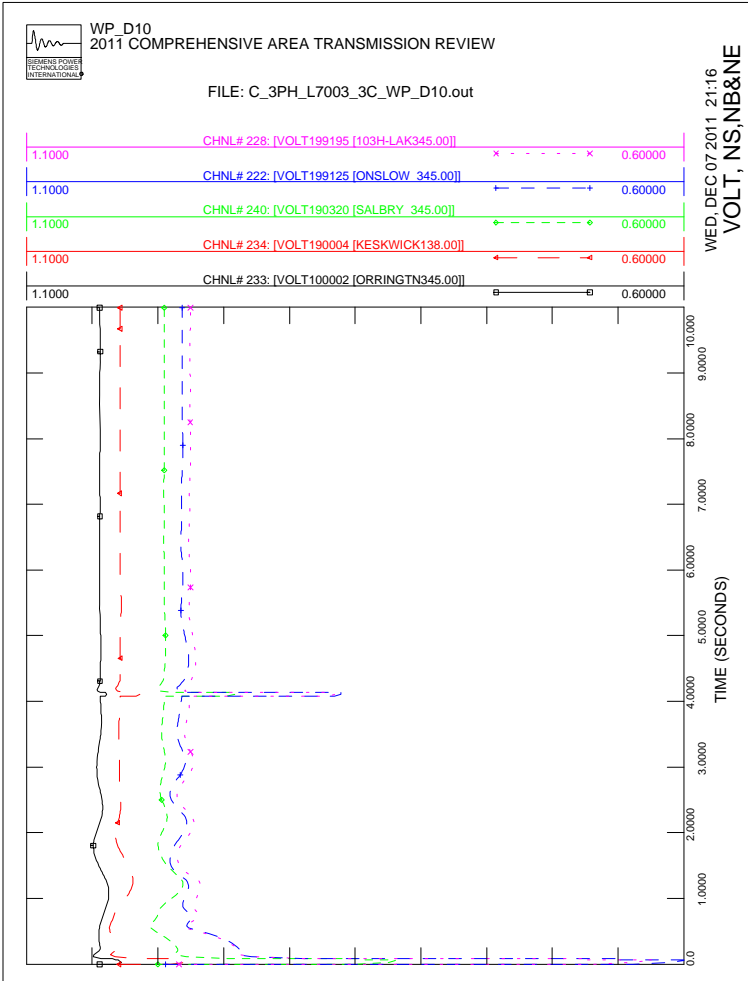


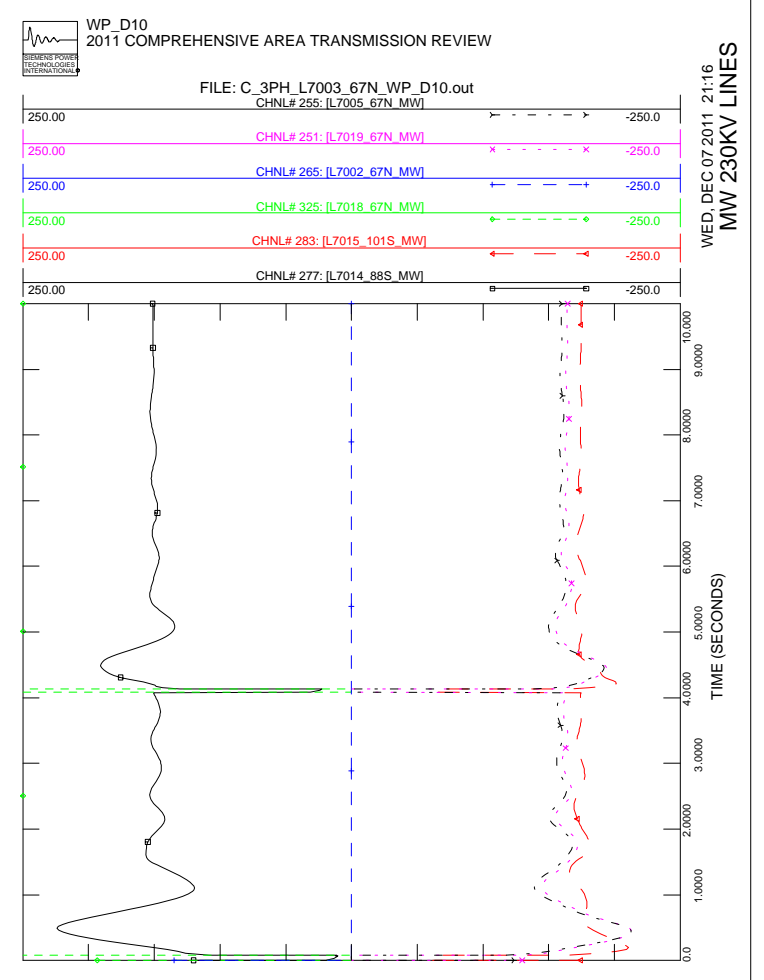
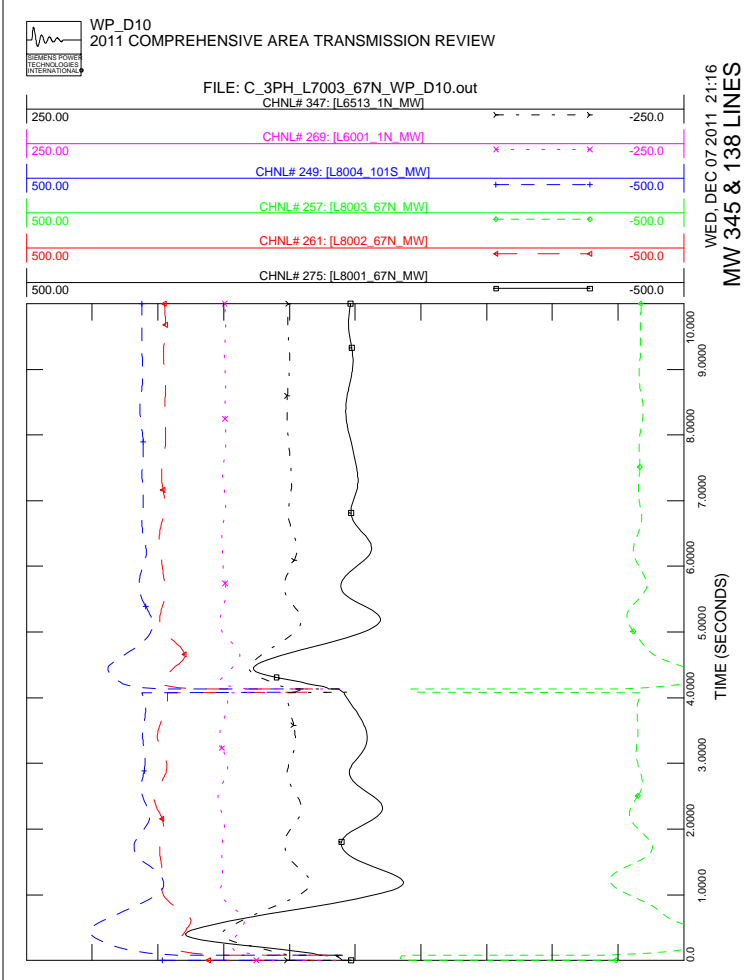
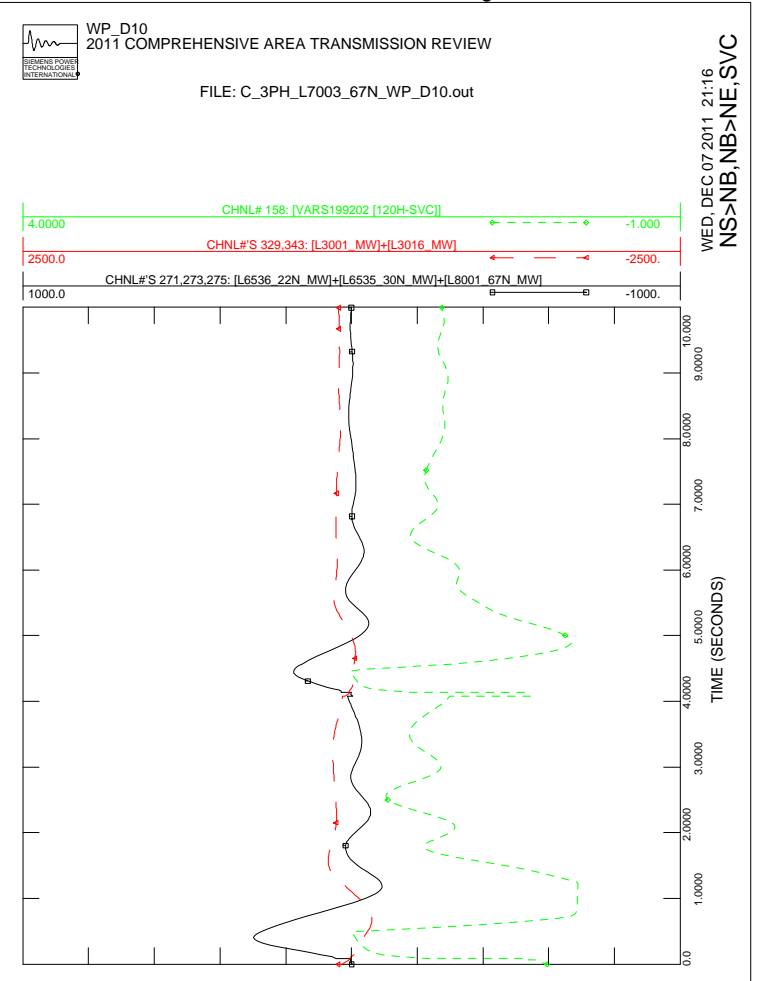
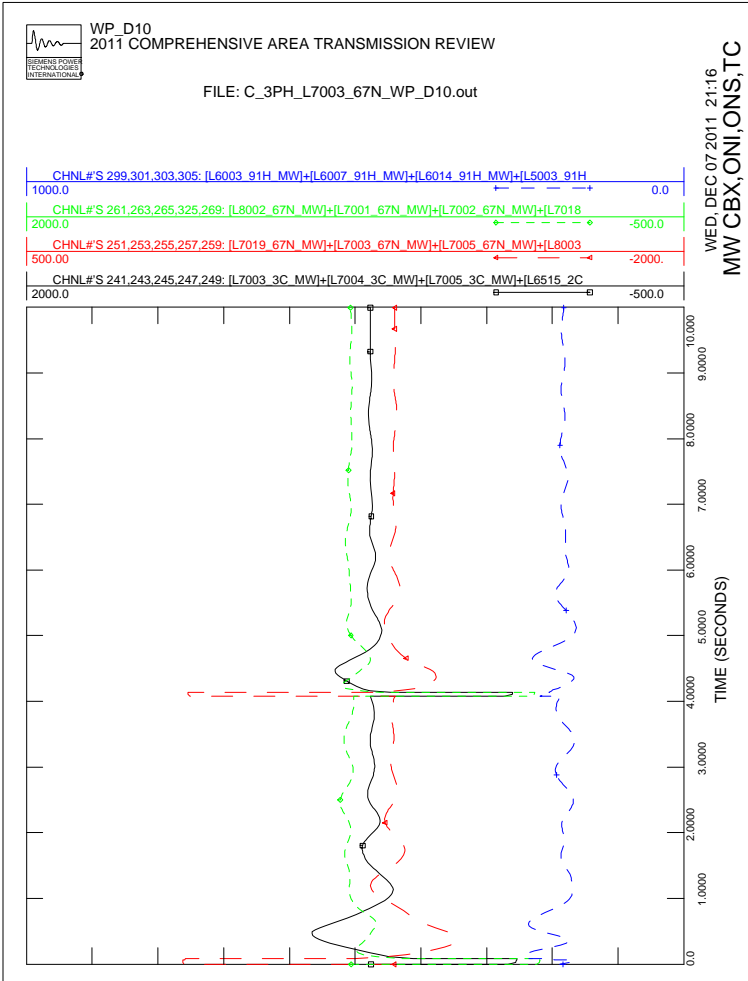


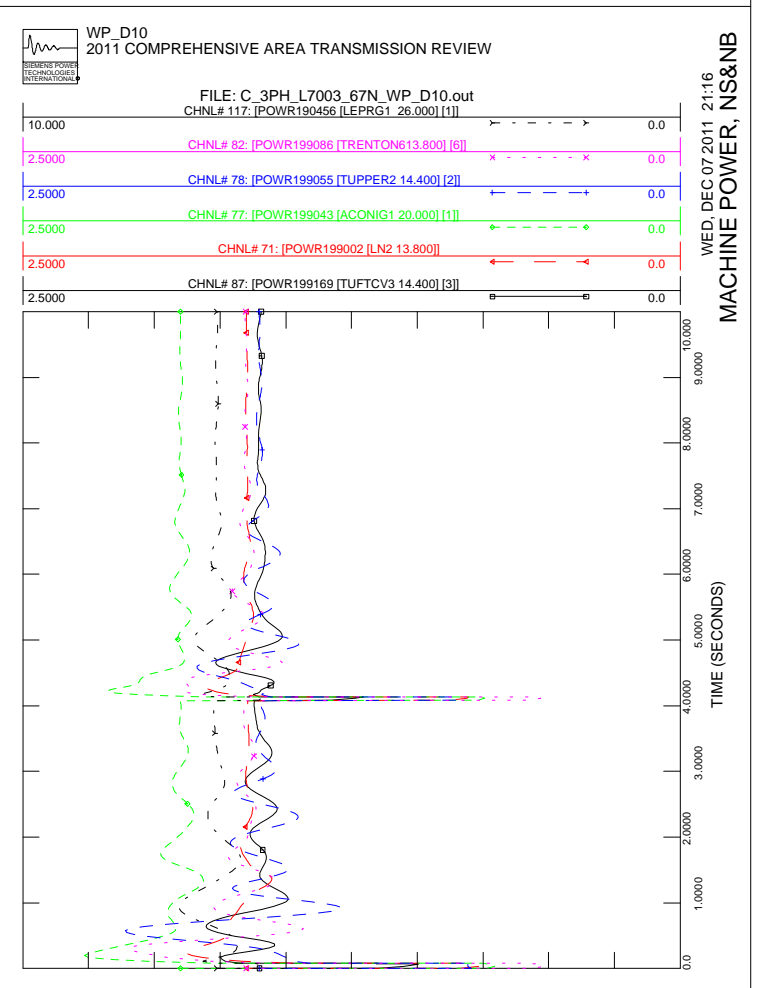
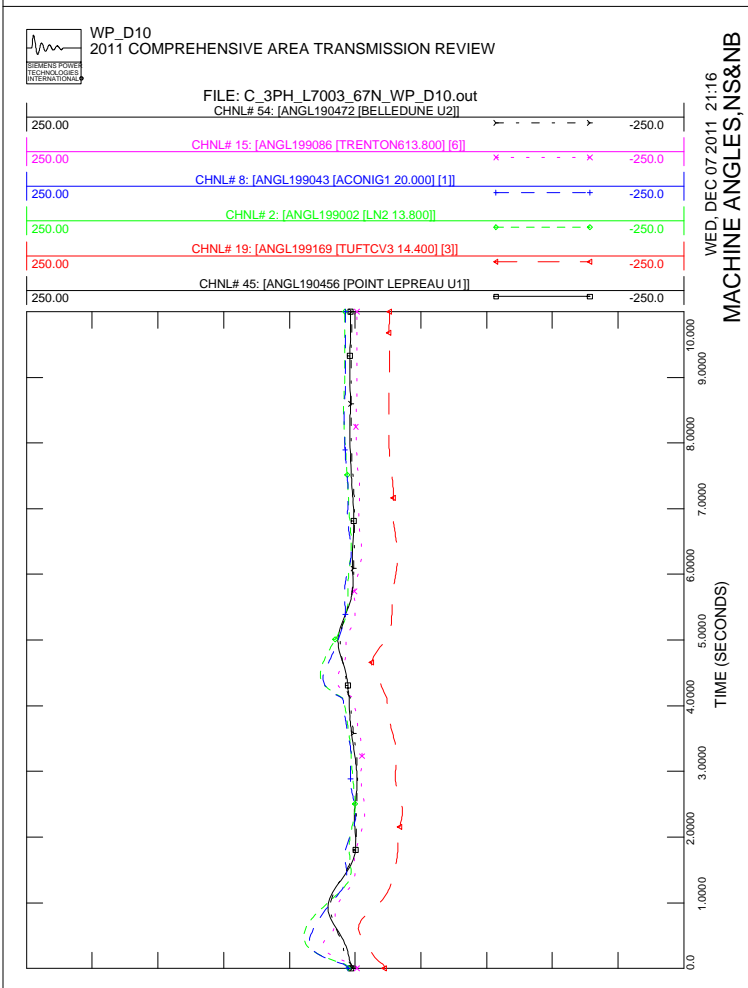
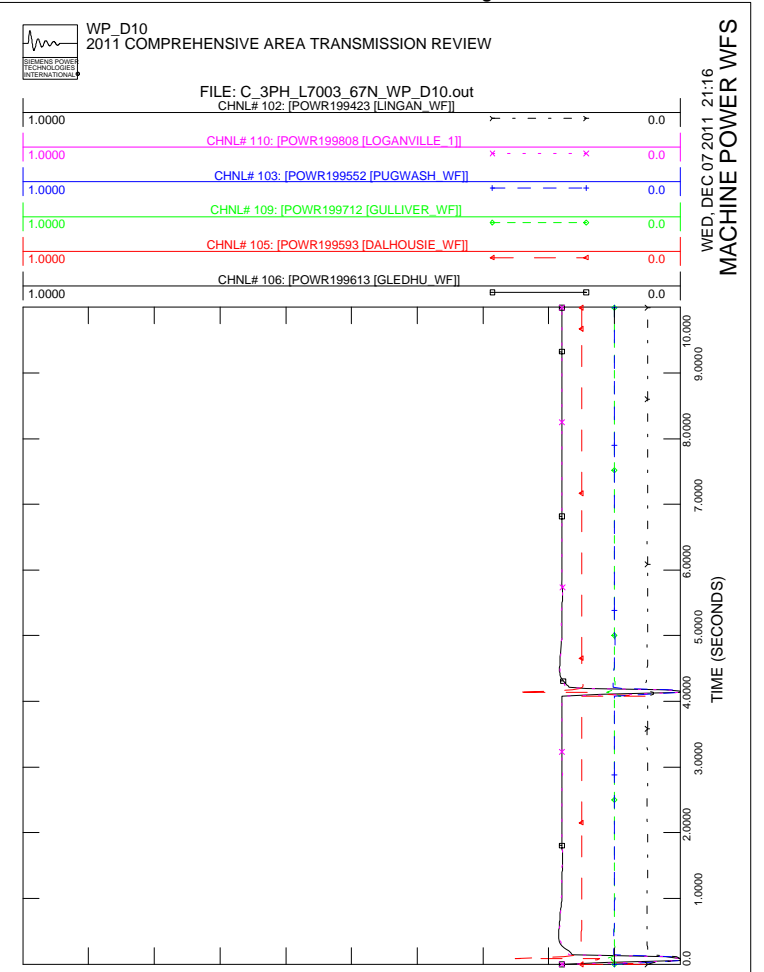
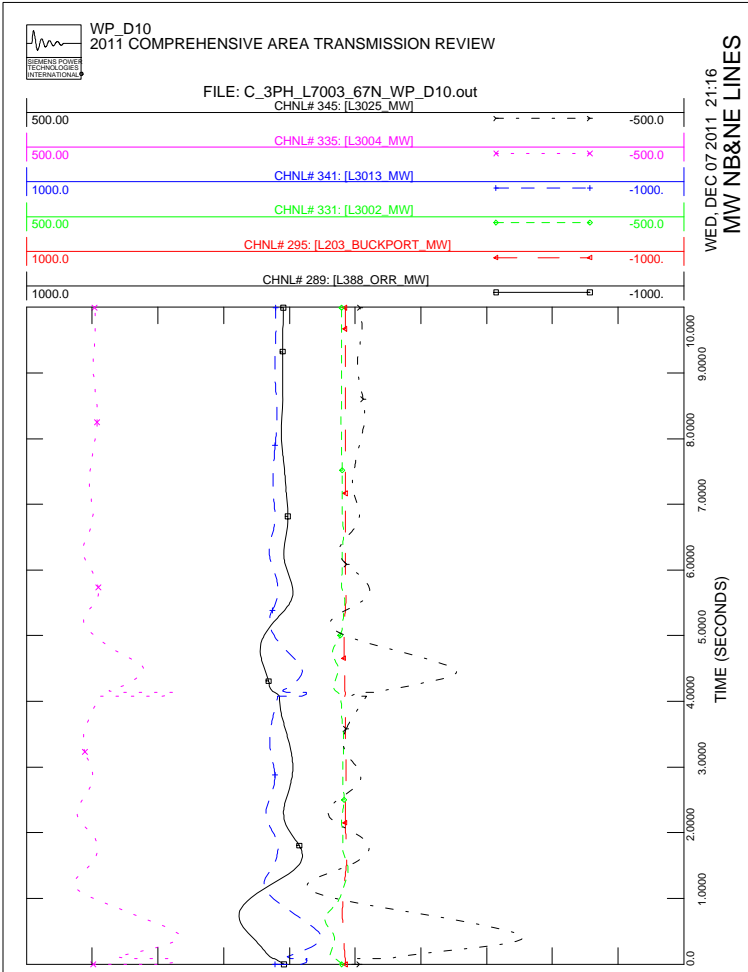


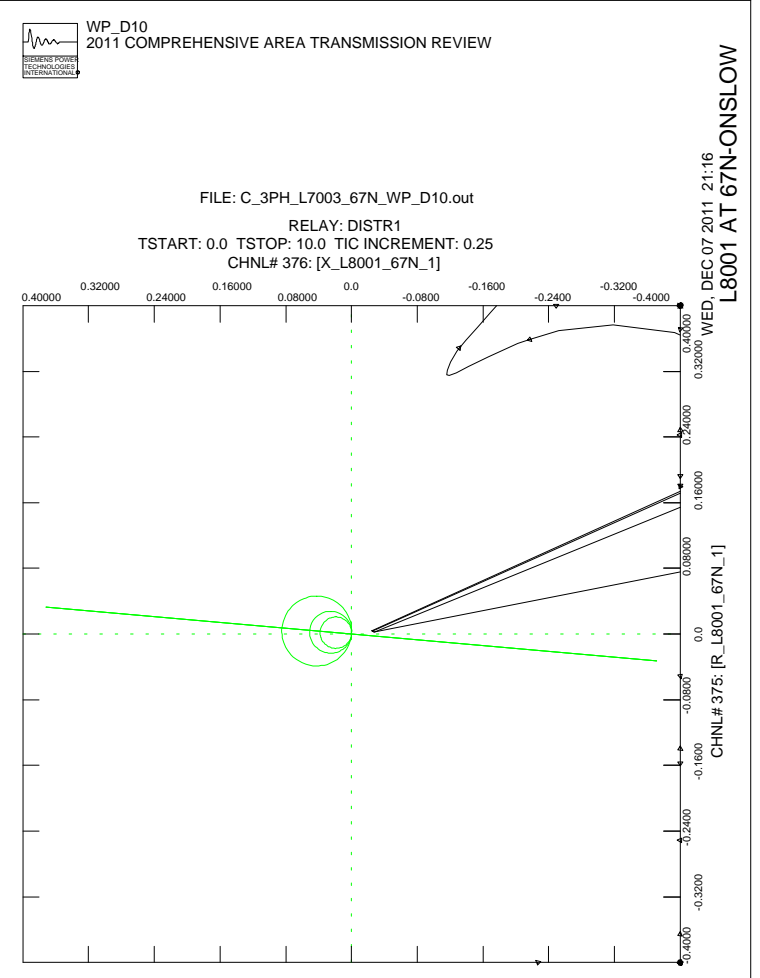
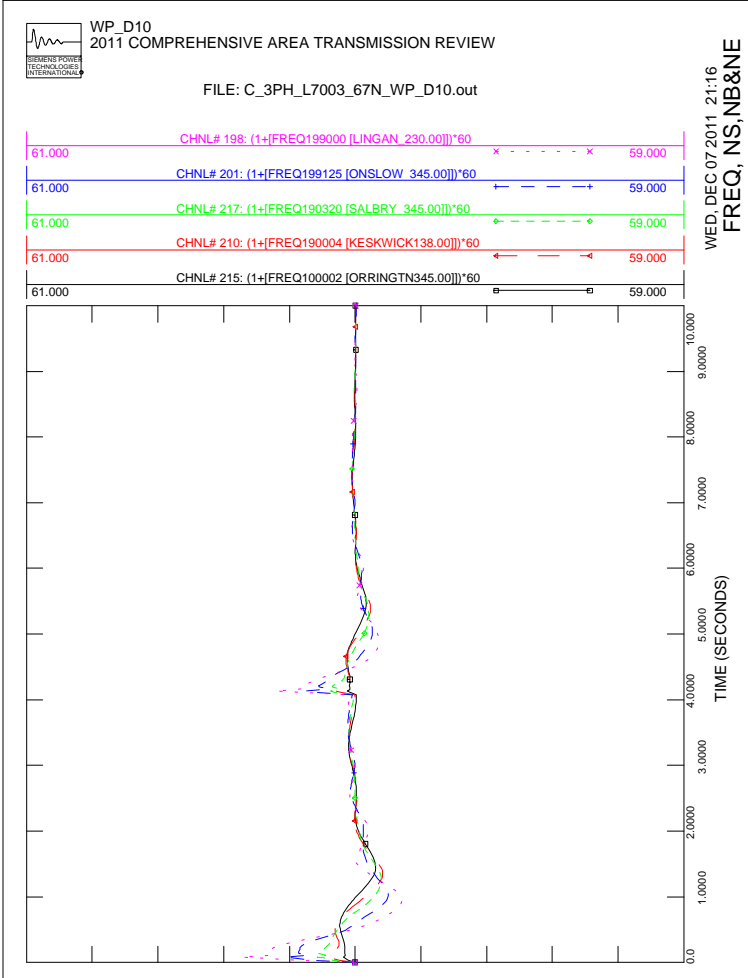
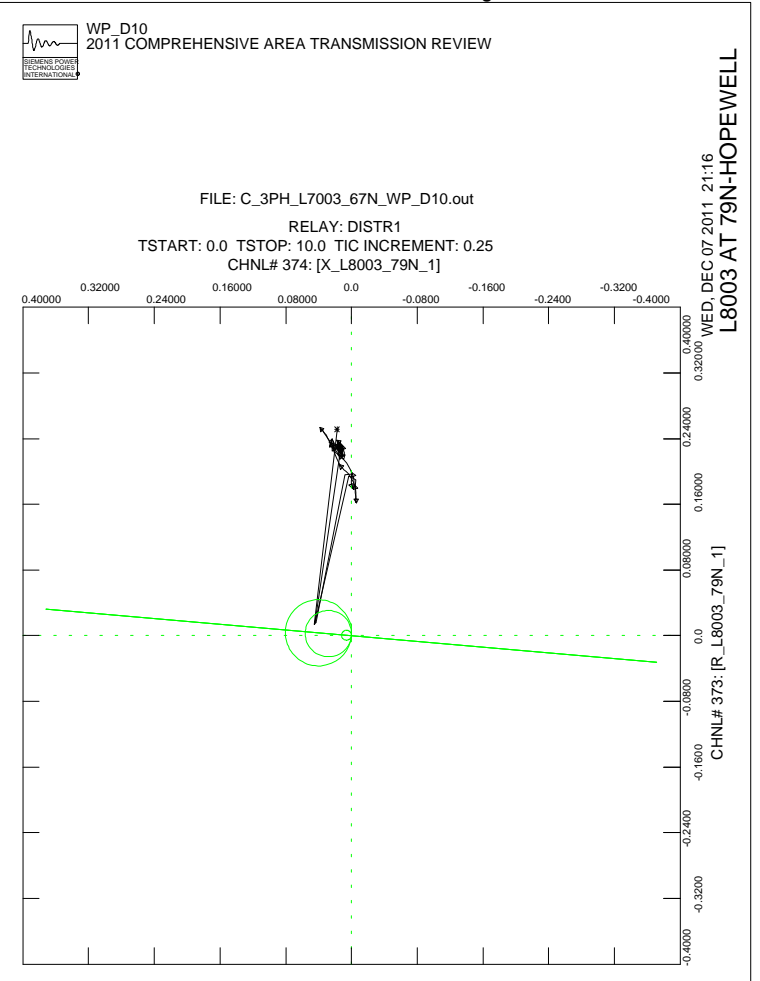
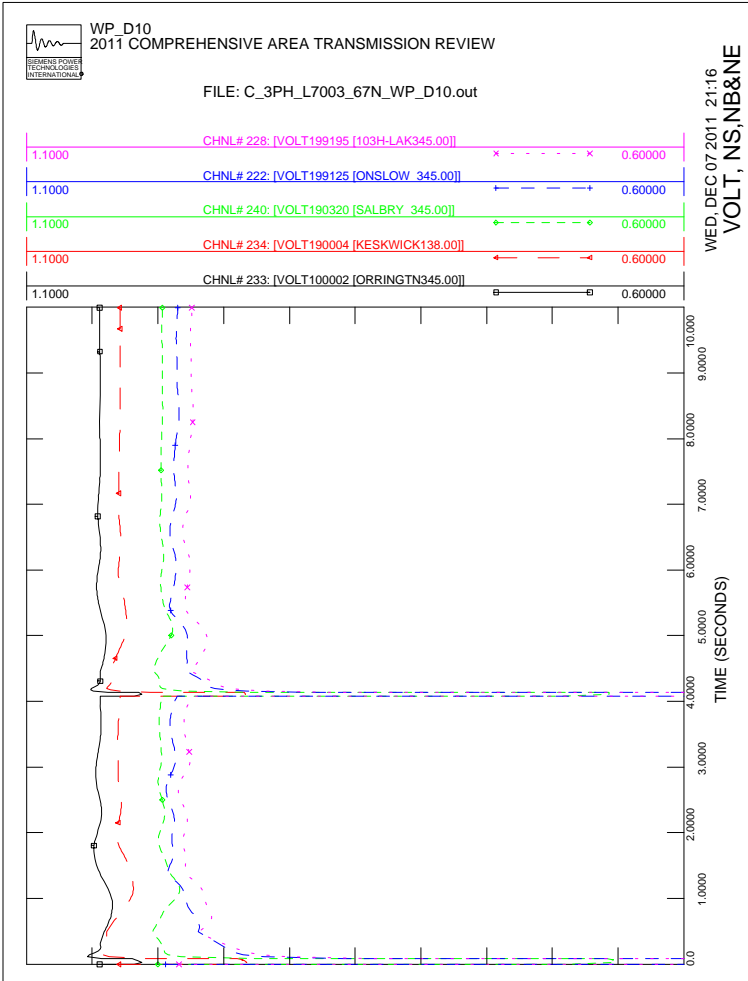








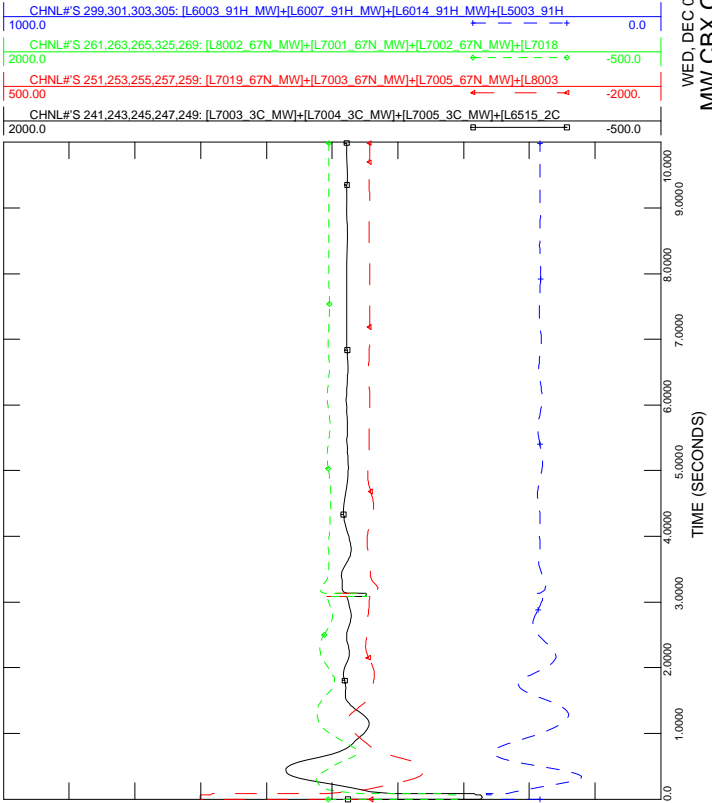






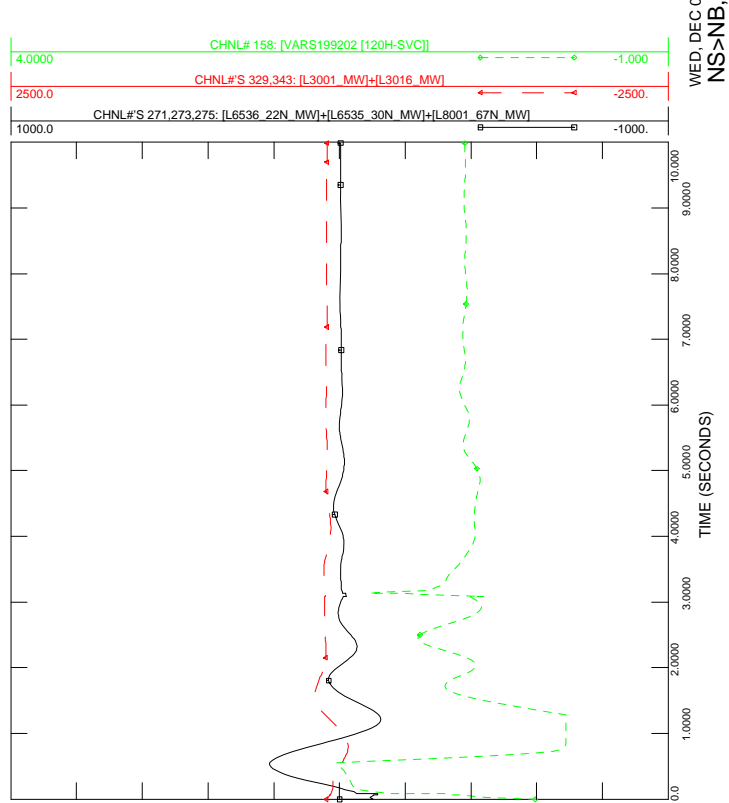
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7004_3C_WP_D10.out



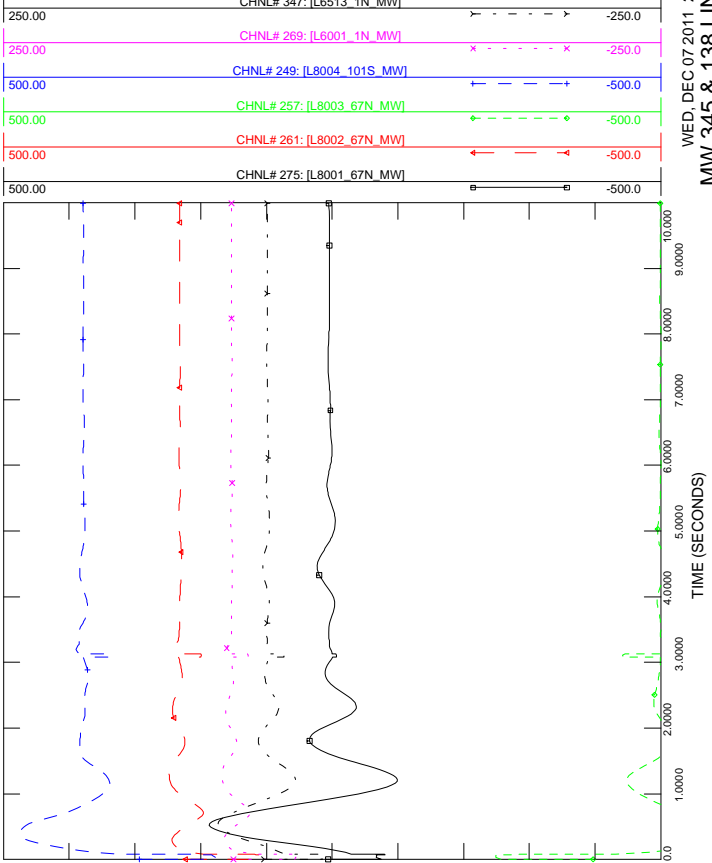
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7004_3C_WP_D10.out



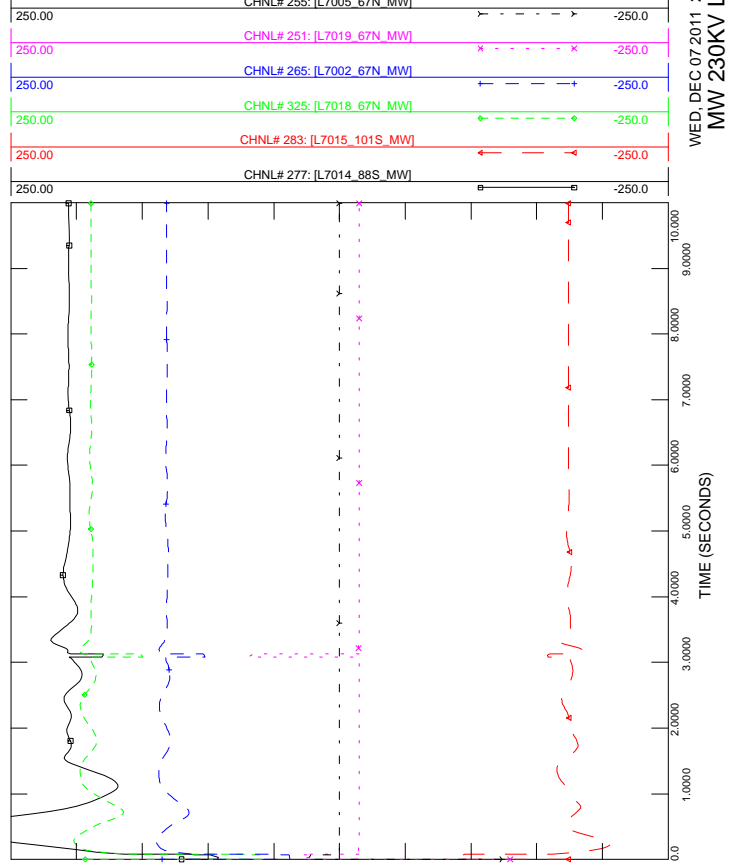
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

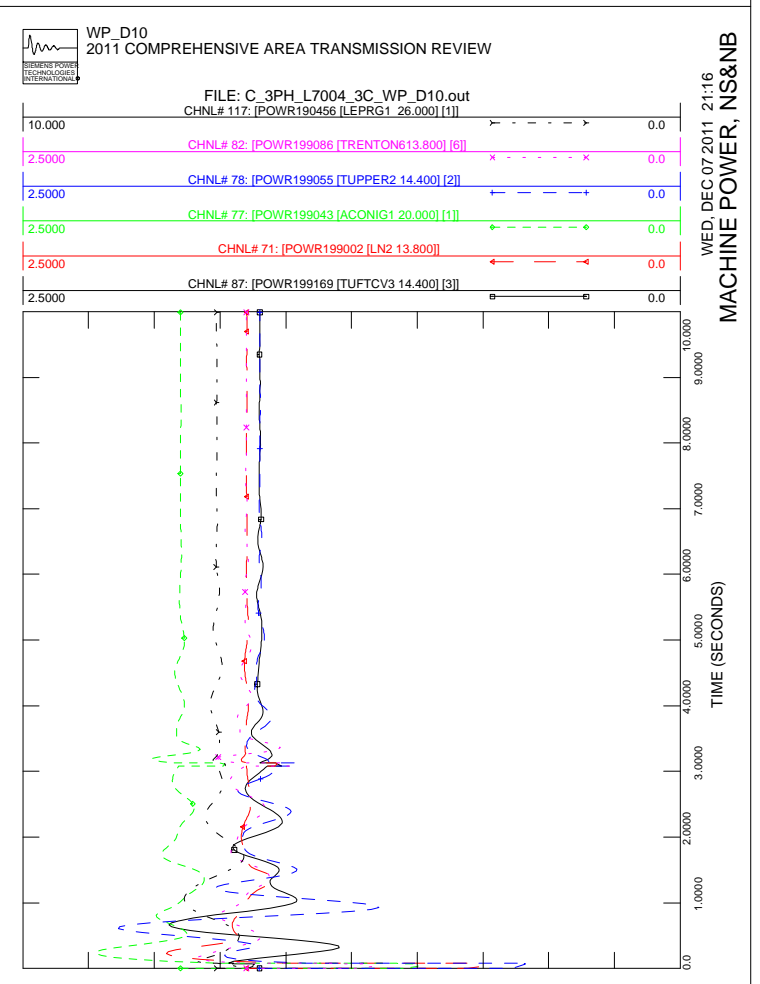
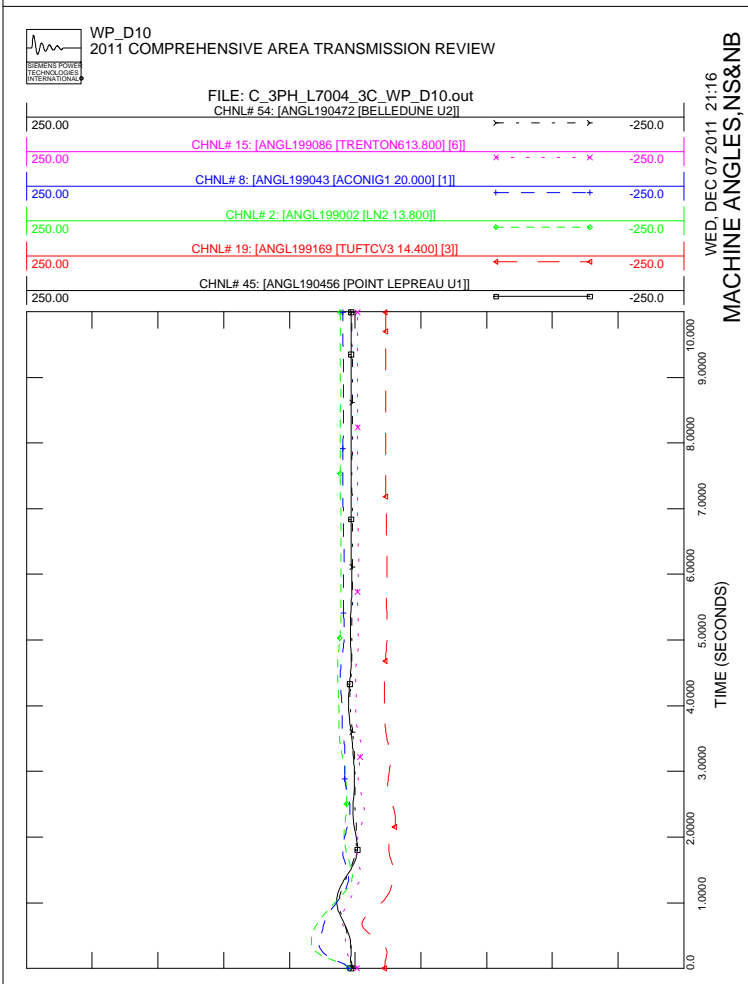
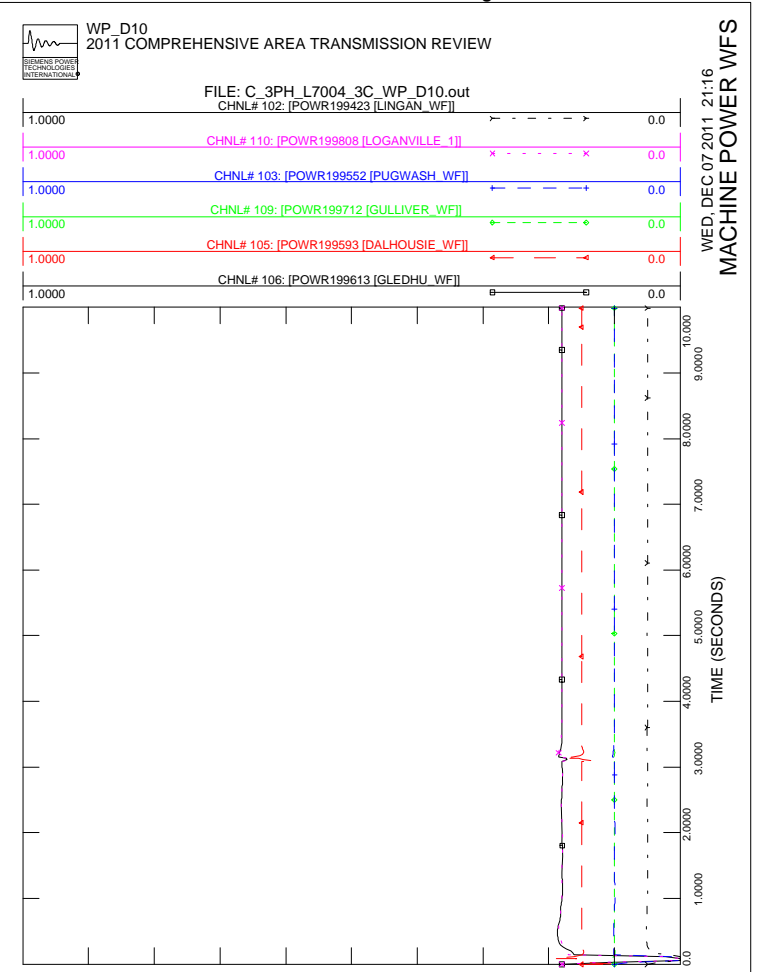
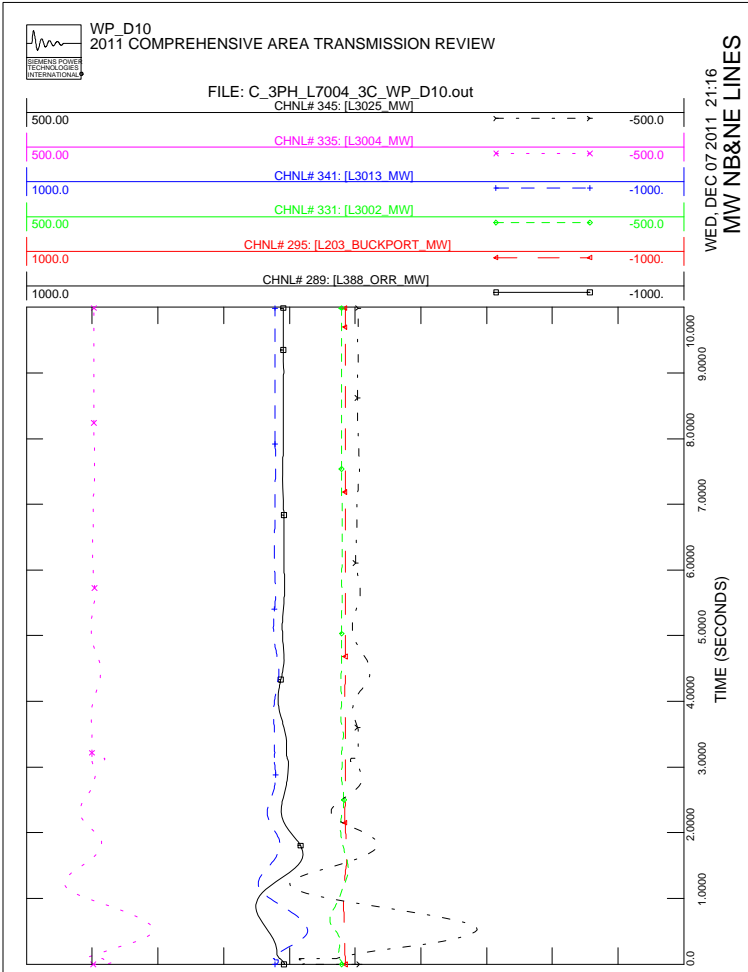
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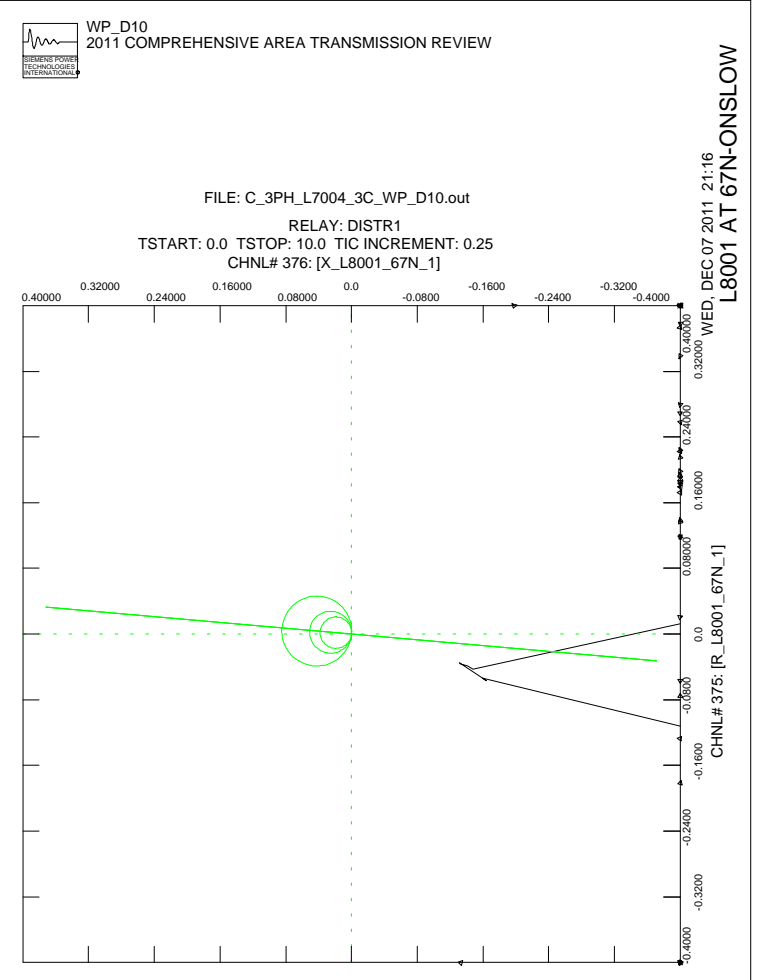
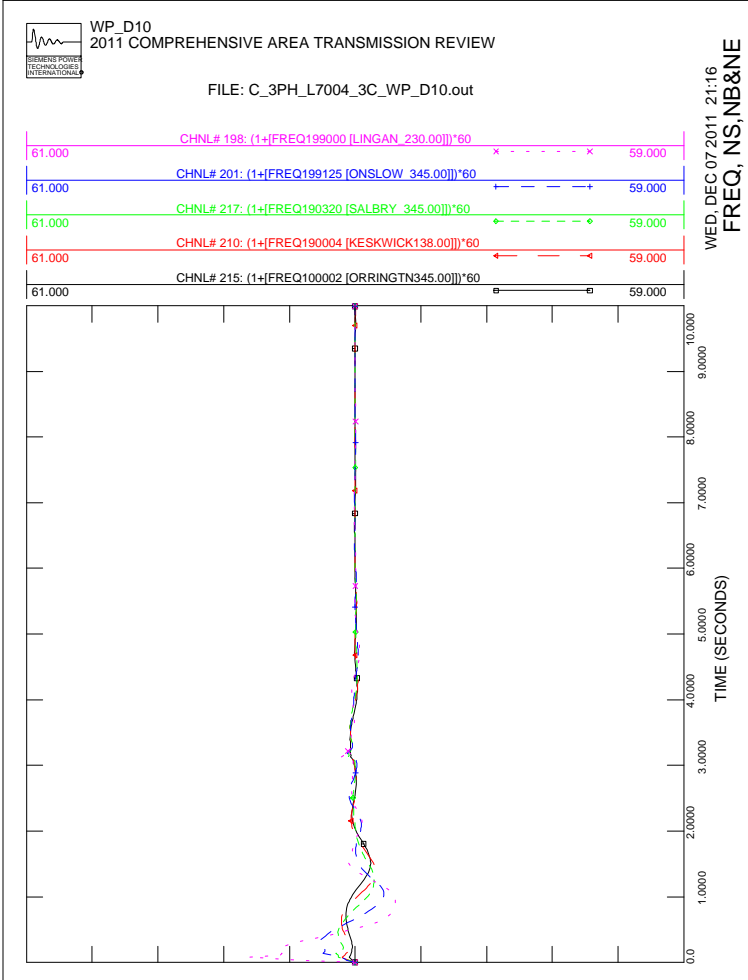
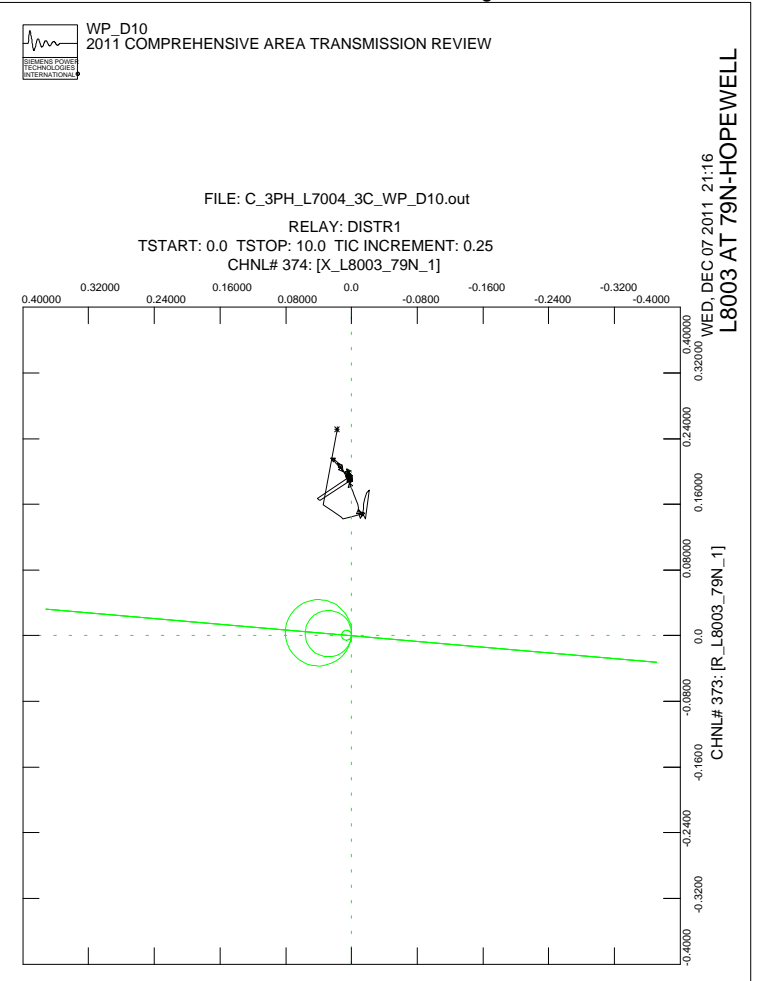
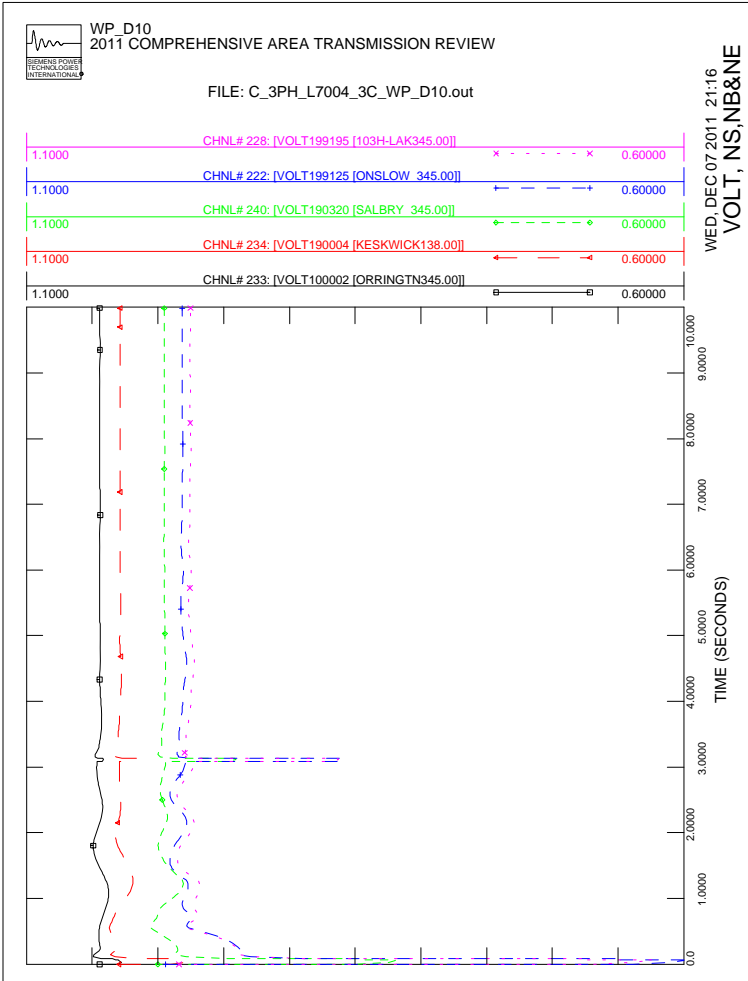


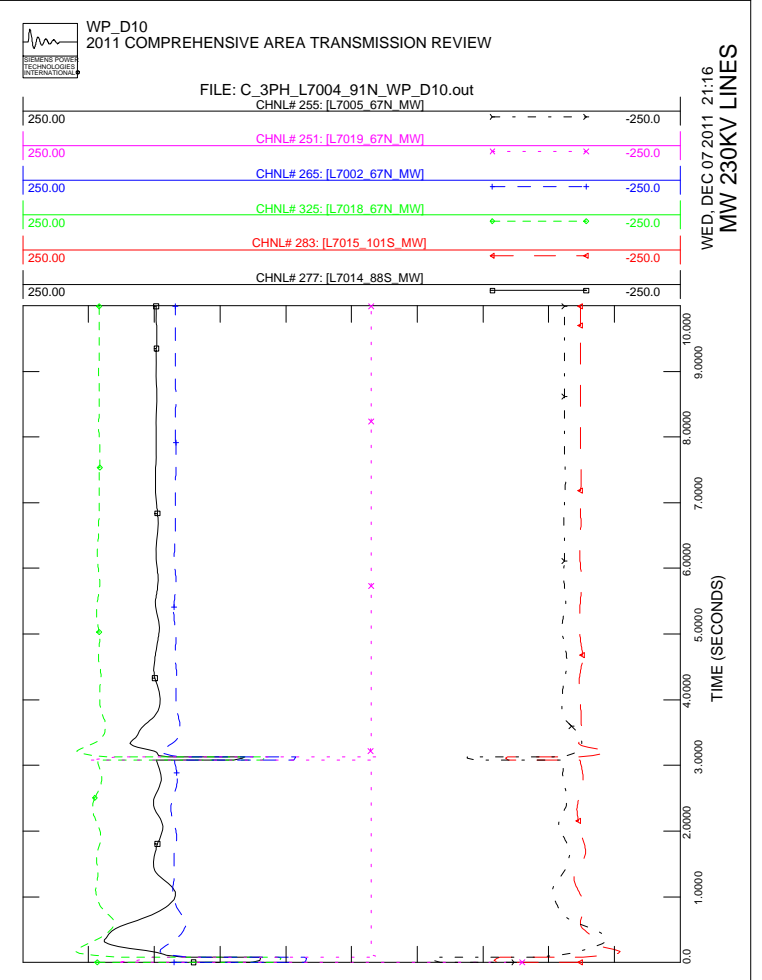
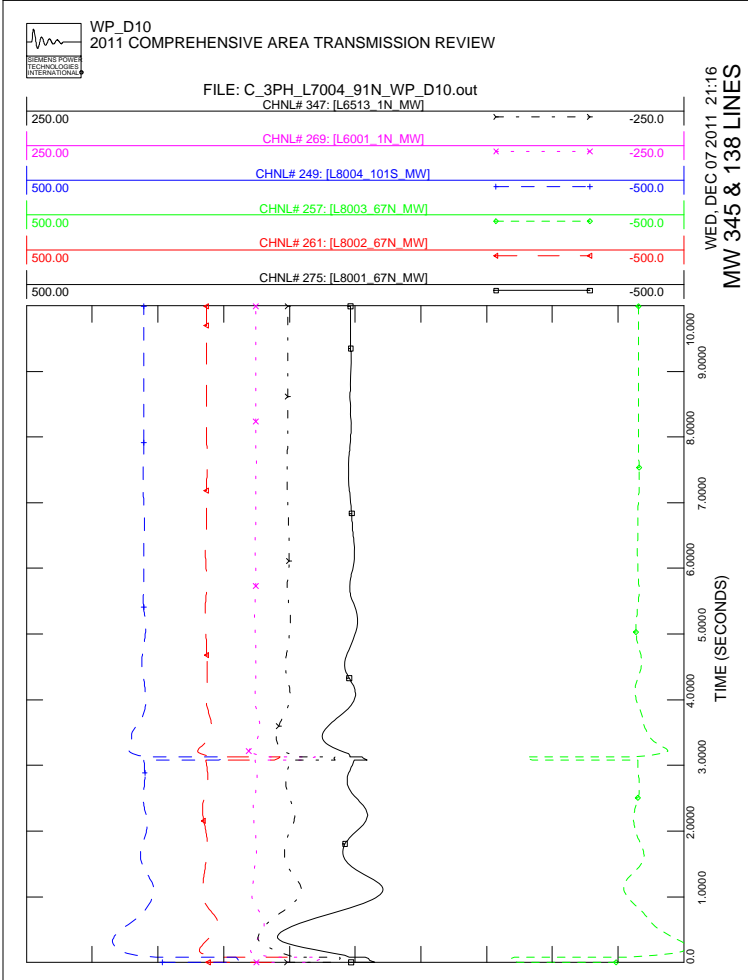
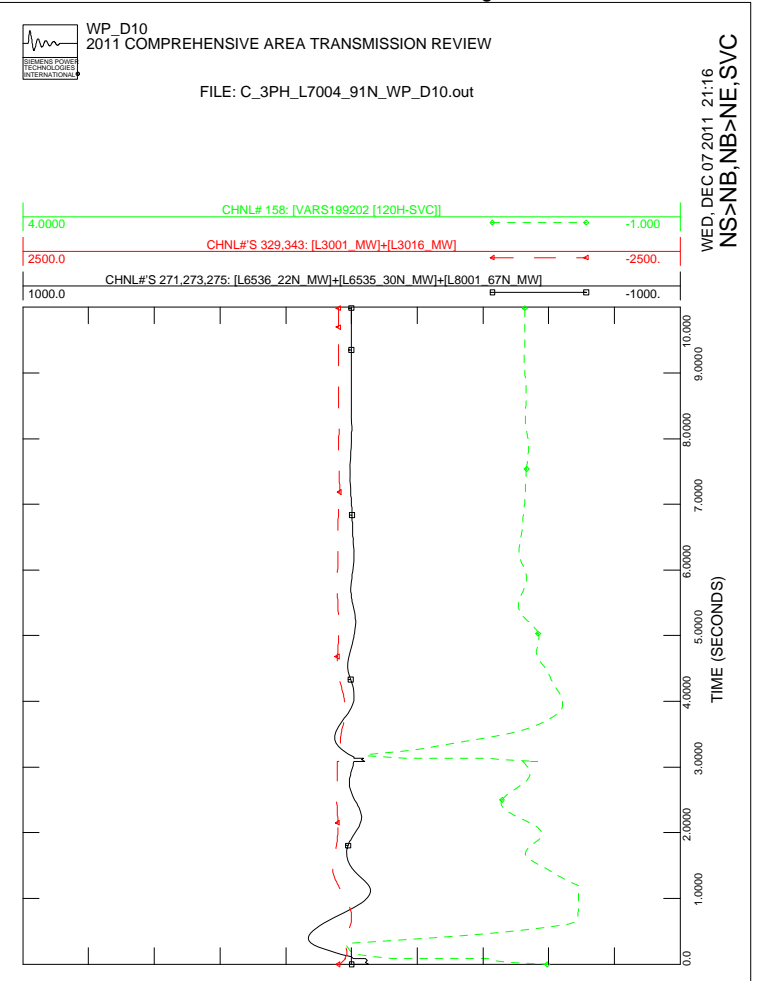
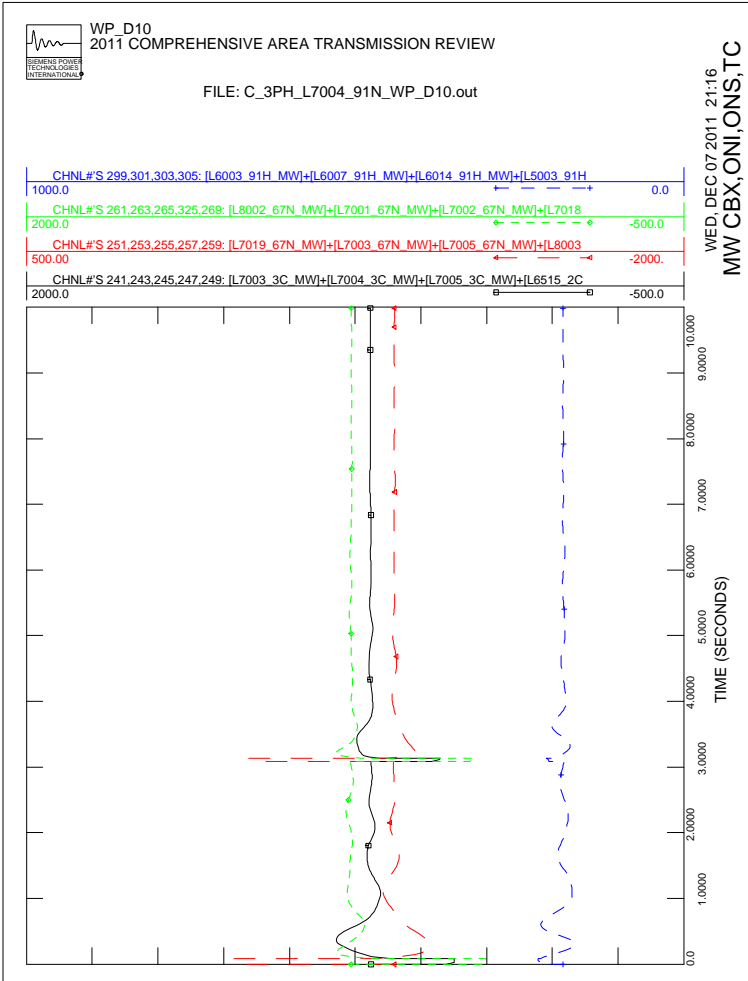
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

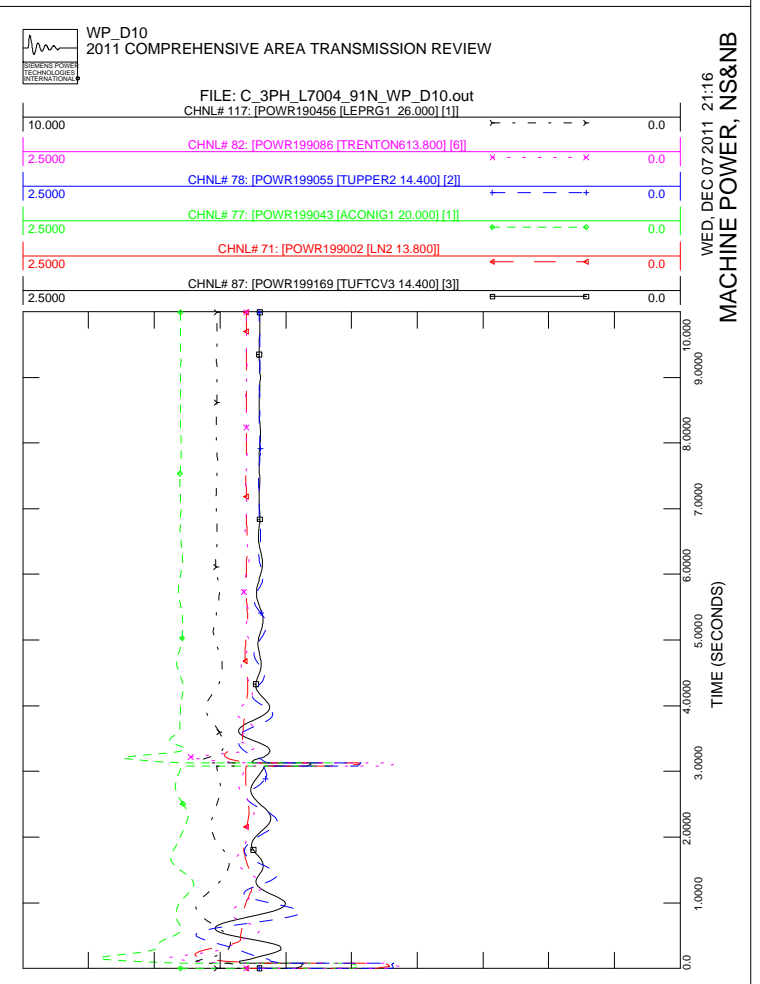
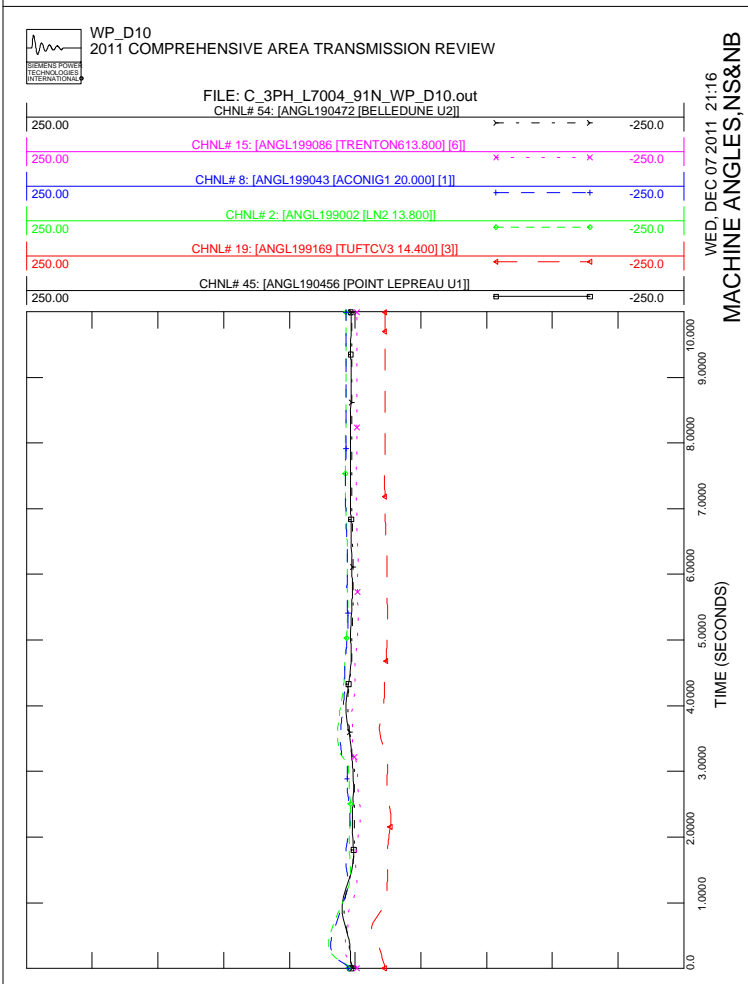
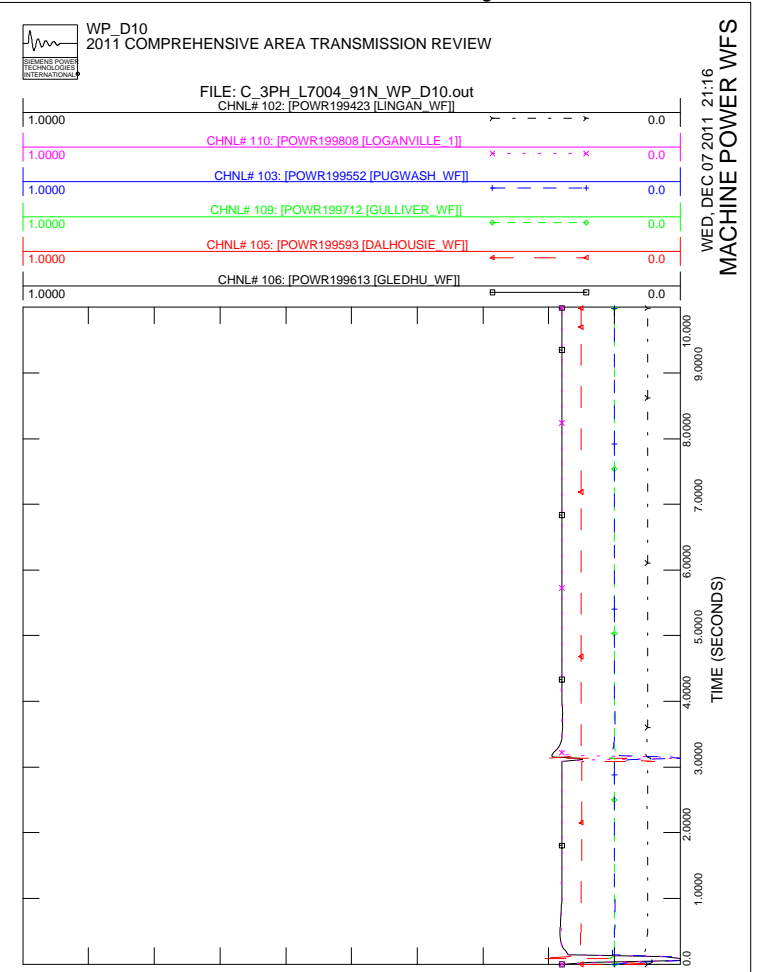
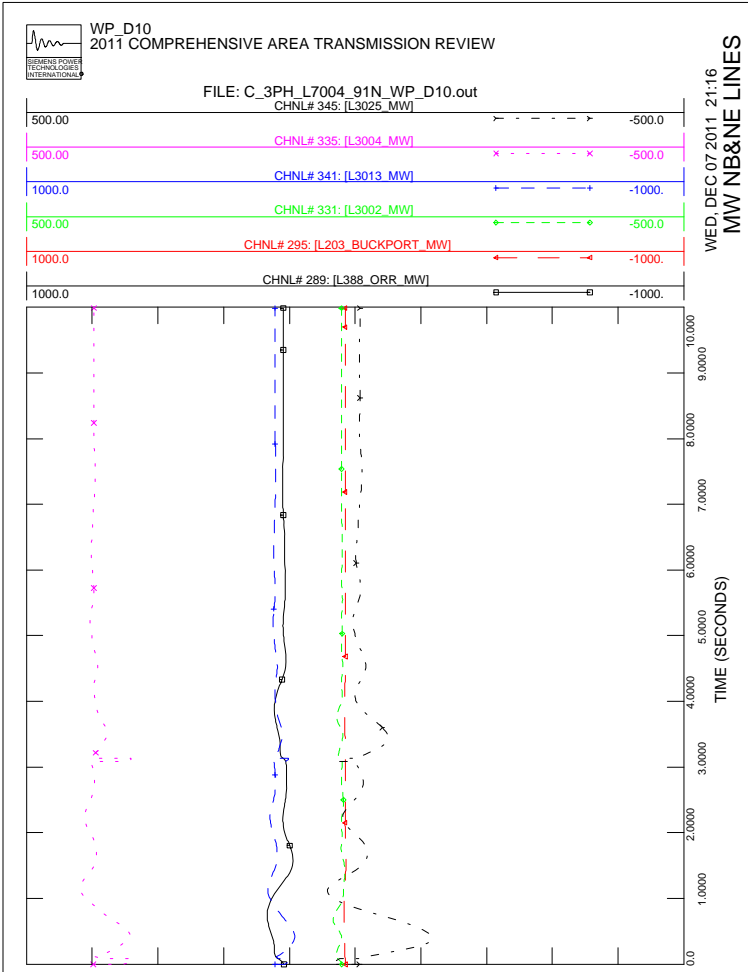
FILE: C_3PH_L7004_3C_WP_D10.out

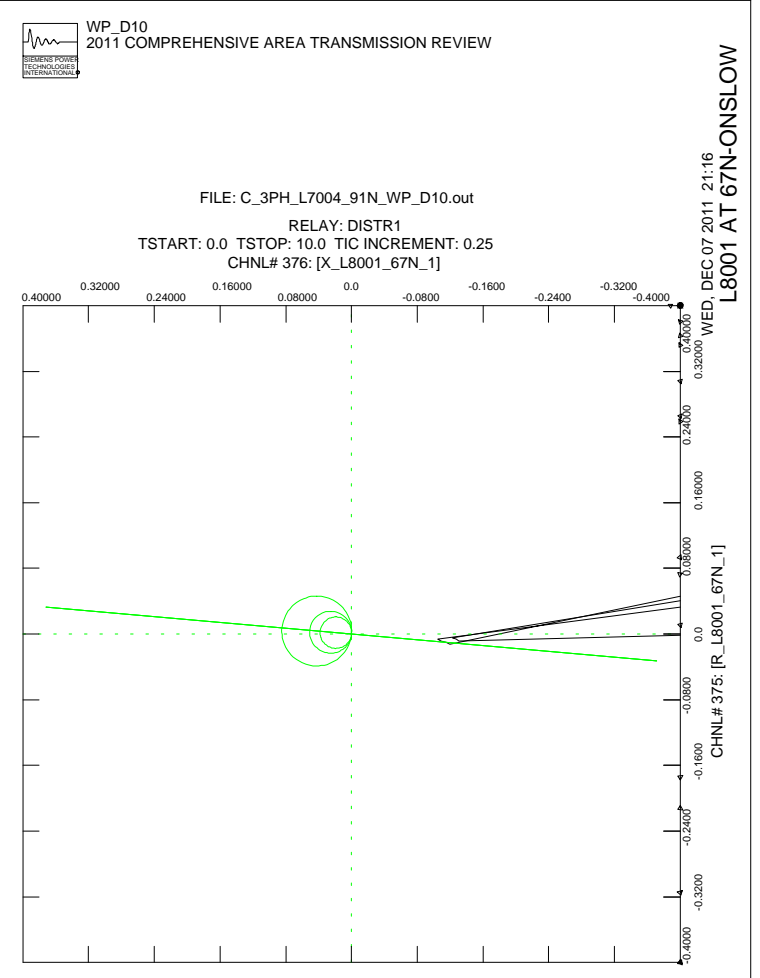
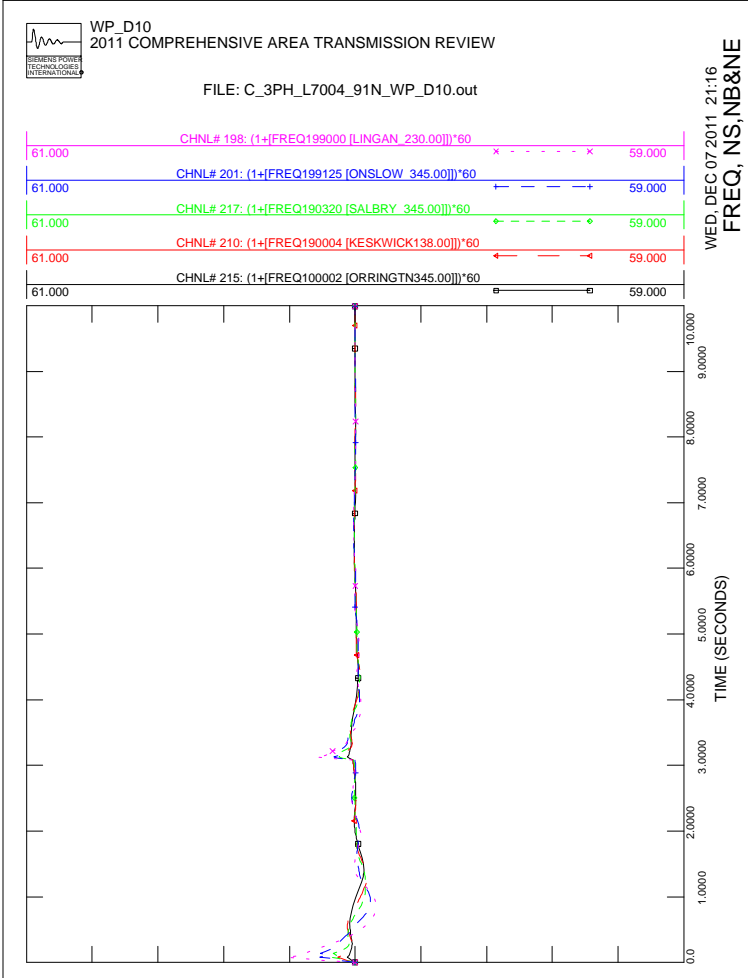
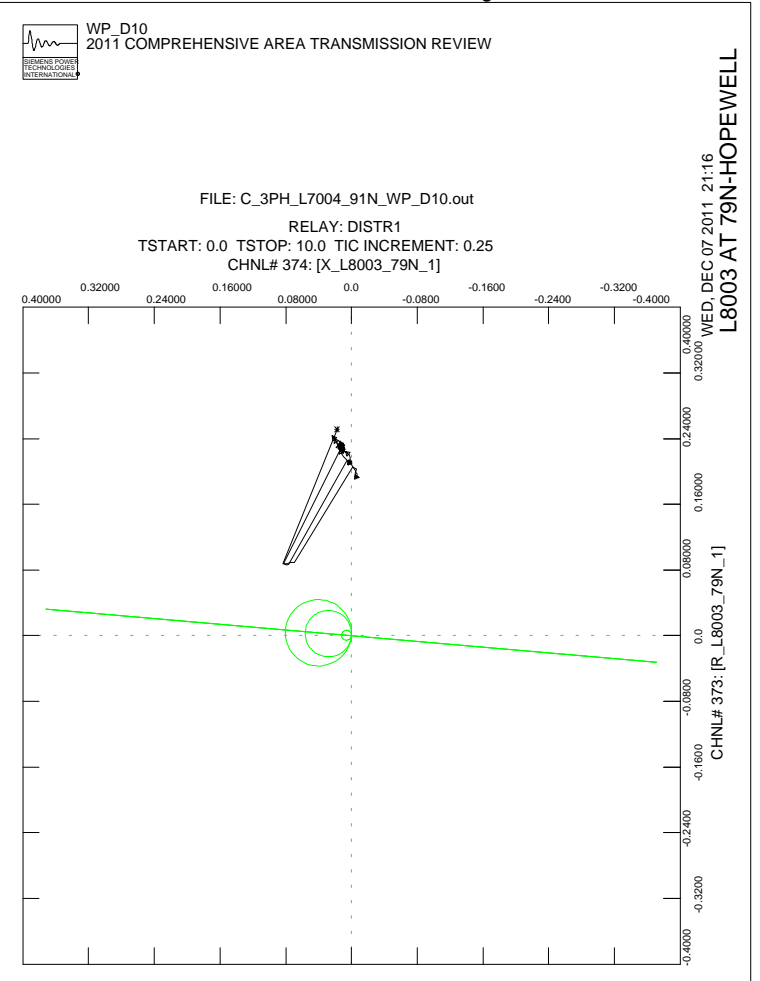
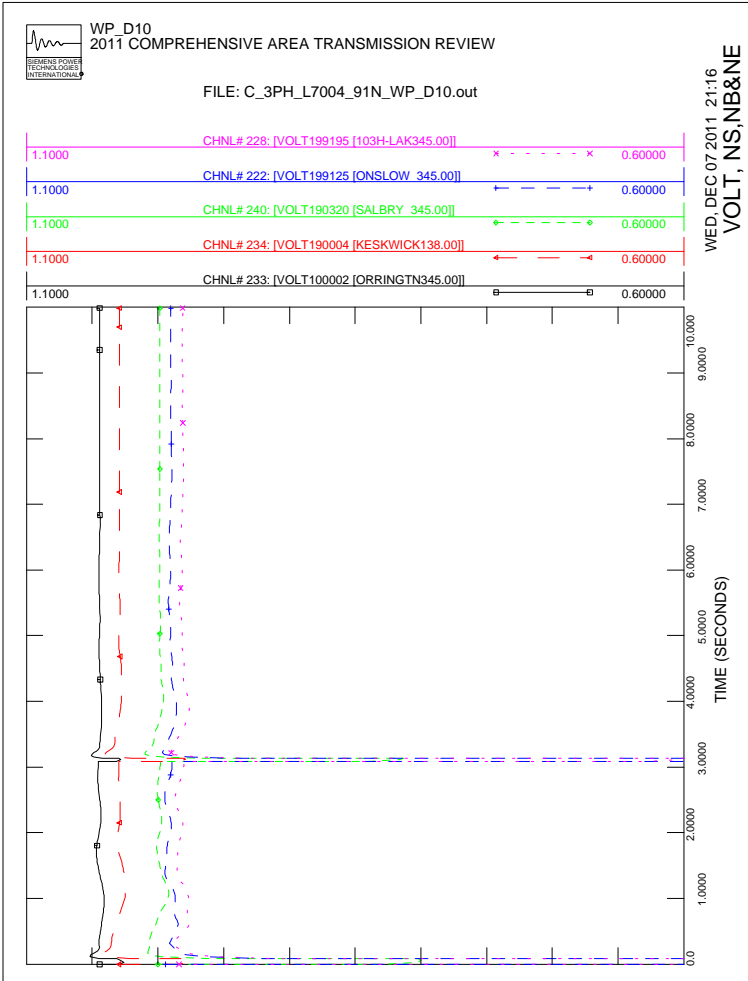


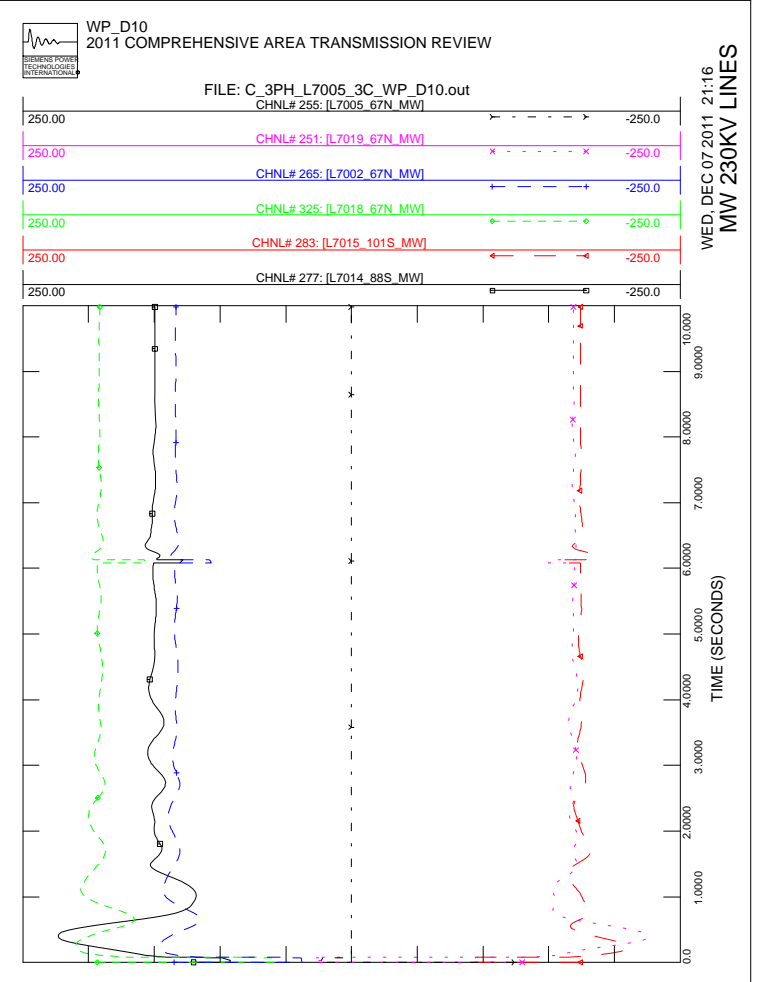
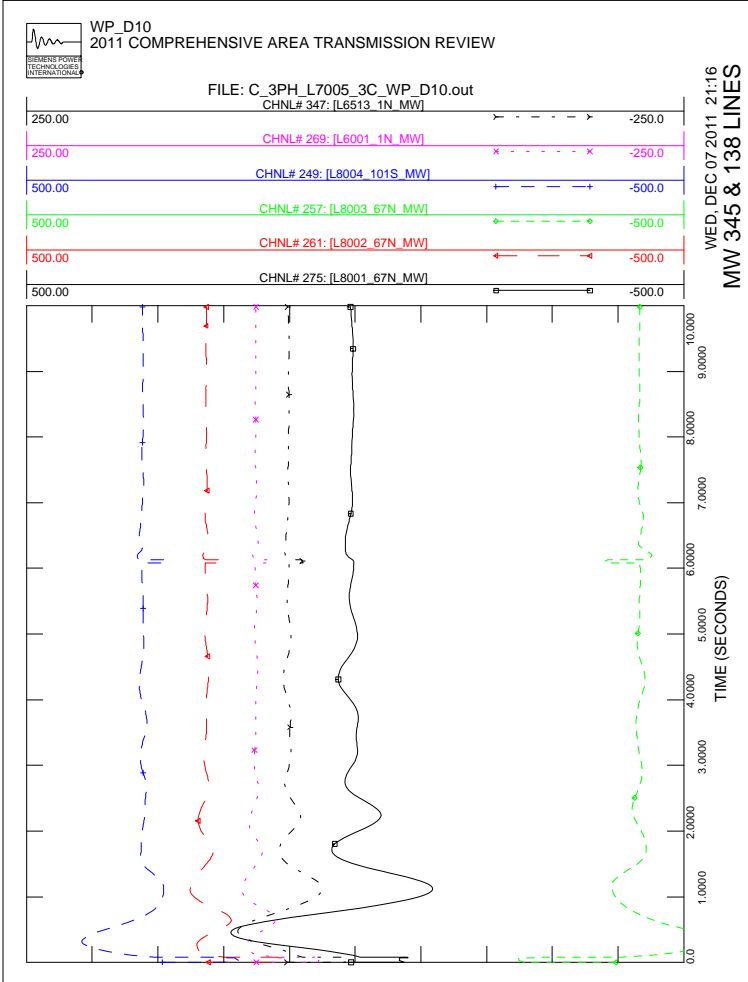
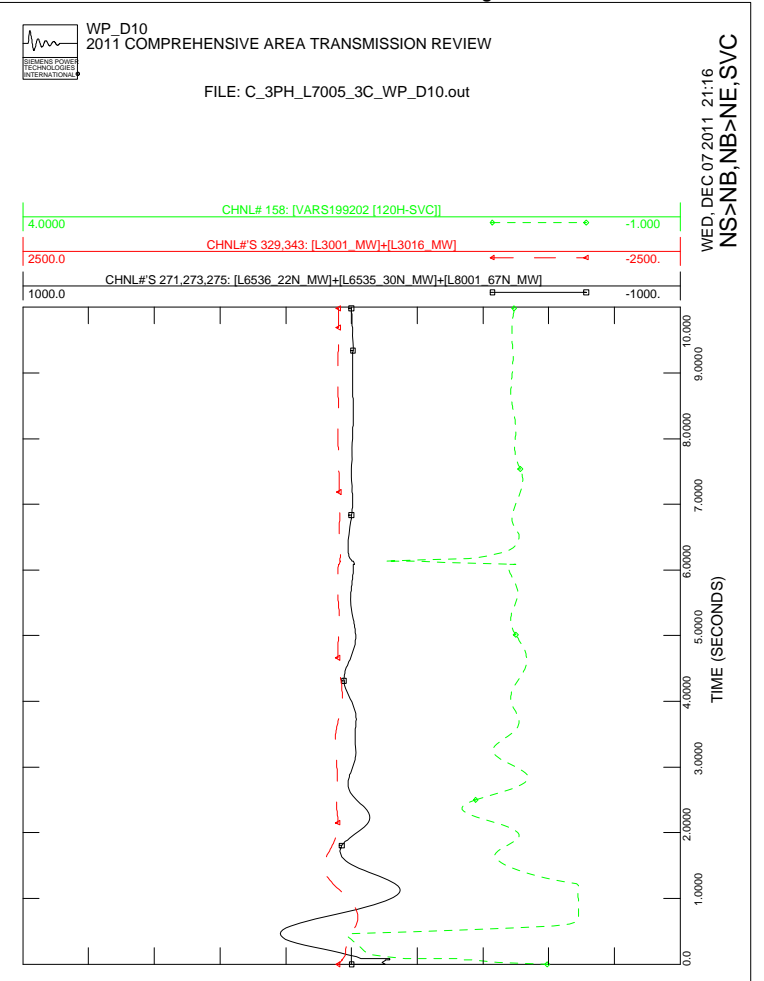
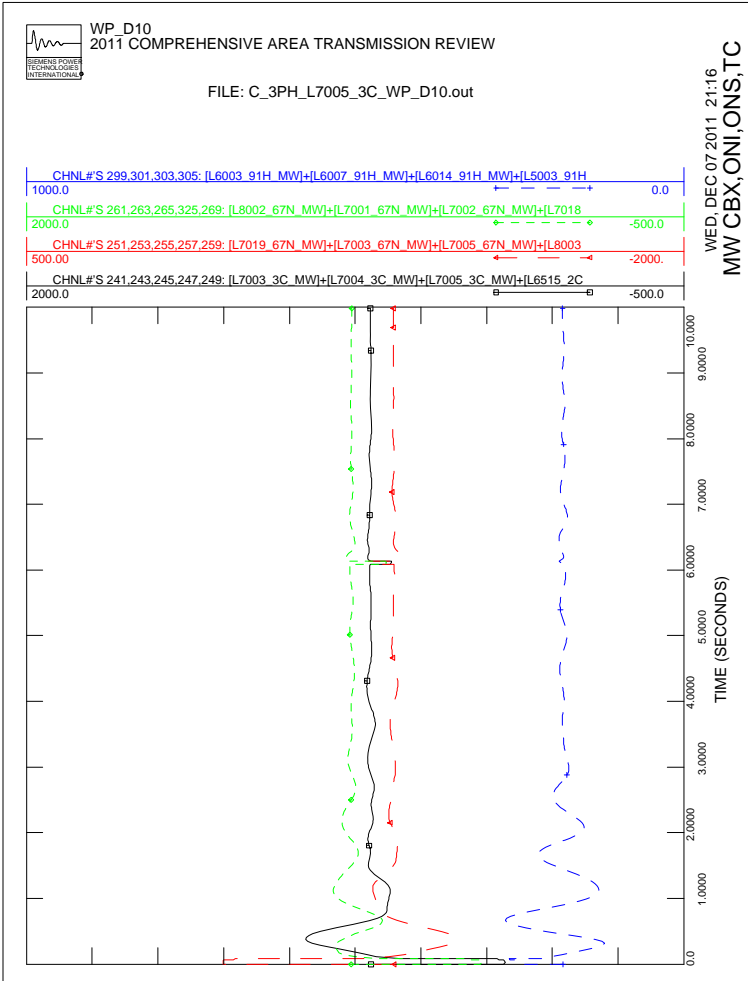


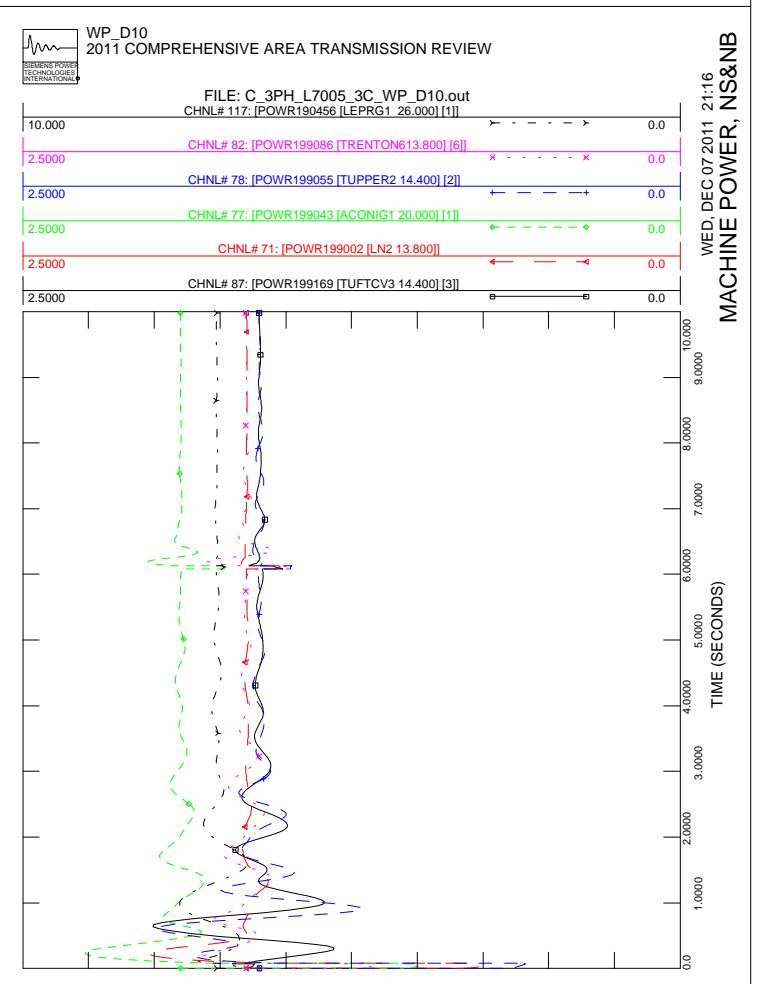
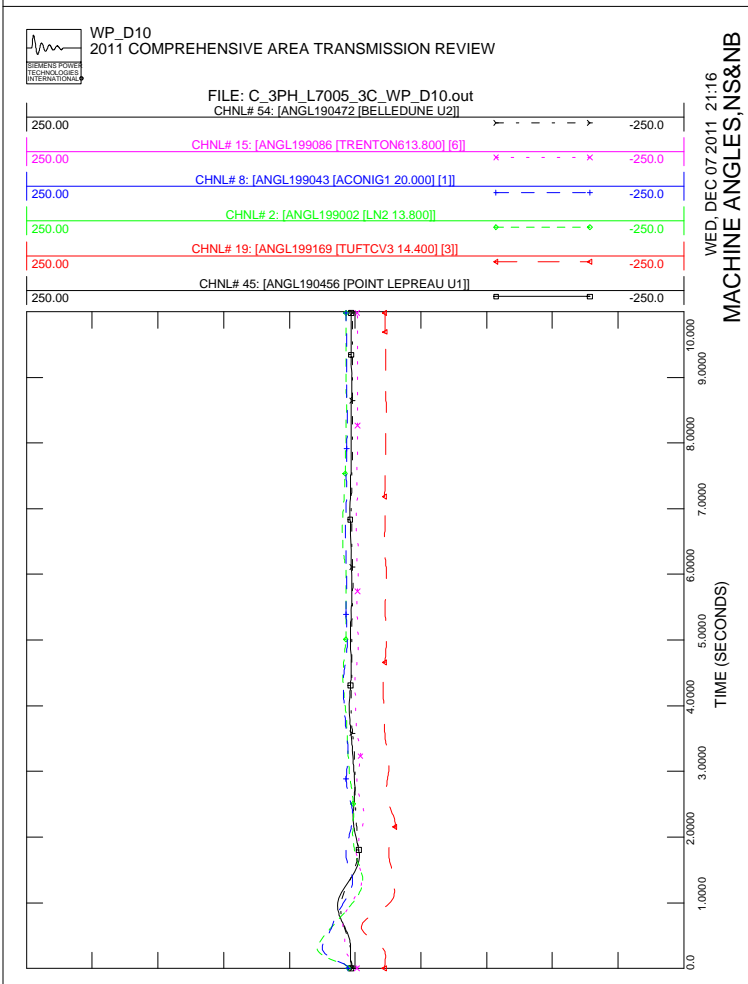
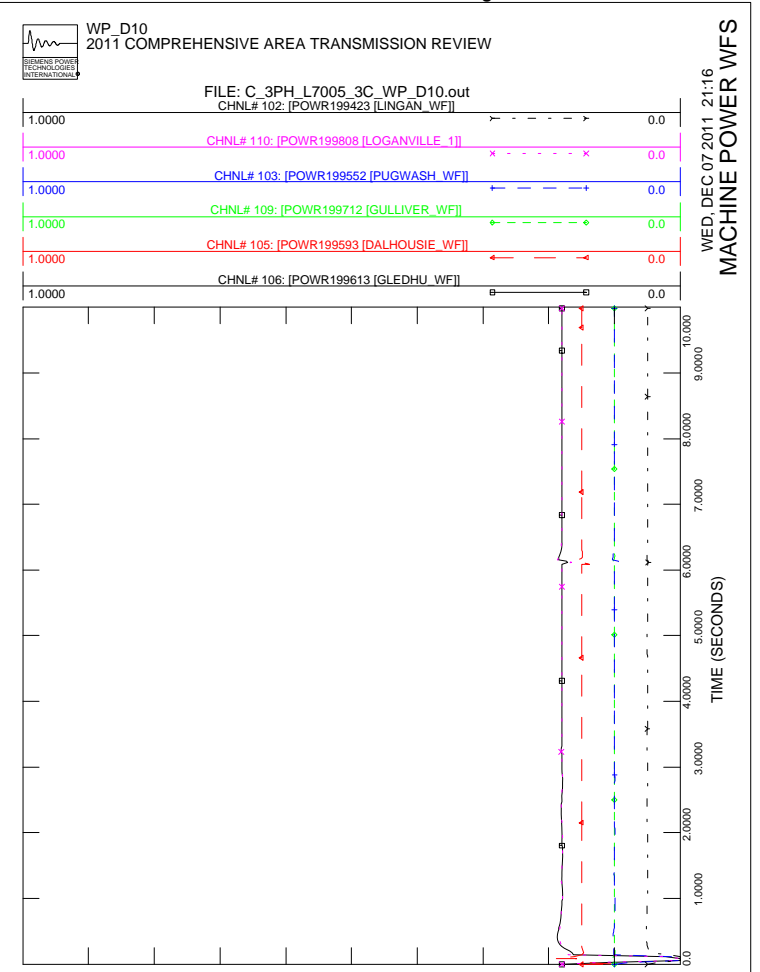
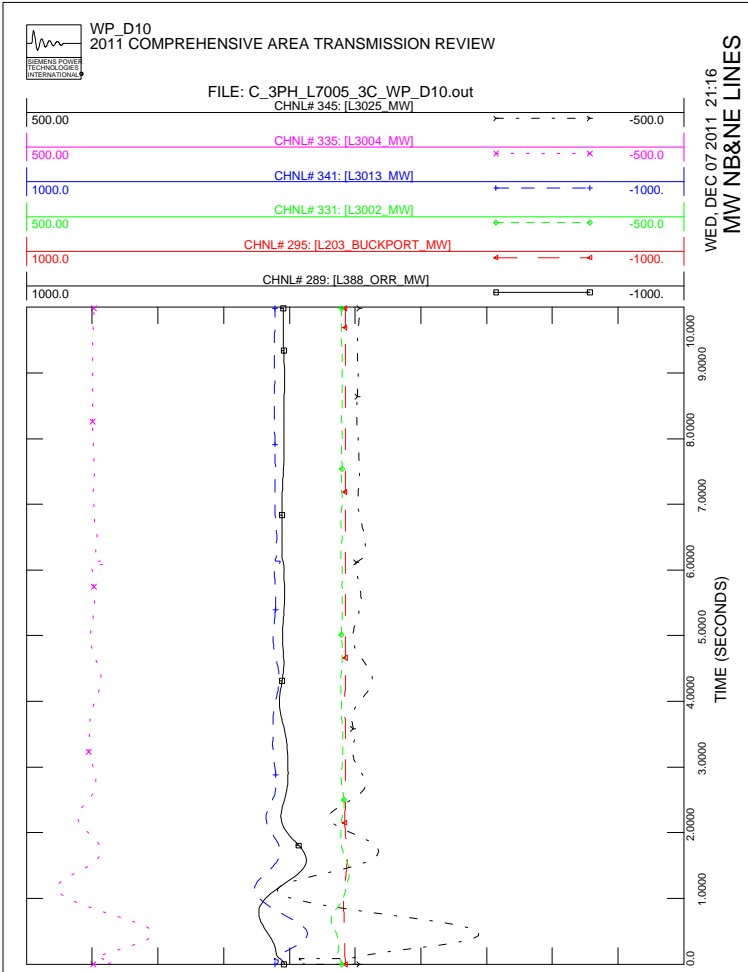








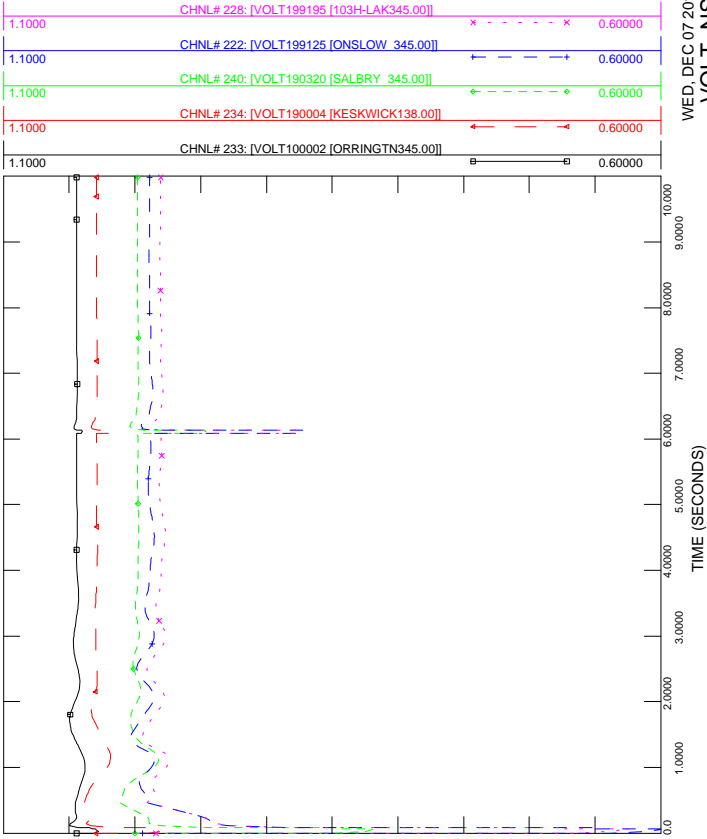






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

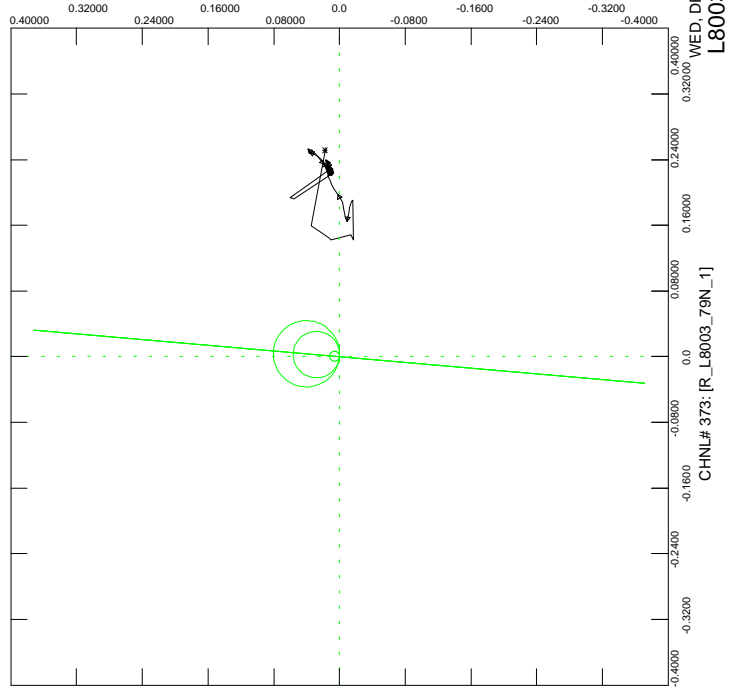
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

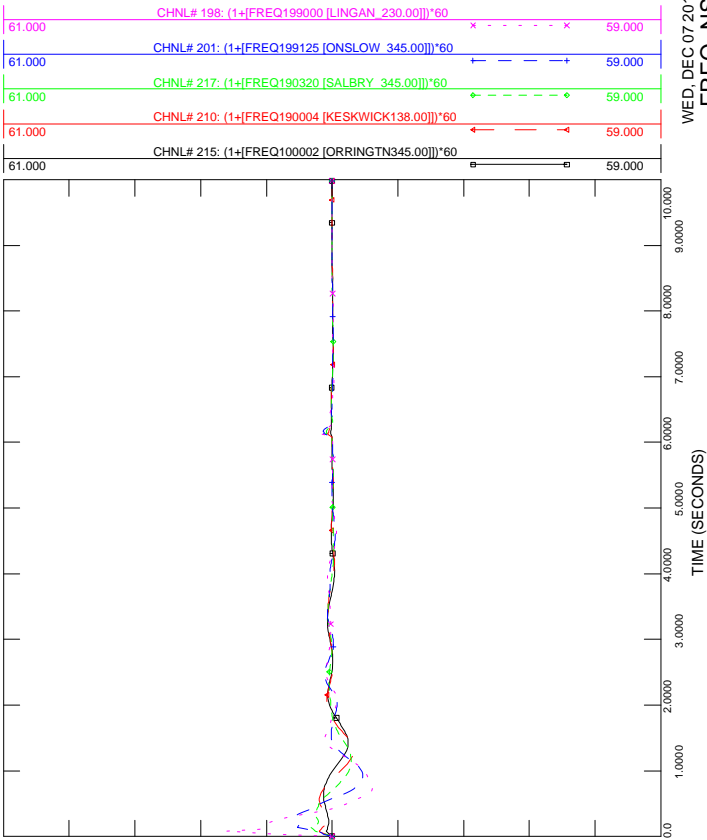
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

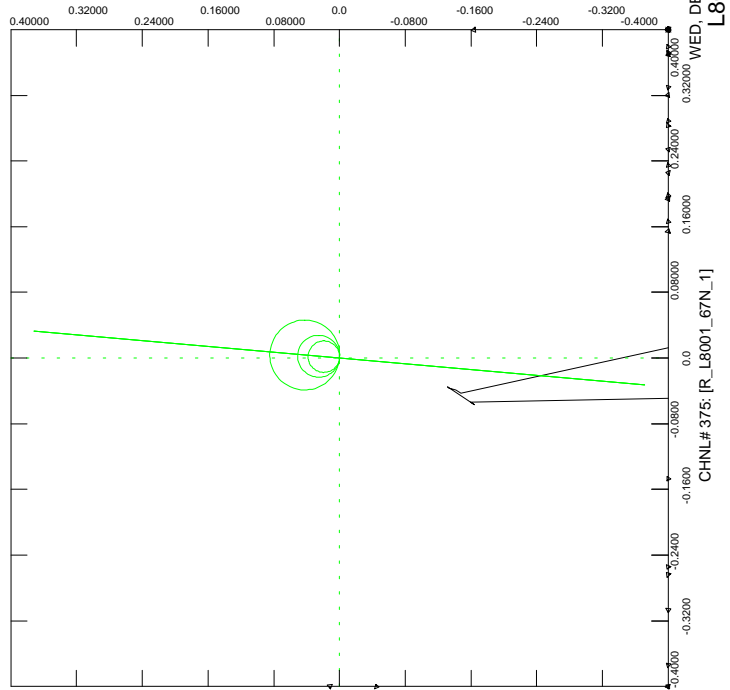
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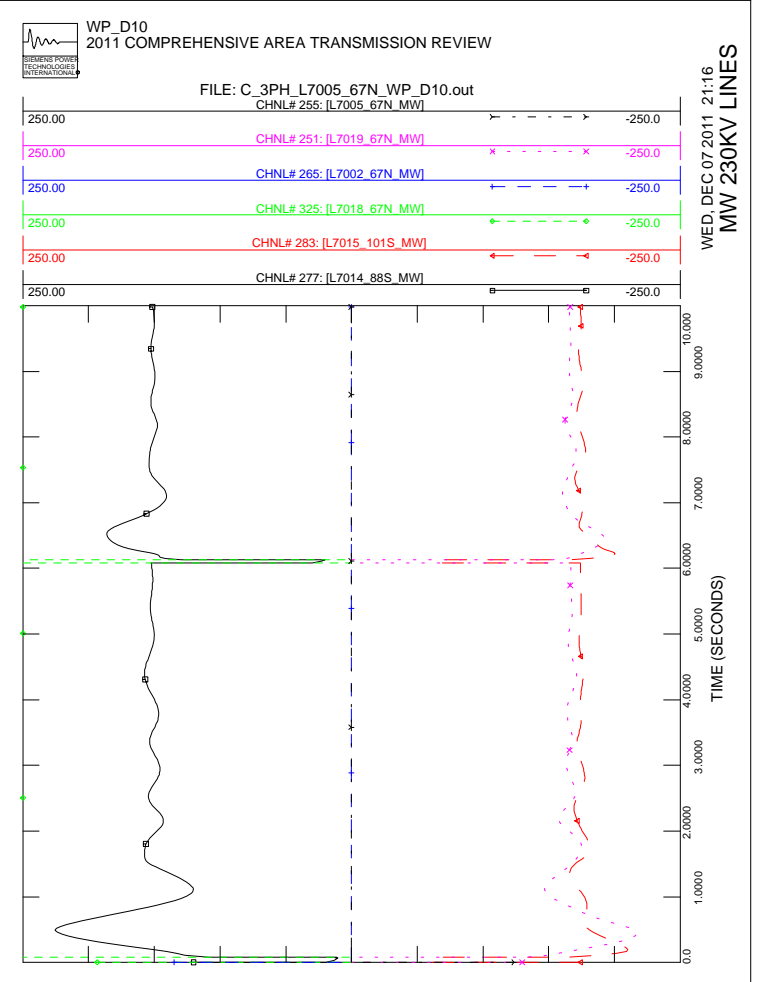
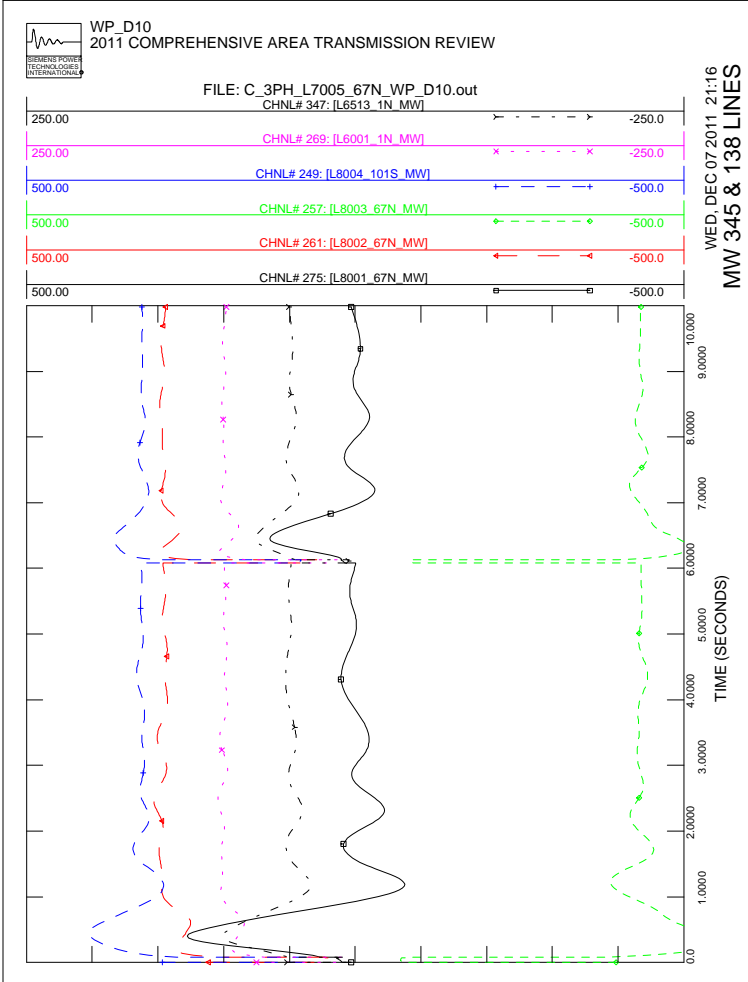
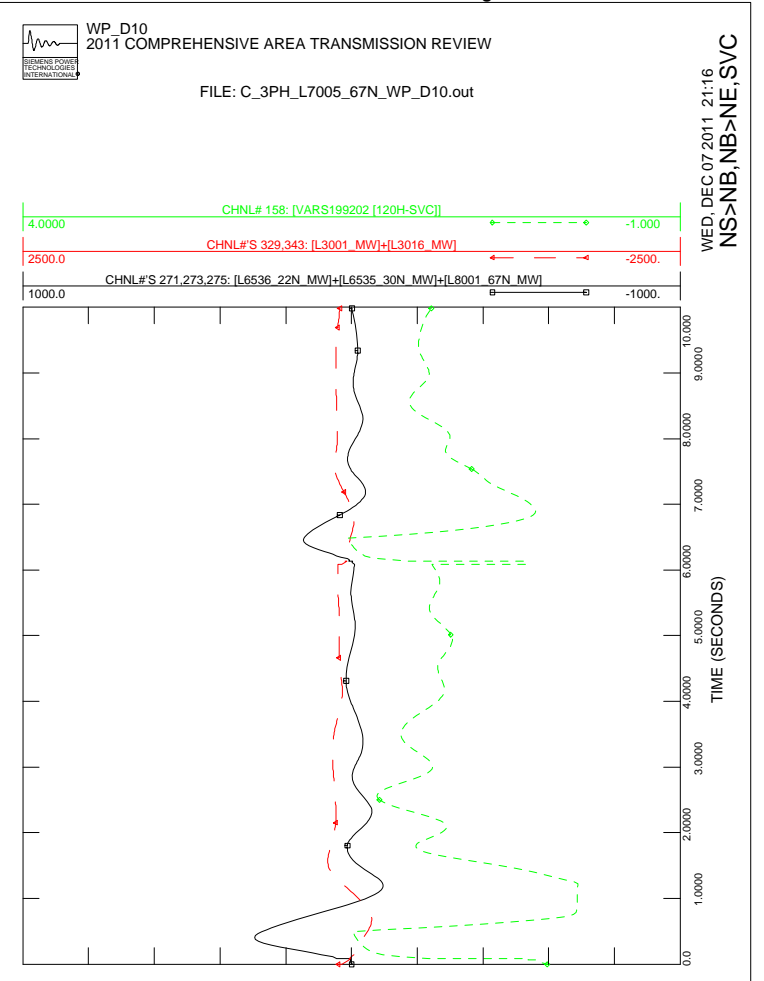
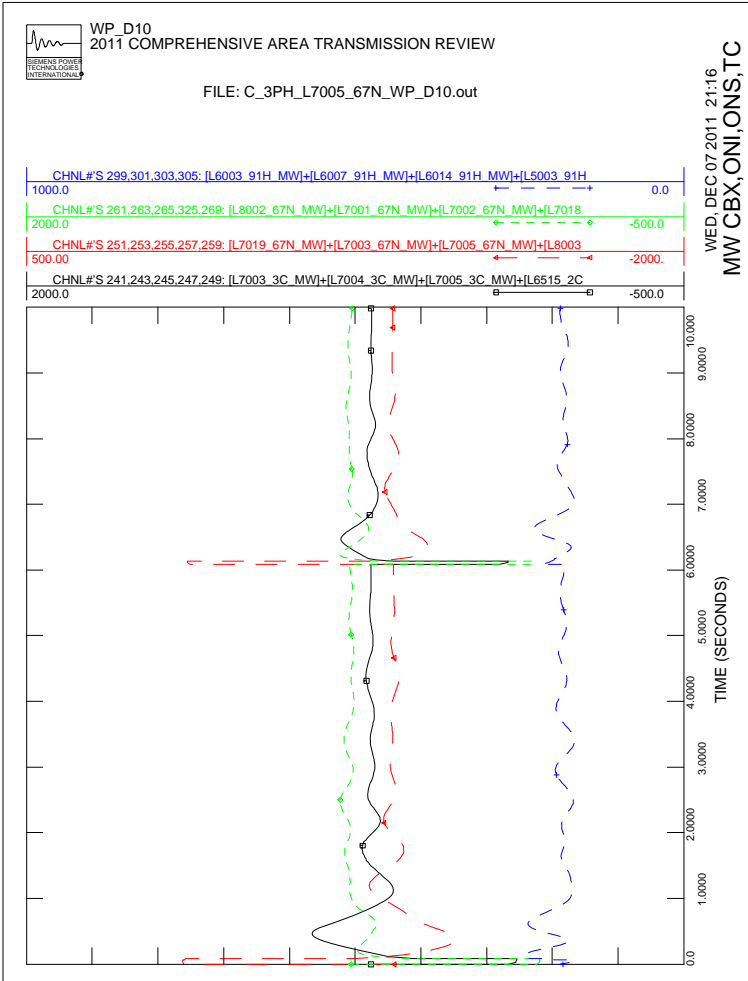


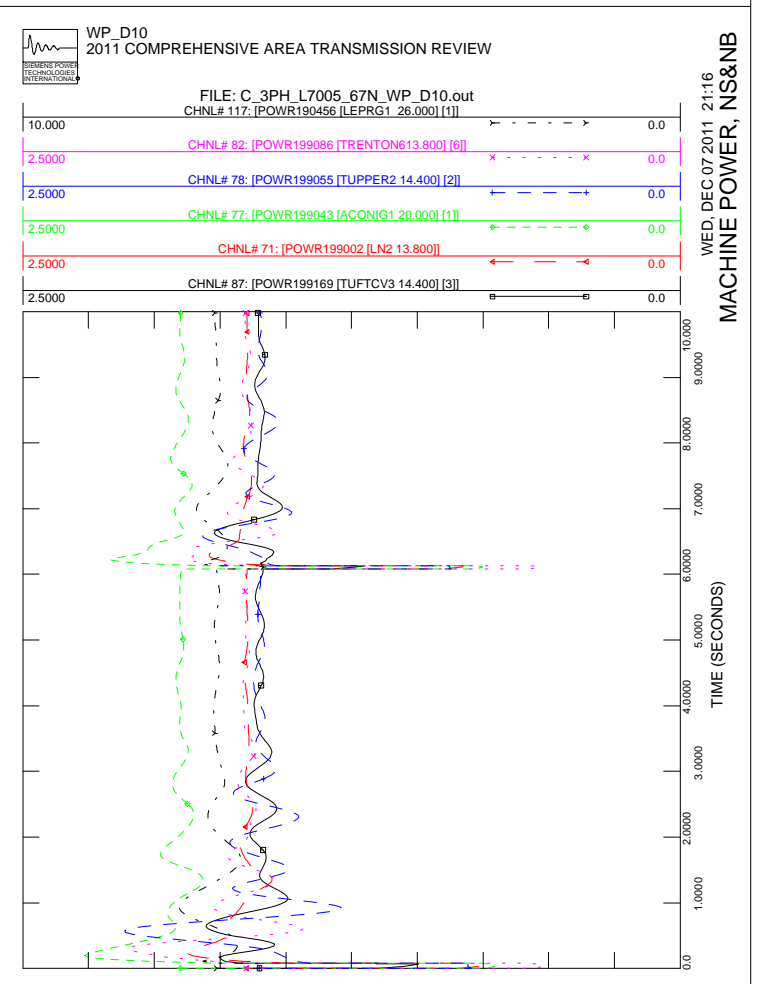
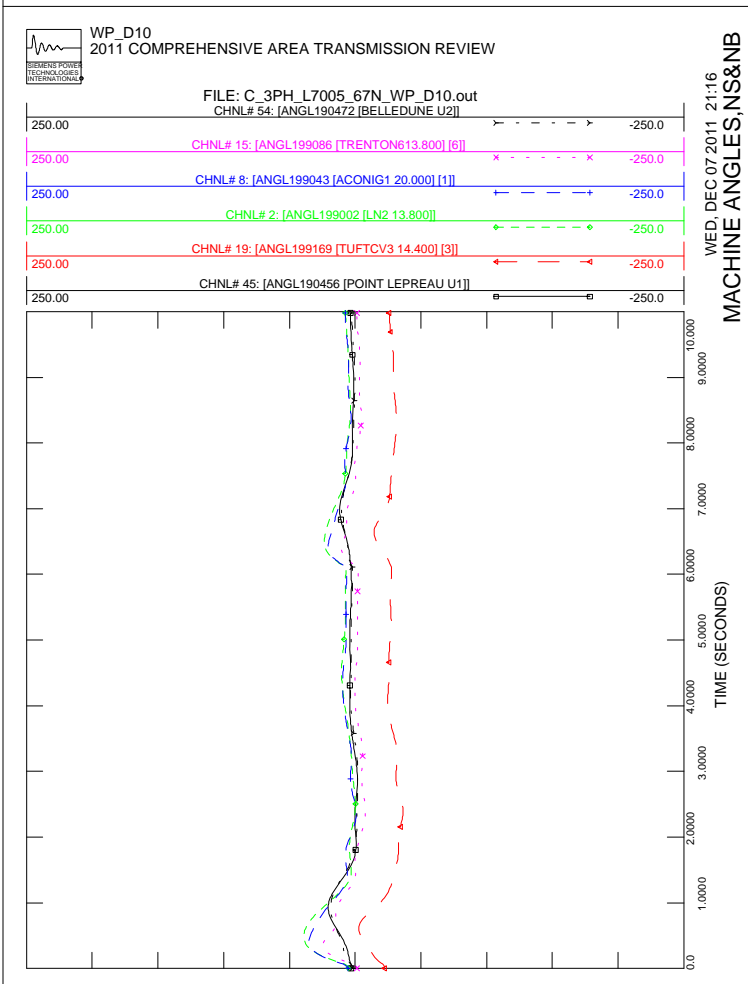
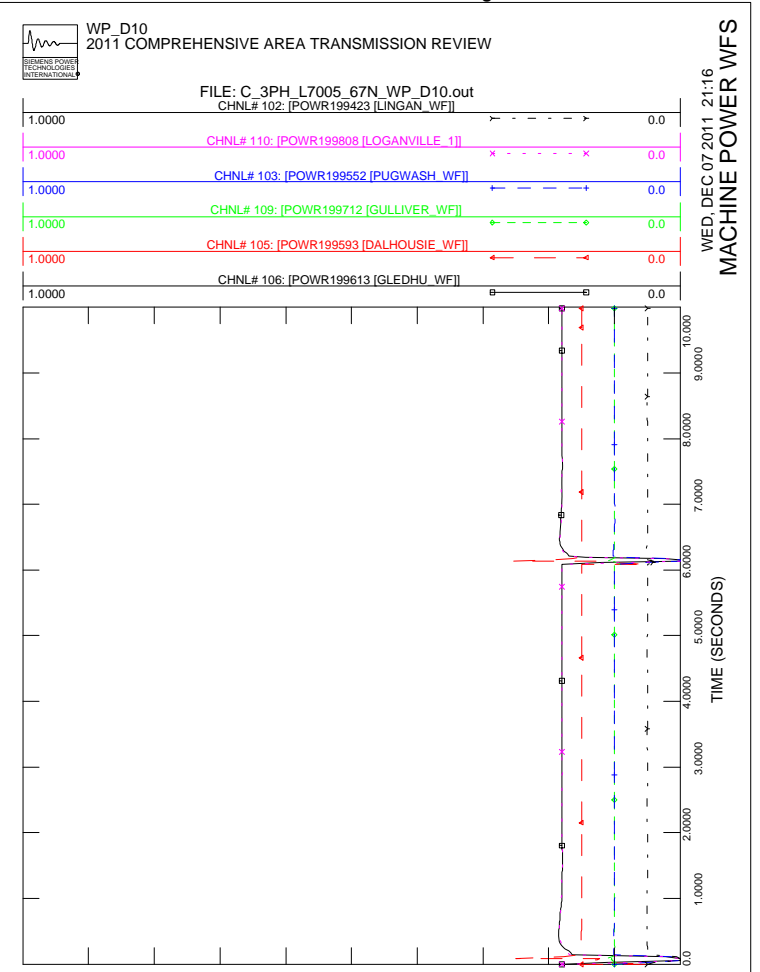
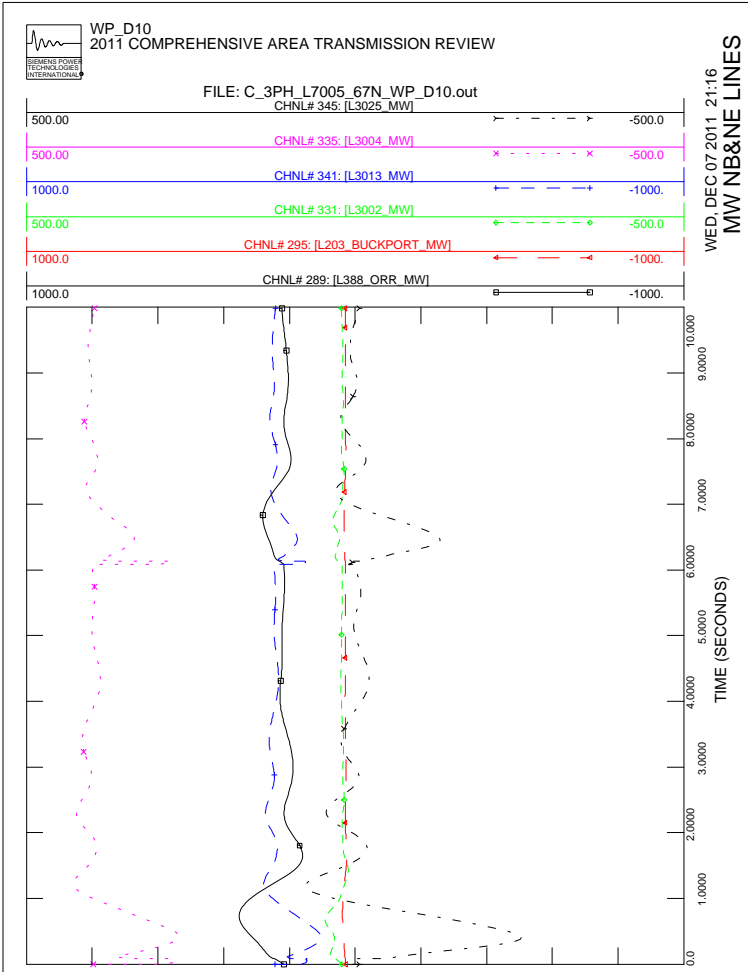
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

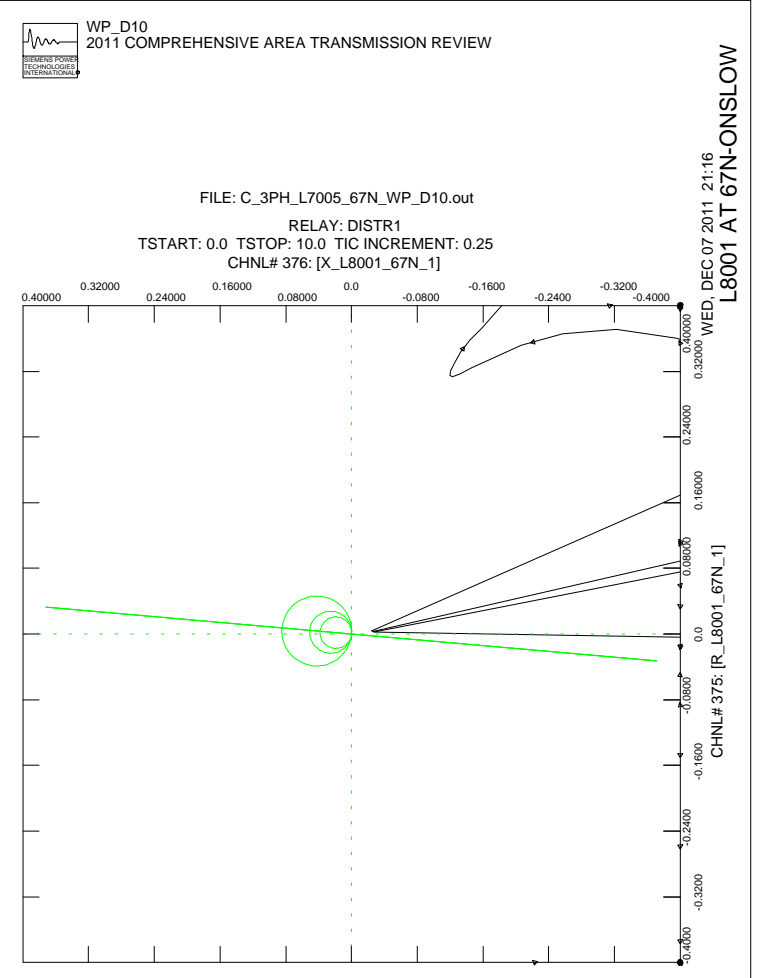
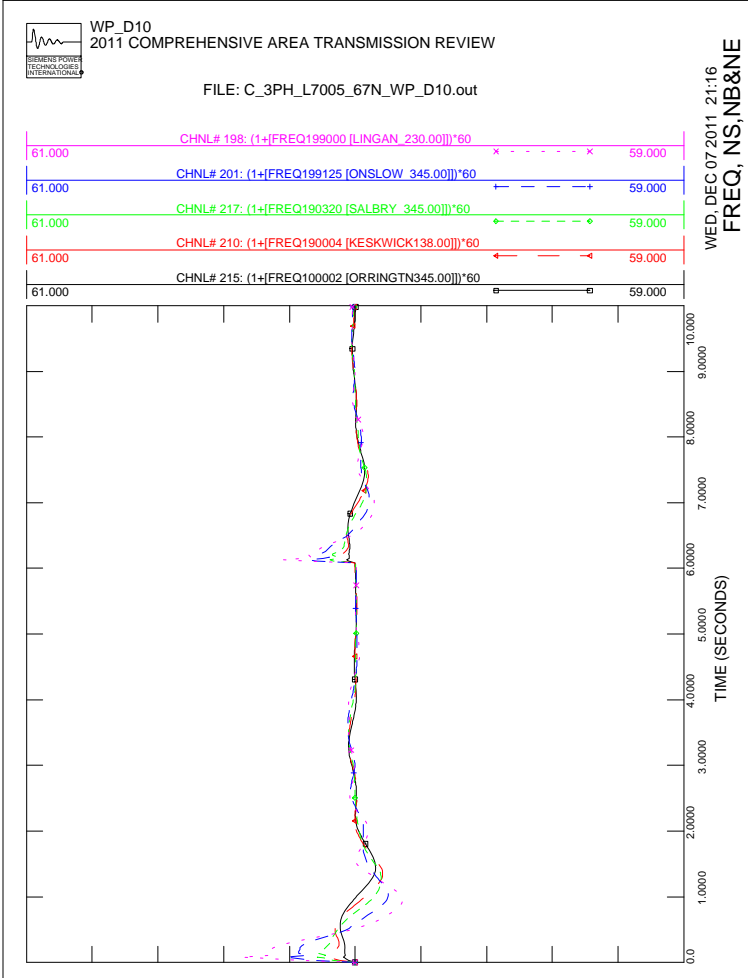
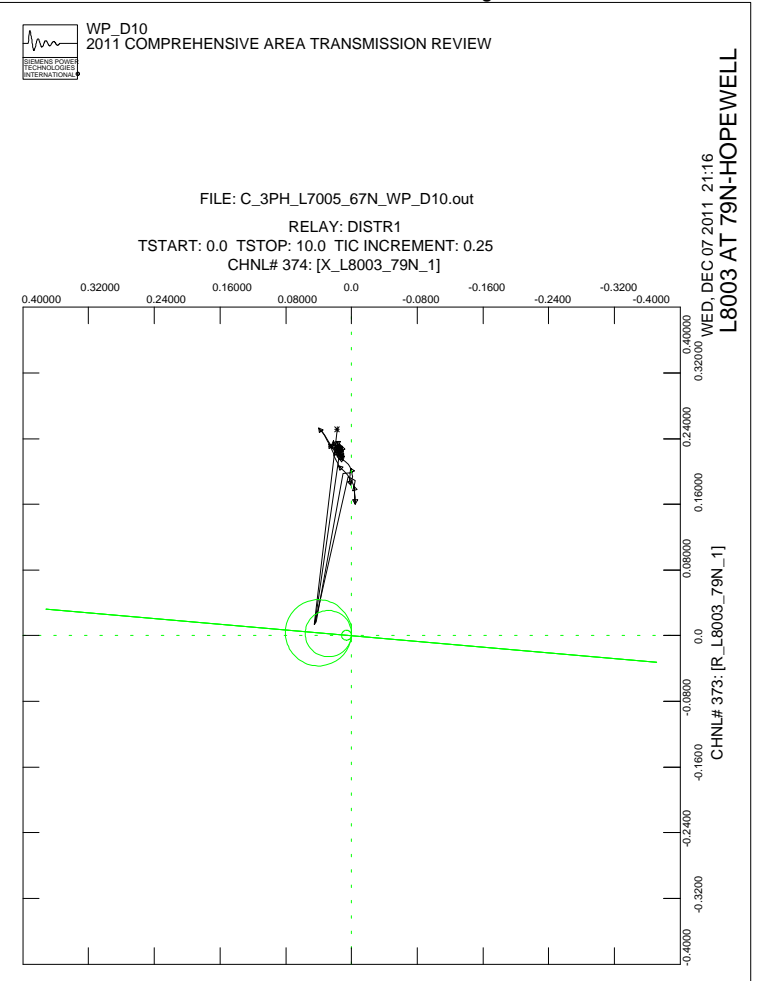
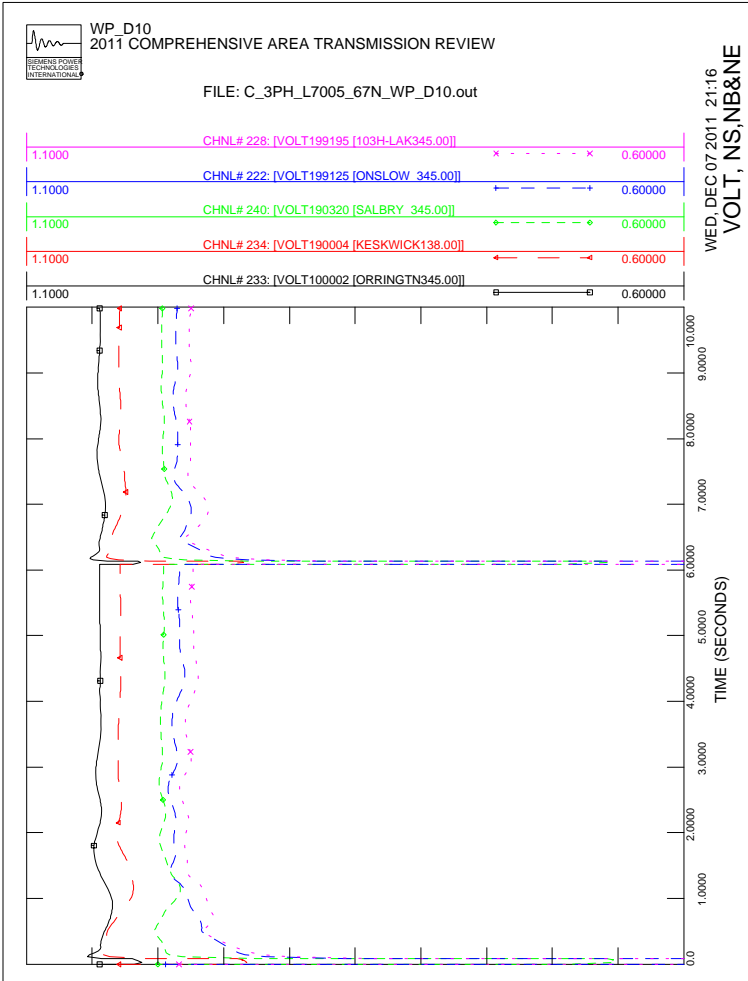
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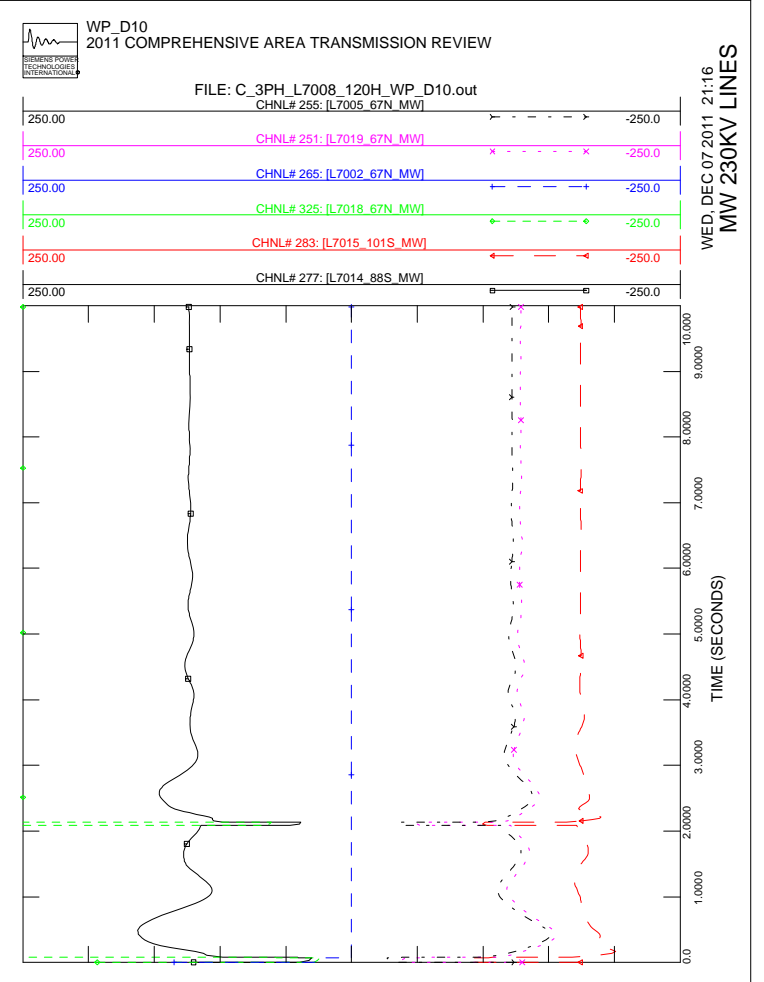
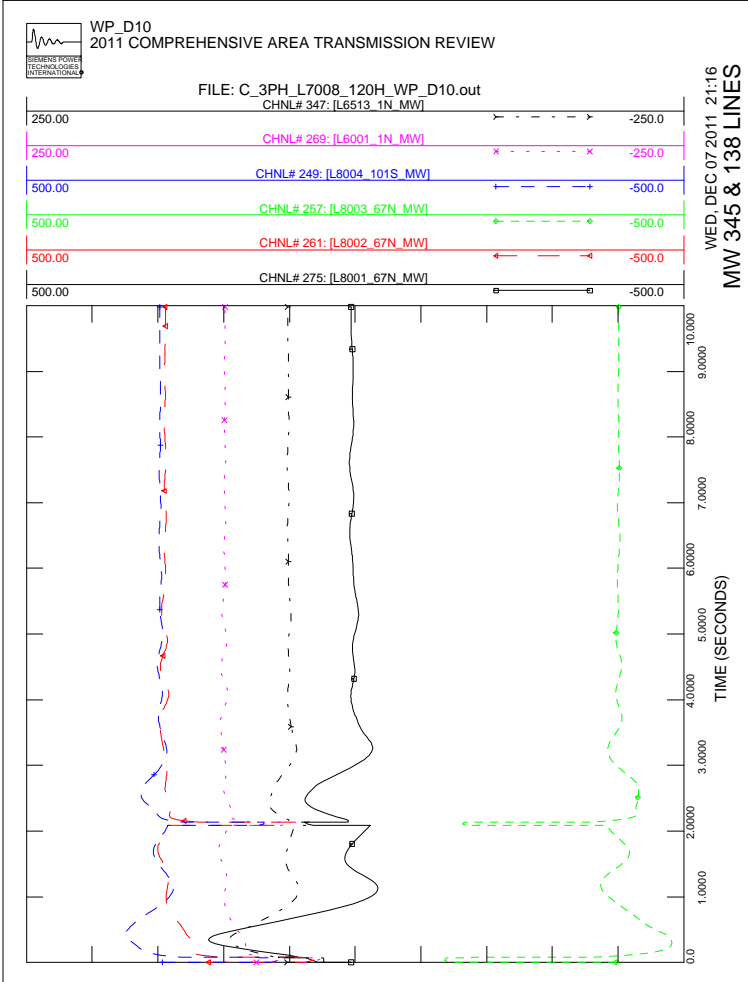
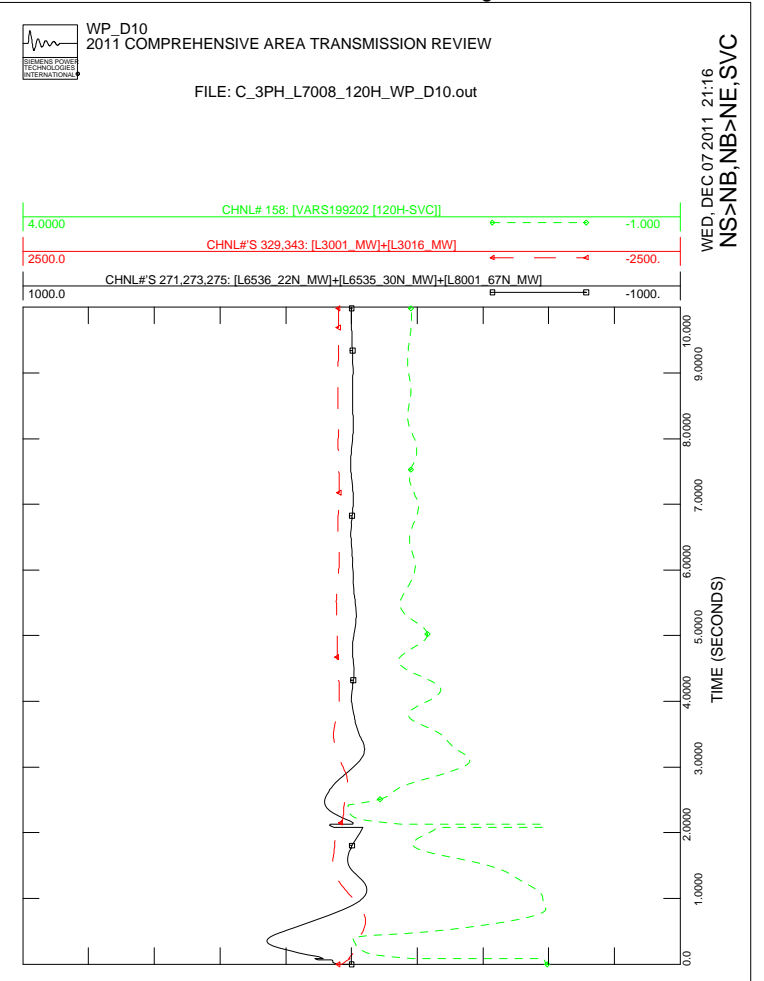
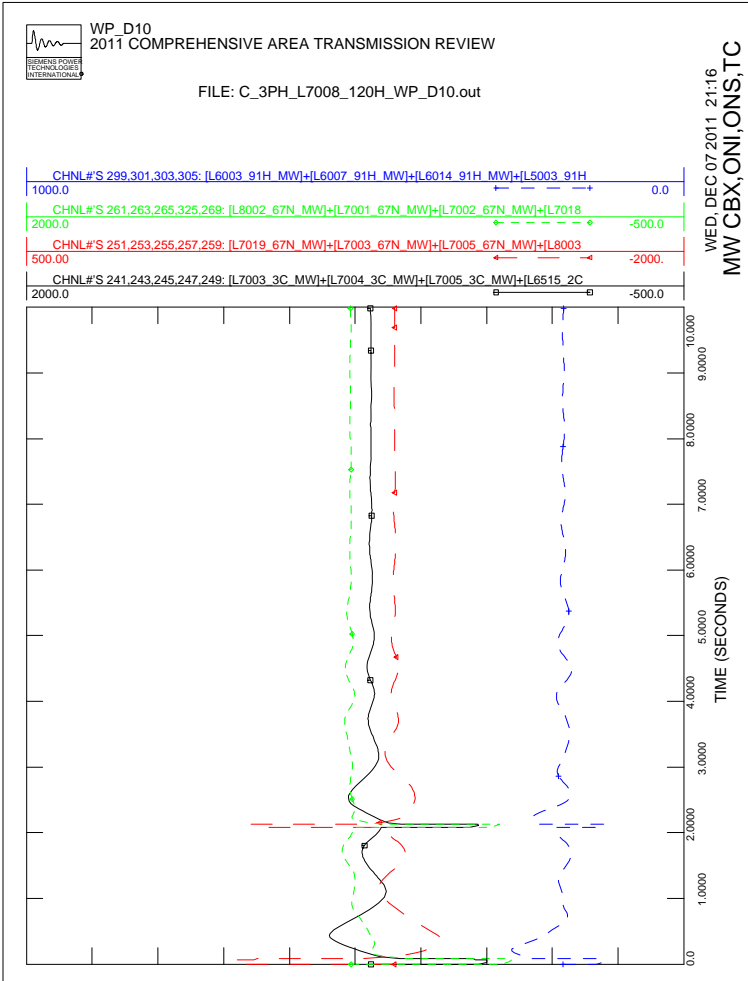
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

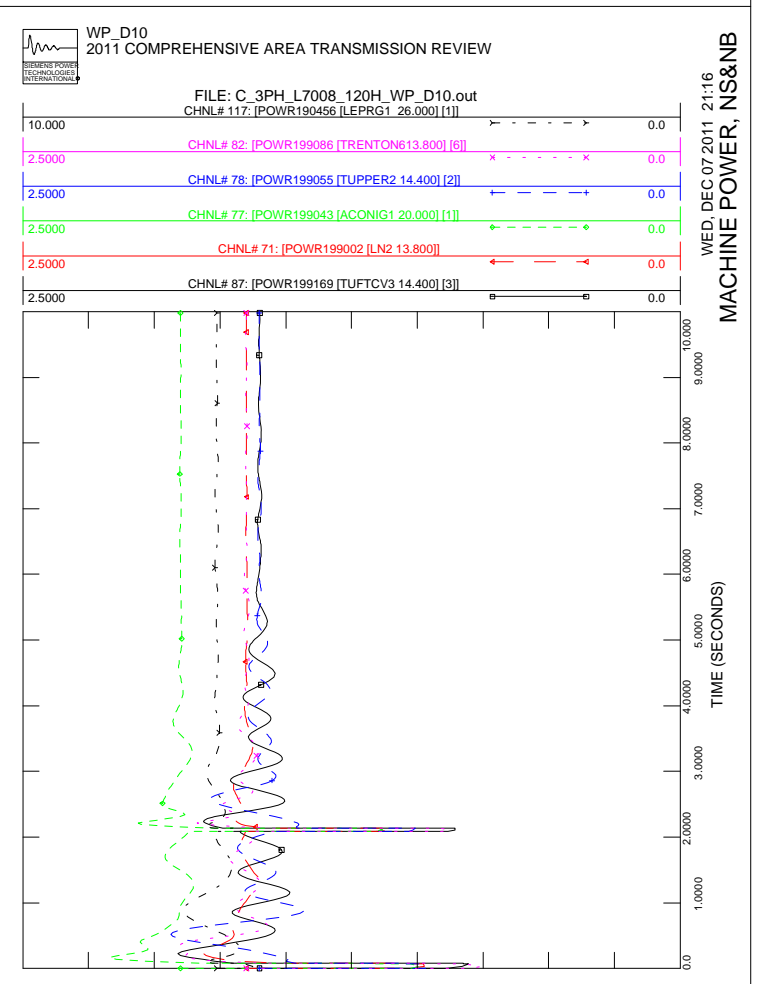
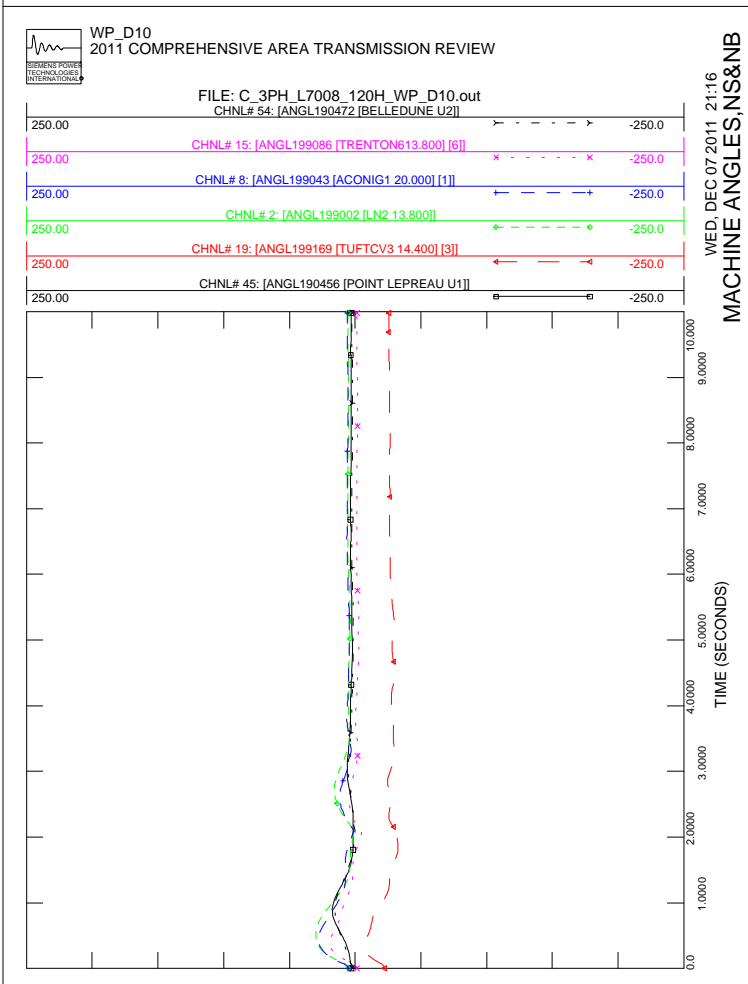
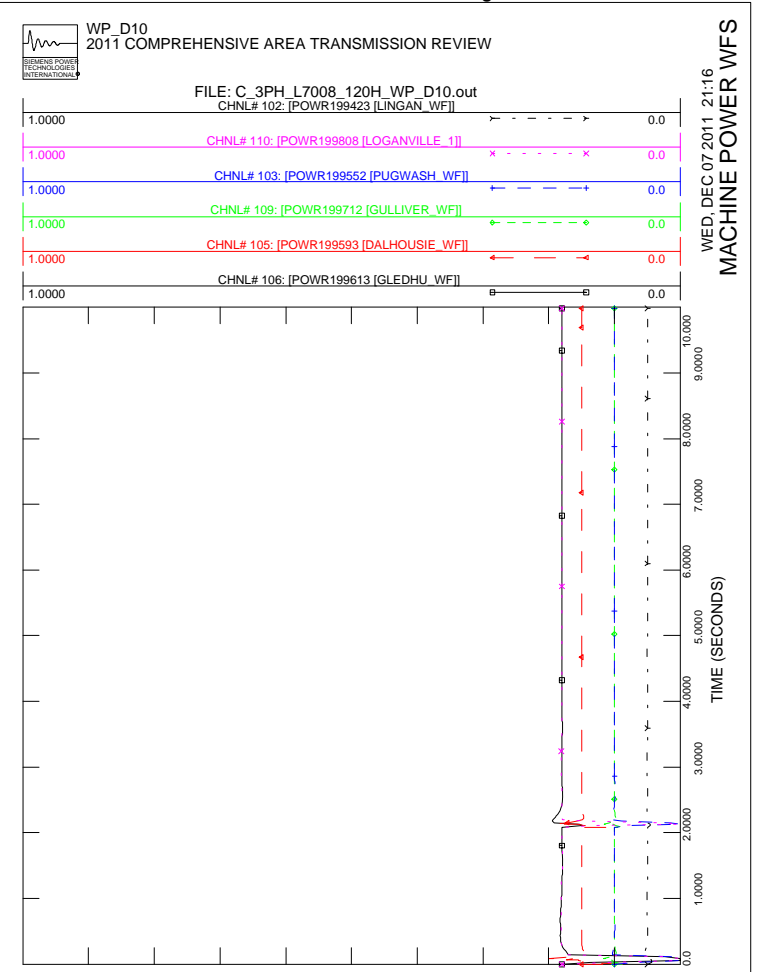
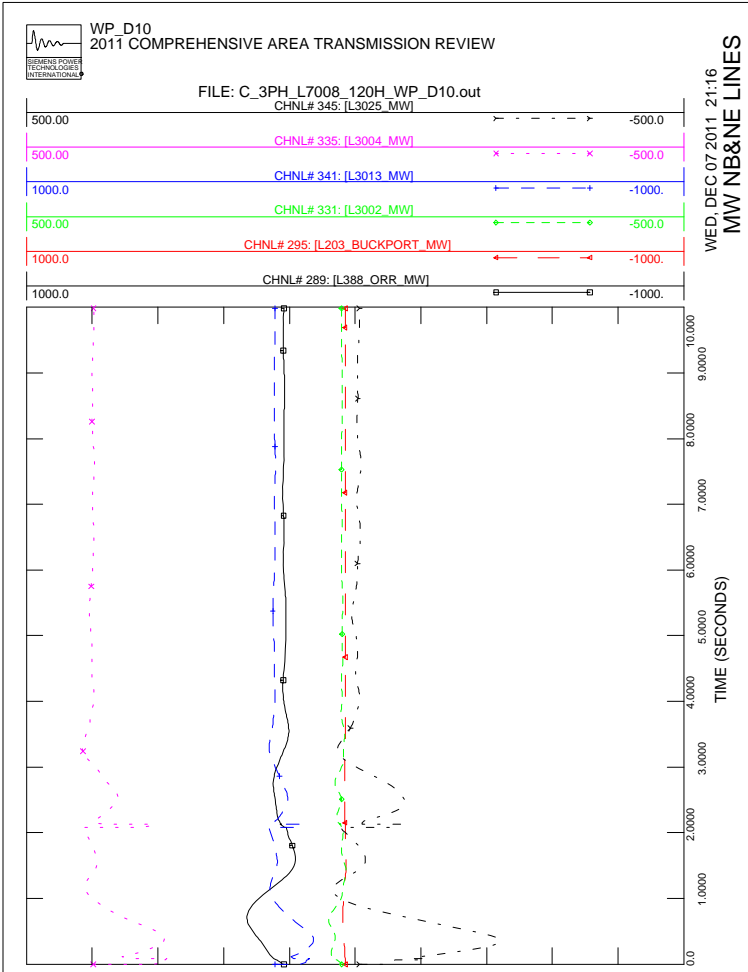








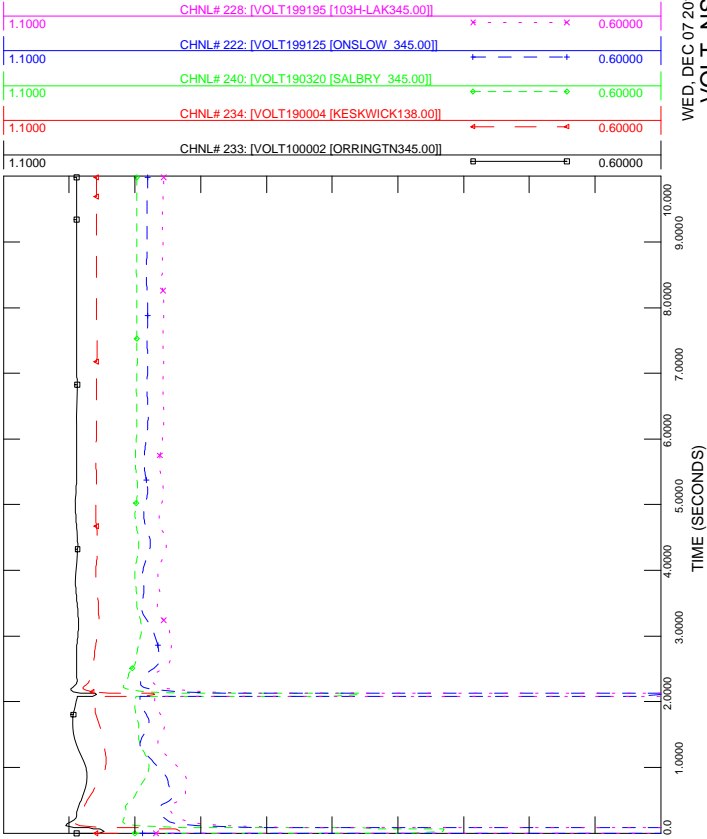






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_WP_D10.out



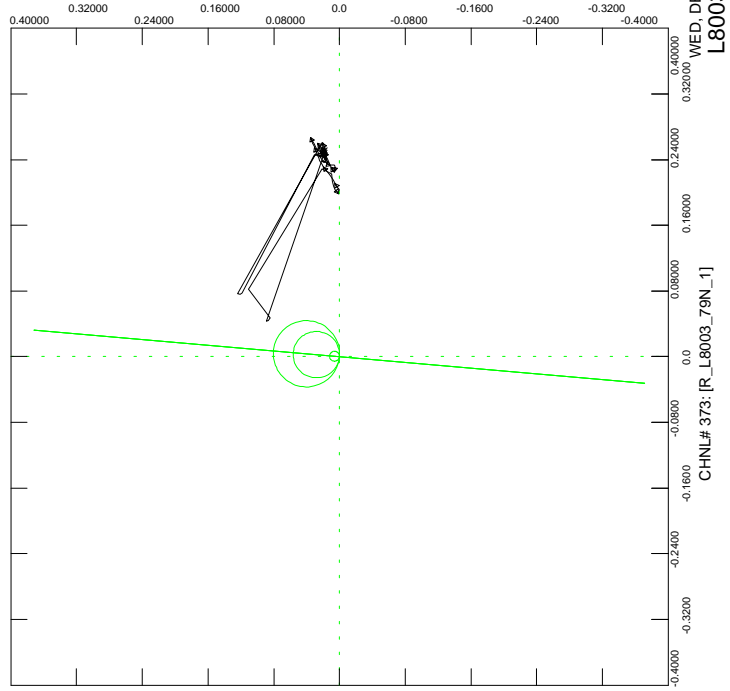
WED, DEC 07 2011 21:16
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_WP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

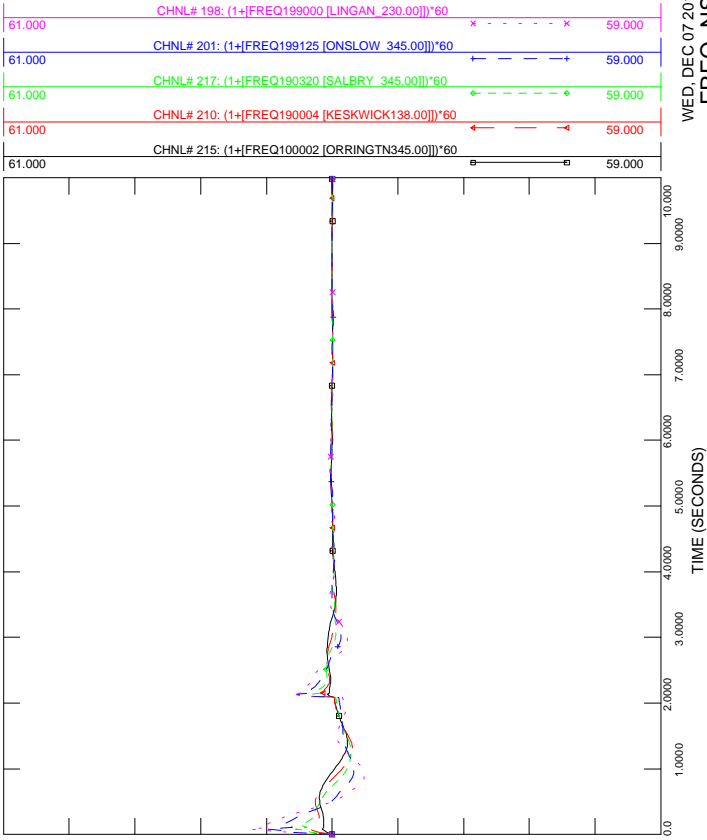


WED, DEC 07 2011 21:16
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_WP_D10.out



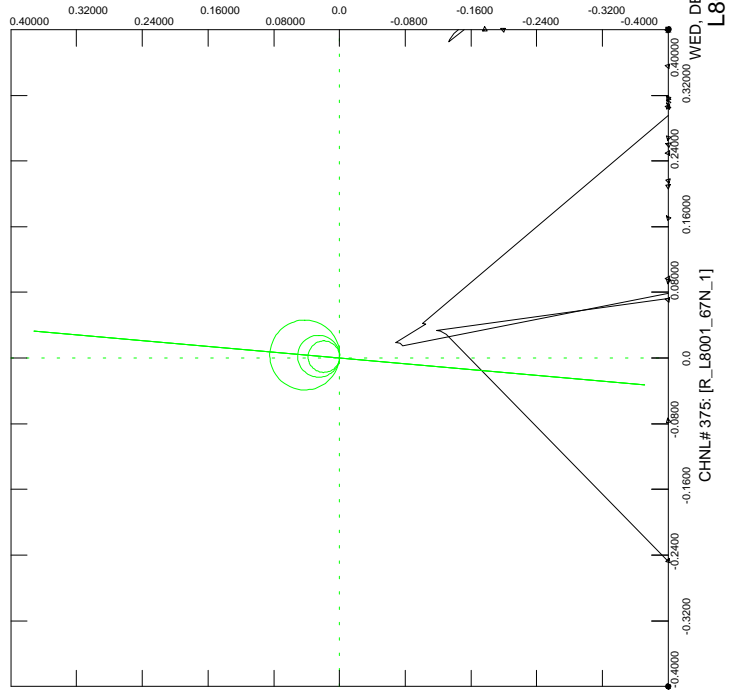
WED, DEC 07 2011 21:16
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_WP_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

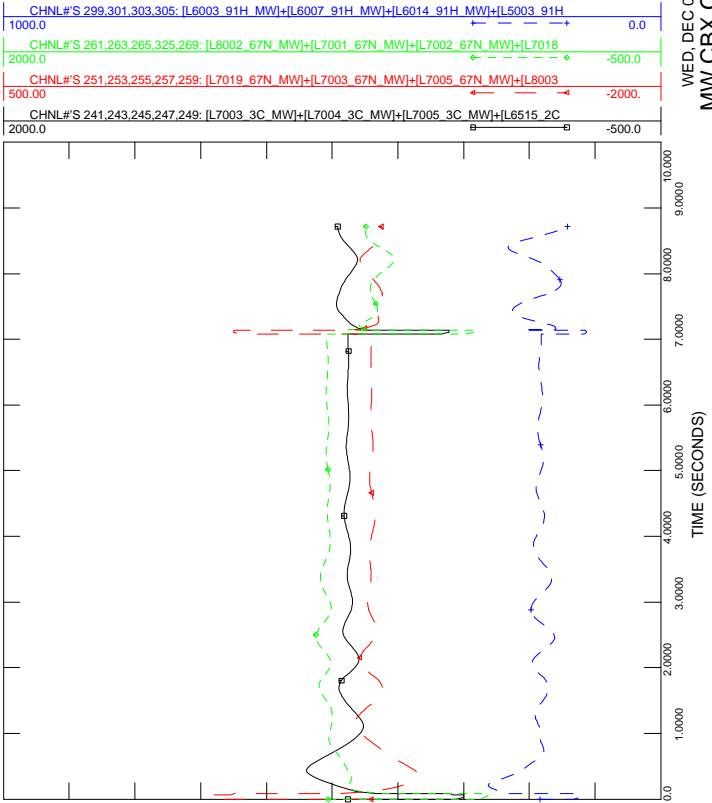


WED, DEC 07 2011 21:16
L8001 AT 67N-ONSLOW



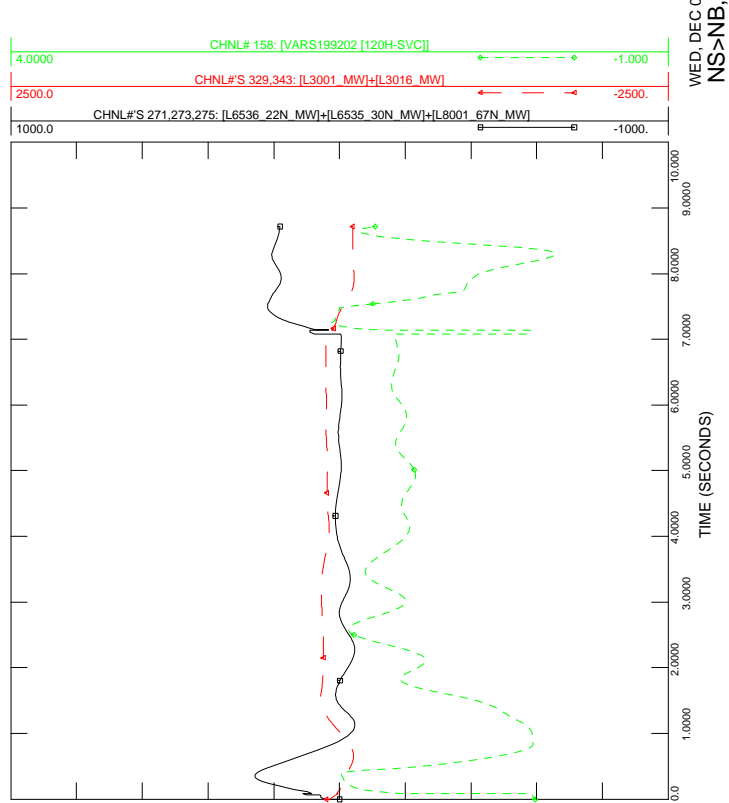
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_WP_D10.out



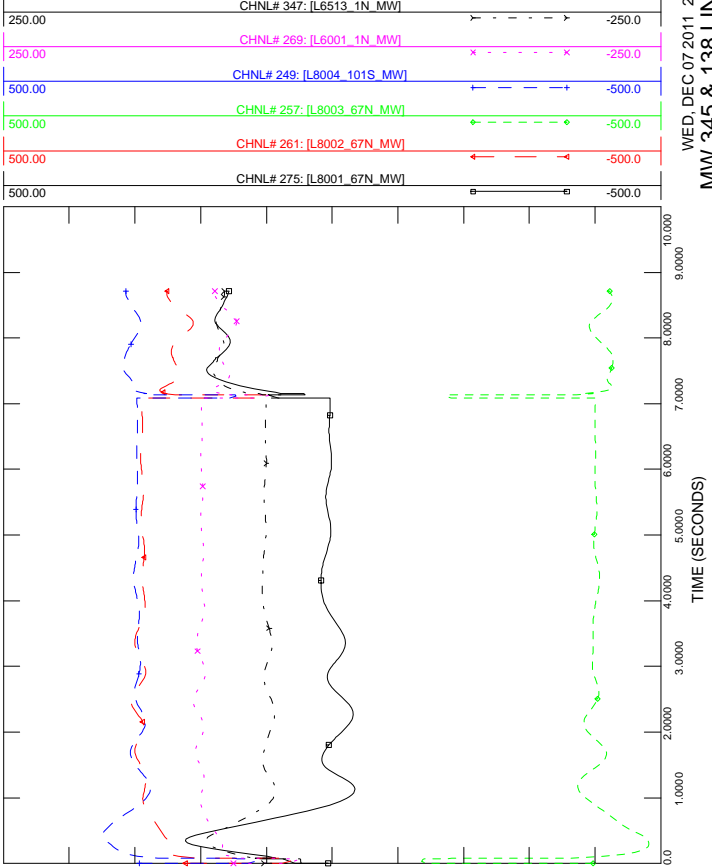
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_WP_D10.out



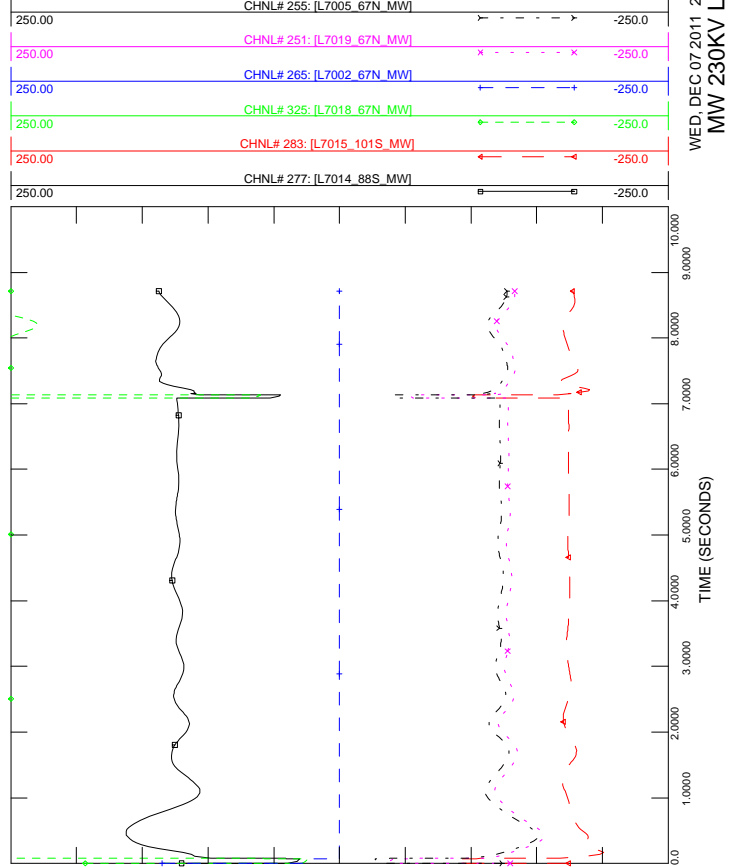
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

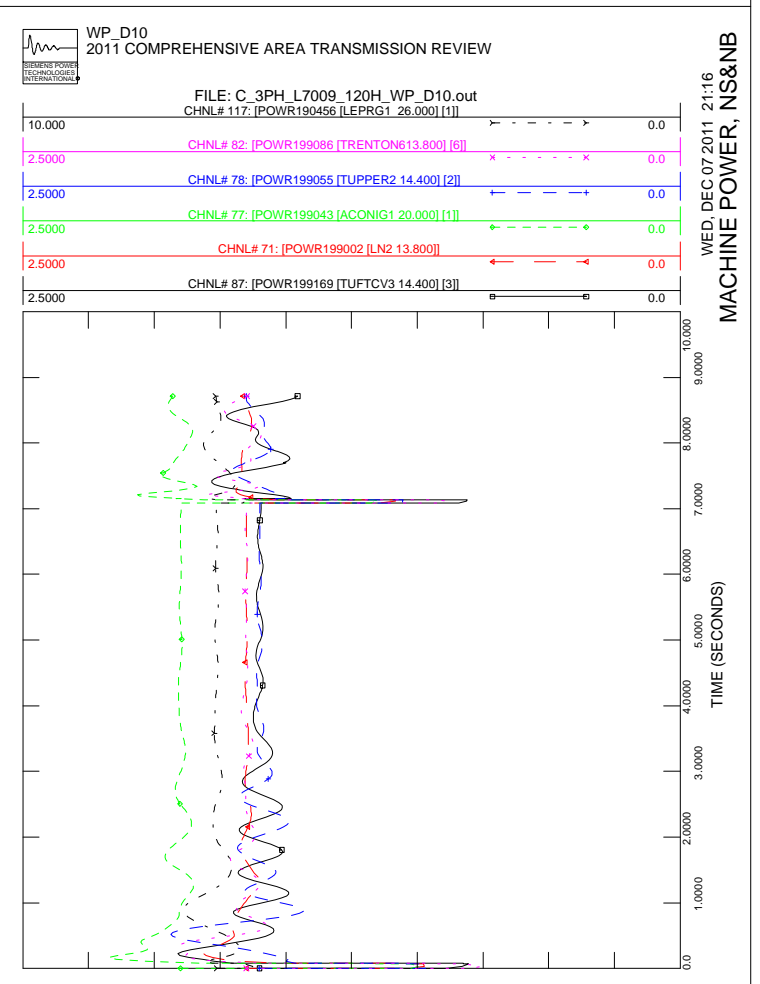
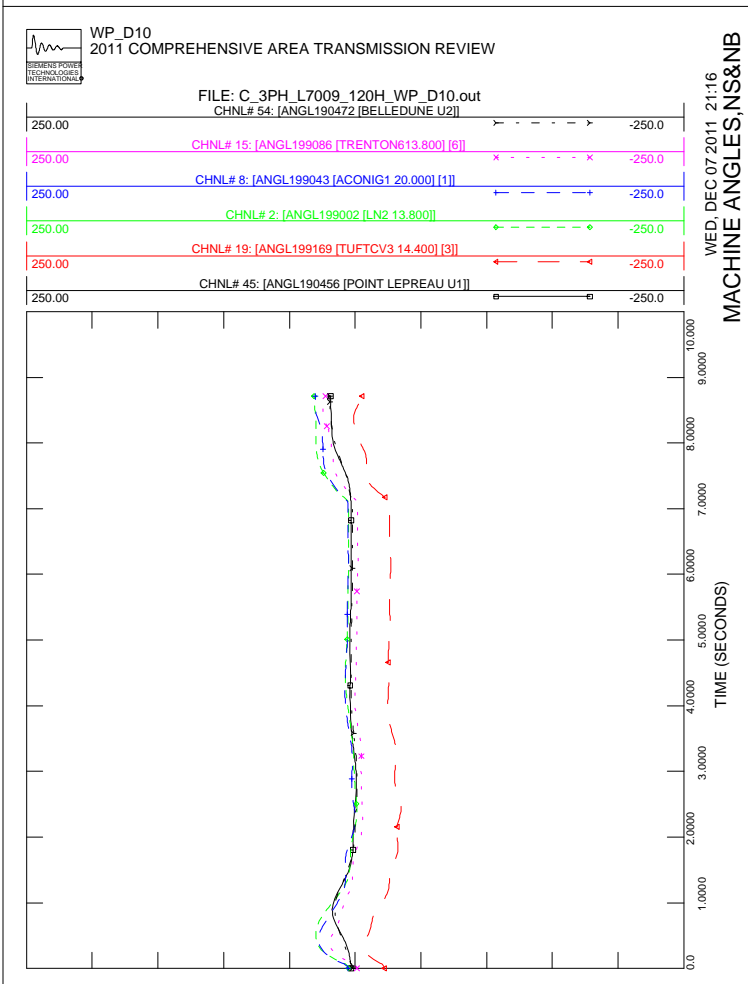
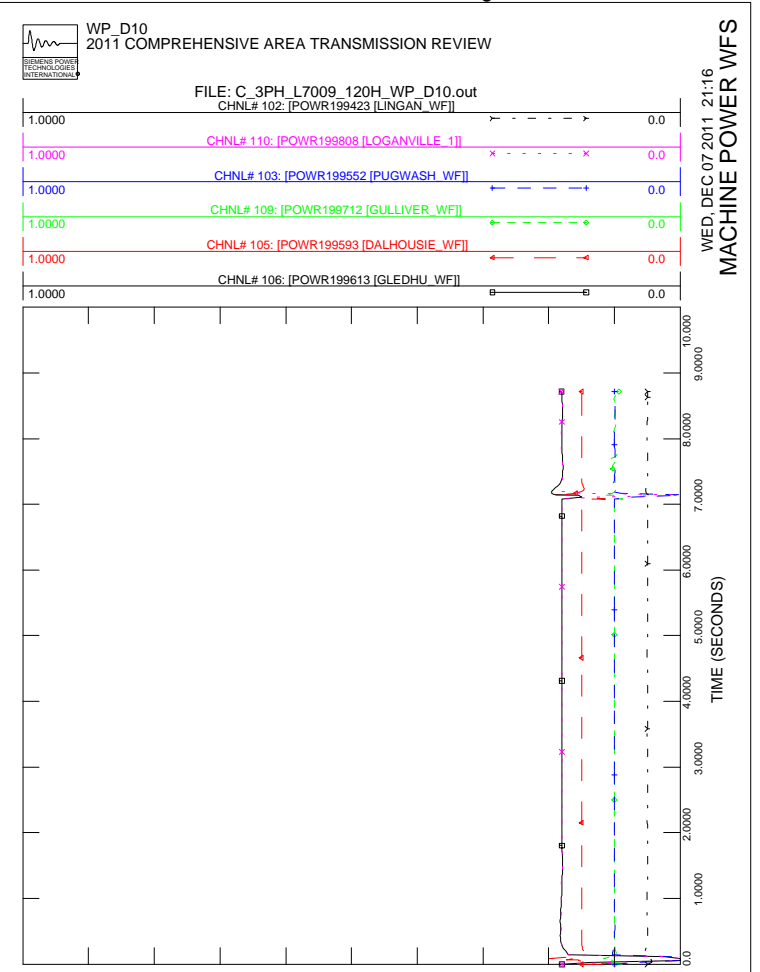
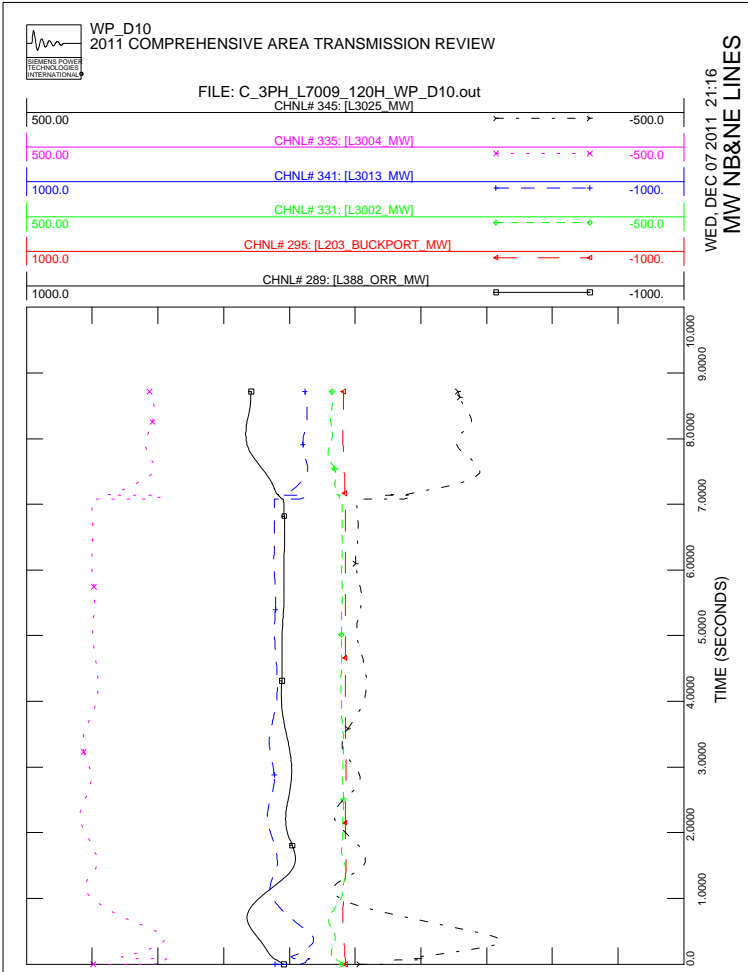
FILE: C_3PH_L7009_120H_WP_D10.out



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_WP_D10.out

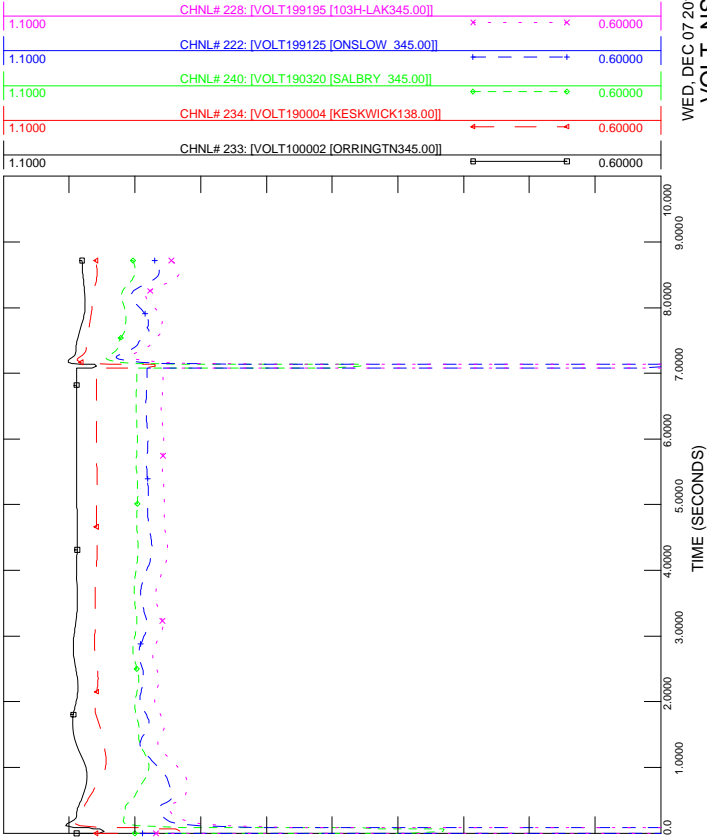






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_WP_D10.out



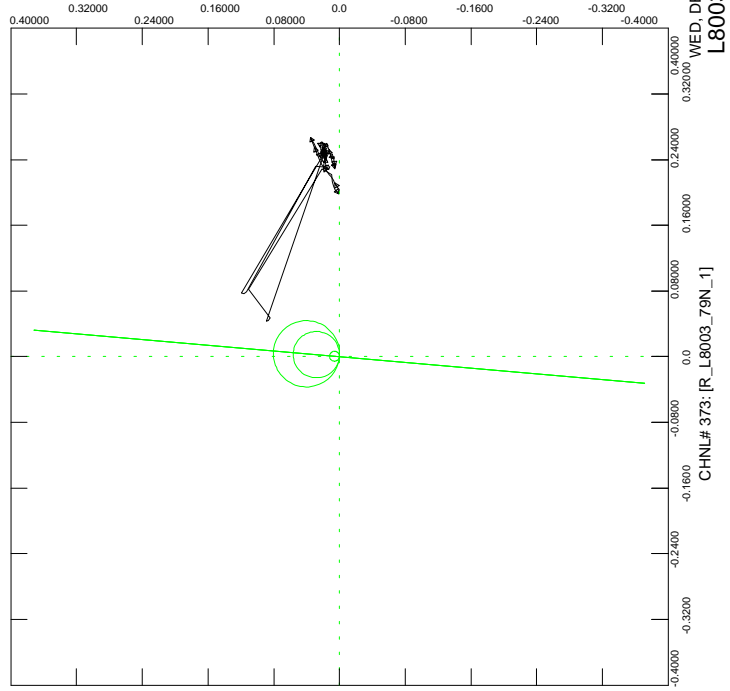
WED, DEC 07 2011 21:16
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_WP_D10.out

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CHNL# 374: [X_L8003_79N_1]

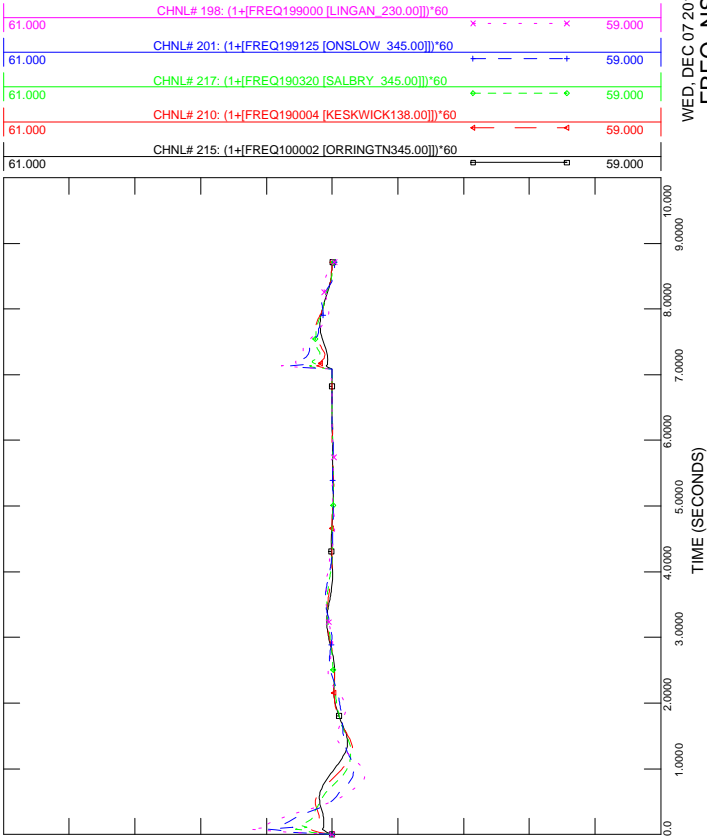


WED, DEC 07 2011 21:16
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_WP_D10.out



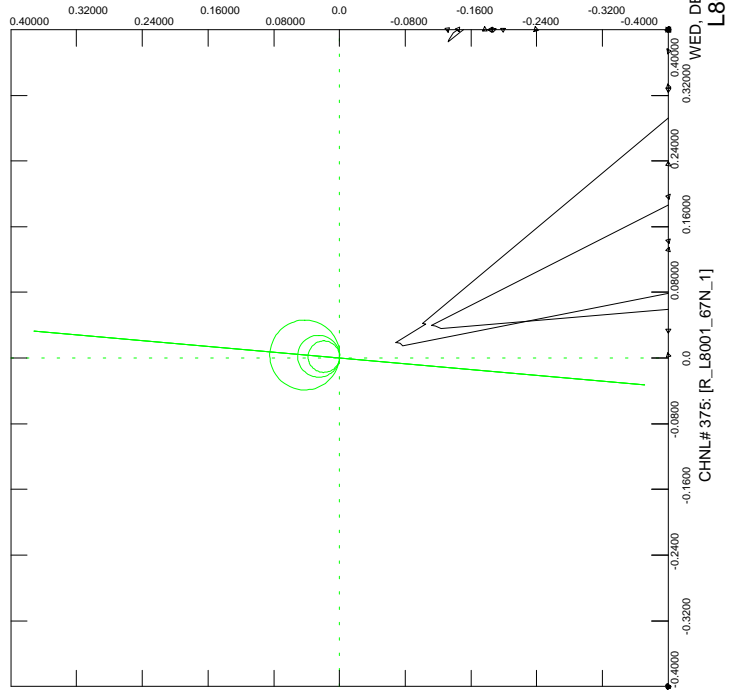
WED, DEC 07 2011 21:16
FREQ, NS, NB&NE



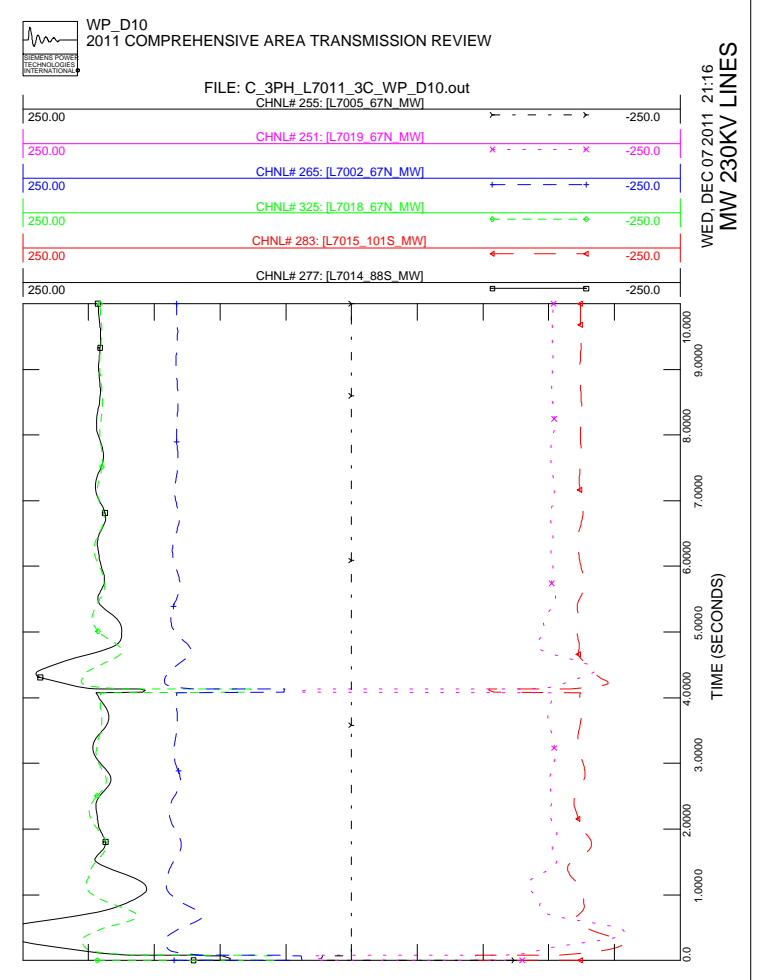
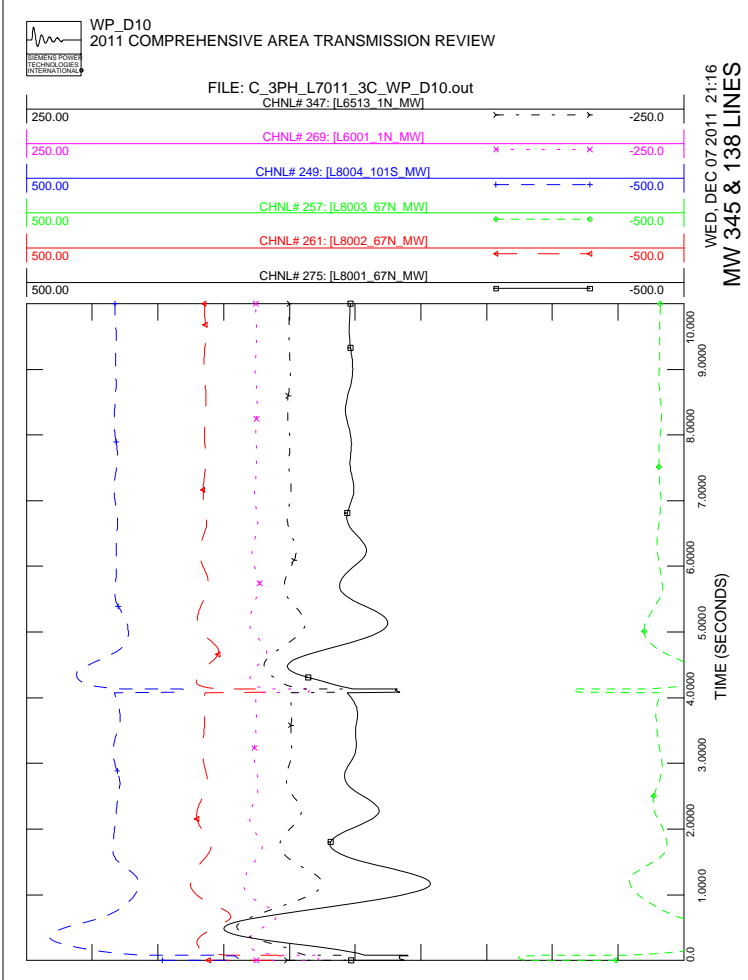
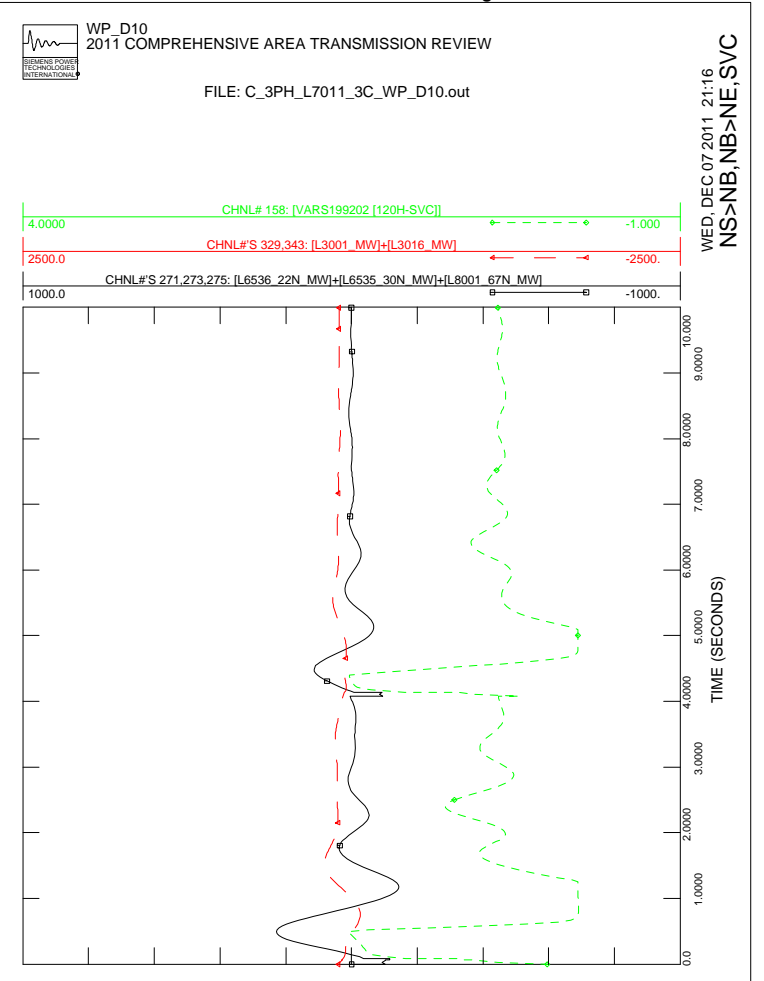
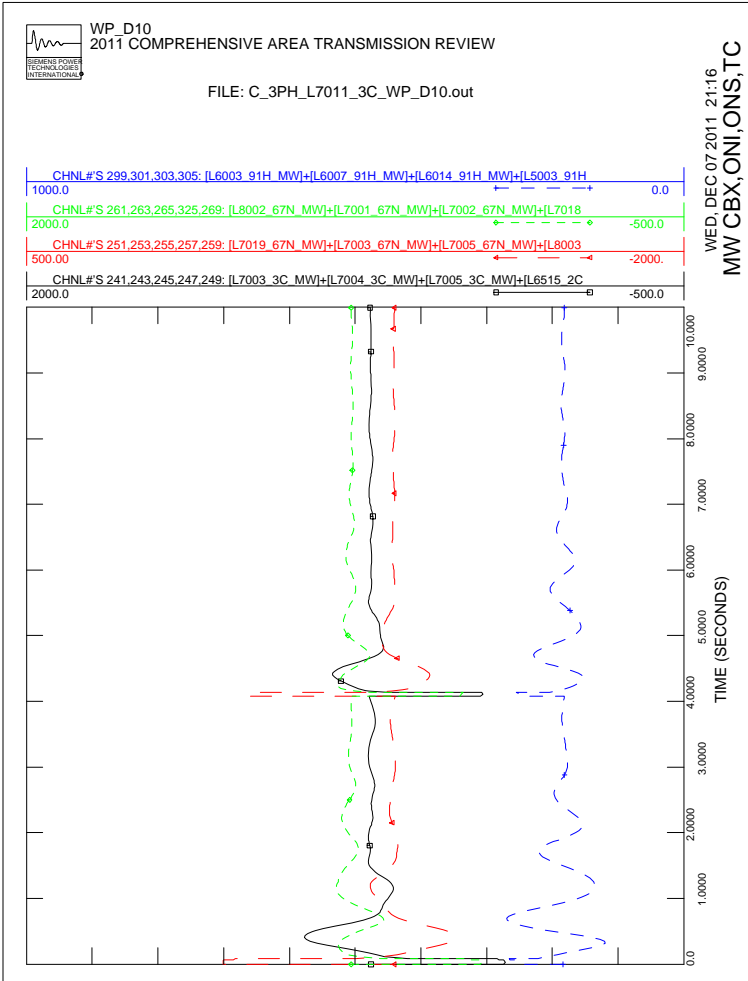
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

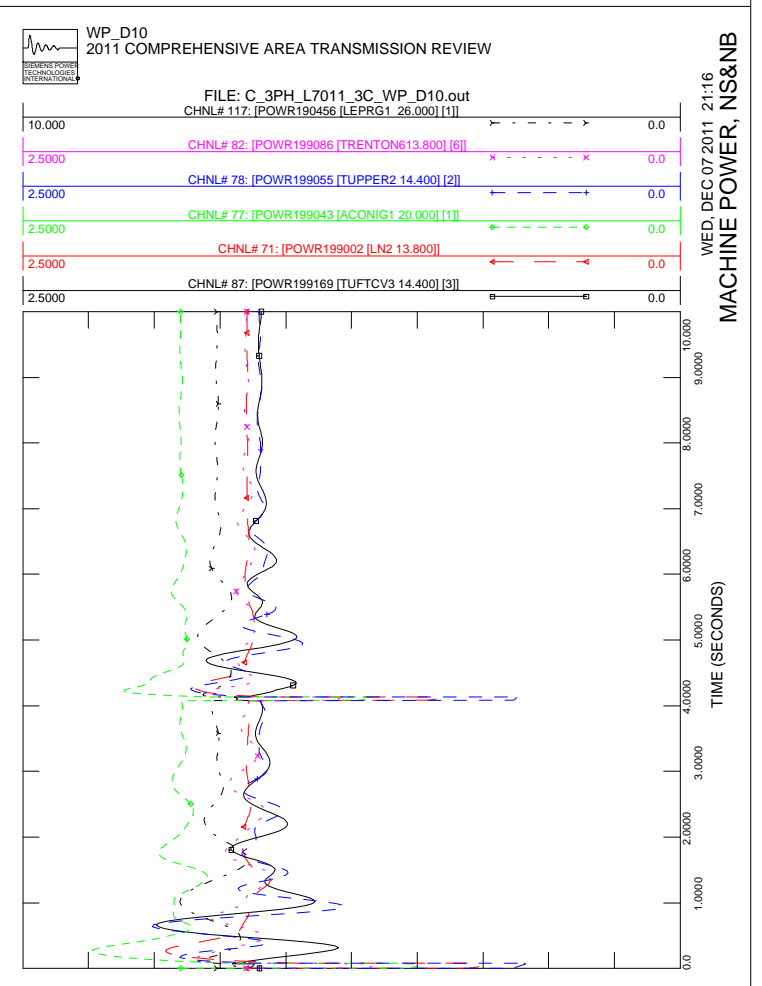
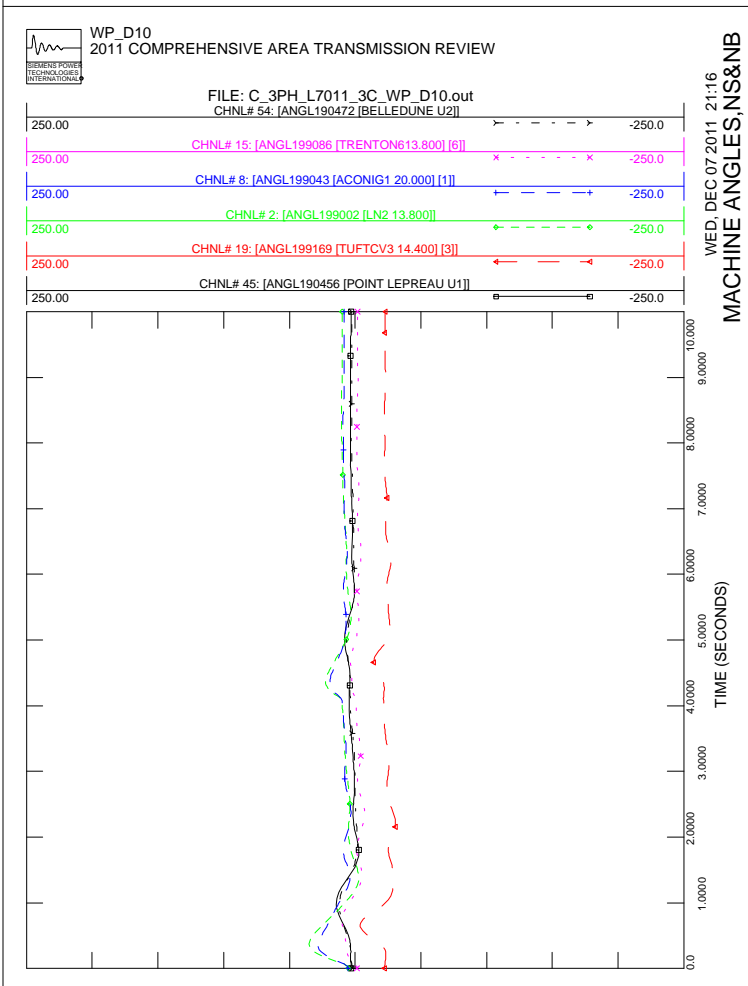
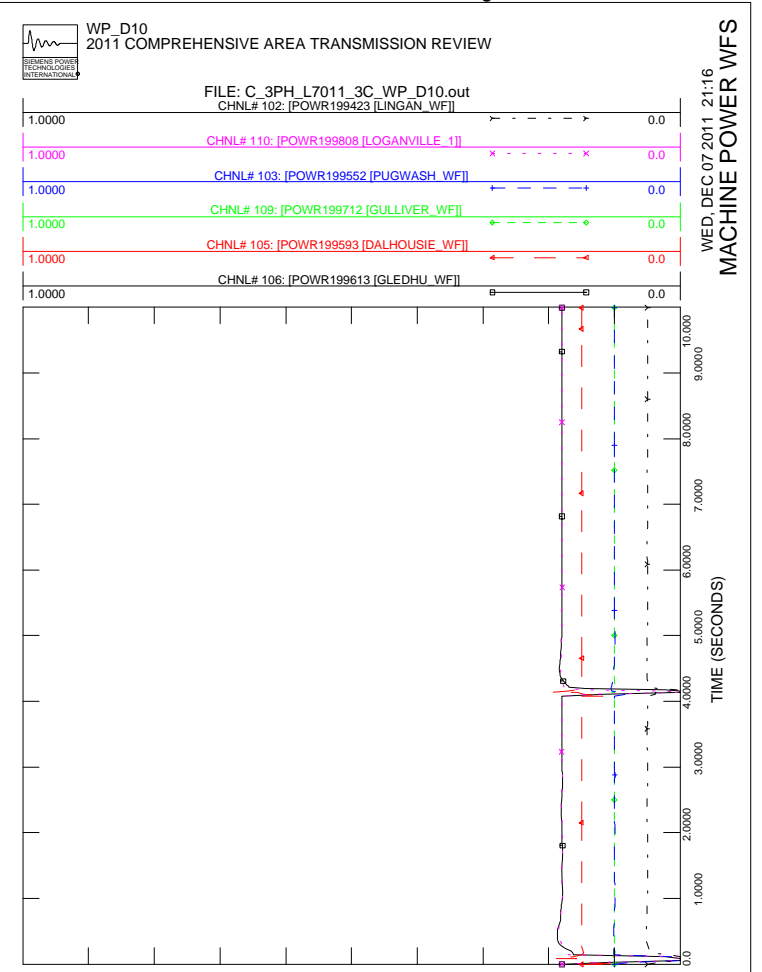
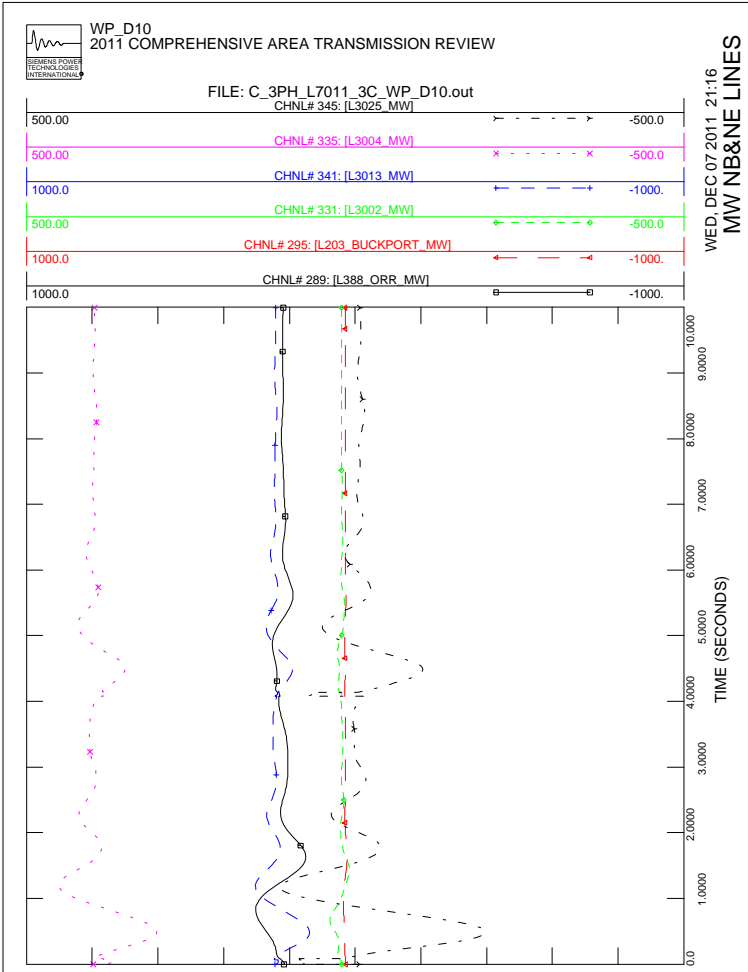
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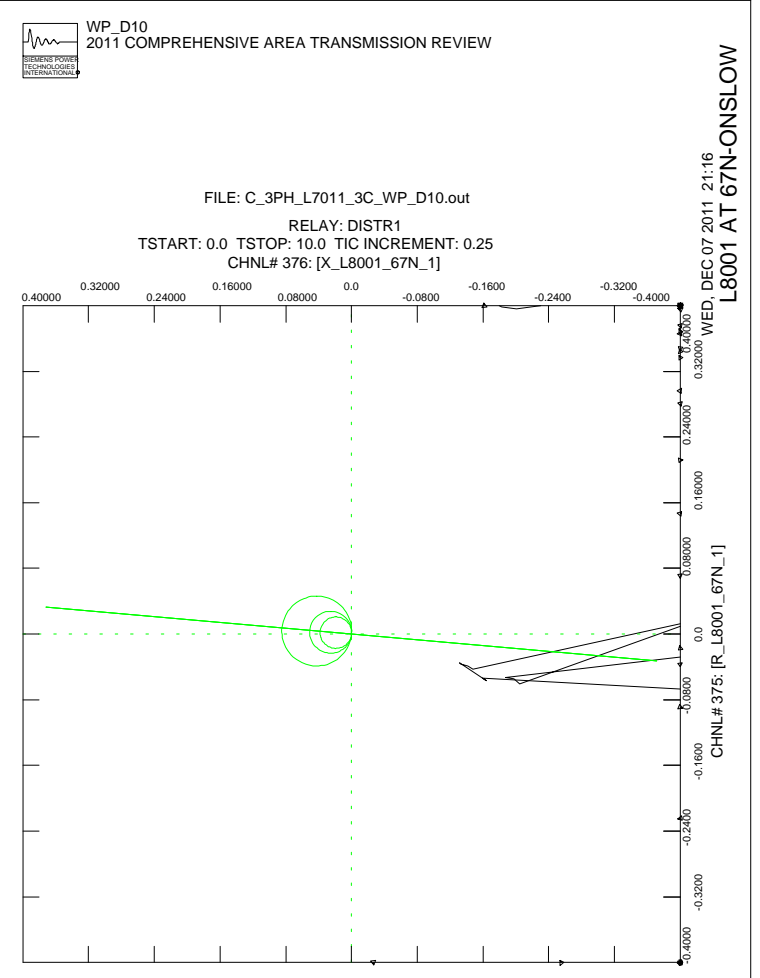
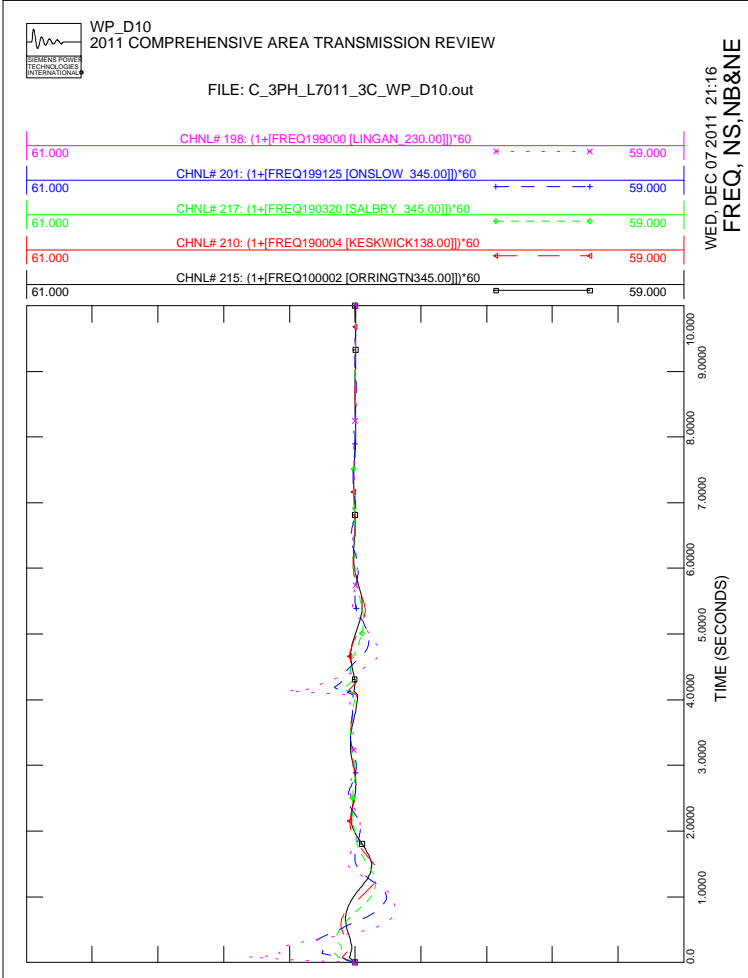
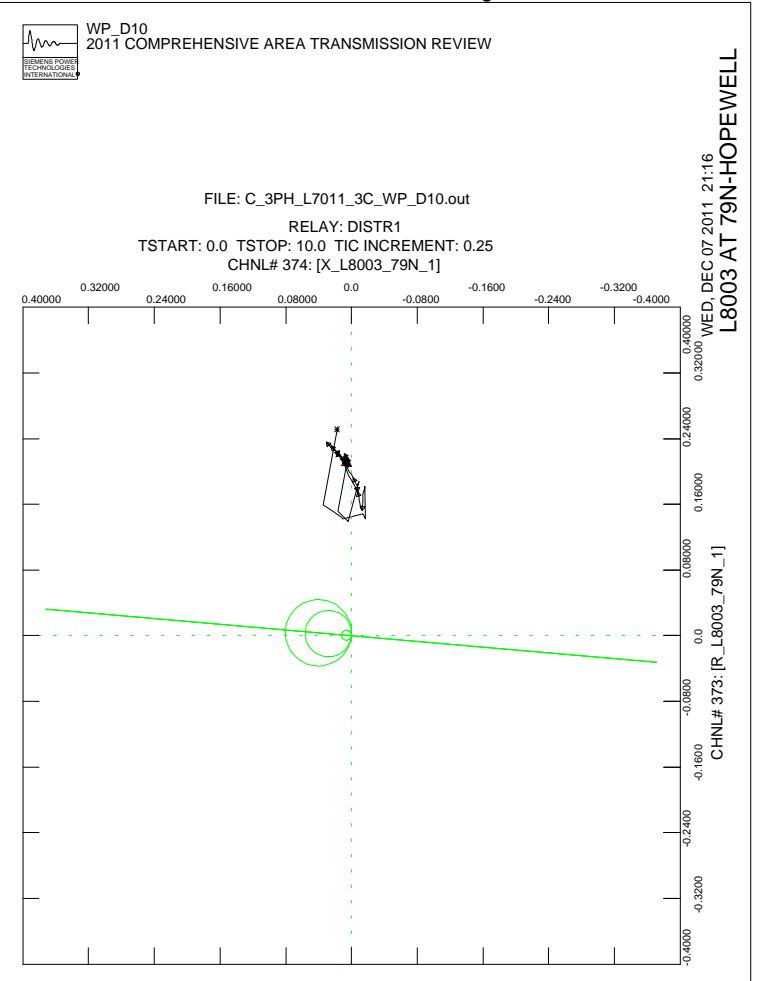
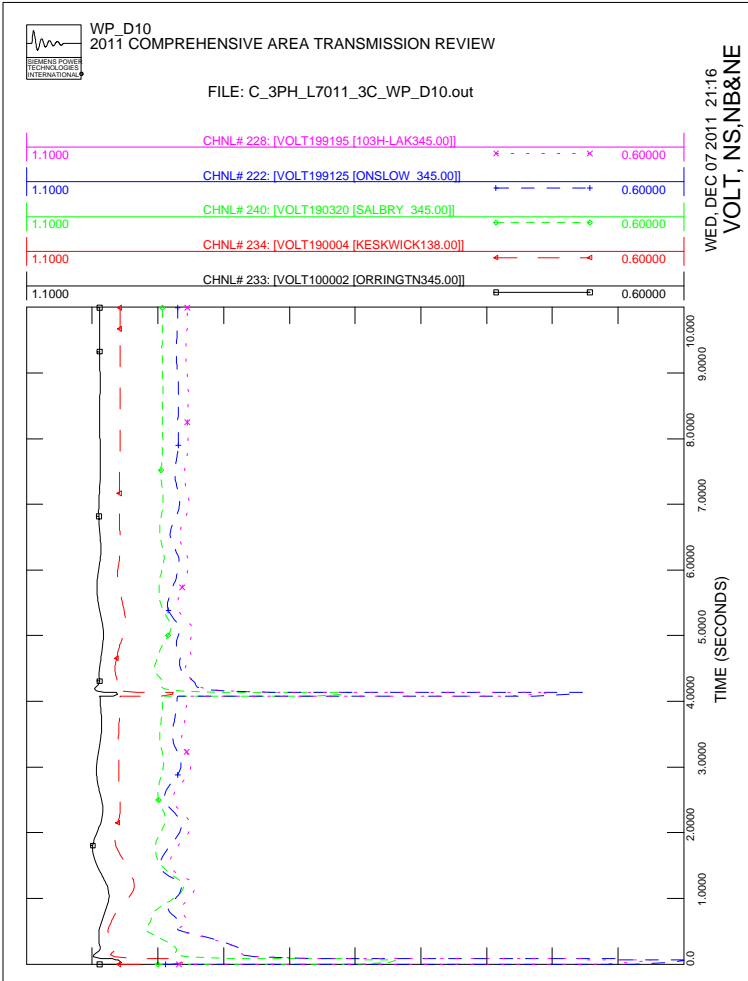
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CHNL# 376: [X_L8001_67N_1]

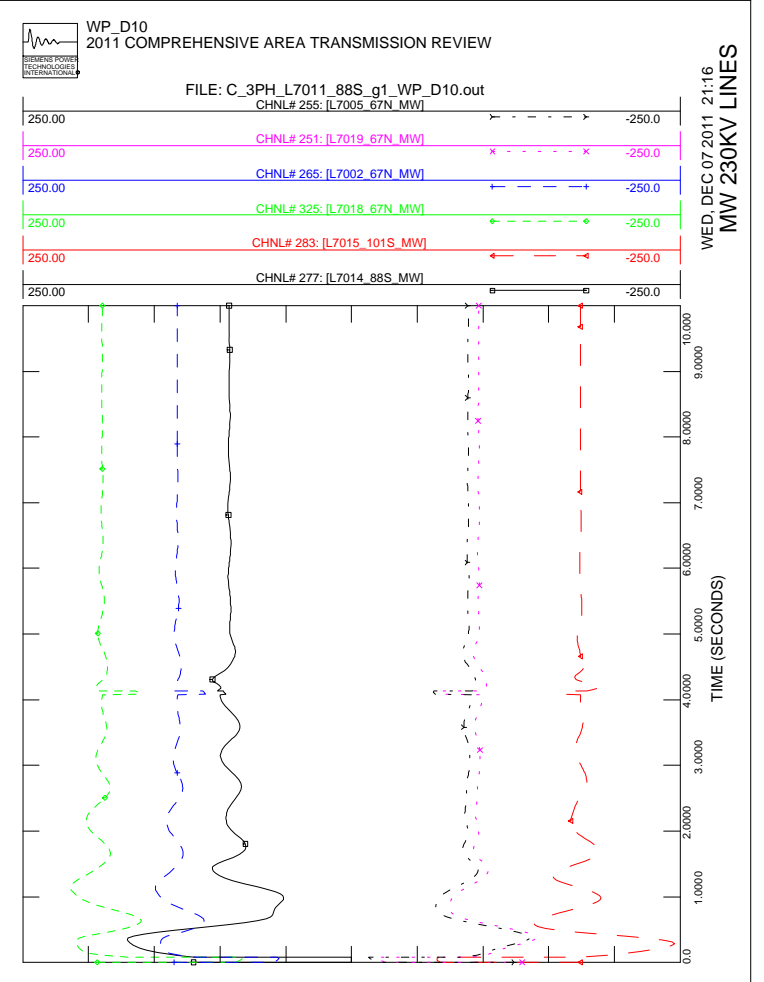
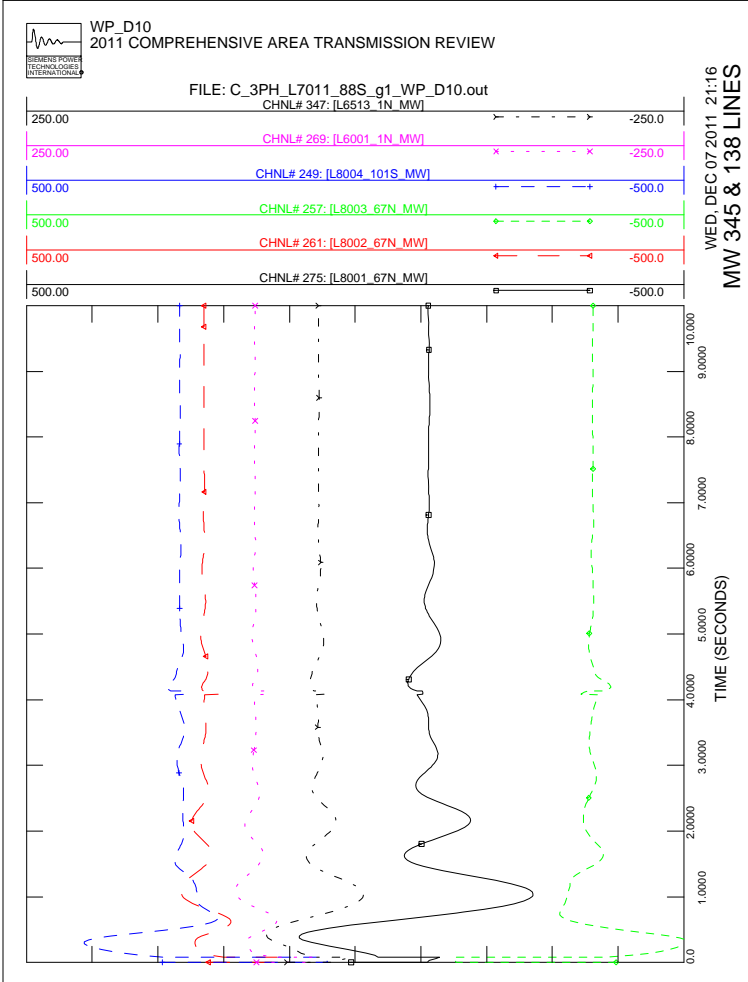
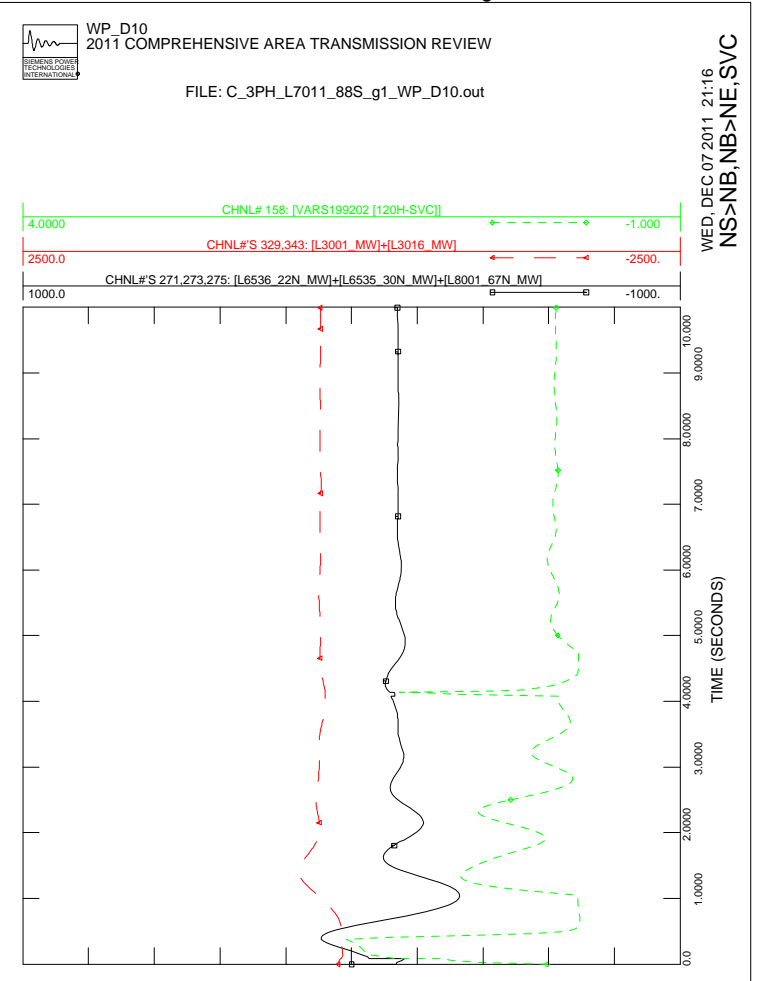
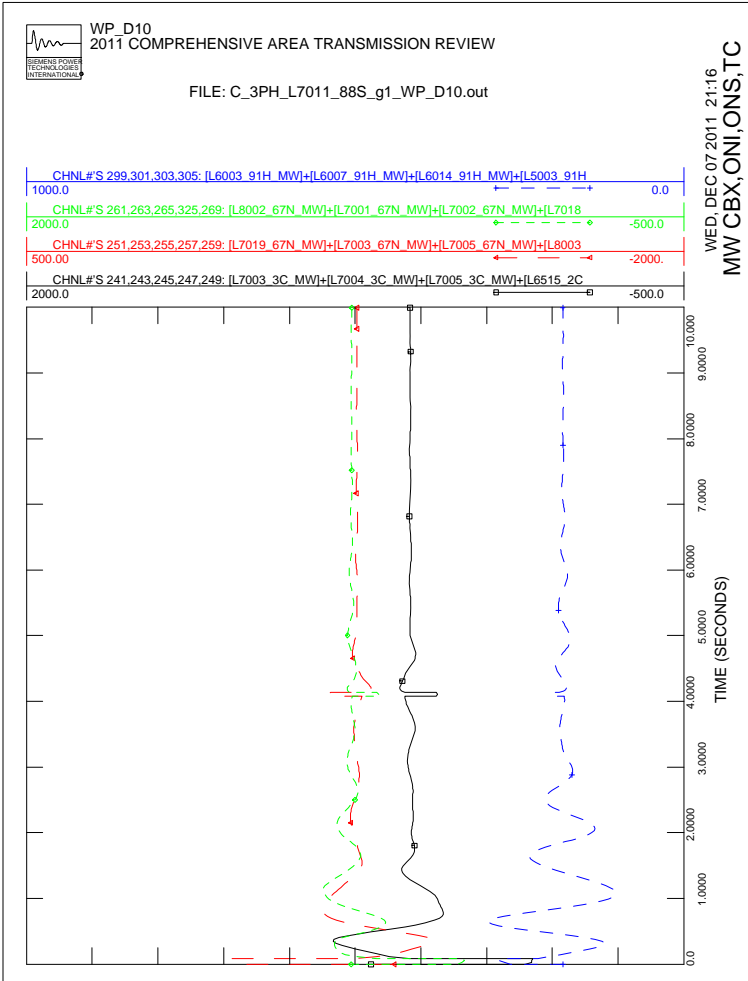


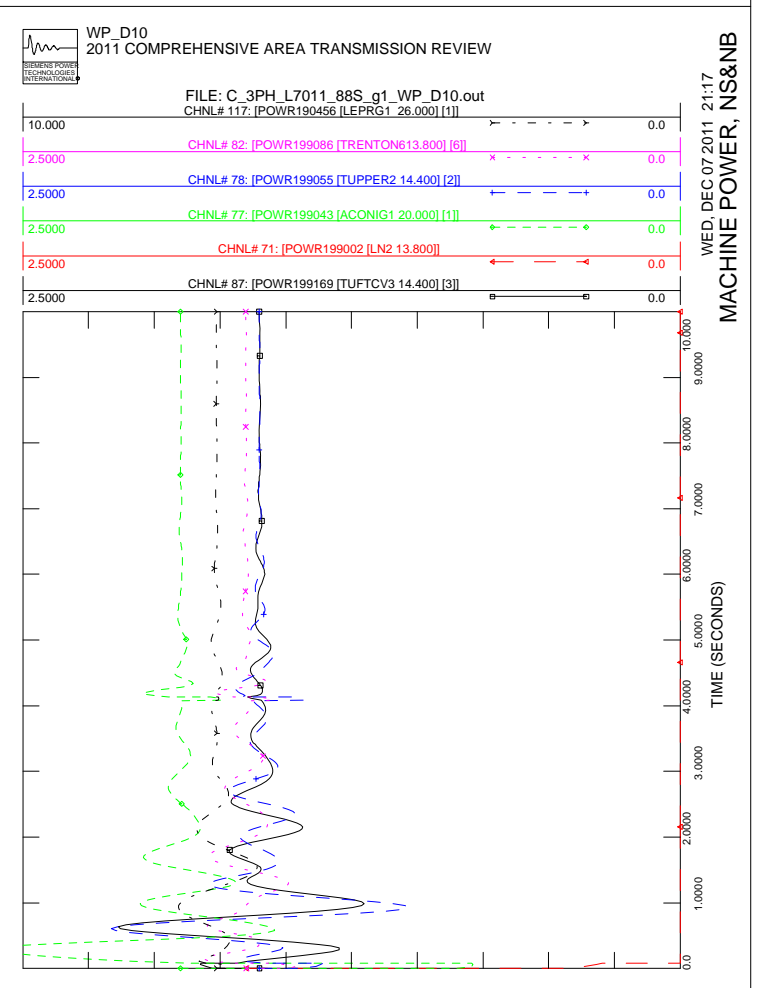
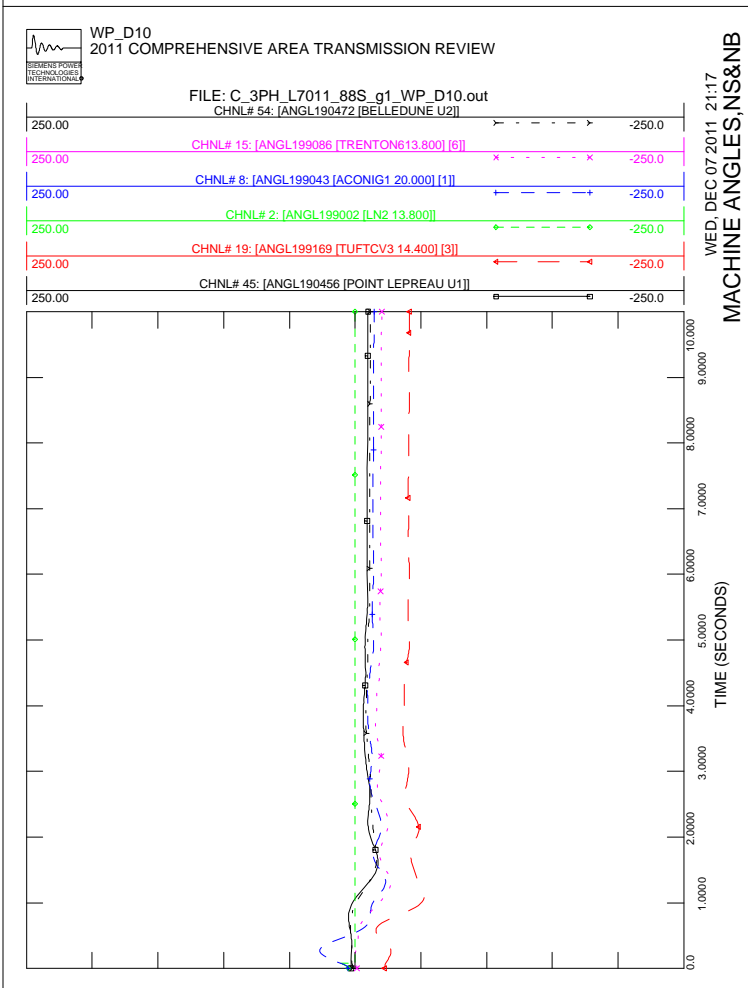
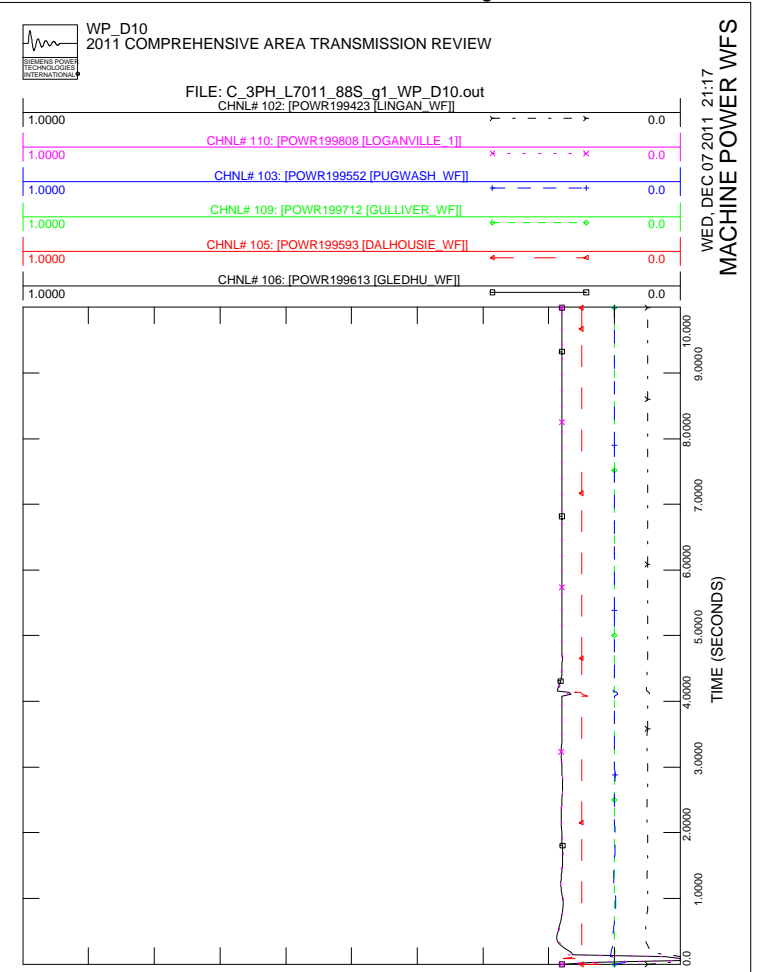
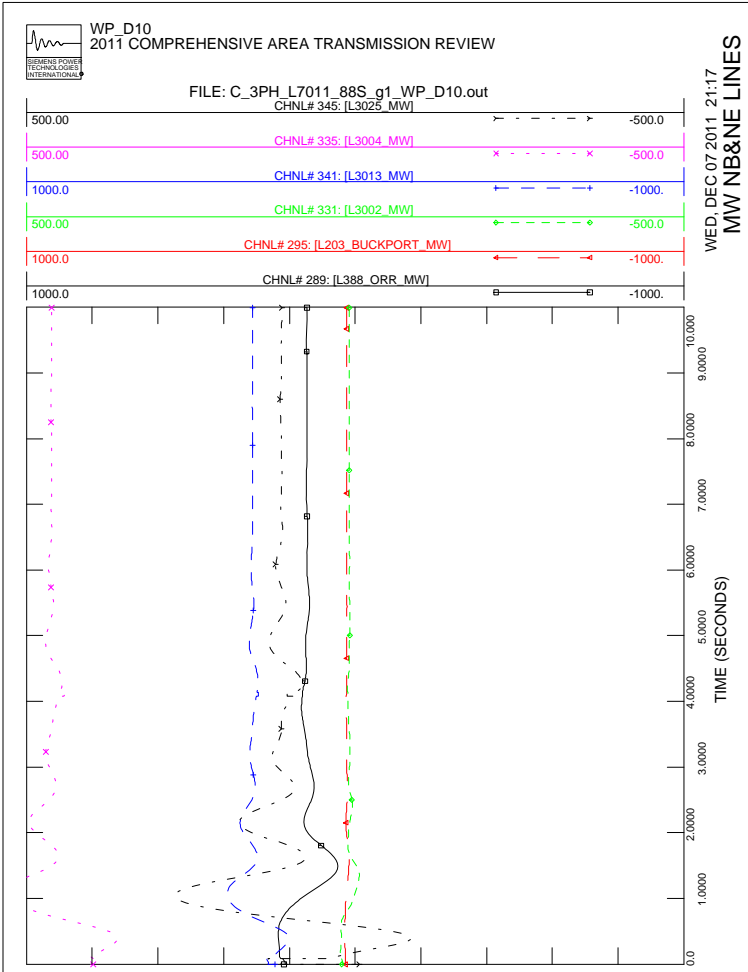
WED, DEC 07 2011 21:16
L8001 AT 67N-ONSLow







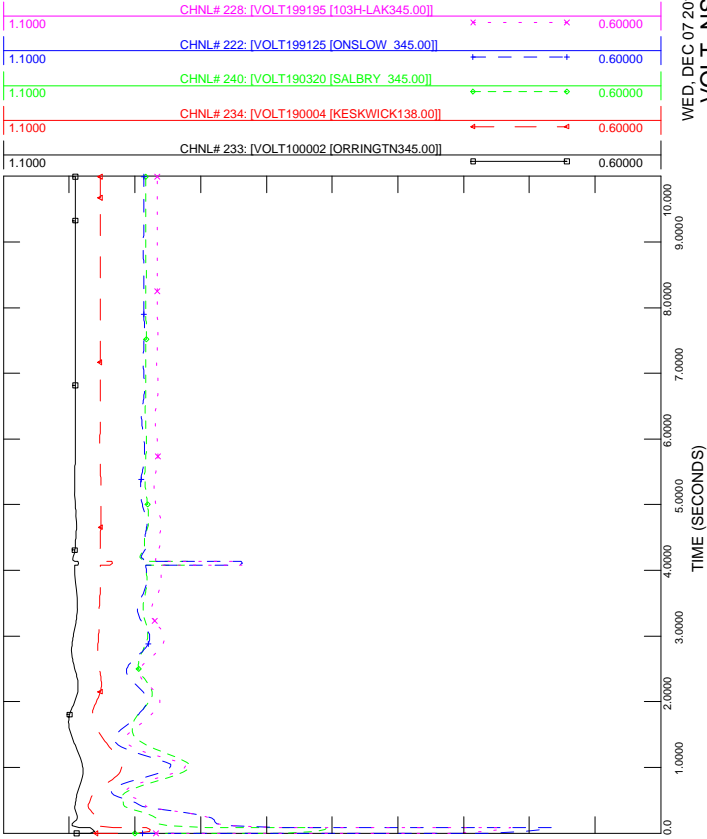






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_88S_g1_WP_D10.out



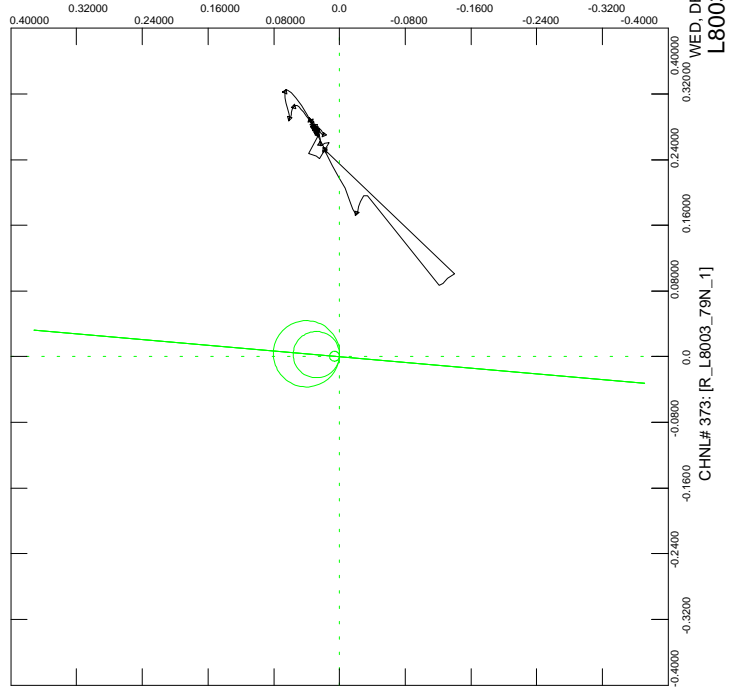
WED, DEC 07 2011 21:17
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_88S_g1_WP_D10.out

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CHNL# 374: [X_L8003_79N_1]

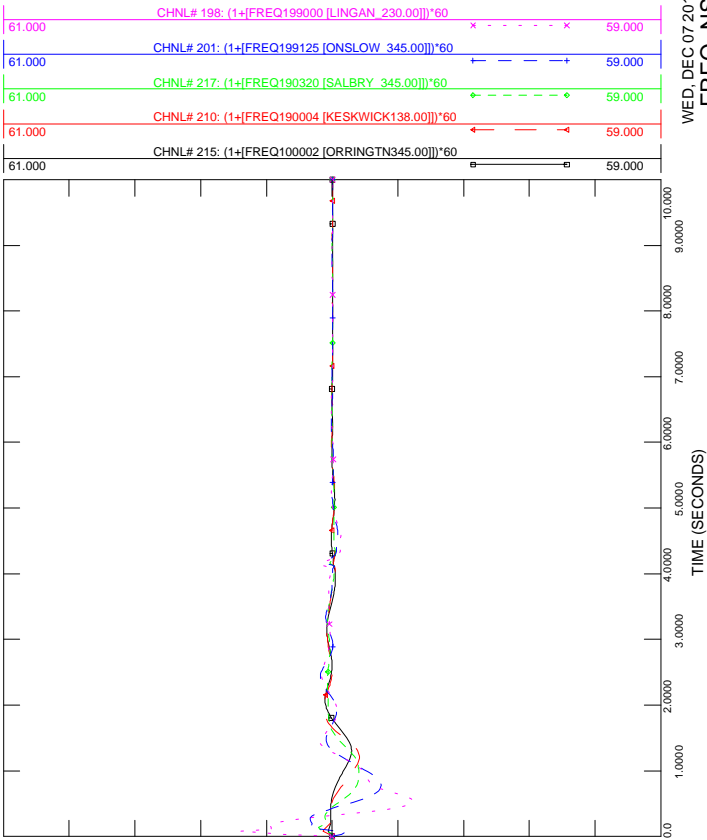


WED, DEC 07 2011 21:17
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_88S_g1_WP_D10.out



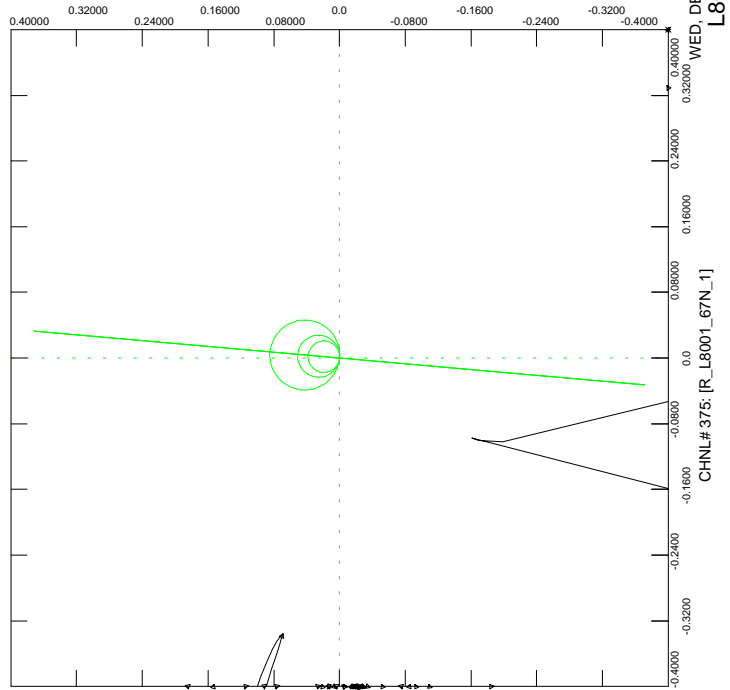
WED, DEC 07 2011 21:17
FREQ, NS, NB&NE



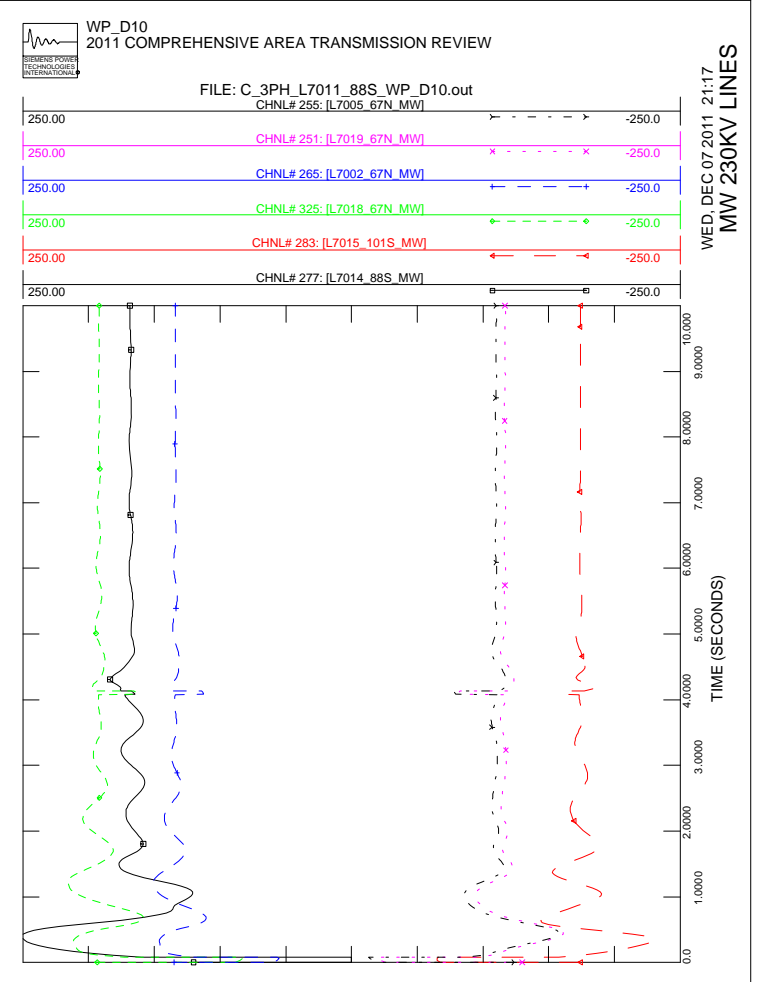
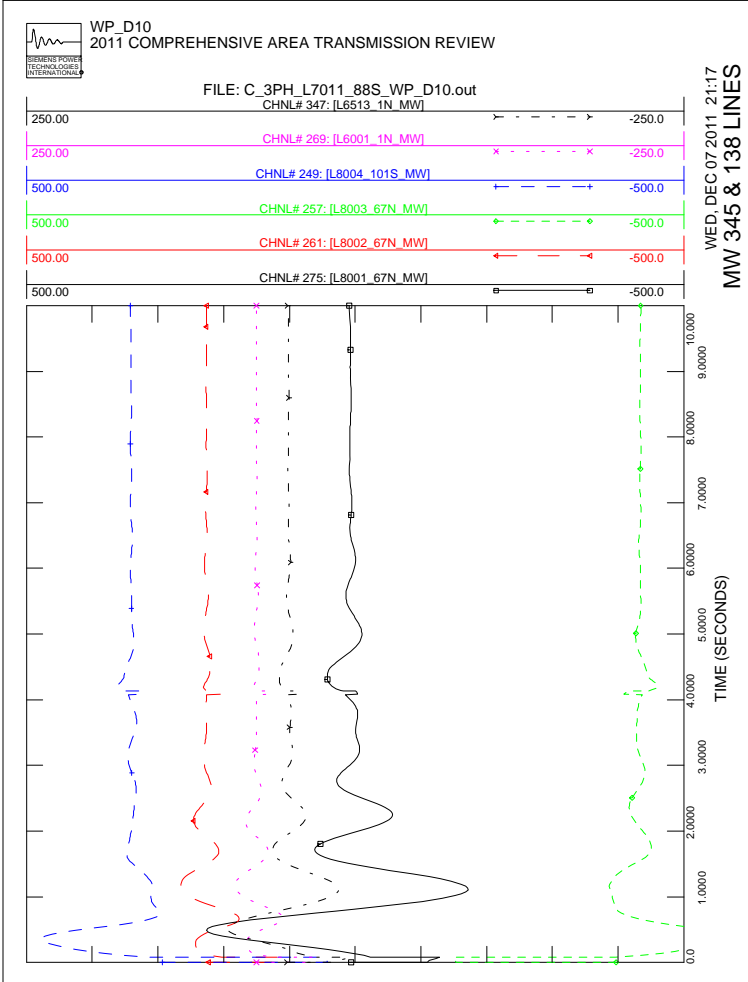
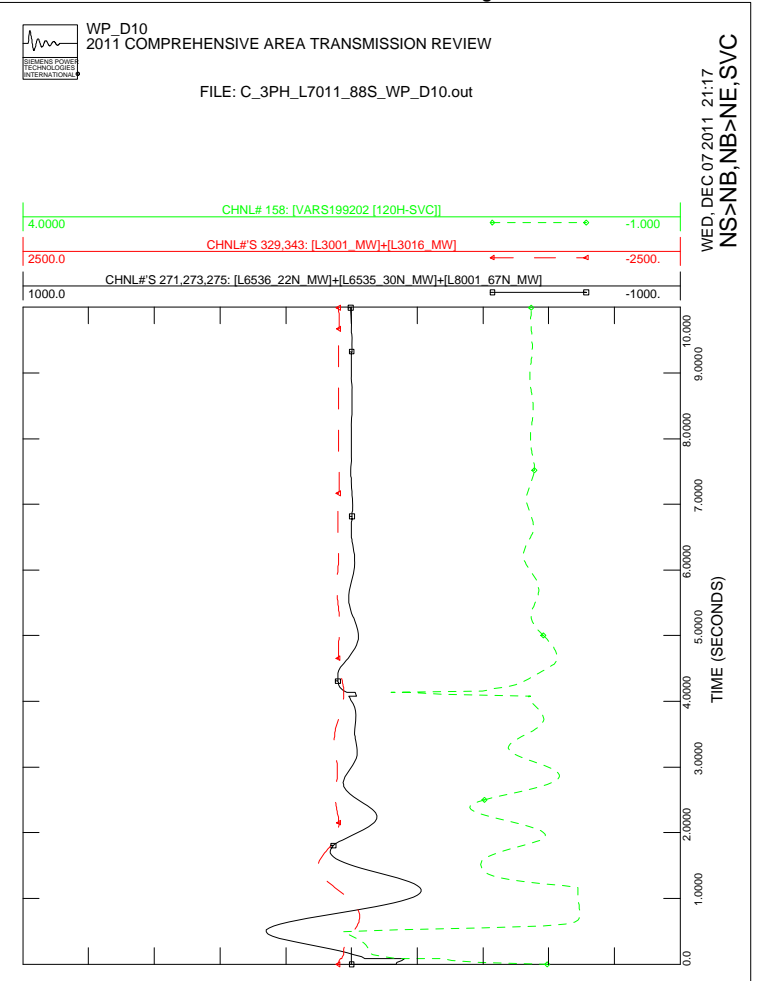
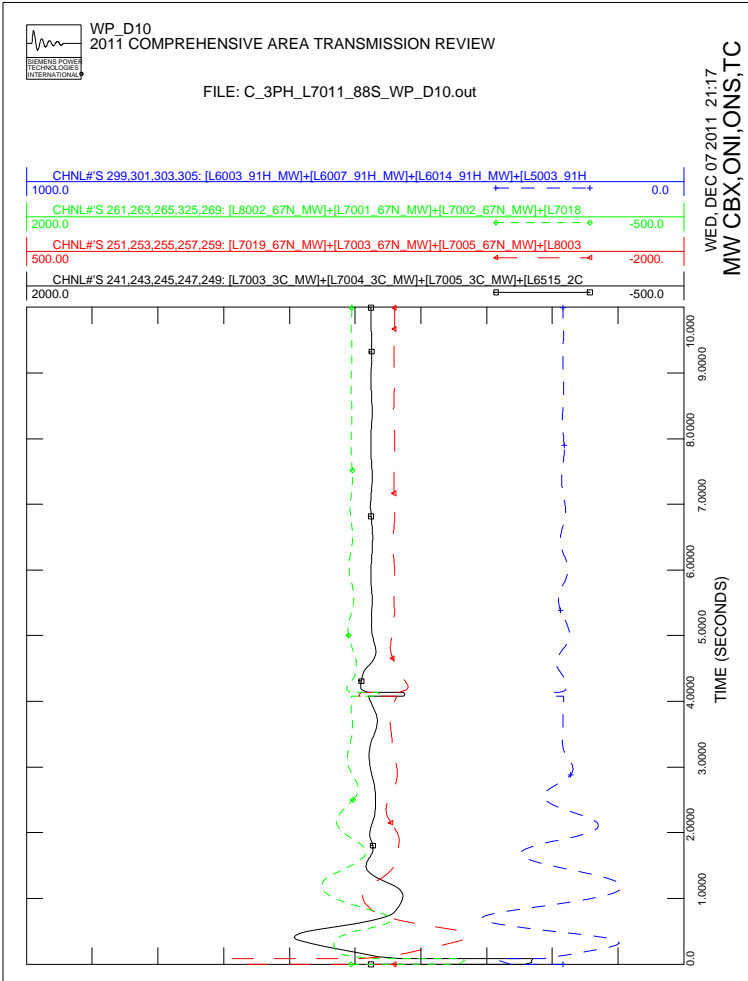
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

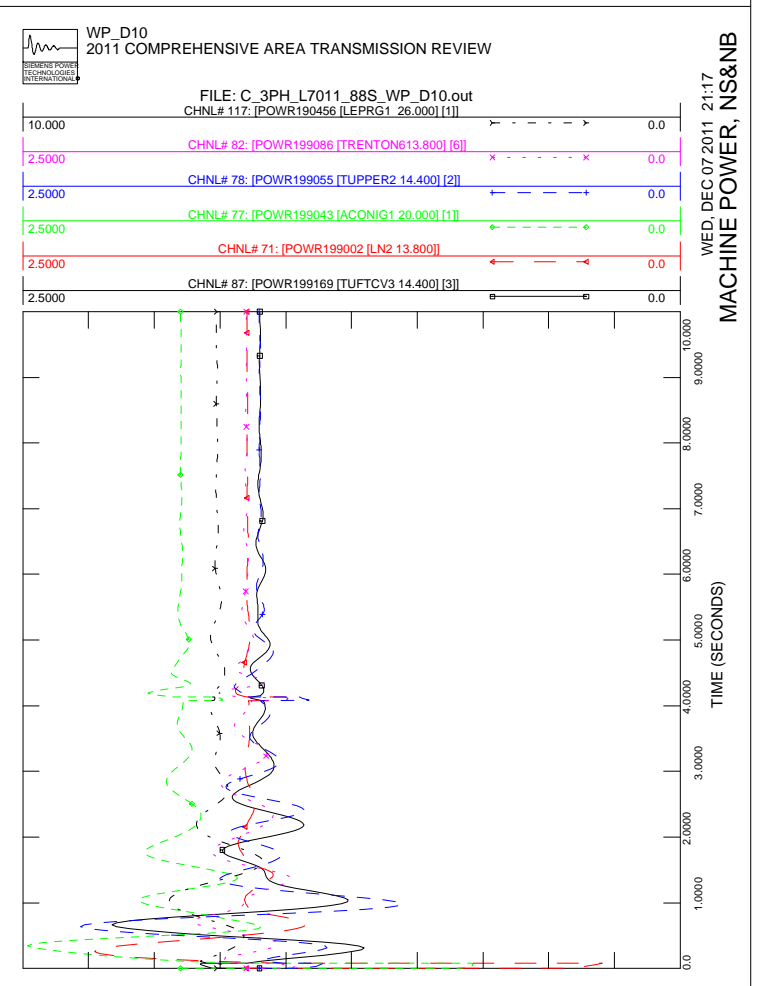
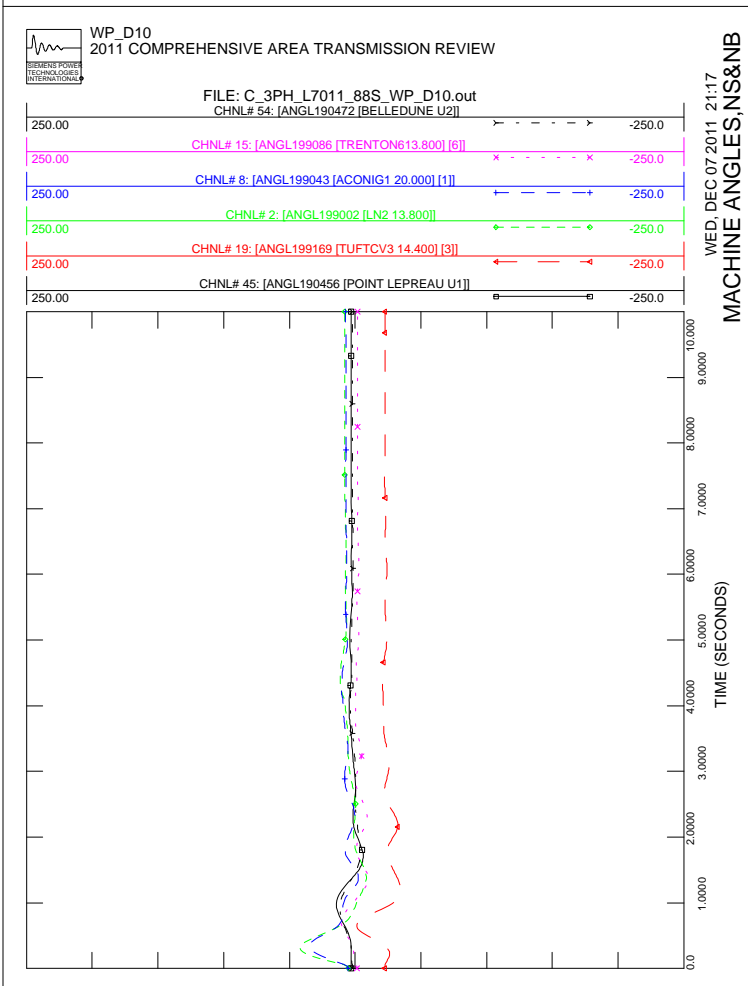
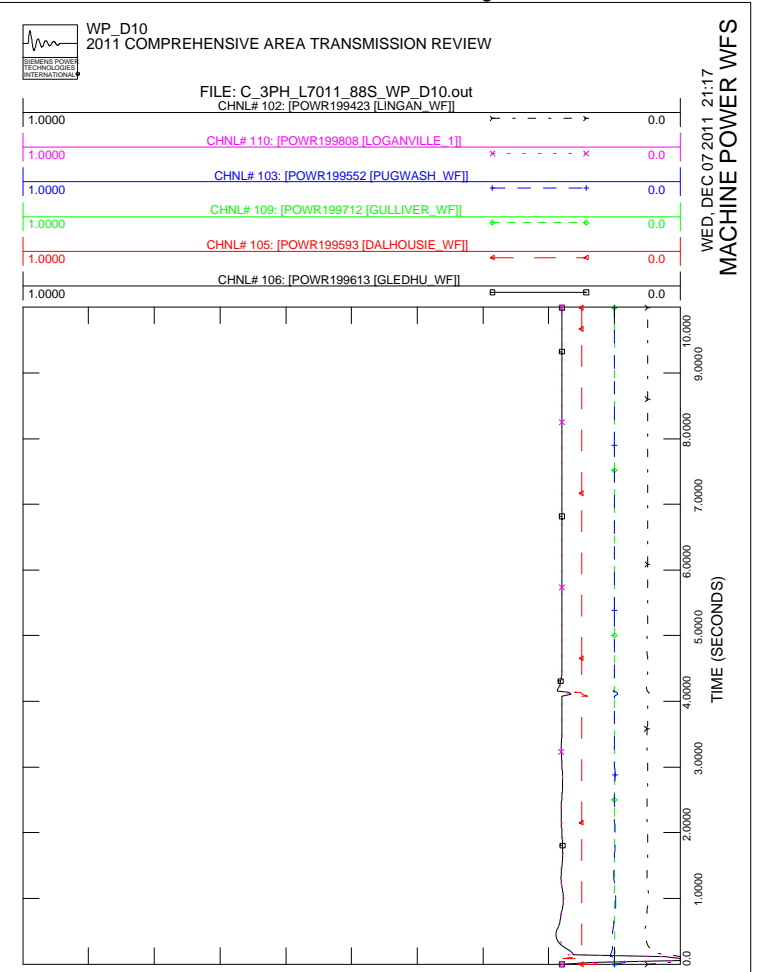
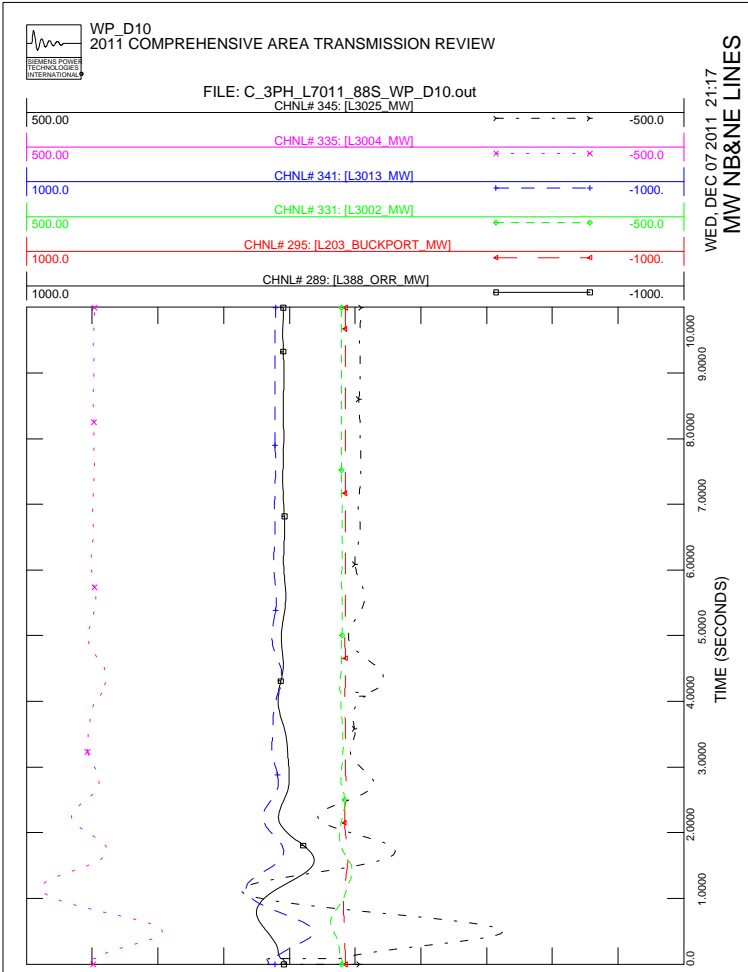
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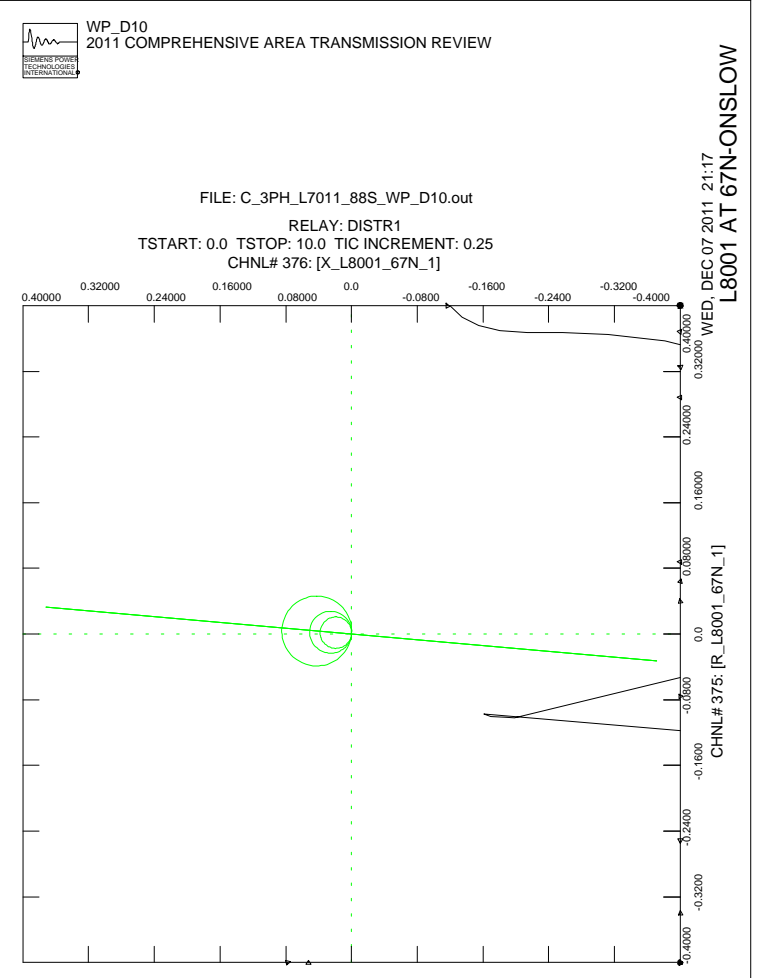
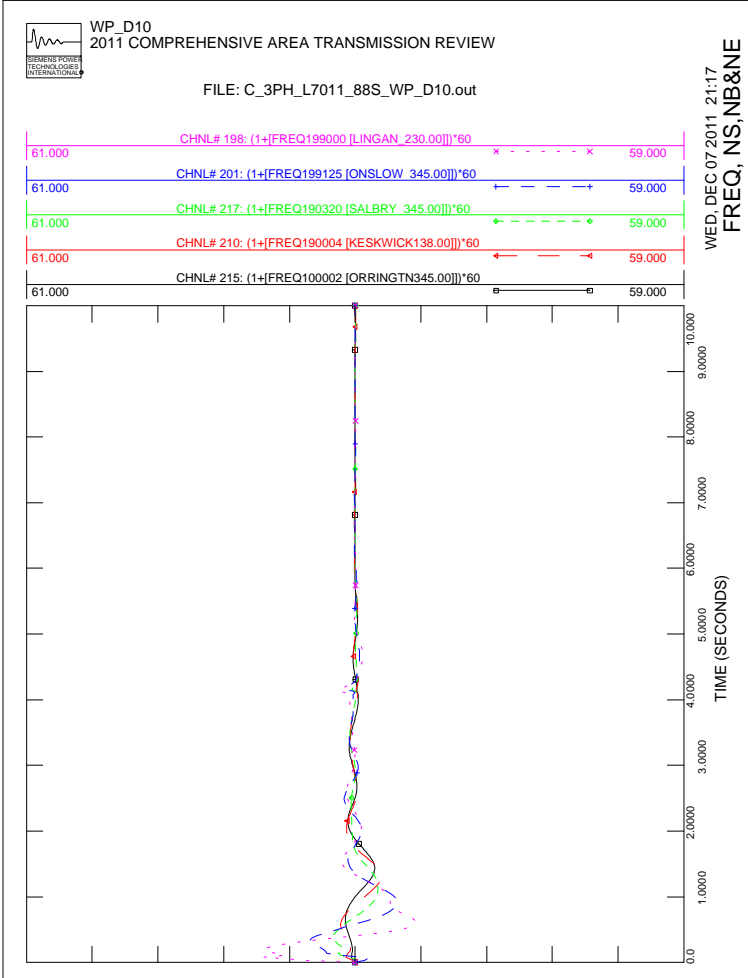
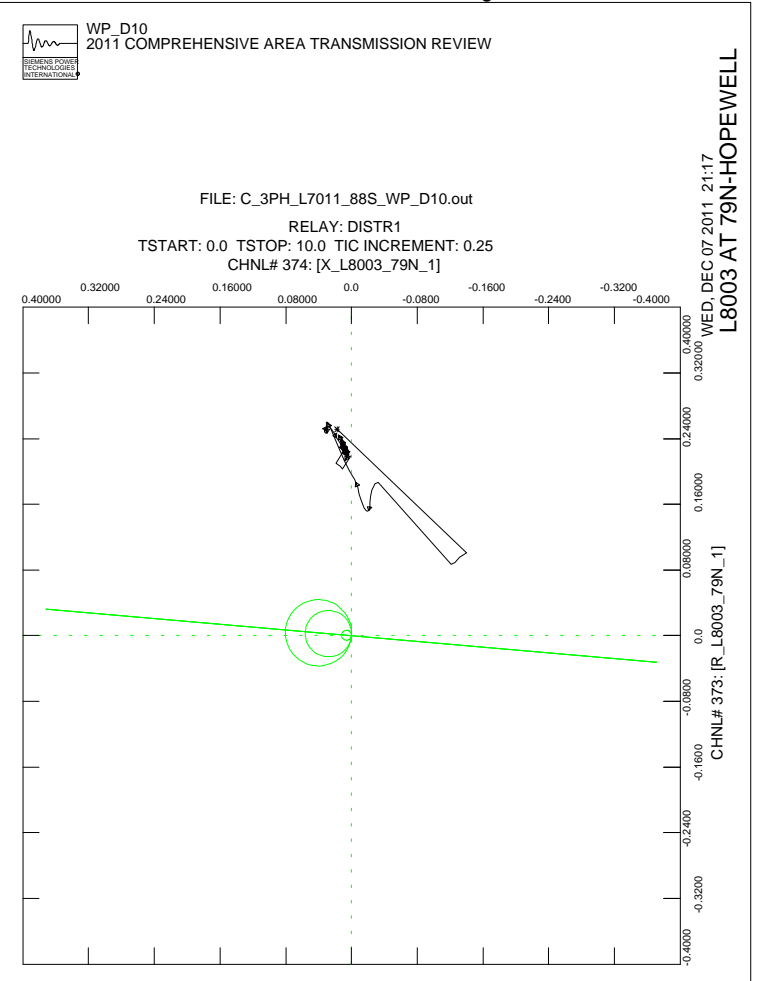
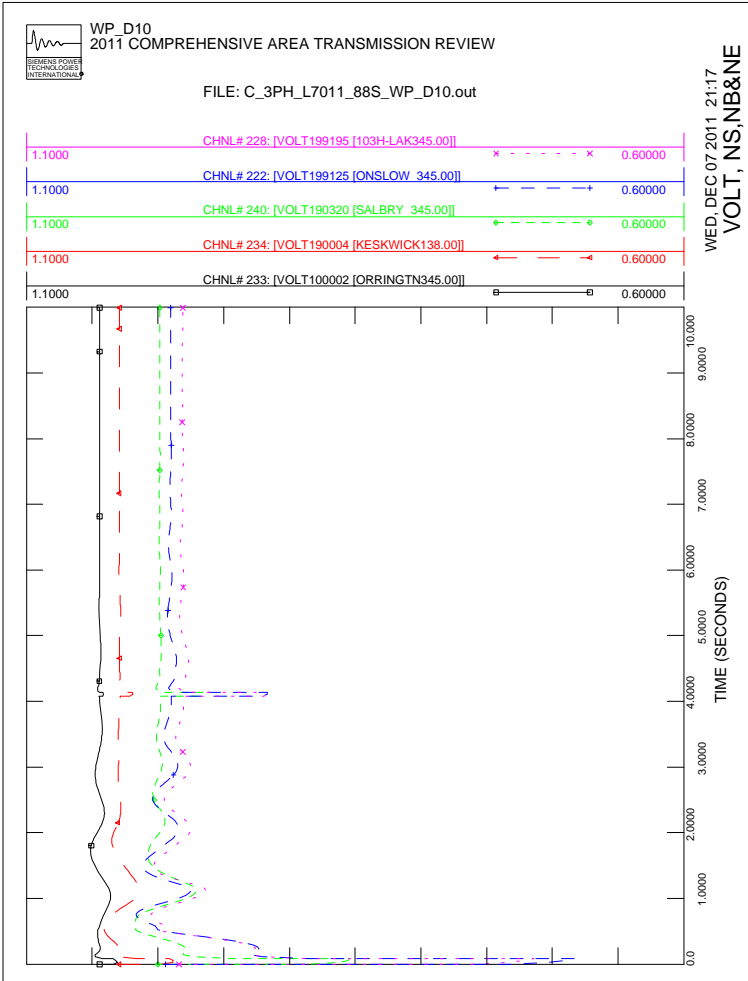
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

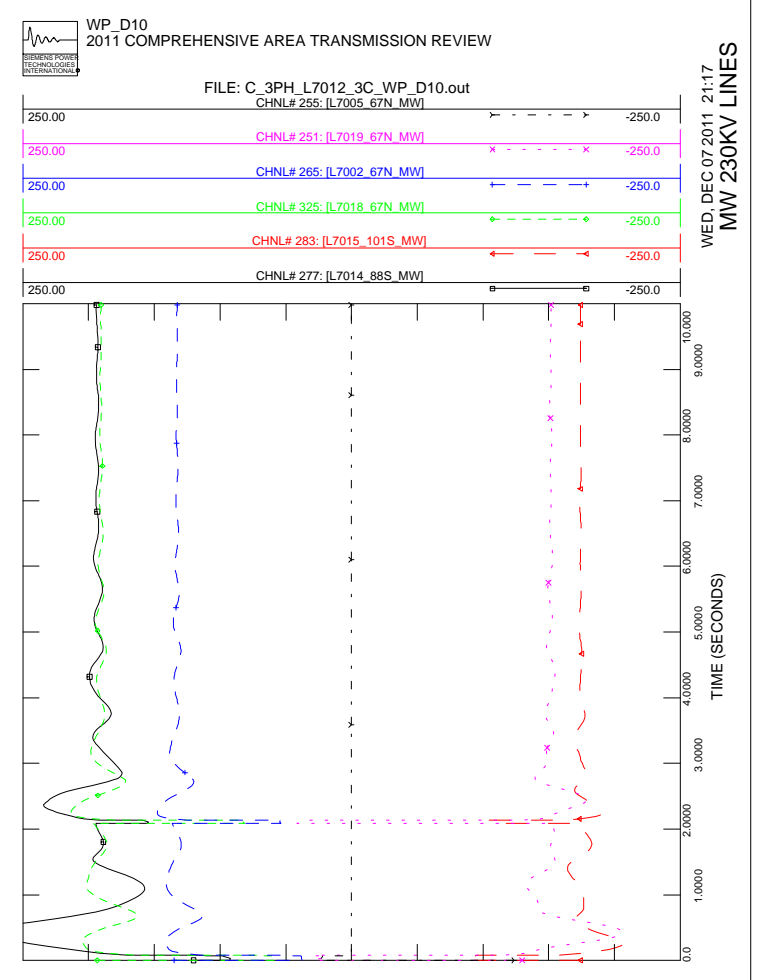
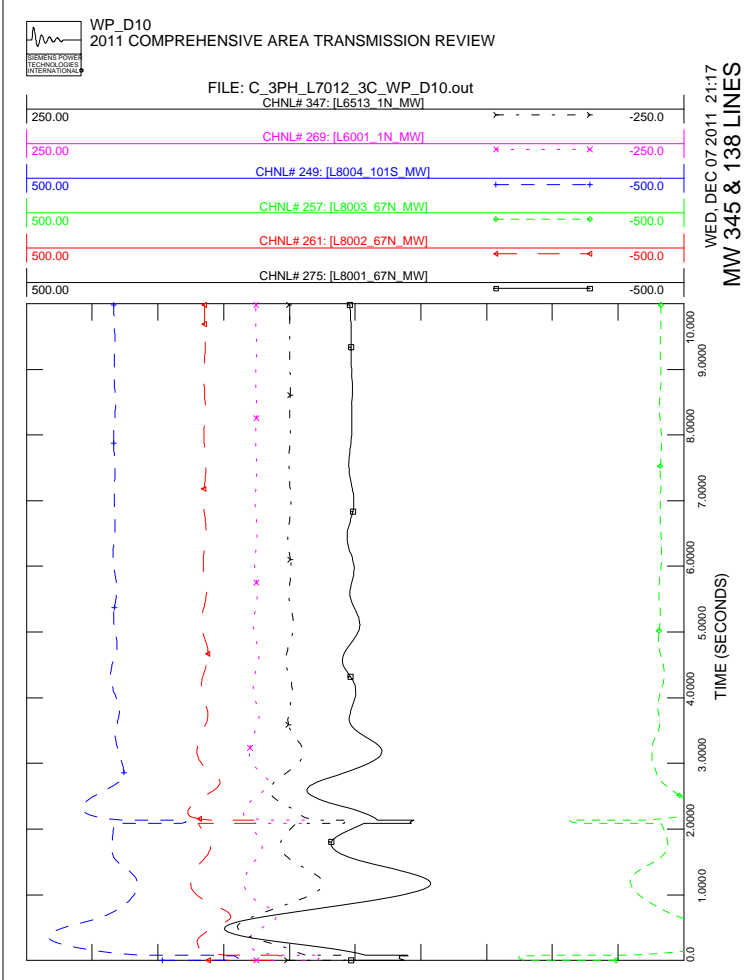
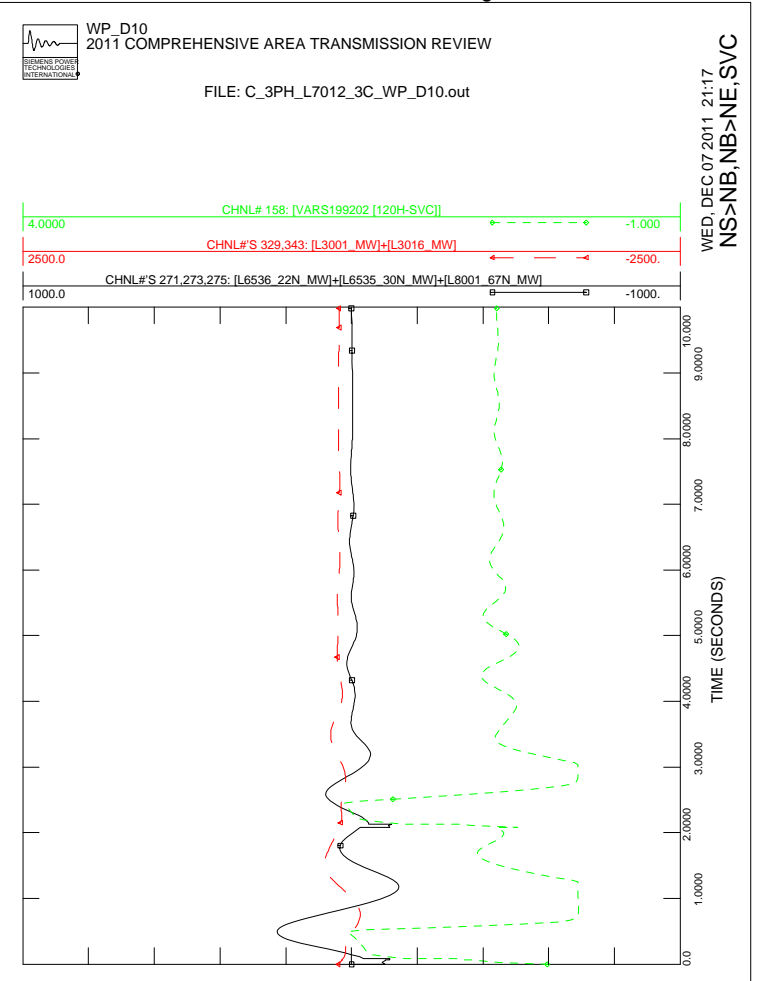
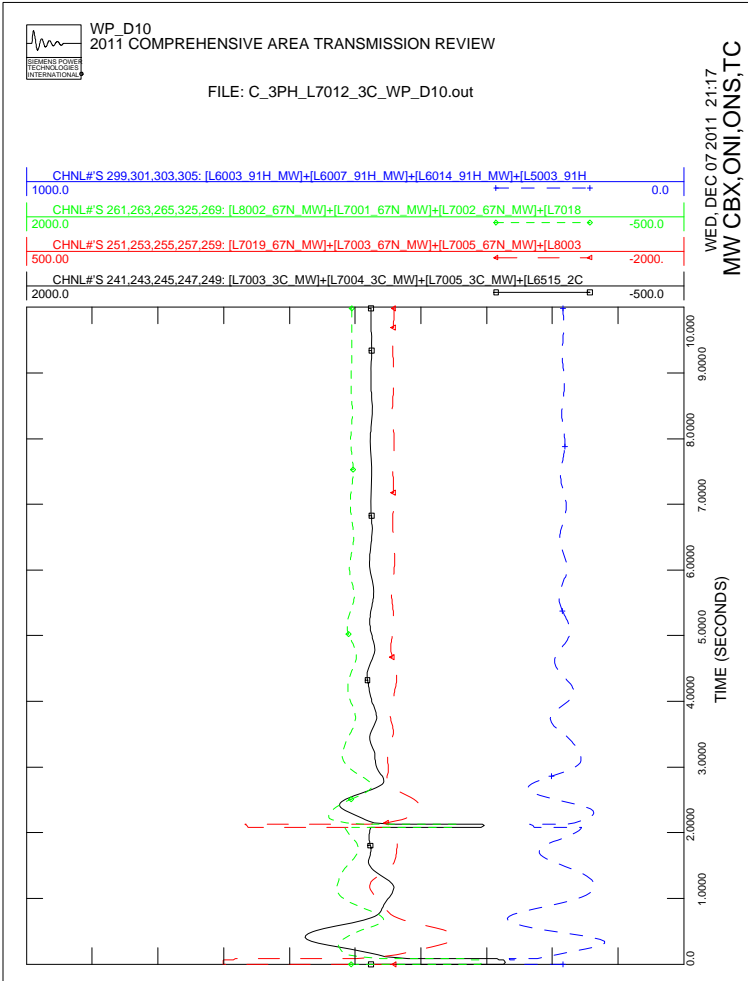


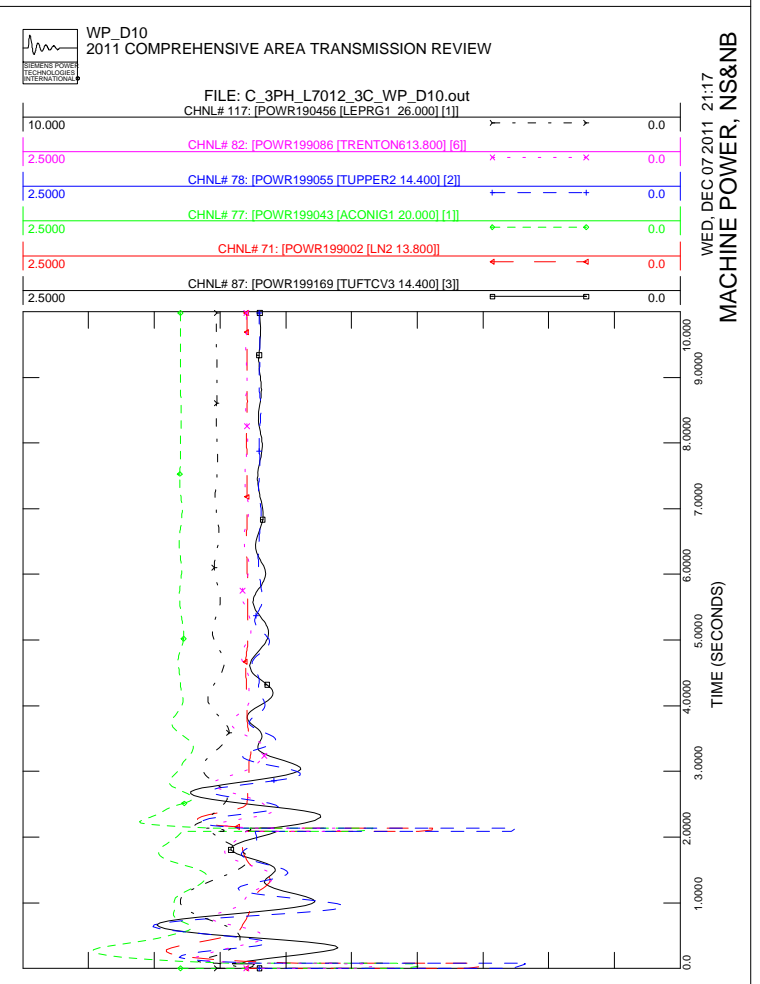
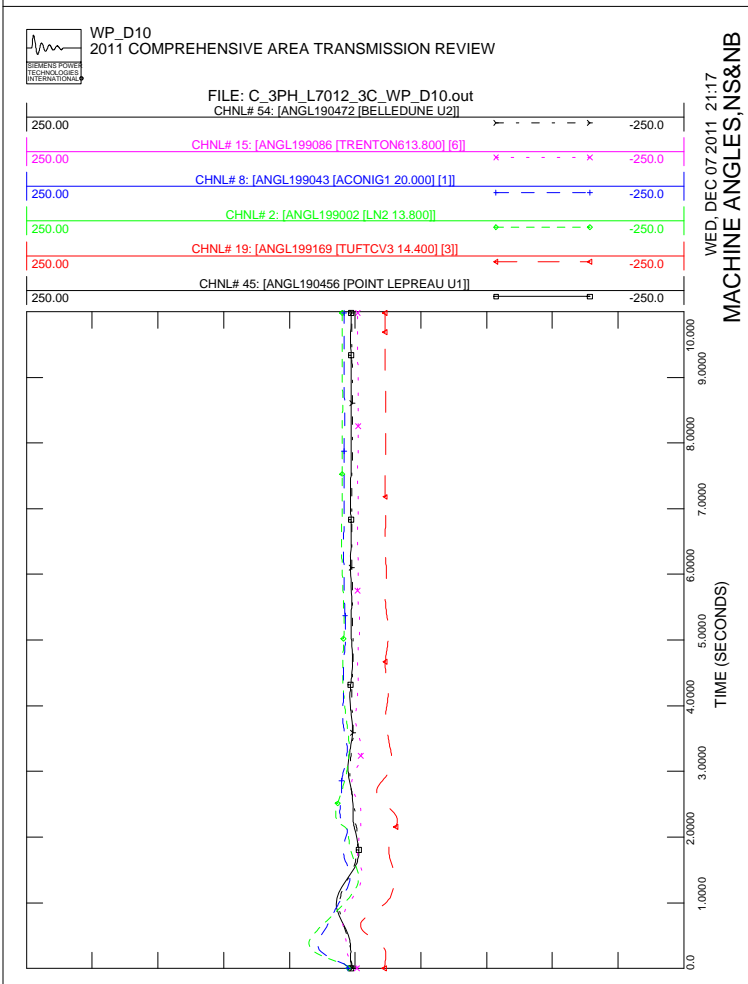
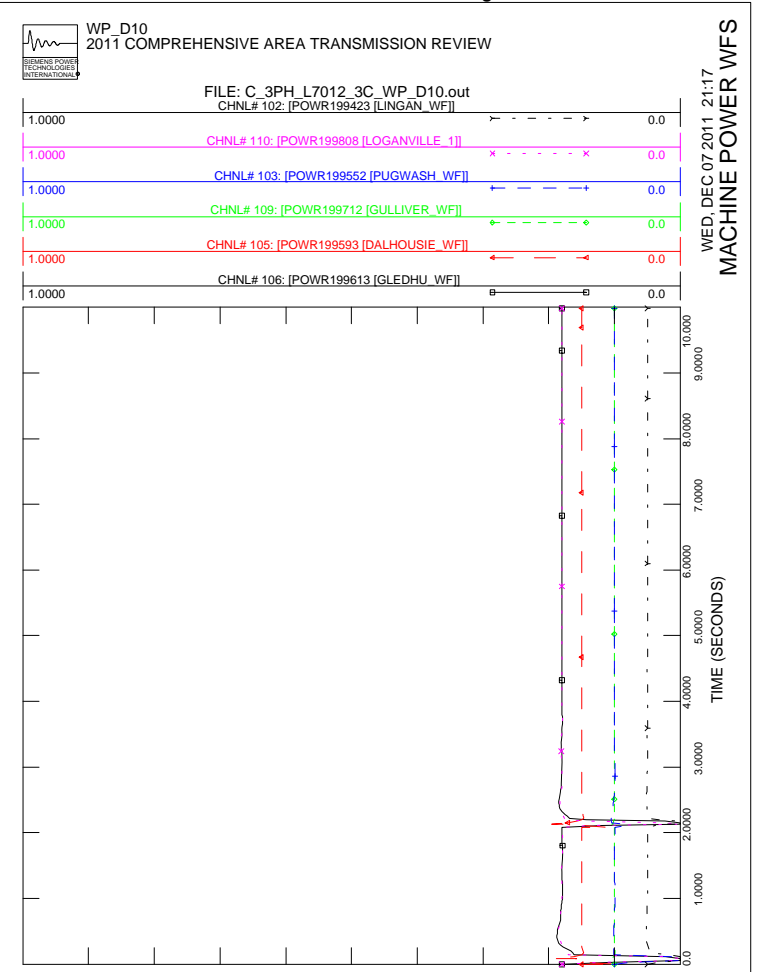
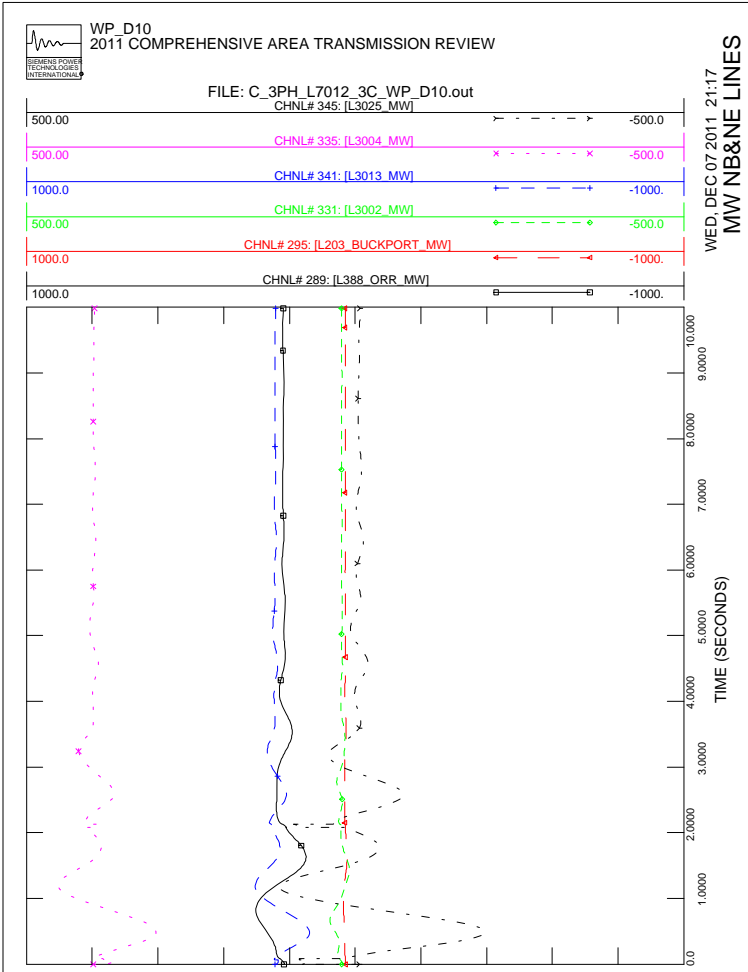
WED, DEC 07 2011 21:17
L8001 AT 67N-ONSLW

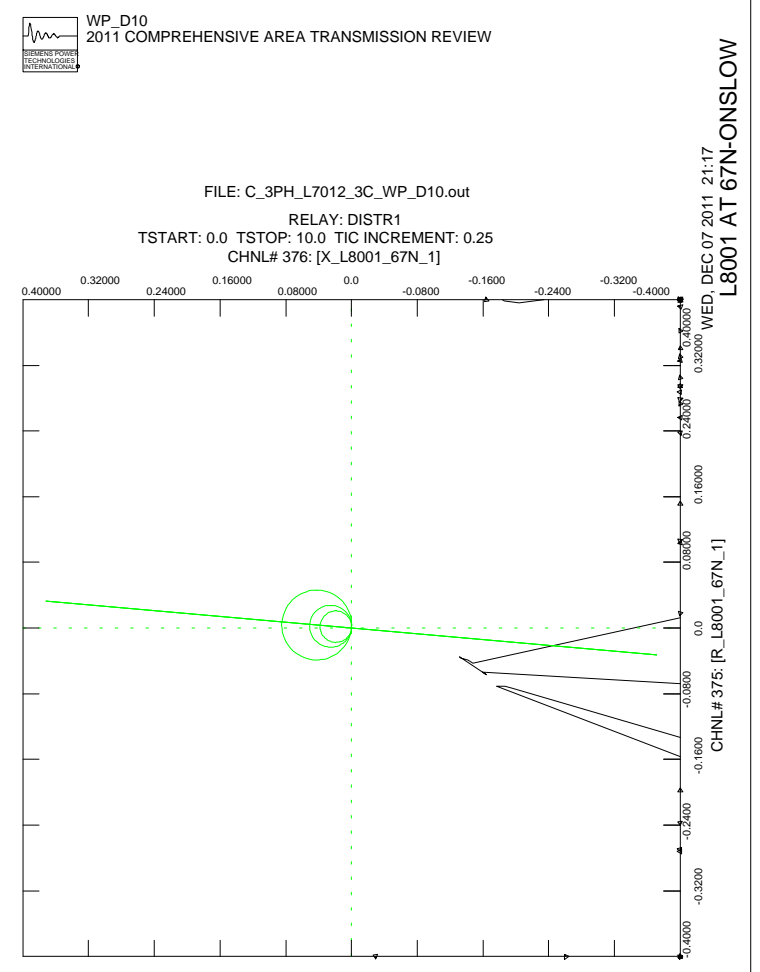
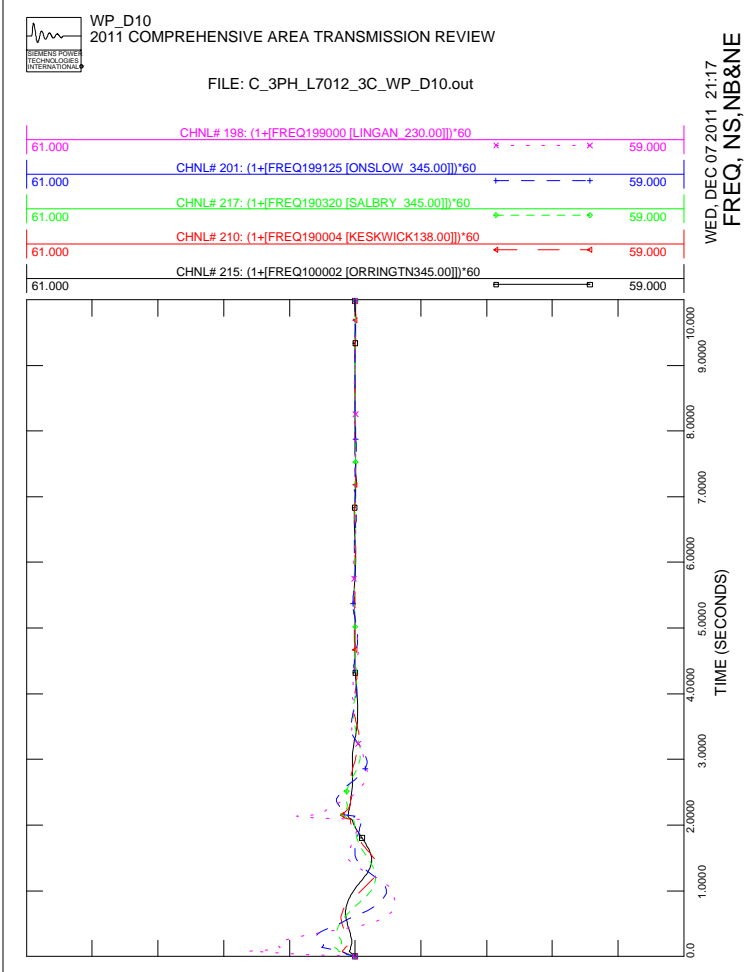
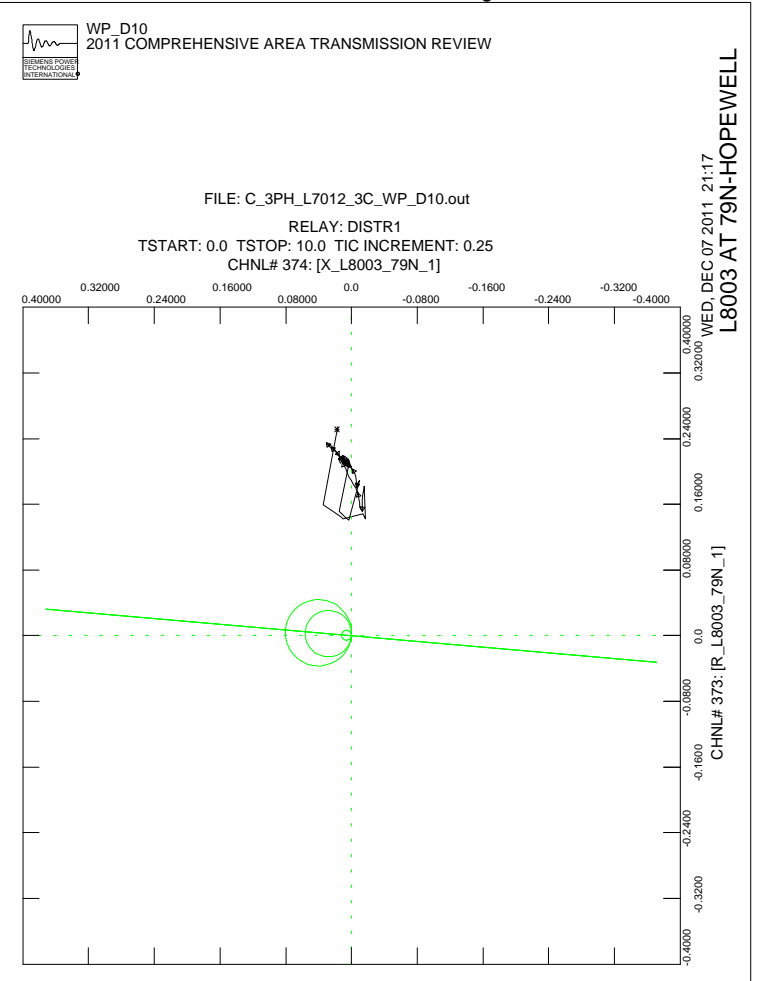
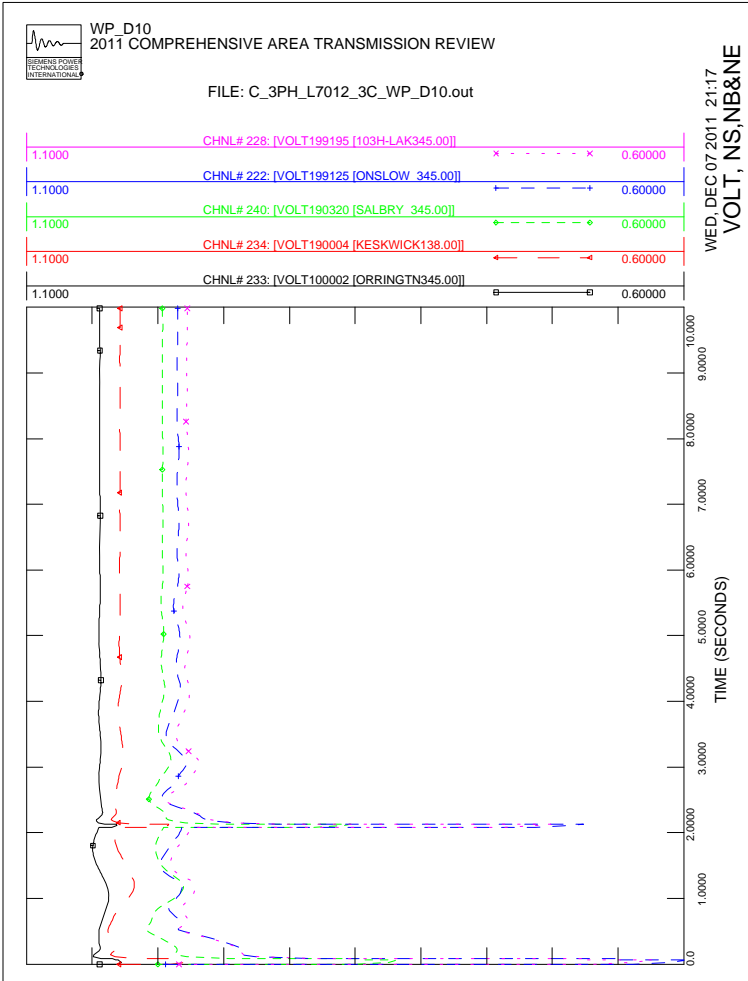








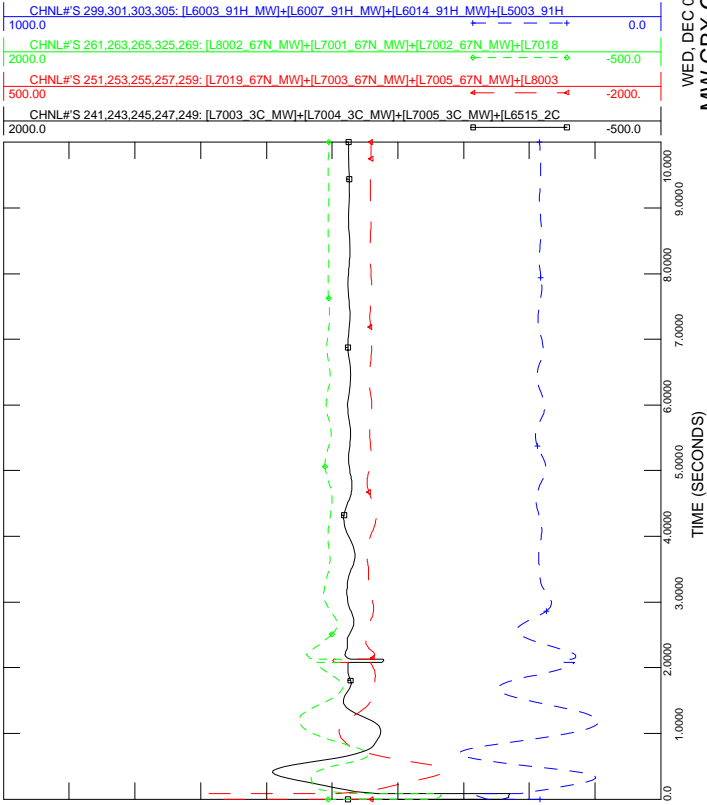






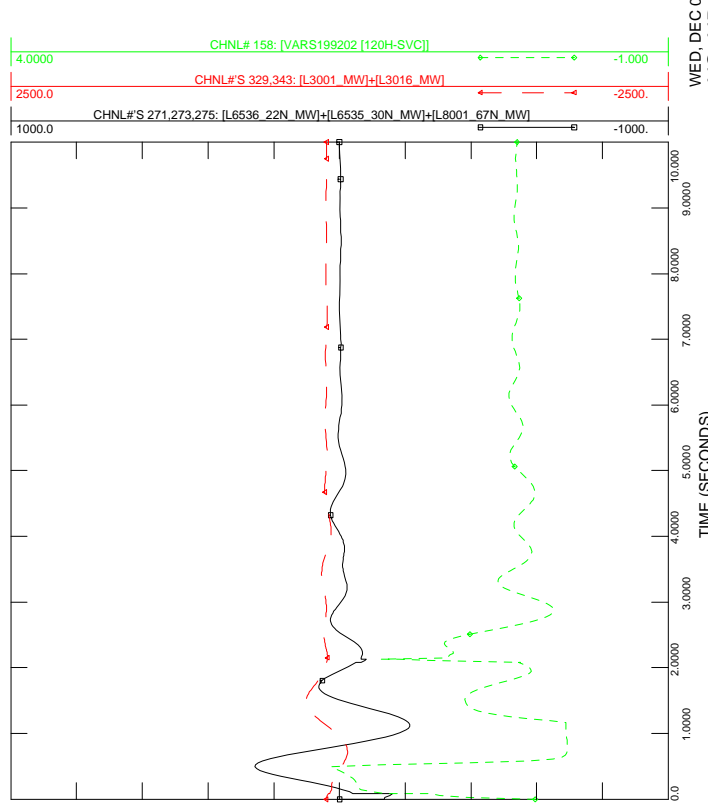
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7012_88S_WP_D10.out



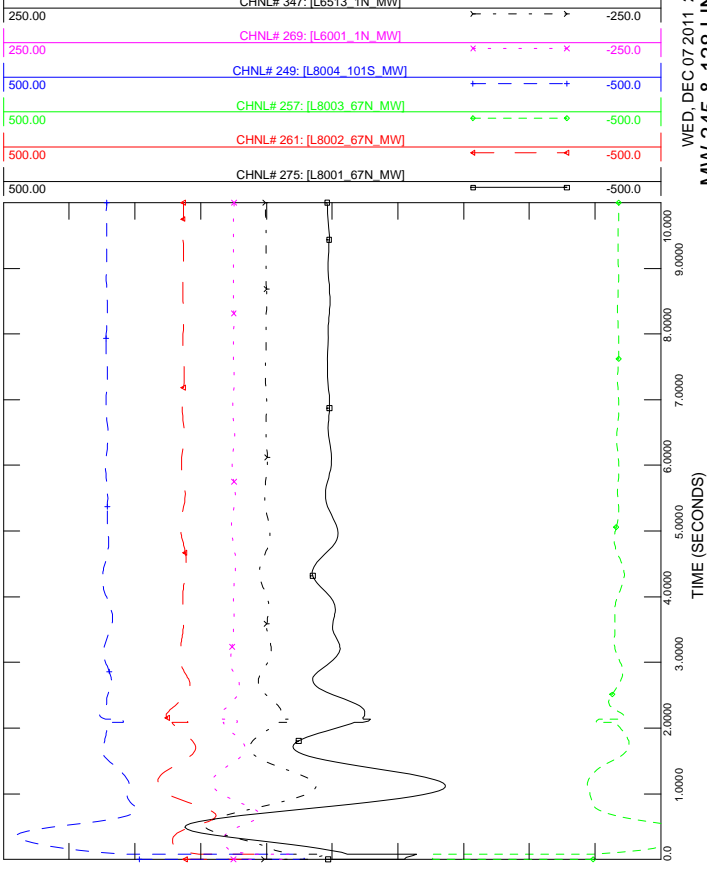
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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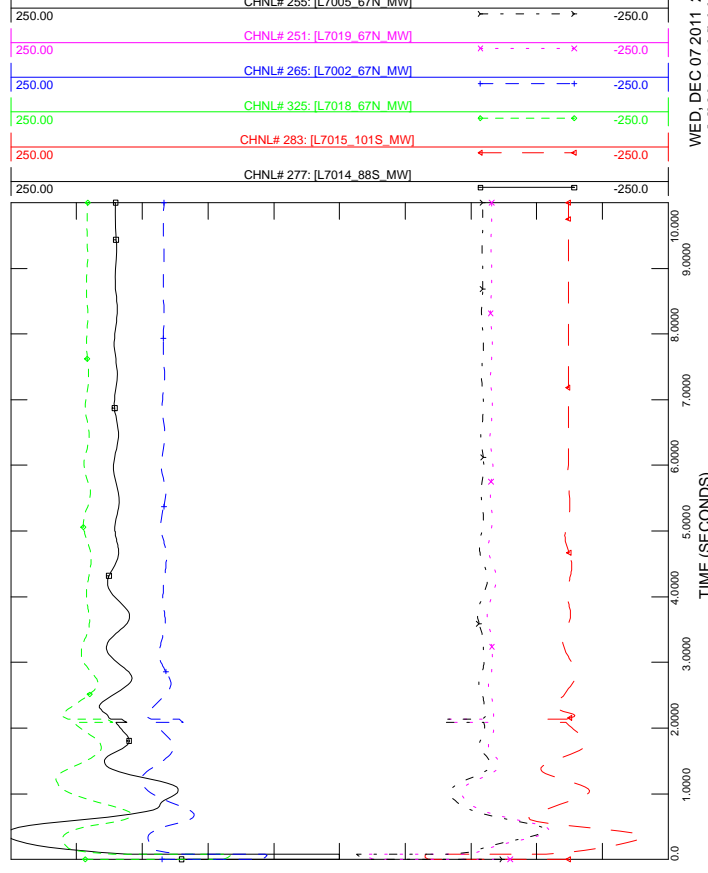
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

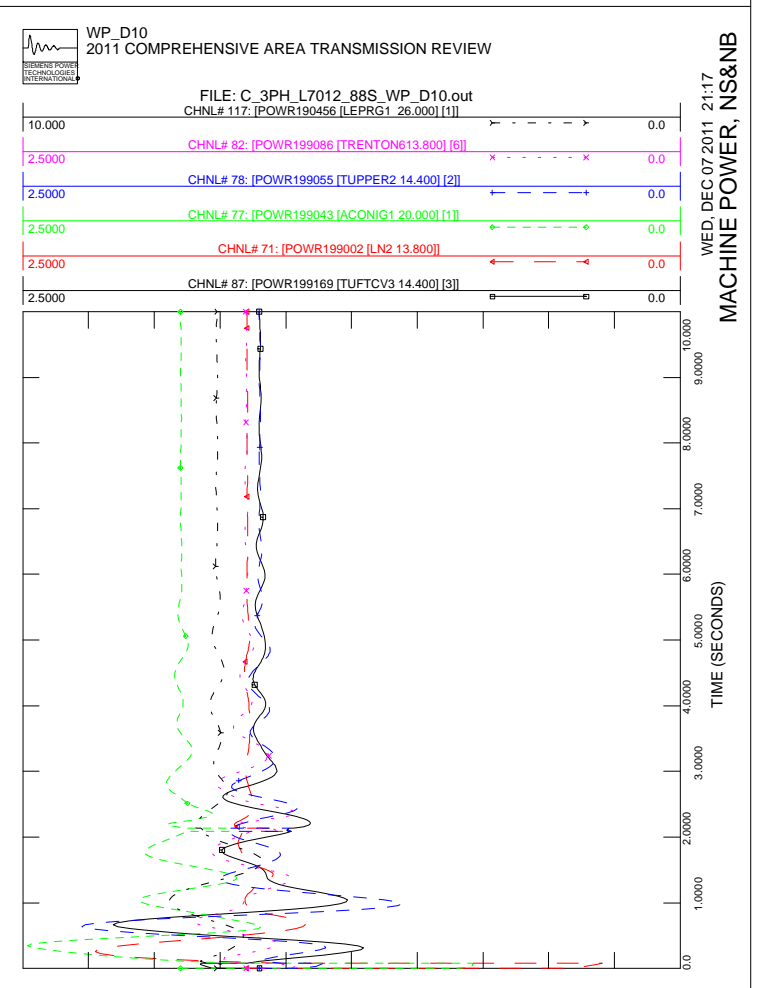
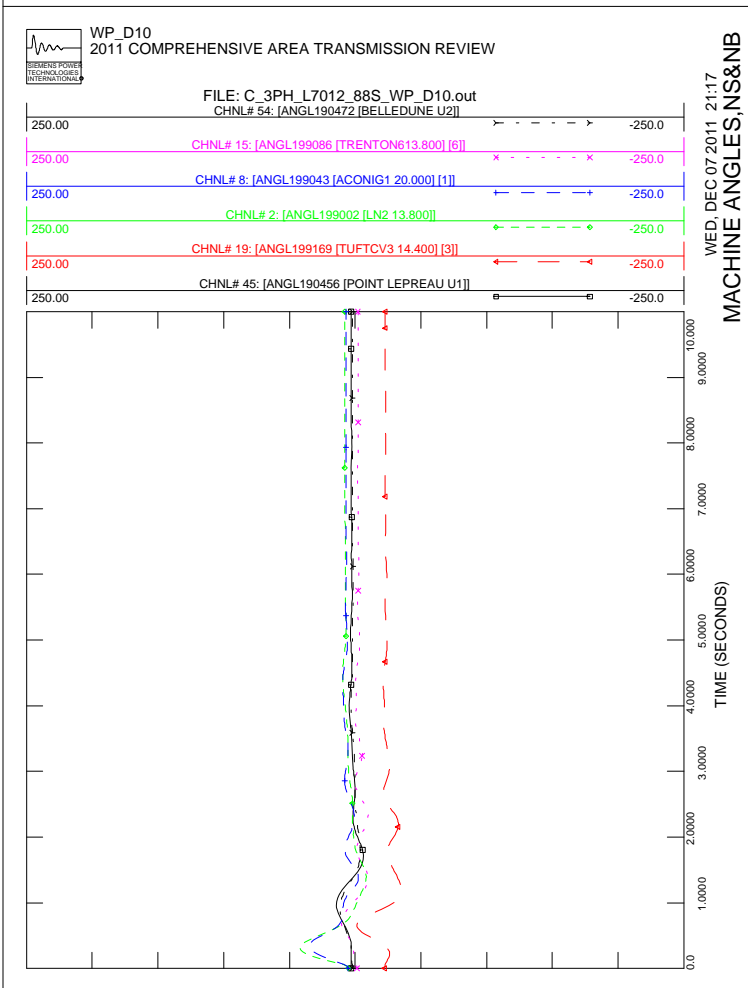
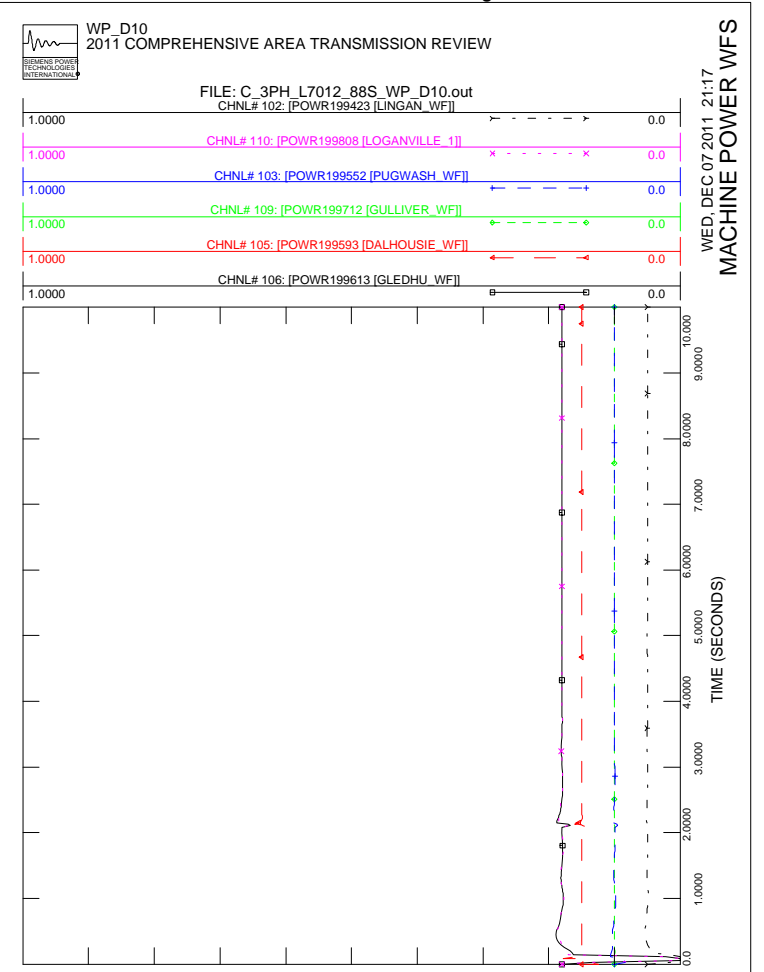
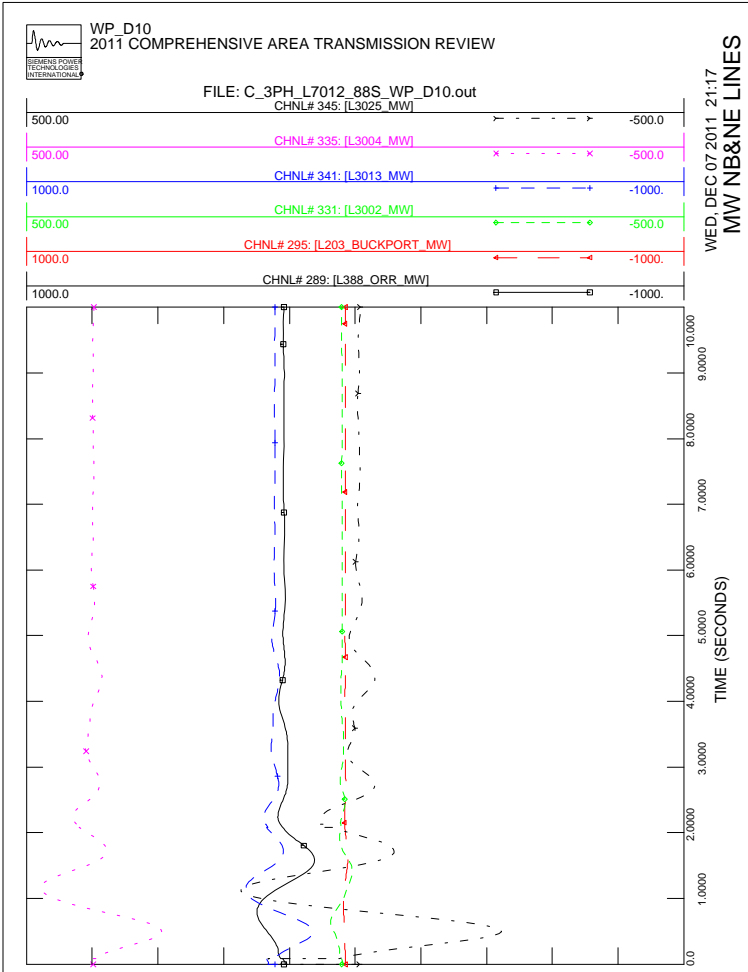
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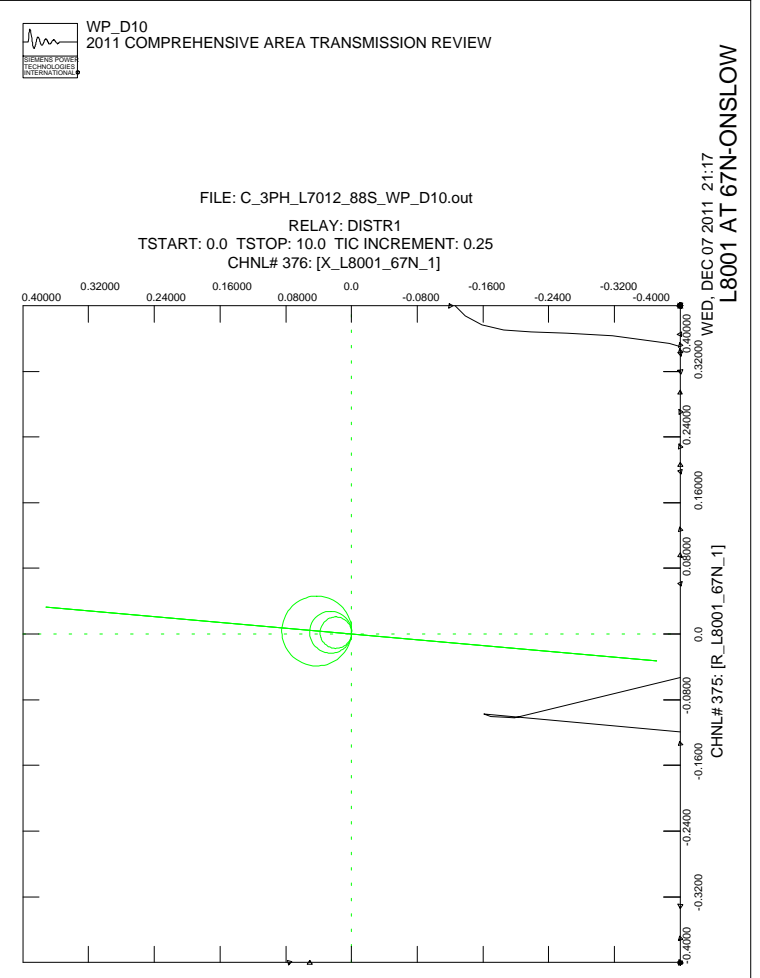
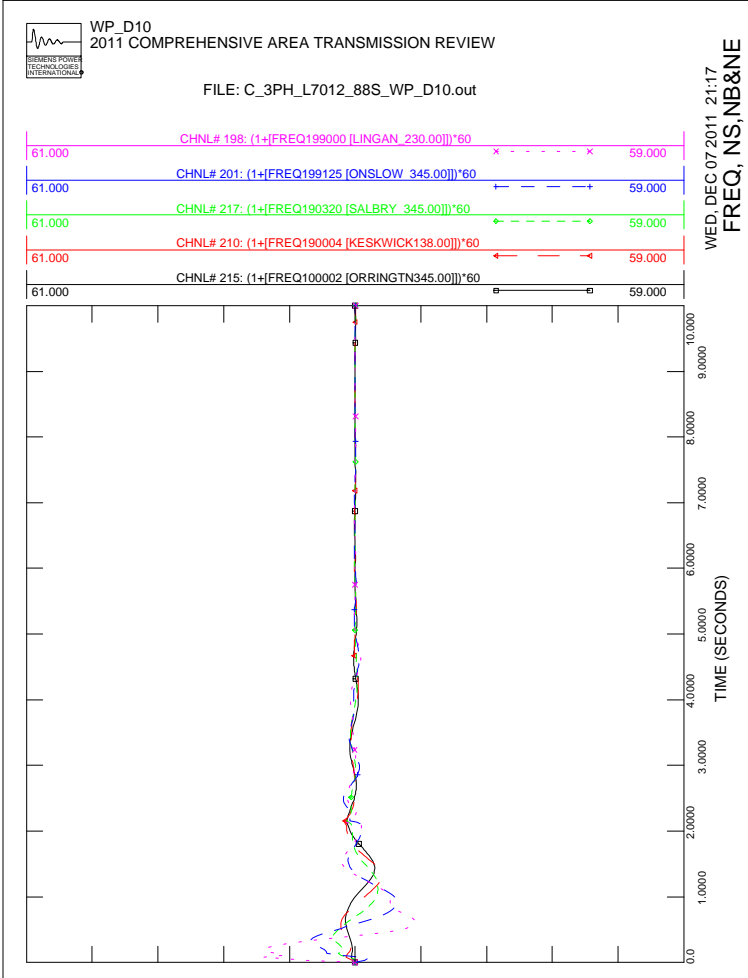
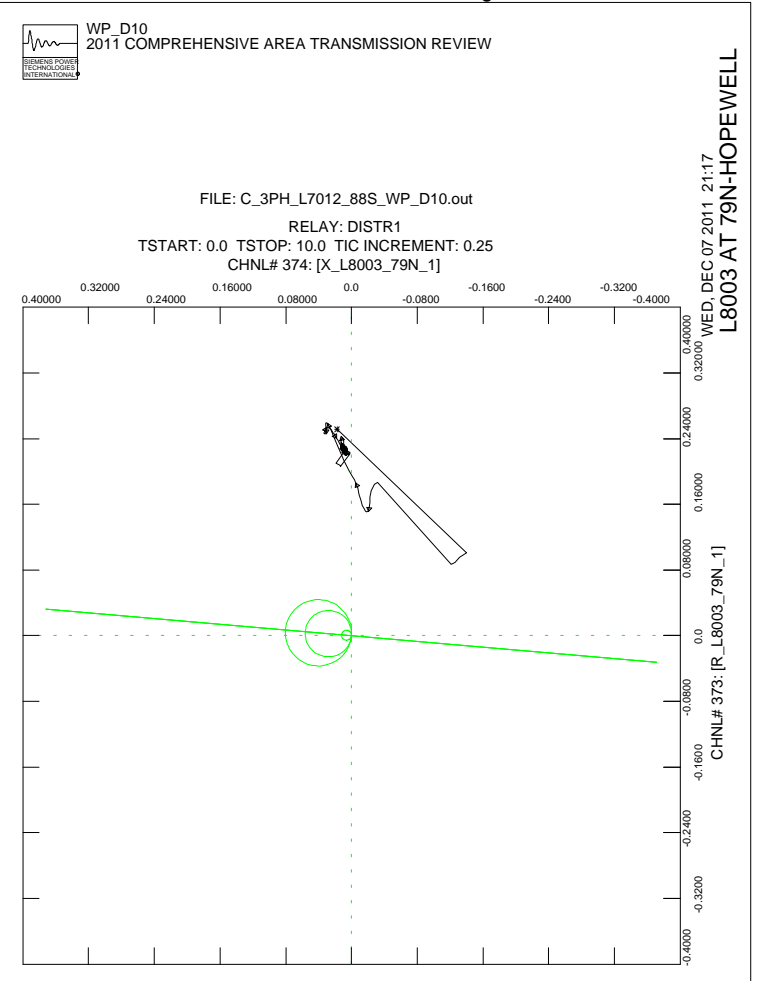
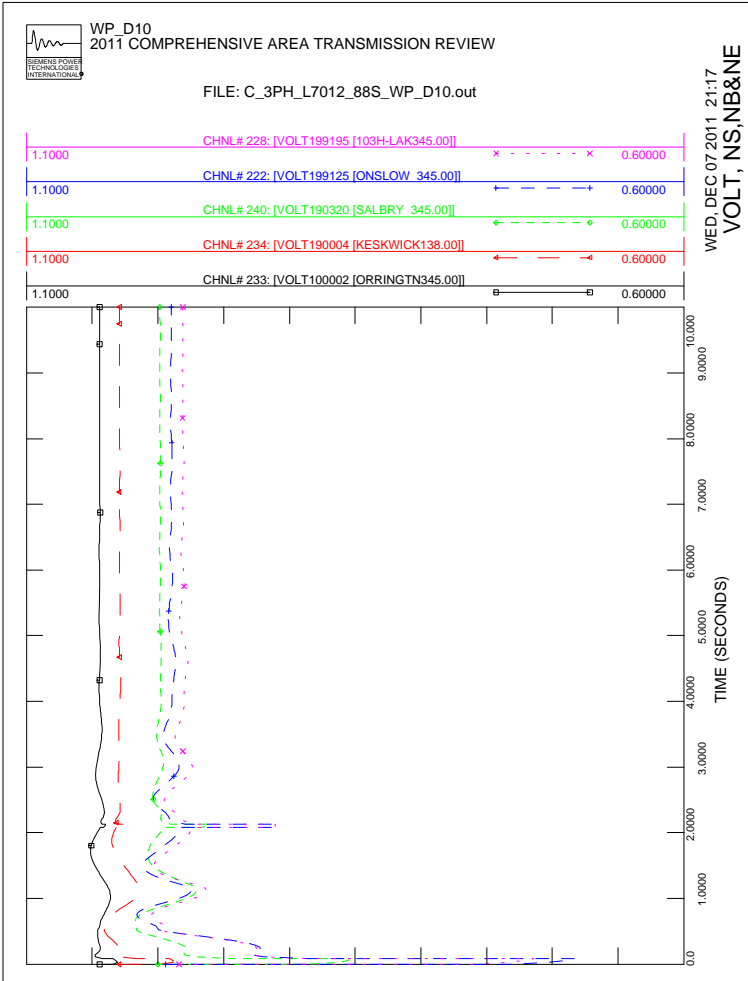


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7012_88S_WP_D10.out



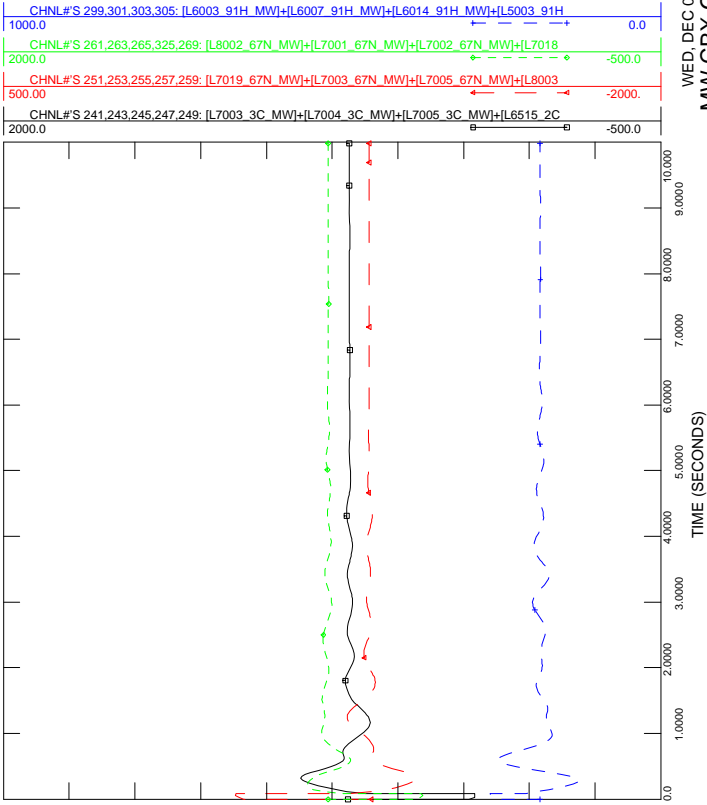






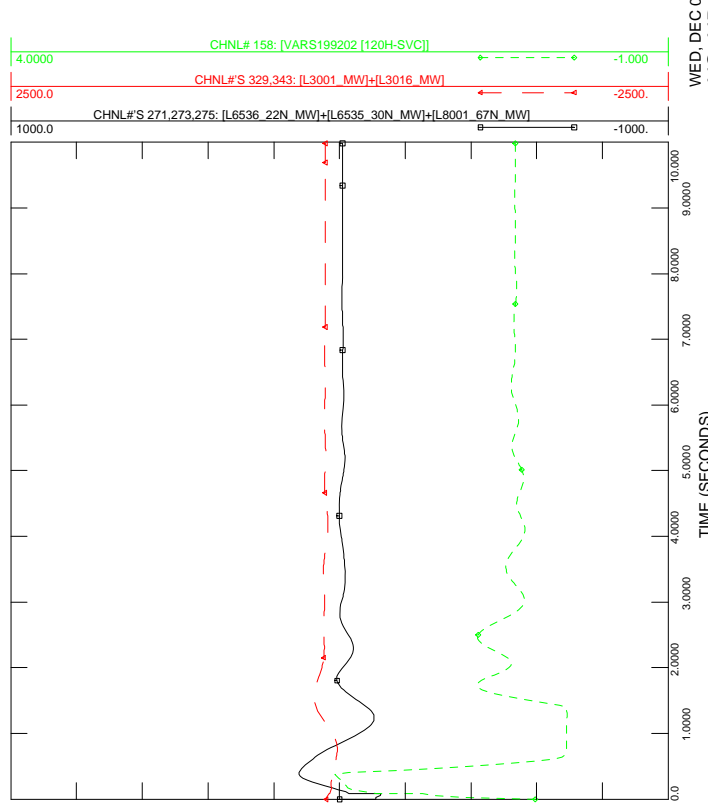
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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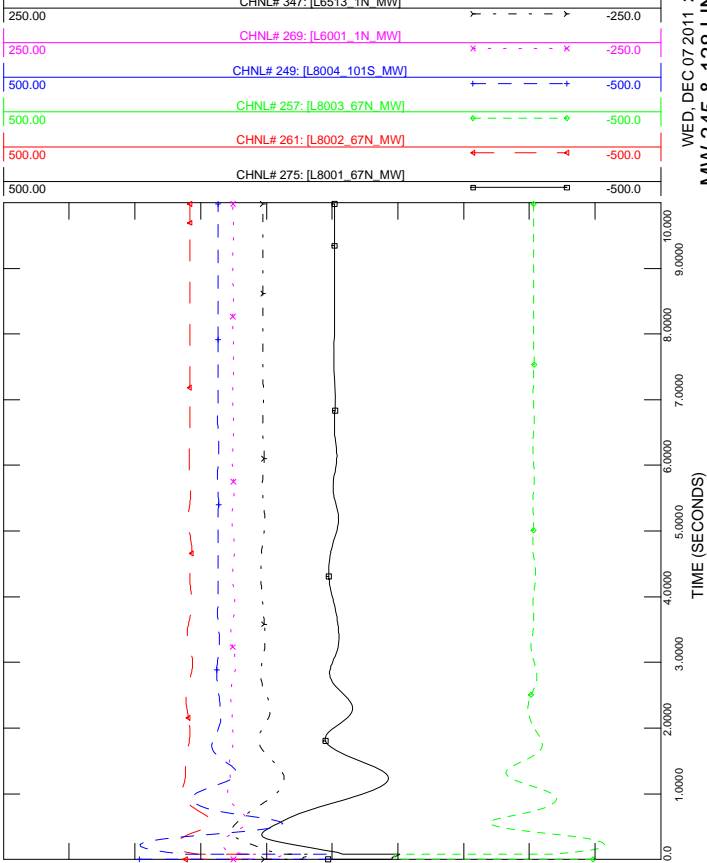
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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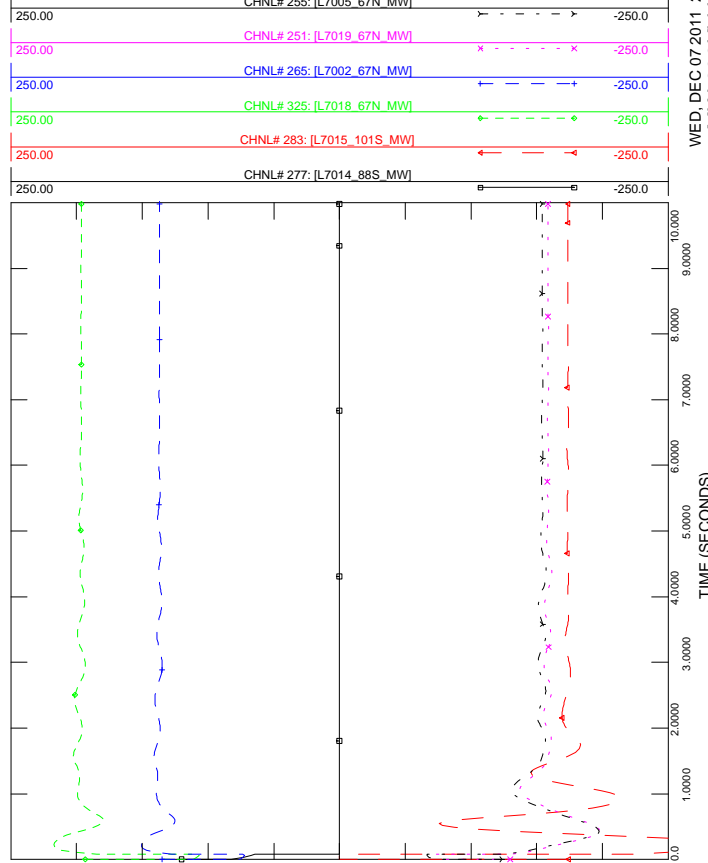
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

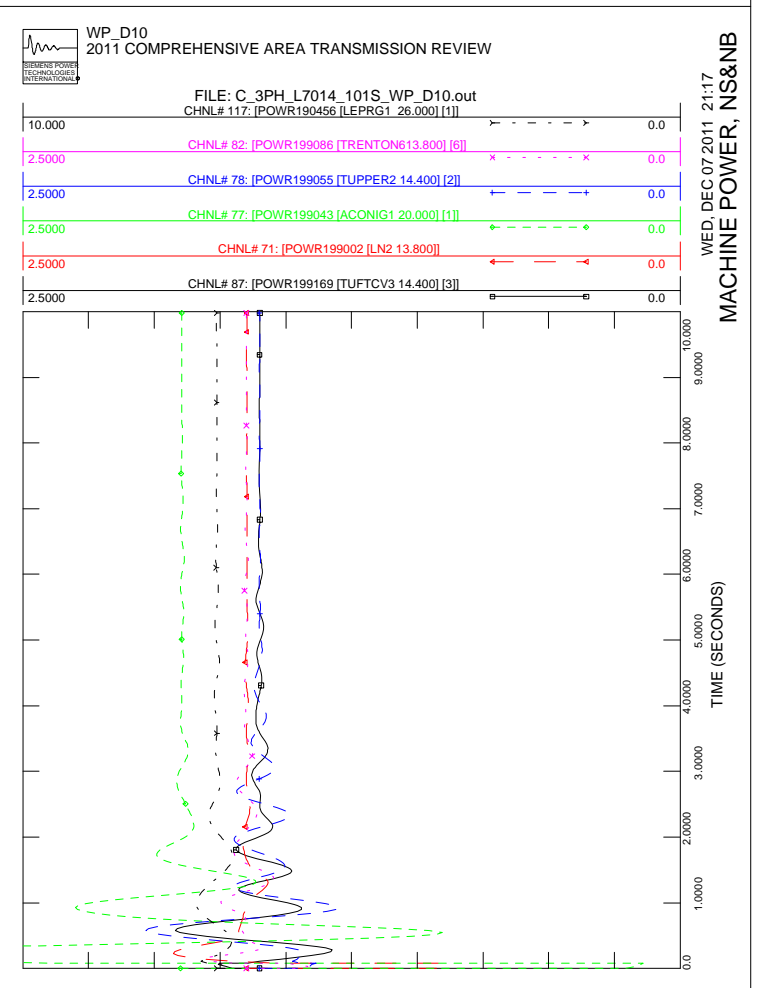
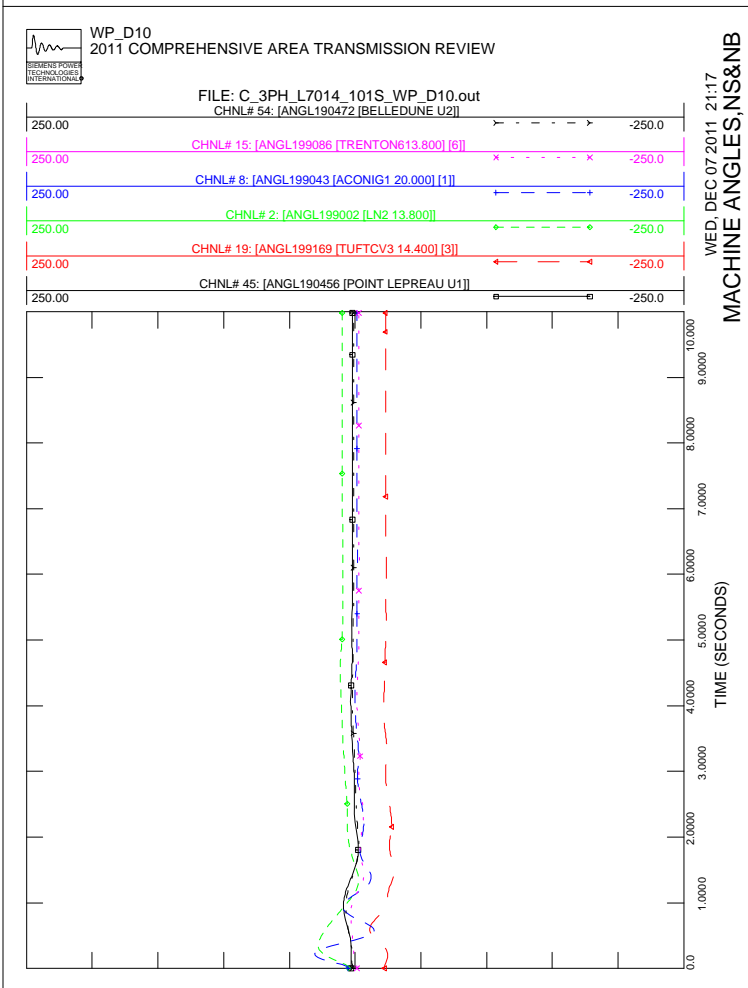
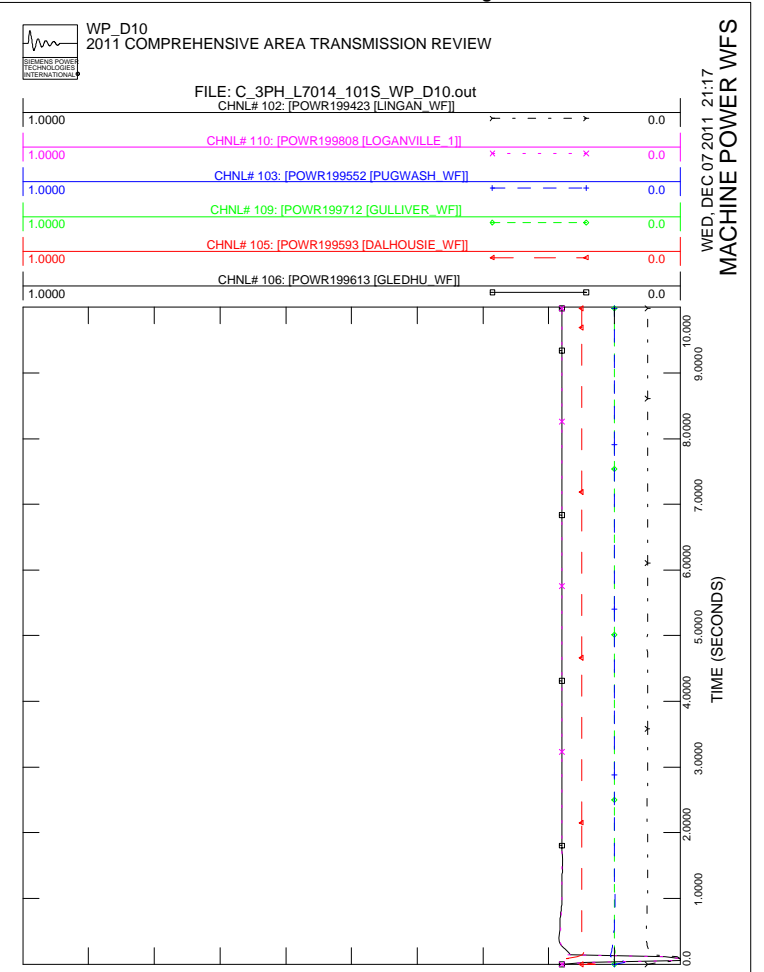
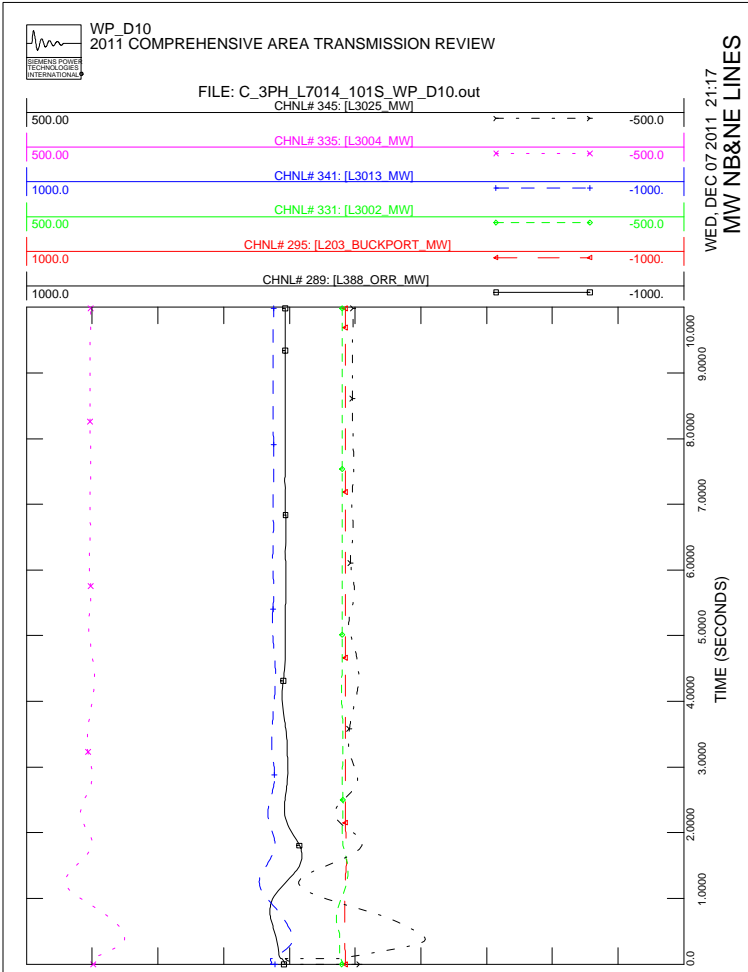
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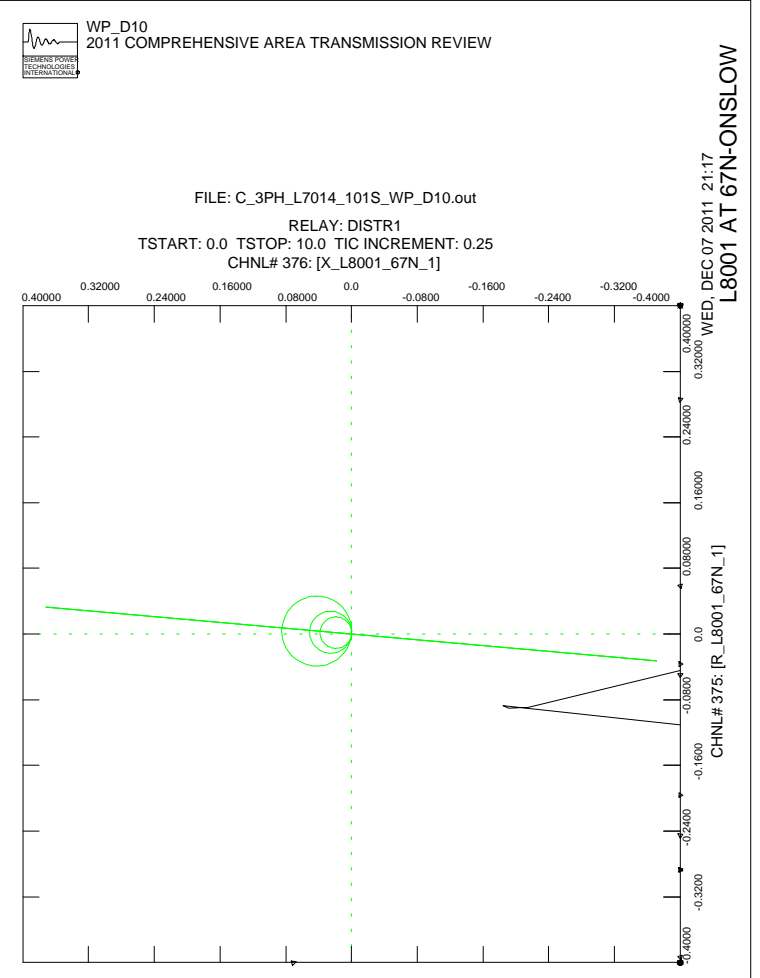
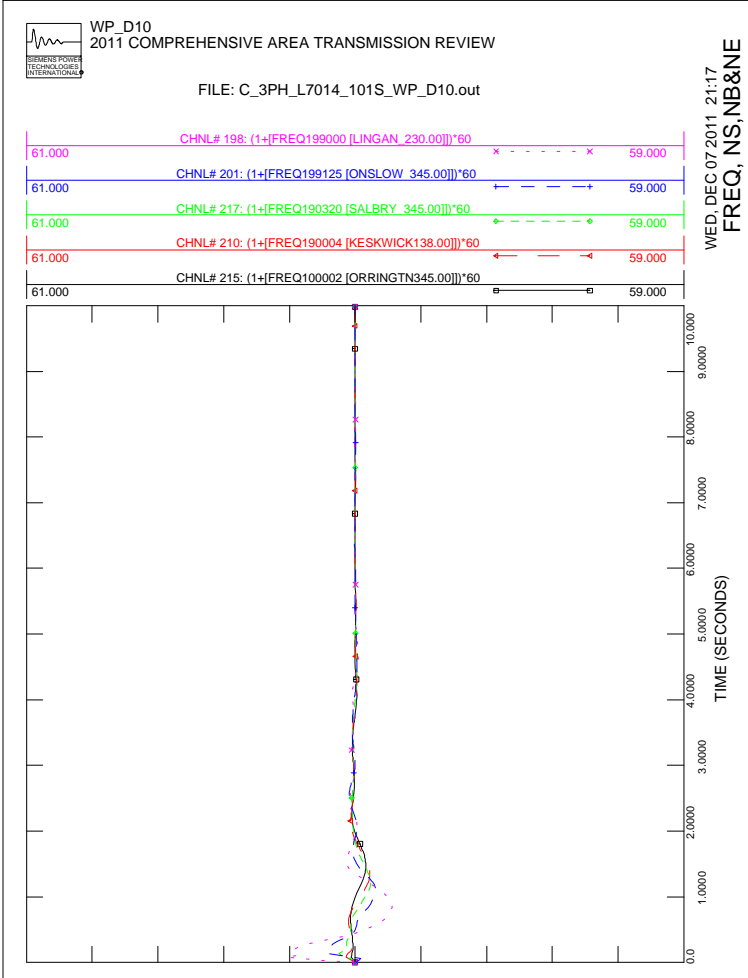
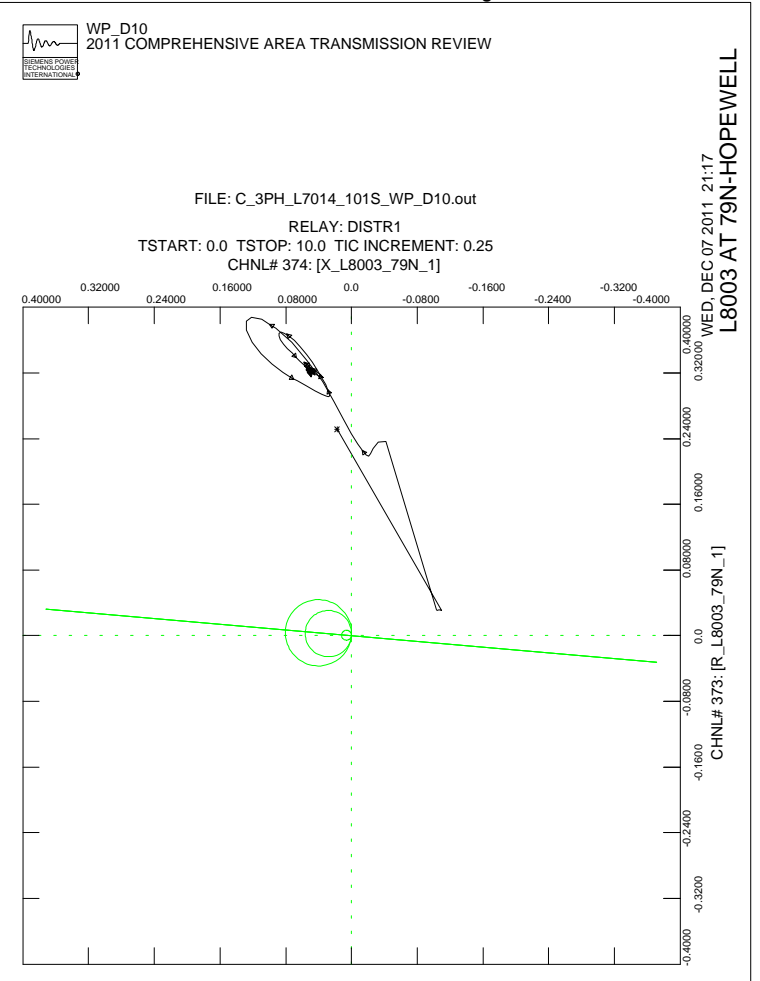
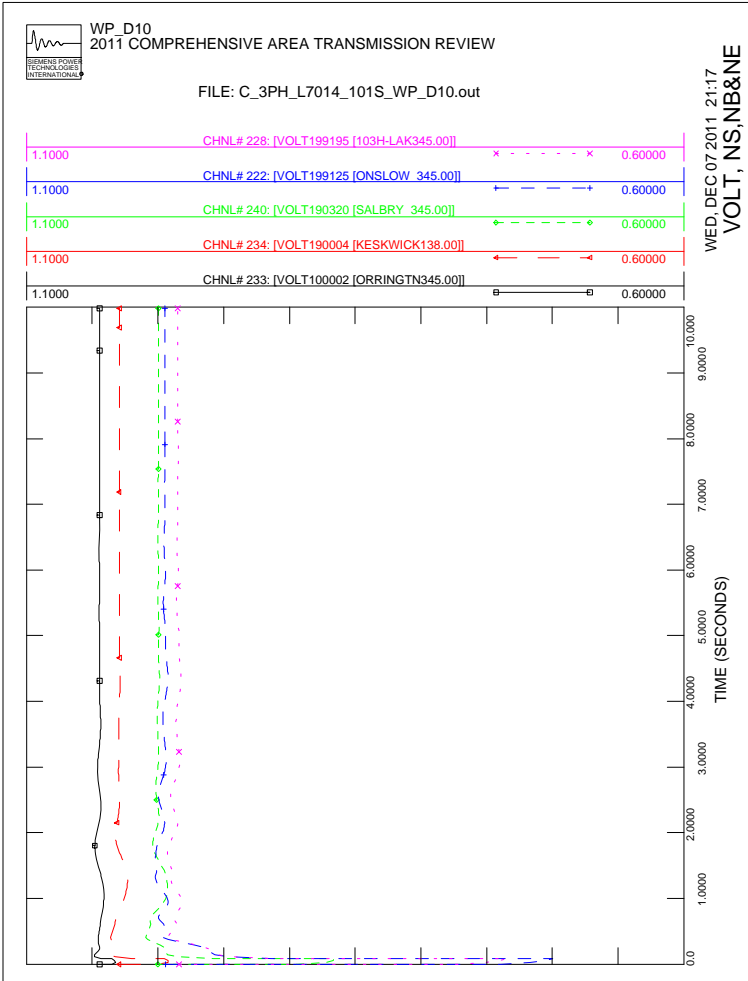


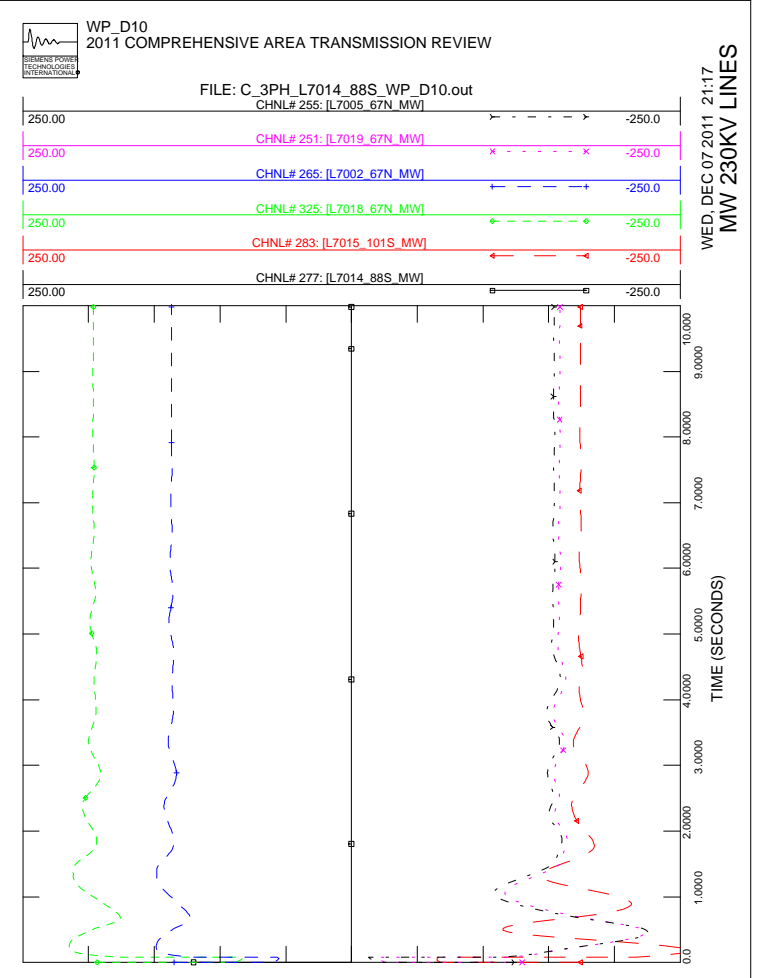
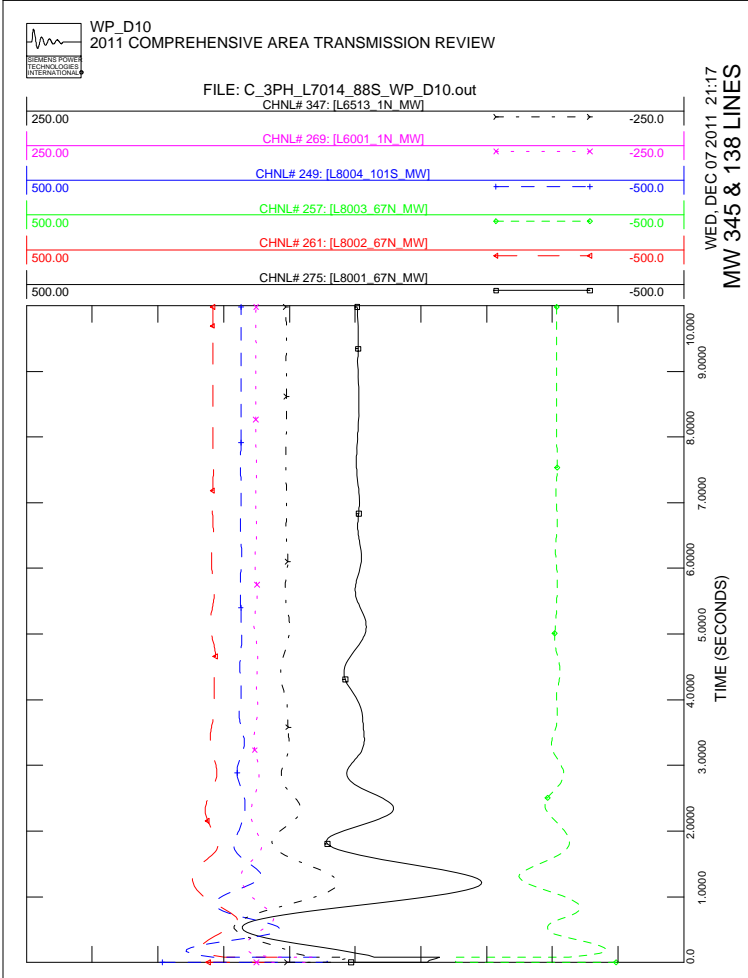
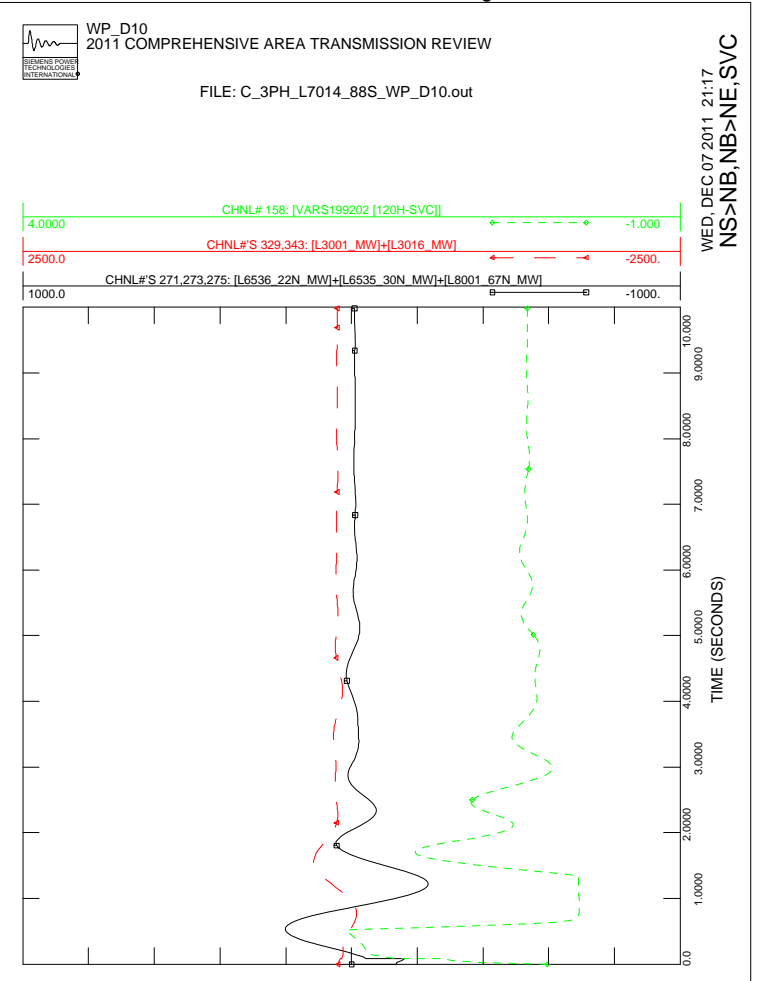
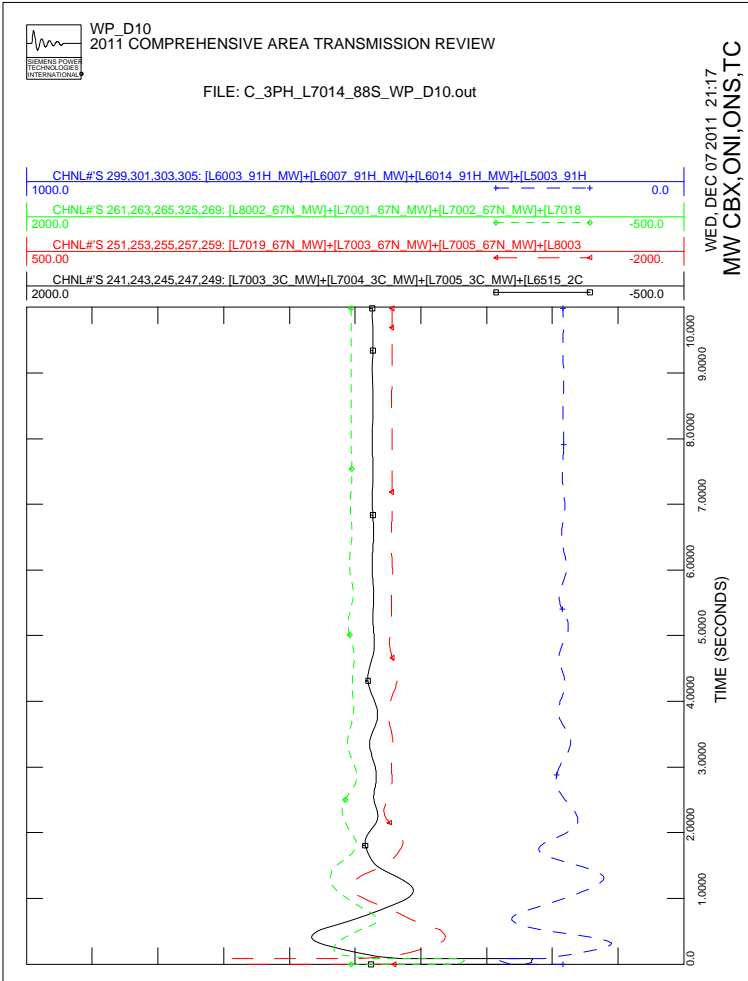
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

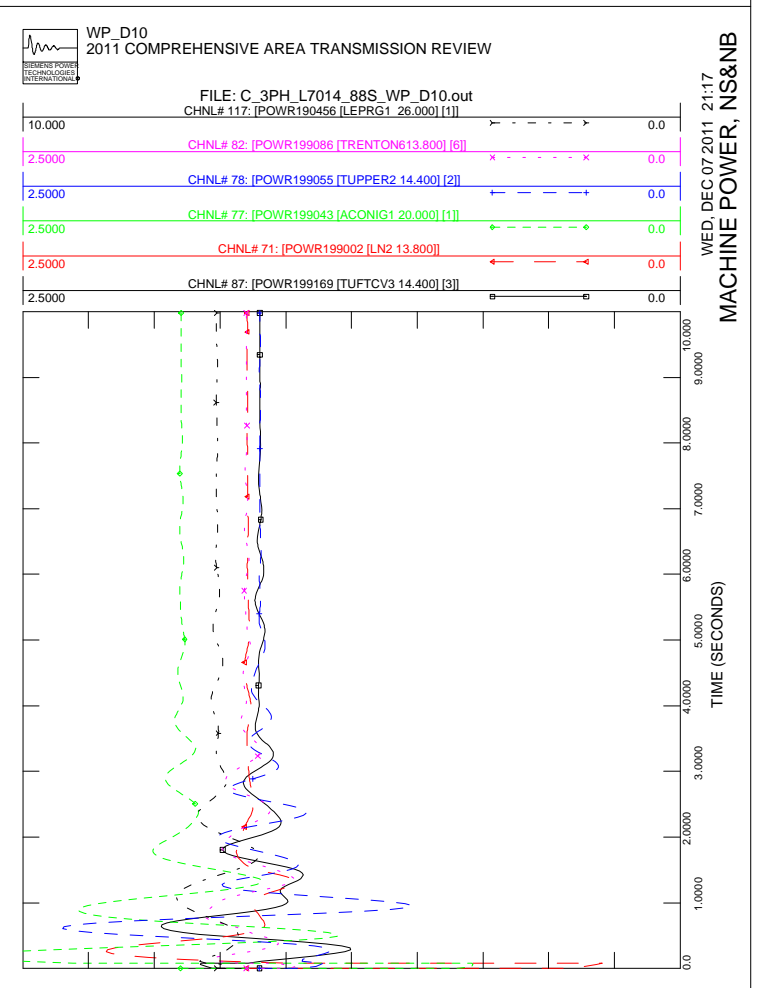
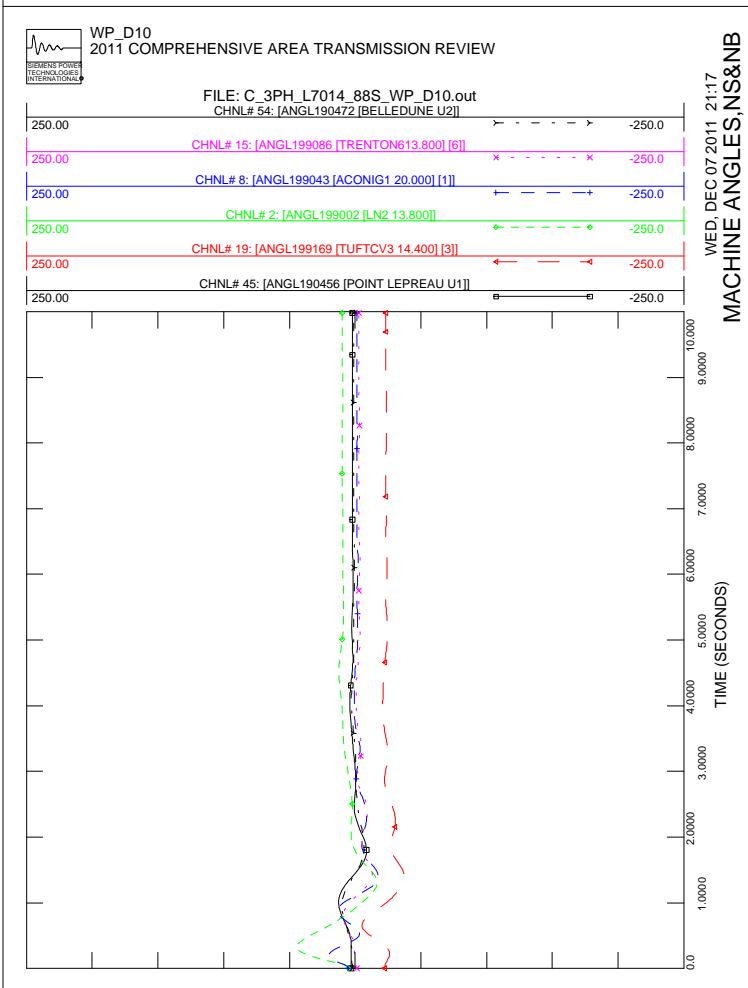
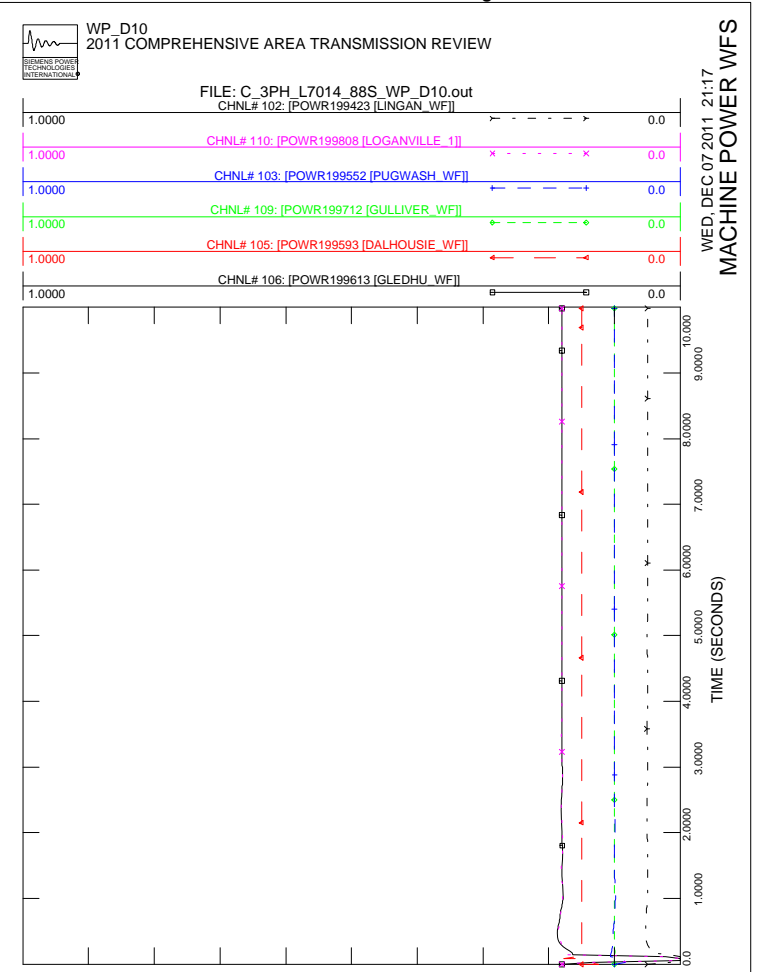
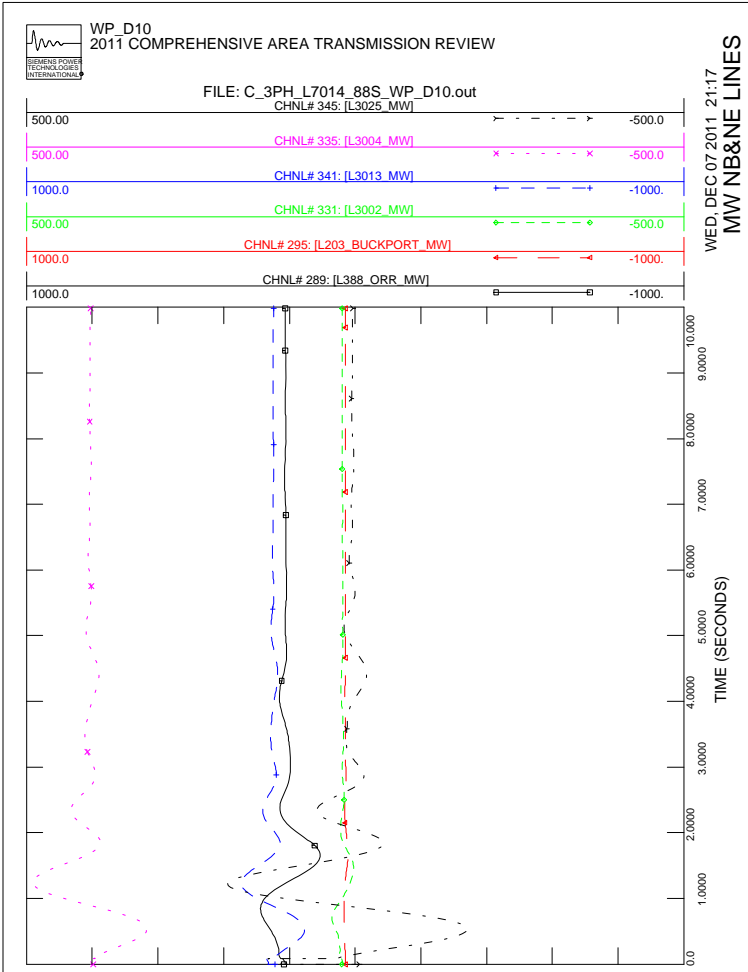
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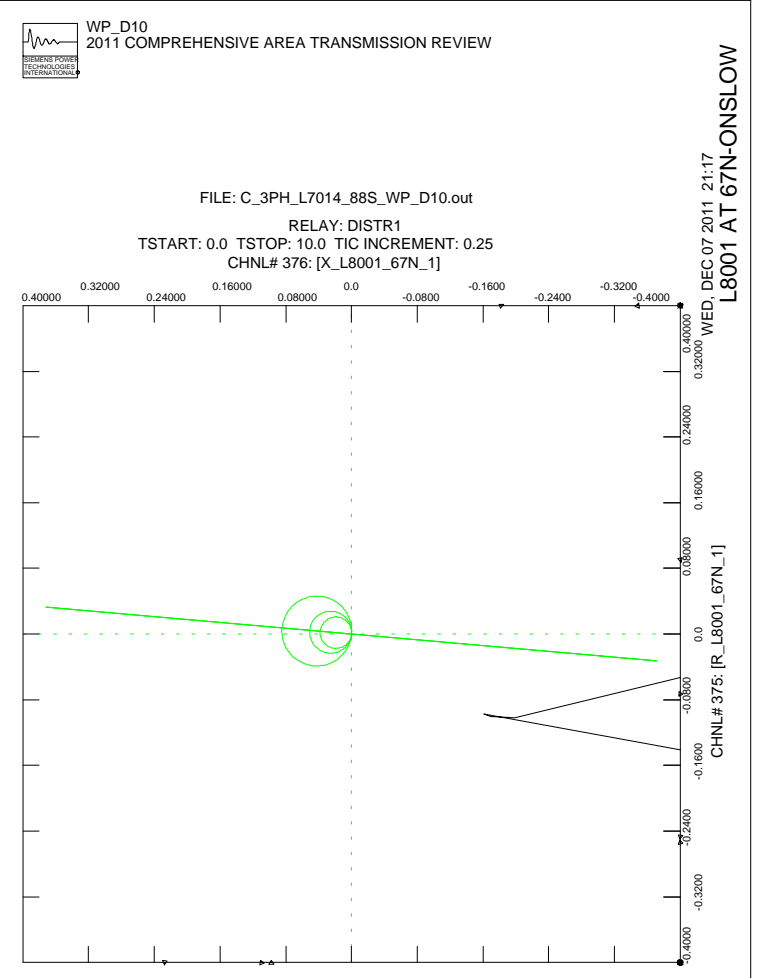
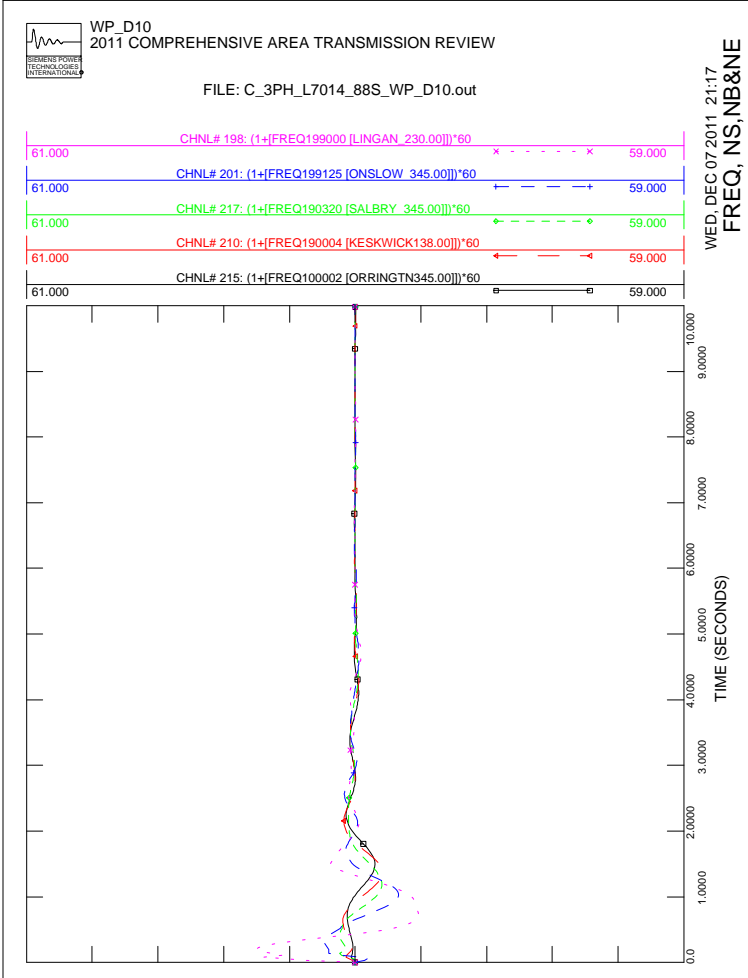
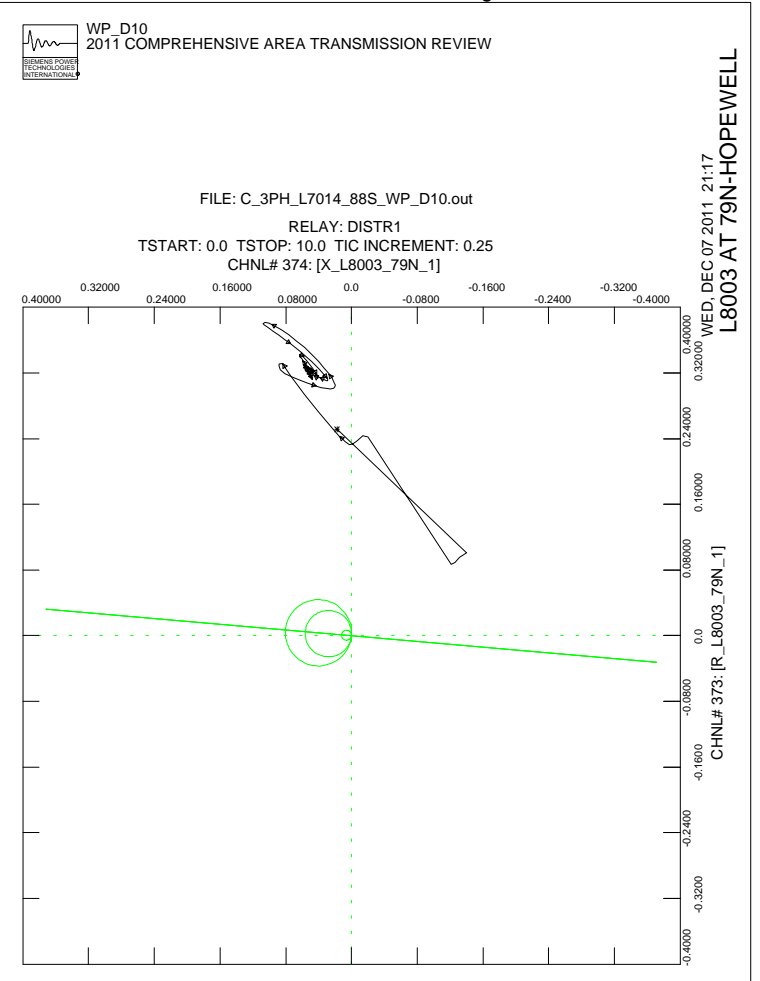
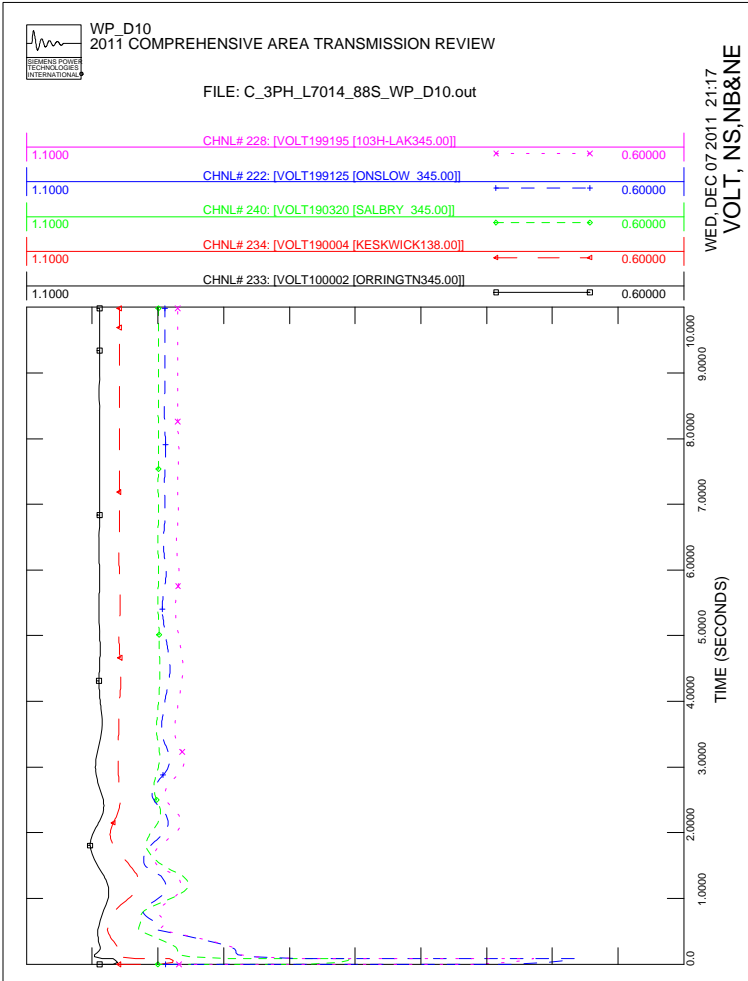


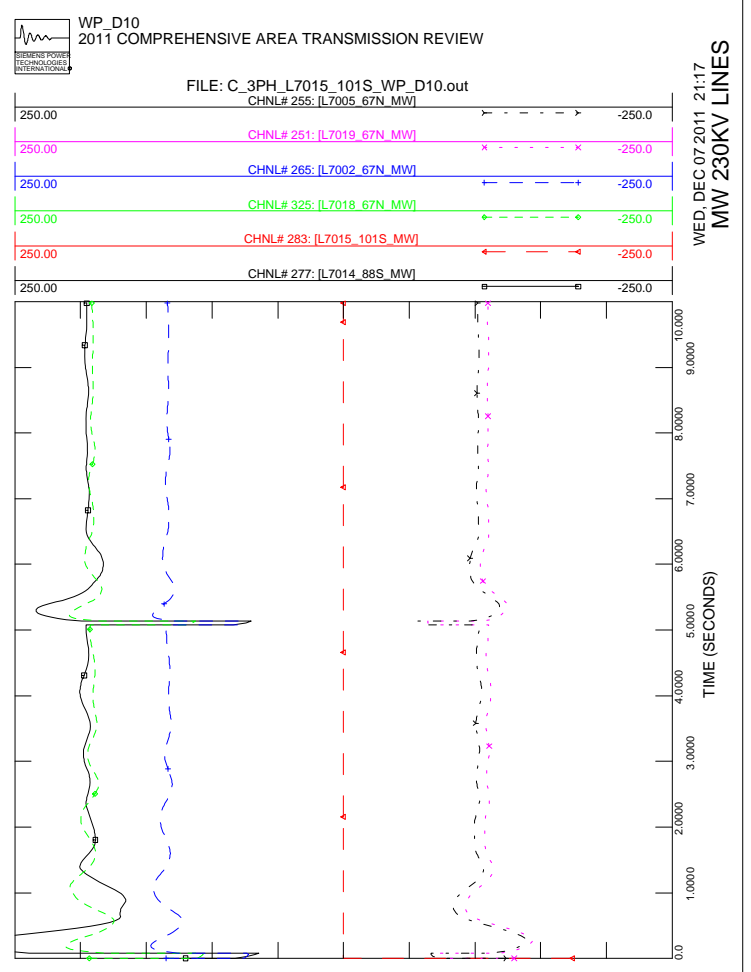
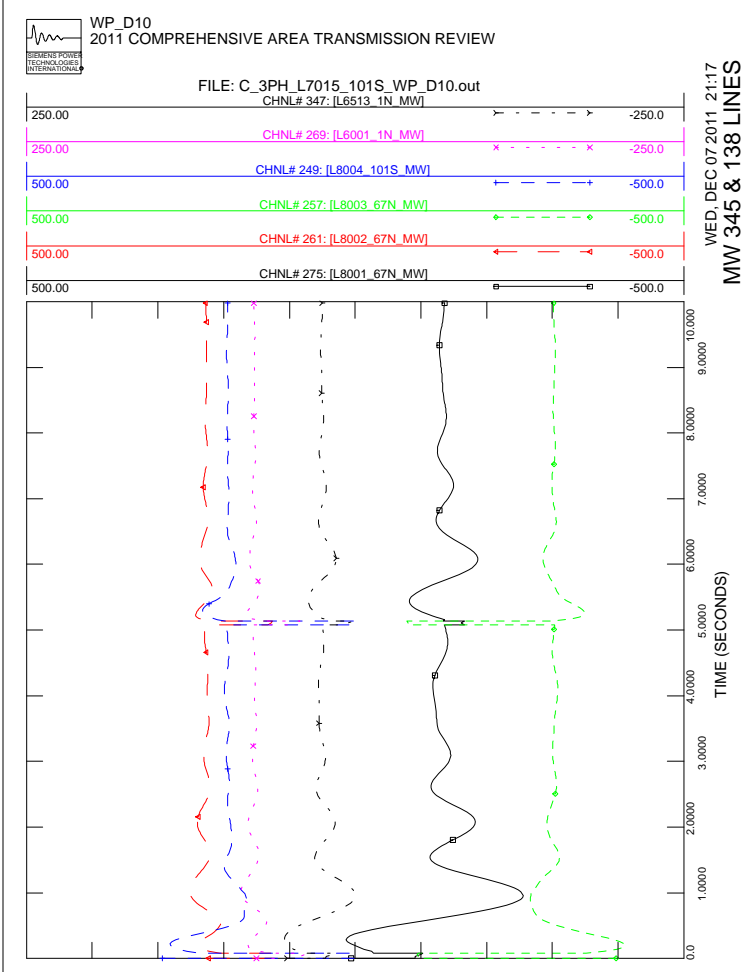
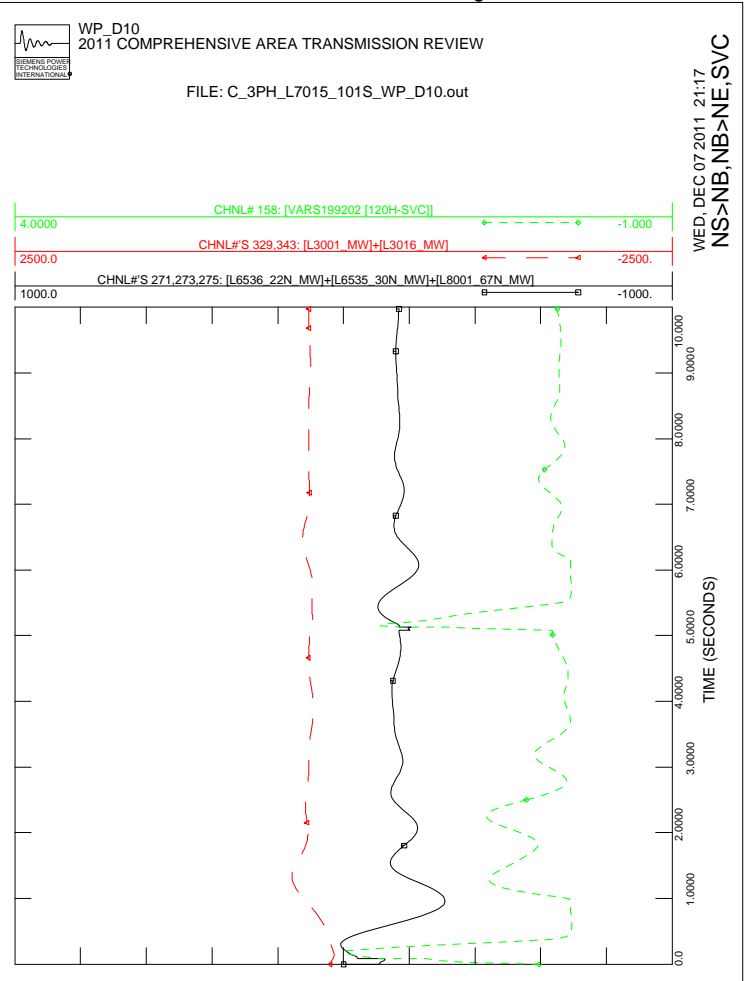
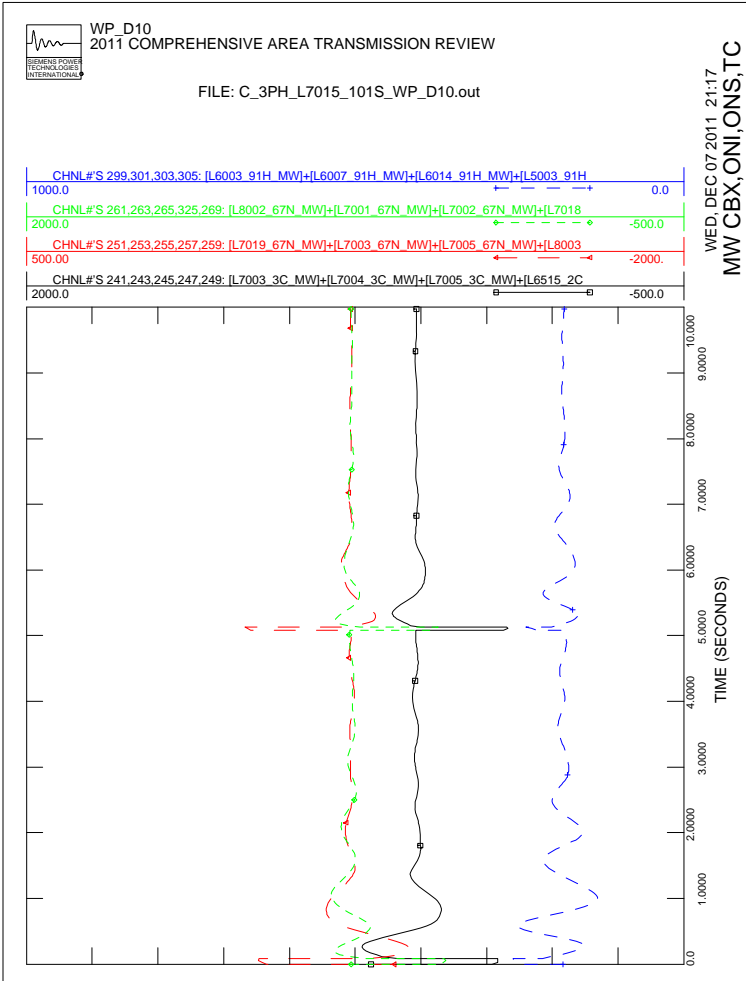


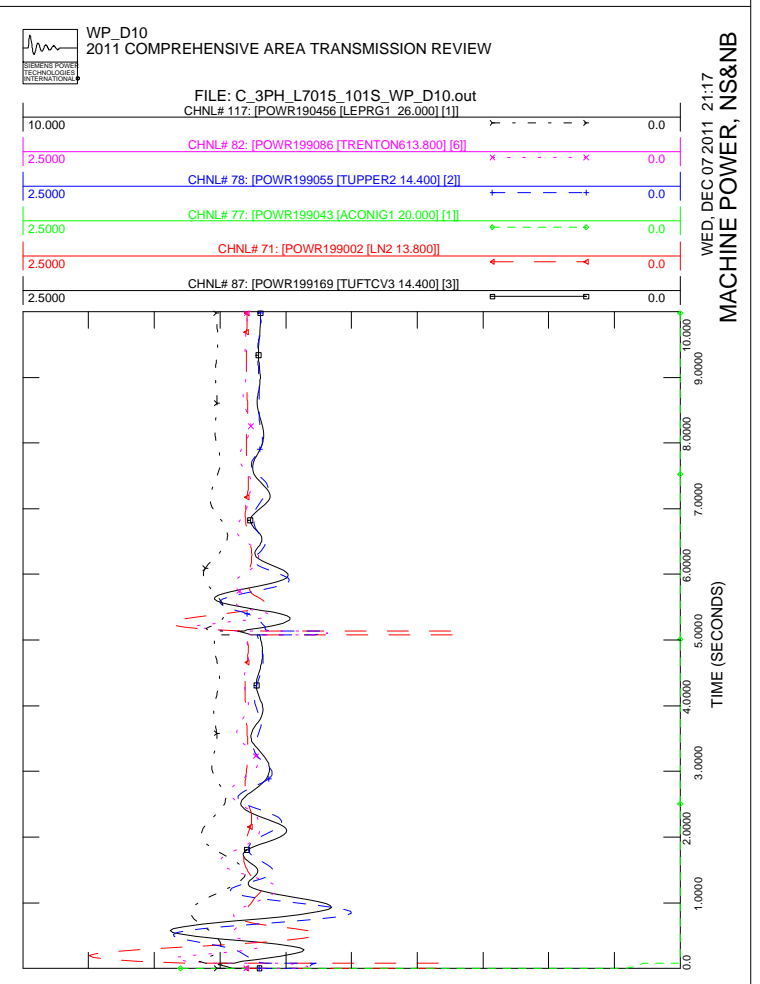
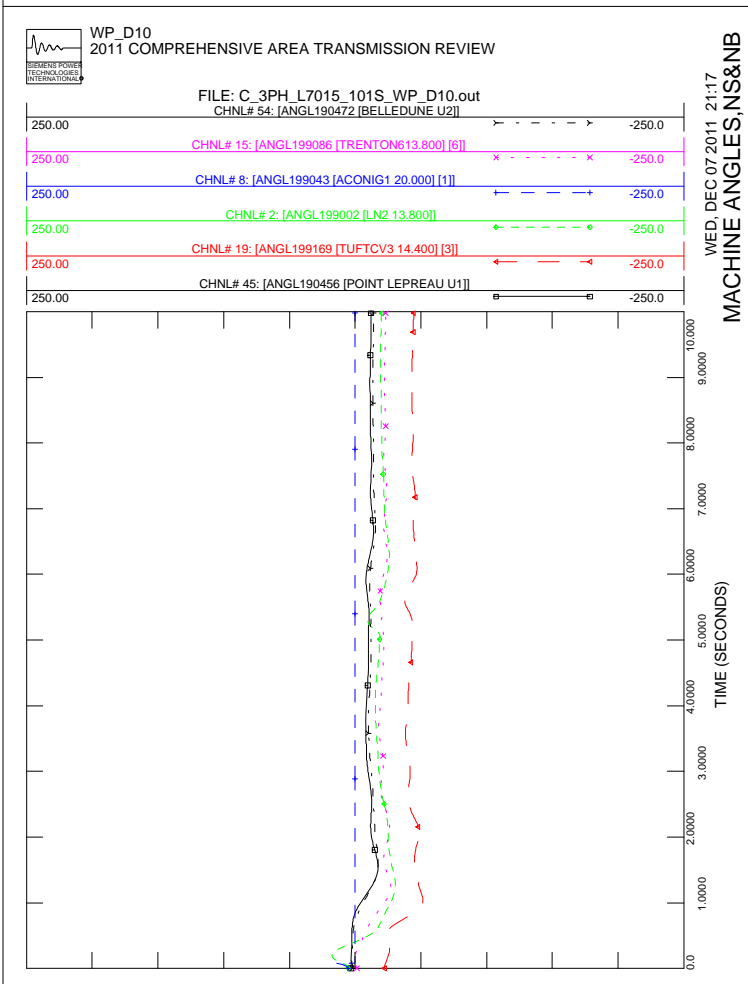
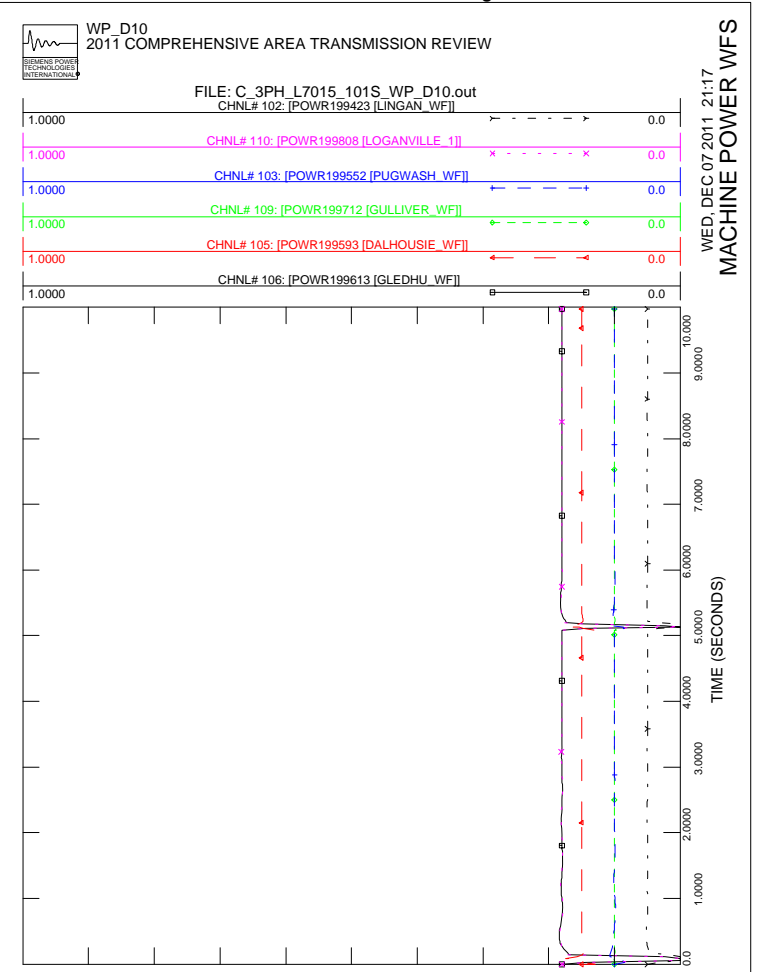
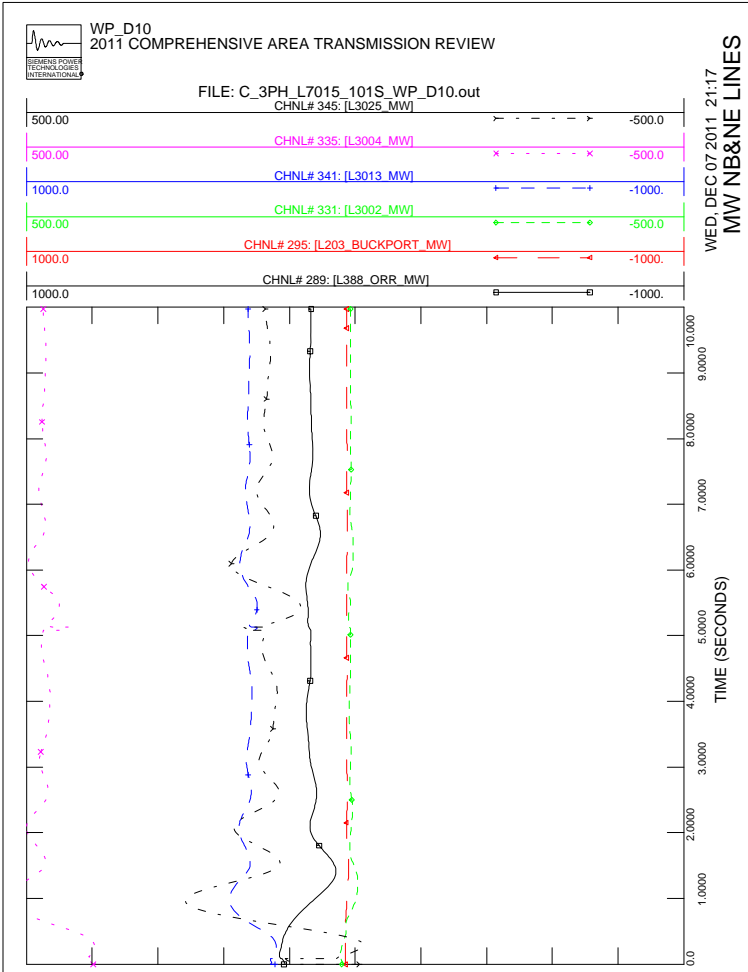








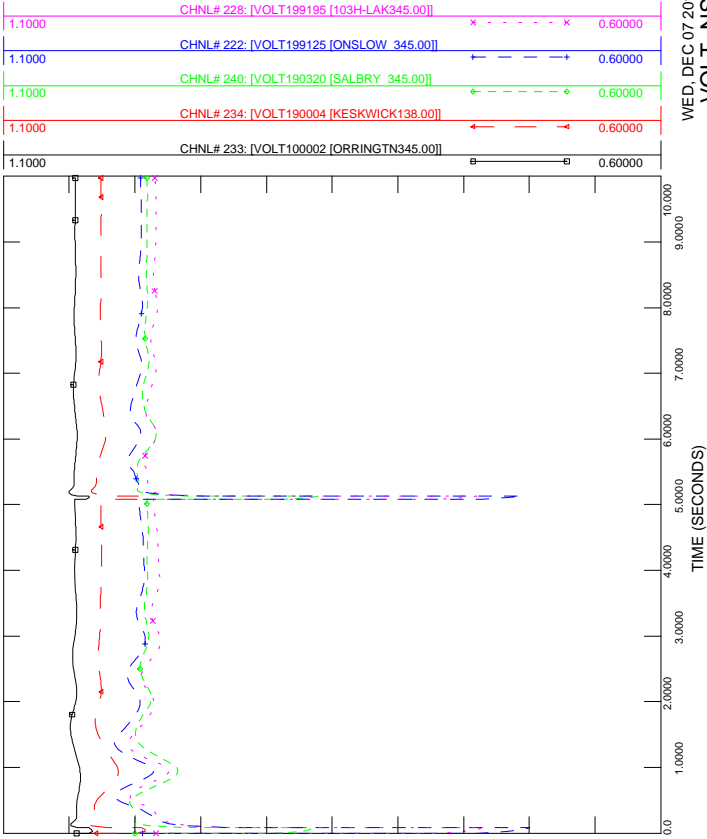






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7015_101S_WP_D10.out



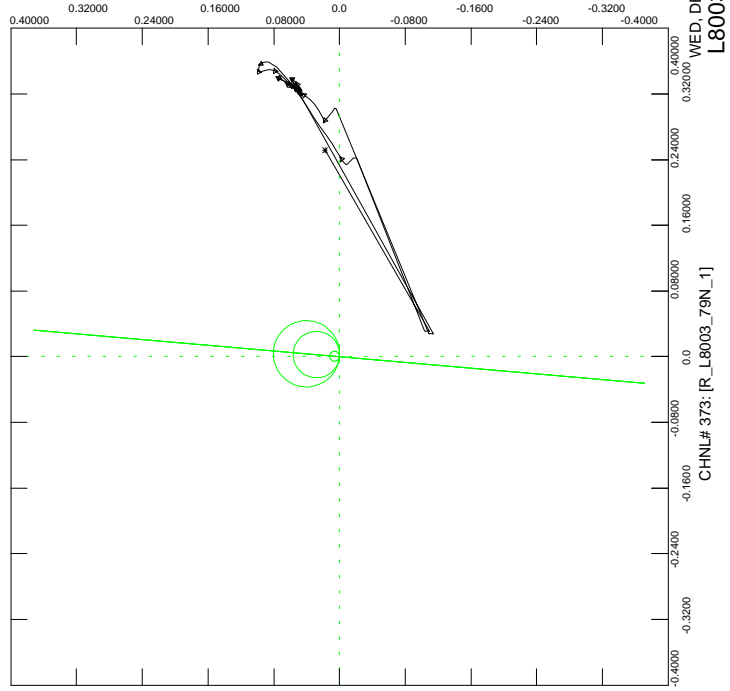
WED, DEC 07 2011 21:17
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7015_101S_WP_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

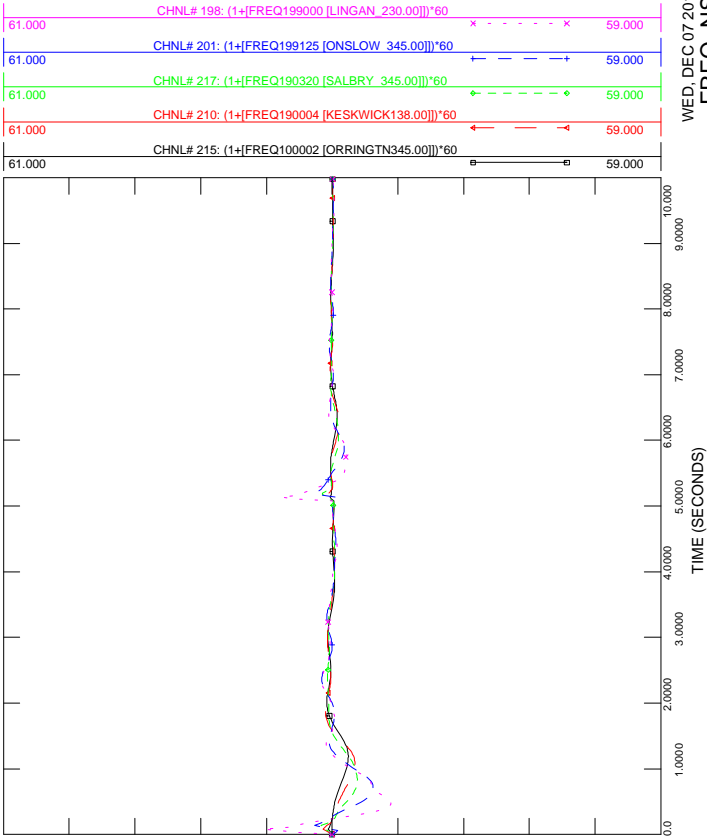


WED, DEC 07 2011 21:17
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7015_101S_WP_D10.out



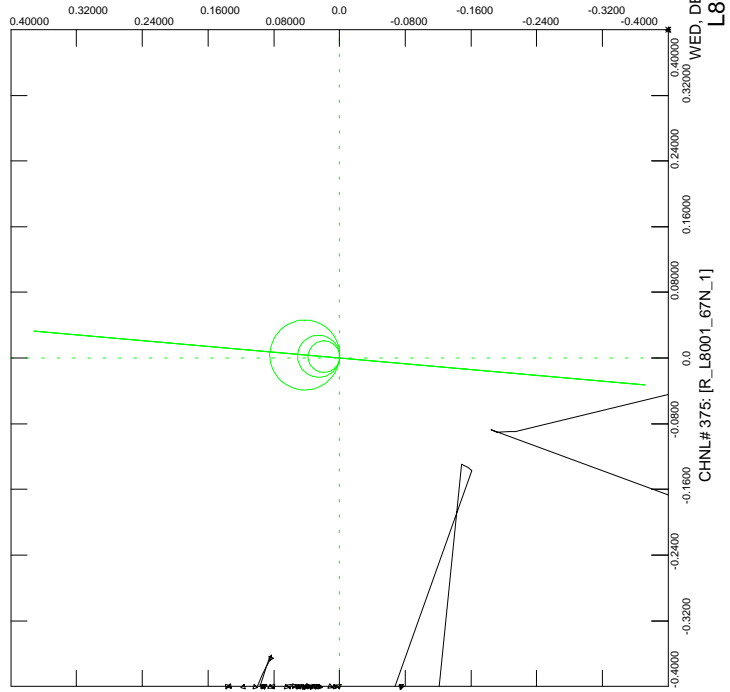
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FREQ, NS, NB&NE



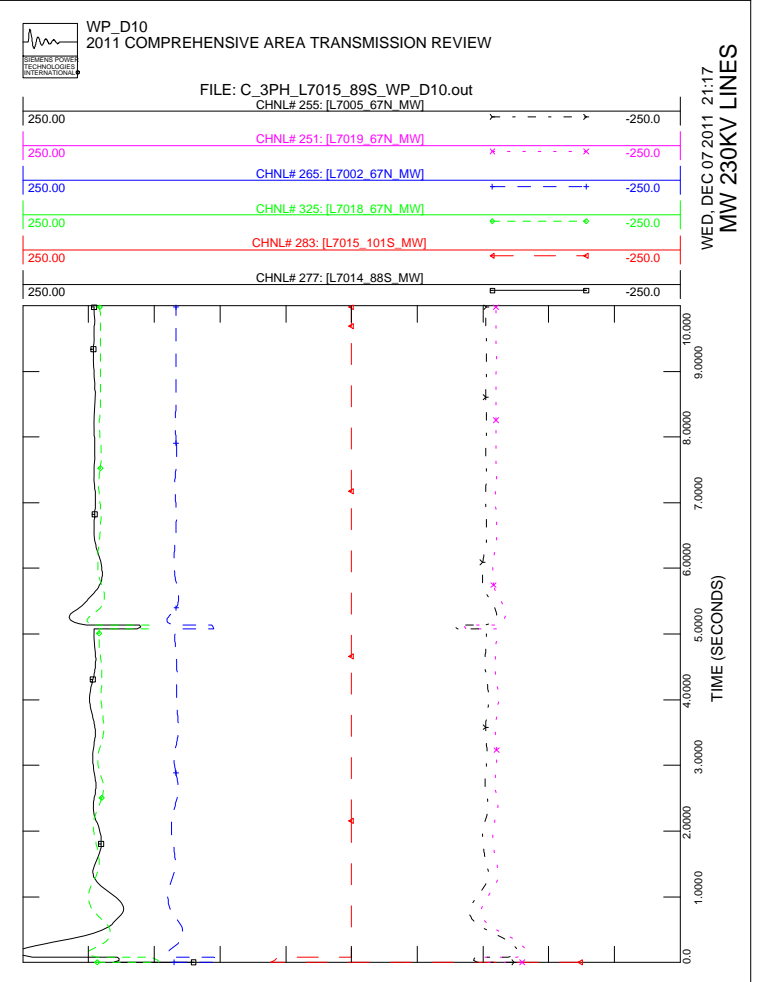
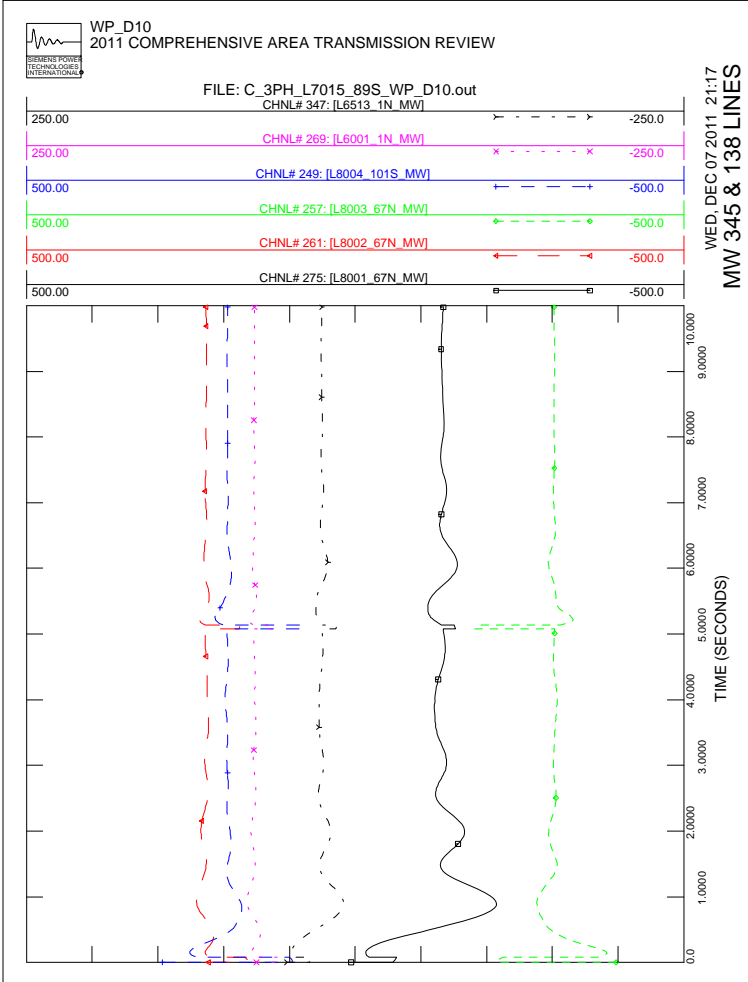
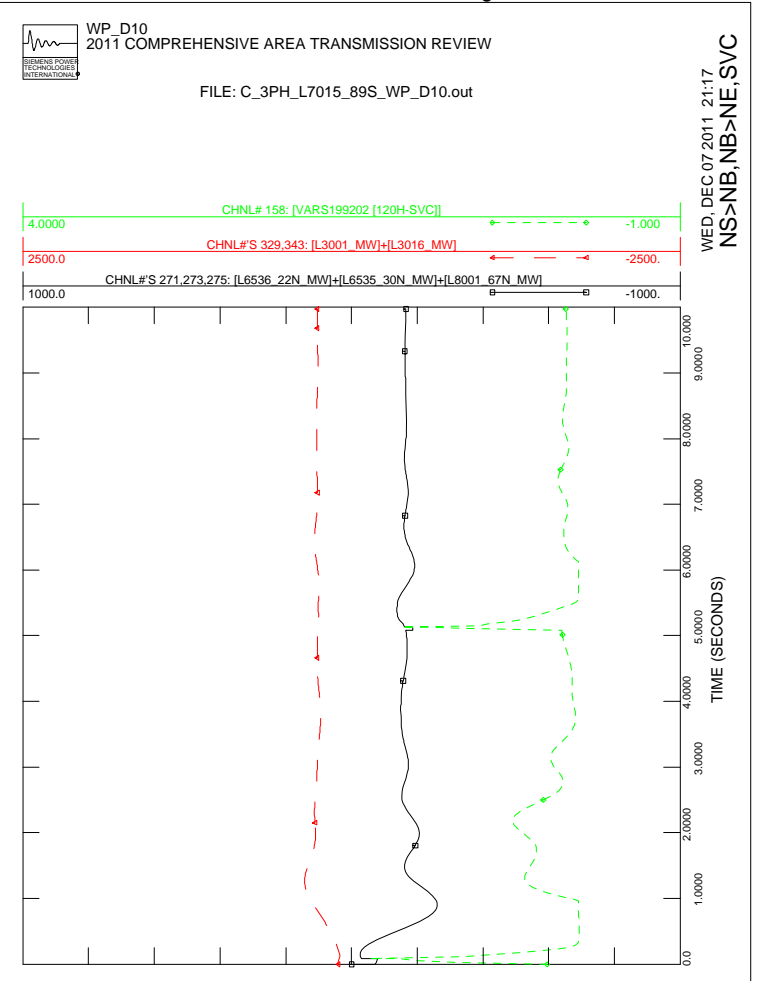
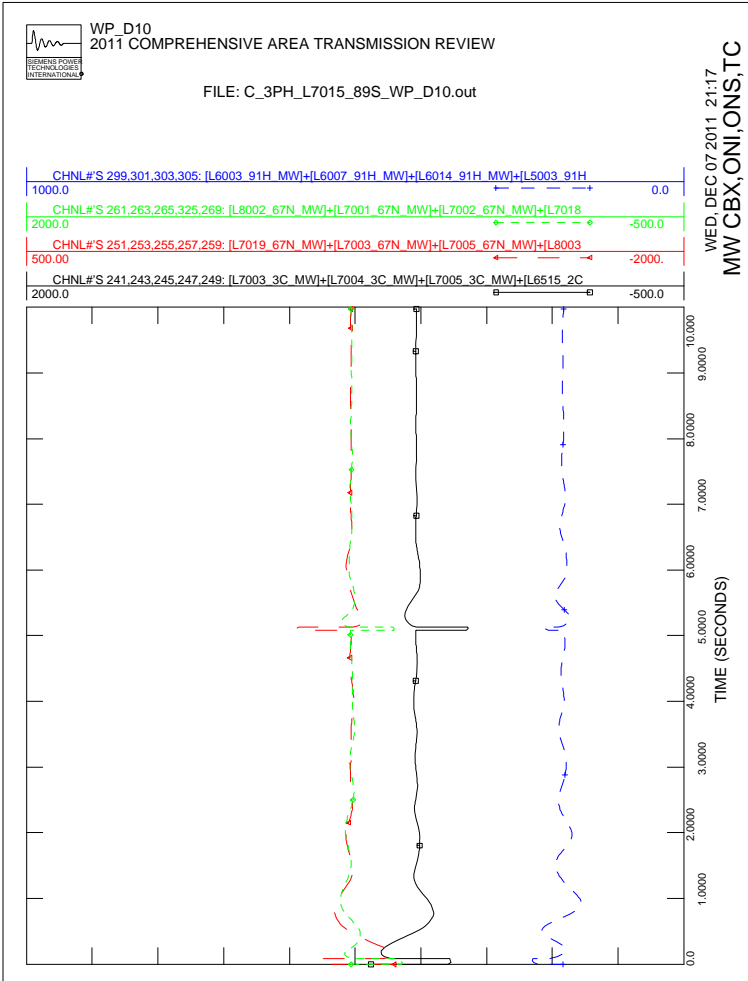
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

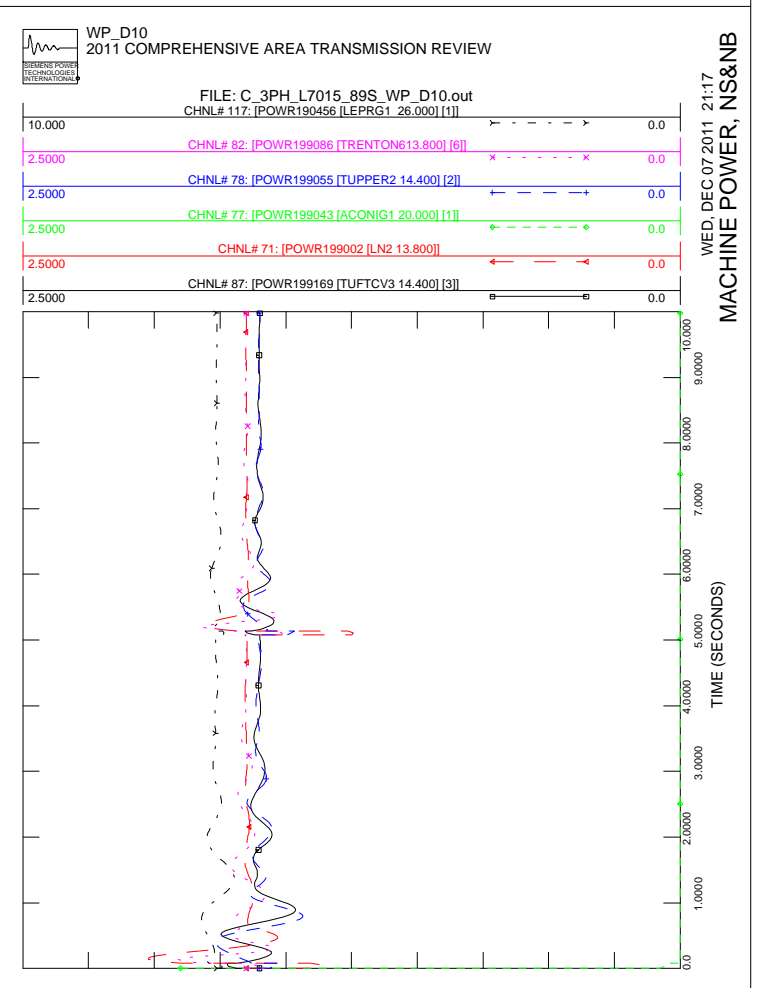
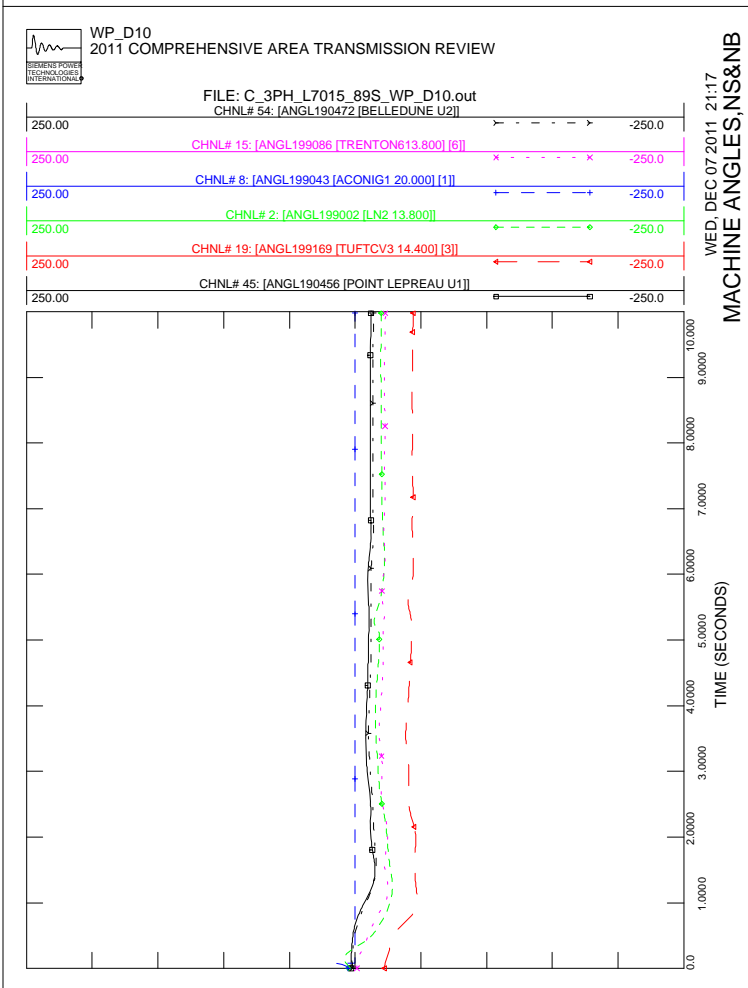
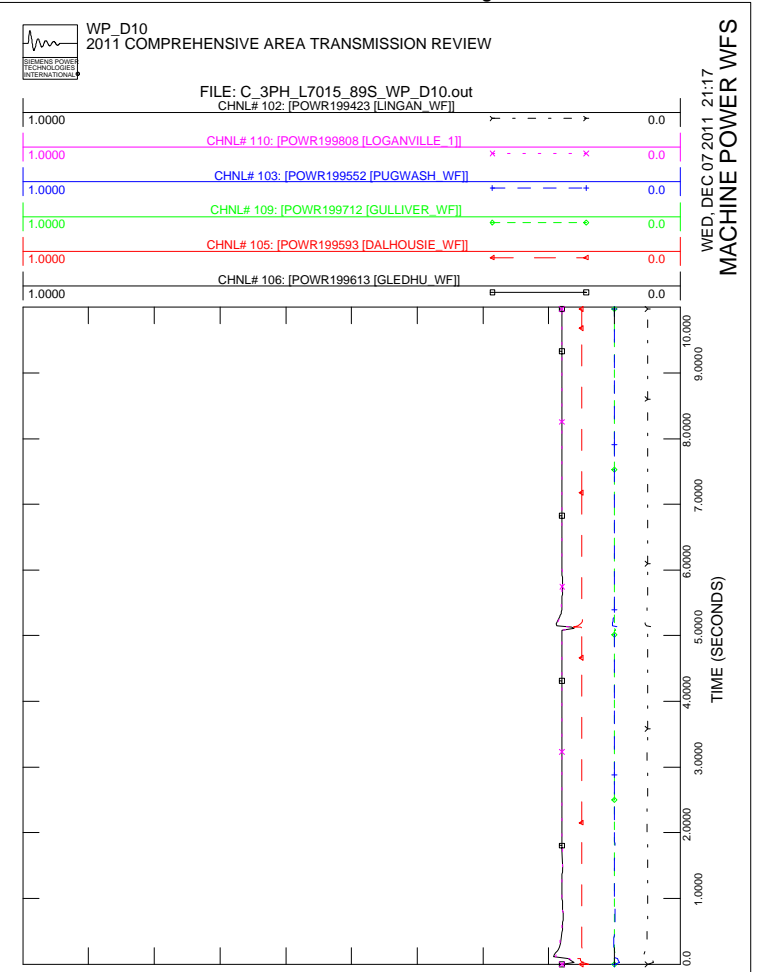
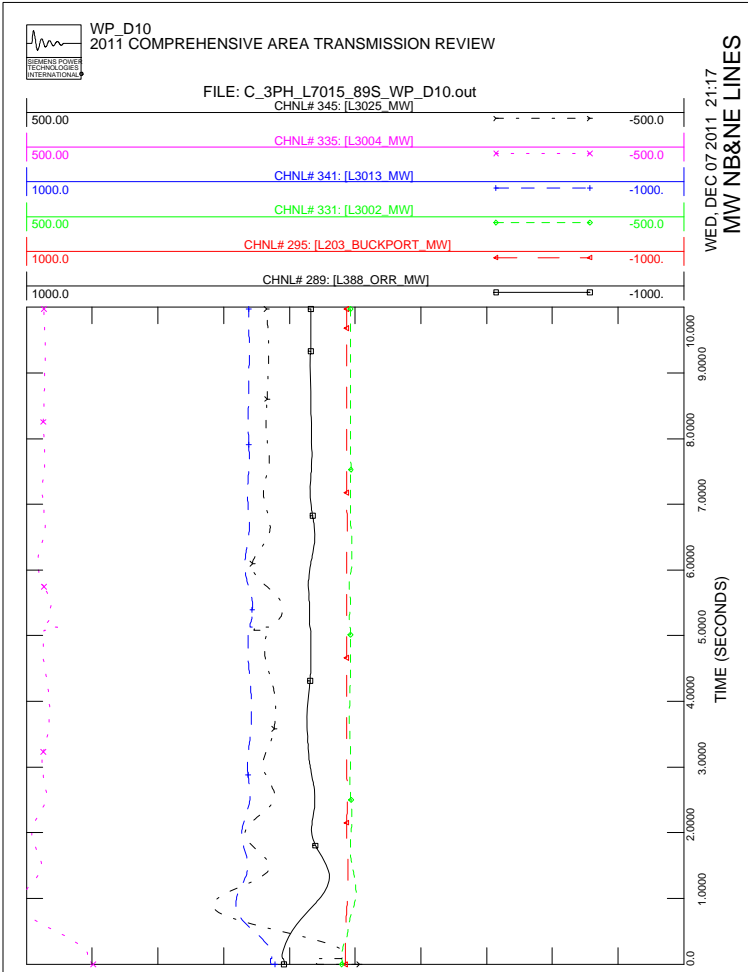
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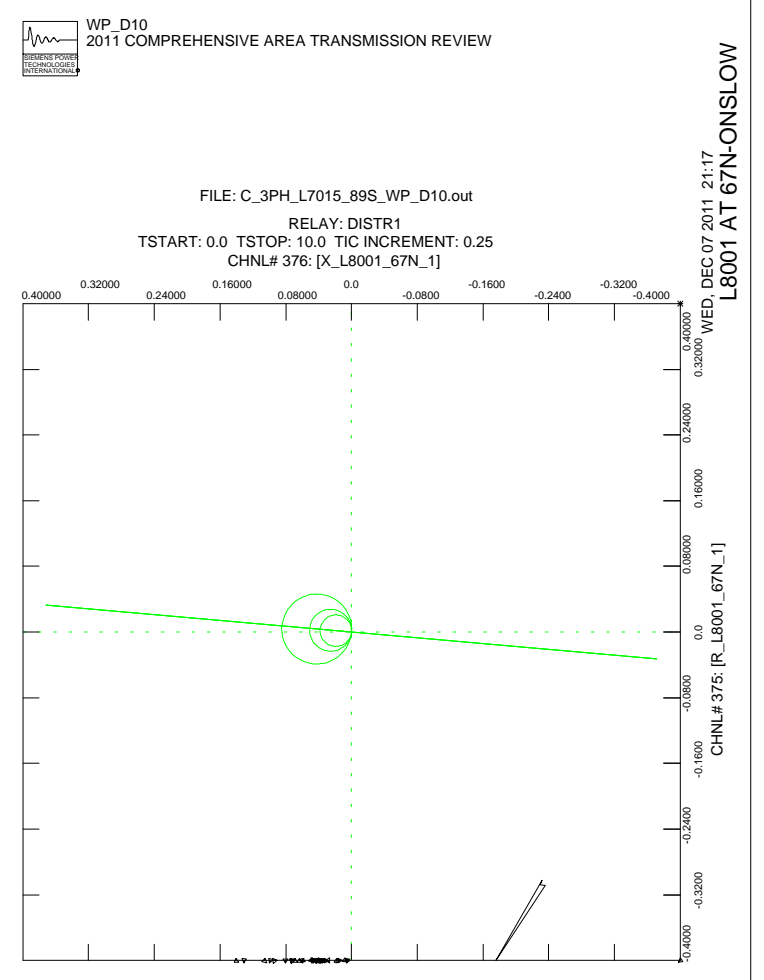
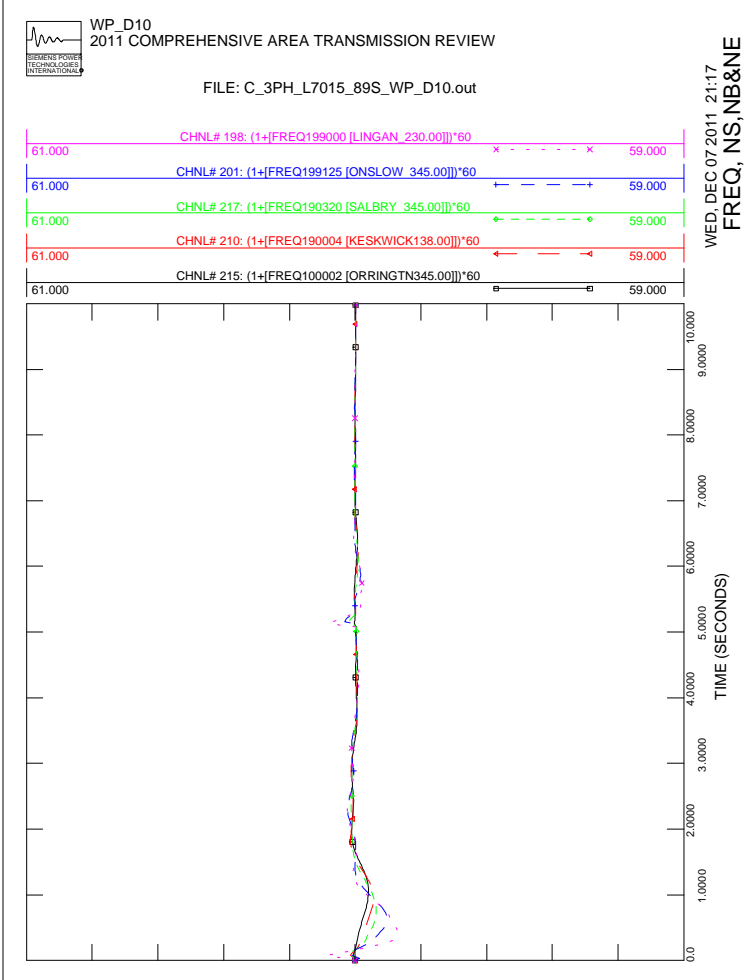
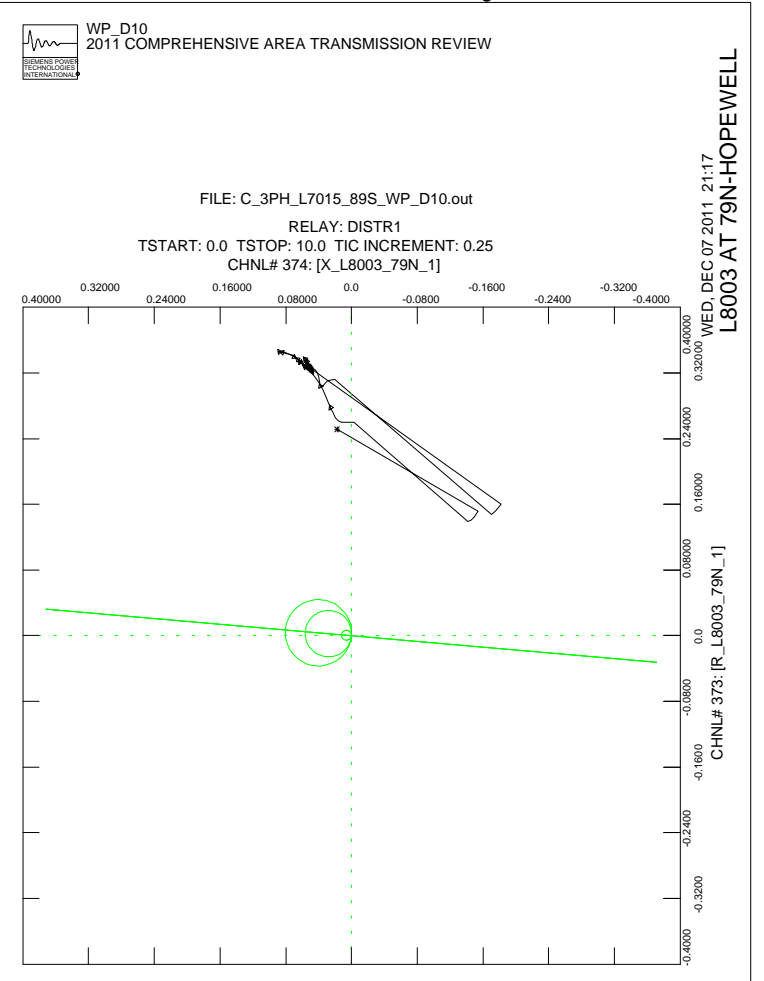
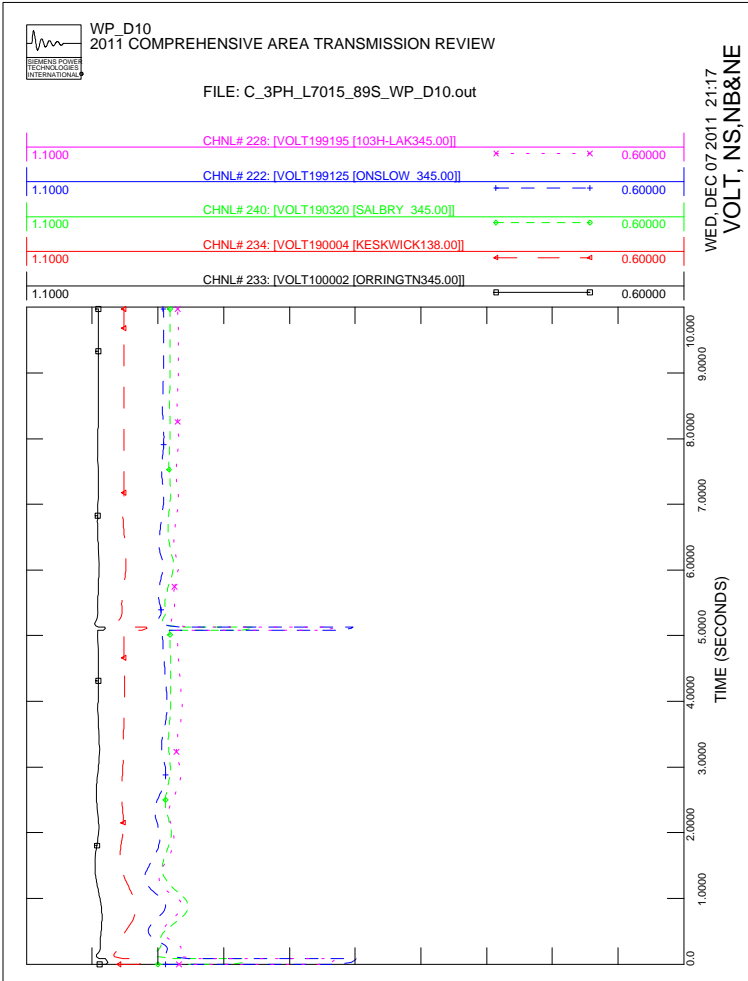
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

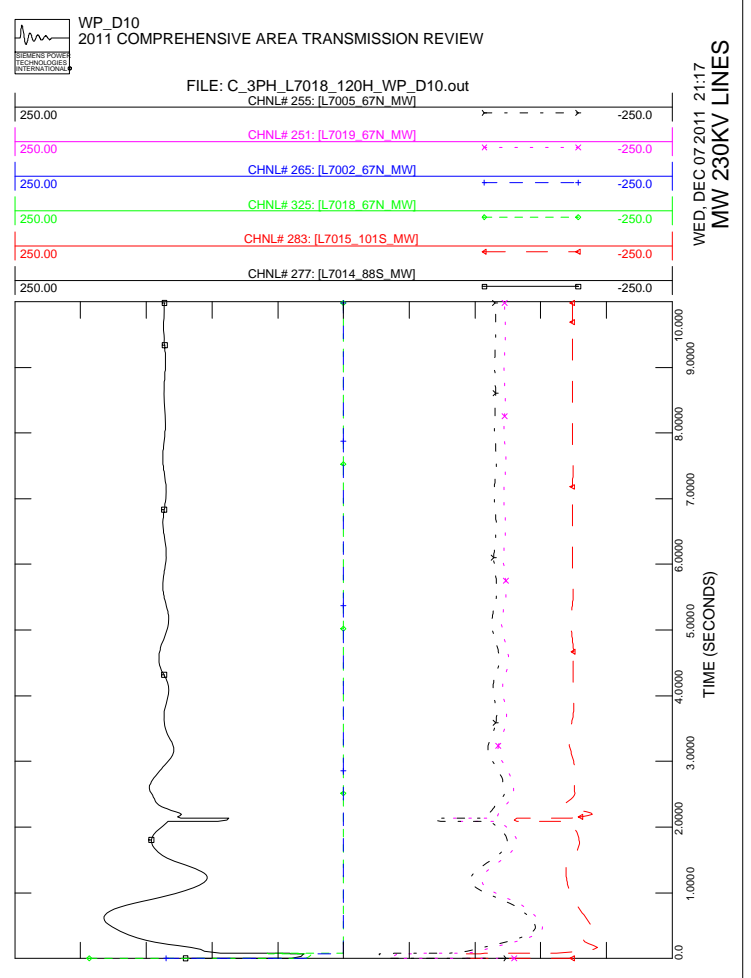
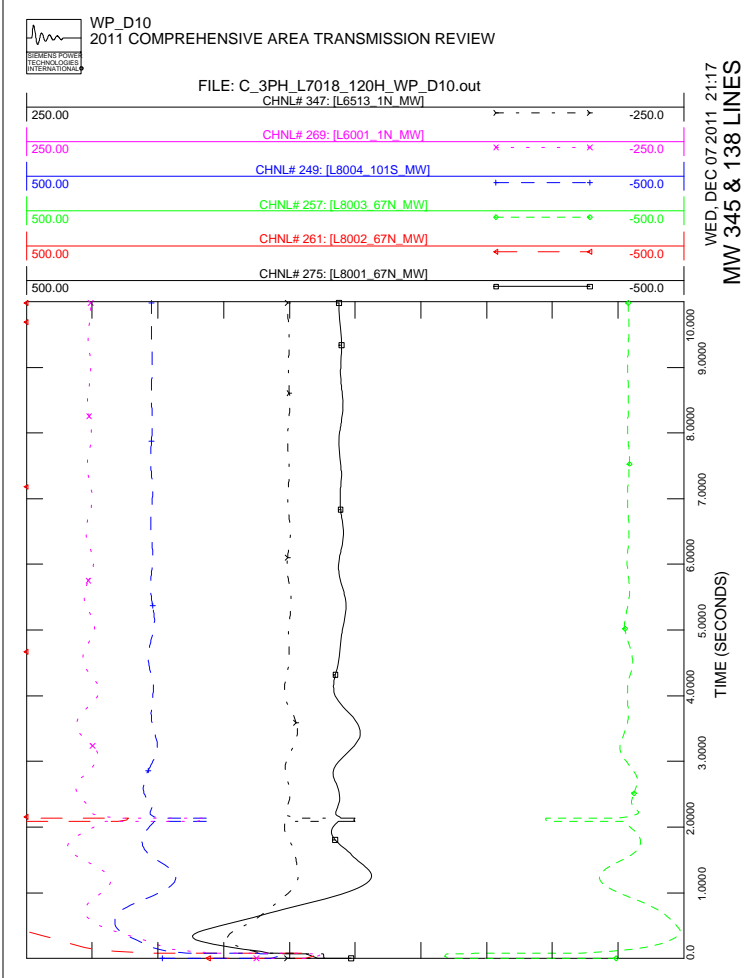
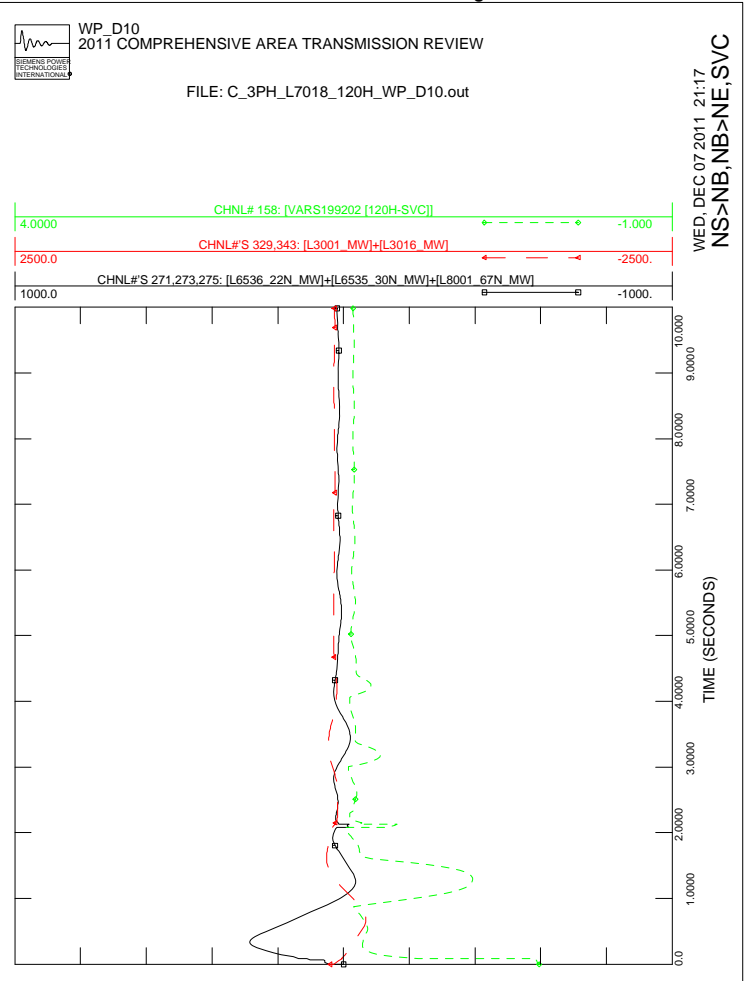
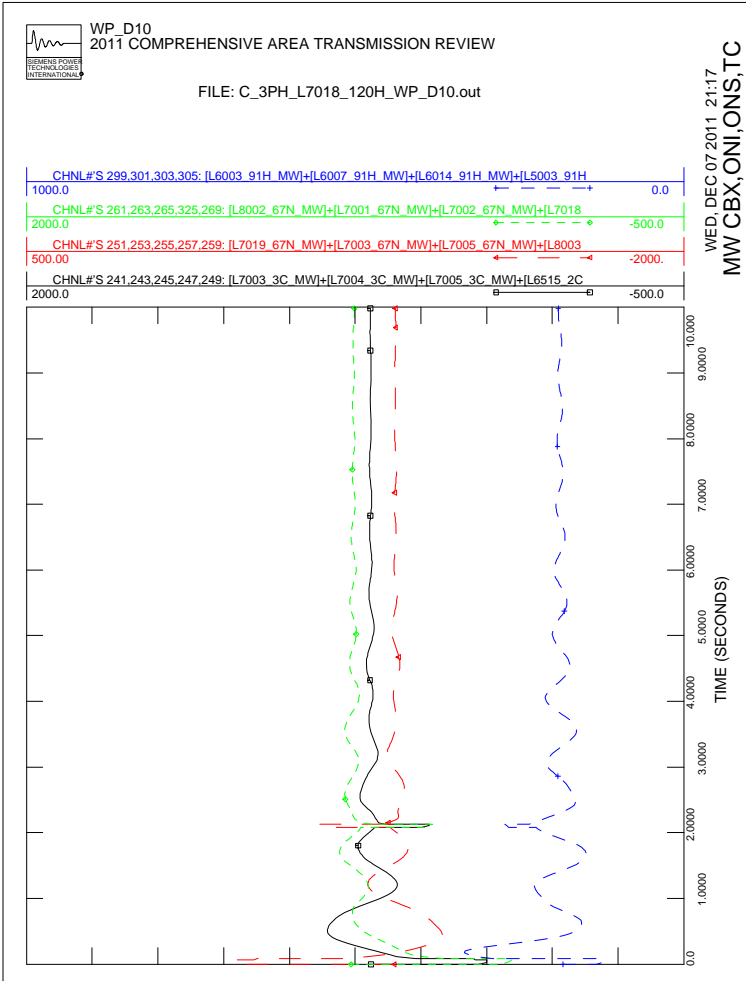


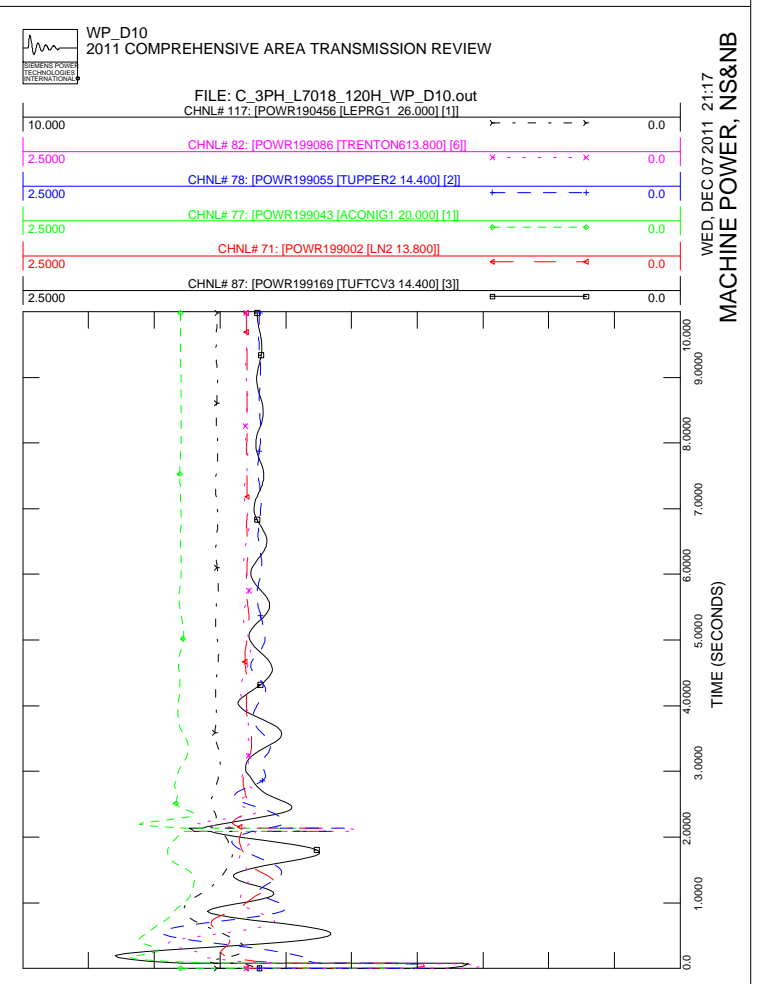
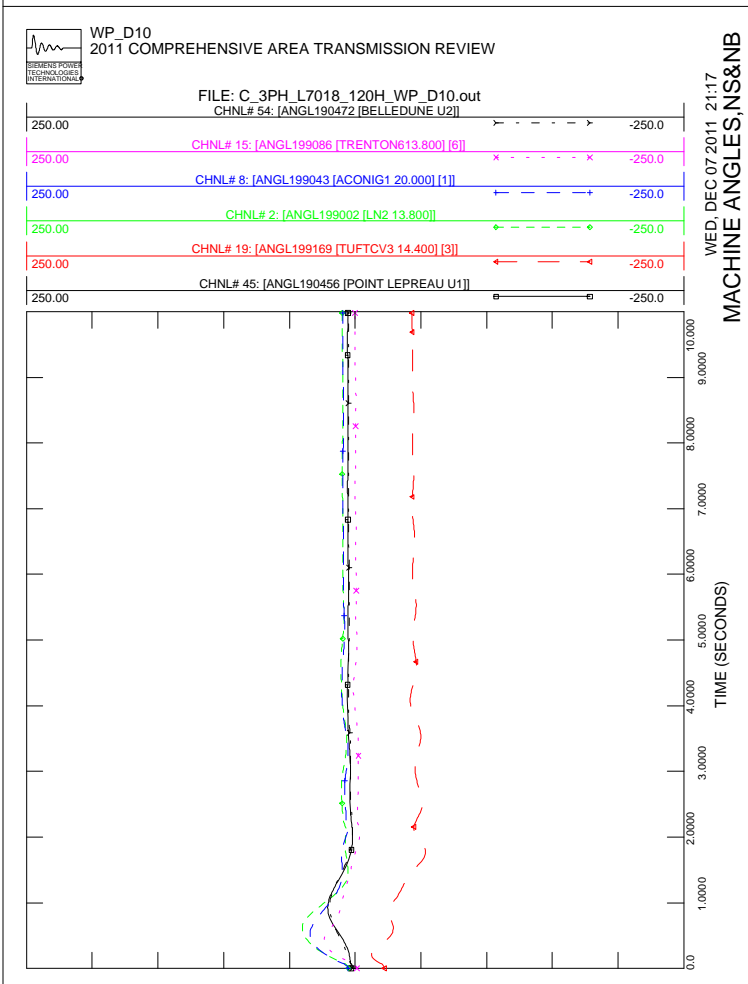
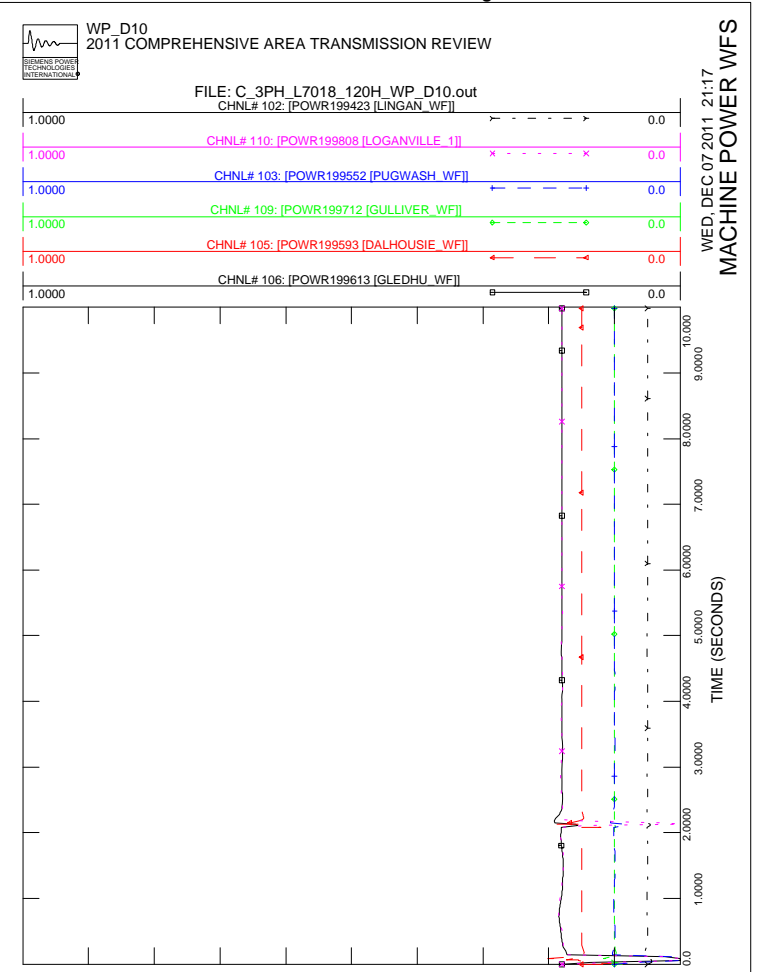
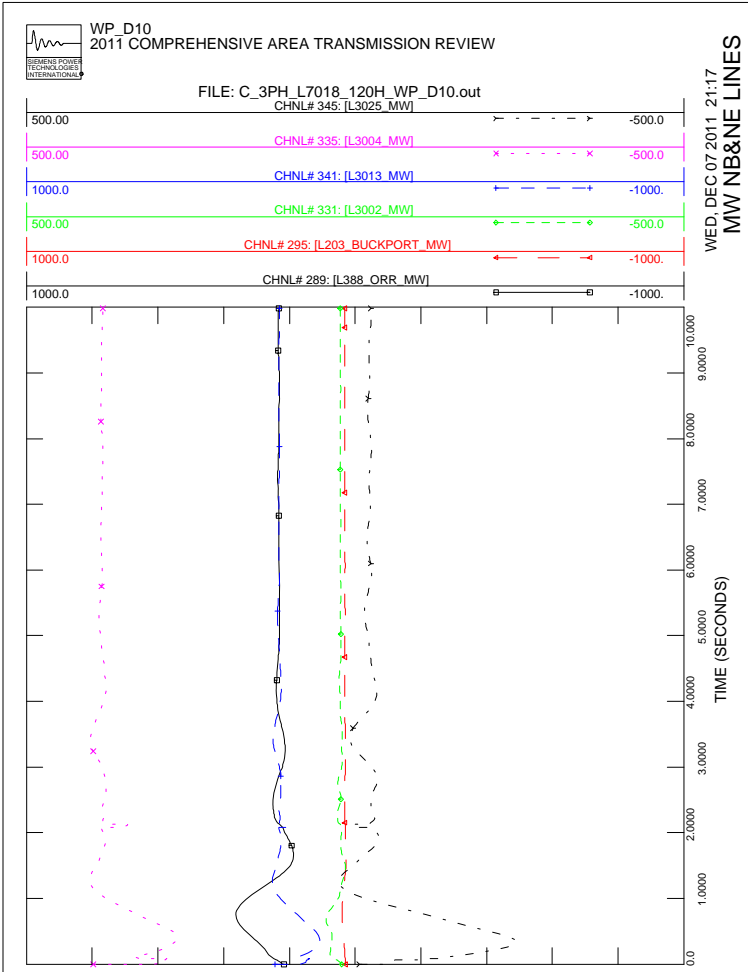
WED, DEC 07 2011 21:17
L8001 AT 67N-ONSLow







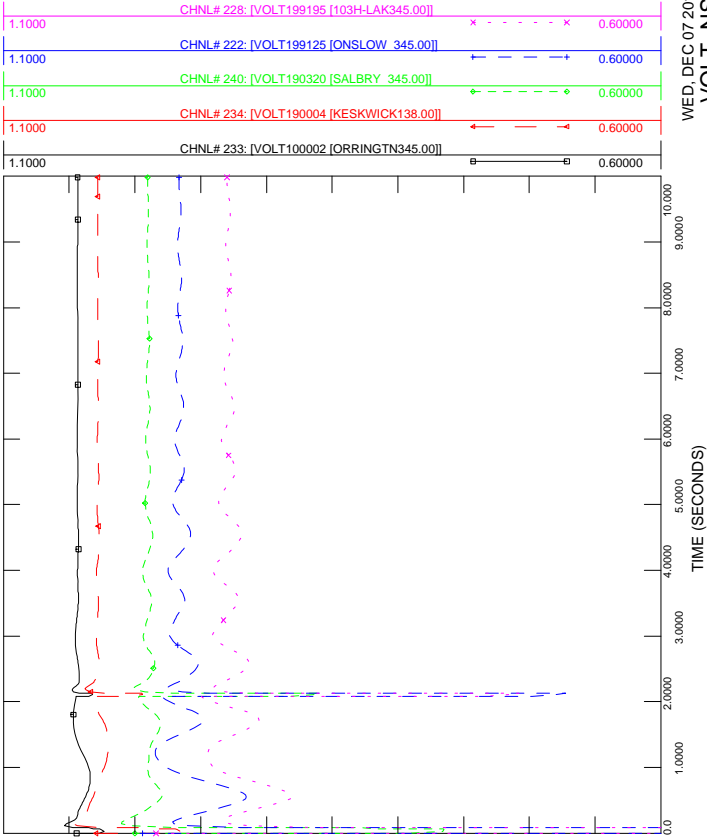






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

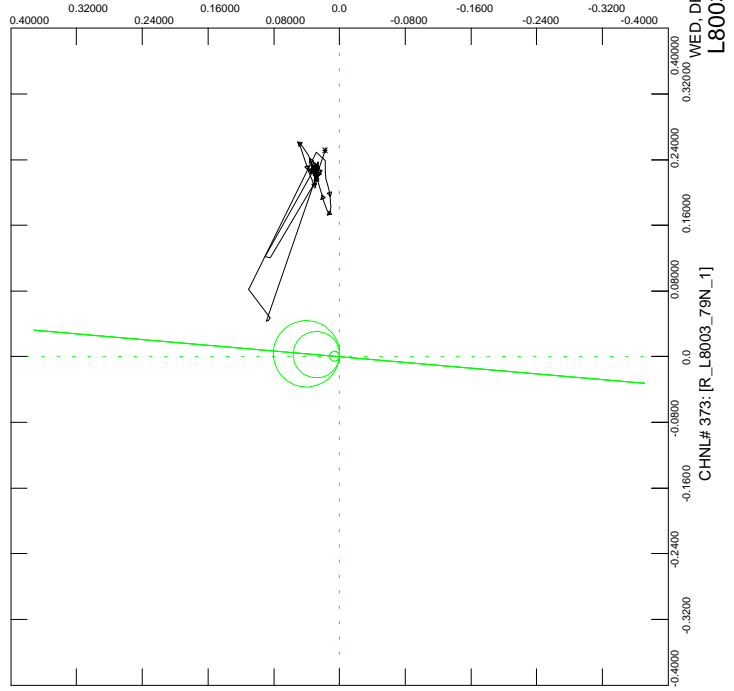
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

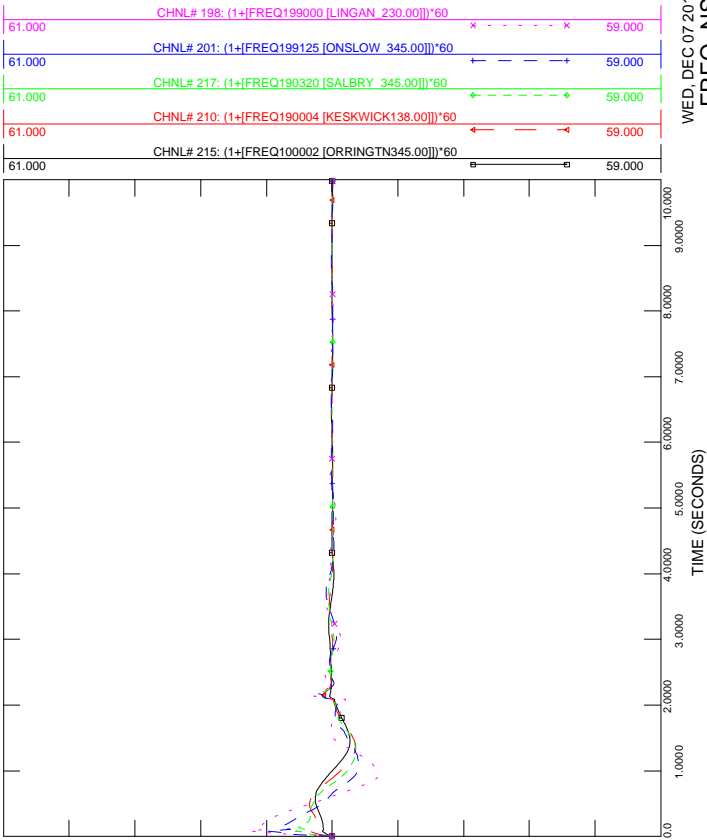
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

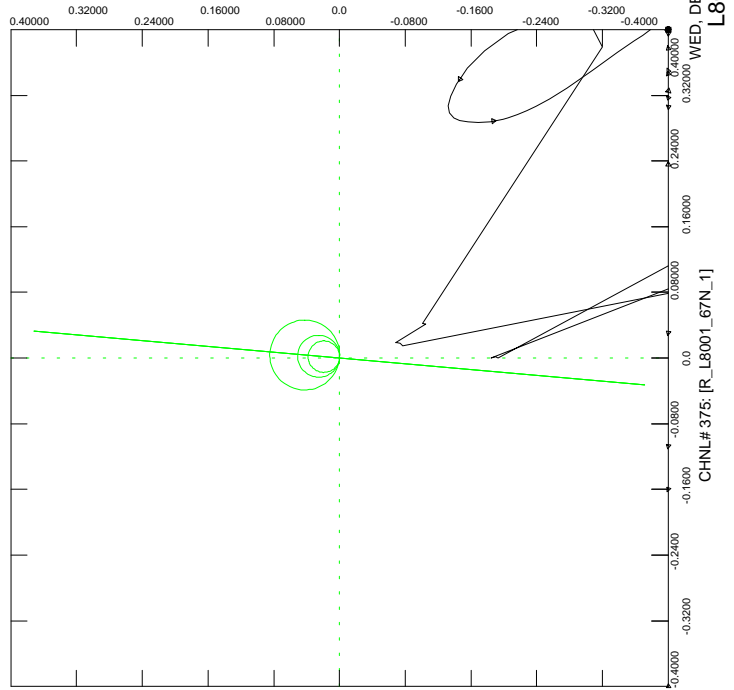
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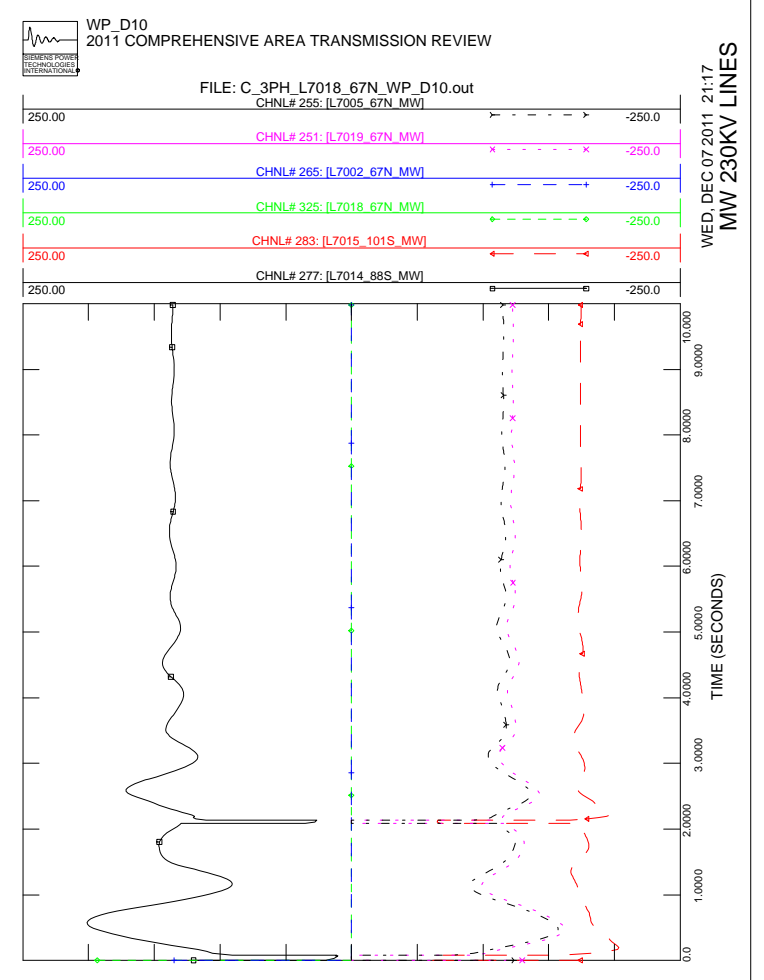
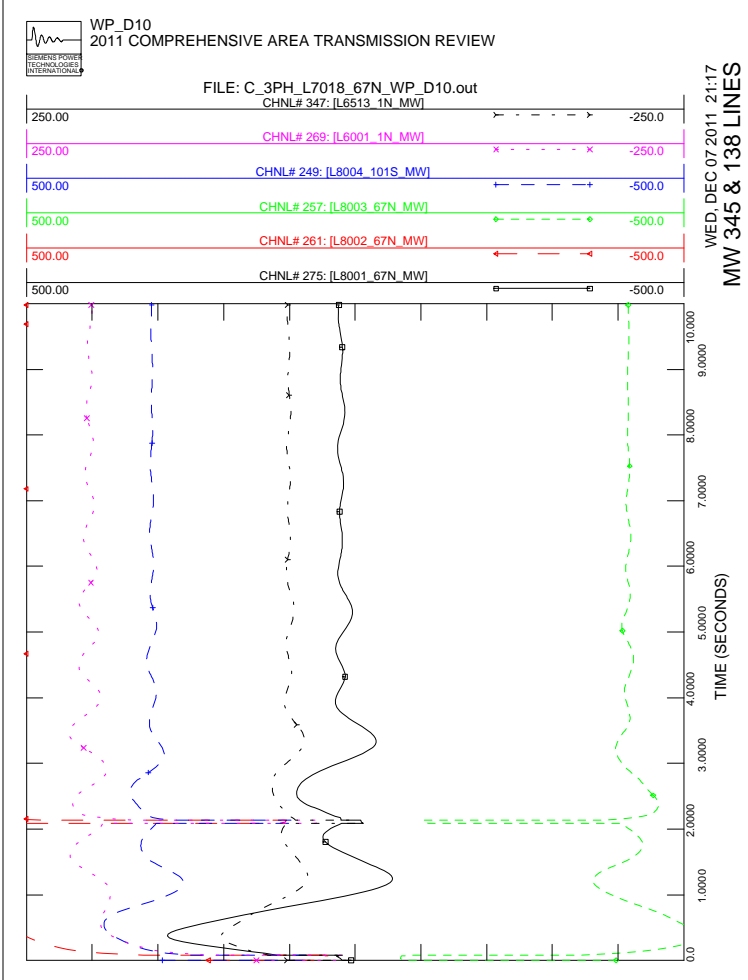
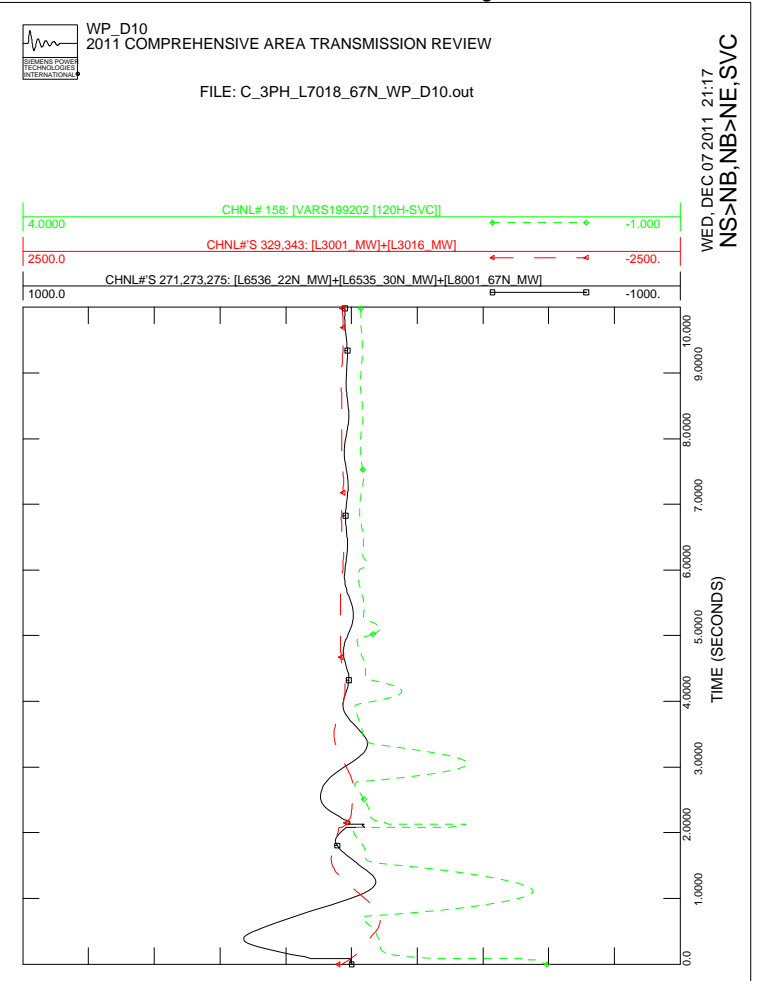
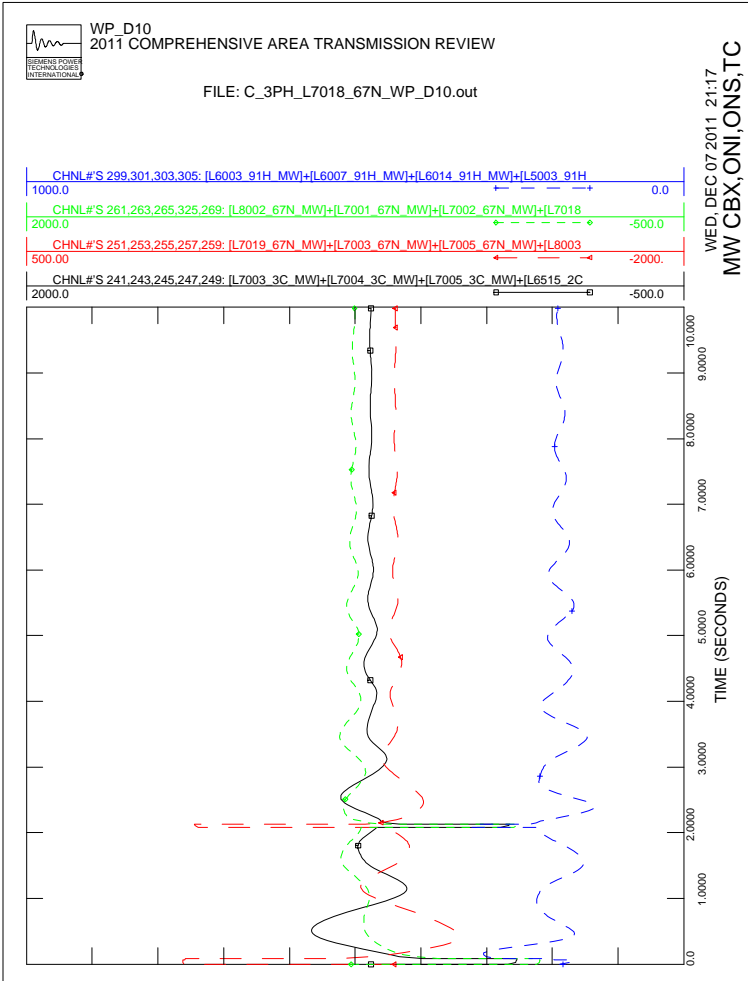


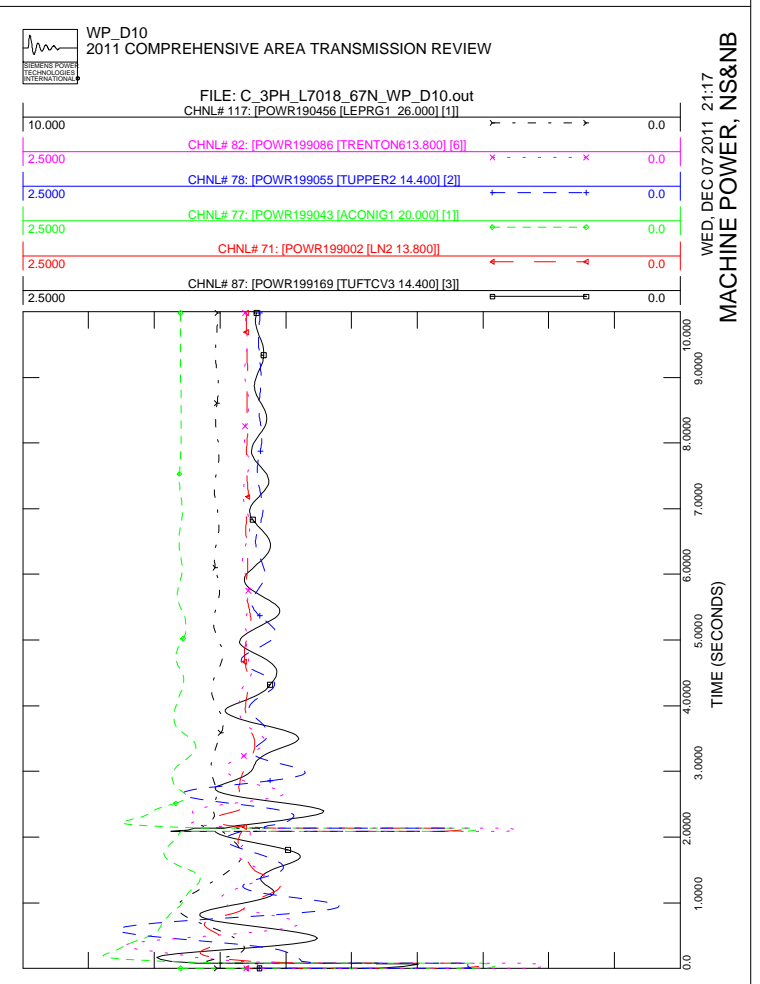
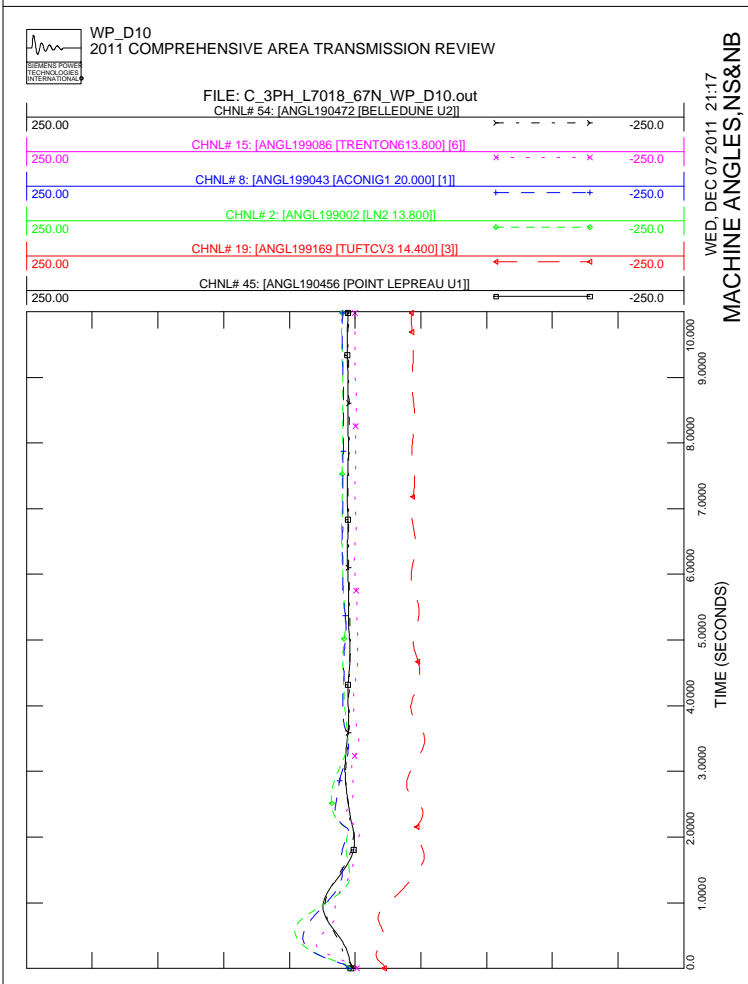
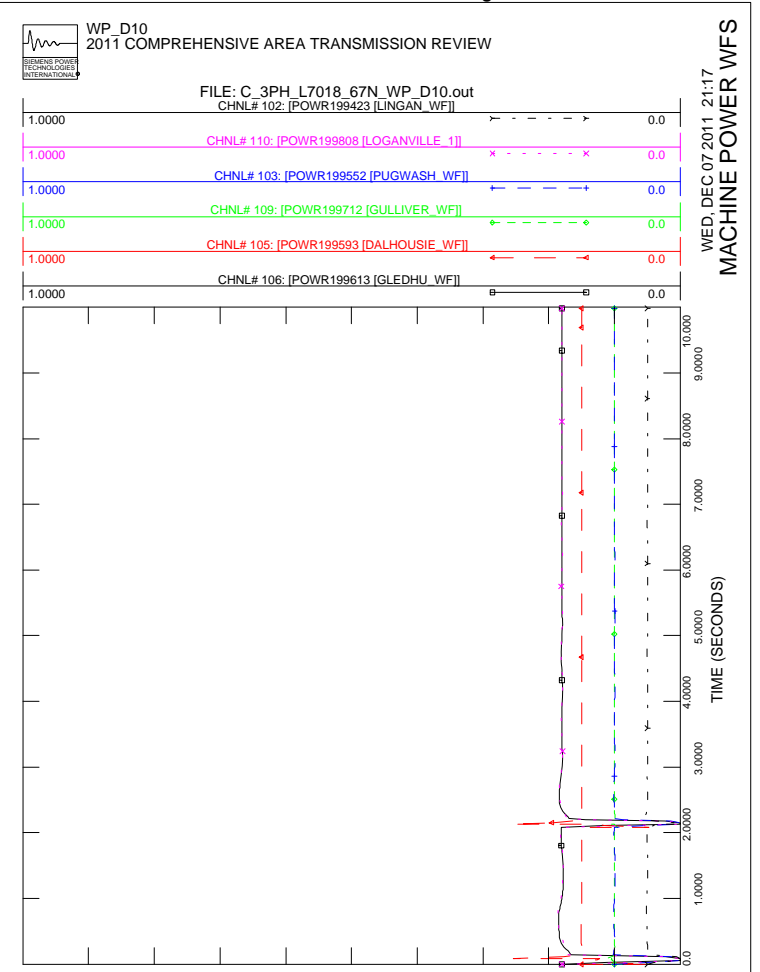
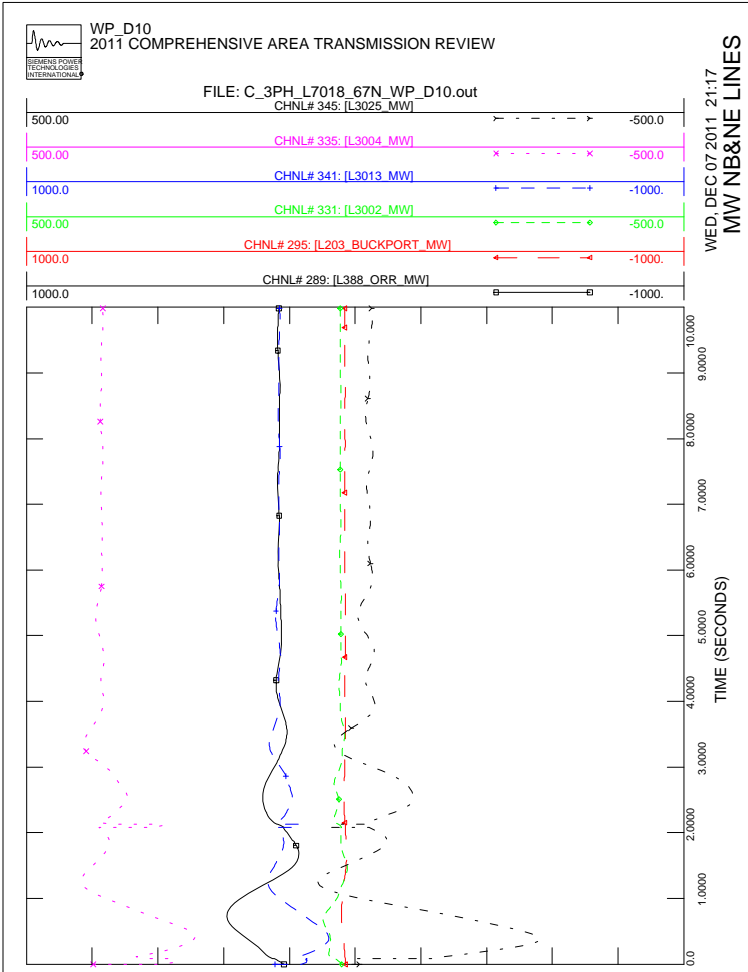
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



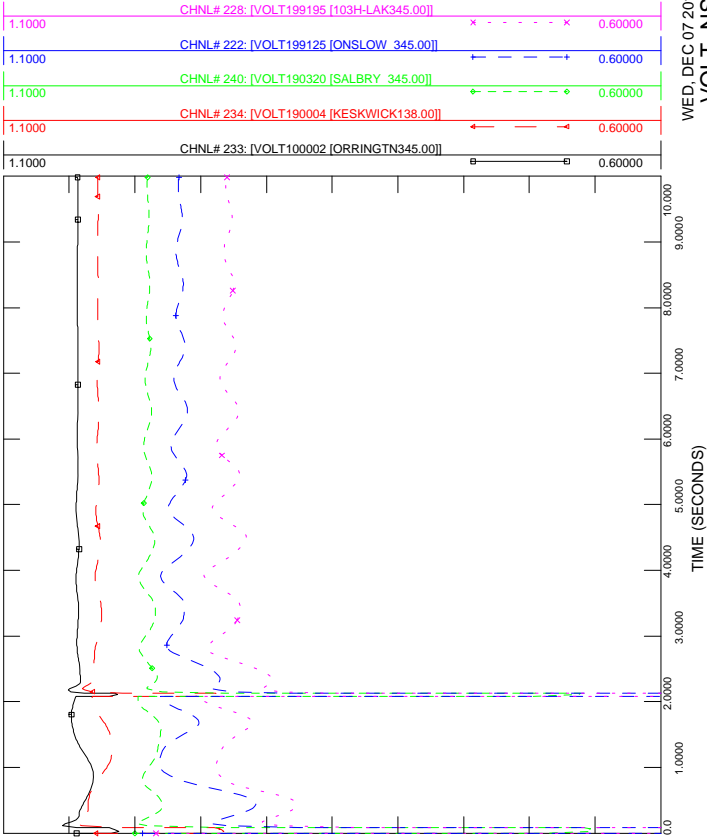






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

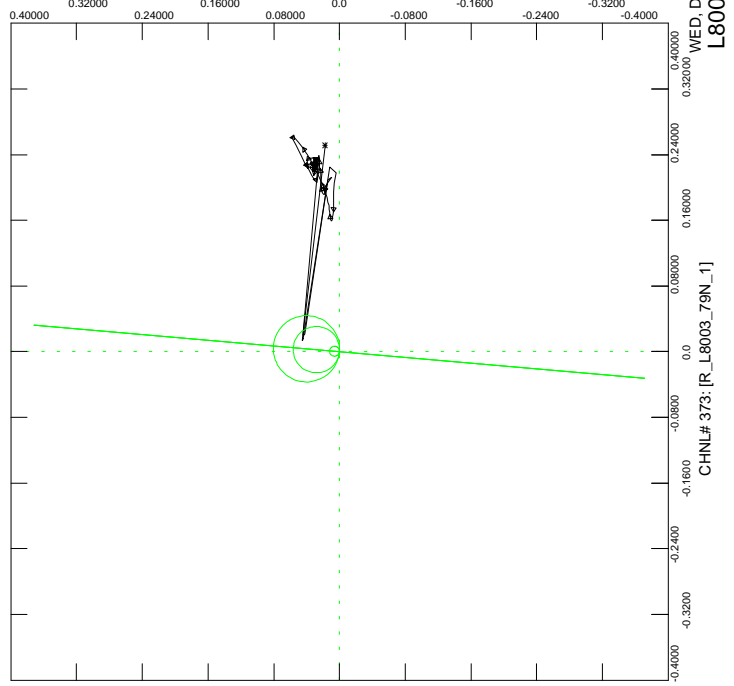
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

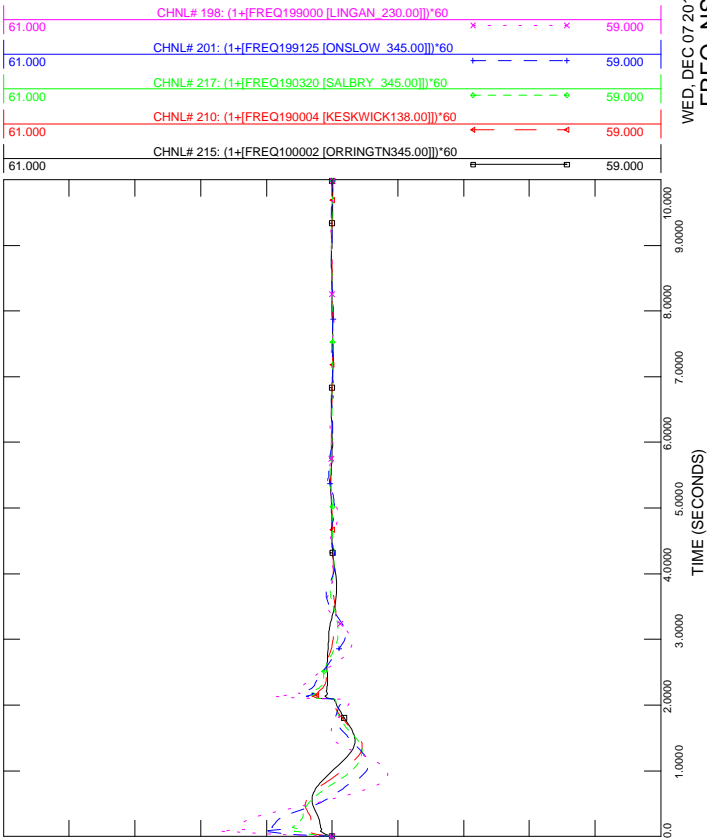
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

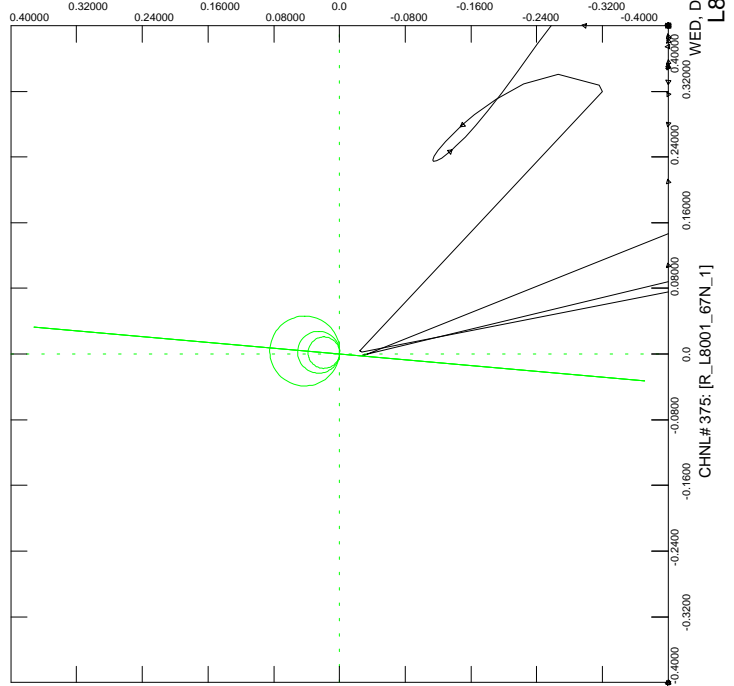
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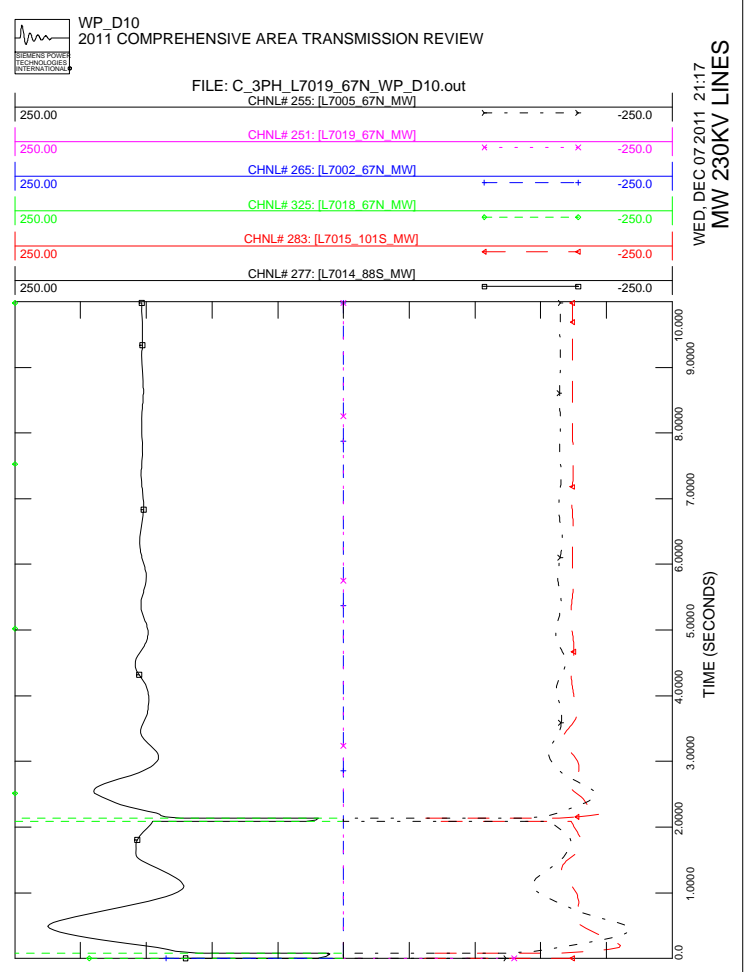
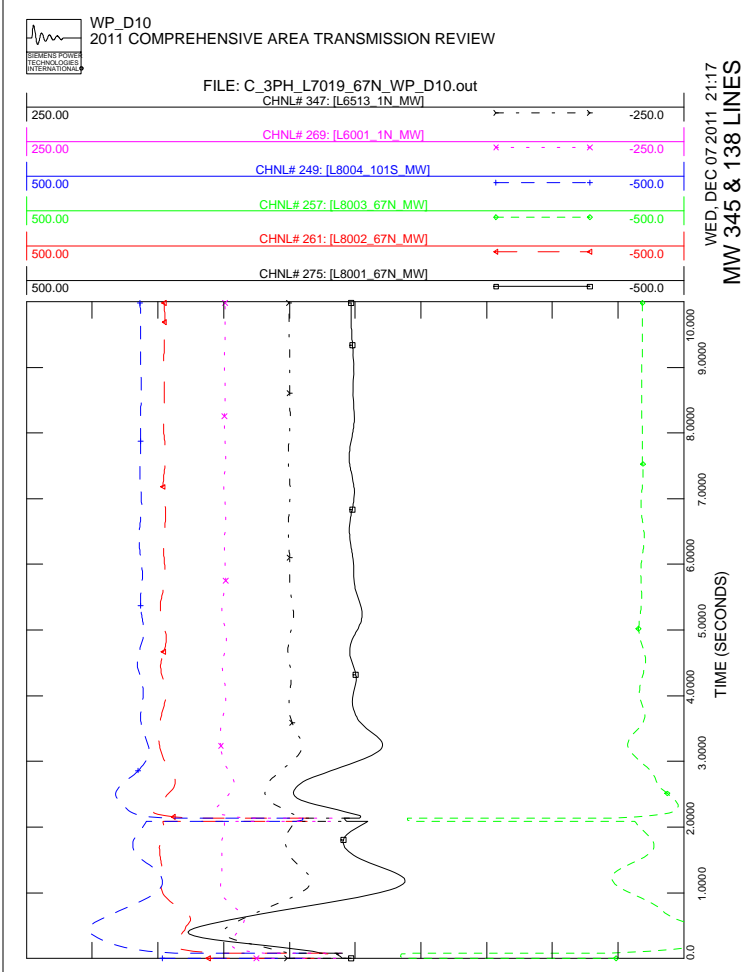
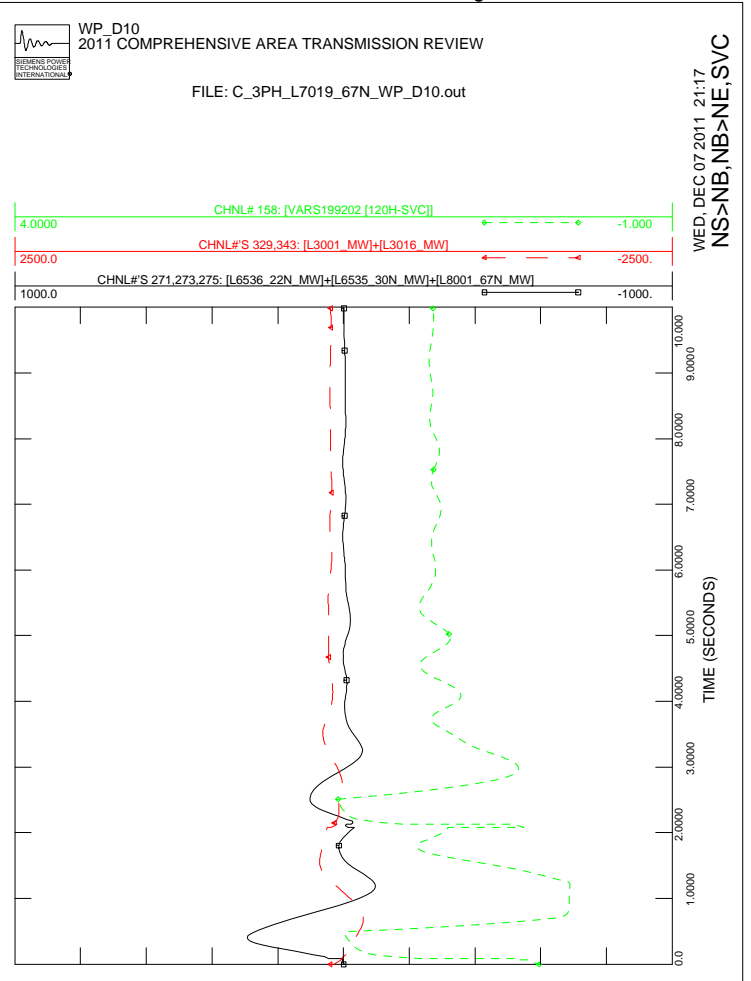
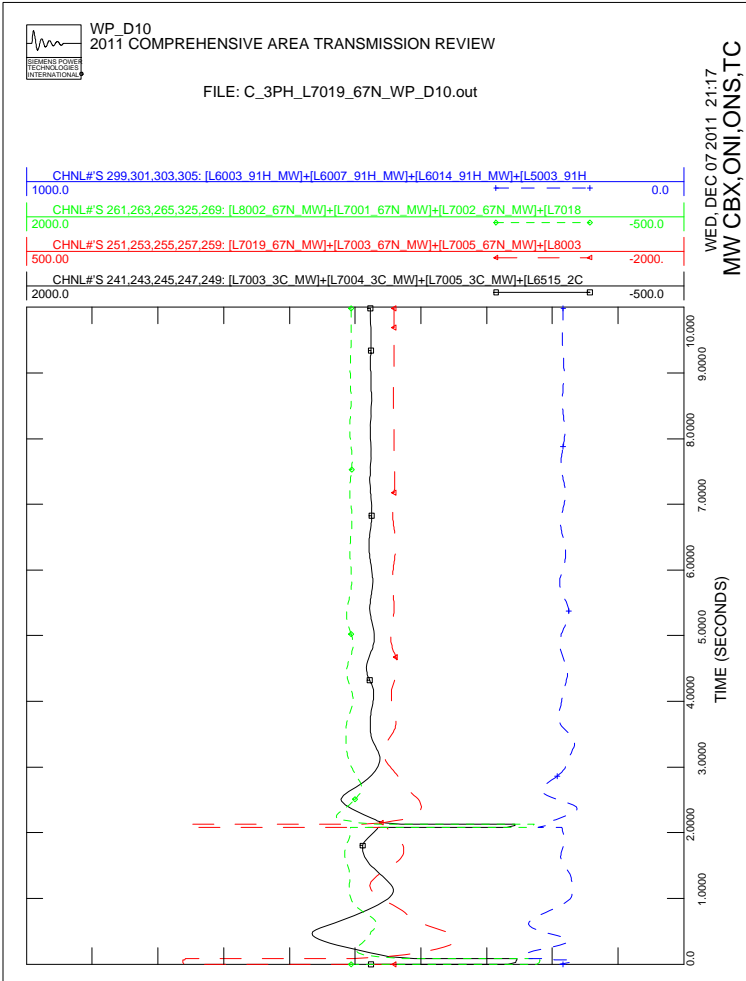


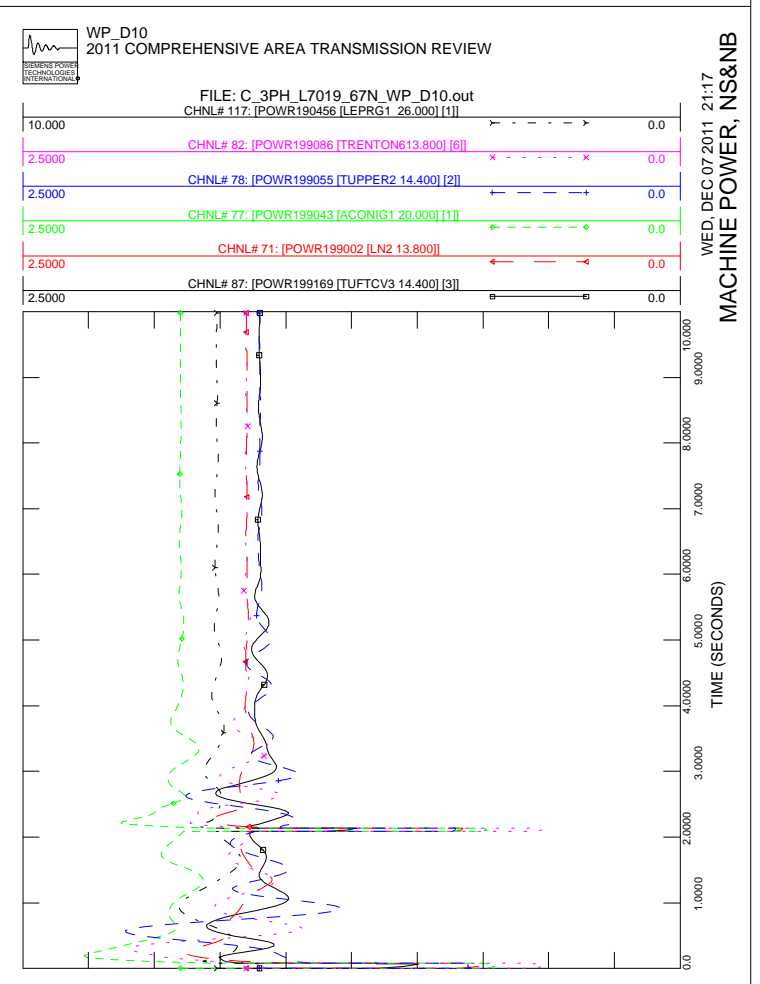
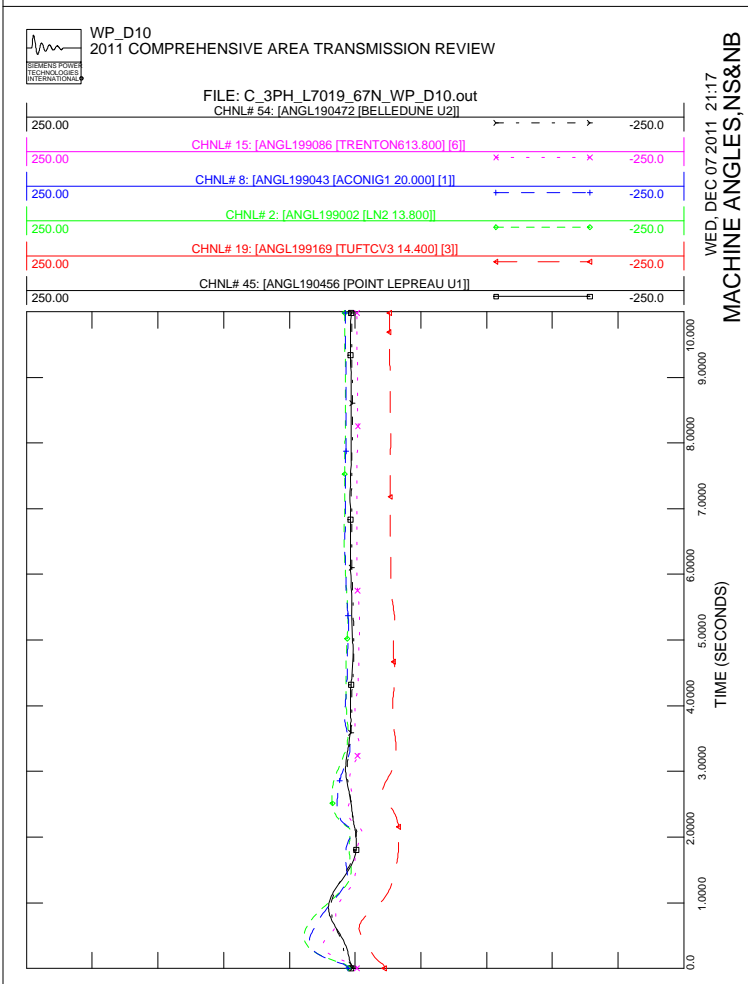
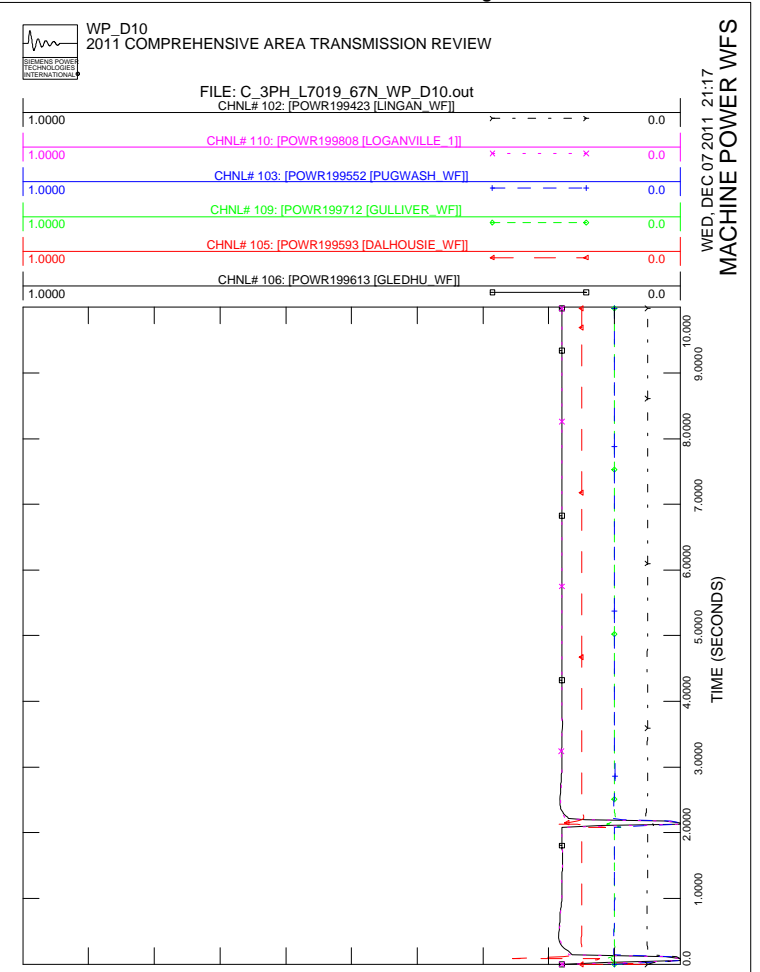
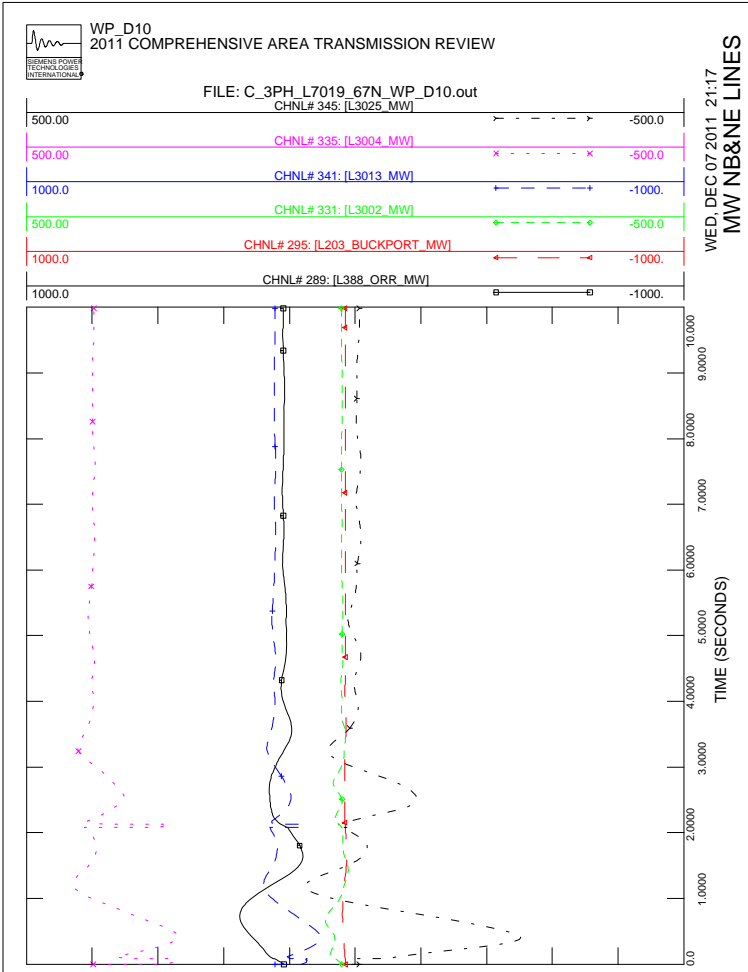
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

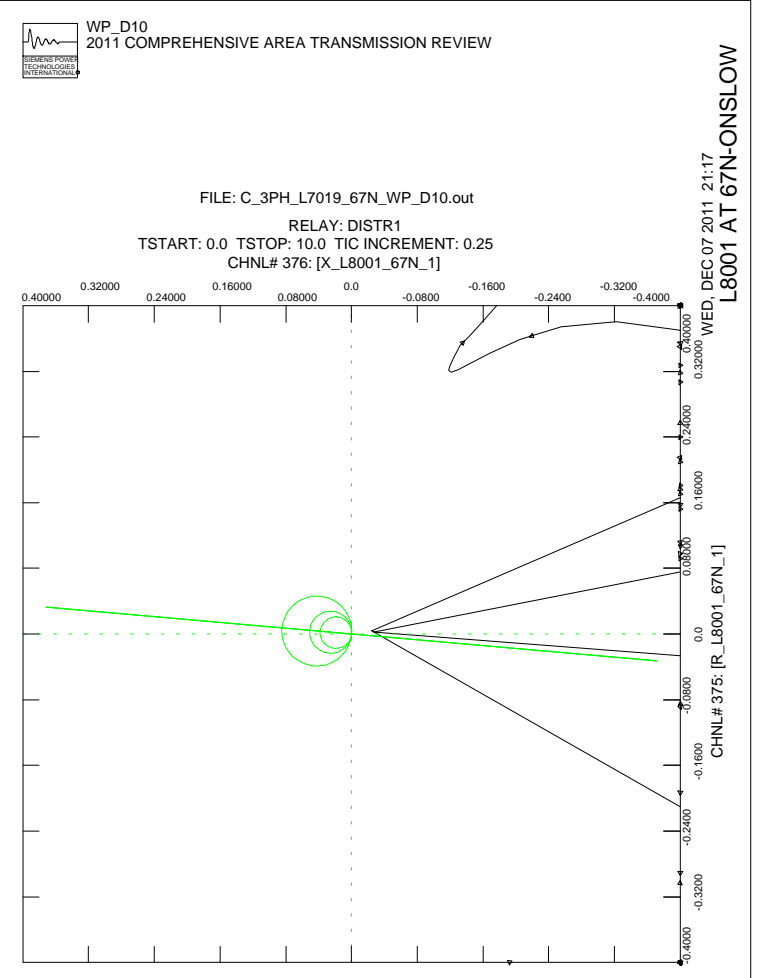
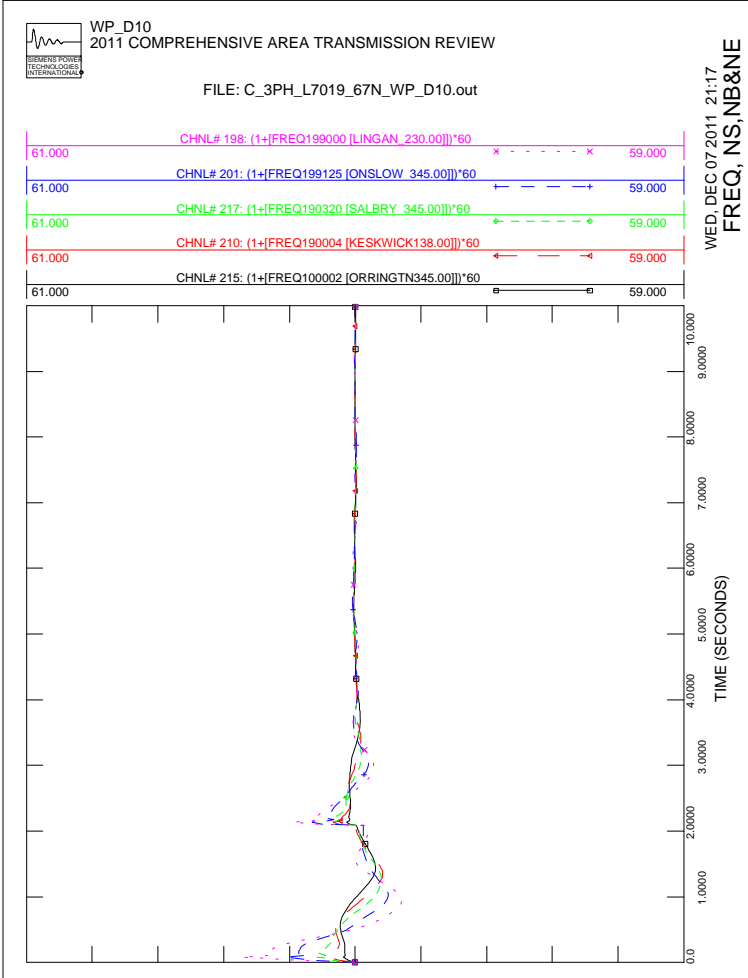
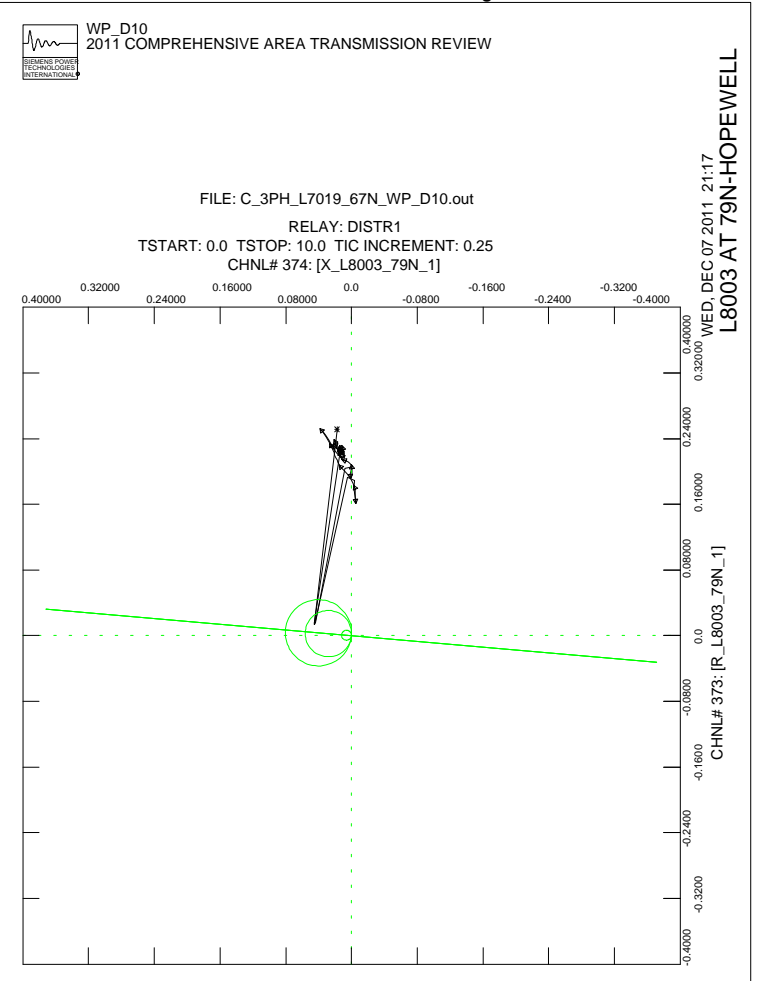
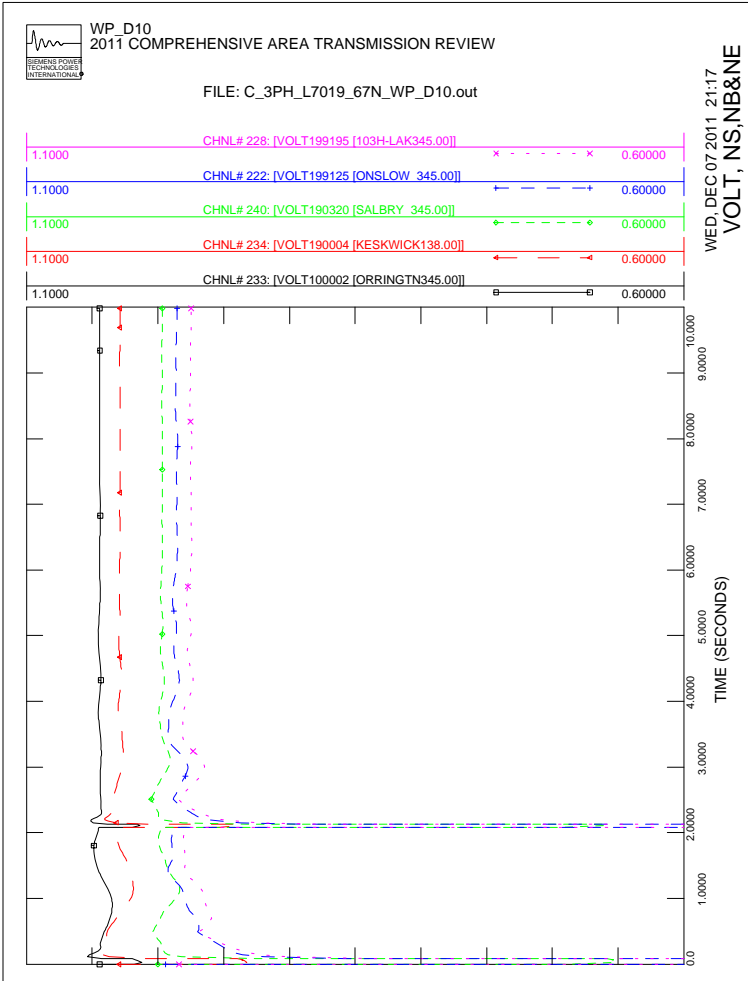
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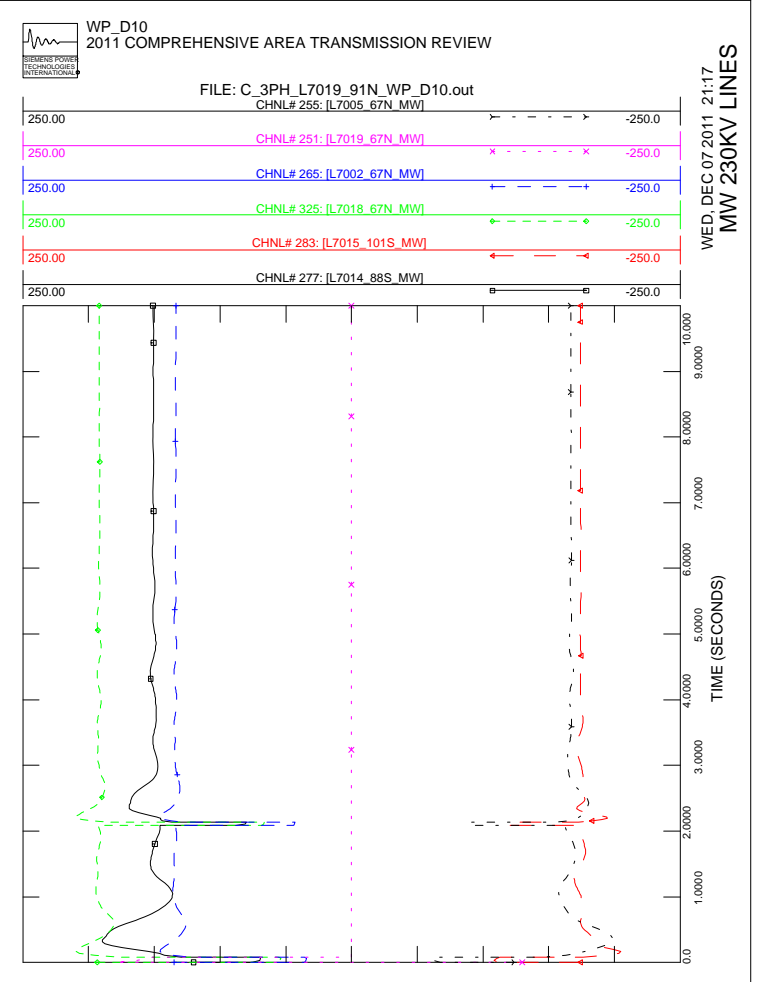
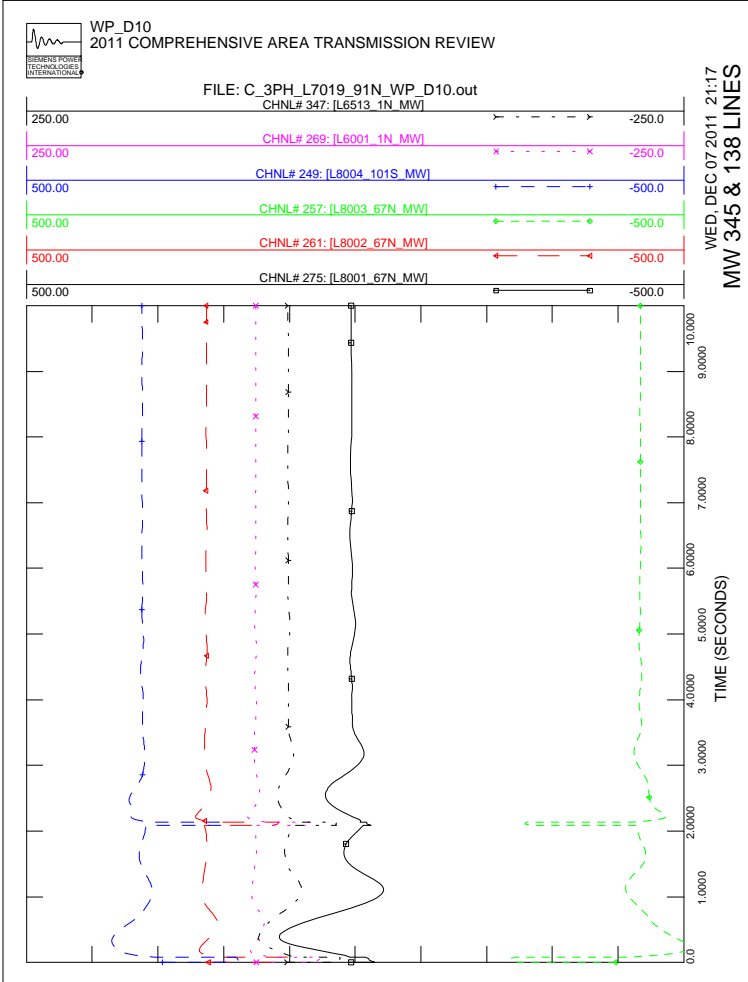
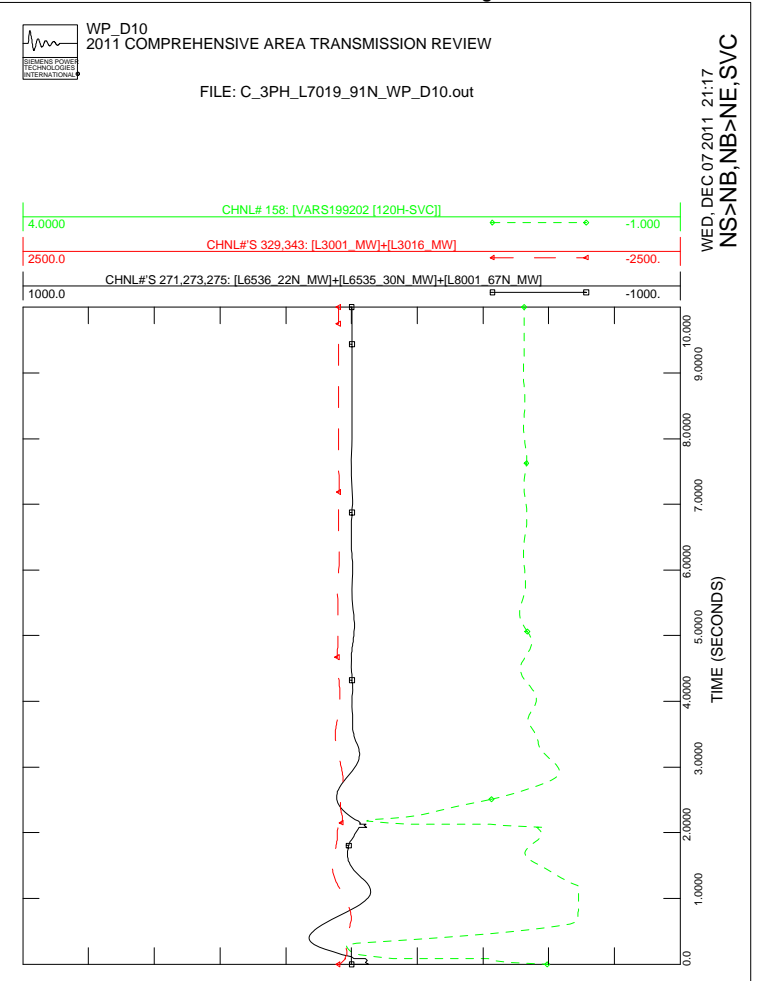
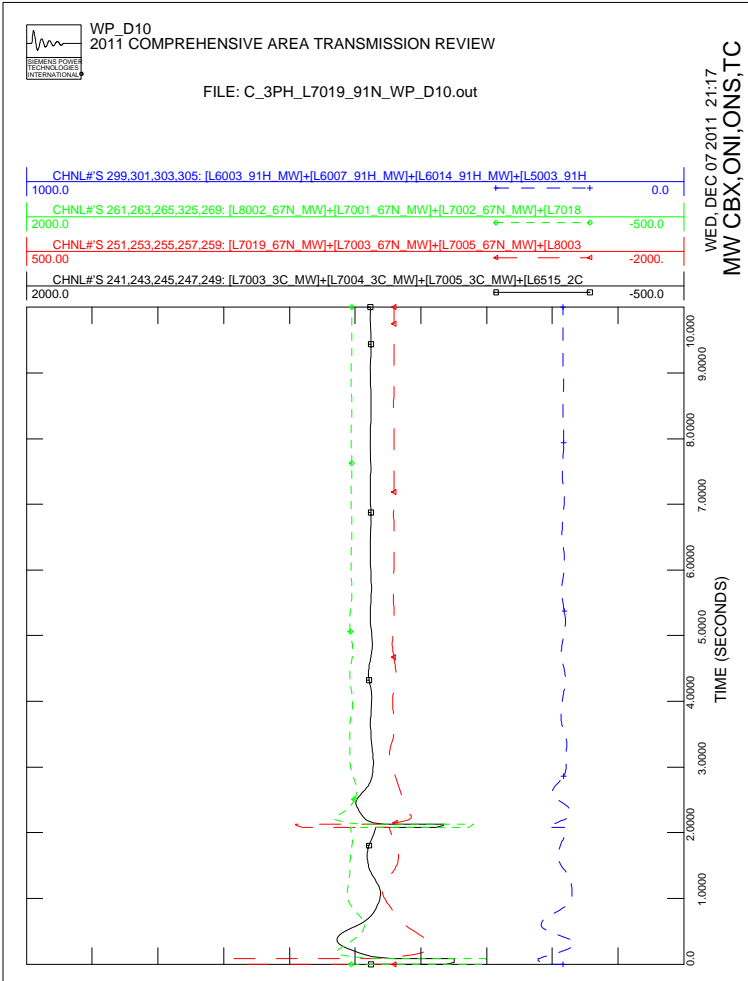
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

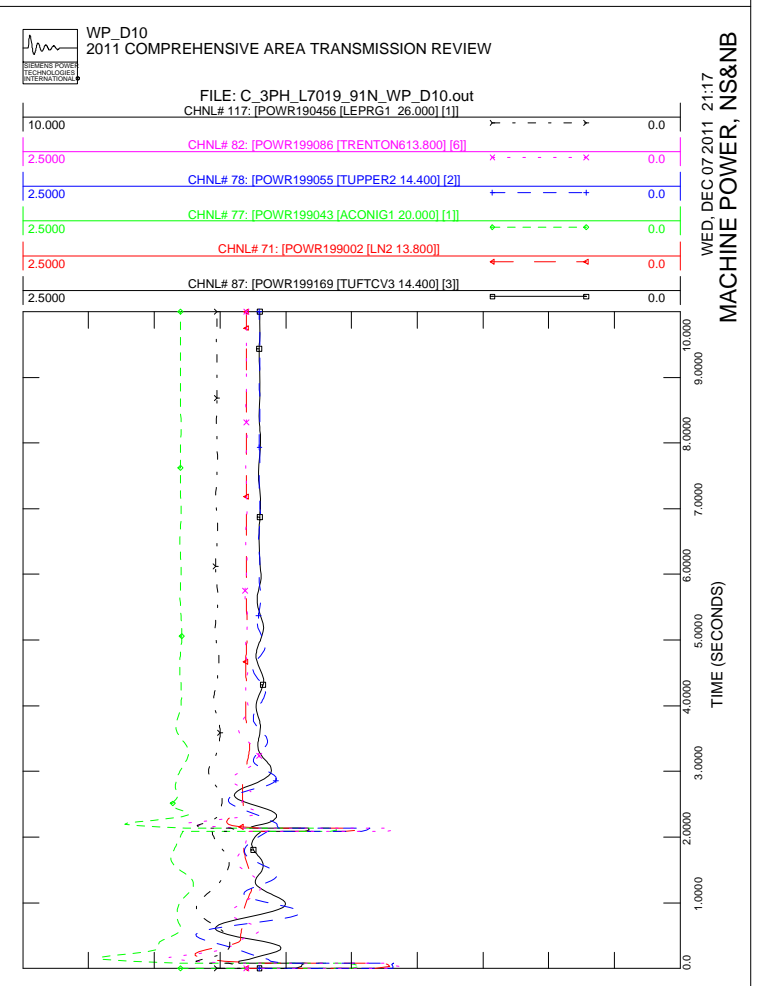
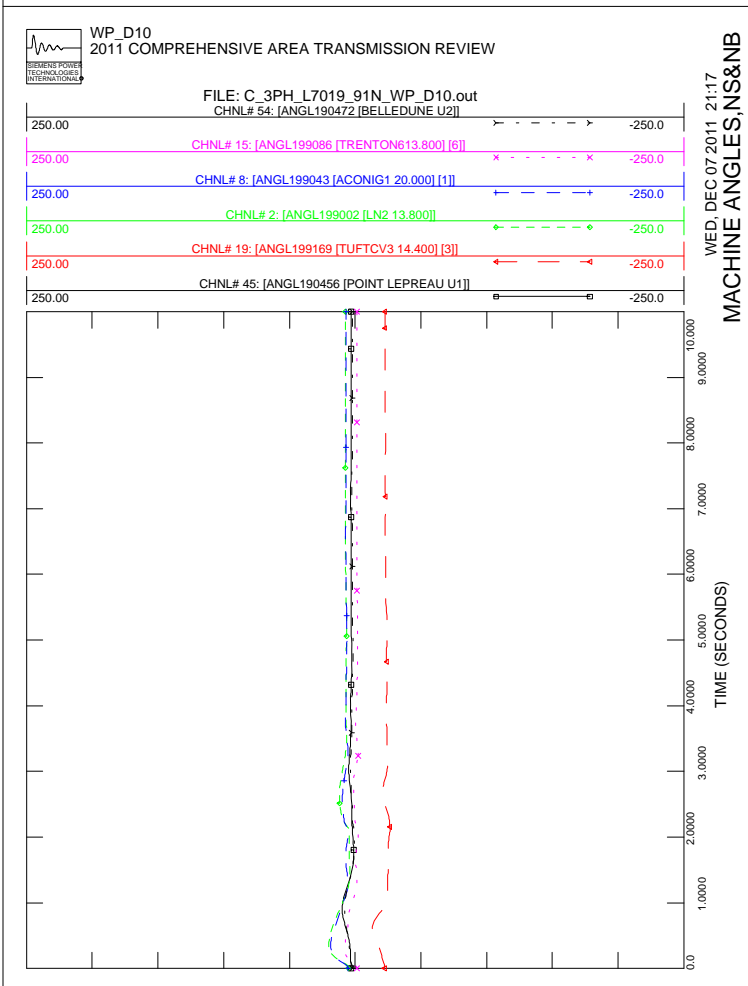
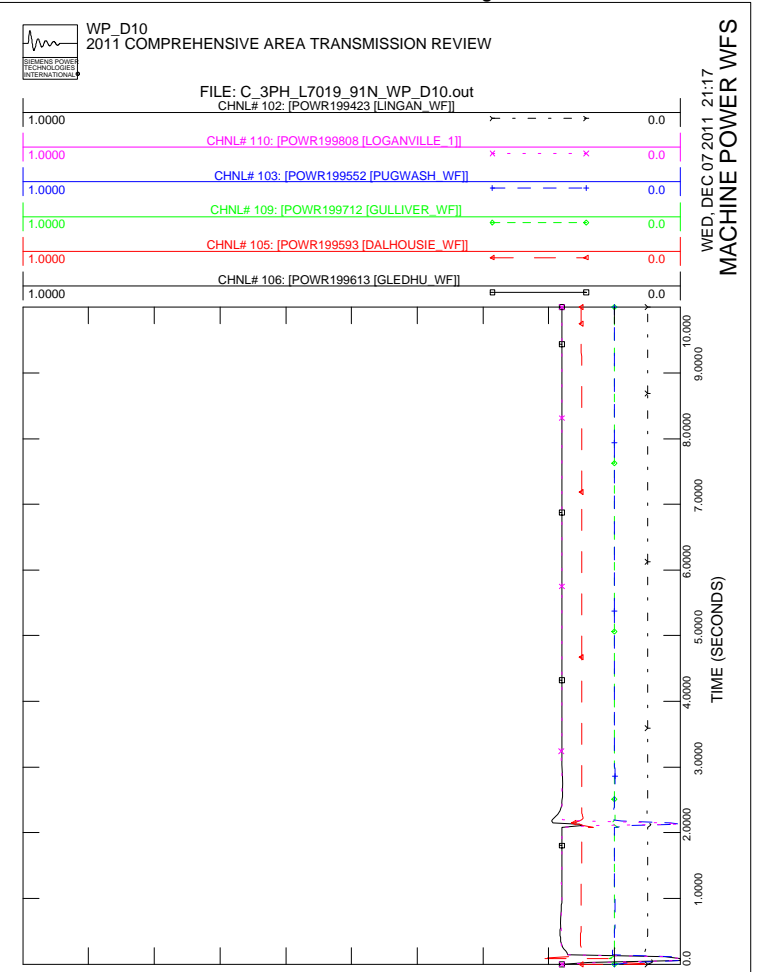
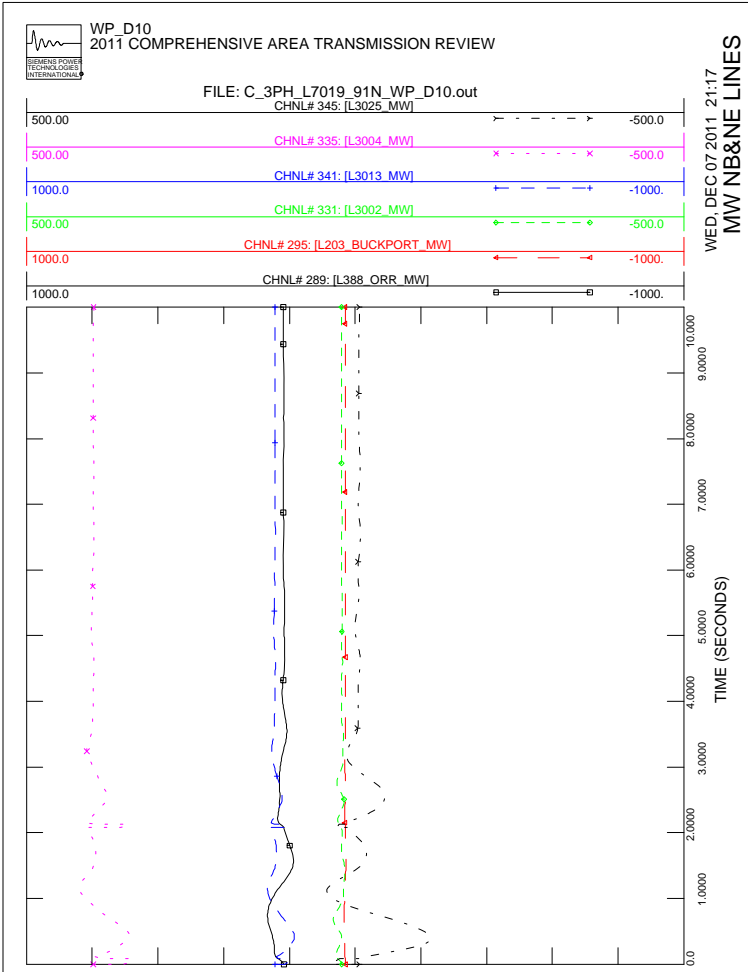


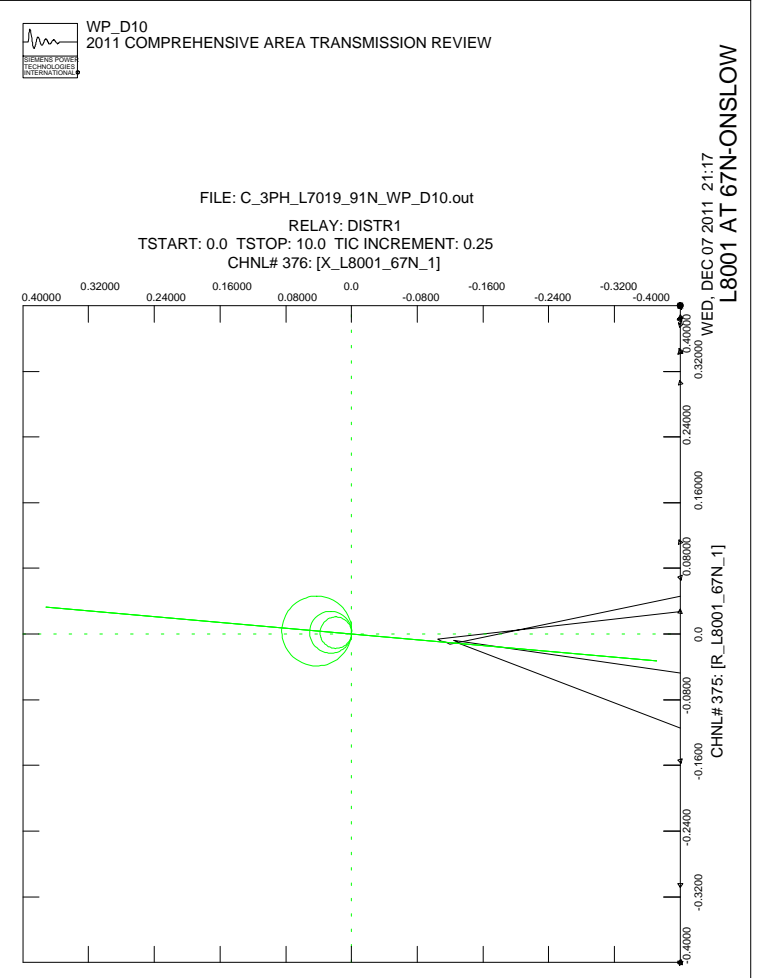
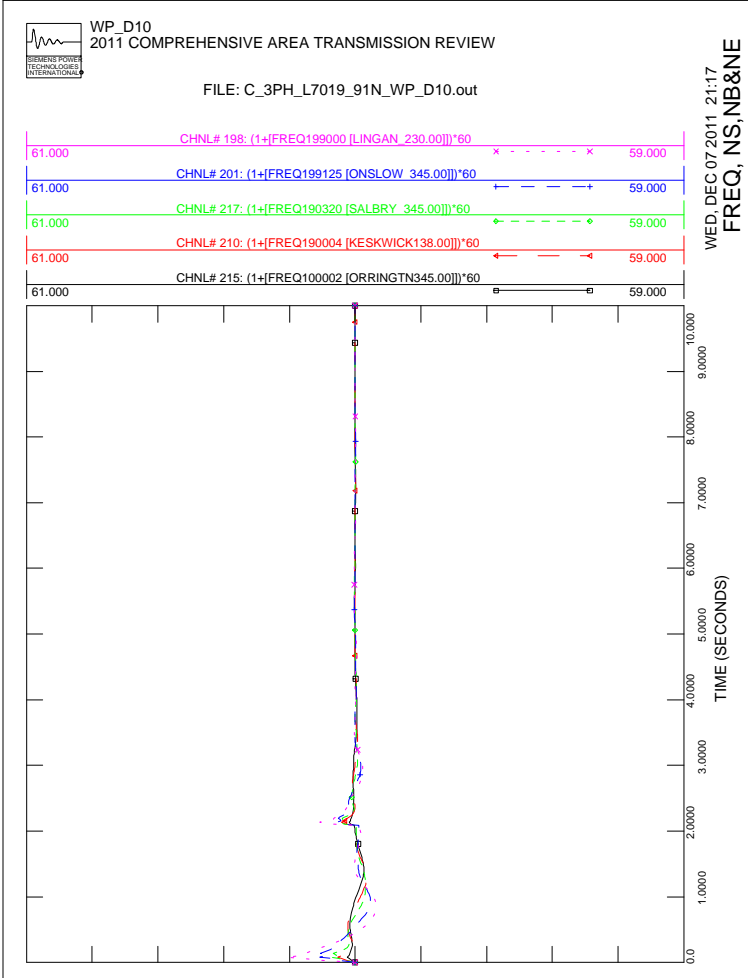
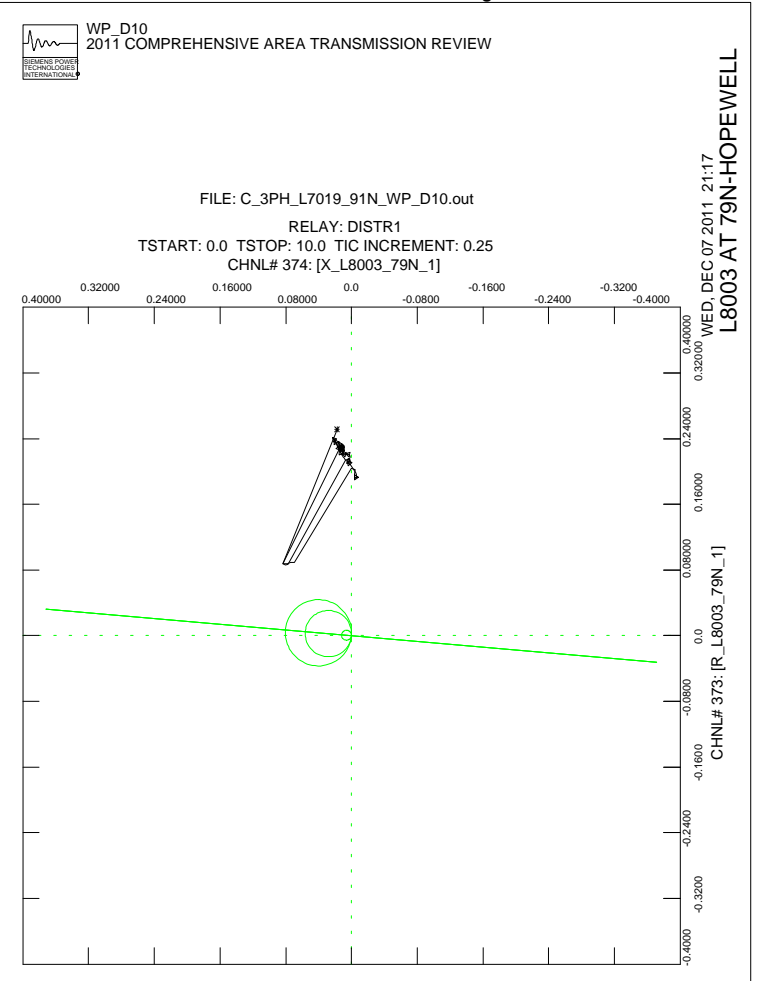
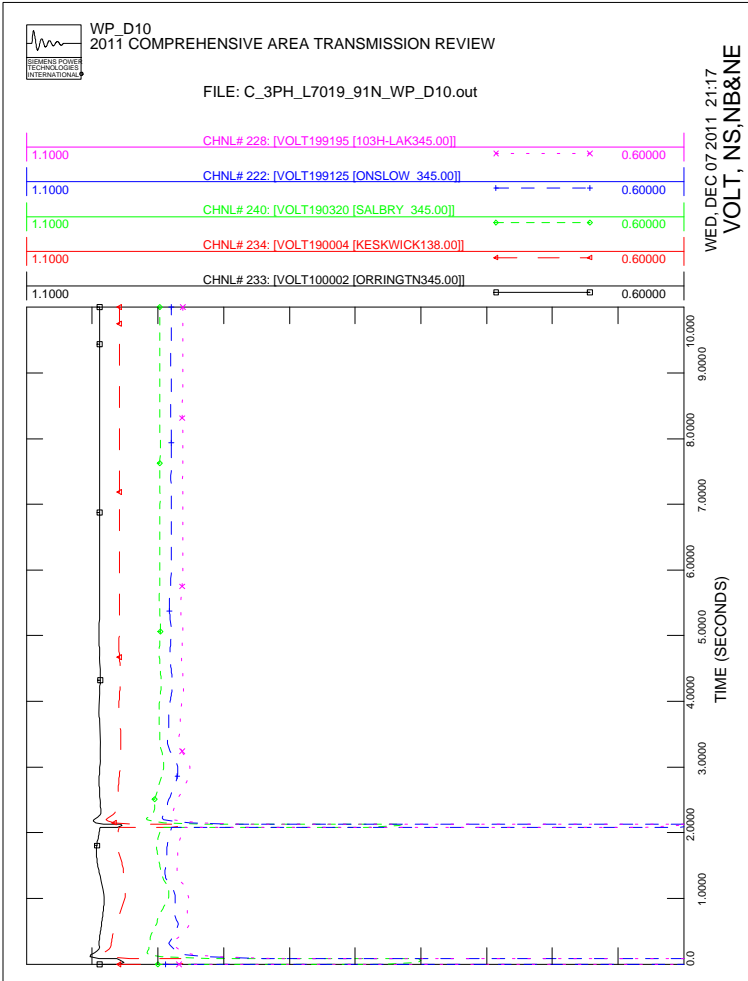








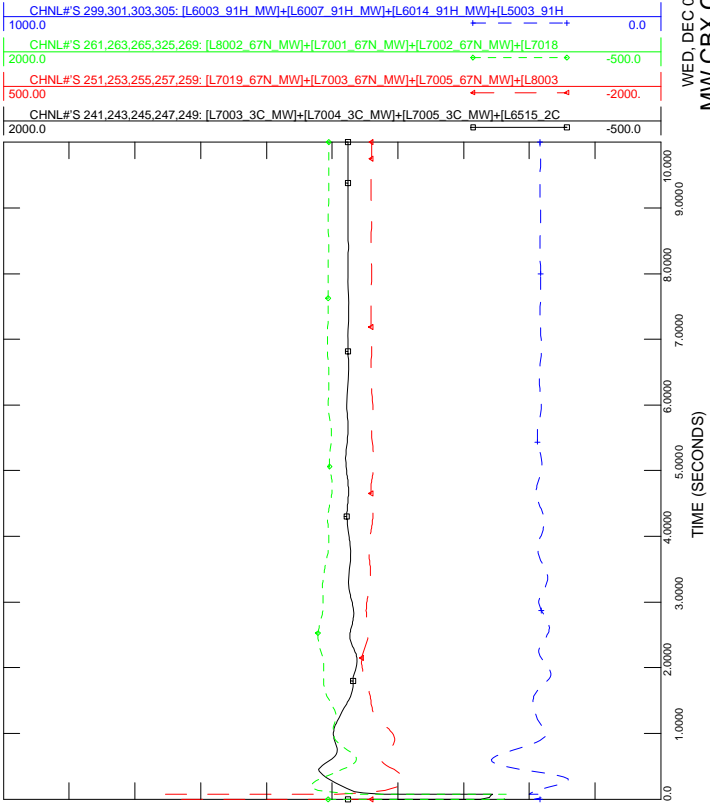






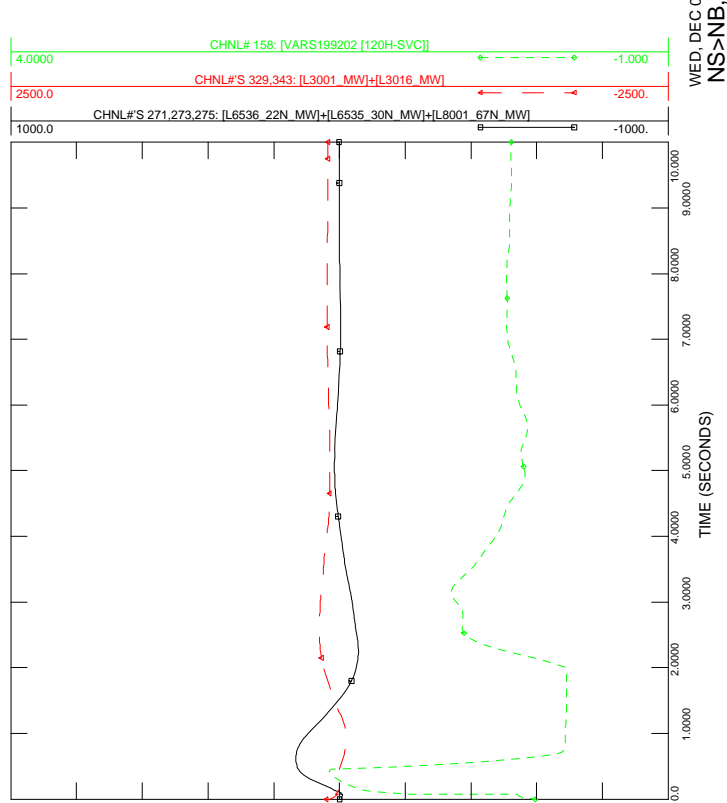
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8001_67N_g0_WP_D10.out



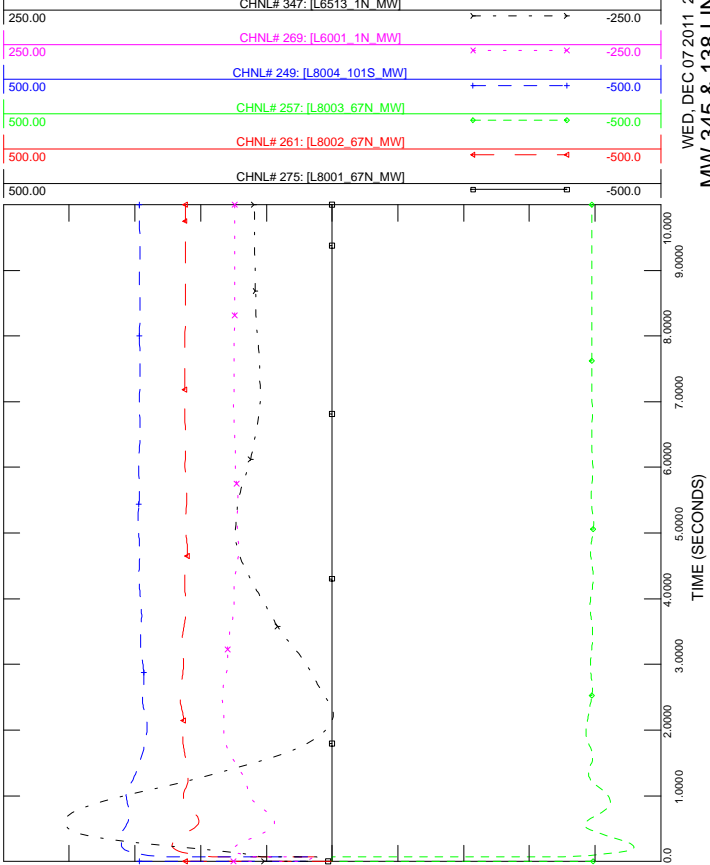
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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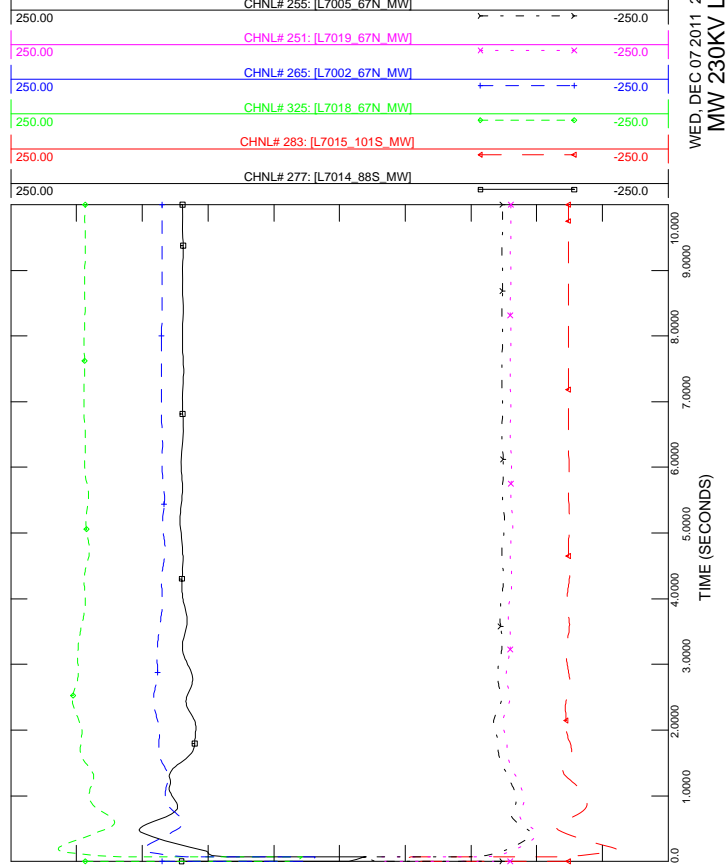
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

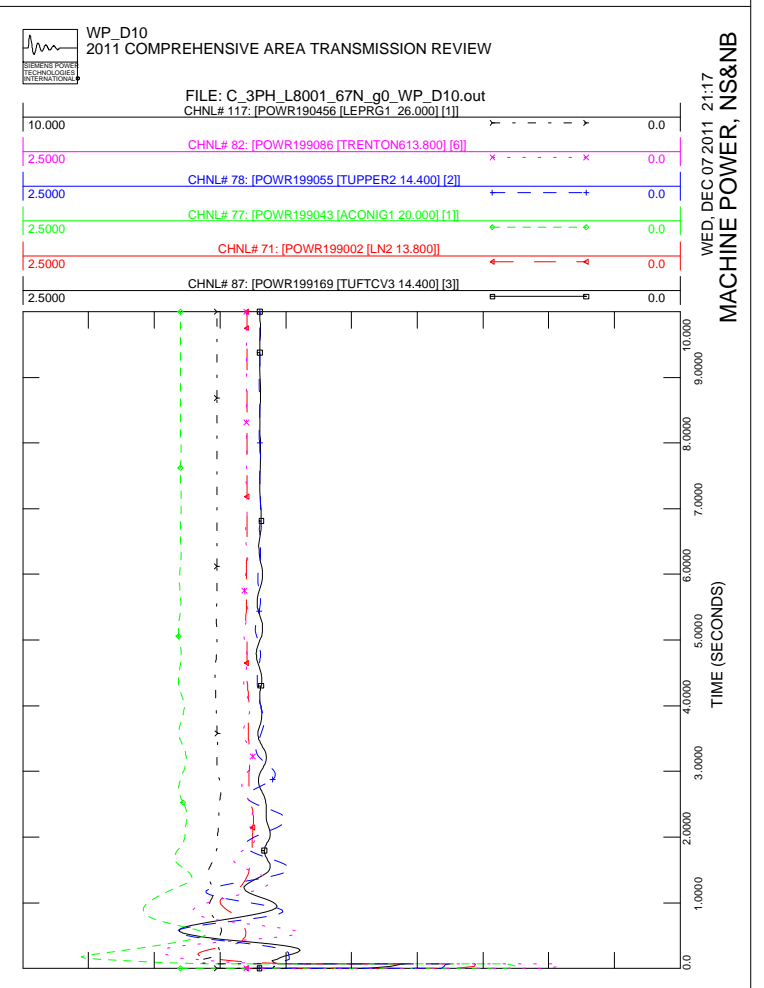
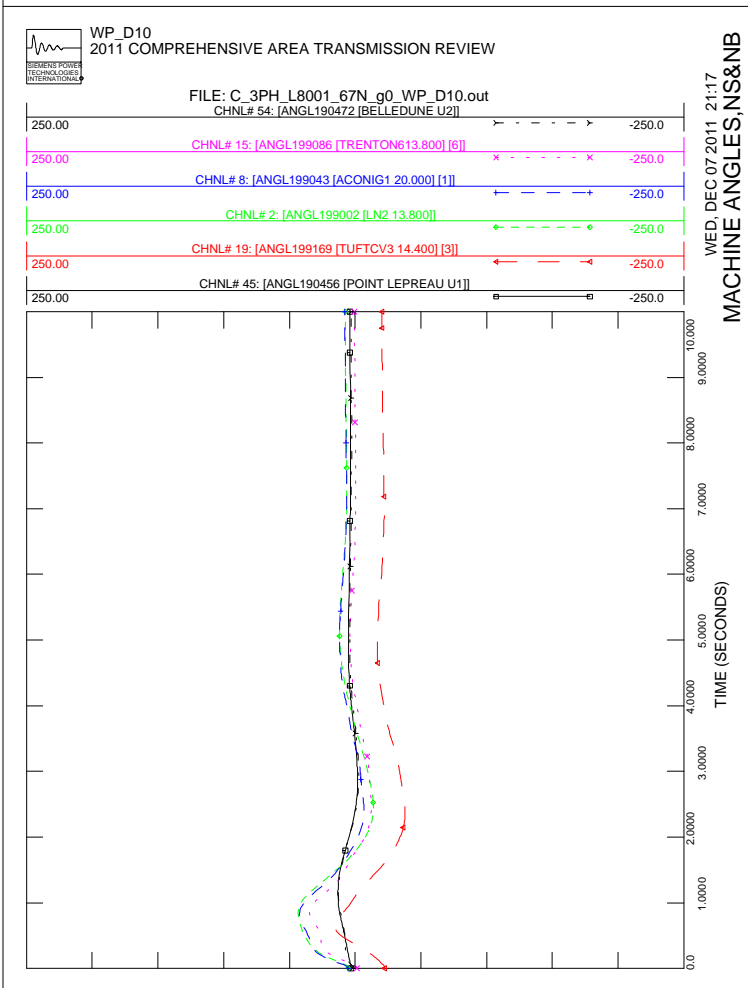
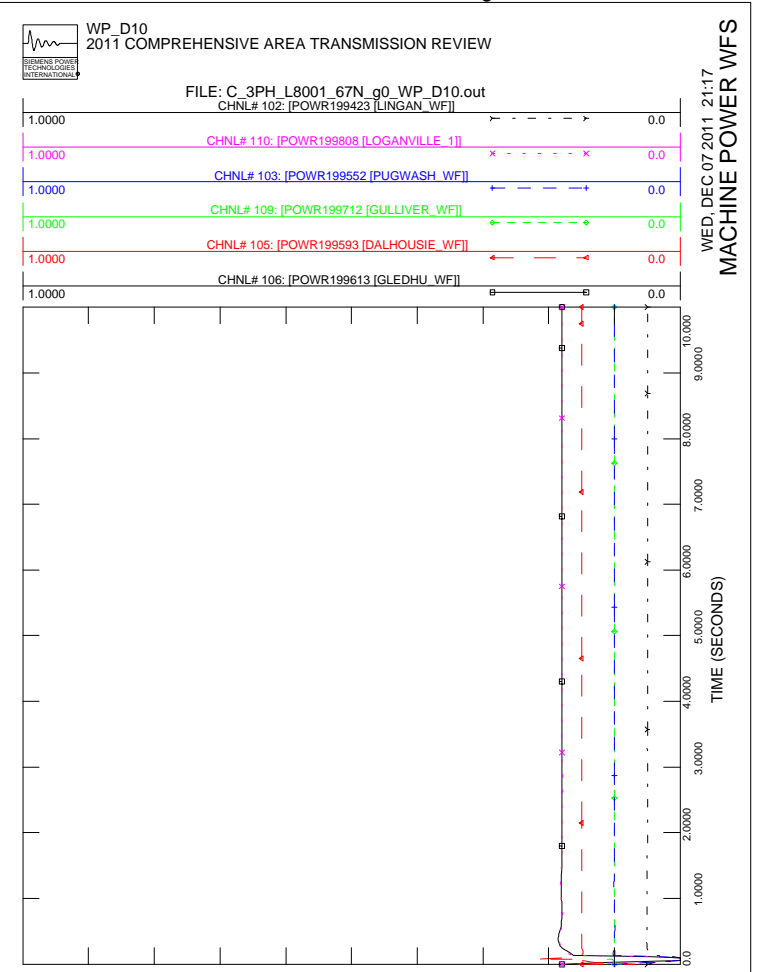
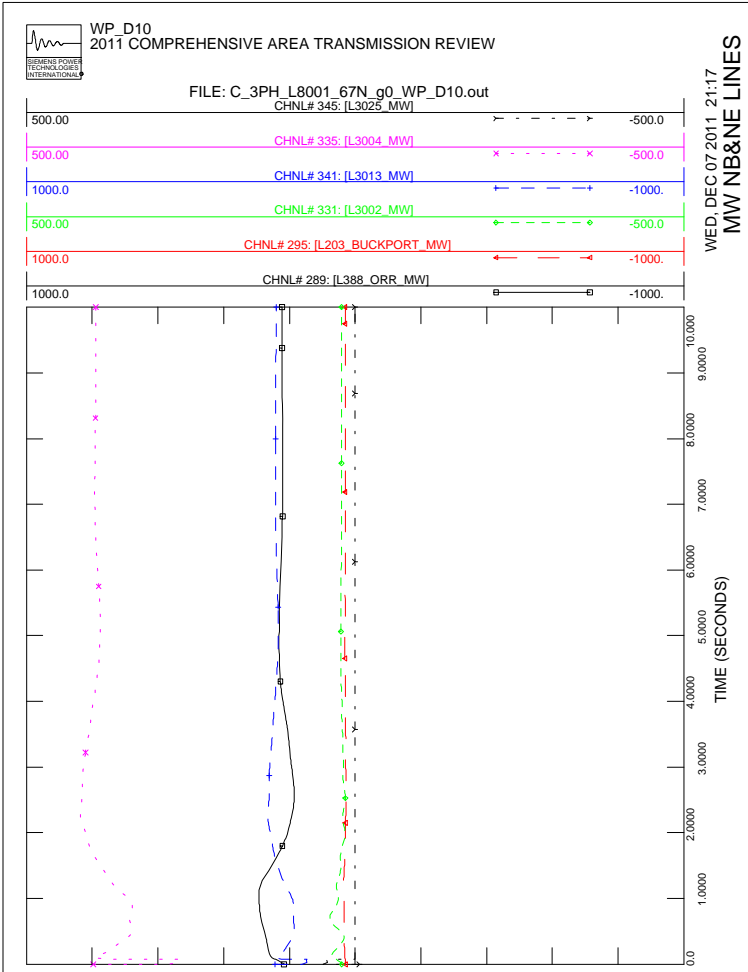
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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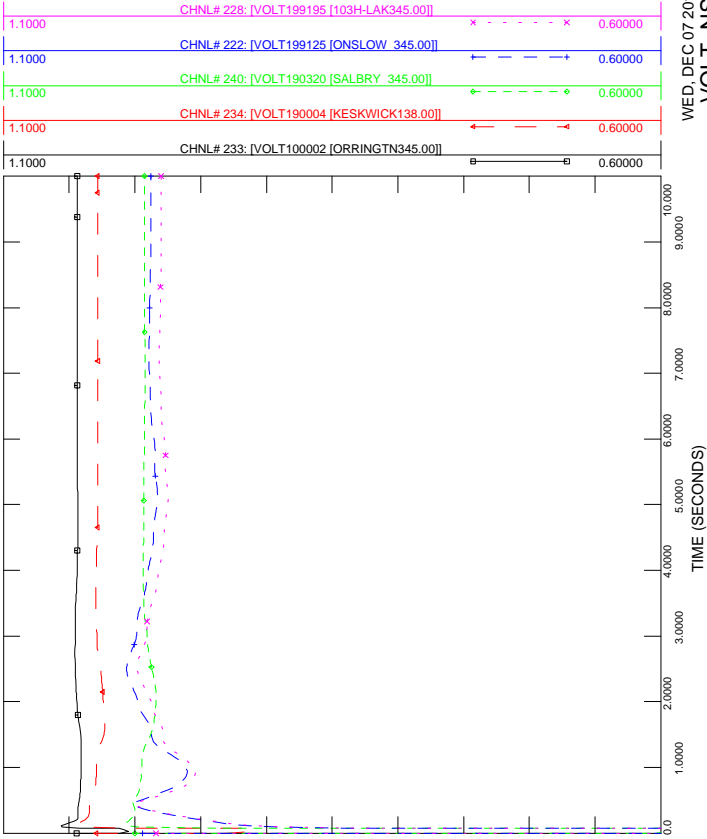






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

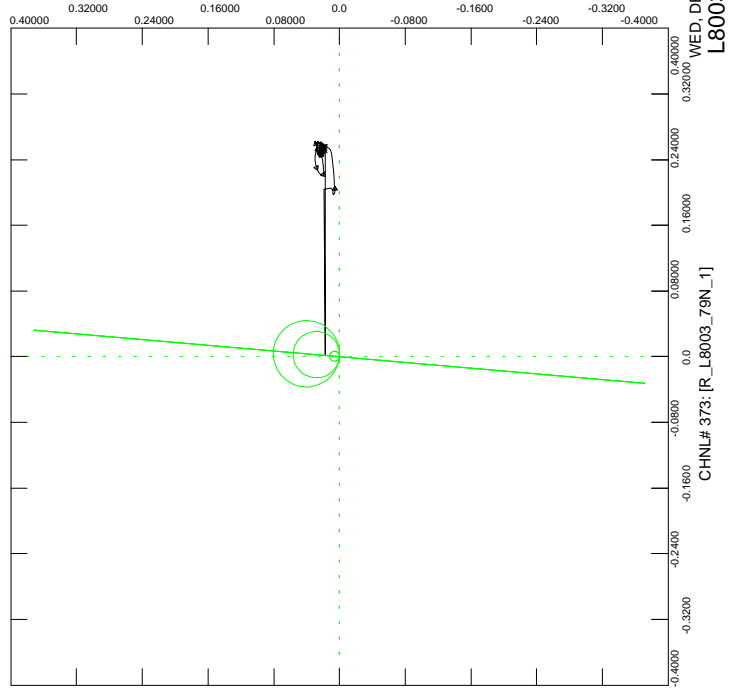
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

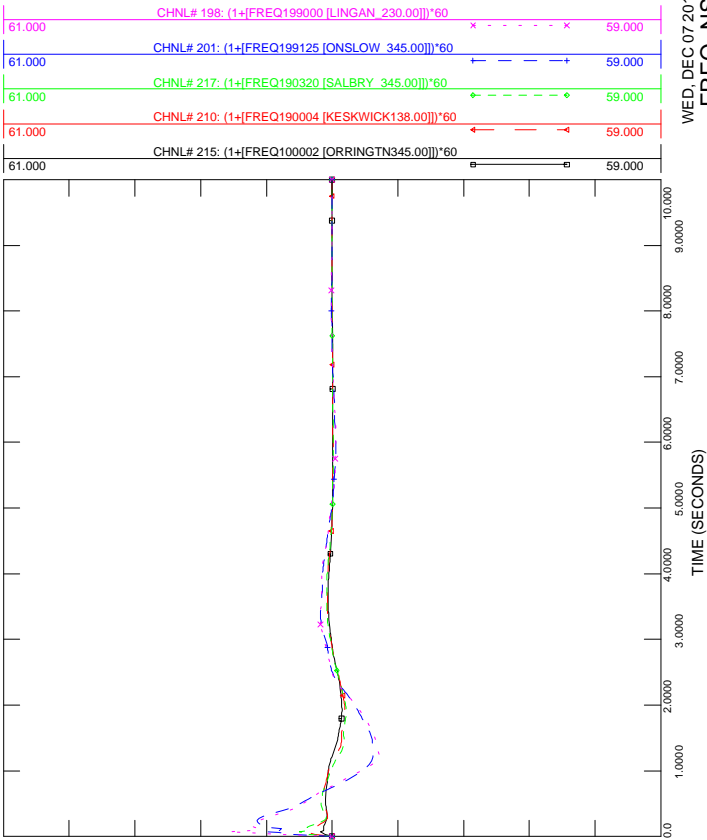
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CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

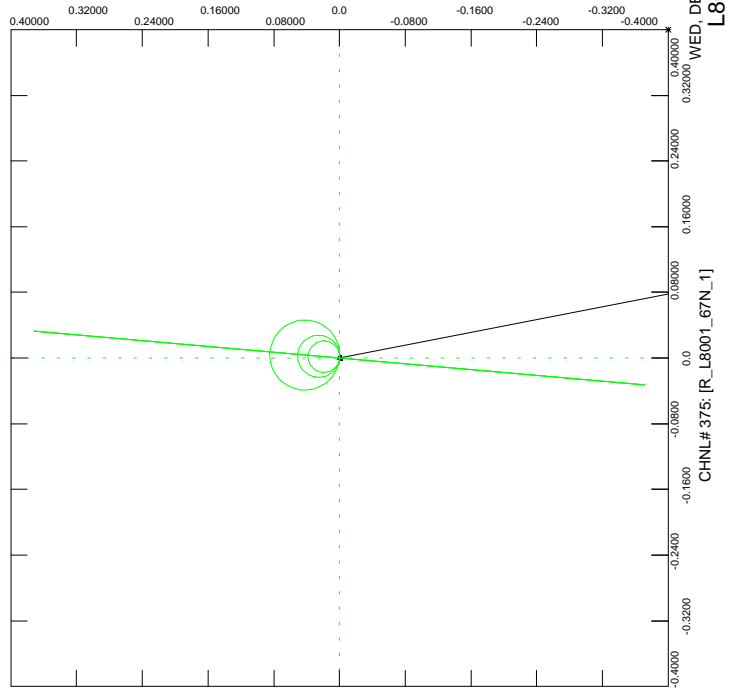
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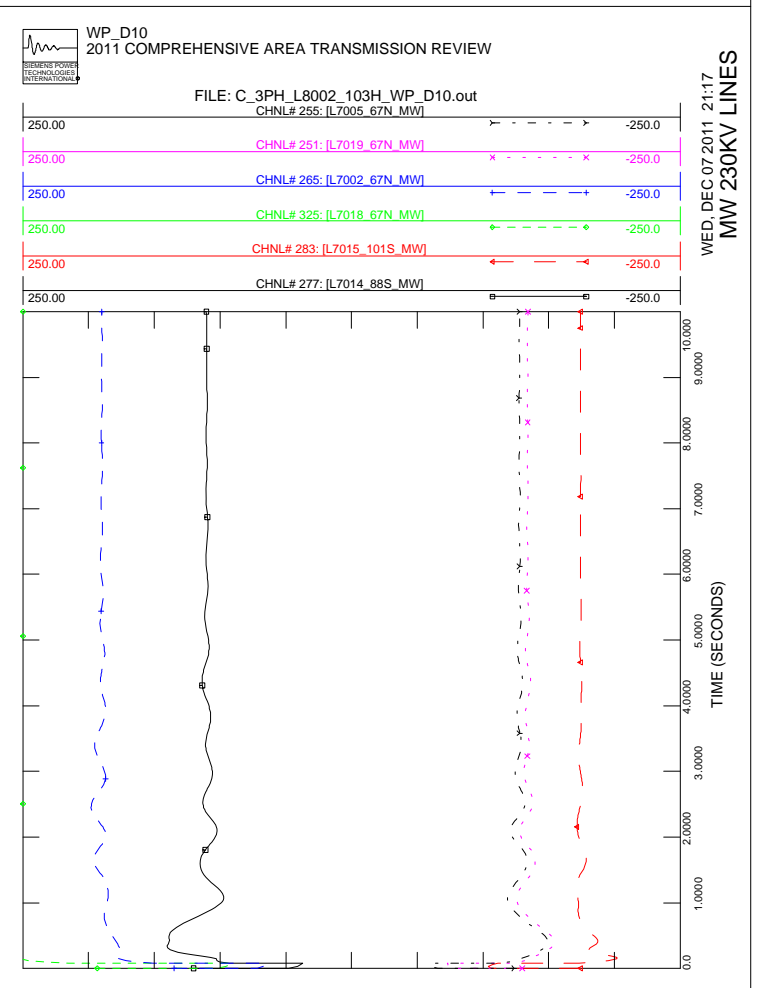
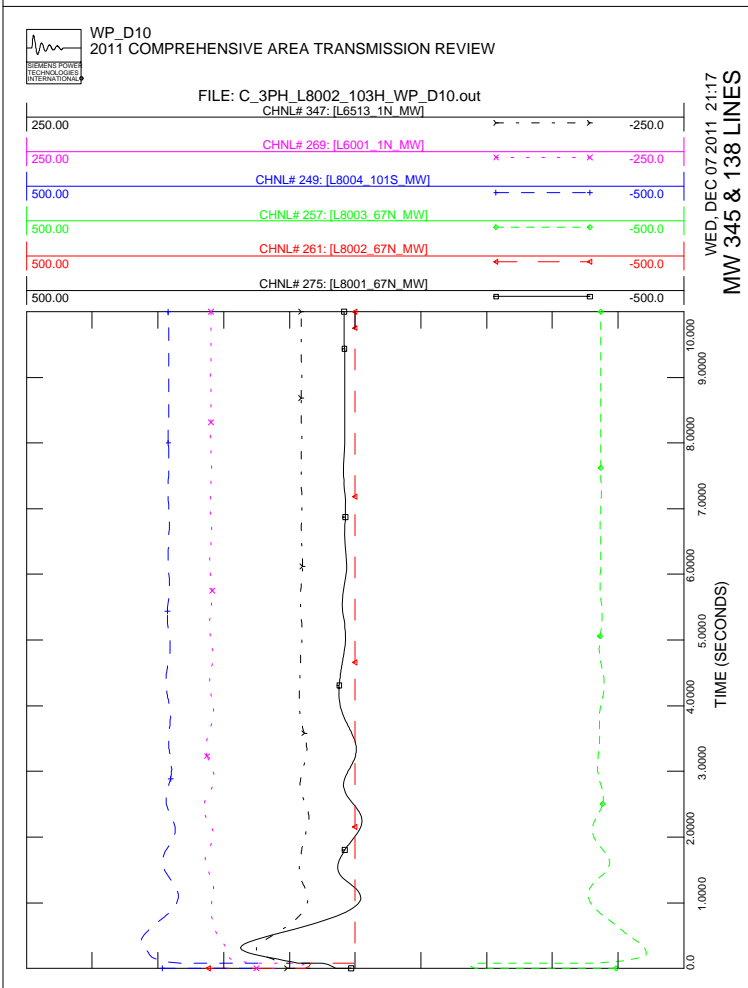
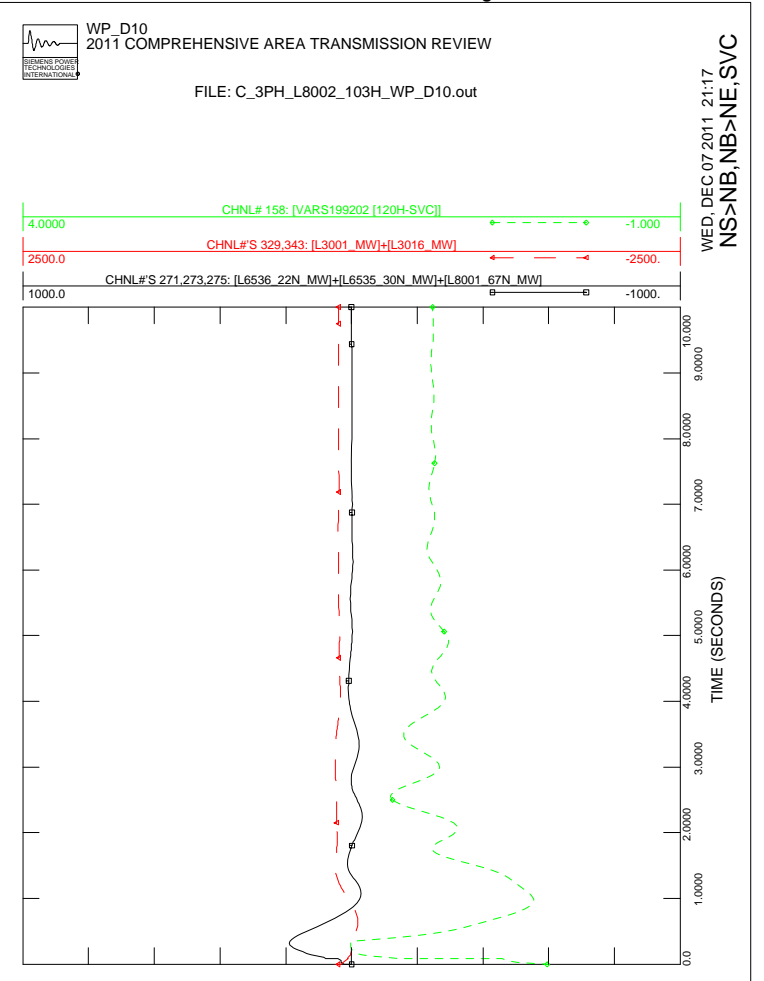
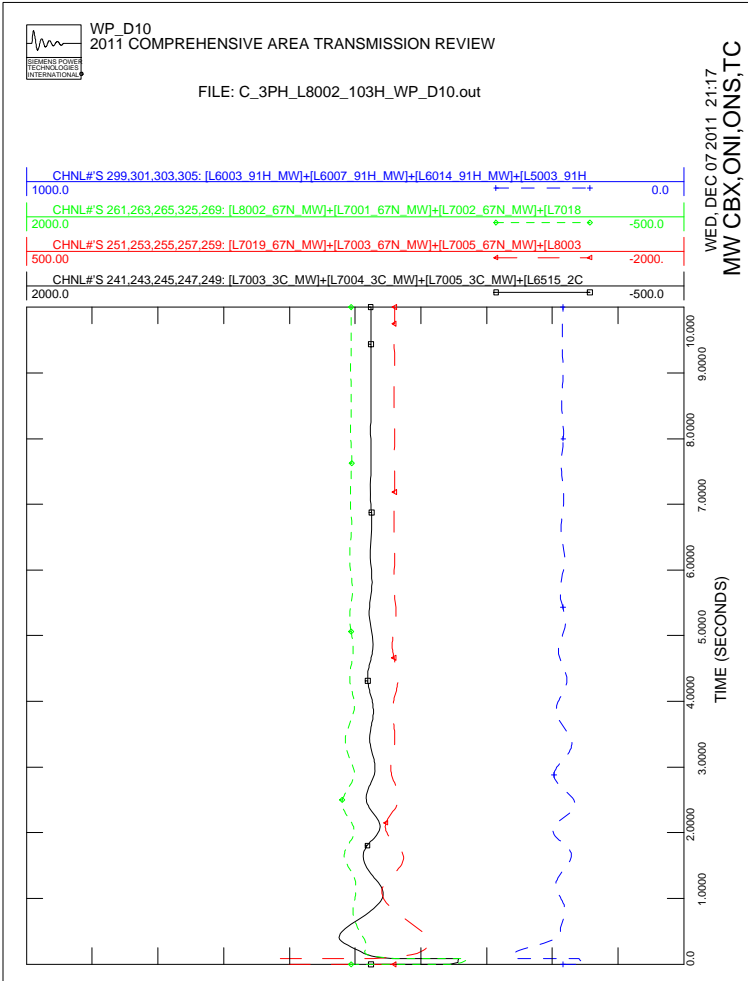


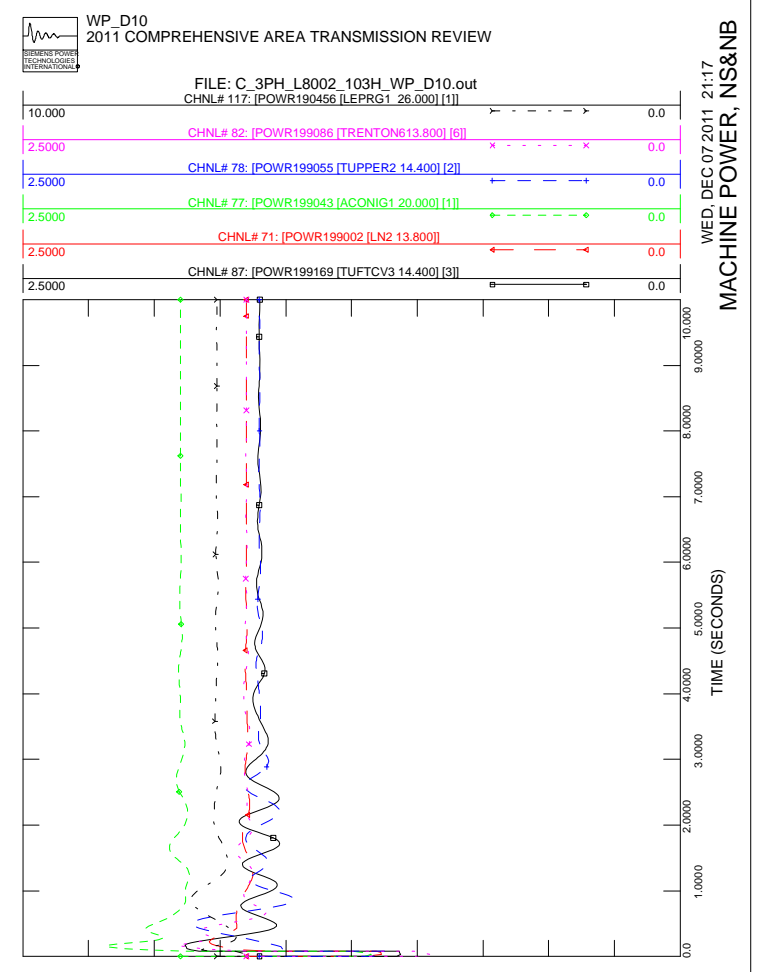
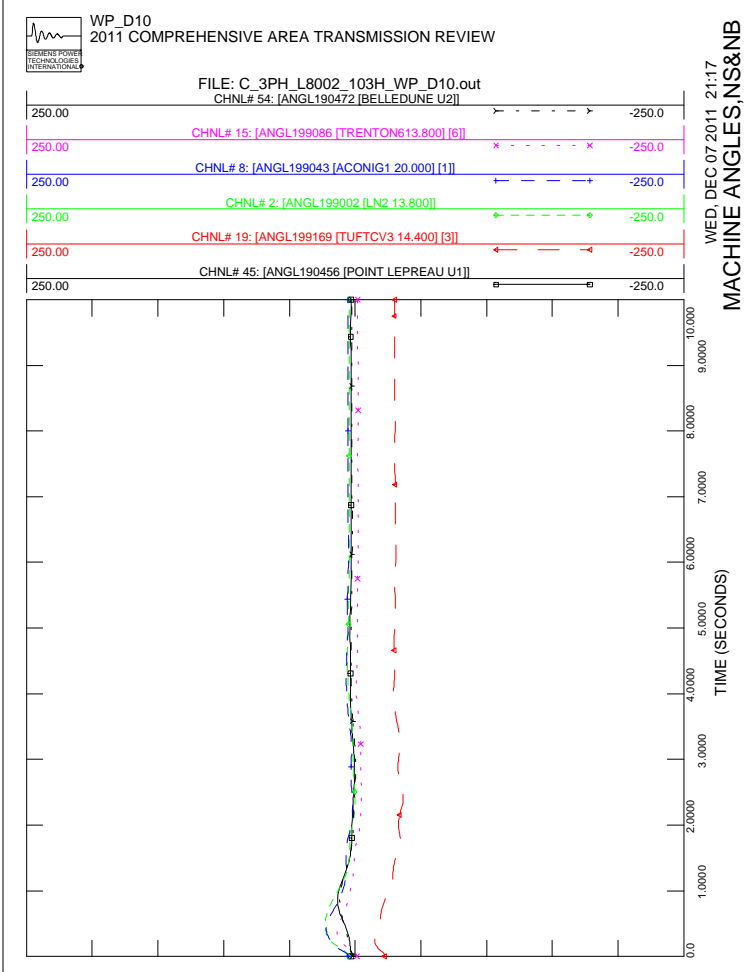
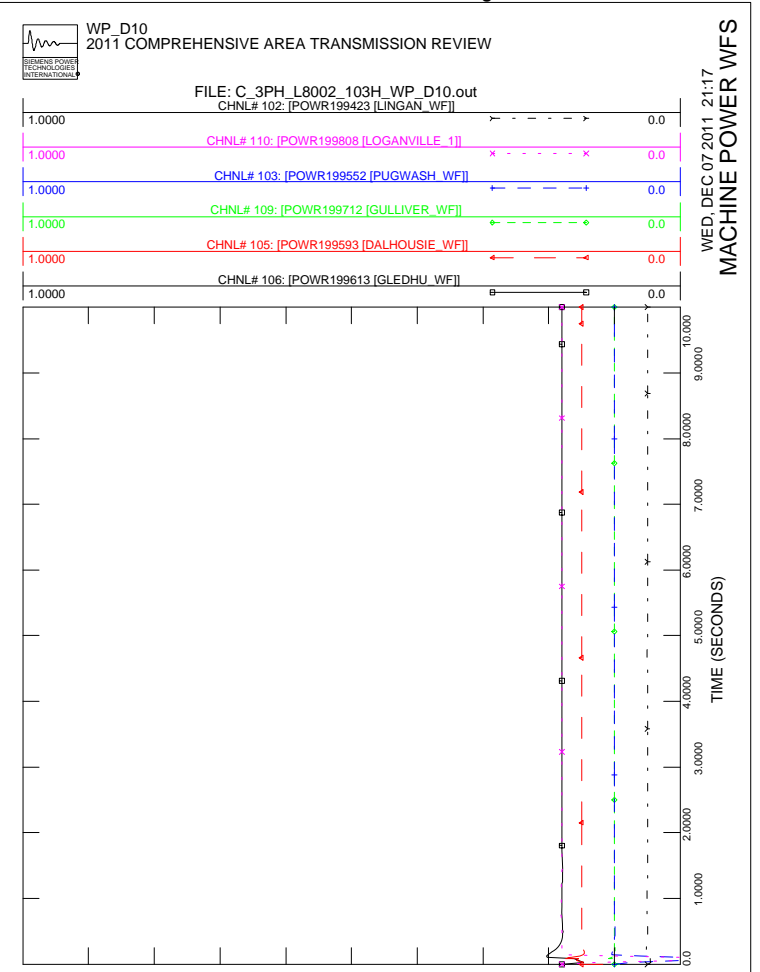
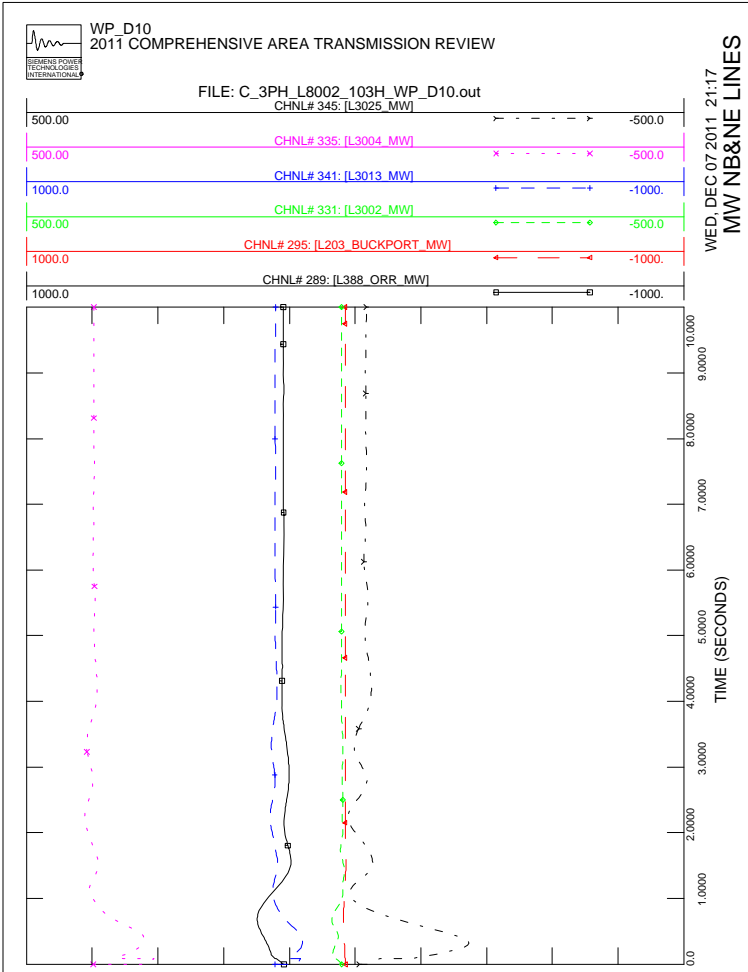
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

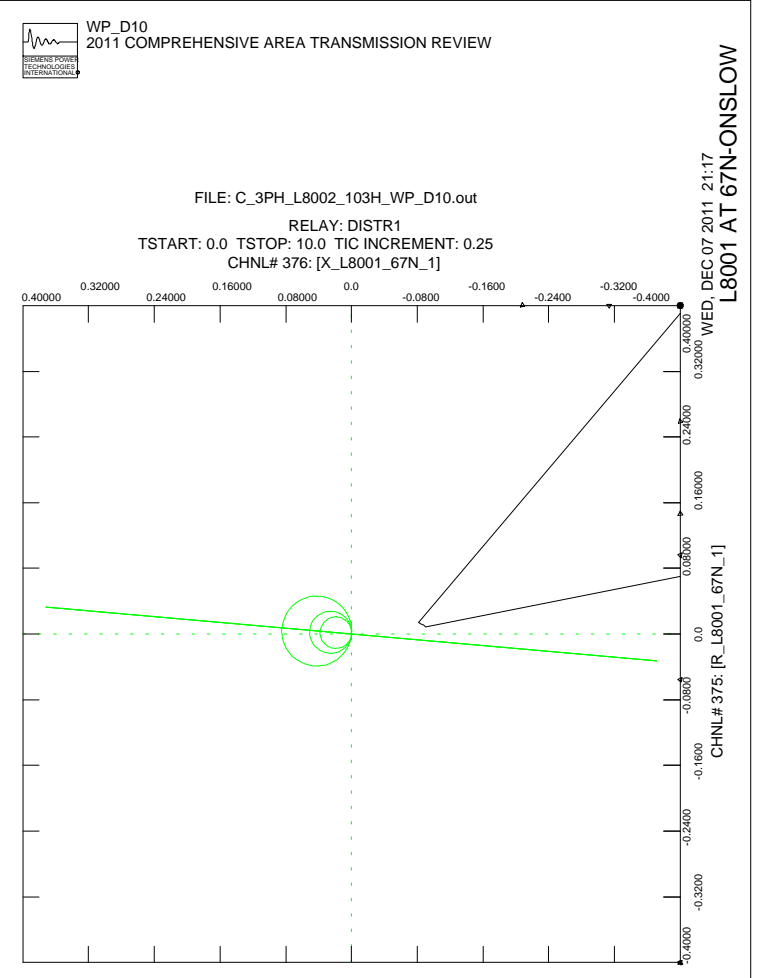
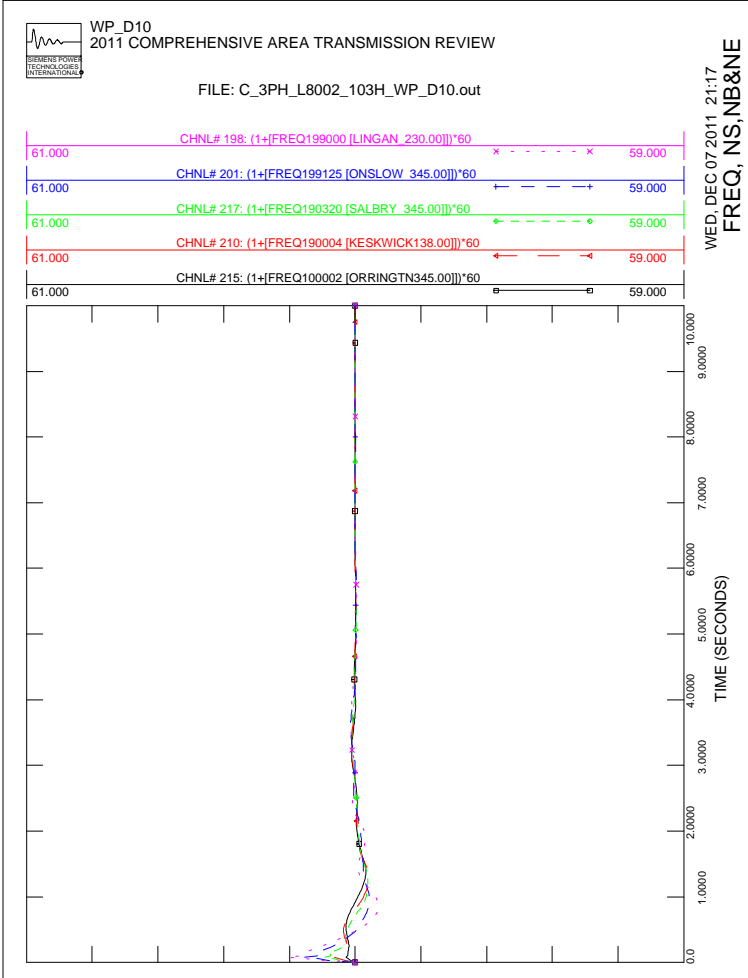
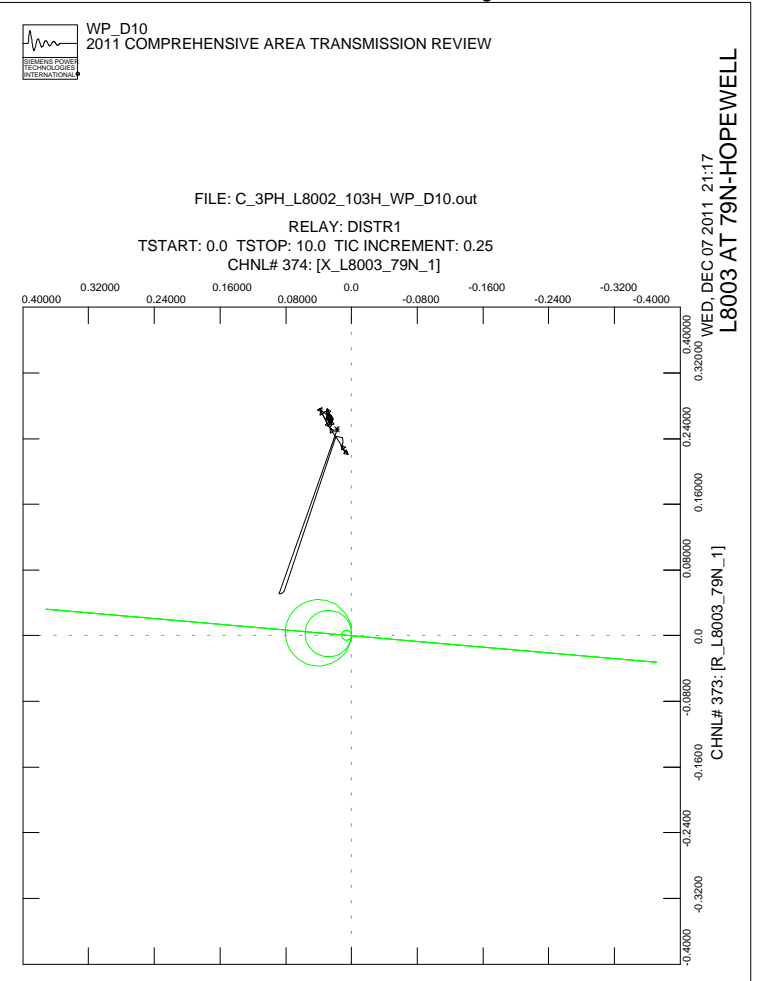
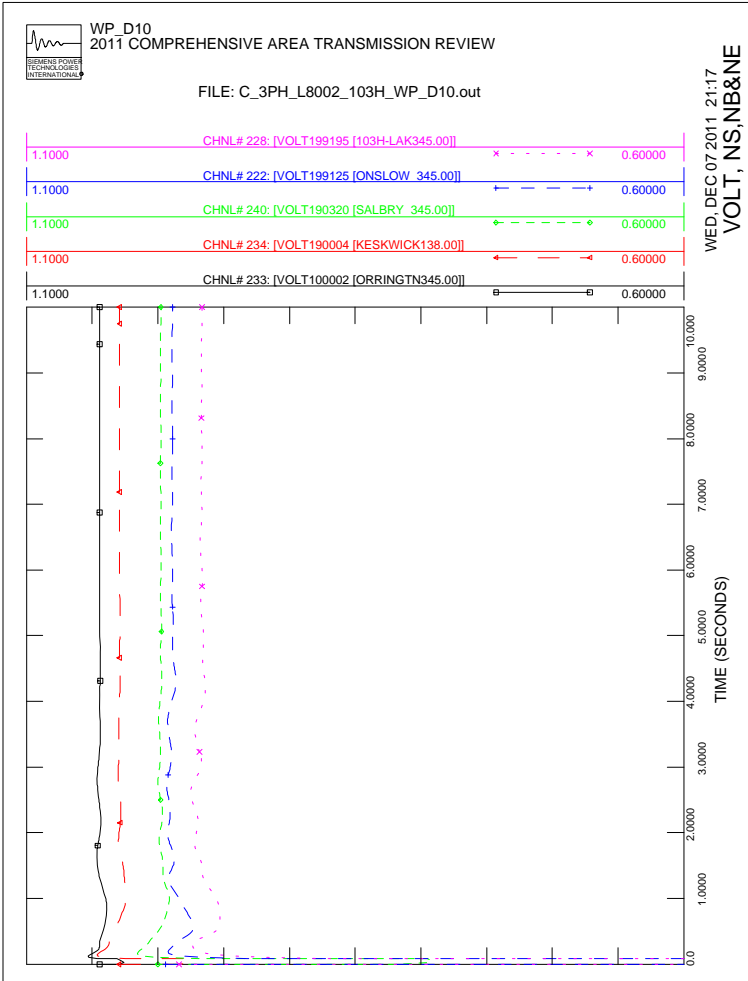
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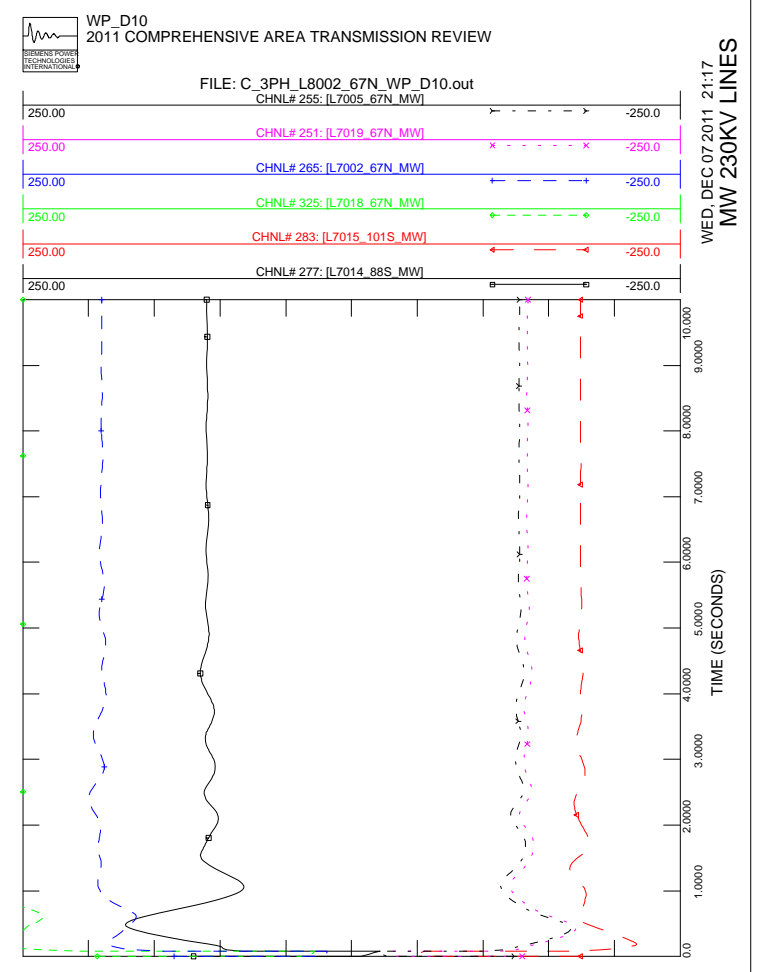
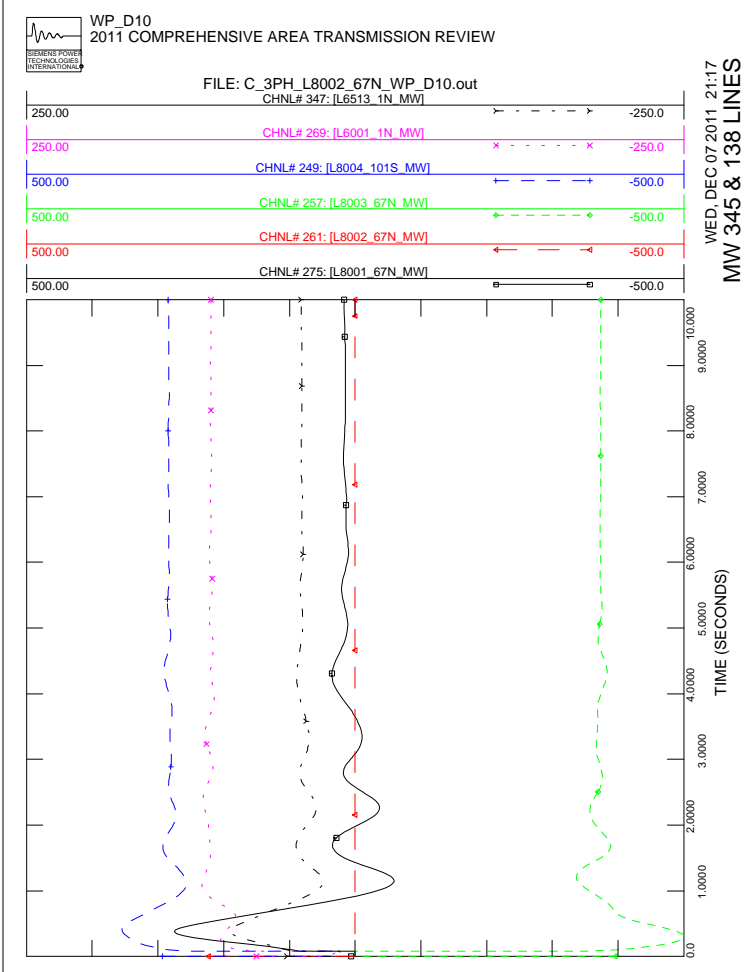
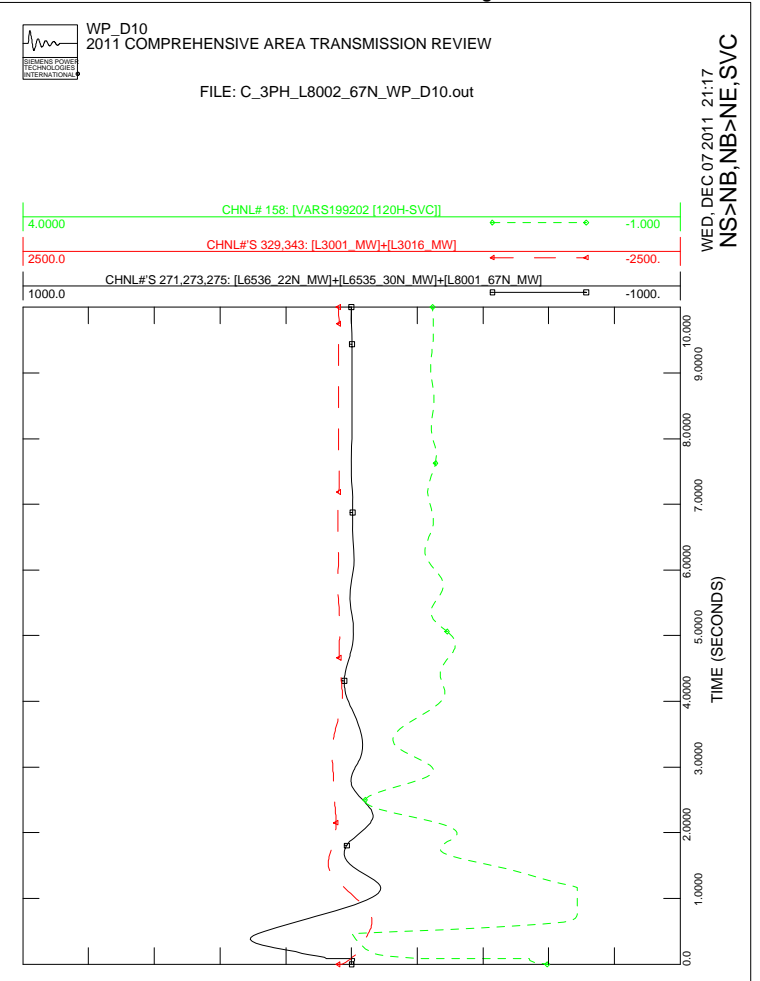
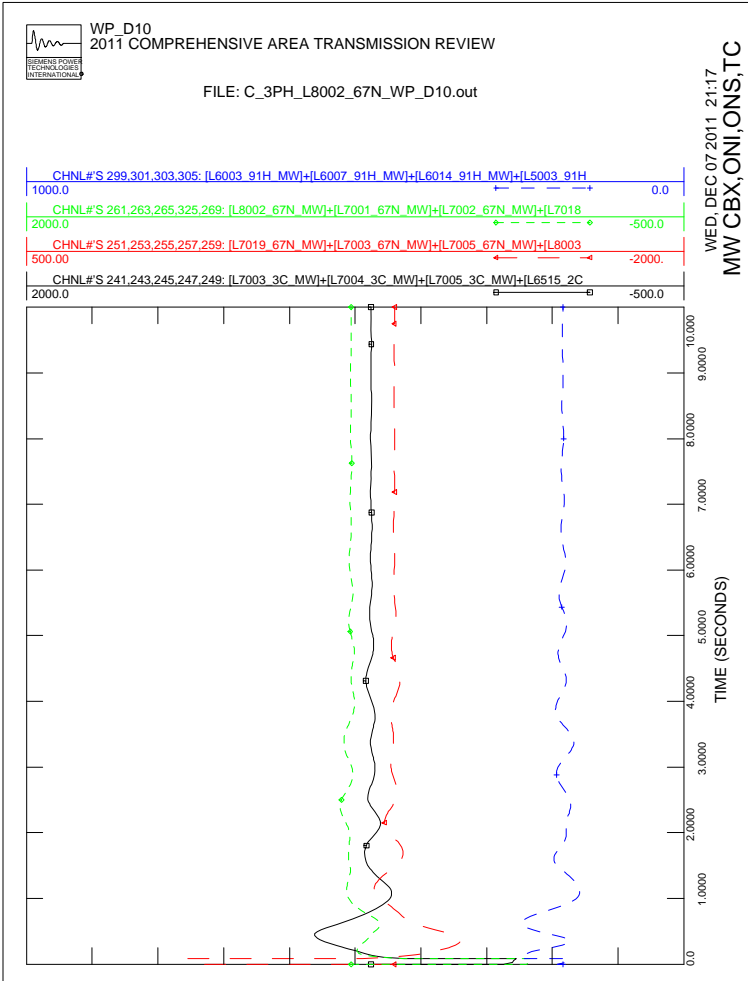
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CHNL# 376: [X_L8001_67N_1]

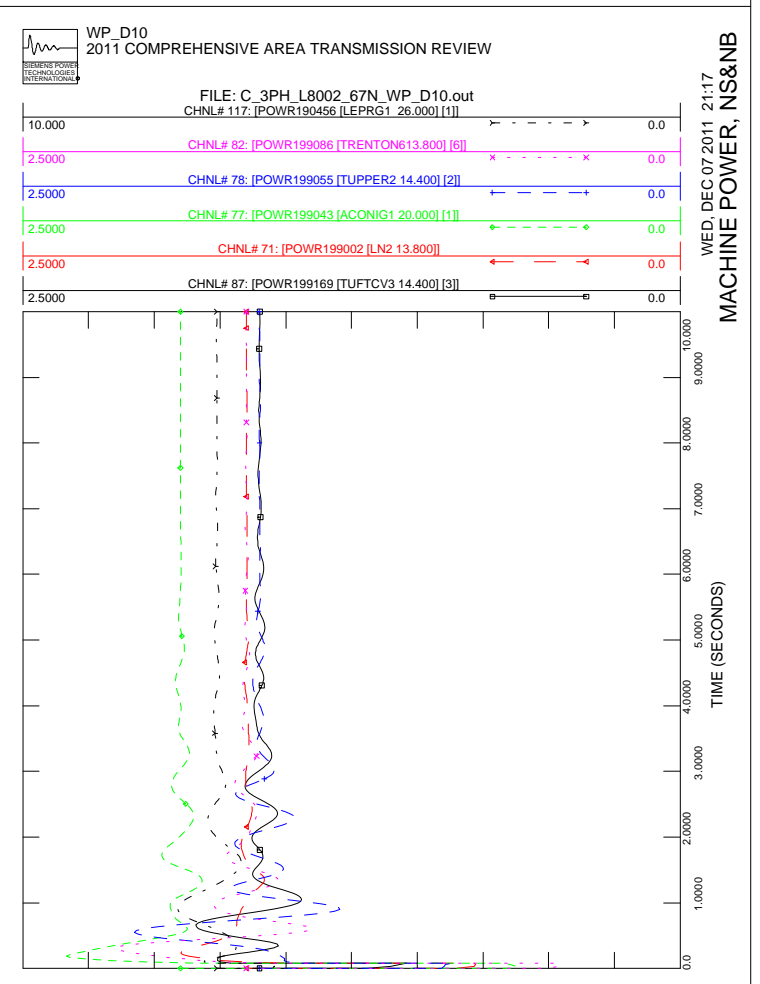
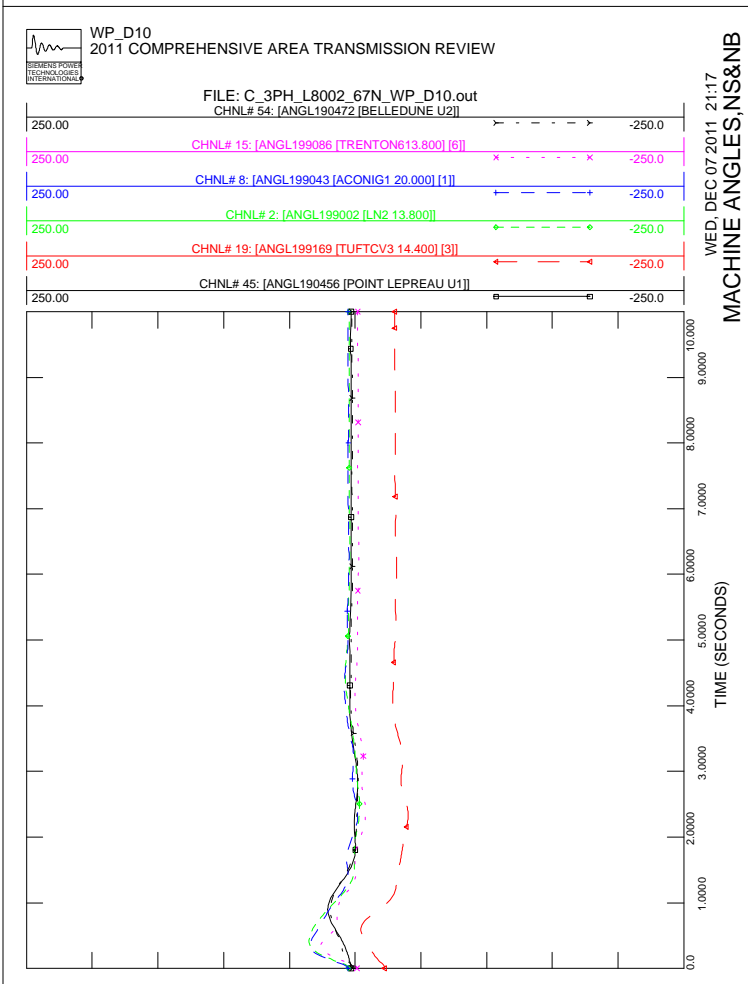
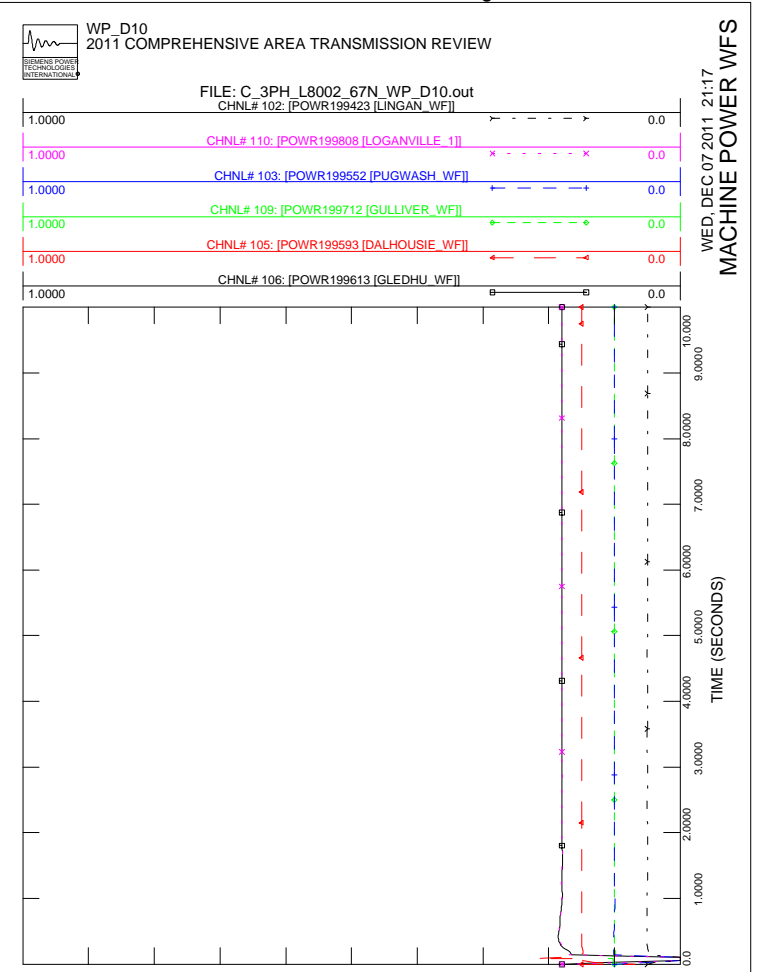
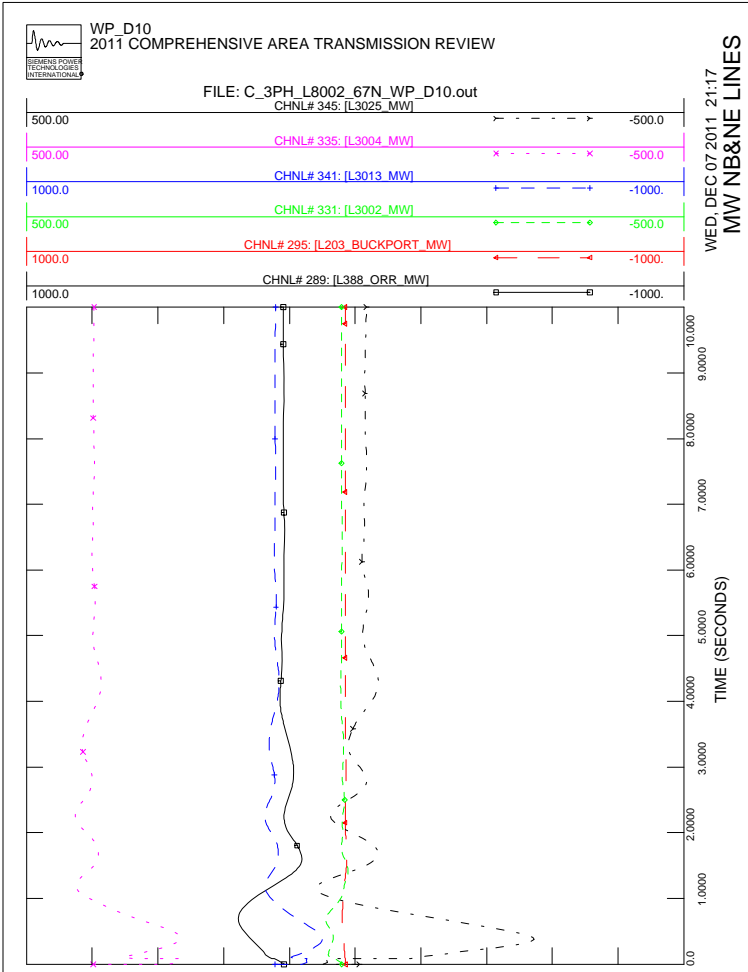


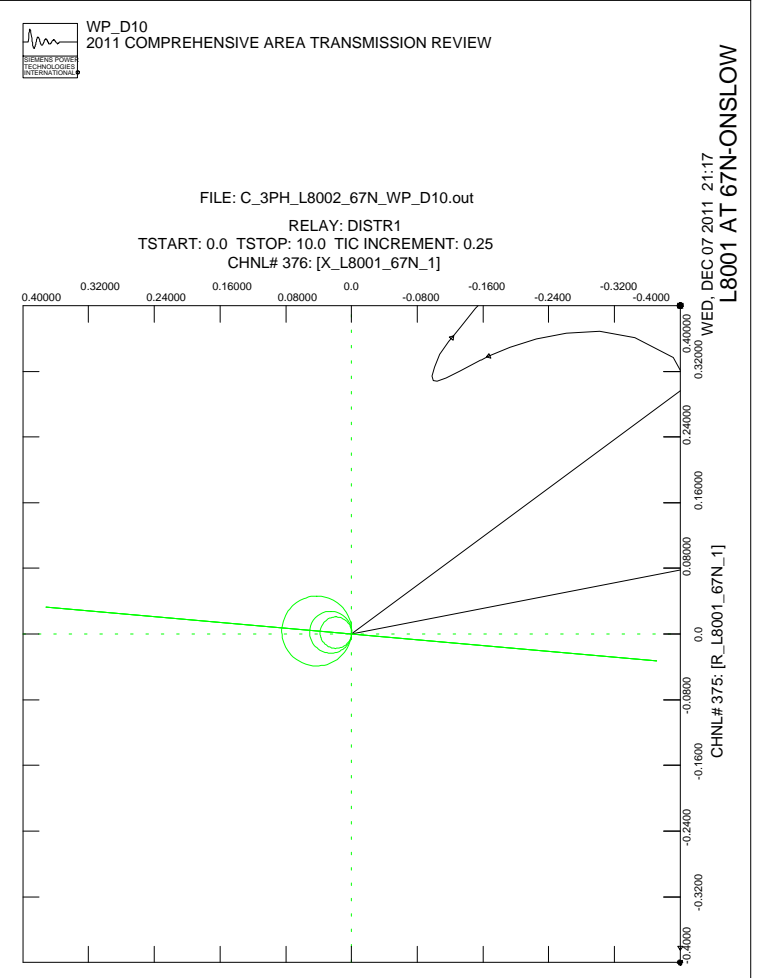
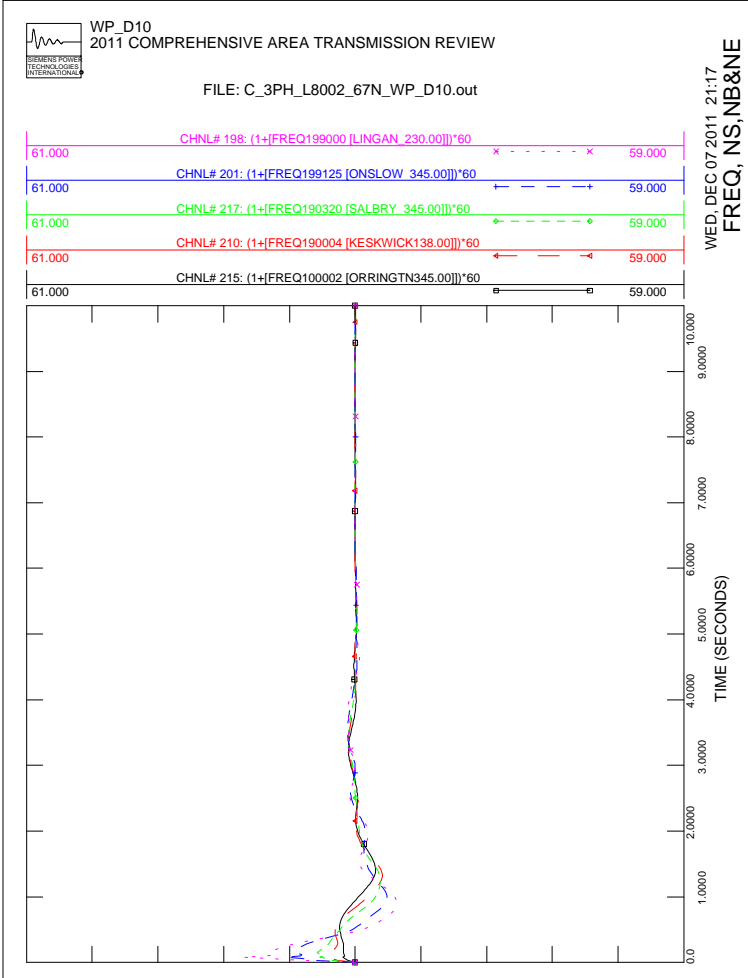
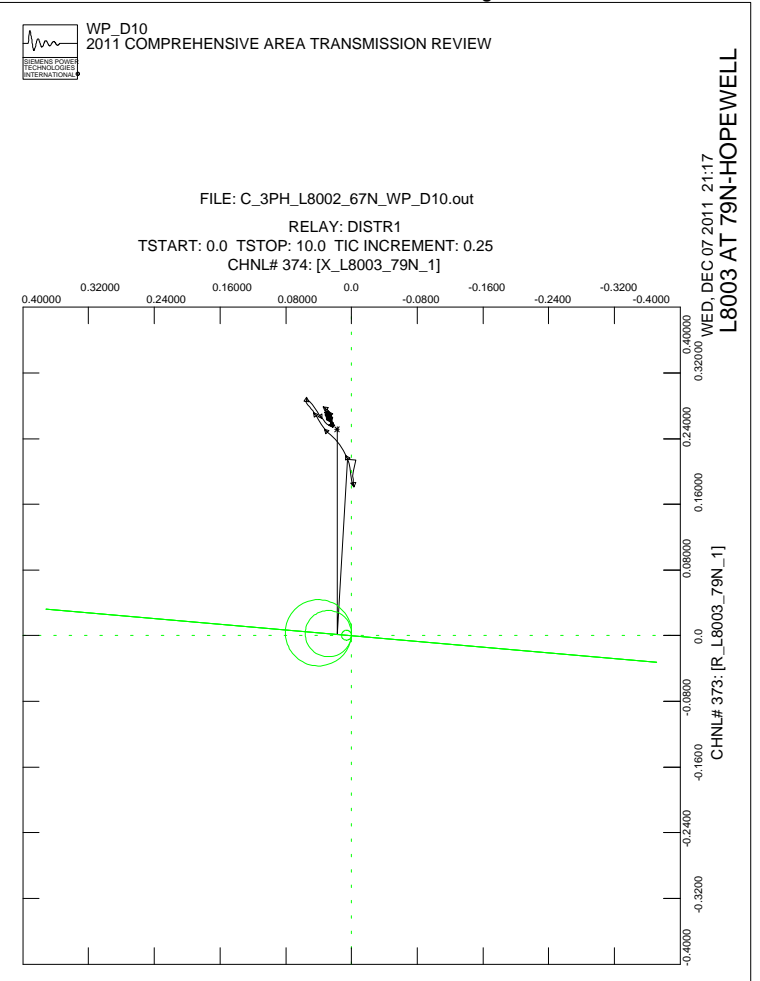
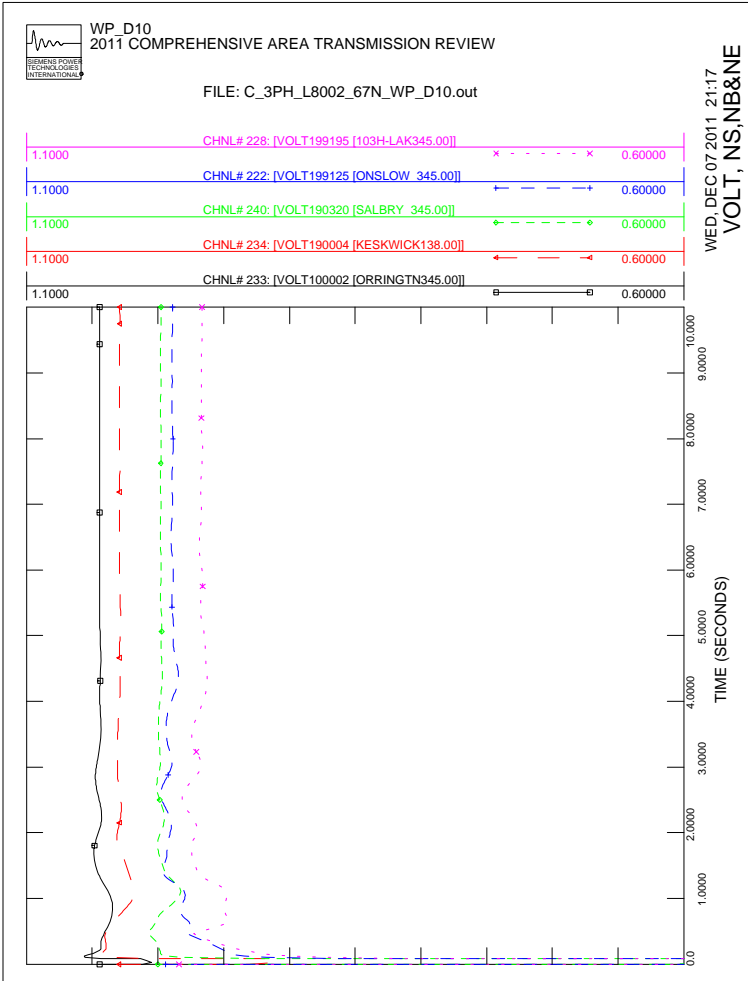


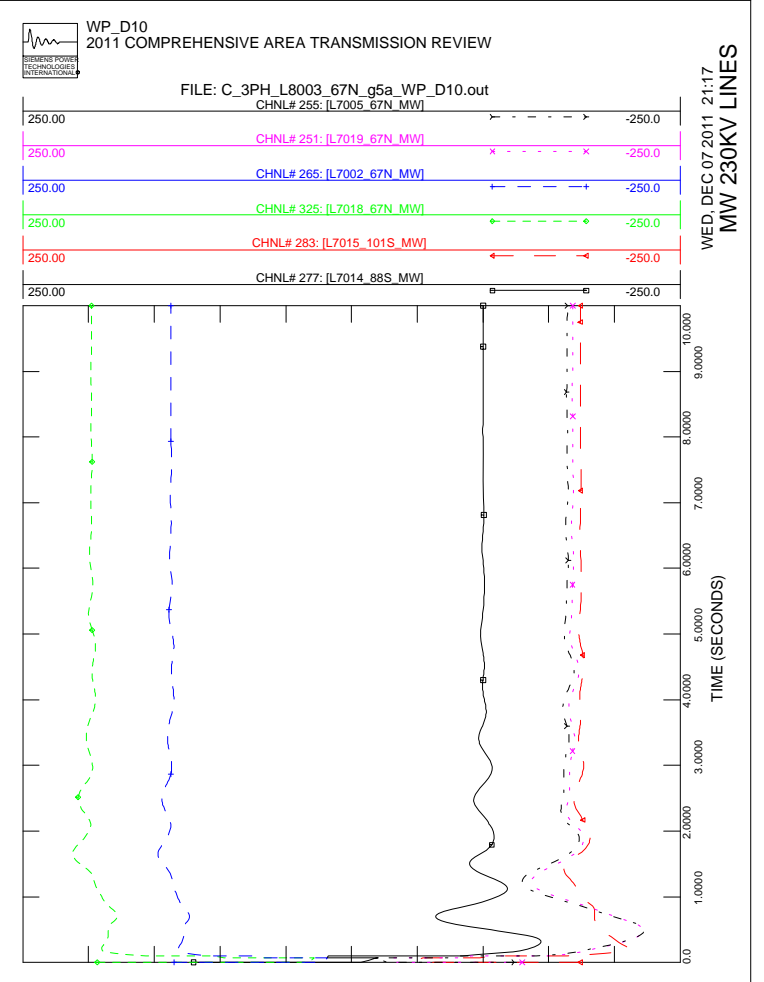
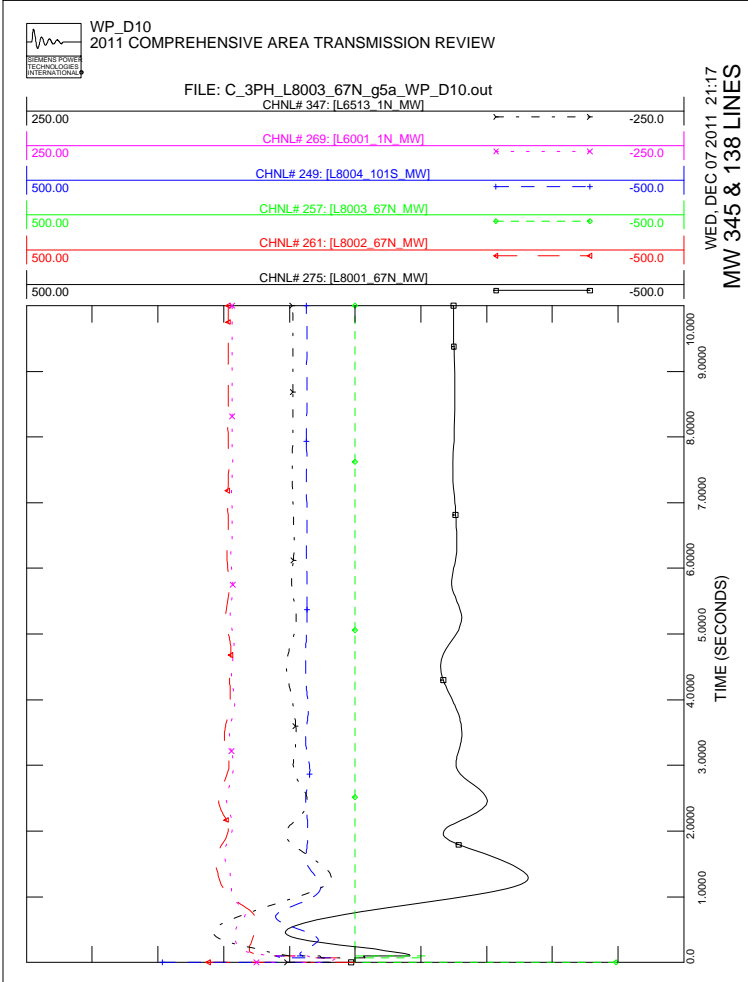
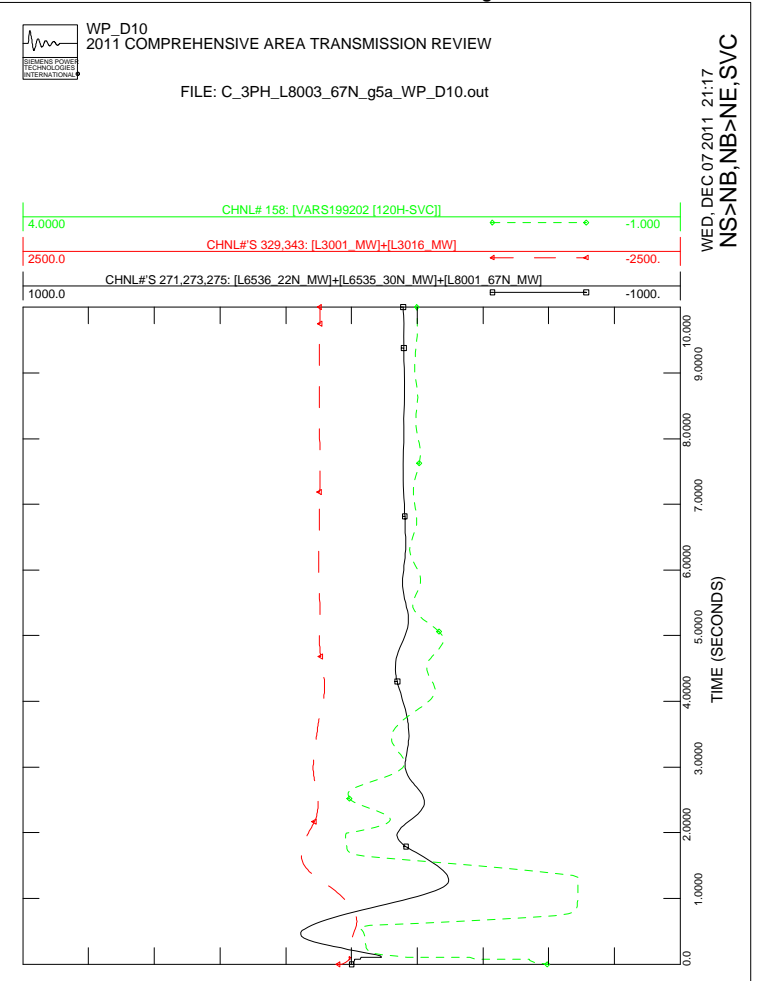
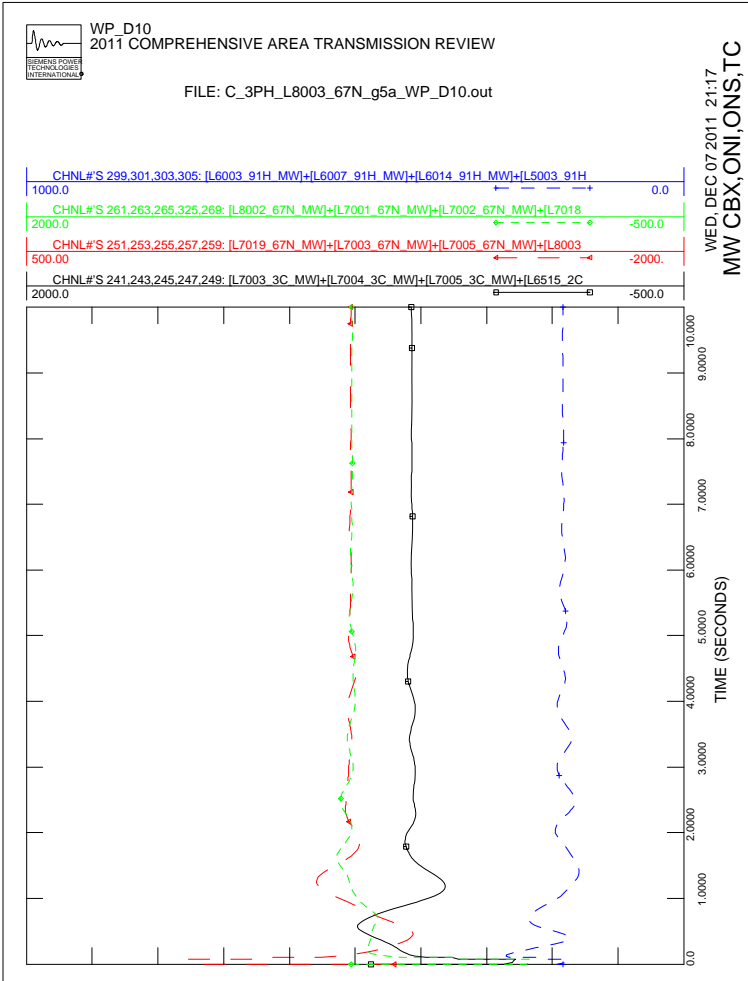


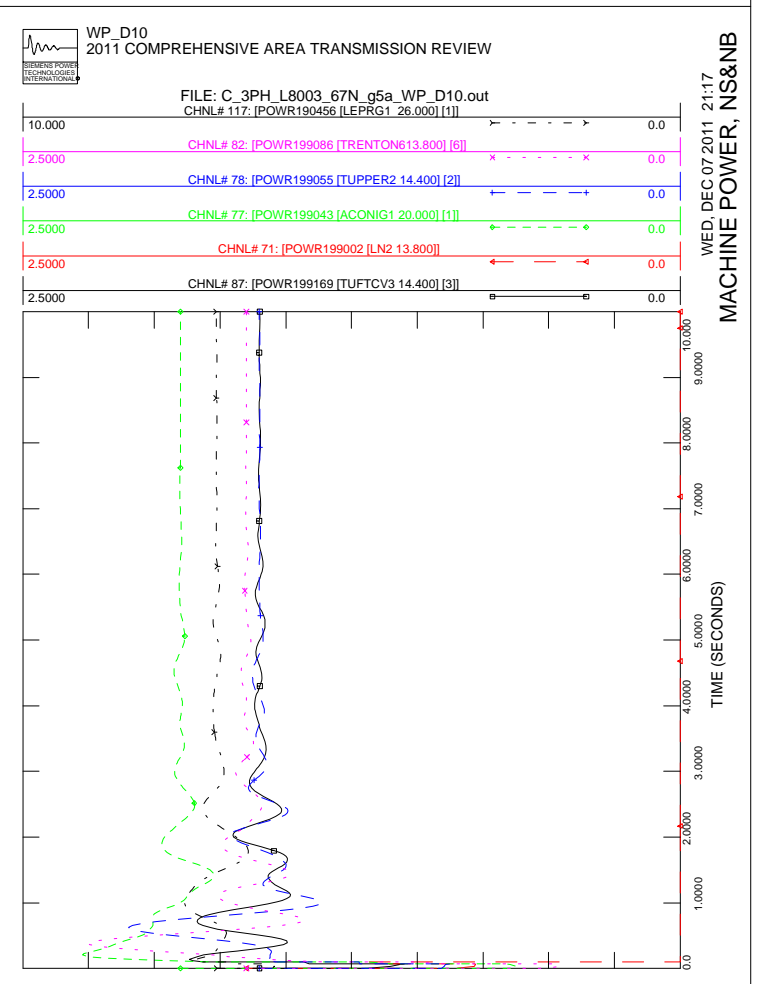
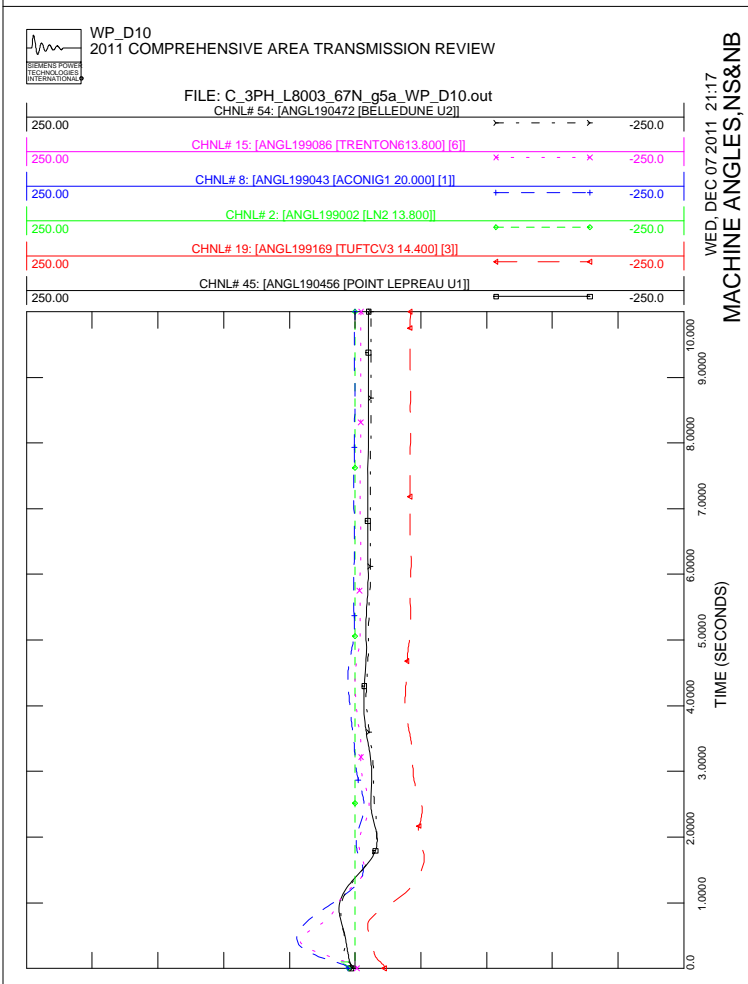
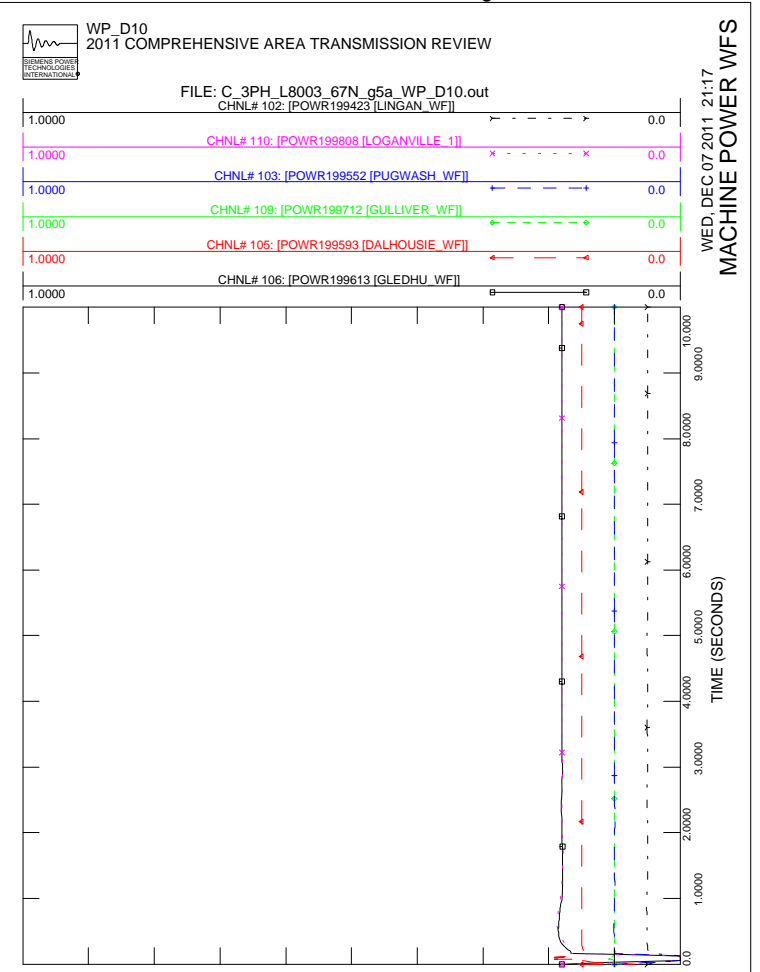
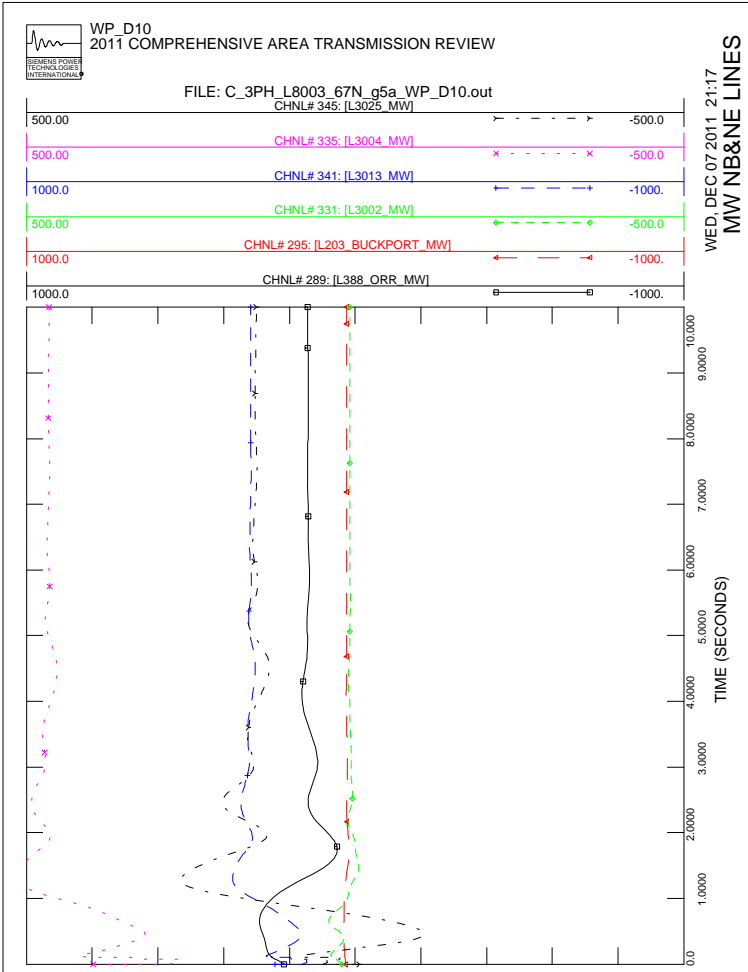








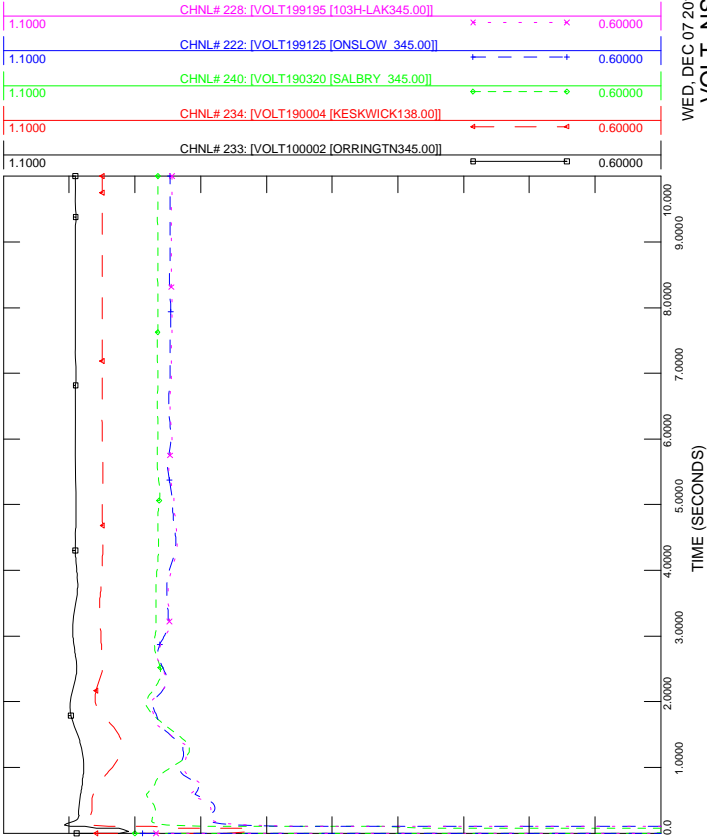






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_67N_g5a_WP_D10.out



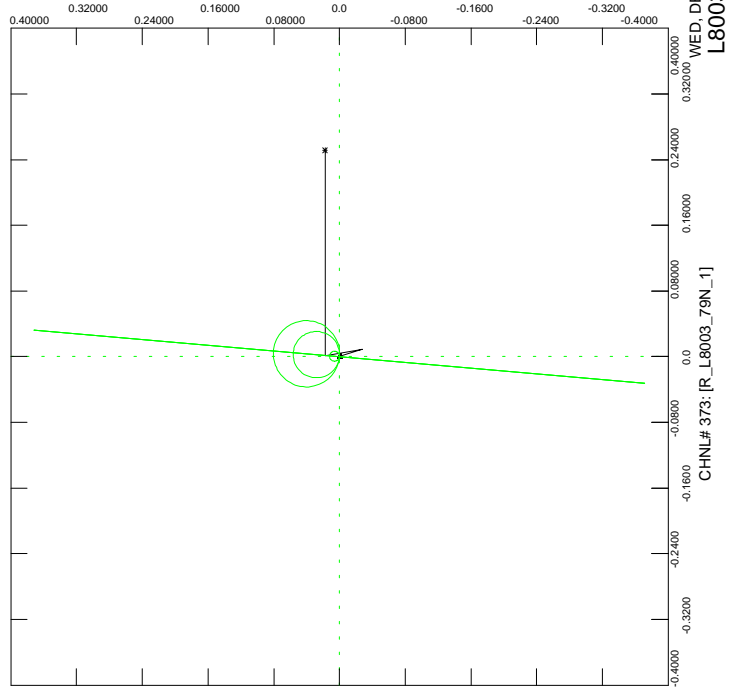
WED, DEC 07 2011 21:17
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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CHNL# 374: [X_L8003_79N_1]

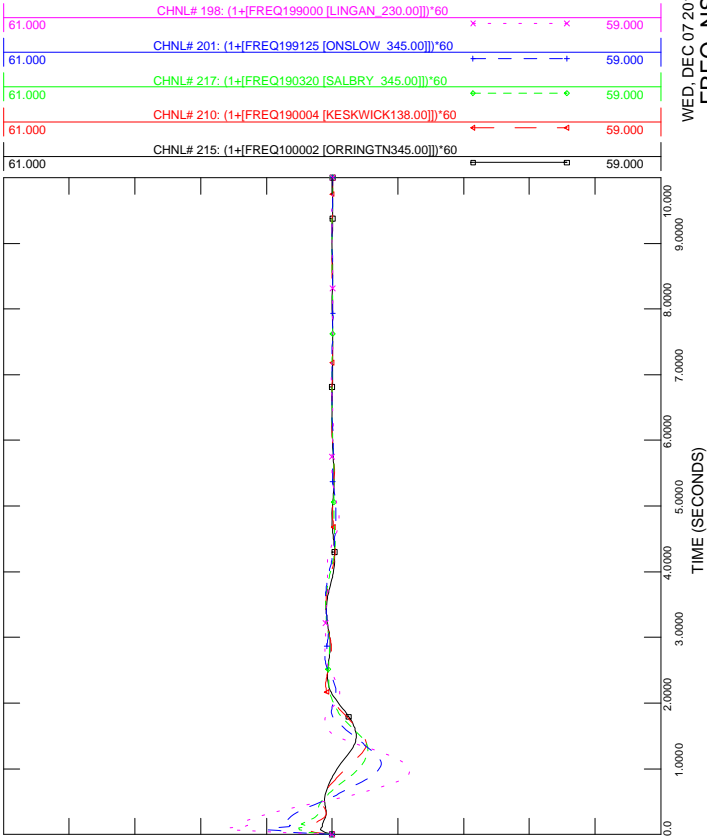


WED, DEC 07 2011 21:17
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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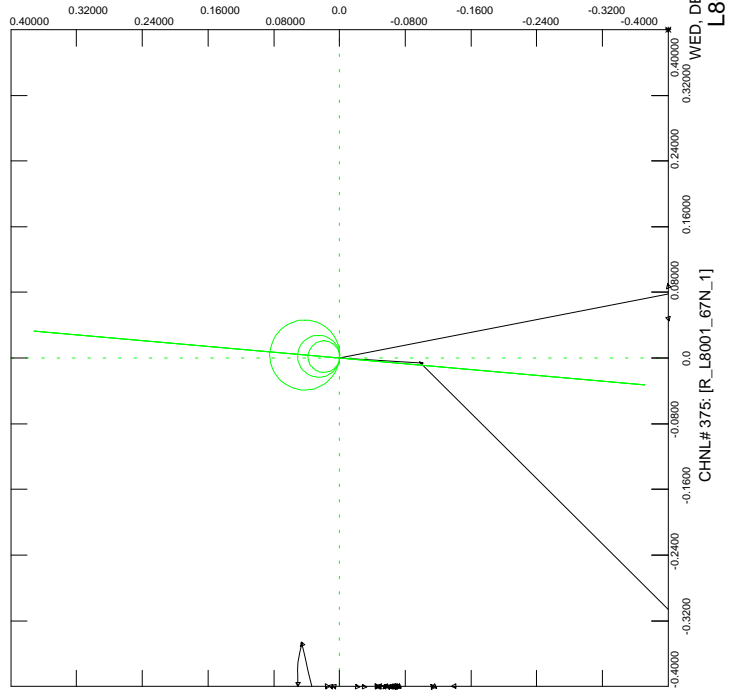
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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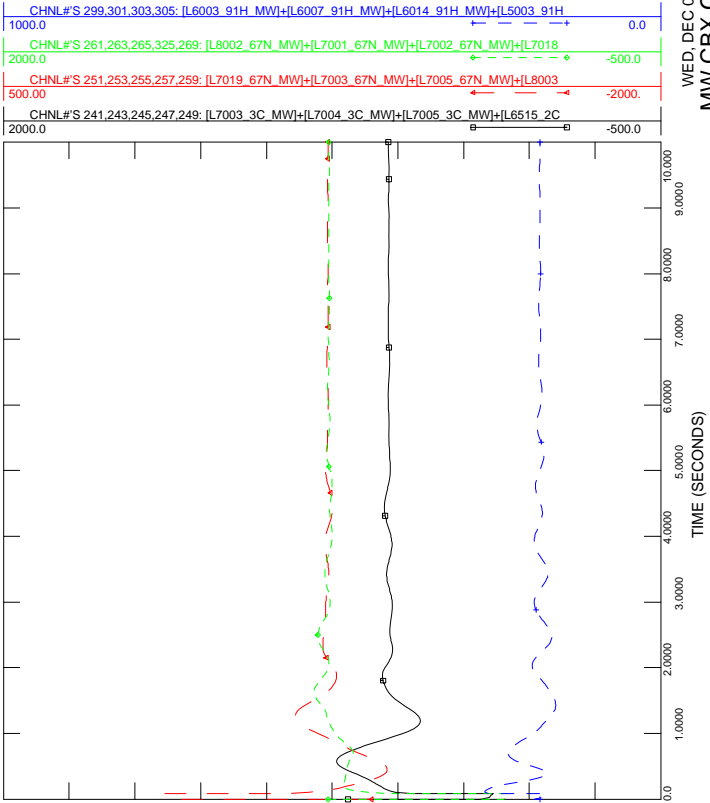


WED, DEC 07 2011 21:17
L8001 AT 67N-ONSLow



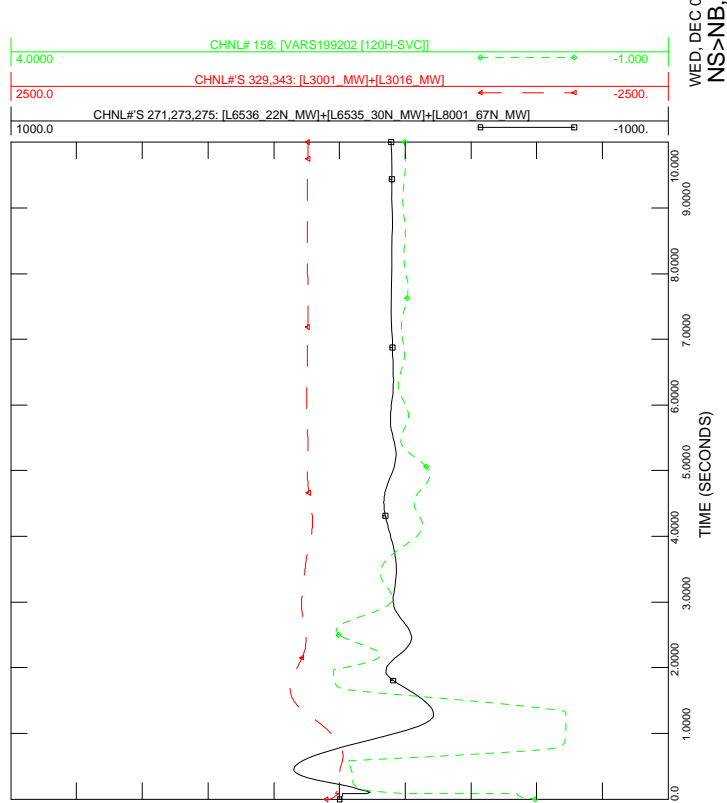
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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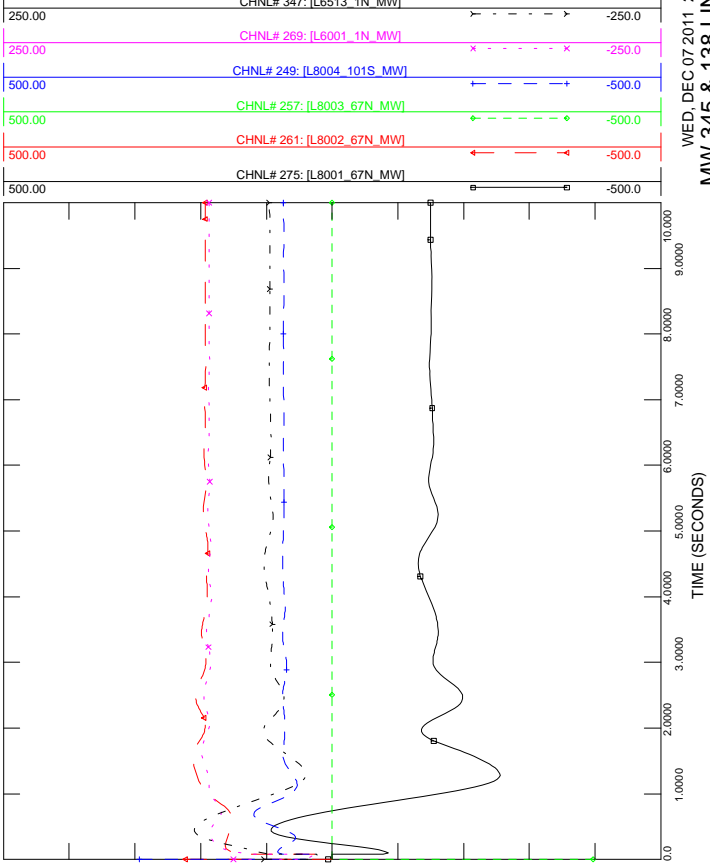
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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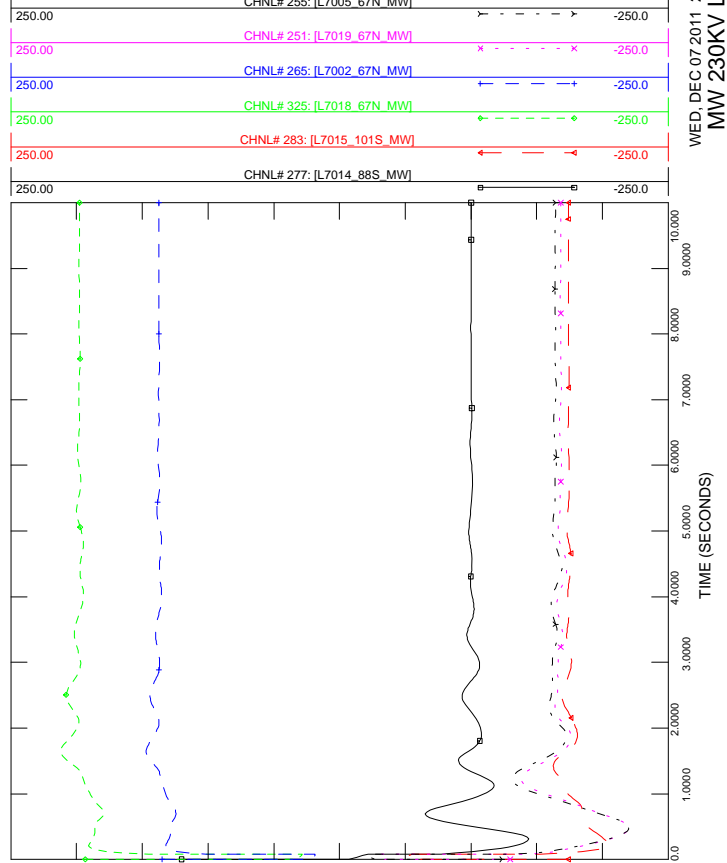
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

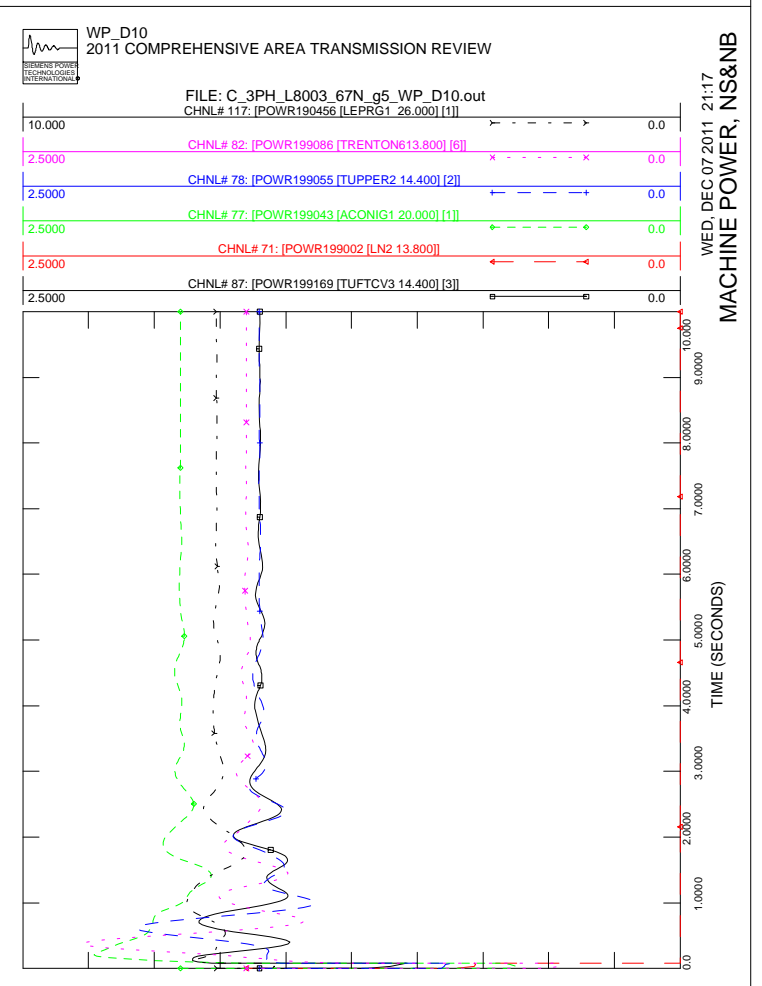
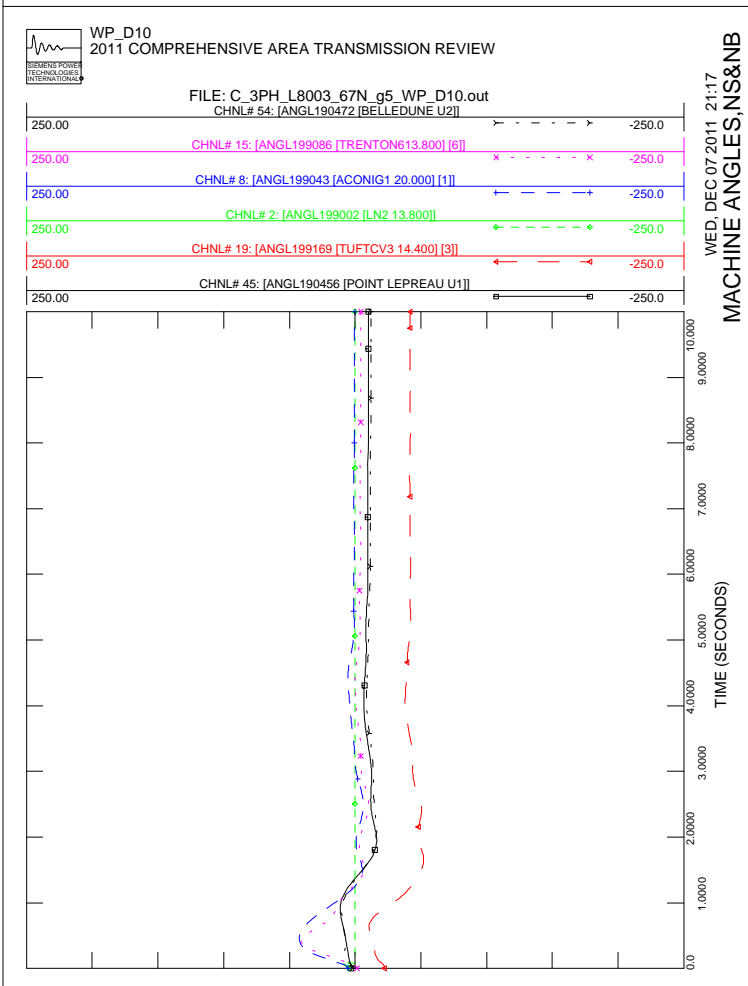
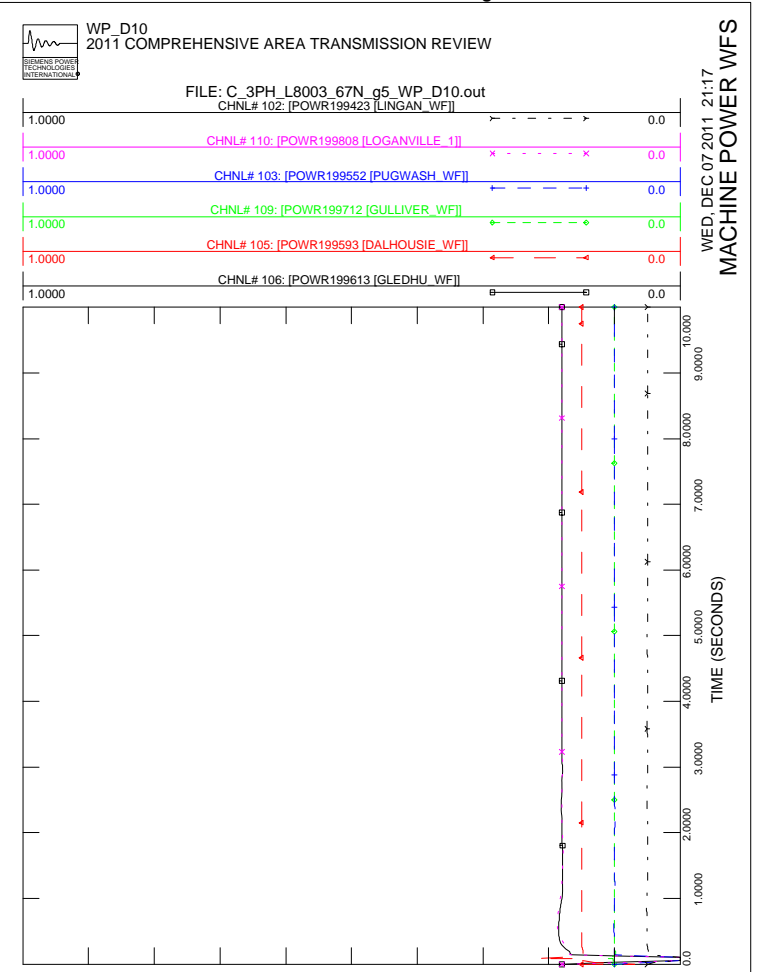
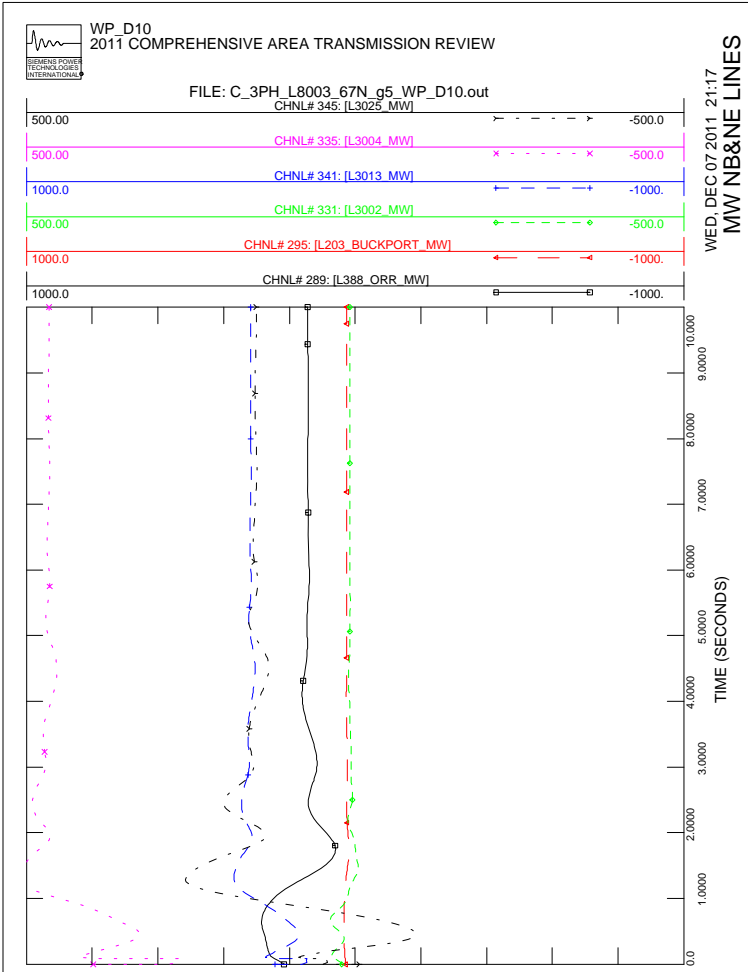
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_67N_g5_WP_D10.out

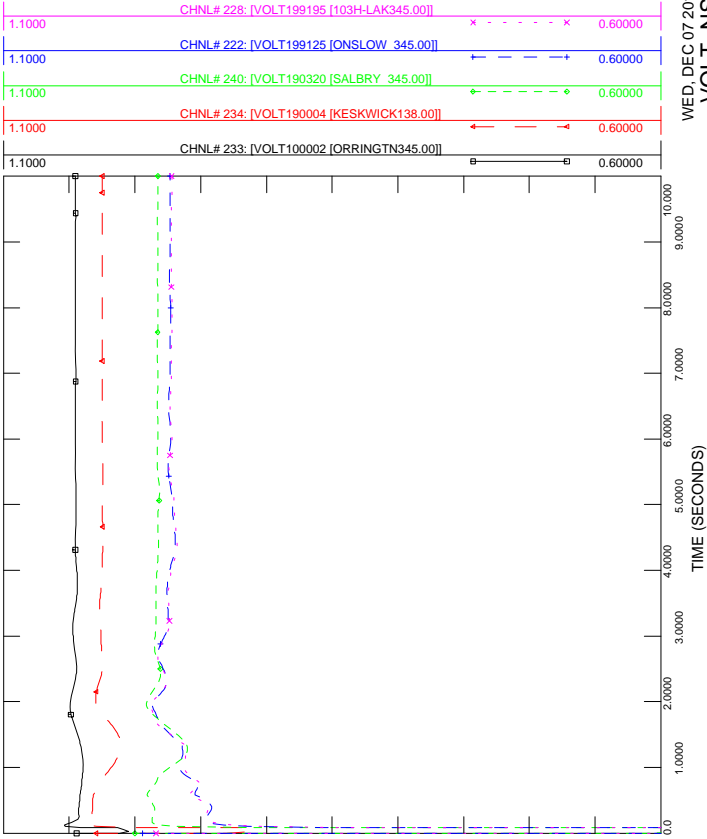






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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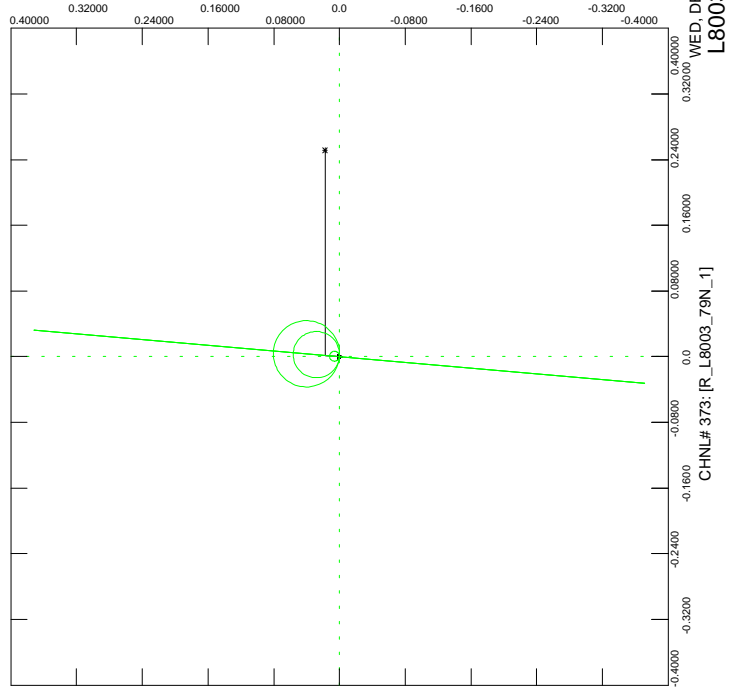
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_67N_g5_WP_D10.out

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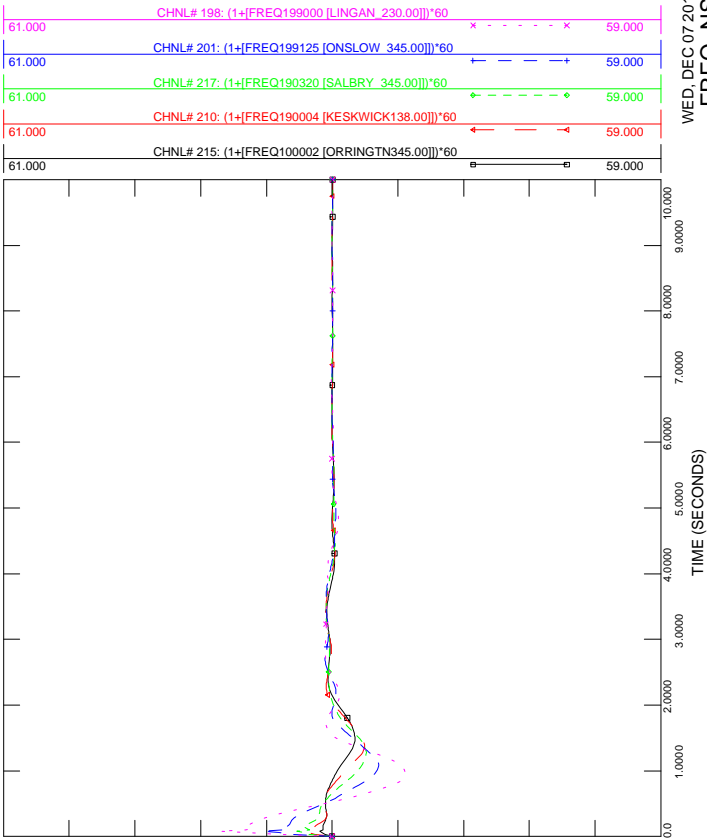


WED, DEC 07 2011 21:17
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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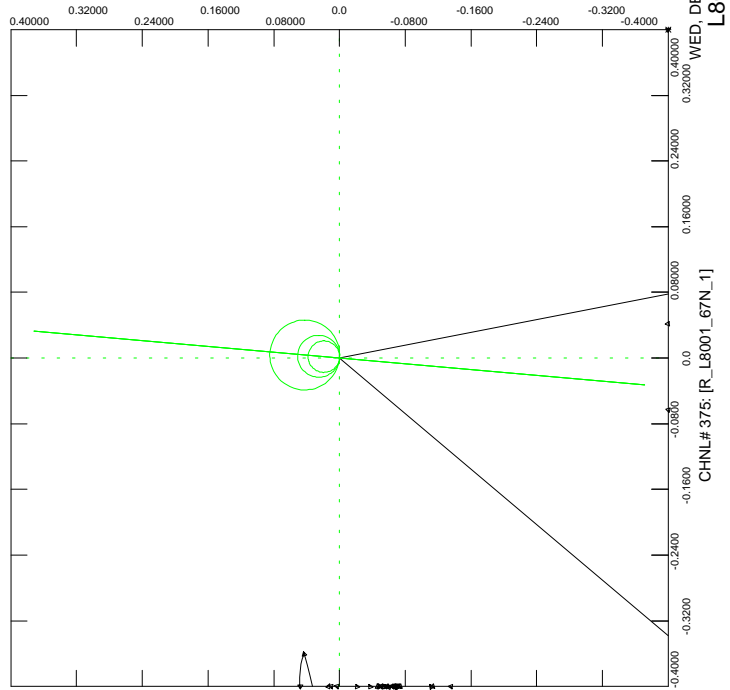
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_67N_g5_WP_D10.out

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CHNL# 376: [X_L8001_67N_1]

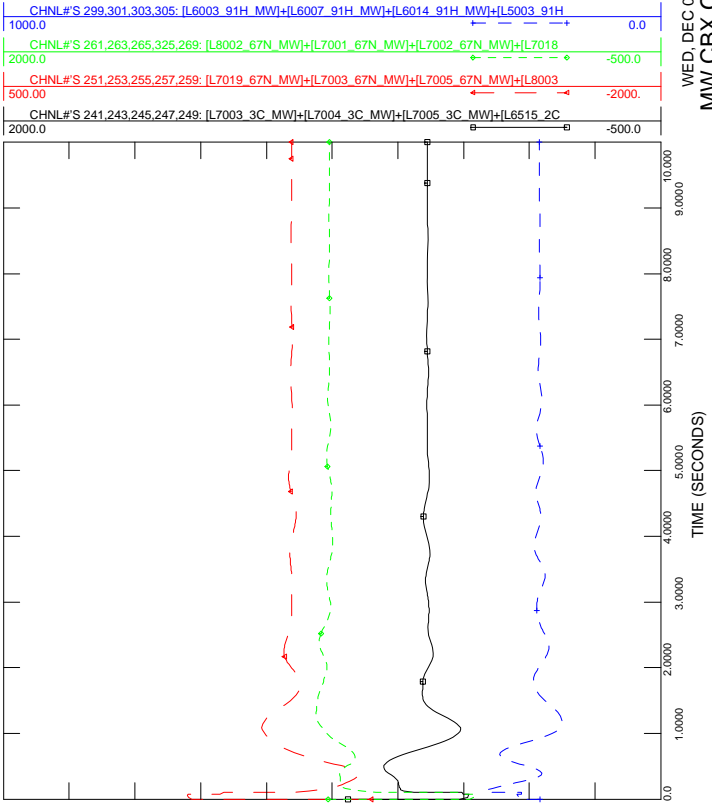


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L8001 AT 67N-ONSLow



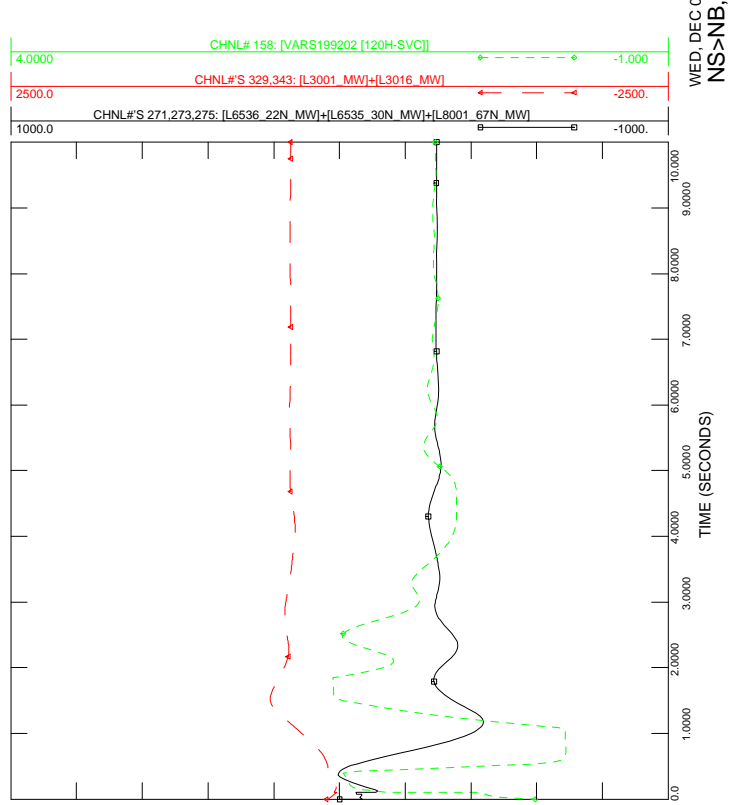
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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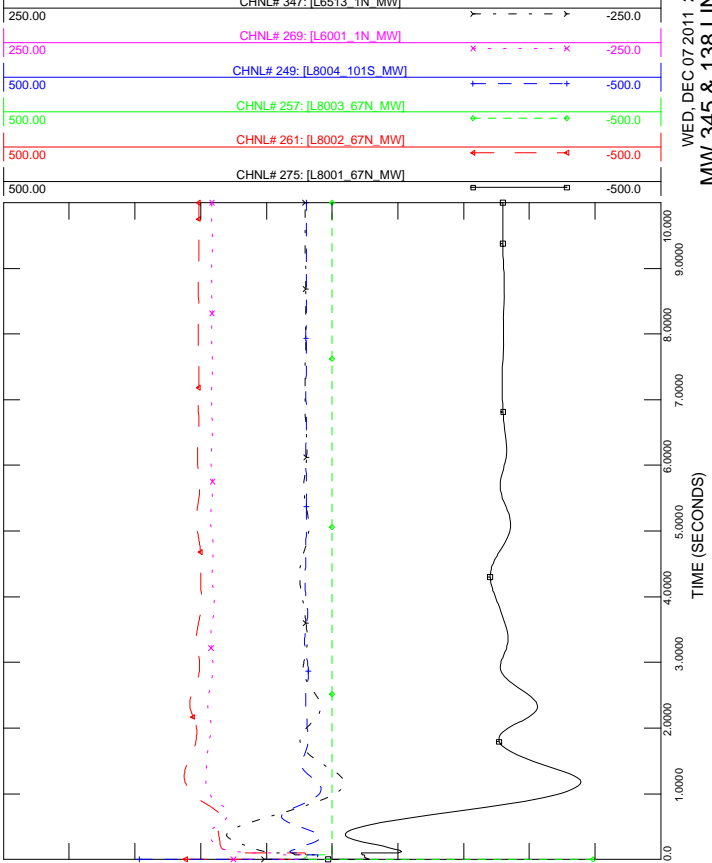
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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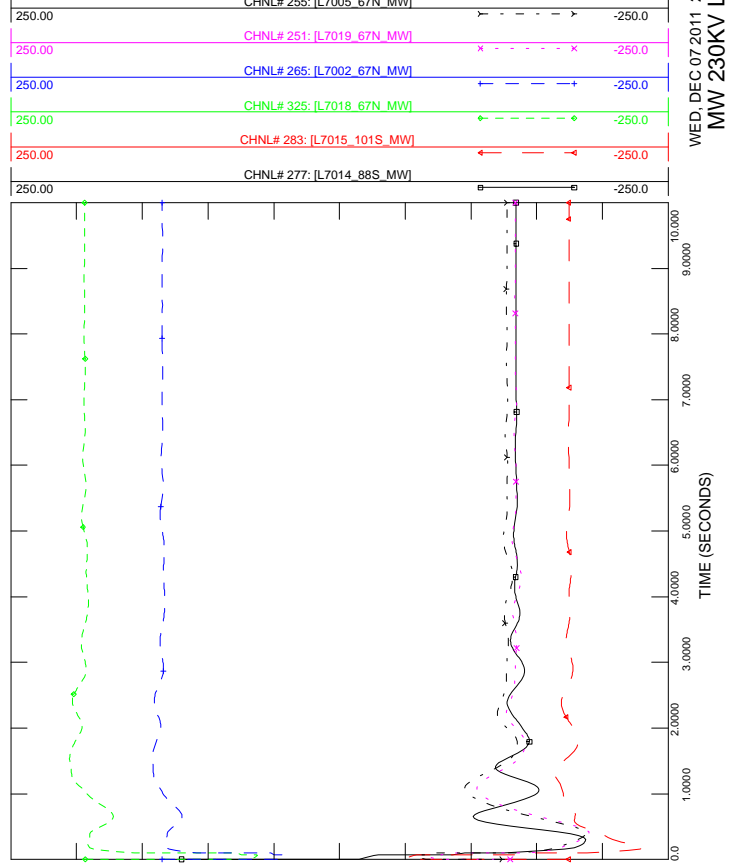
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

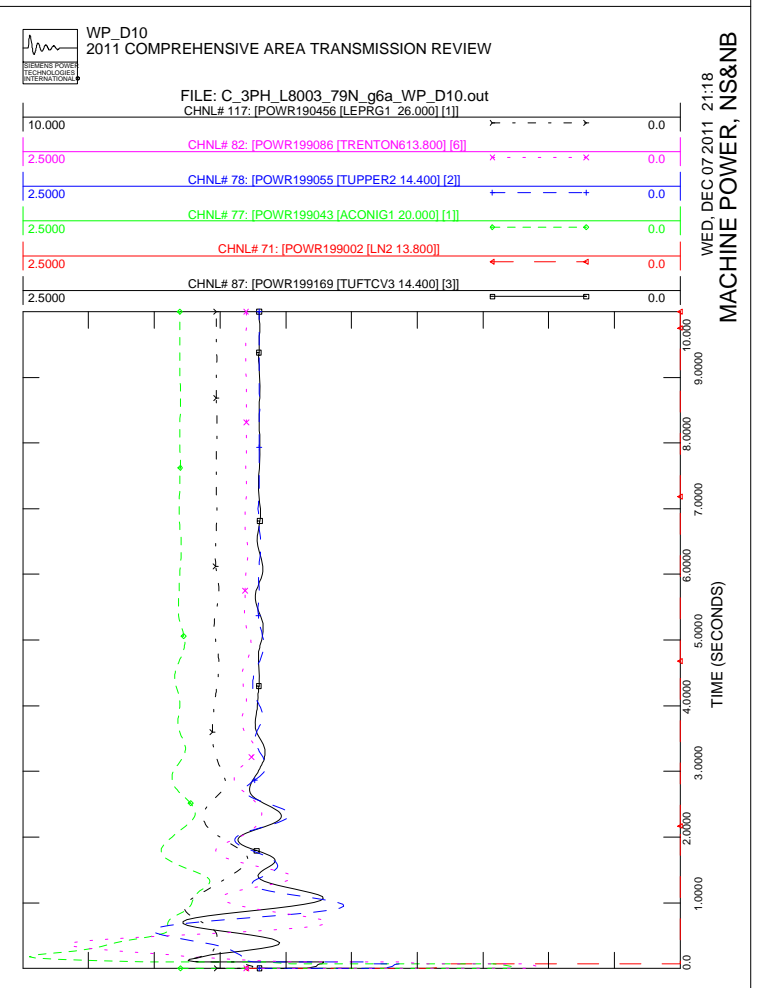
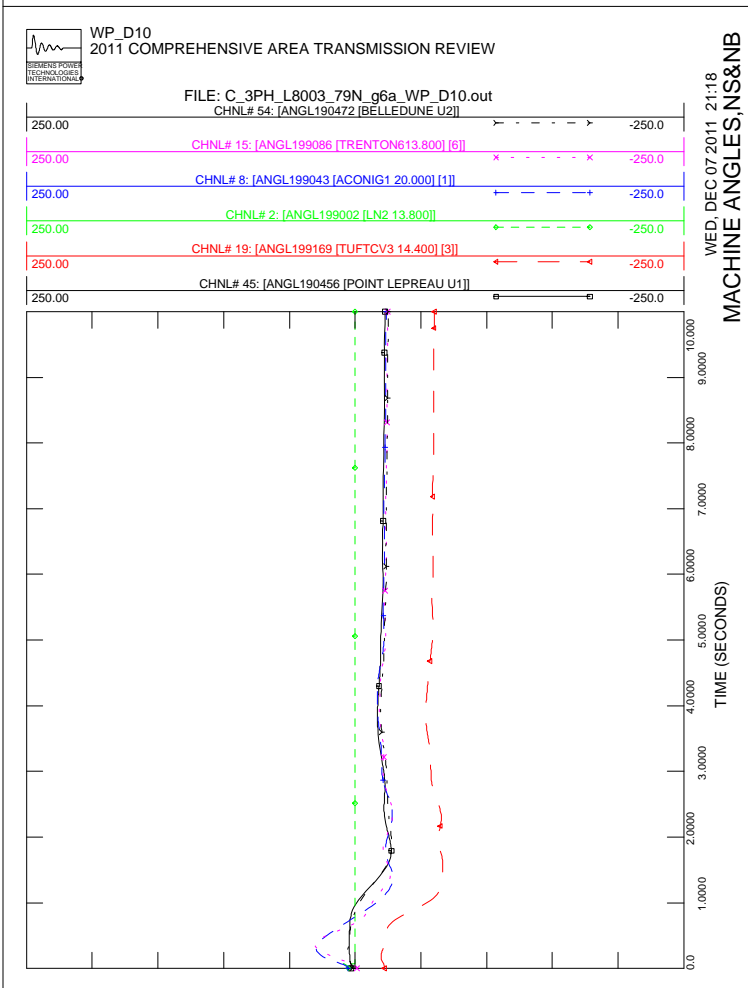
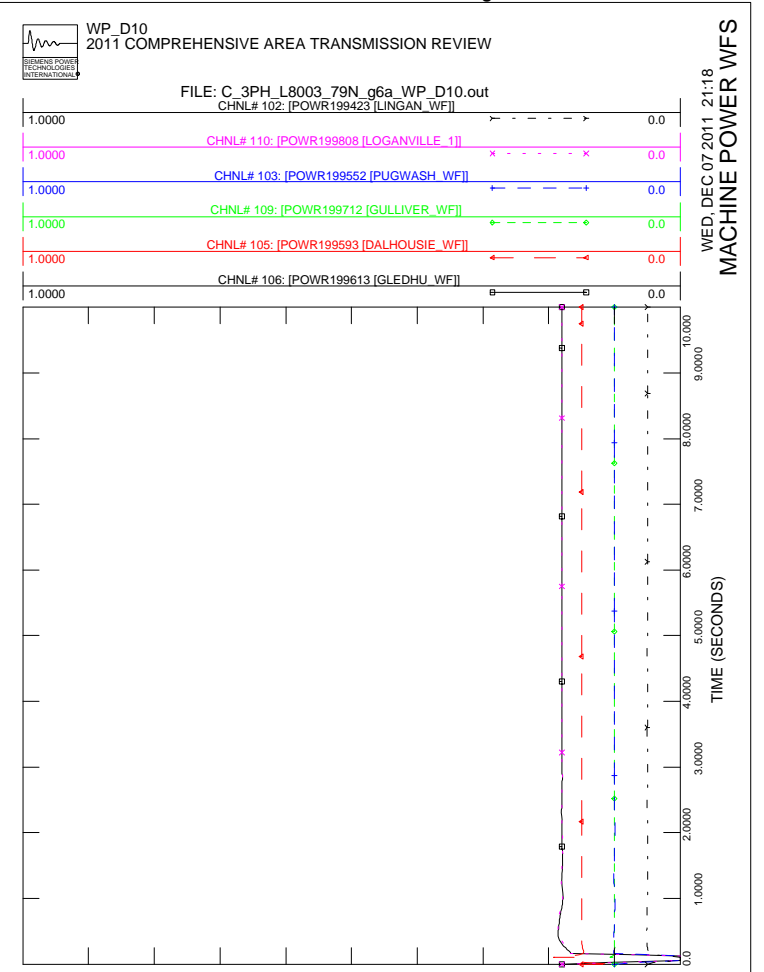
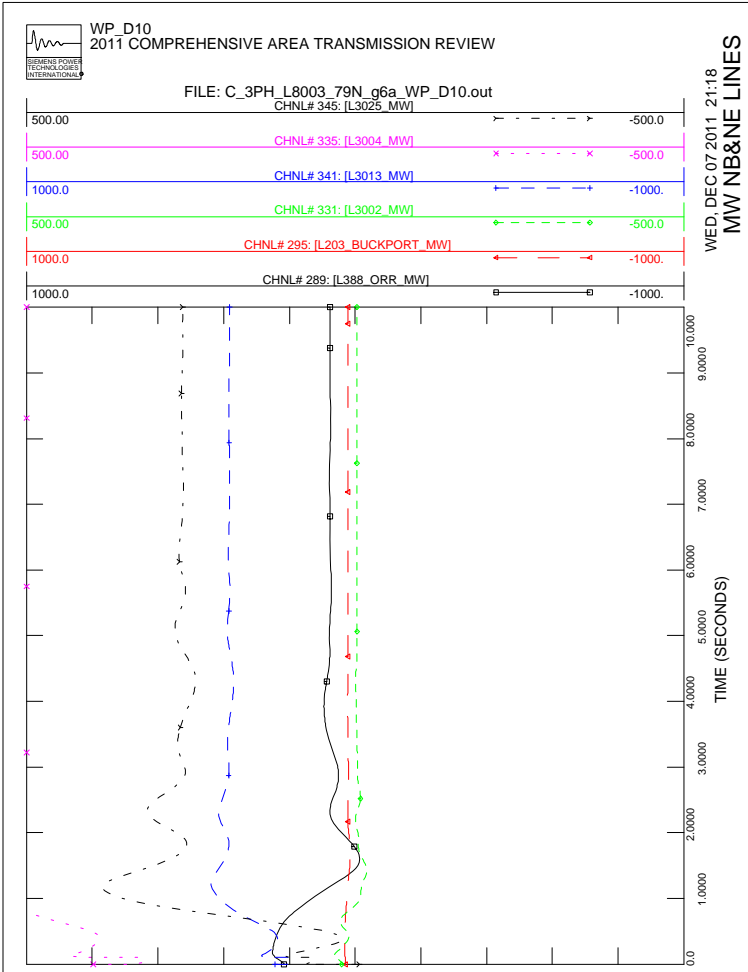
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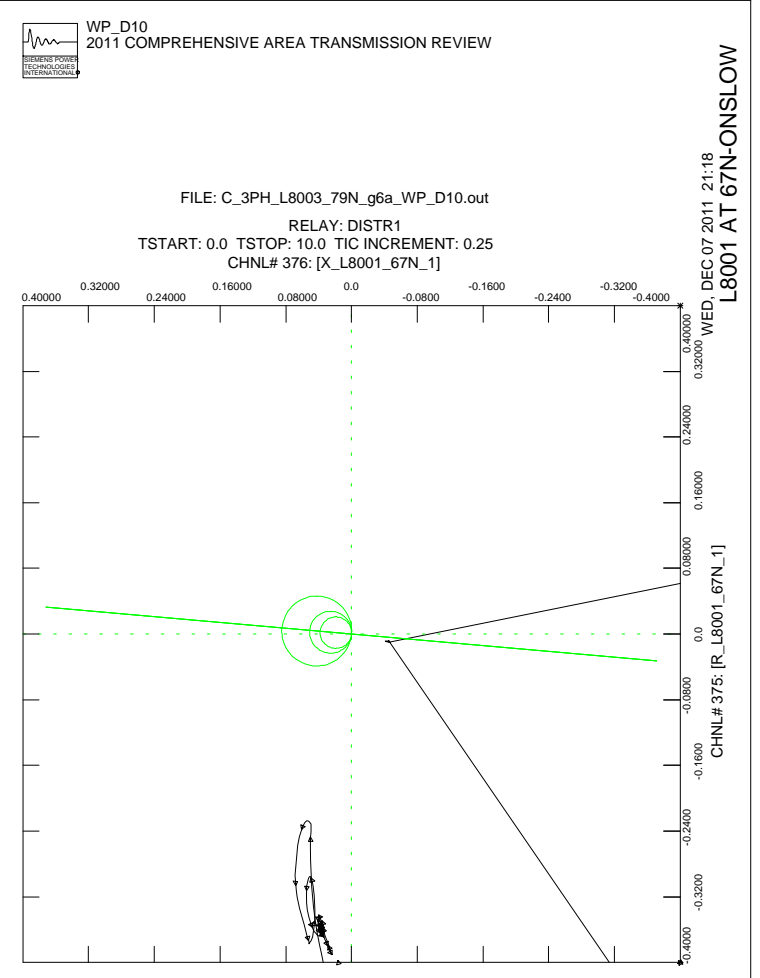
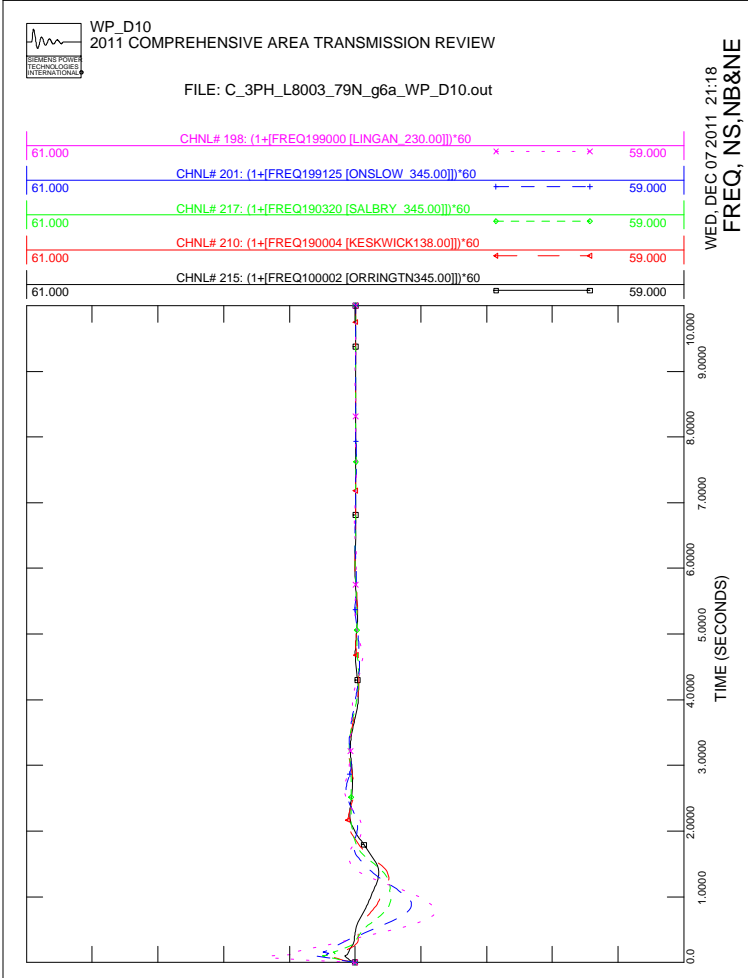
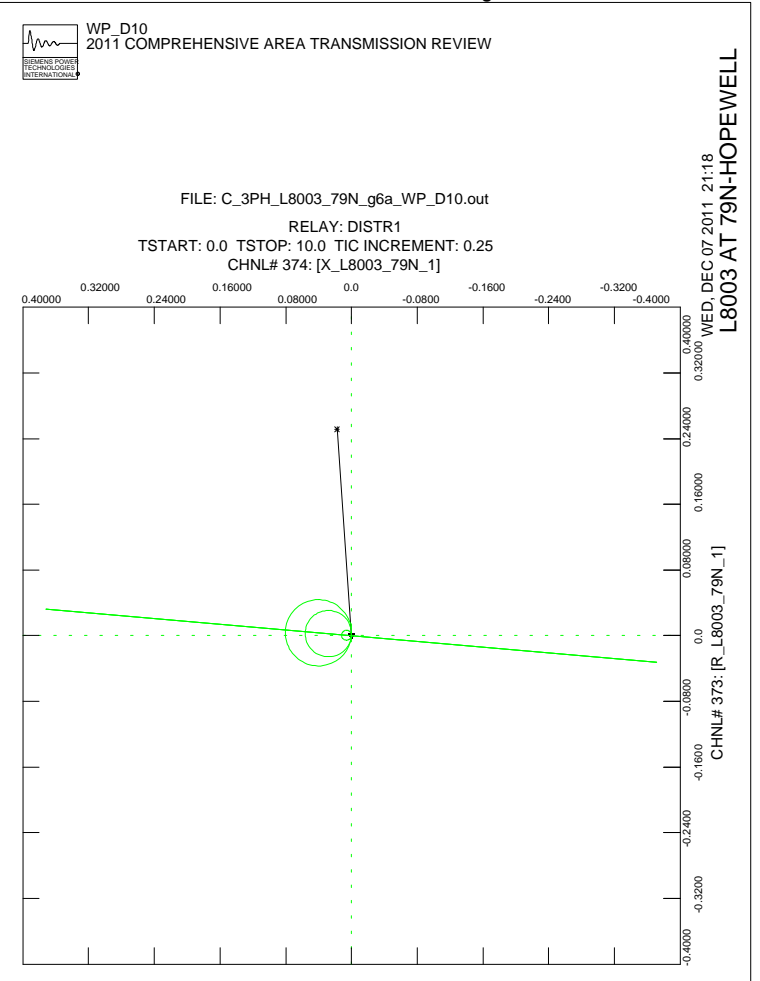
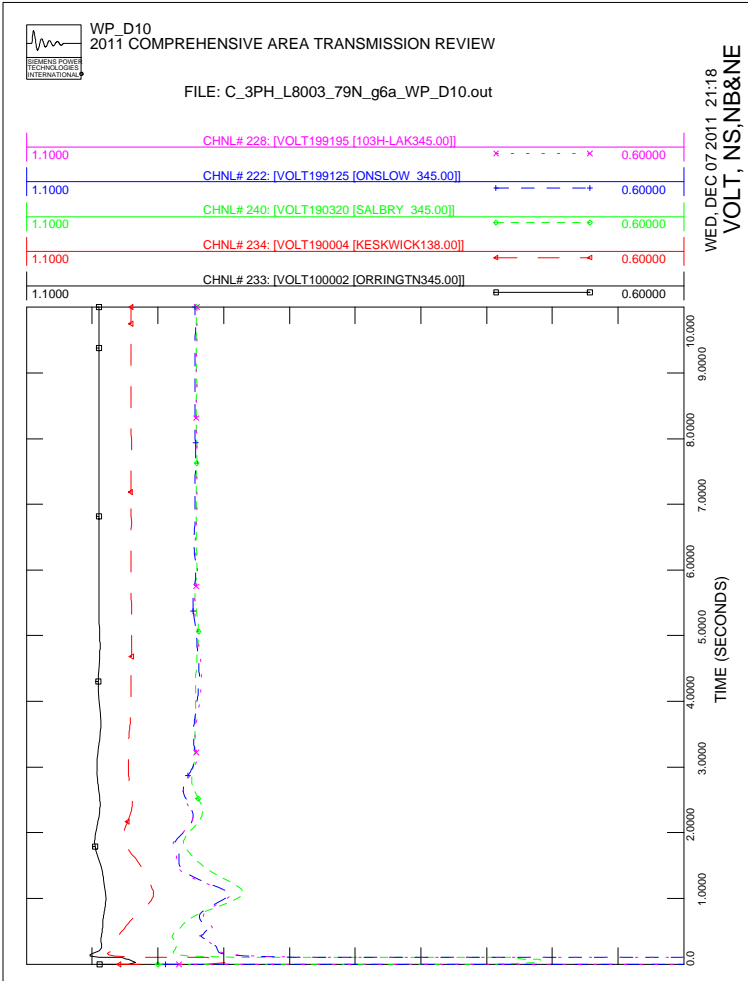


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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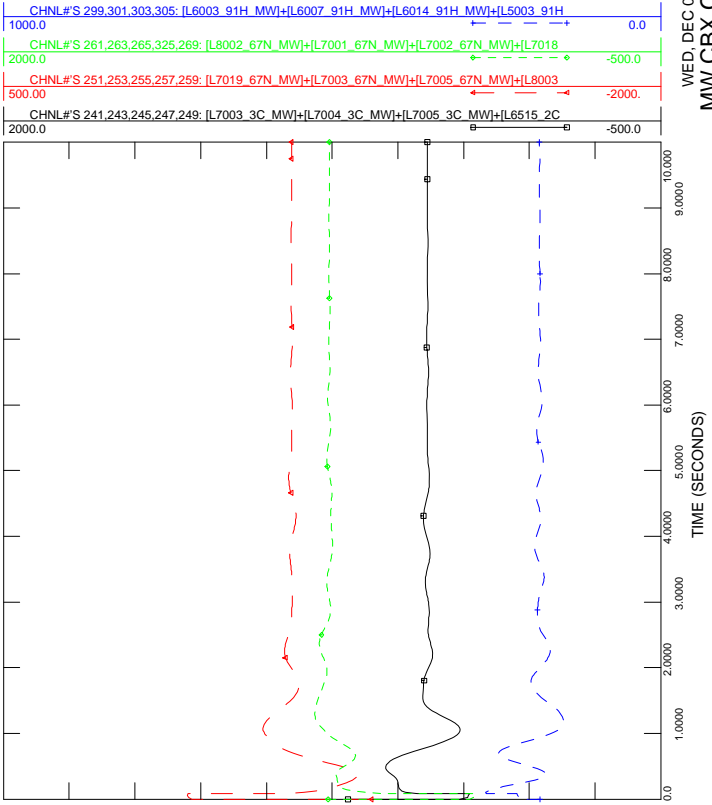






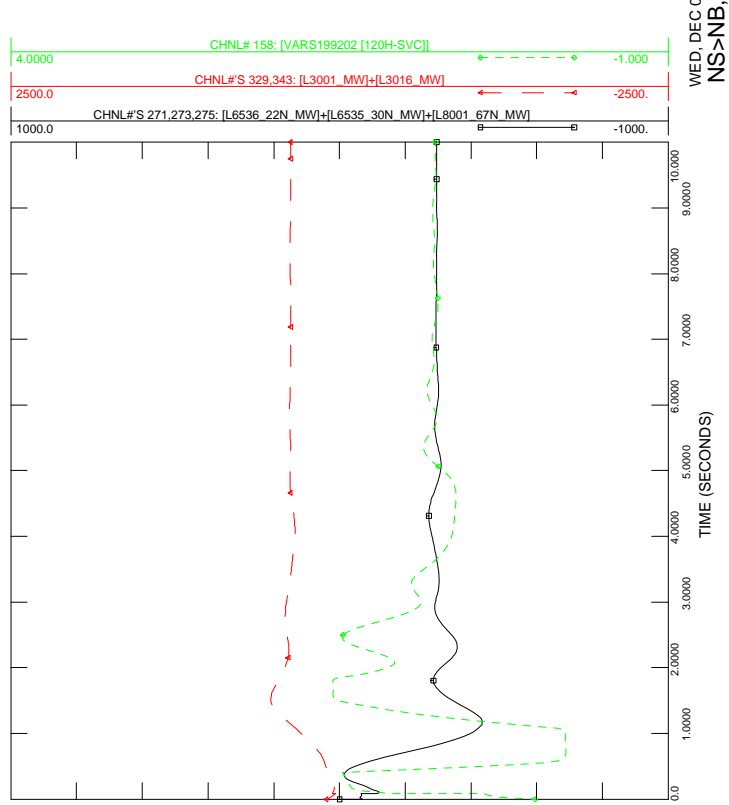
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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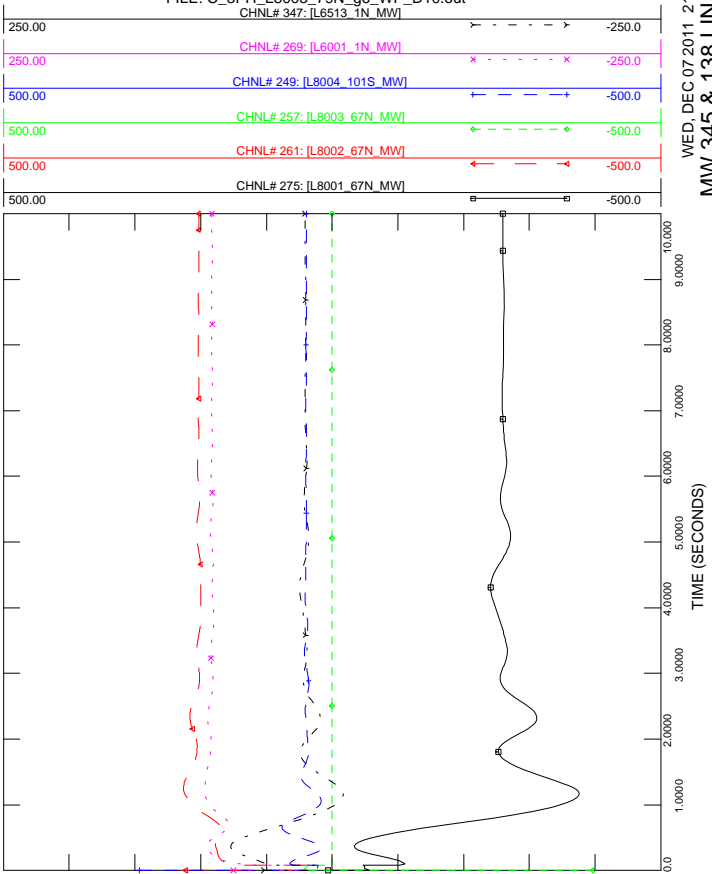
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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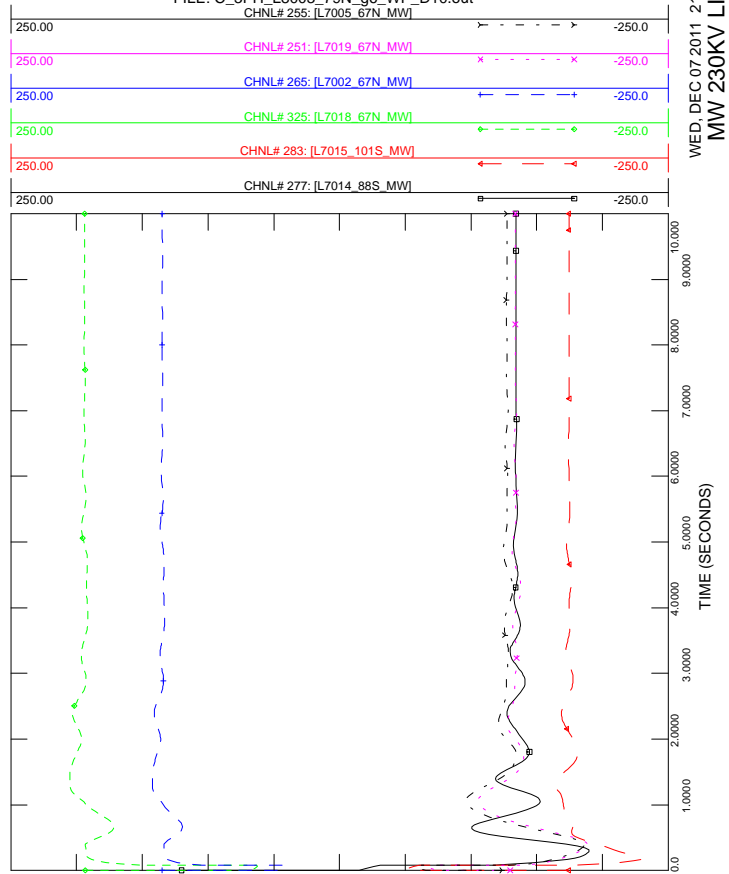
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

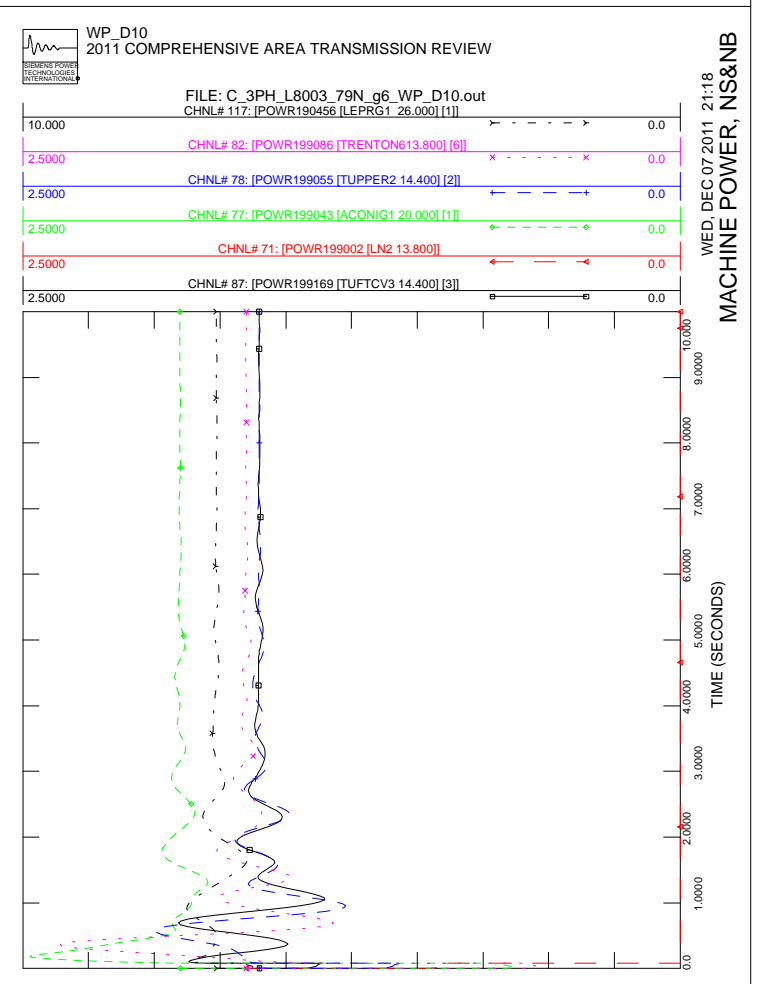
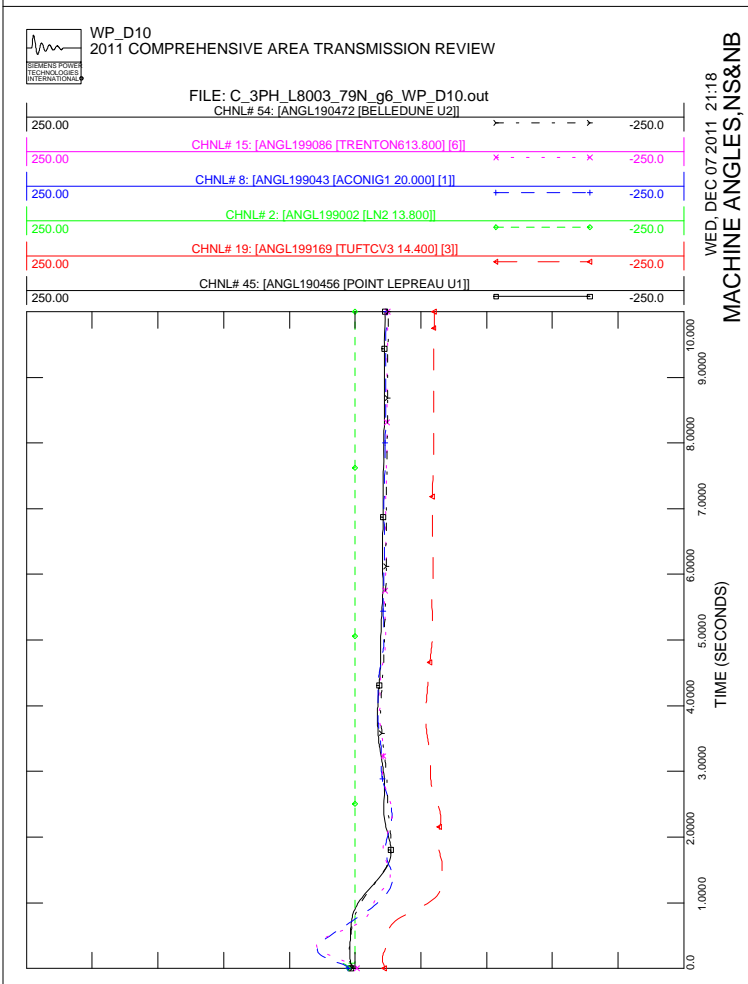
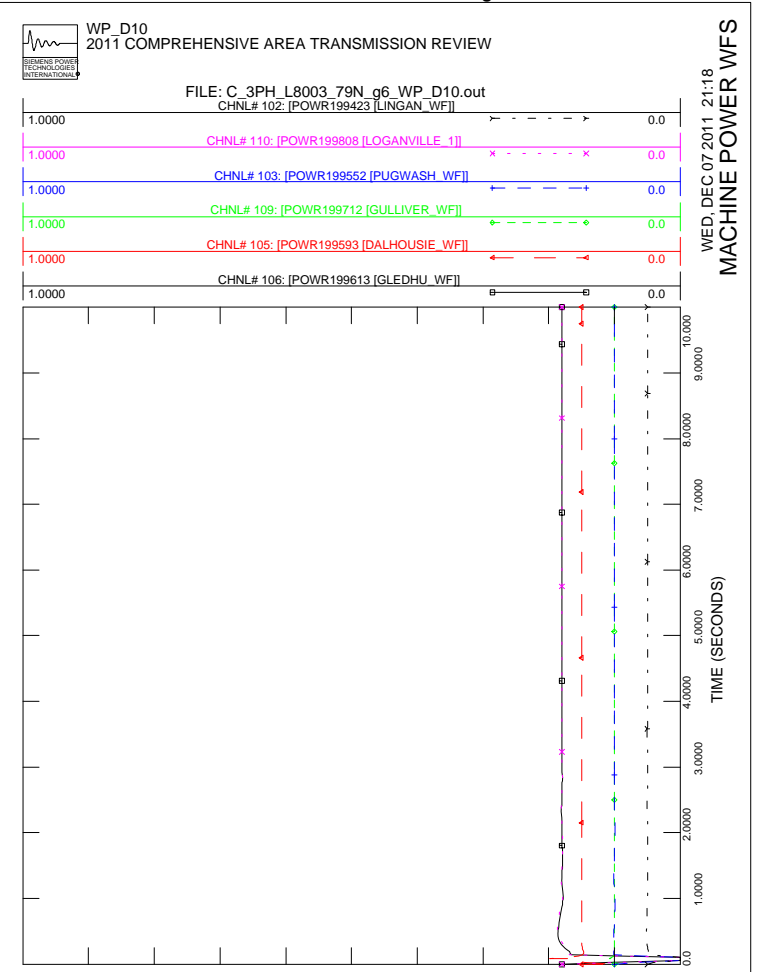
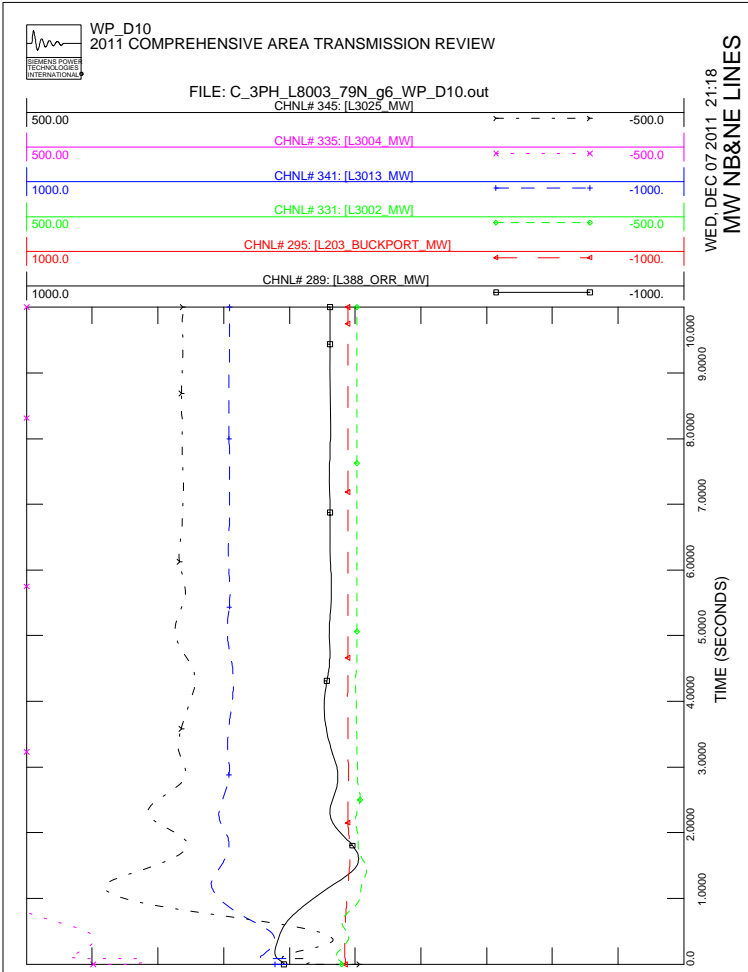
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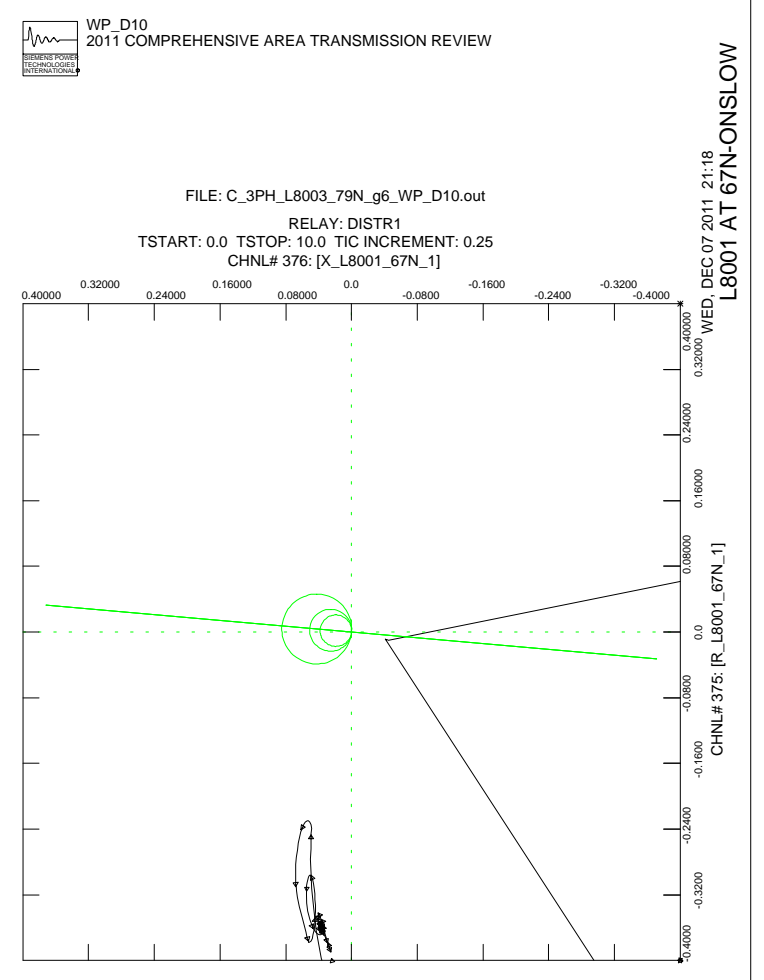
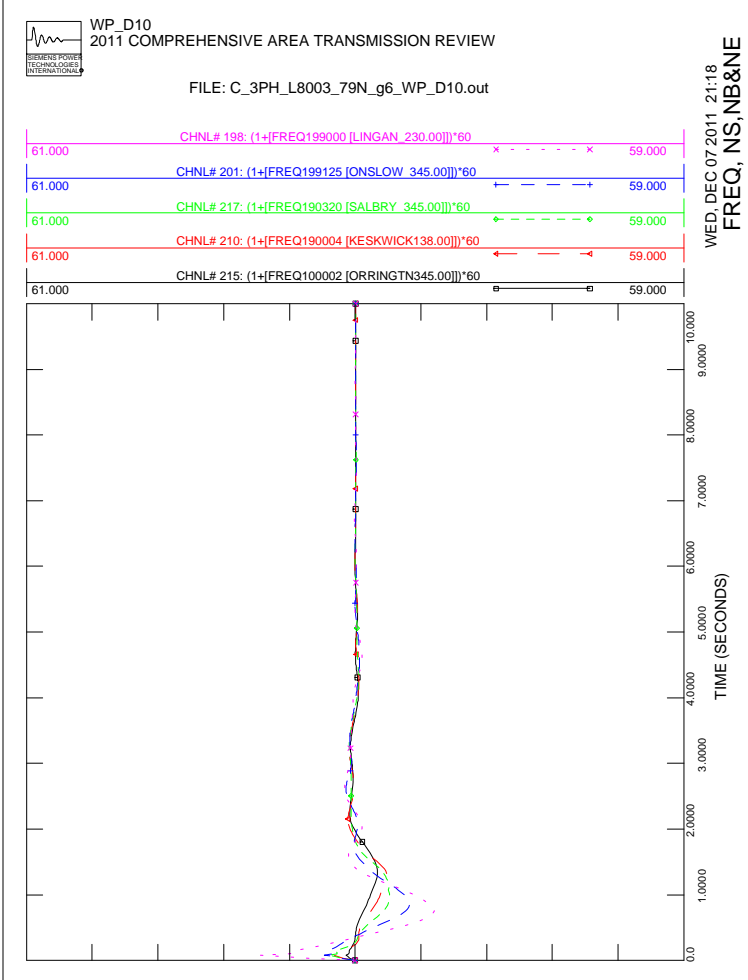
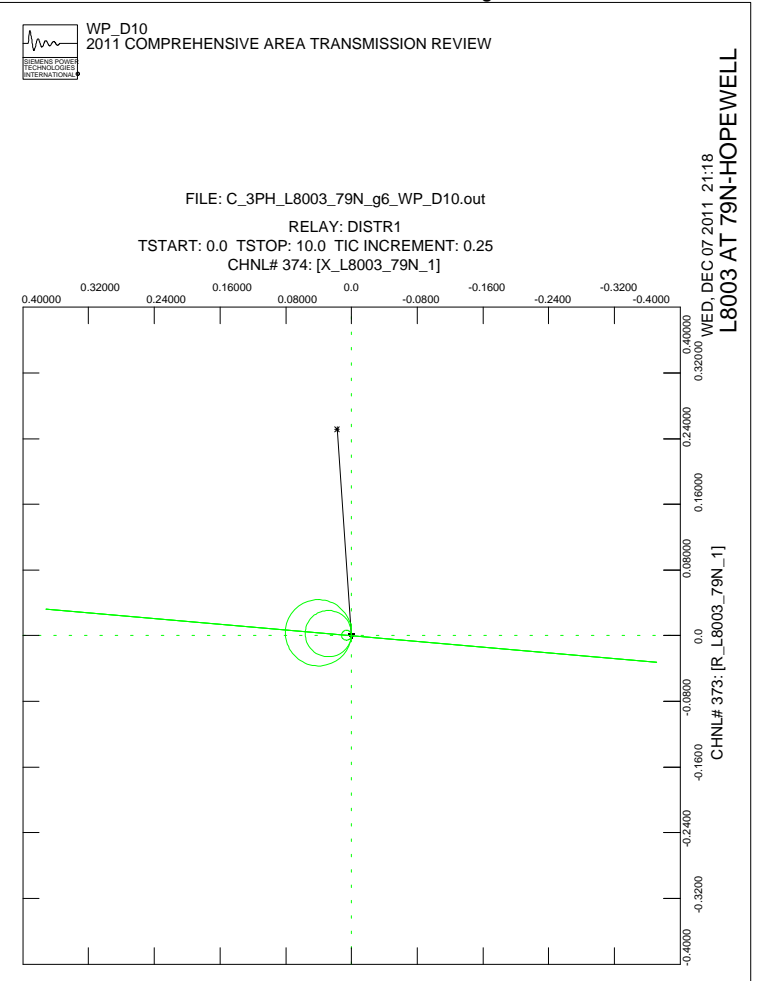
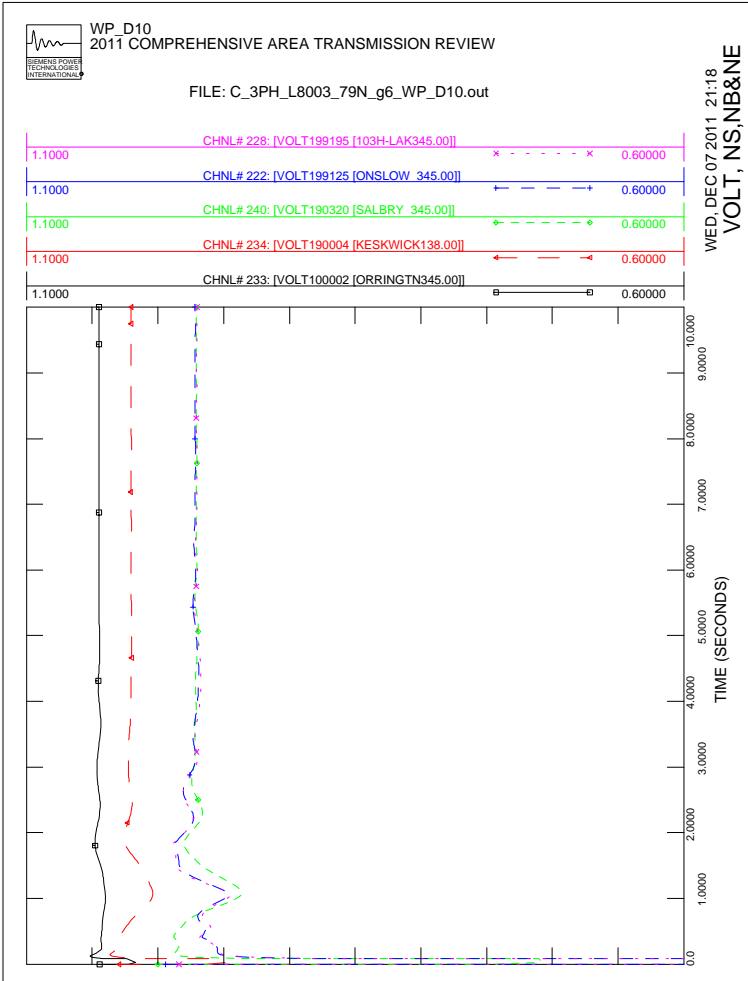


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g6_WP_D10.out



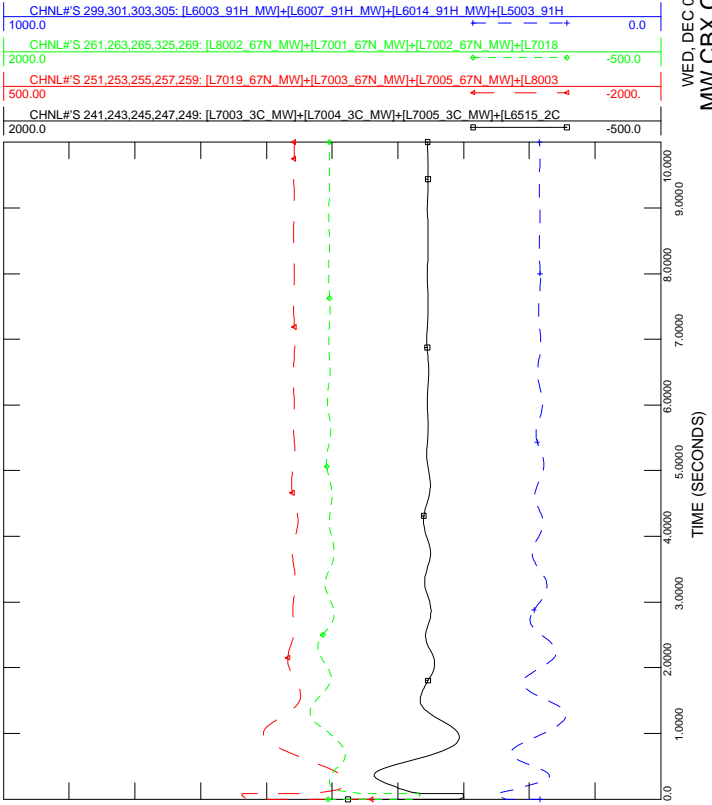






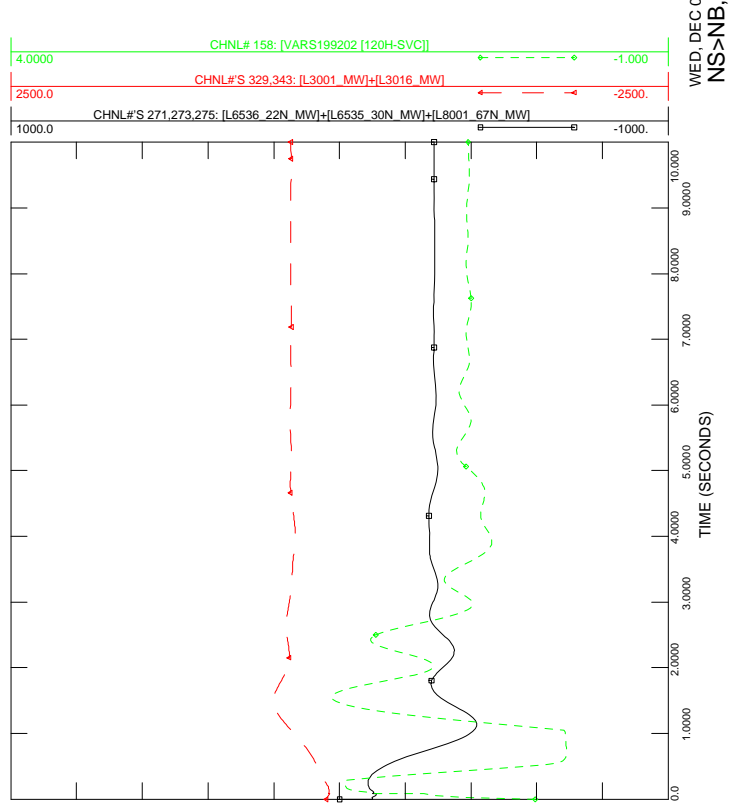
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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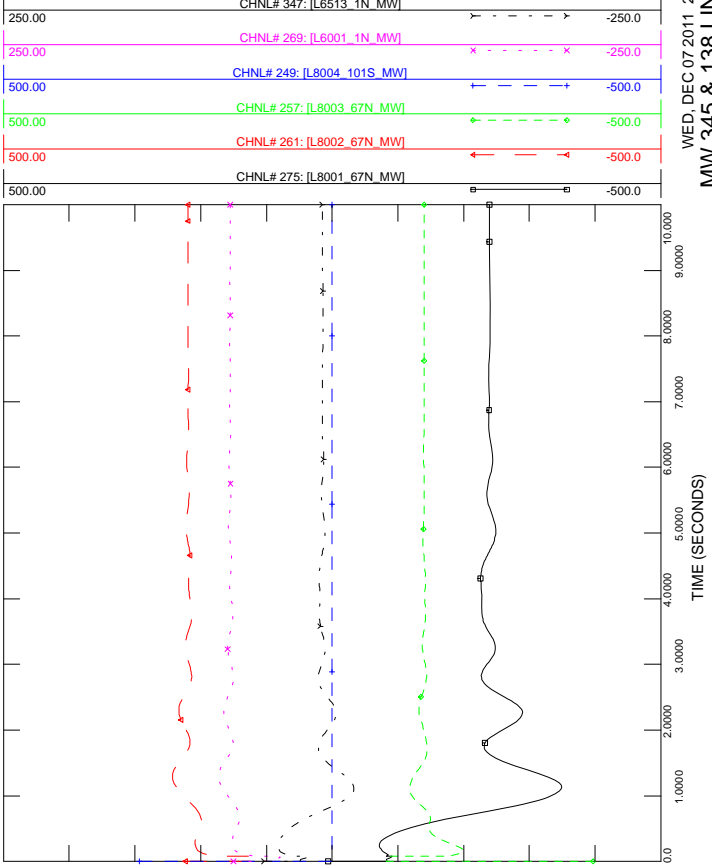
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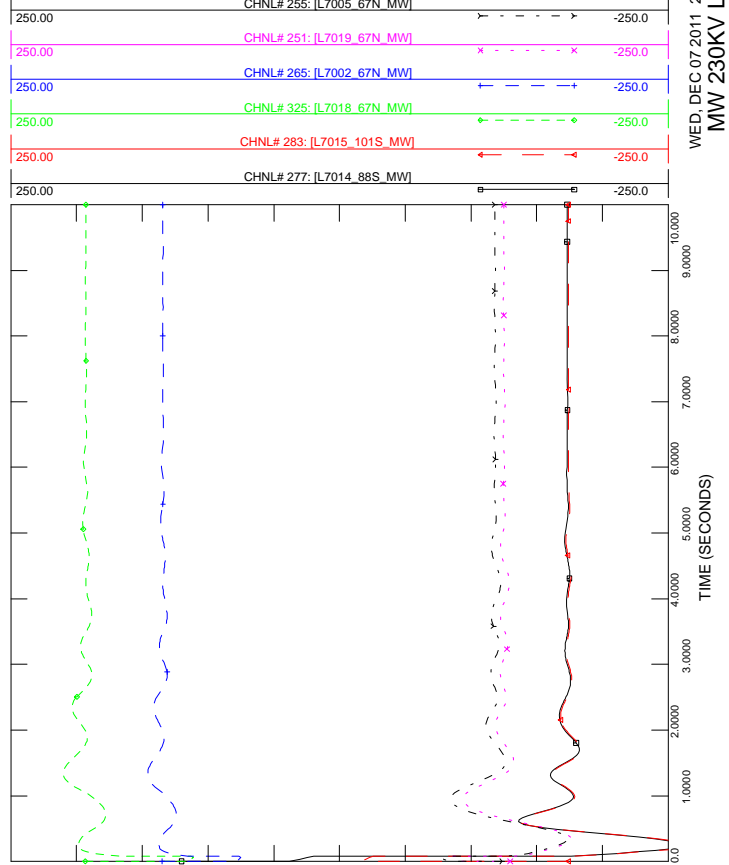
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

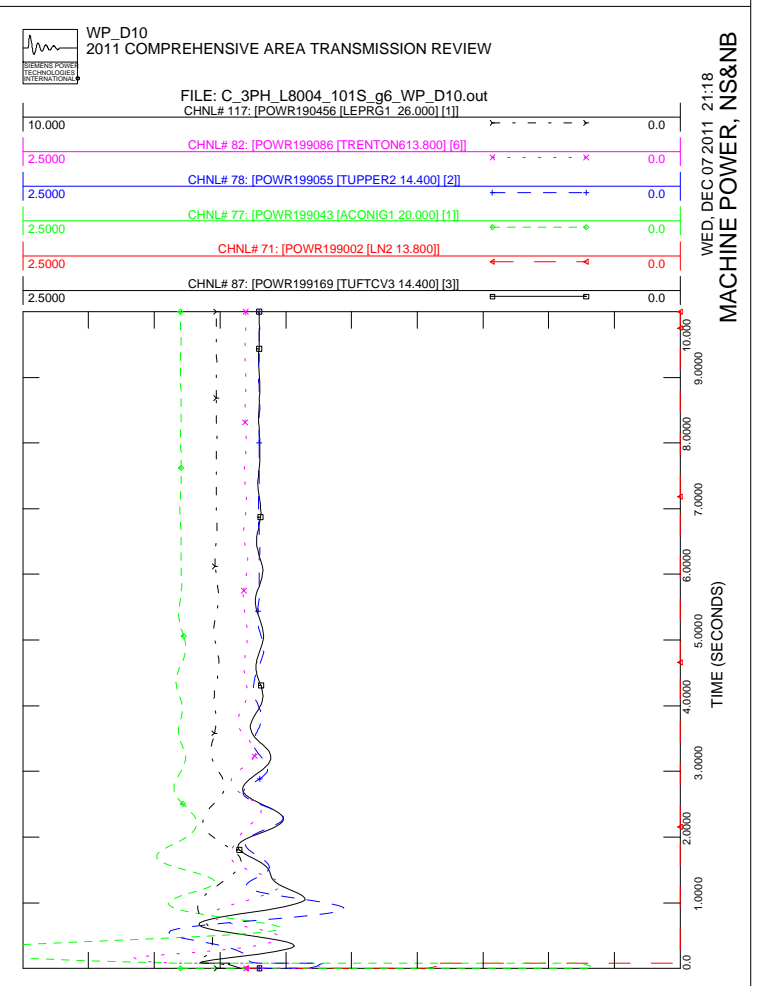
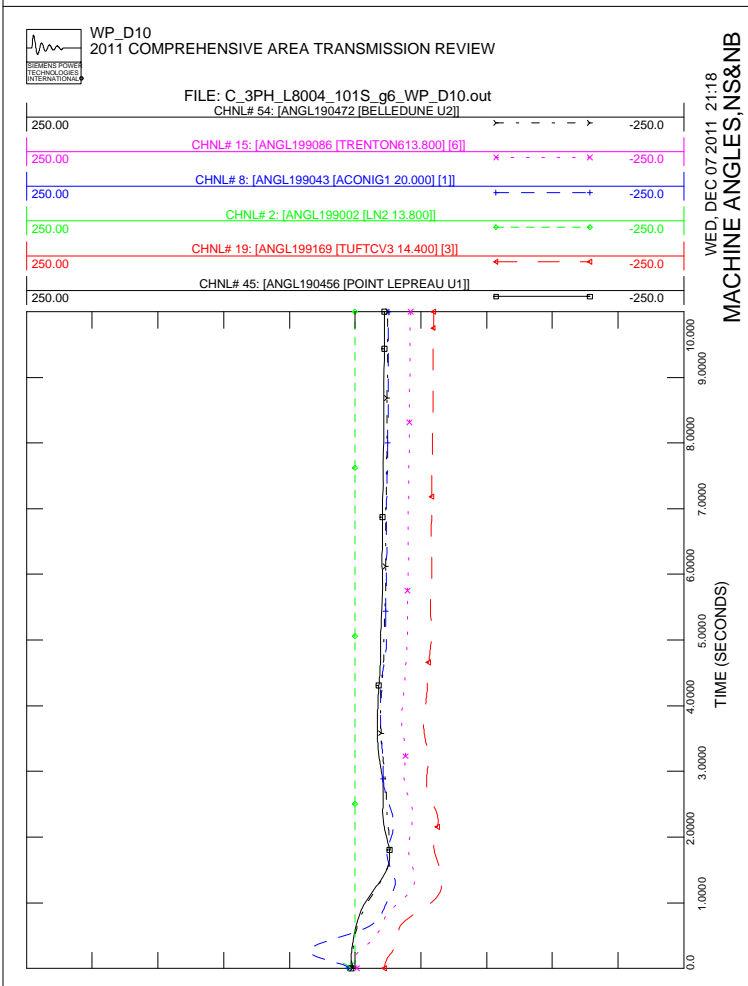
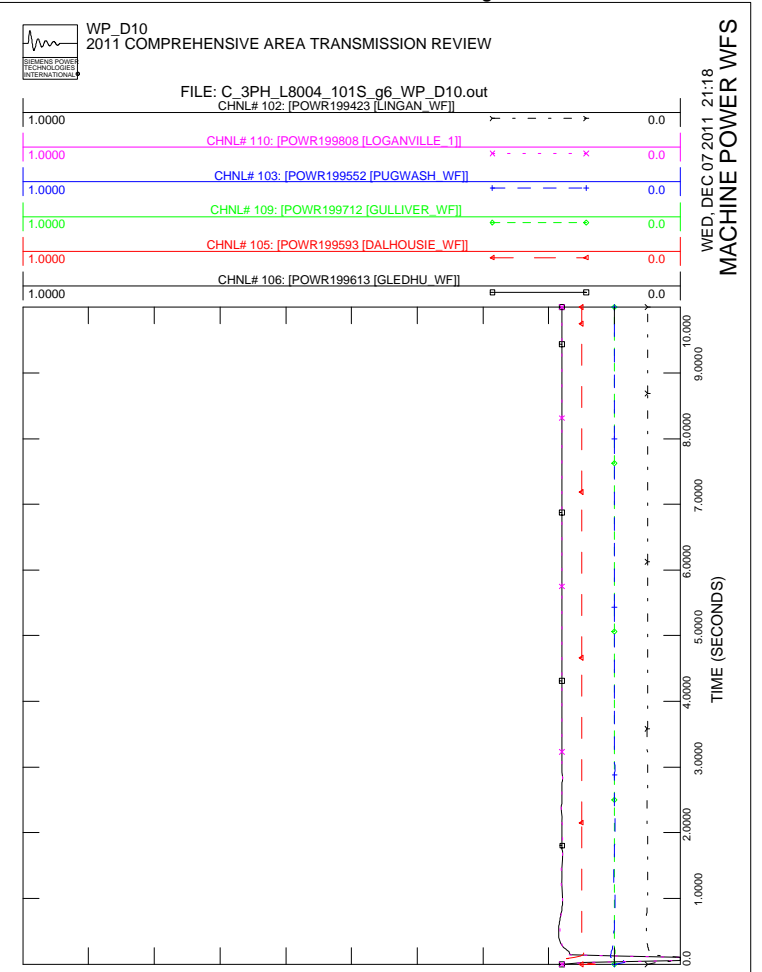
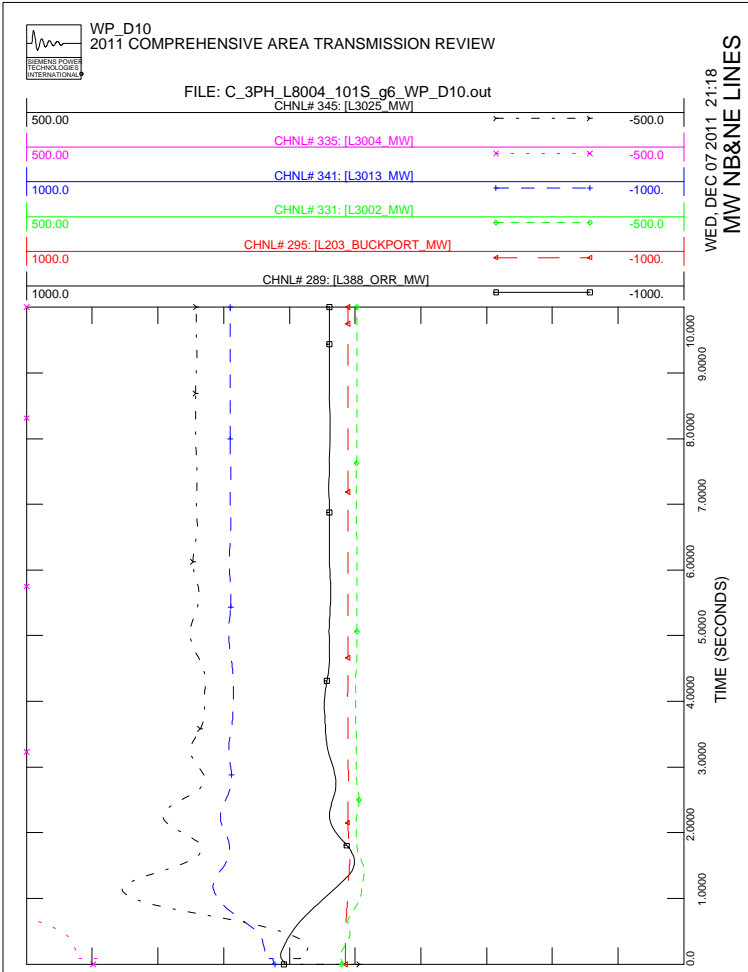
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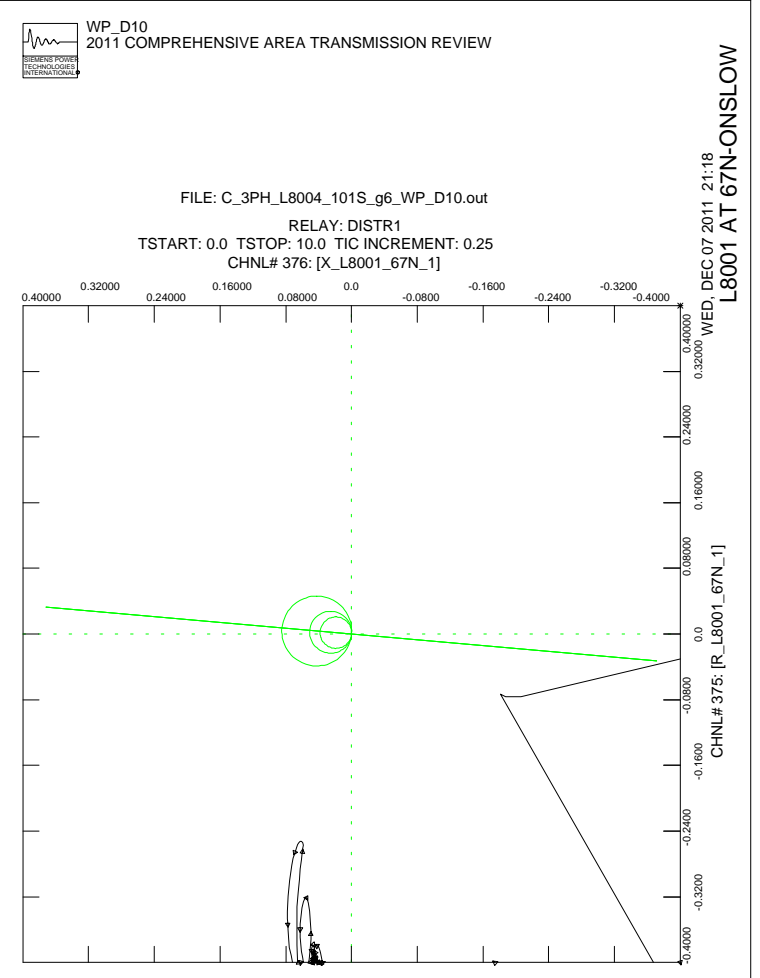
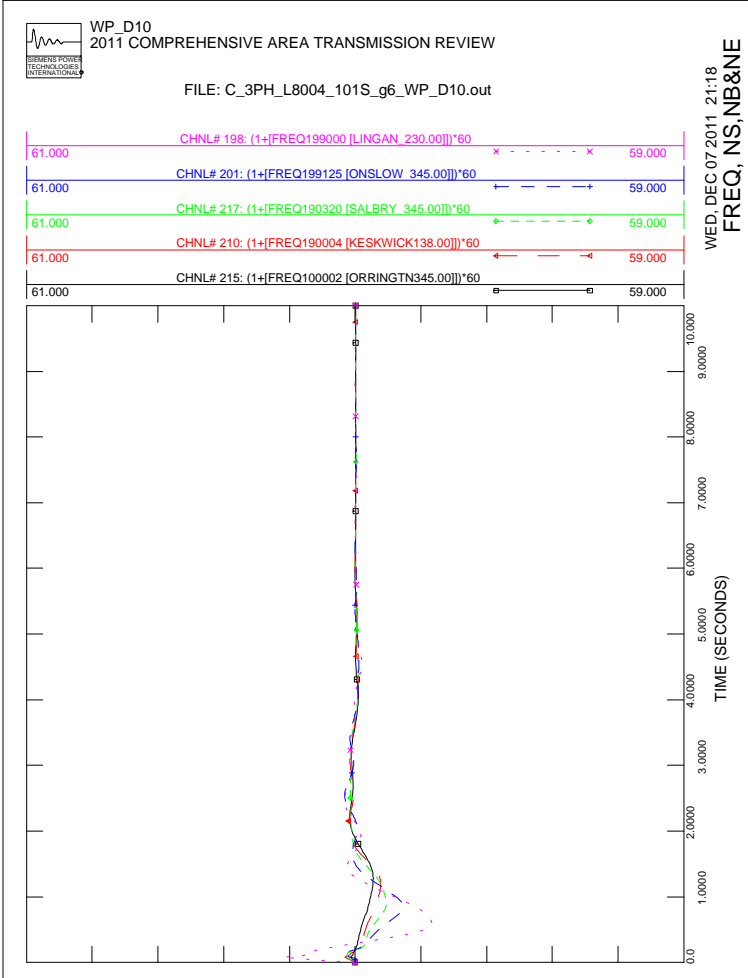
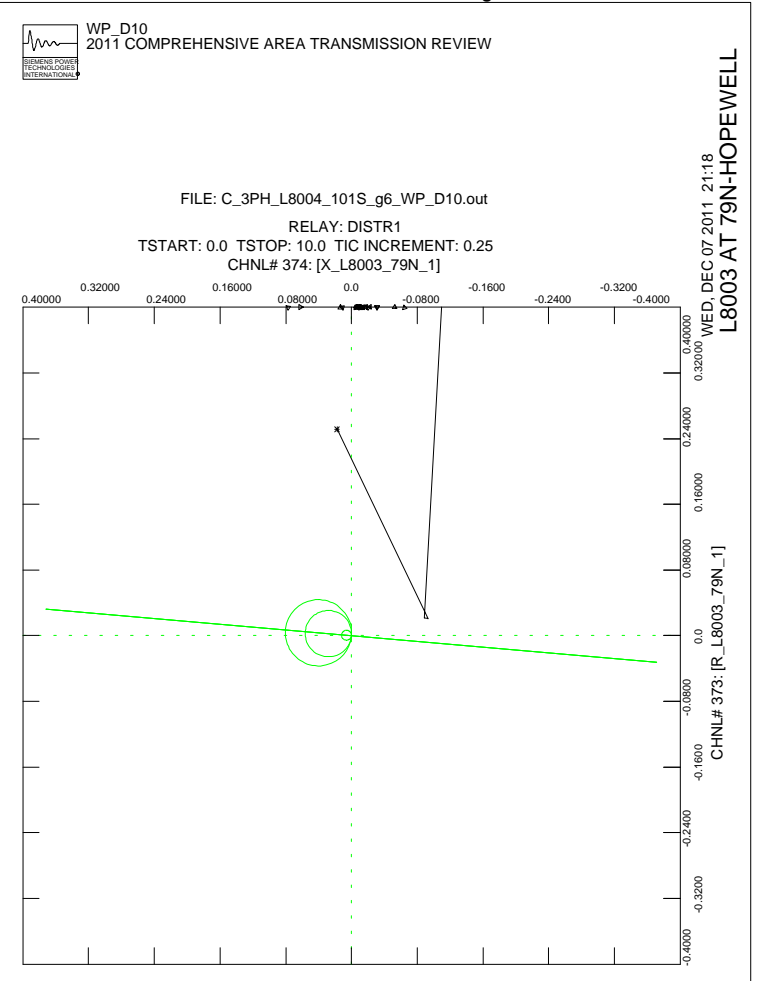
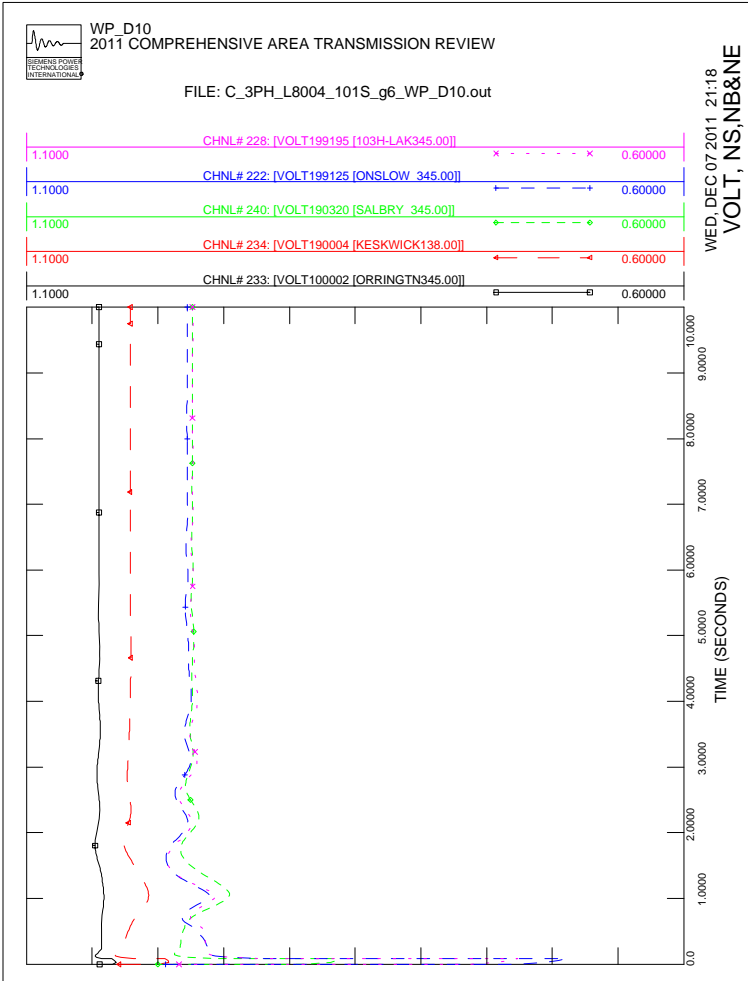


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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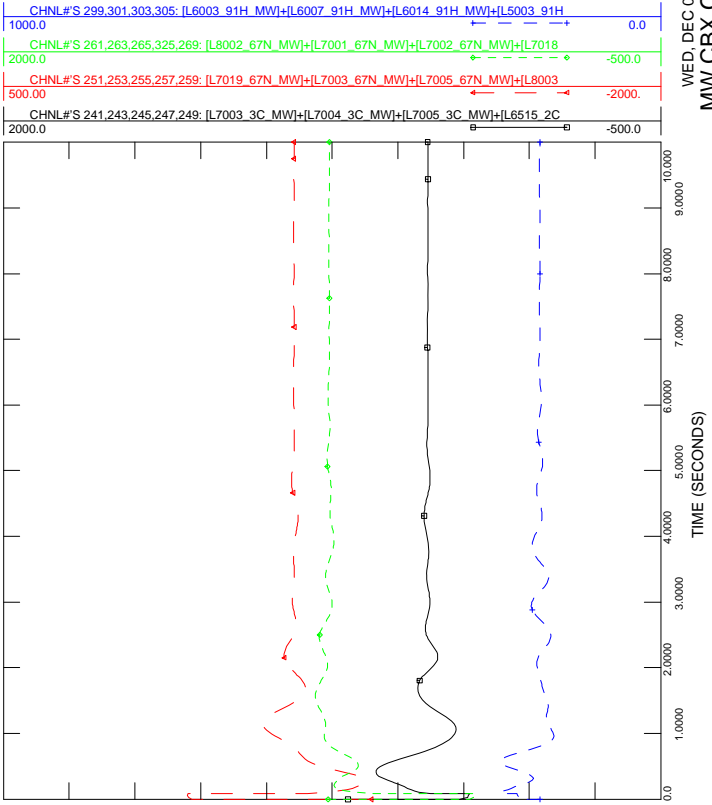






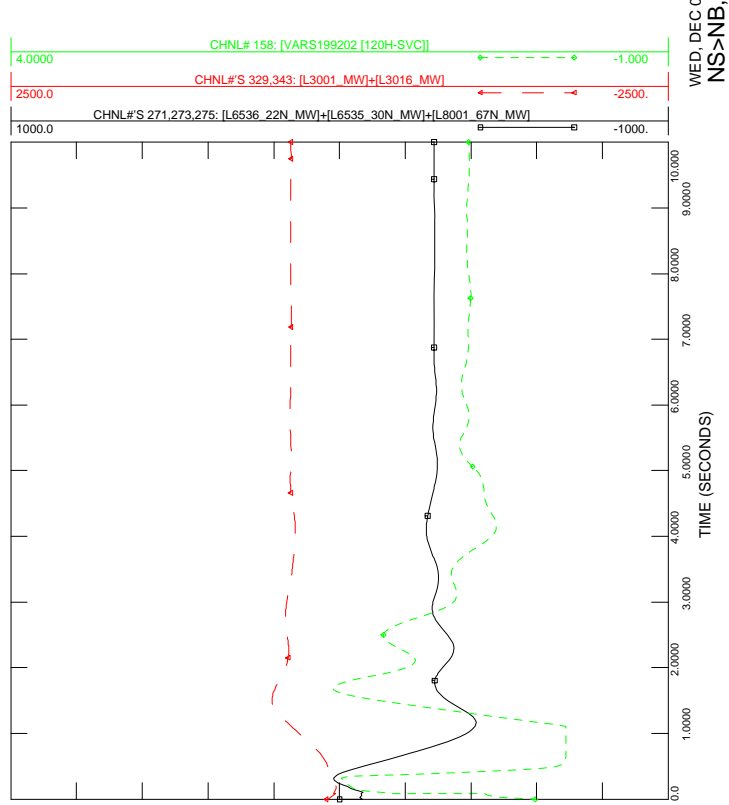
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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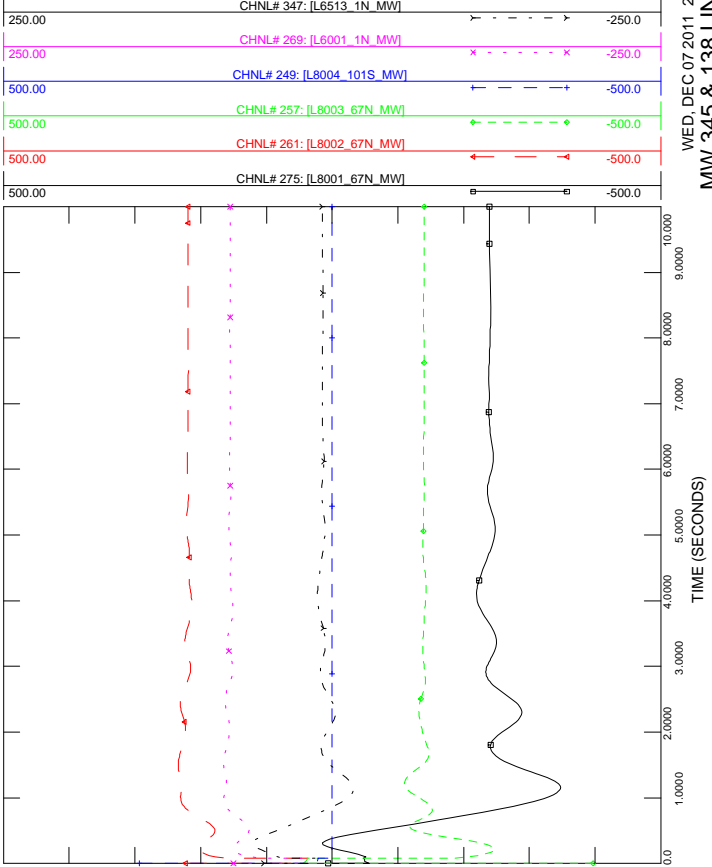
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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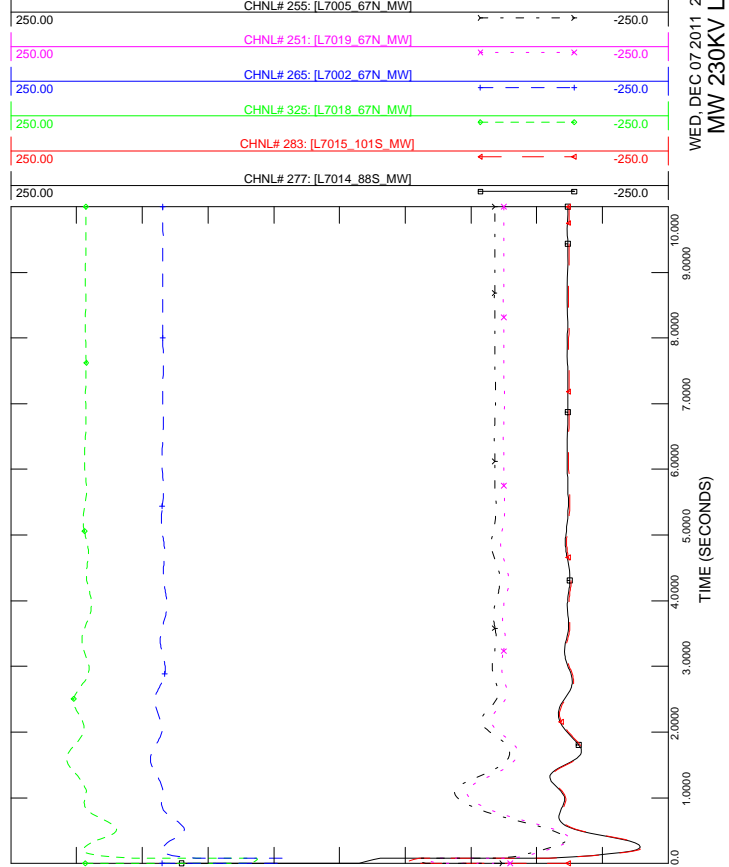
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

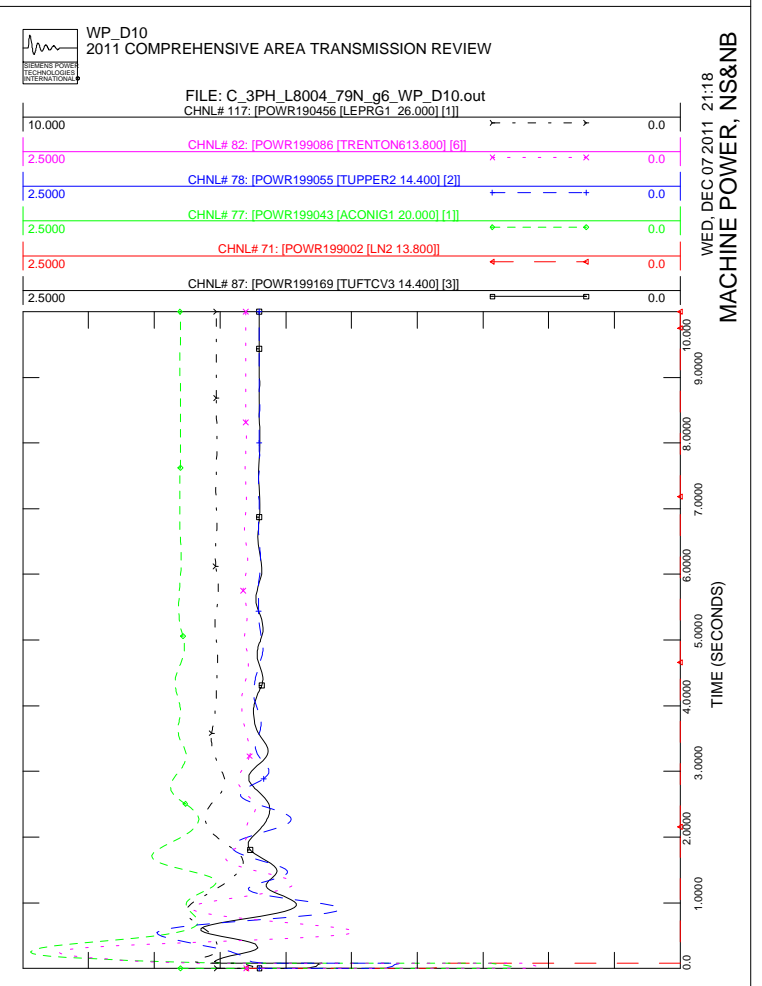
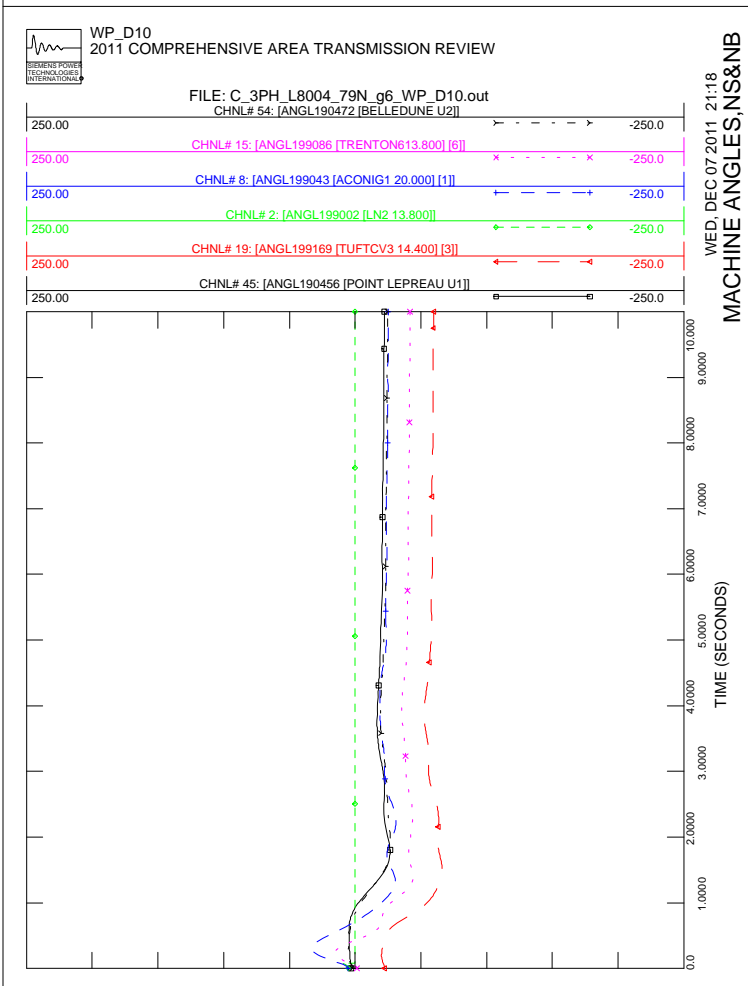
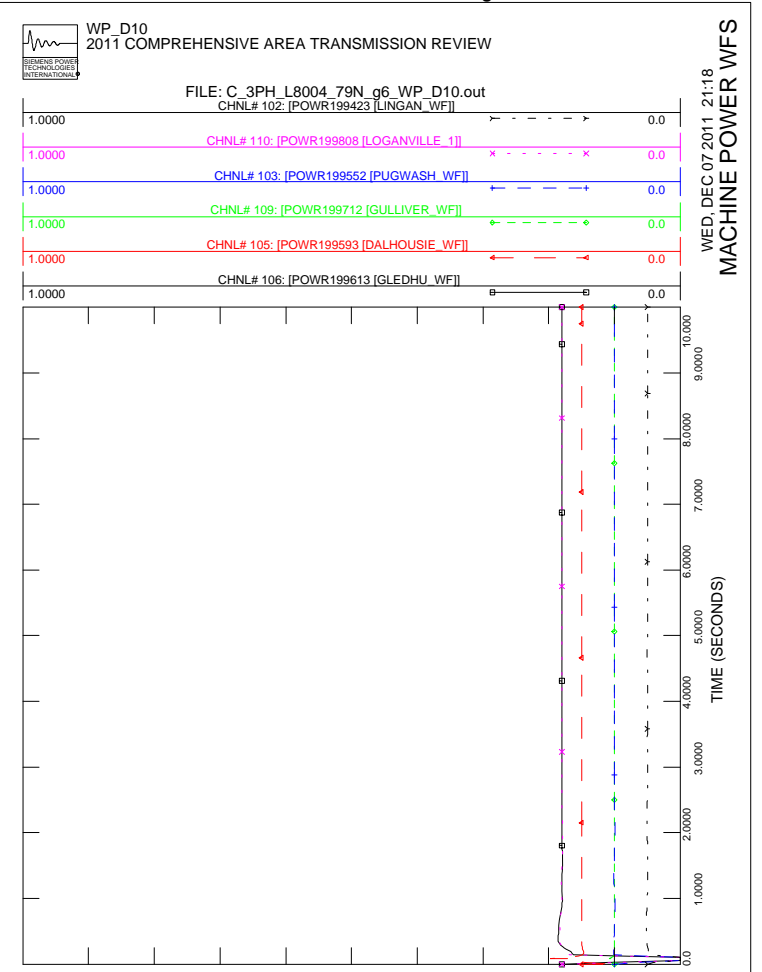
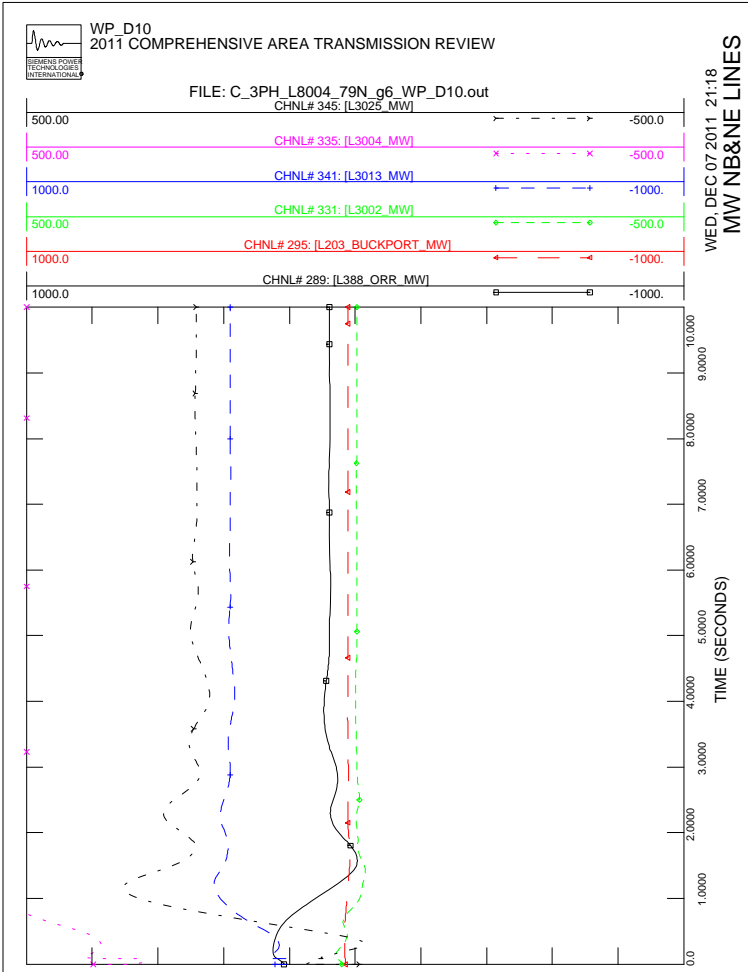
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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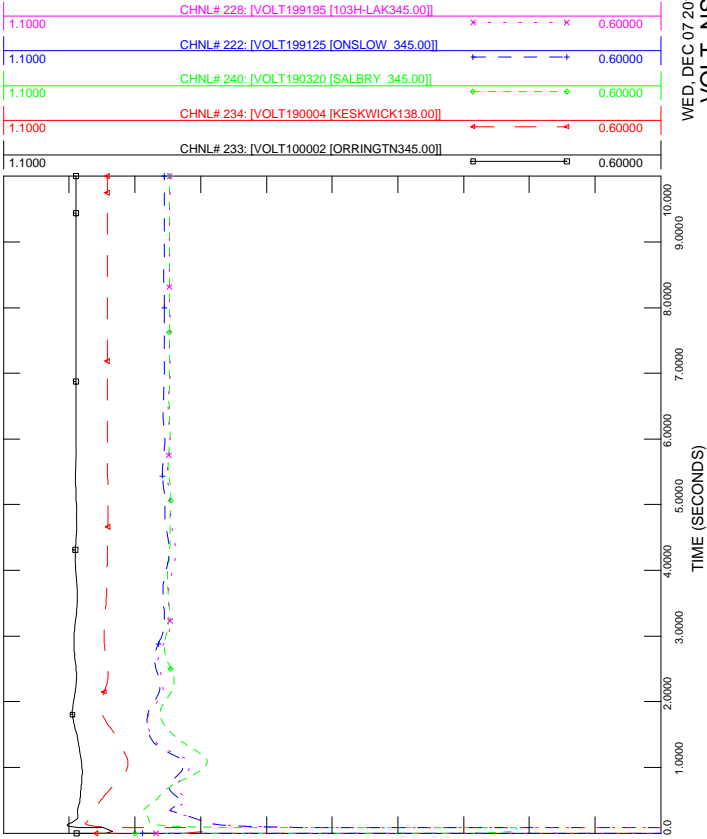






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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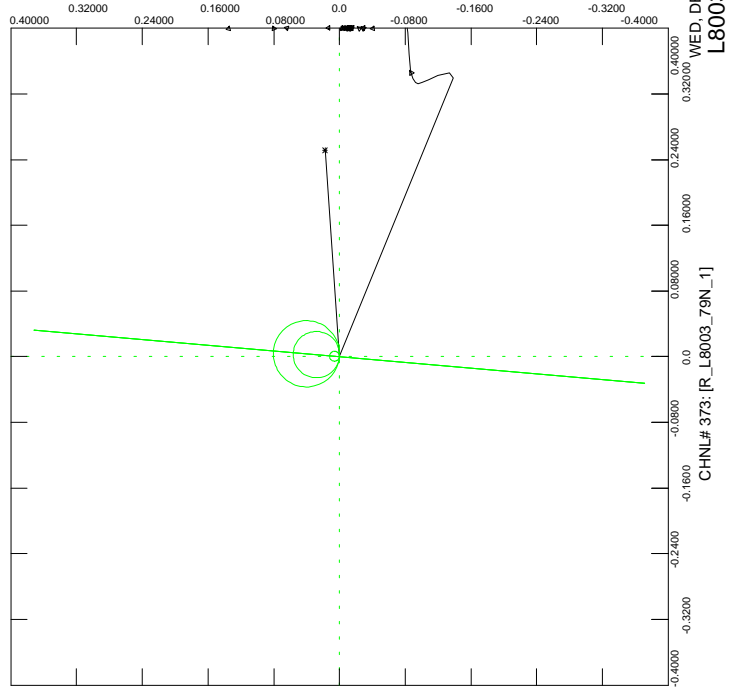
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_79N_g6_WP_D10.out

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CHNL# 374: [X_L8003_79N_1]

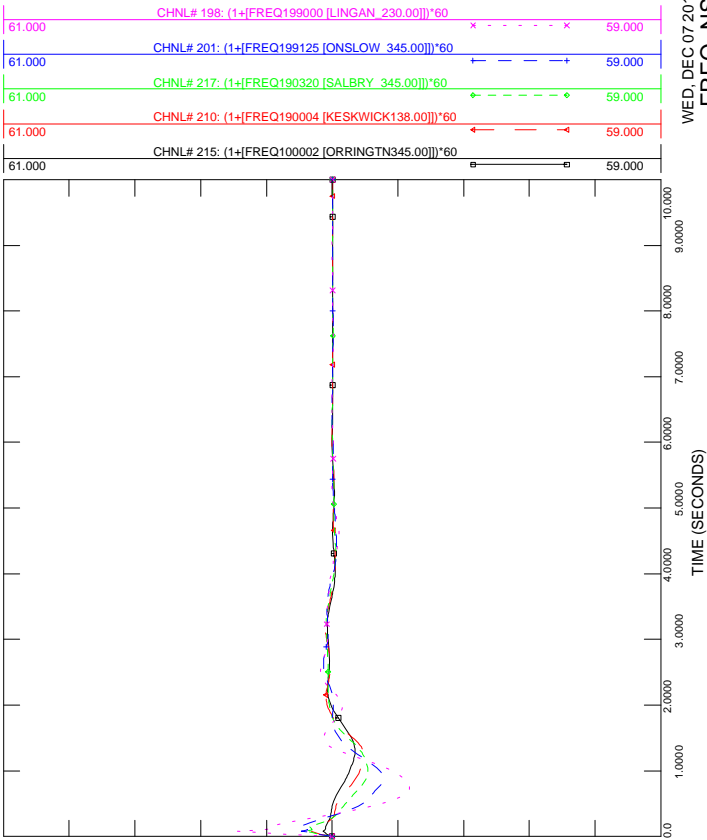


WED, DEC 07 2011 21:18
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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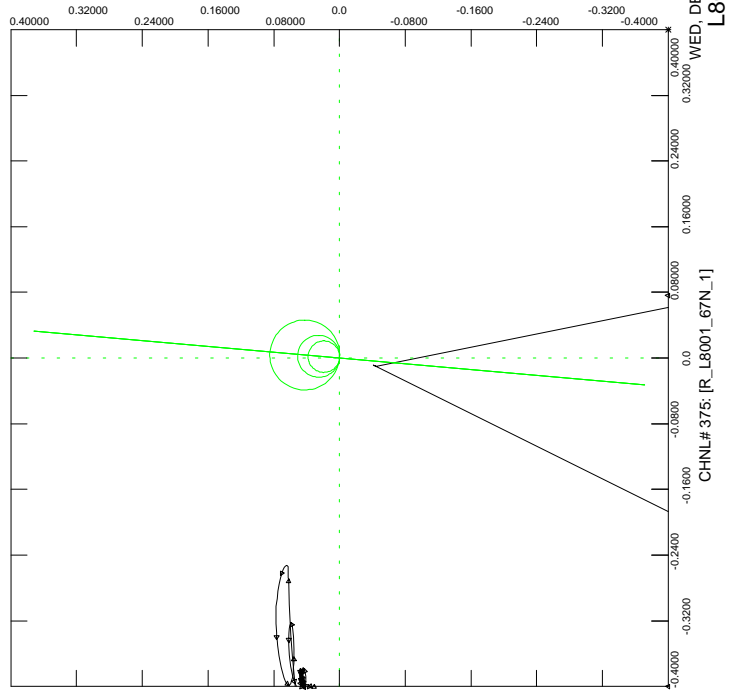
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FREQ, NS, NB&NE



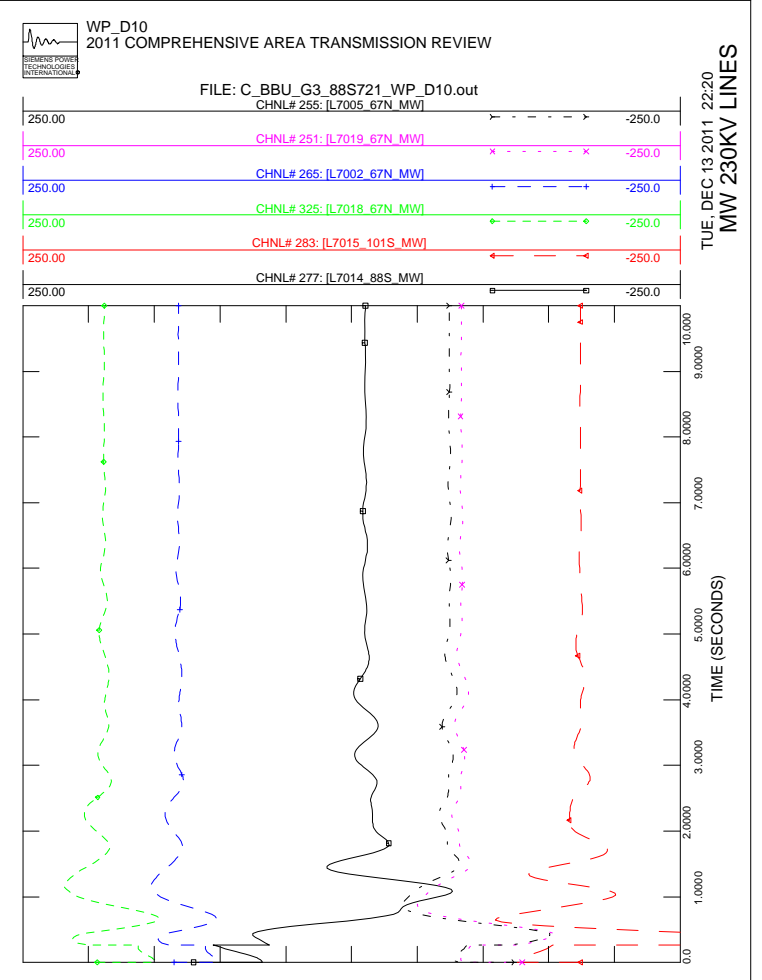
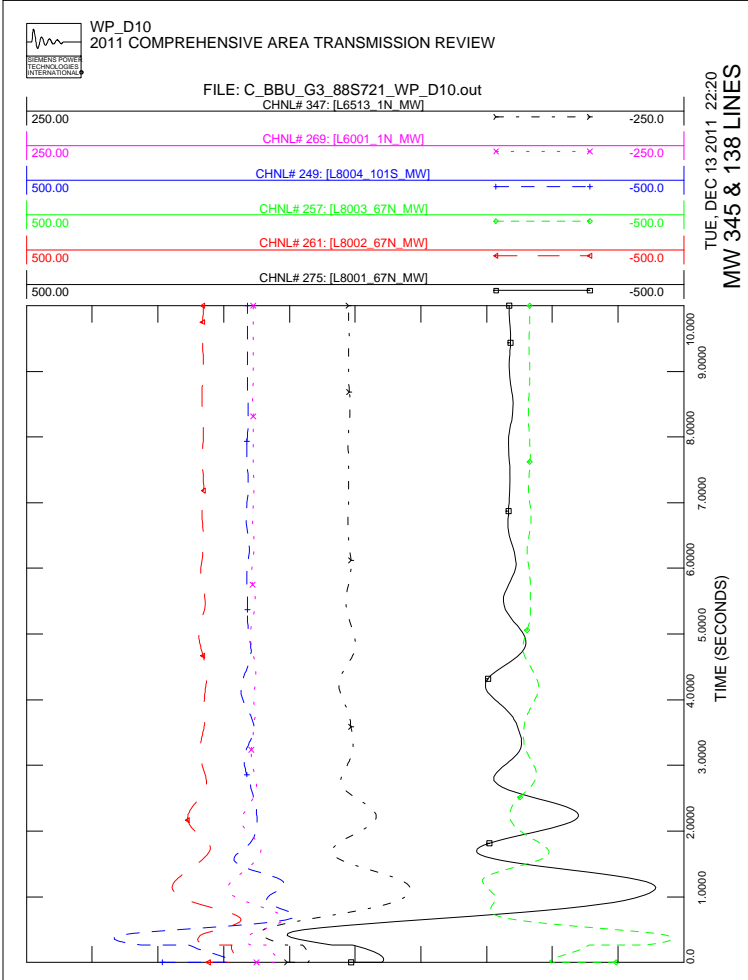
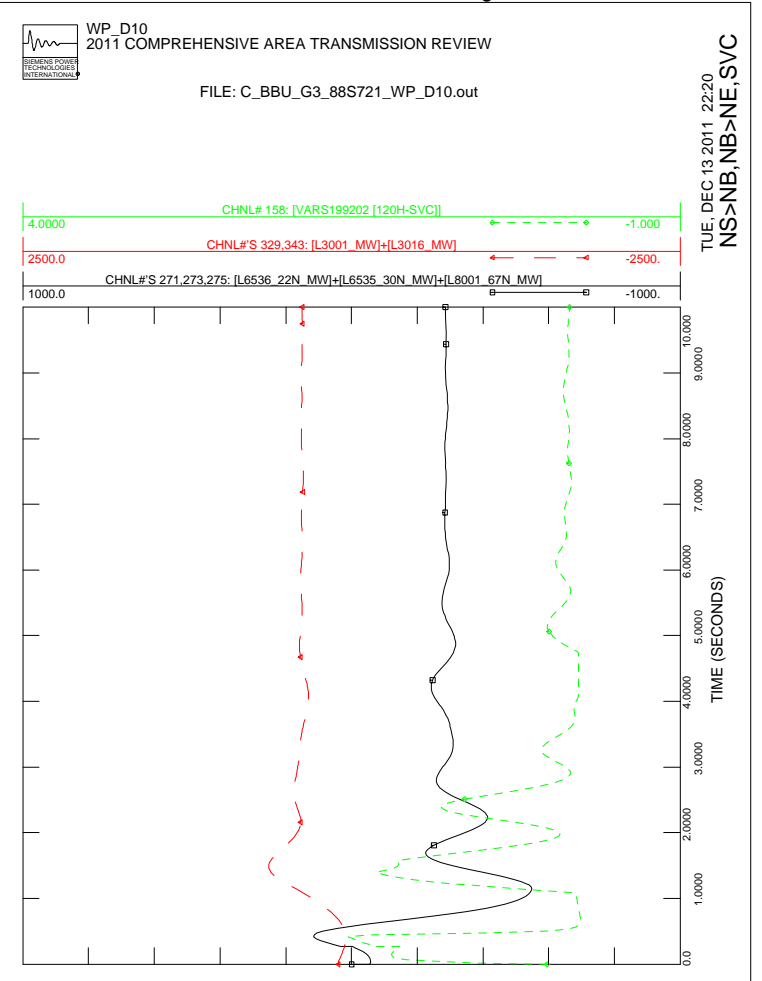
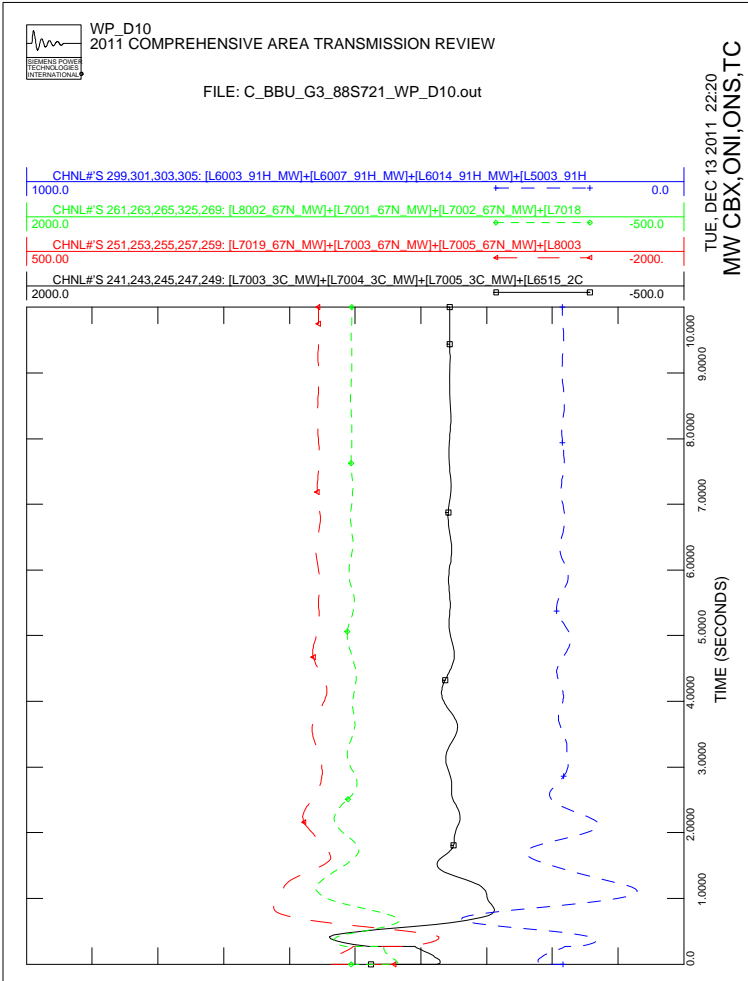
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

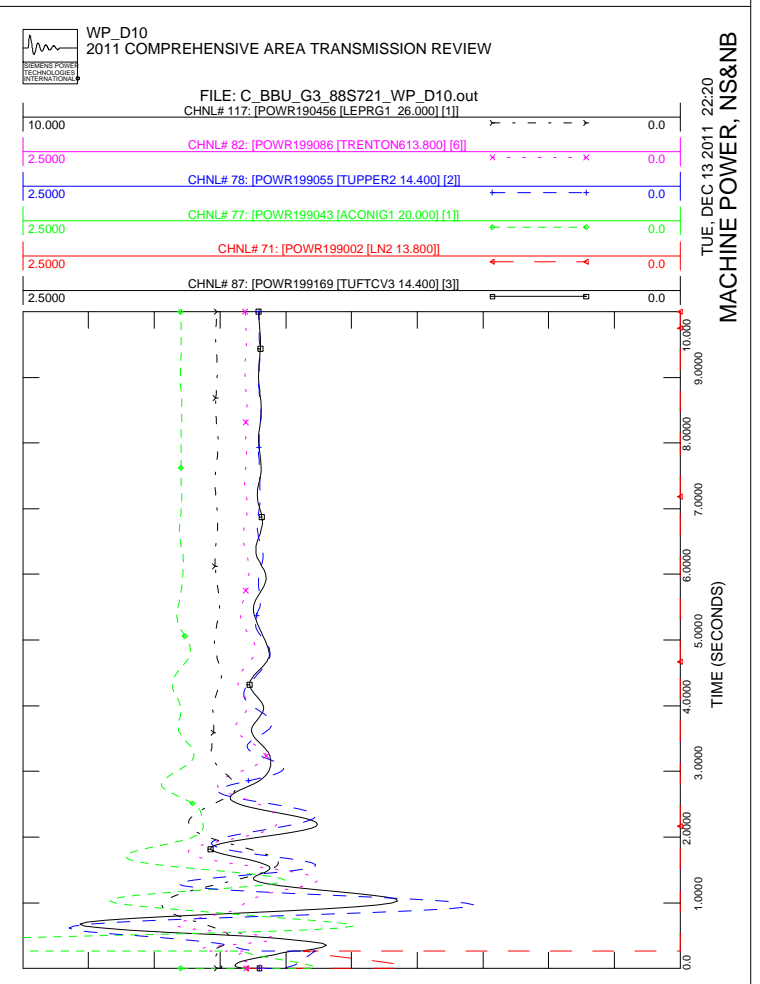
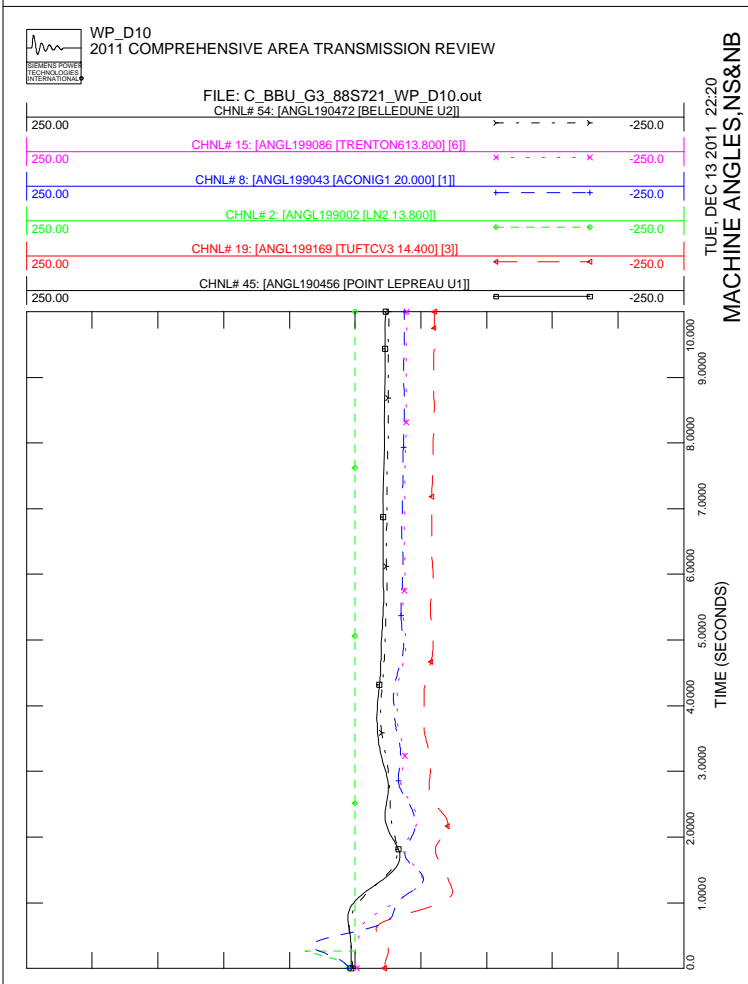
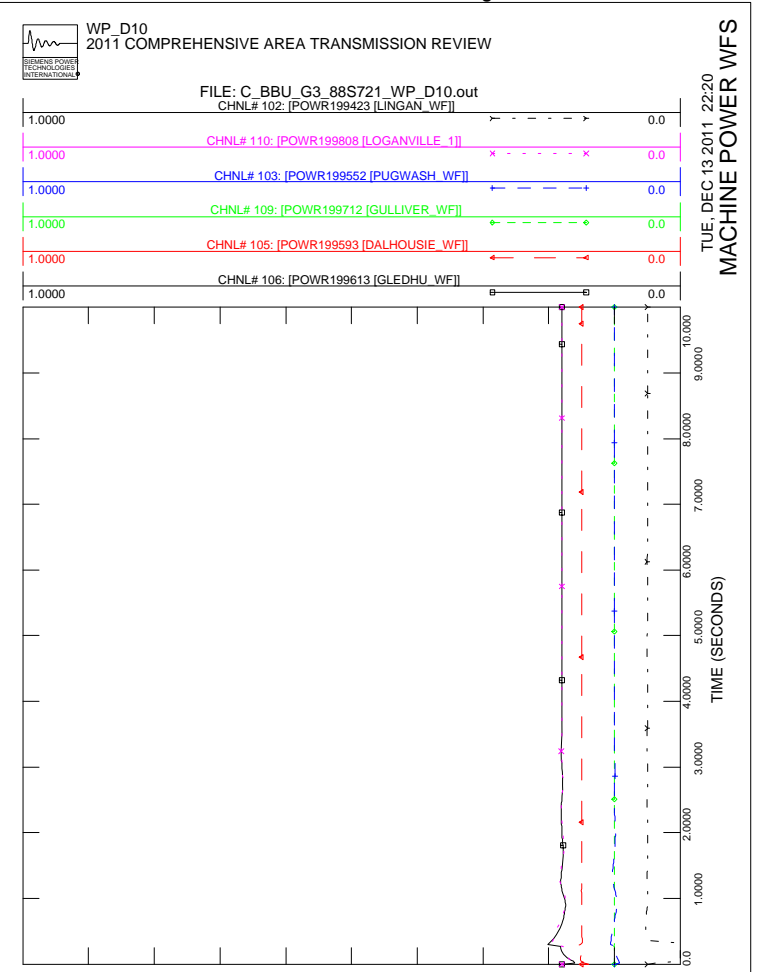
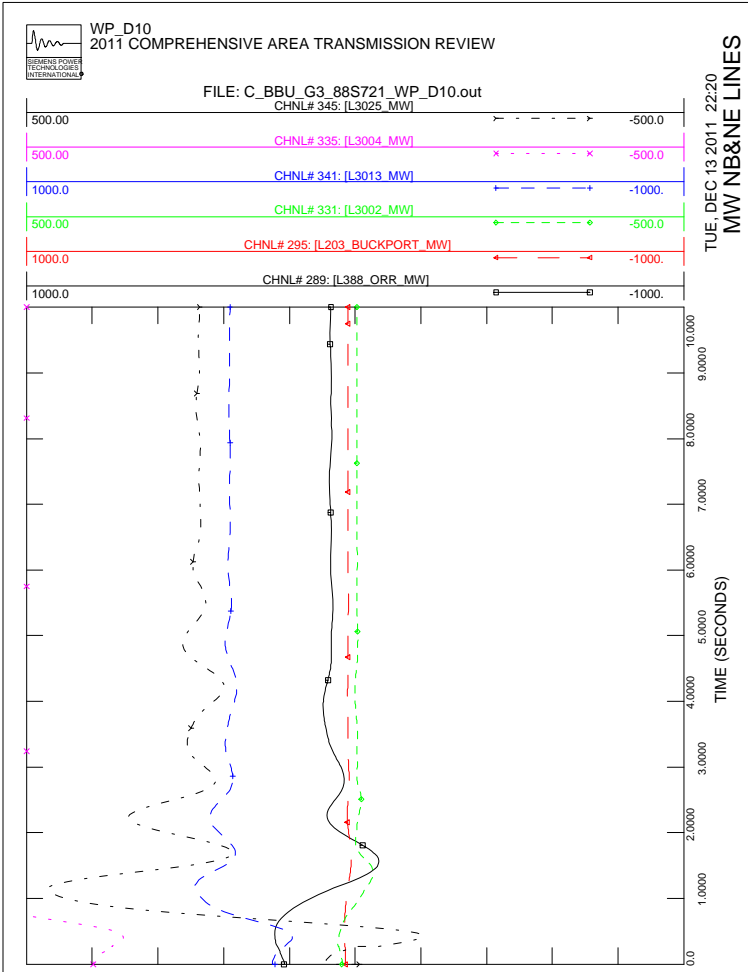
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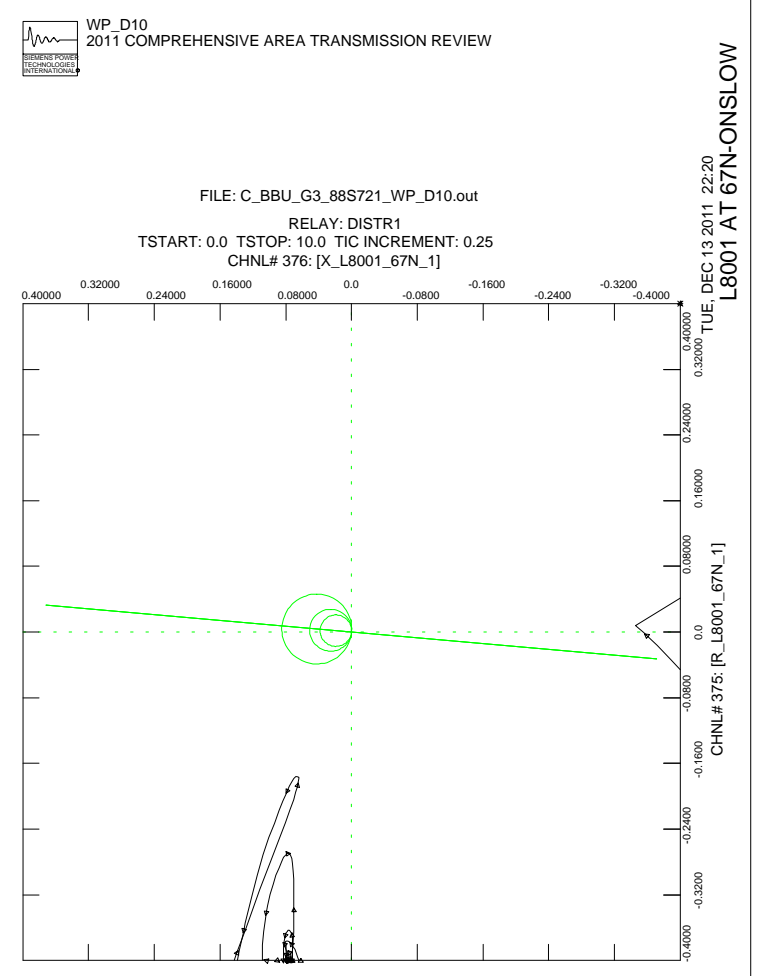
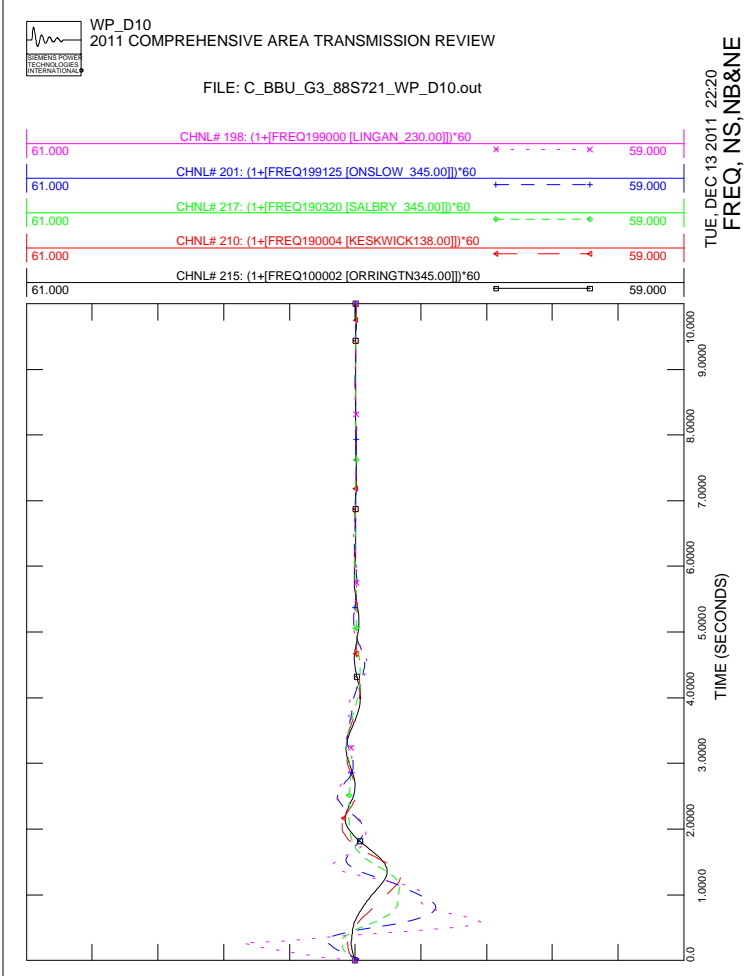
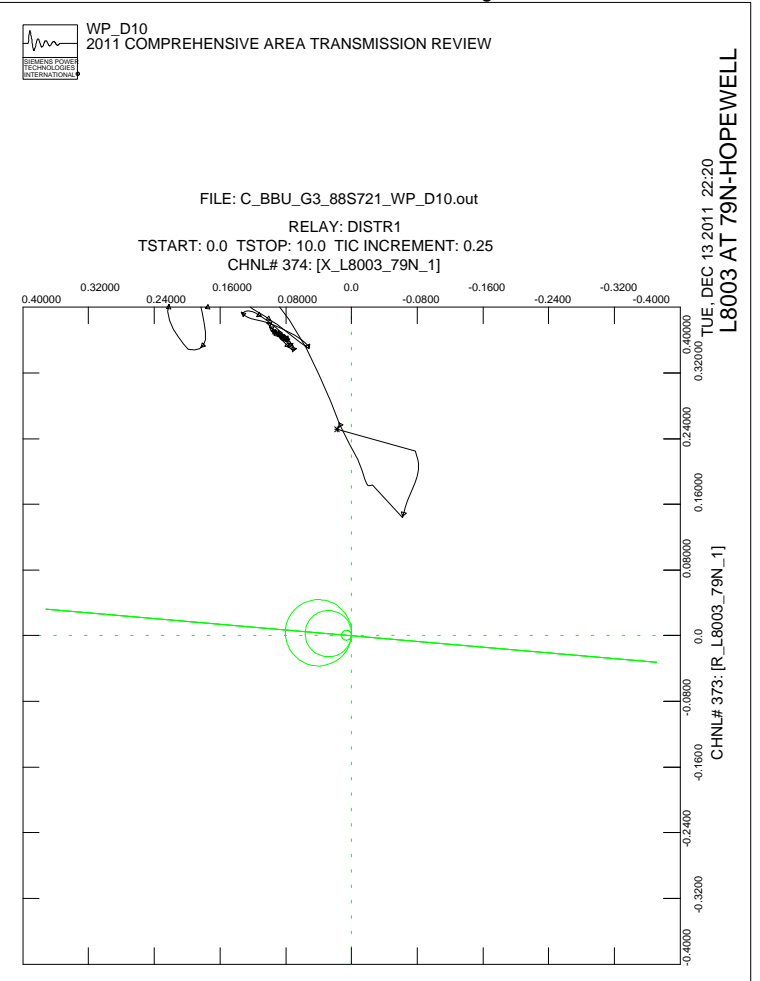
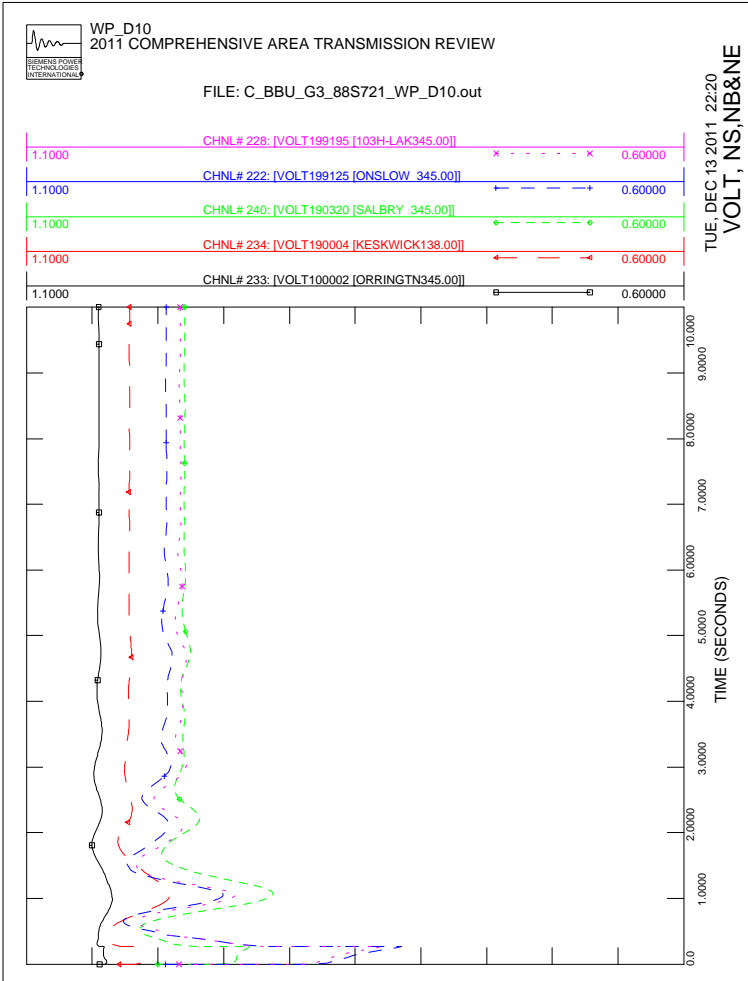
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L8001 AT 67N-ONSLow



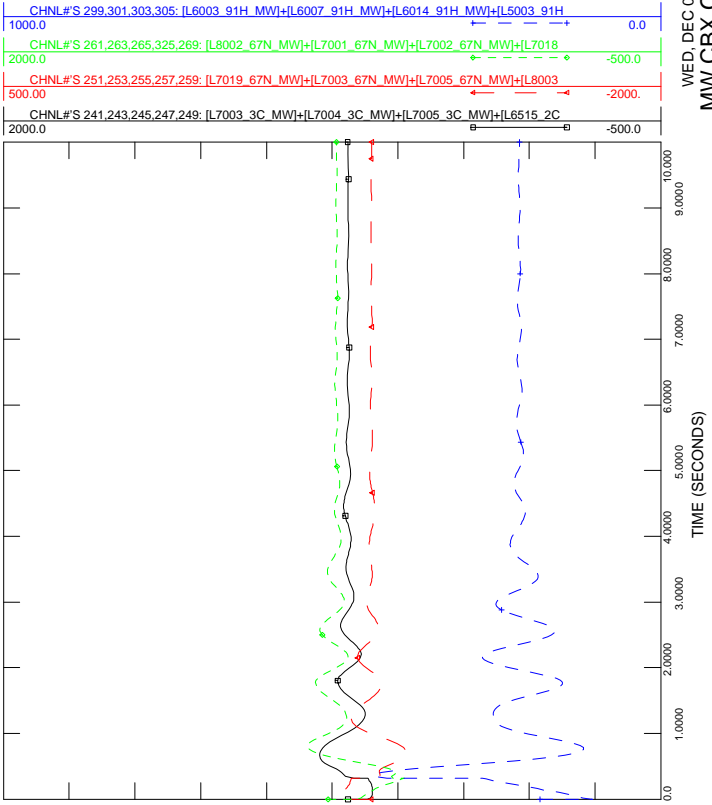






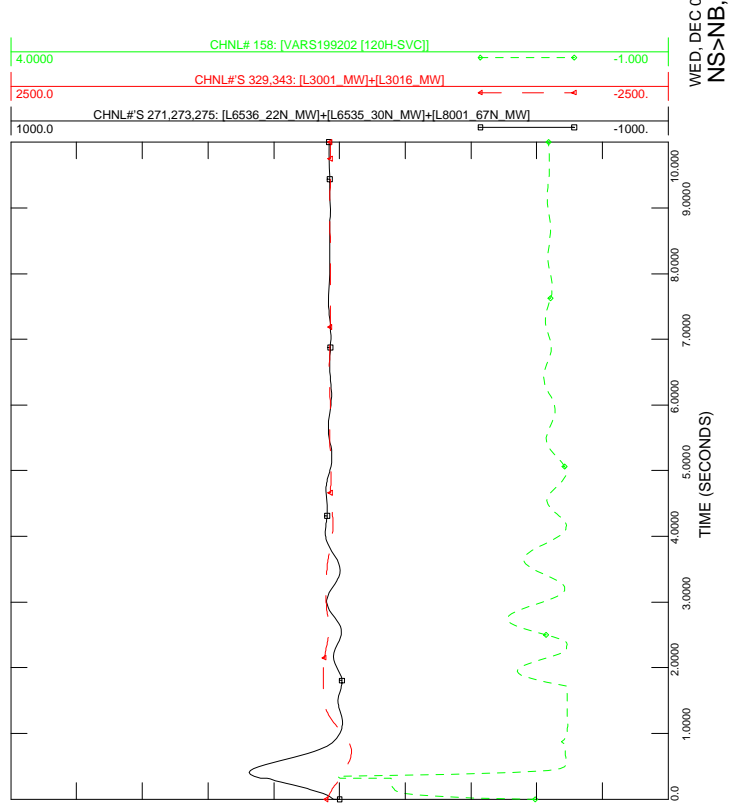
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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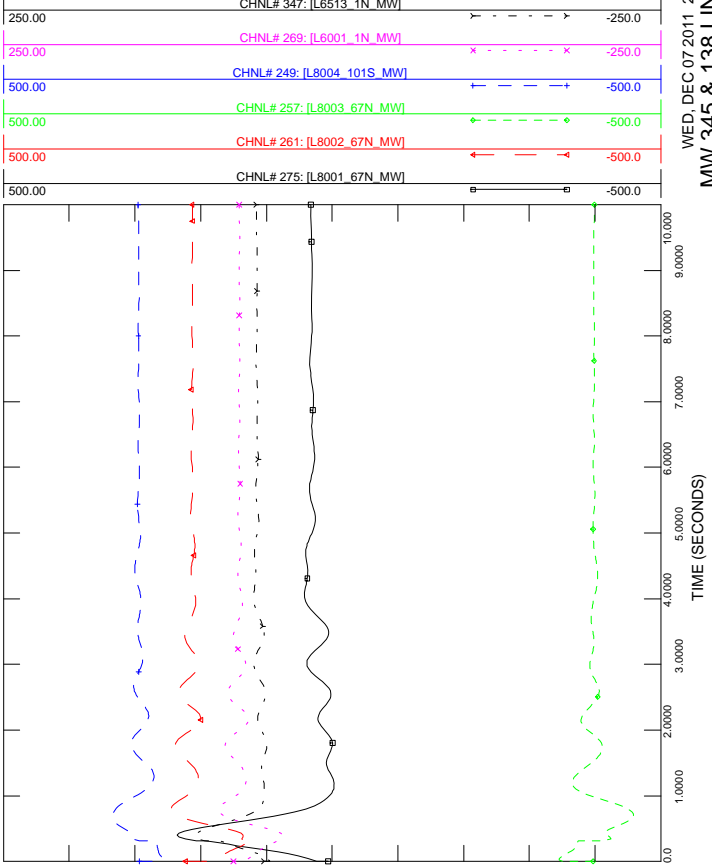
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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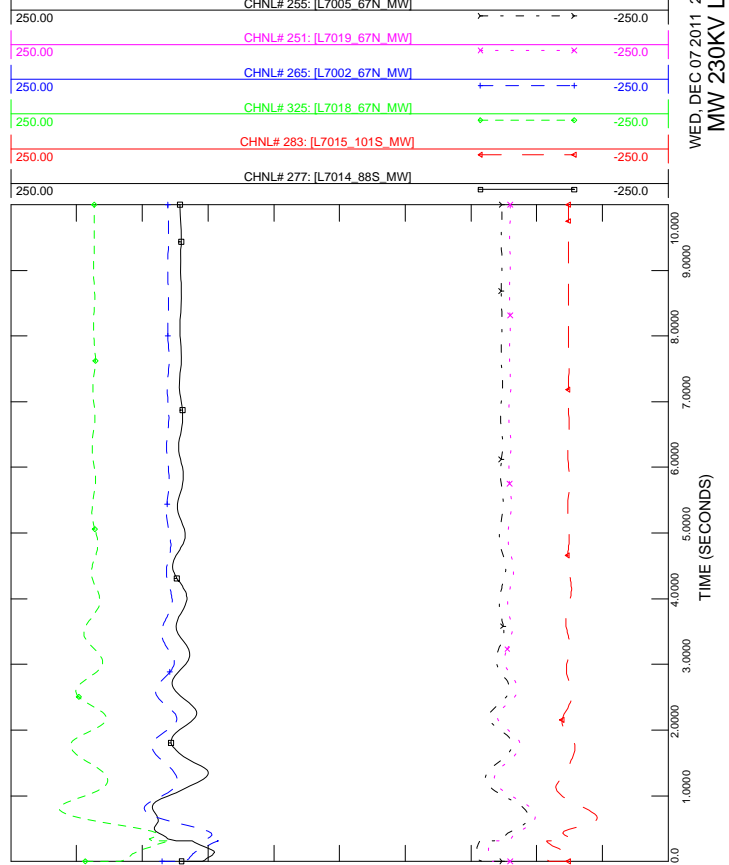
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

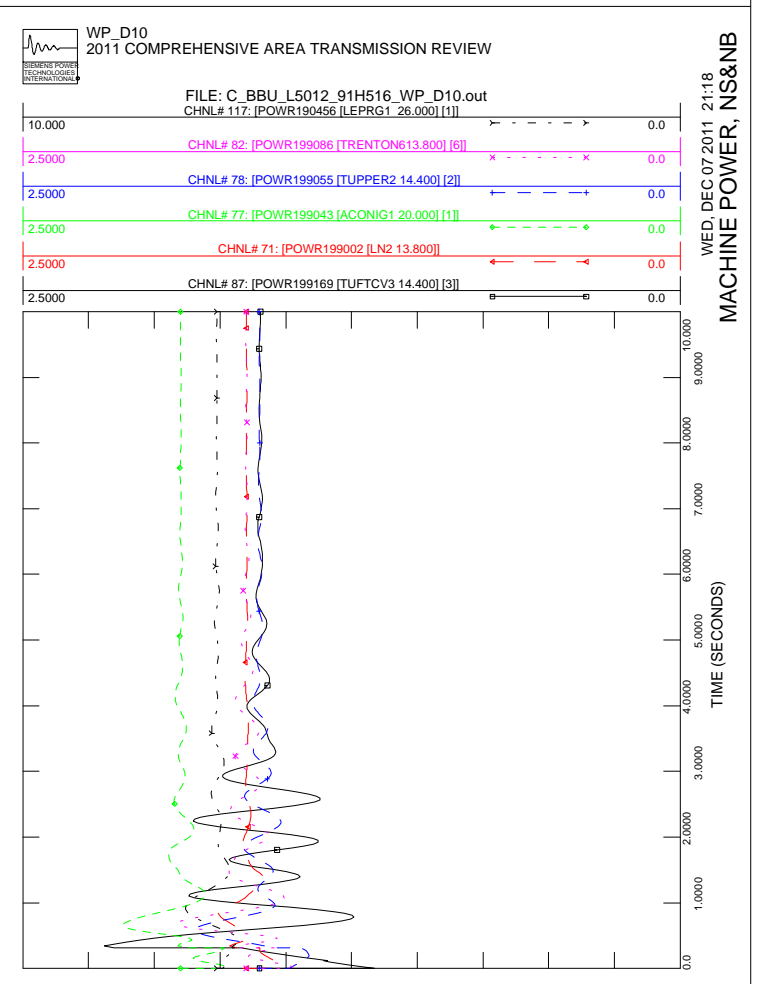
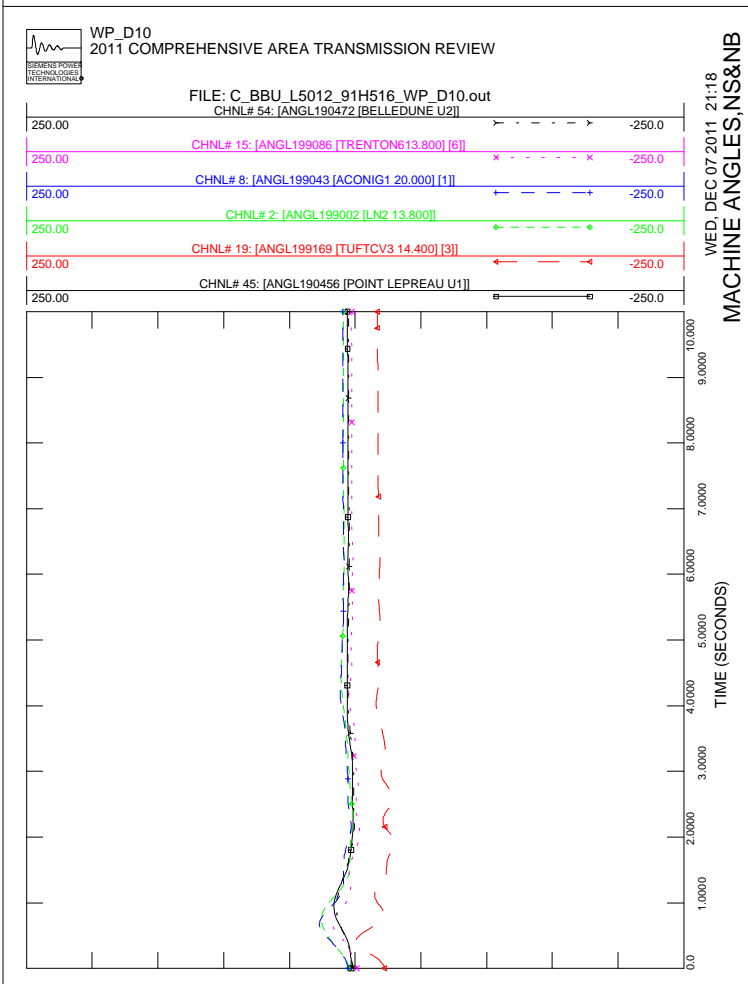
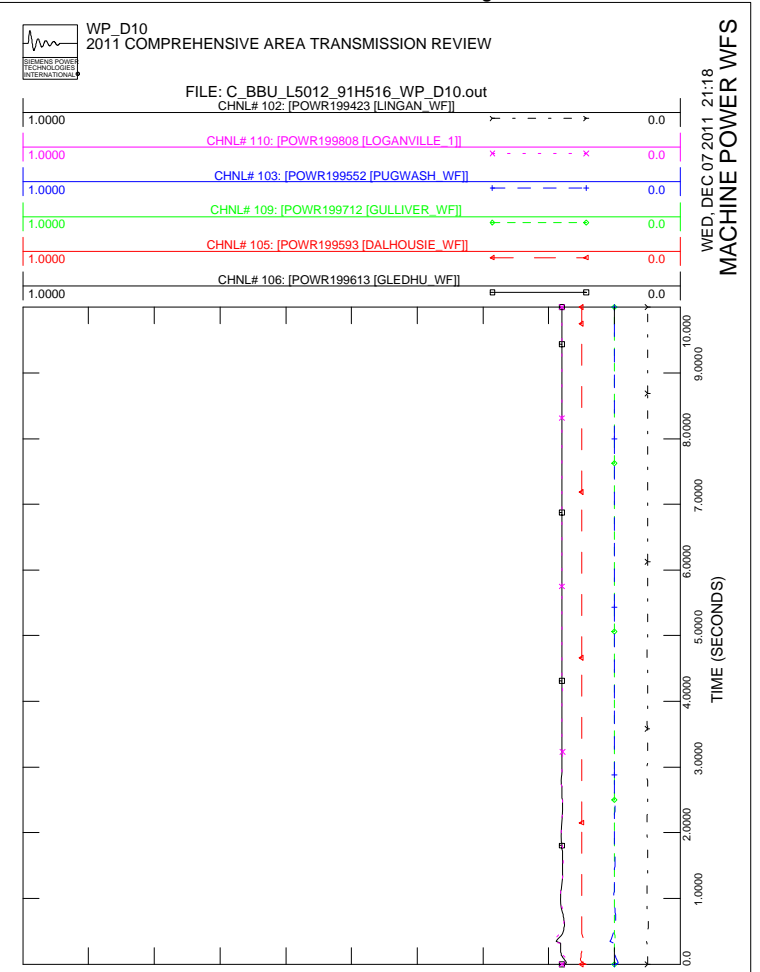
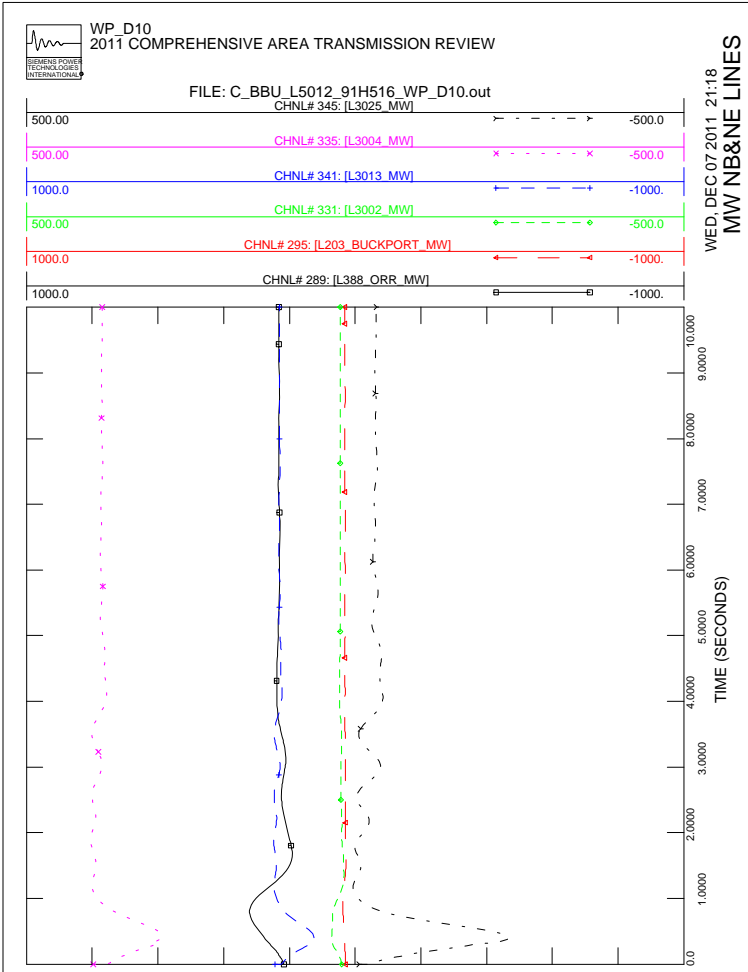
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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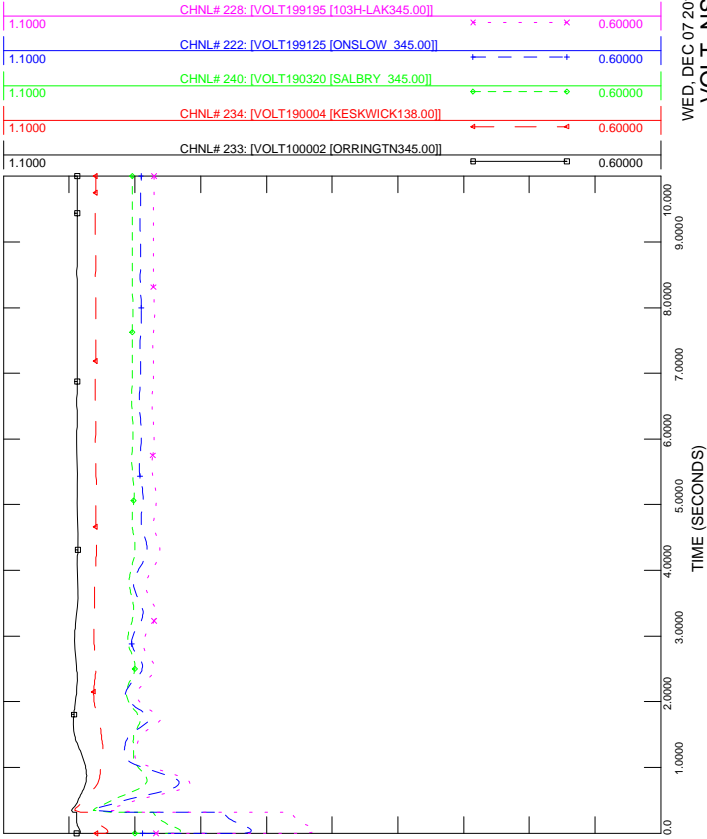






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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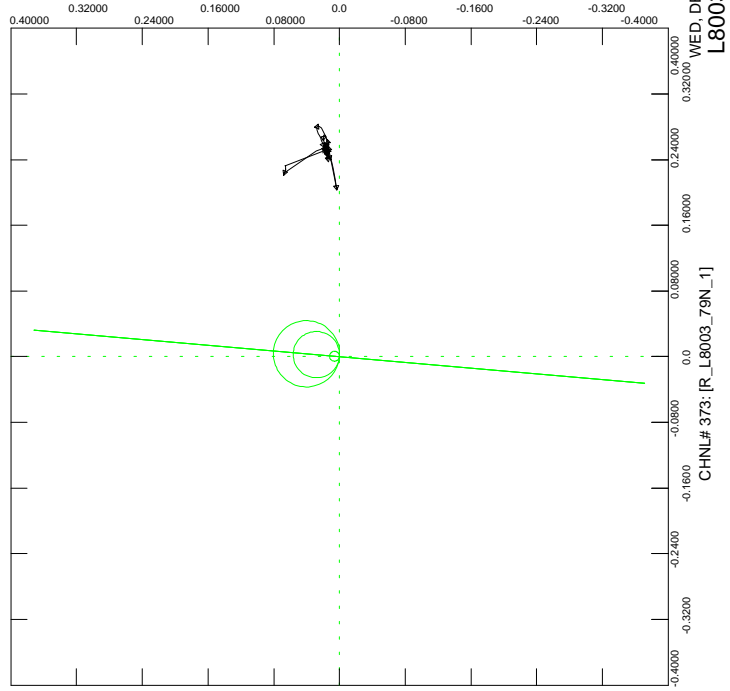
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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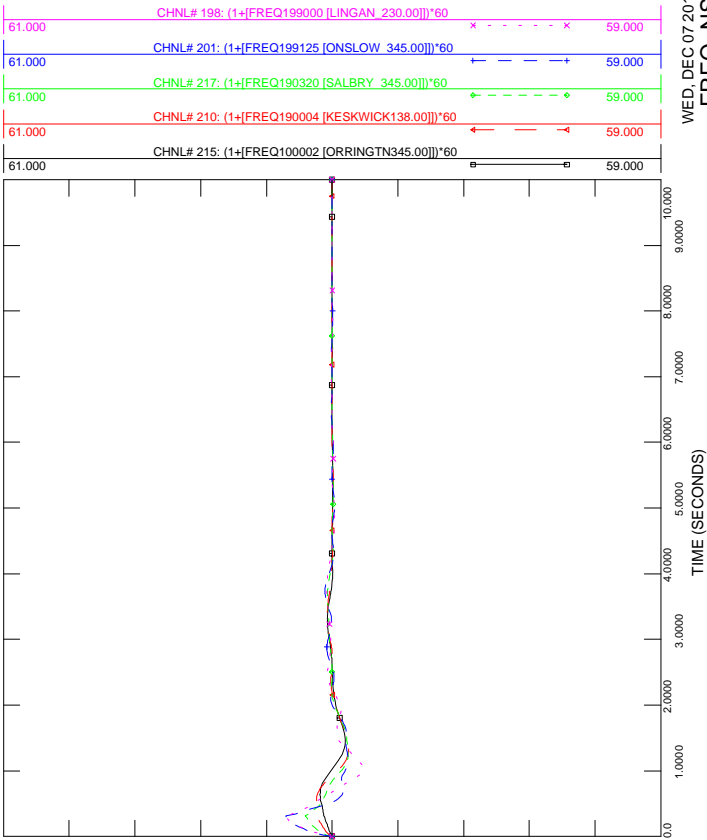


WED, DEC 07 2011 21:18
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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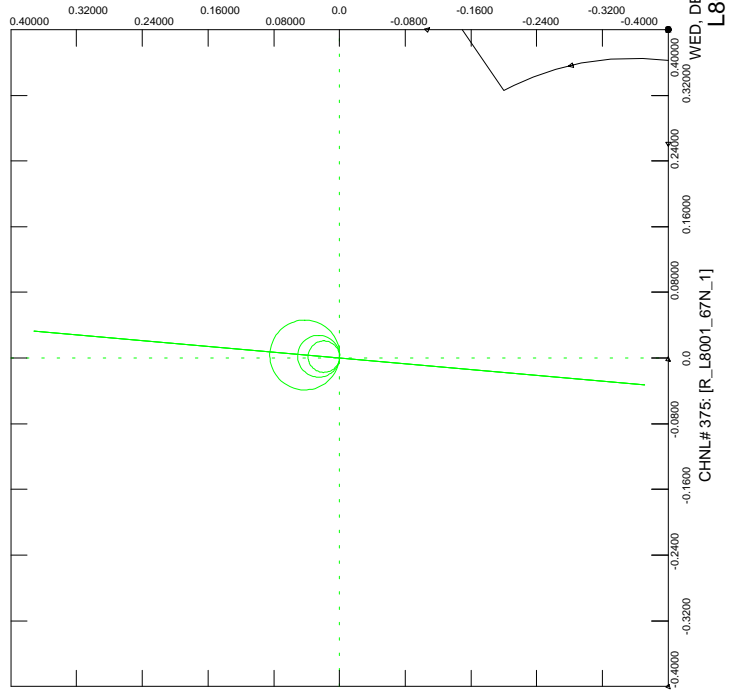
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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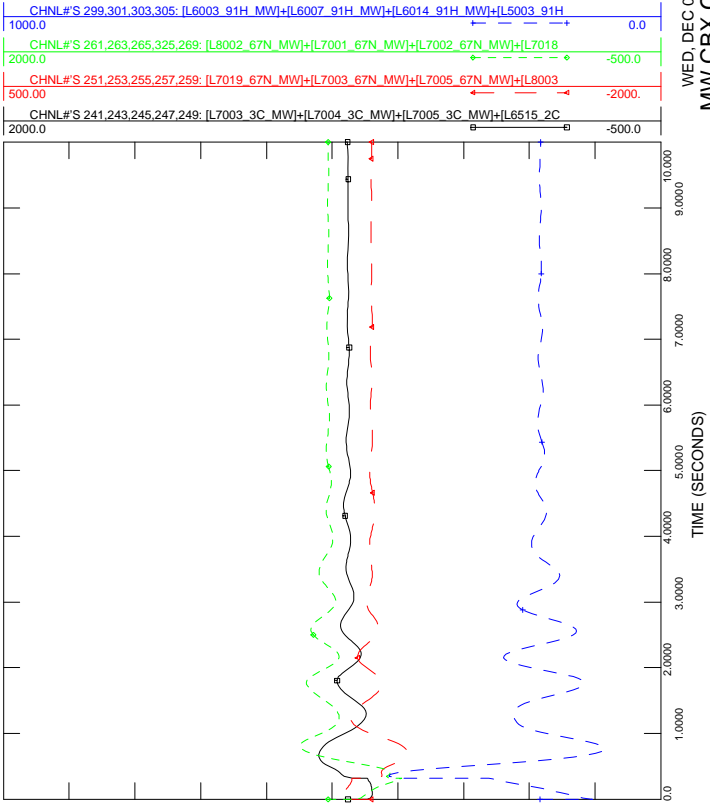


WED, DEC 07 2011 21:18
L8001 AT 67N-ONSLow



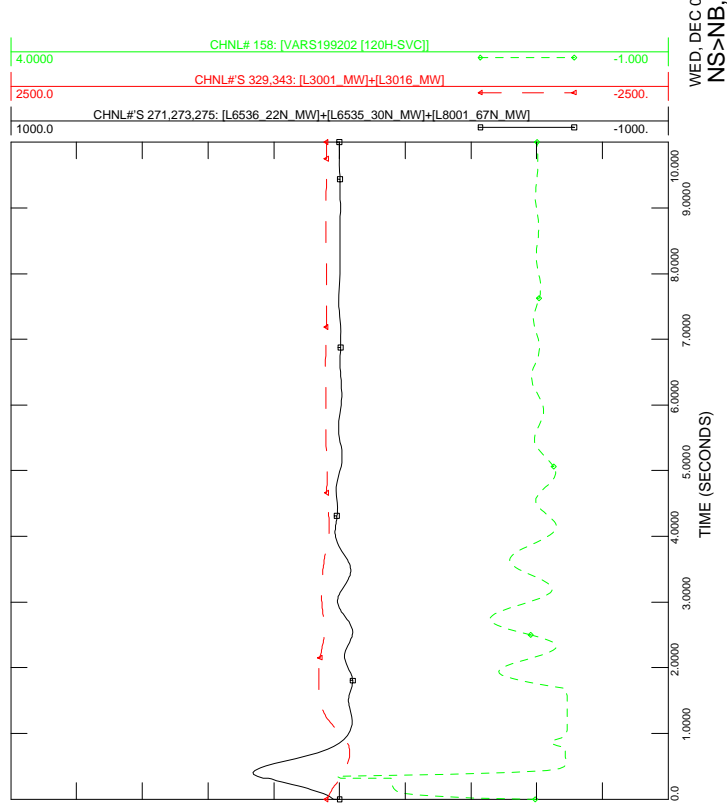
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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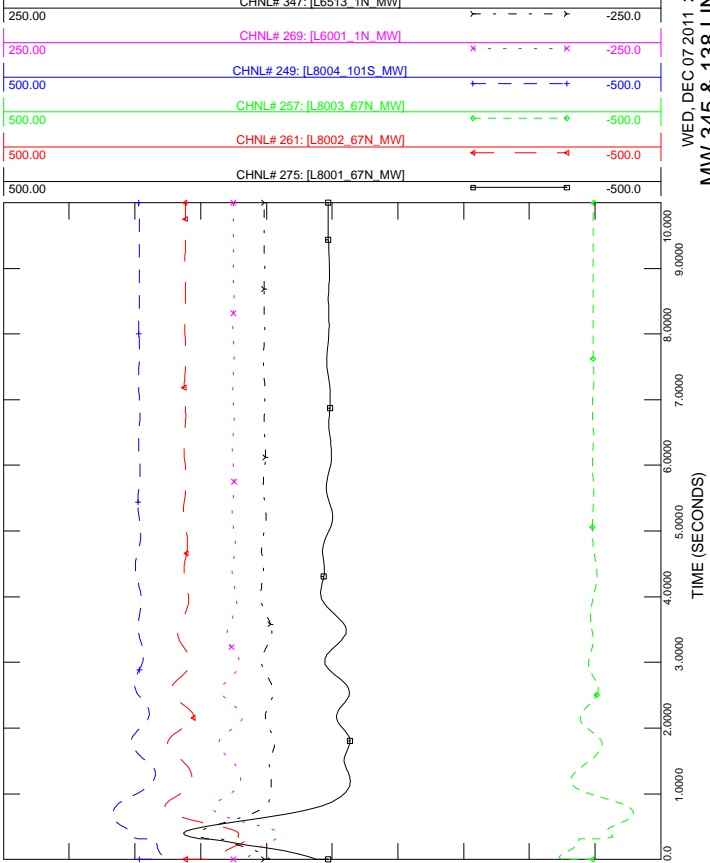
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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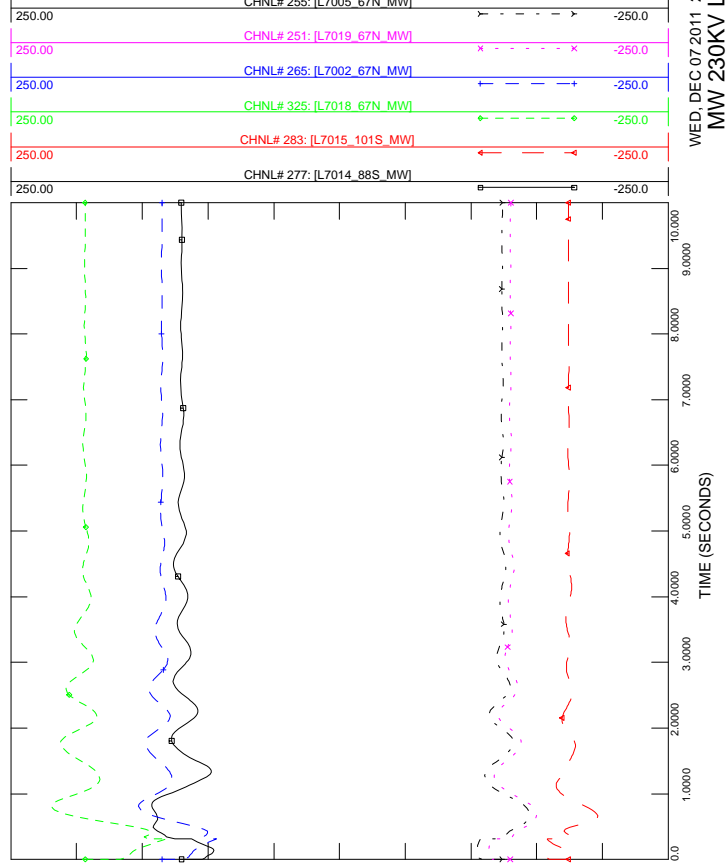
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

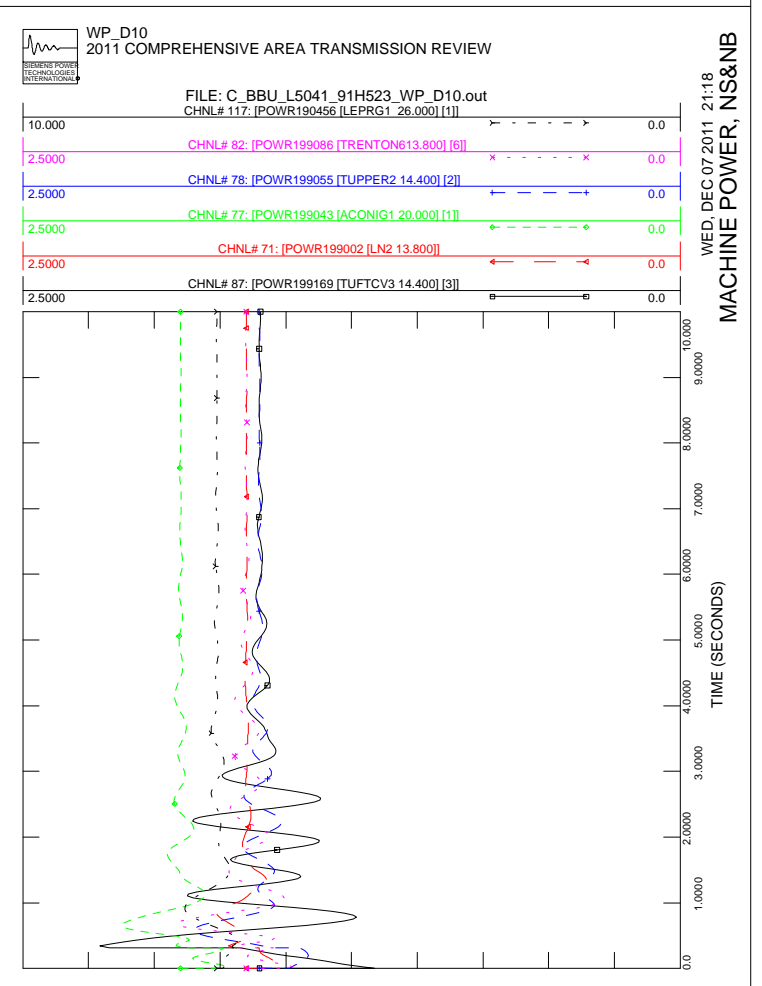
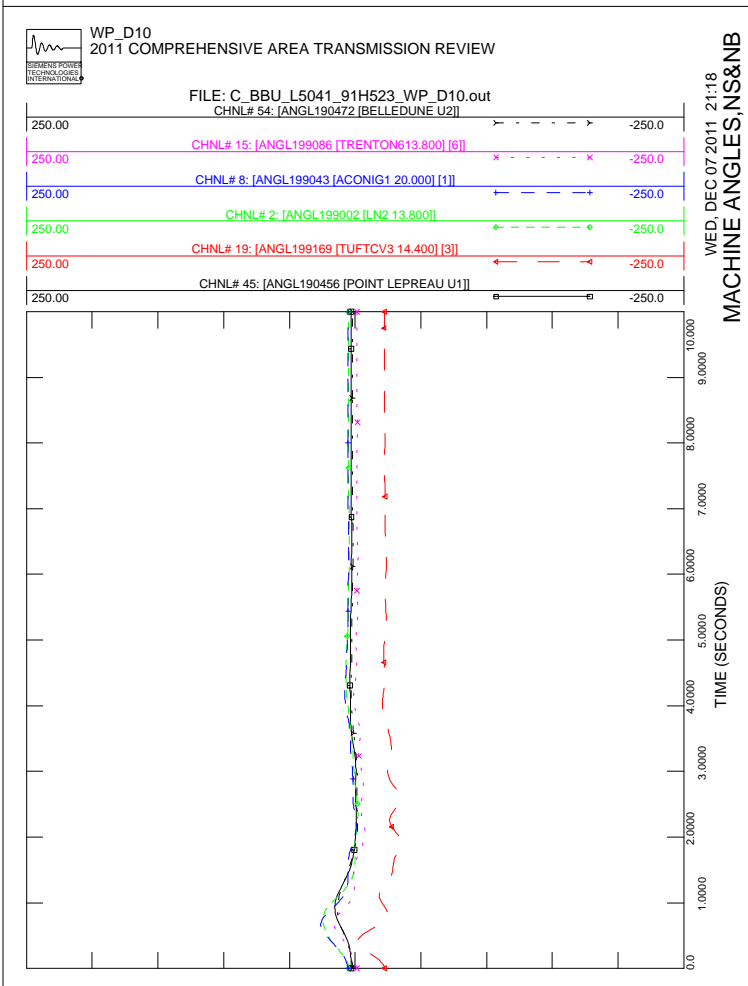
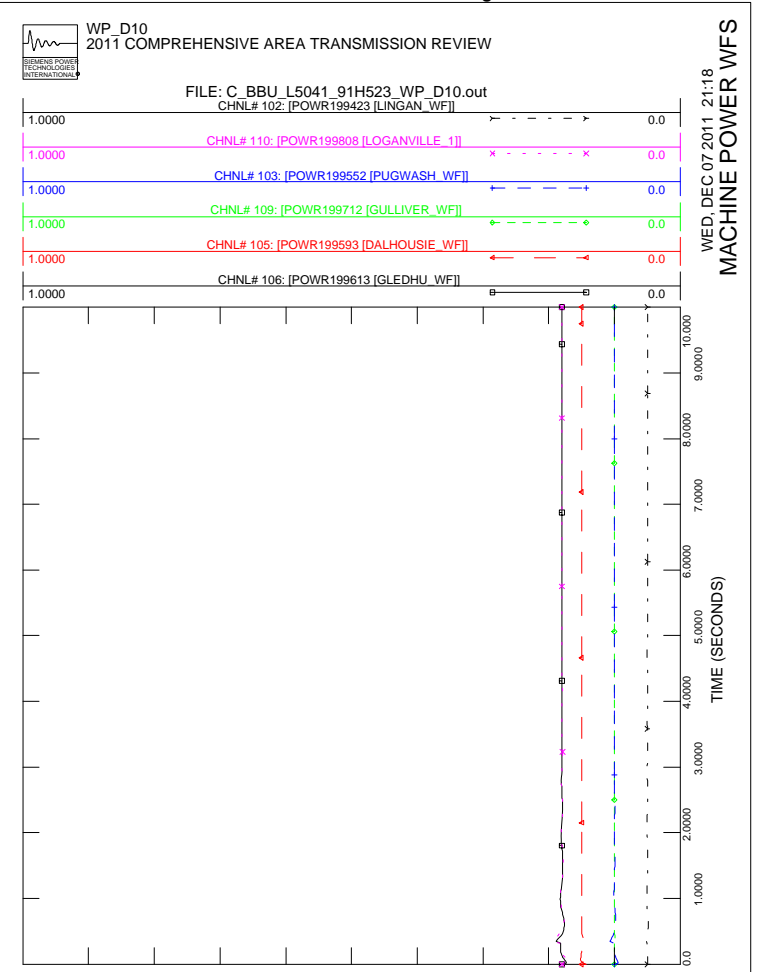
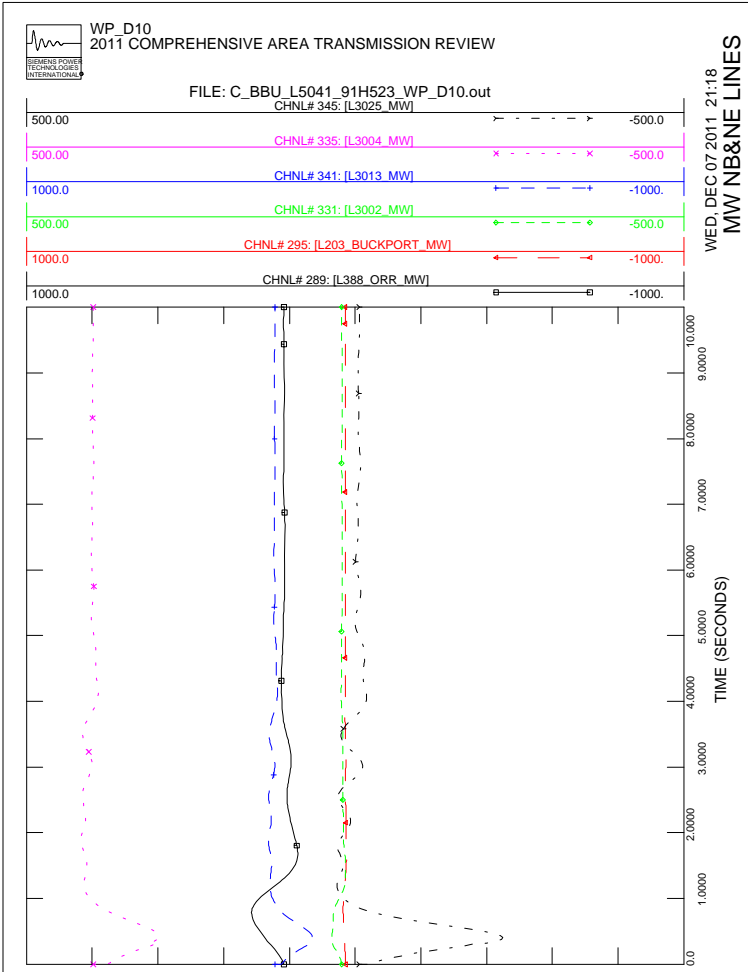
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_WP_D10.out

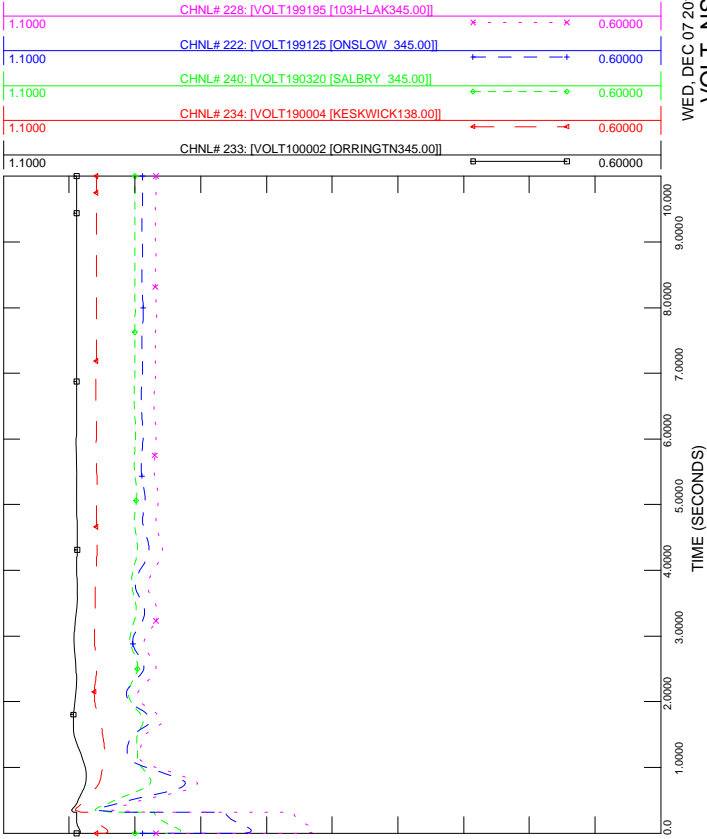






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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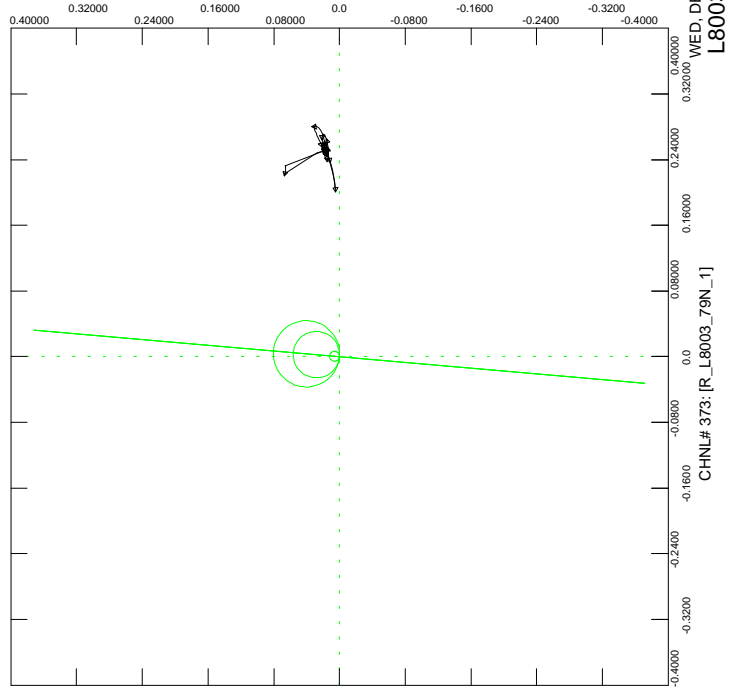
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_WP_D10.out

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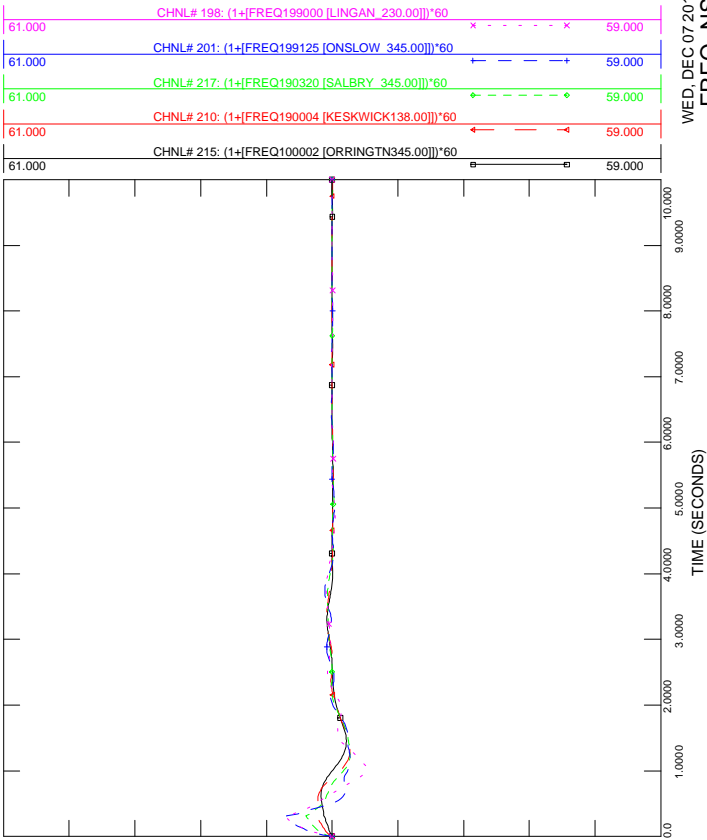


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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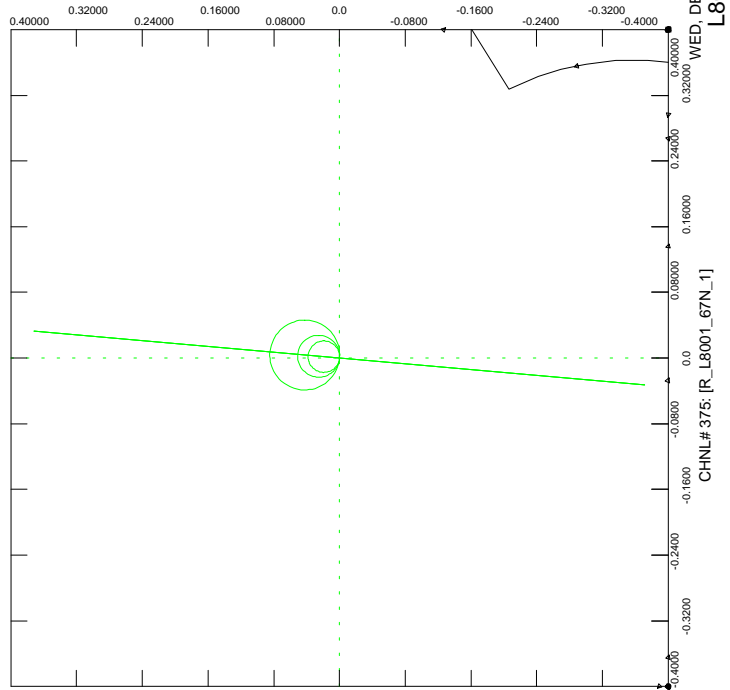
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_WP_D10.out

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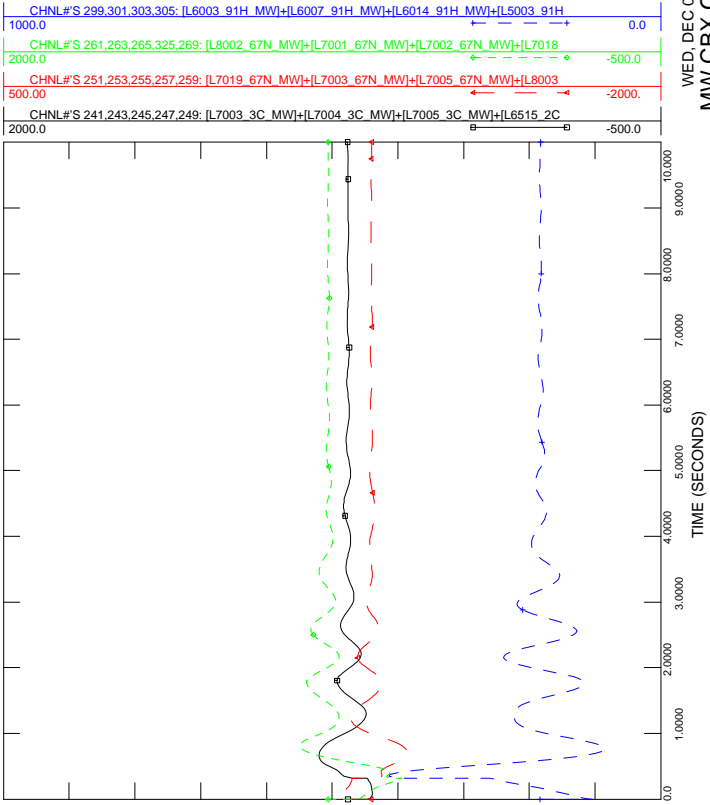


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L8001 AT 67N-ONSLOW



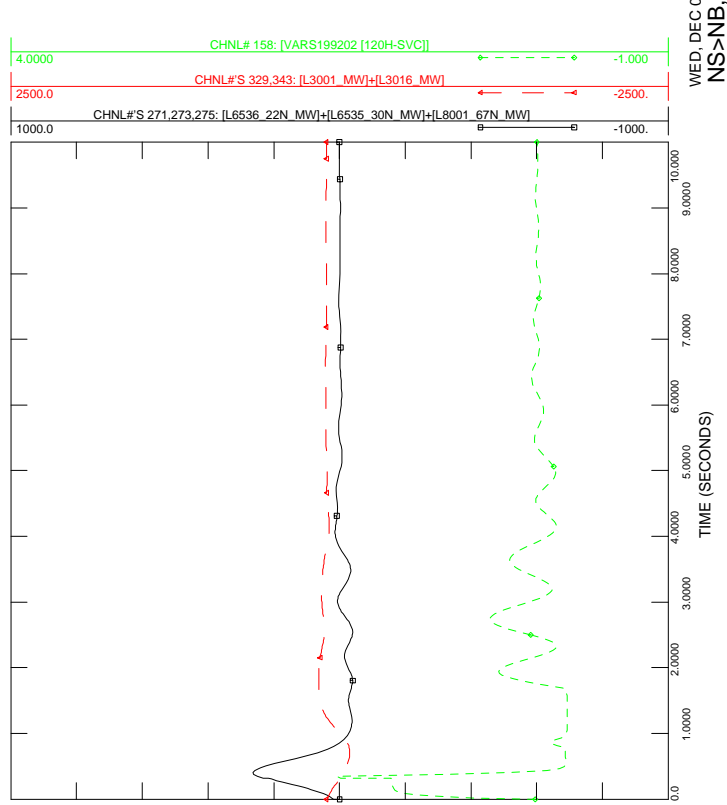
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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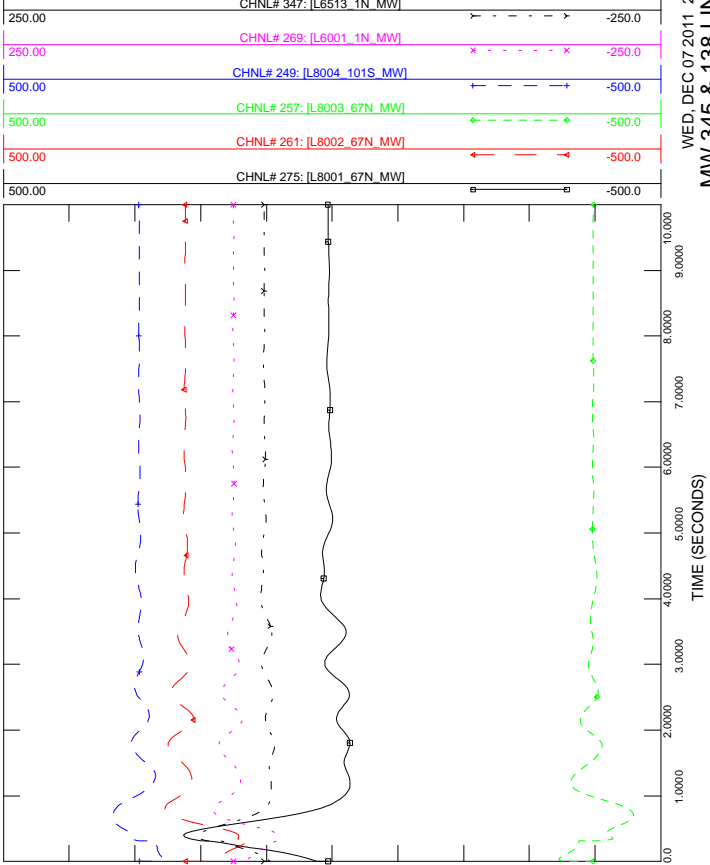
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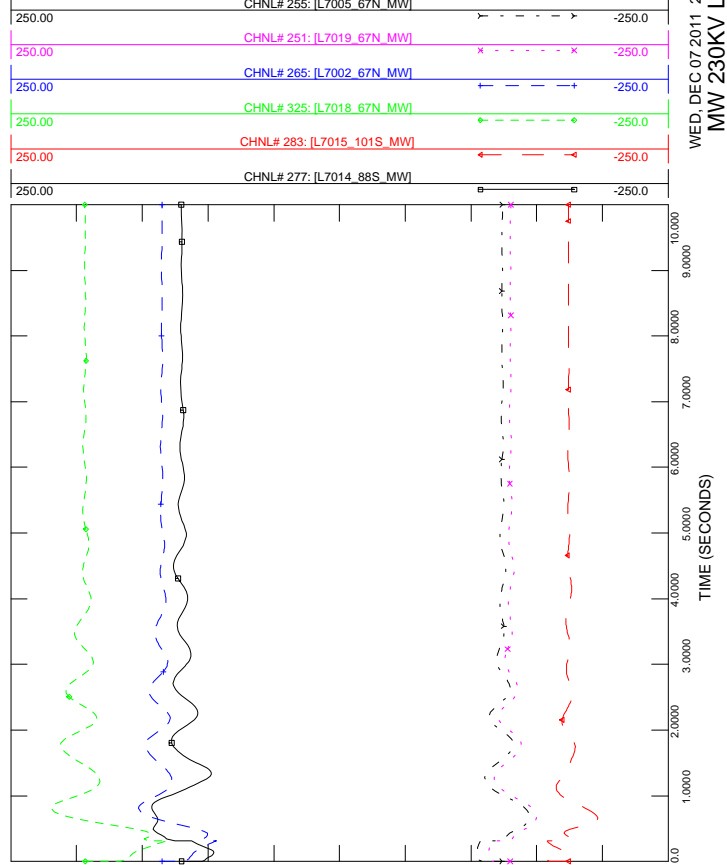
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

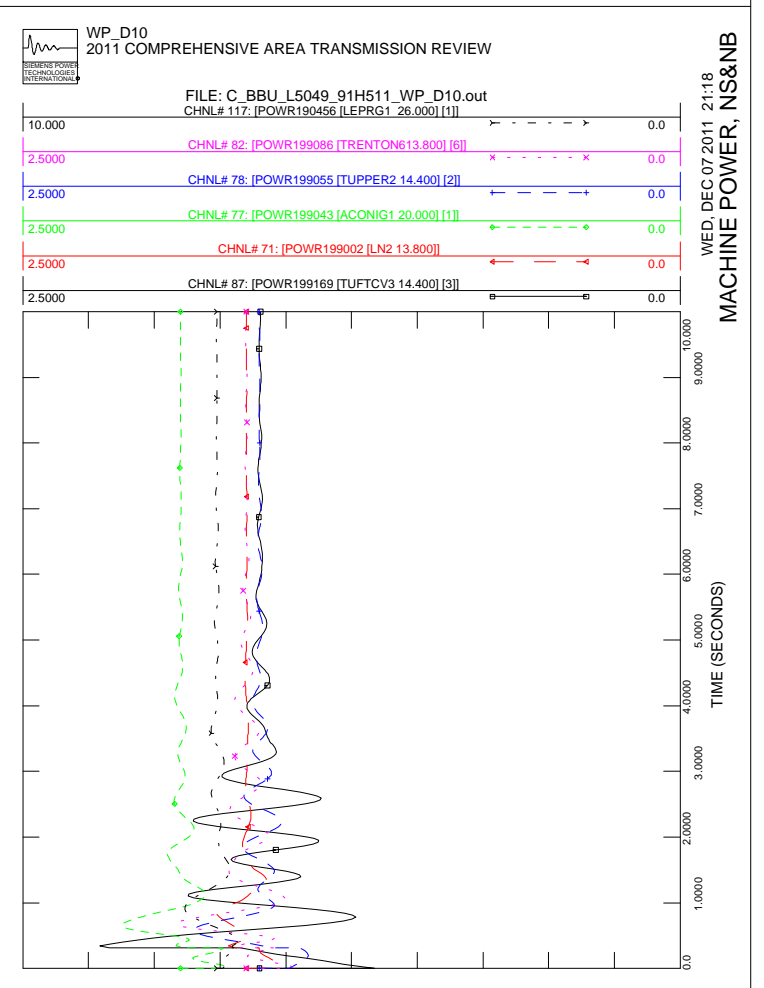
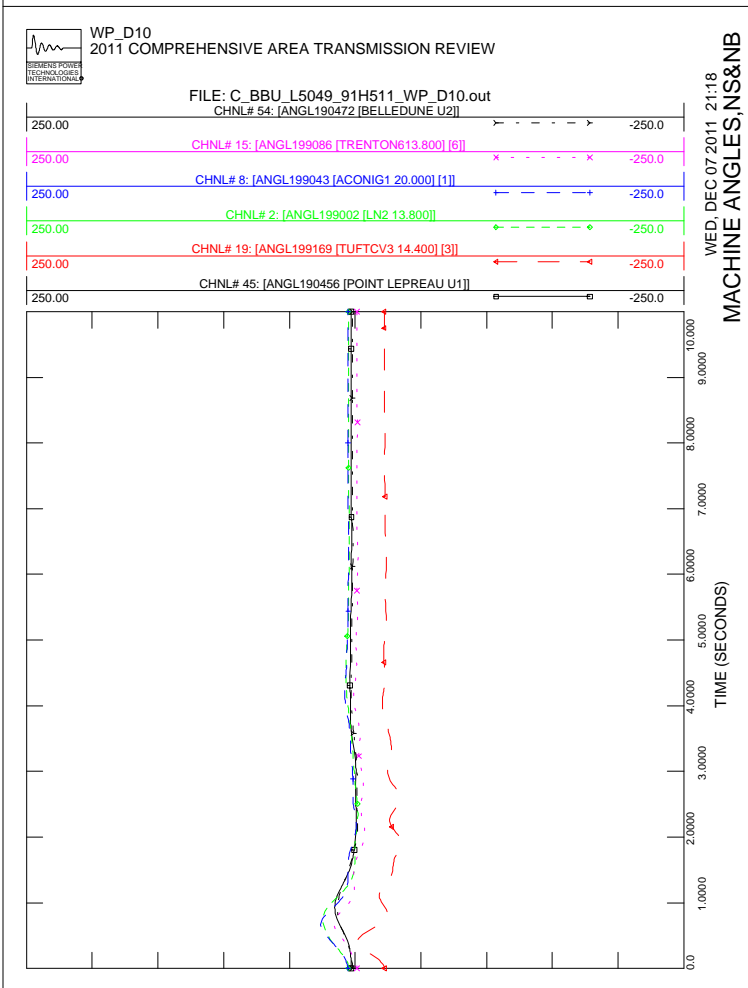
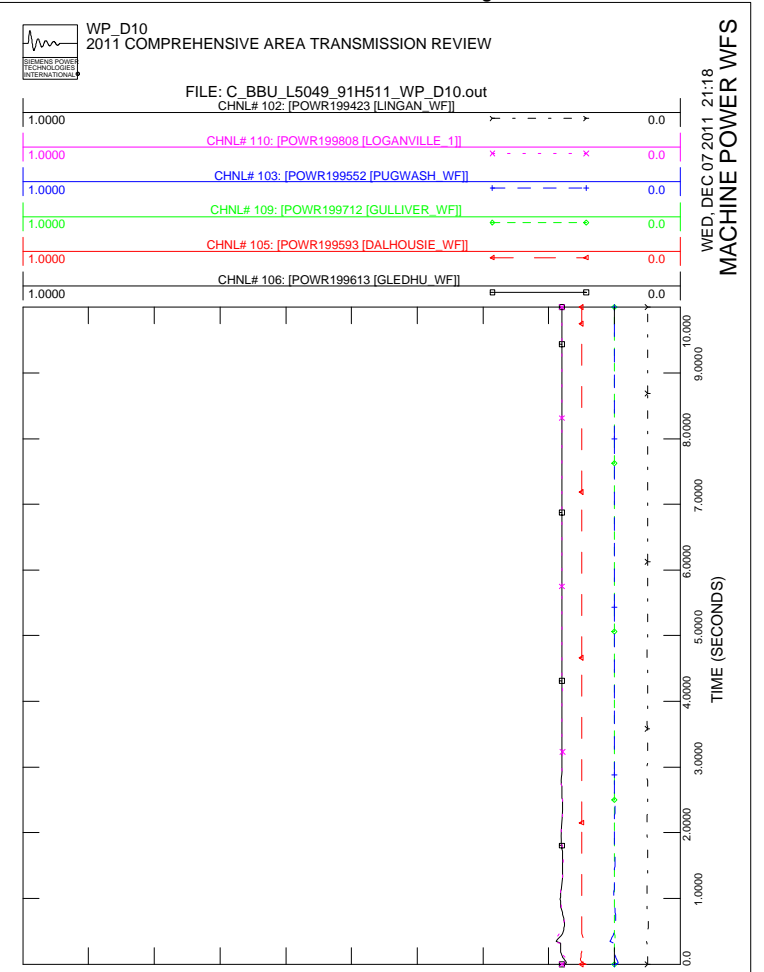
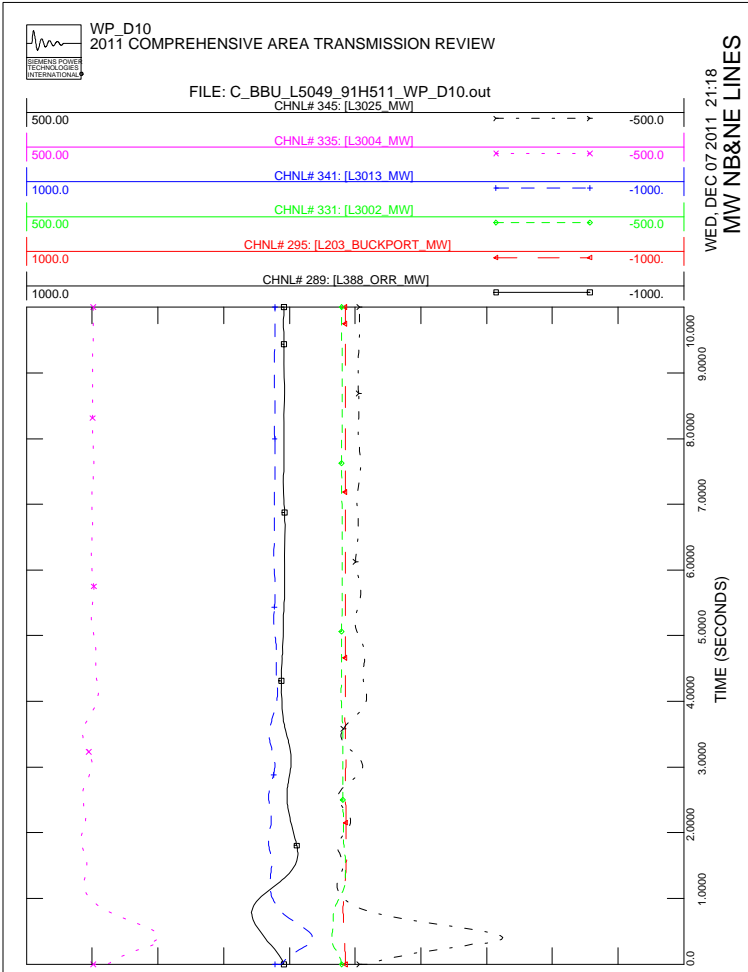
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H511_WP_D10.out

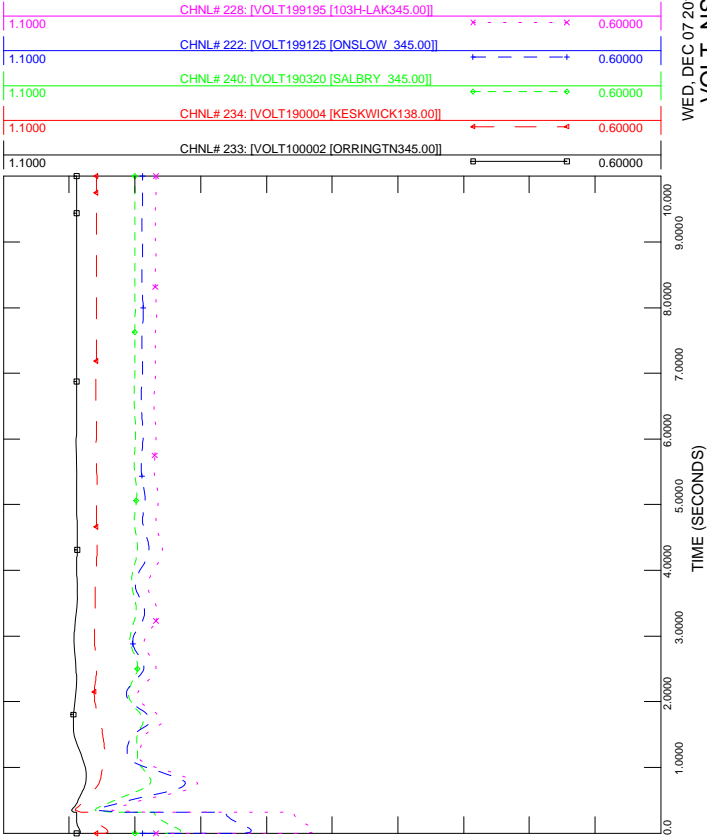






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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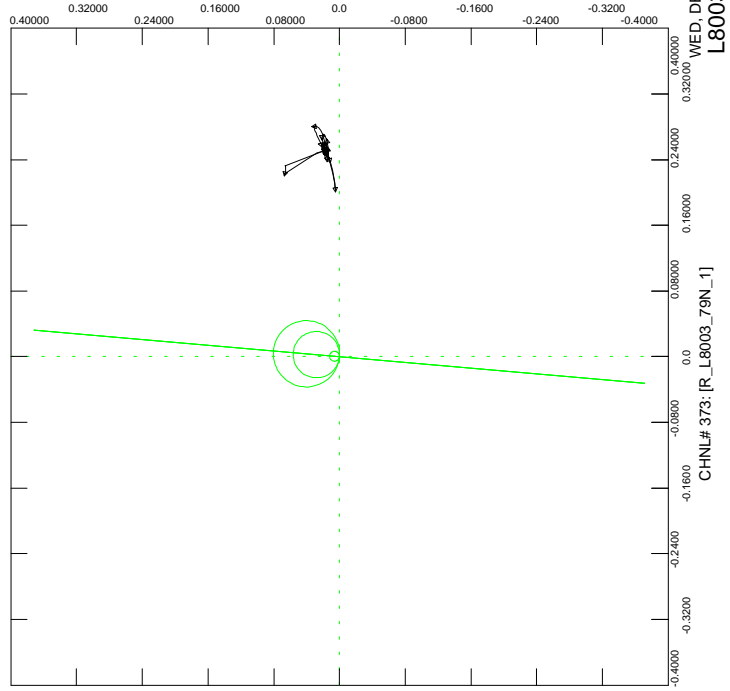
WED, DEC 07 2011 21:18
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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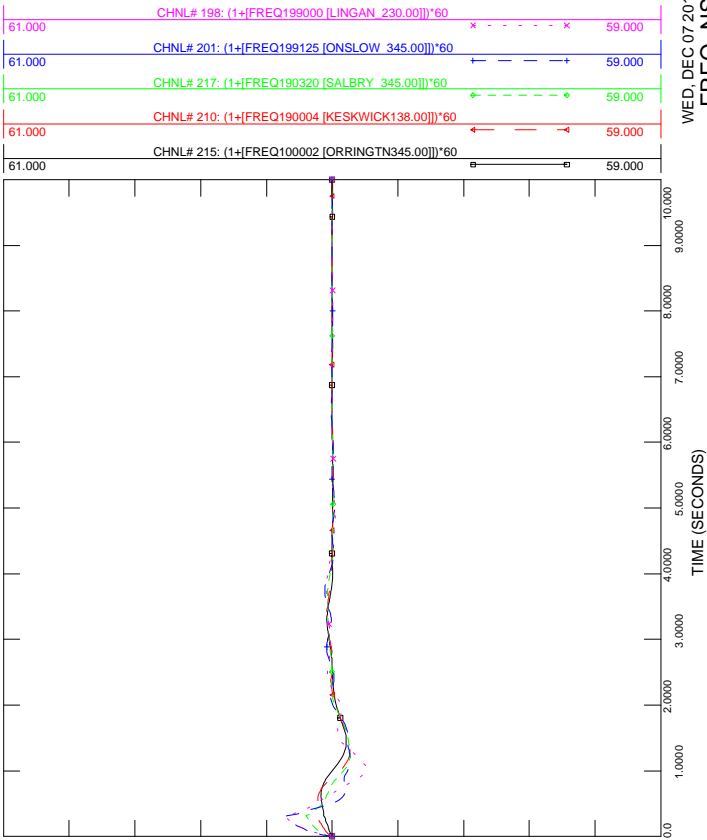


WED, DEC 07 2011 21:18
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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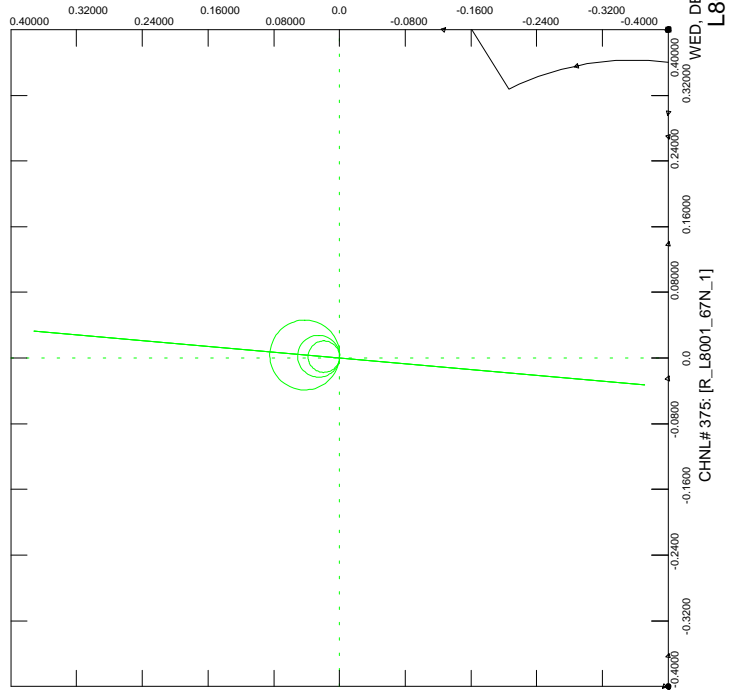
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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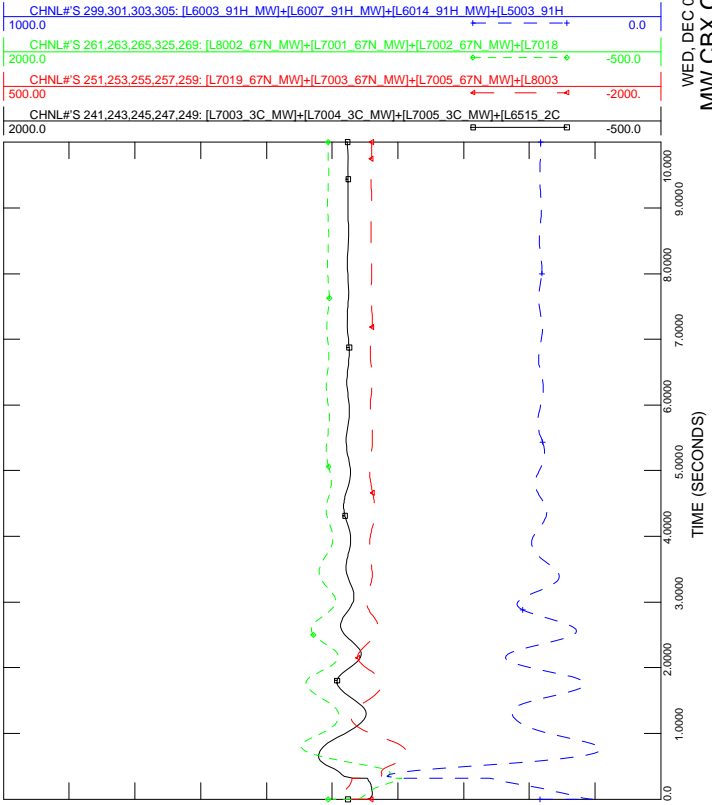


WED, DEC 07 2011 21:18
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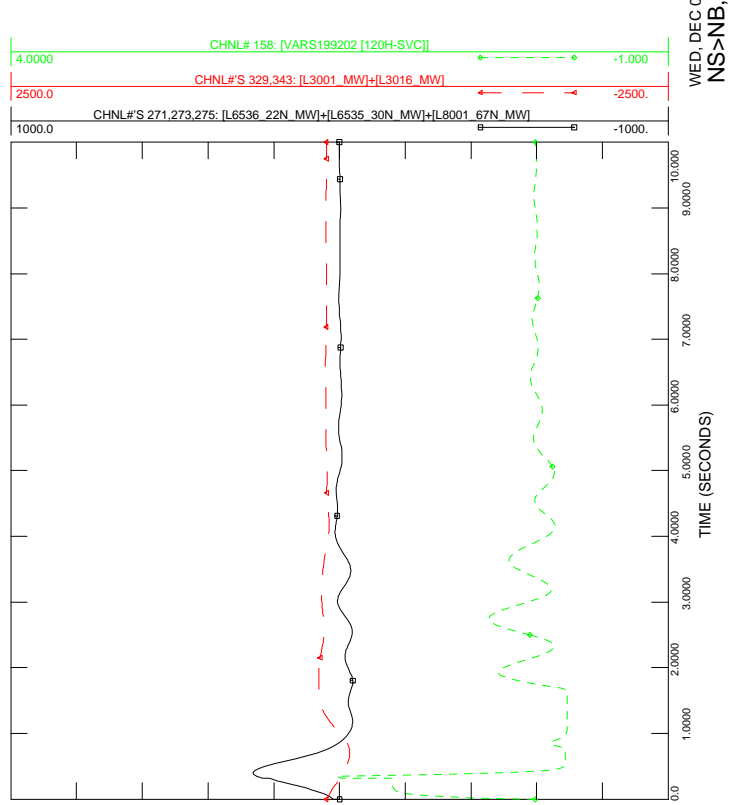
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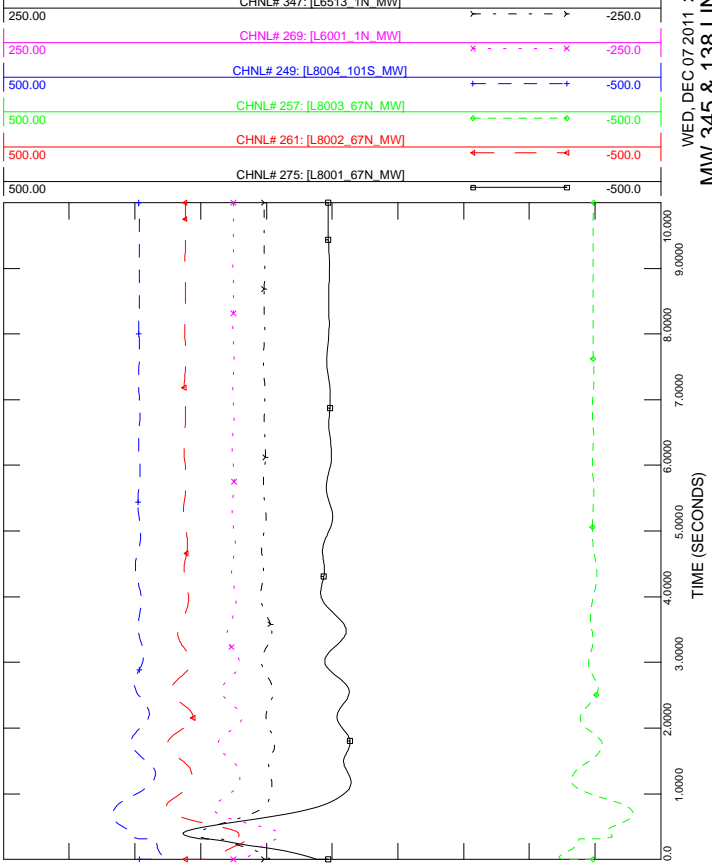
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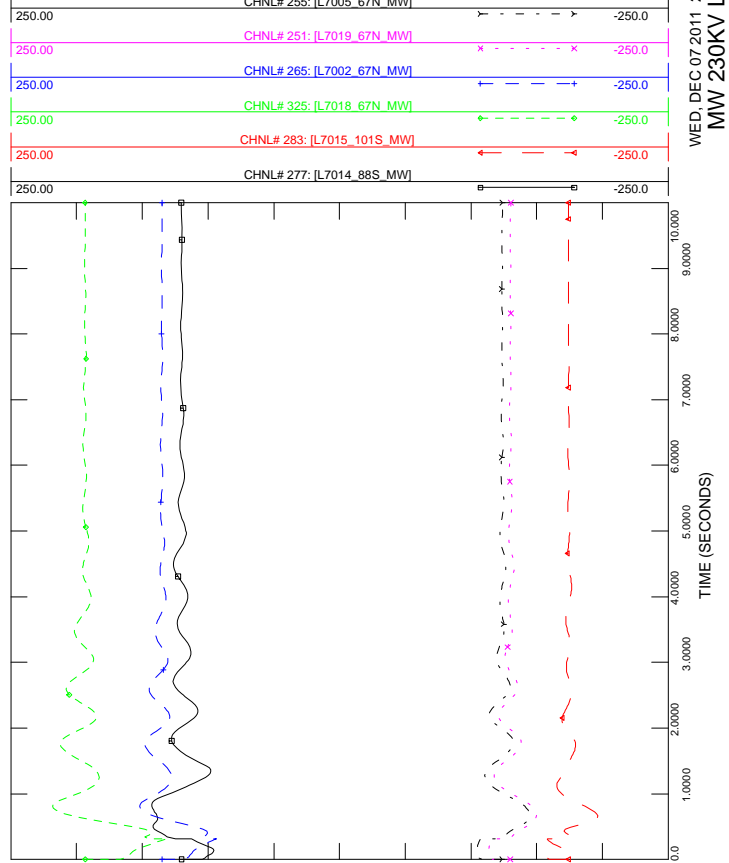
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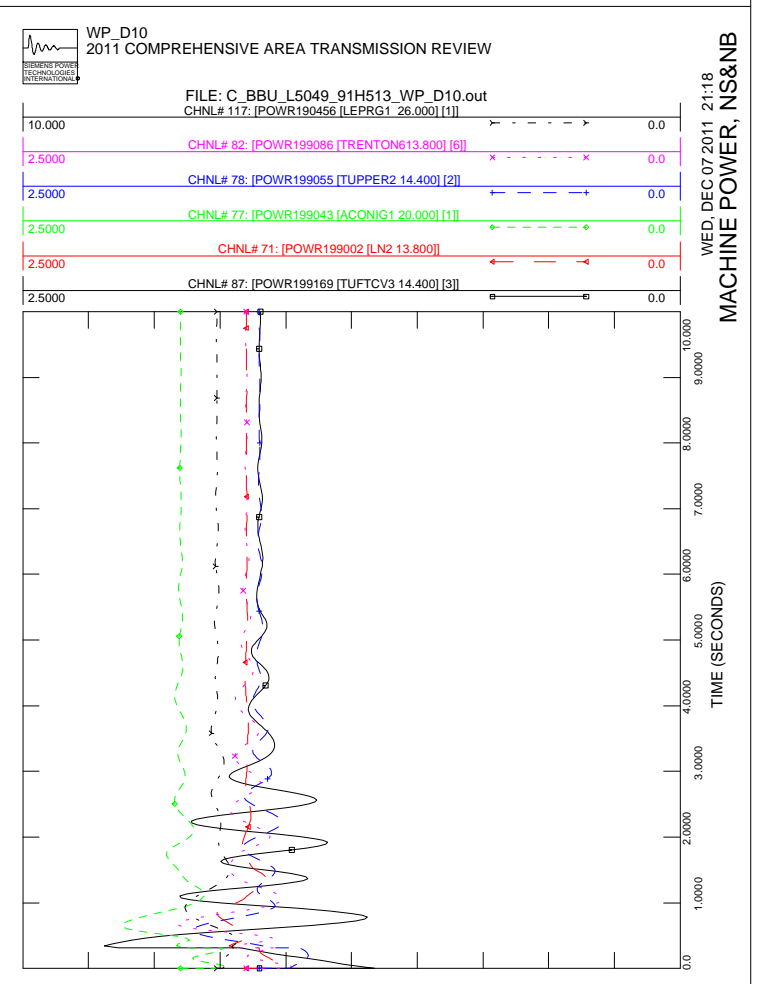
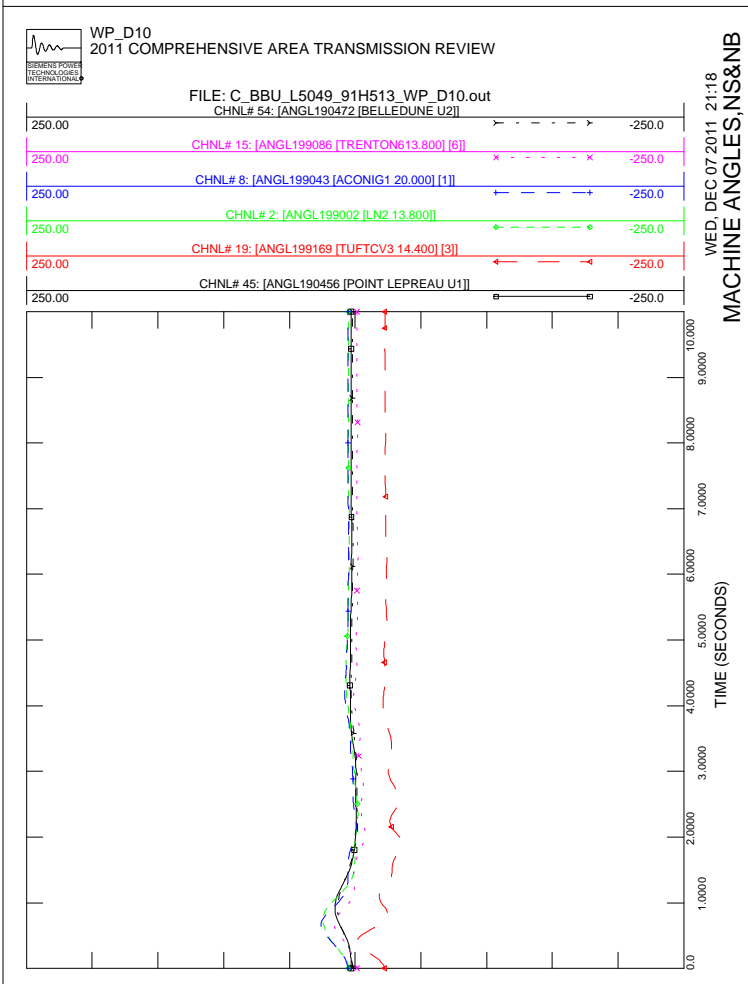
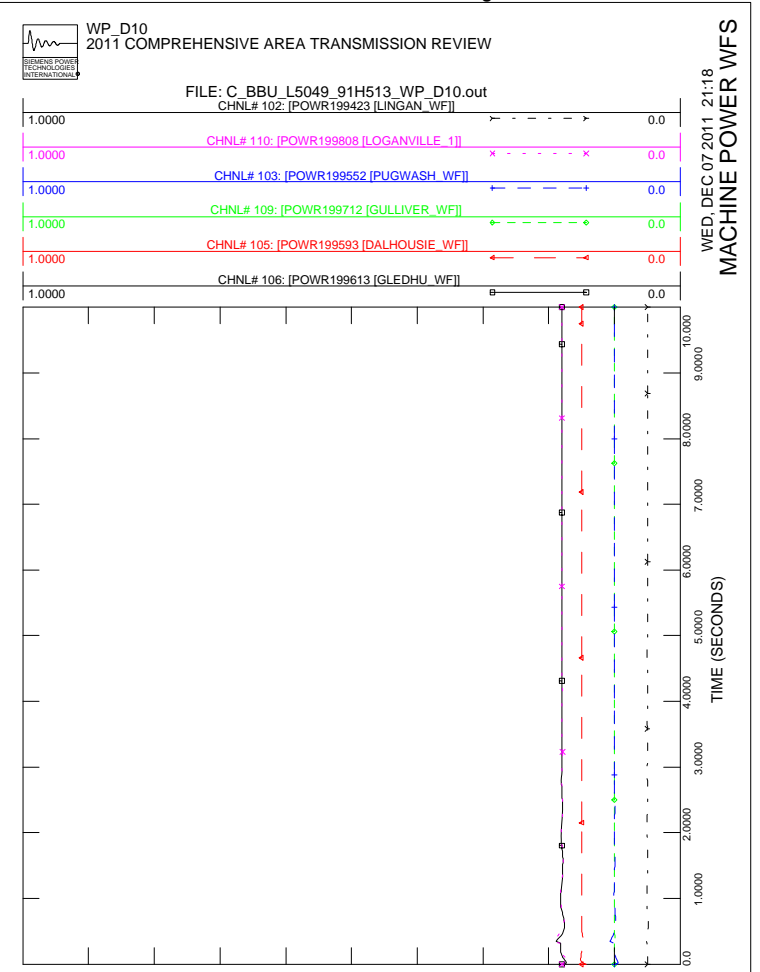
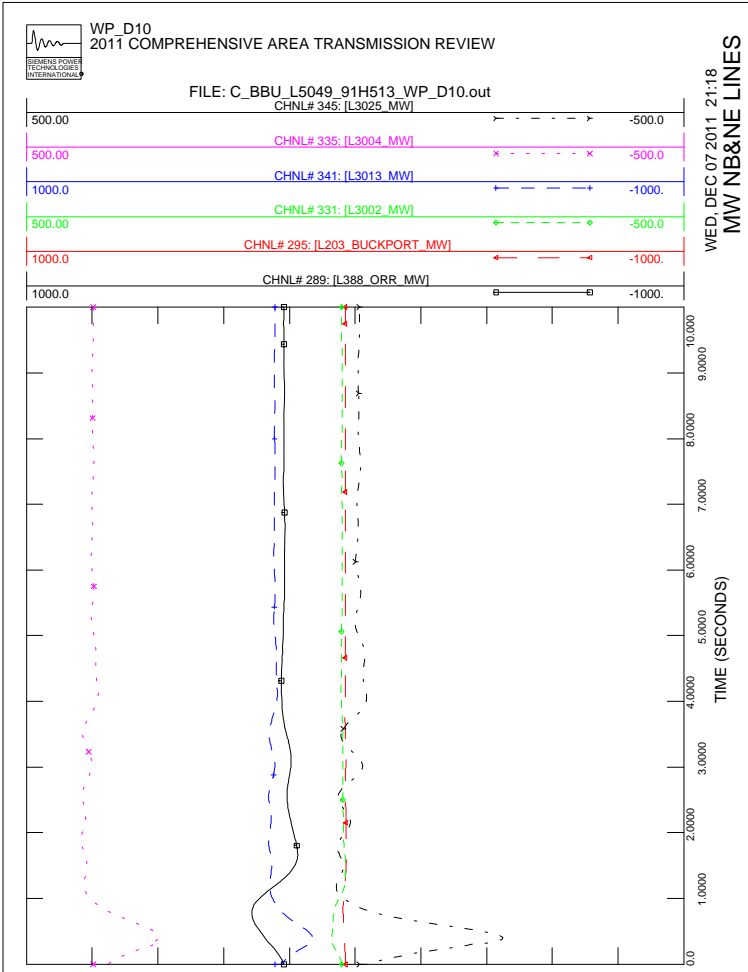
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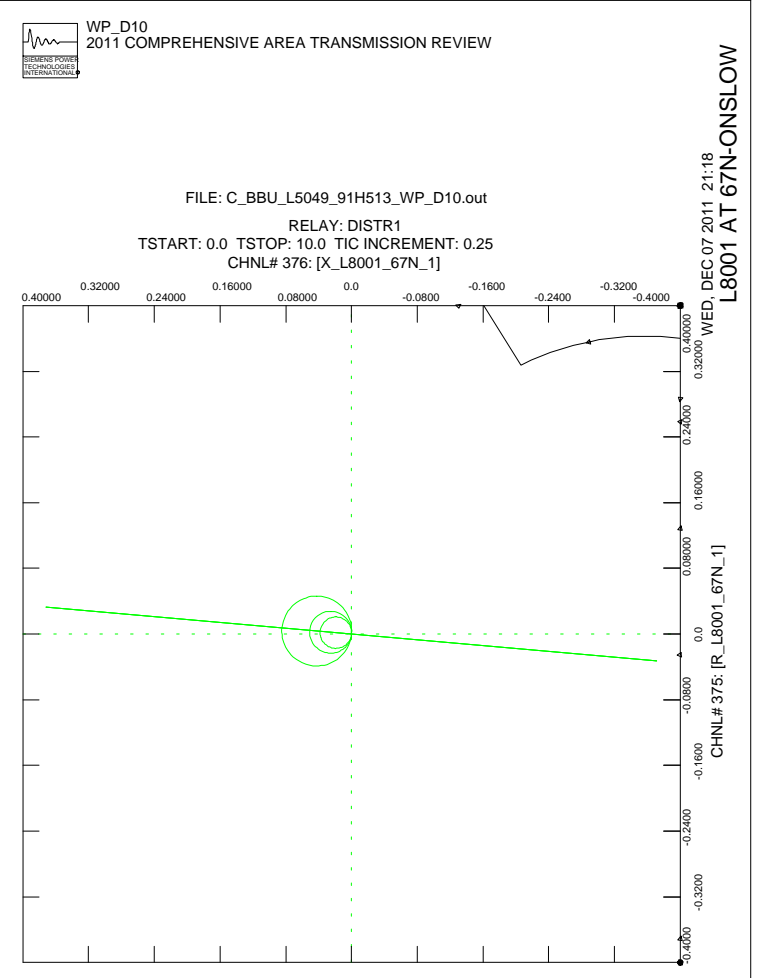
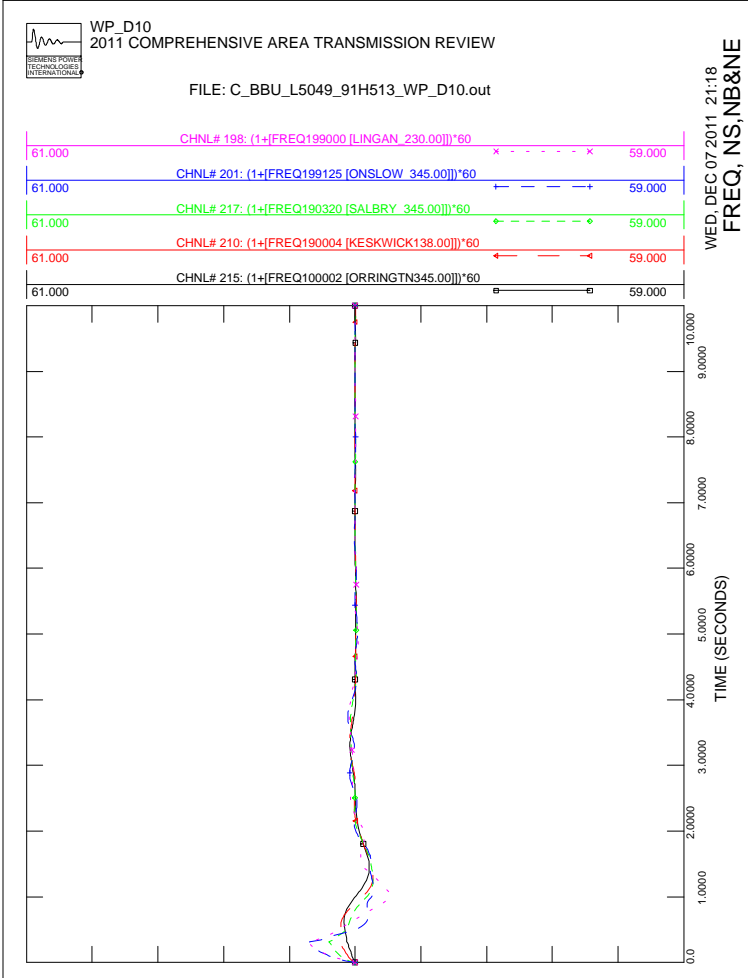
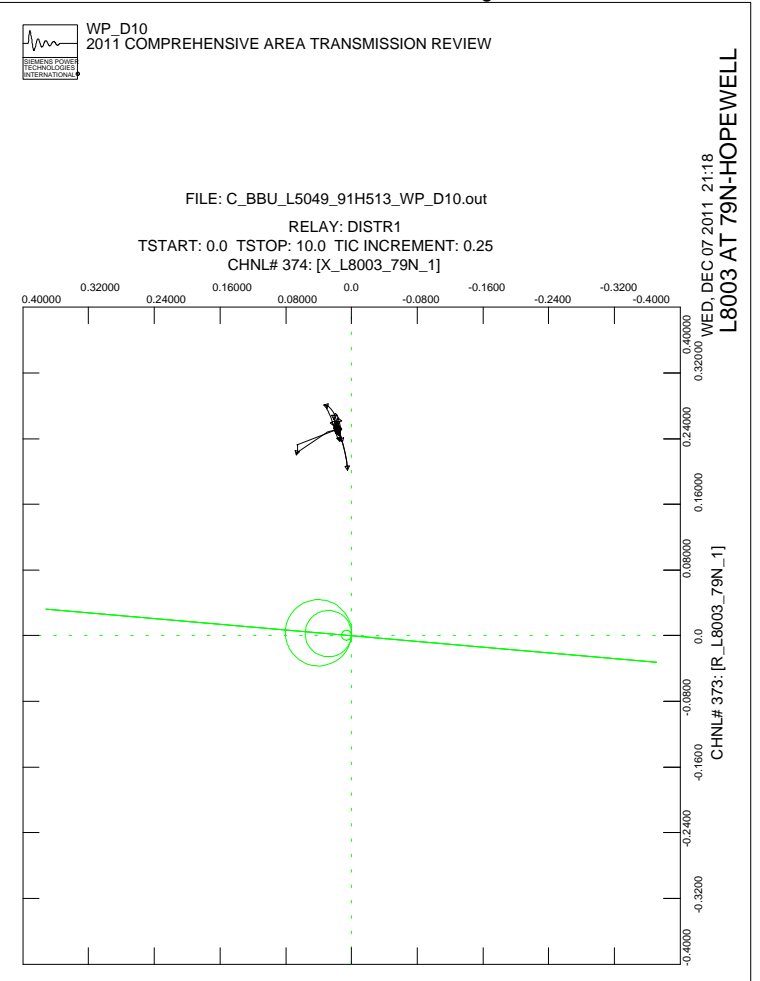
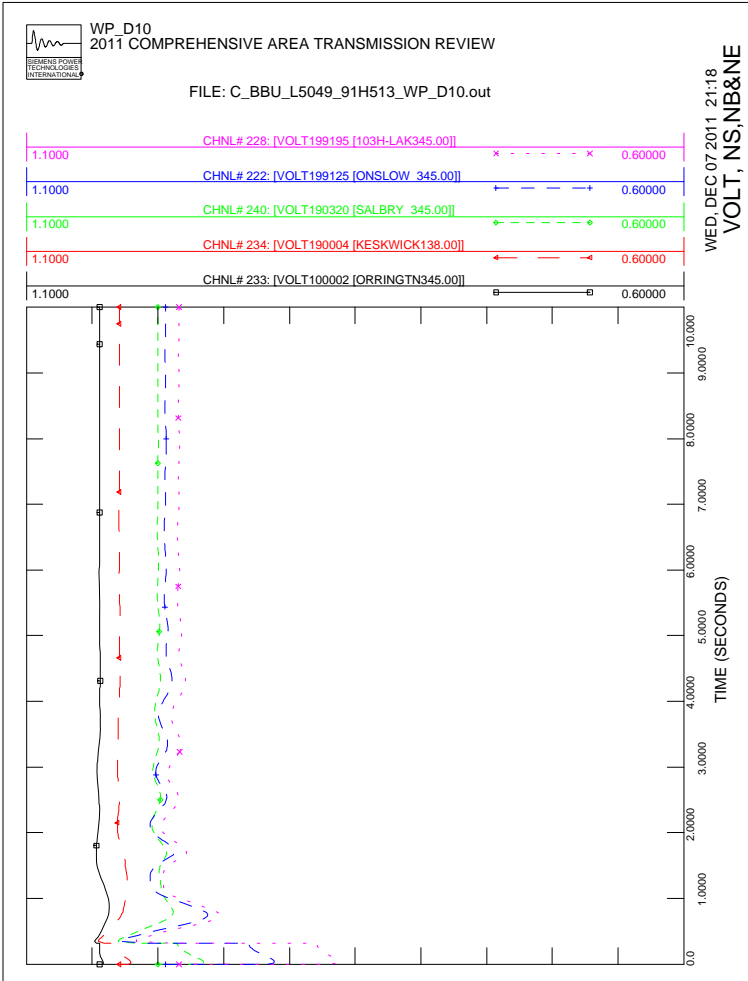


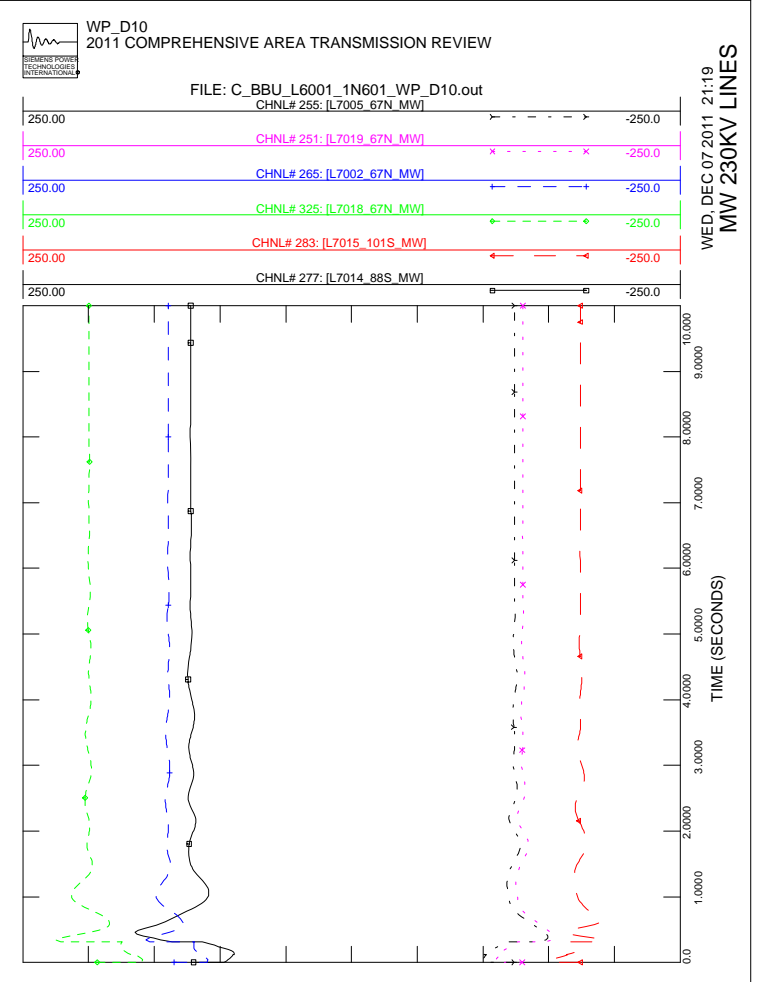
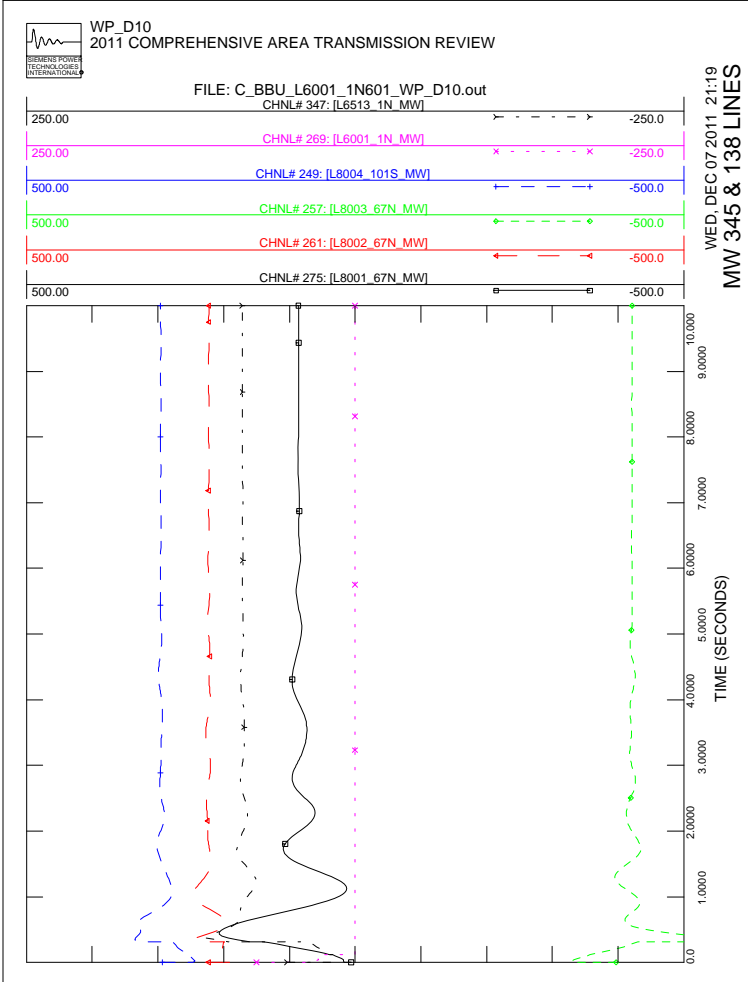
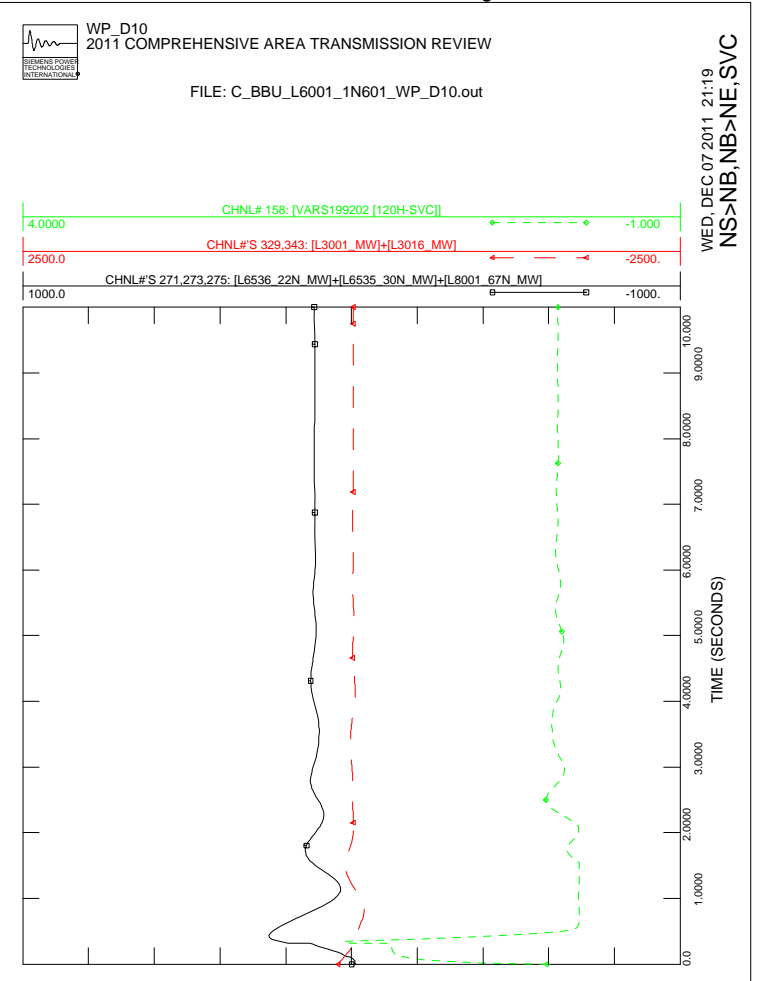
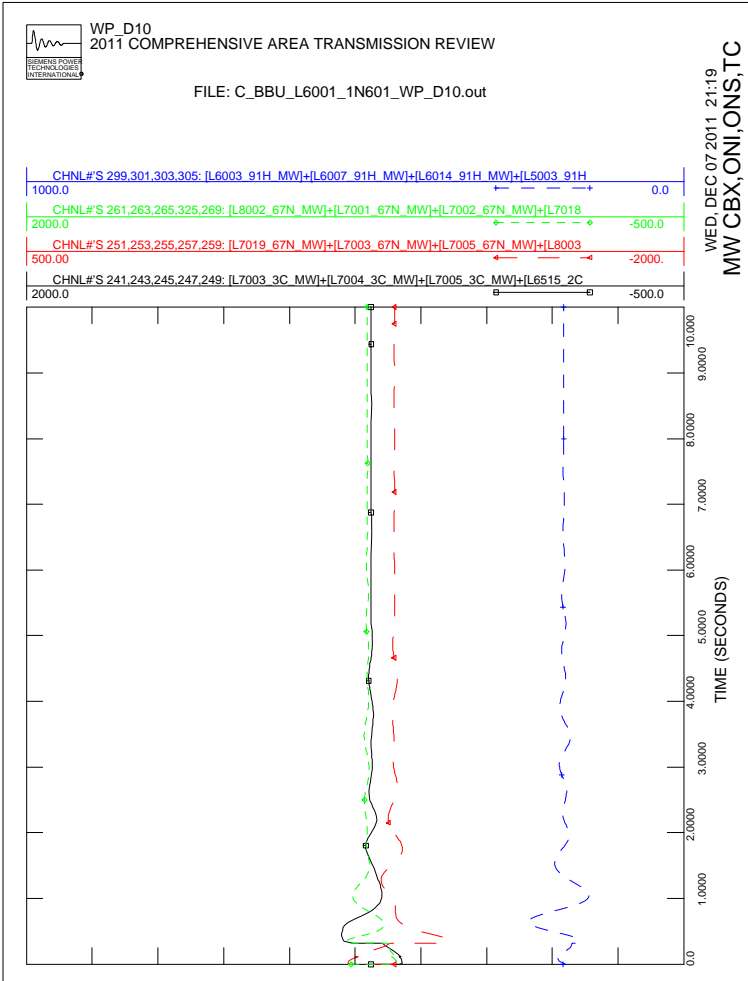
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

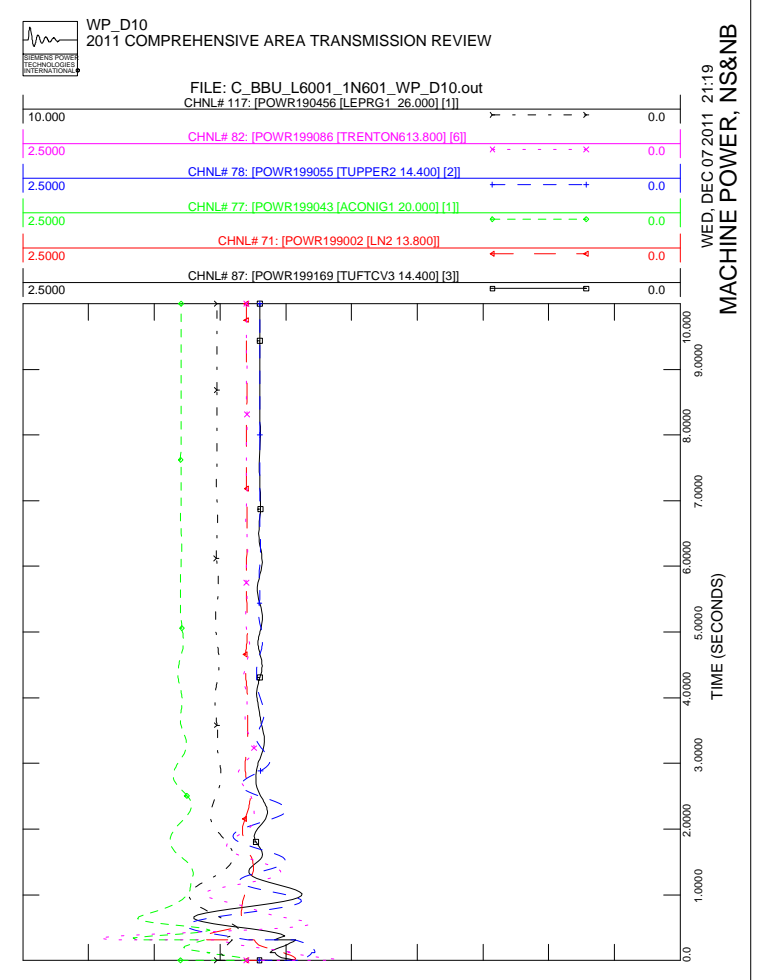
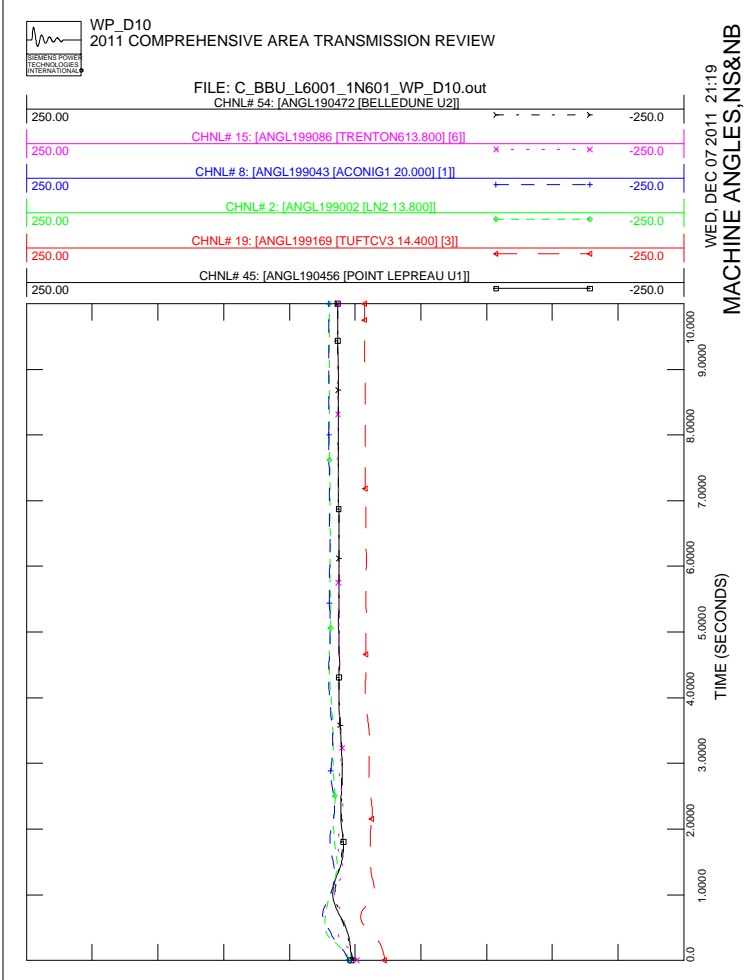
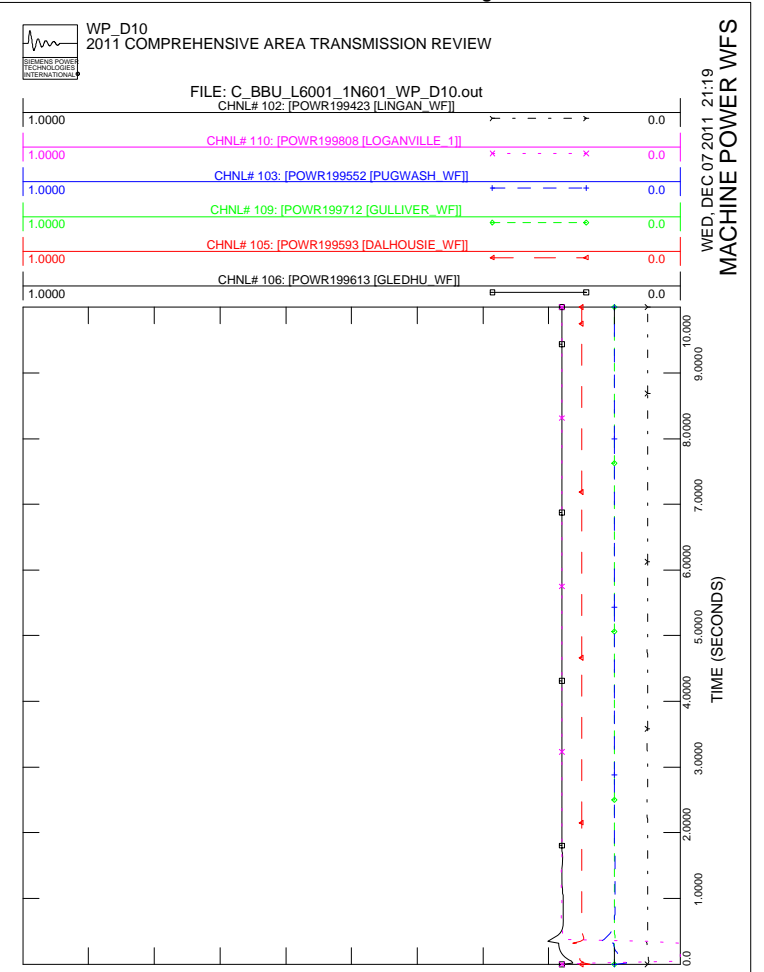
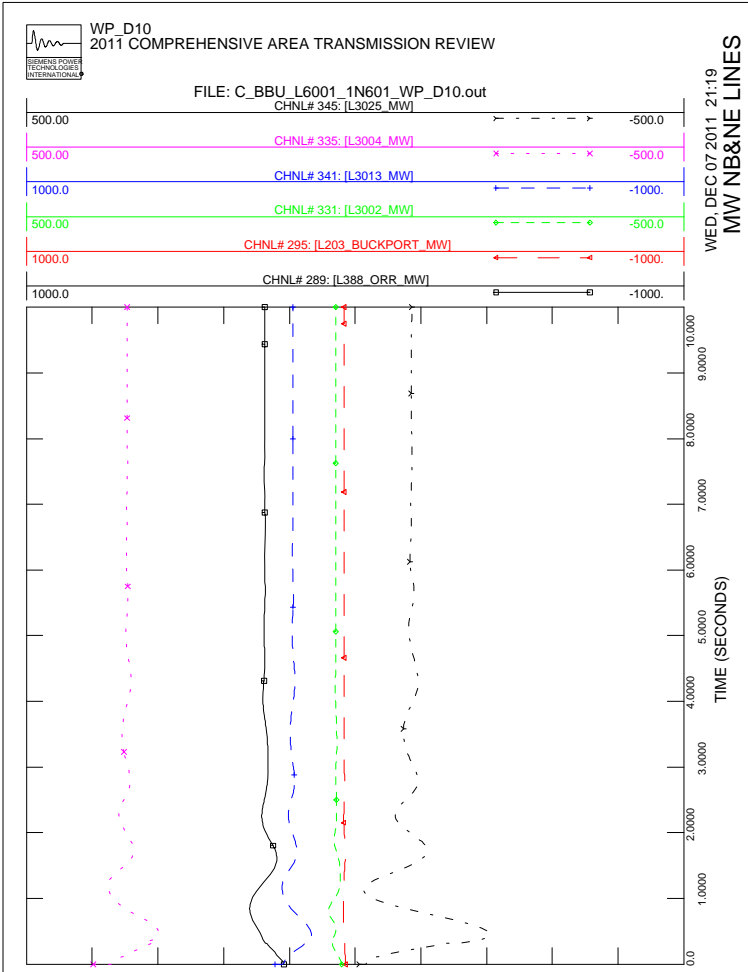
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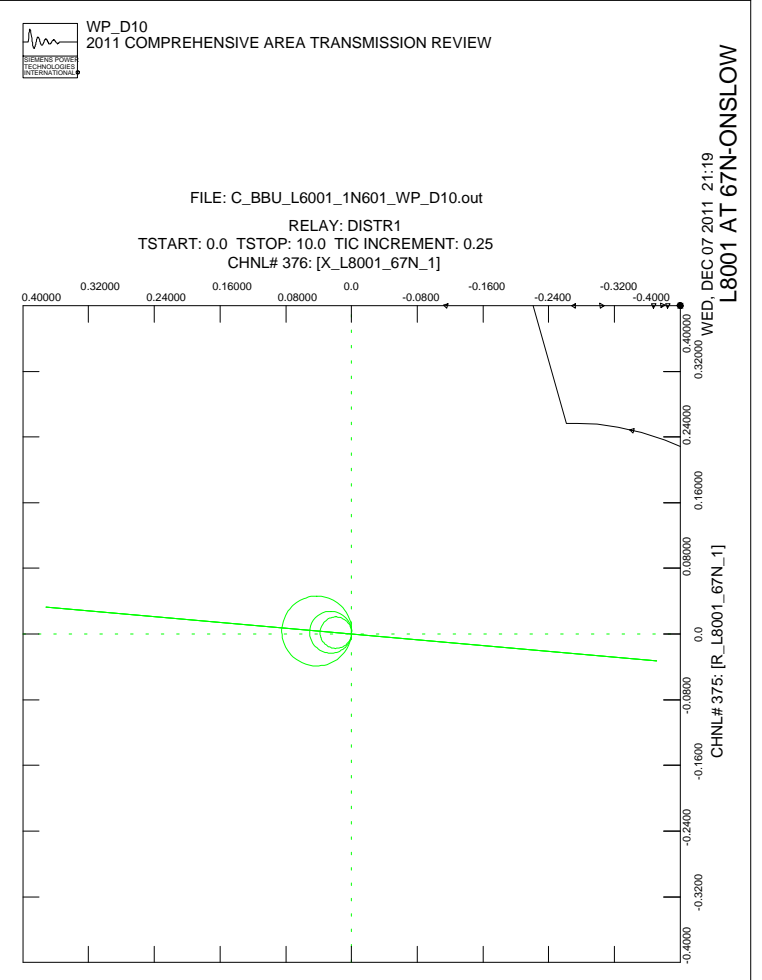
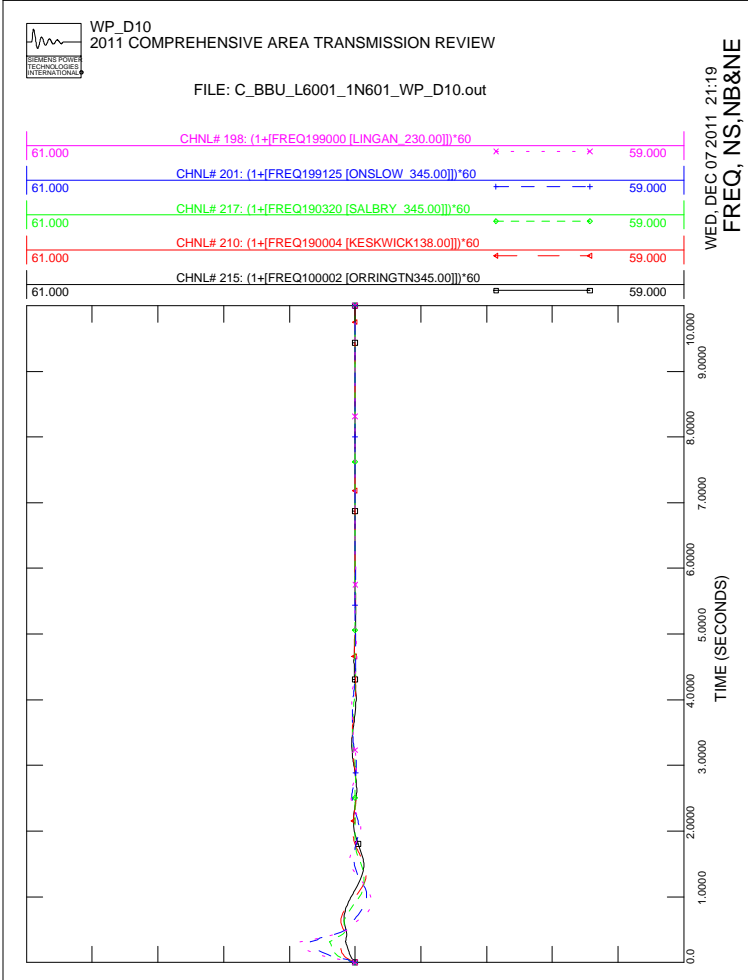
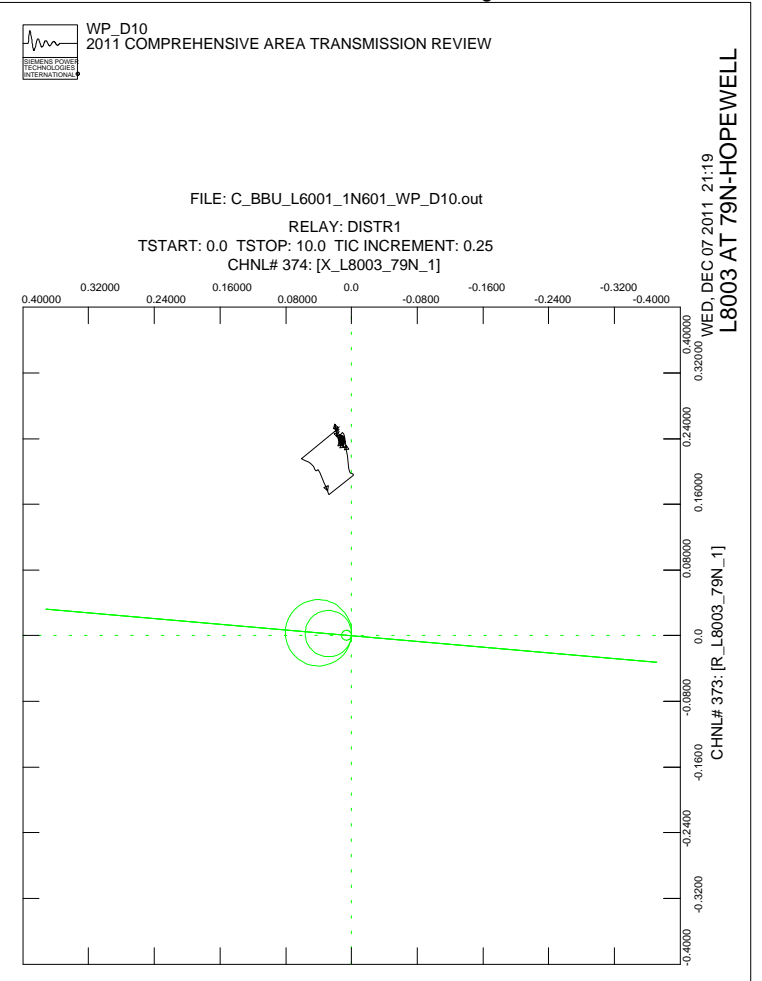
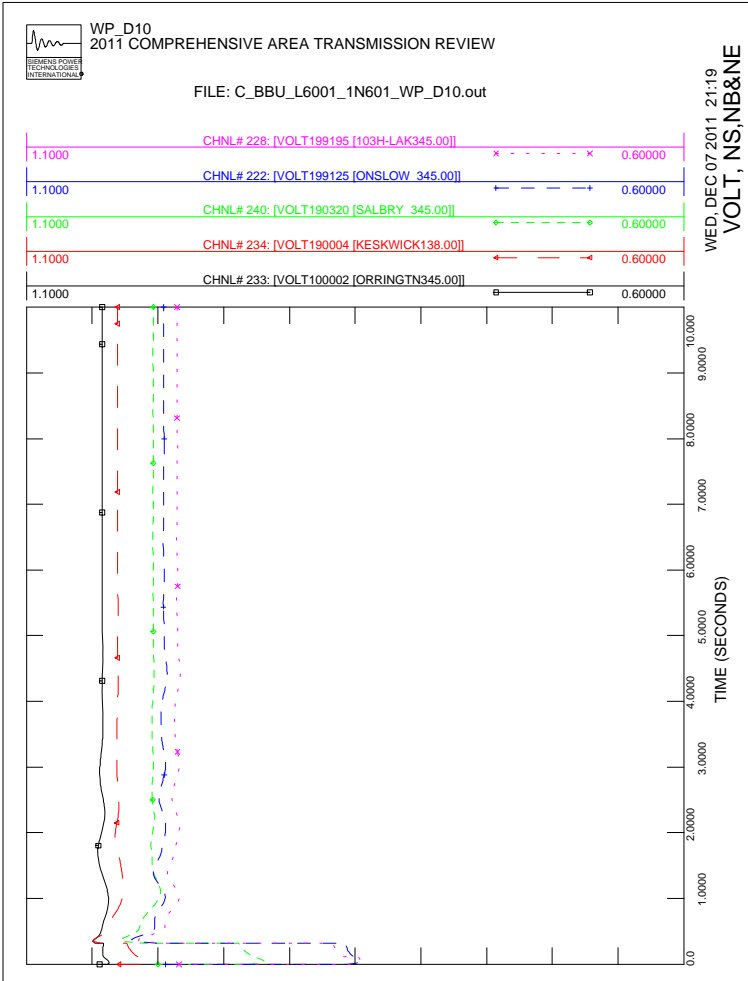








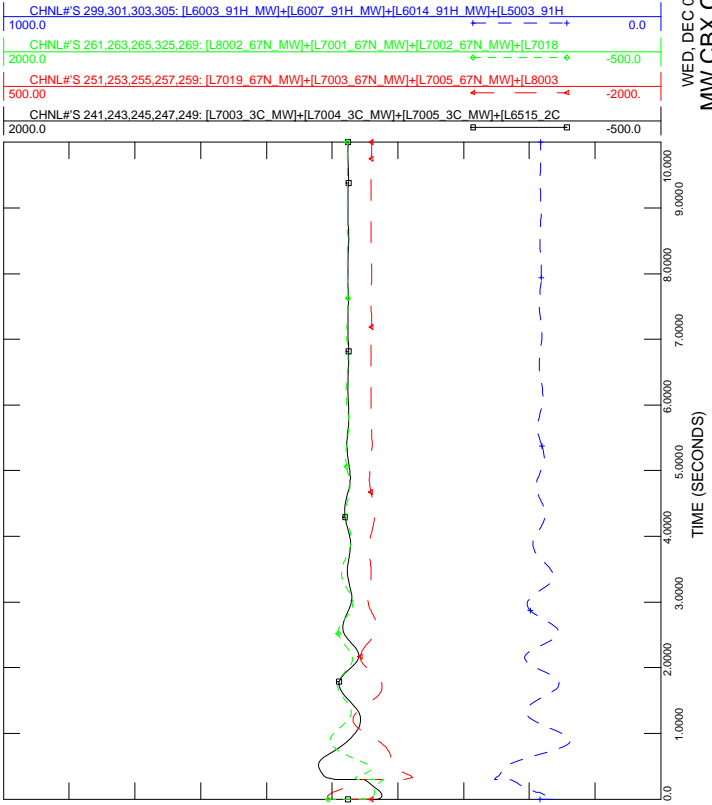






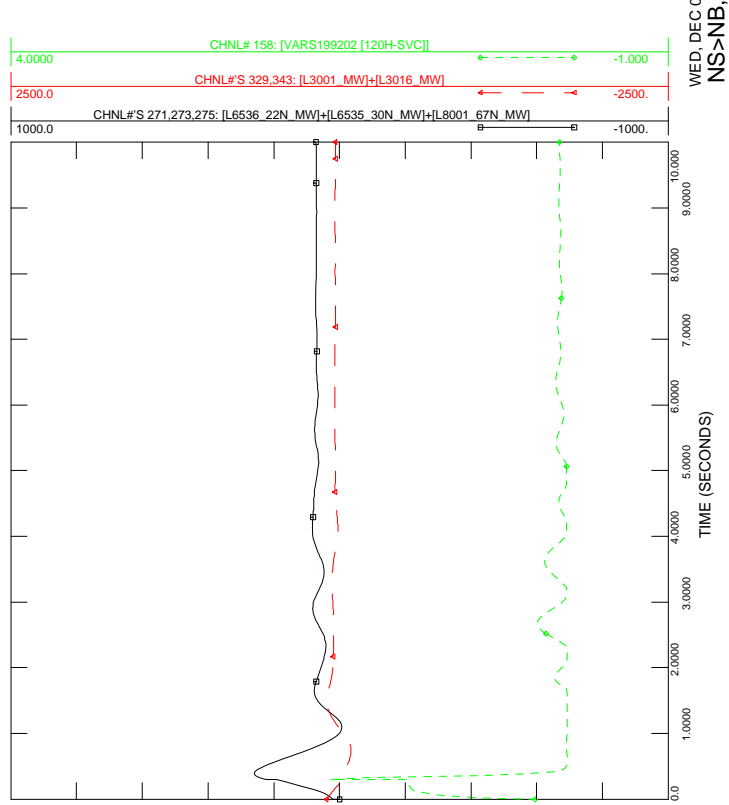
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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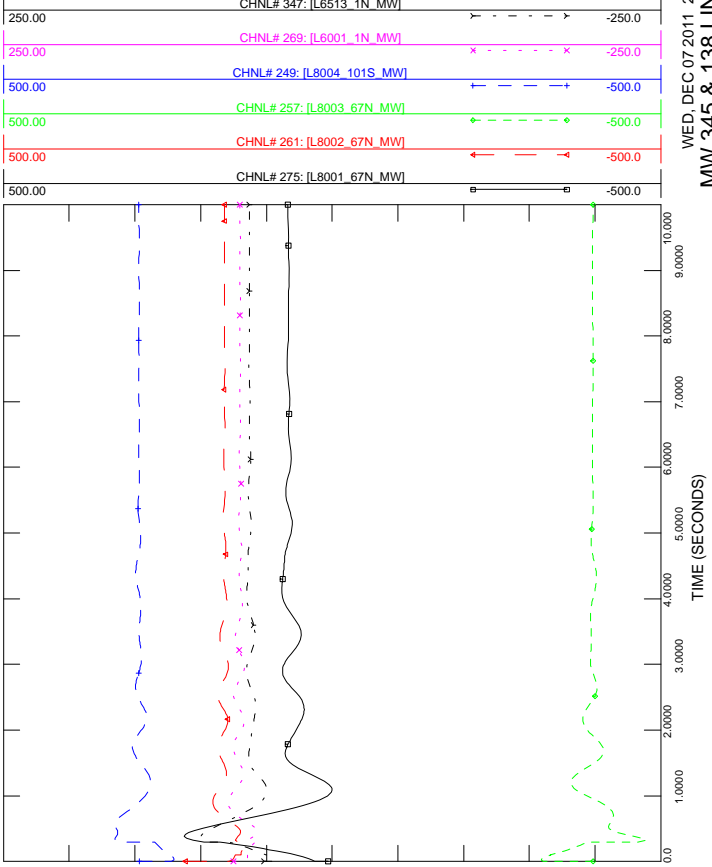
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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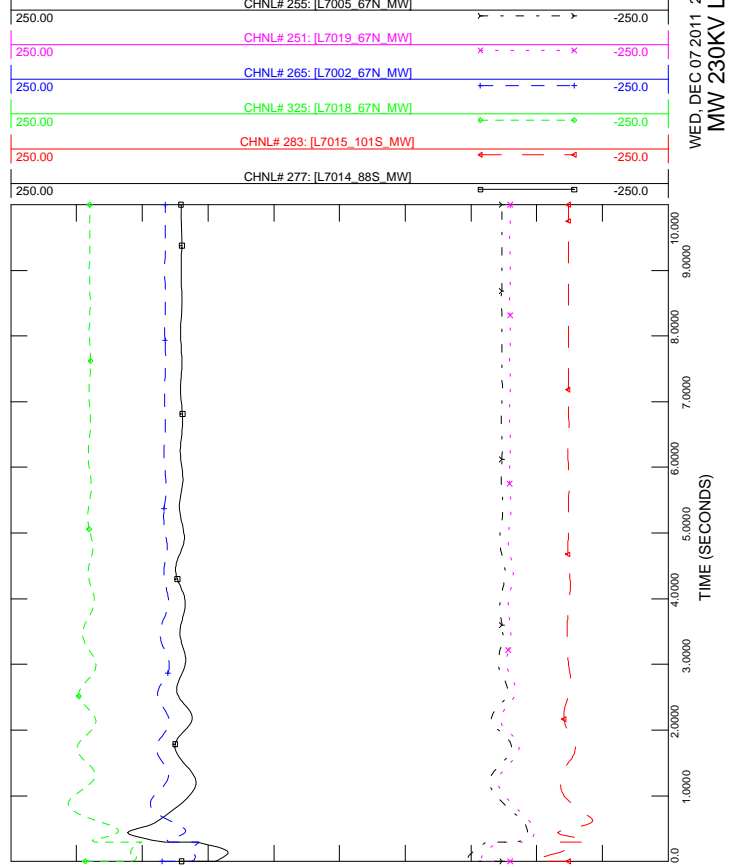
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

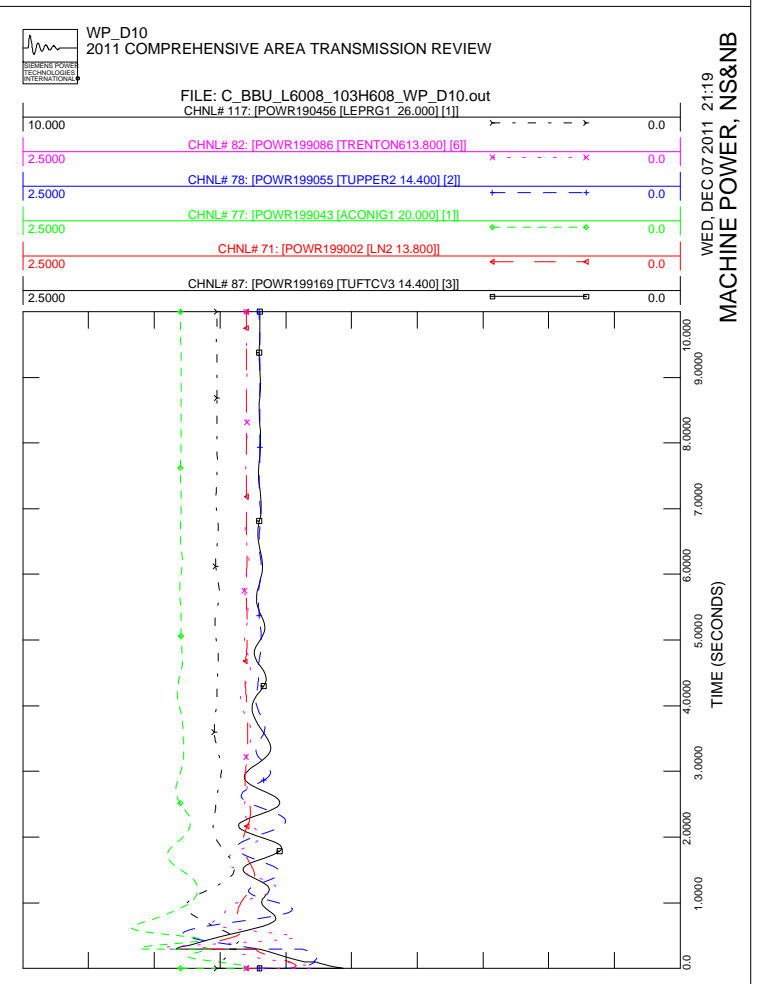
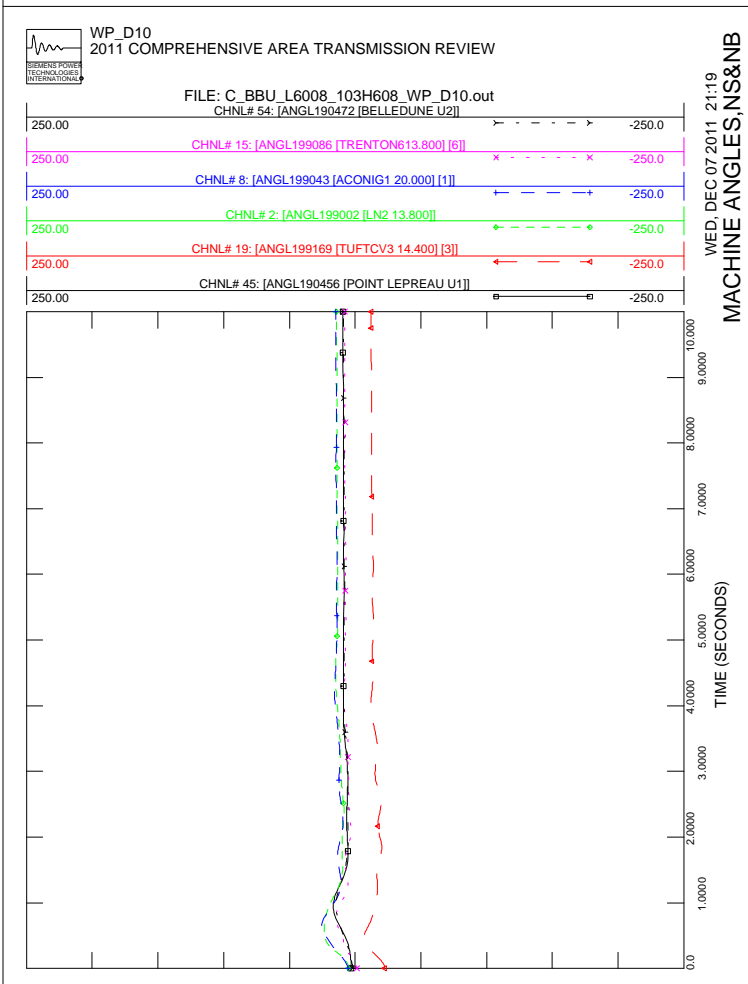
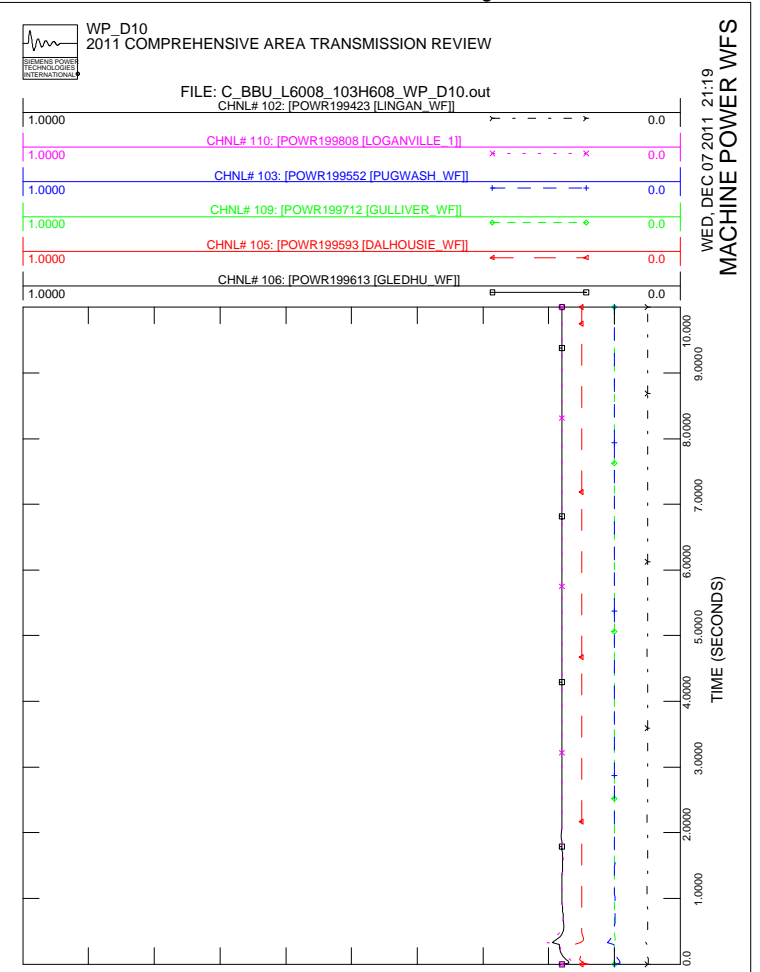
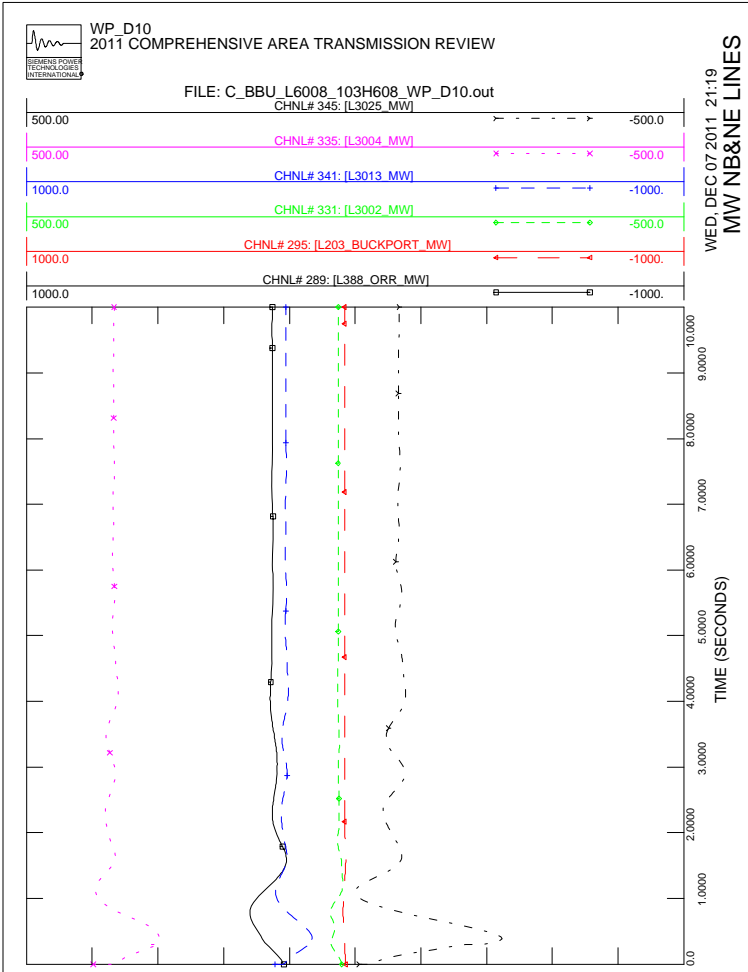
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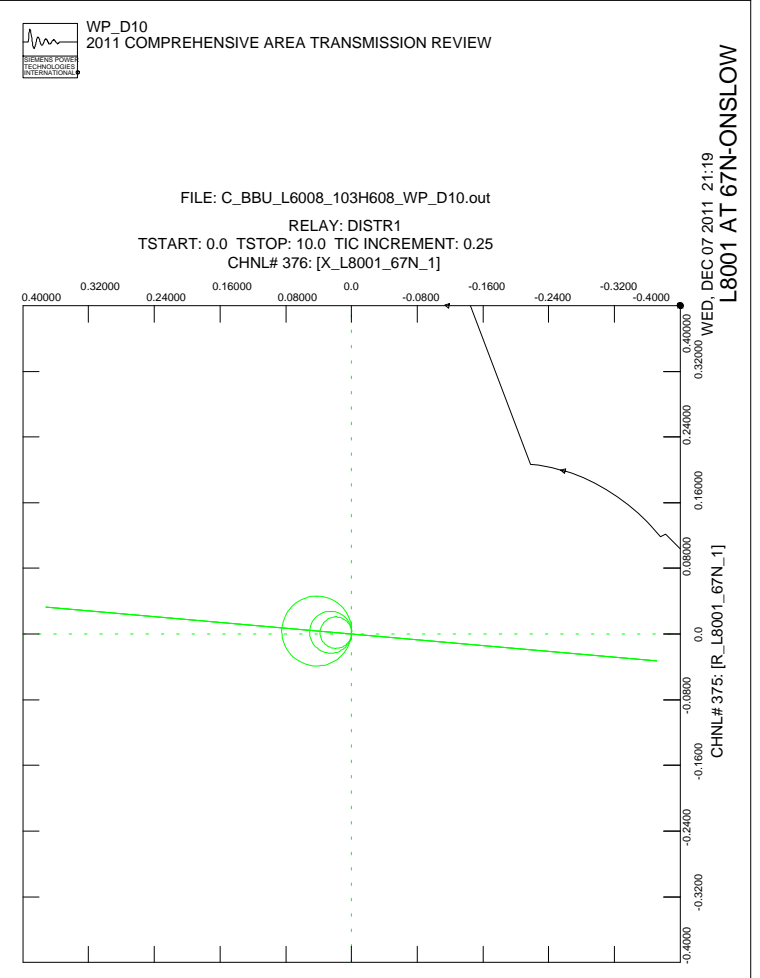
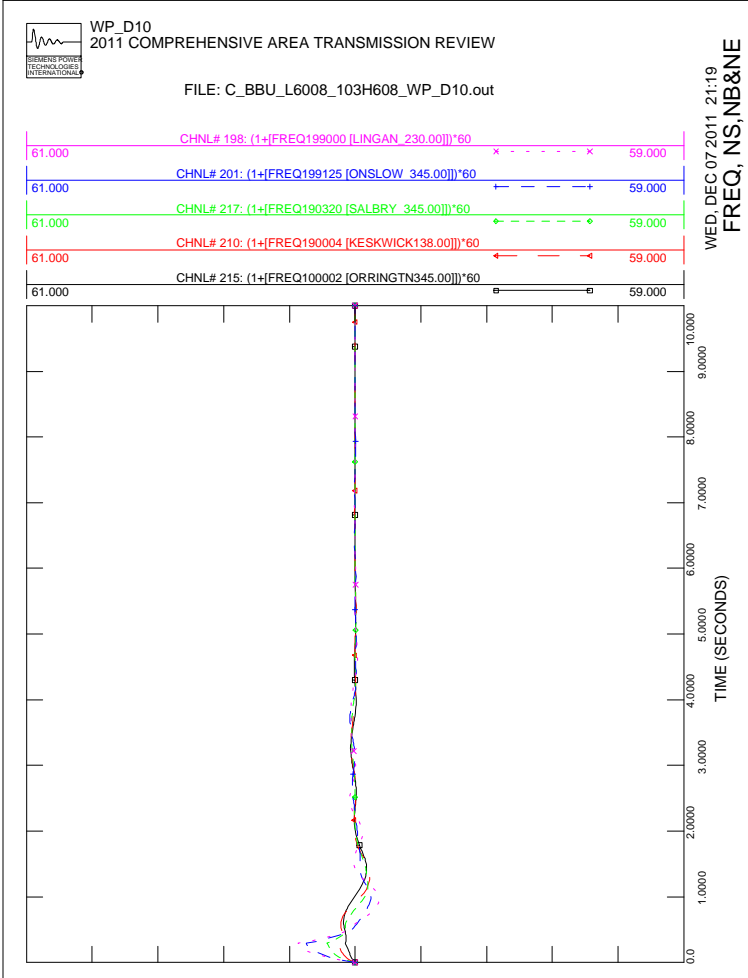
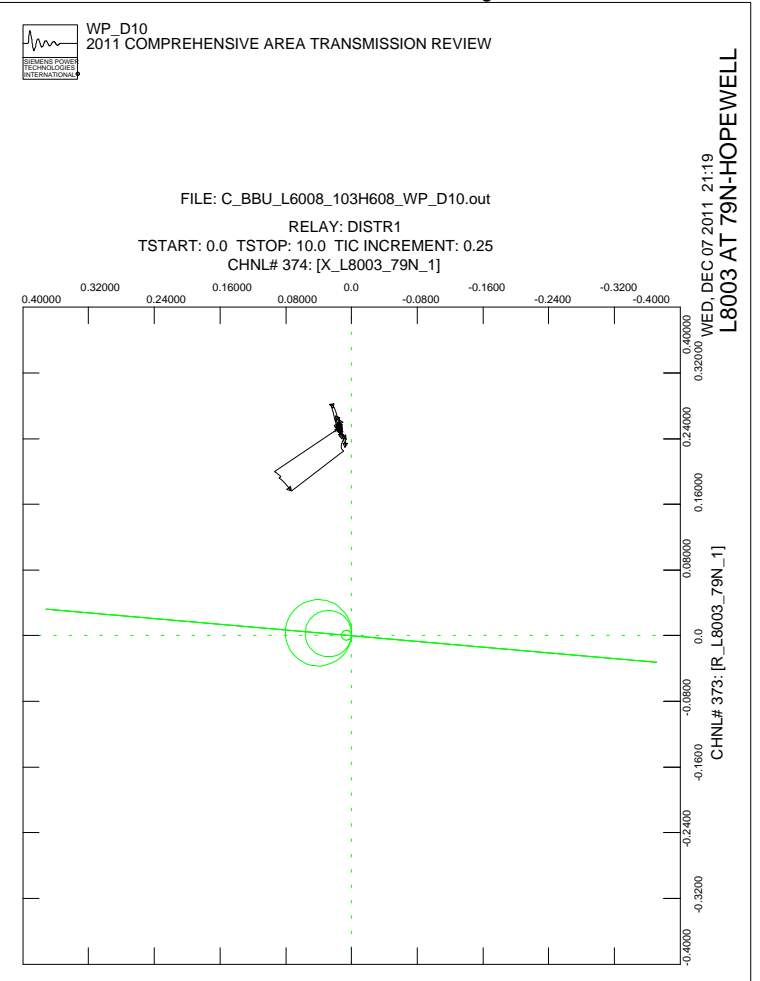
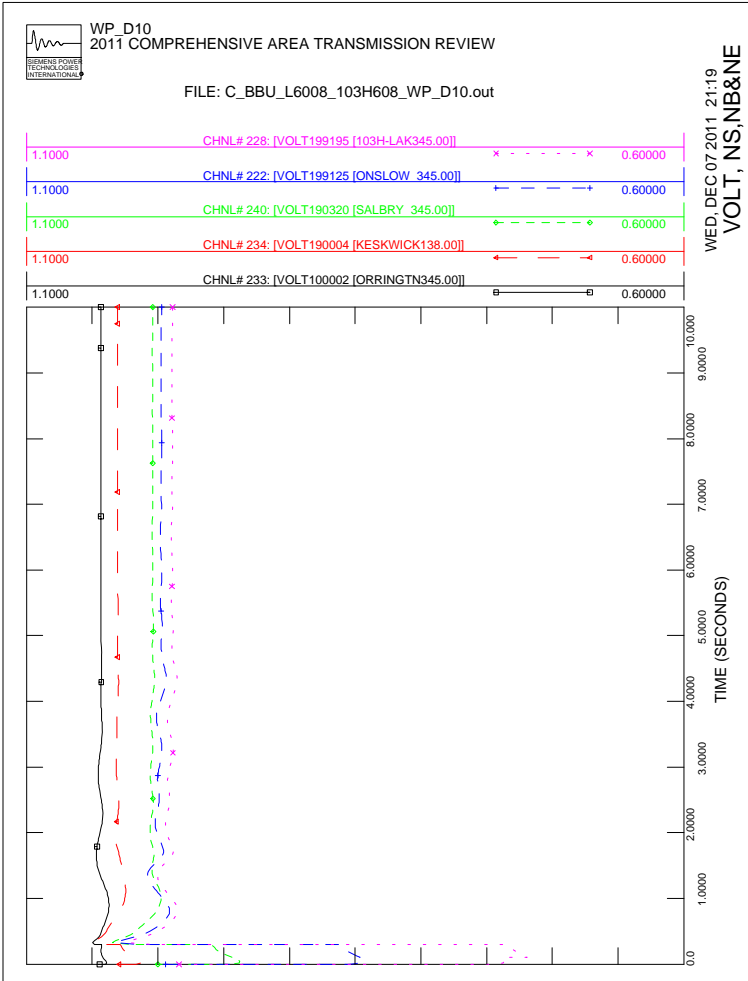


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_WP_D10.out



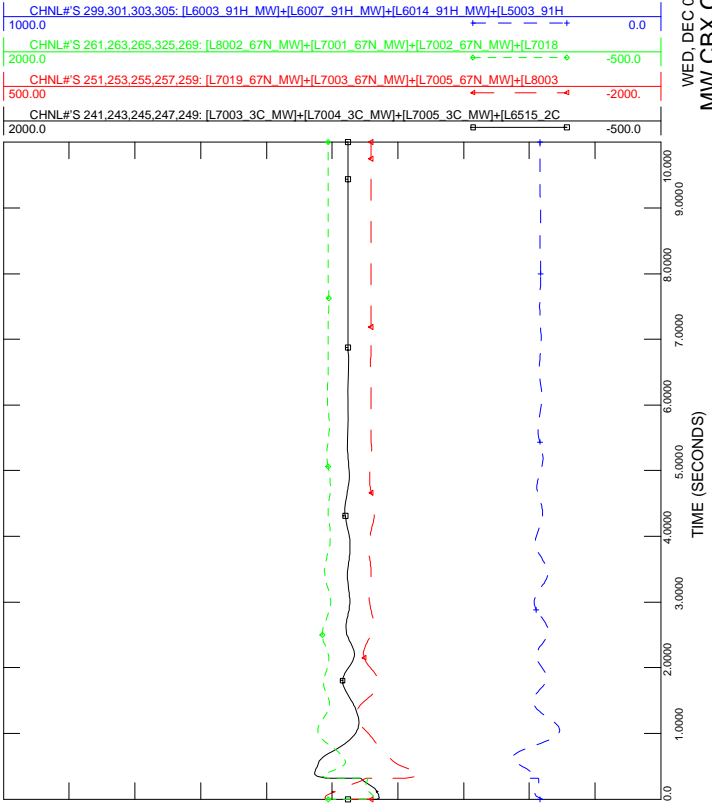






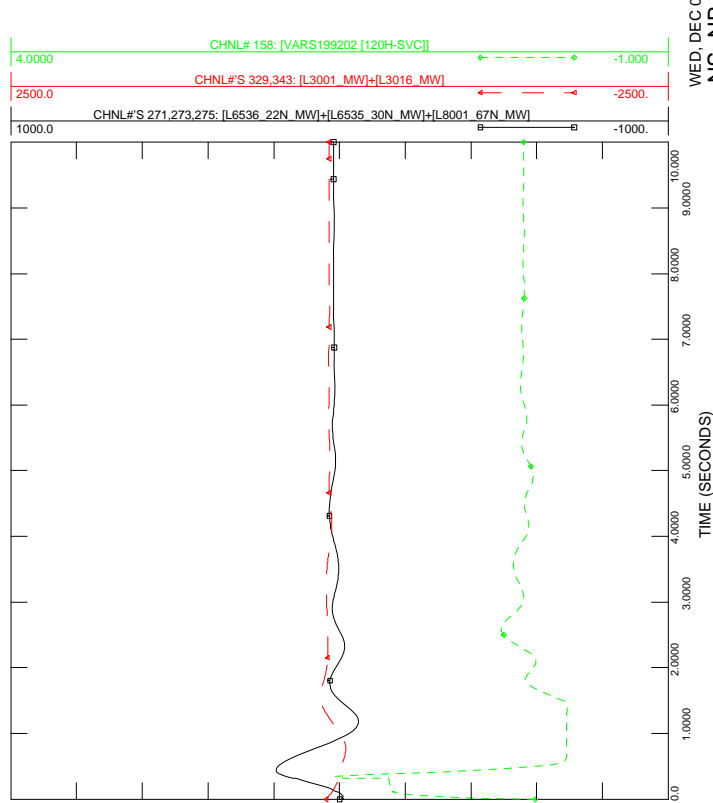
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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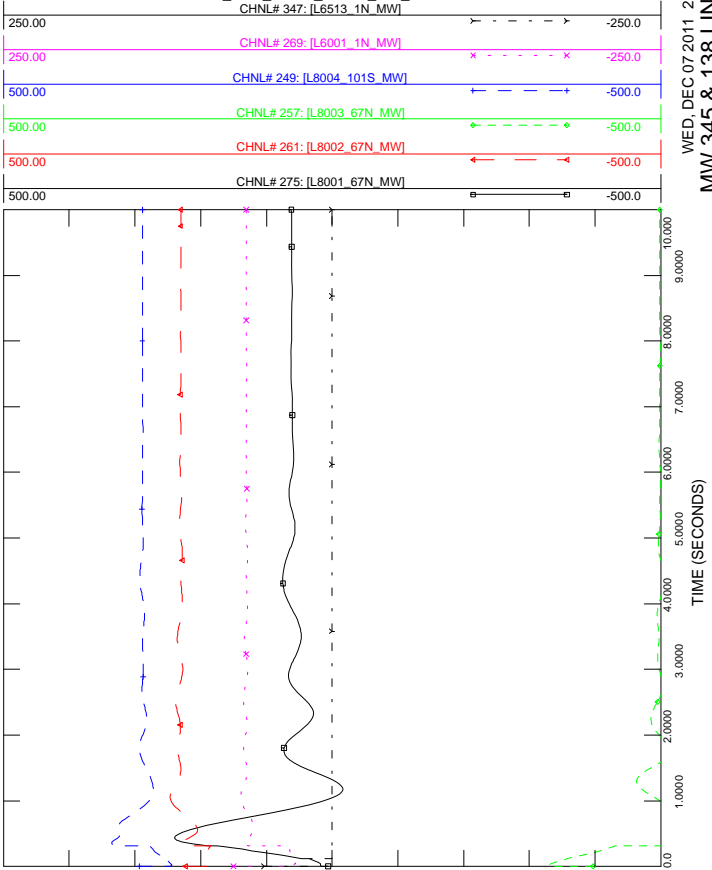
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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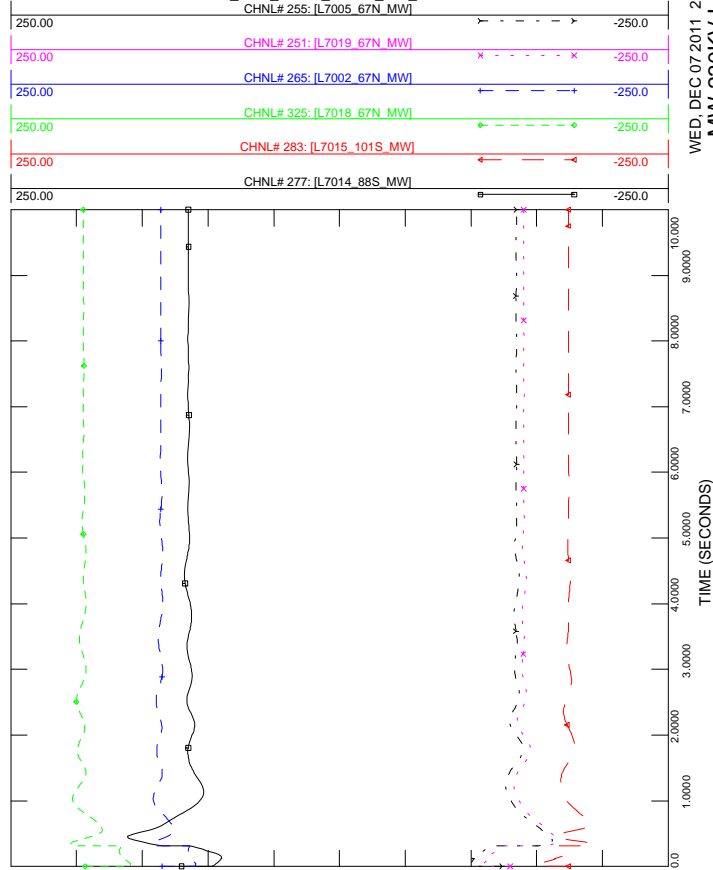
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

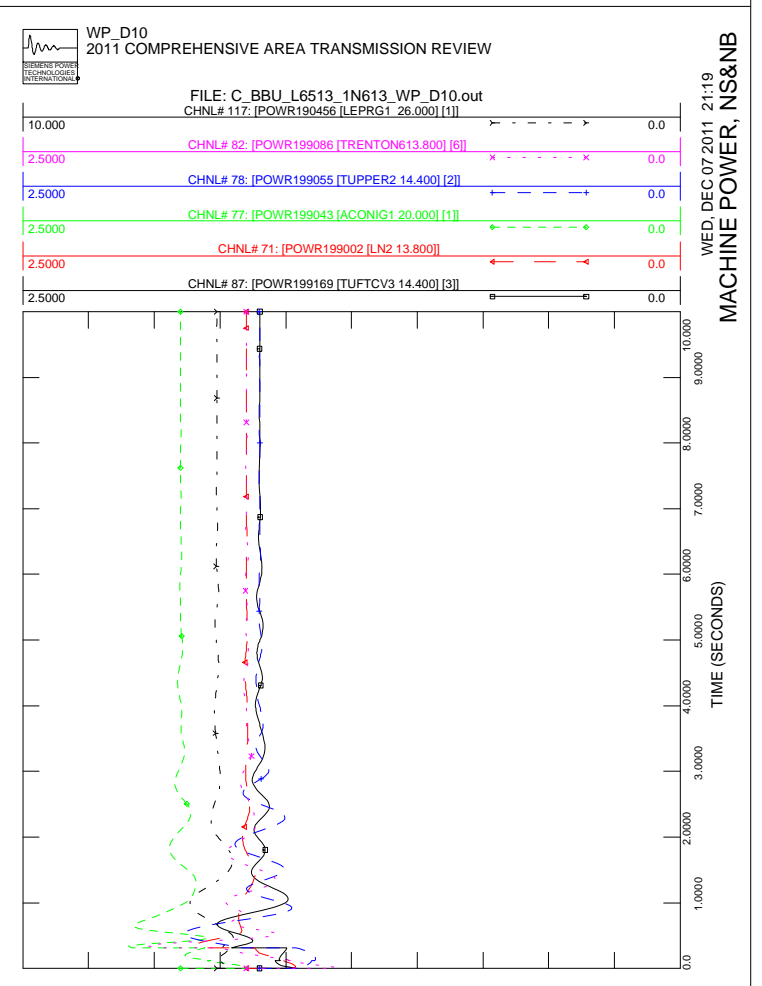
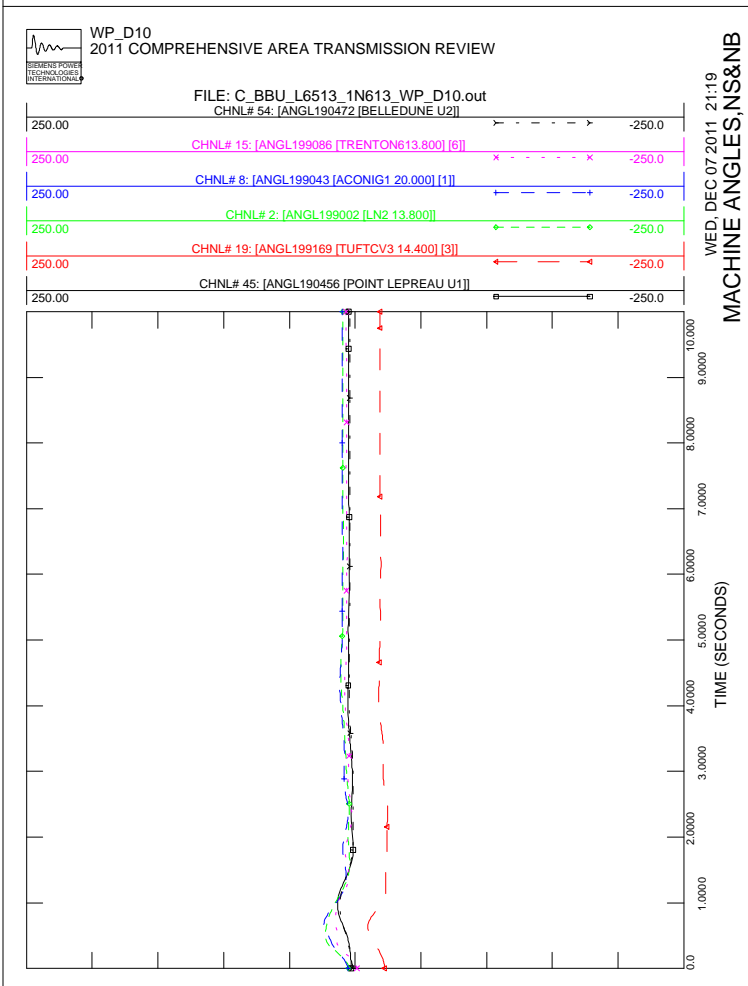
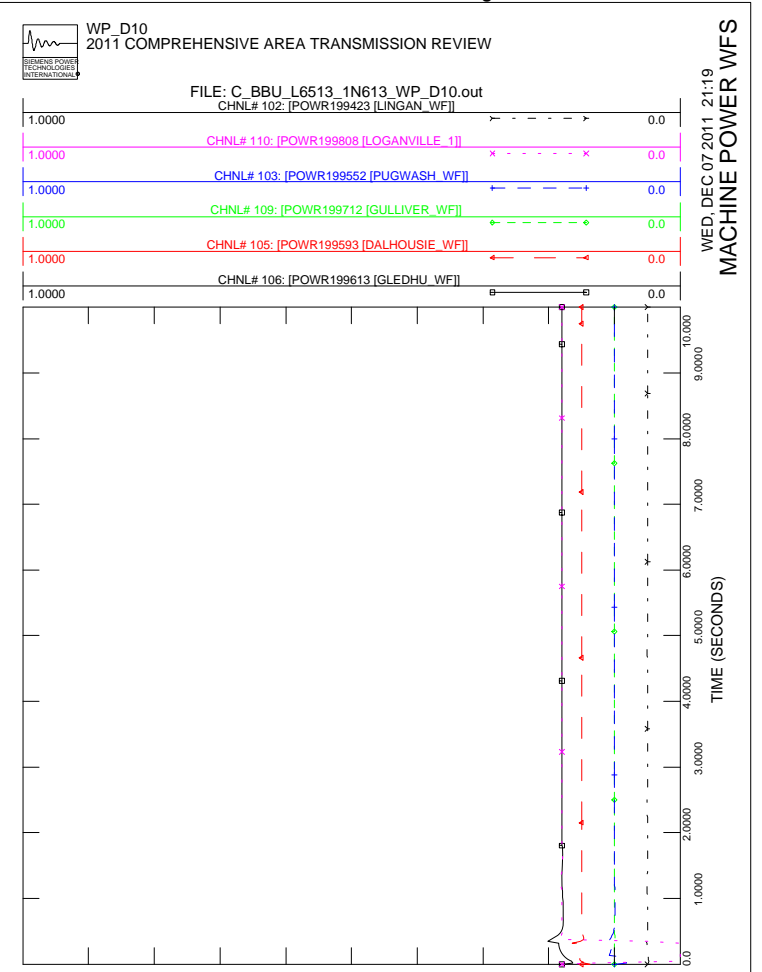
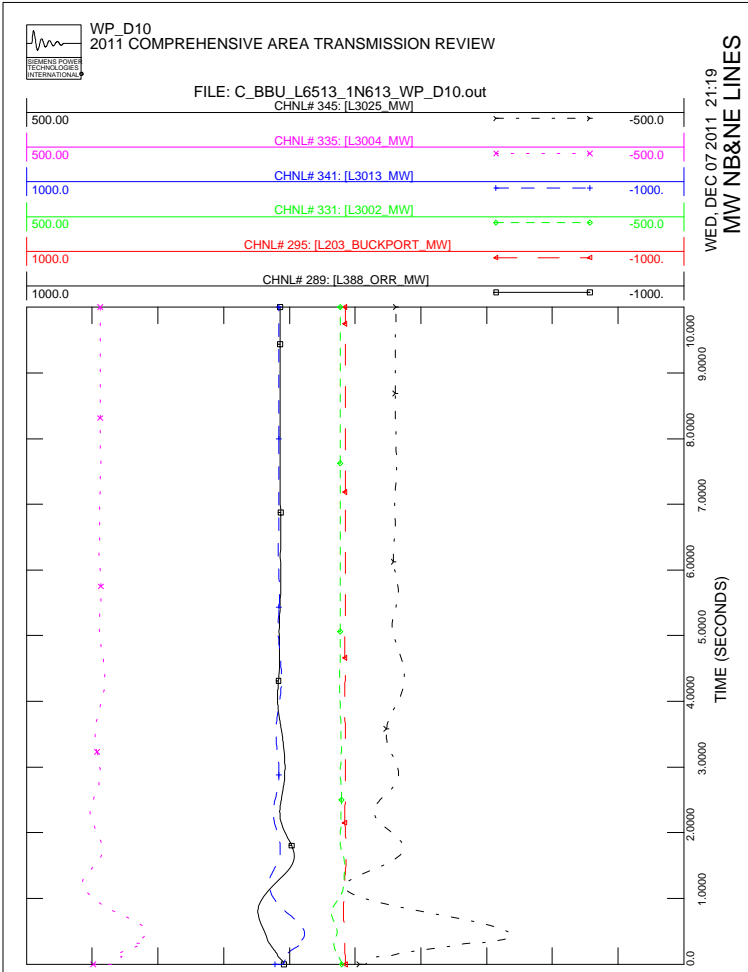
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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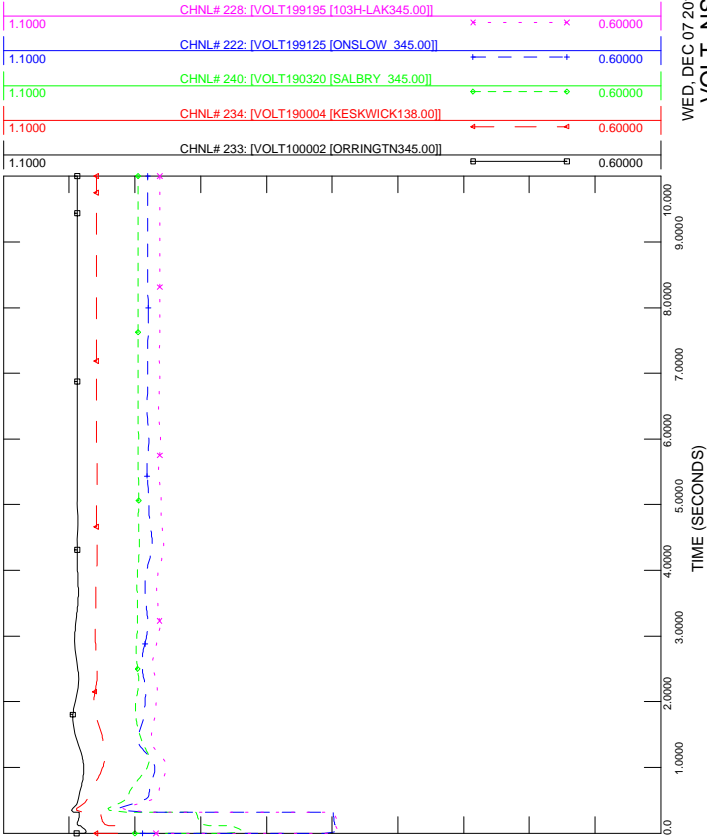






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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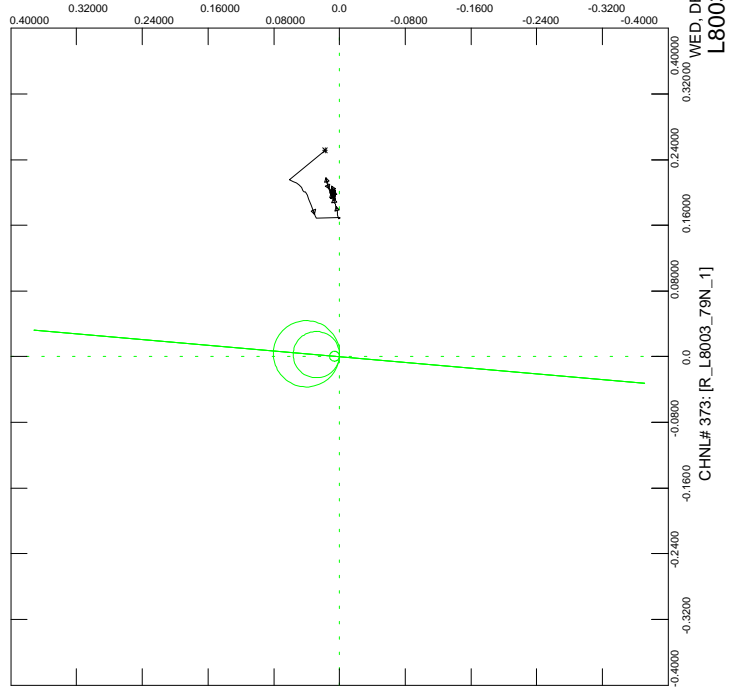
WED, DEC 07 2011 21:19
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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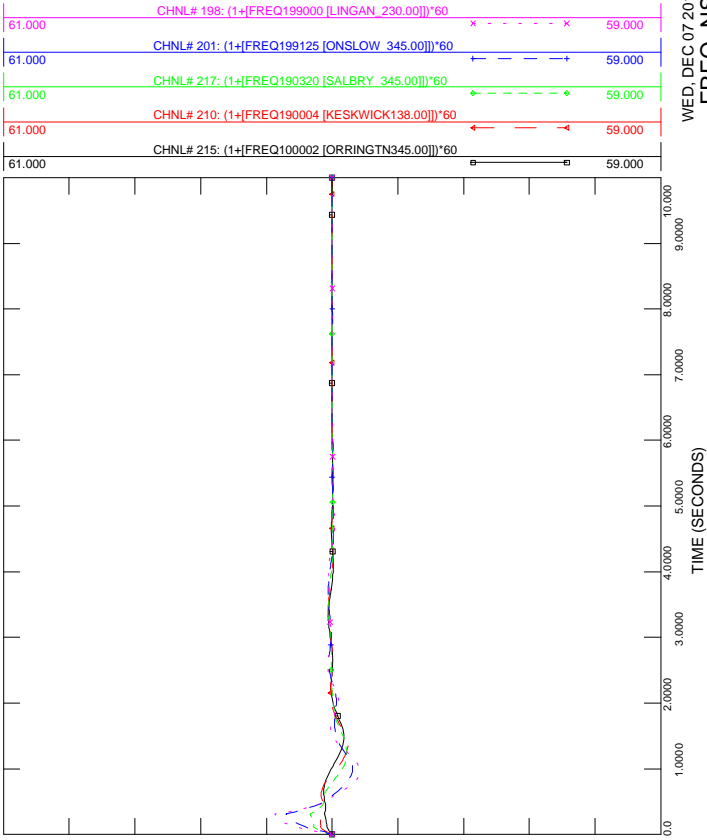


WED, DEC 07 2011 21:19
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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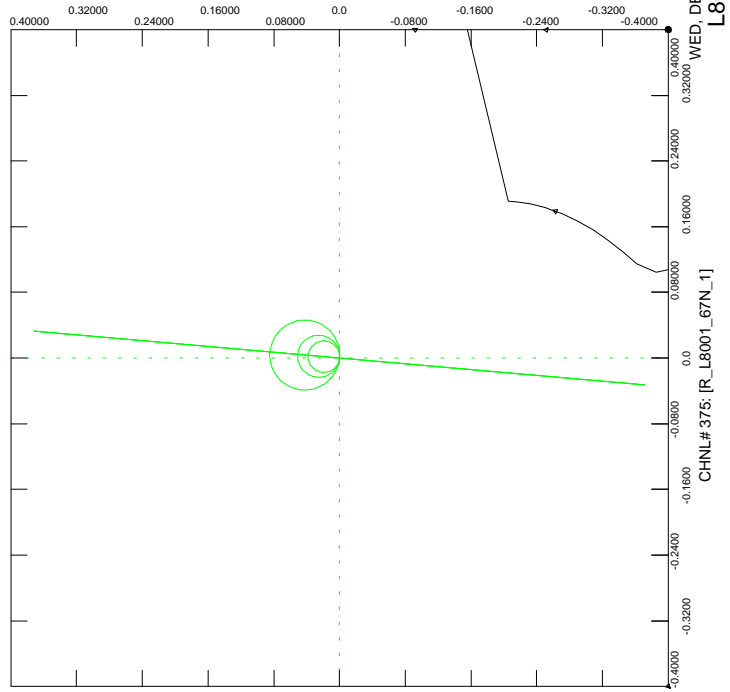
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FREQ, NS, NB&NE



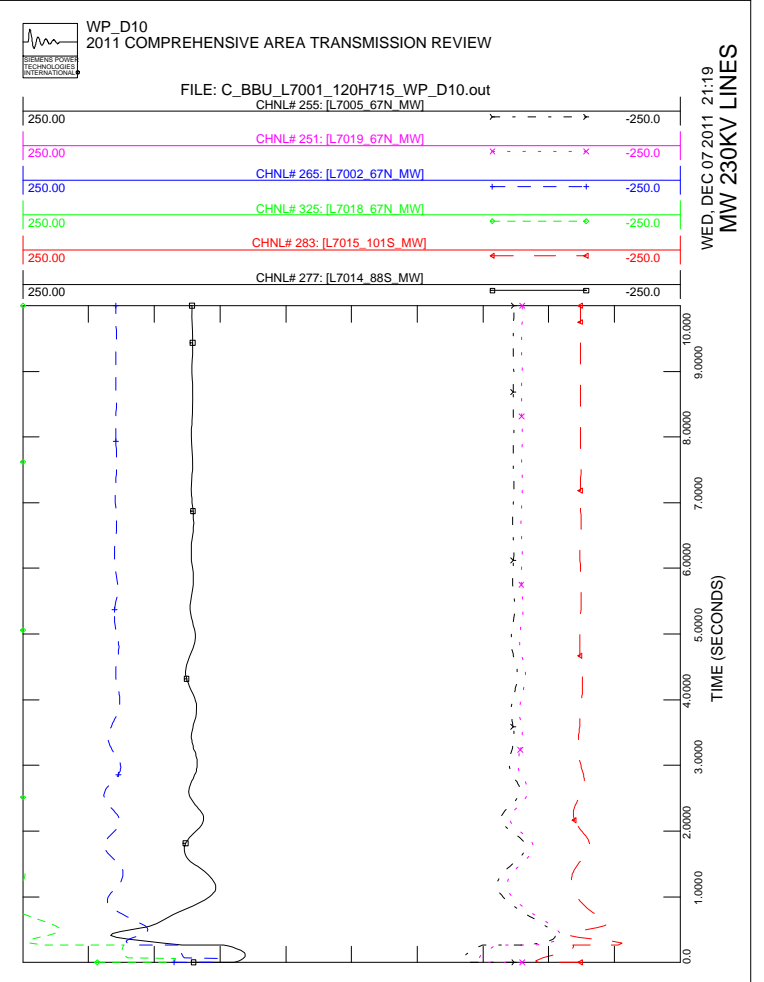
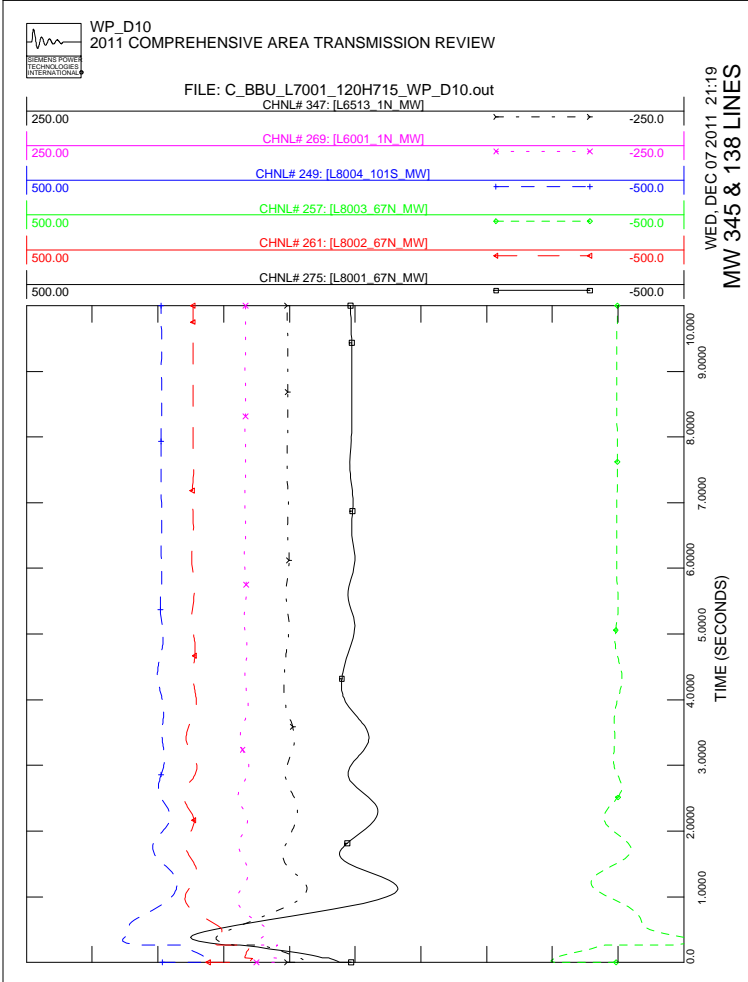
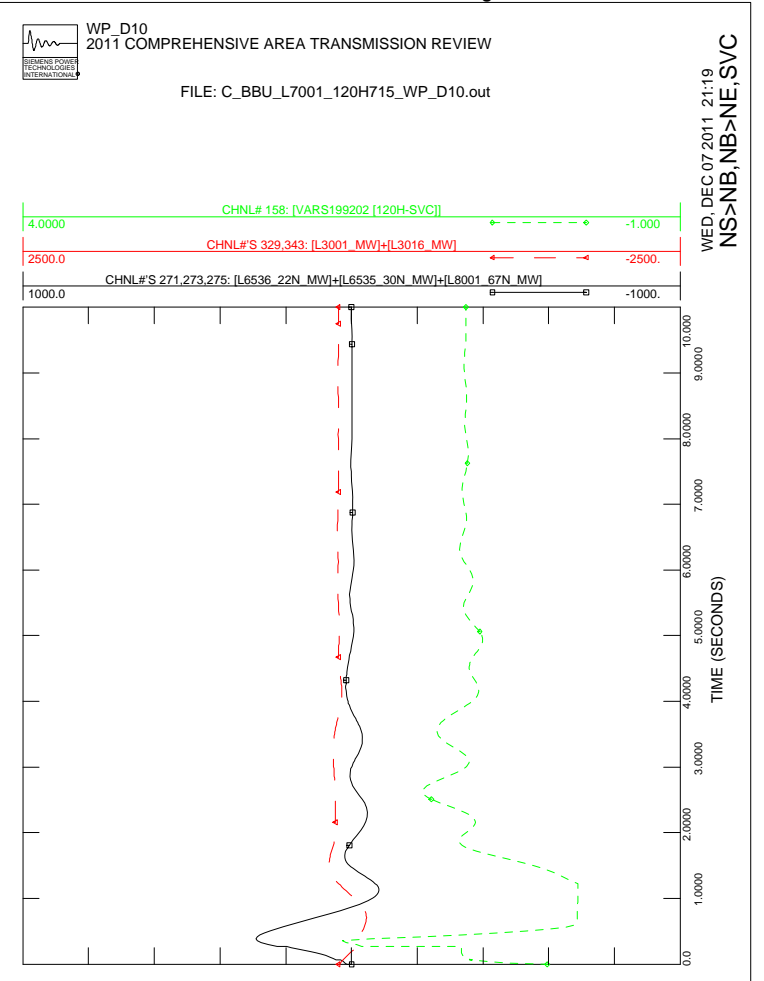
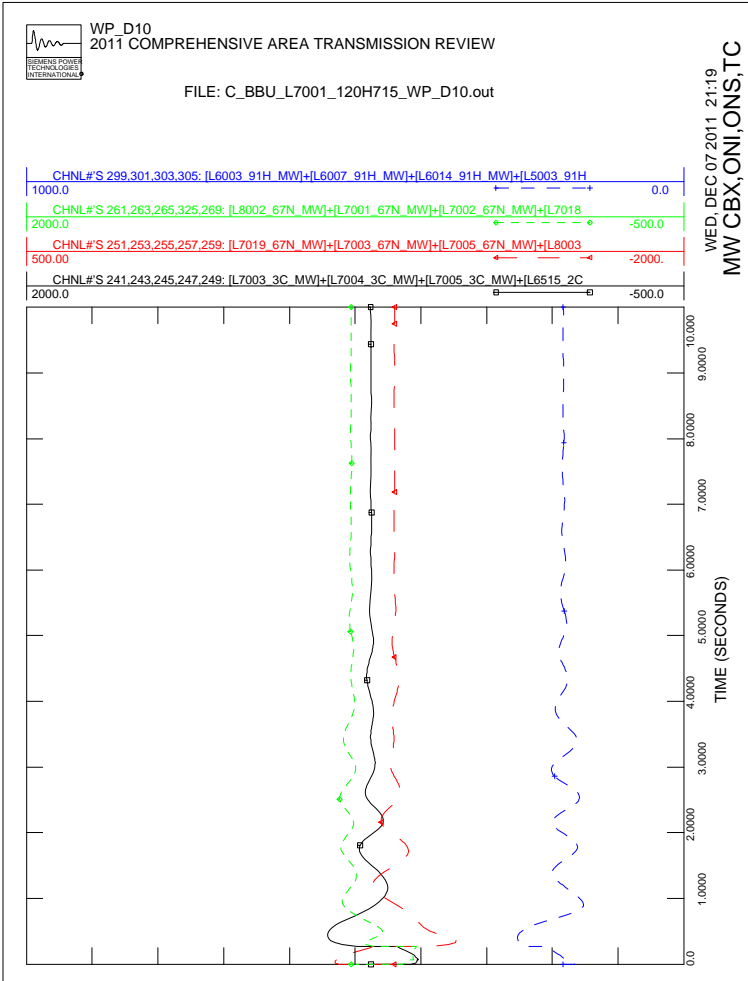
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

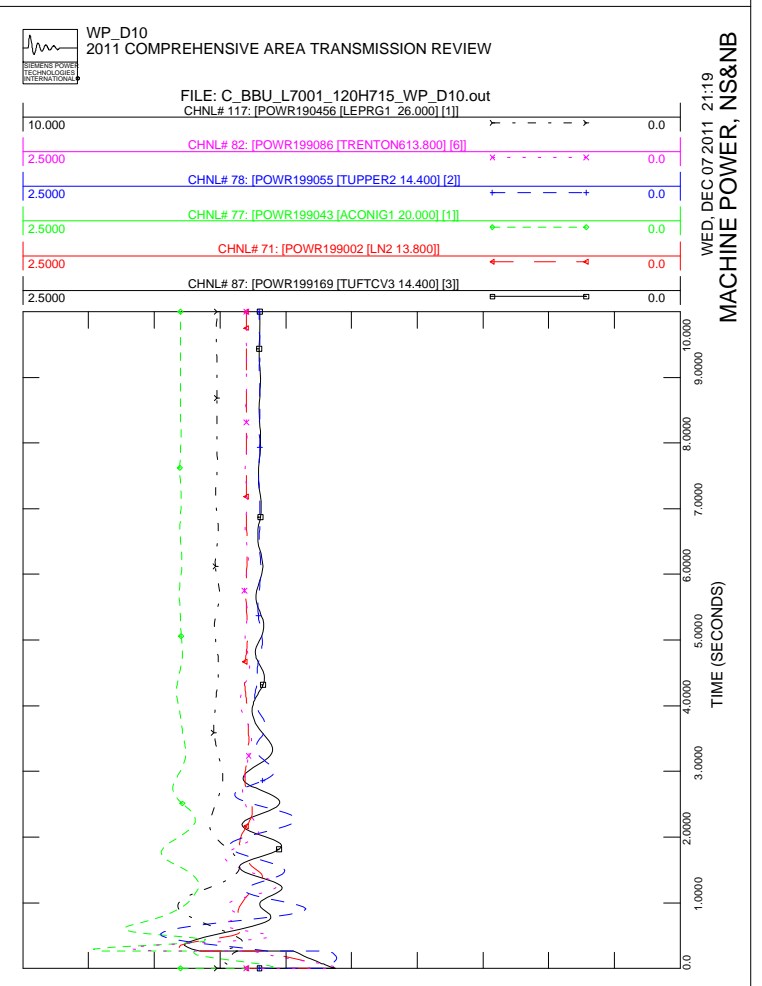
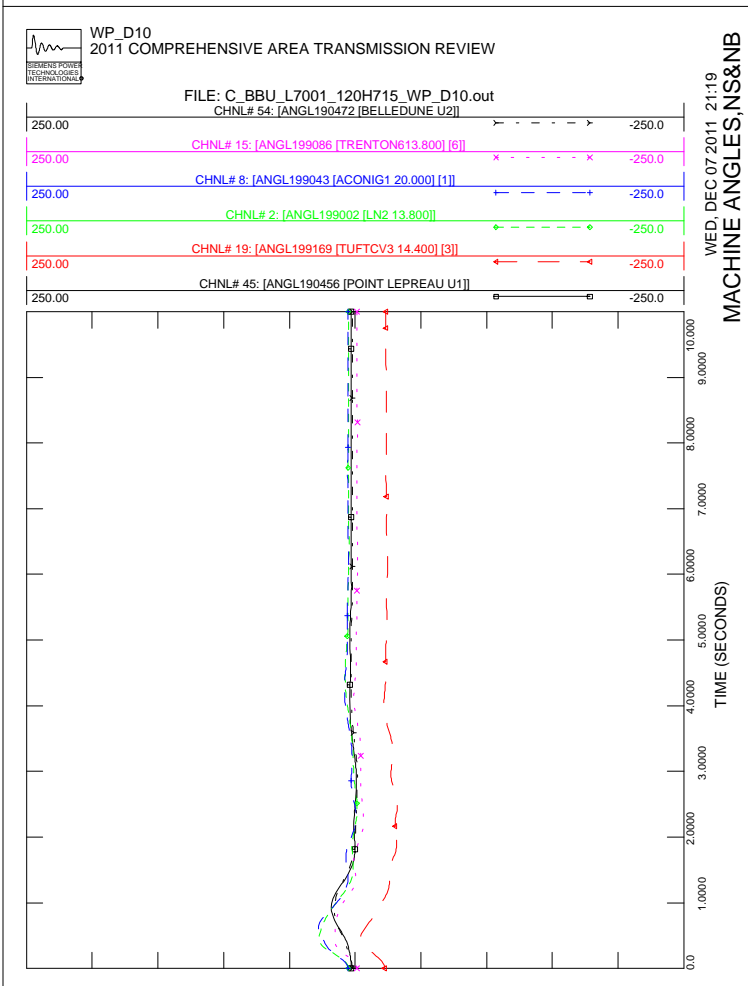
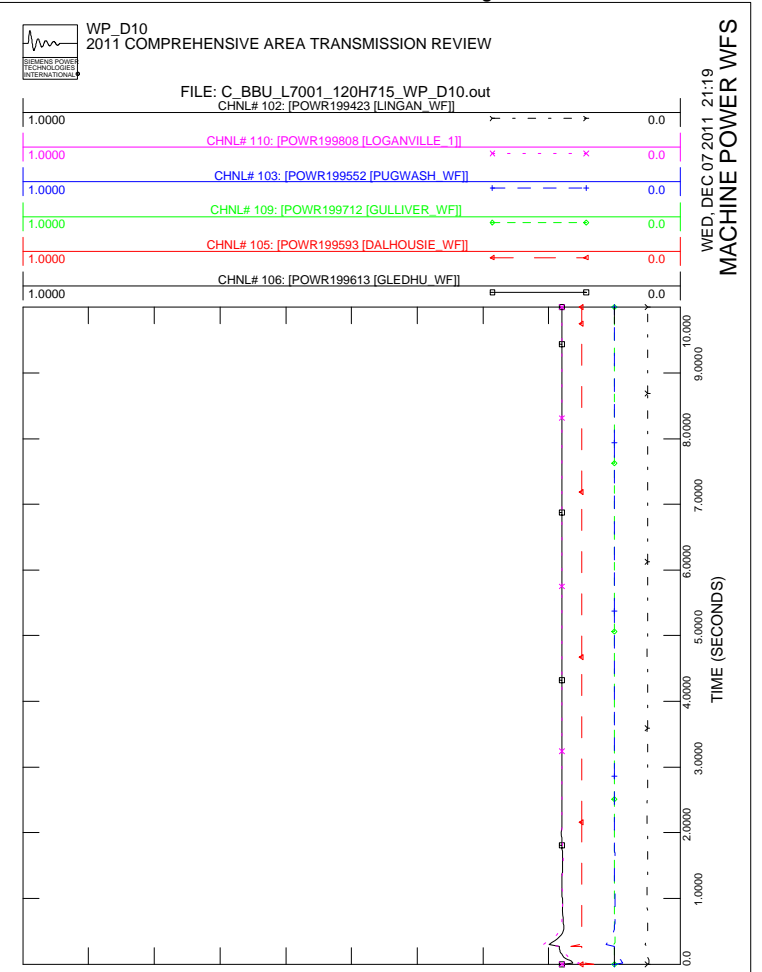
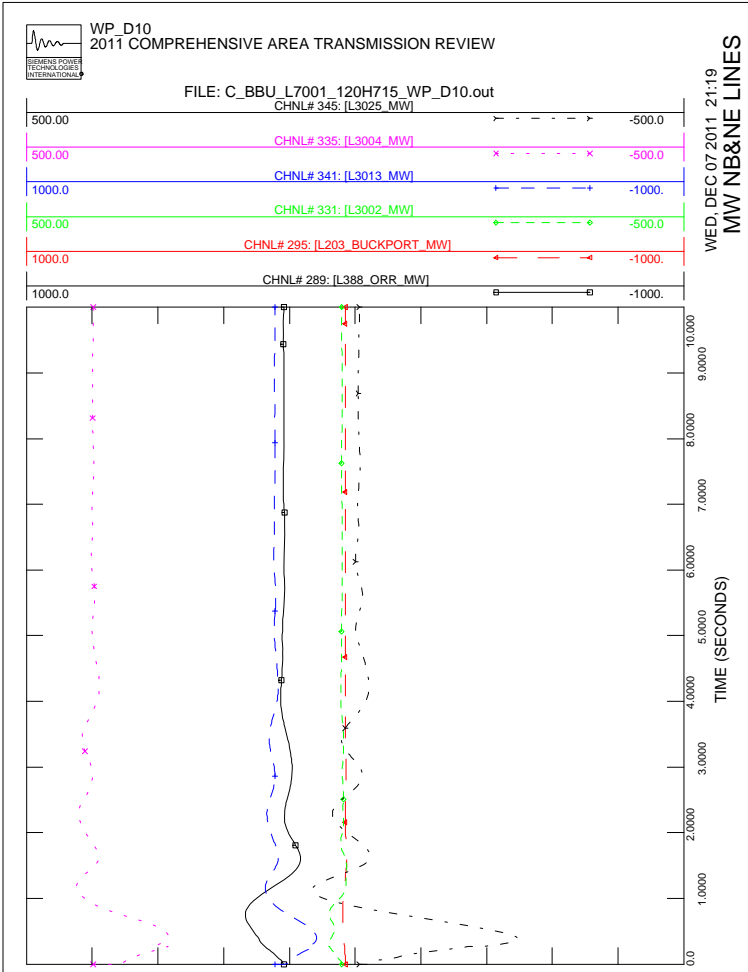
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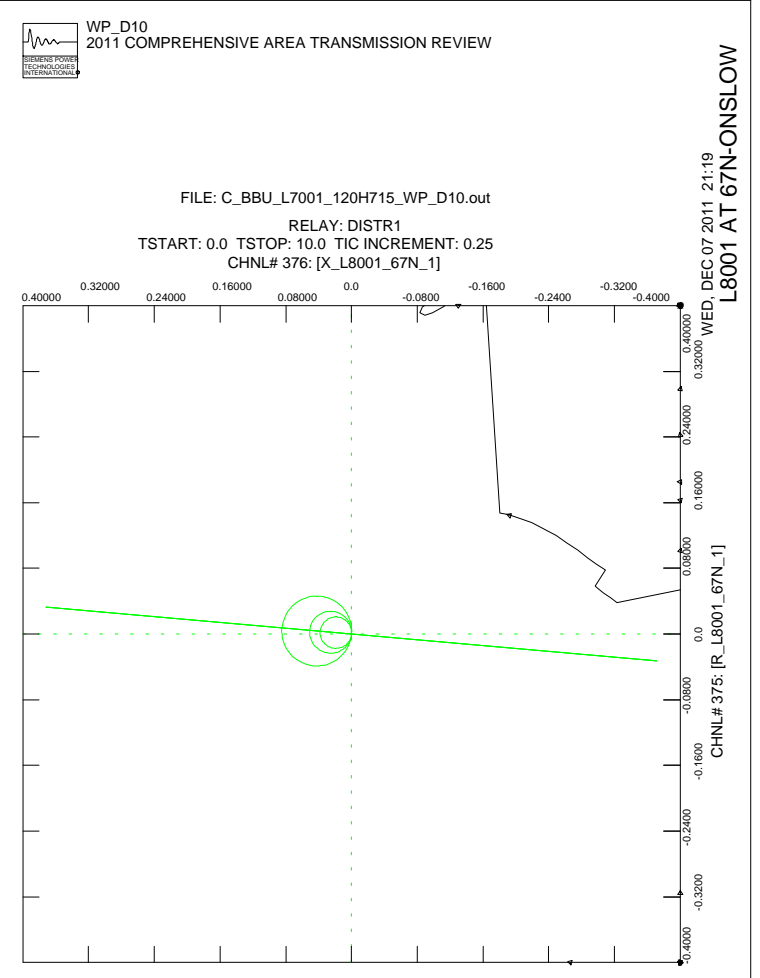
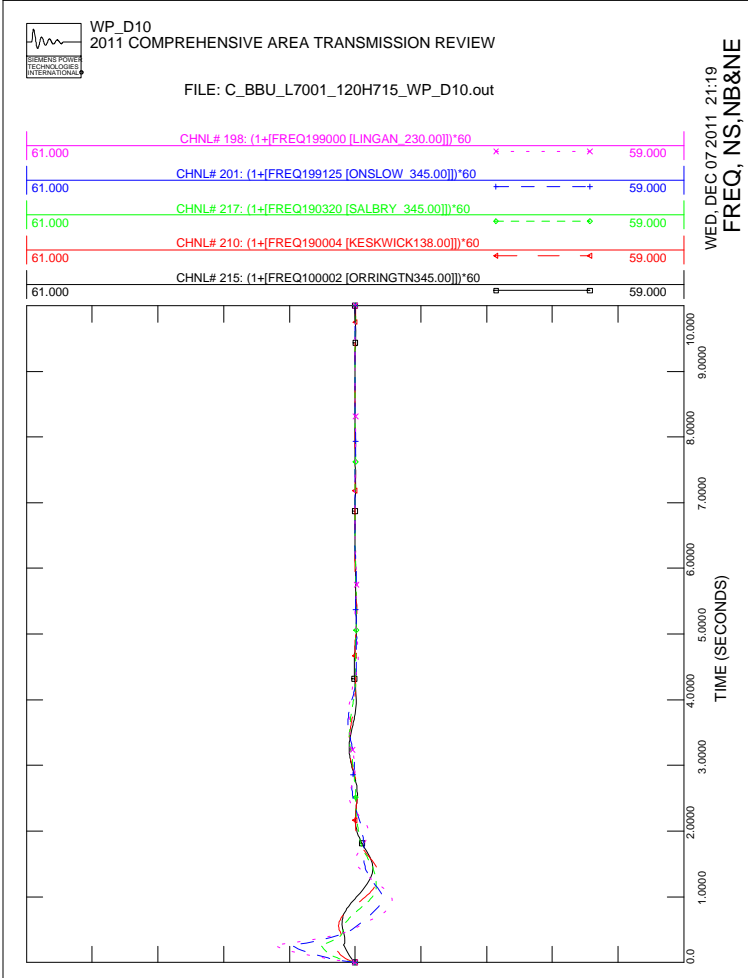
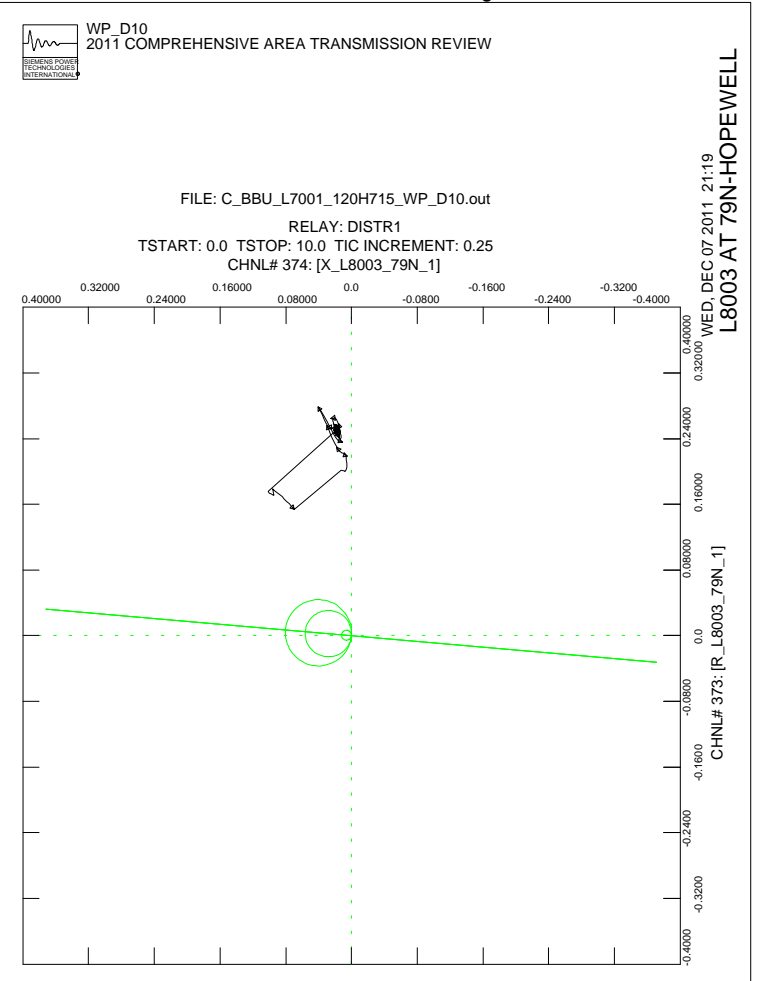
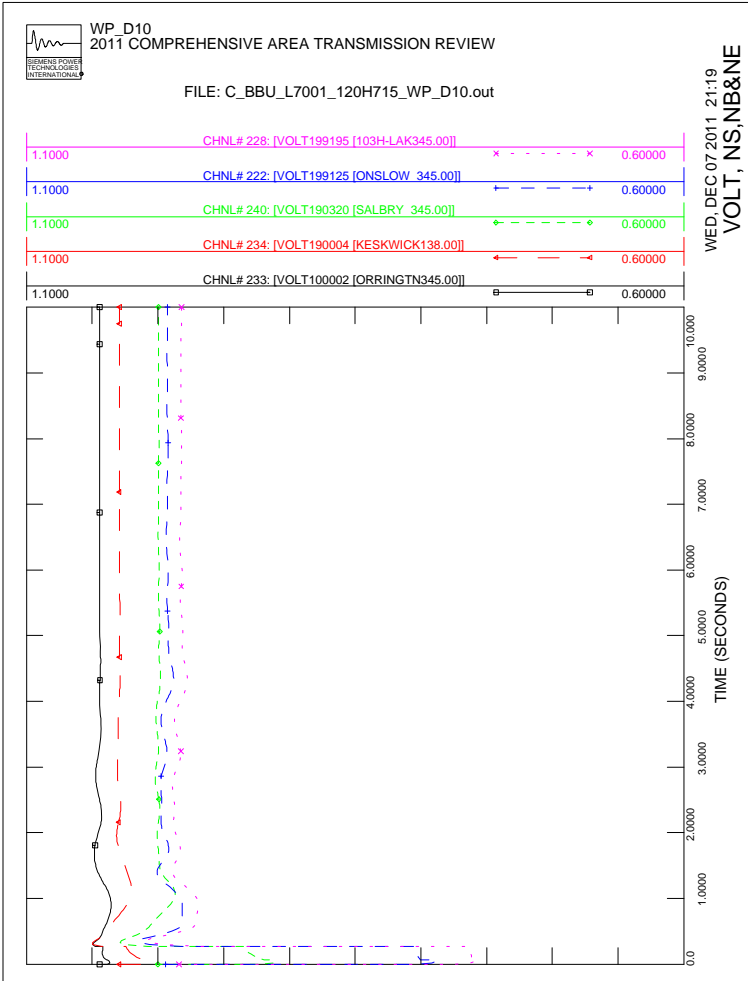
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:19
L8001 AT 67N-ONSLow



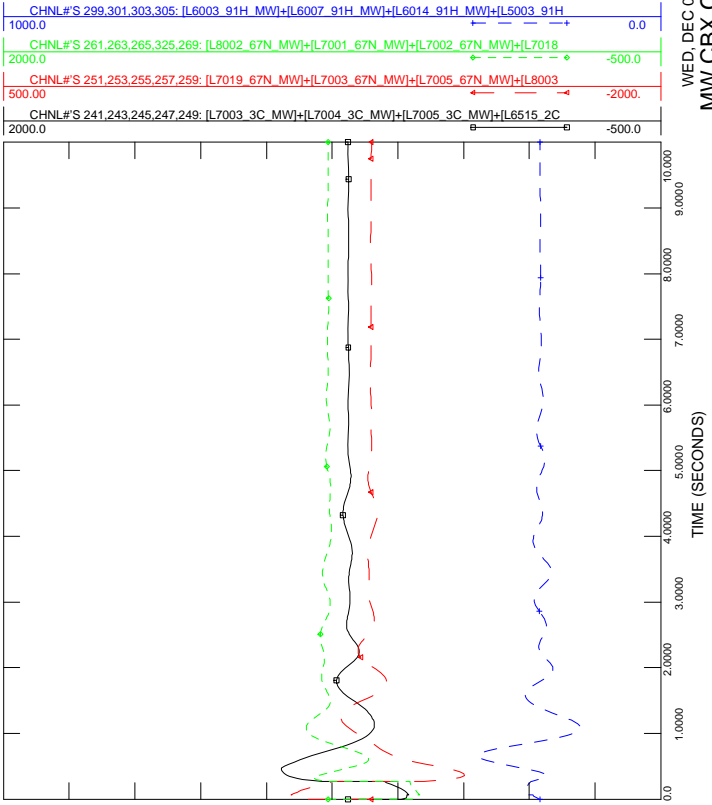






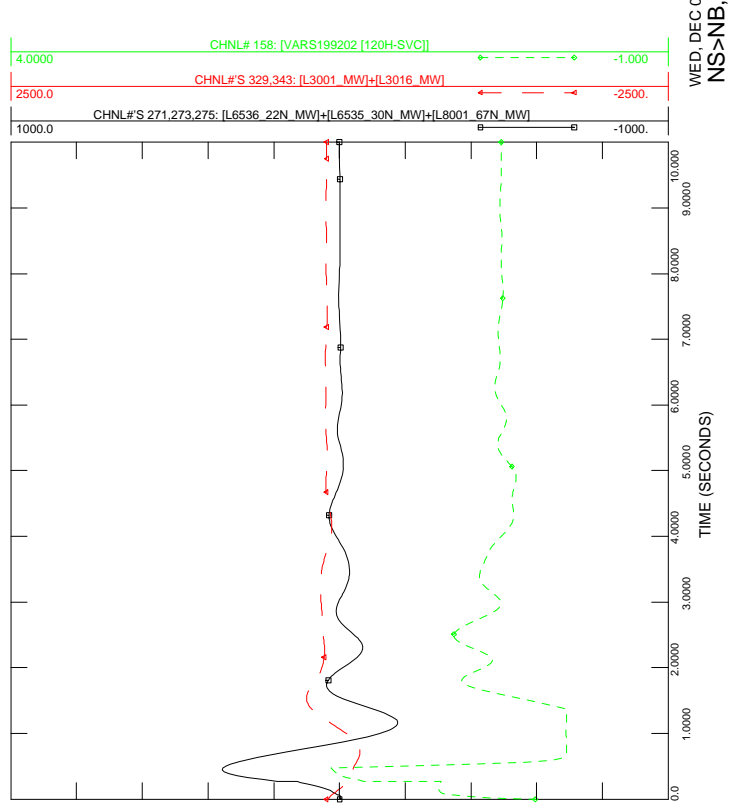
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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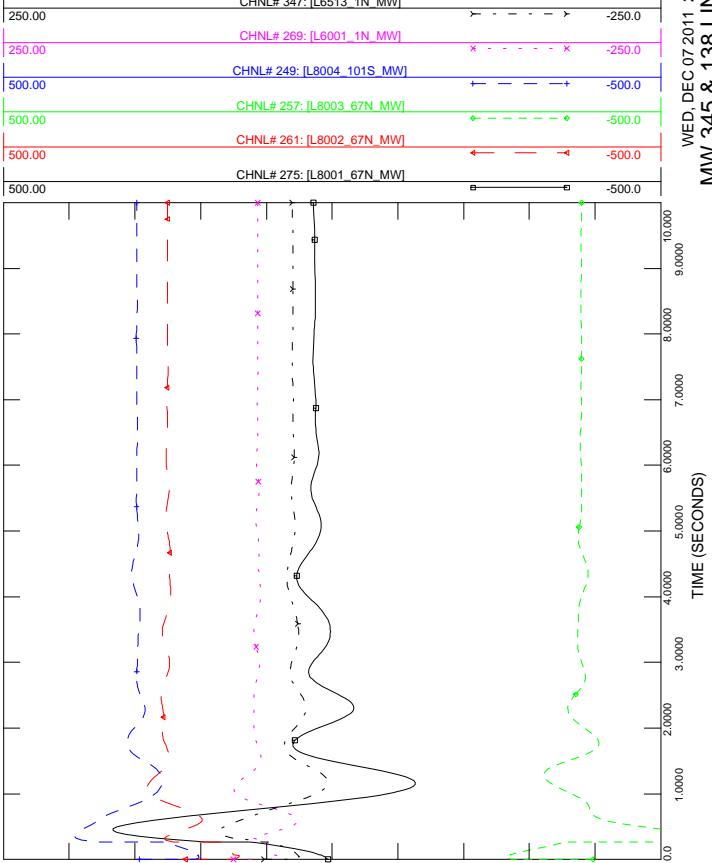
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_WP_D10.out



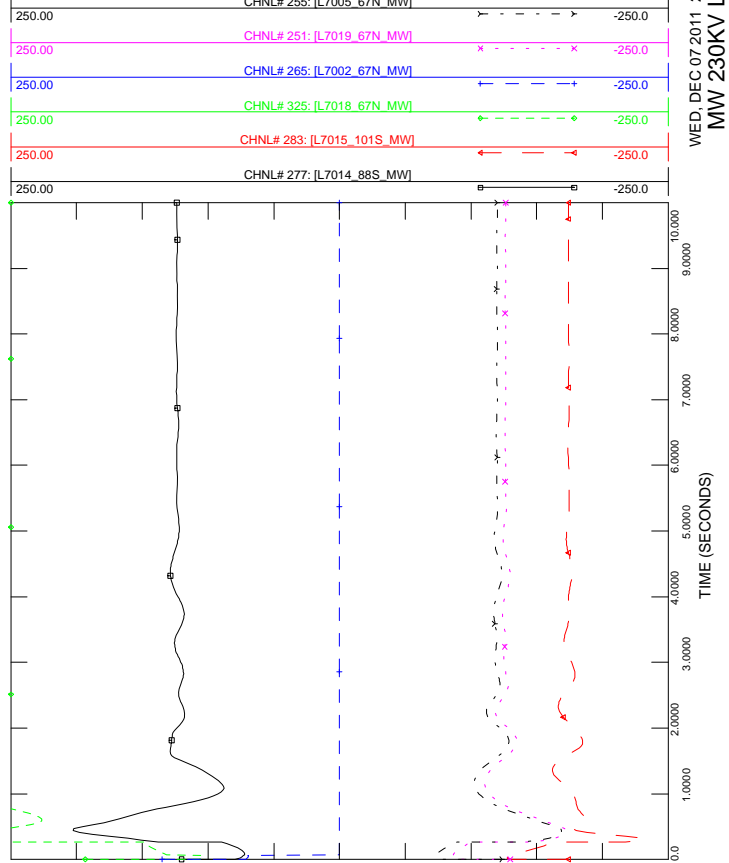
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

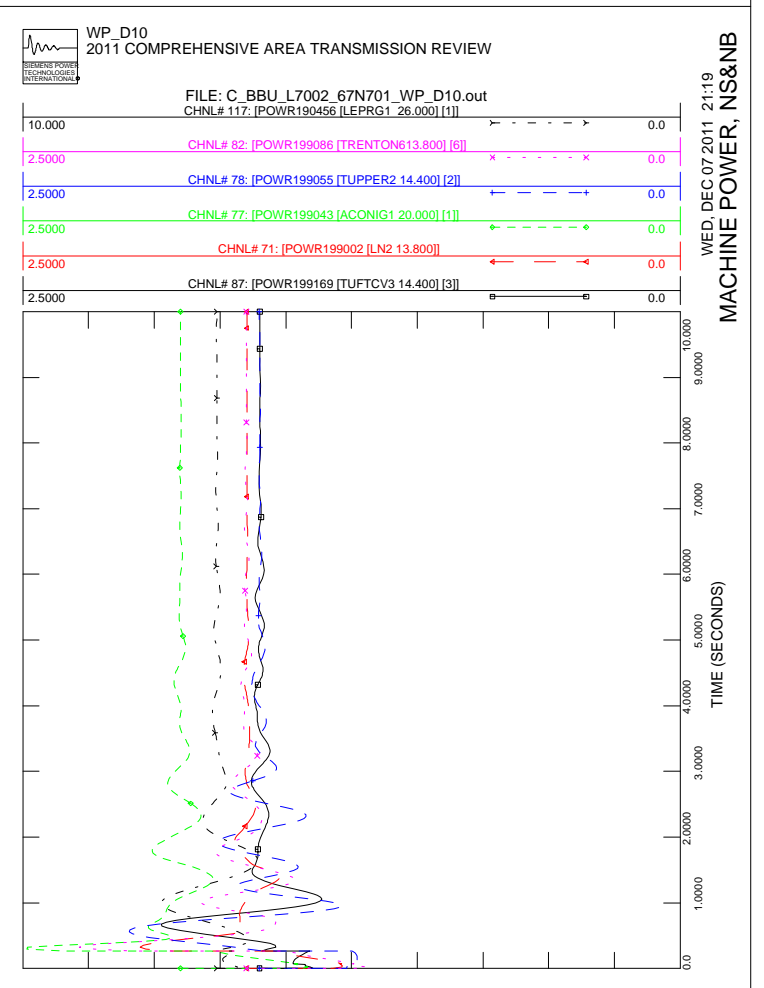
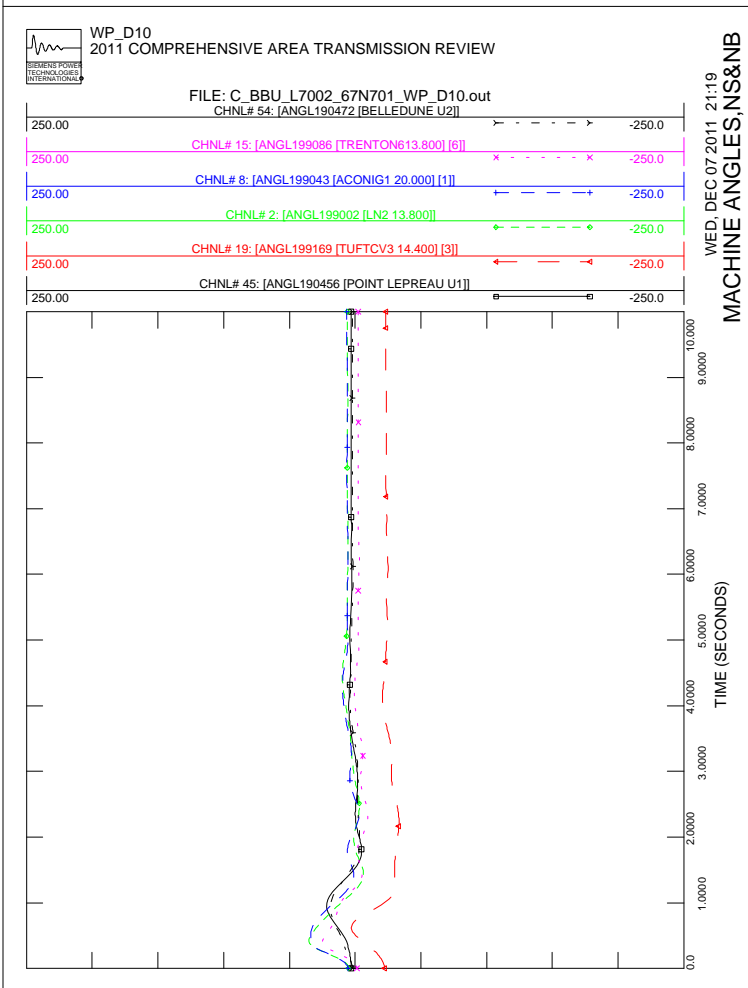
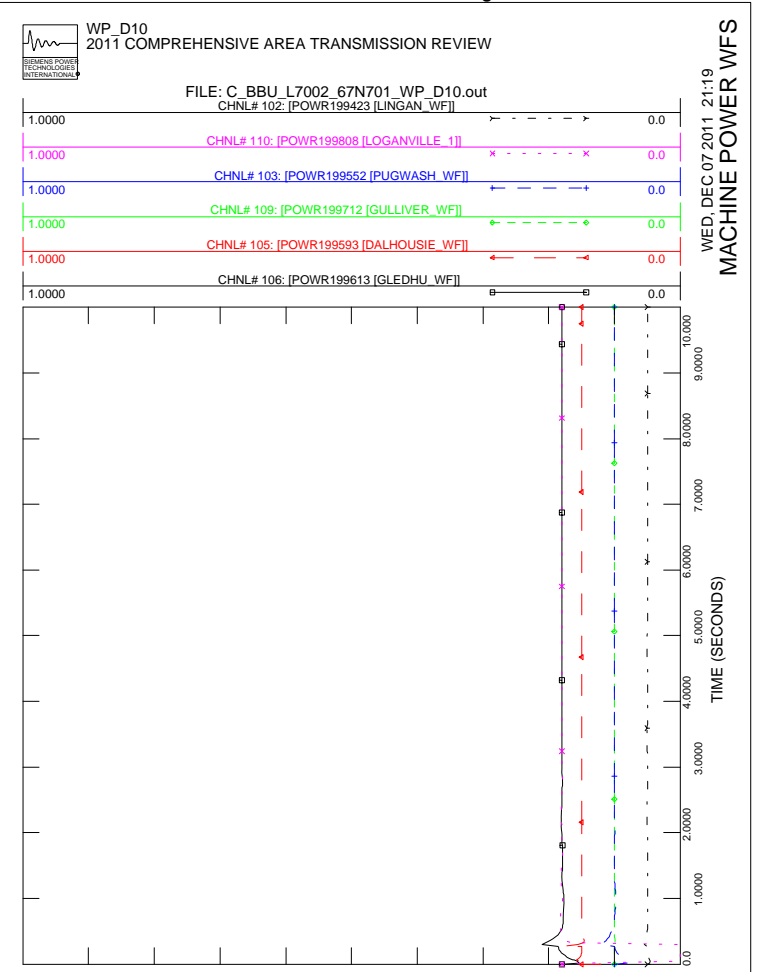
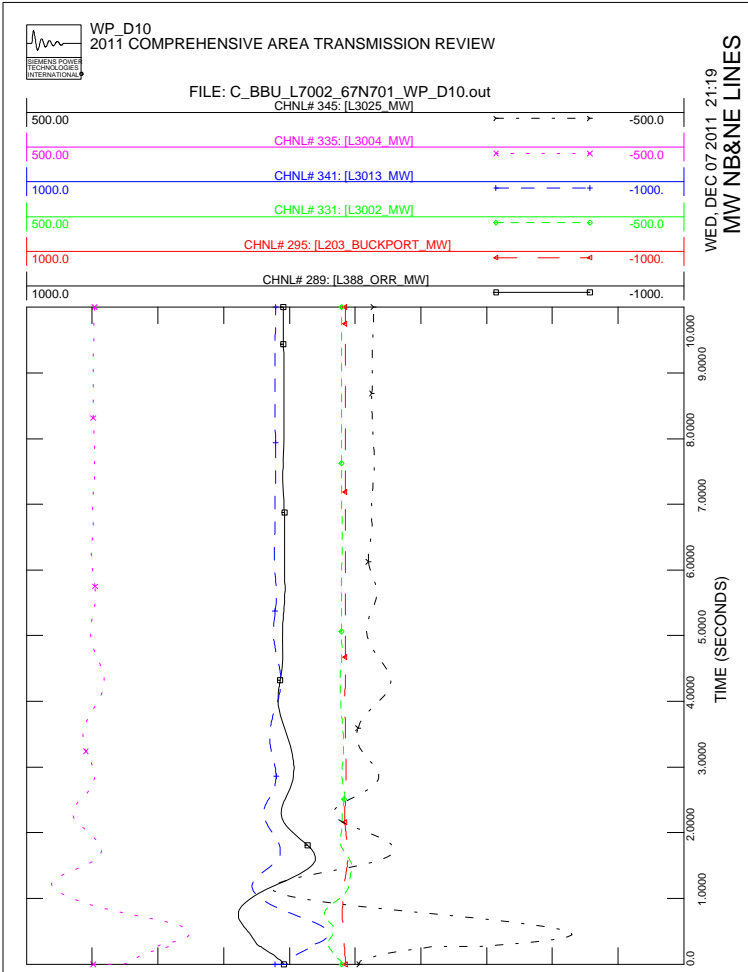
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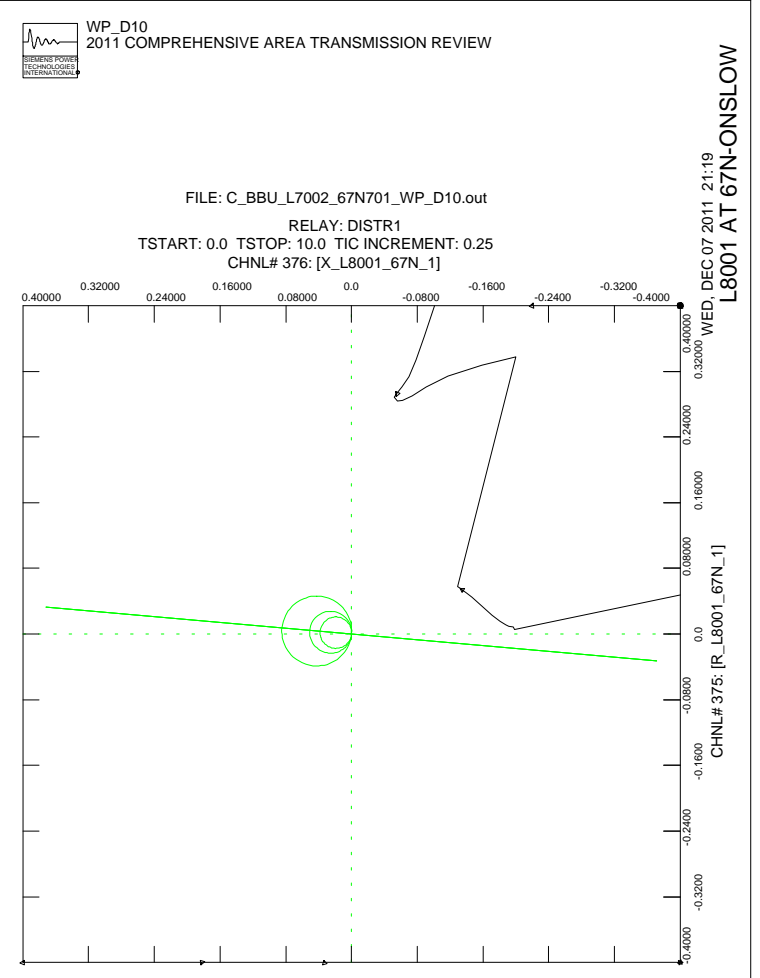
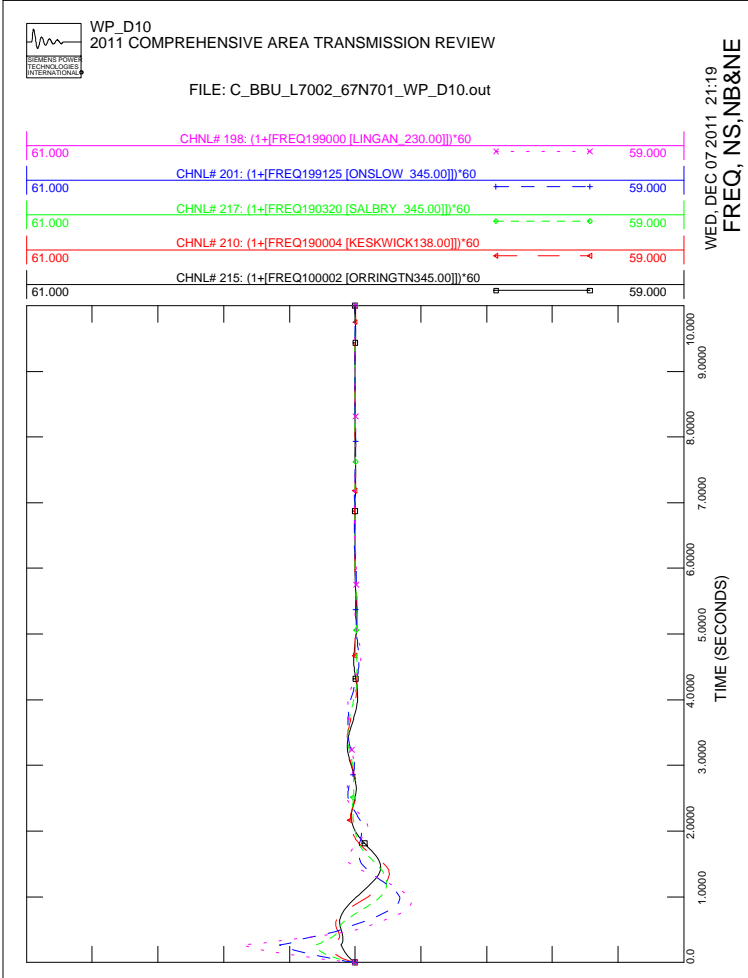
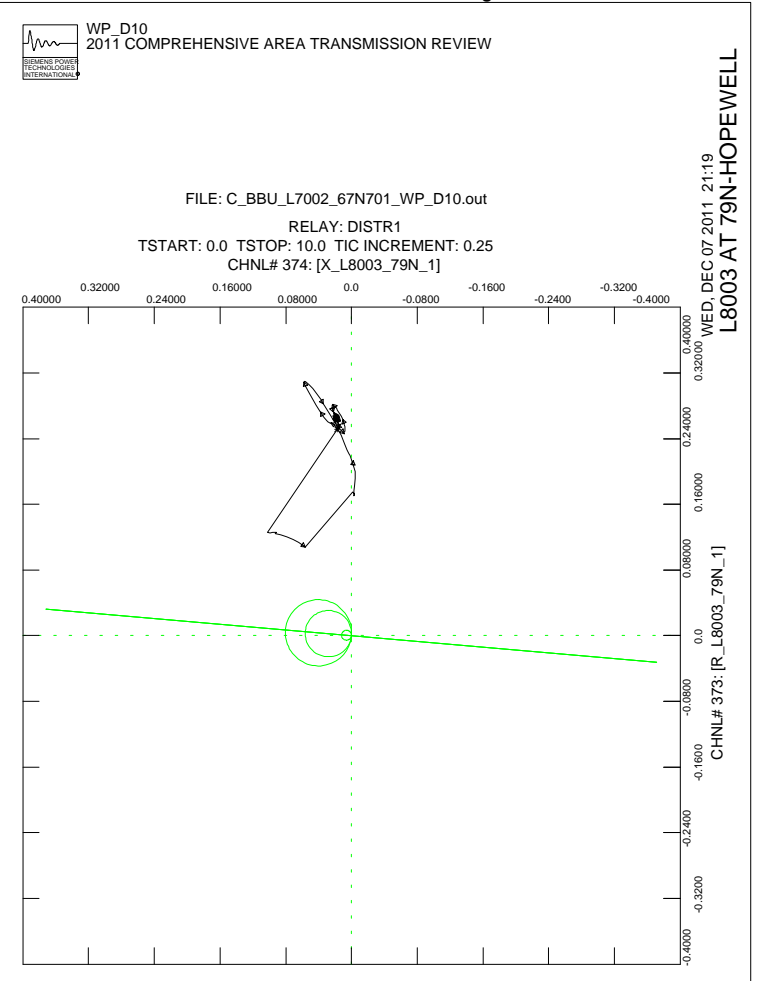
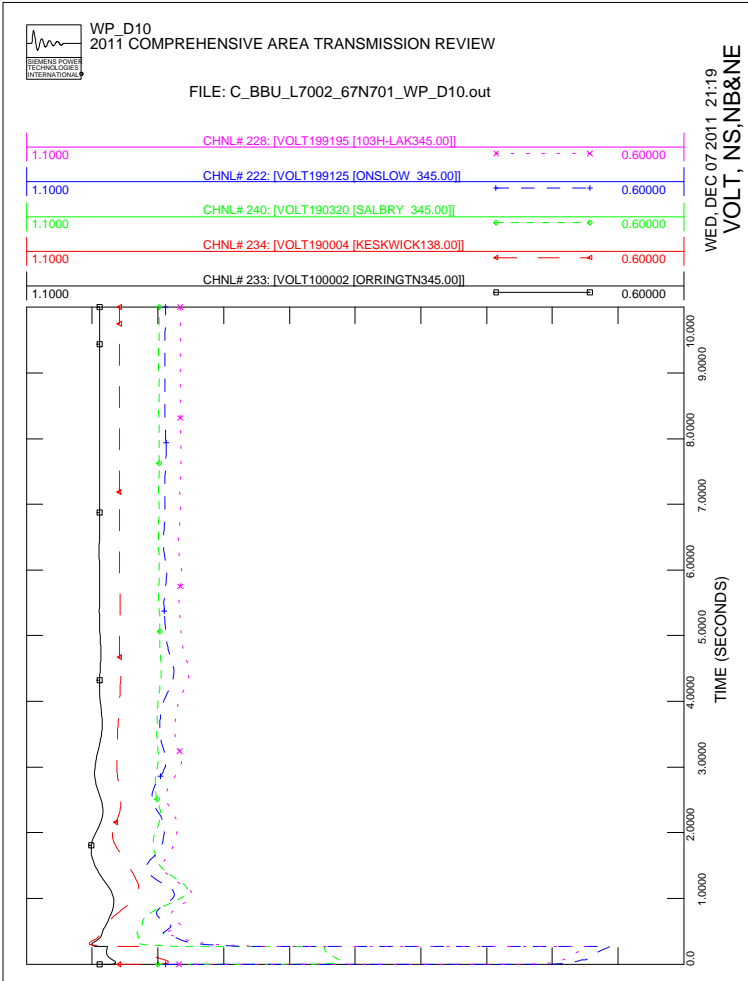


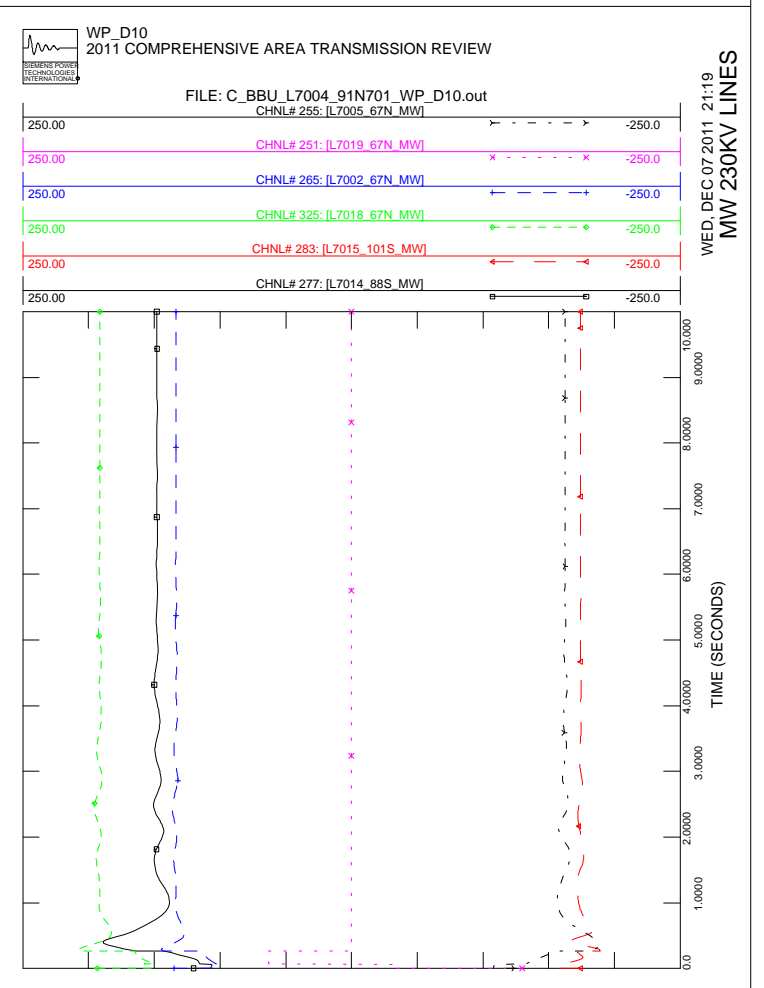
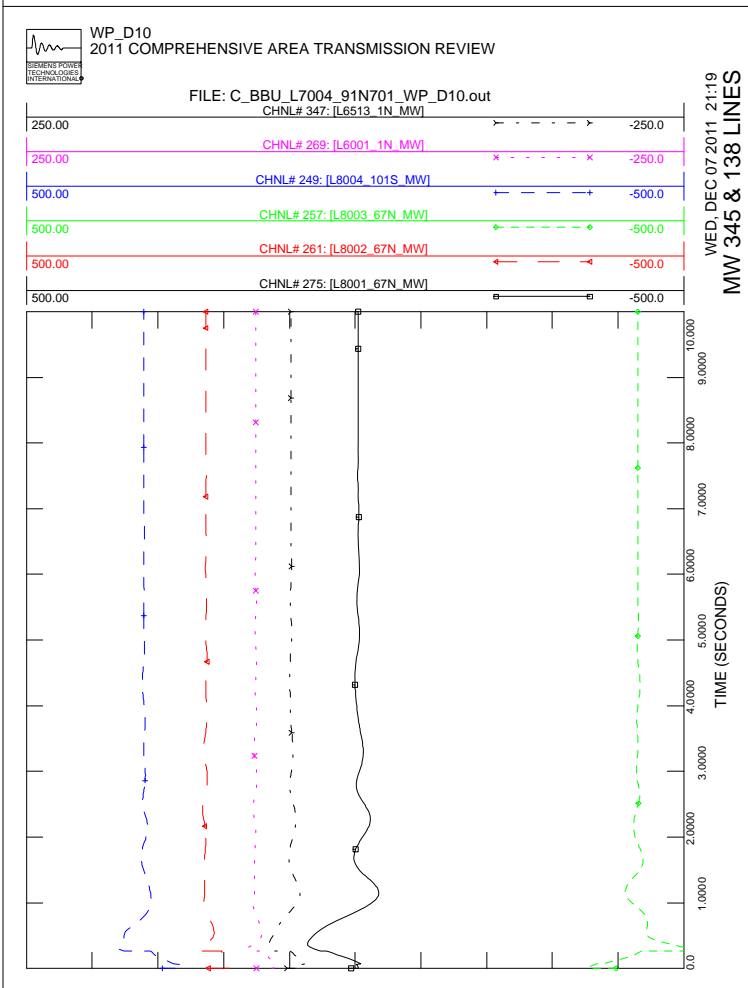
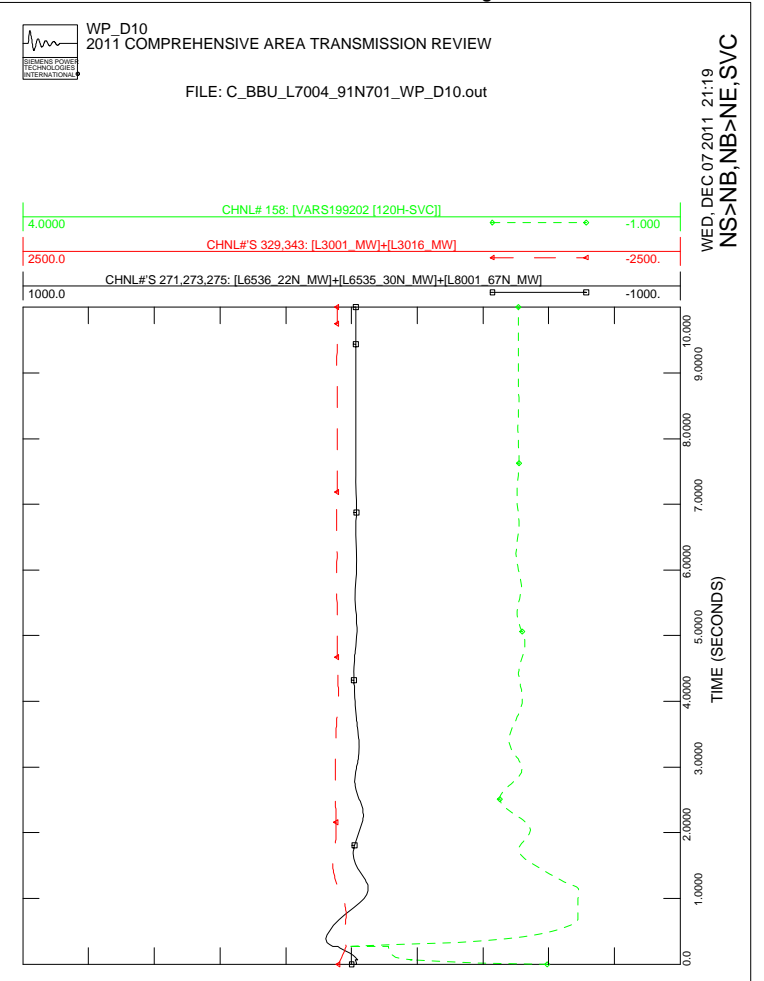
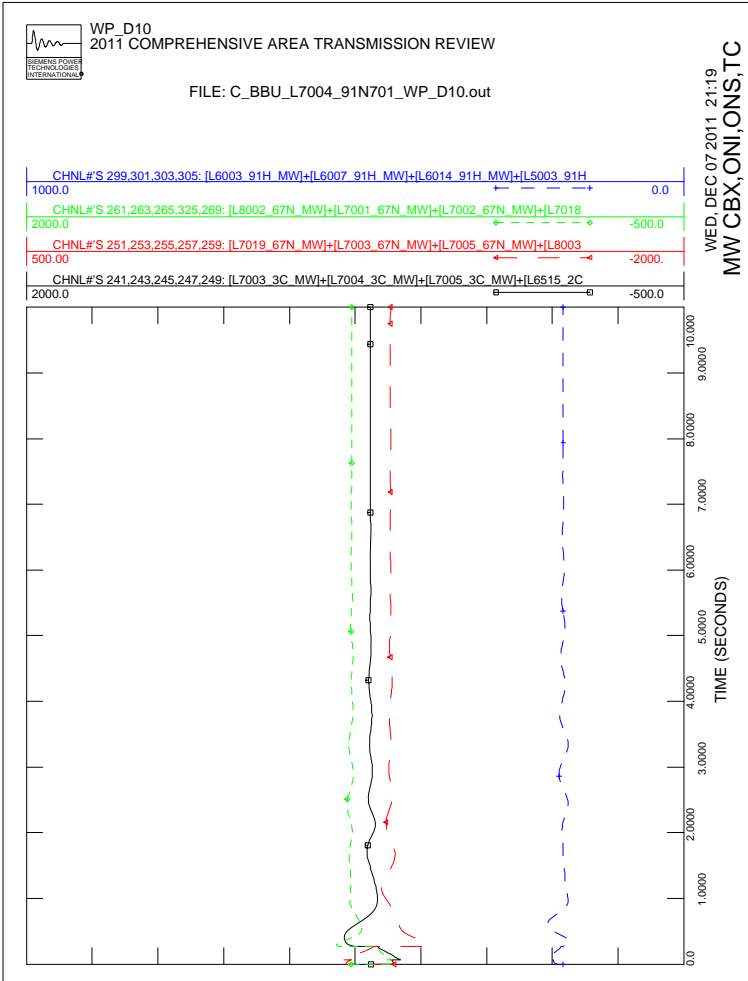
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

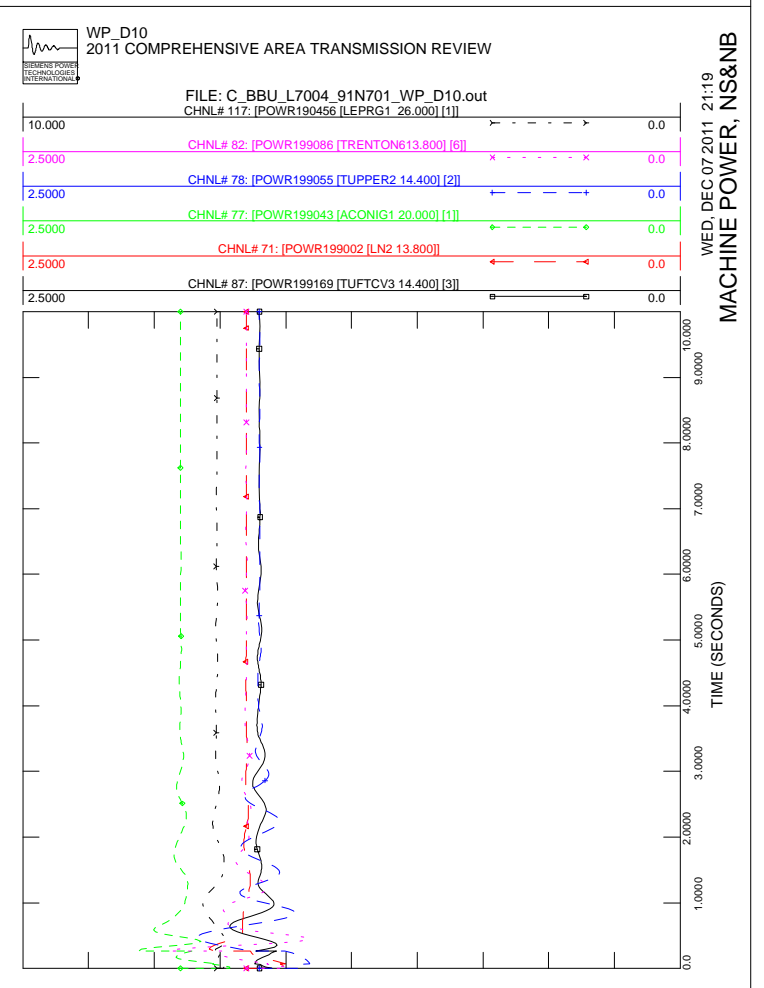
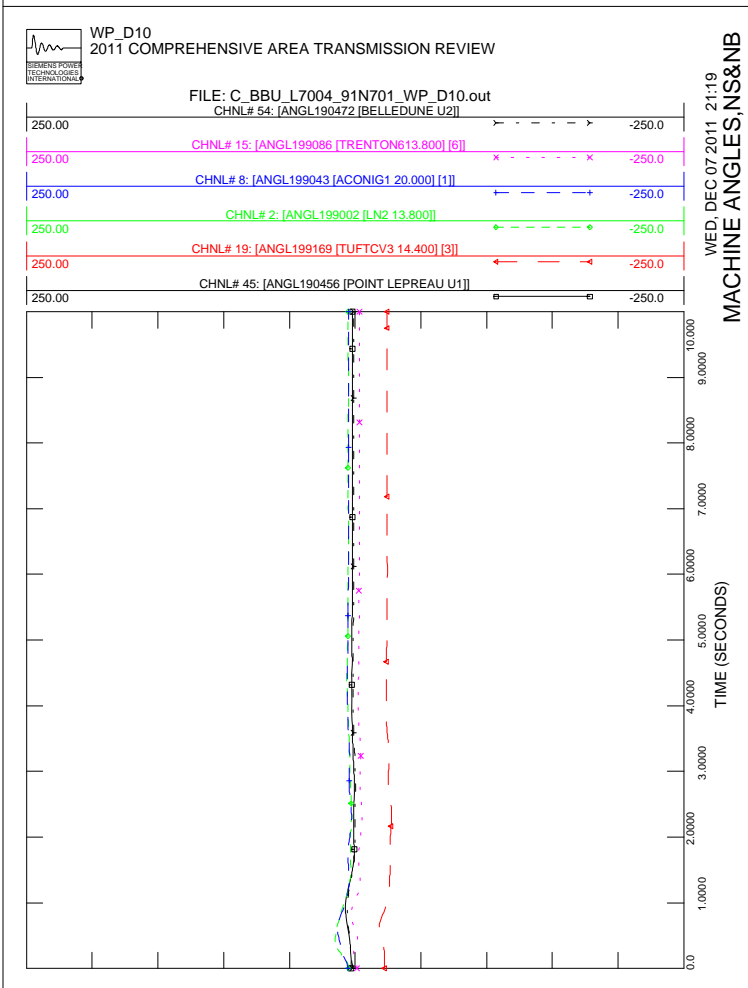
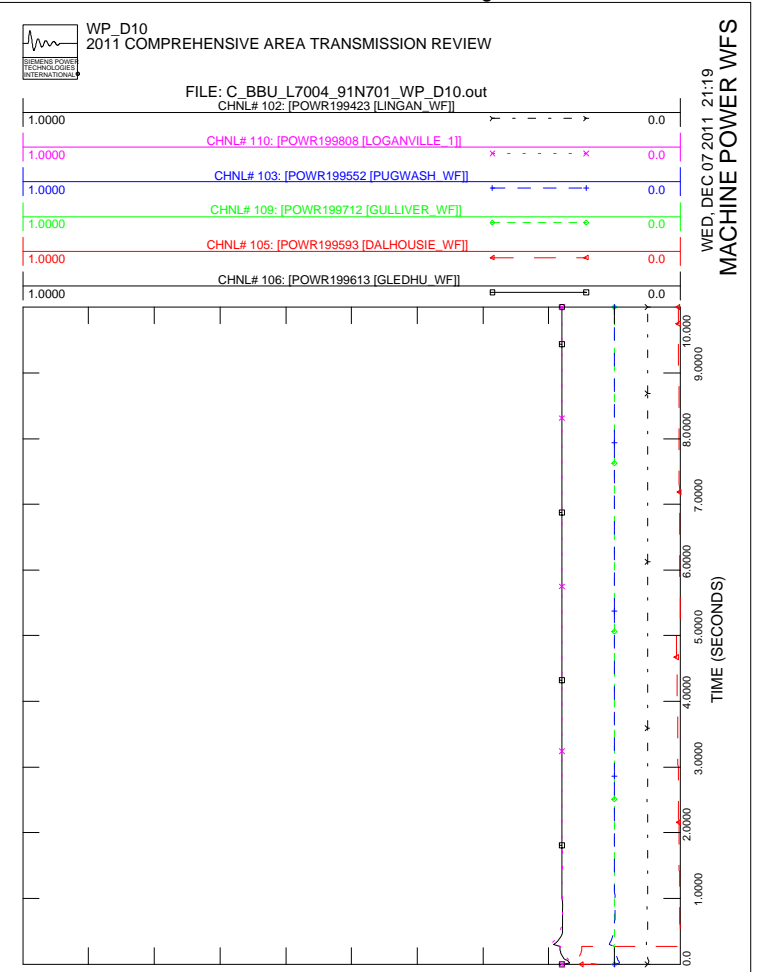
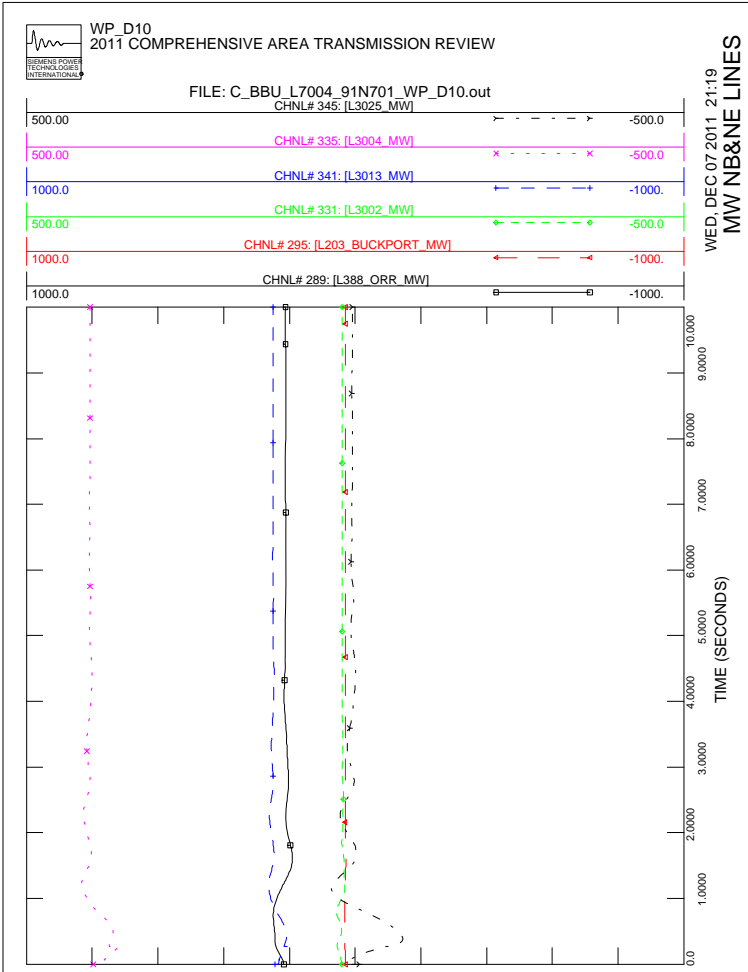
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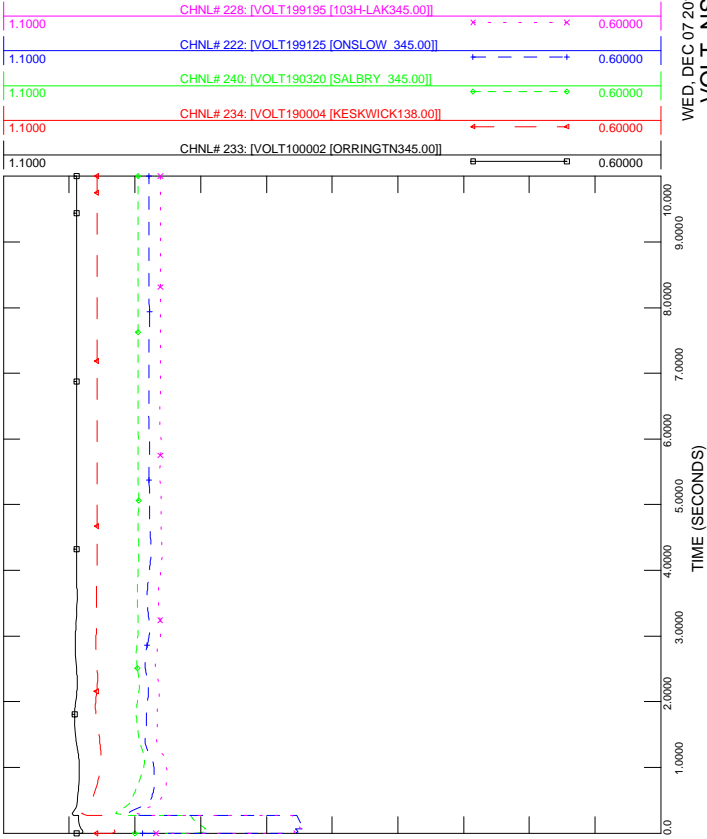






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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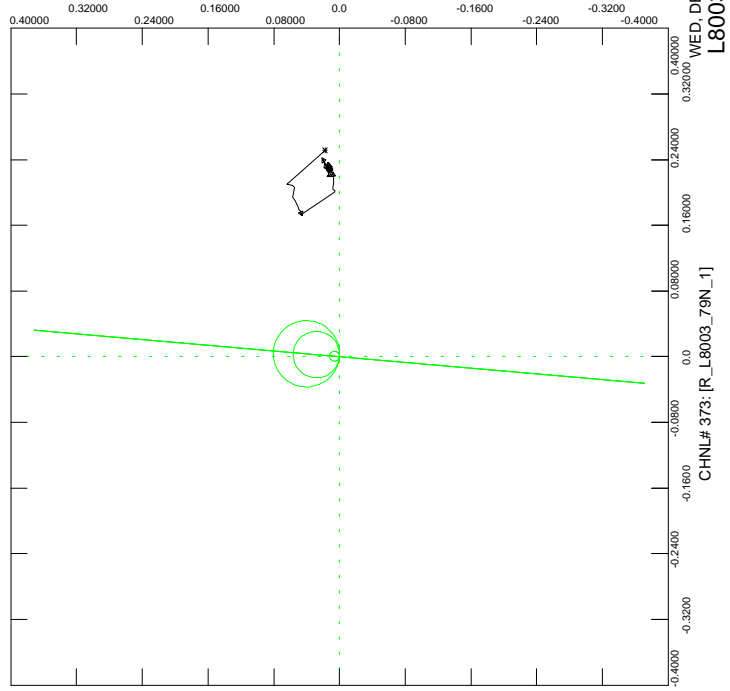
WED, DEC 07 2011 21:19
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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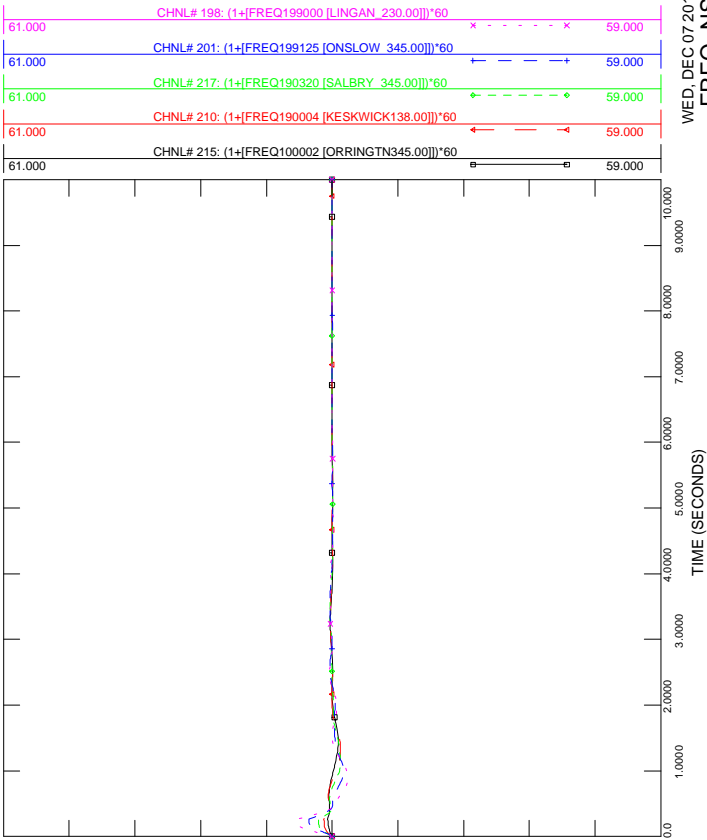


WED, DEC 07 2011 21:19
L8003 AT 79N-HOPEWELL



WP_D10
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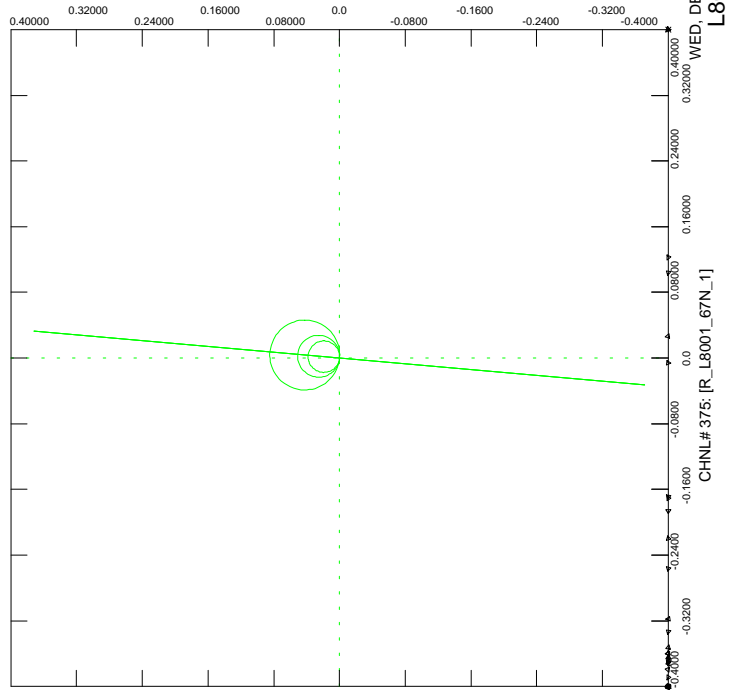
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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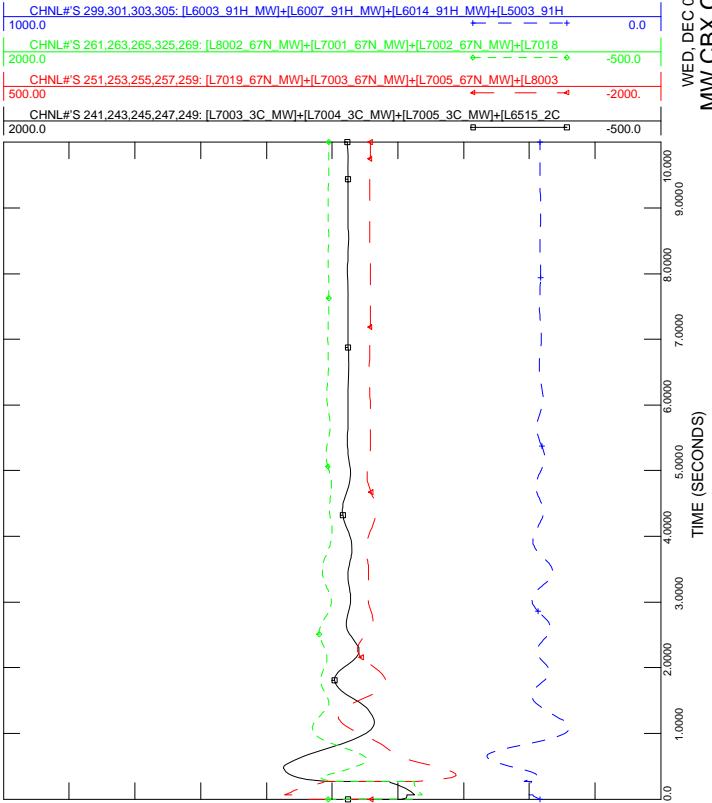


WED, DEC 07 2011 21:19
L8001 AT 67N-ONSLow



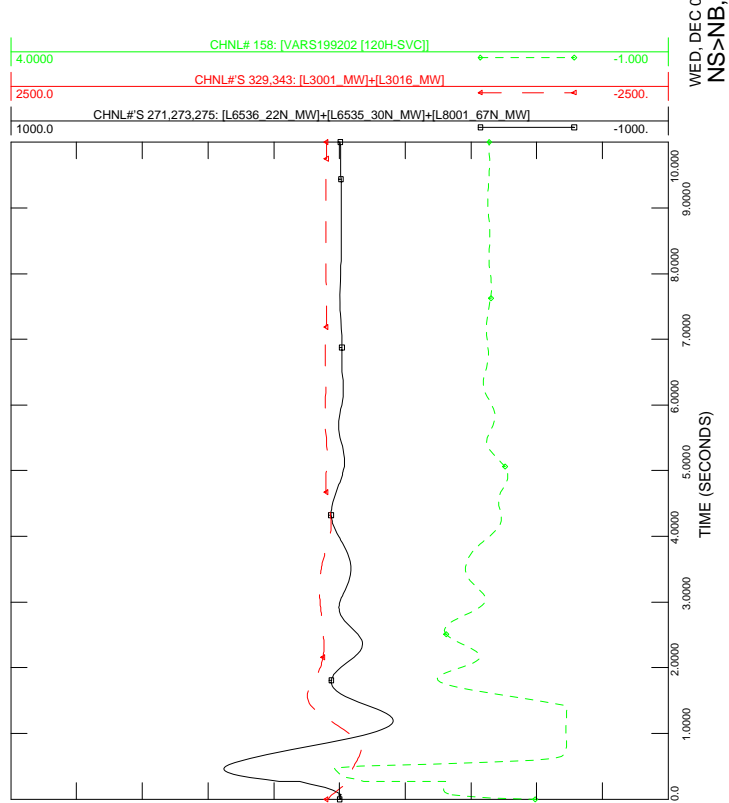
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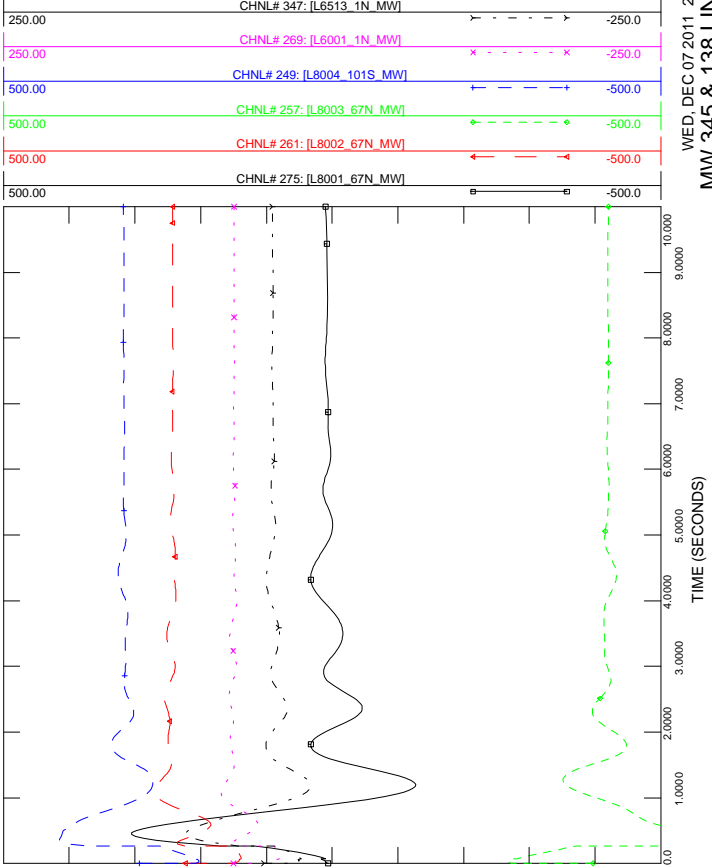
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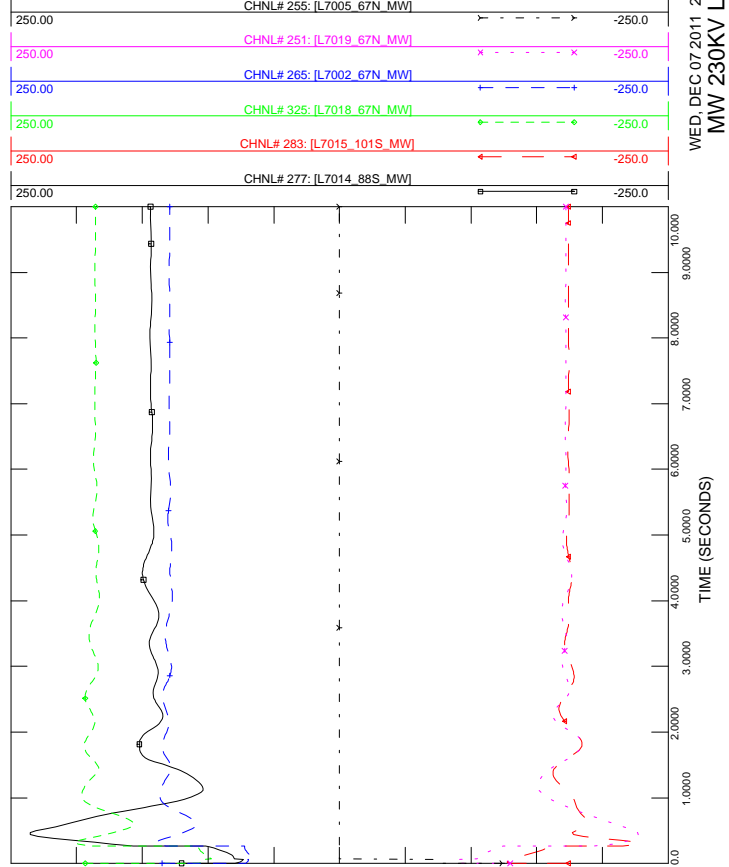
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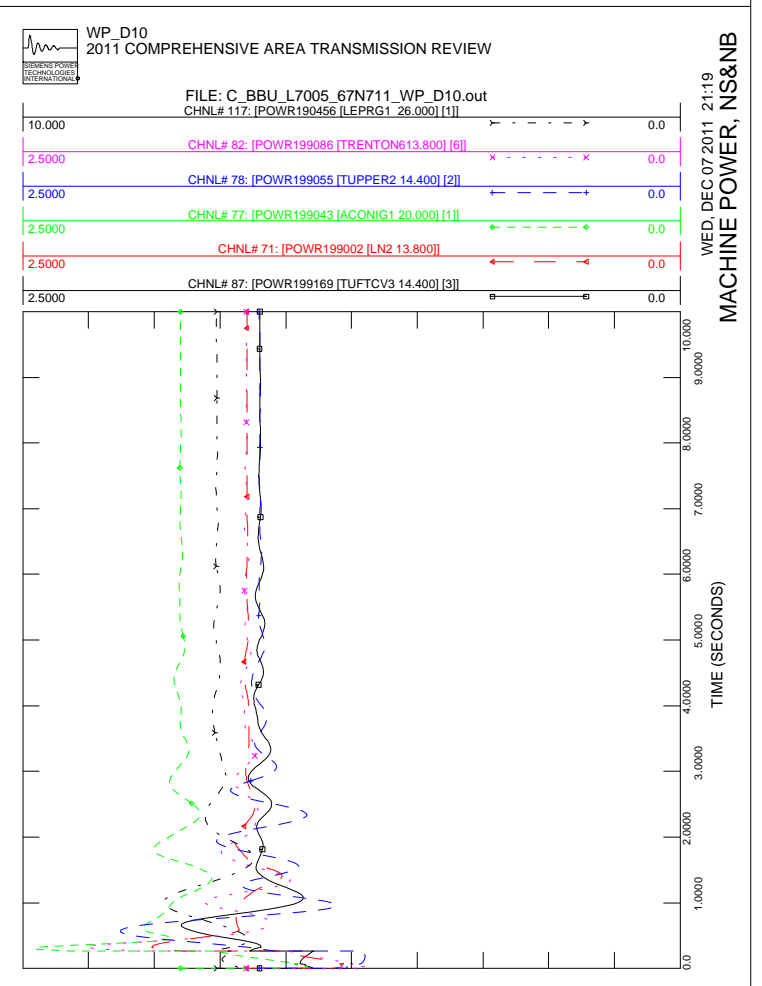
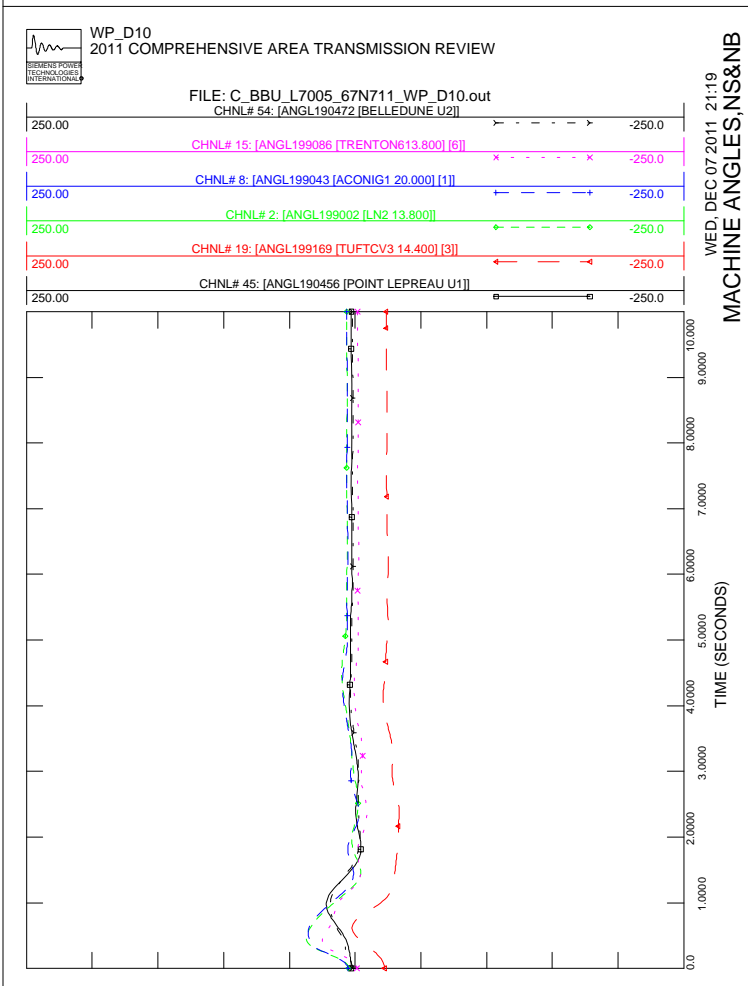
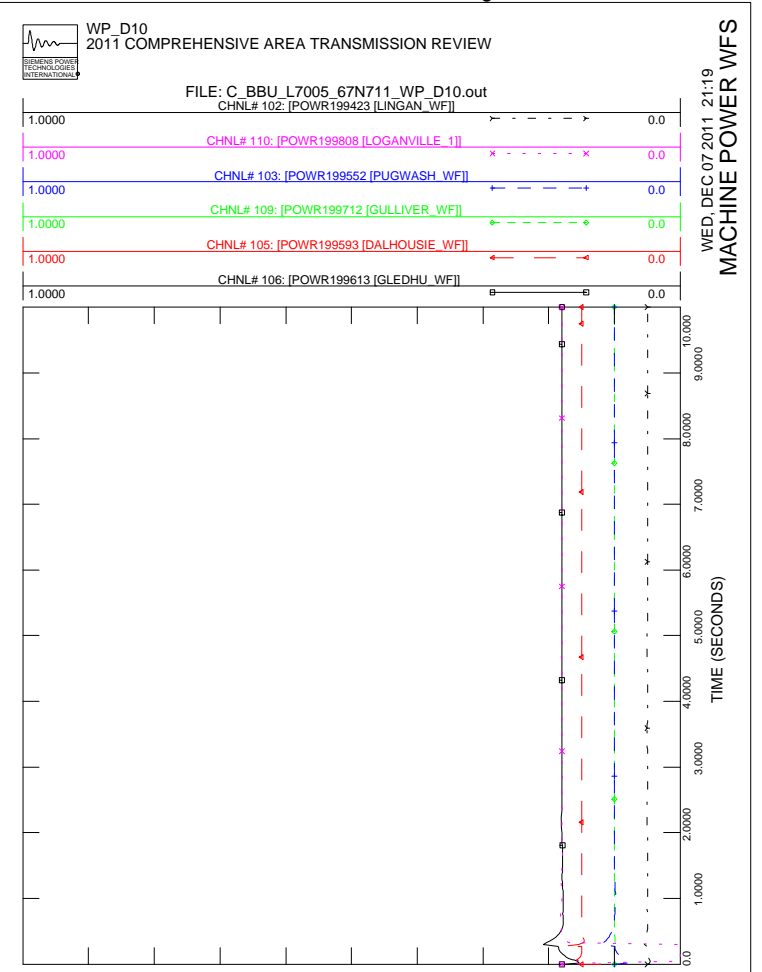
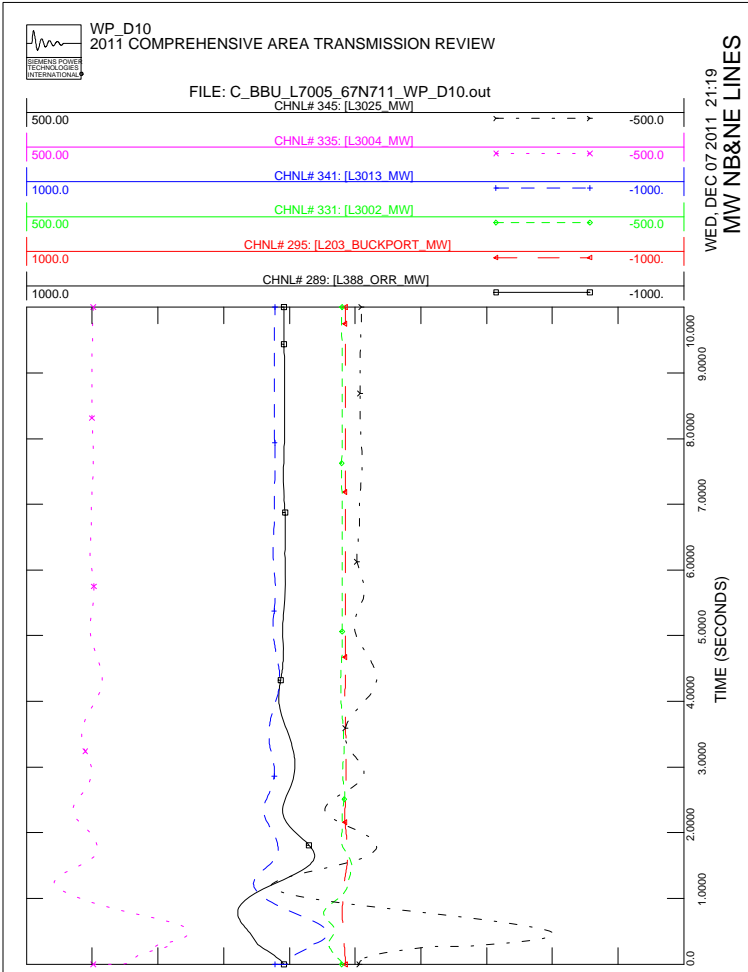
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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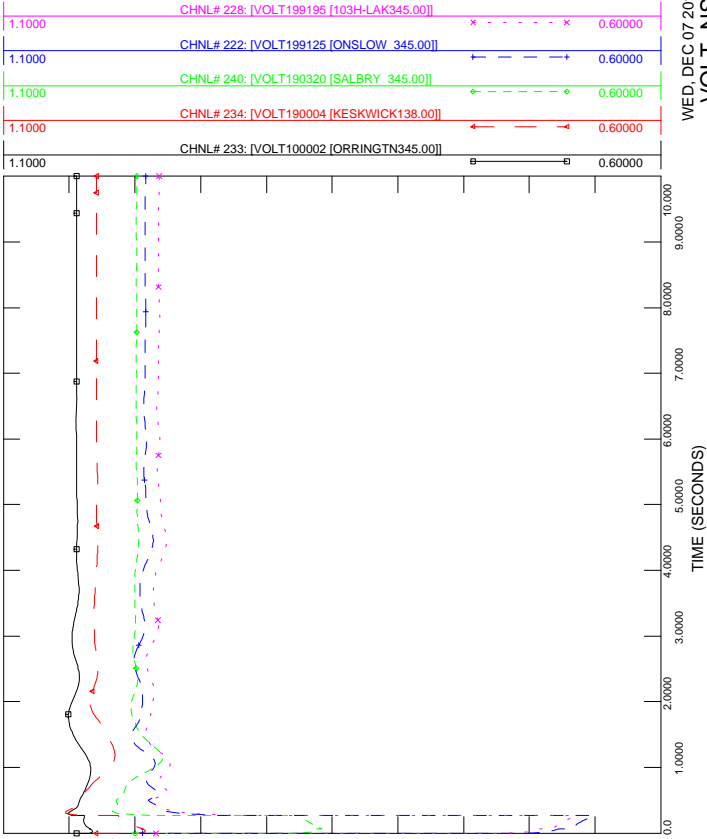






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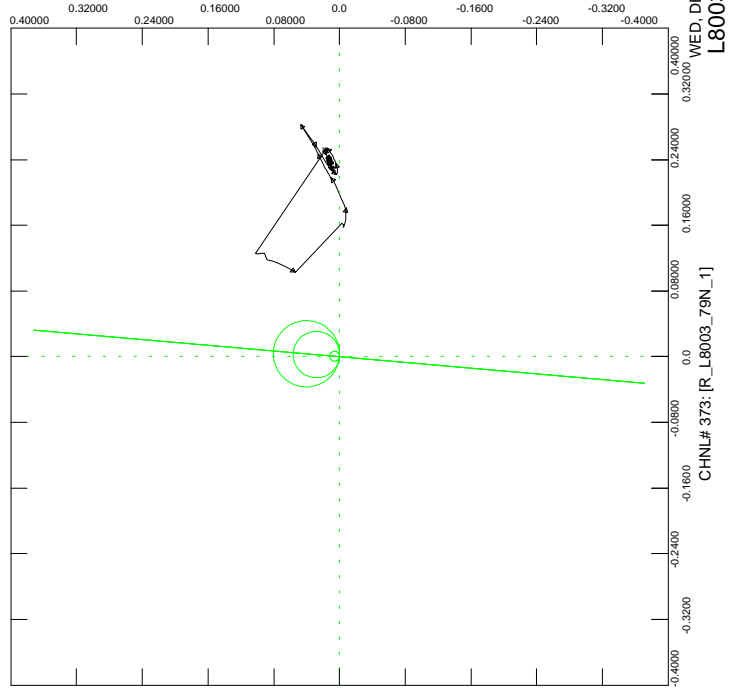
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WP_D10
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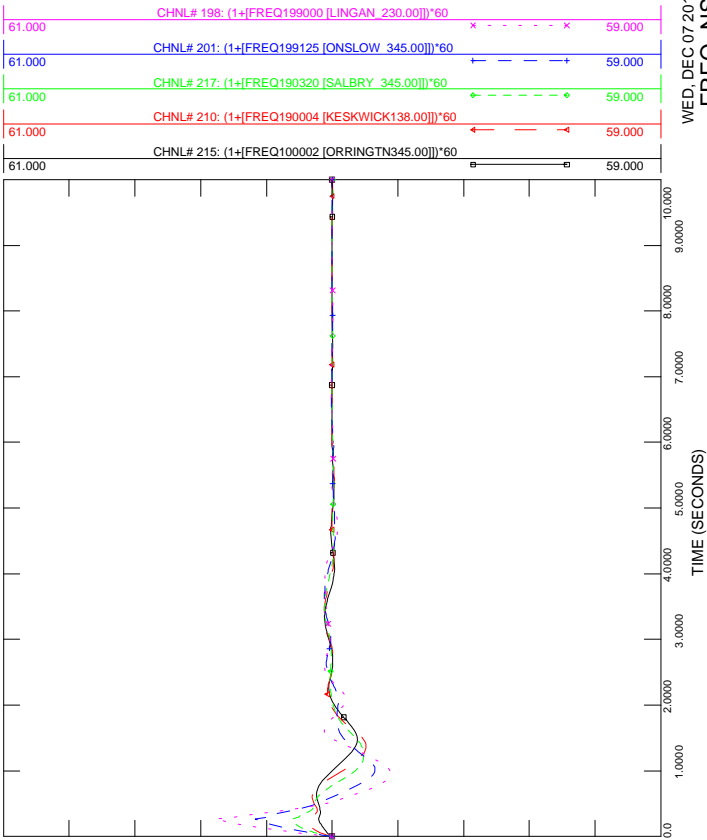
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CHNL# 374: [X_L8003_79N_1]



WP_D10
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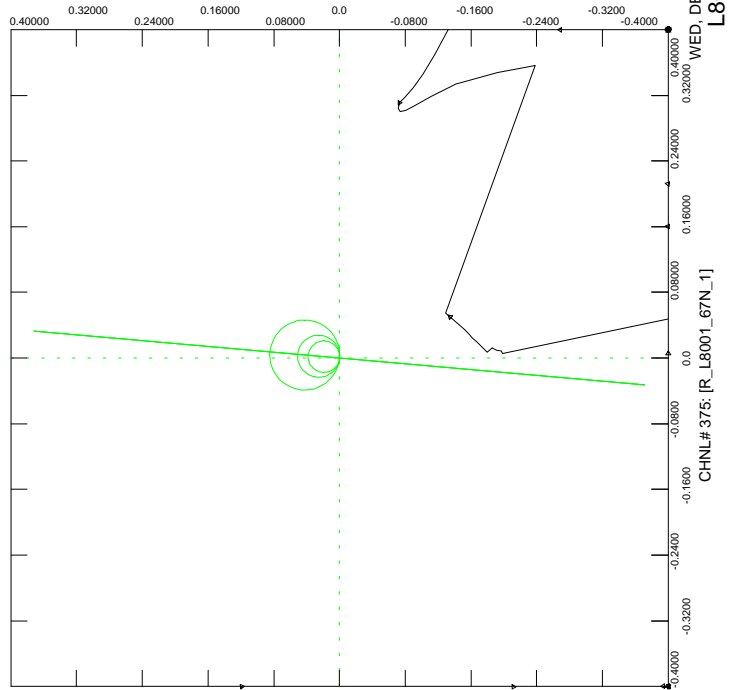
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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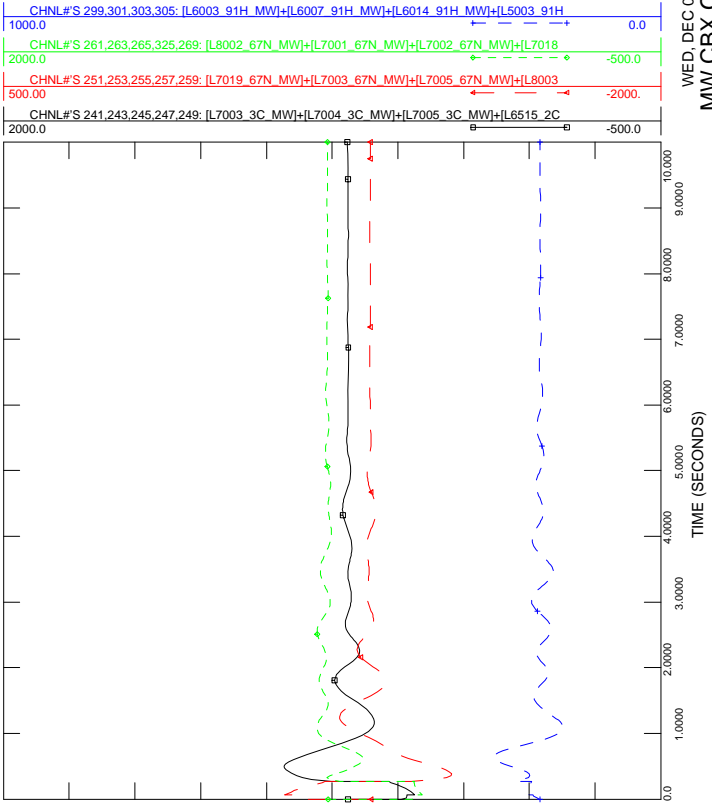
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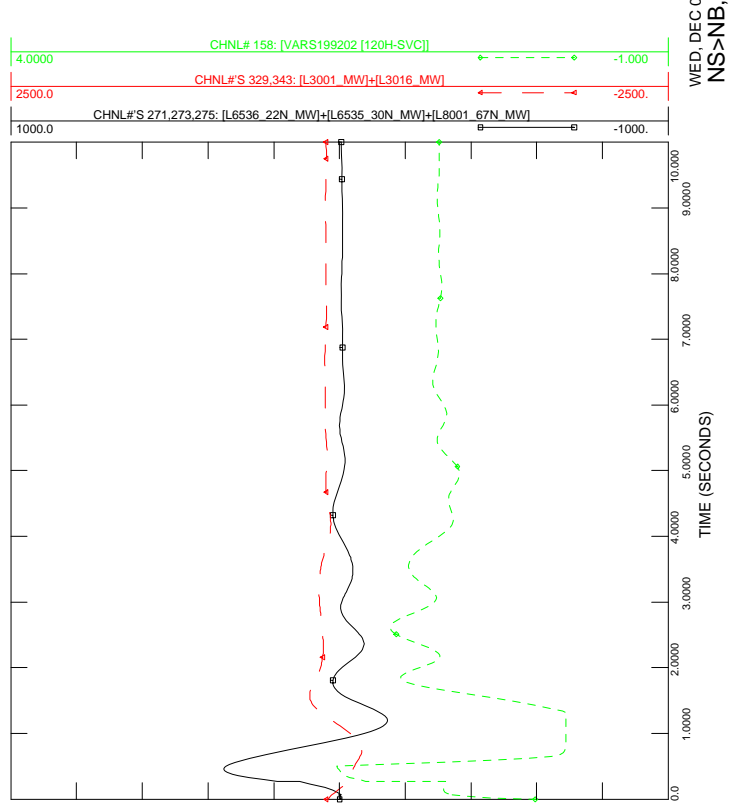
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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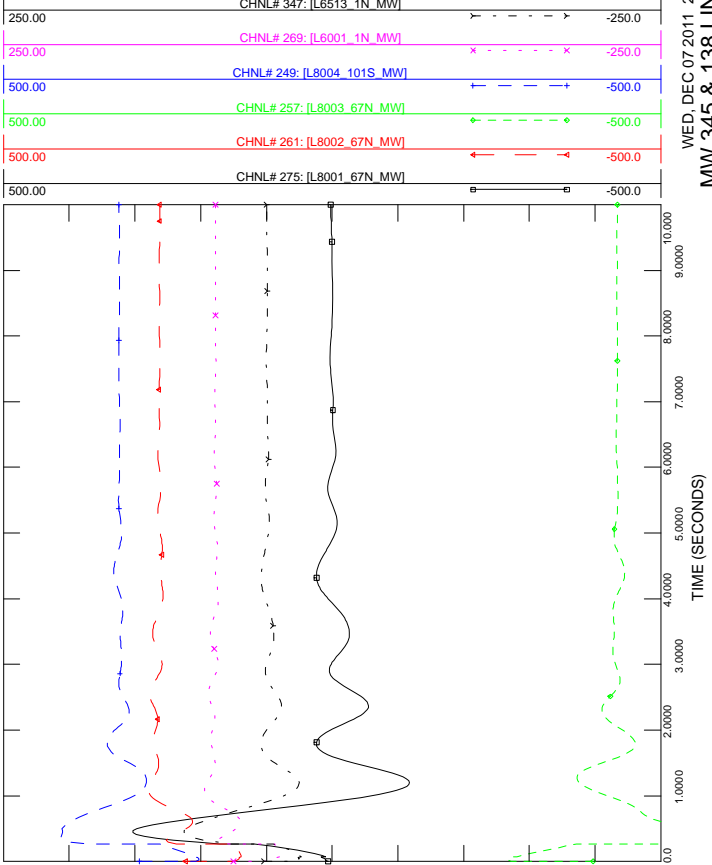
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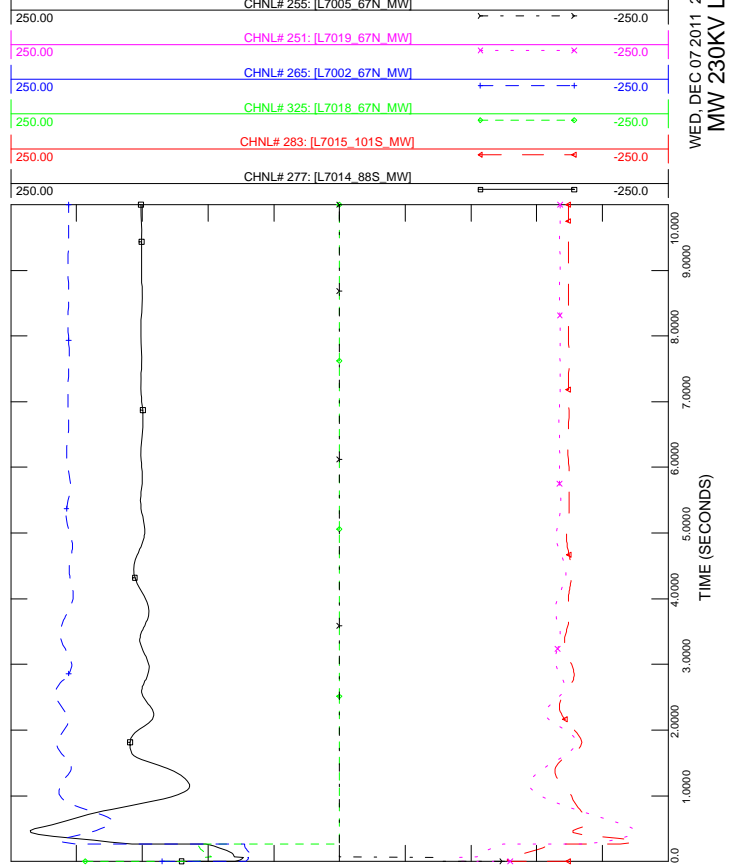
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

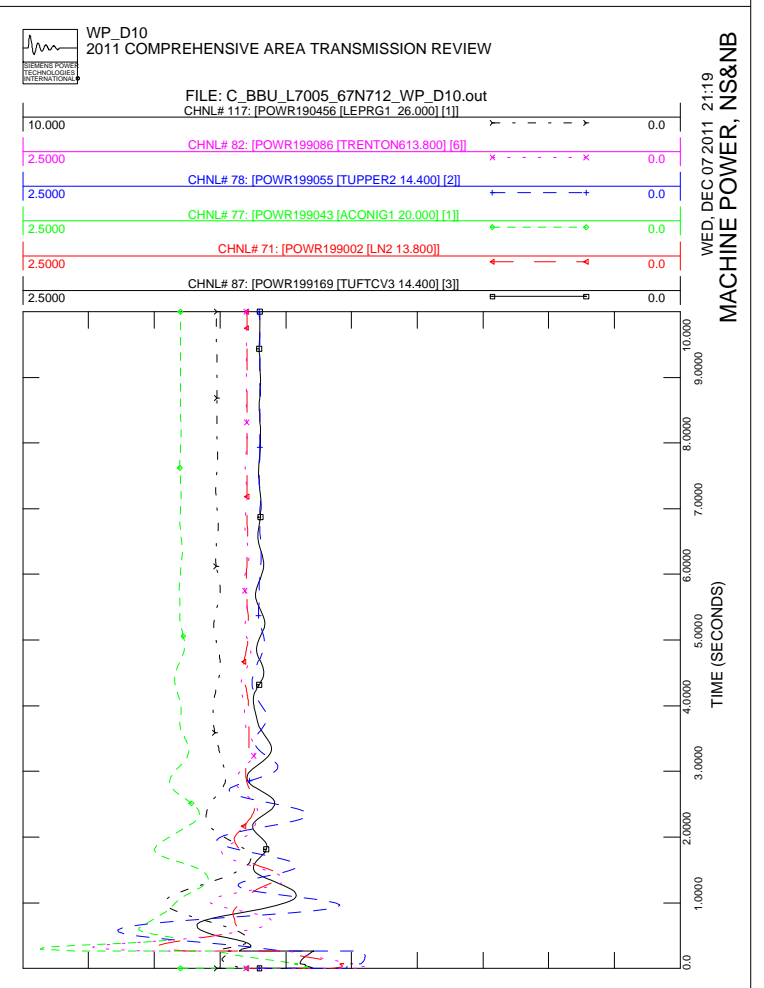
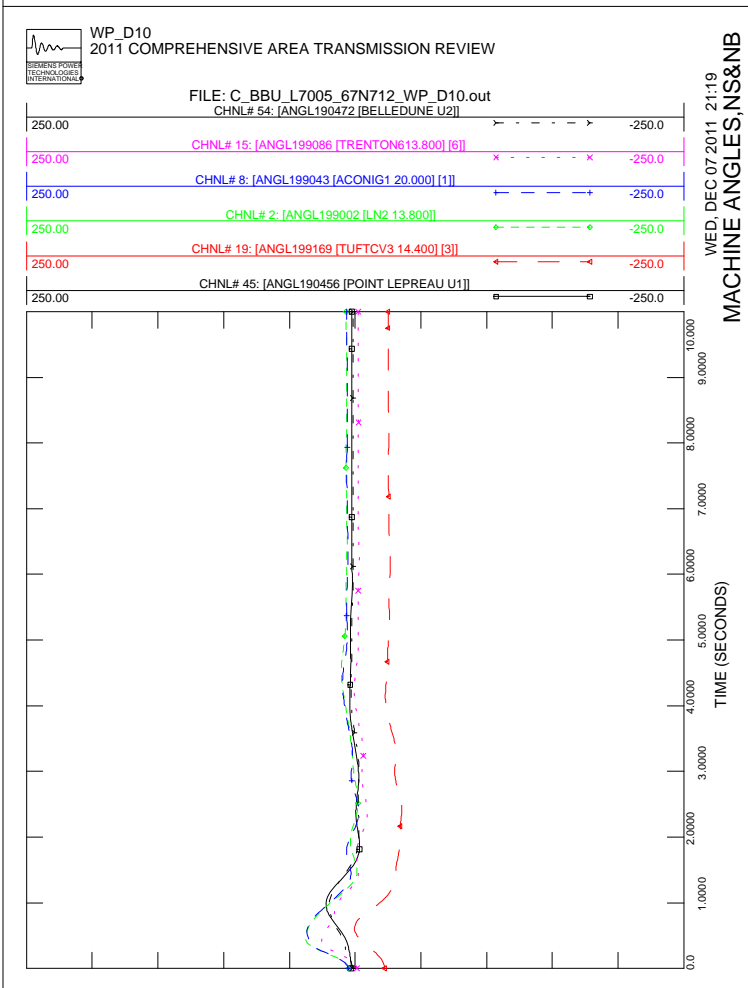
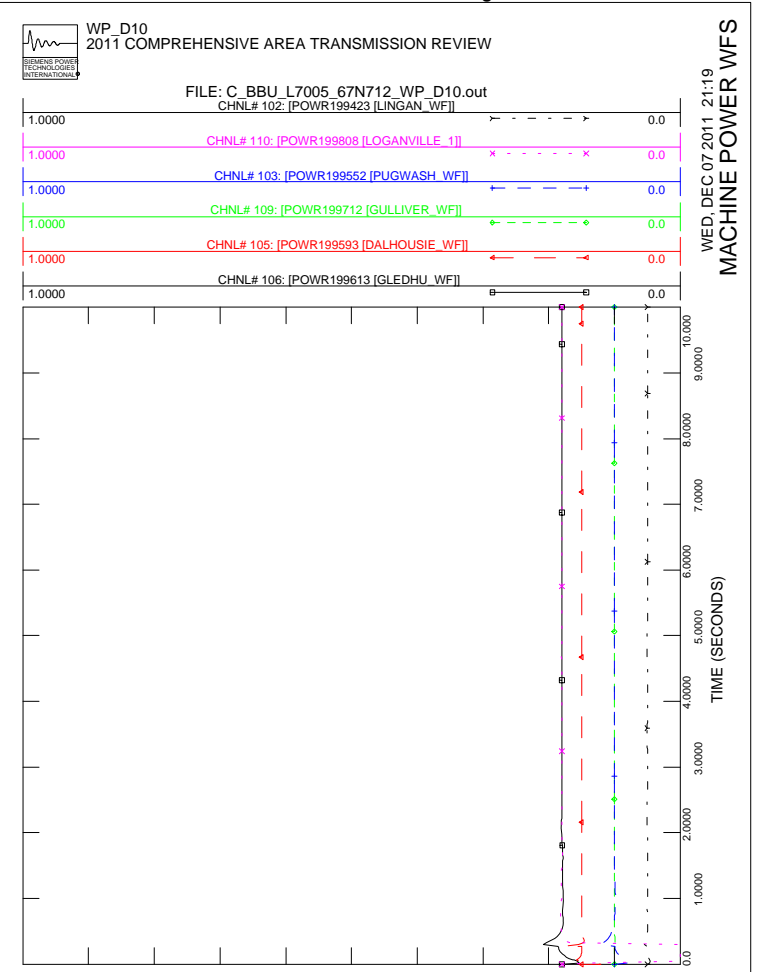
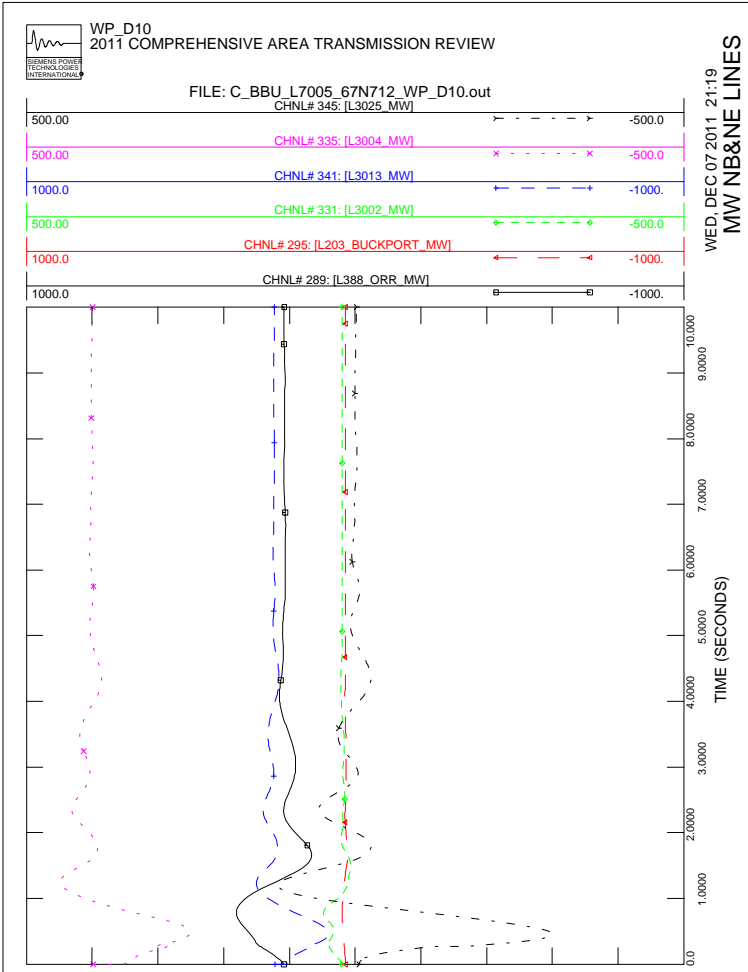
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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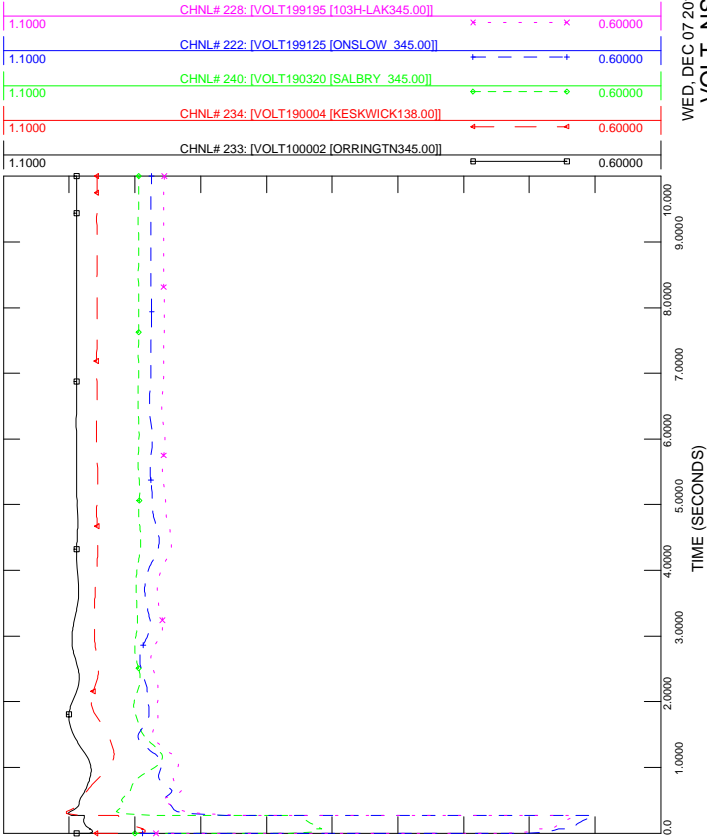






WP_D10
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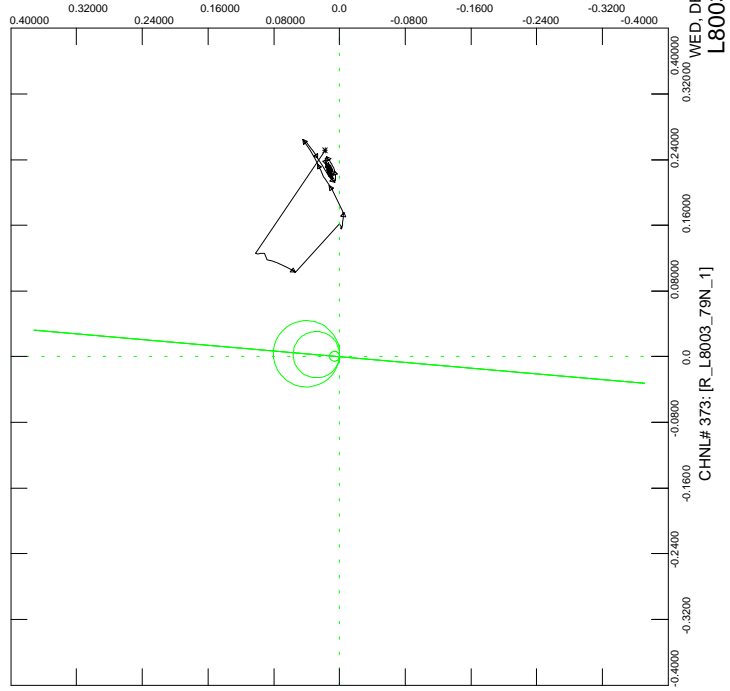
WED, DEC 07 2011 21:19
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7005_67N712_WP_D10.out

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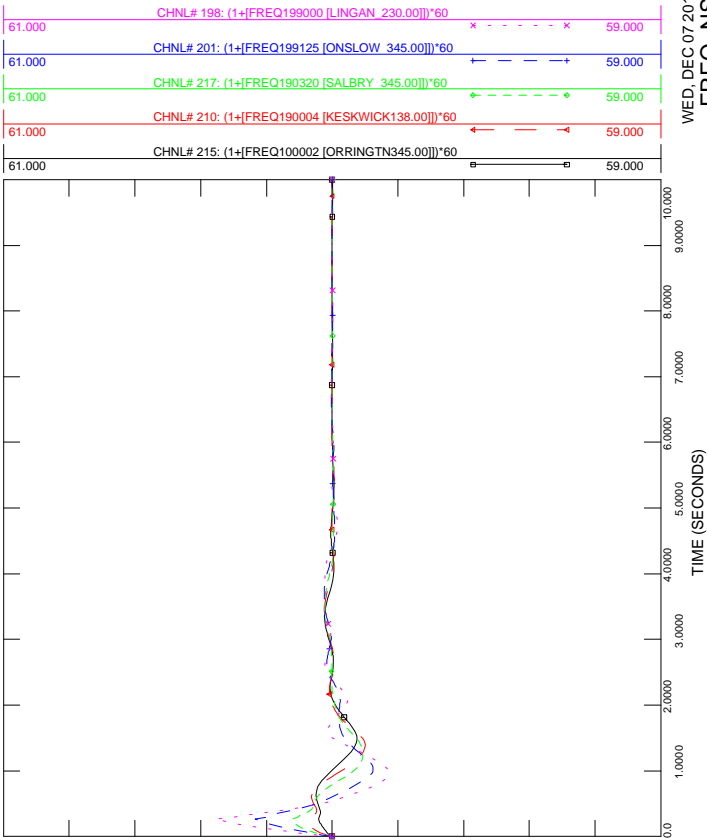


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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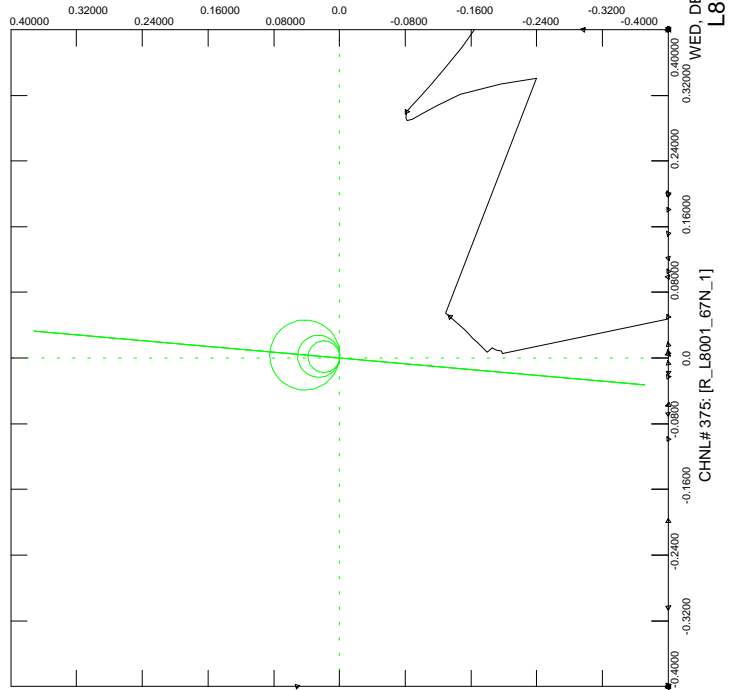
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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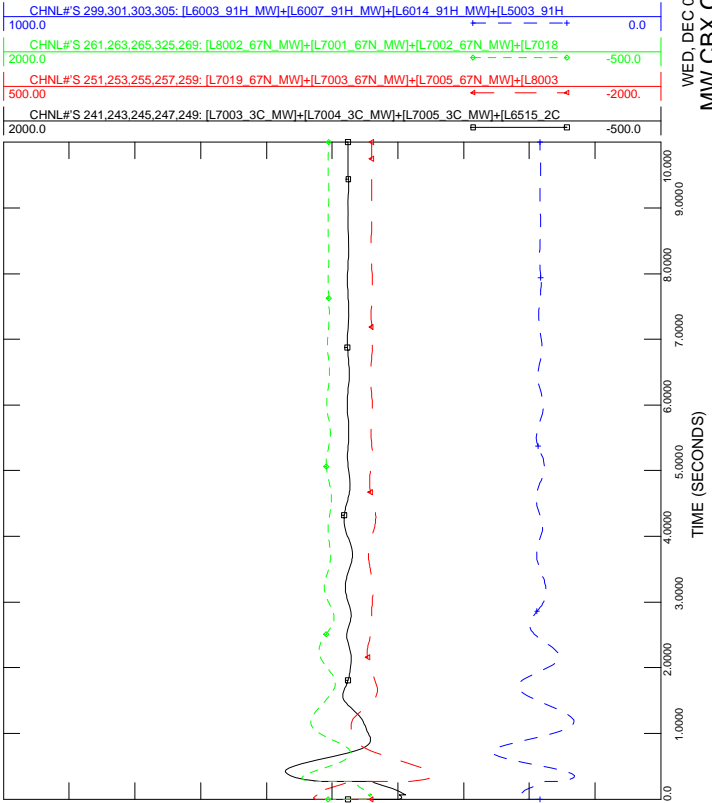


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L8001 AT 67N-ONSLow



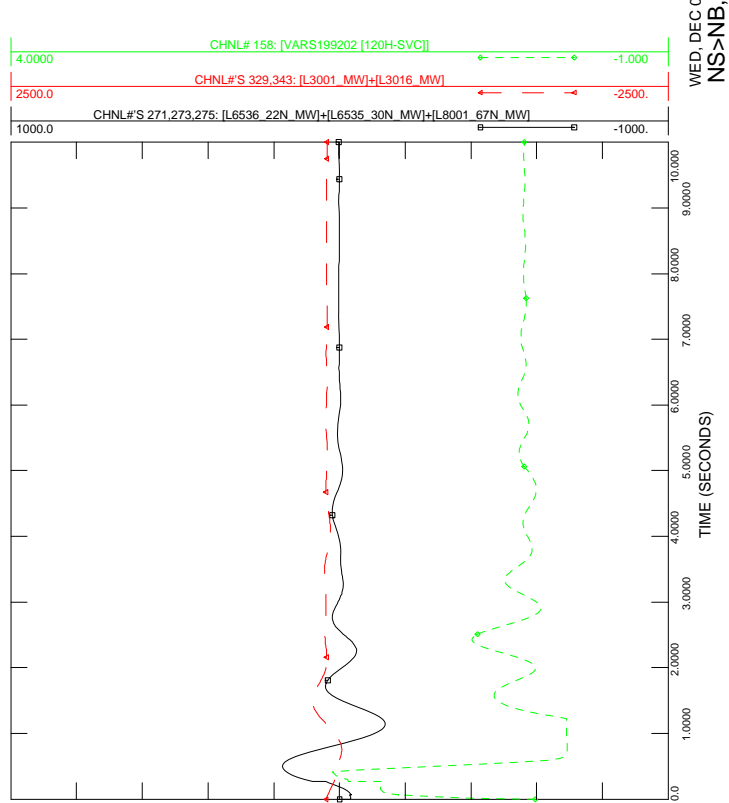
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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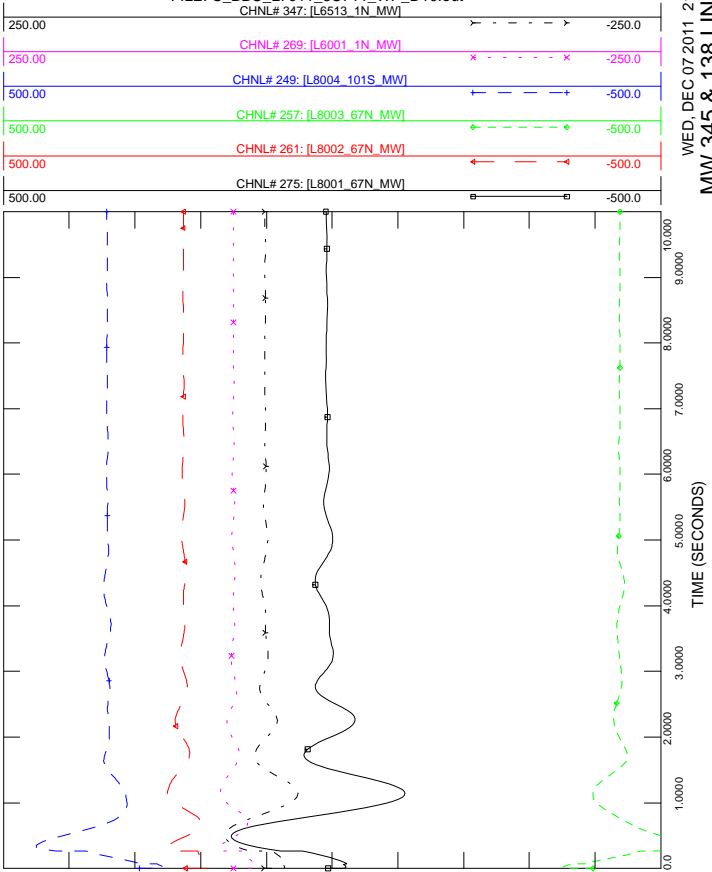
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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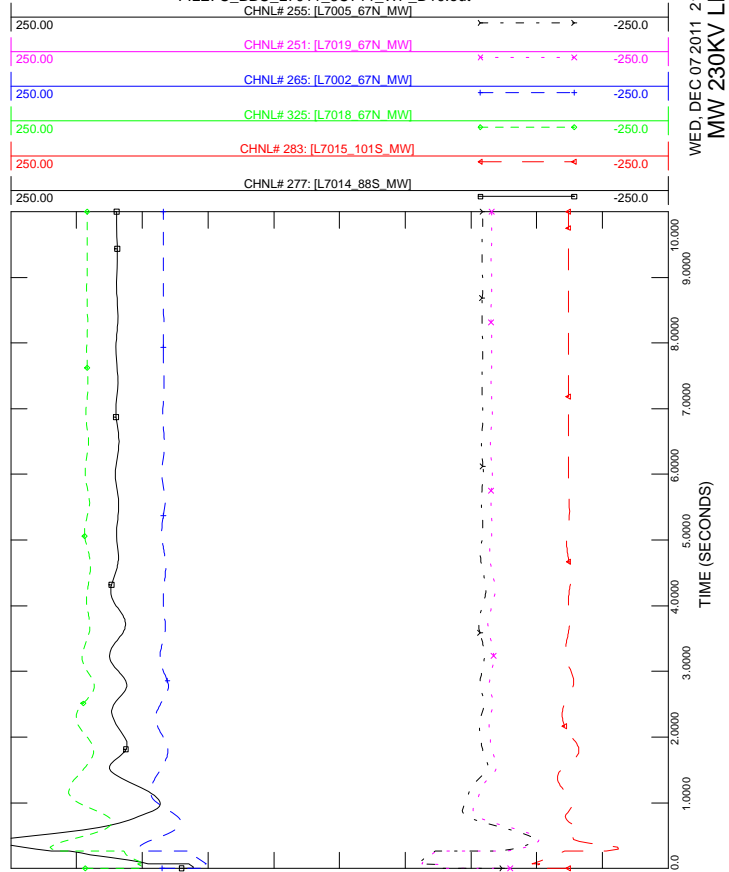
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

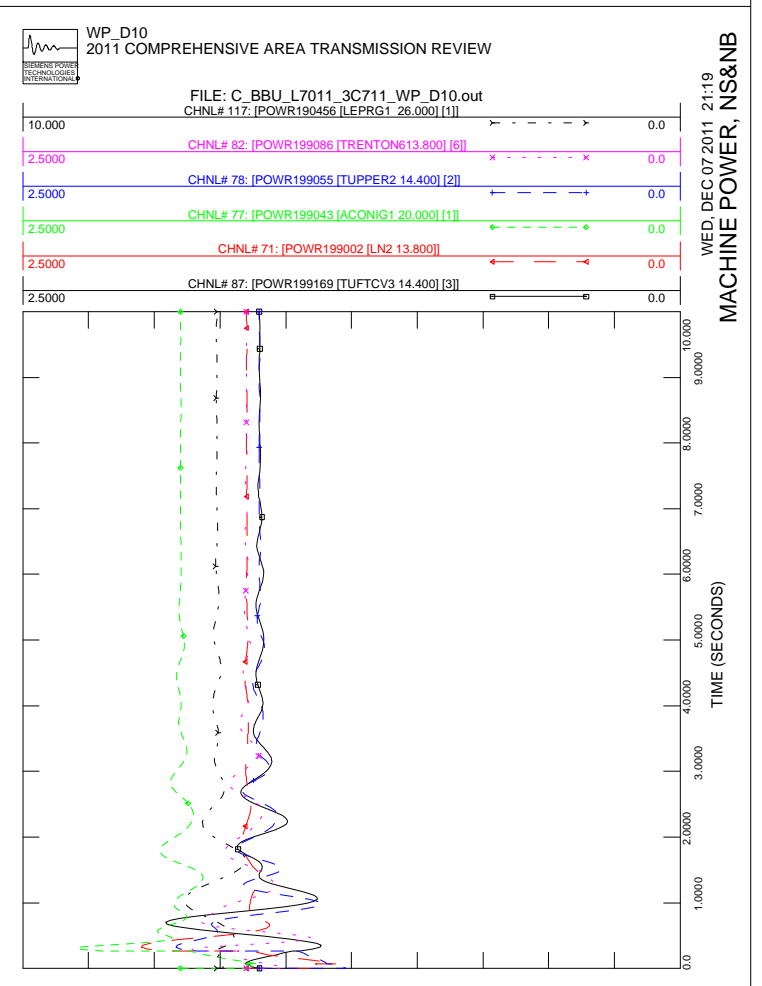
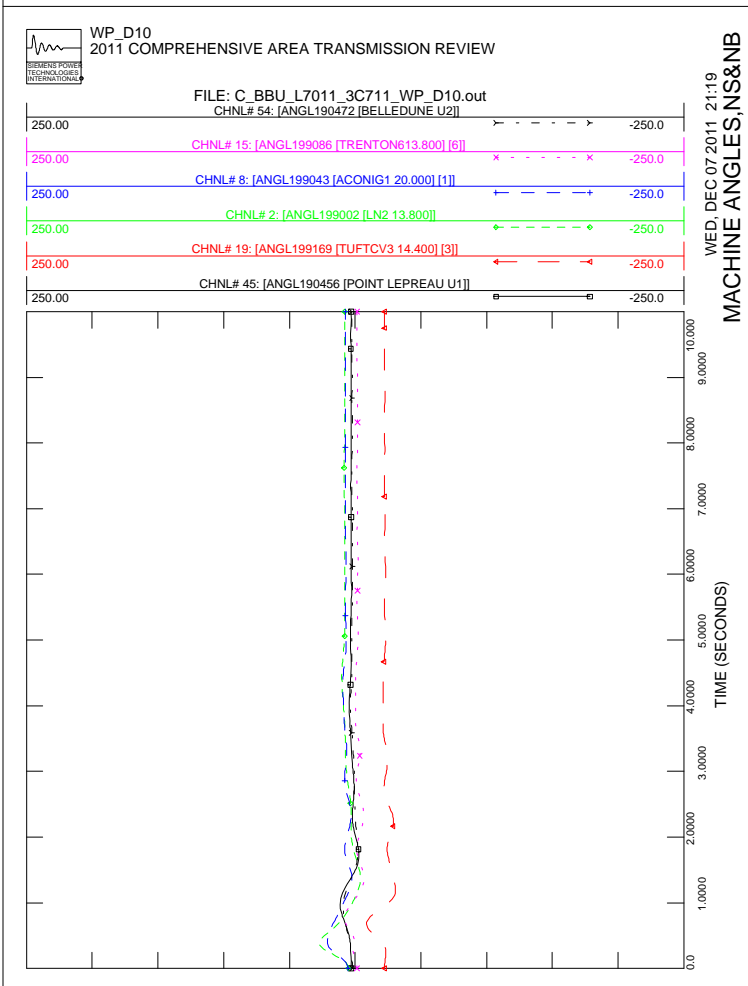
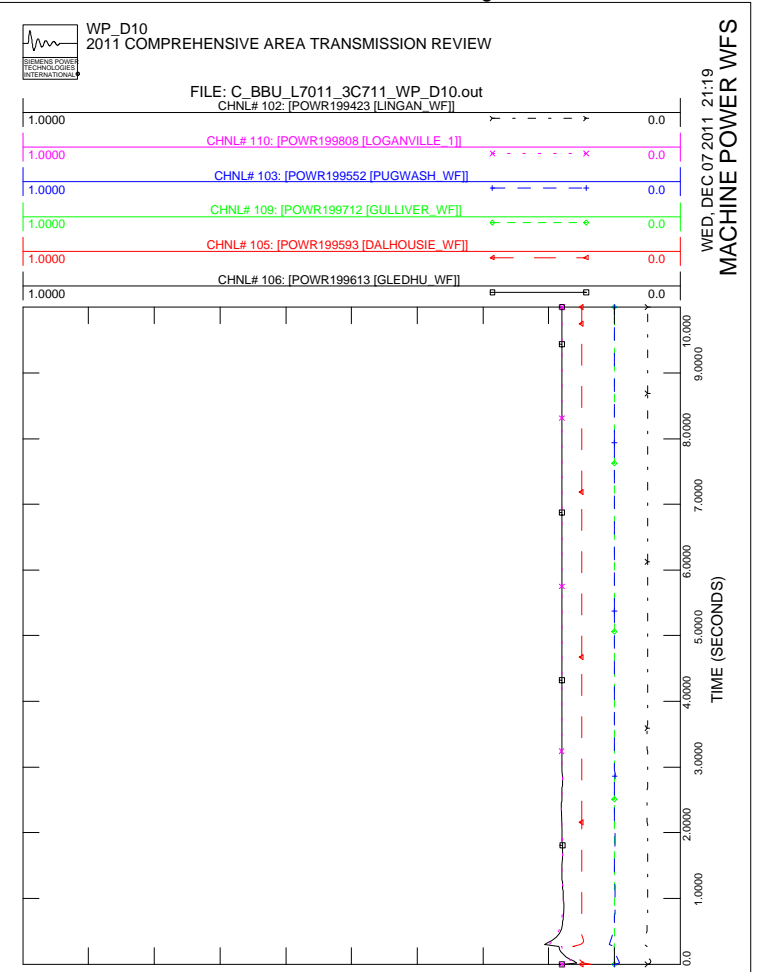
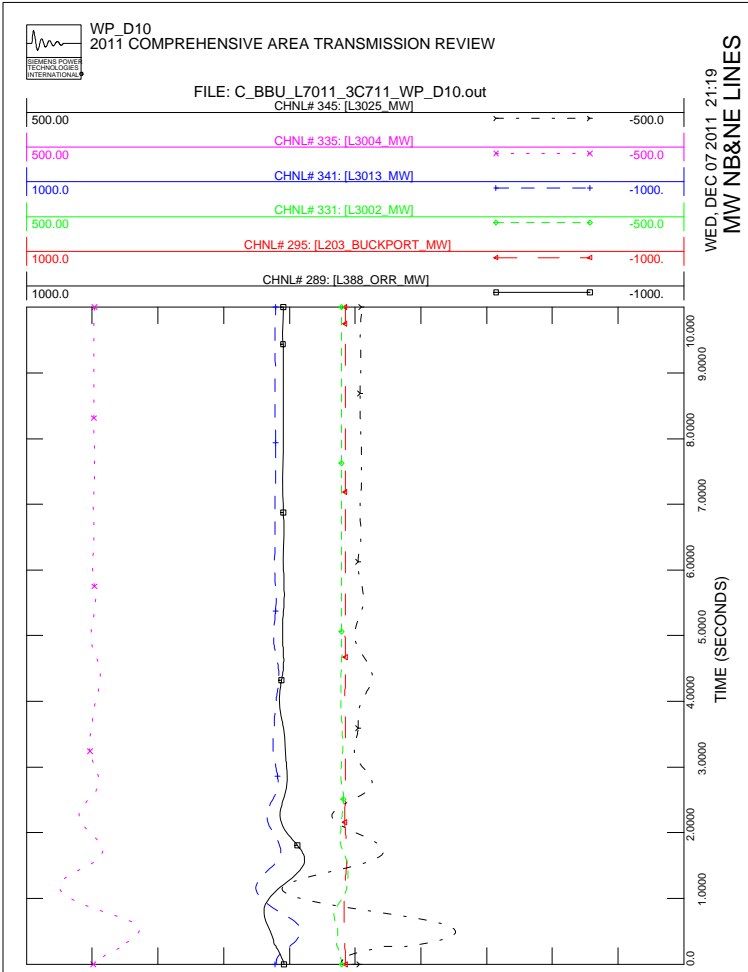
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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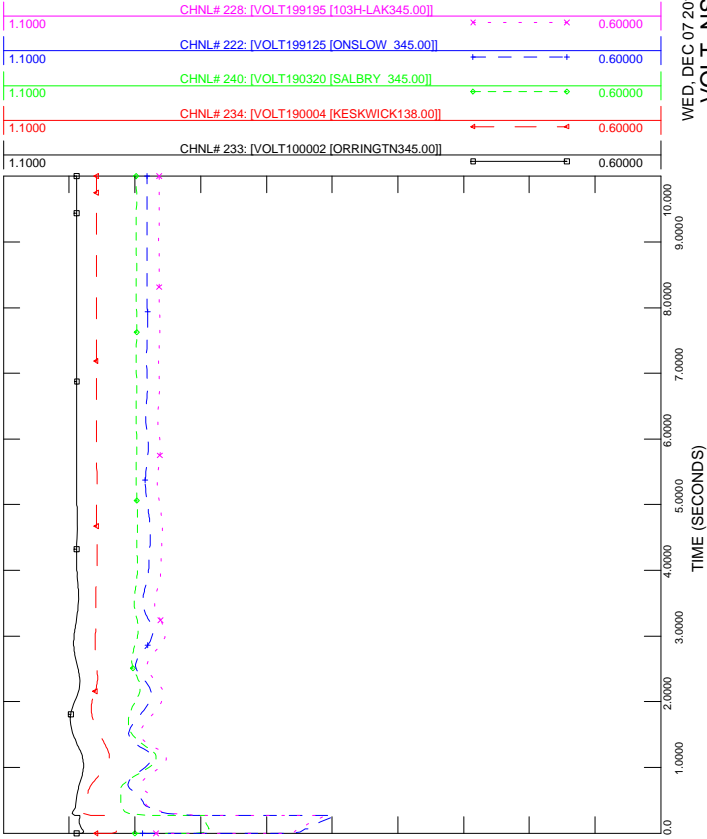






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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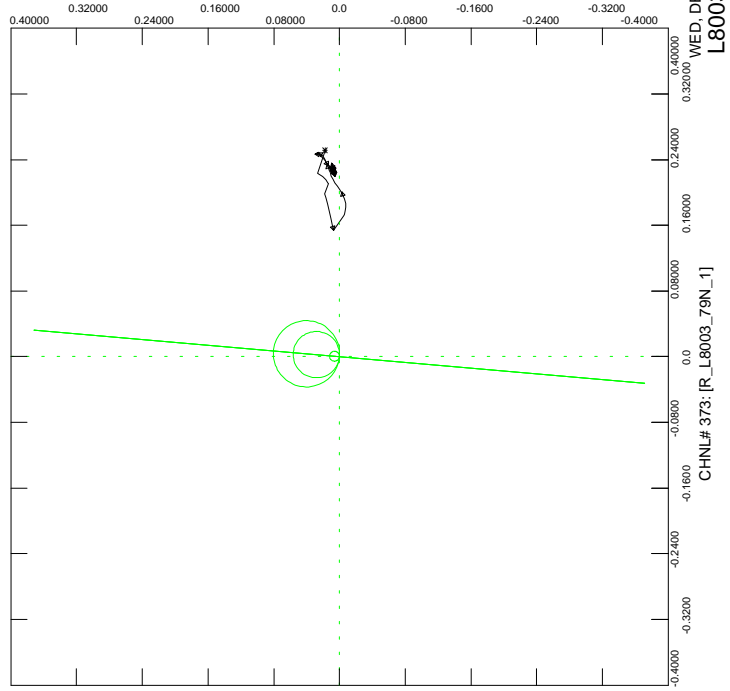
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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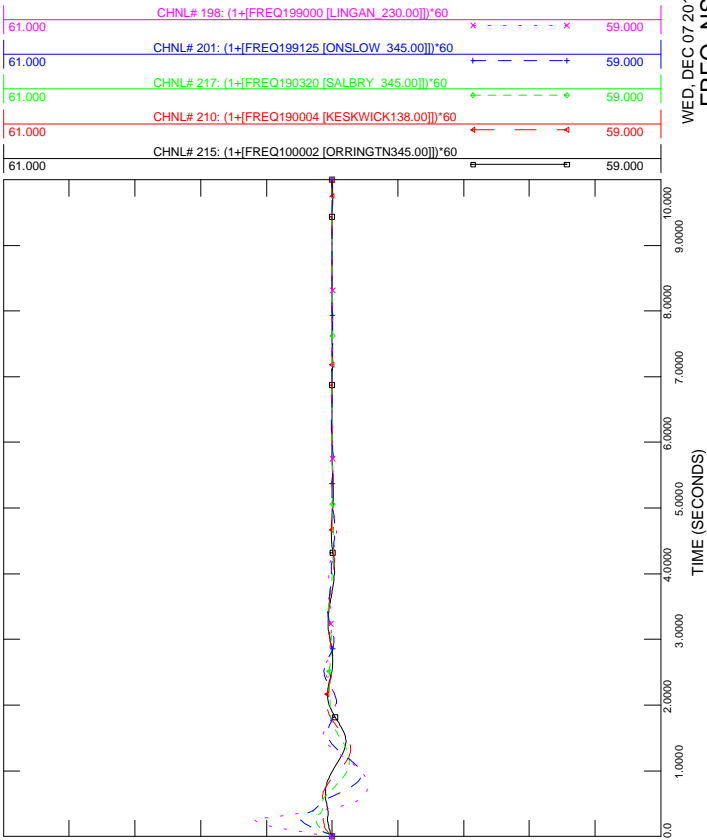


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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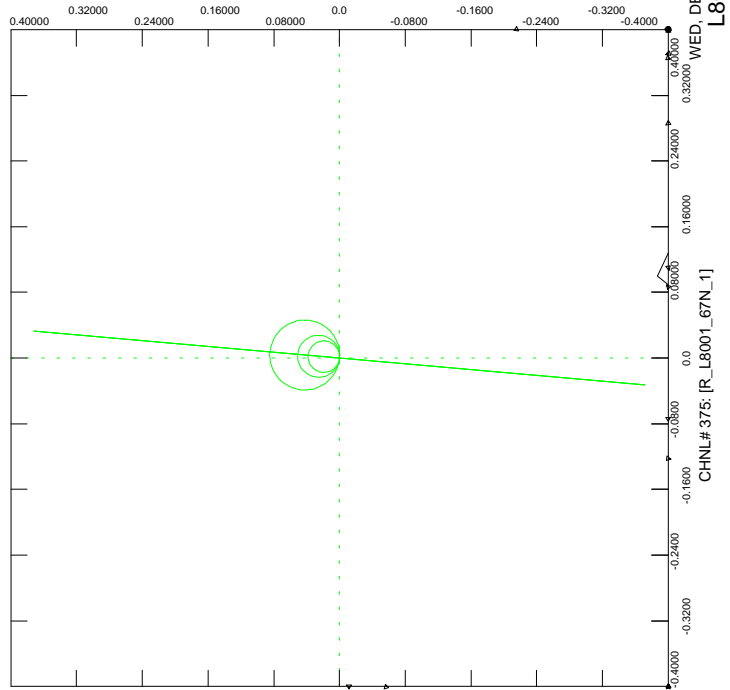
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FREQ, NS, NB&NE



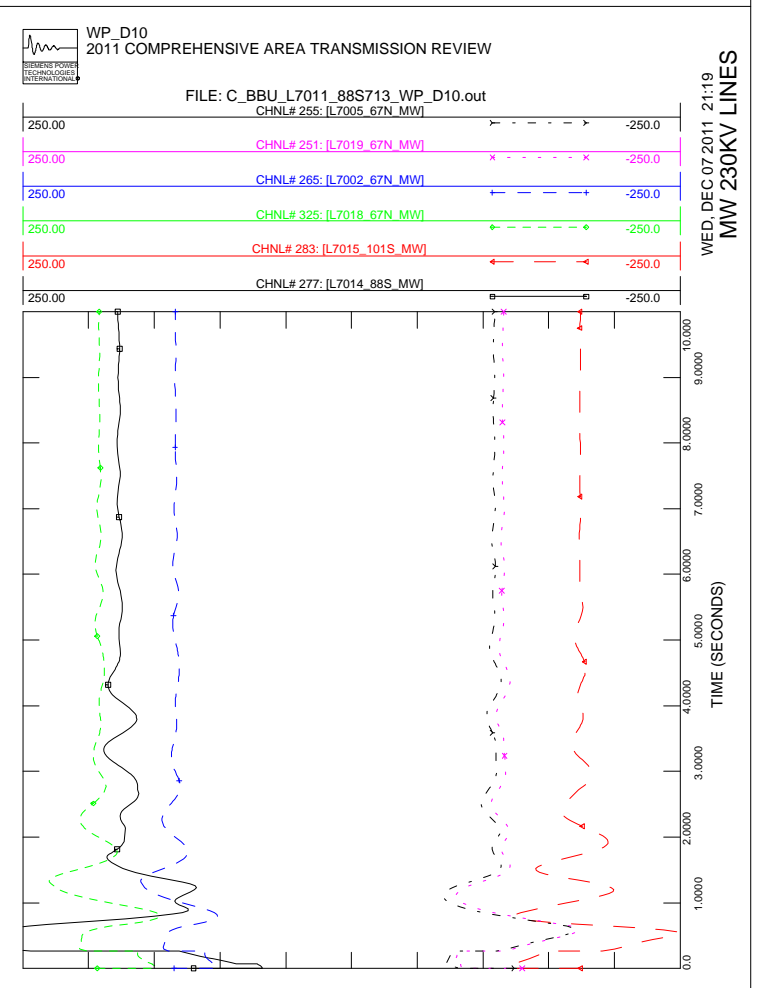
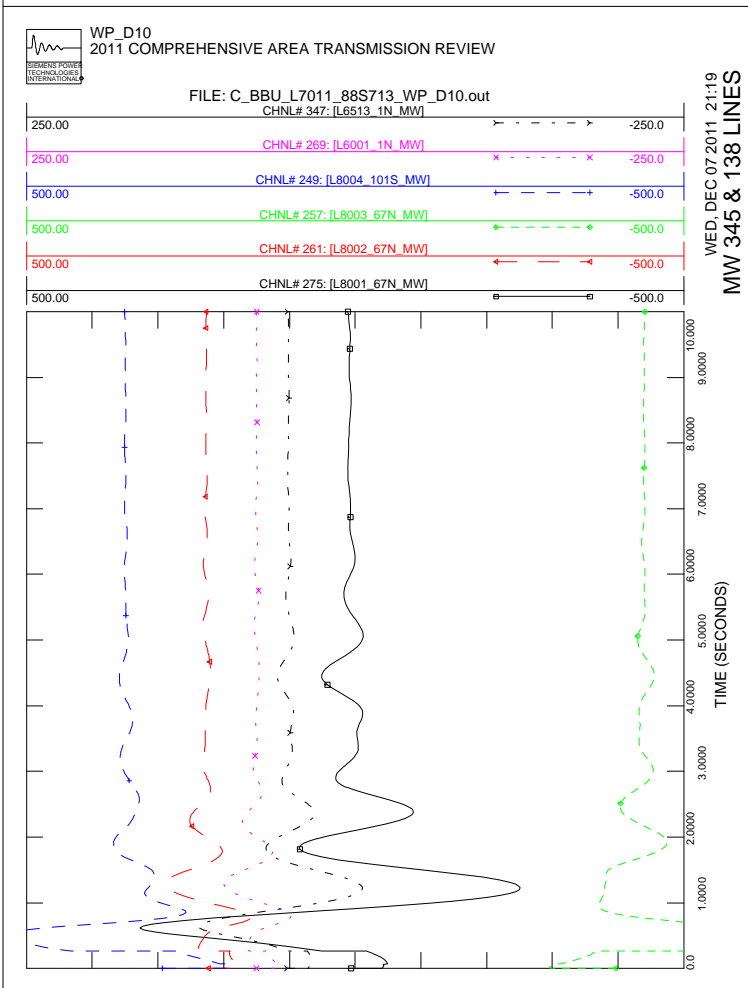
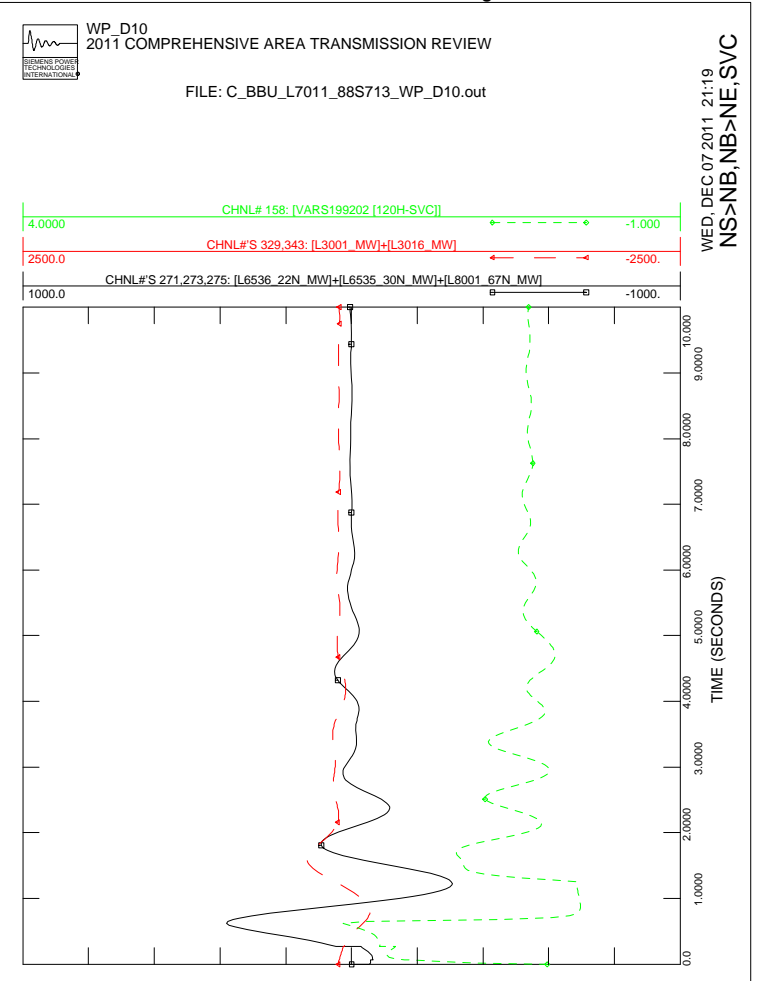
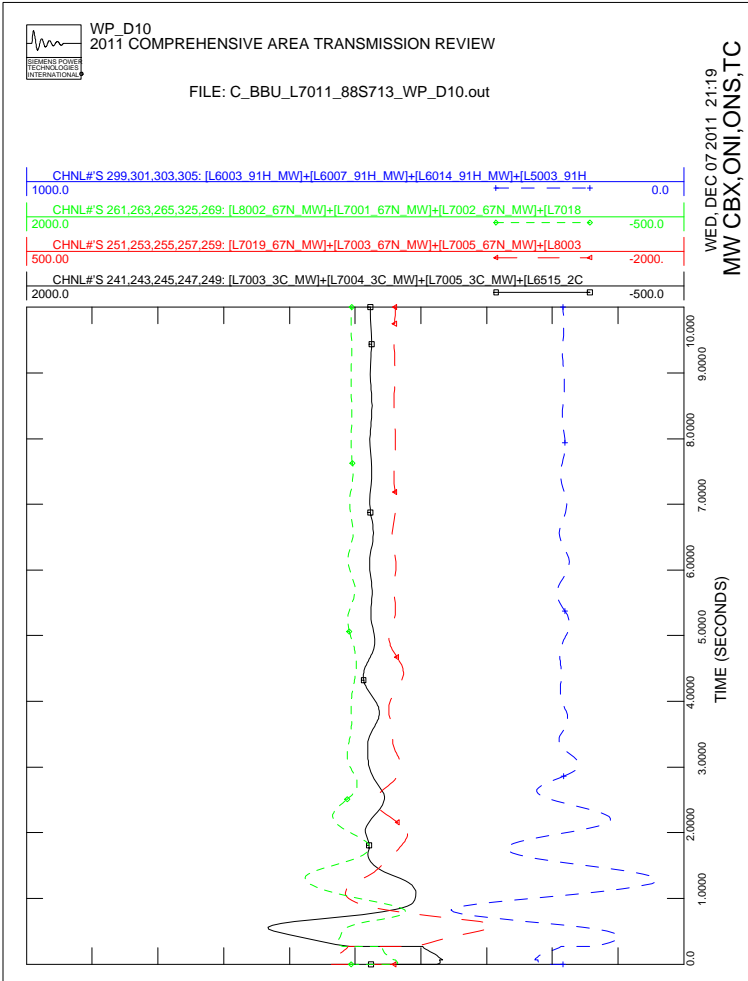
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

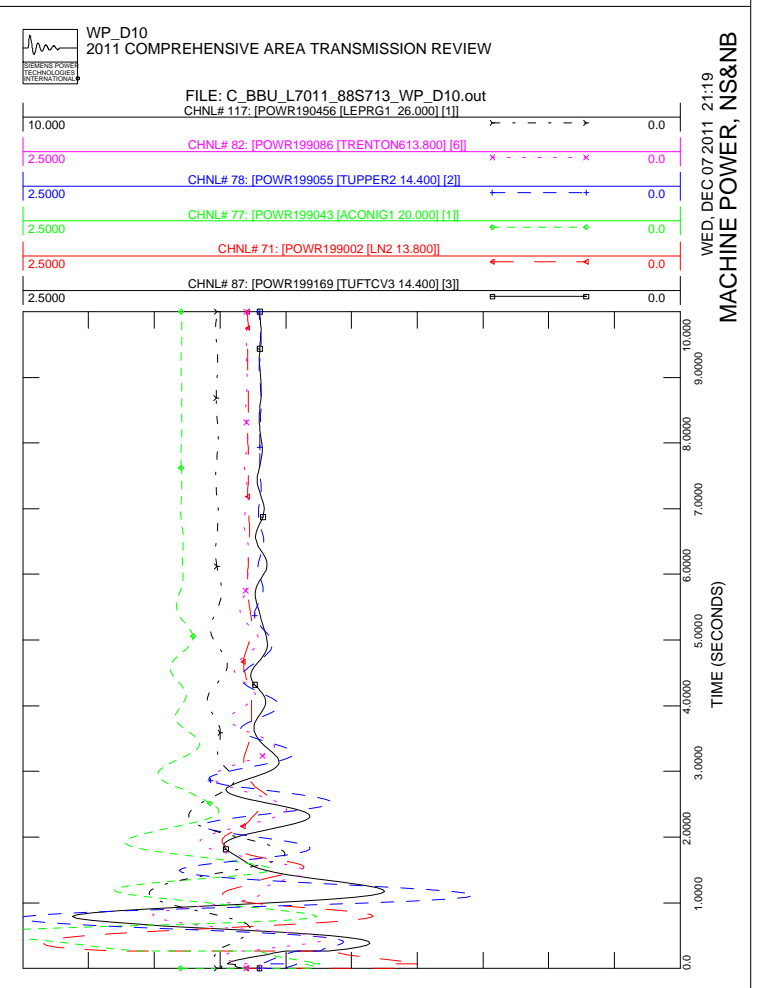
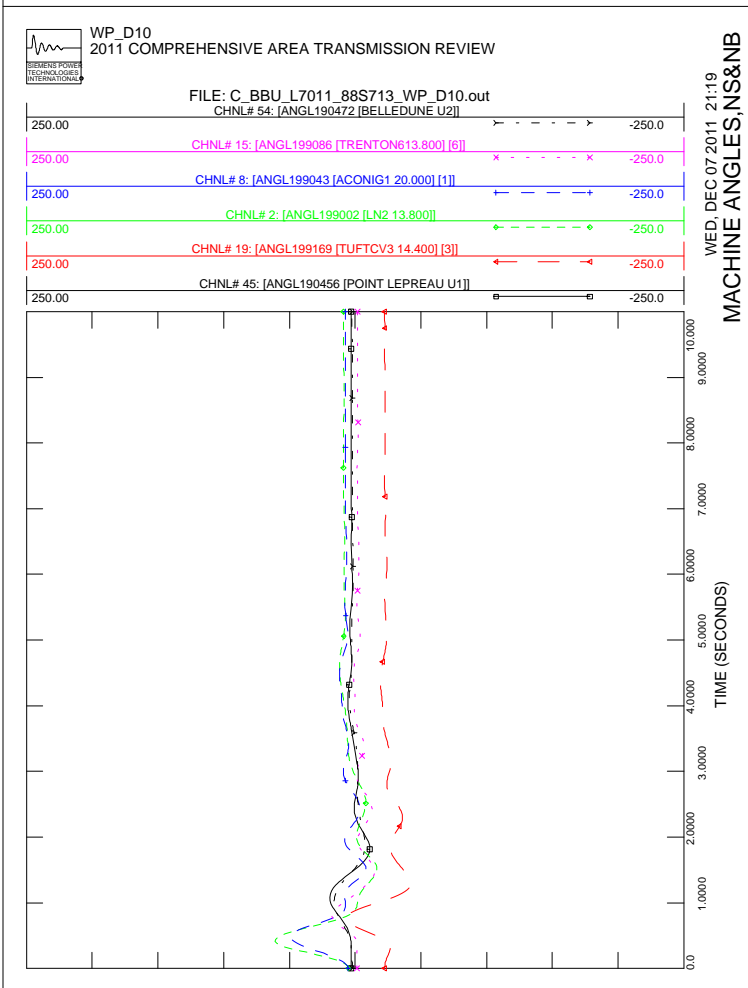
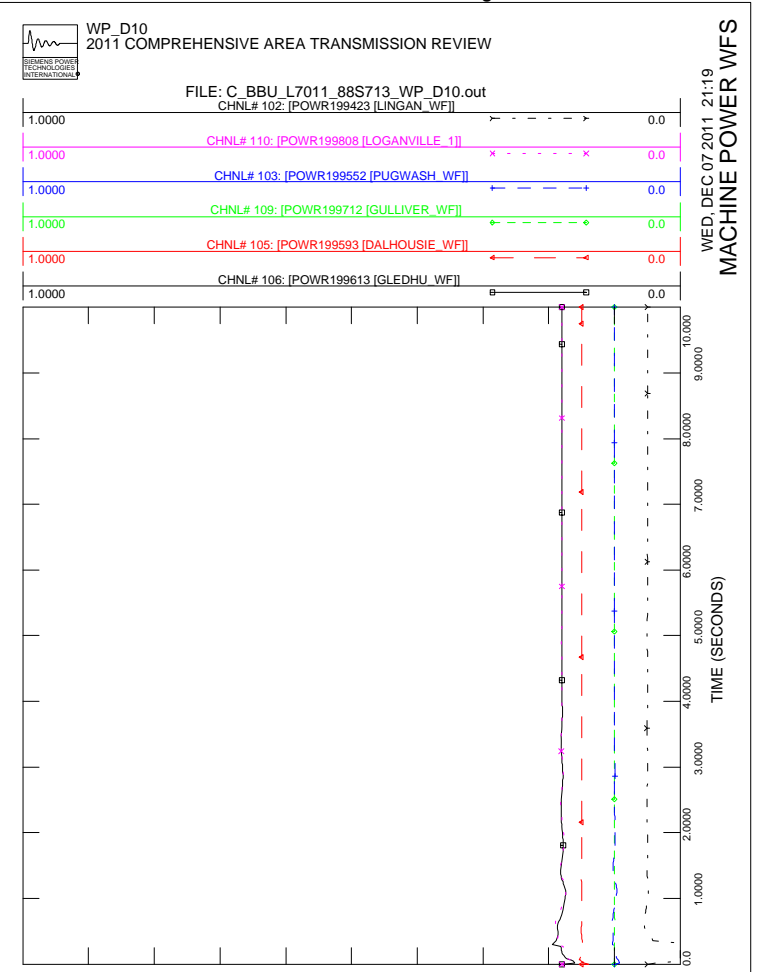
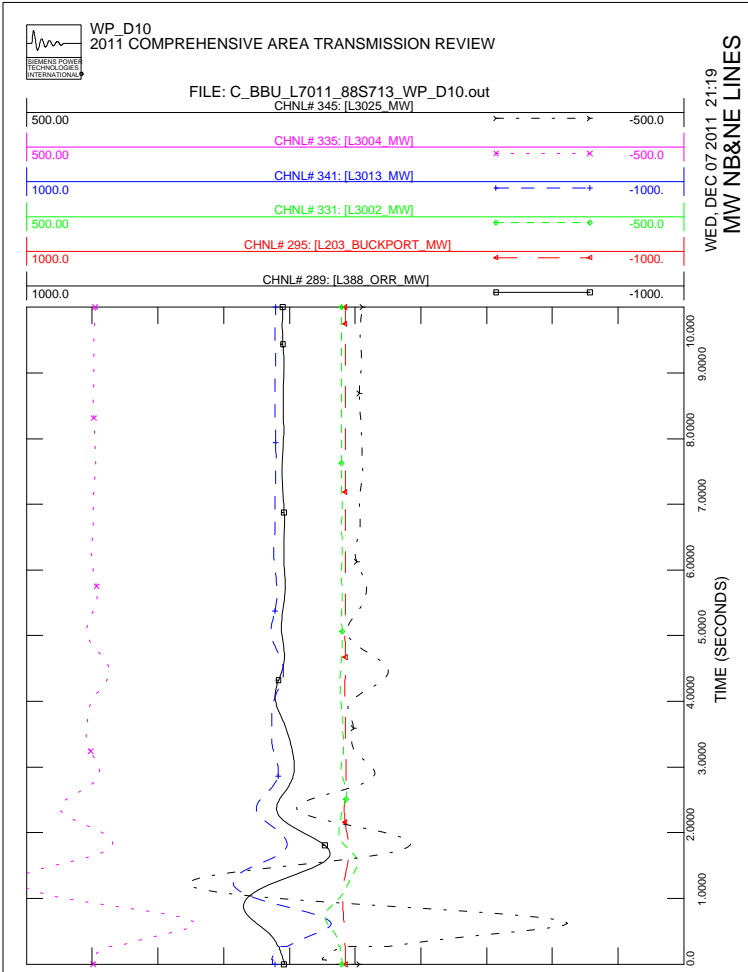
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WED, DEC 07 2011 21:19
L8001 AT 67N-ONSLow

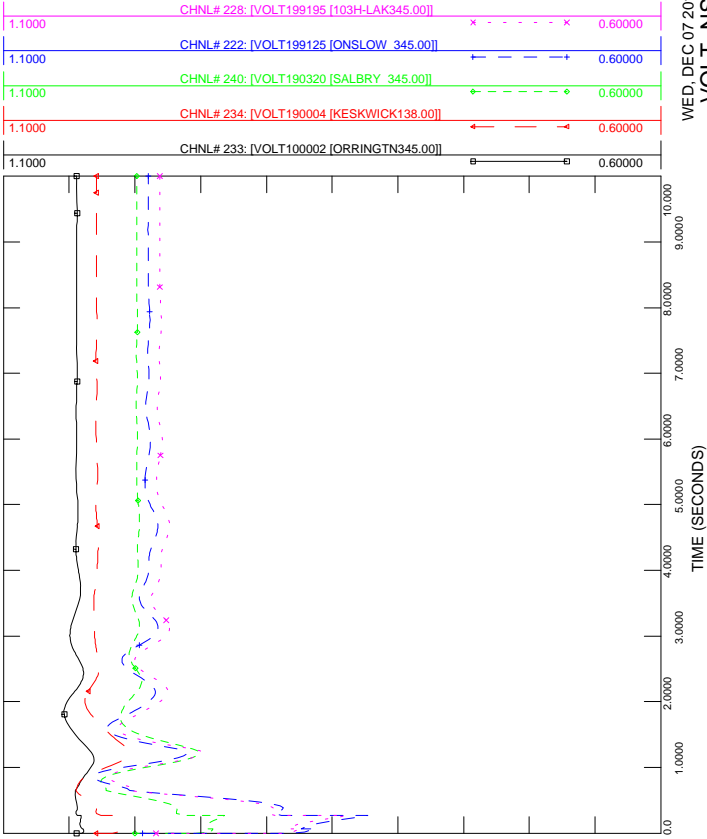






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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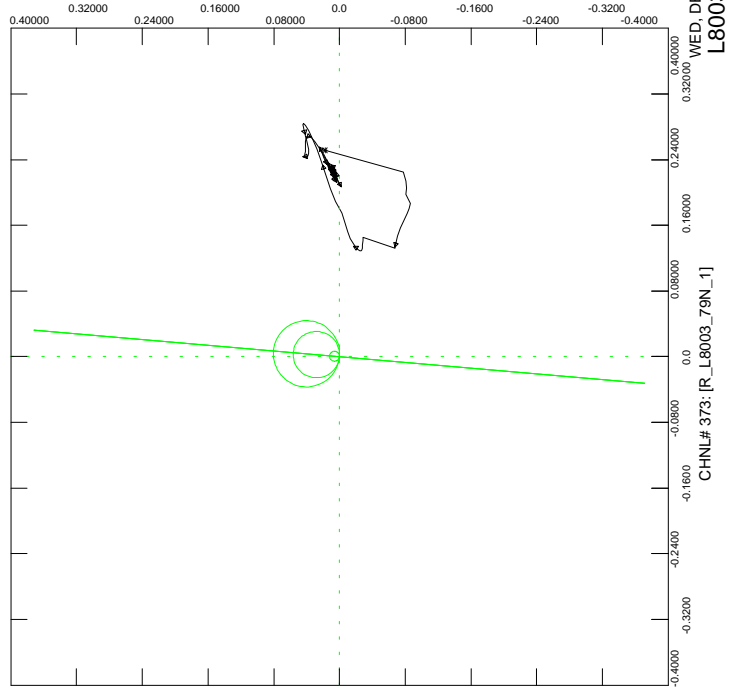
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_WP_D10.out

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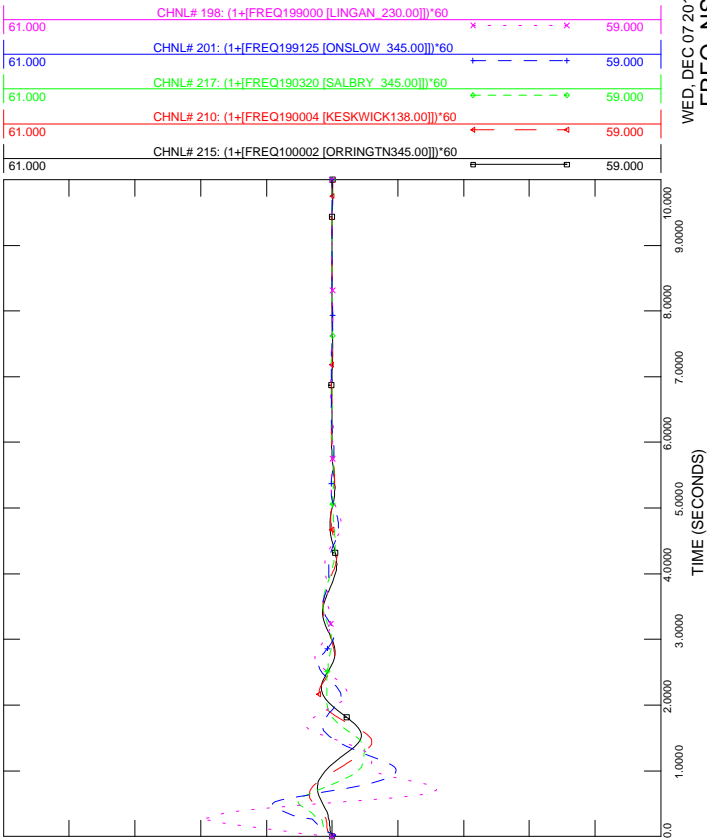


WED, DEC 07 2011 21:19
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_WP_D10.out



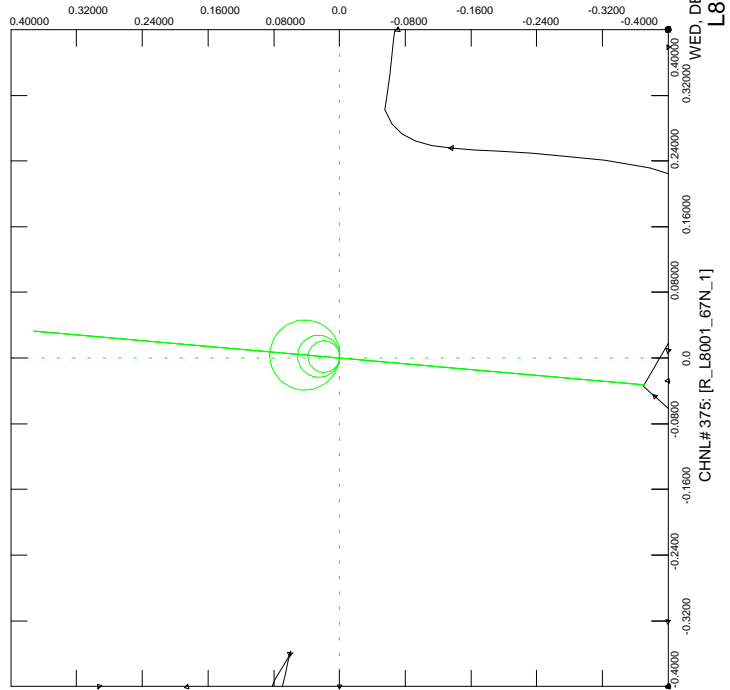
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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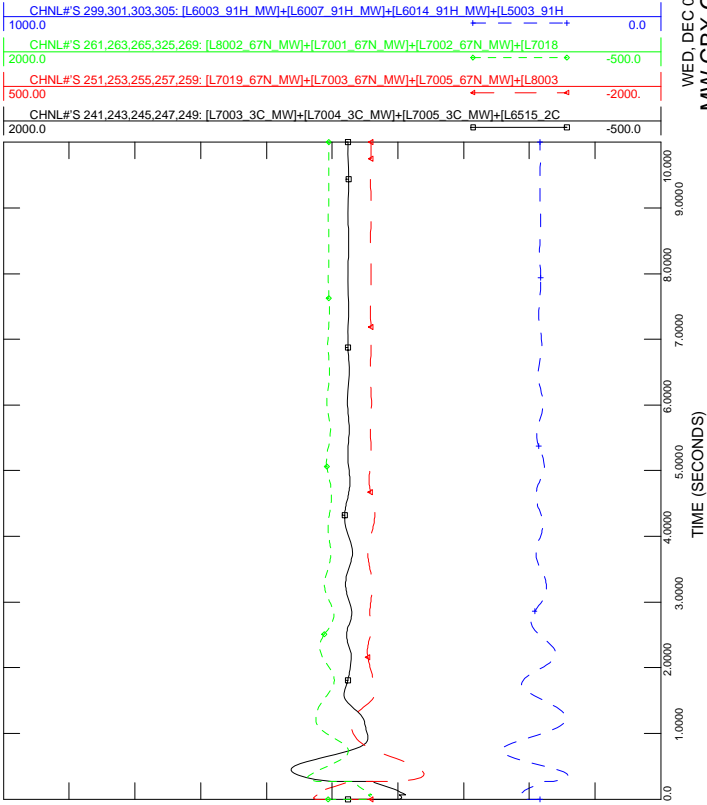


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L8001 AT 67N-ONSLow



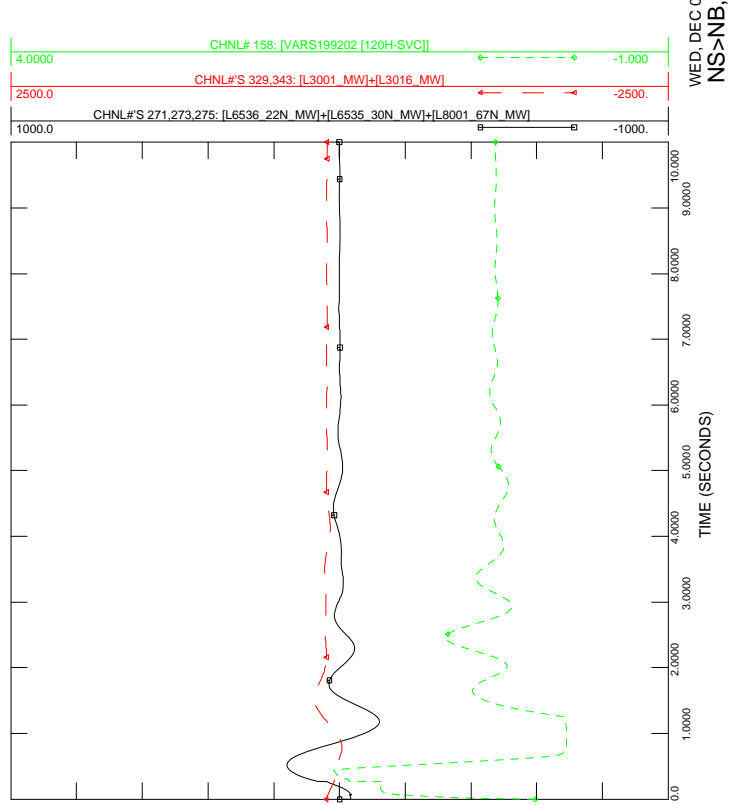
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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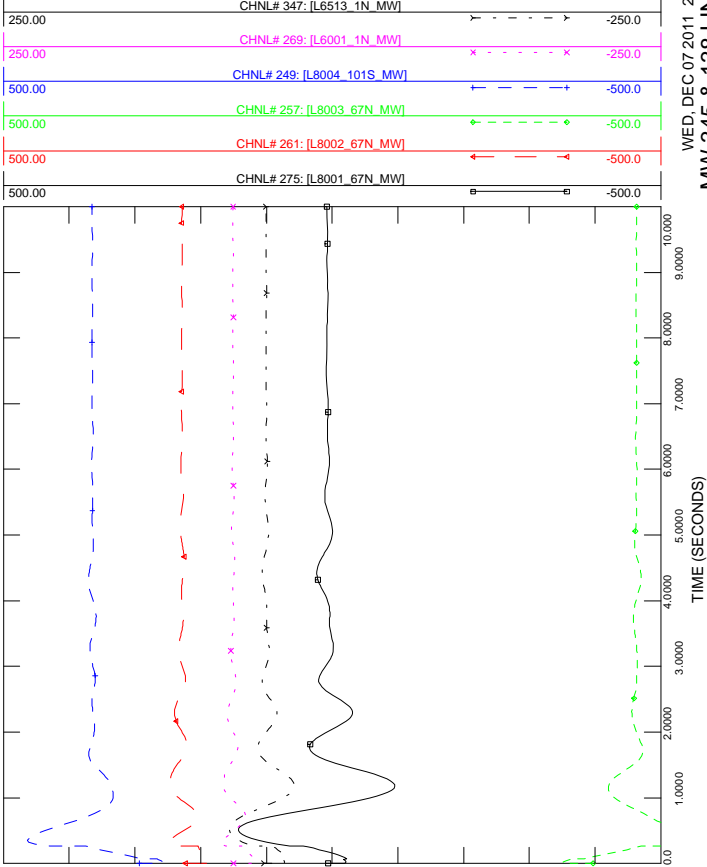
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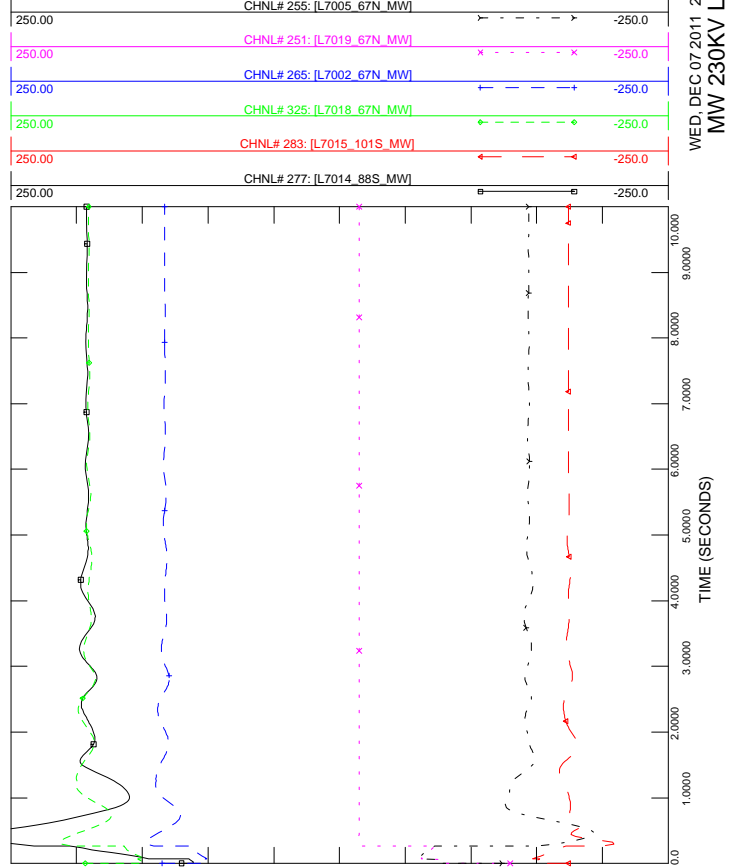
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

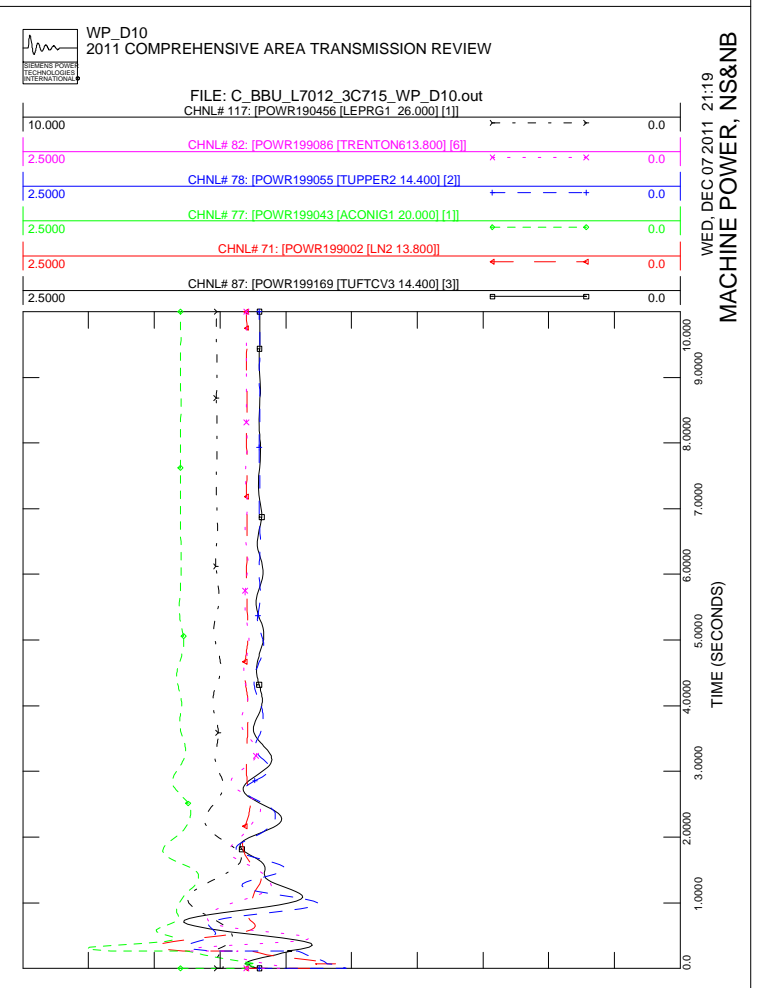
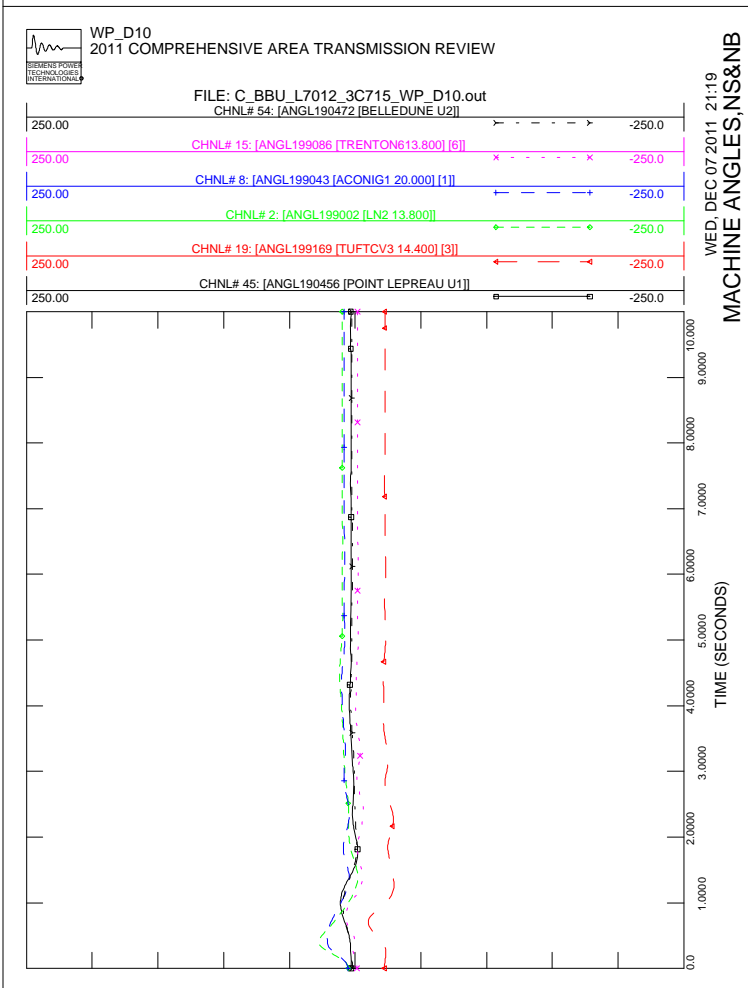
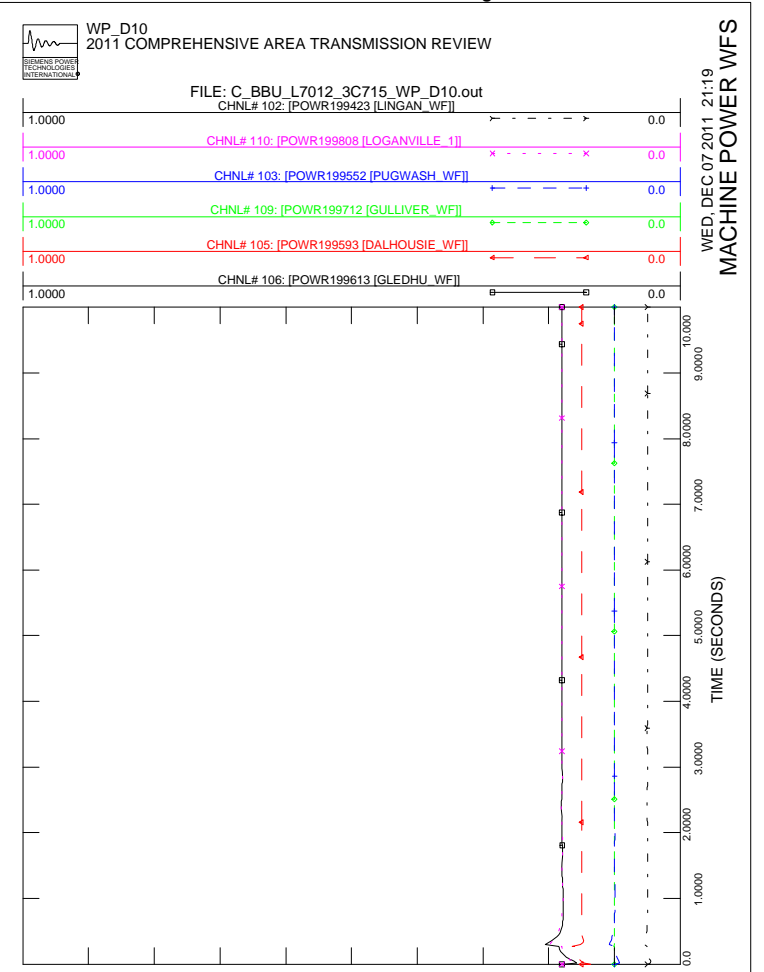
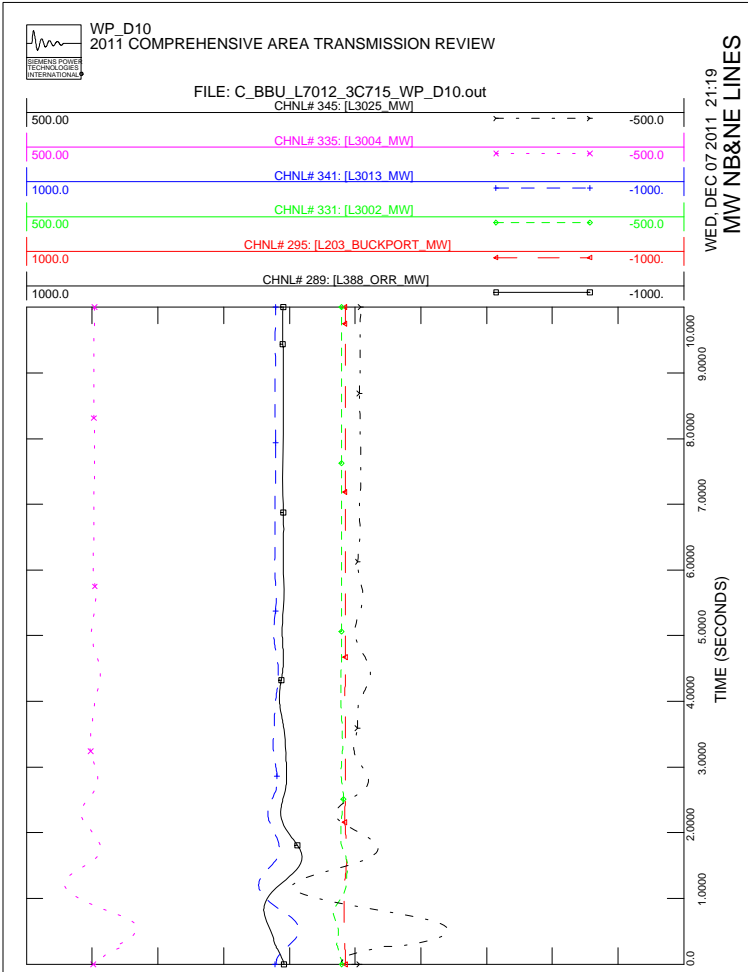
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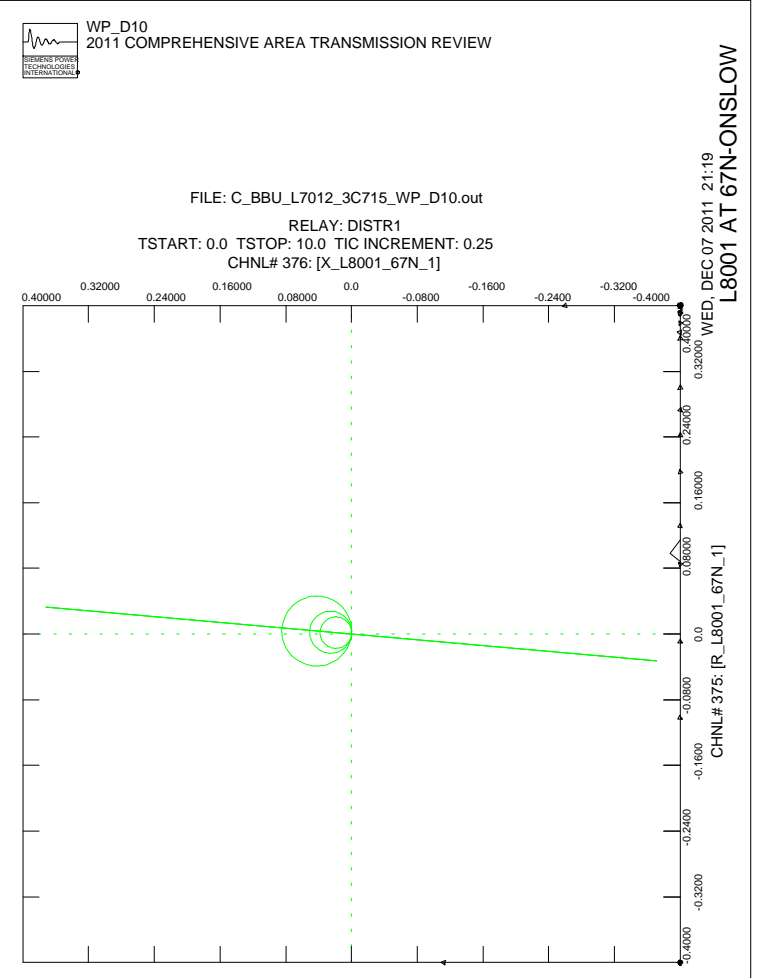
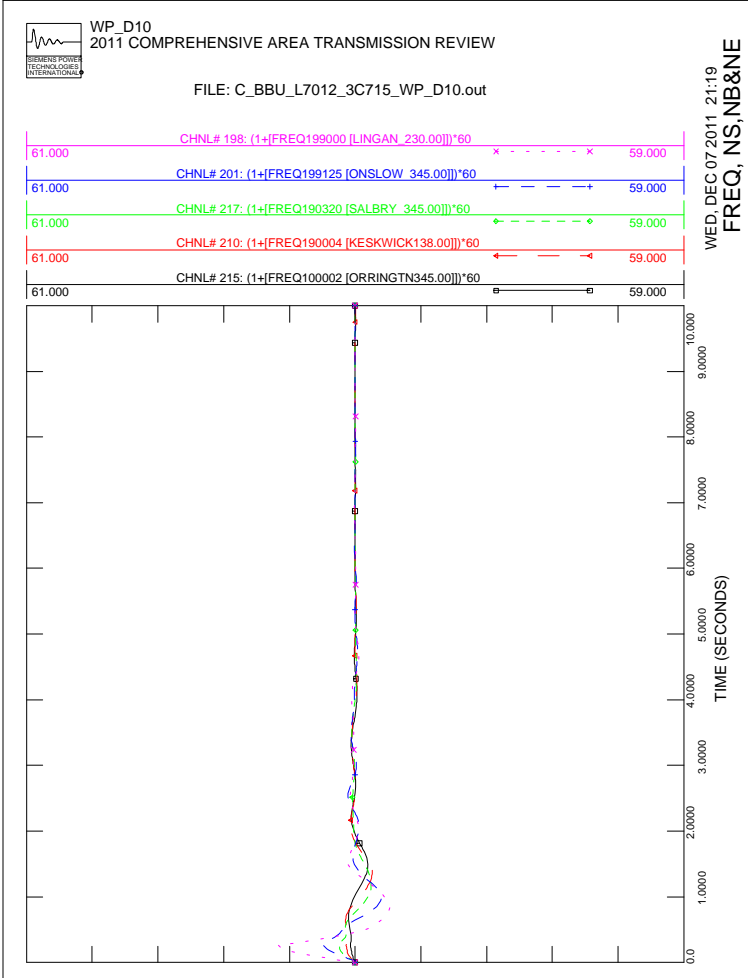
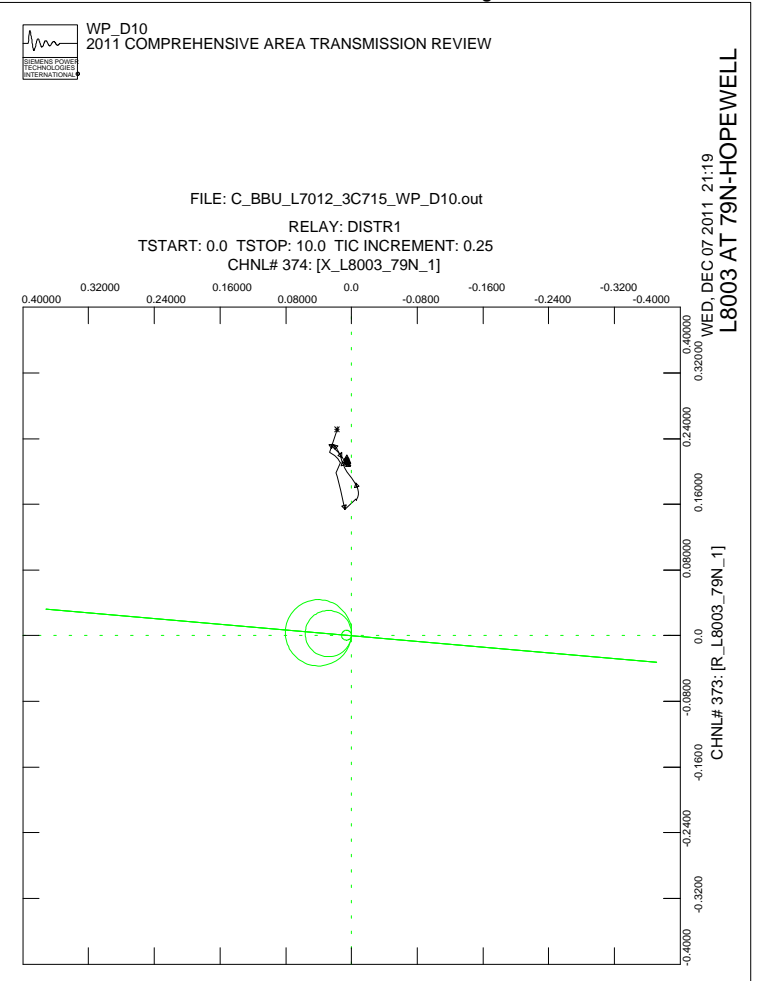
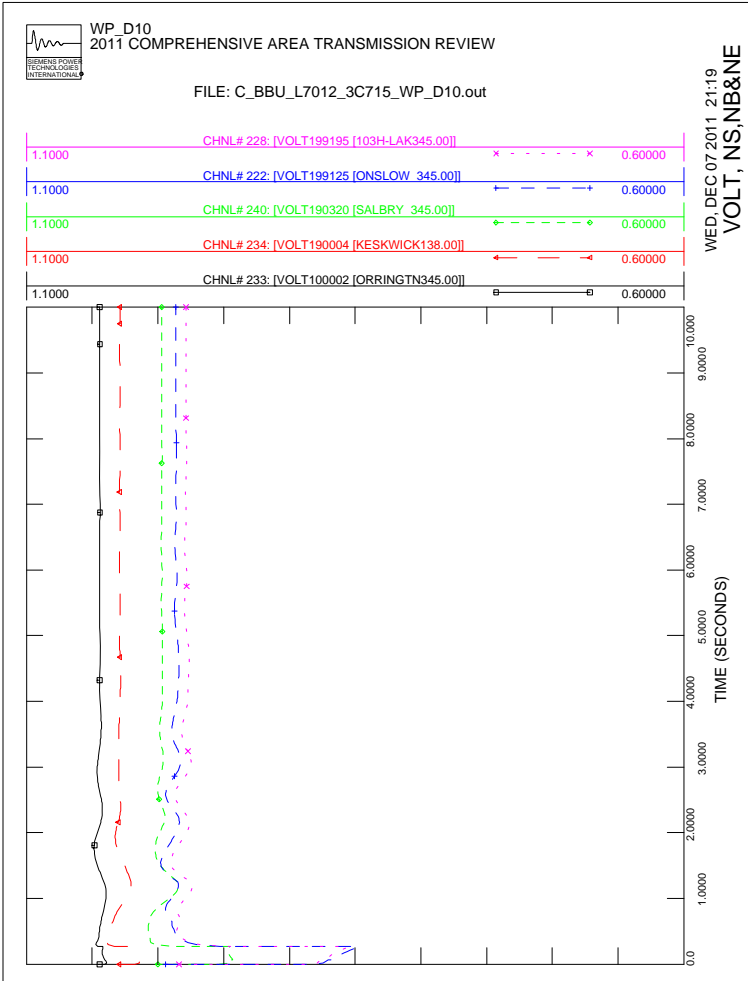


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_3C715_WP_D10.out



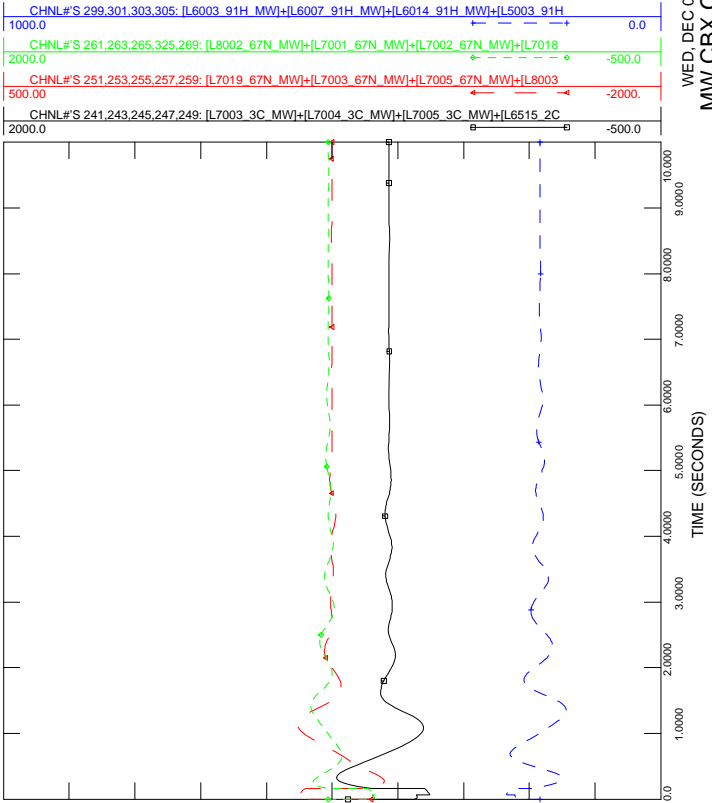






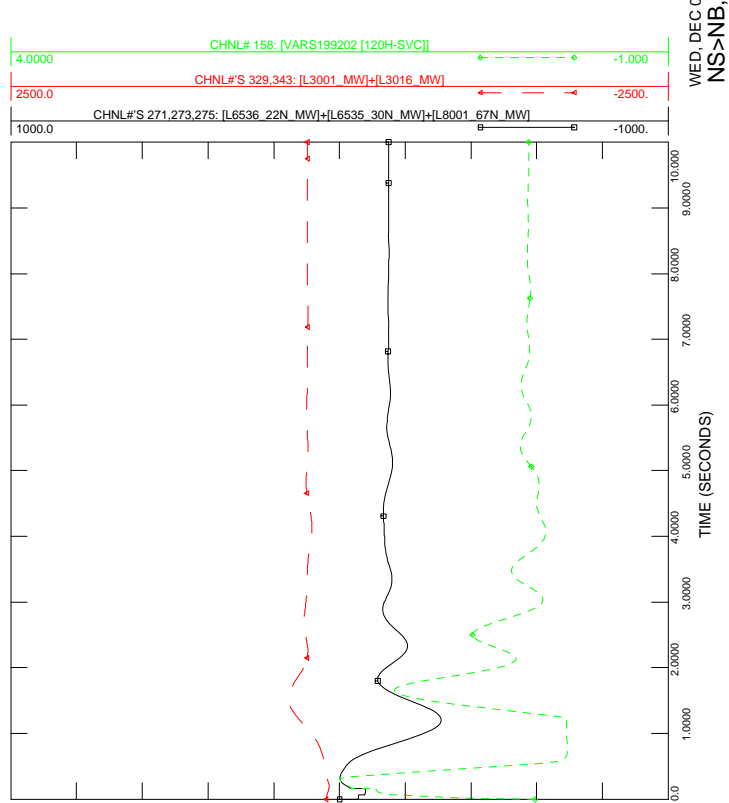
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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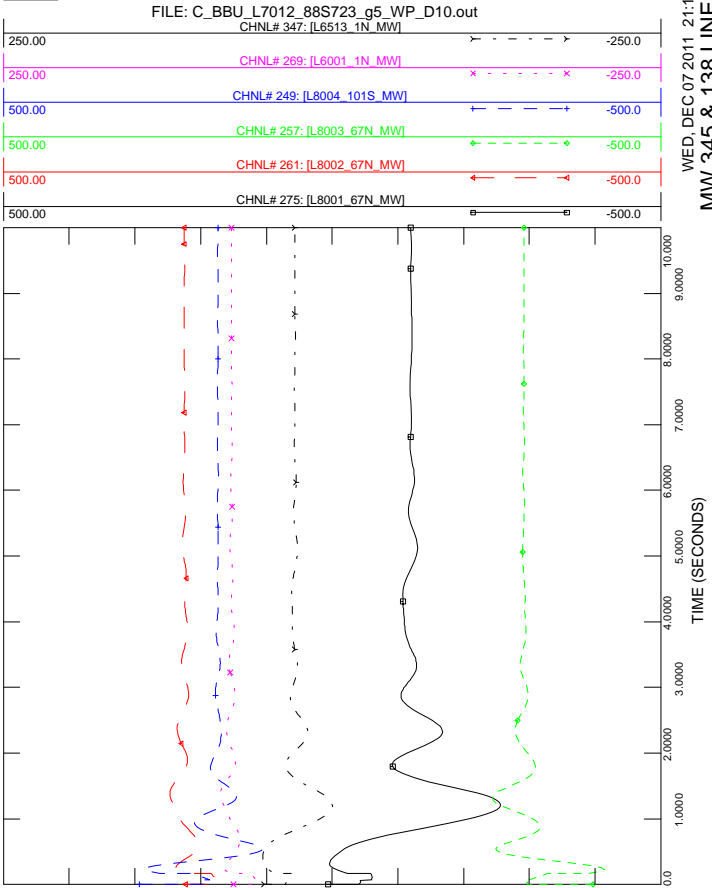
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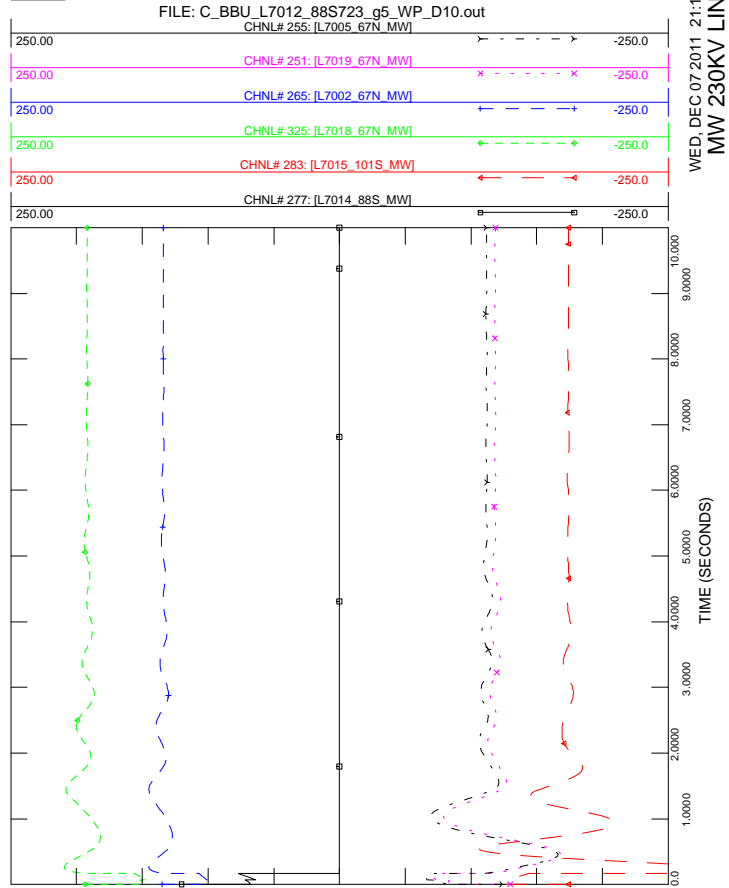
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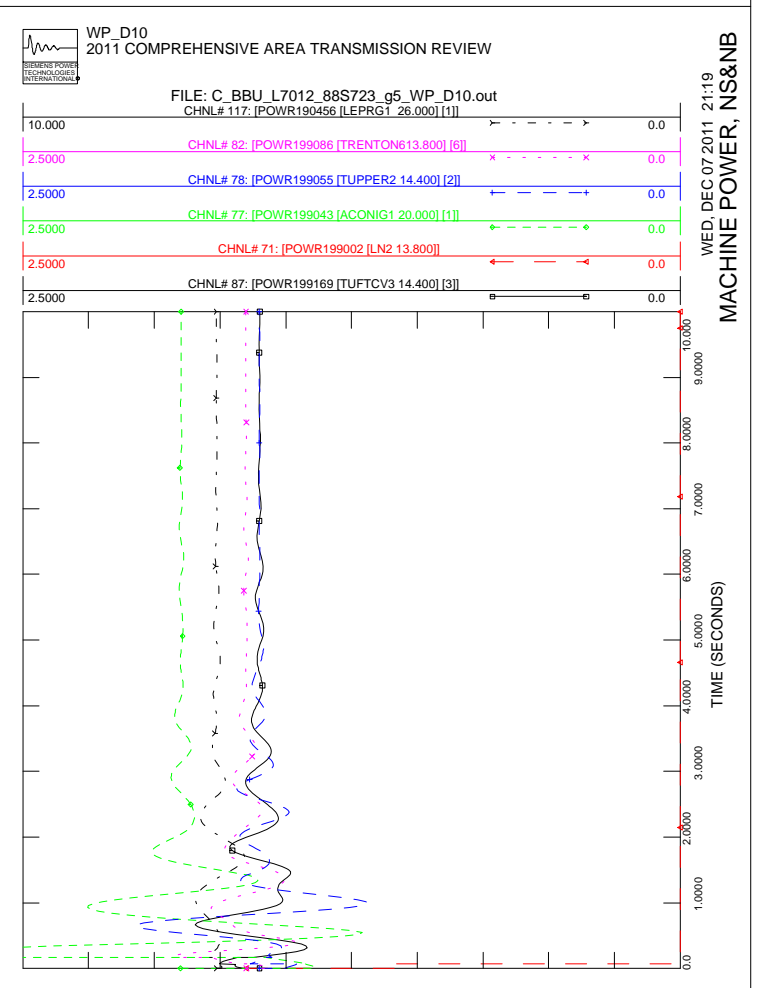
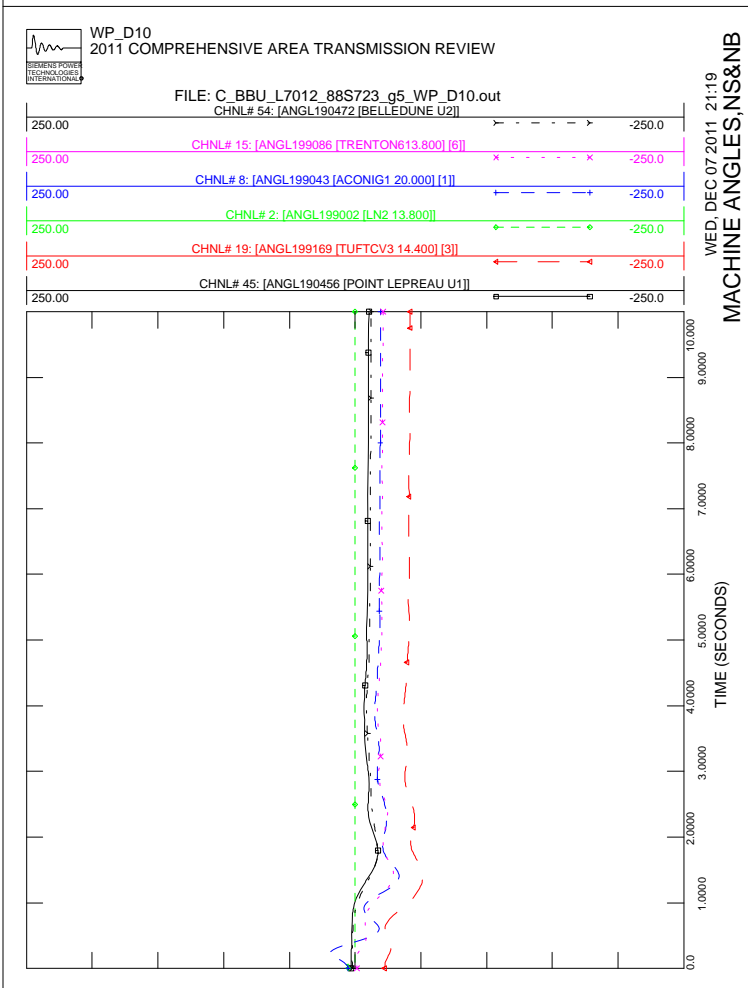
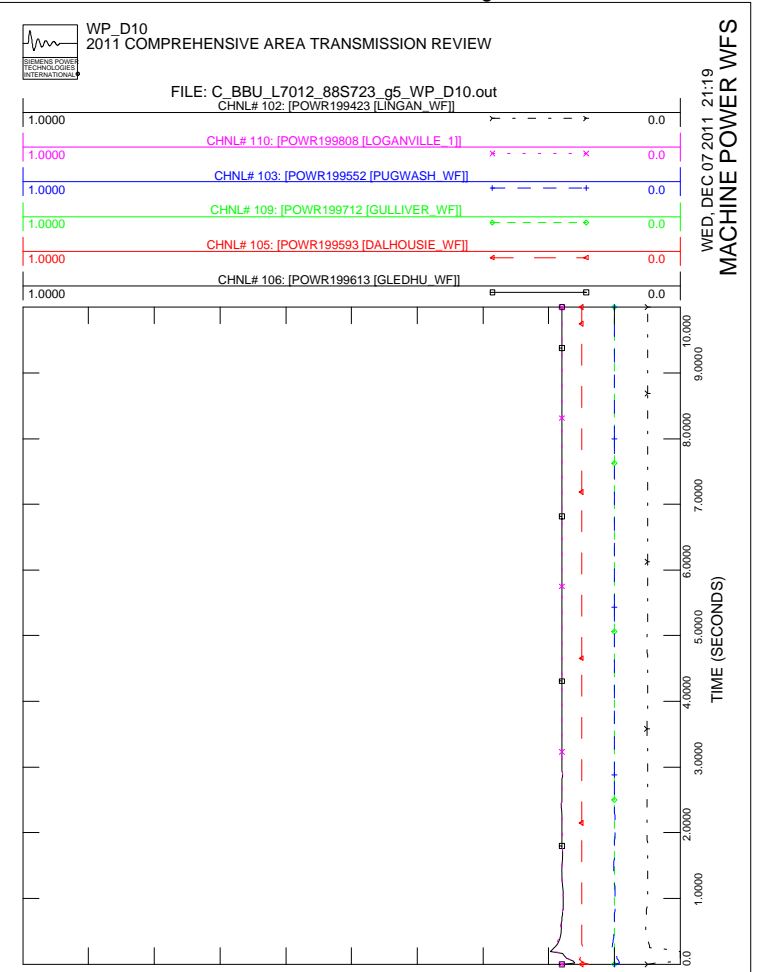
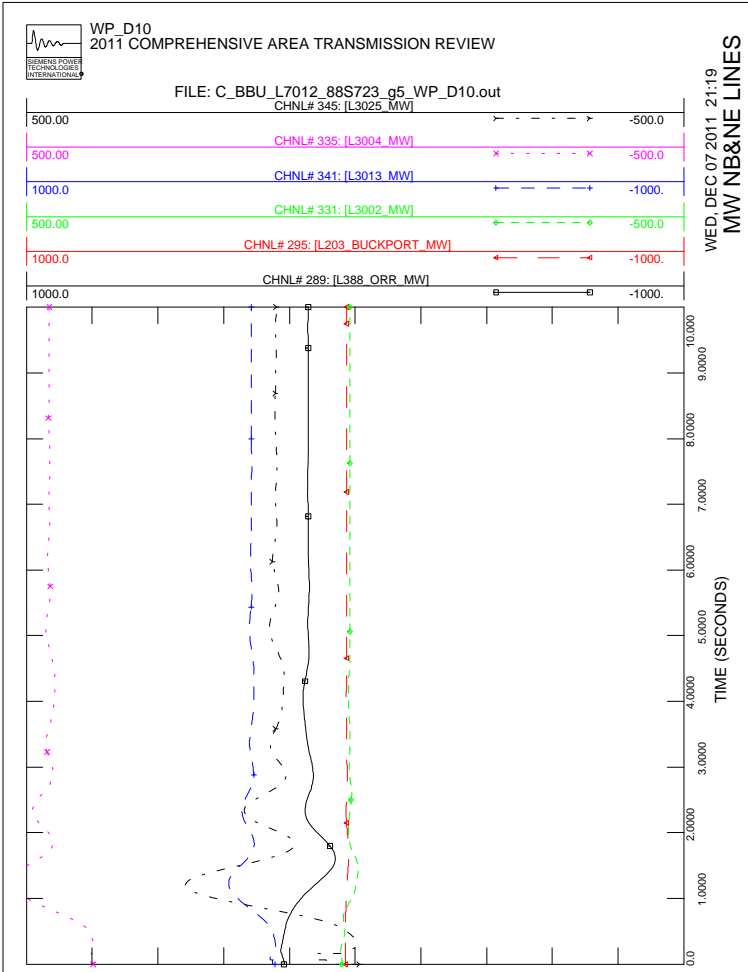
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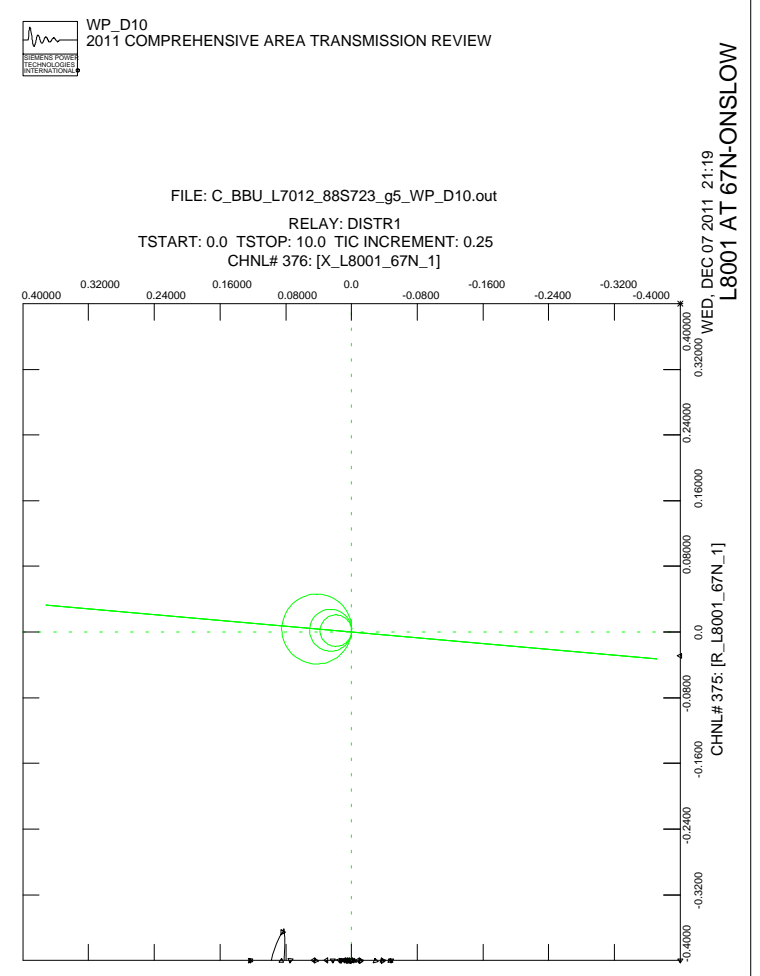
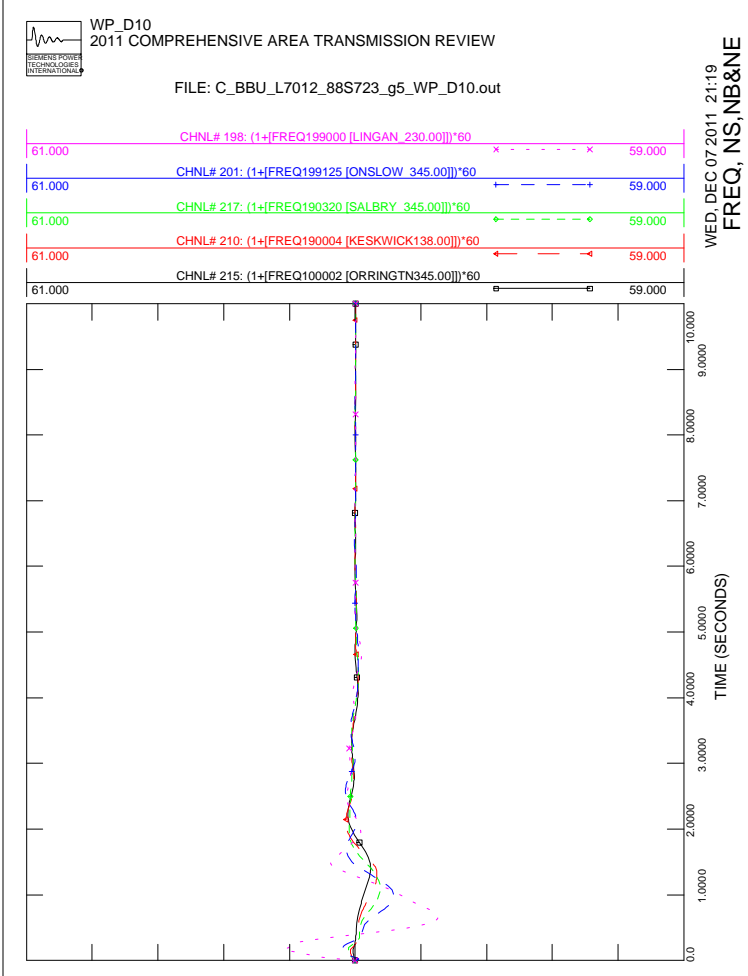
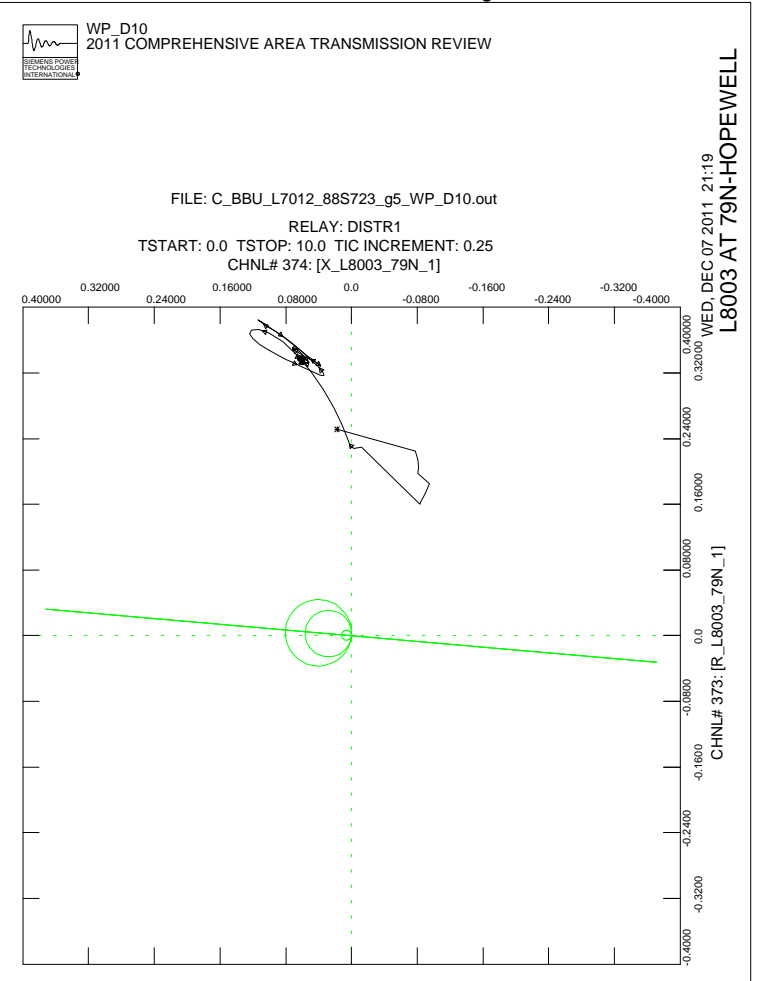
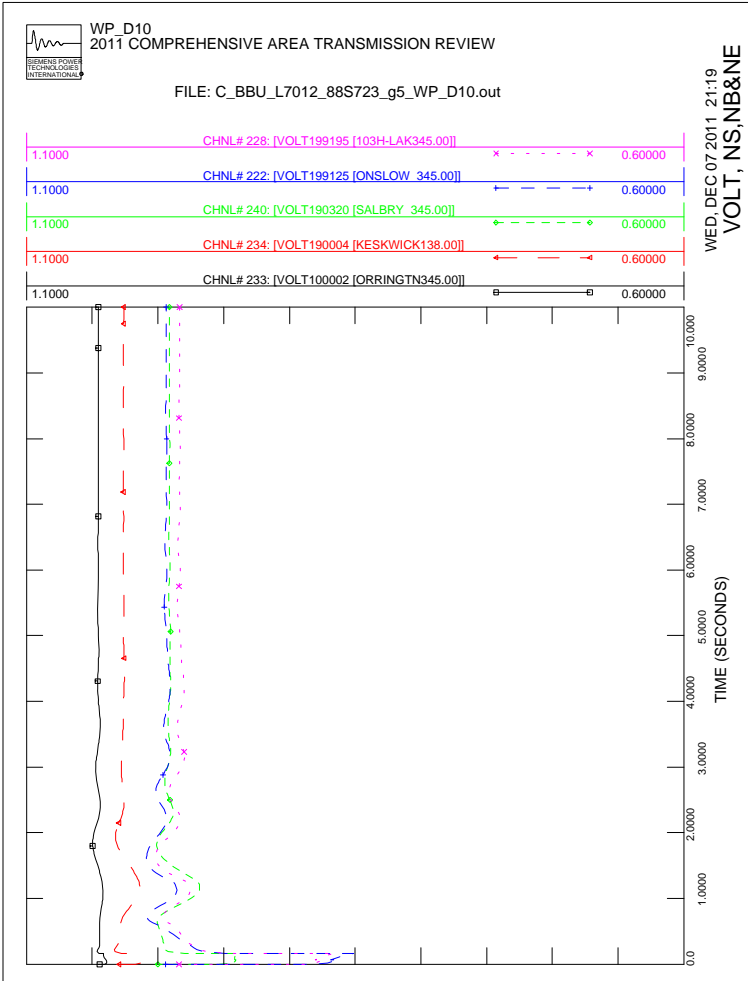


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g5_WP_D10.out



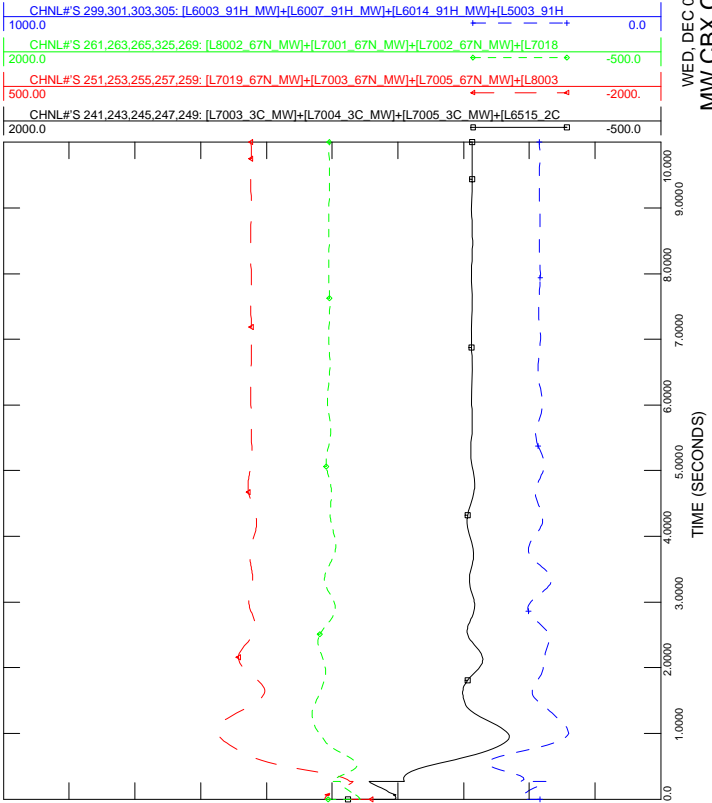






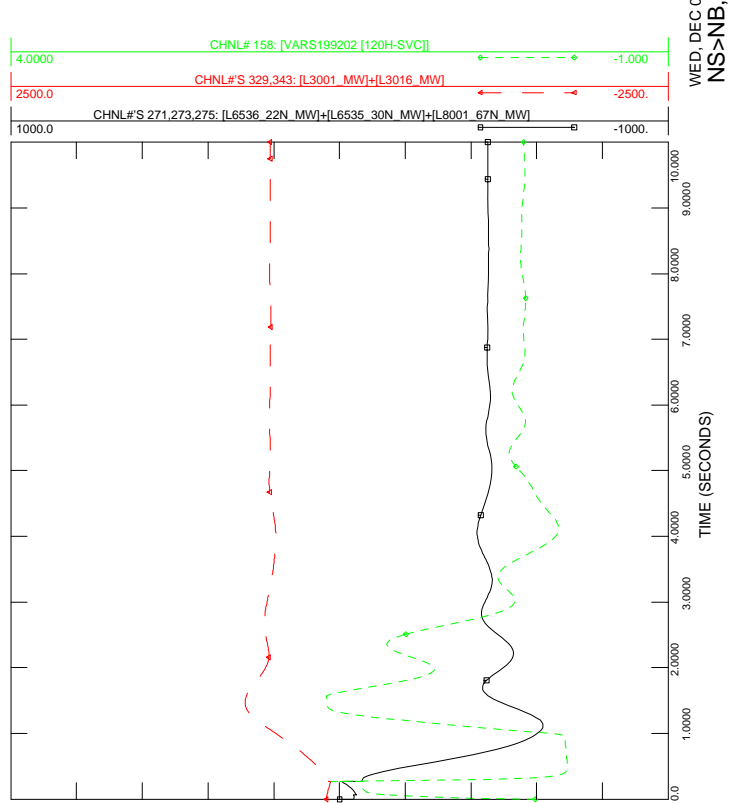
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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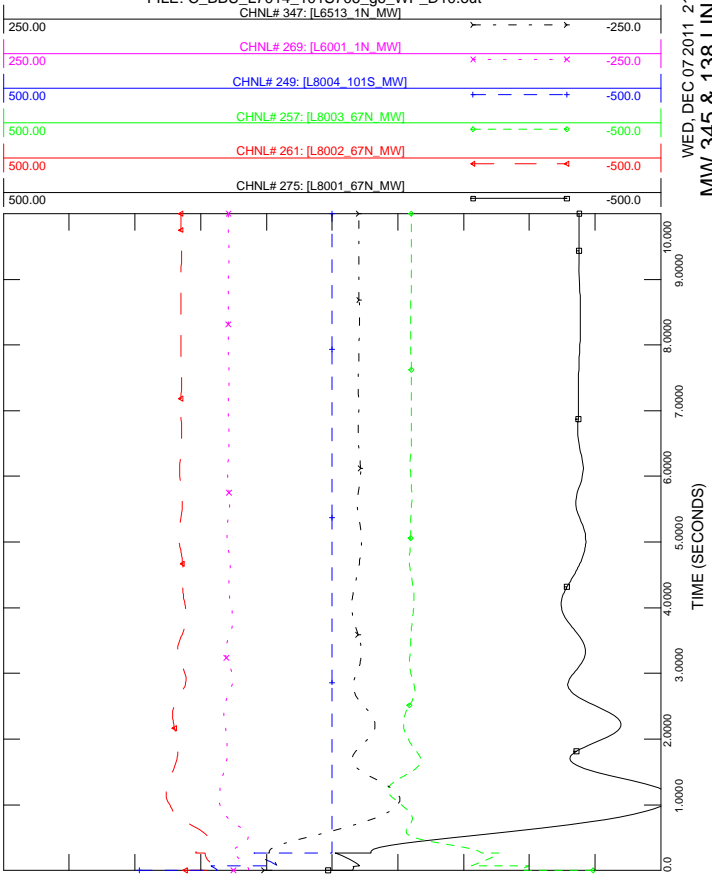
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FILE: C_BBU_L7014_101S706_g6_WP_D10.out



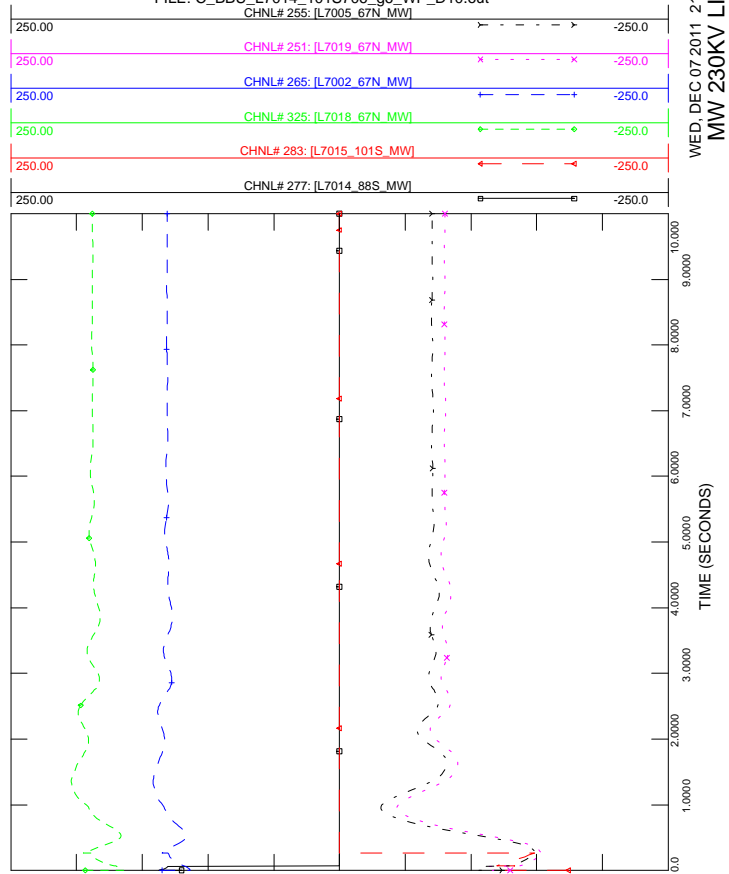
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

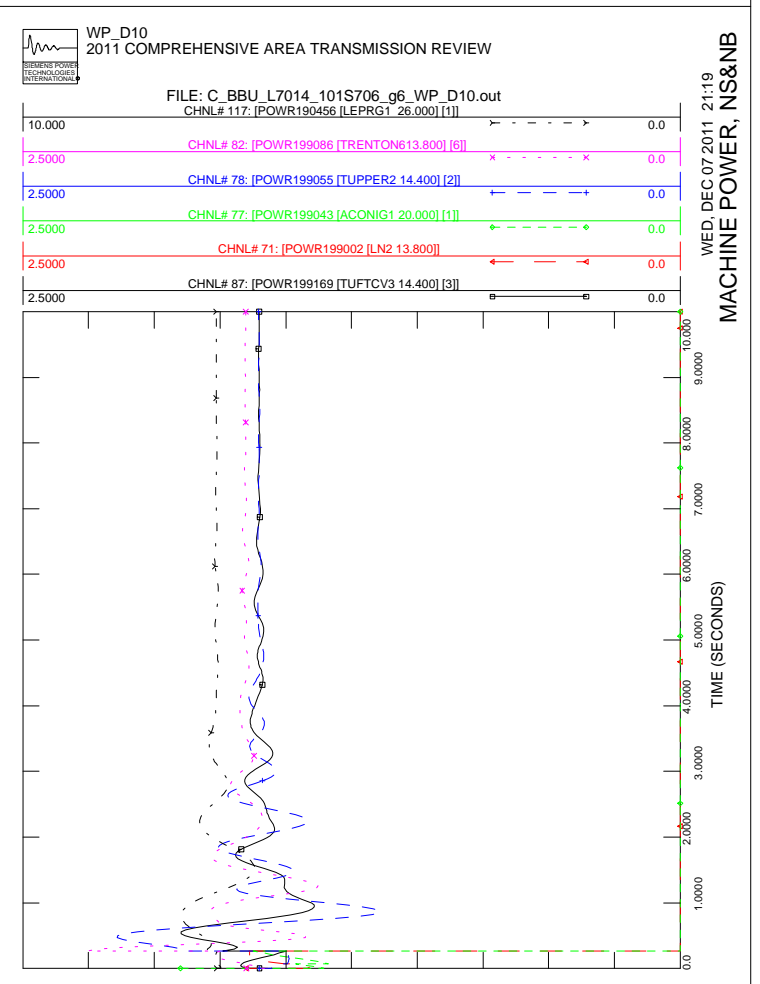
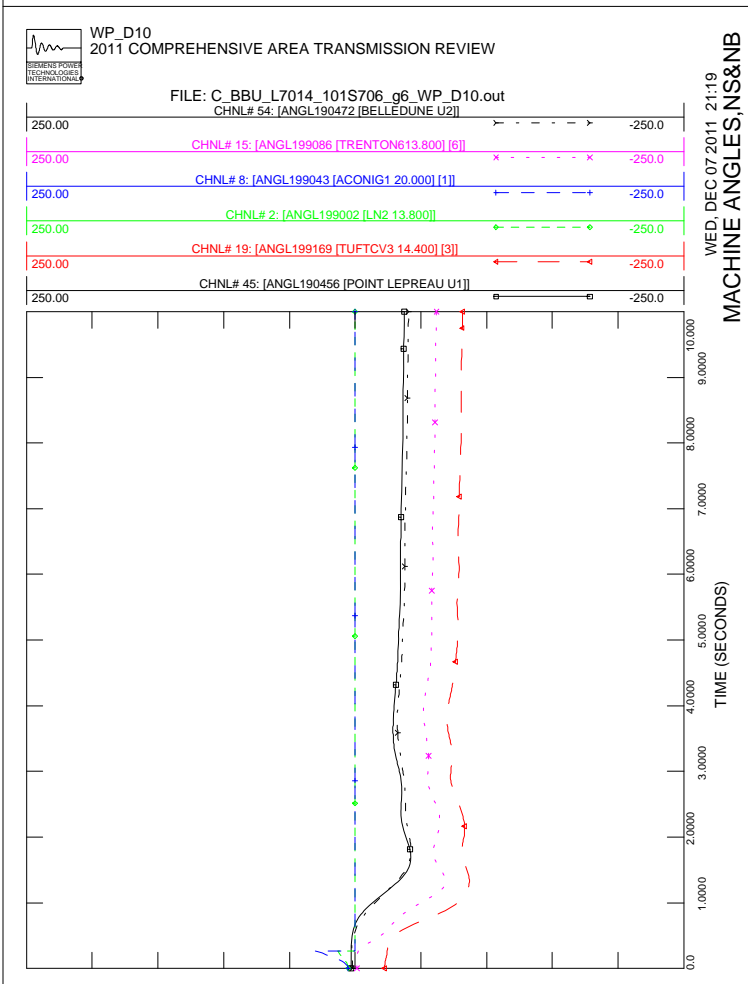
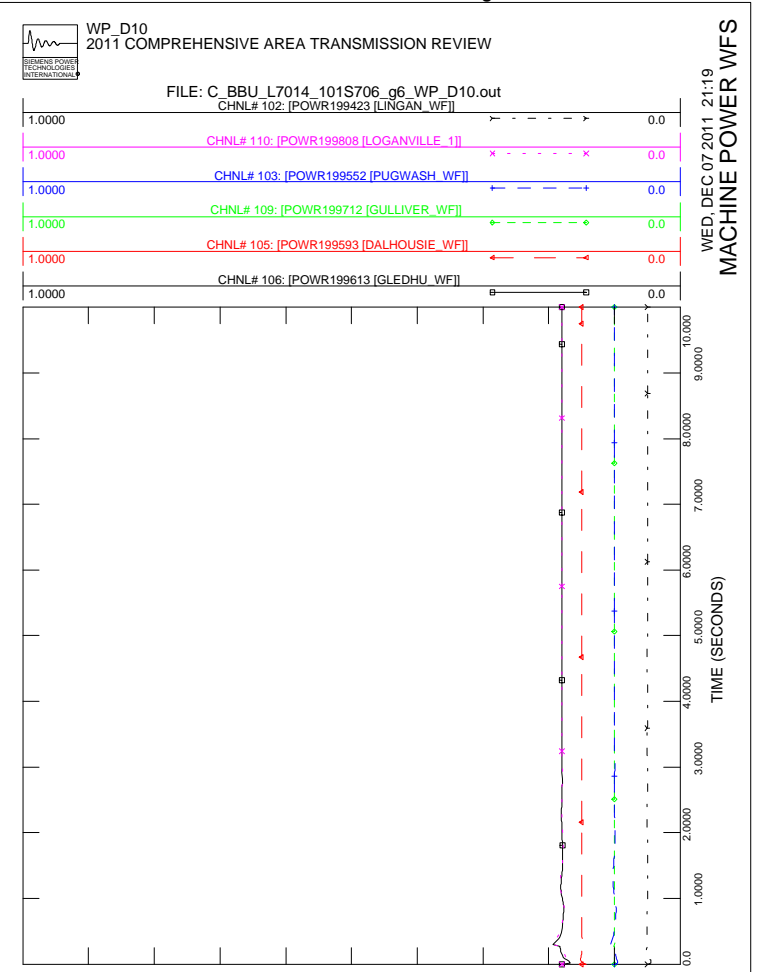
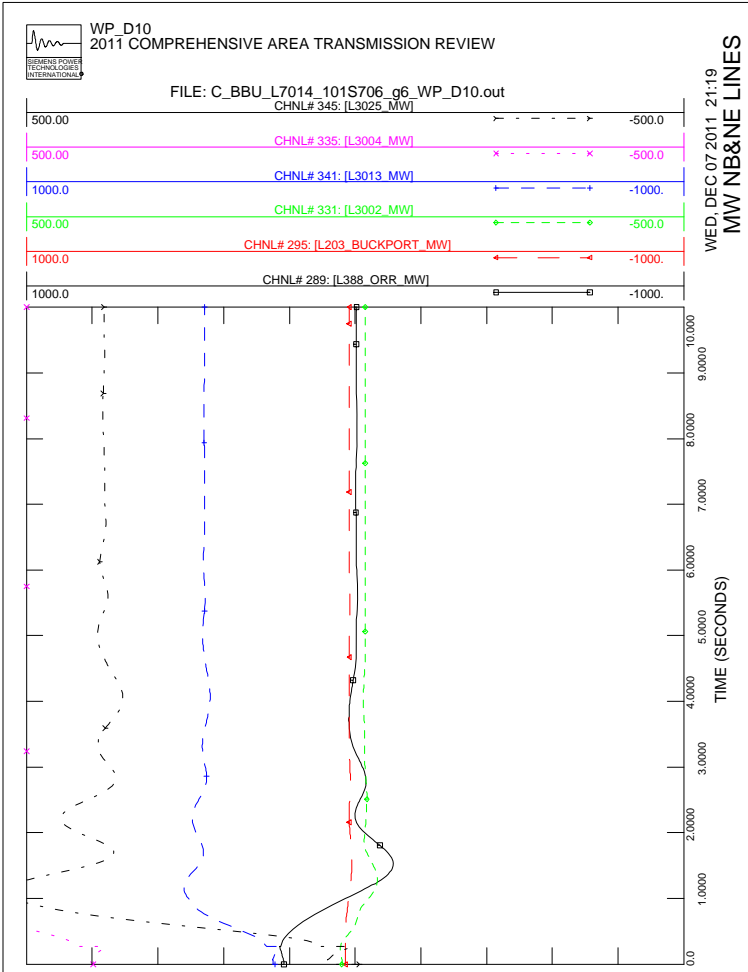
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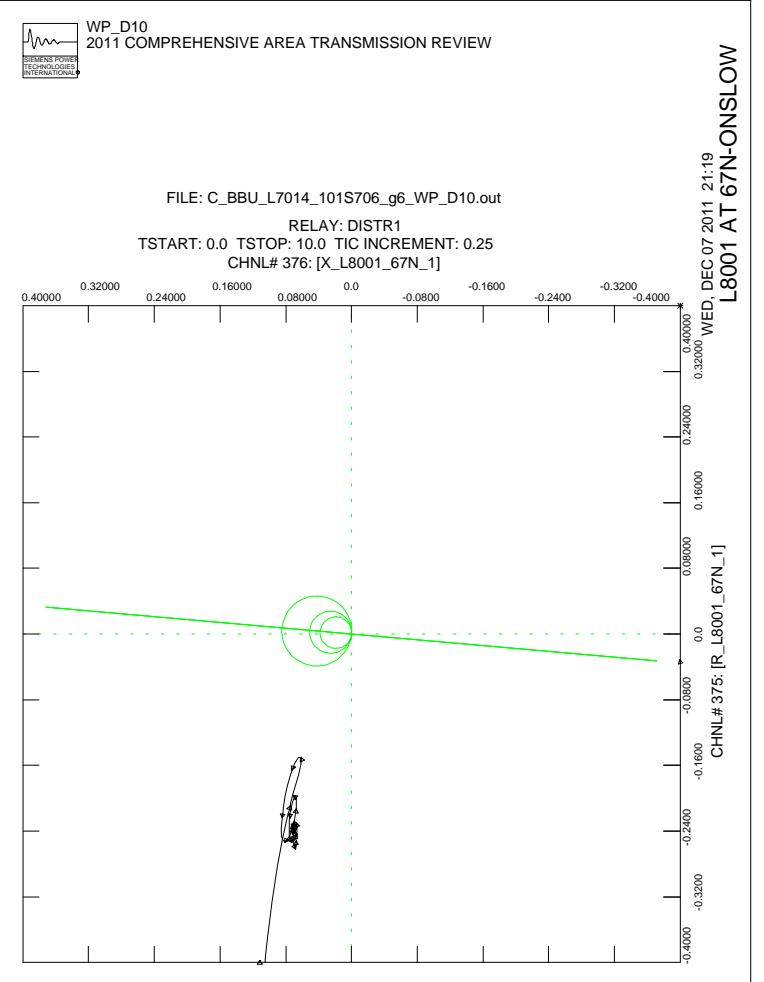
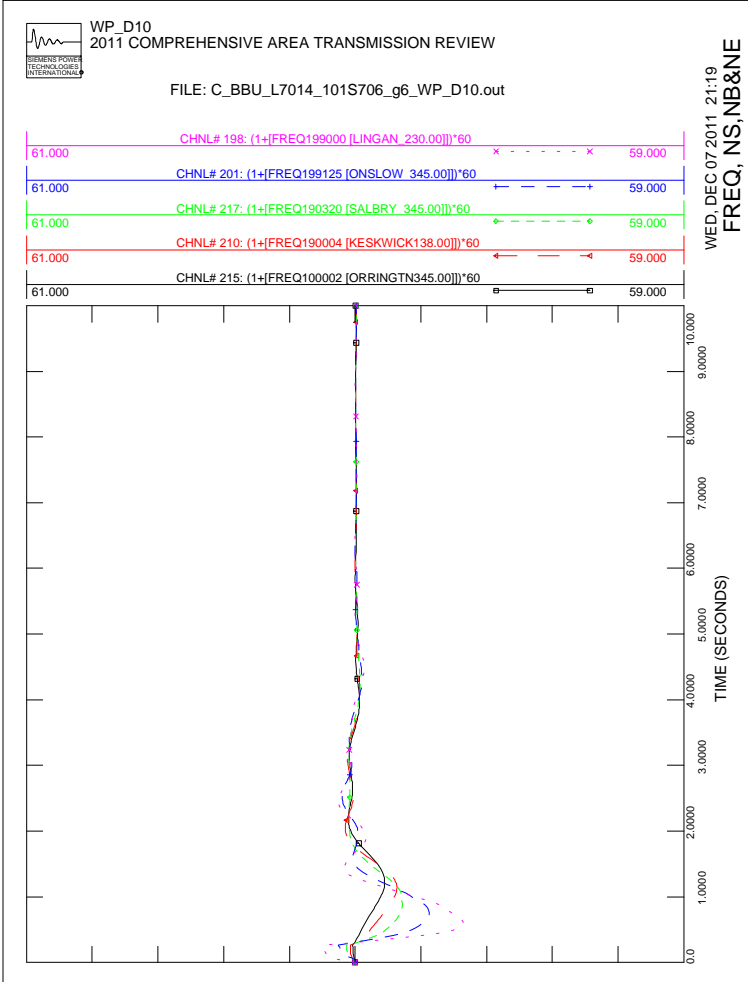
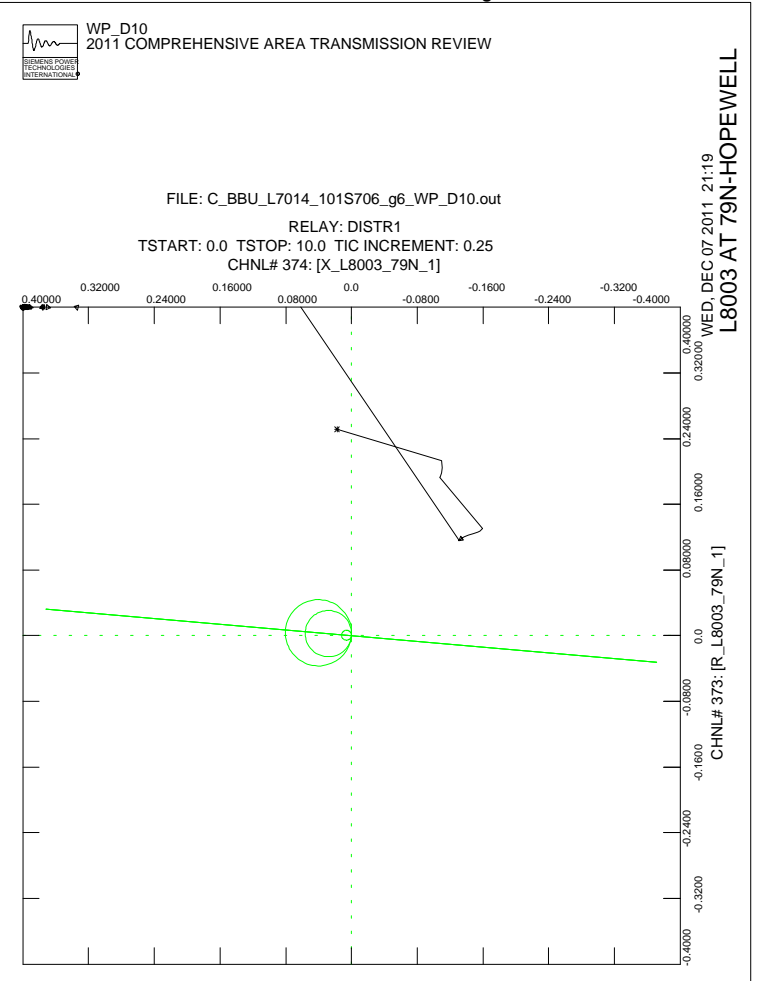
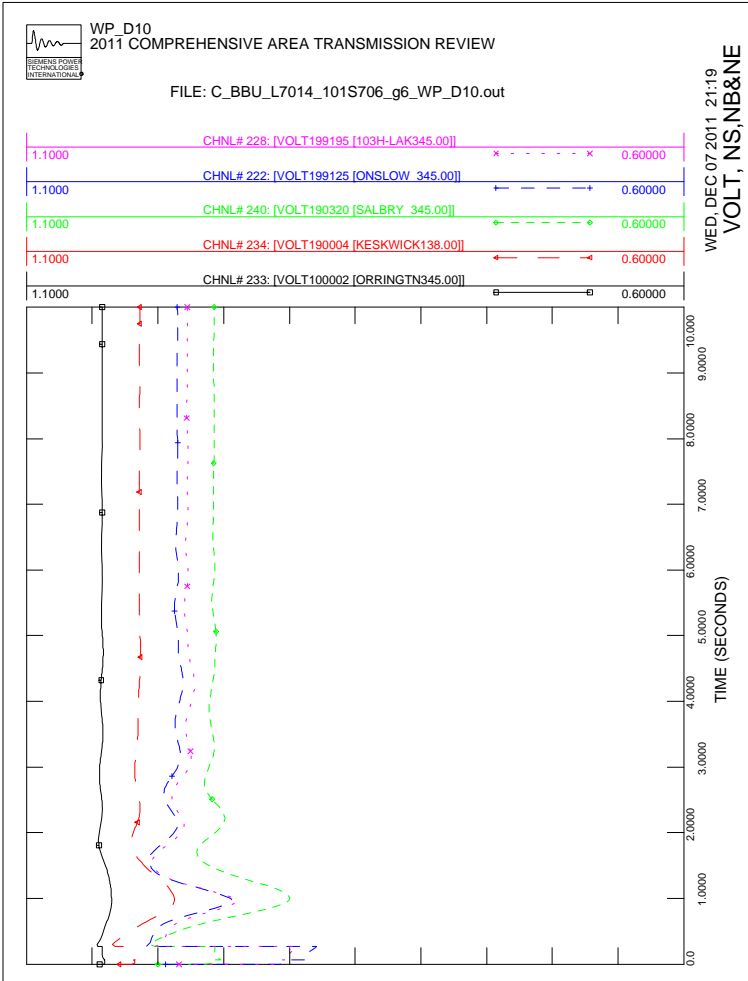


WP_D10
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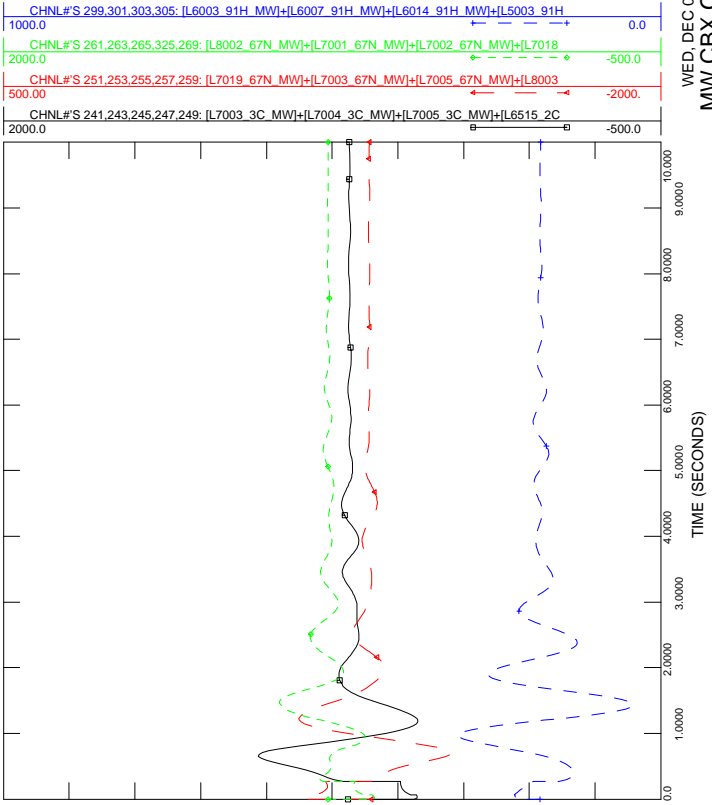






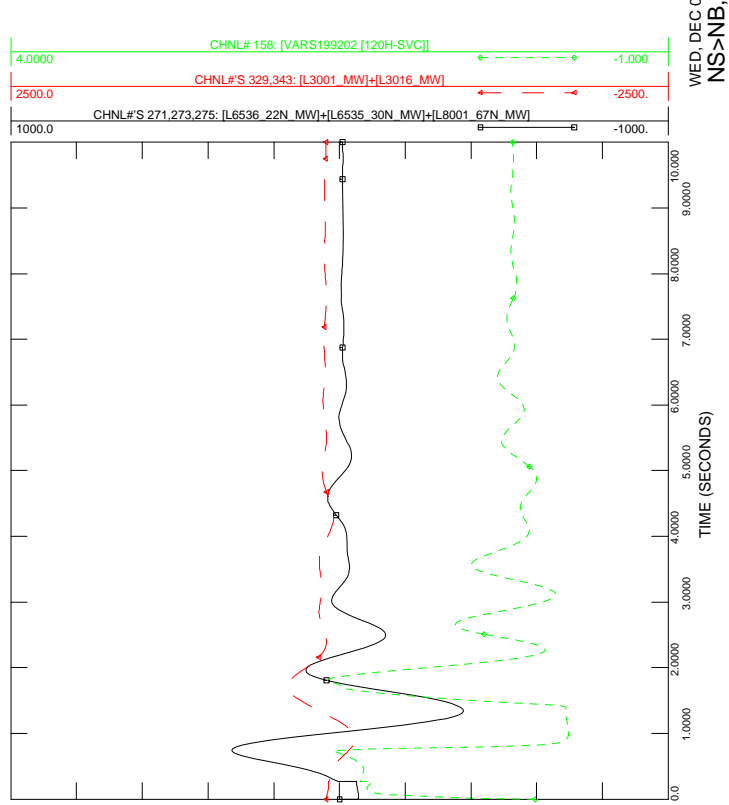
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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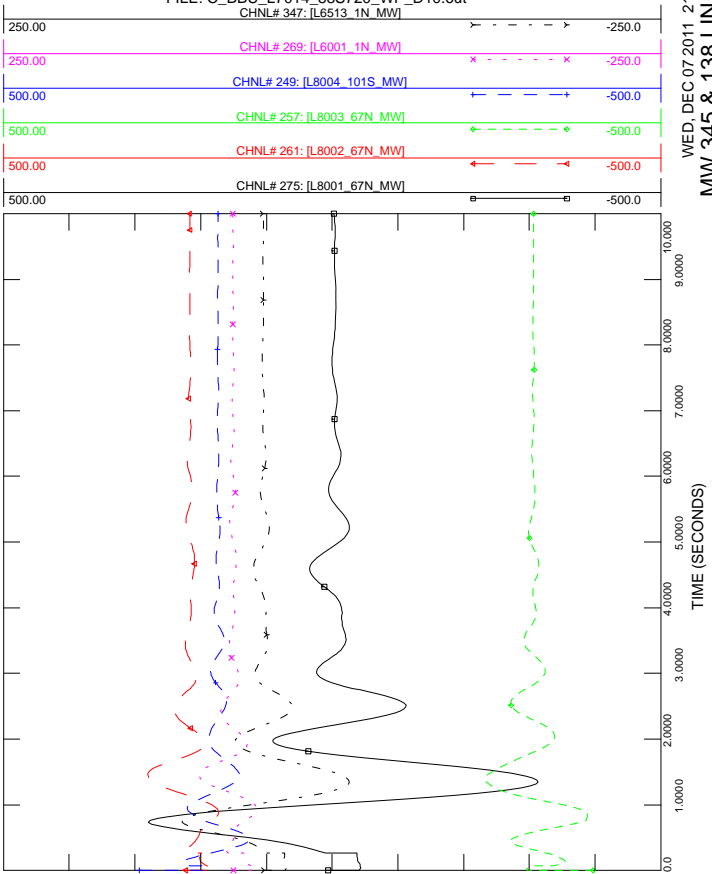
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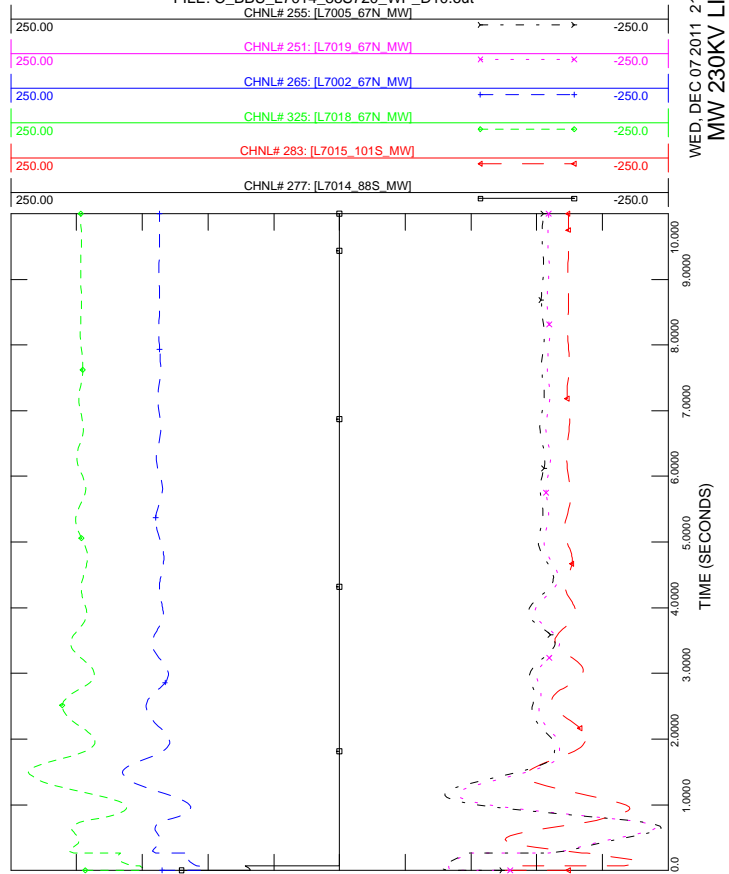
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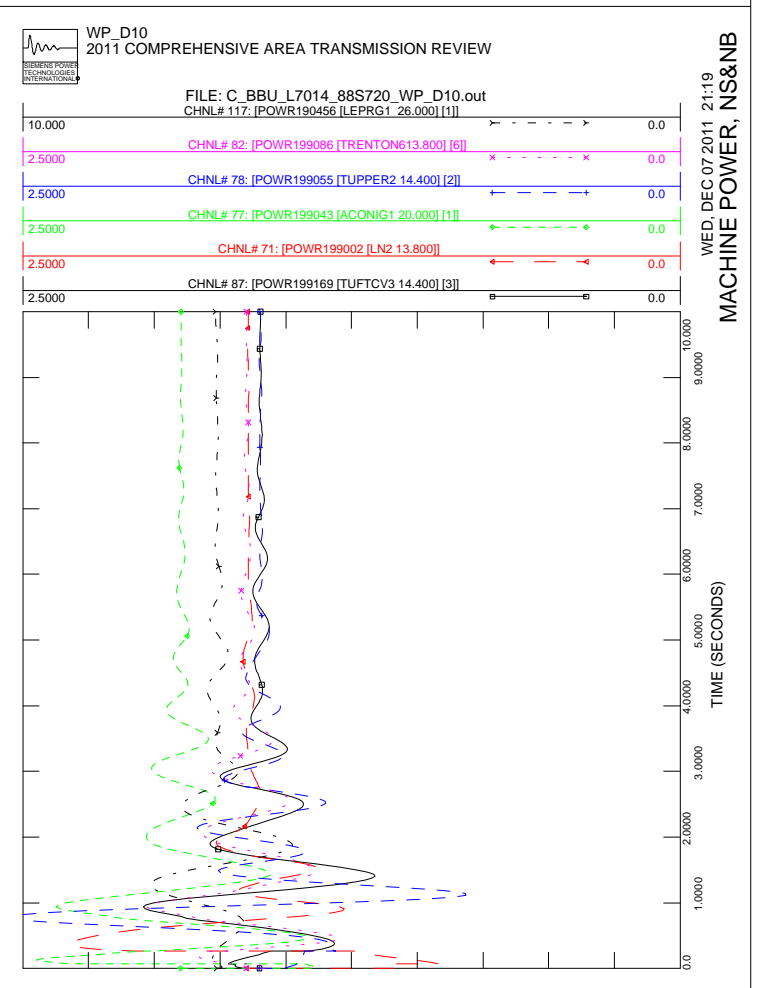
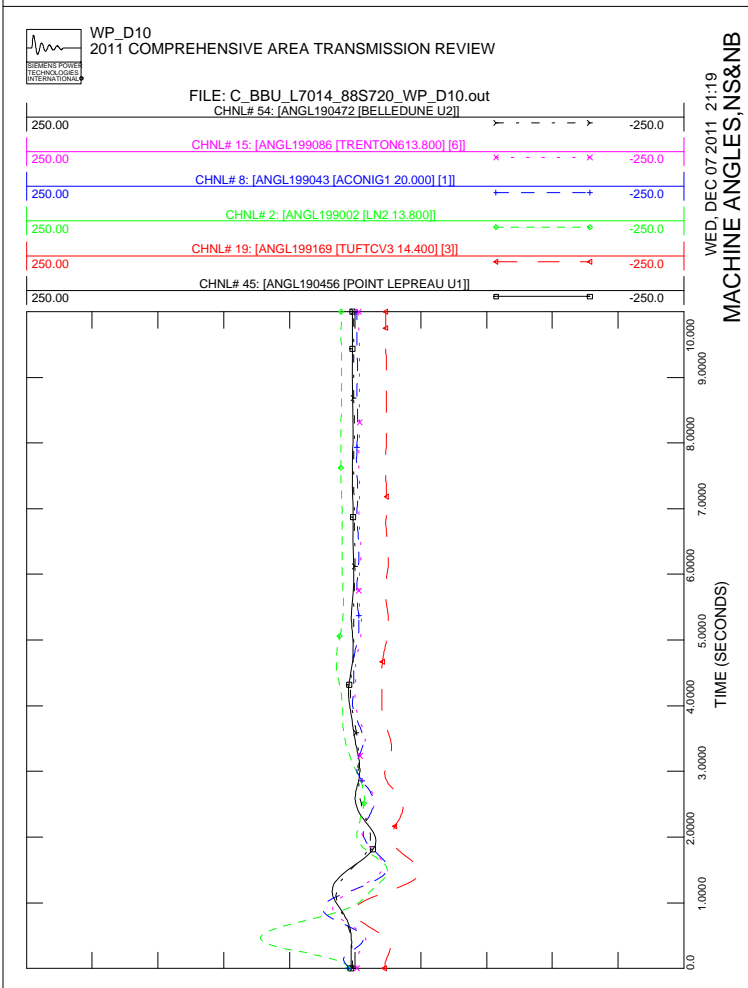
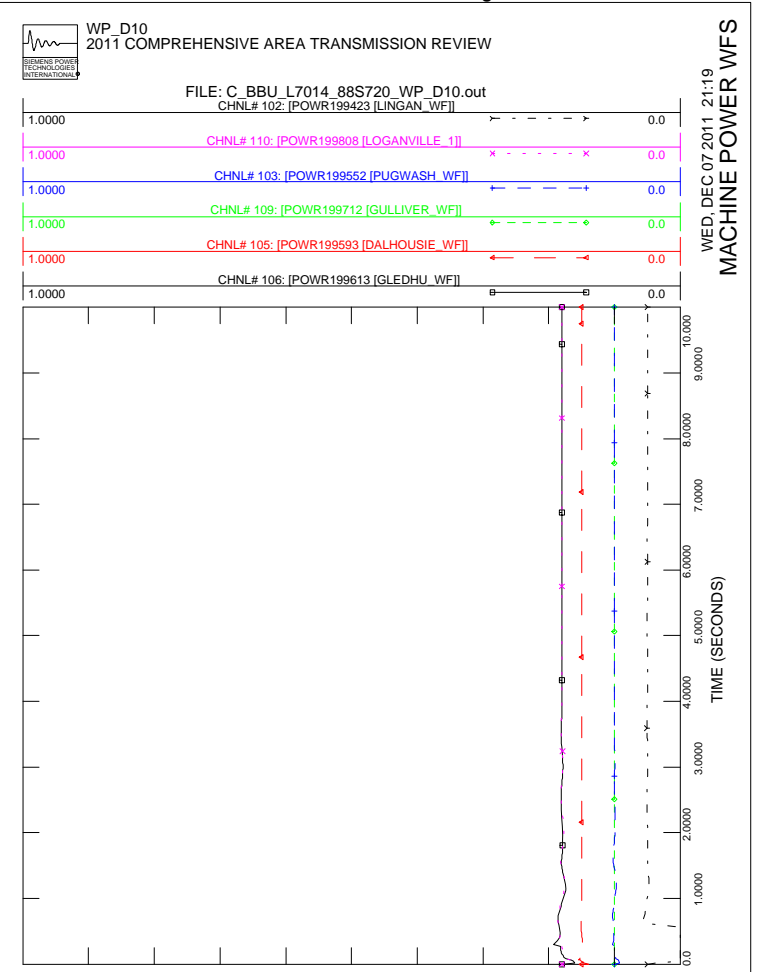
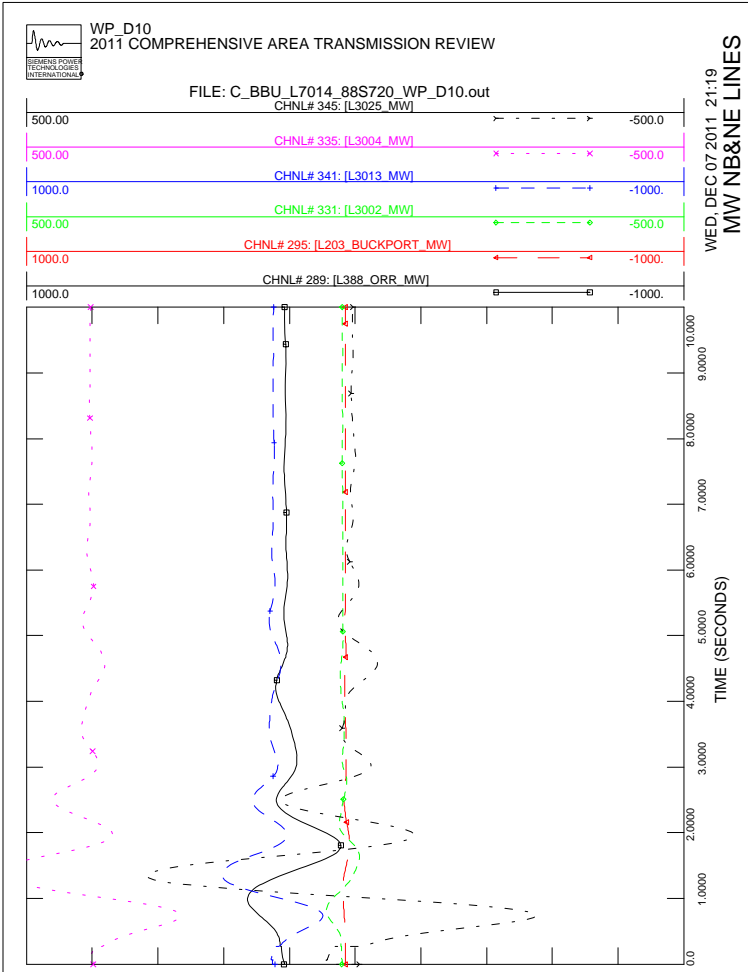
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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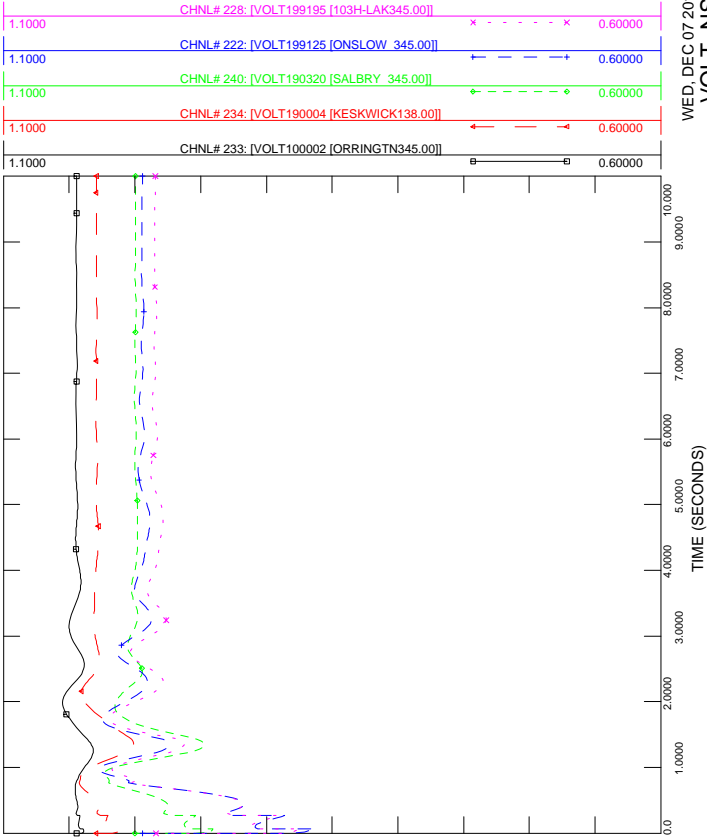






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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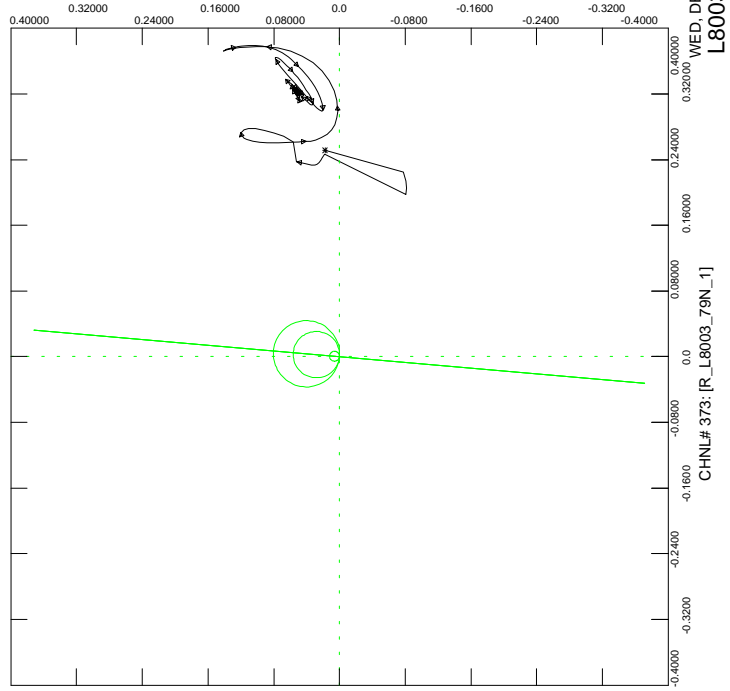
WED, DEC 07 2011 21:19
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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CHNL# 374: [X_L8003_79N_1]

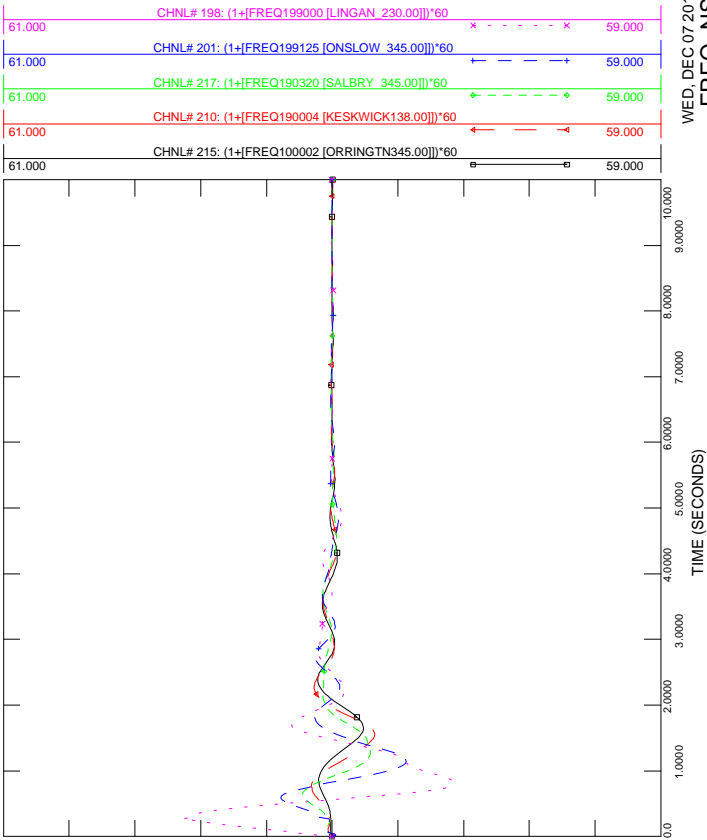


WED, DEC 07 2011 21:19
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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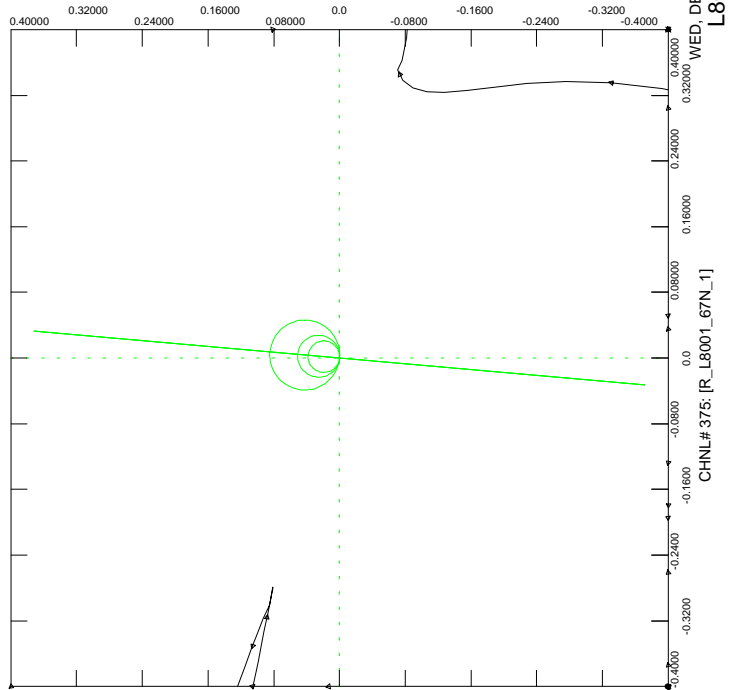
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FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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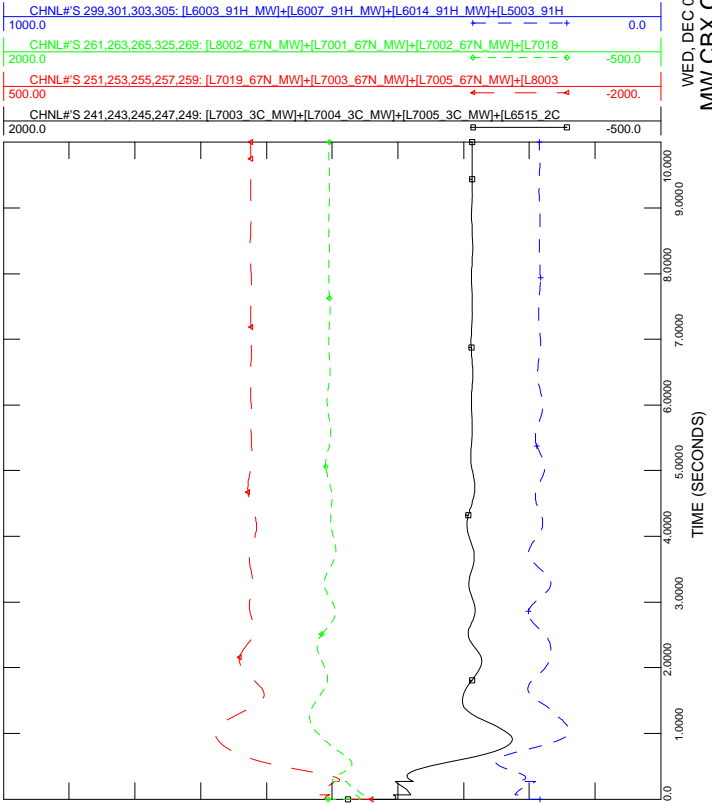


WED, DEC 07 2011 21:19
L8001 AT 67N-ONSLow



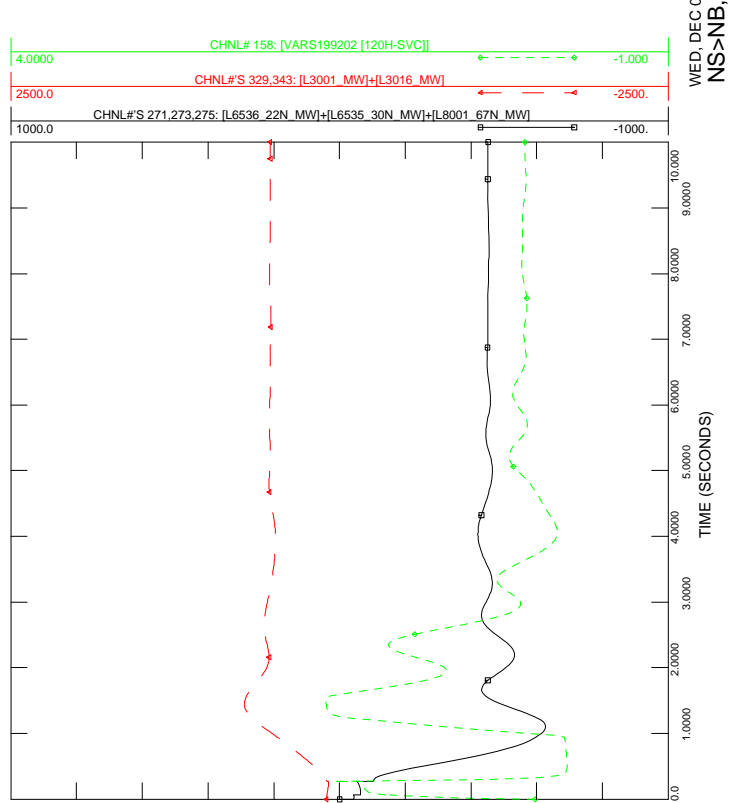
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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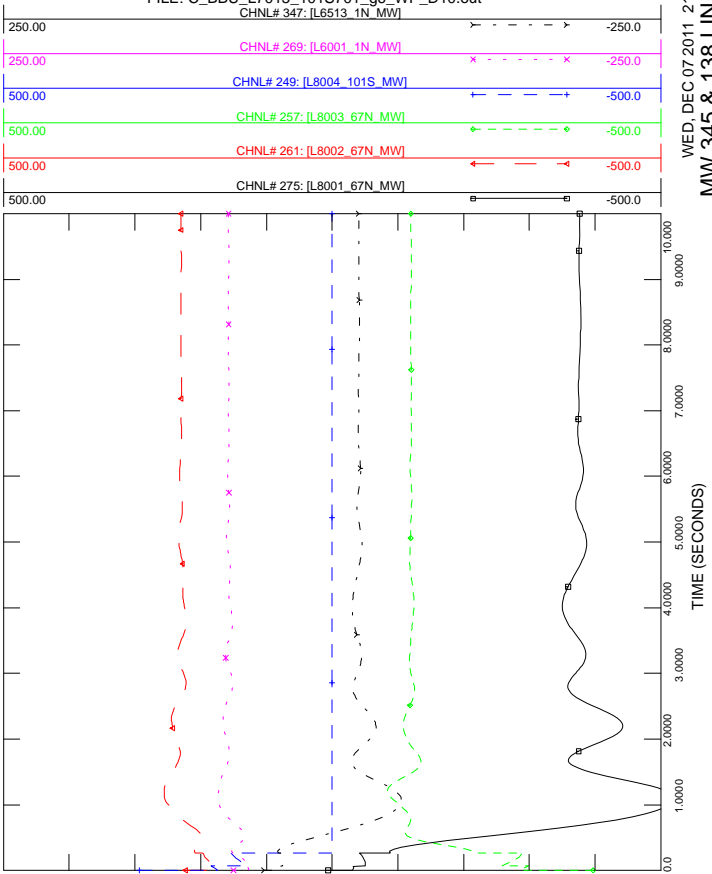
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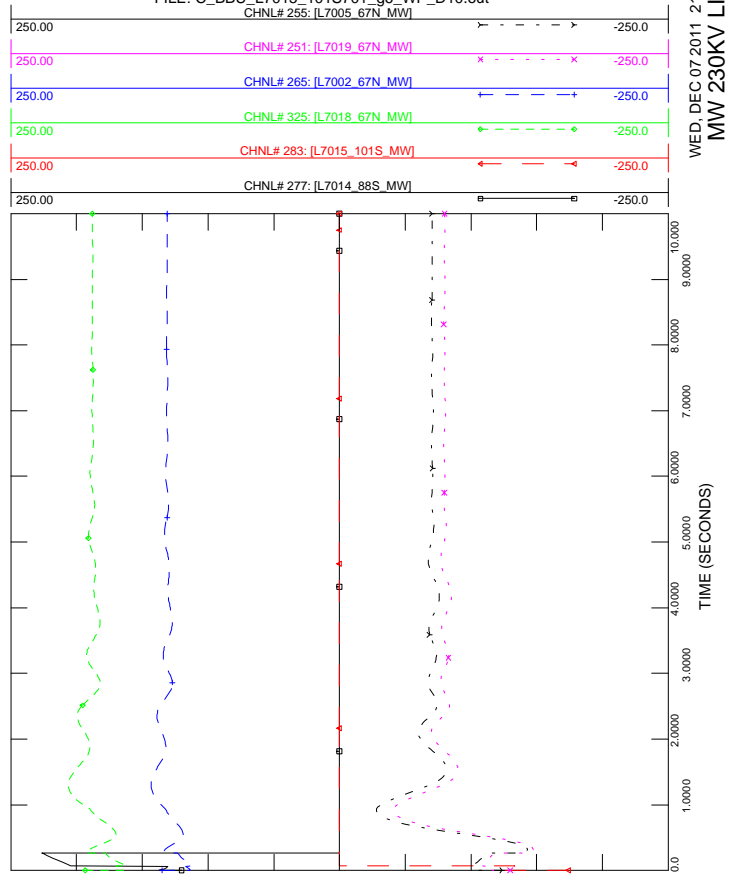
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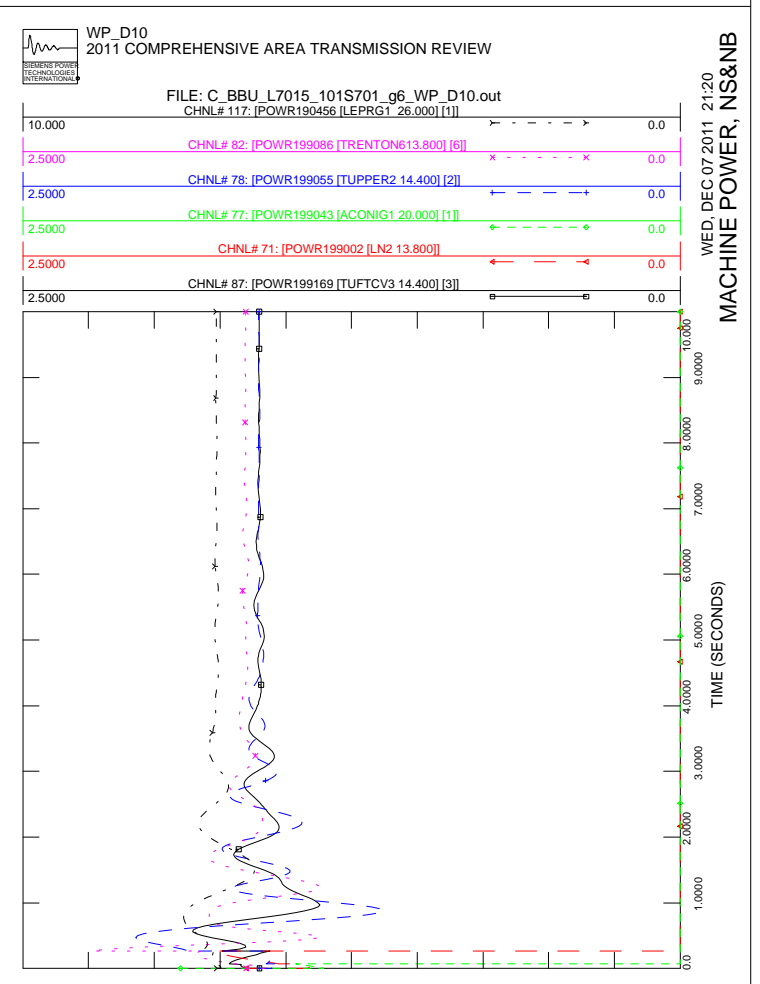
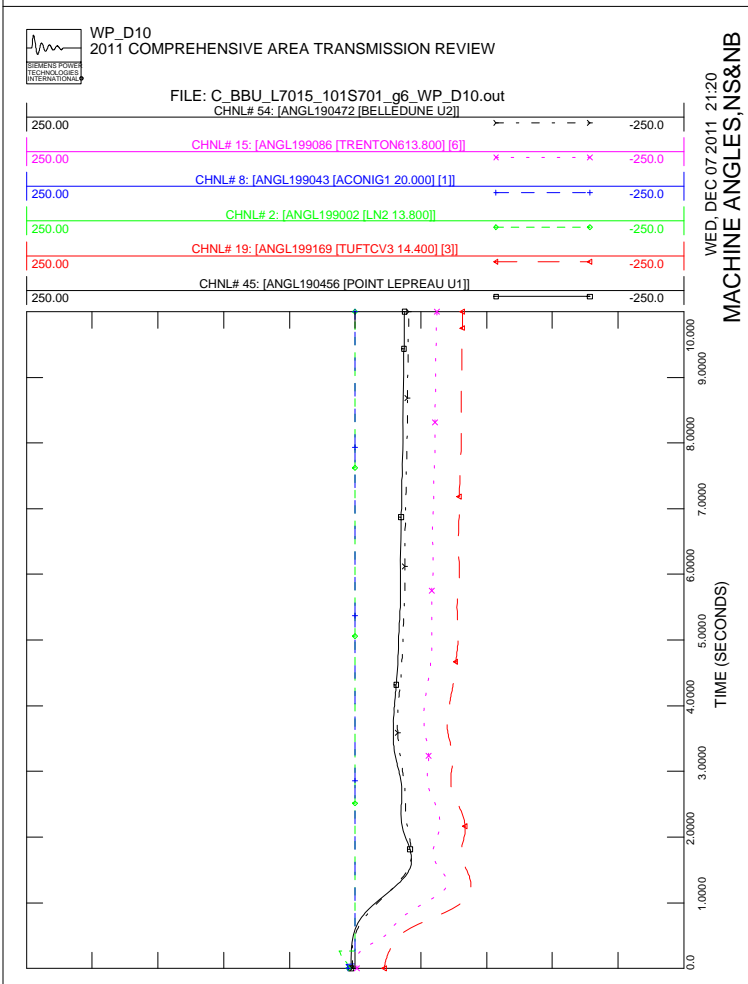
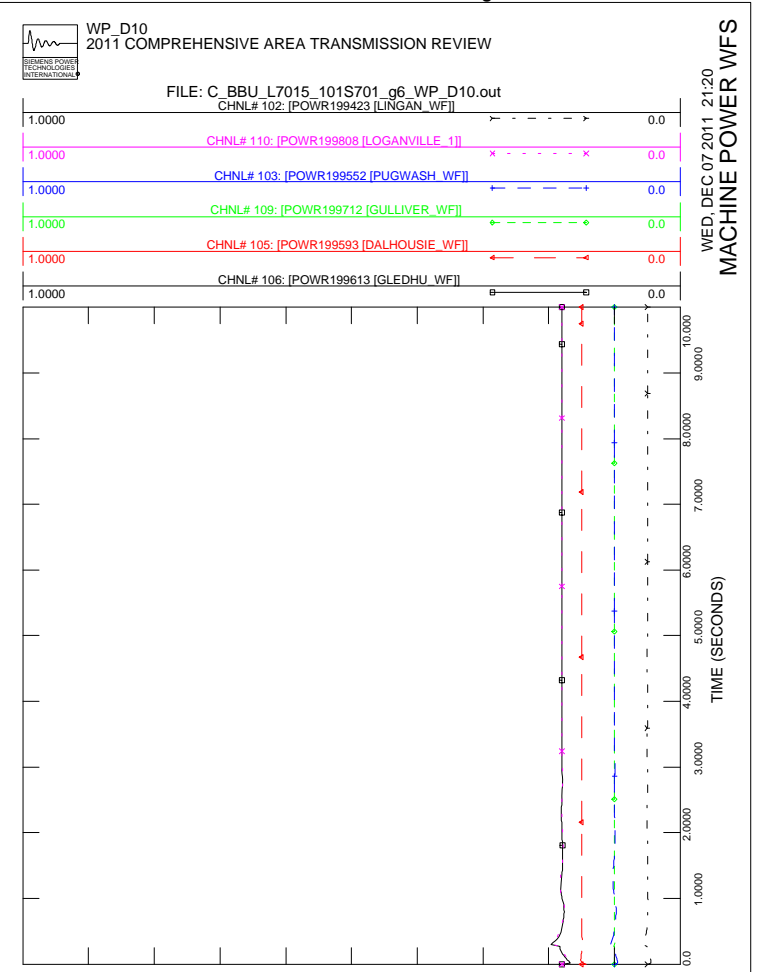
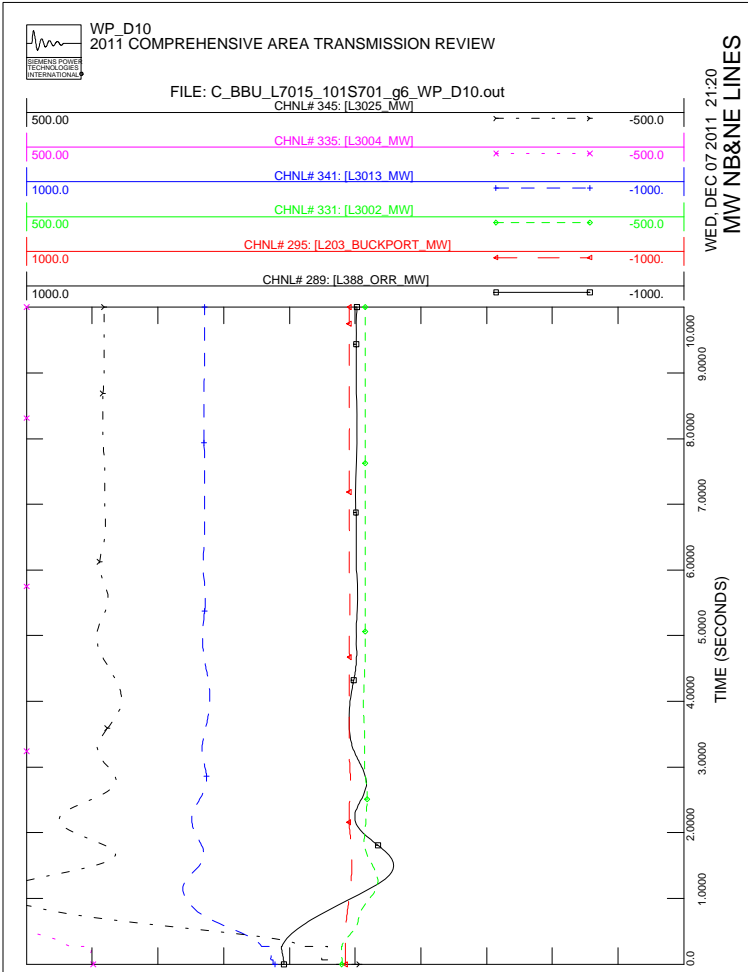
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g6_WP_D10.out

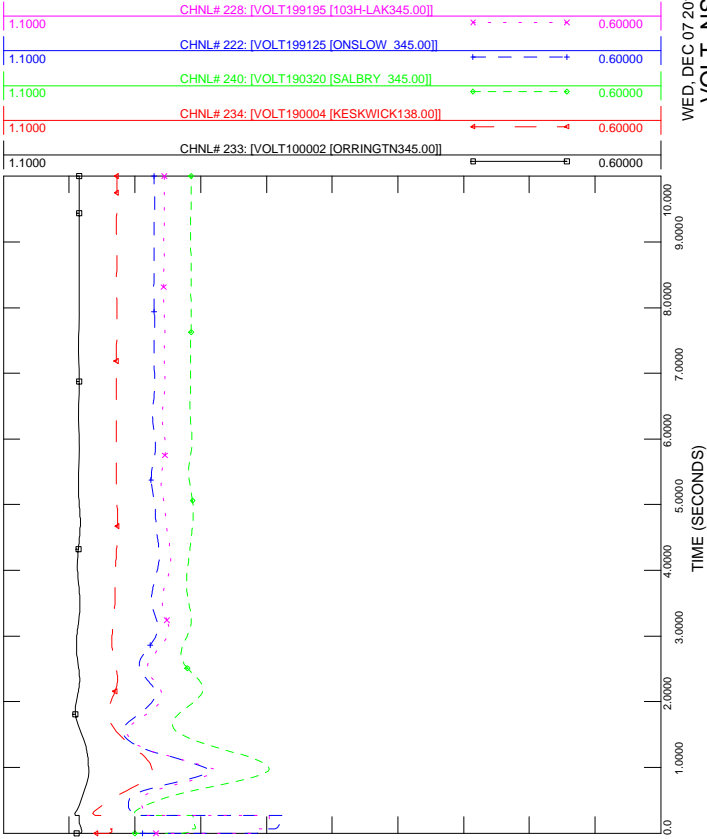






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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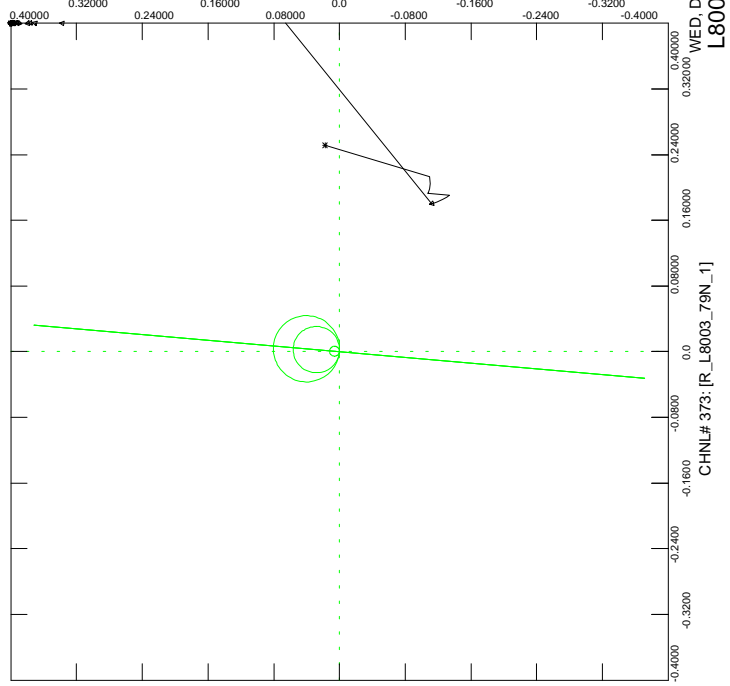


WED, DEC 07 2011 21:20
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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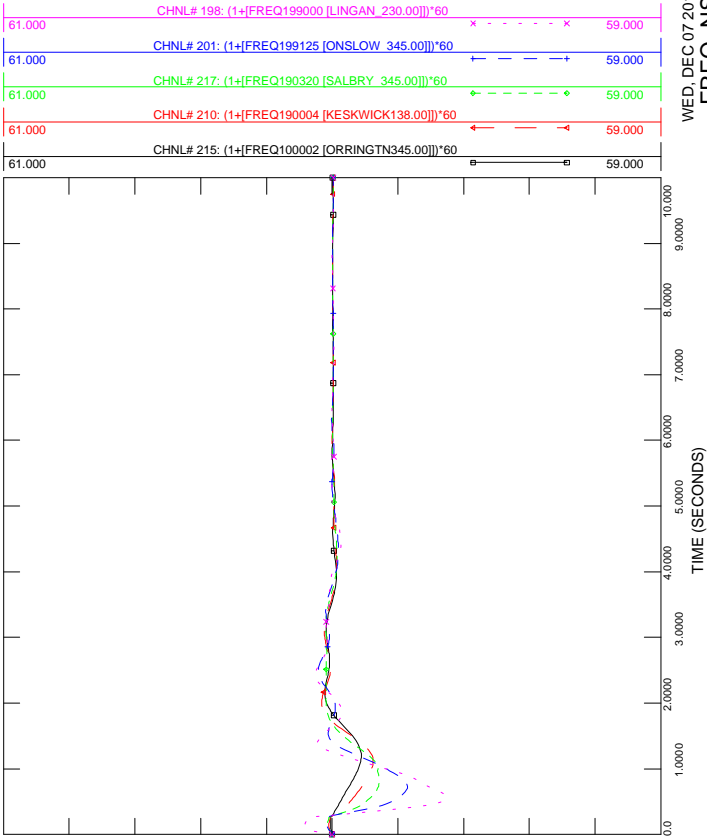


WED, DEC 07 2011 21:20
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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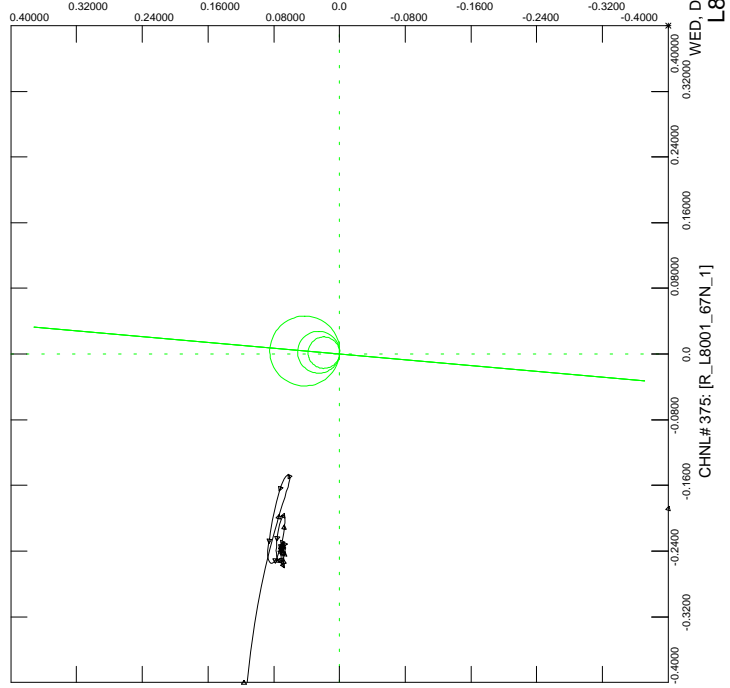


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FREQ, NS, NB&NE

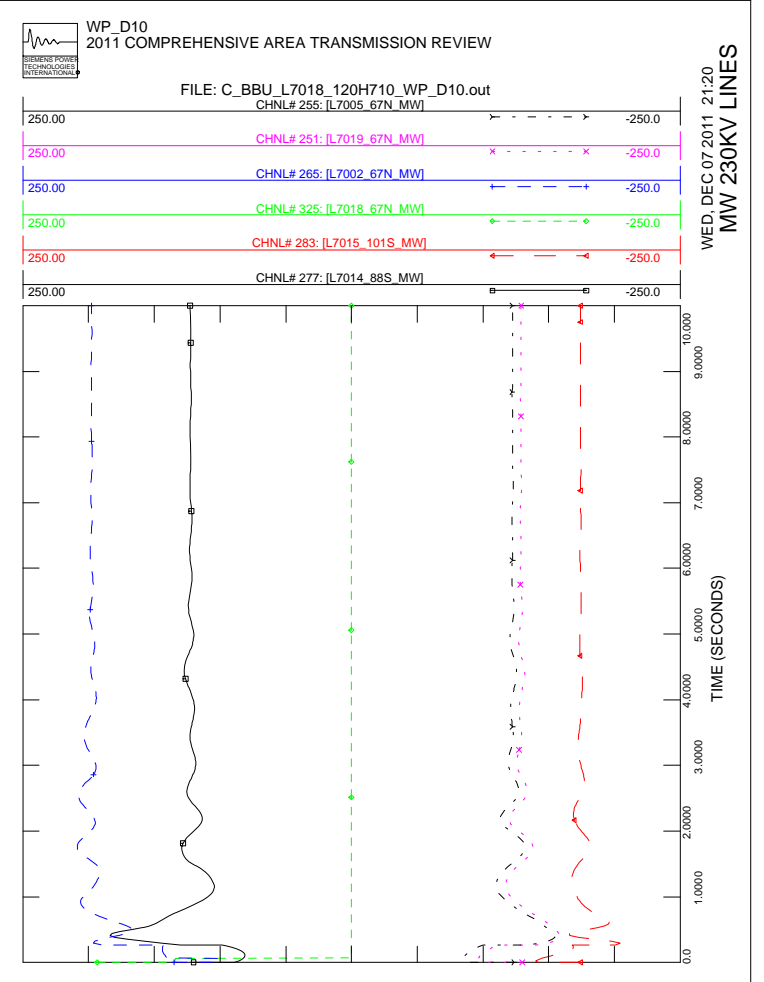
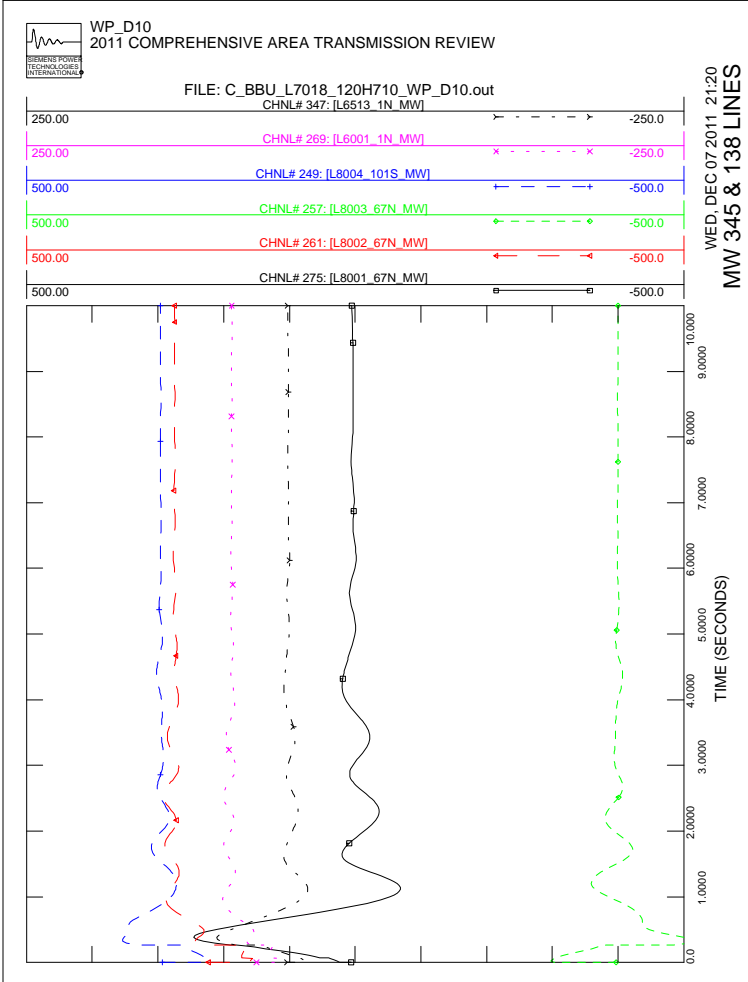
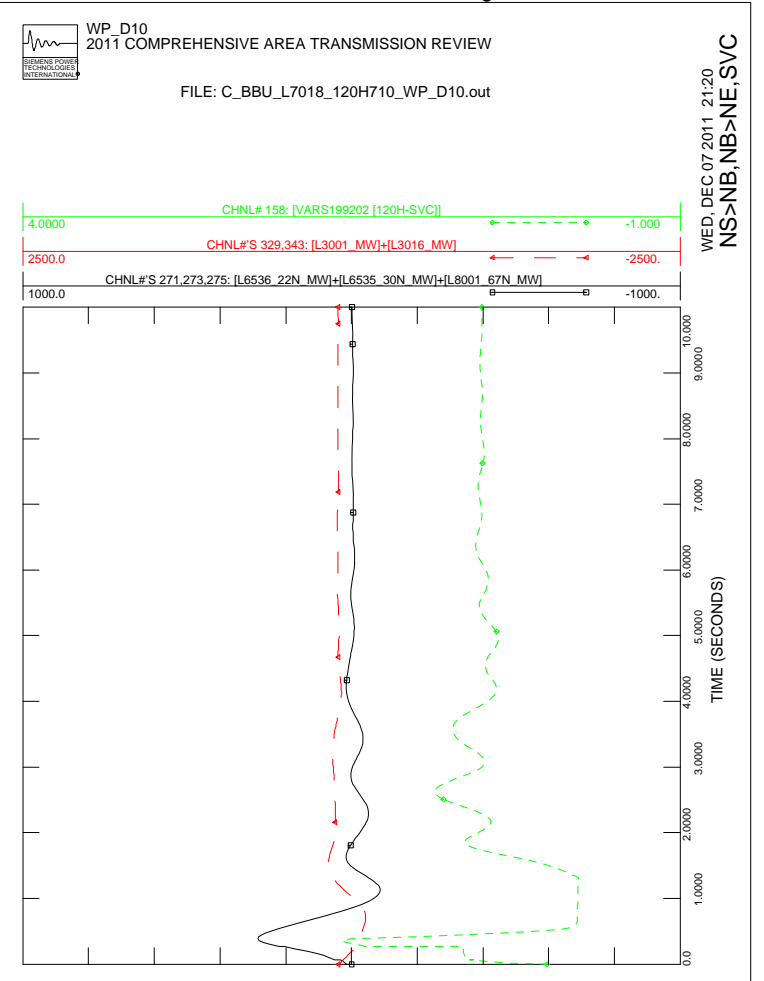
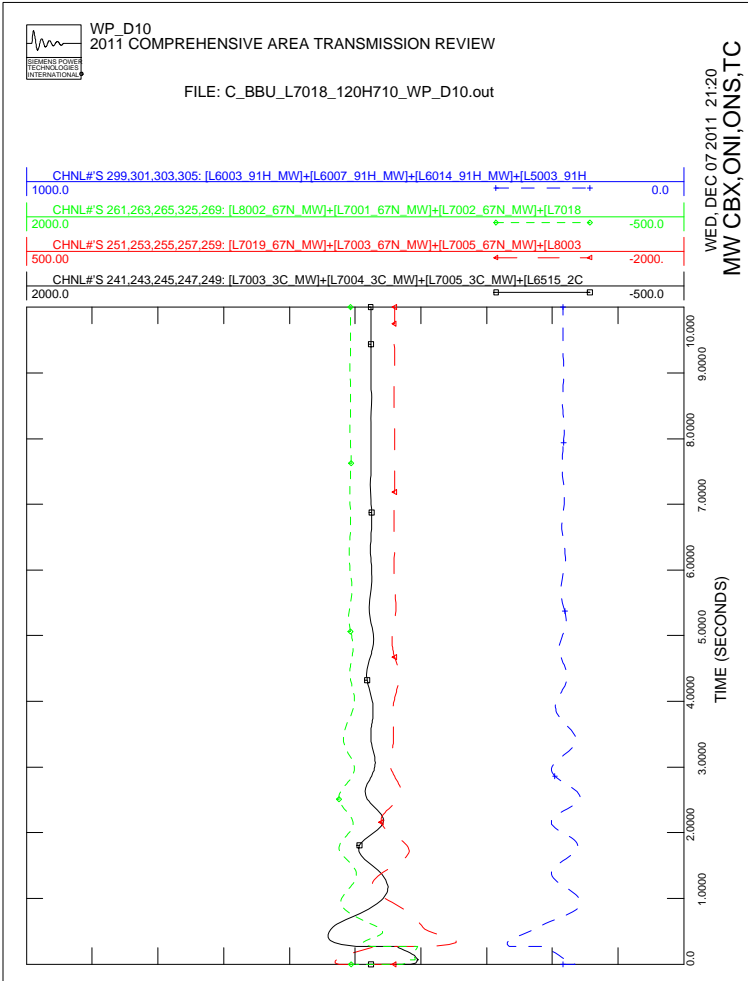


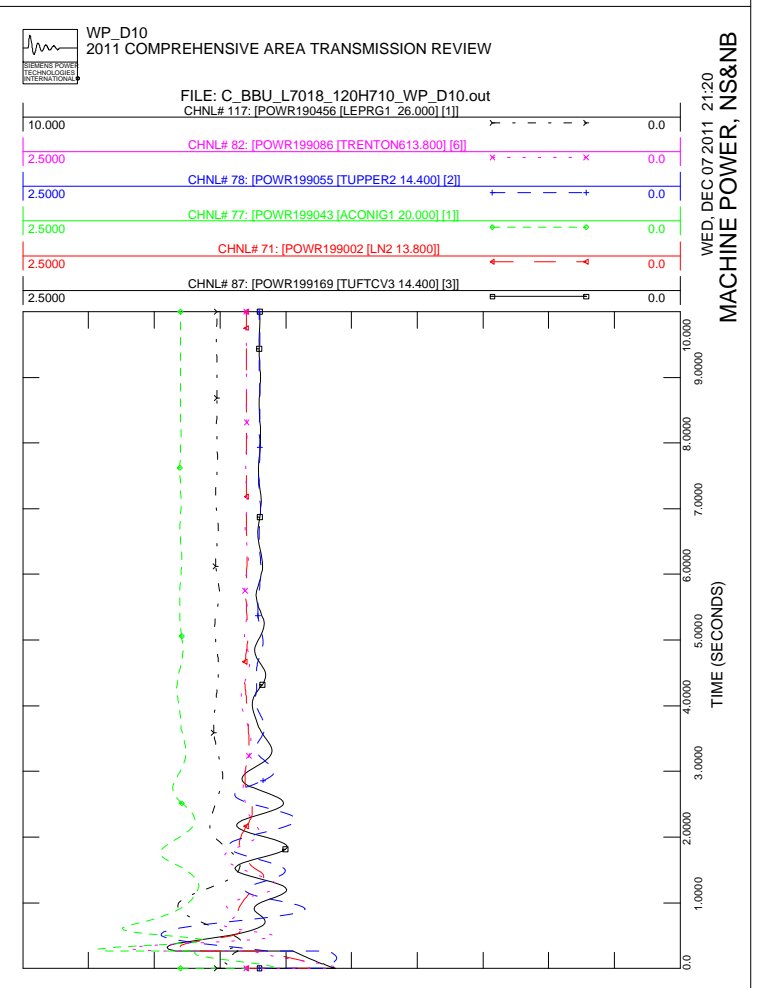
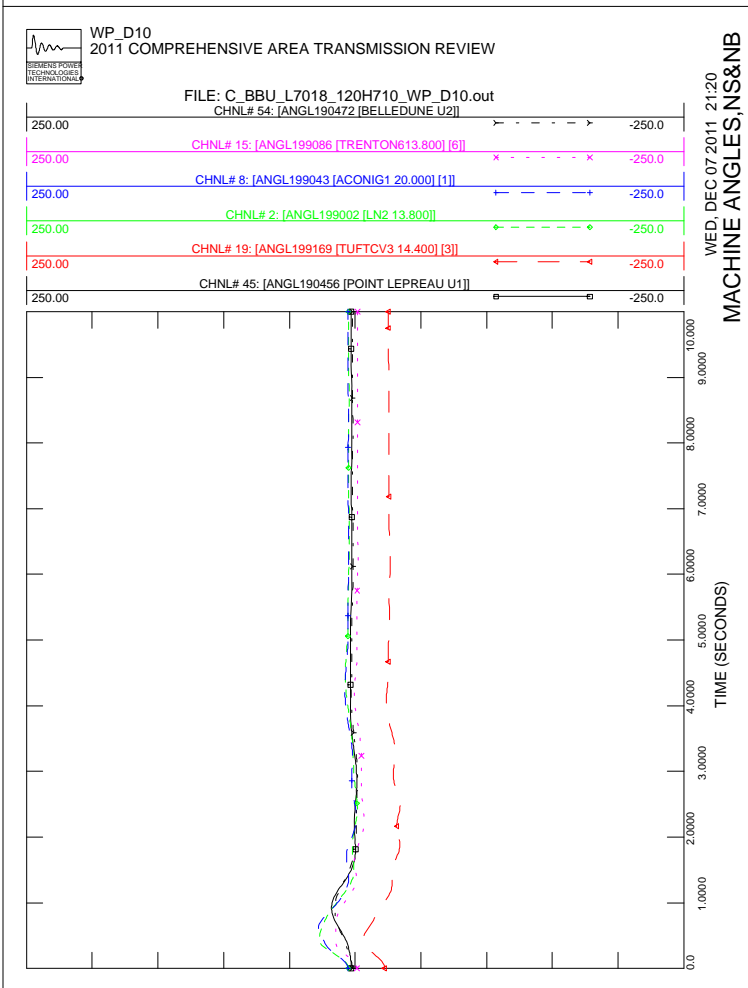
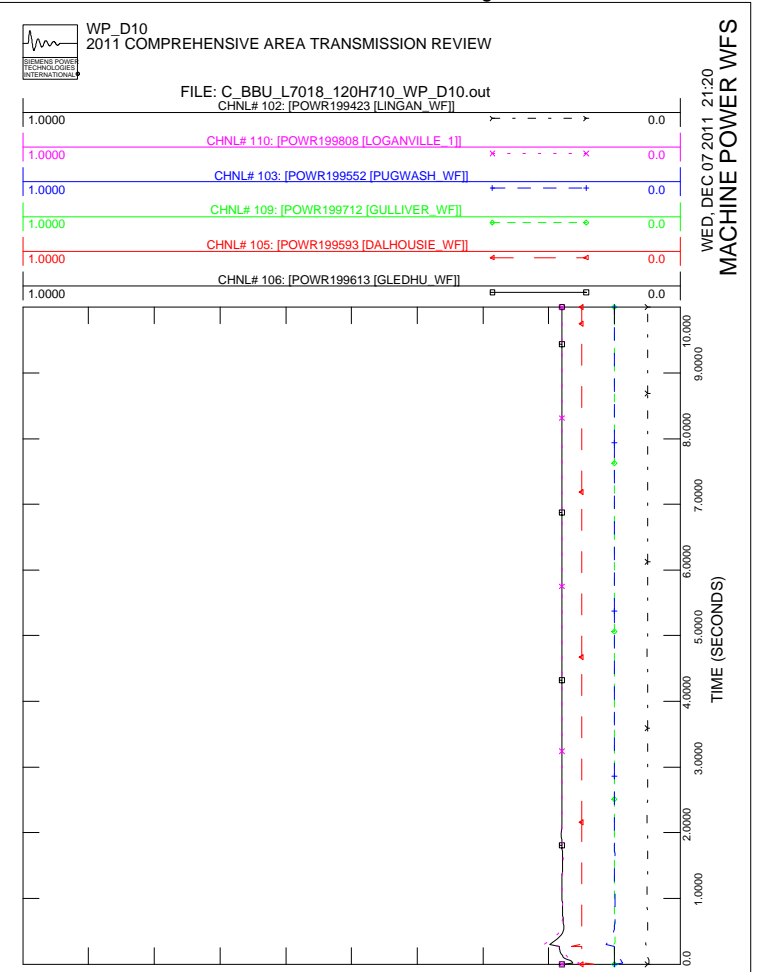
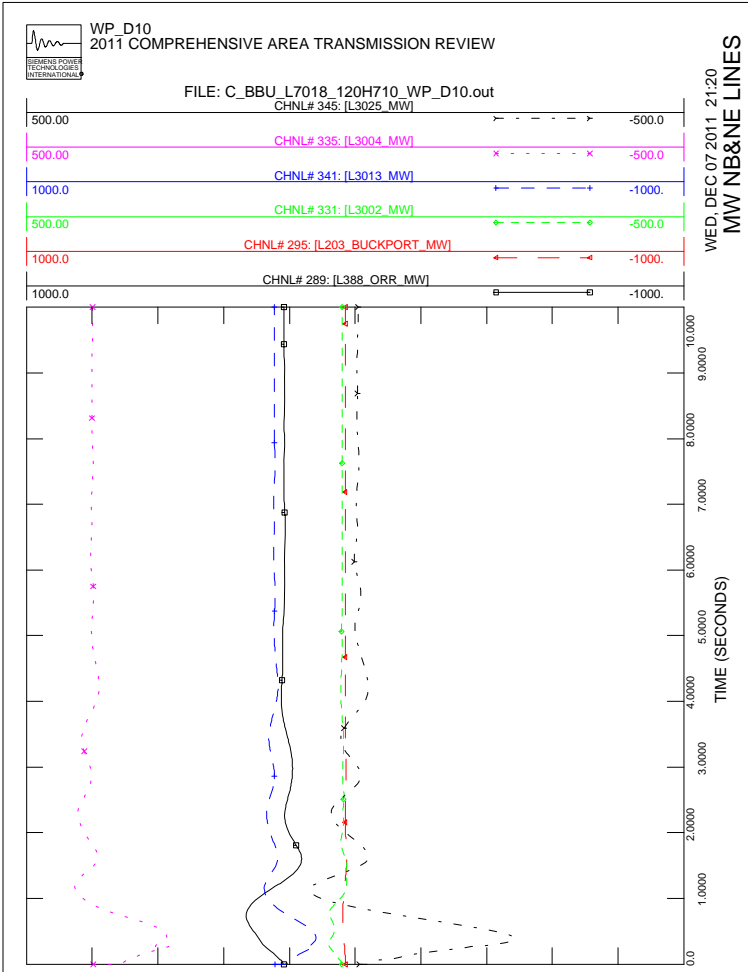
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

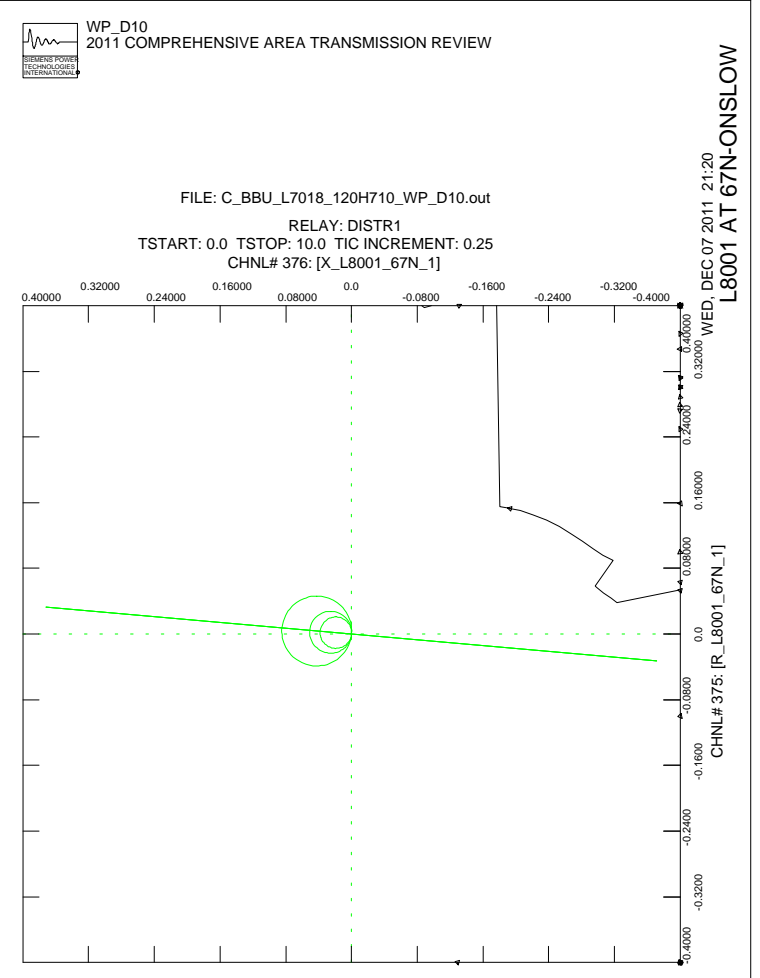
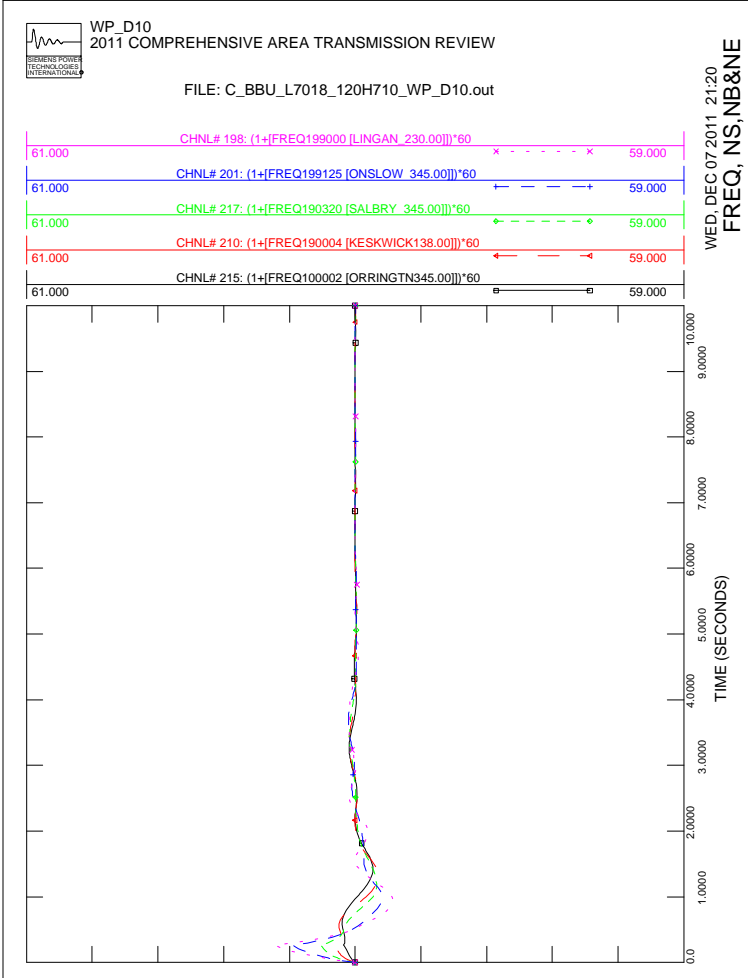
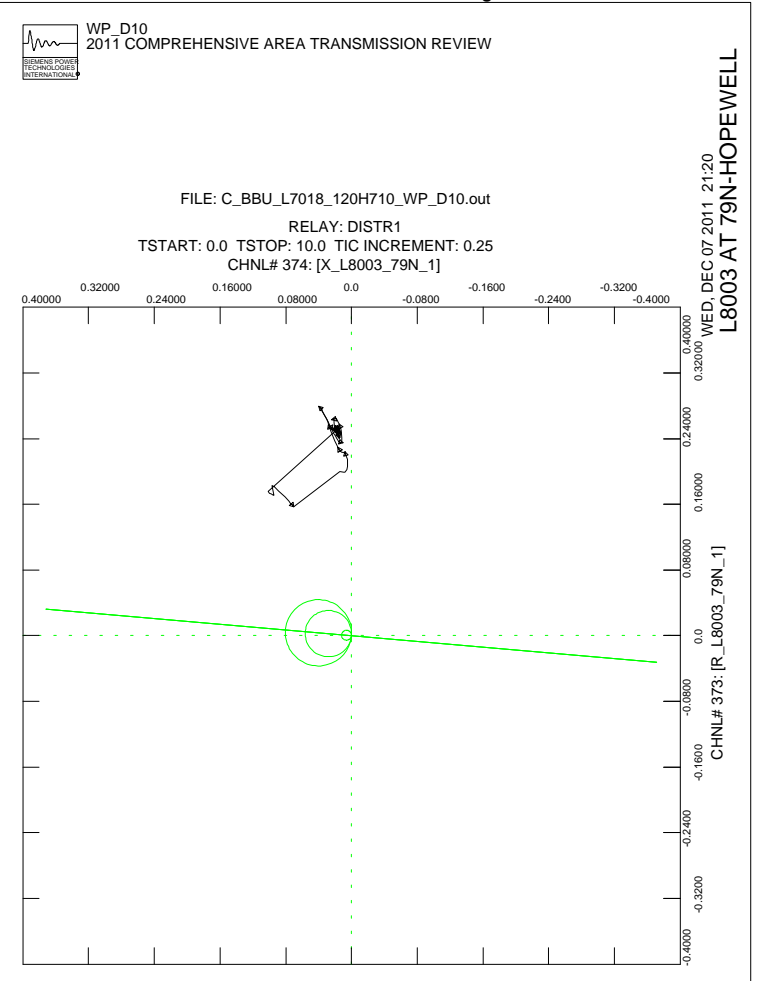
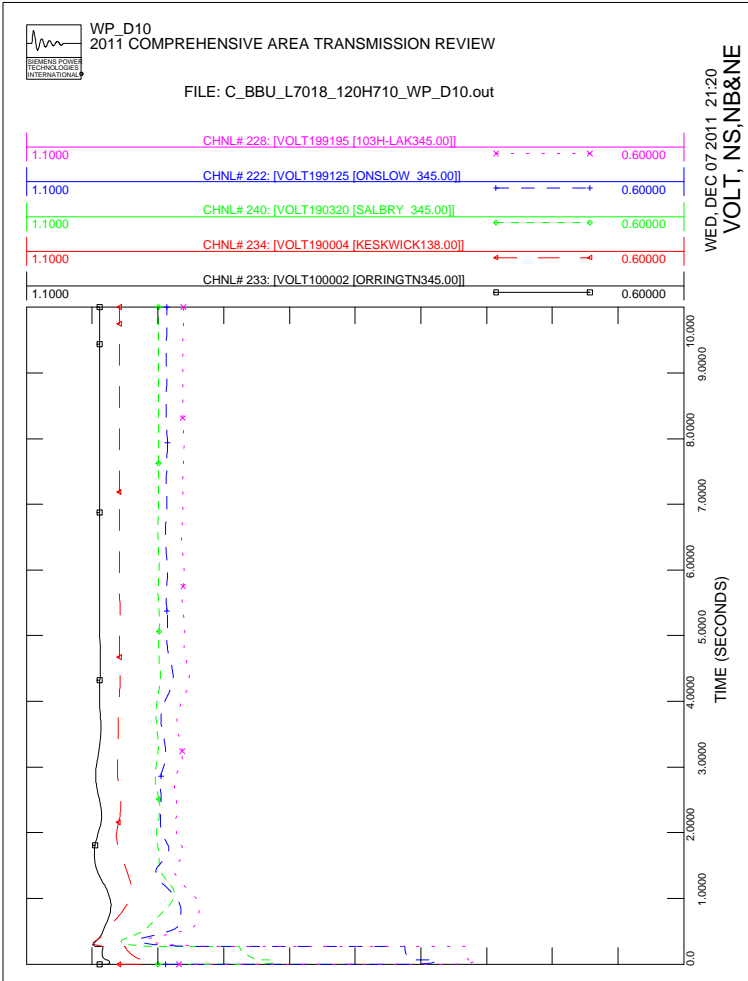
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:20
L8001 AT 67N-ONSLW



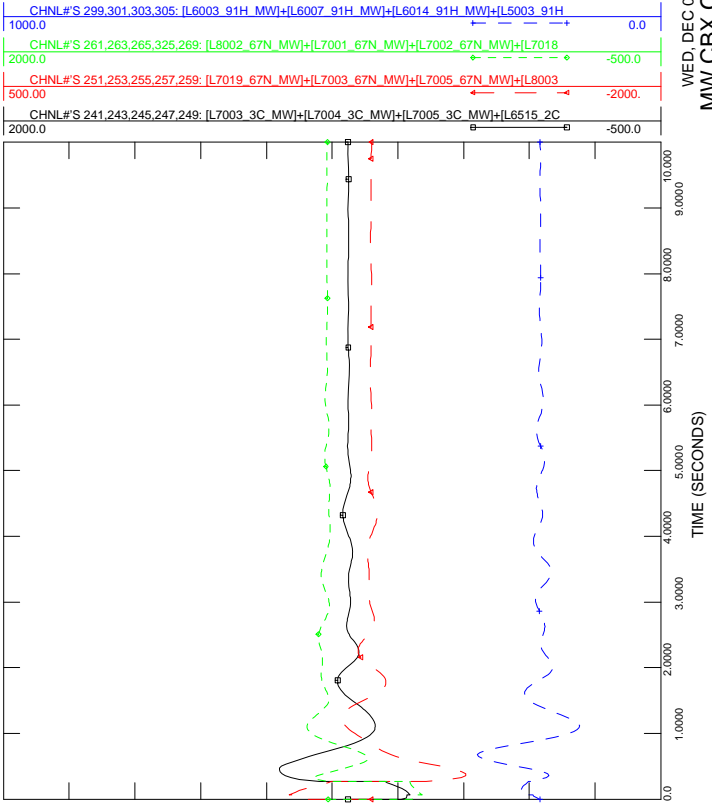






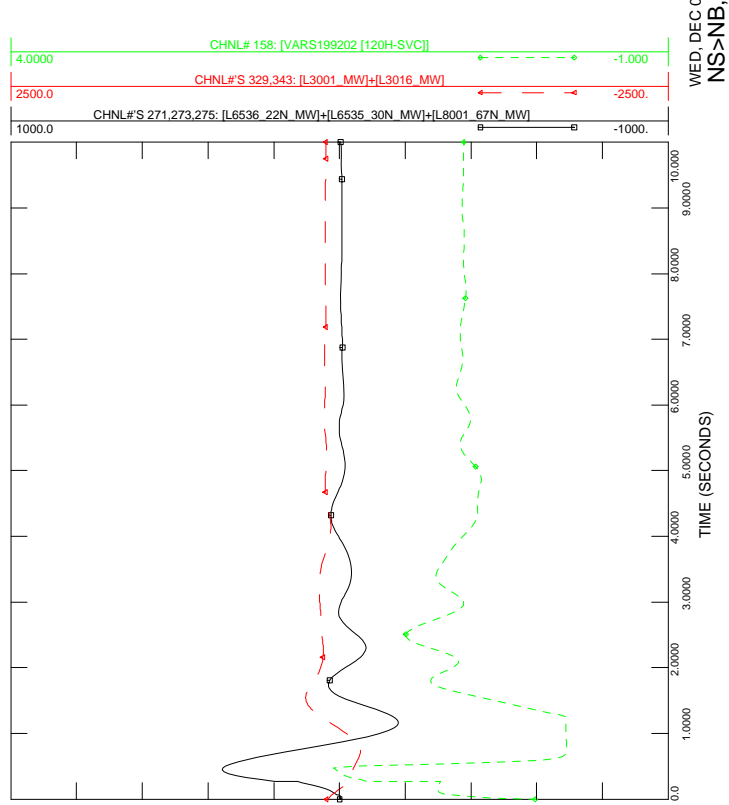
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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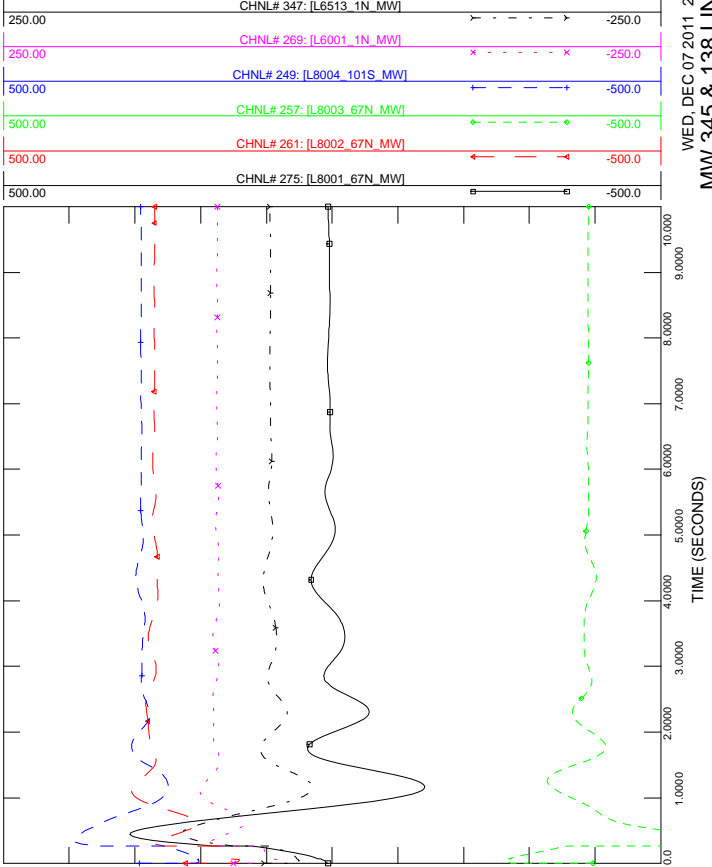
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_67N713_WP_D10.out



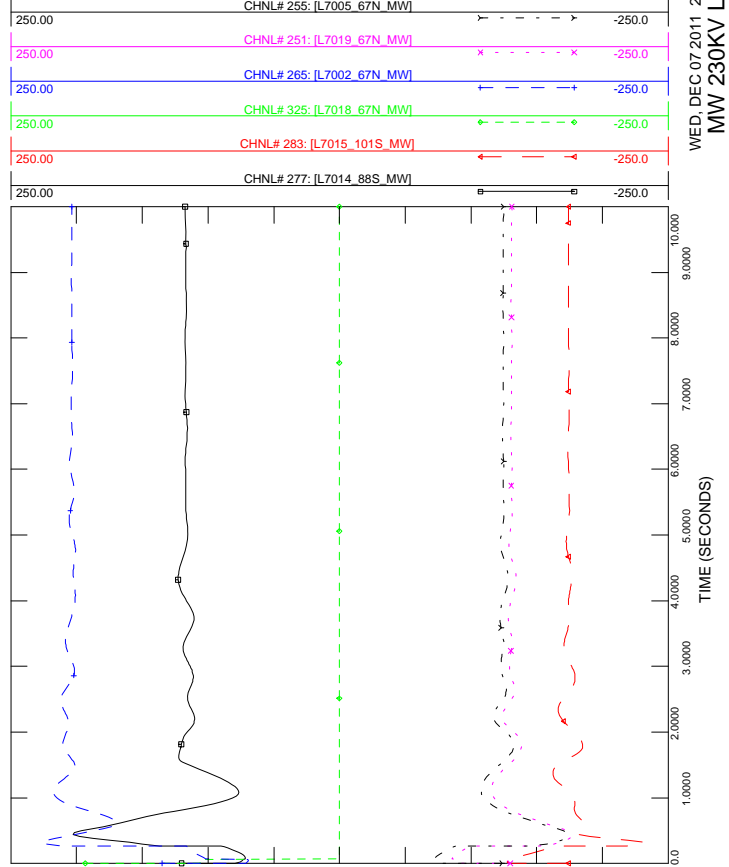
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

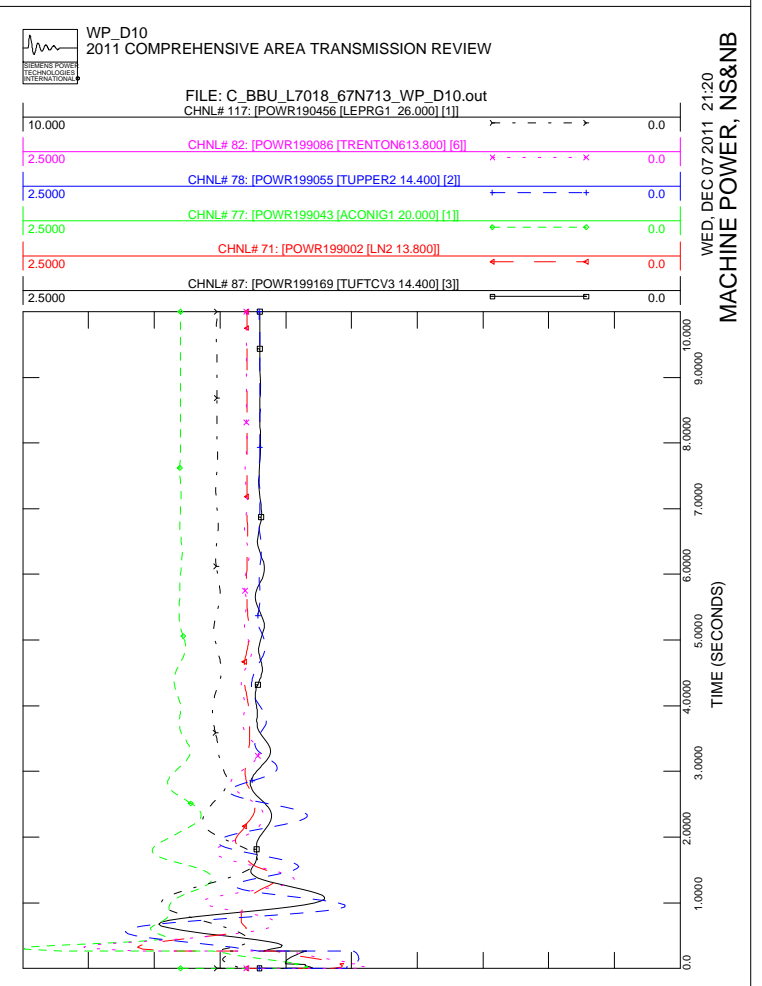
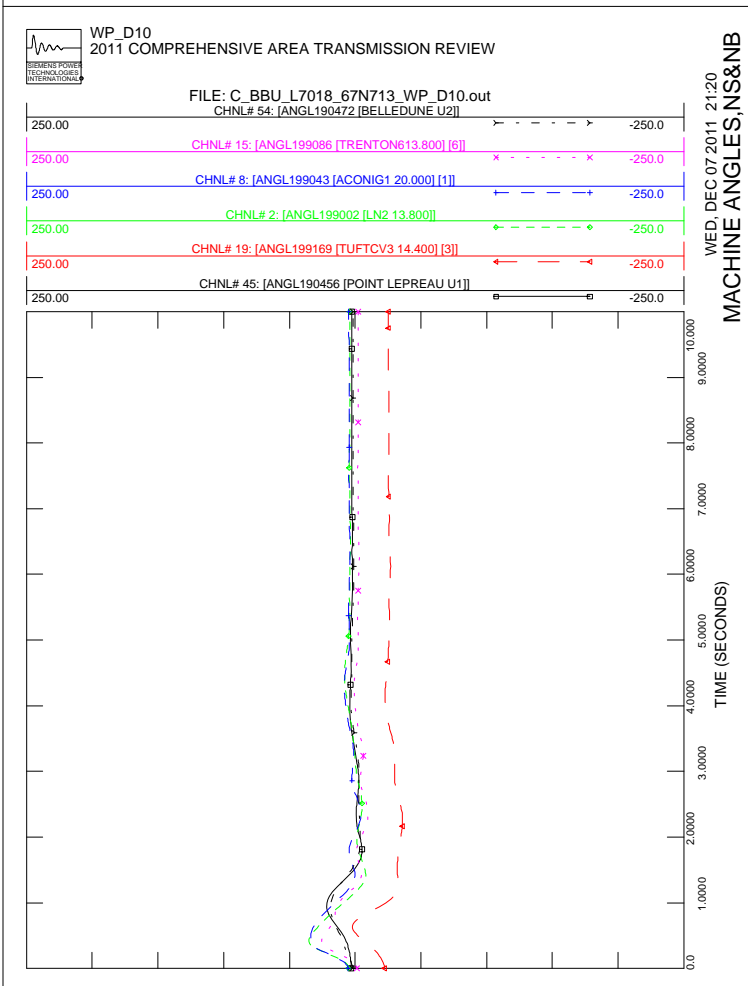
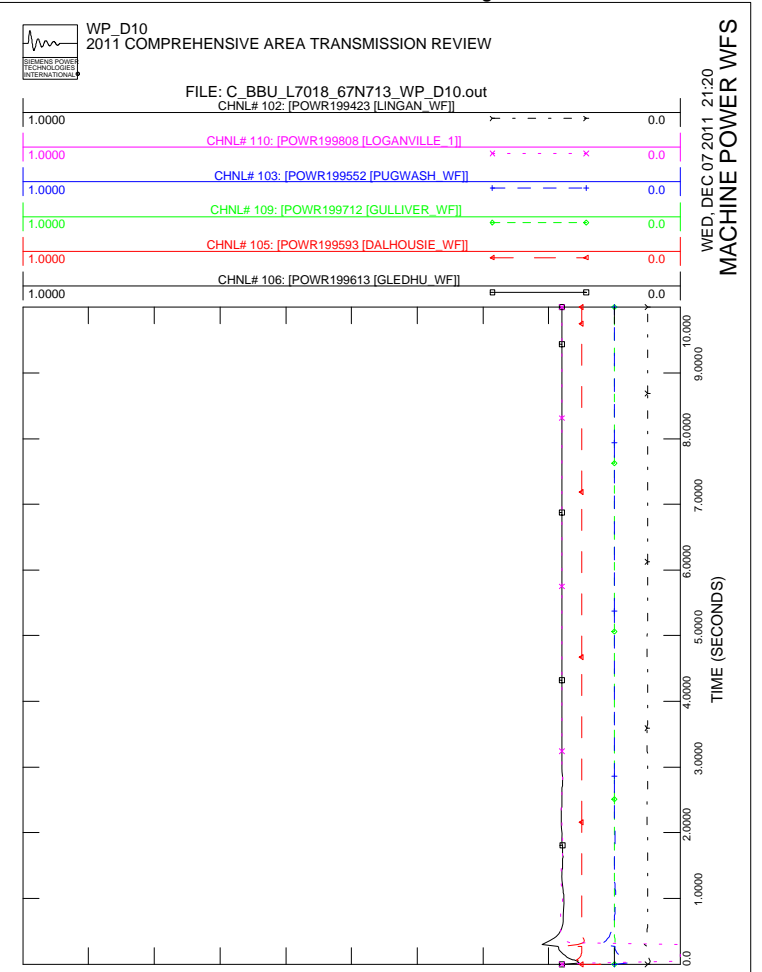
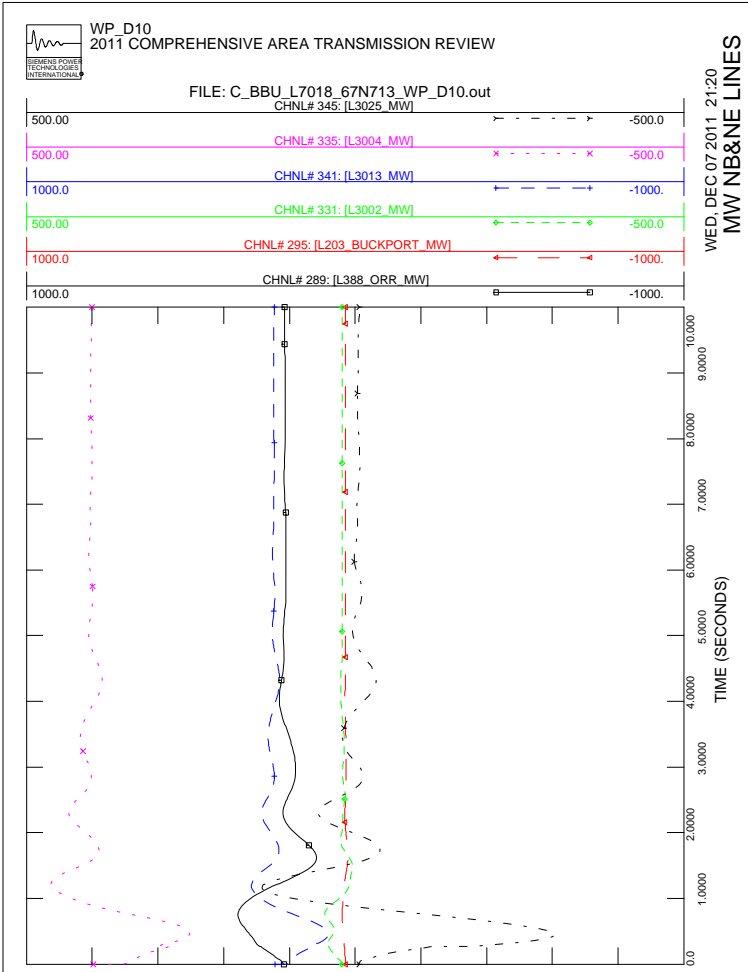
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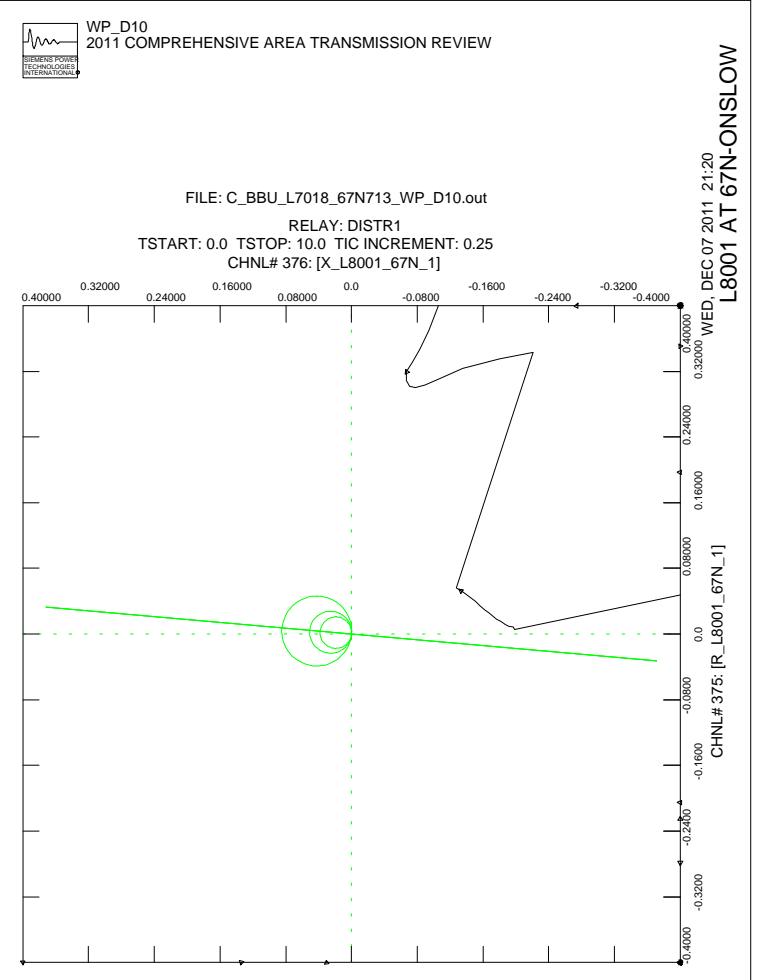
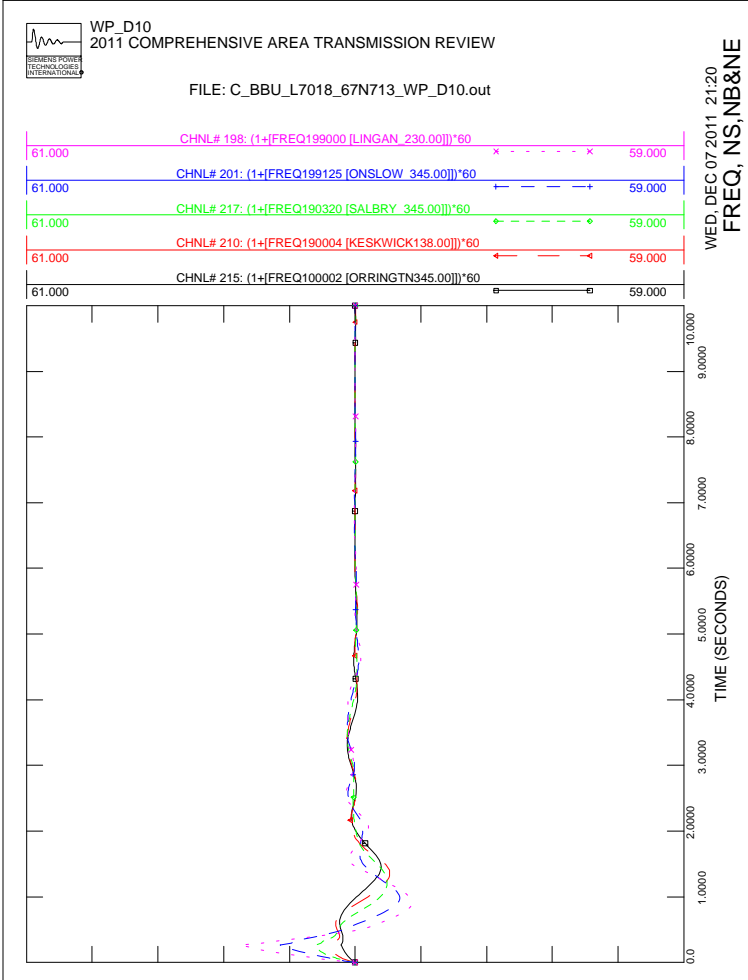
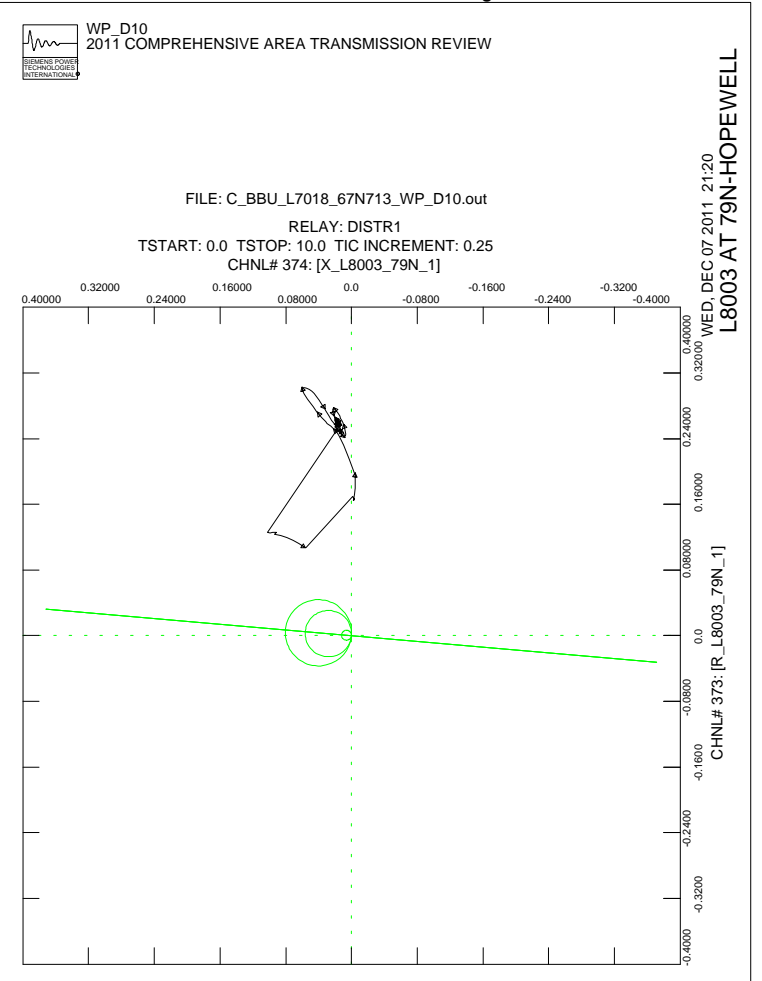
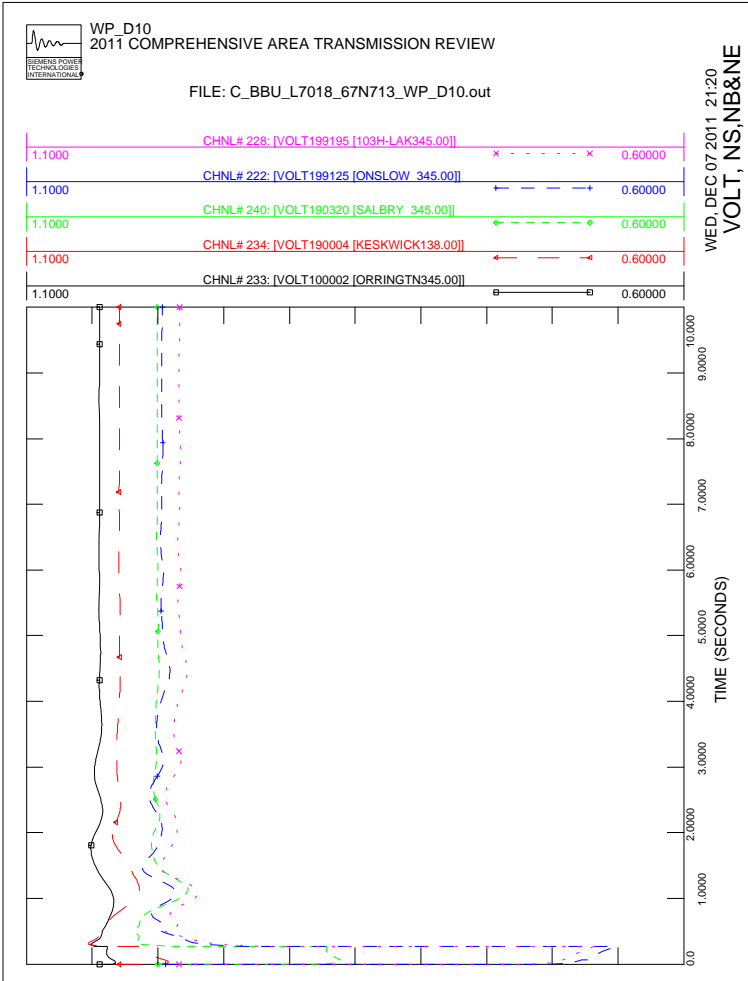


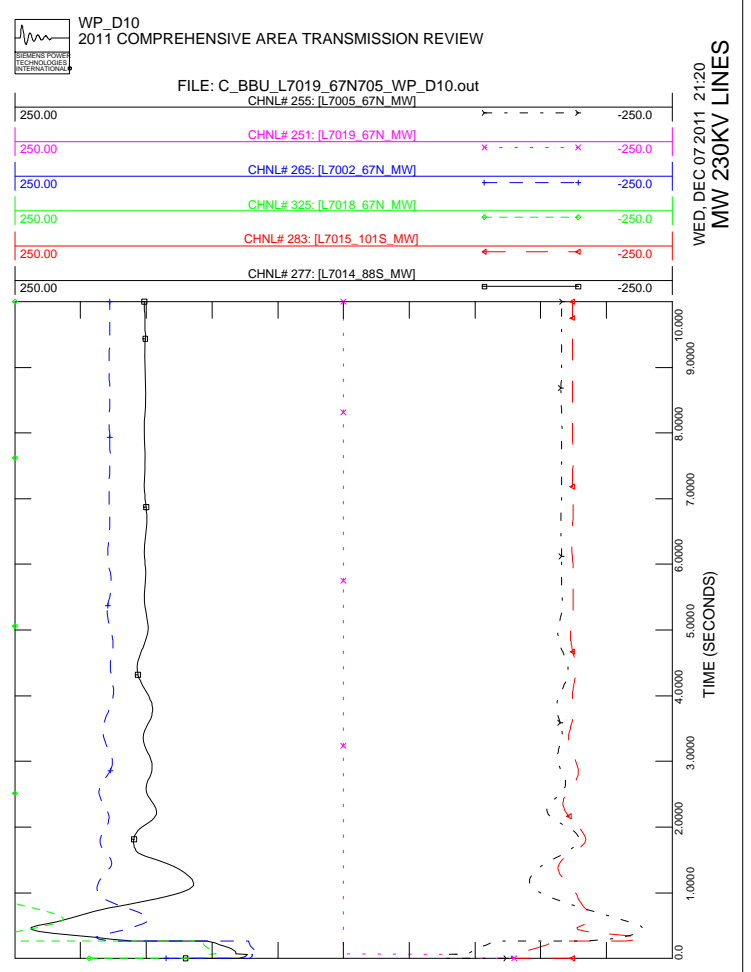
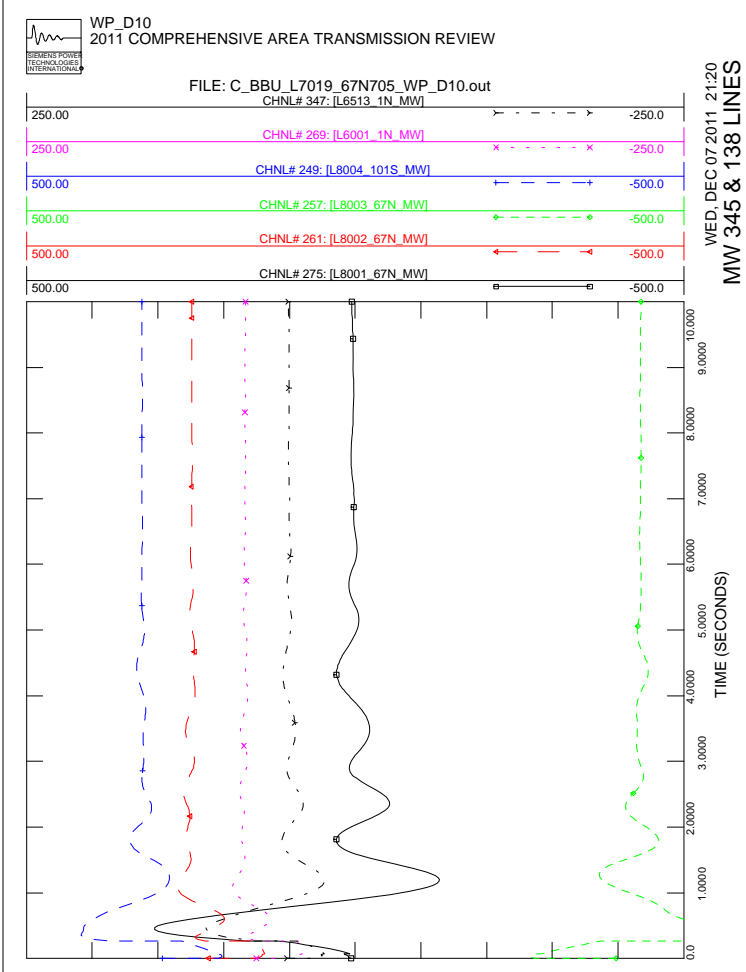
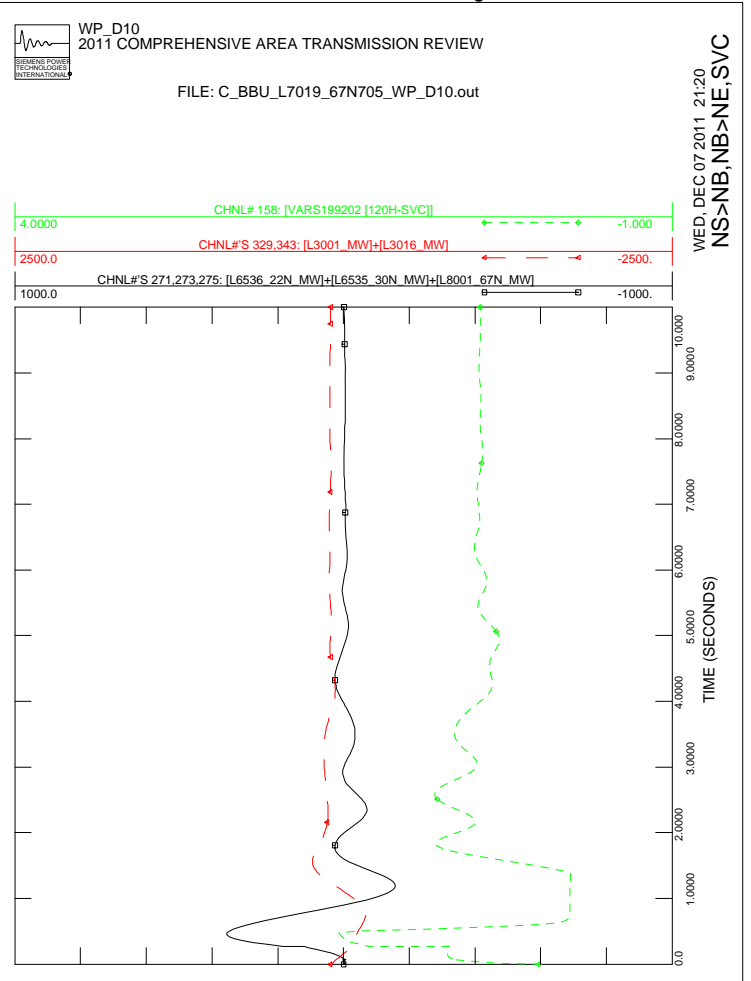
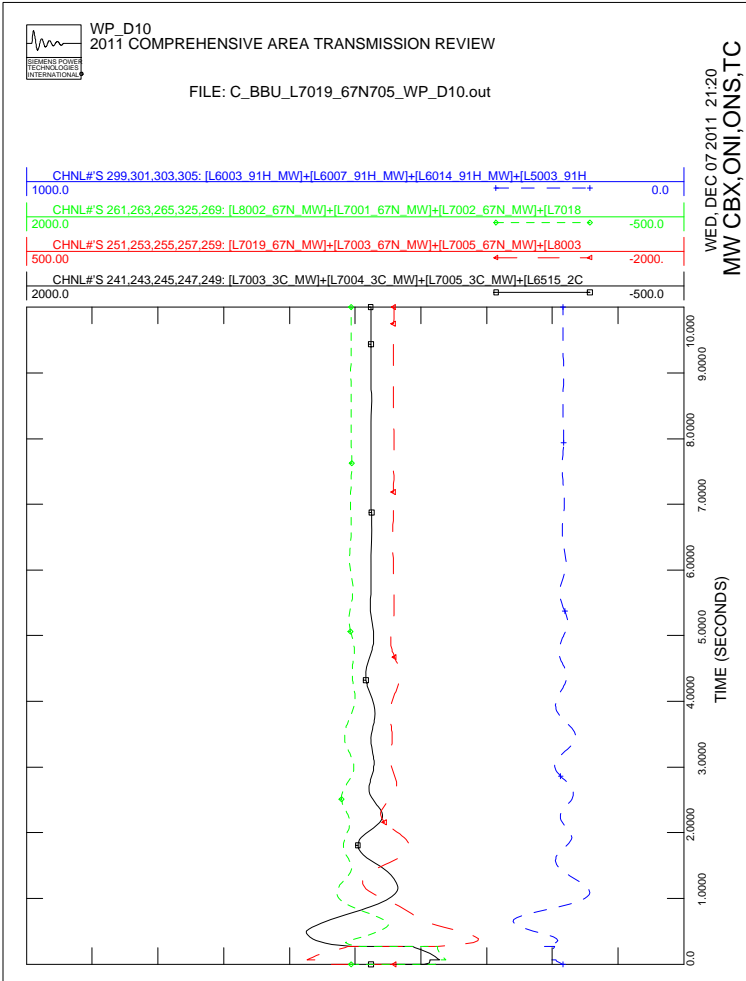
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

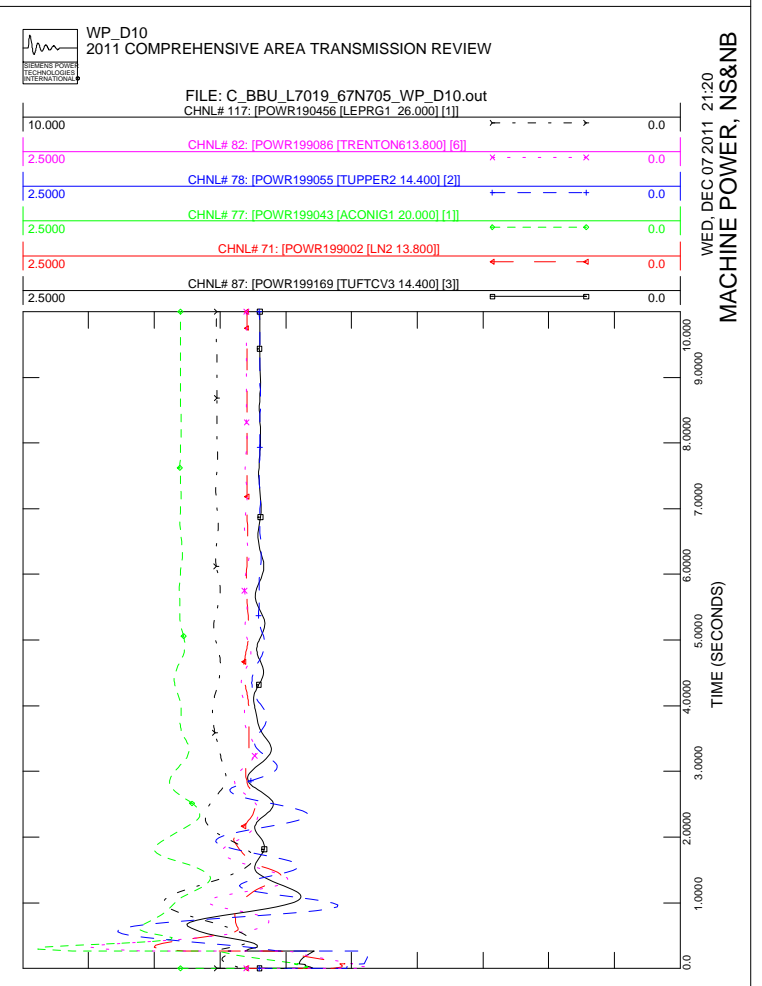
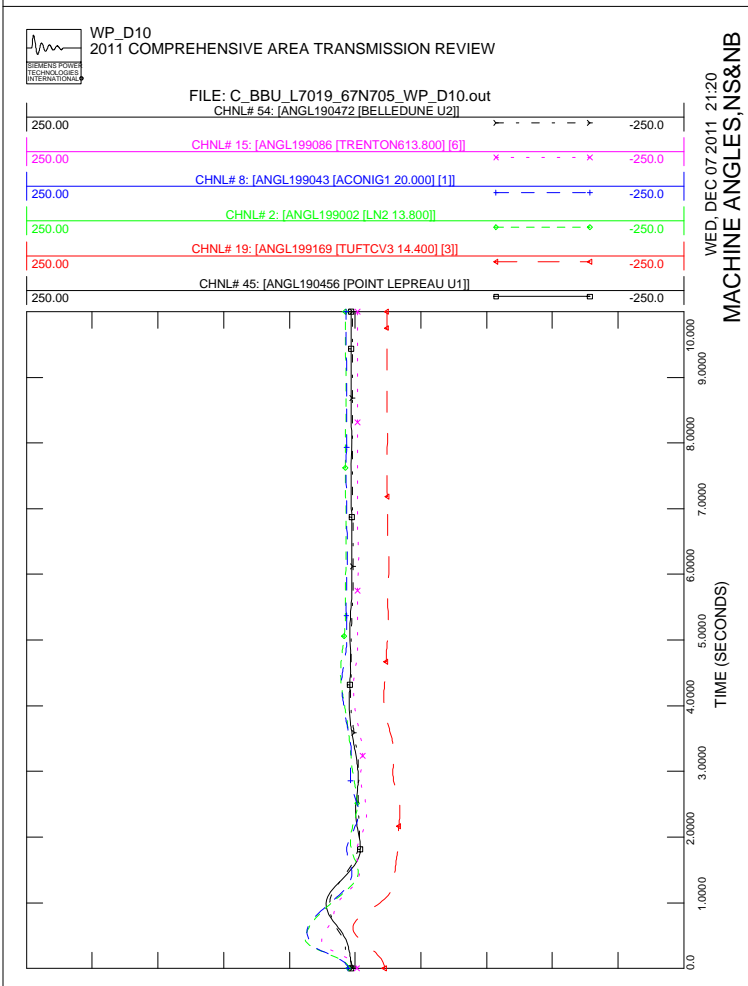
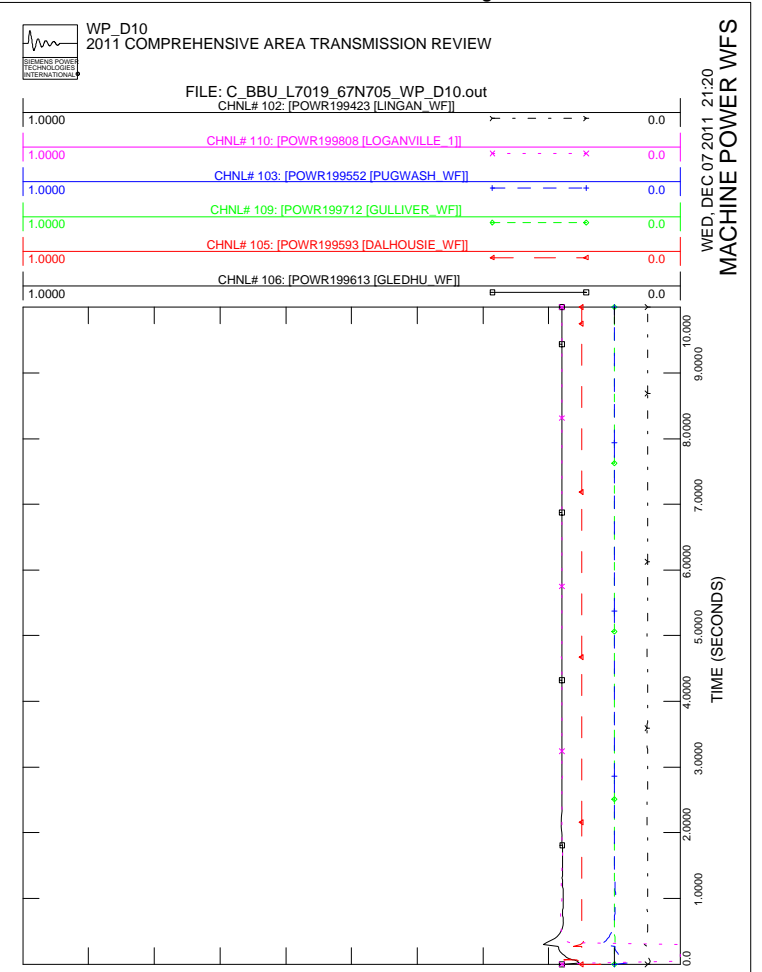
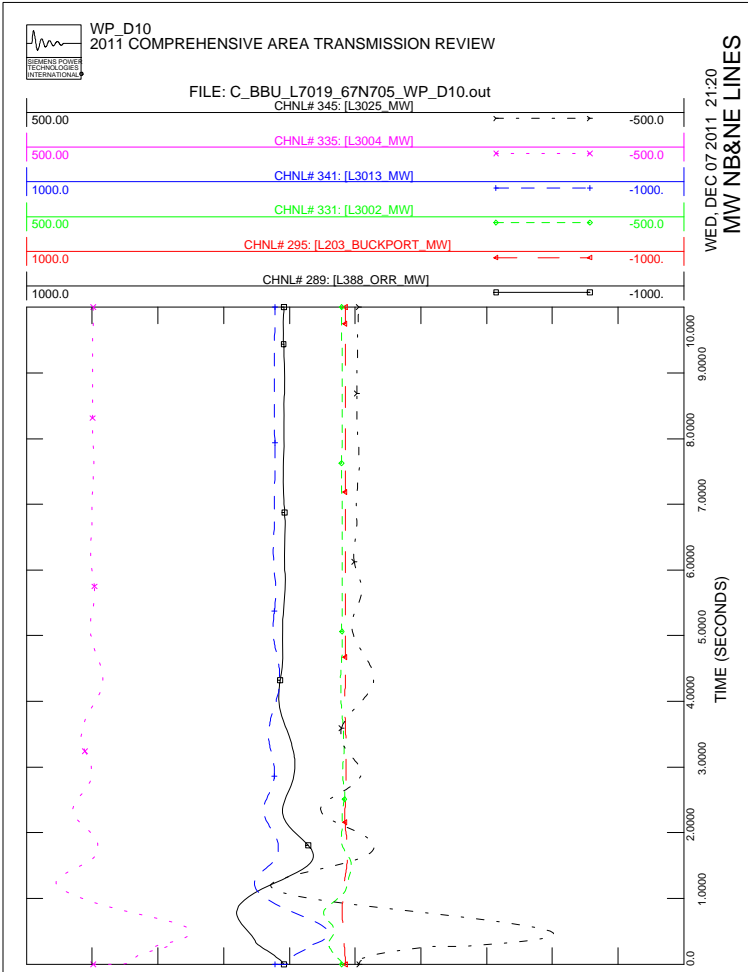
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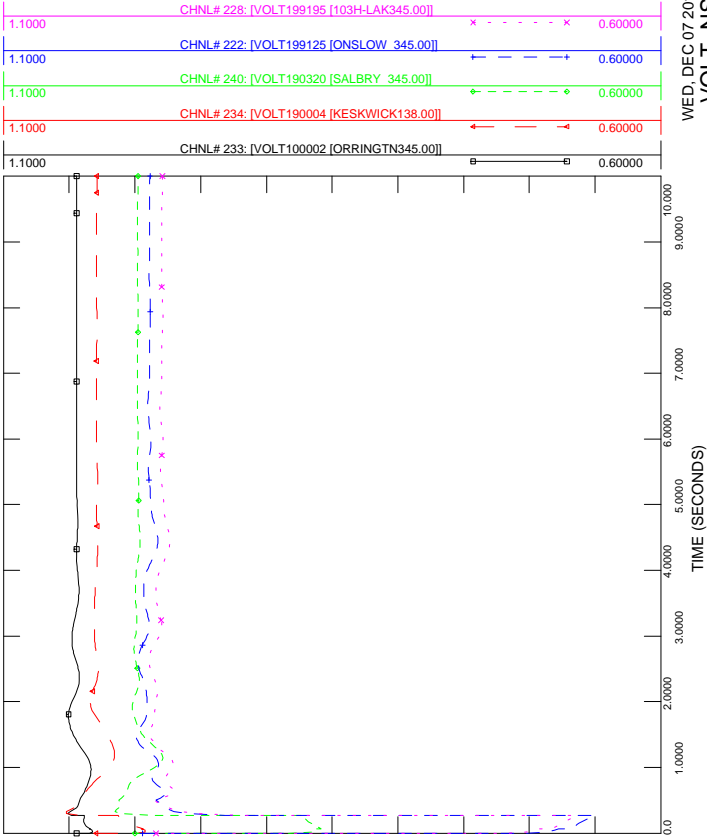






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_WP_D10.out



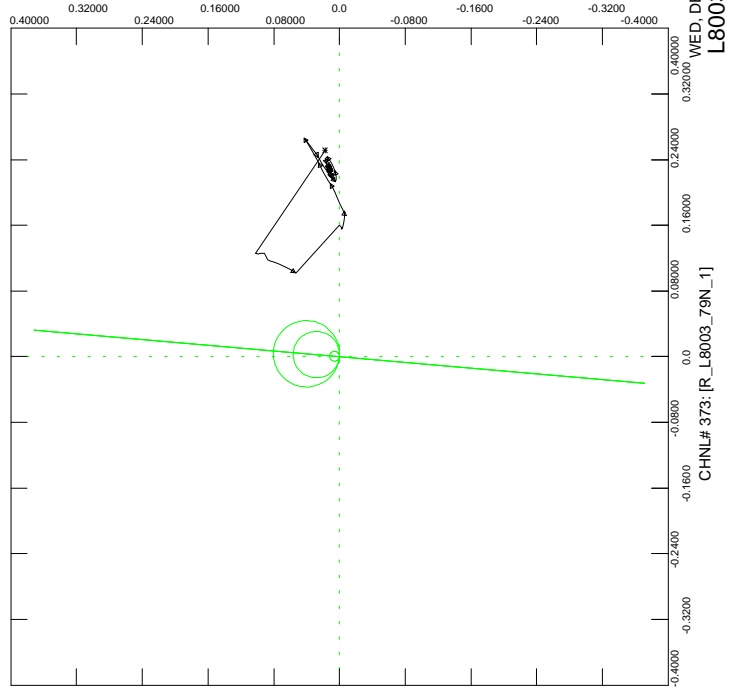
WED, DEC 07 2011 21:20
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_WP_D10.out

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CHNL# 374: [X_L8003_79N_1]

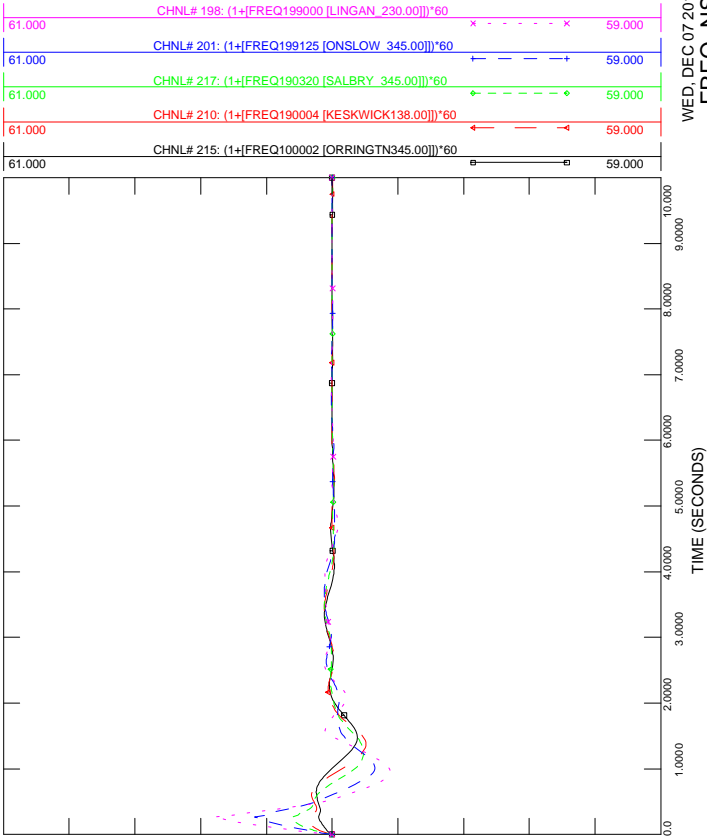


WED, DEC 07 2011 21:20
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_WP_D10.out



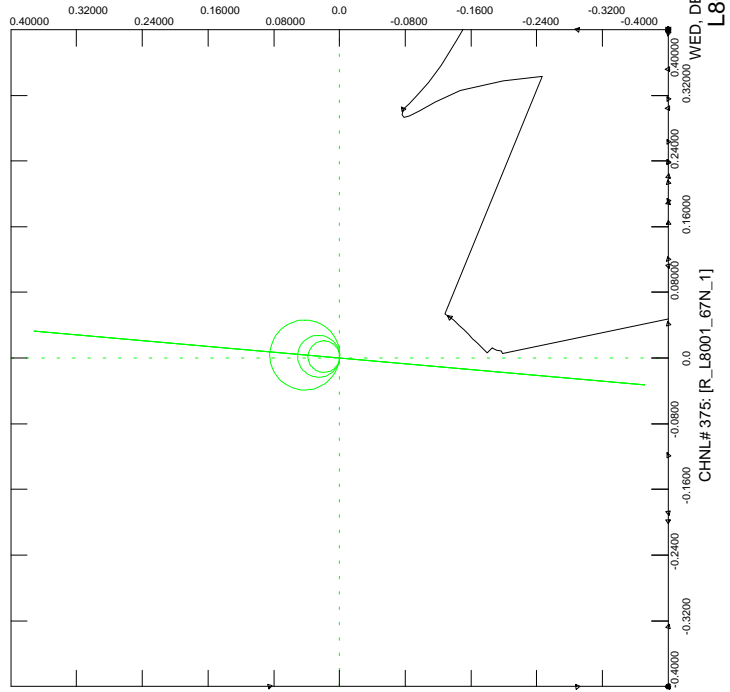
WED, DEC 07 2011 21:20
FREQ, NS, NB&NE



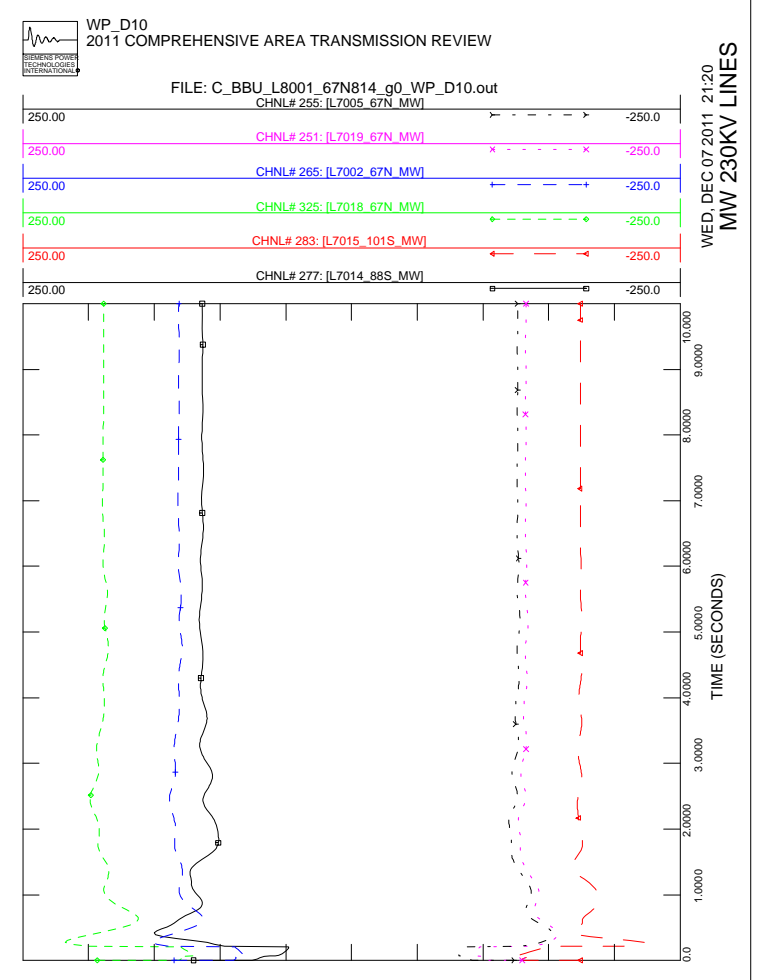
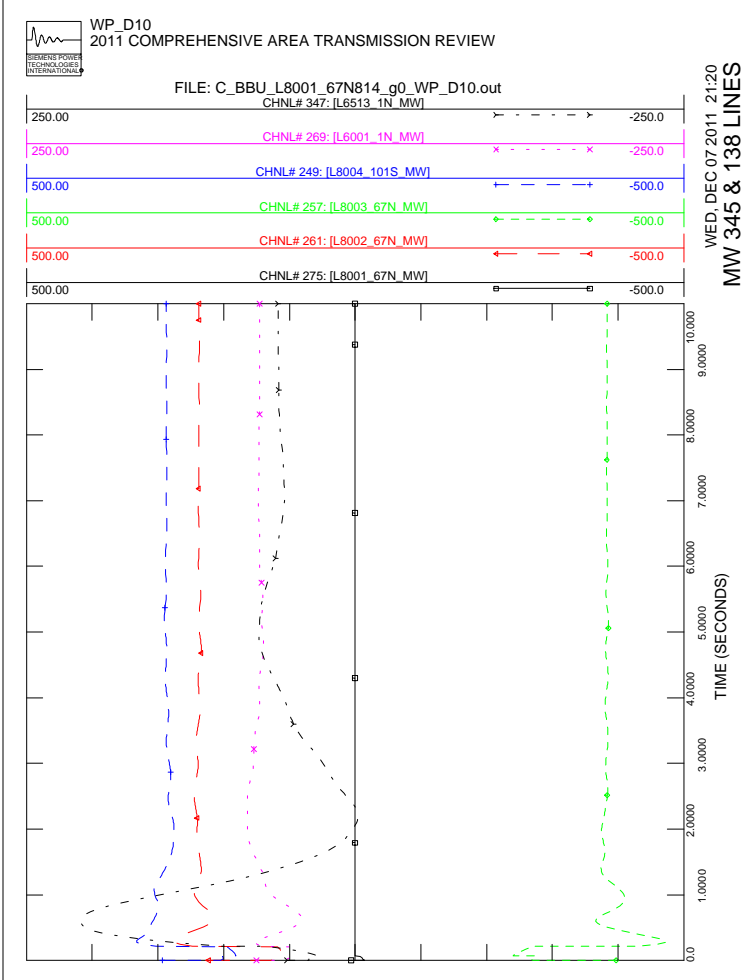
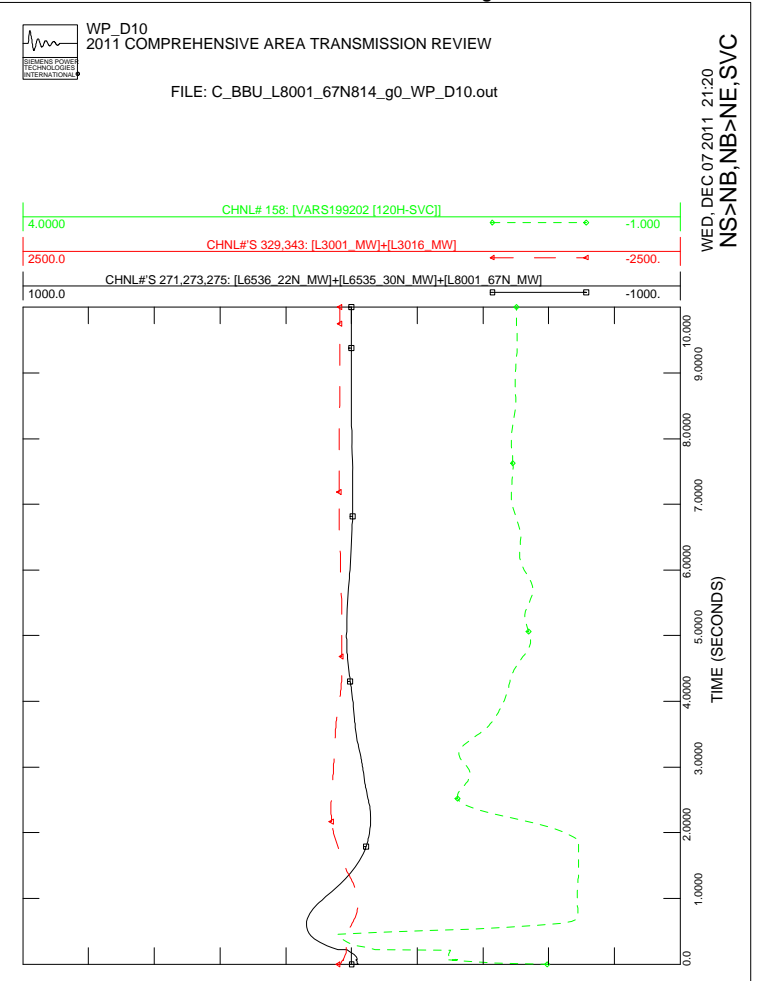
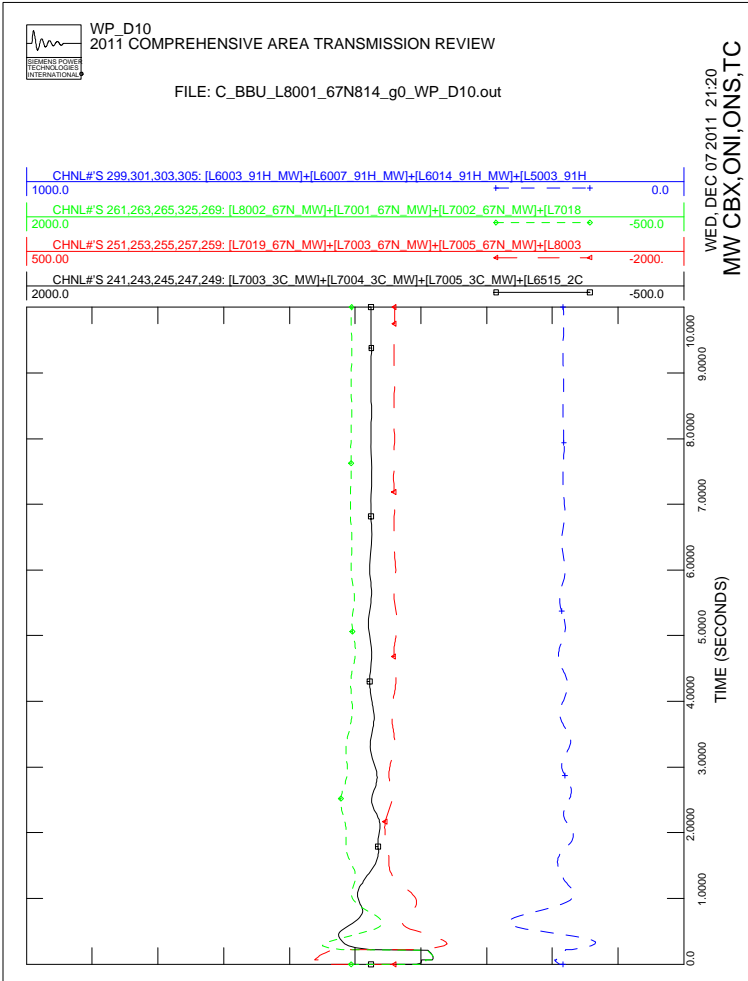
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

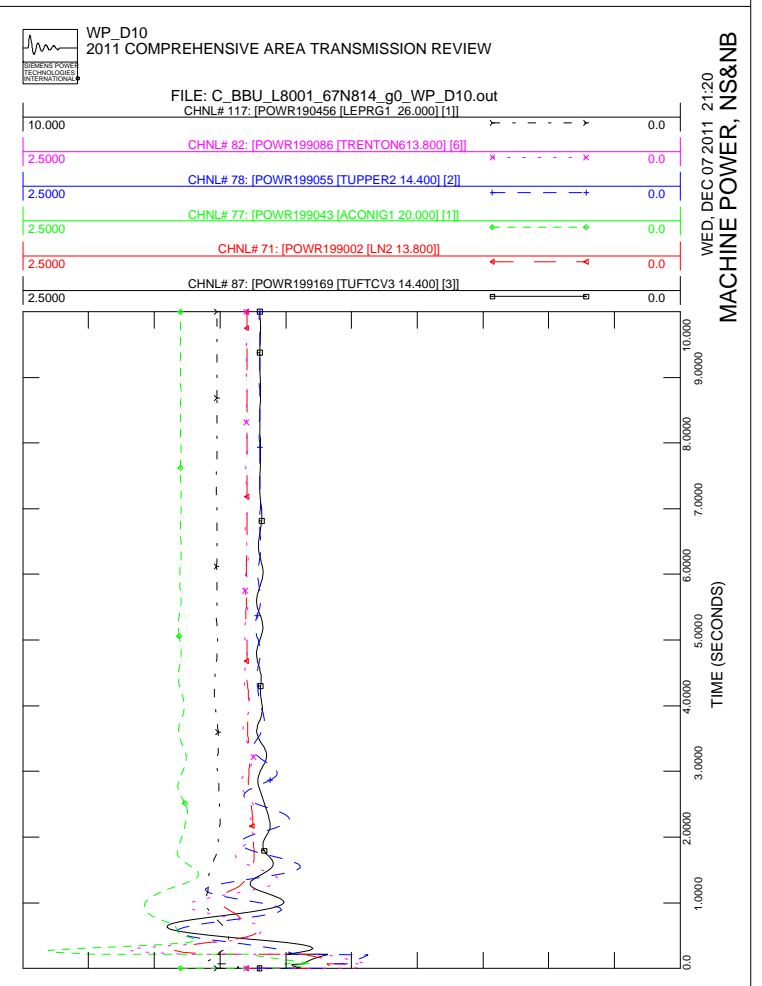
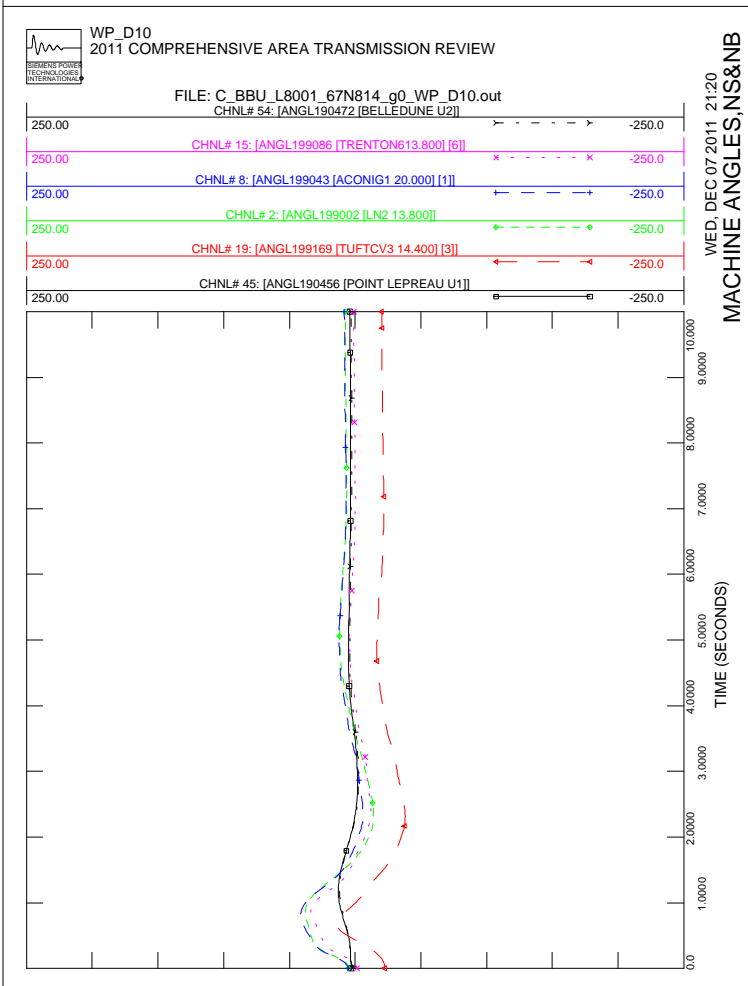
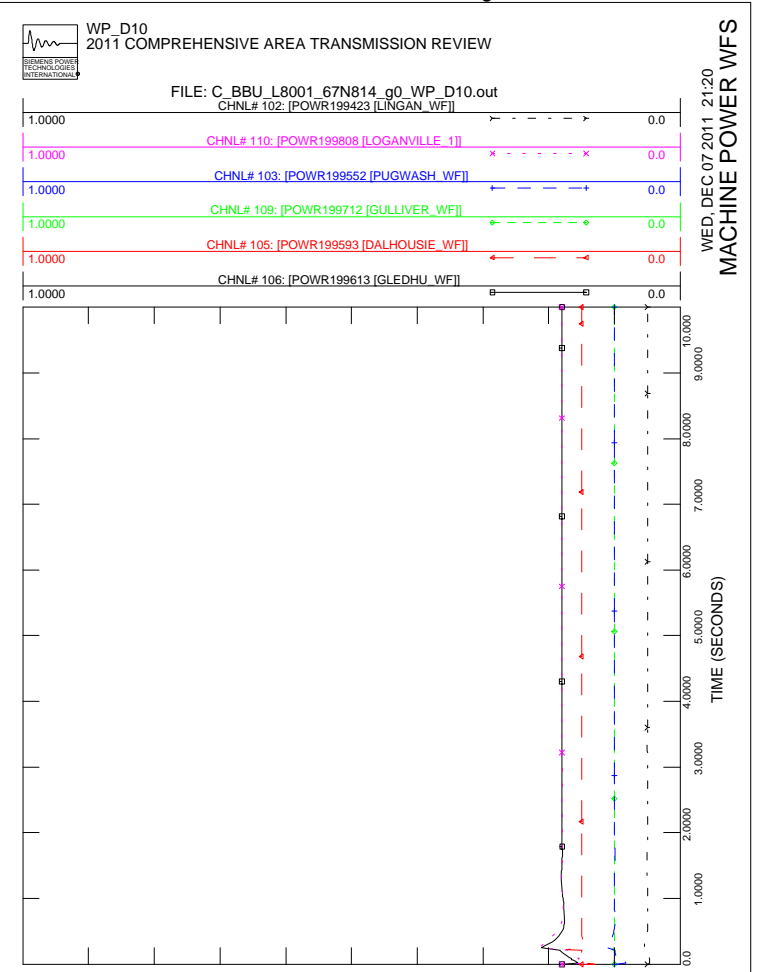
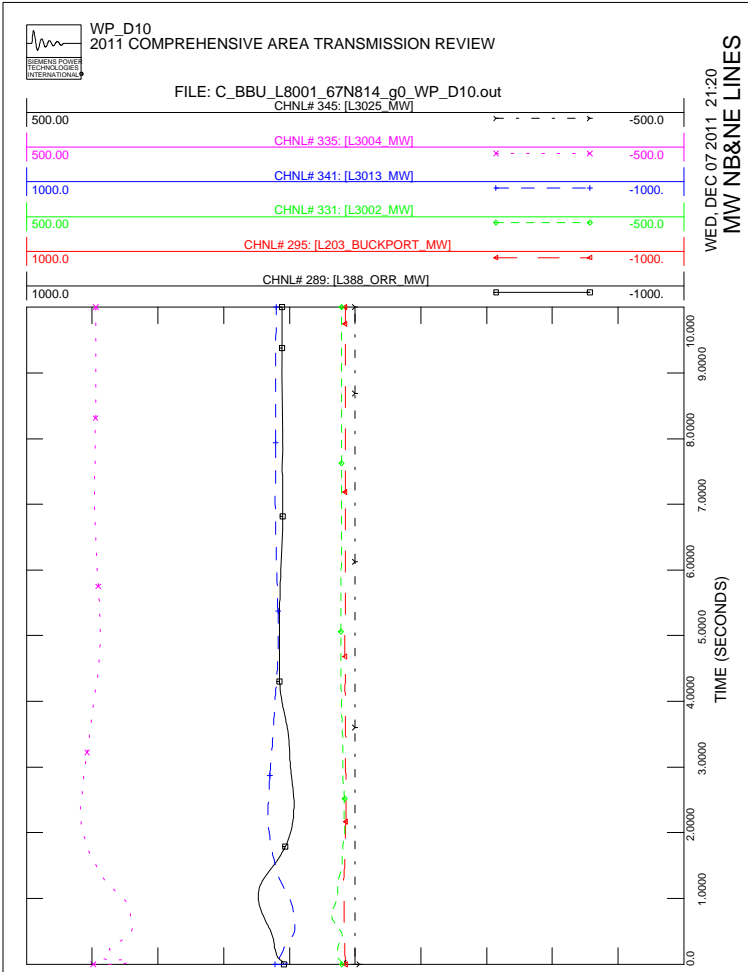
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:20
L8001 AT 67N-ONSLow

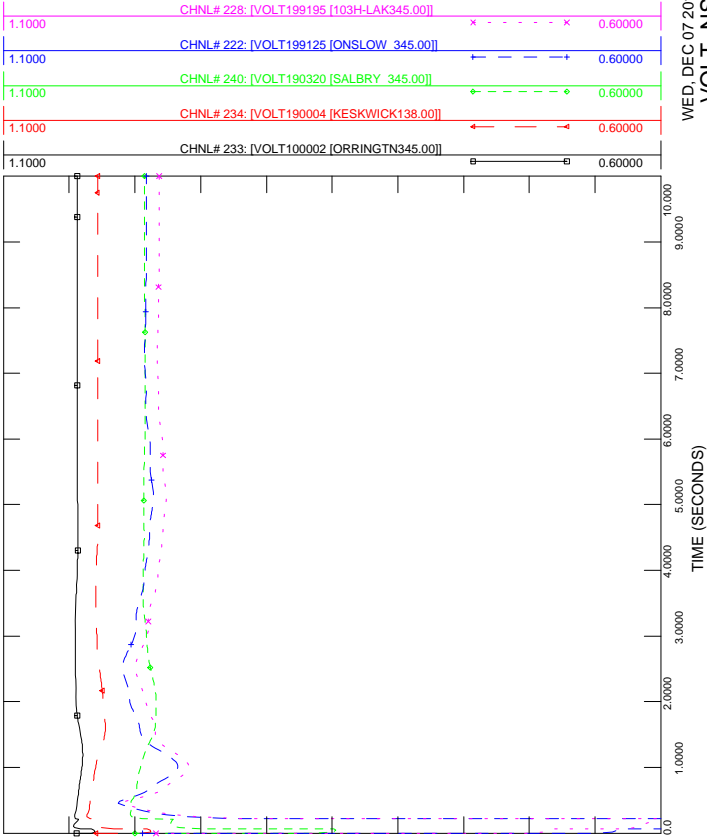






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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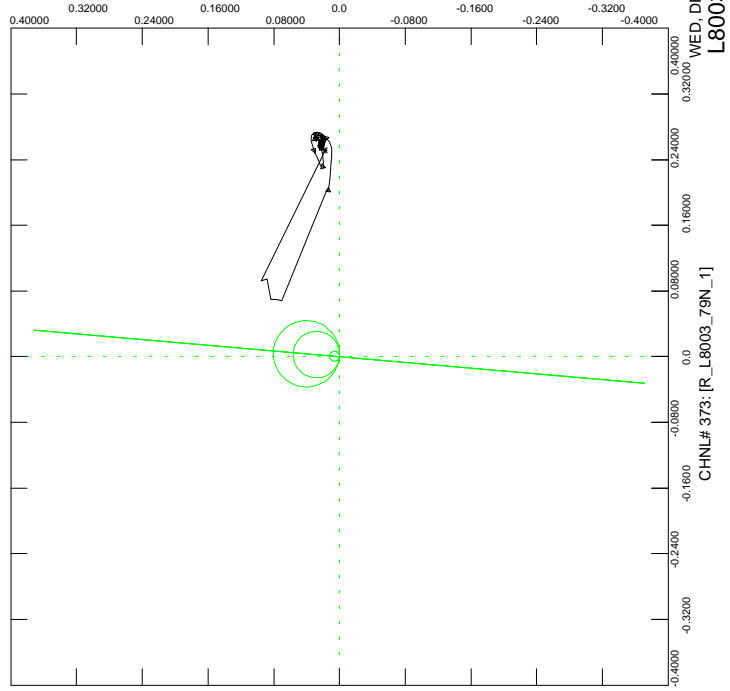


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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_WP_D10.out
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CHNL# 374: [X_L8003_79N_1]

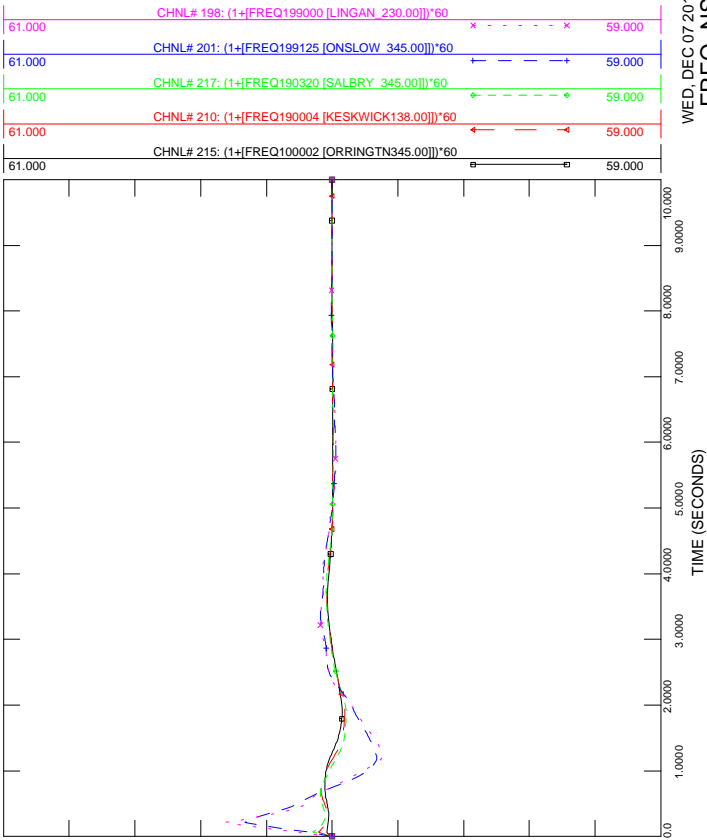


WED, DEC 07 2011 21:20
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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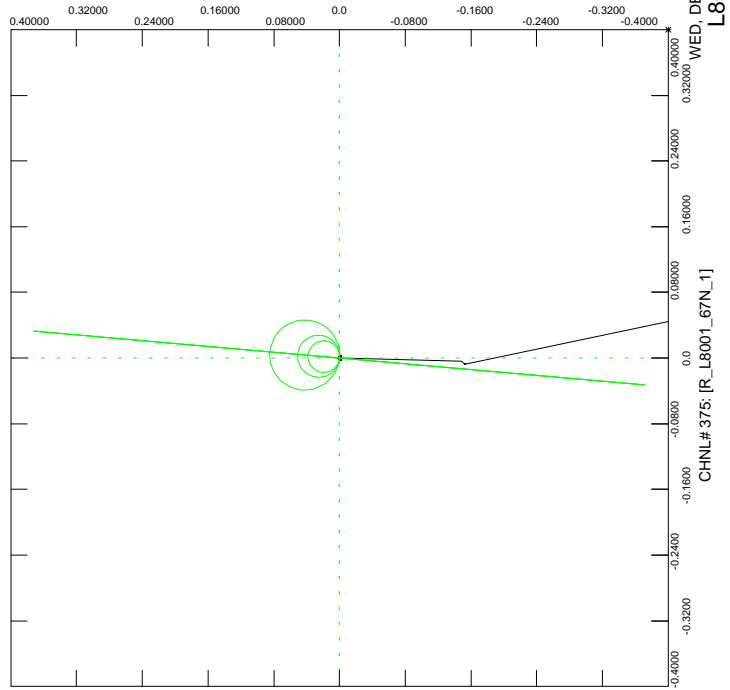


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FREQ, NS, NB&NE

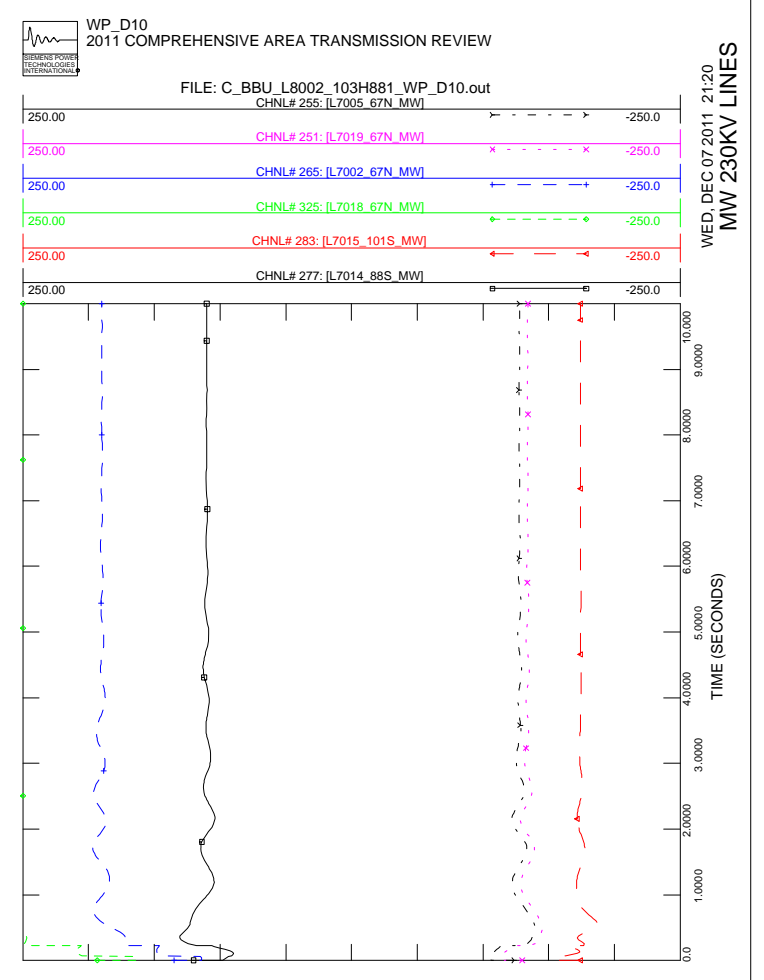
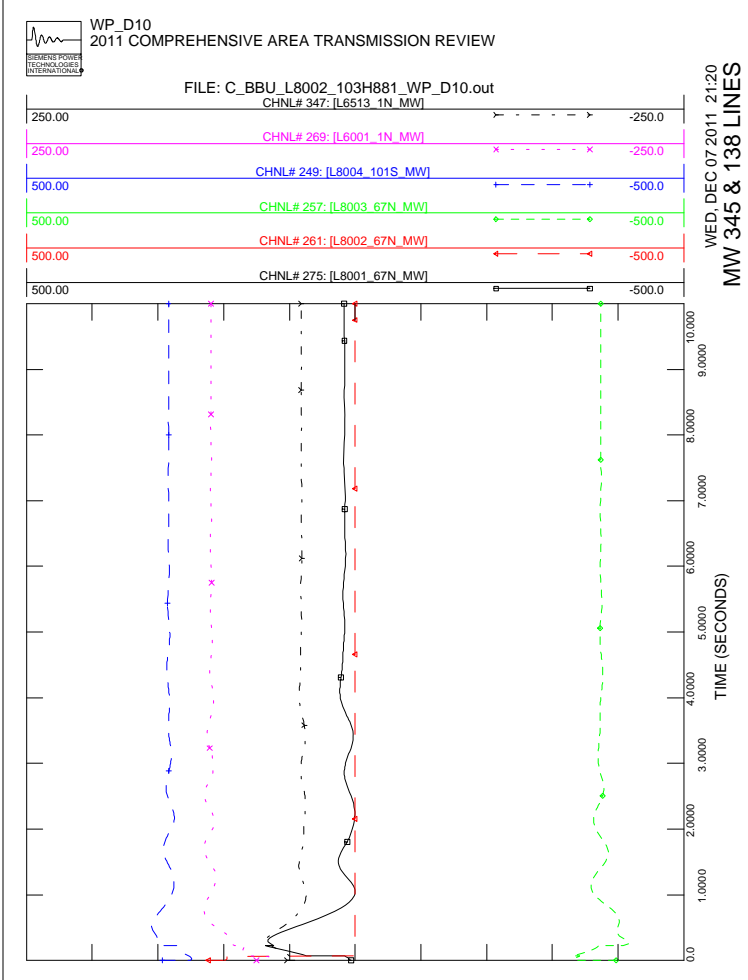
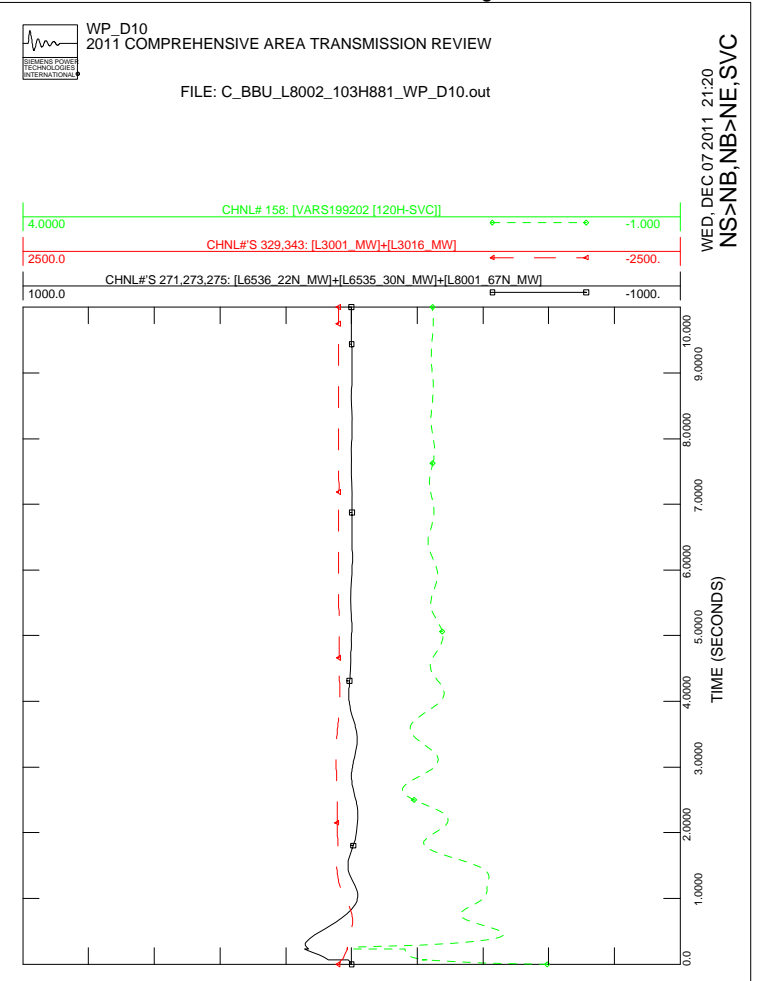
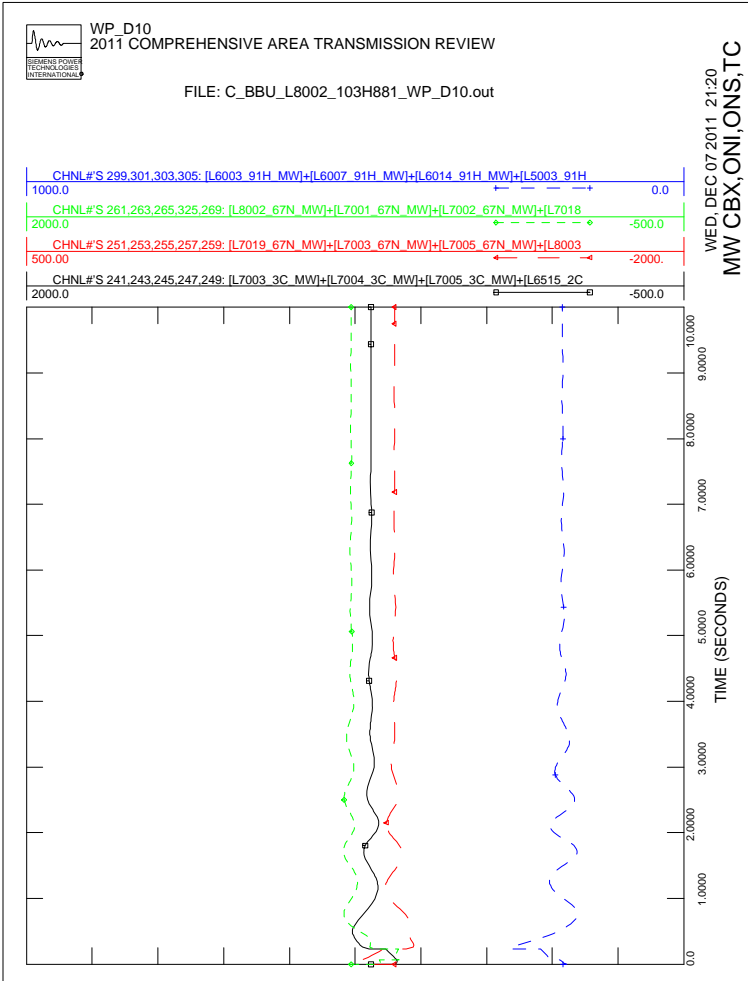


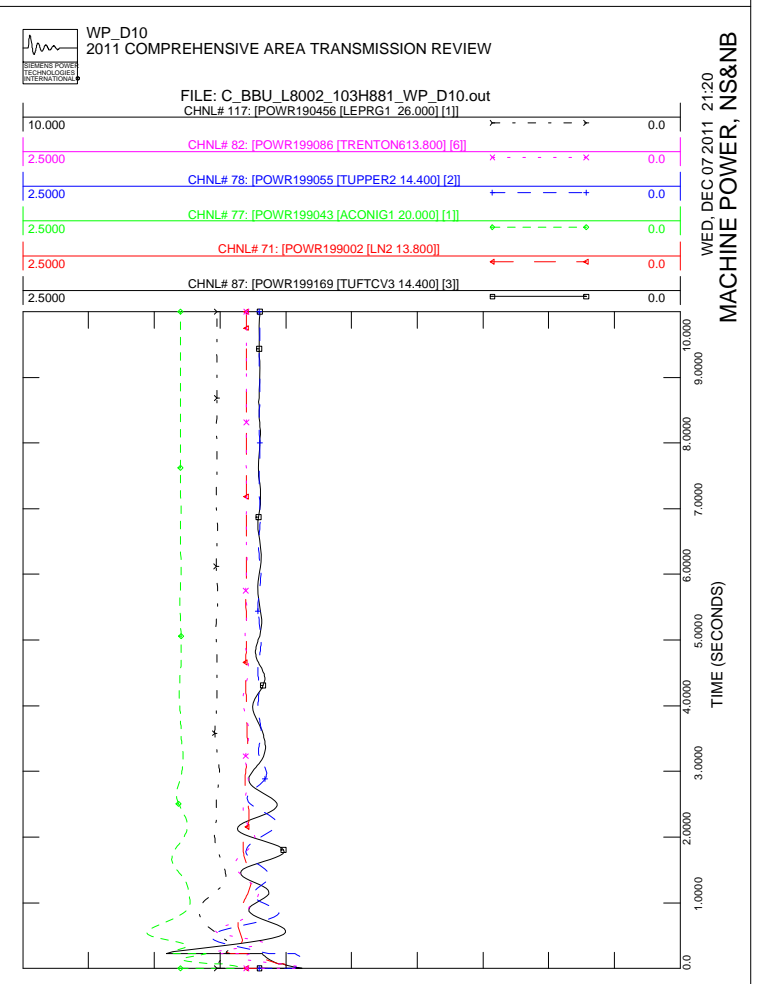
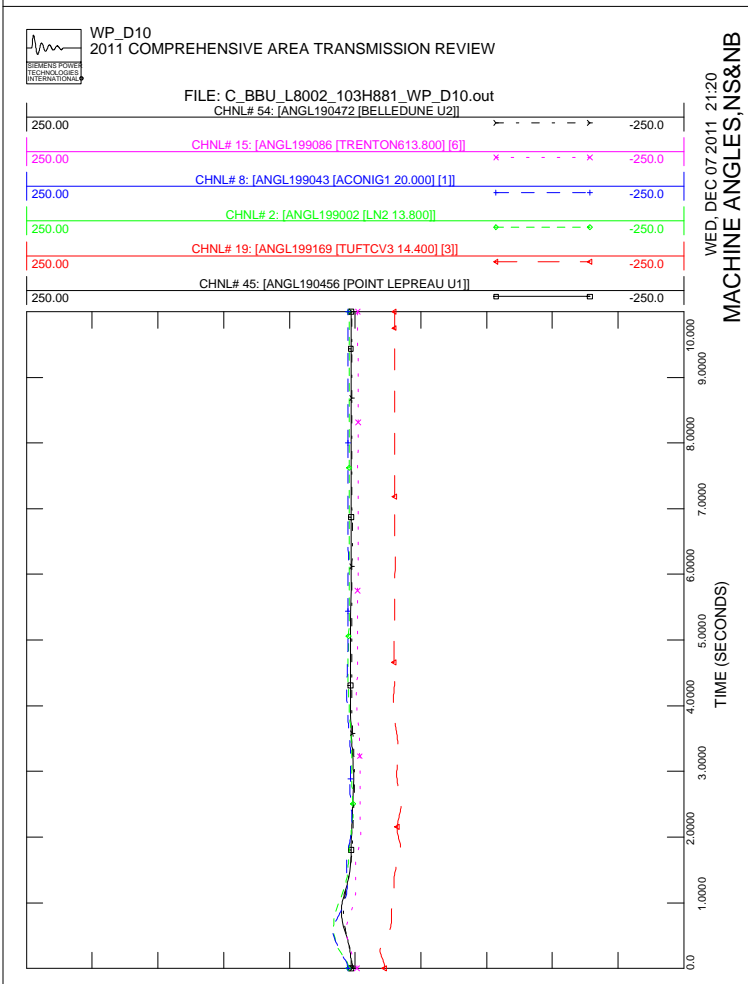
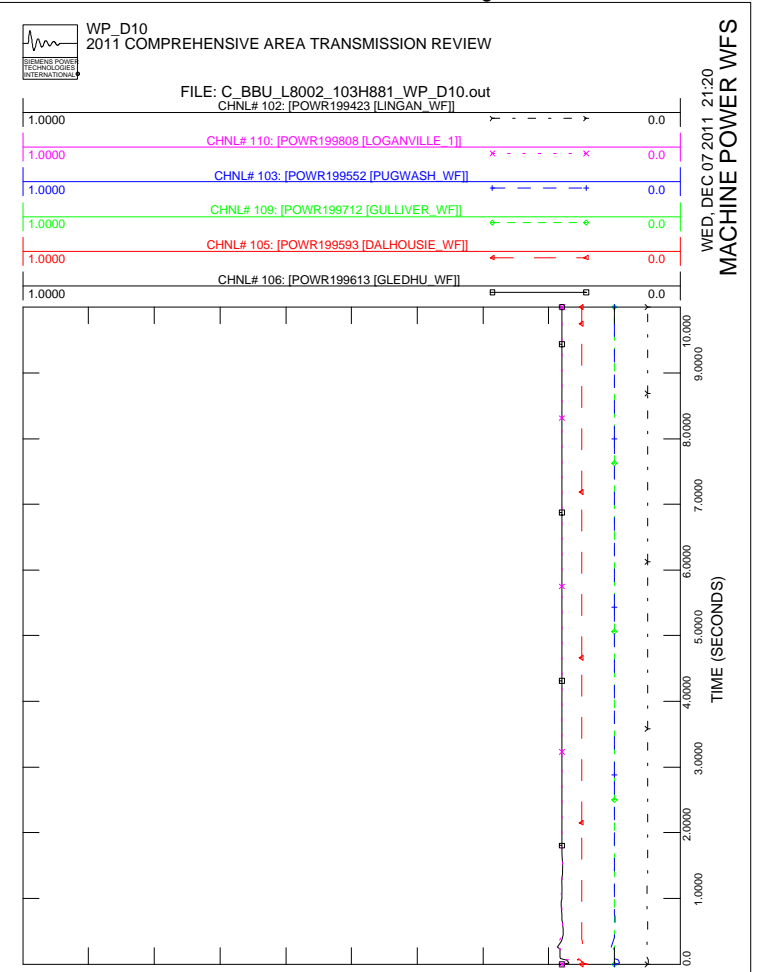
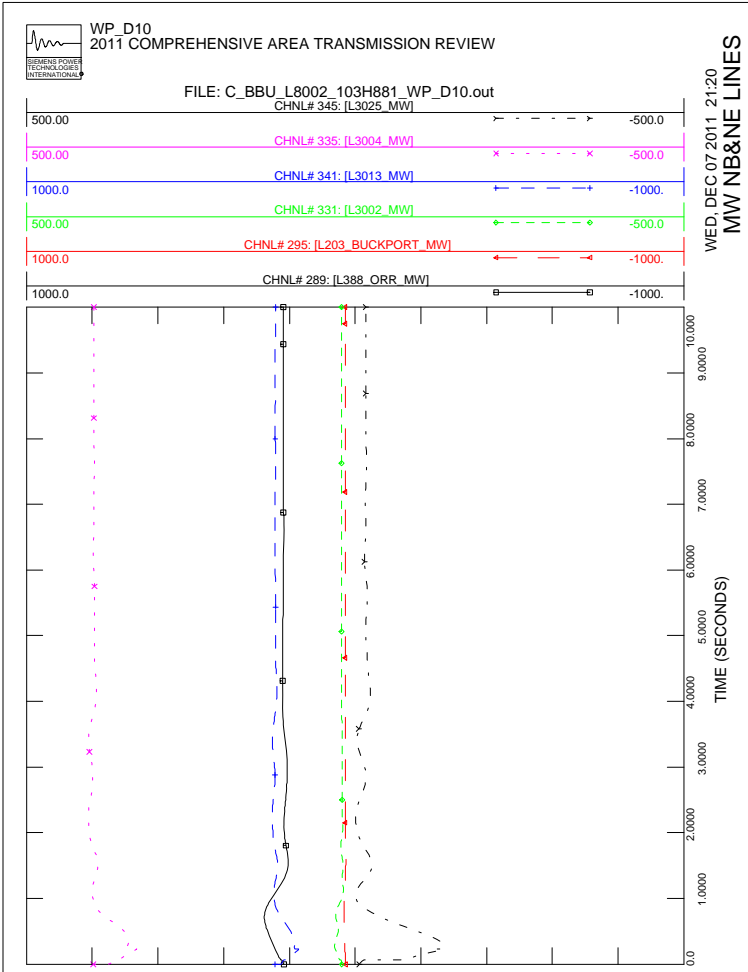
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

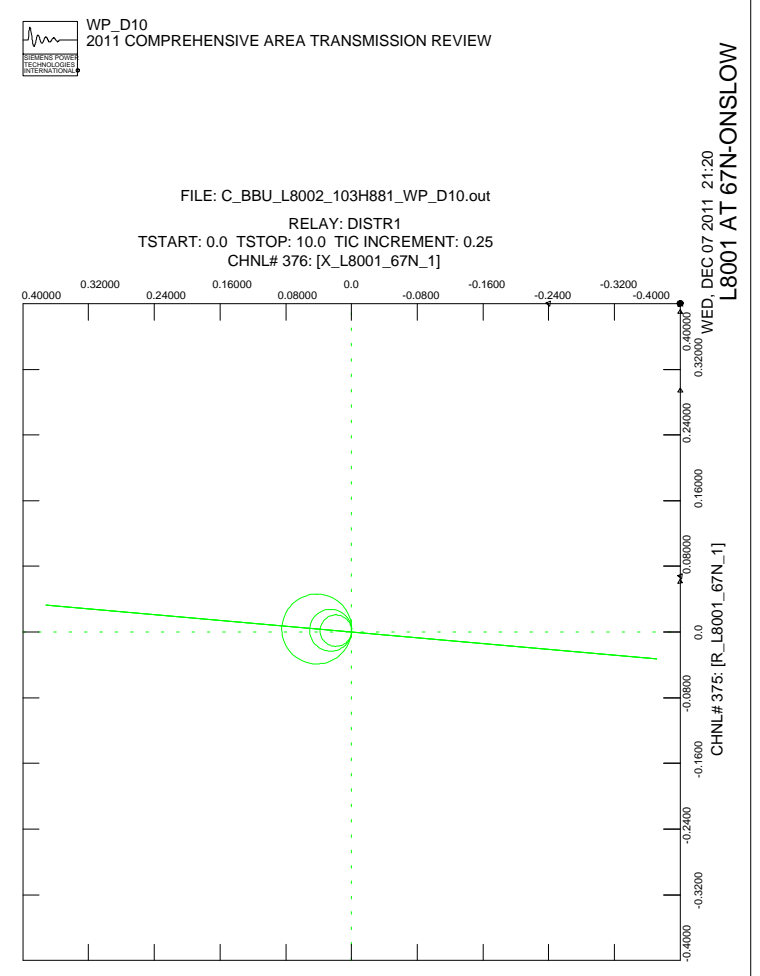
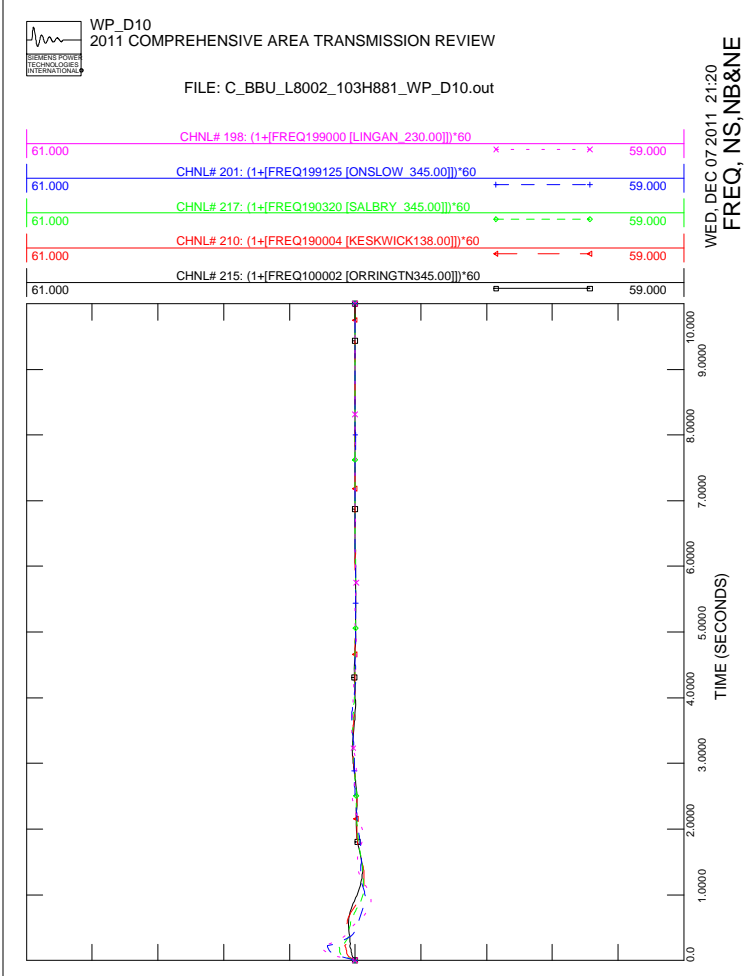
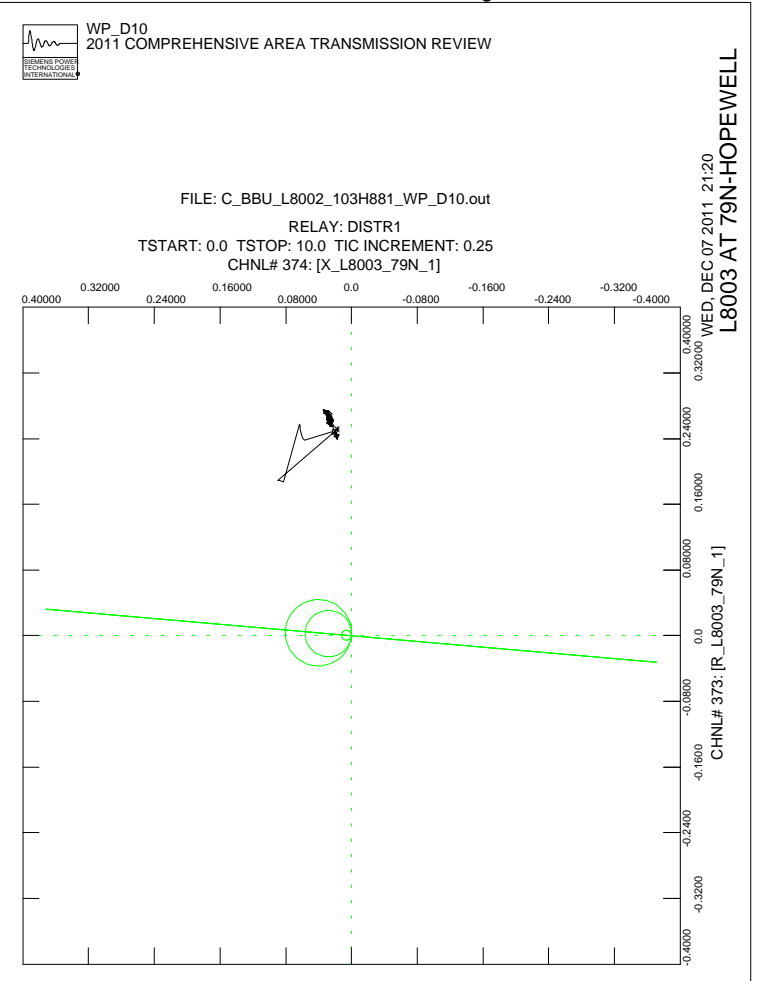
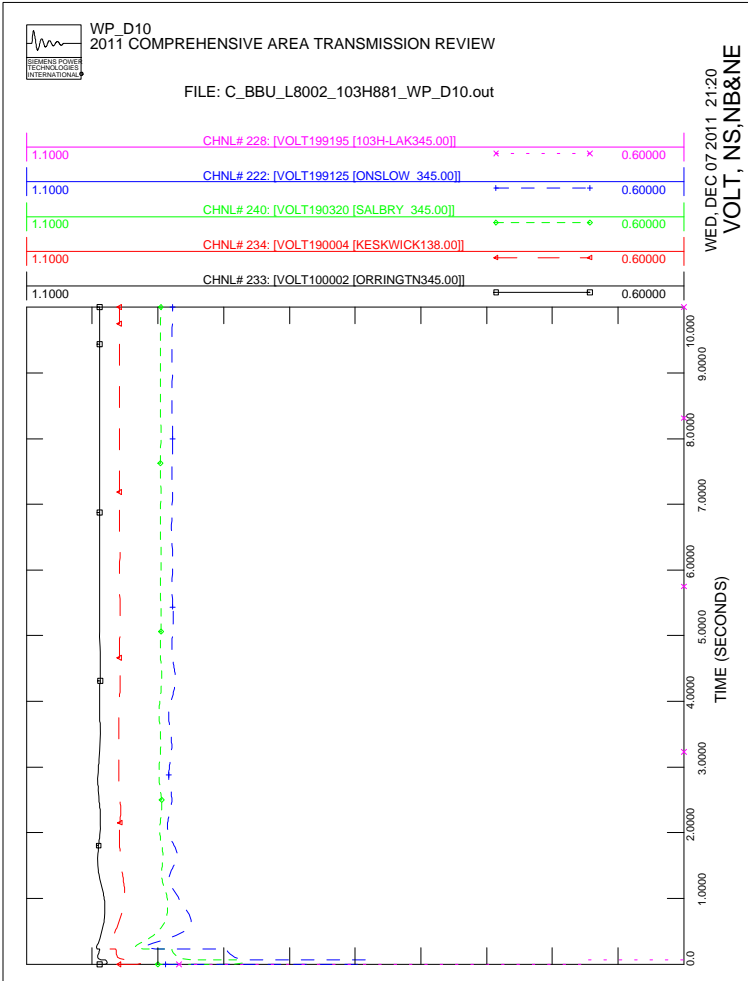
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:20
L8001 AT 67N-ONSLow



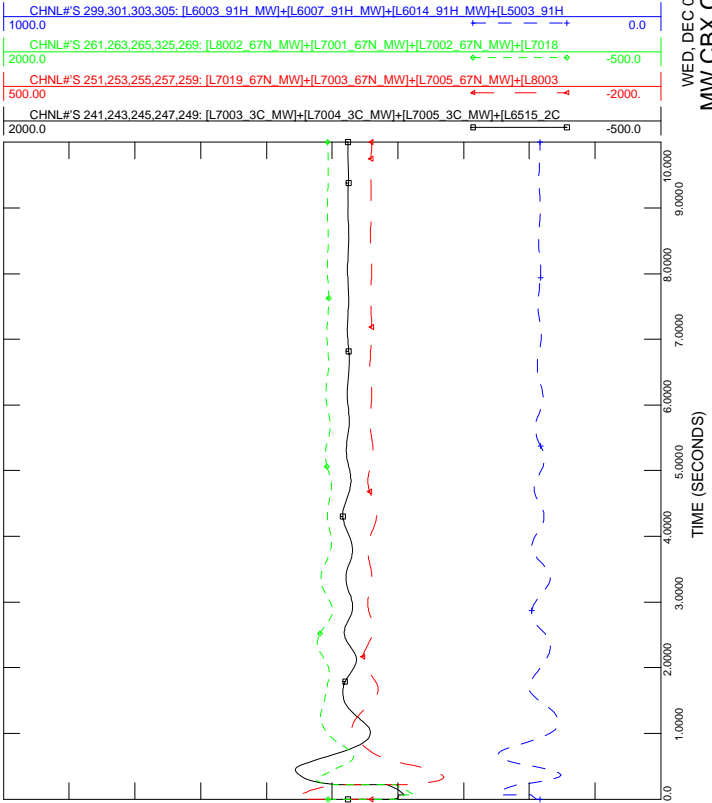






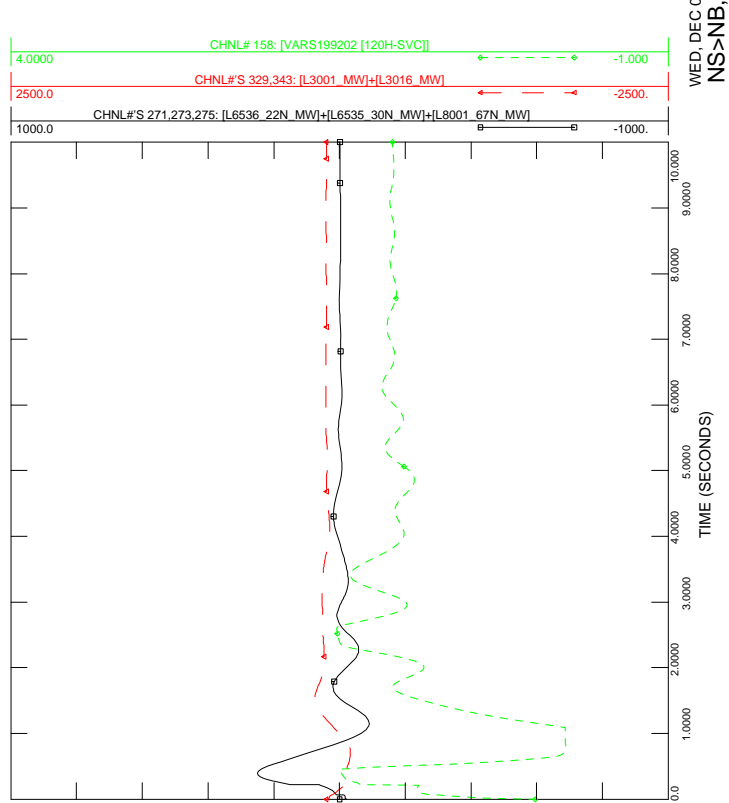
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_WP_D10.out



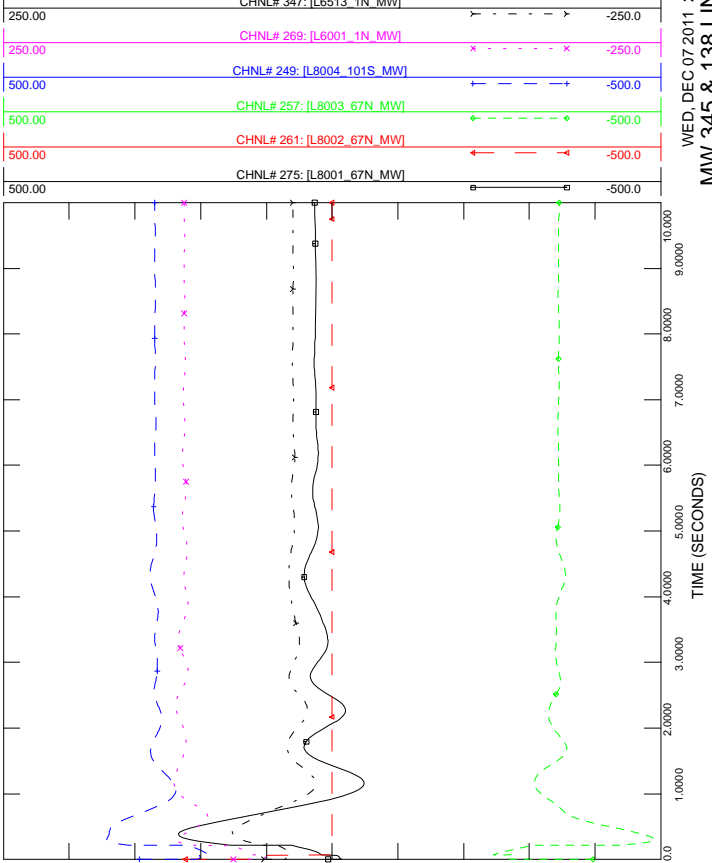
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_WP_D10.out



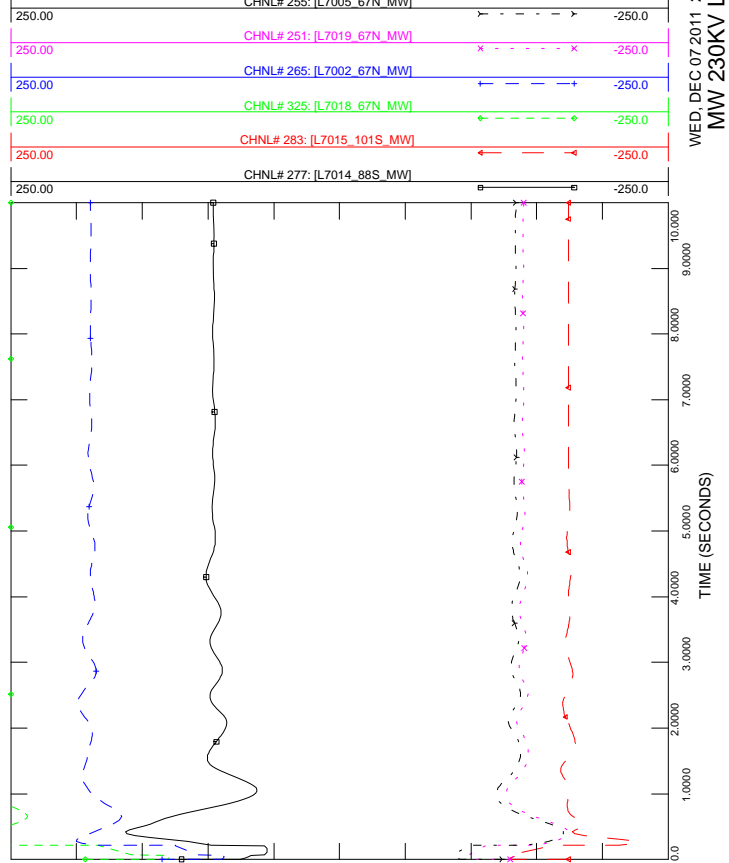
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

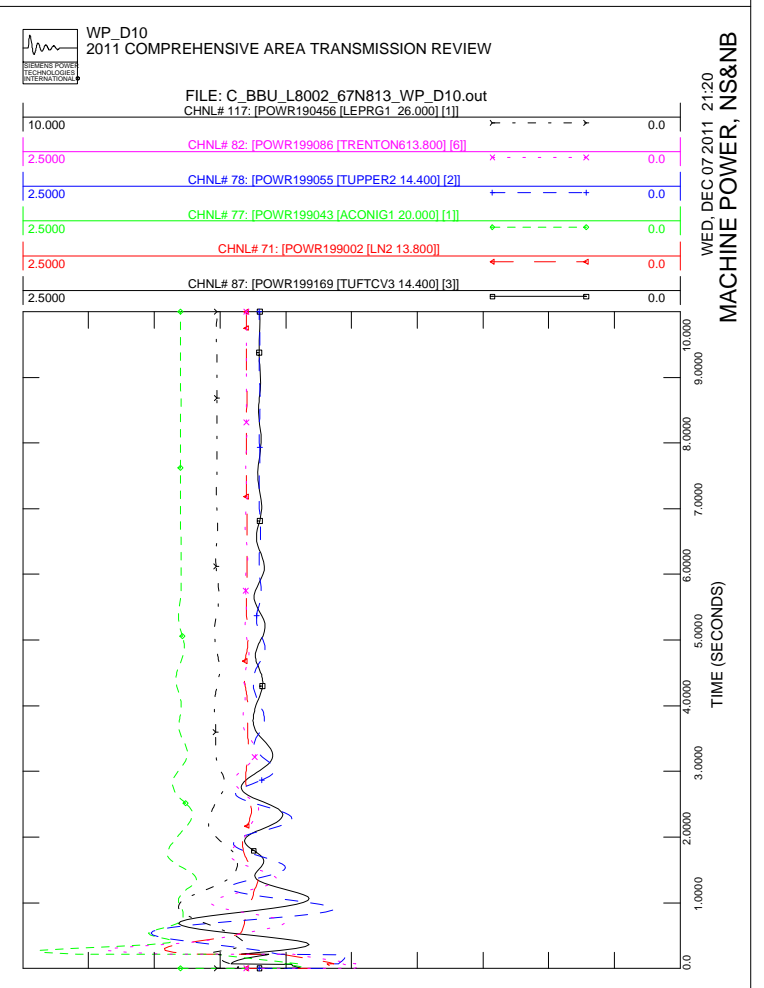
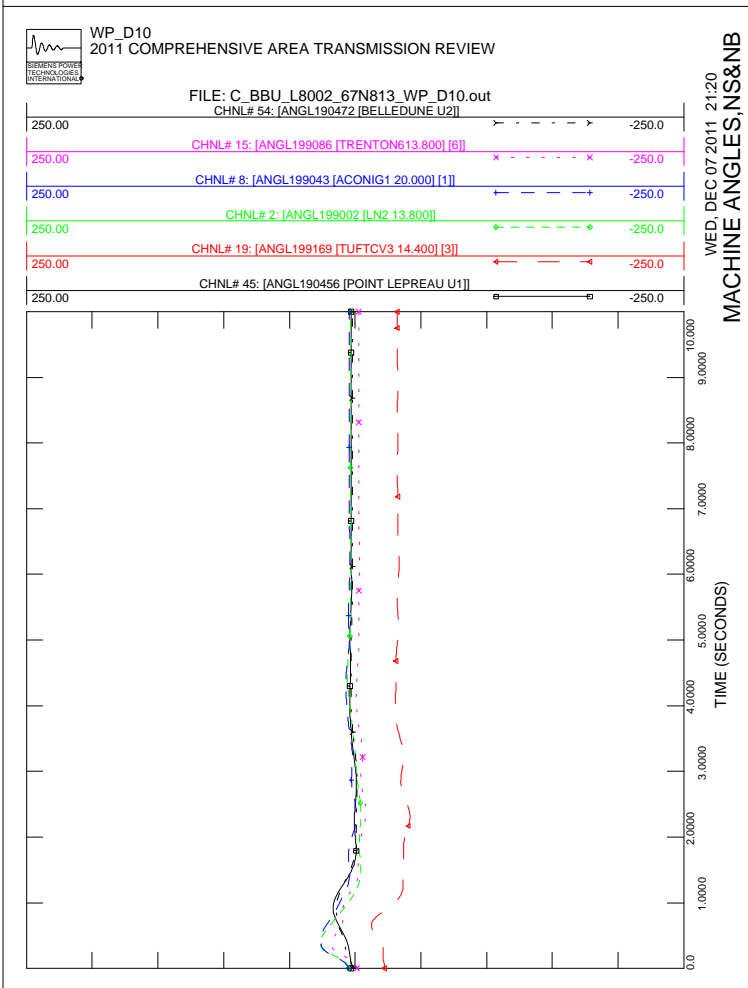
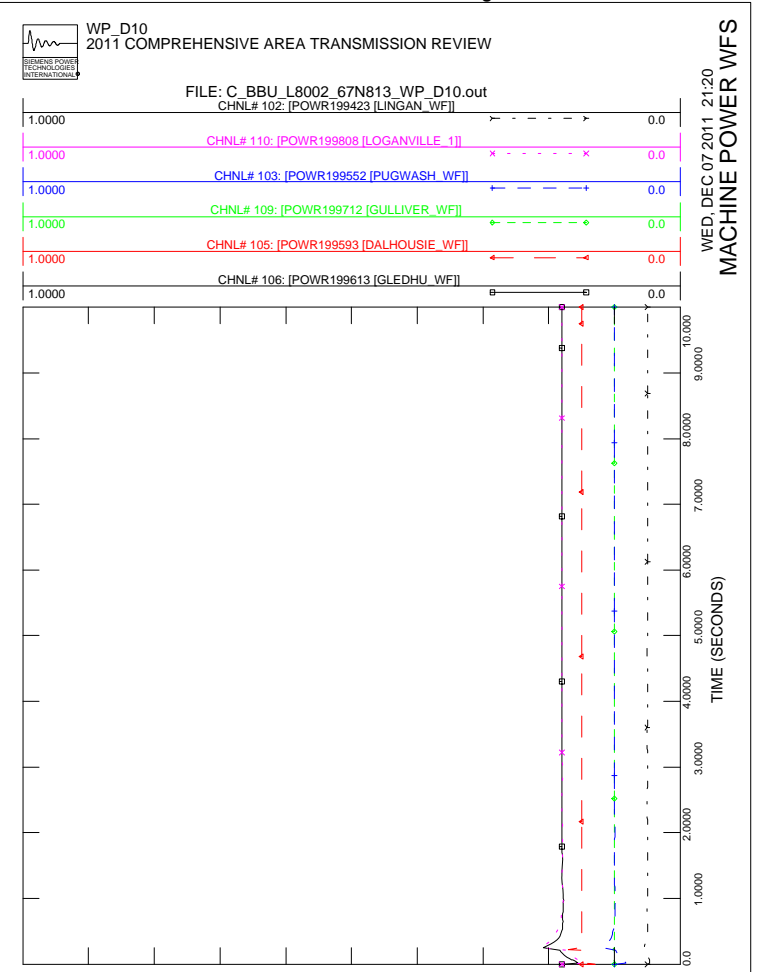
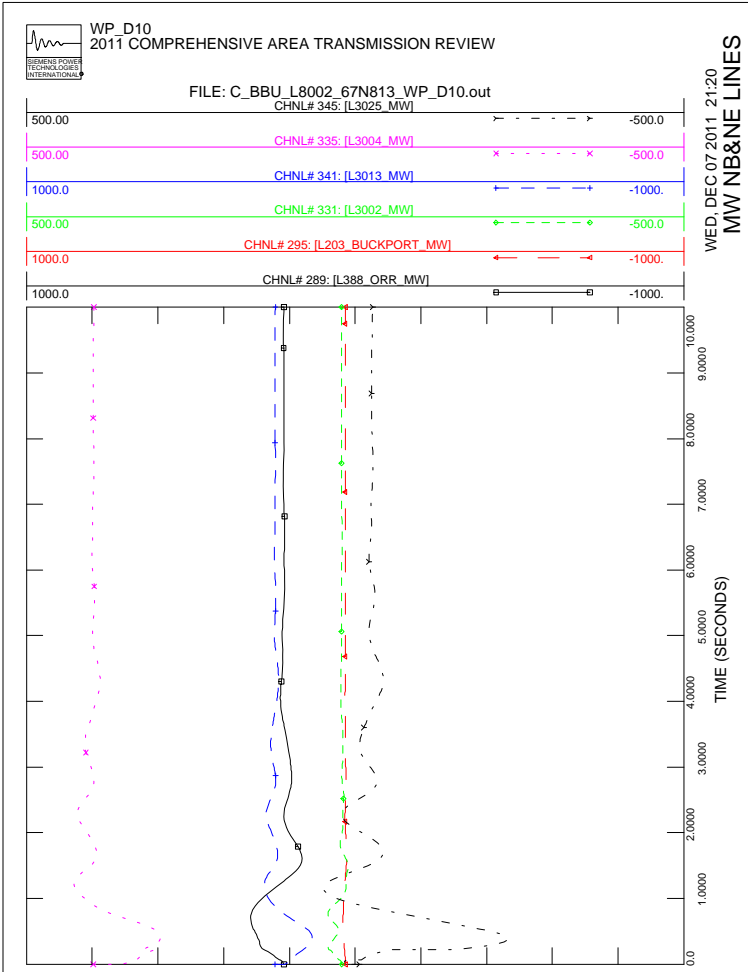
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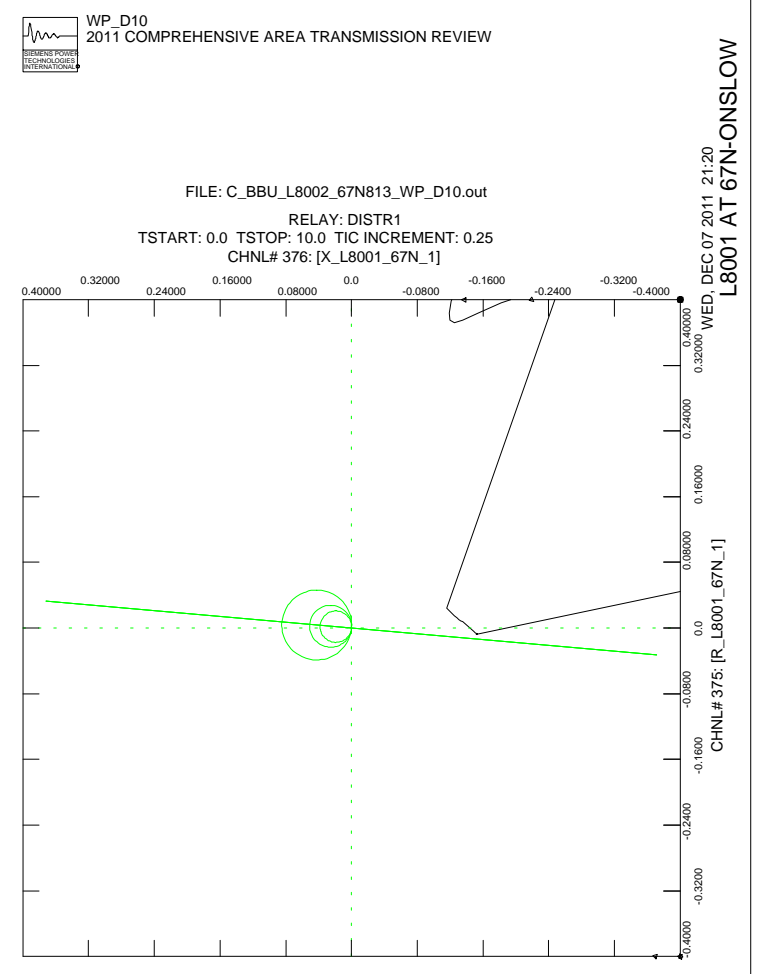
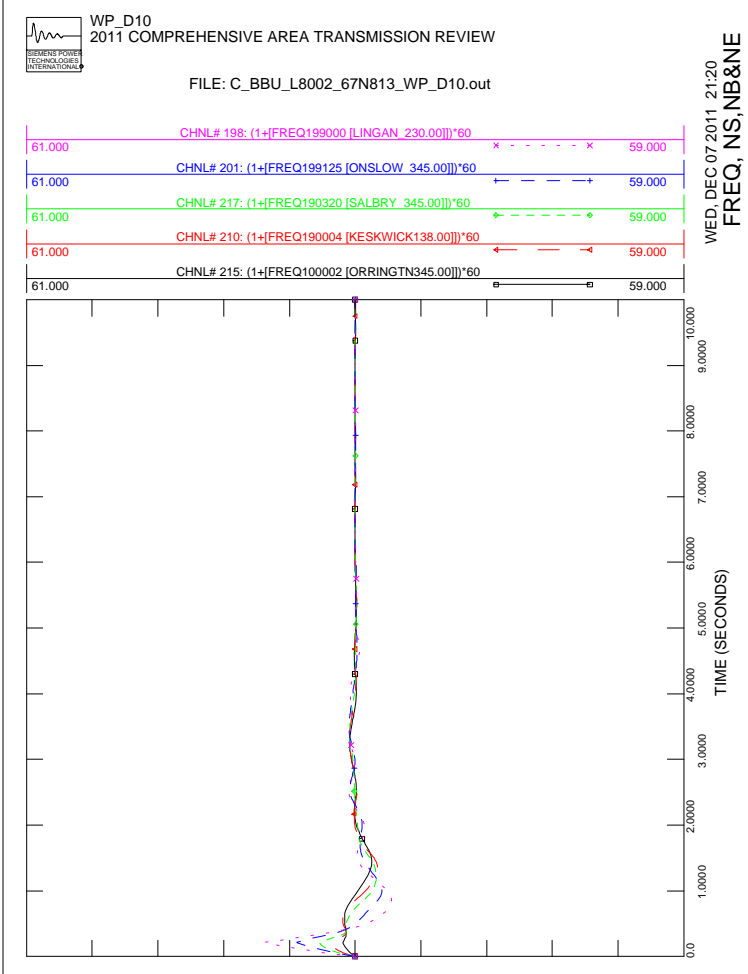
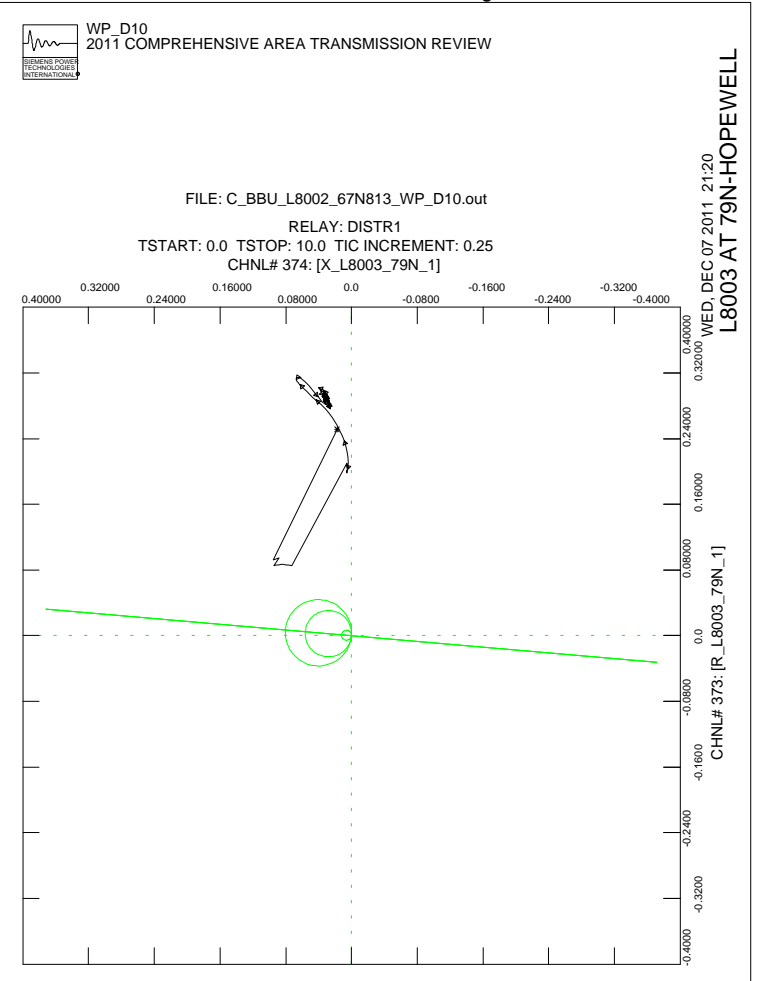
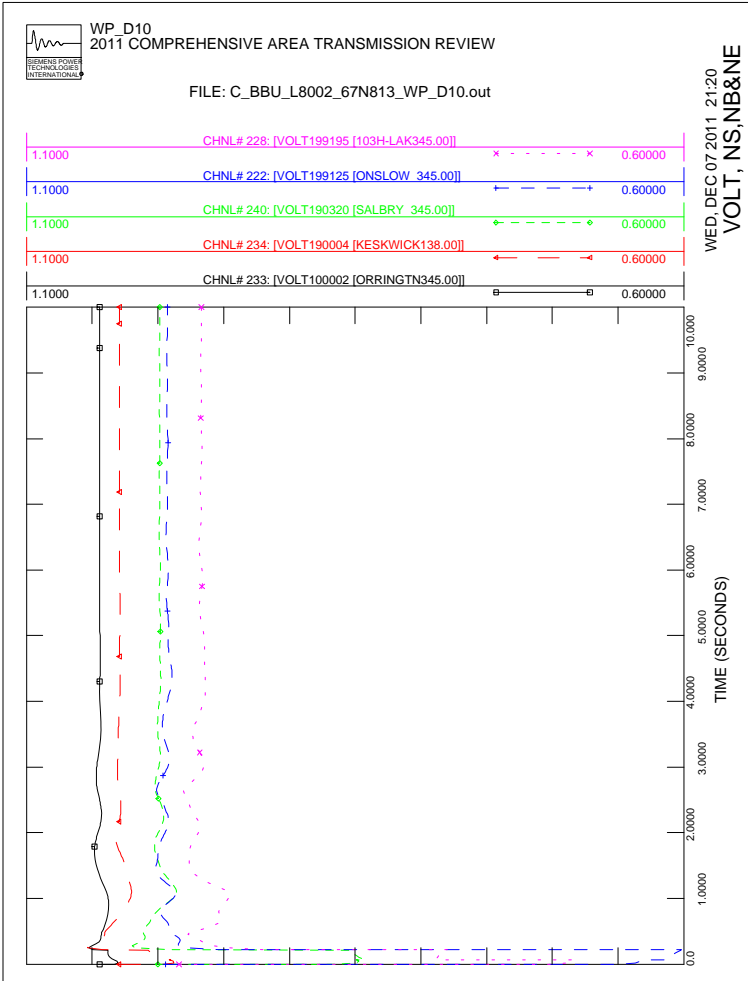


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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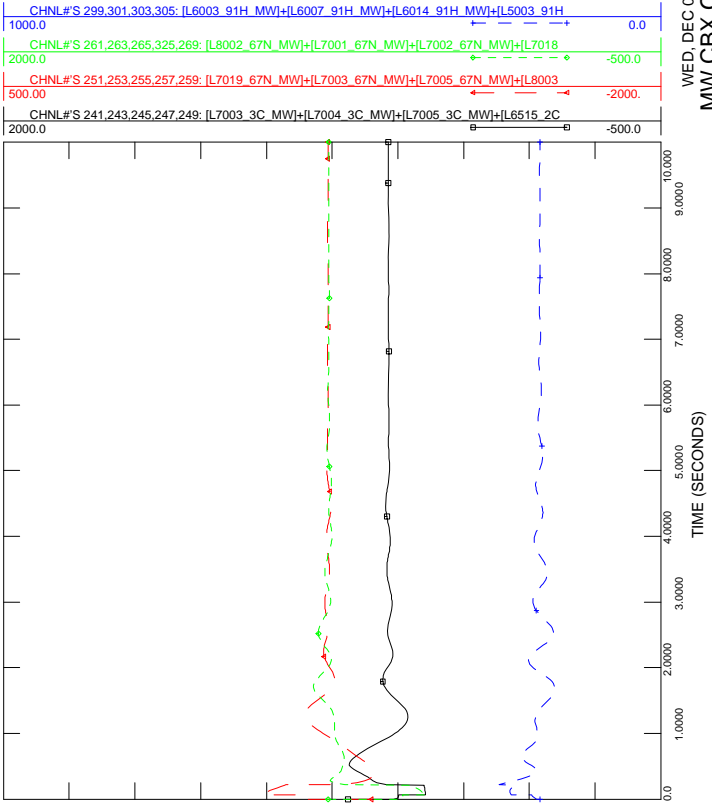






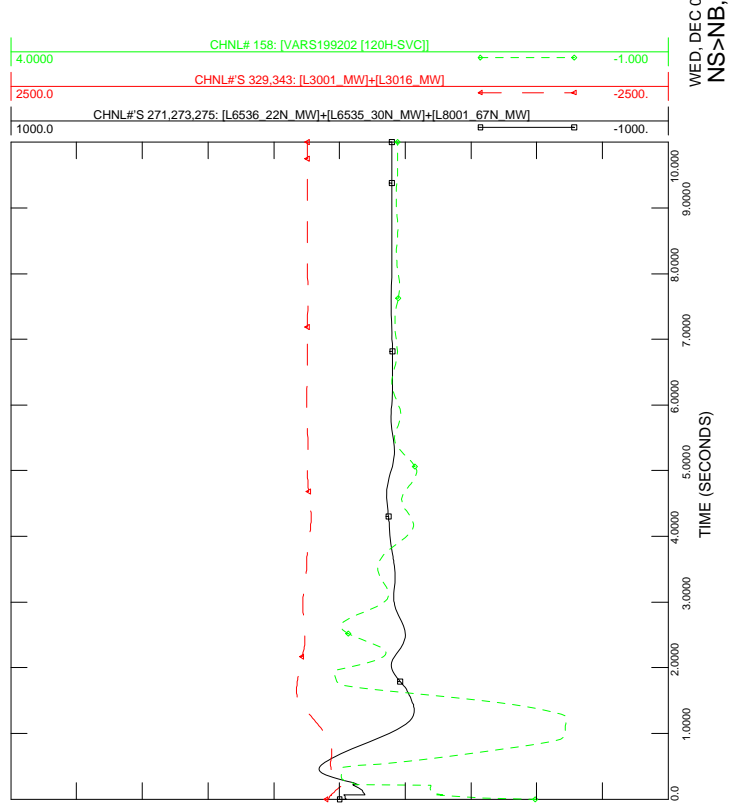
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g5_WP_D10.out



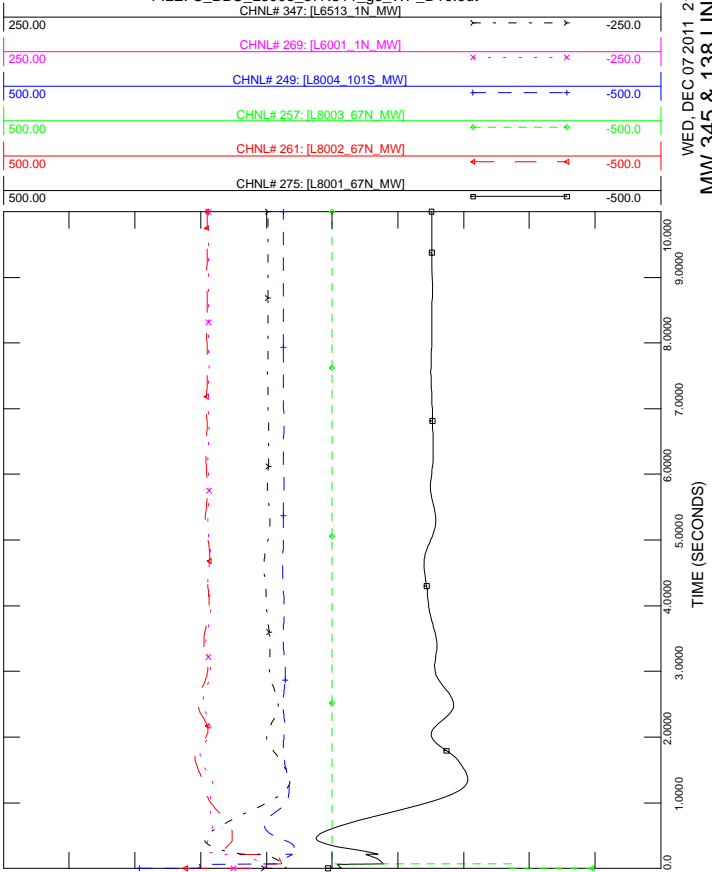
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g5_WP_D10.out



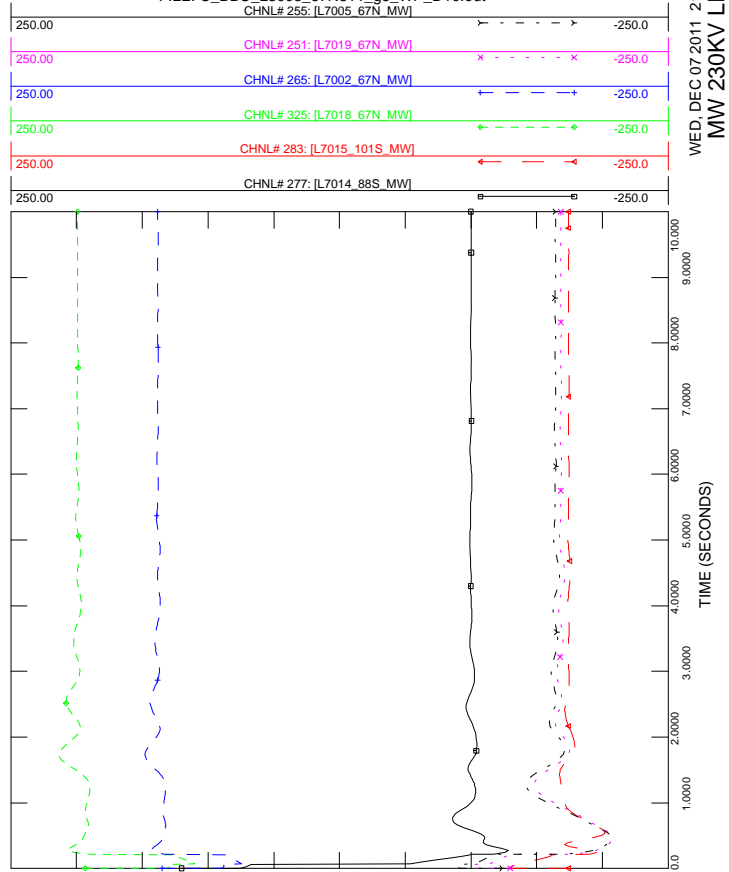
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

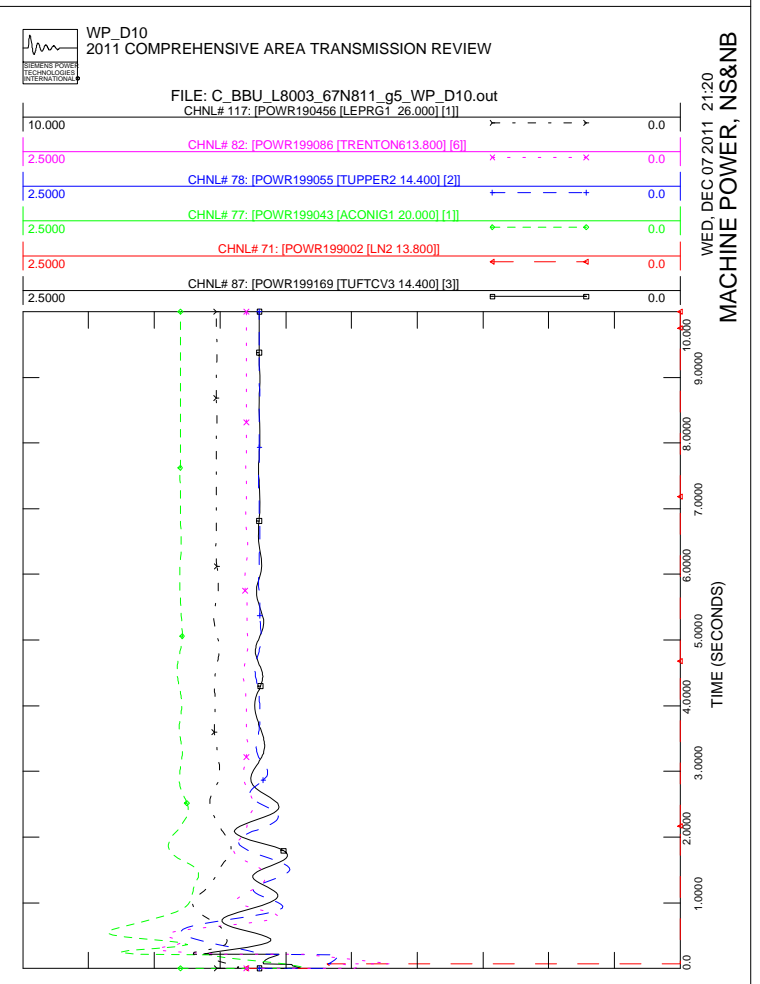
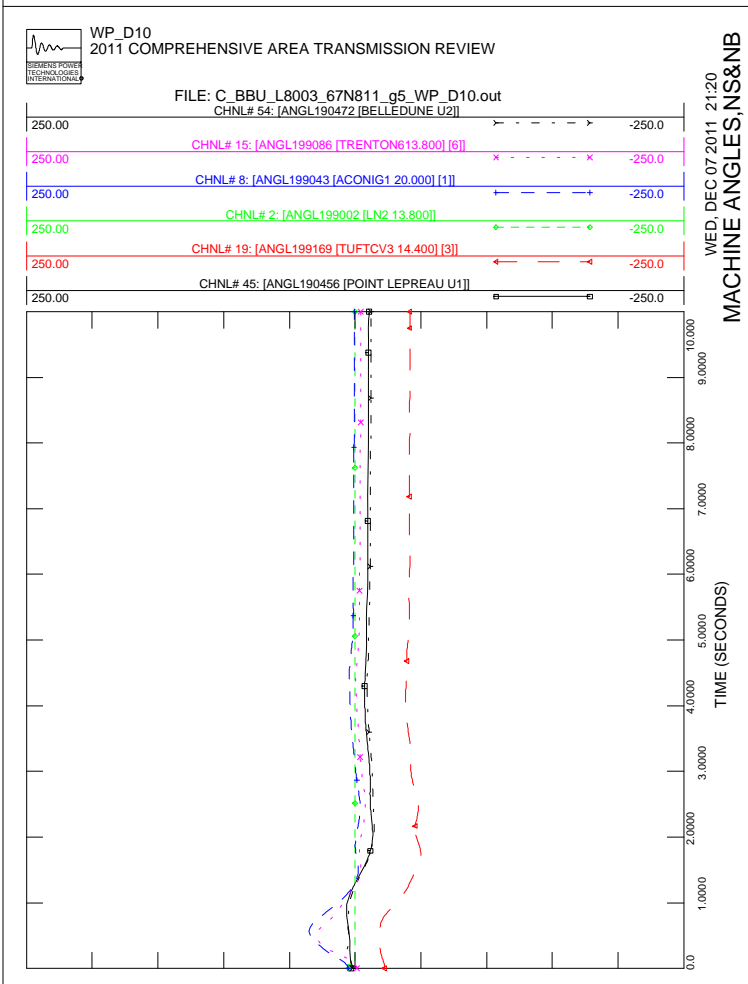
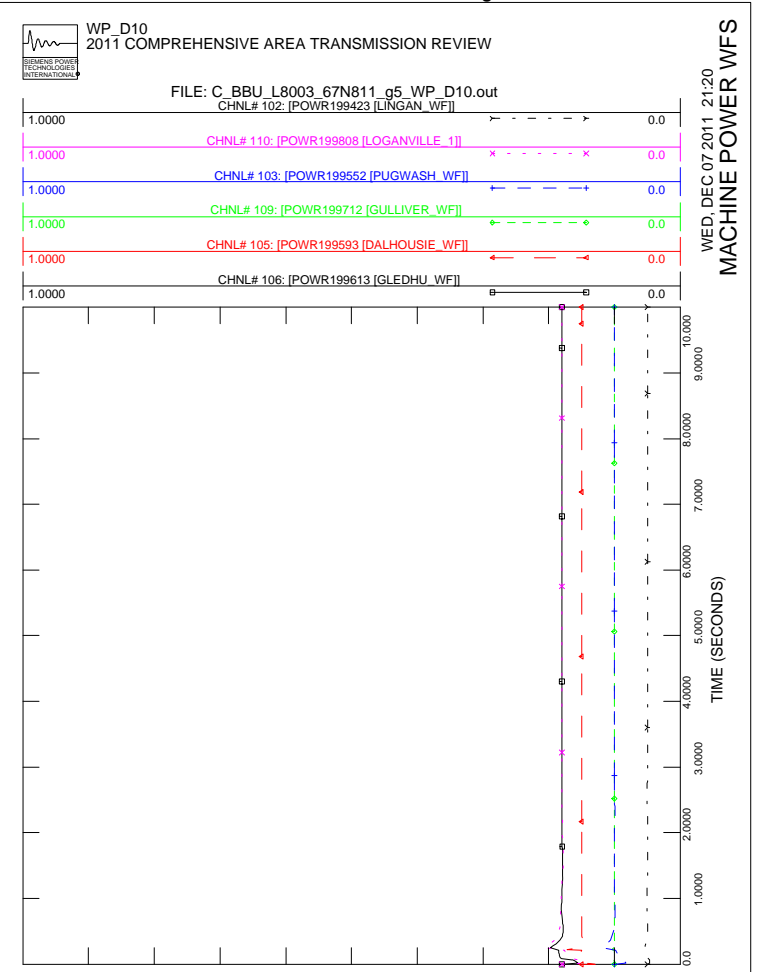
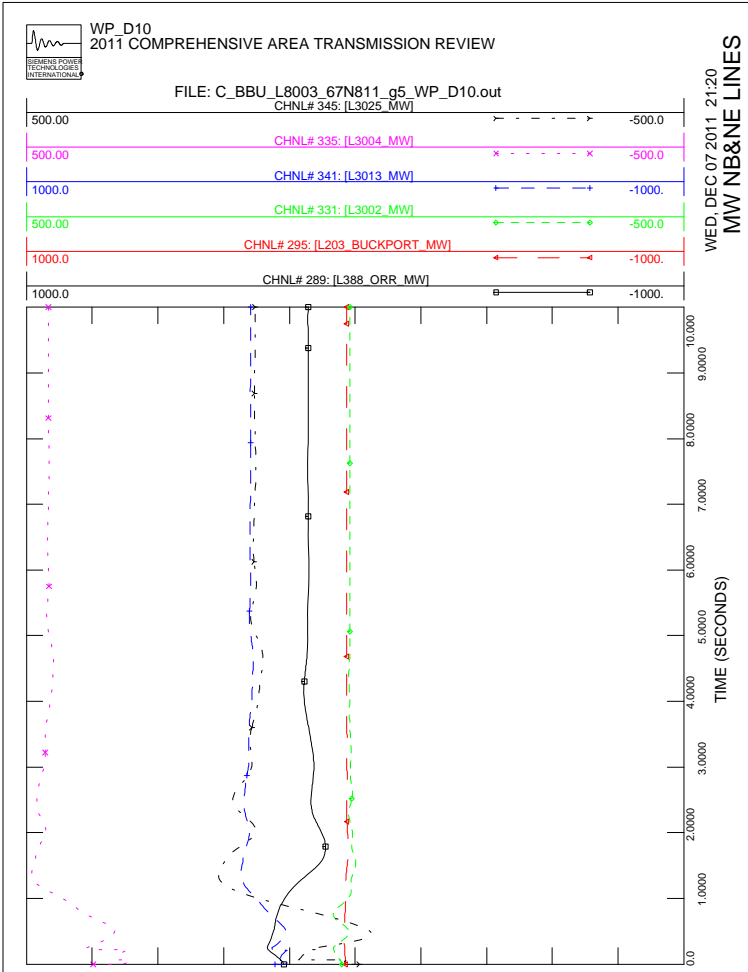
FILE: C_BBU_L8003_67N811_g5_WP_D10.out



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g5_WP_D10.out

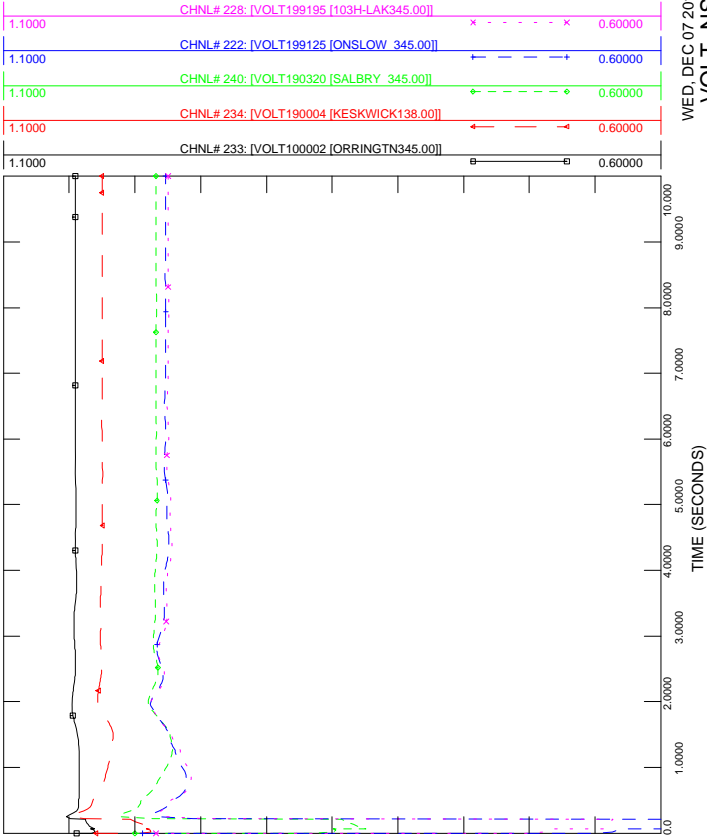






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g5_WP_D10.out

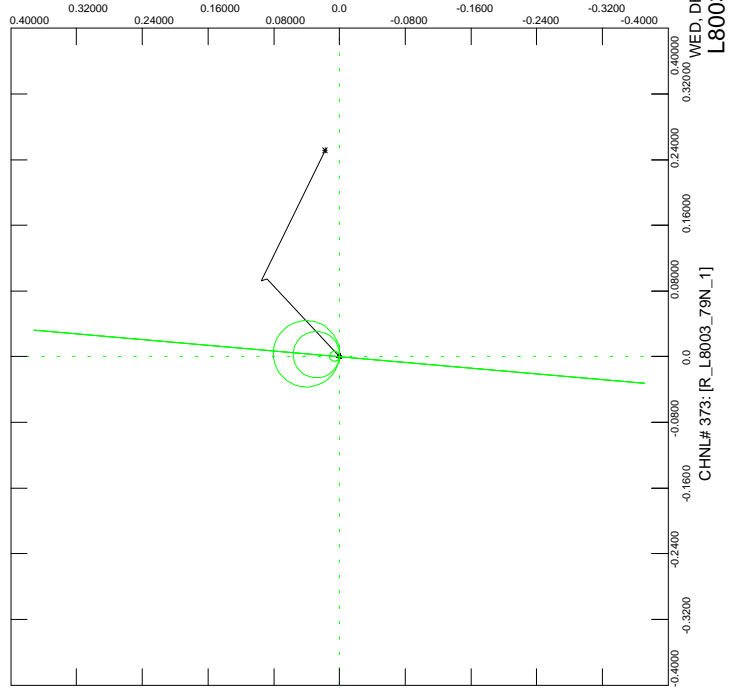


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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g5_WP_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

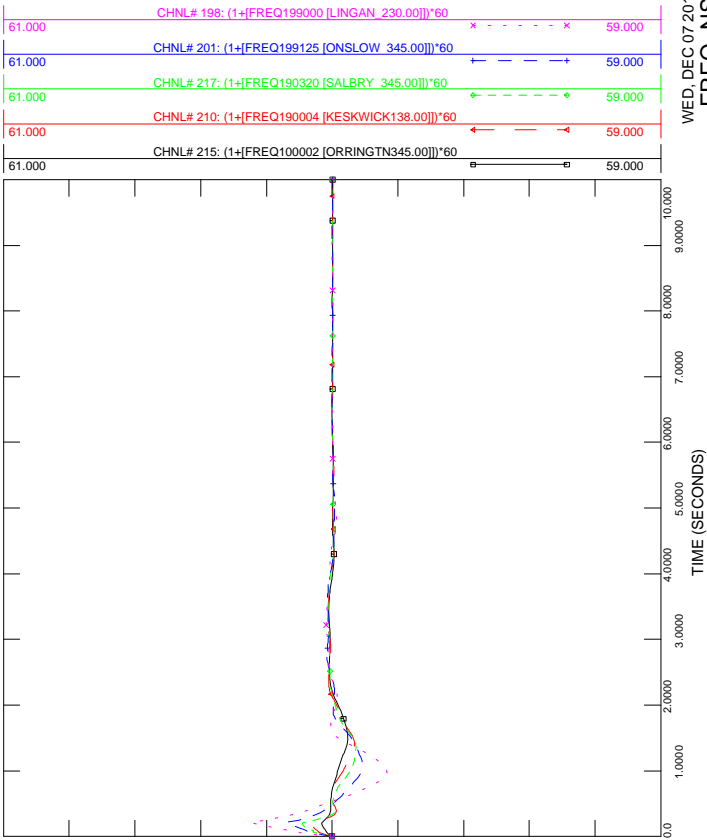


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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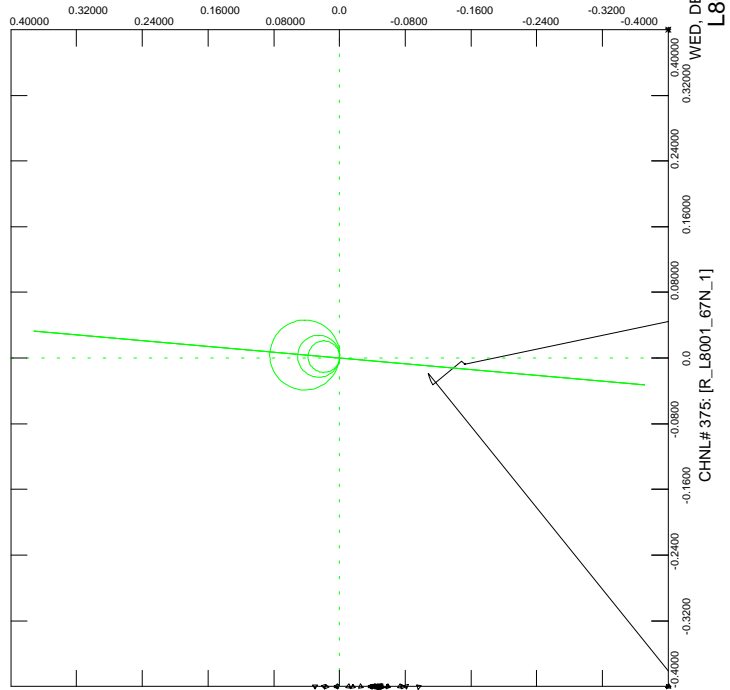


WED, DEC 07 2011 21:20
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g5_WP_D10.out
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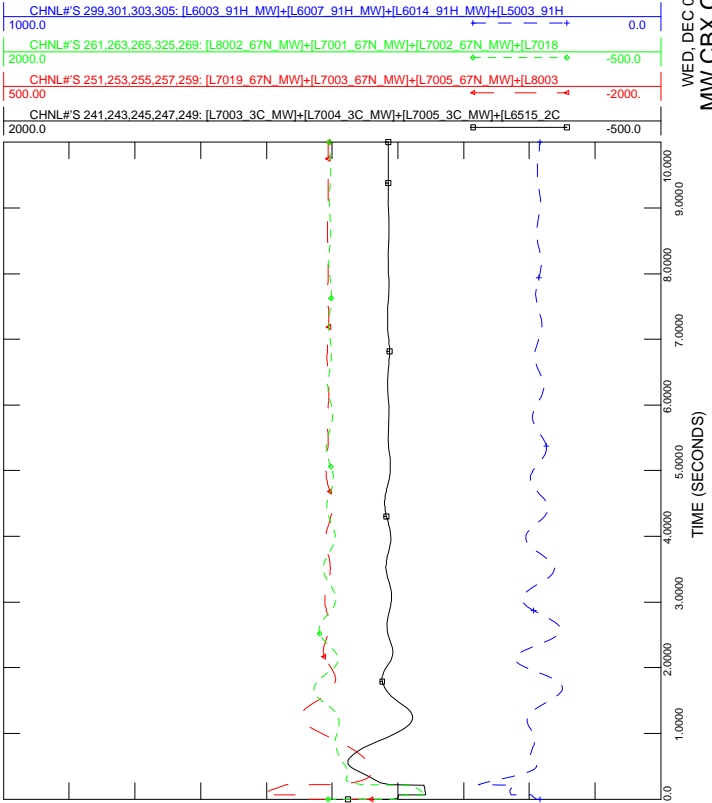


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L8001 AT 67N-ONSLow



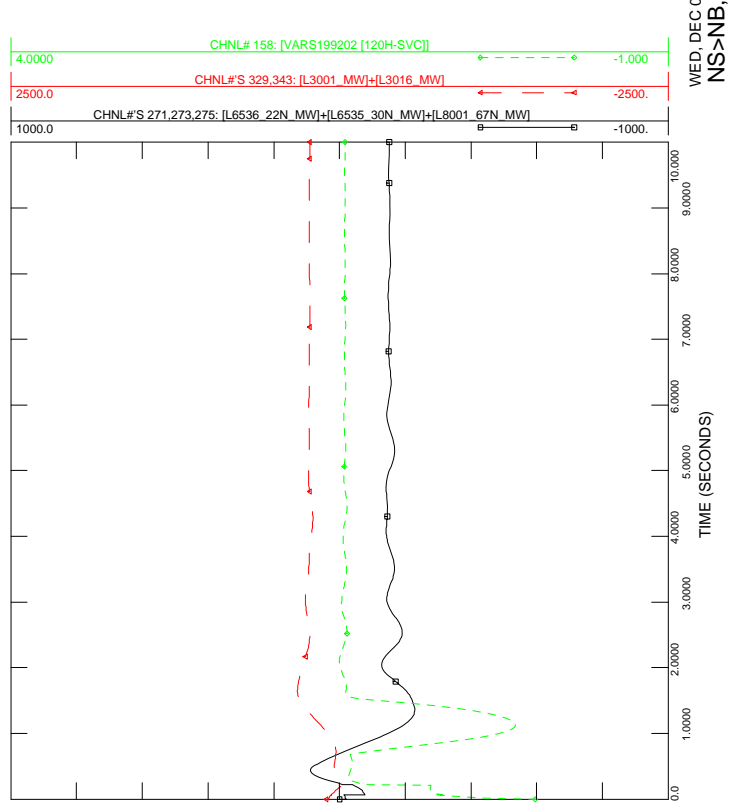
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g5_WP_D10.out



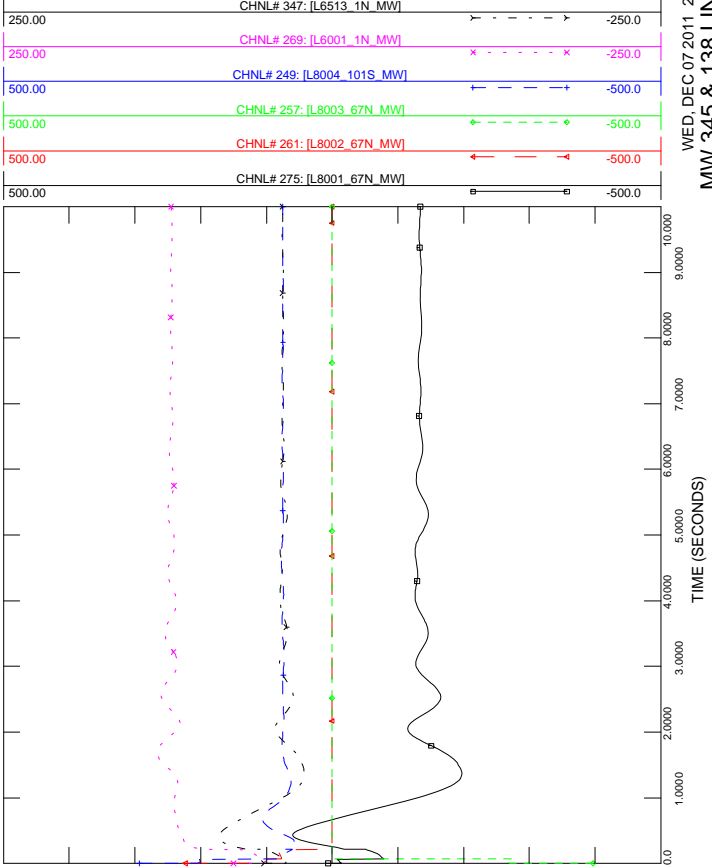
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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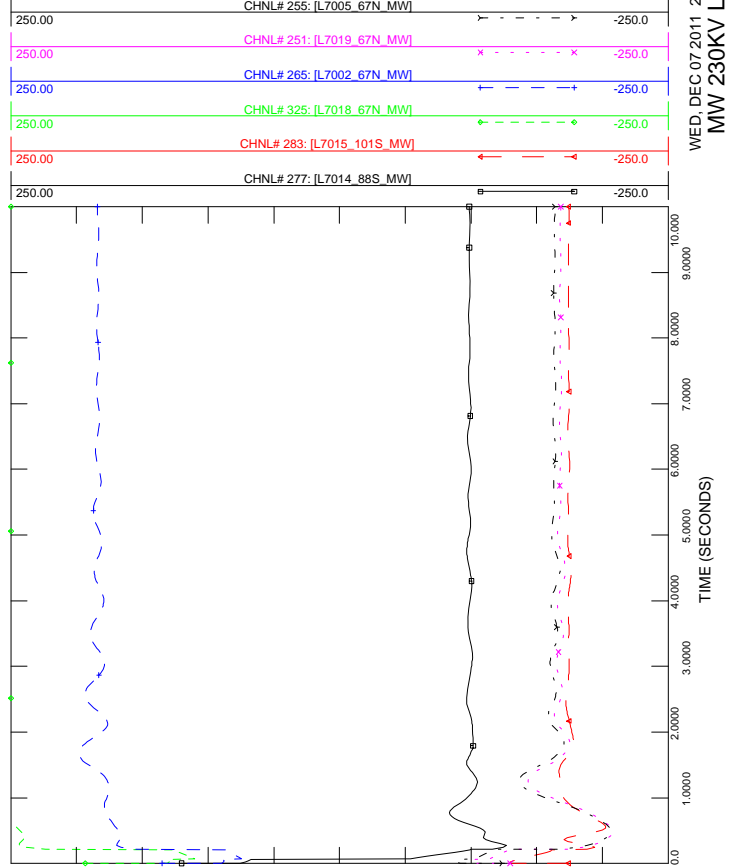
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

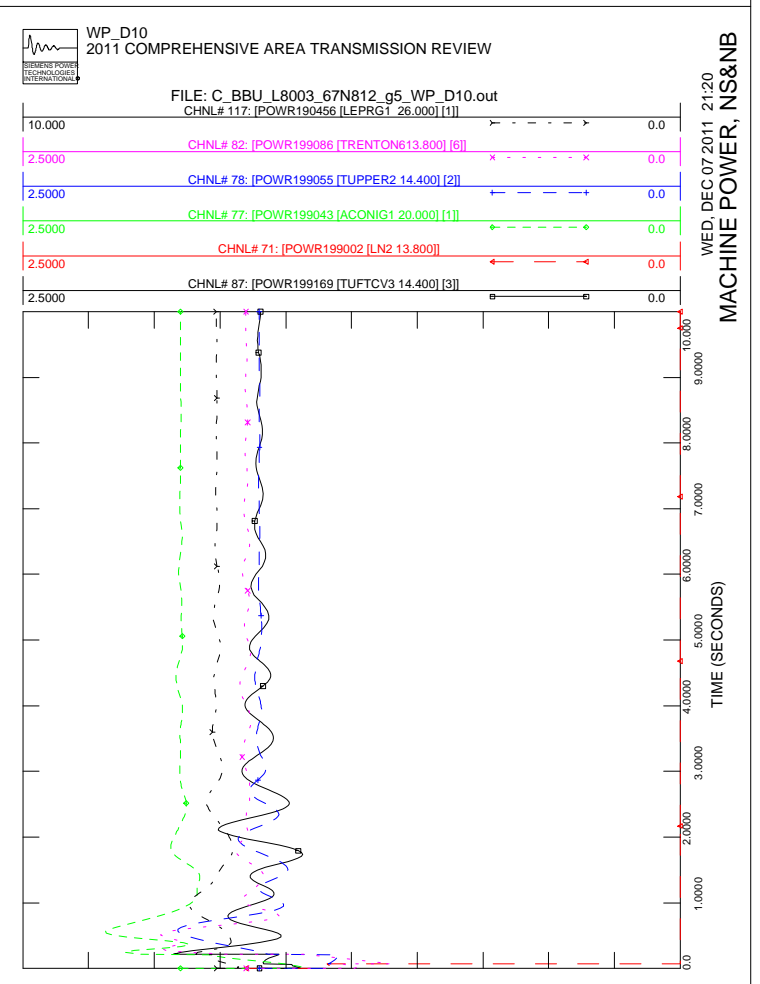
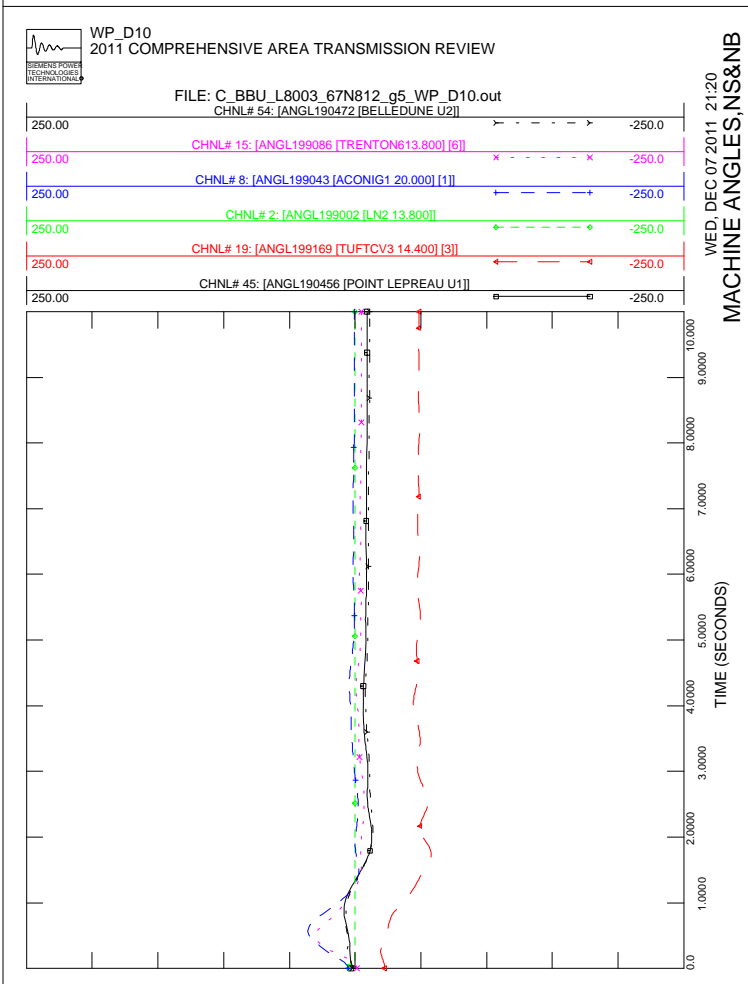
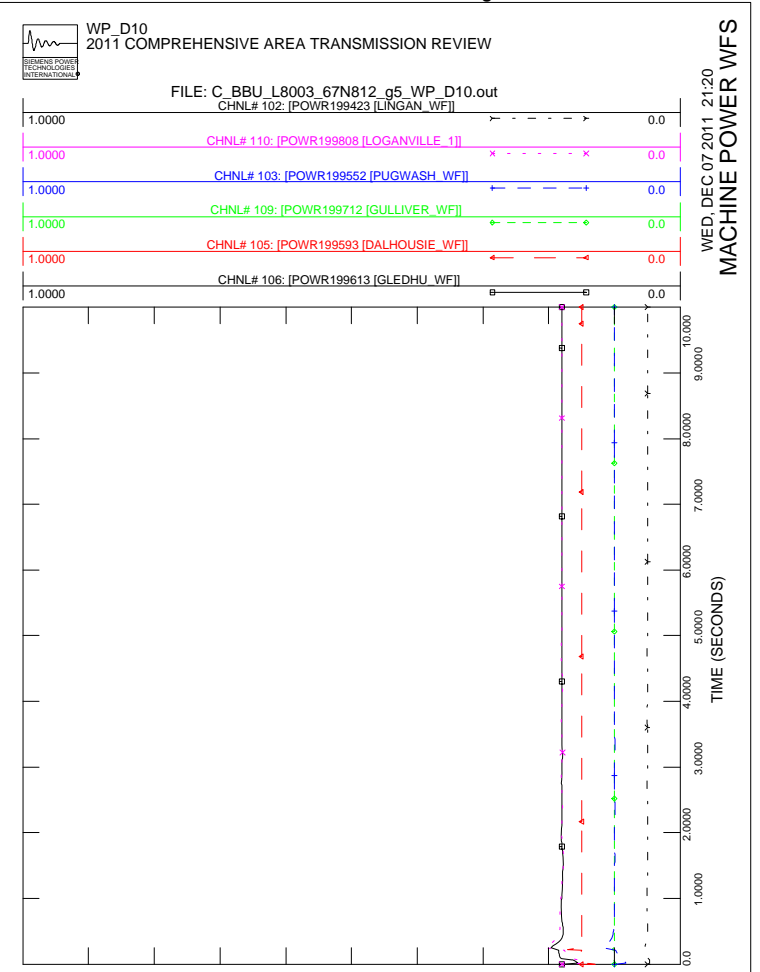
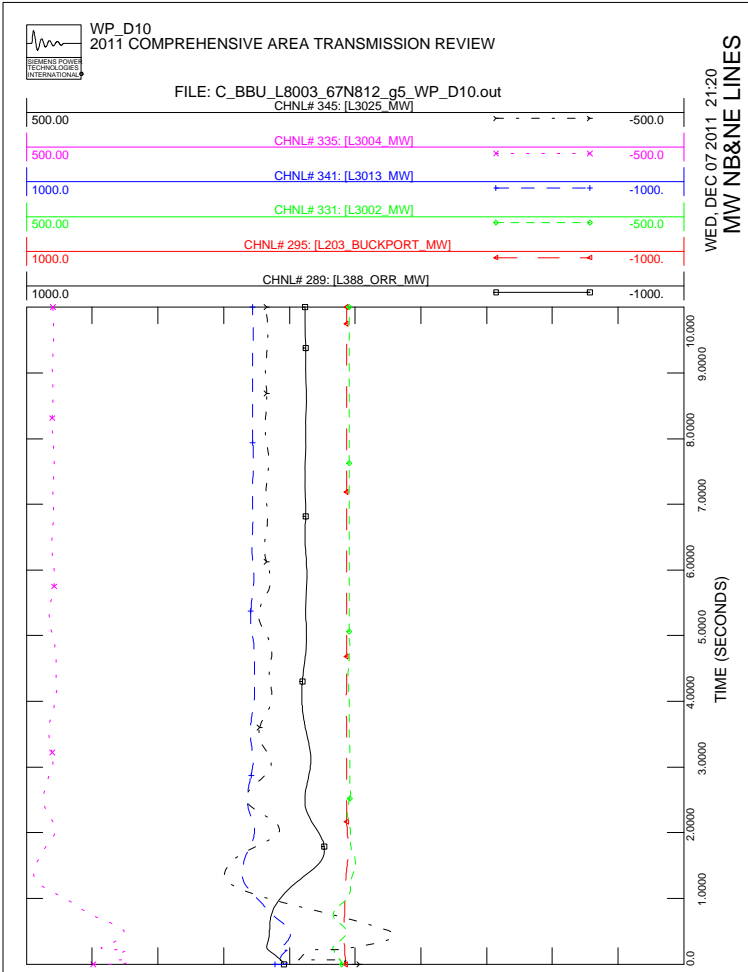
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g5_WP_D10.out

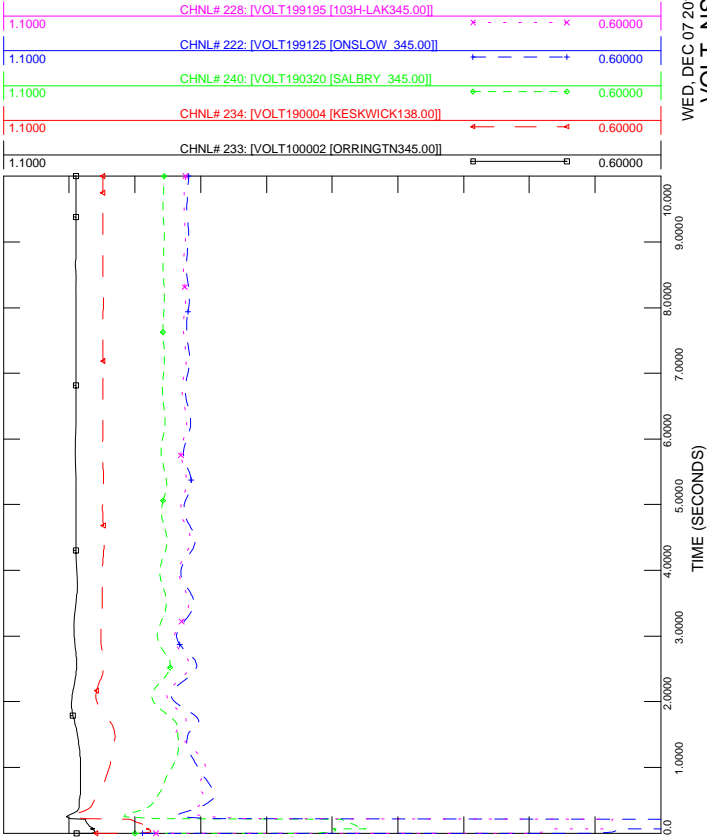






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g5_WP_D10.out

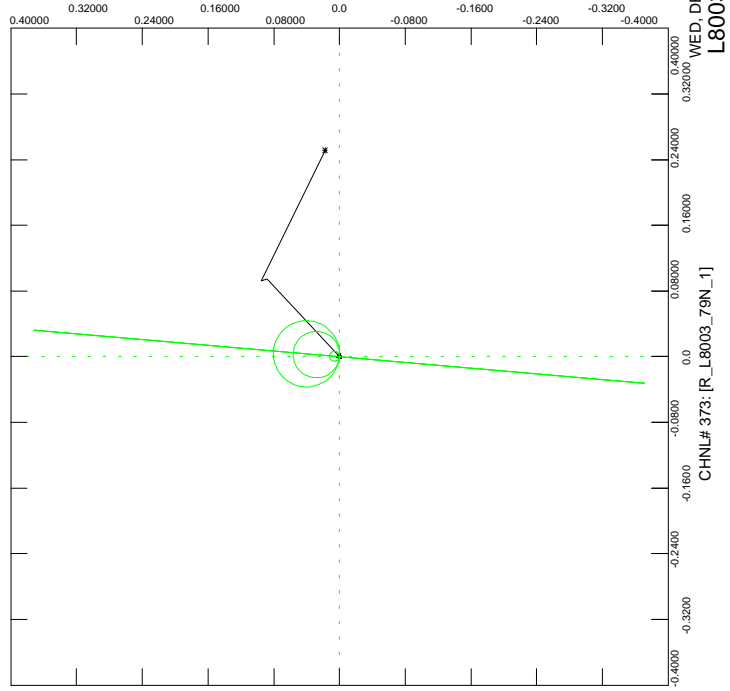


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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g5_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

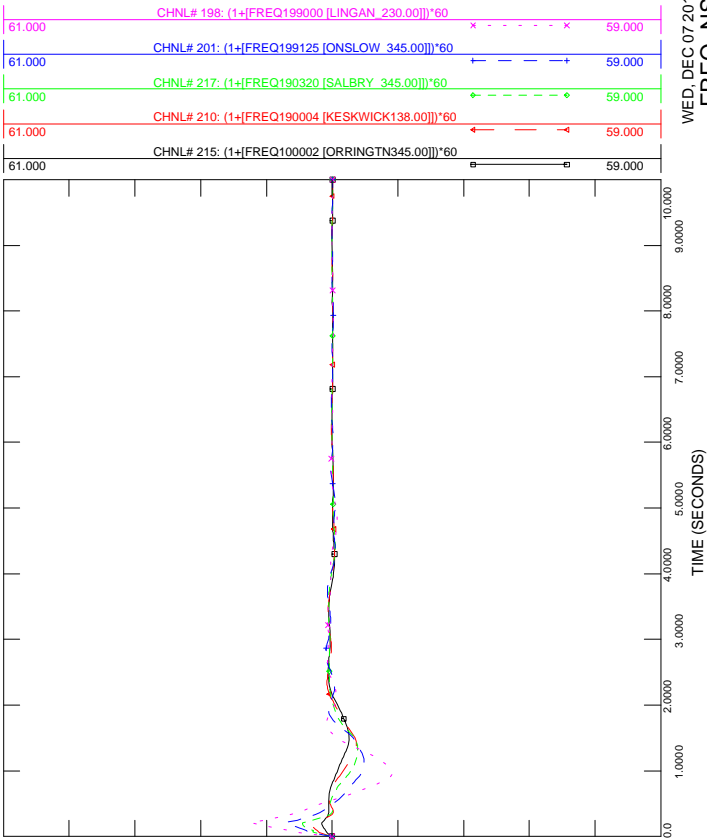


WED, DEC 07 2011 21:20
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g5_WP_D10.out

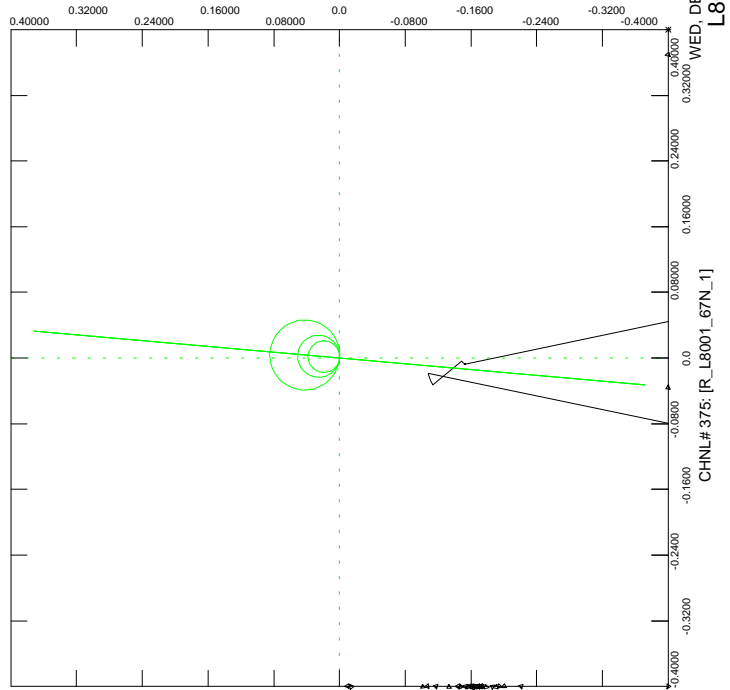


WED, DEC 07 2011 21:20
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g5_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

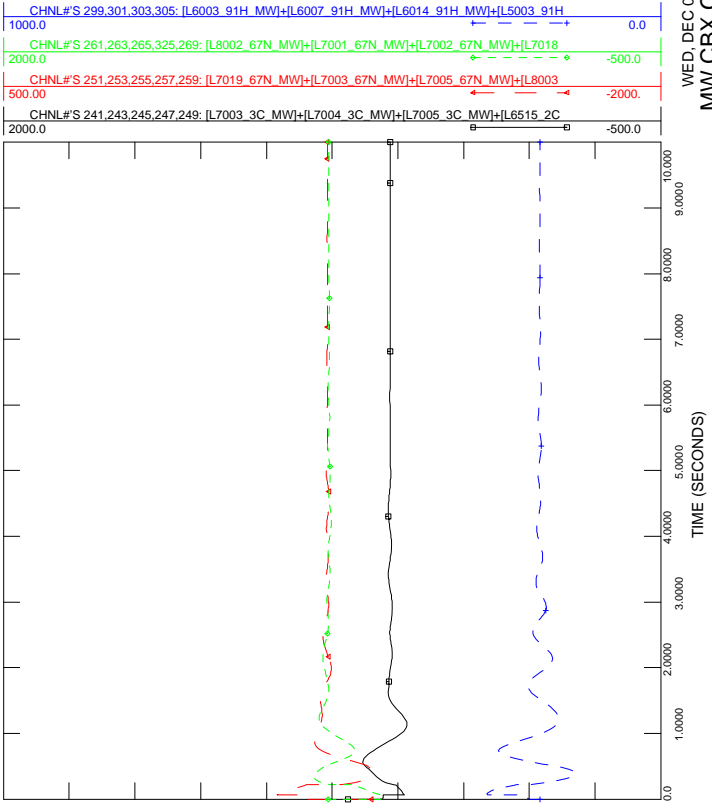


WED, DEC 07 2011 21:20
L8001 AT 67N-ONSLow



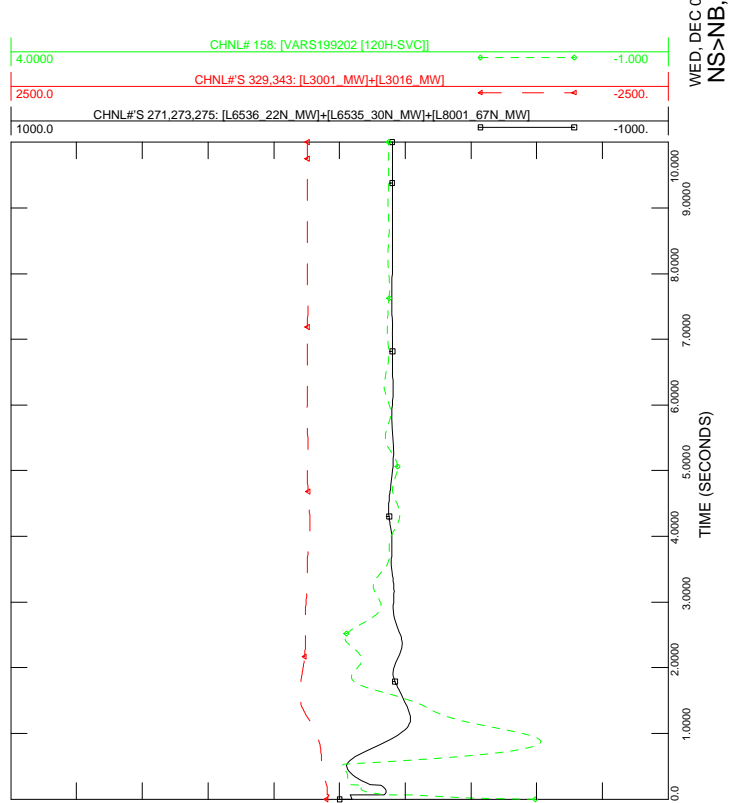
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out



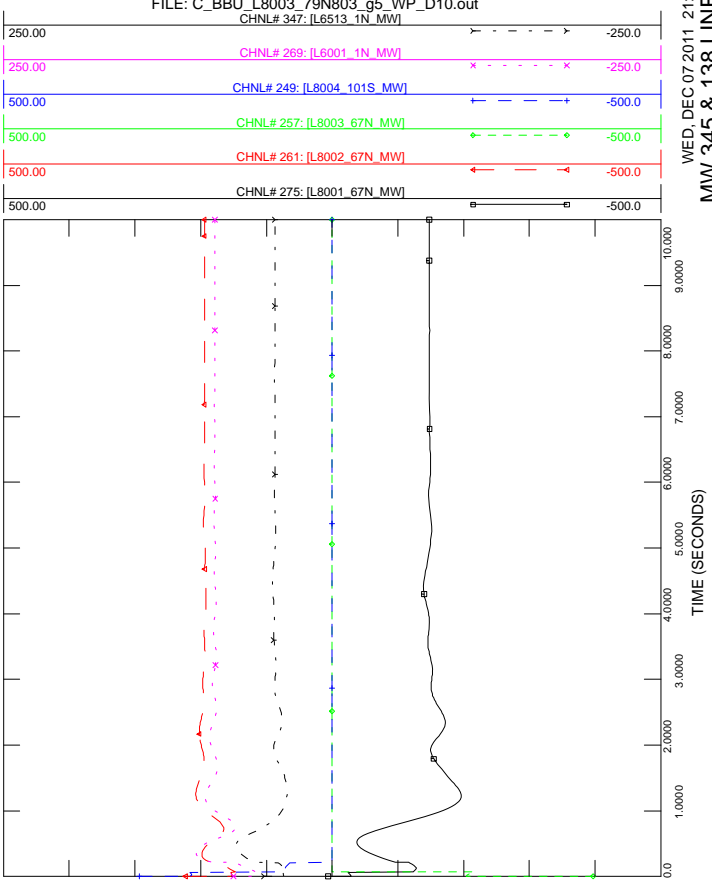
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out



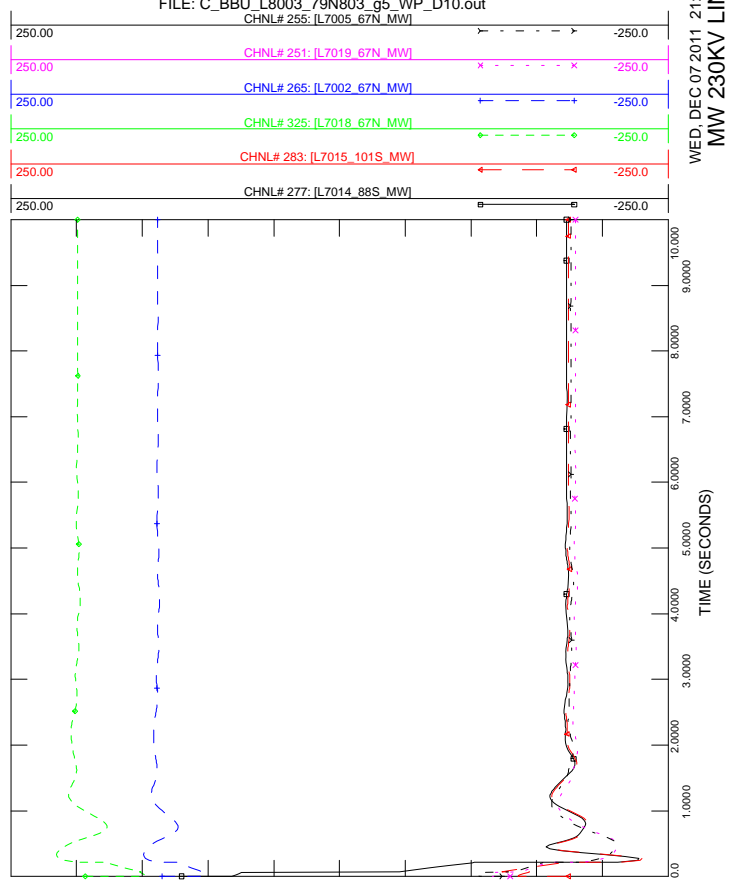
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

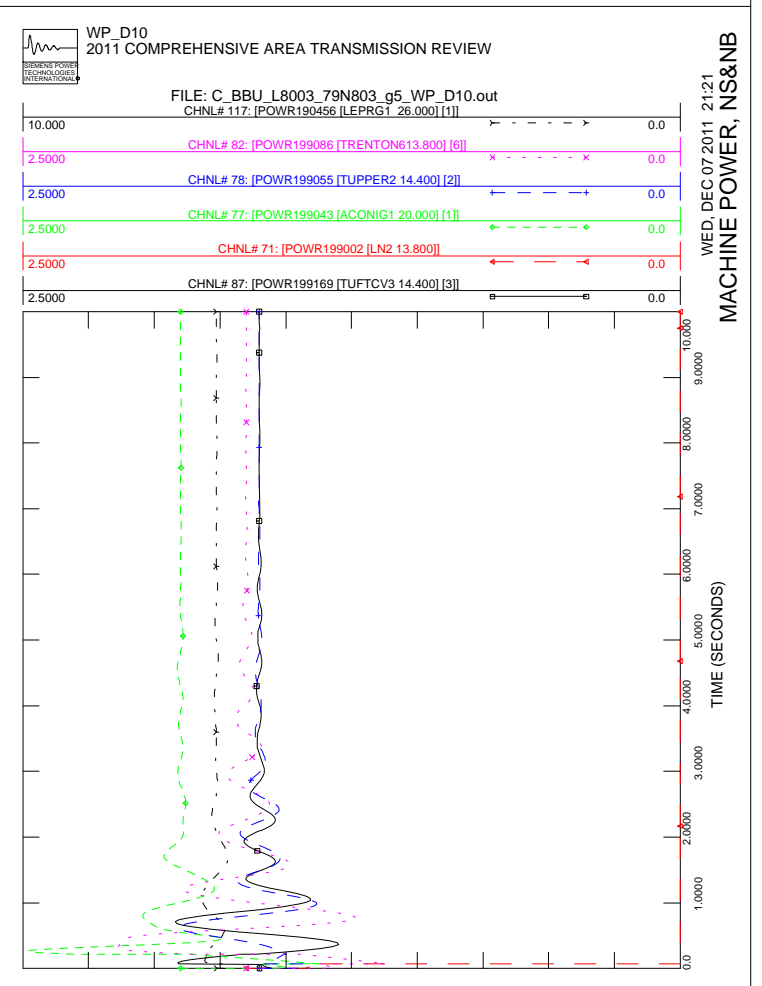
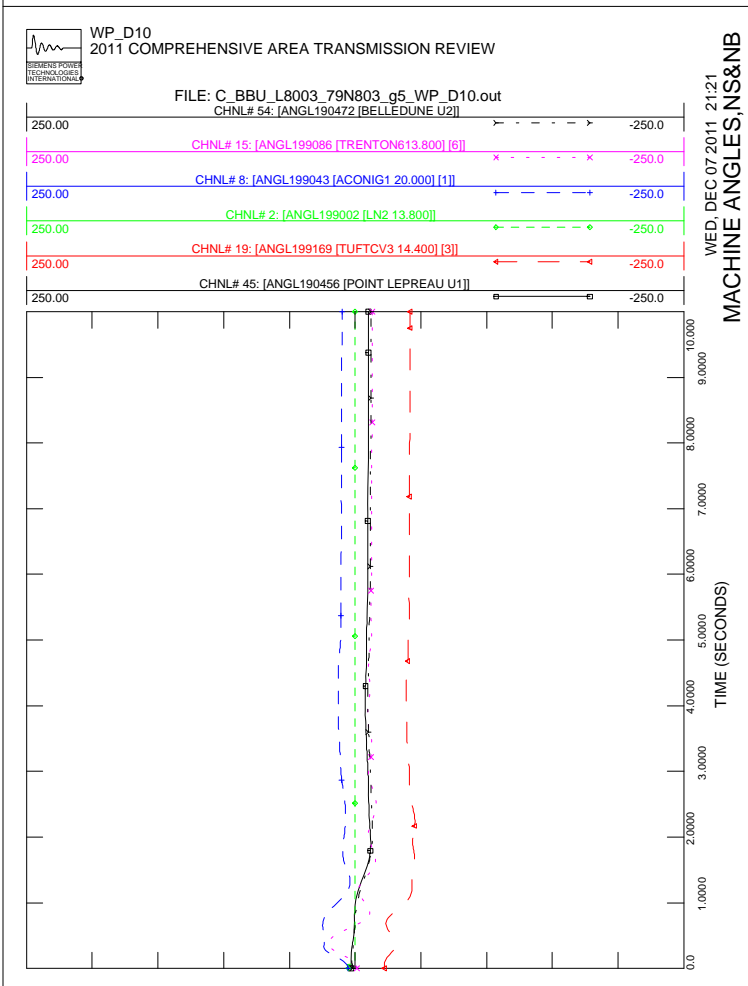
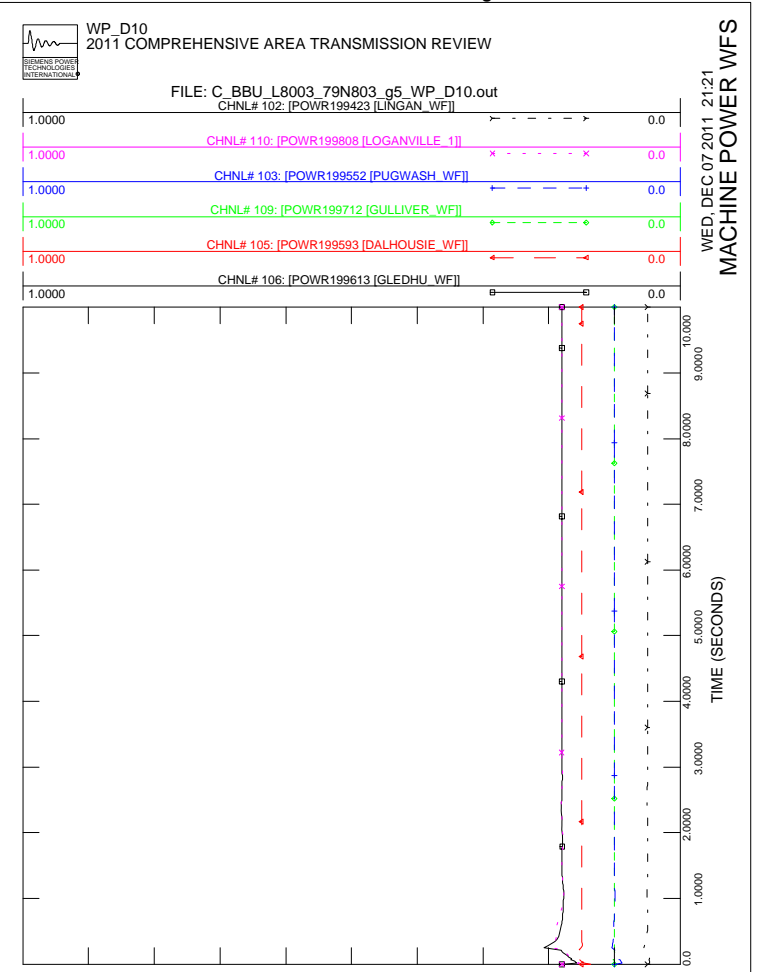
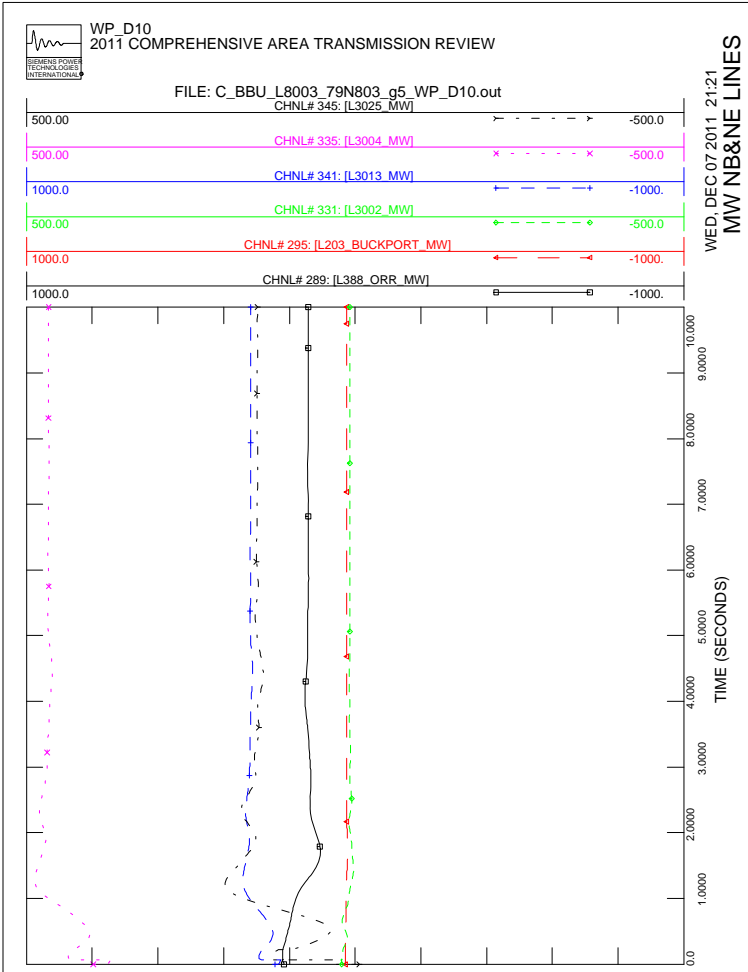
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out

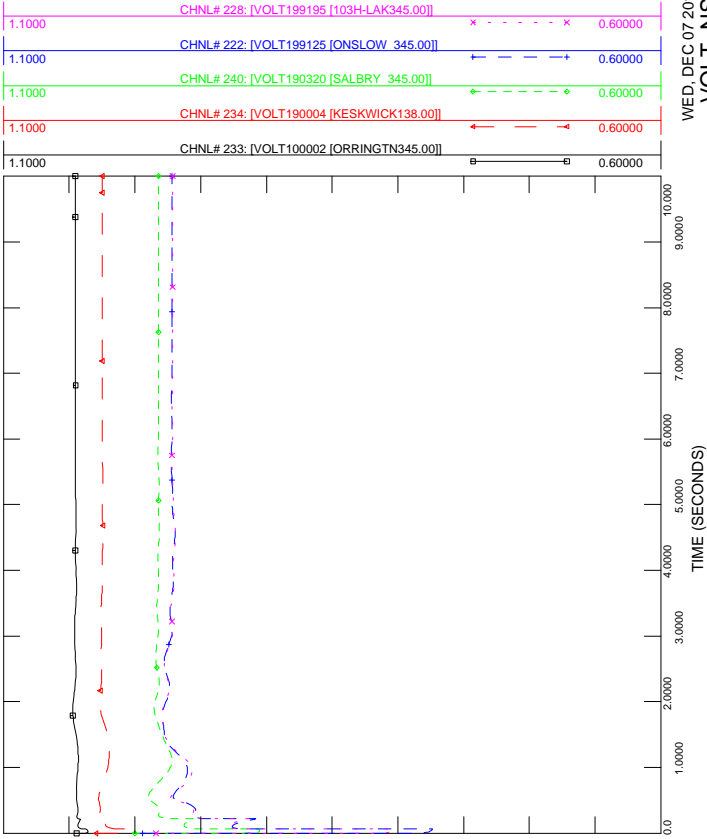






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out

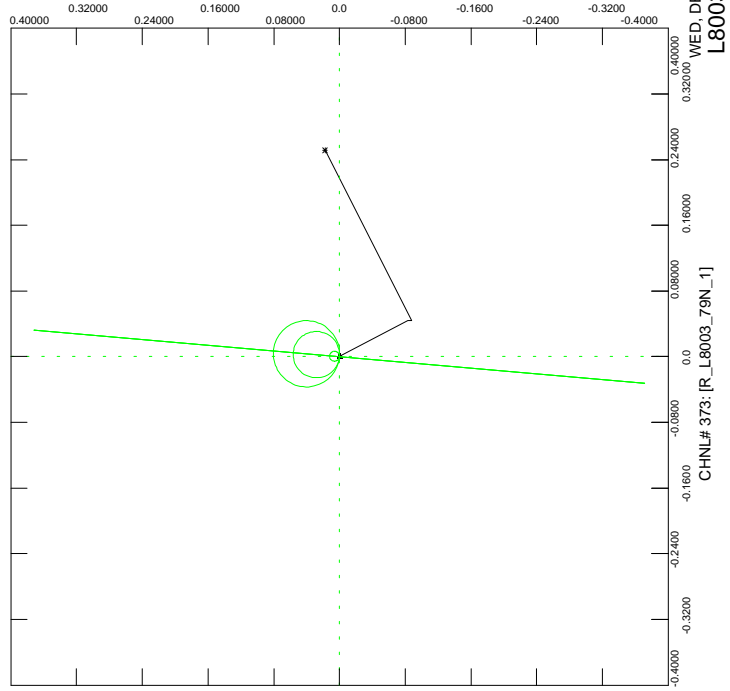


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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

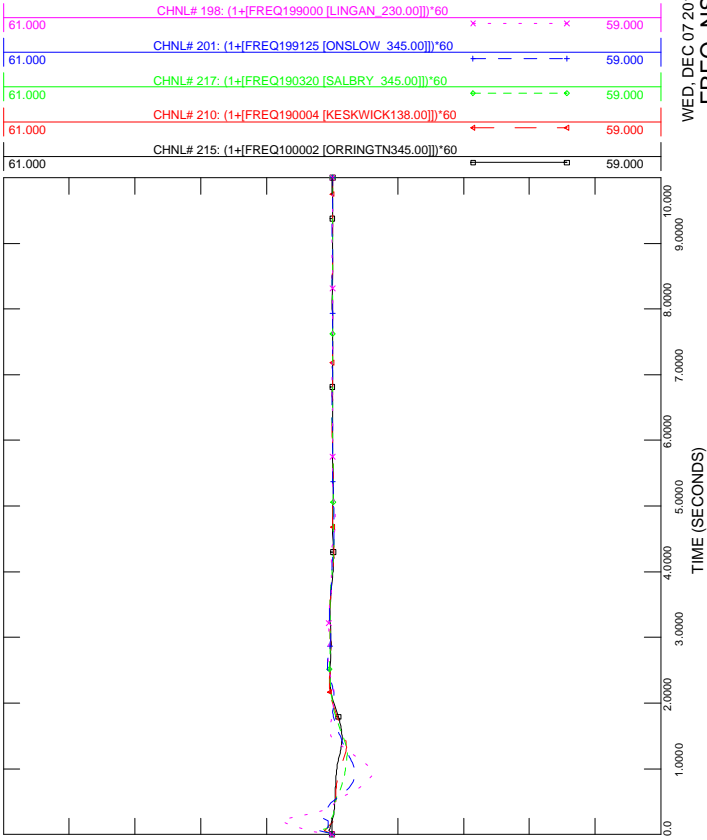


WED, DEC 07 2011 21:21
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out

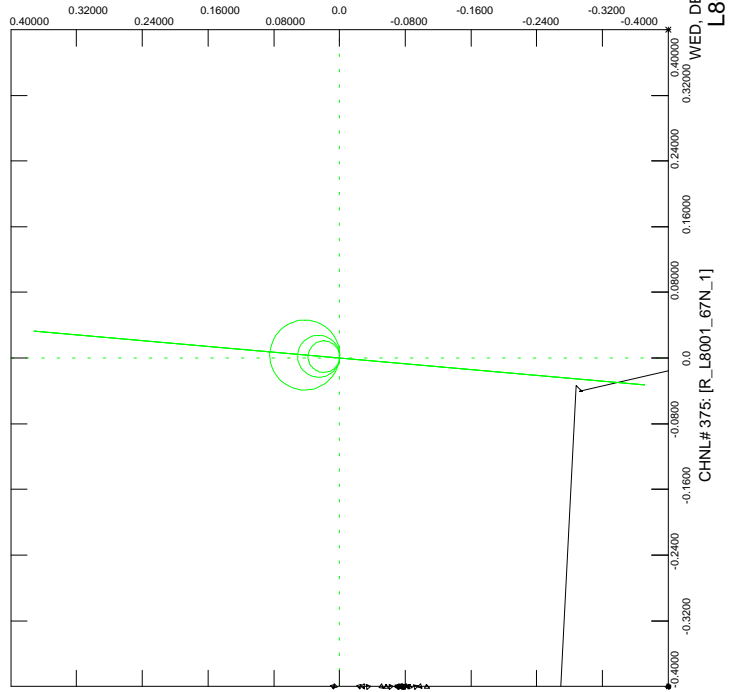


WED, DEC 07 2011 21:21
FREQ, NS, NB&NE

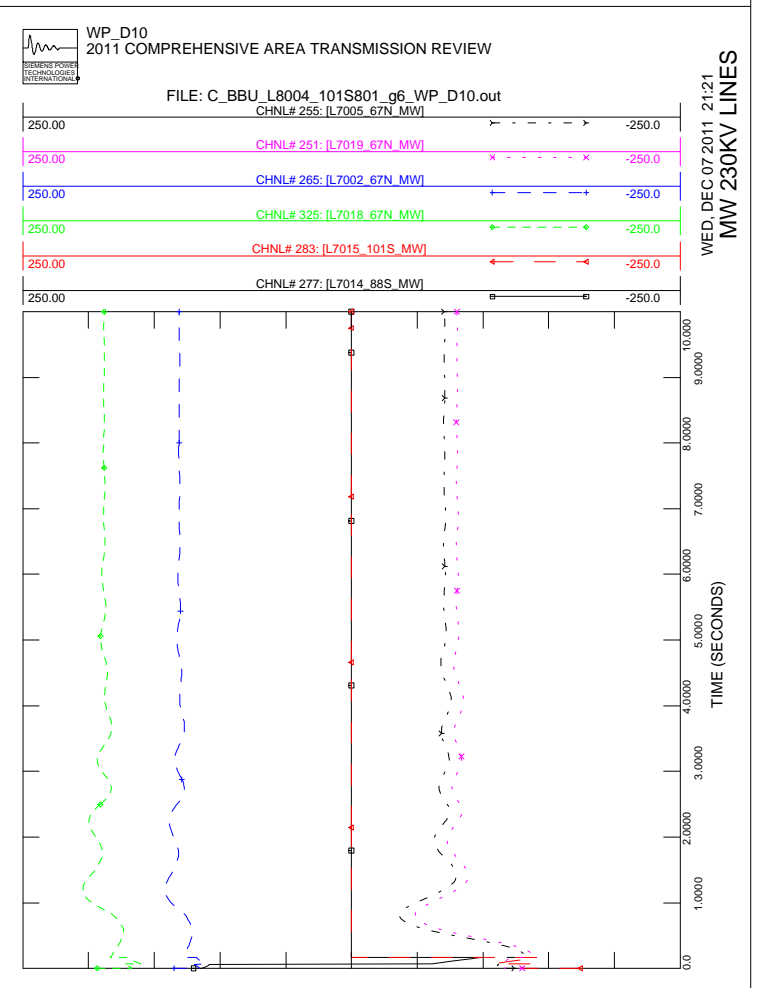
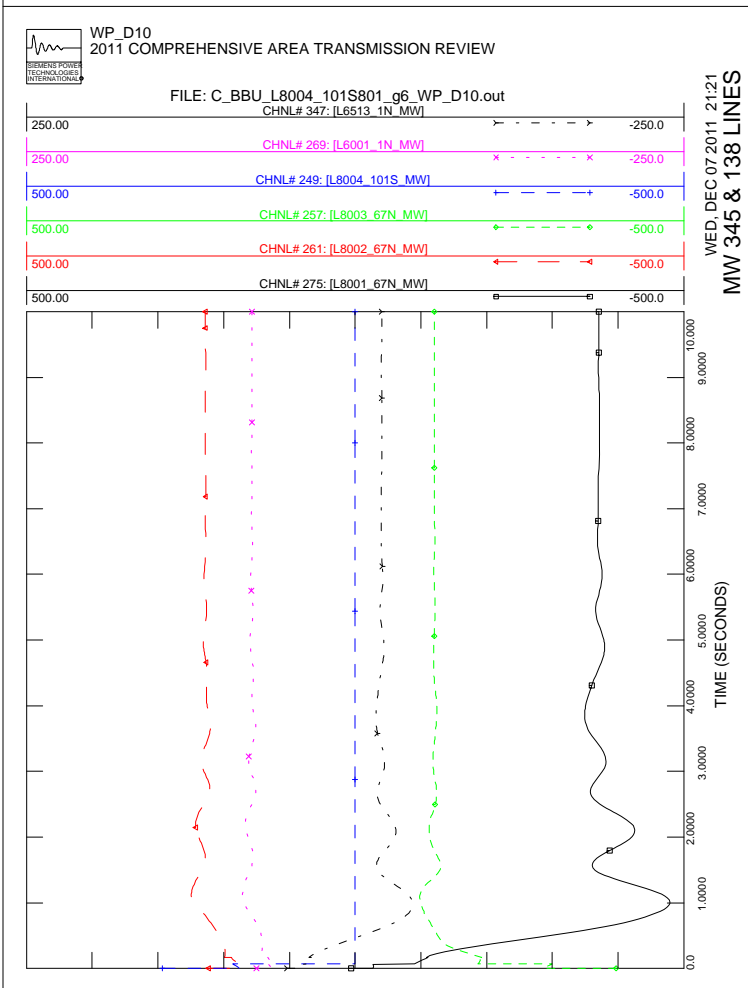
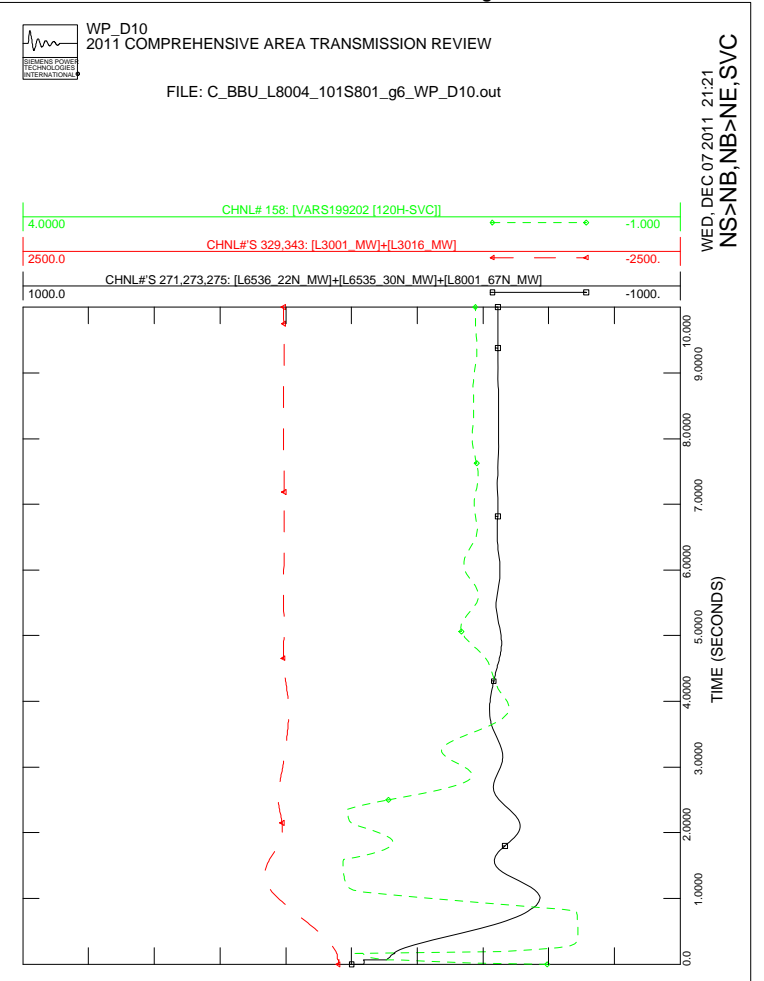
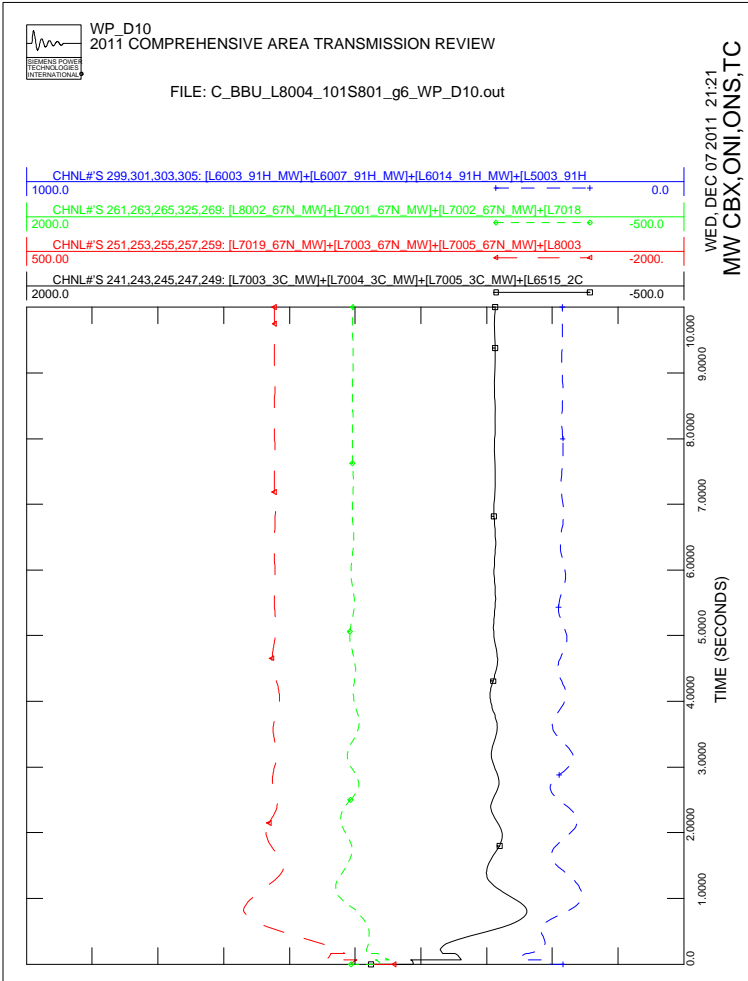


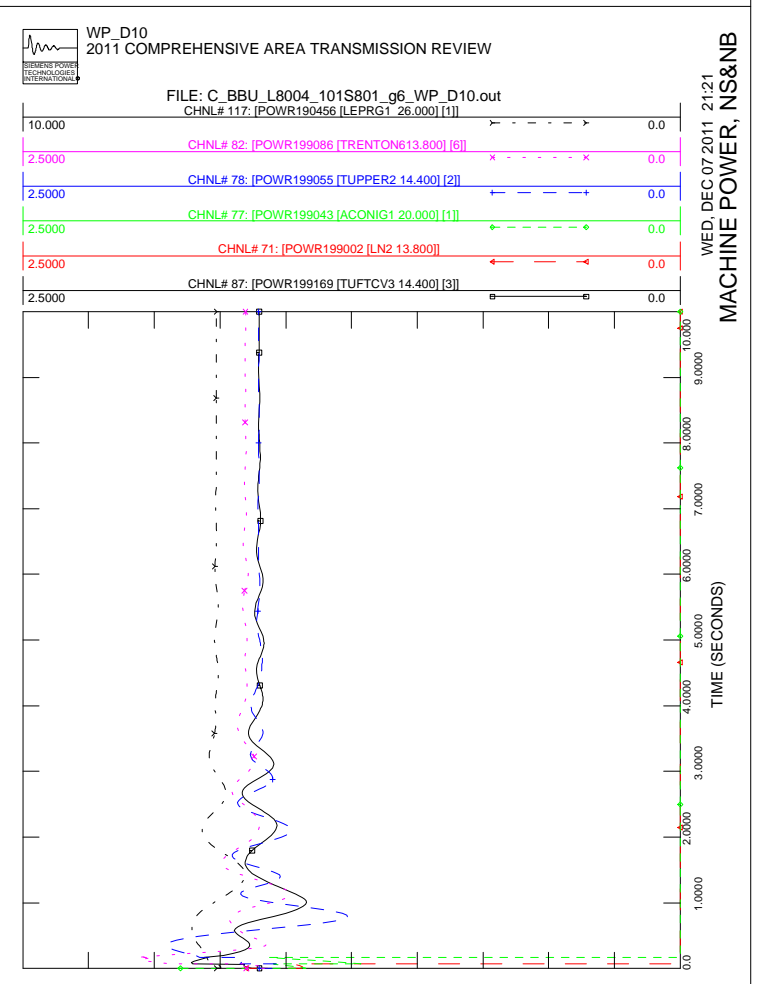
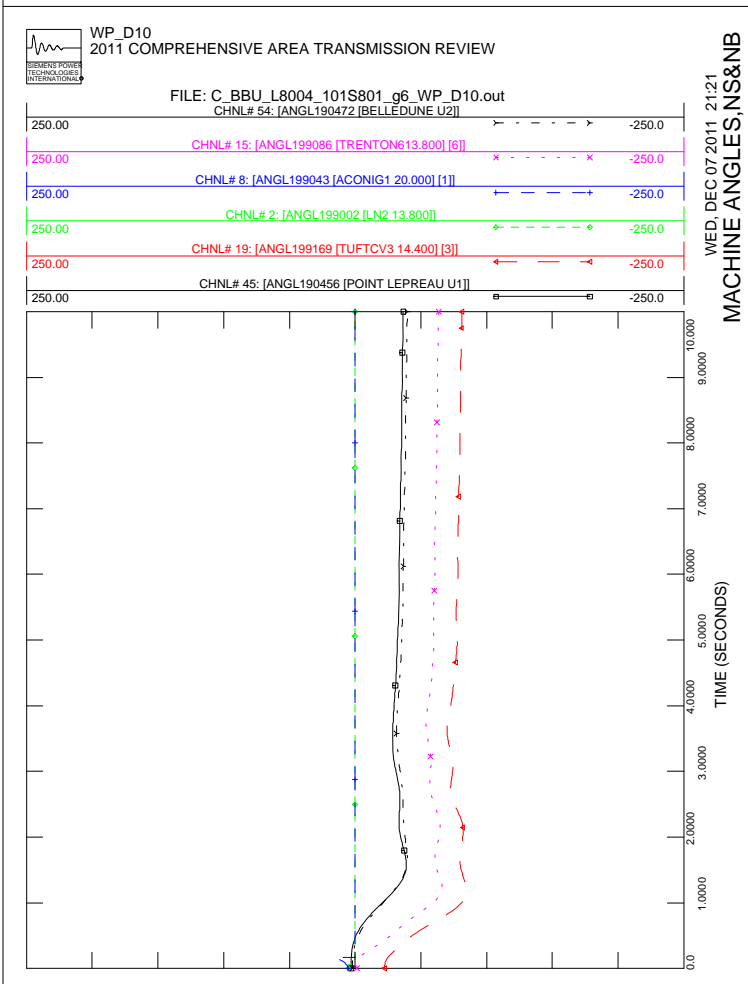
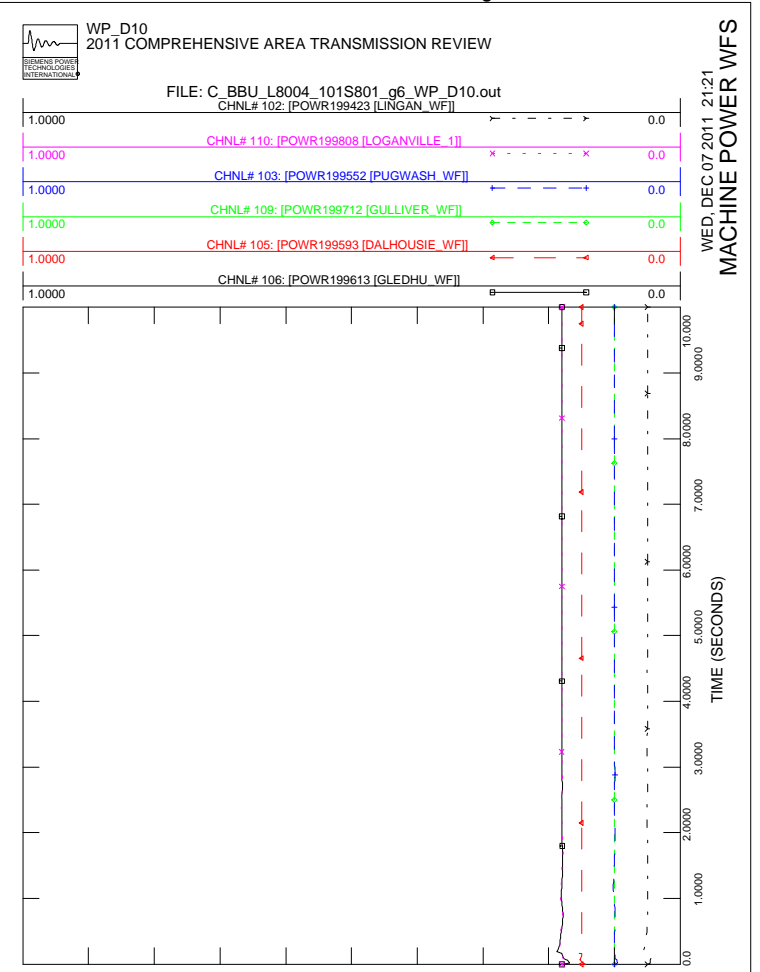
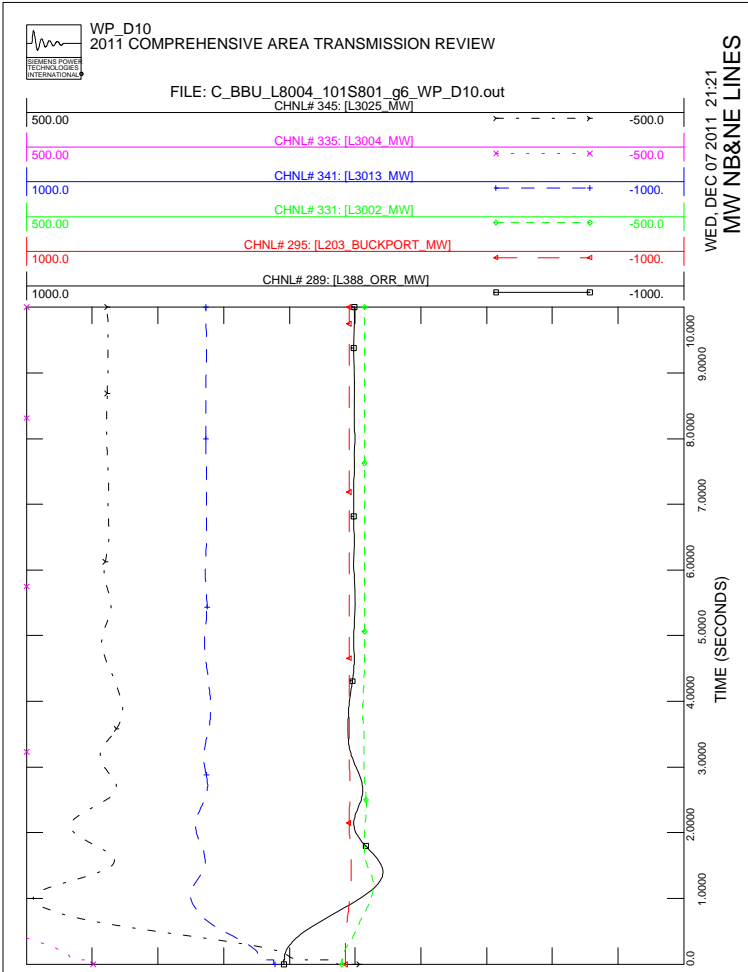
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g5_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



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L8001 AT 67N-ONSLow

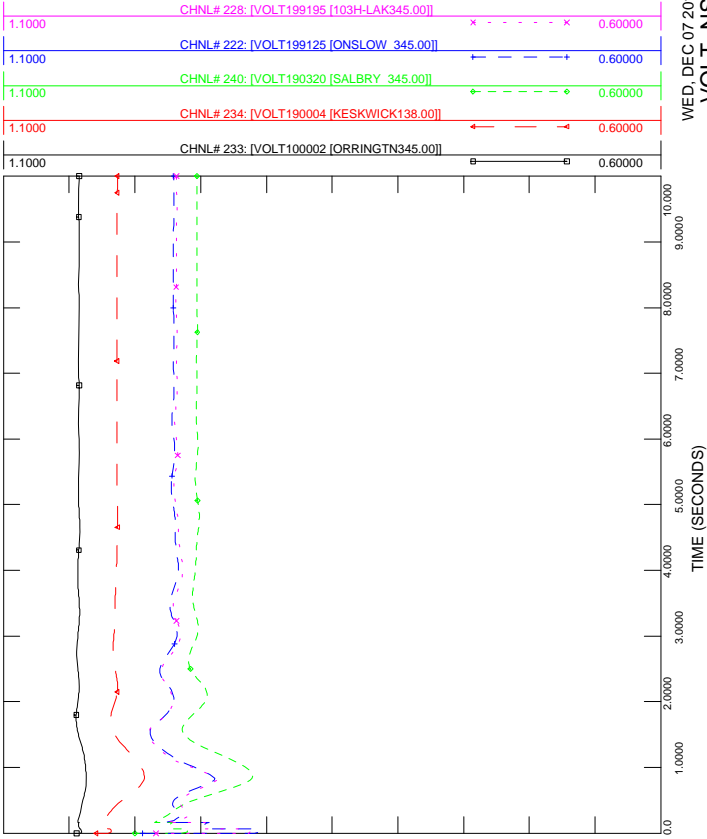






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g6_WP_D10.out

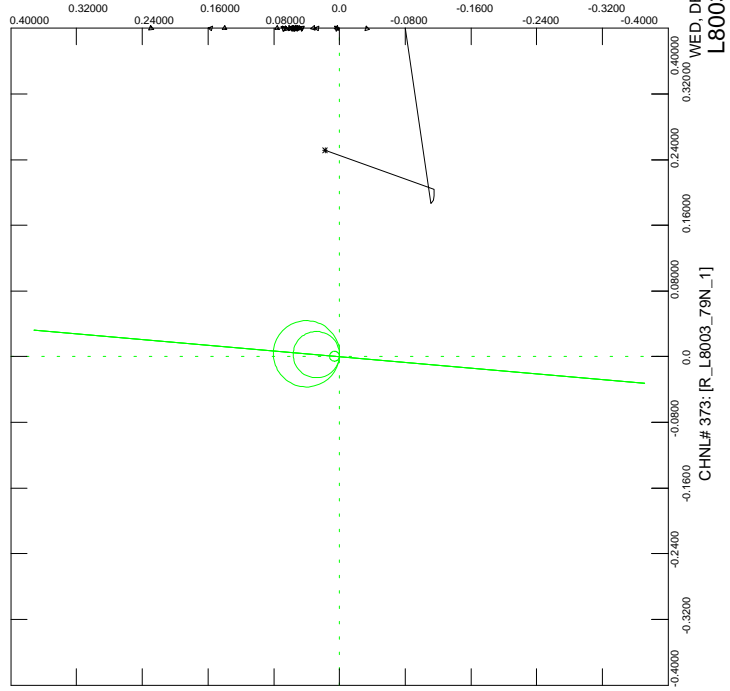


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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g6_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

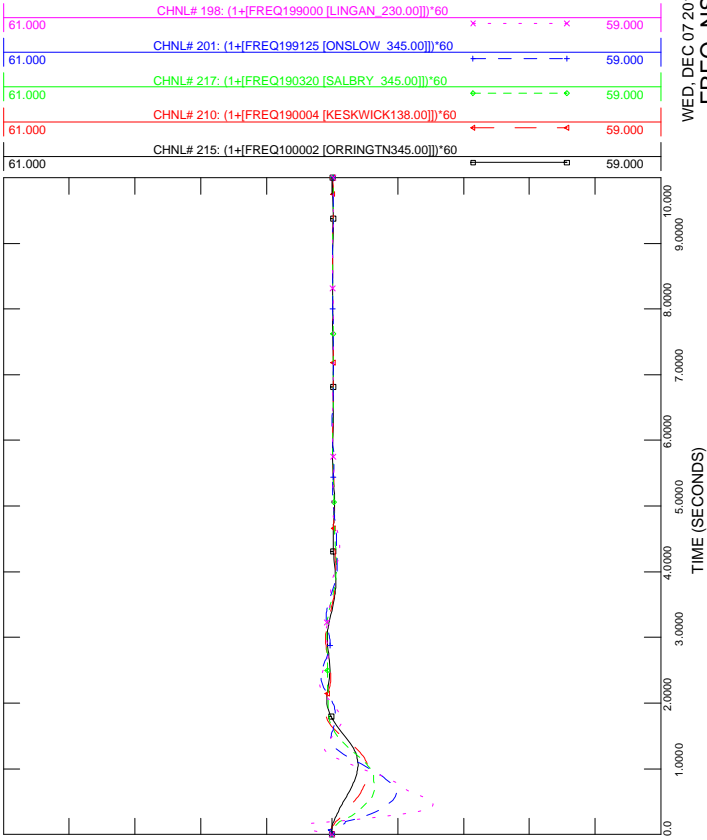


WED, DEC 07 2011 21:21
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g6_WP_D10.out

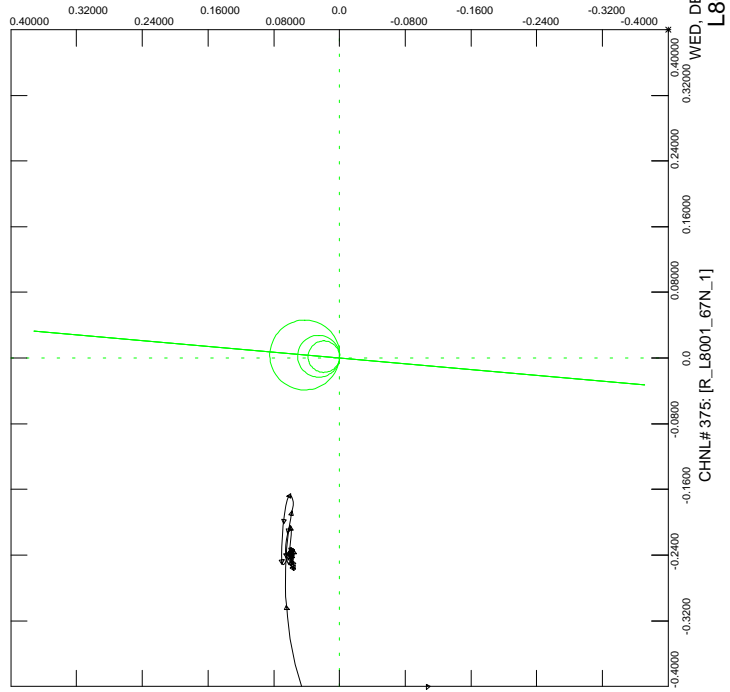


WED, DEC 07 2011 21:21
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g6_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

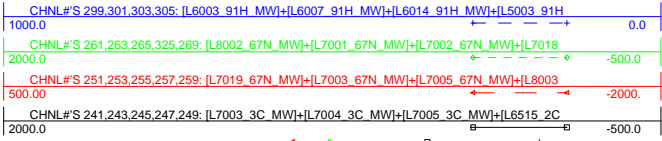


WED, DEC 07 2011 21:21
L8001 AT 67N-ONSLow

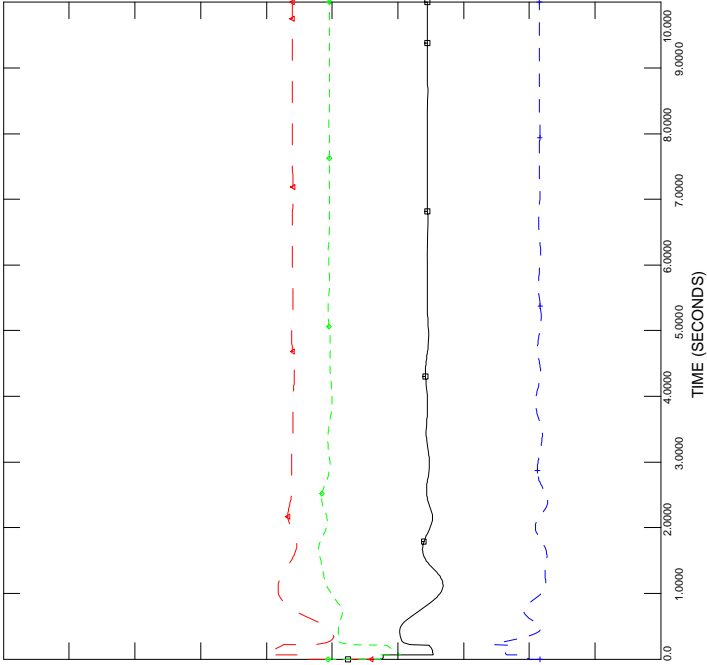


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out

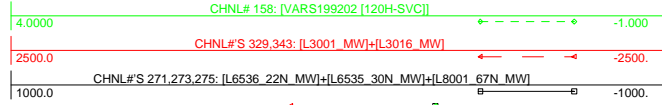


WED, DEC 07 2011 21:21
MW CBX, ONI,ONS,TC

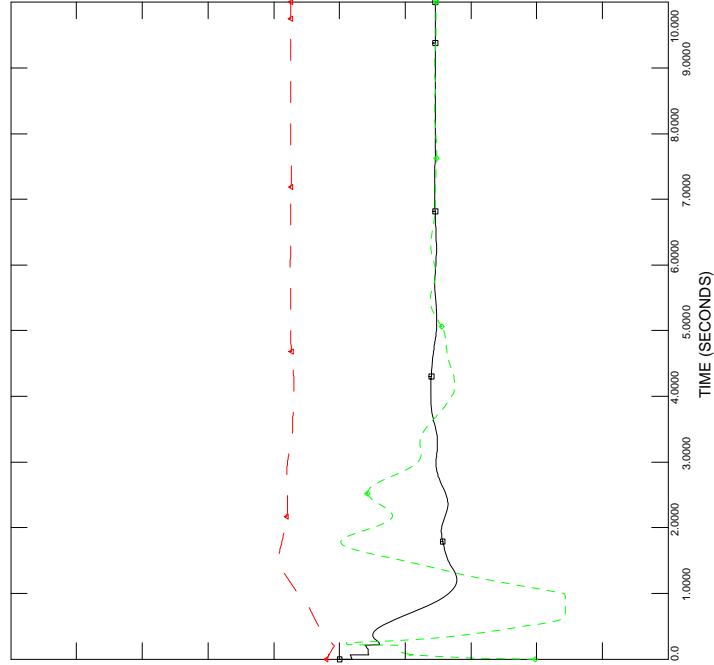


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out

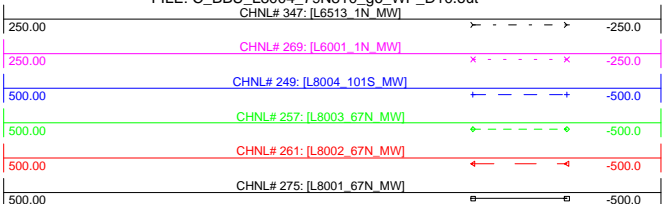


WED, DEC 07 2011 21:21
NS>NB,NB>NE,SVC

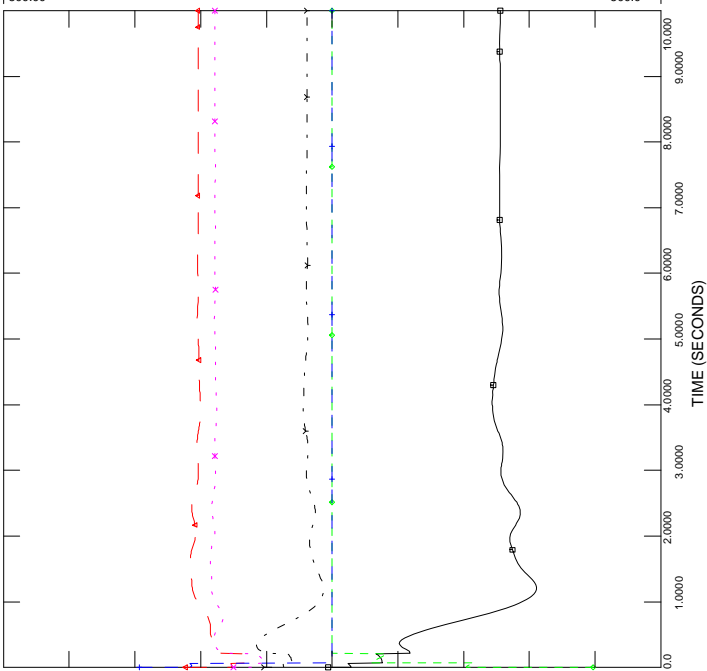


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out

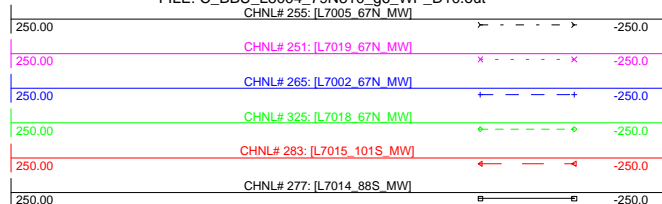


WED, DEC 07 2011 21:21
MW 345 & 138 LINES

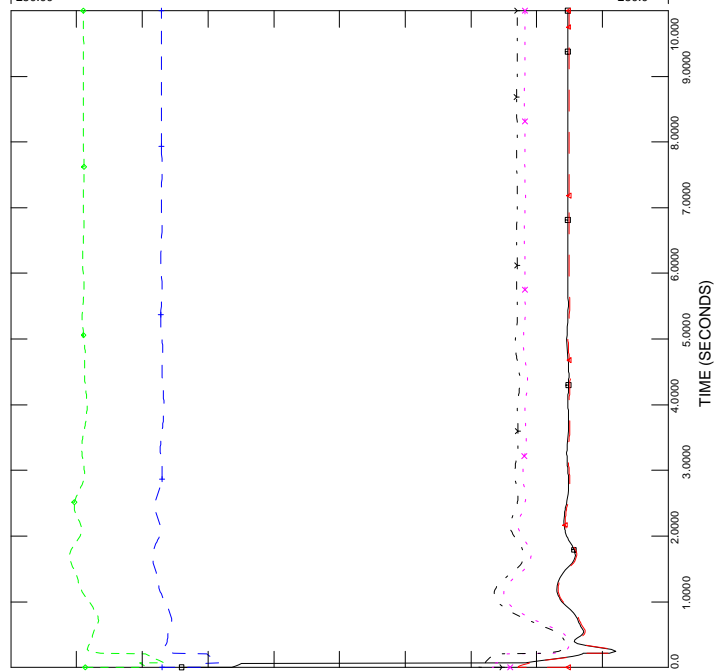


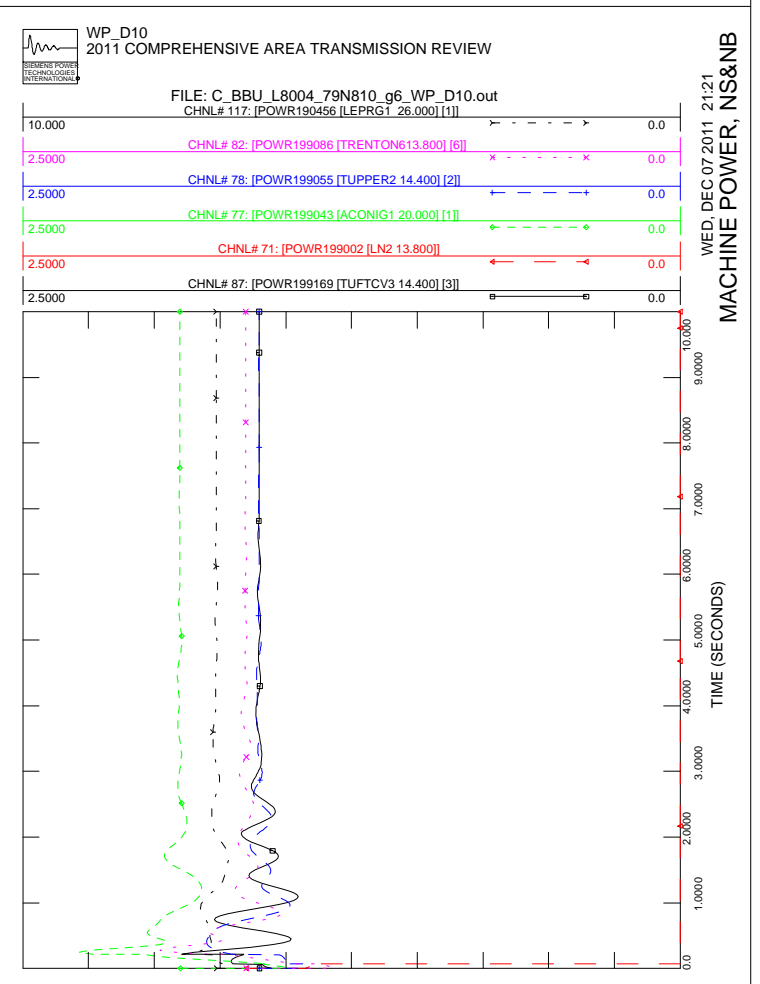
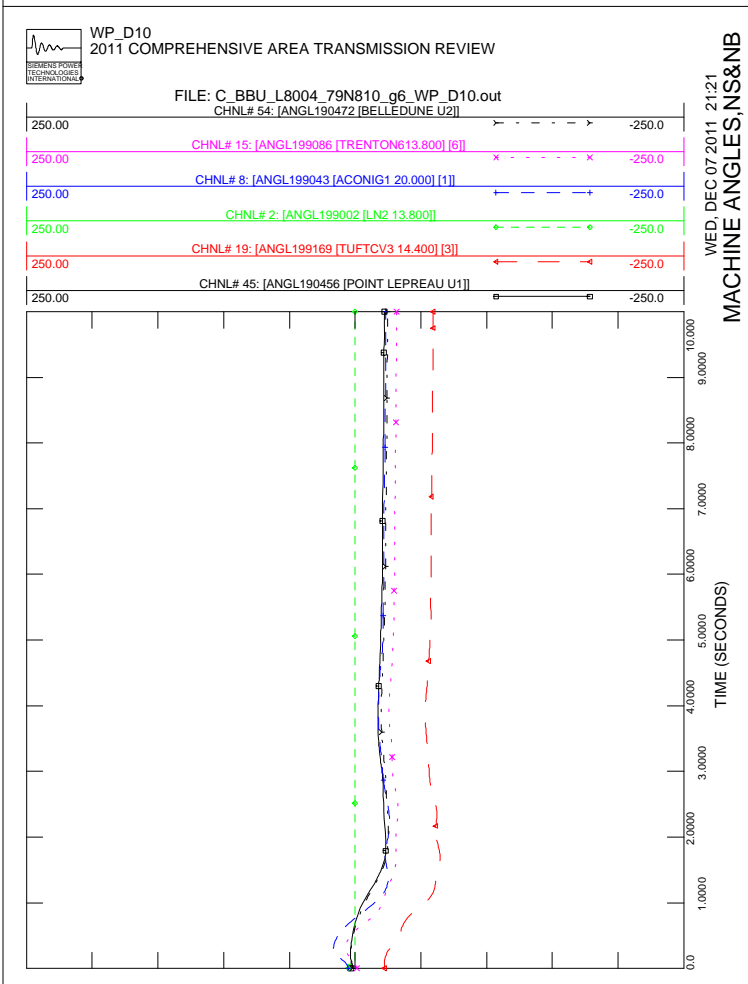
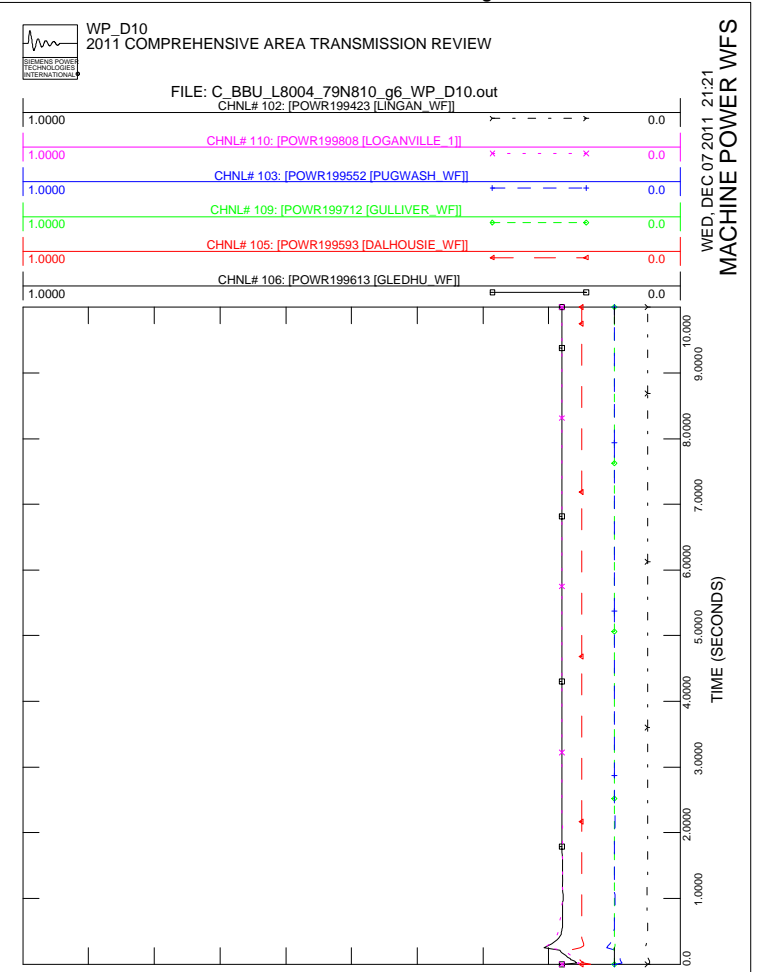
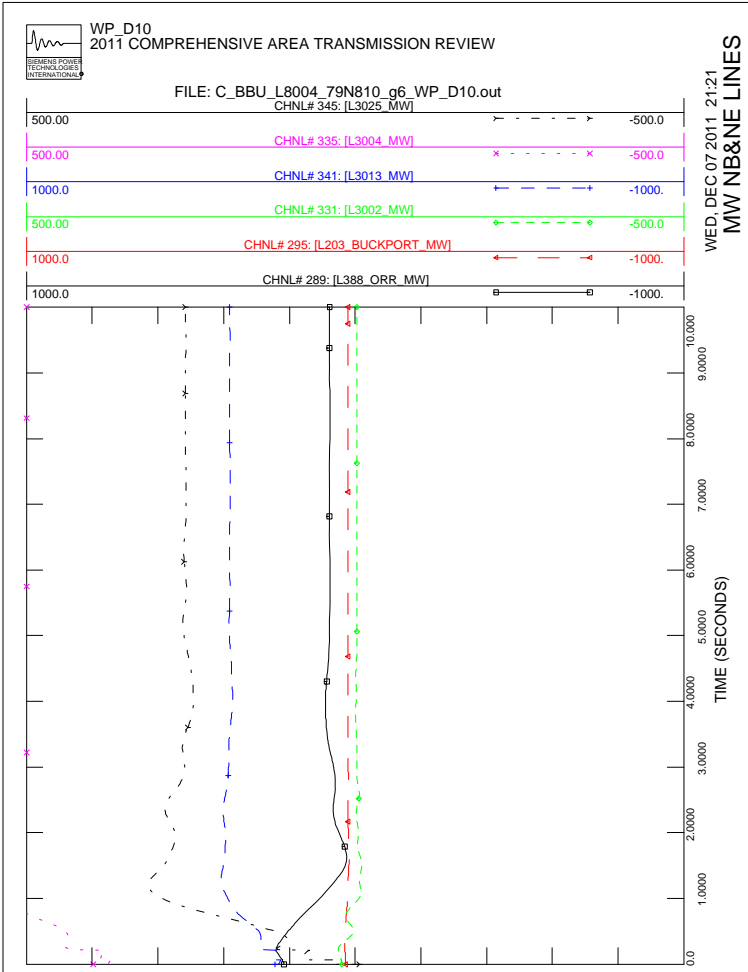
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out



WED, DEC 07 2011 21:21
MW 230KV LINES

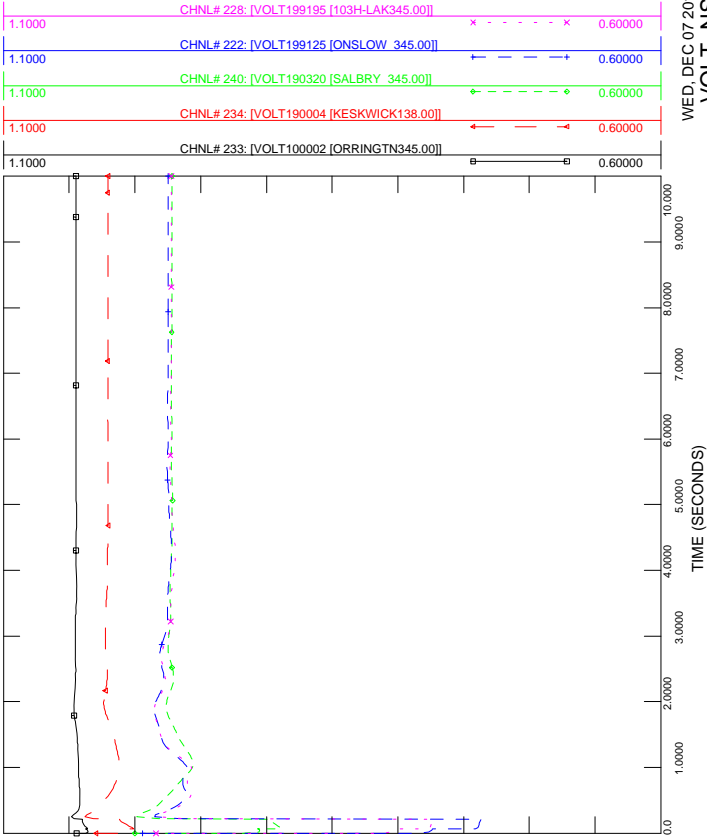






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out

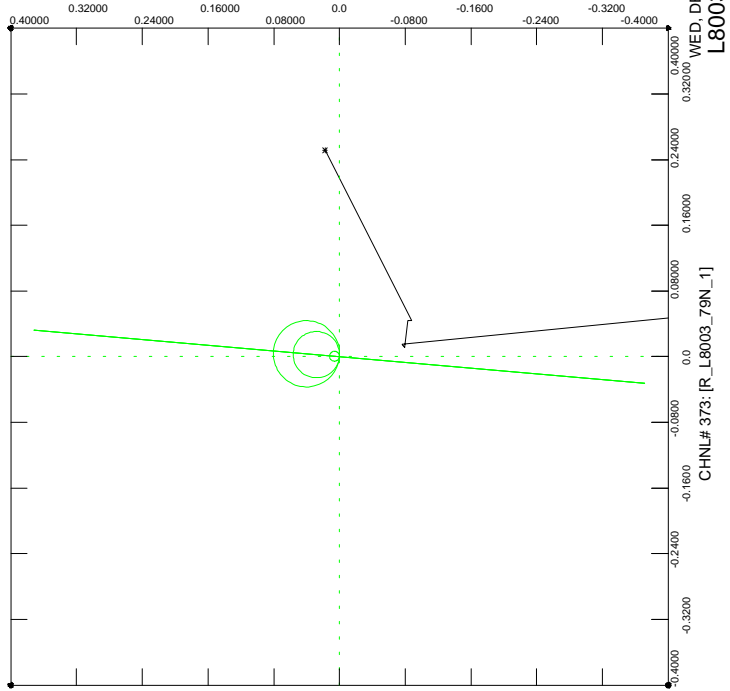


WED, DEC 07 2011 21:21
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

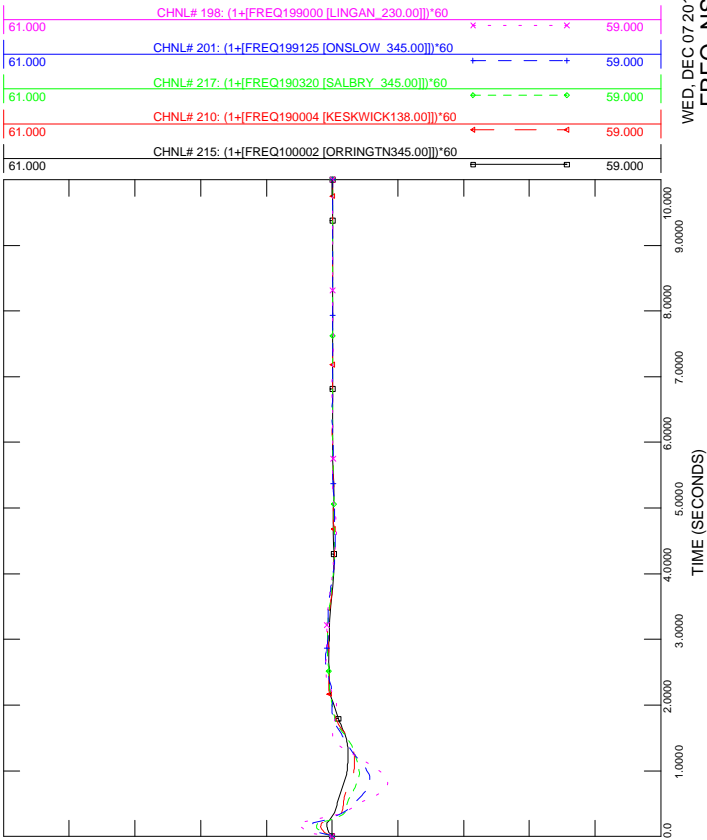


WED, DEC 07 2011 21:21
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out

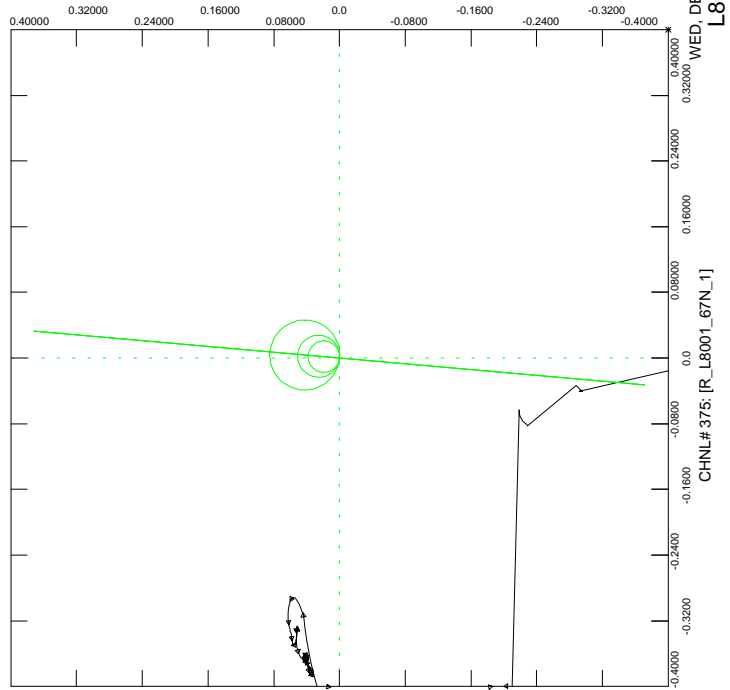


WED, DEC 07 2011 21:21
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g6_WP_D10.out
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TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

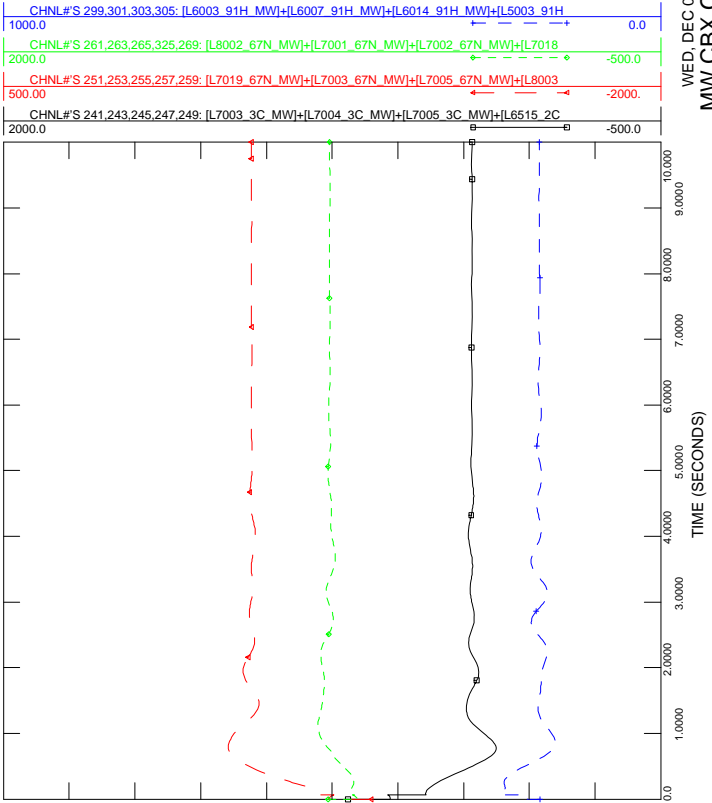


WED, DEC 07 2011 21:21
L8001 AT 67N-ONSLow



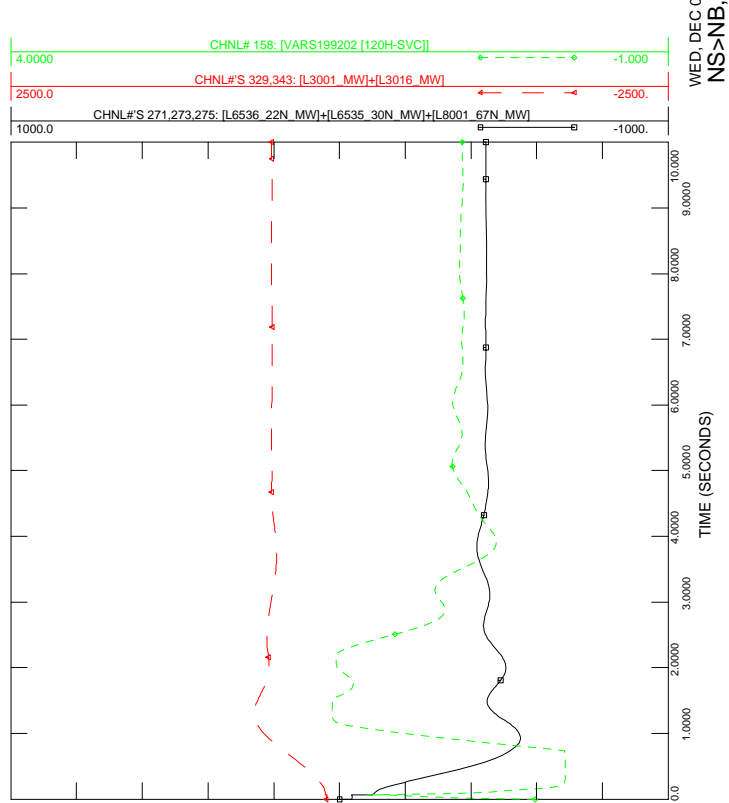
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S701_g6_WP_D10.out



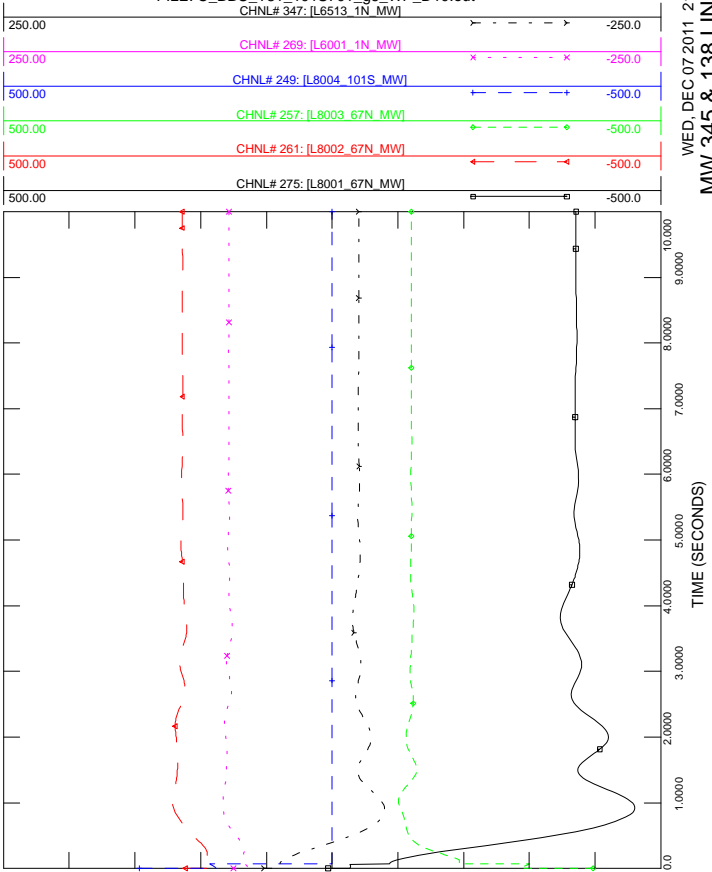
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S701_g6_WP_D10.out



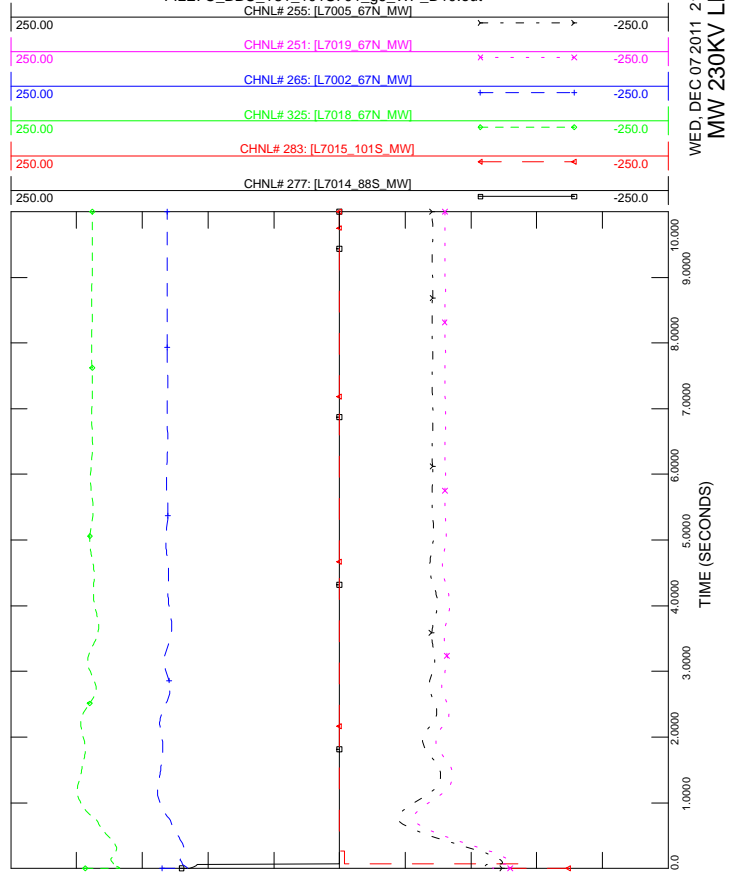
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

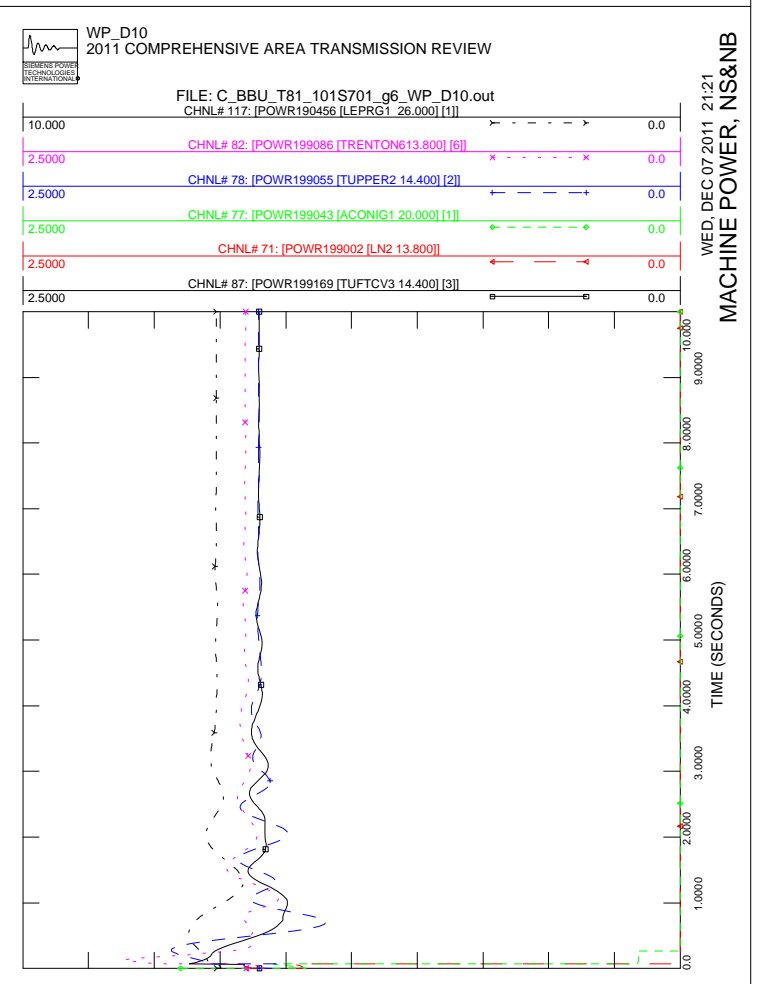
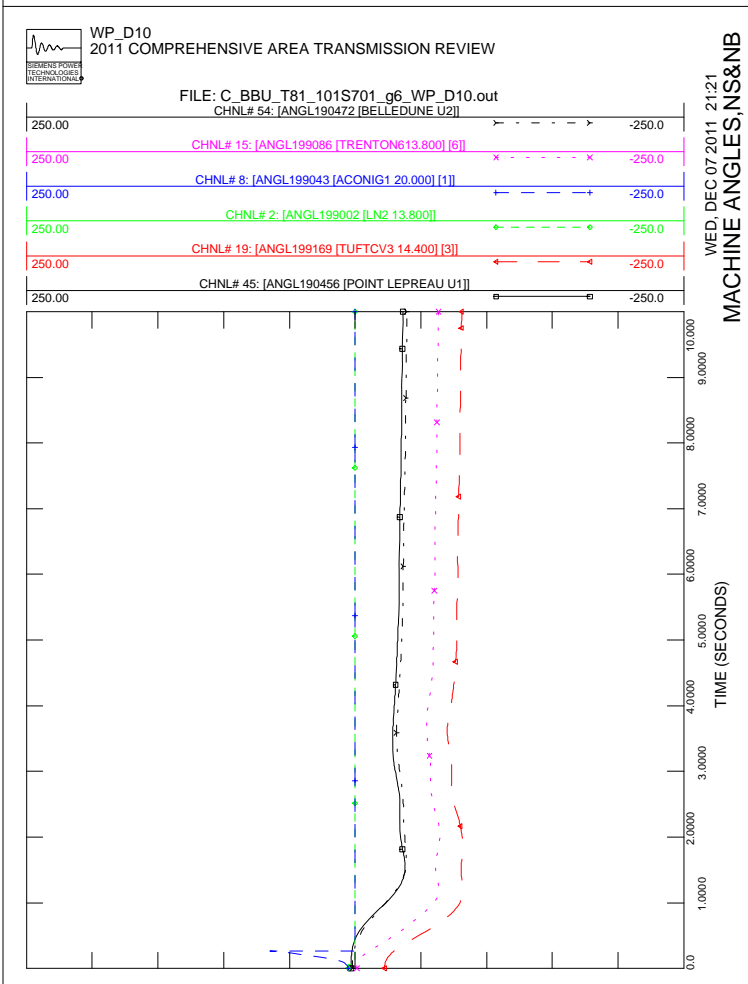
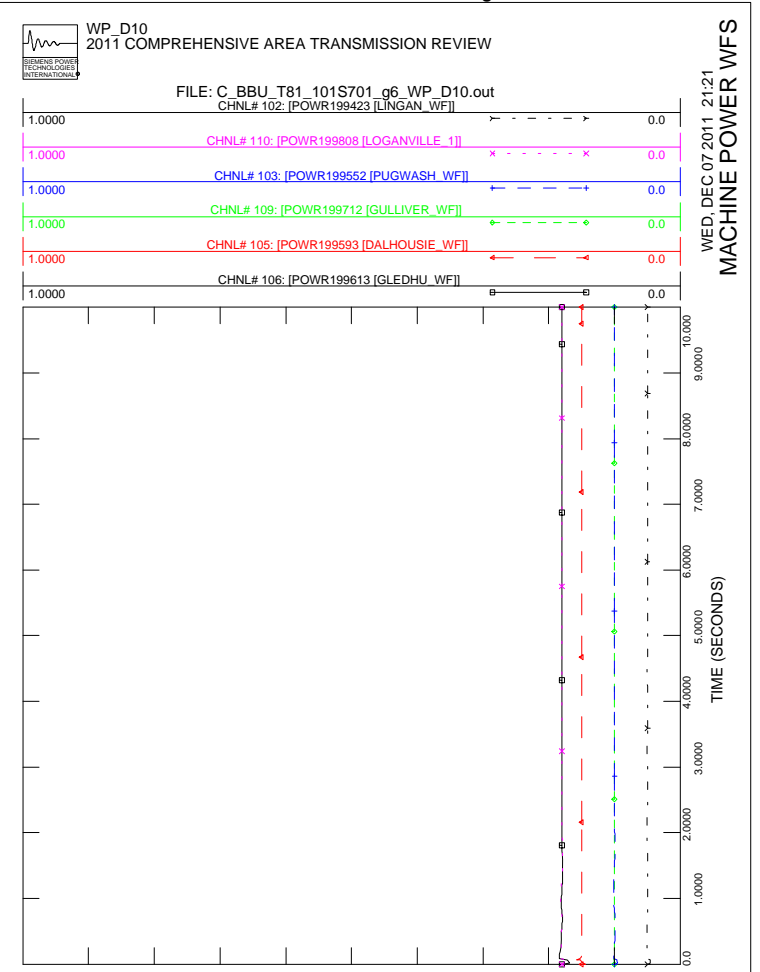
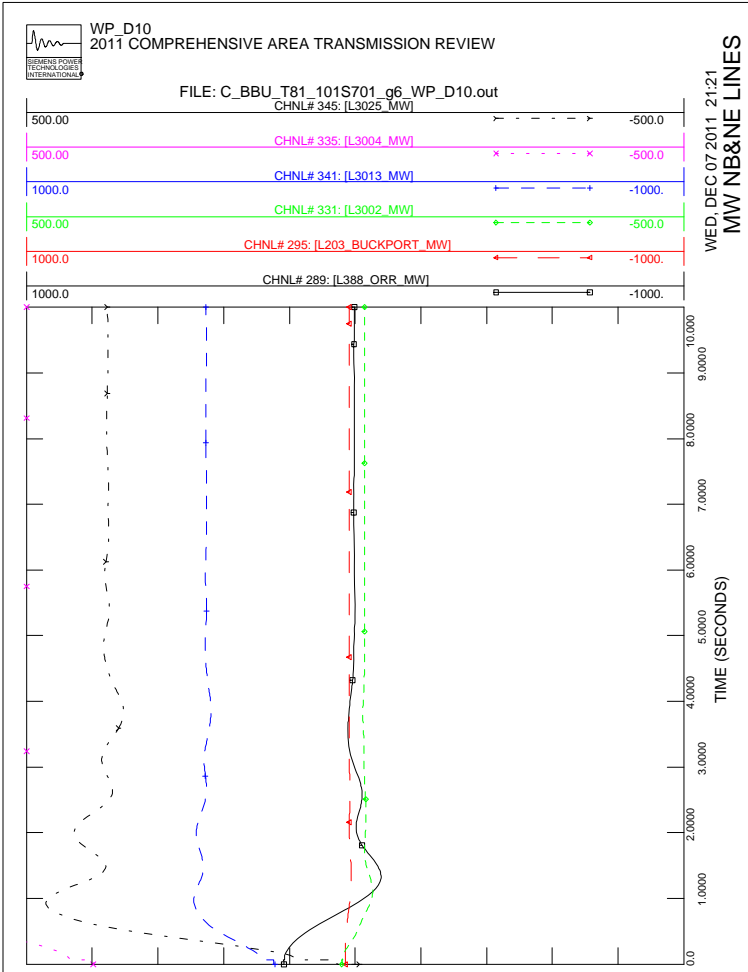
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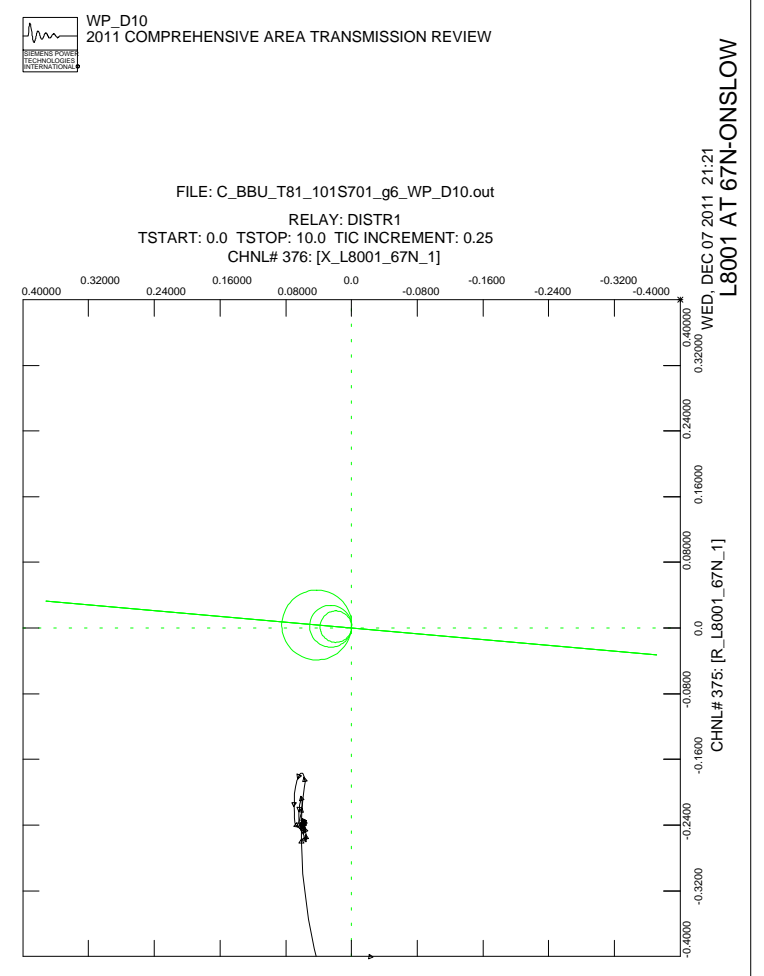
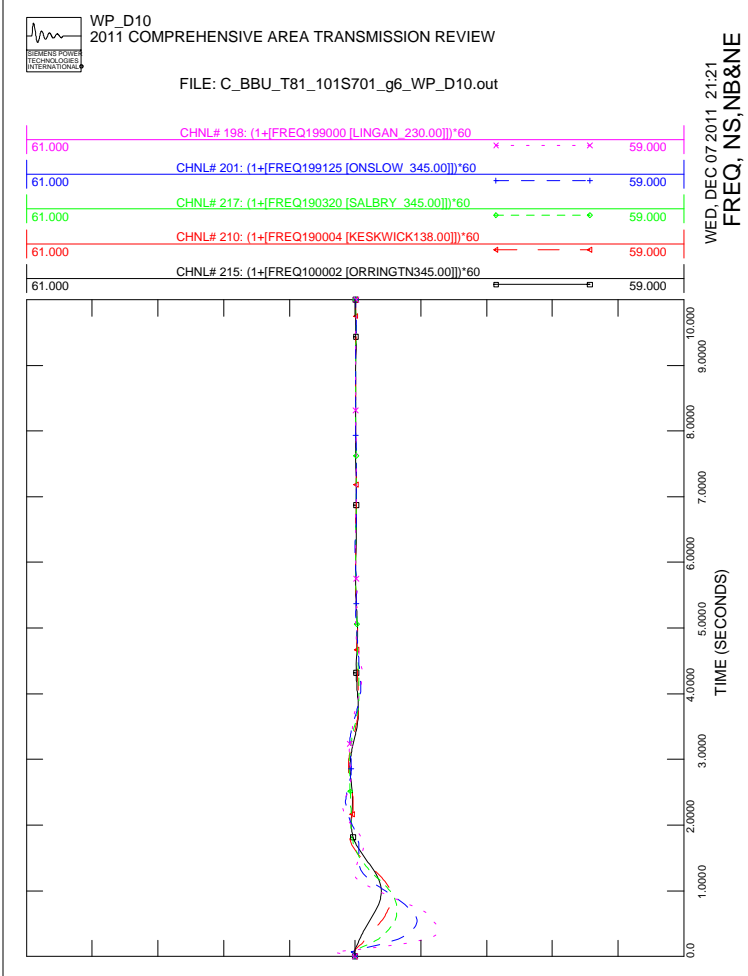
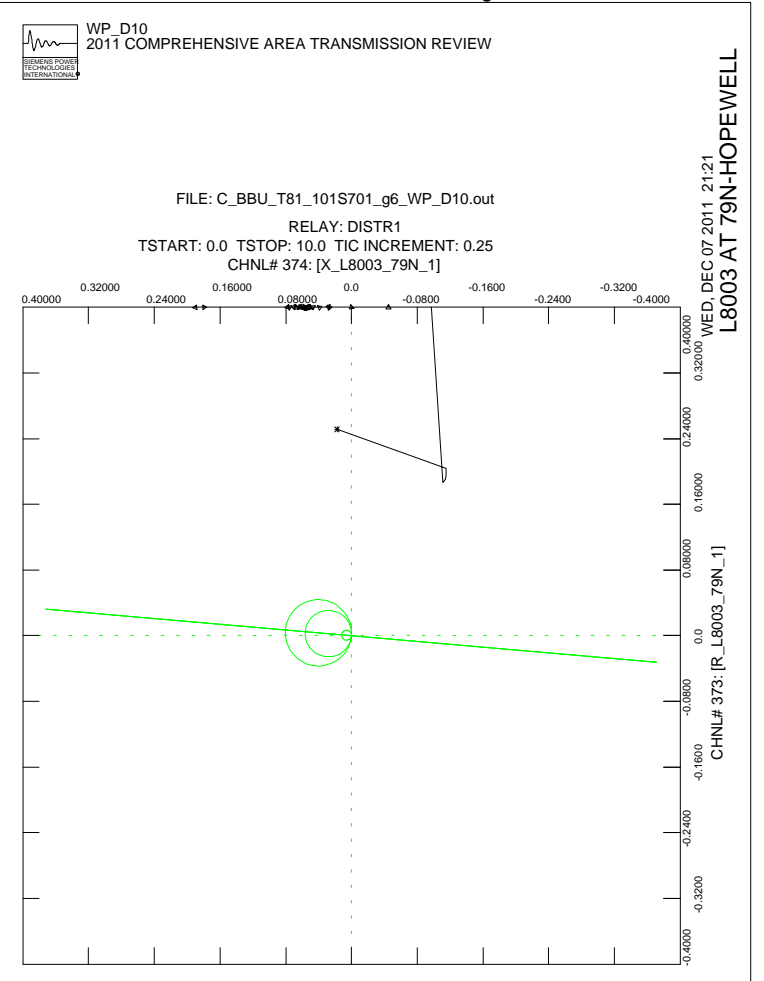
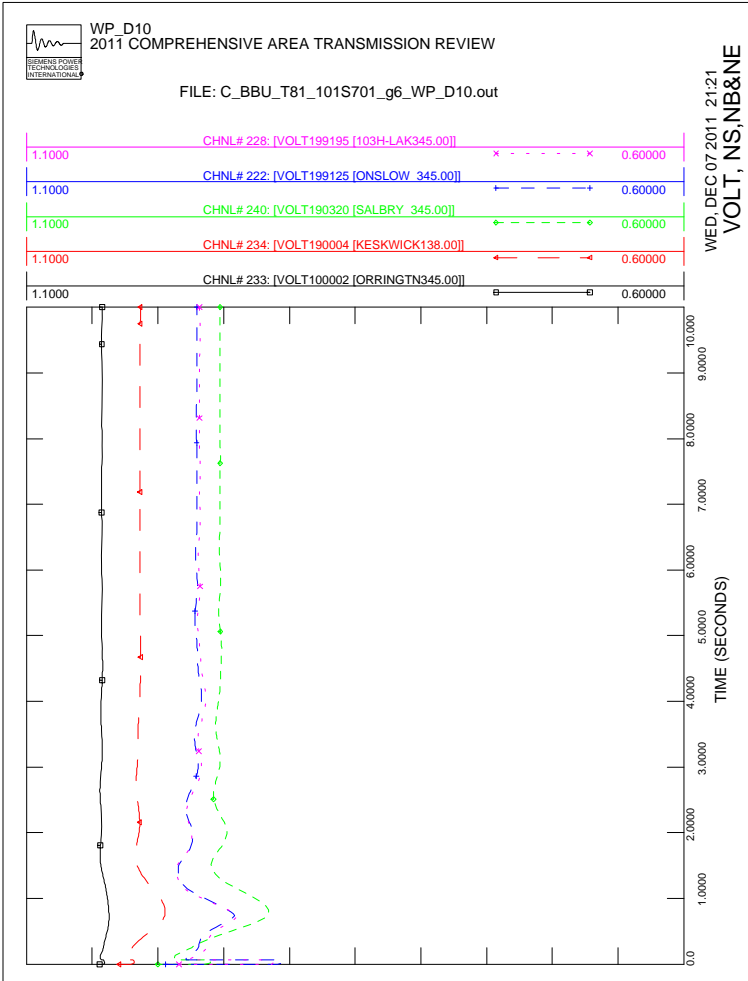


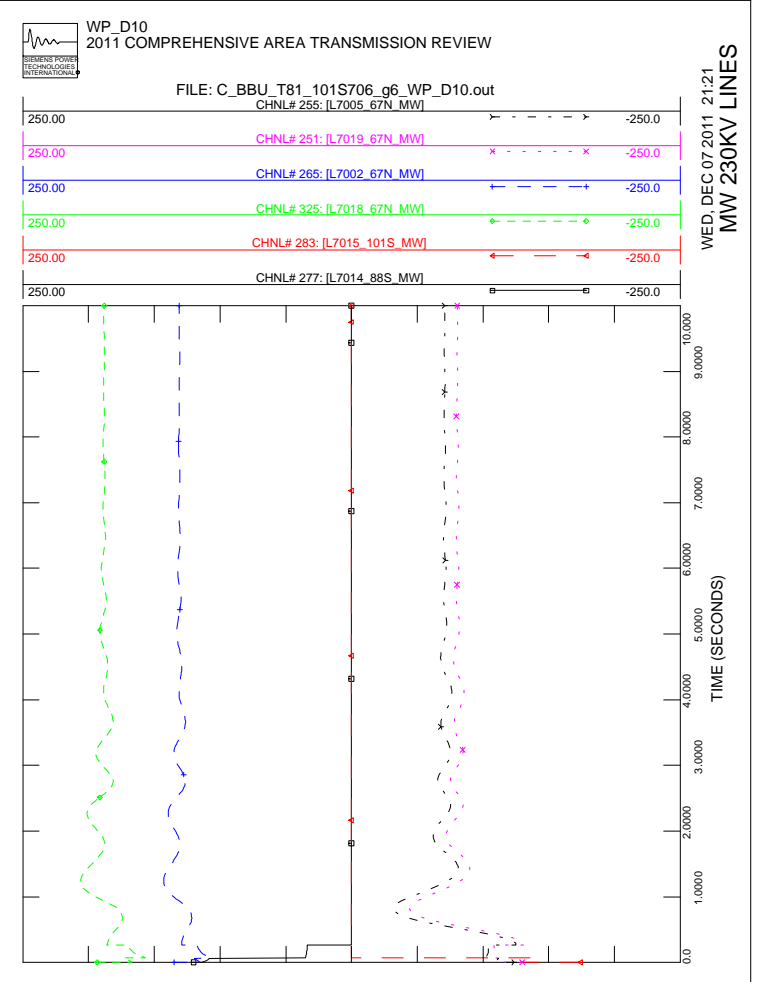
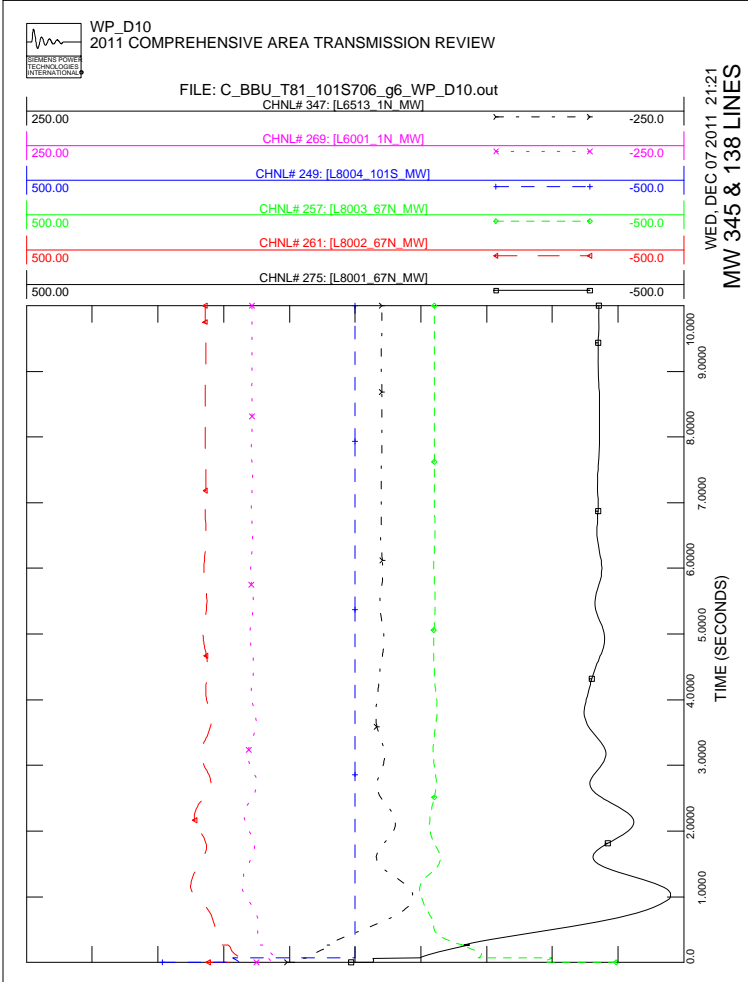
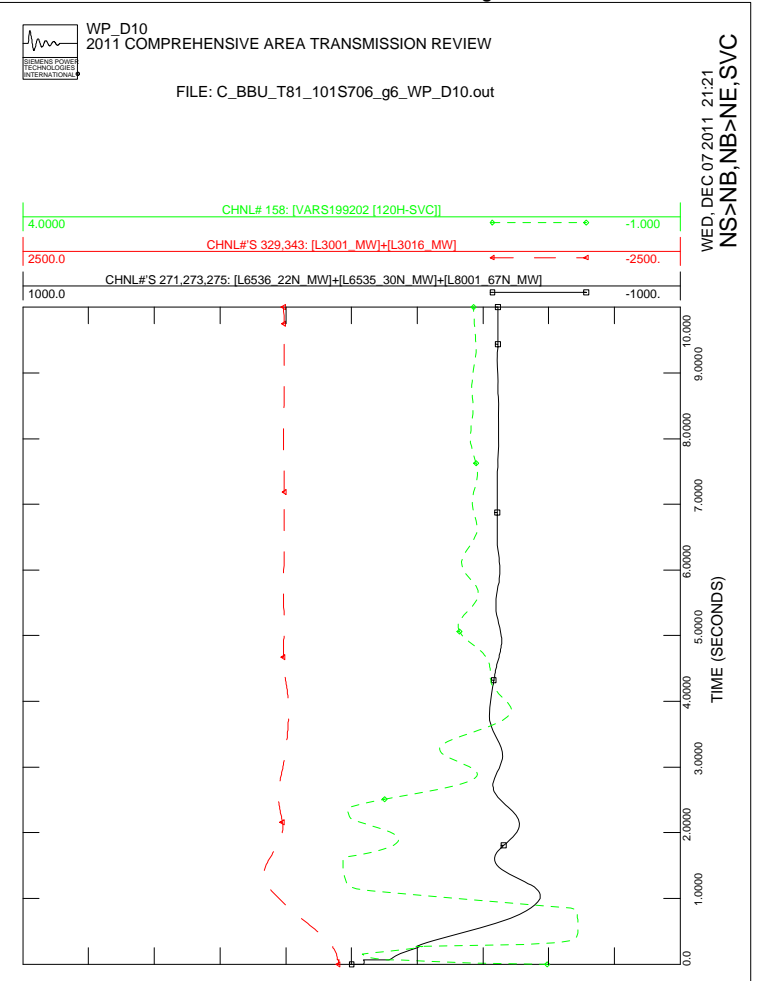
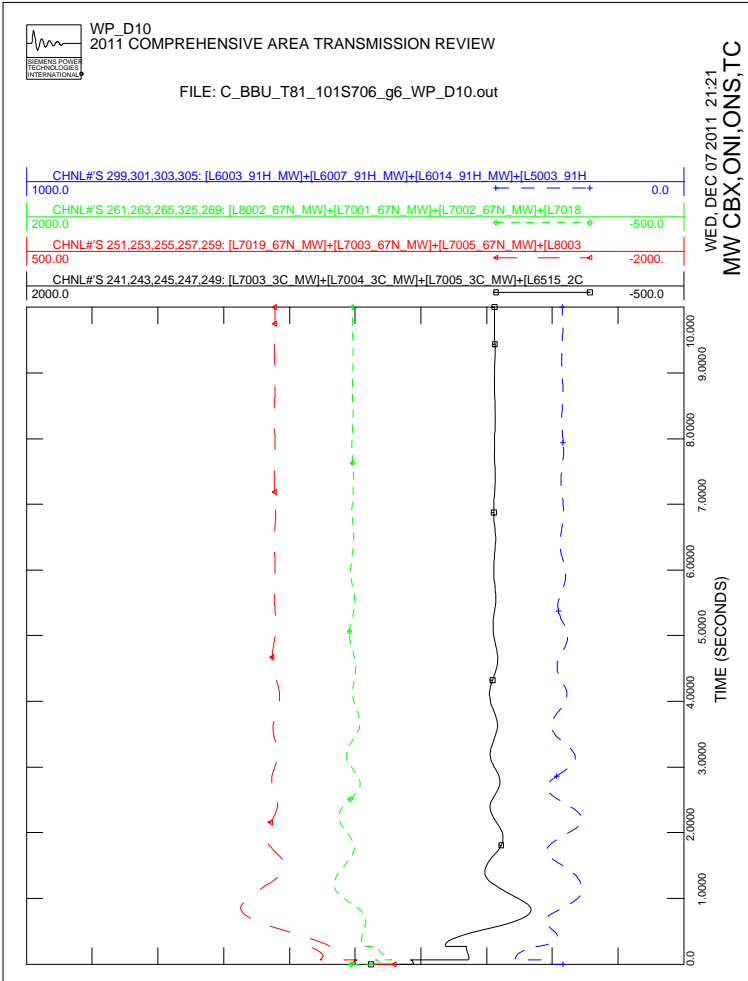
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

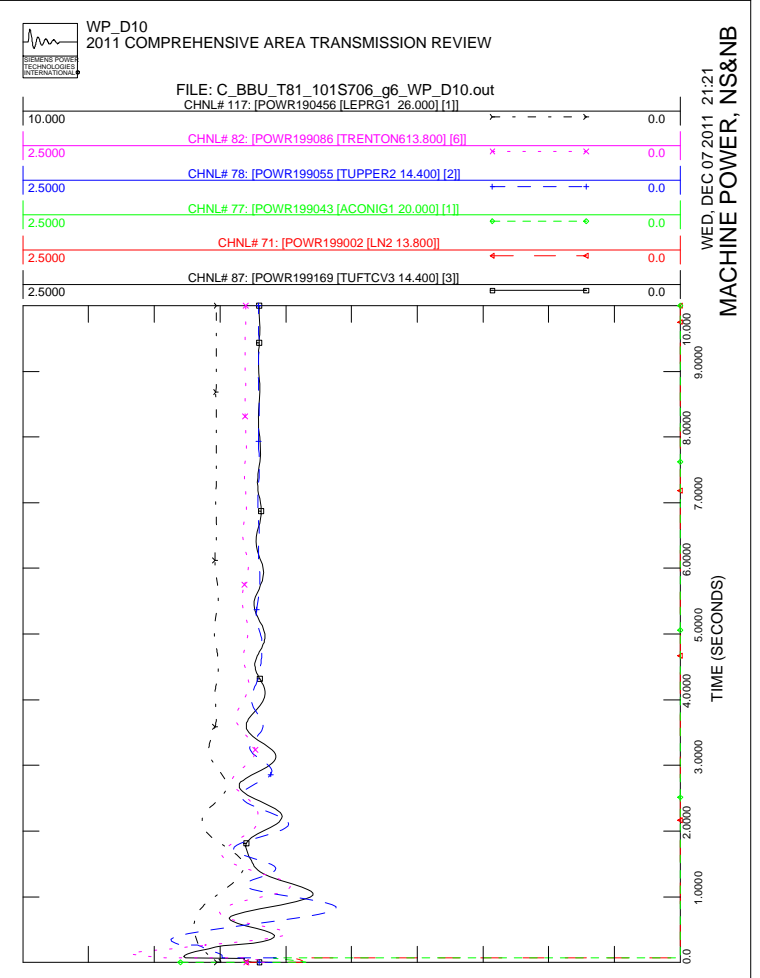
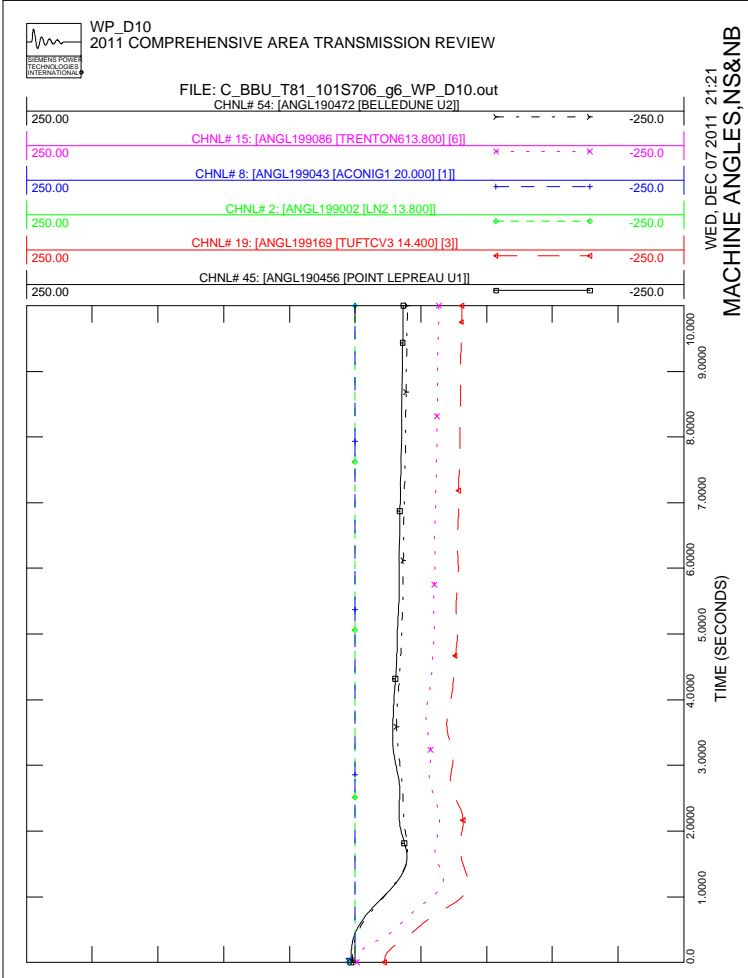
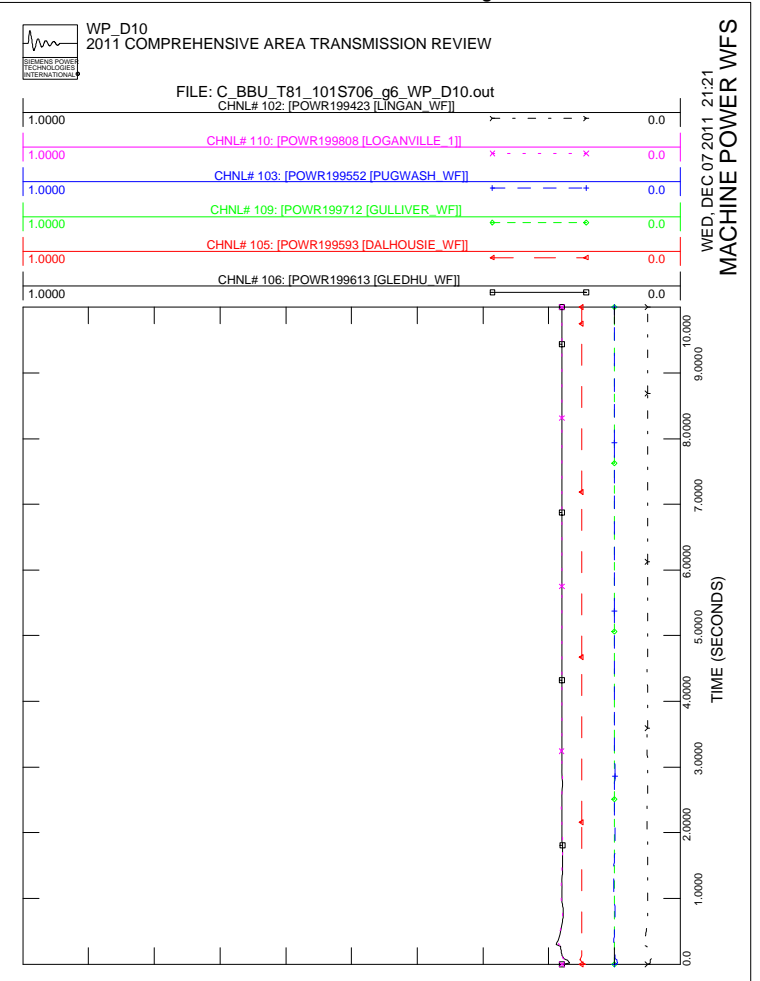
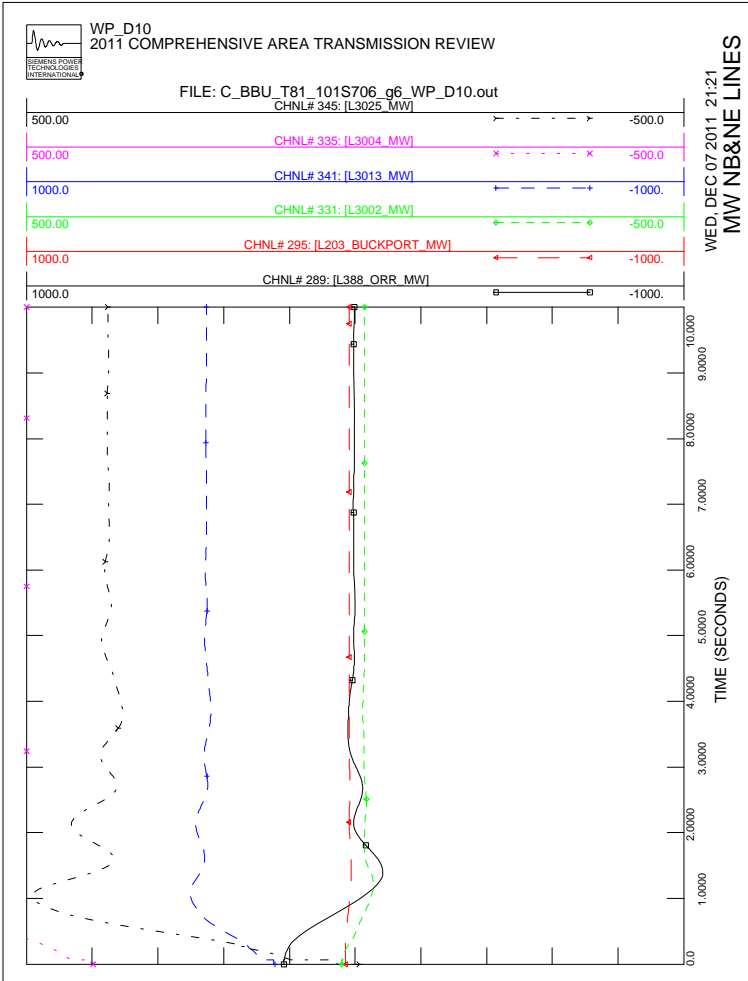
FILE: C_BBU_T81_101S701_g6_WP_D10.out

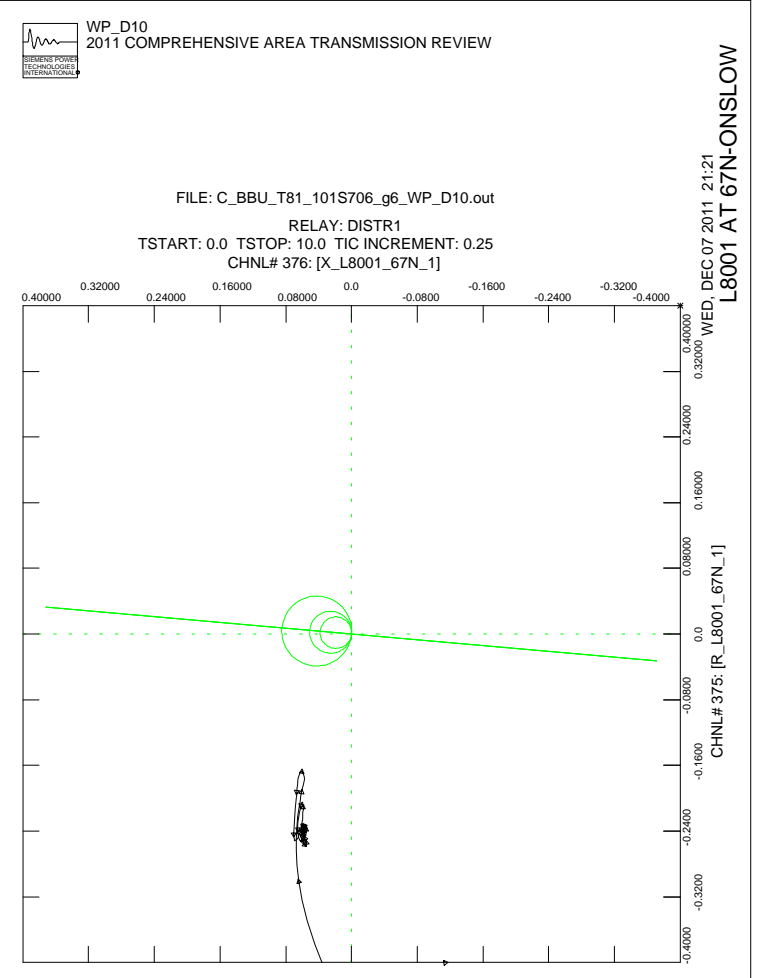
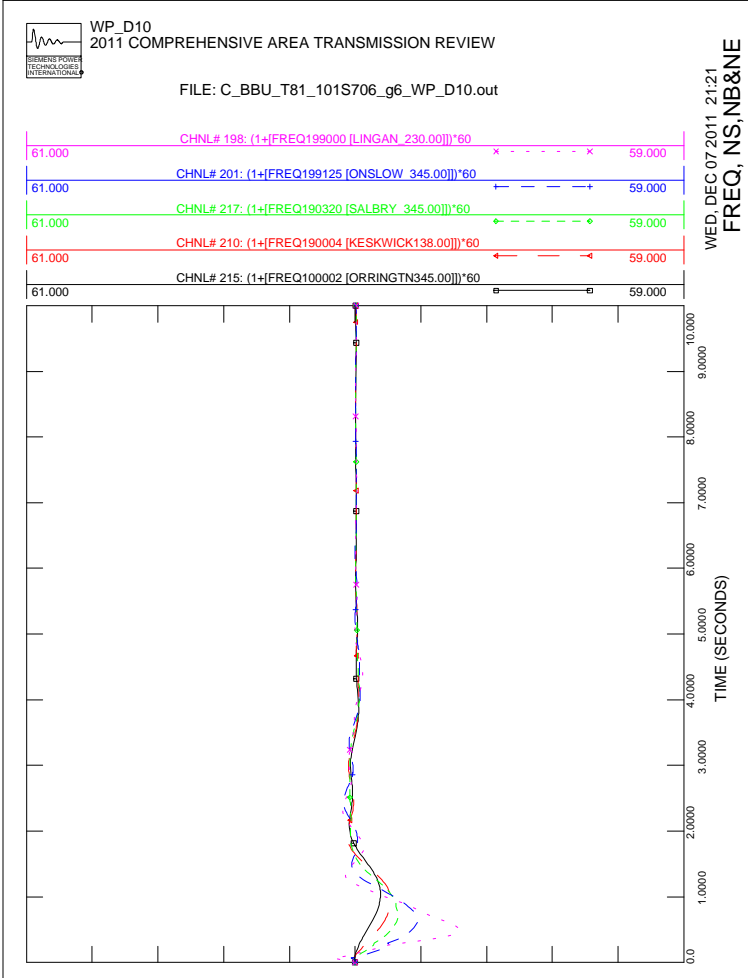
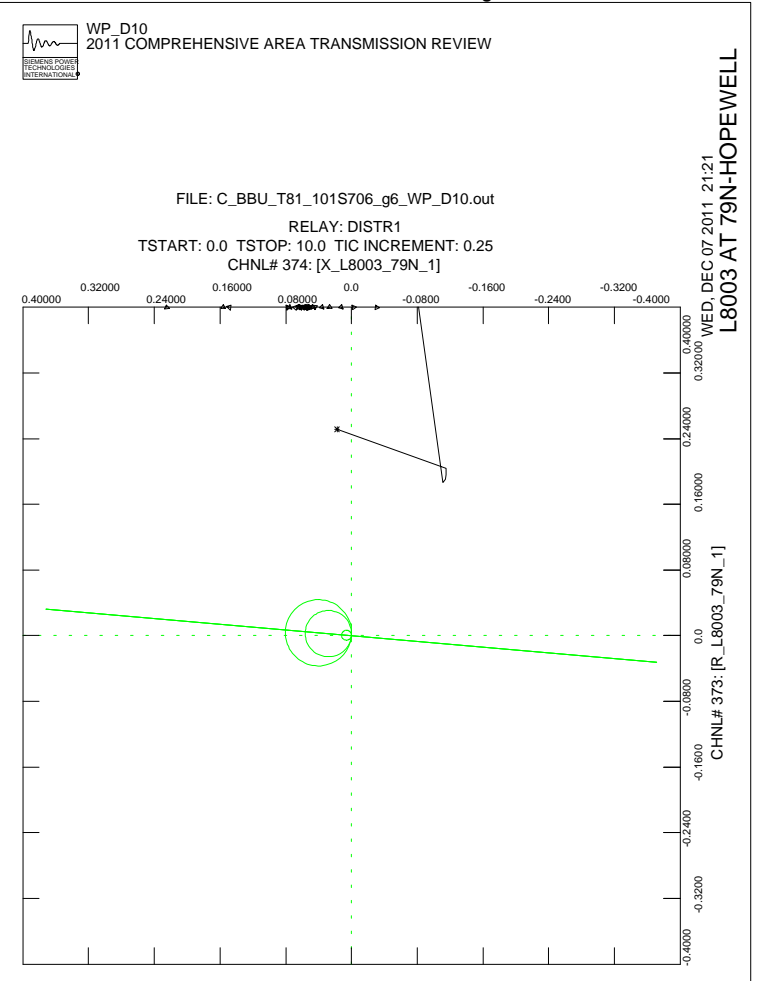
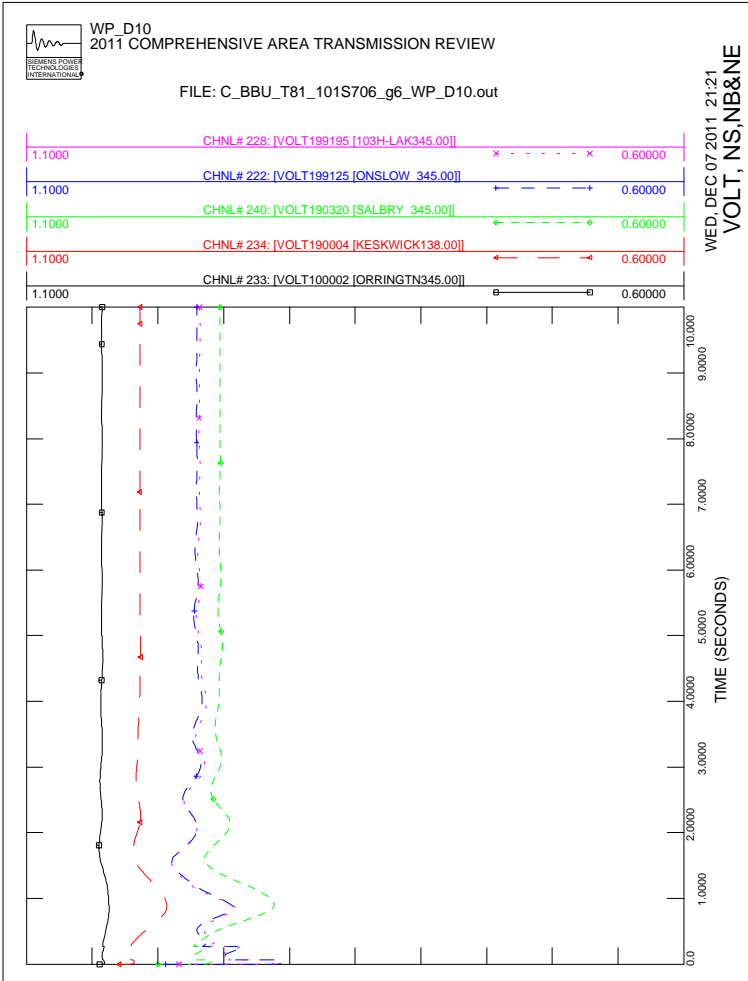


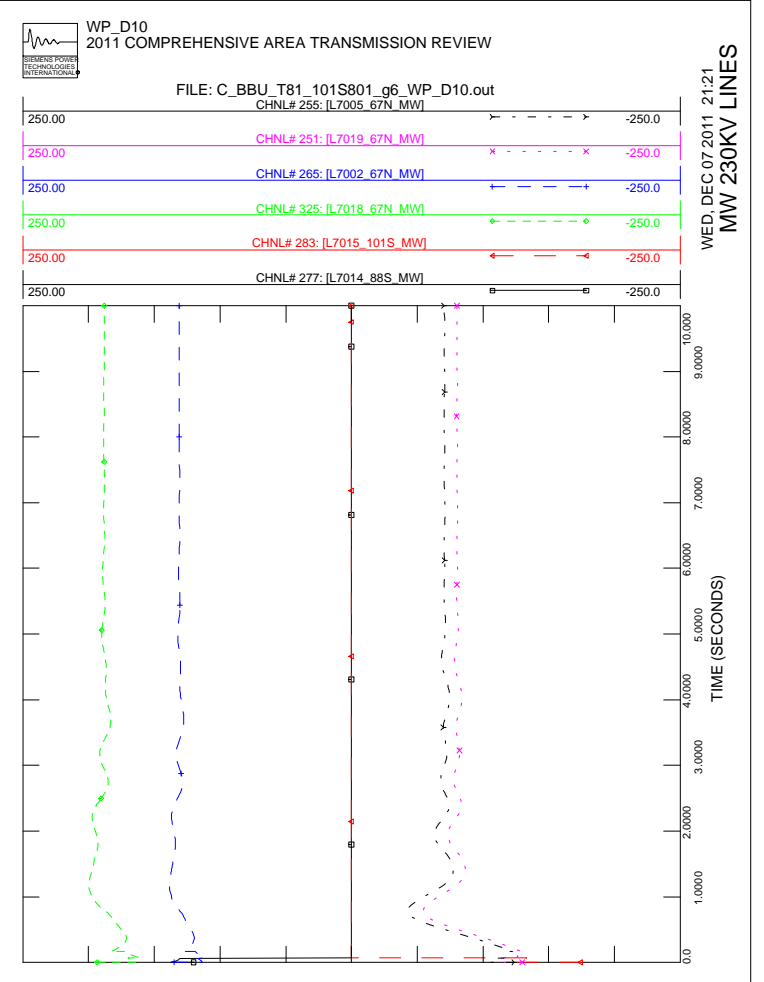
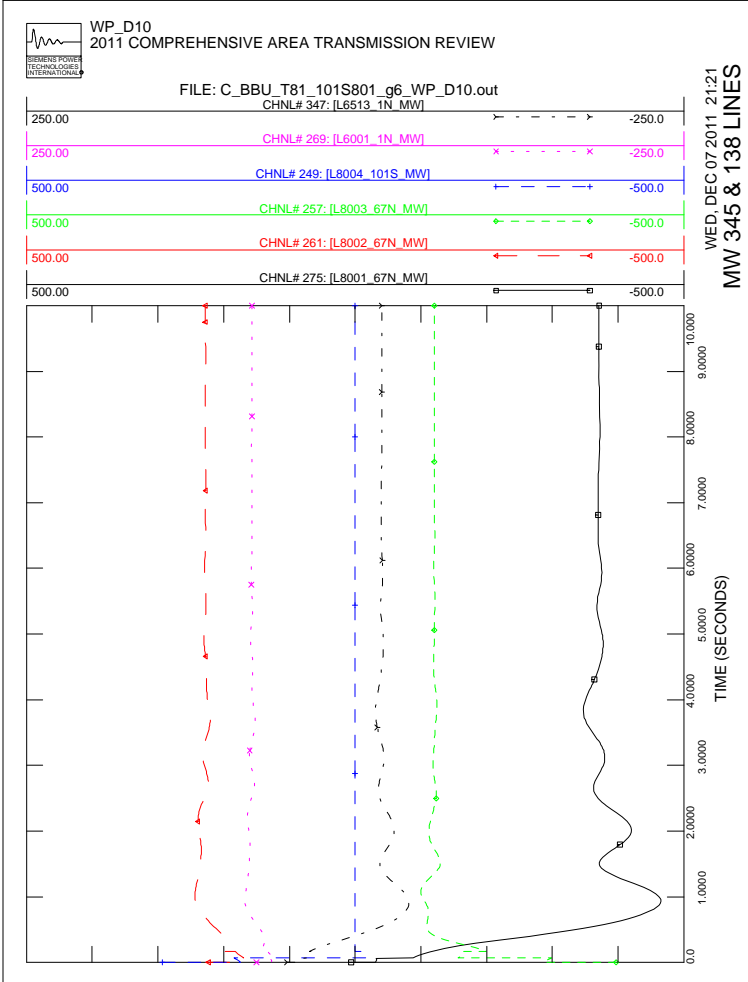
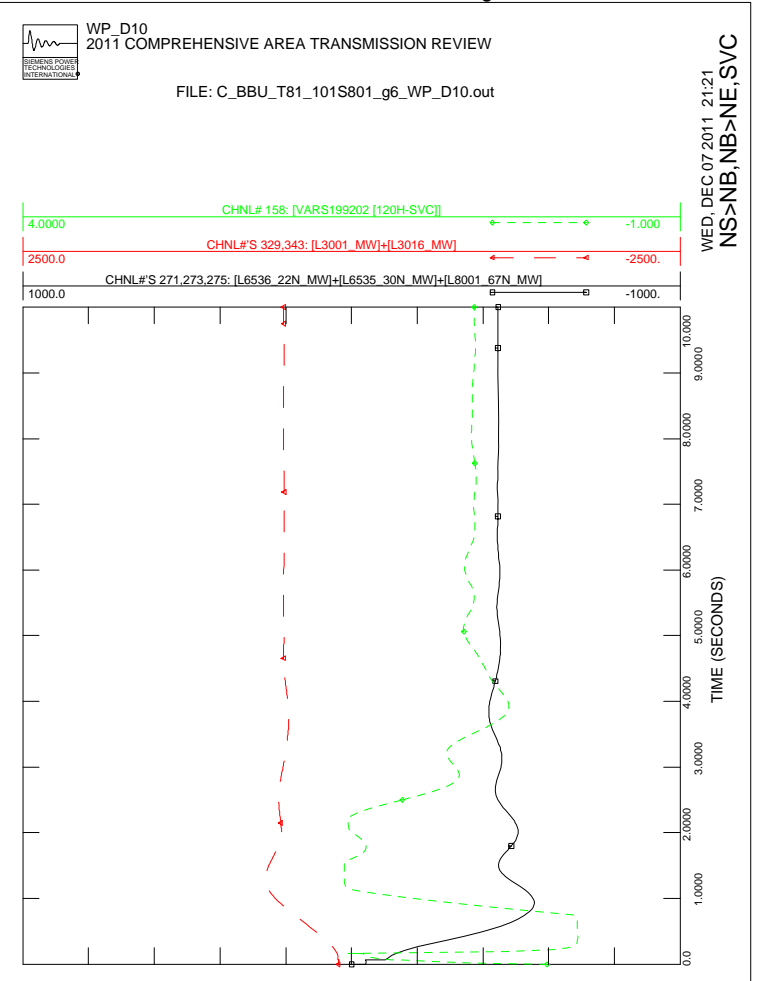
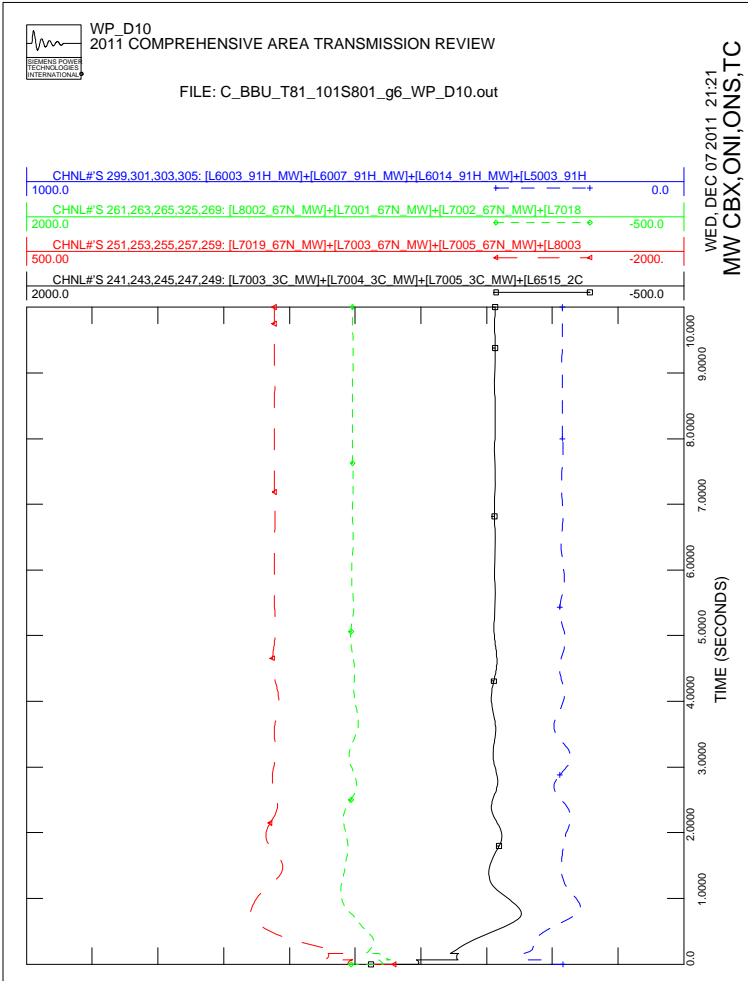


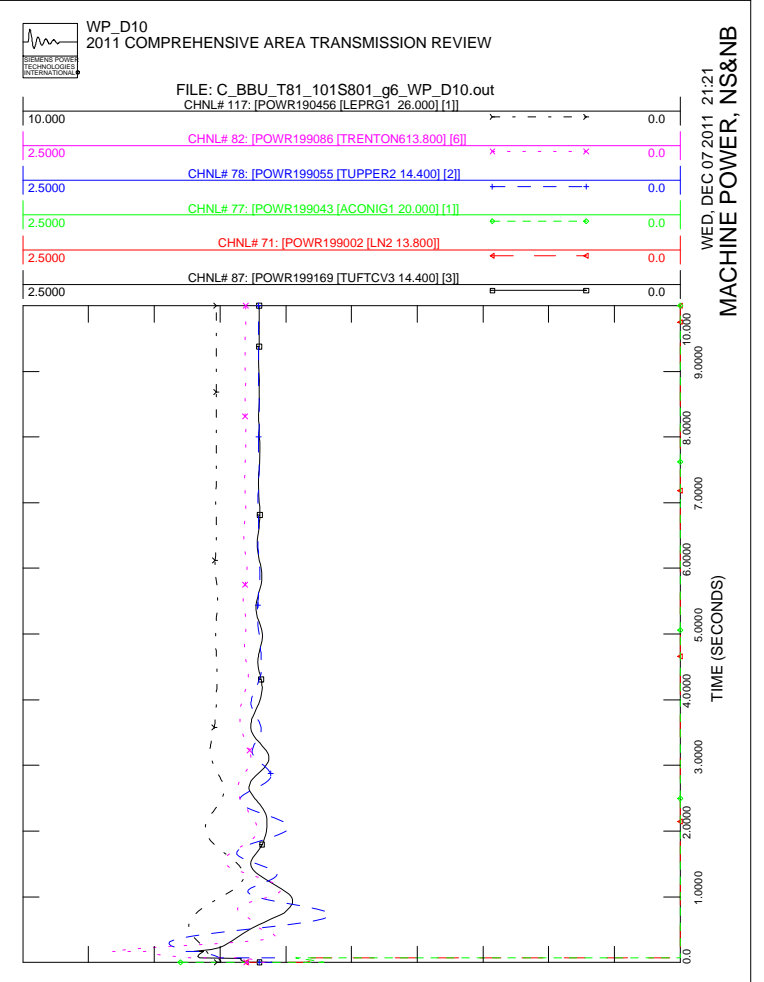
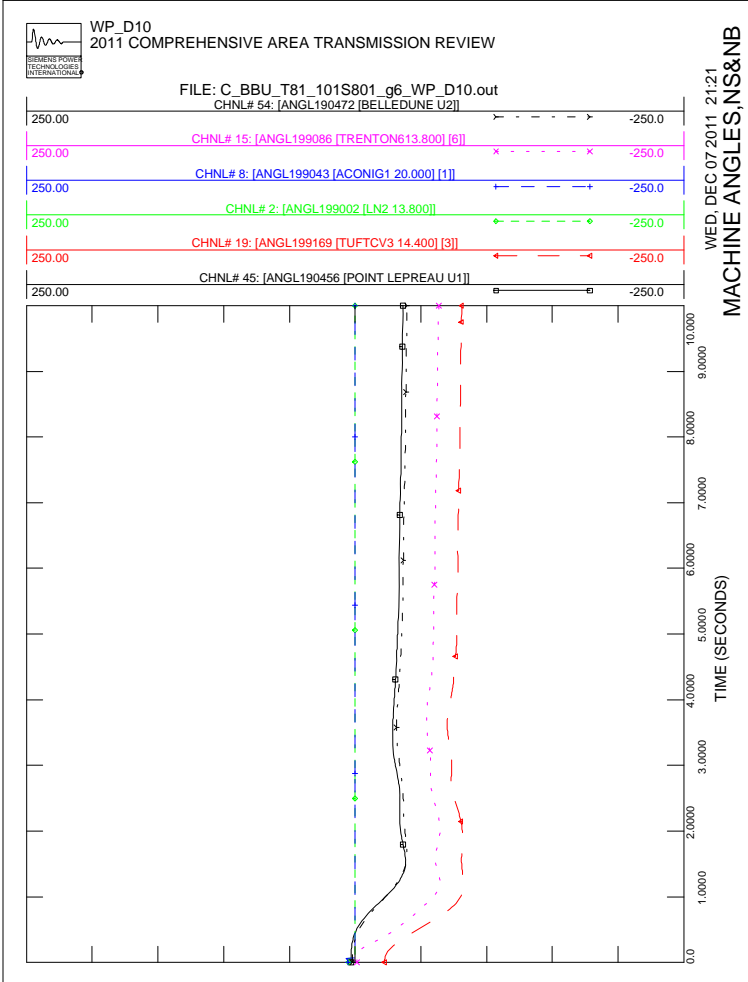
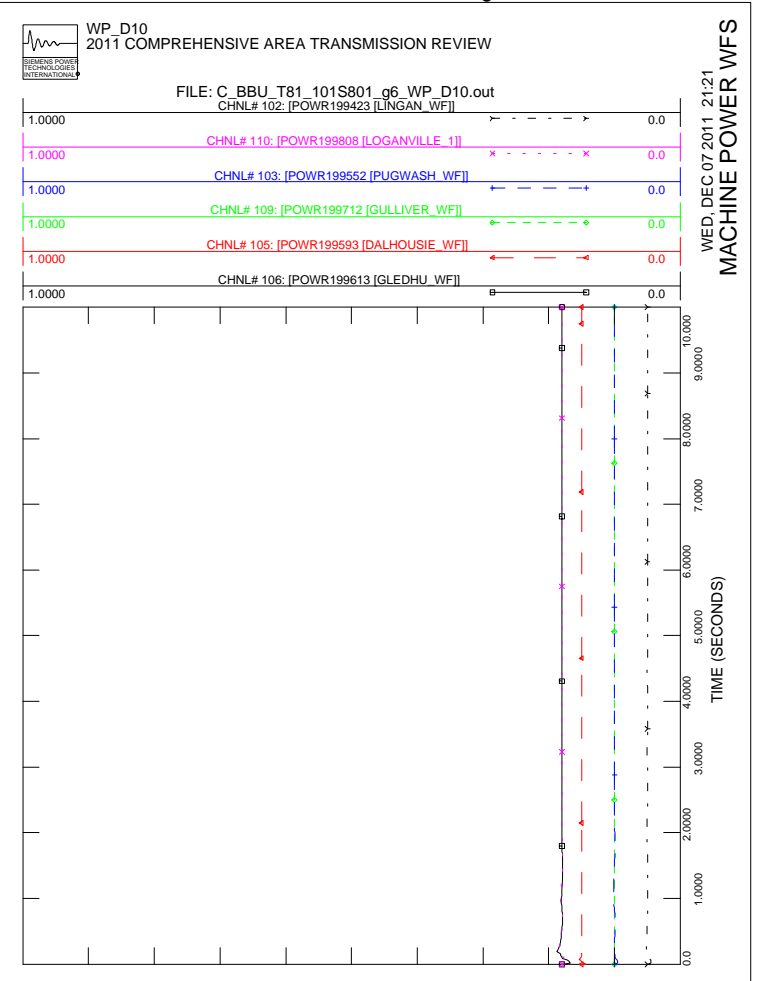
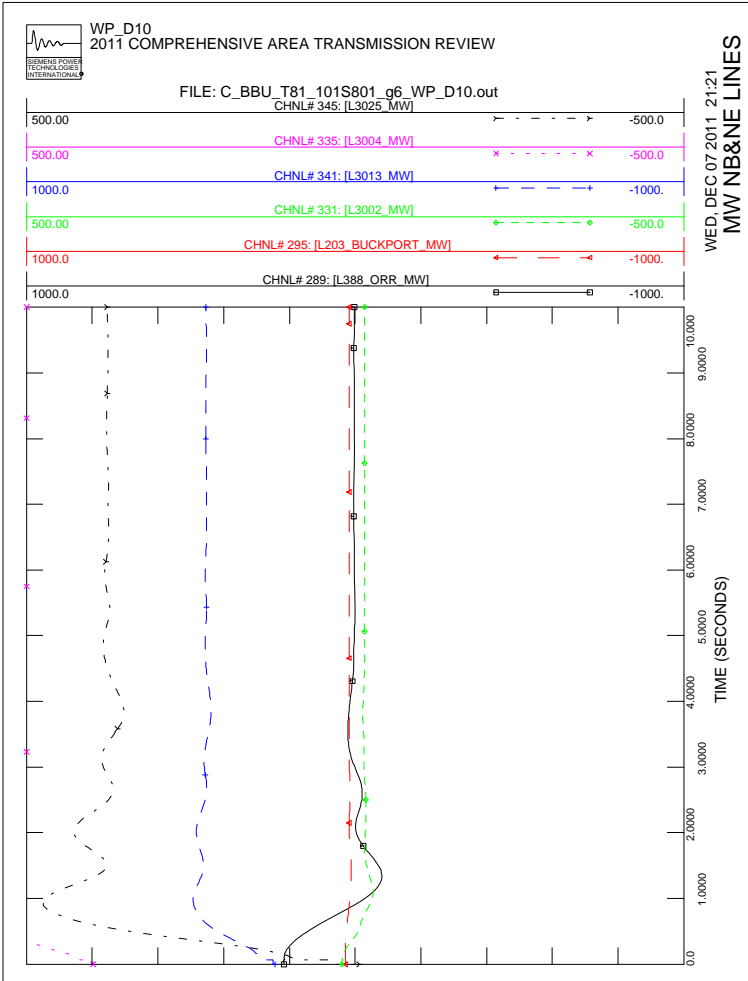








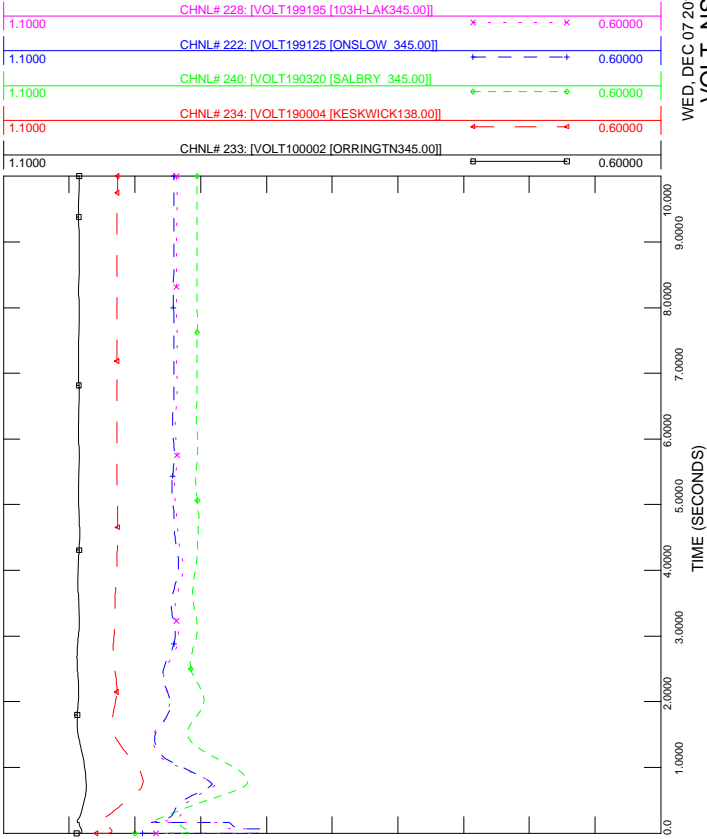






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g6_WP_D10.out

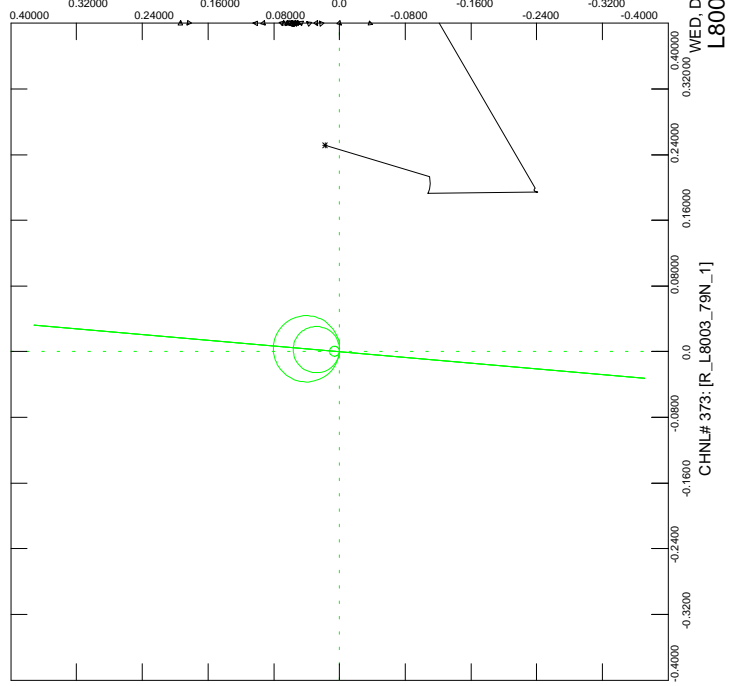


WED, DEC 07 2011 21:21
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g6_WP_D10.out
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CHNL# 374: [X_L8003_79N_1]

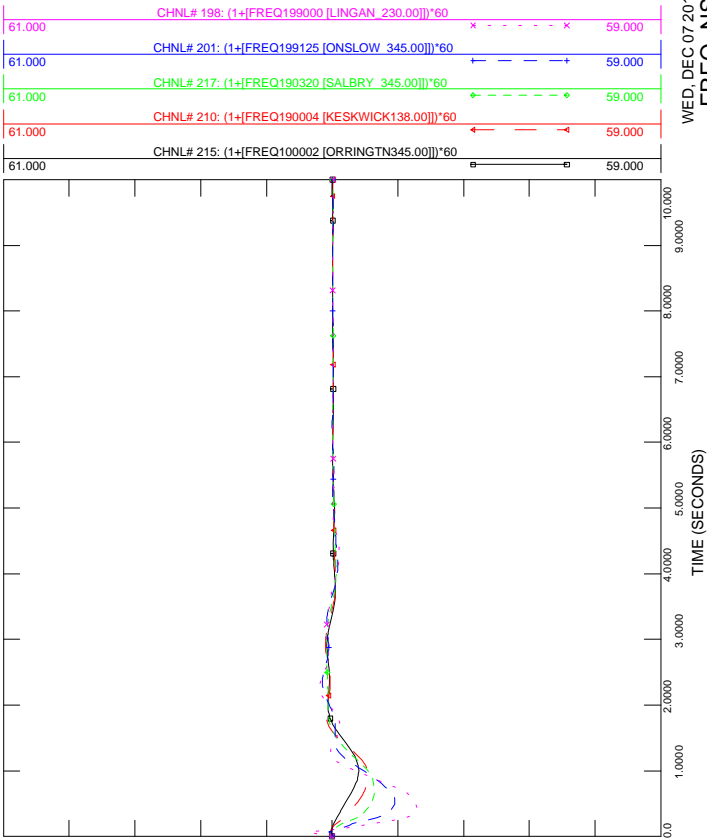


WED, DEC 07 2011 21:22
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g6_WP_D10.out

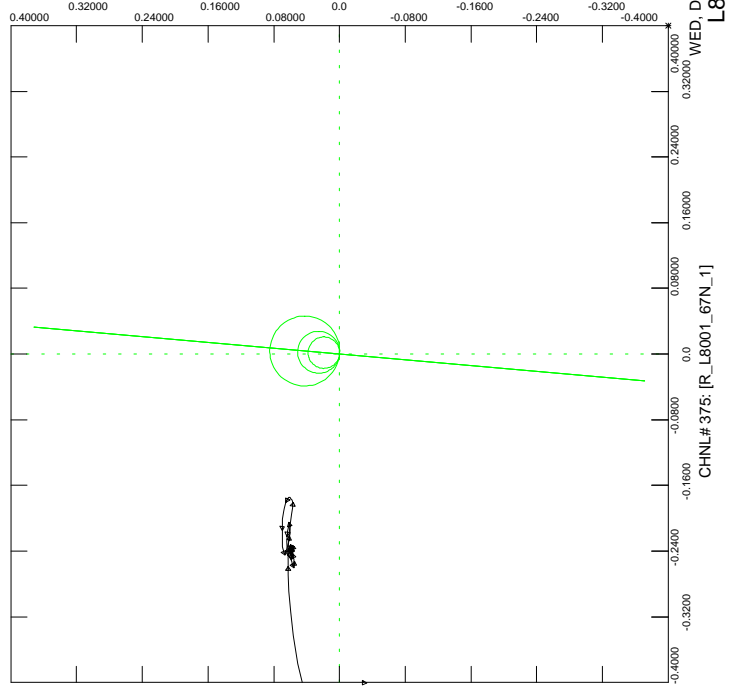


WED, DEC 07 2011 21:21
FREQ, NS, NB&NE

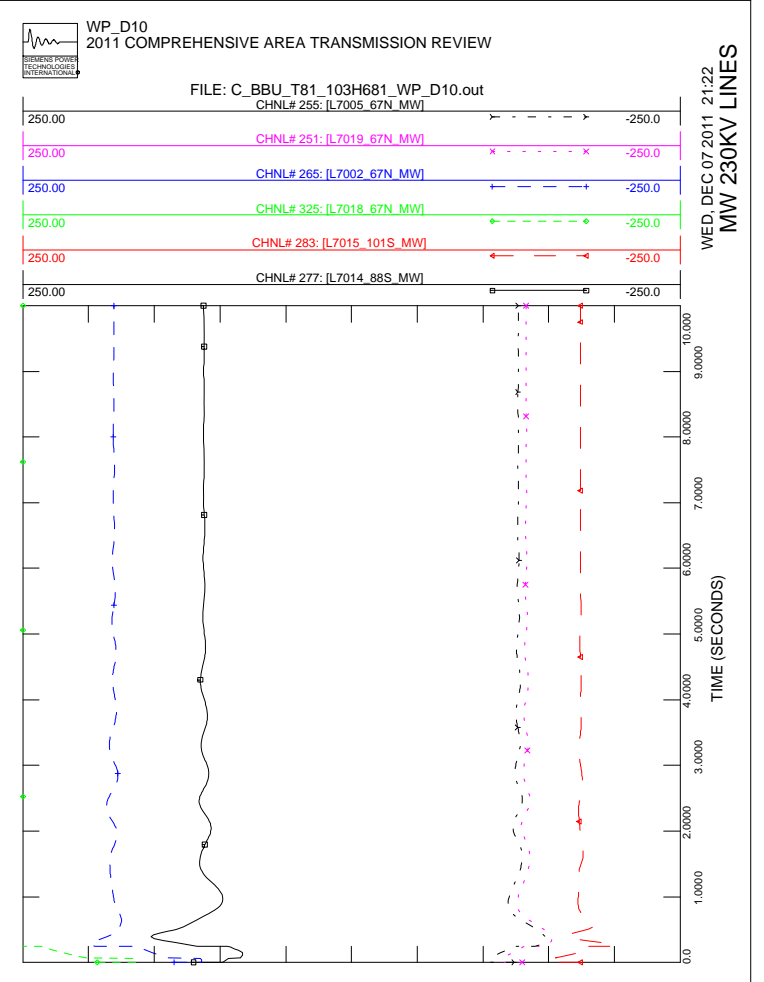
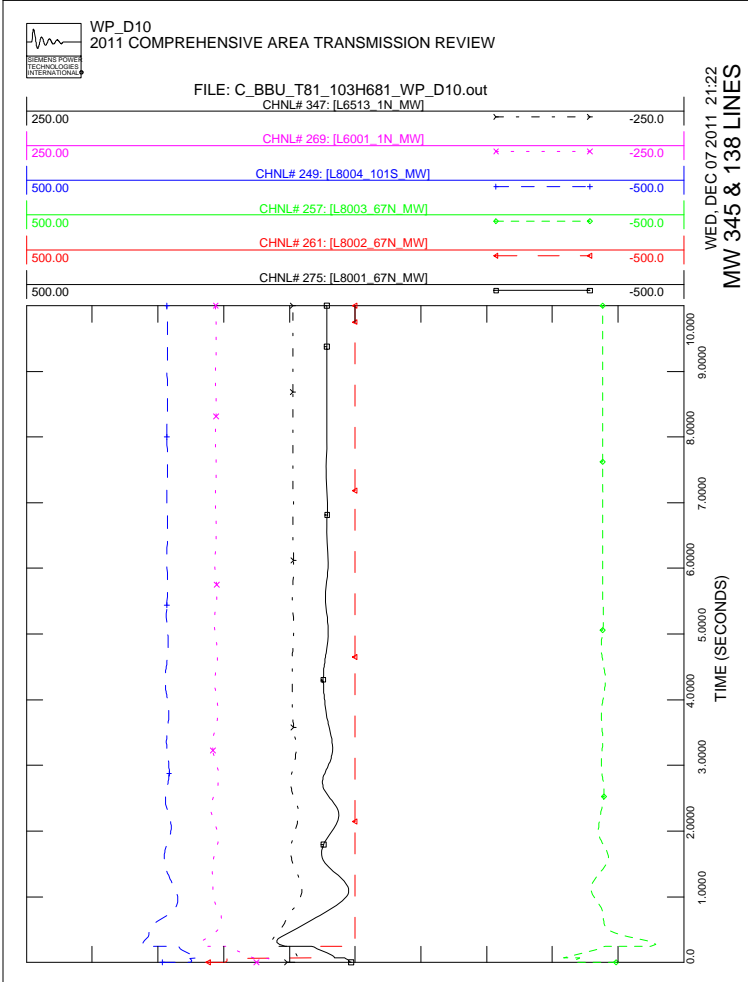
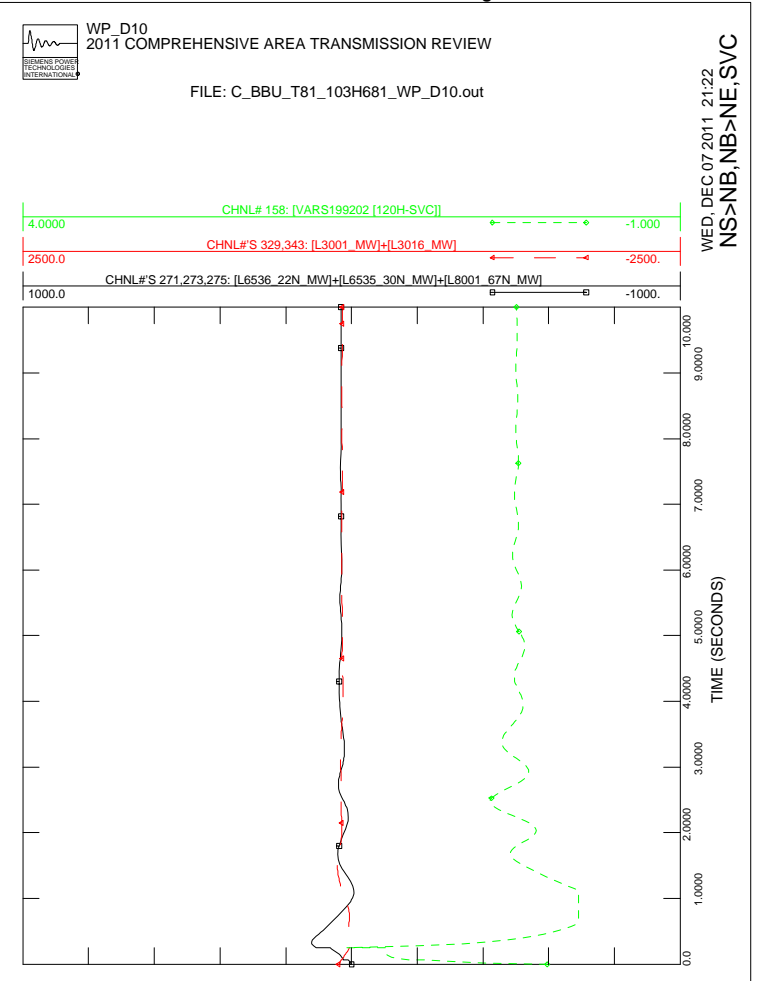
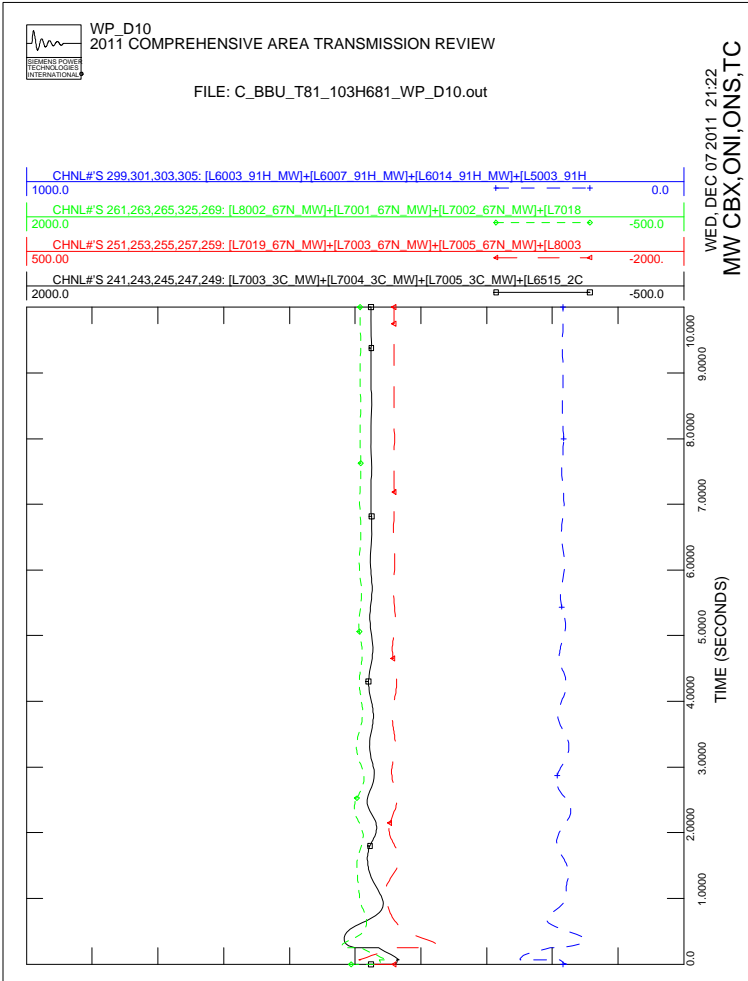


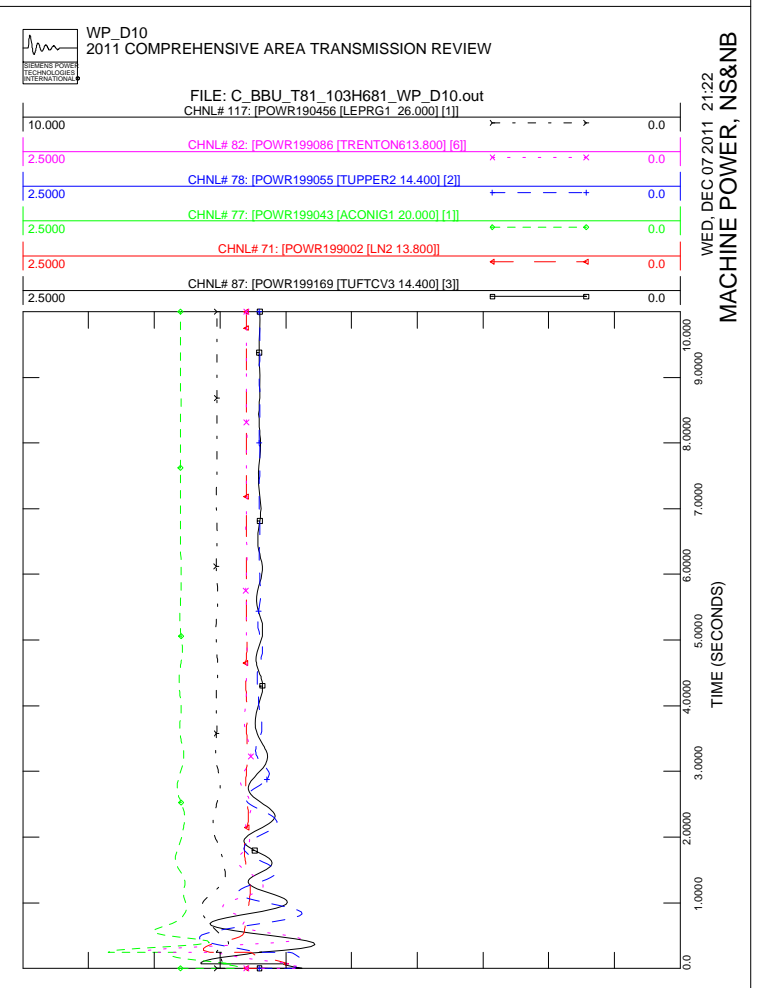
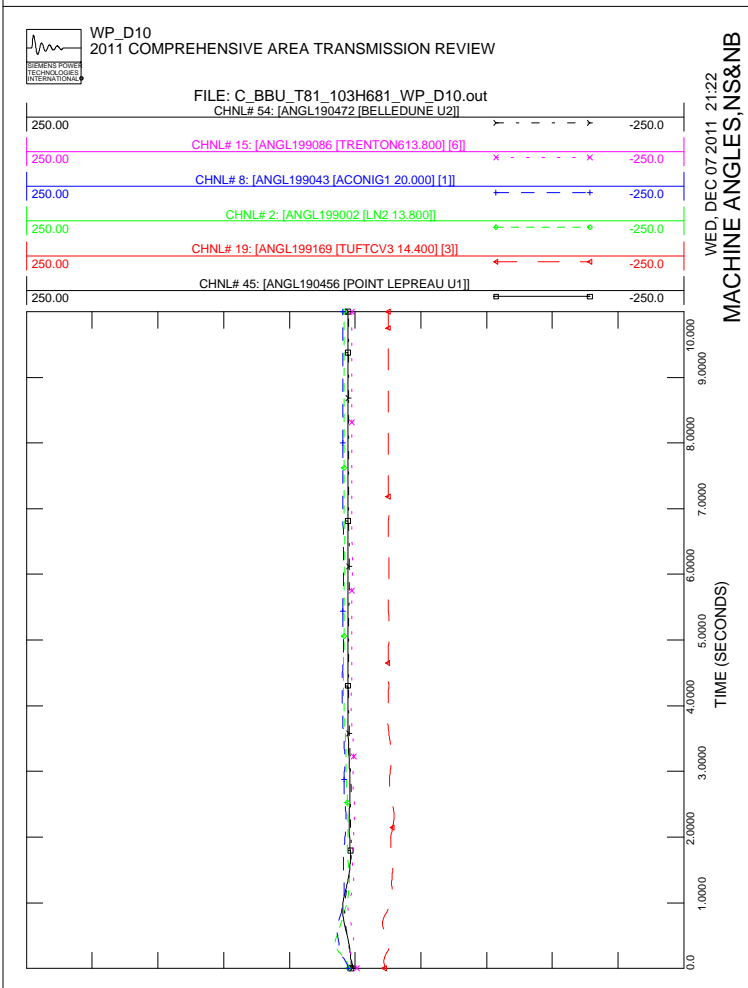
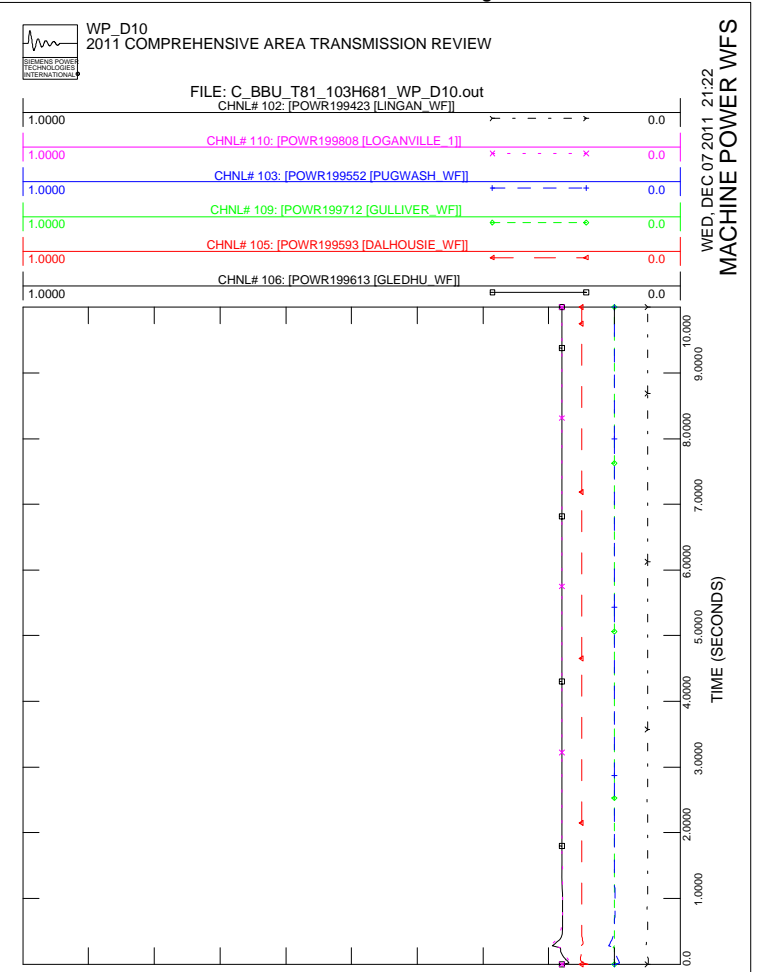
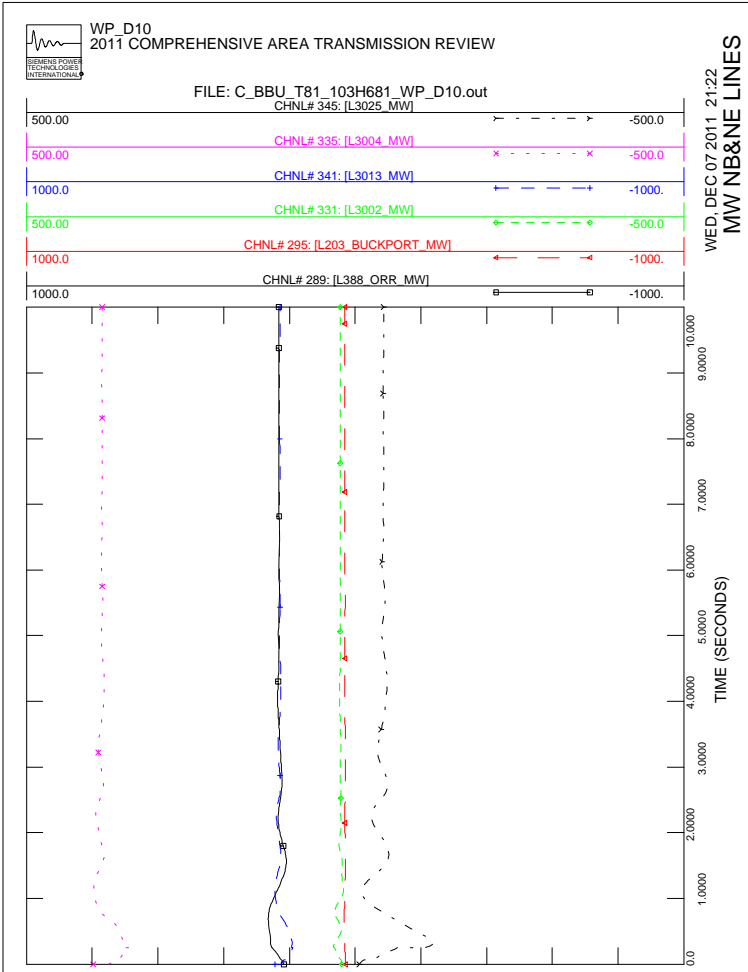
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g6_WP_D10.out
RELAY: DISTR1
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CHNL# 375: [R_L8001_67N_1]



WED, DEC 07 2011 21:22
L8001 AT 67N-ONSLow

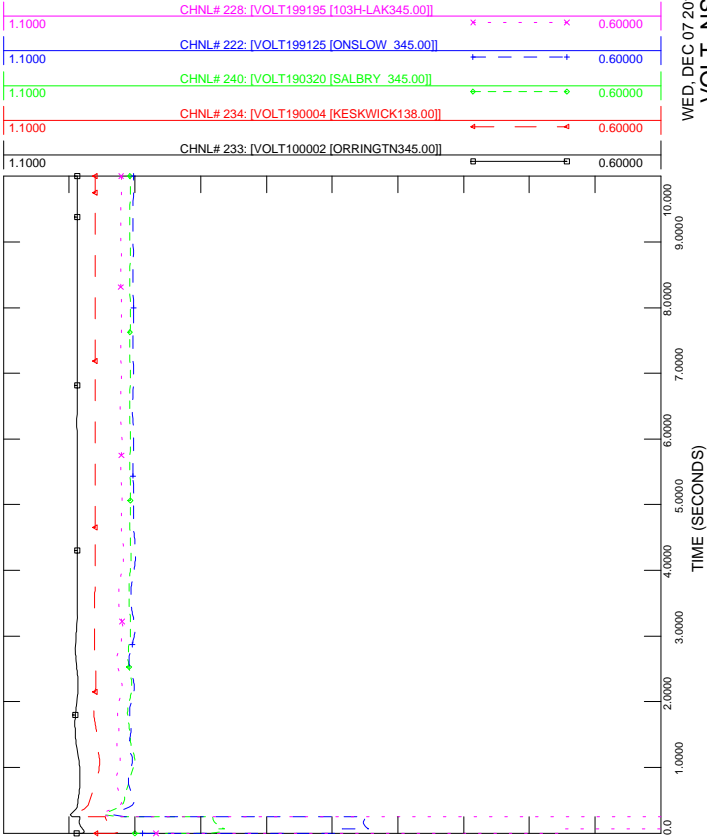






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_WP_D10.out



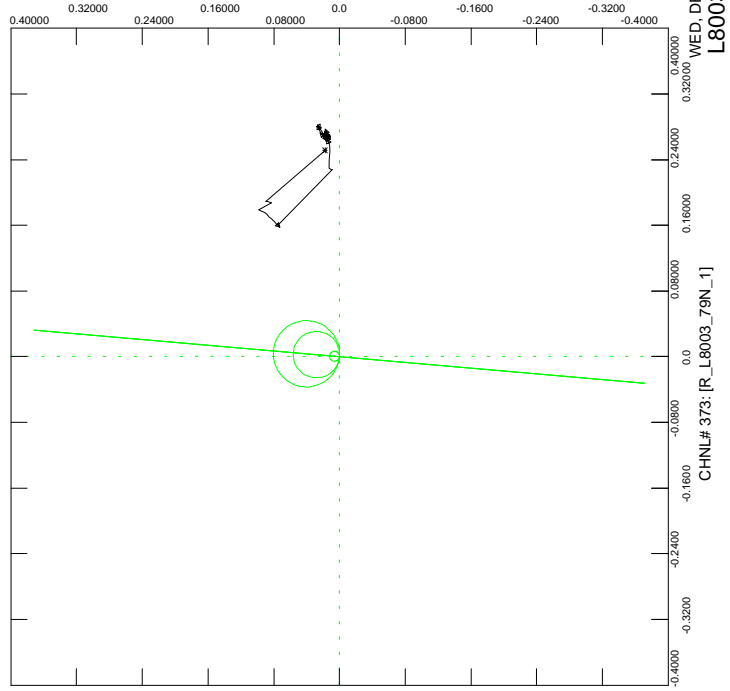
WED, DEC 07 2011 21:22
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_WP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

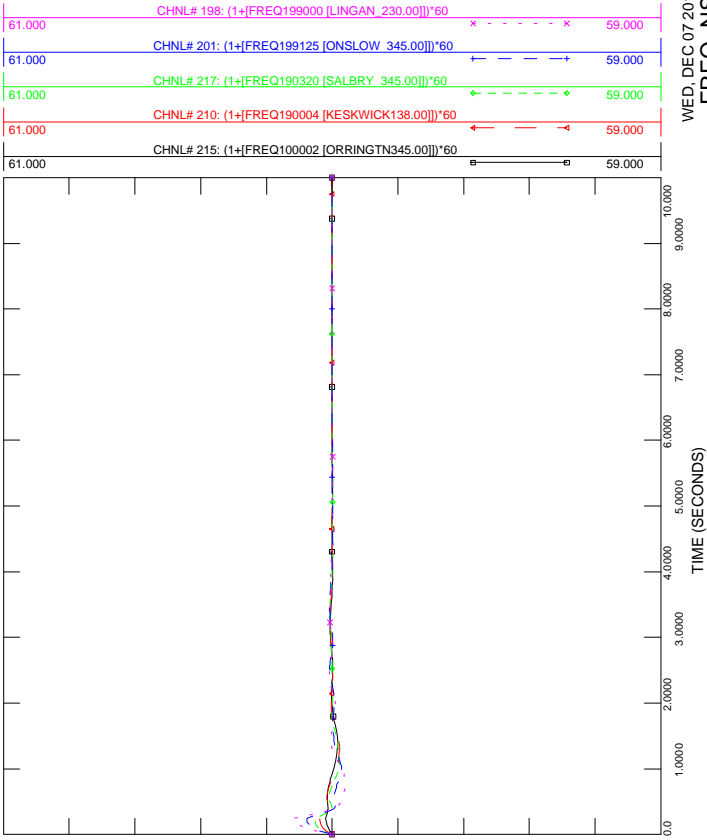


WED, DEC 07 2011 21:22
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_WP_D10.out



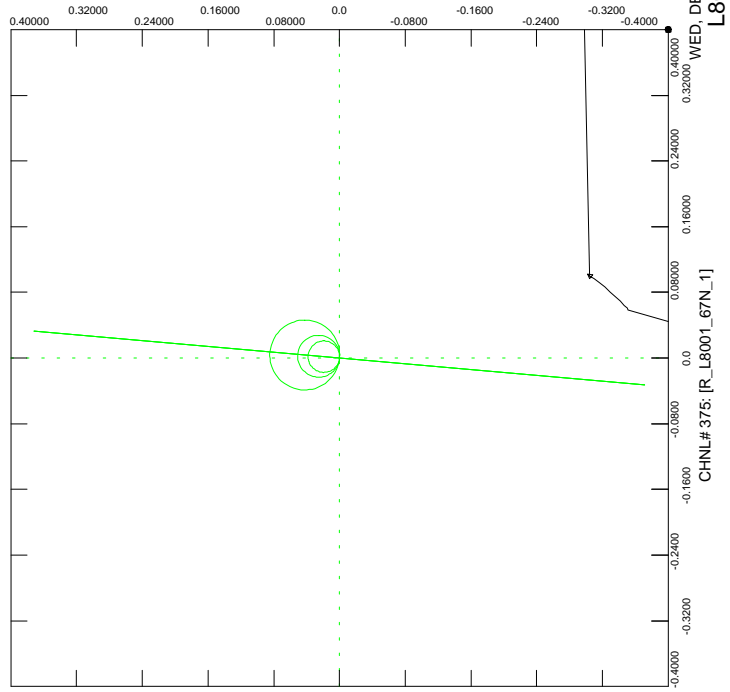
WED, DEC 07 2011 21:22
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_WP_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

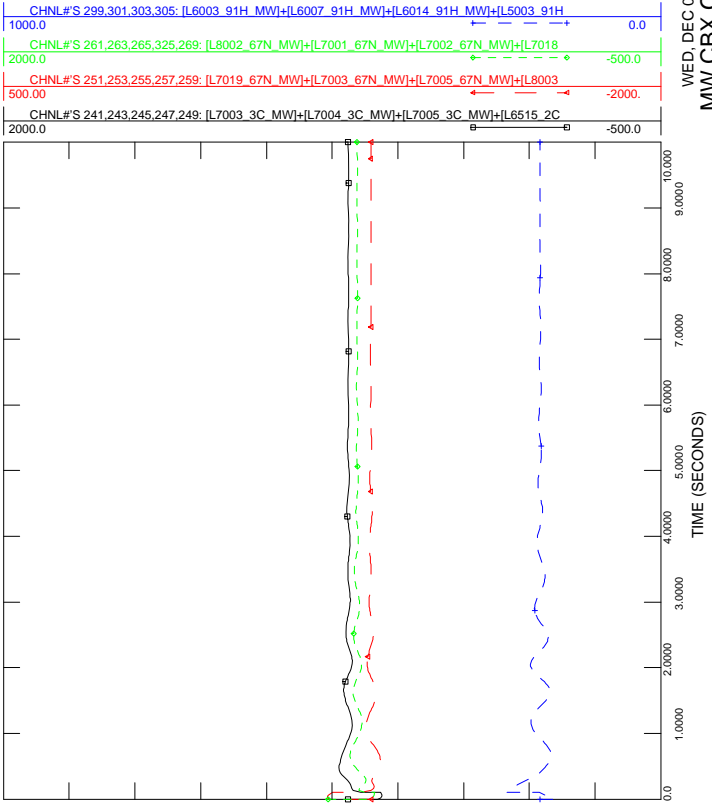


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L8001 AT 67N-ONSLow



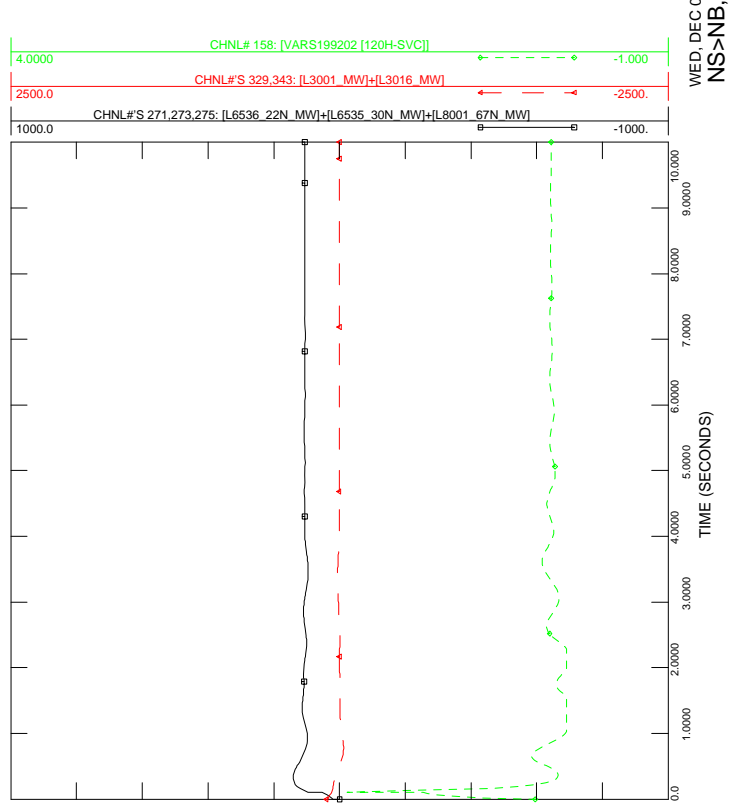
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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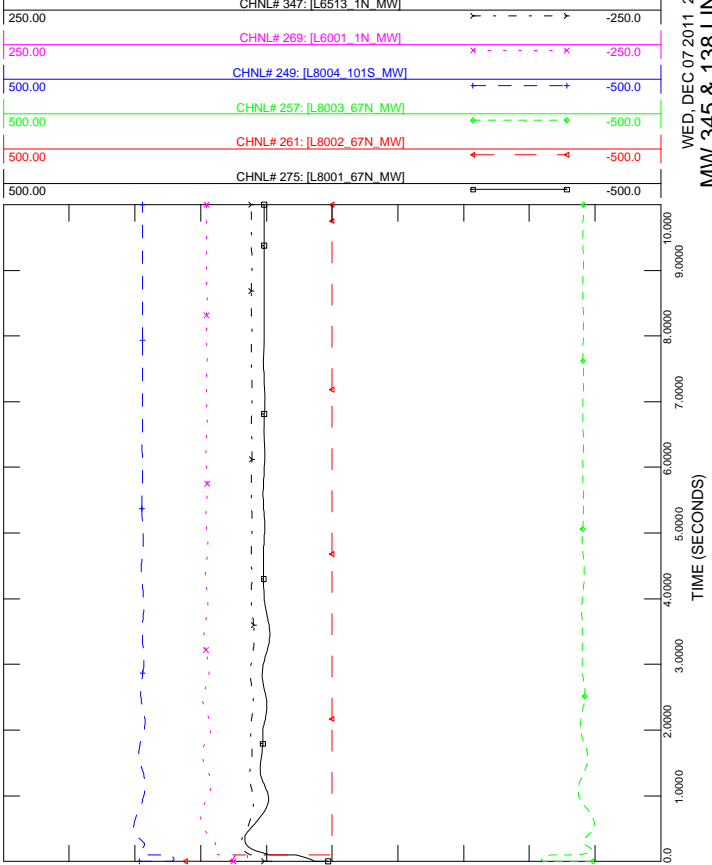
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_WP_D10.out



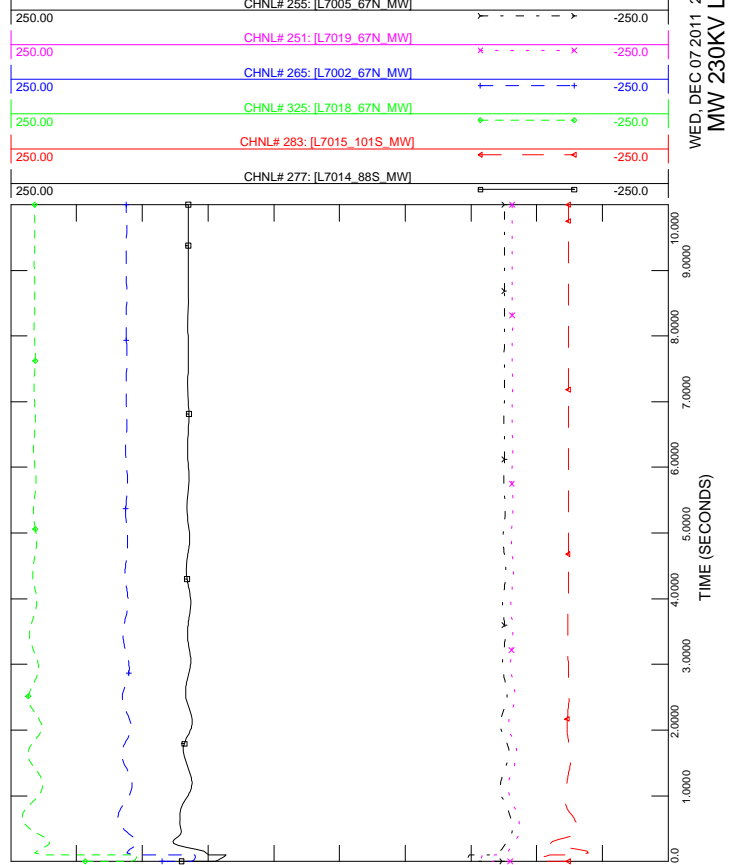
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

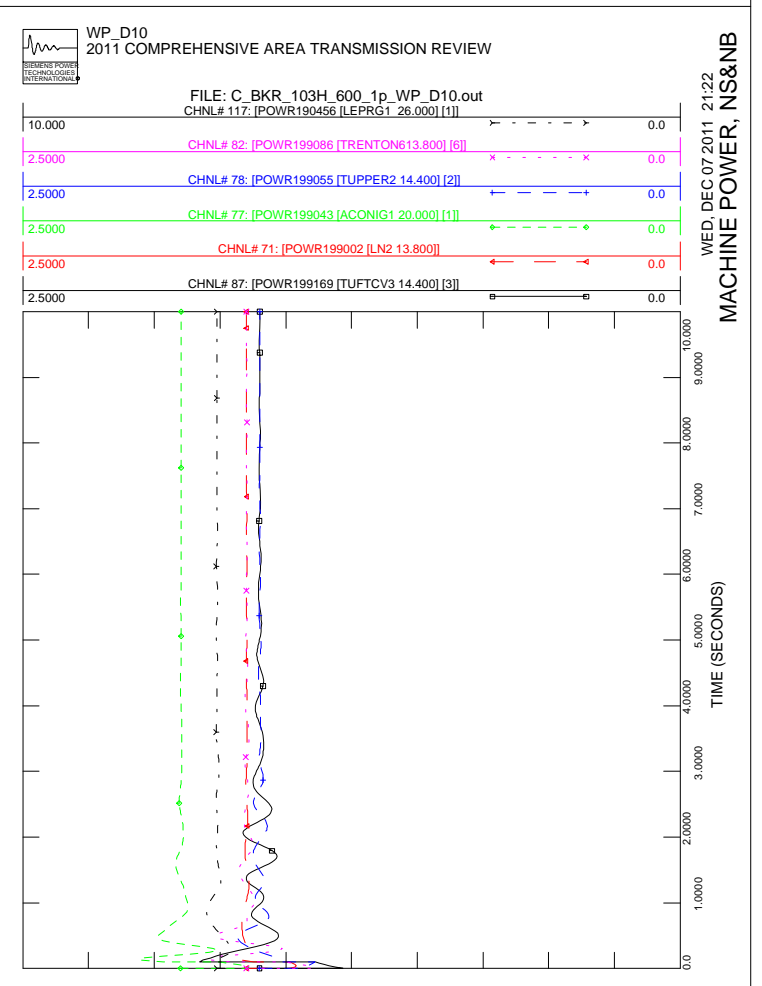
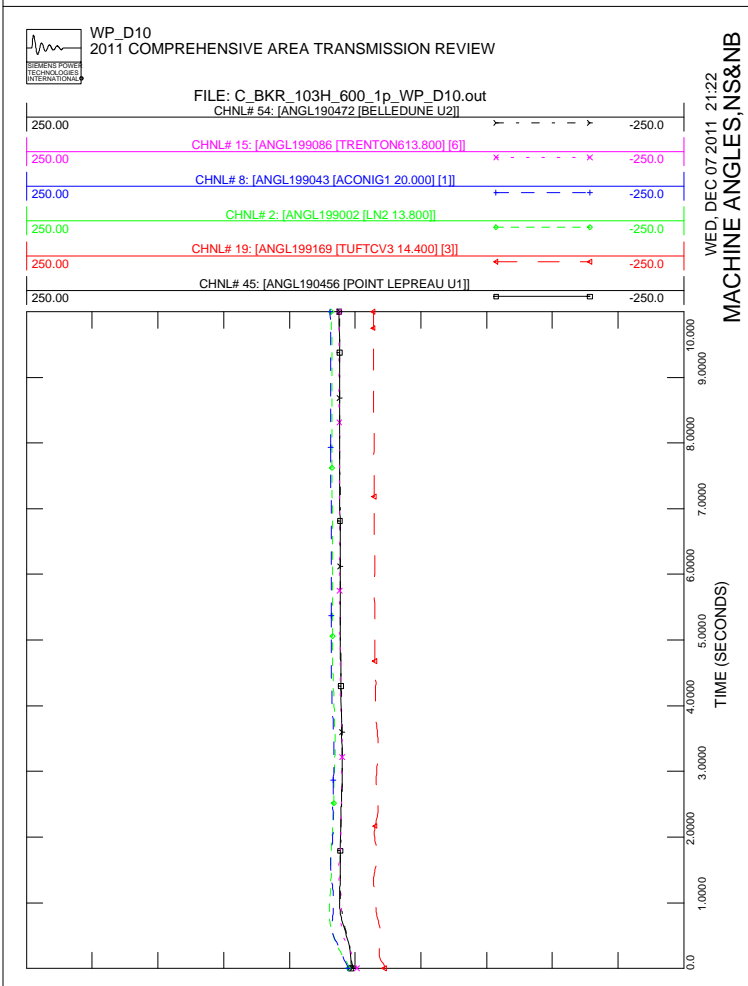
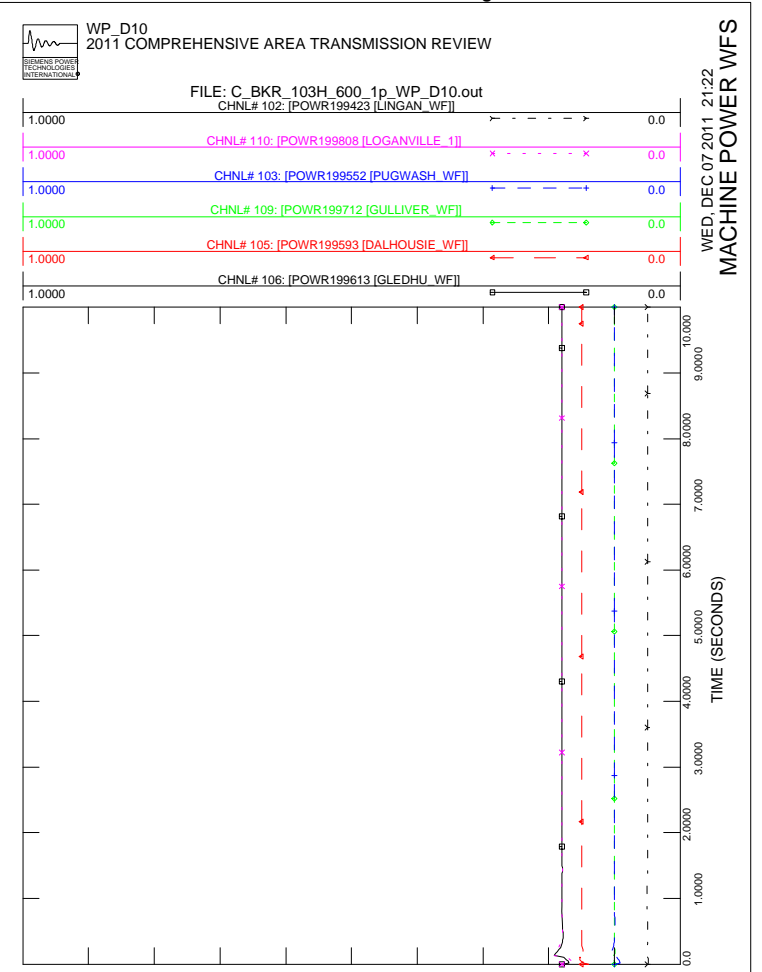
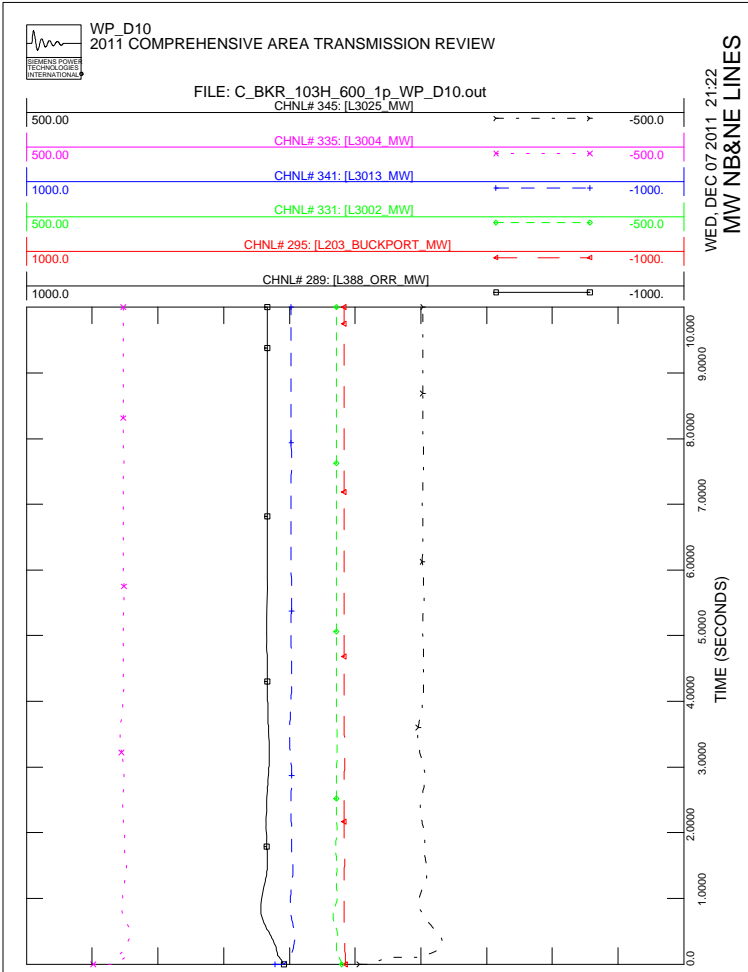
FILE: C_BKR_103H_600_1p_WP_D10.out



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_WP_D10.out

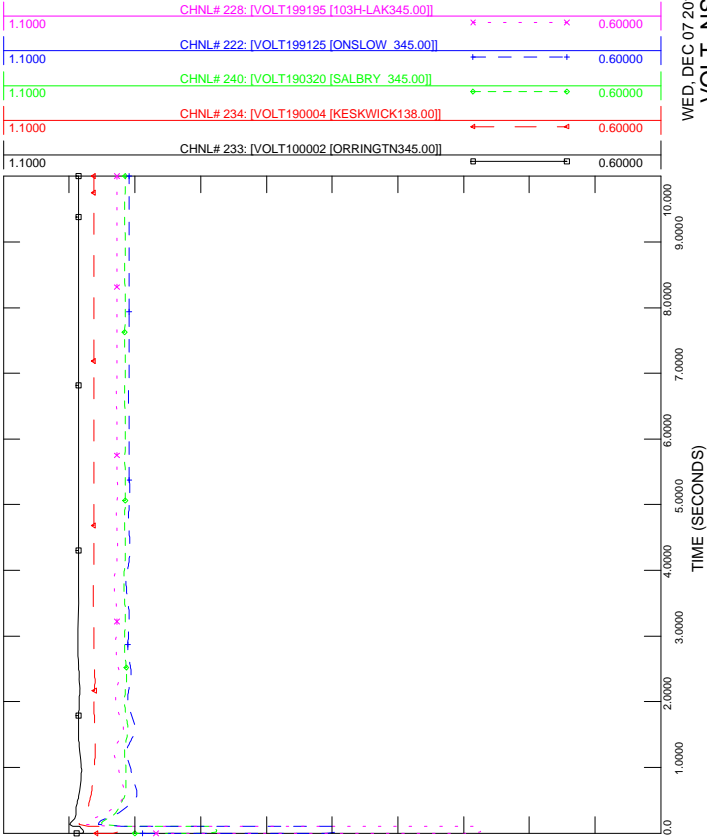






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

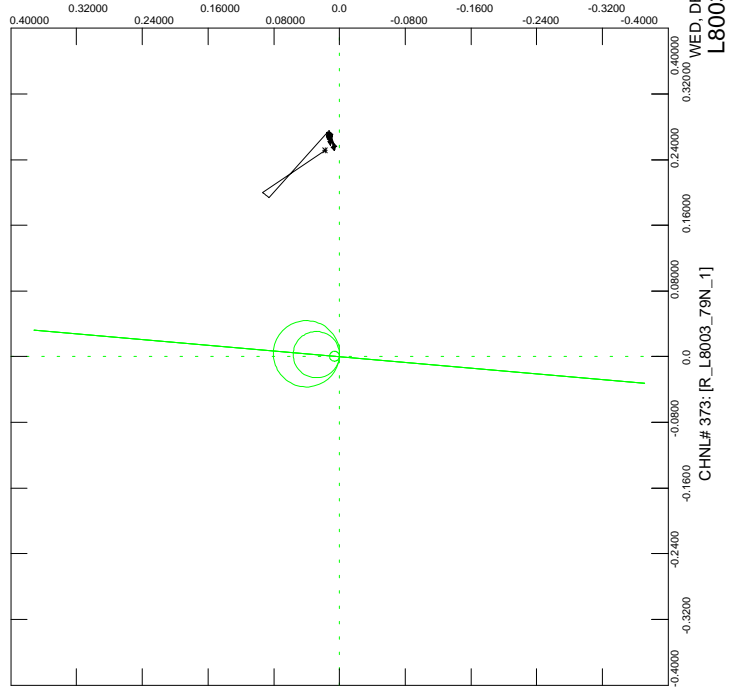
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

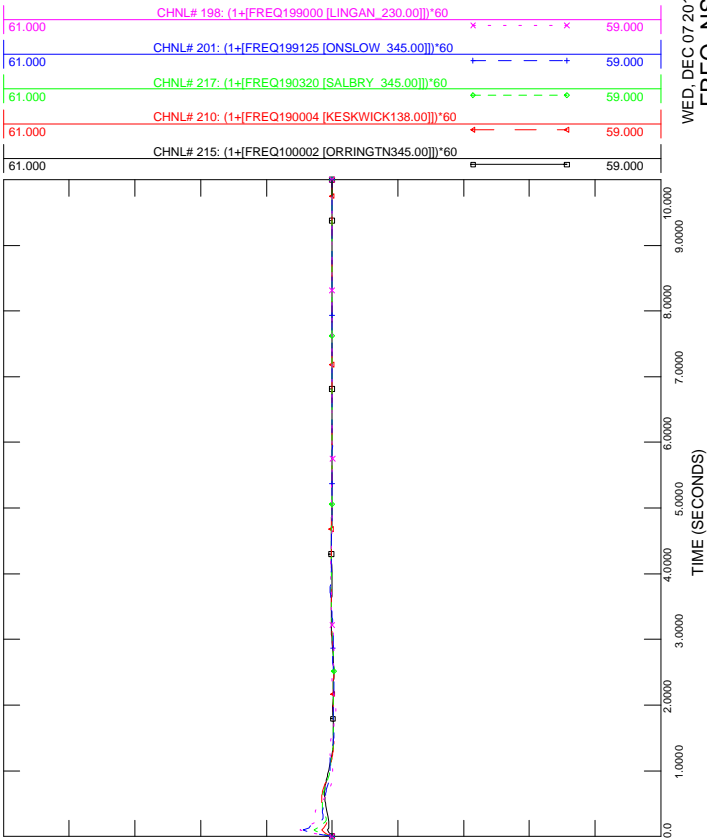
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

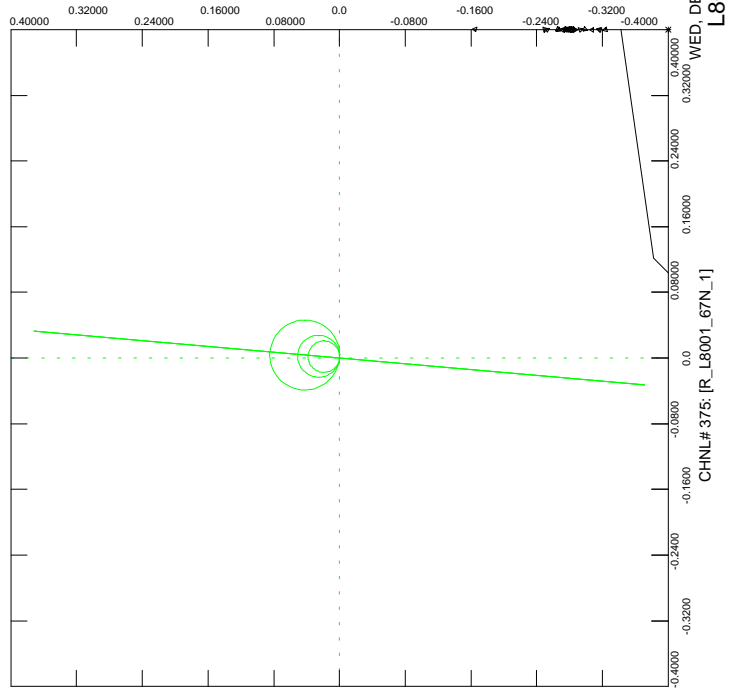
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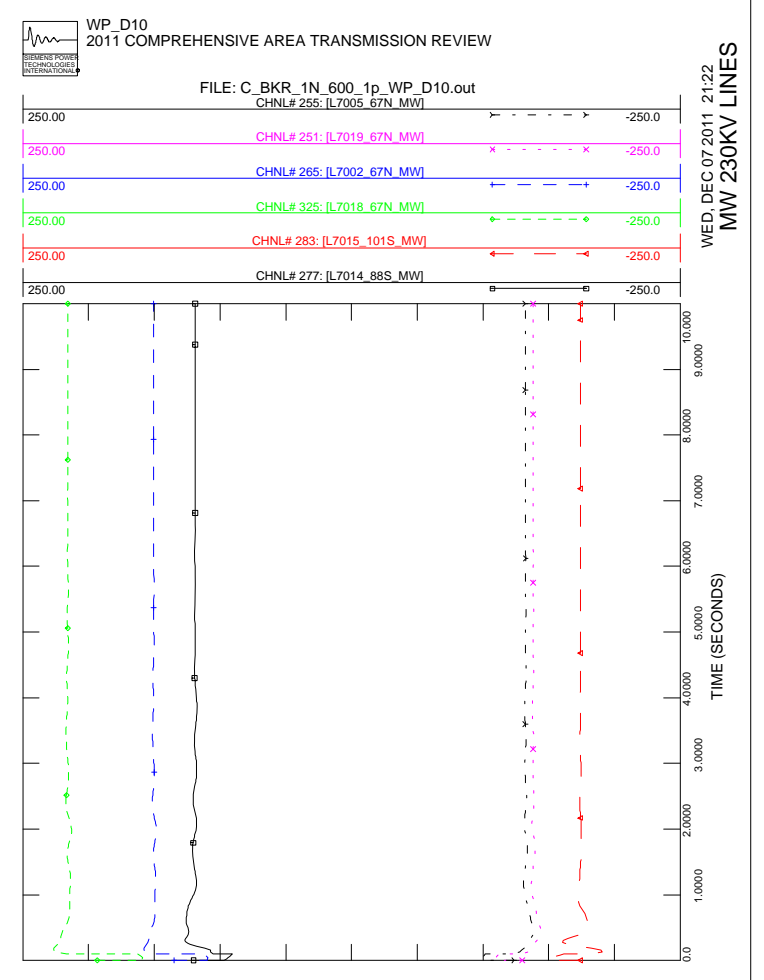
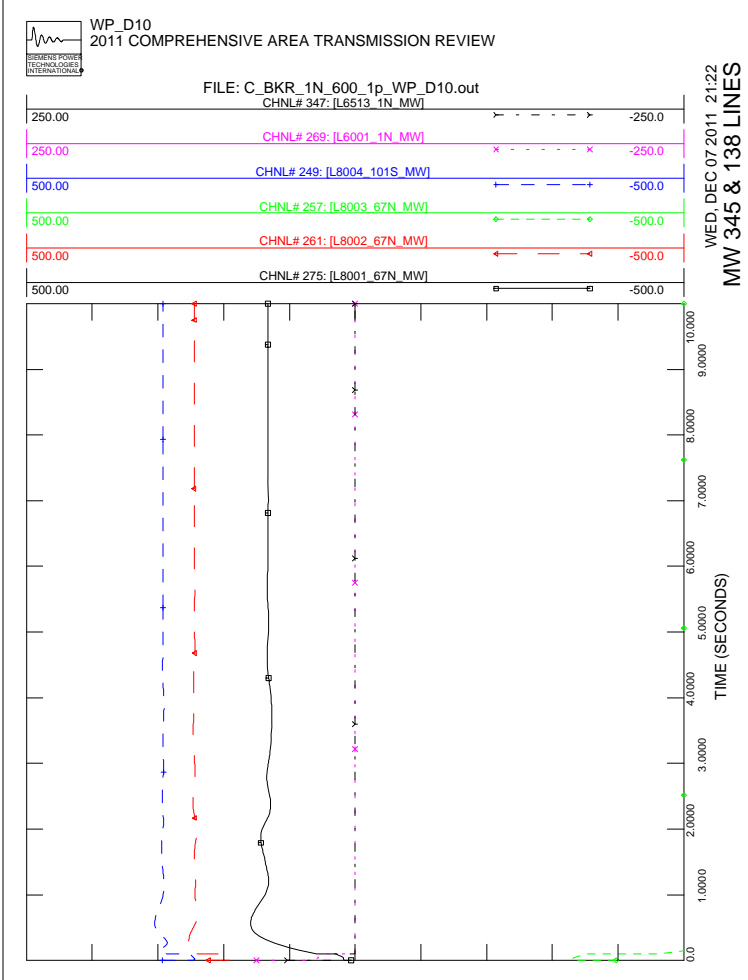
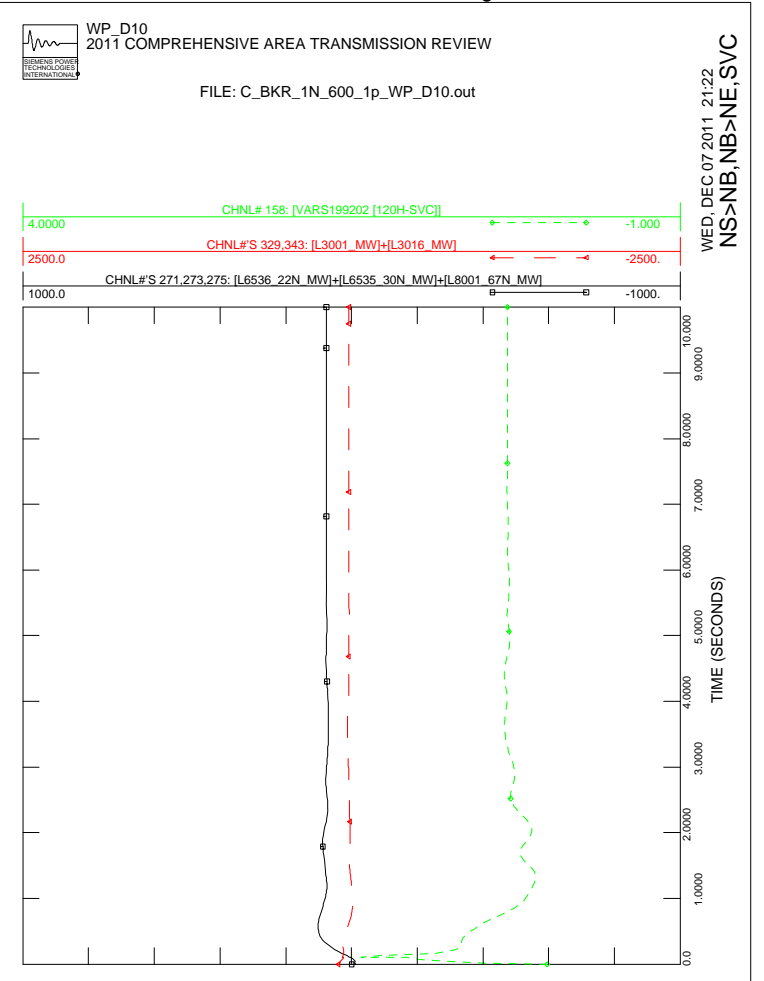
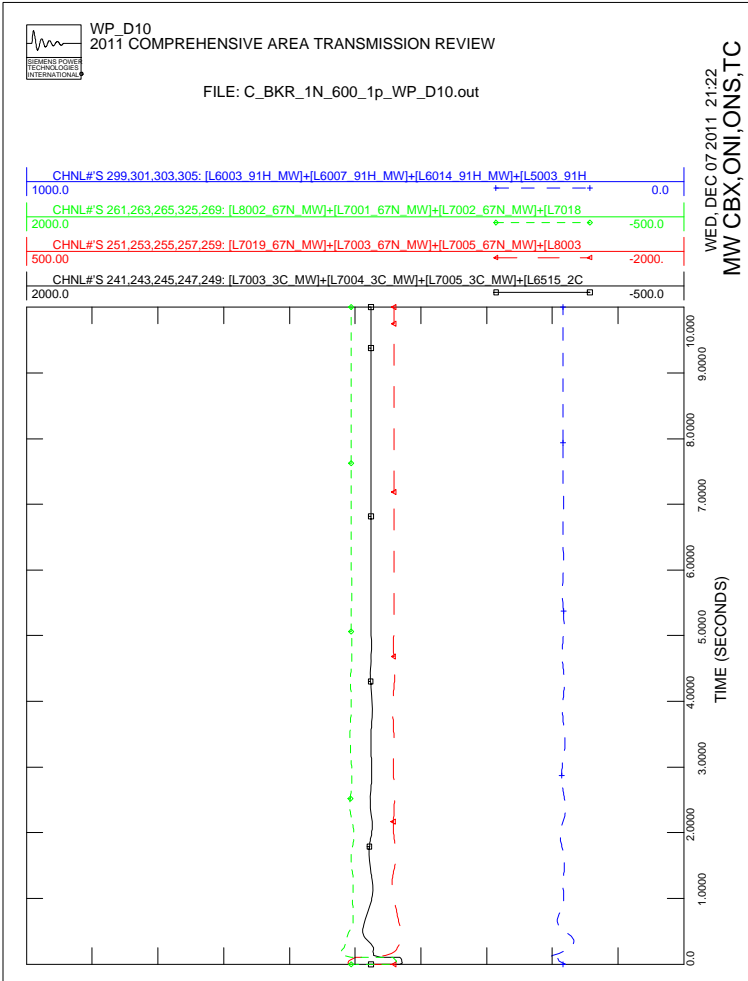


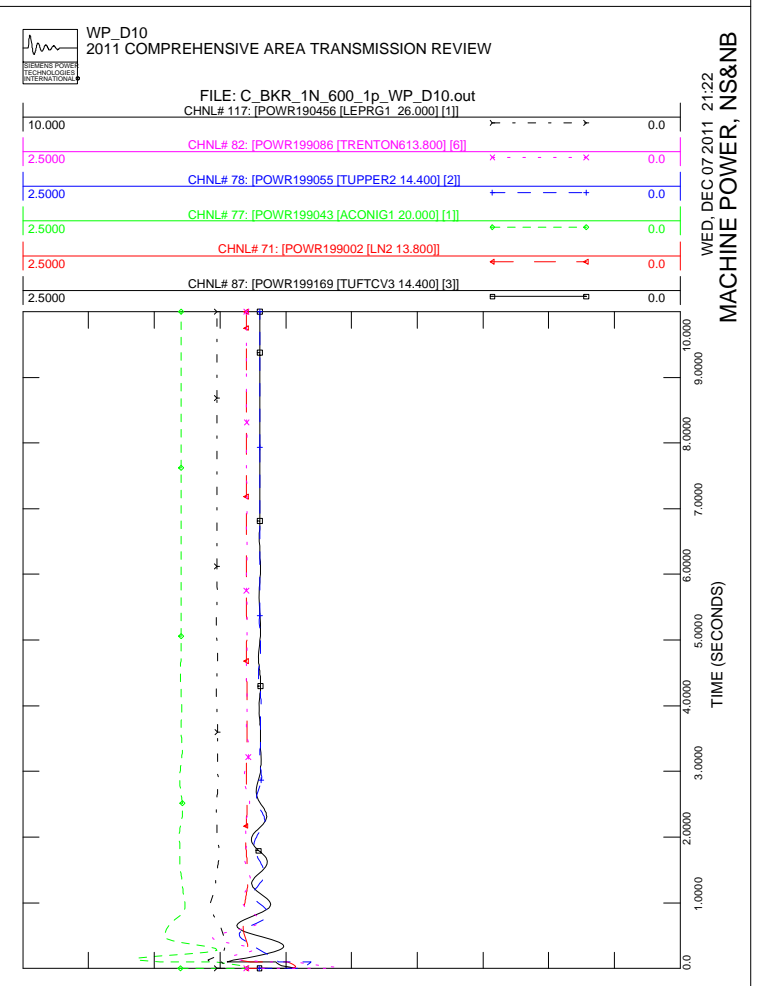
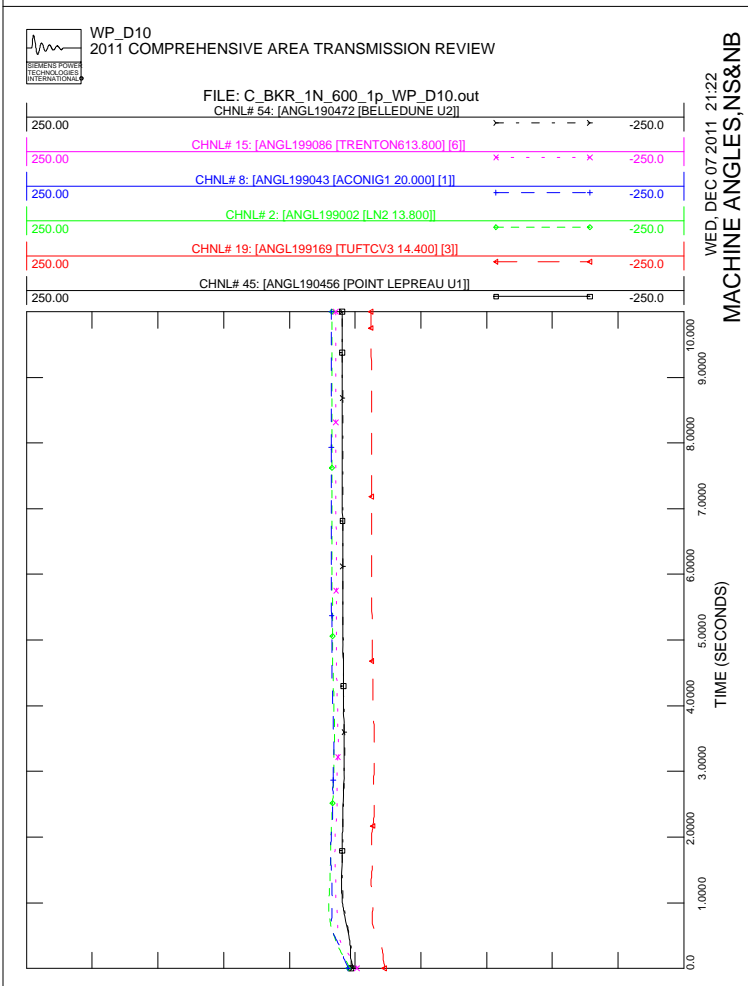
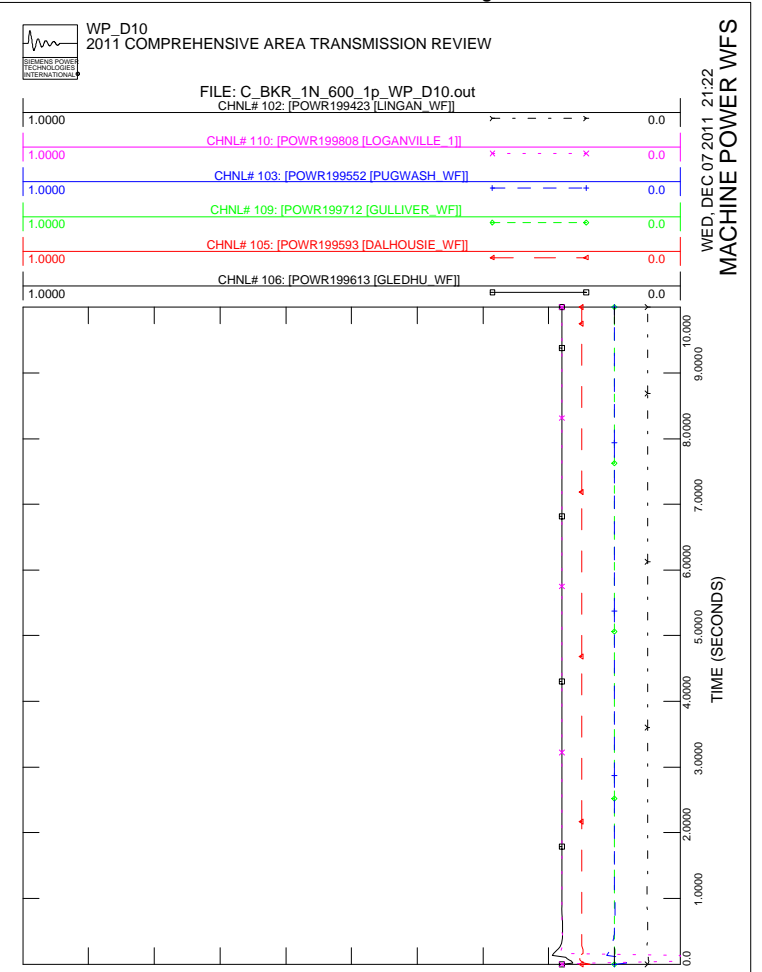
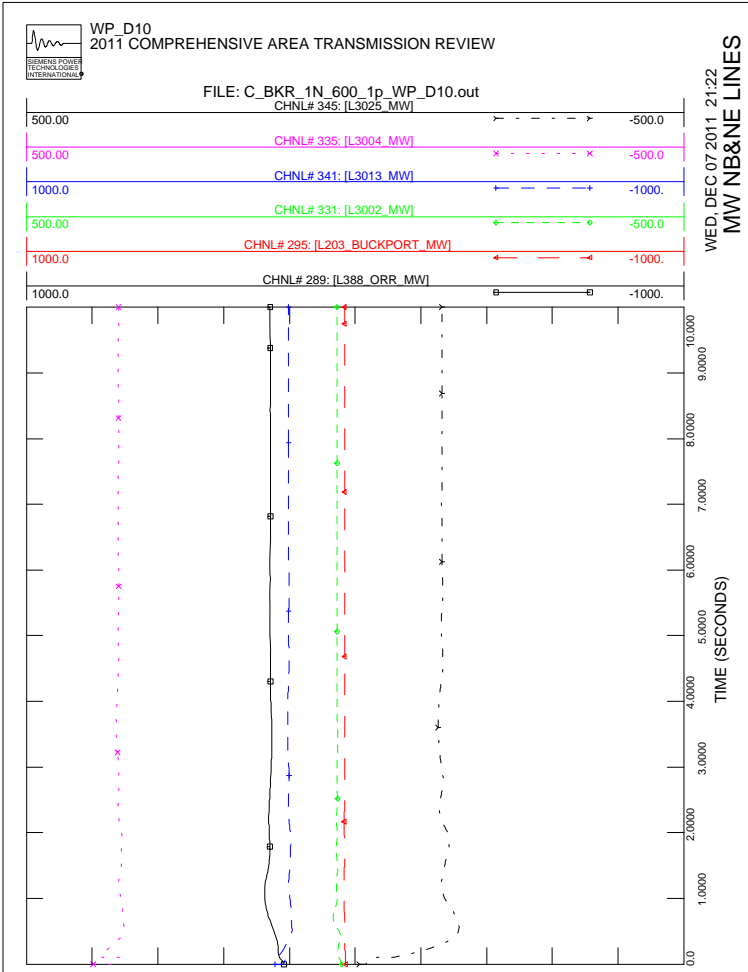
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_WP_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



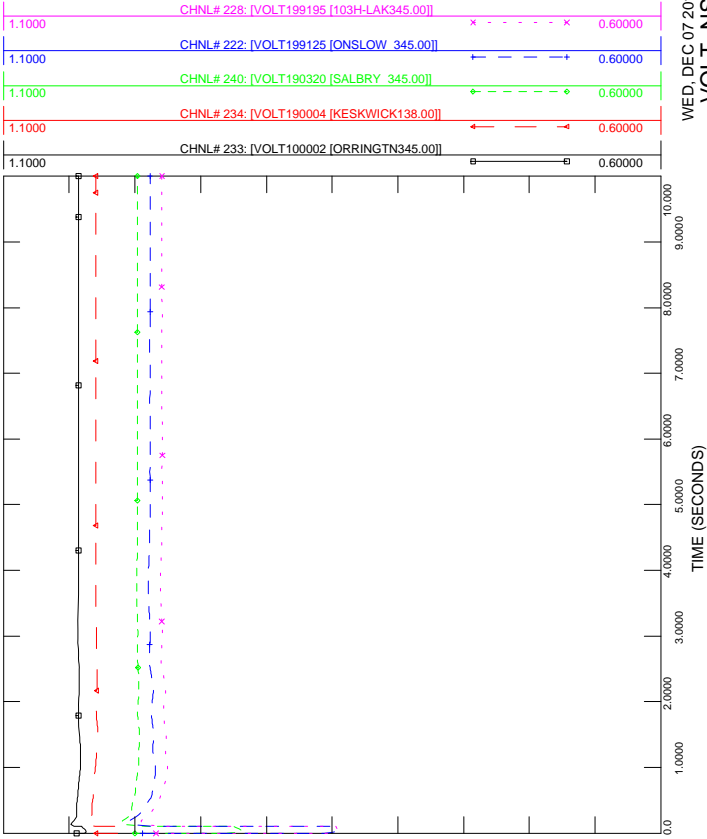






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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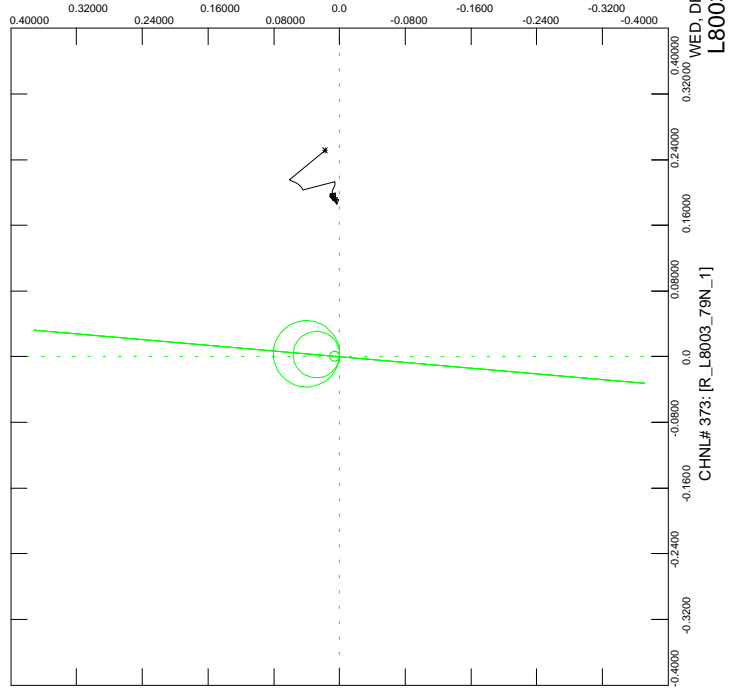


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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_1N_600_1p_WP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

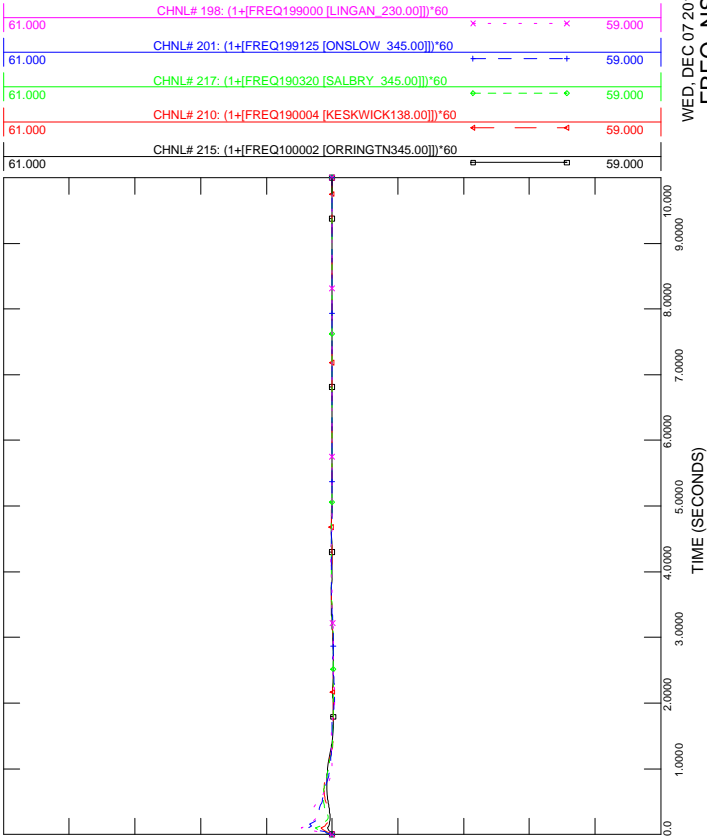


WED, DEC 07 2011 21:22
L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_1N_600_1p_WP_D10.out

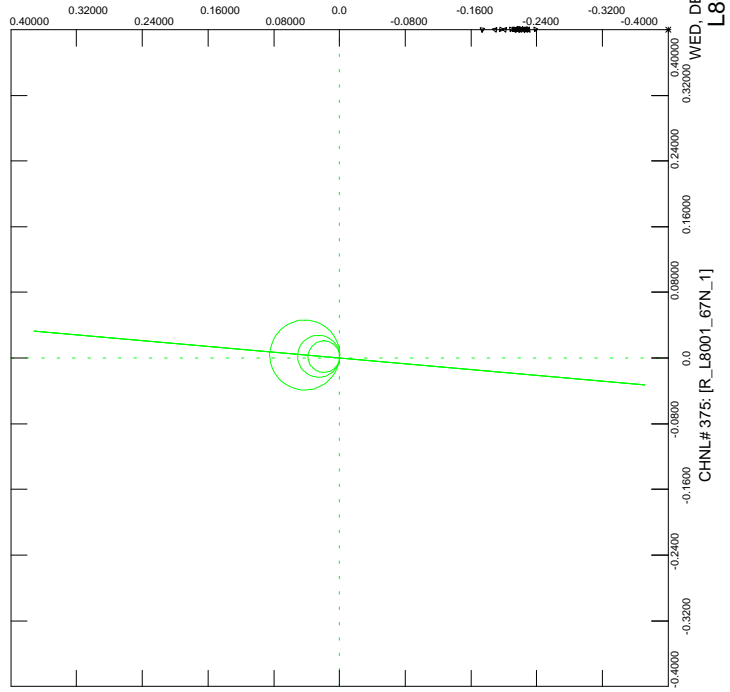


WED, DEC 07 2011 21:22
FREQ, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_1N_600_1p_WP_D10.out
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

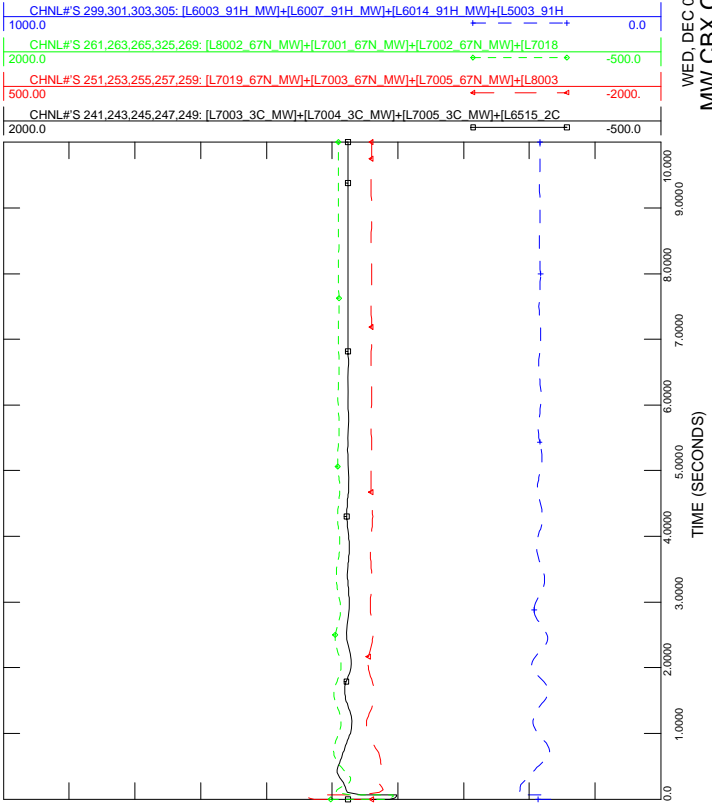


WED, DEC 07 2011 21:22
L8001 AT 67N-ONSLow



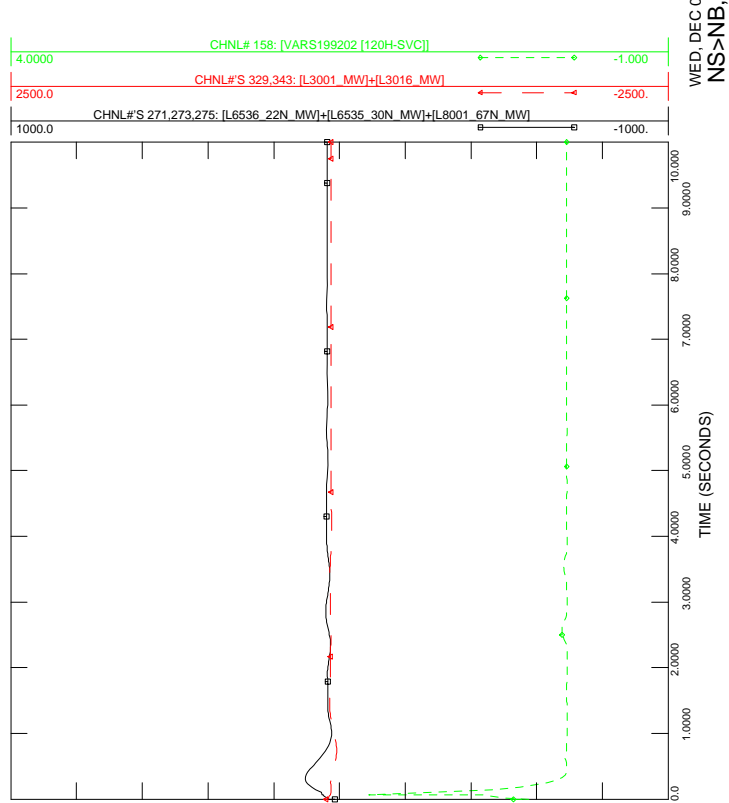
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_WP_D10.out



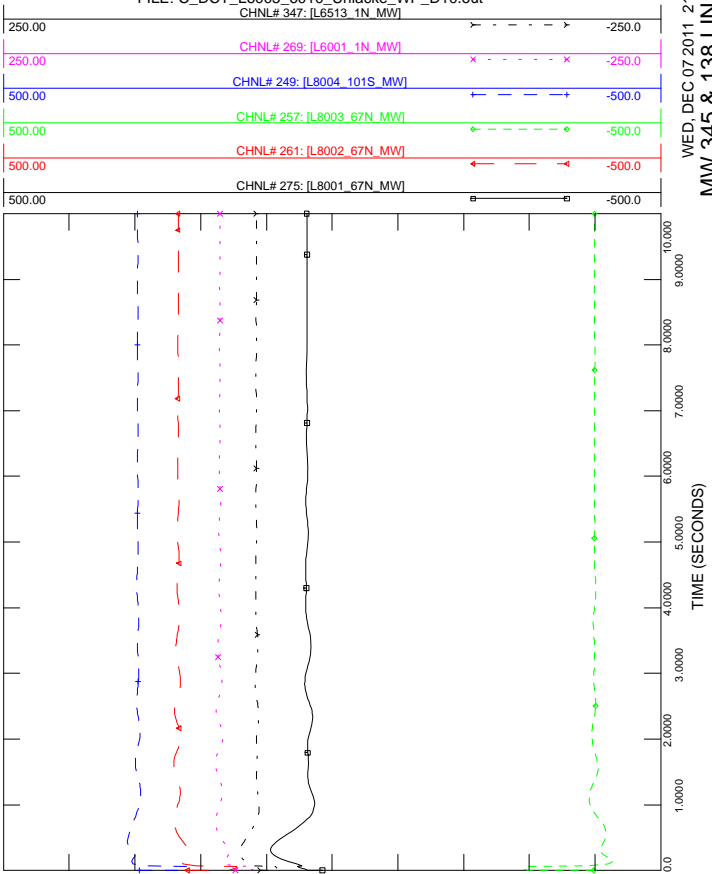
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_WP_D10.out



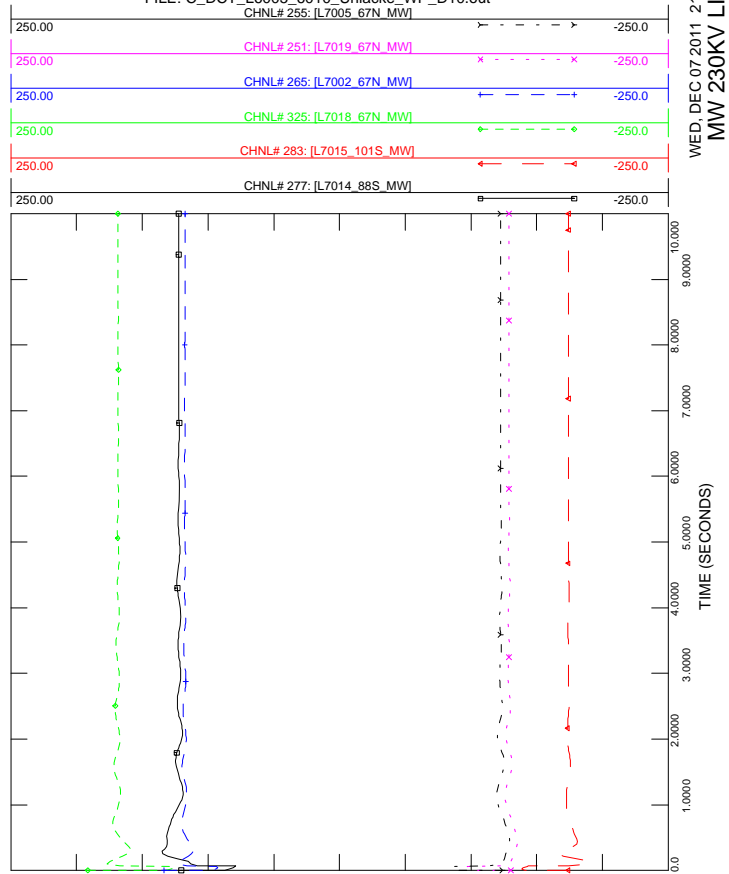
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

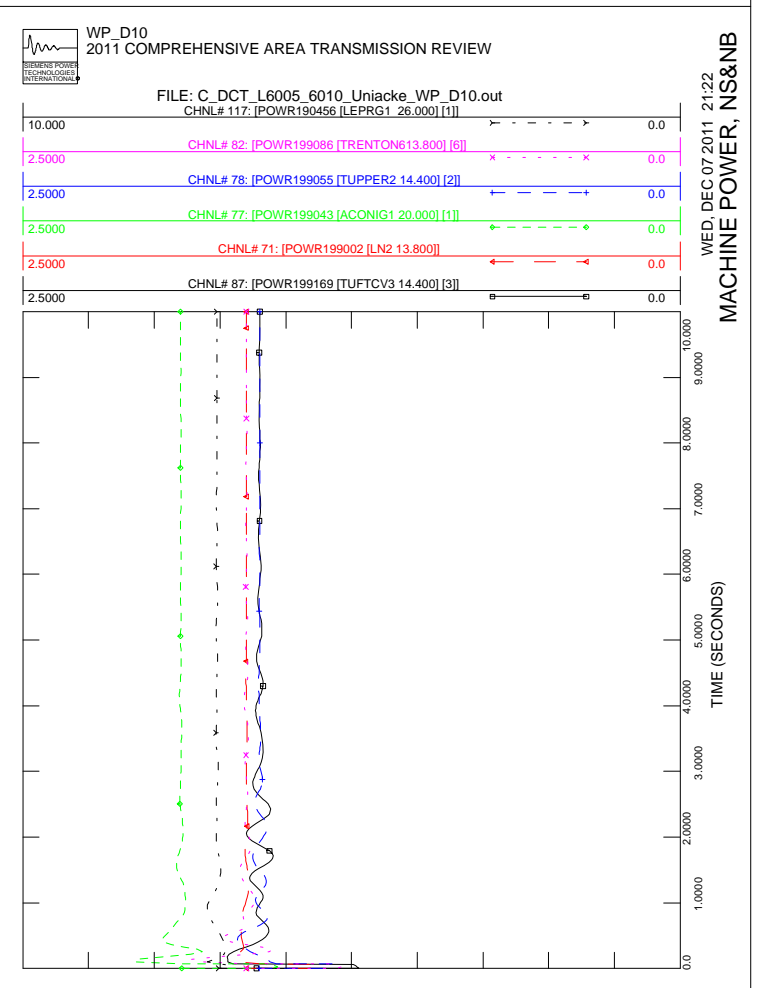
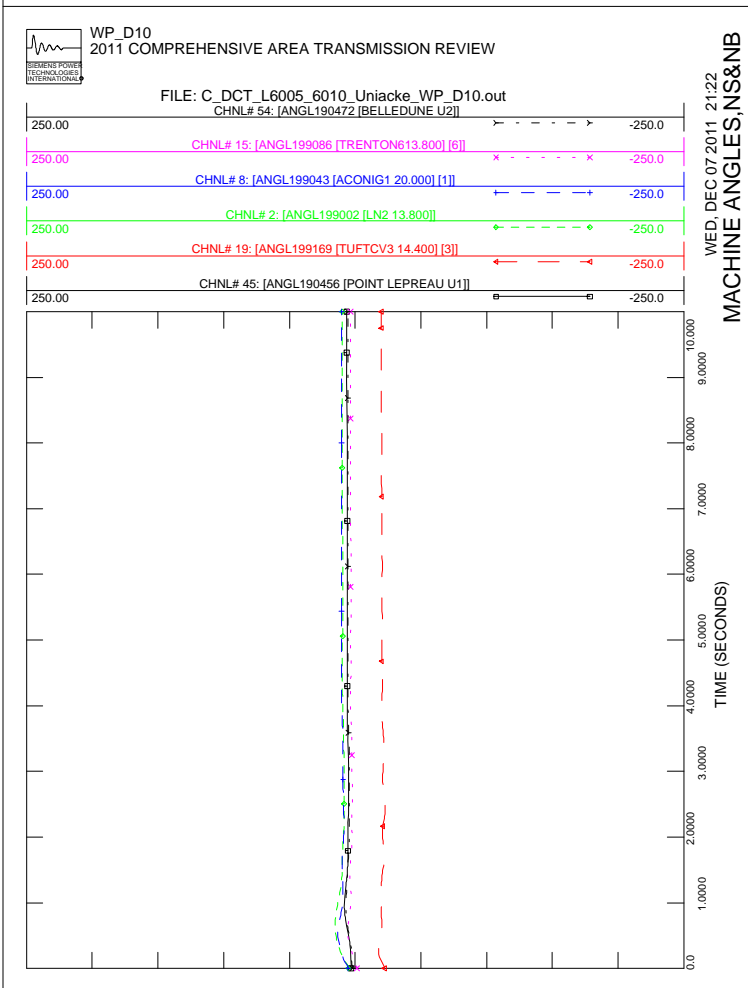
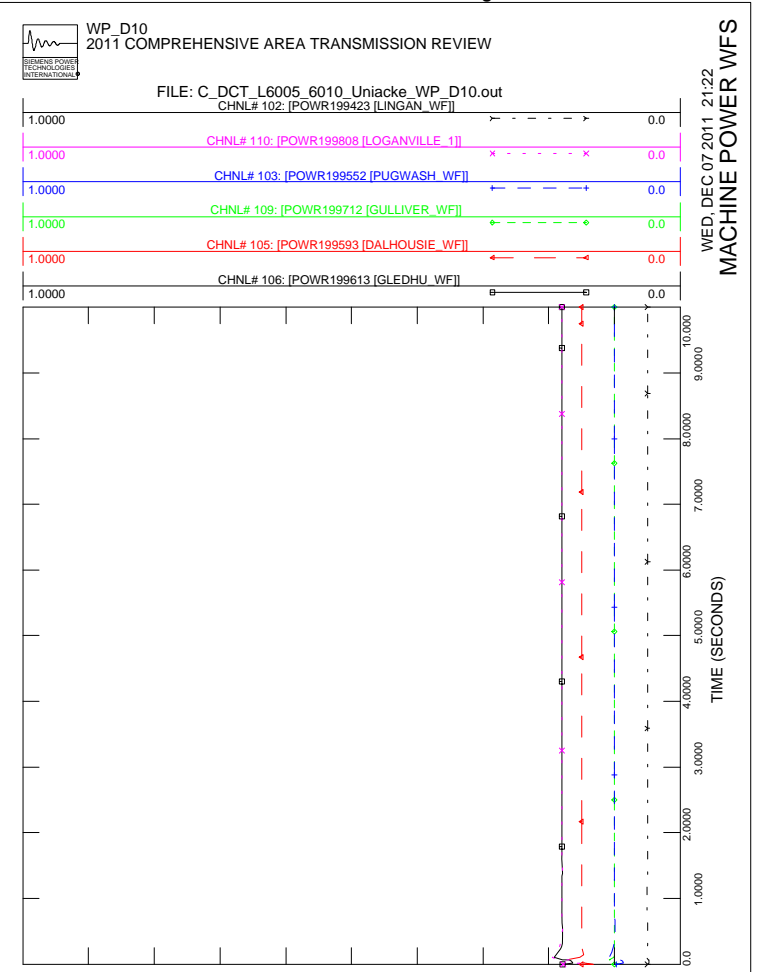
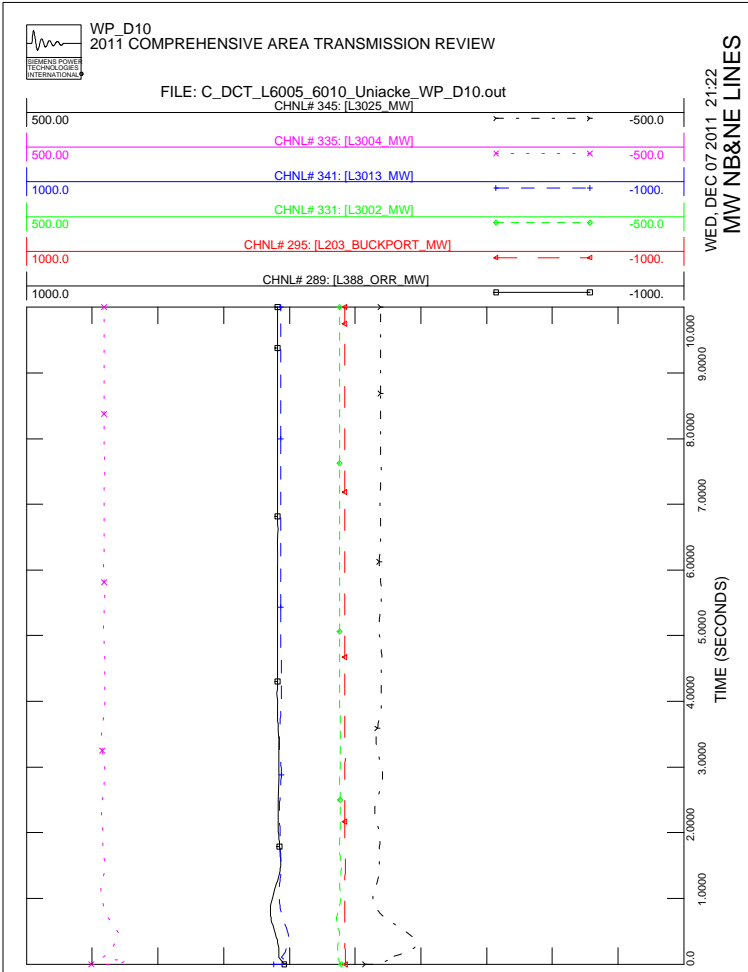
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_WP_D10.out

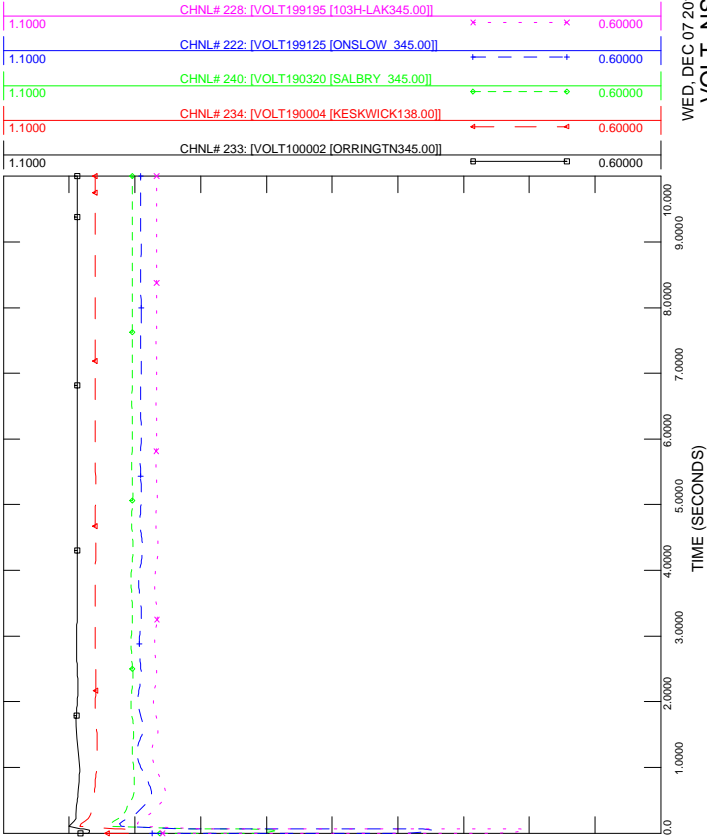






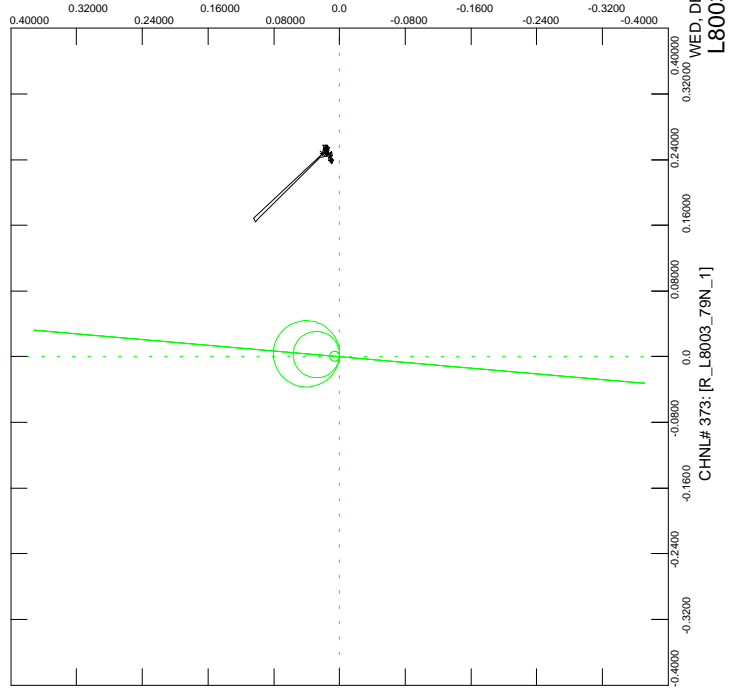
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_WP_D10.out



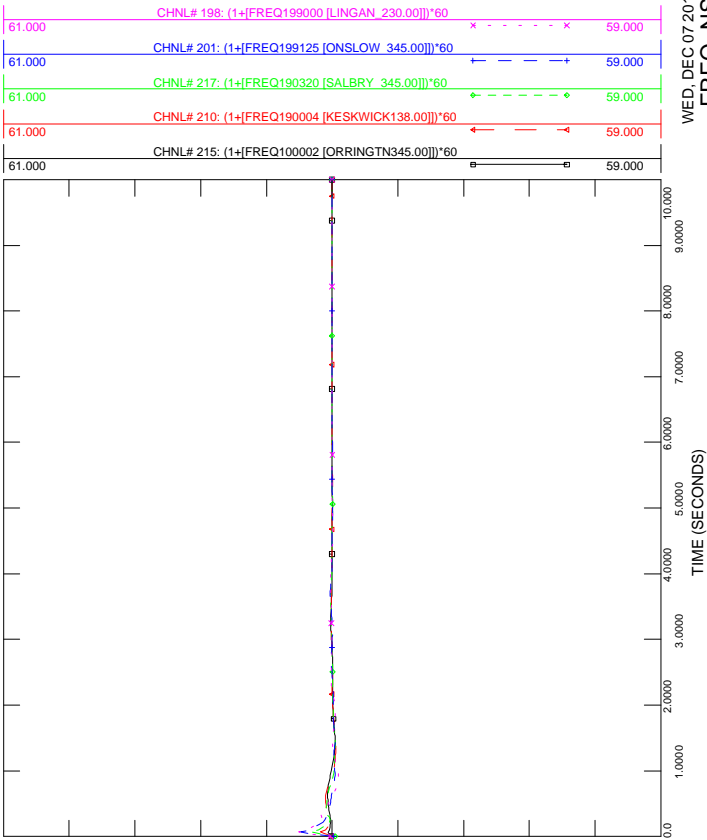
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_WP_D10.out
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CHNL# 374: [X_L8003_79N_1]



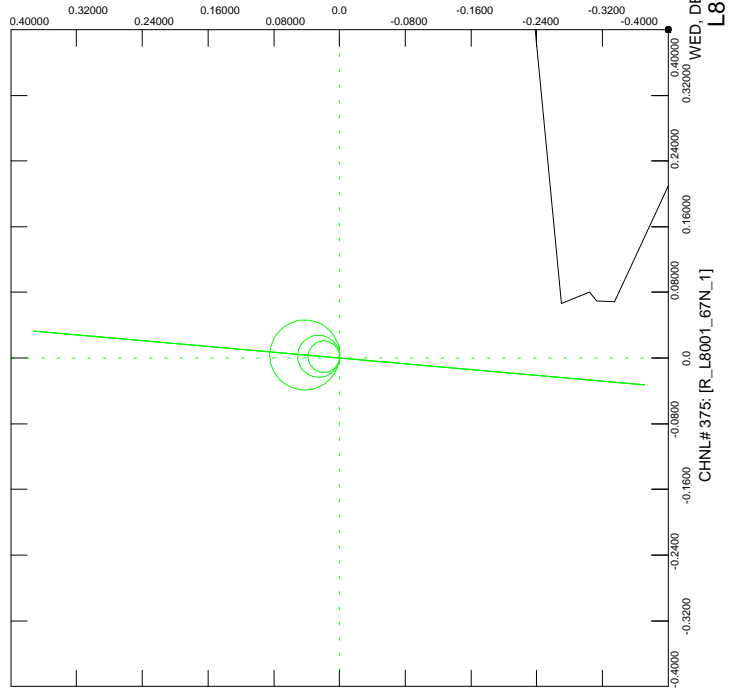
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_WP_D10.out



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

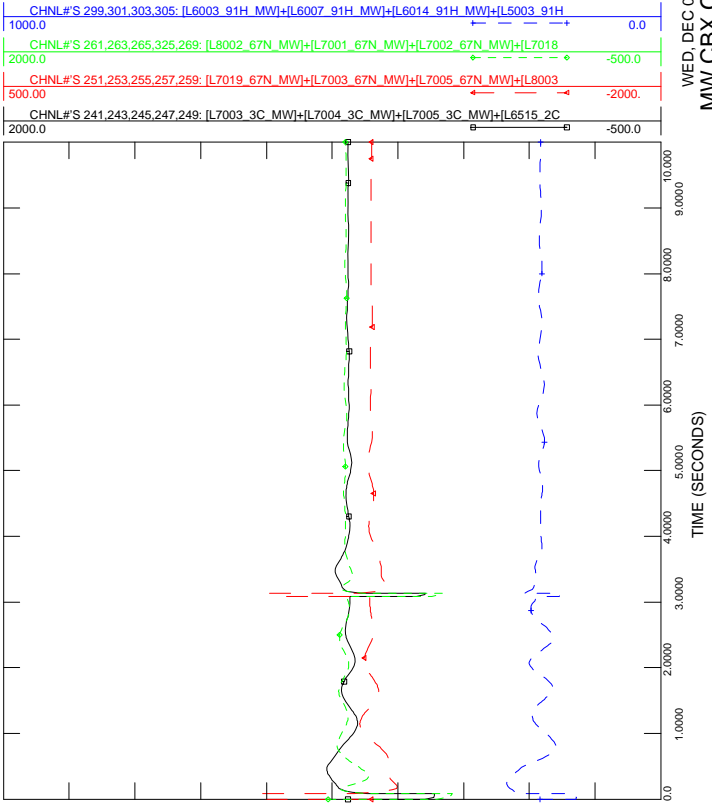
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CHNL# 376: [X_L8001_67N_1]





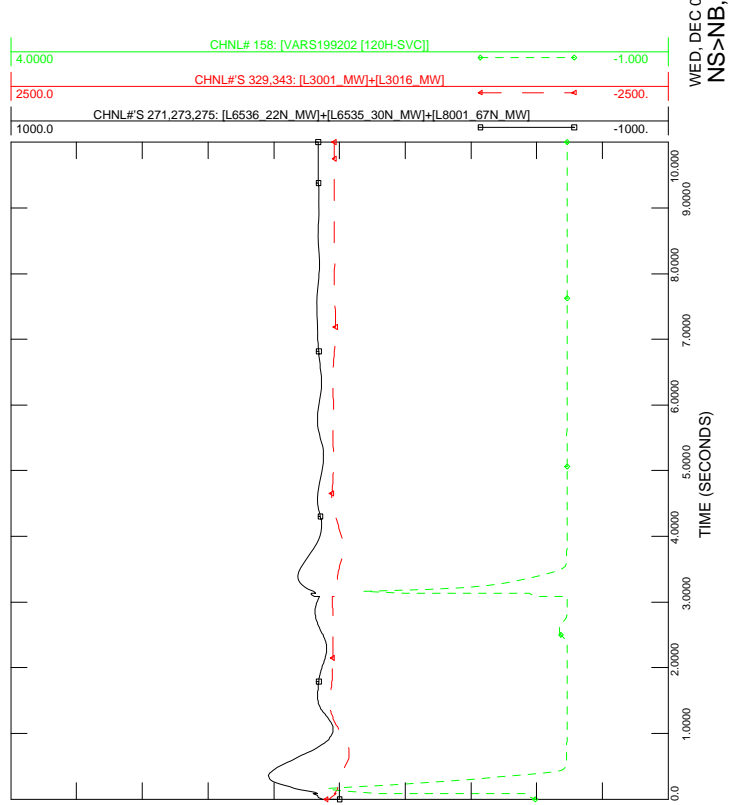
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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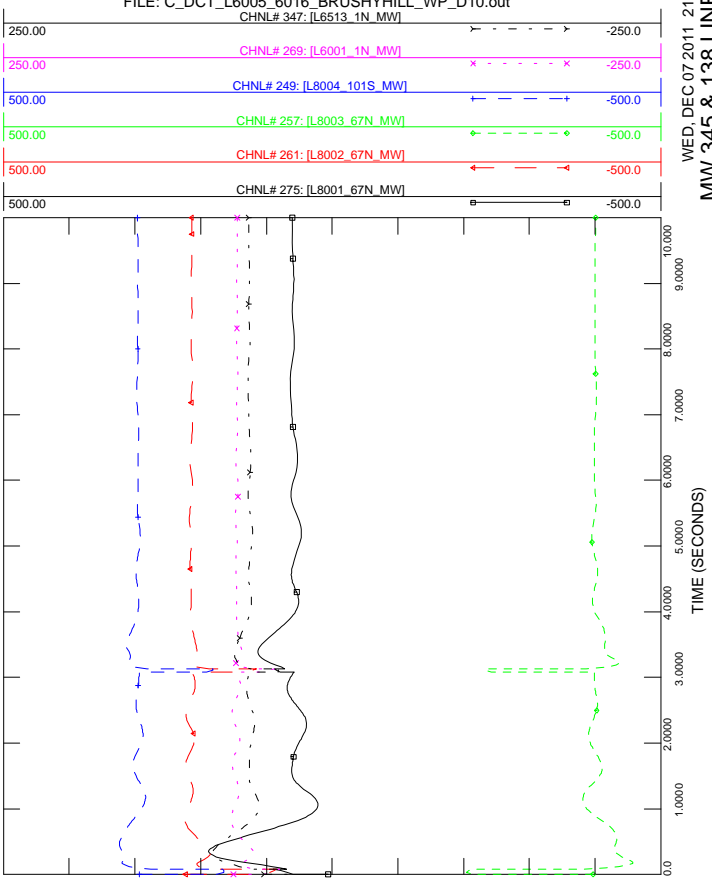
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_WP_D10.out



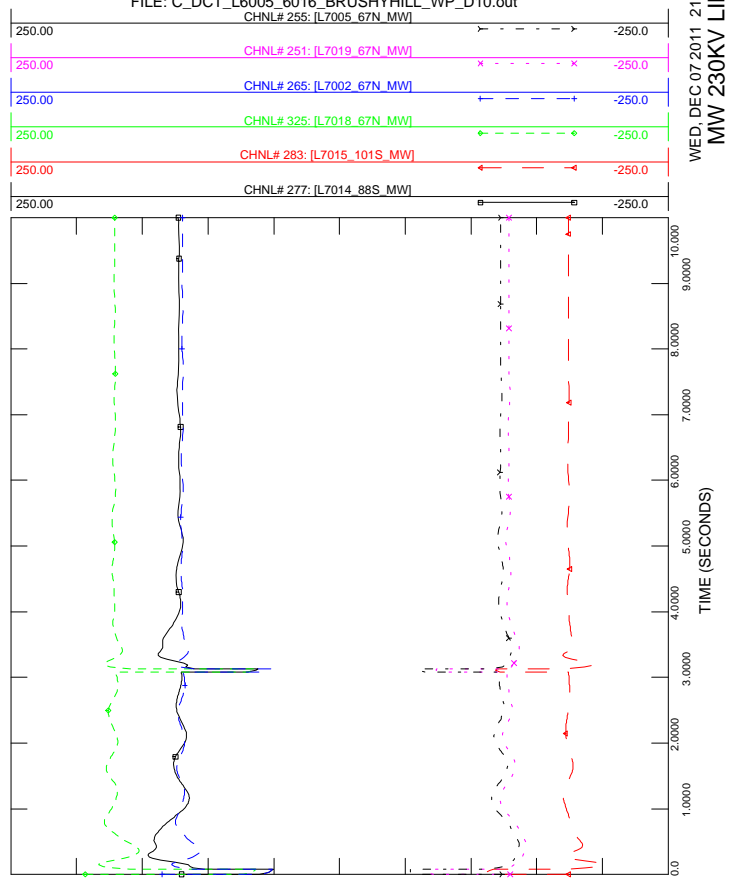
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

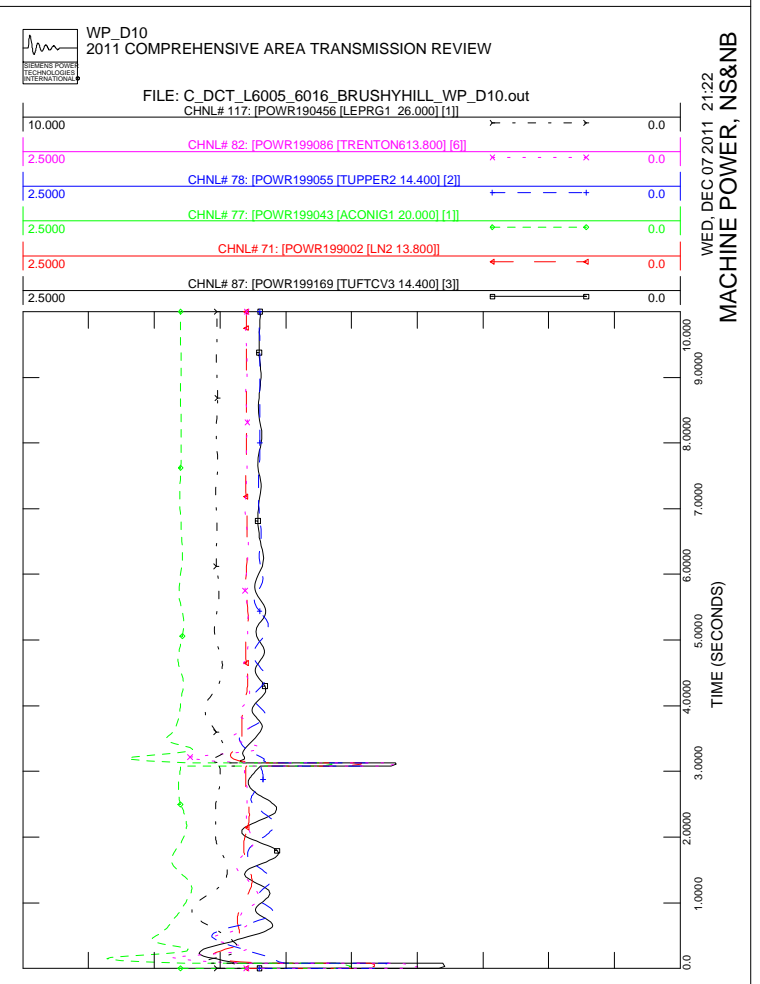
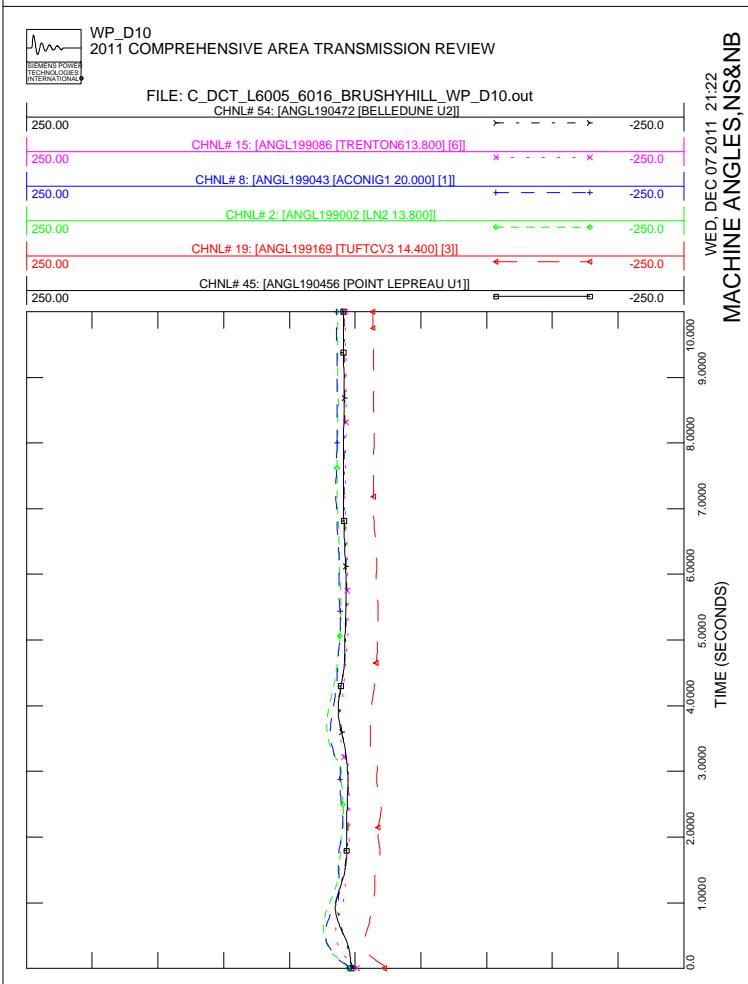
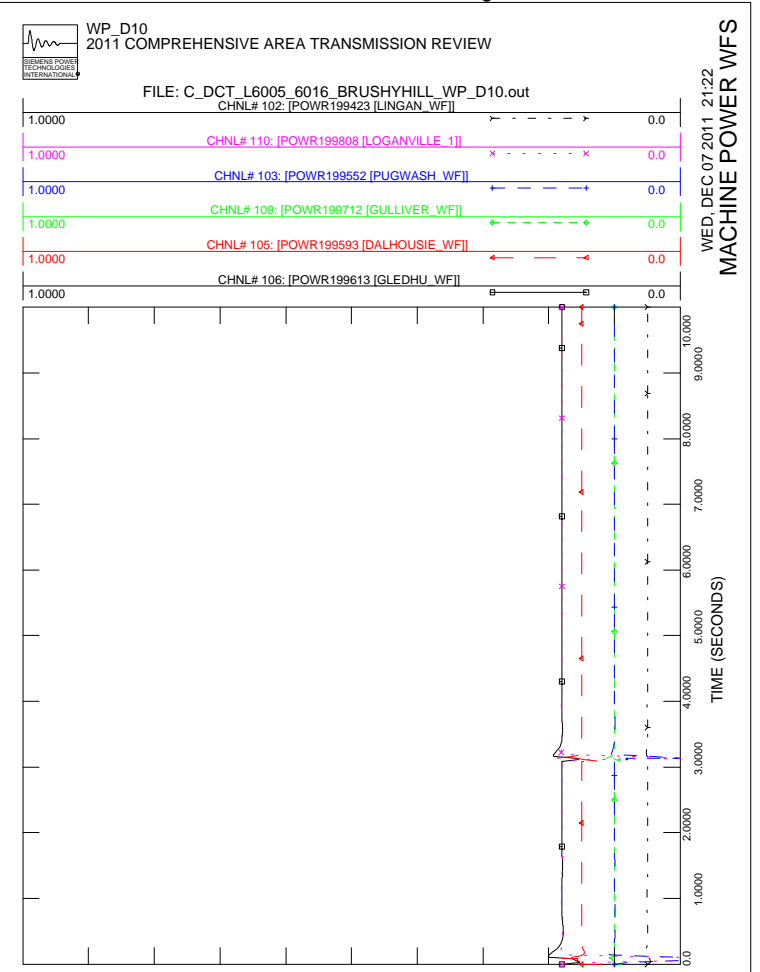
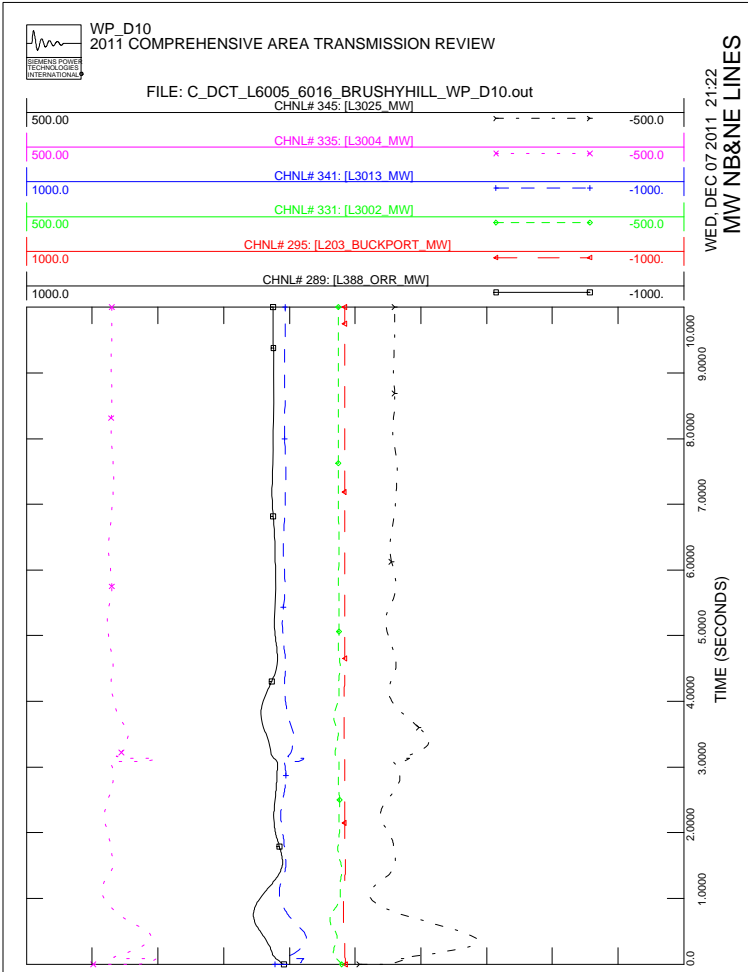
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_WP_D10.out

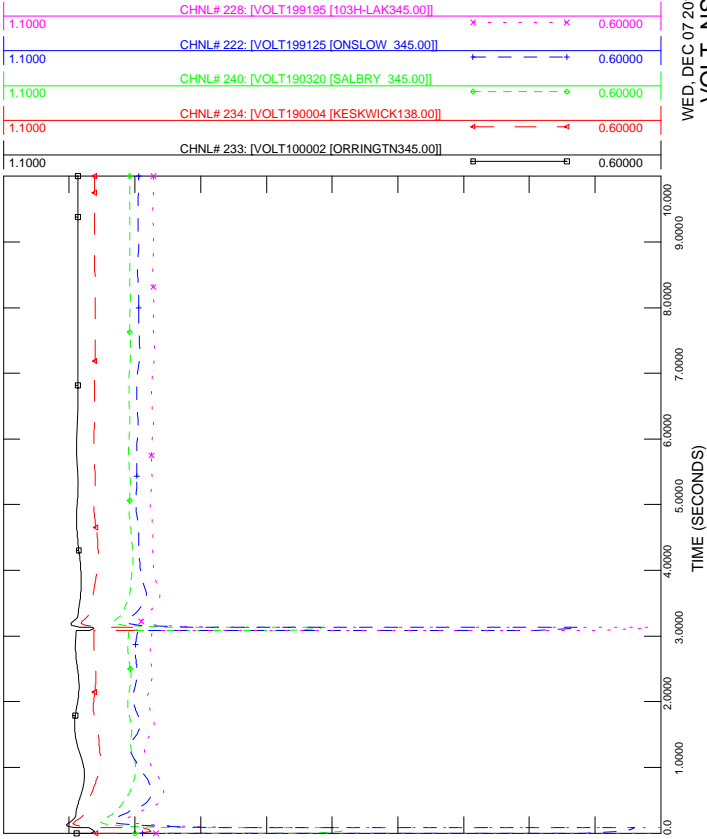






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

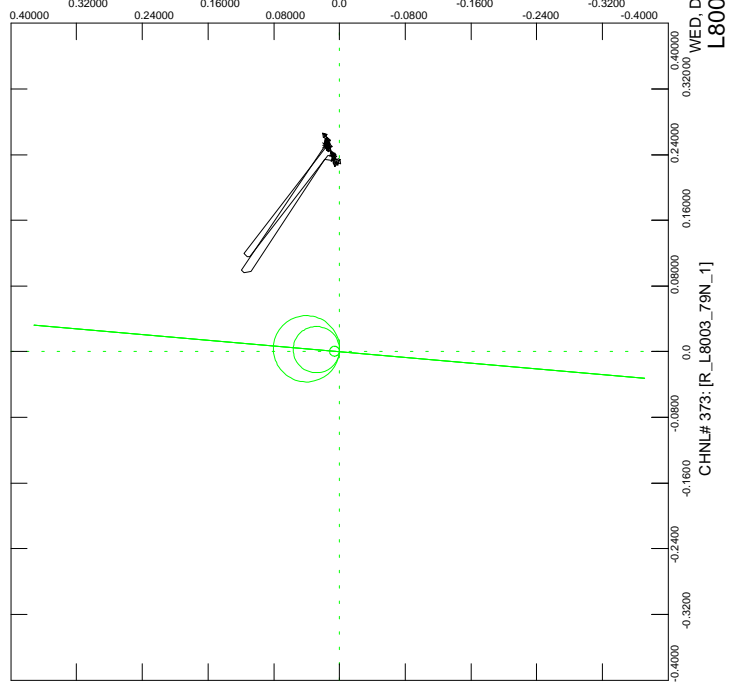
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

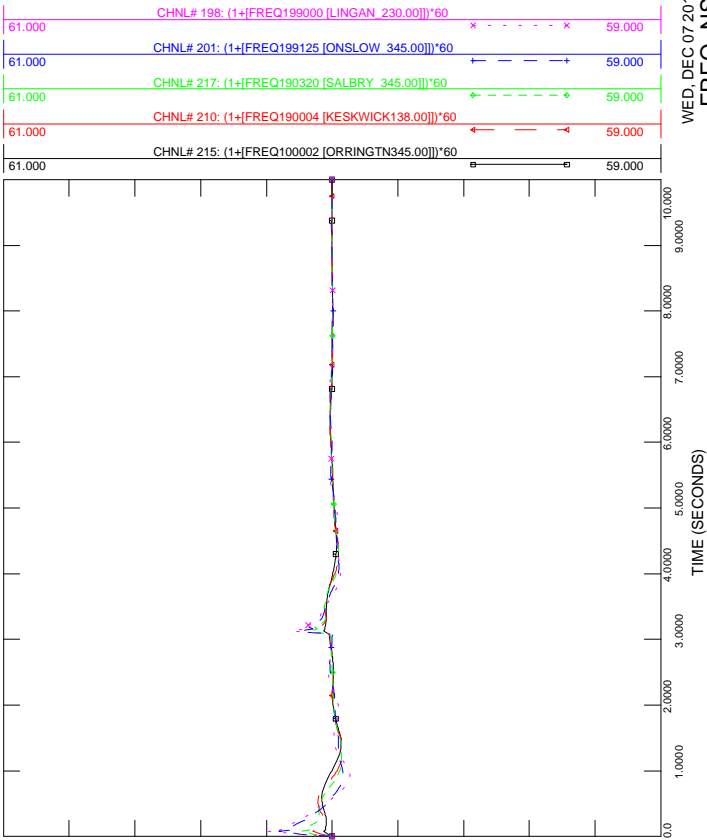
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

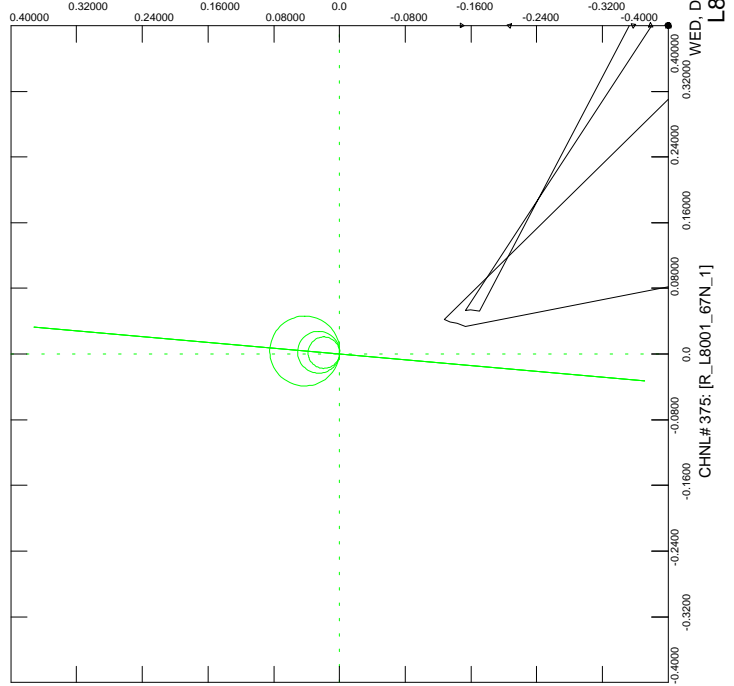
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_WP_D10.out

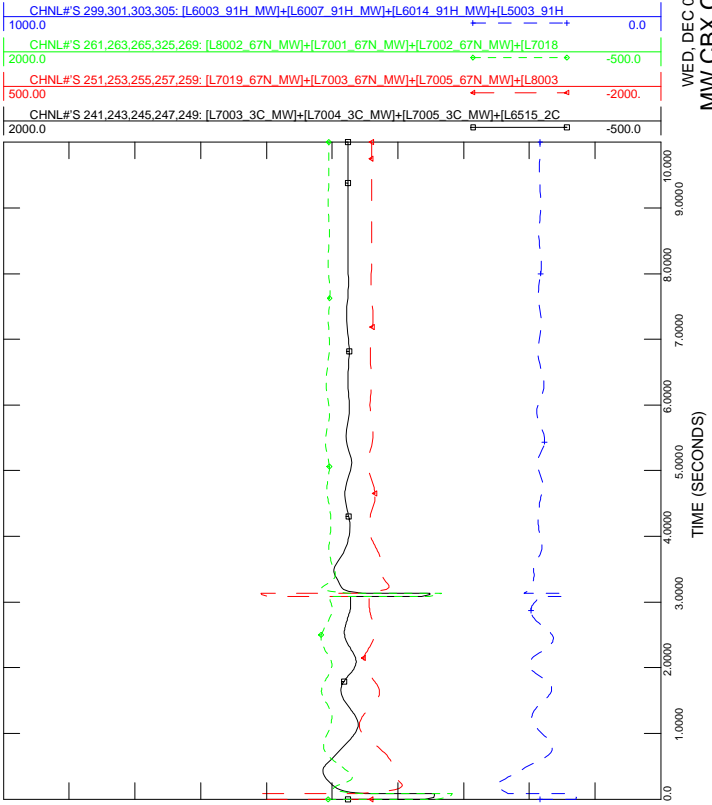
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CHNL# 376: [X_L8001_67N_1]





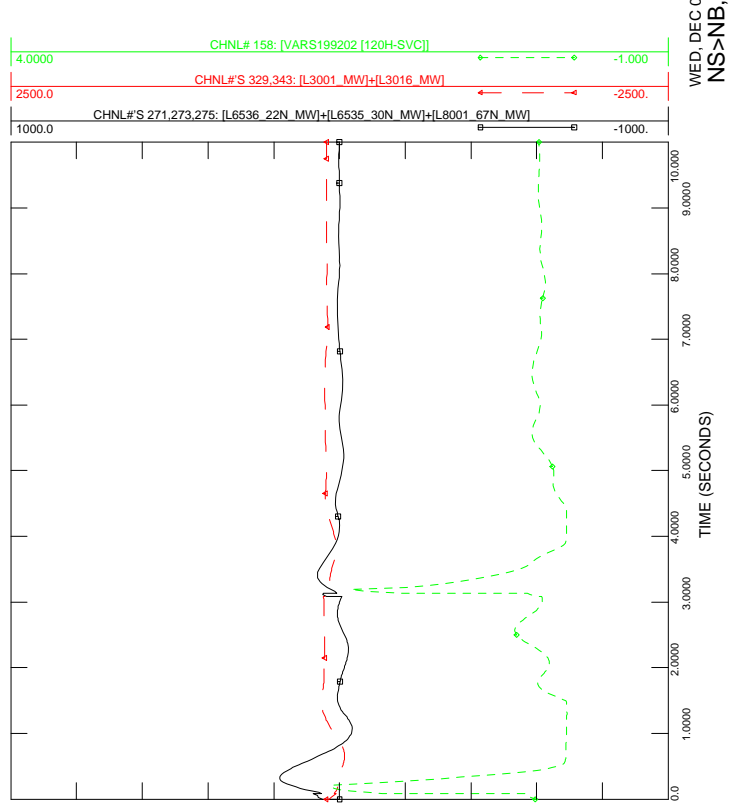
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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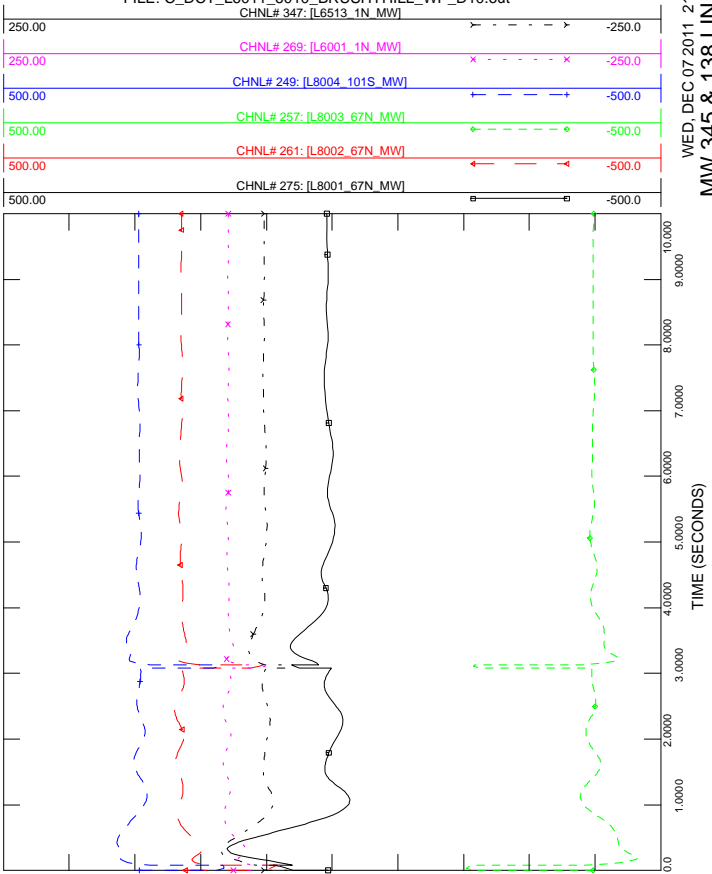
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6011_6010_BRUSHYHILL_WP_D10.out



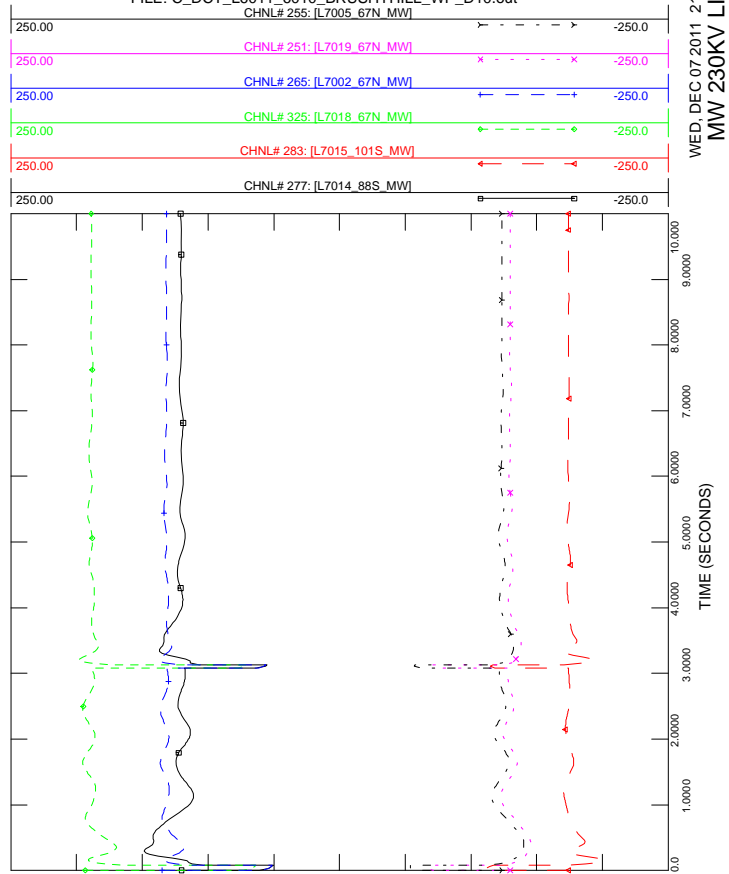
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

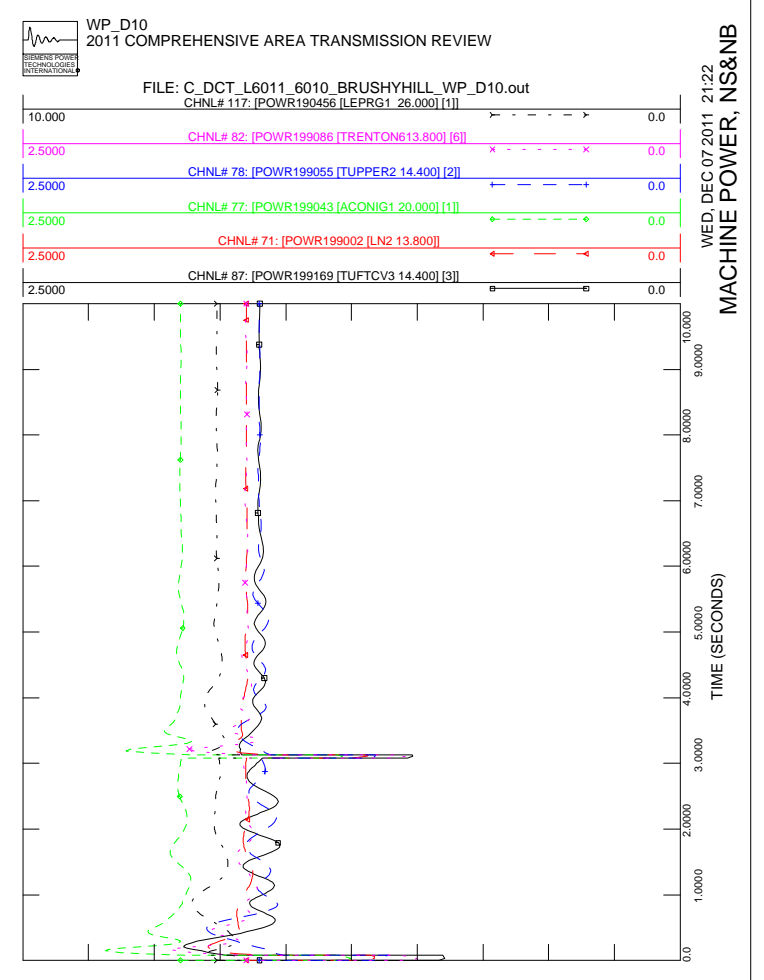
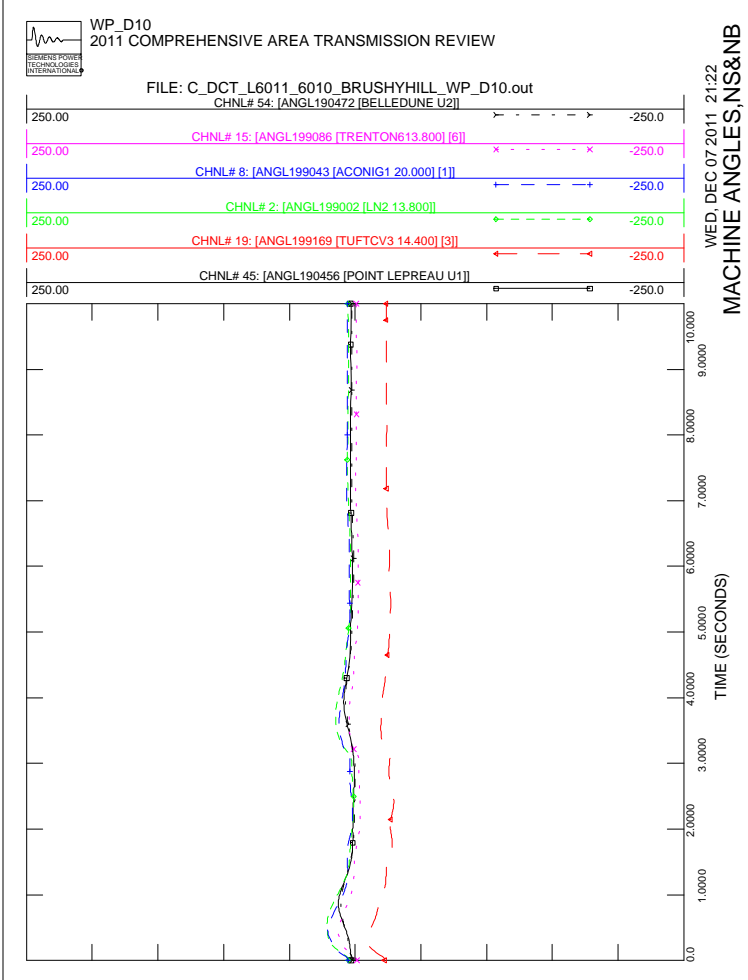
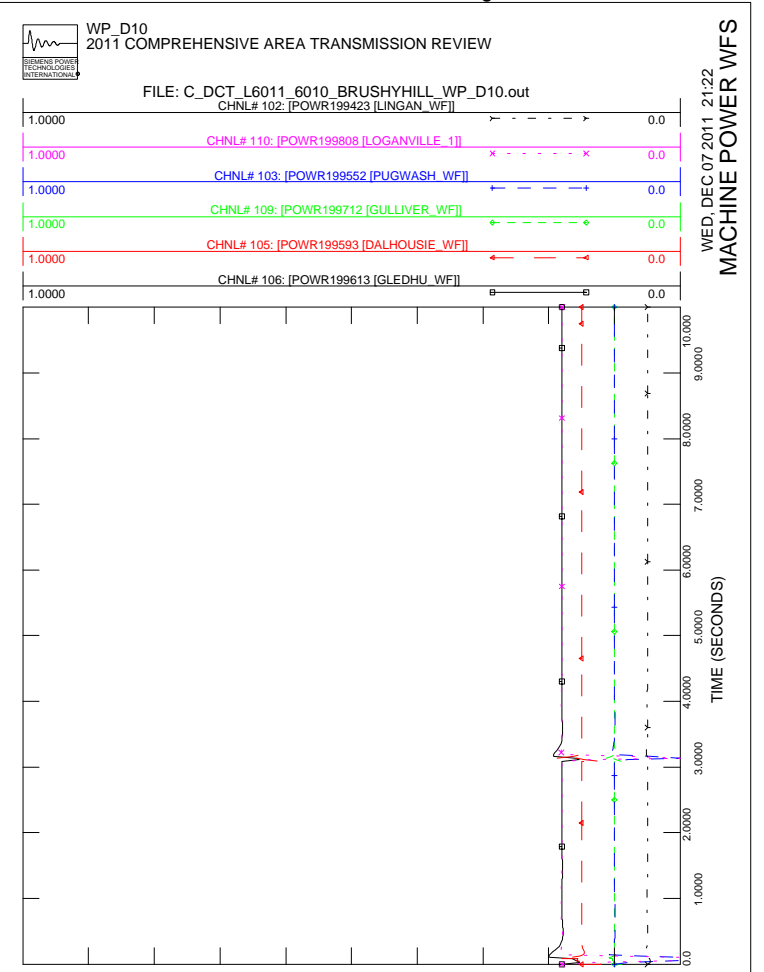
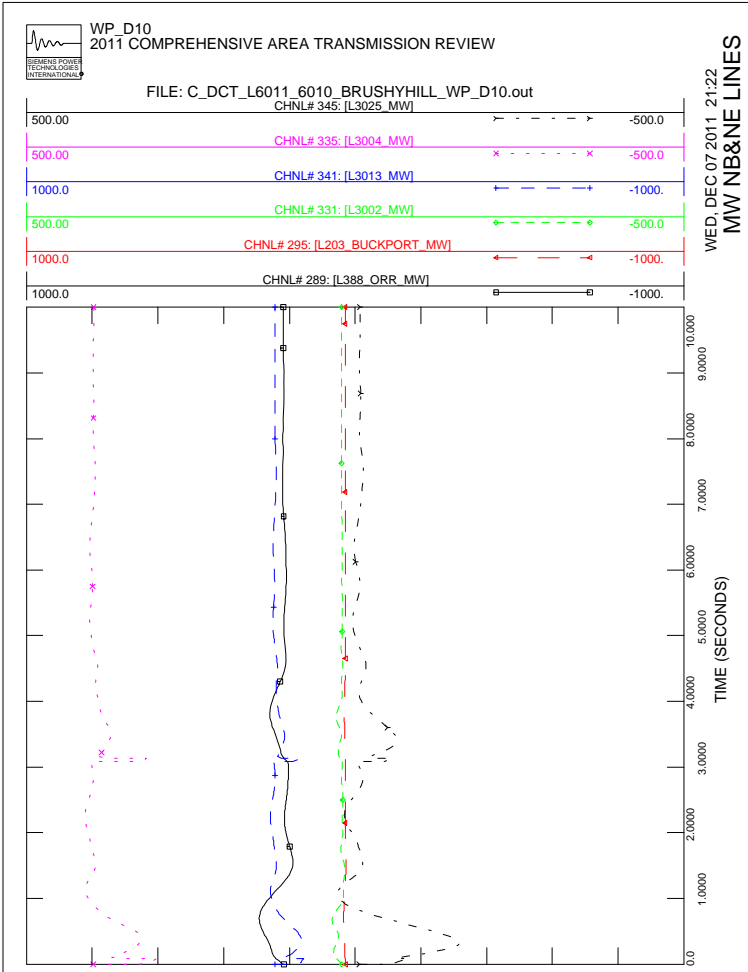
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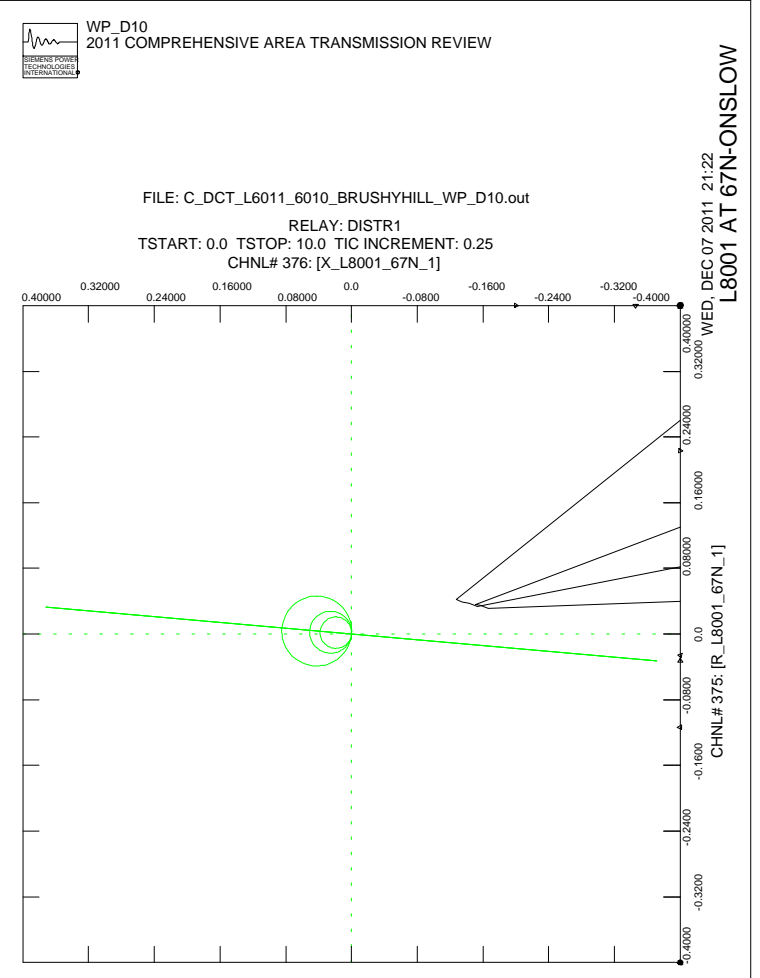
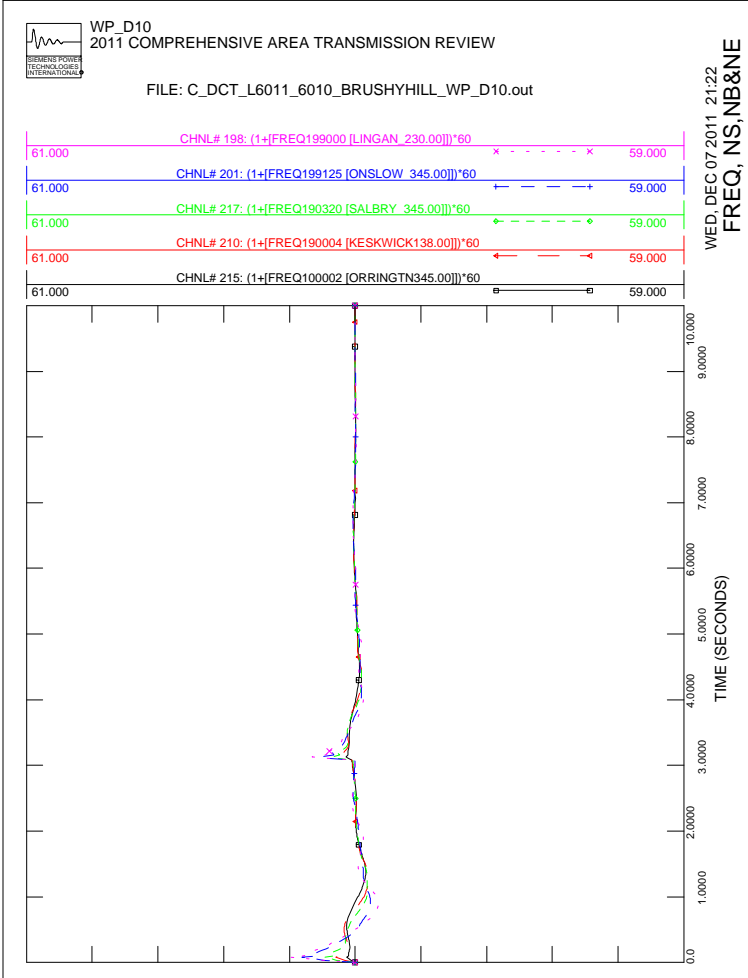
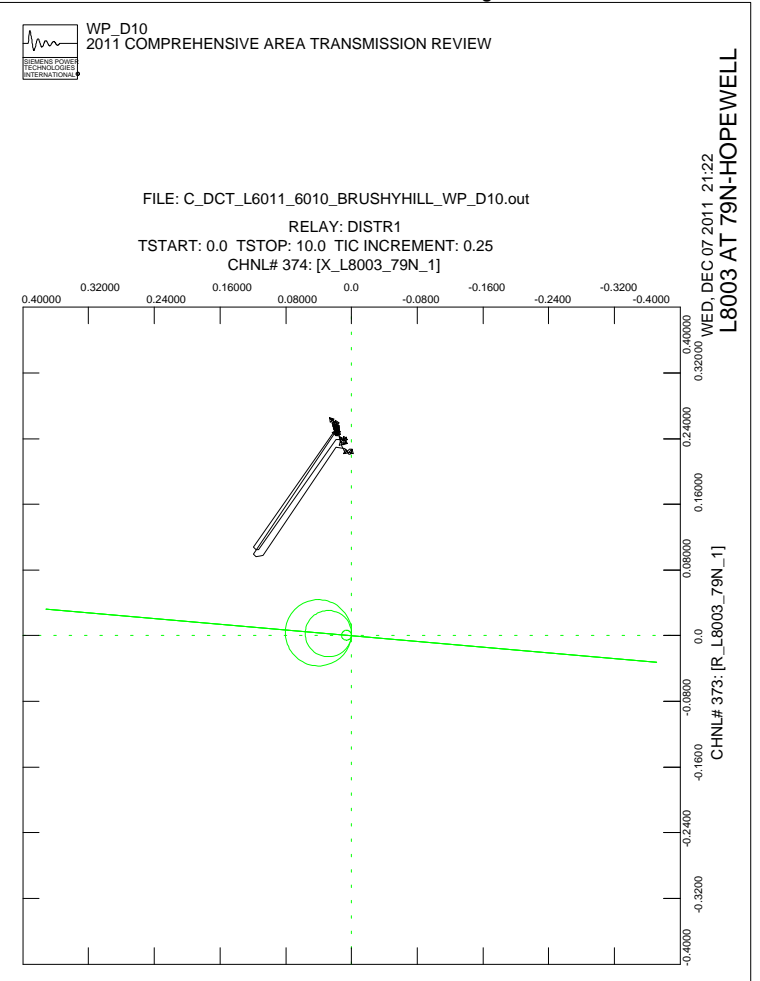
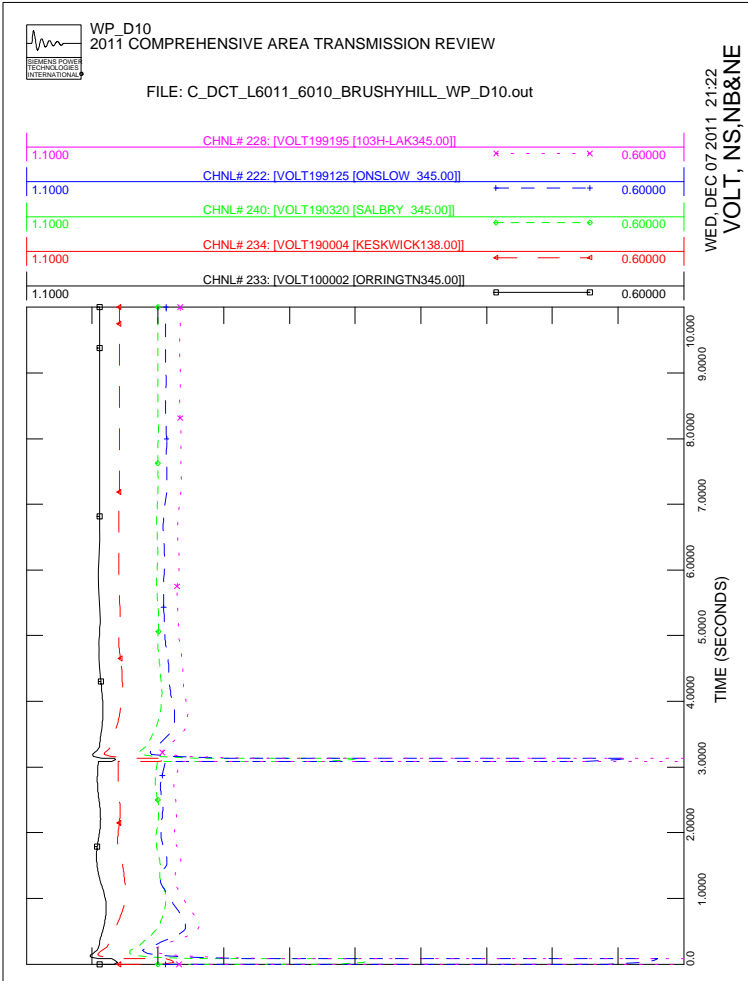


WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6011_6010_BRUSHYHILL_WP_D10.out



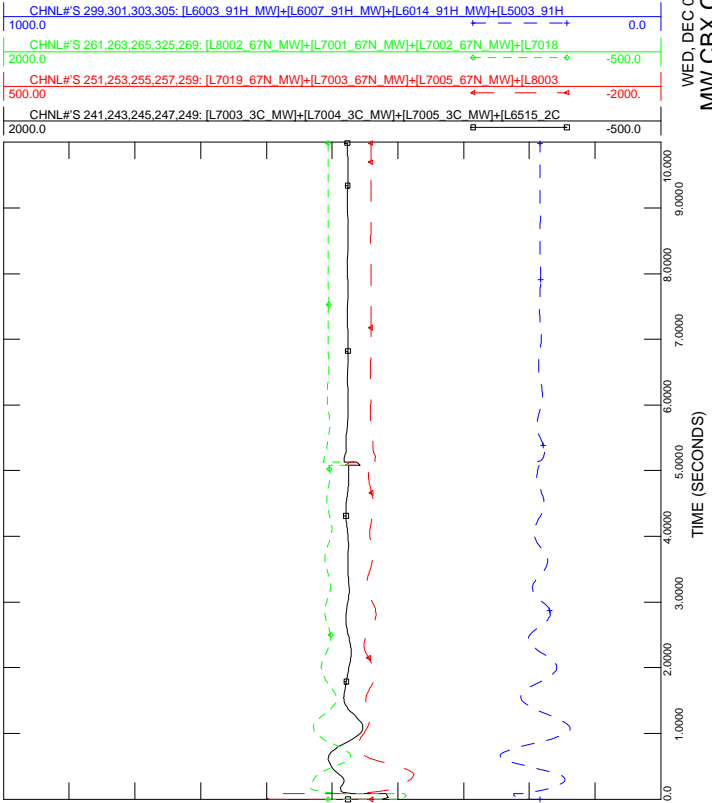






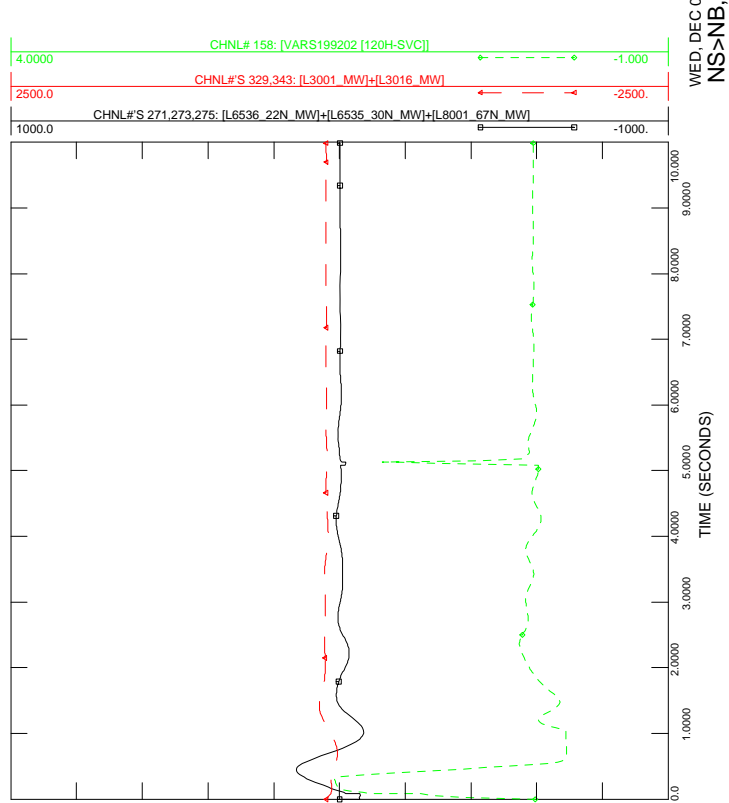
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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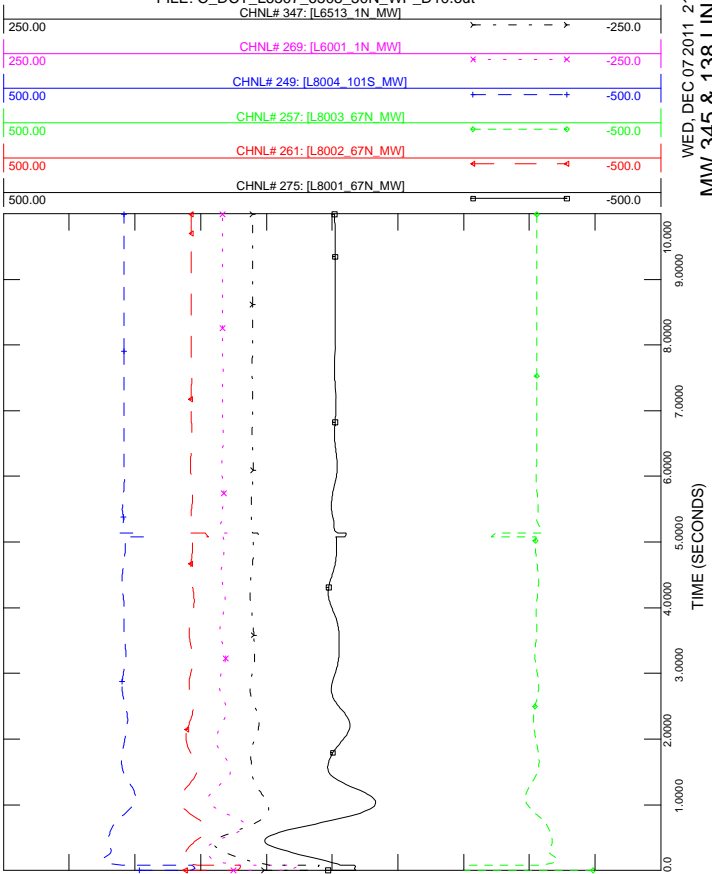
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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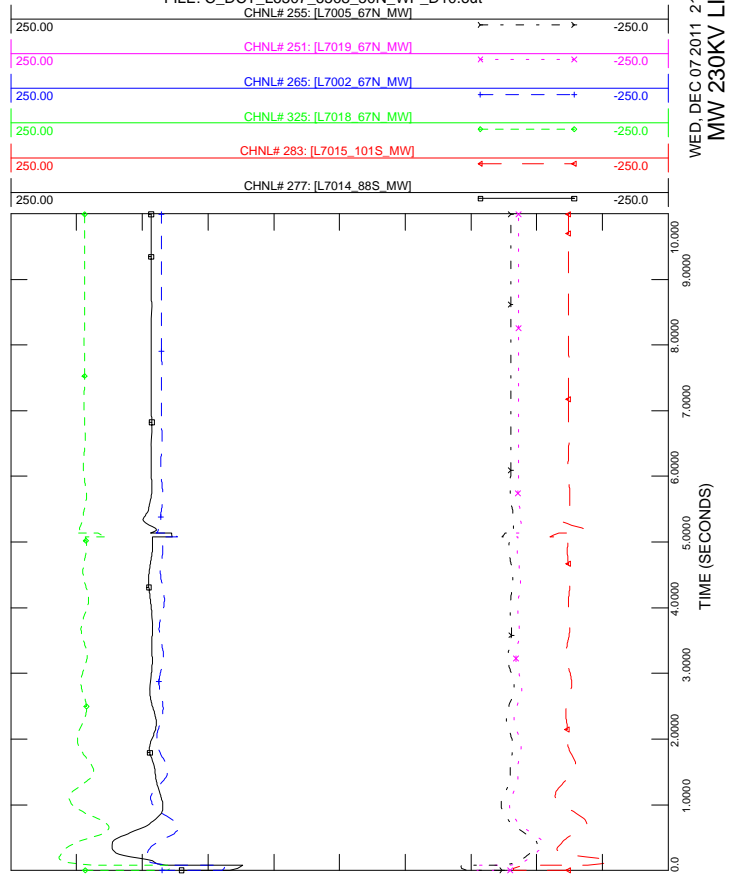
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

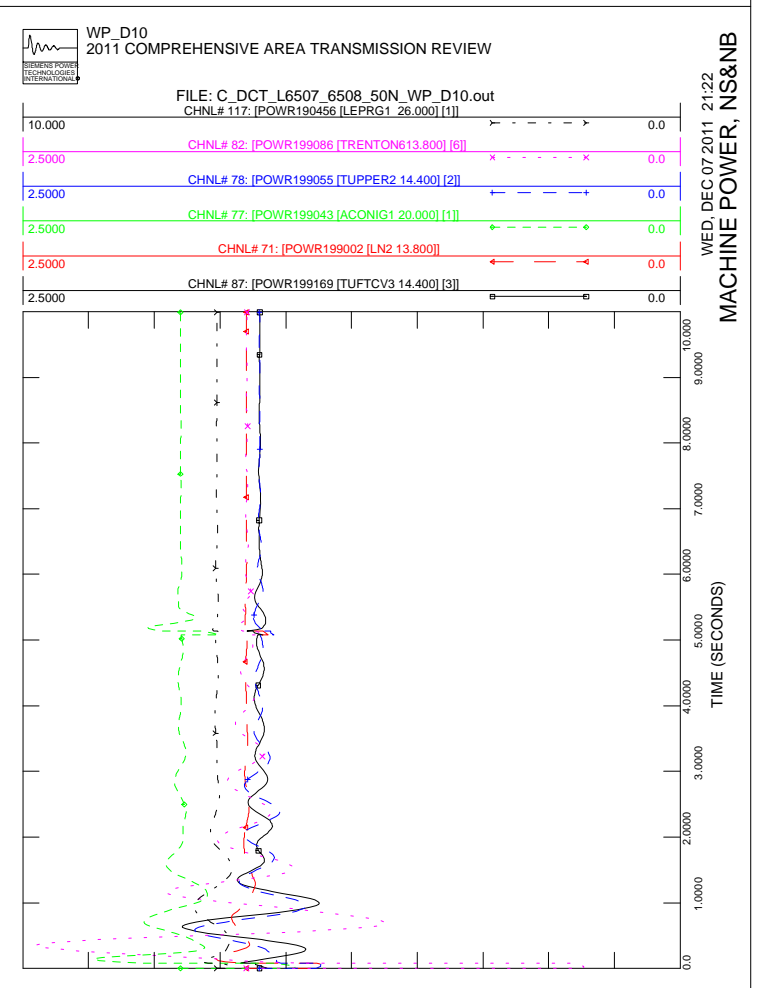
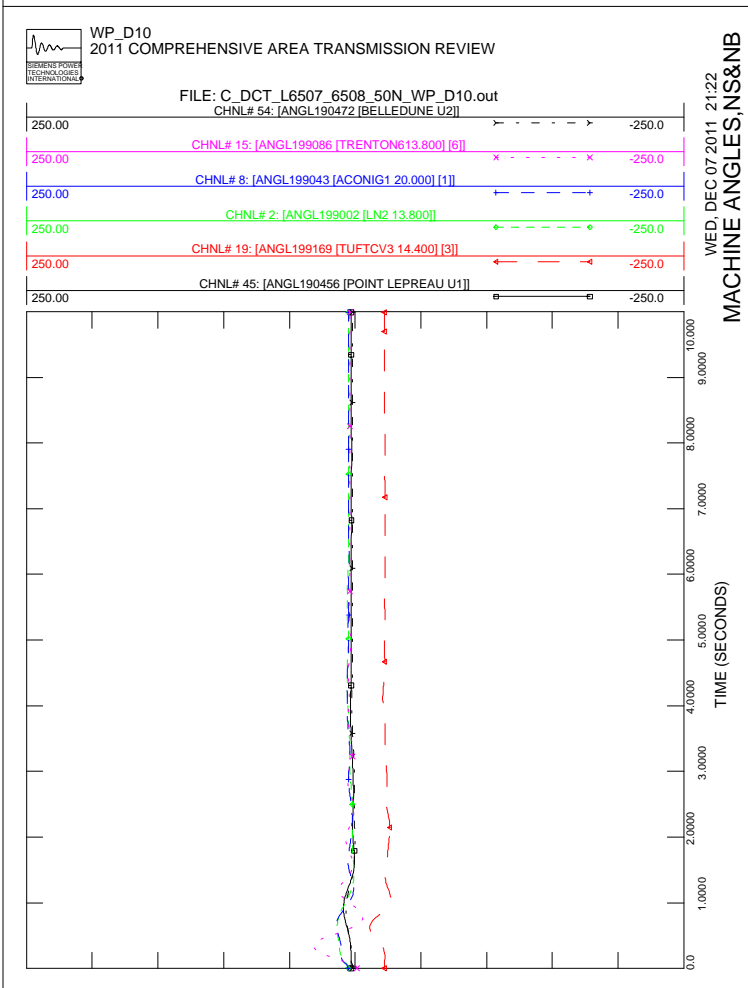
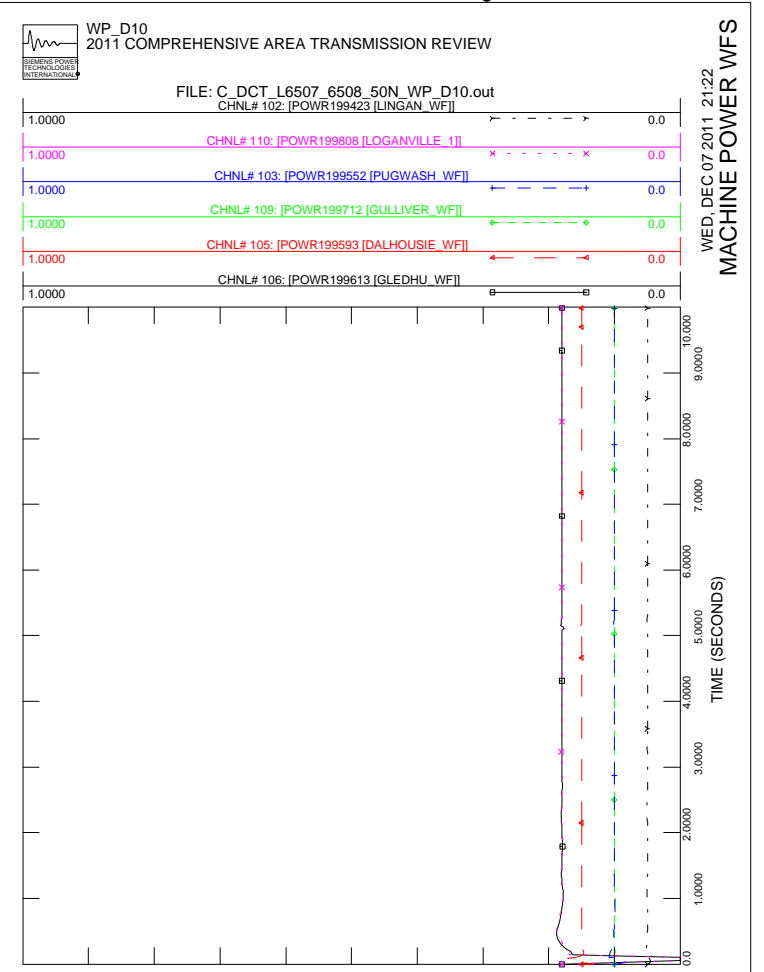
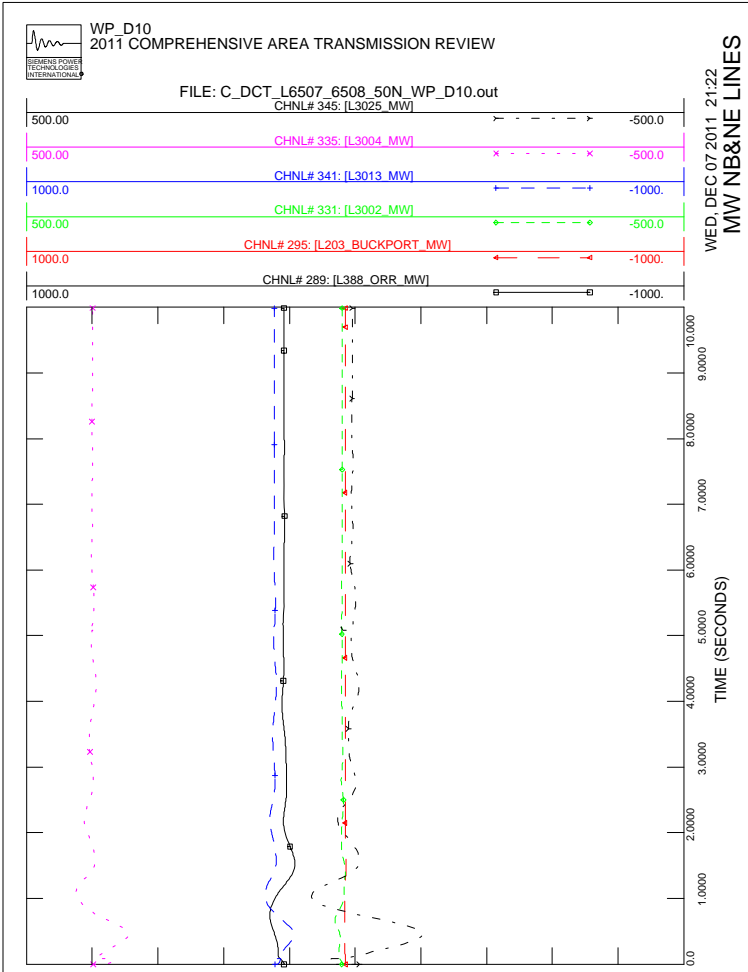
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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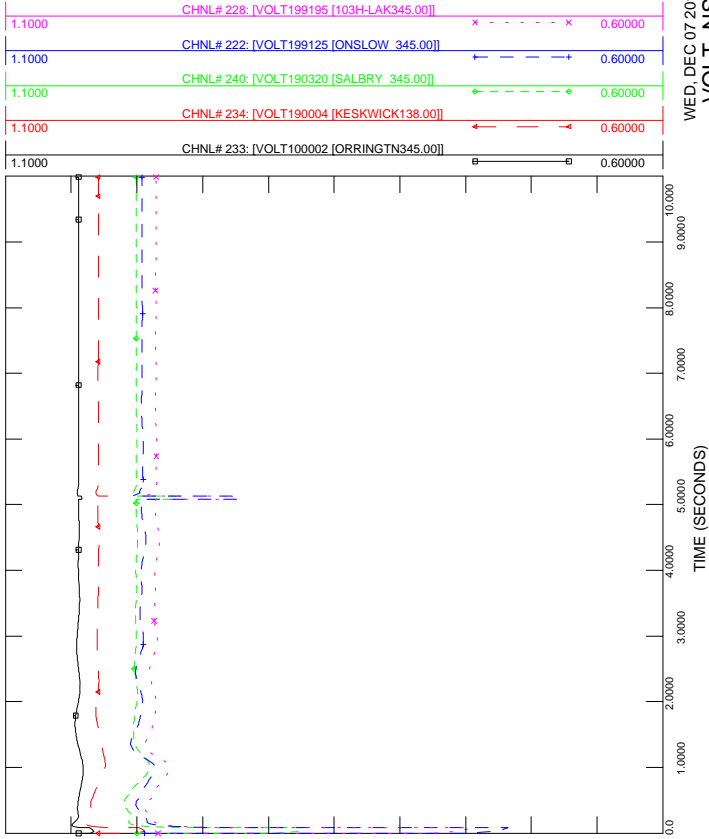






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

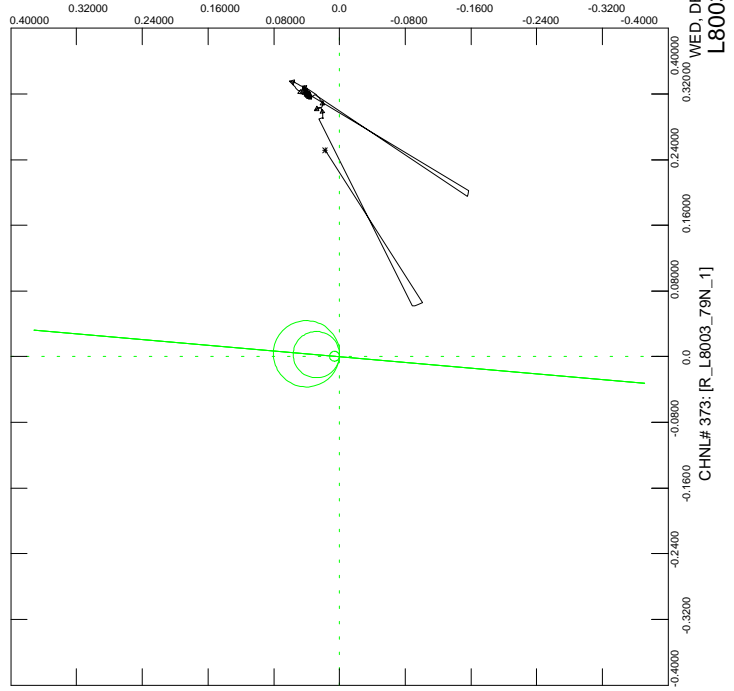
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

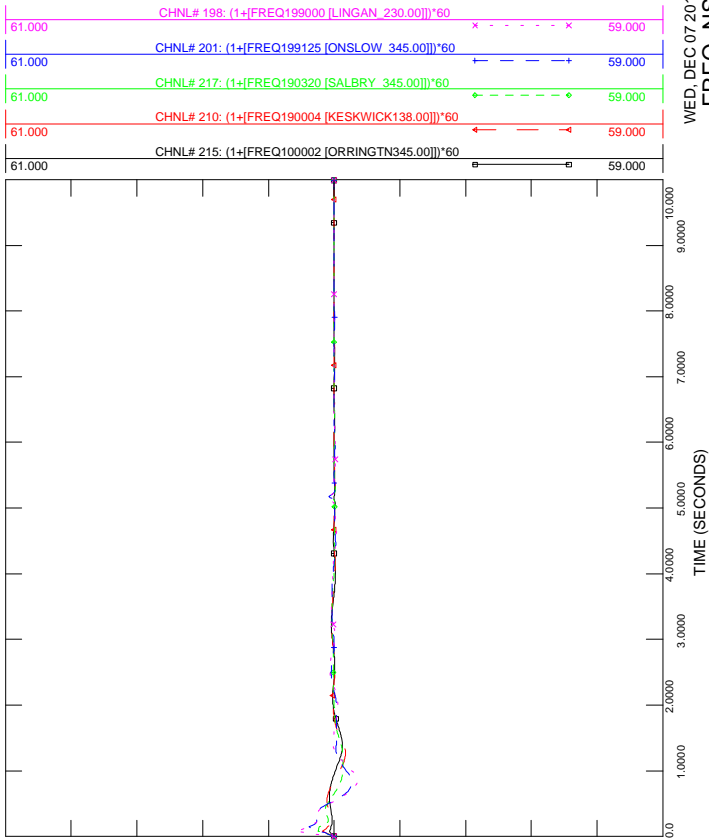
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CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

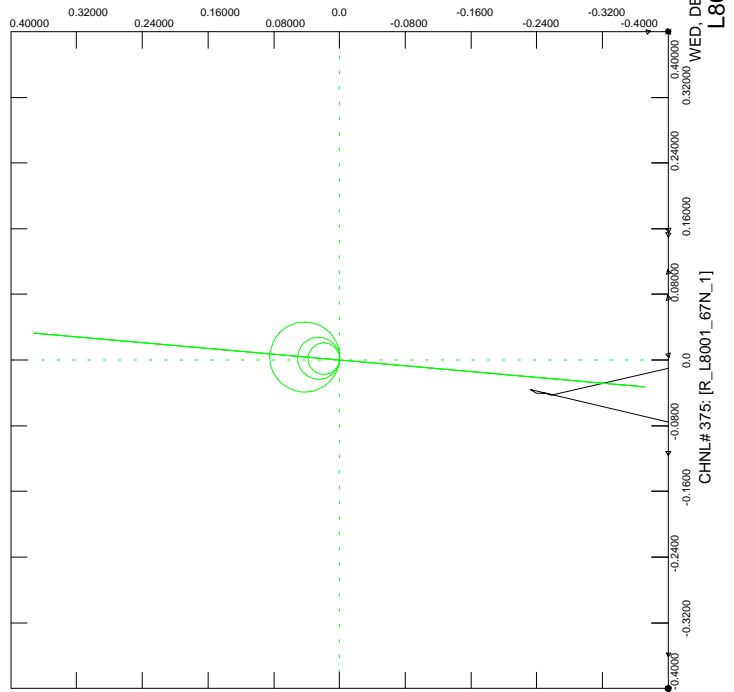
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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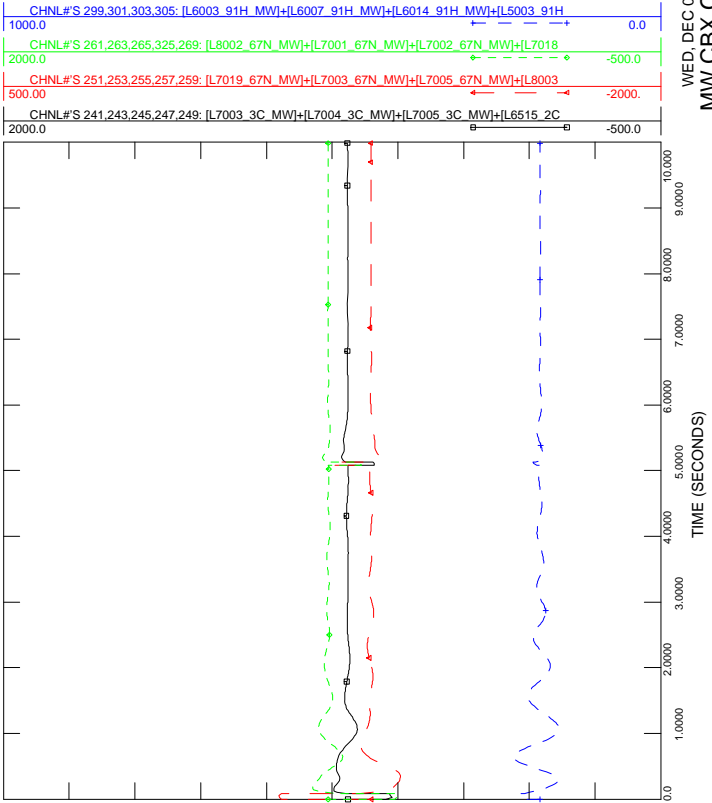
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CHNL# 376: [X_L8001_67N_1]





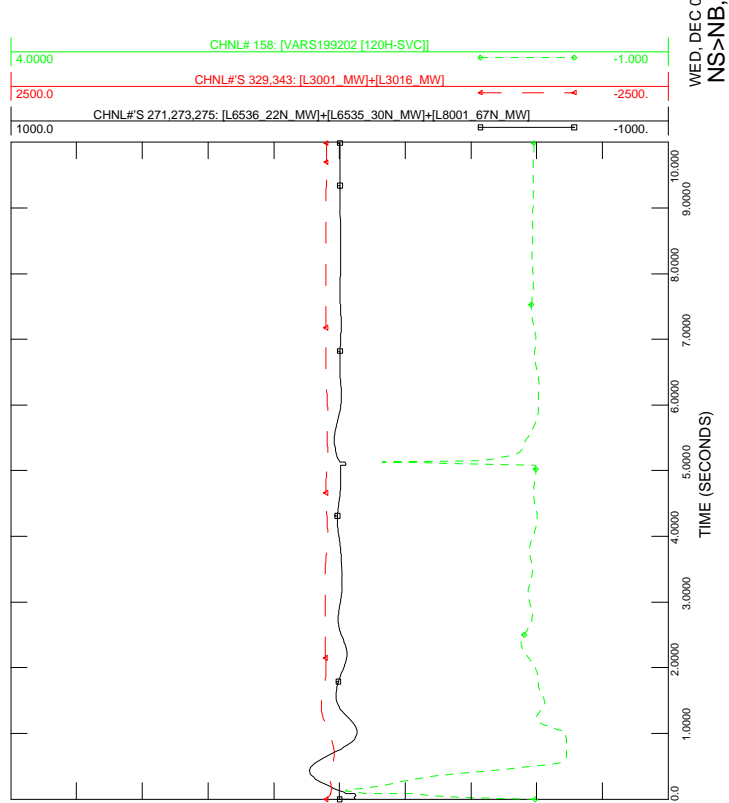
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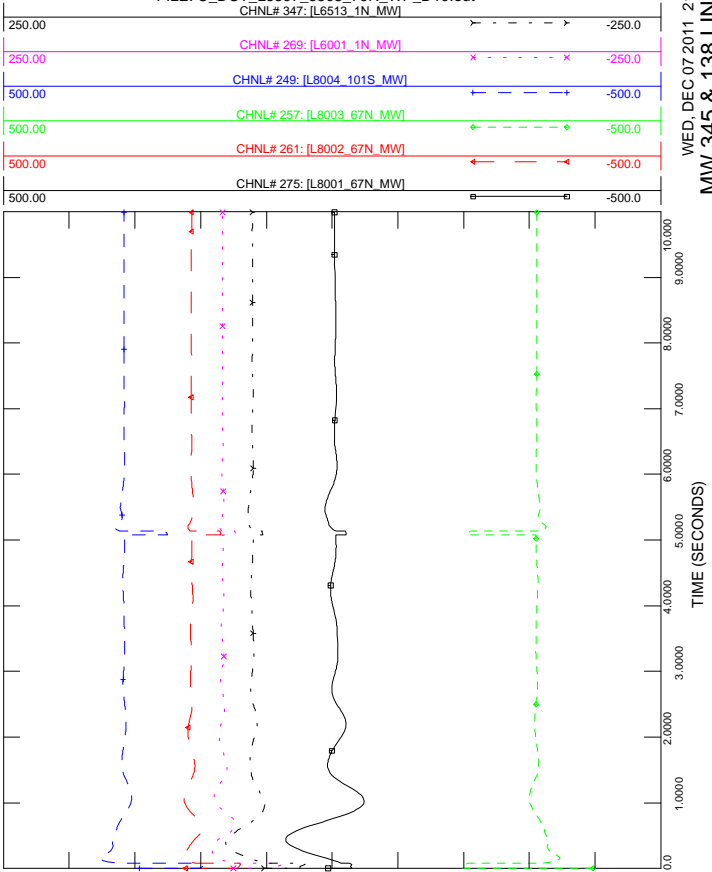
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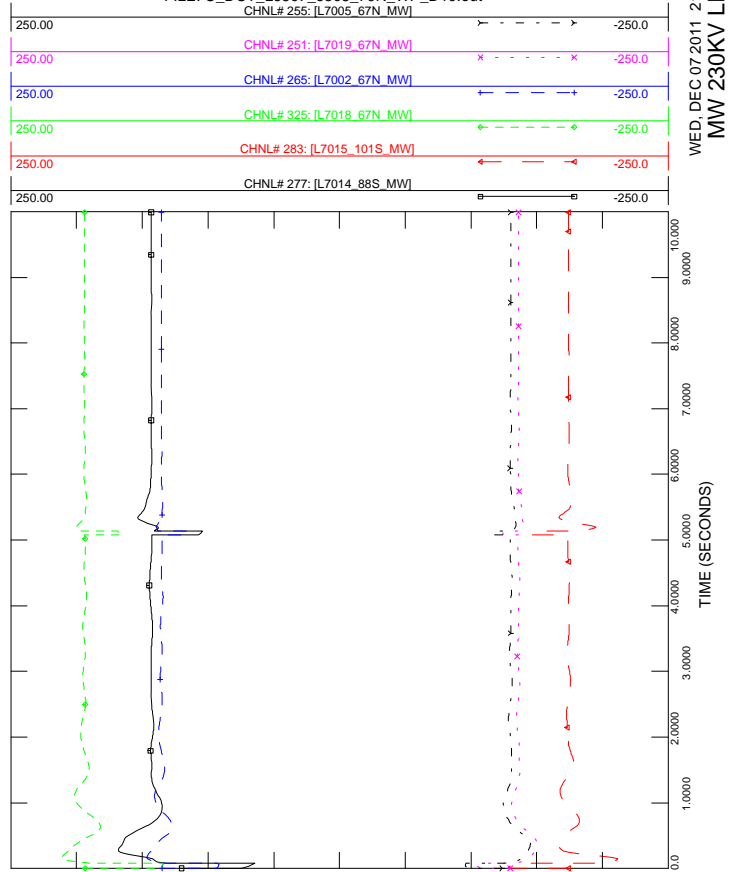
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

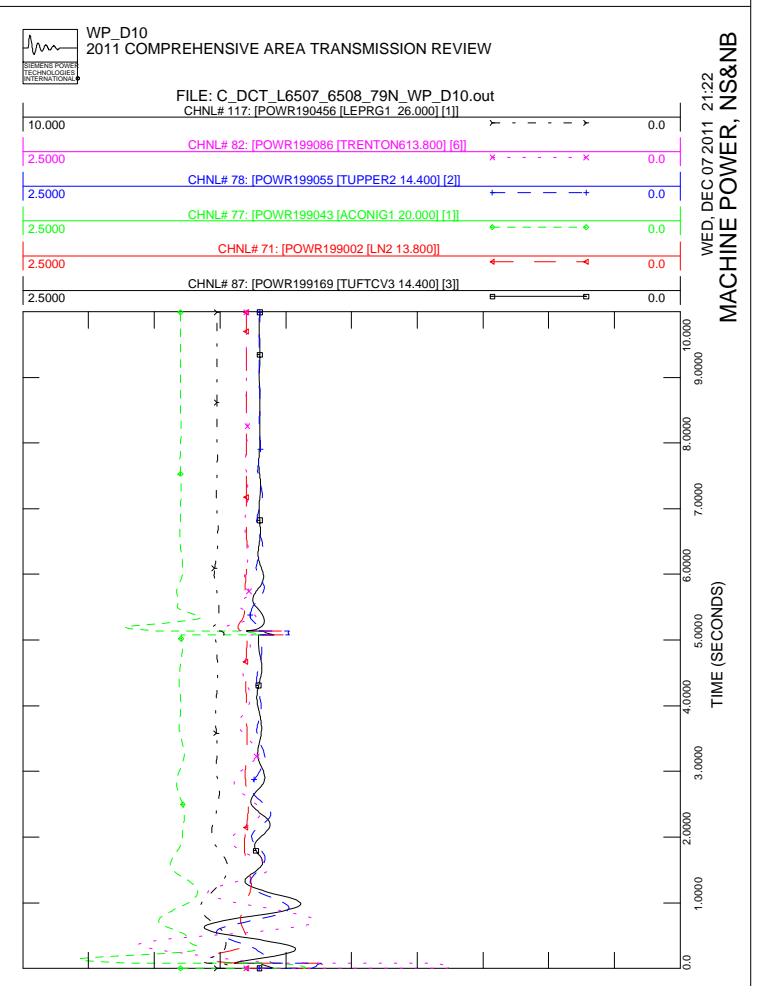
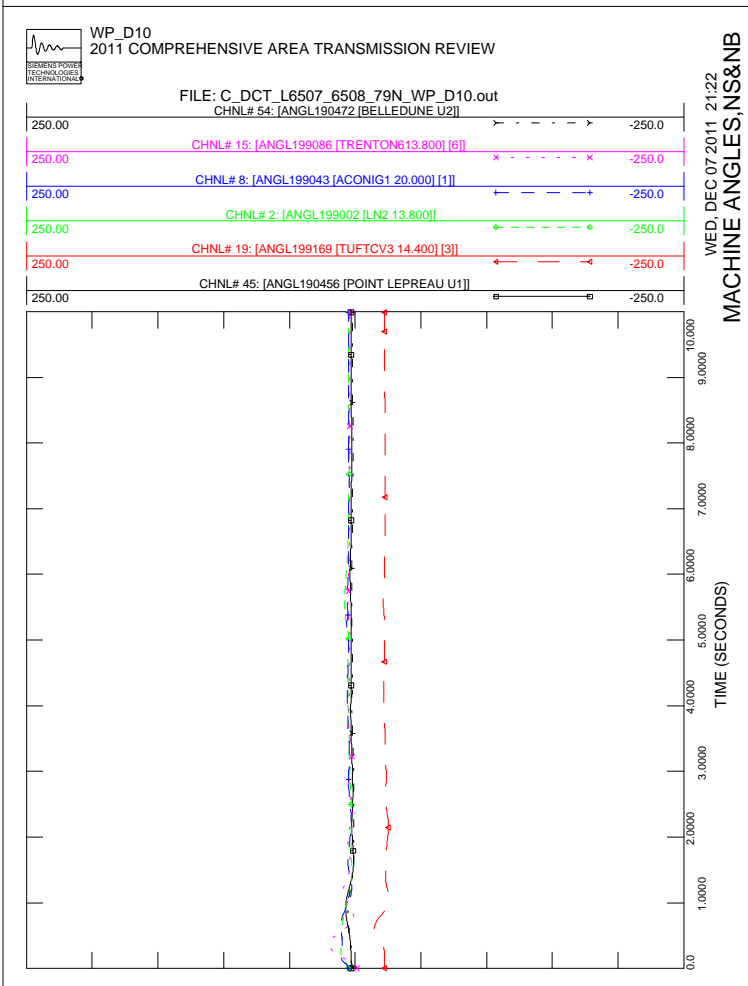
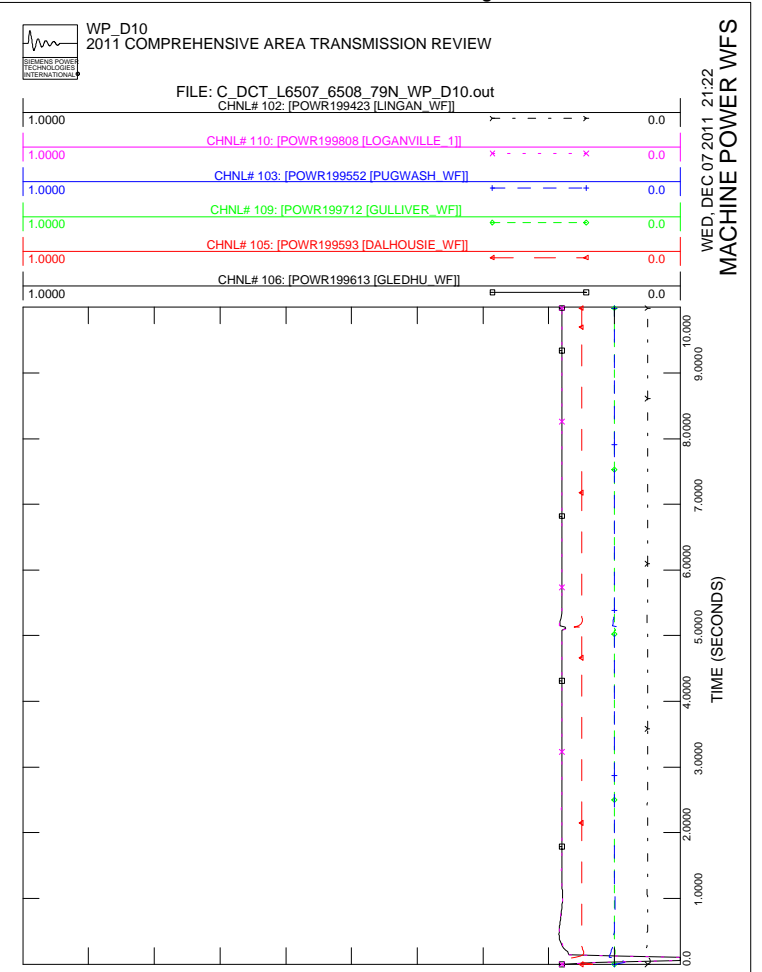
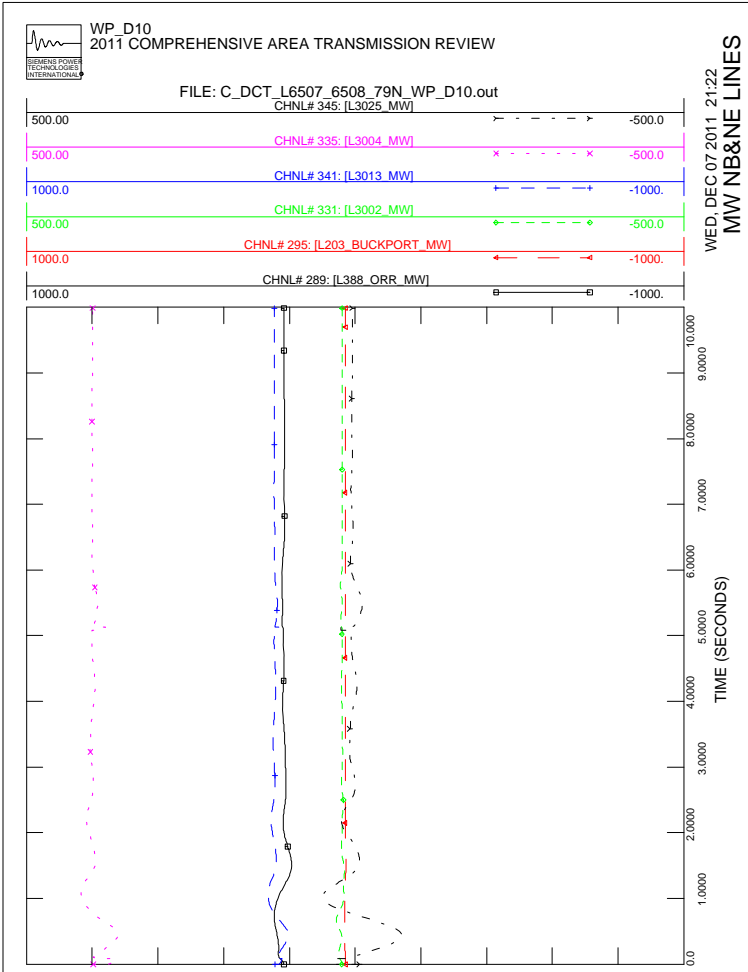
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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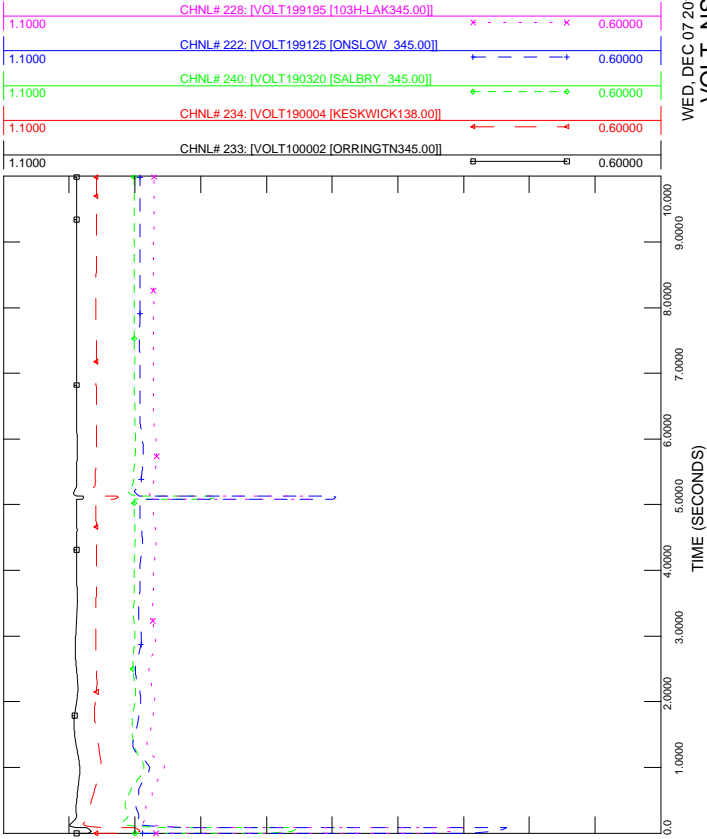






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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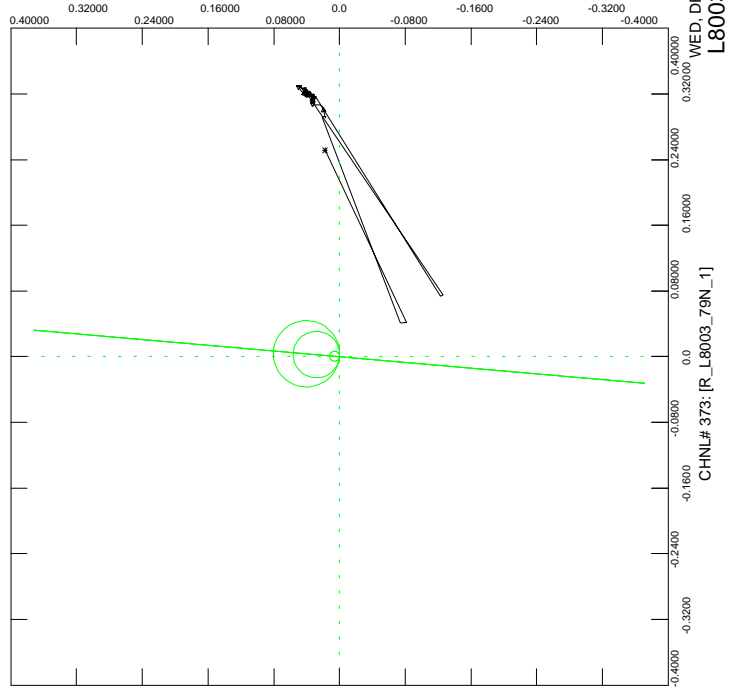


WED, DEC 07 2011 21:22
VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_WP_D10.out
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CHNL# 374: [X_L8003_79N_1]

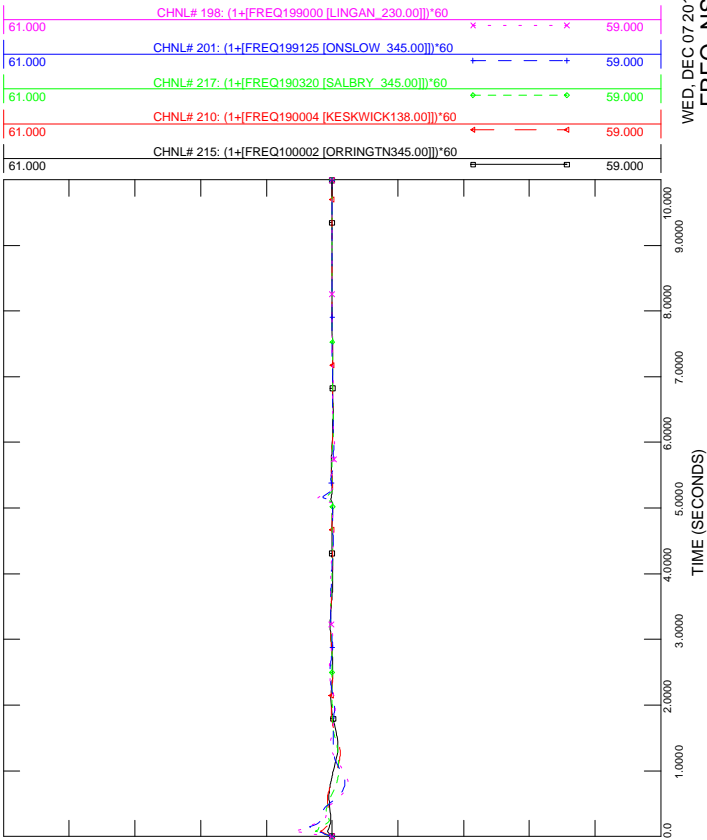


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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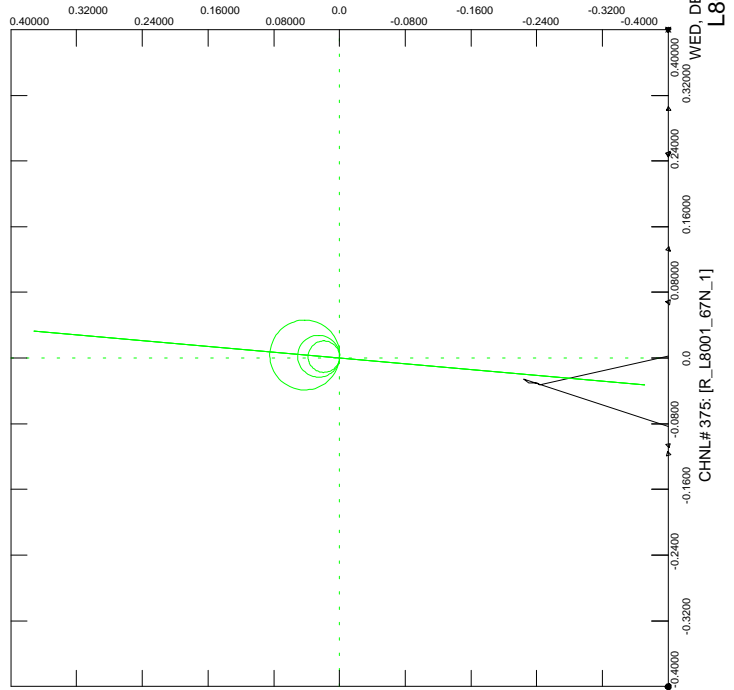


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FREQ, NS, NB&NE

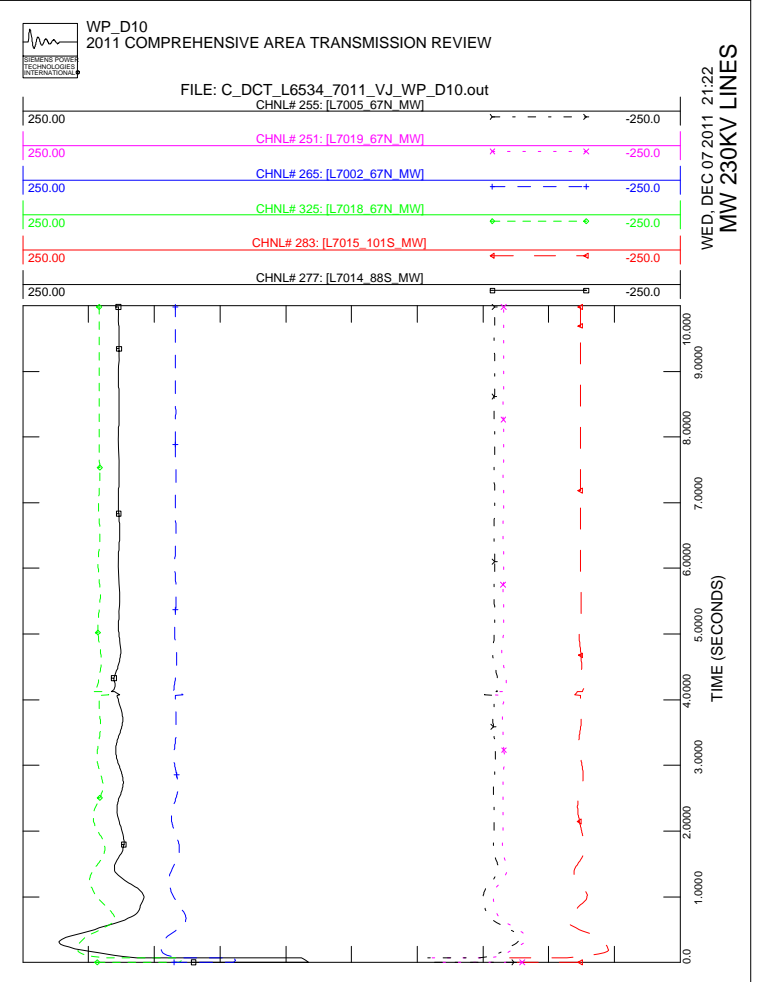
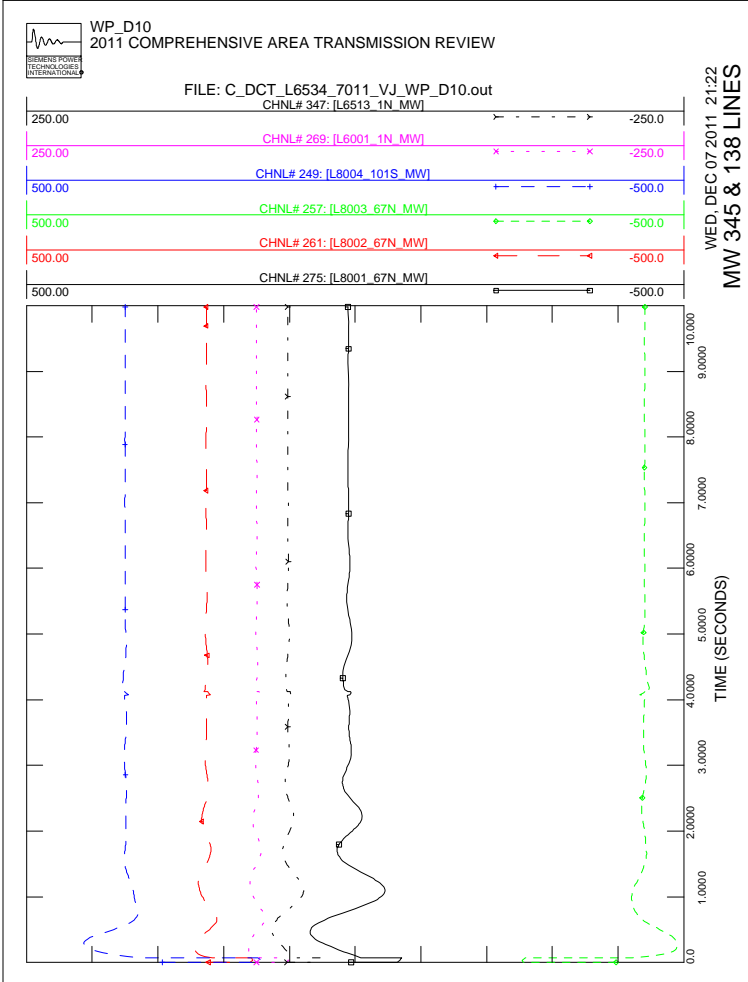
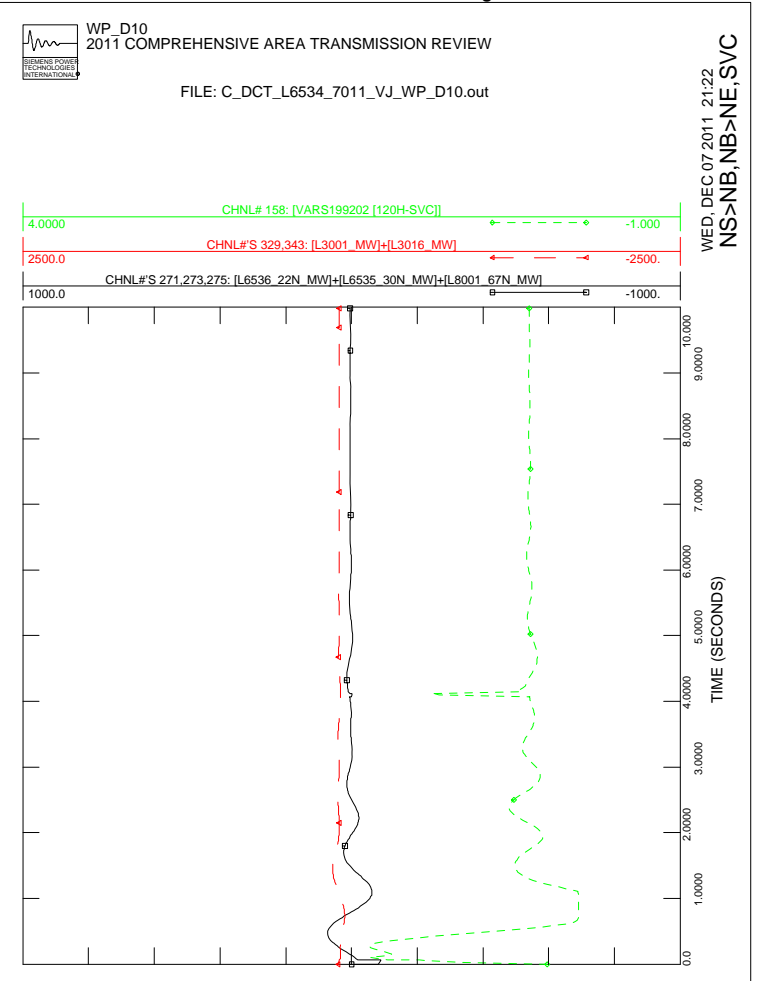
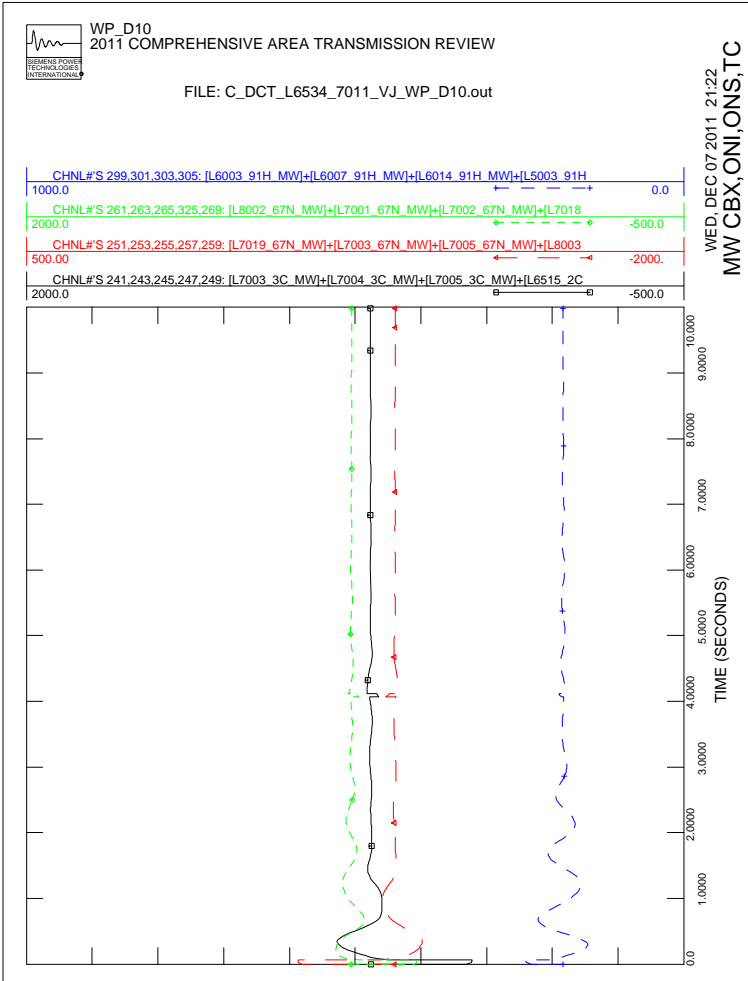


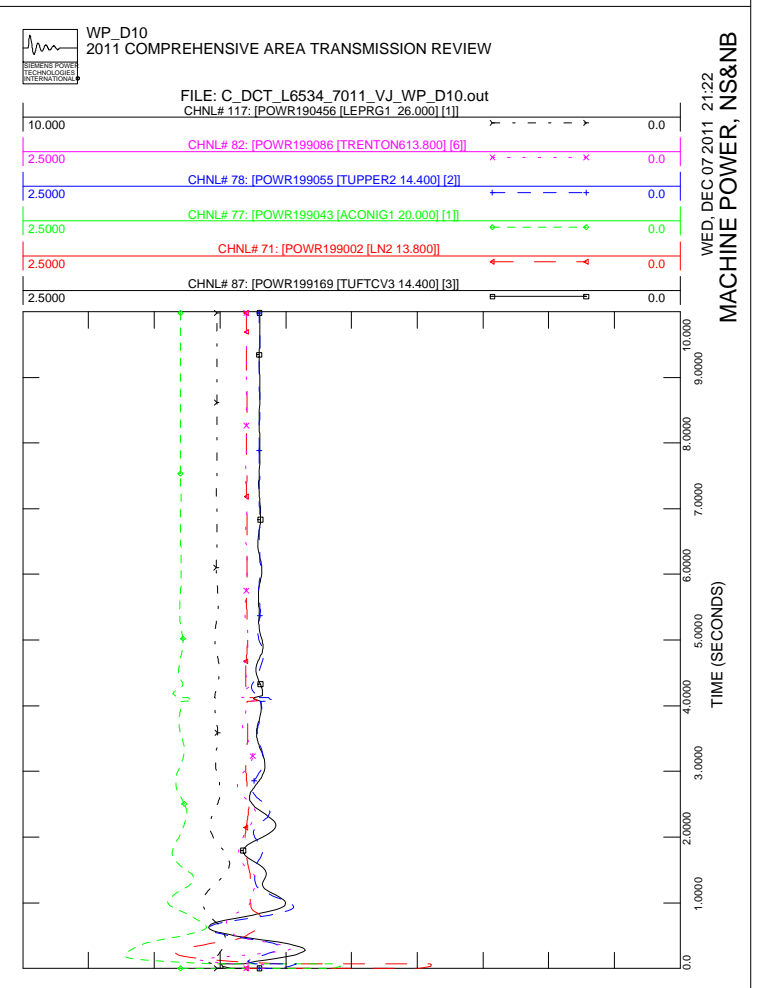
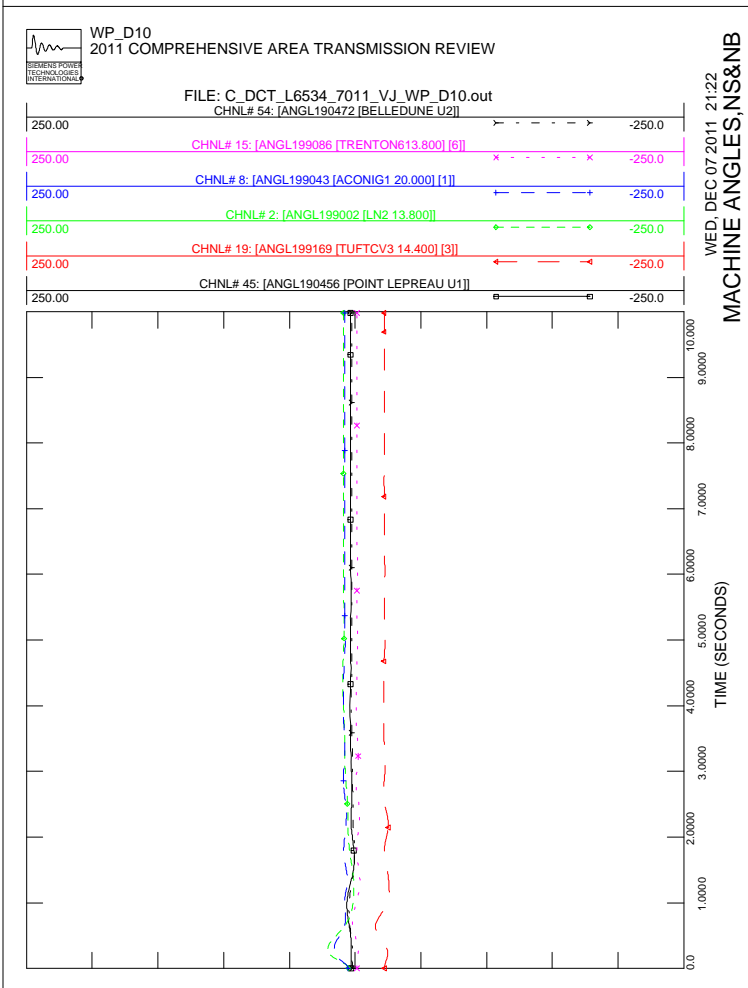
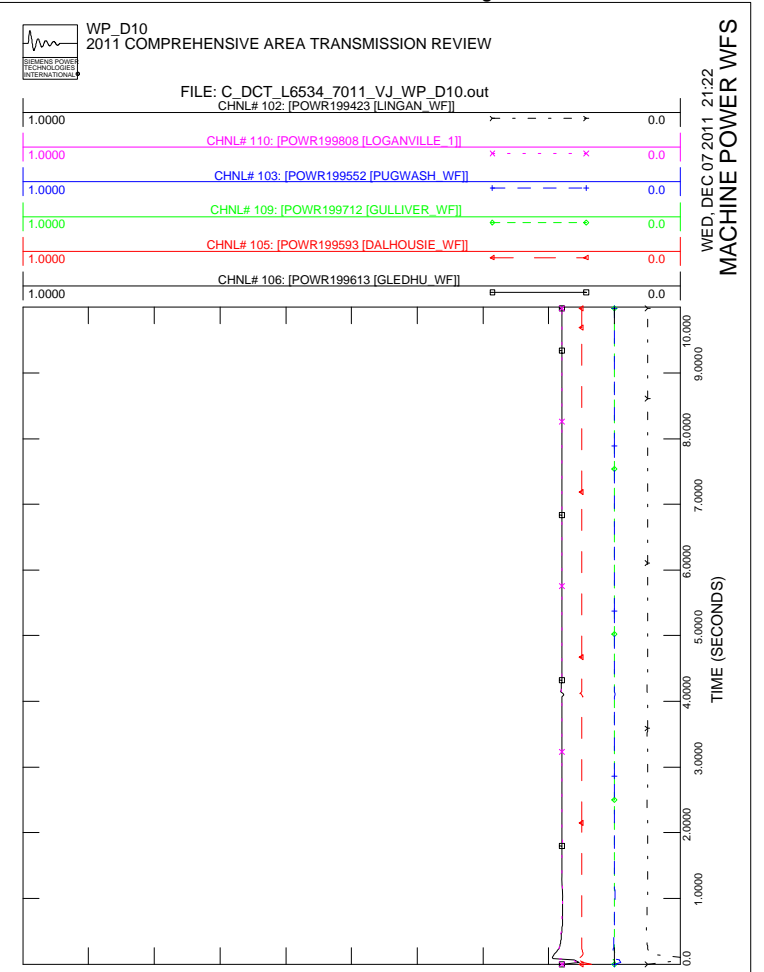
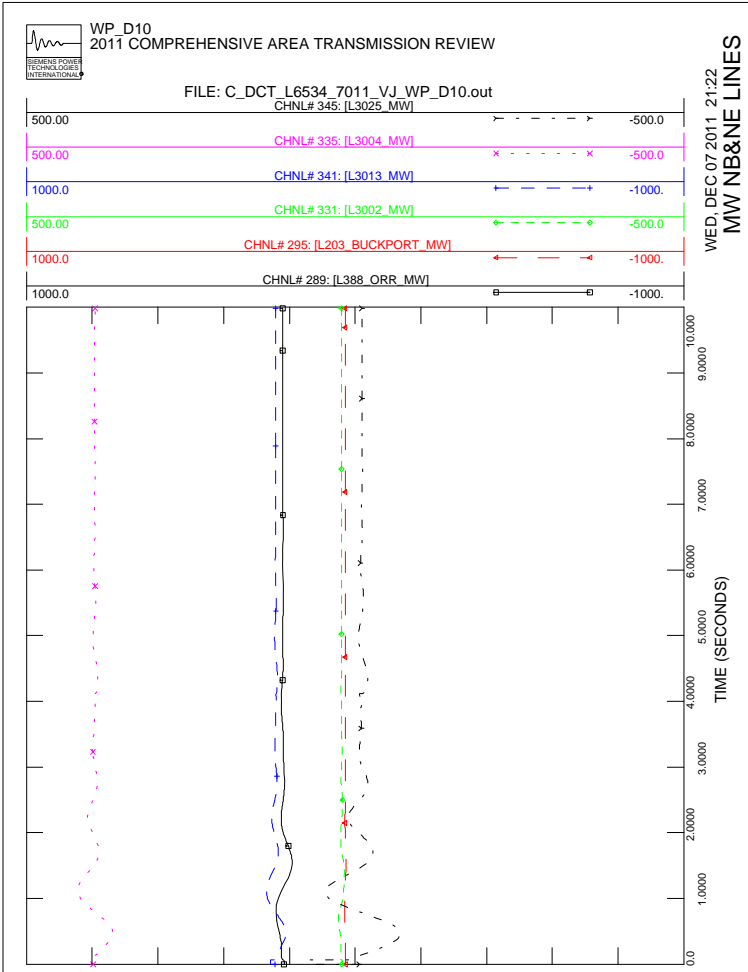
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:22
L8001 AT 67N-ONSLow

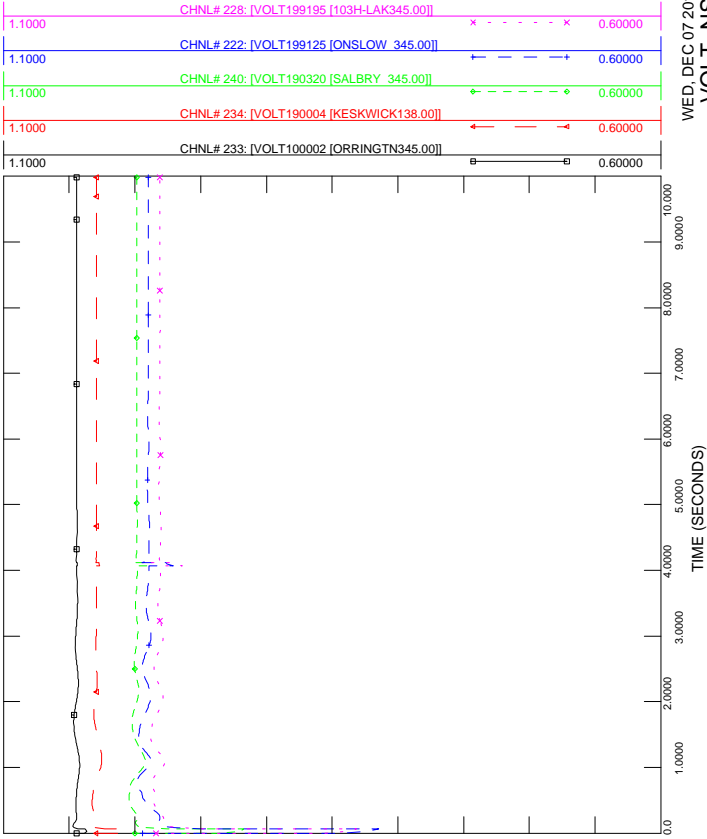






WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

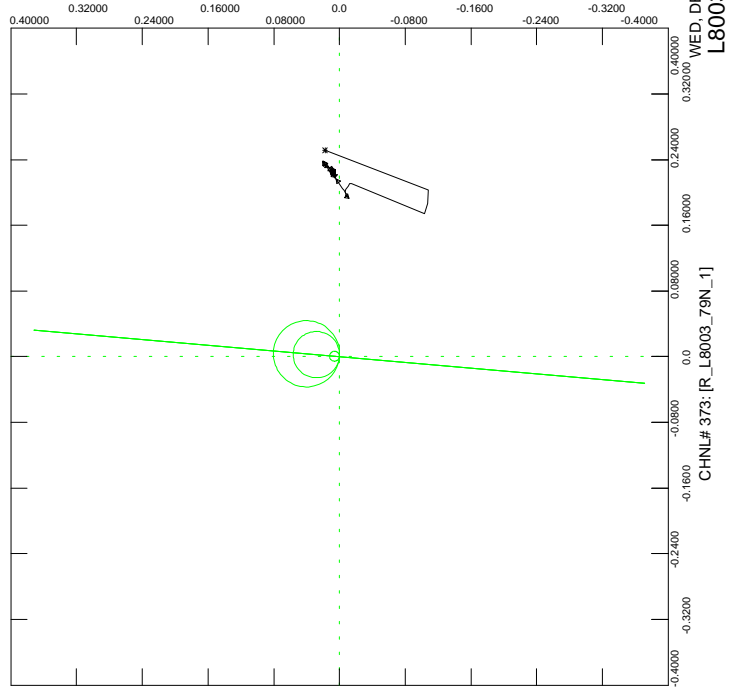
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

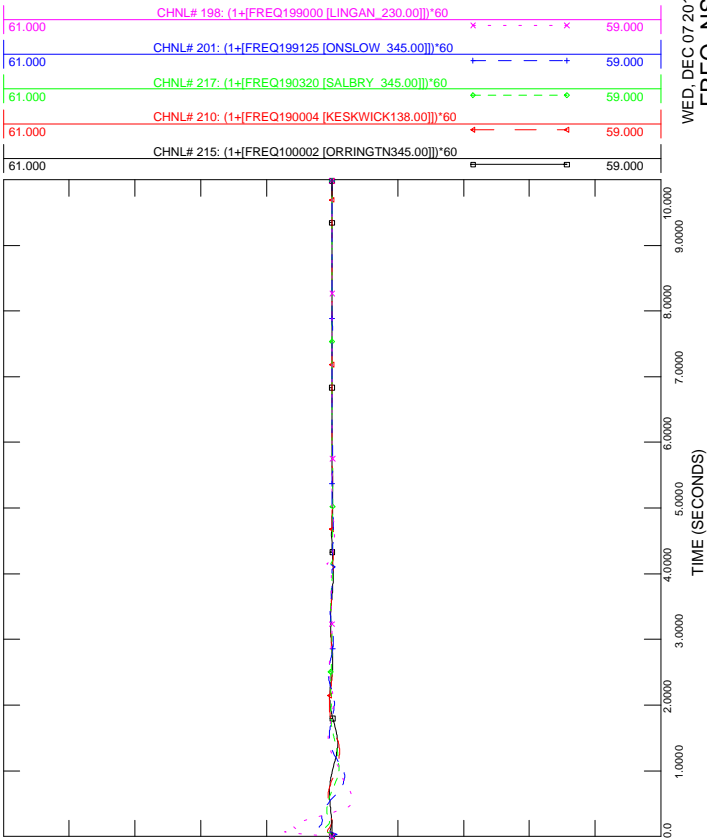
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CHNL# 374: [X_L8003_79N_1]



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

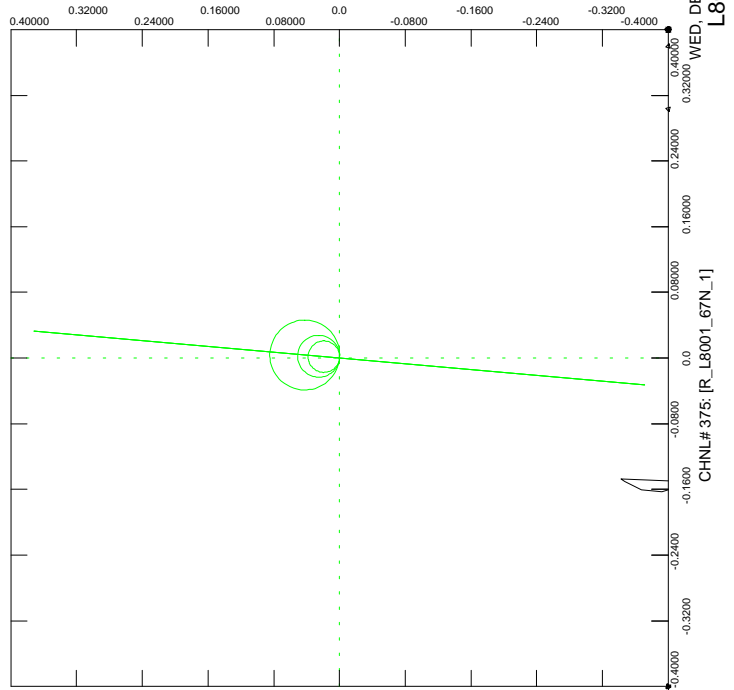
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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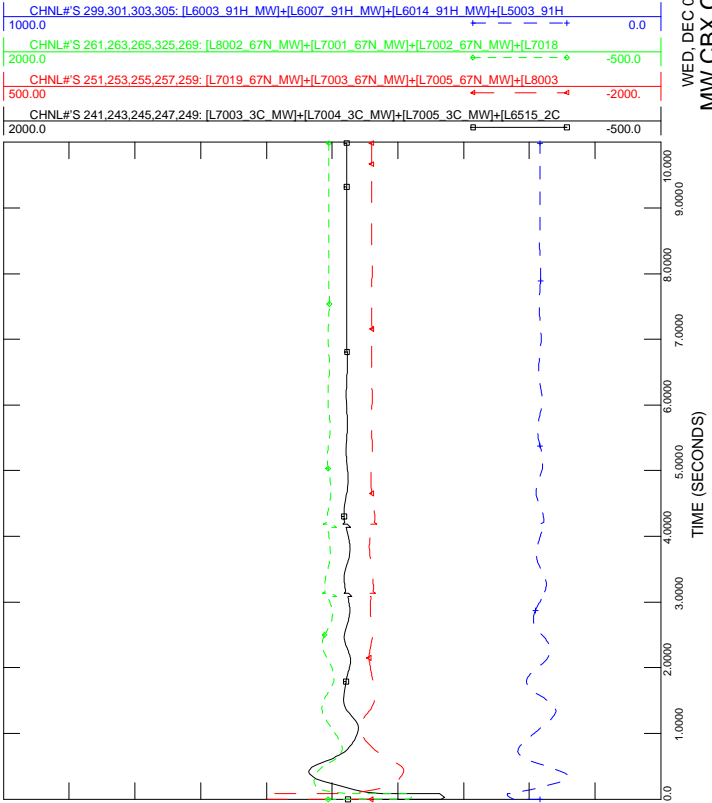
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CHNL# 376: [X_L8001_67N_1]





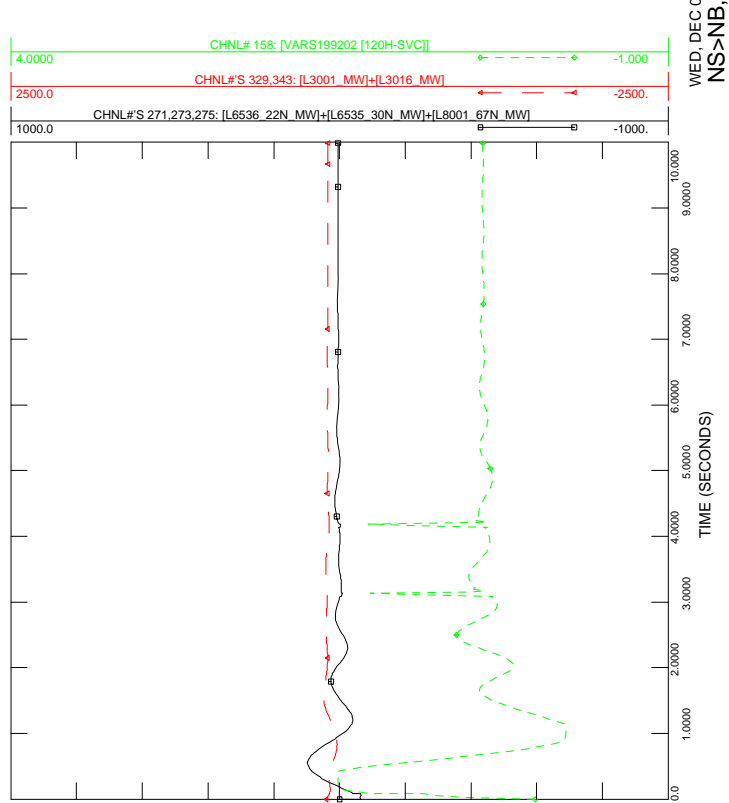
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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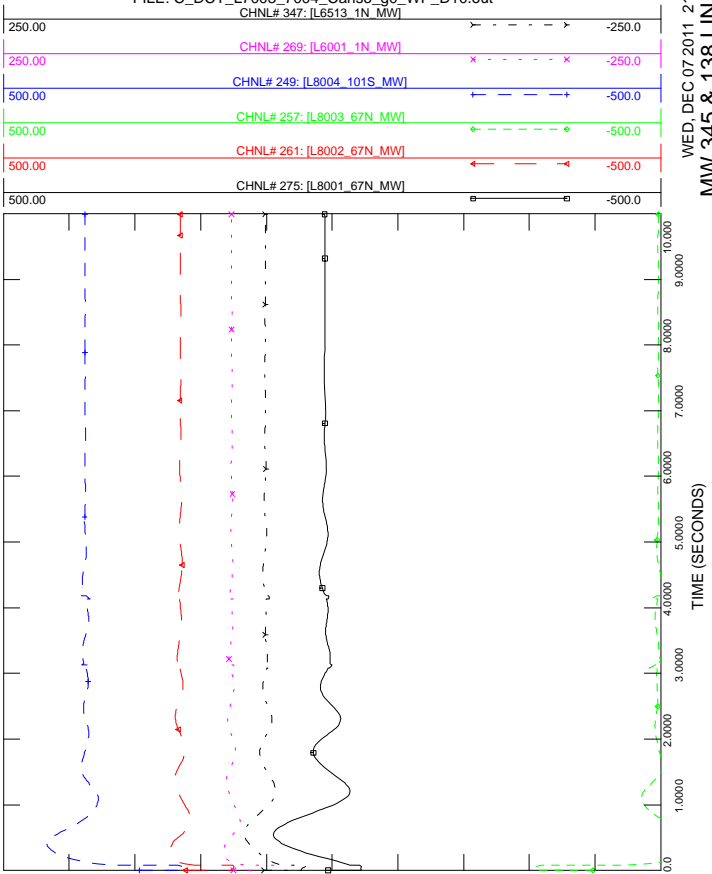
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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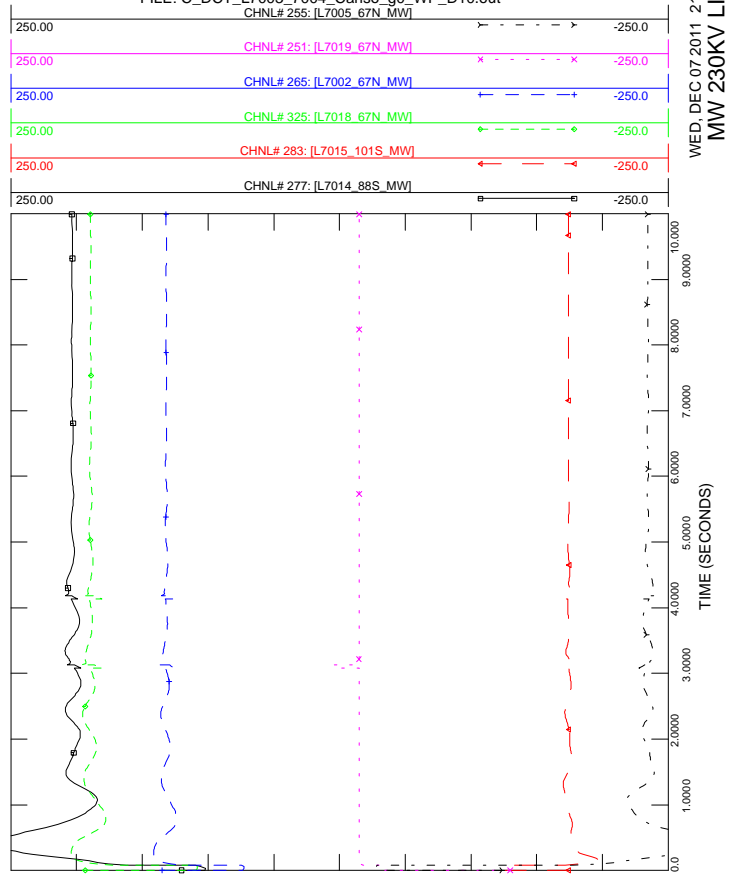
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

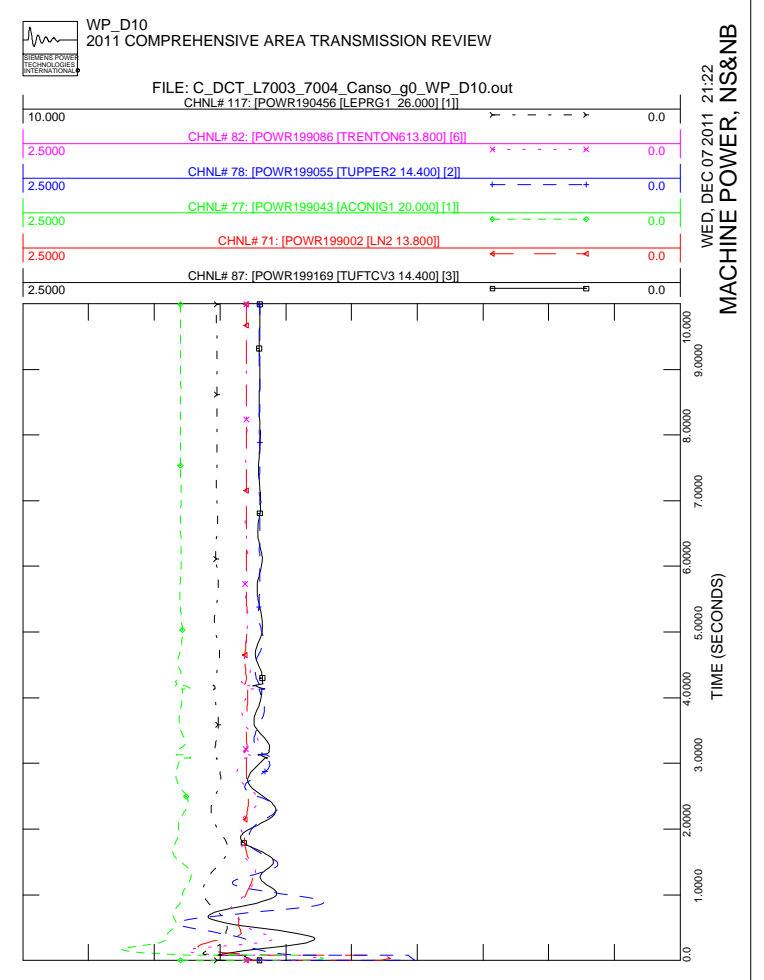
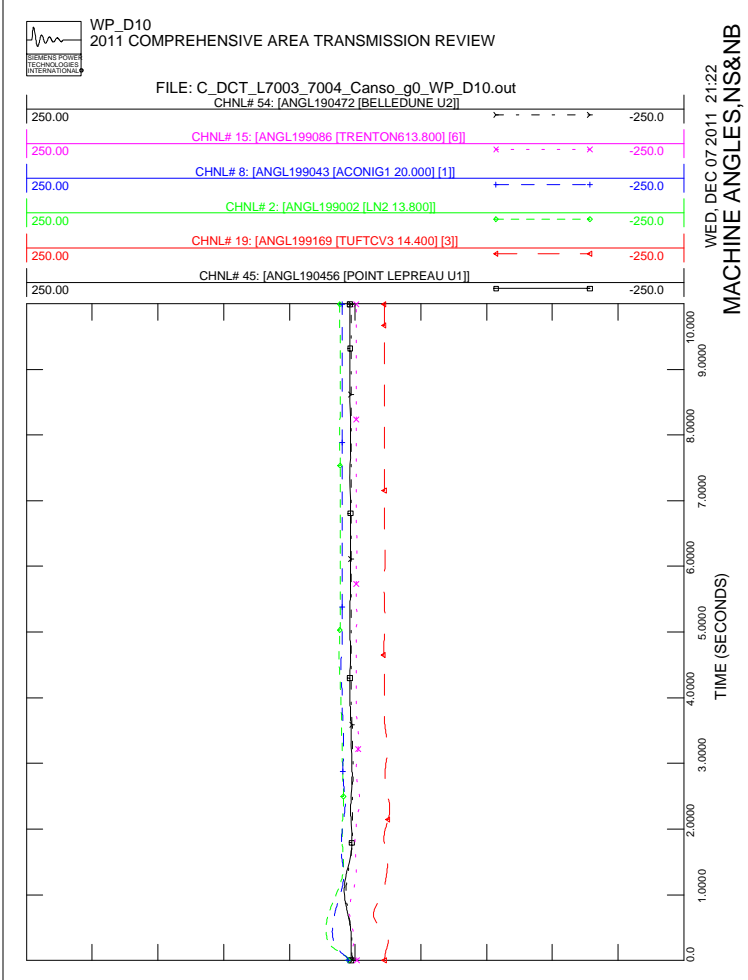
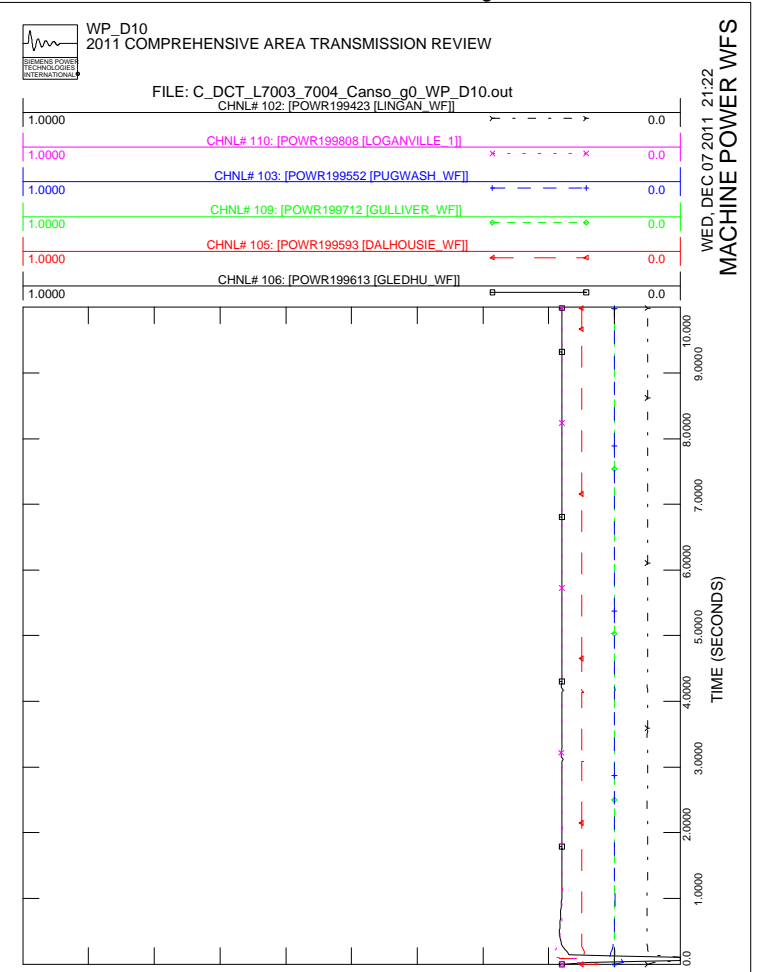
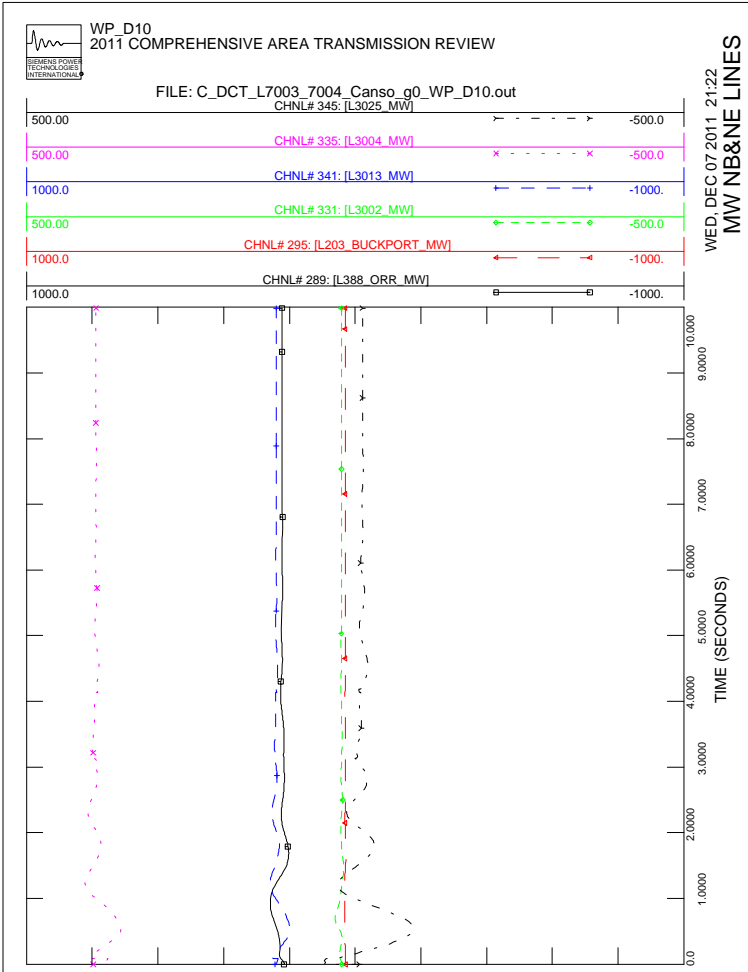
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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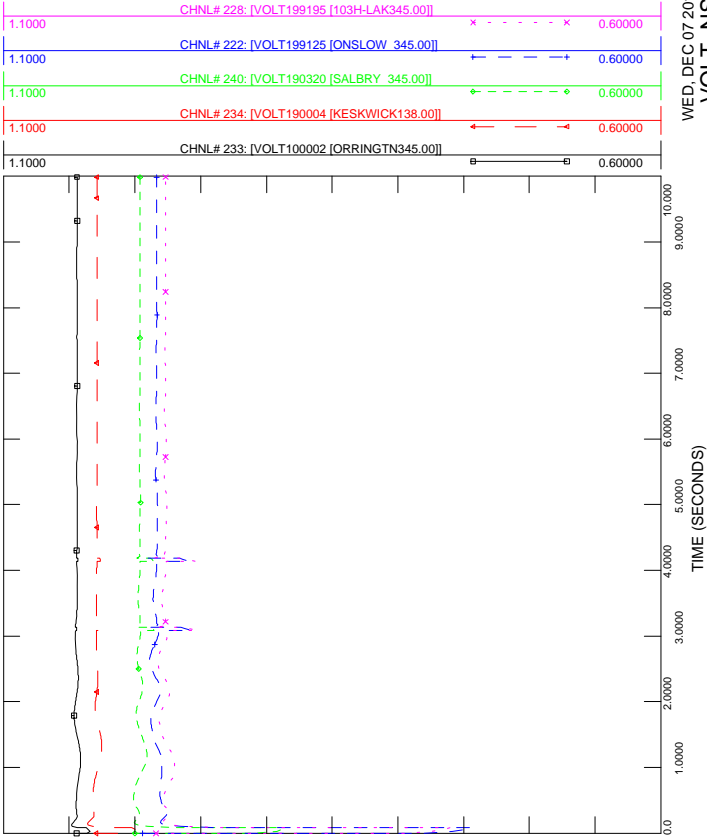






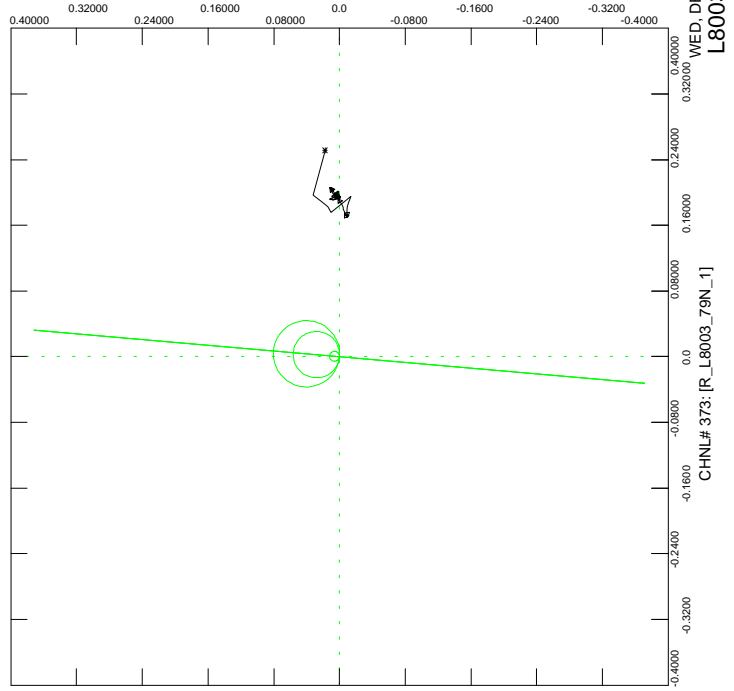
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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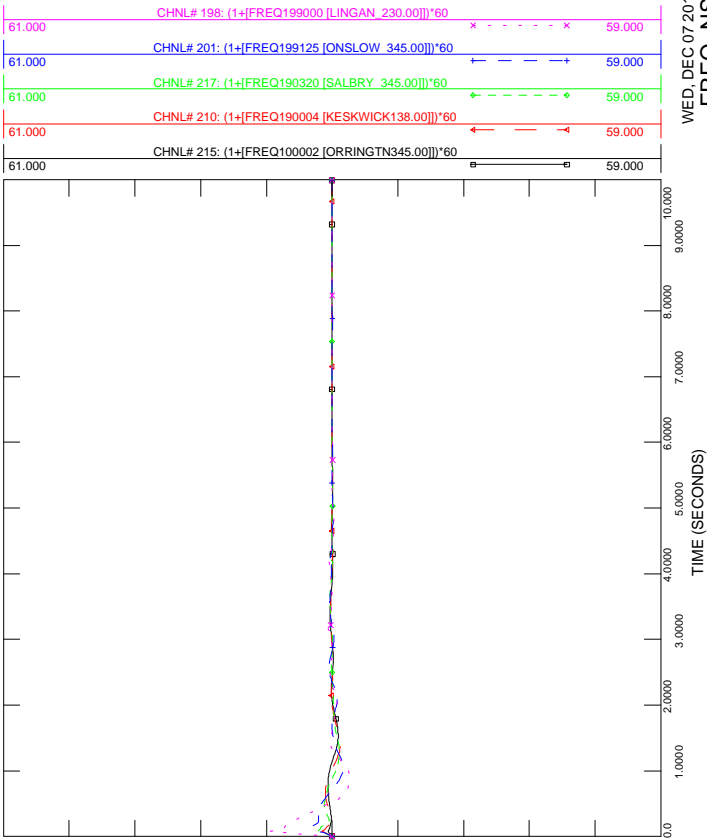
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_Canso_g0_WP_D10.out
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CHNL# 374: [X_L8003_79N_1]



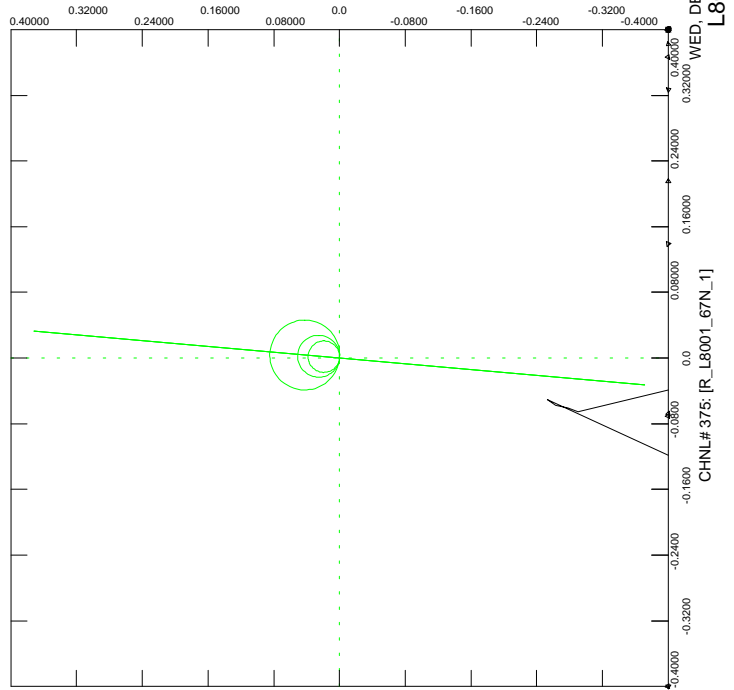
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

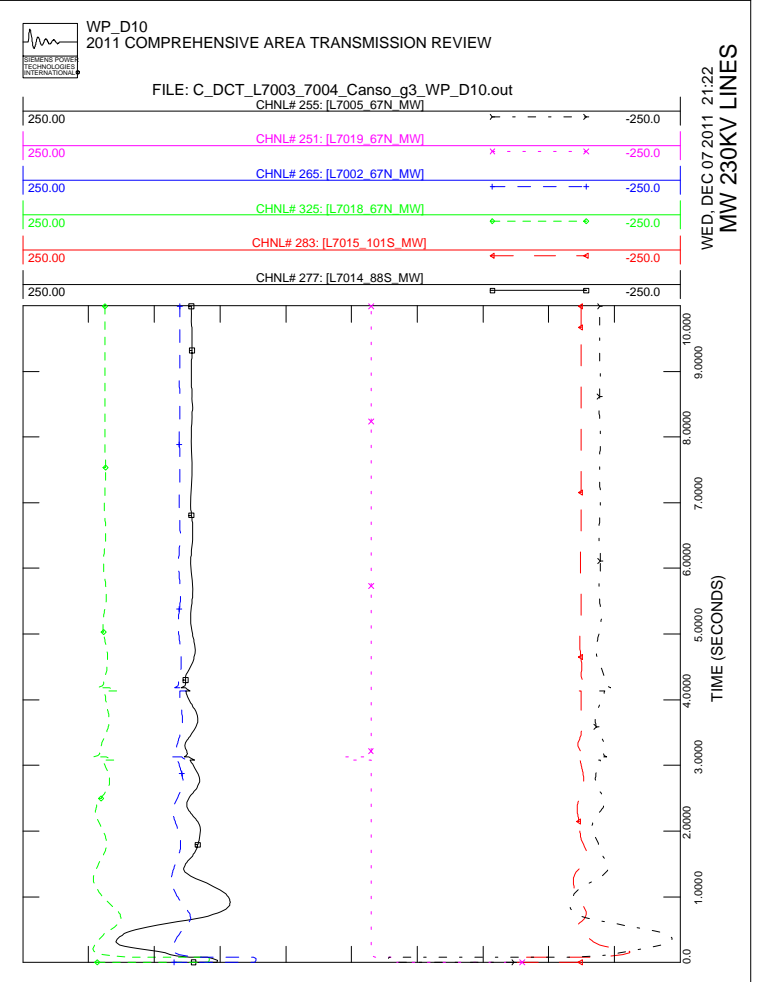
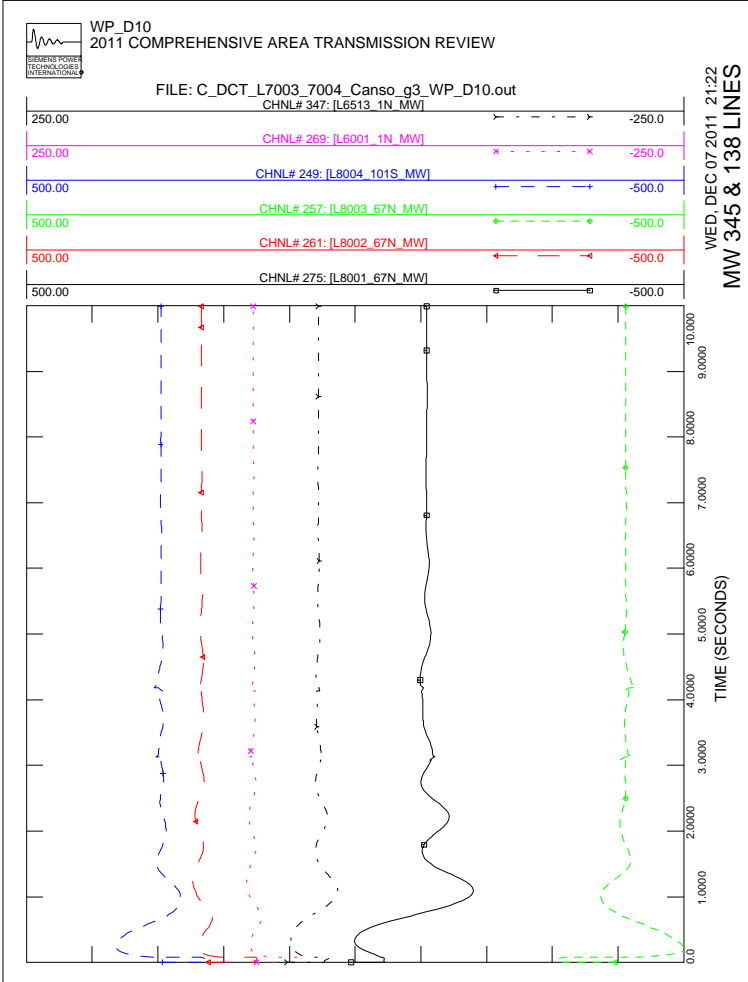
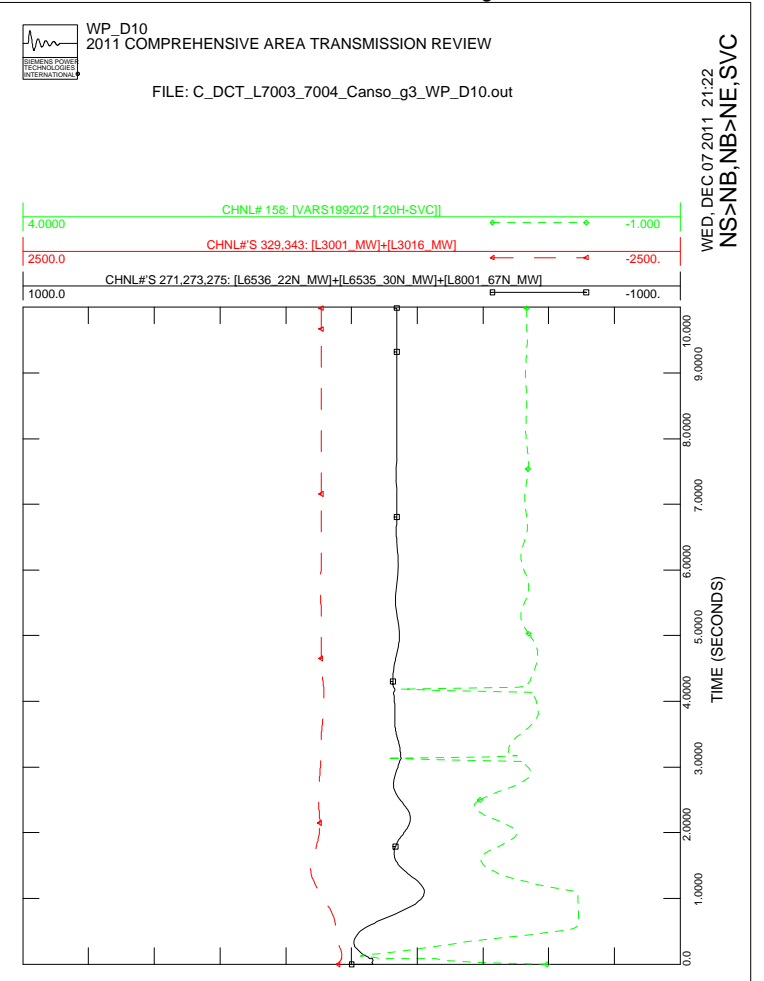
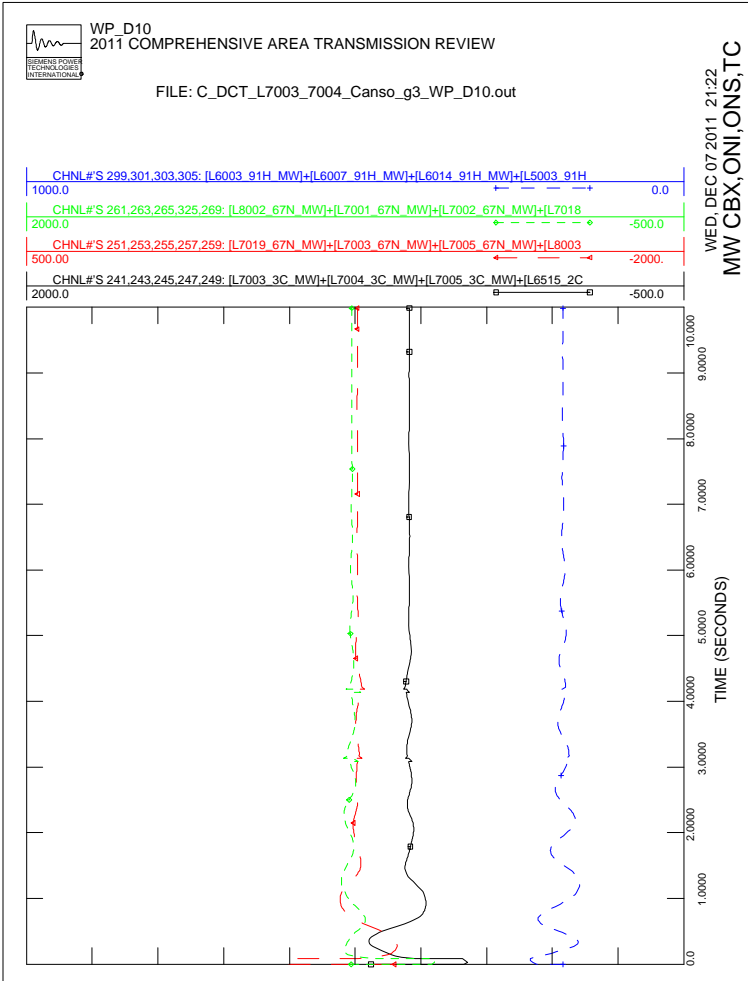
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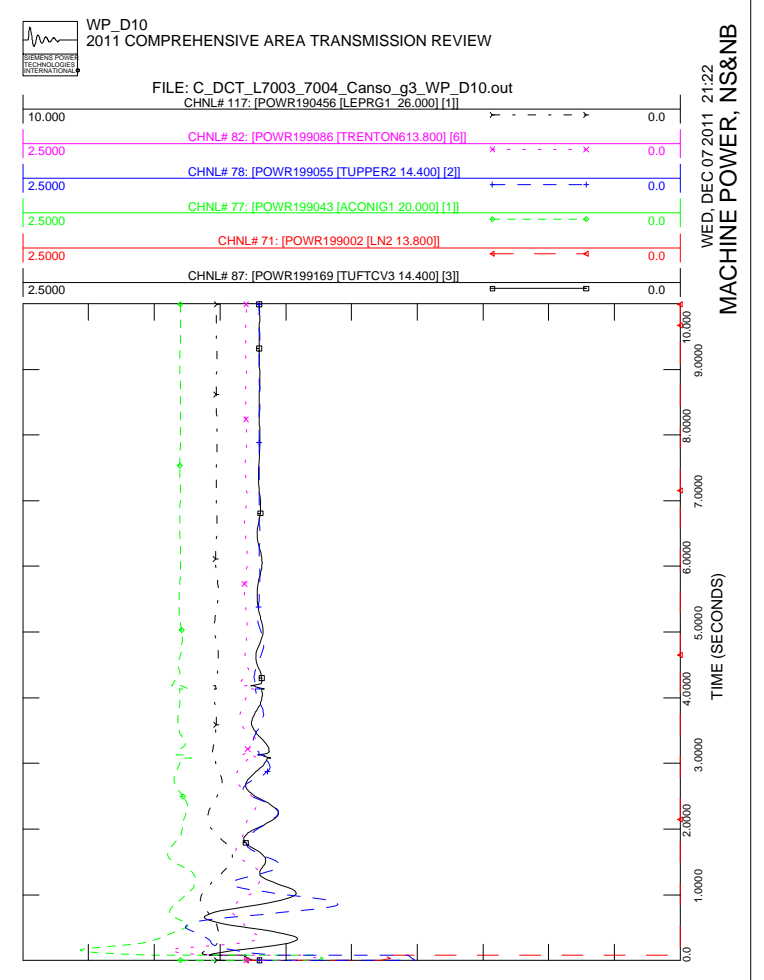
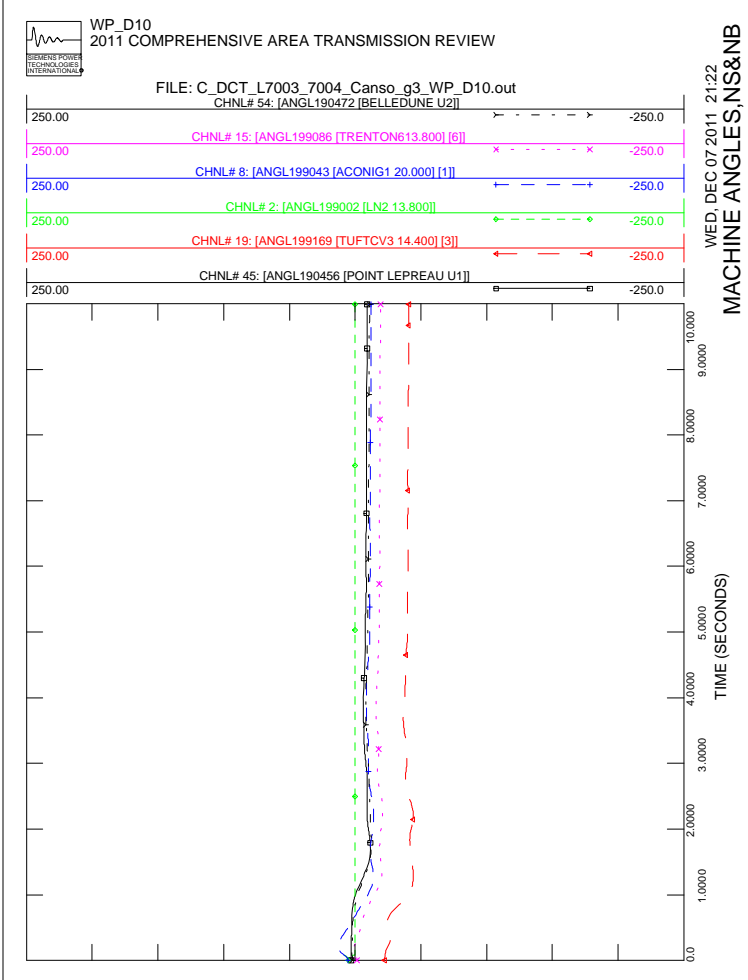
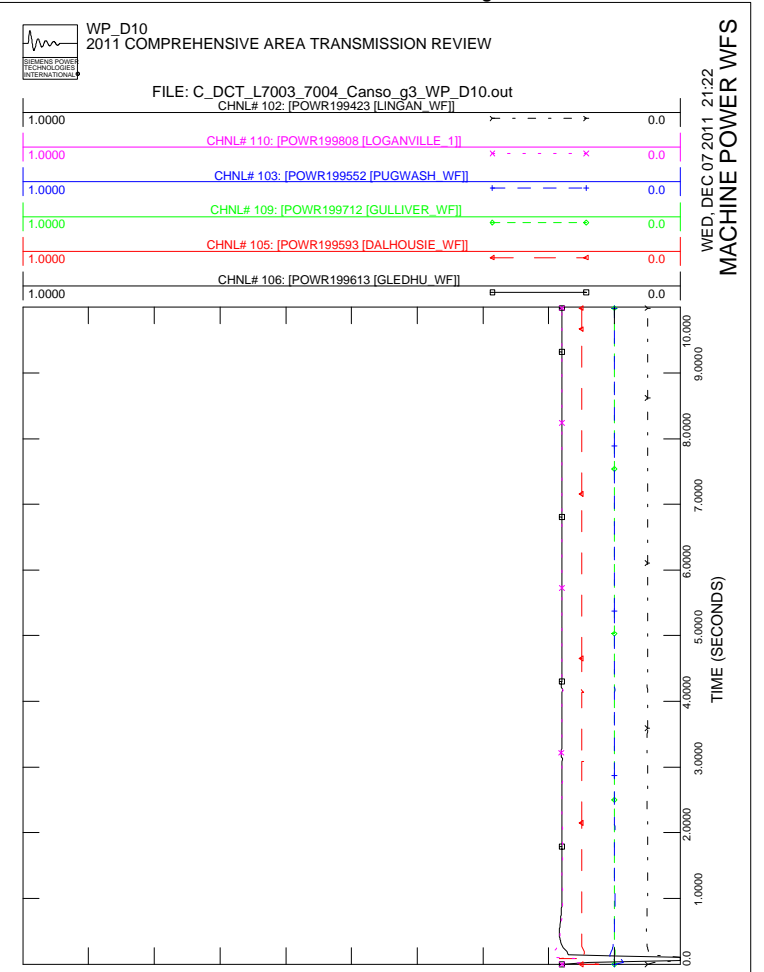
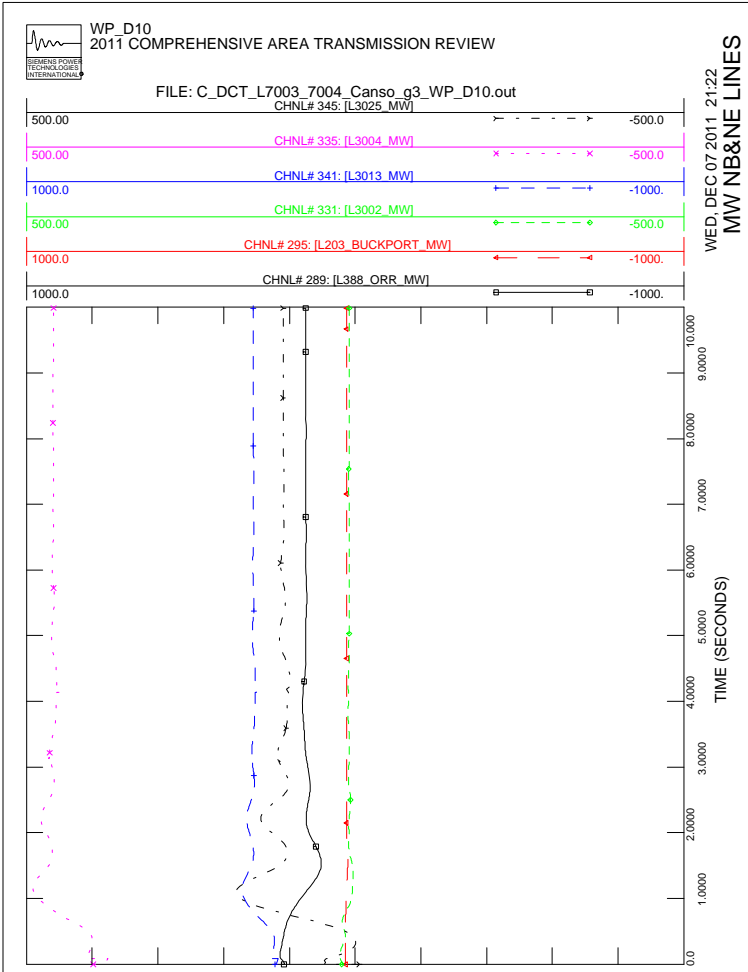


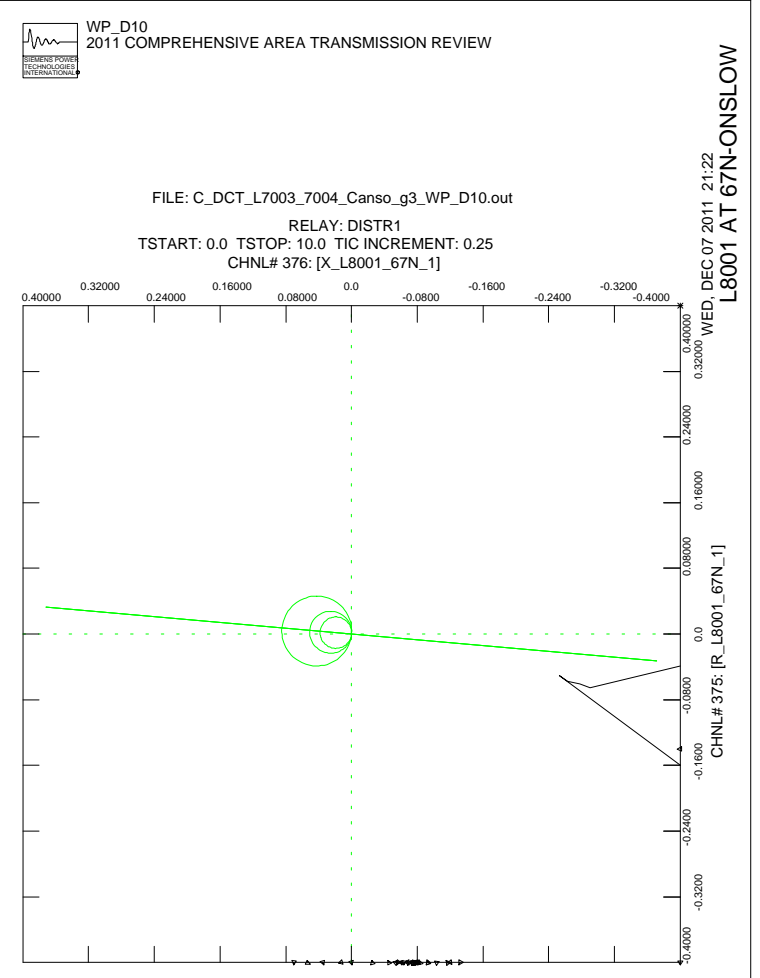
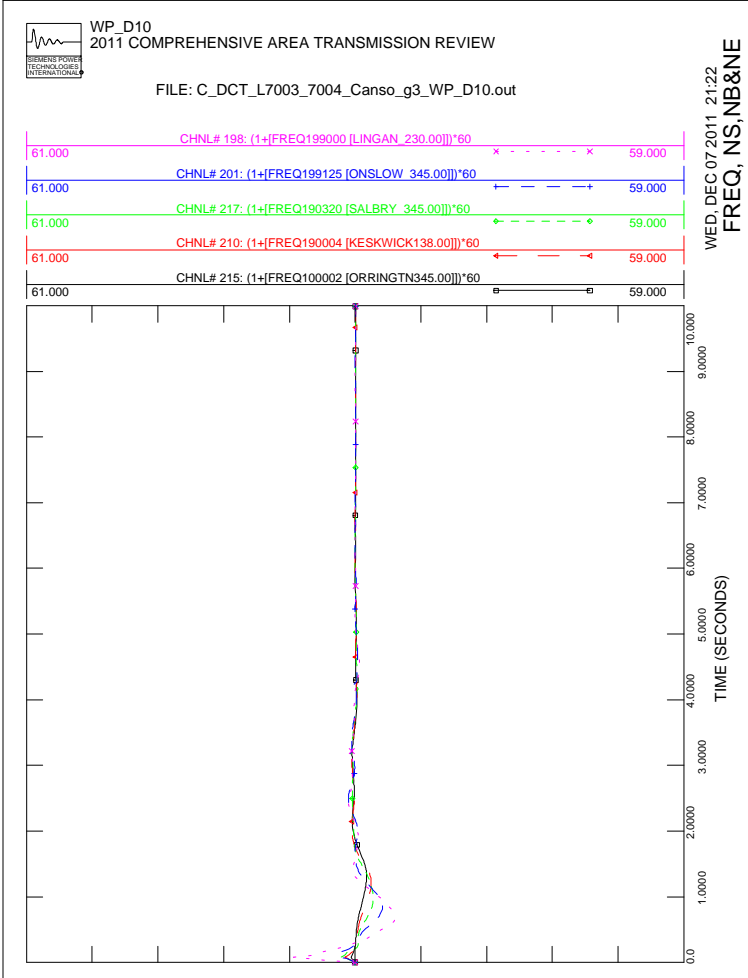
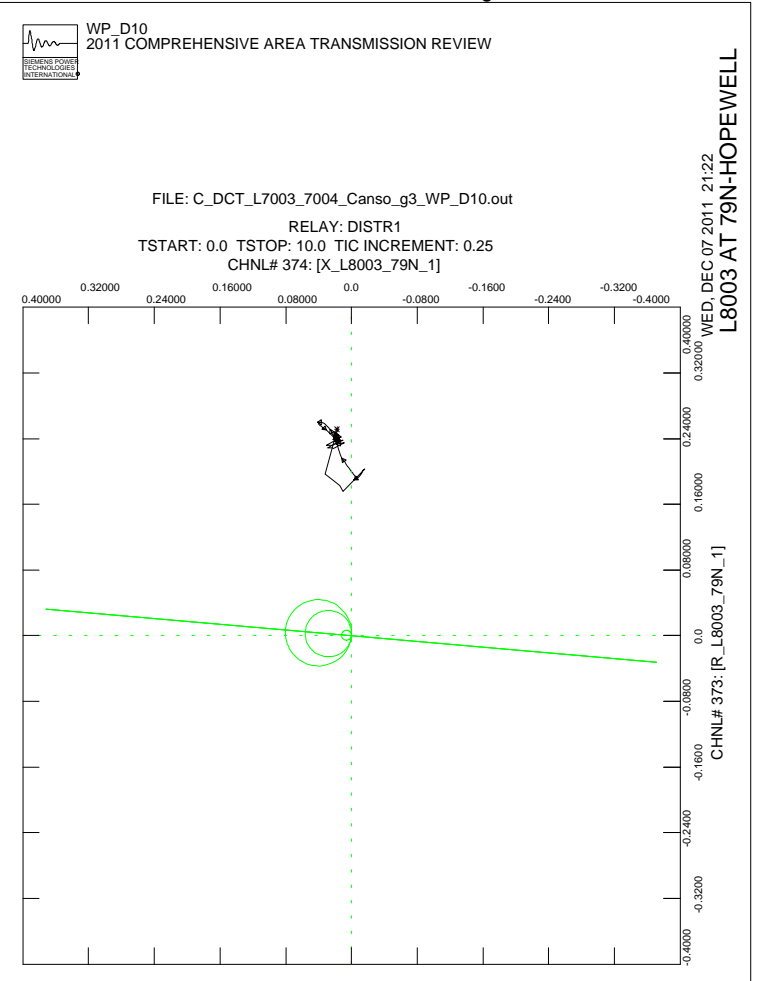
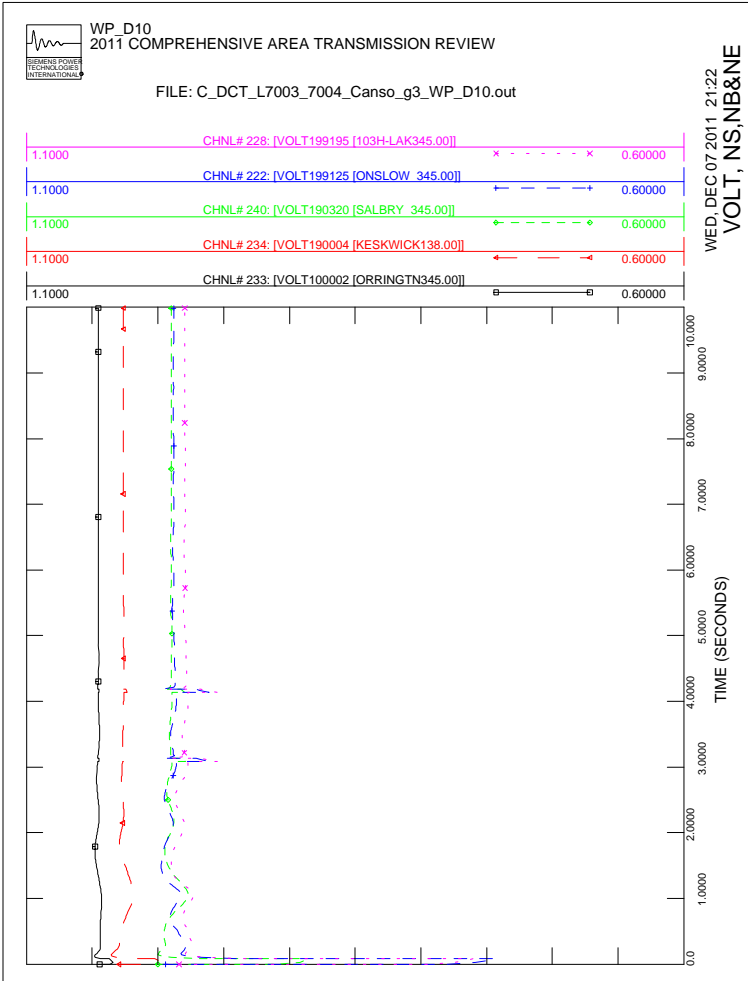
WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

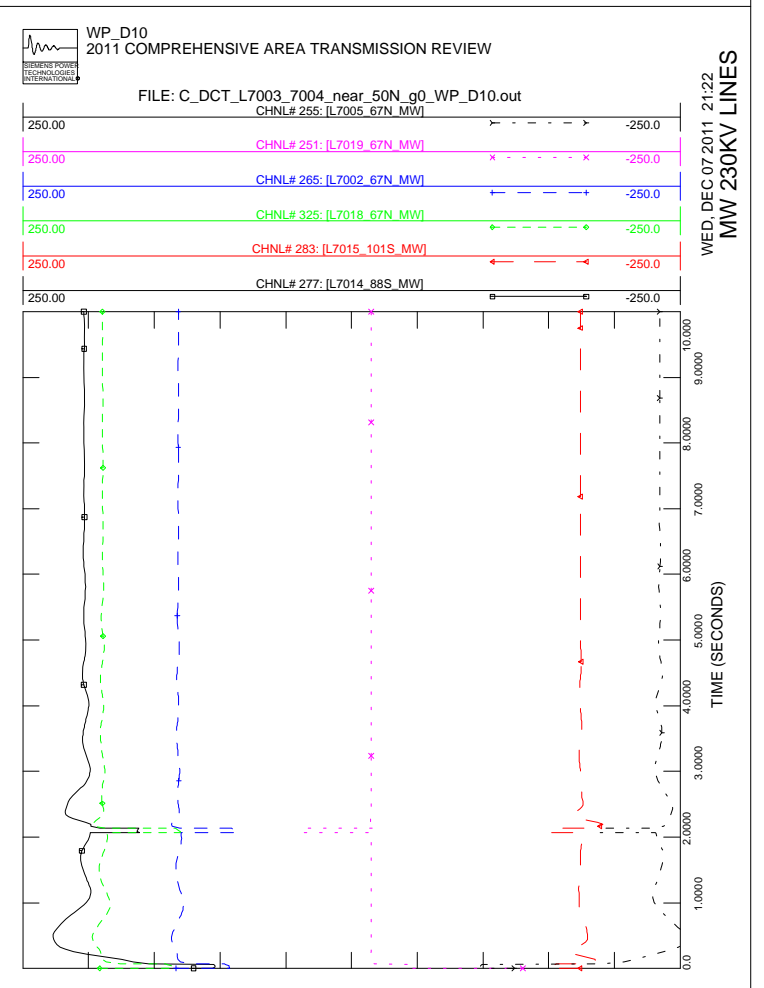
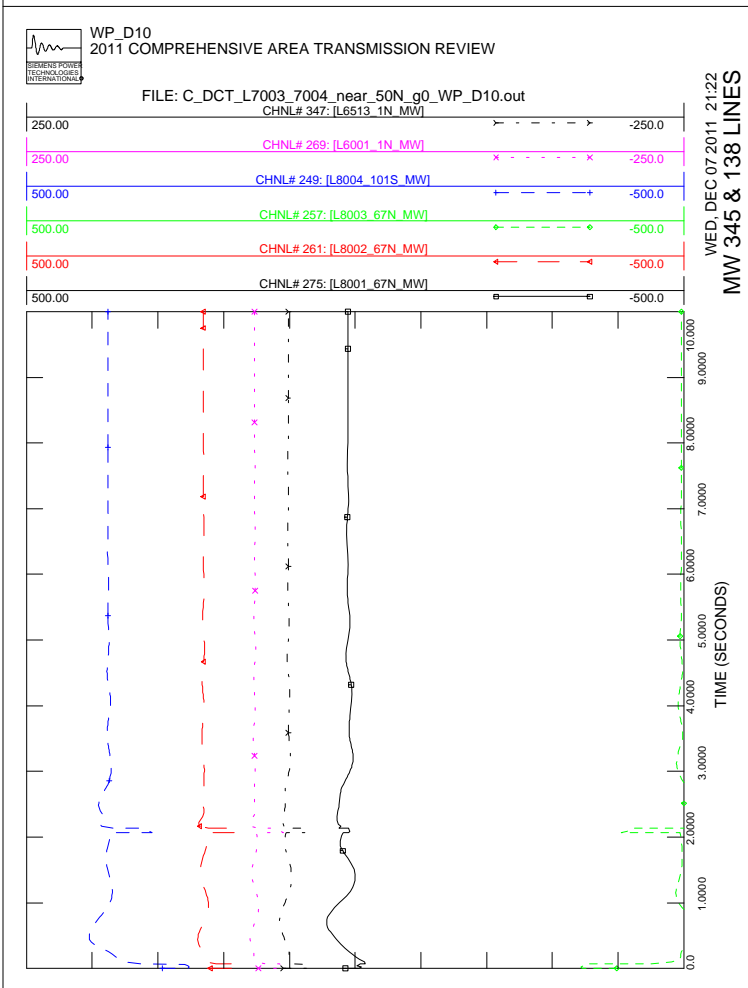
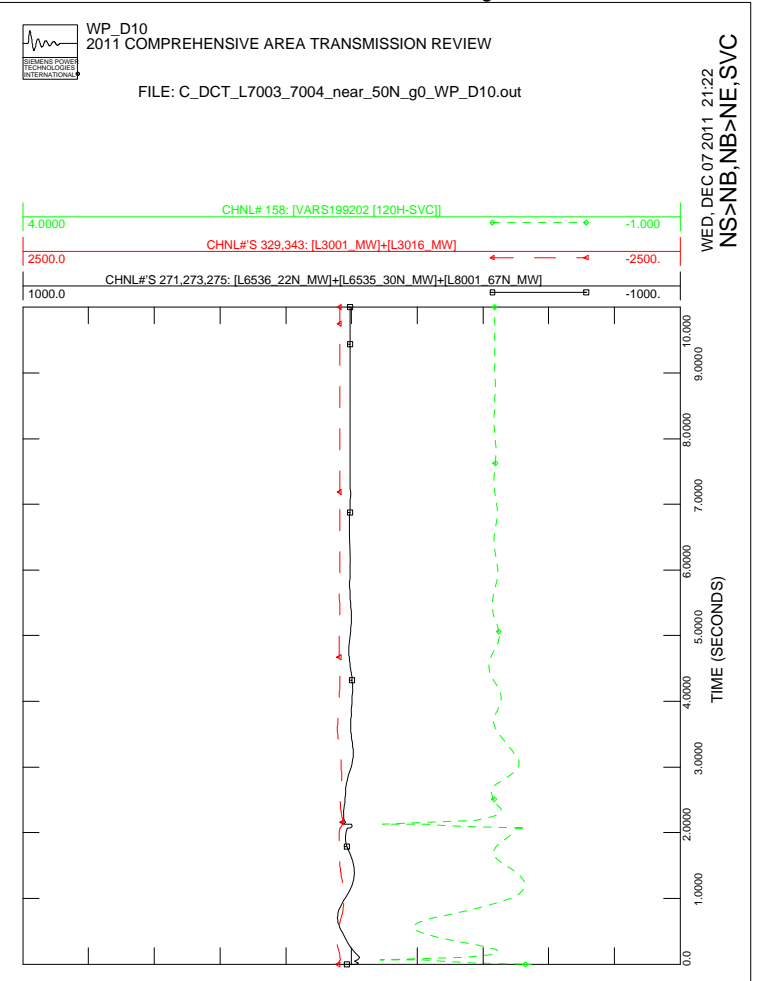
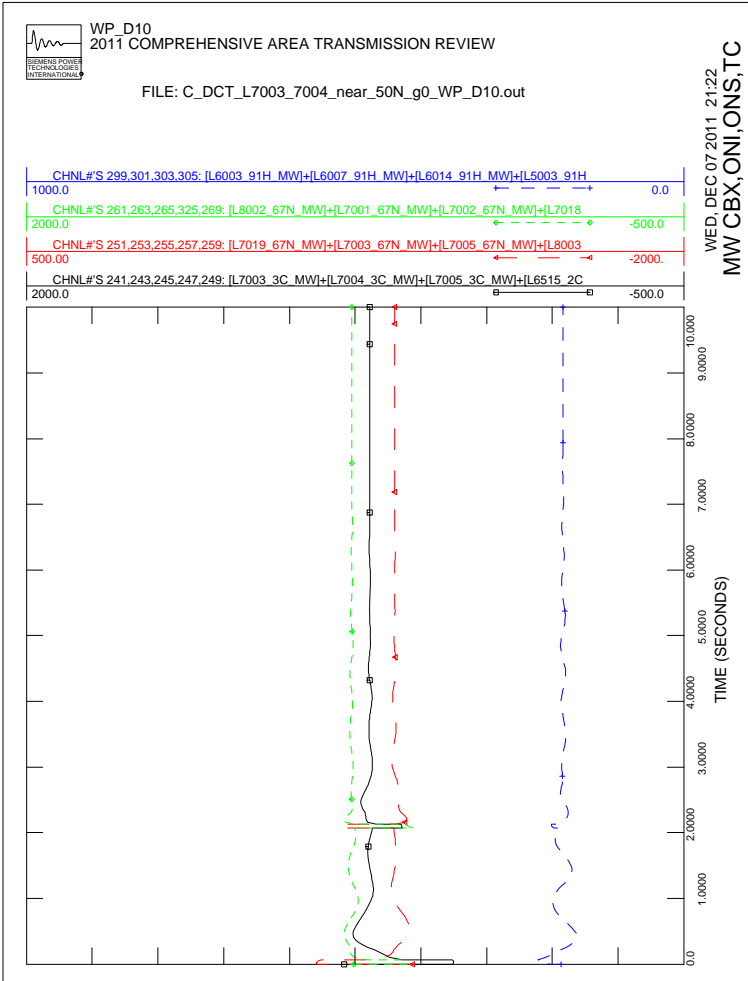
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CHNL# 376: [X_L8001_67N_1]

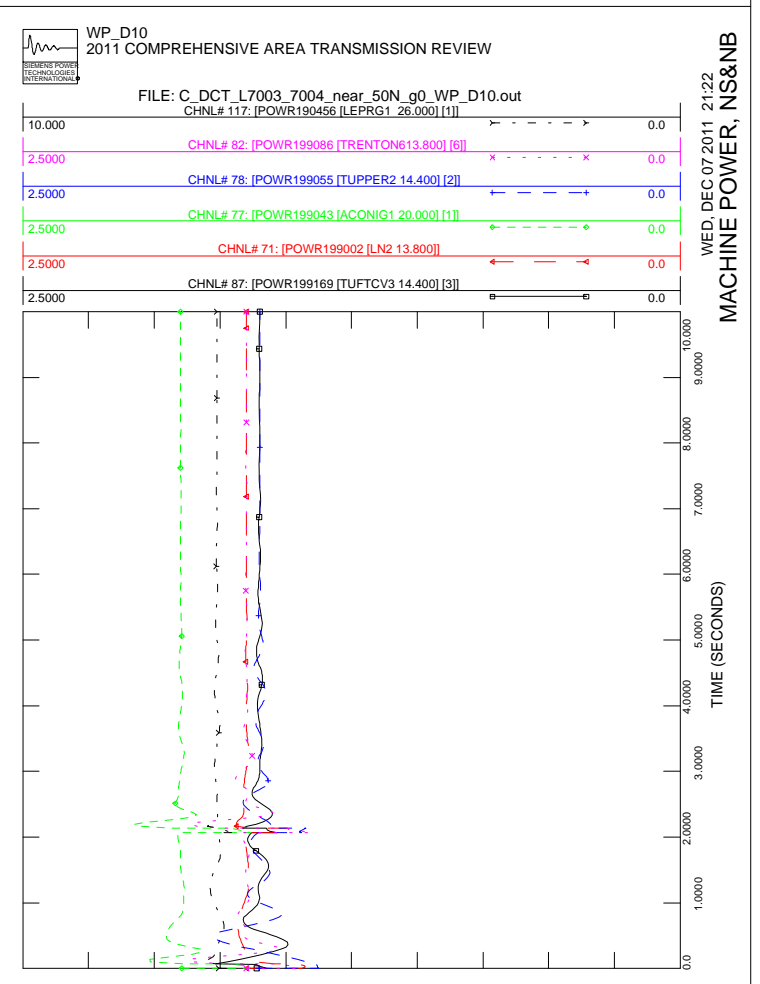
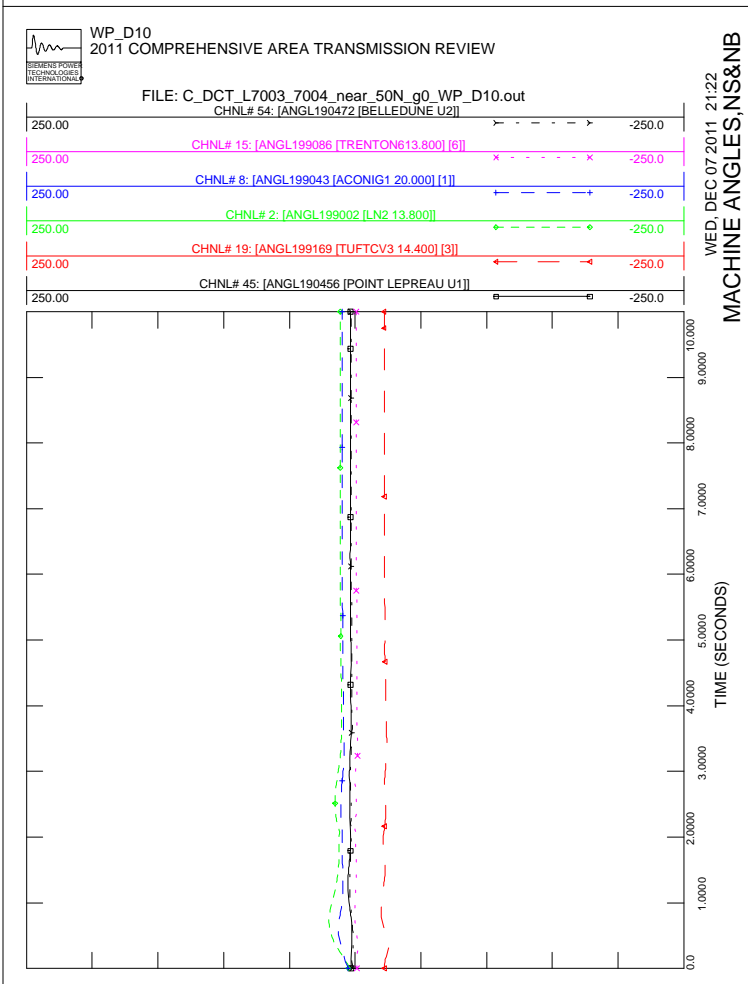
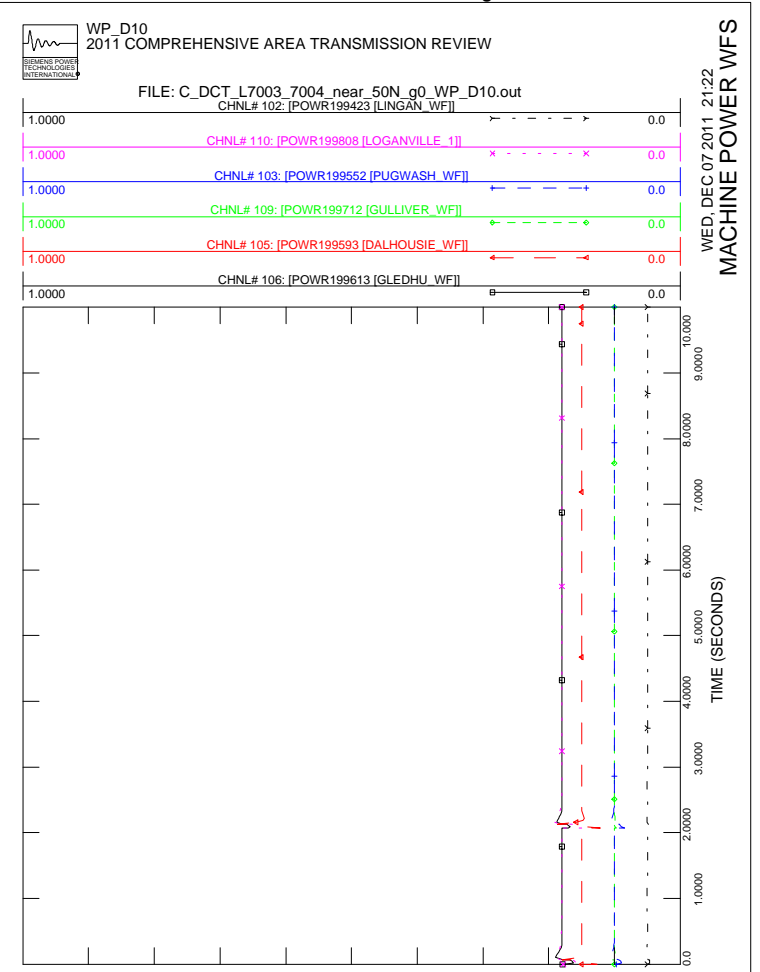
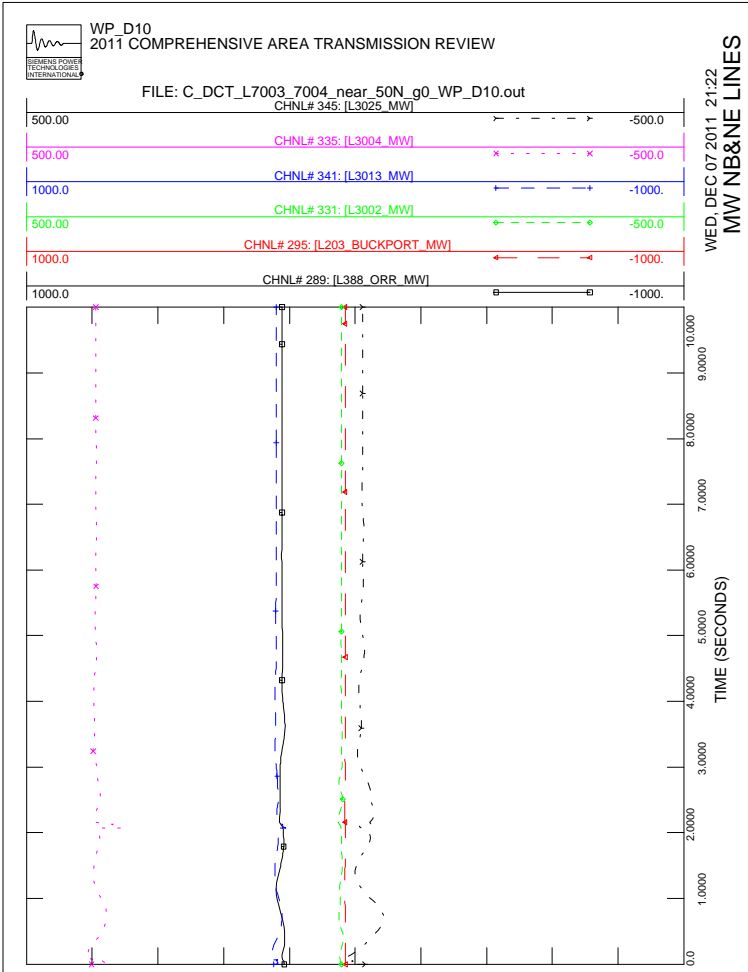








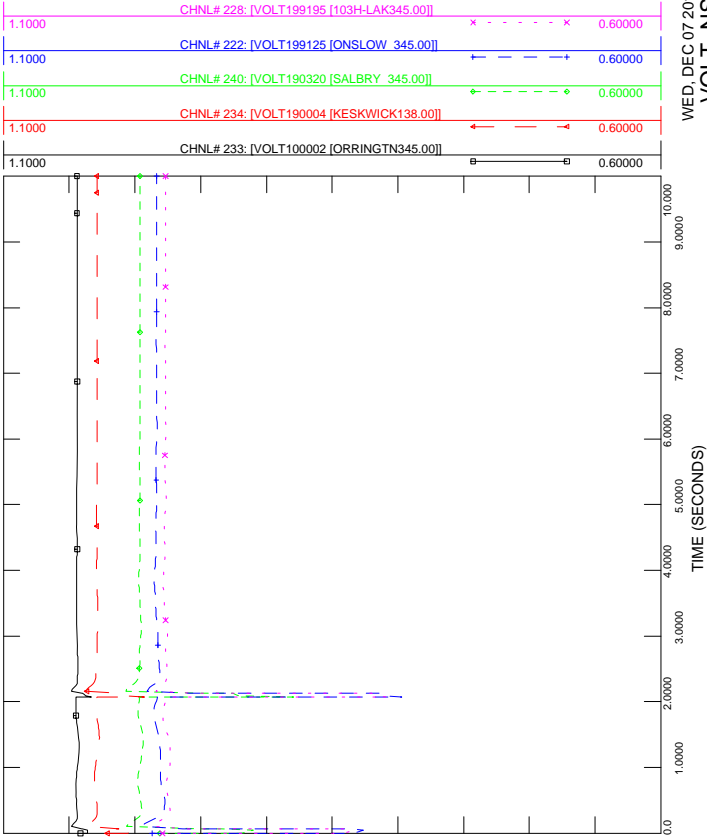






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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

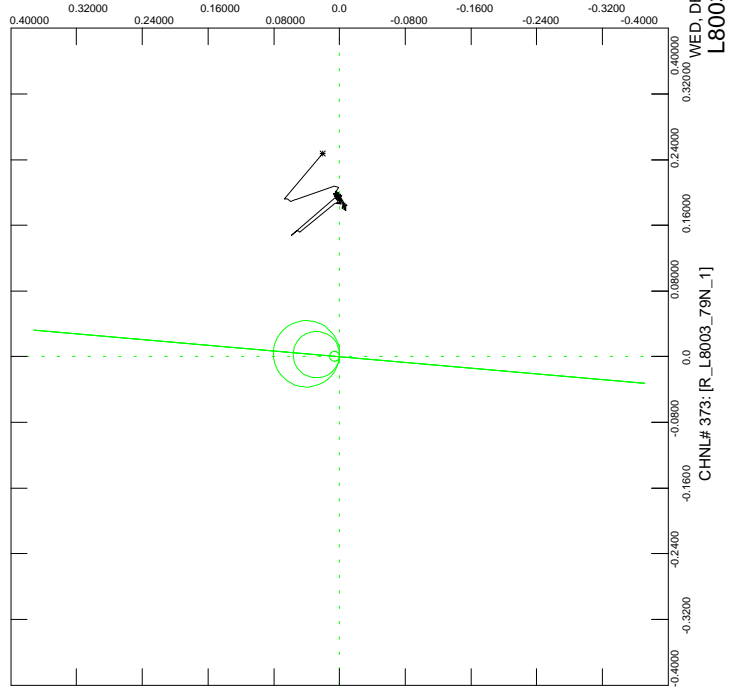
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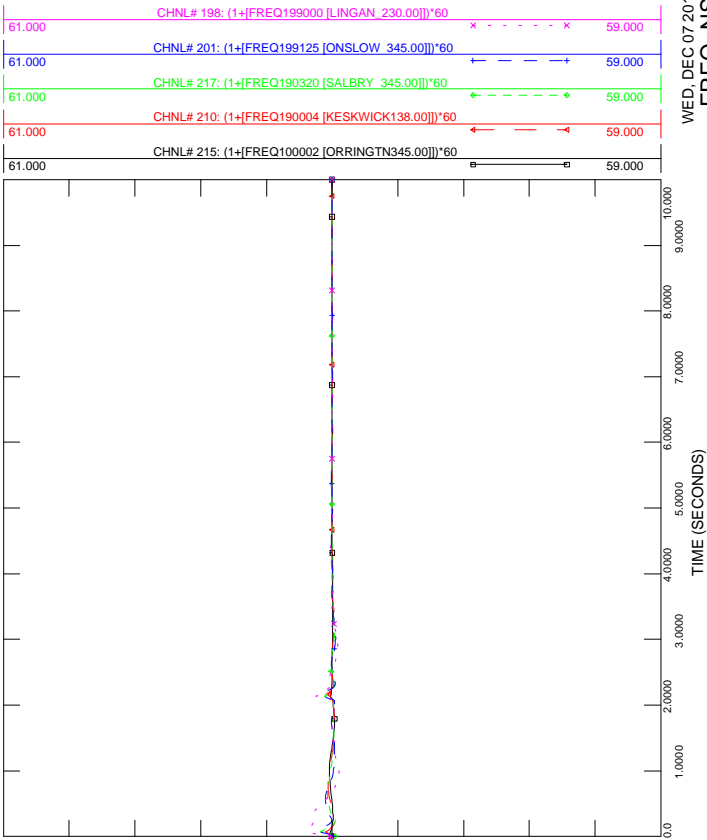
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

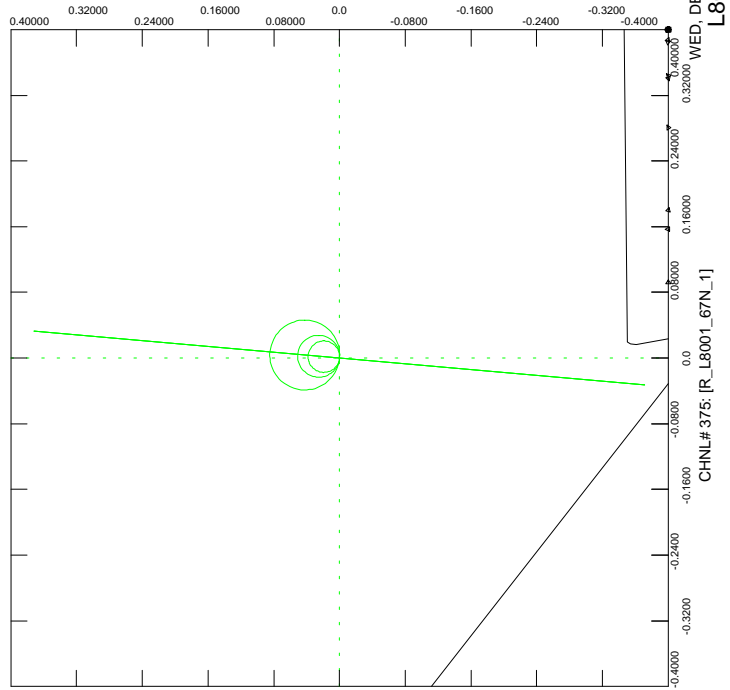
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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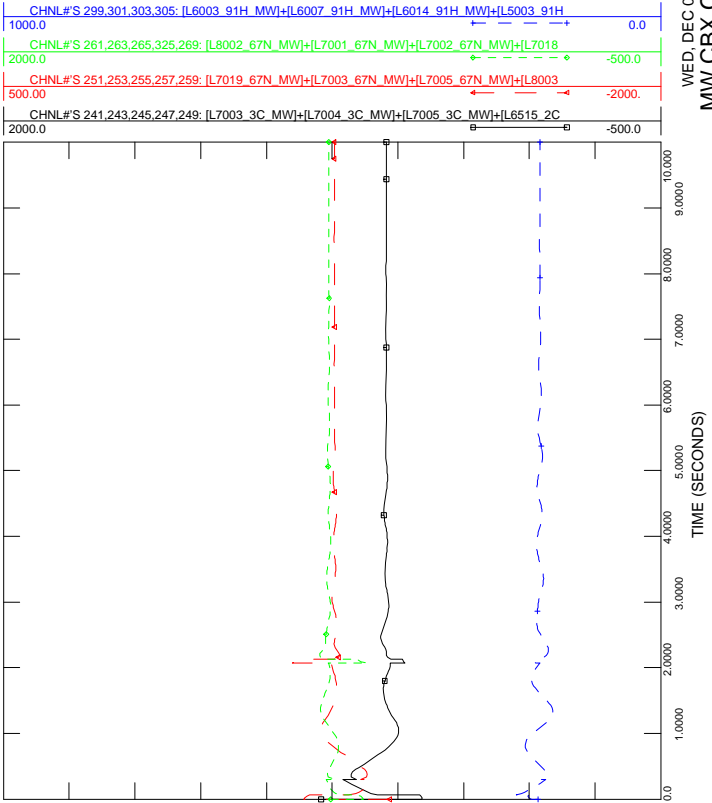
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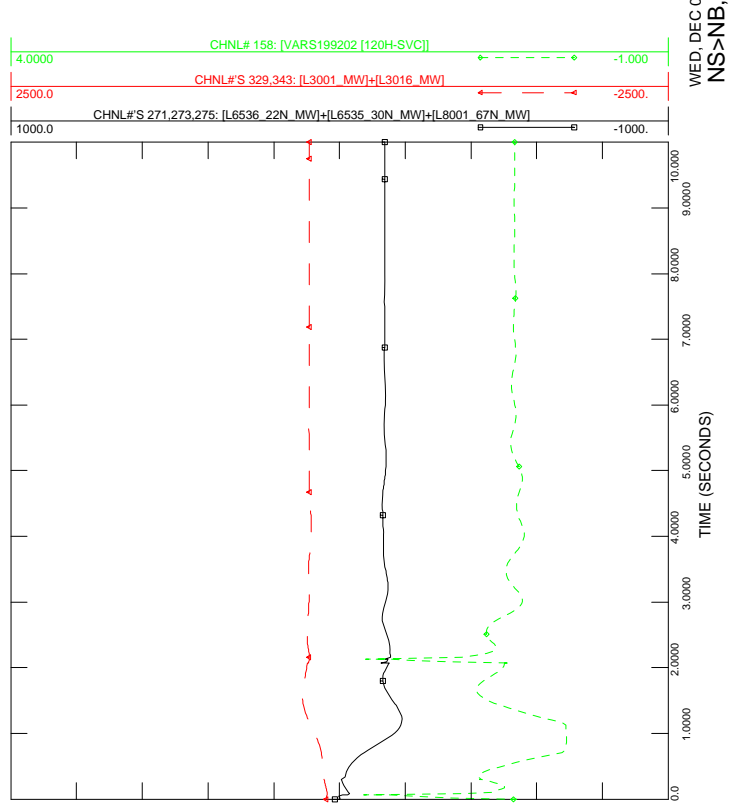
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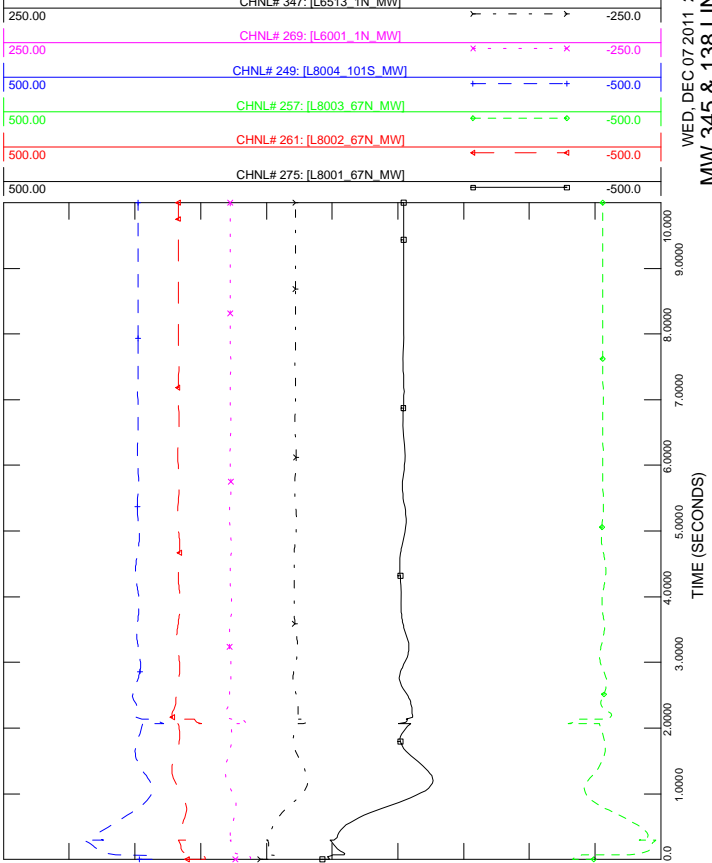
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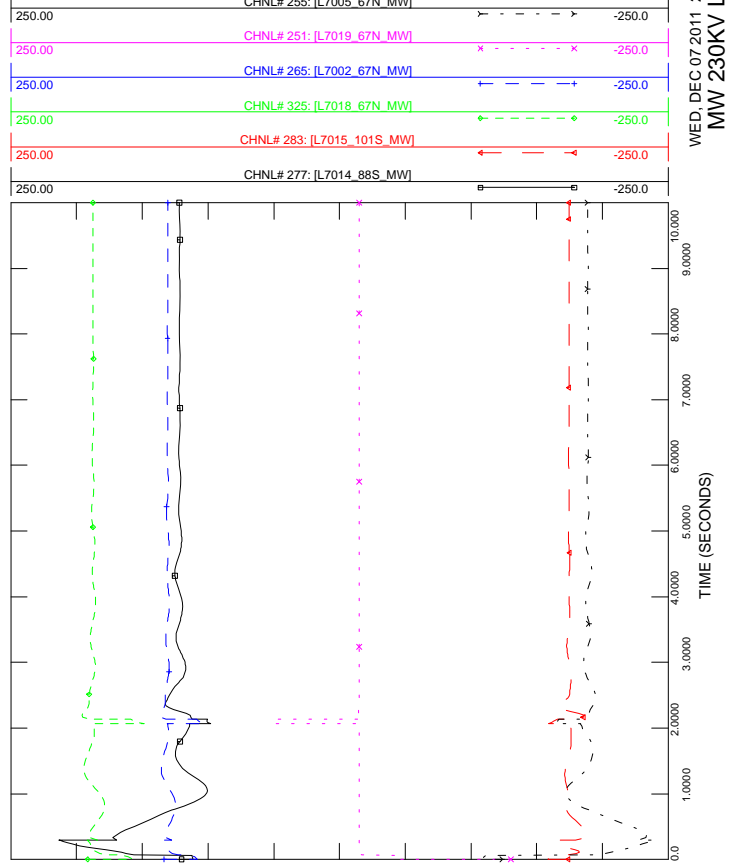
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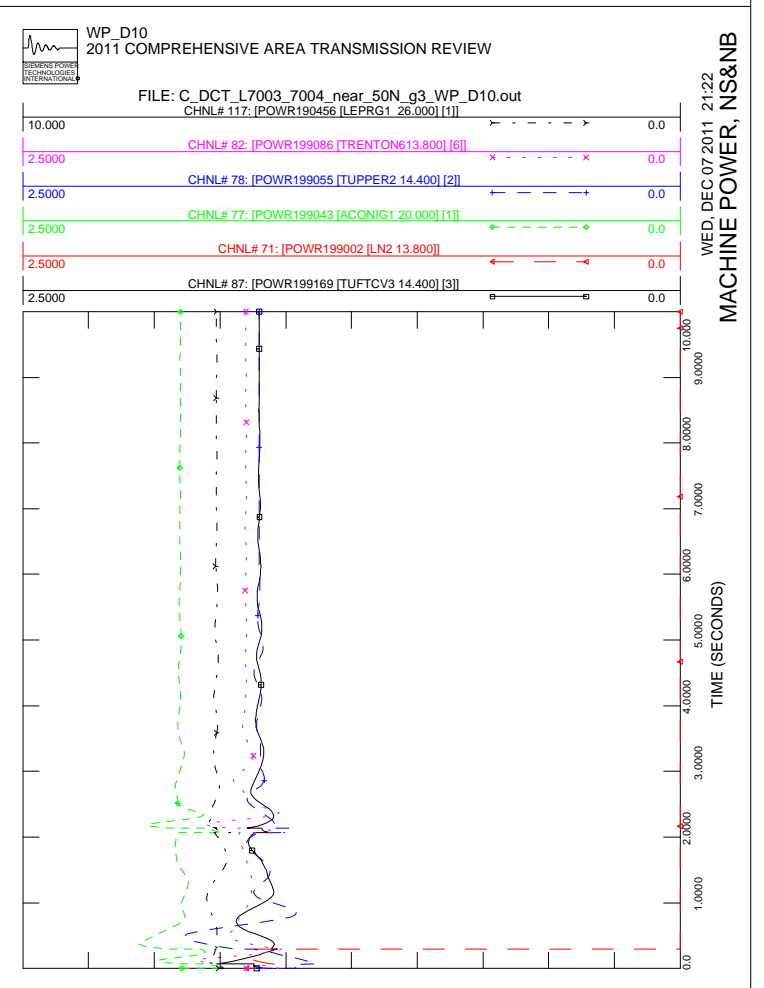
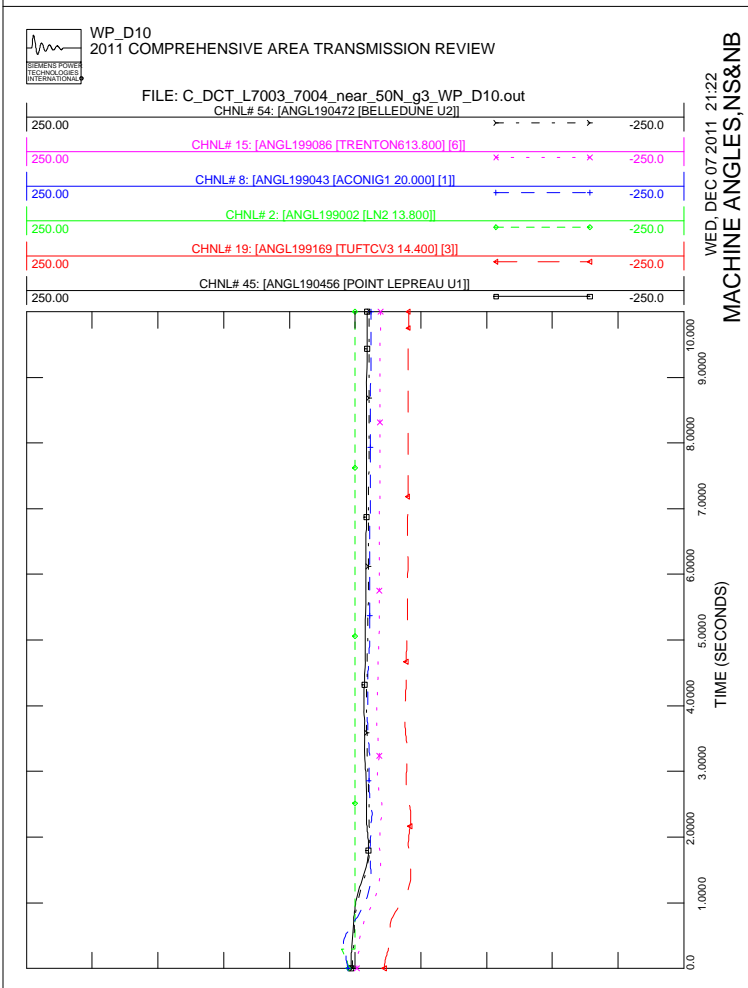
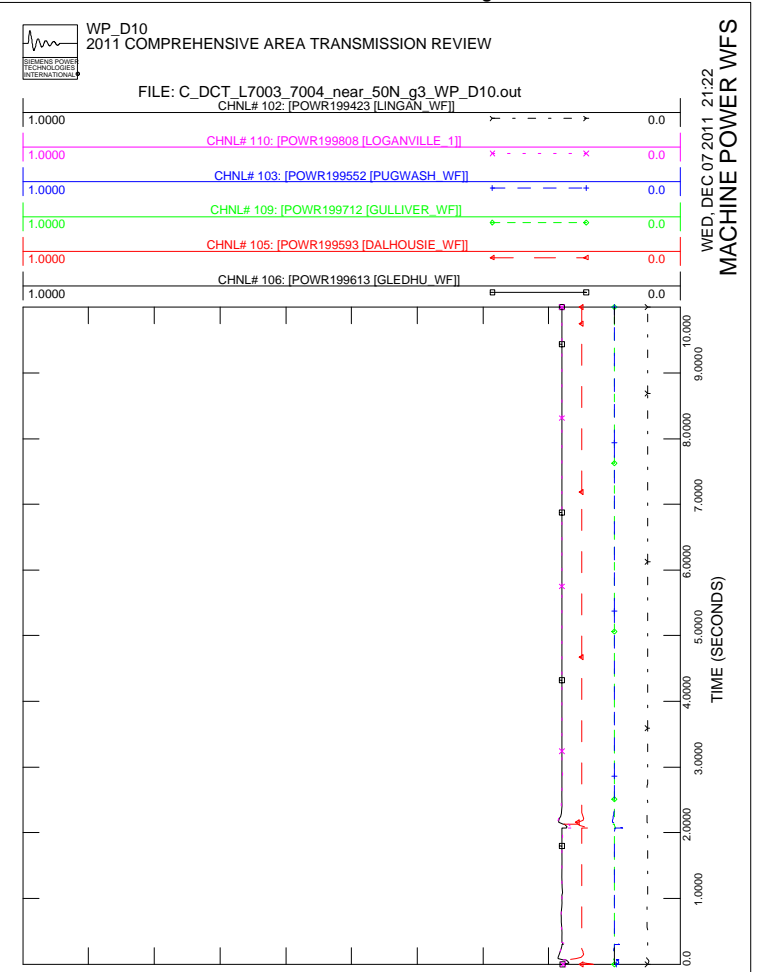
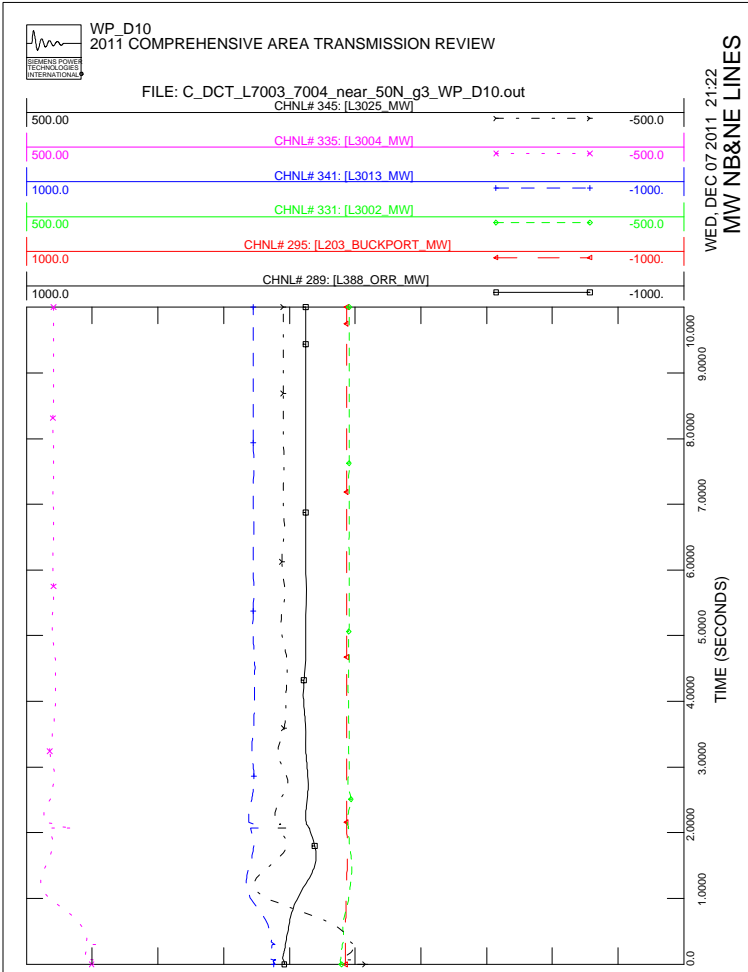
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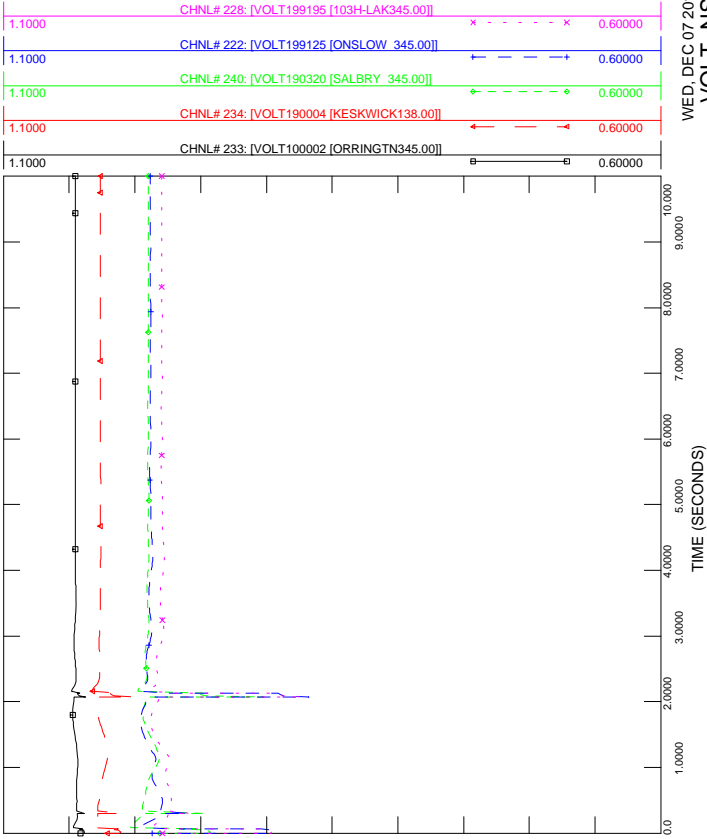






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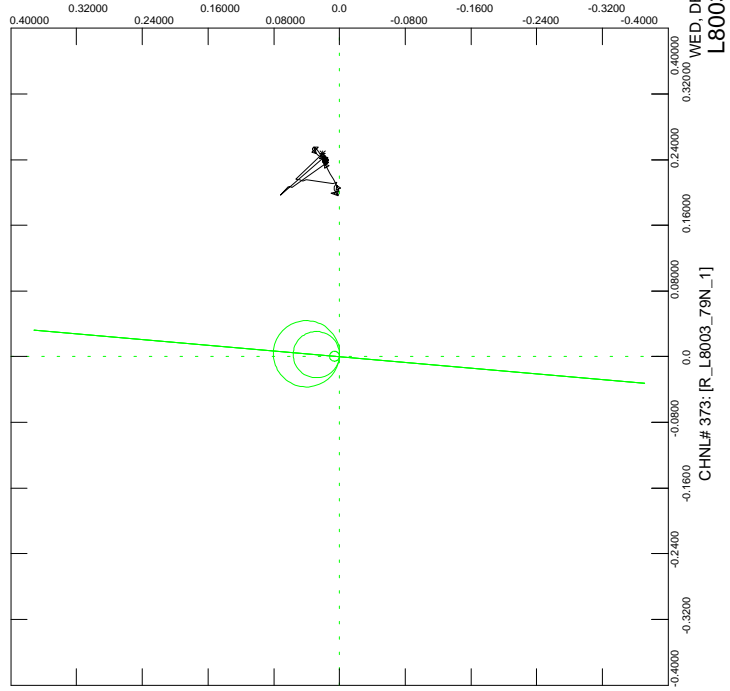
WED, DEC 07 2011 21:22
VOLT, NS, NB&NE



WP_D10
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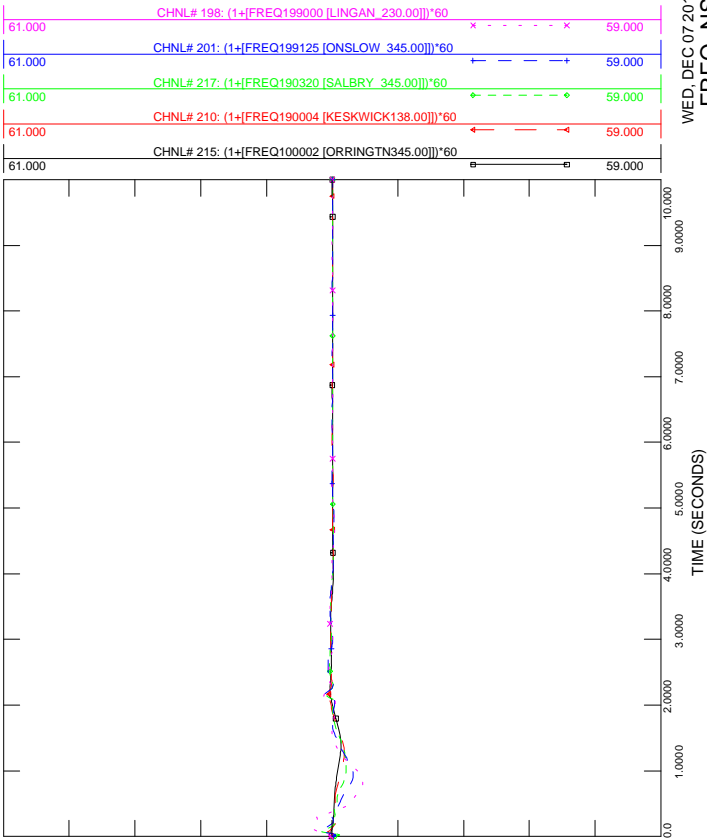


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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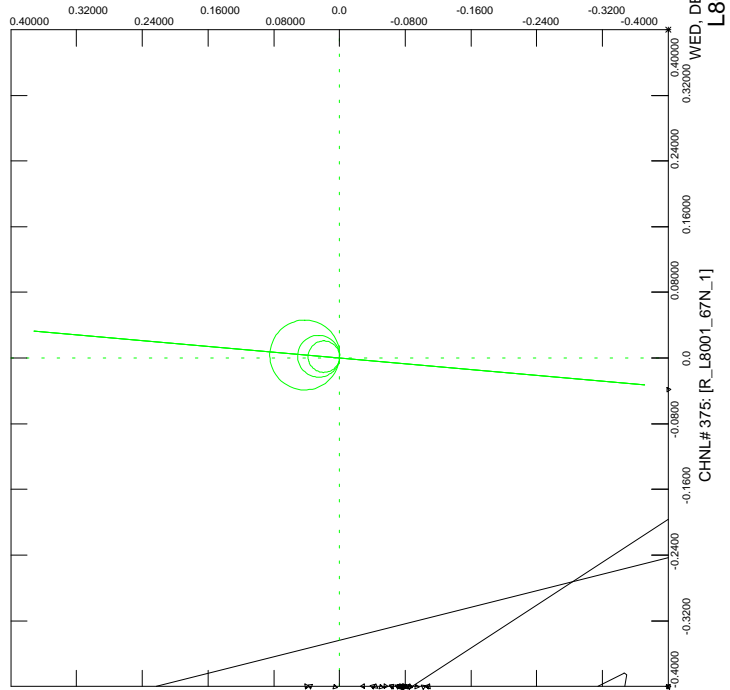
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FREQ, NS, NB&NE



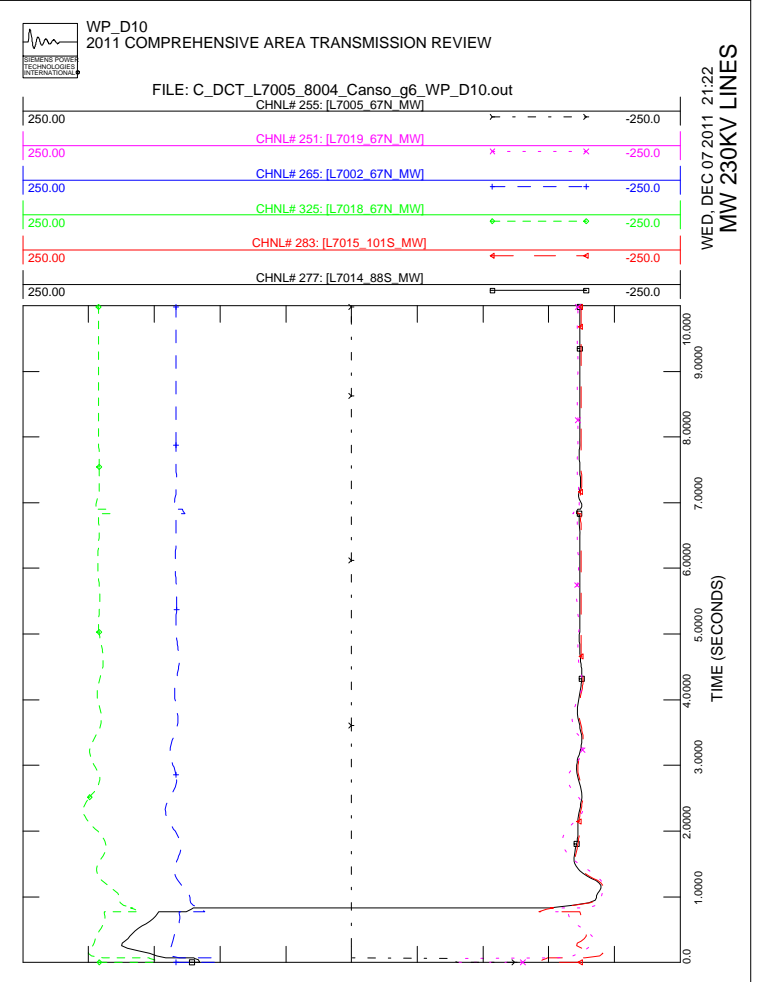
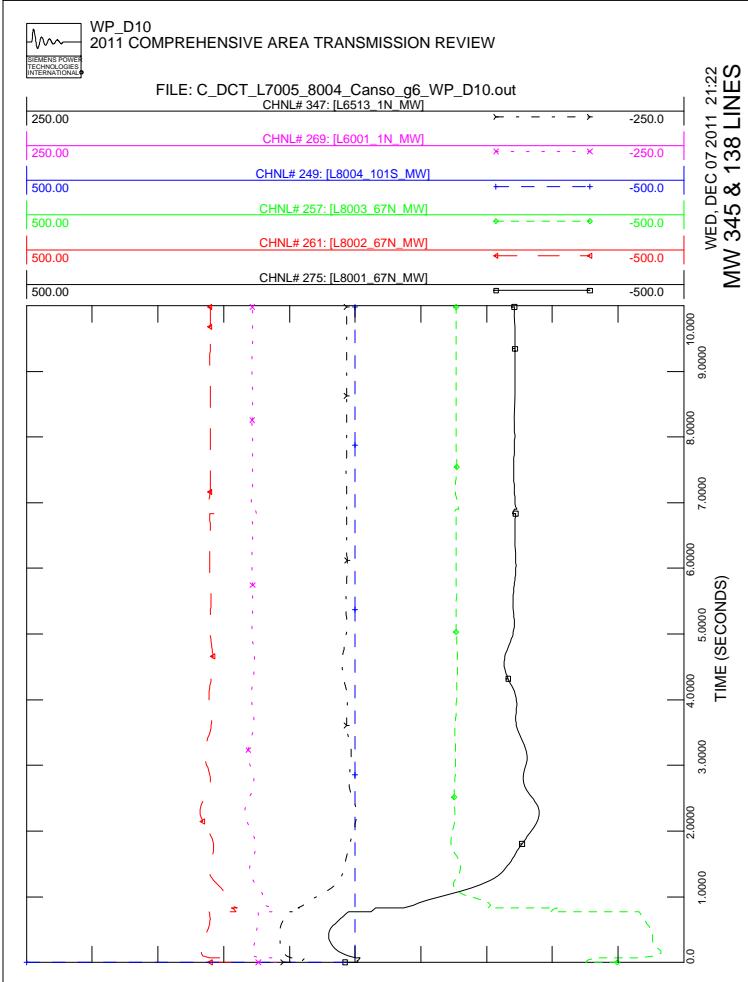
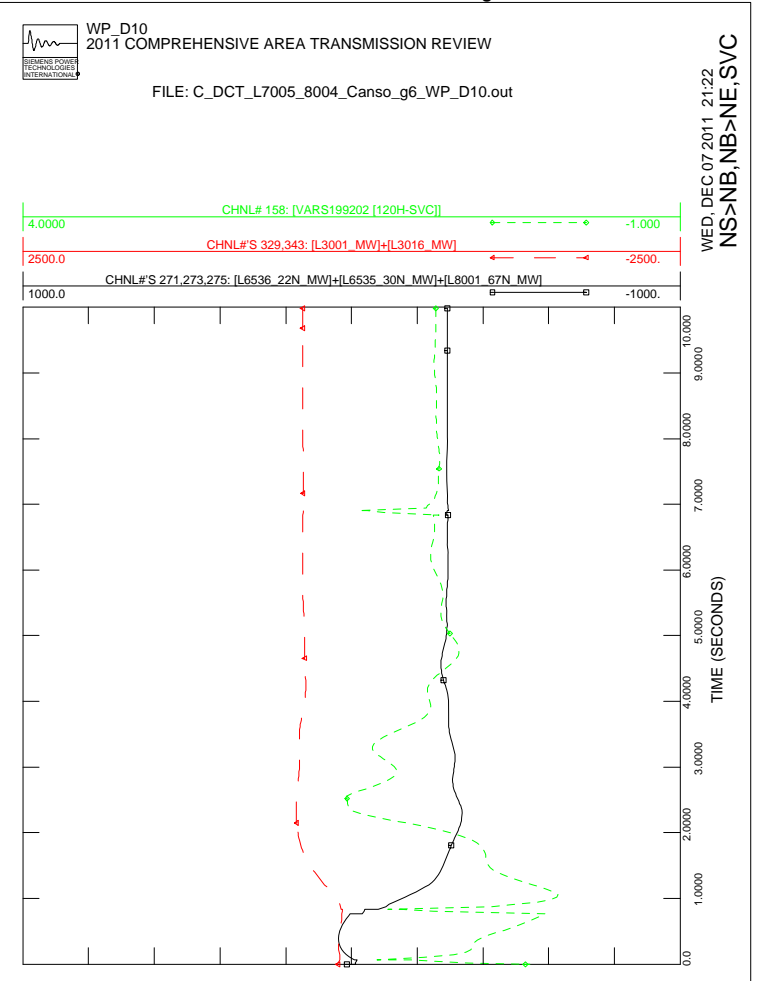
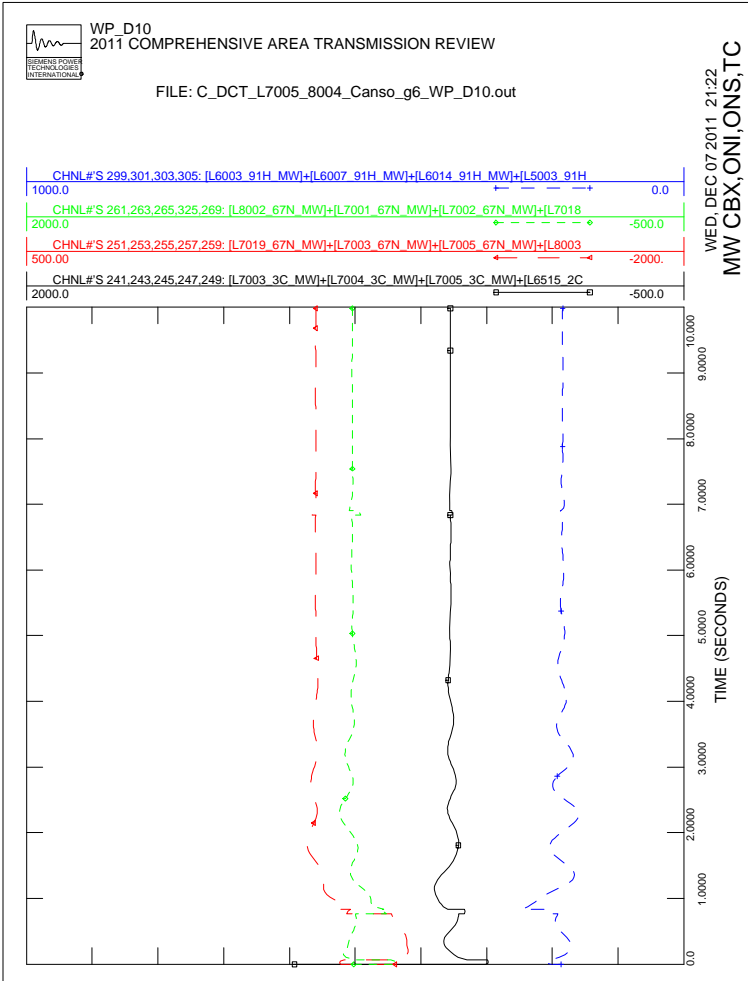
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

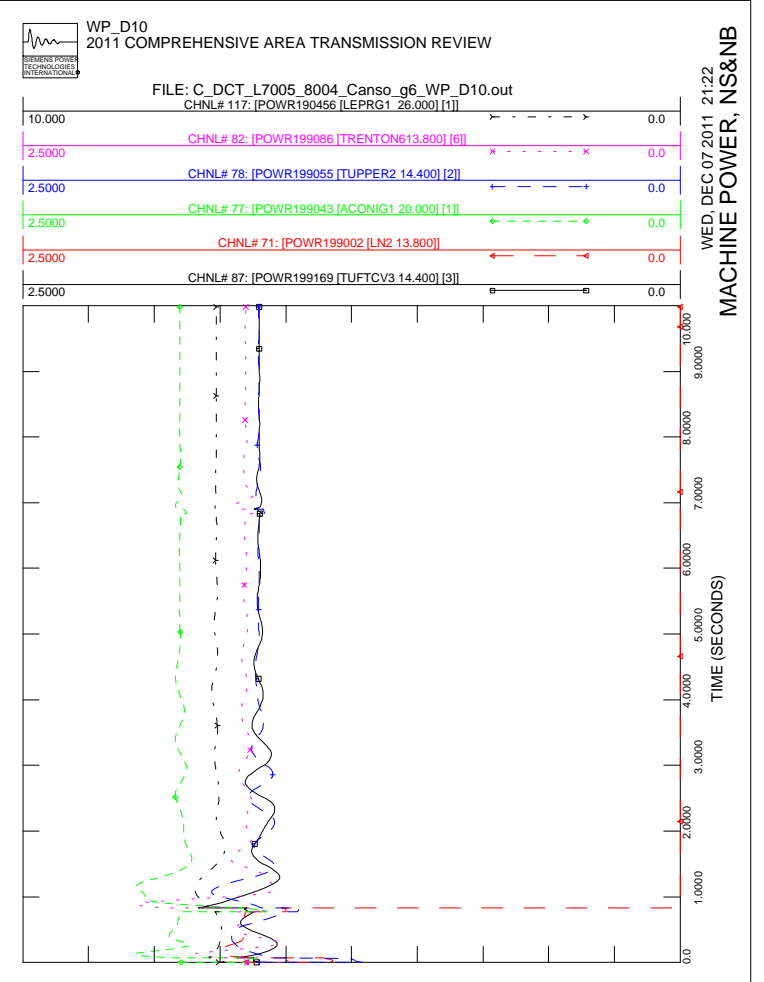
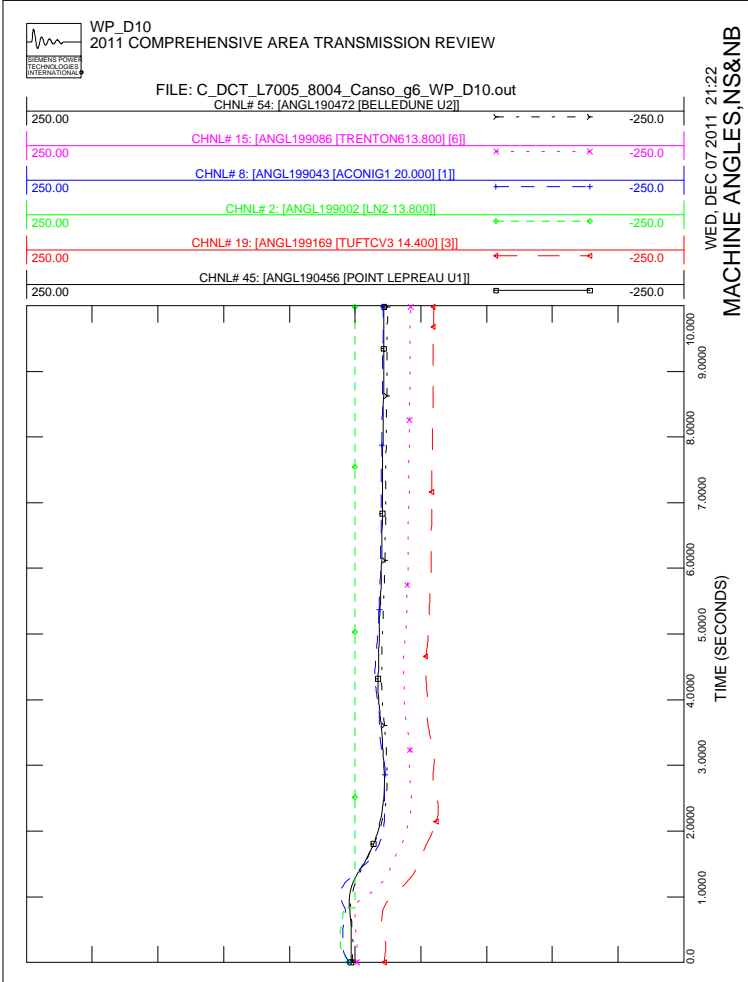
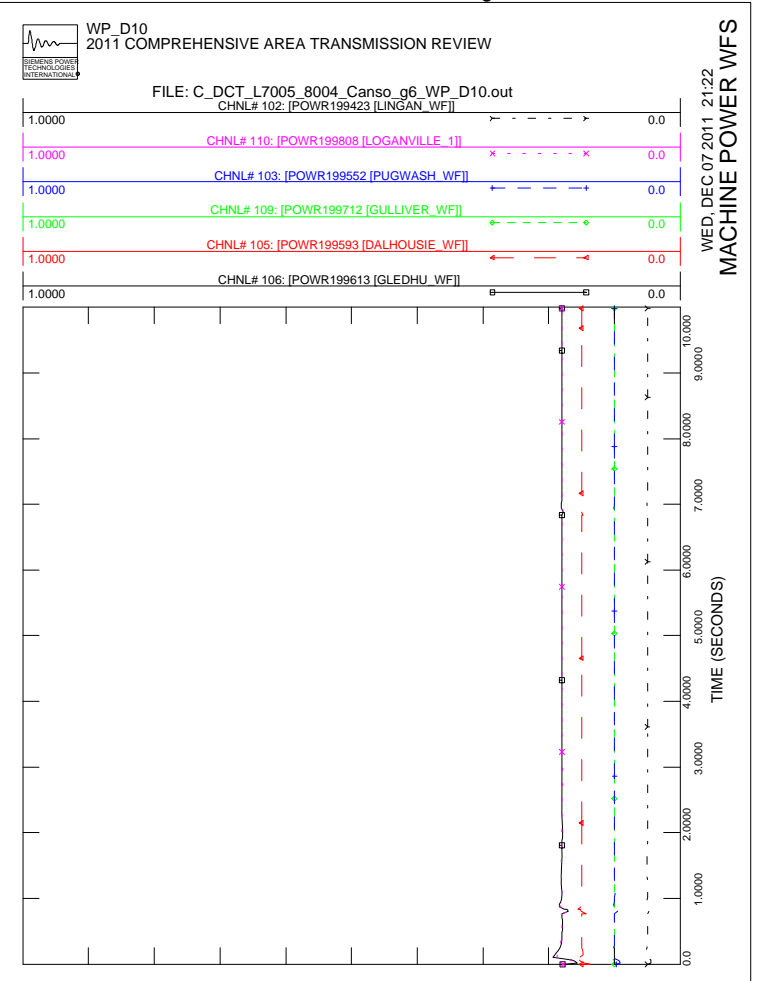
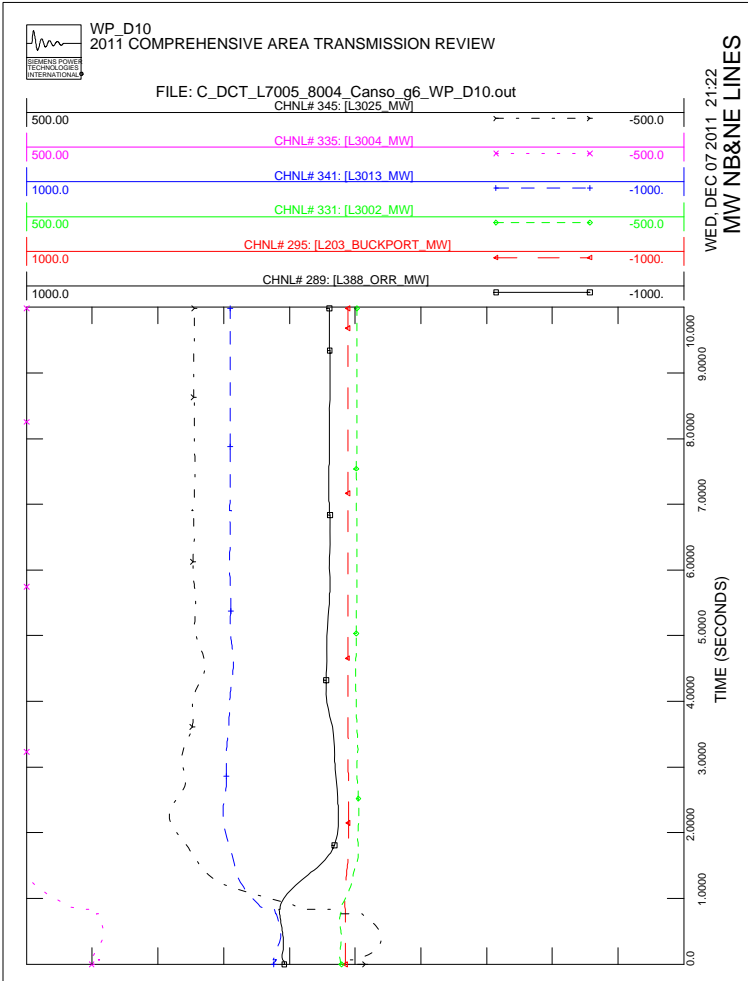
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WED, DEC 07 2011 21:22
L8001 AT 67N-ONSLow

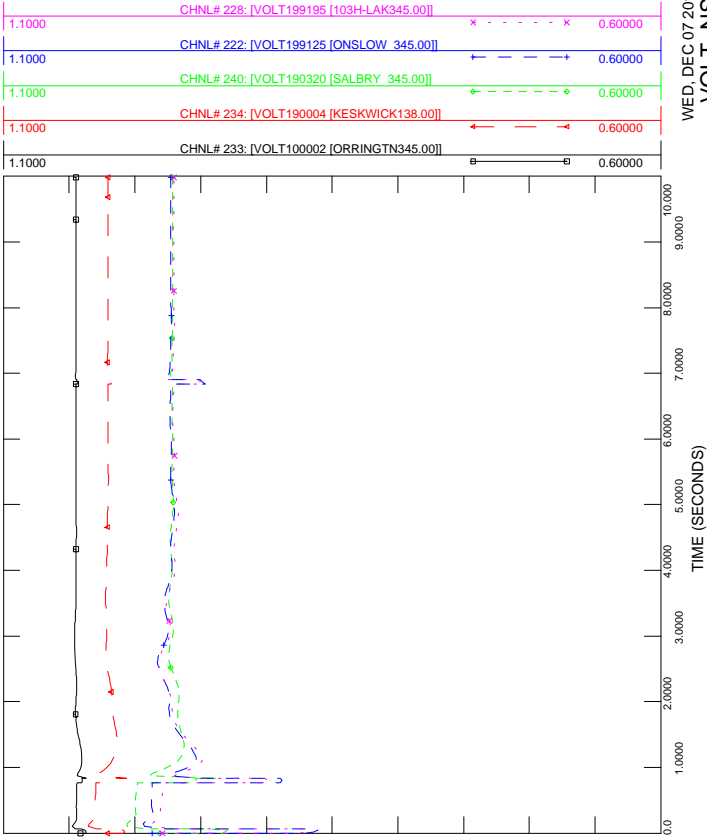






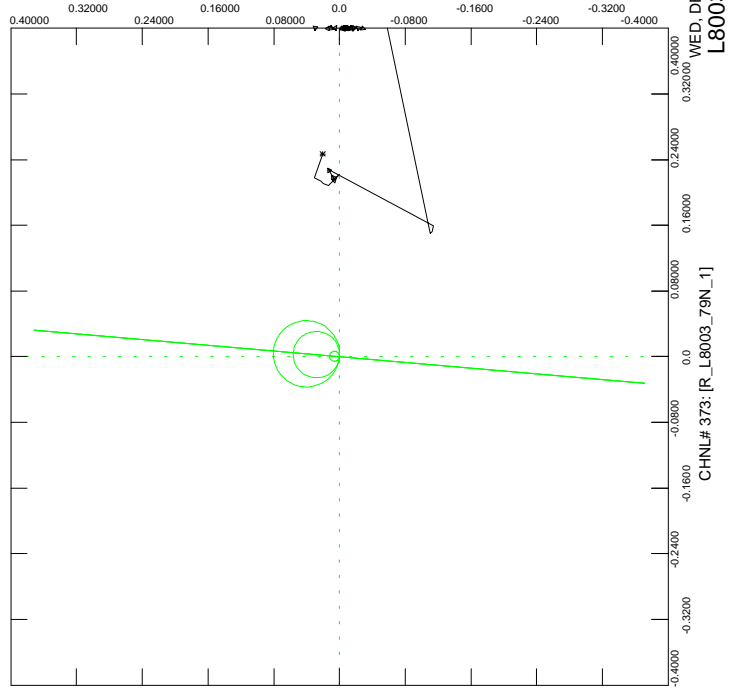
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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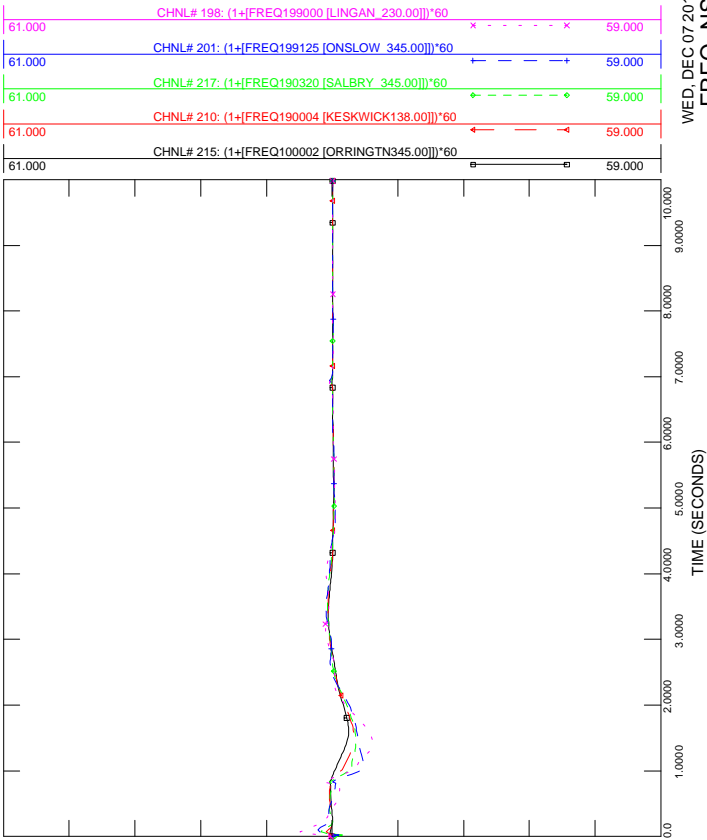
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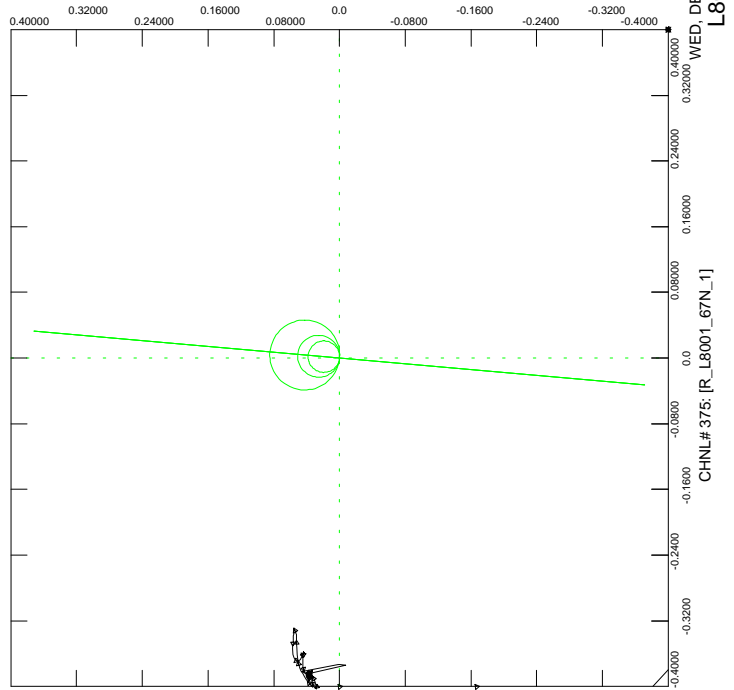
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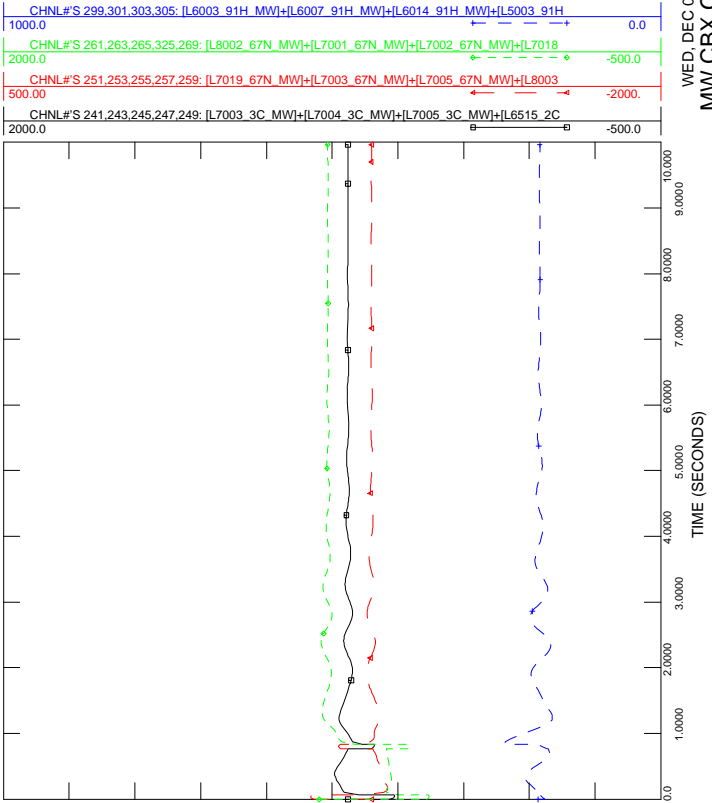
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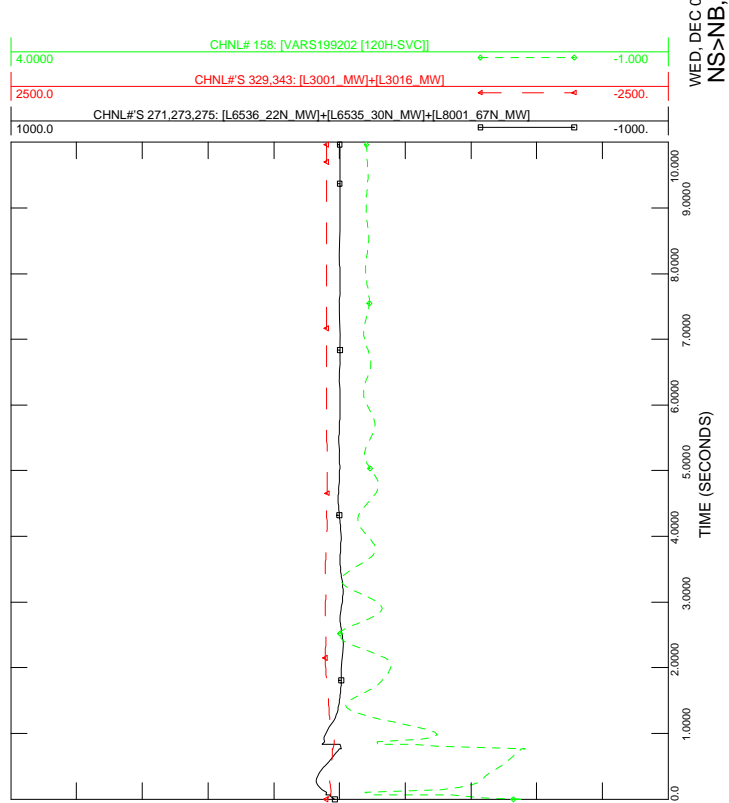
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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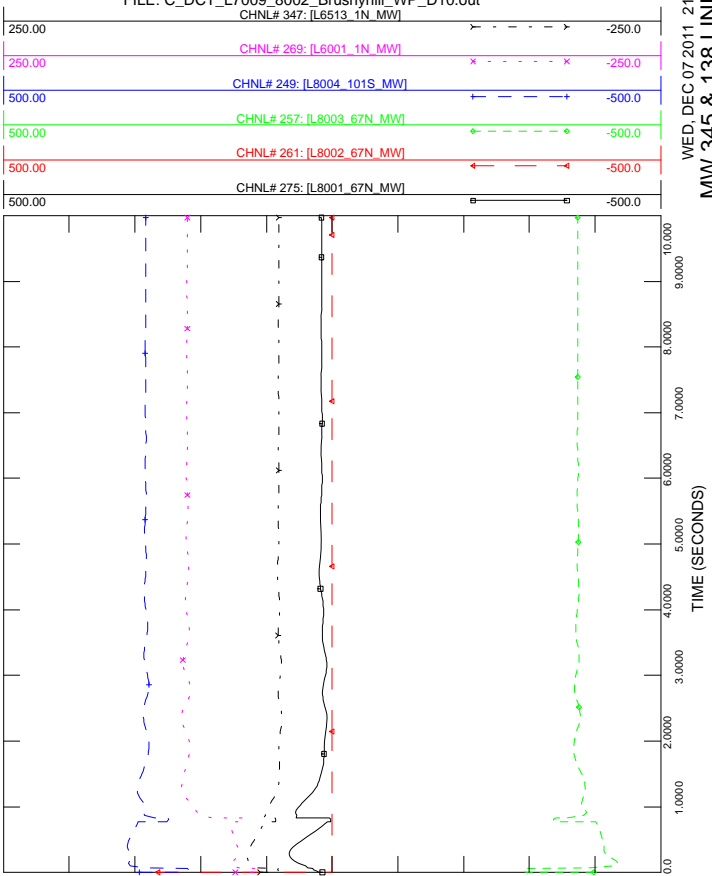
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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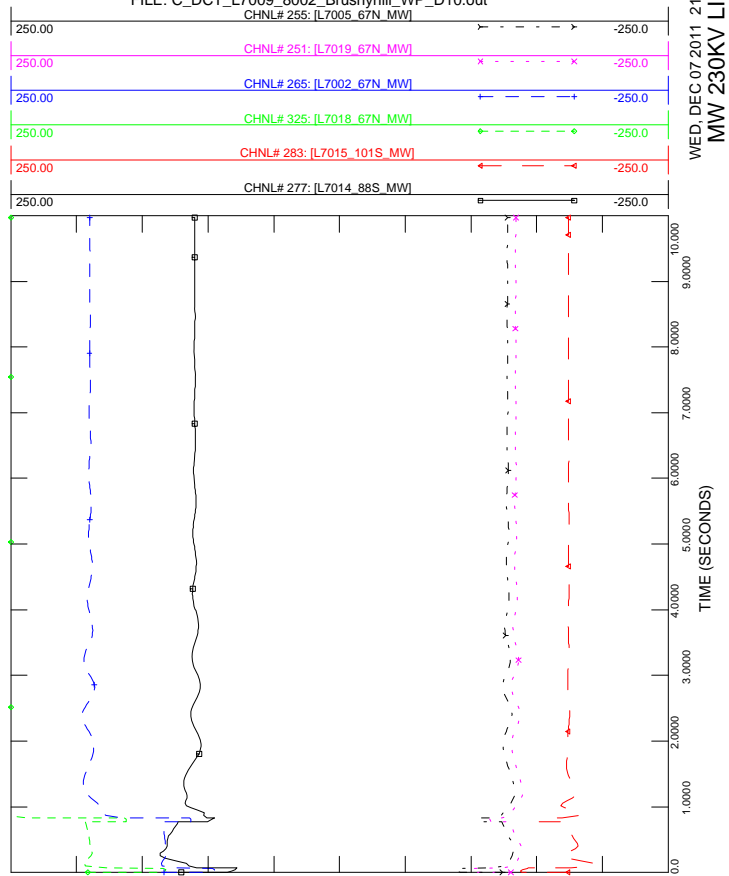
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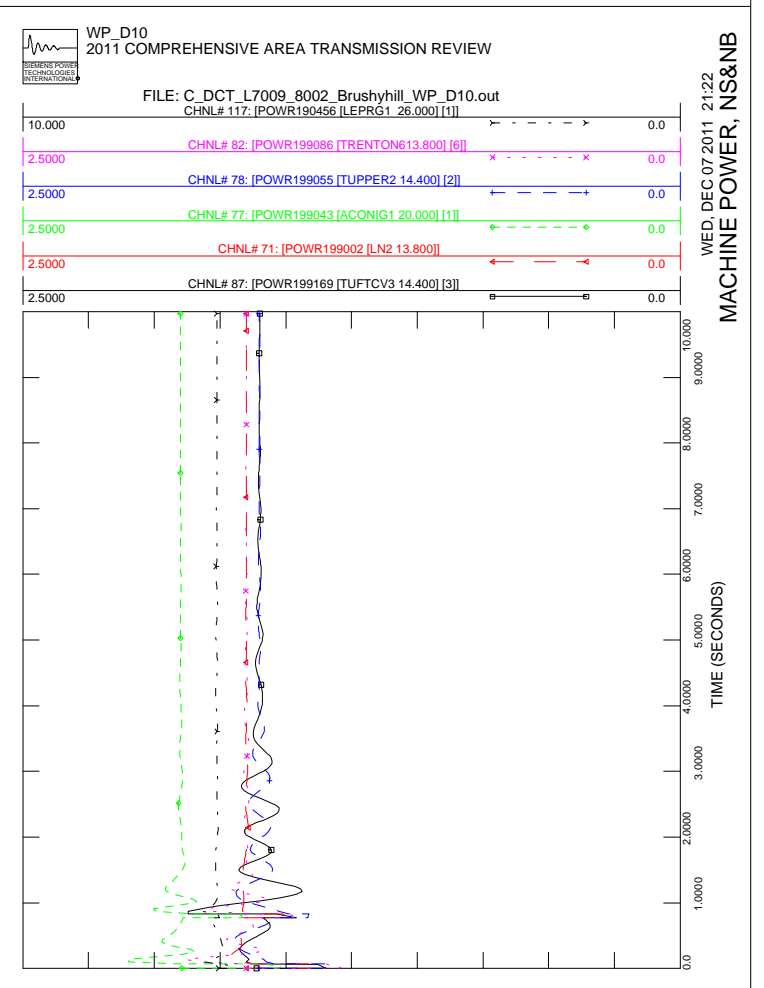
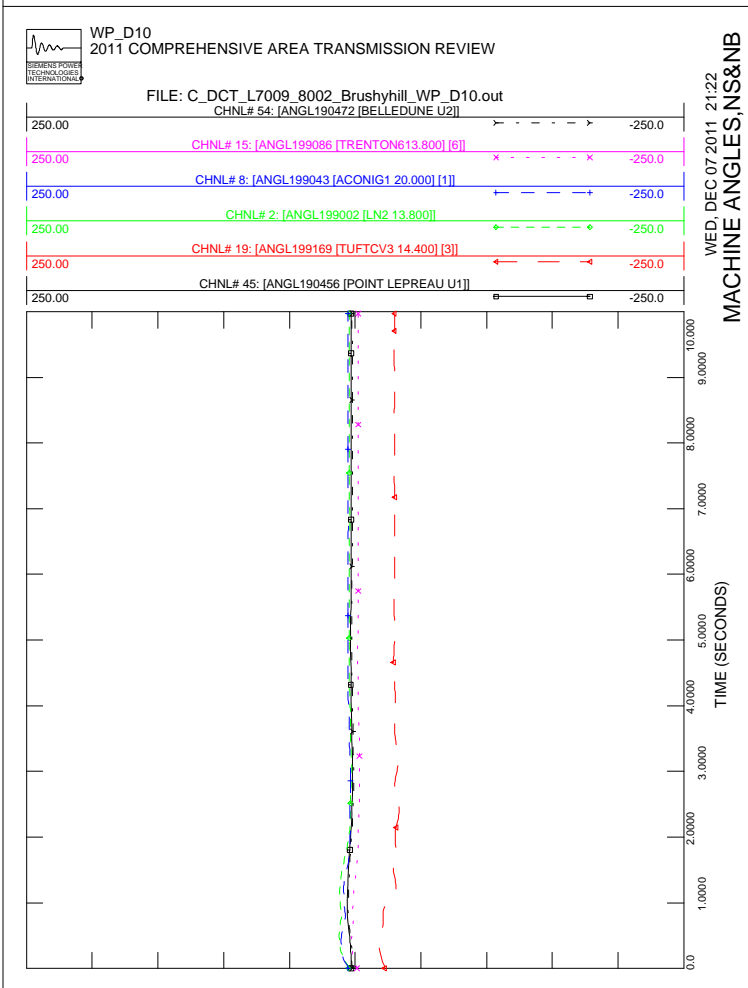
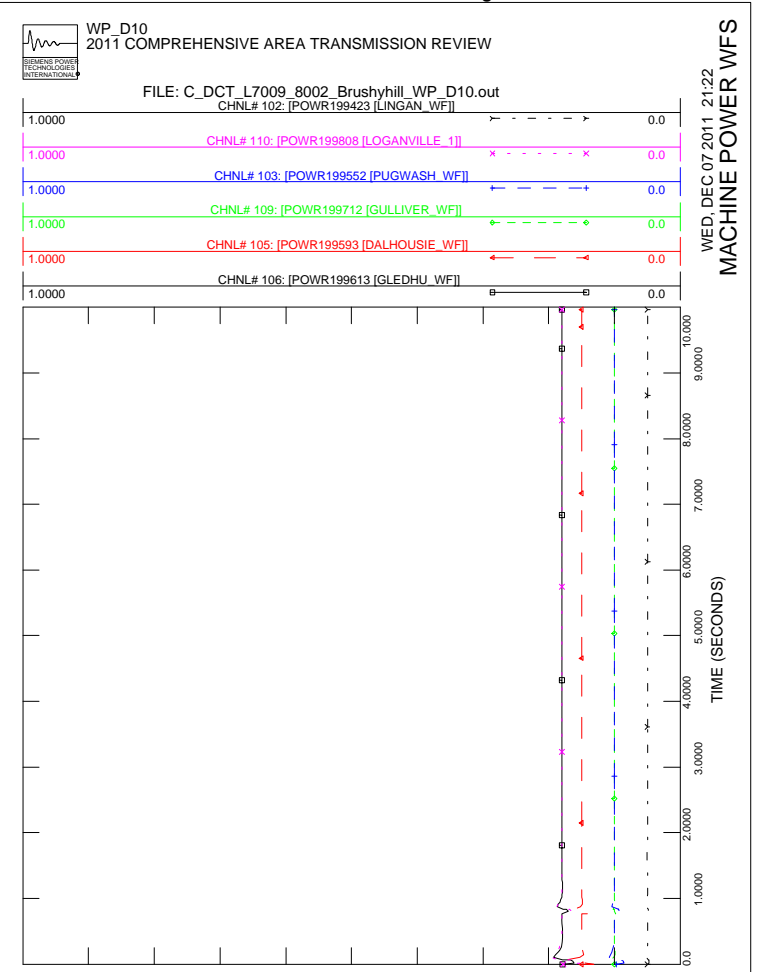
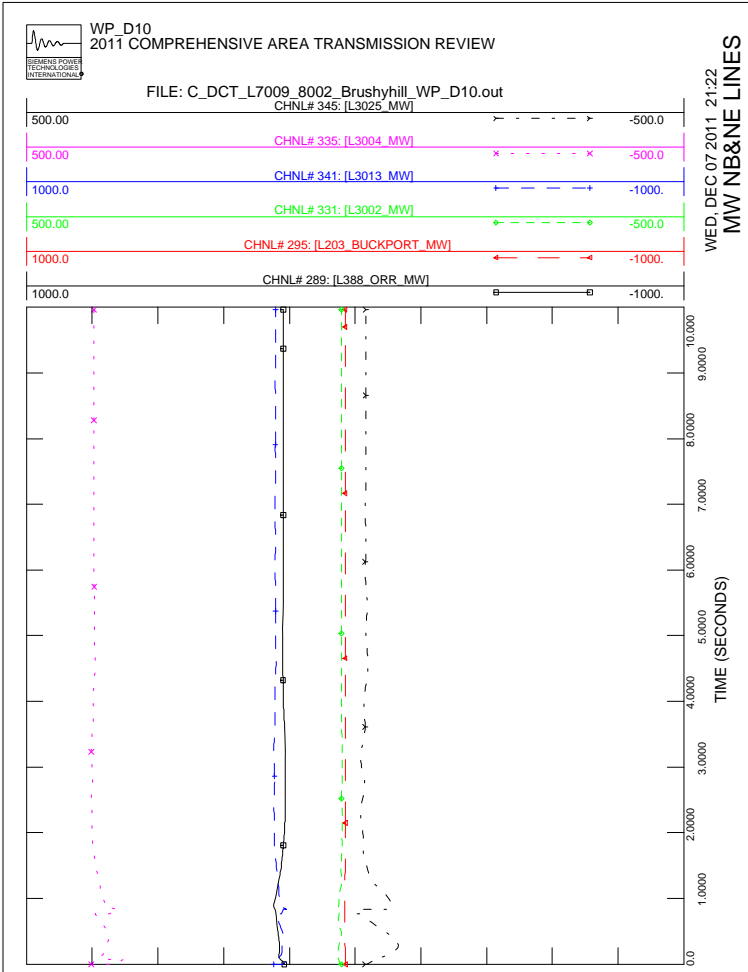
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WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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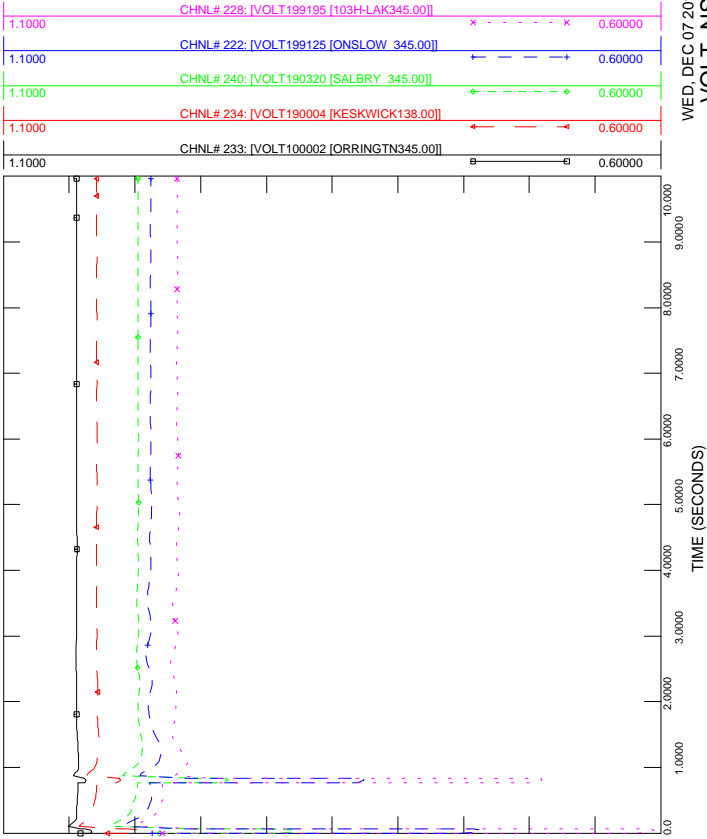






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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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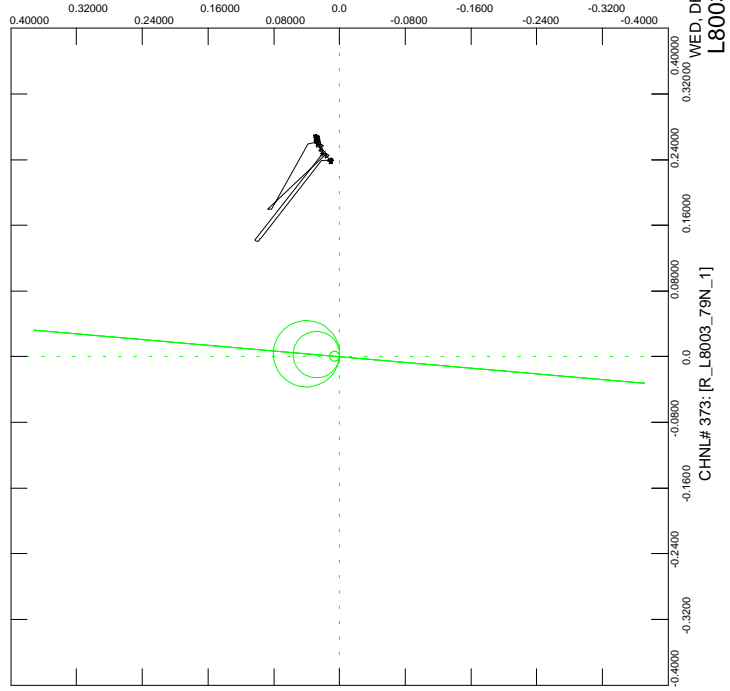
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VOLT, NS, NB&NE



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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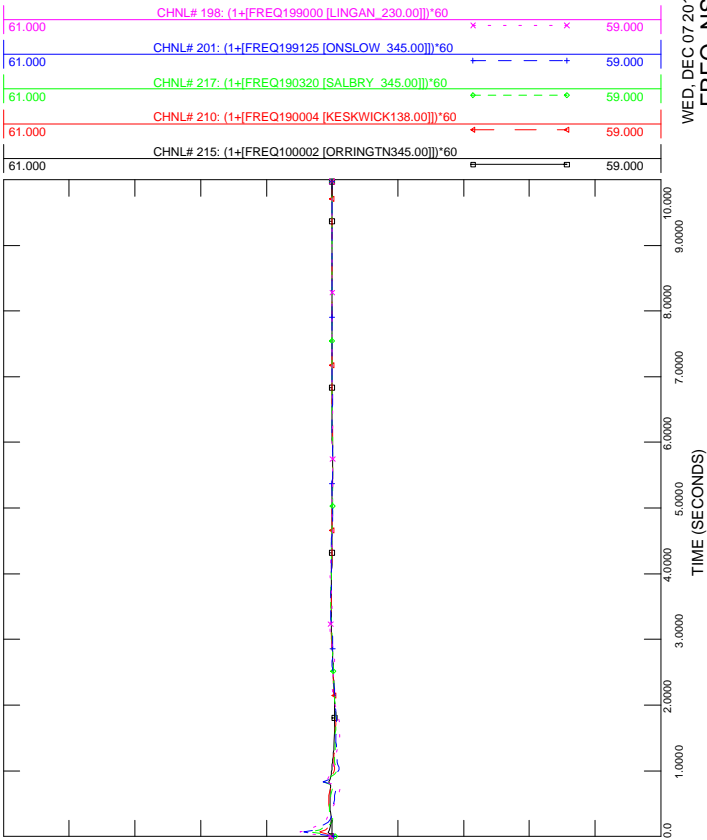


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L8003 AT 79N-HOPEWELL



WP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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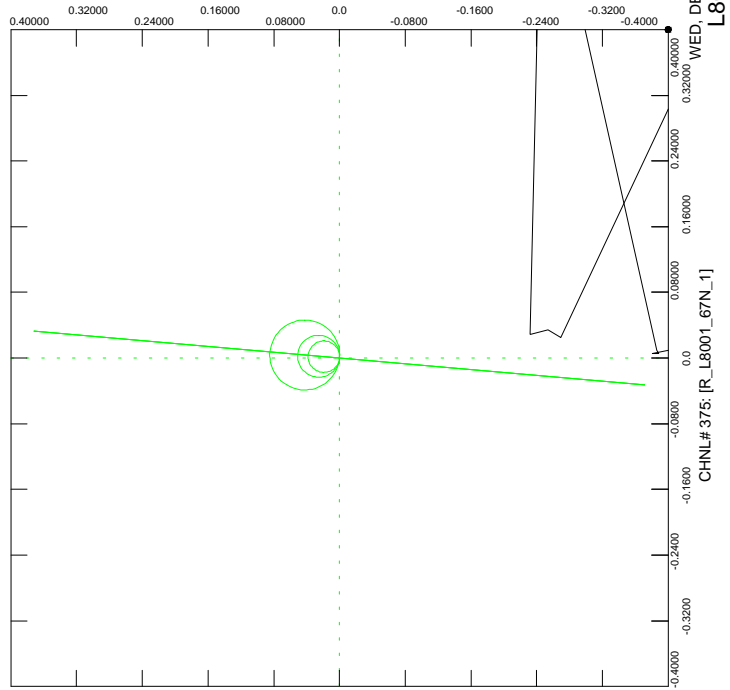
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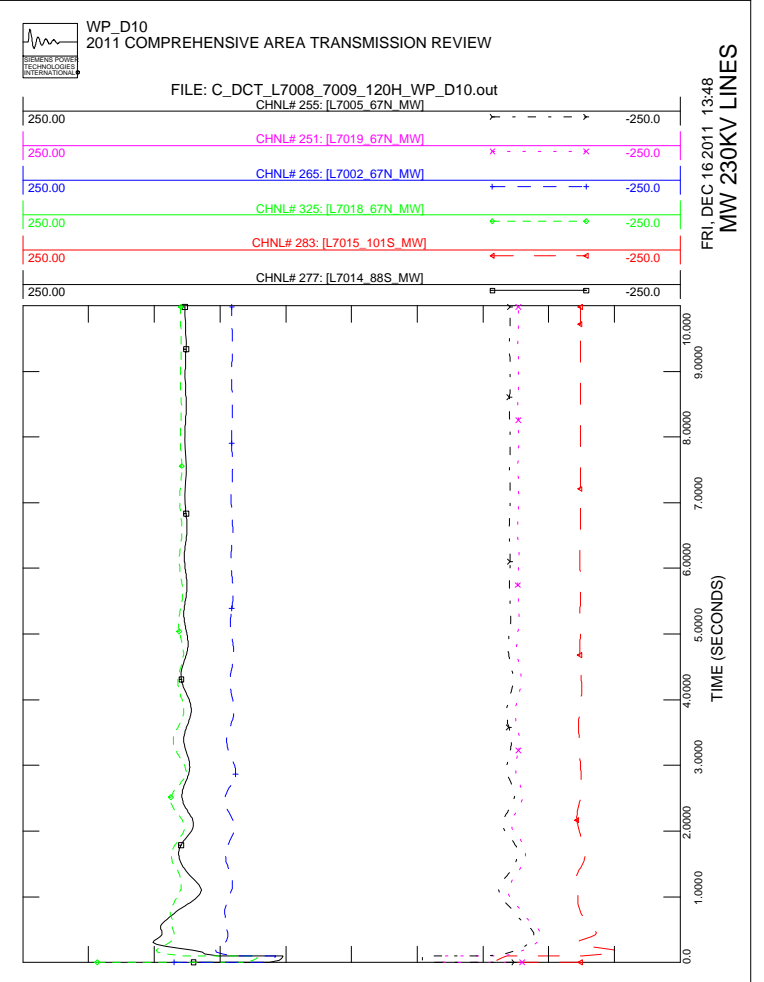
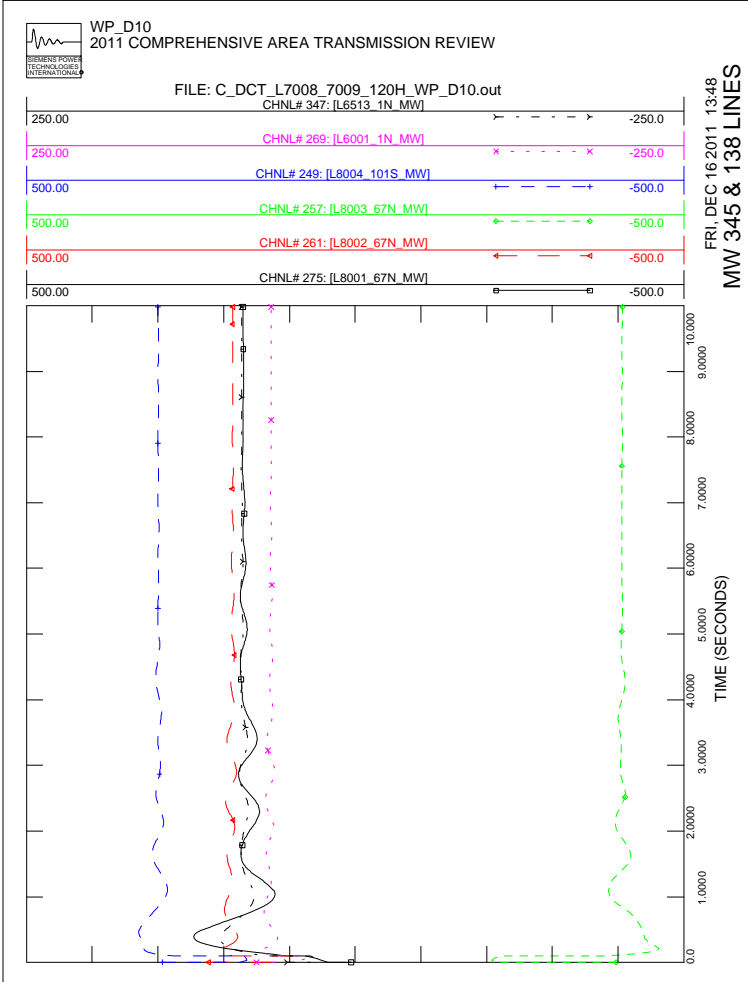
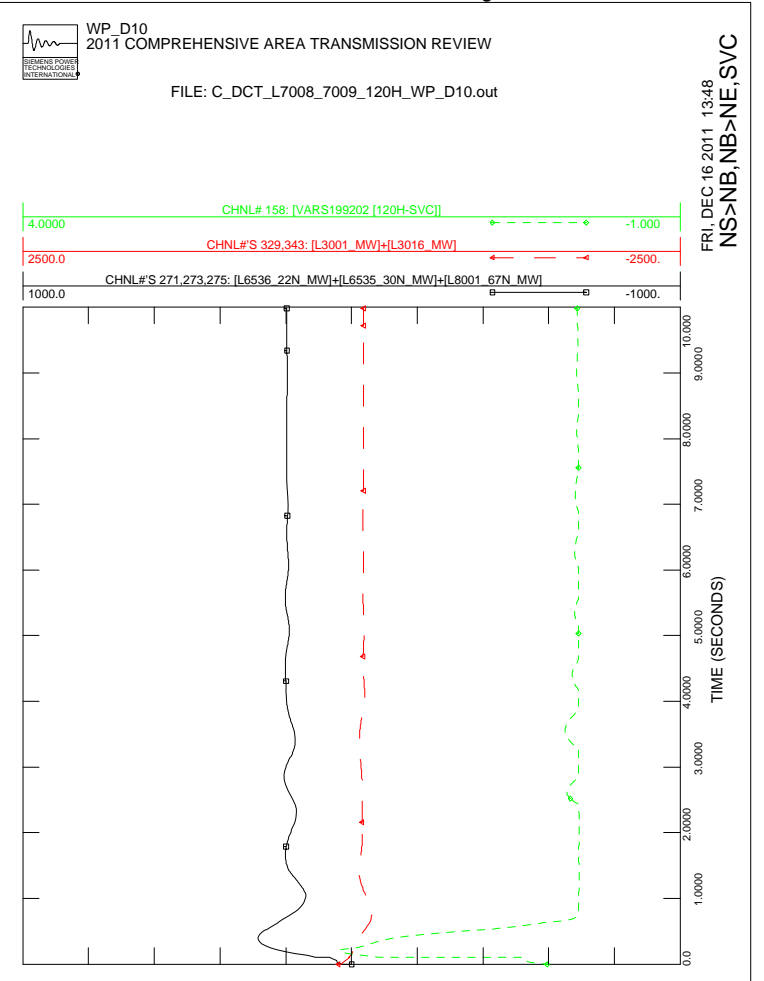
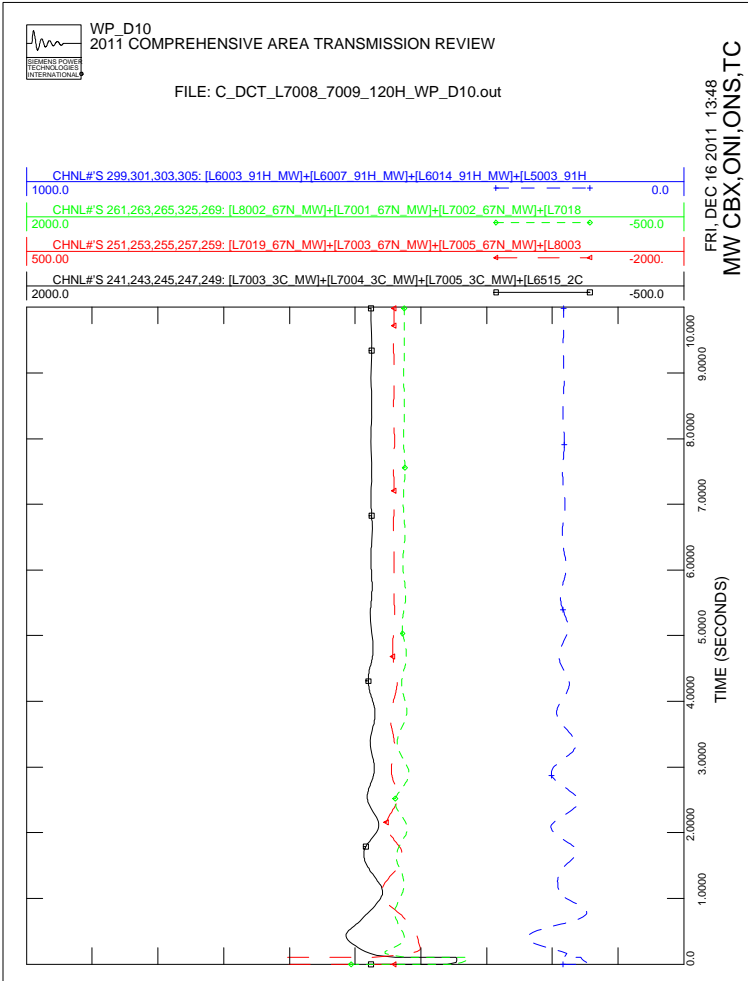
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

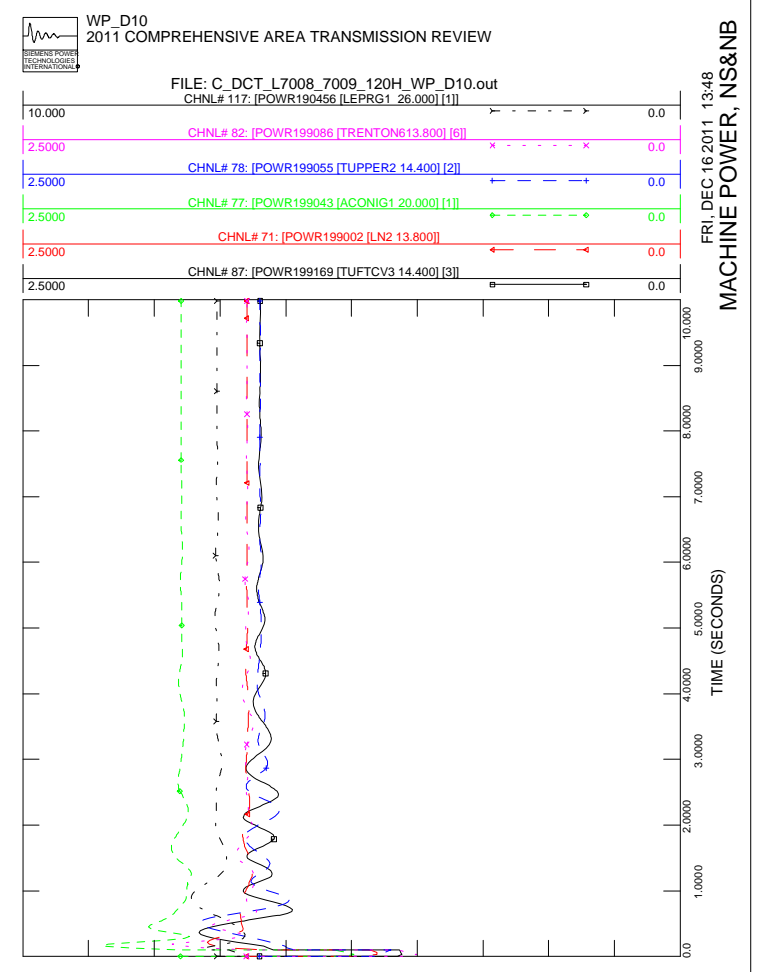
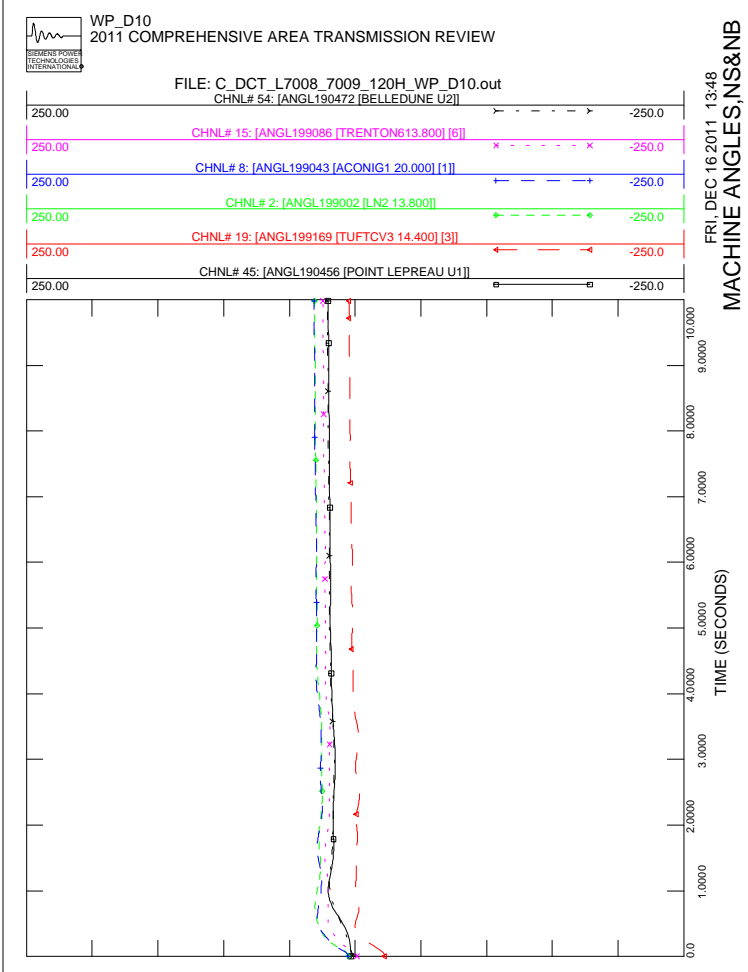
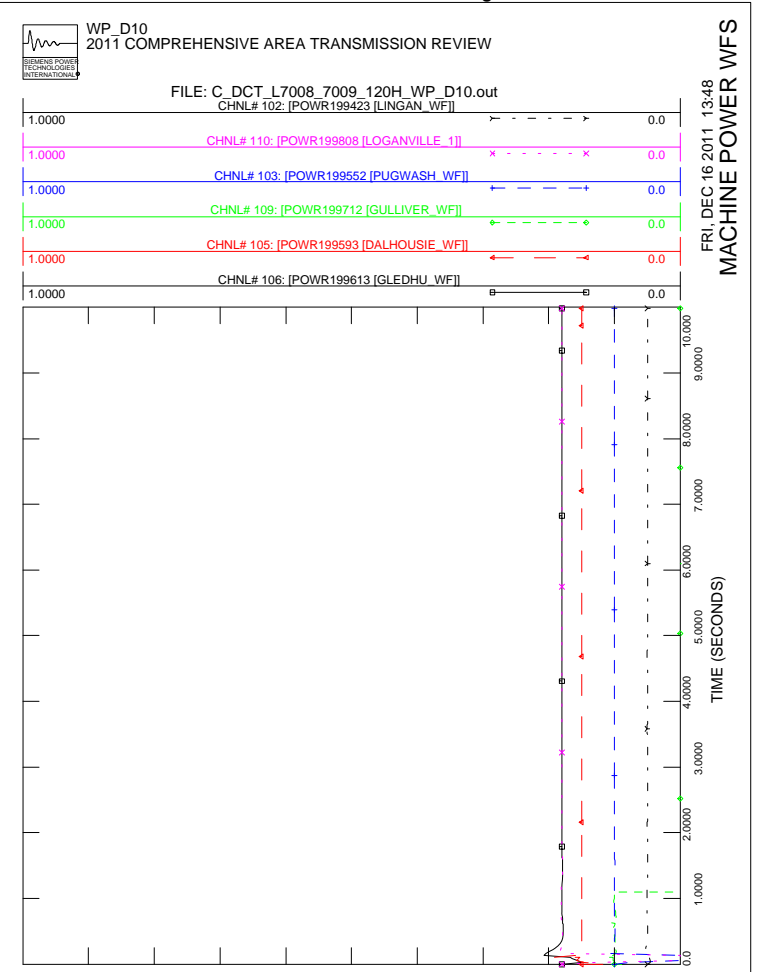
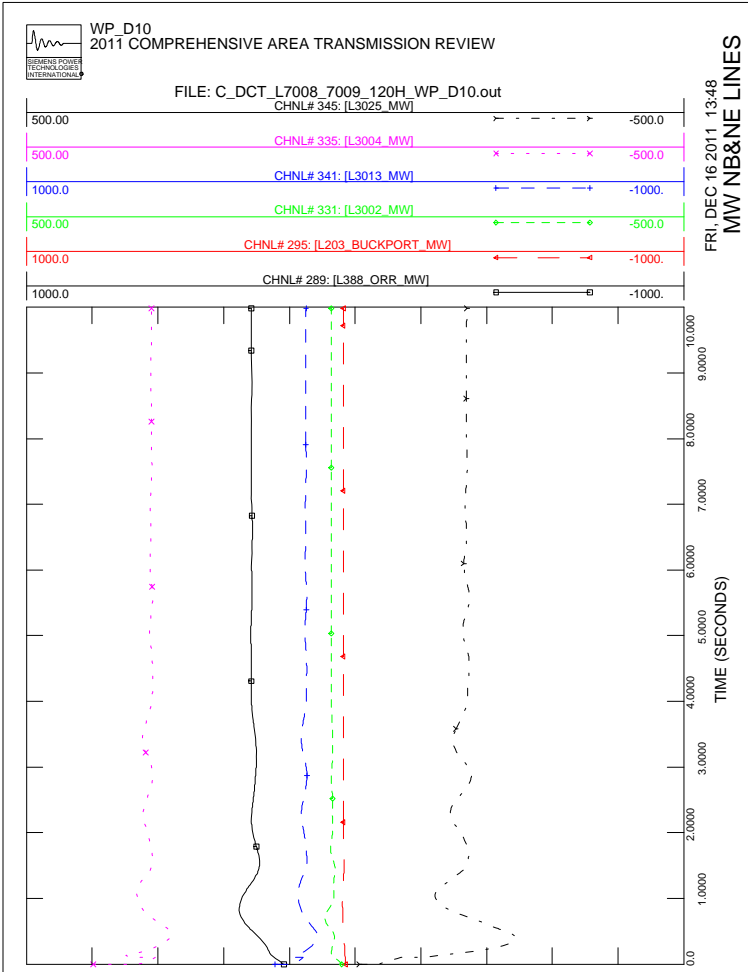
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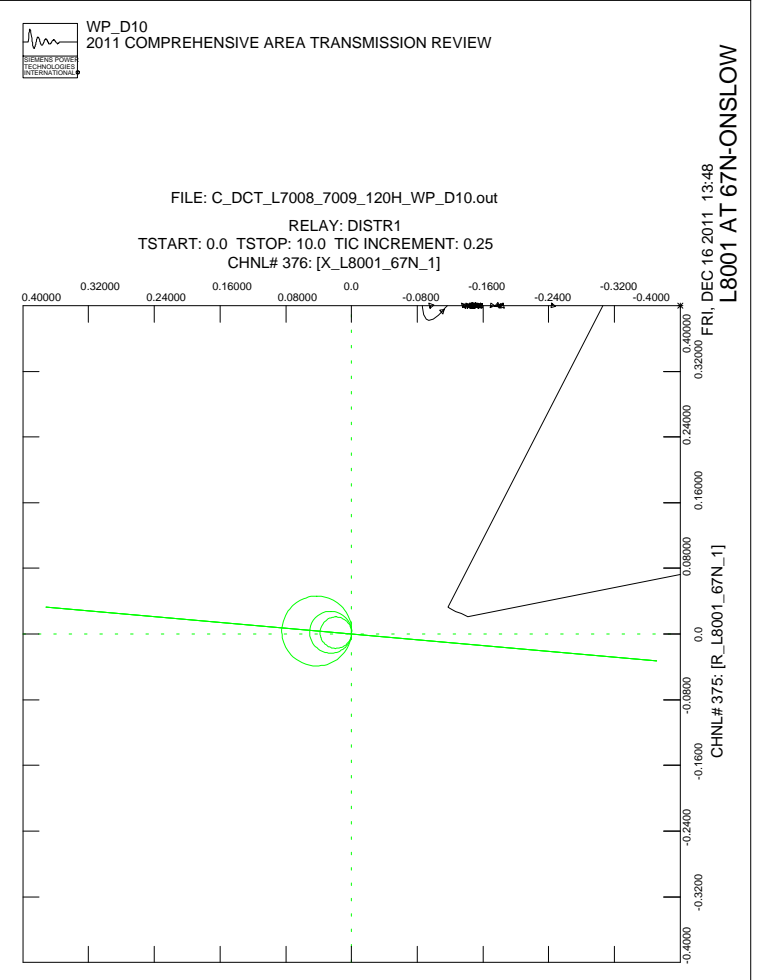
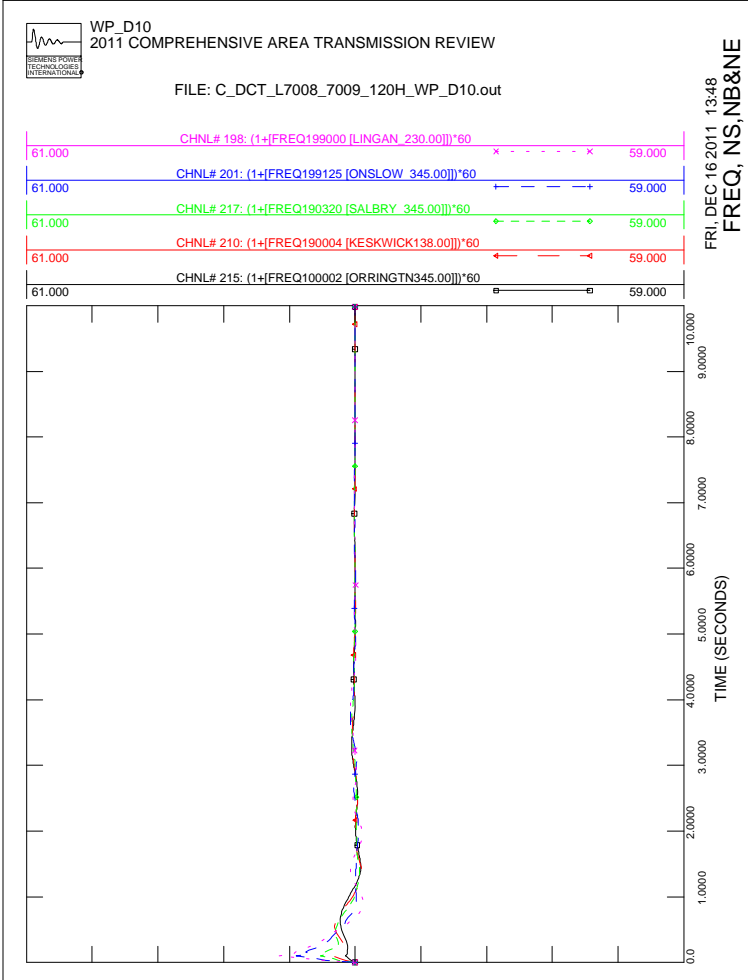
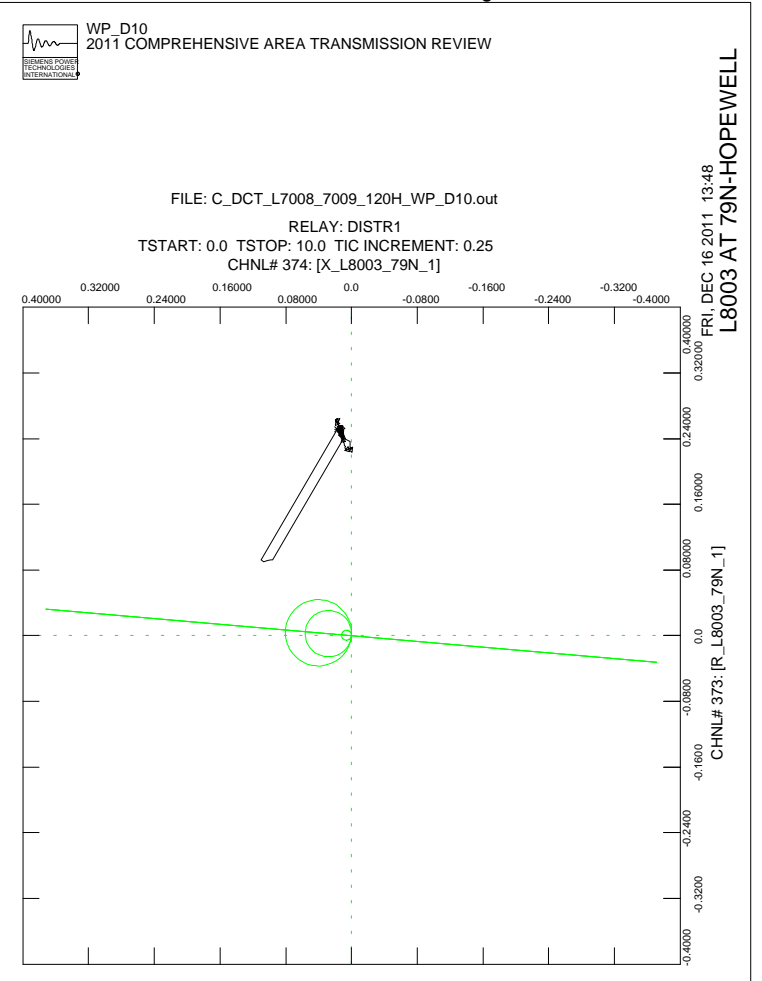
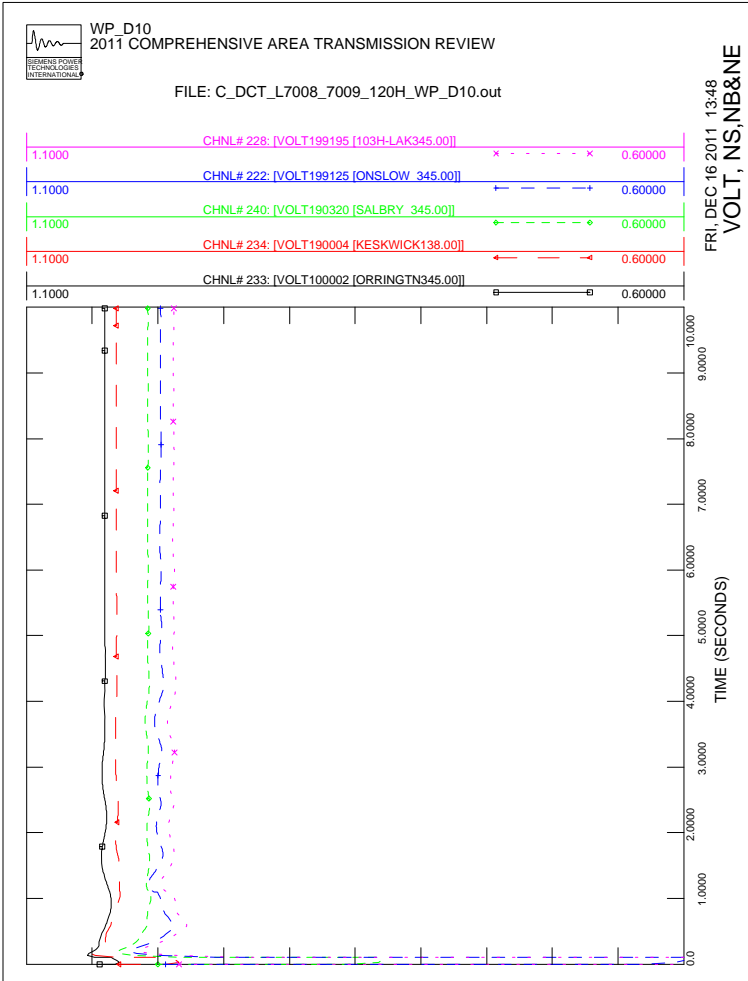
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WED, DEC 07 2011 21:22
L8001 AT 67N-ONSLow







2011 Comprehensive Area Transmission Review

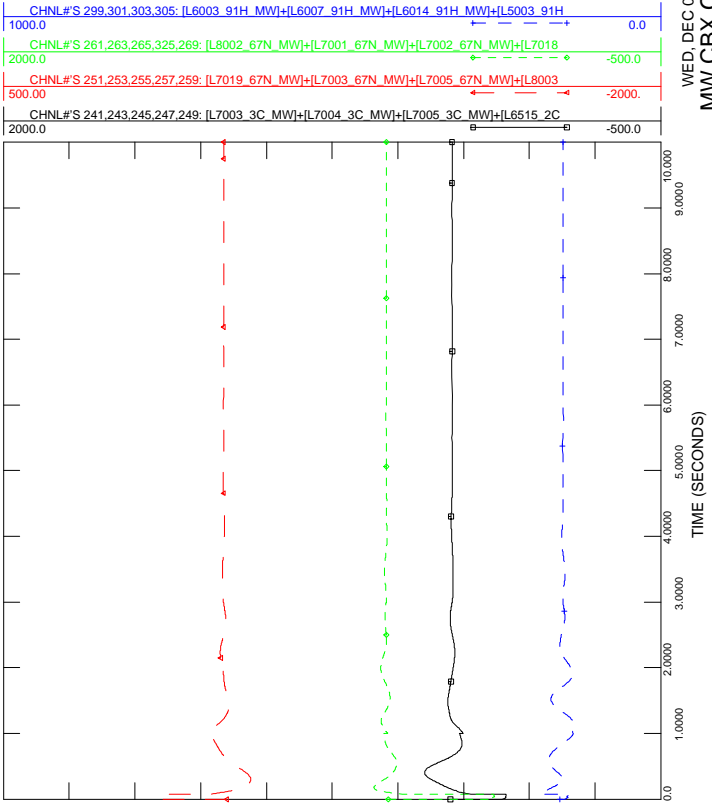
Appendix G

Stability Plots for SP_D10



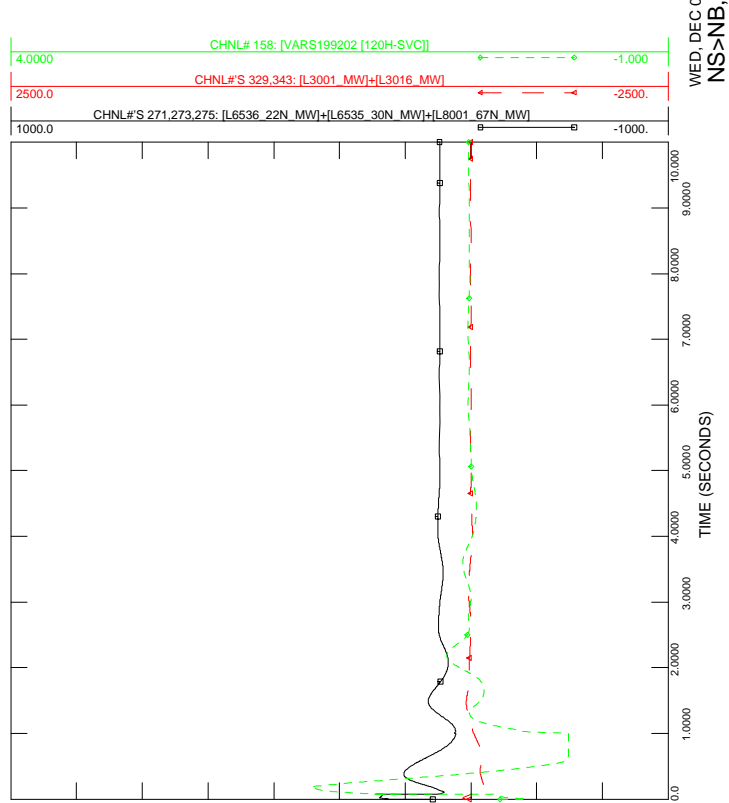
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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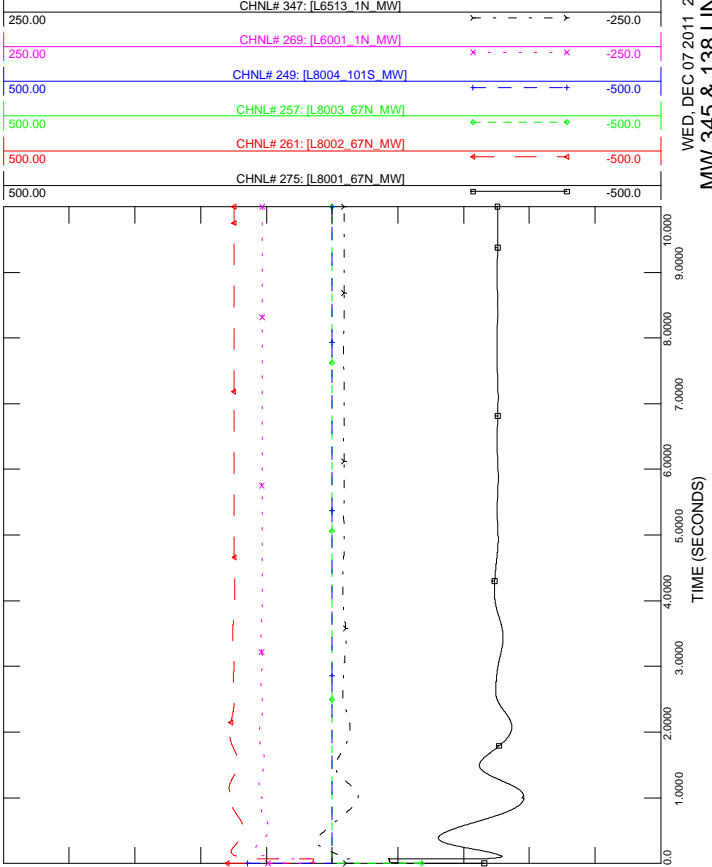
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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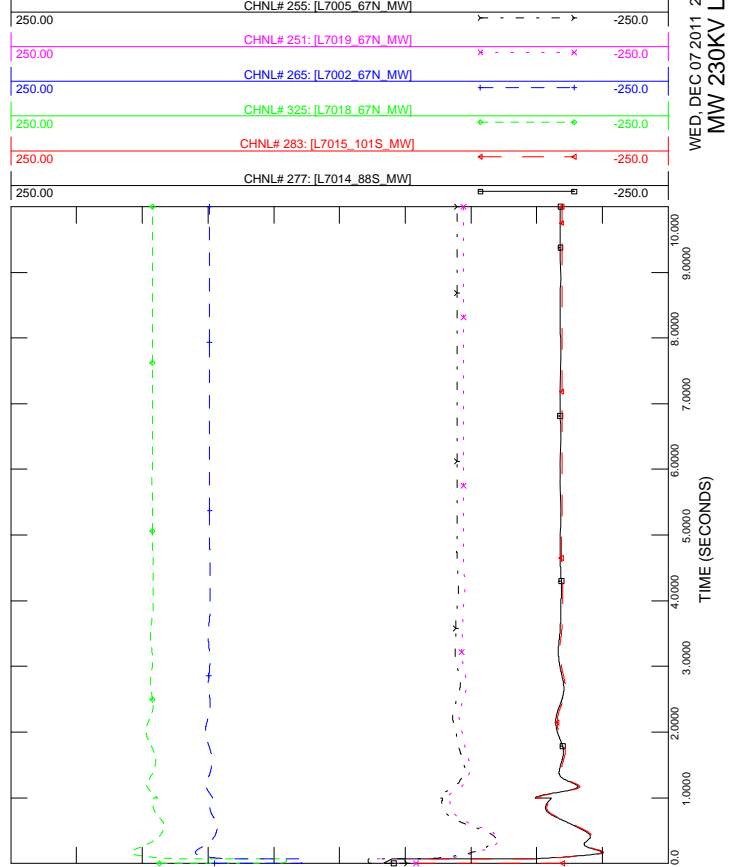
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

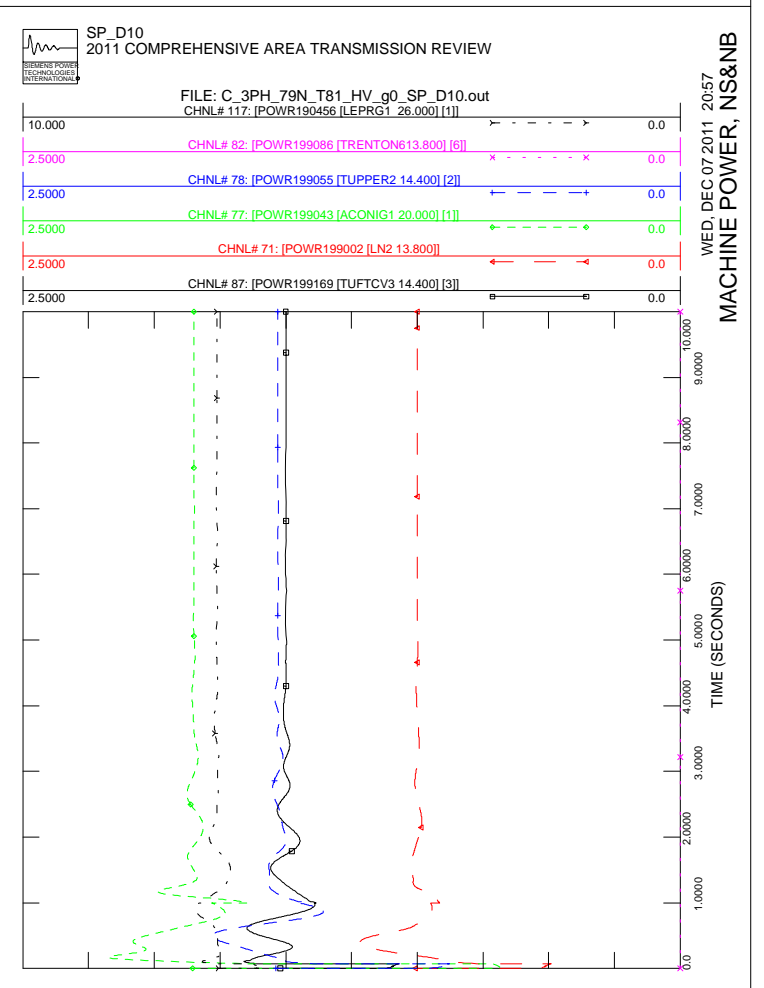
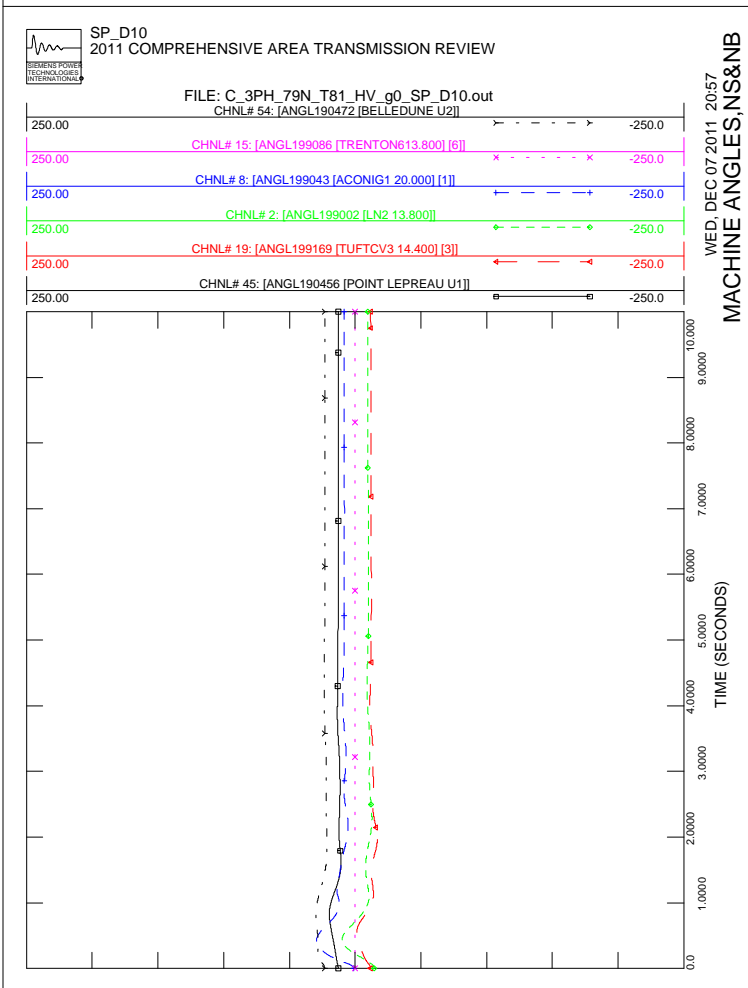
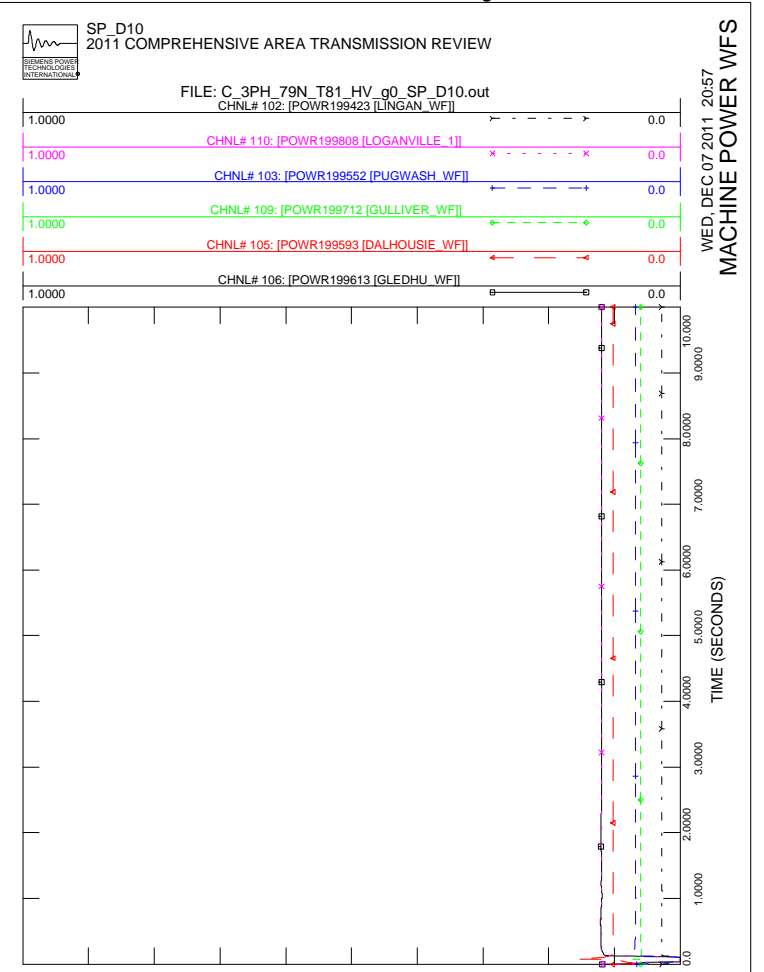
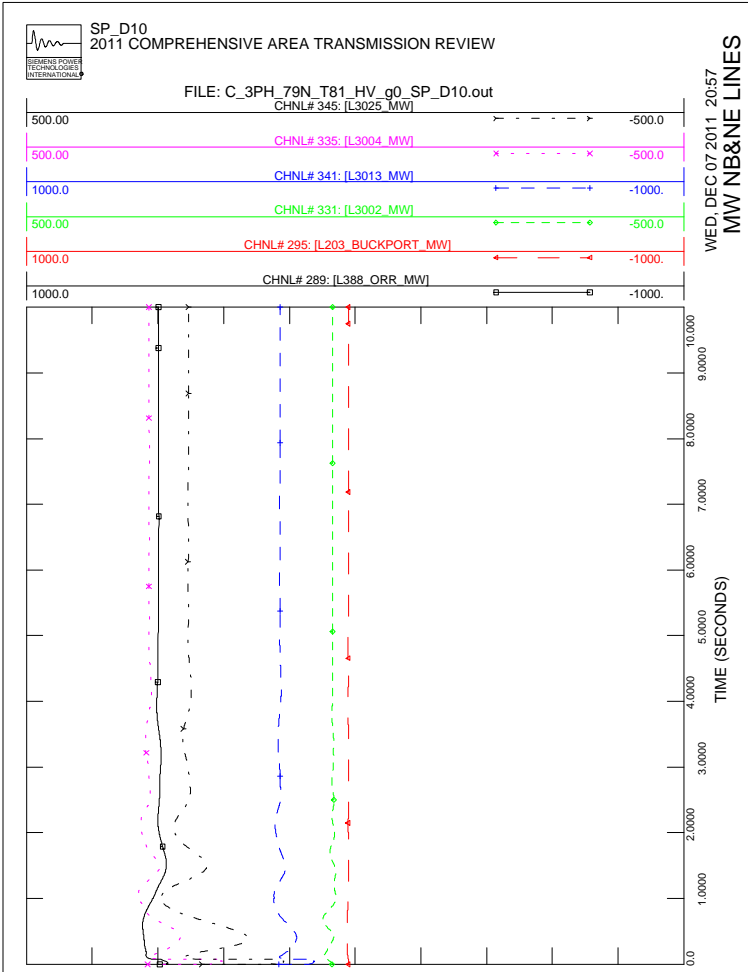
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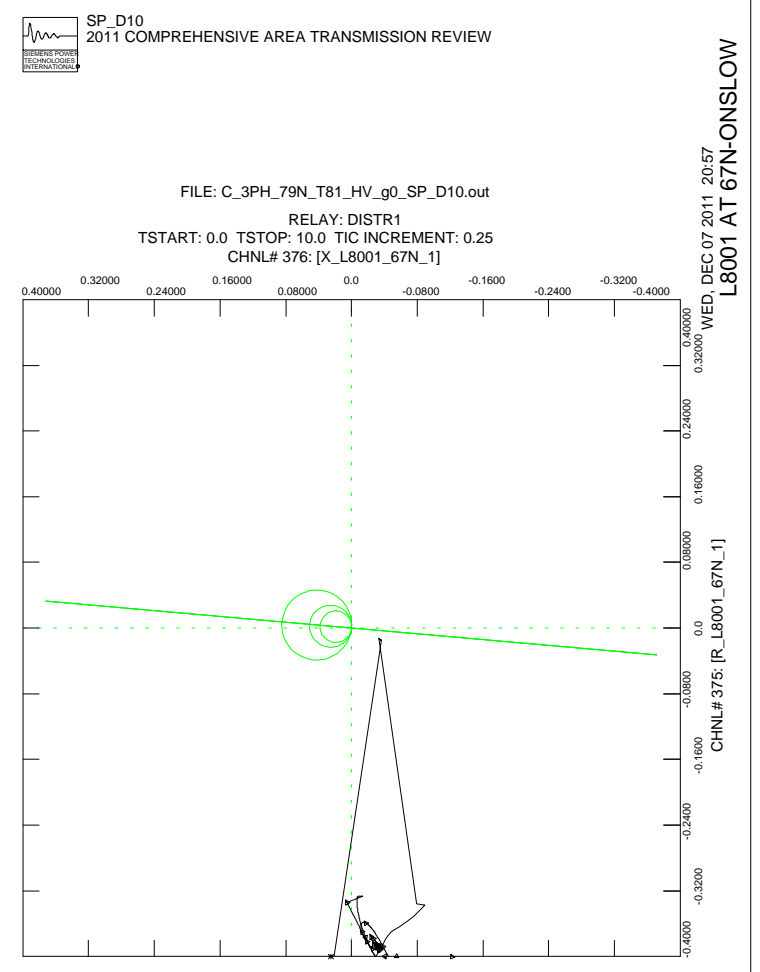
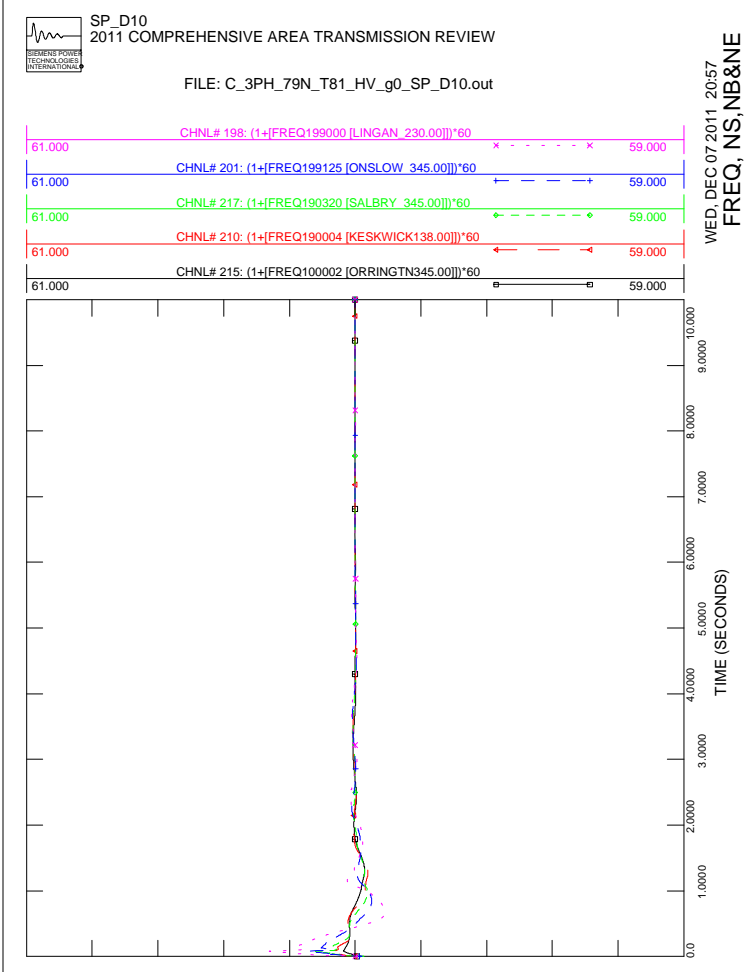
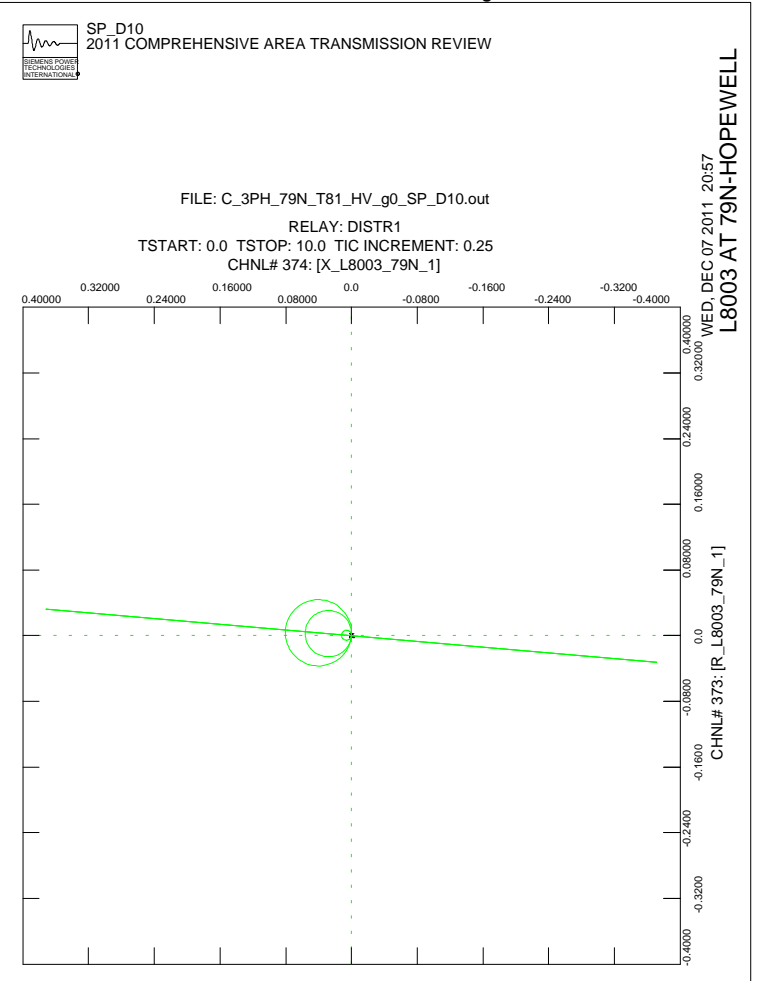
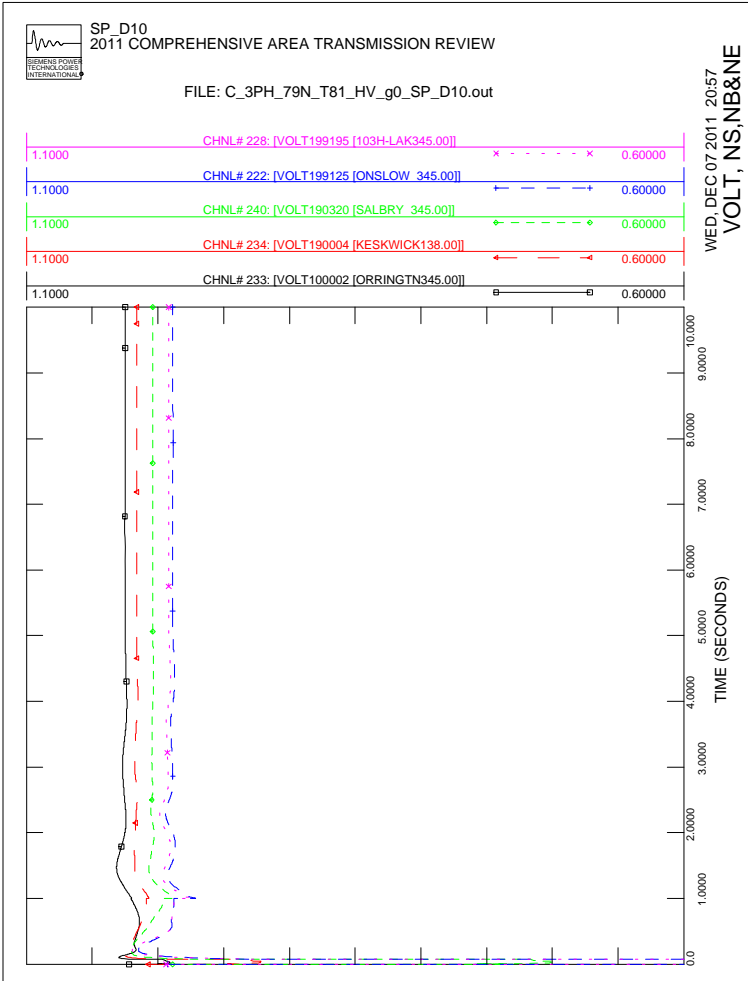


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_79N_T81_HV_g0_SP_D10.out



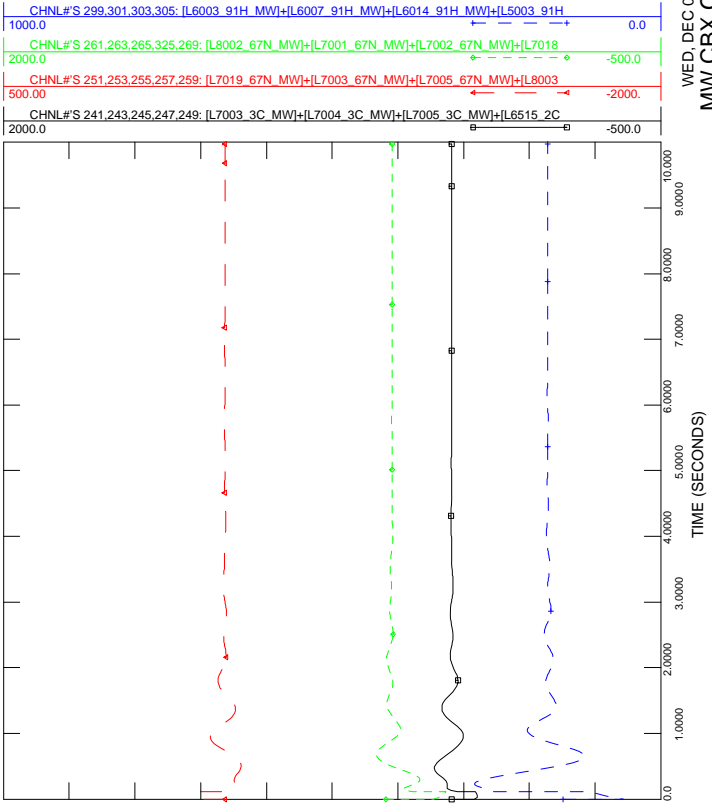






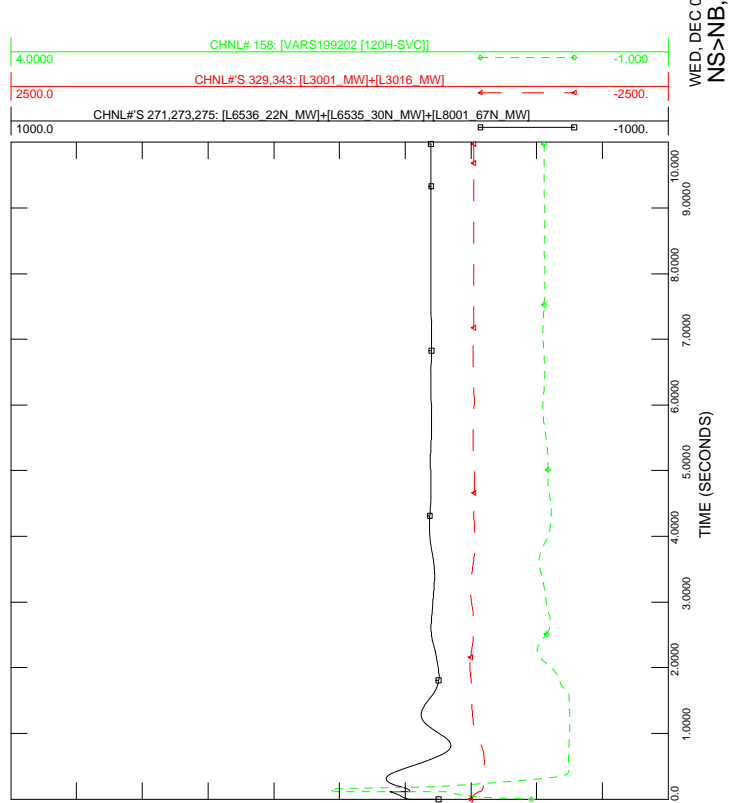
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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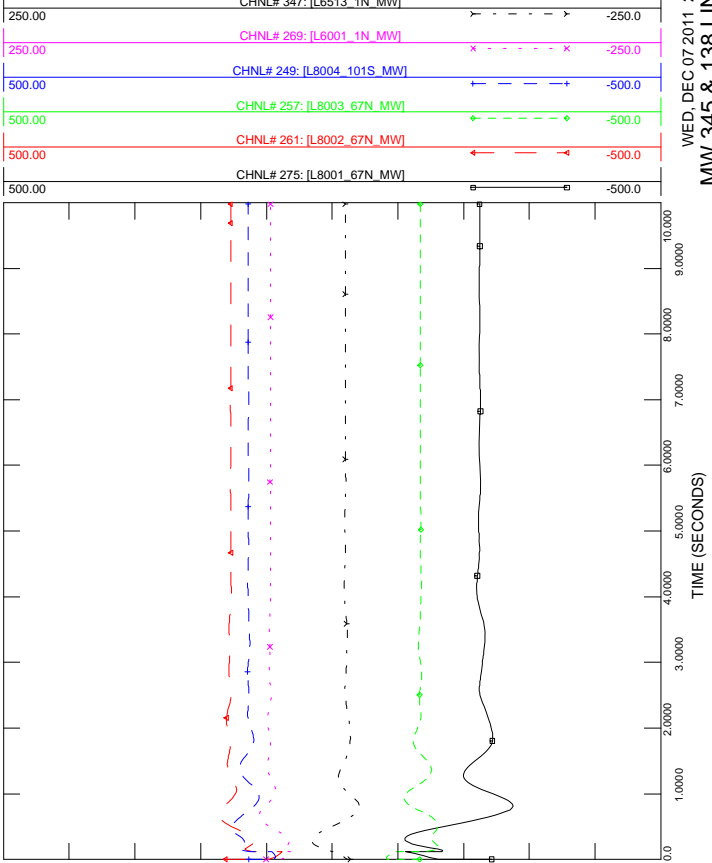
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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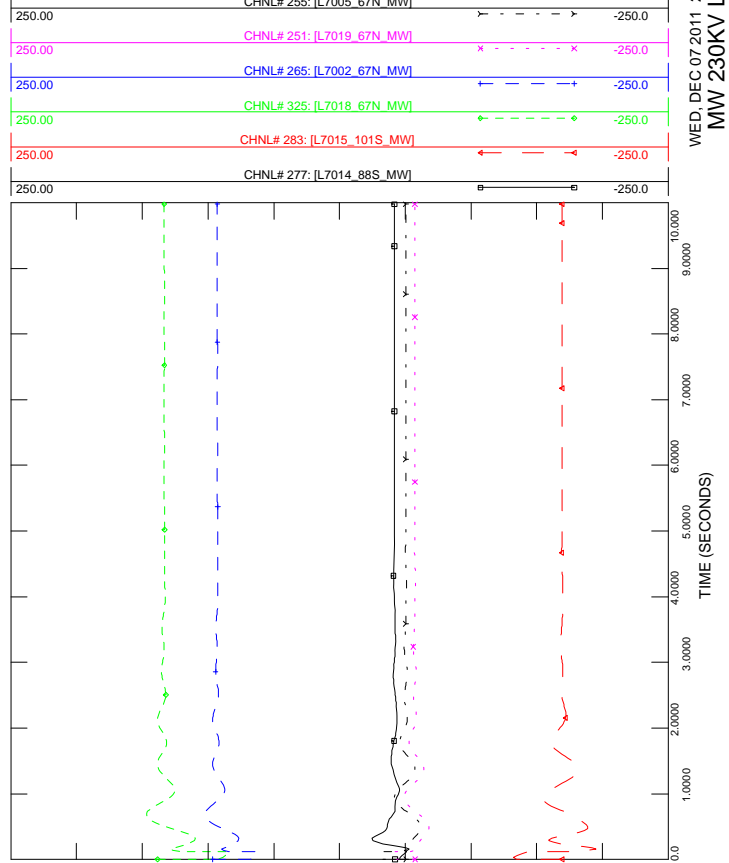
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

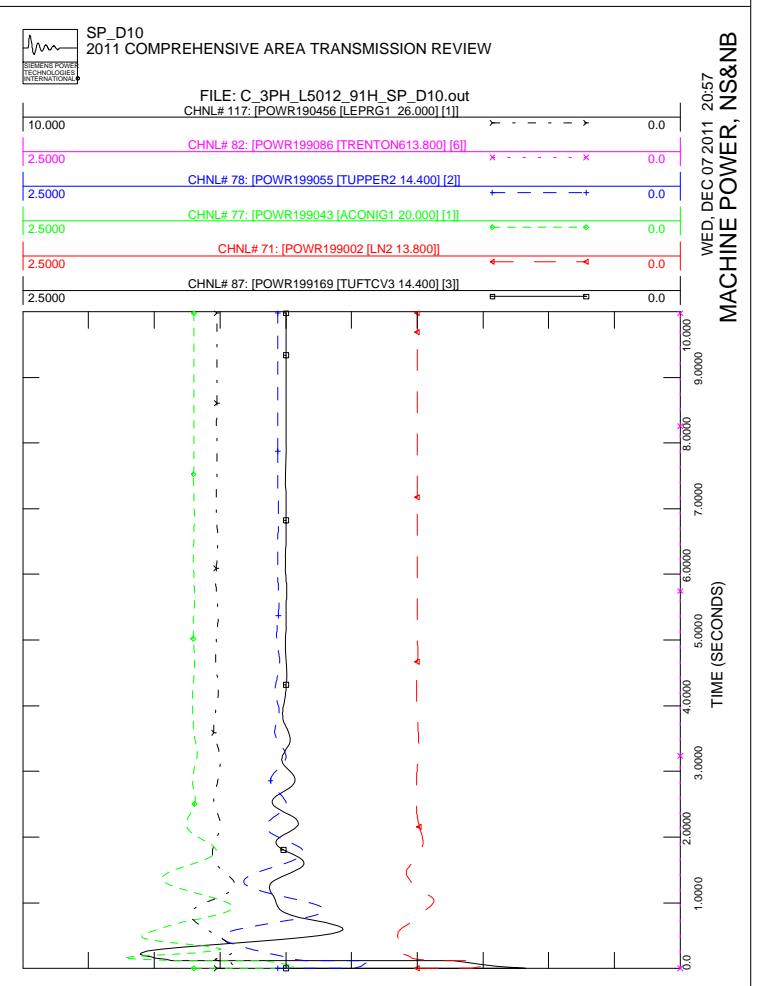
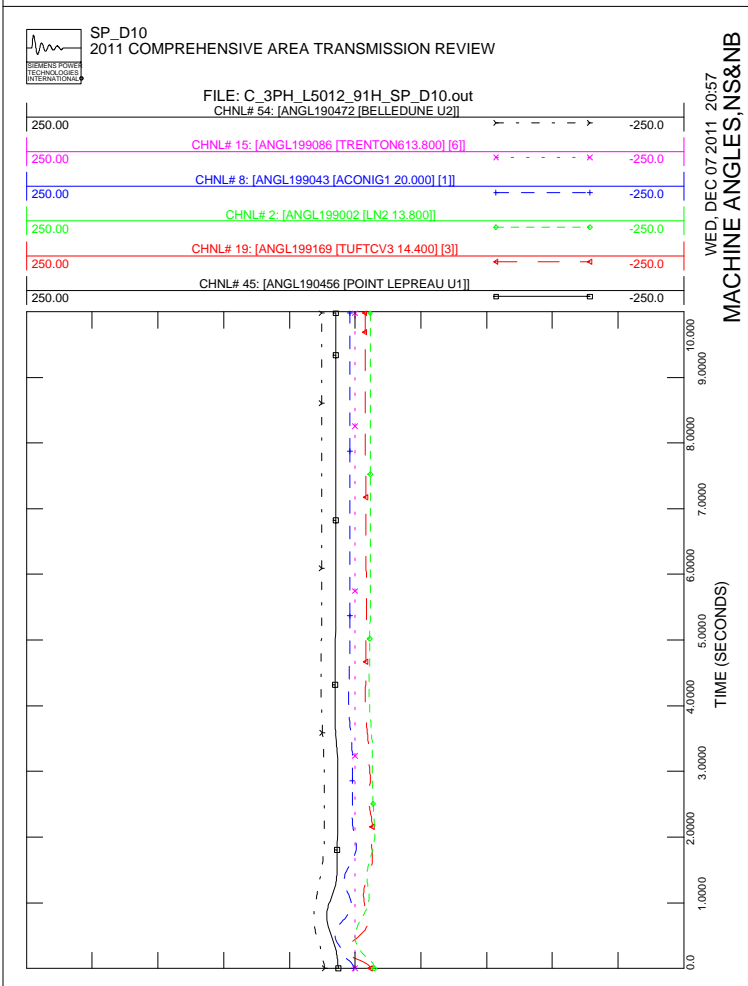
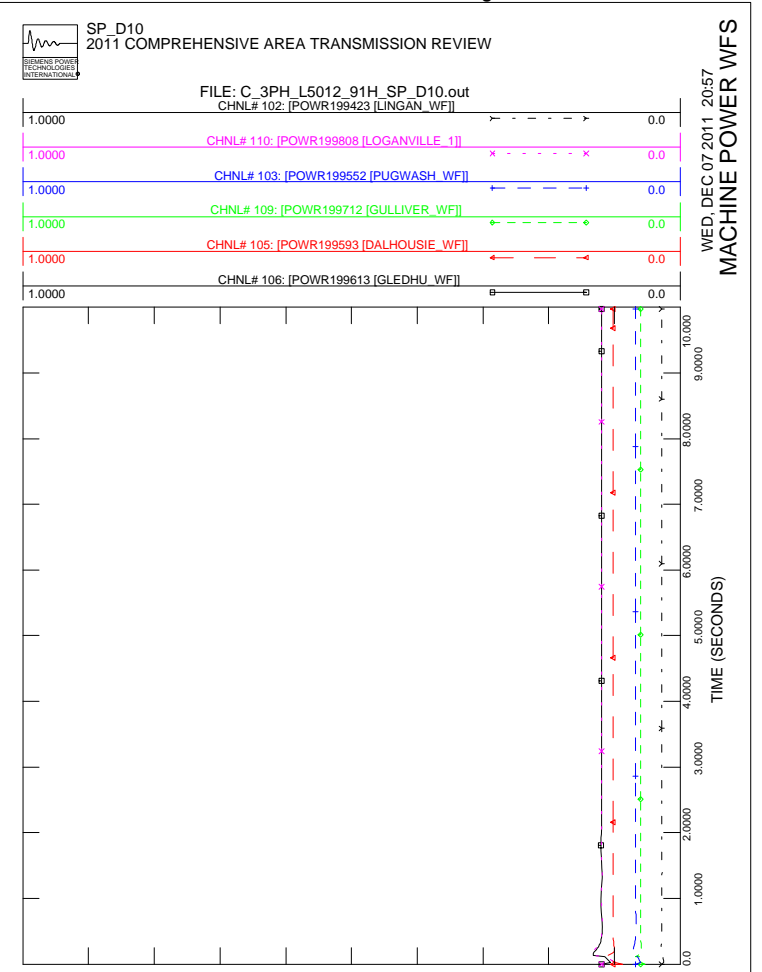
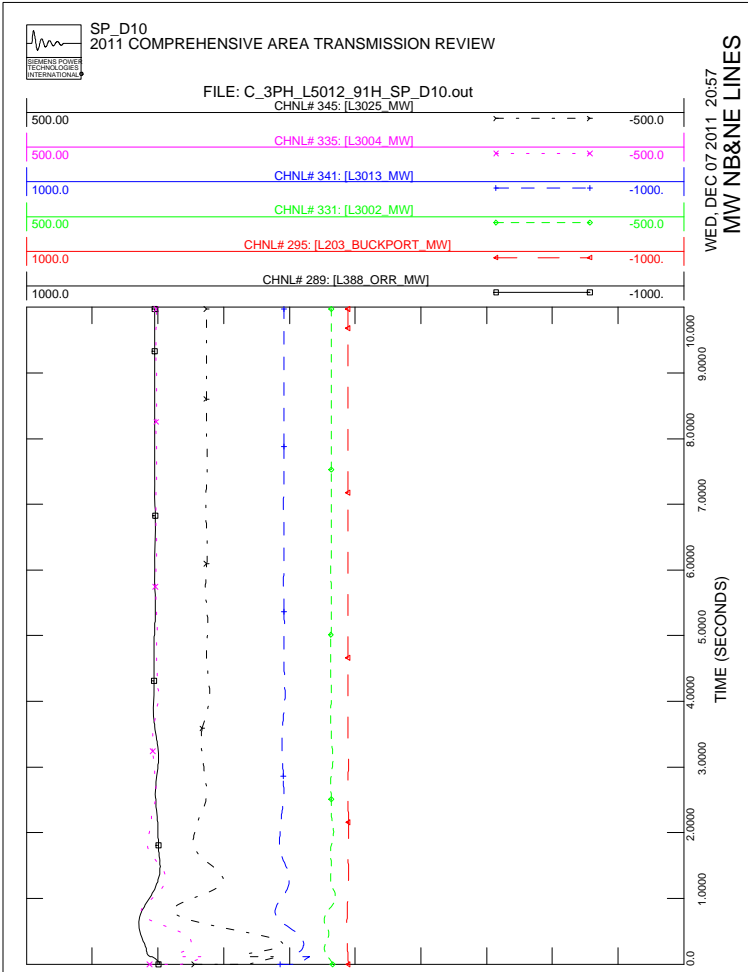
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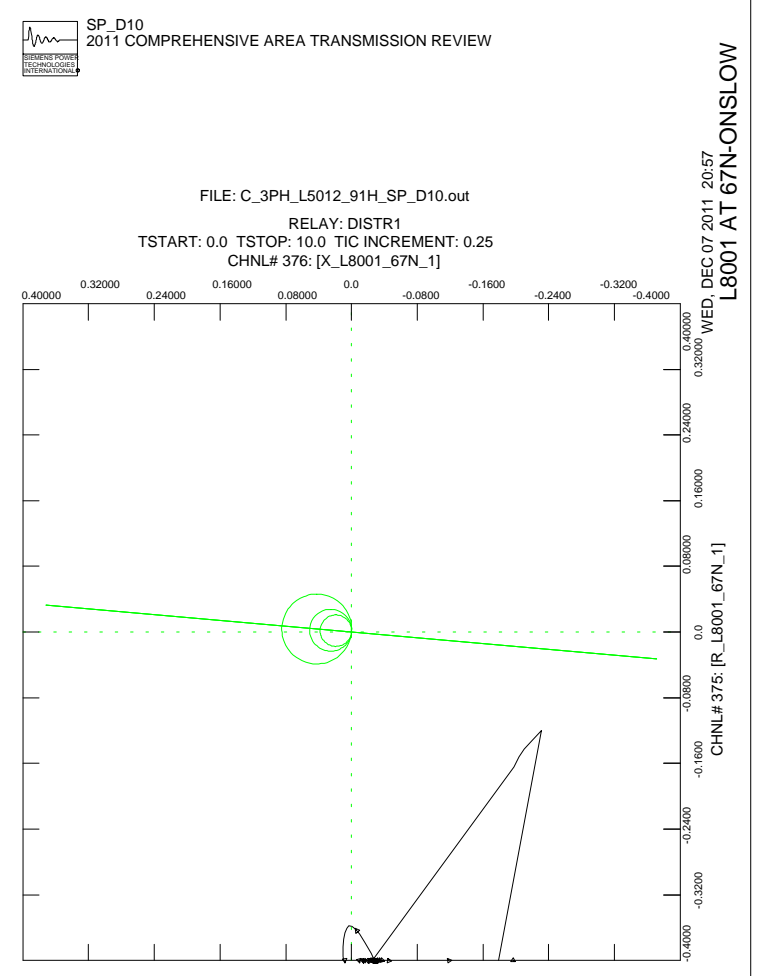
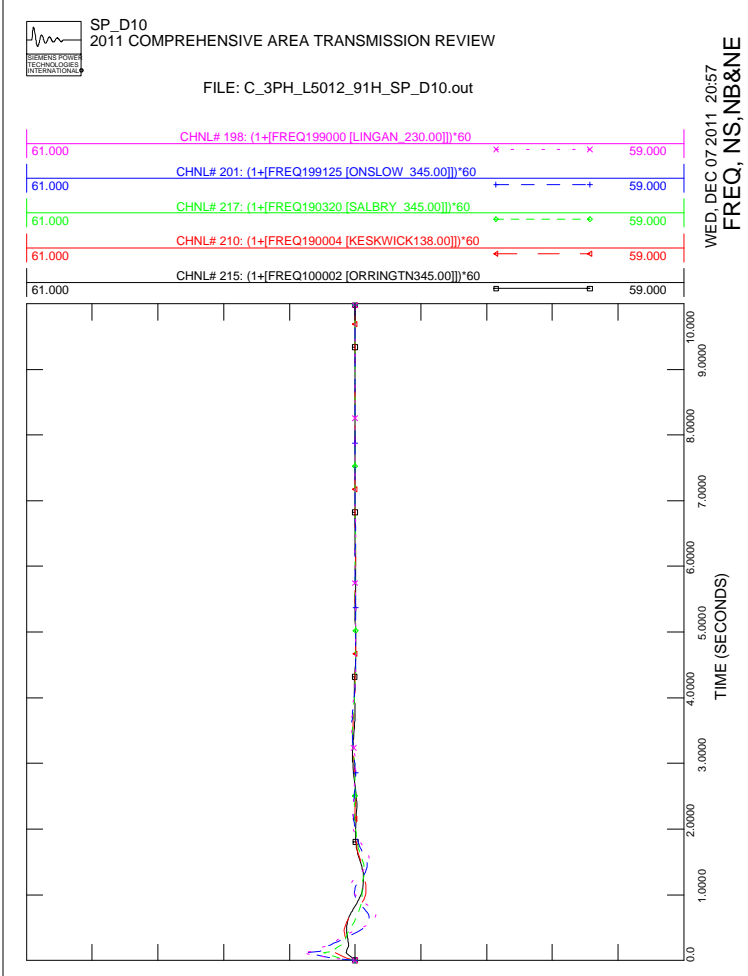
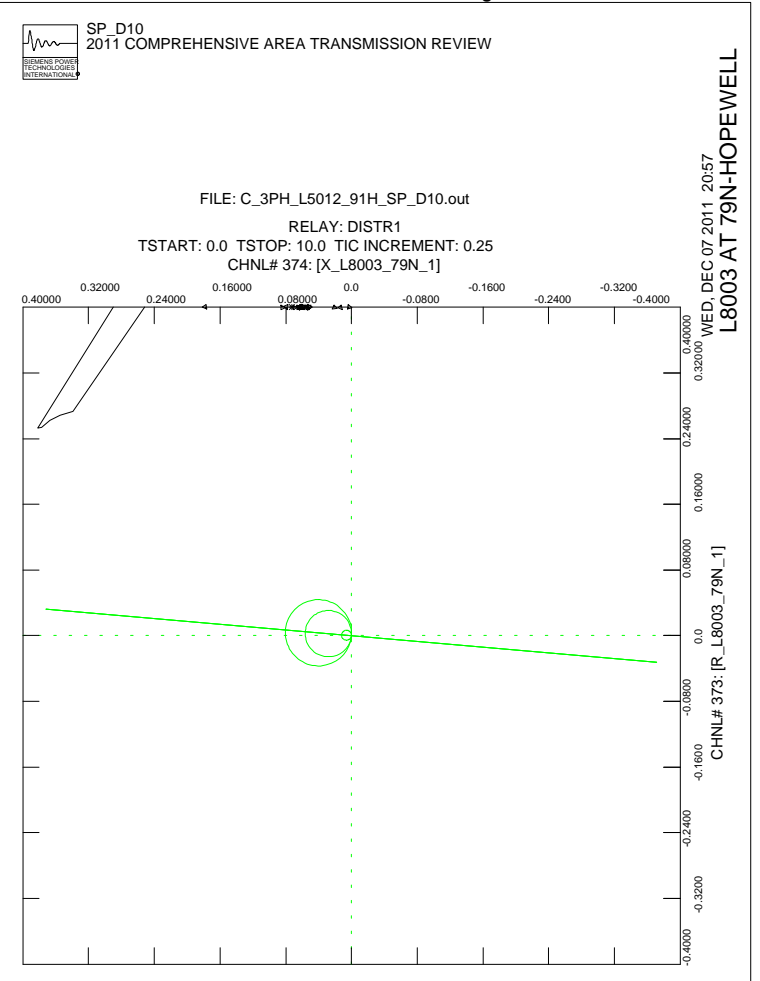
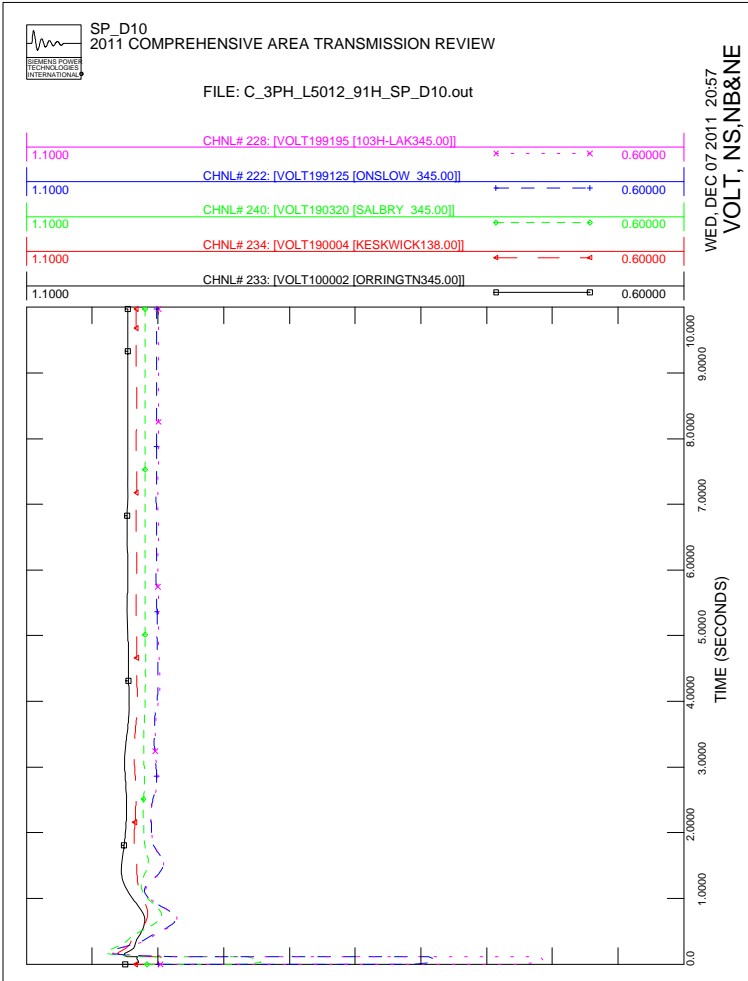


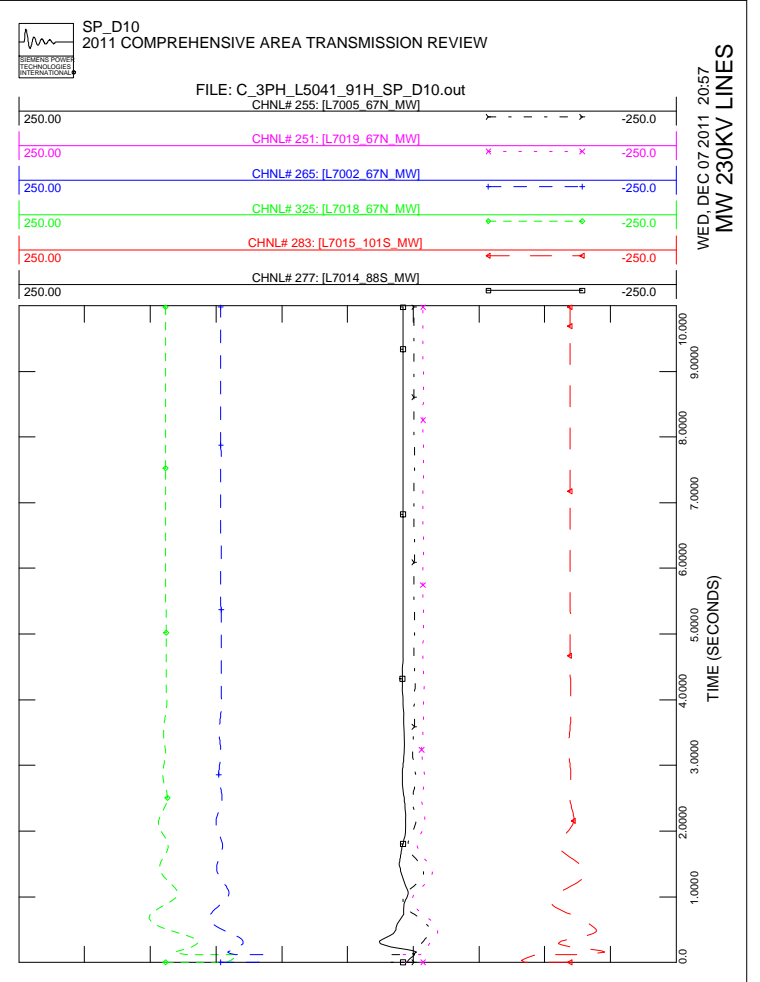
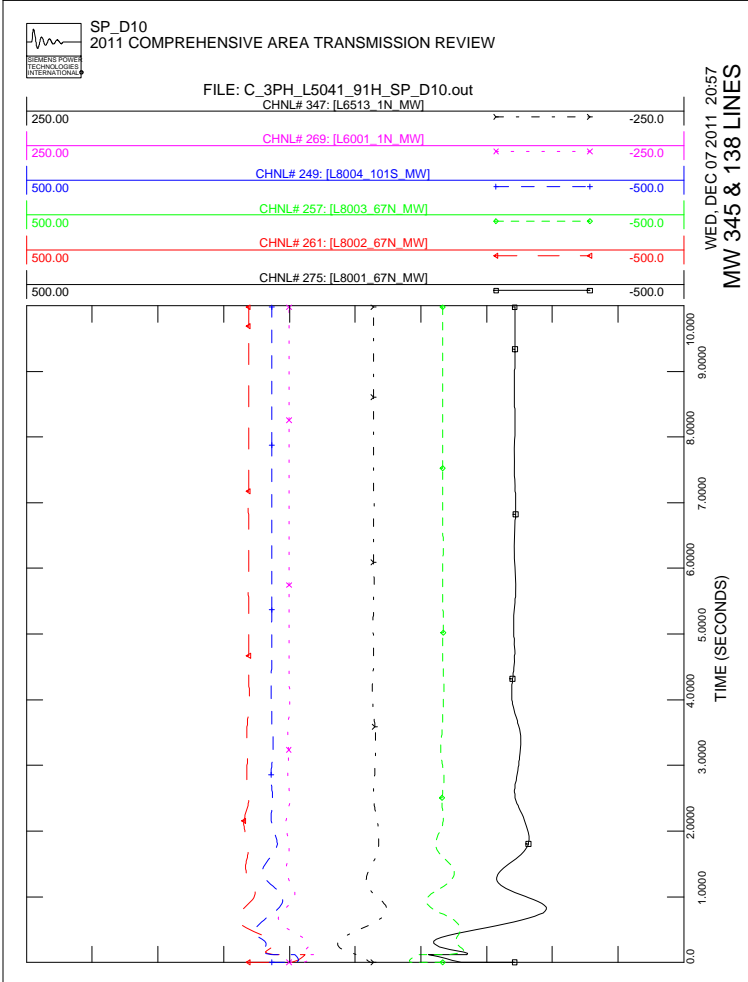
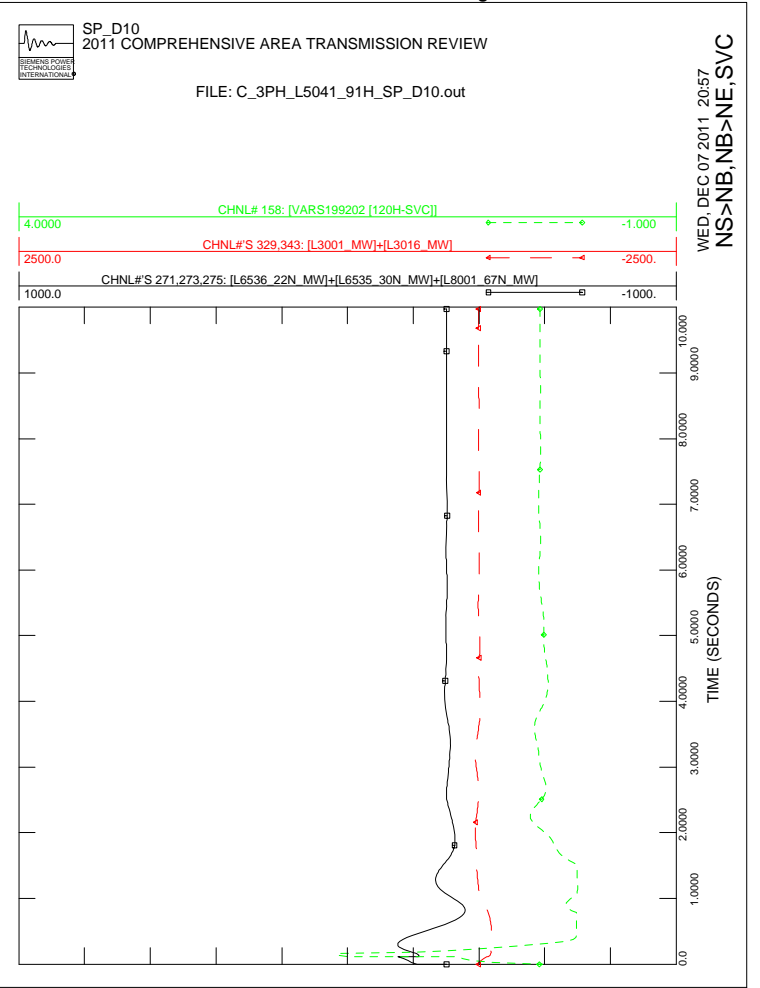
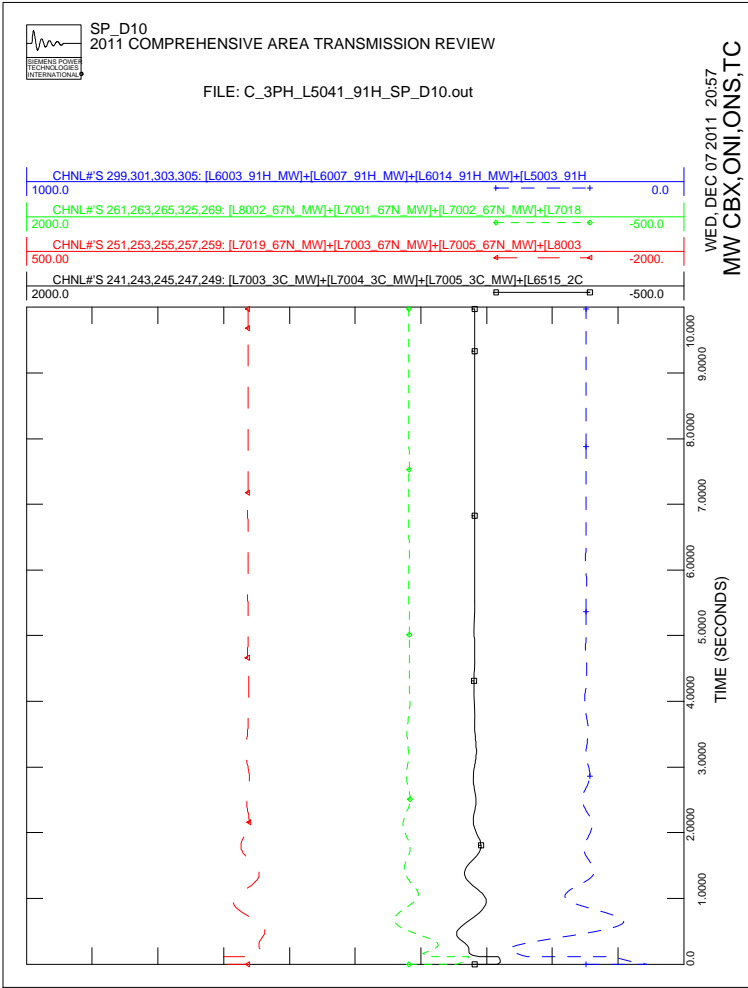
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

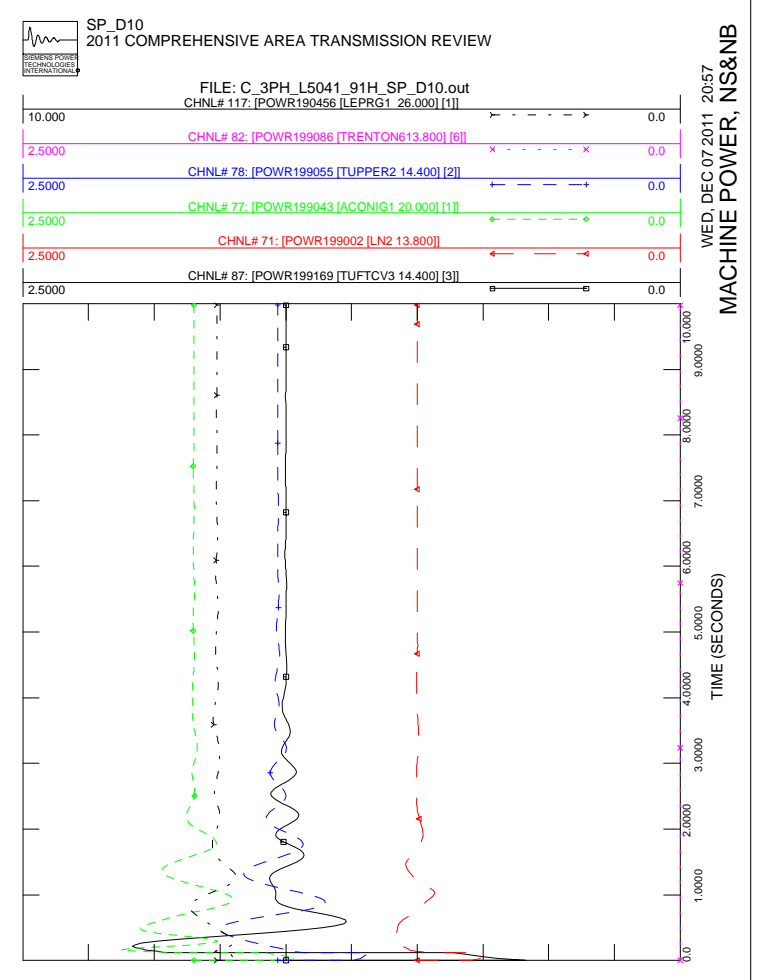
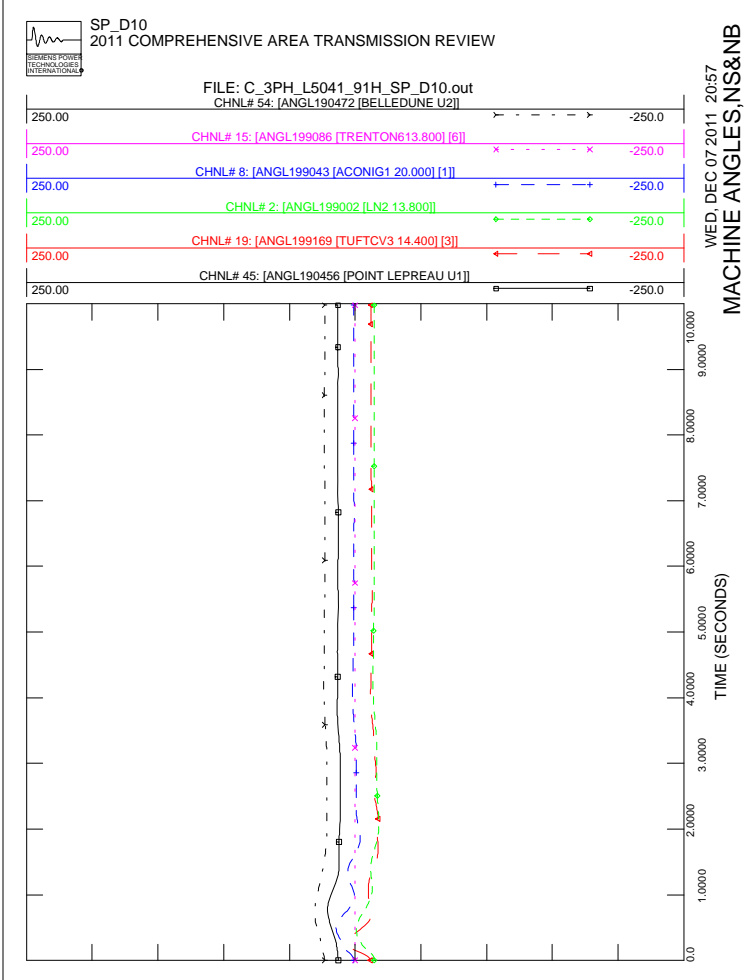
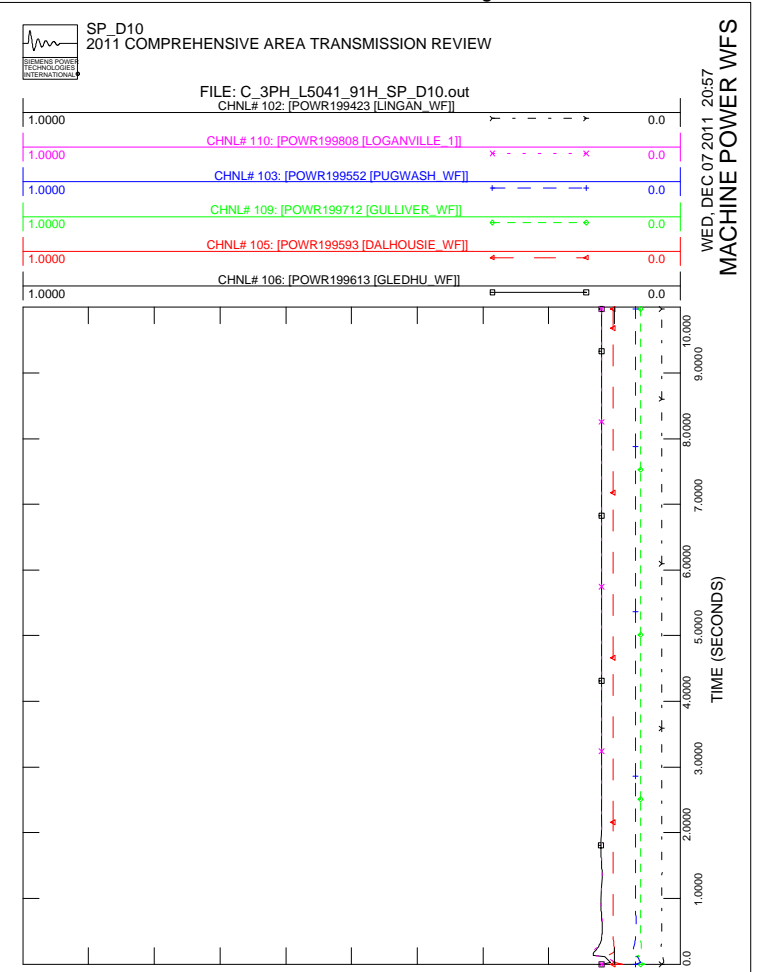
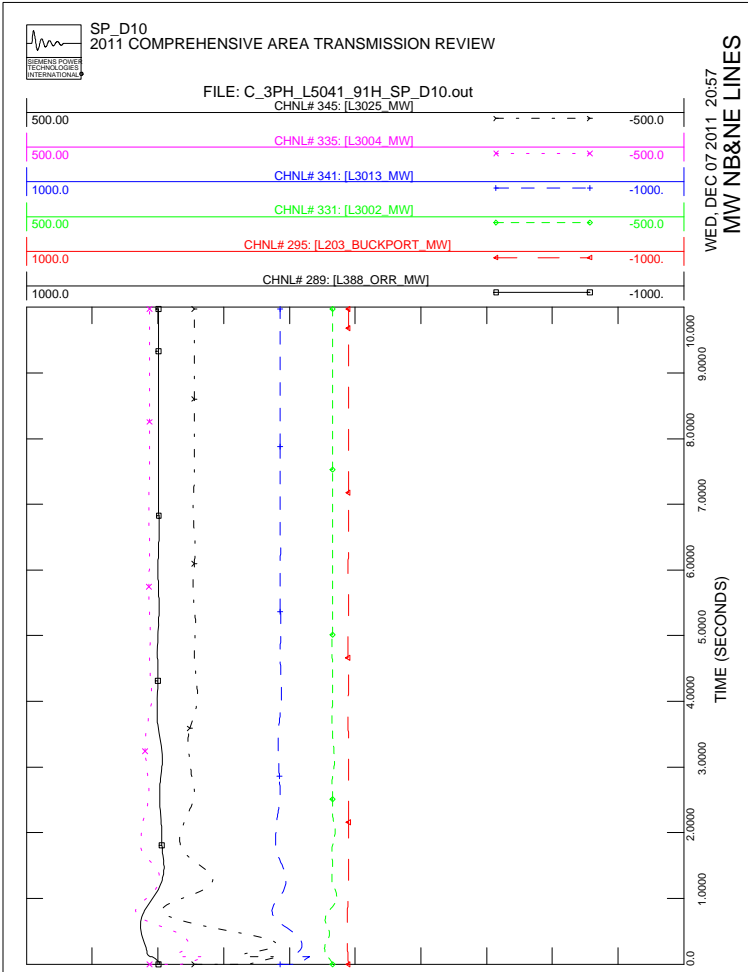
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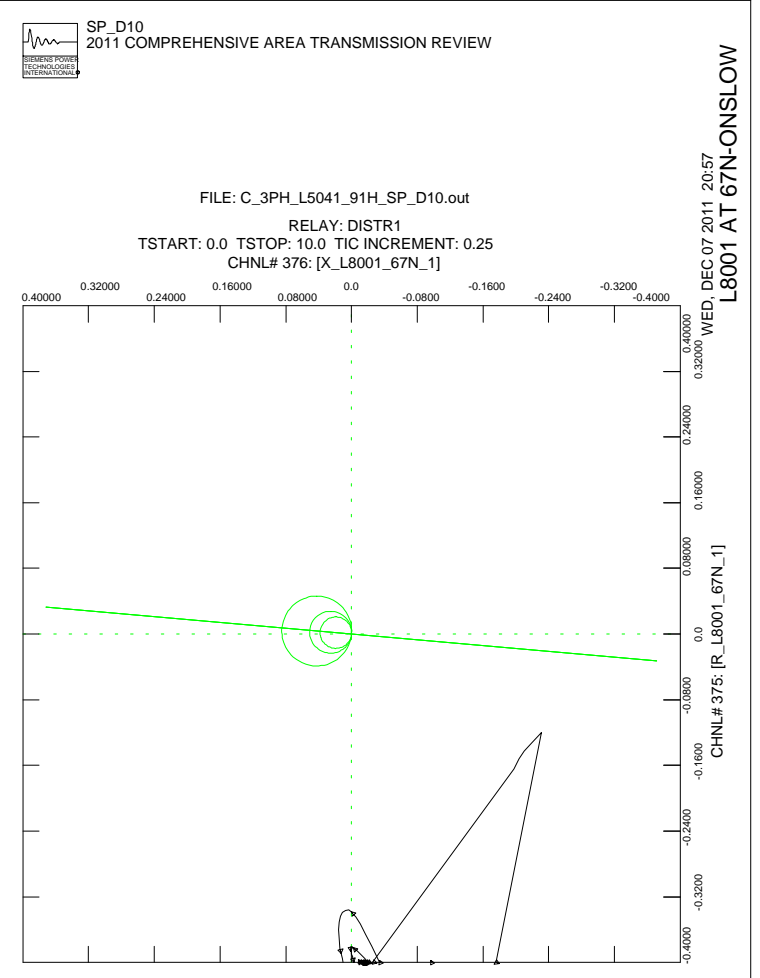
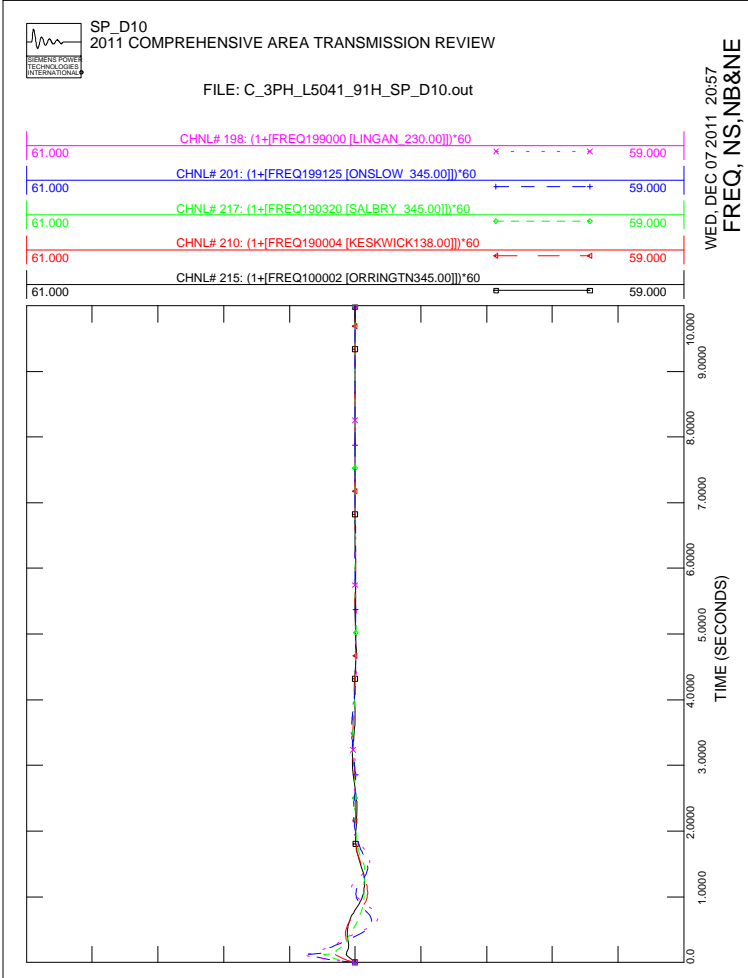
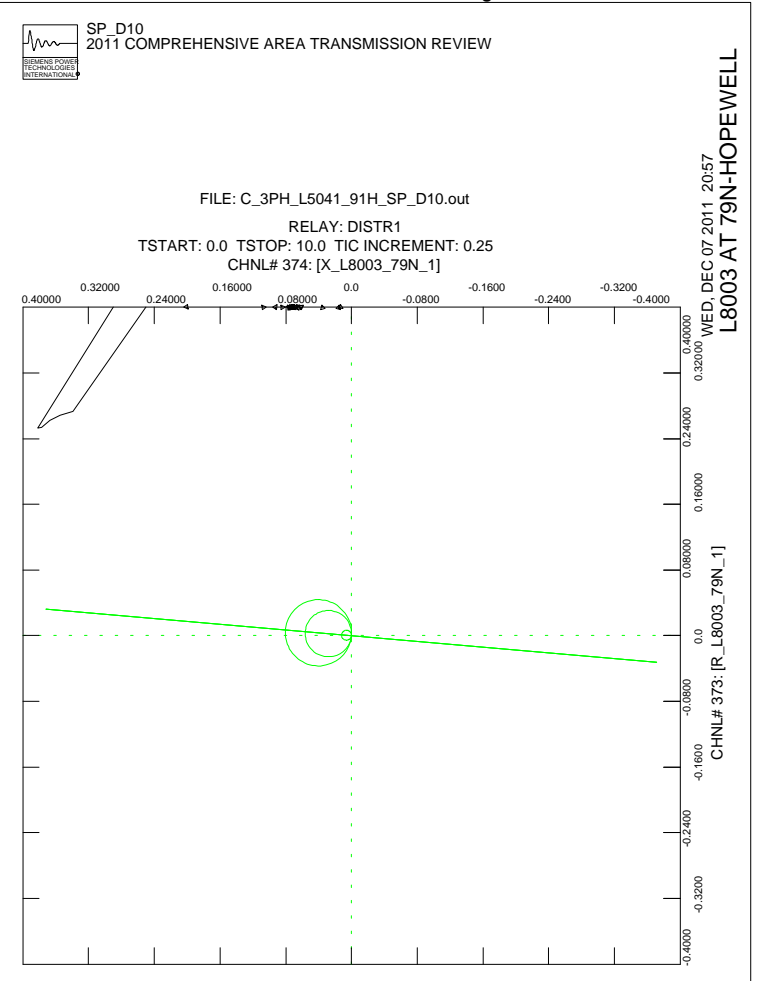
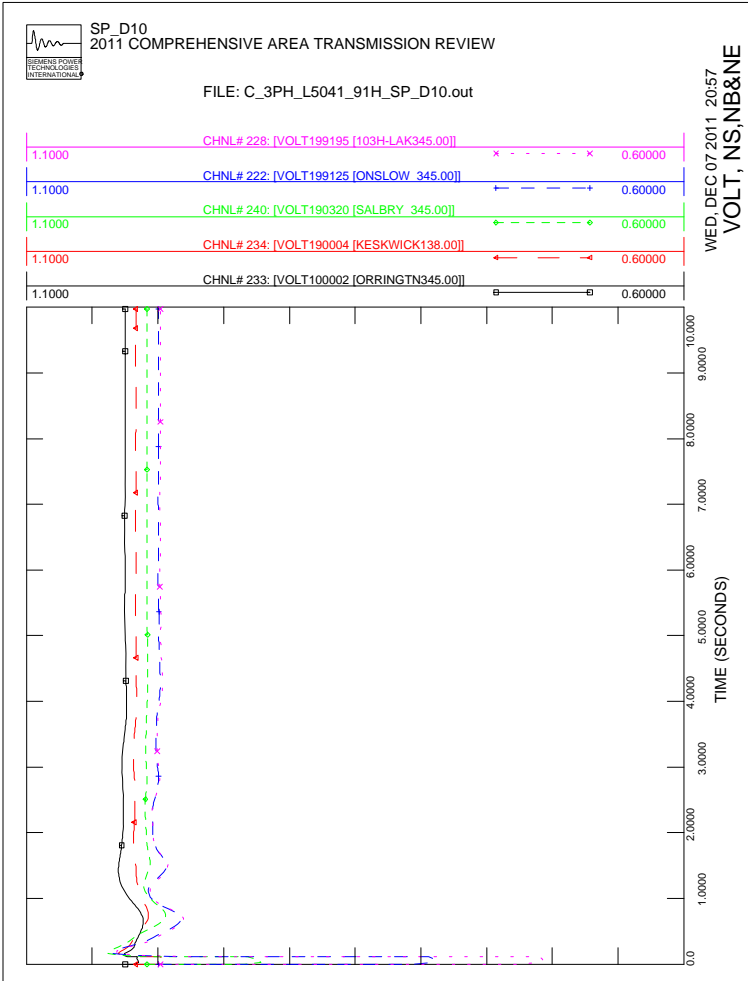








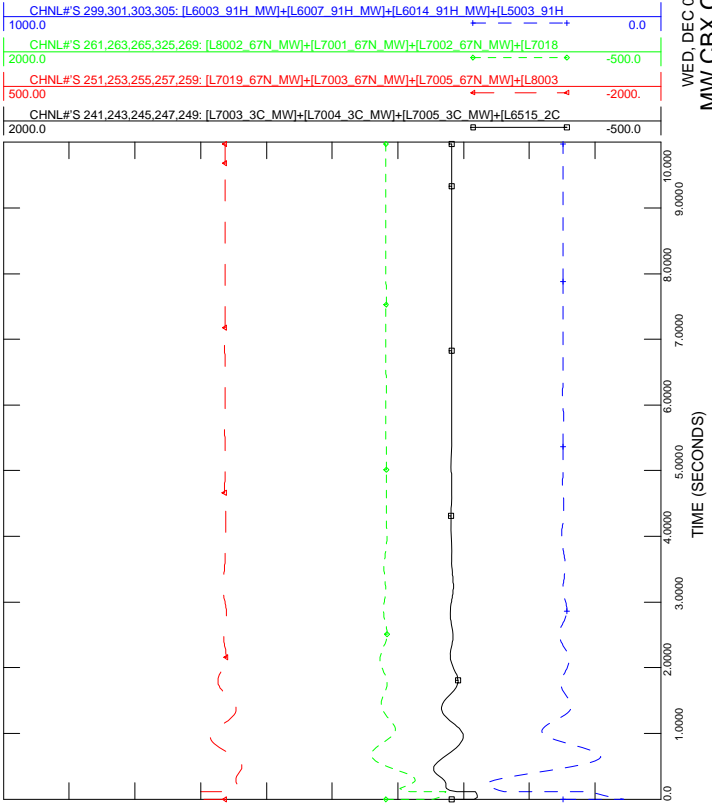






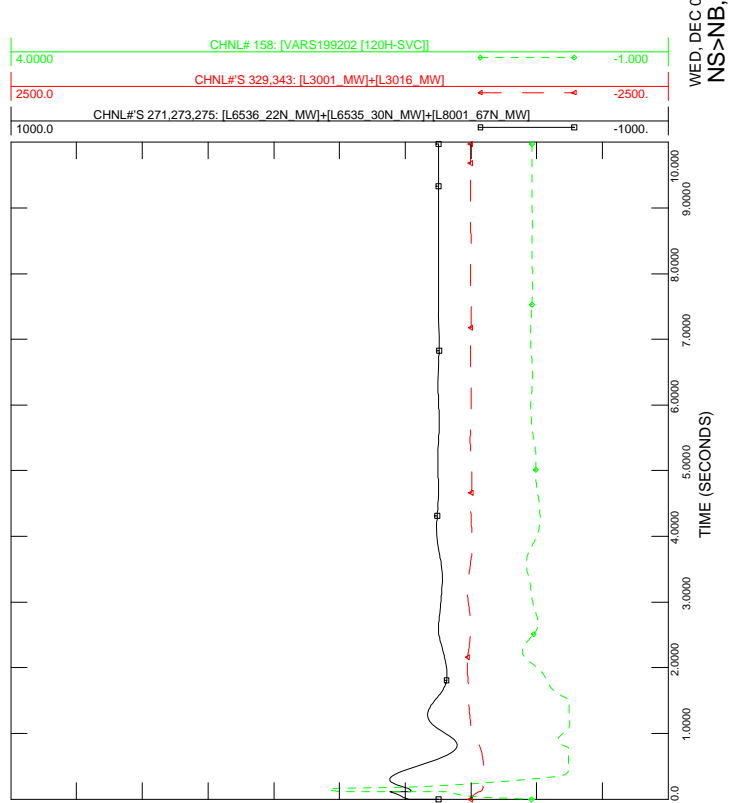
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L5049_91H_SP_D10.out



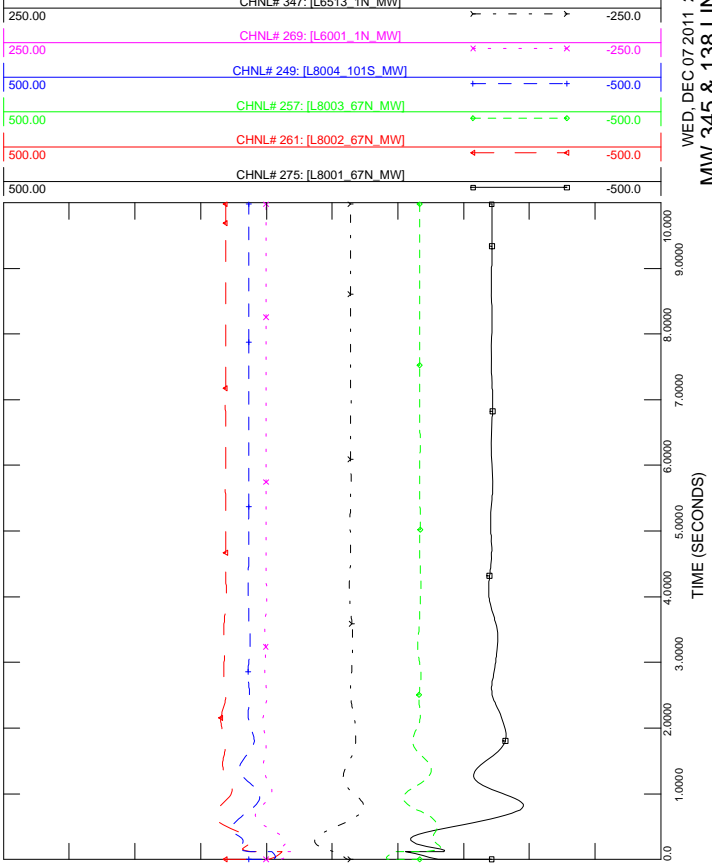
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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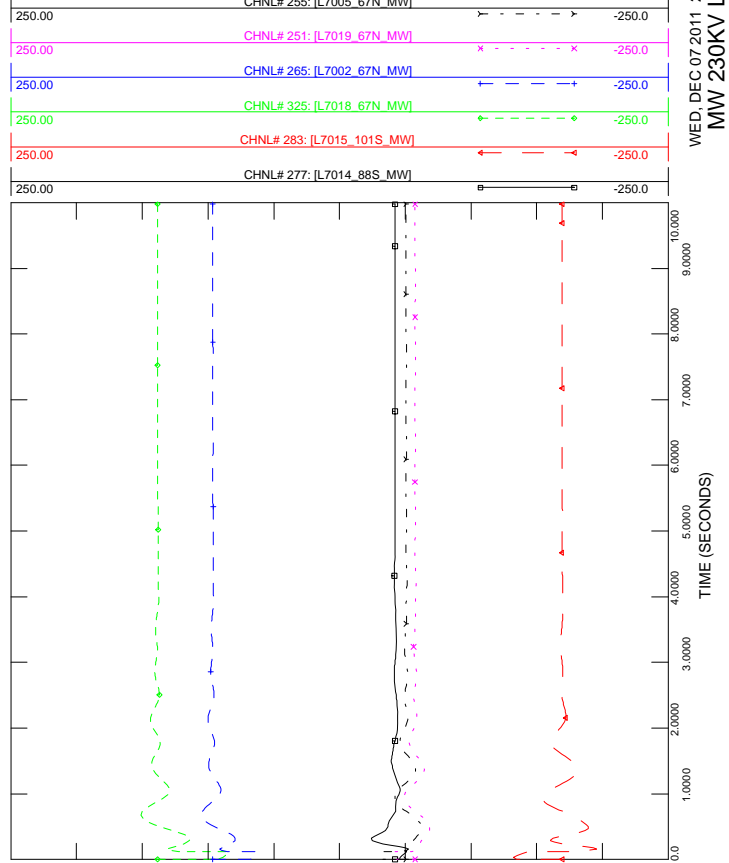
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

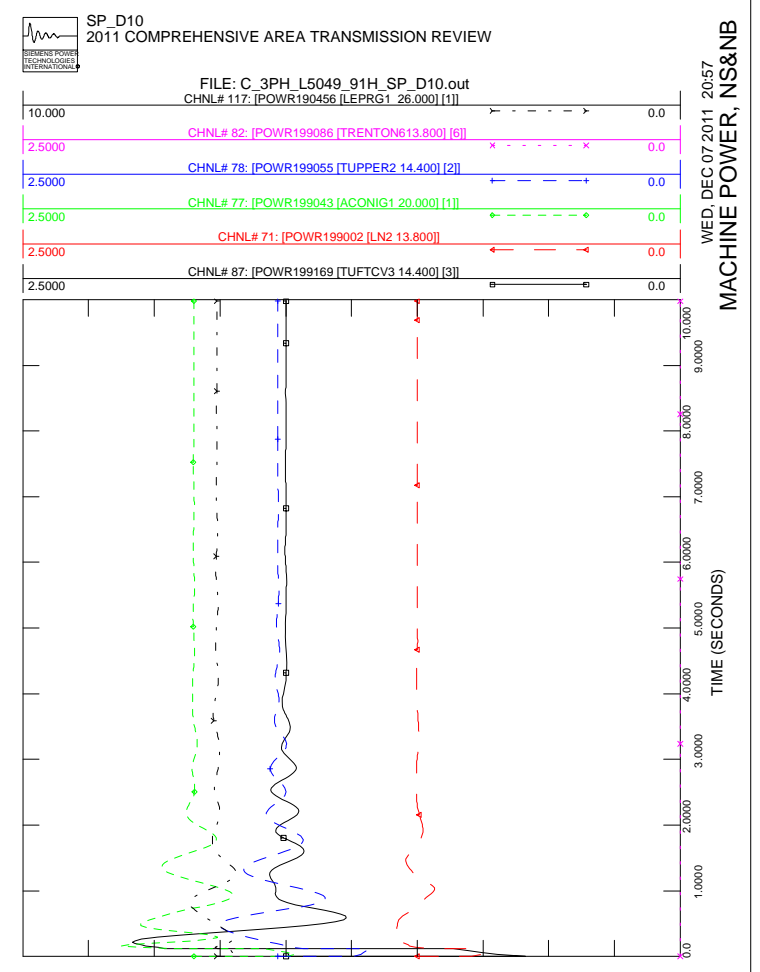
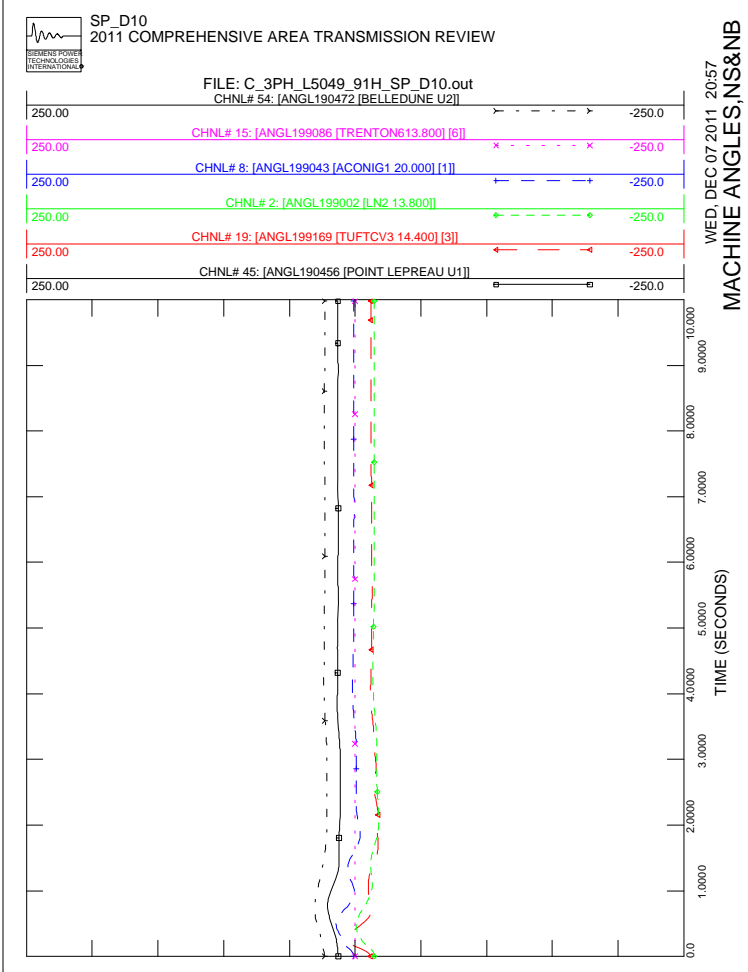
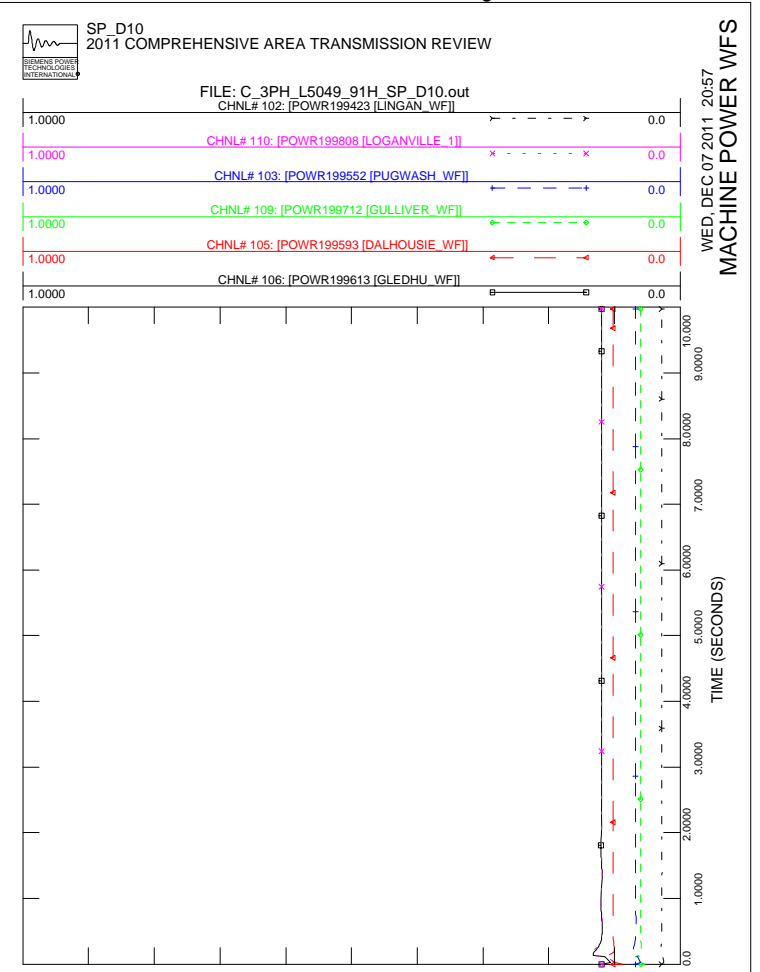
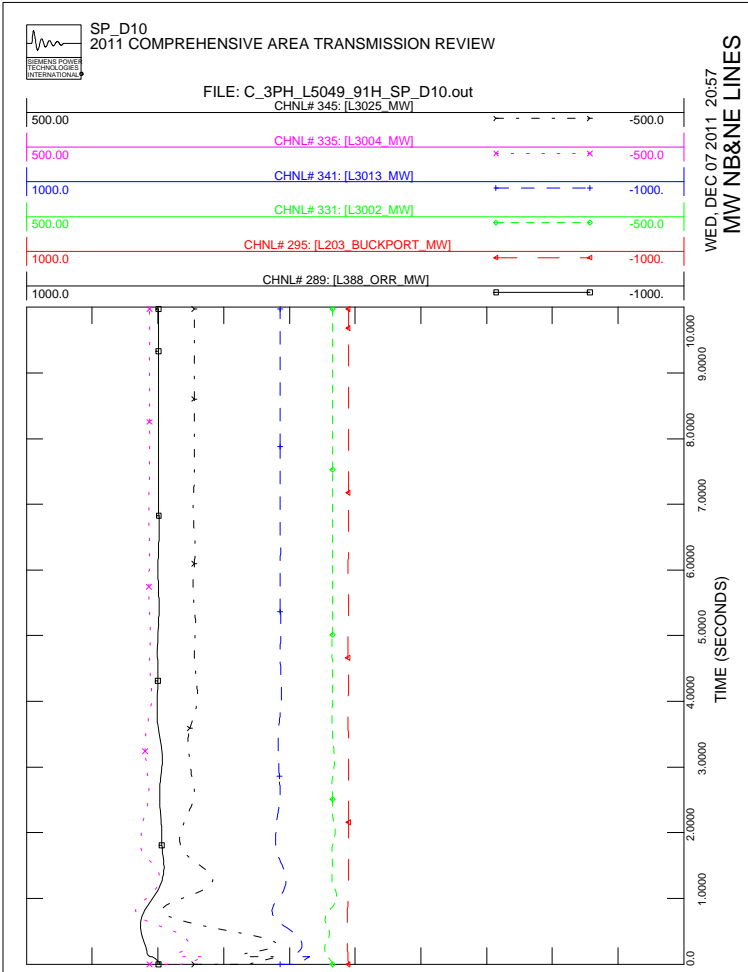
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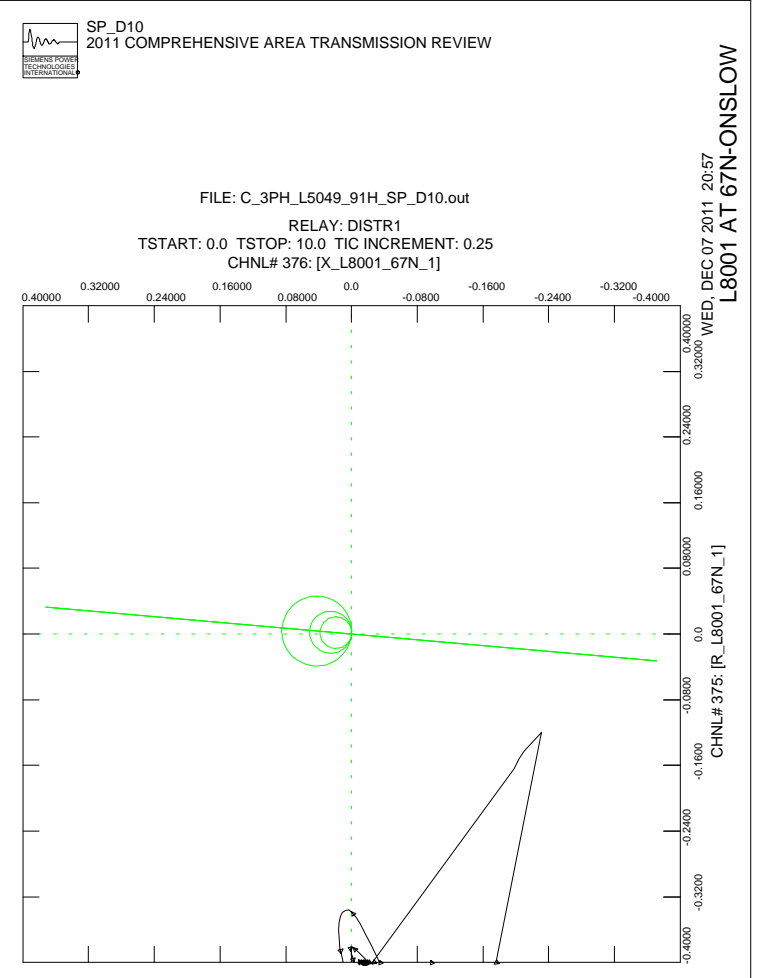
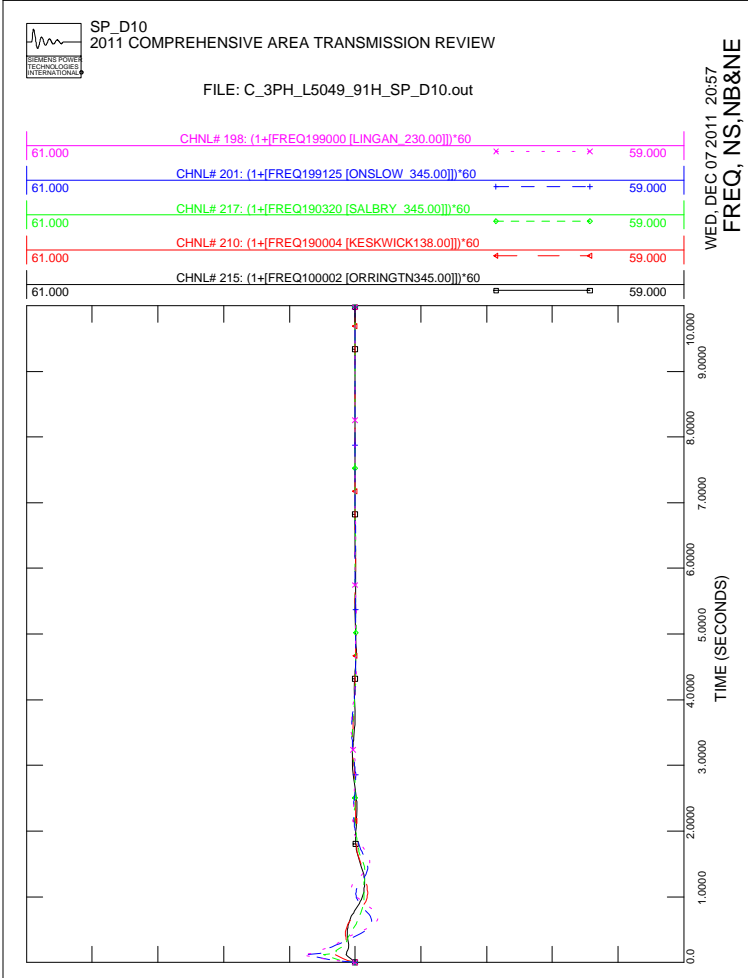
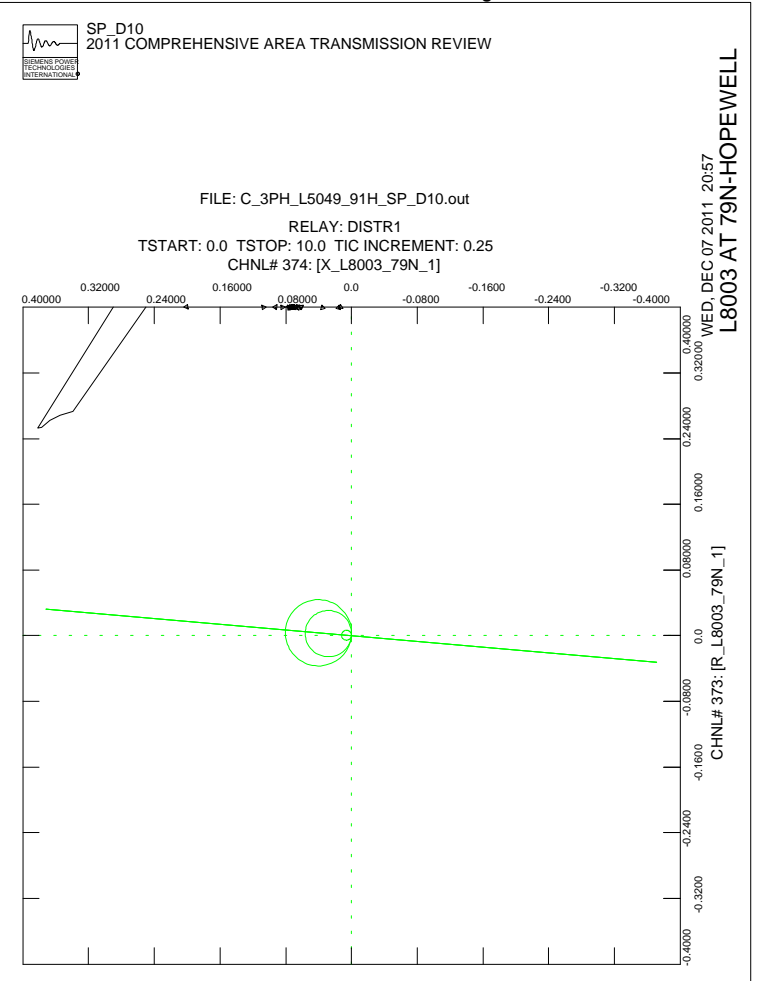
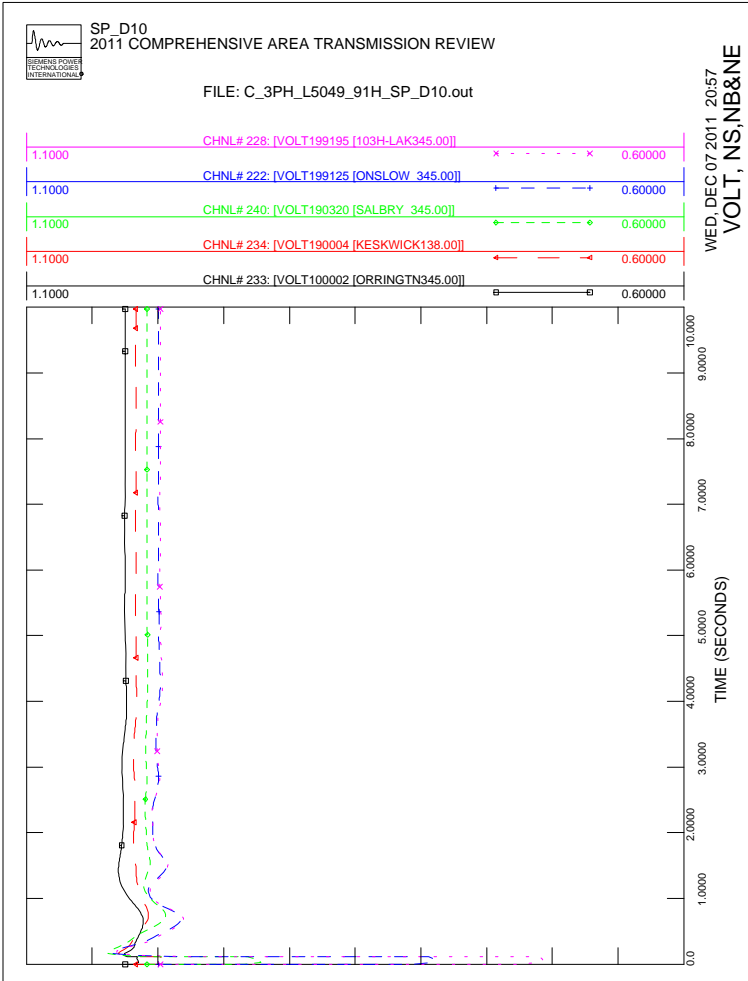


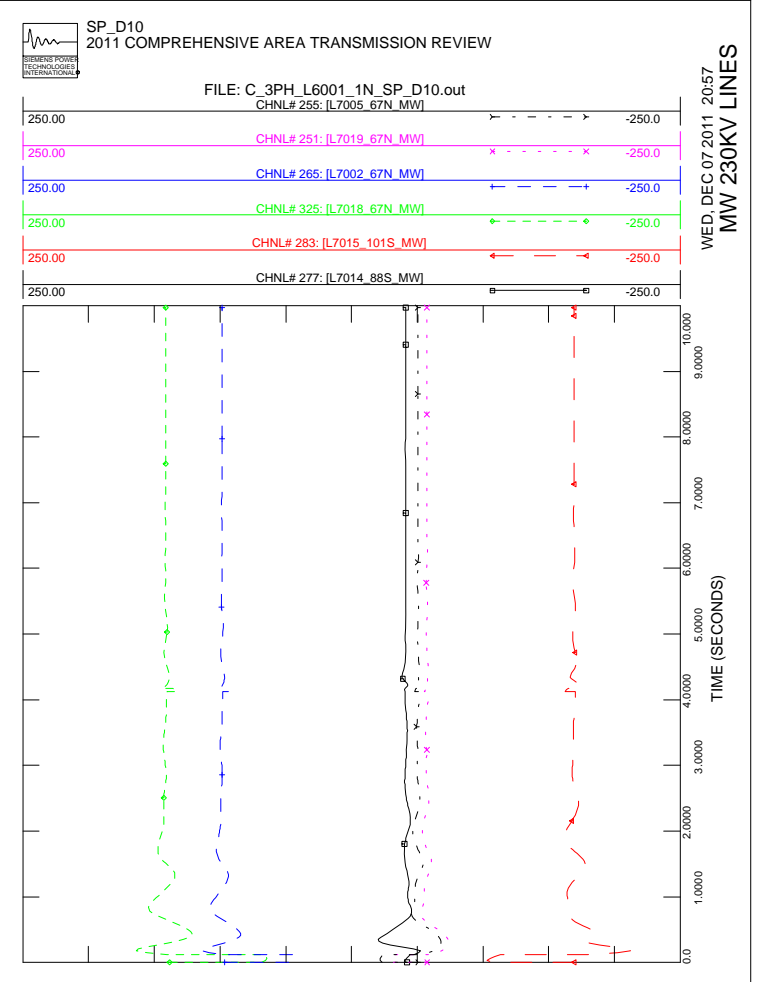
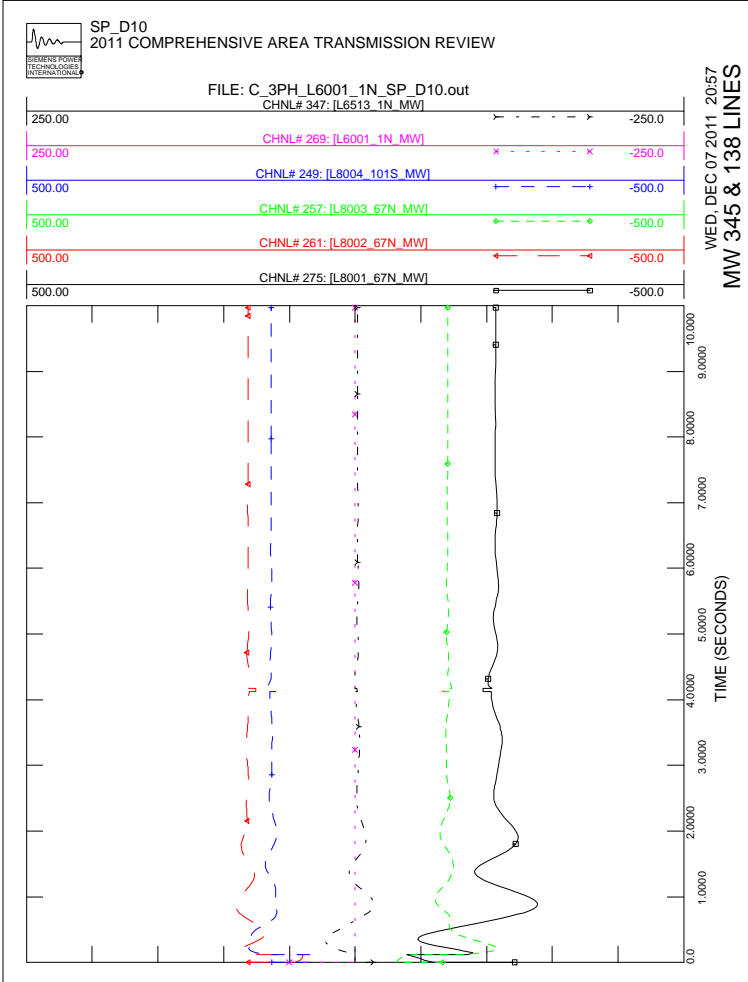
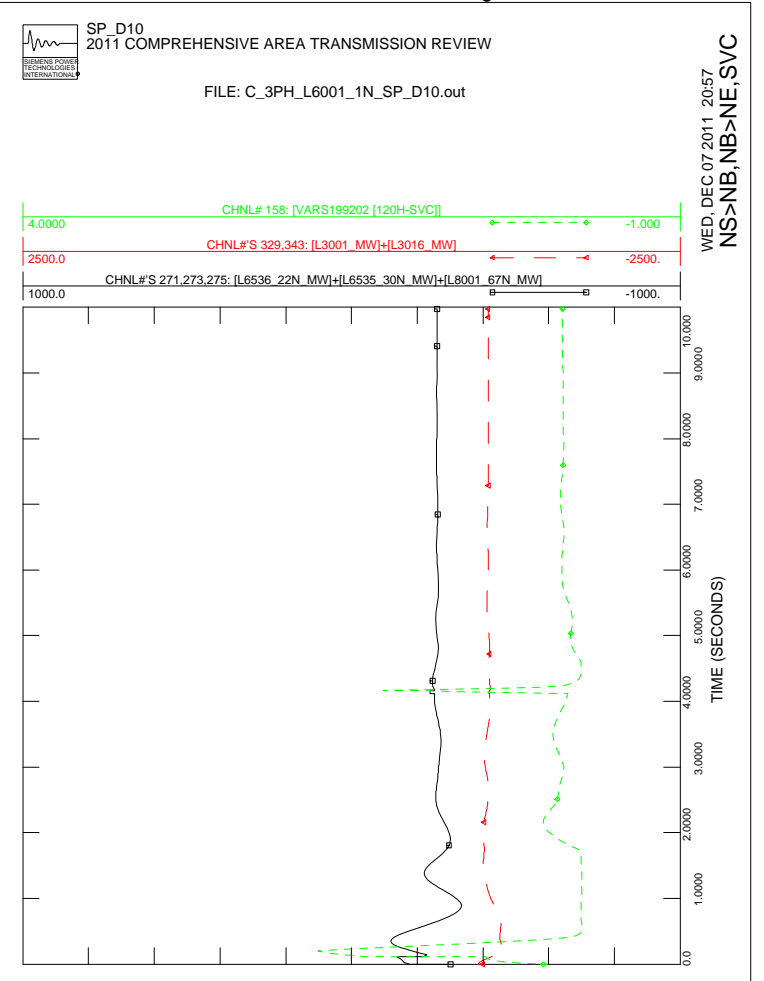
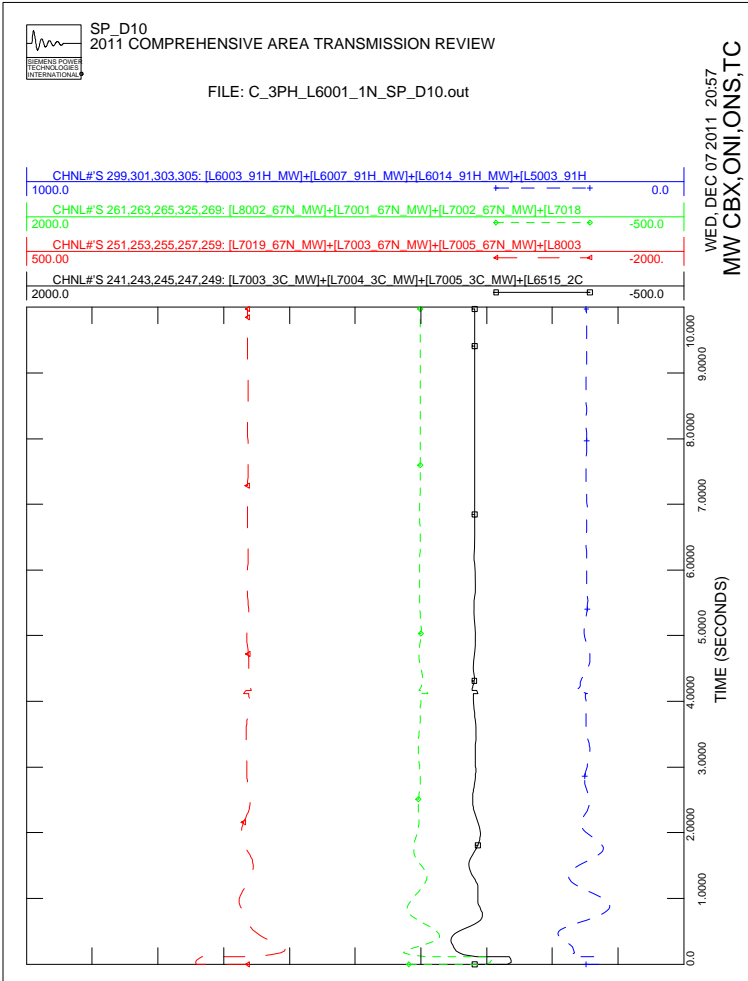
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

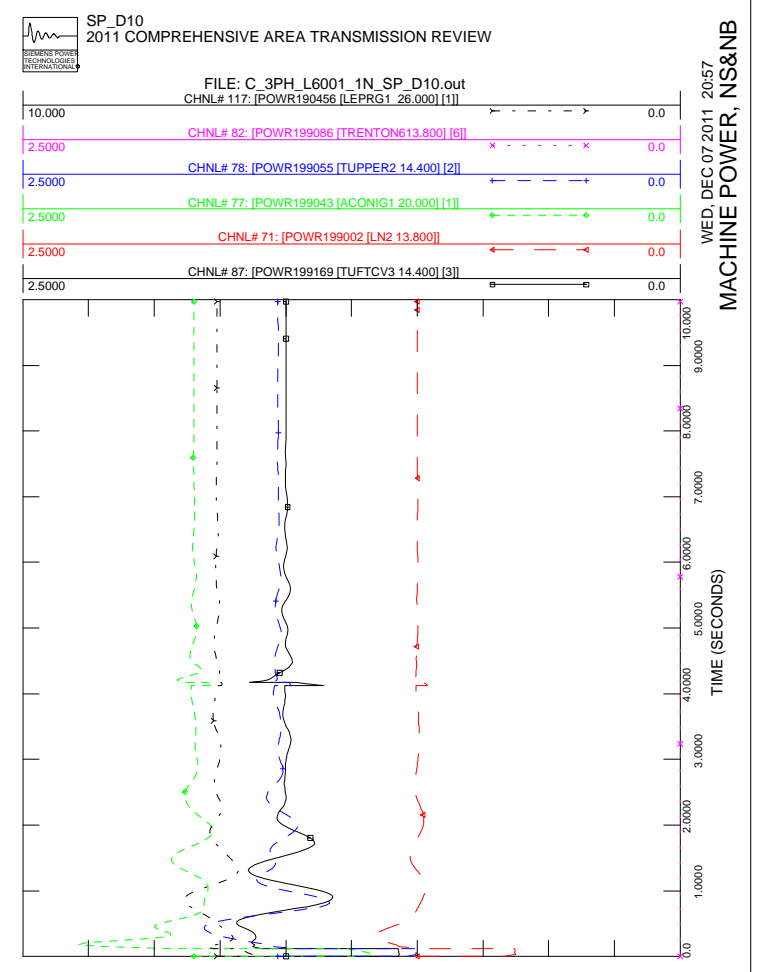
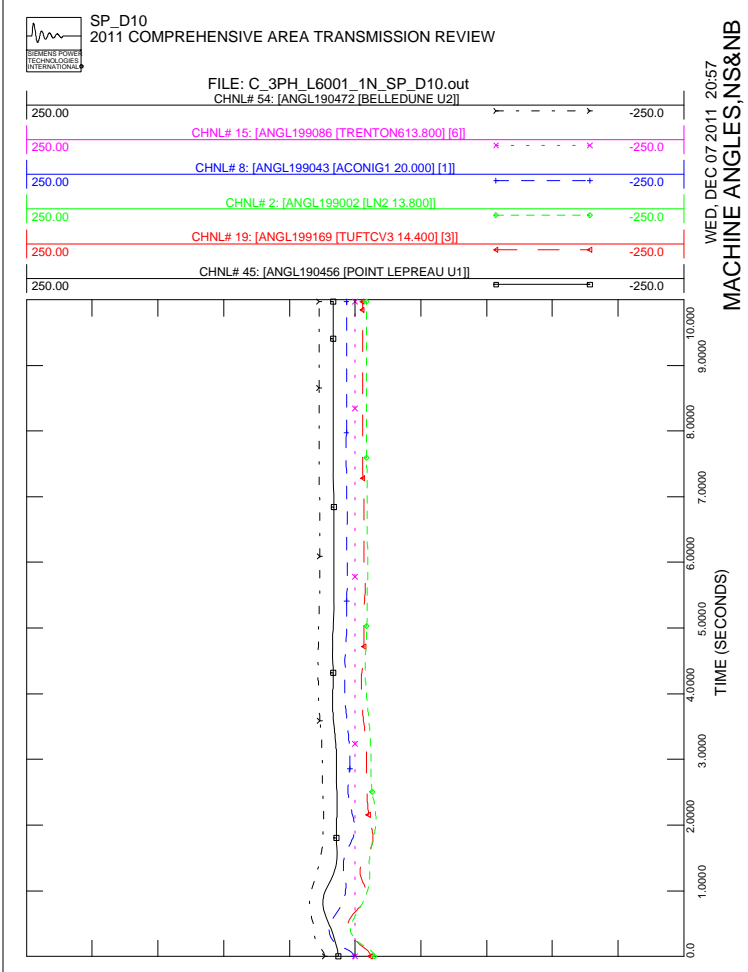
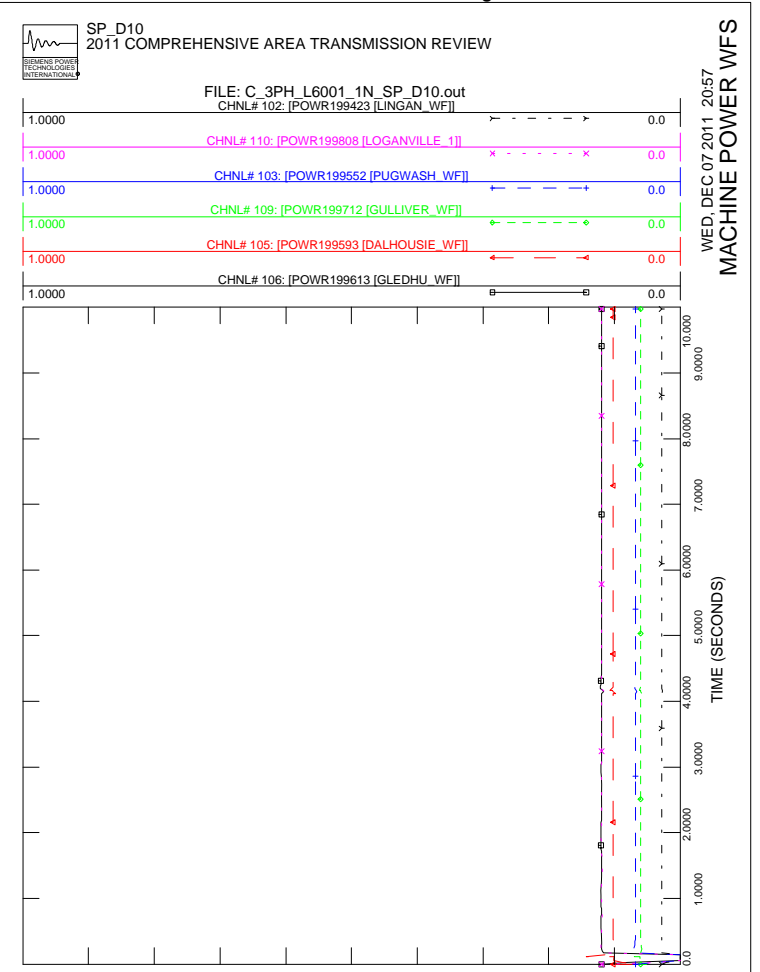
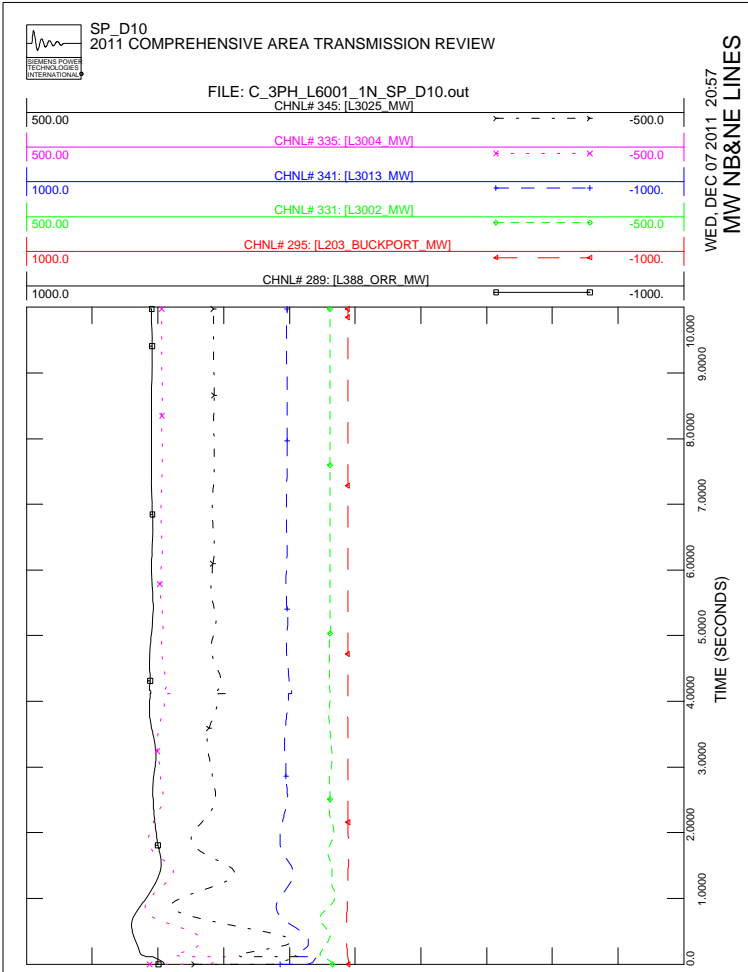
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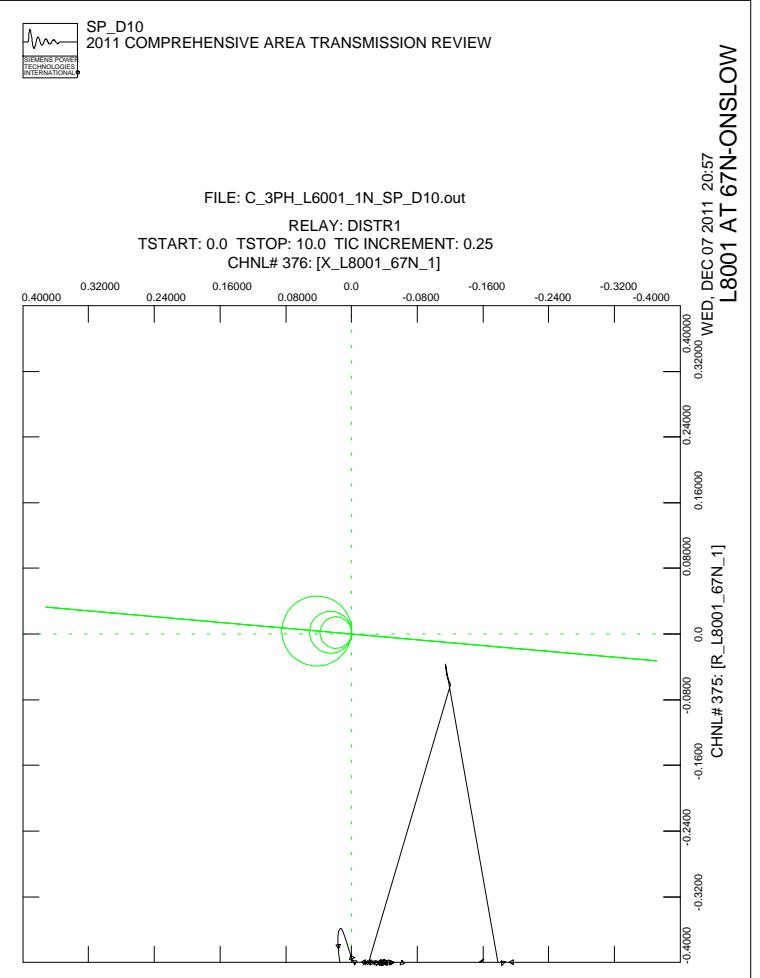
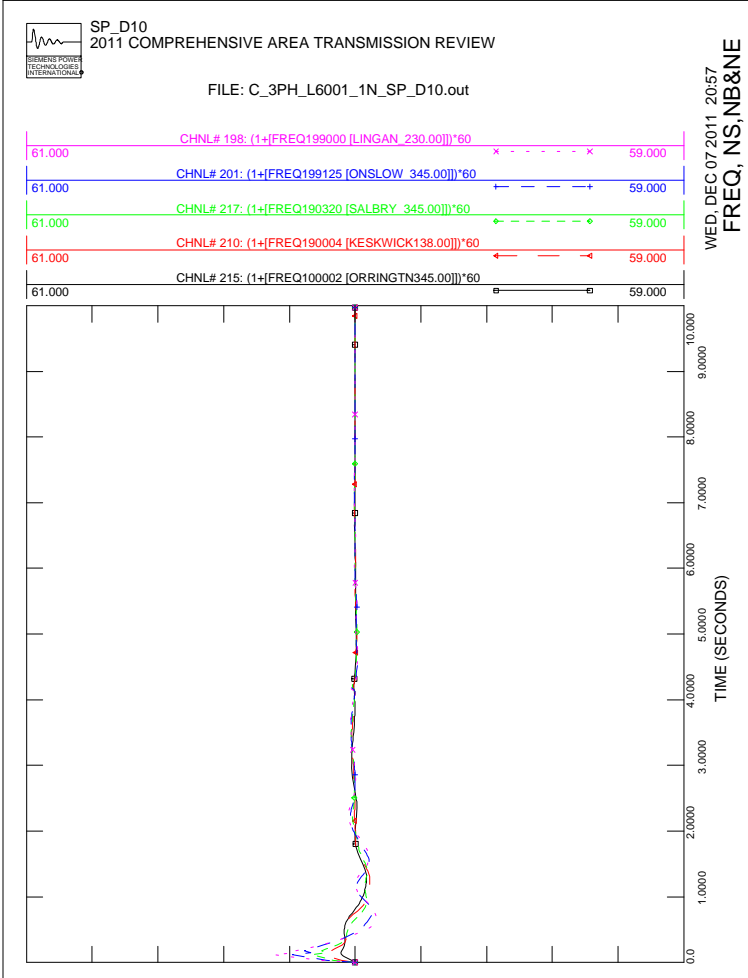
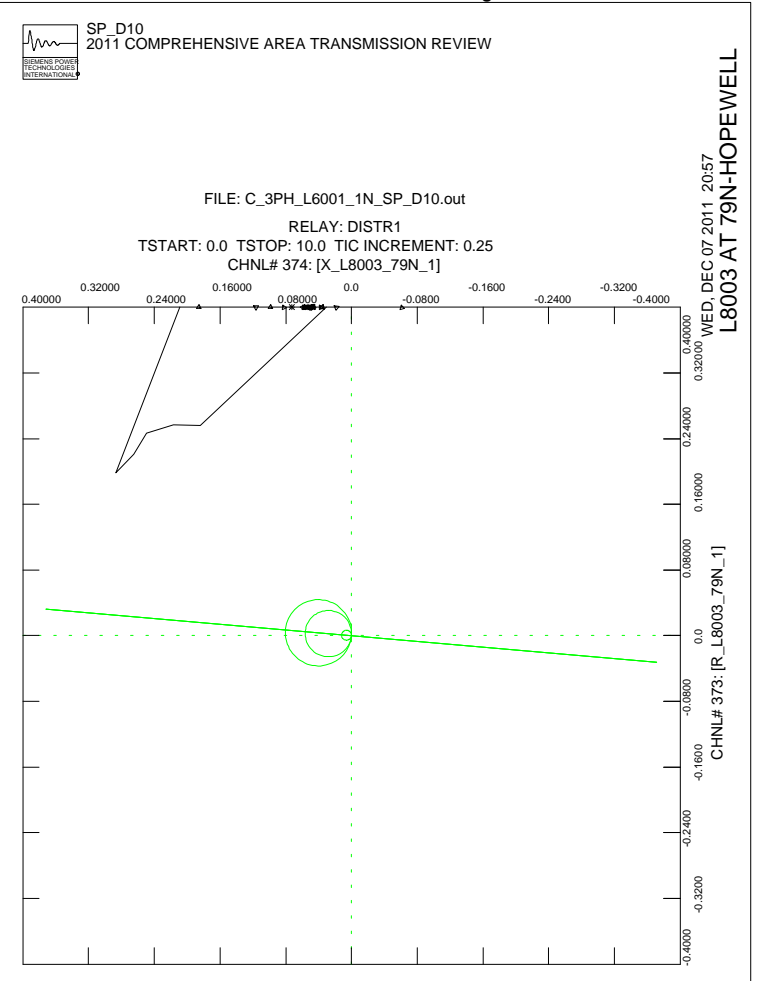
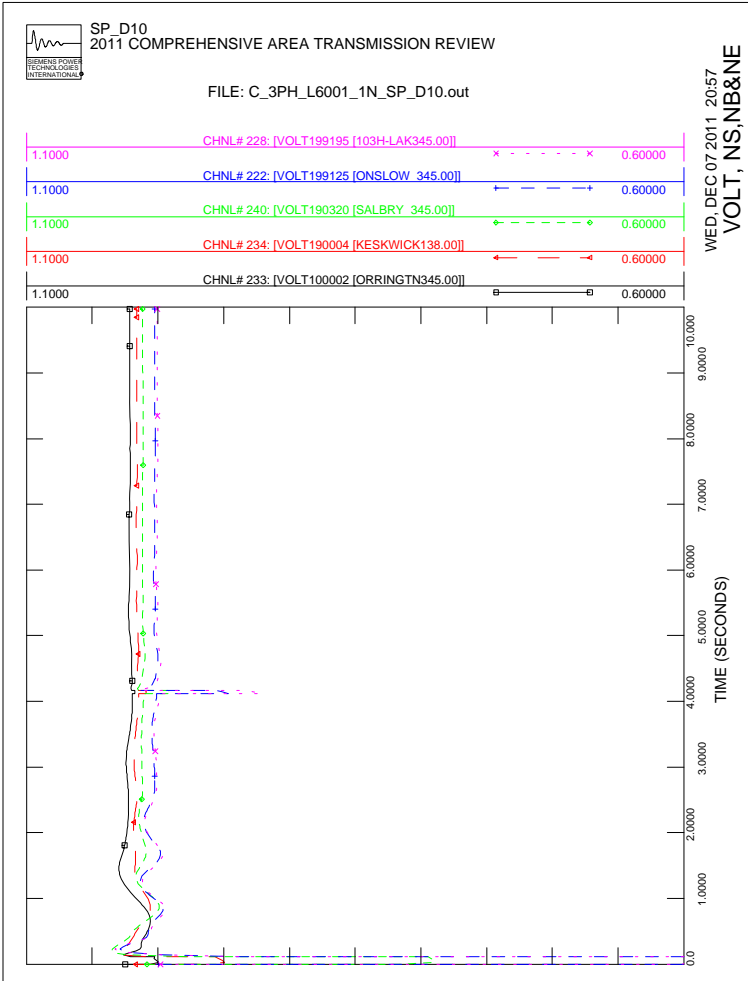


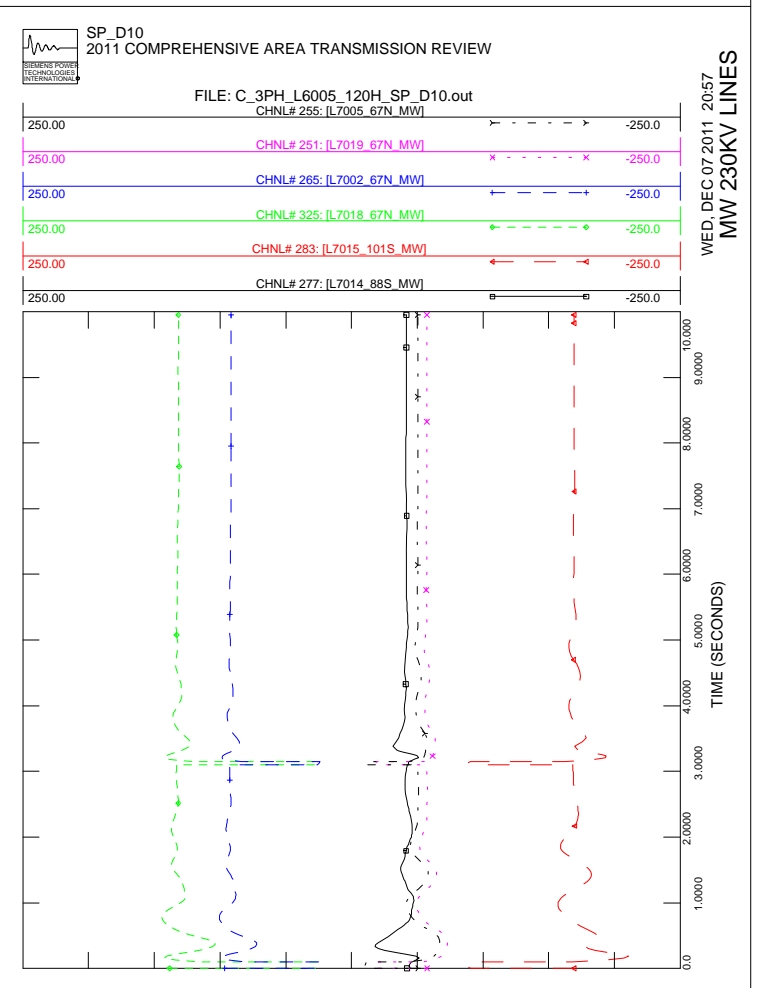
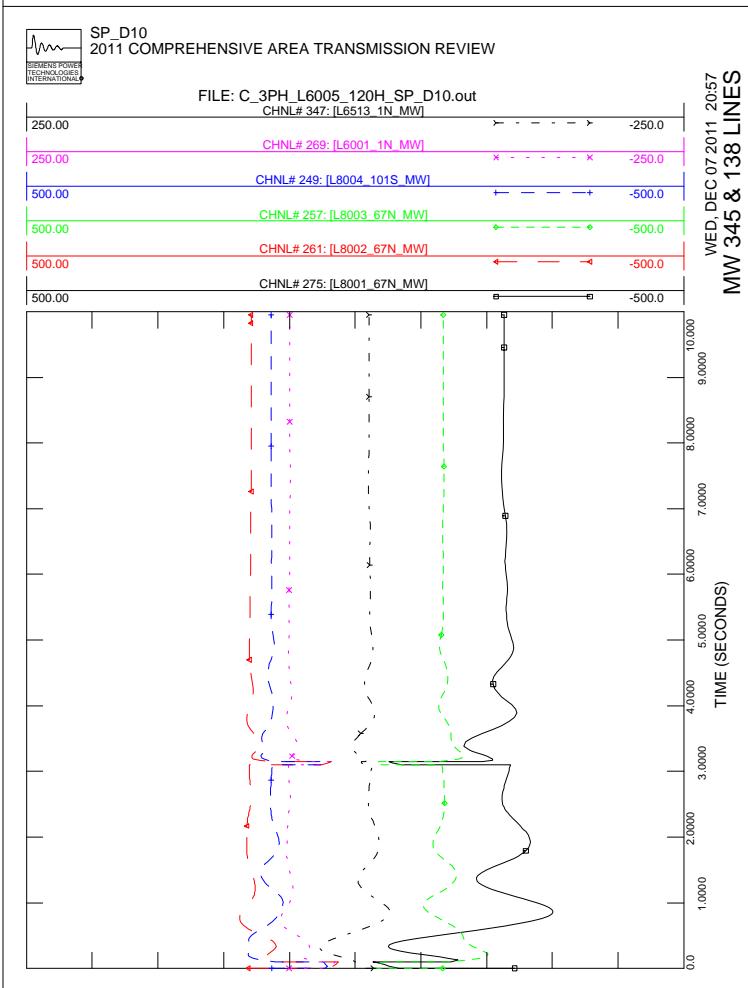
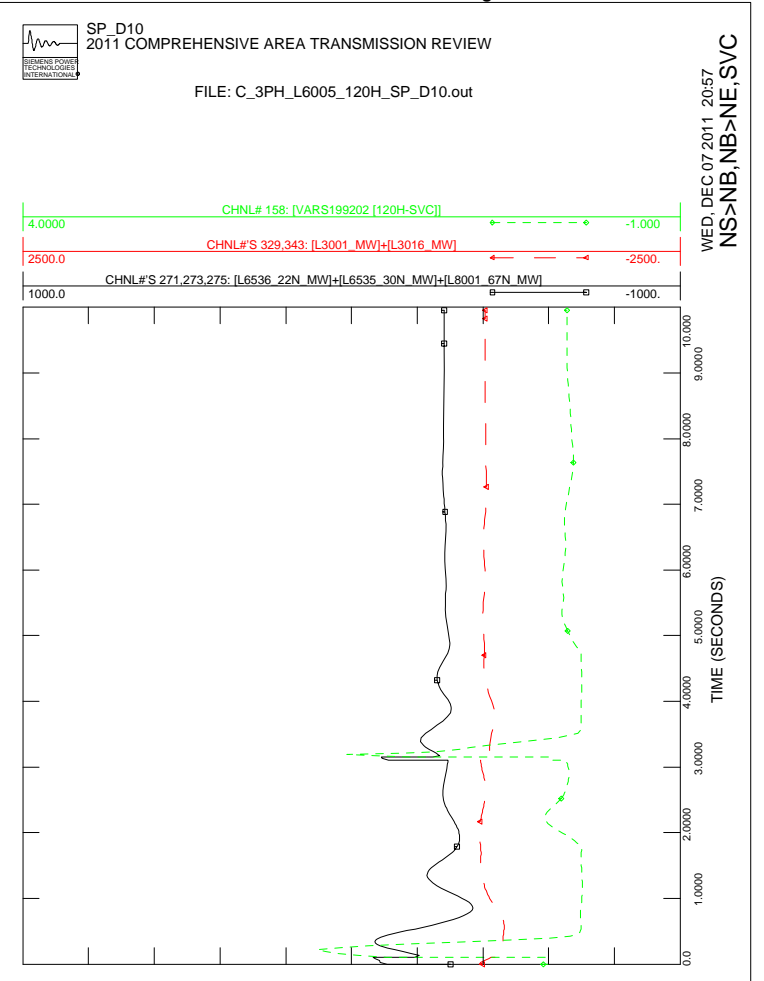
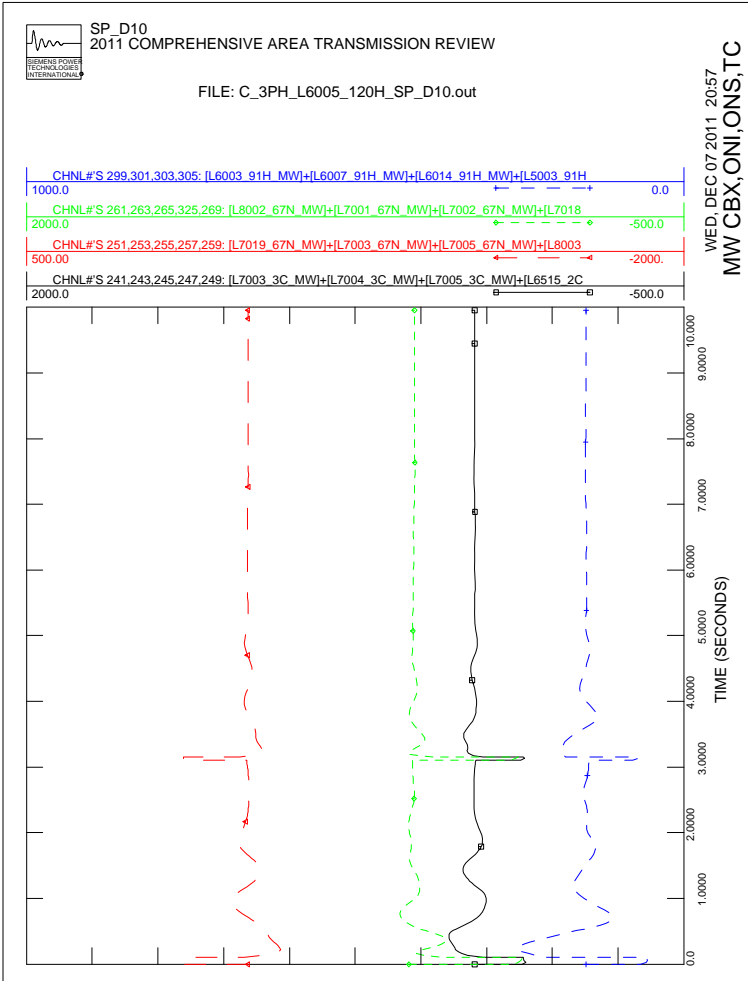


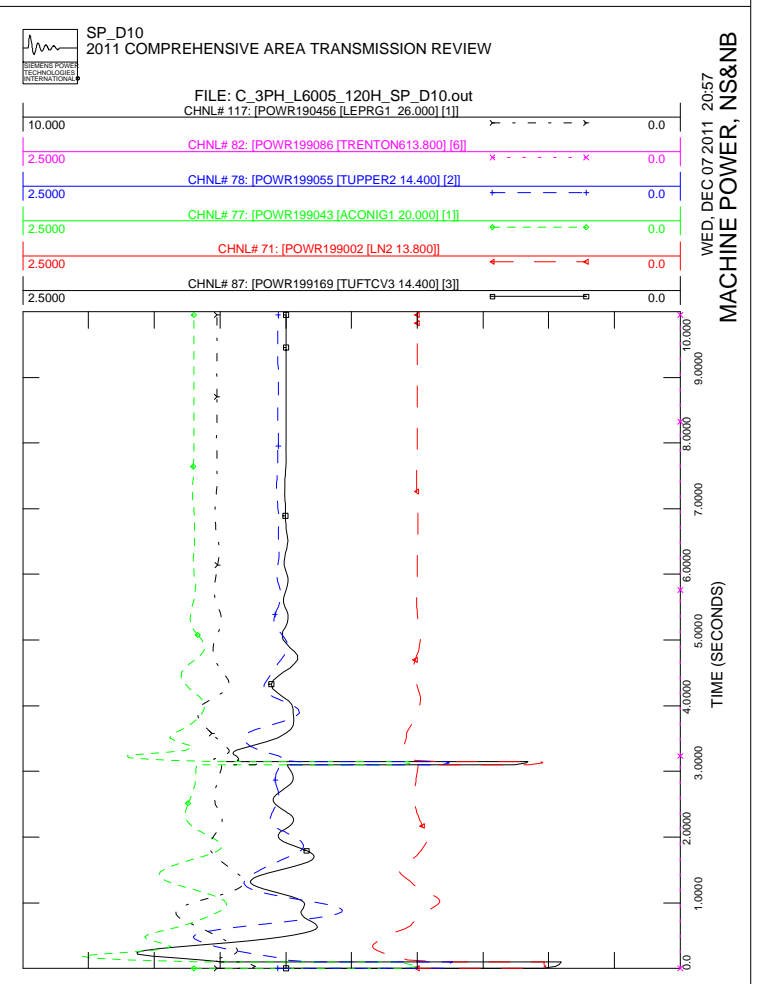
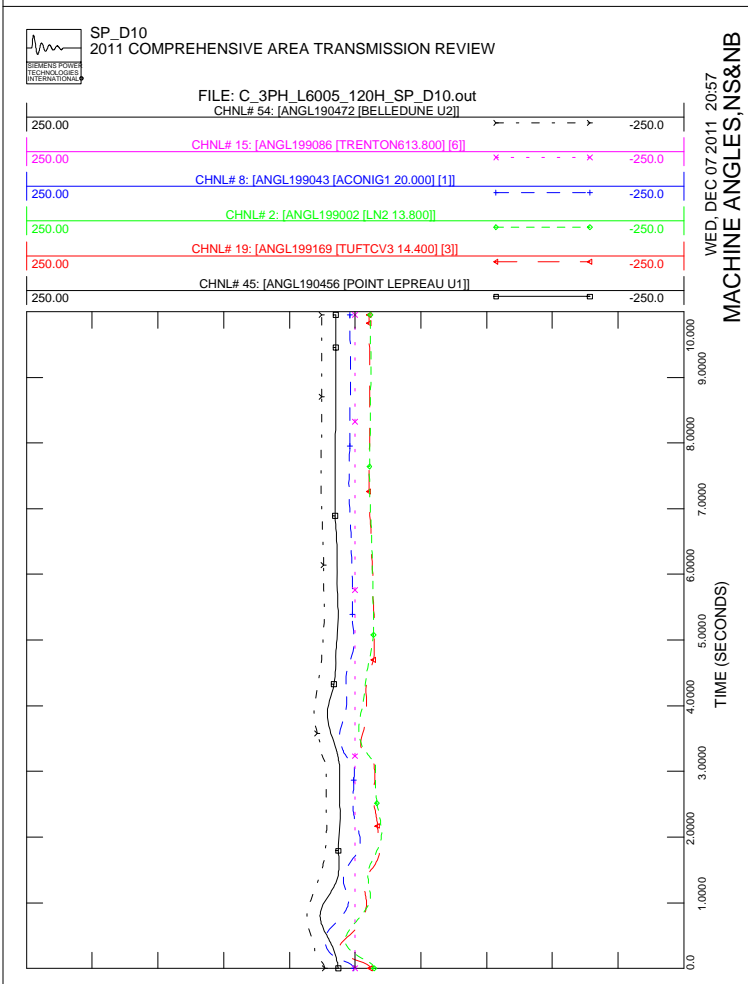
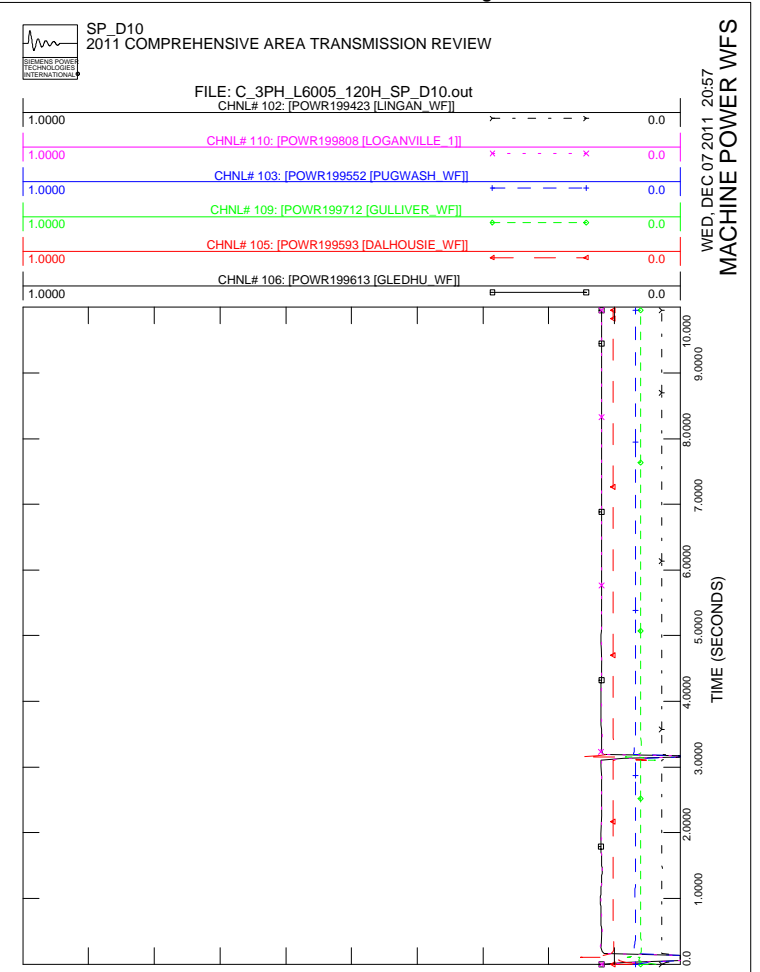
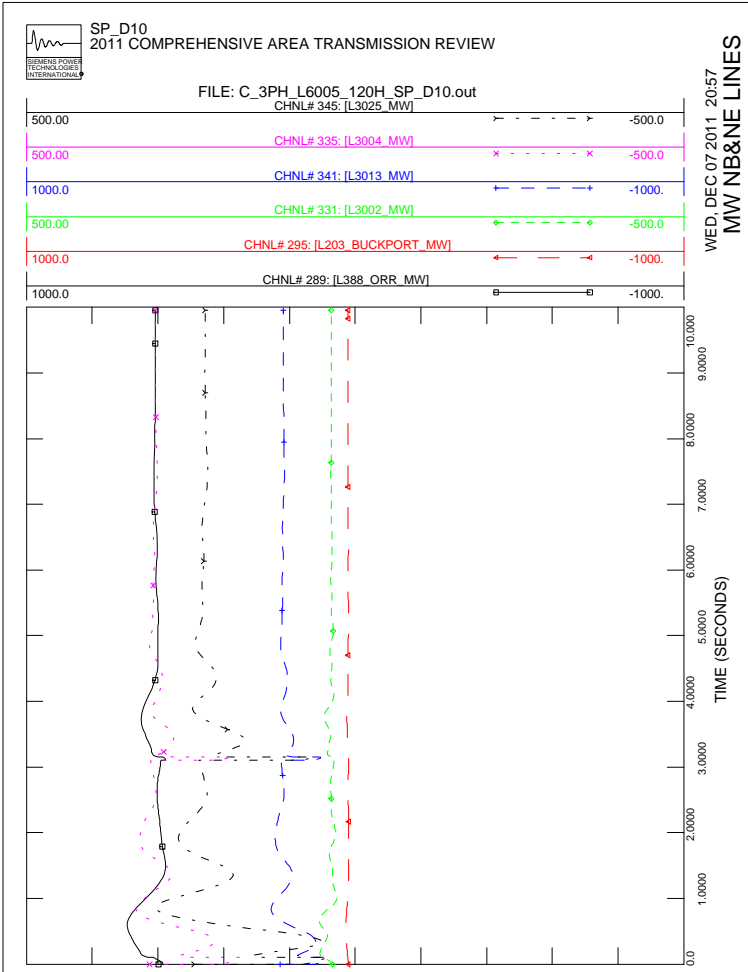


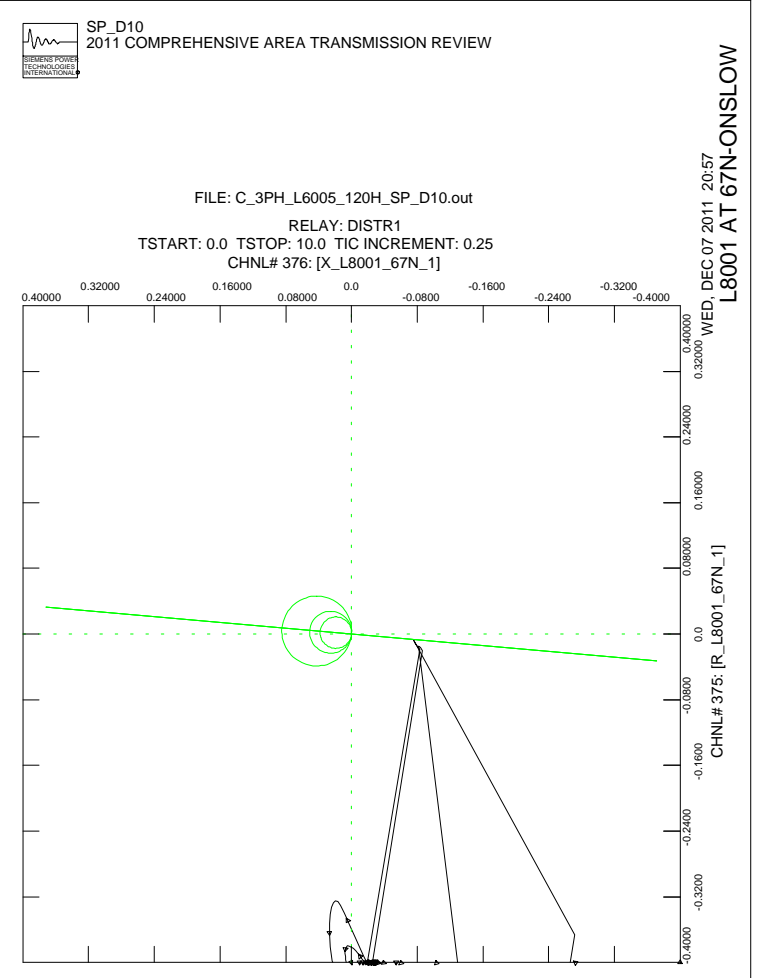
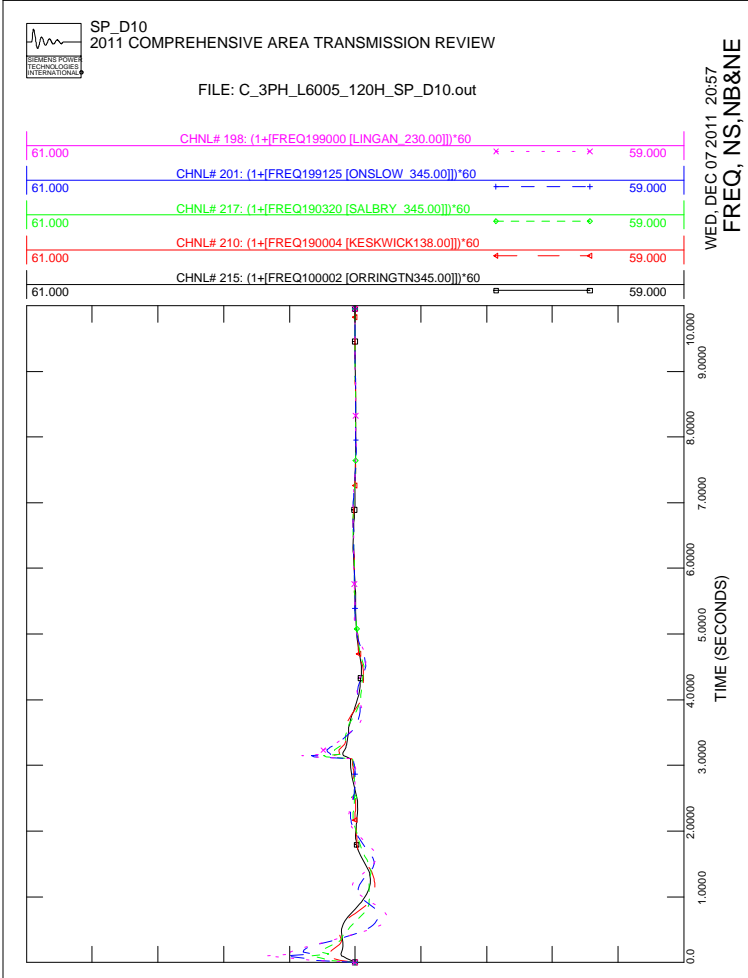
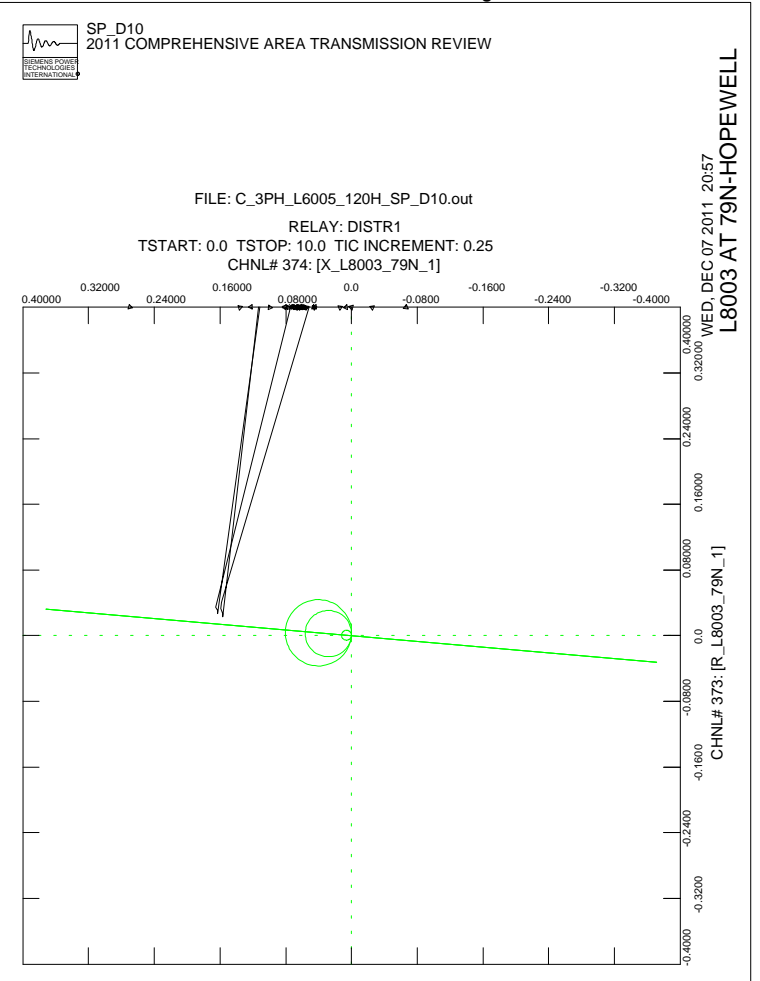
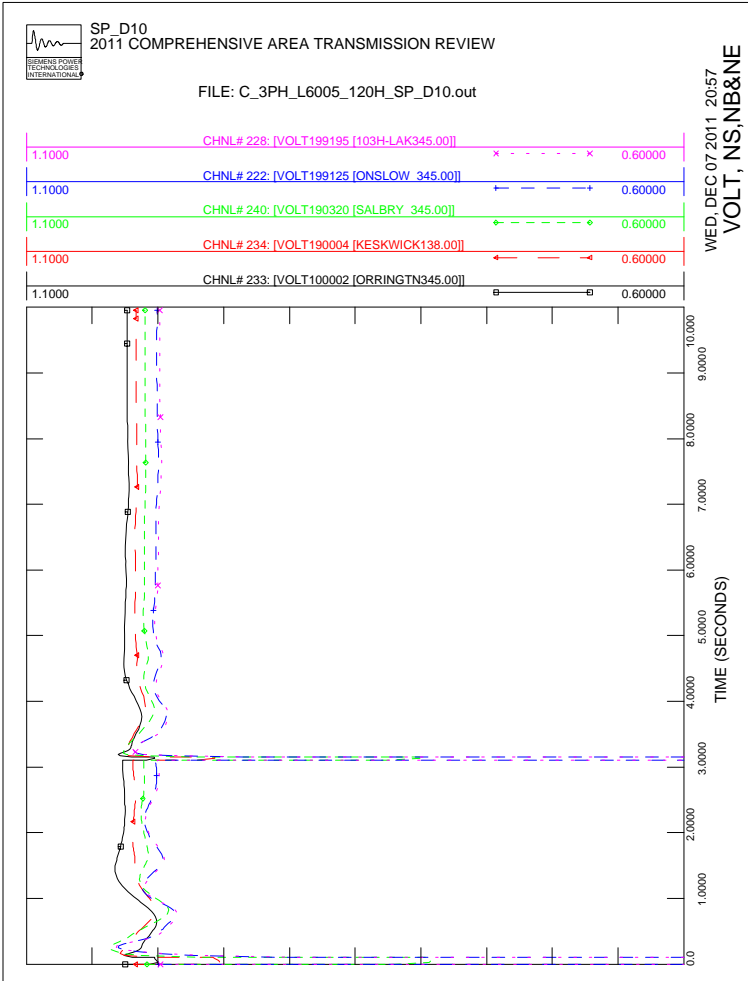








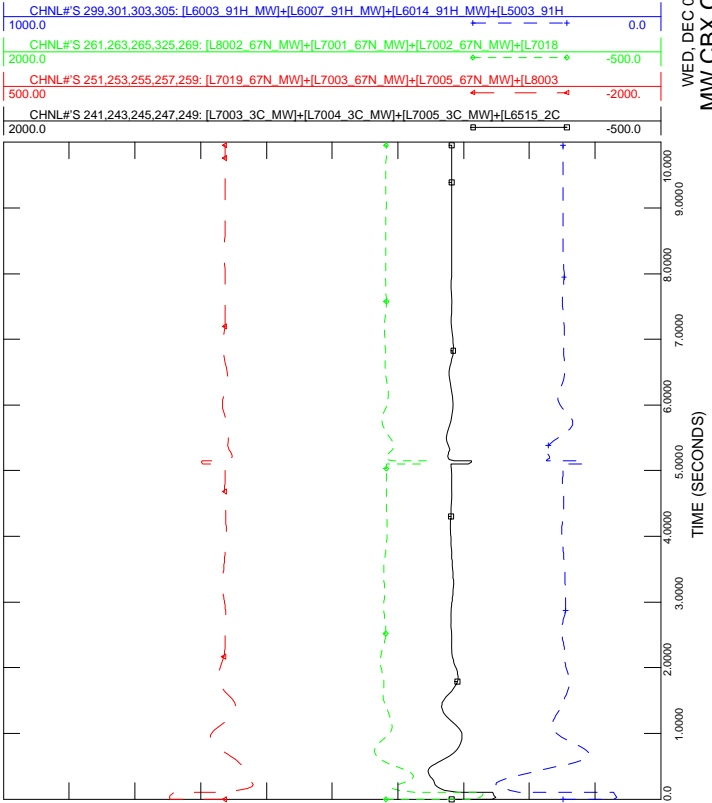






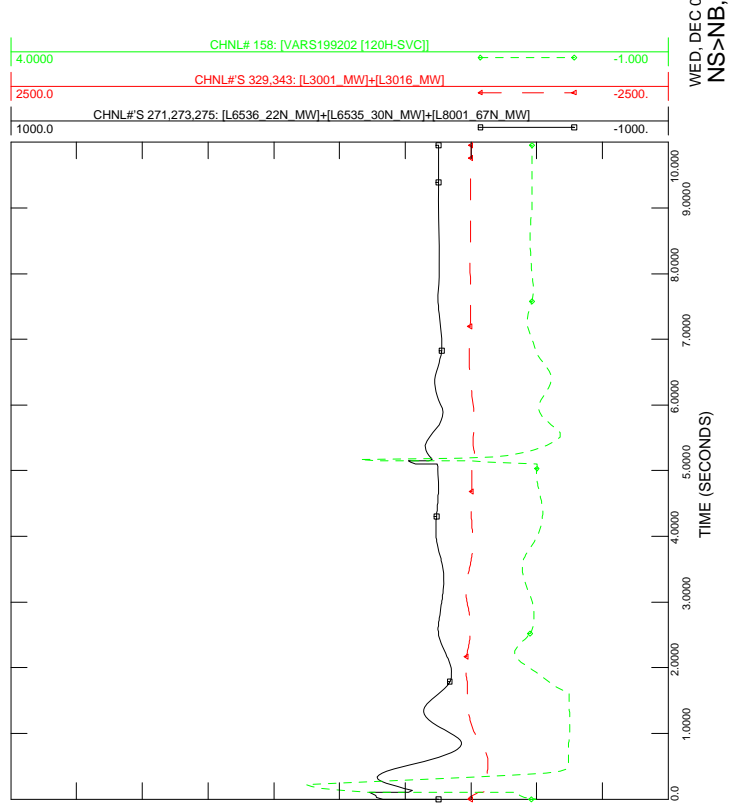
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6008_103H_SP_D10.out



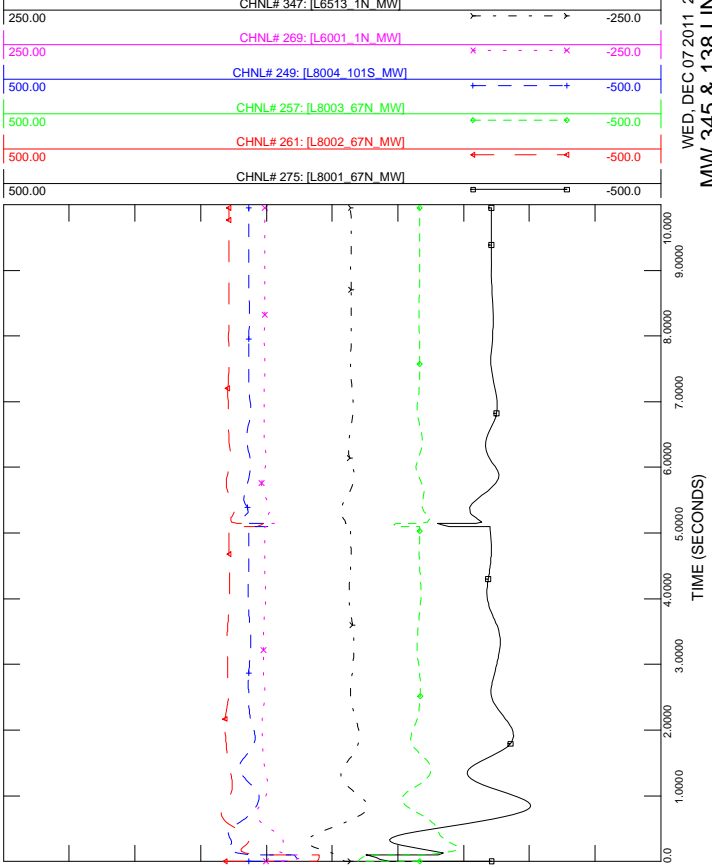
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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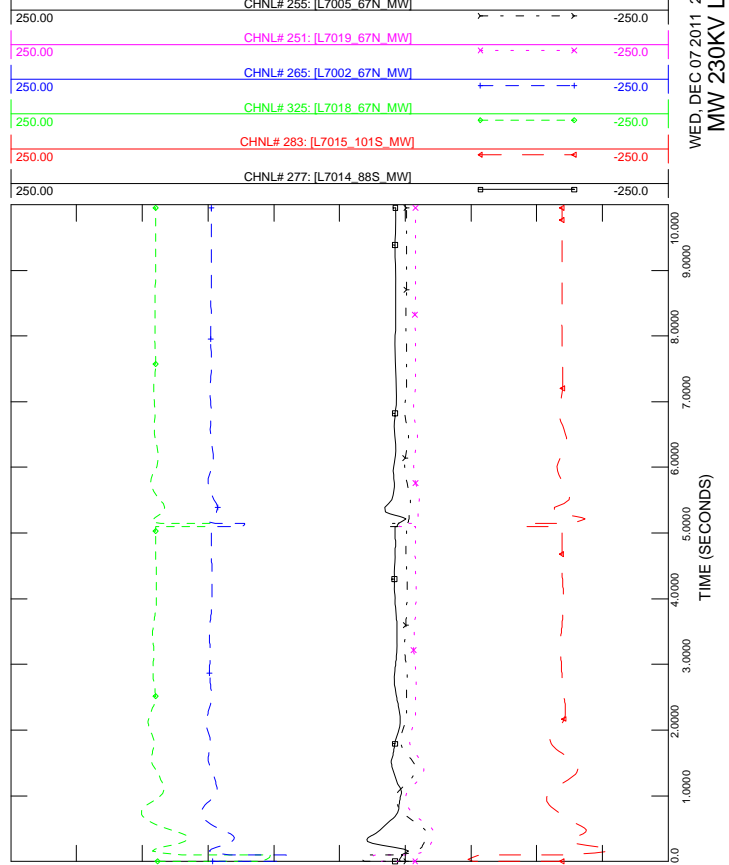
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

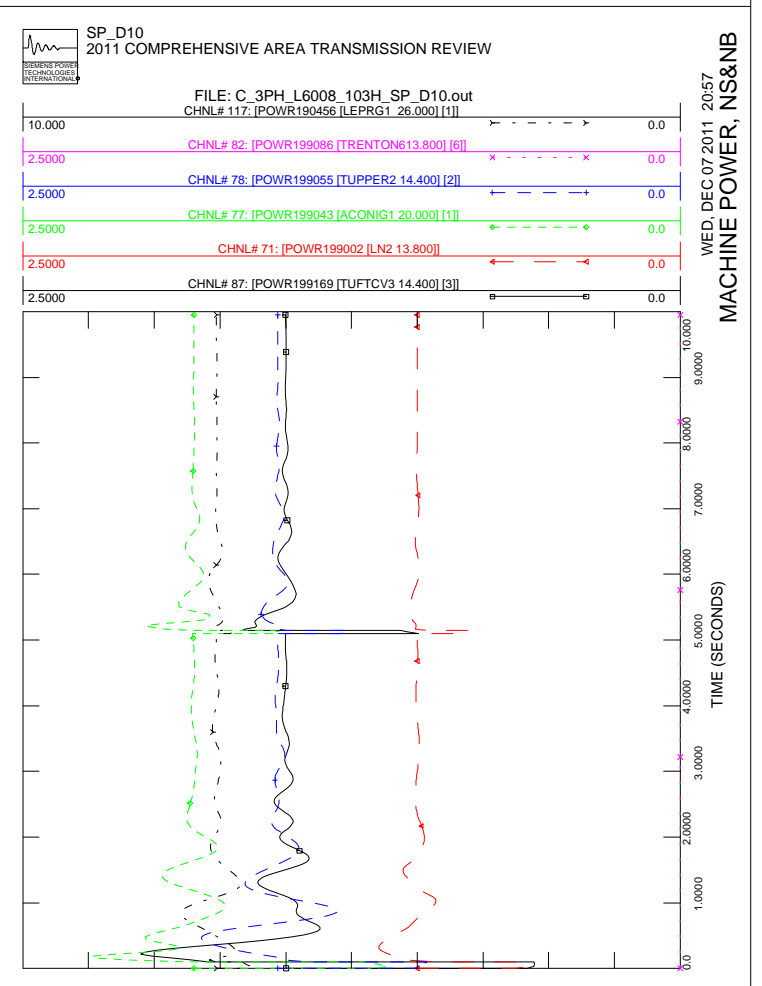
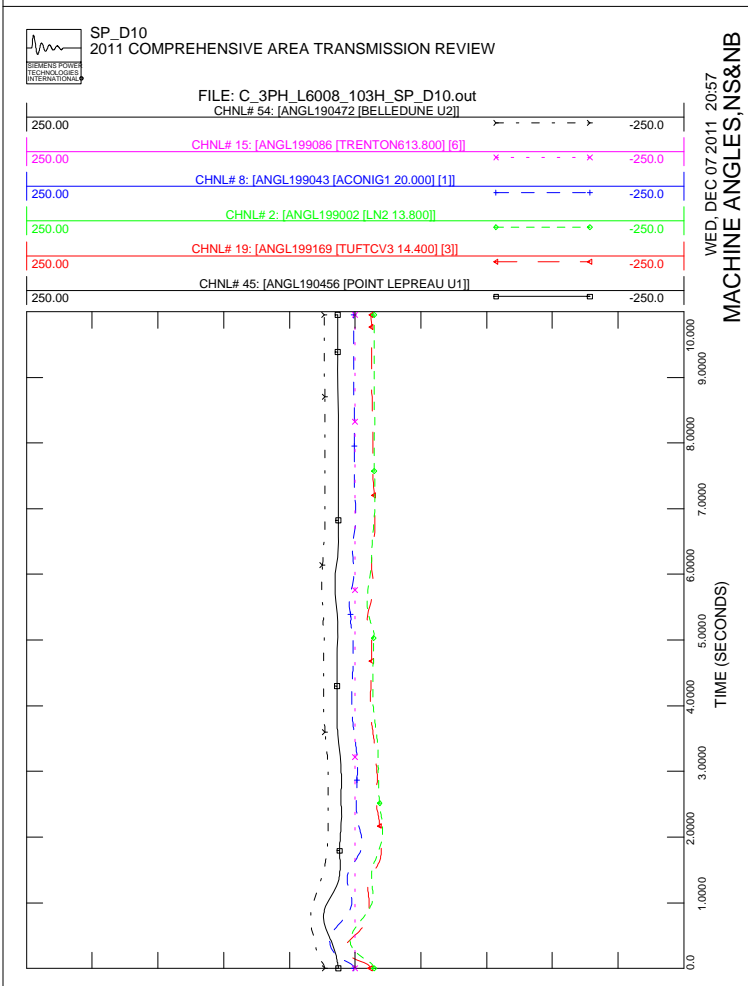
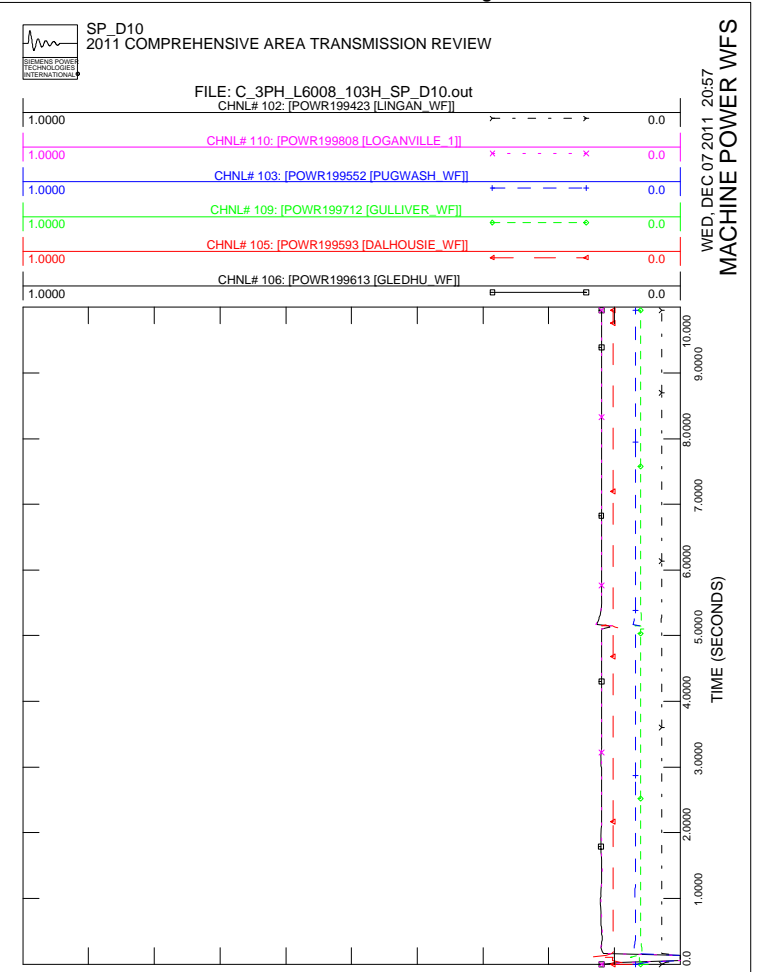
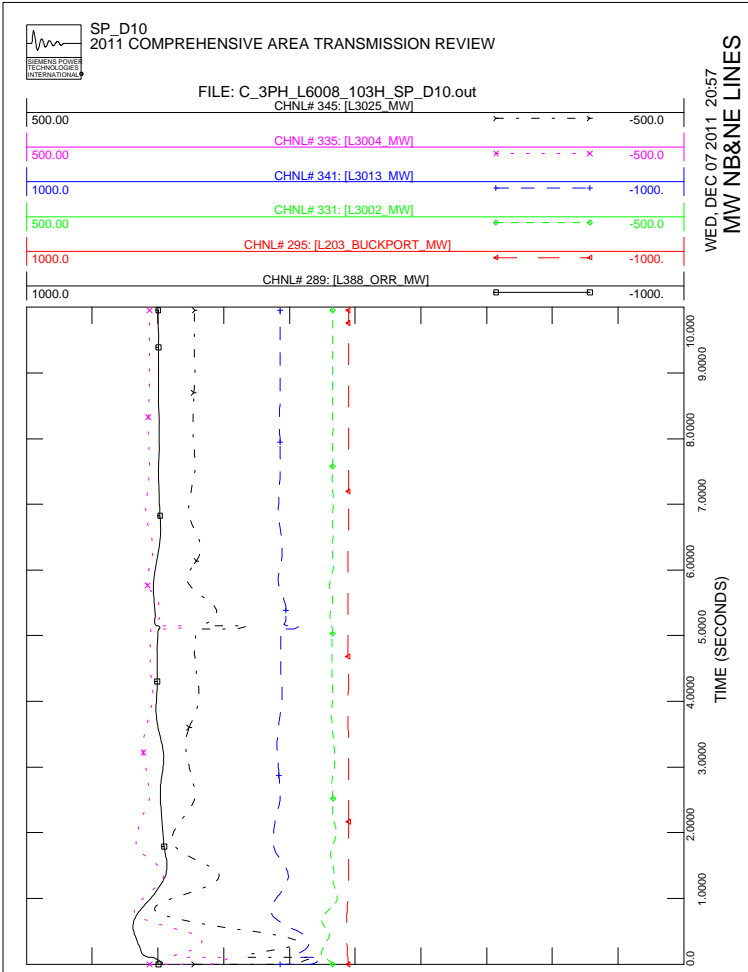
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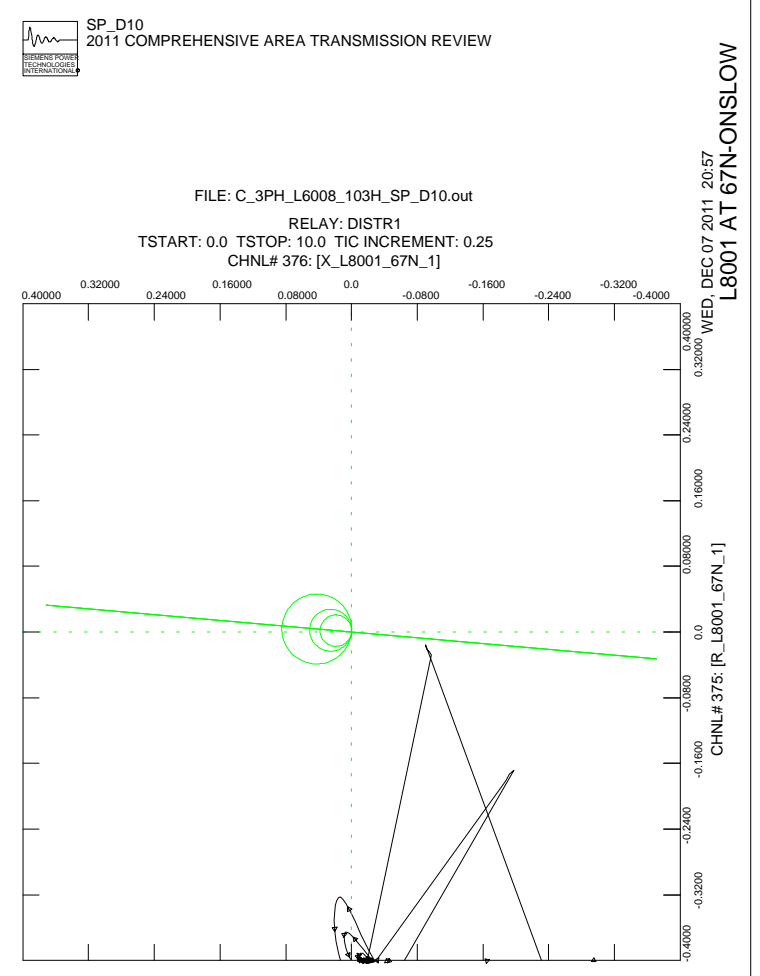
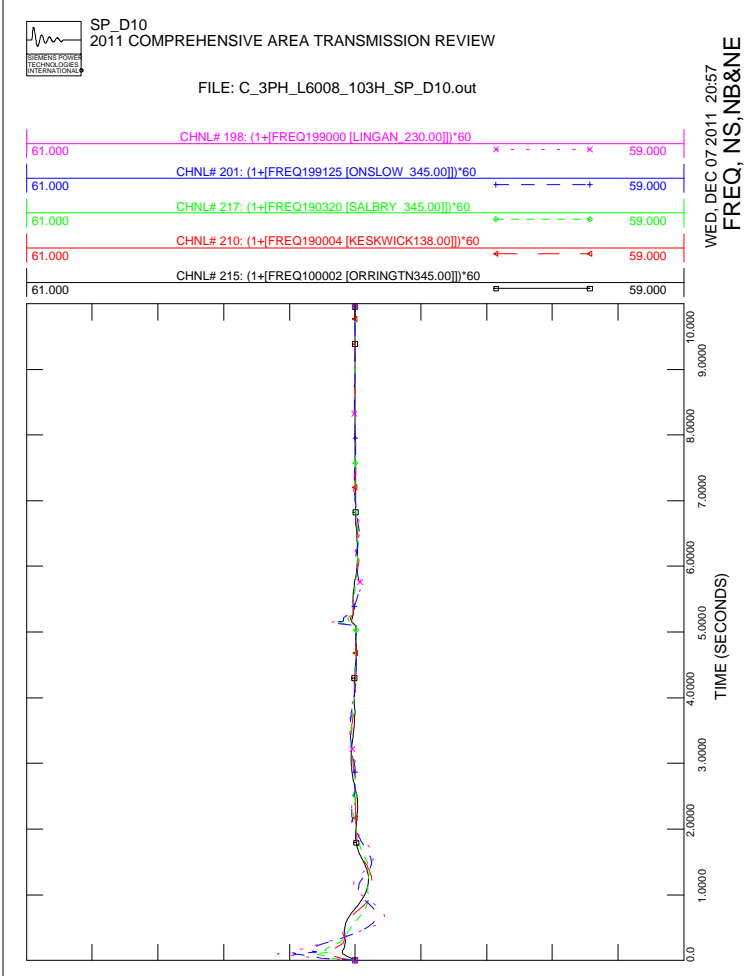
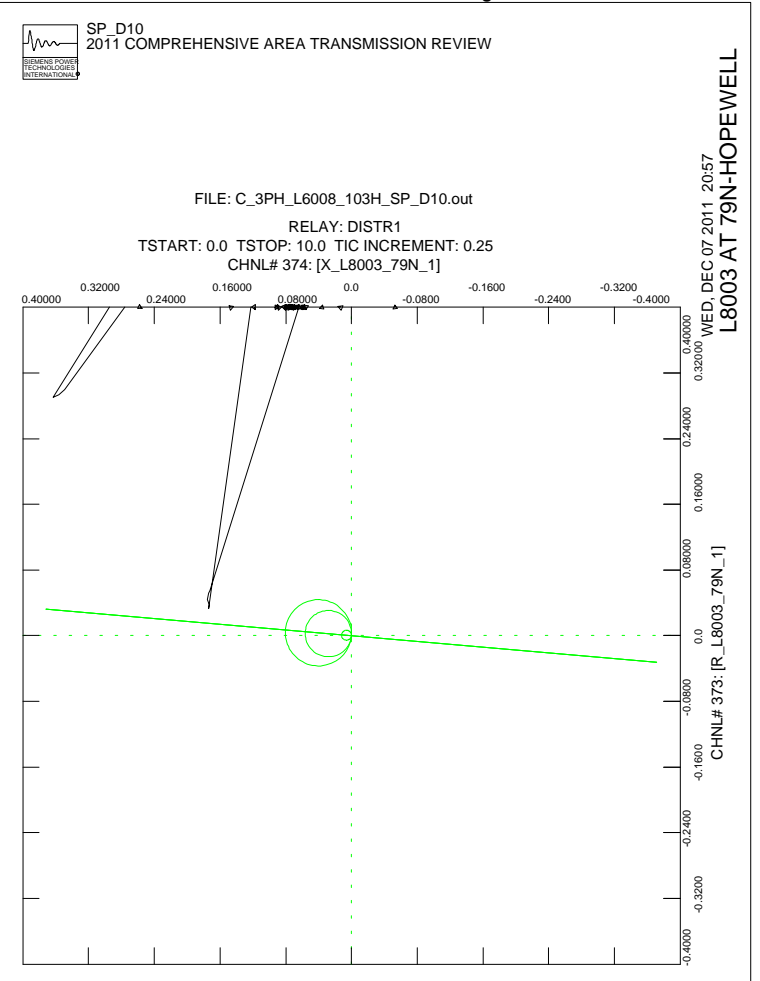
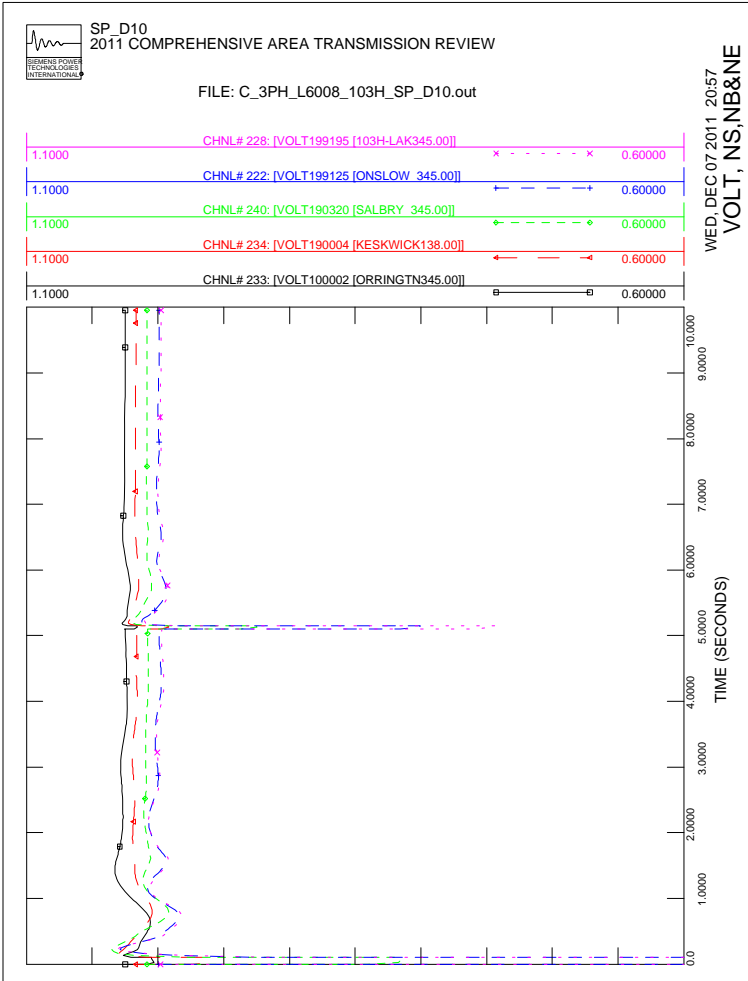


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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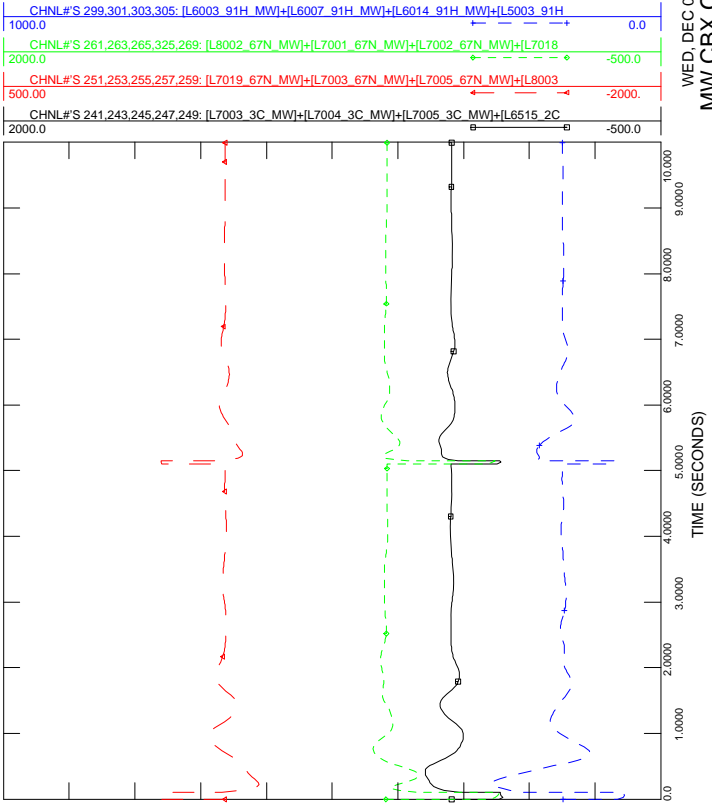






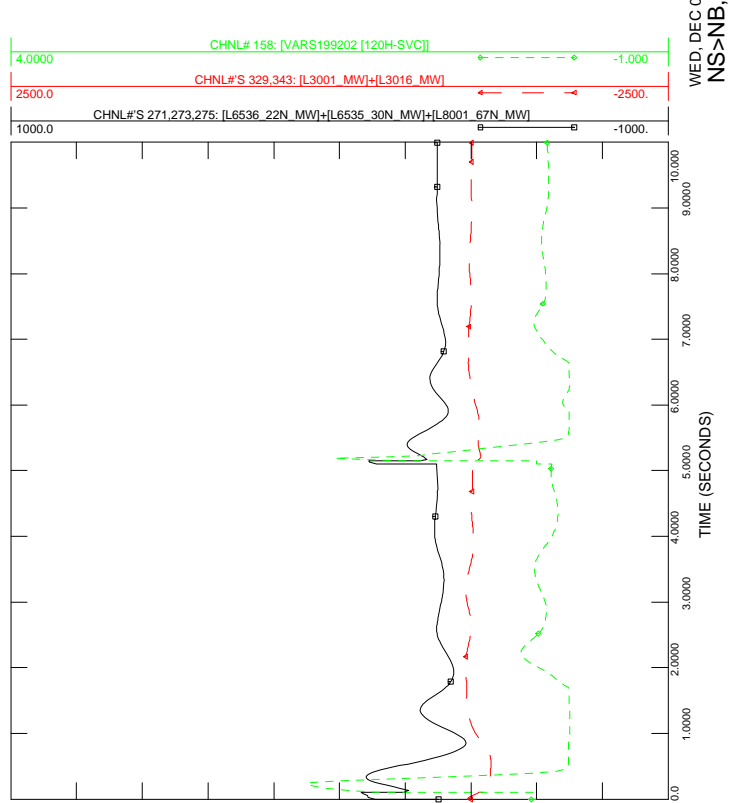
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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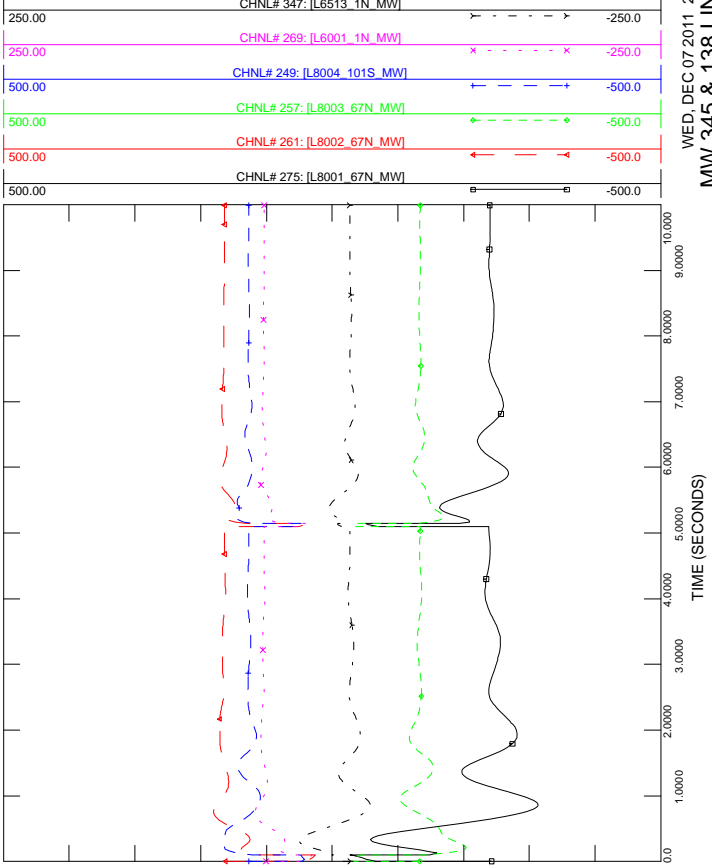
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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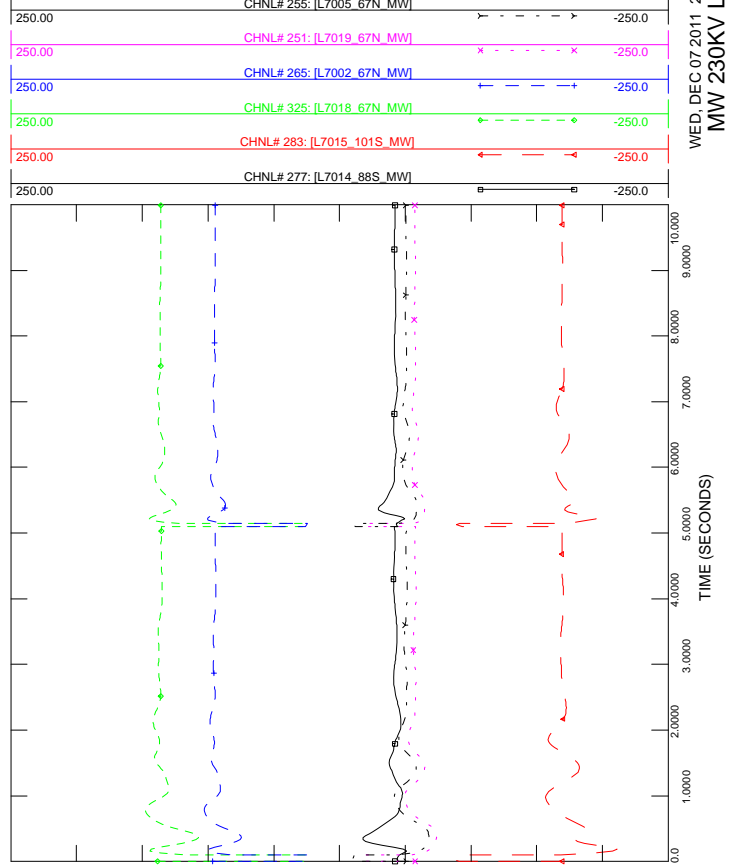
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

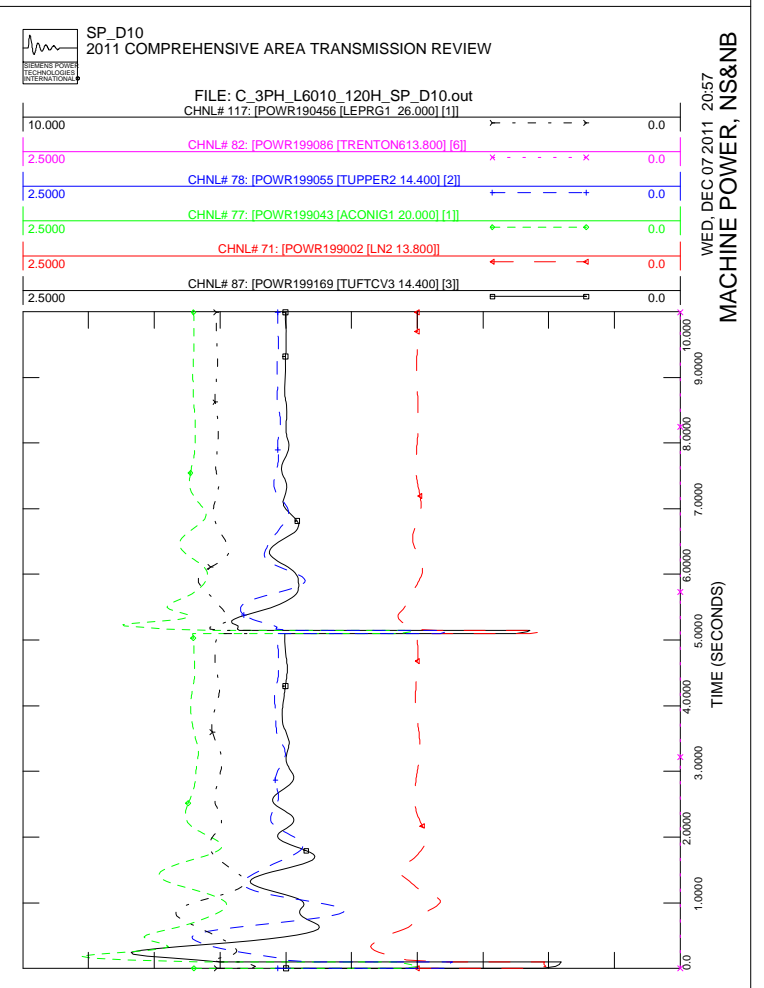
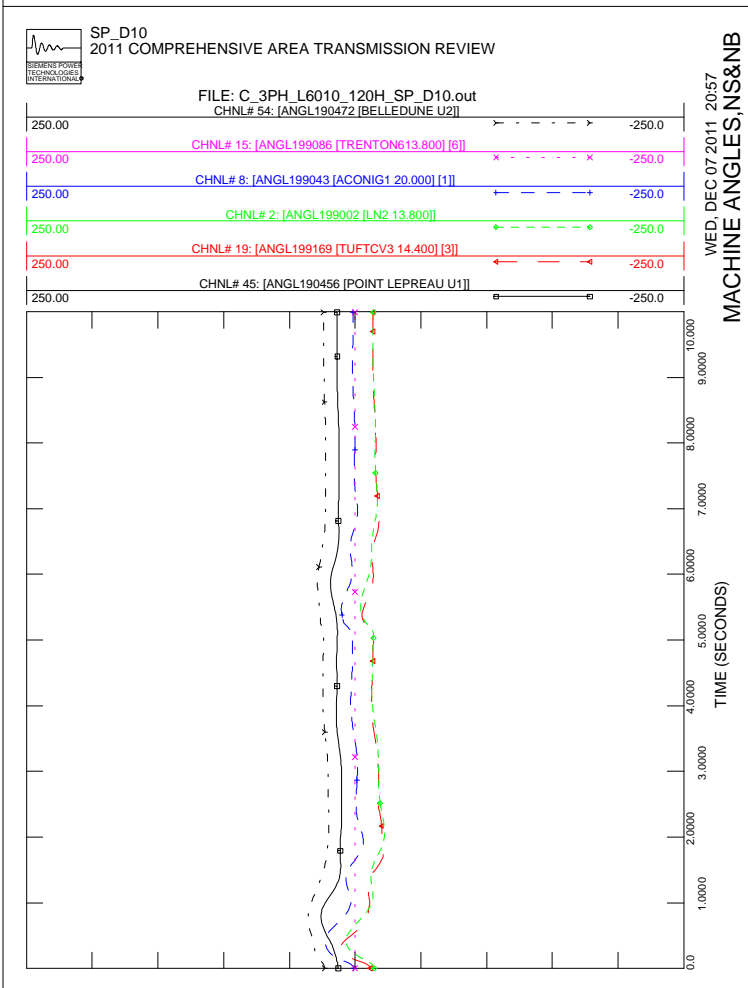
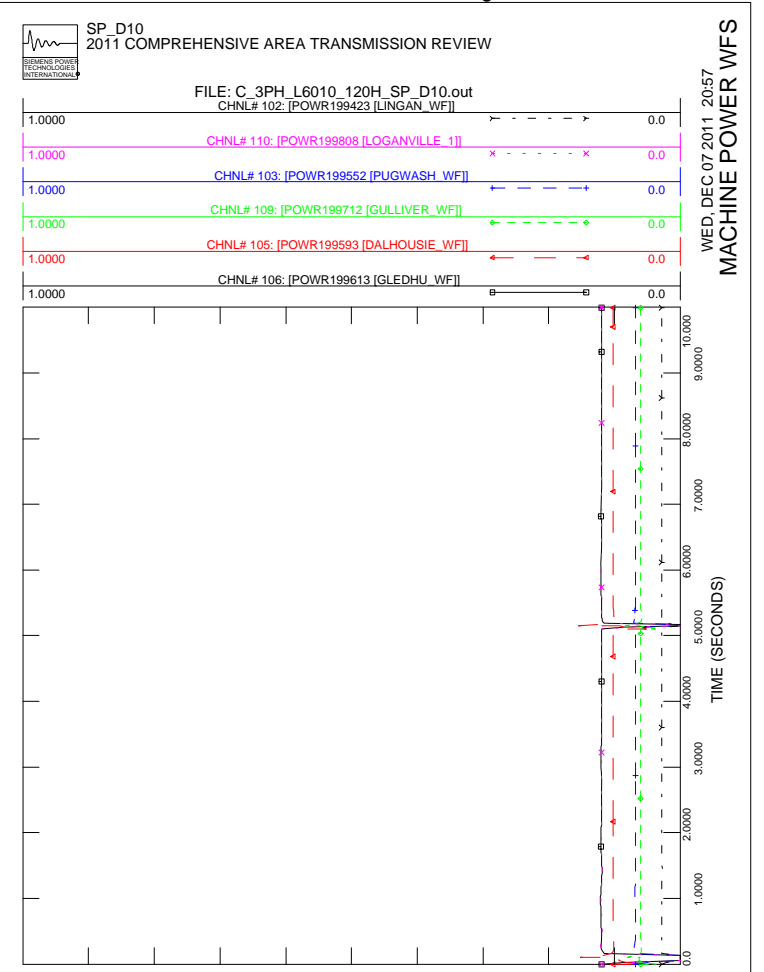
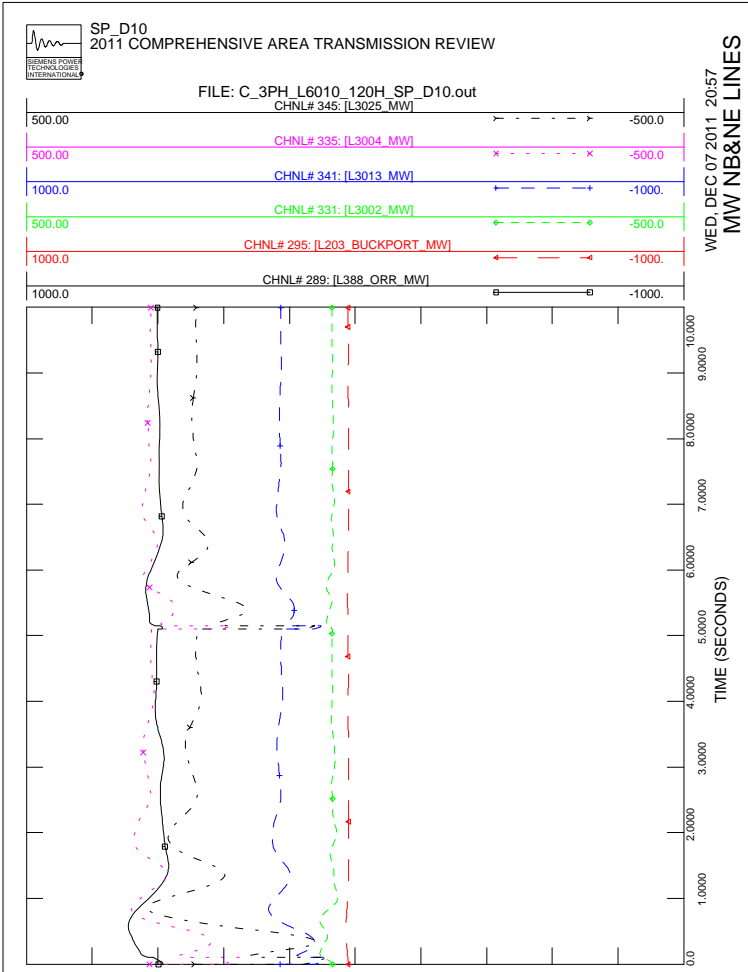
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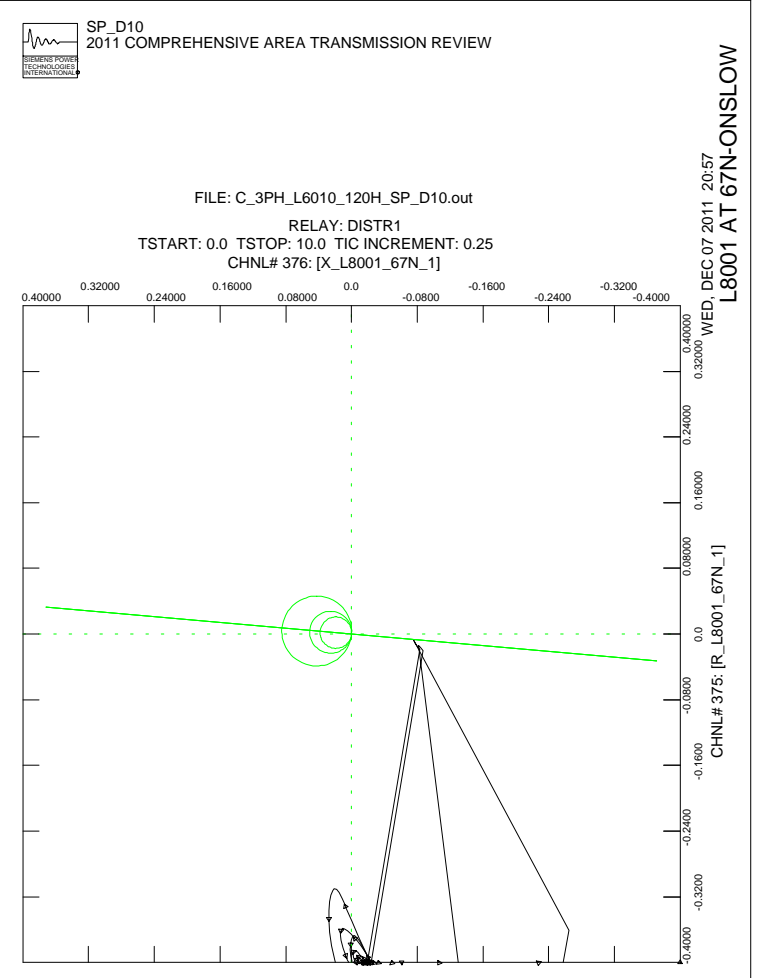
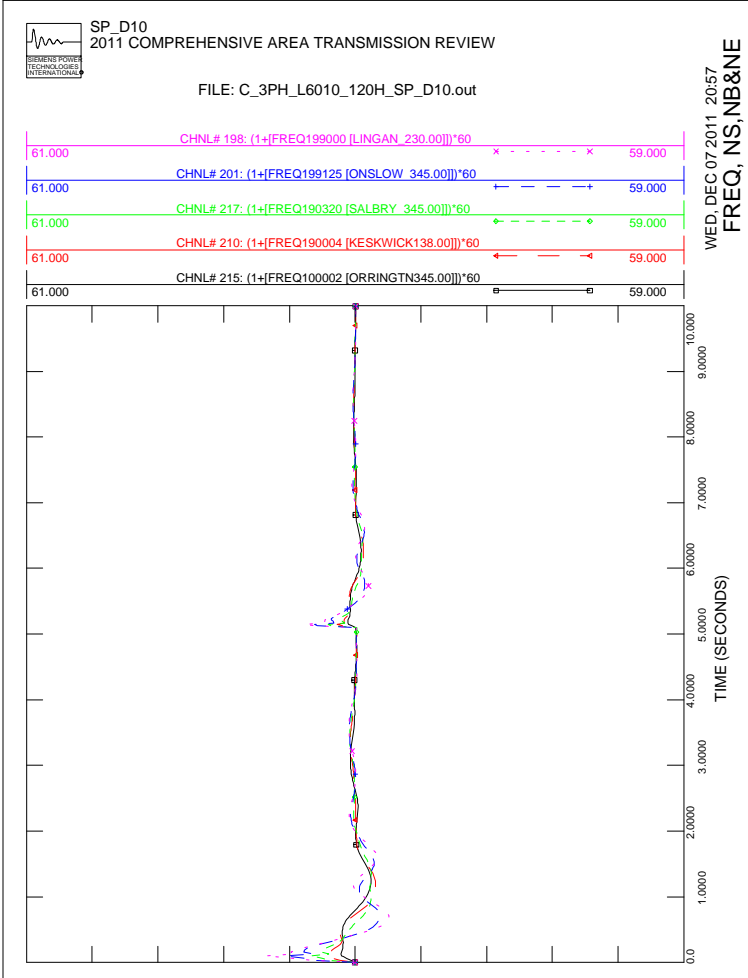
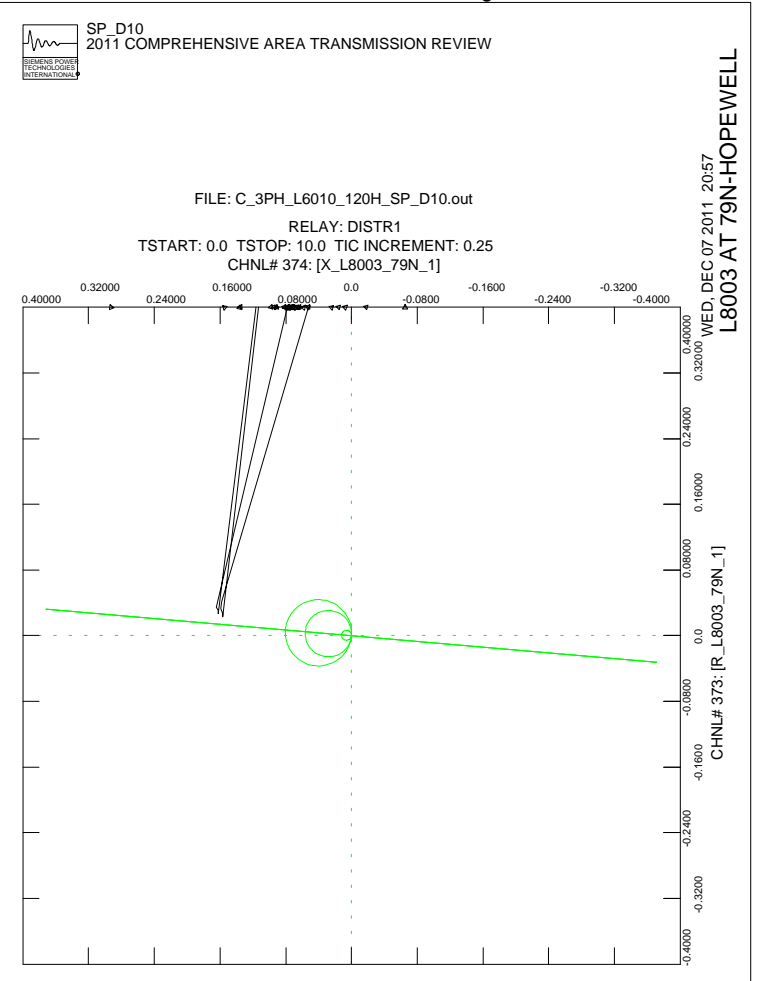
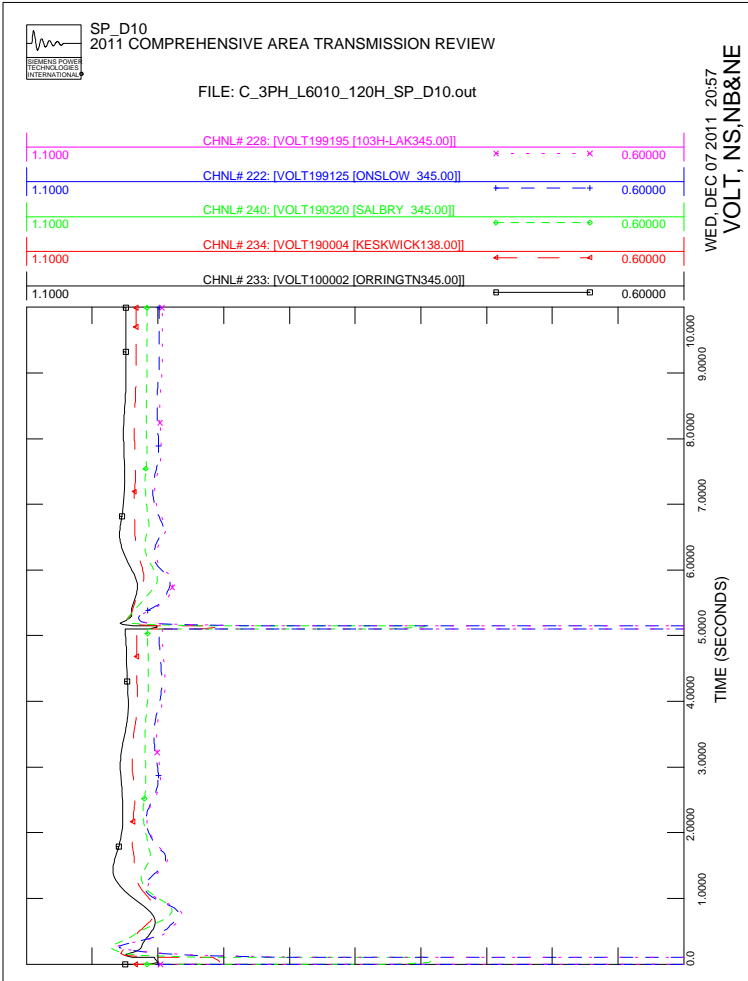


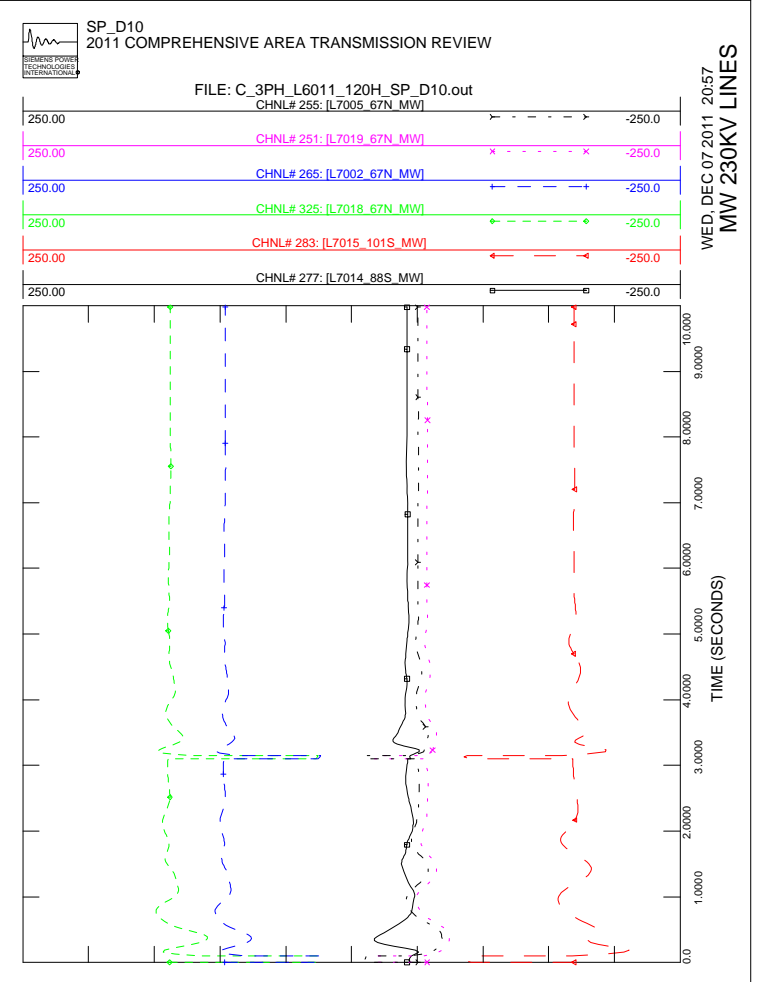
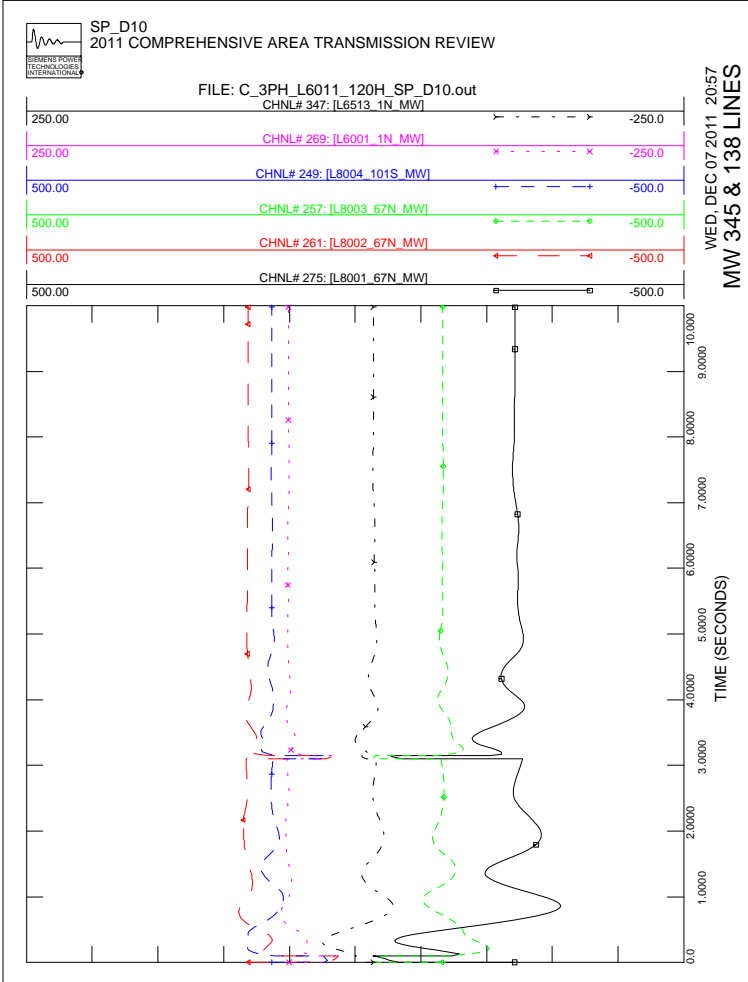
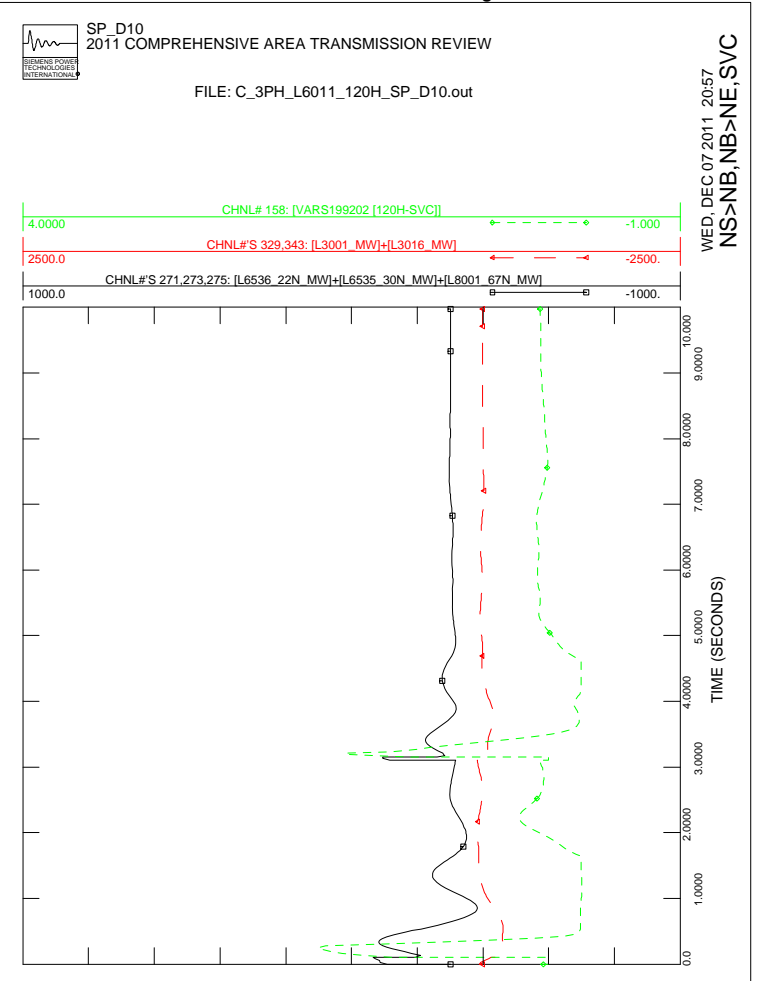
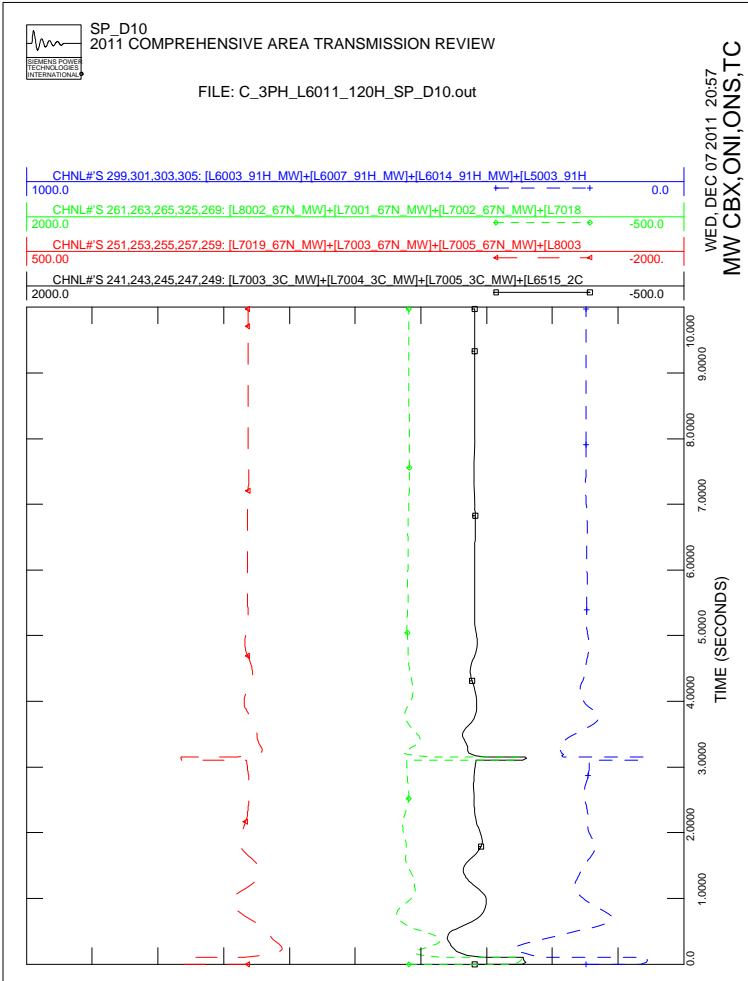
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

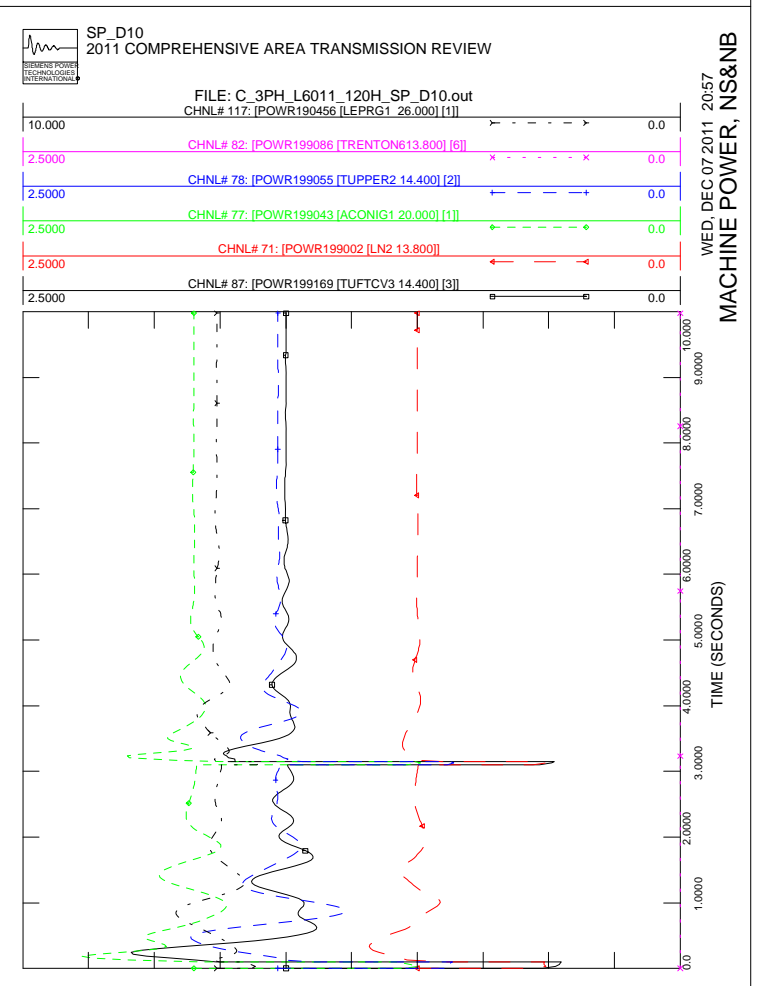
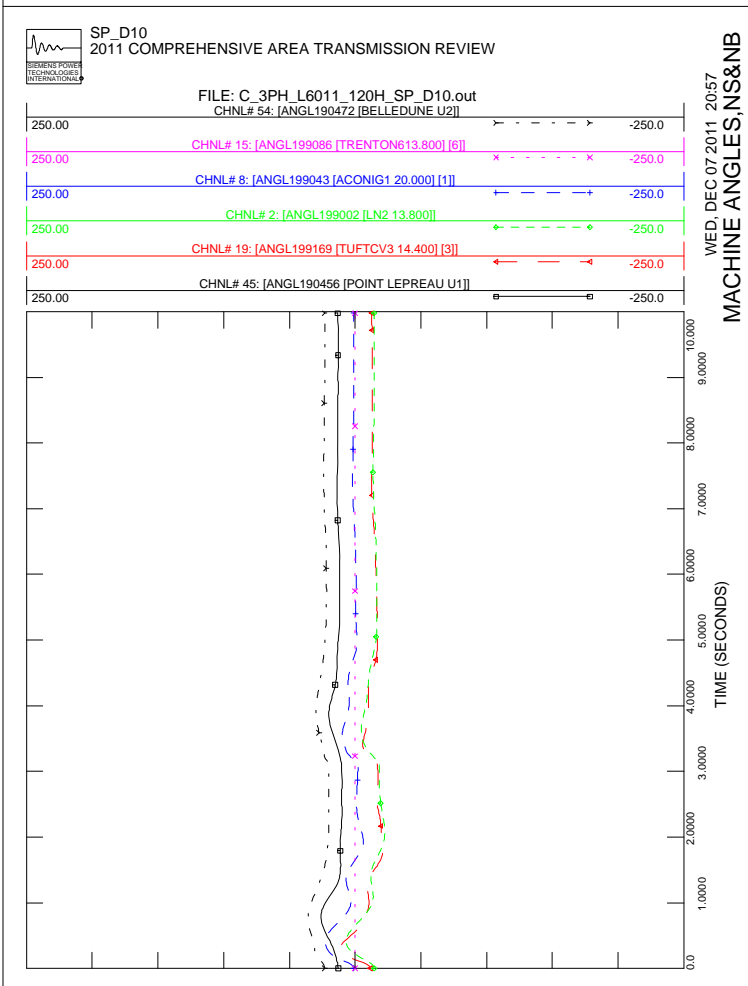
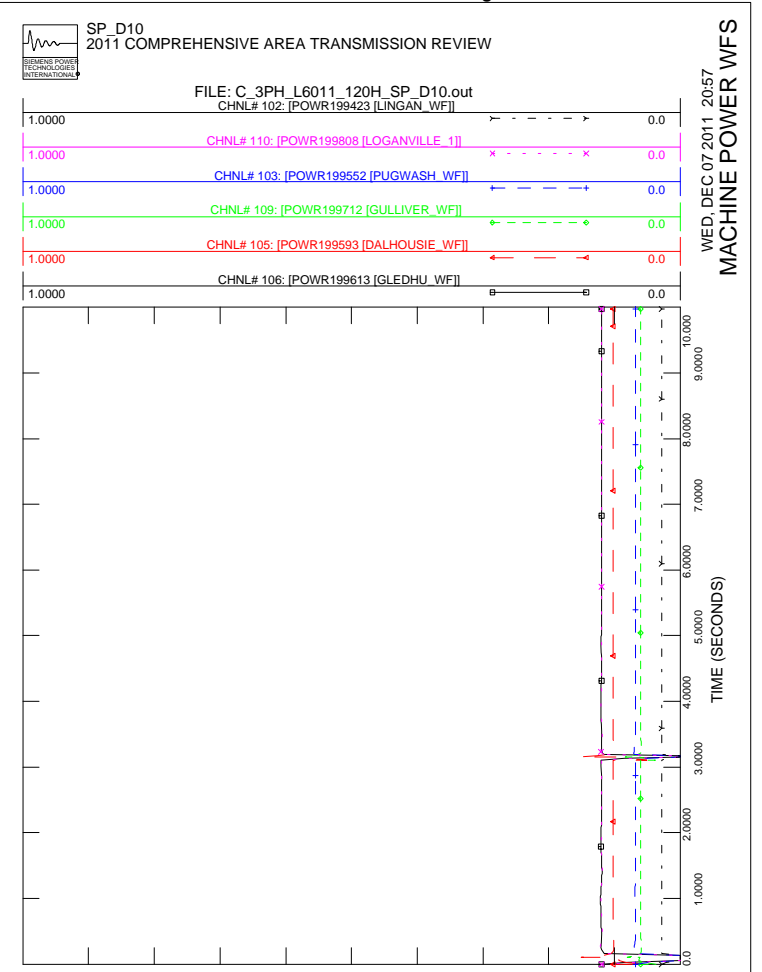
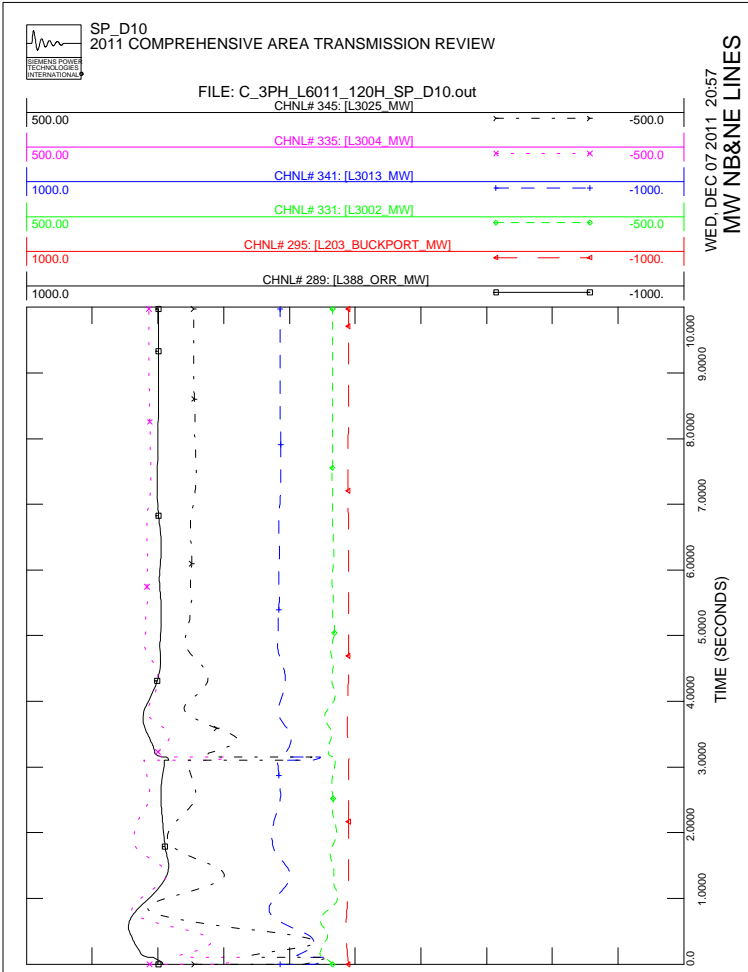
FILE: C_3PH_L6010_120H_SP_D10.out

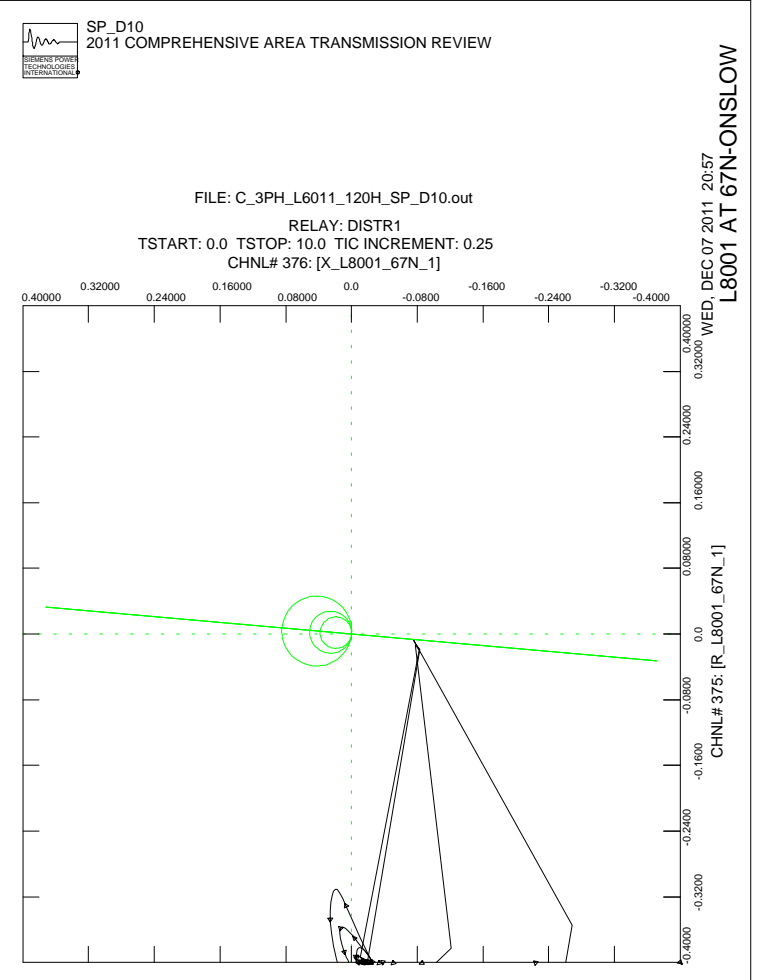
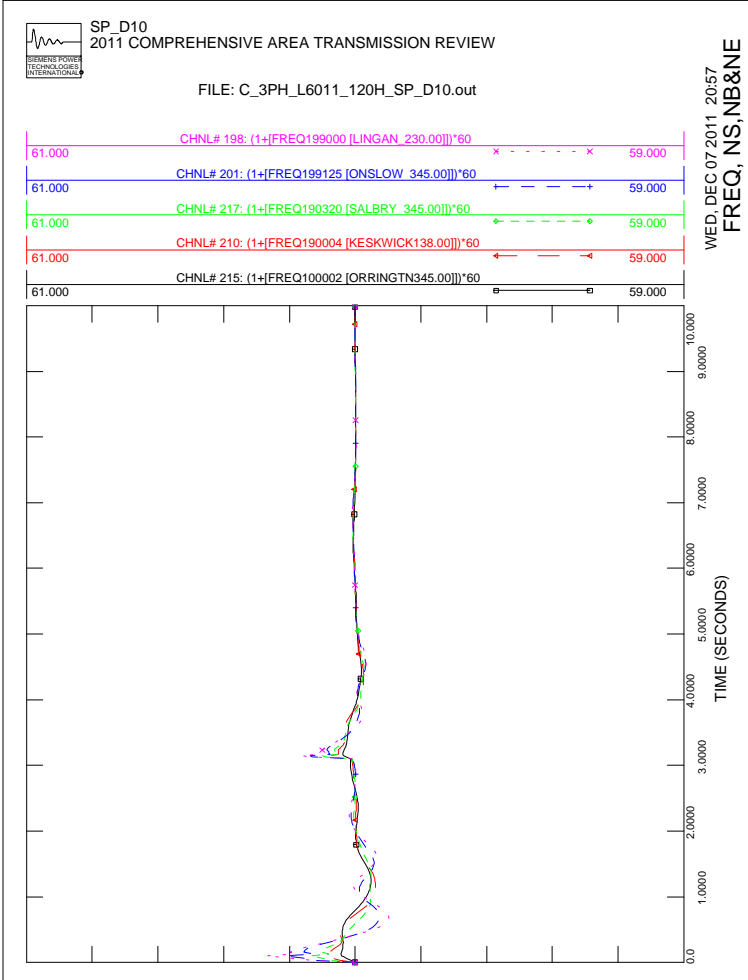
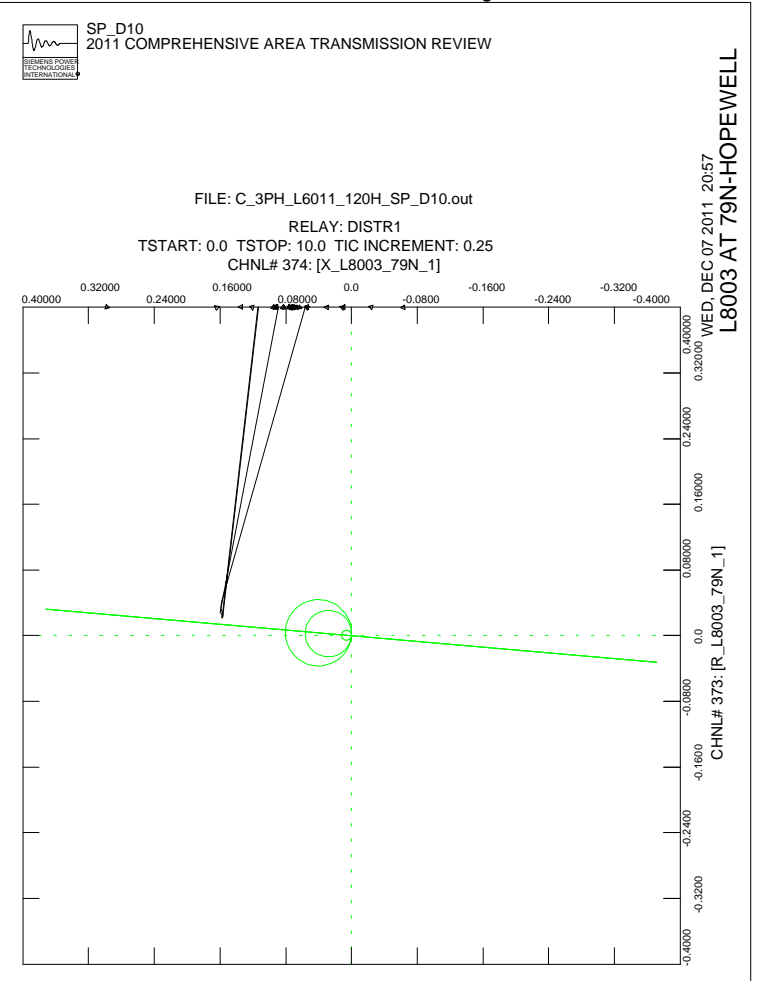
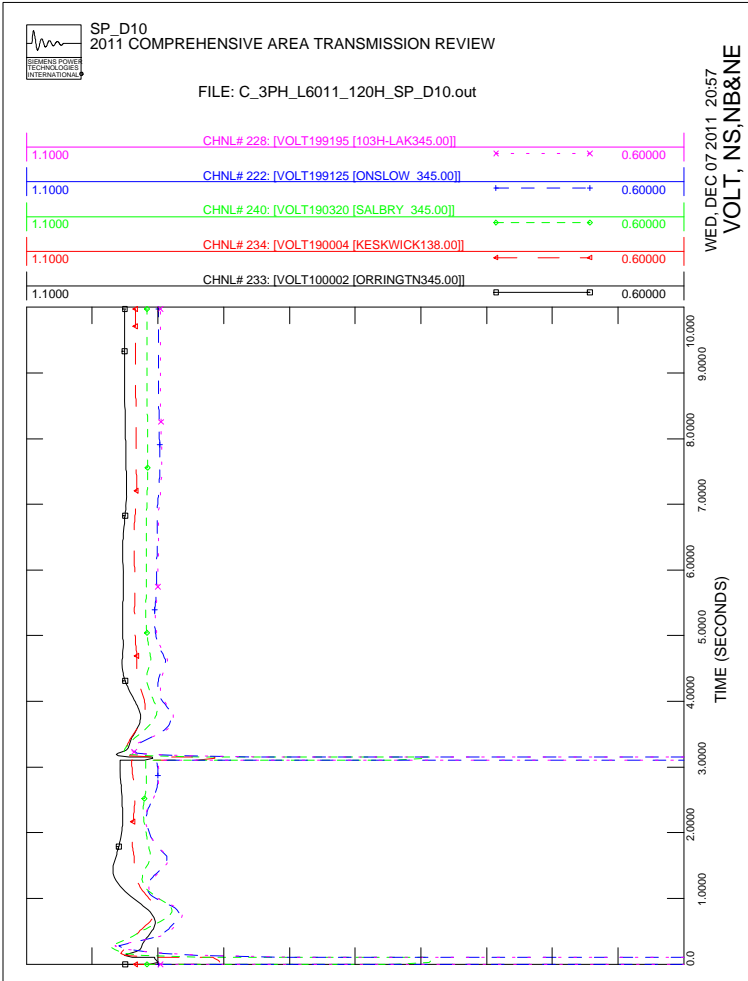


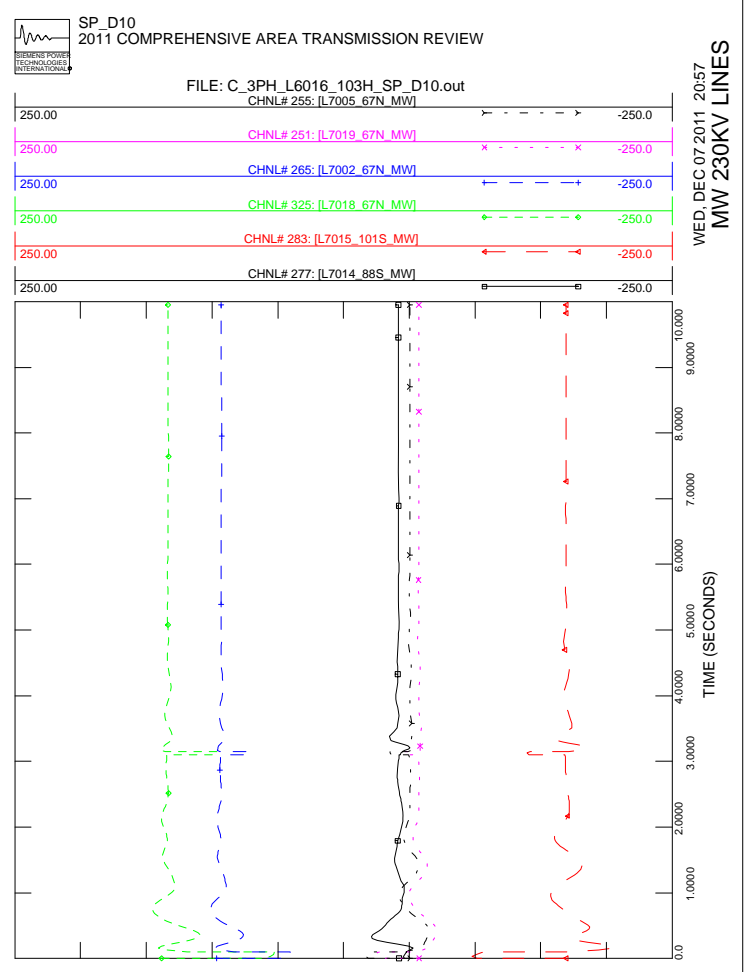
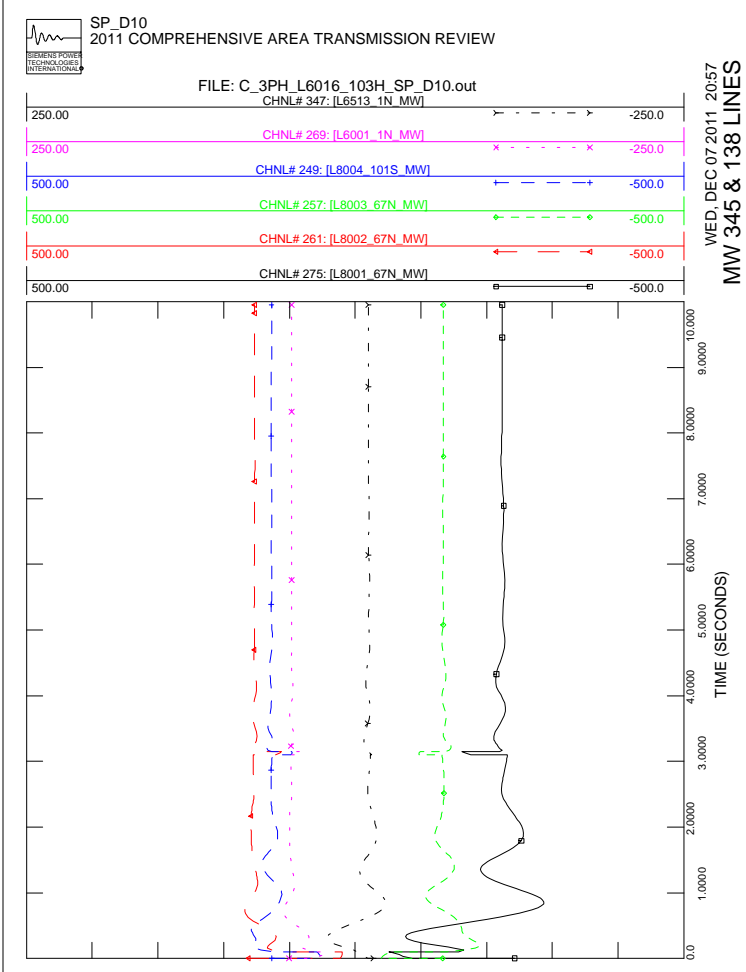
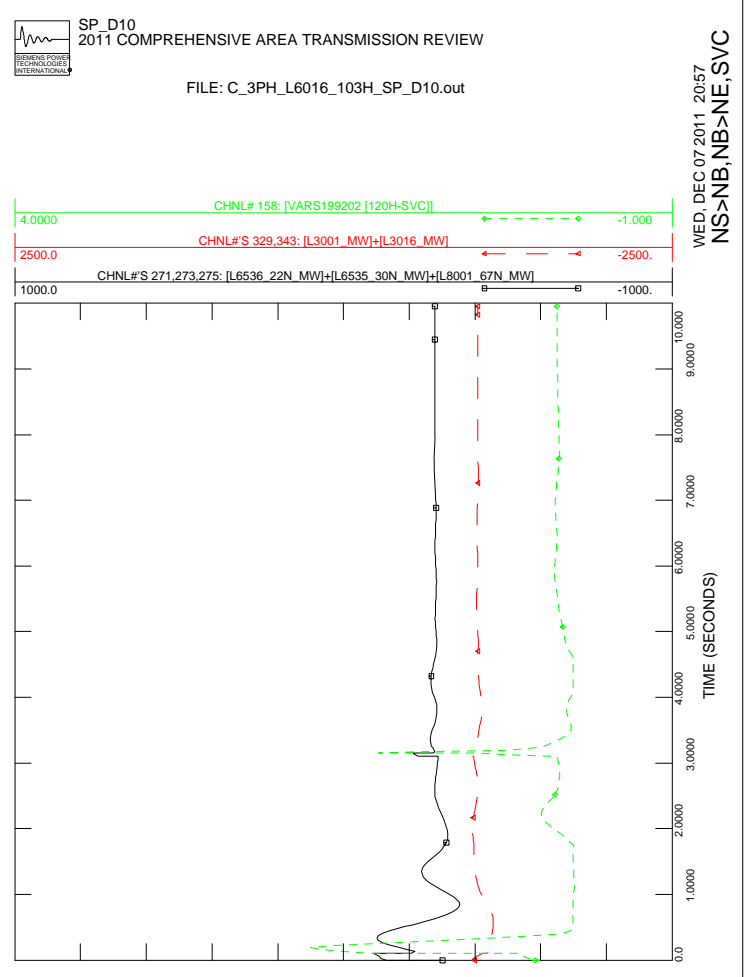
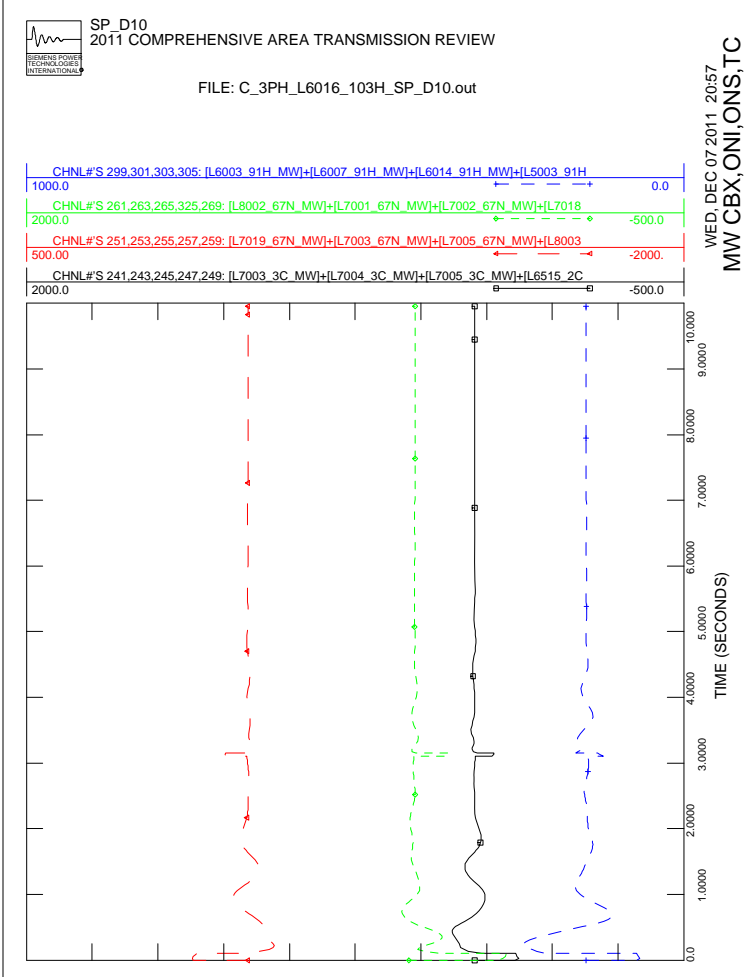


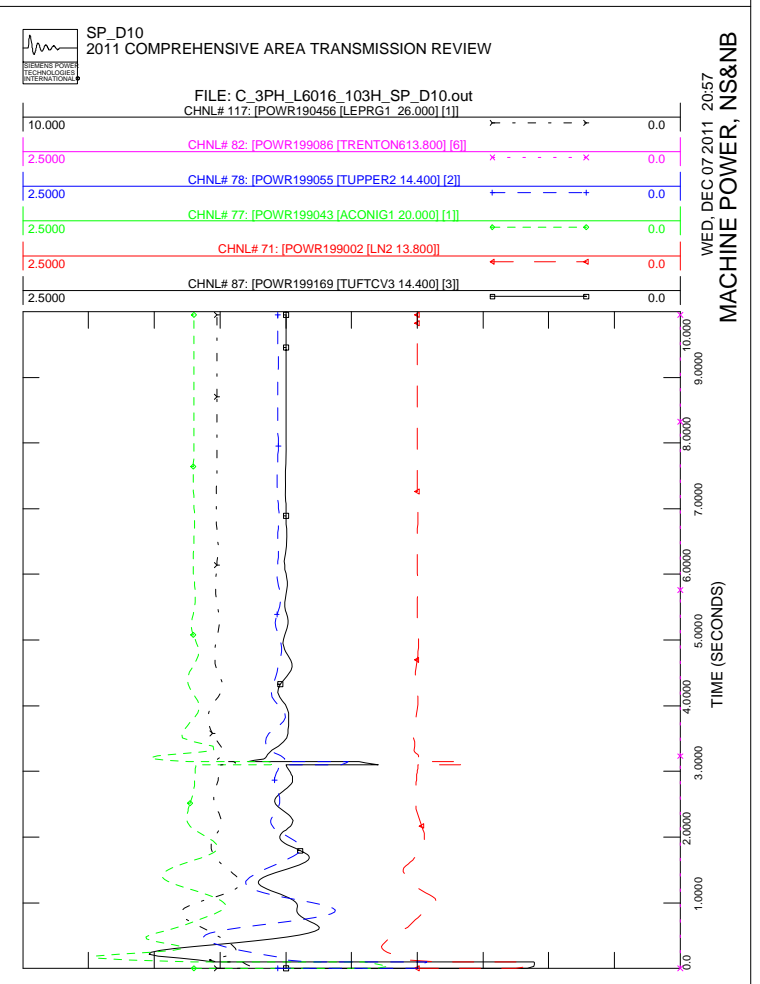
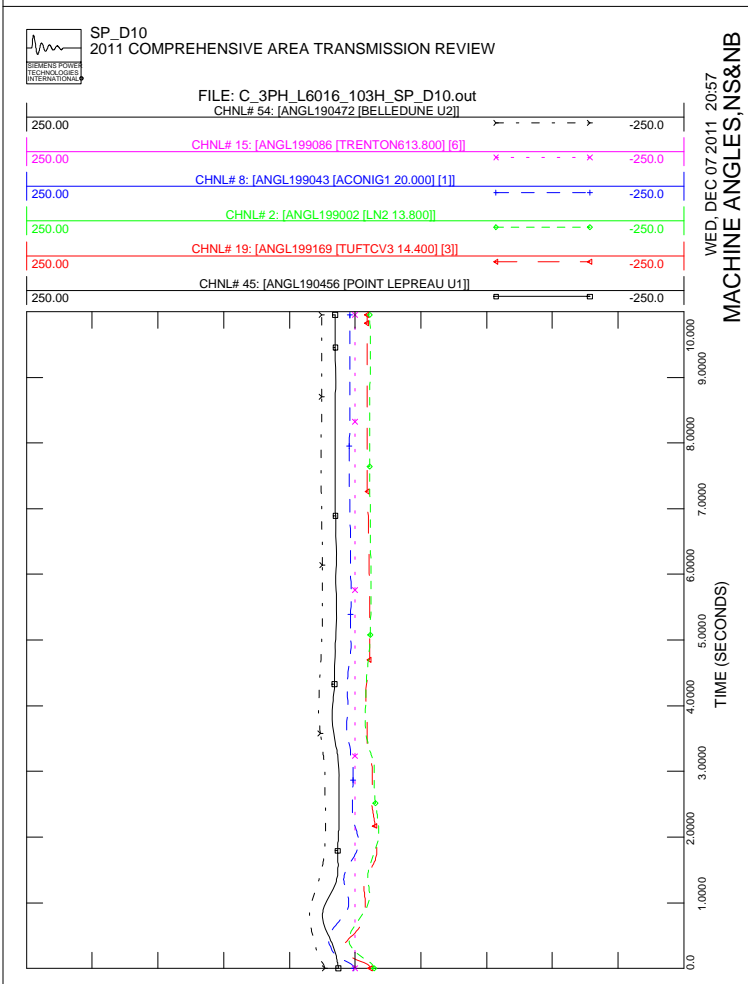
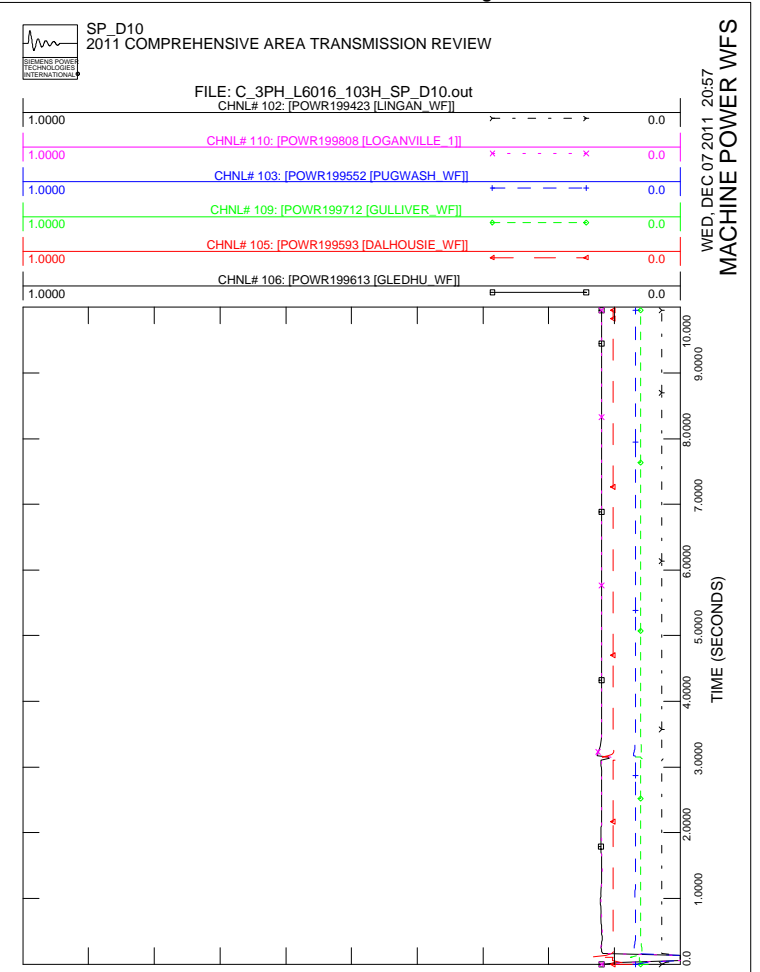
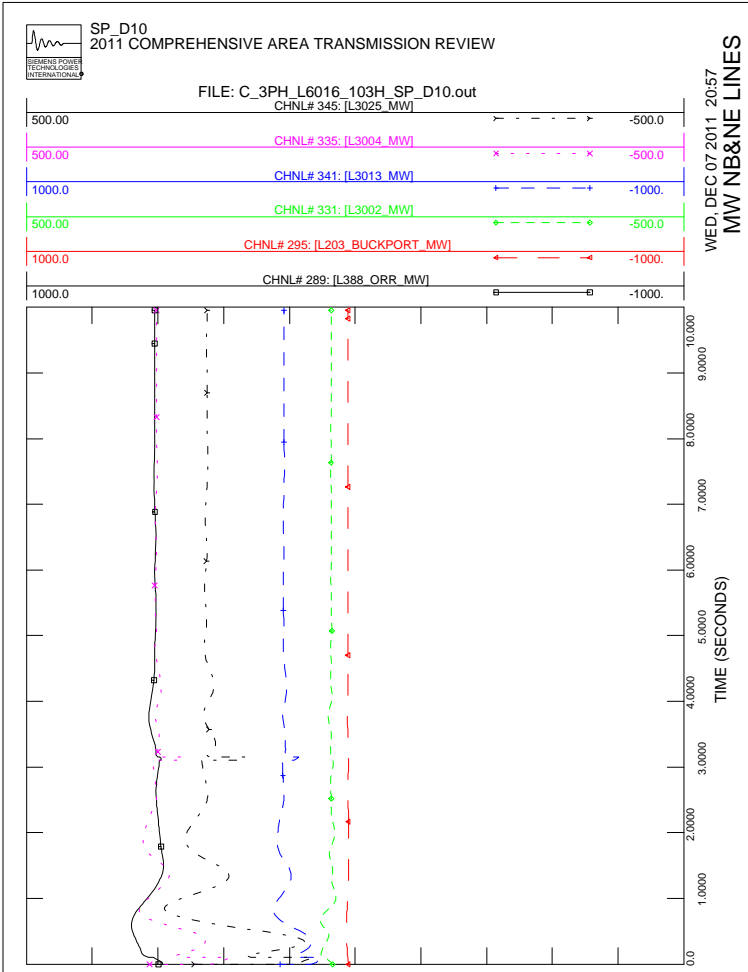


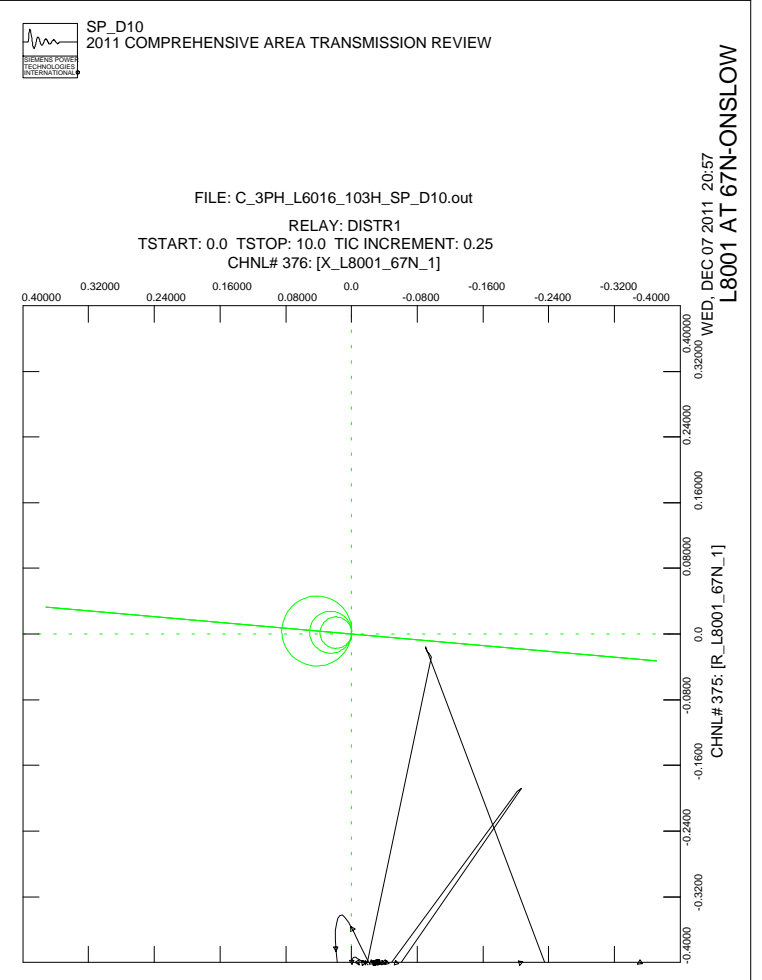
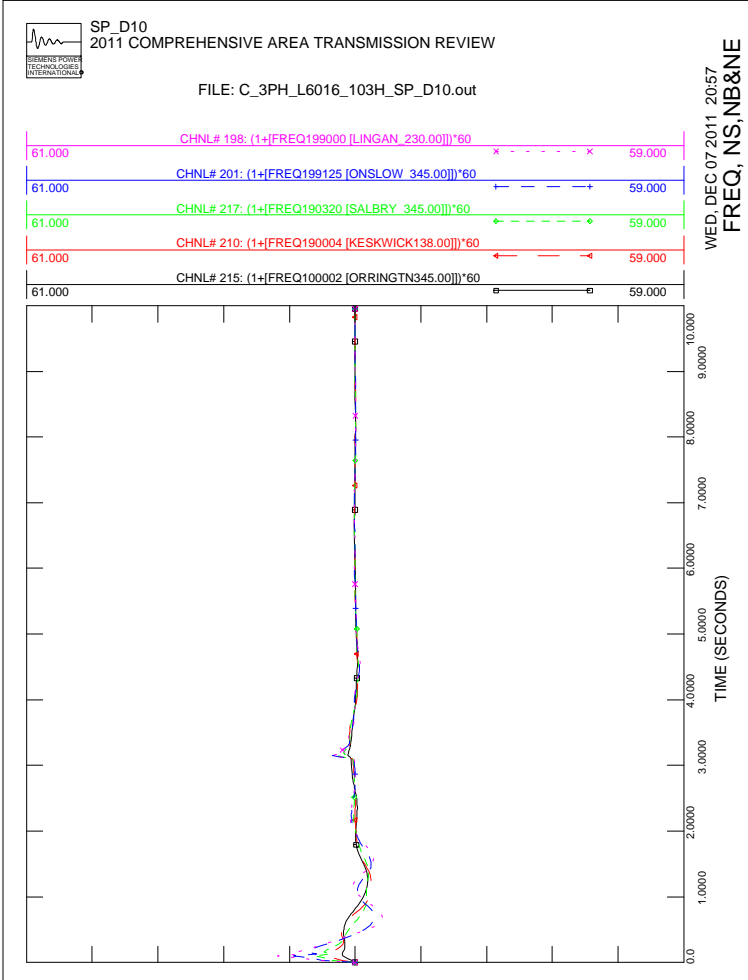
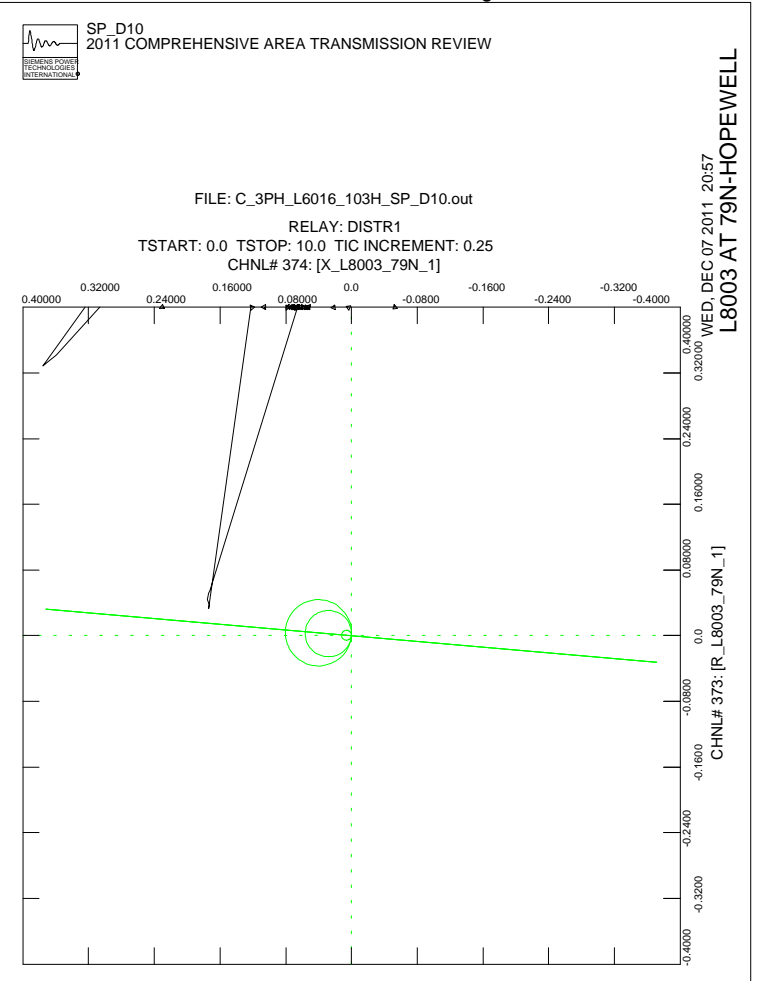
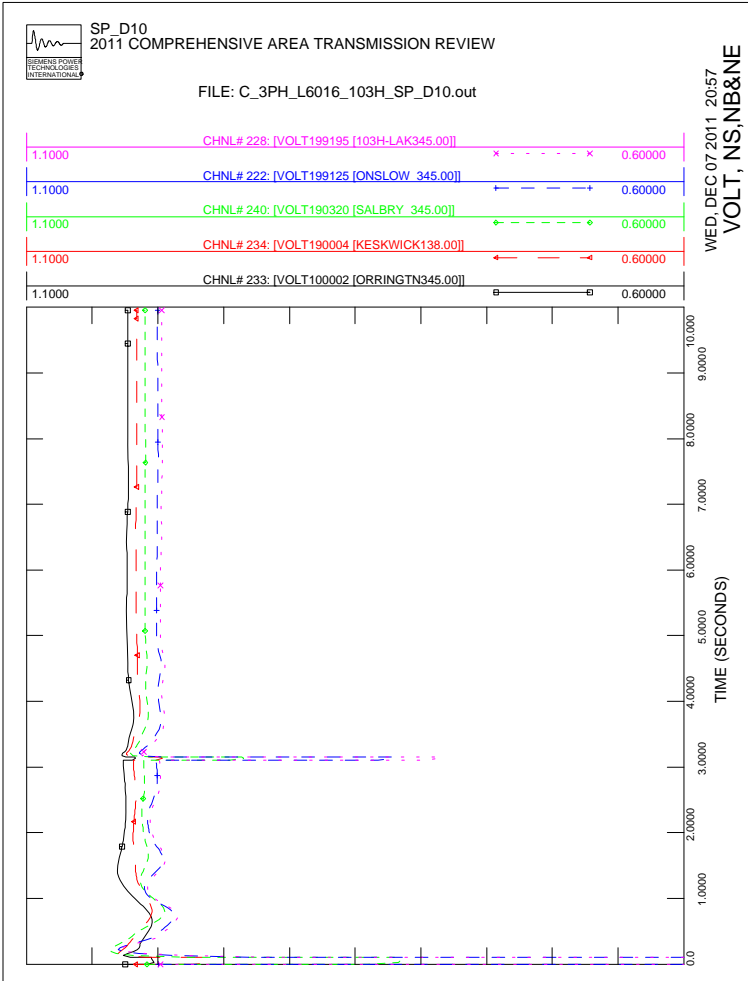








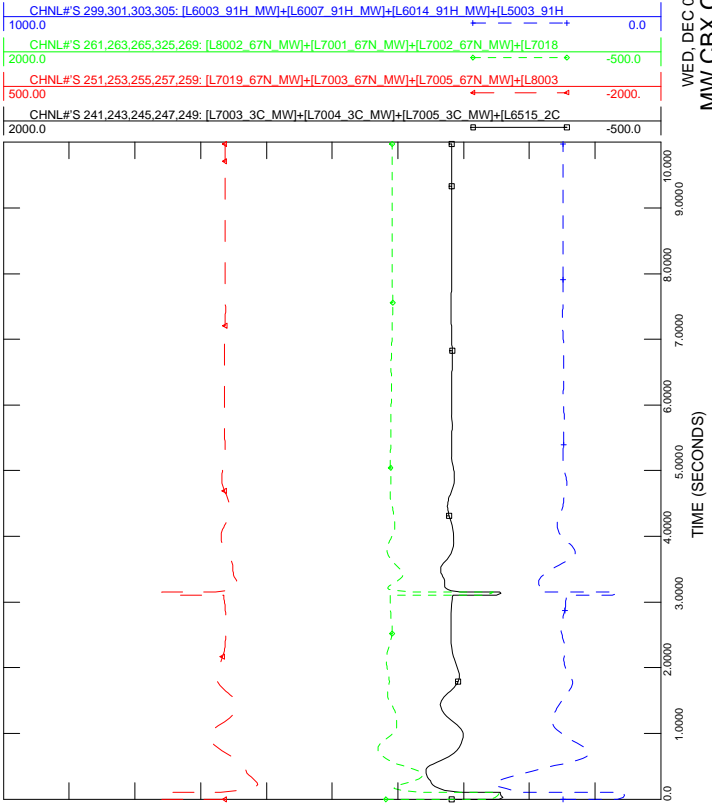






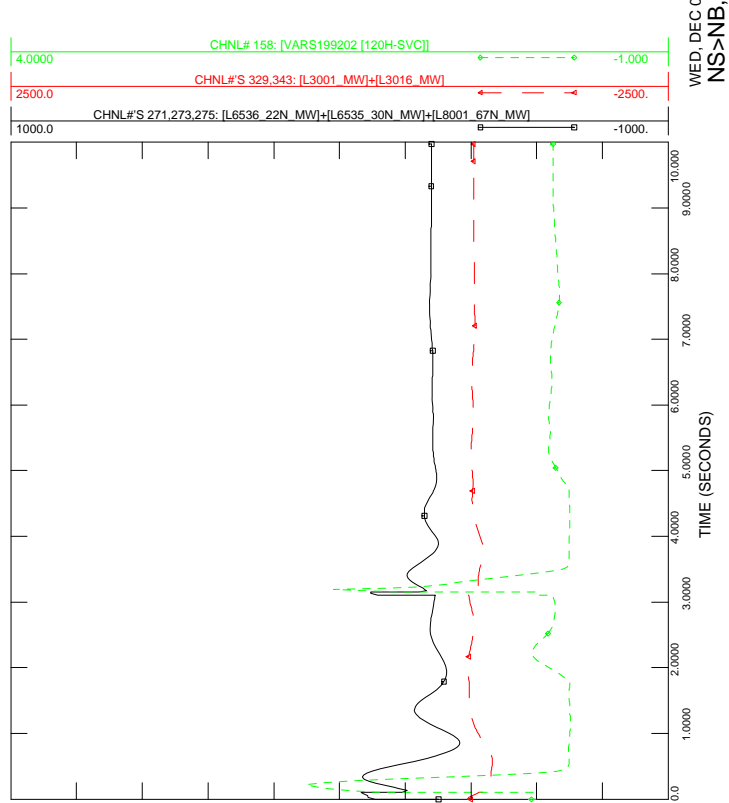
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_SP_D10.out



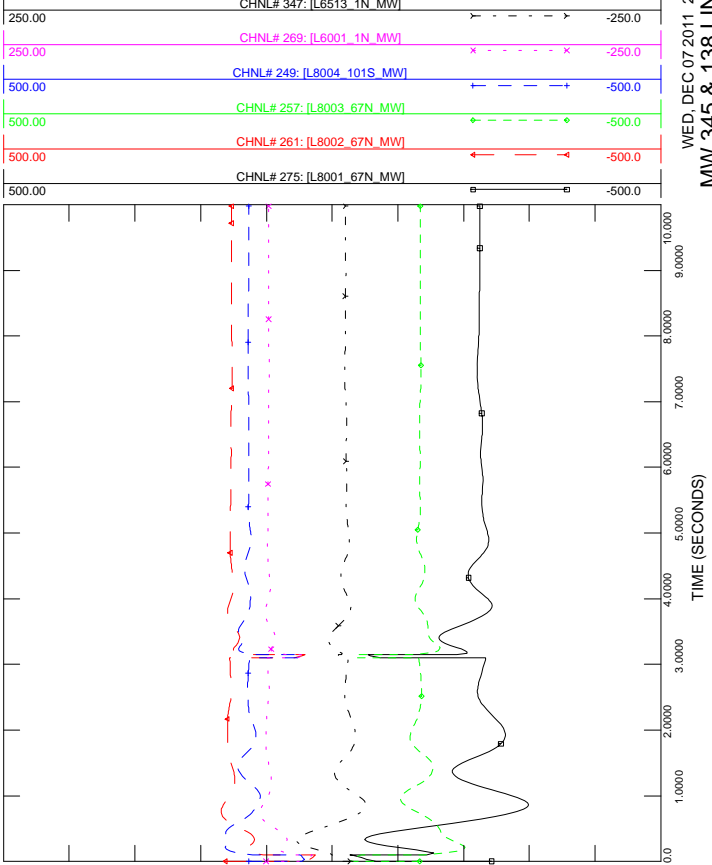
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_SP_D10.out



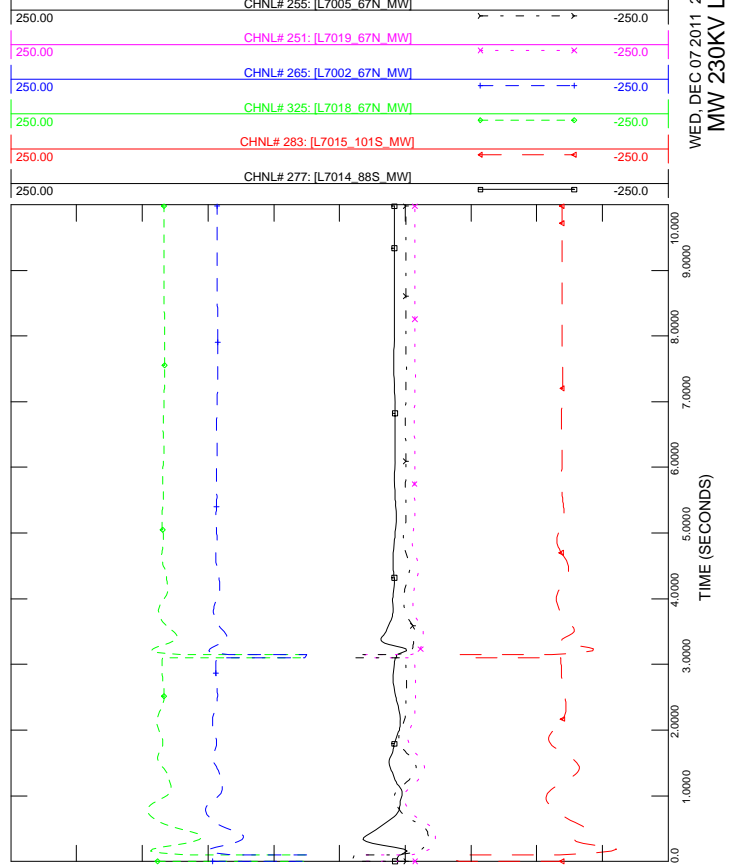
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

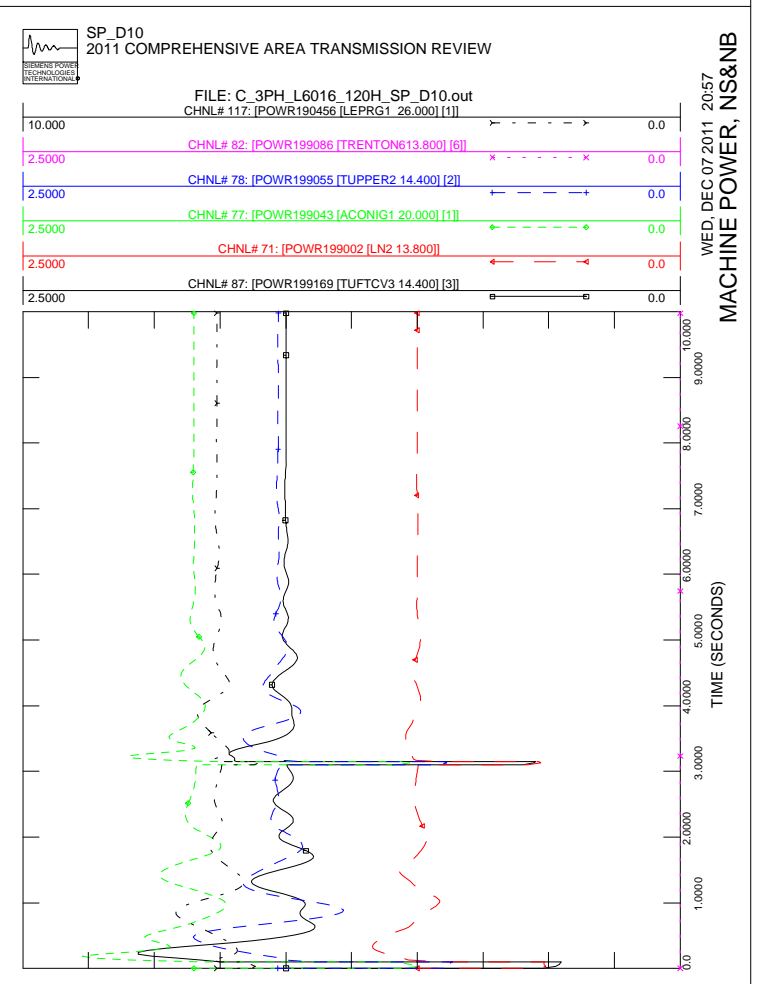
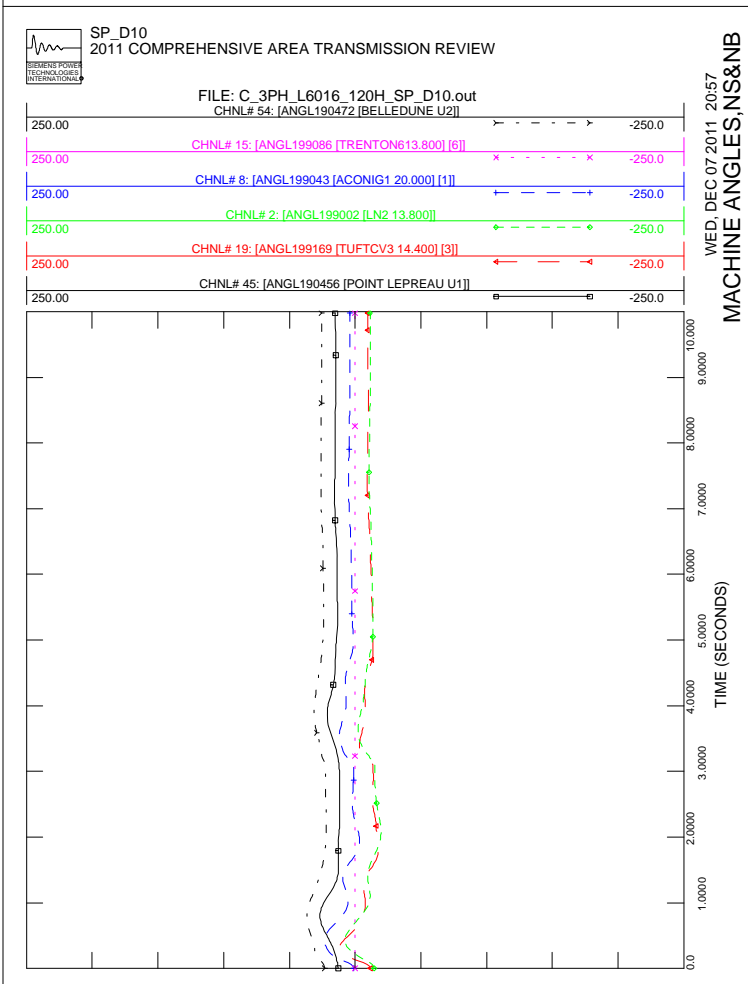
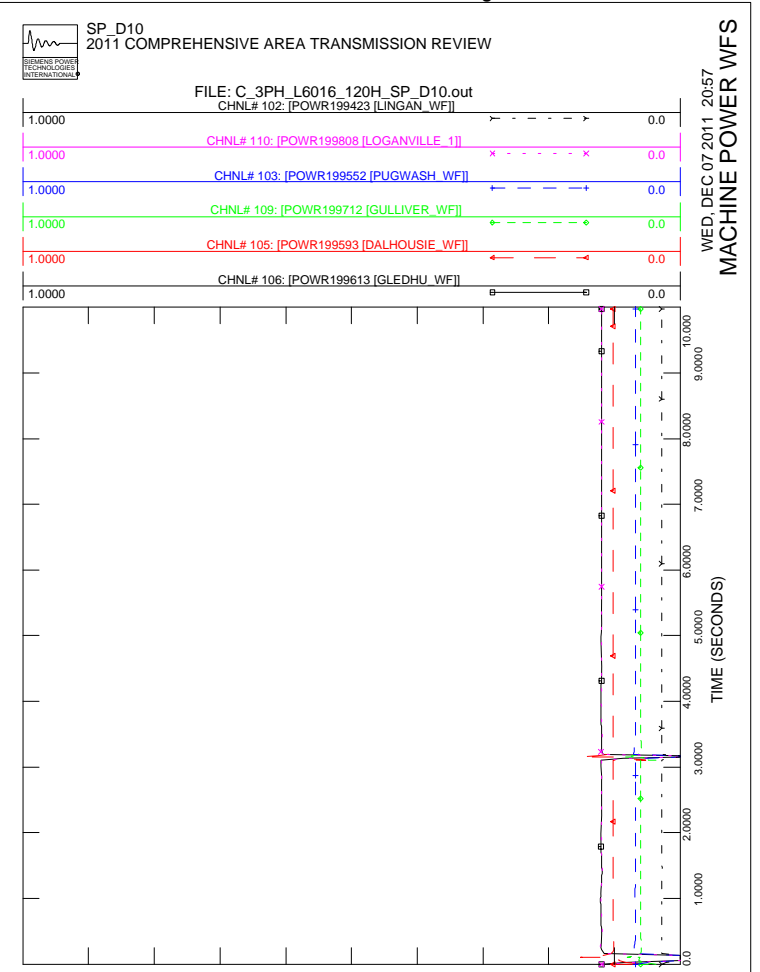
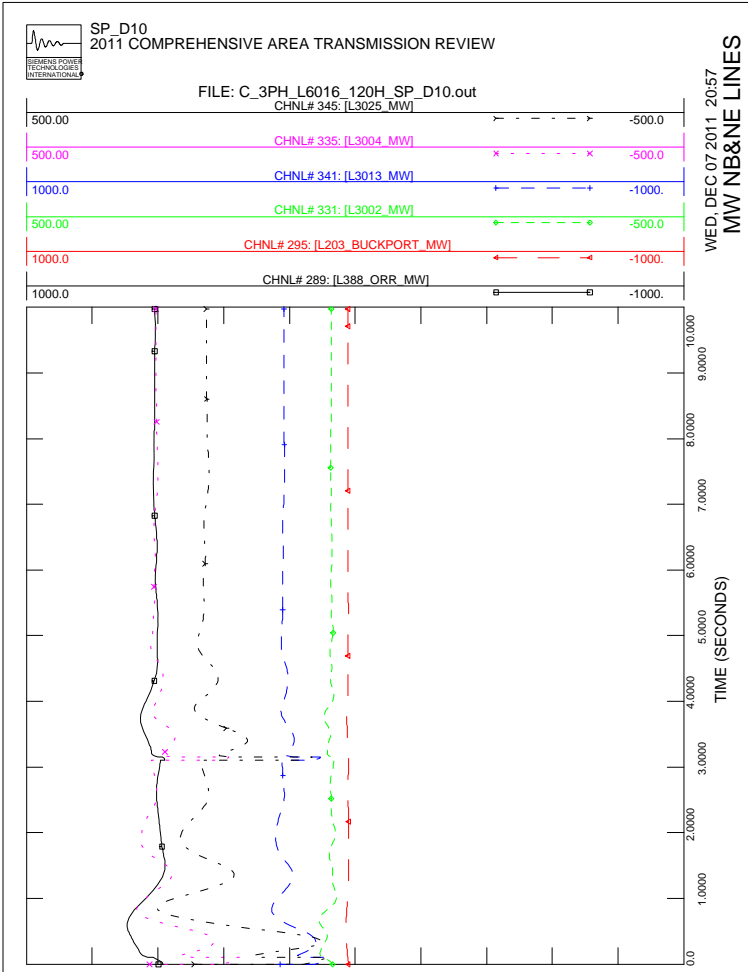
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_SP_D10.out

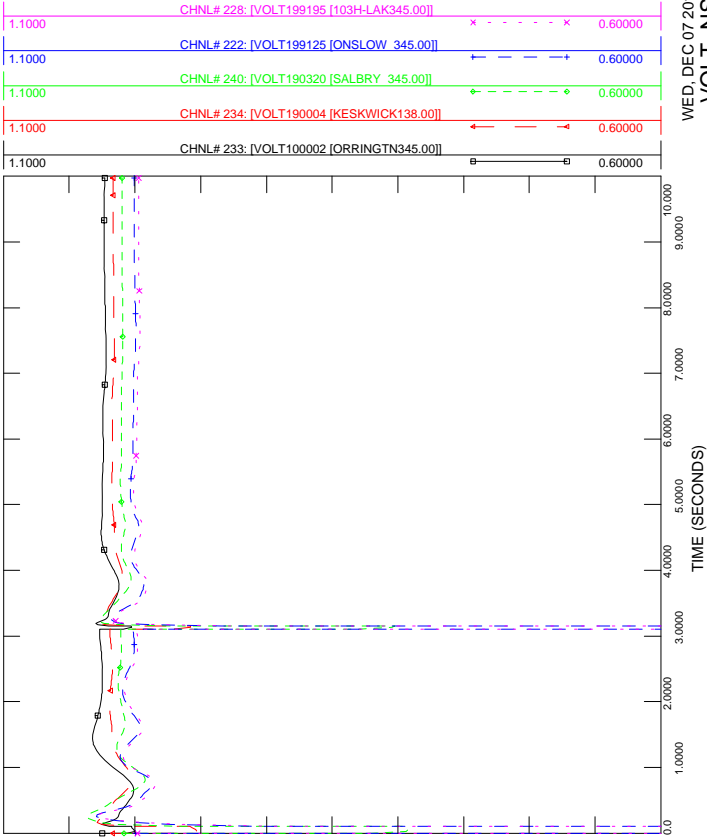






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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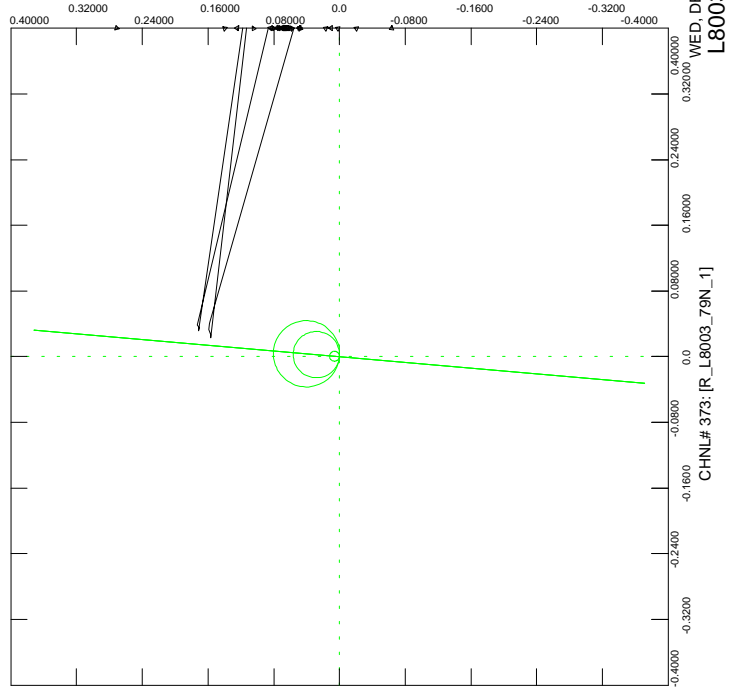


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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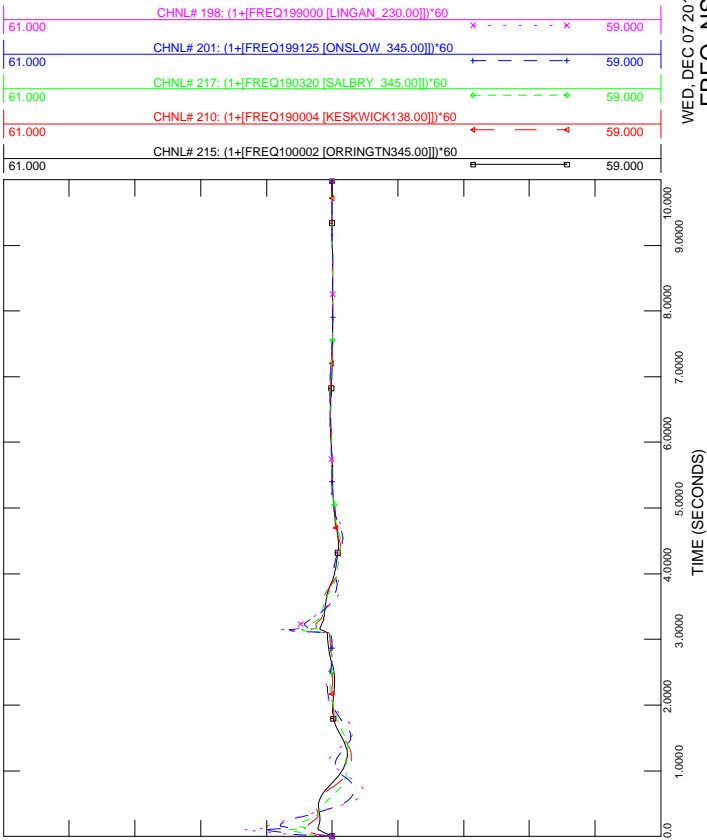
RELAY: DISTR1

TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_SP_D10.out

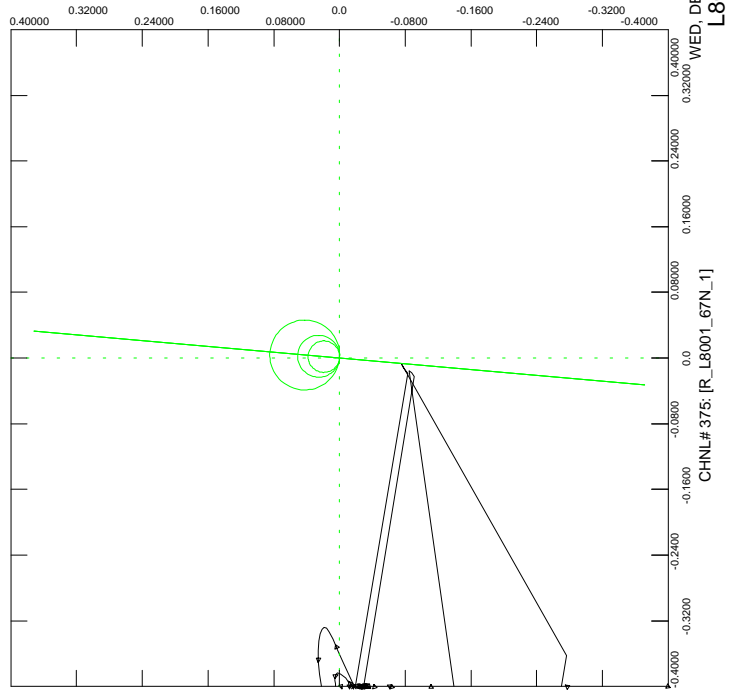


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_SP_D10.out

RELAY: DISTR1

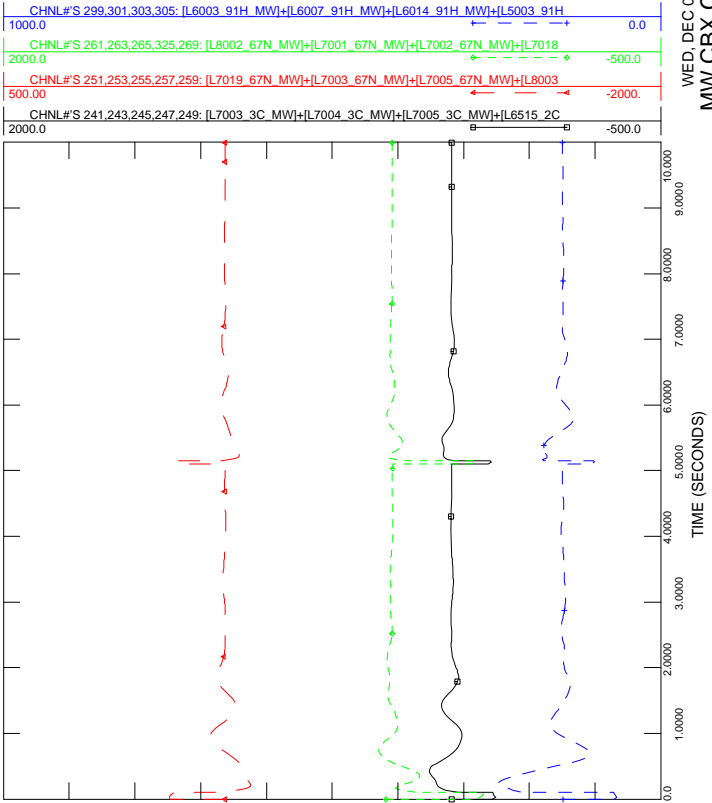
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CHNL# 376: [X_L8001_67N_1]





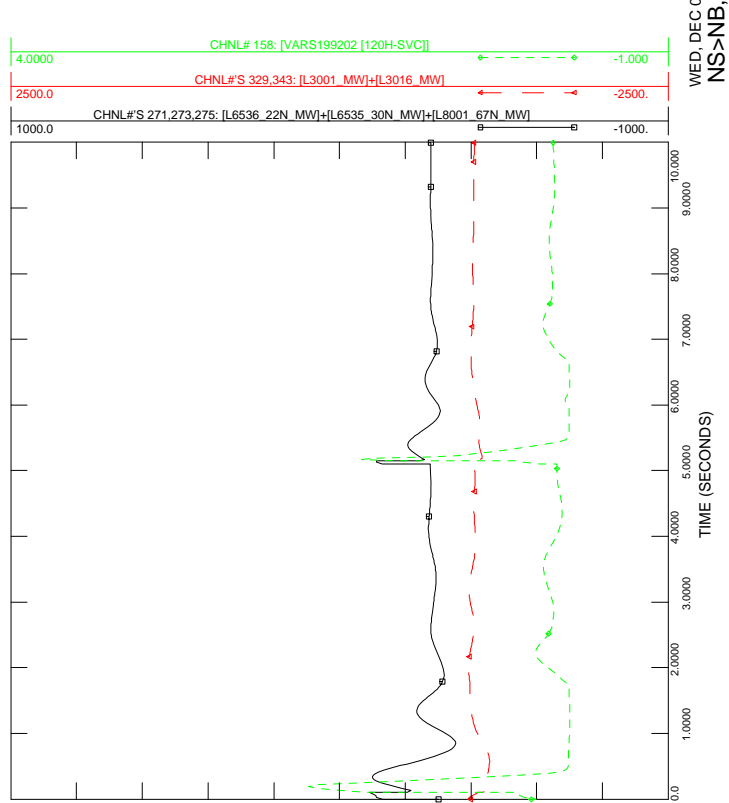
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6033_103H_SP_D10.out



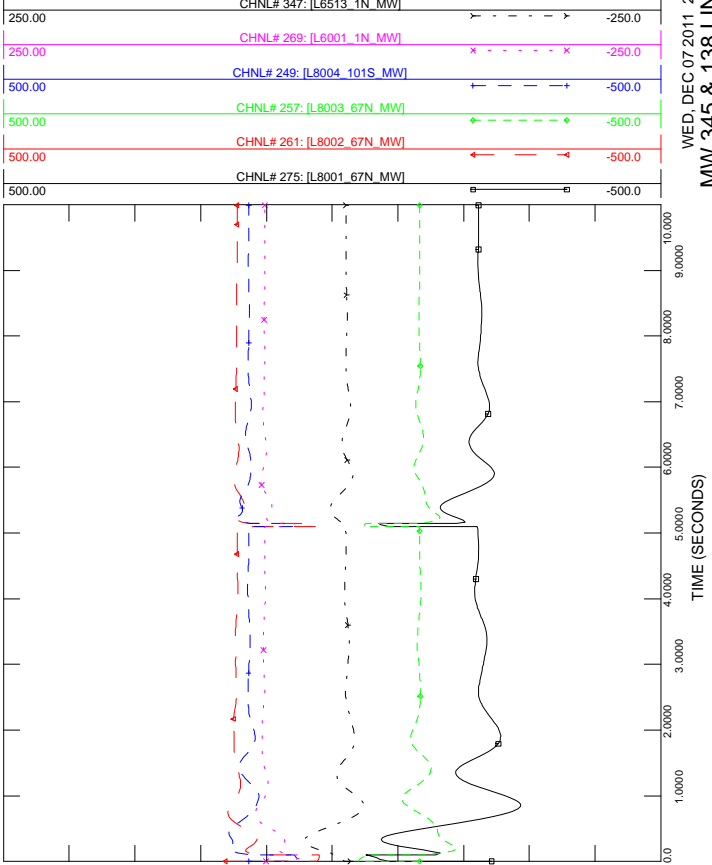
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6033_103H_SP_D10.out



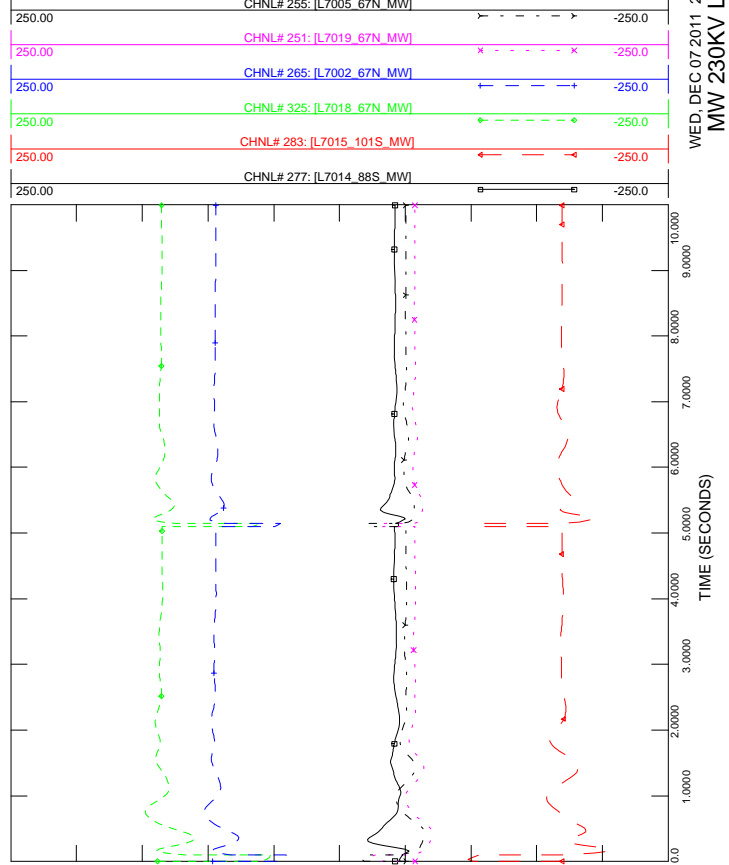
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

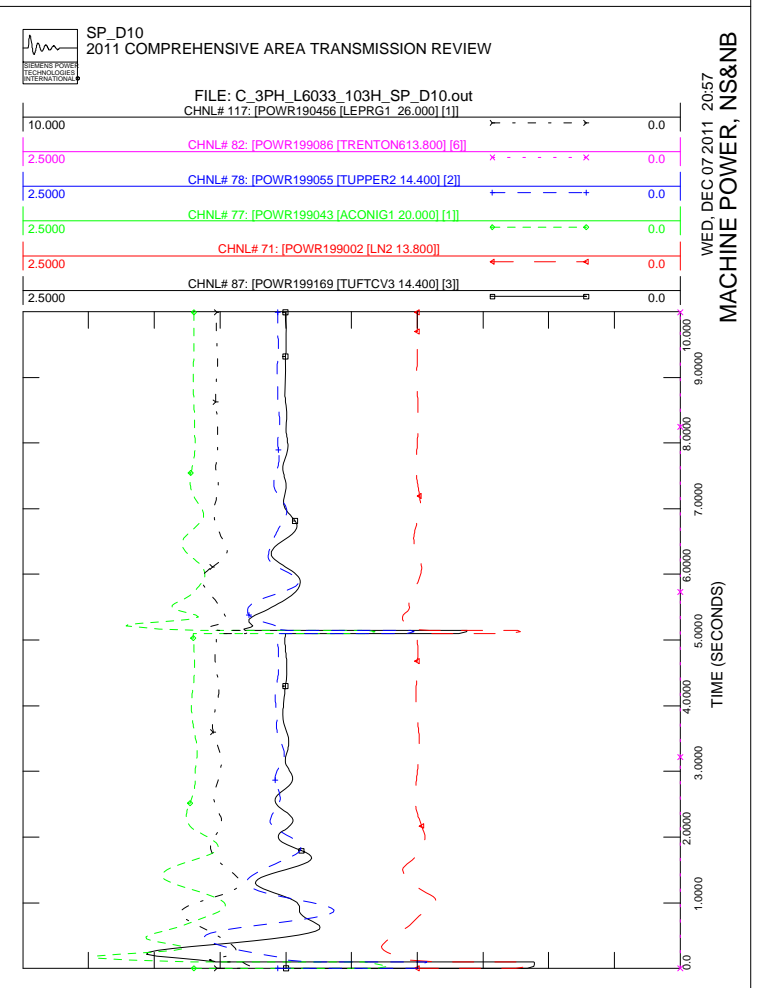
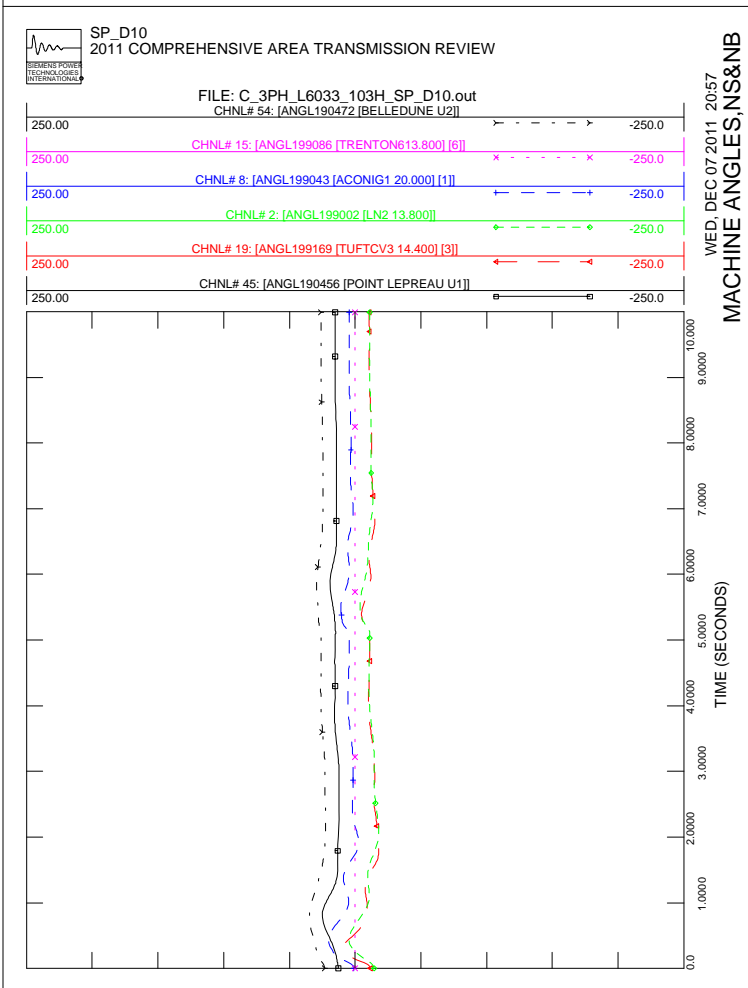
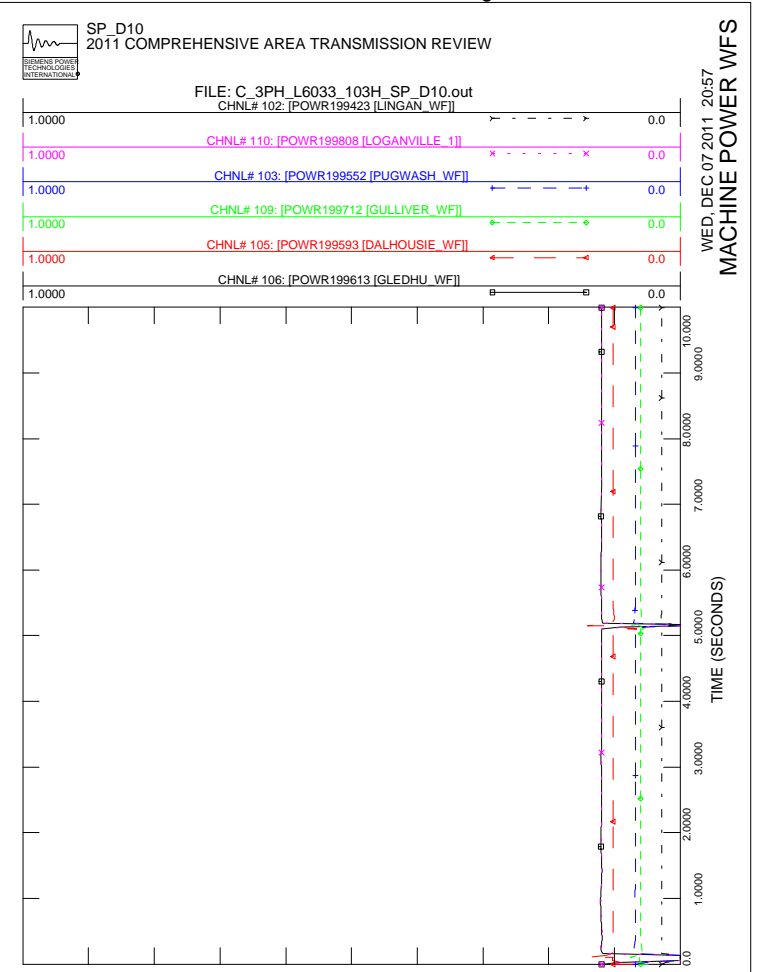
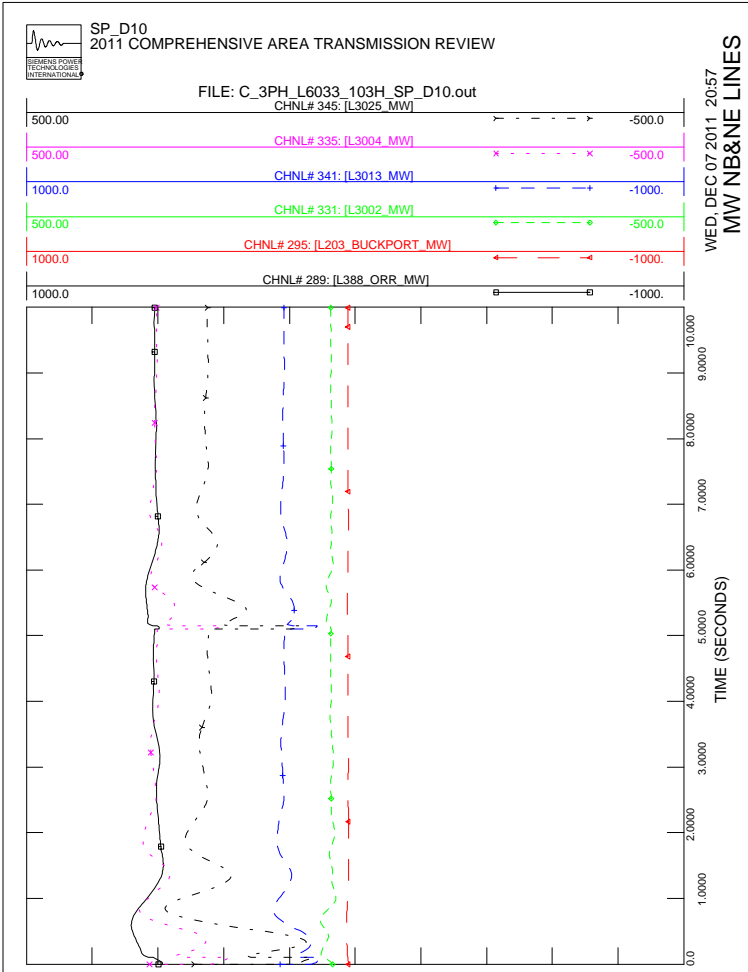
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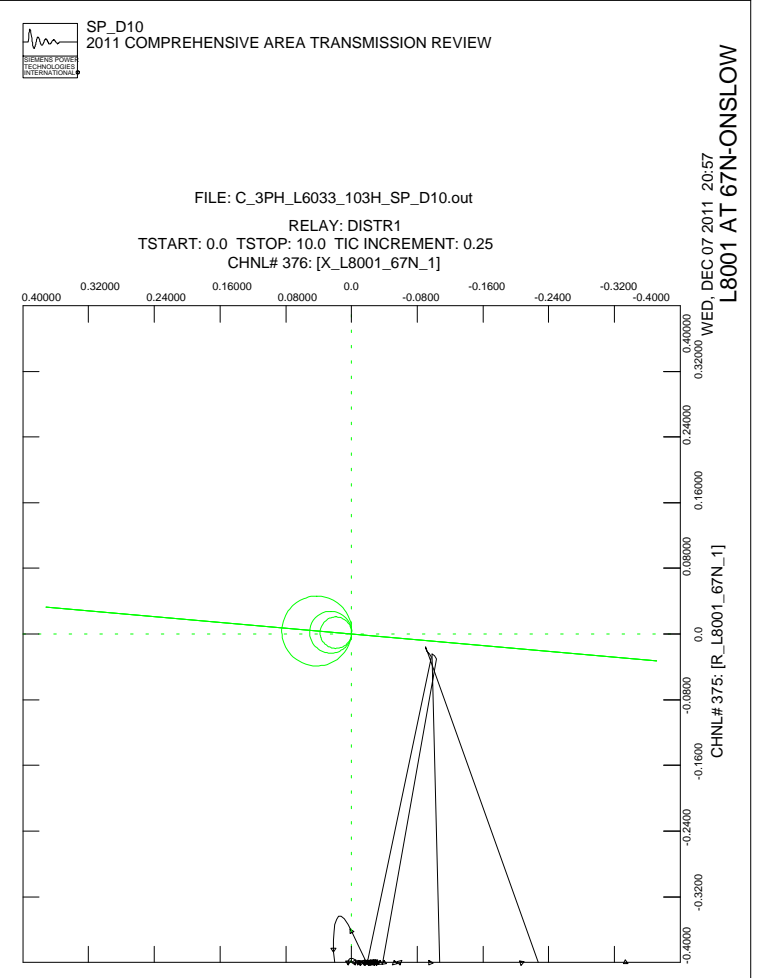
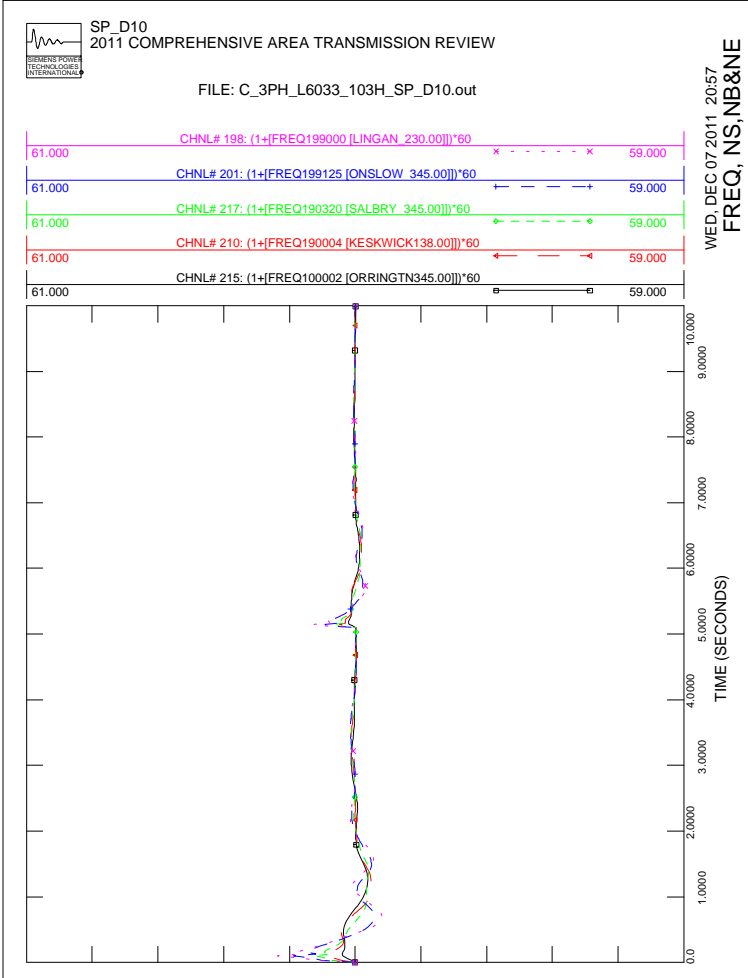
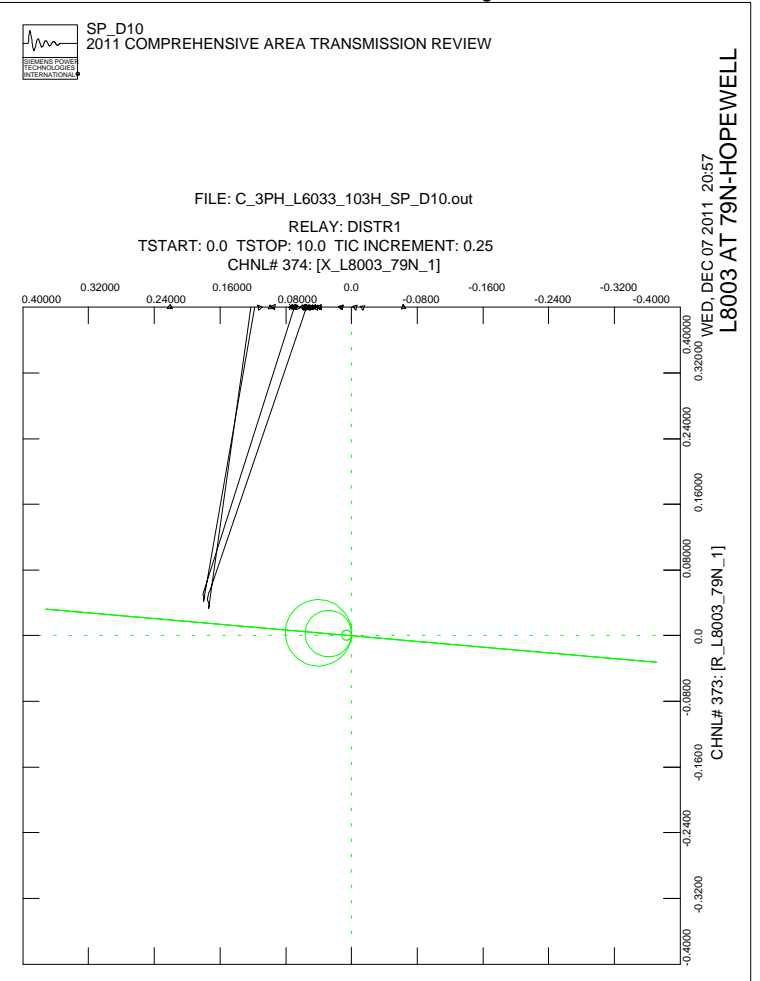
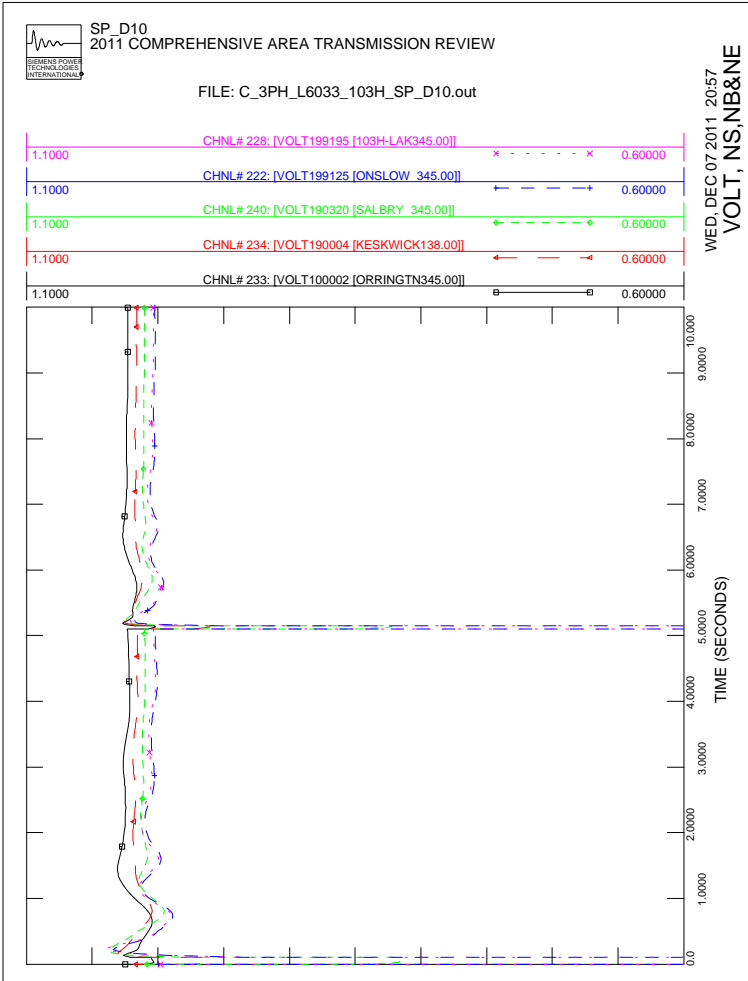


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6033_103H_SP_D10.out



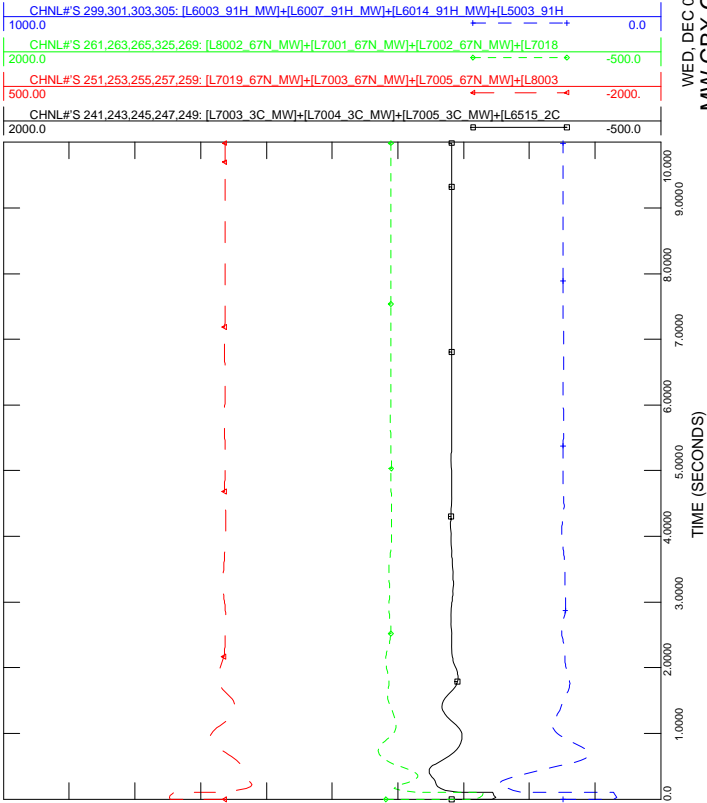






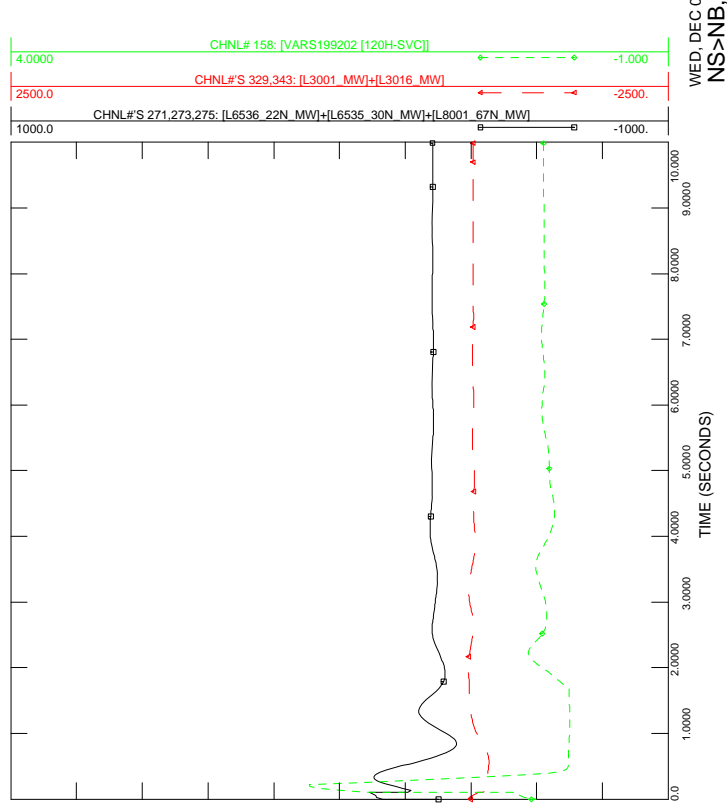
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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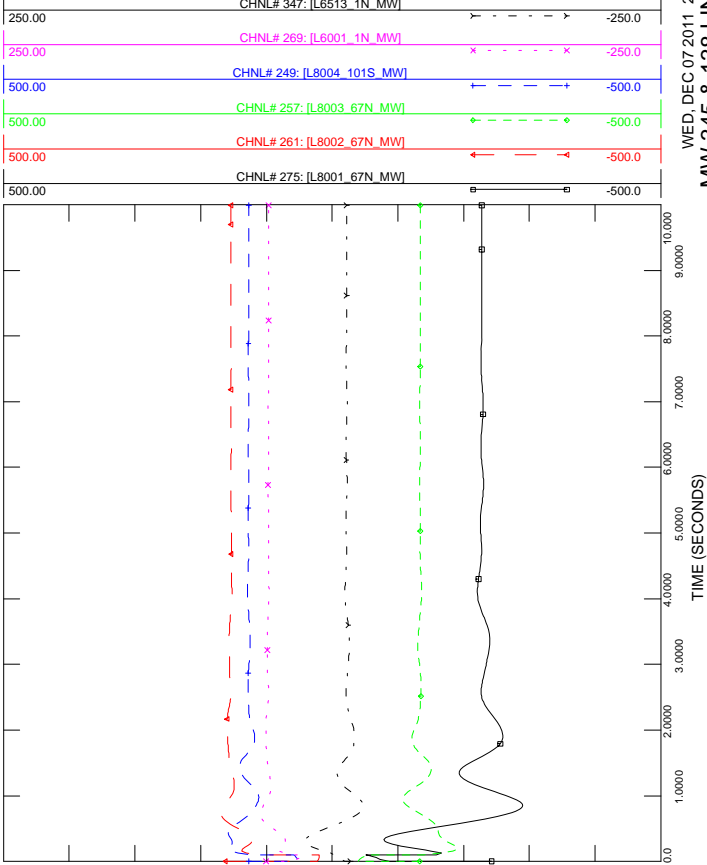
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6038_103H_SP_D10.out



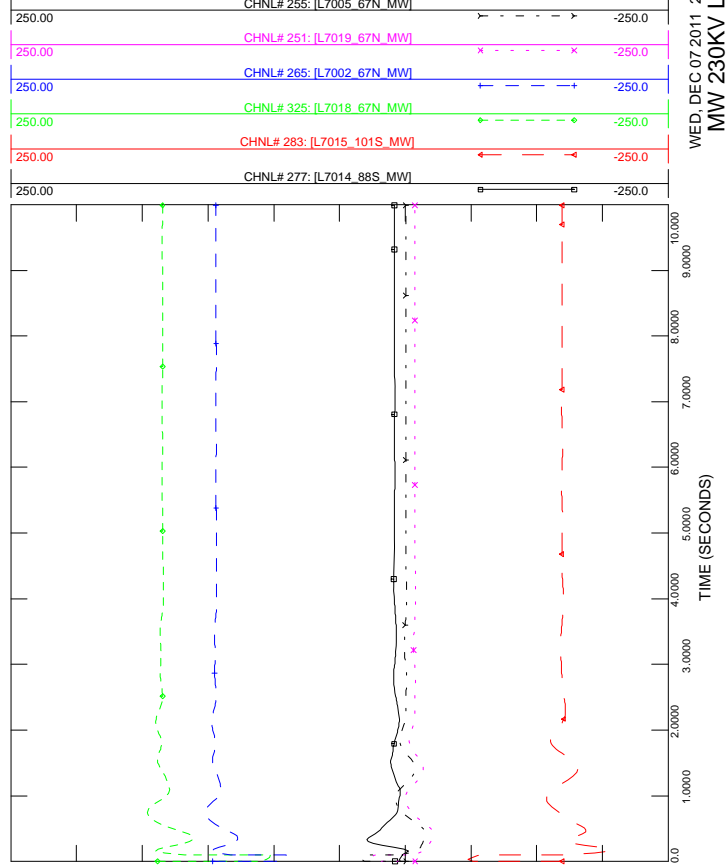
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

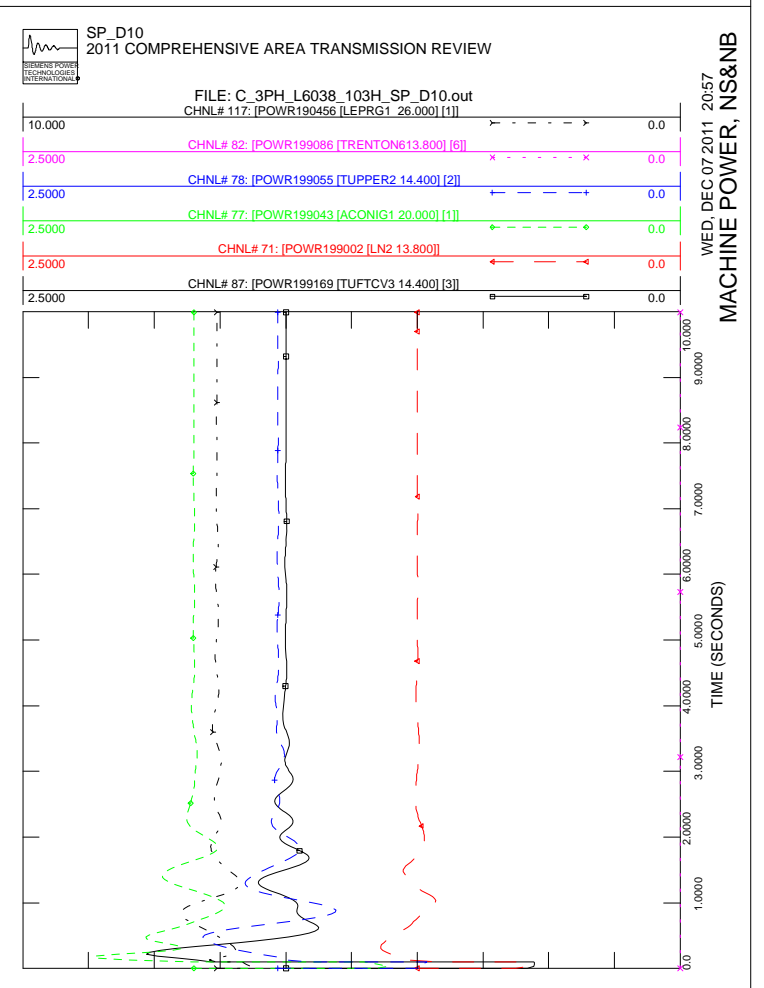
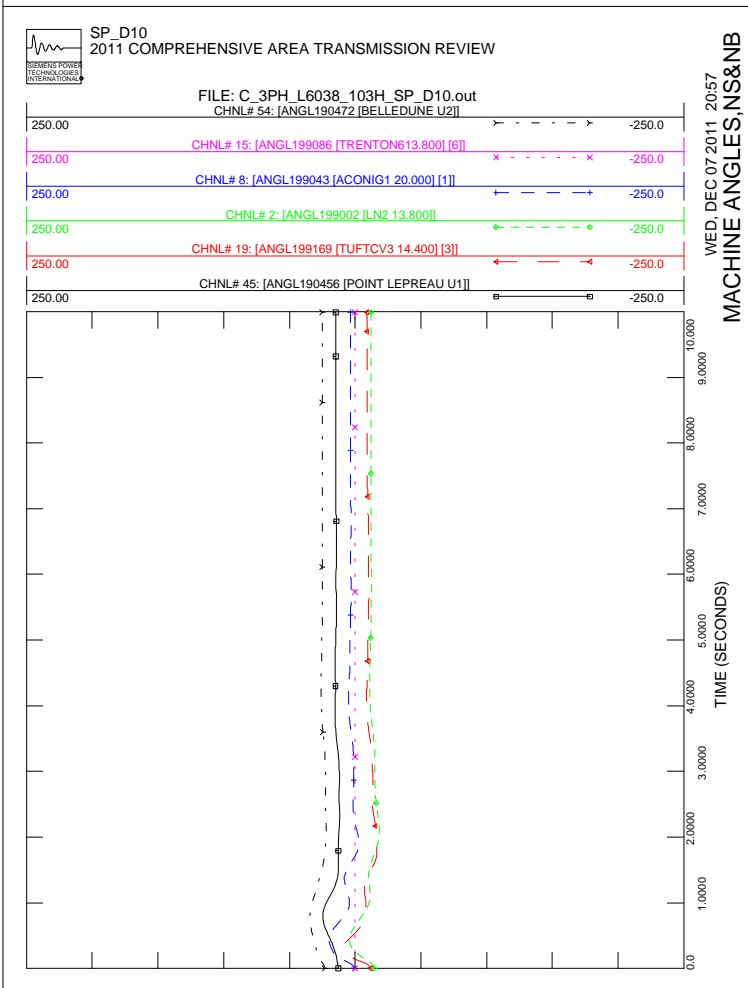
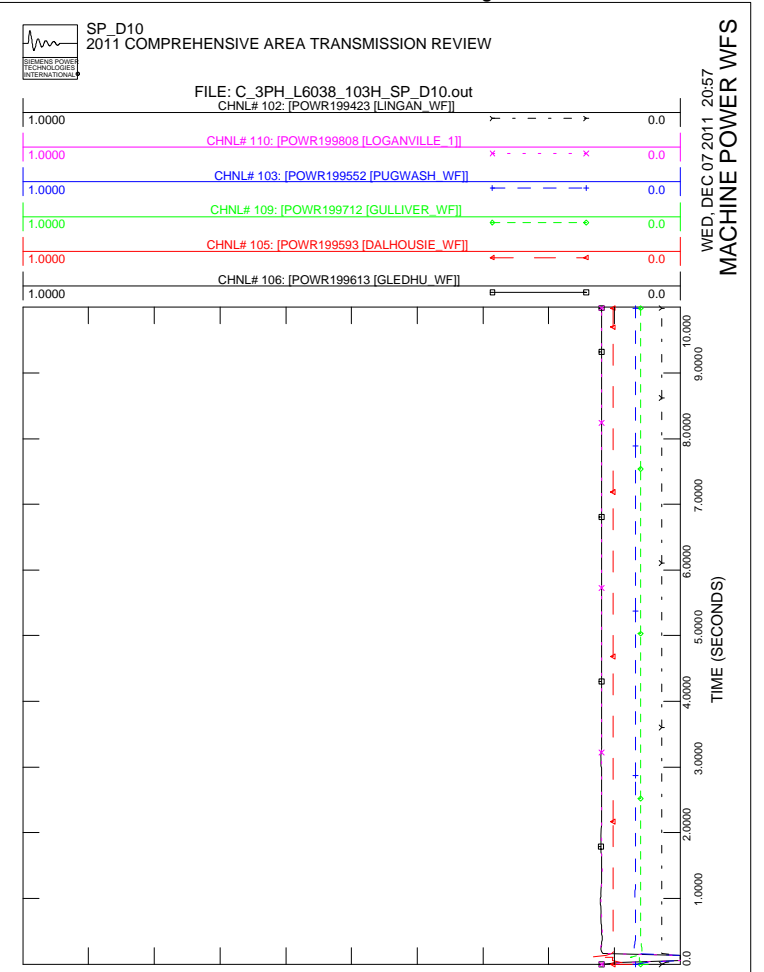
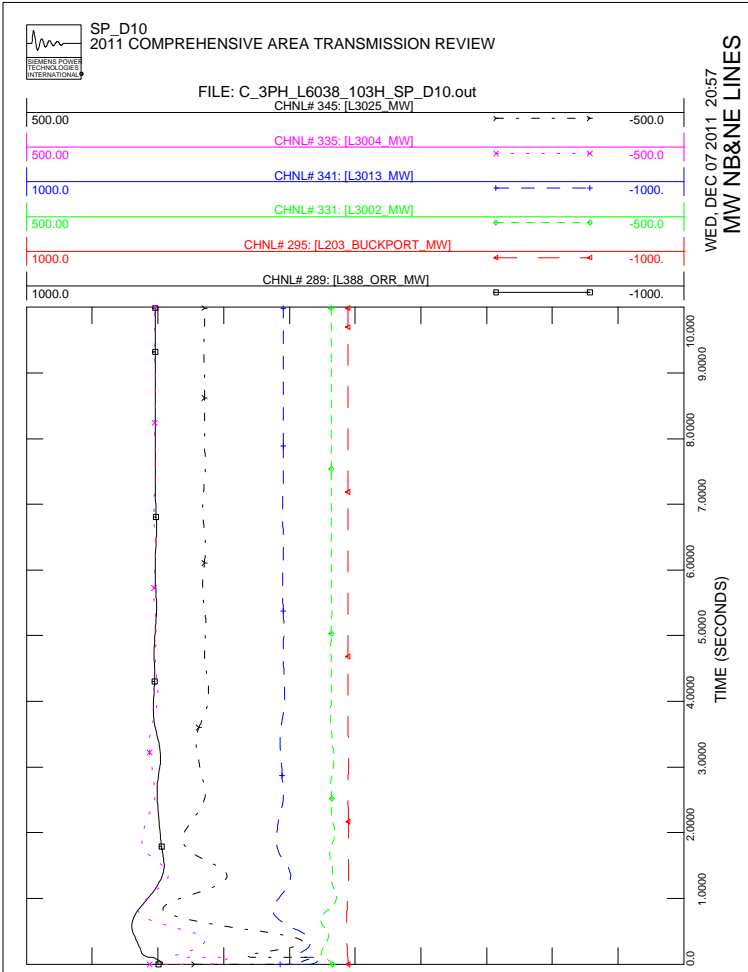
FILE: C_3PH_L6038_103H_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6038_103H_SP_D10.out

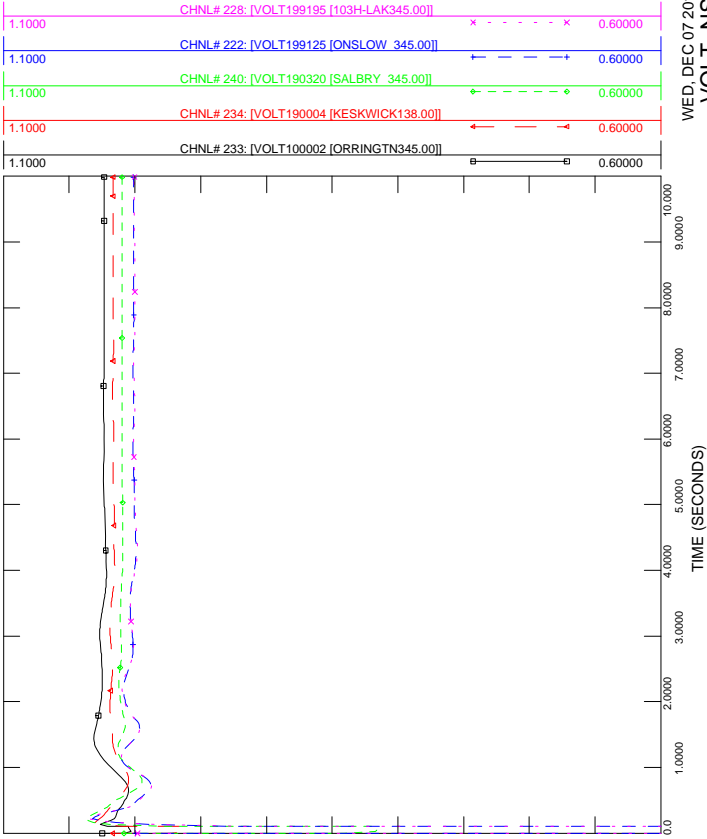






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

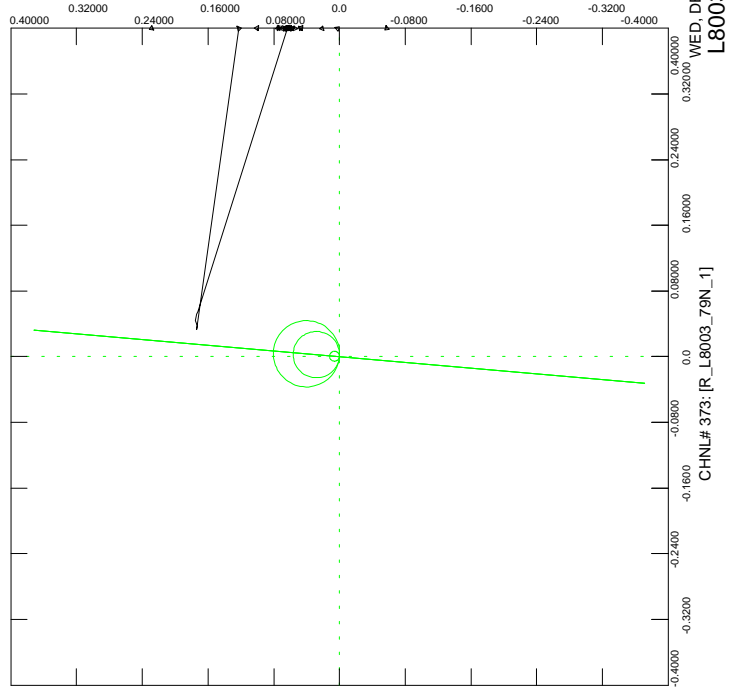
FILE: C_3PH_L6038_103H_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

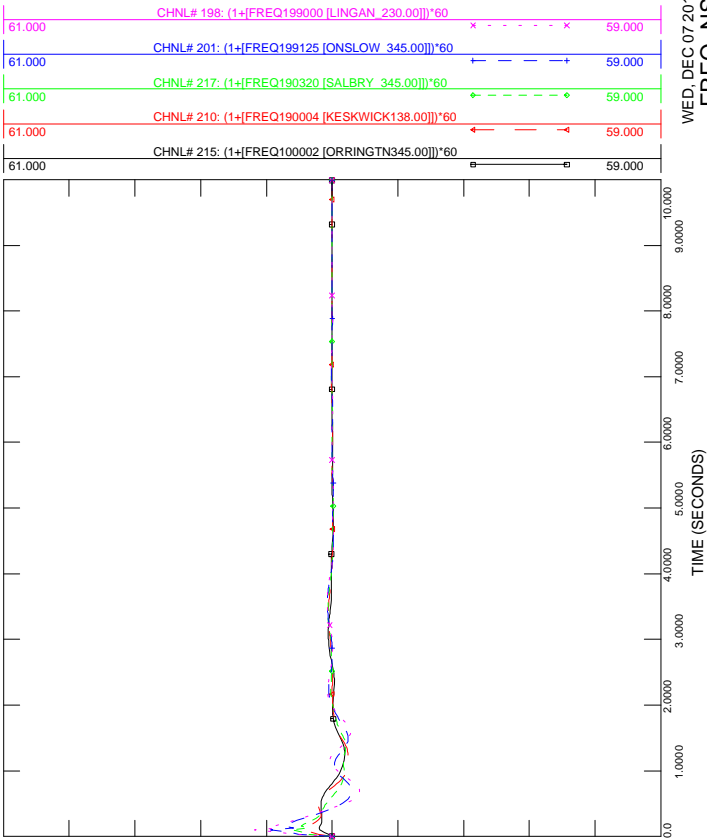
FILE: C_3PH_L6038_103H_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

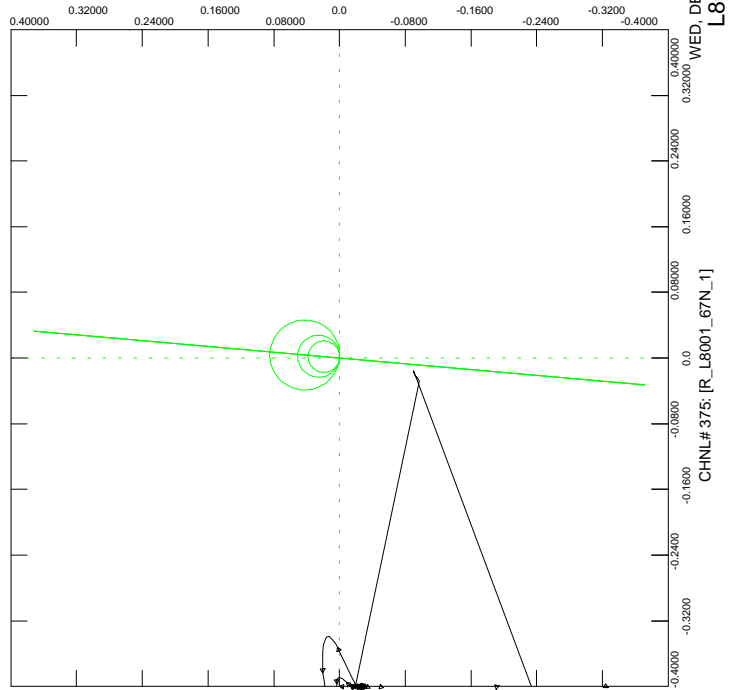
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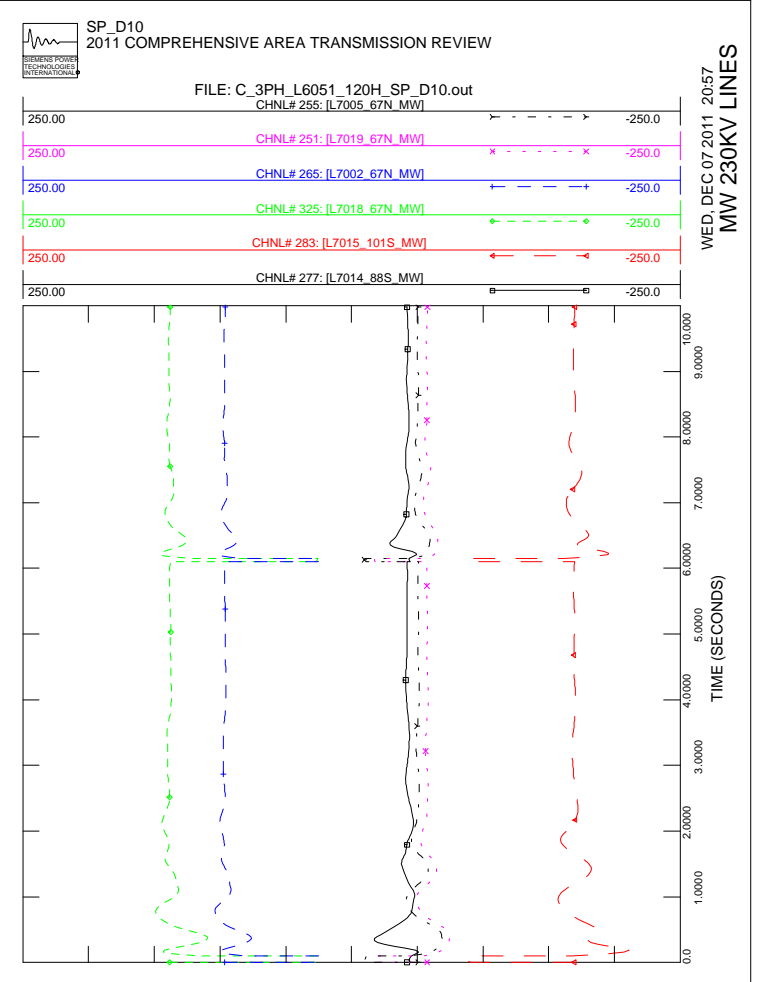
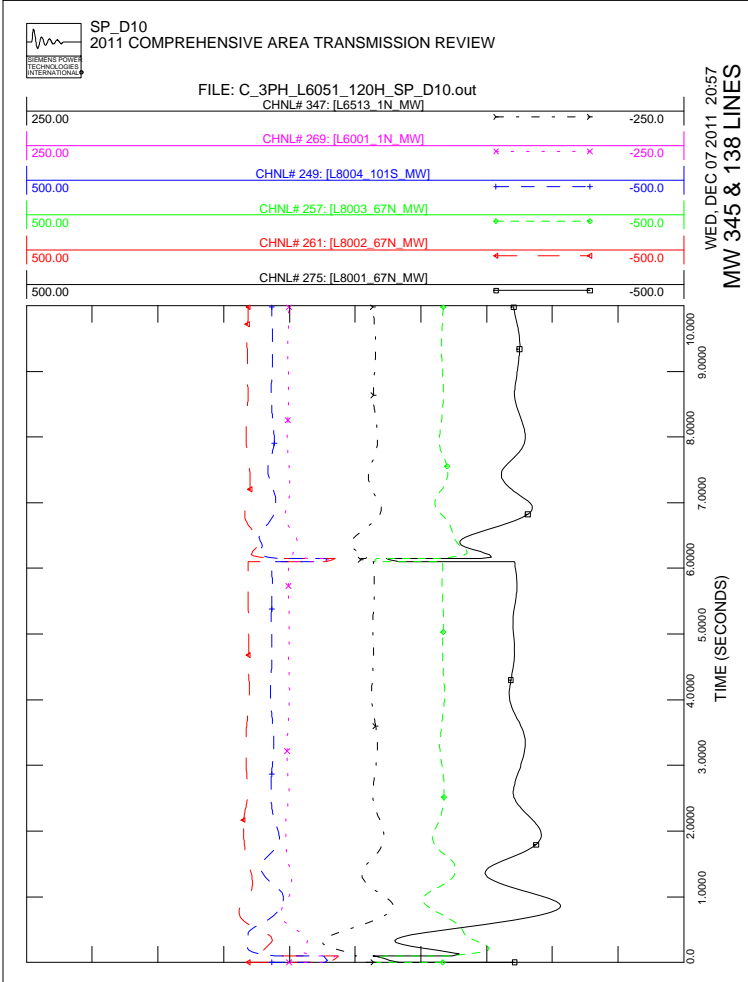
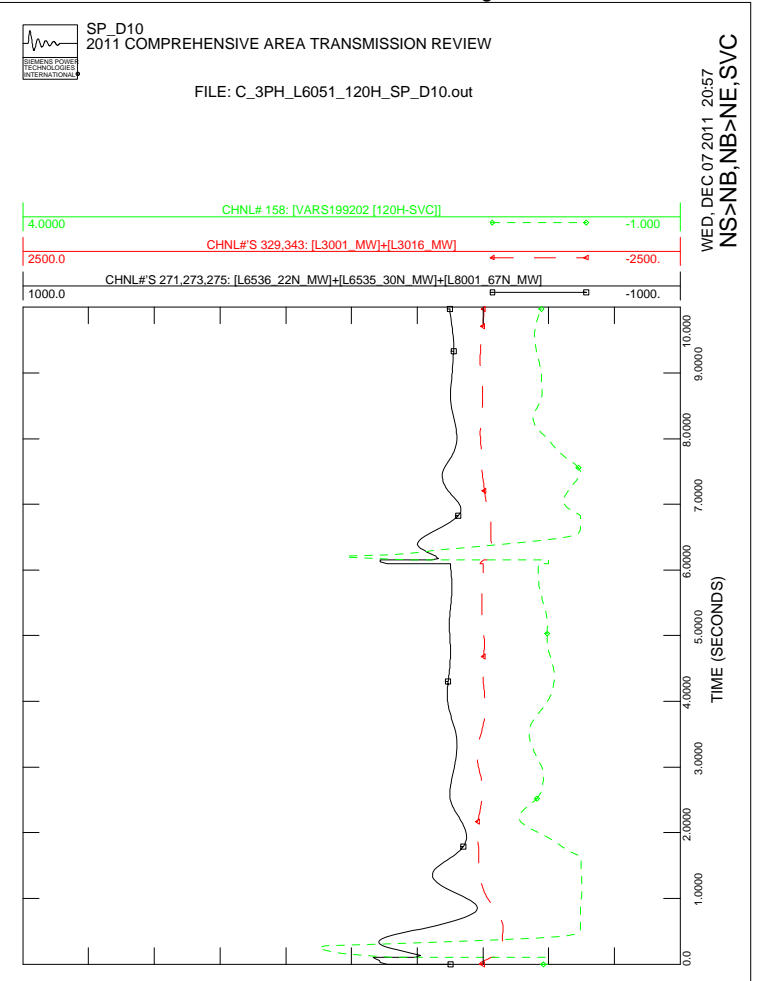
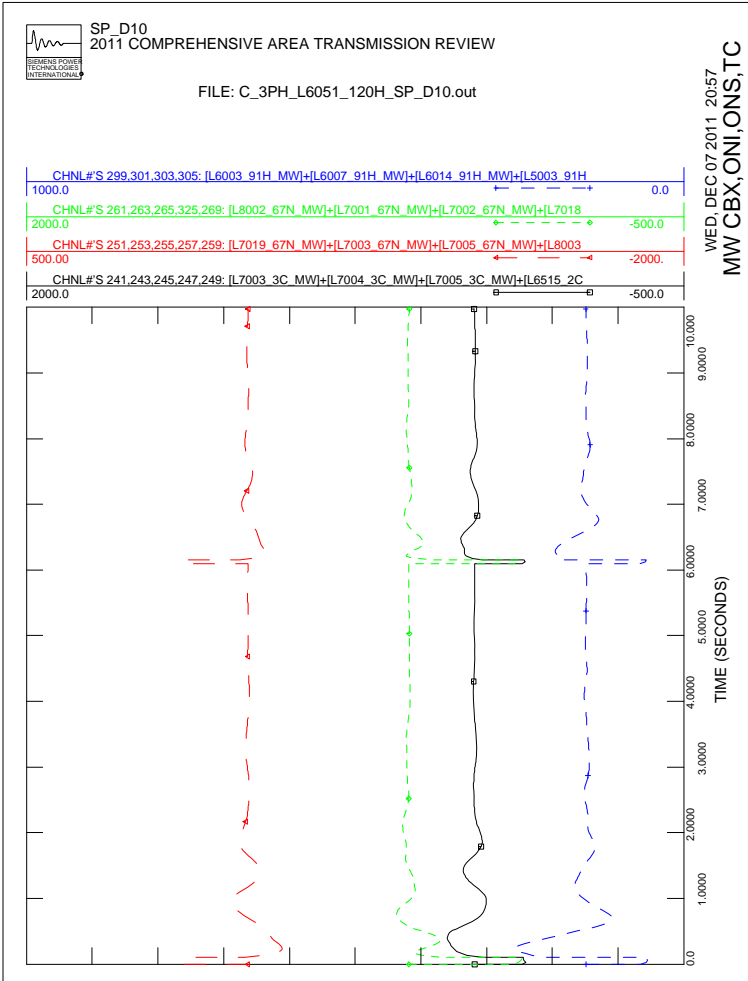


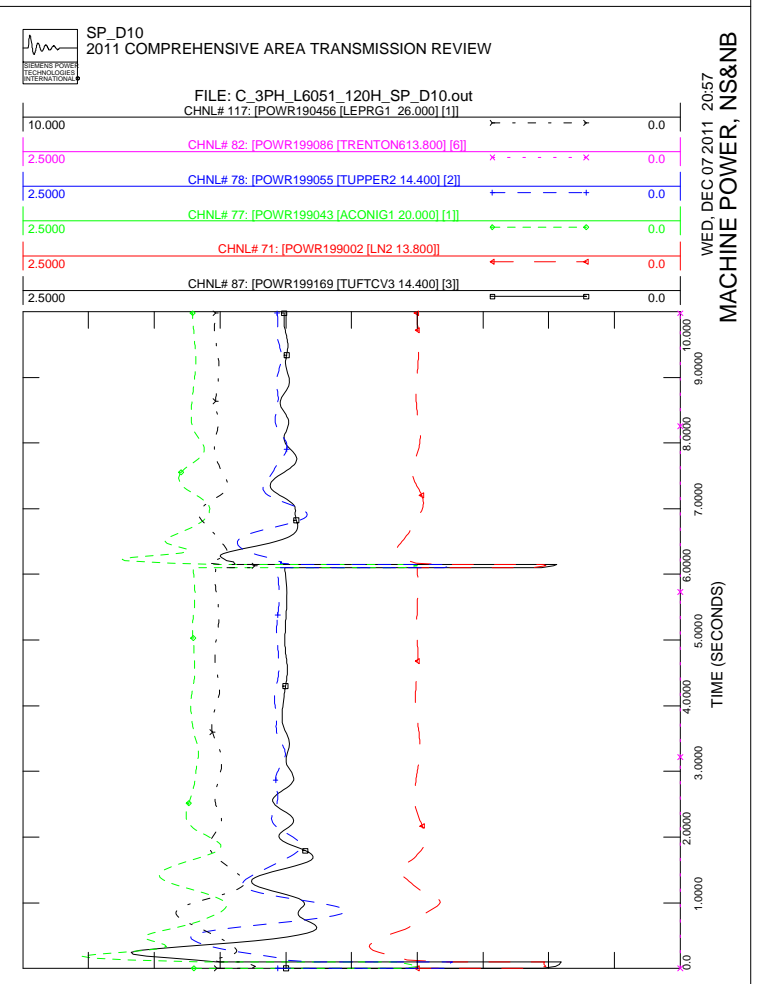
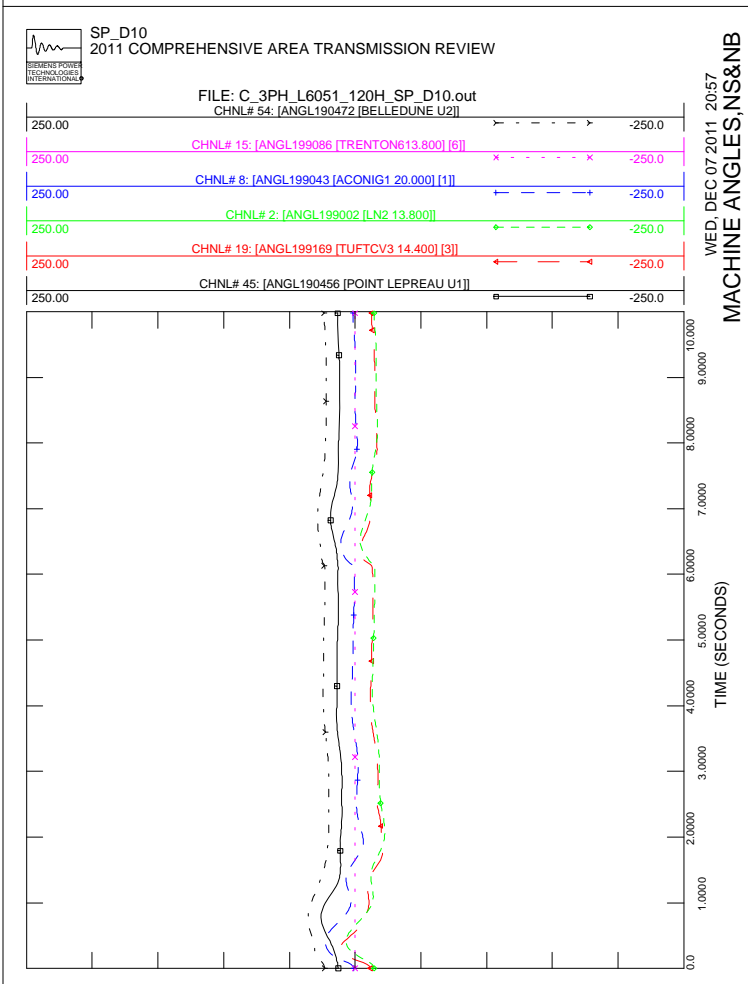
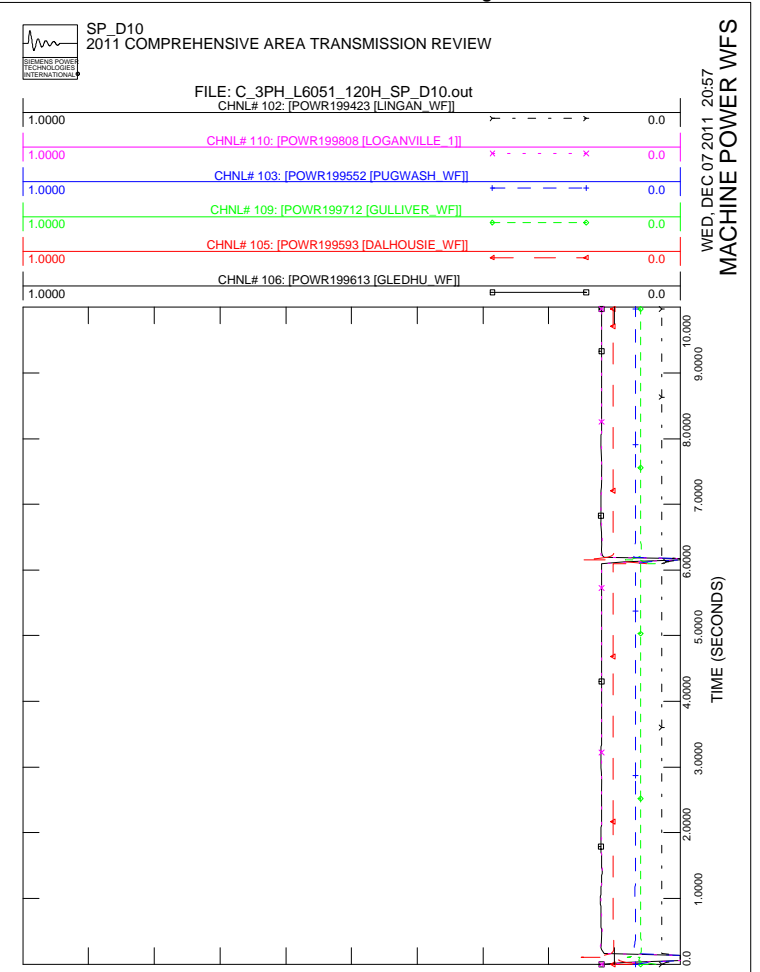
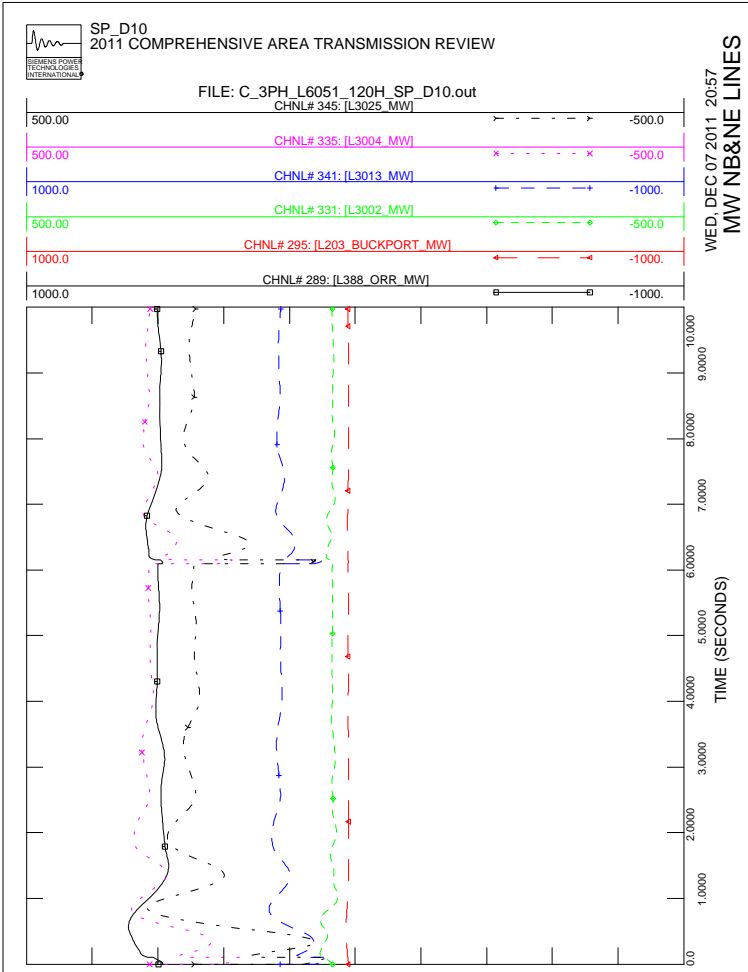
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

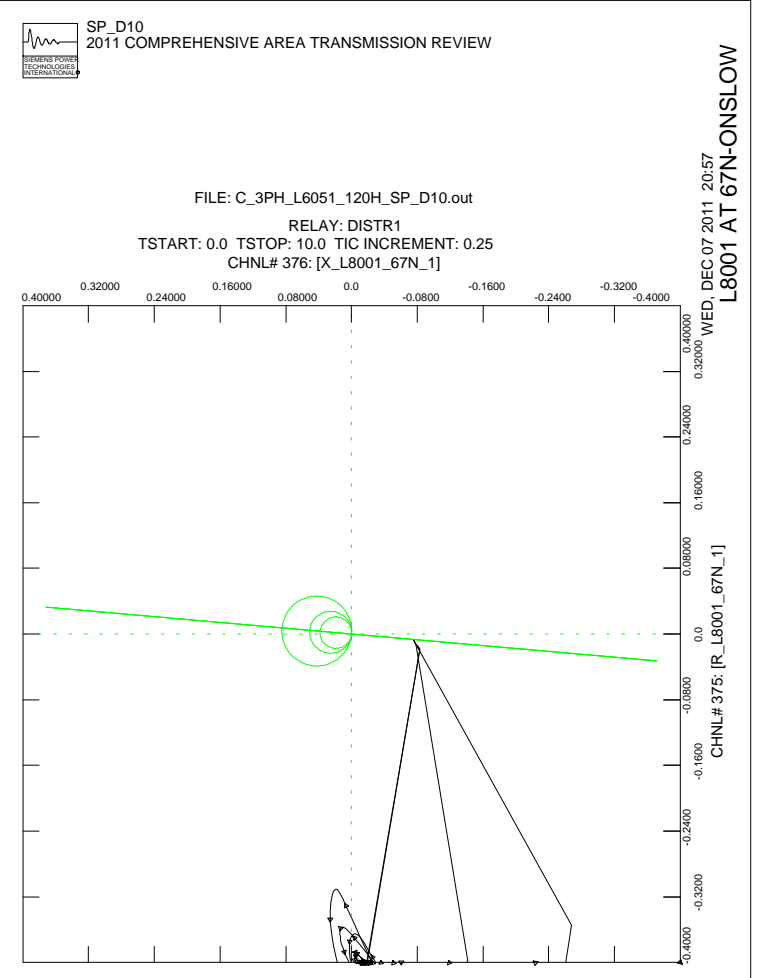
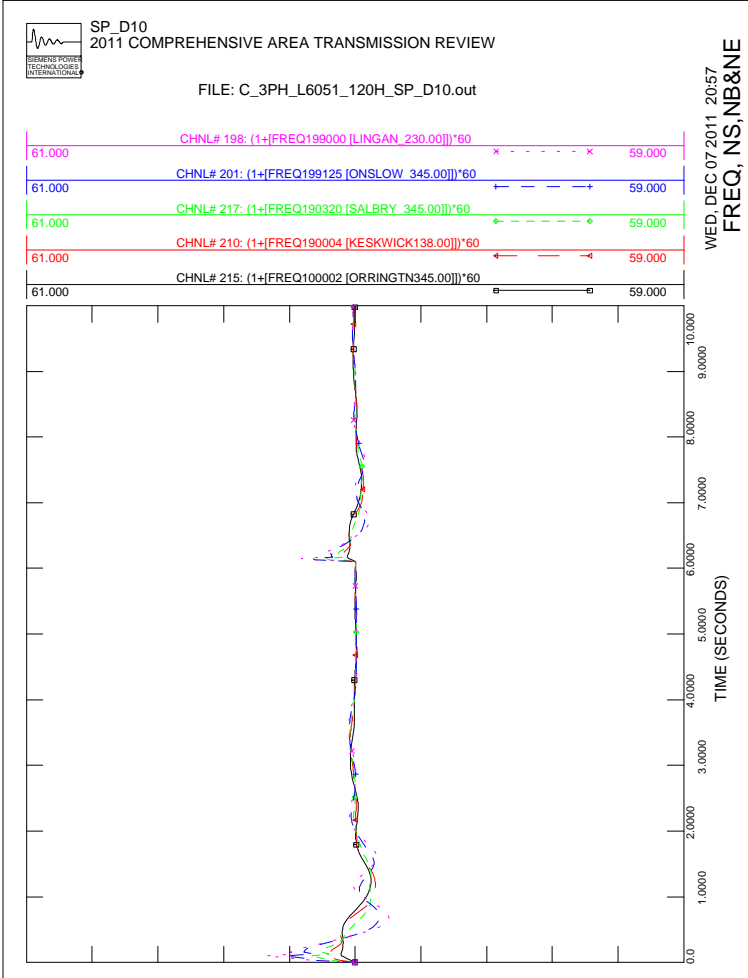
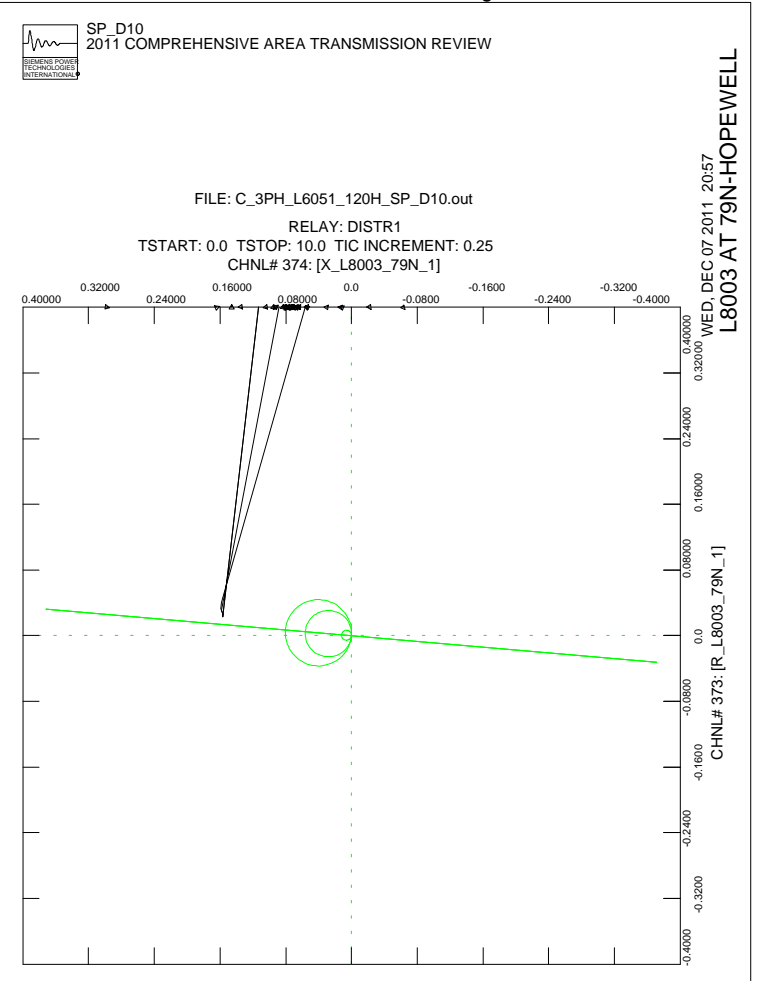
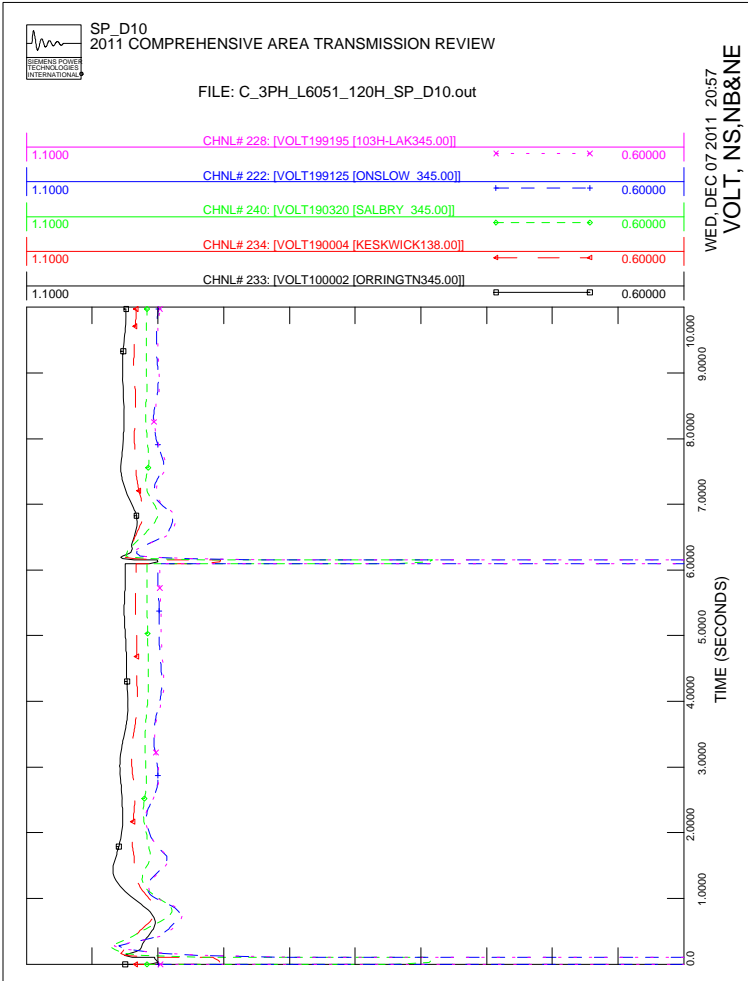
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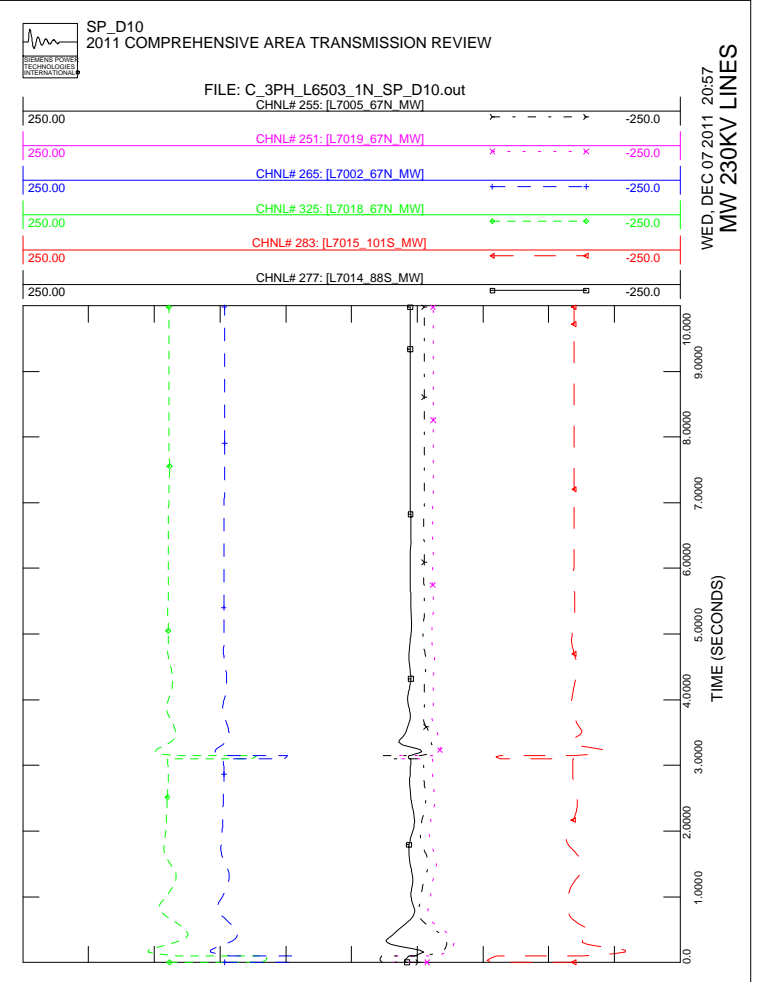
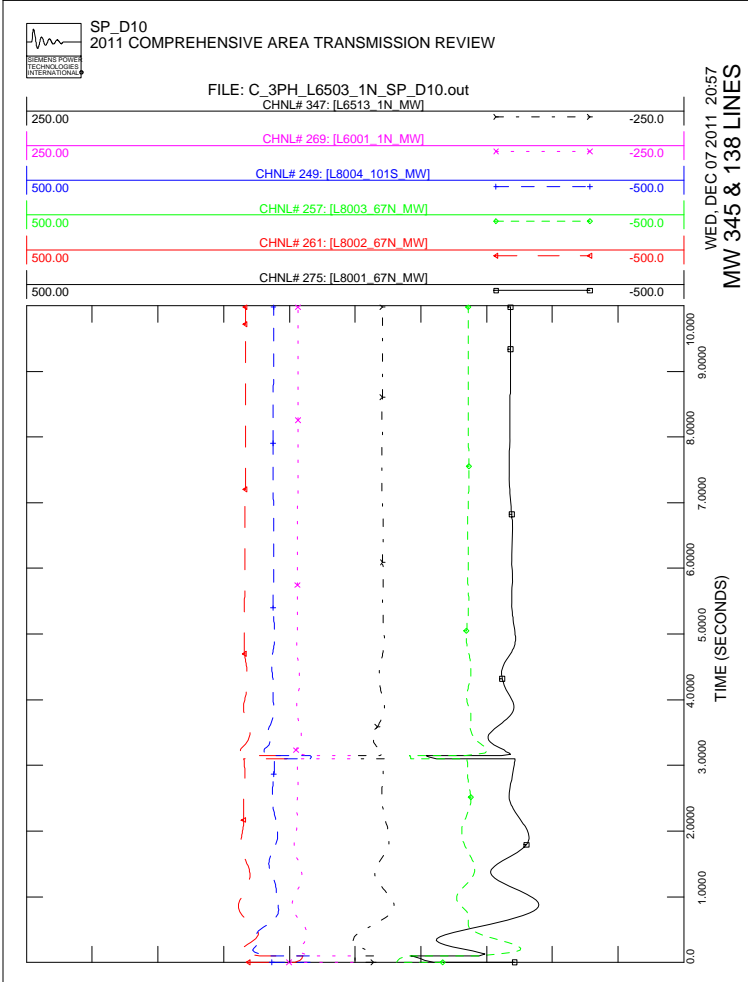
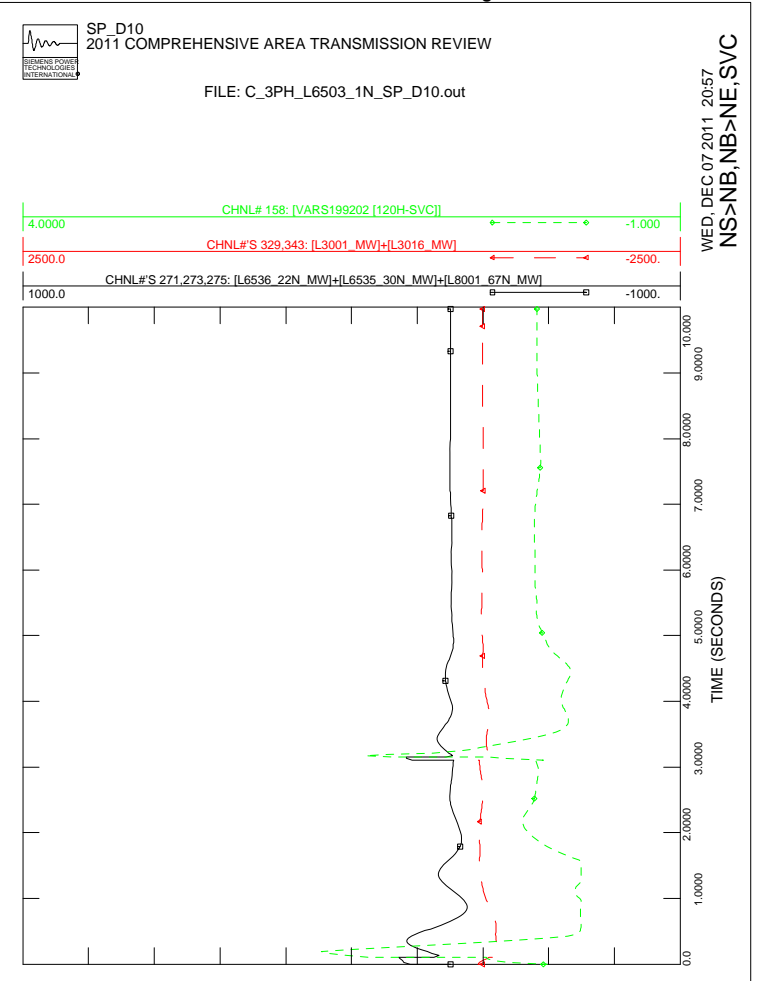
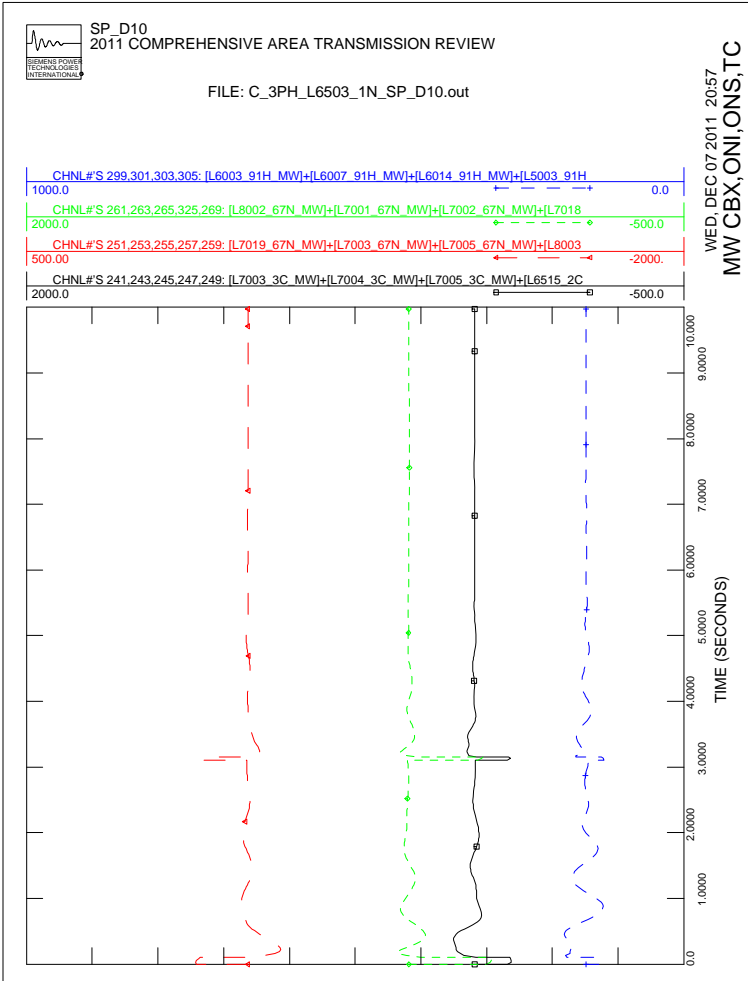
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

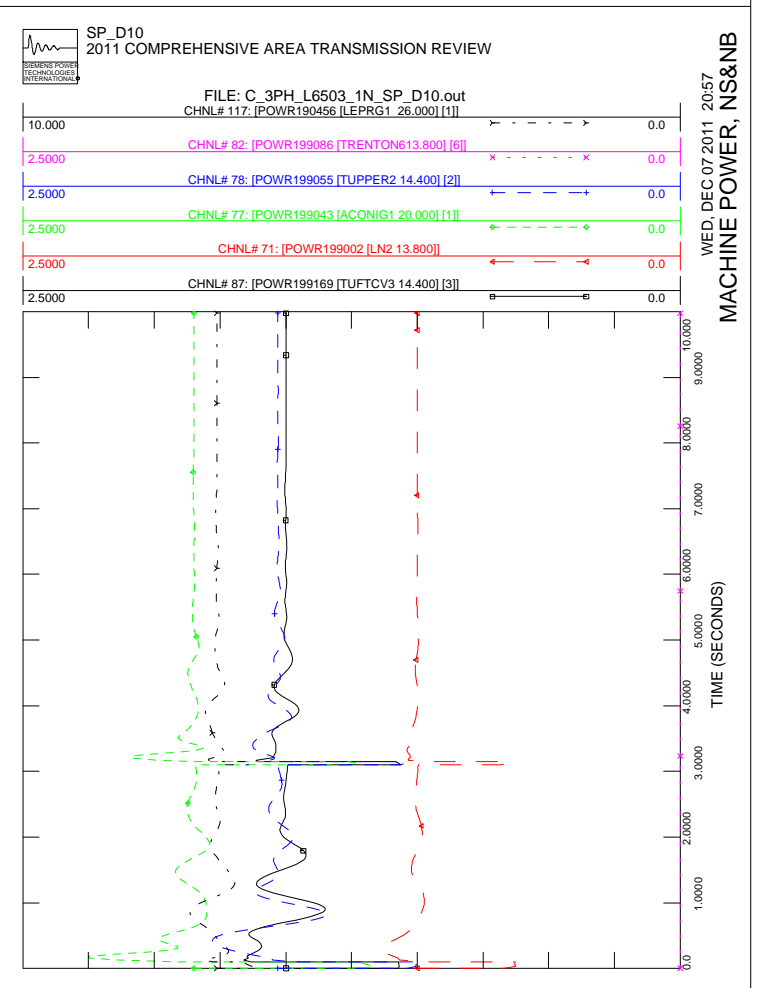
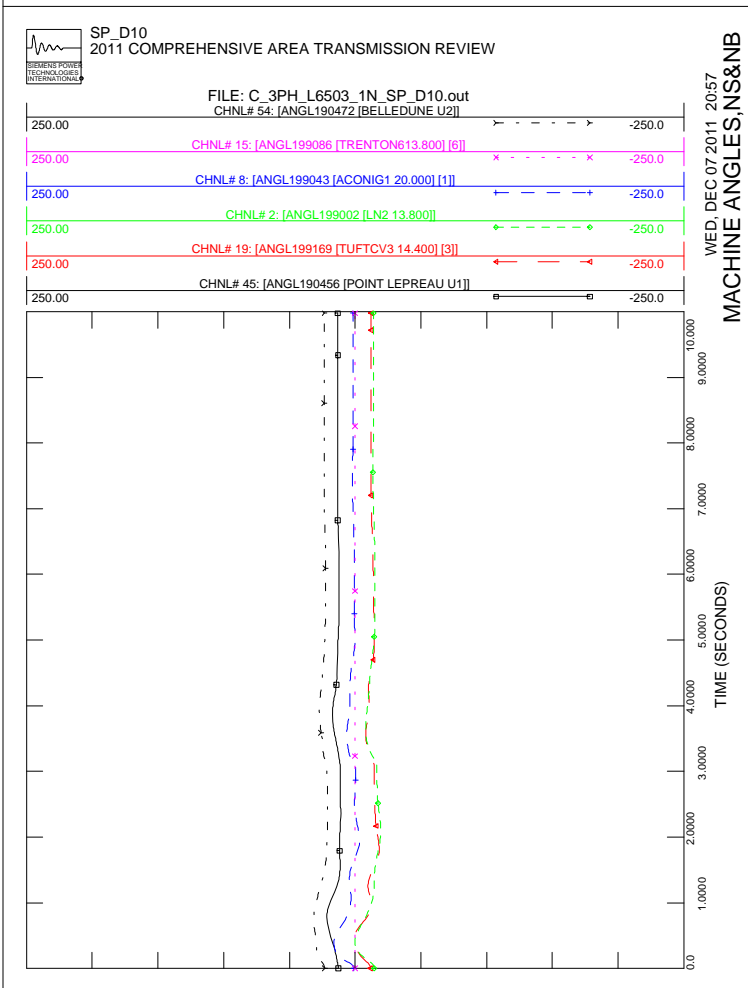
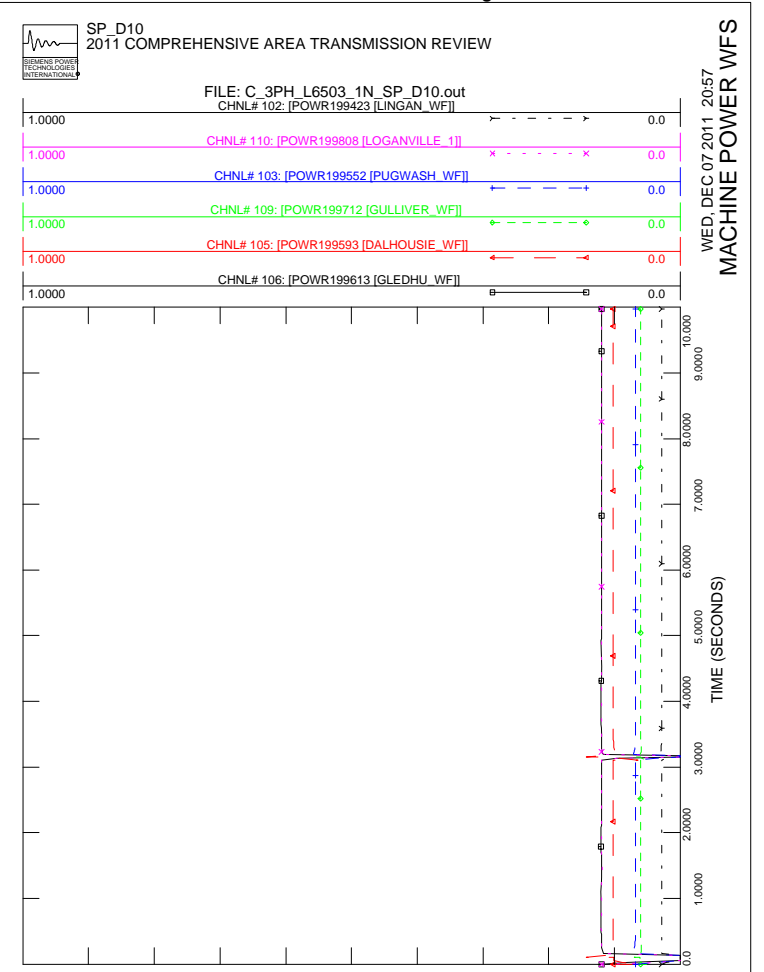
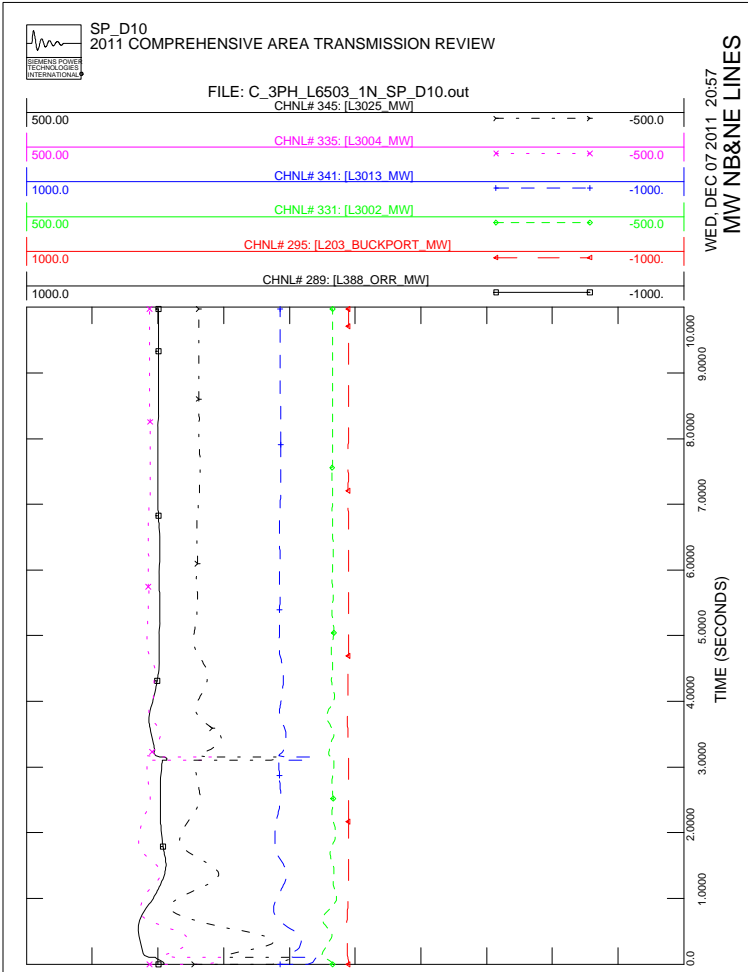


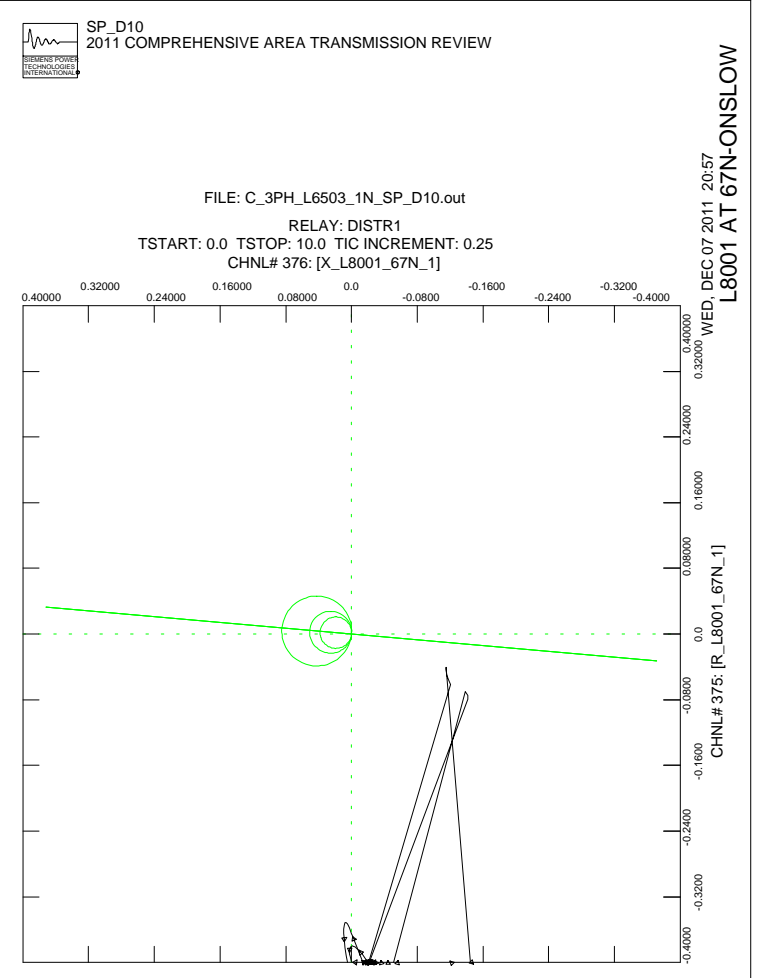
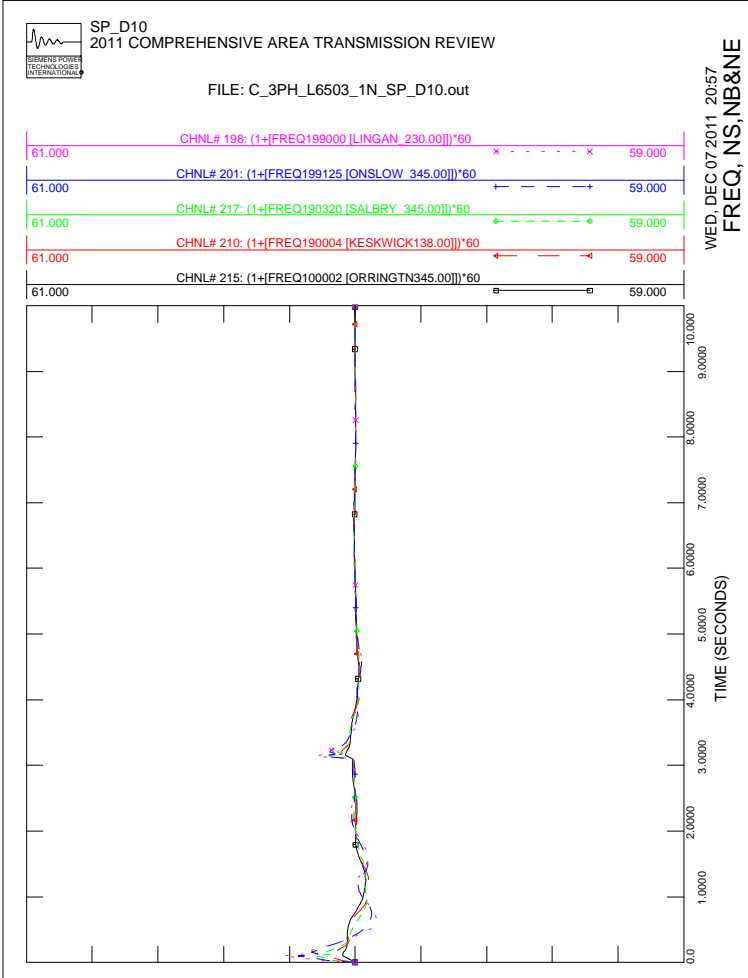
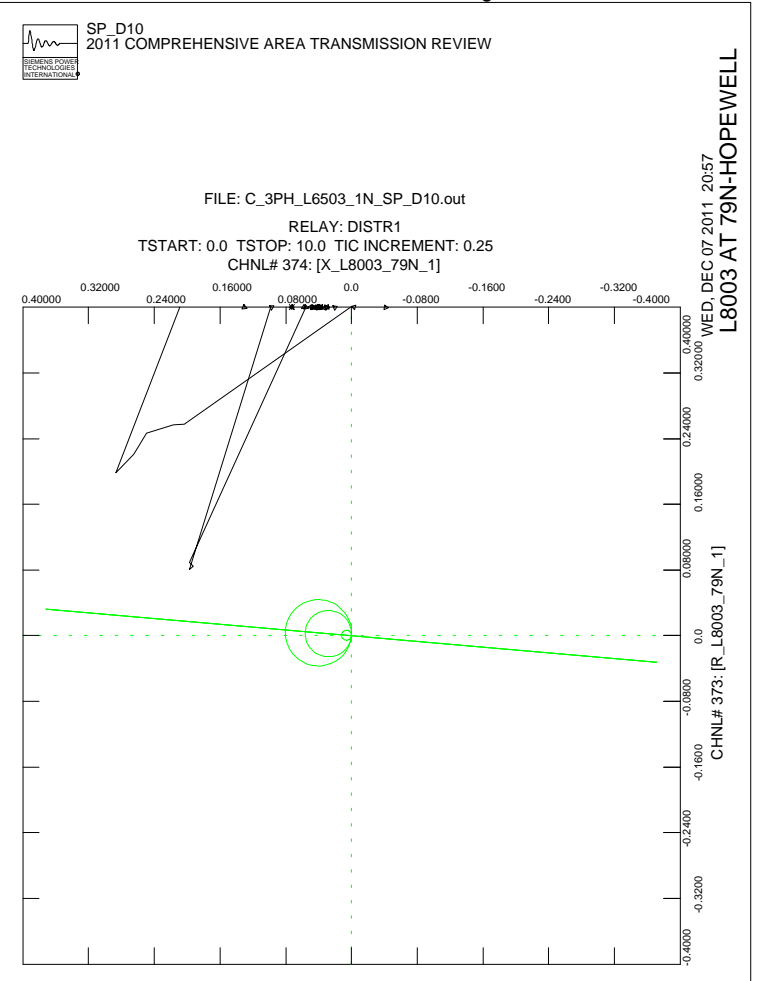
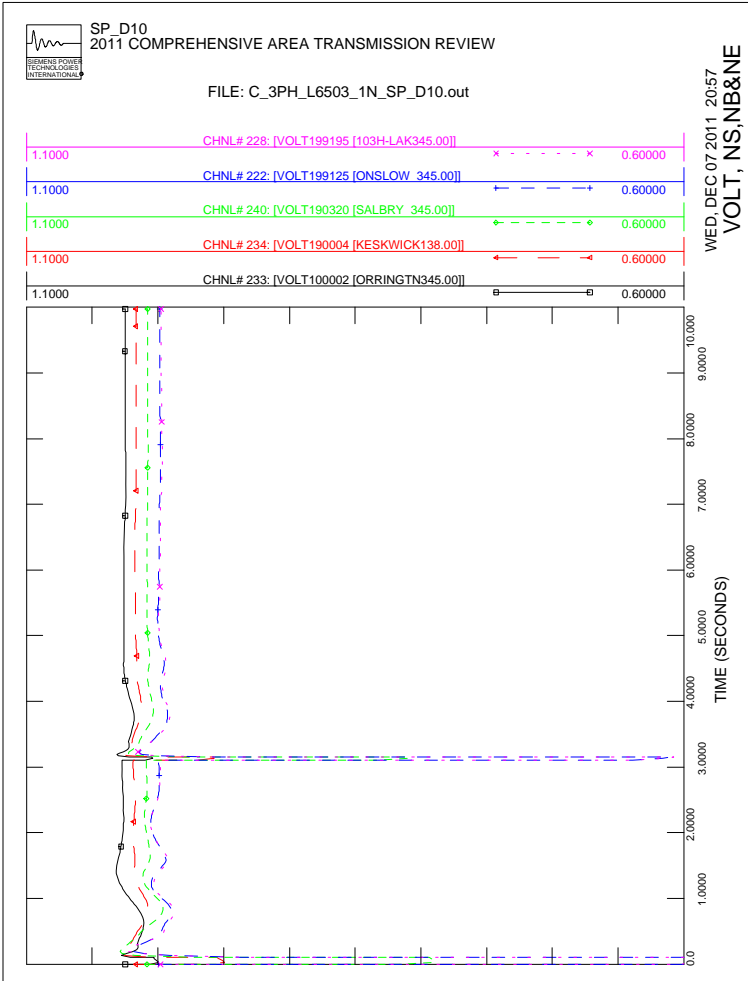


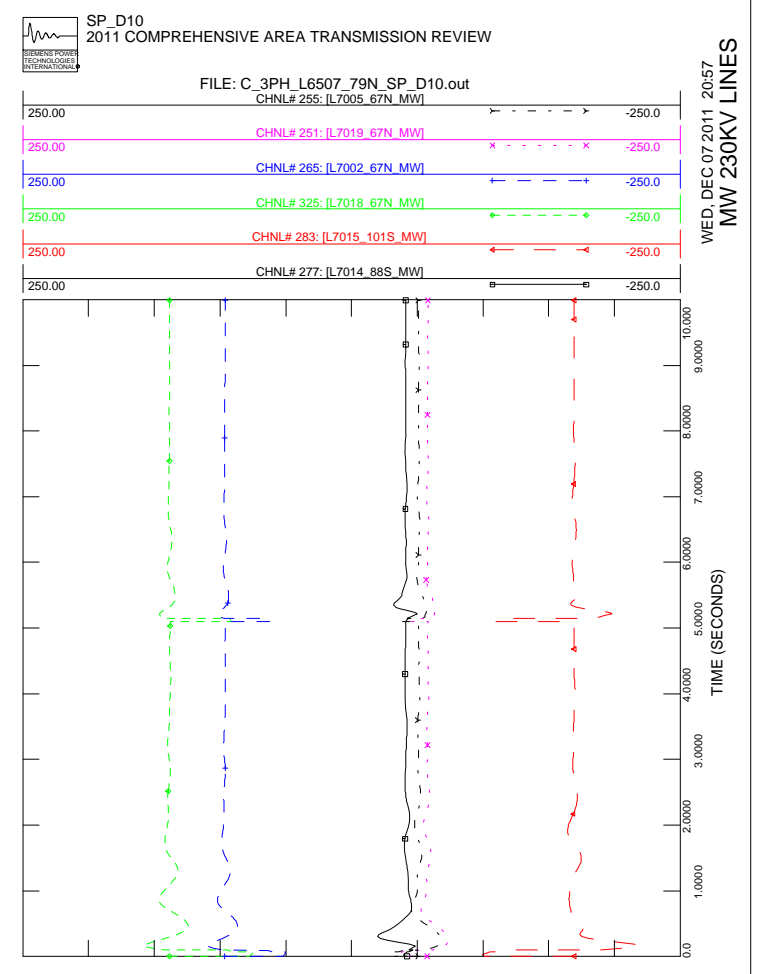
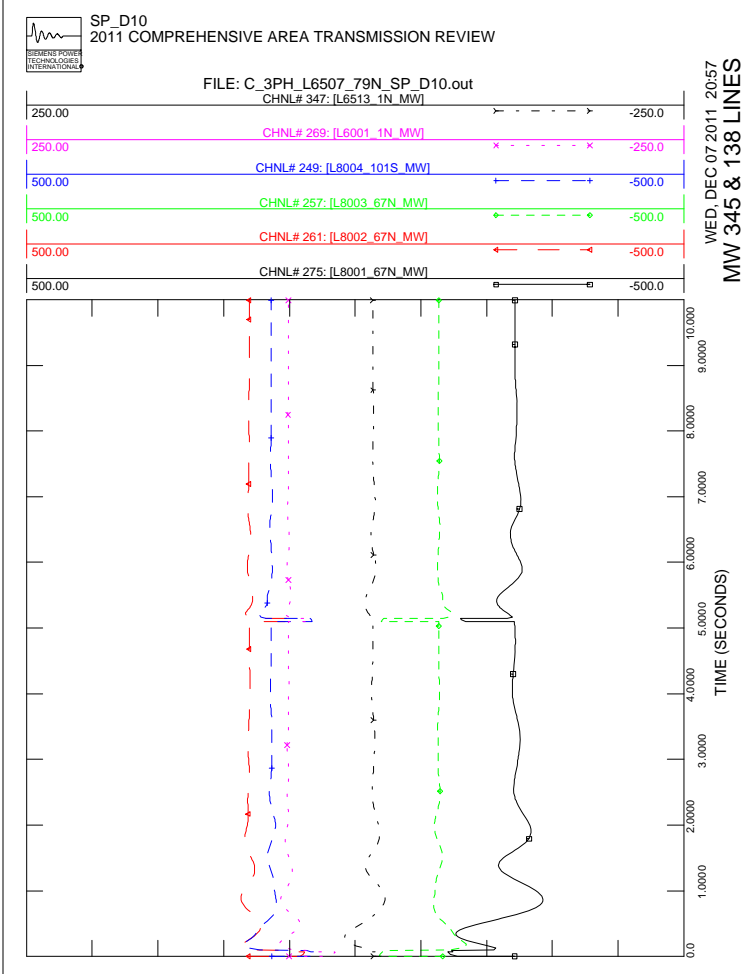
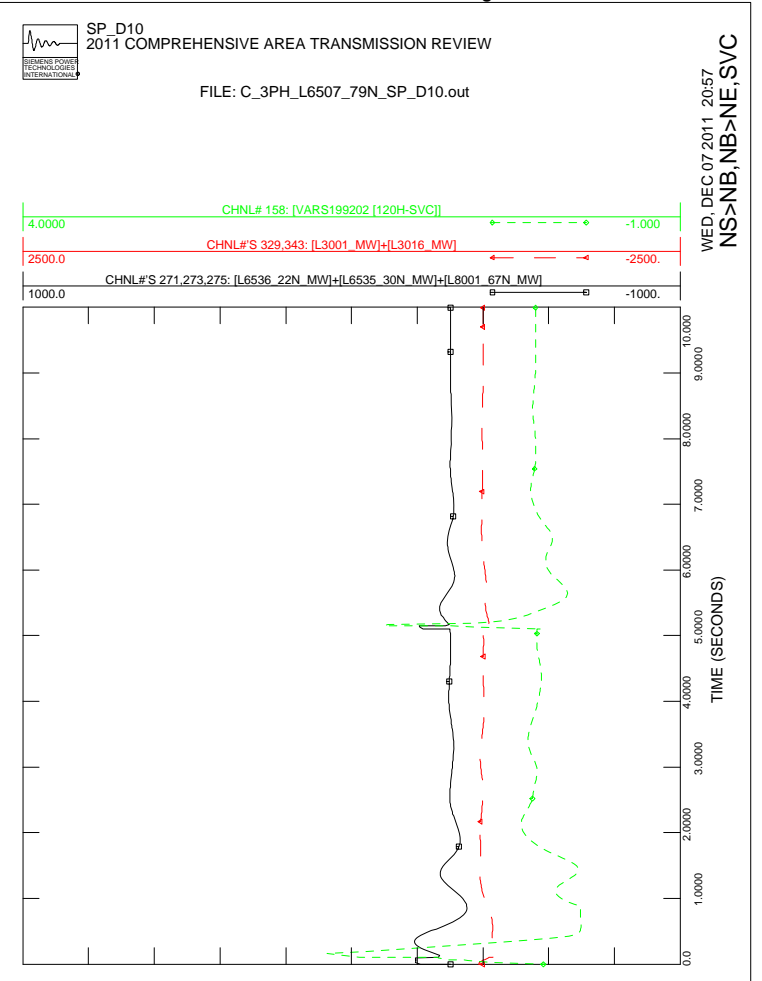
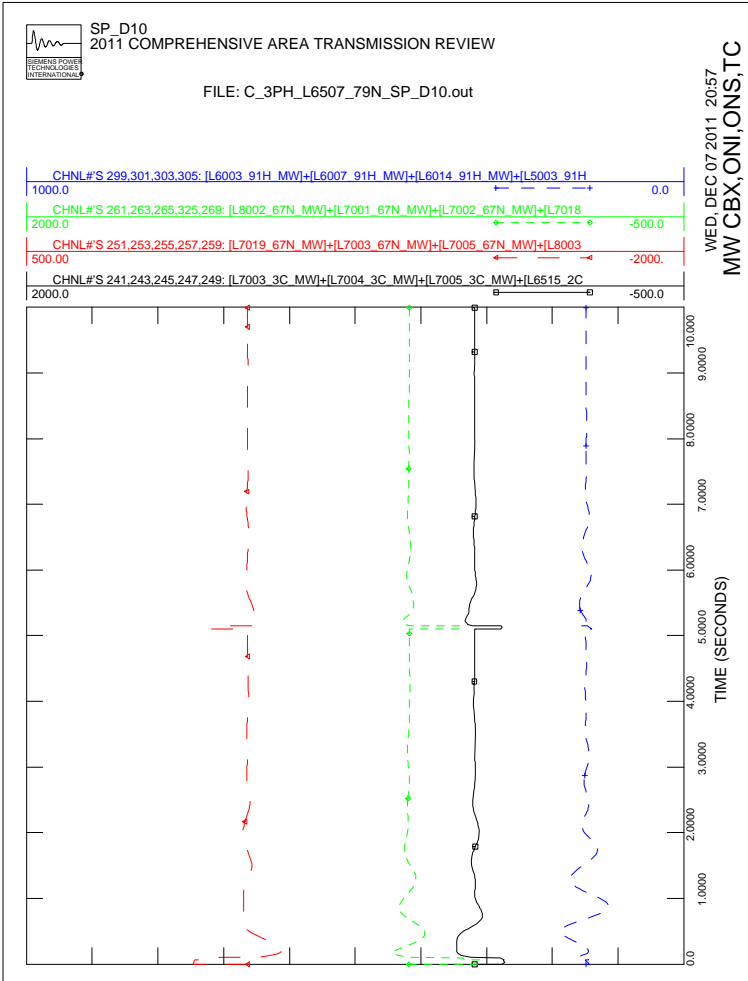


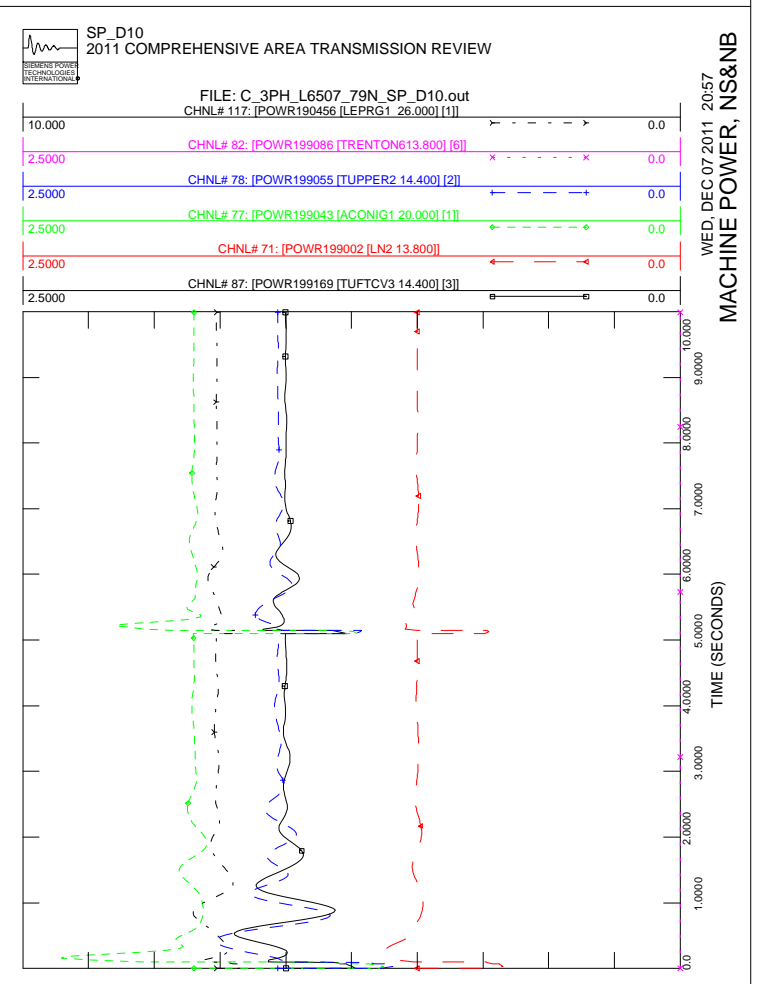
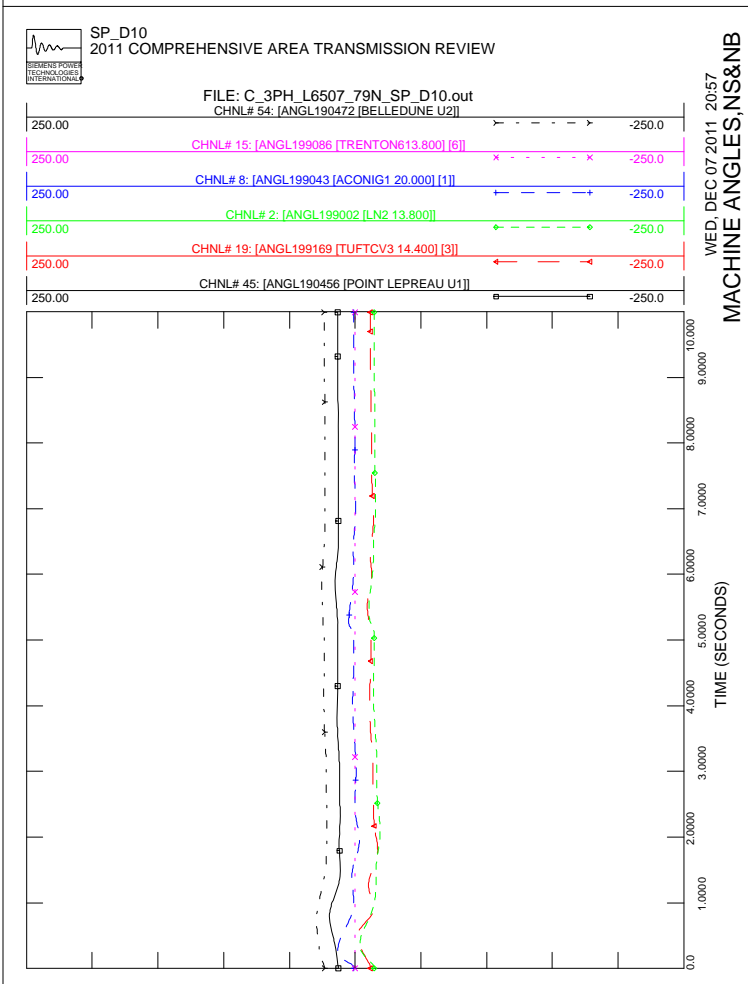
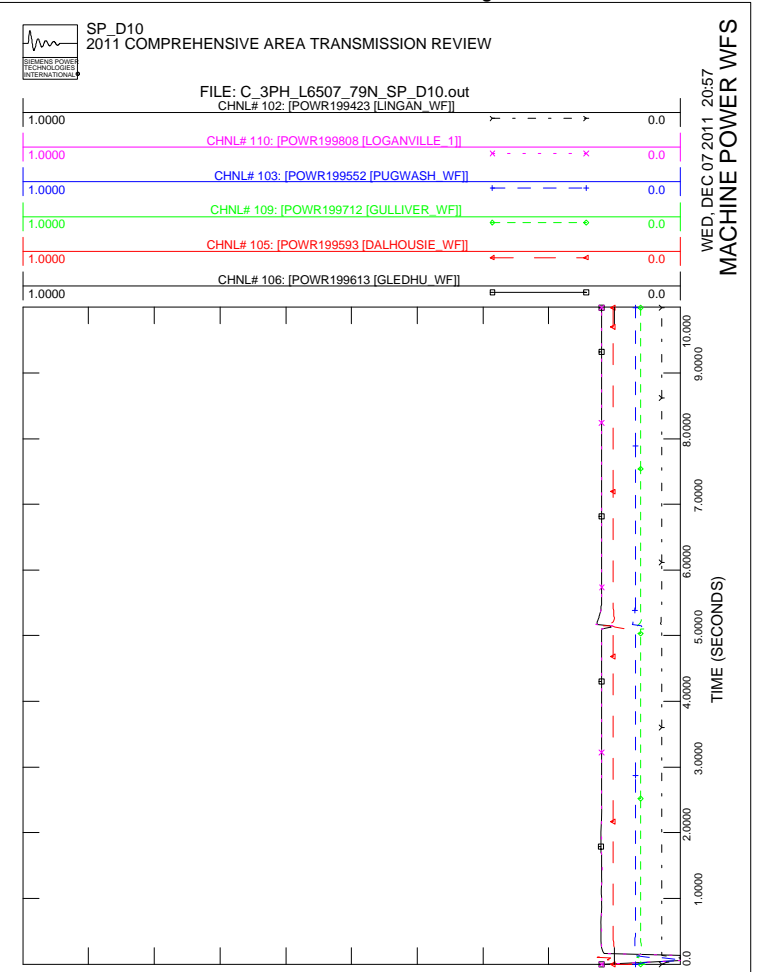
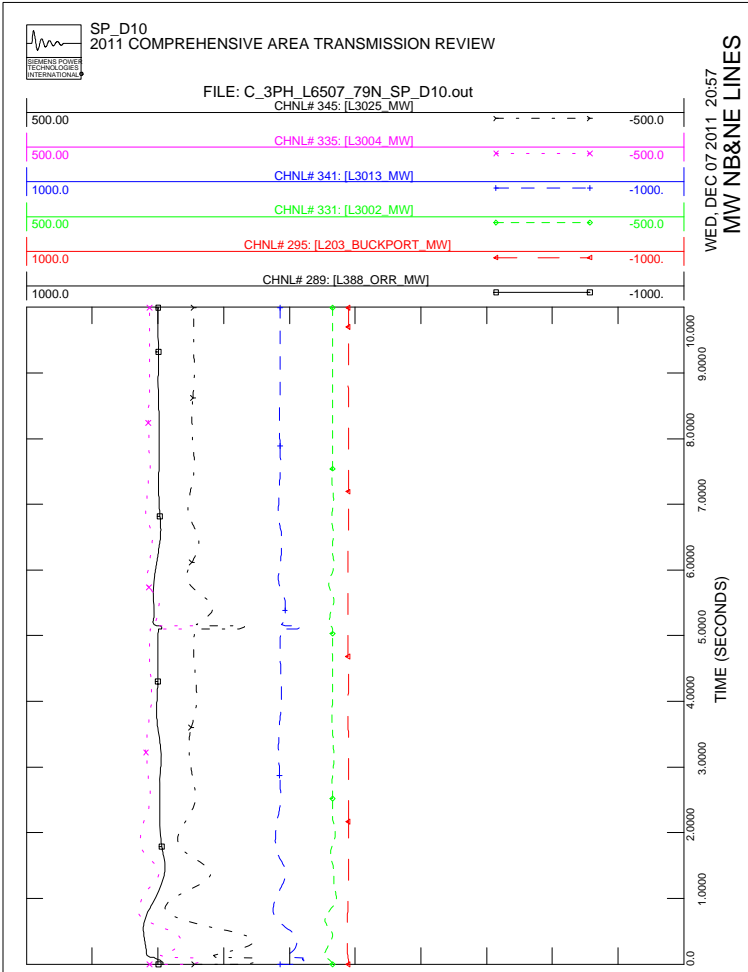








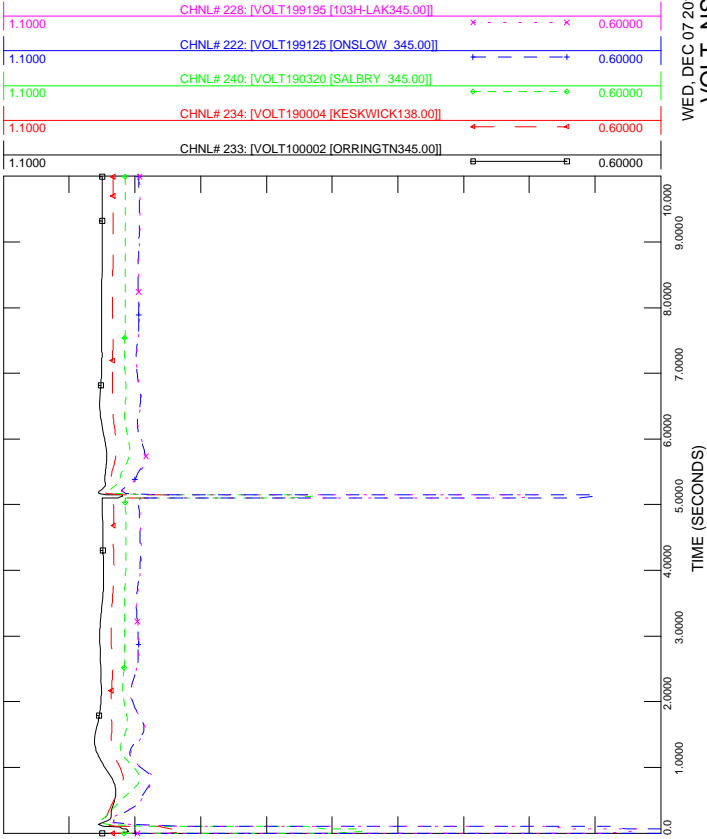






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

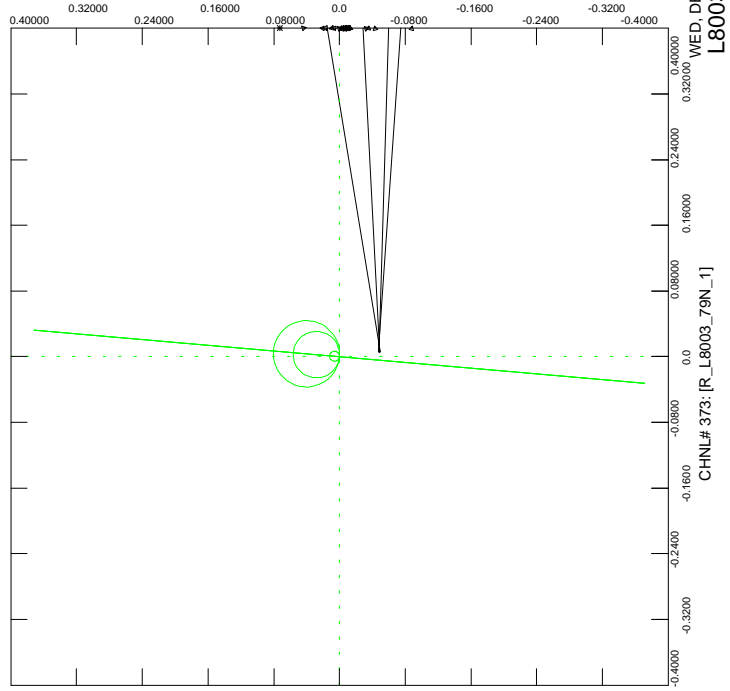
FILE: C_3PH_L6507_79N_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

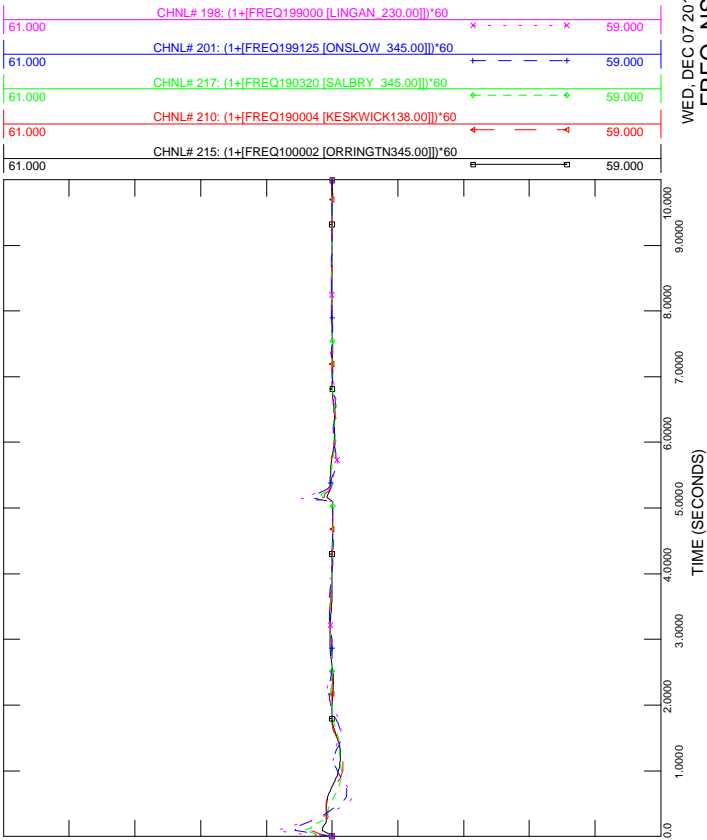
FILE: C_3PH_L6507_79N_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

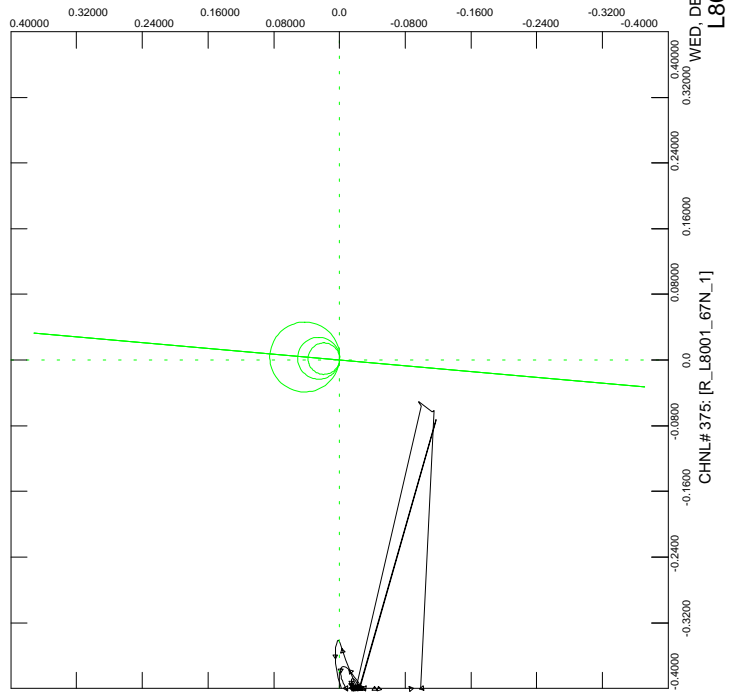
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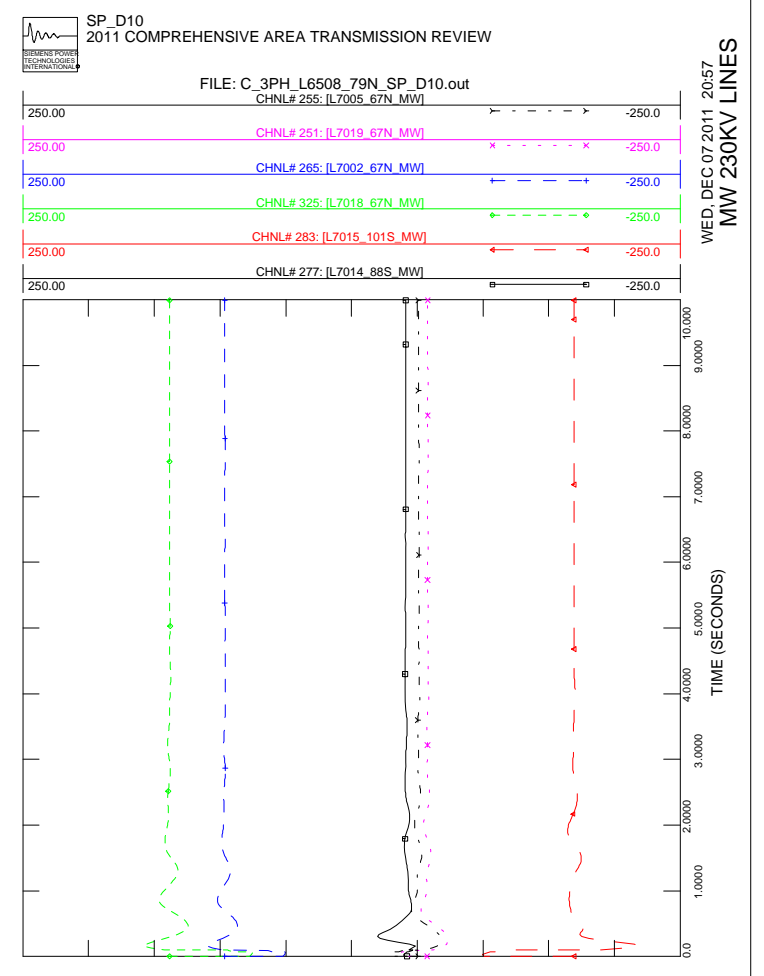
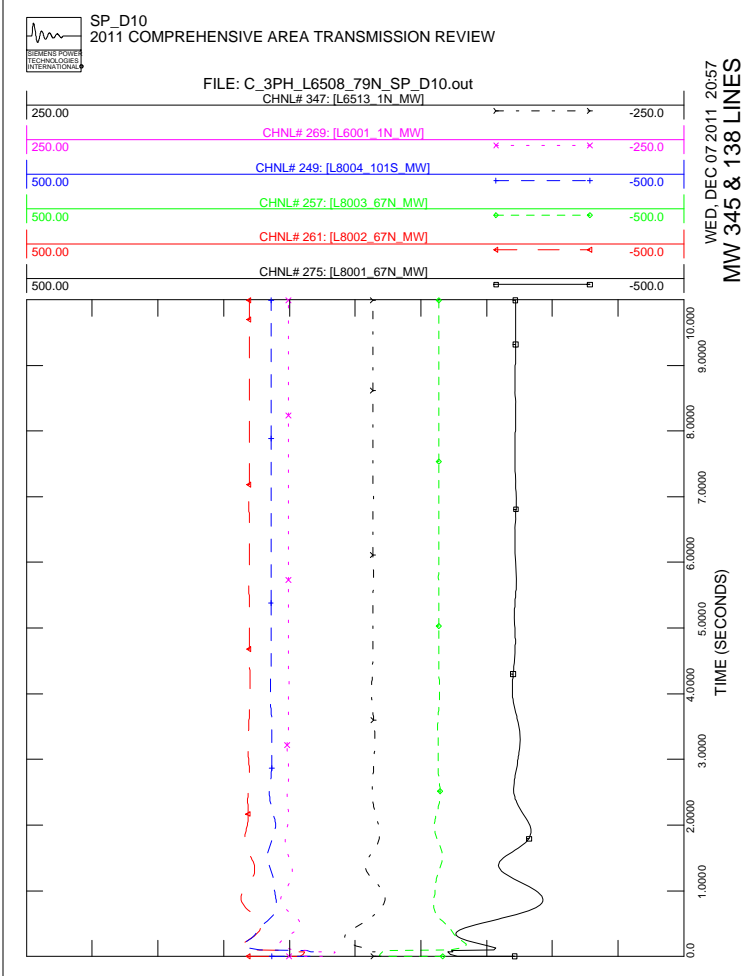
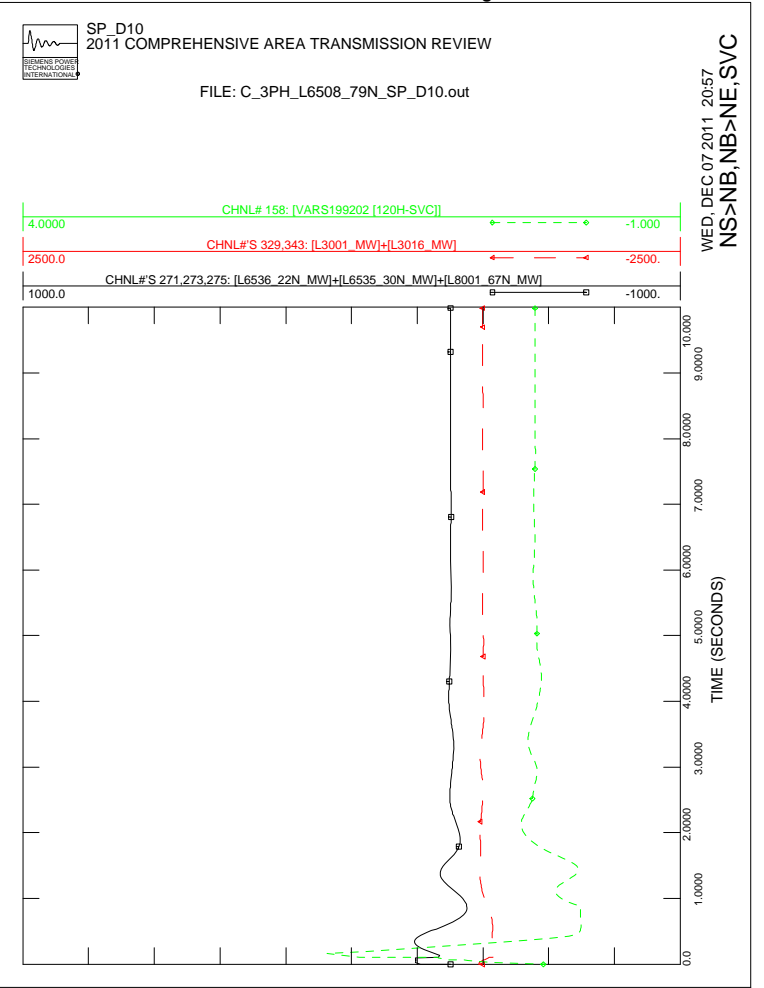
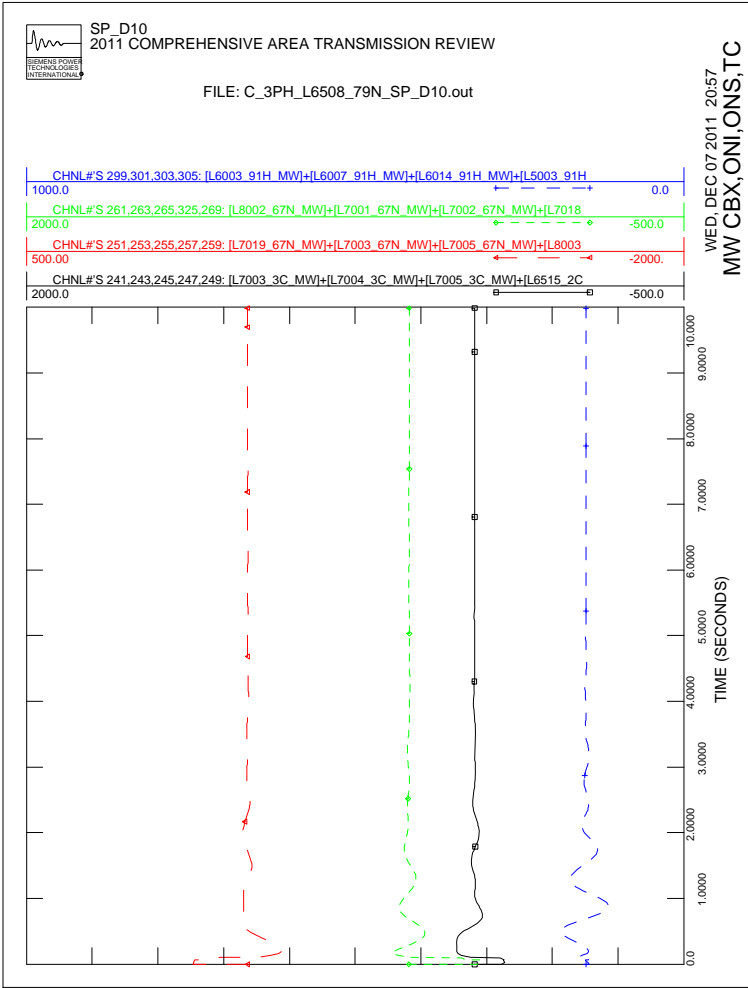


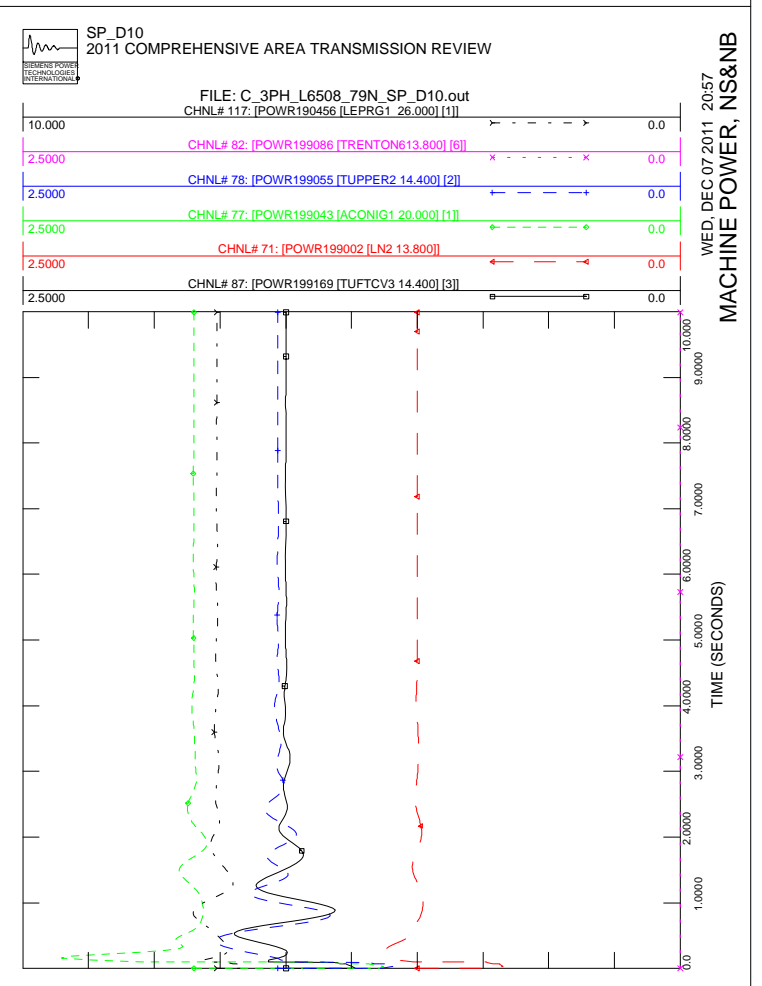
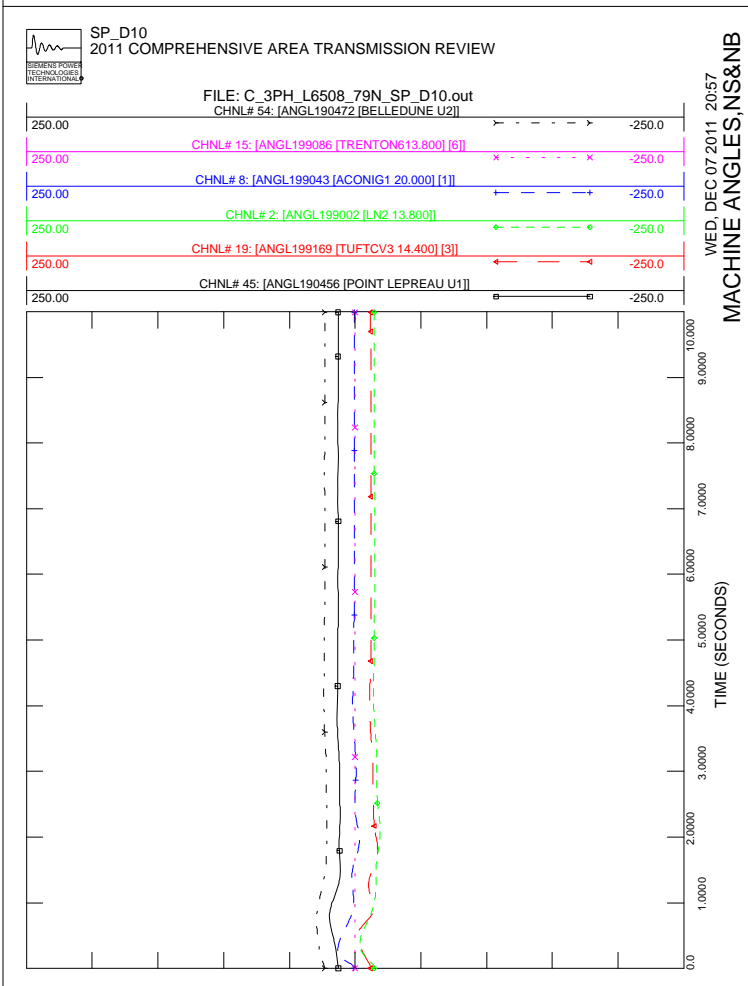
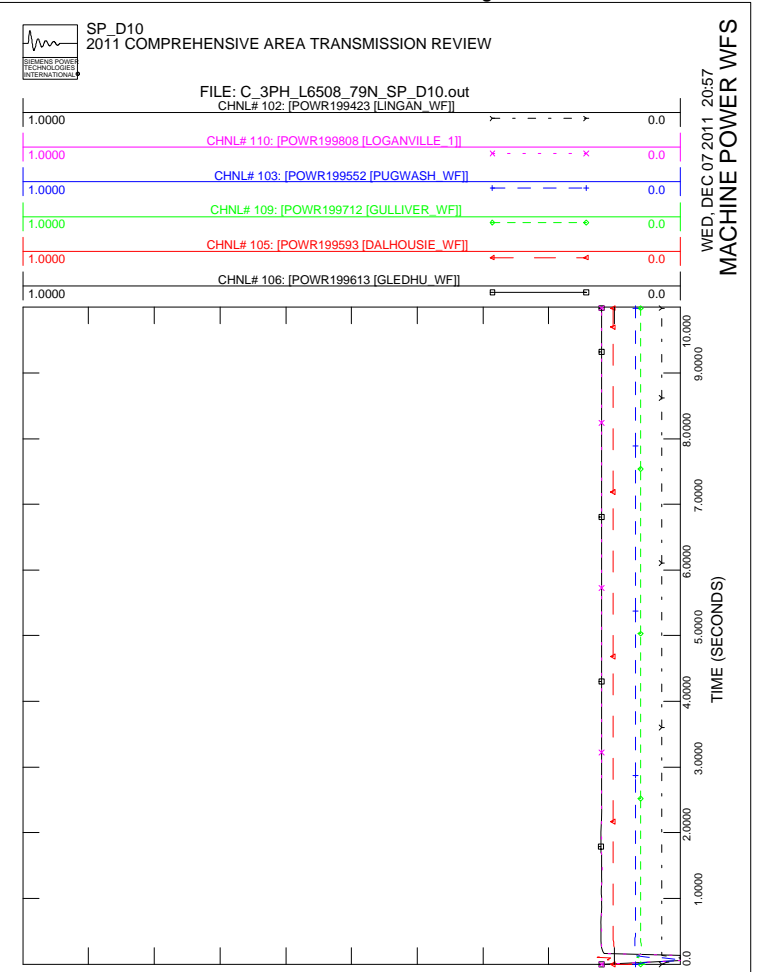
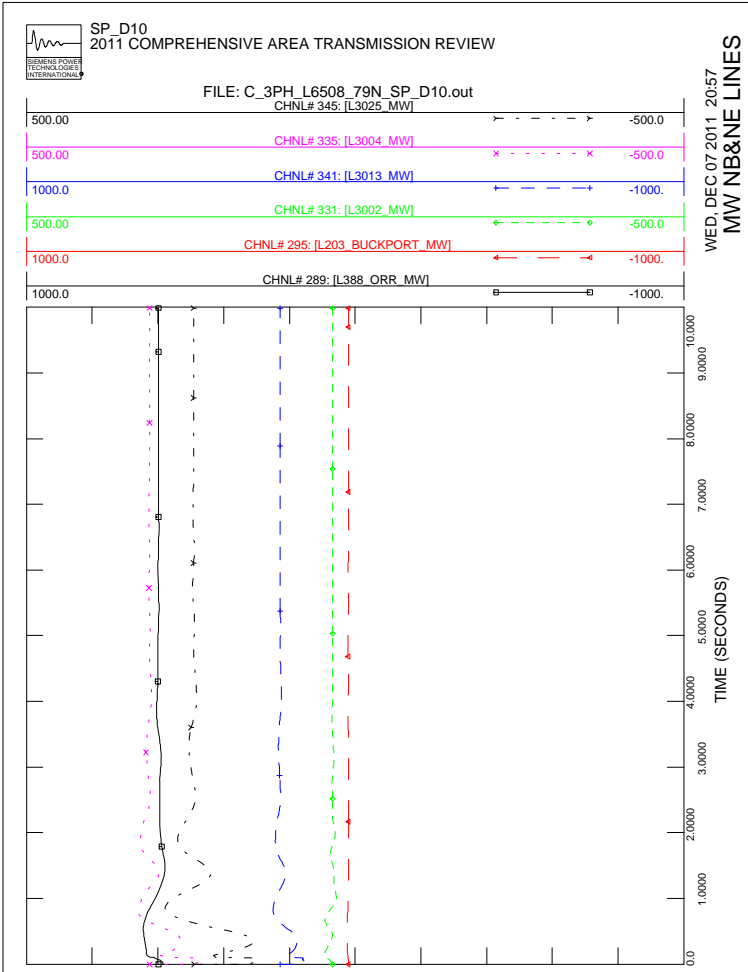
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6507_79N_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



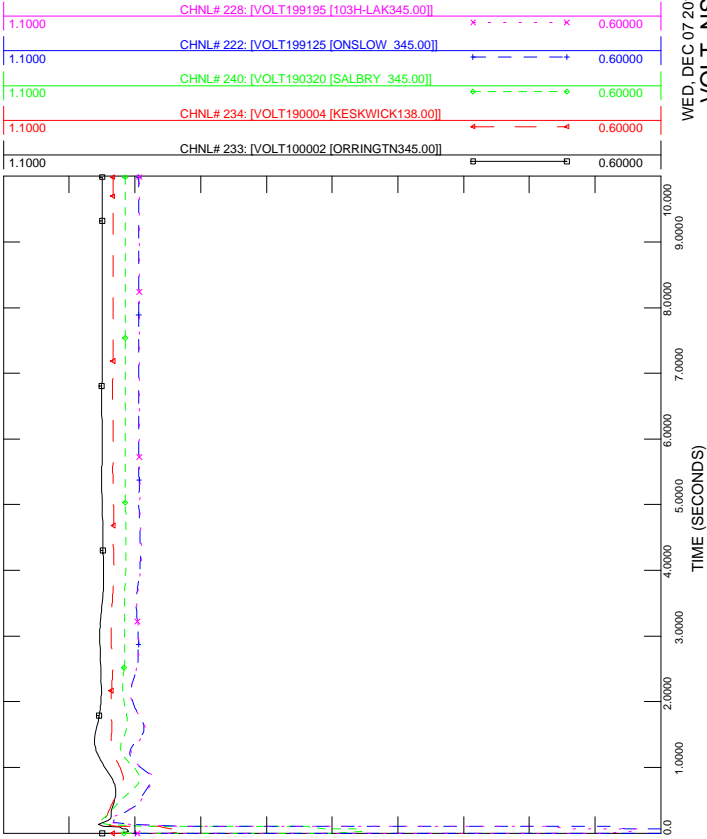






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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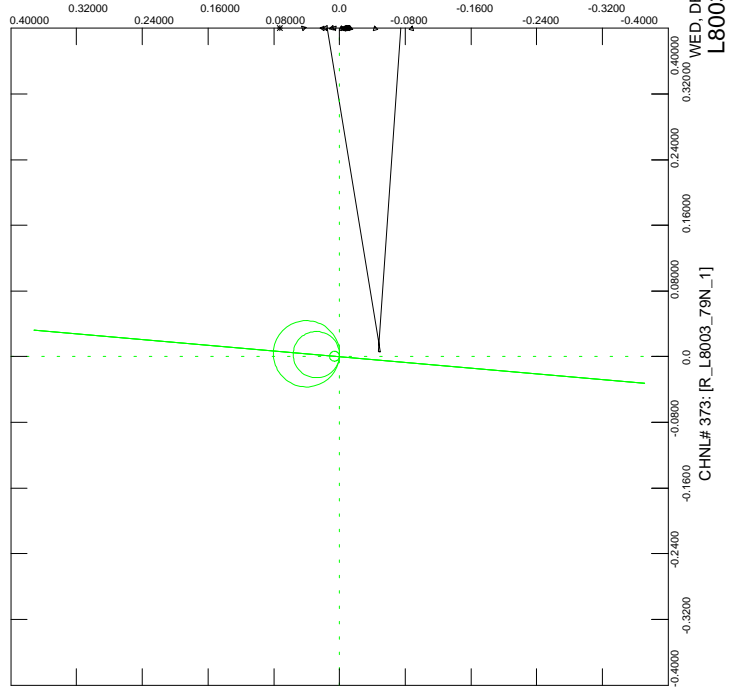
WED, DEC 07 2011 20:57
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6508_79N_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

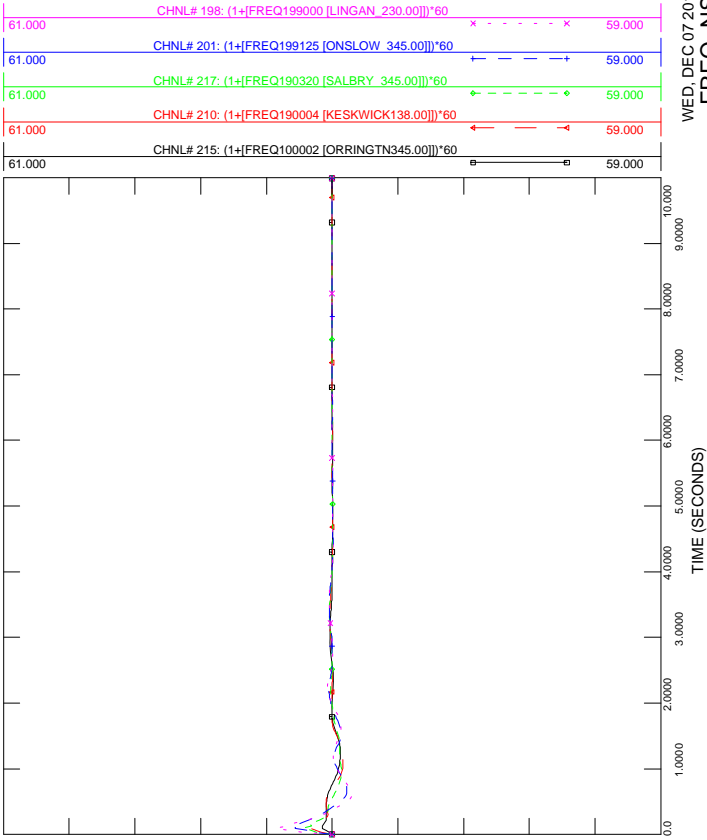


WED, DEC 07 2011 20:57
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6508_79N_SP_D10.out



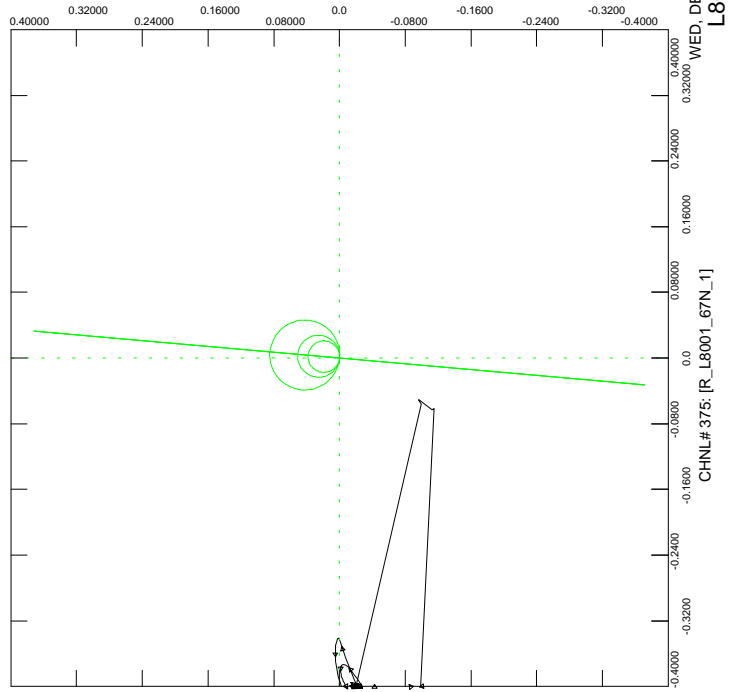
WED, DEC 07 2011 20:57
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6508_79N_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

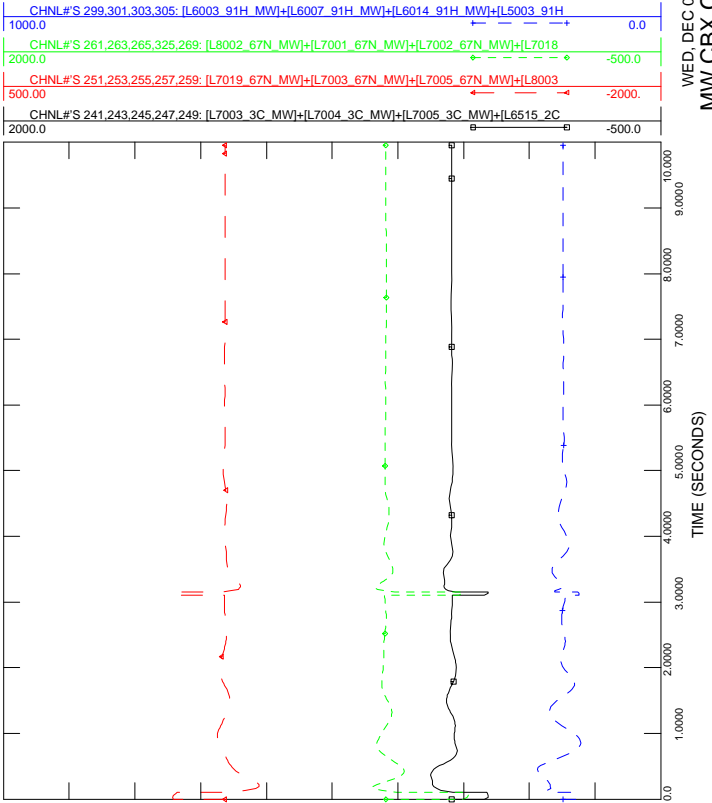


WED, DEC 07 2011 20:57
L8001 AT 67N-ONSLow



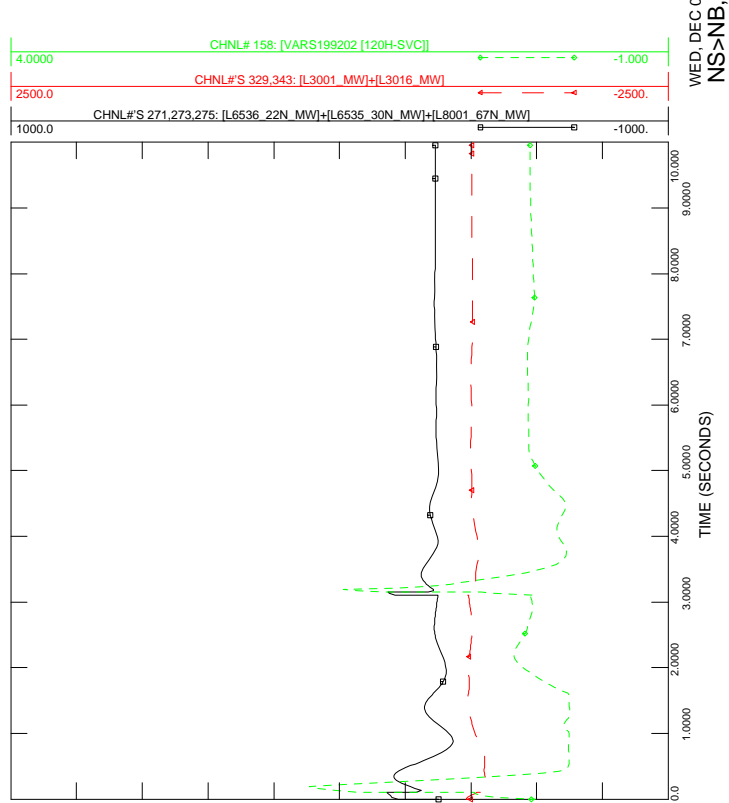
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6513_1N_SP_D10.out



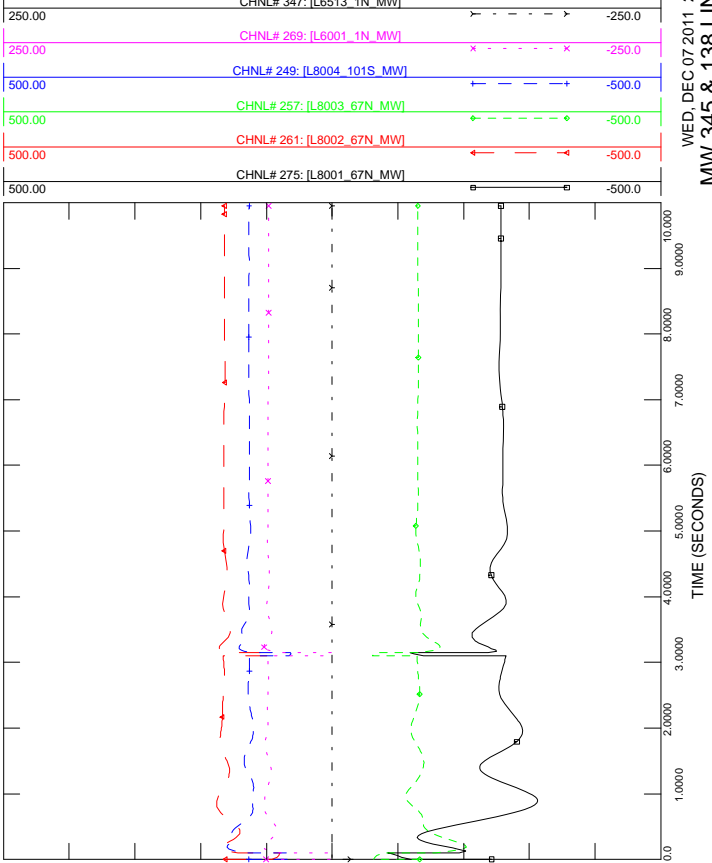
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6513_1N_SP_D10.out



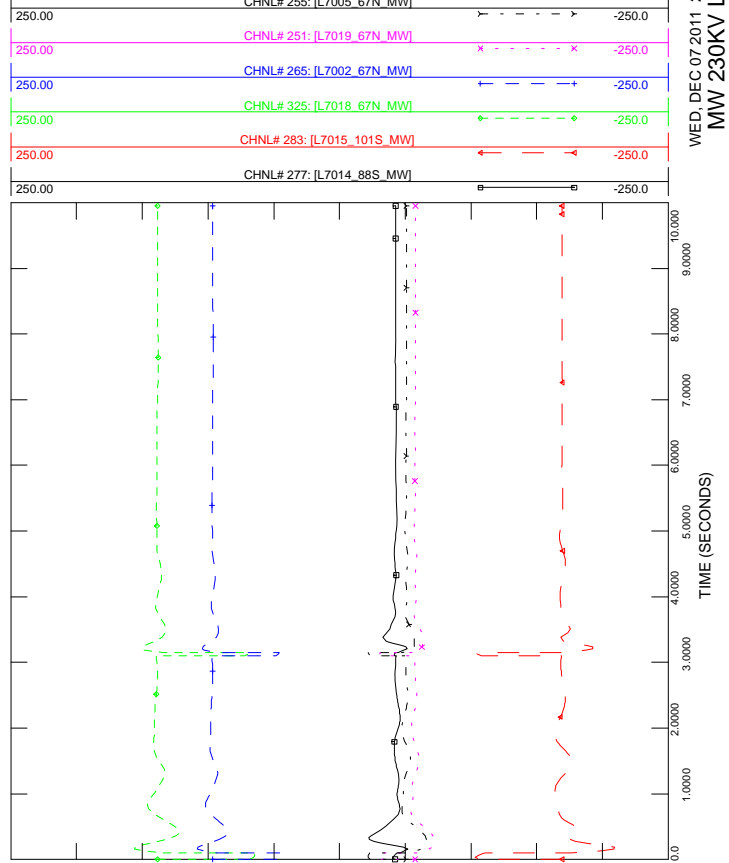
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

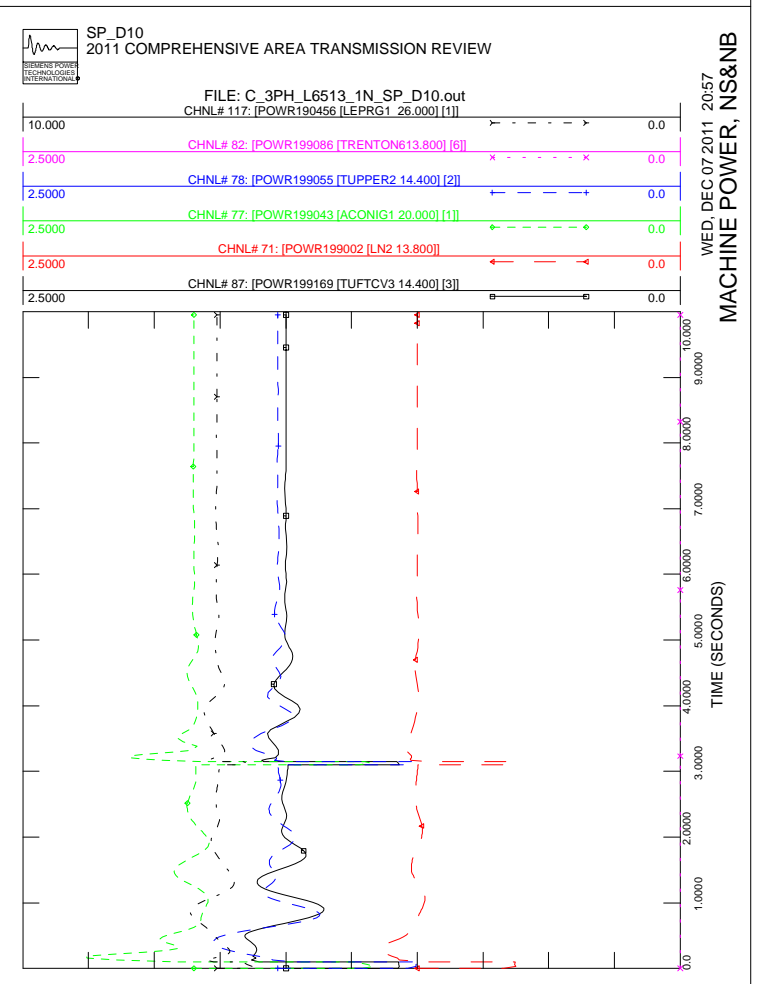
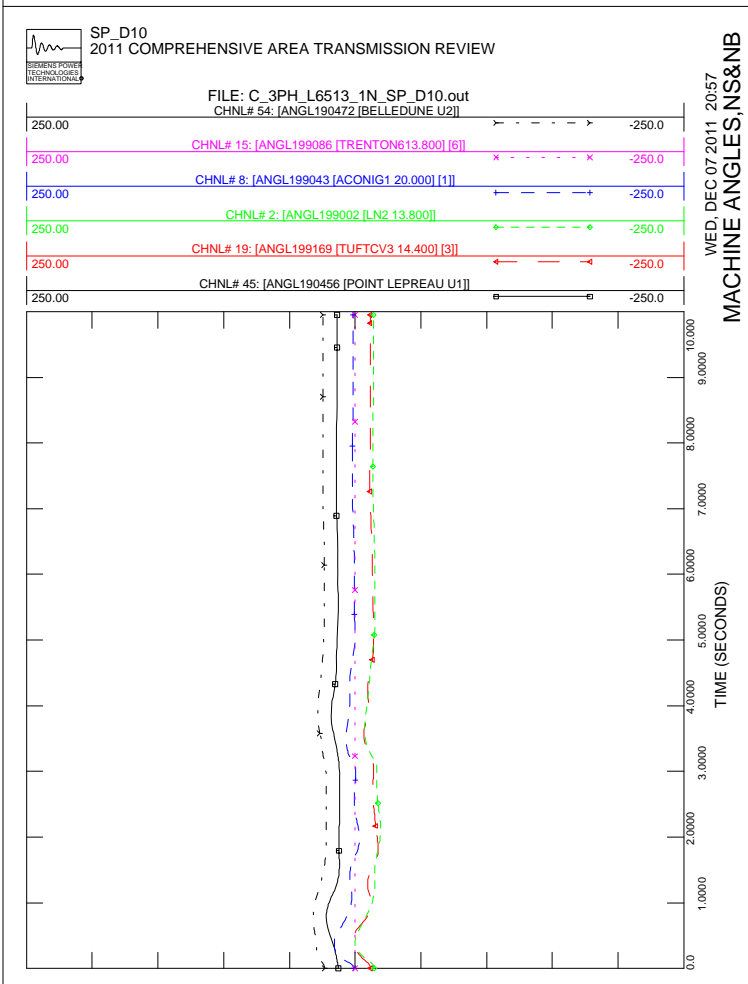
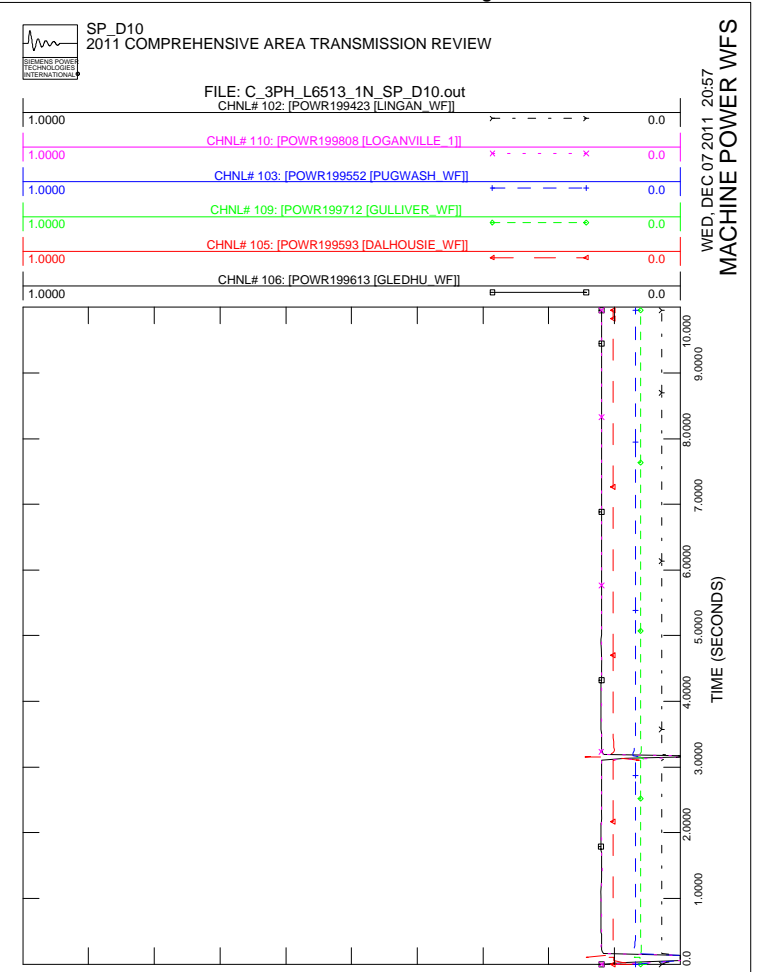
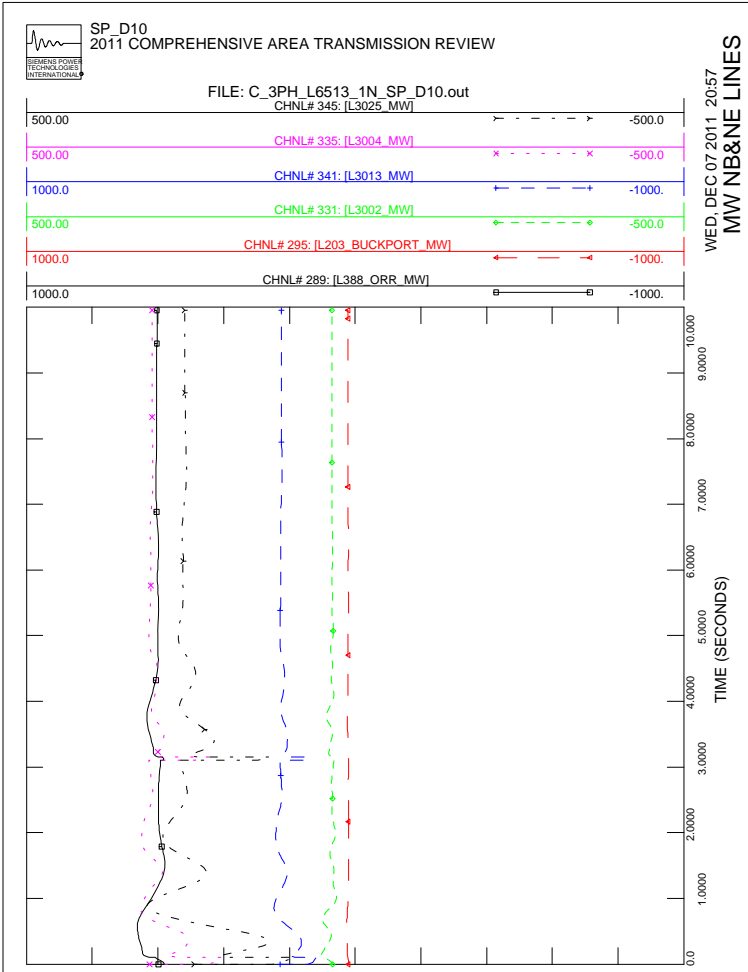
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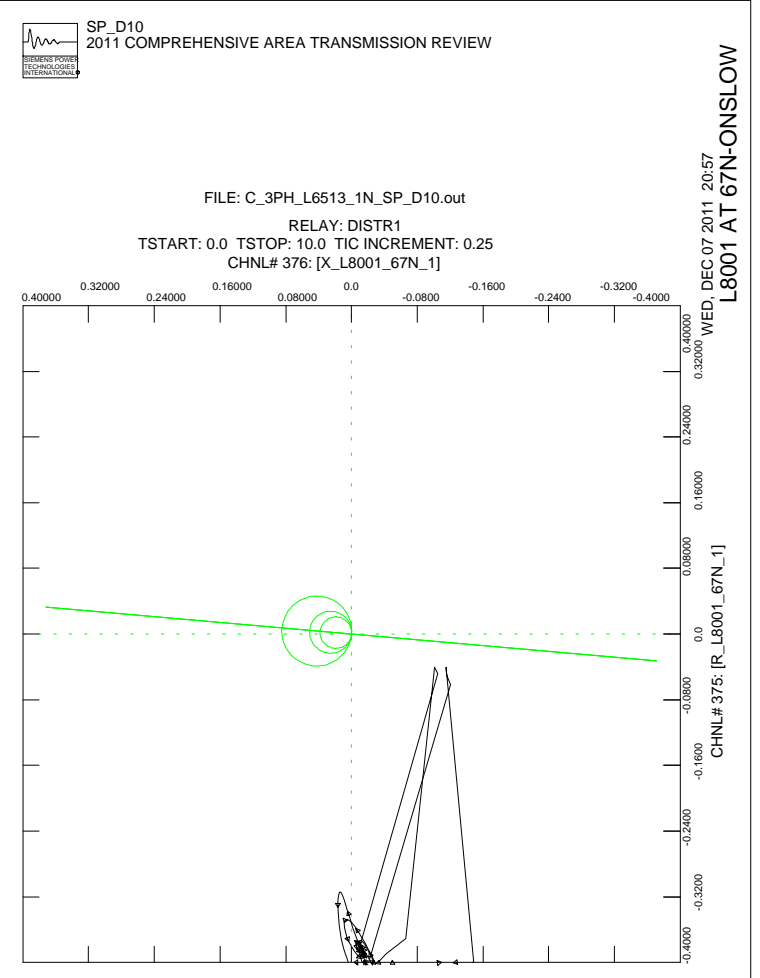
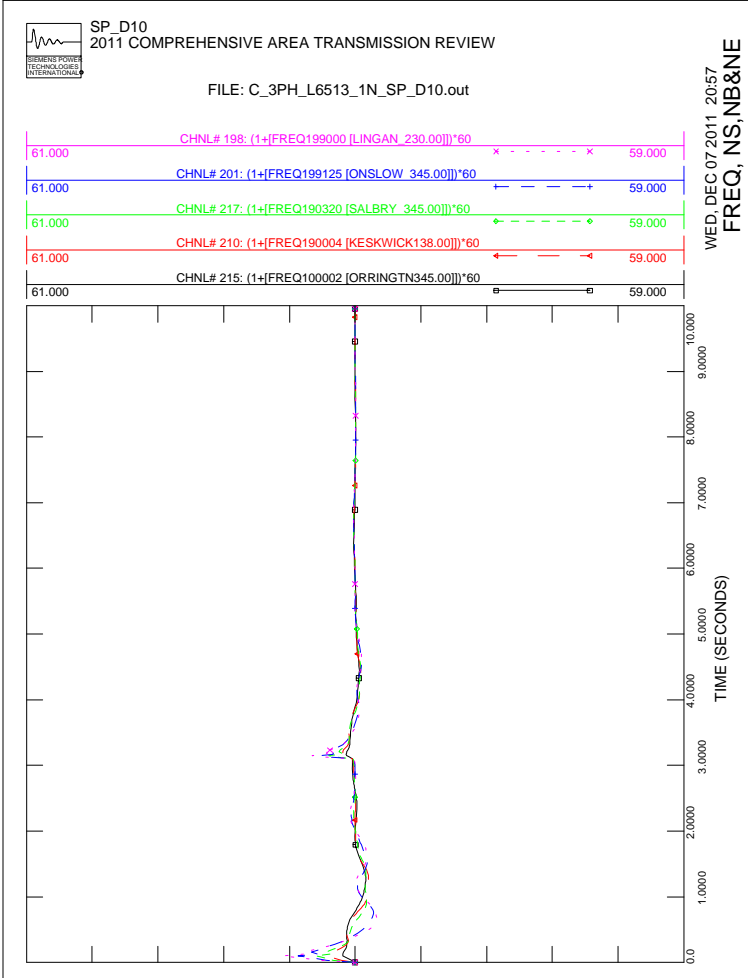
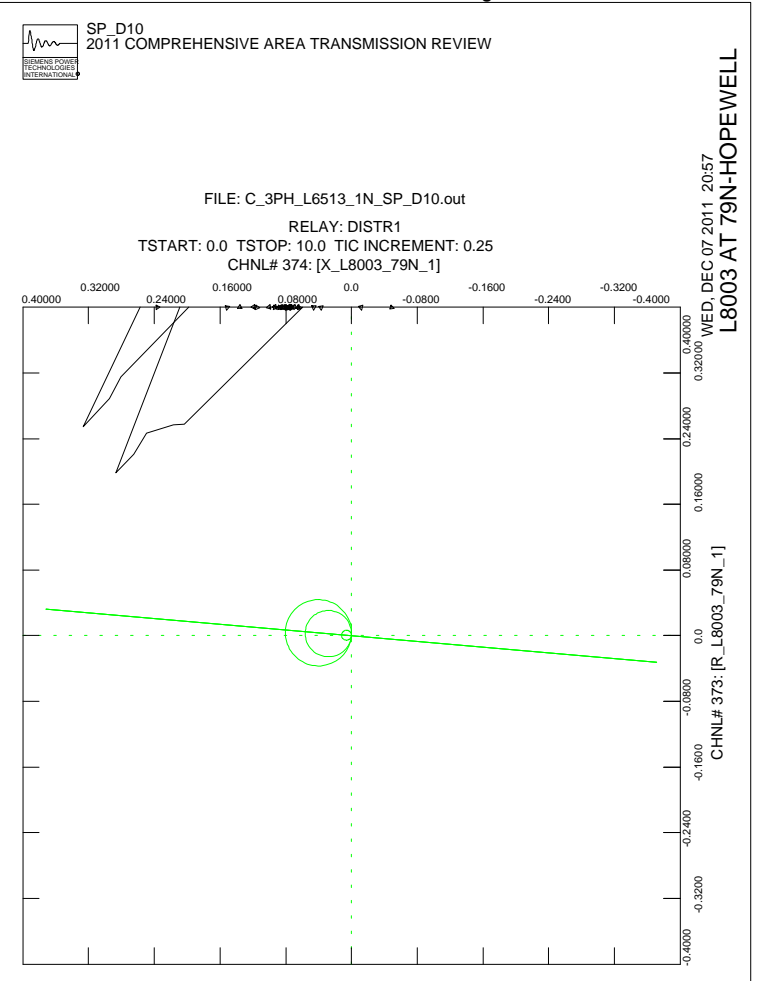
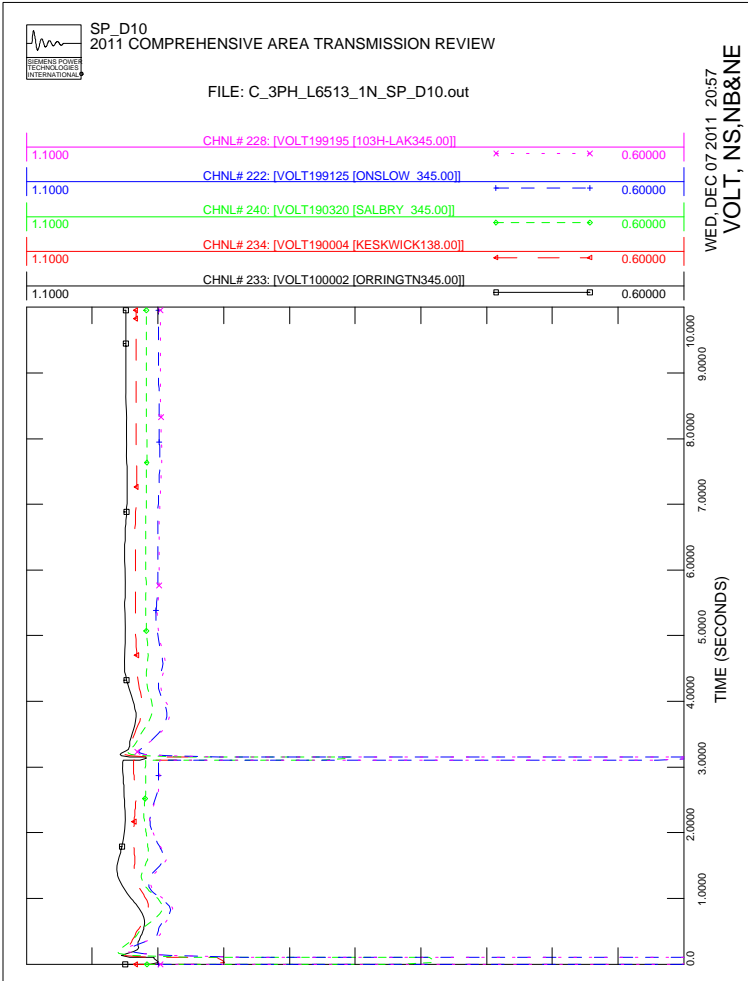


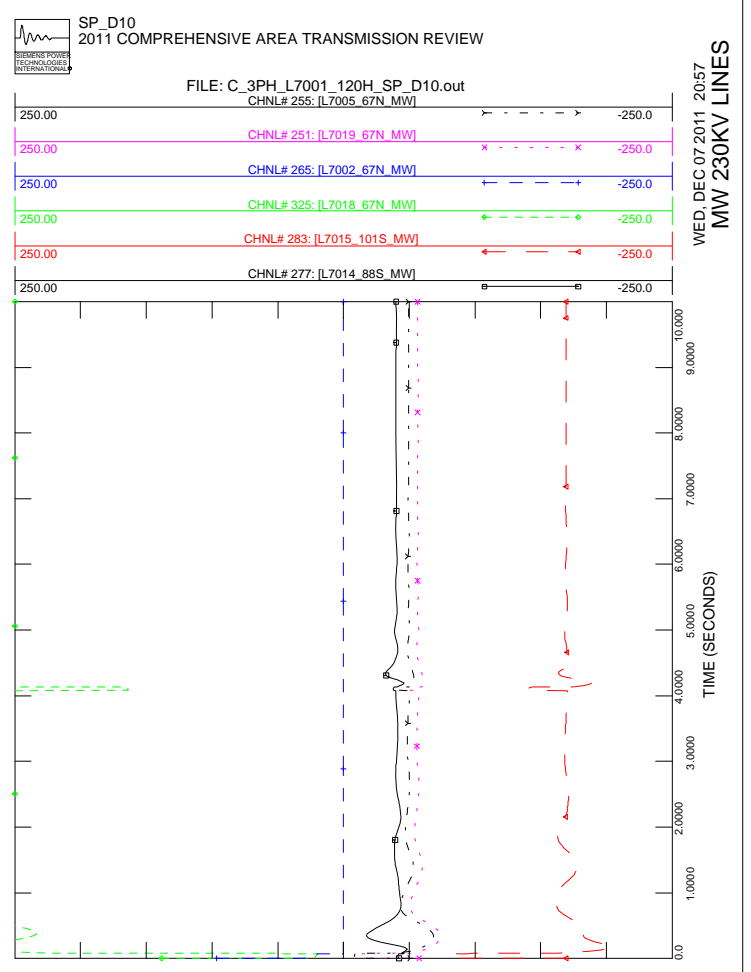
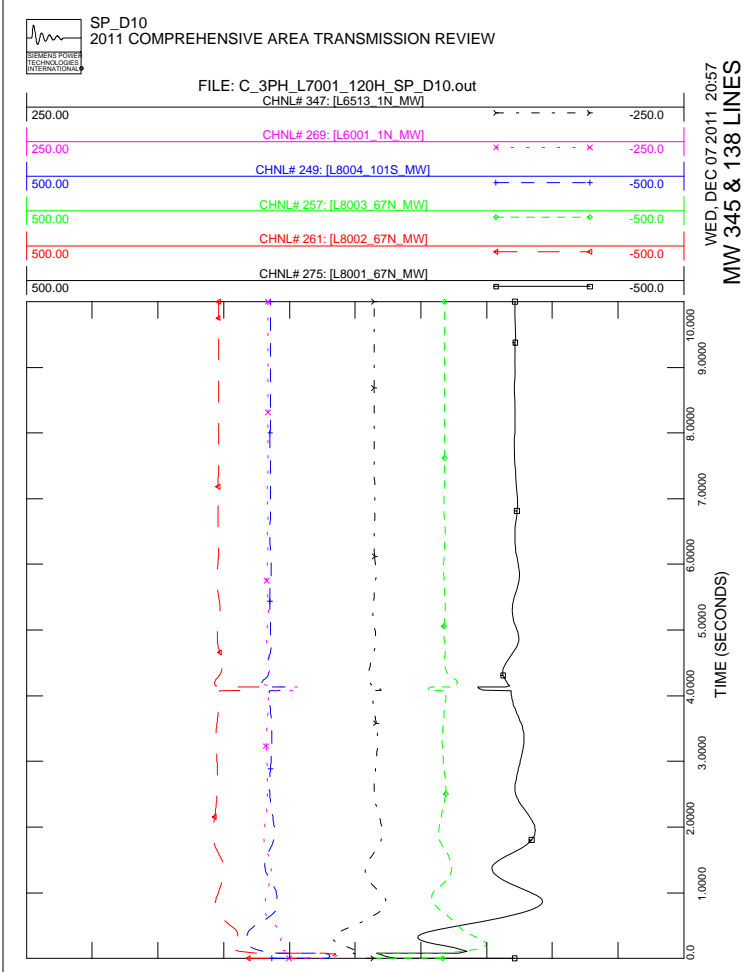
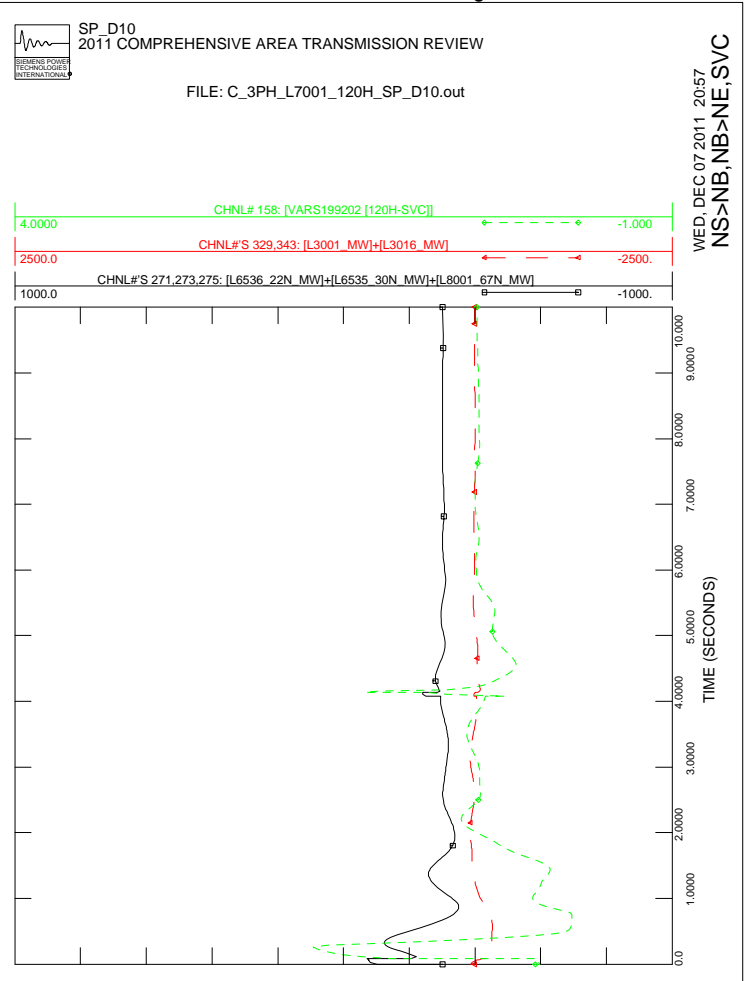
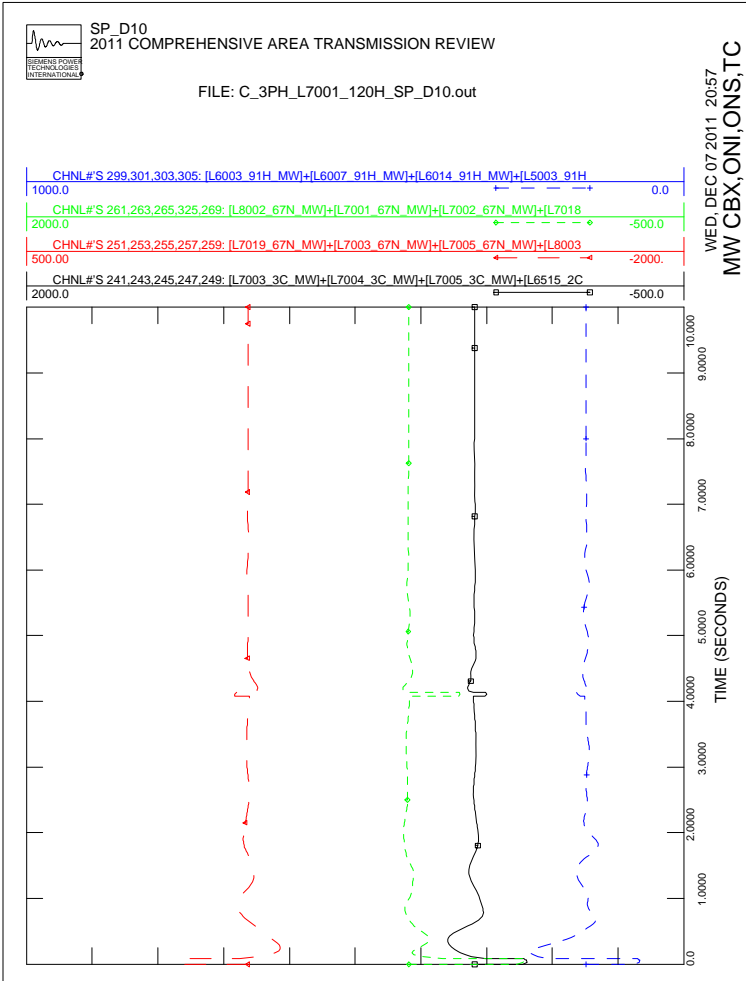
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

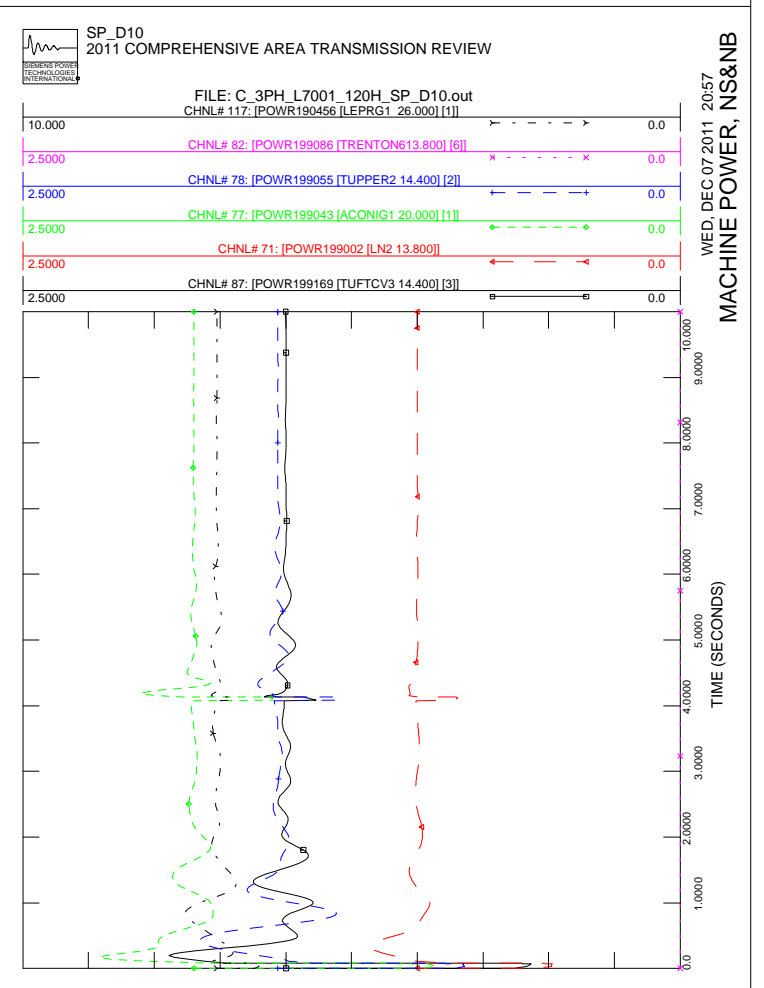
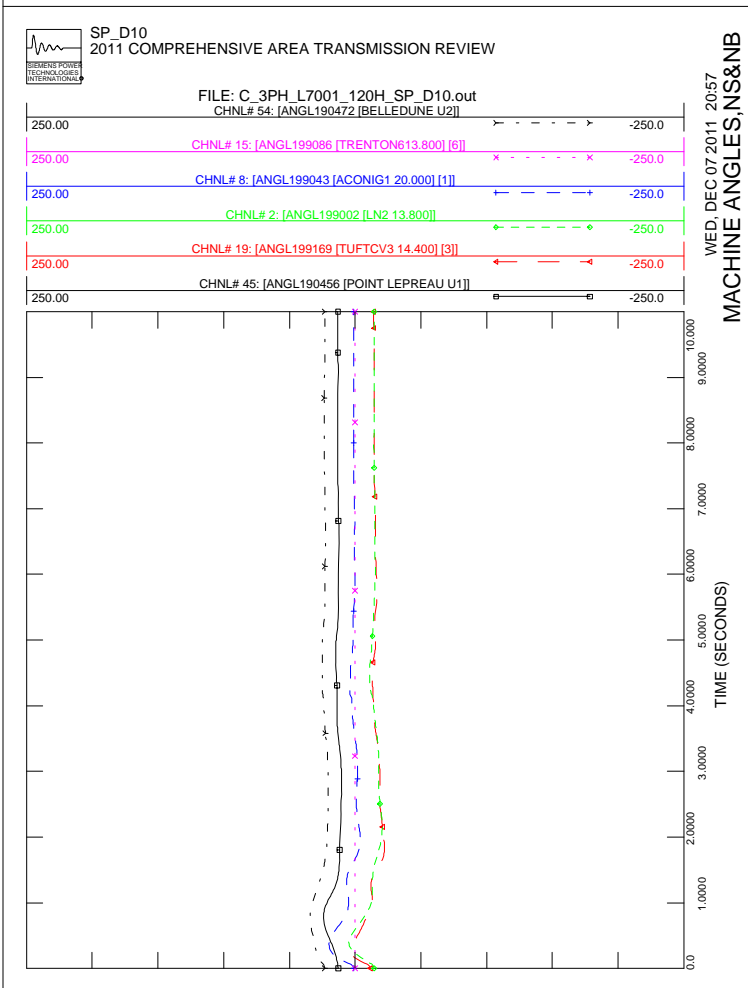
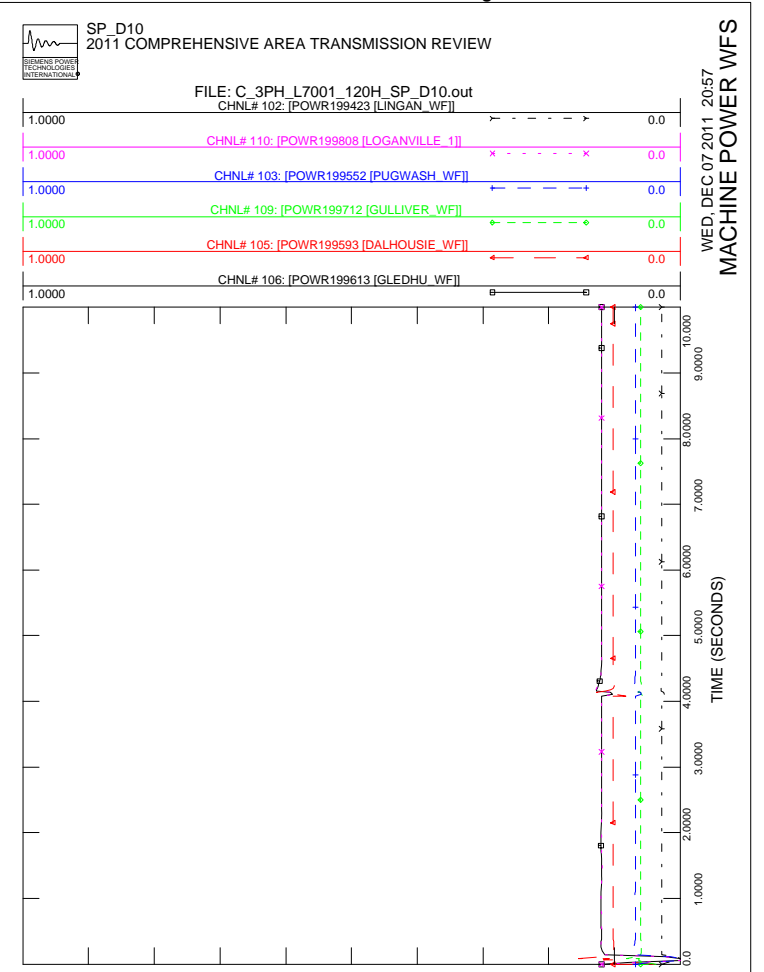
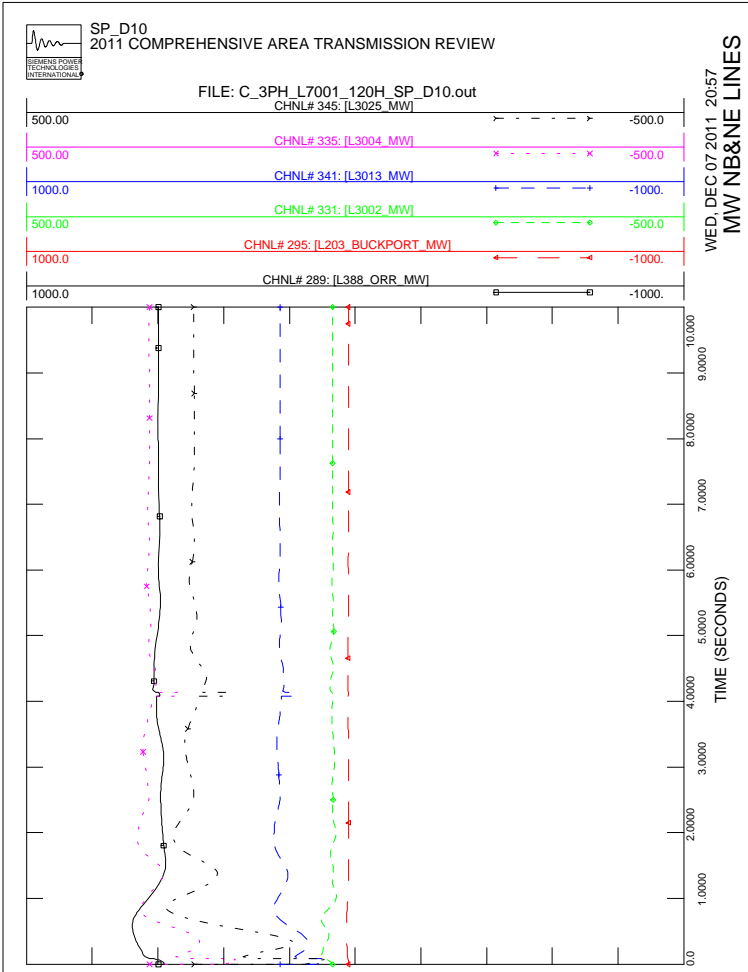
FILE: C_3PH_L6513_1N_SP_D10.out

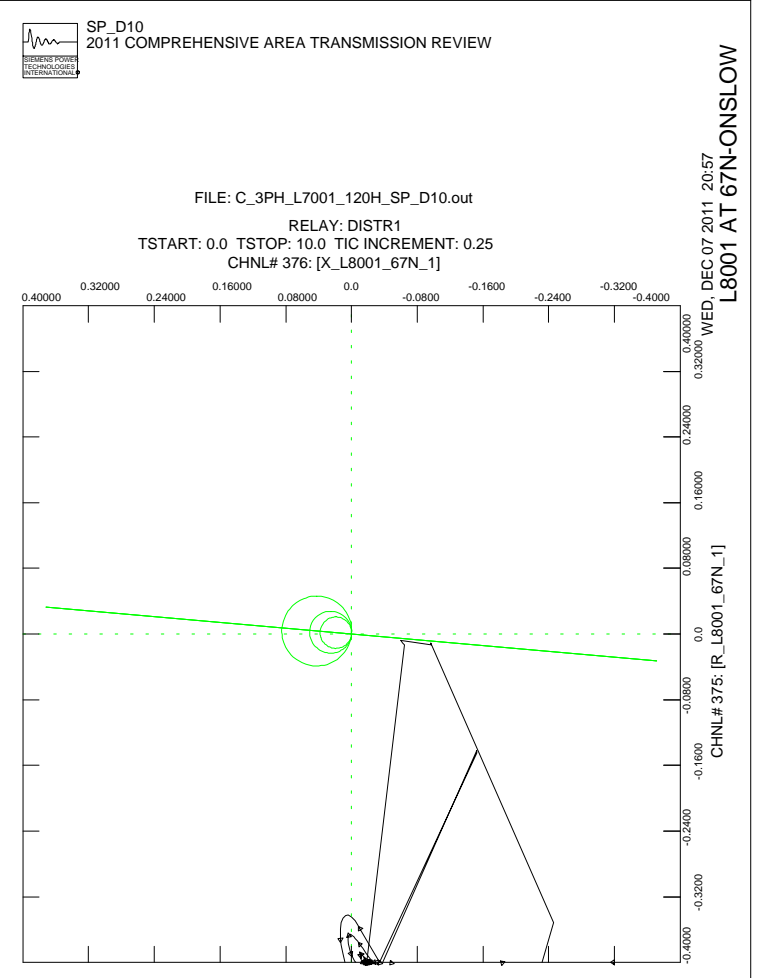
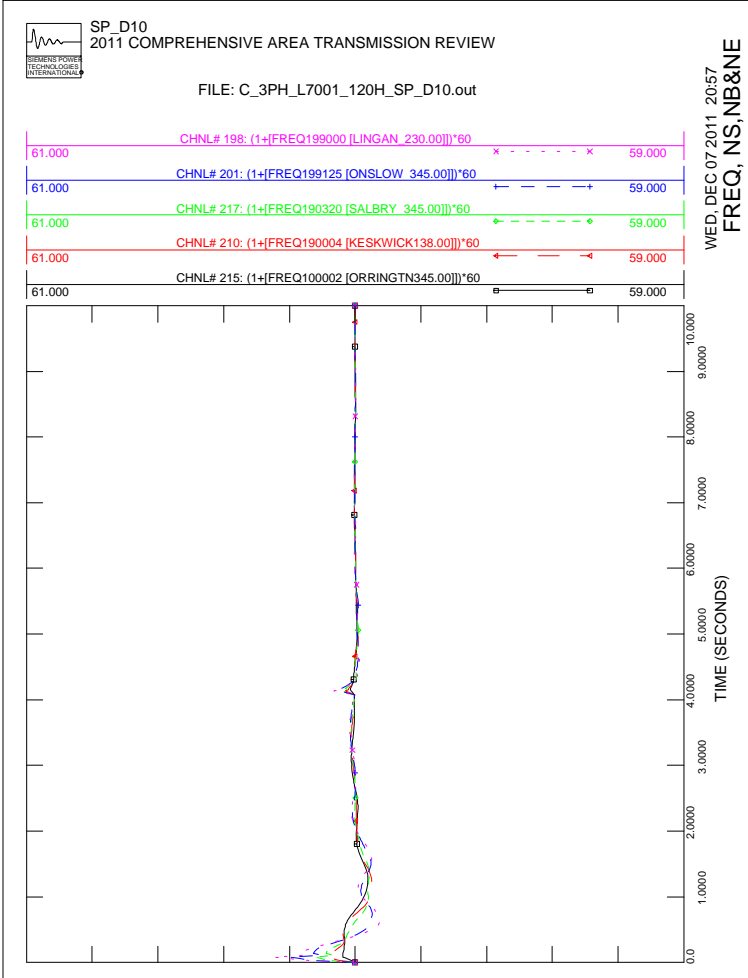
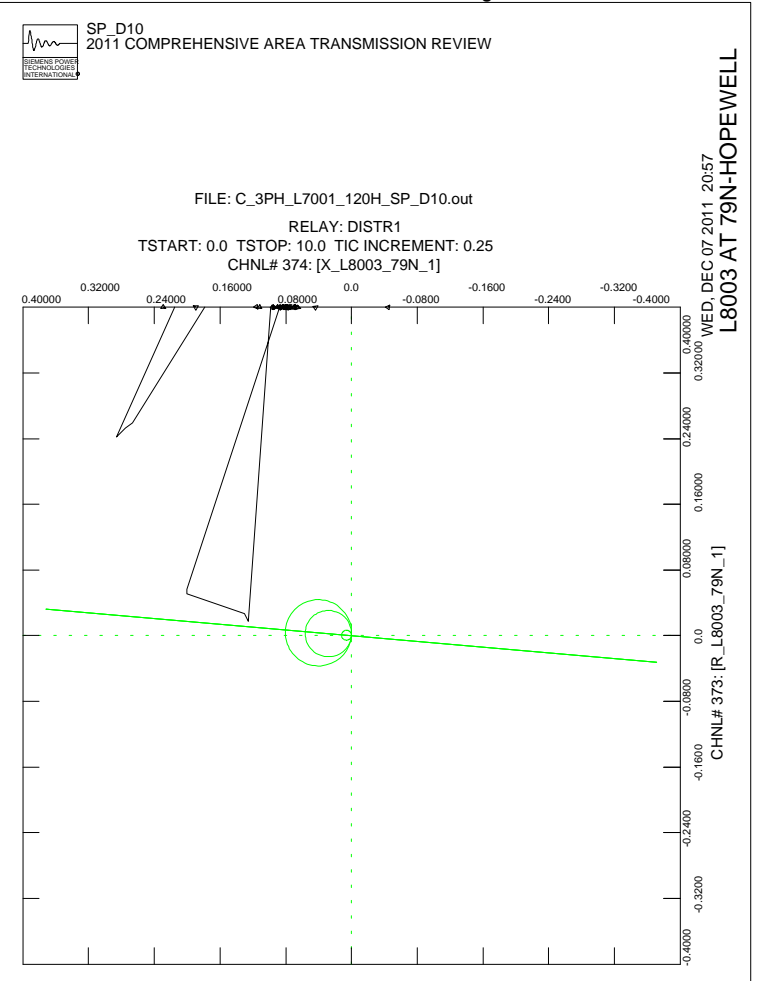
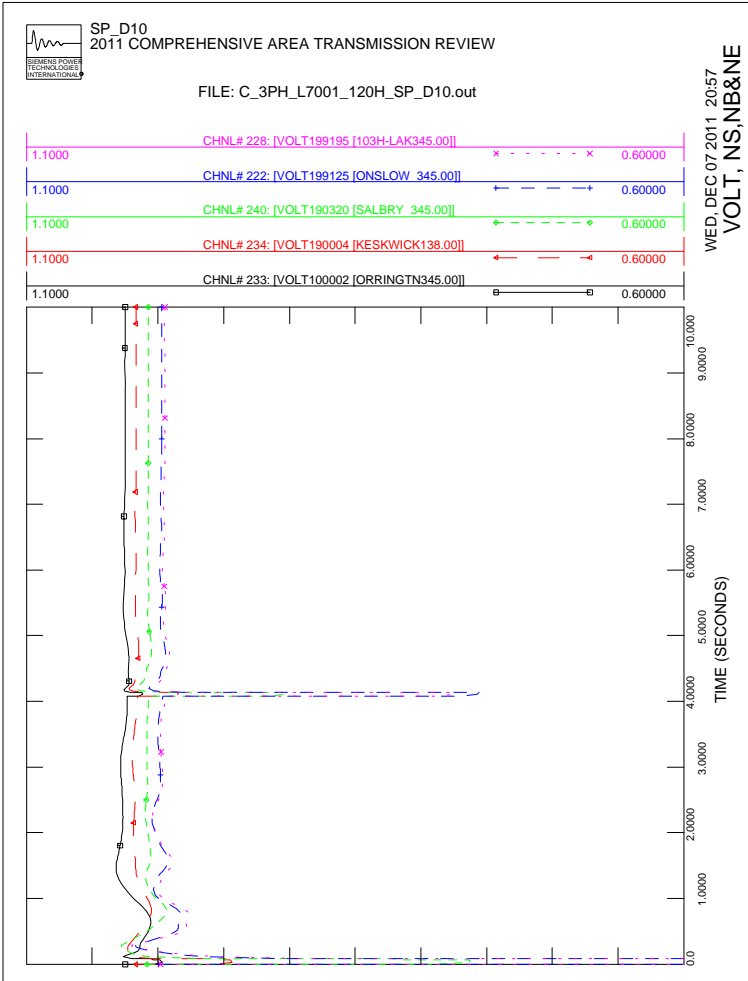


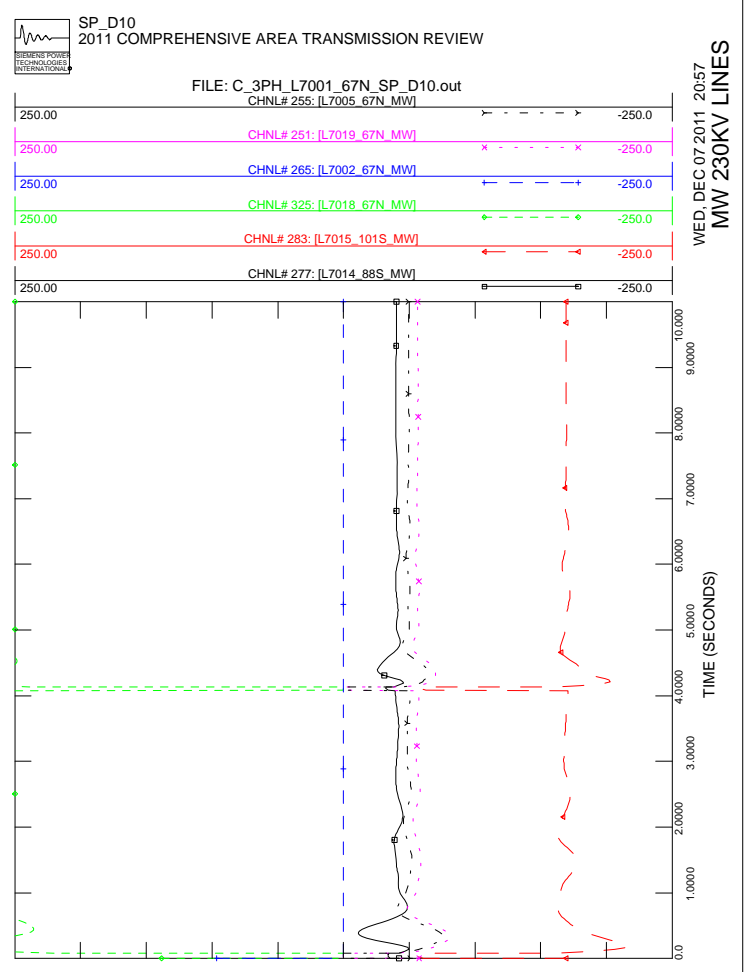
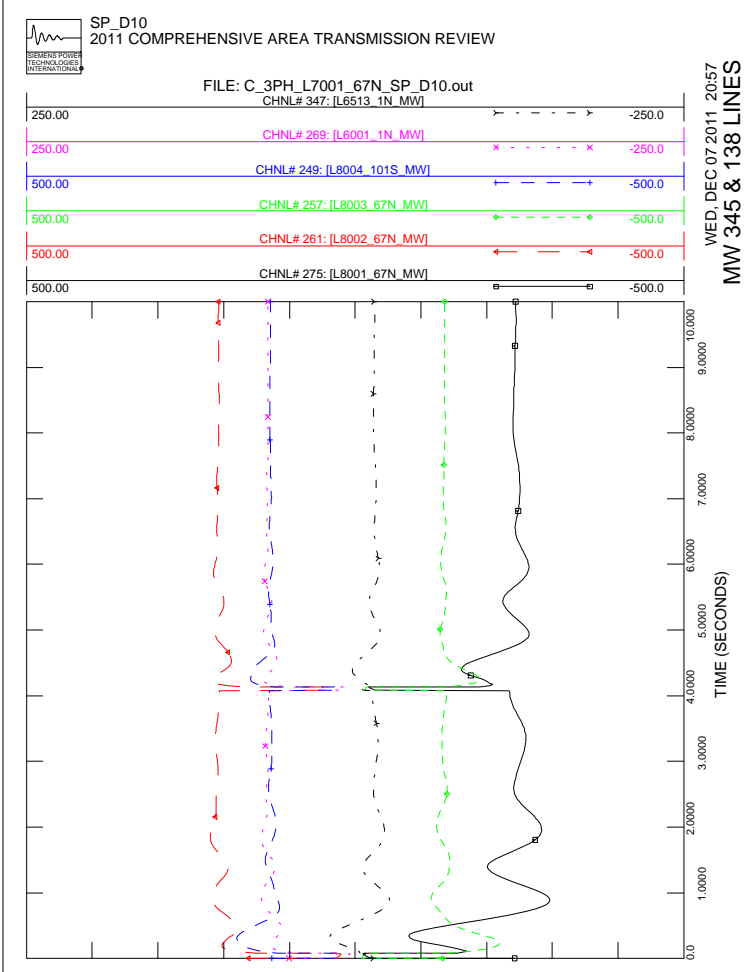
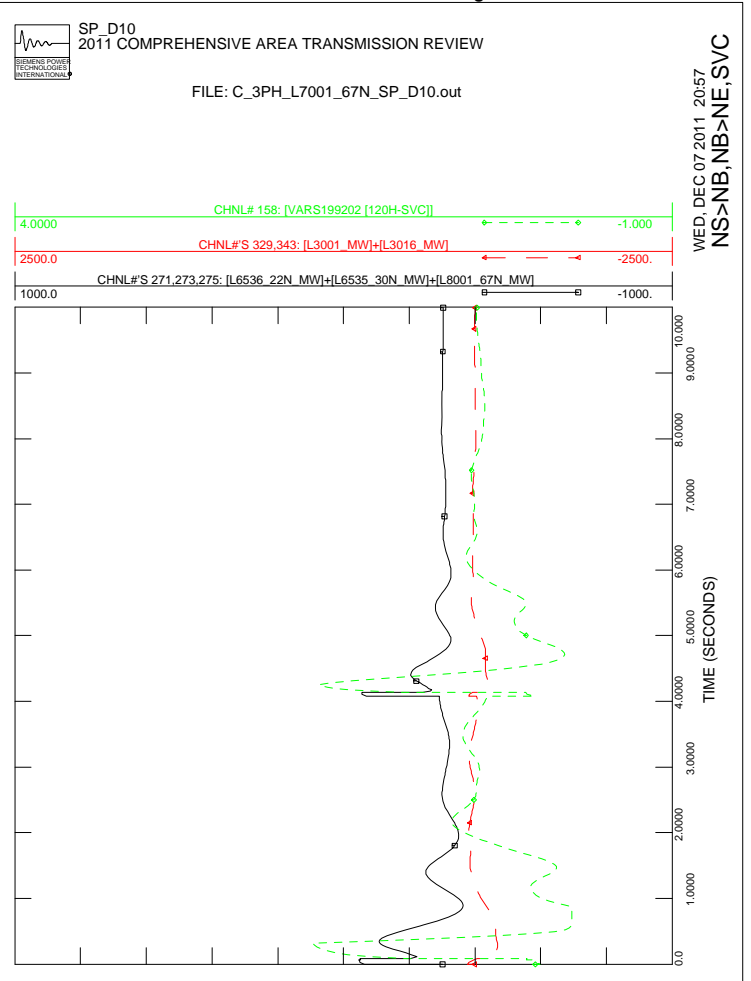
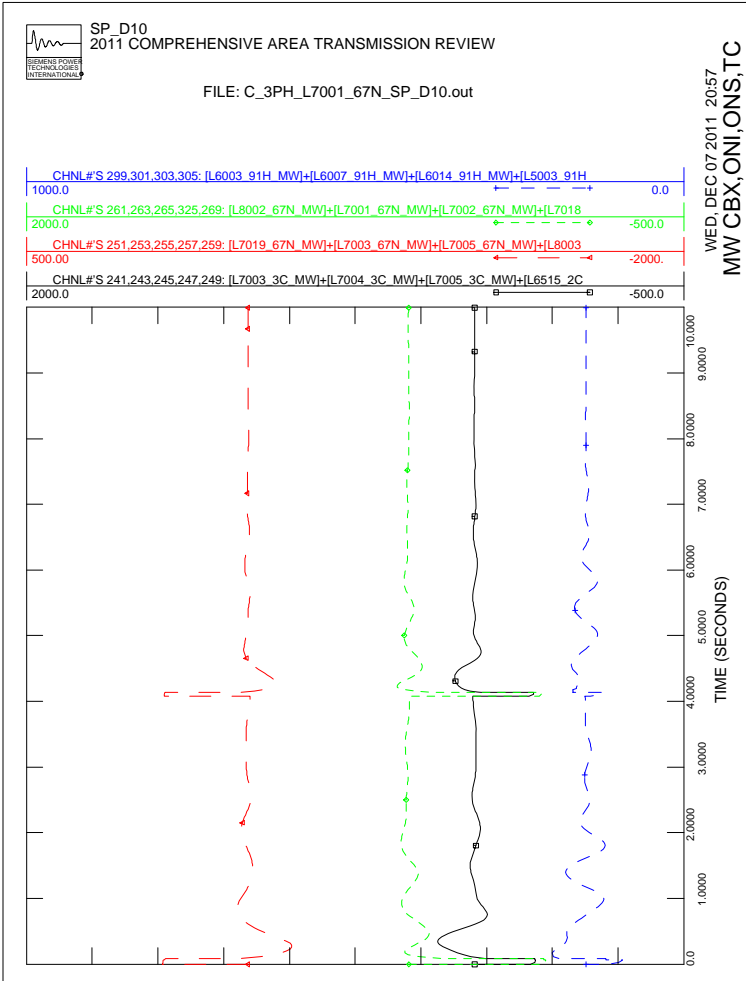


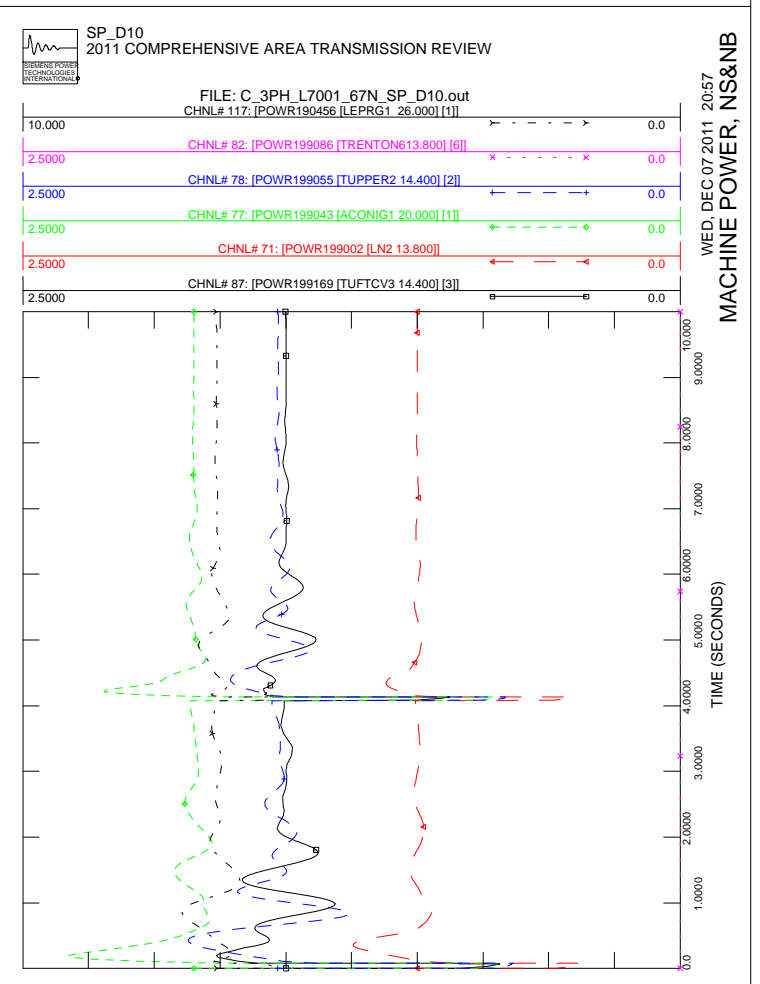
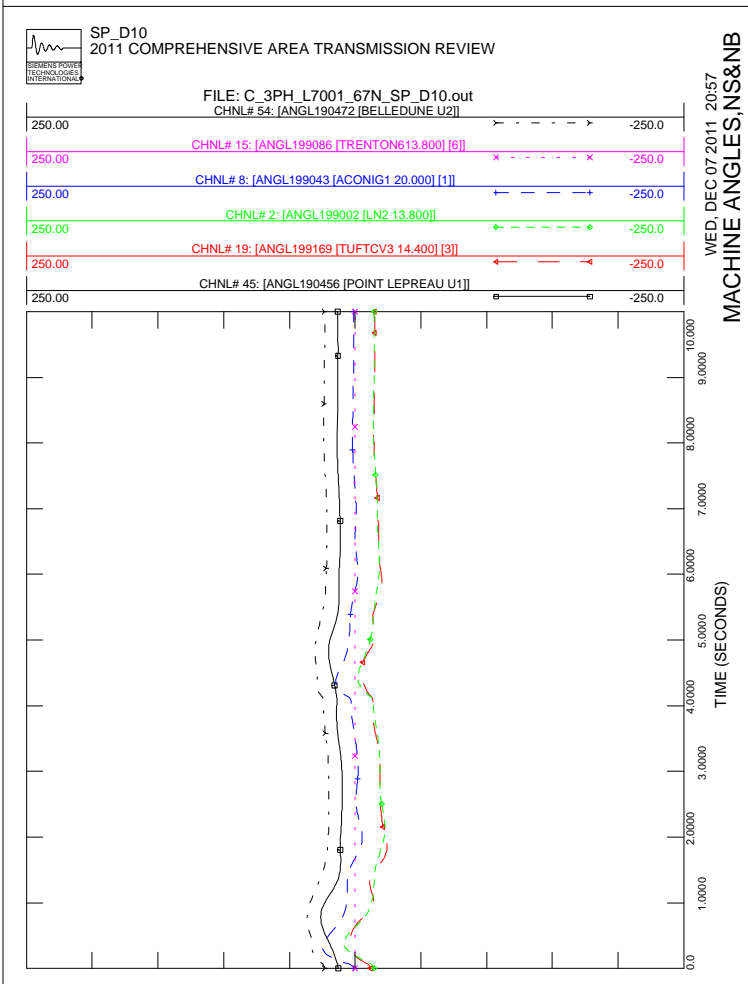
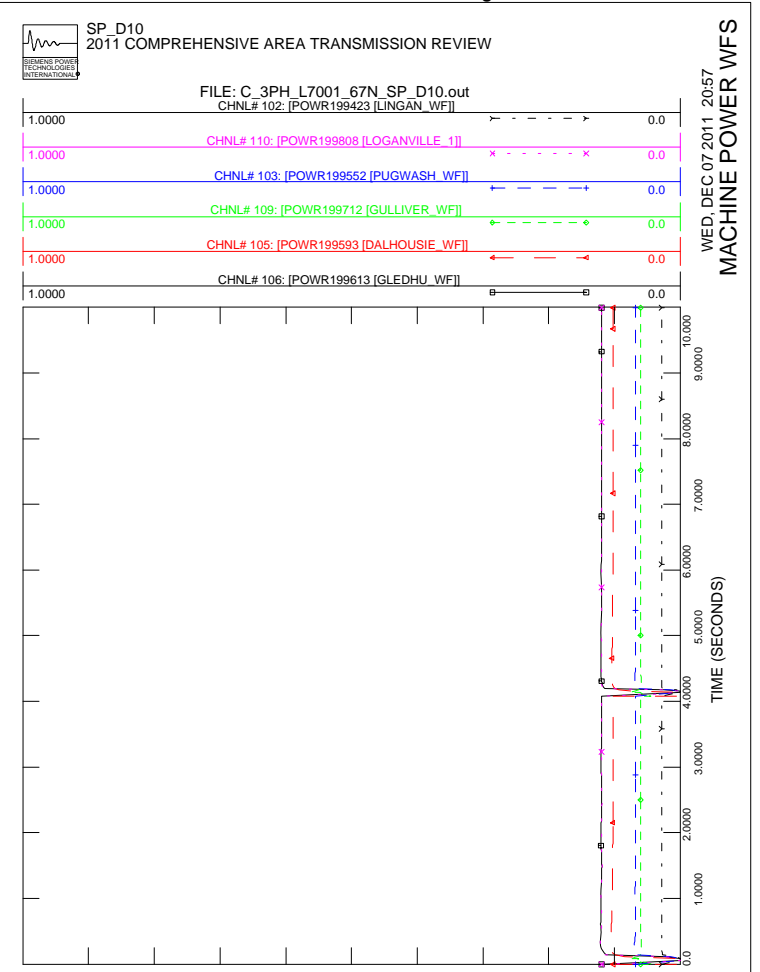
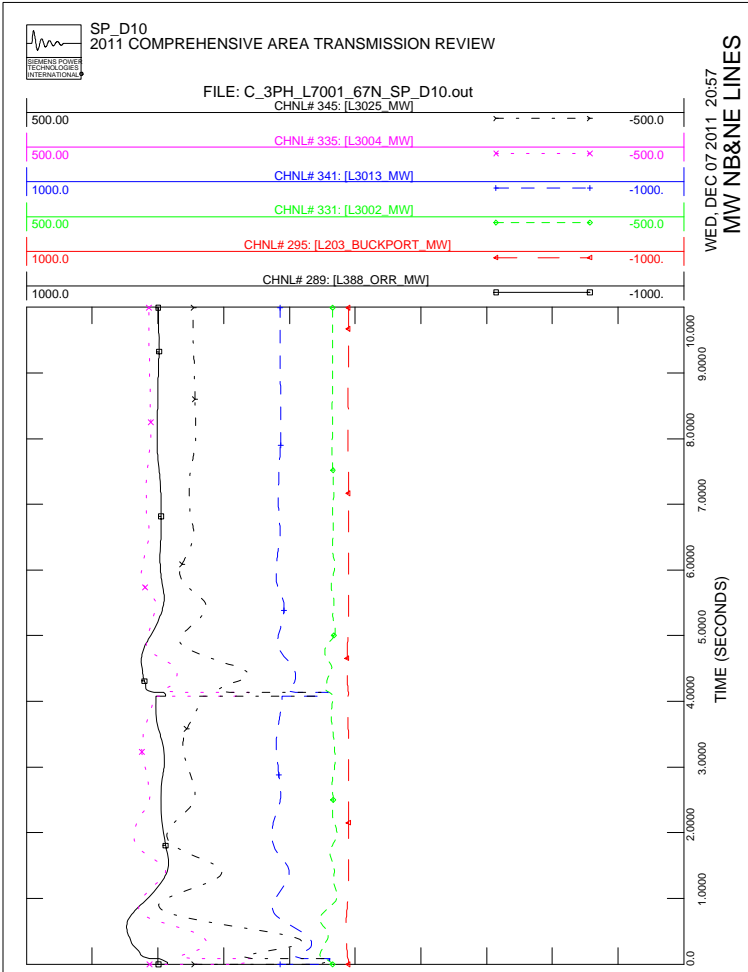


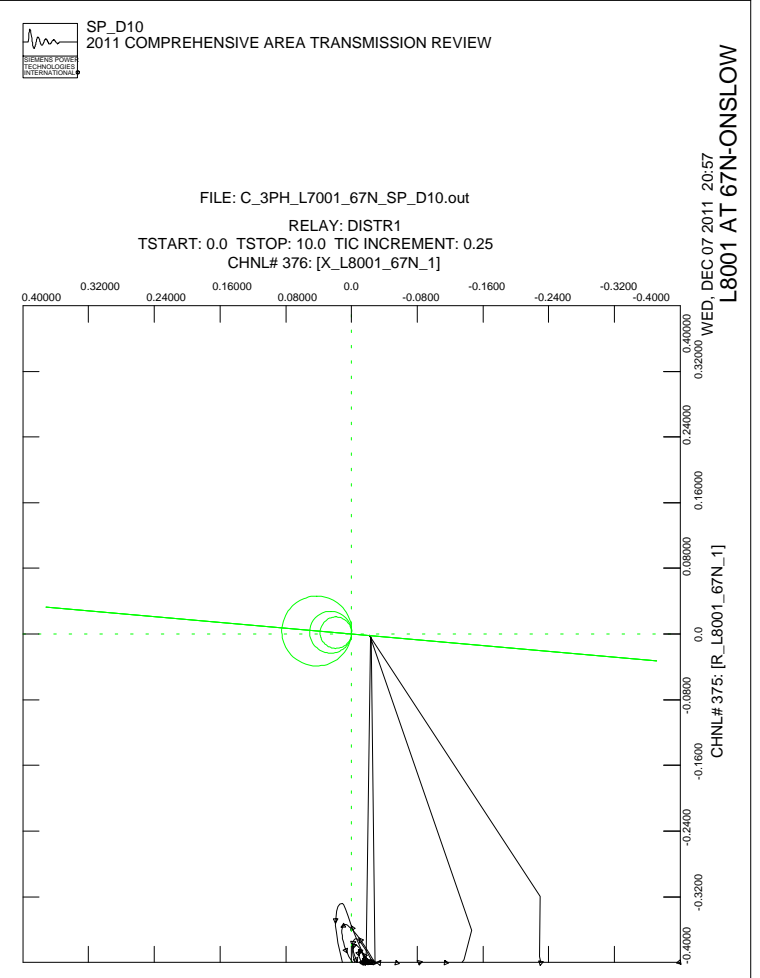
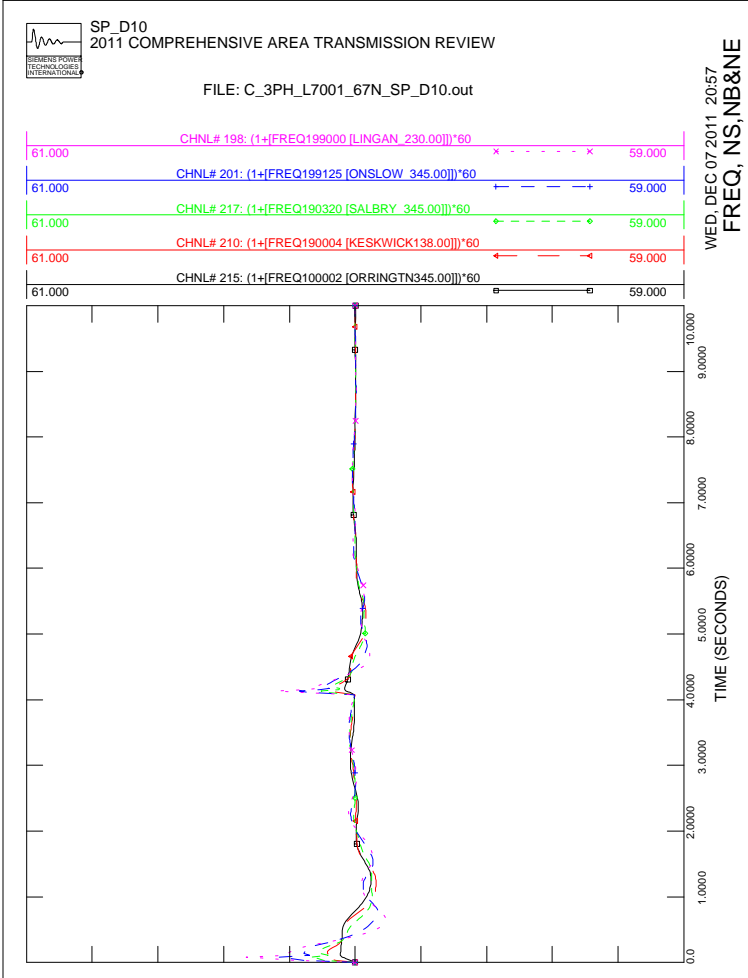
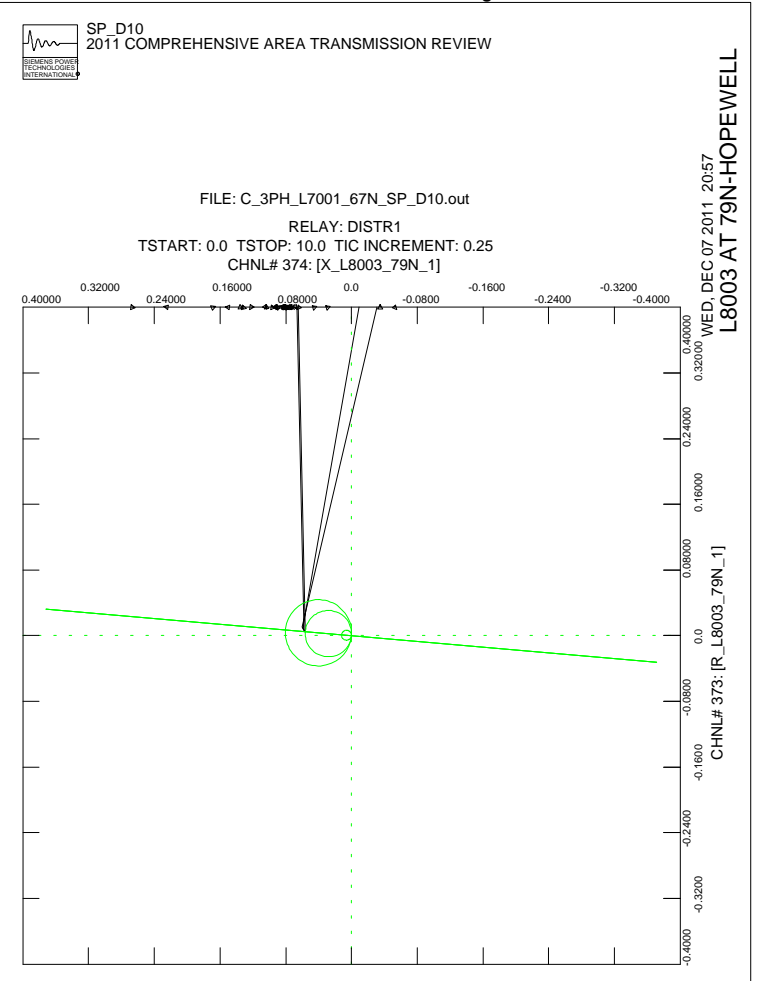
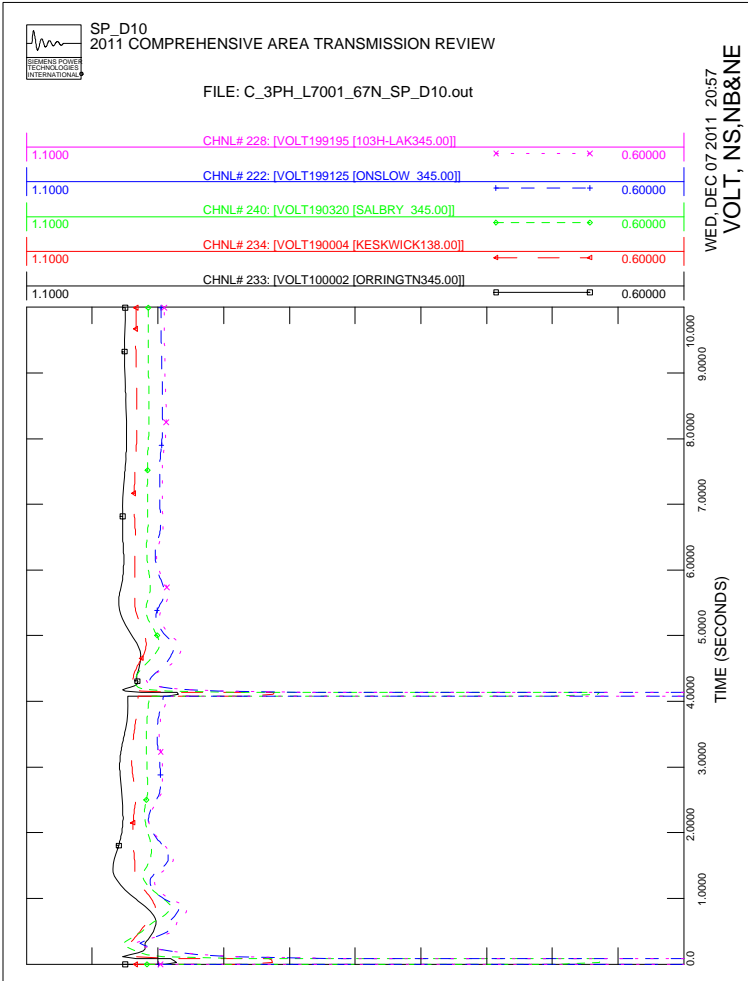








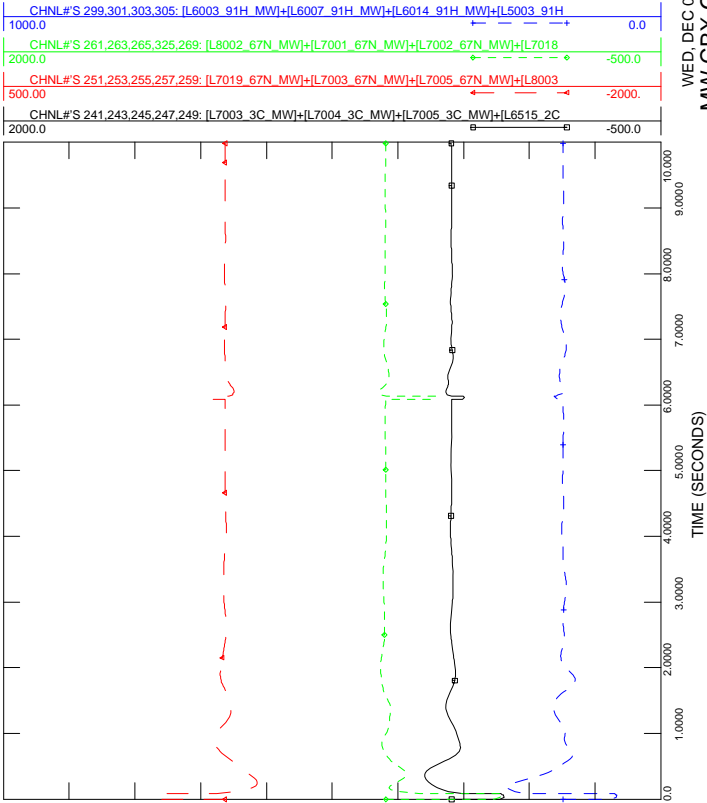






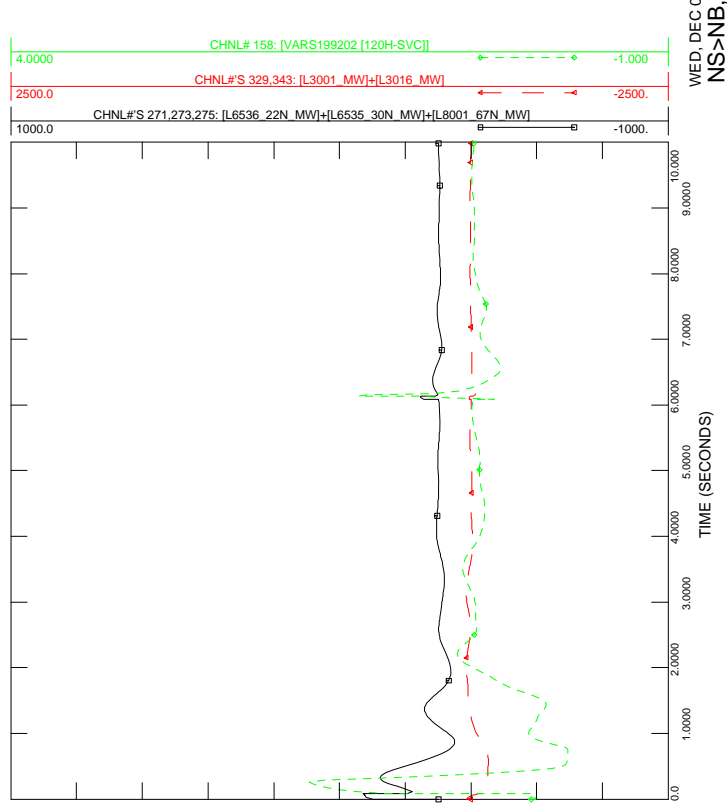
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7002_120H_SP_D10.out



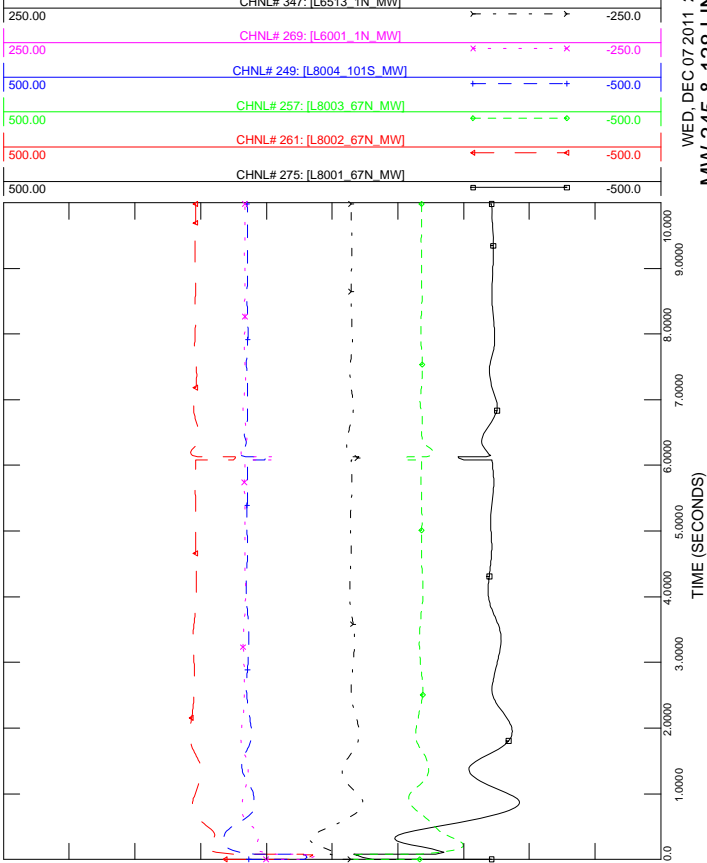
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7002_120H_SP_D10.out



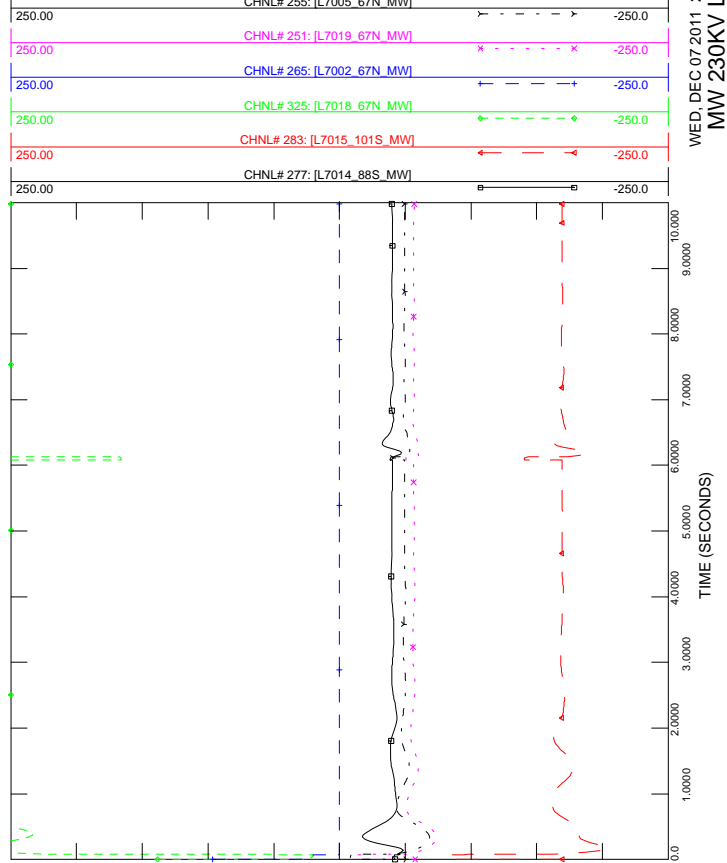
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

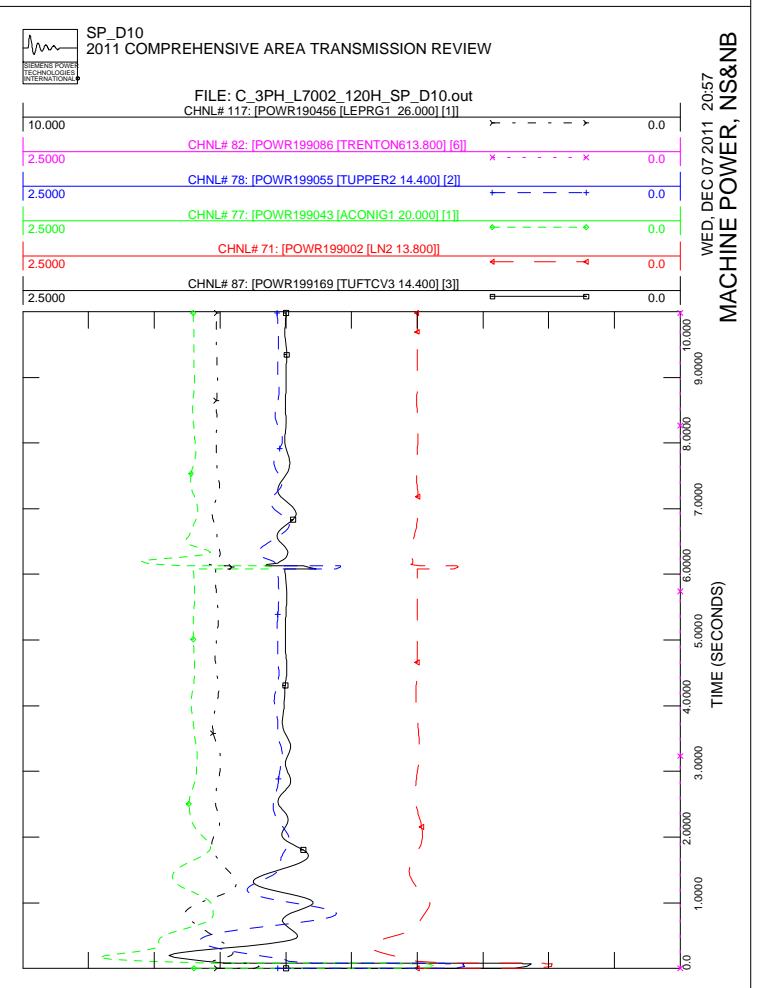
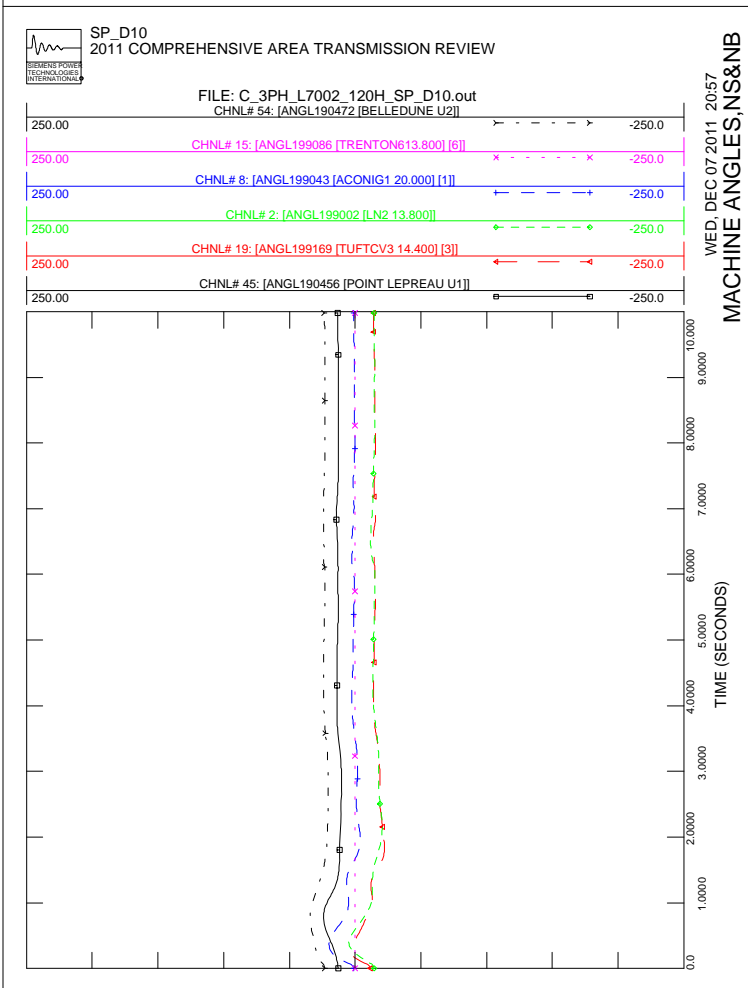
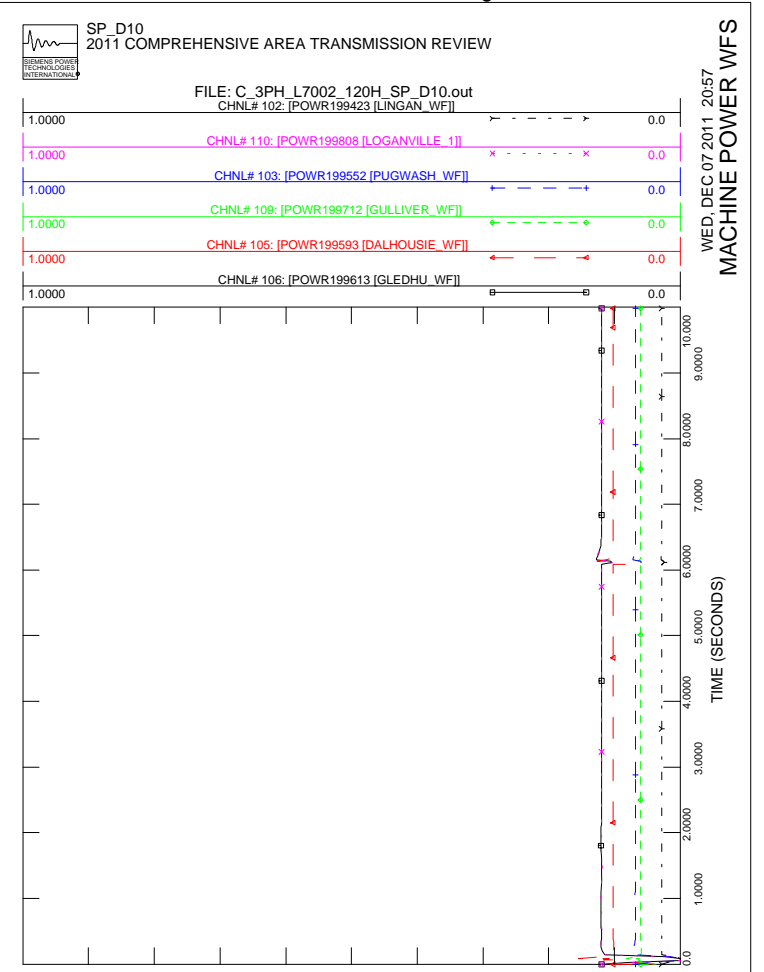
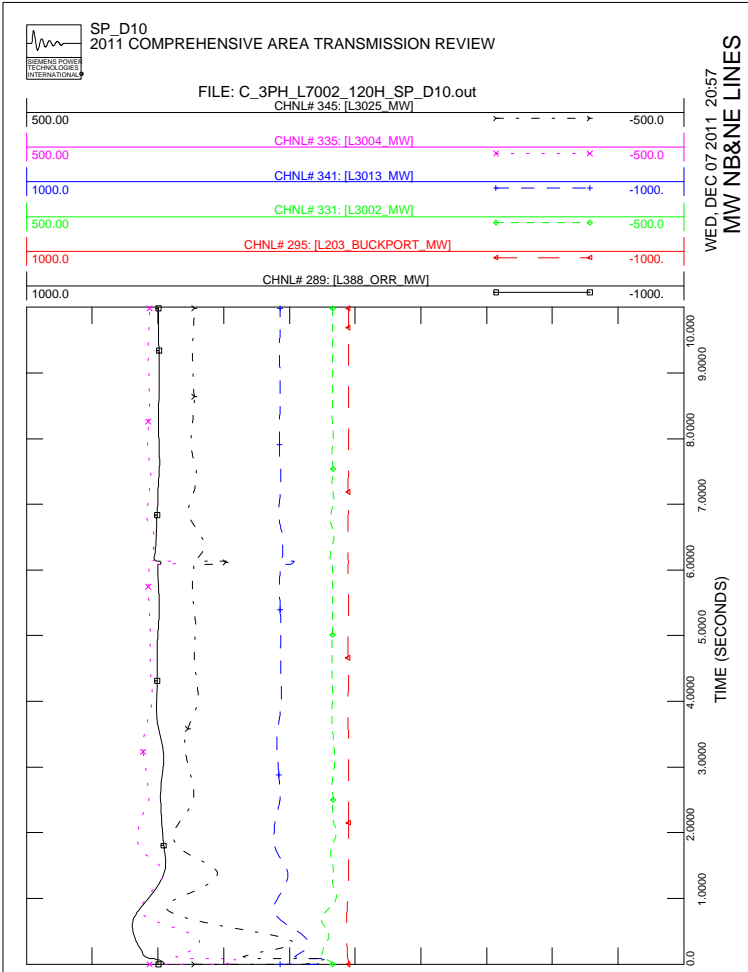
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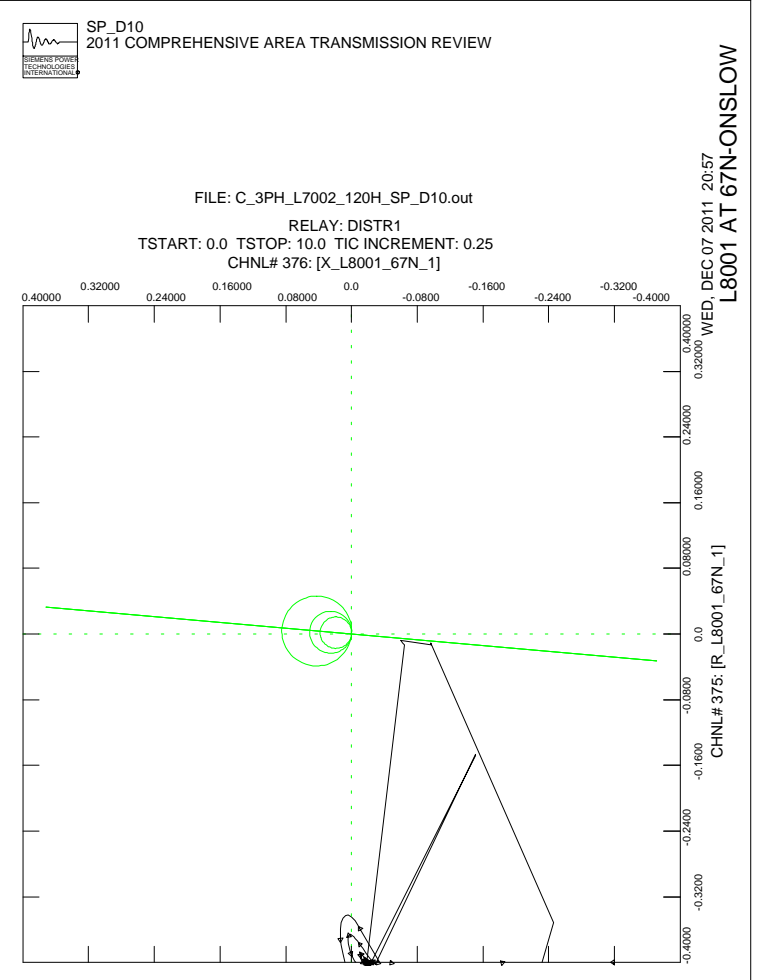
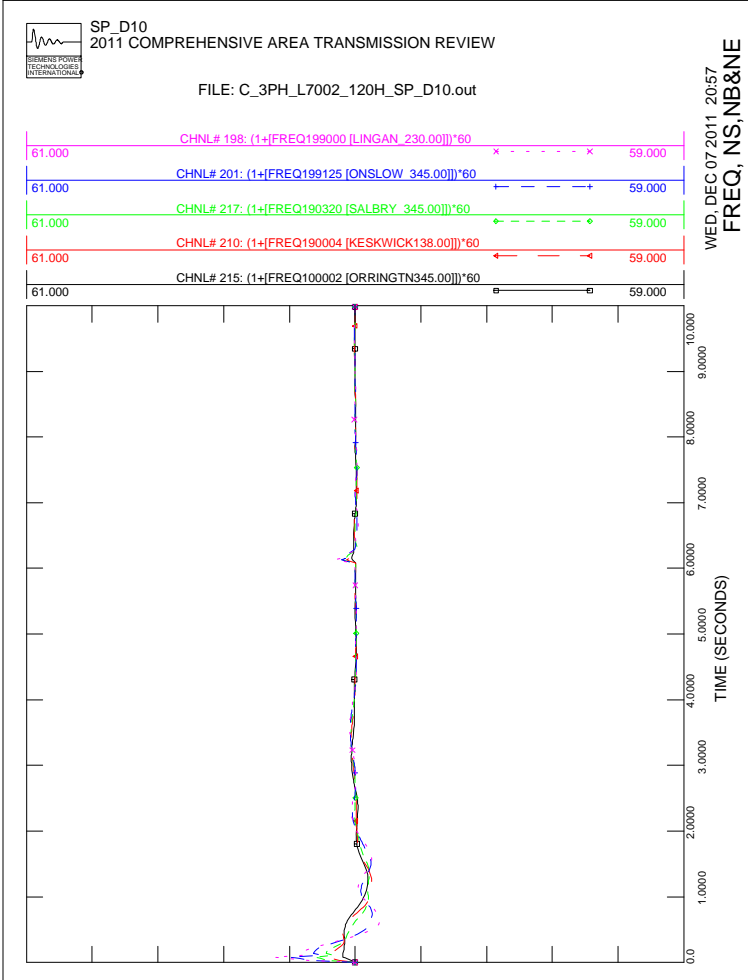
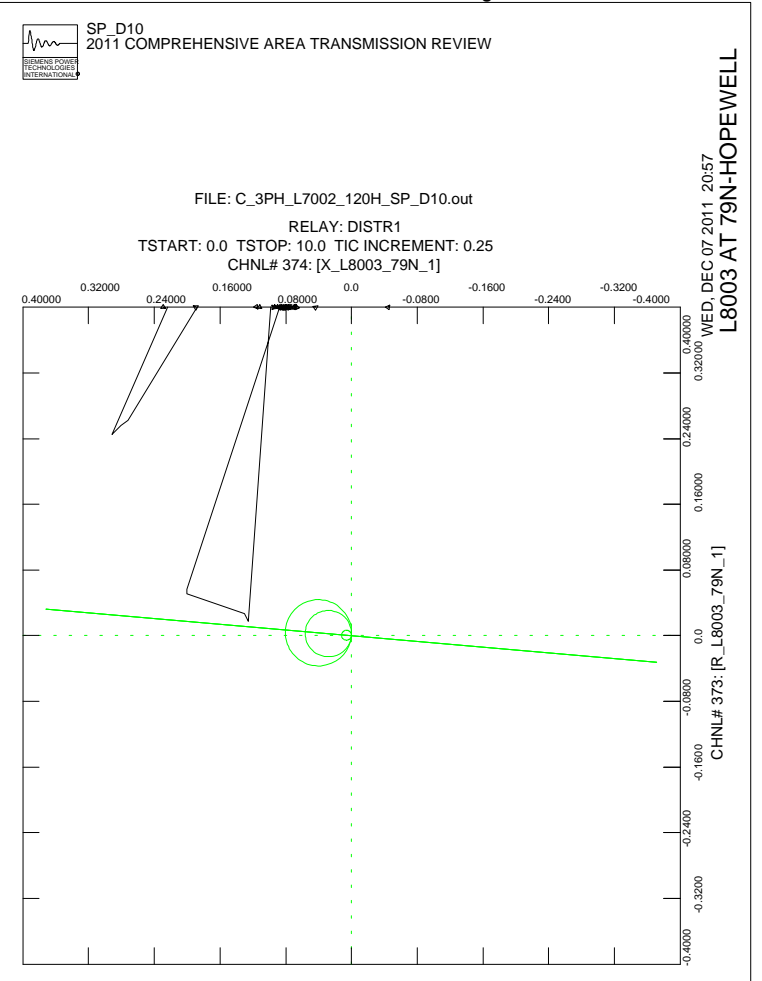
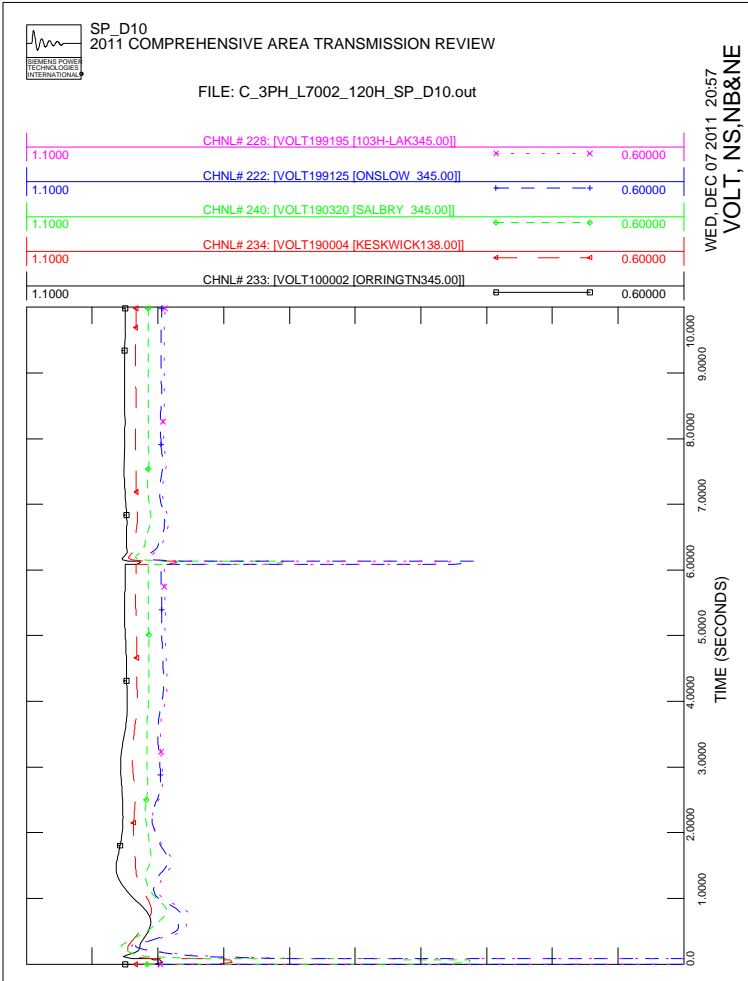


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7002_120H_SP_D10.out



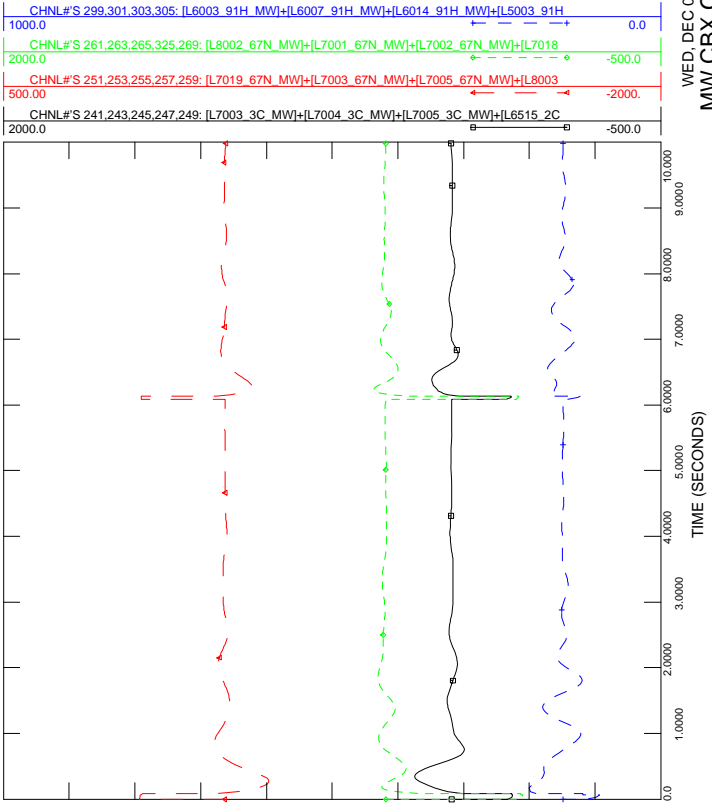






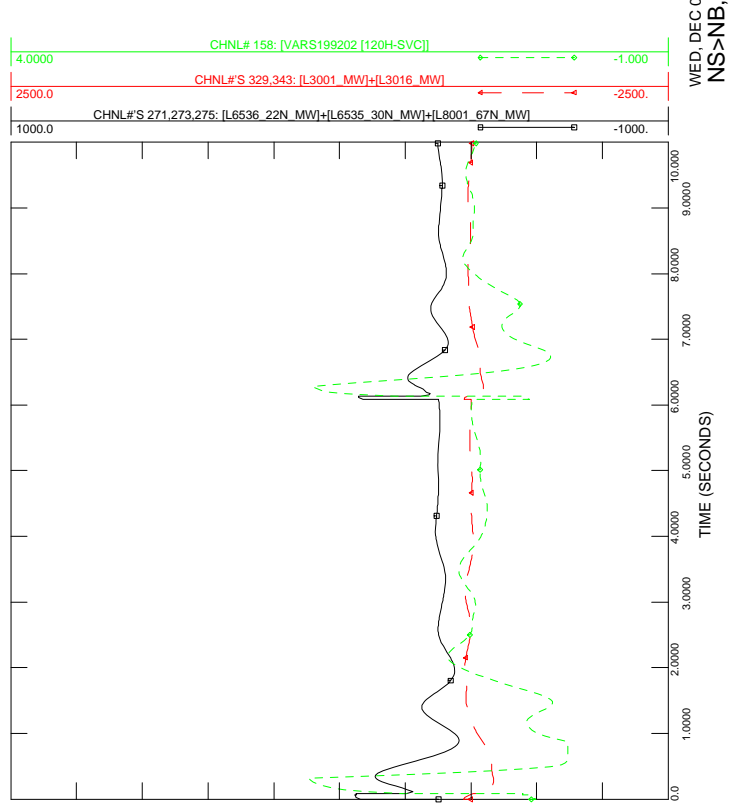
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7002_67N_SP_D10.out



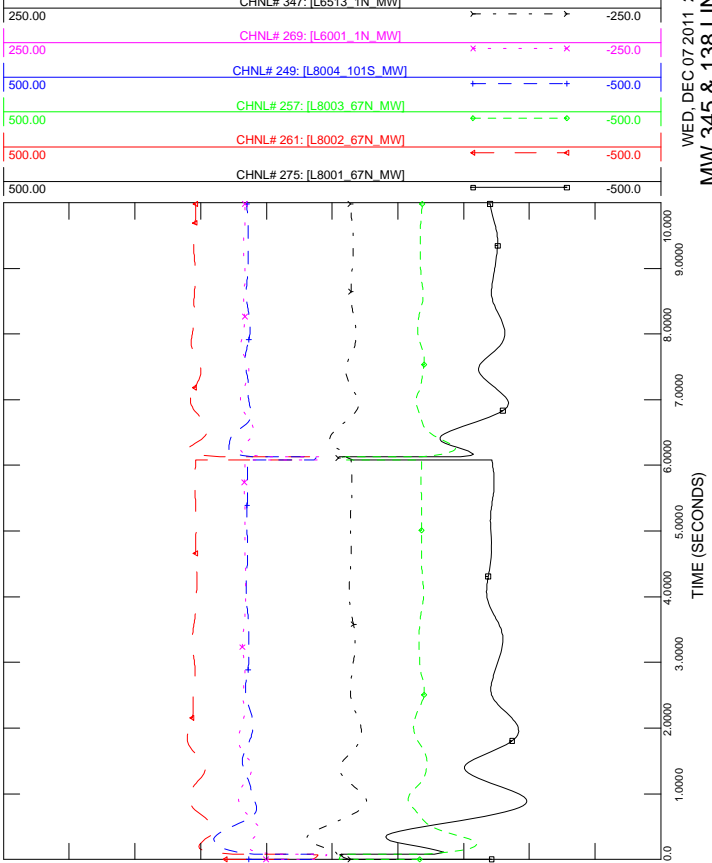
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7002_67N_SP_D10.out



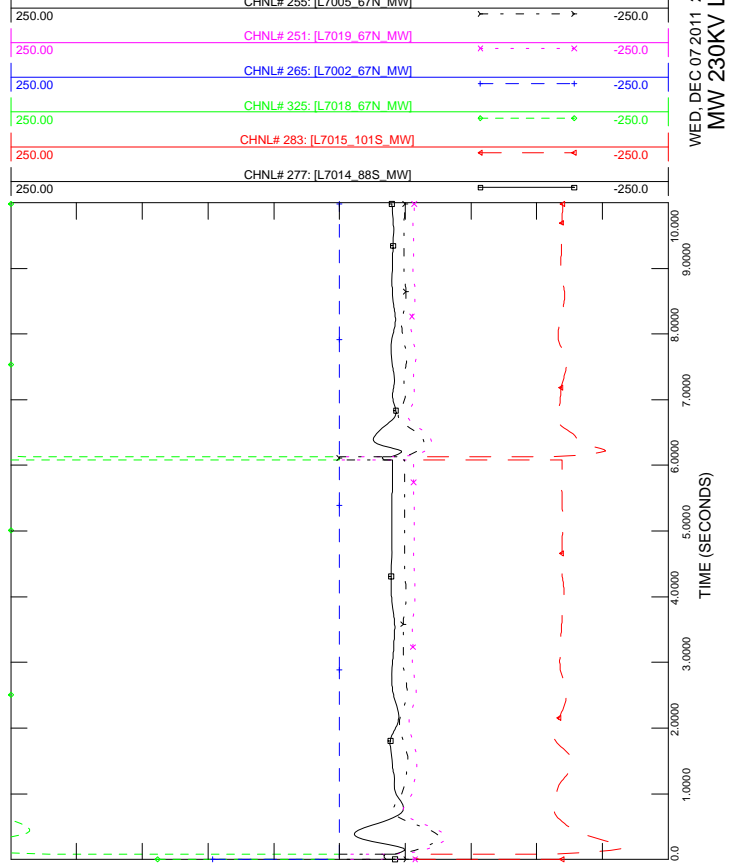
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

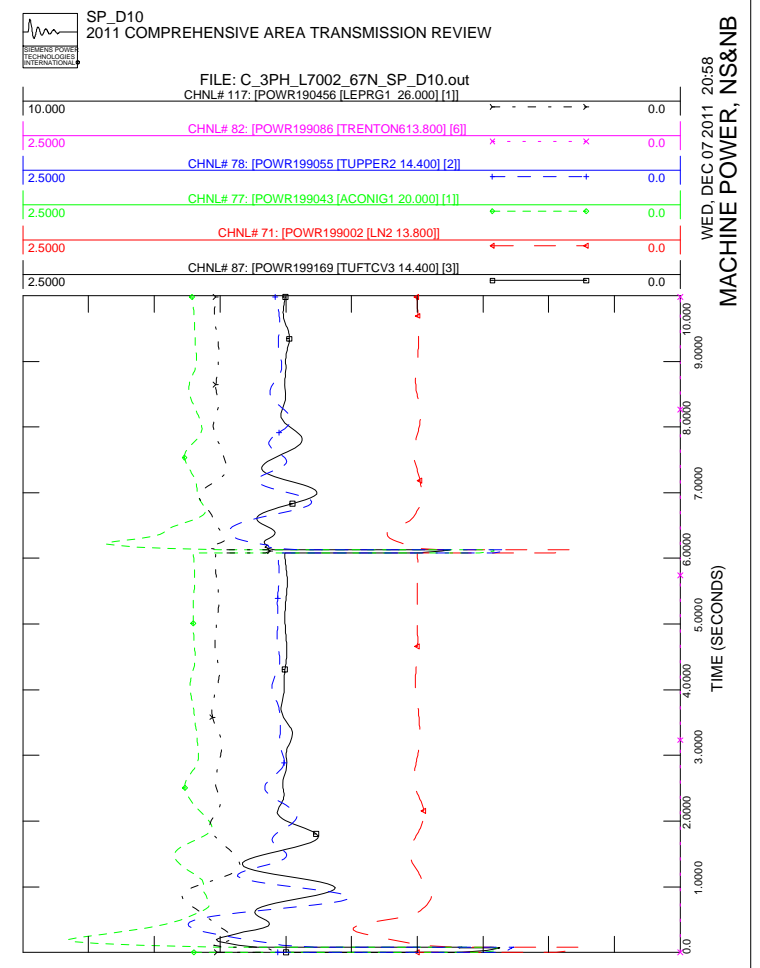
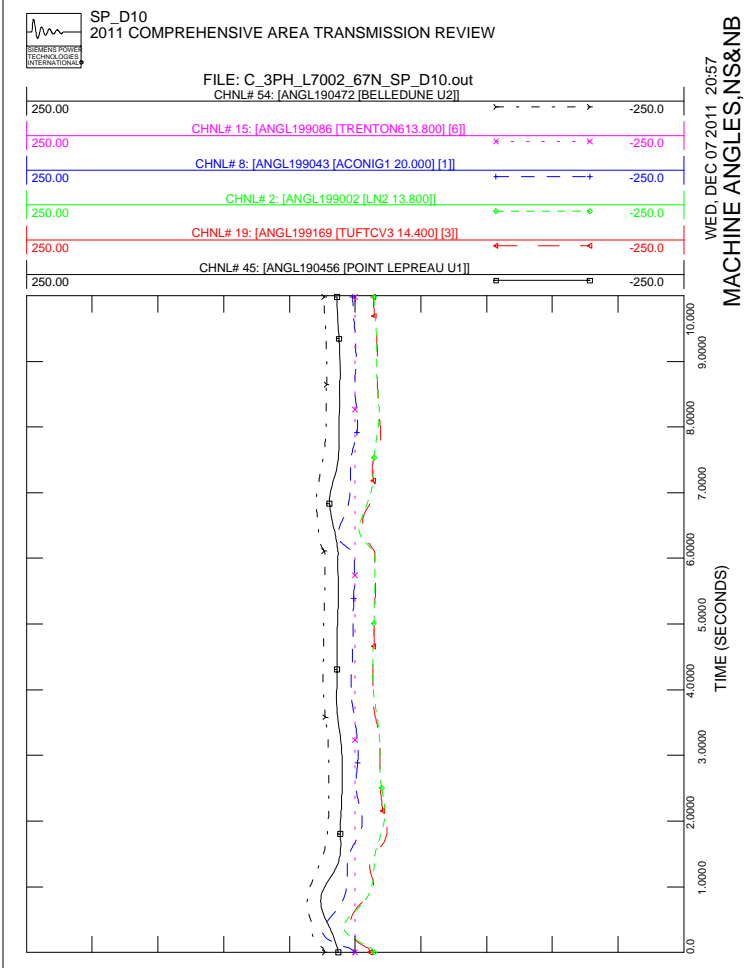
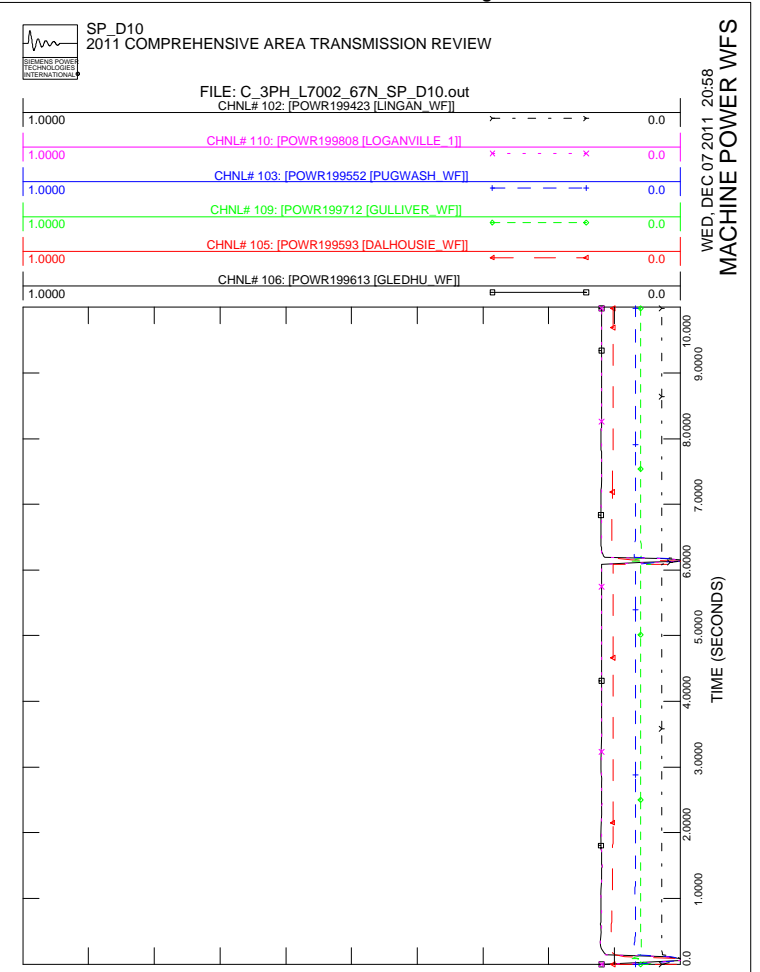
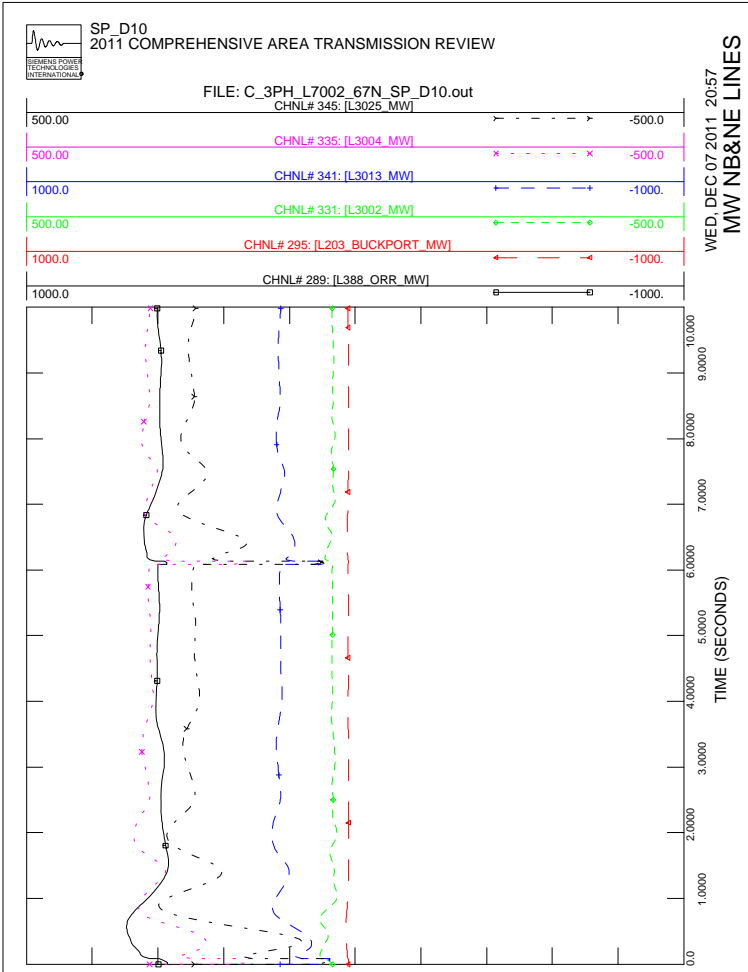
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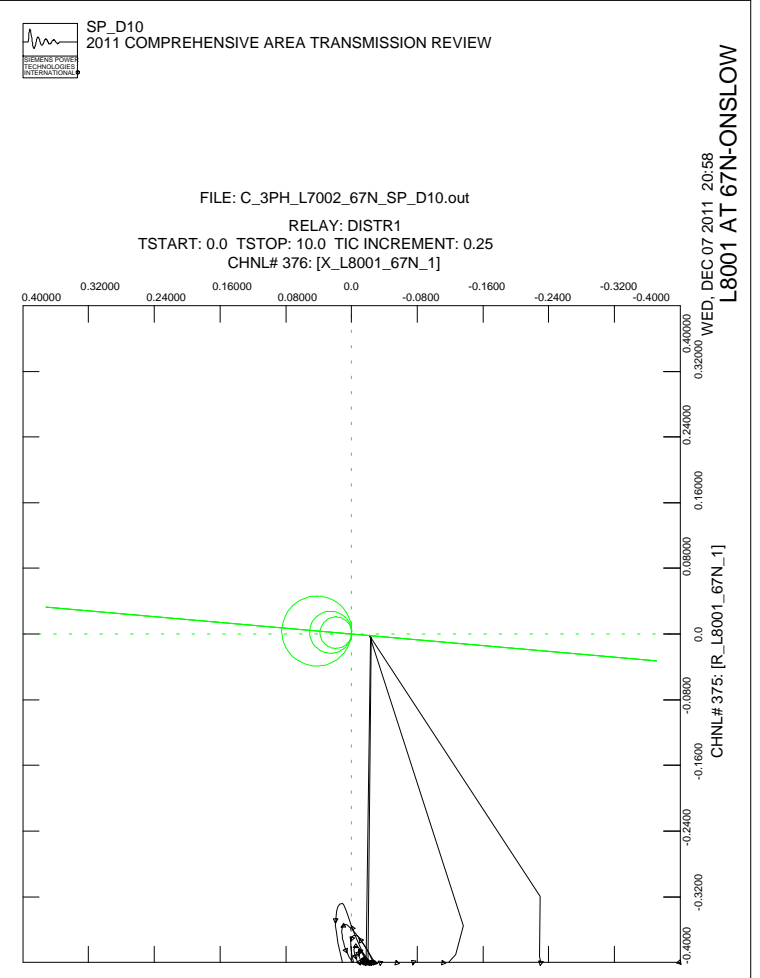
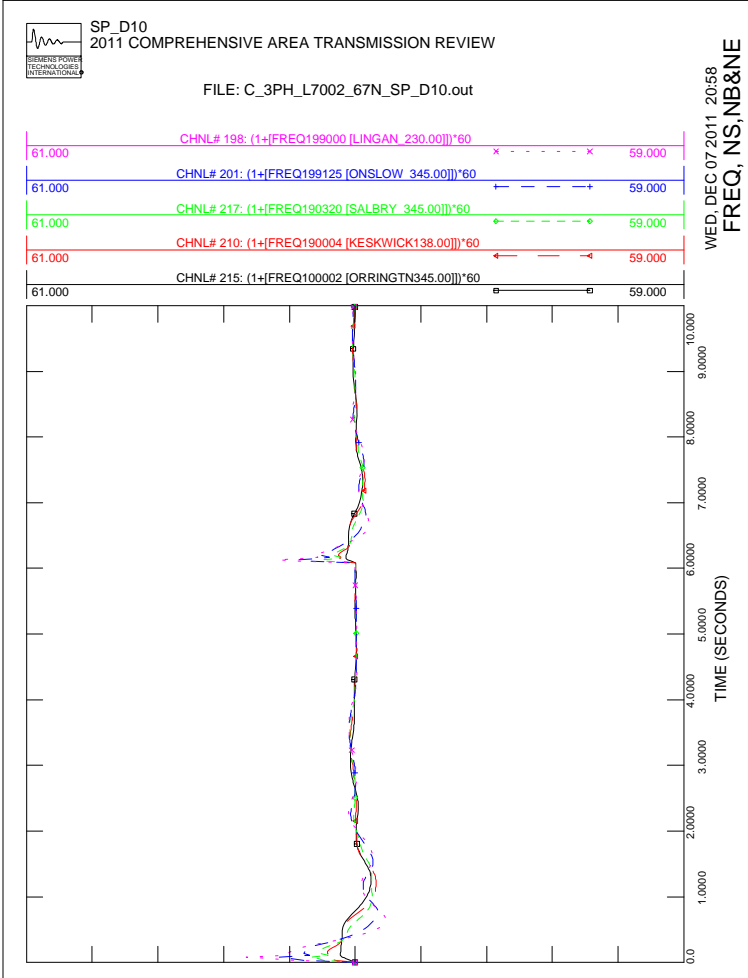
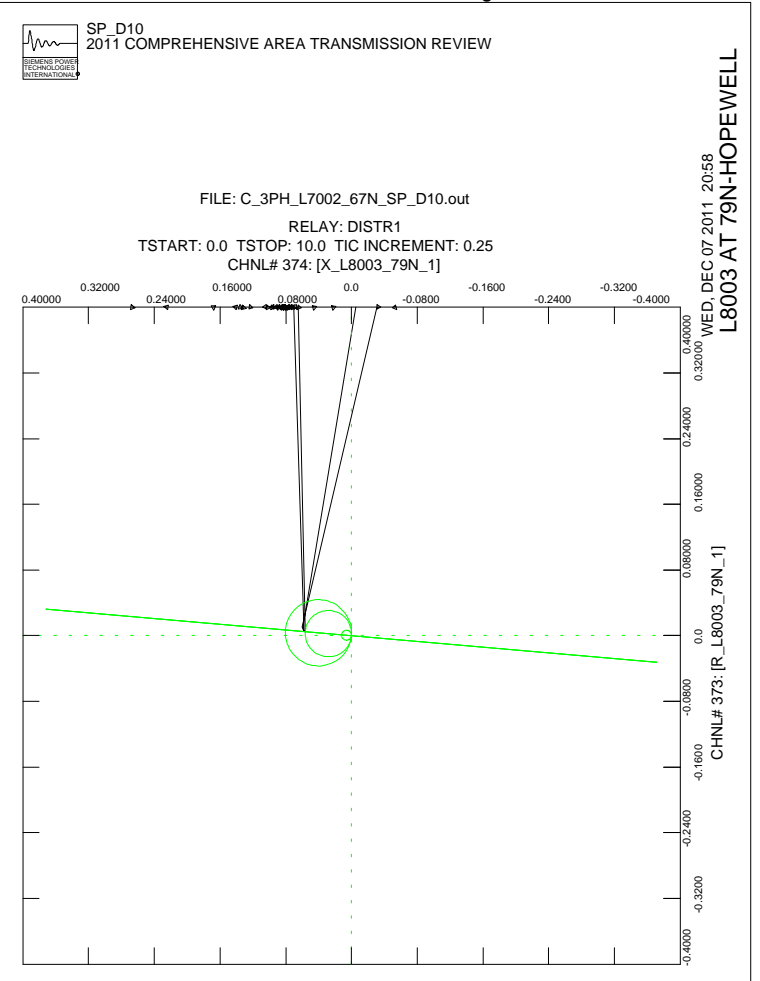
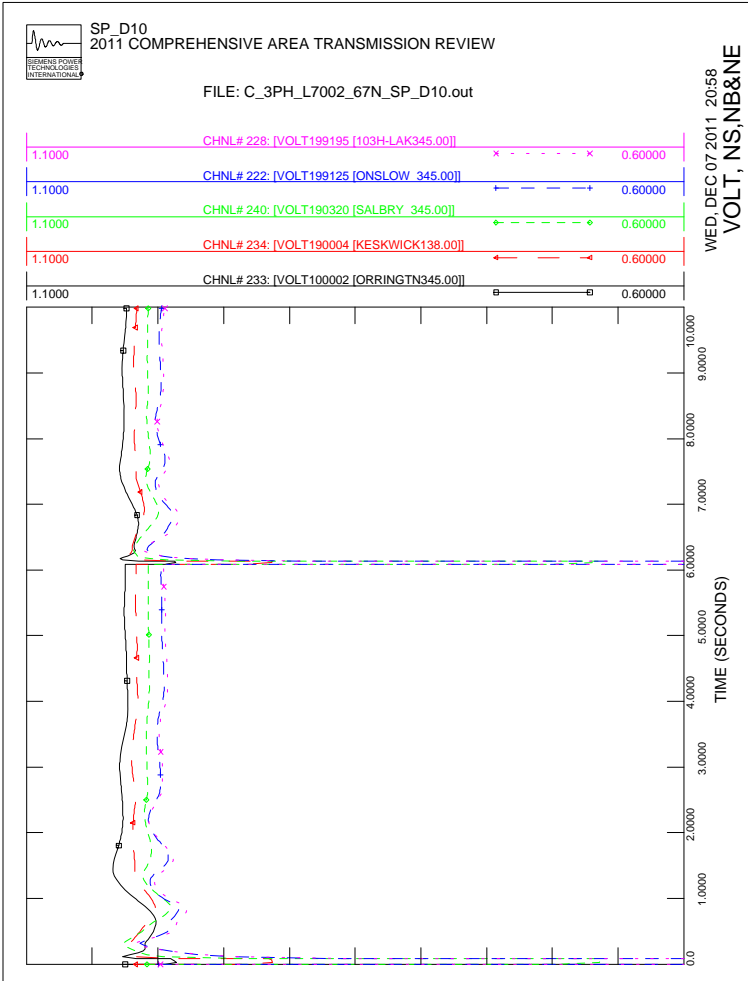


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7002_67N_SP_D10.out



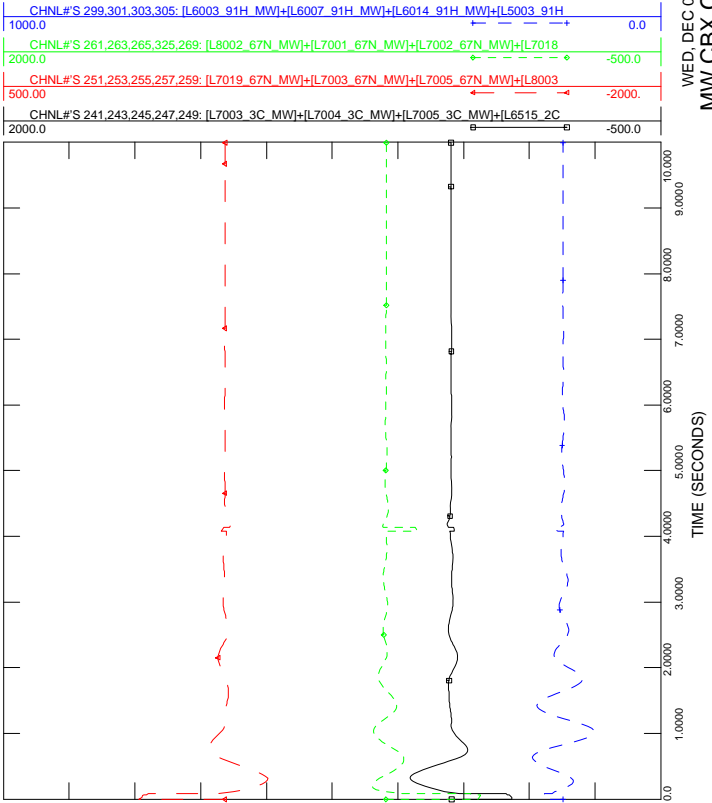






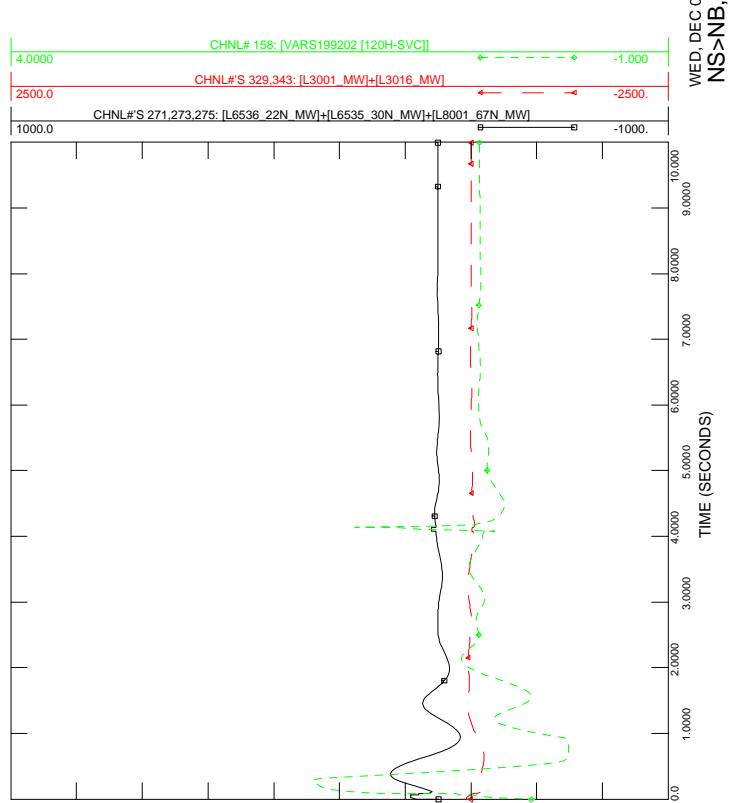
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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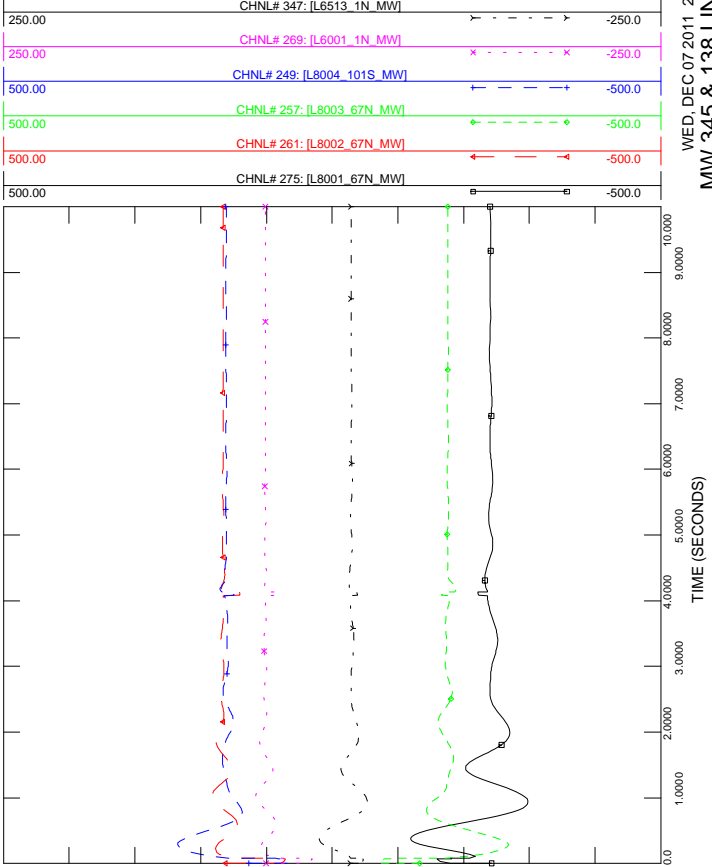
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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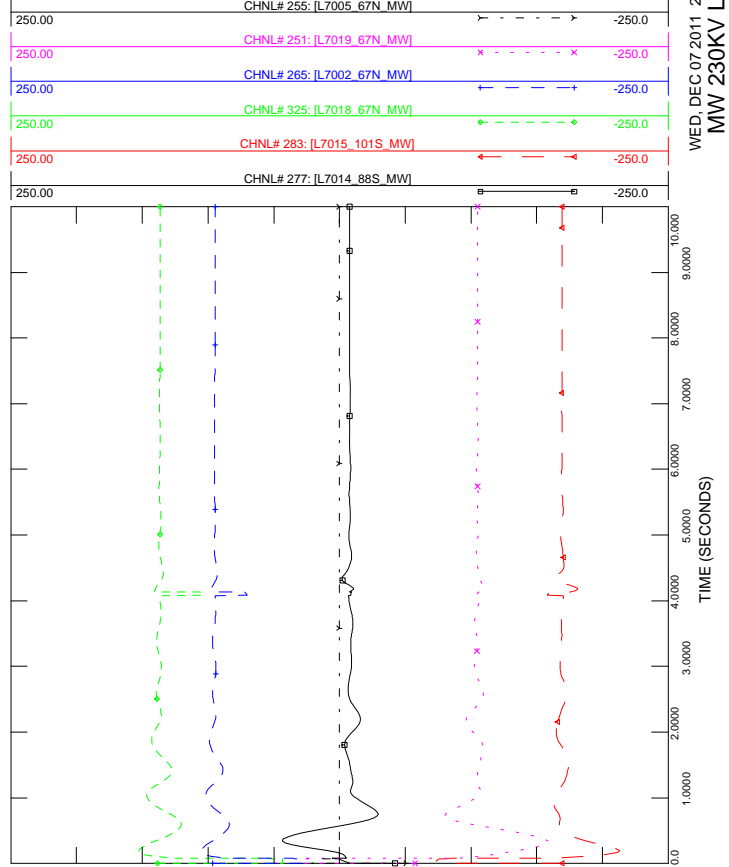
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

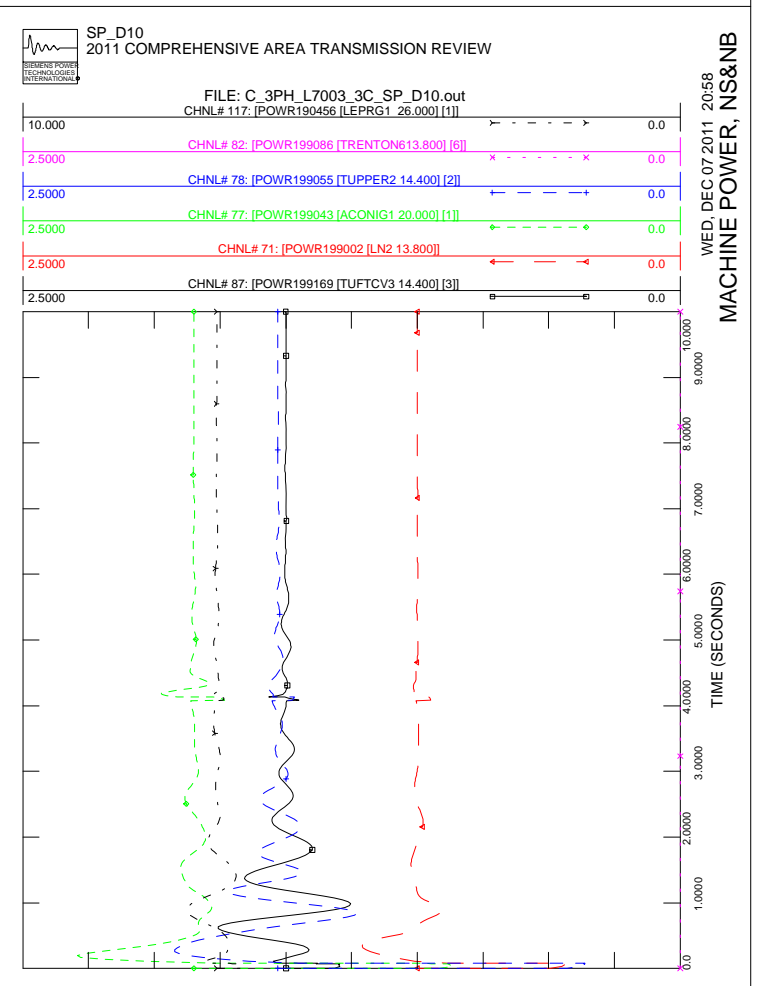
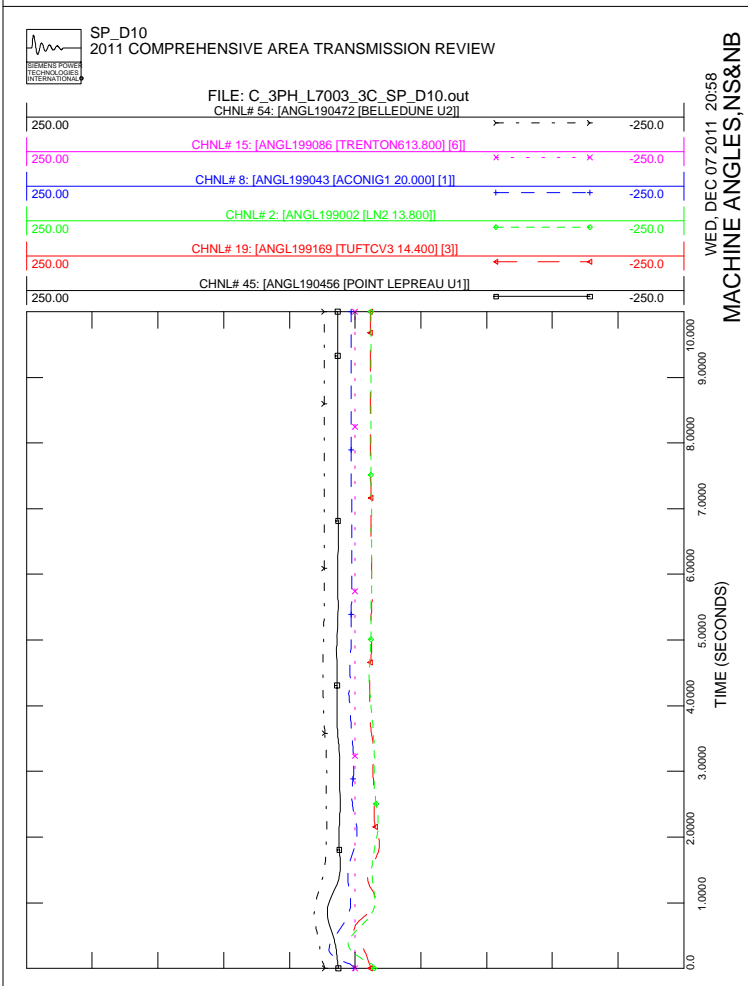
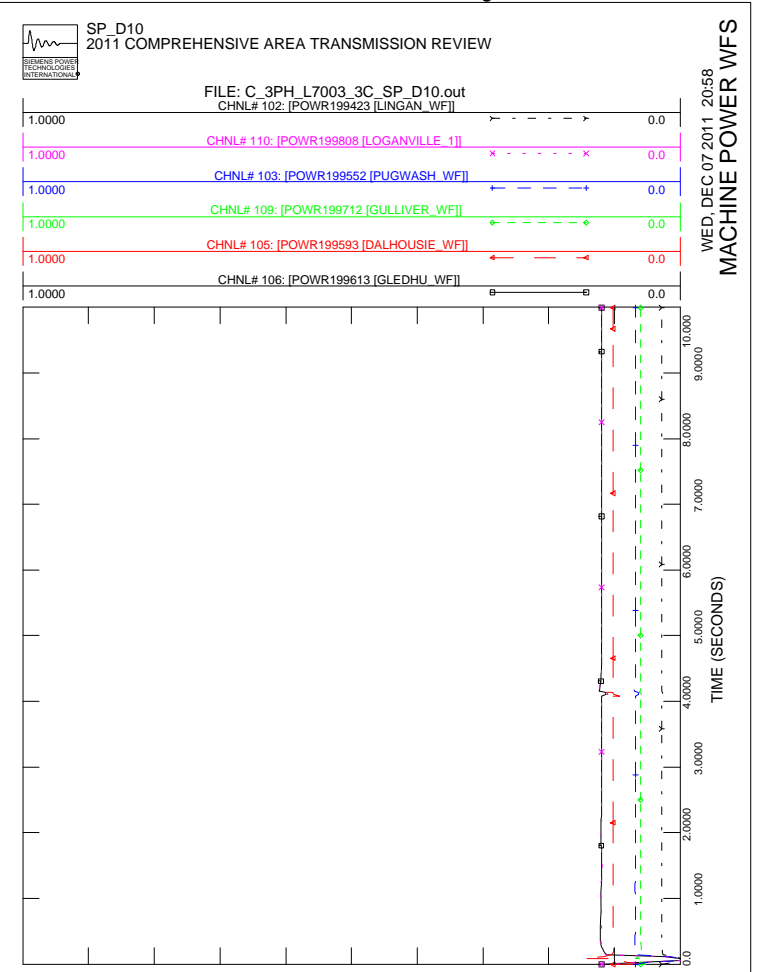
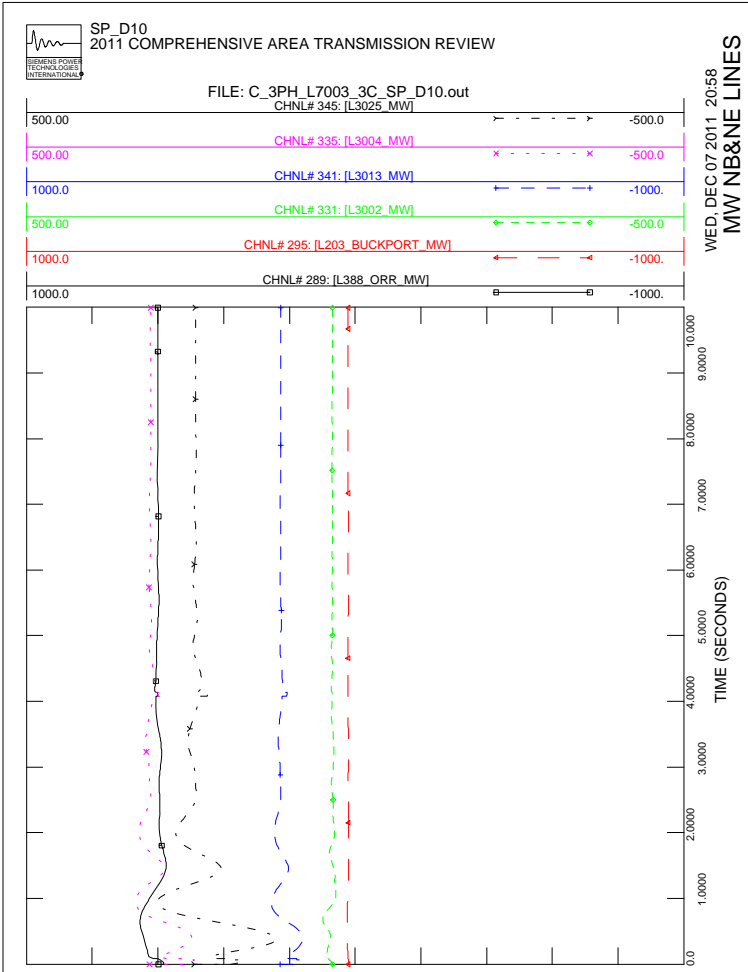
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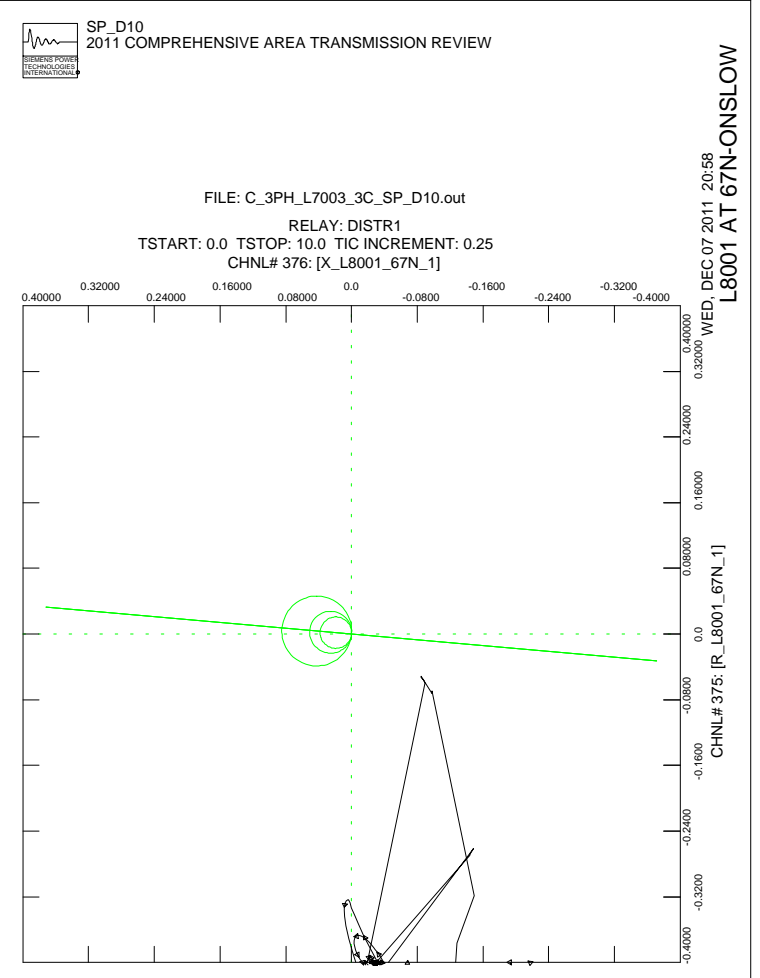
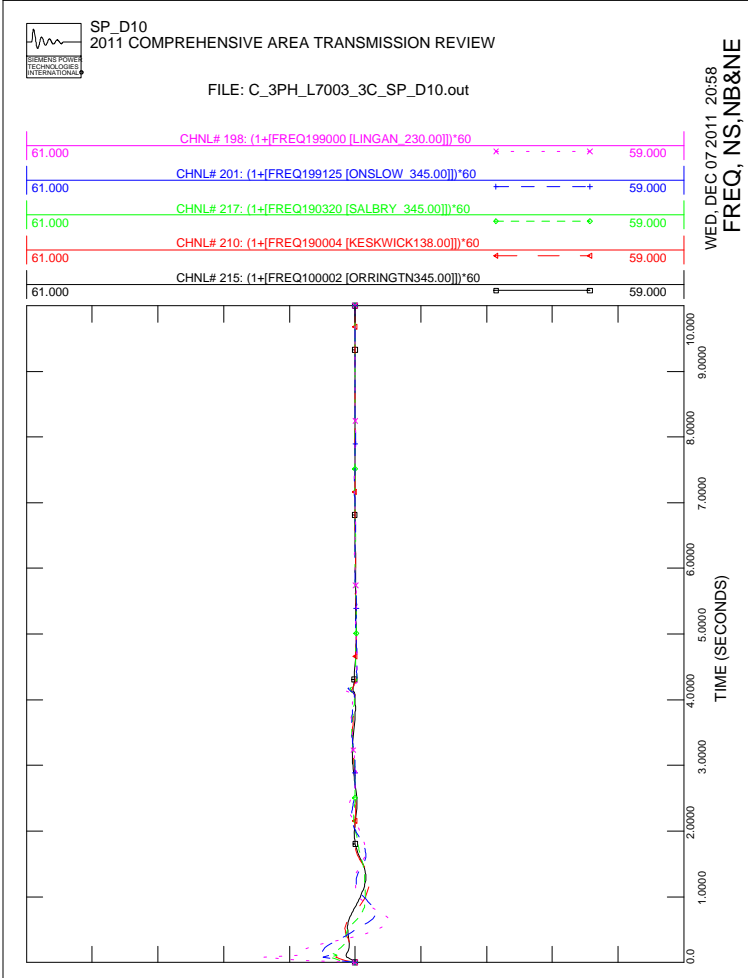
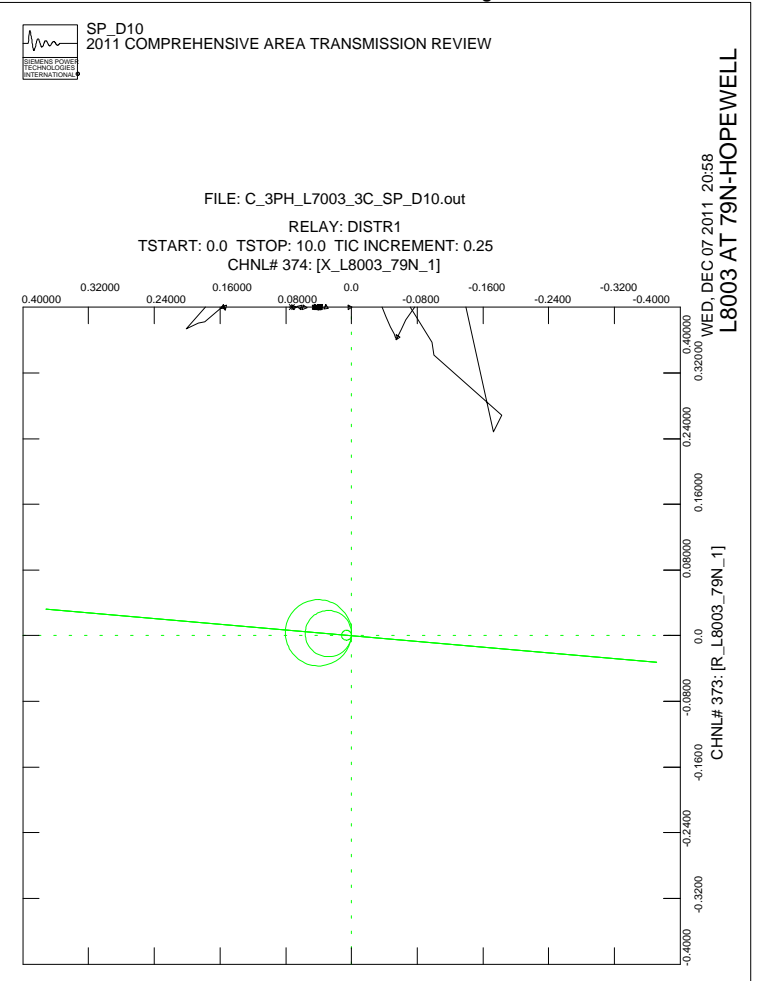
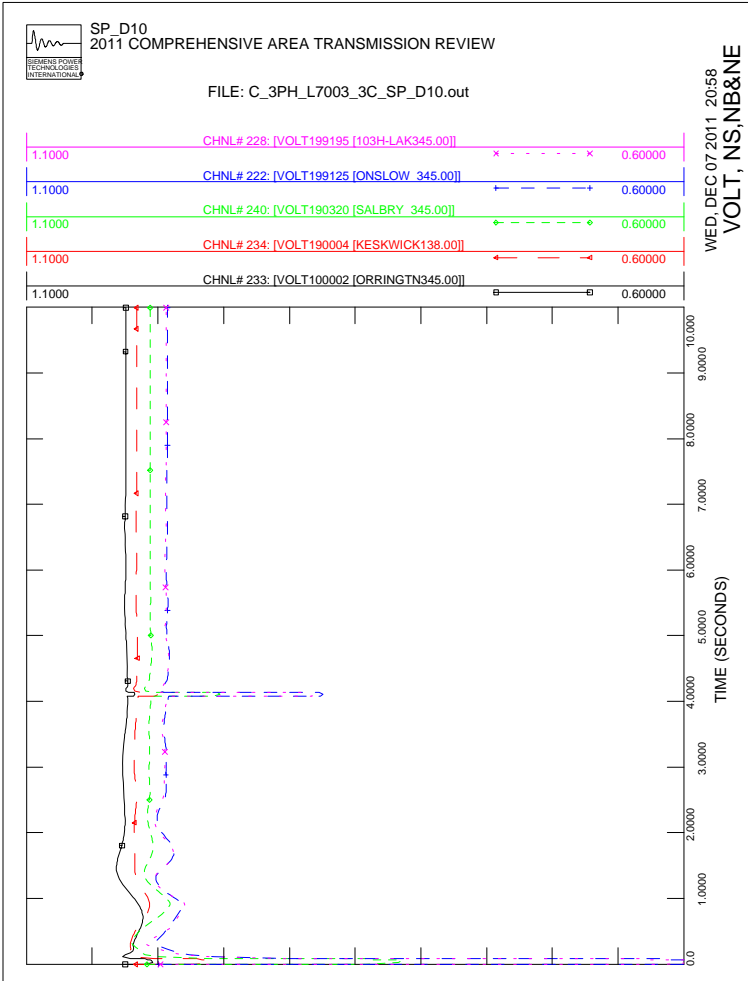


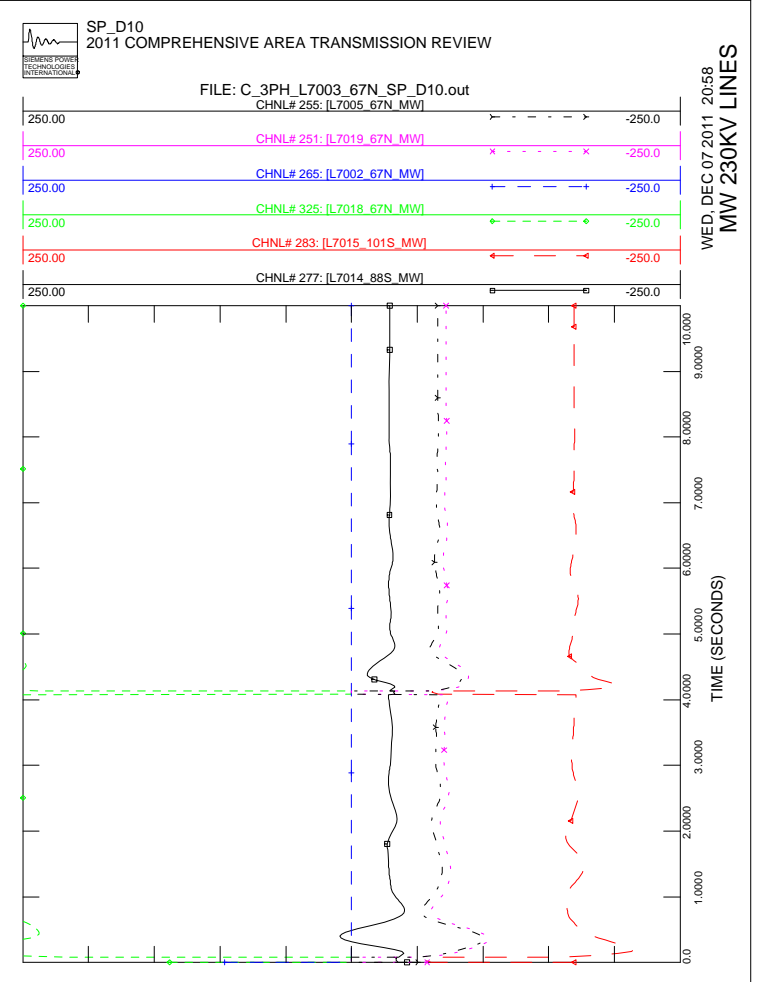
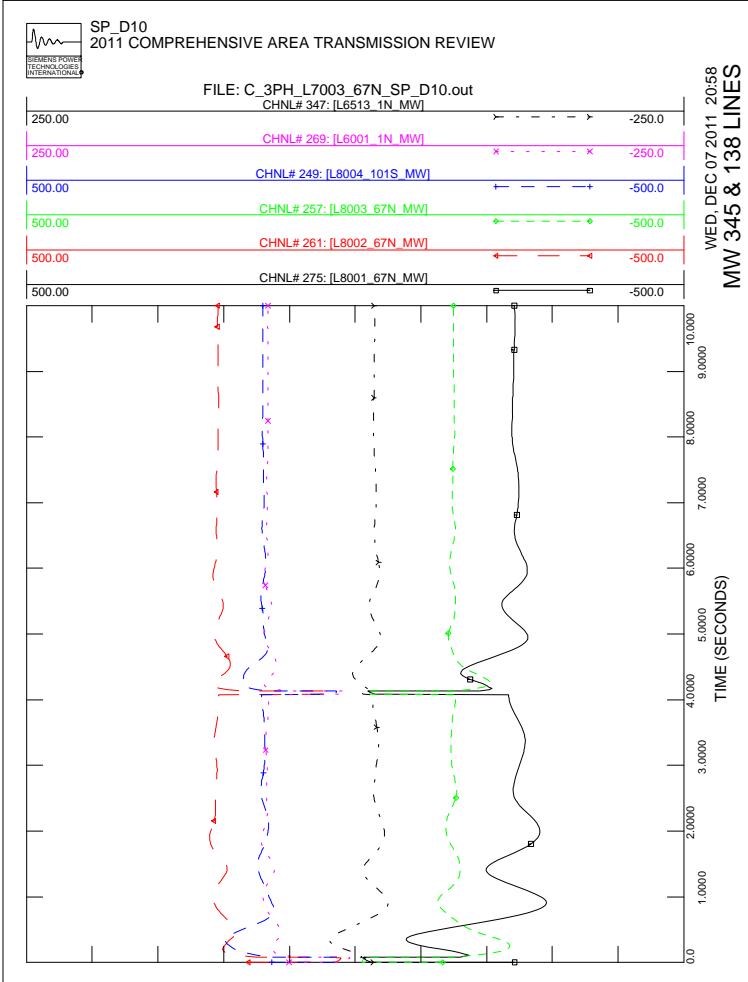
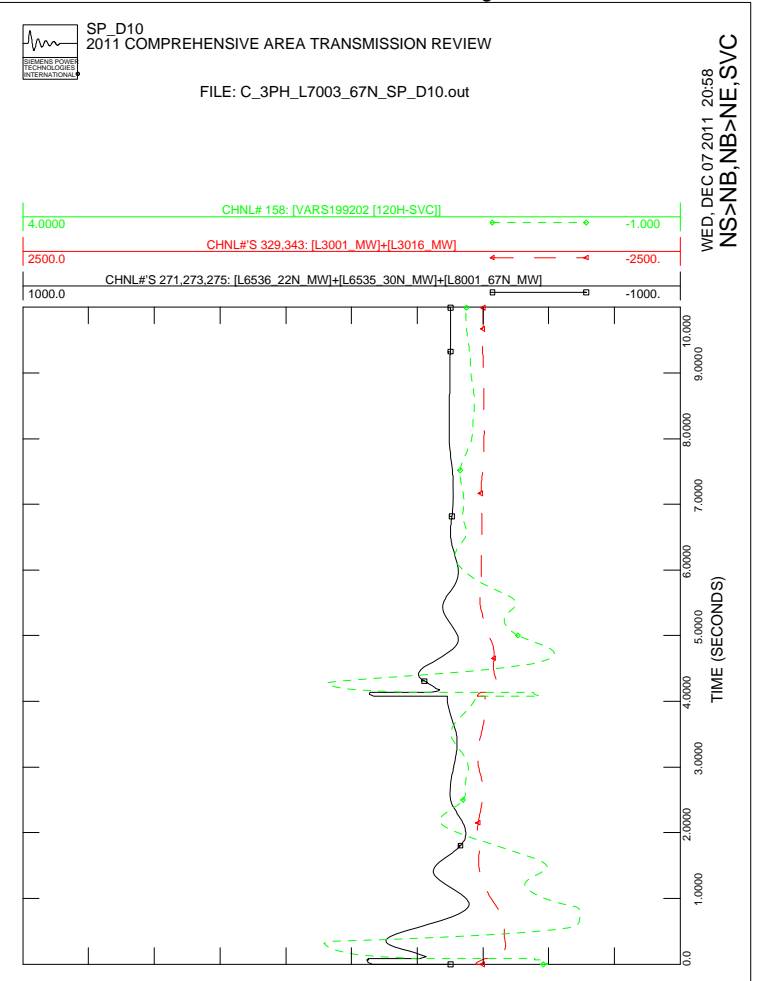
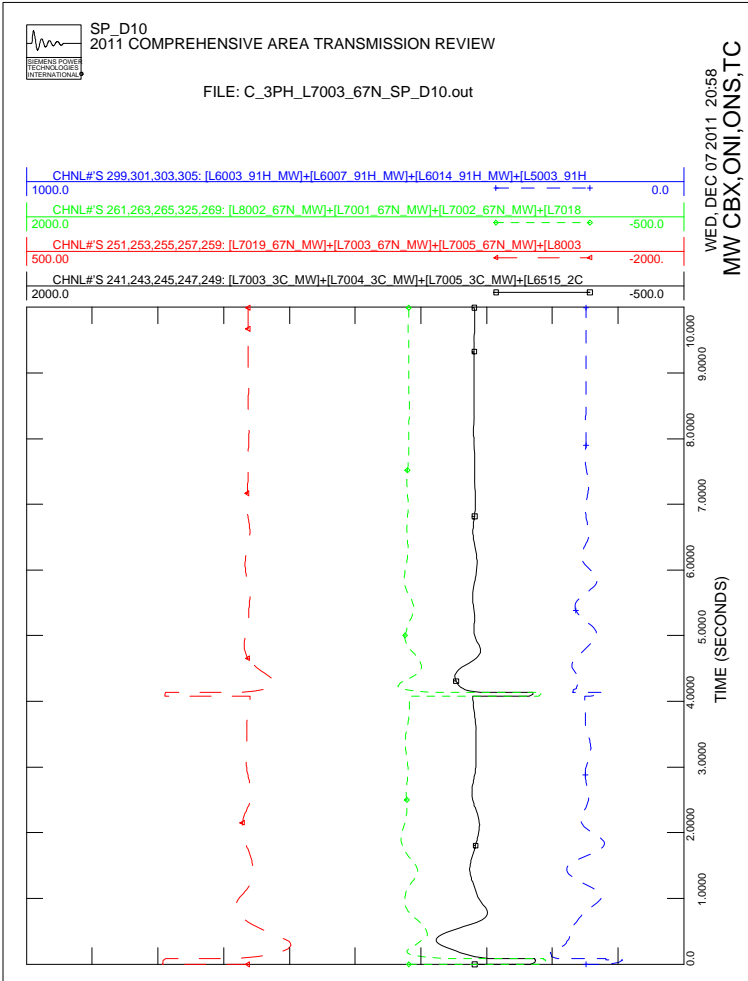
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

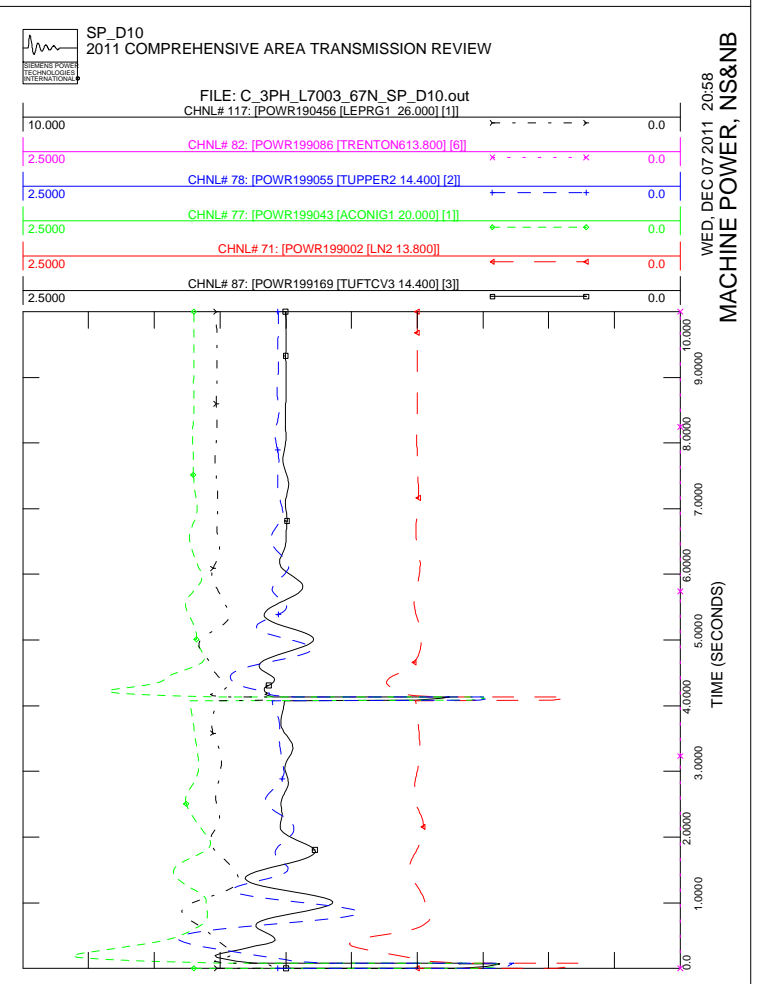
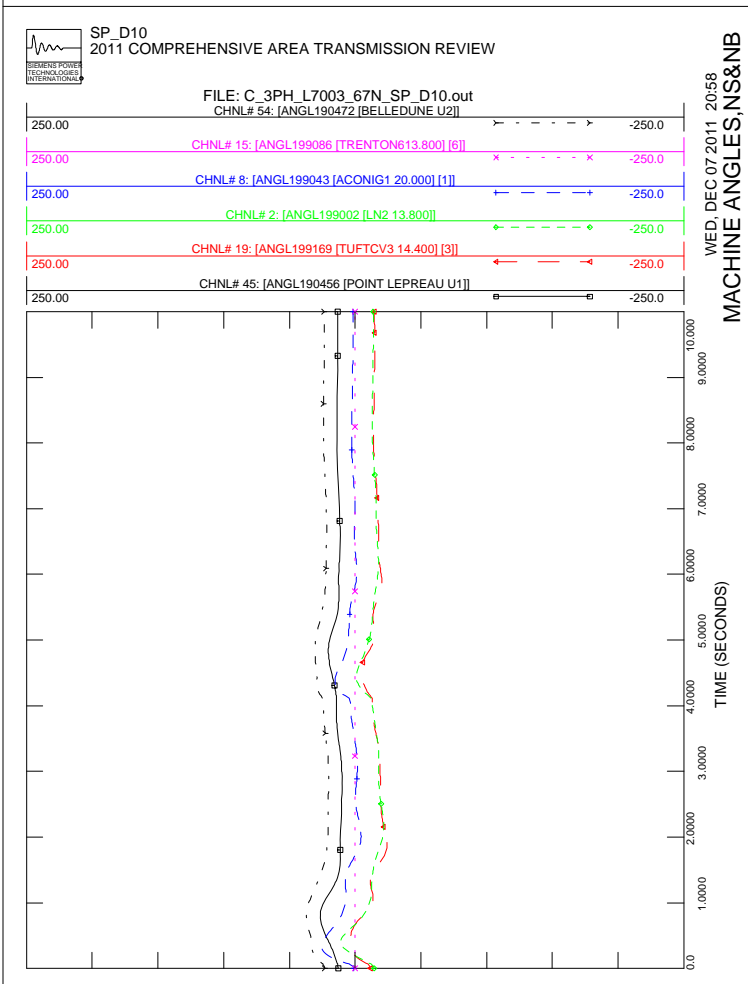
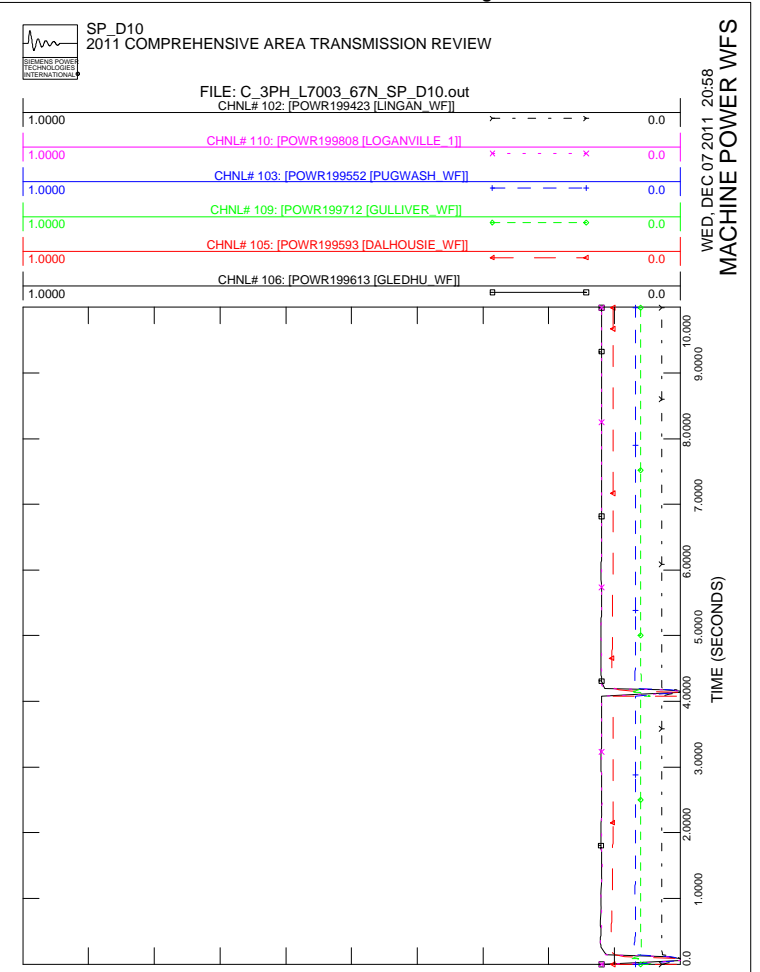
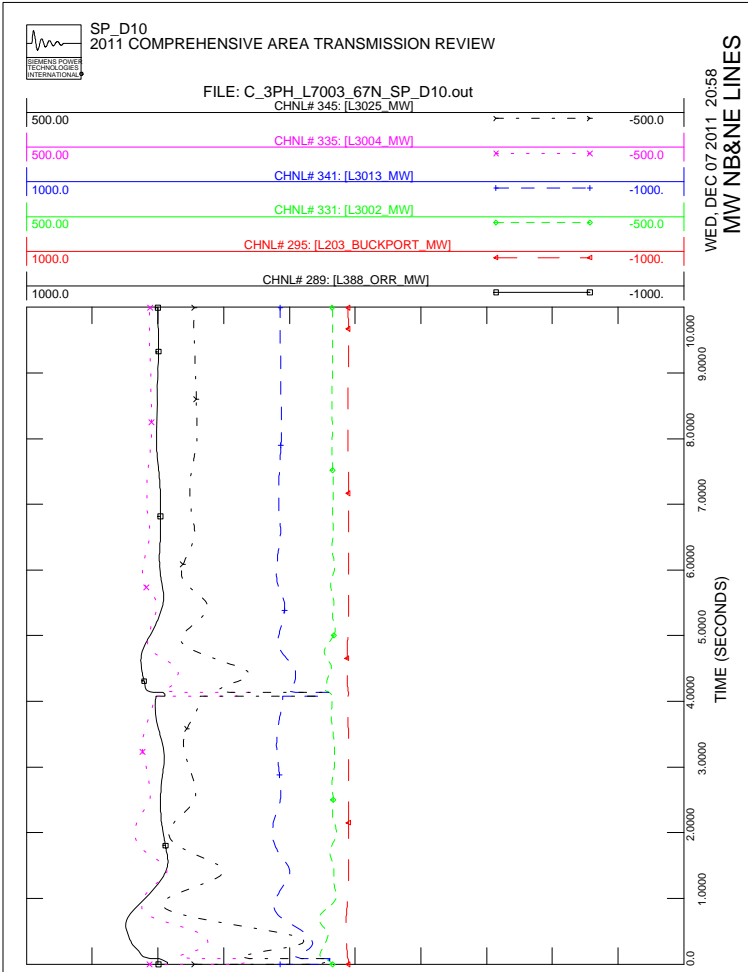
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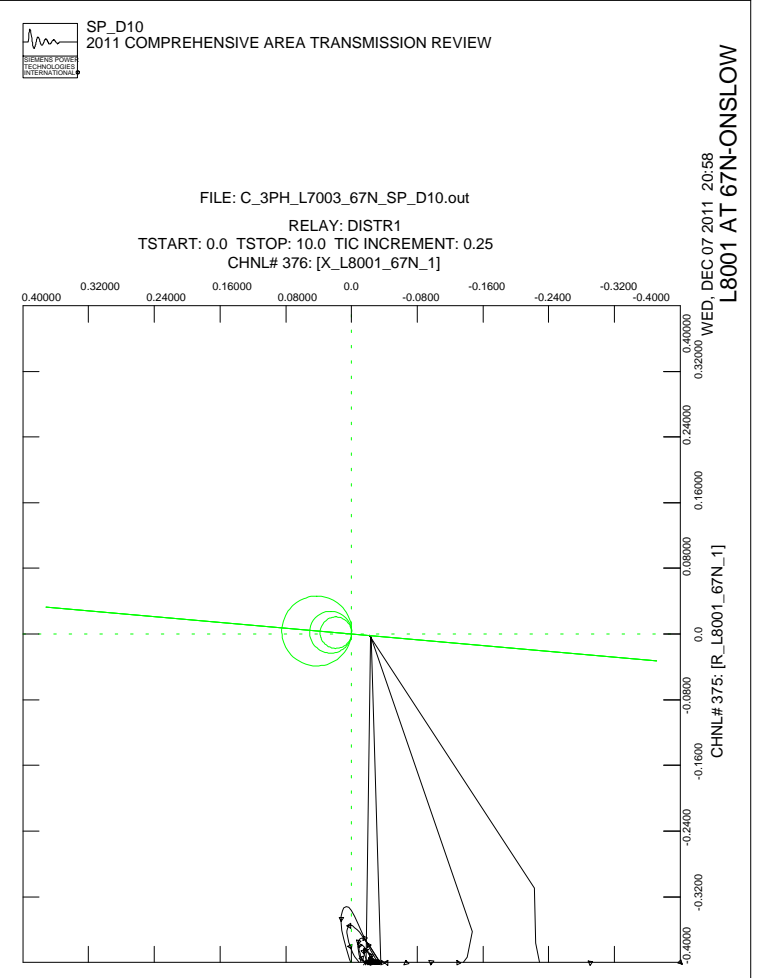
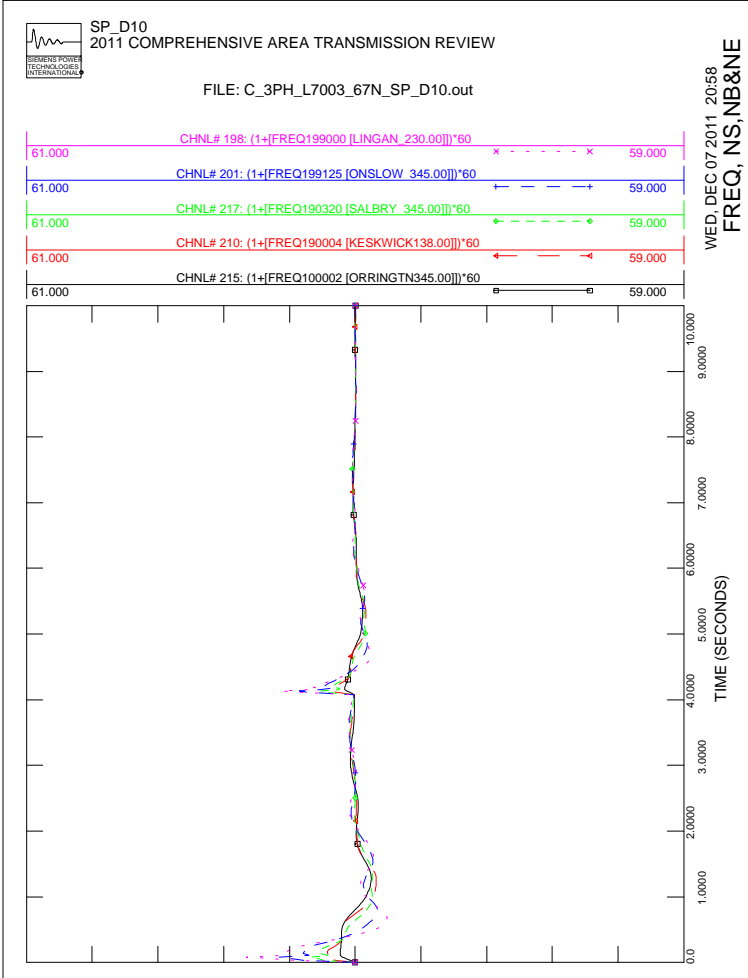
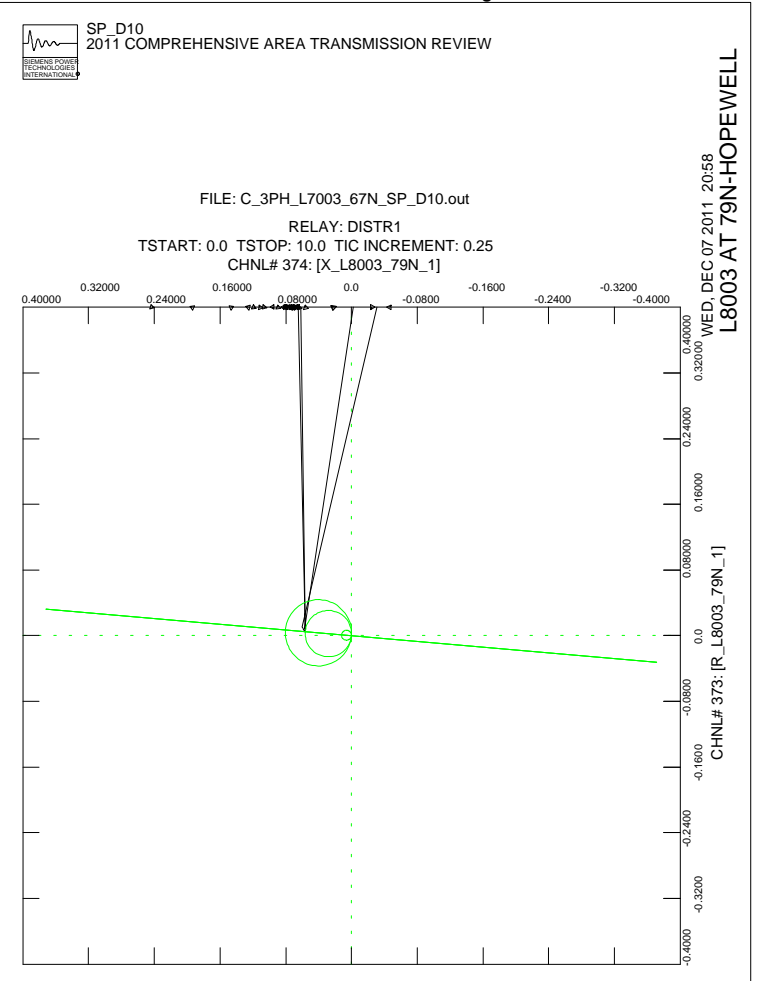
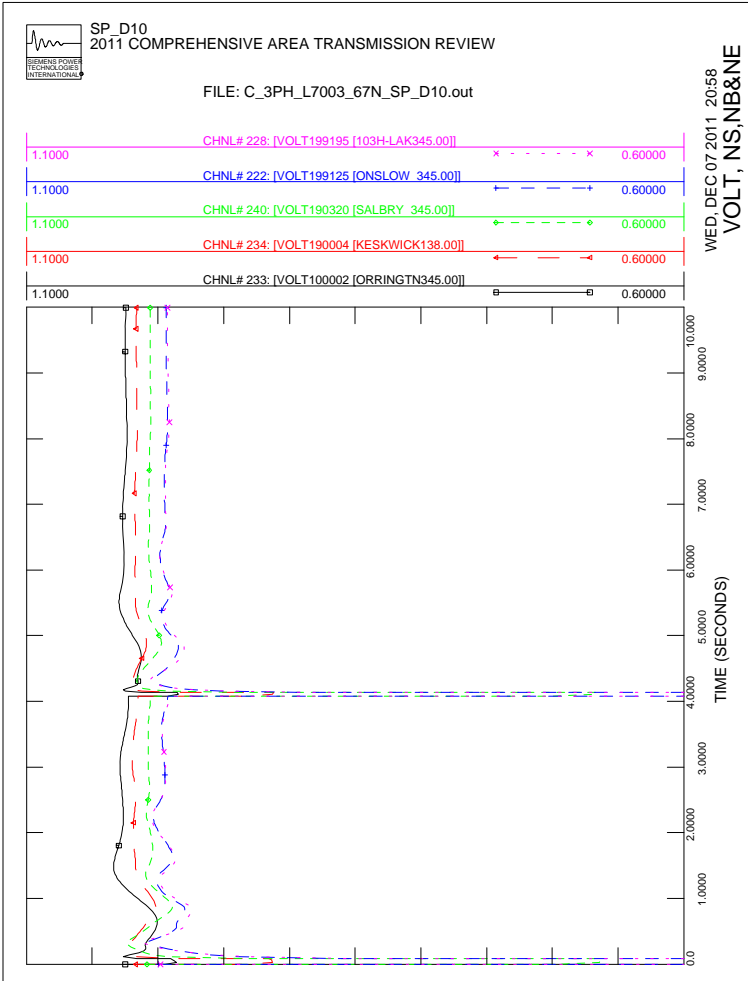


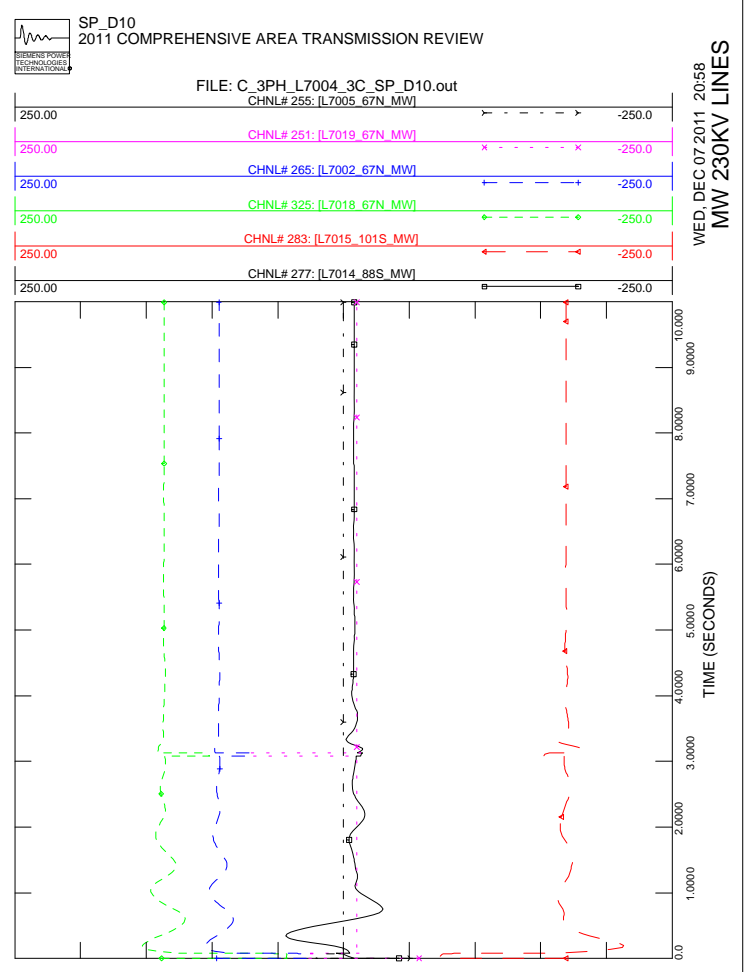
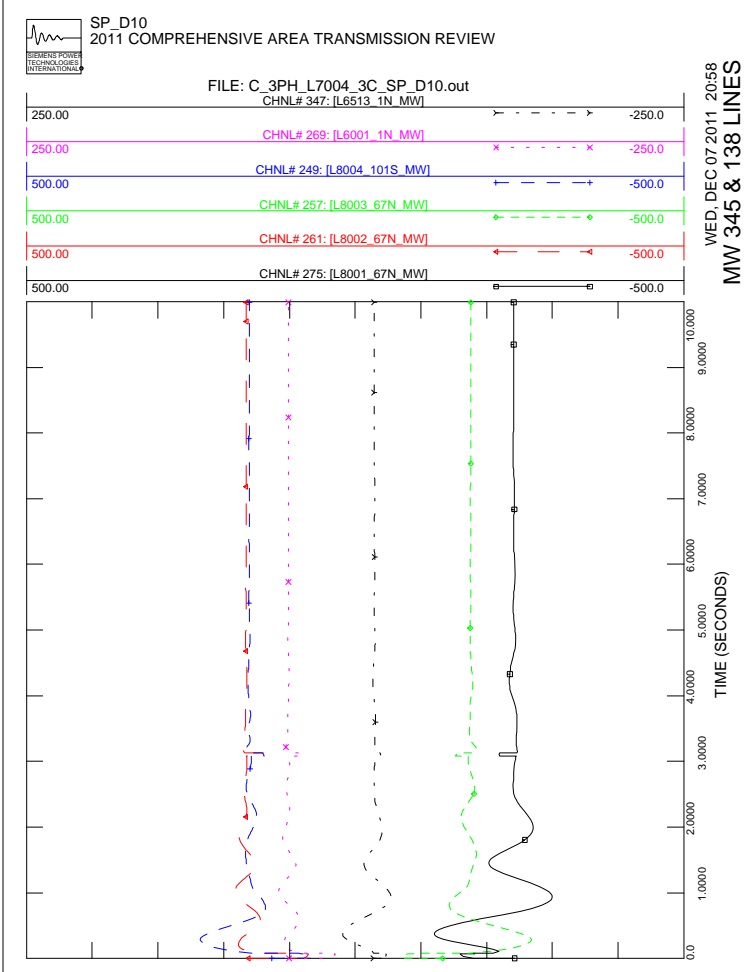
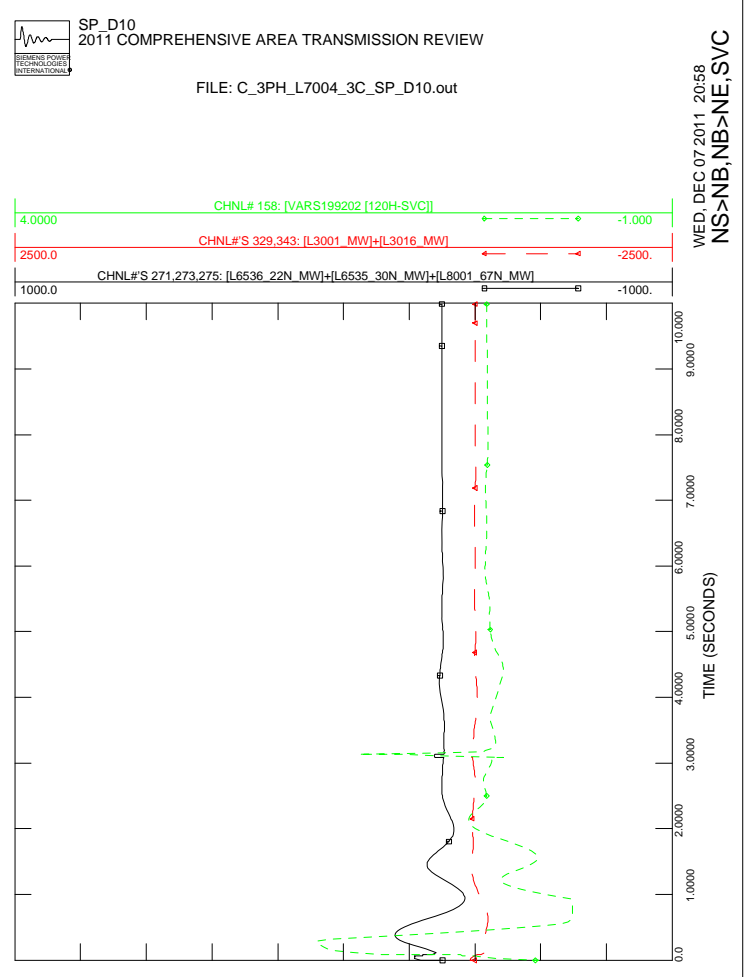
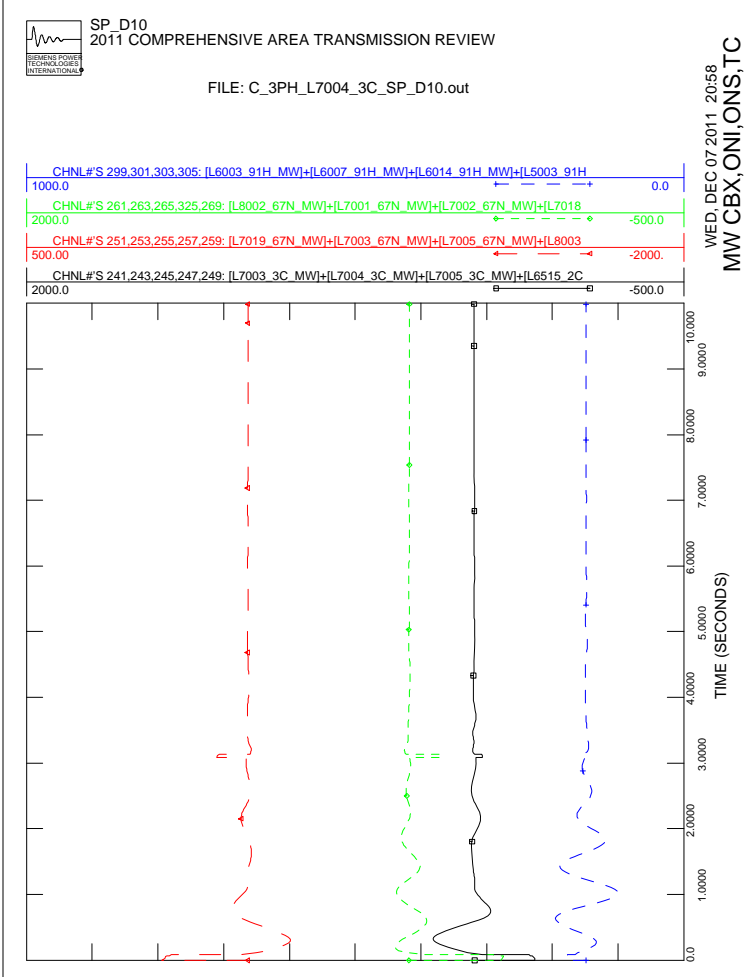


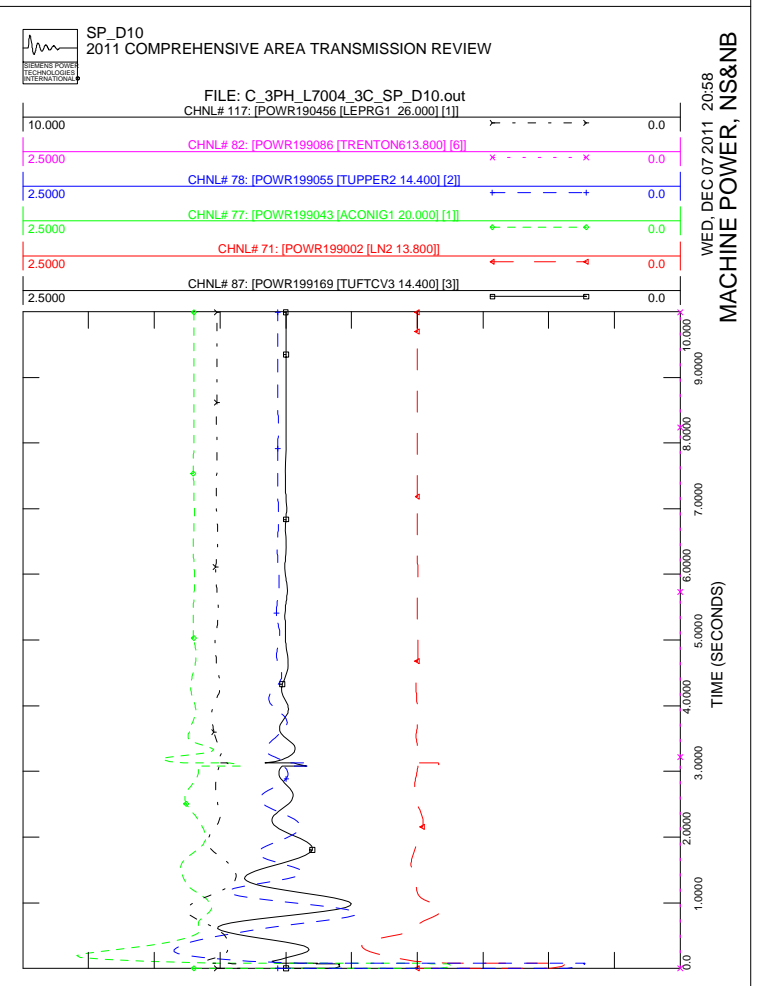
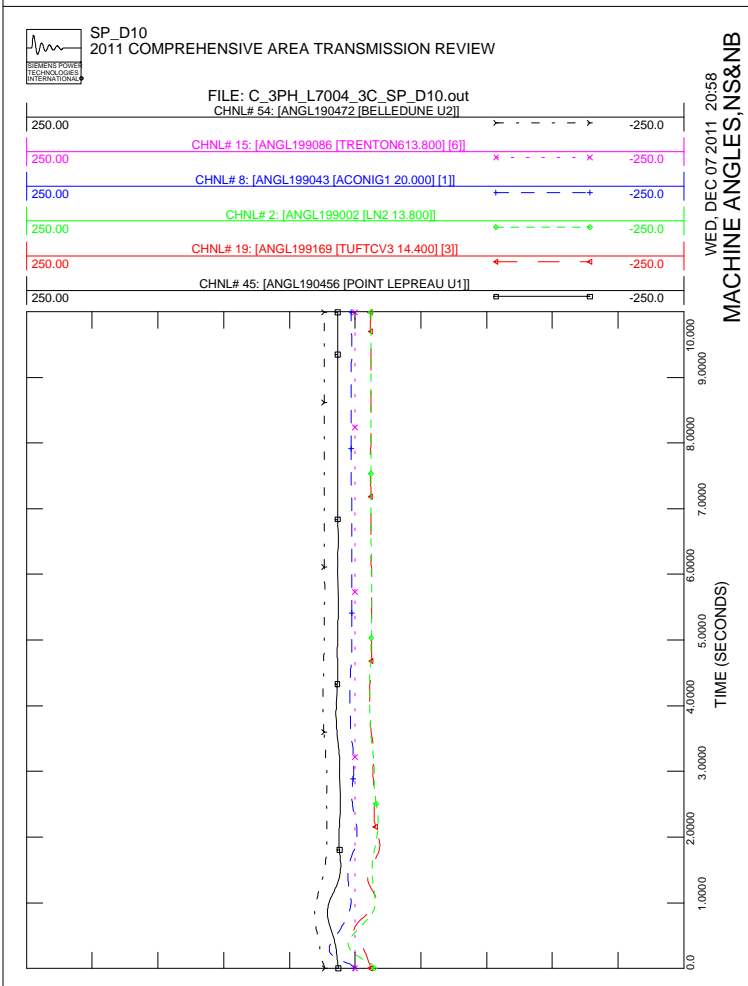
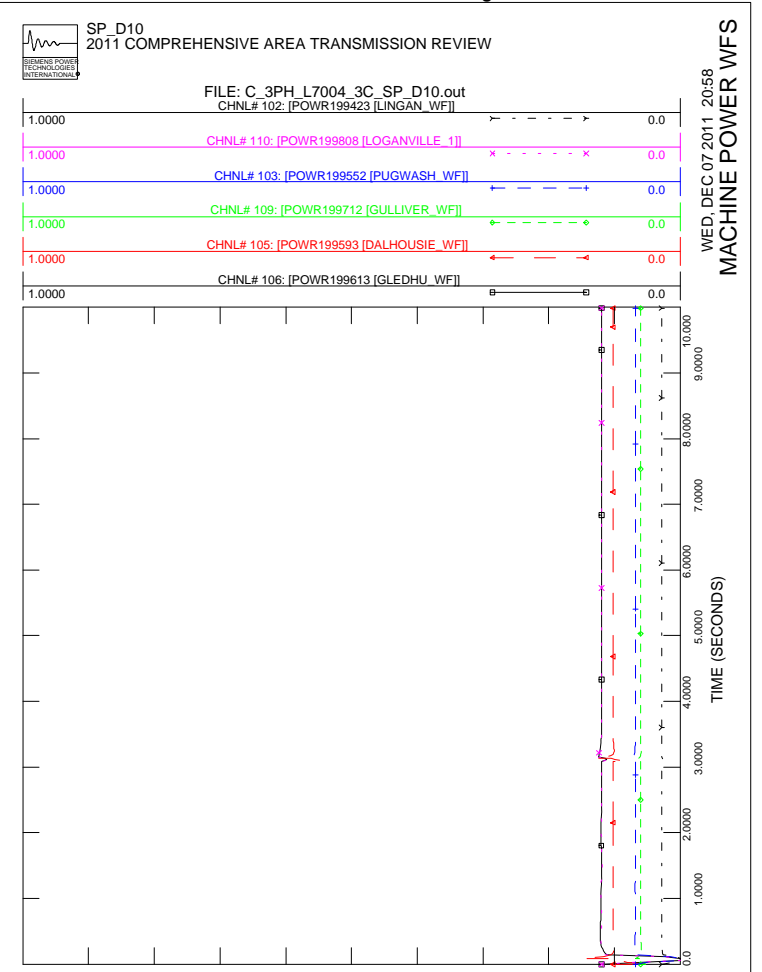
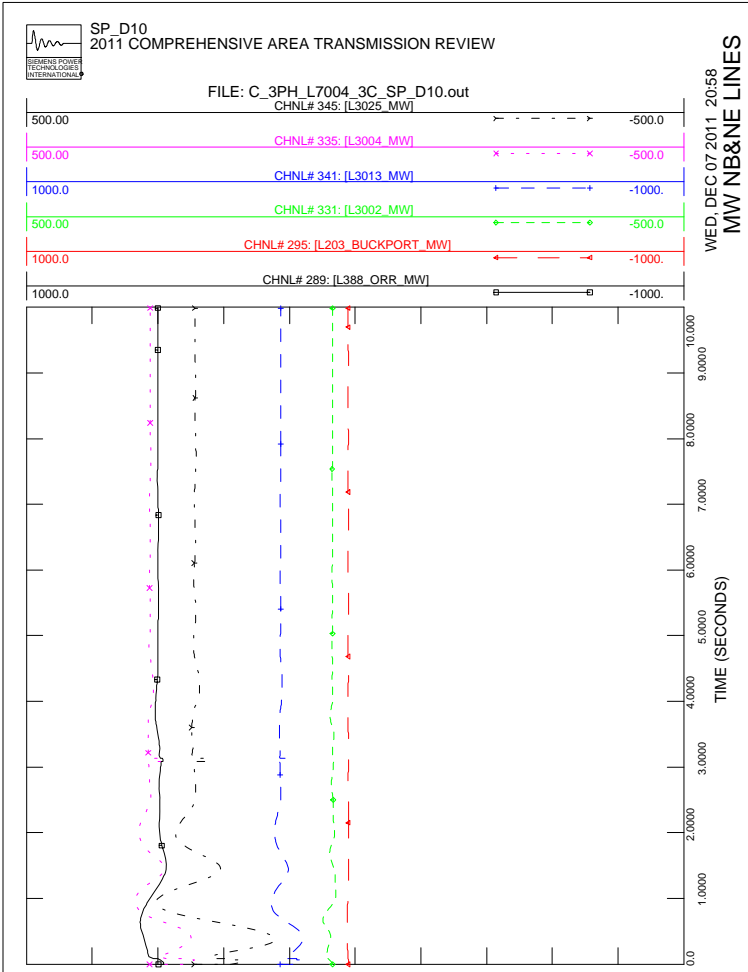


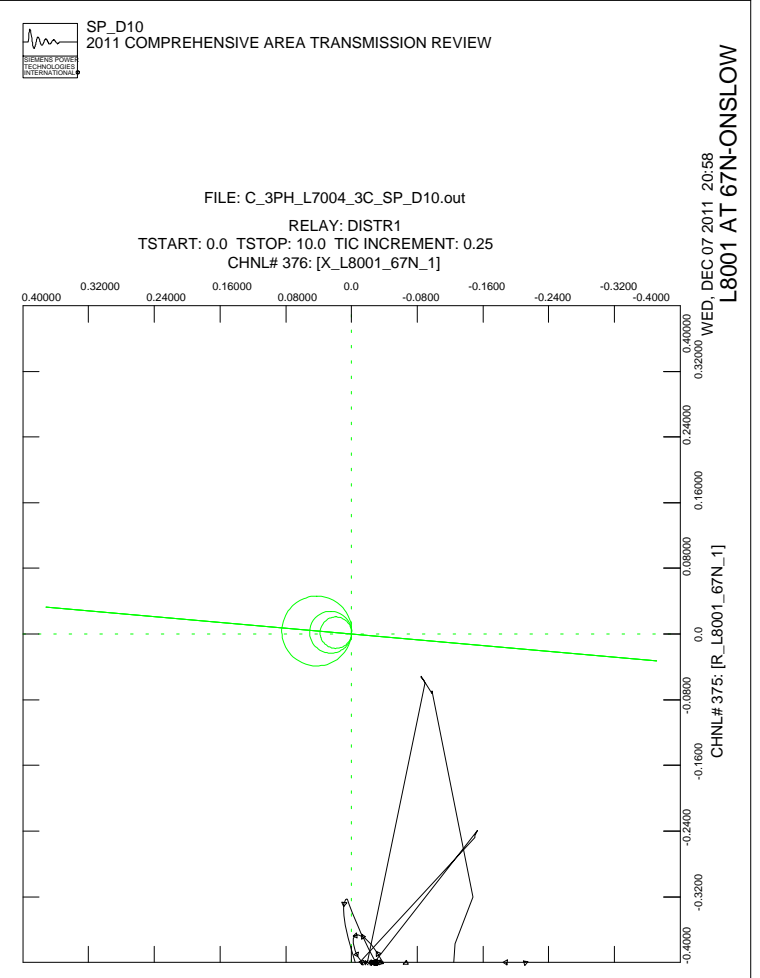
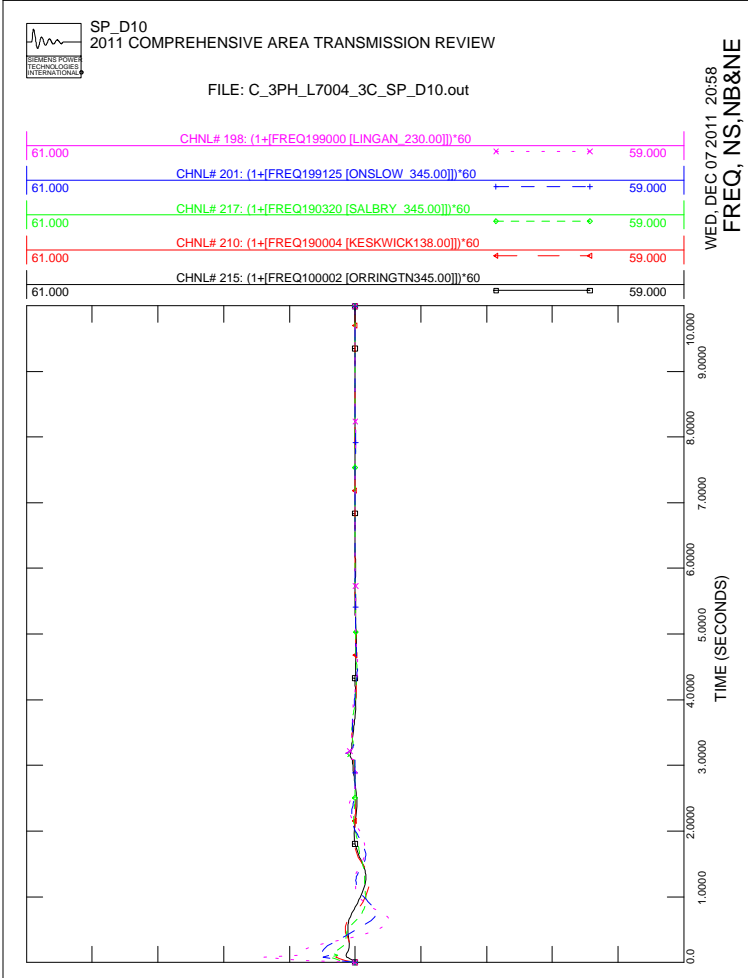
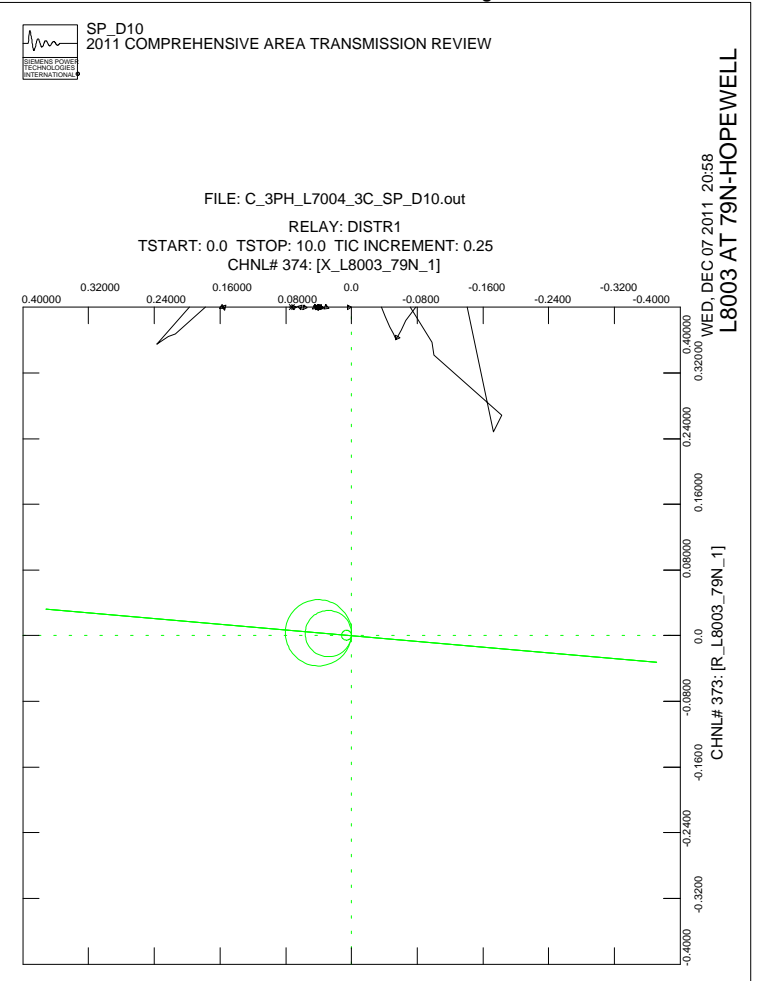
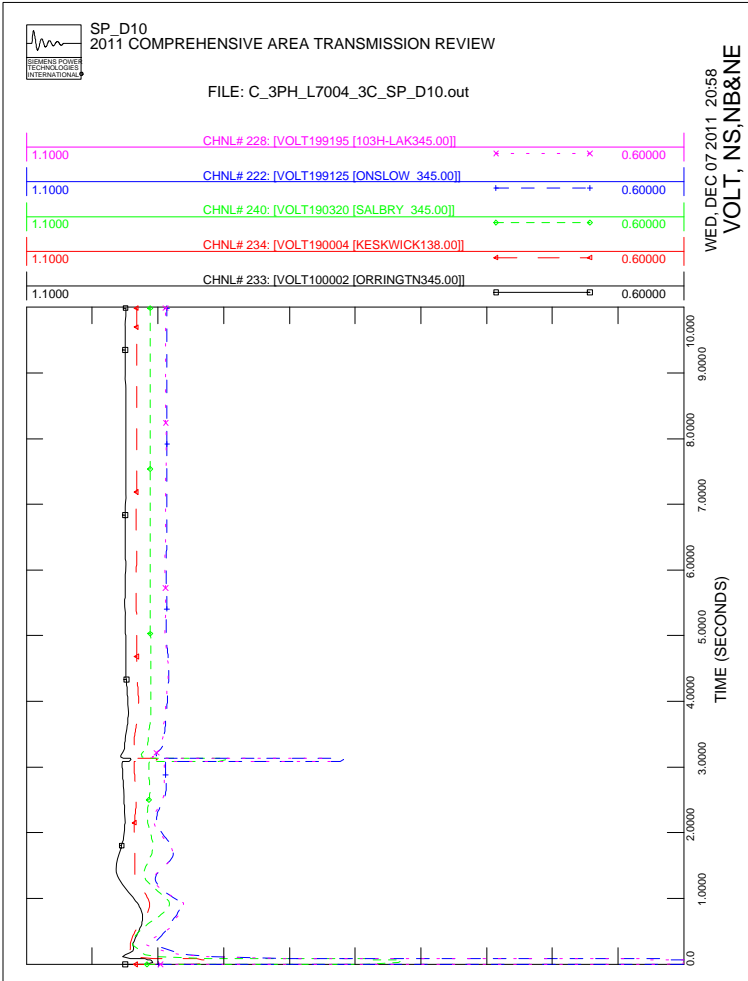








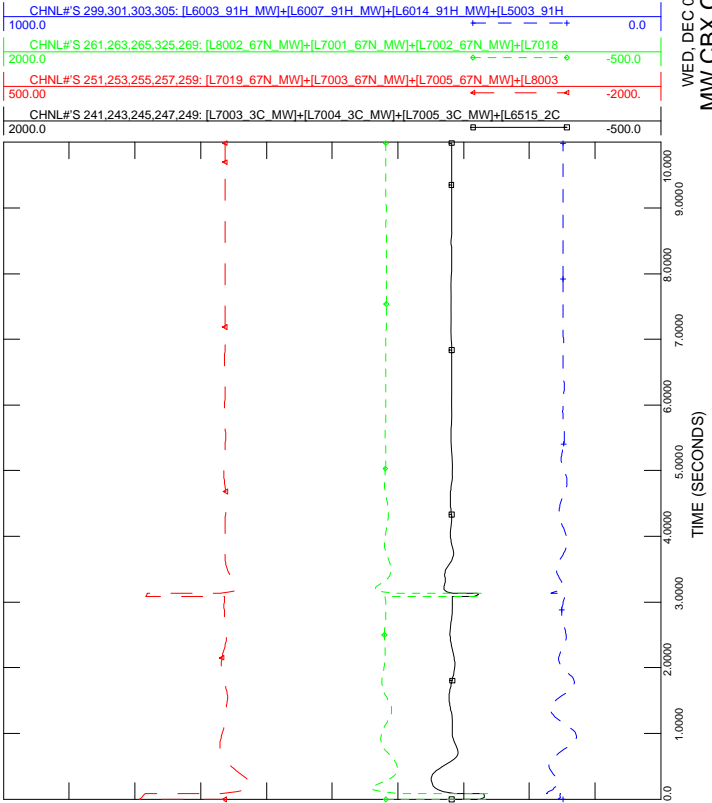






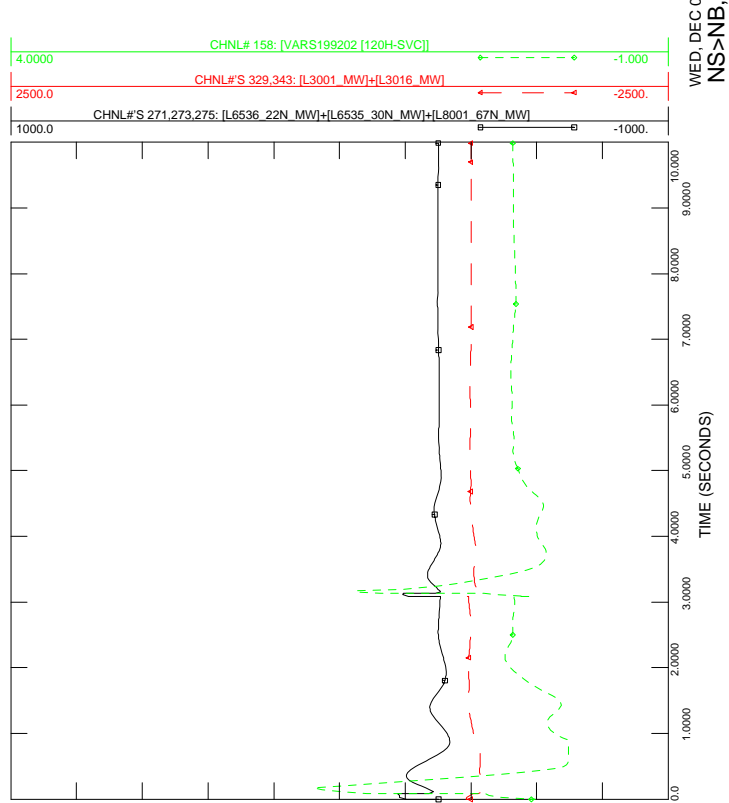
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7004_91N_SP_D10.out



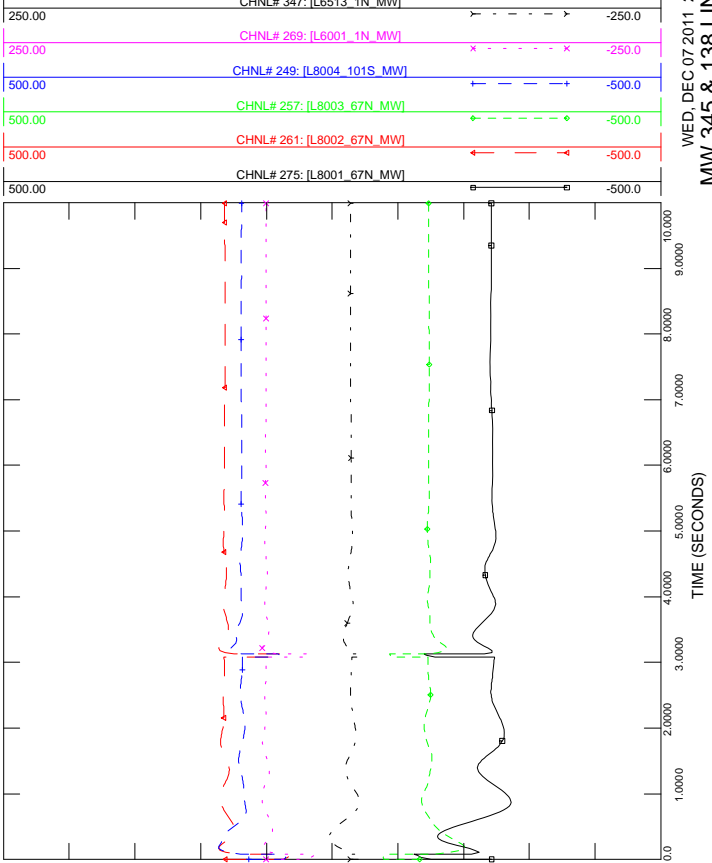
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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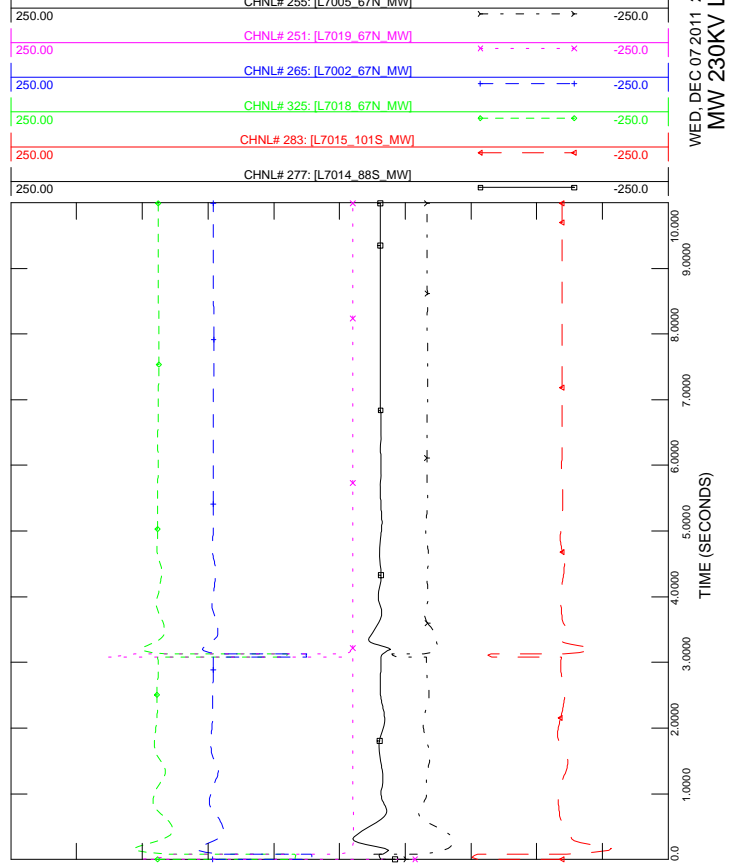
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

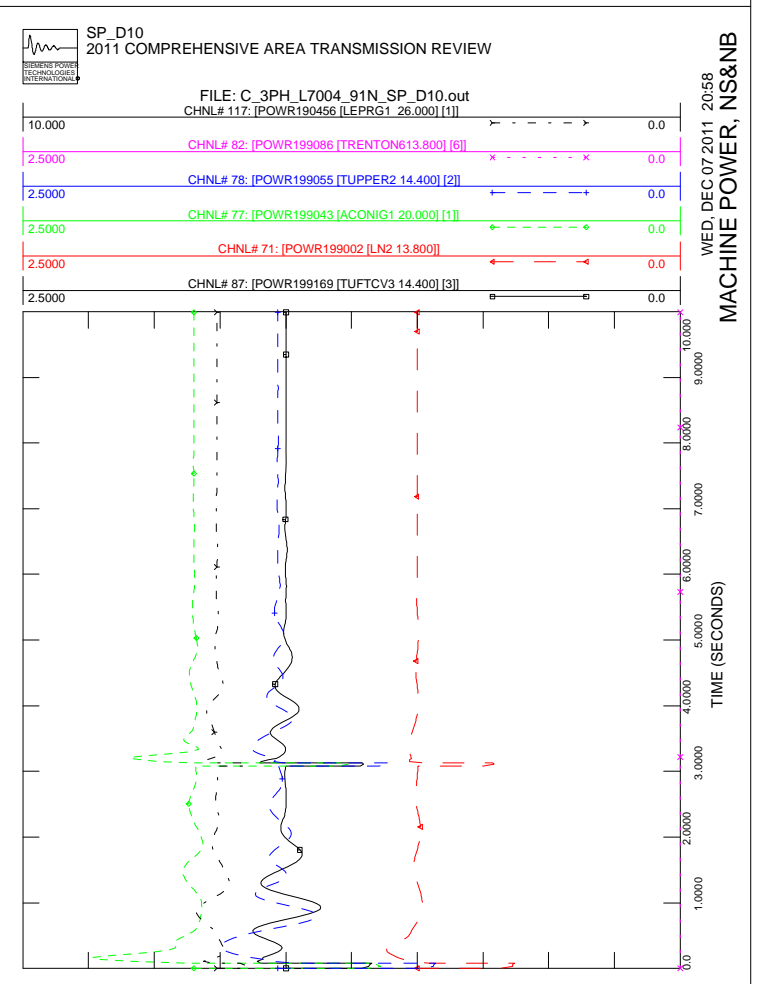
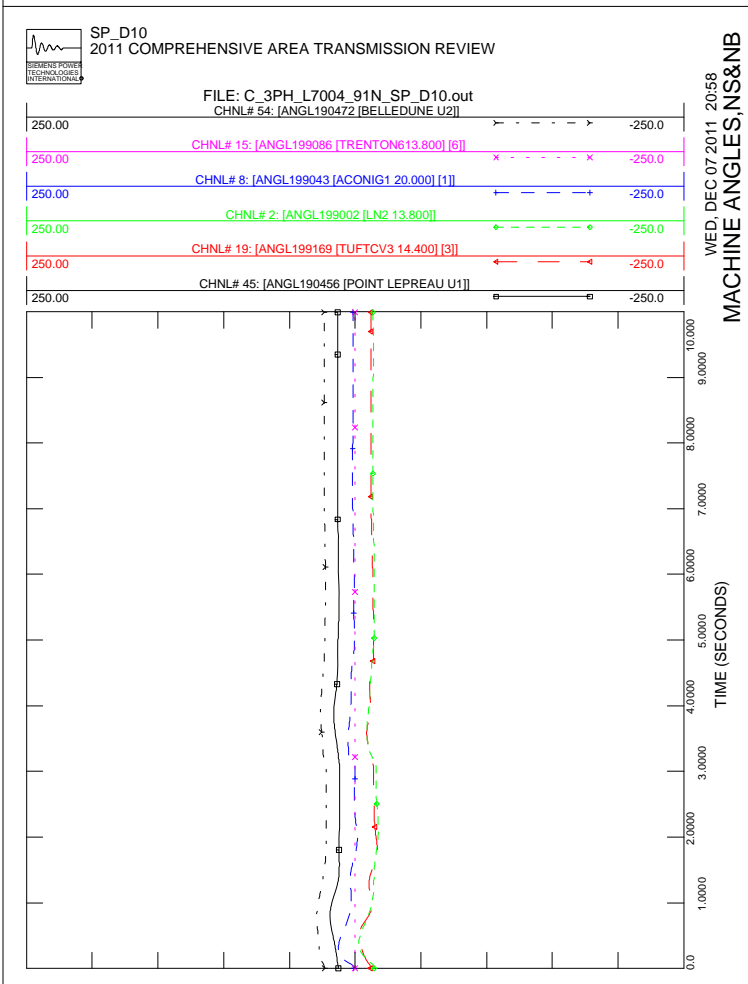
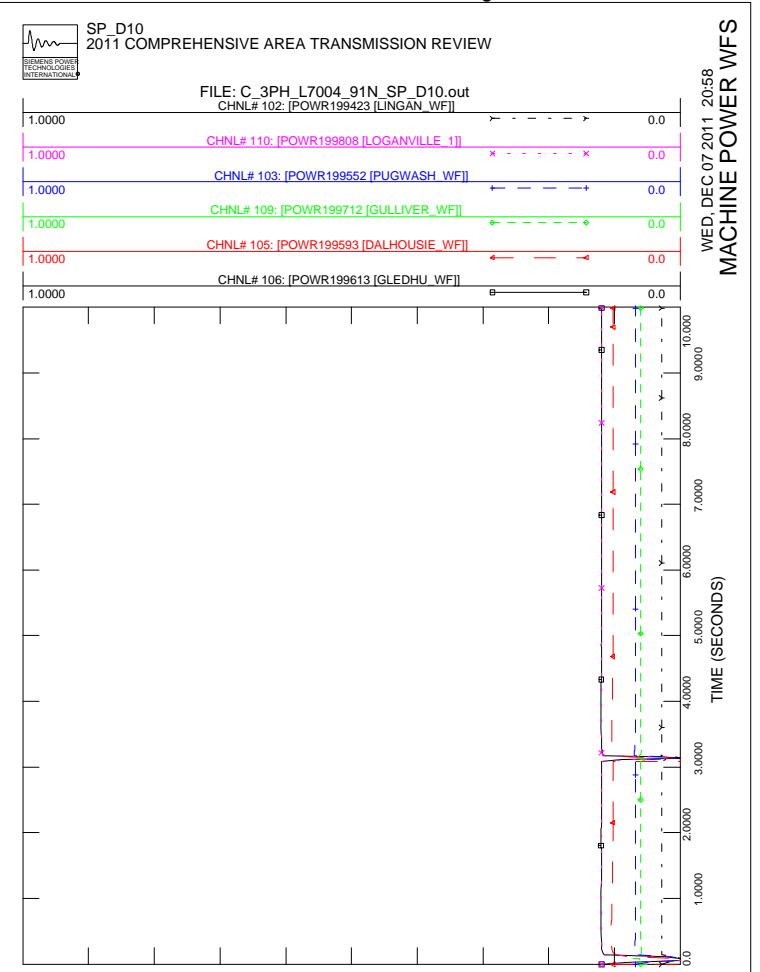
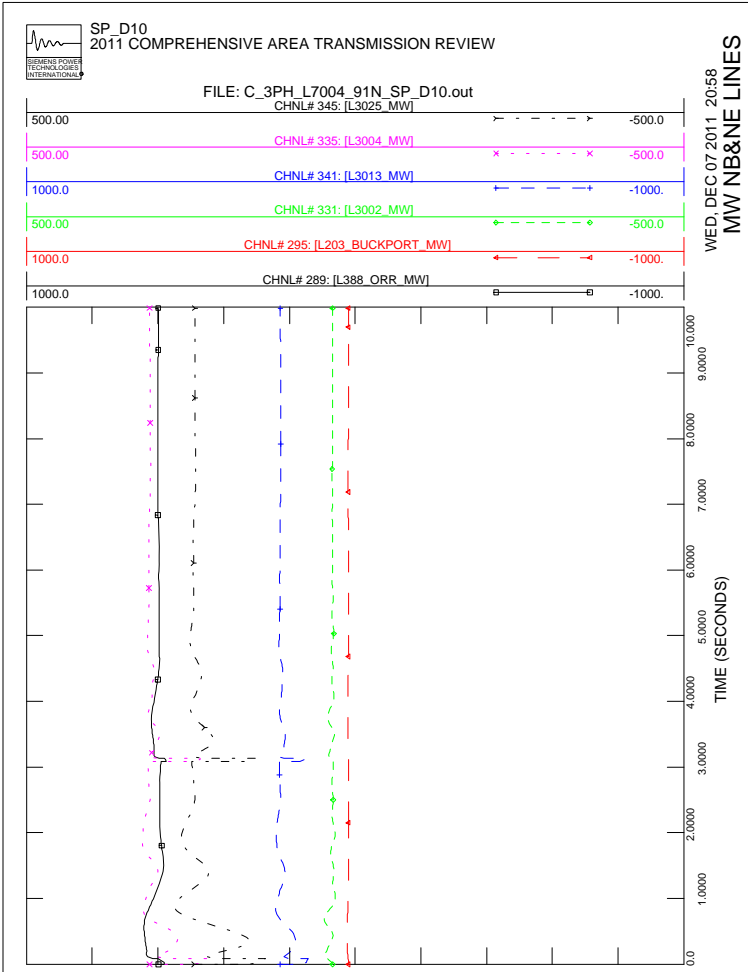
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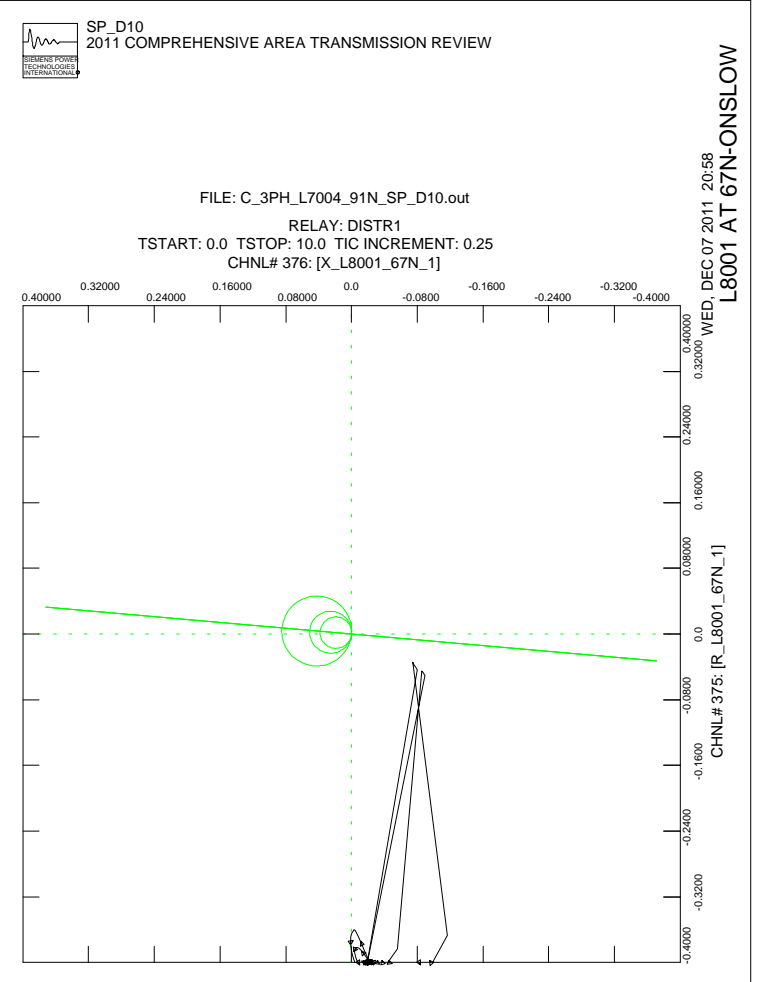
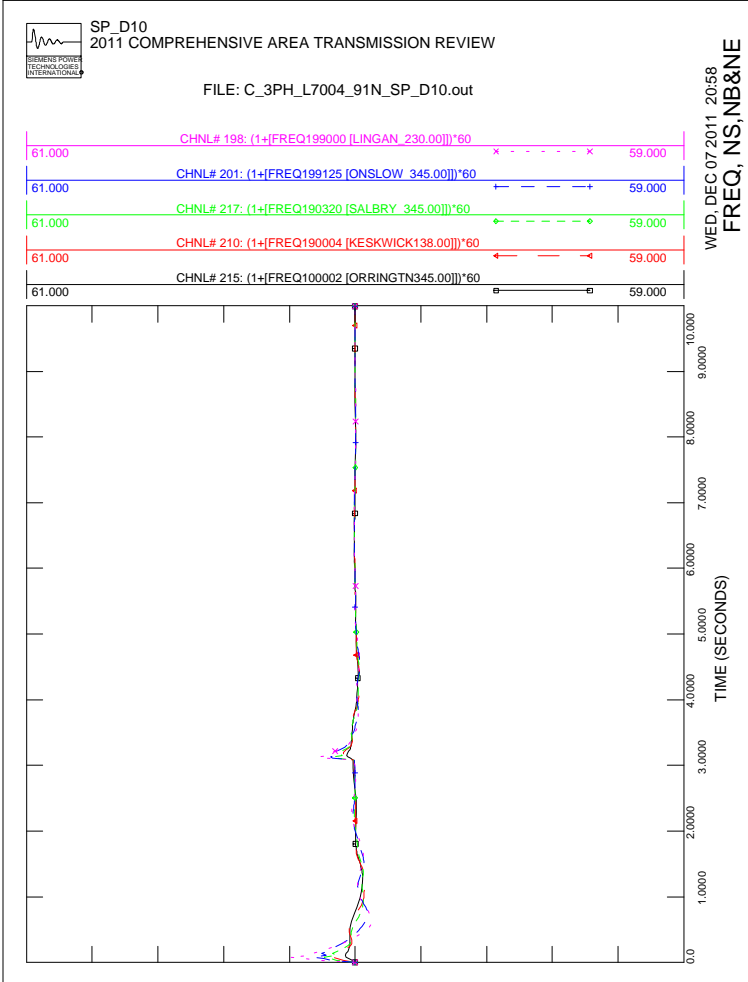
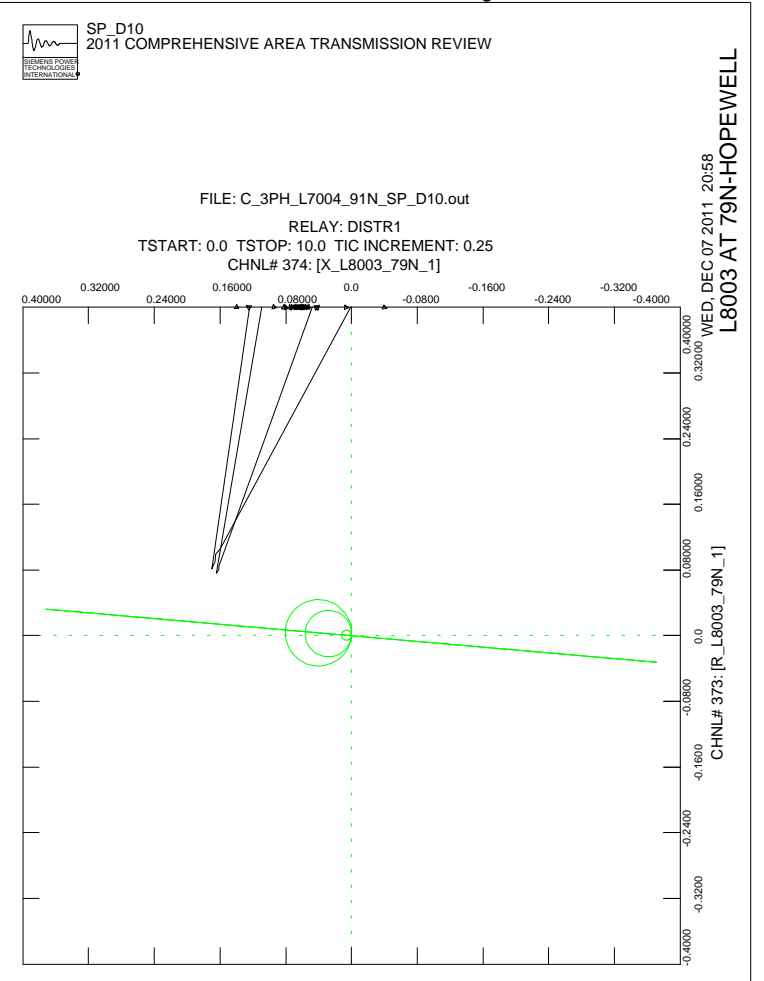
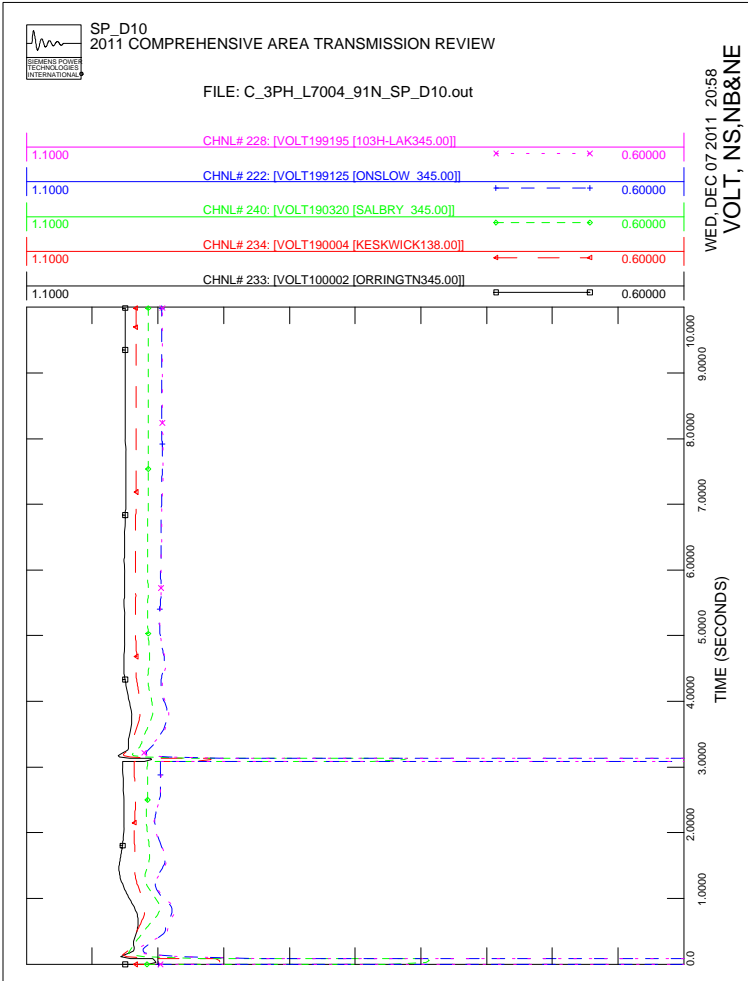


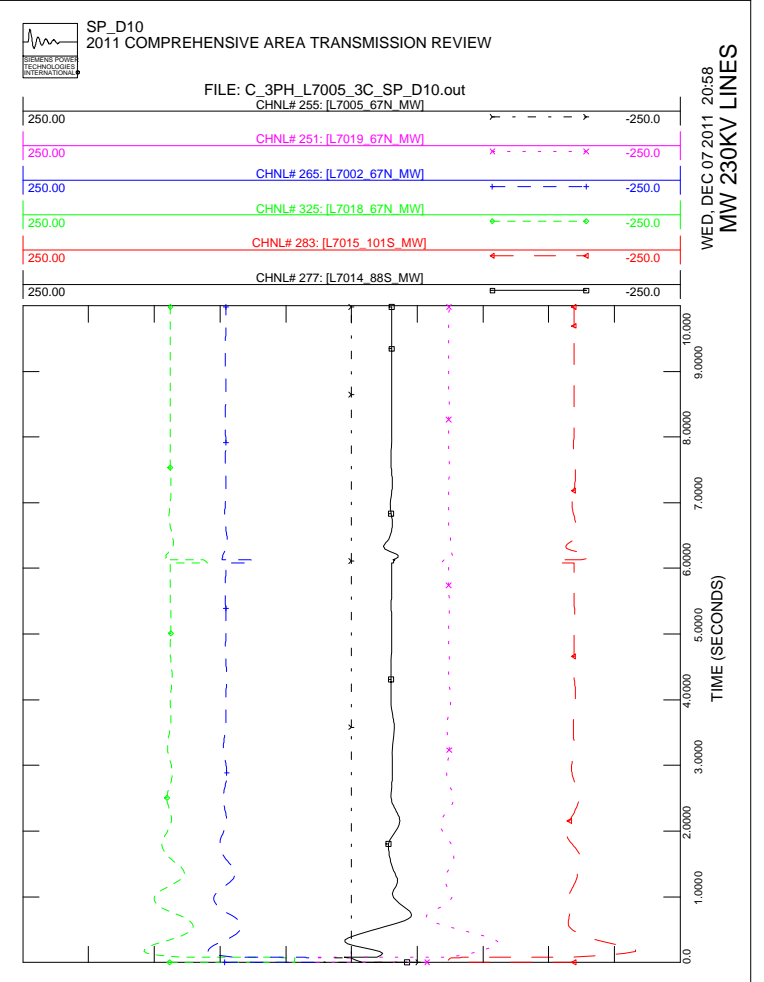
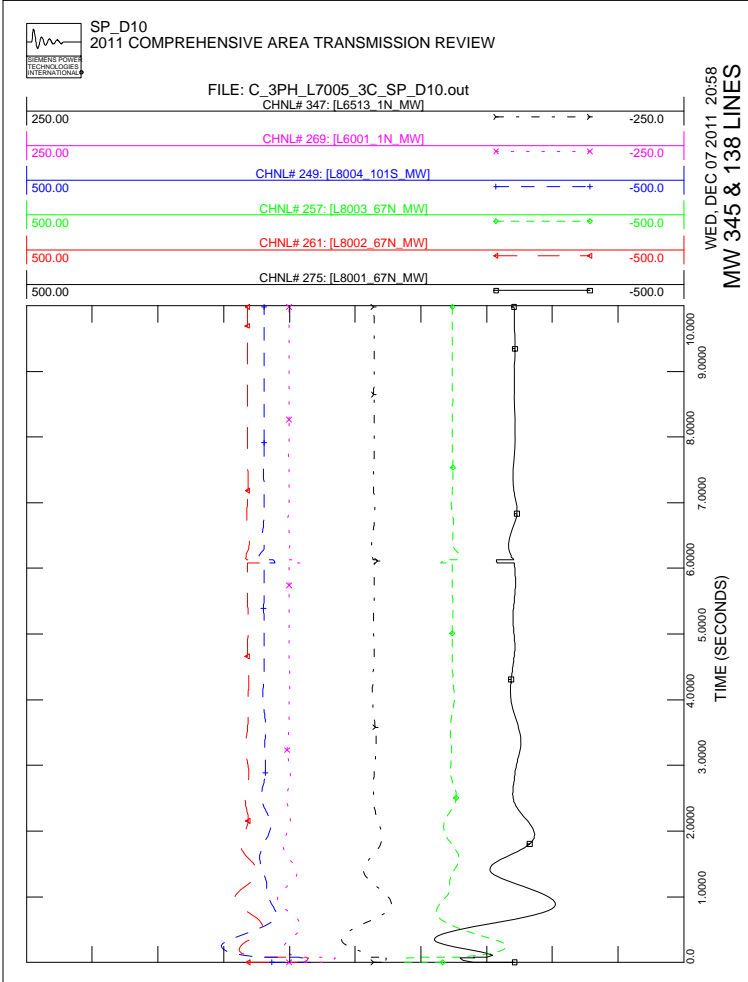
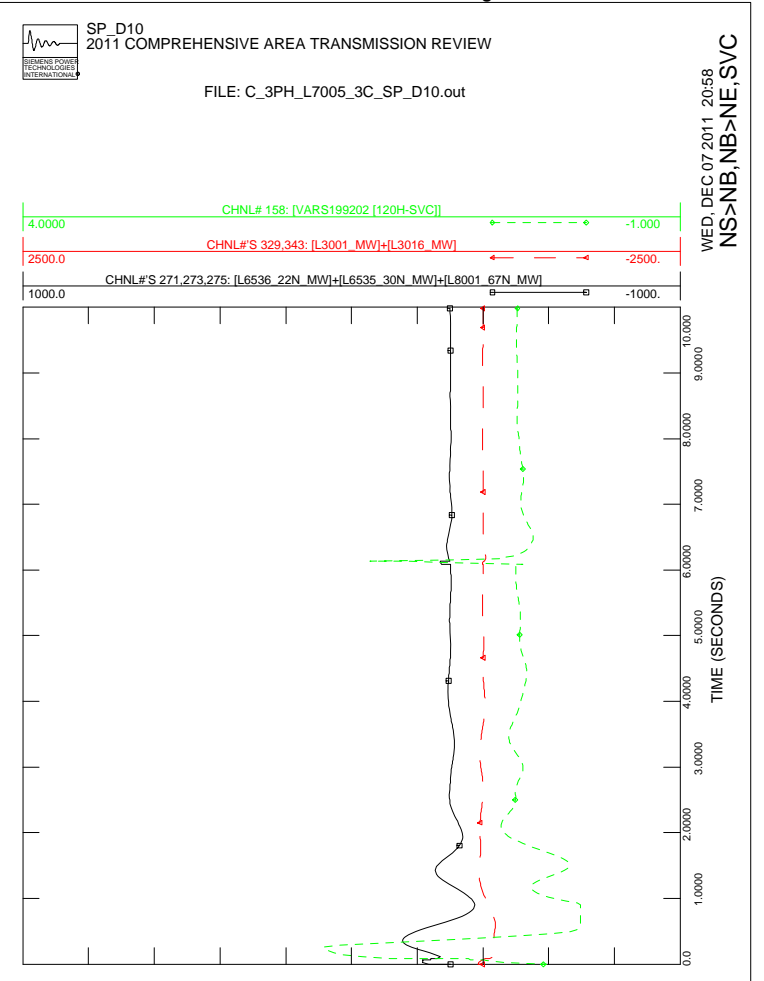
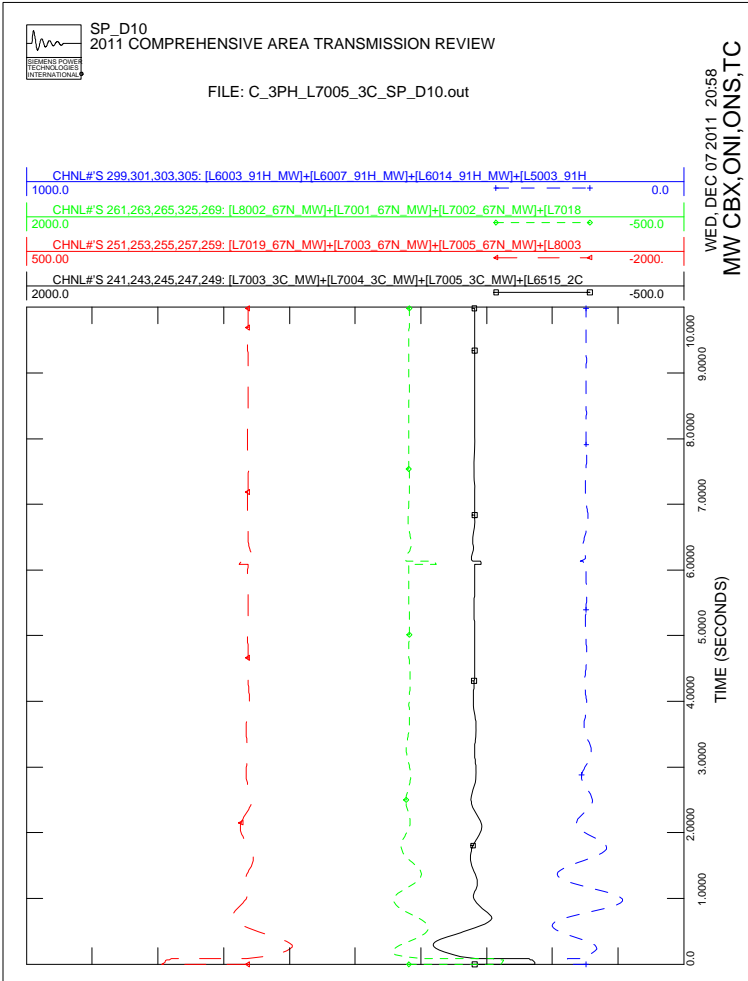
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

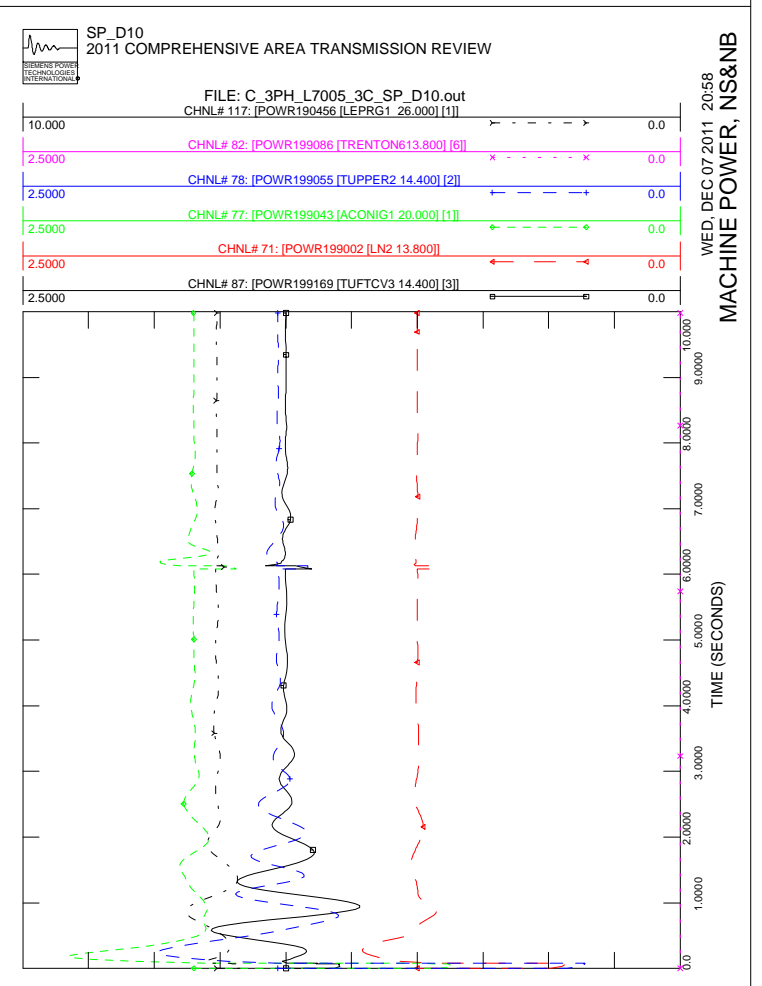
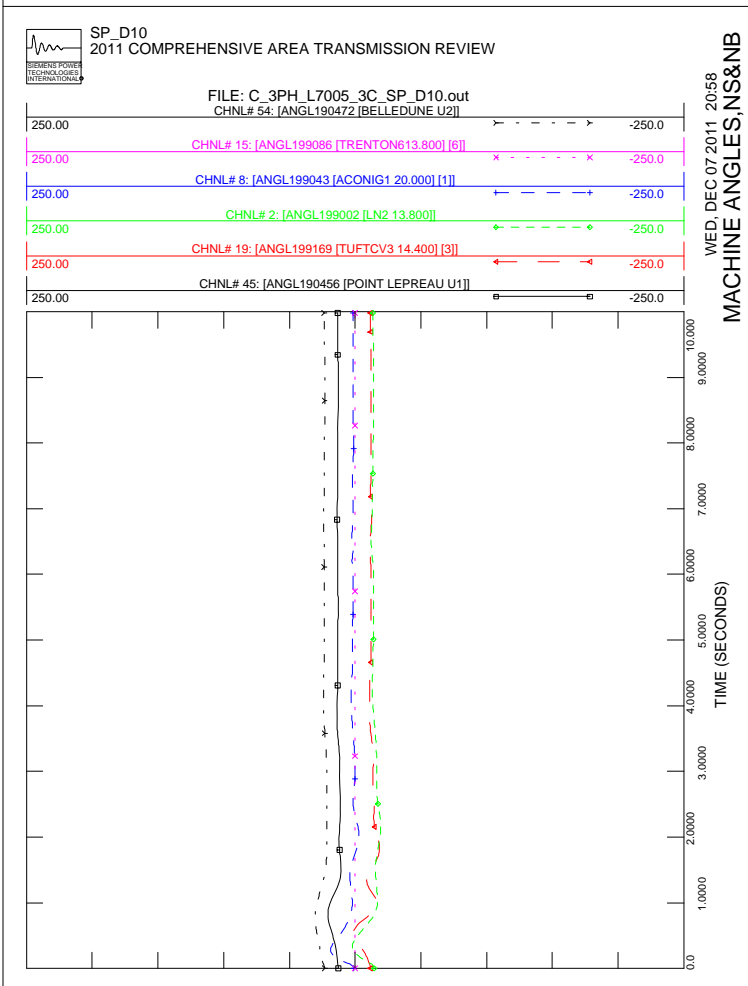
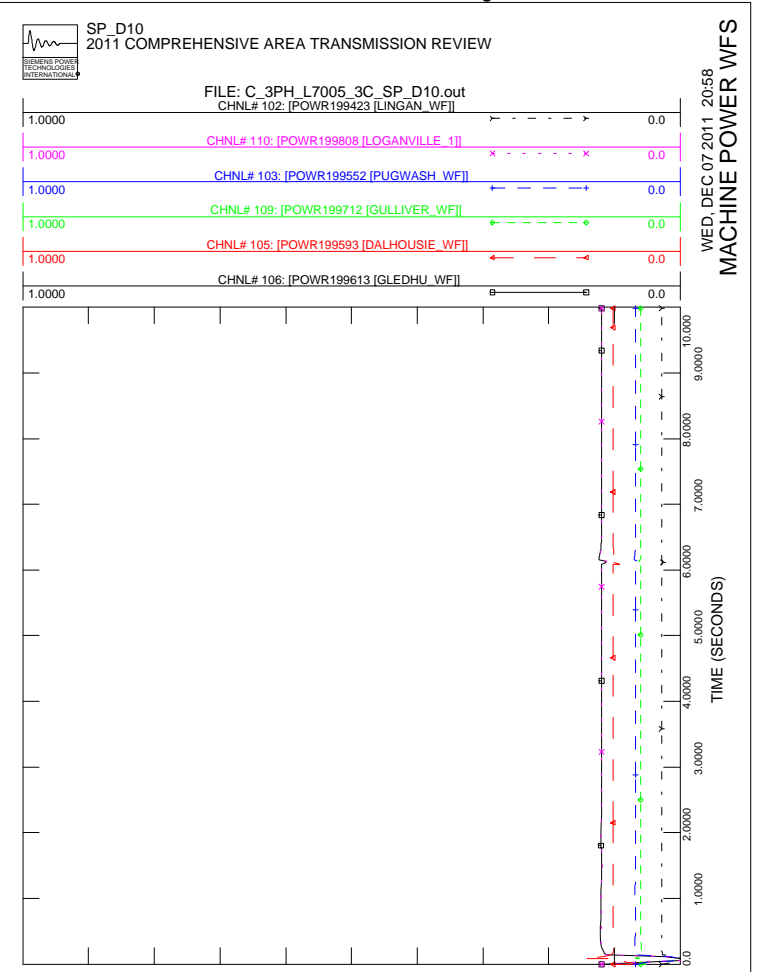
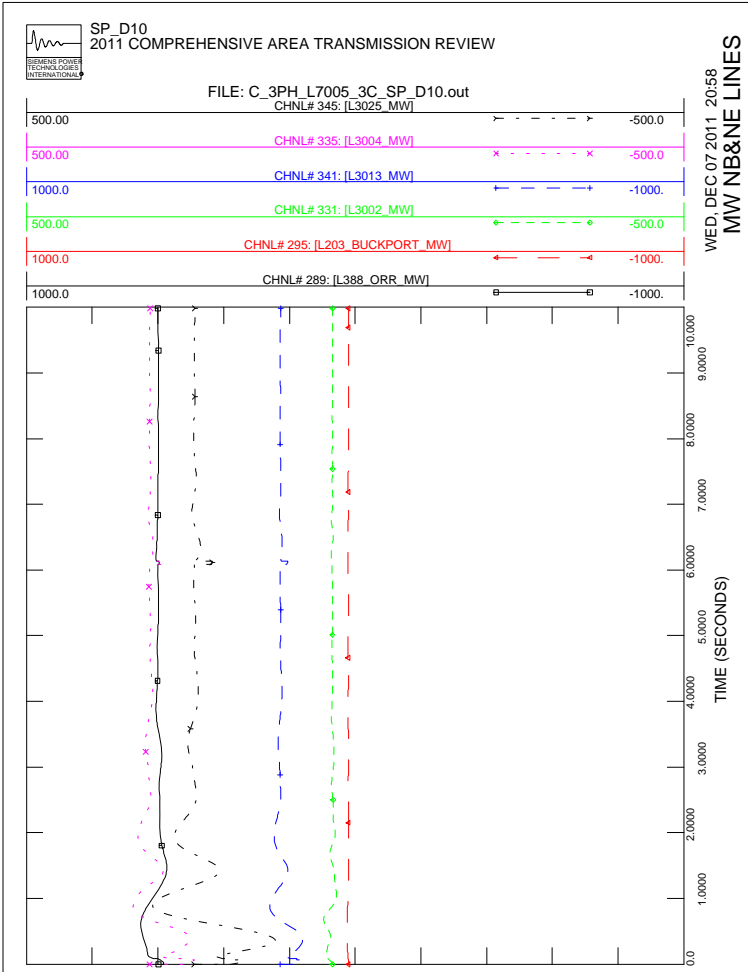
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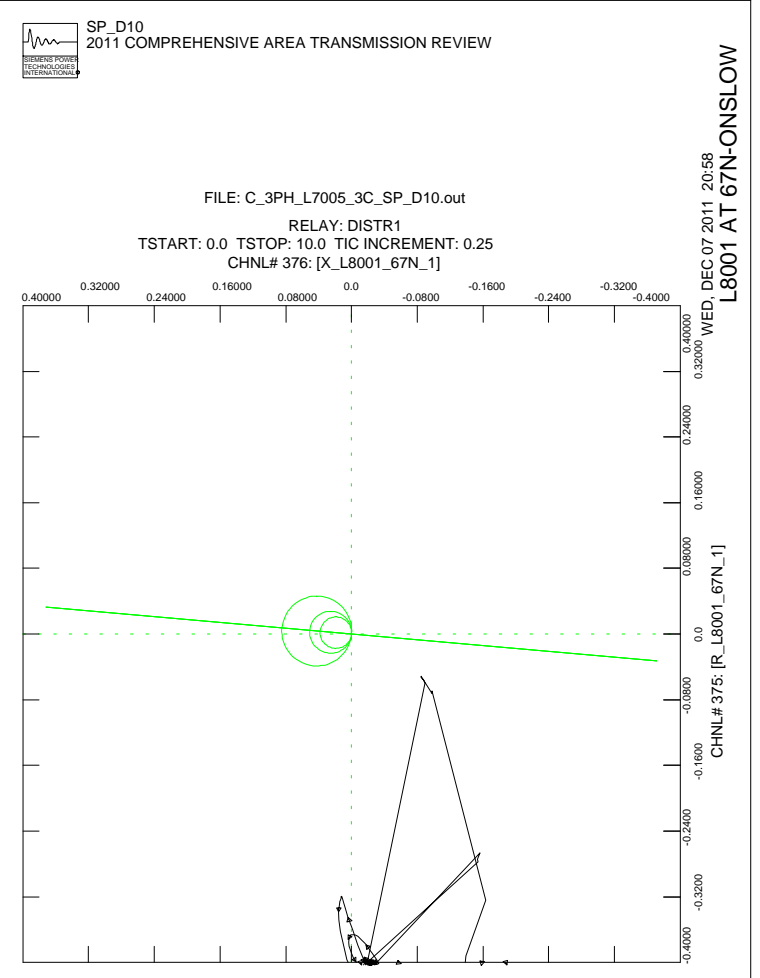
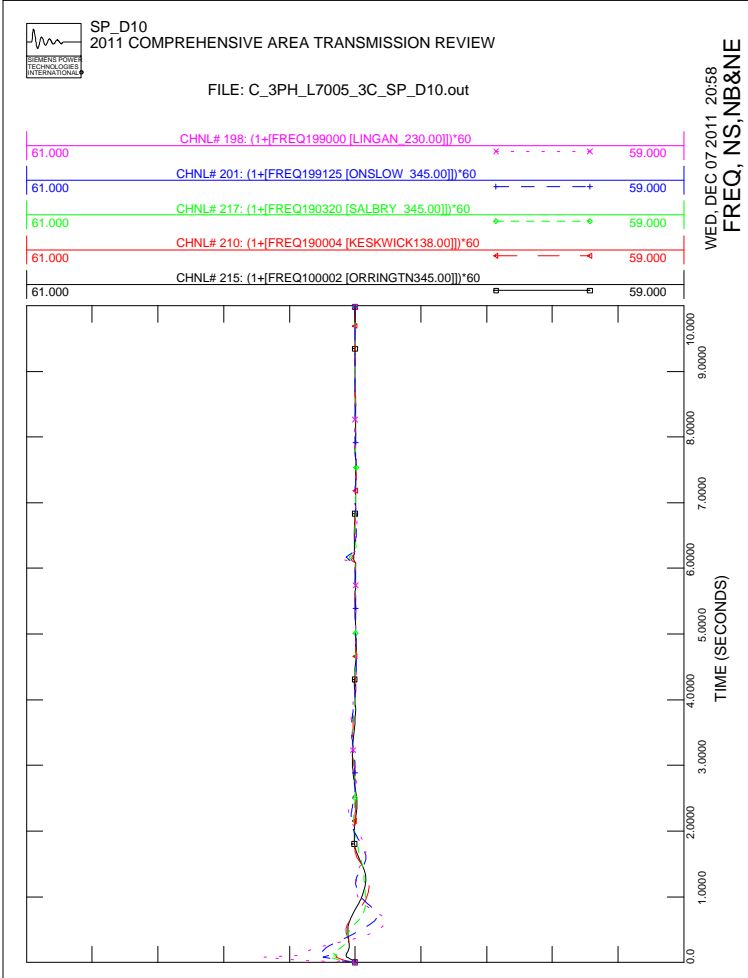
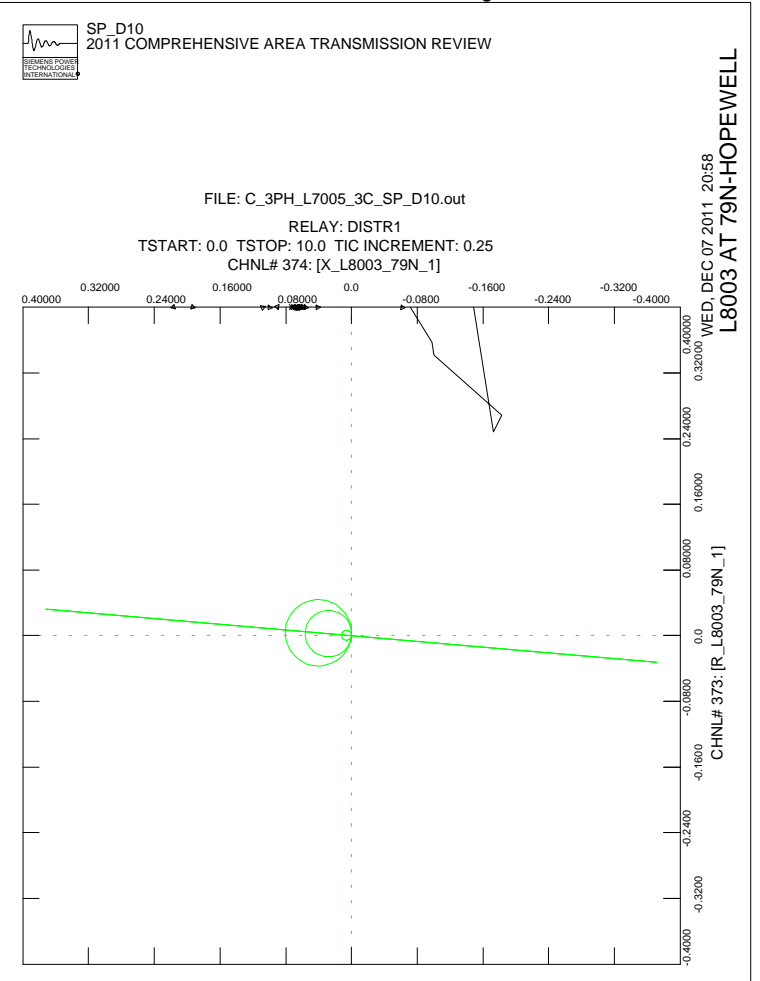
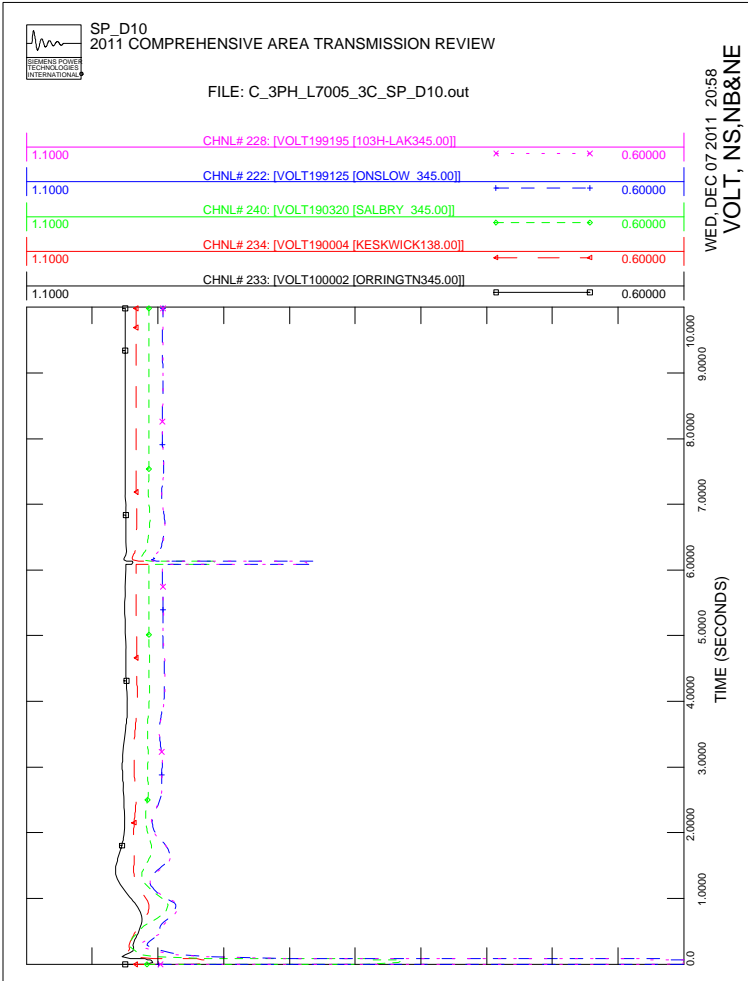


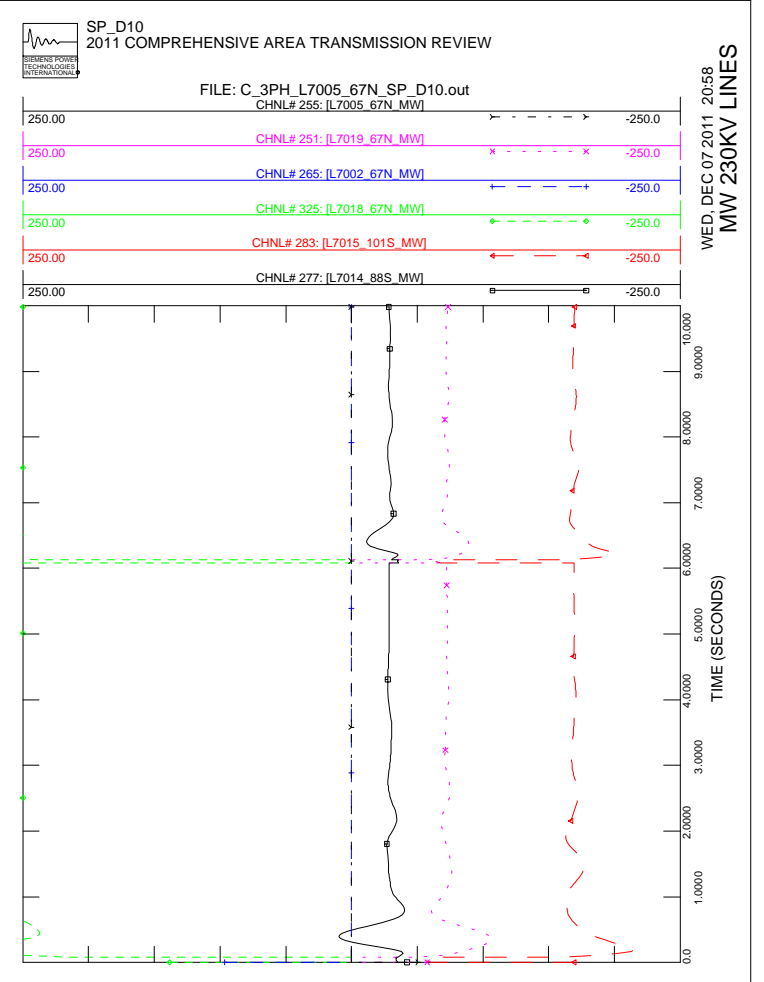
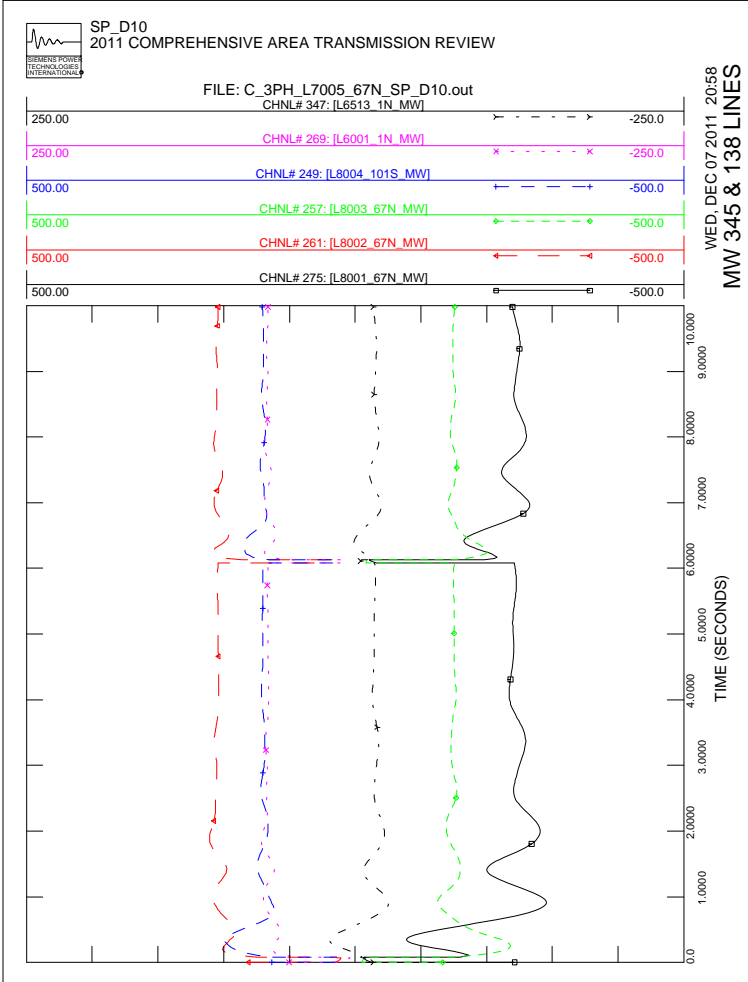
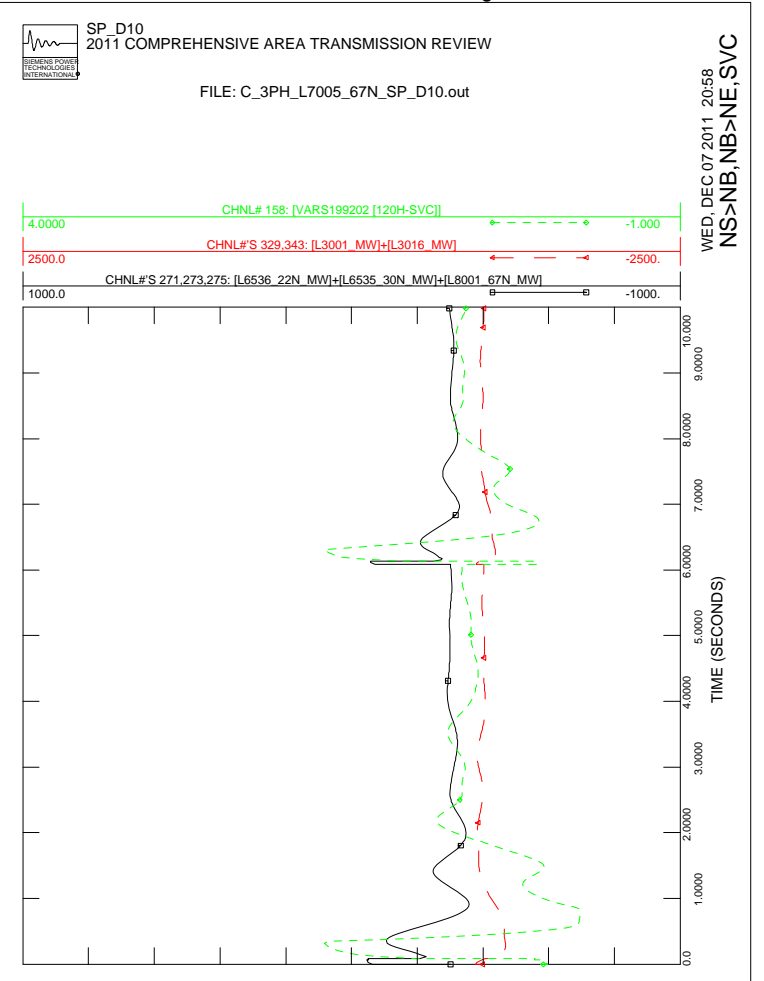
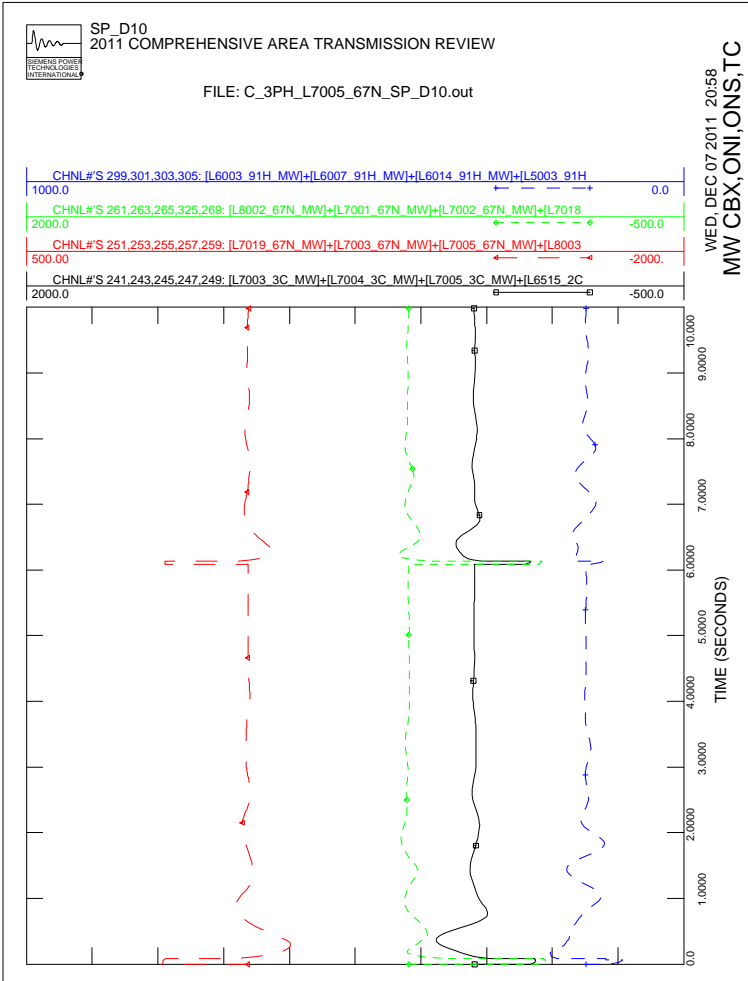


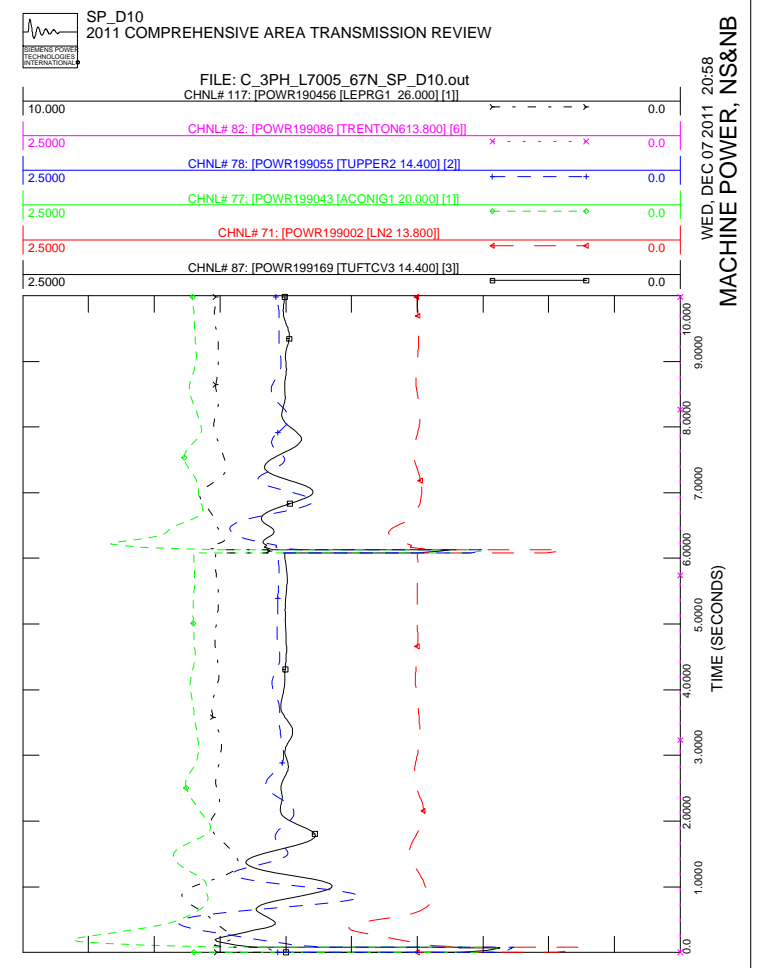
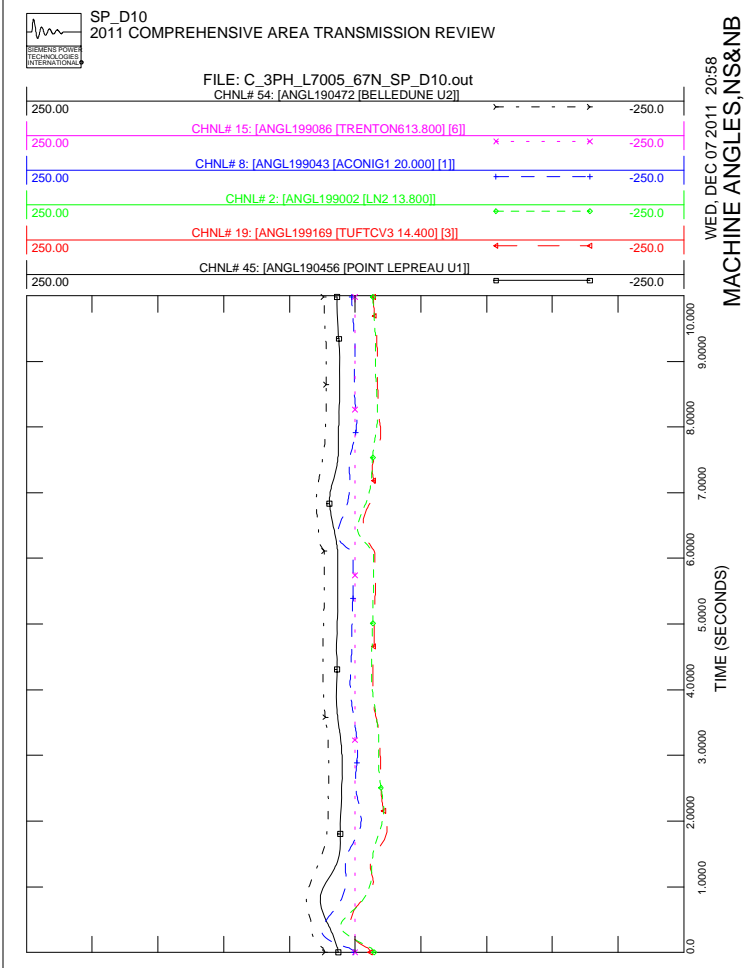
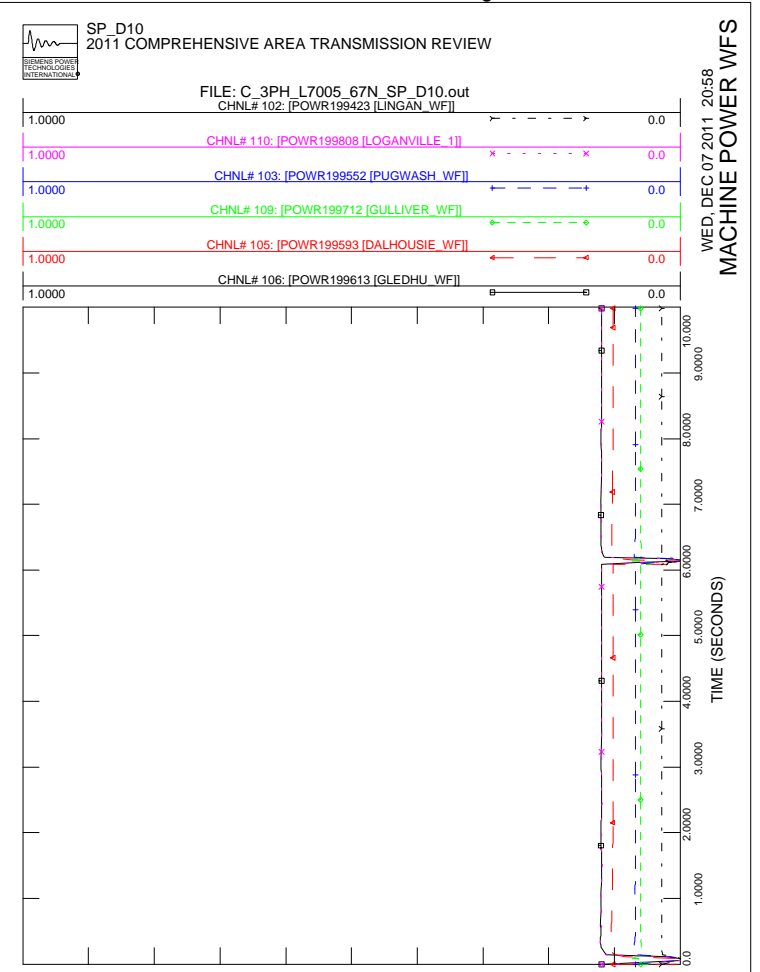
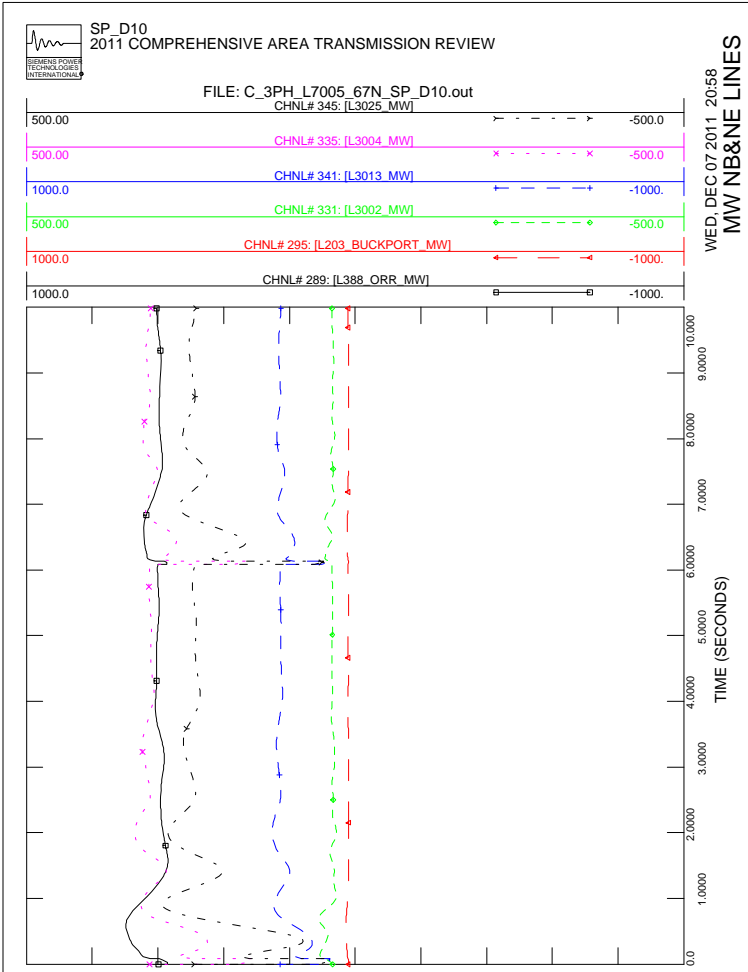


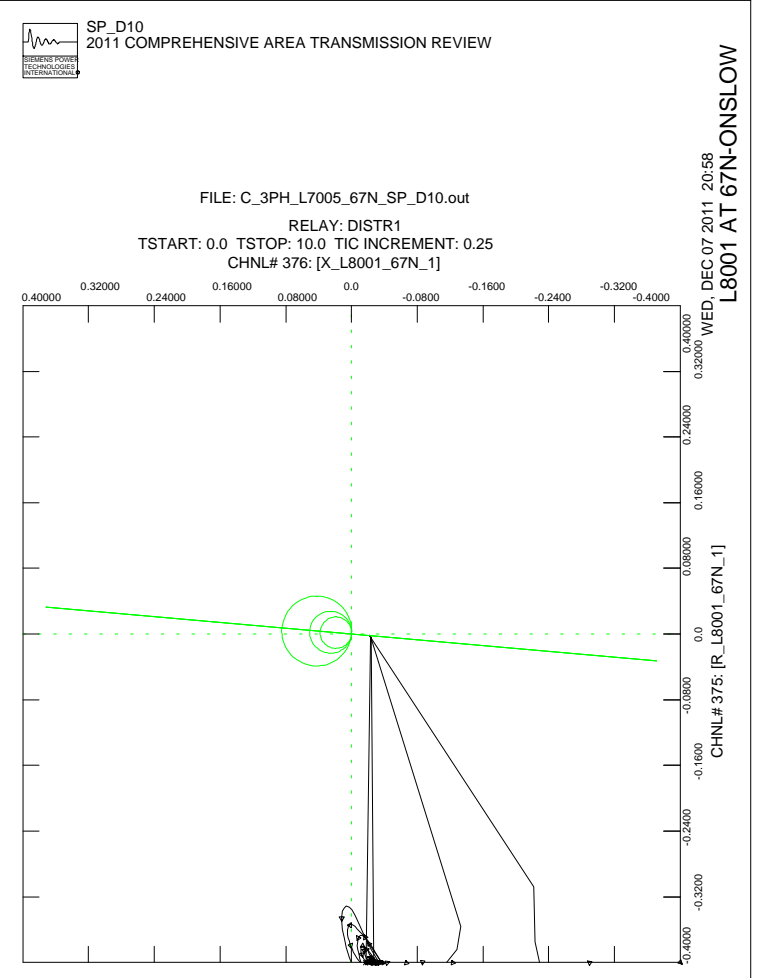
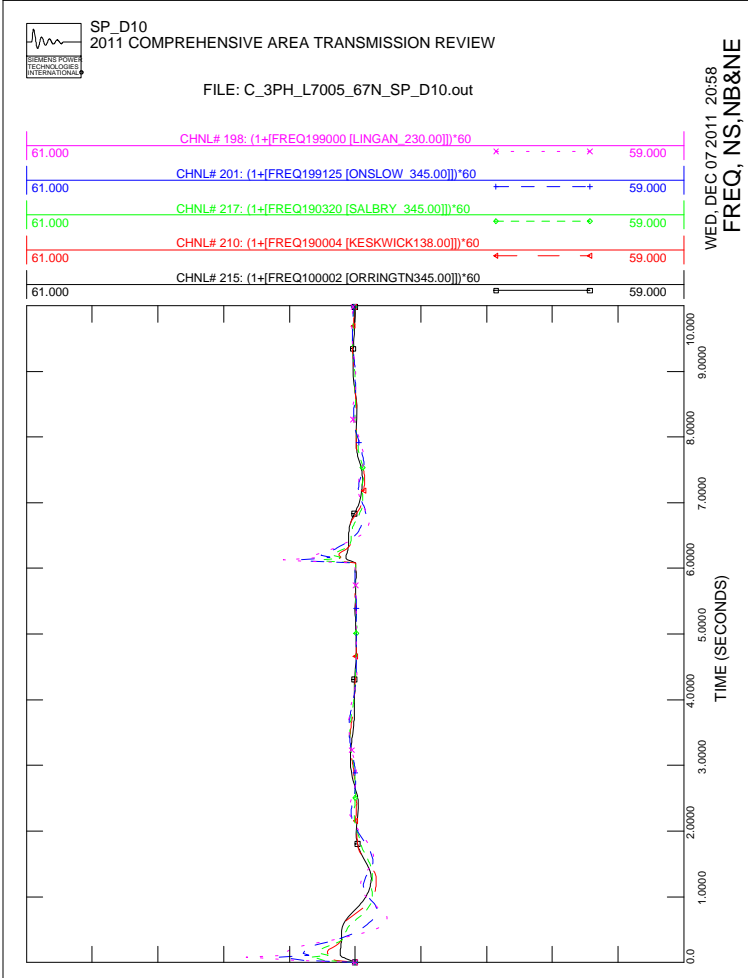
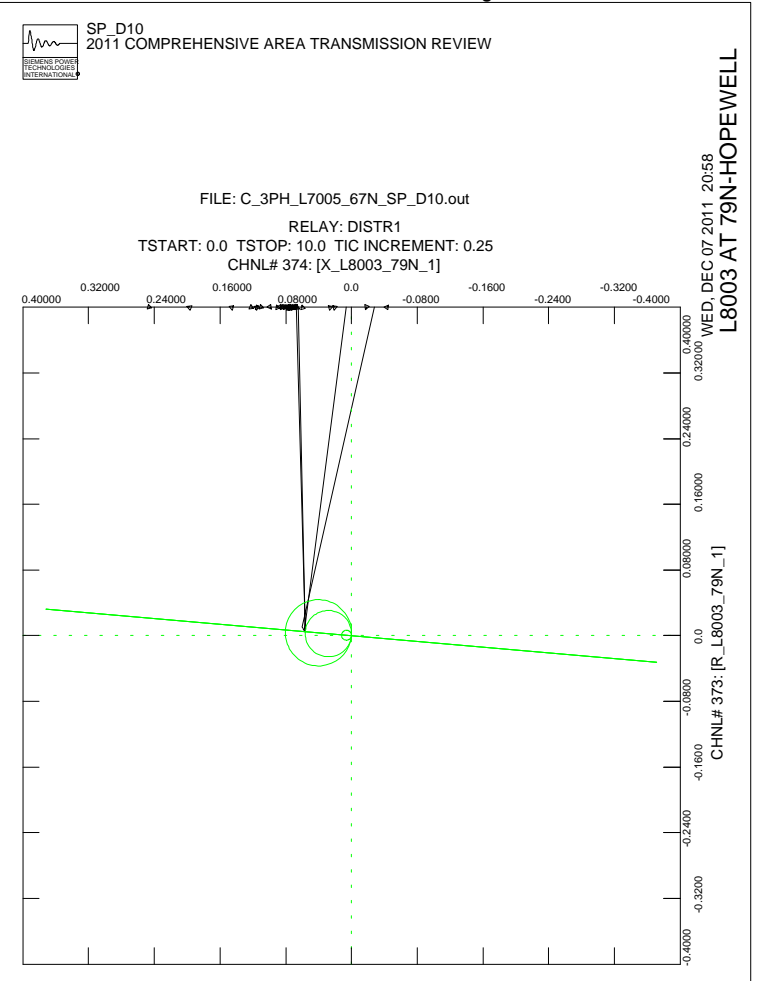
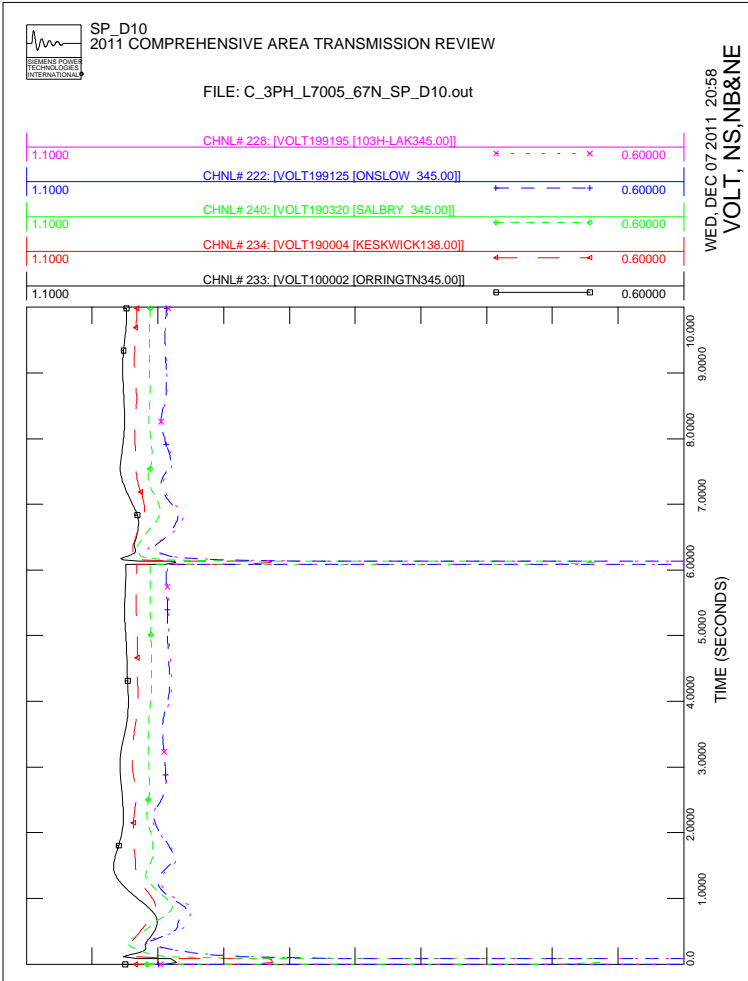


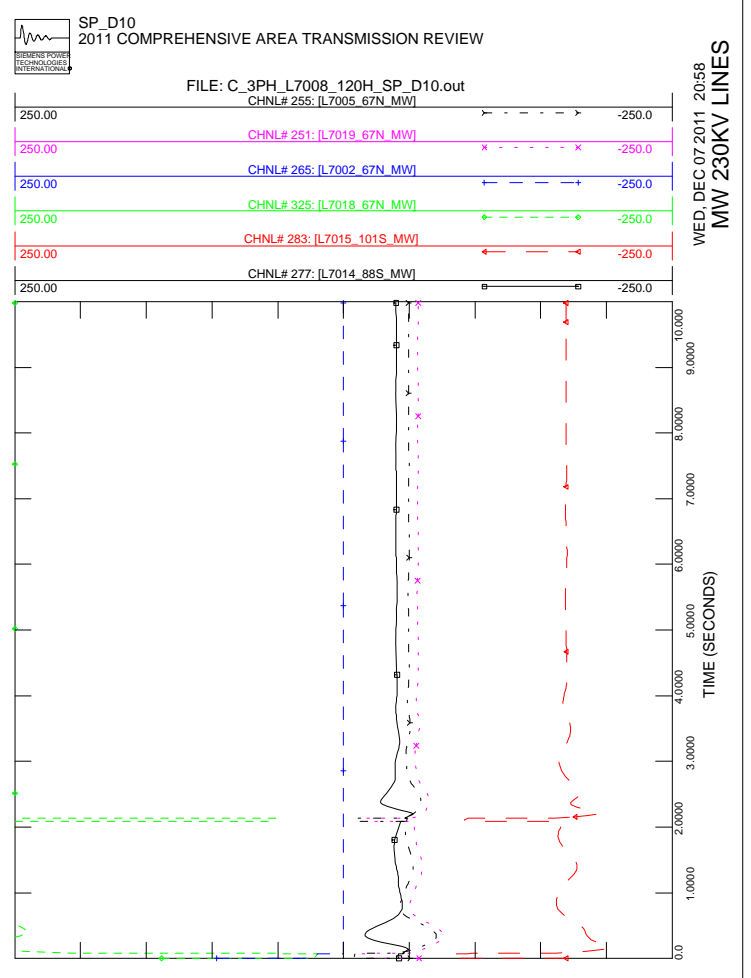
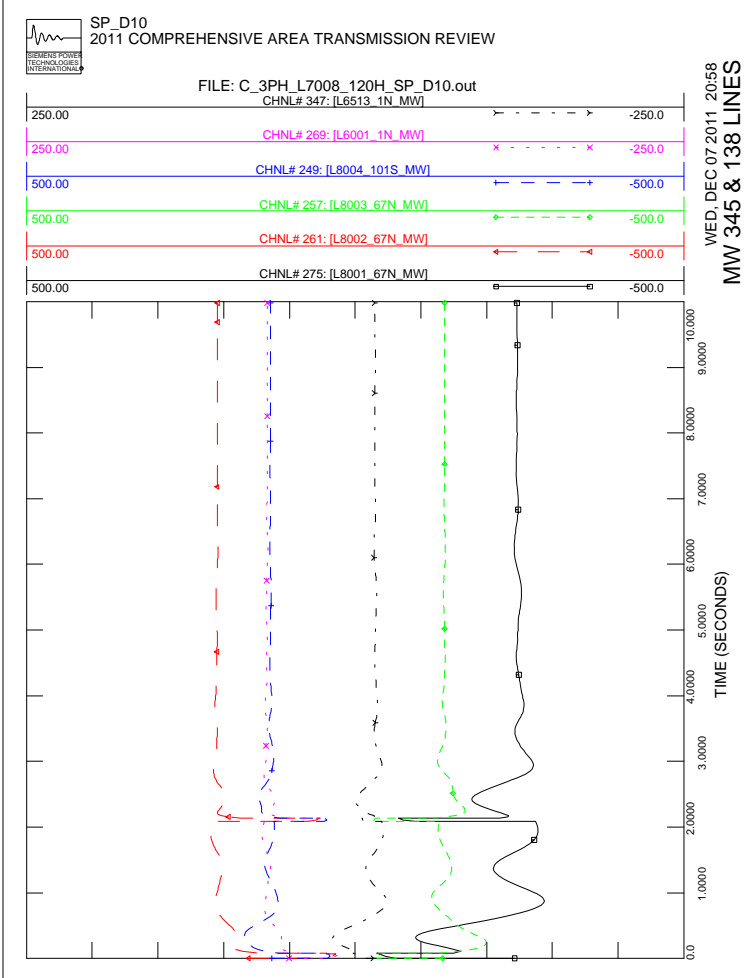
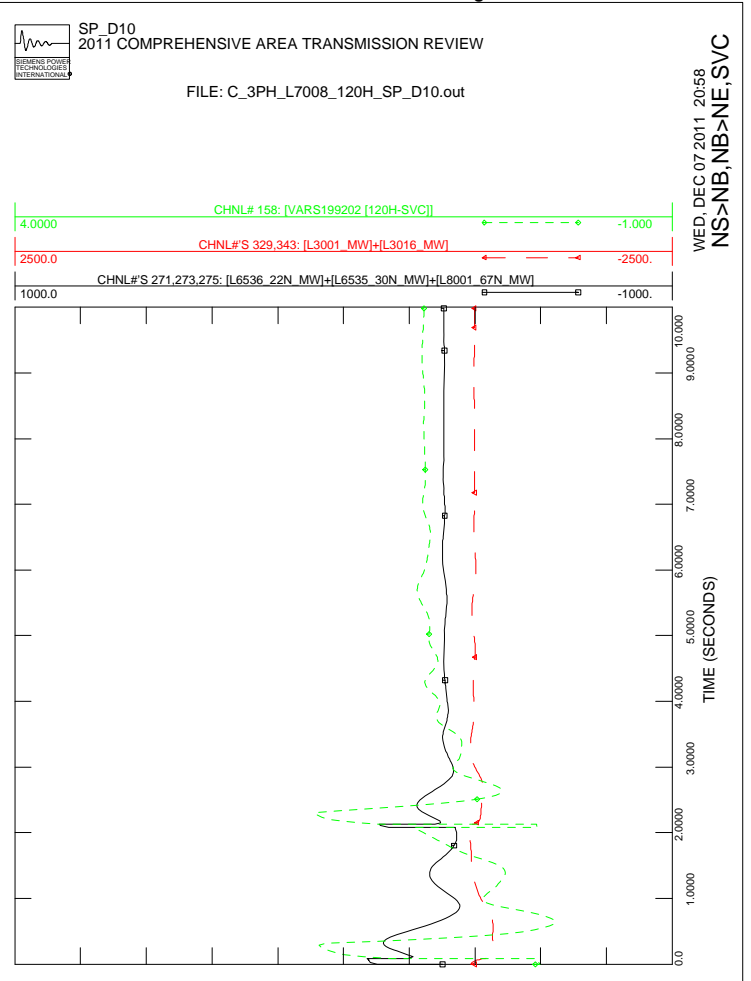
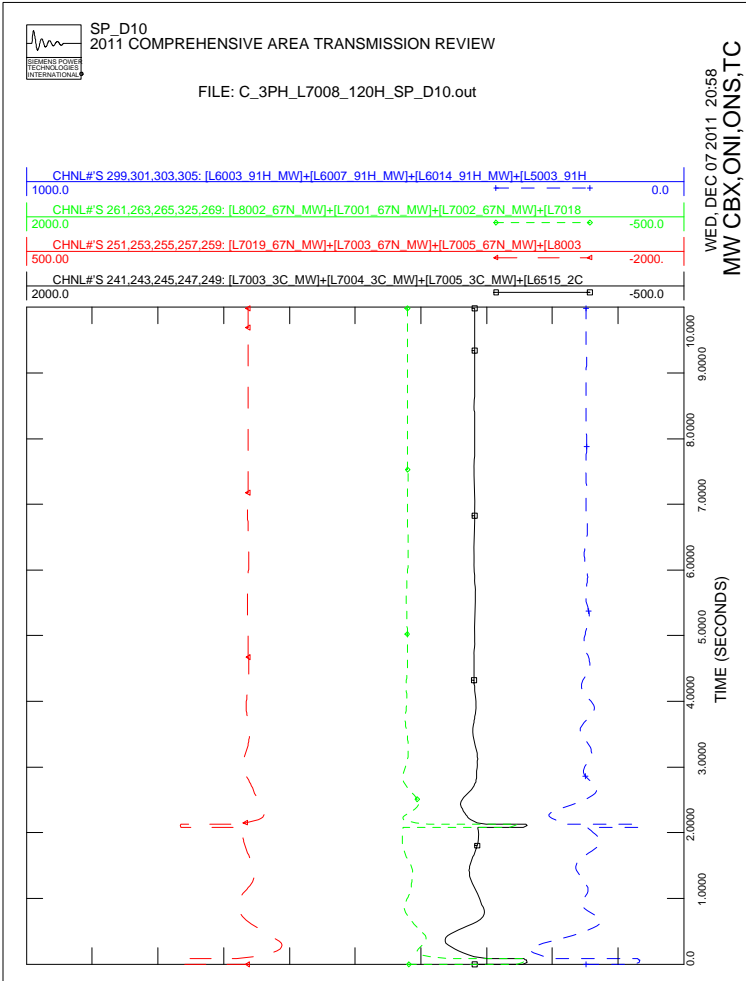


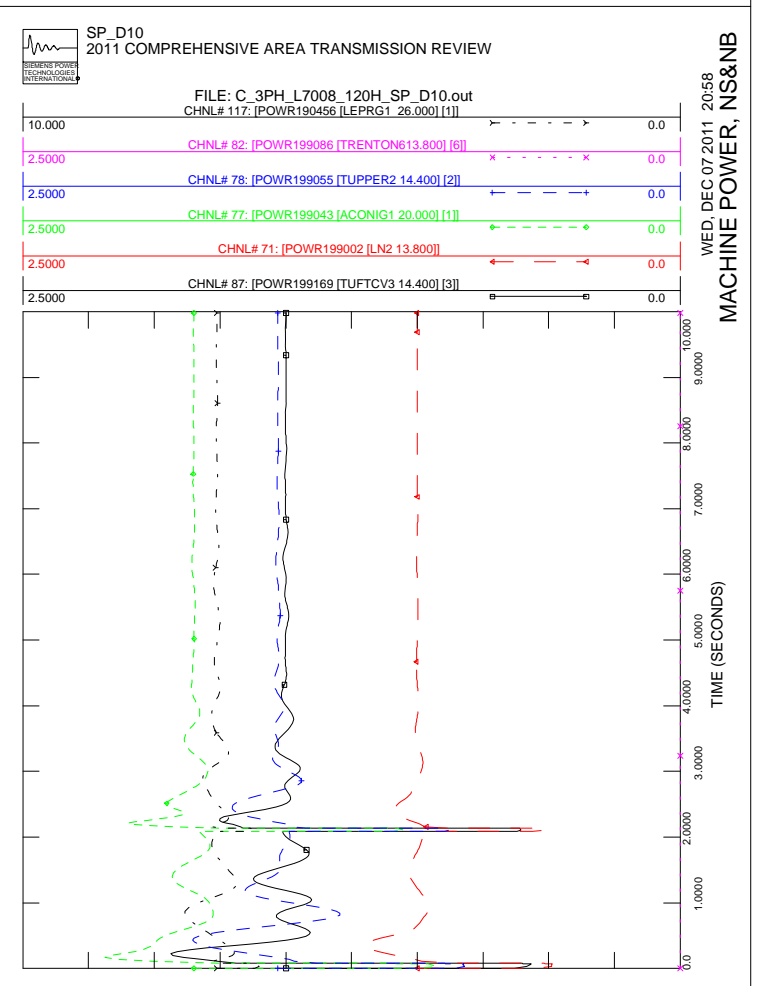
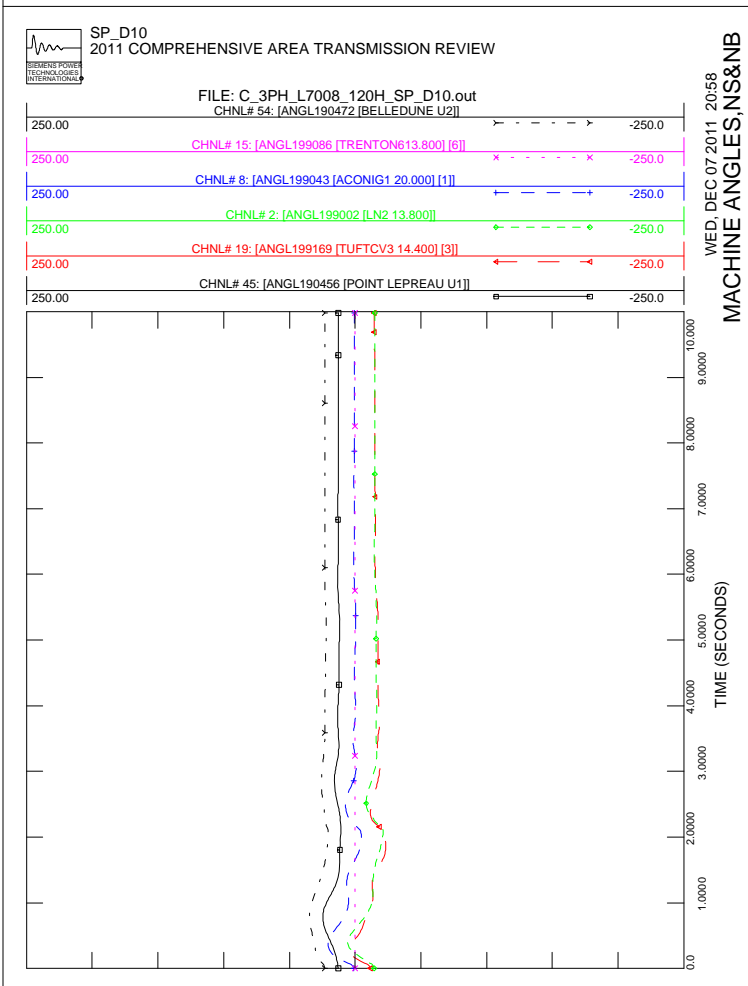
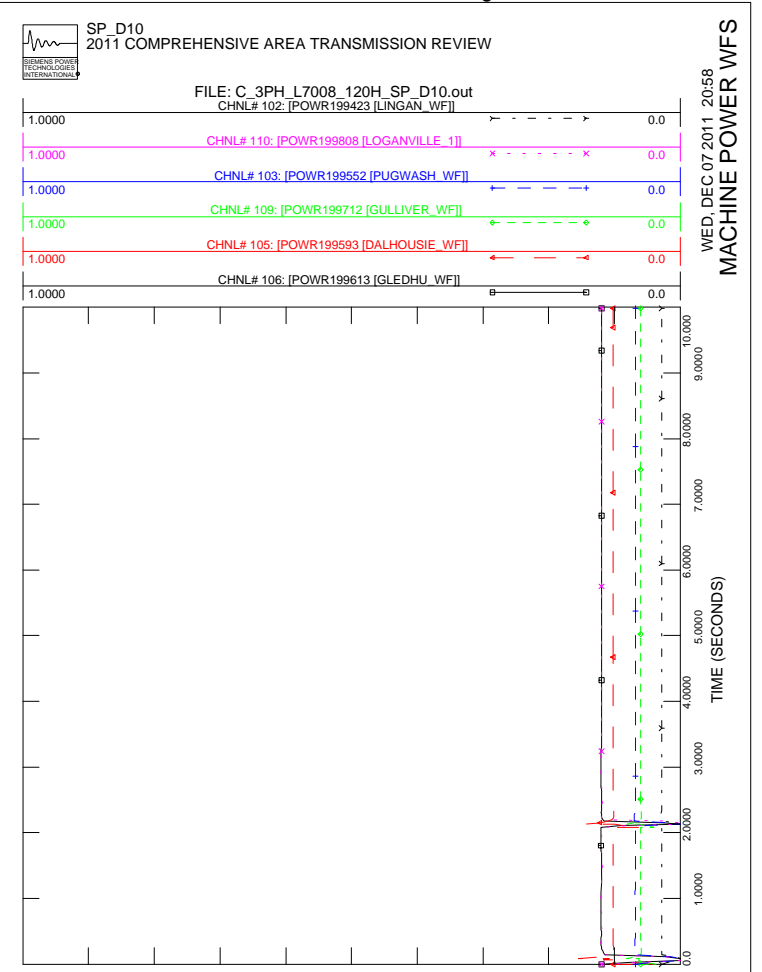
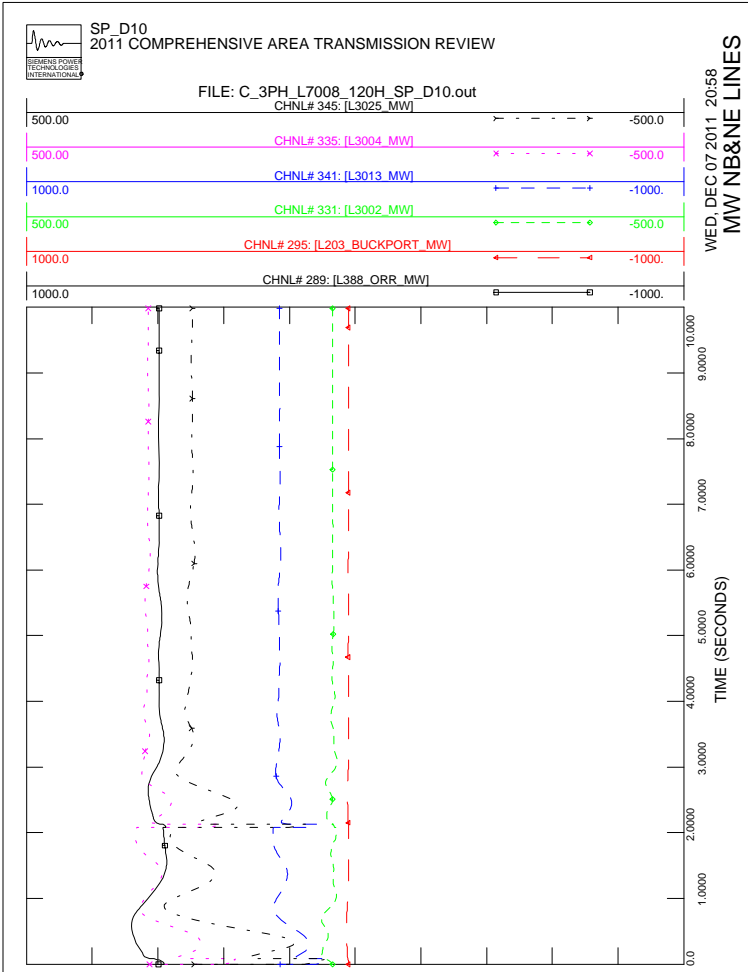


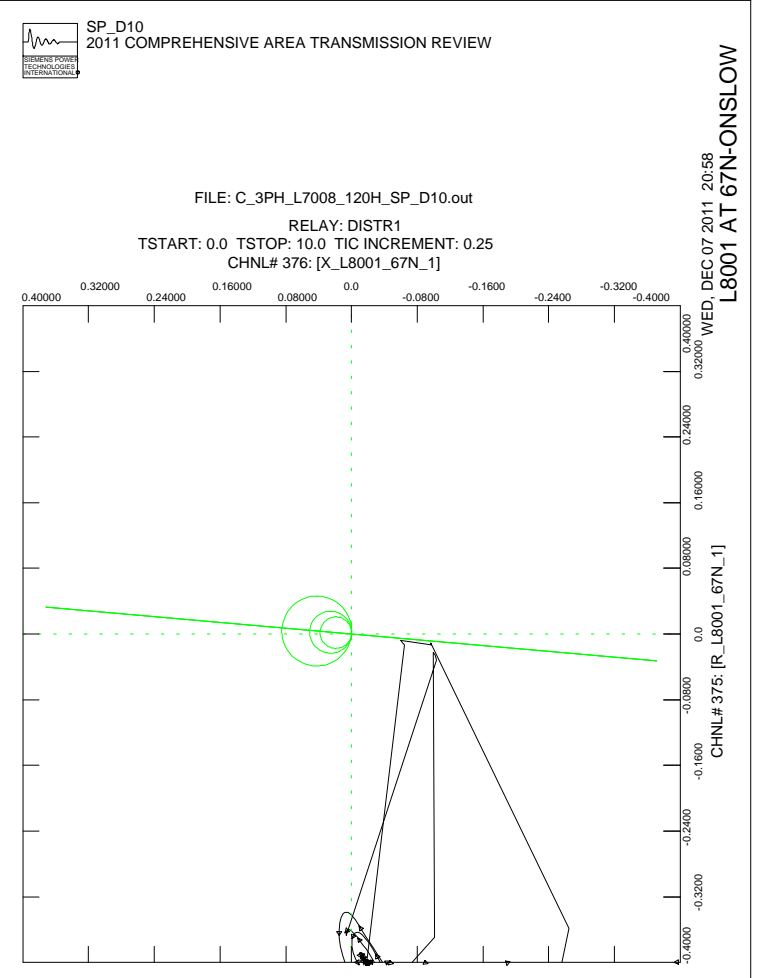
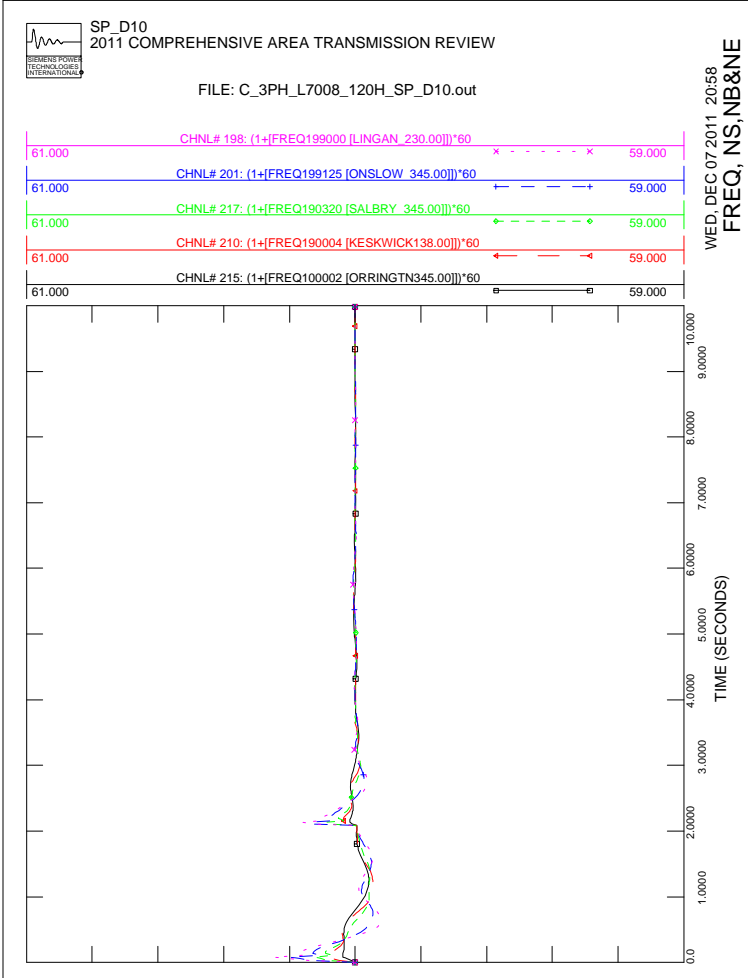
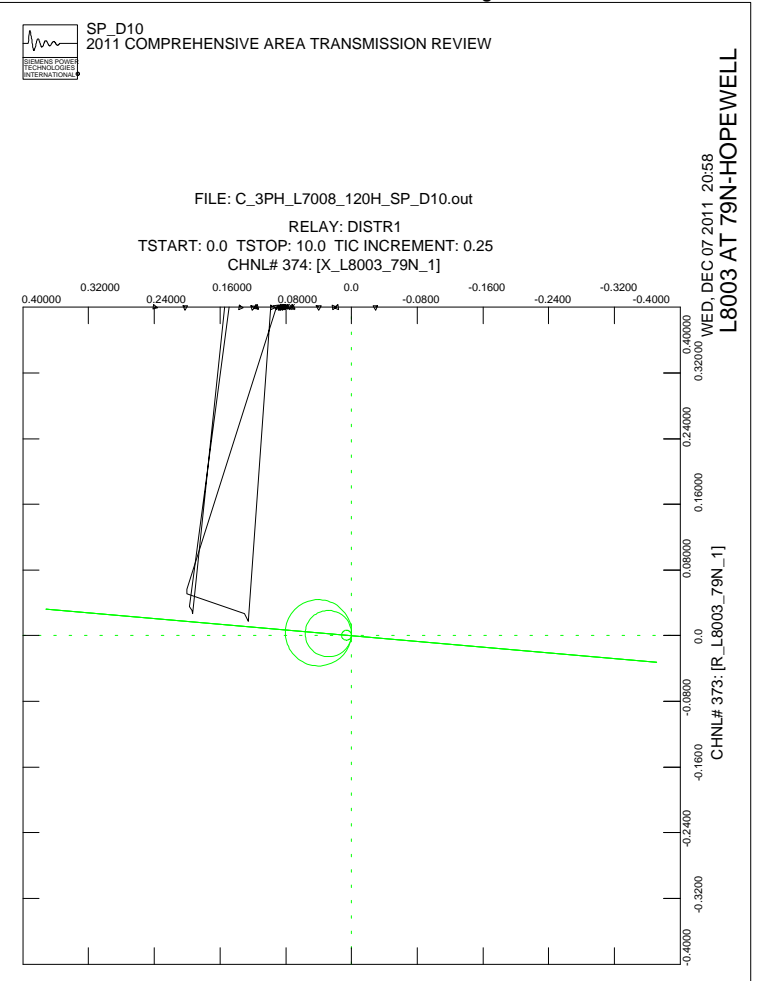
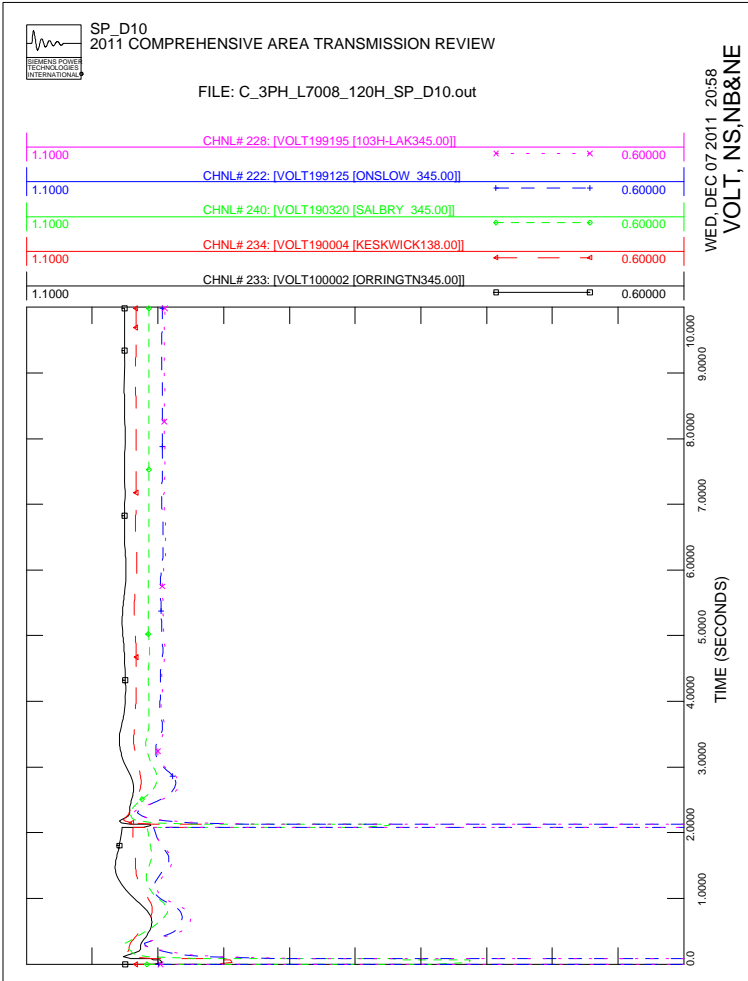








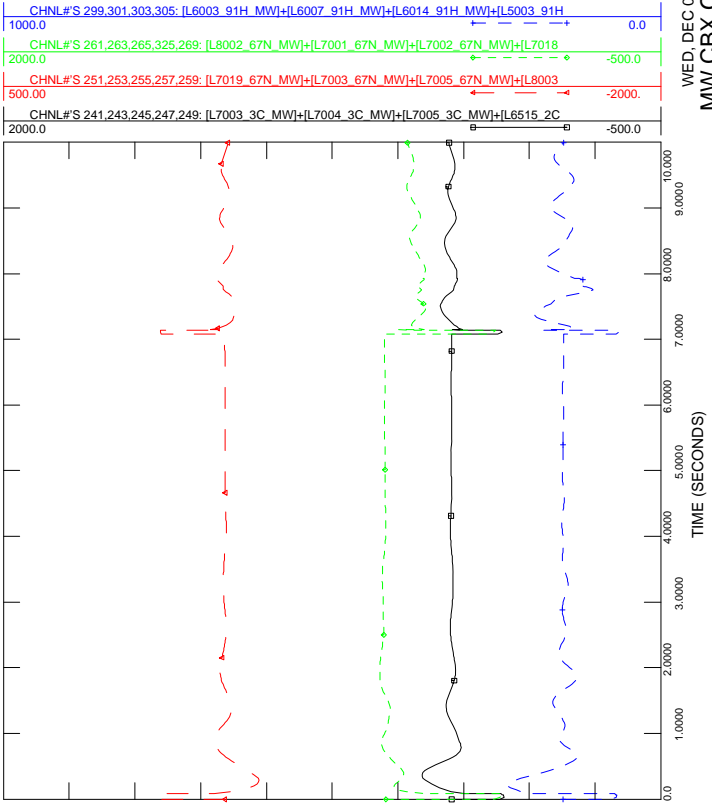






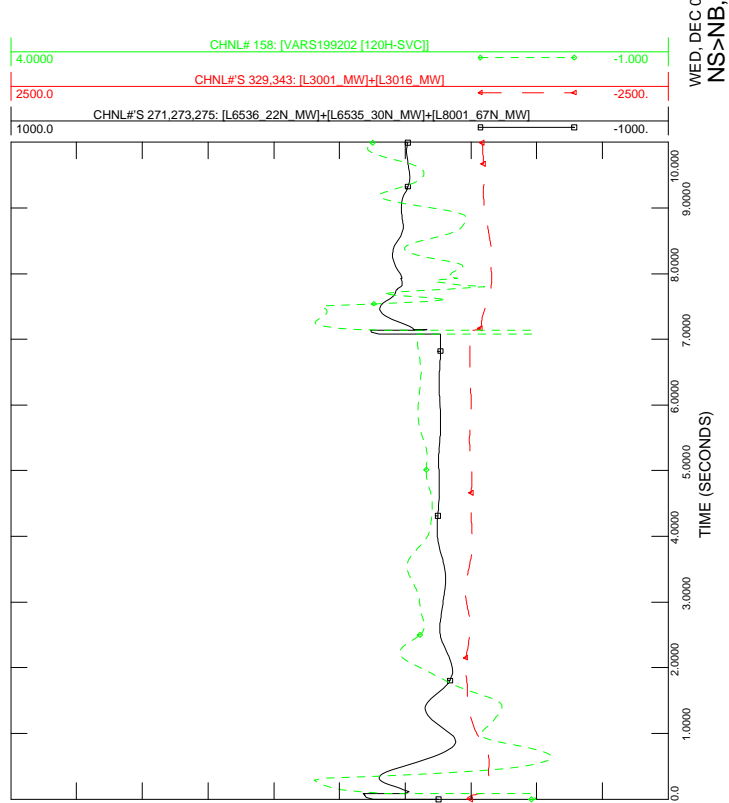
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_SP_D10.out



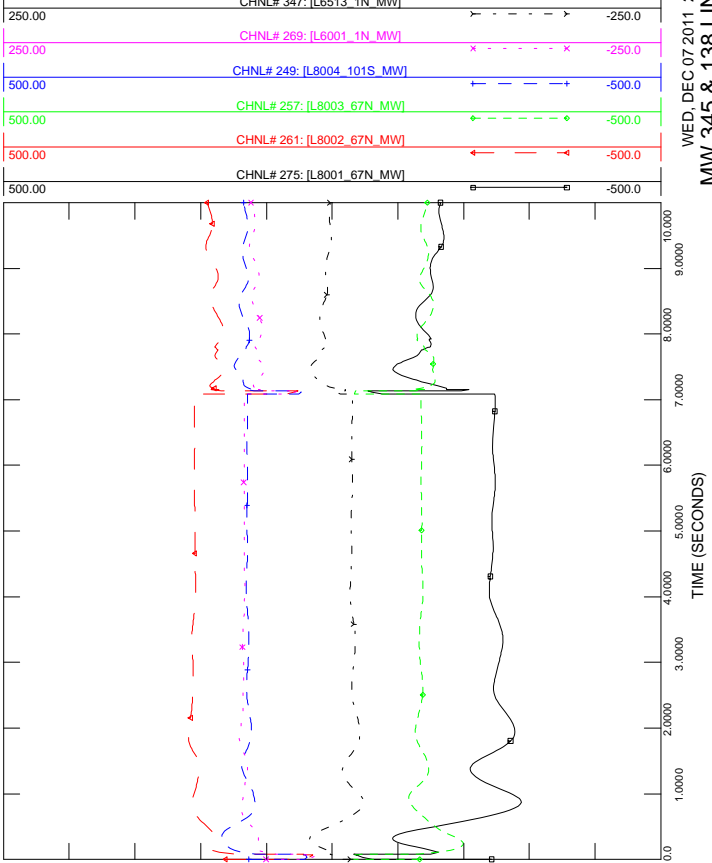
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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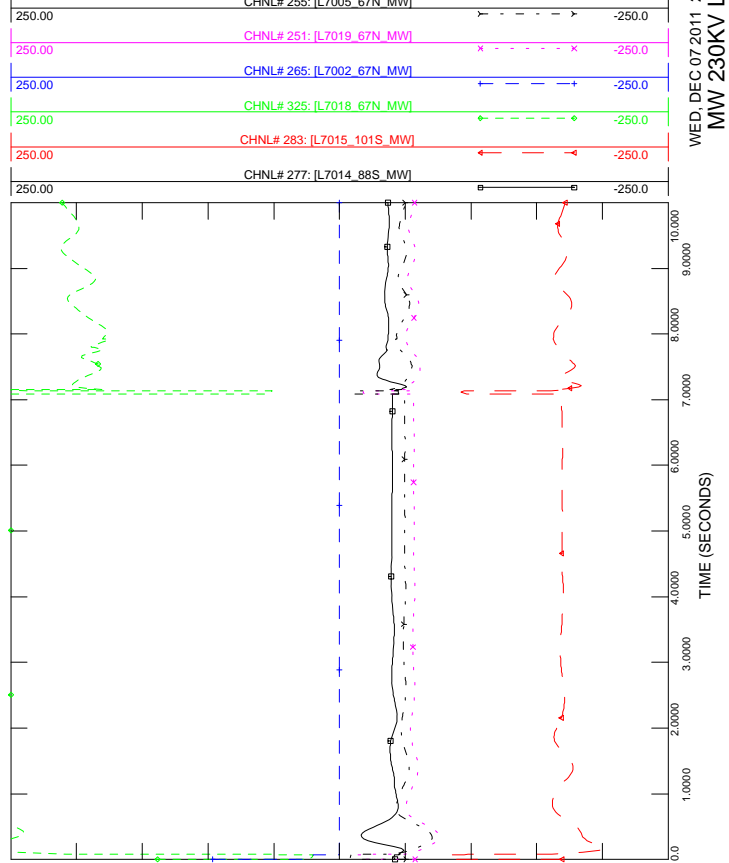
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

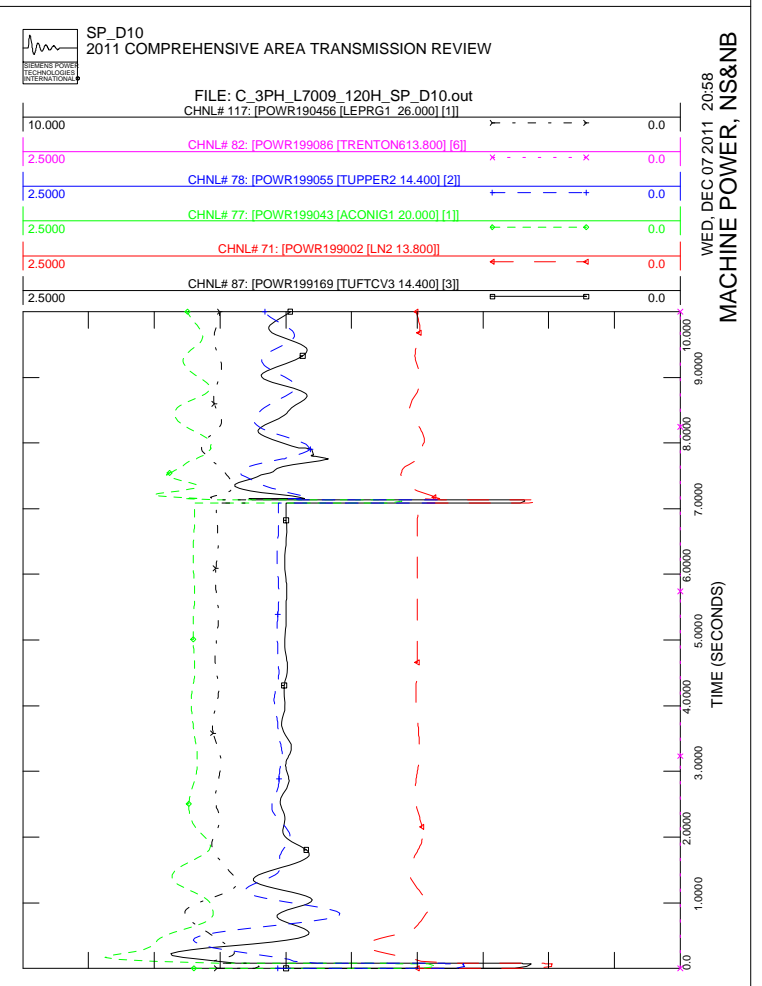
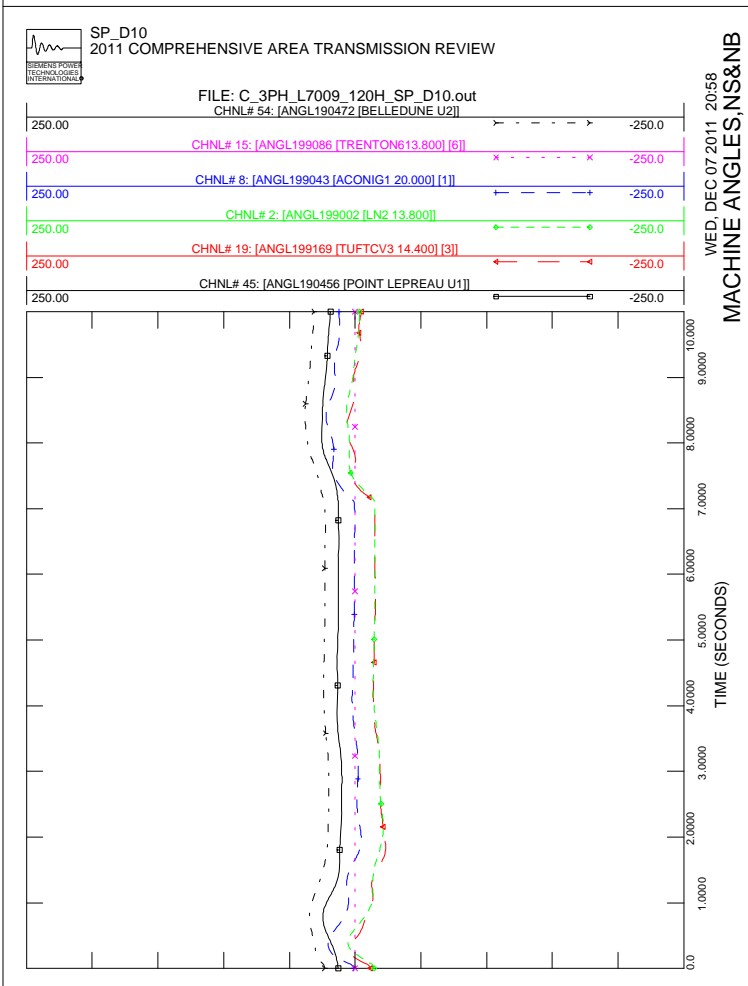
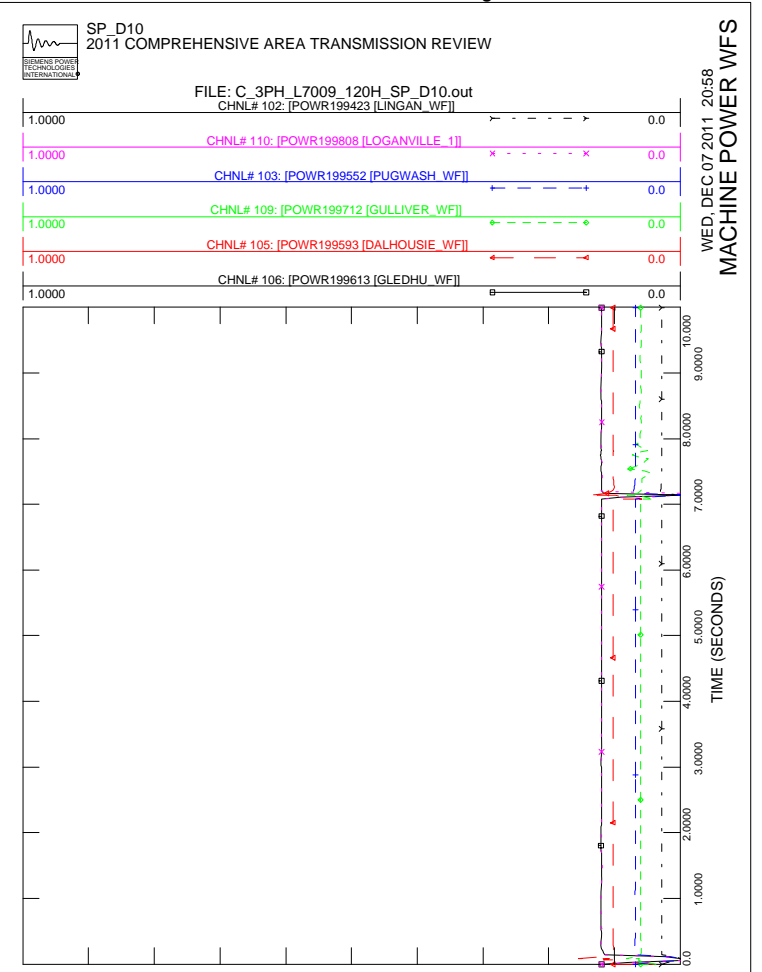
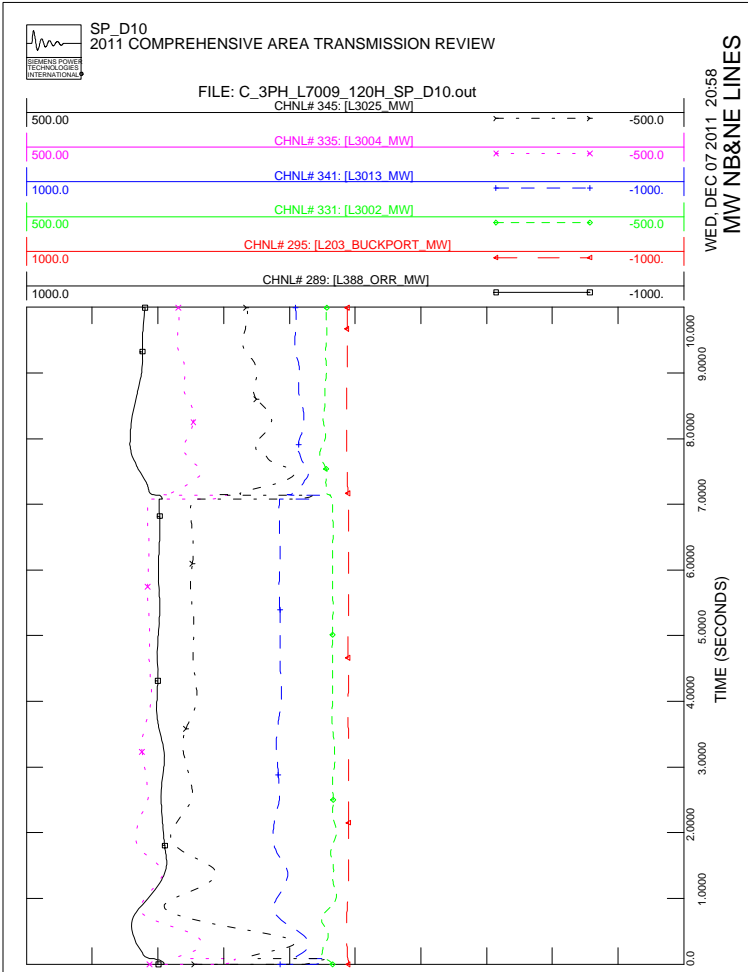
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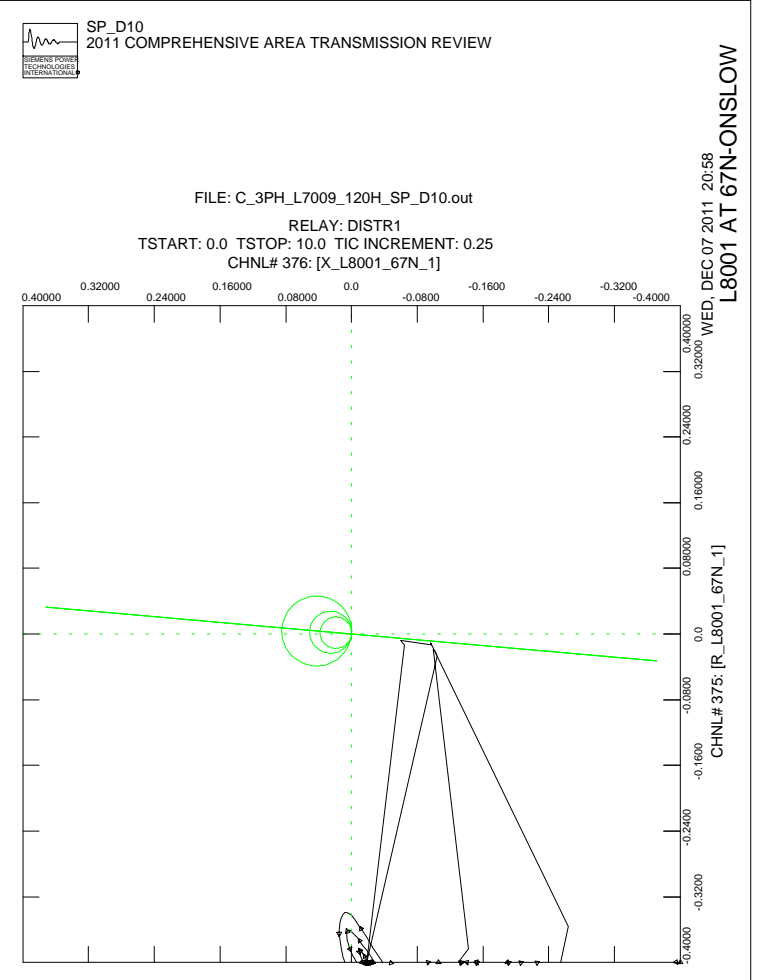
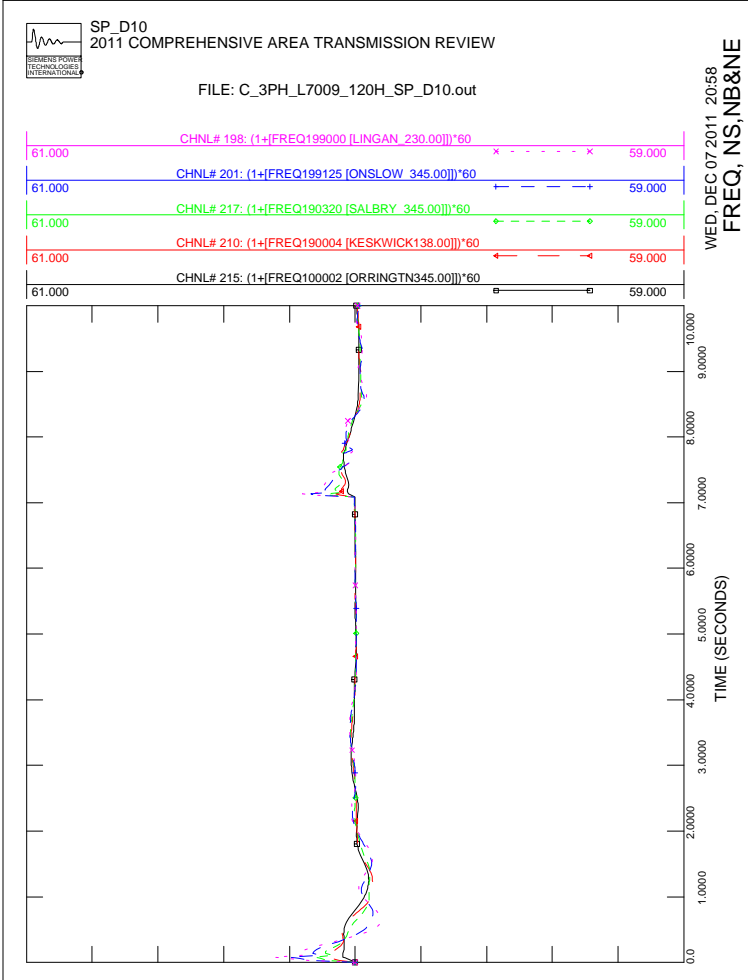
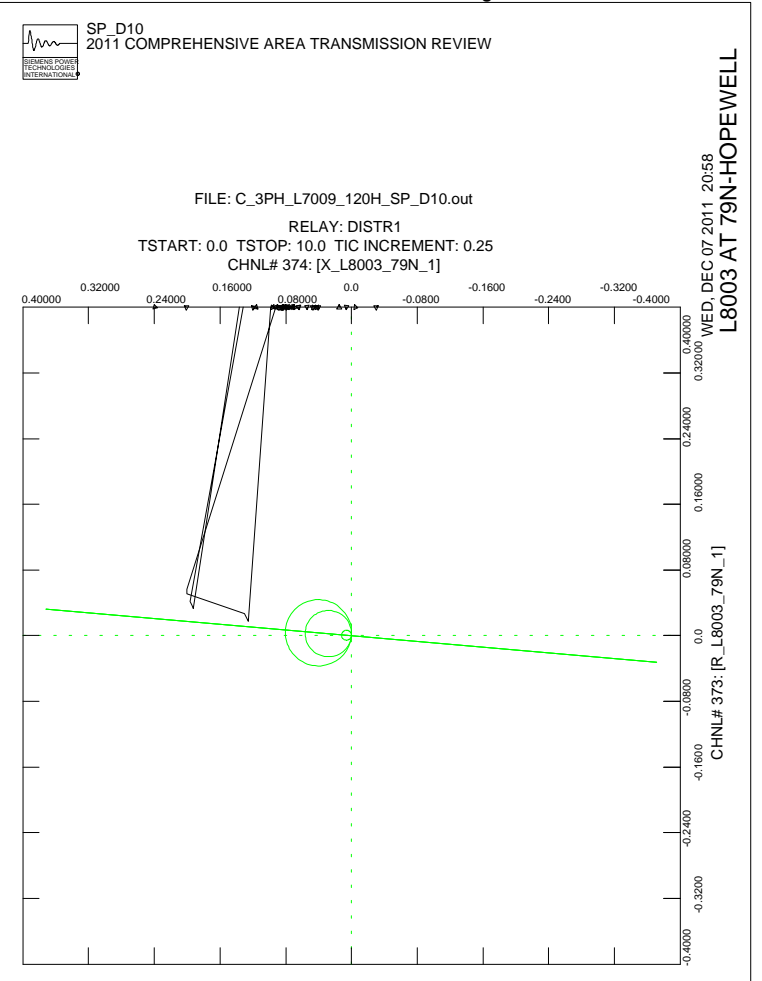
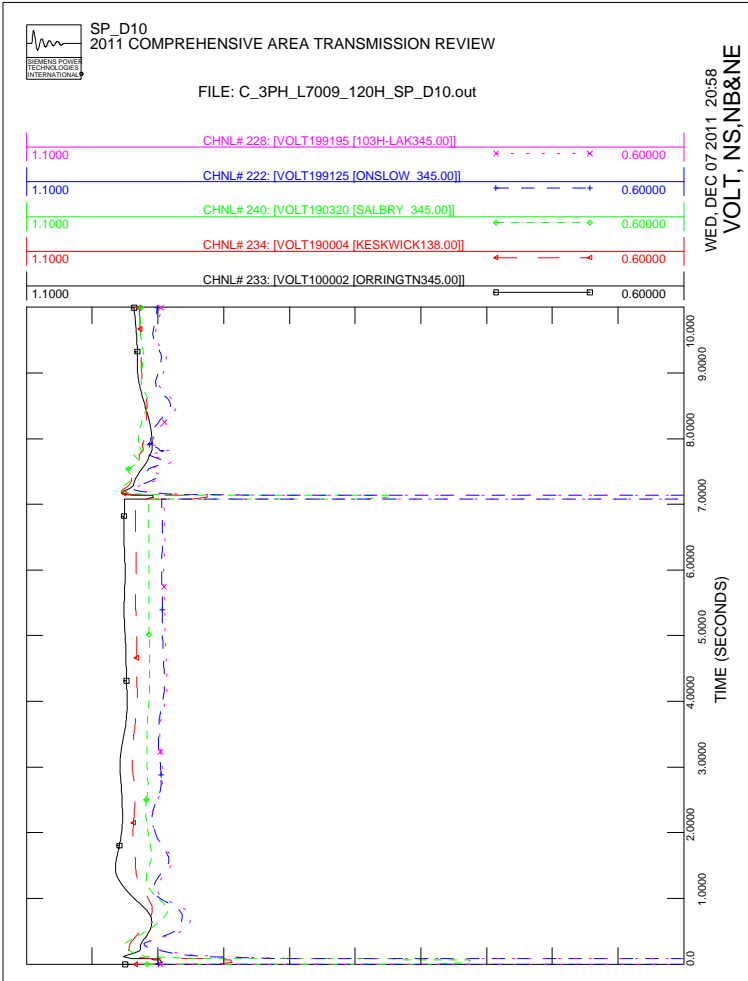


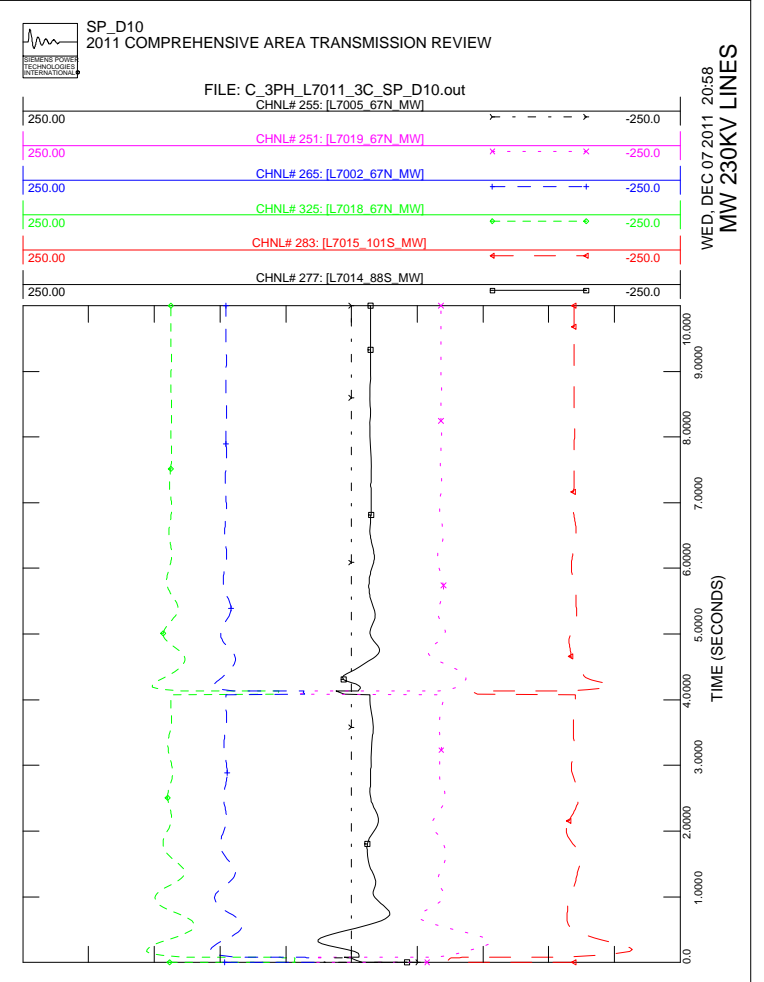
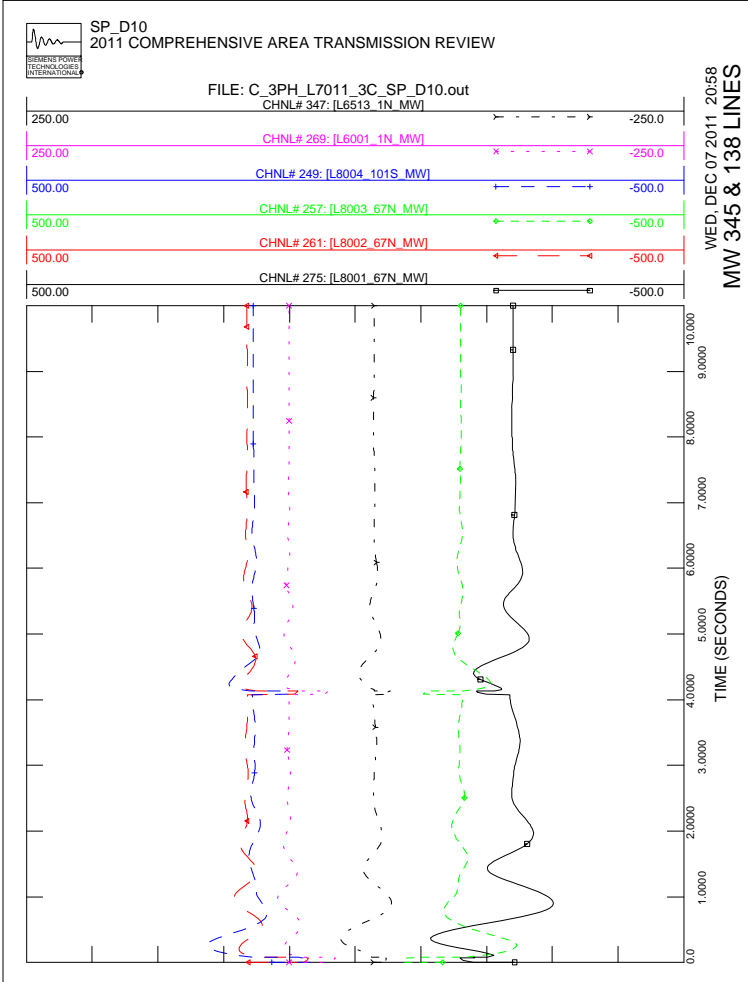
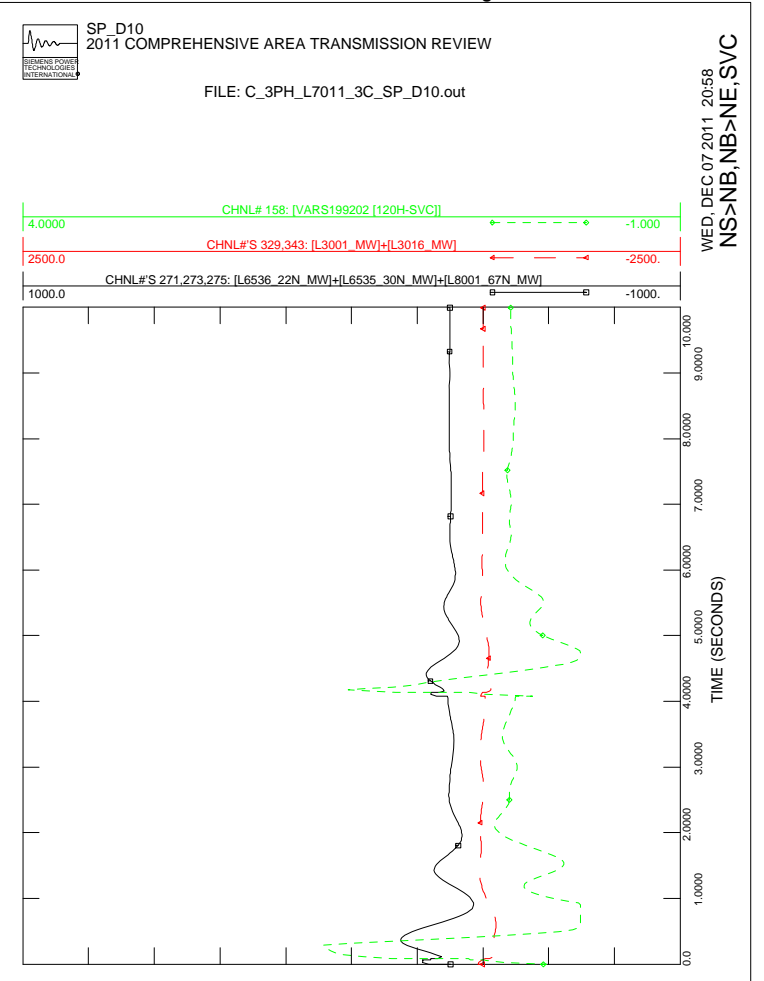
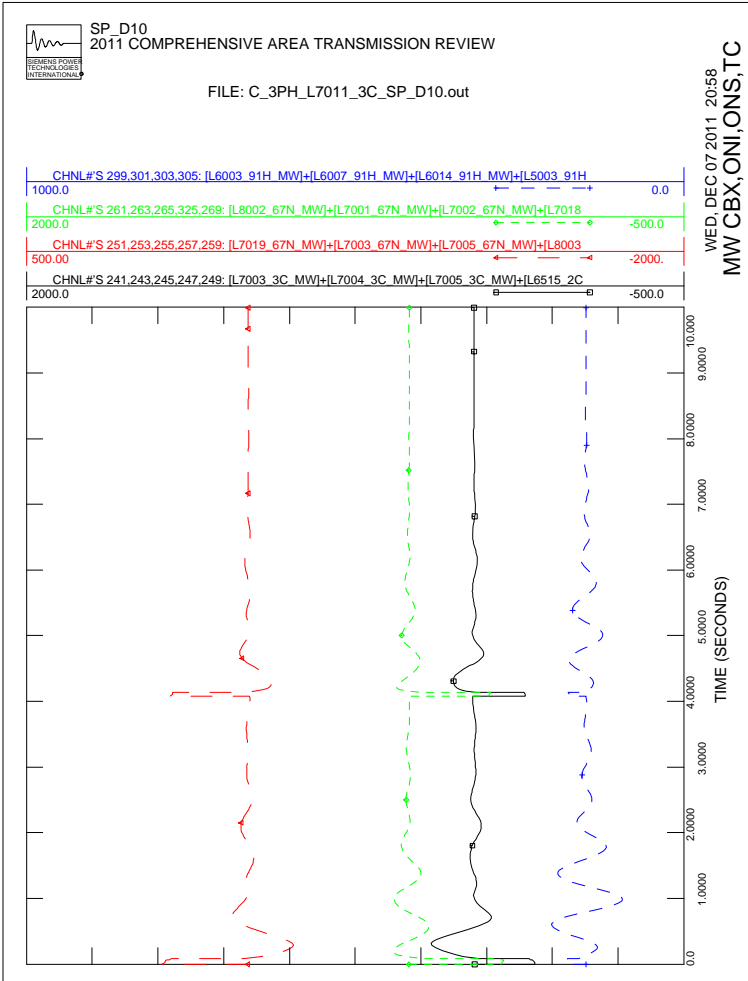
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

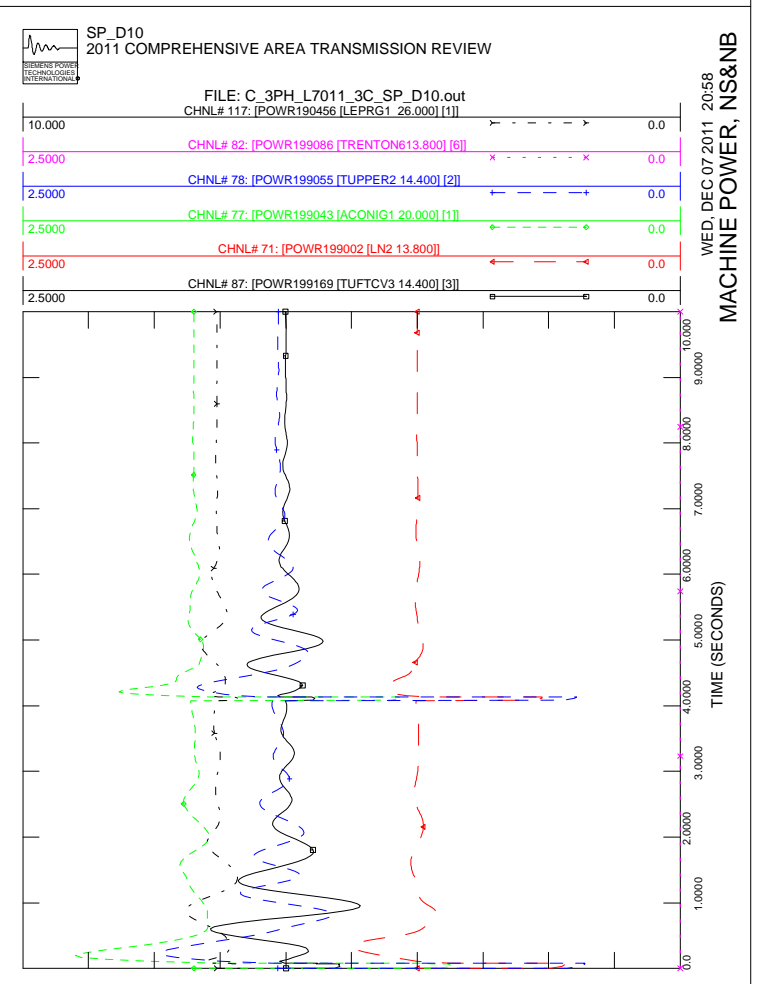
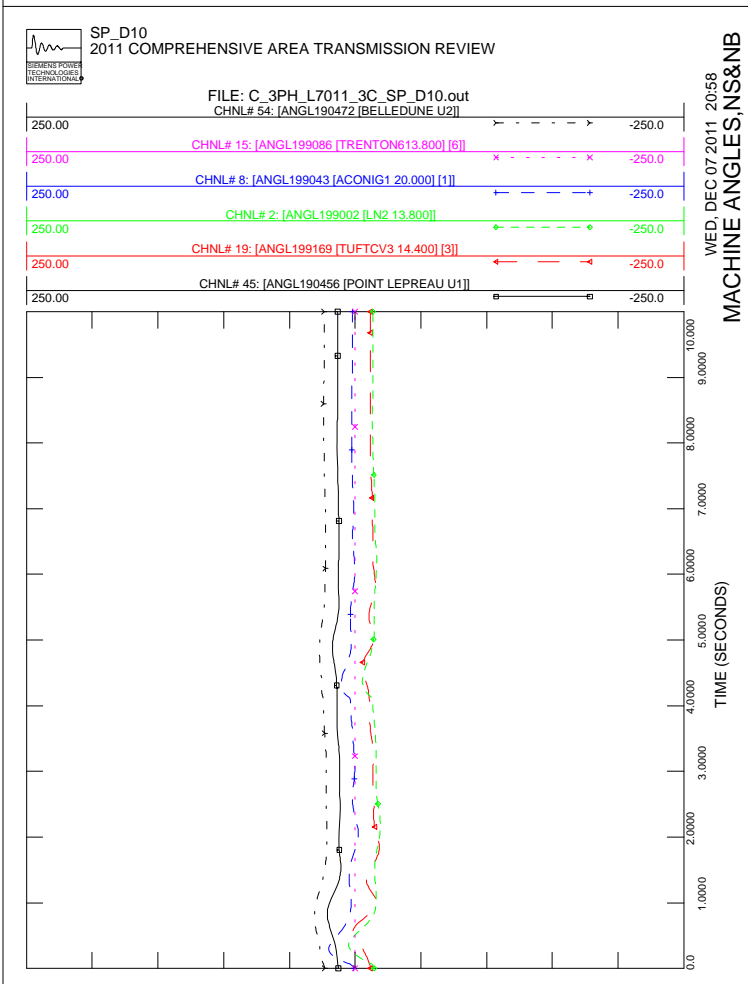
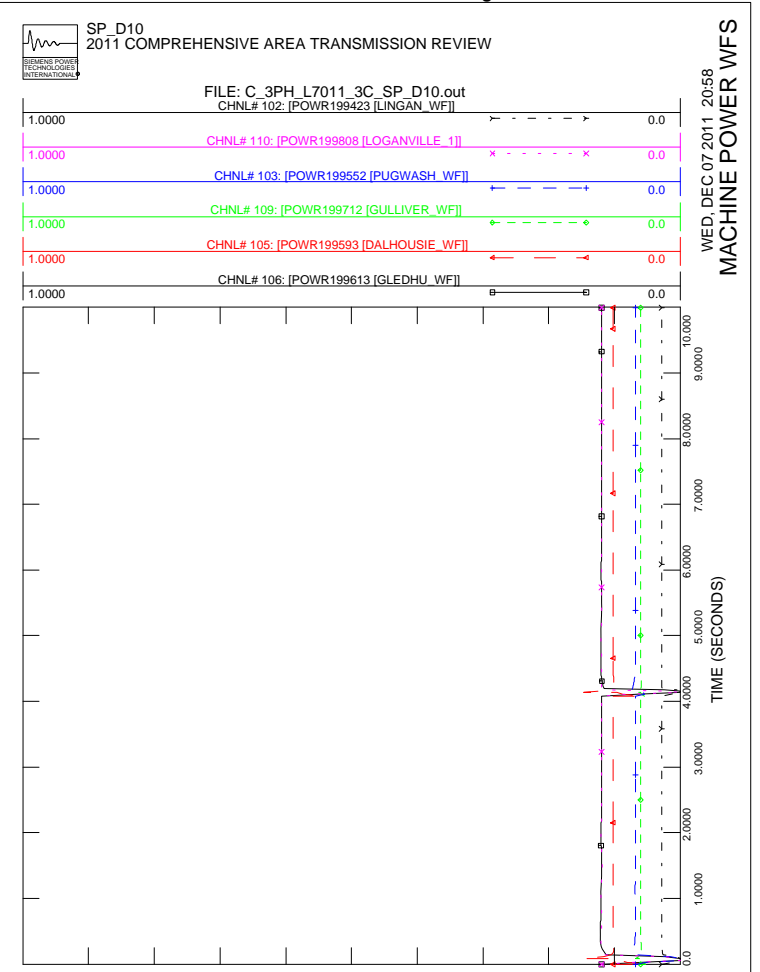
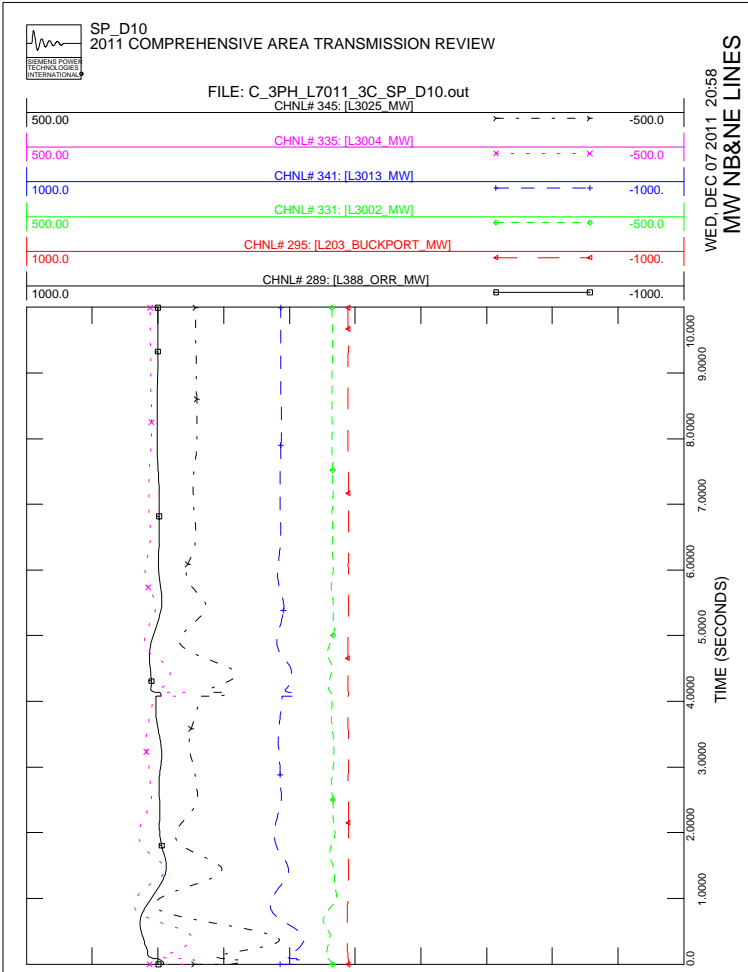
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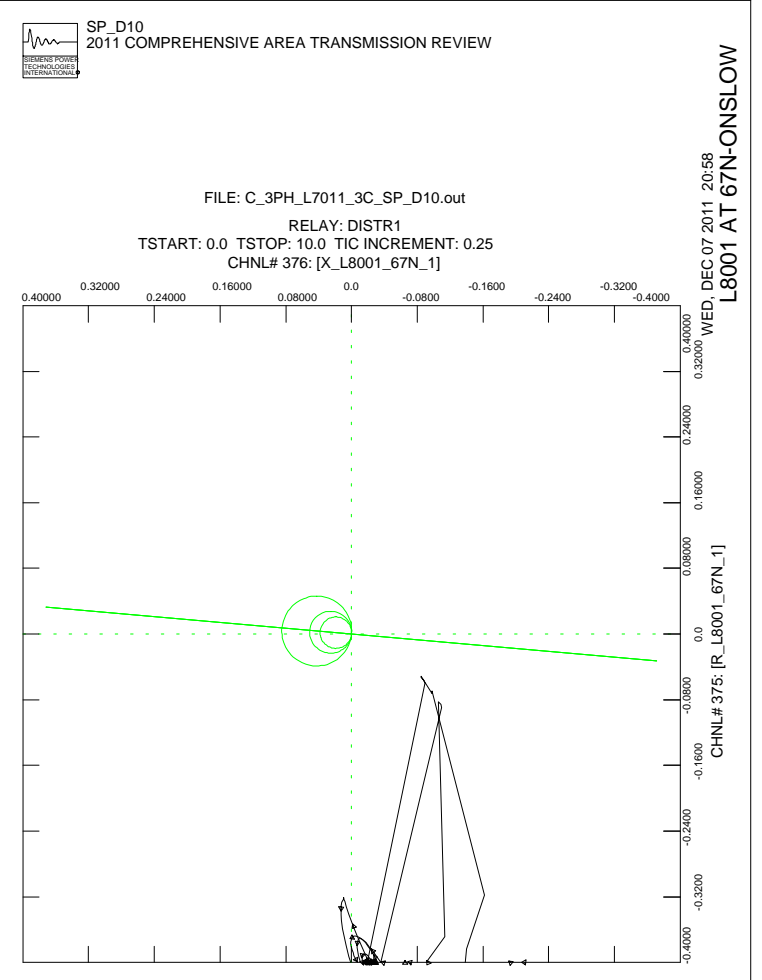
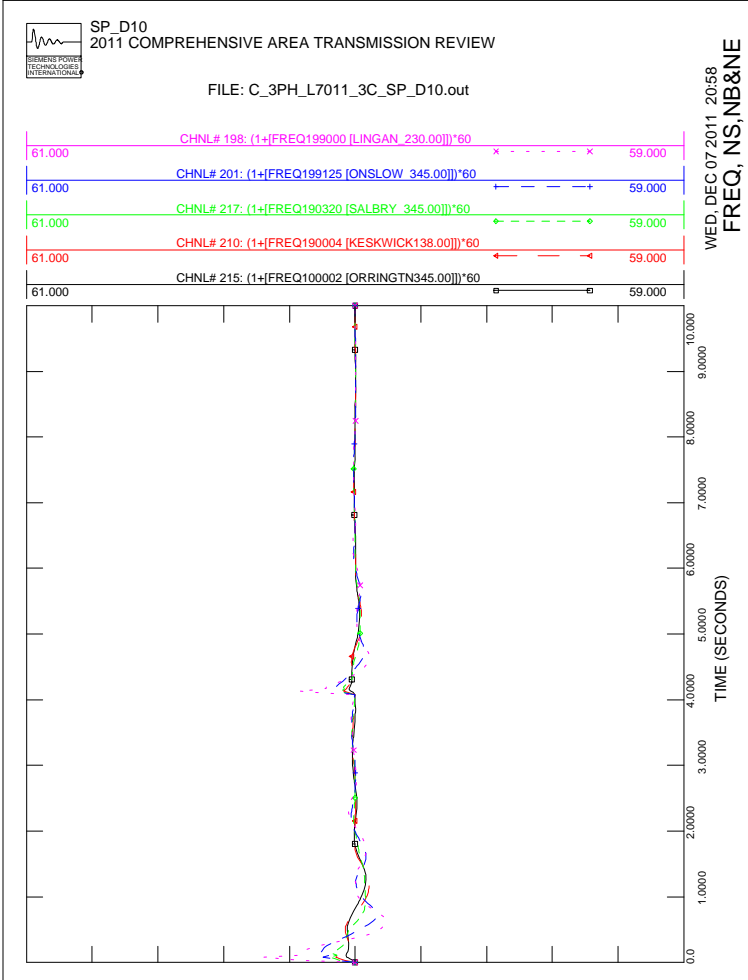
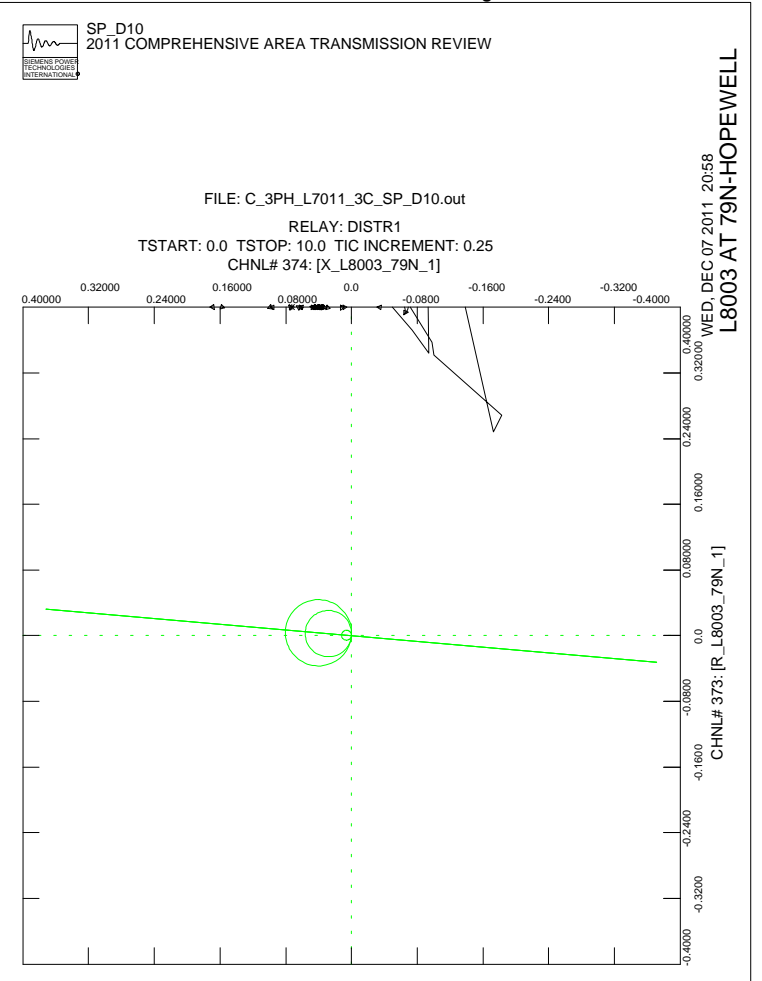
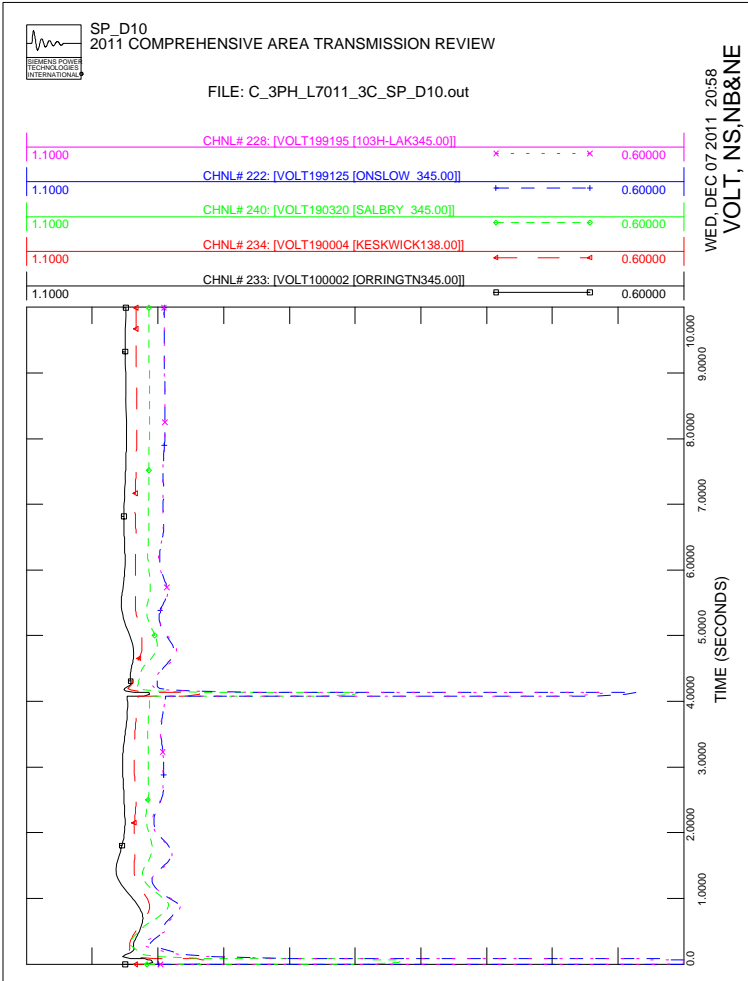








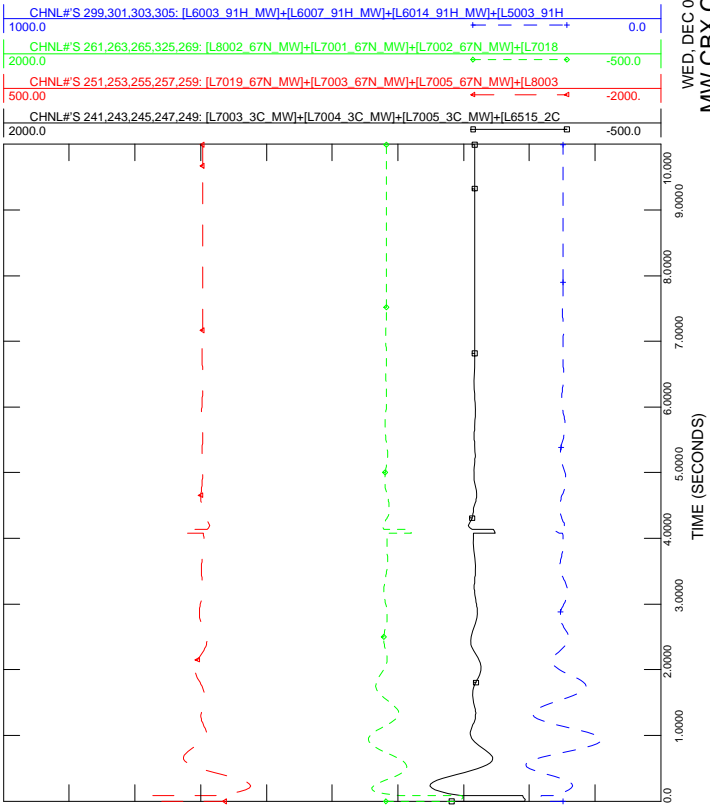






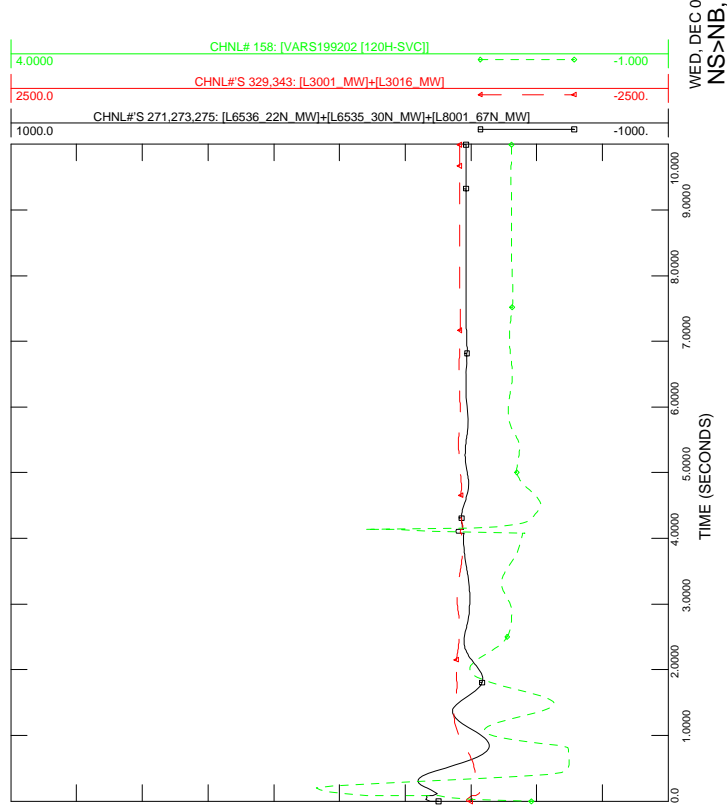
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_88S_g1_SP_D10.out



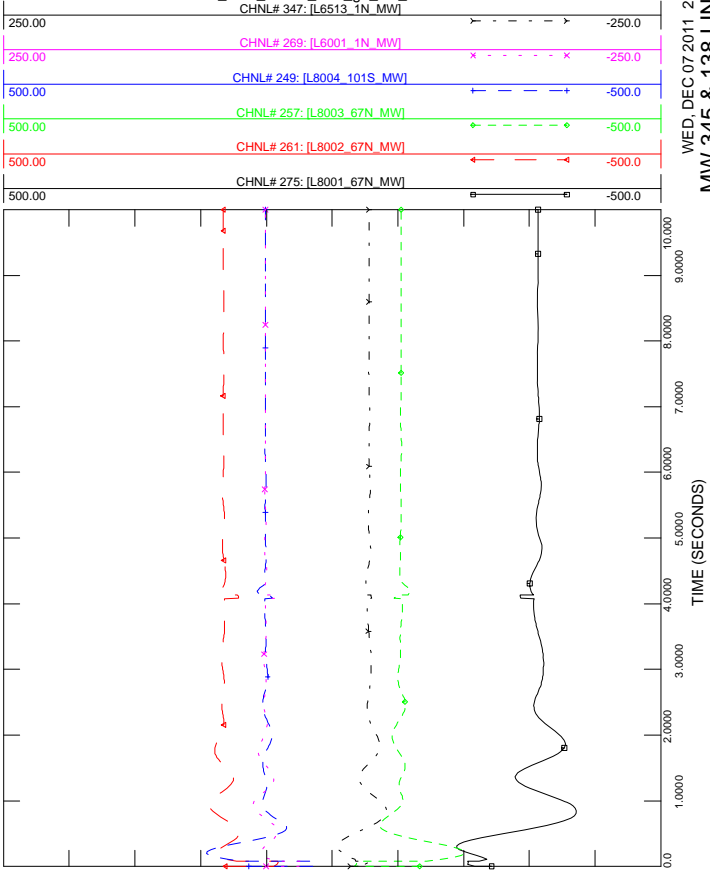
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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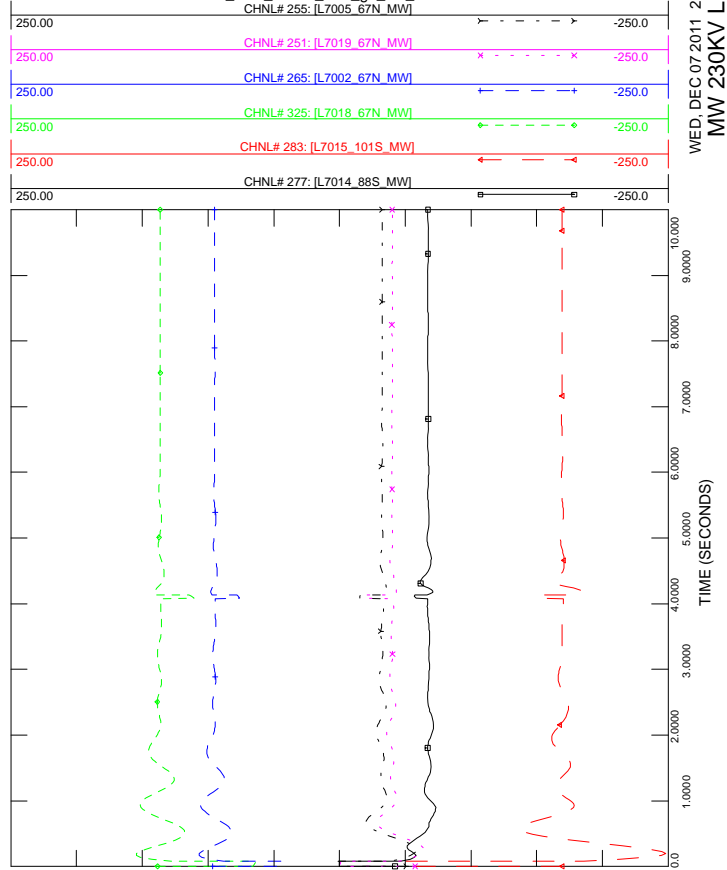
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

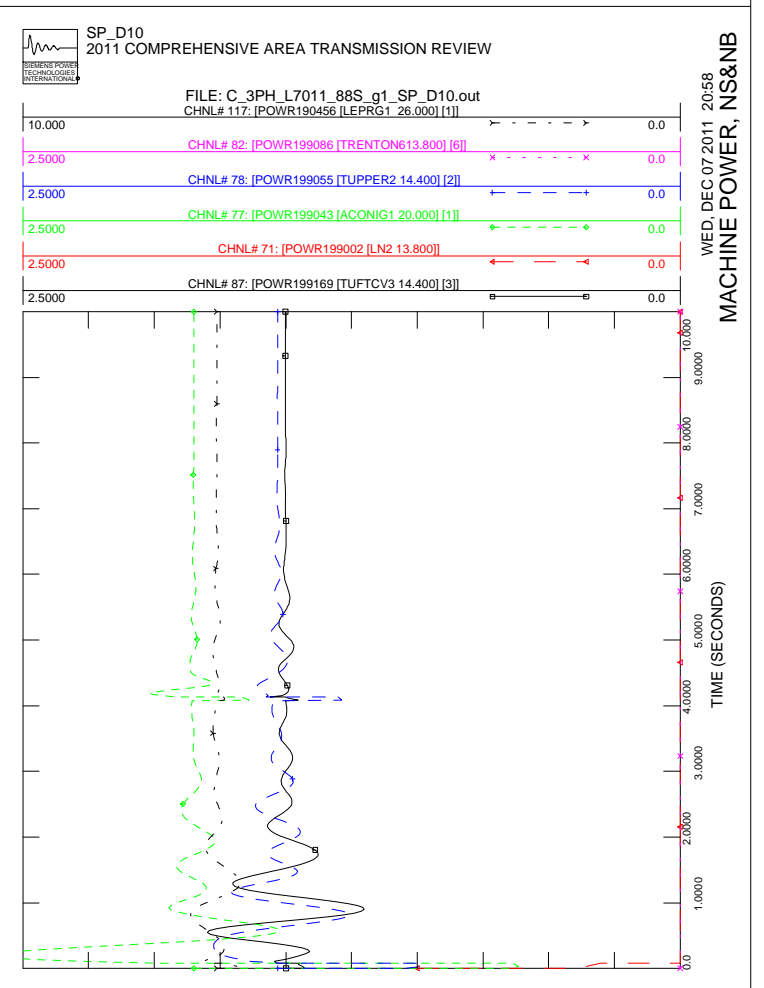
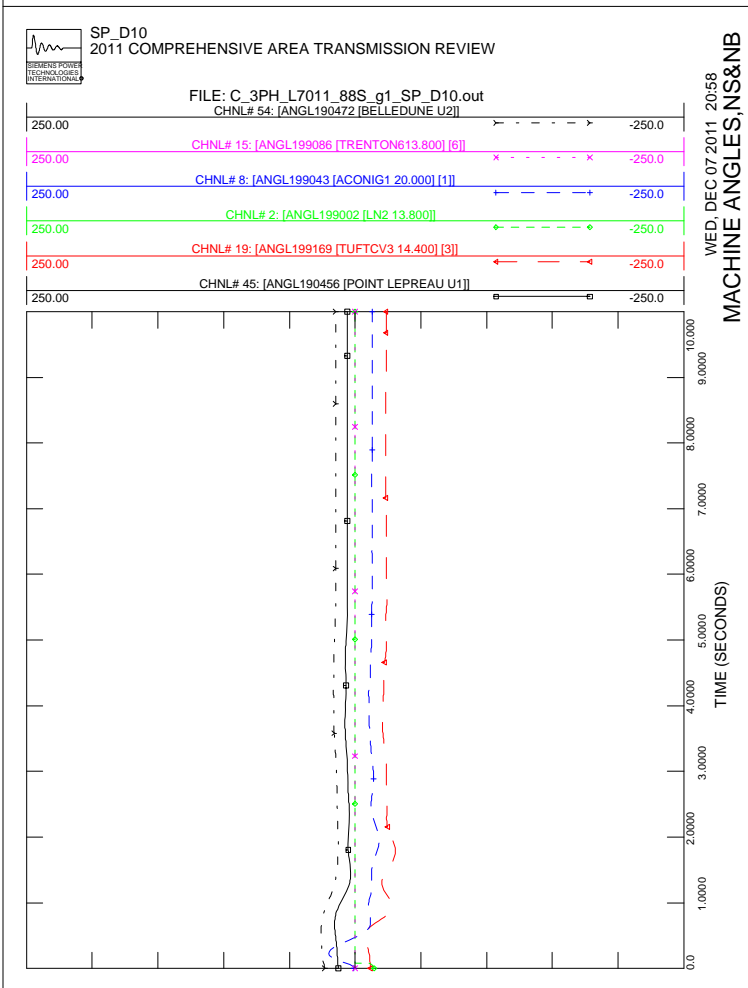
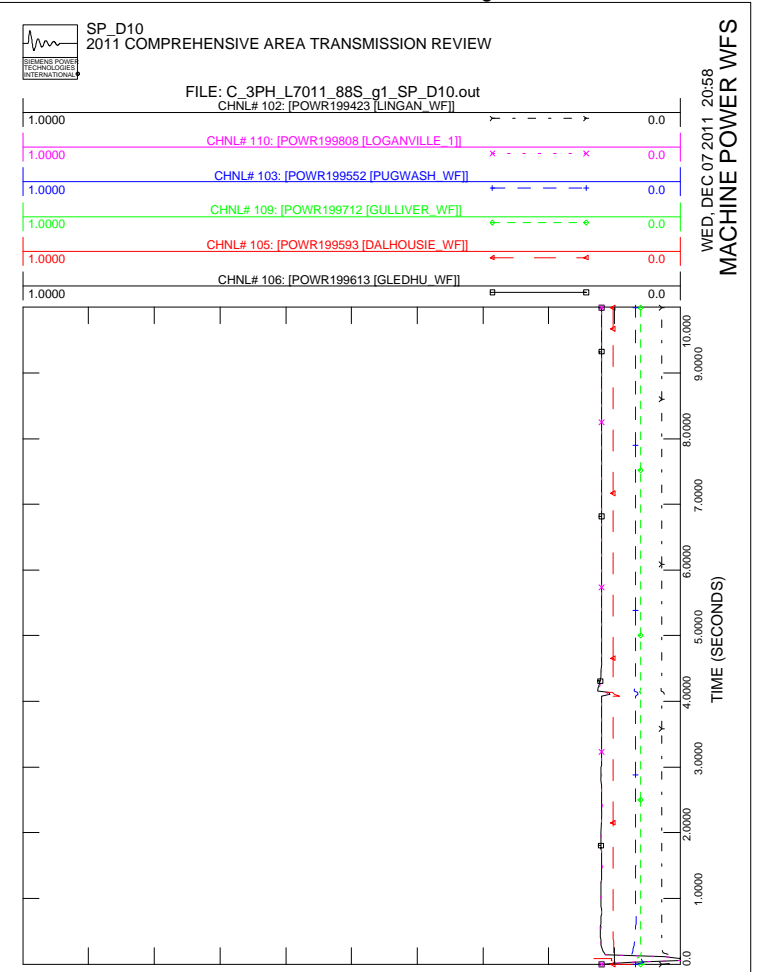
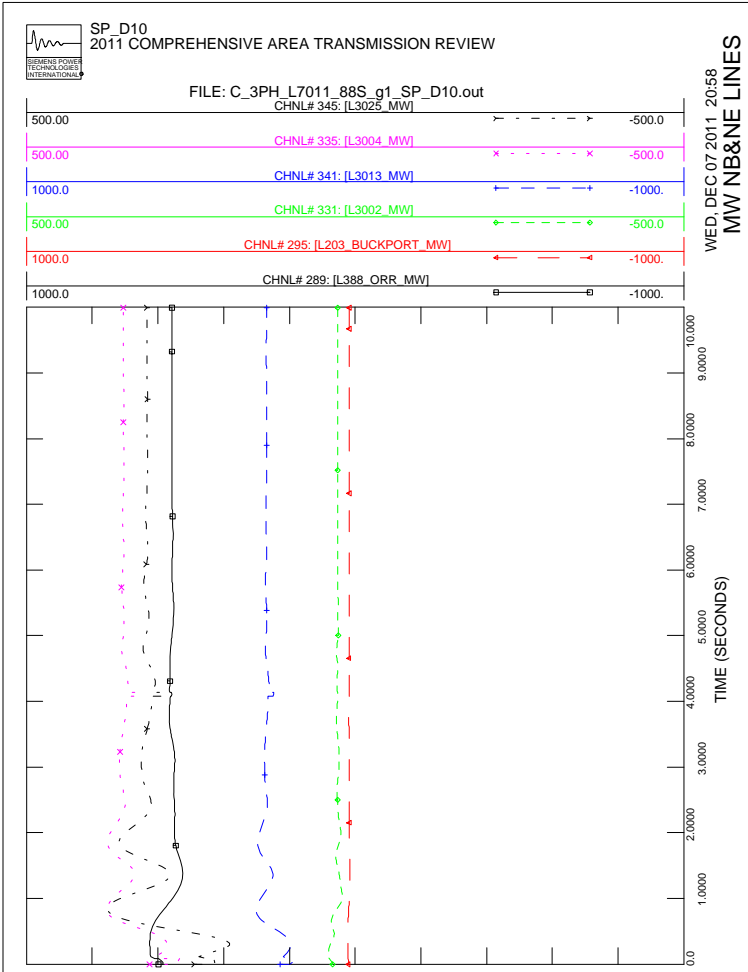
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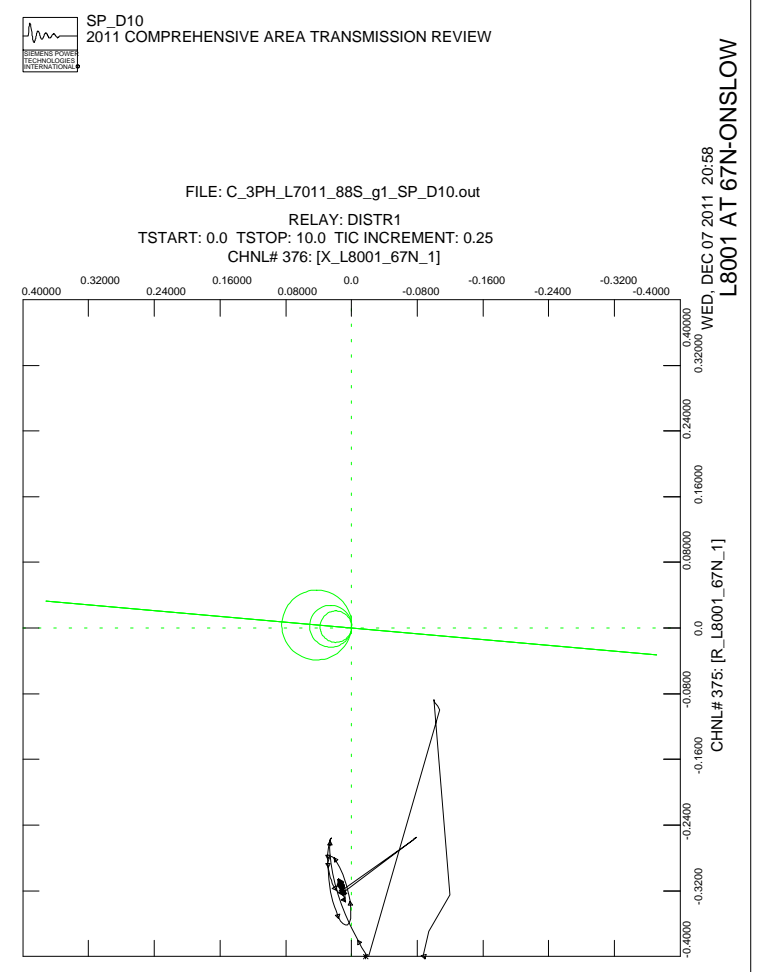
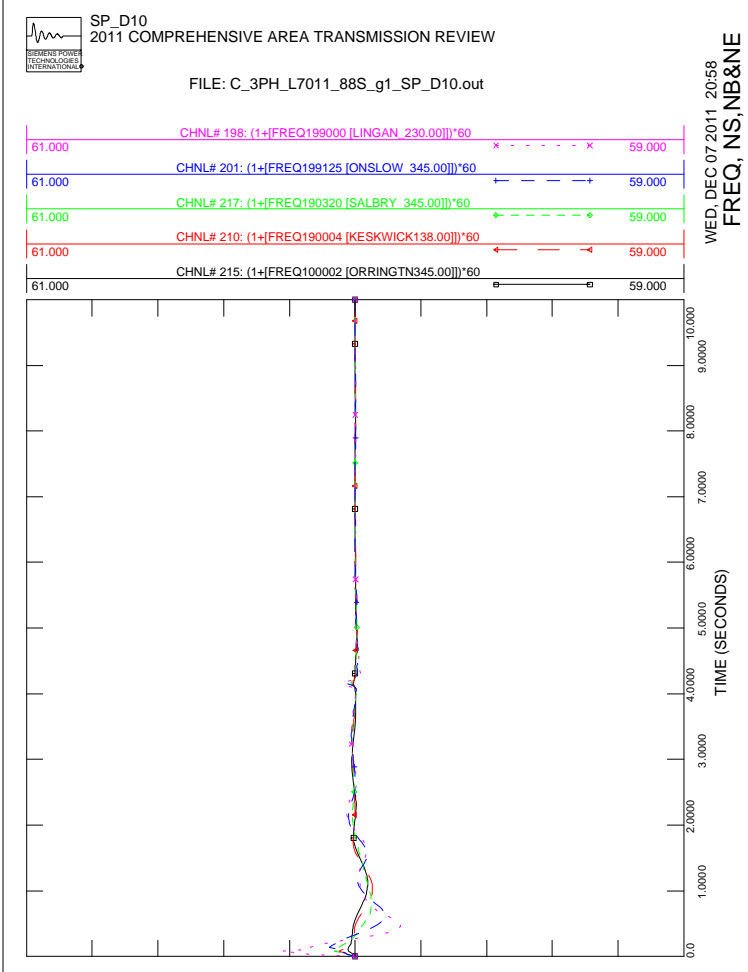
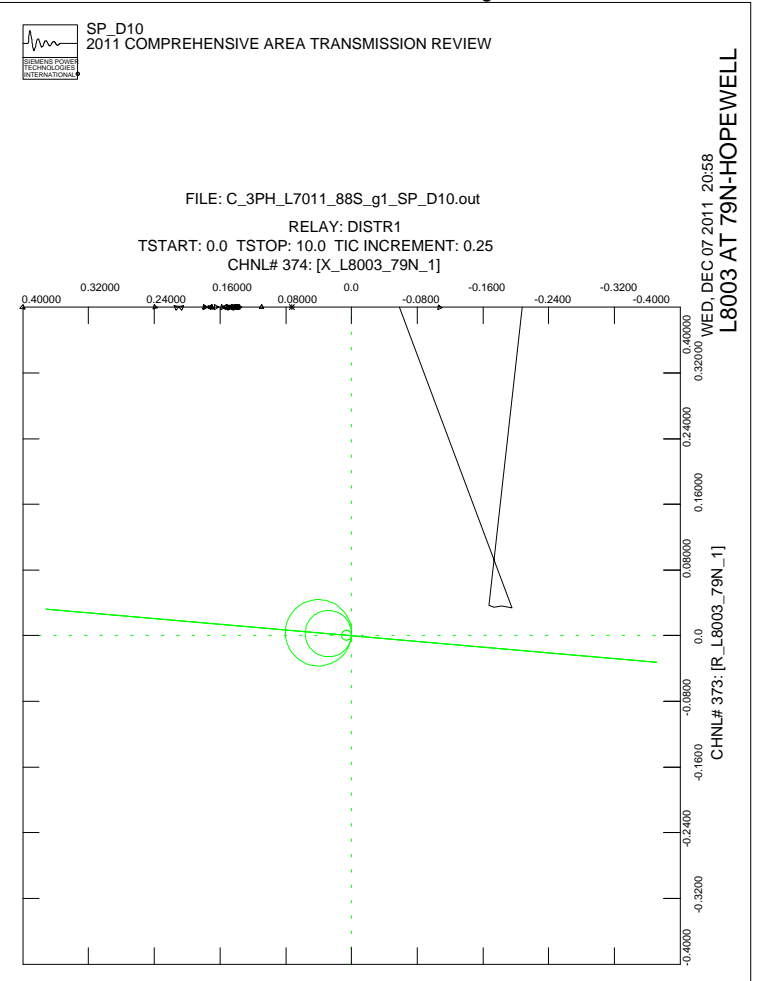
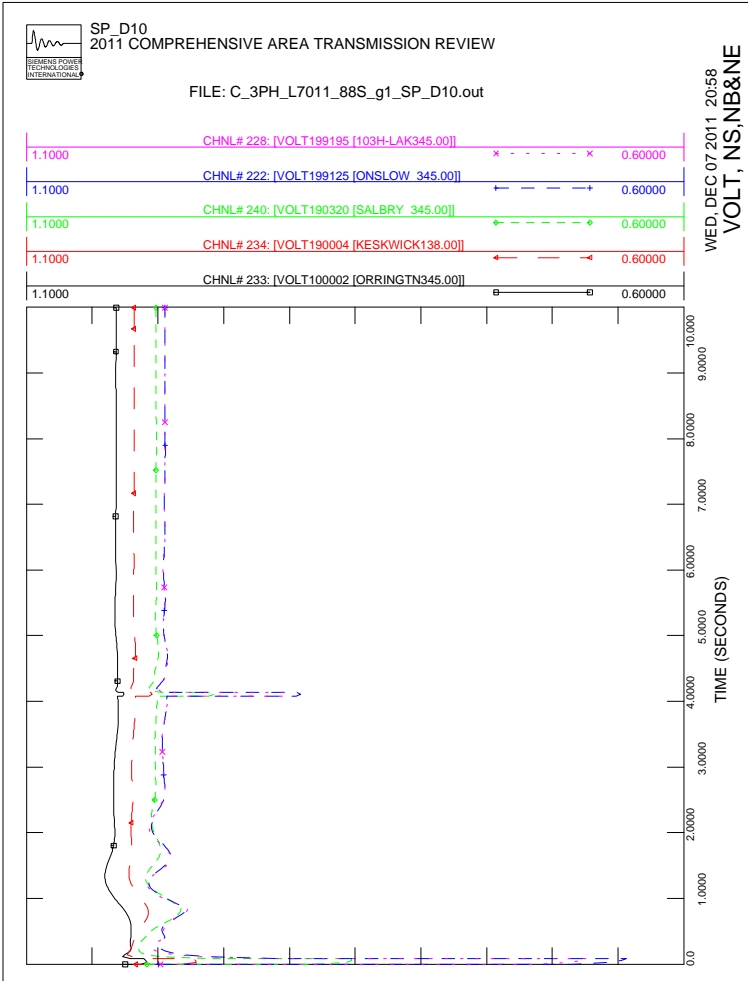


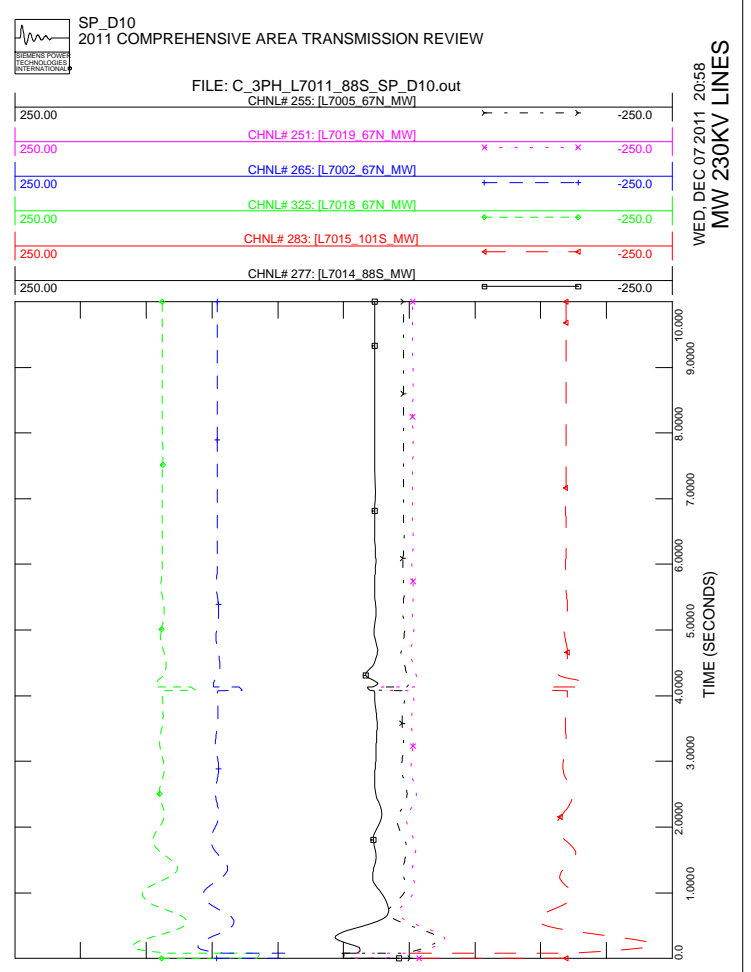
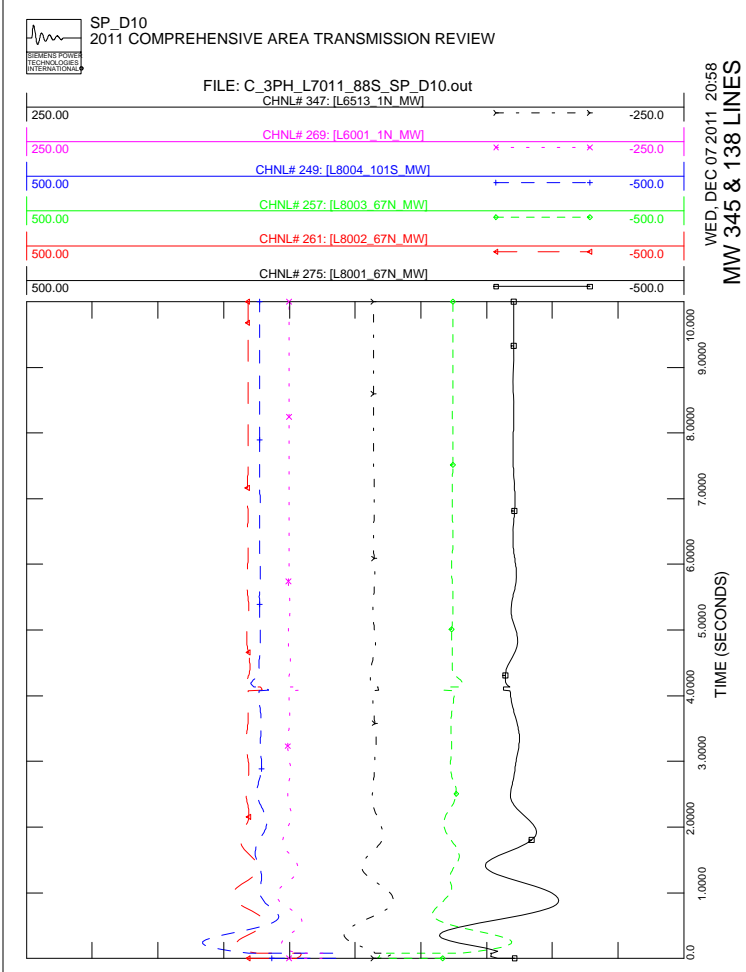
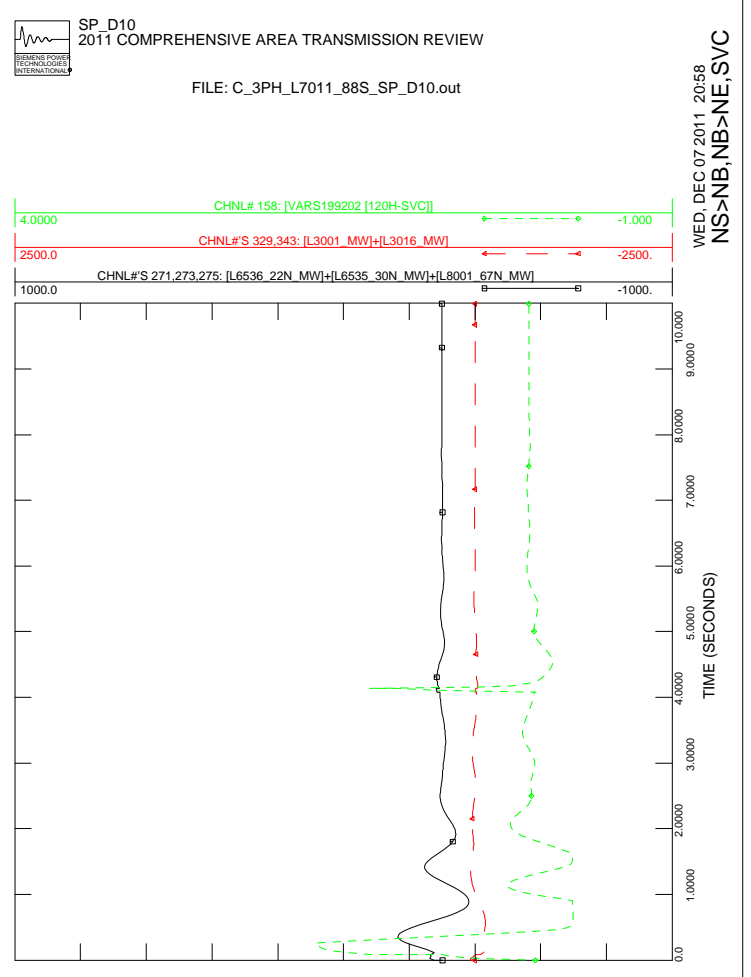
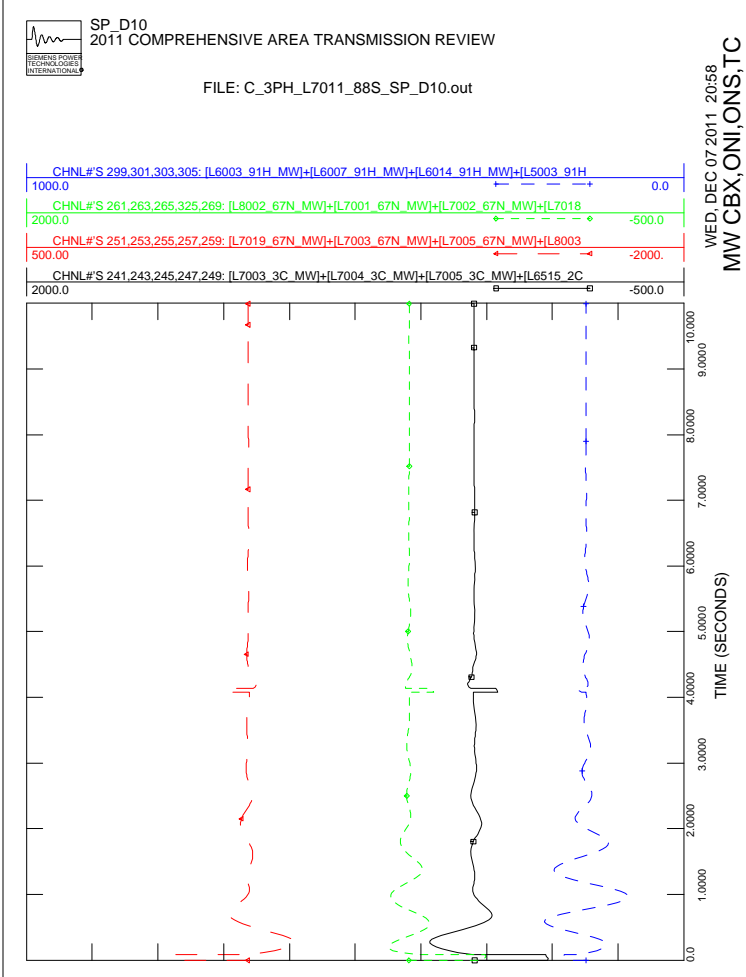
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

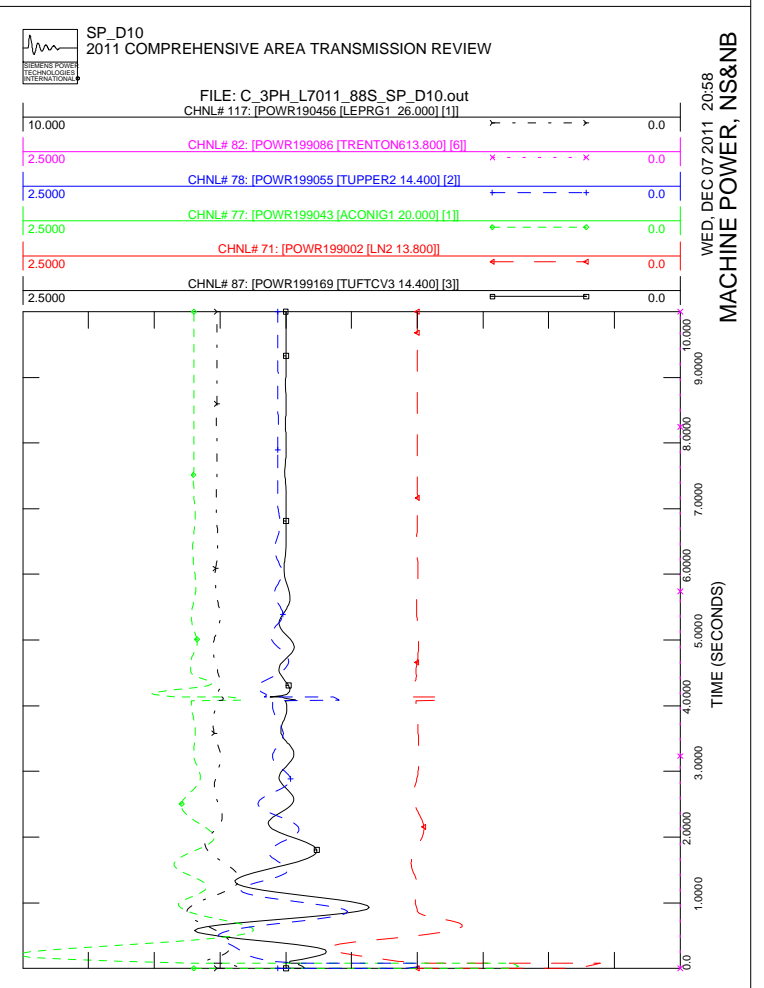
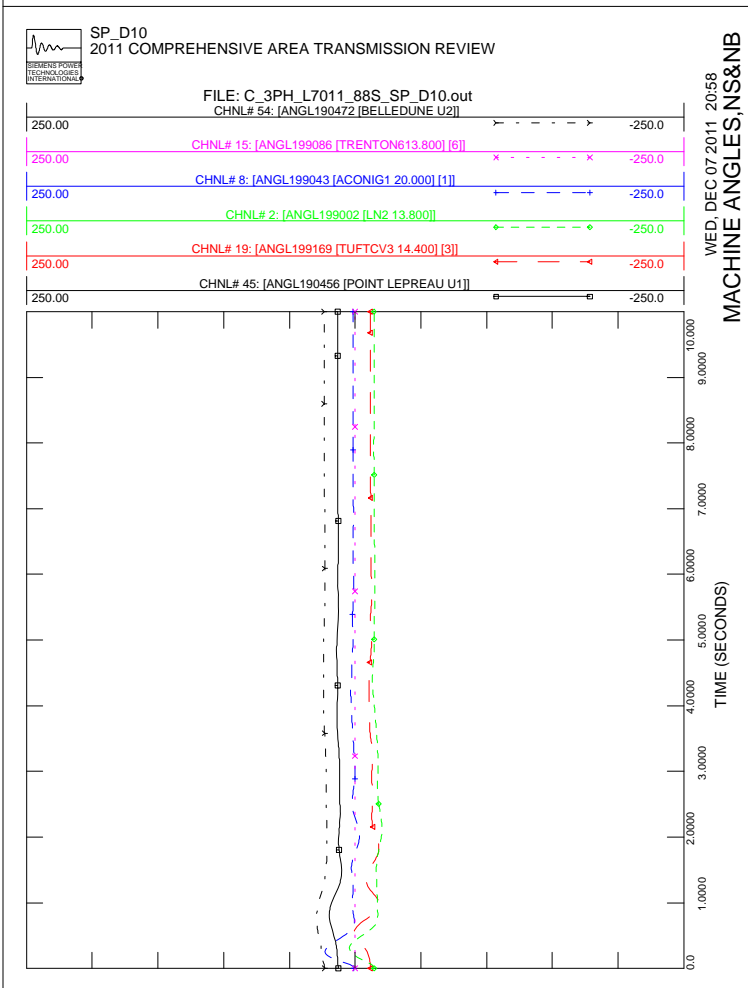
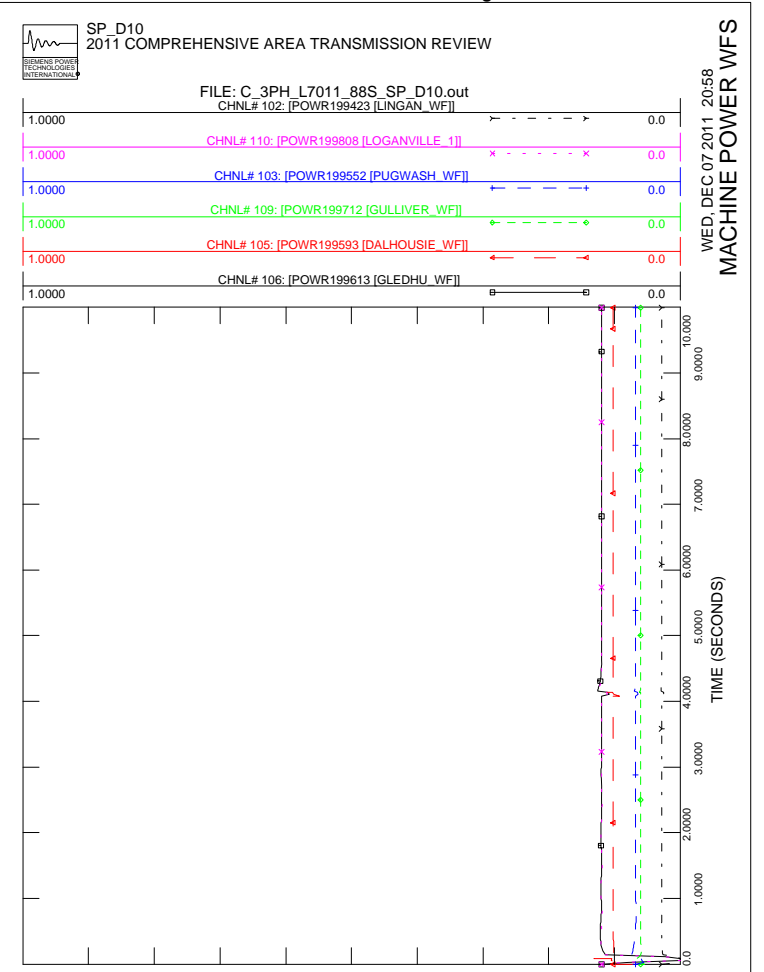
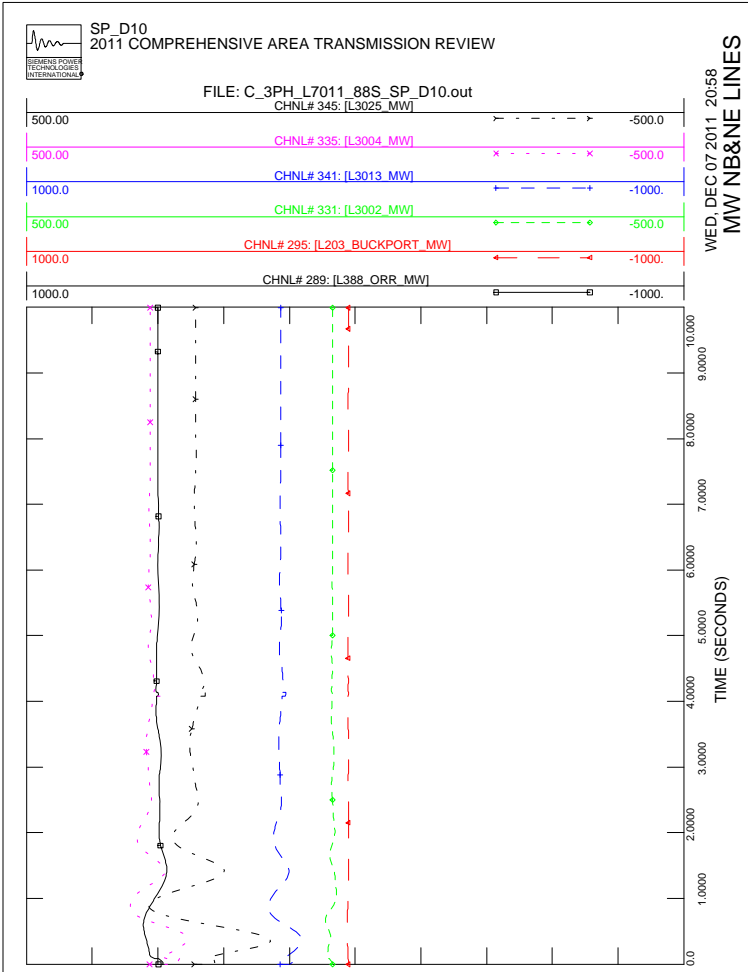
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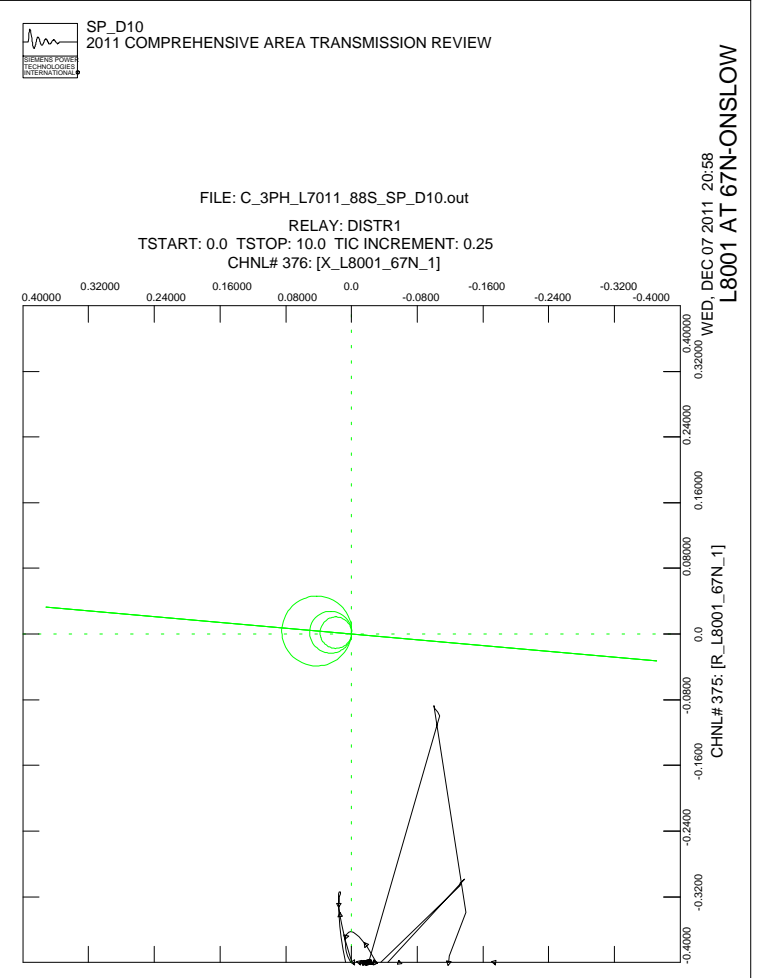
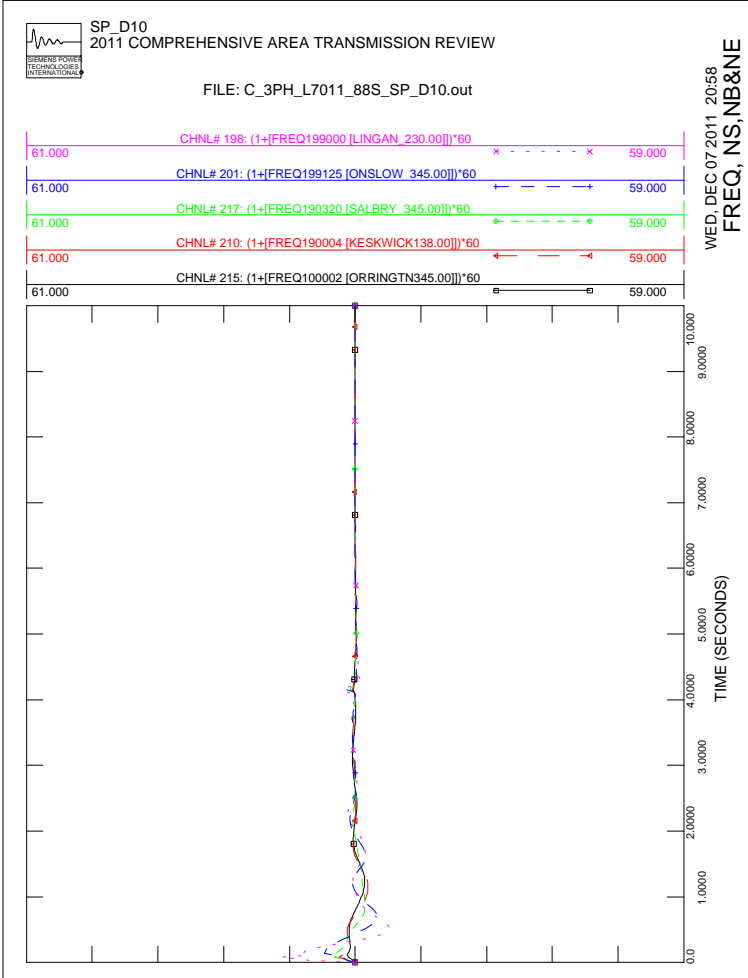
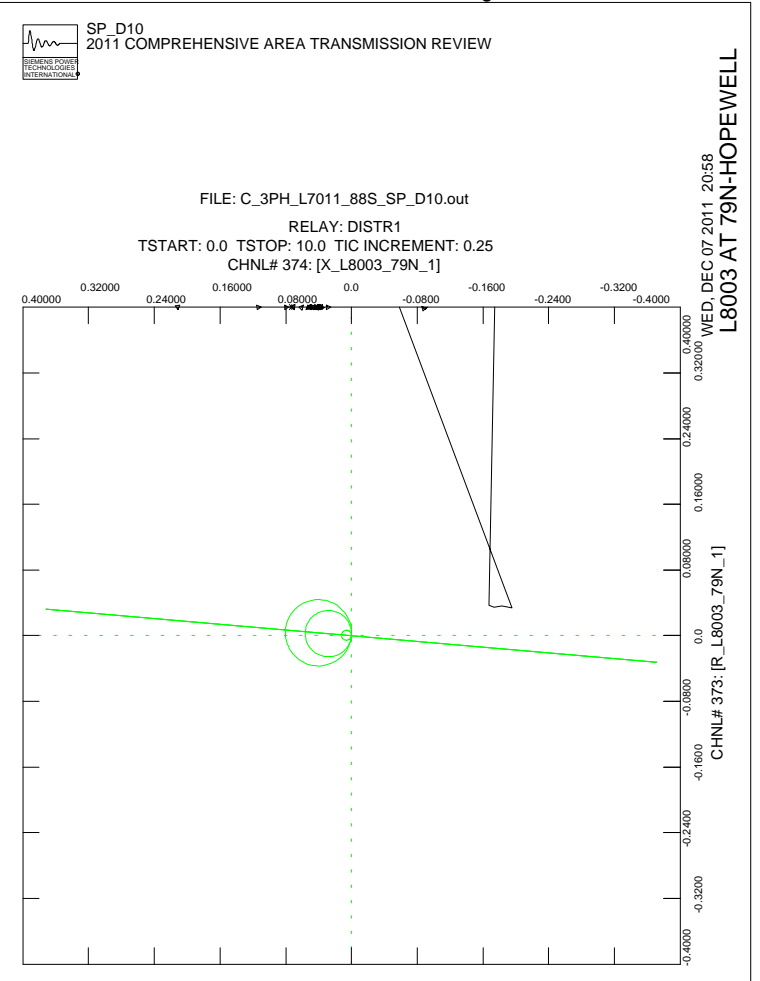
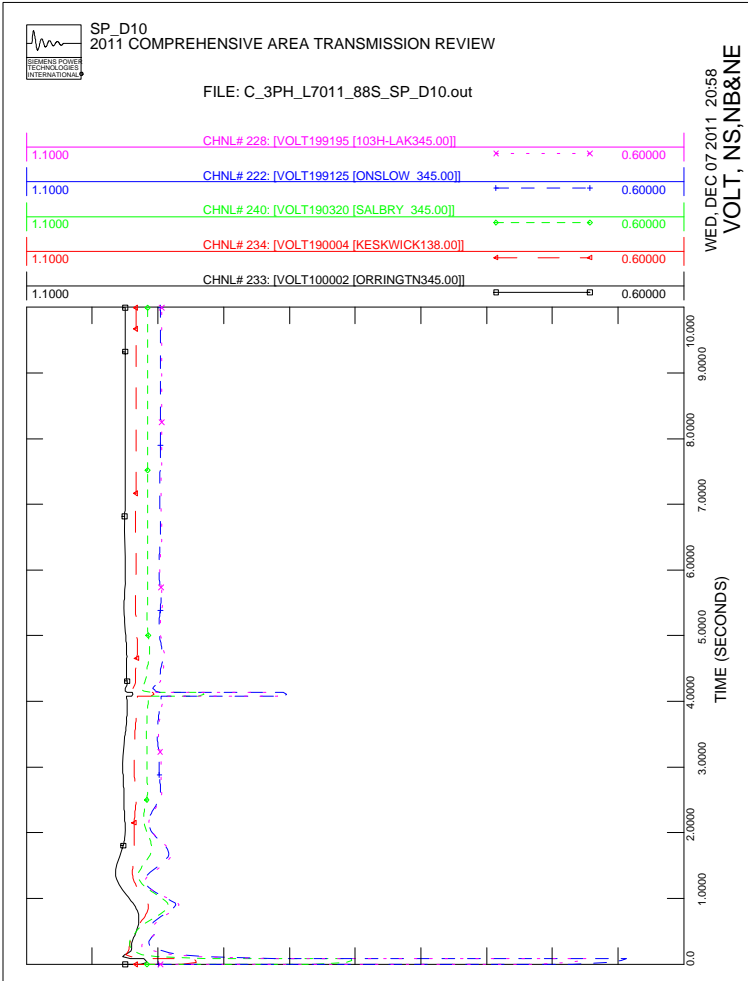


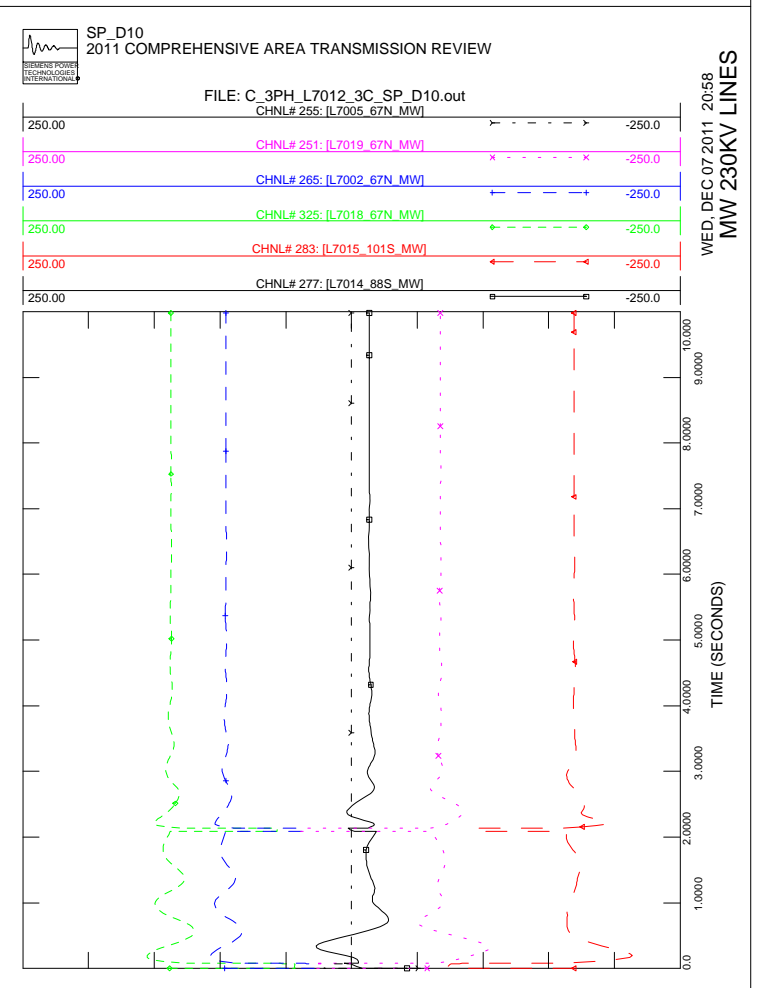
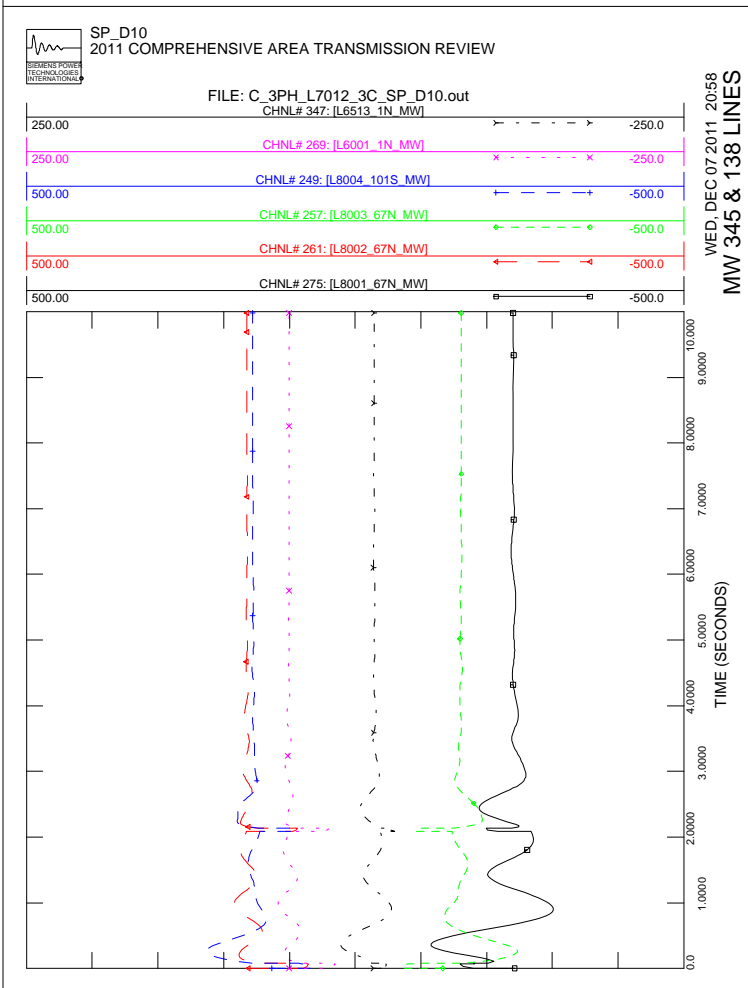
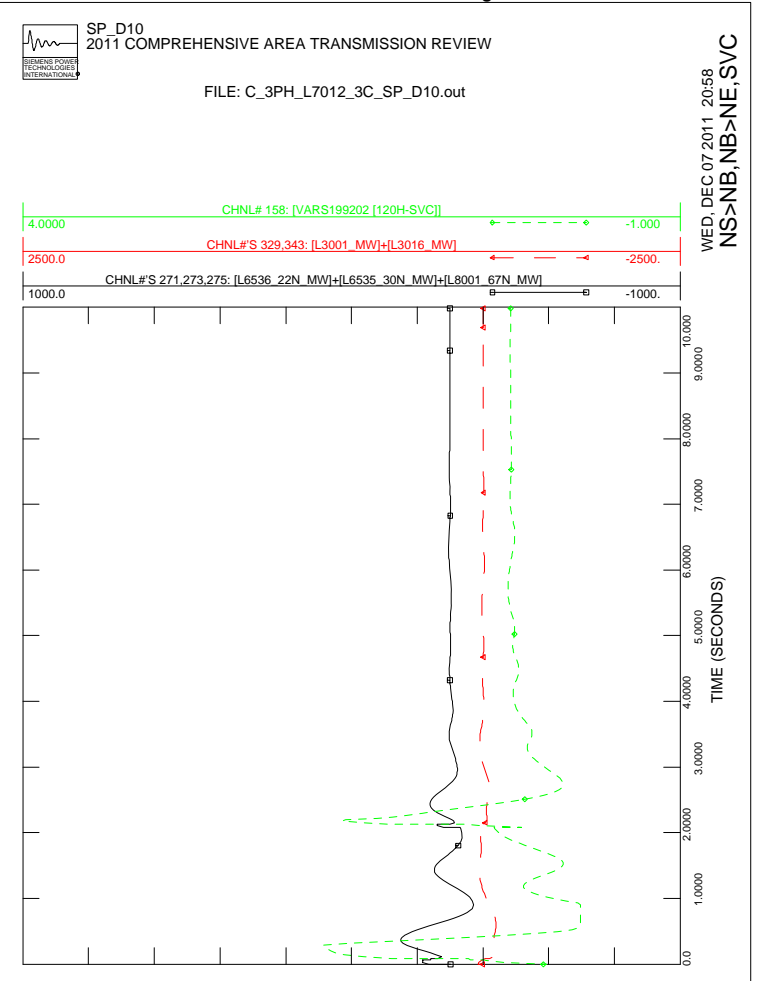
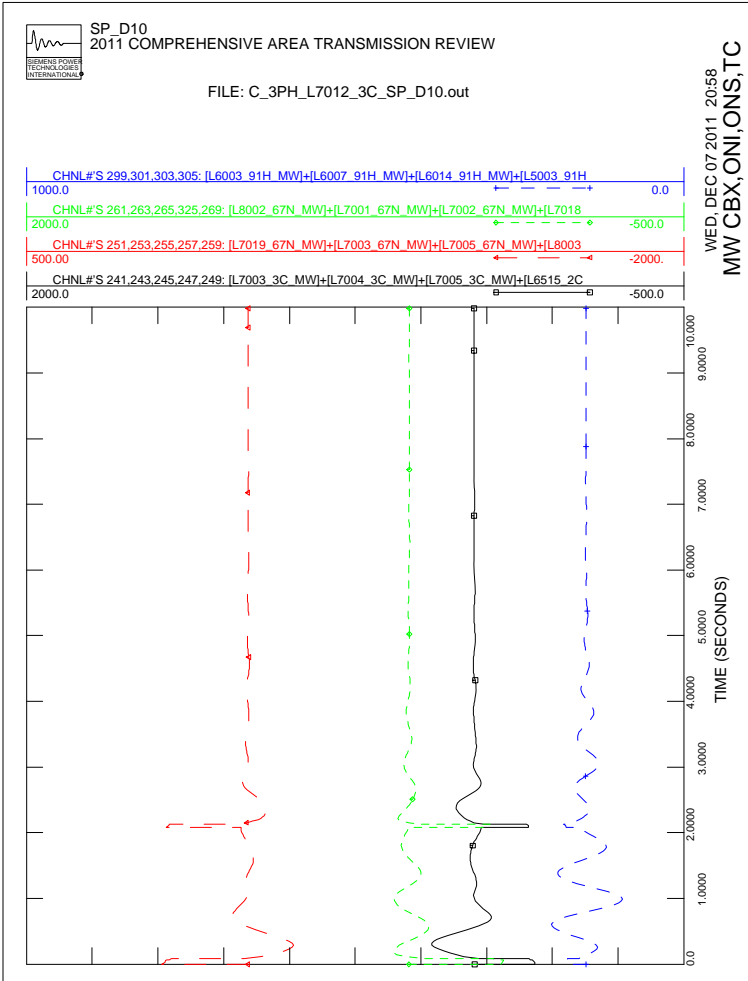


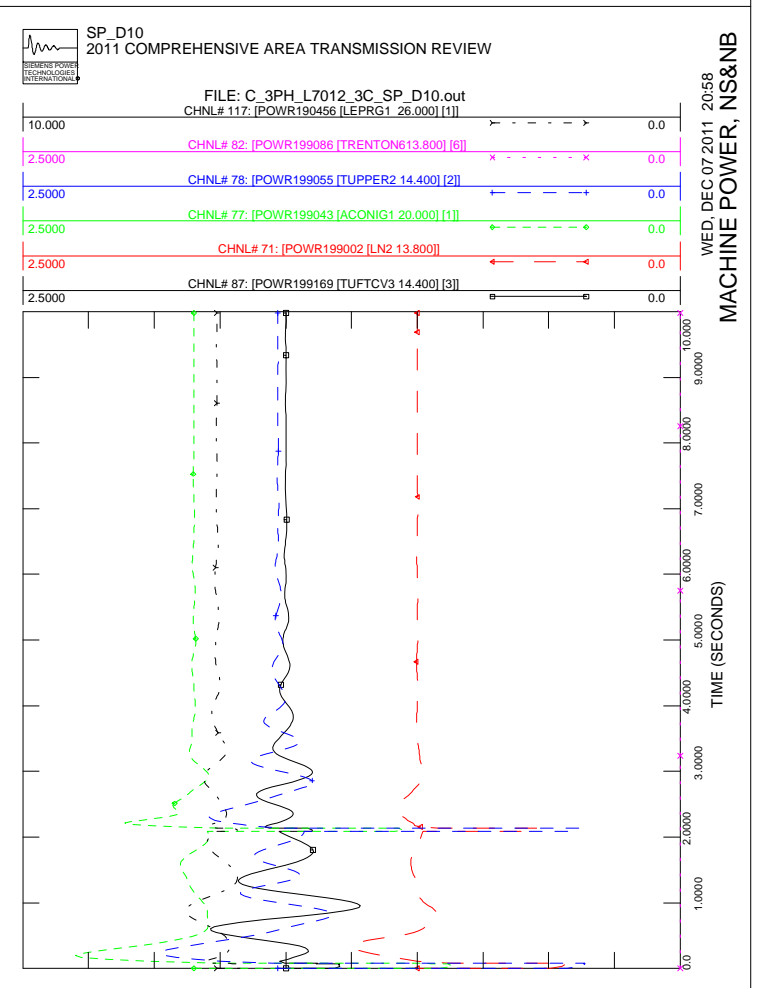
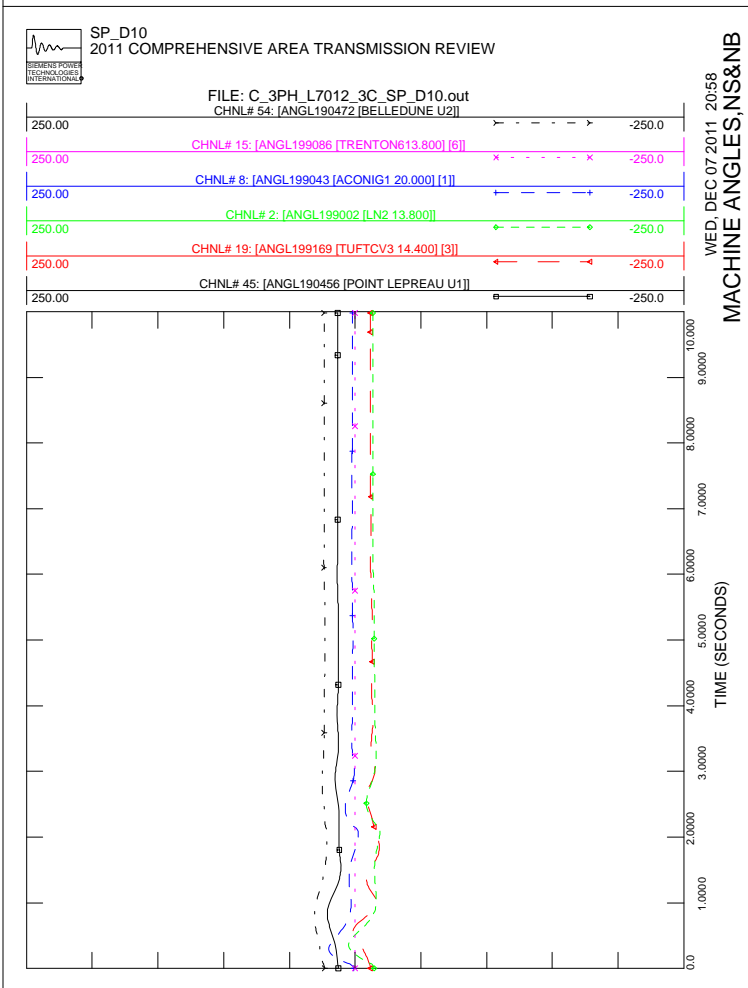
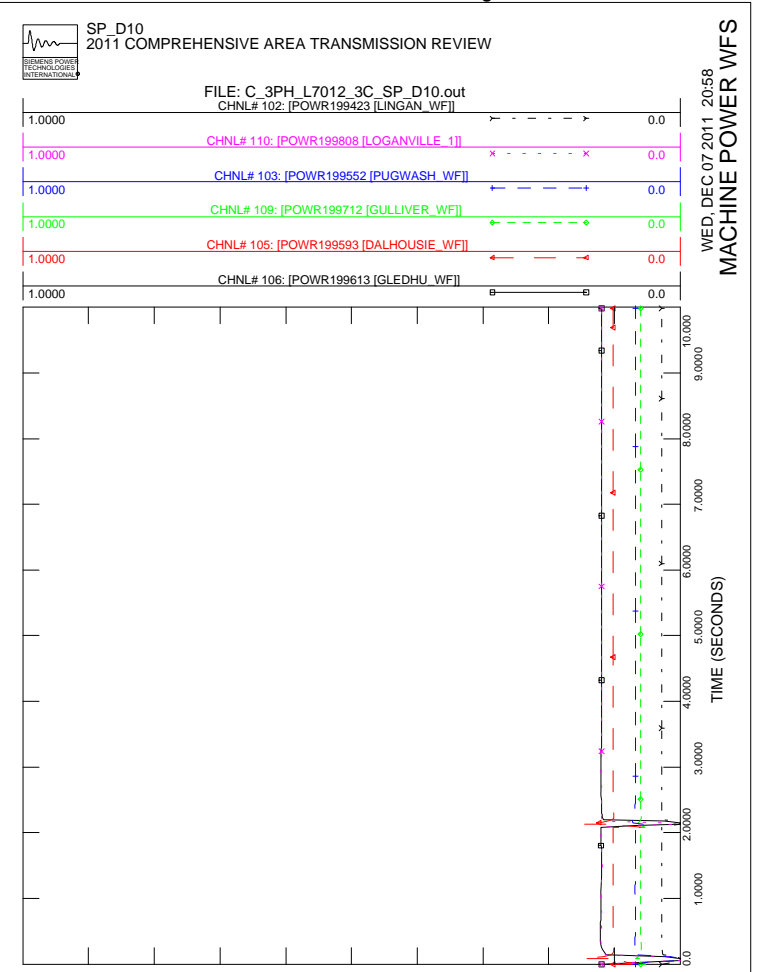
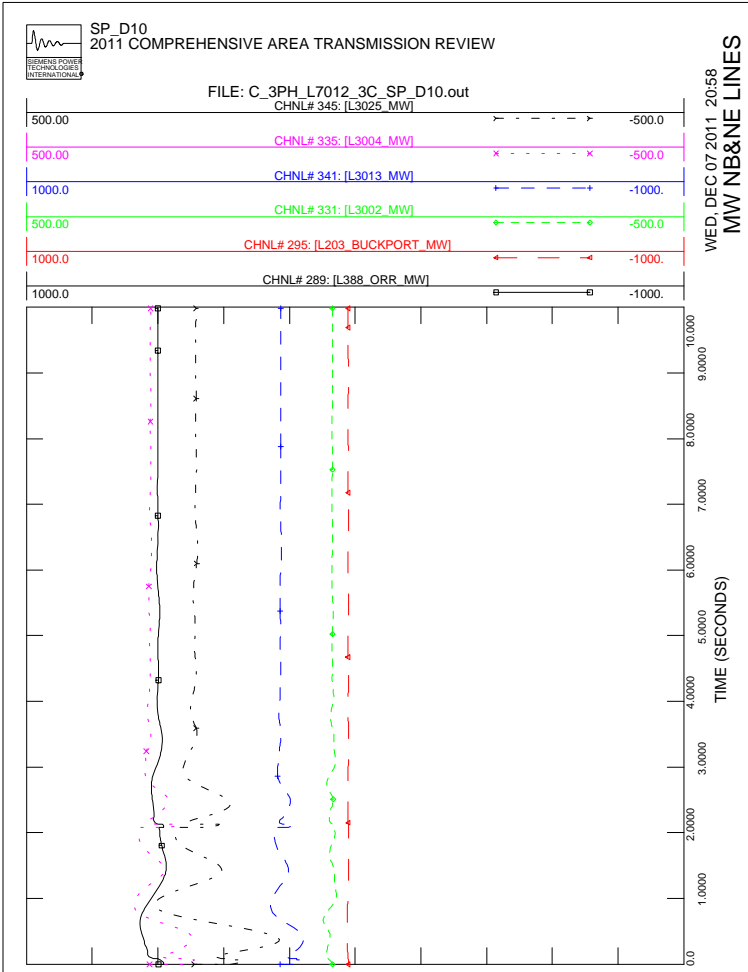


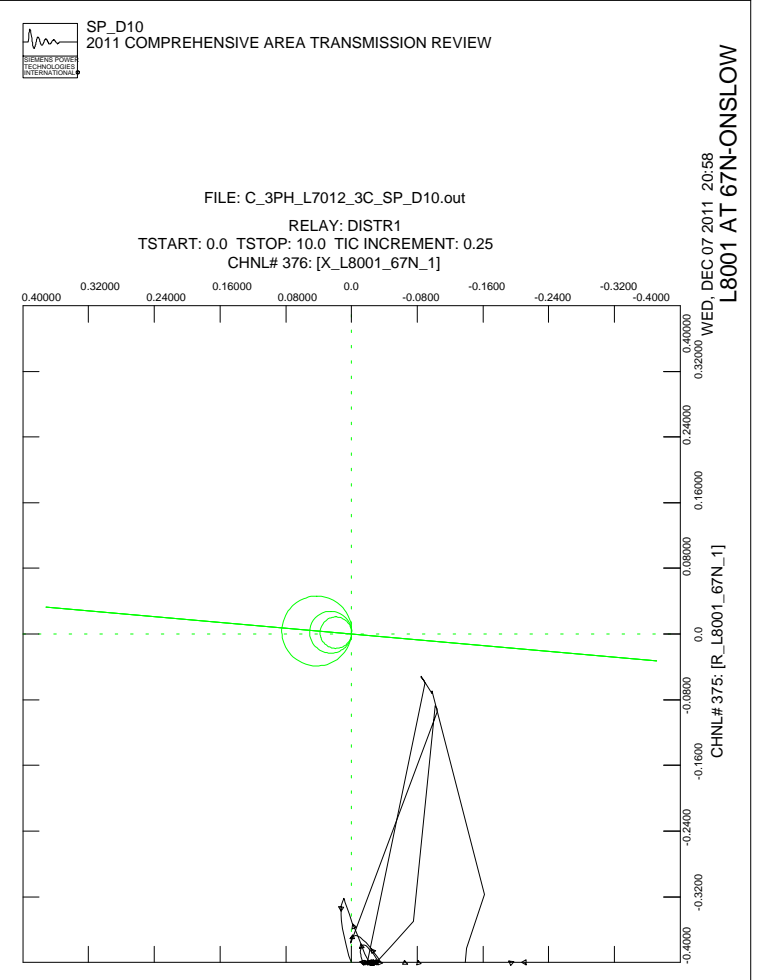
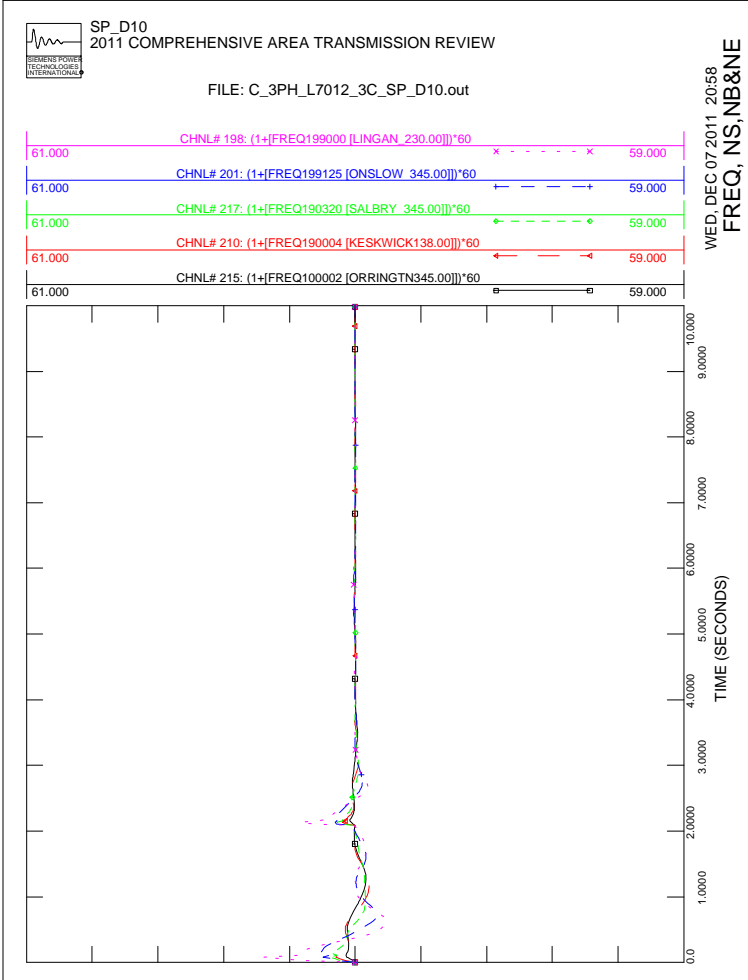
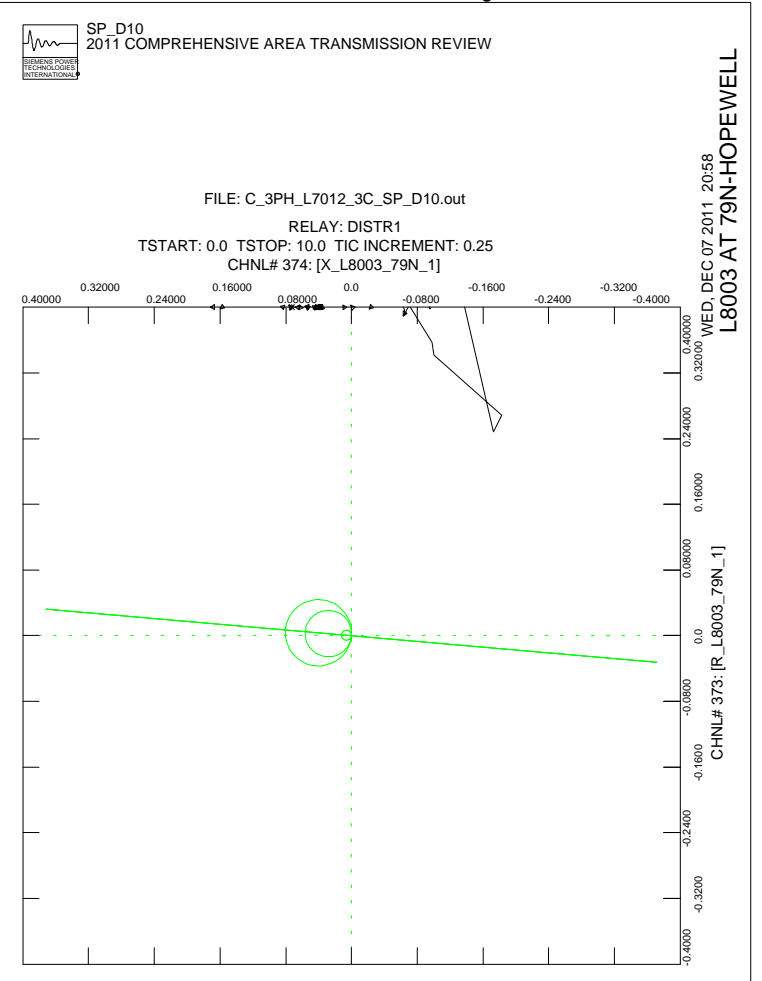
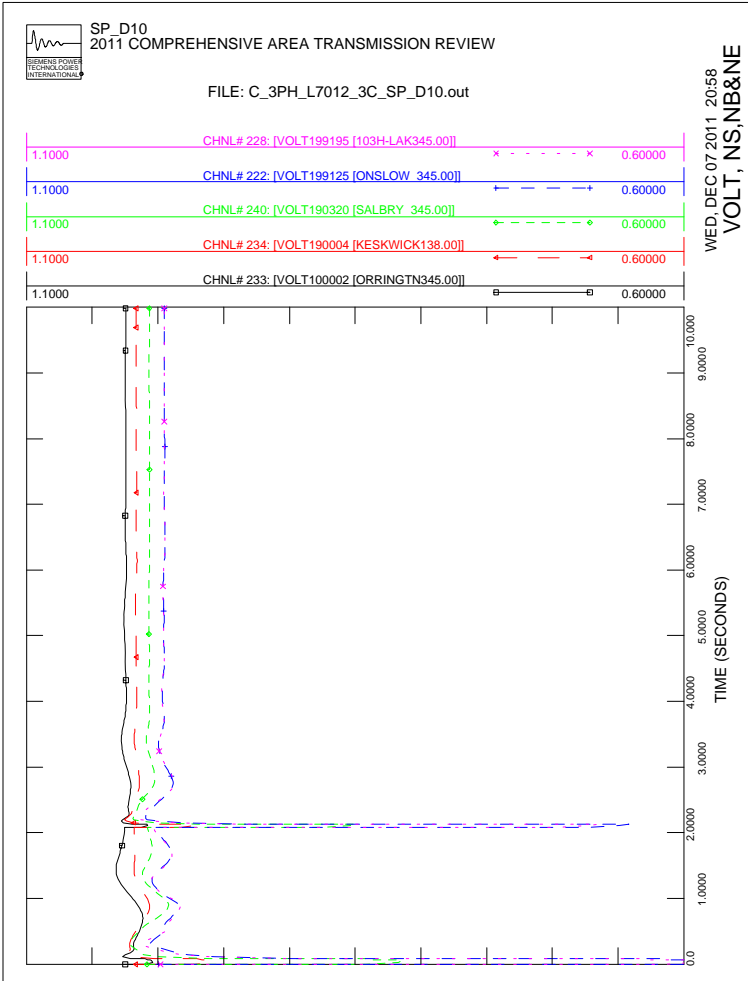








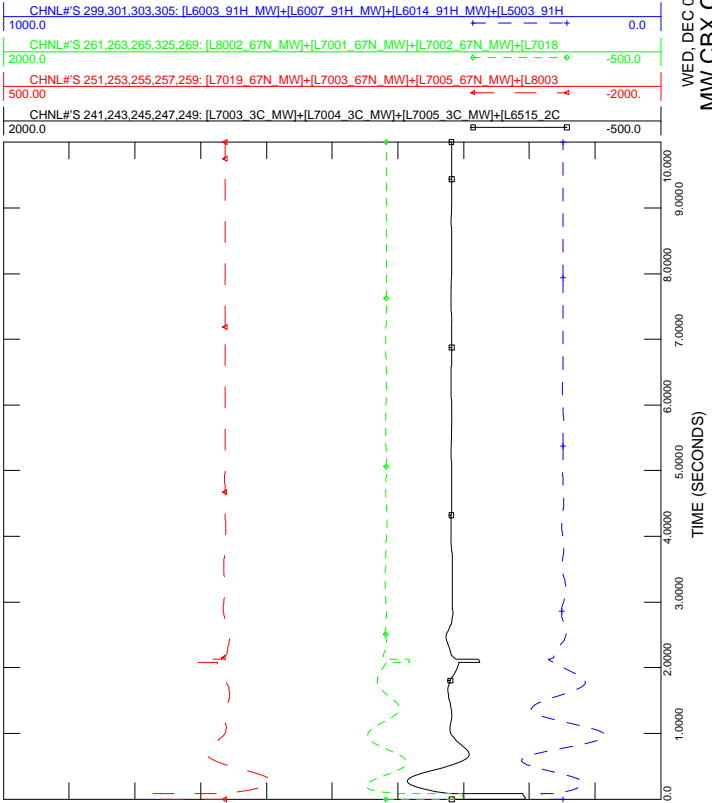






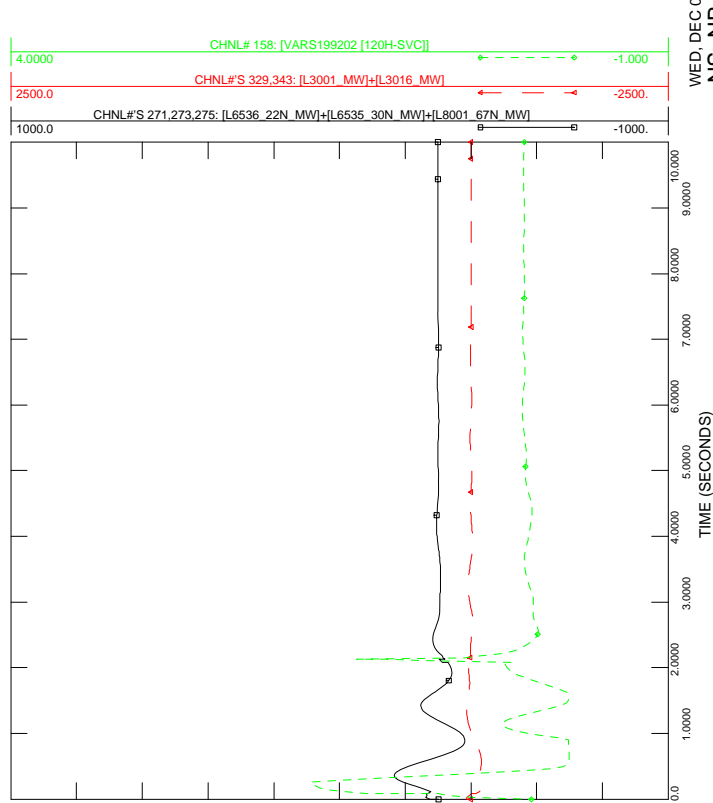
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7012_88S_SP_D10.out



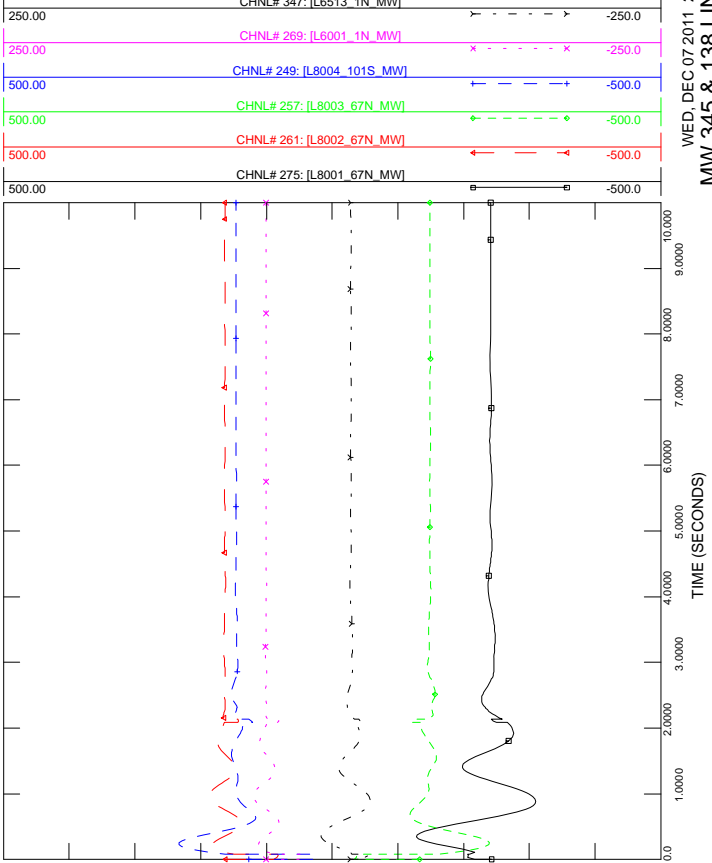
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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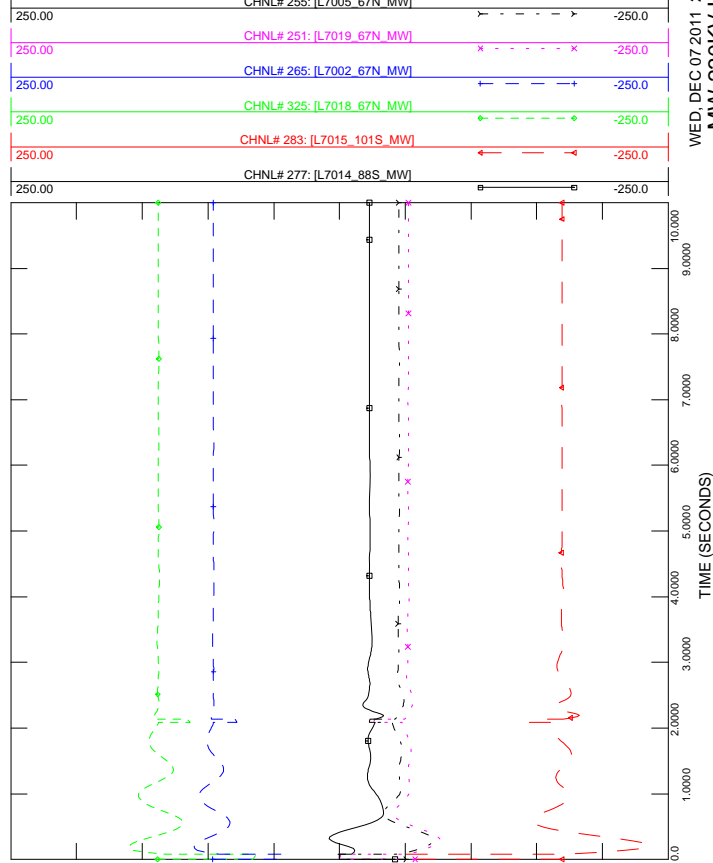
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

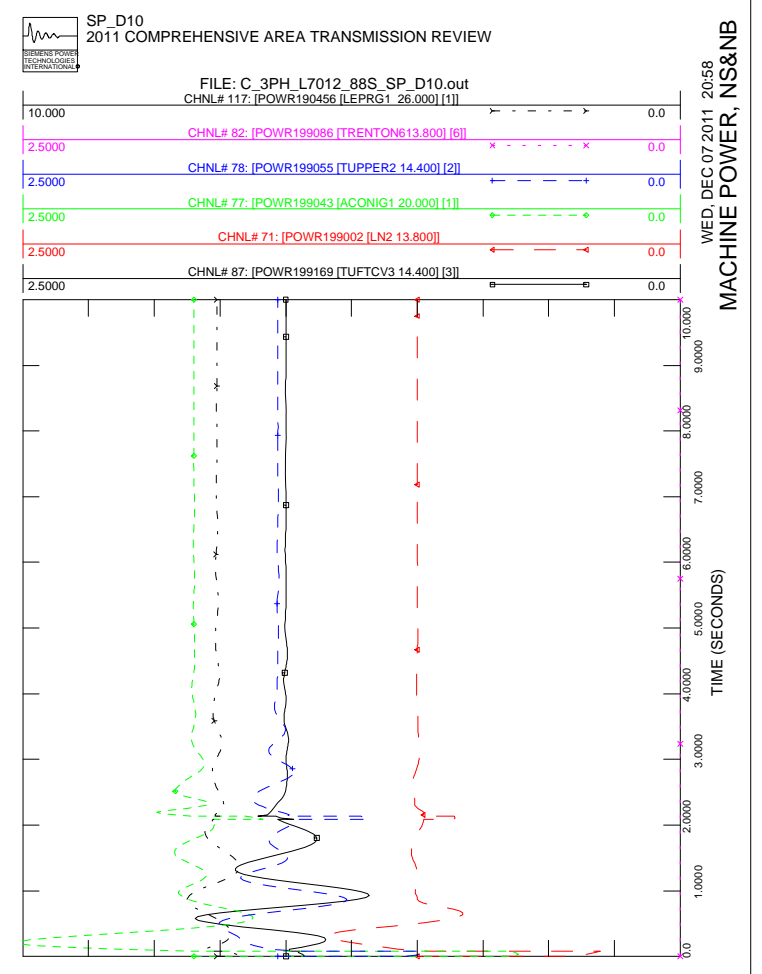
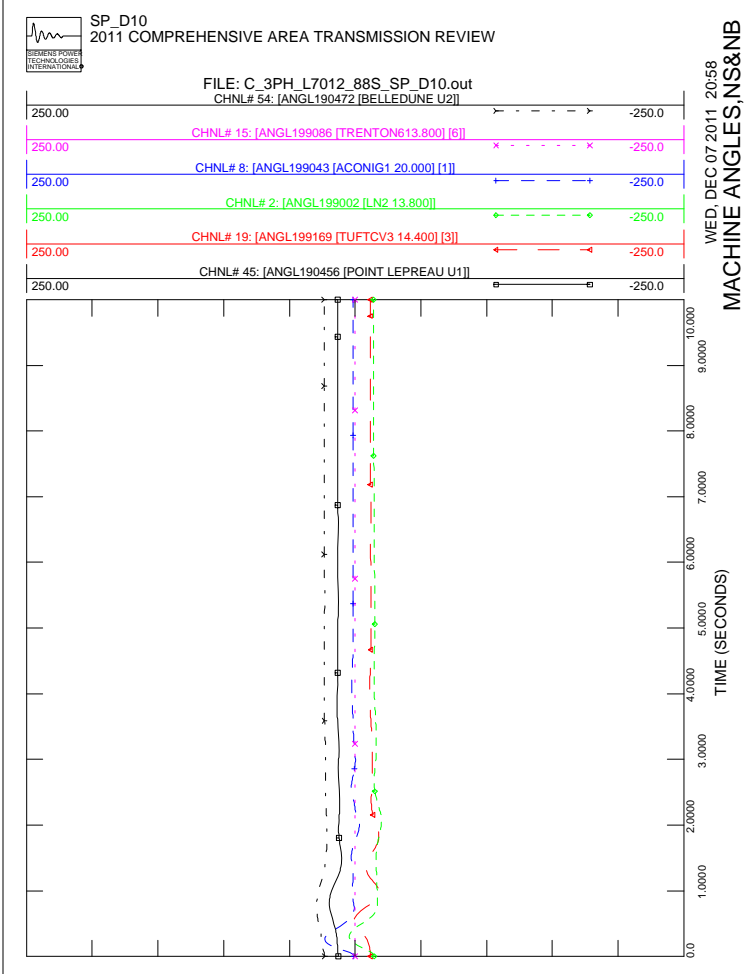
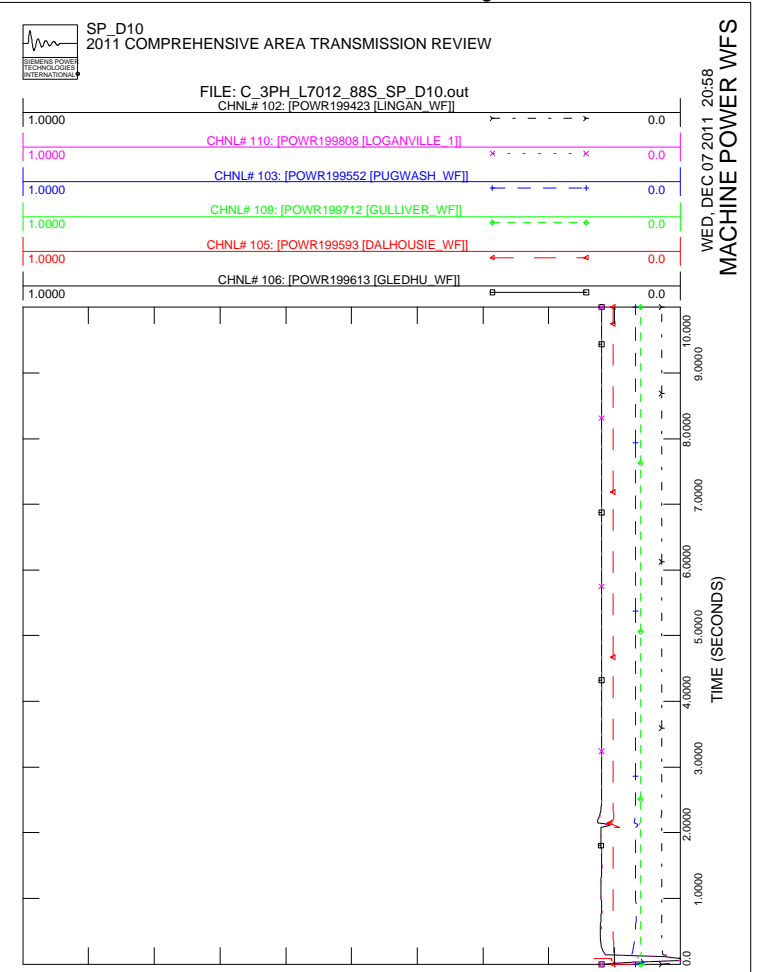
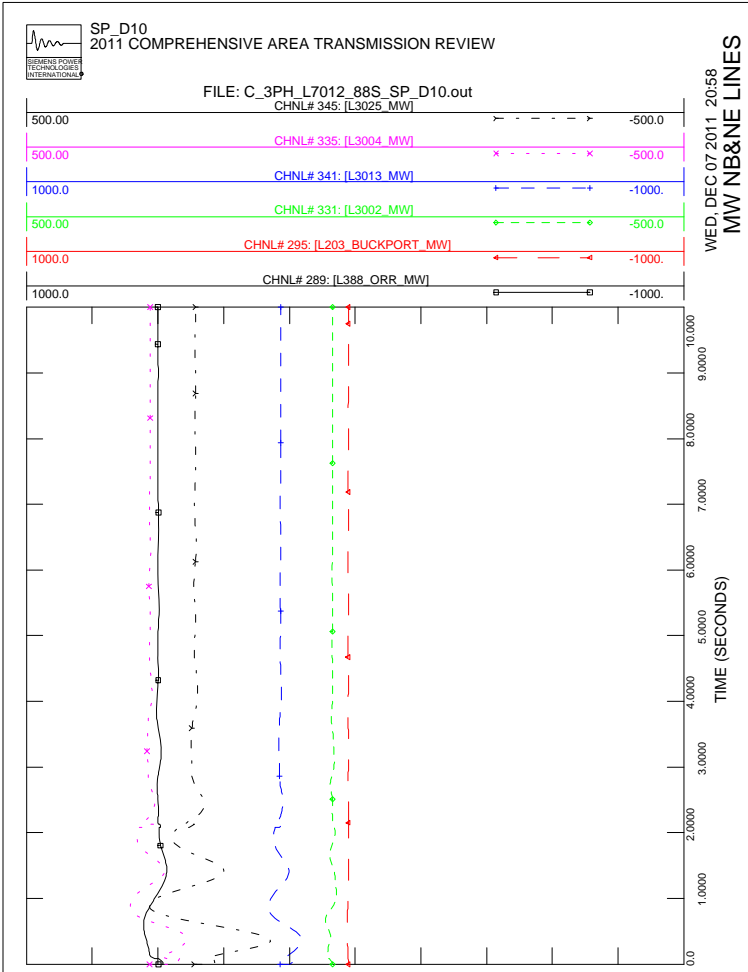
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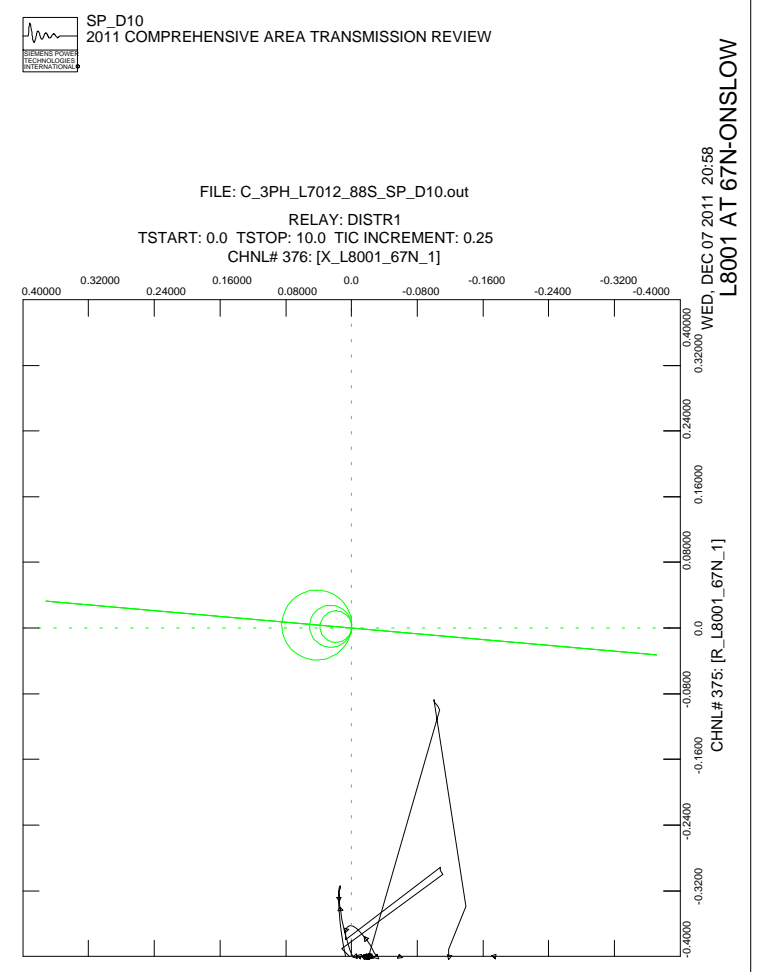
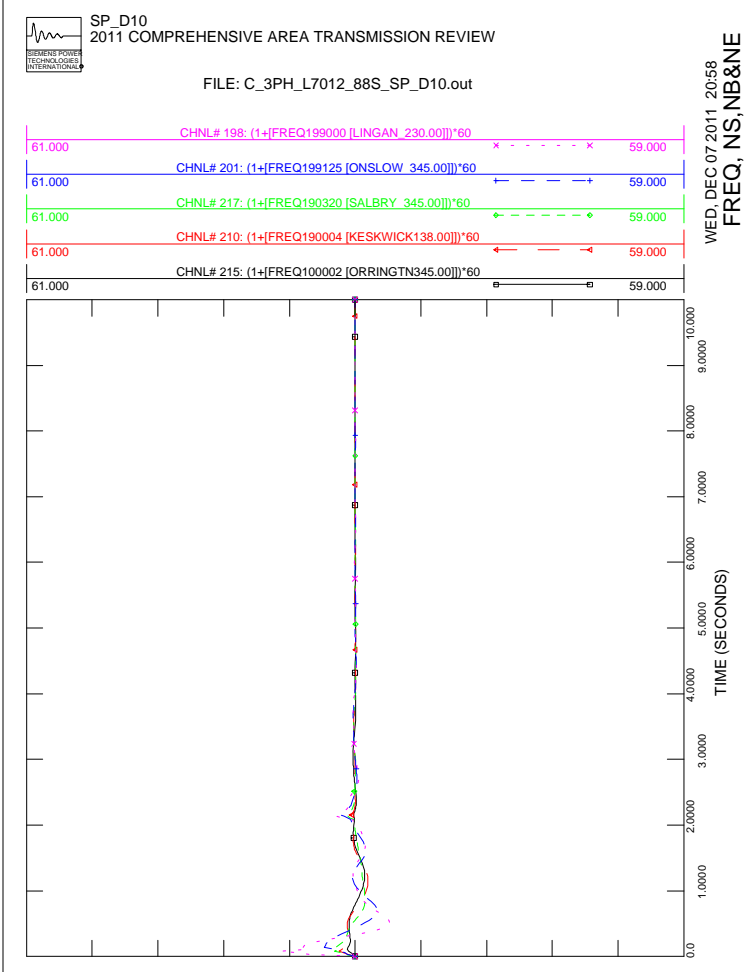
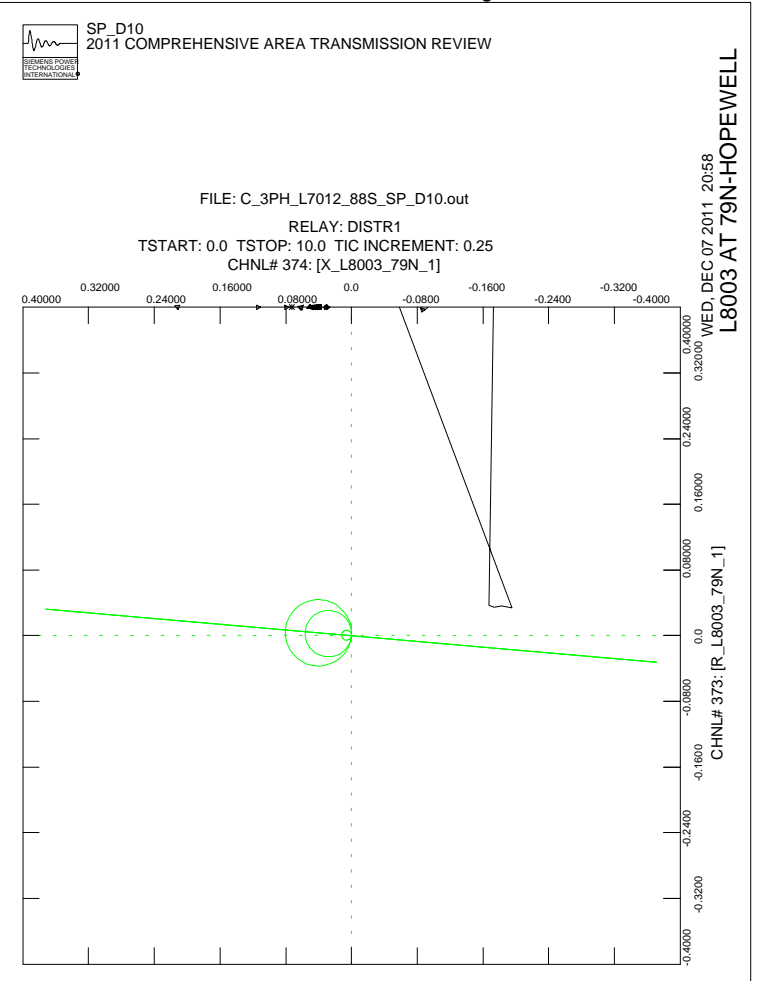
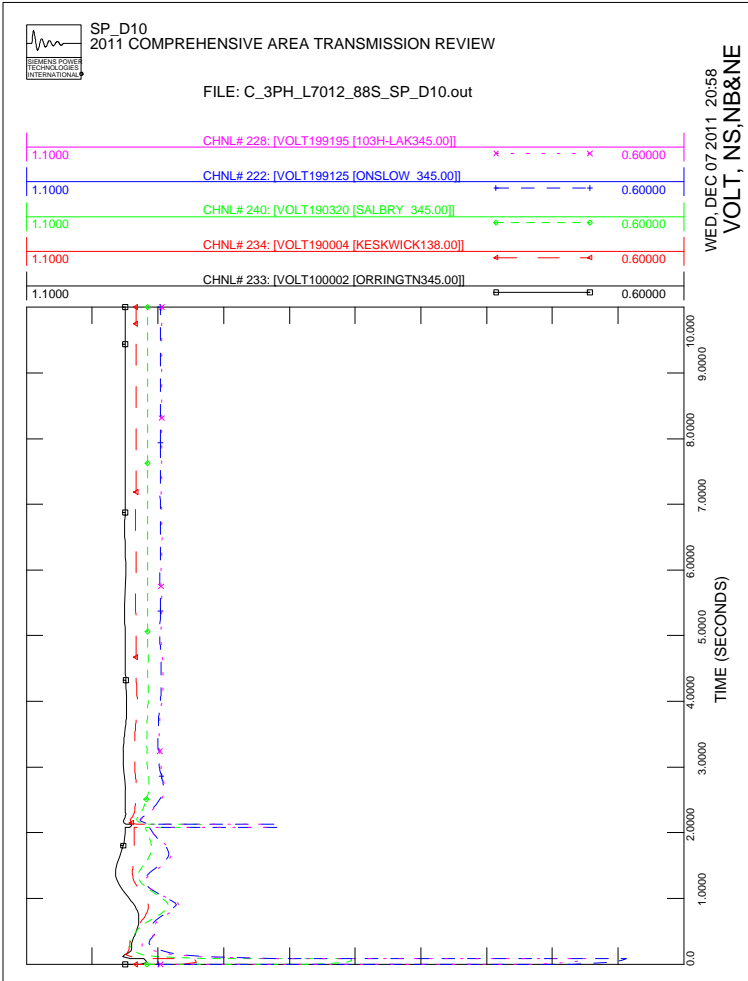


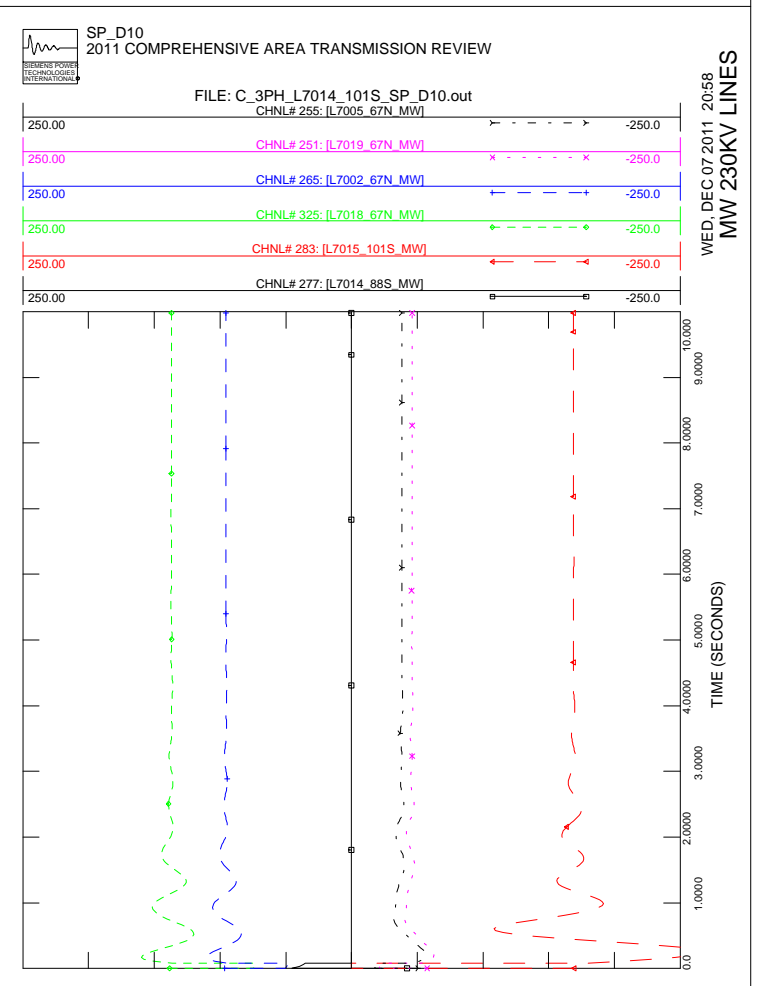
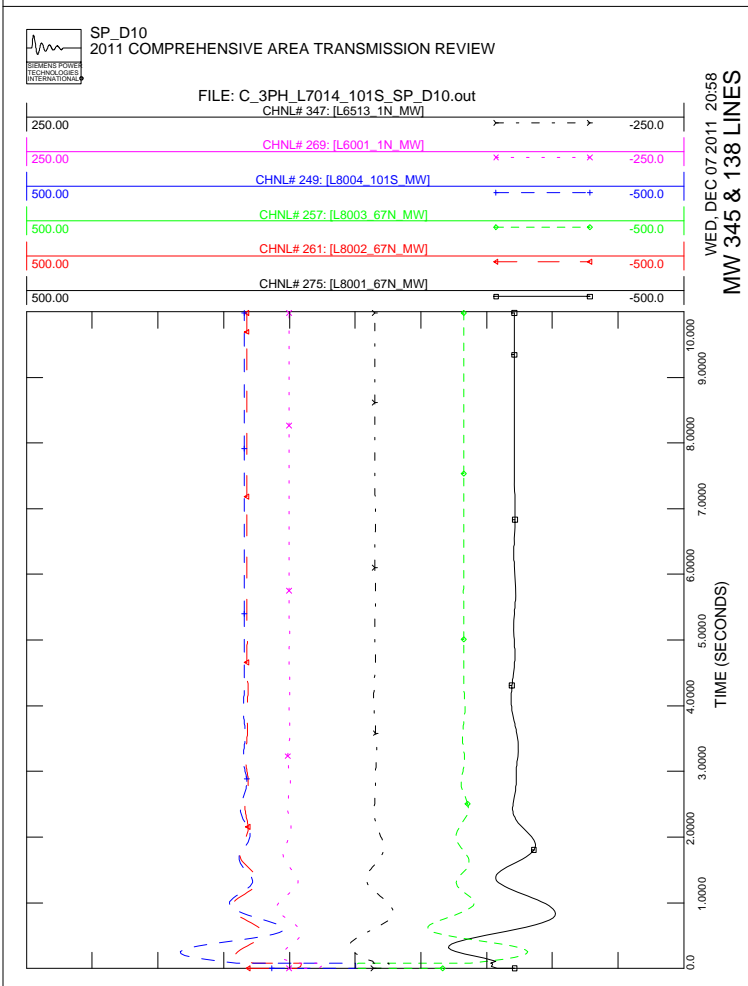
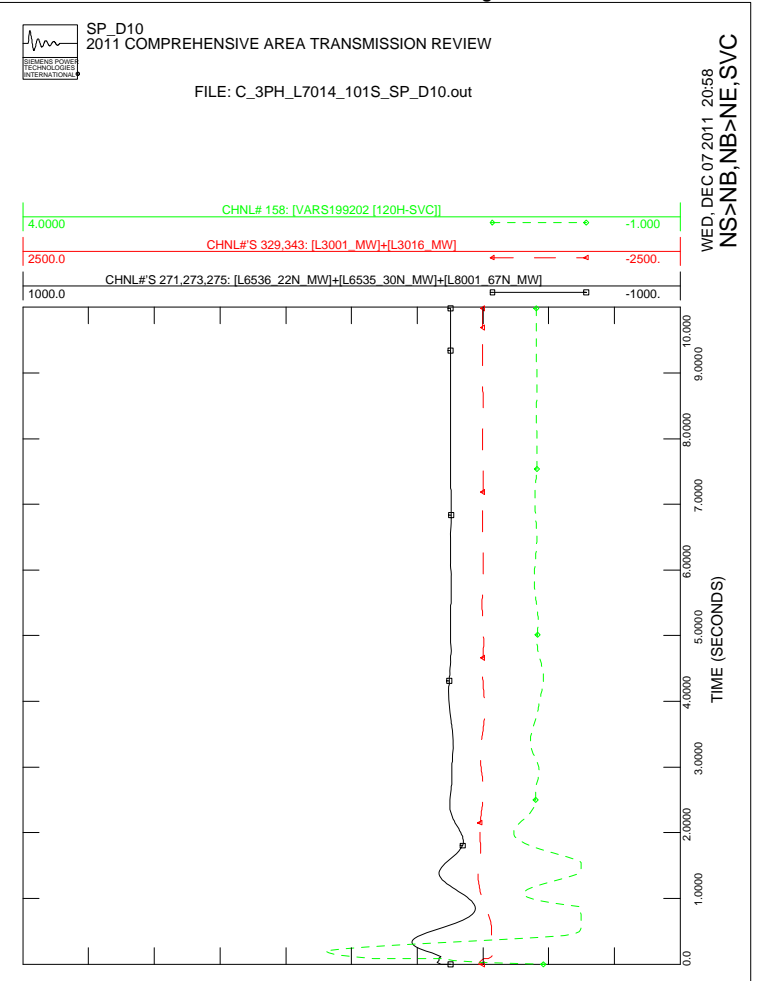
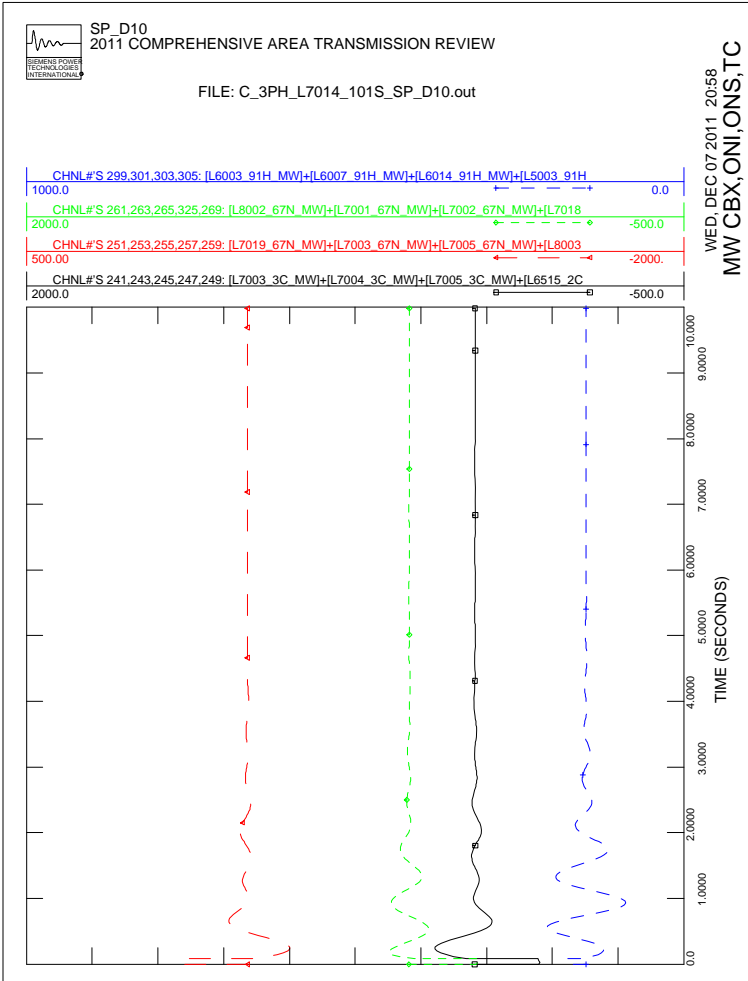
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

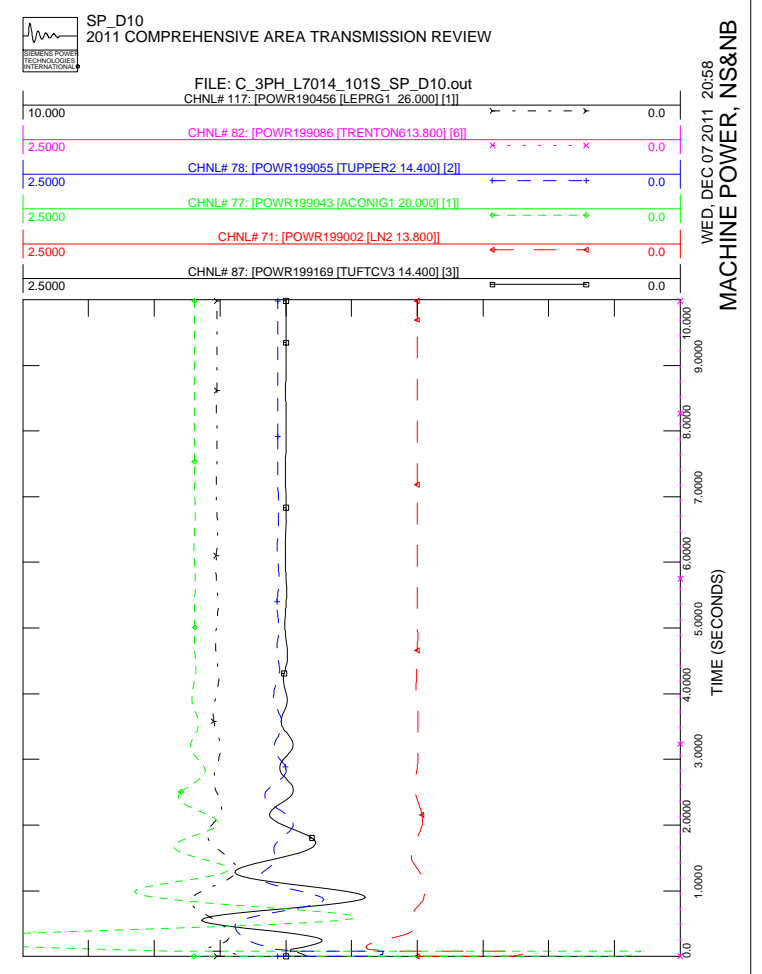
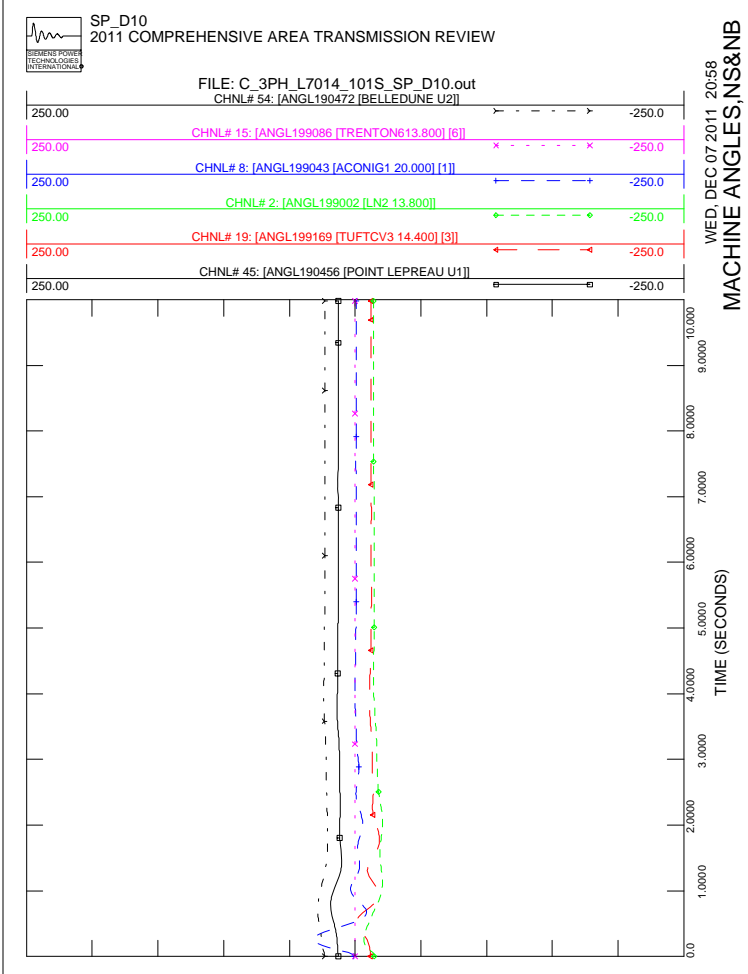
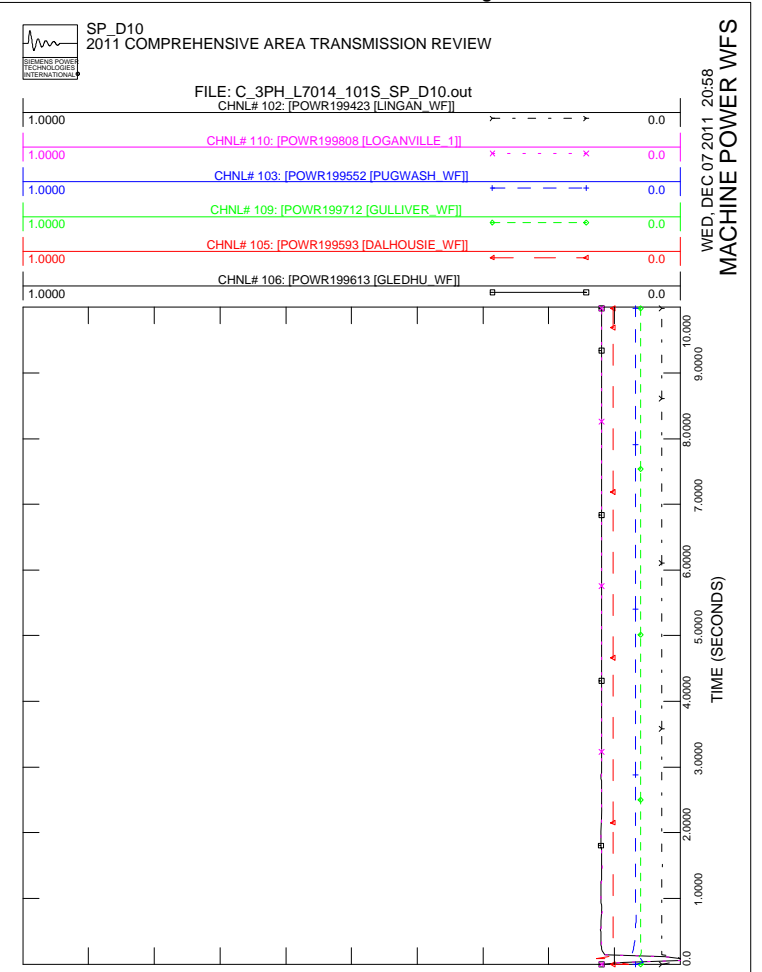
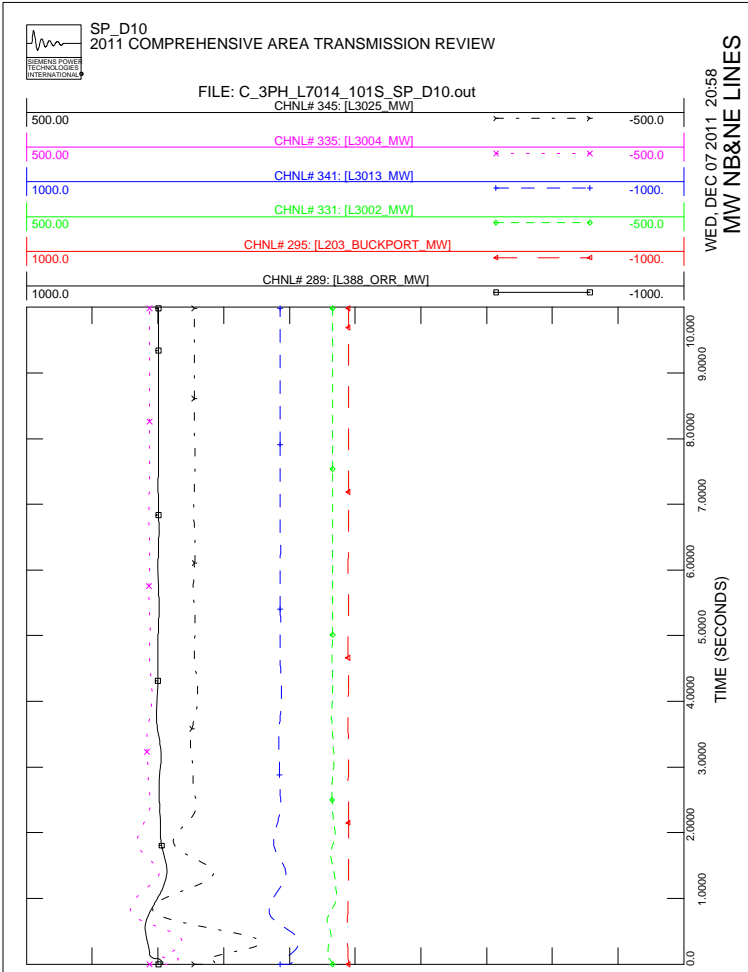
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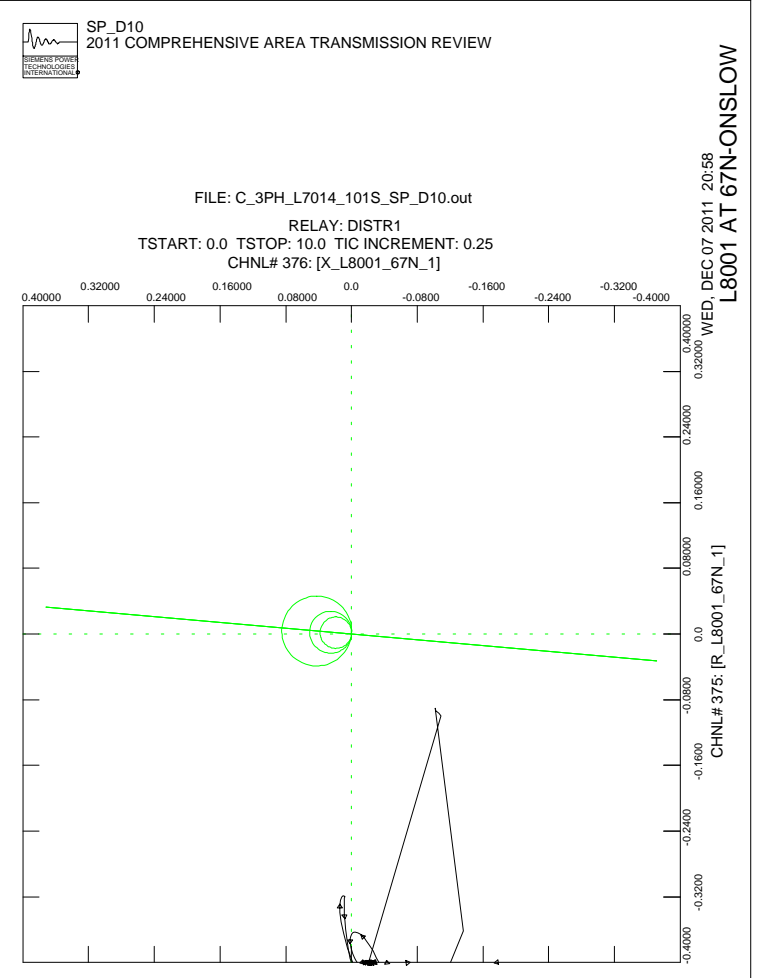
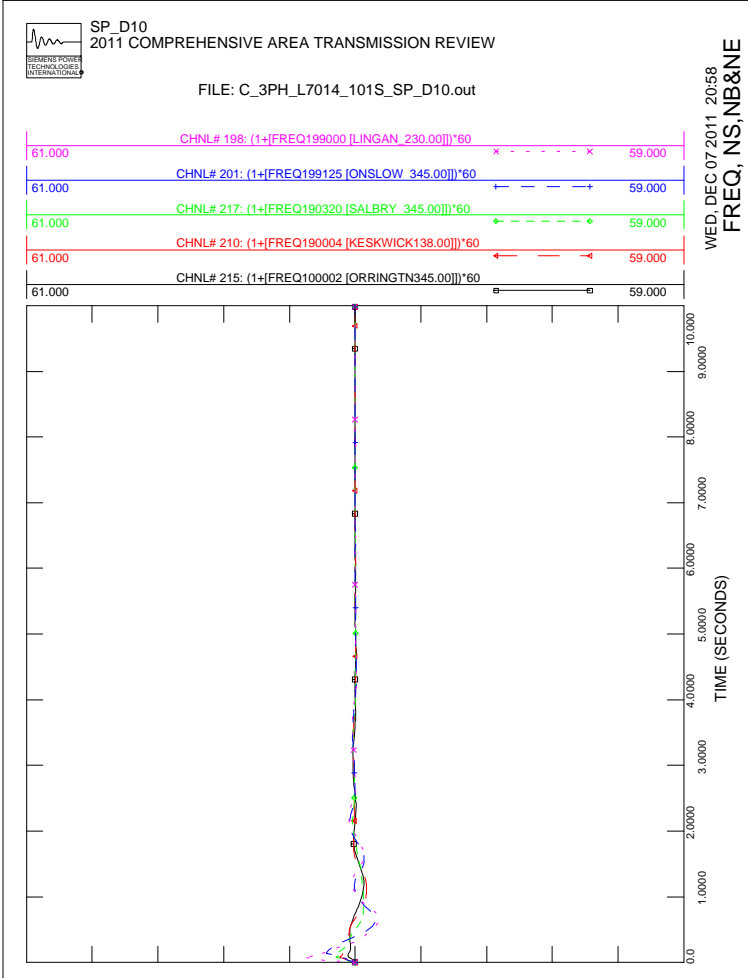
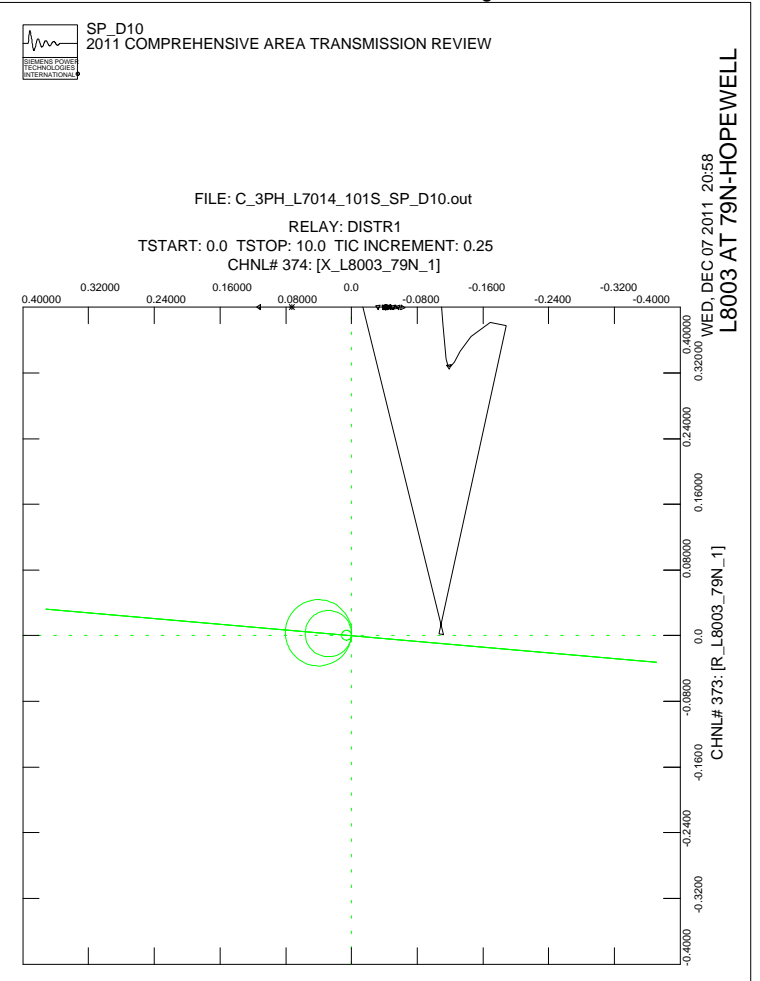
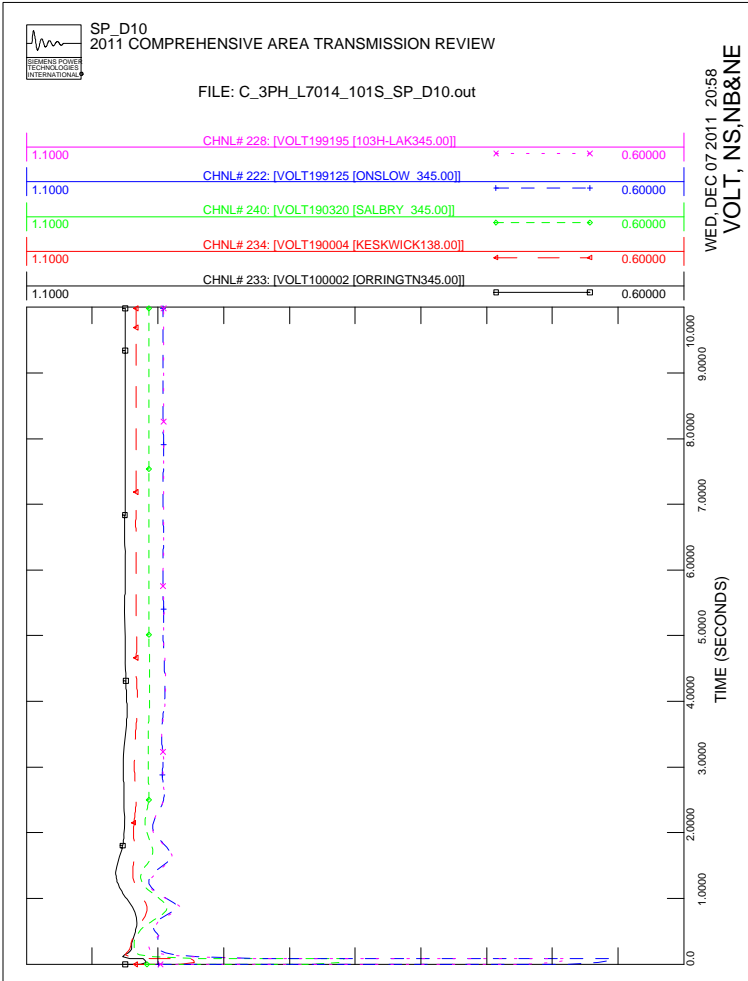


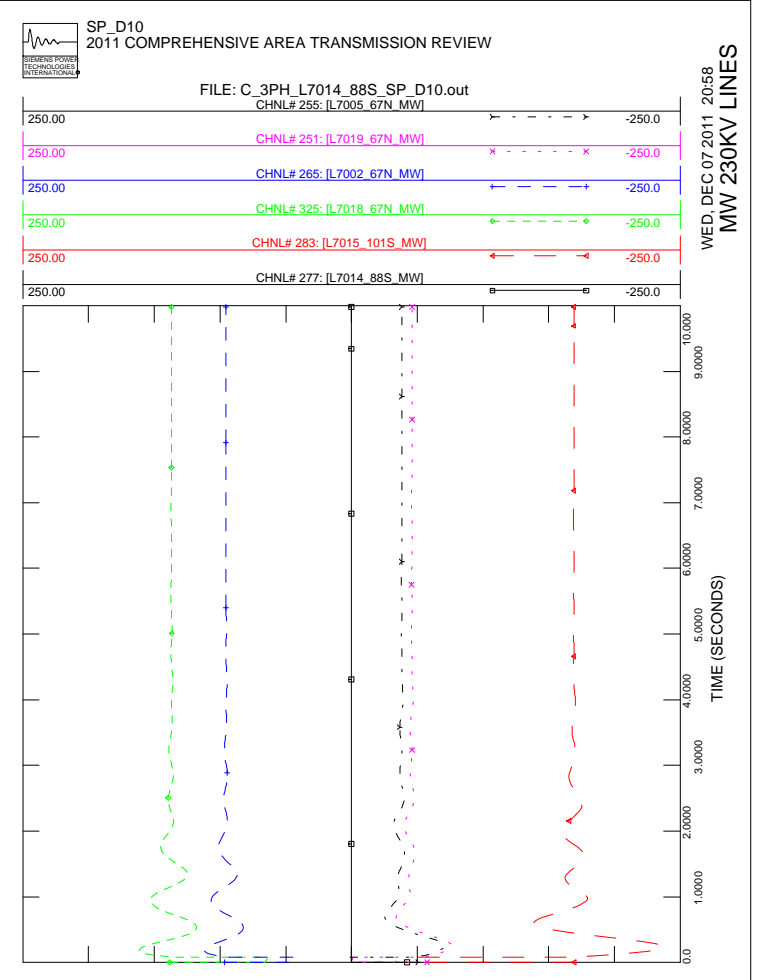
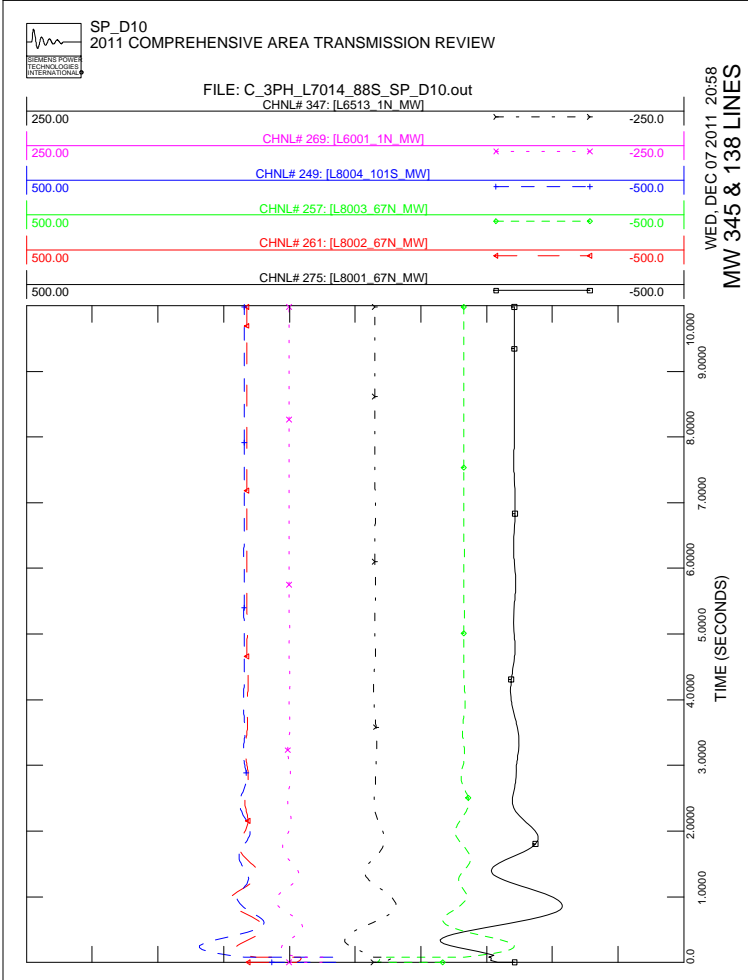
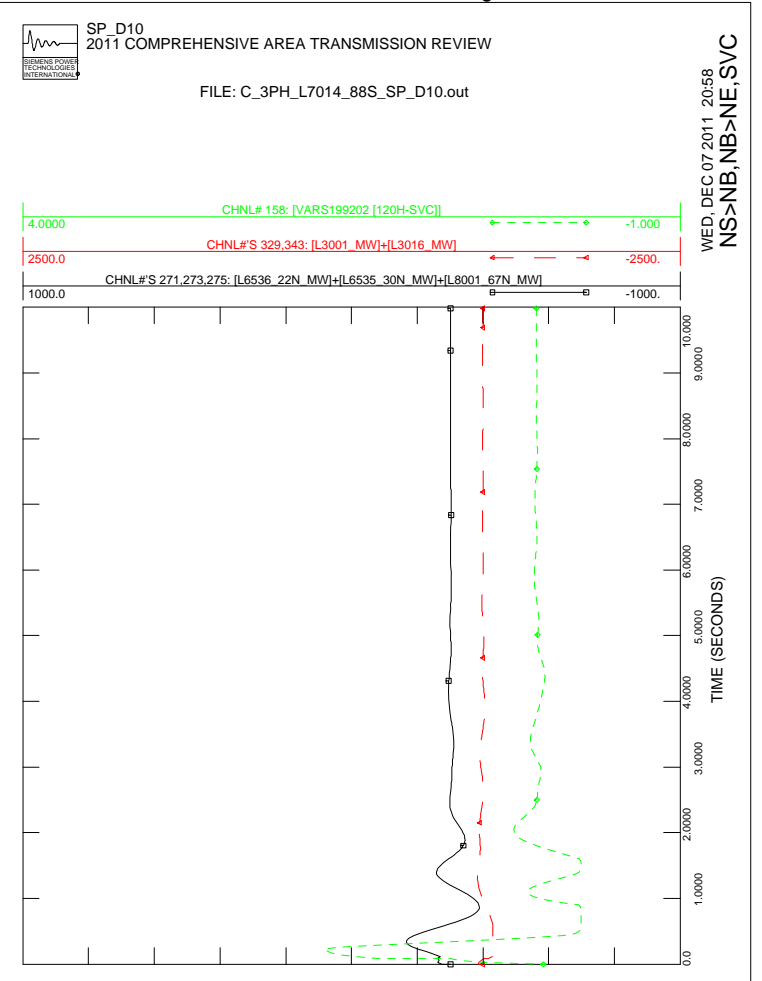
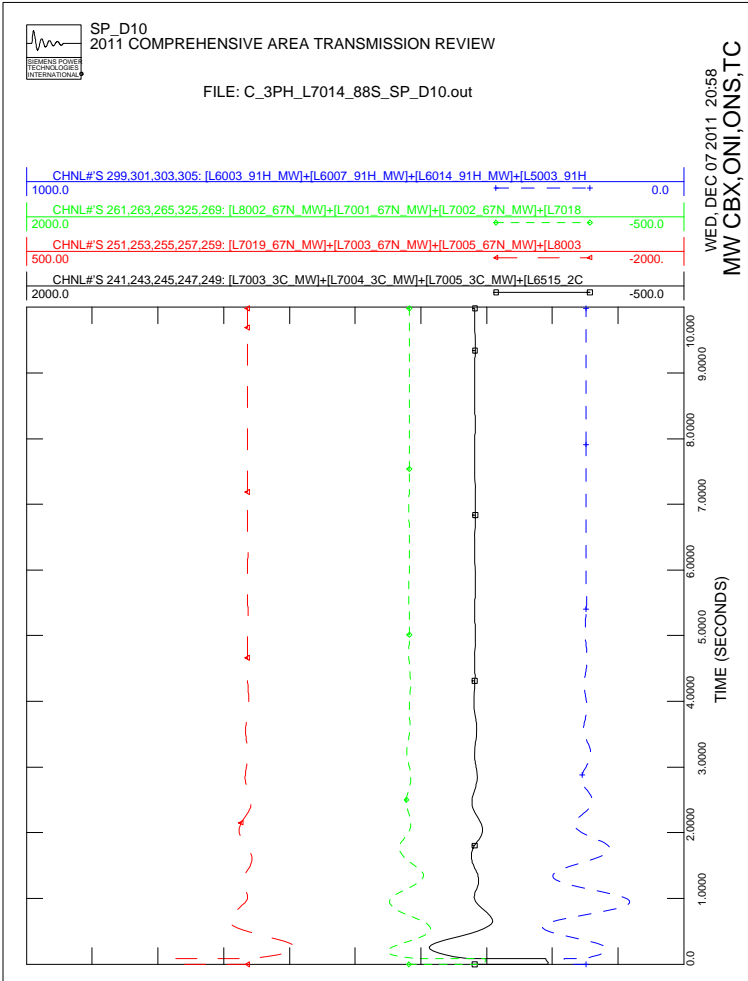


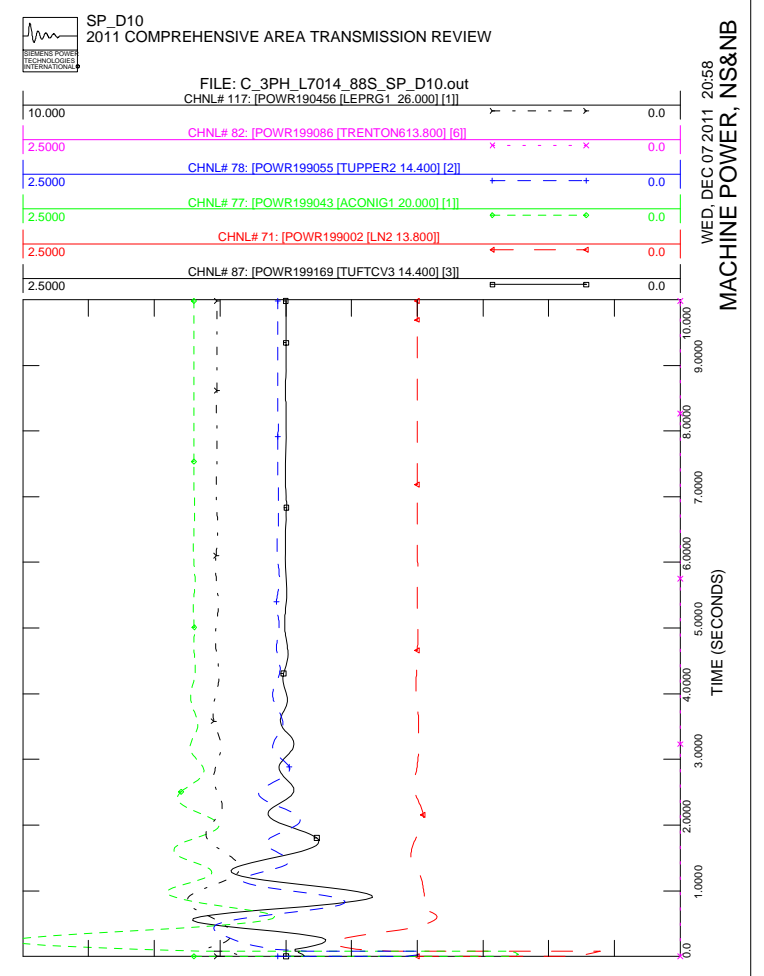
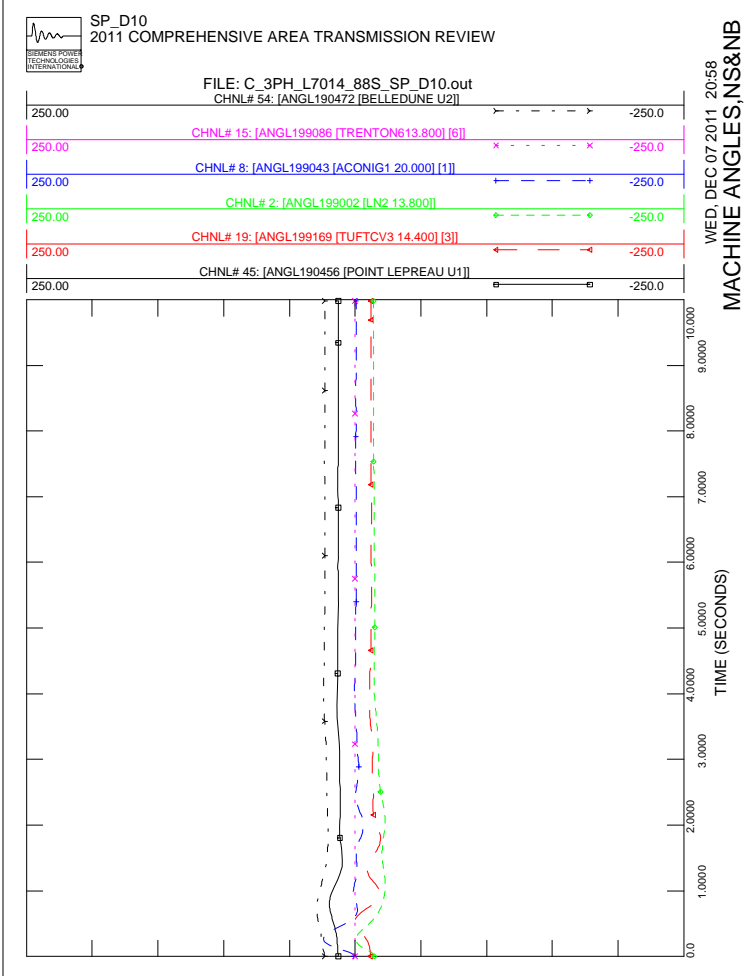
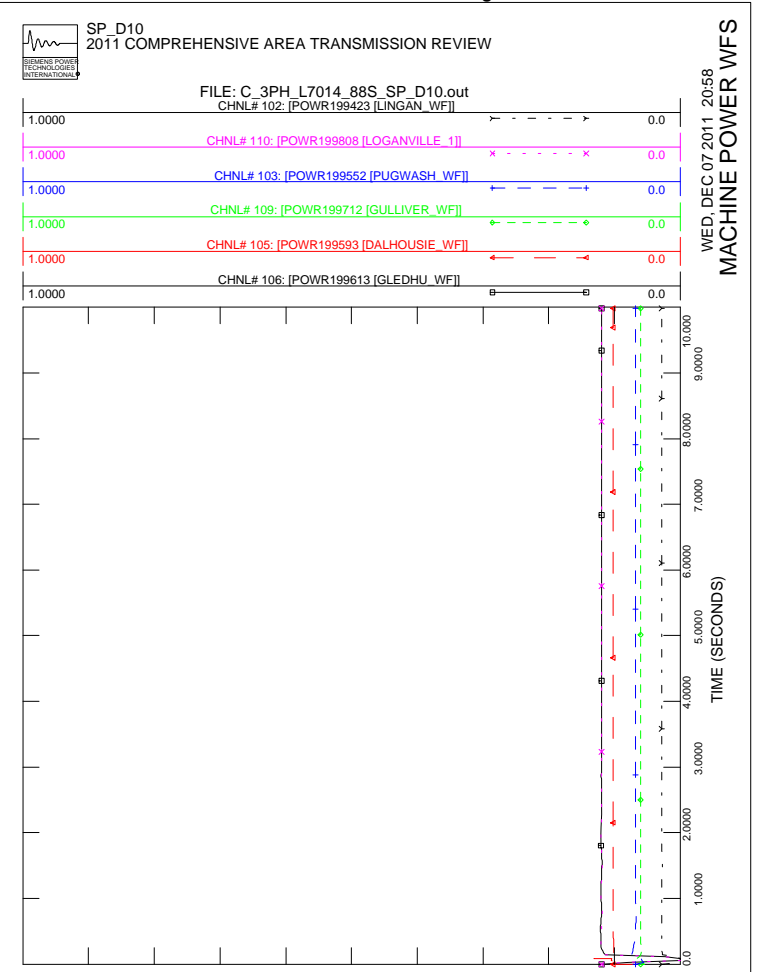
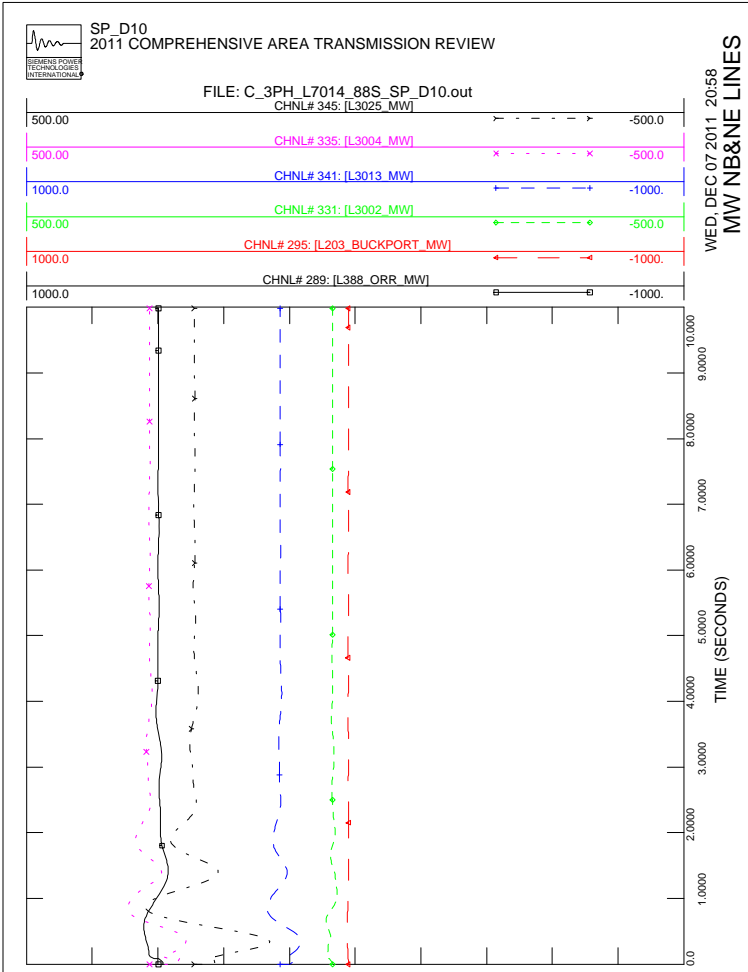


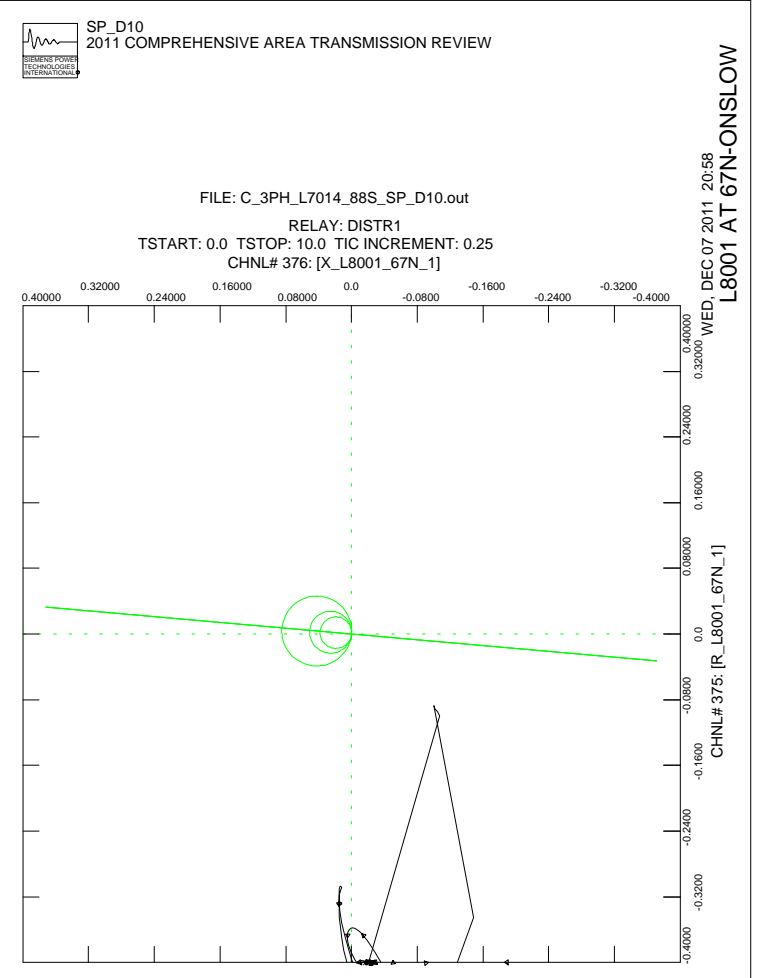
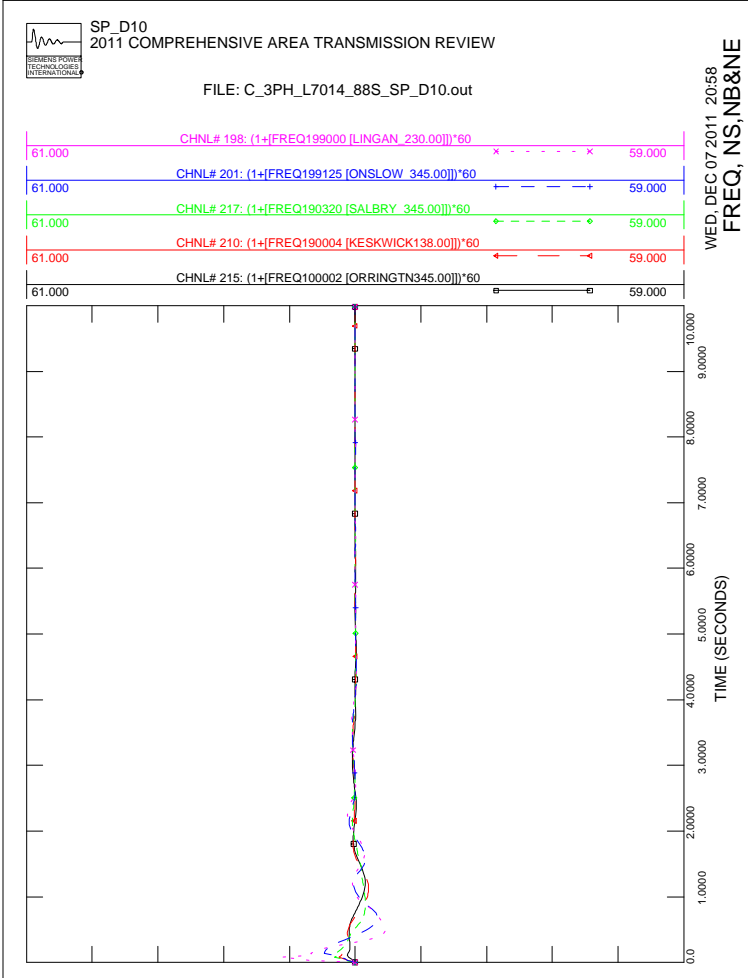
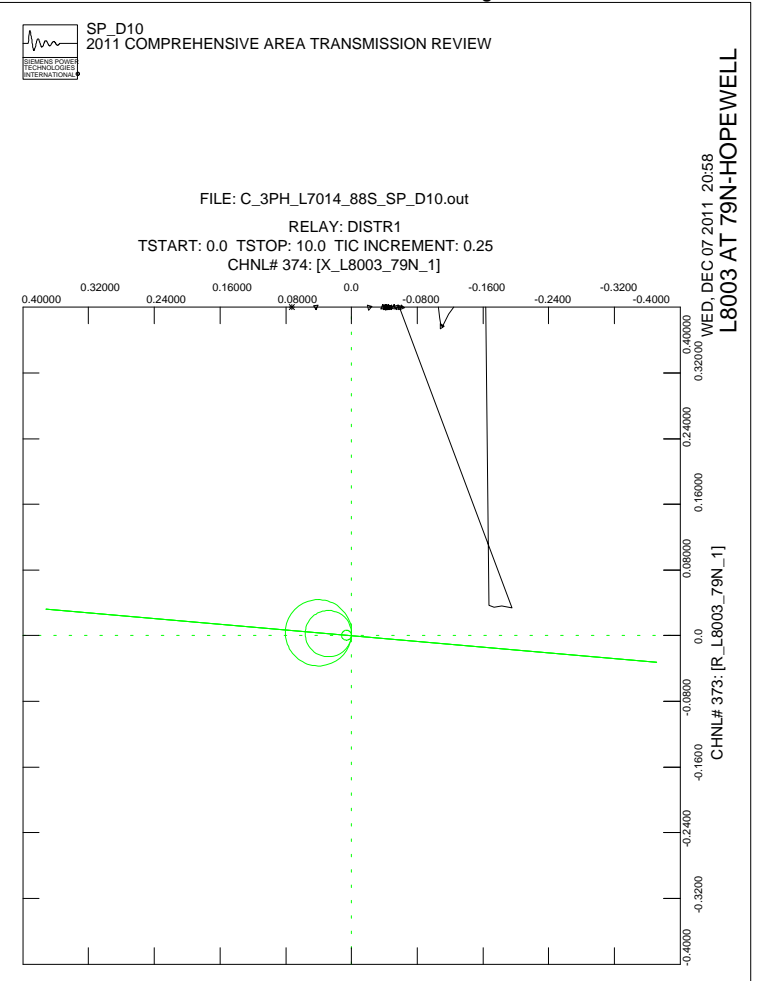
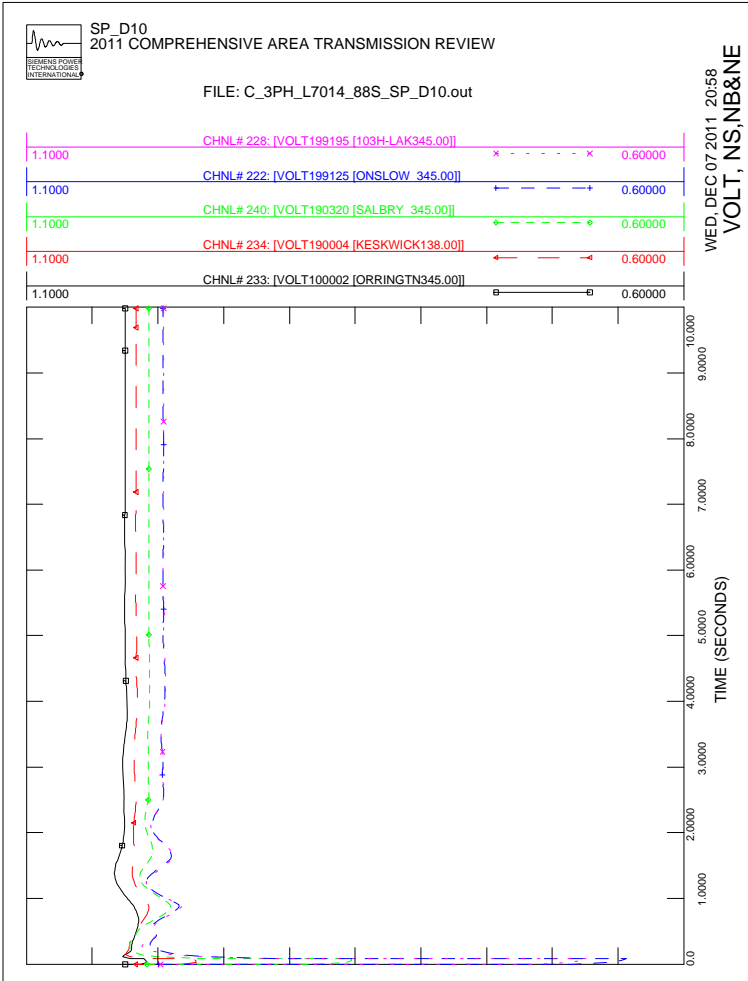


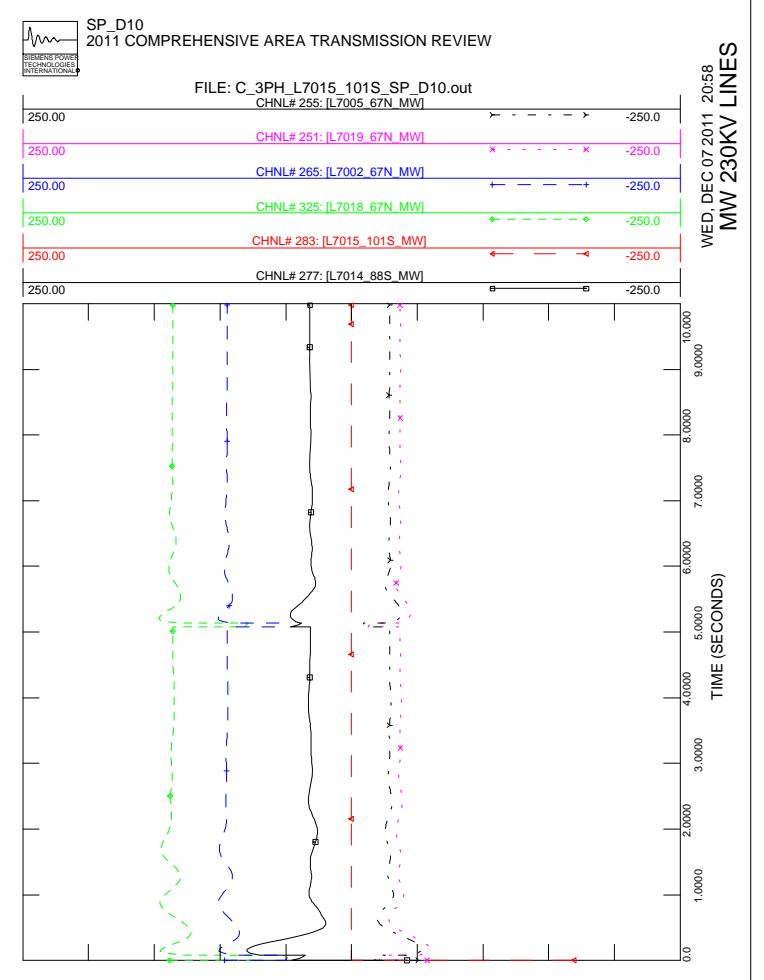
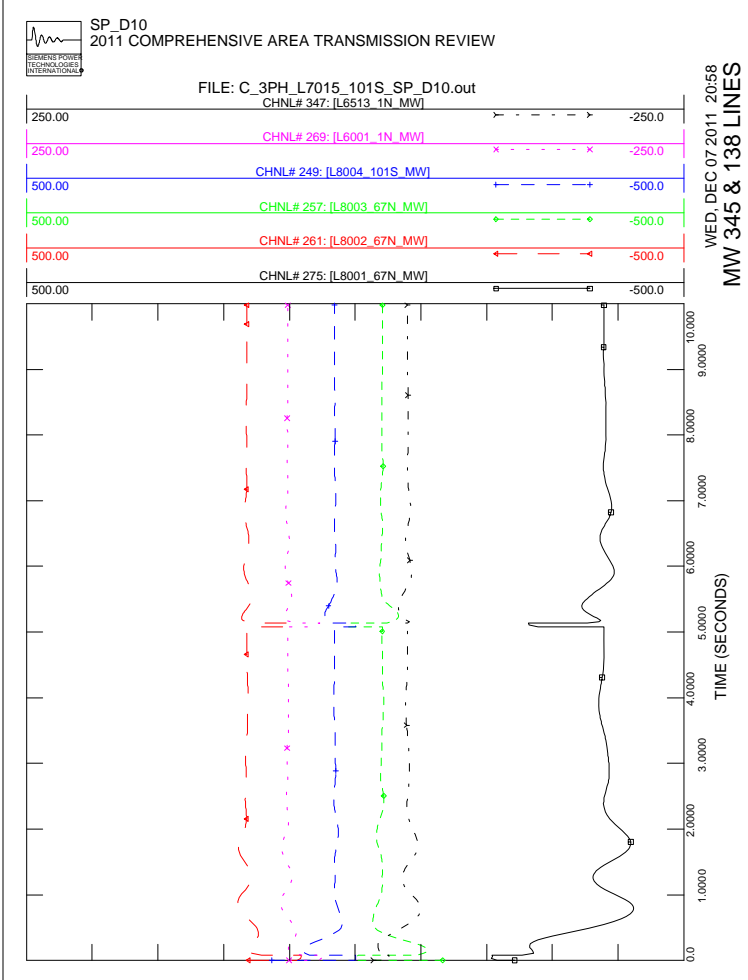
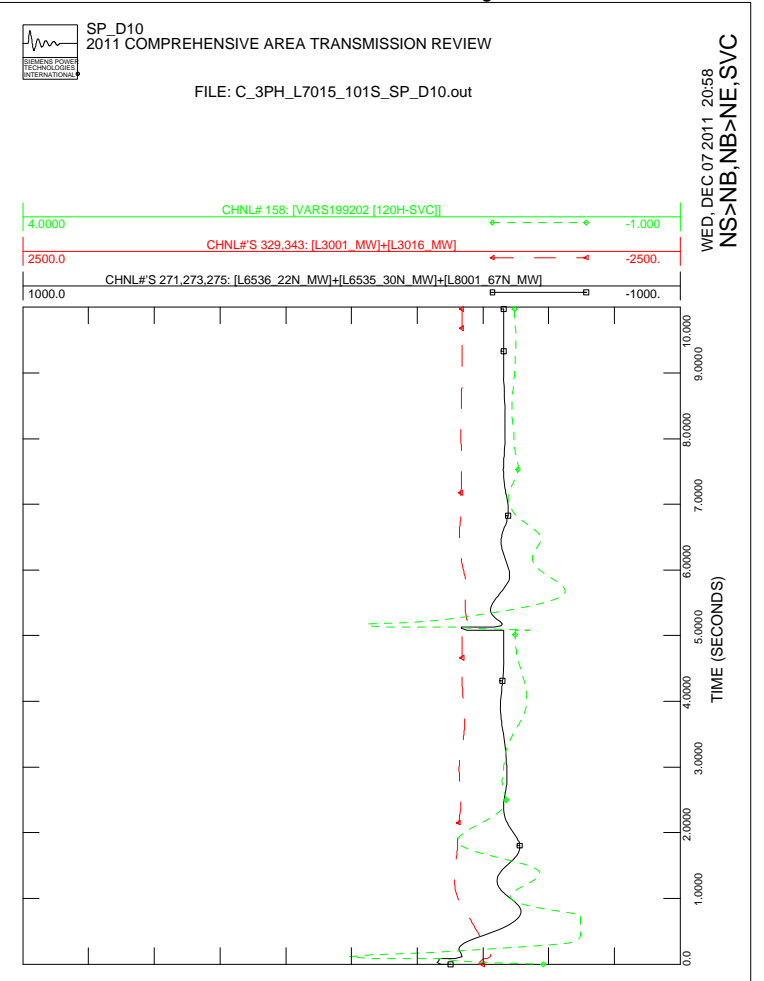
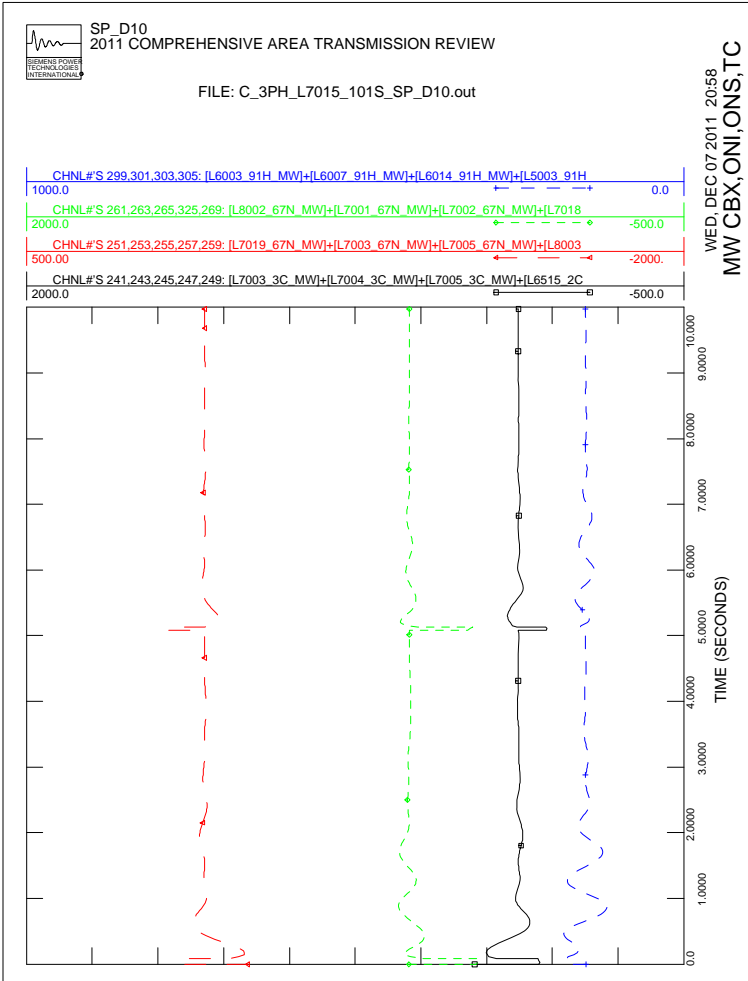


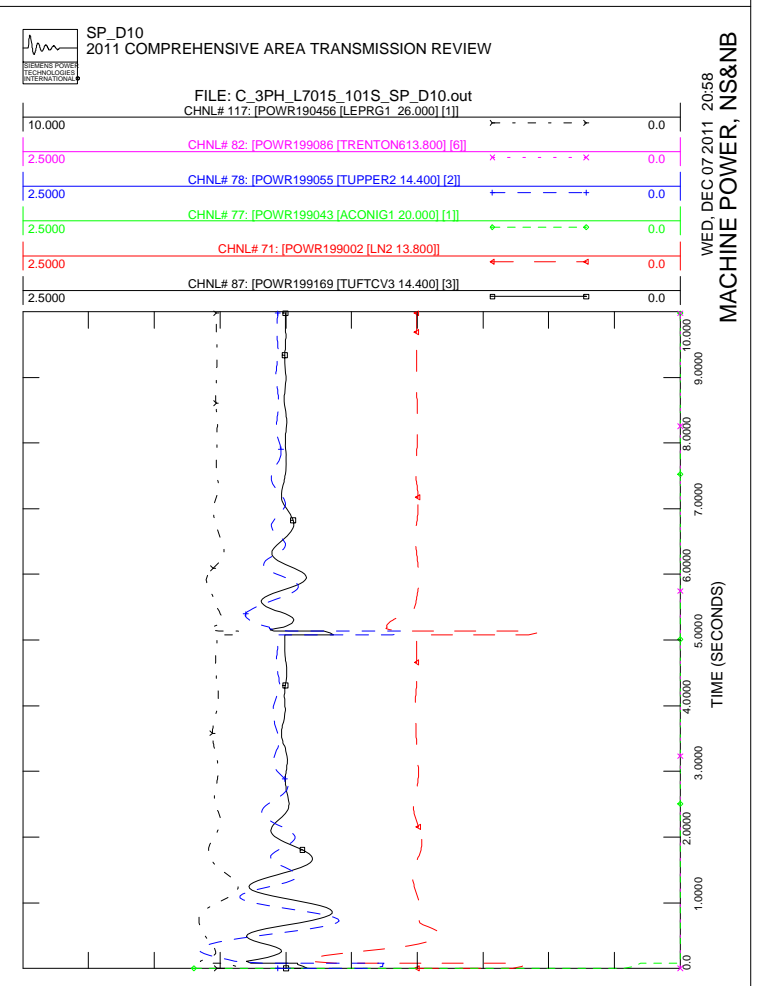
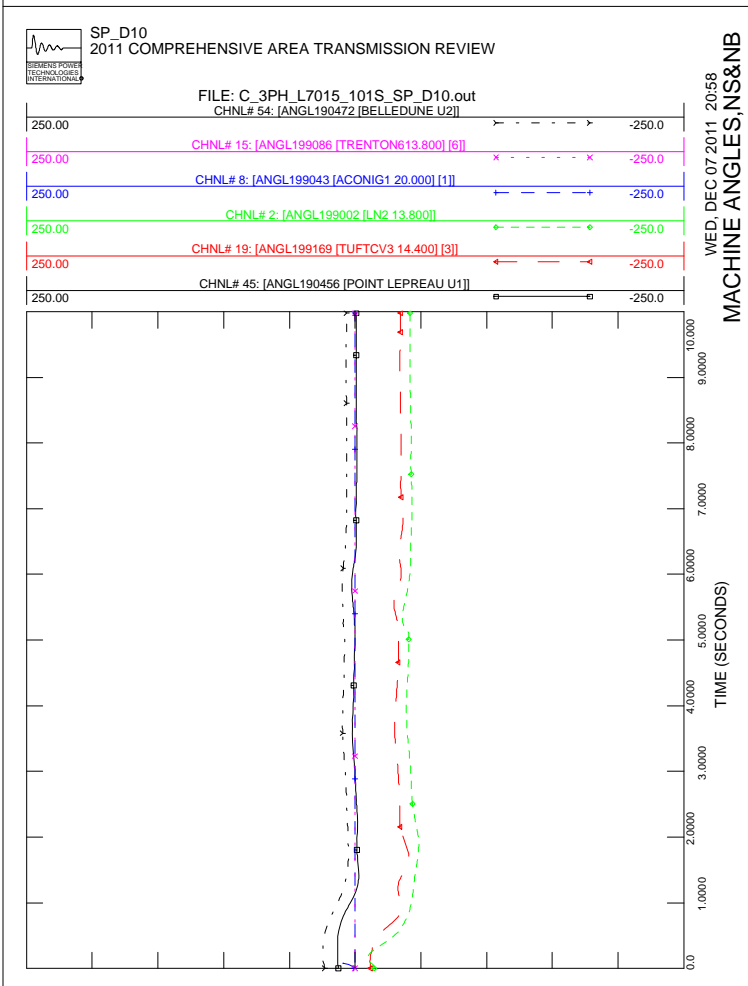
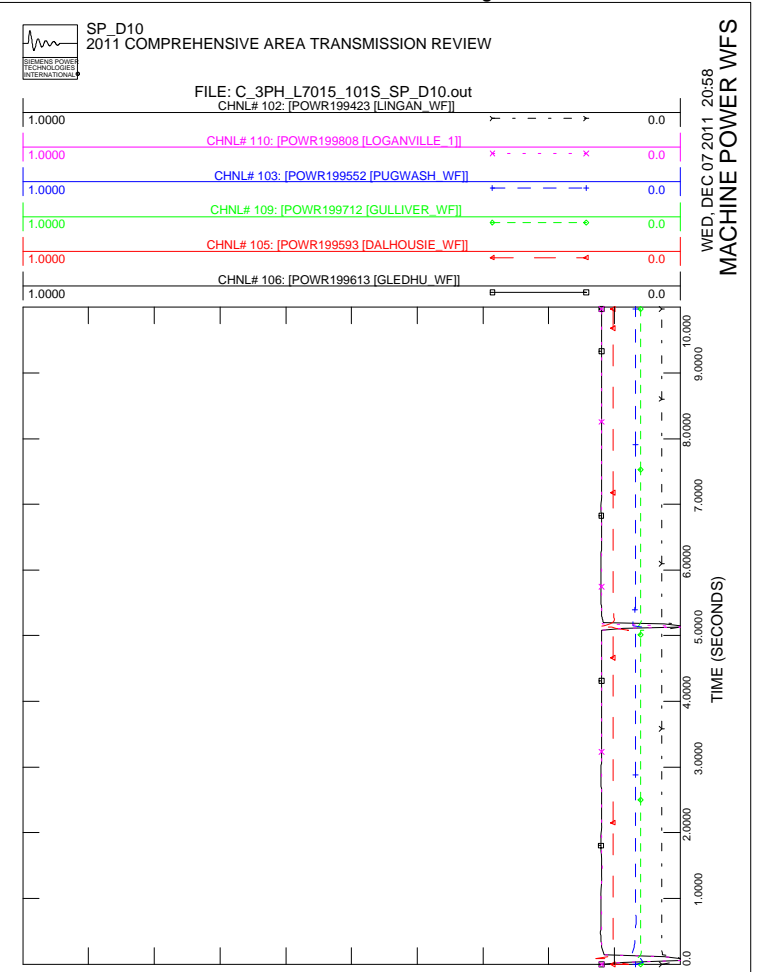
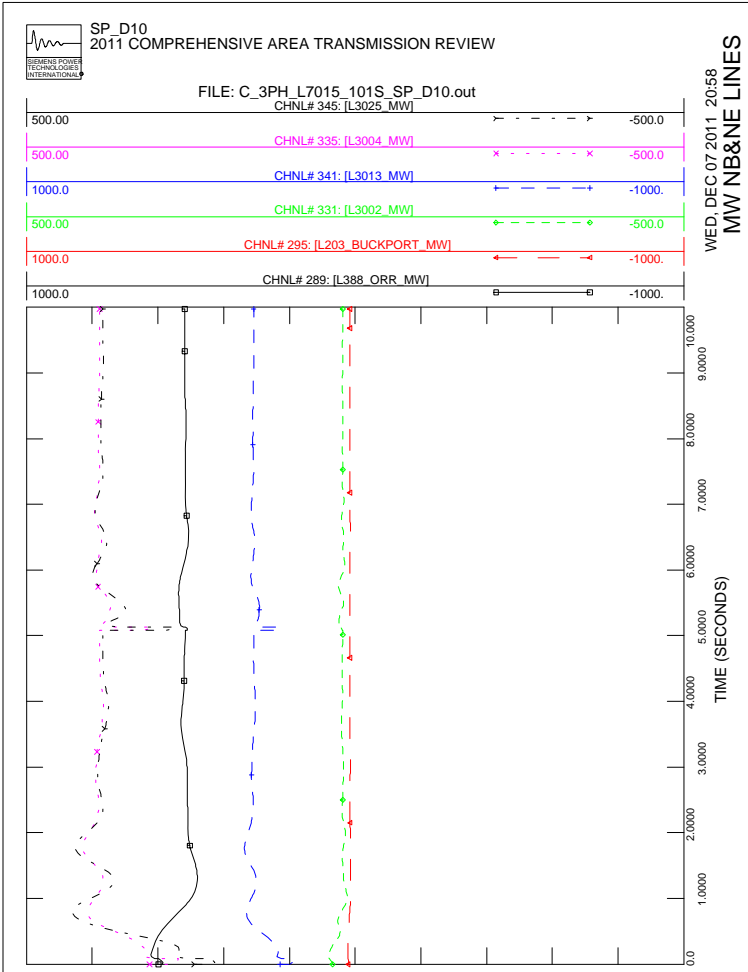


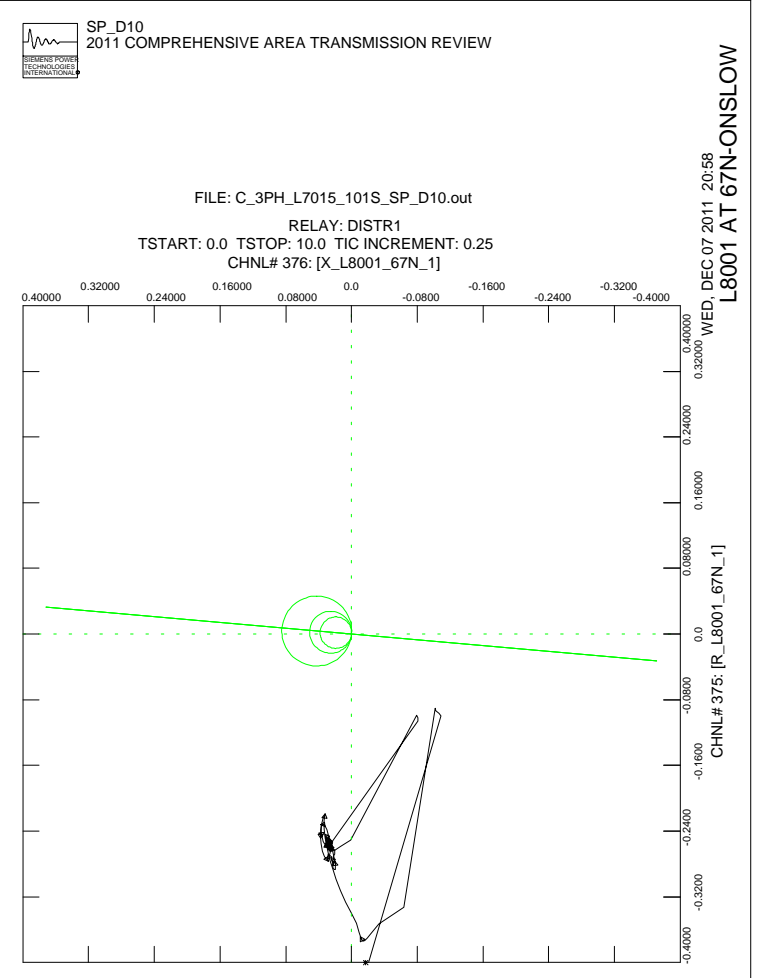
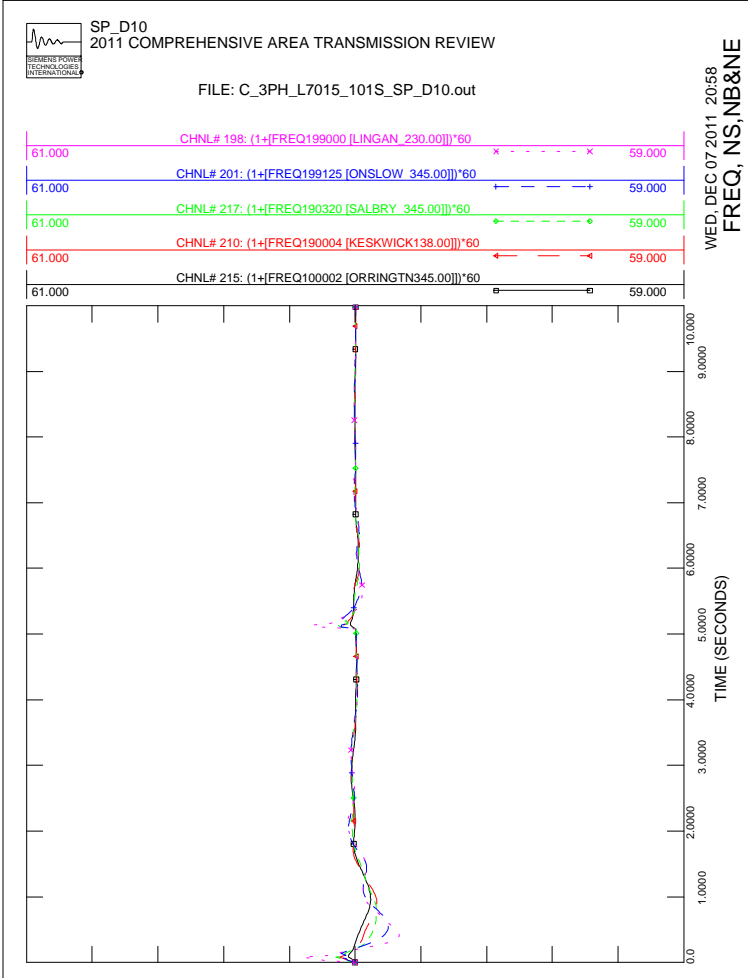
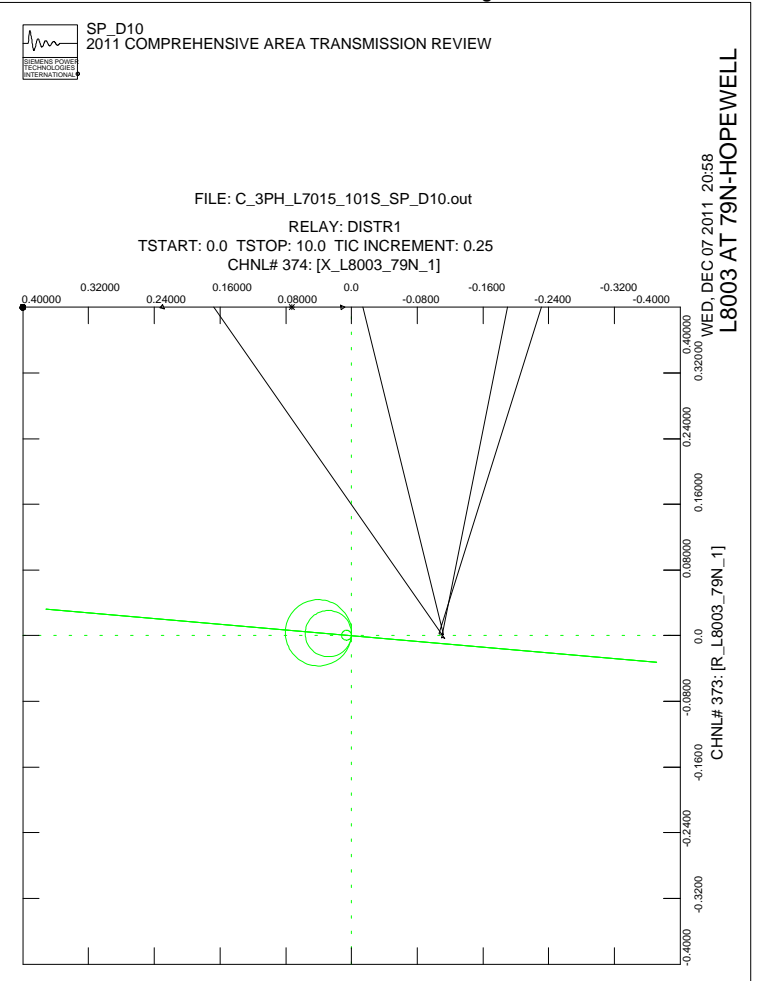
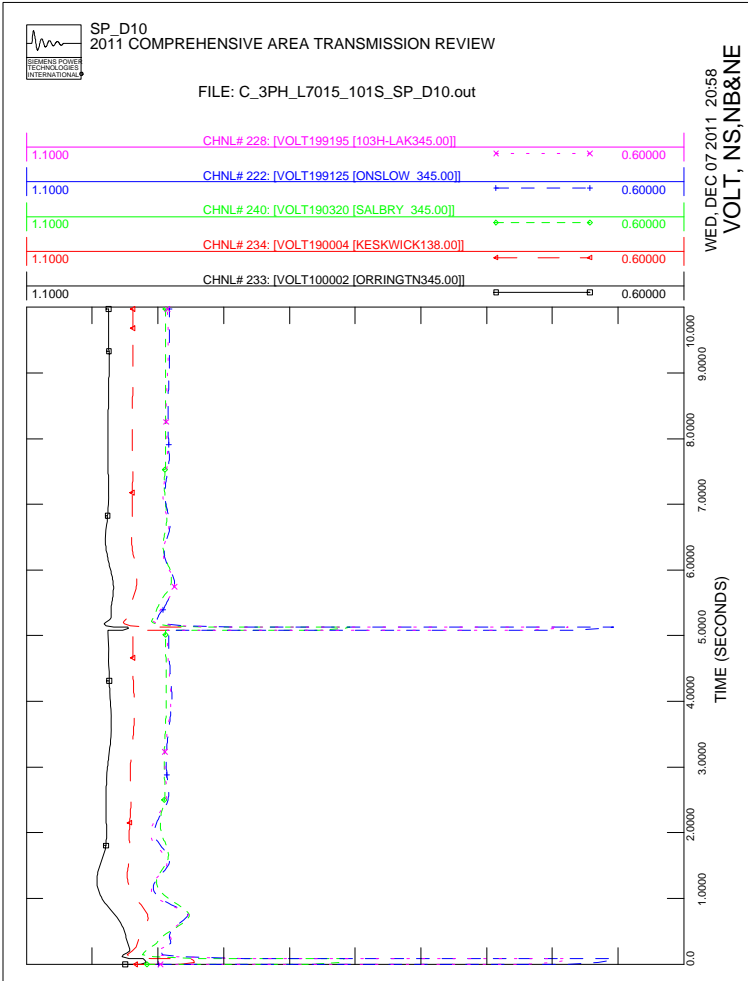








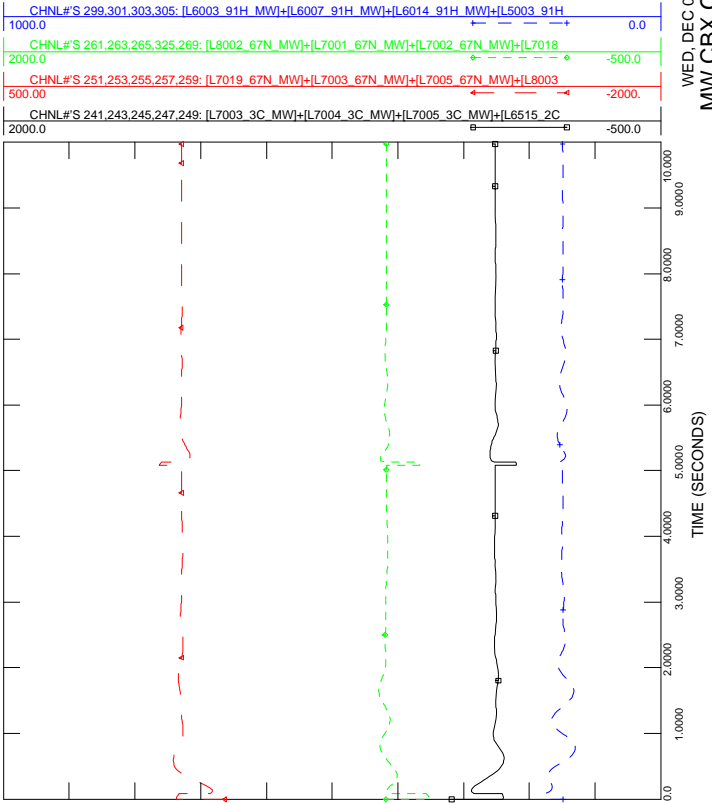






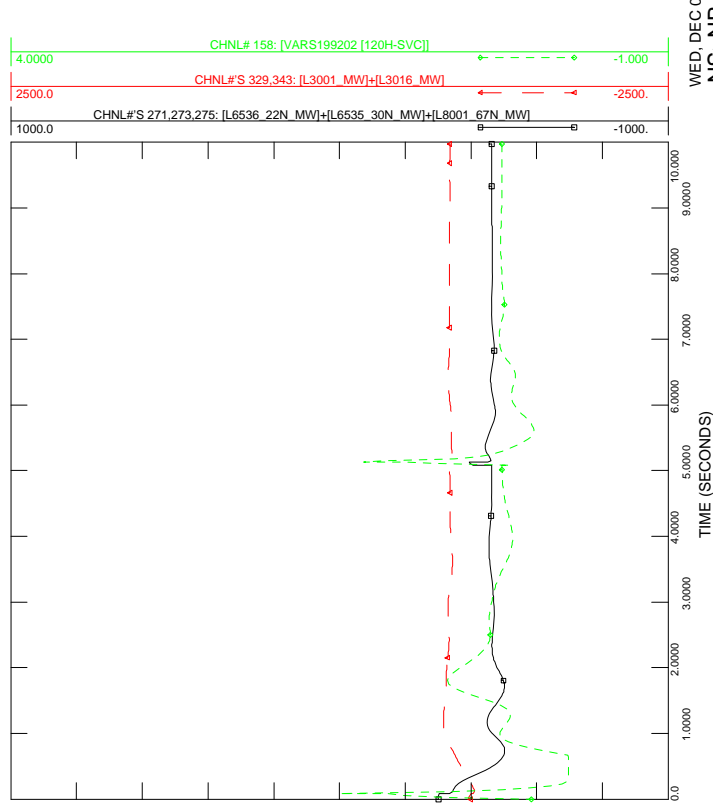
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7015_89S_SP_D10.out



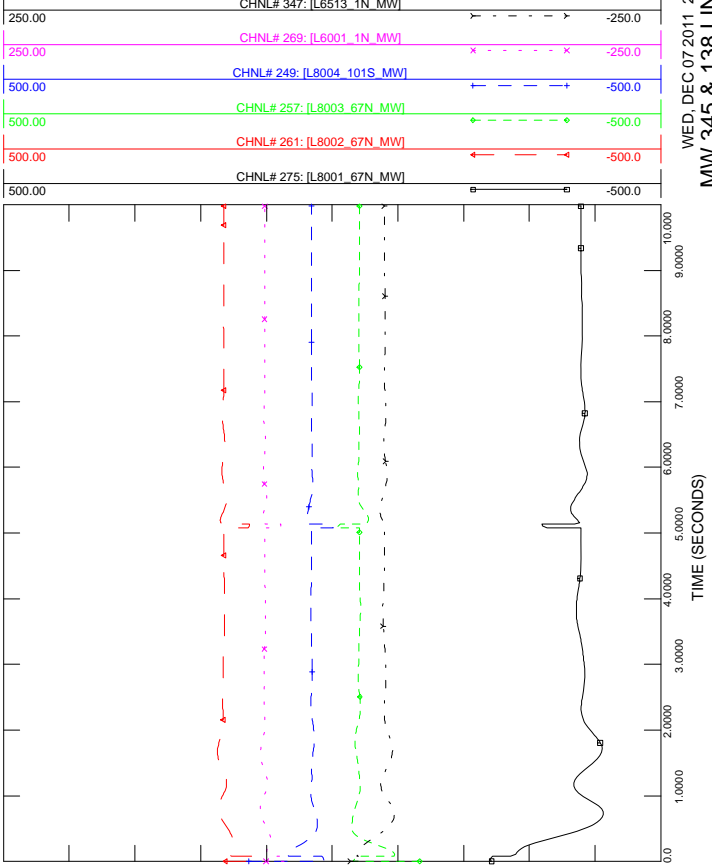
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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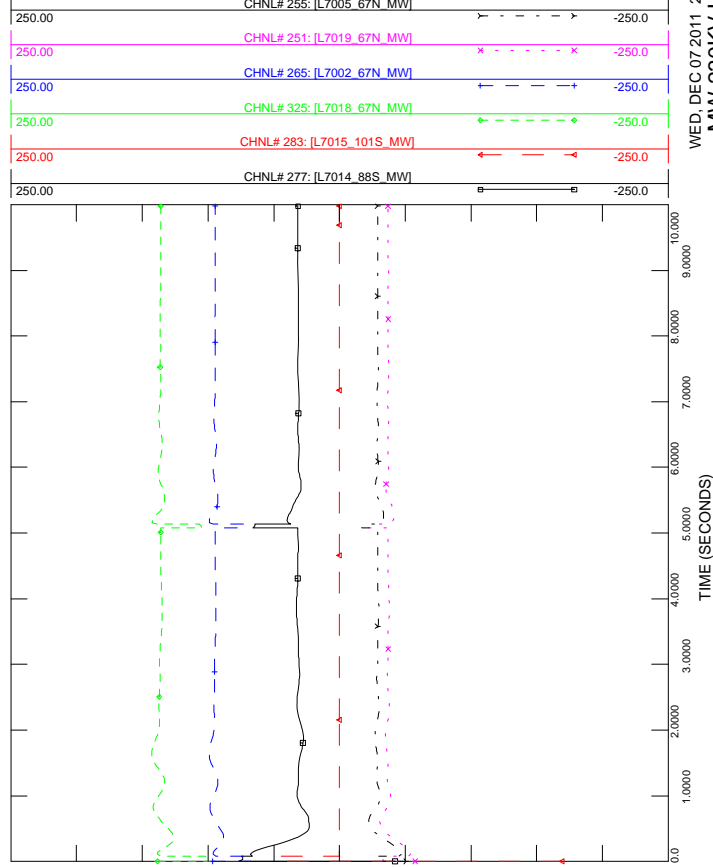
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

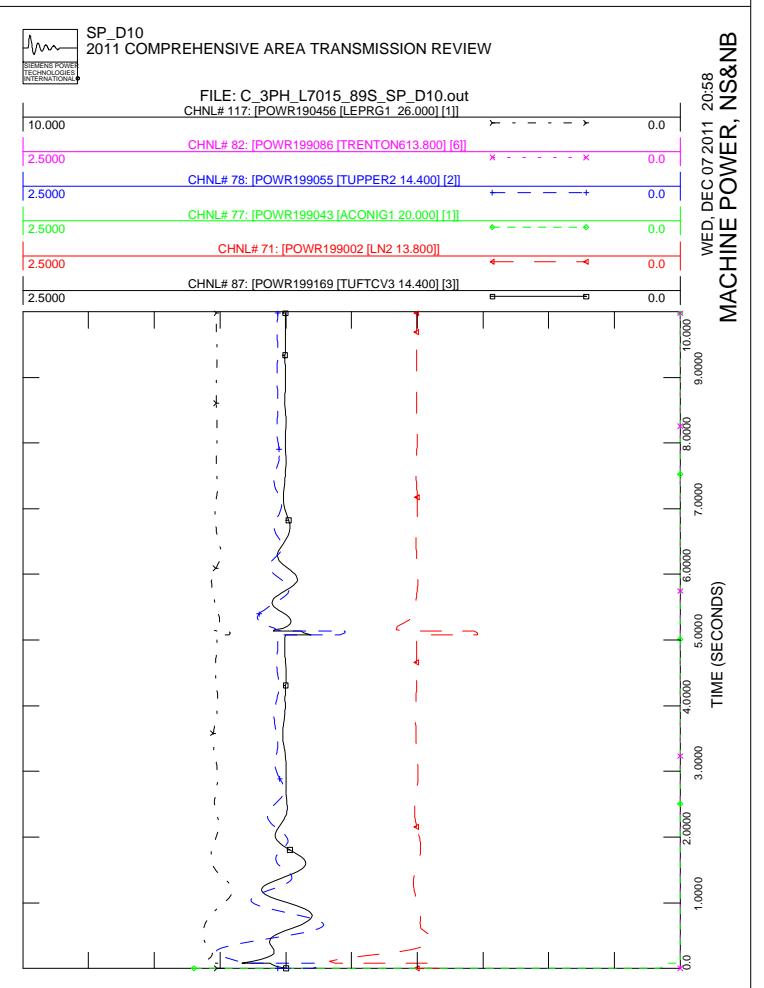
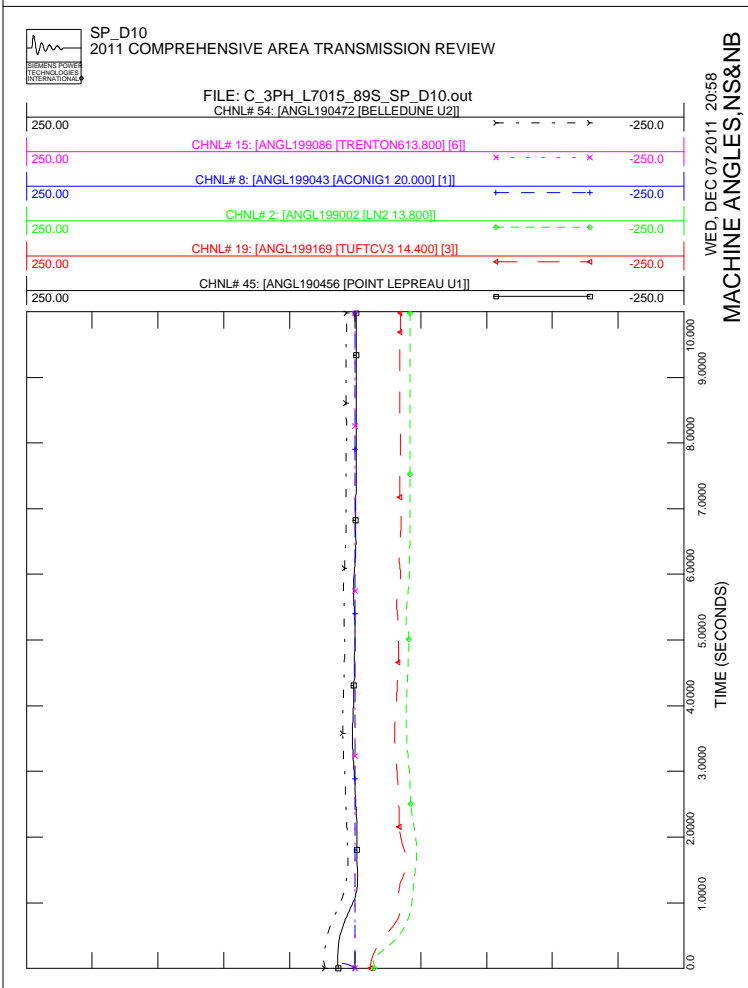
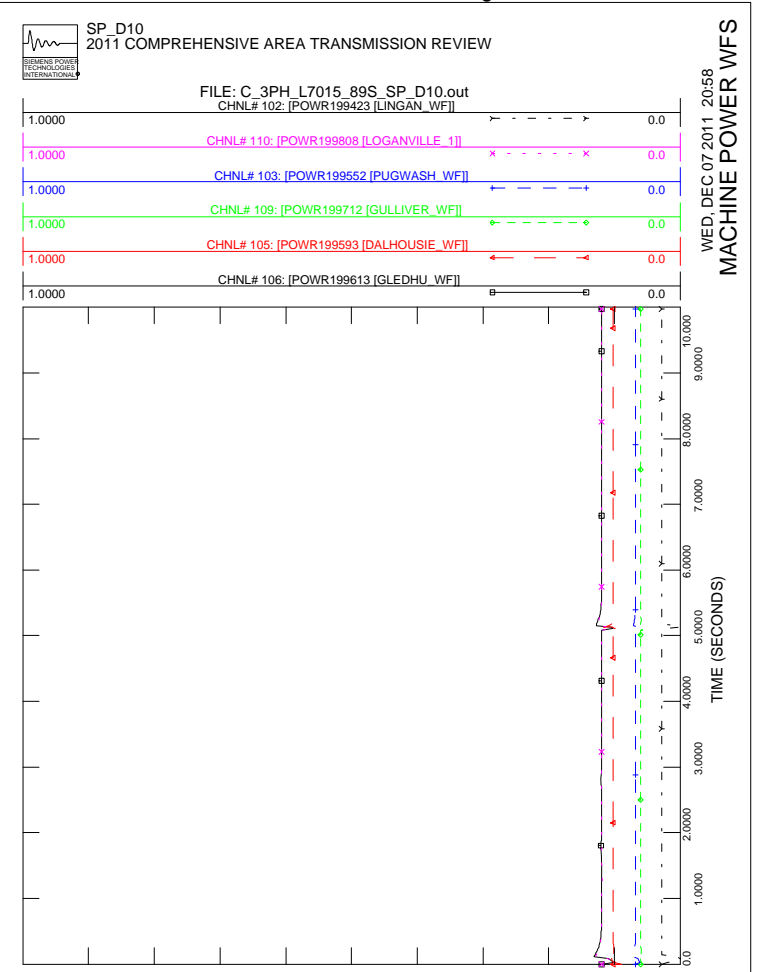
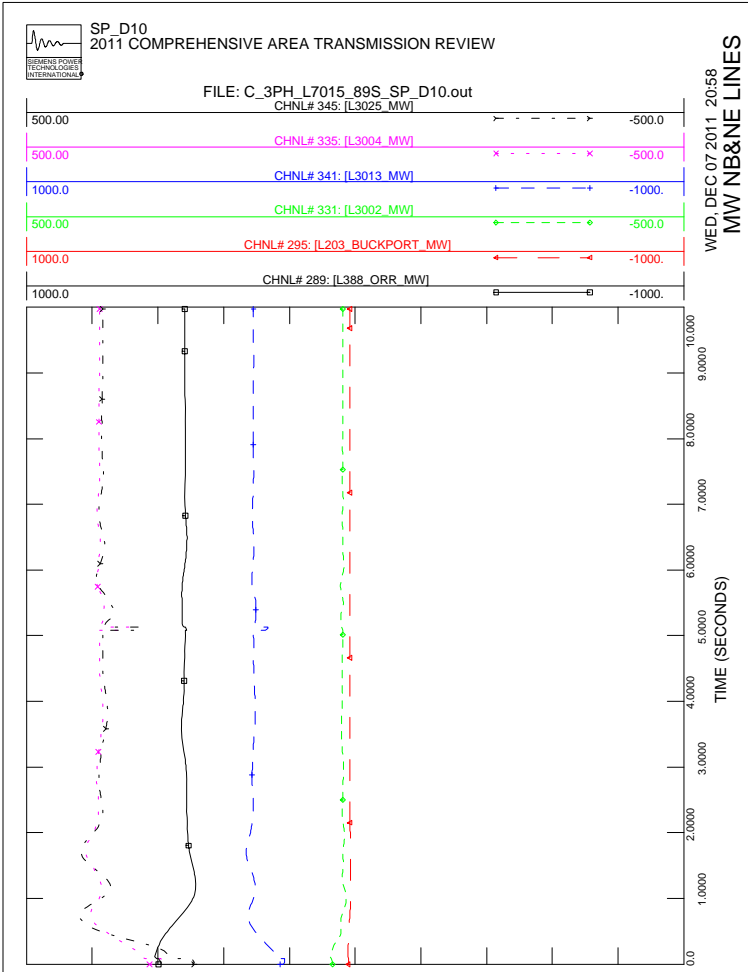
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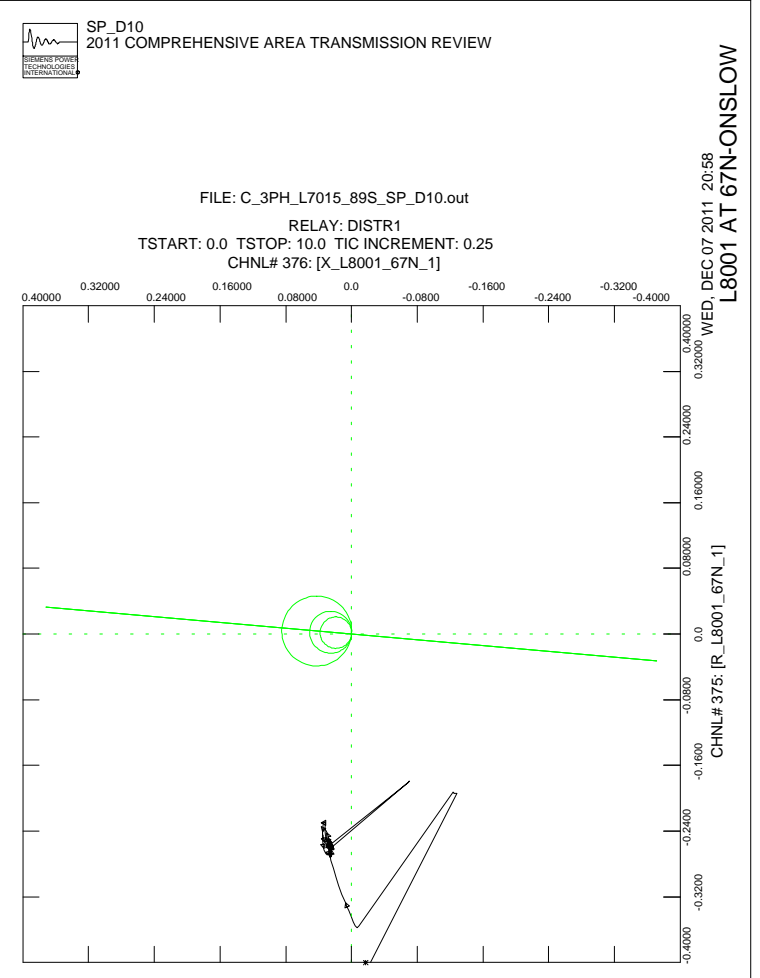
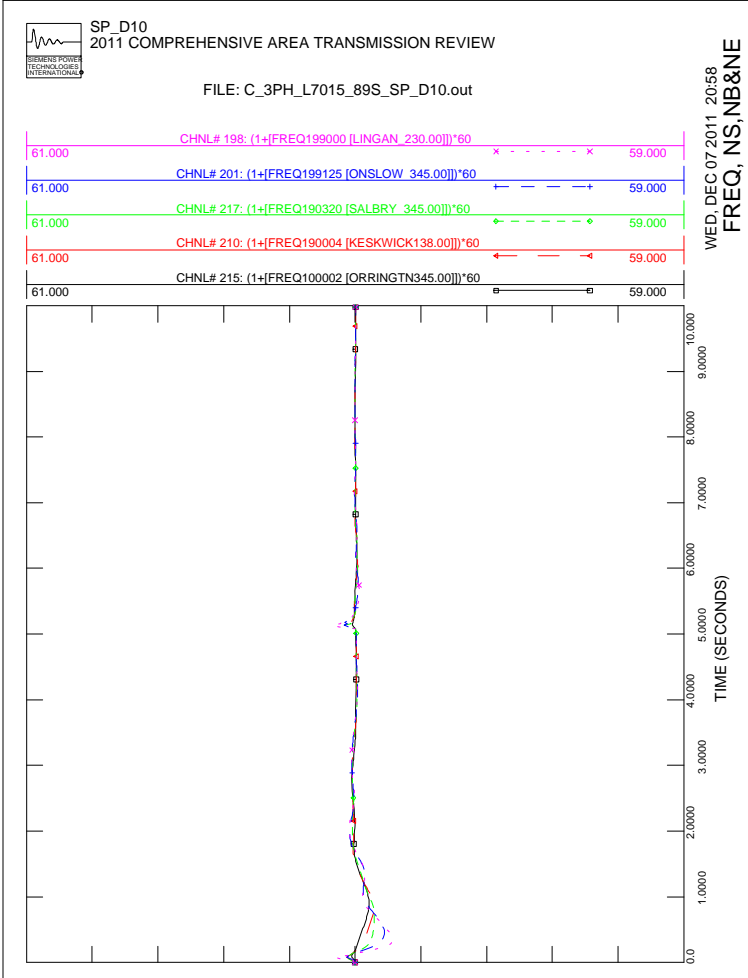
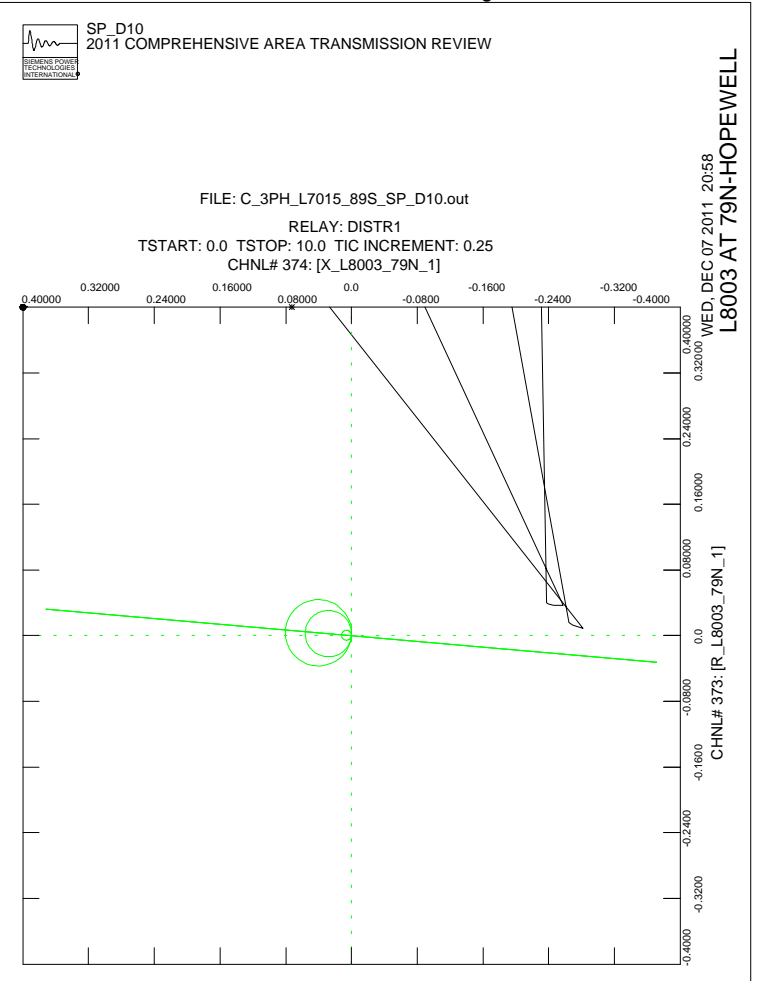
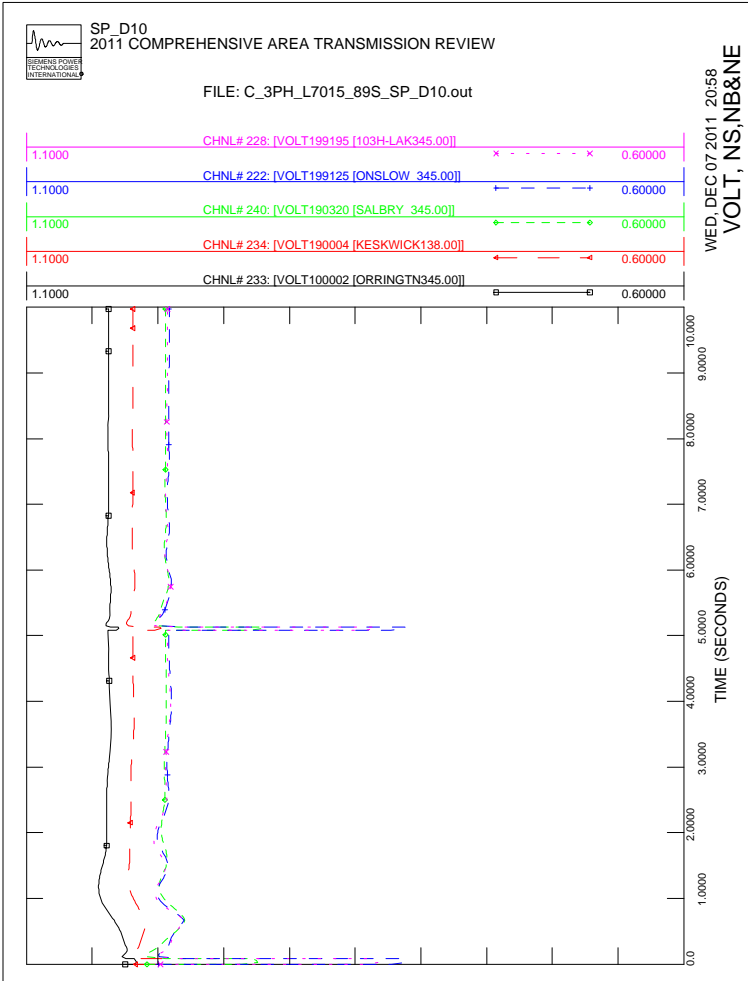


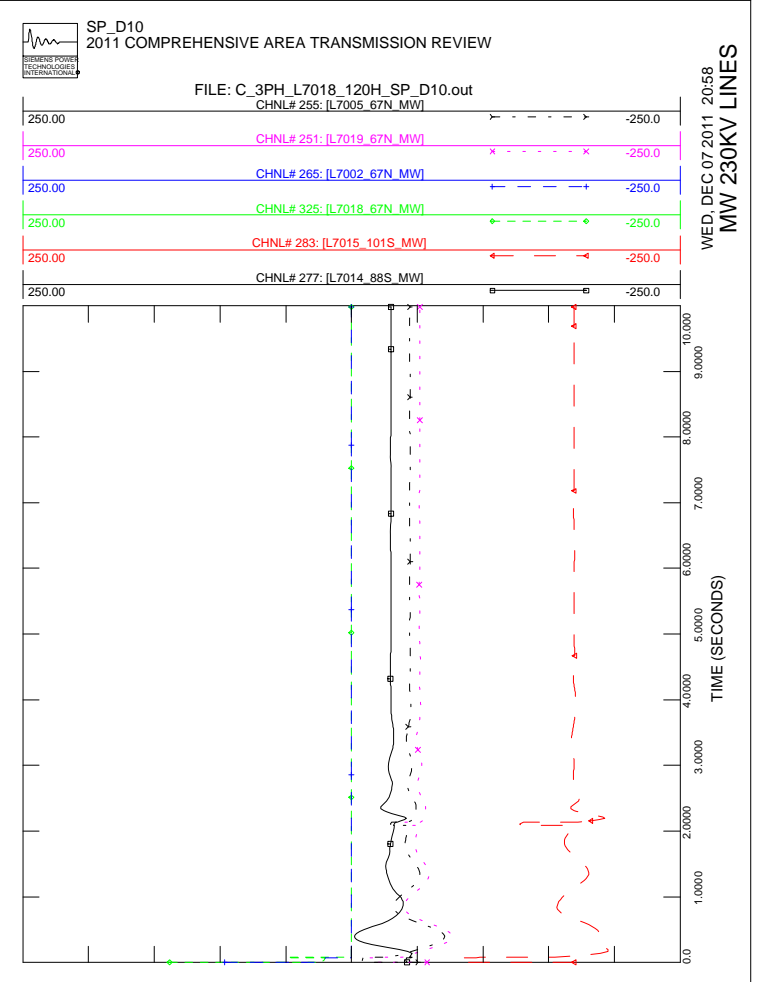
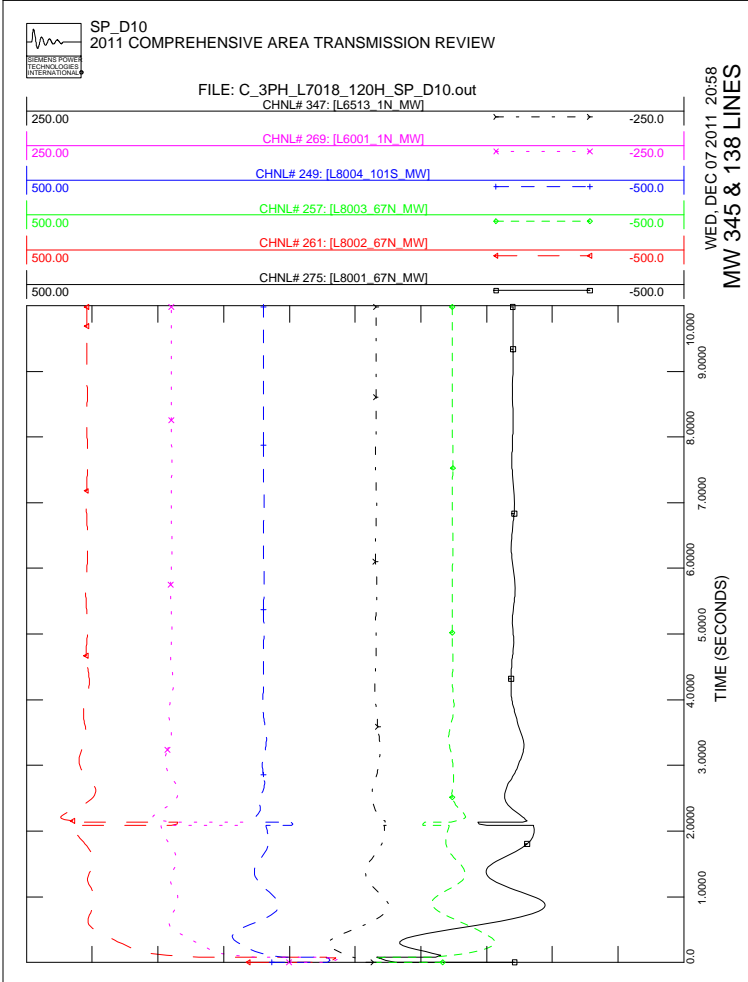
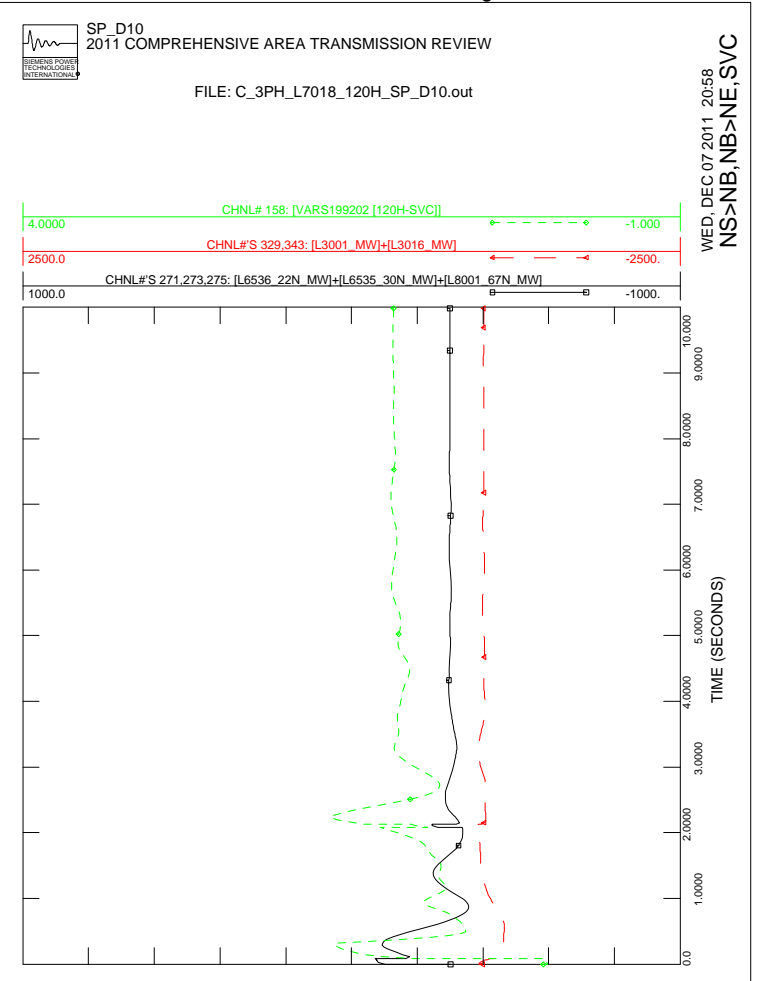
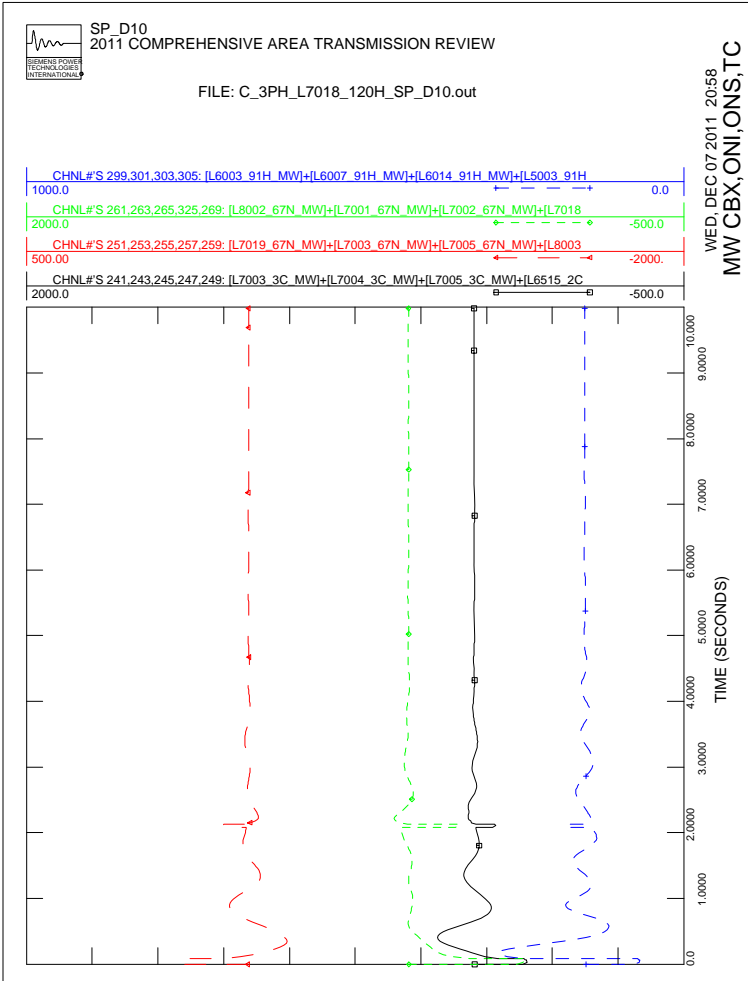
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

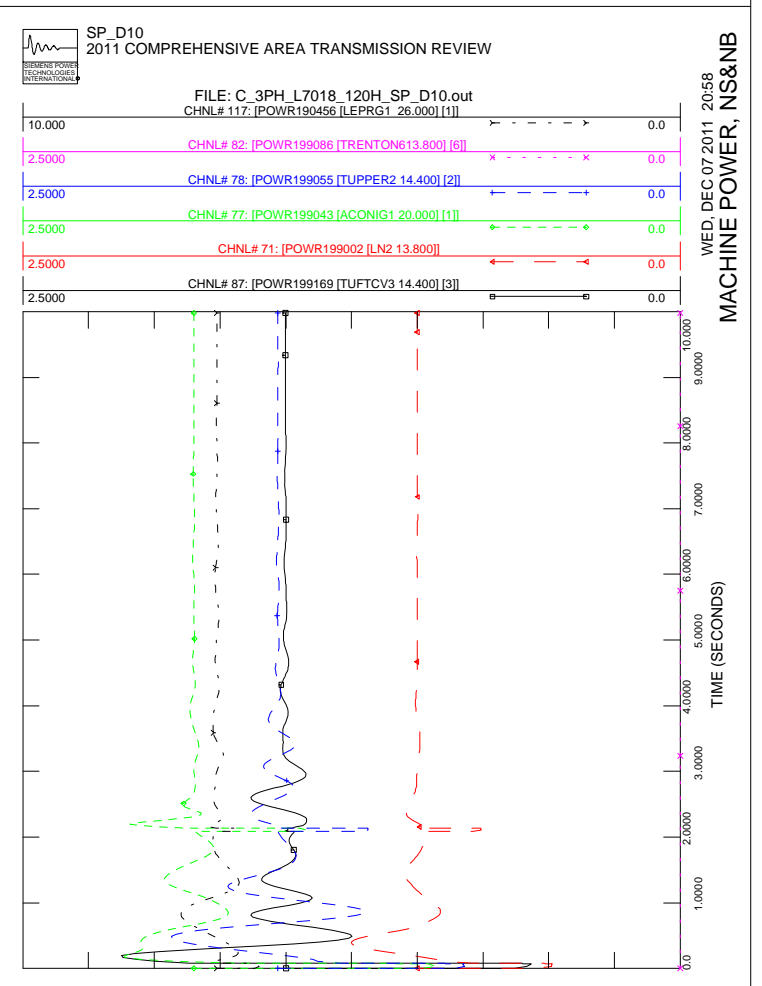
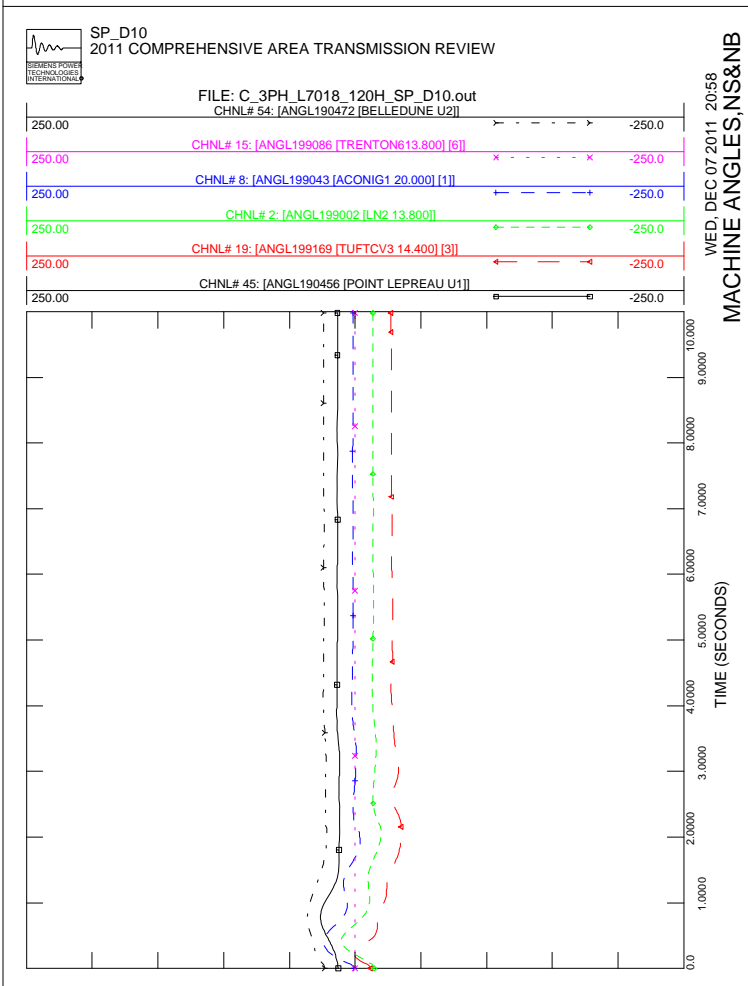
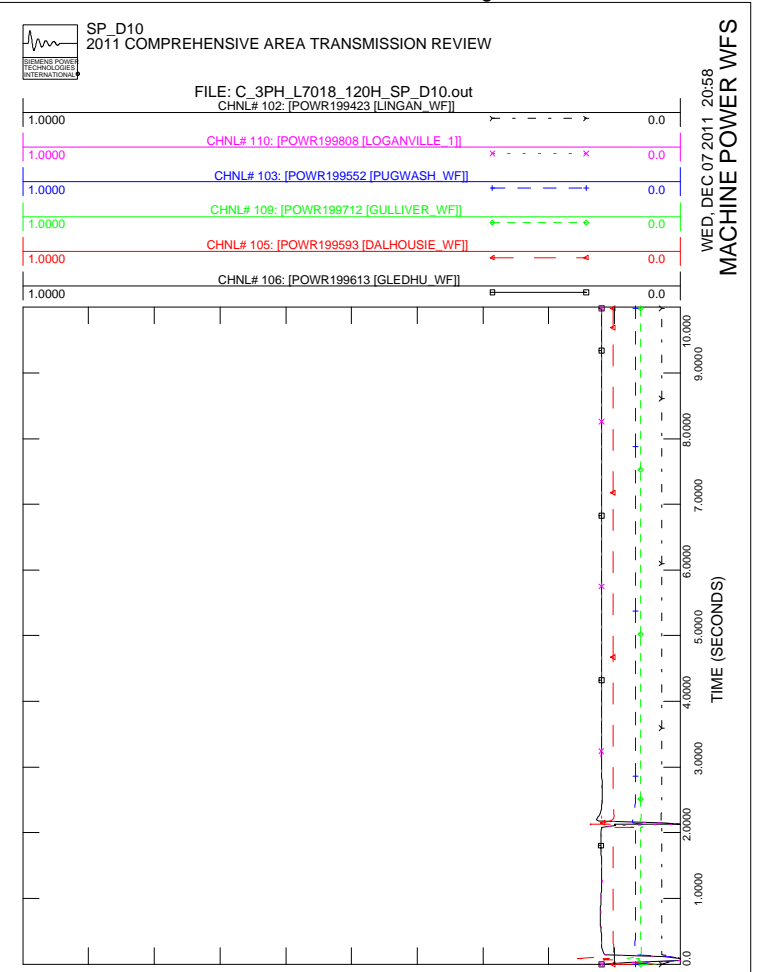
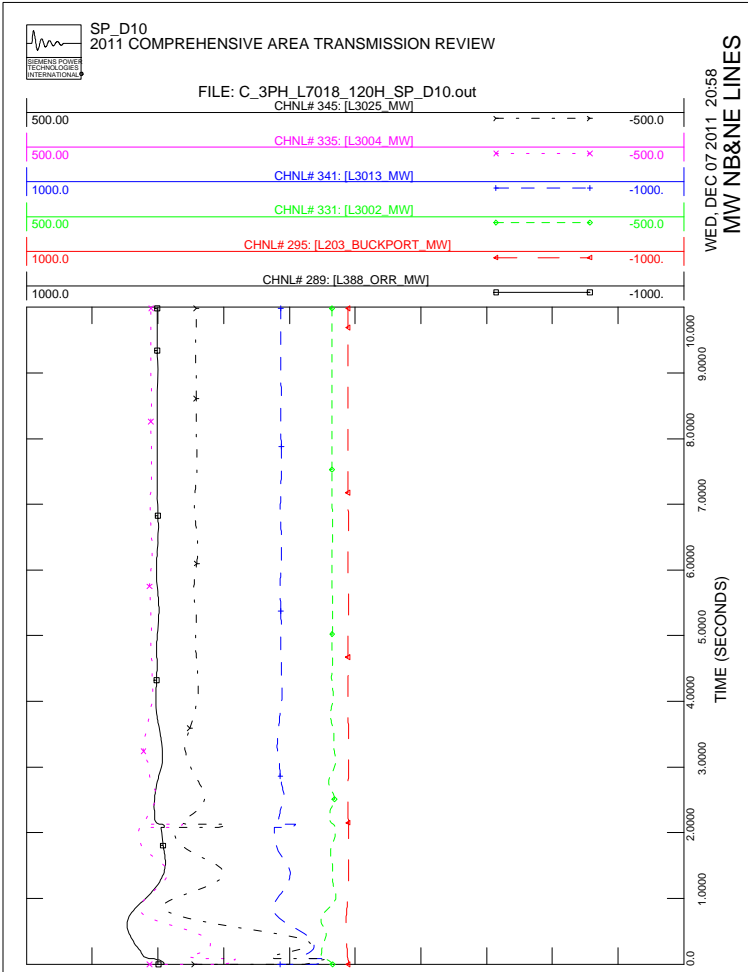
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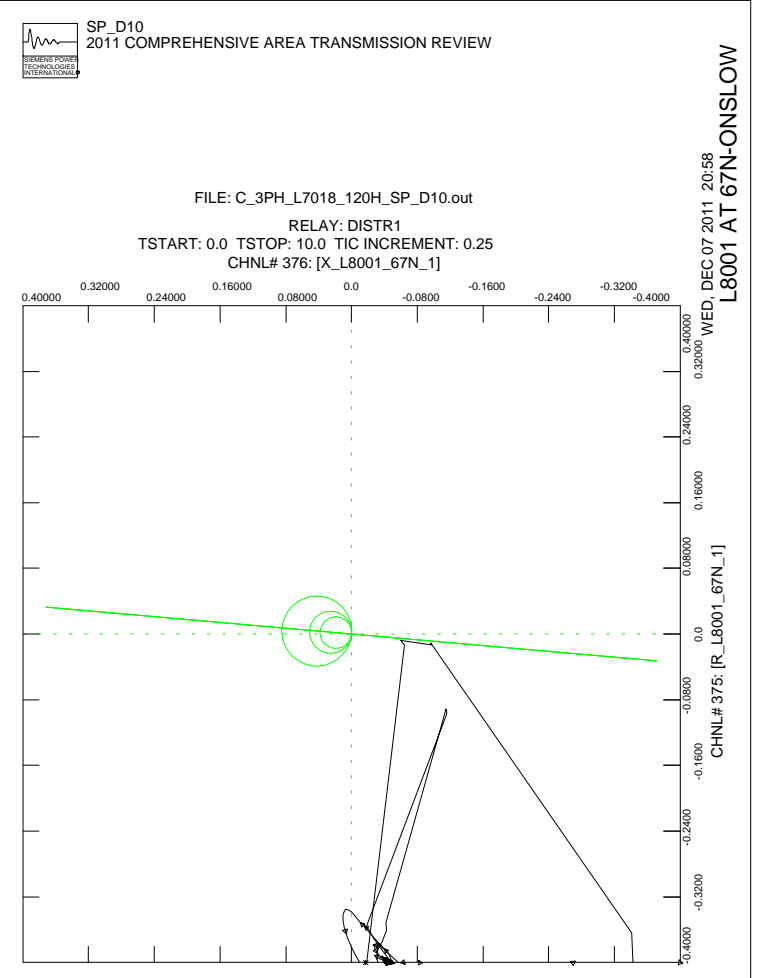
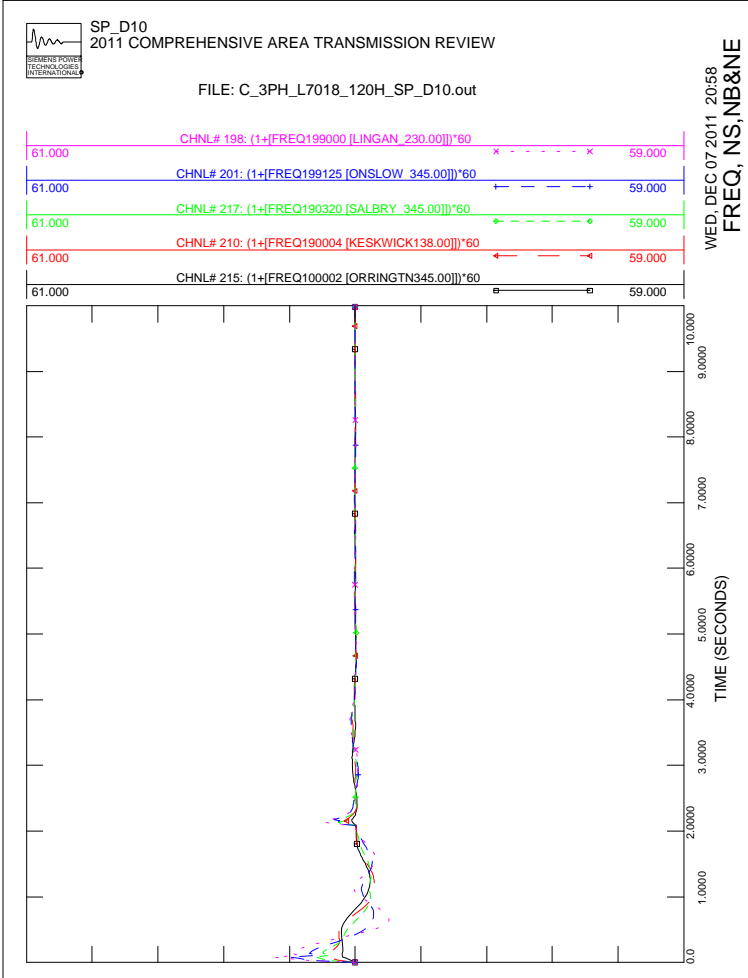
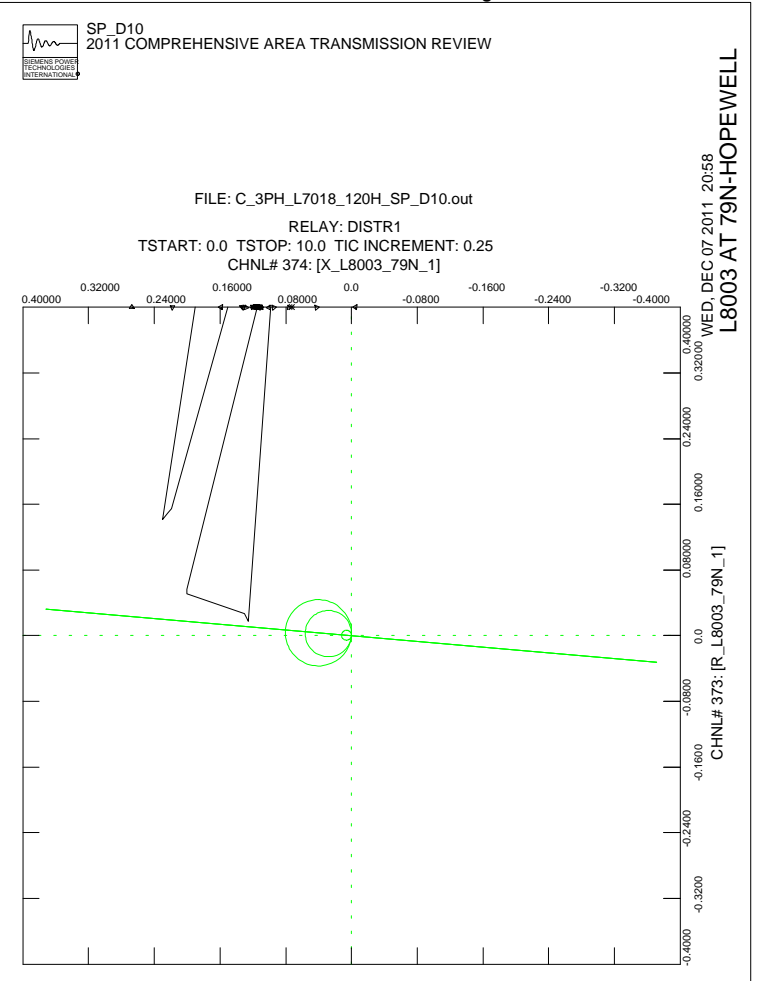
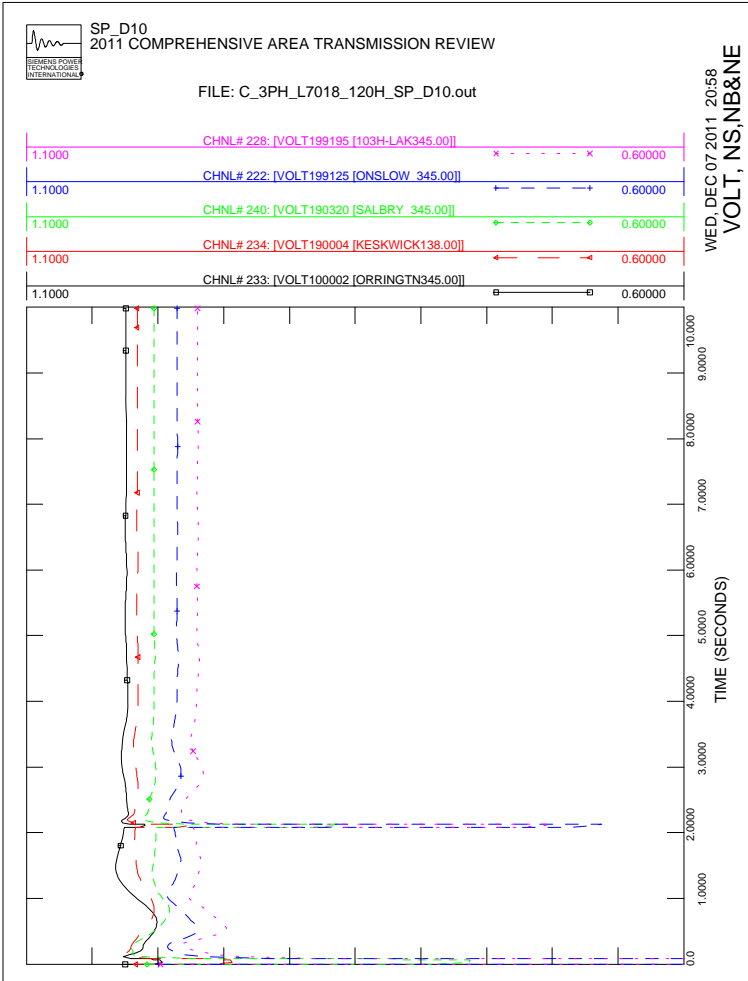








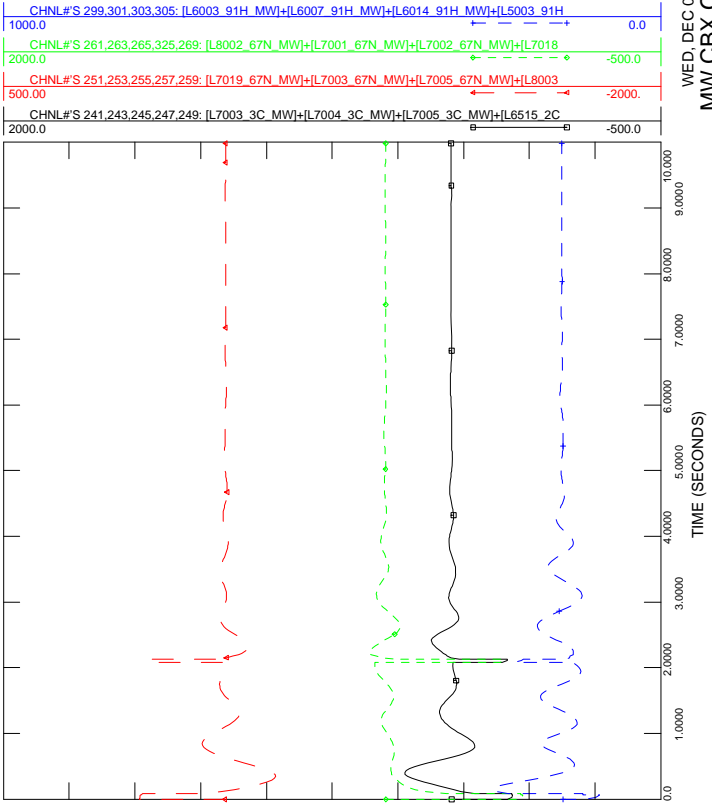






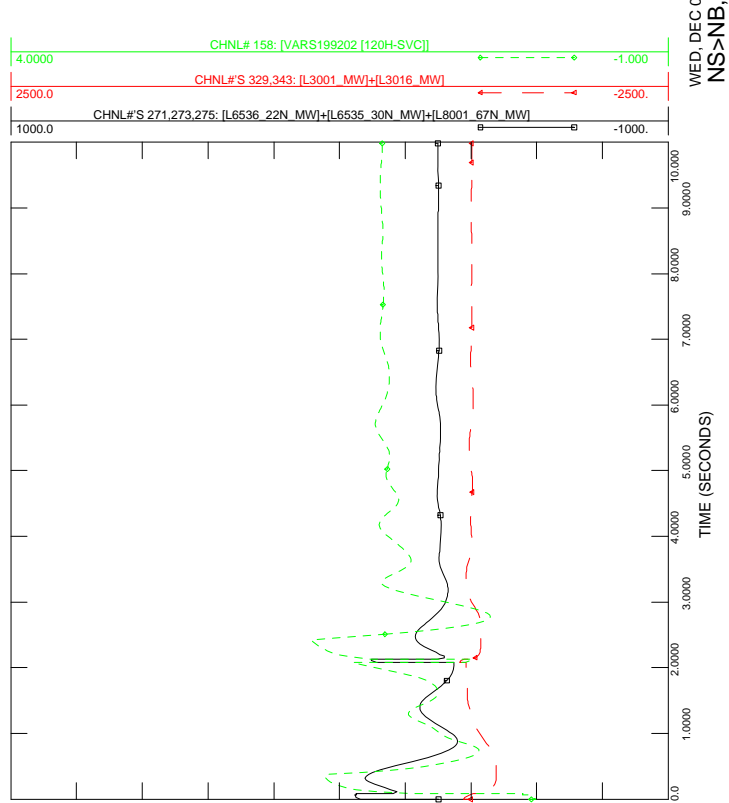
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7018_67N_SP_D10.out



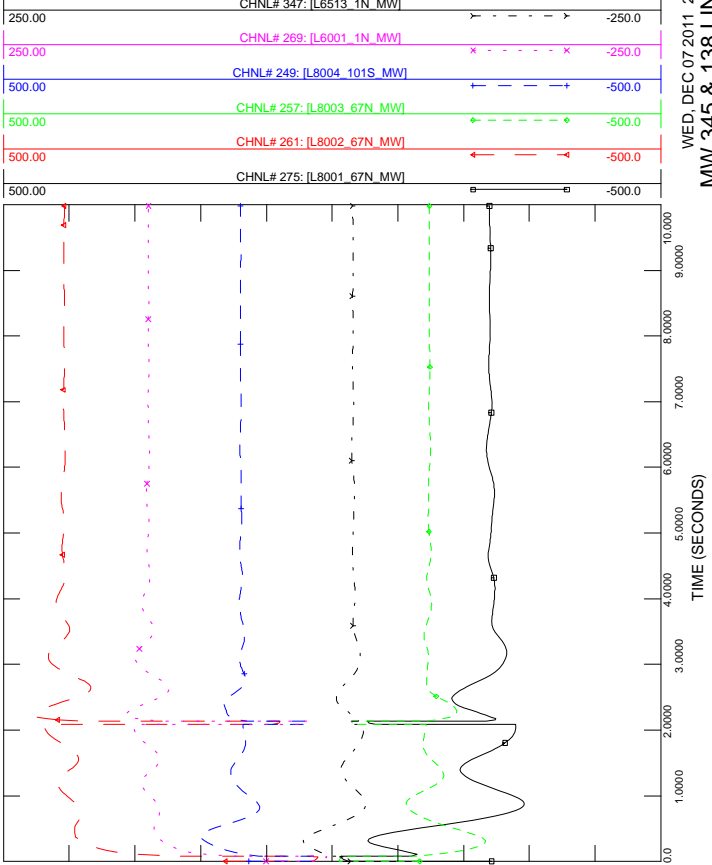
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7018_67N_SP_D10.out



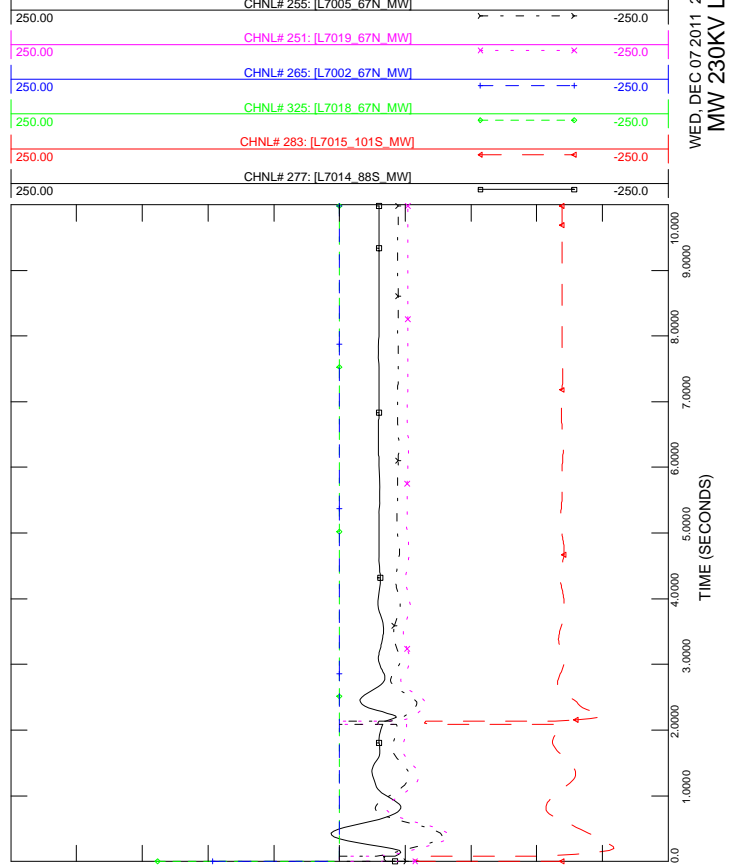
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

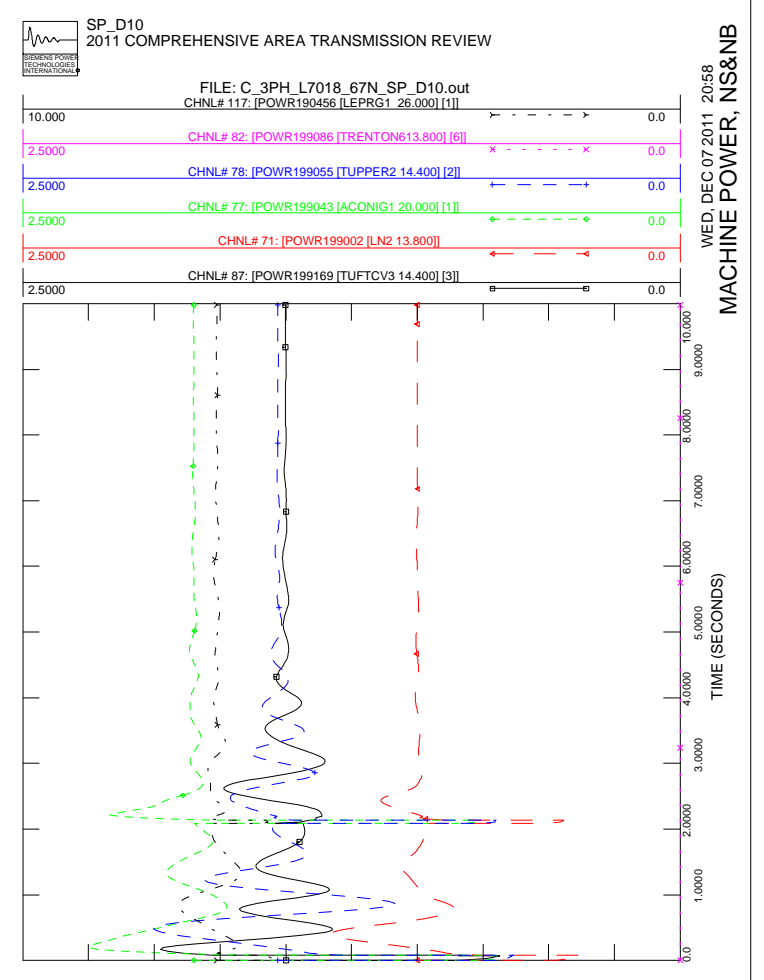
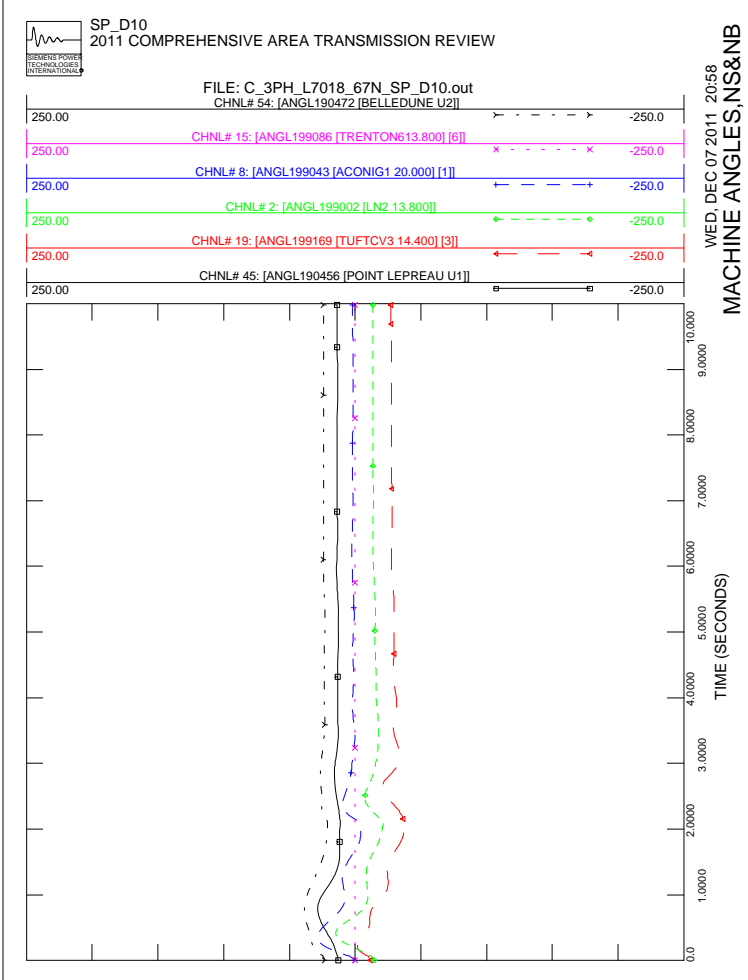
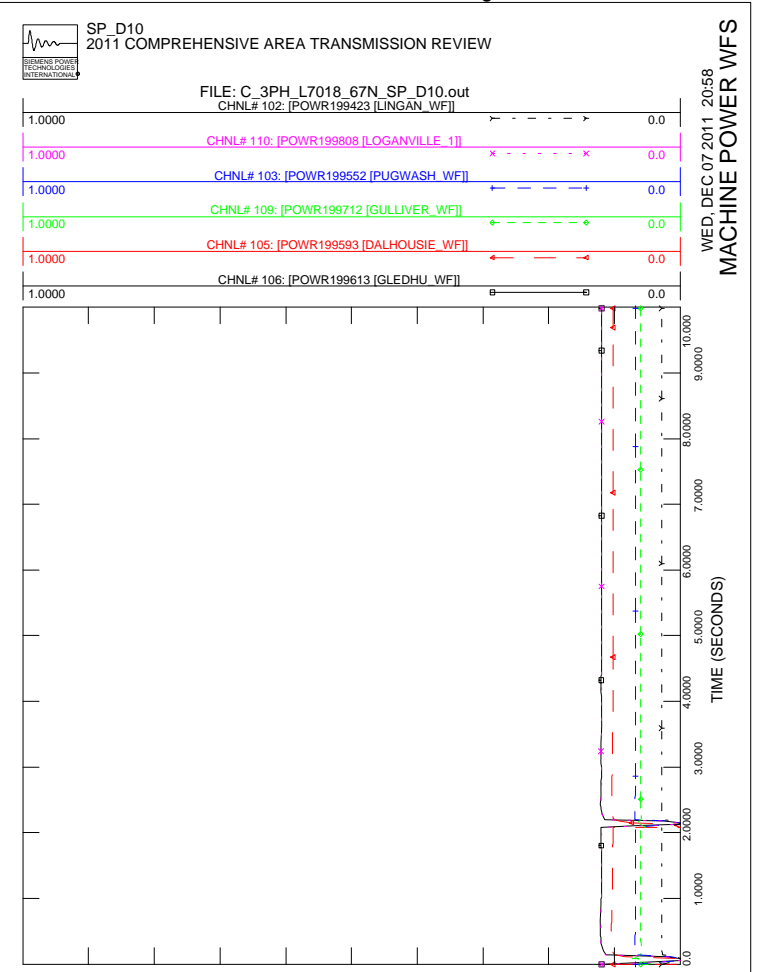
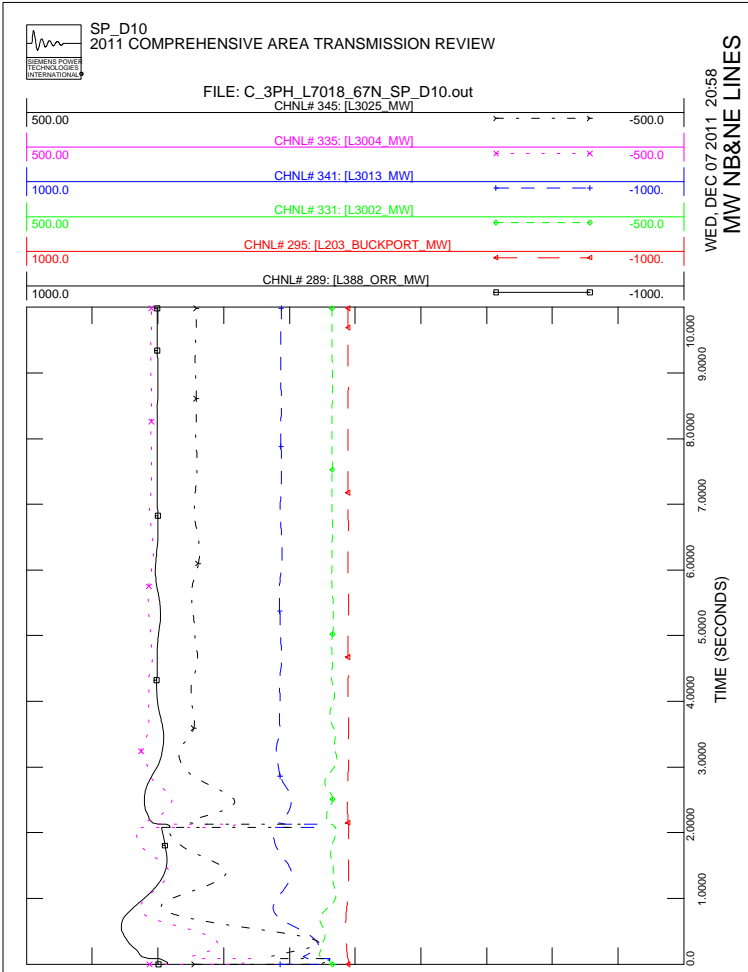
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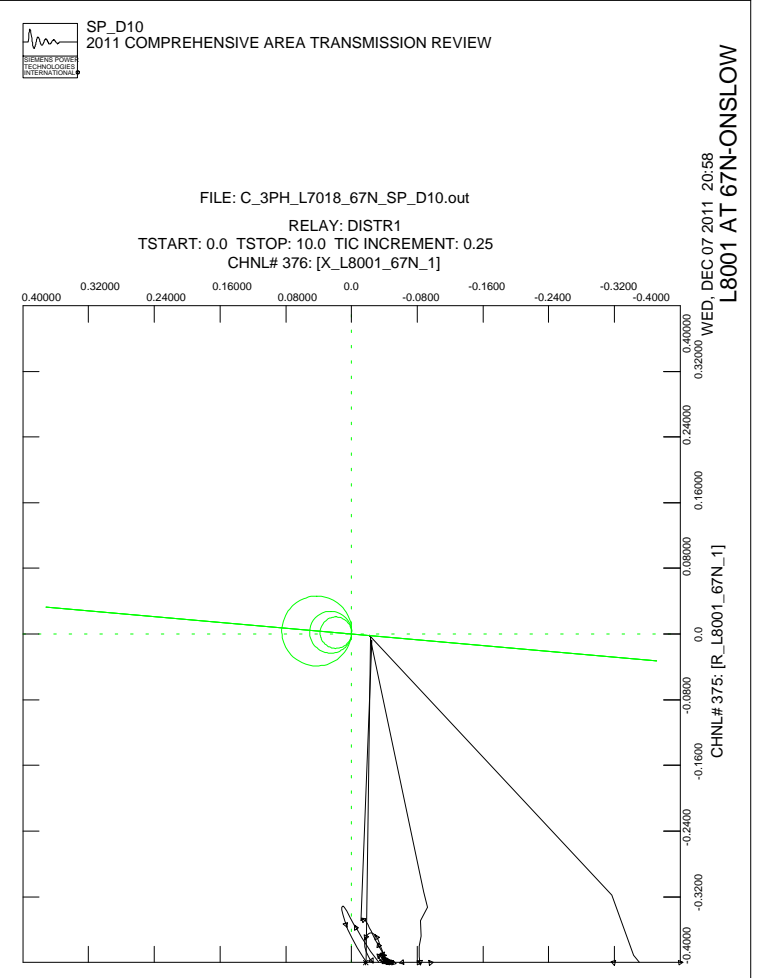
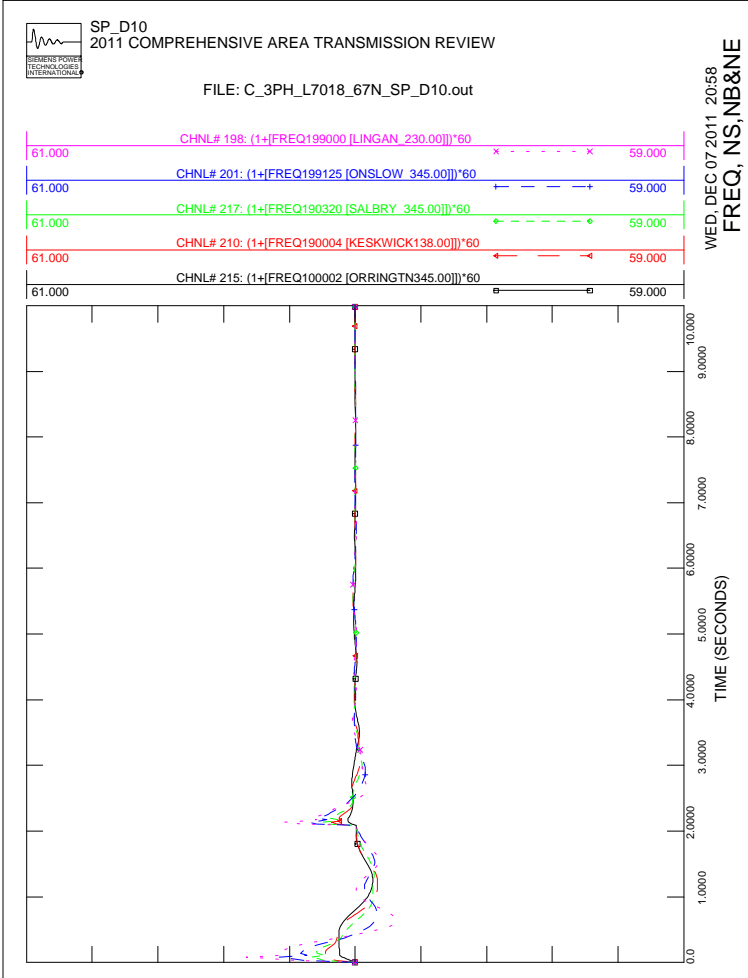
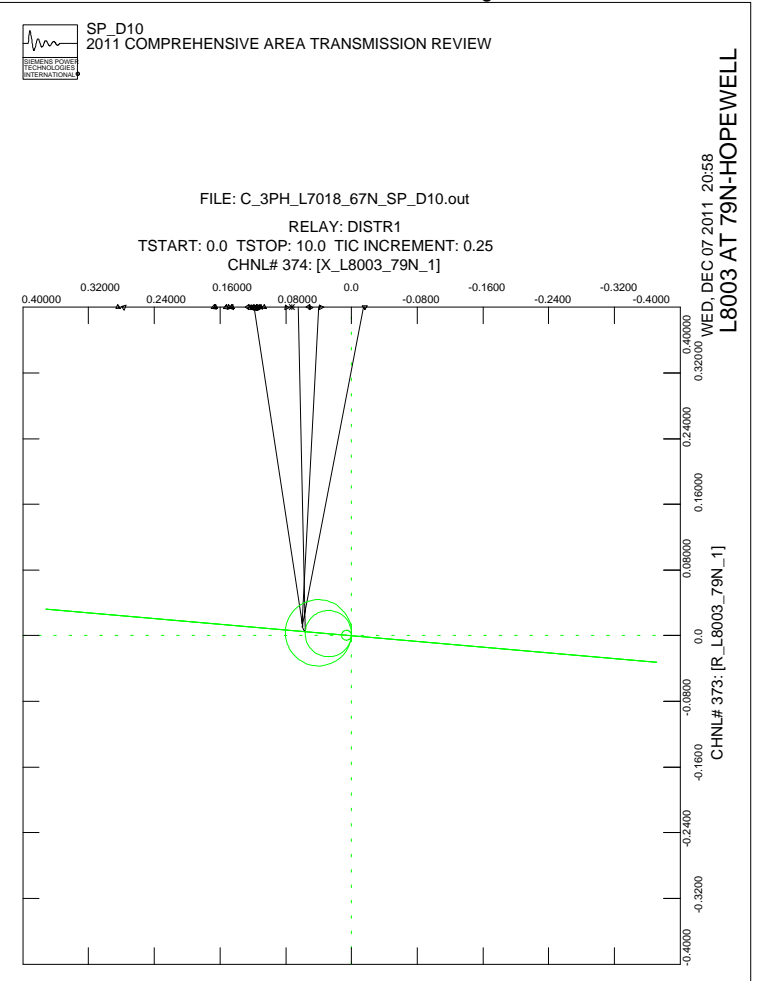
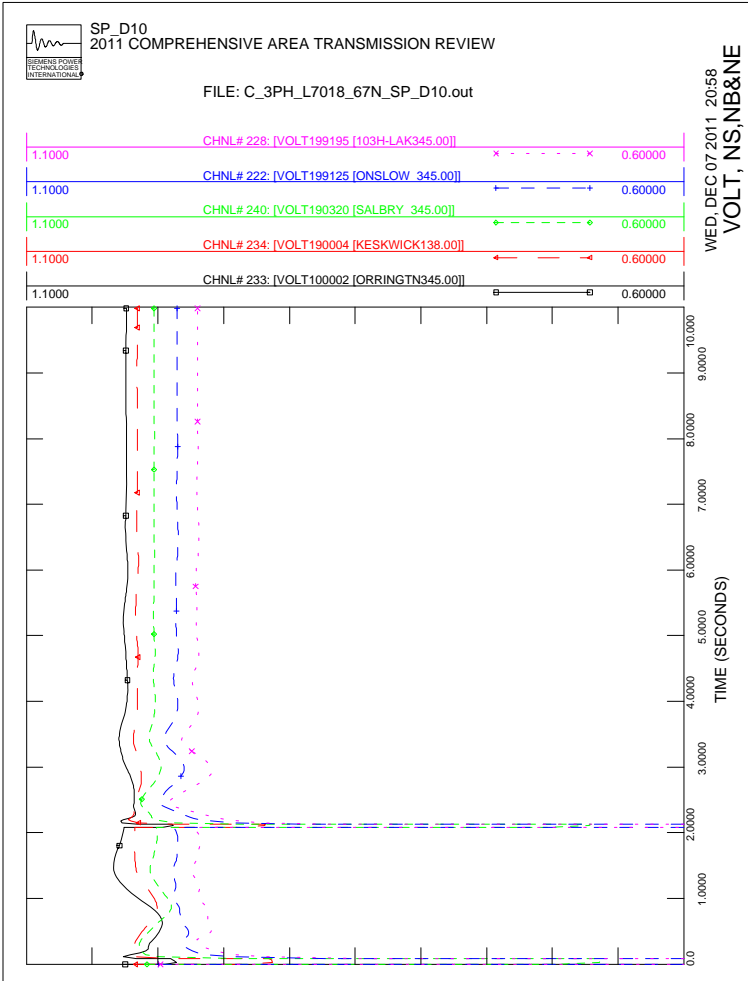


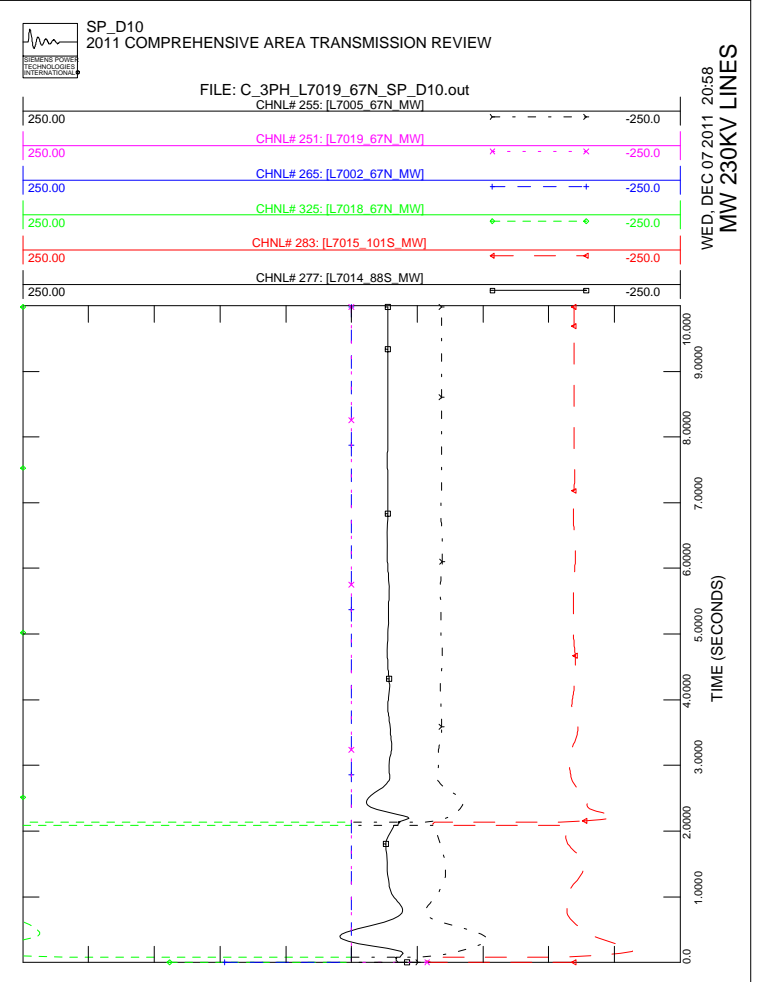
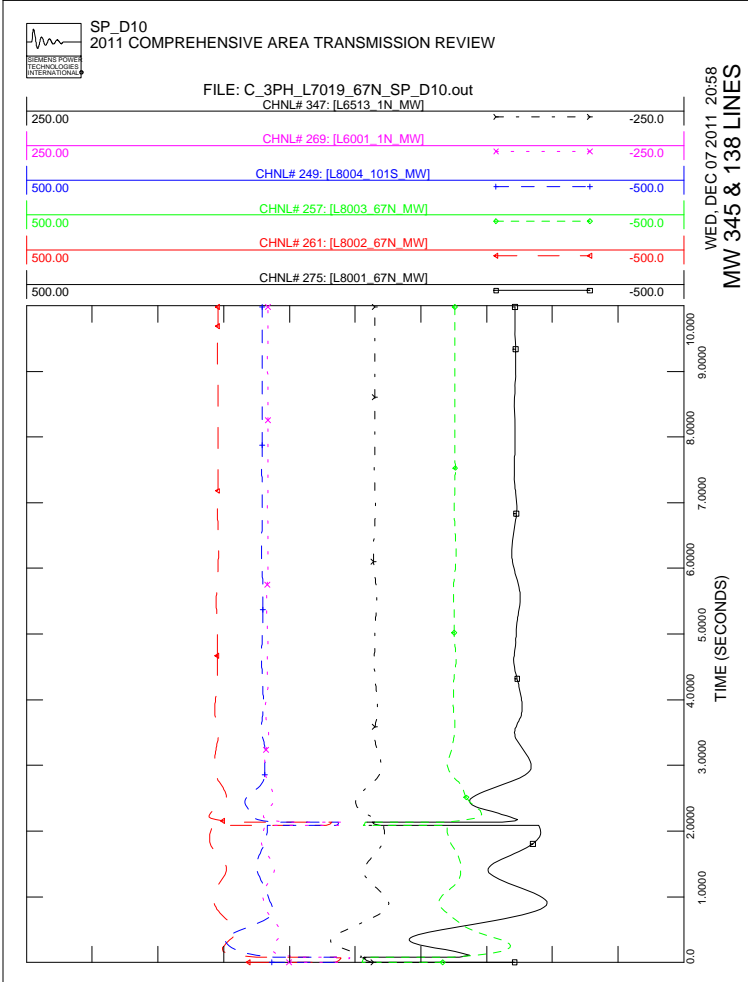
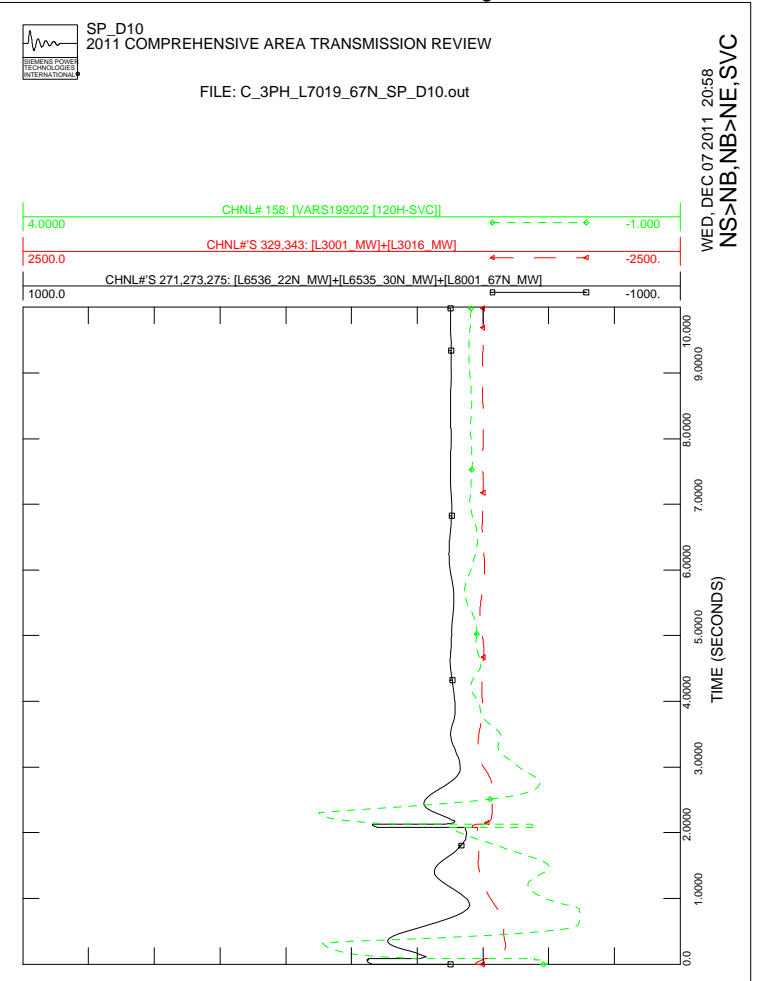
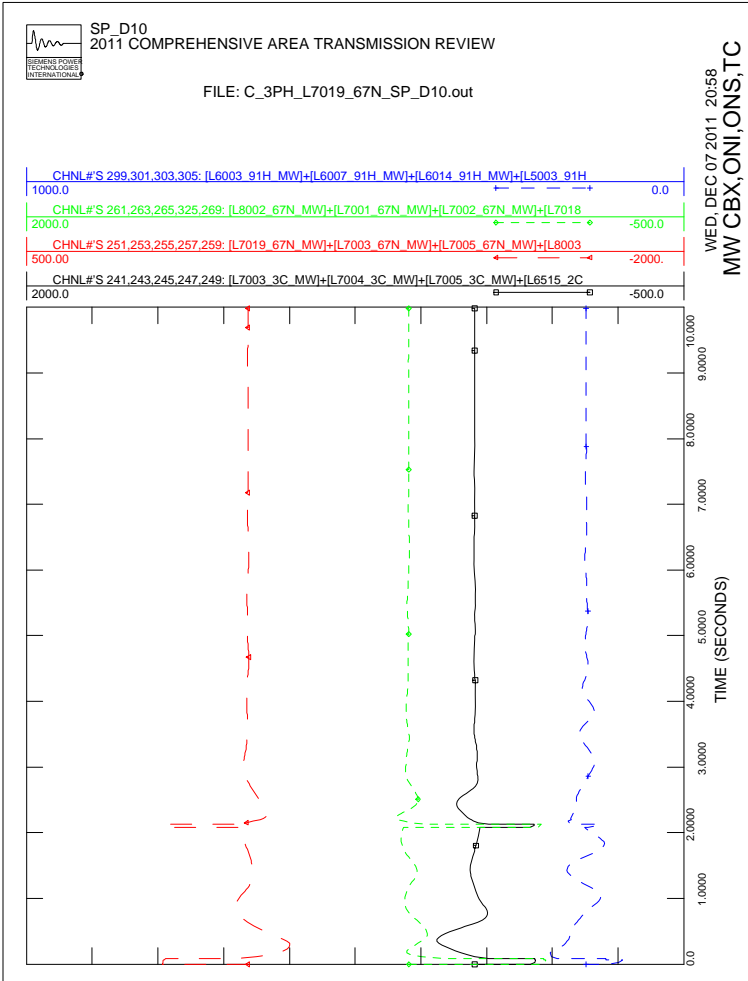
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

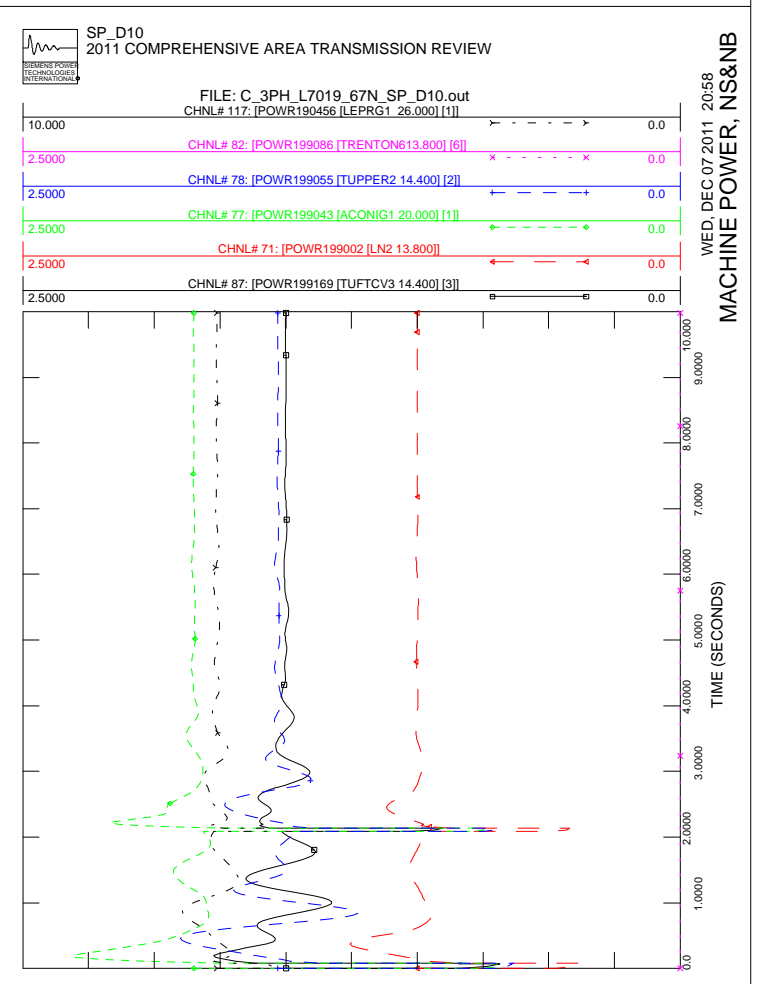
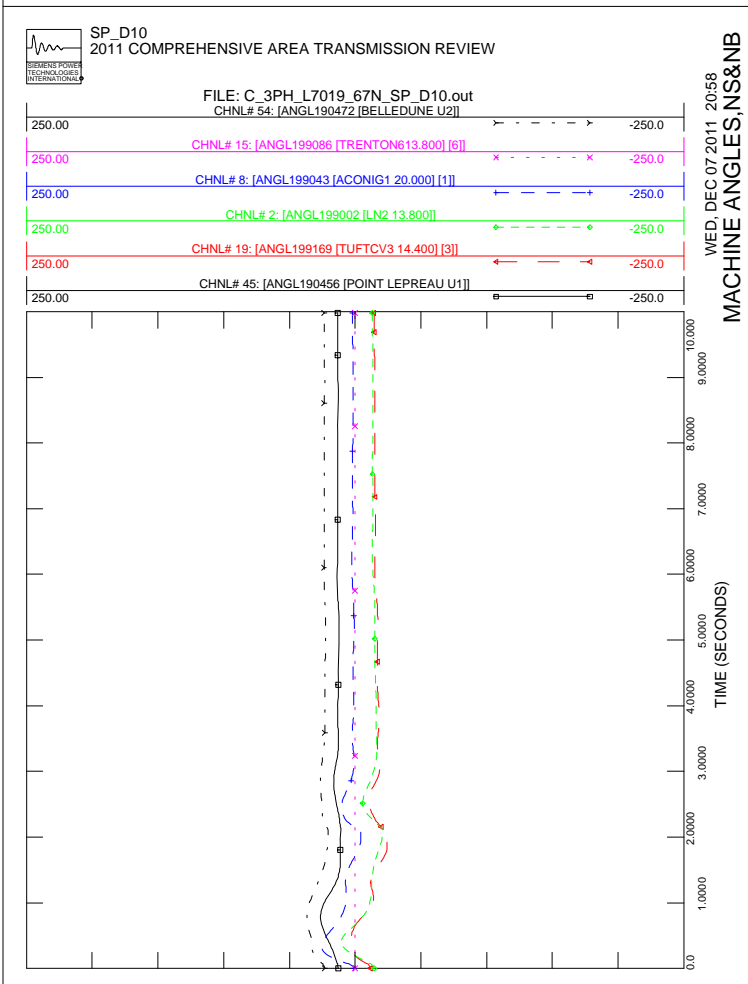
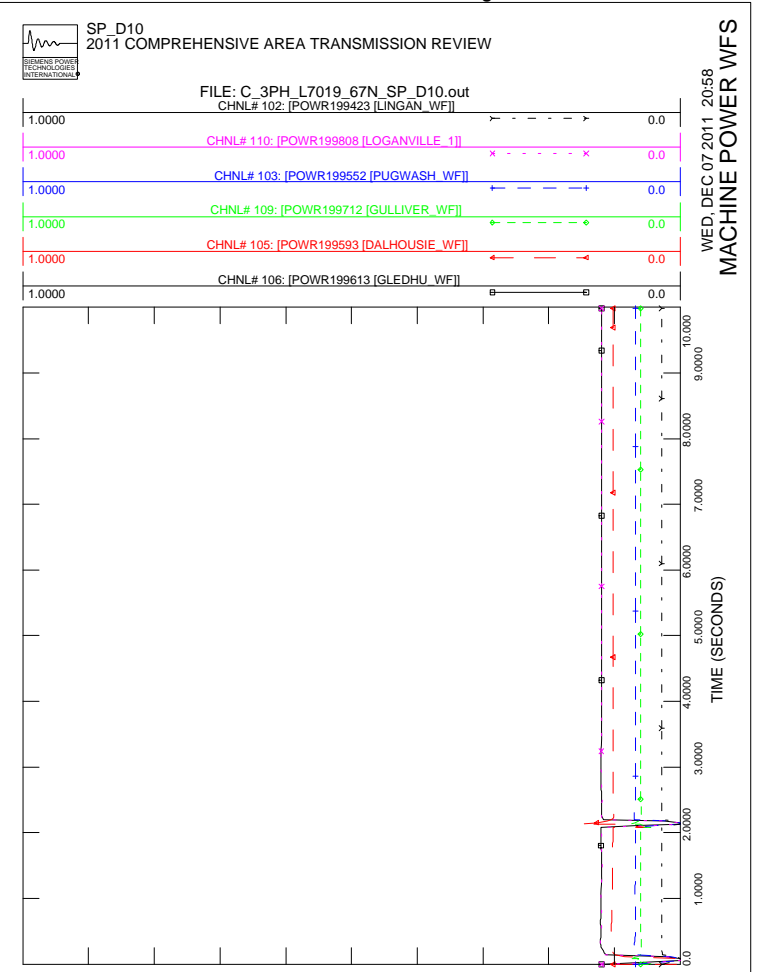
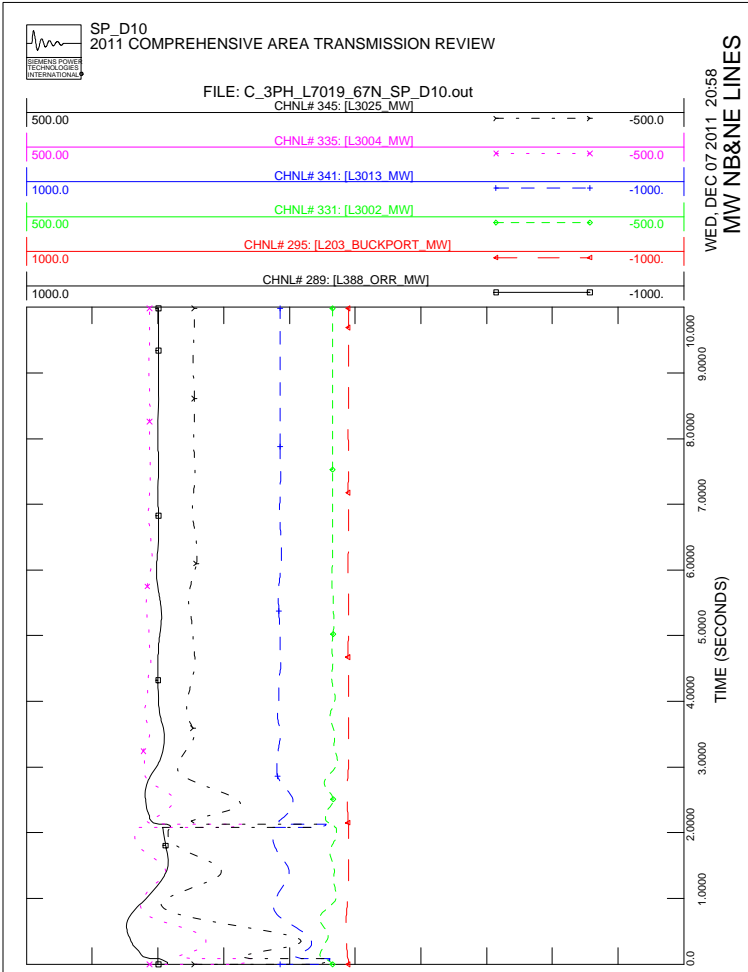
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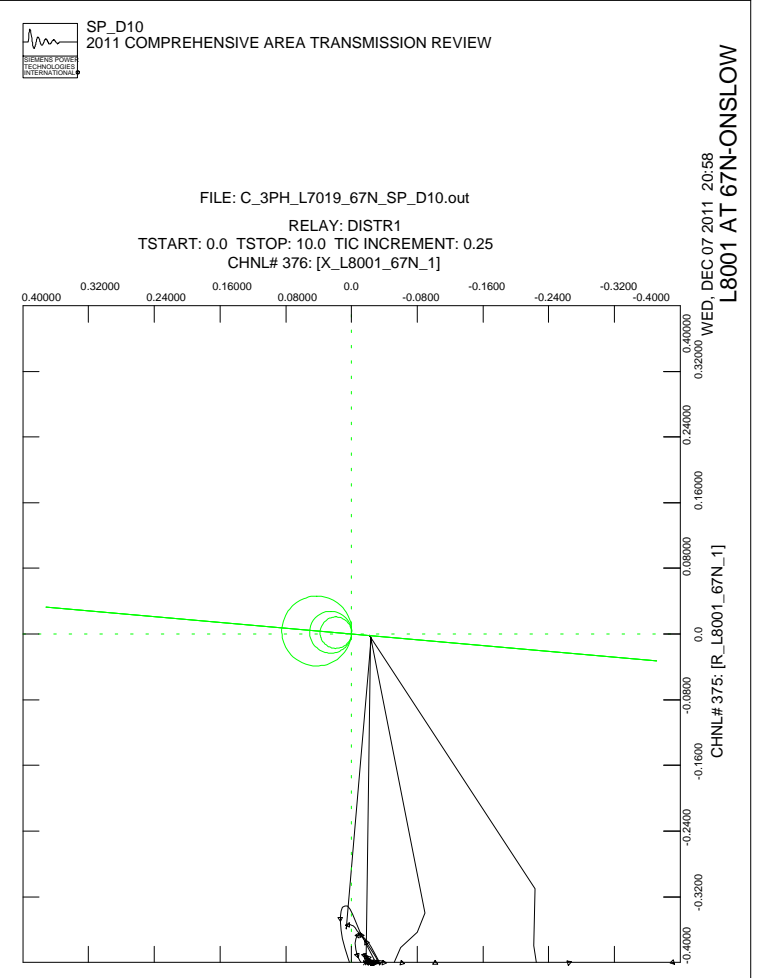
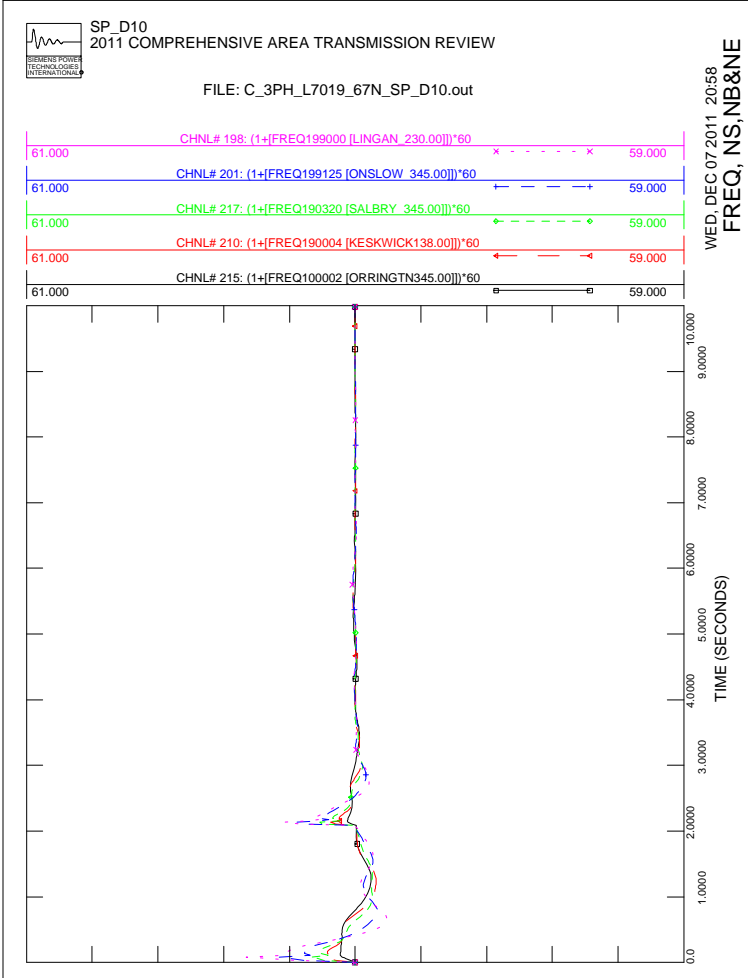
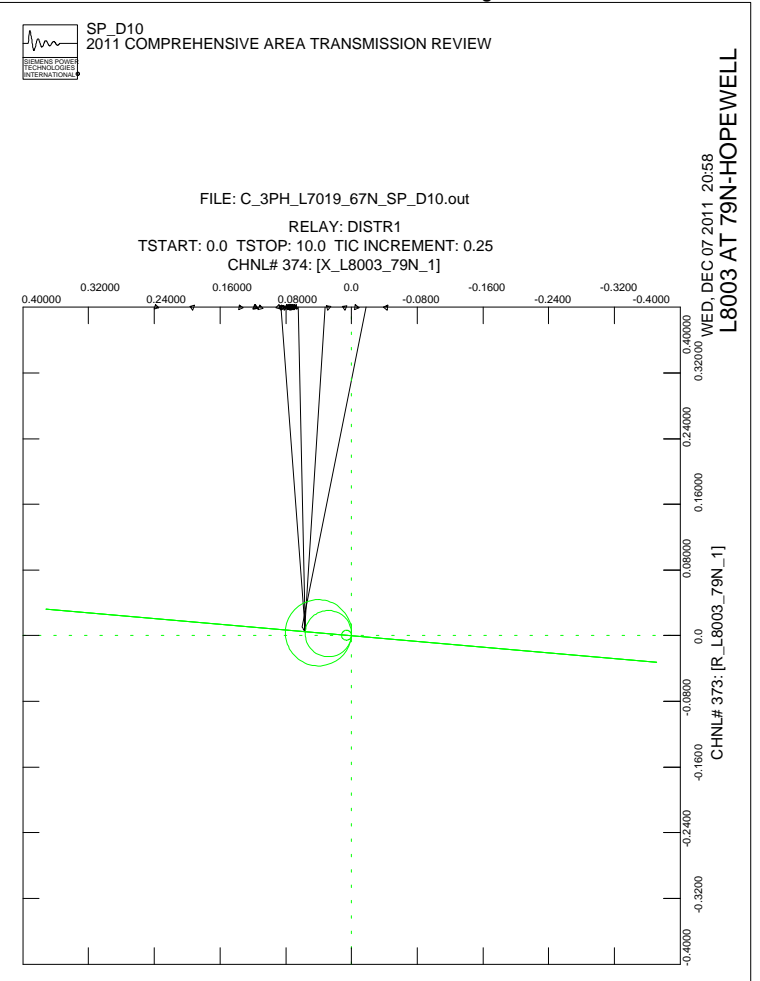
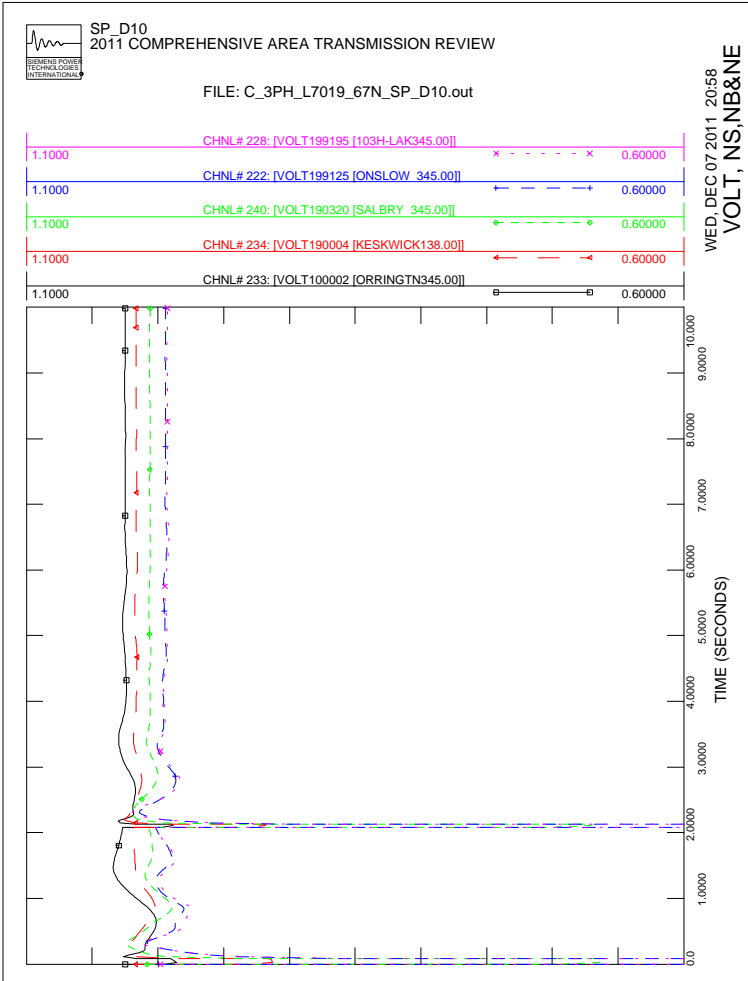


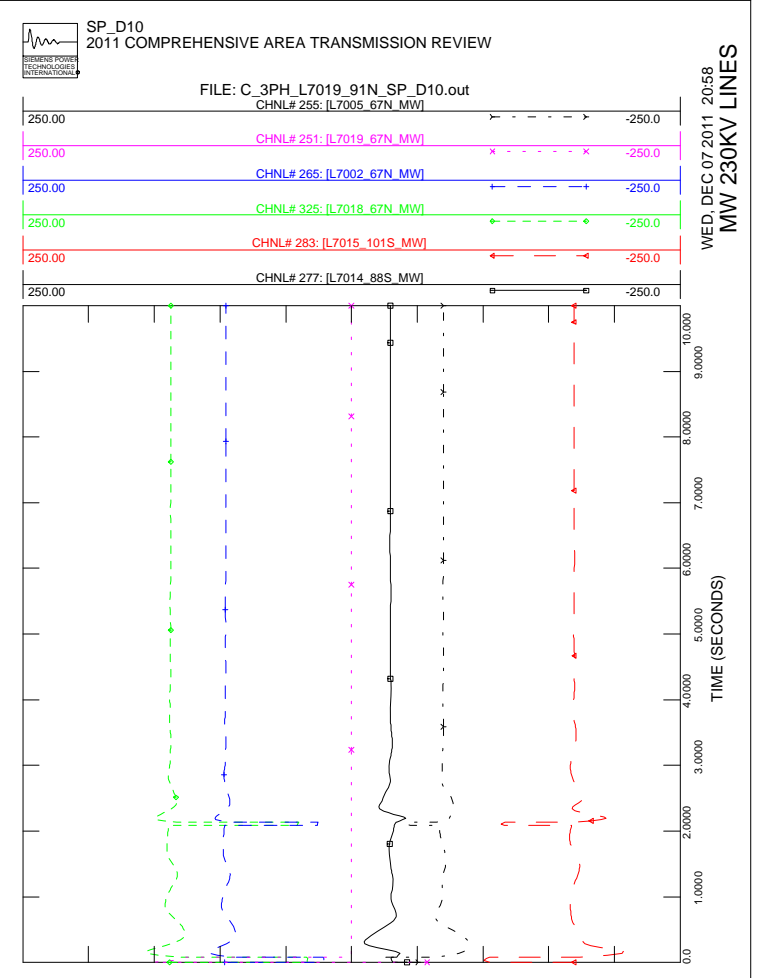
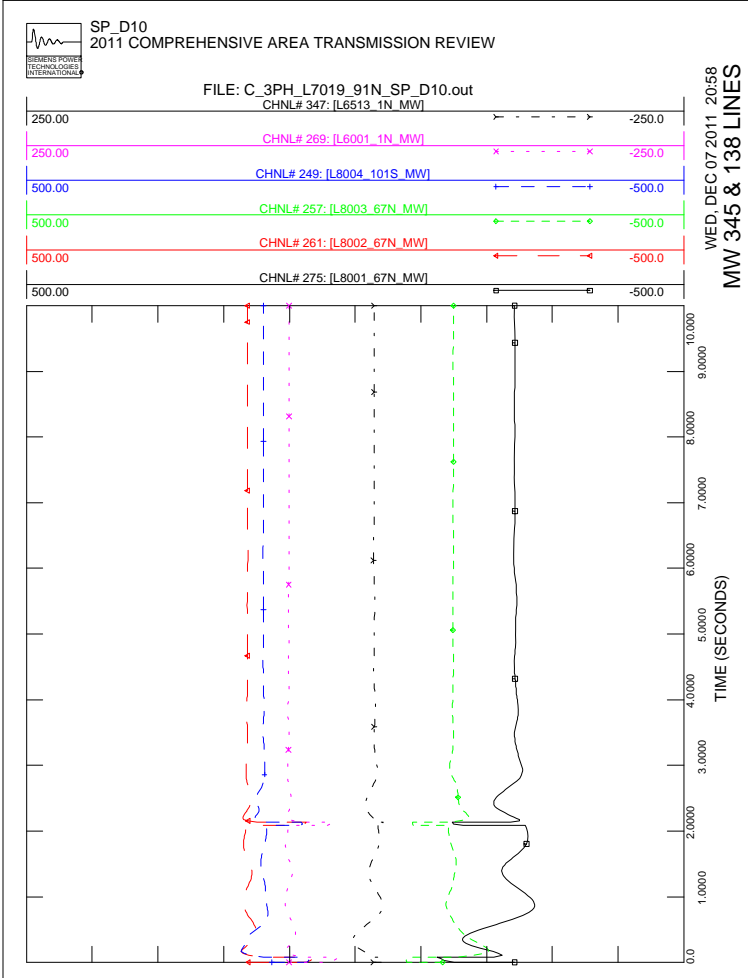
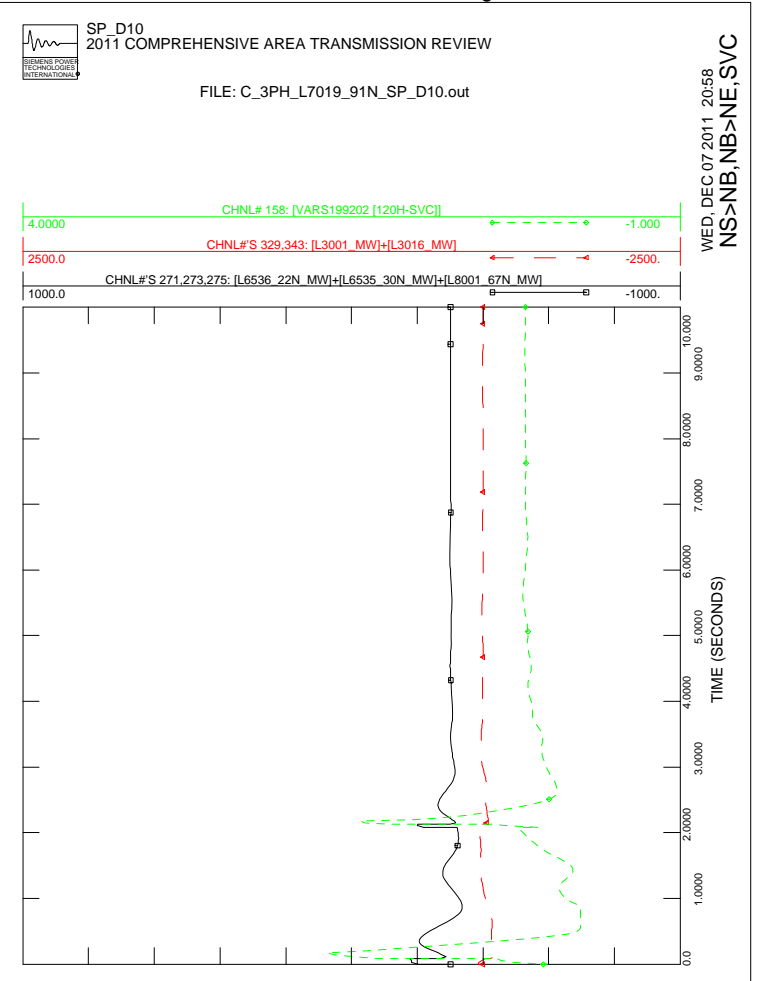
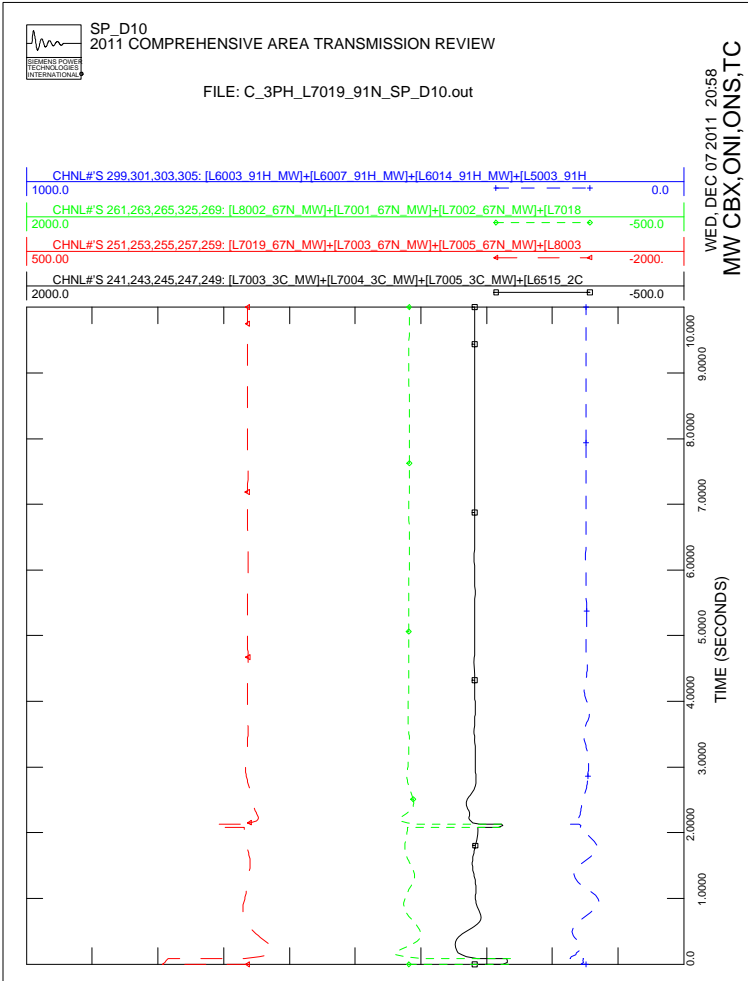


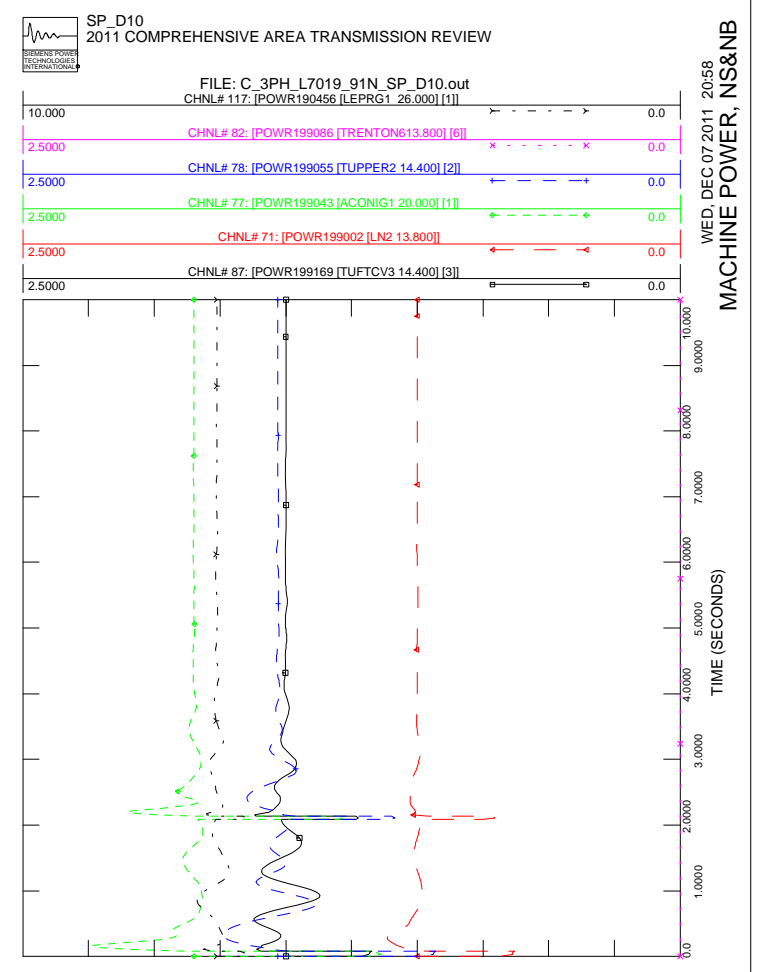
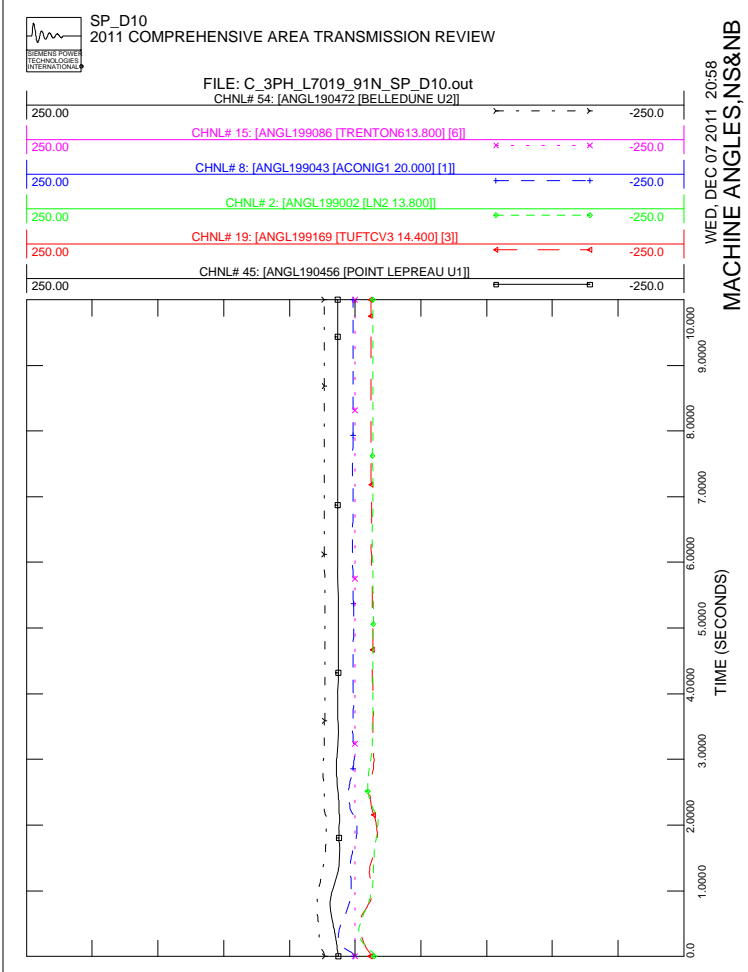
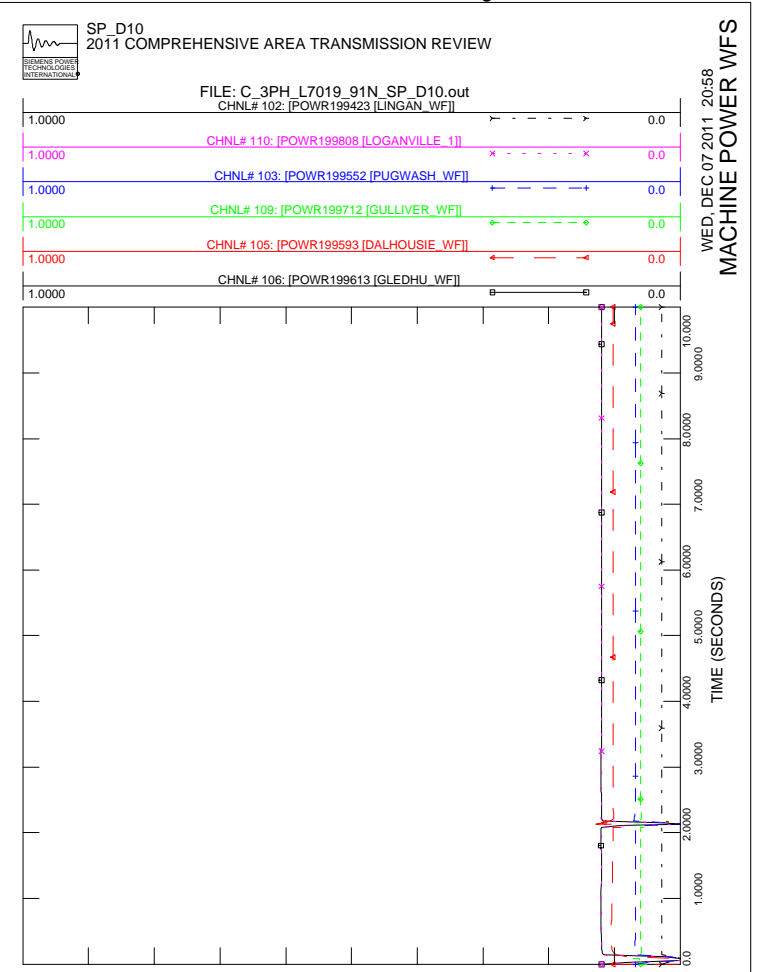
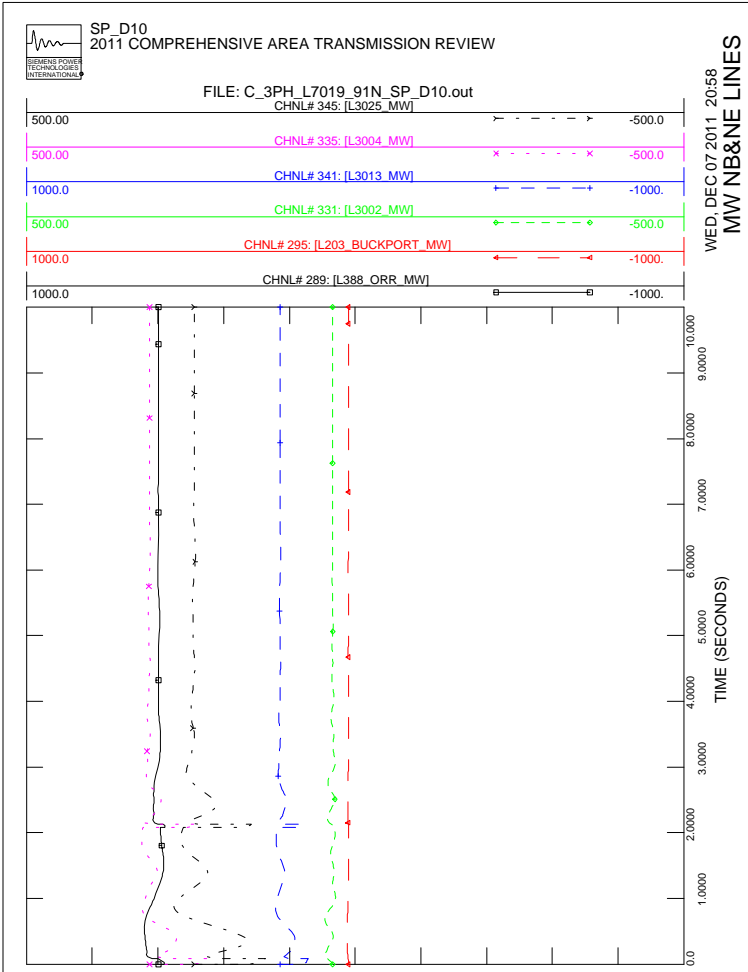


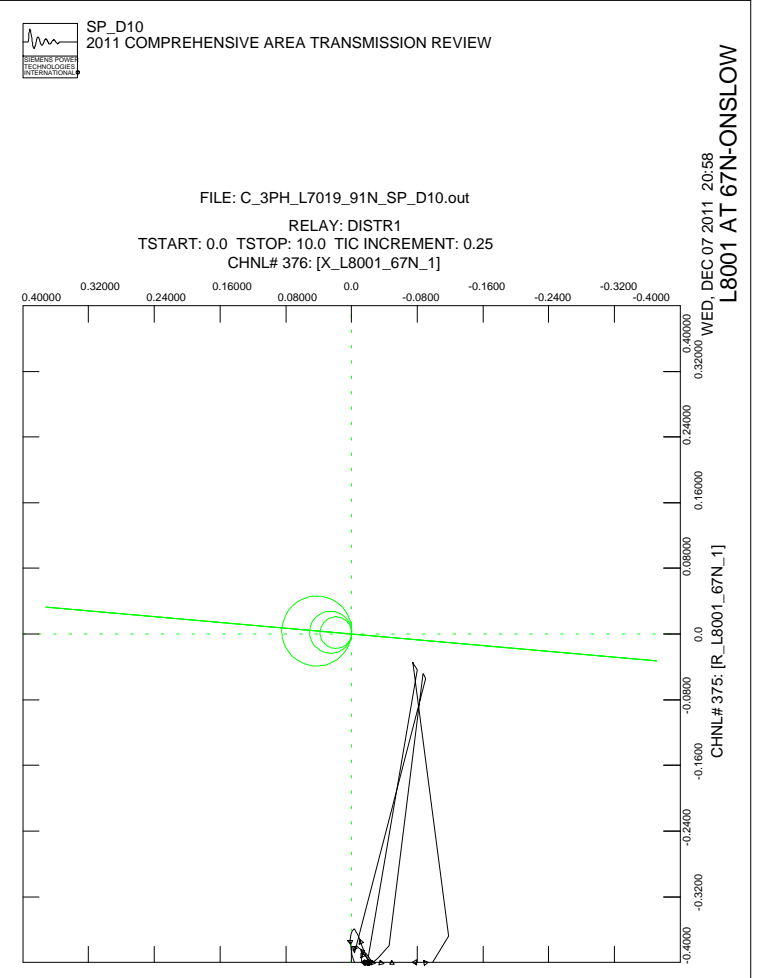
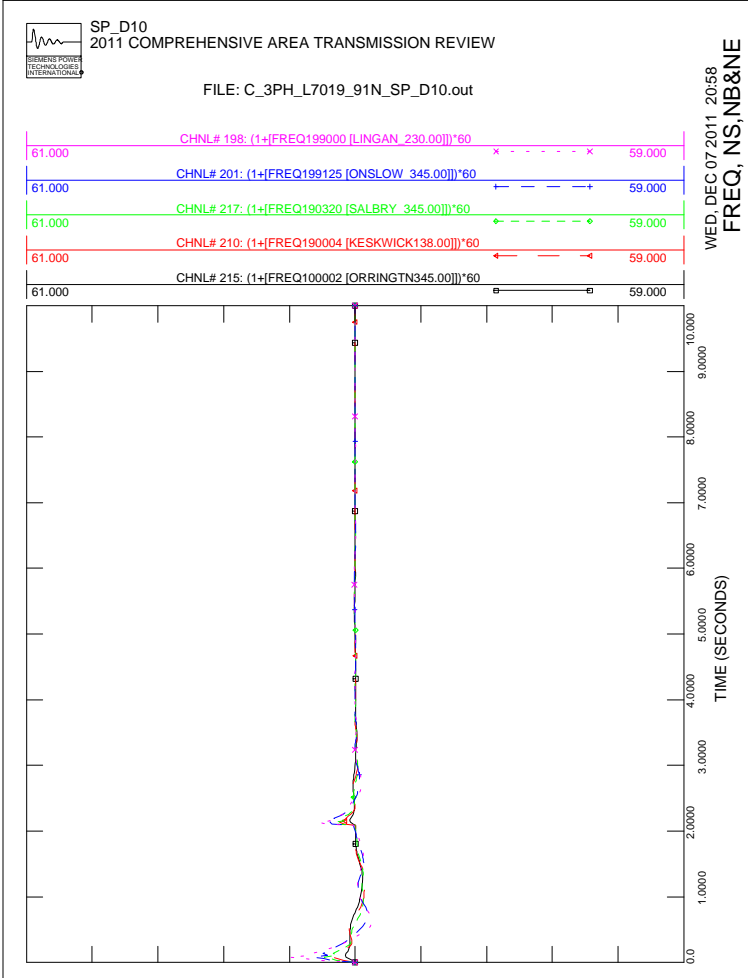
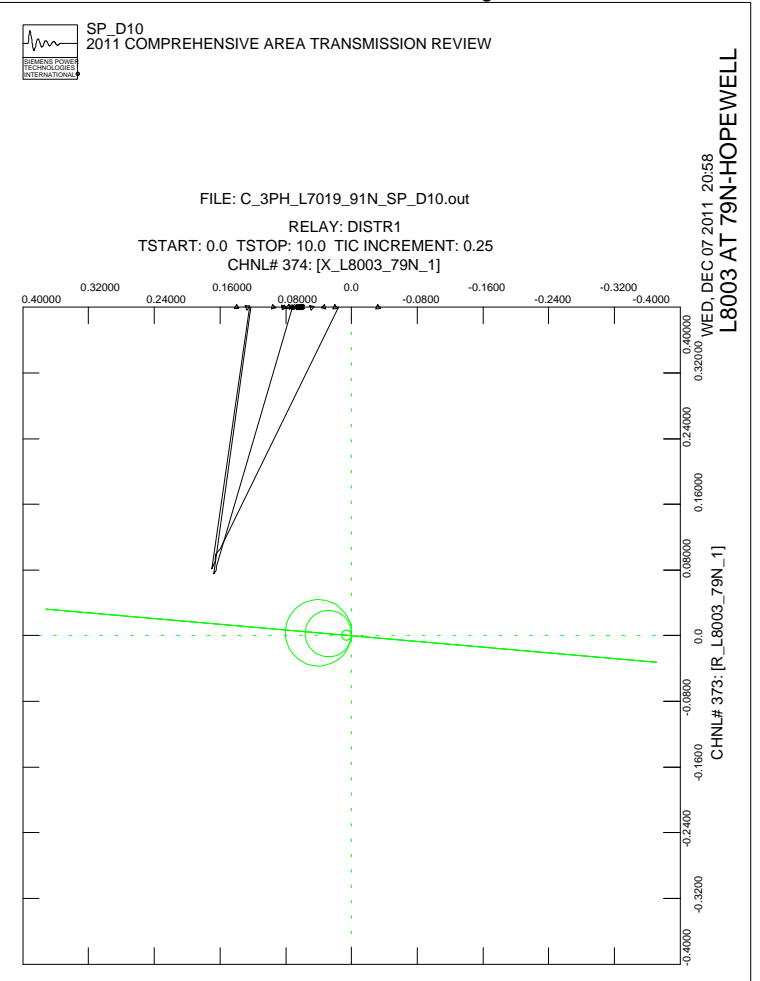
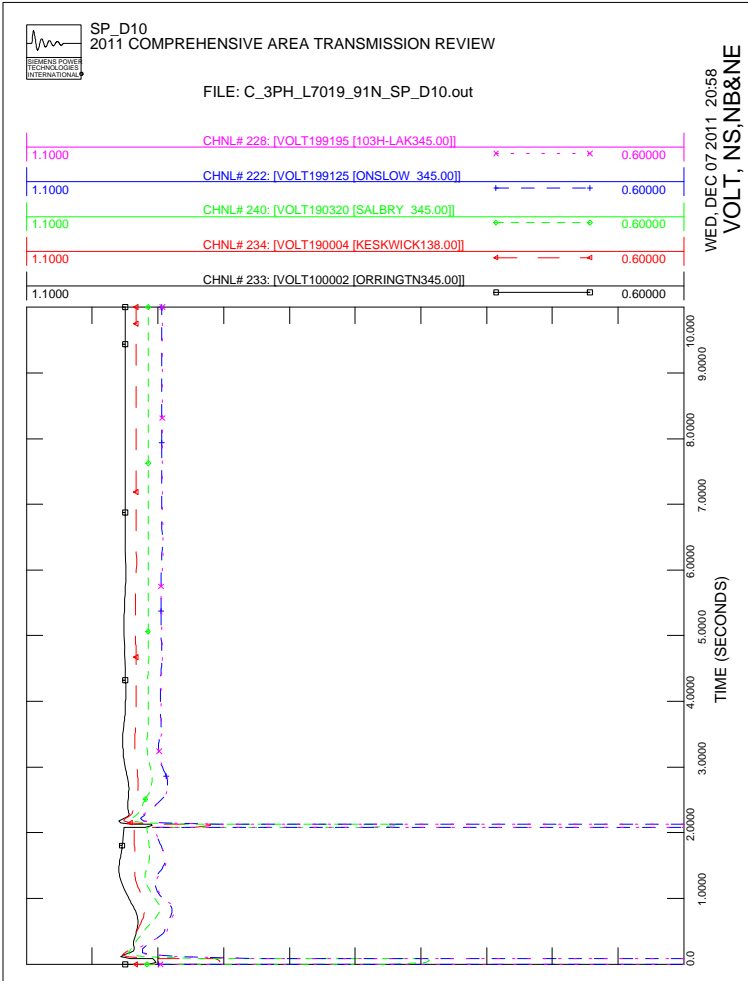








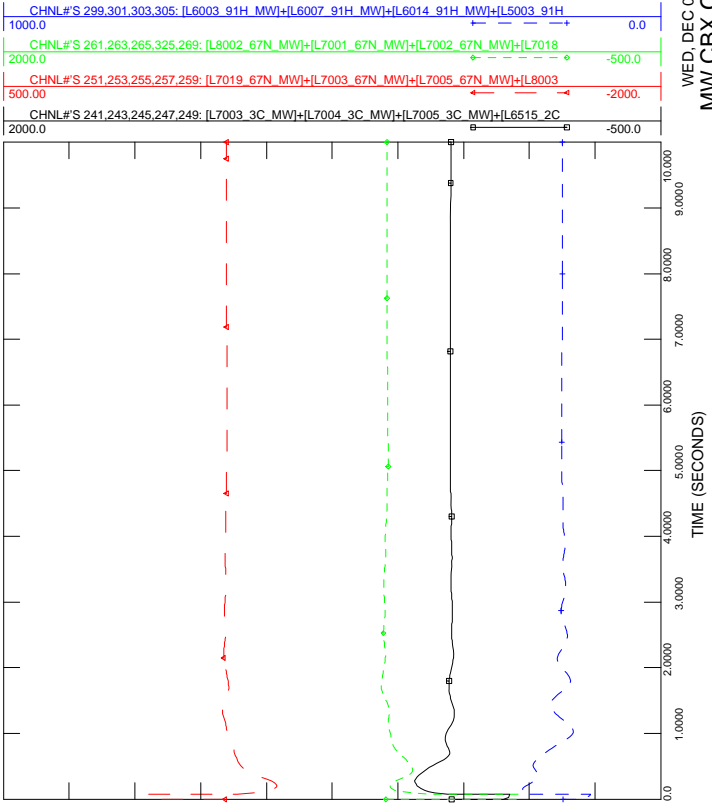






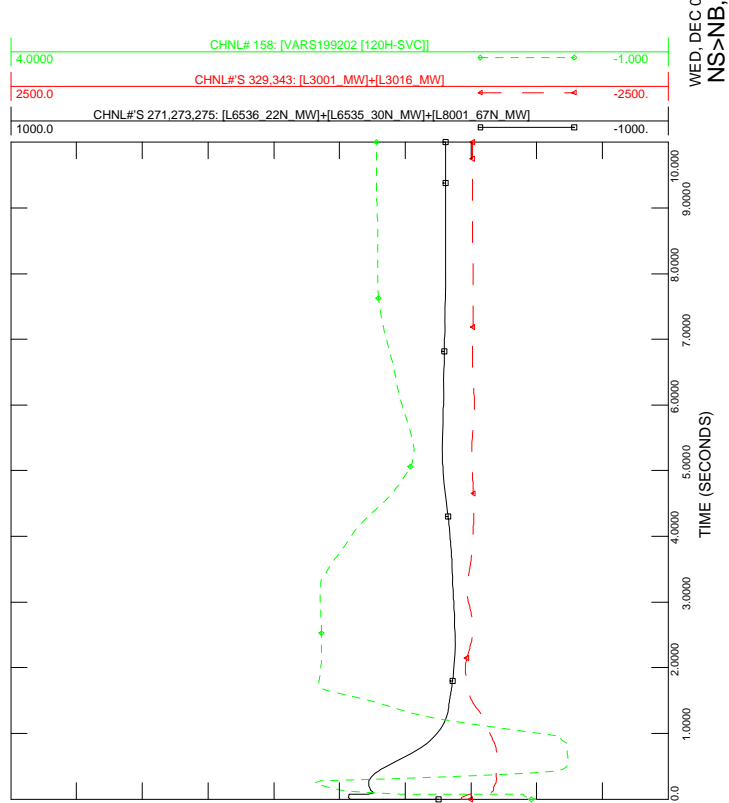
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8001_67N_g0_SP_D10.out



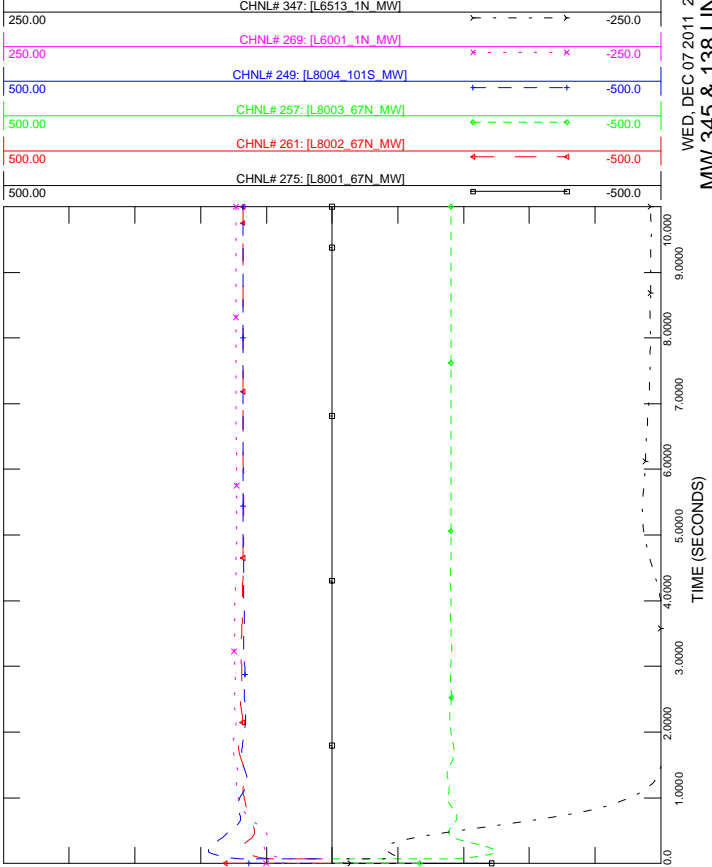
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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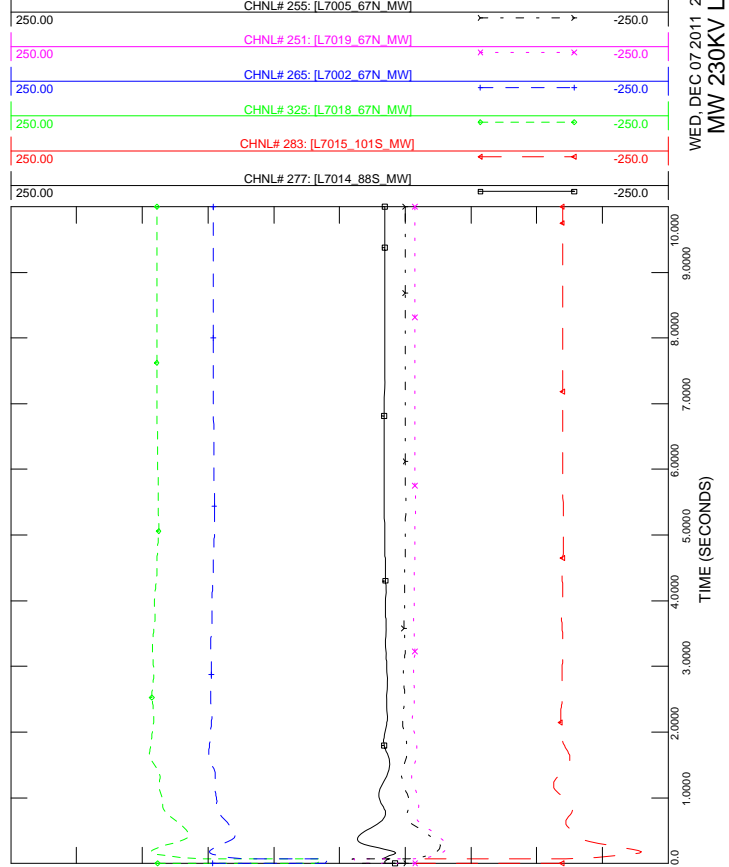
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

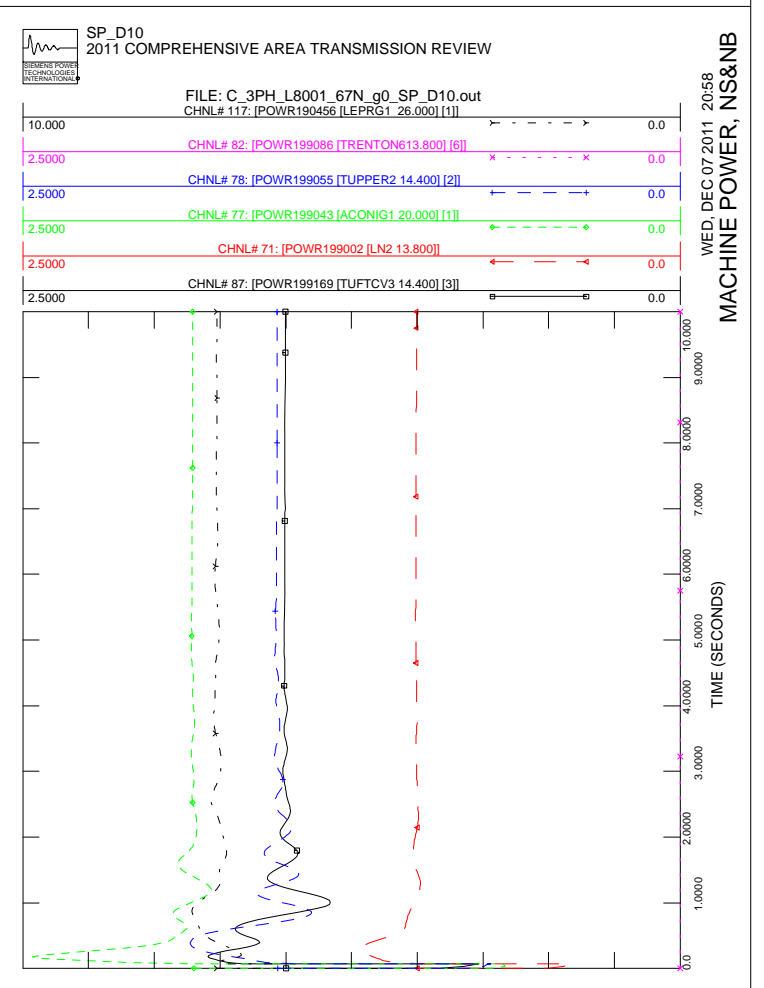
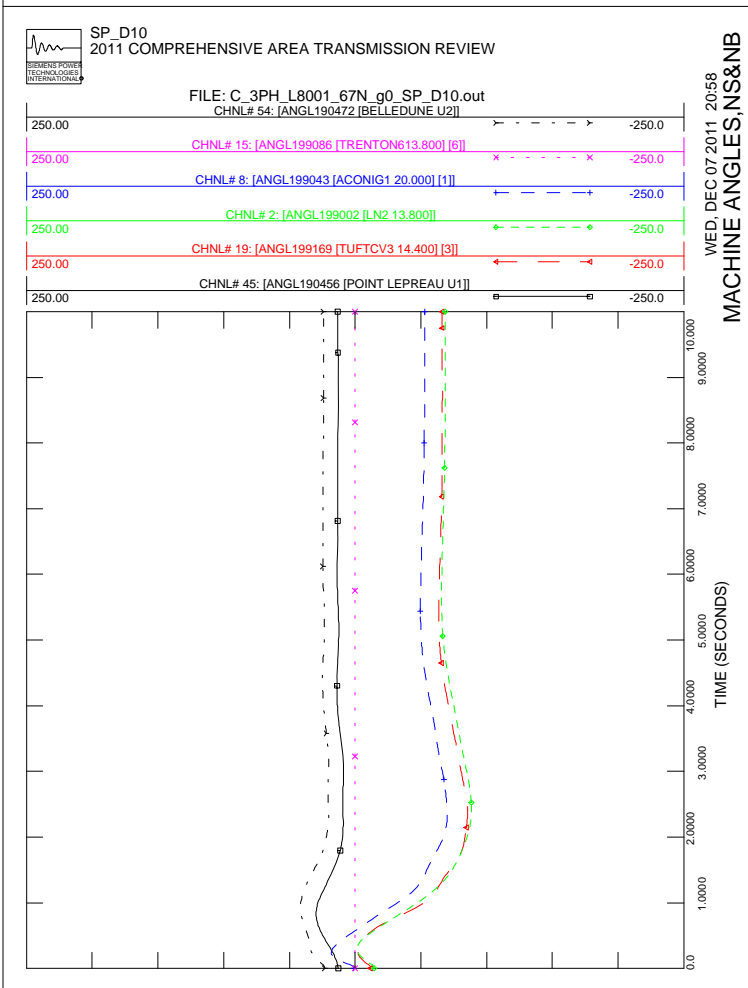
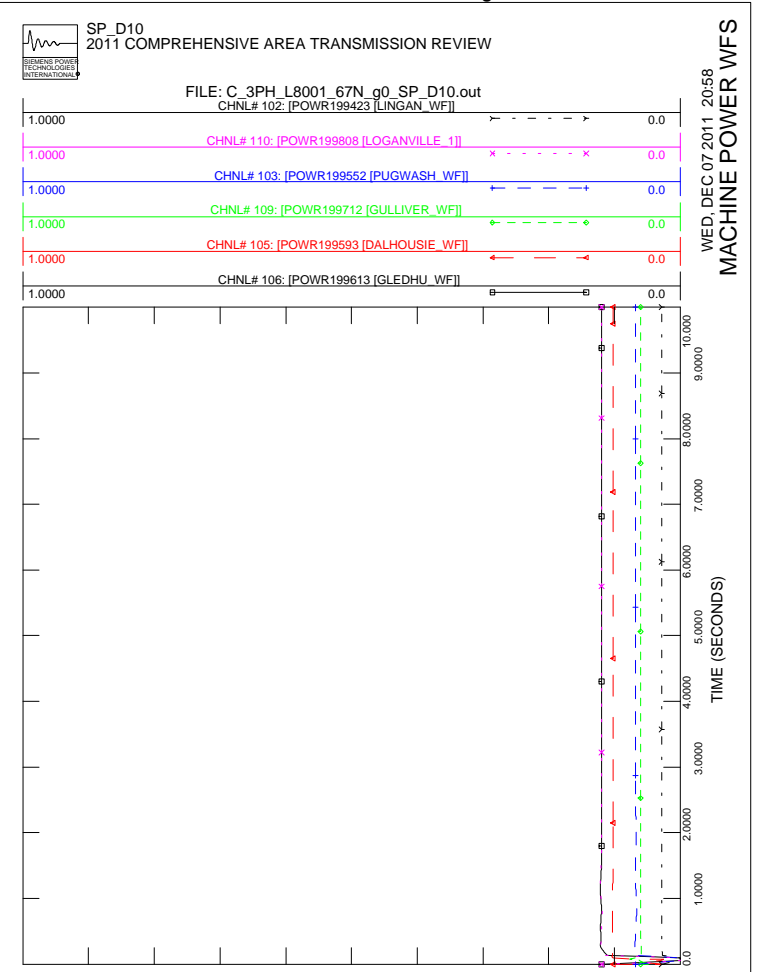
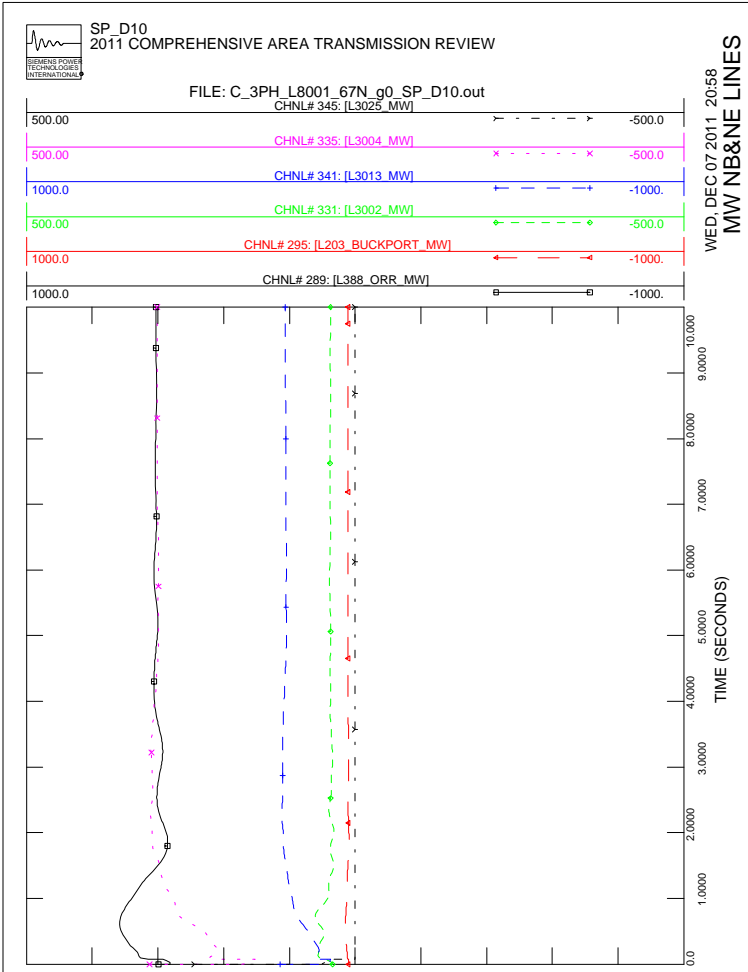
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8001_67N_g0_SP_D10.out

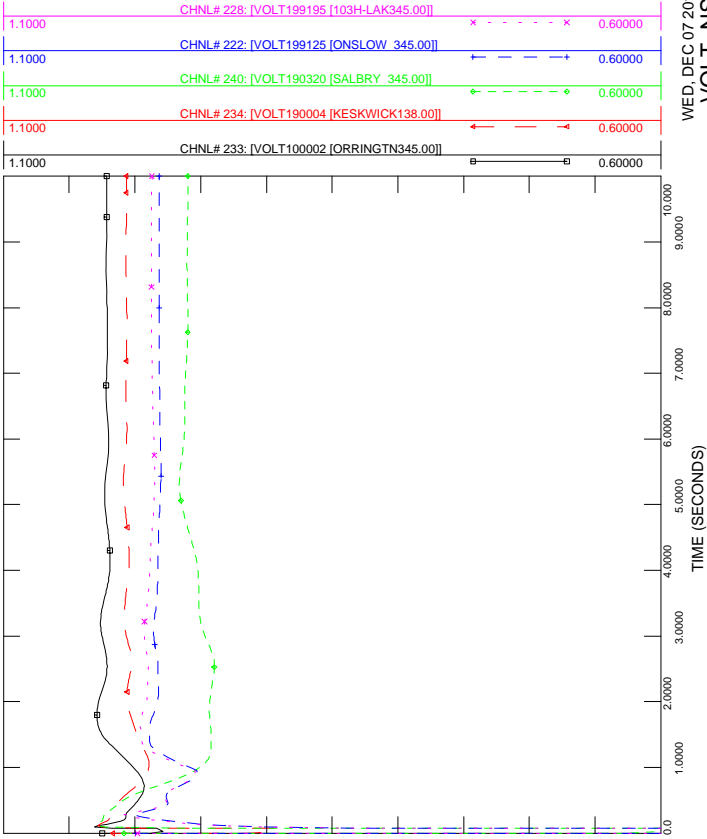






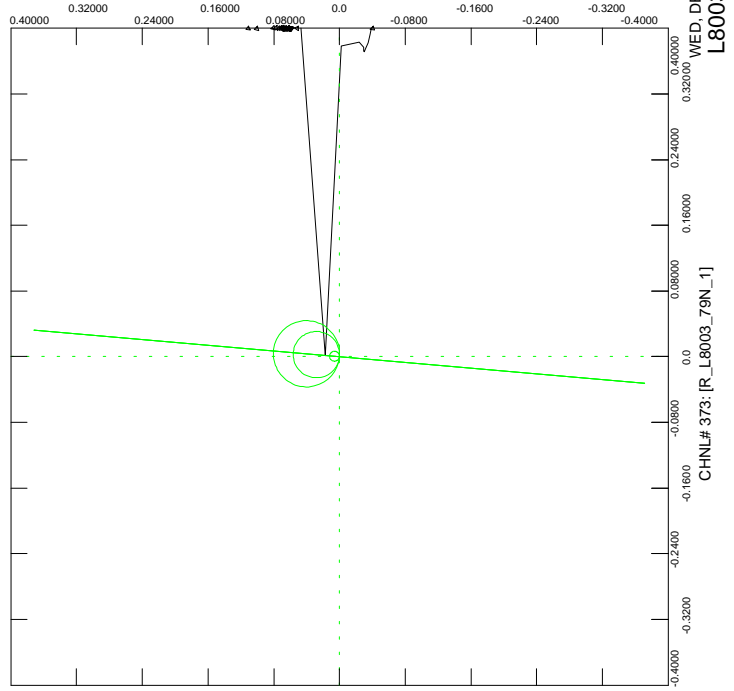
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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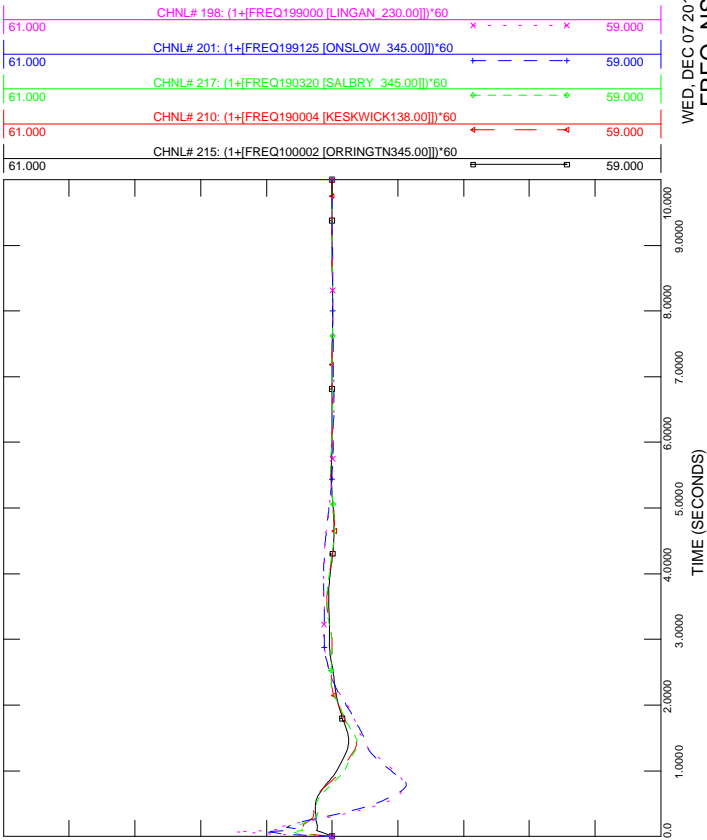
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8001_67N_g0_SP_D10.out
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CHNL# 374: [X_L8003_79N_1]



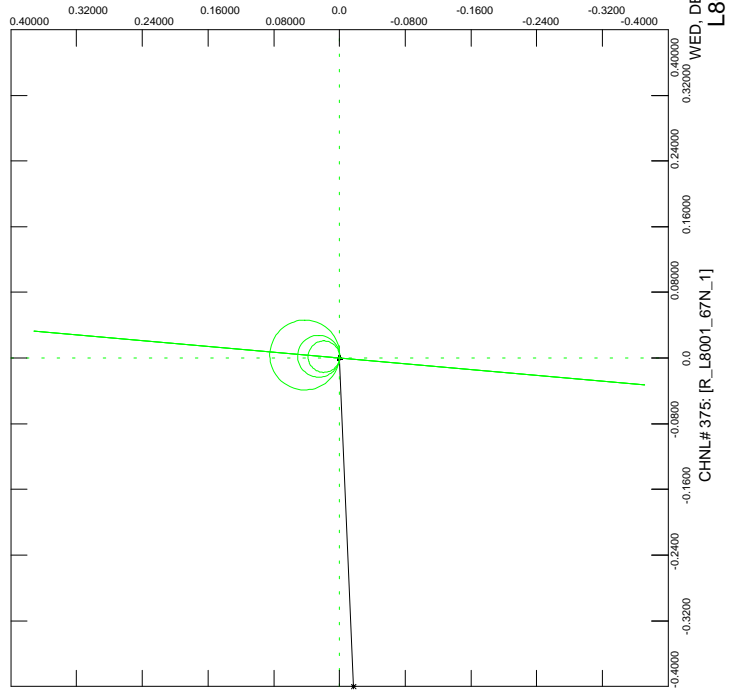
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8001_67N_g0_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

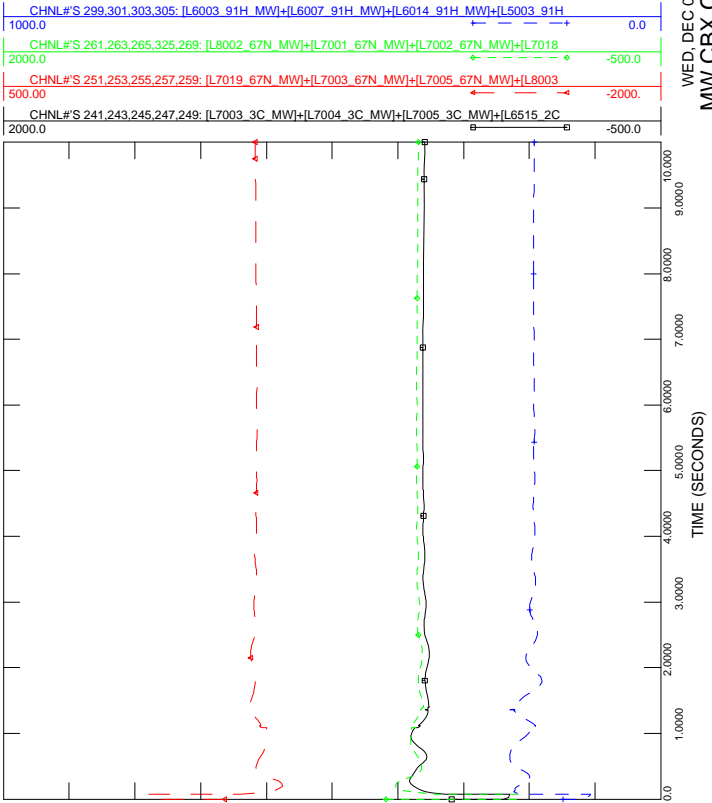
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CHNL# 376: [X_L8001_67N_1]





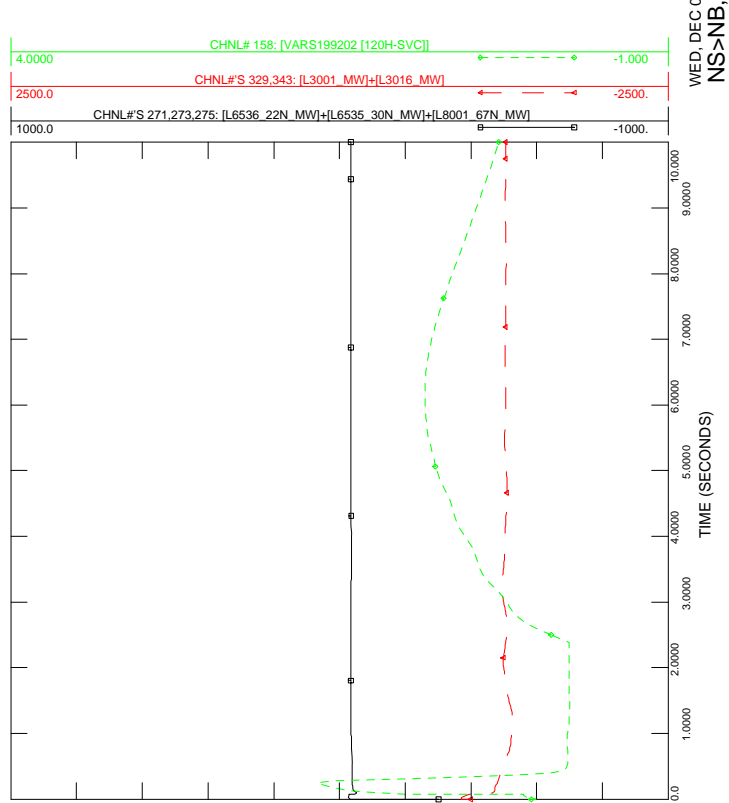
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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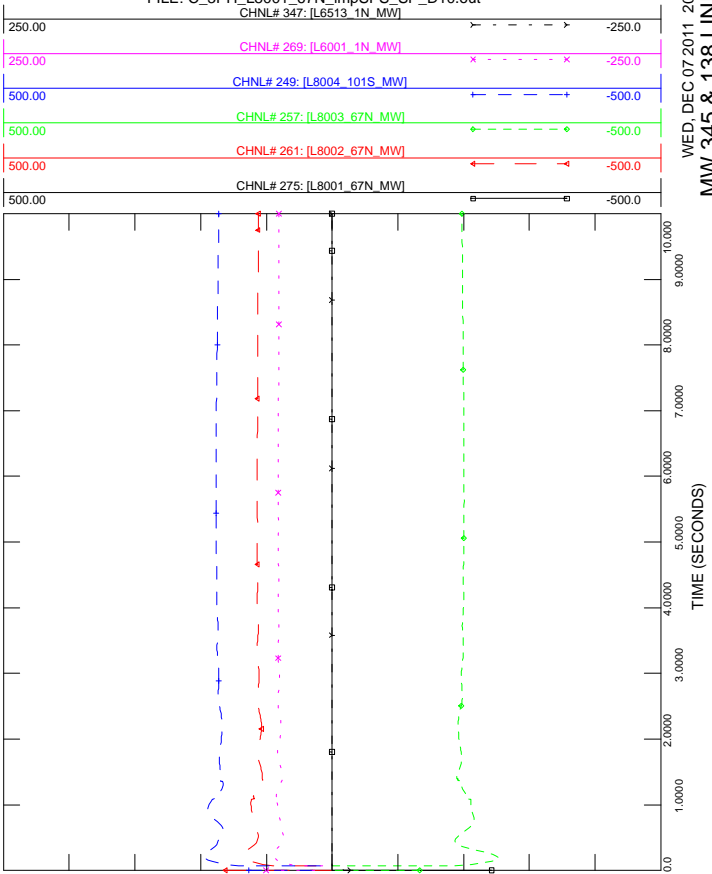
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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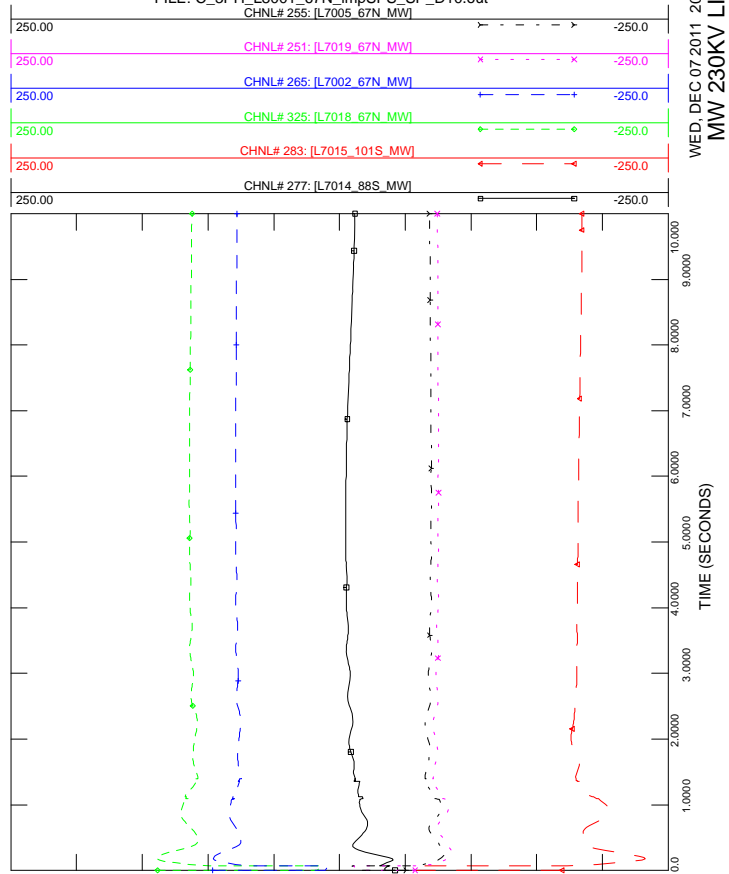
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

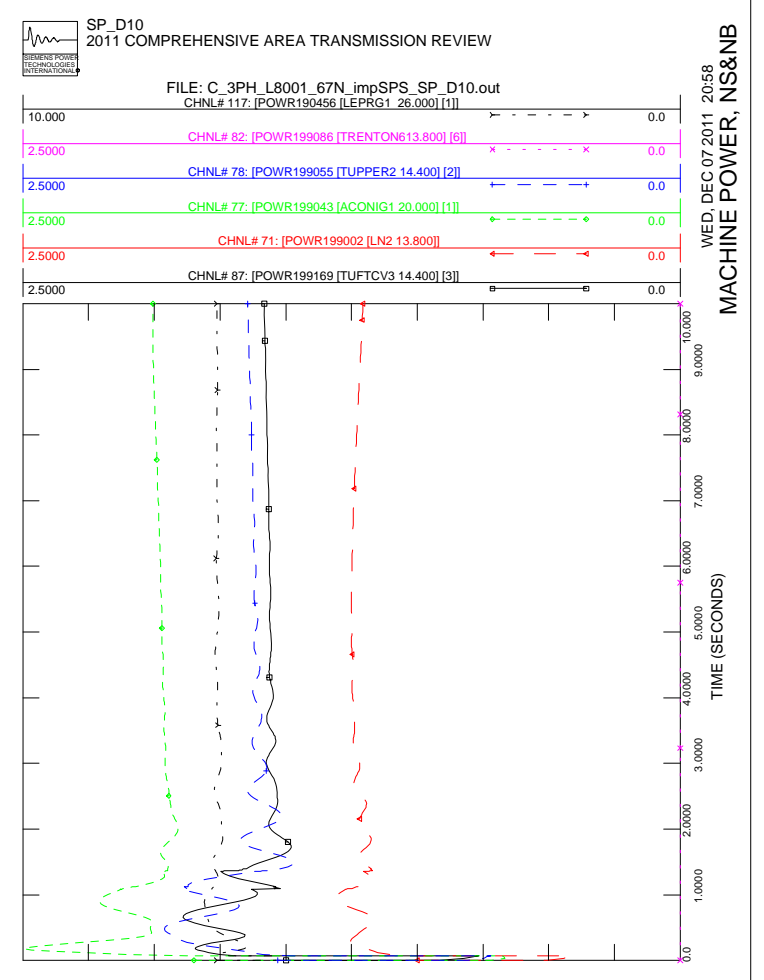
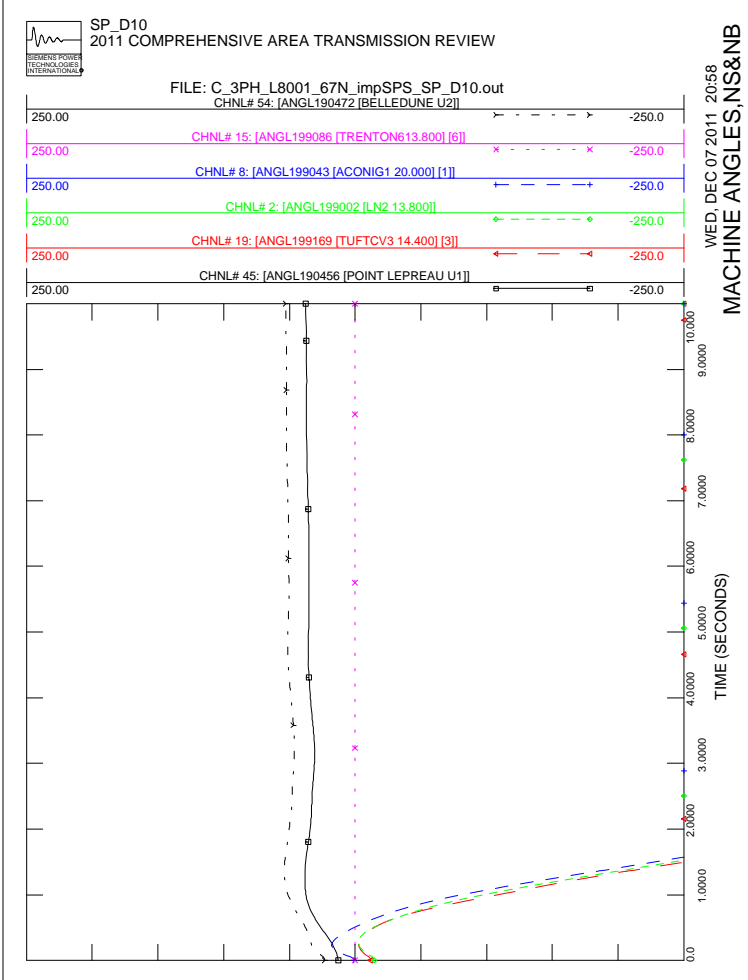
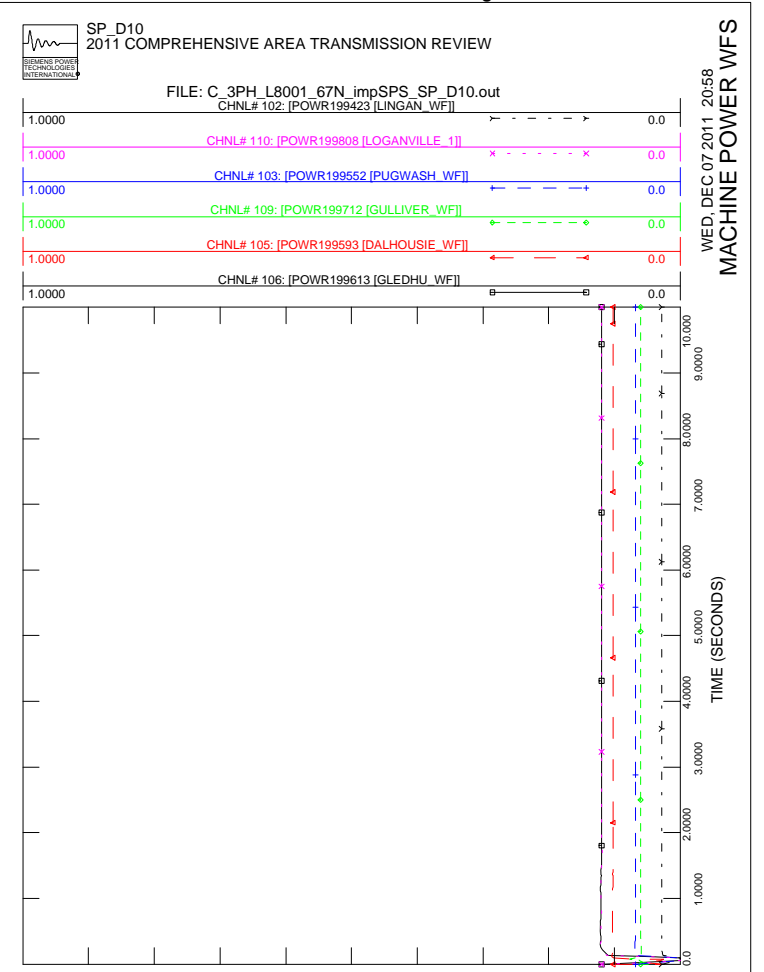
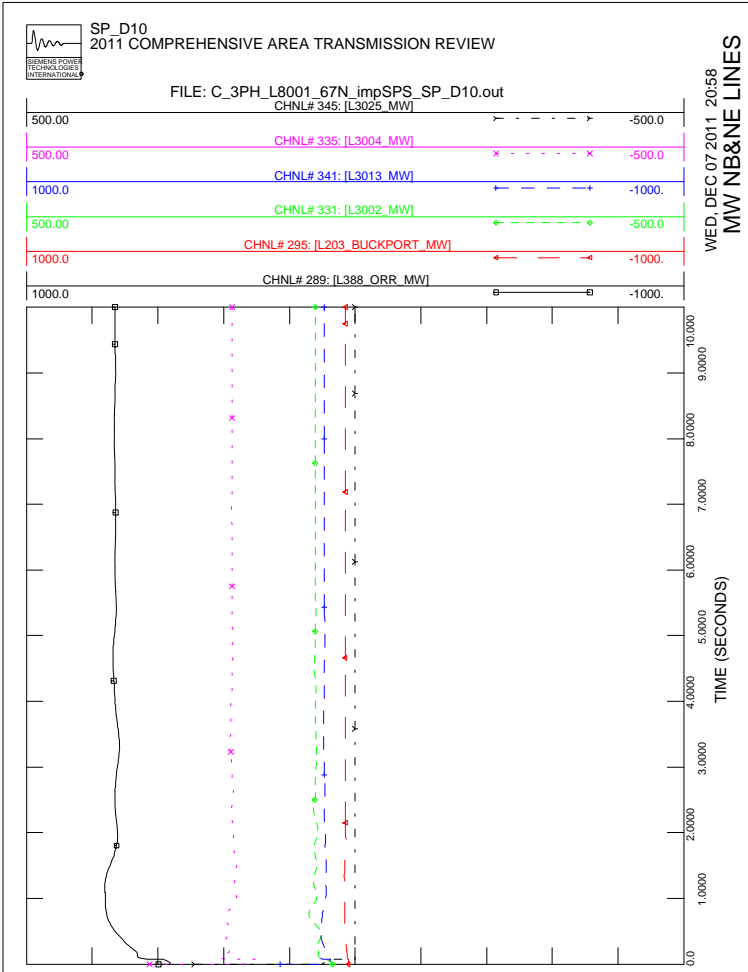
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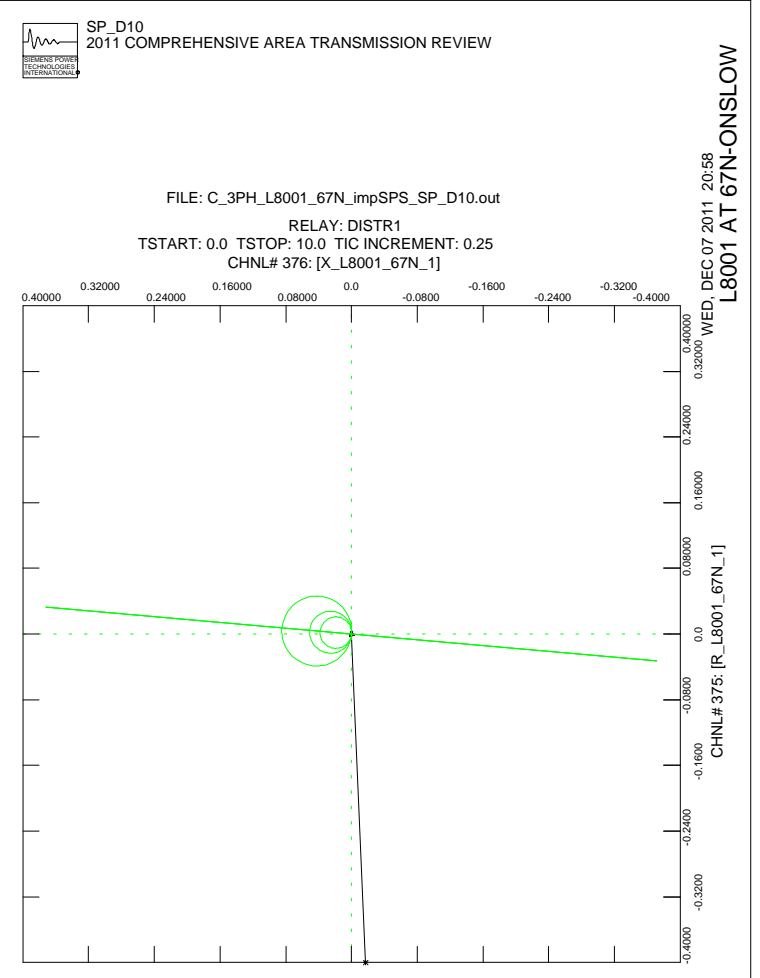
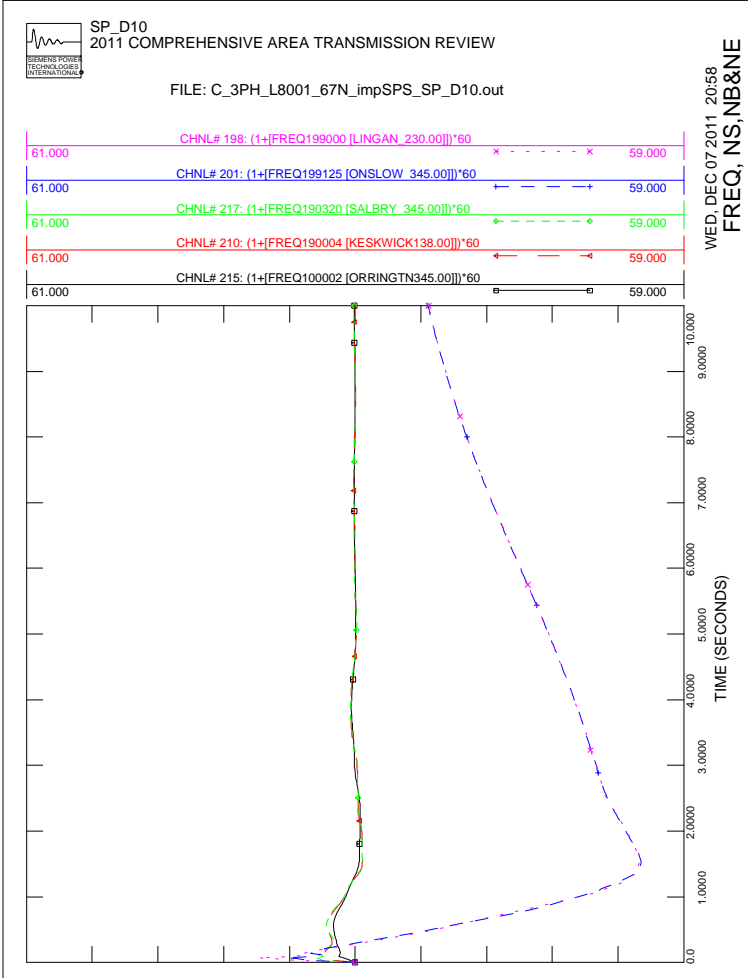
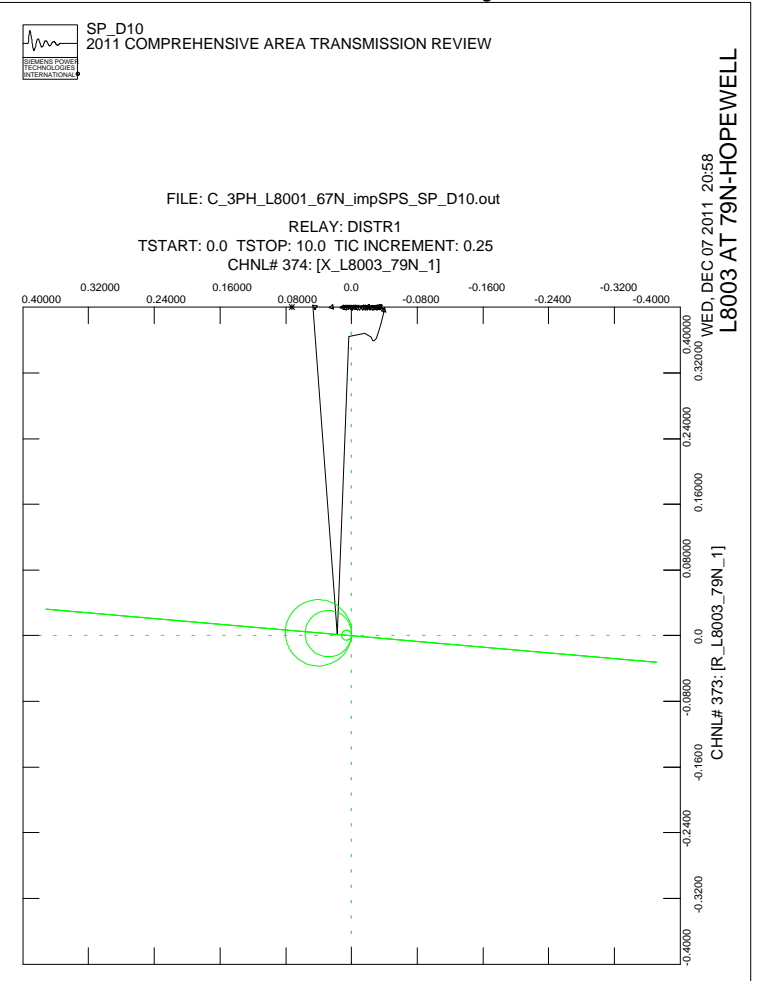
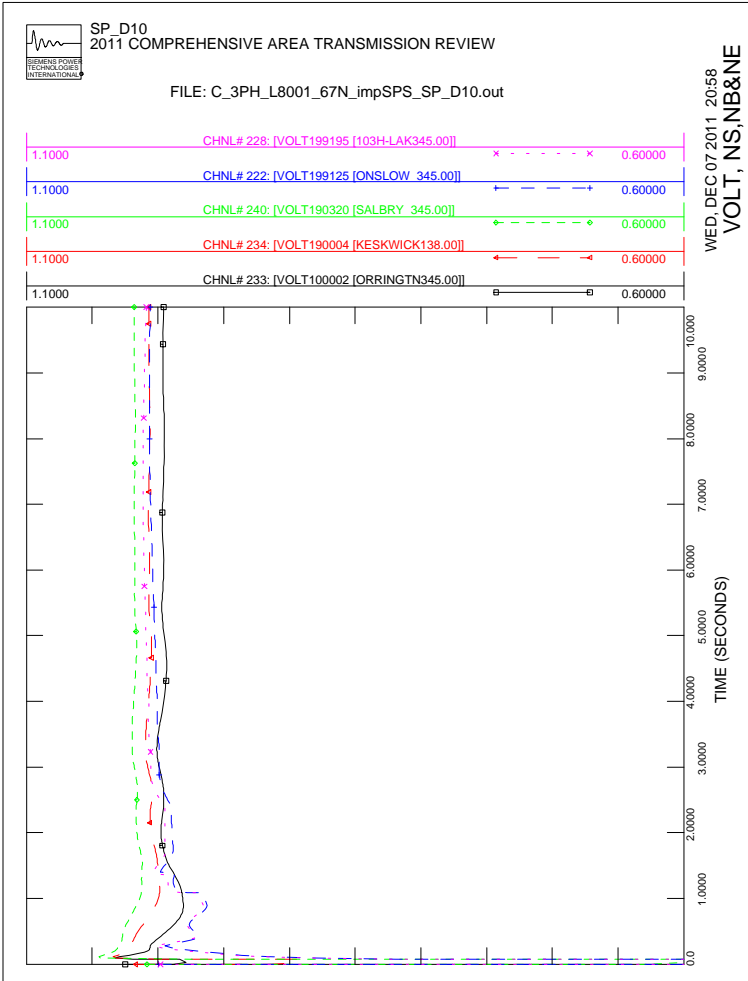


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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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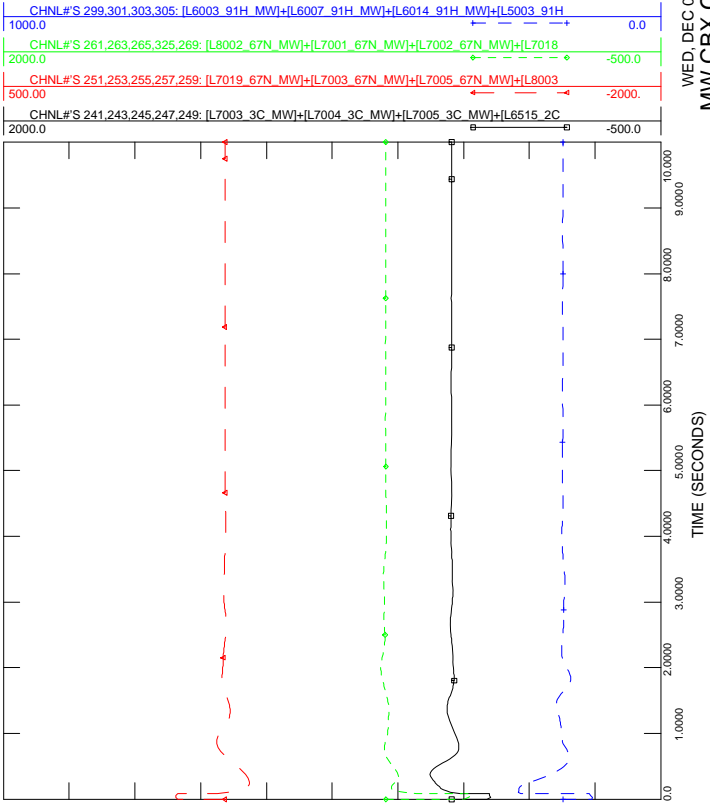






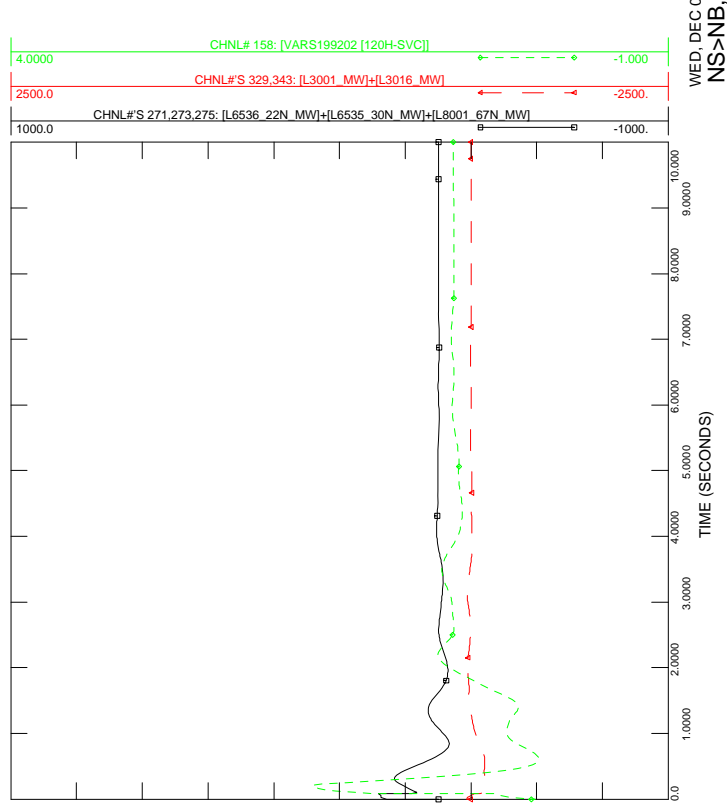
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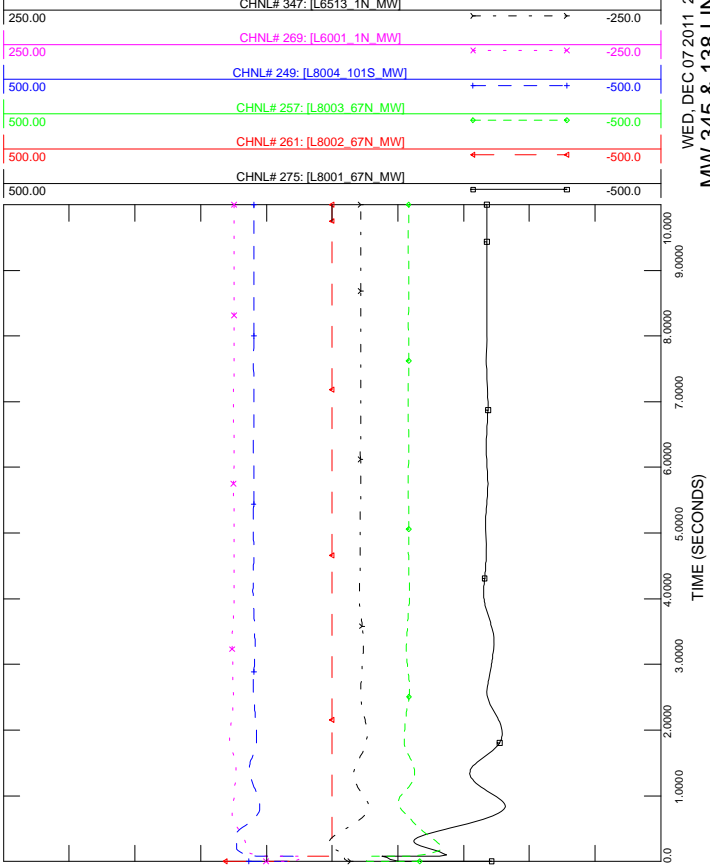
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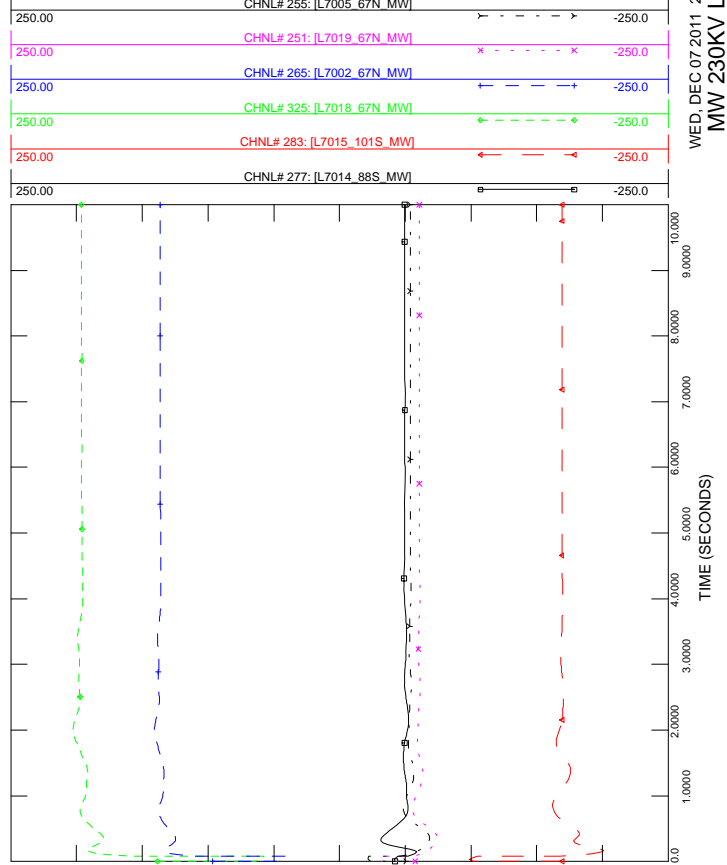
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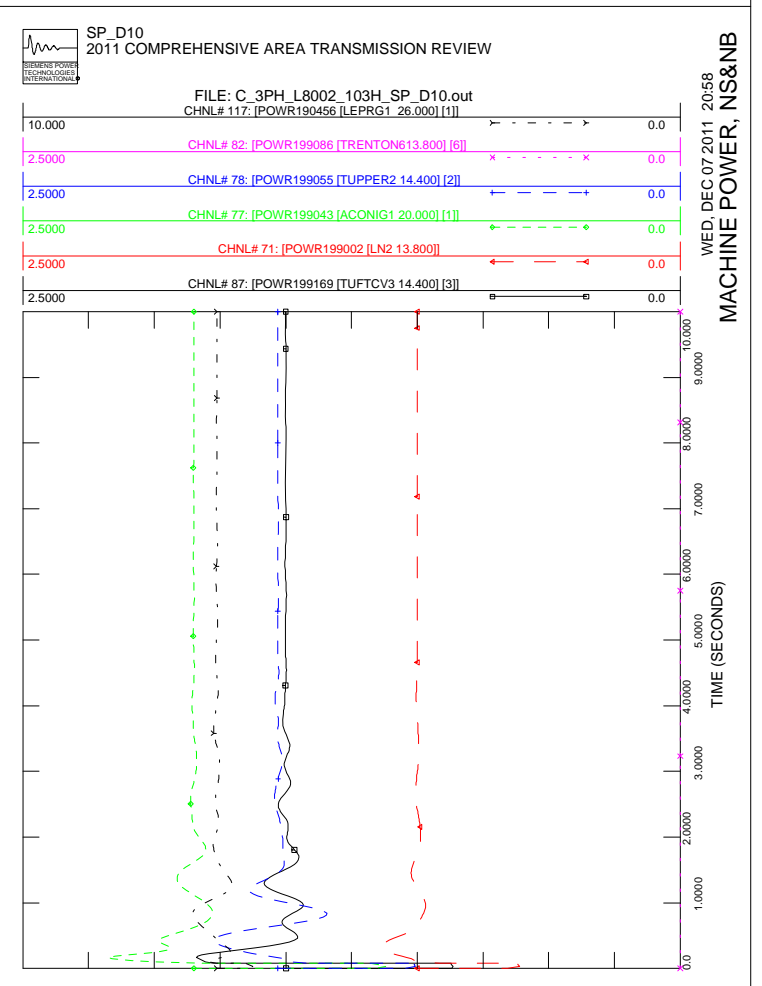
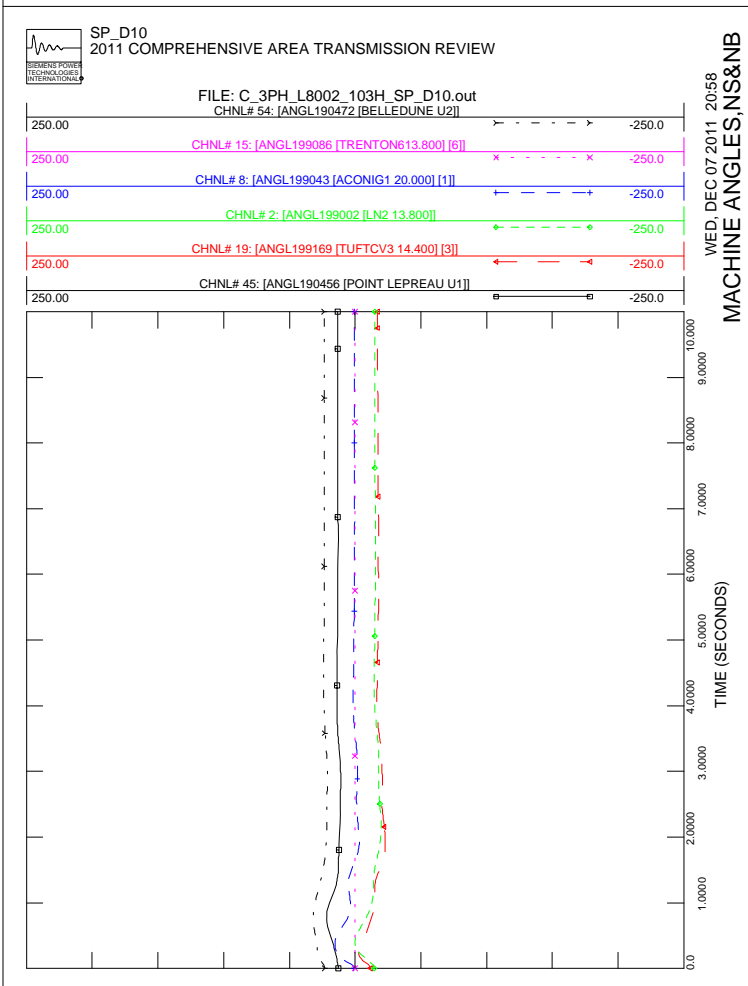
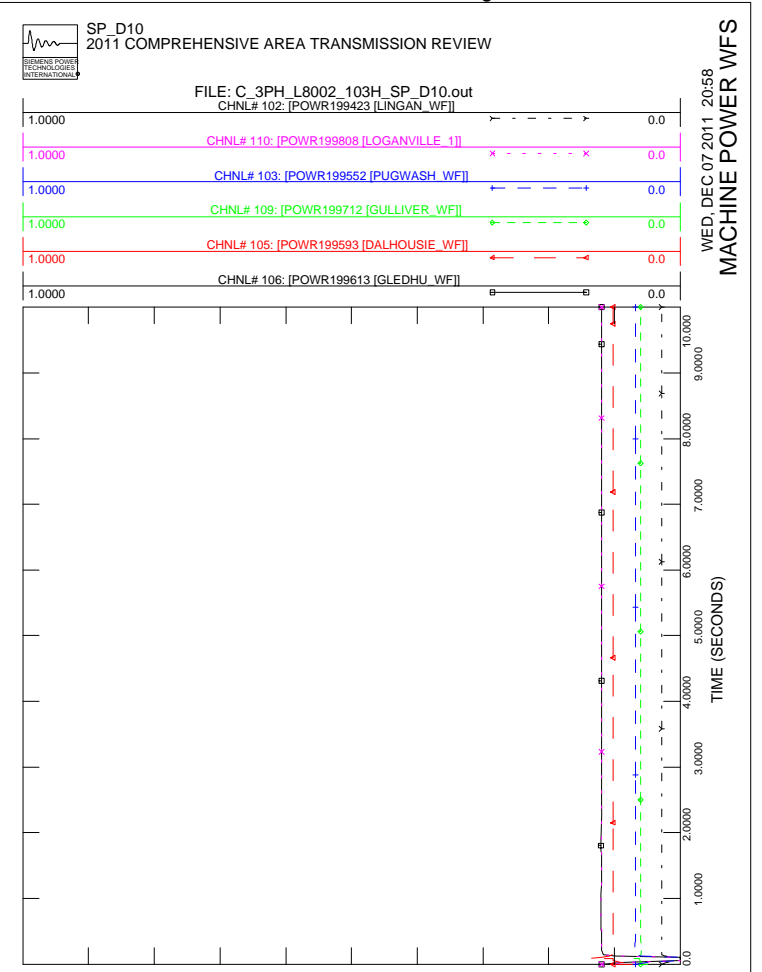
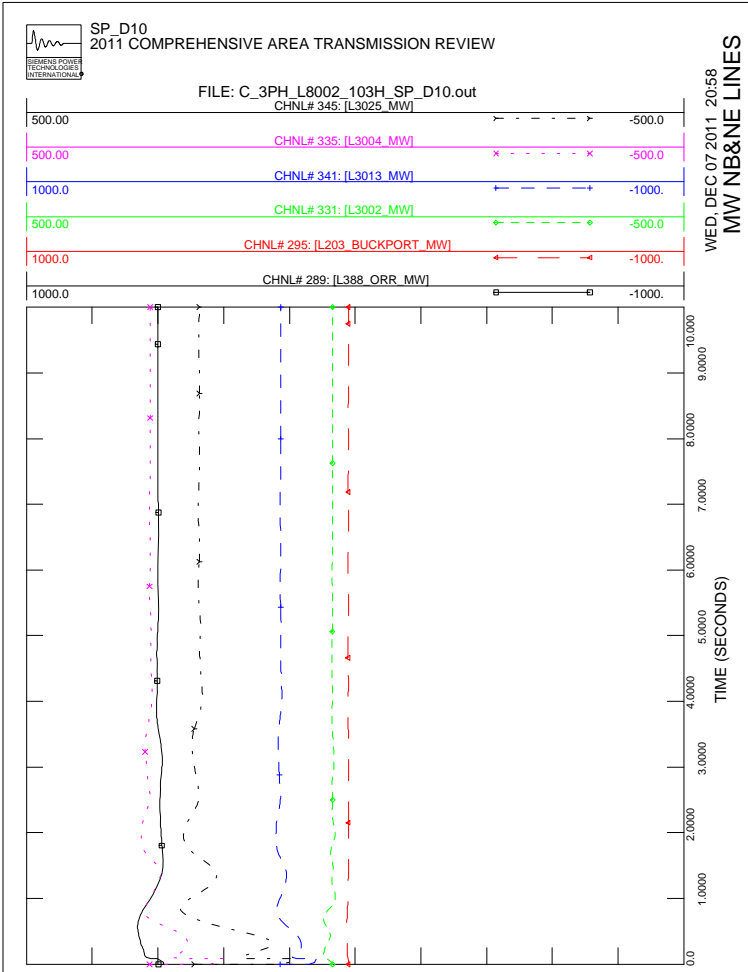
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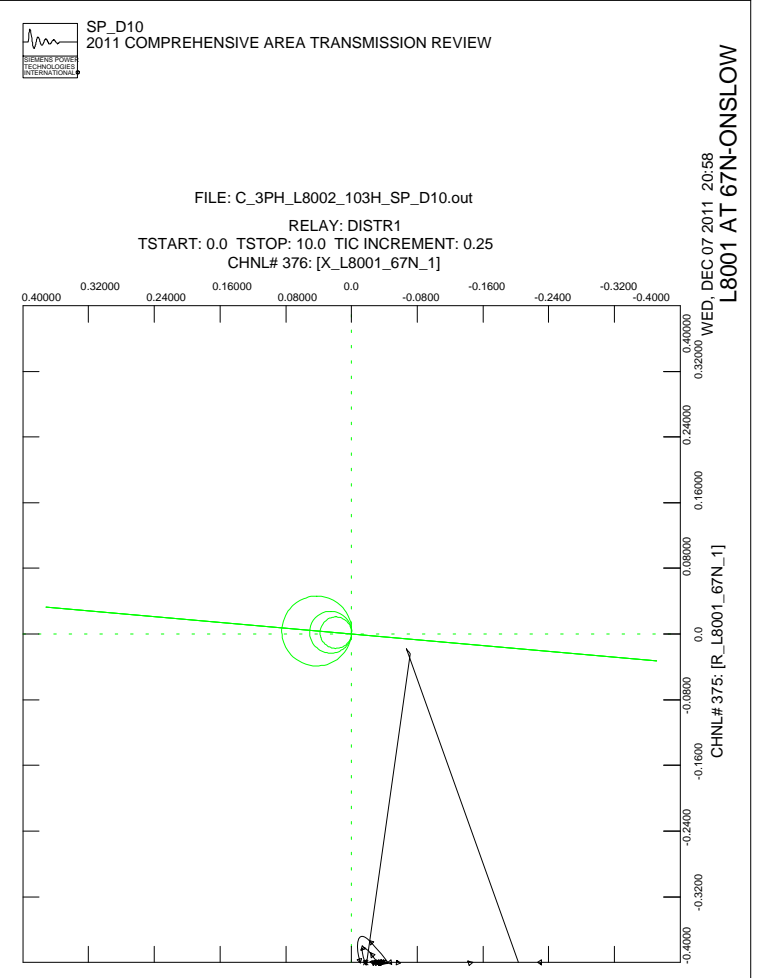
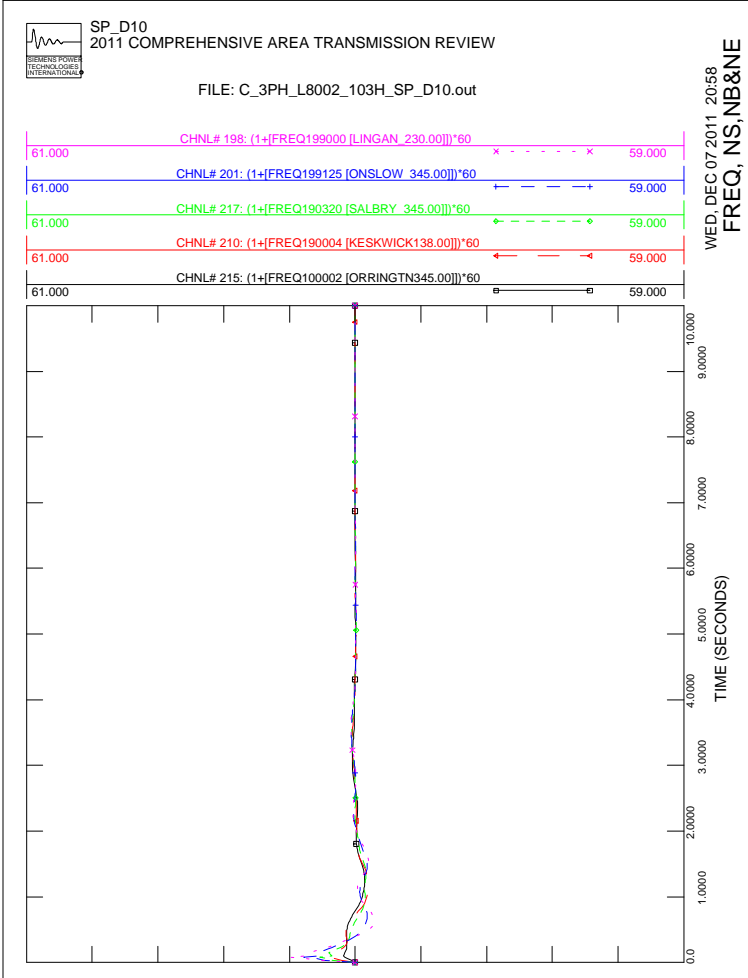
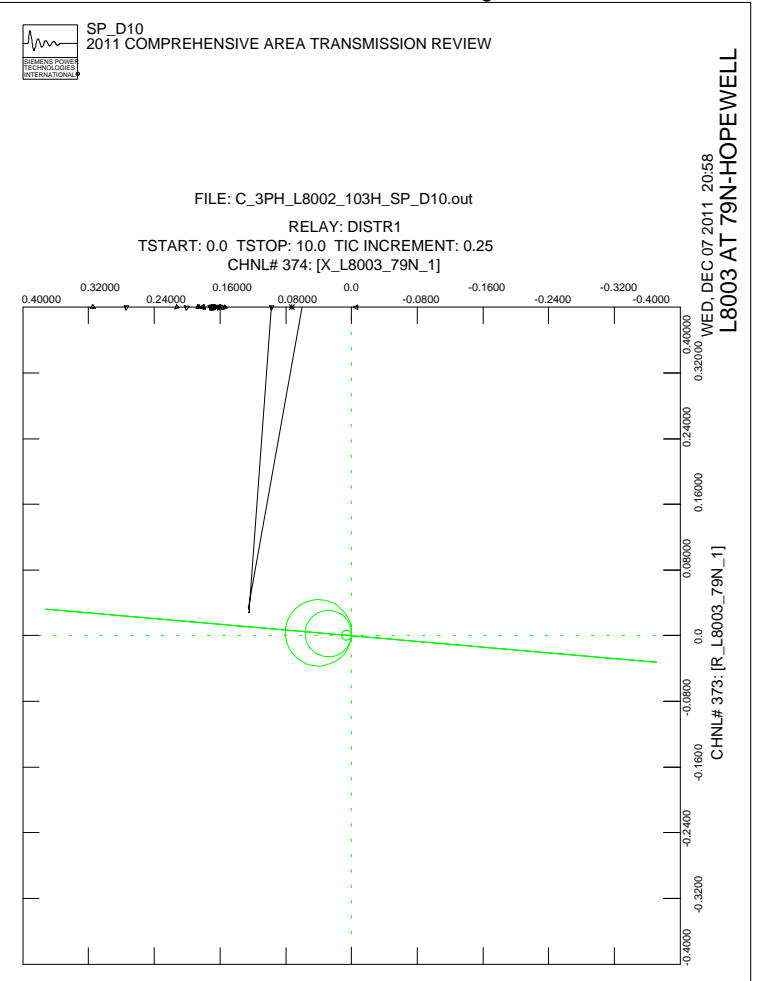
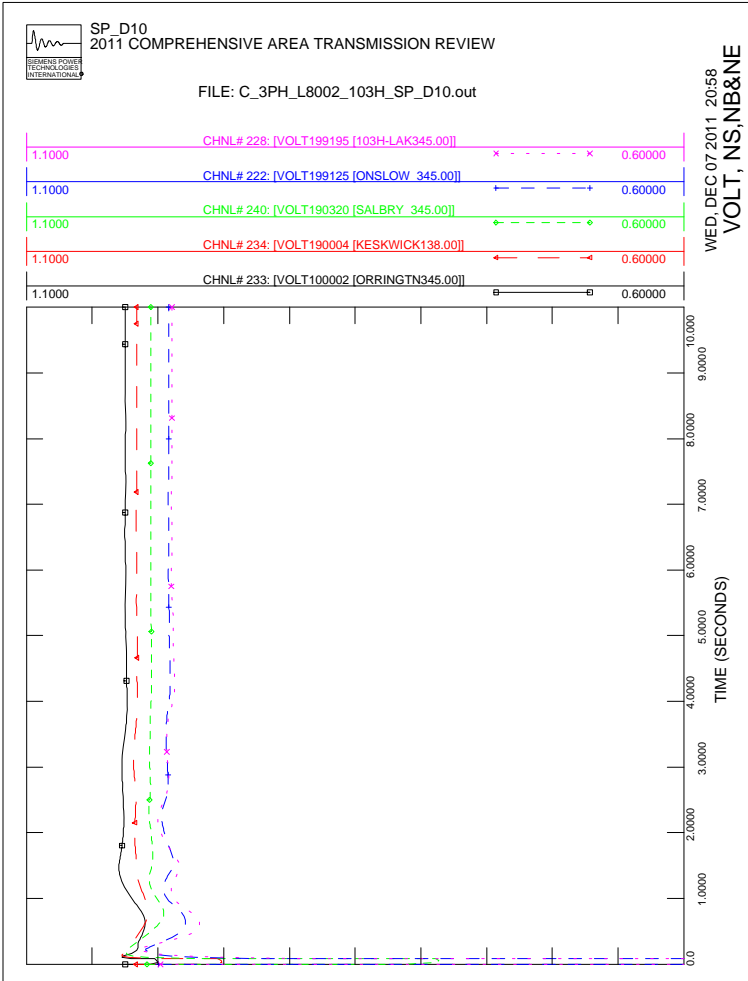


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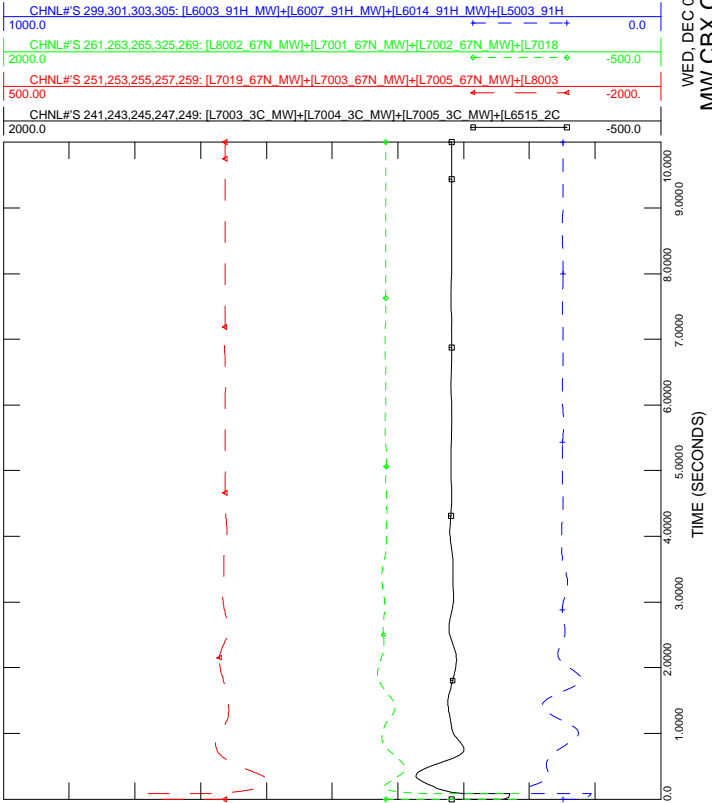






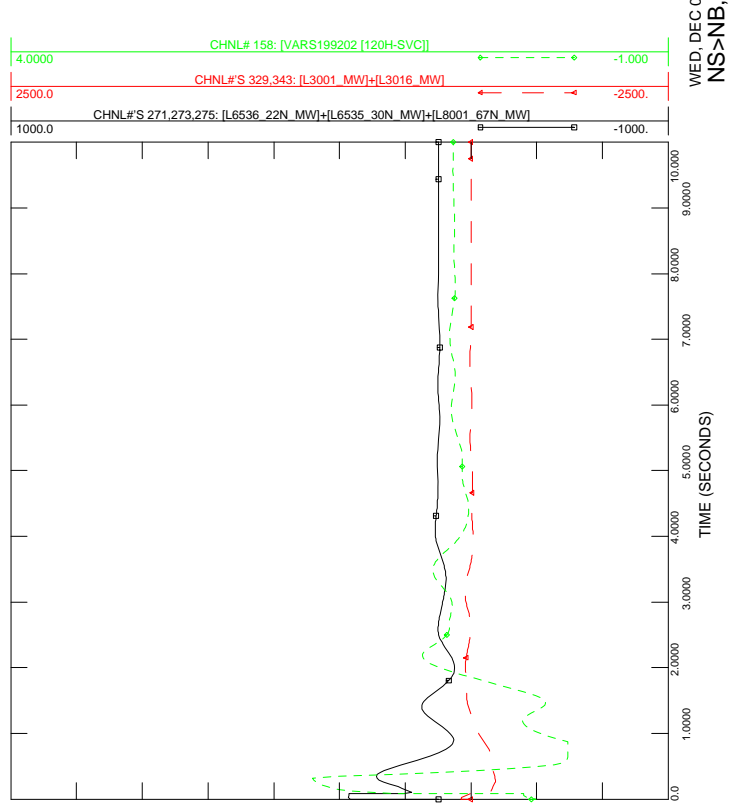
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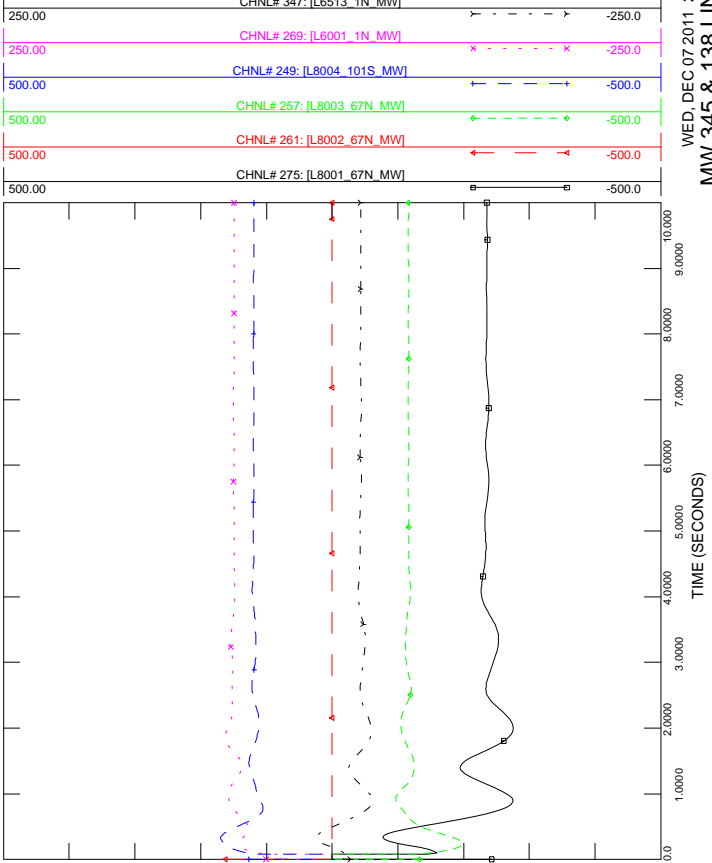
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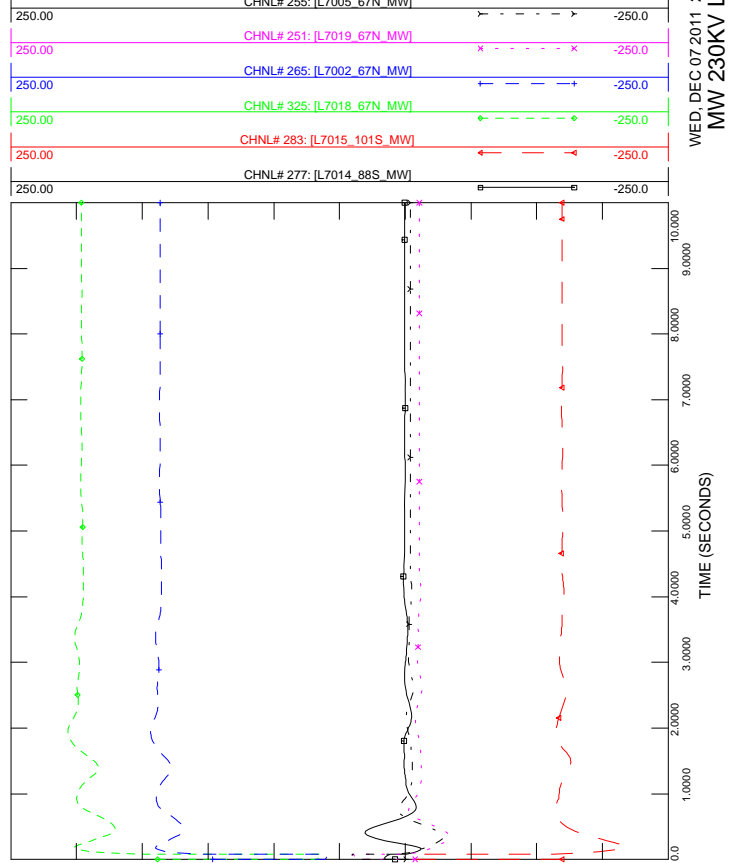
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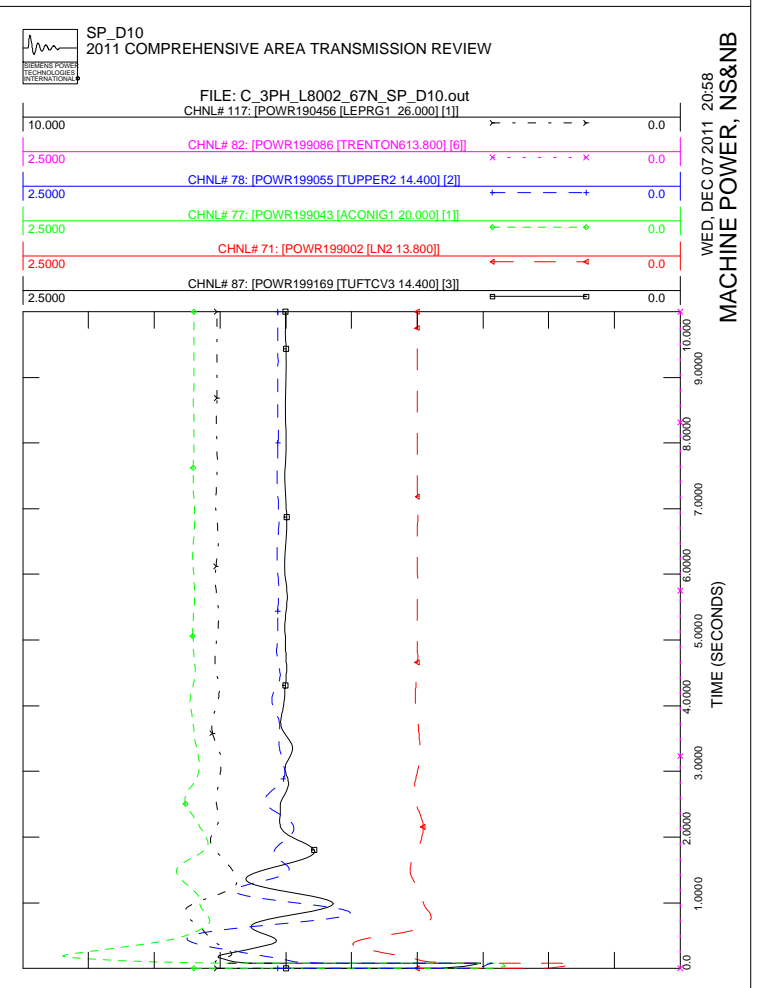
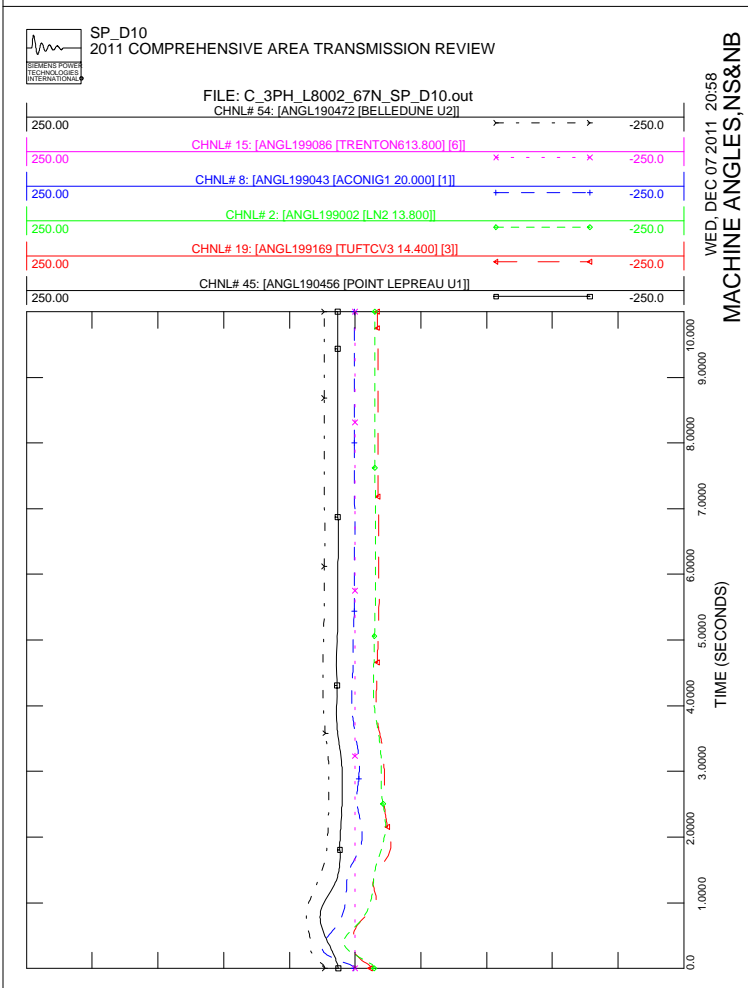
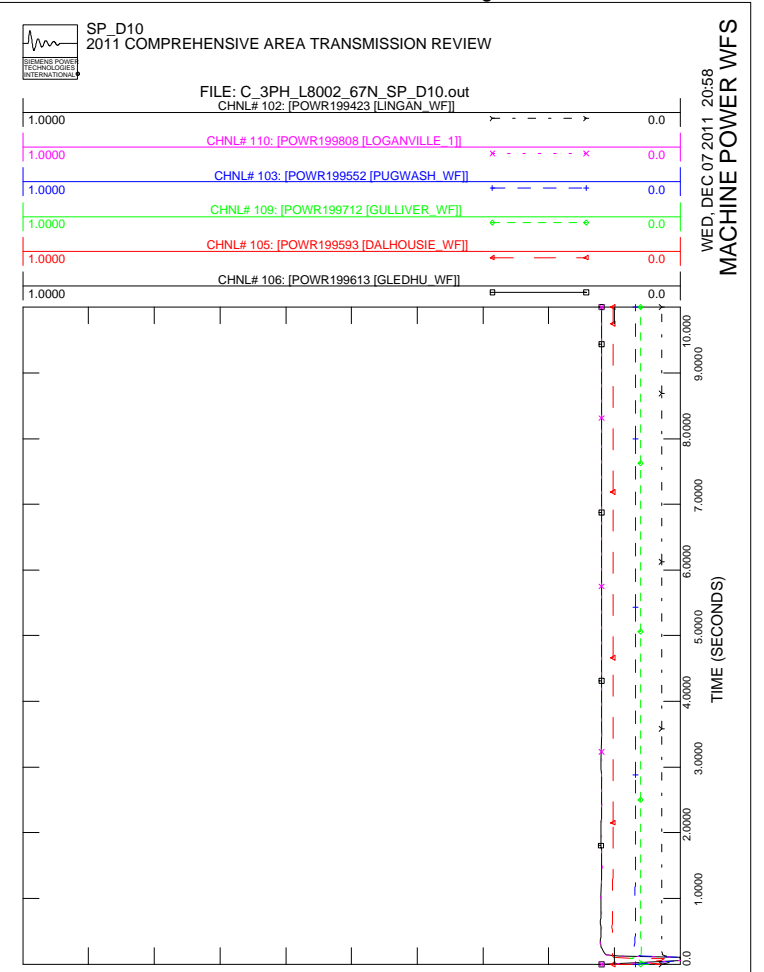
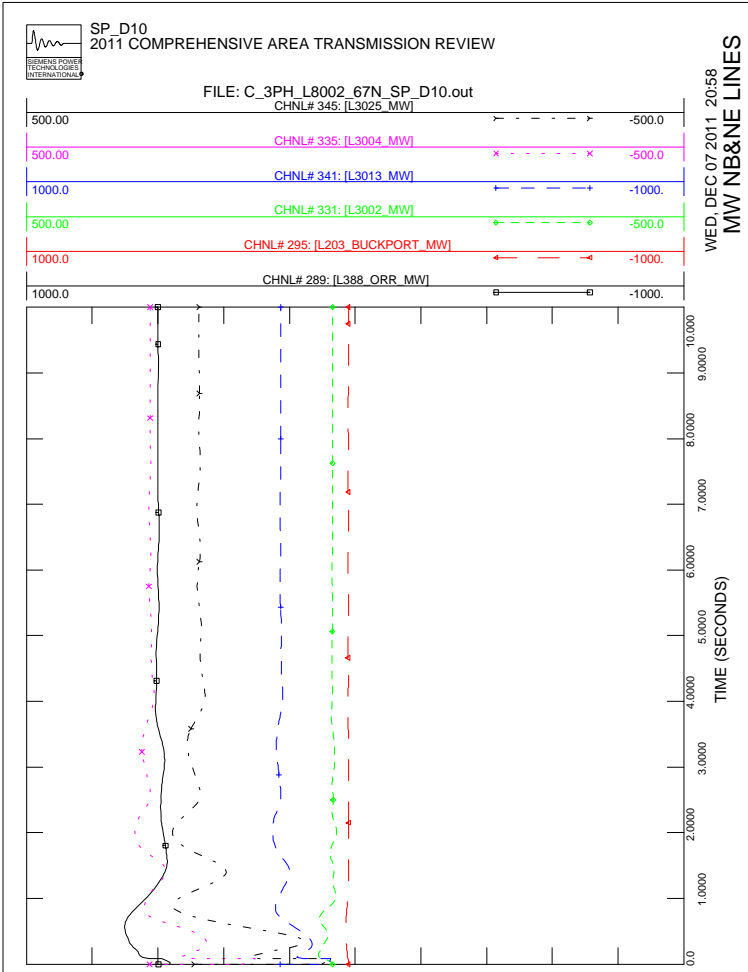
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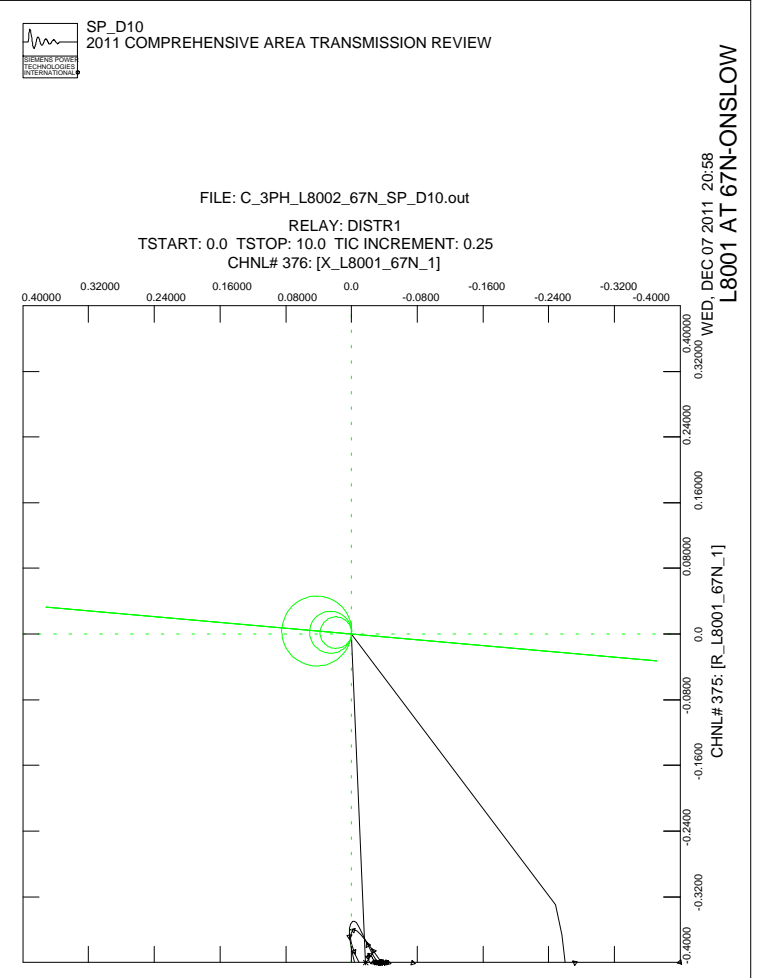
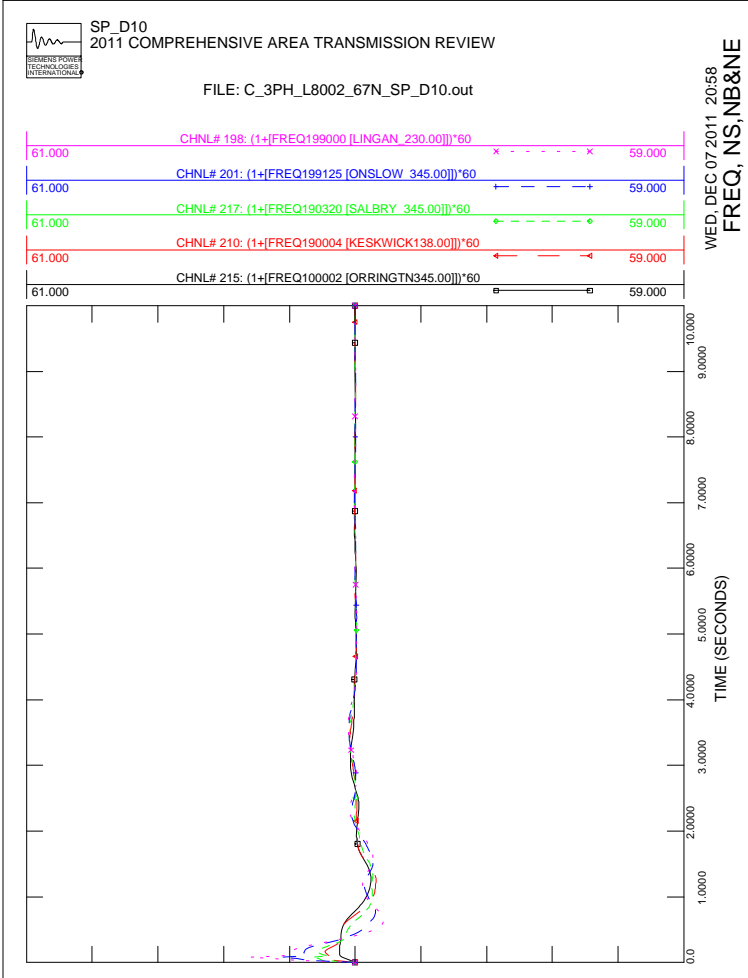
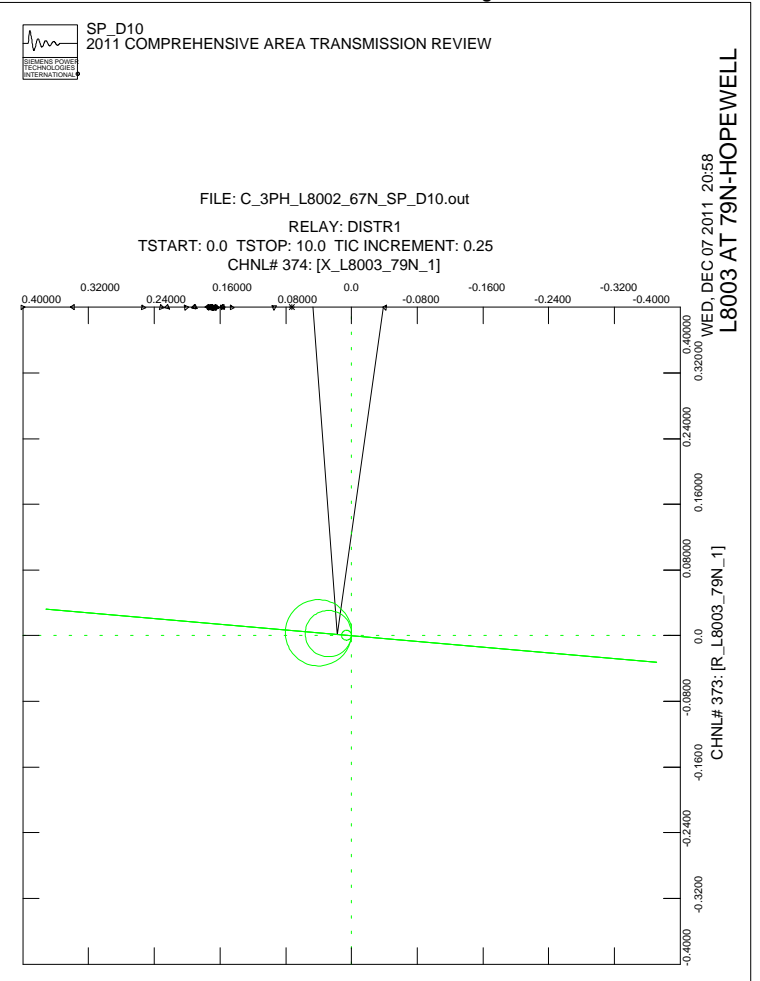
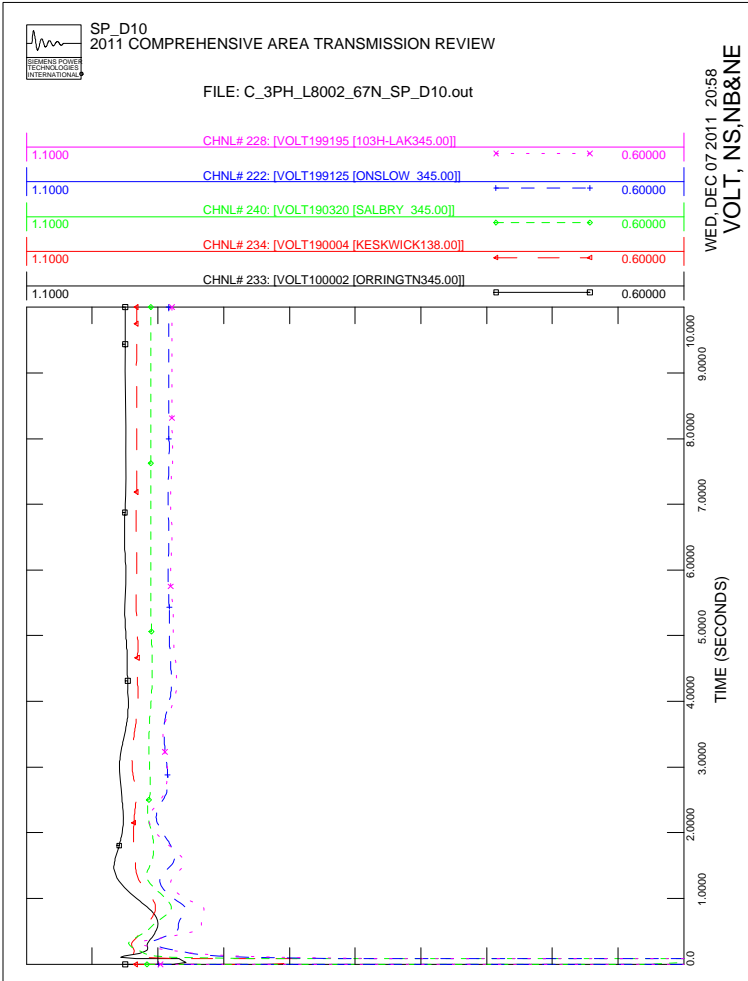


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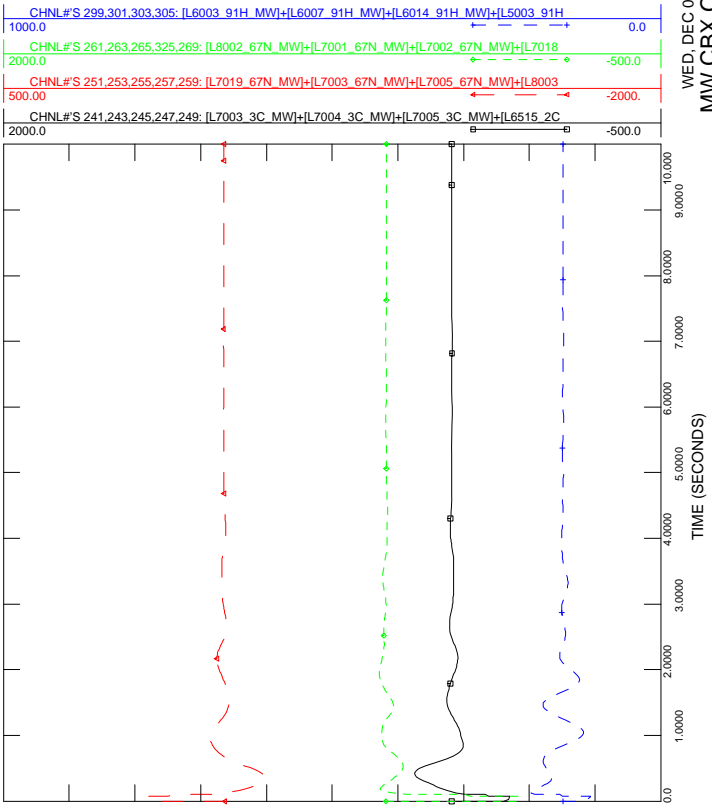






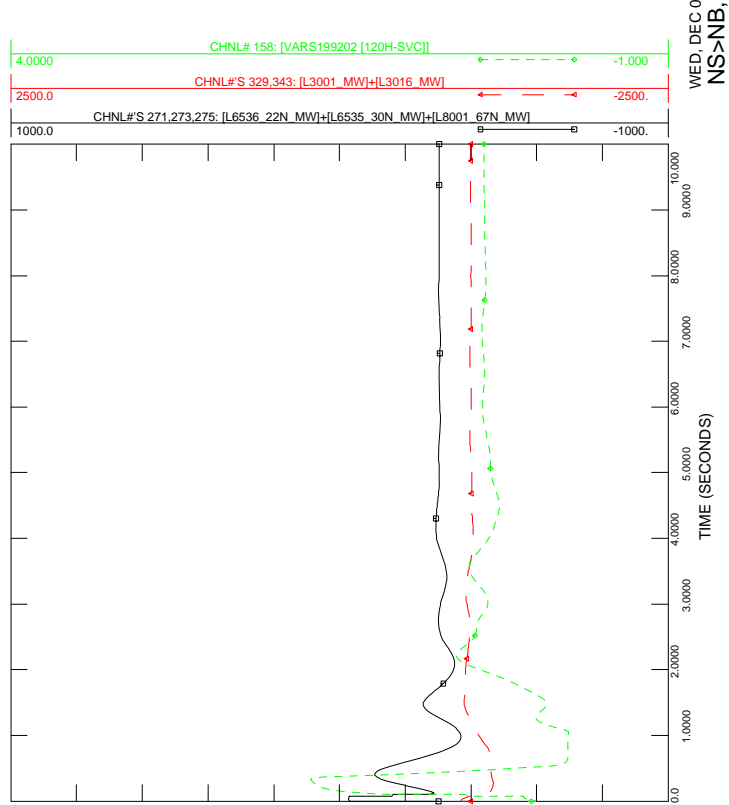
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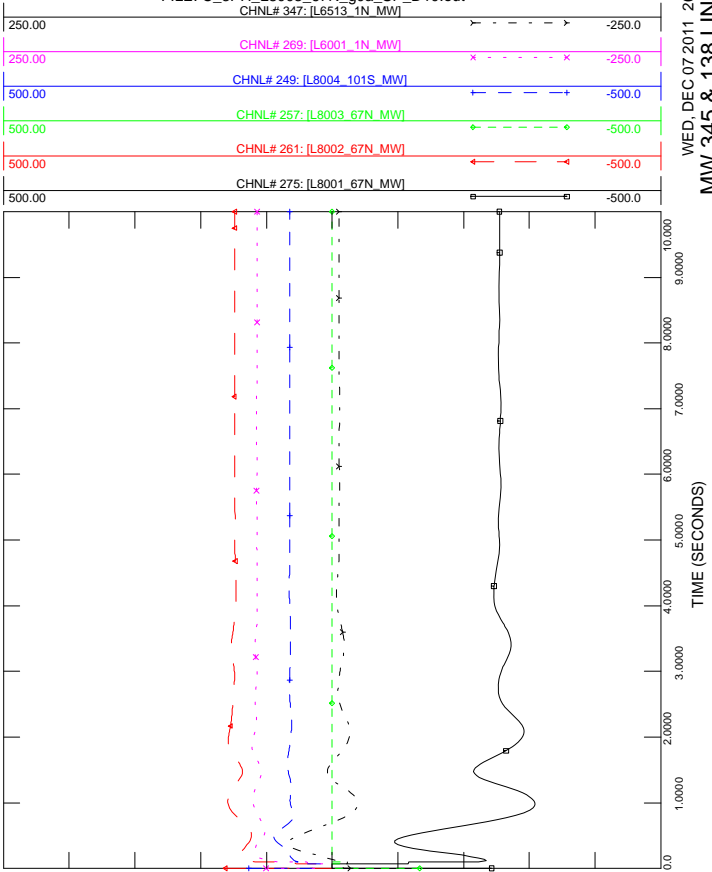
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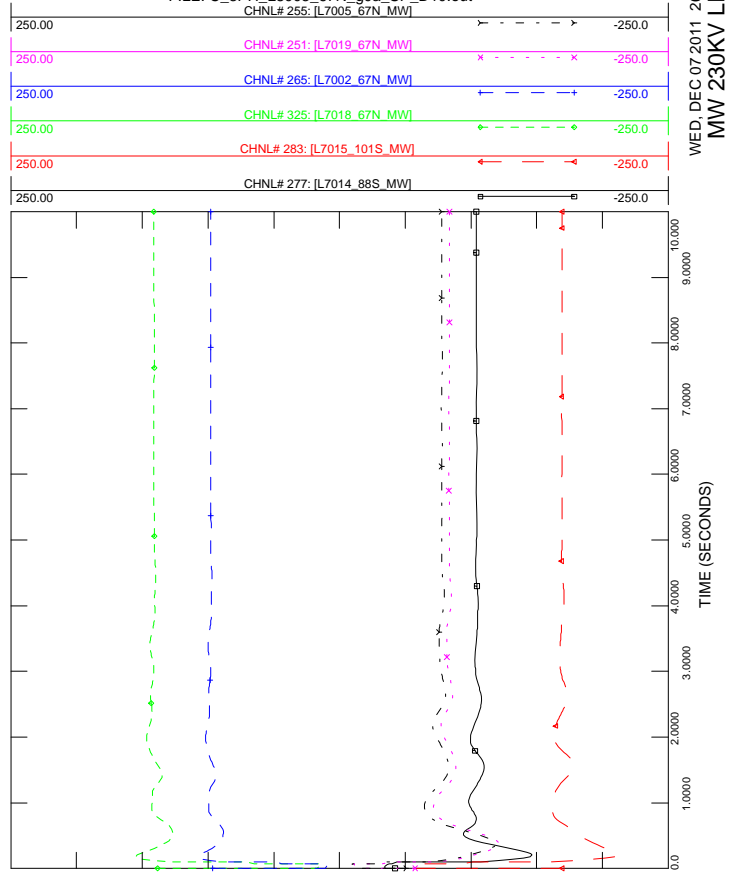
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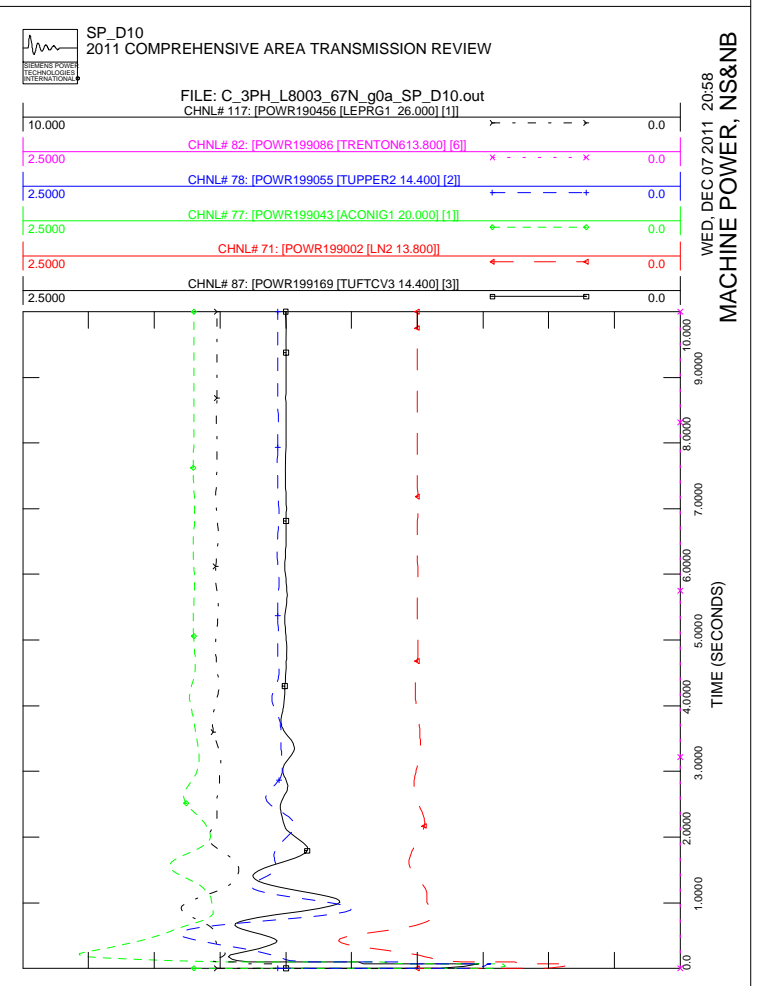
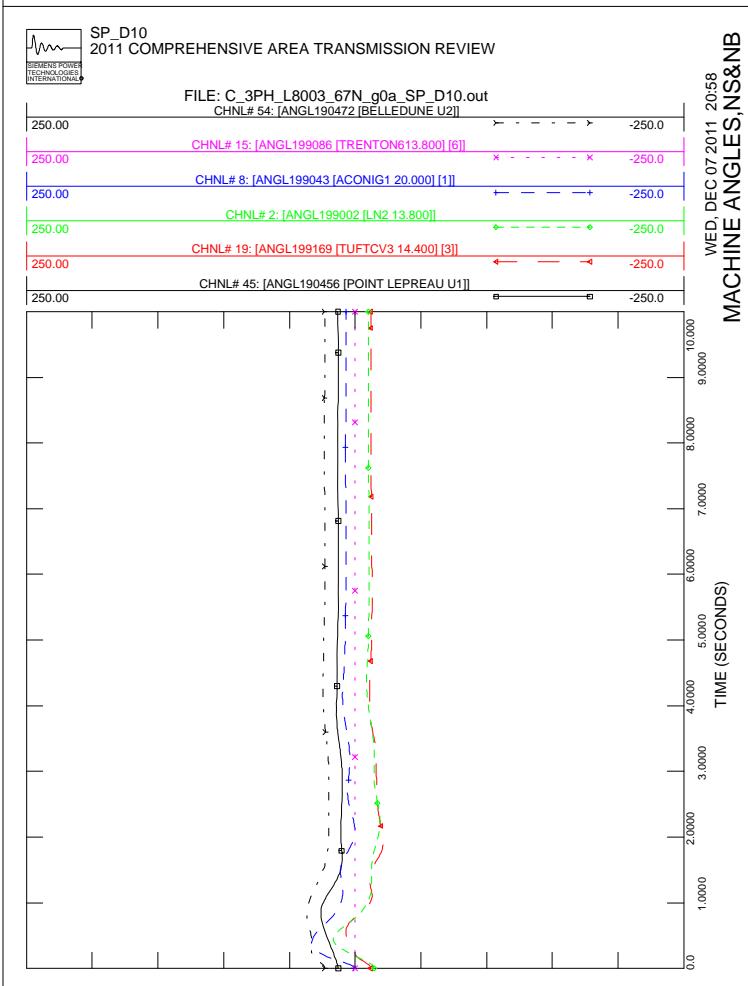
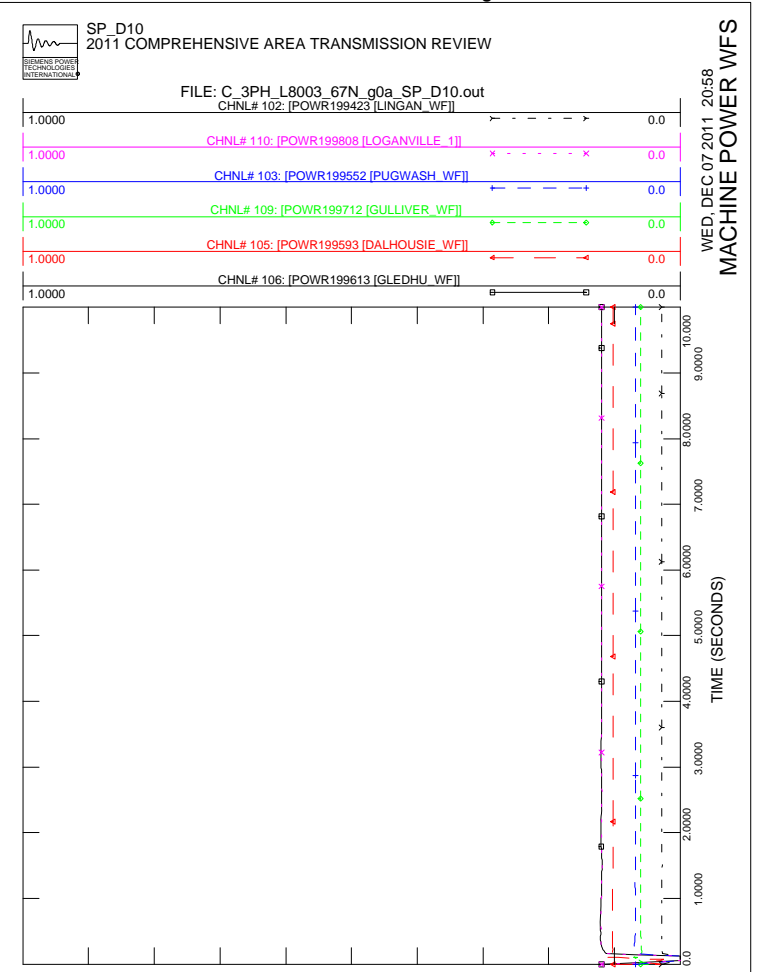
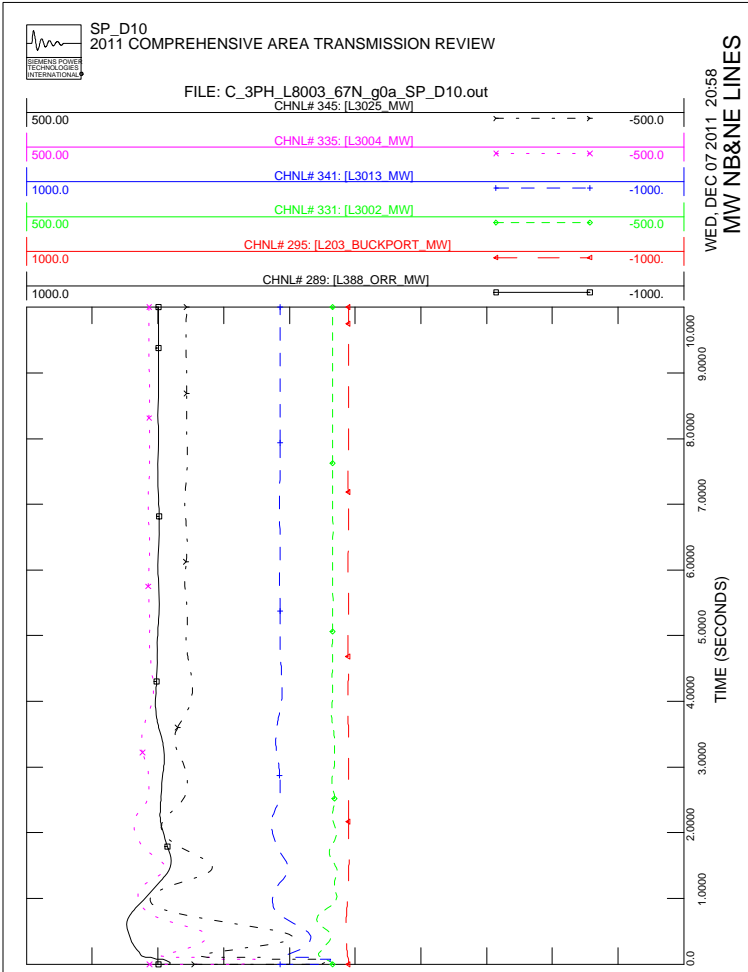
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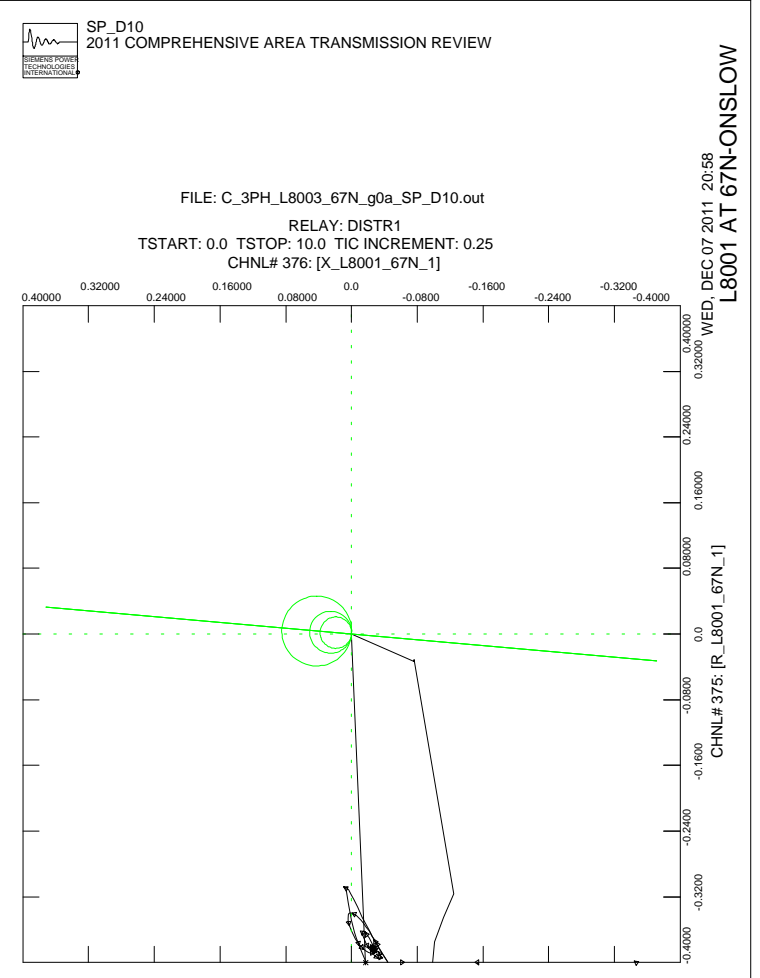
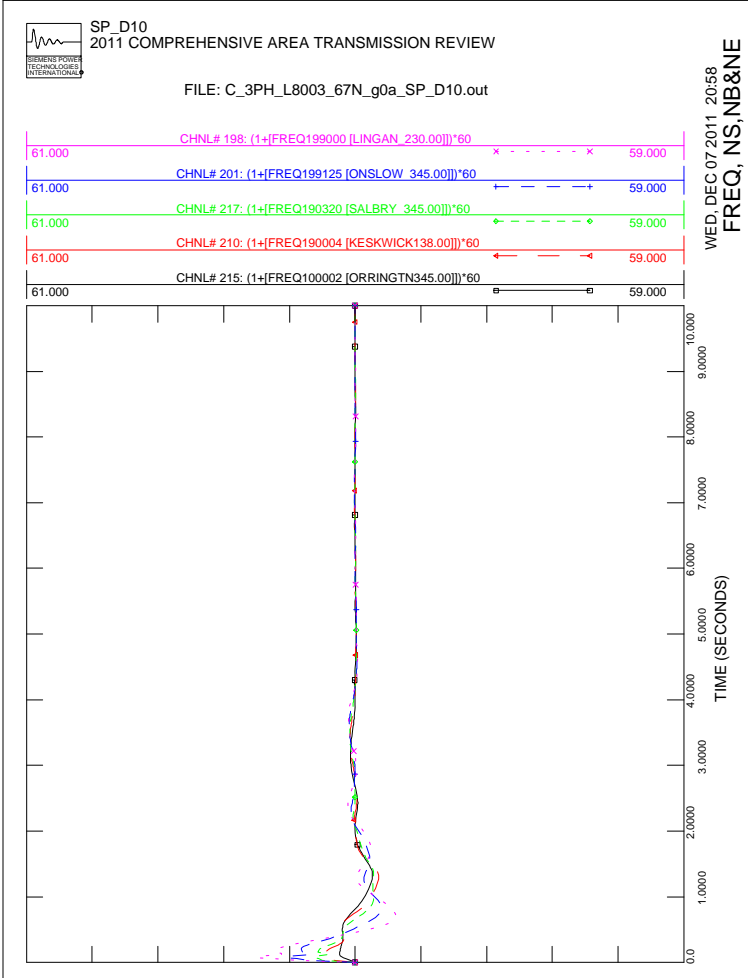
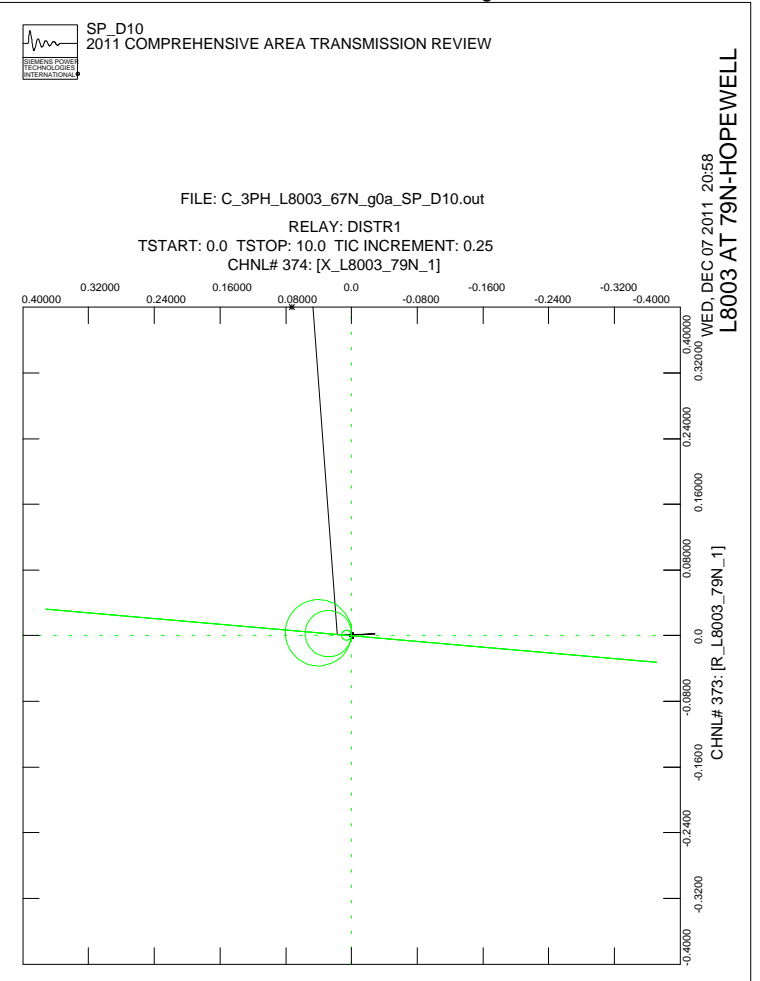
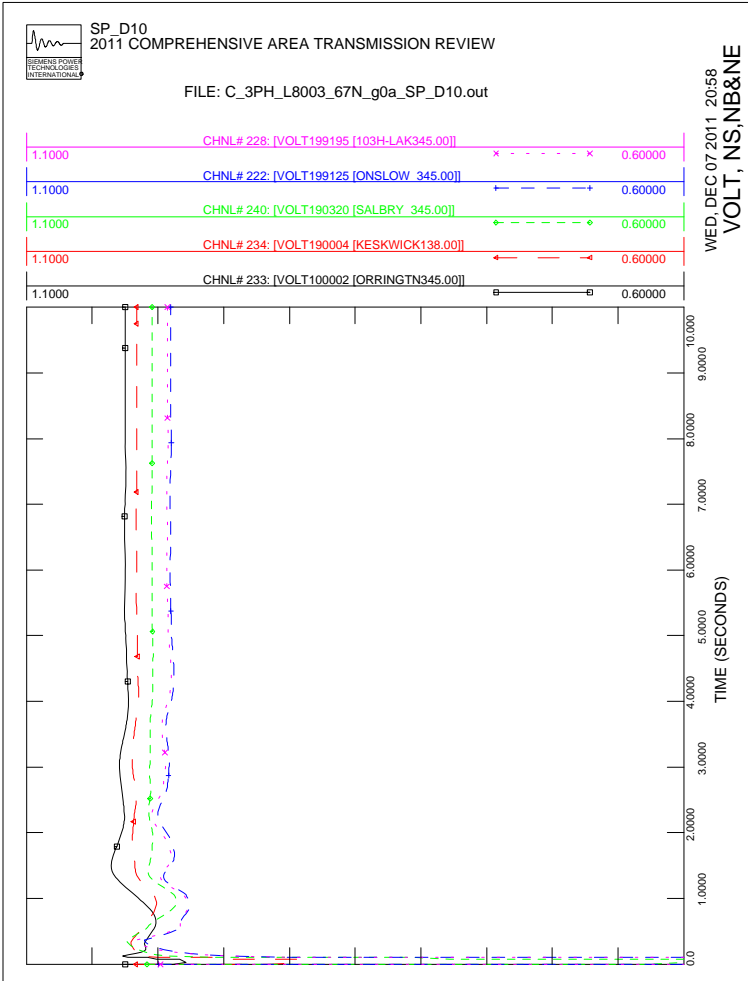


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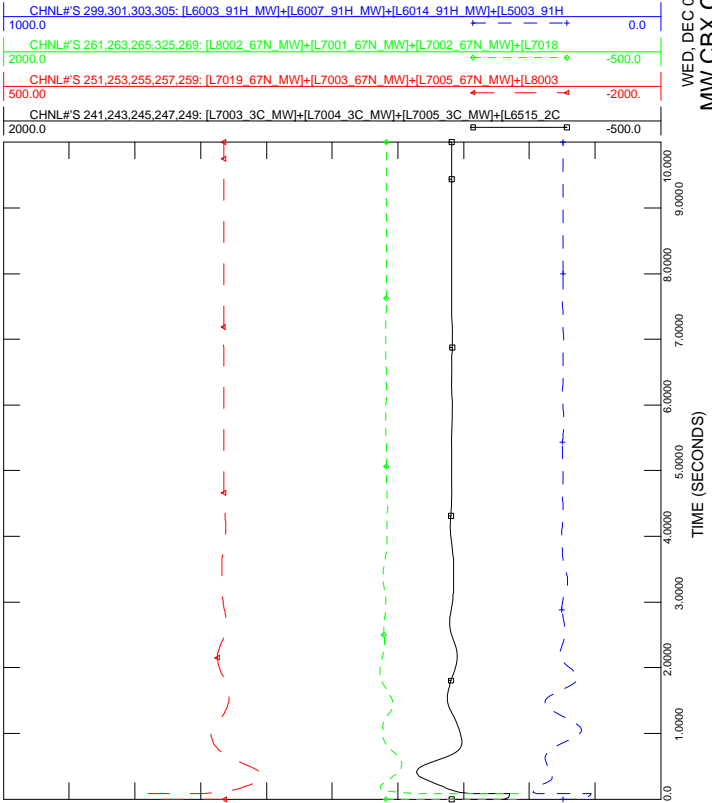






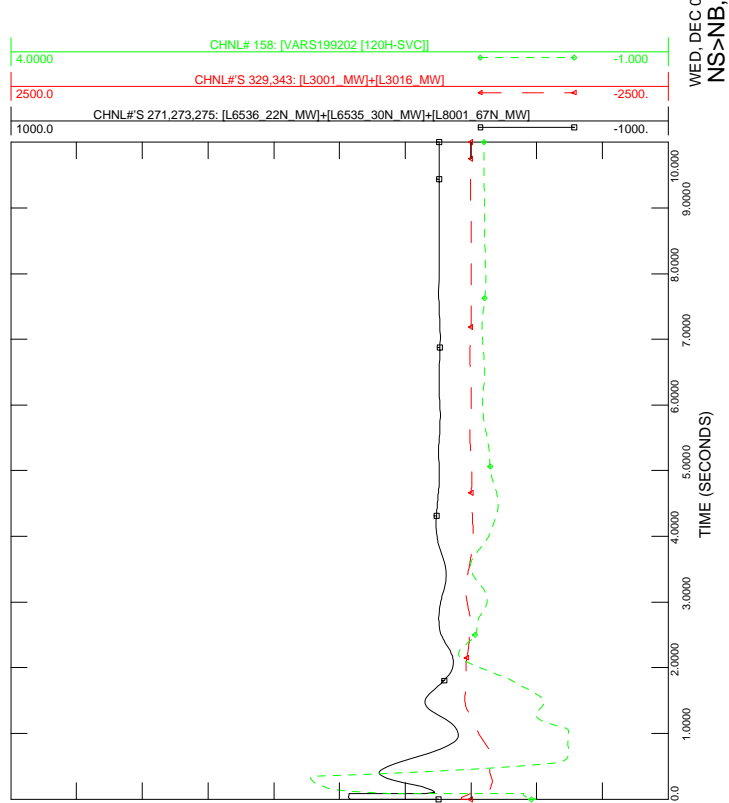
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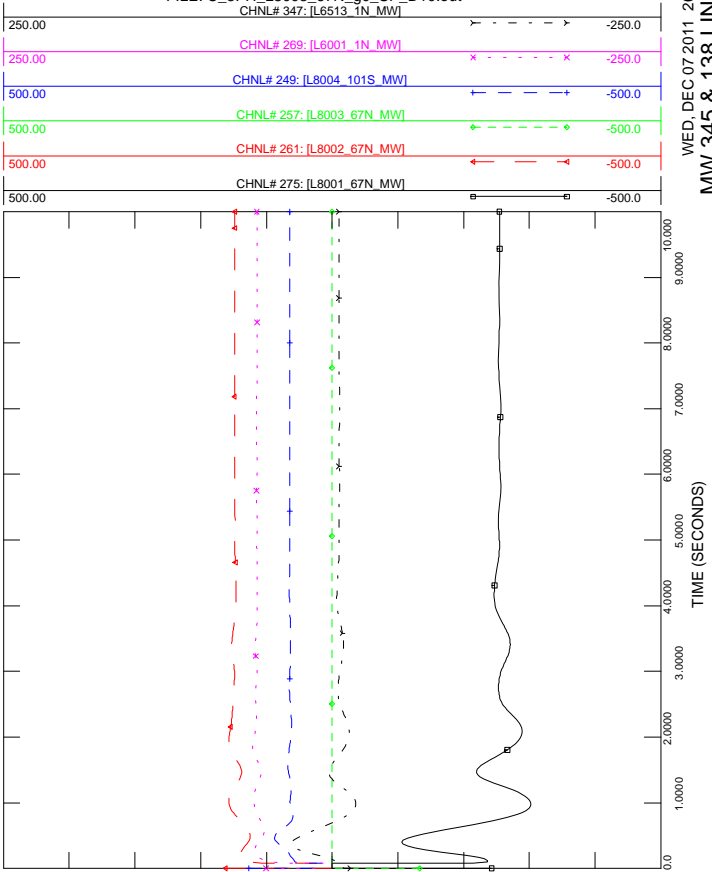
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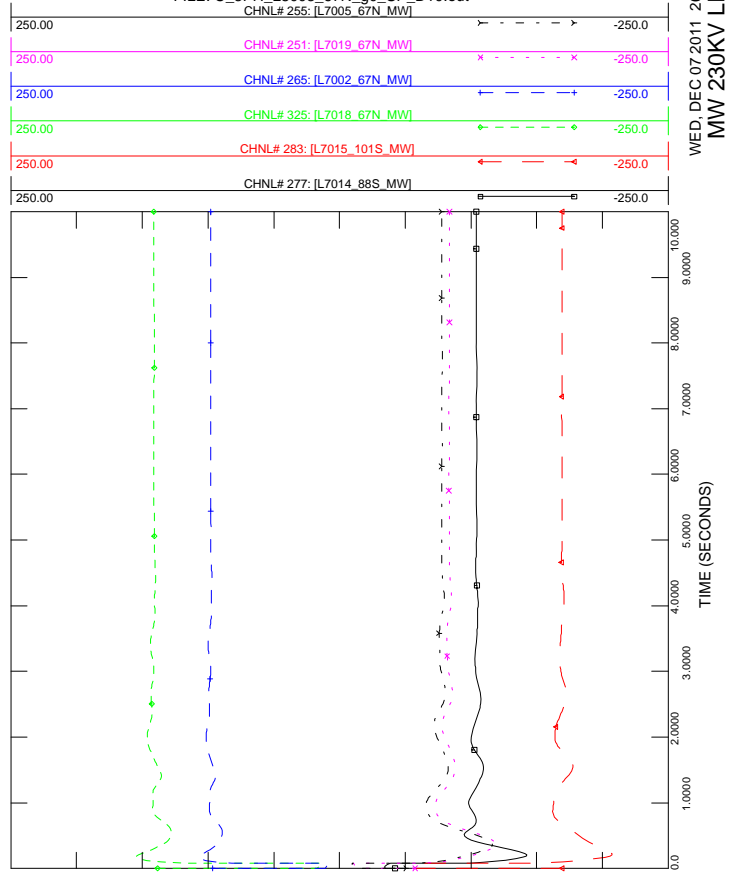
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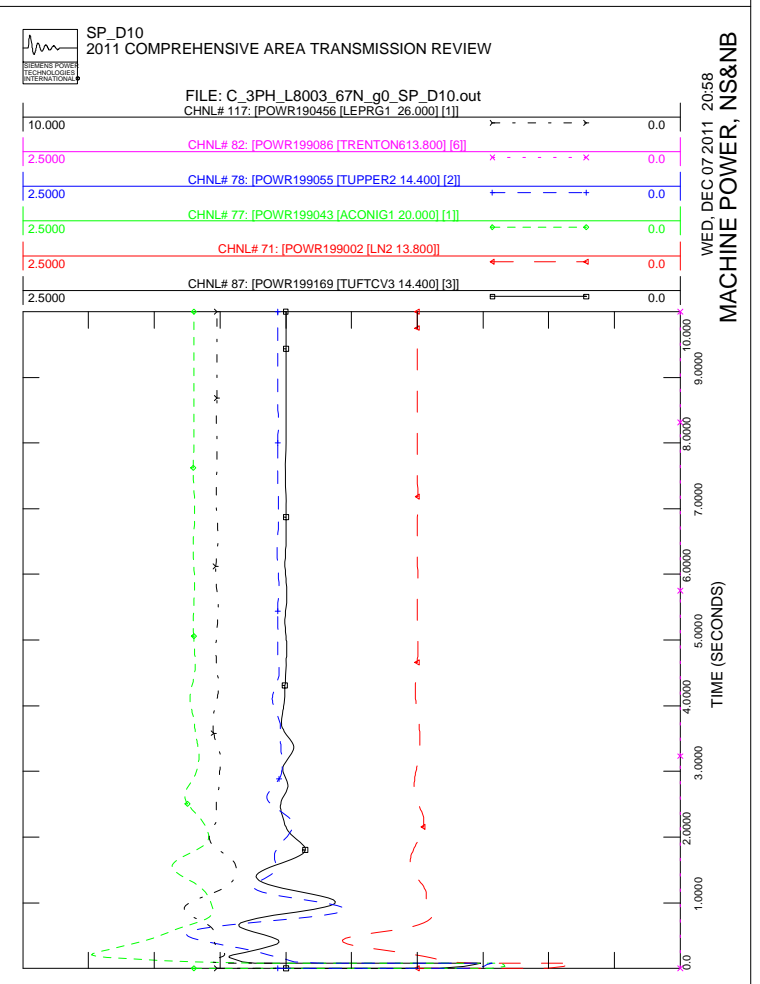
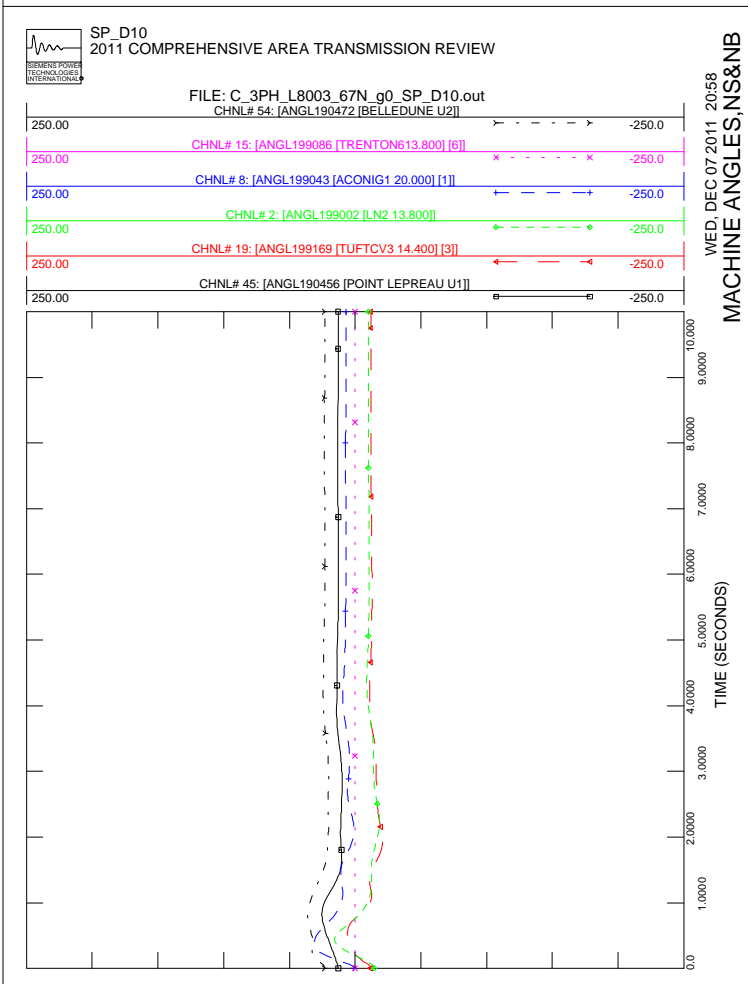
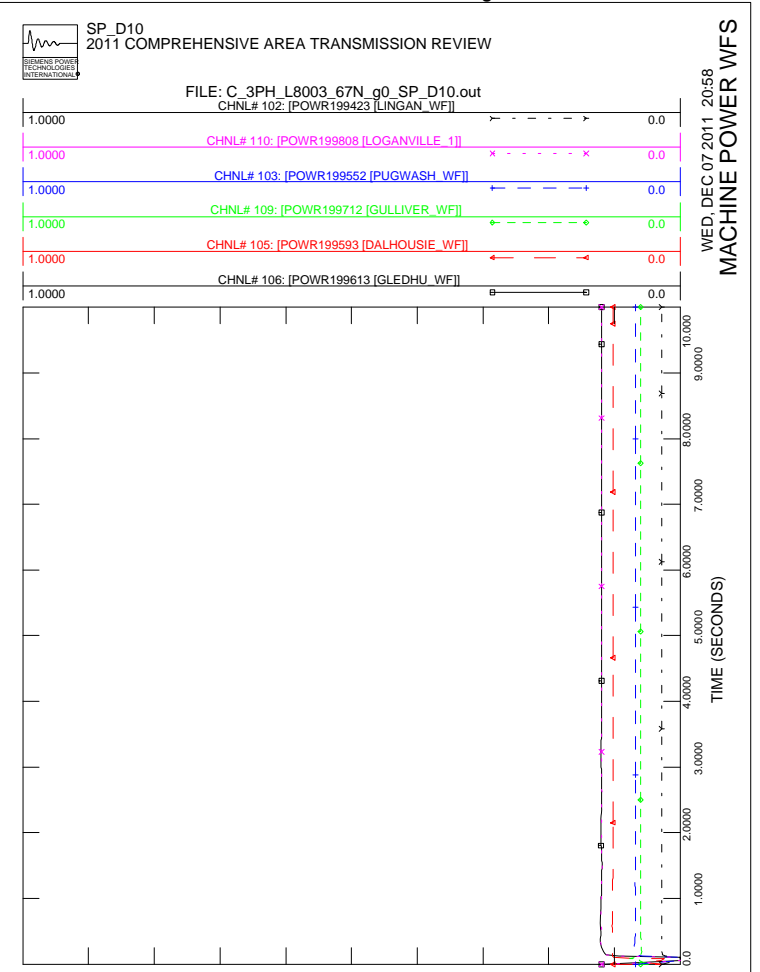
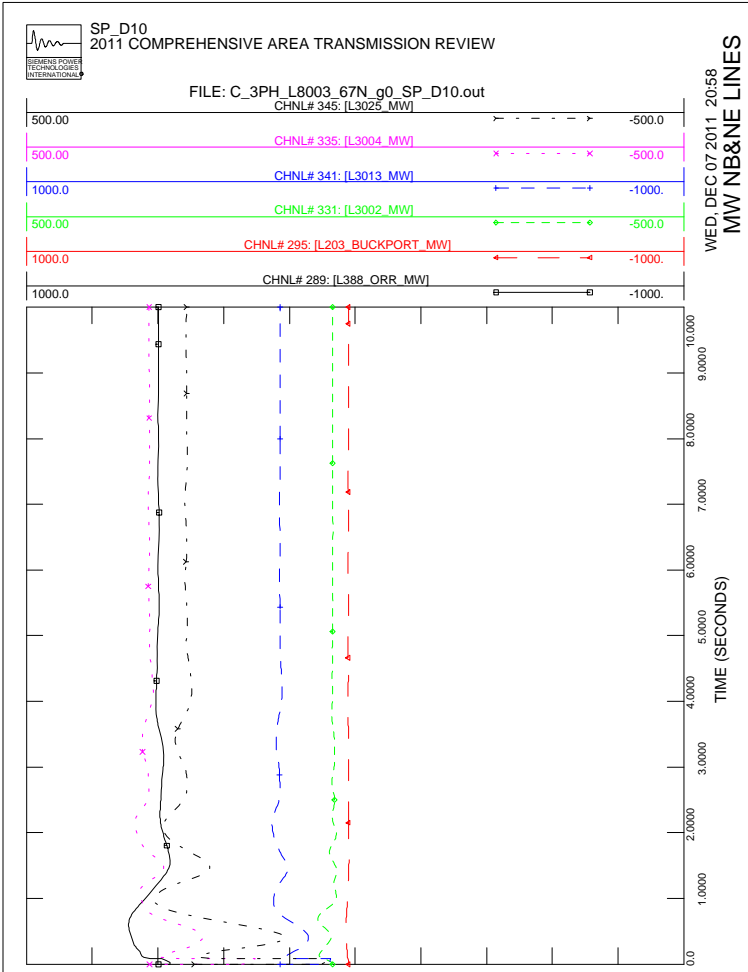
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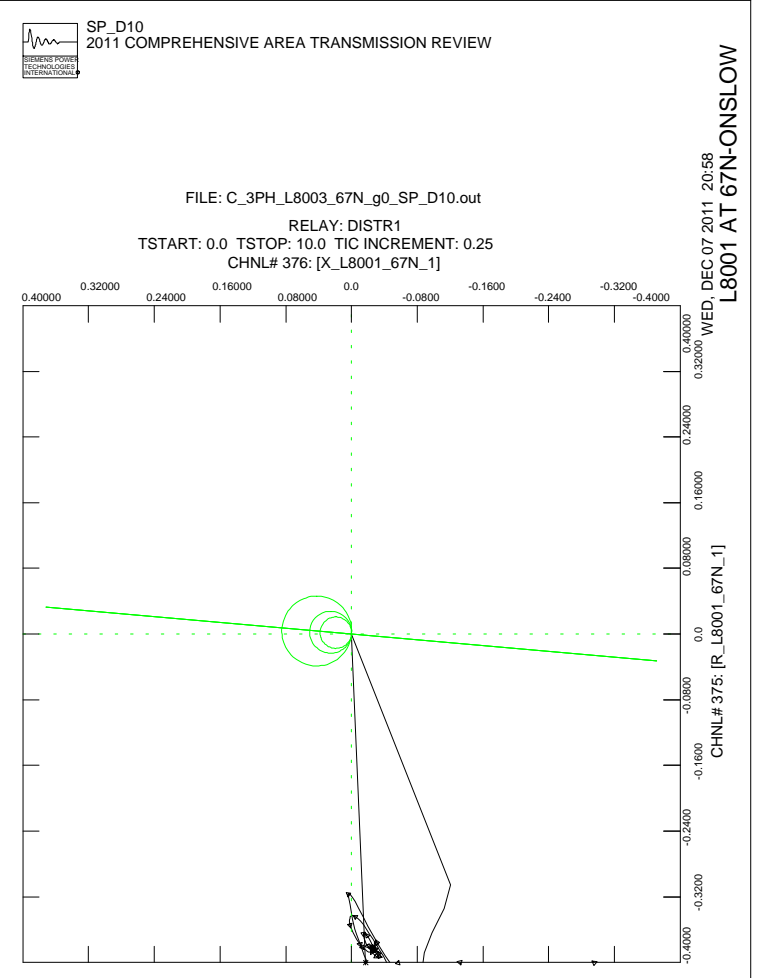
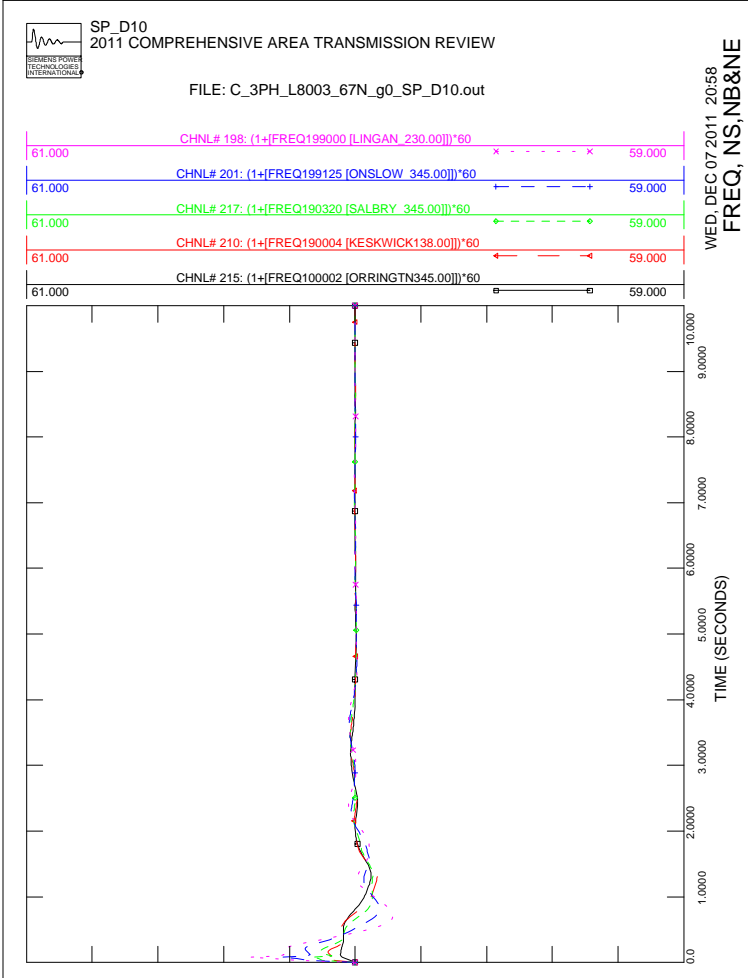
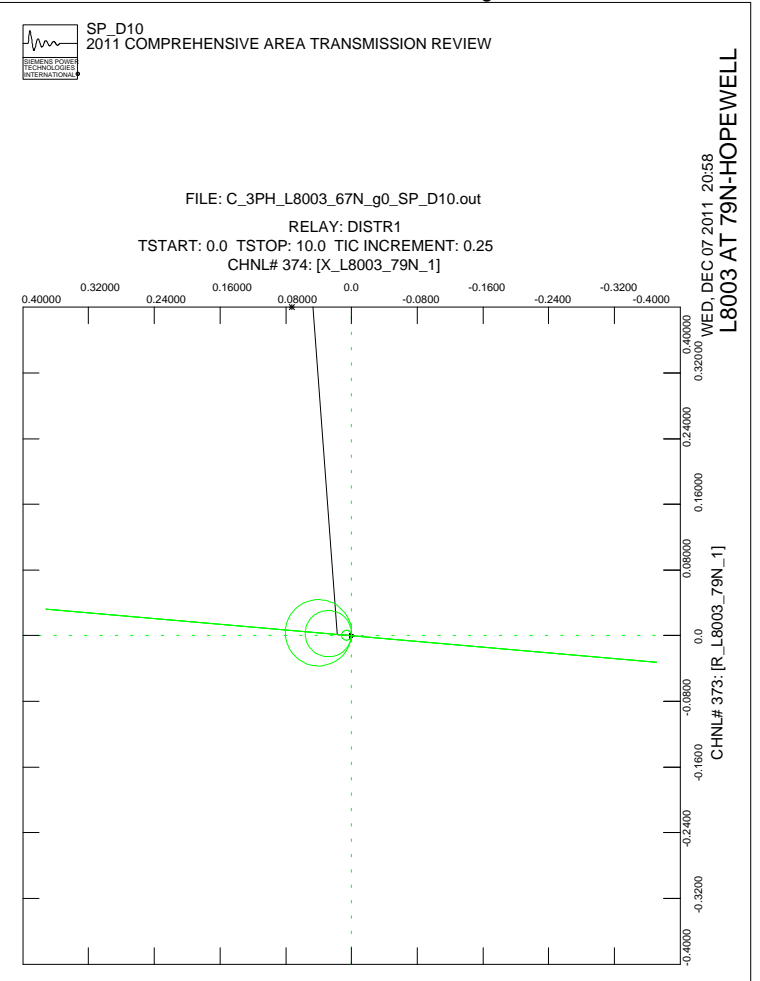
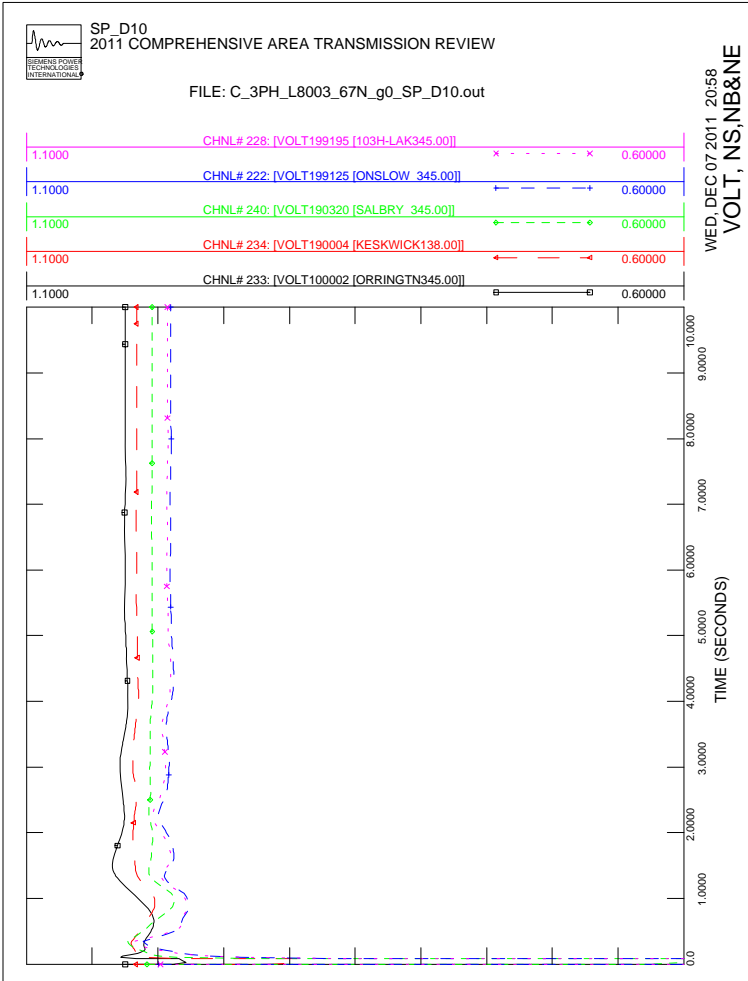


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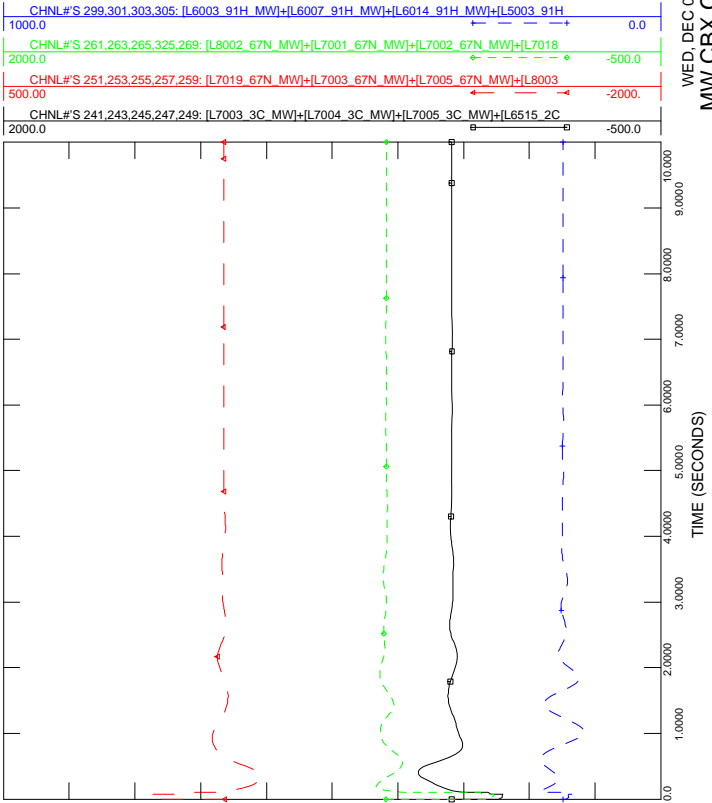






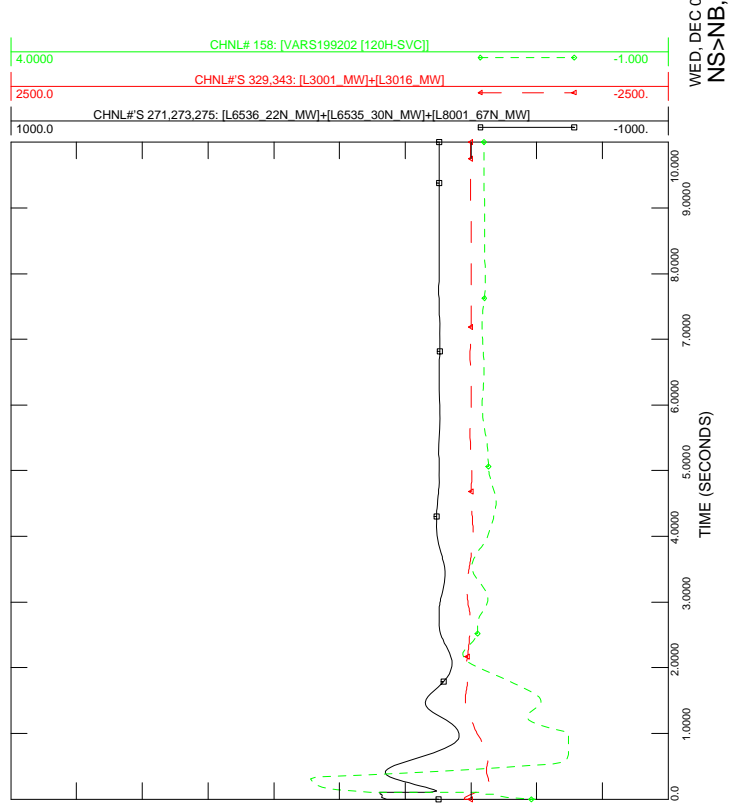
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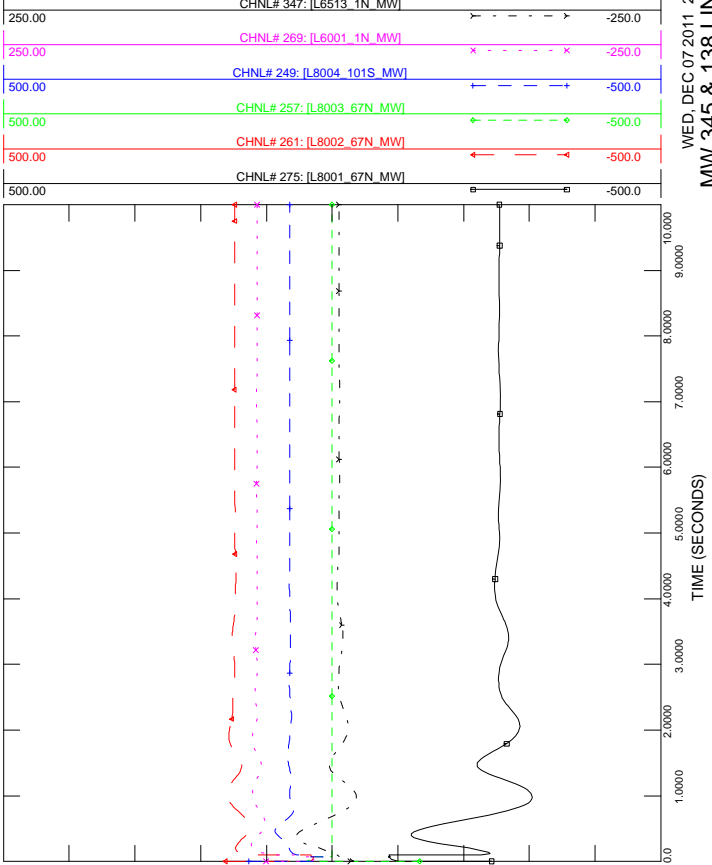
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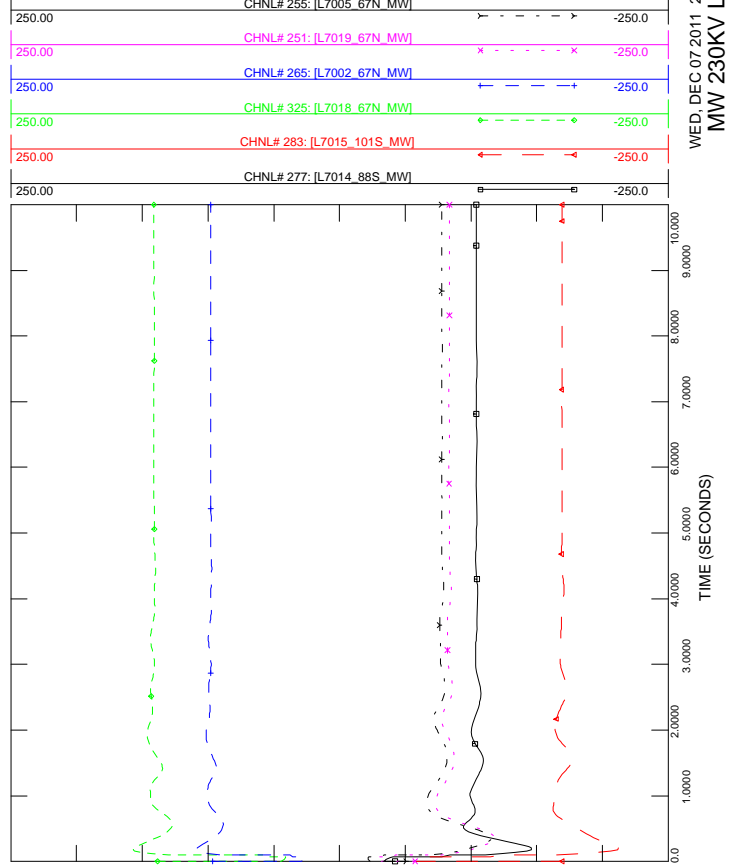
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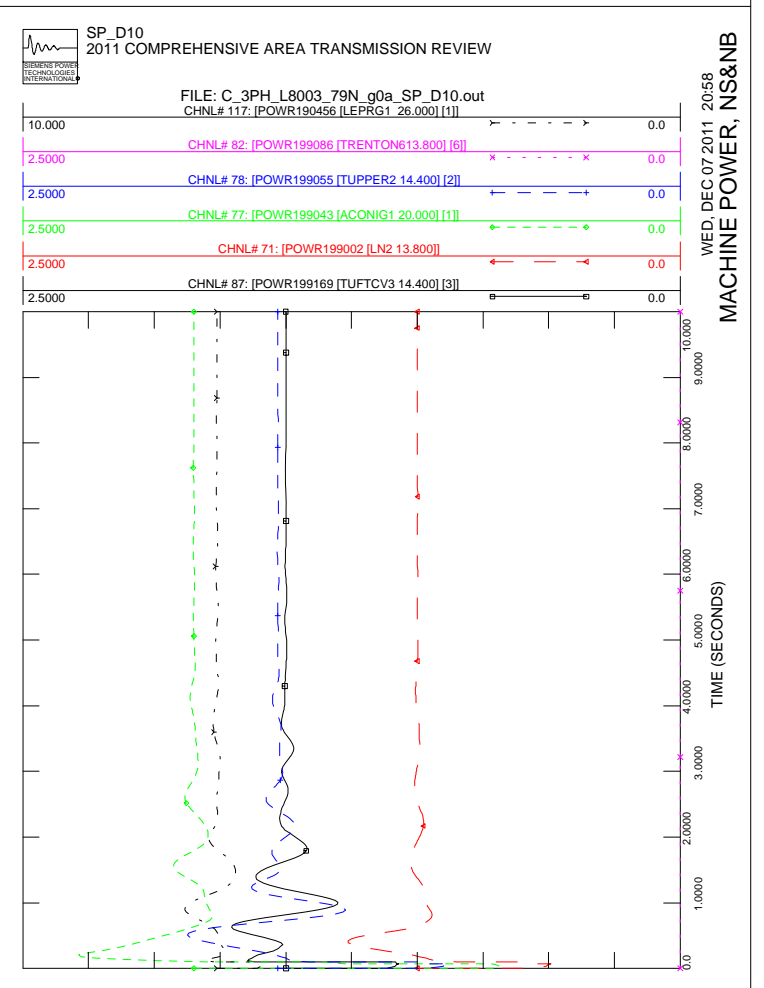
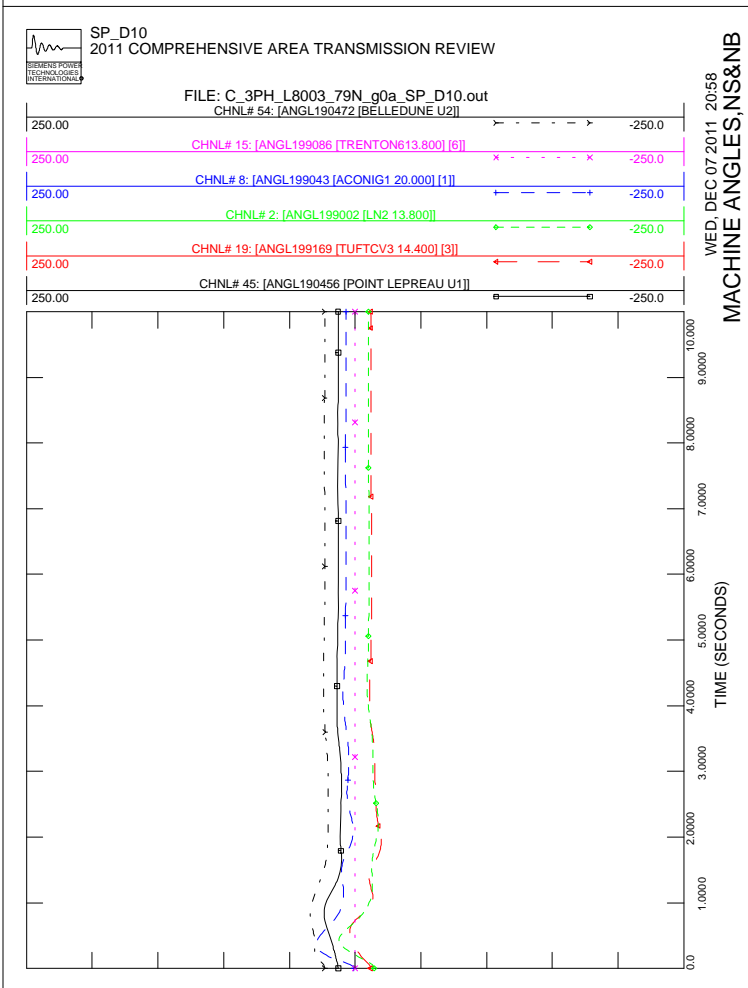
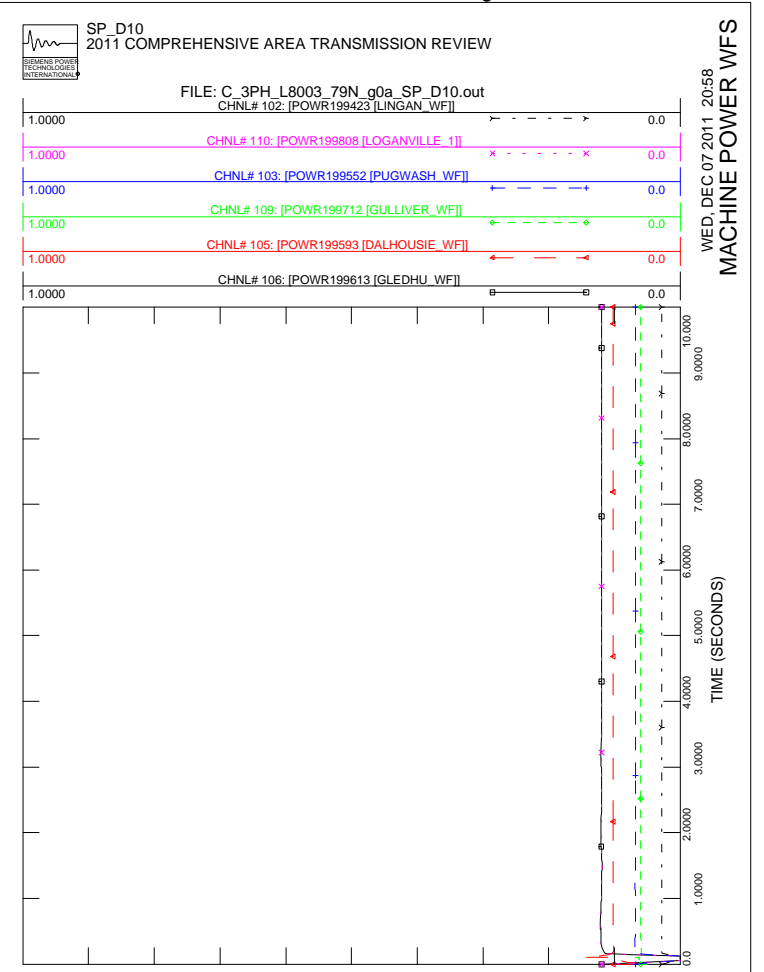
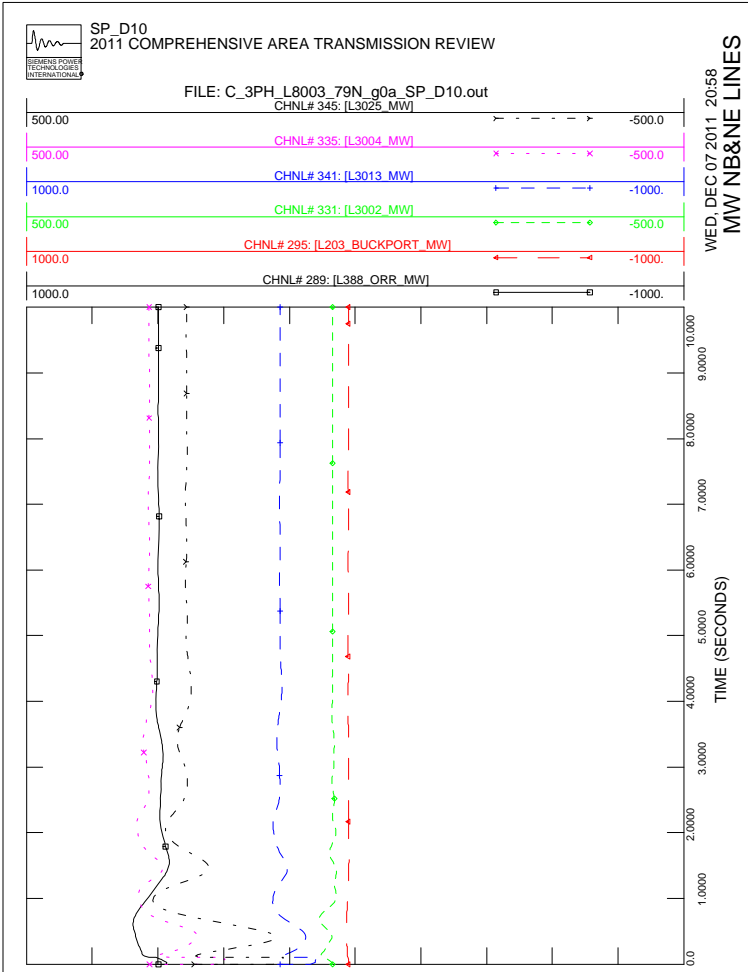
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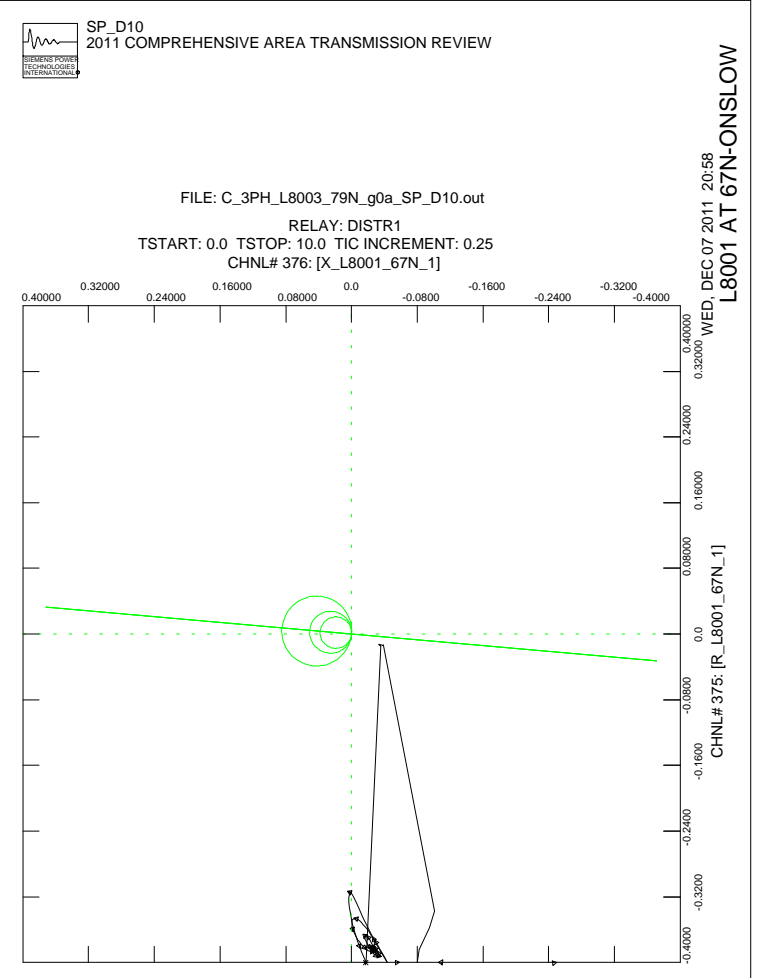
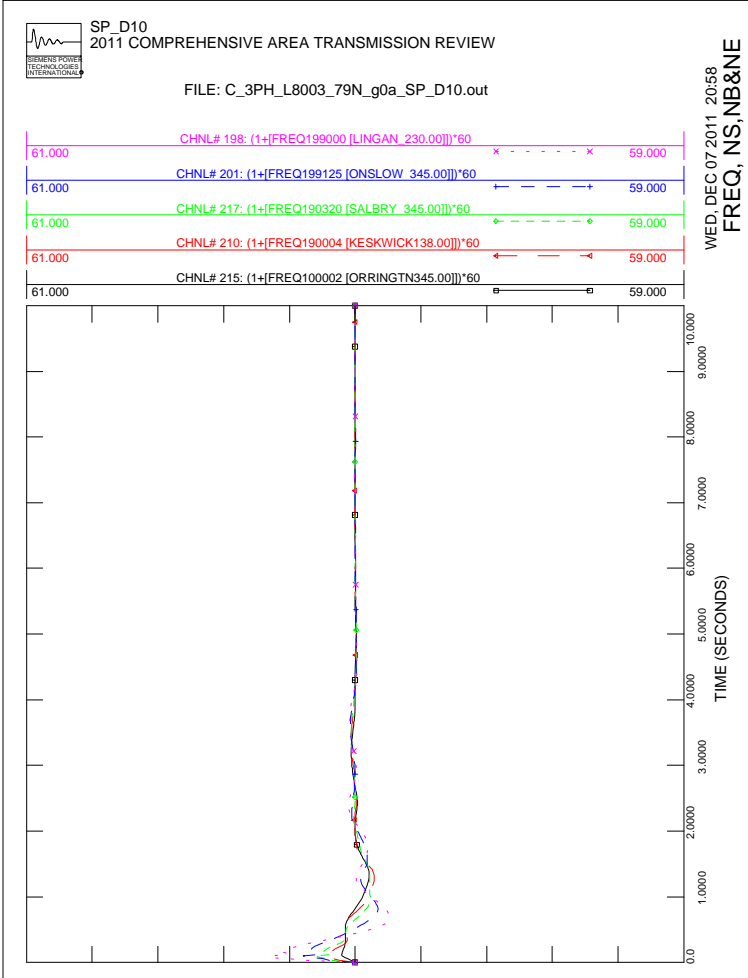
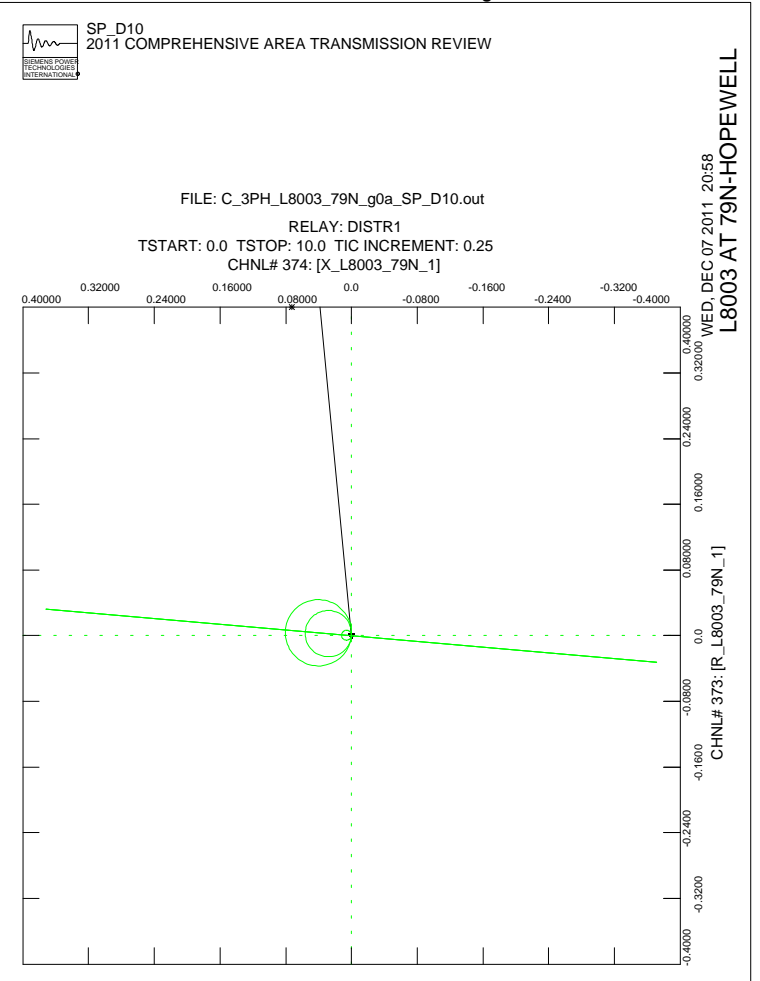
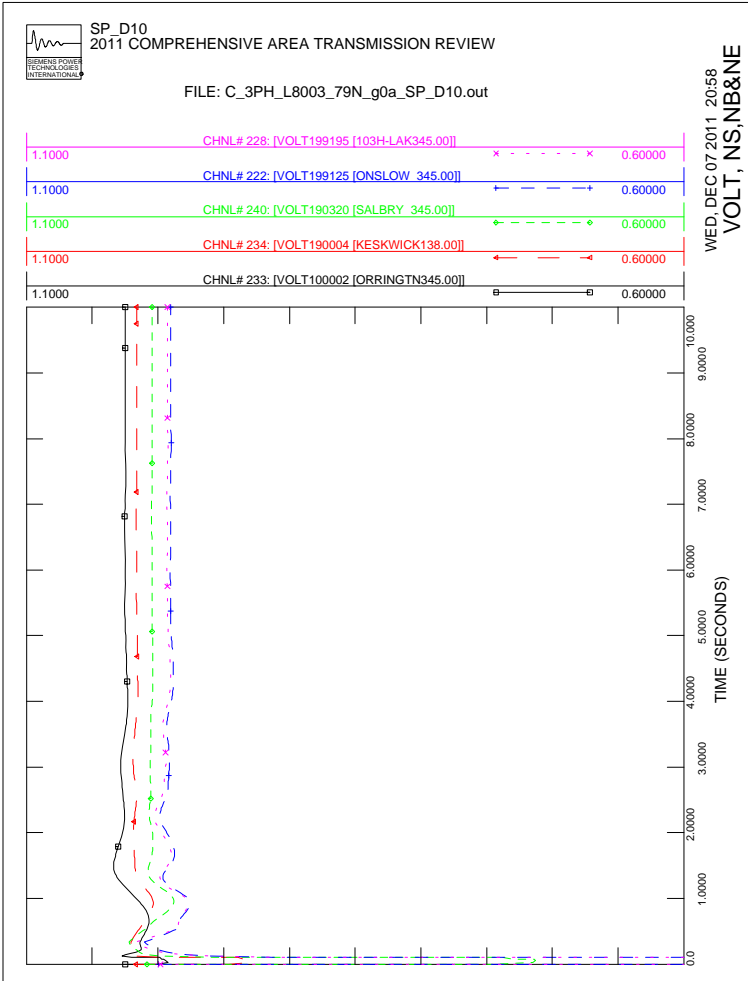


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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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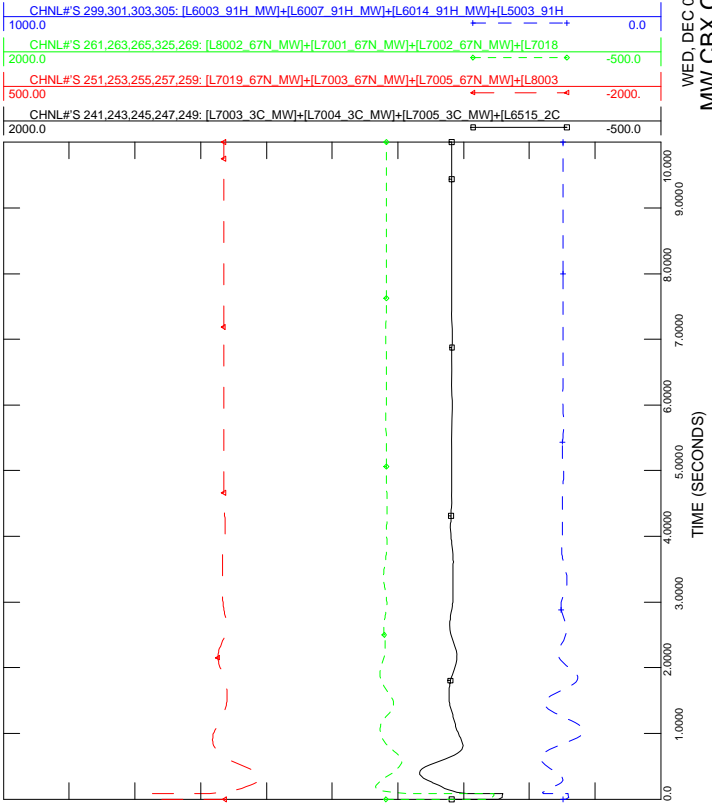






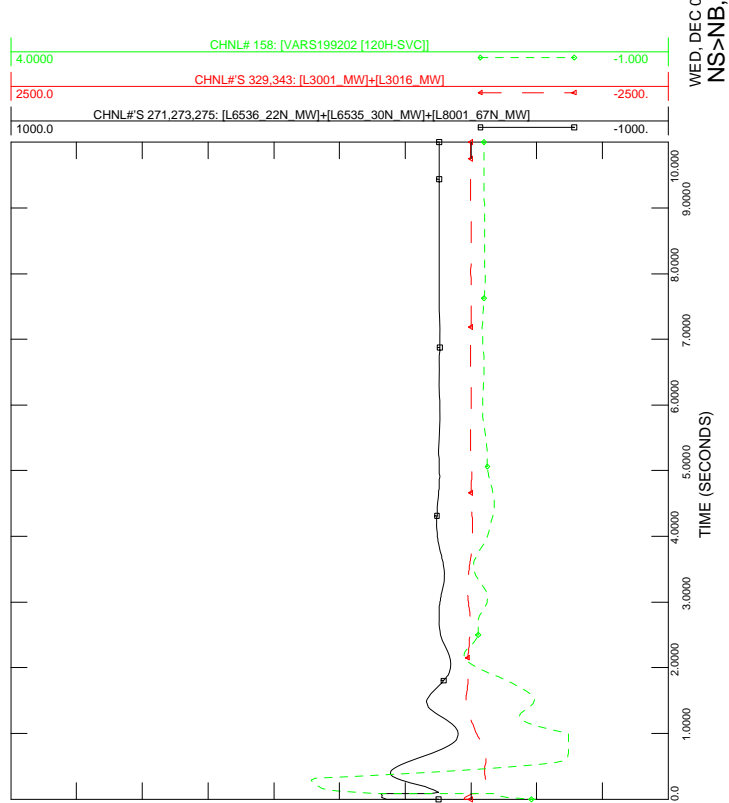
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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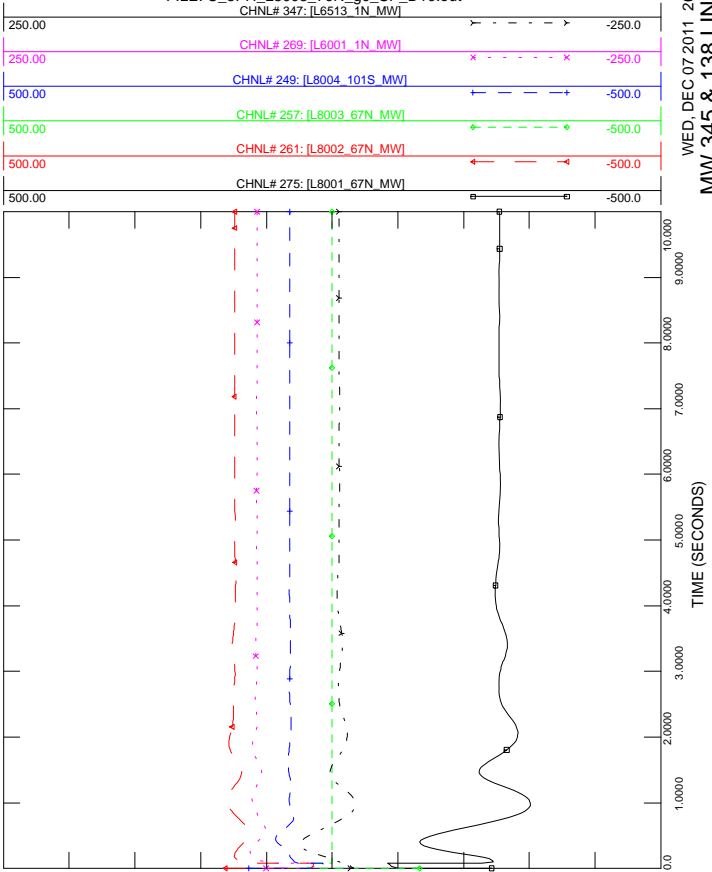
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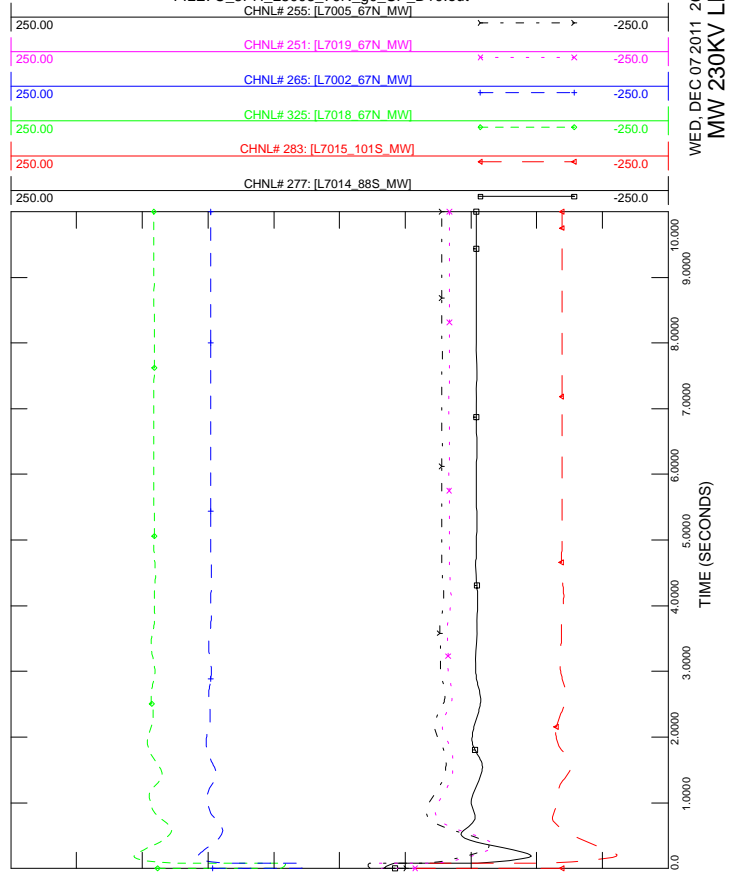
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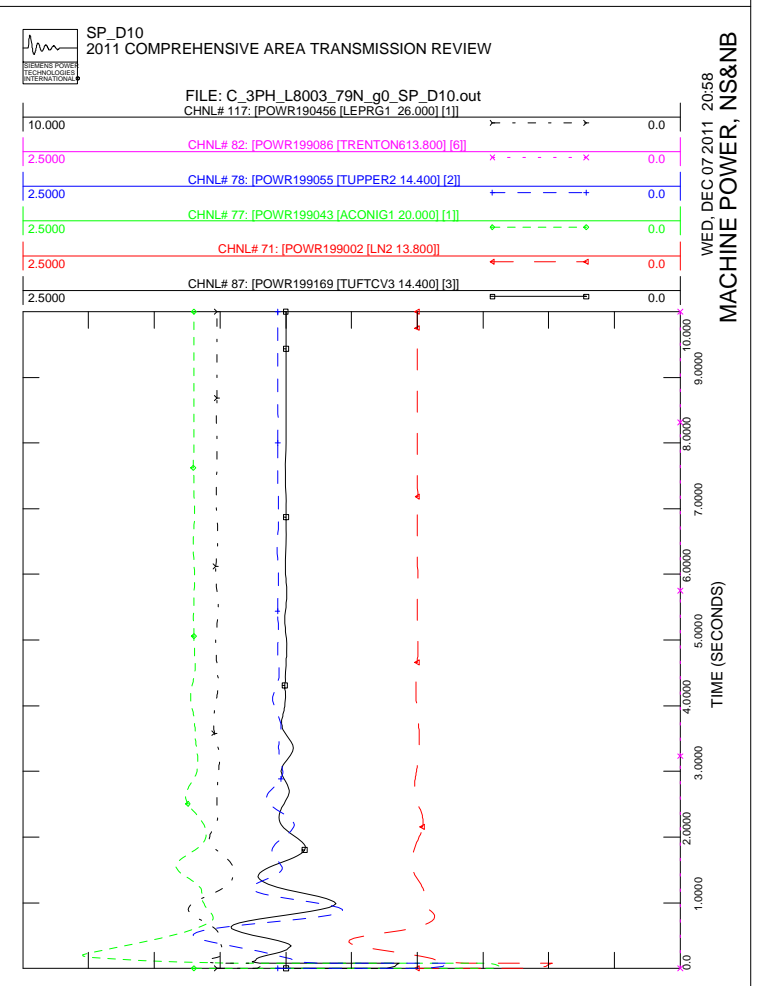
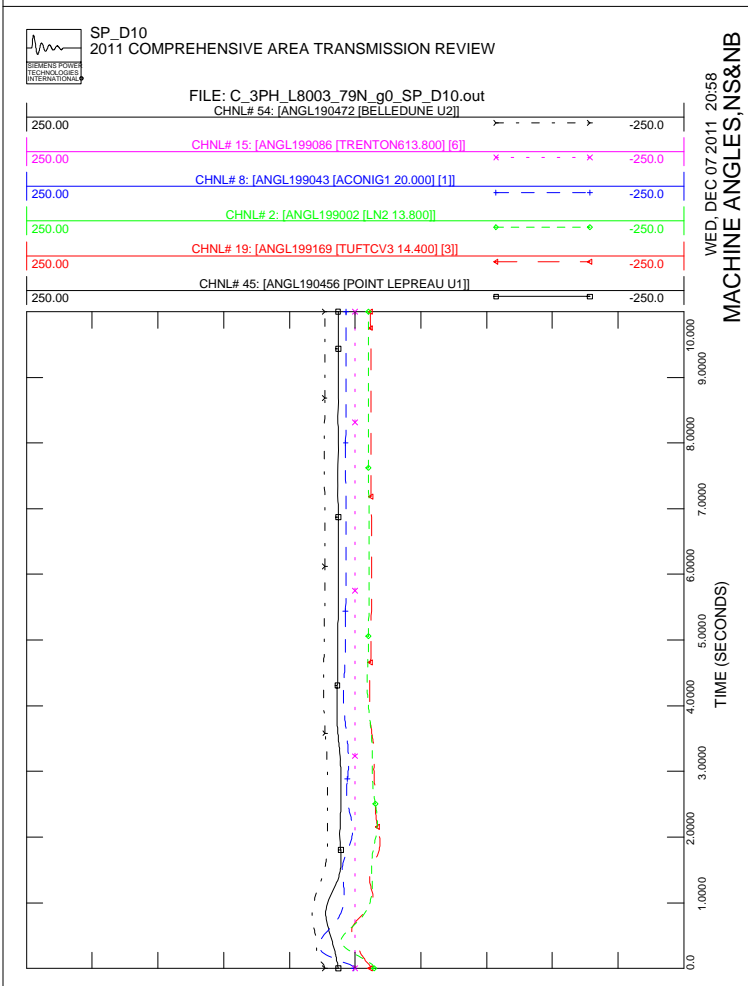
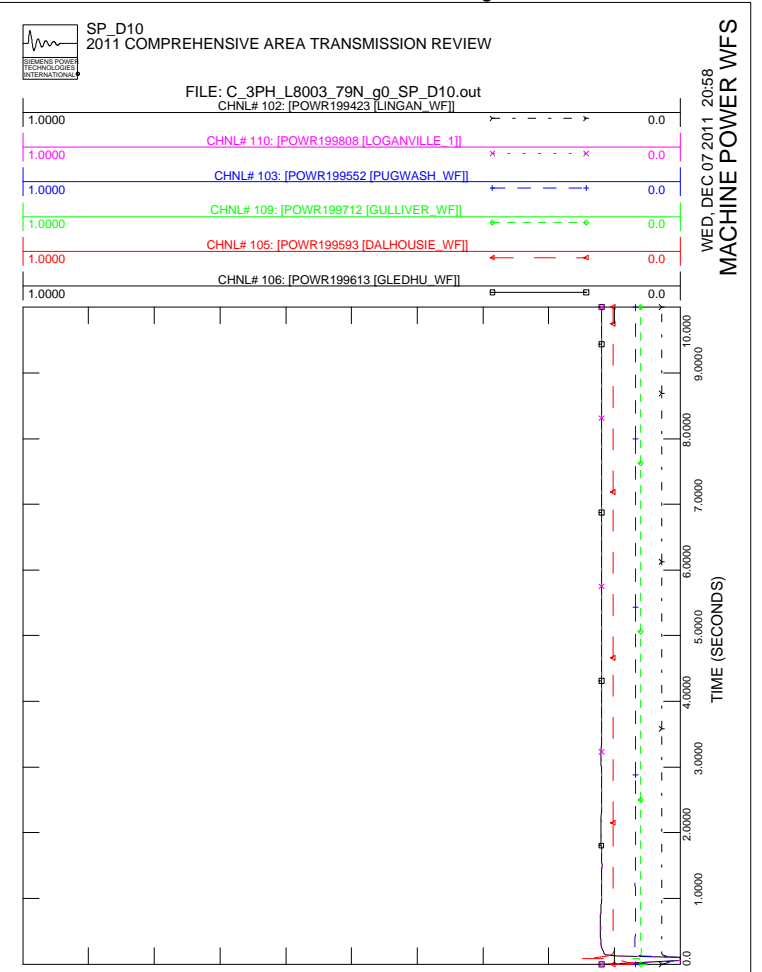
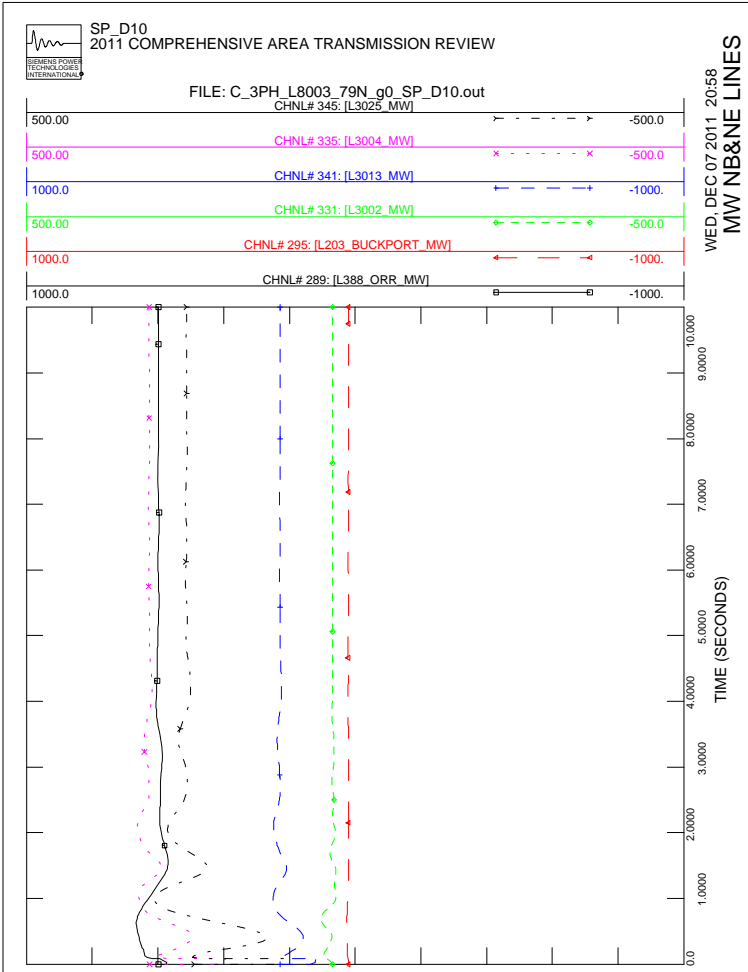
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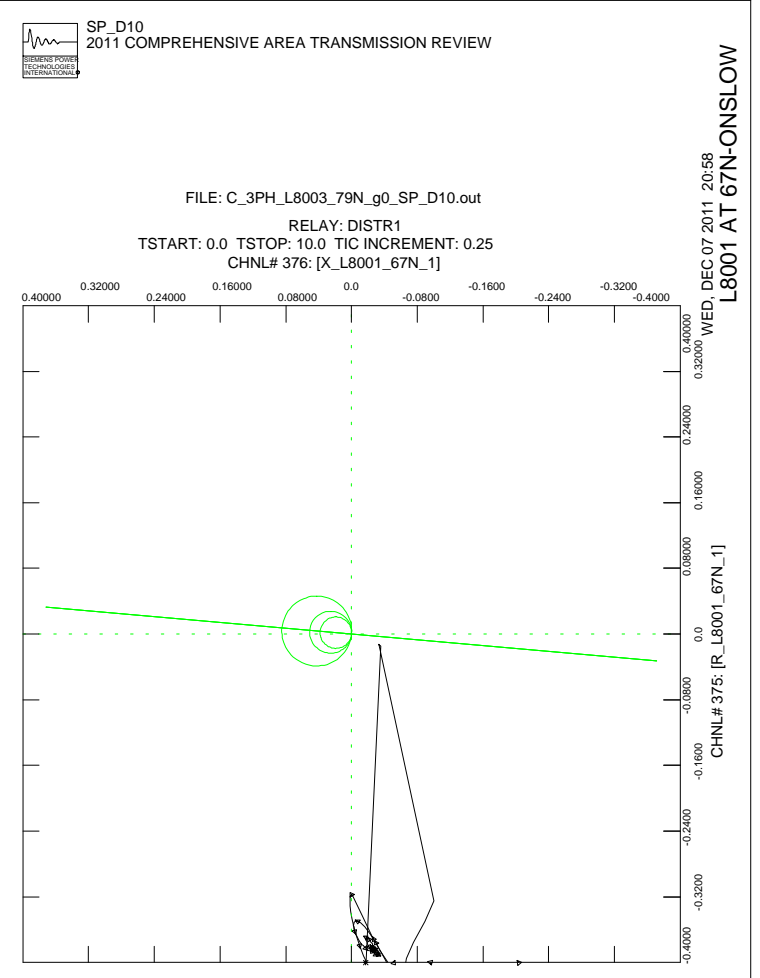
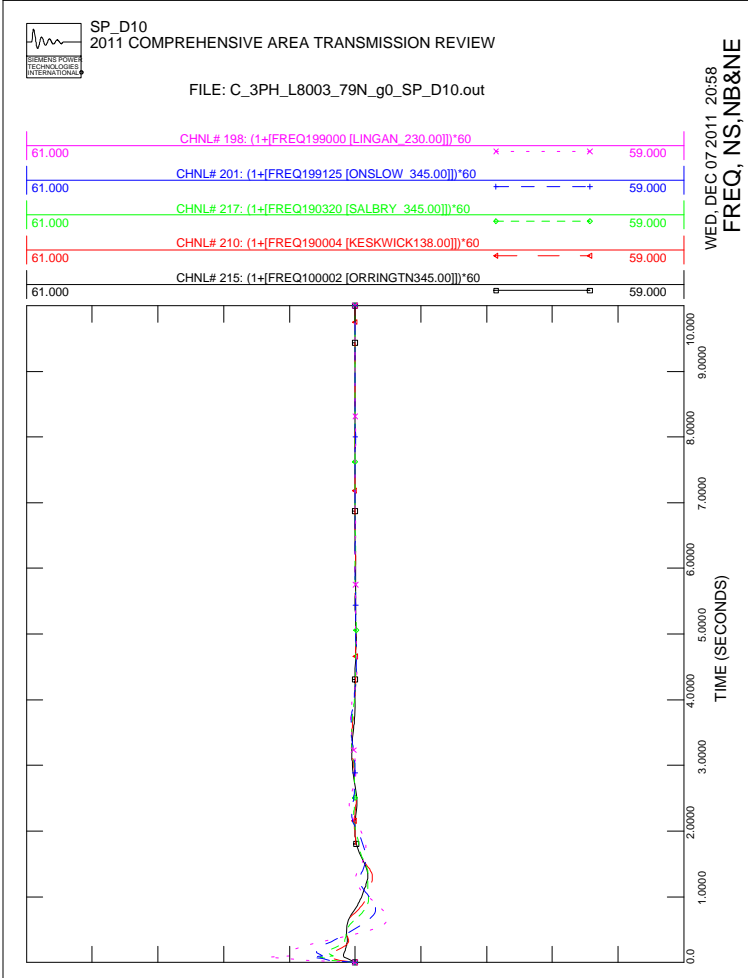
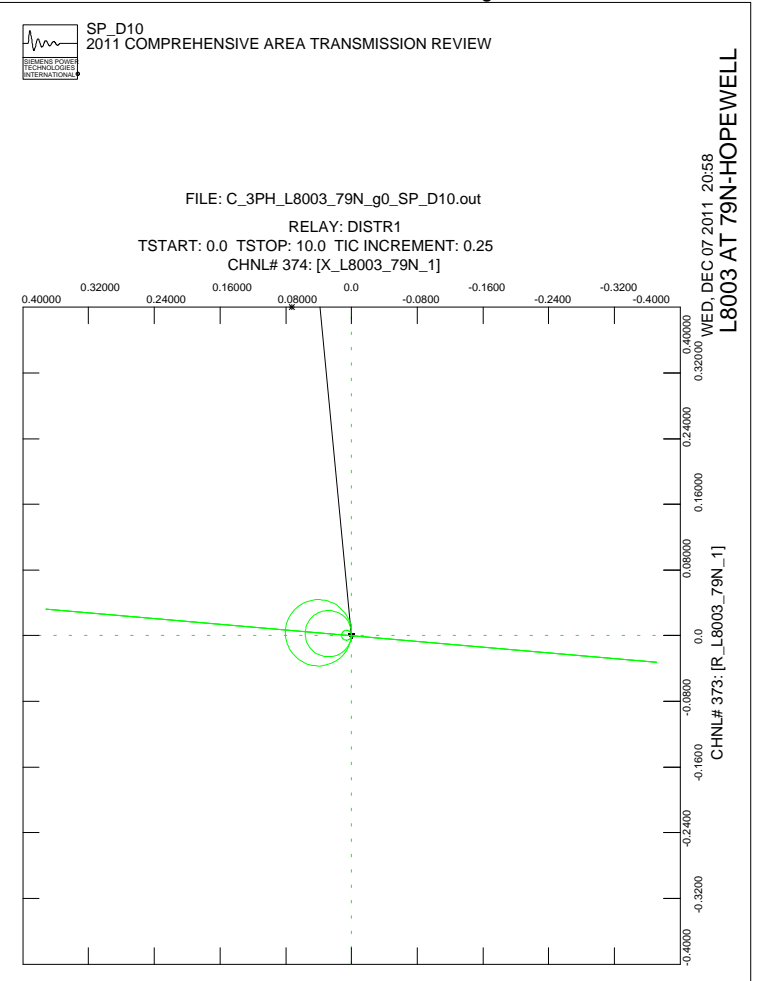
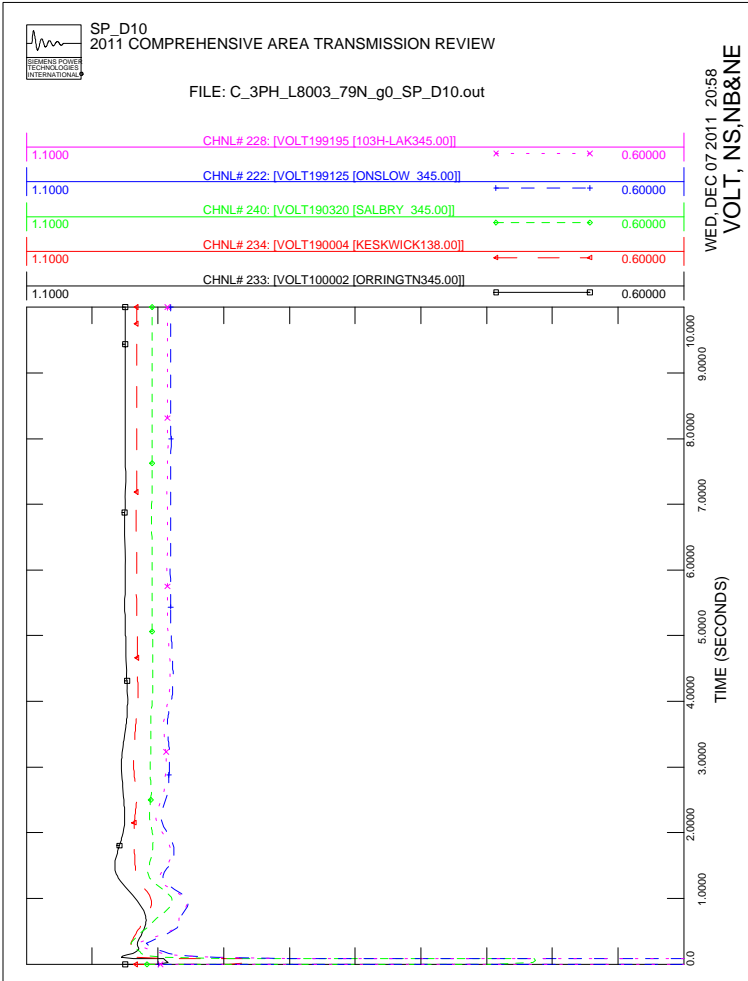


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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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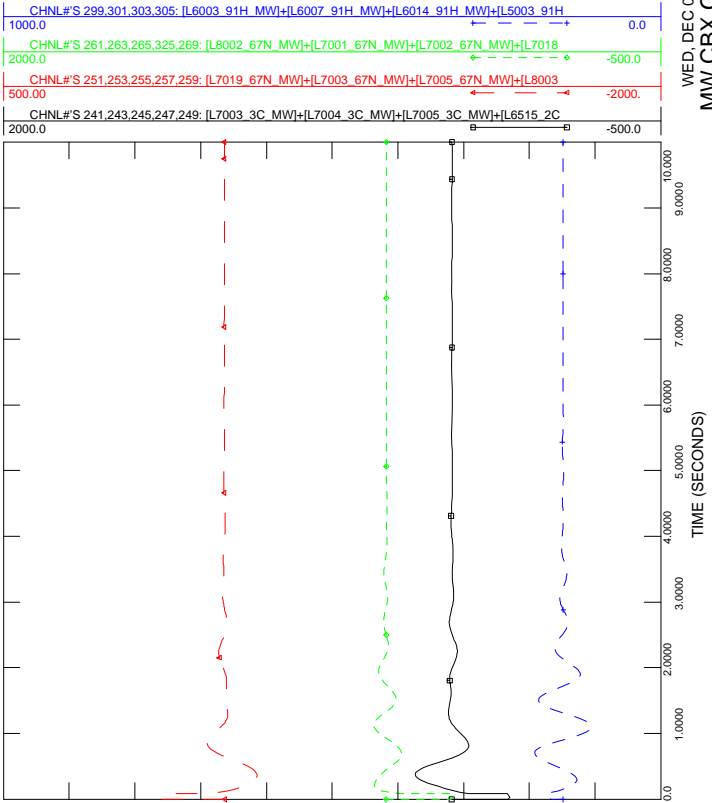






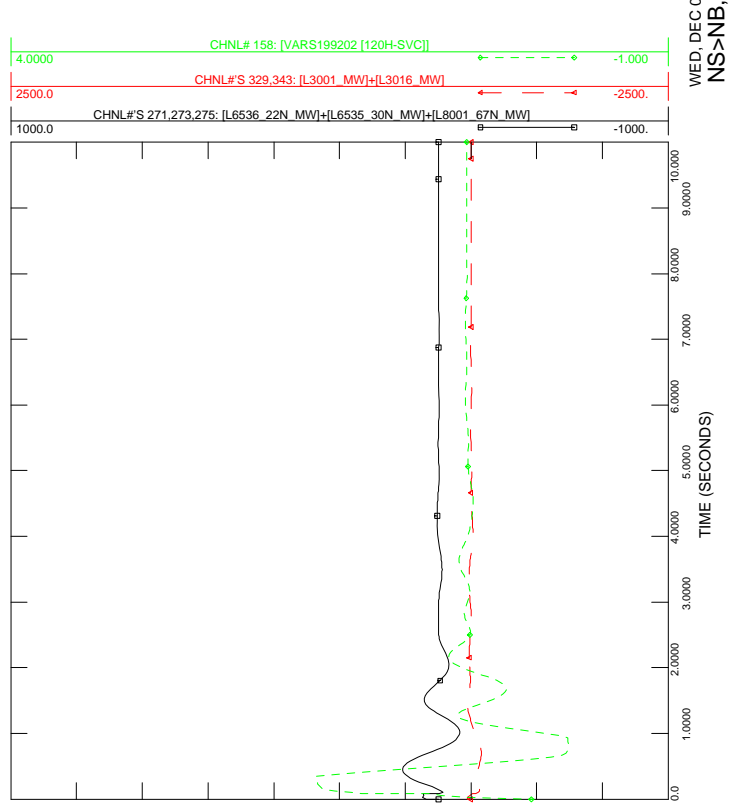
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_SP_D10.out



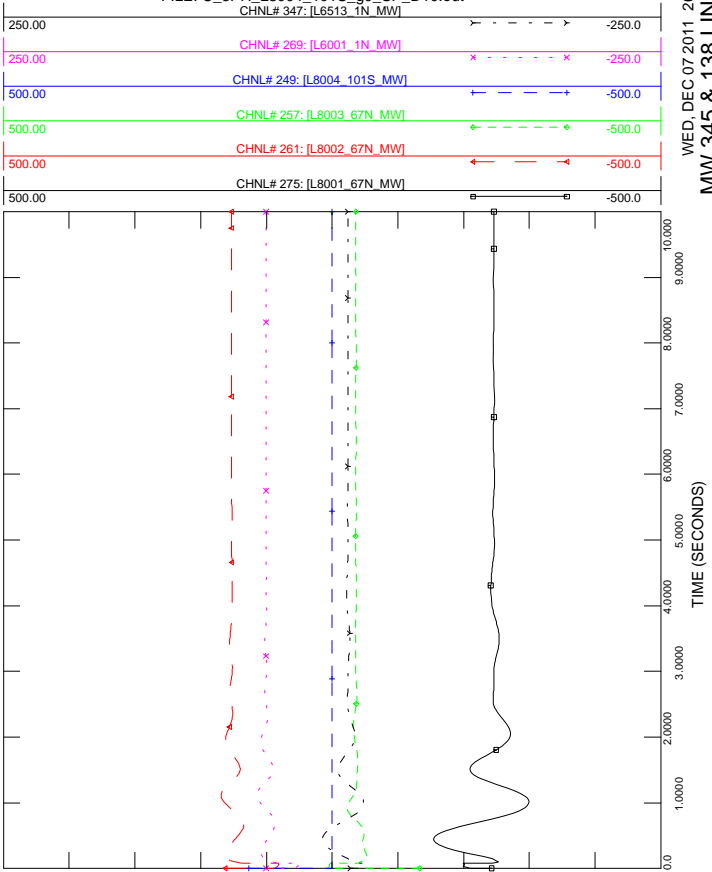
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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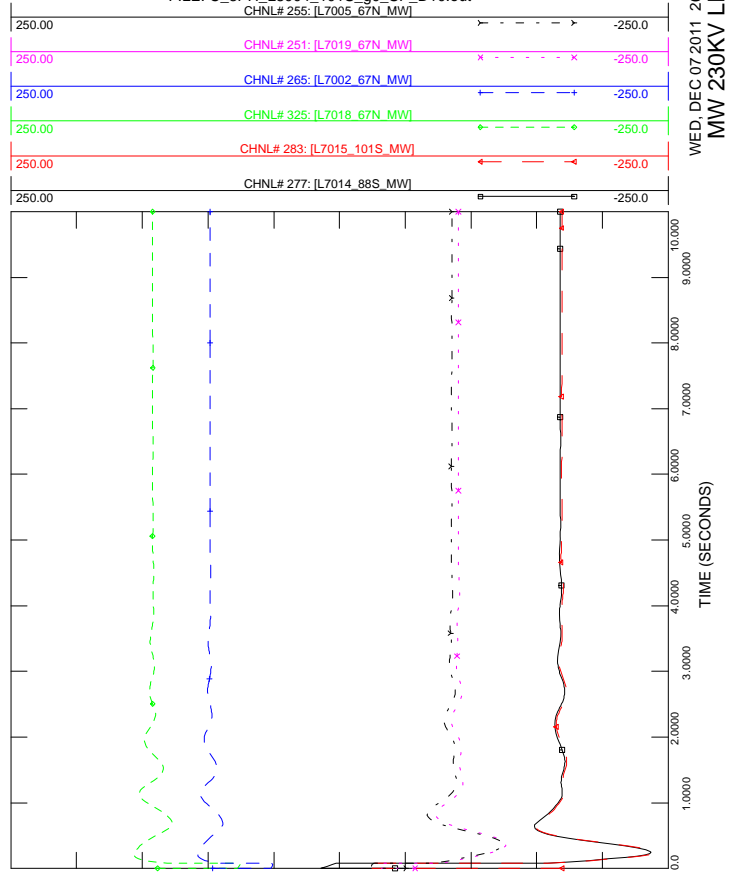
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

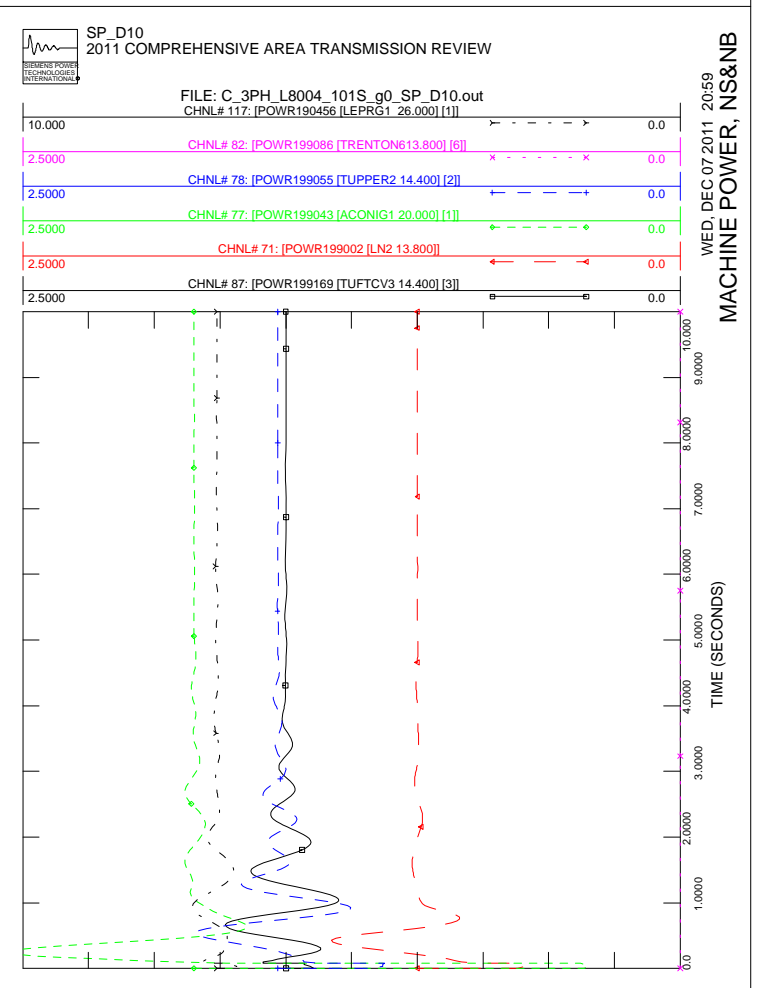
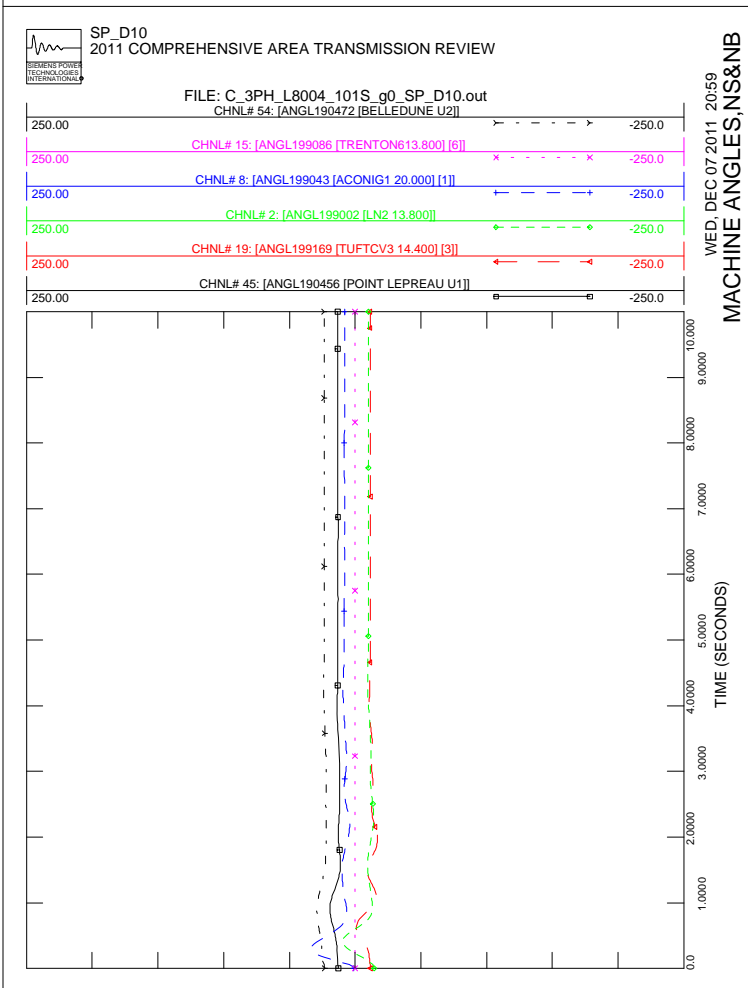
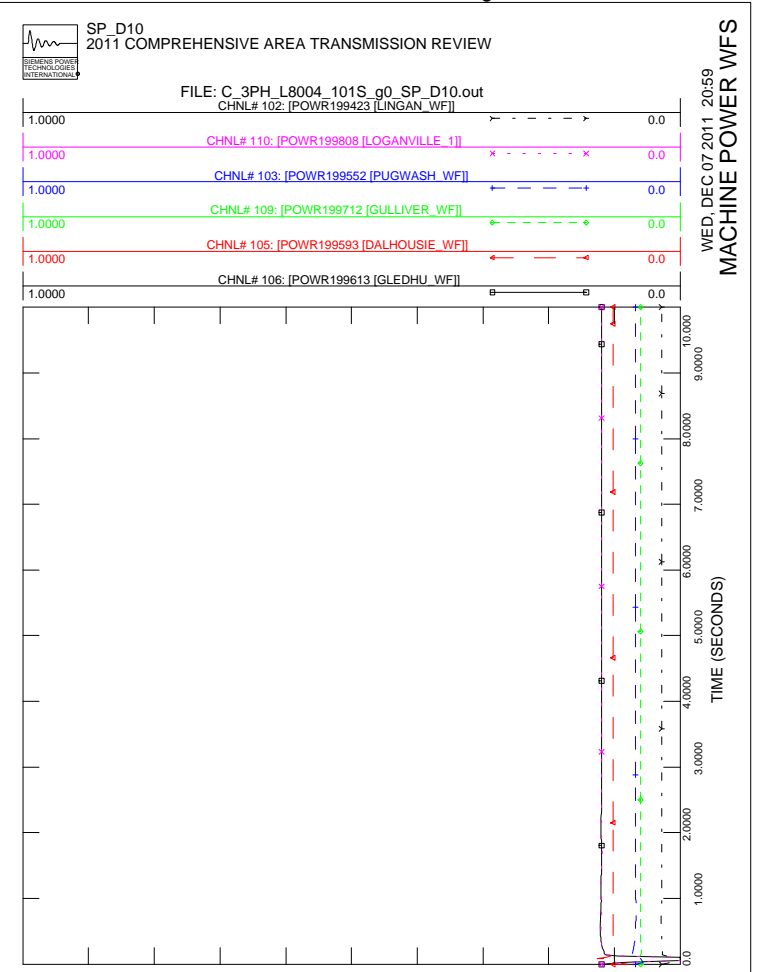
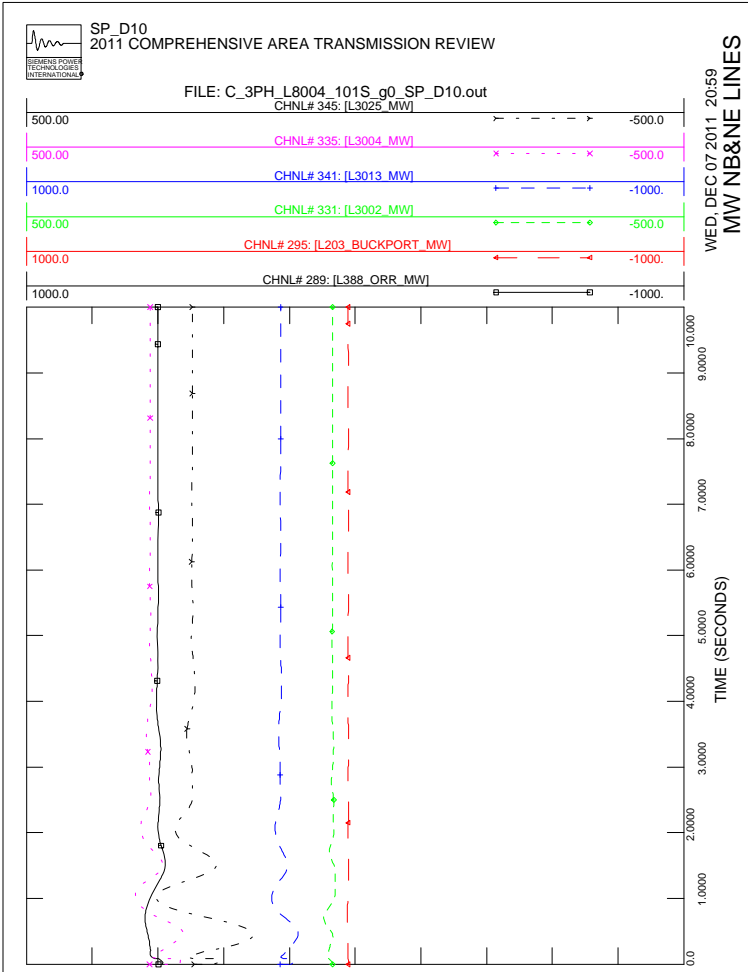
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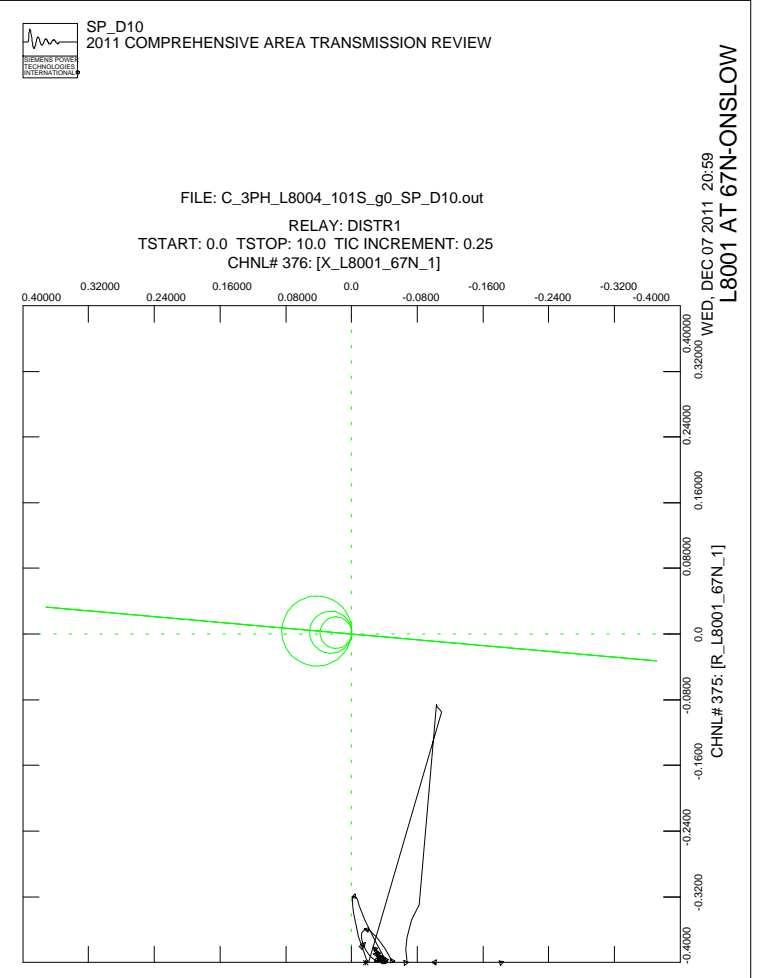
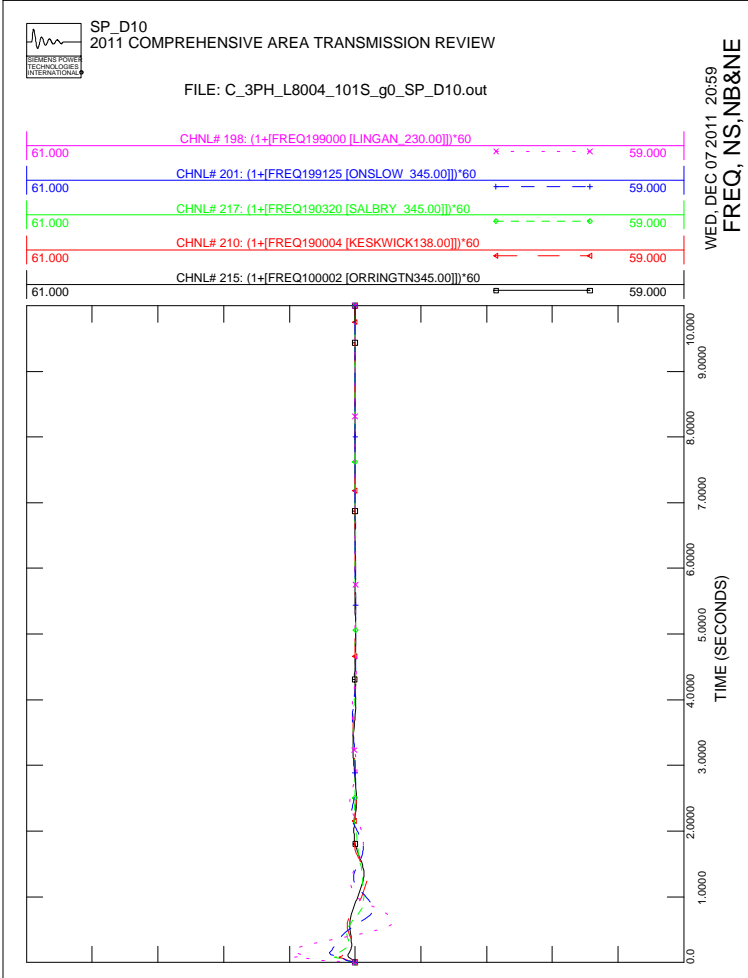
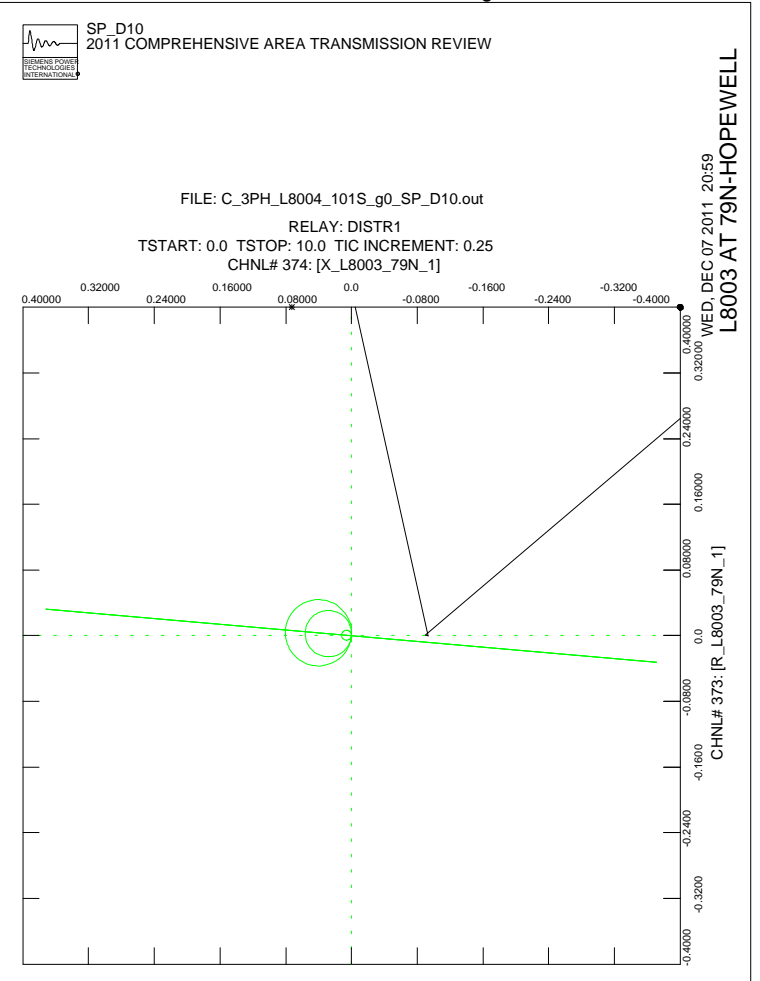
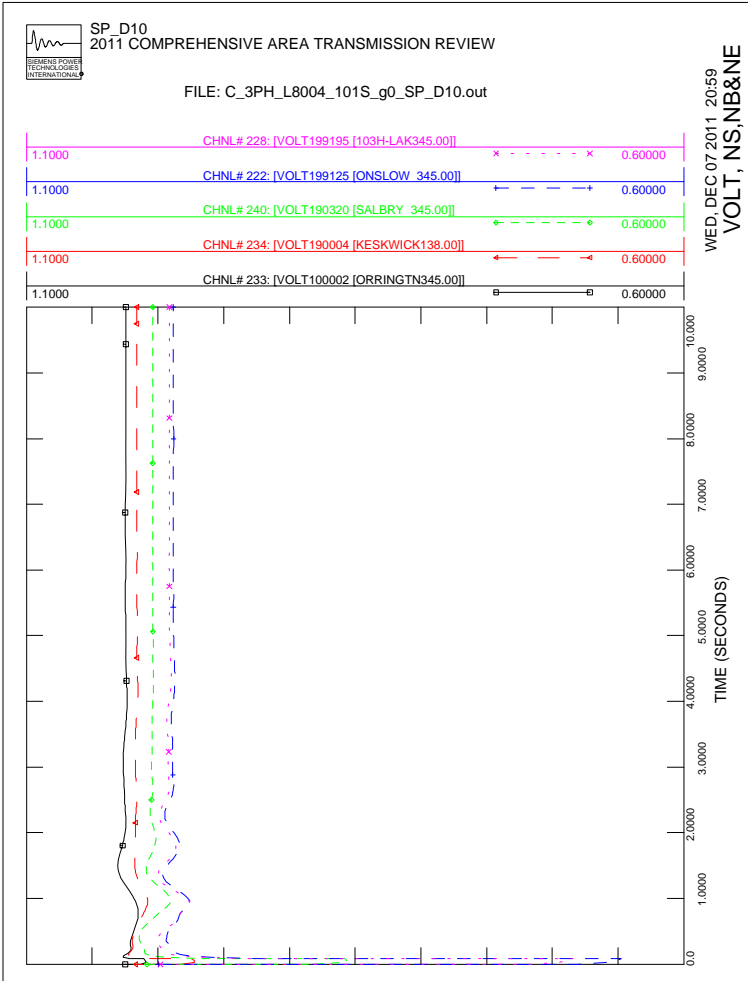


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_SP_D10.out



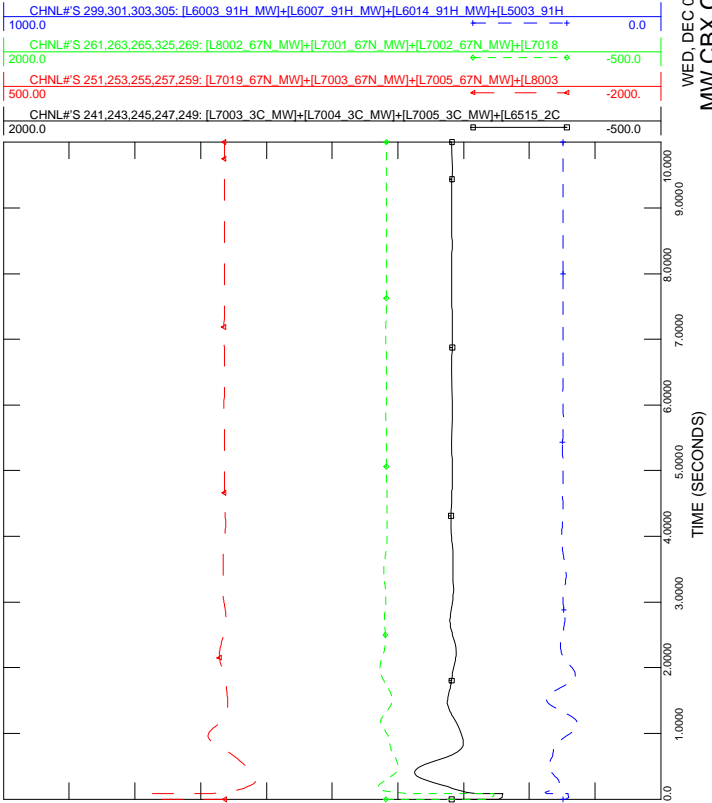






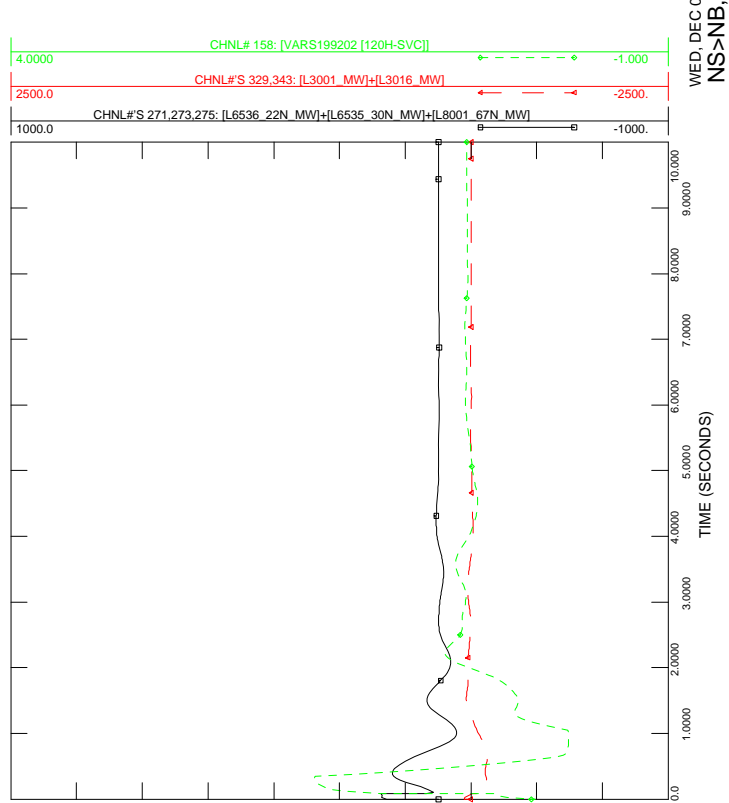
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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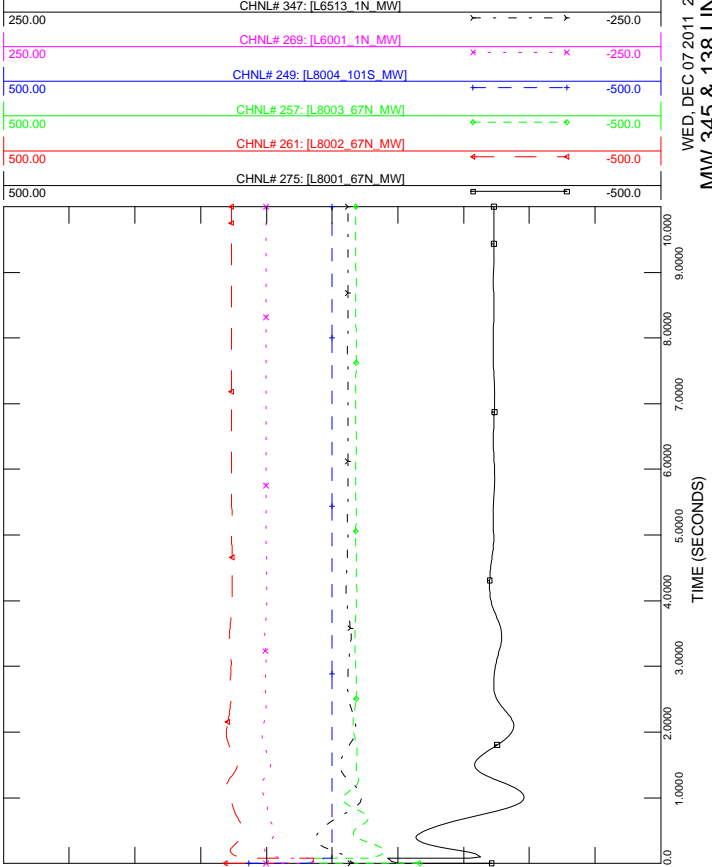
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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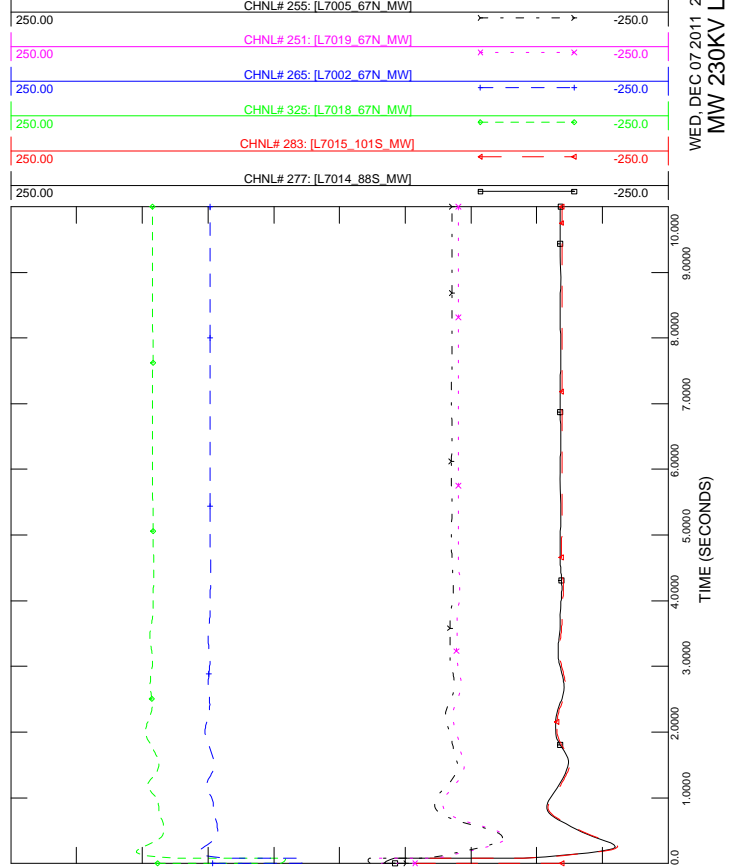
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

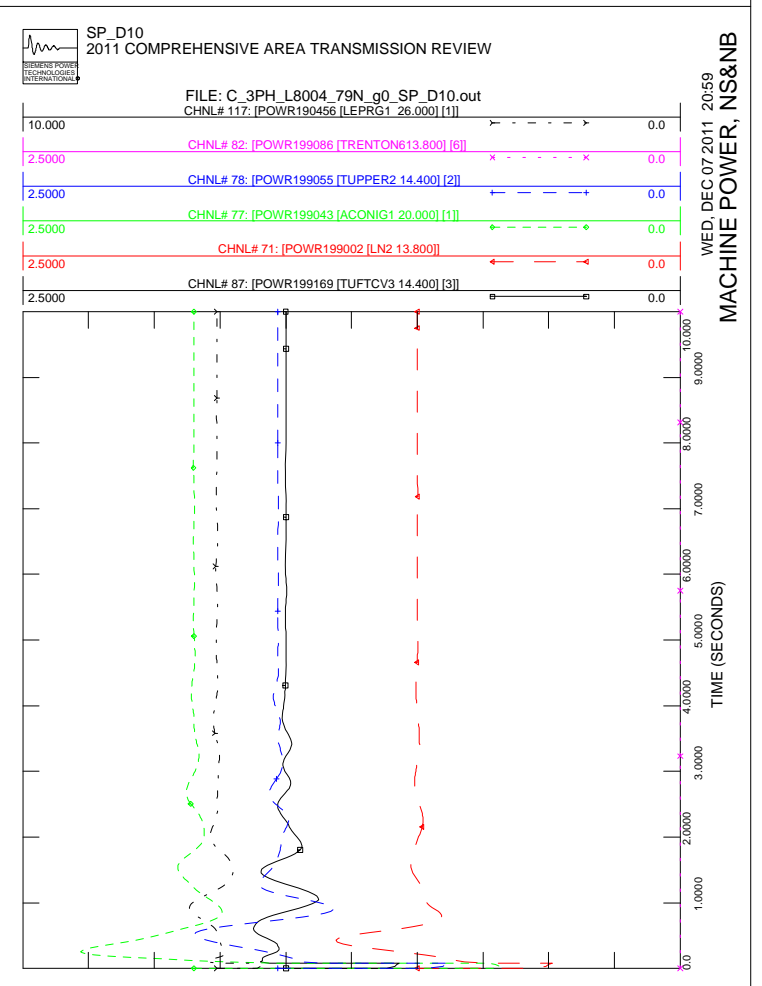
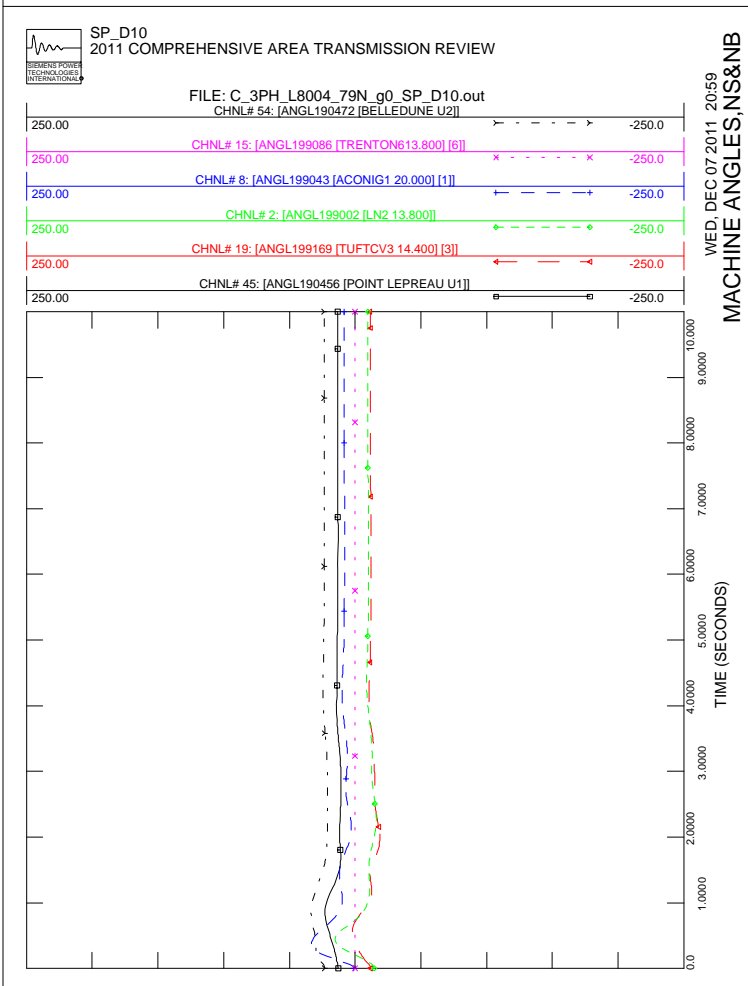
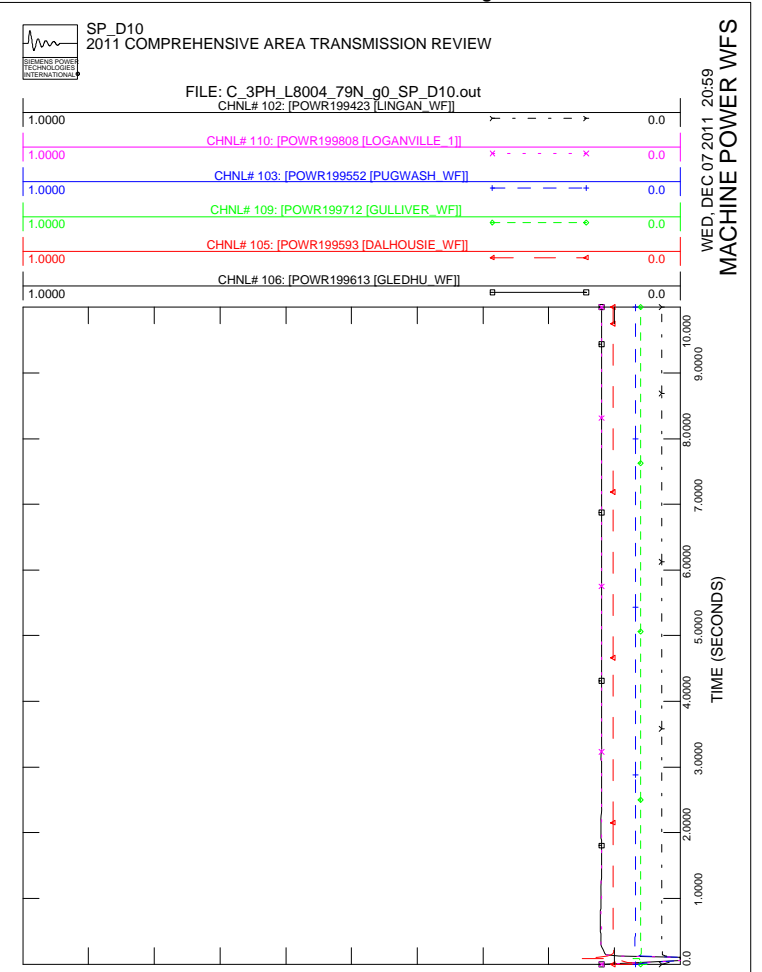
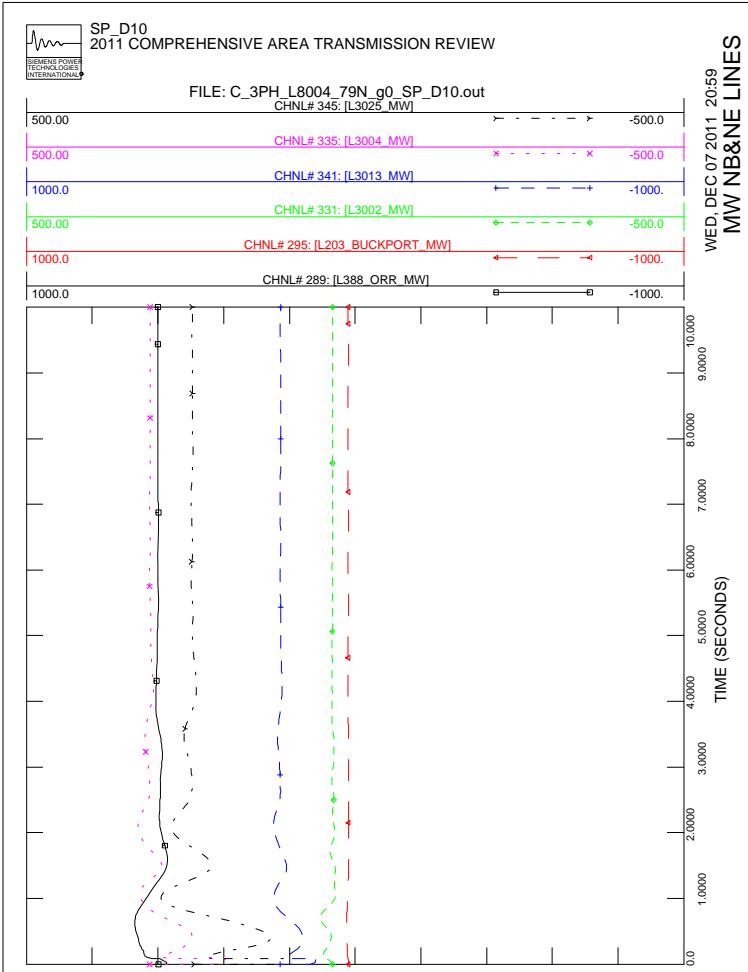
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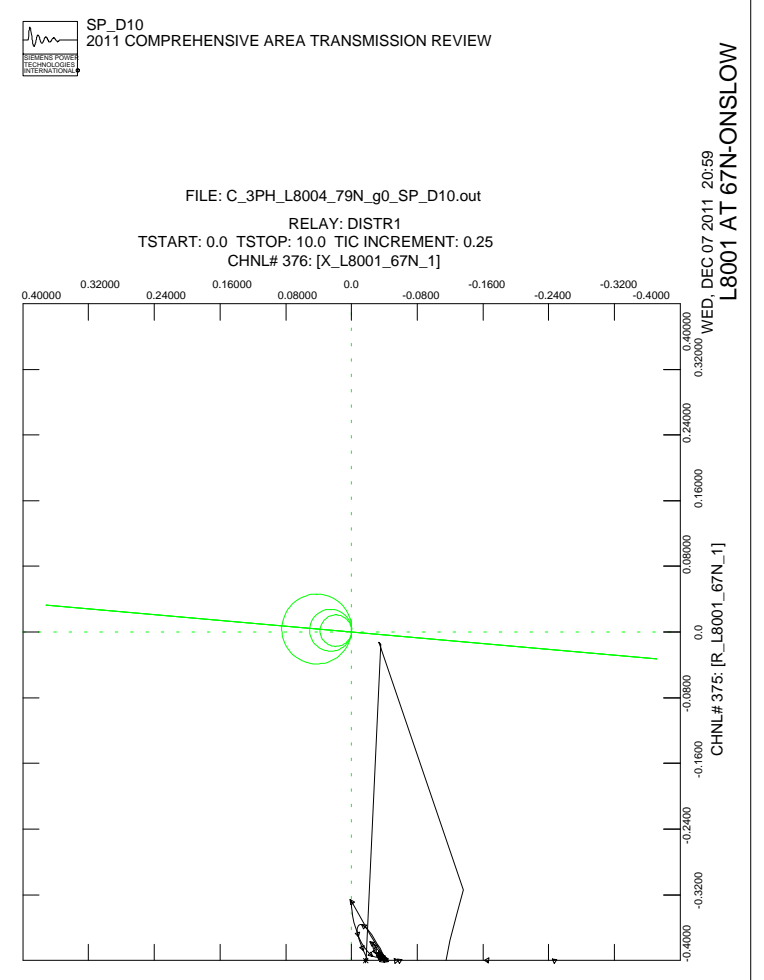
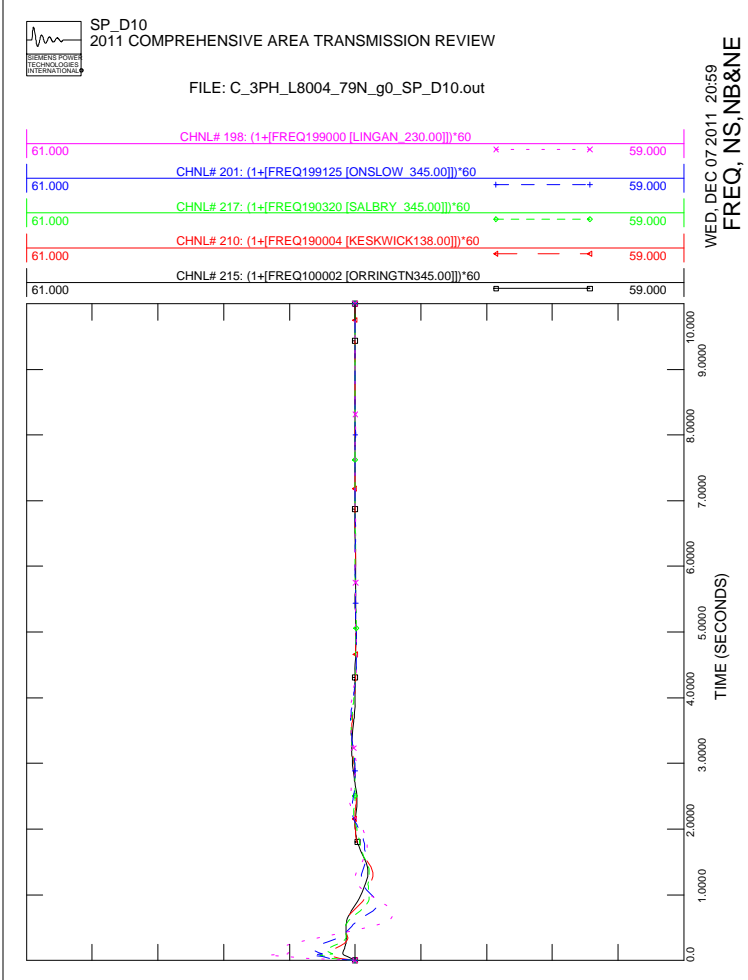
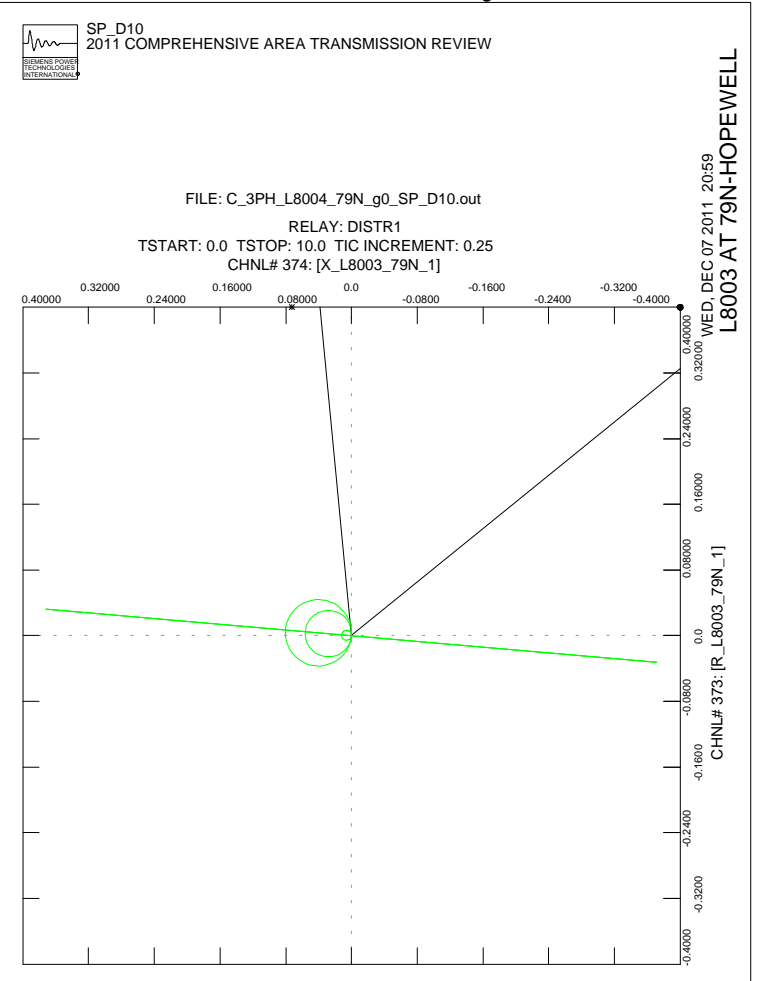
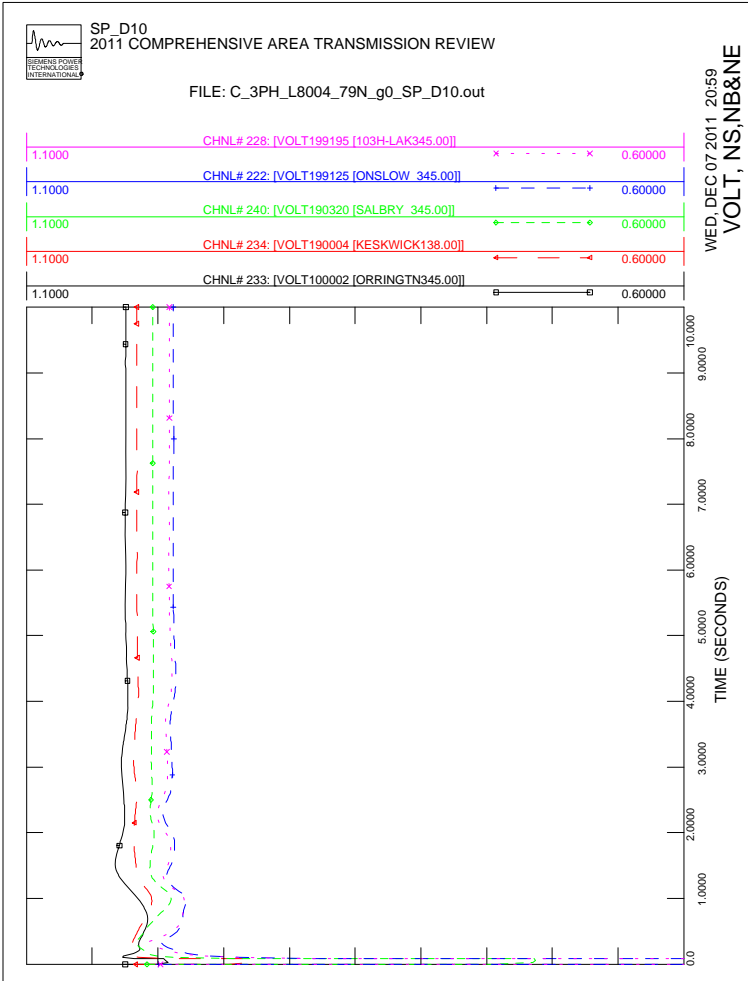


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_79N_g0_SP_D10.out



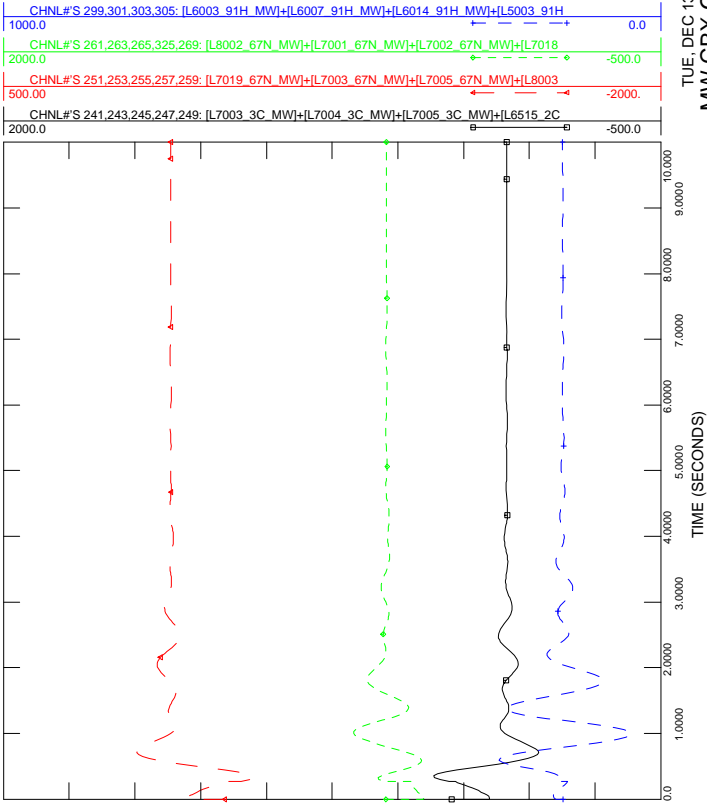






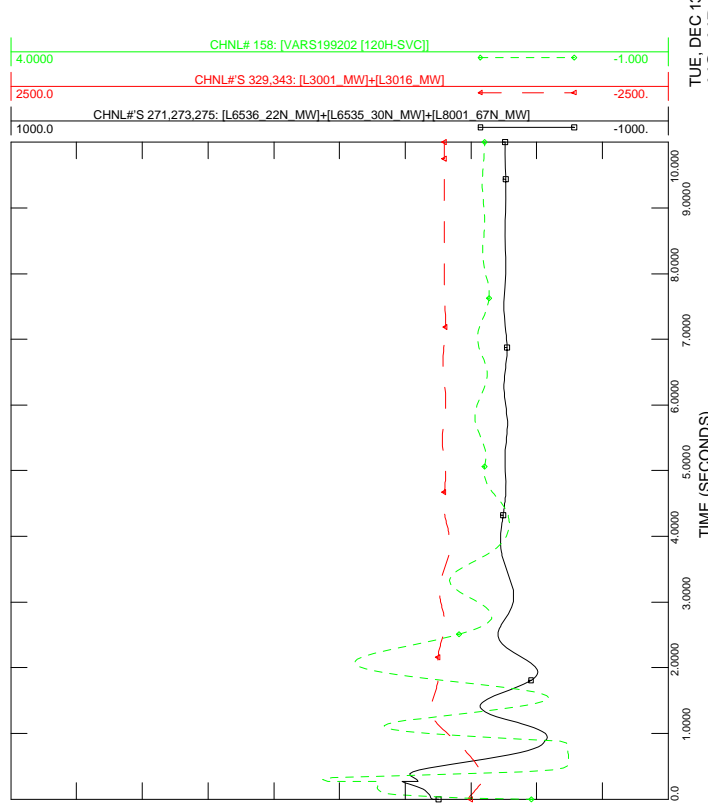
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_G3_88S721_SP_D10.out



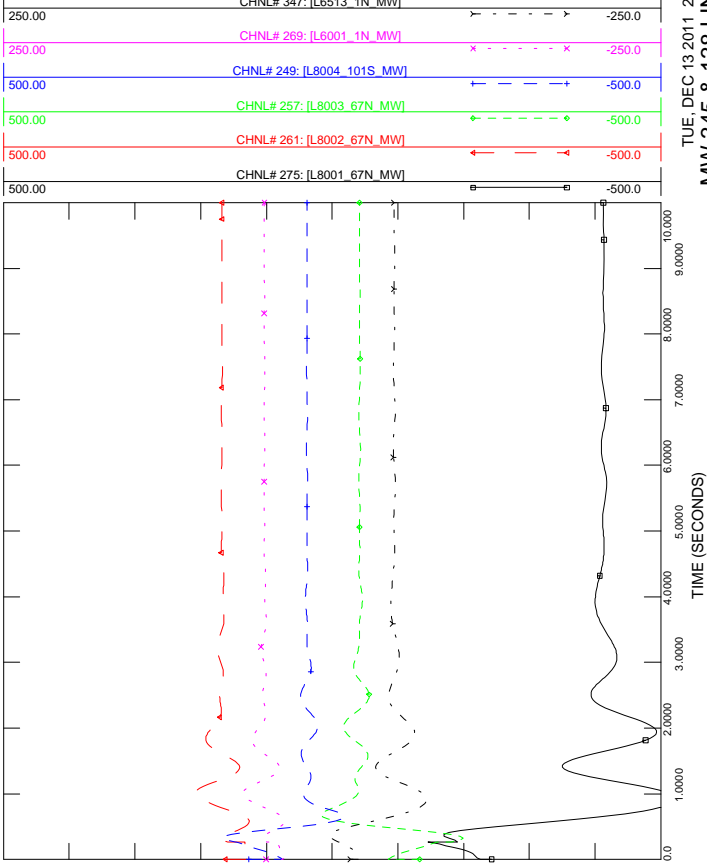
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_G3_88S721_SP_D10.out



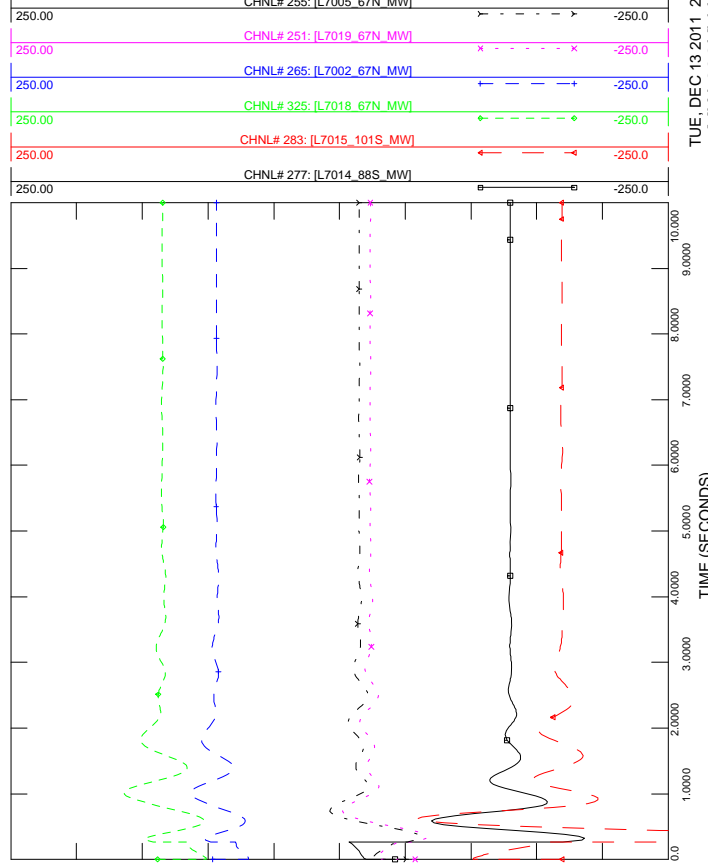
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

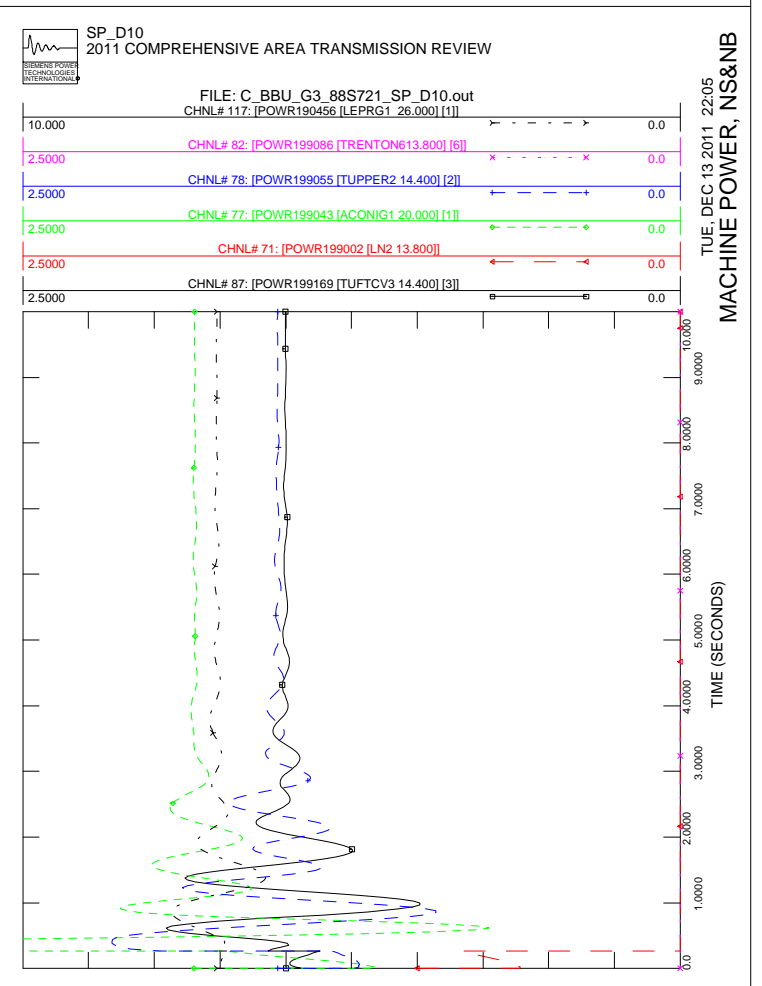
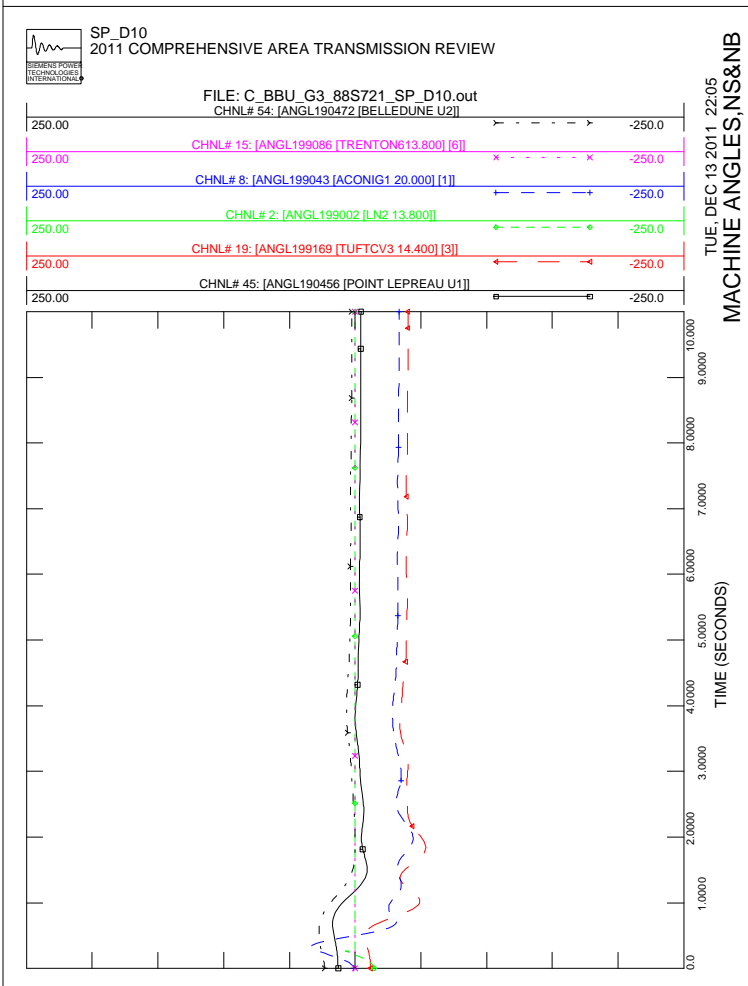
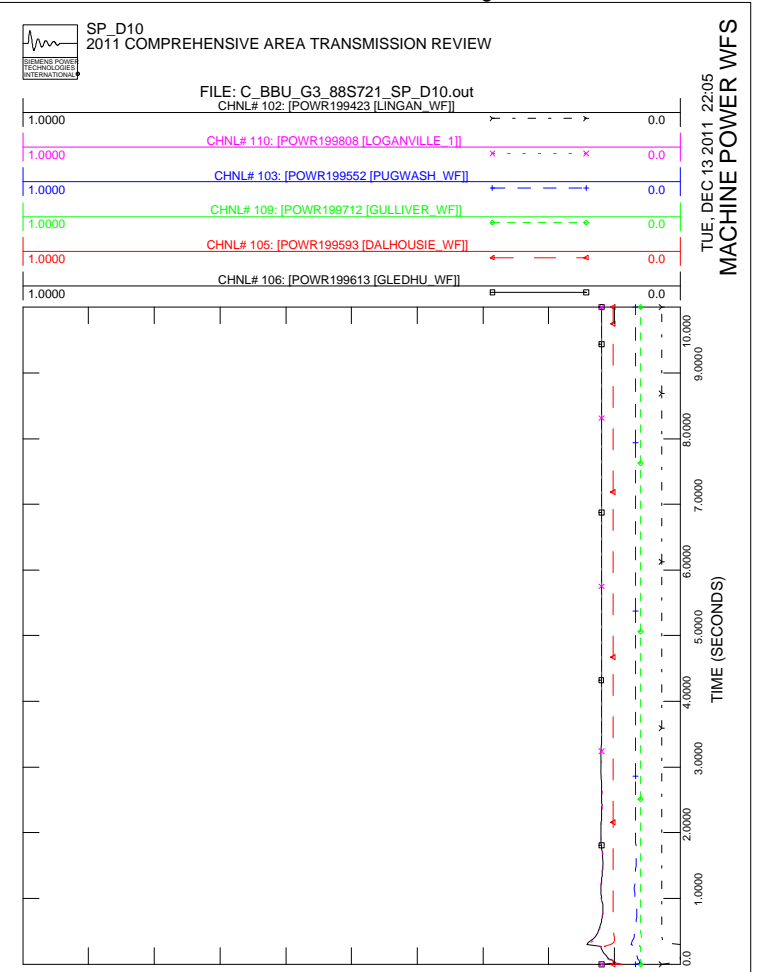
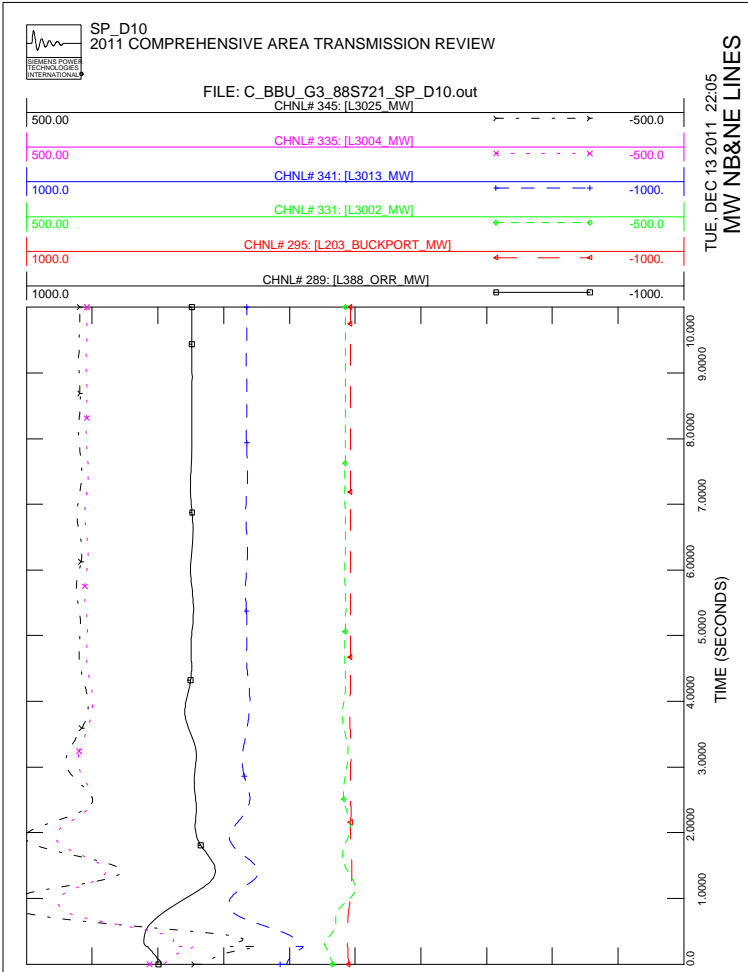
FILE: C_BBU_G3_88S721_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_G3_88S721_SP_D10.out

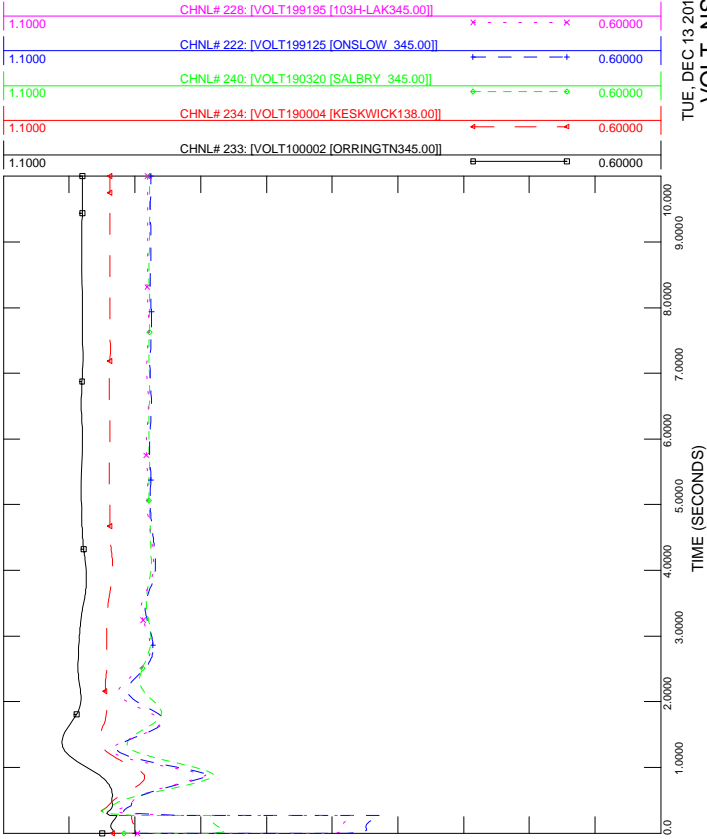






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

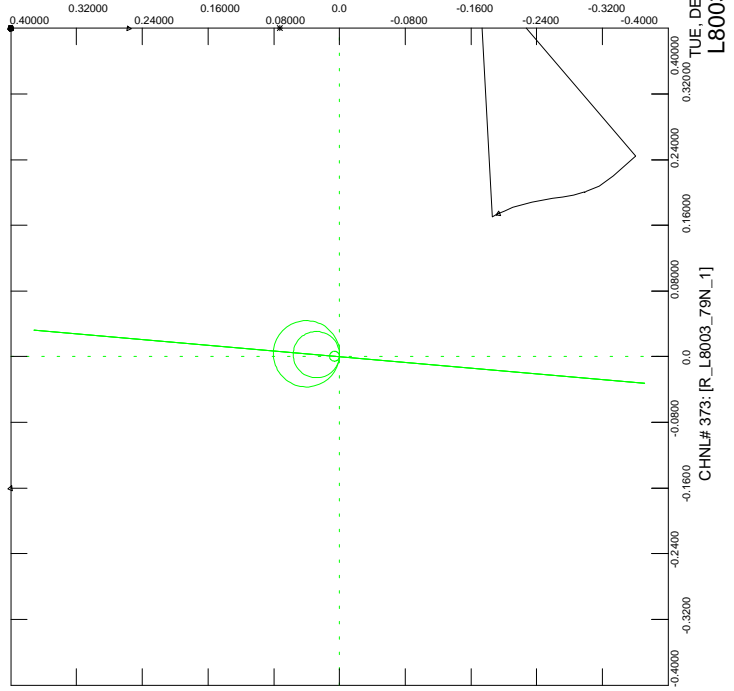
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

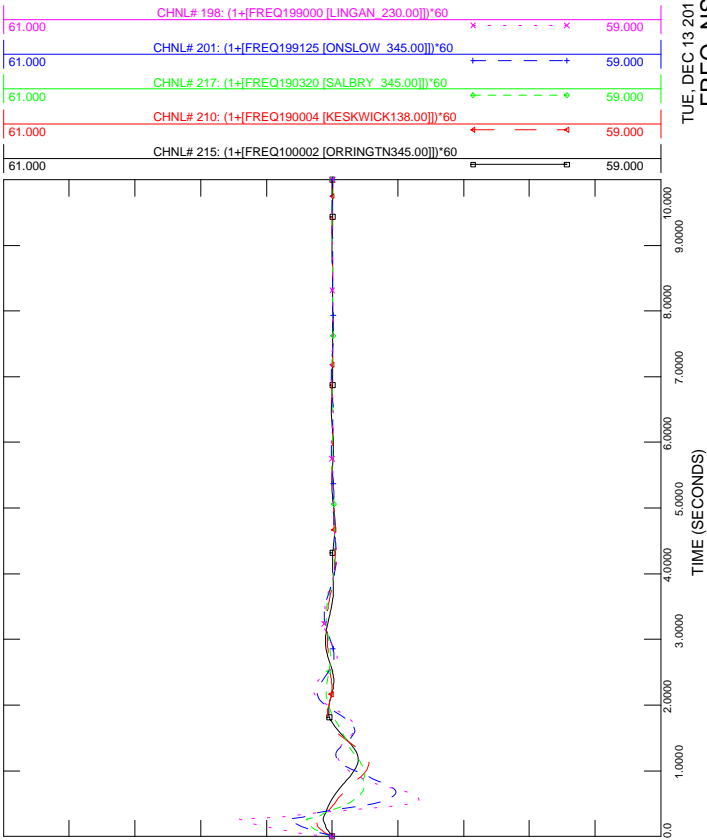
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

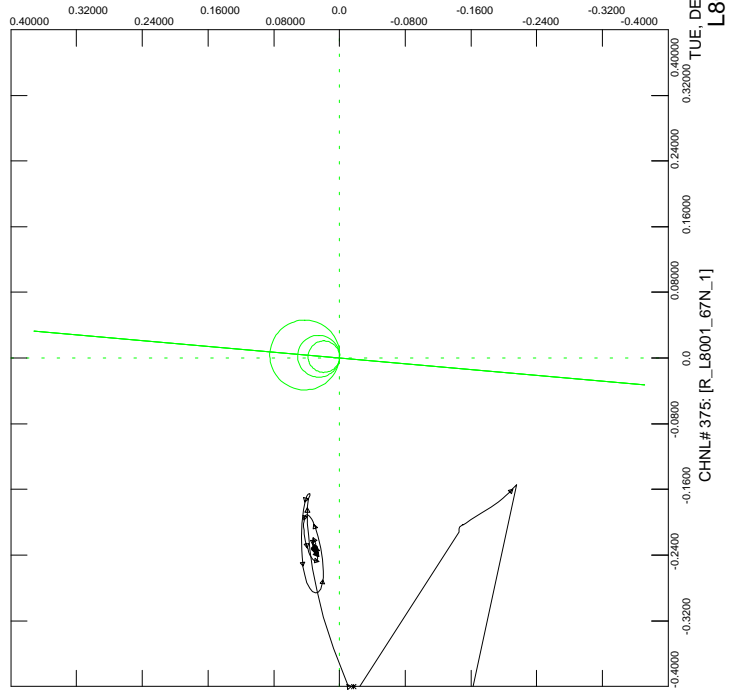
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_G3_88S721_SP_D10.out

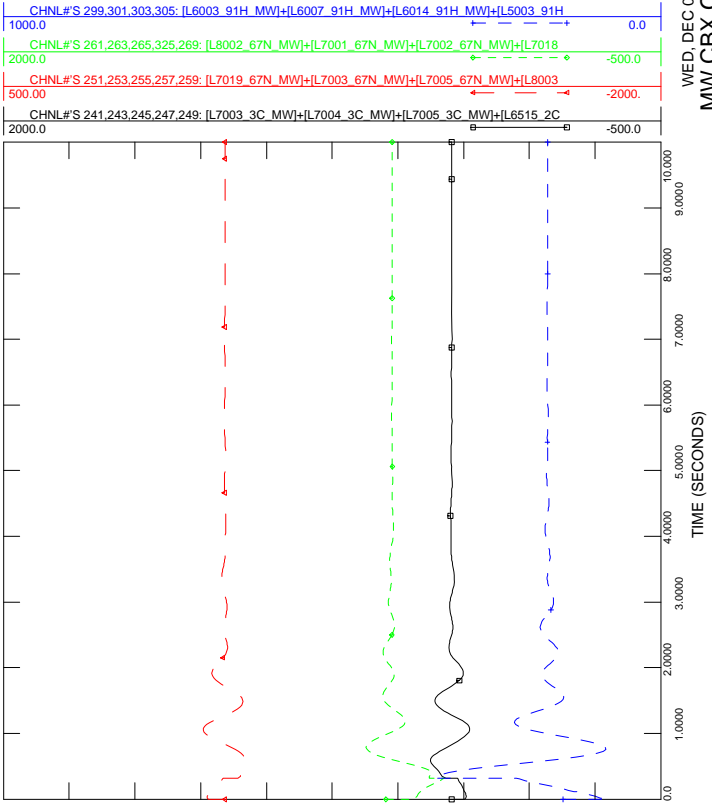
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]





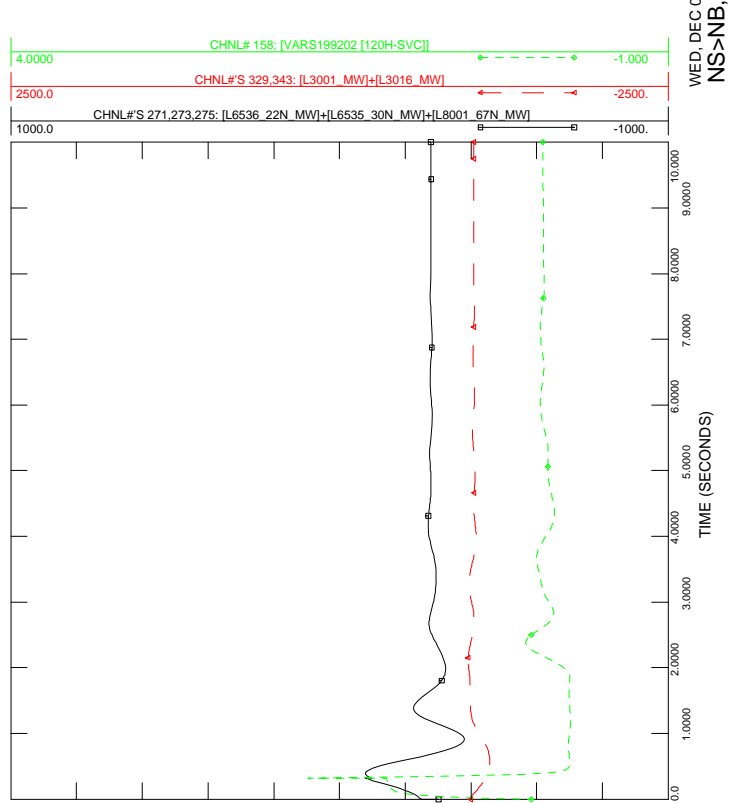
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_SP_D10.out



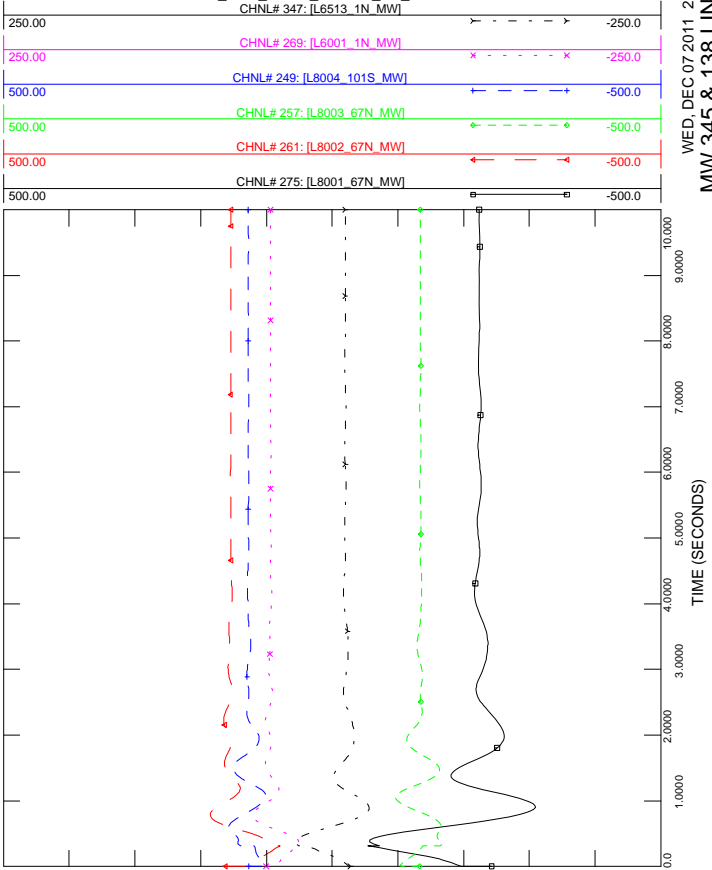
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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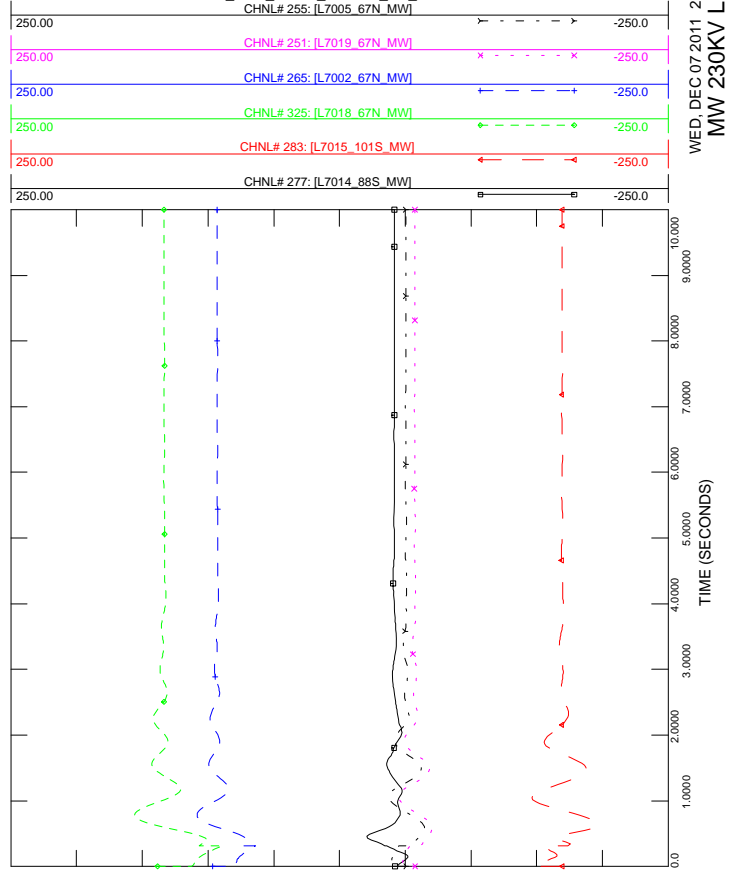
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

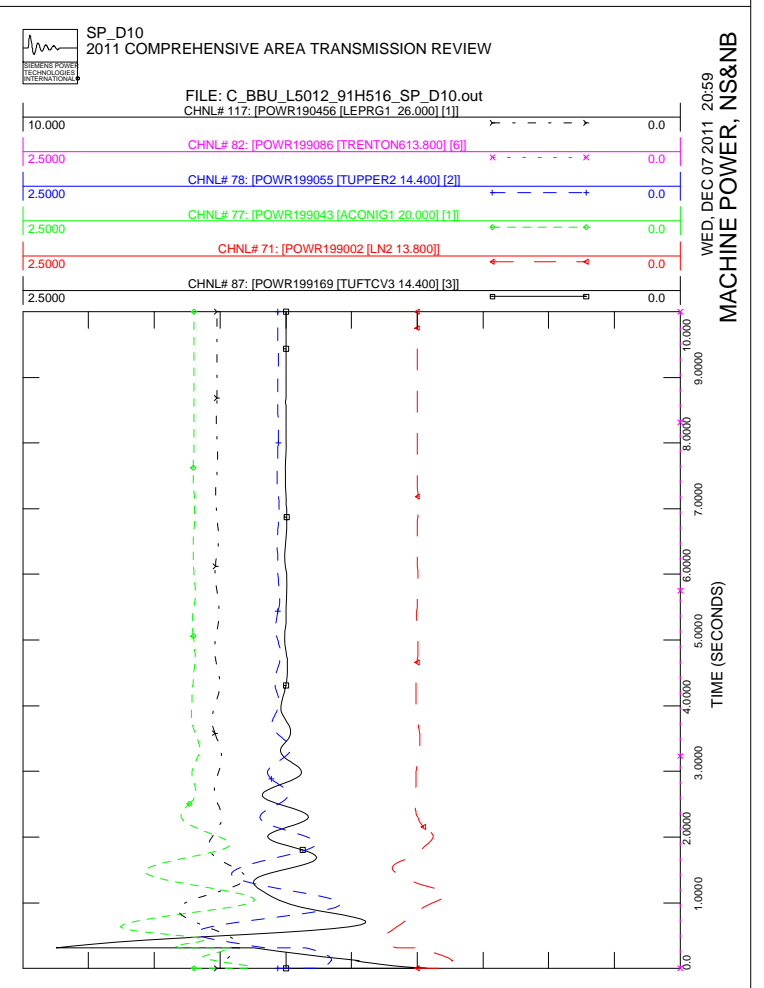
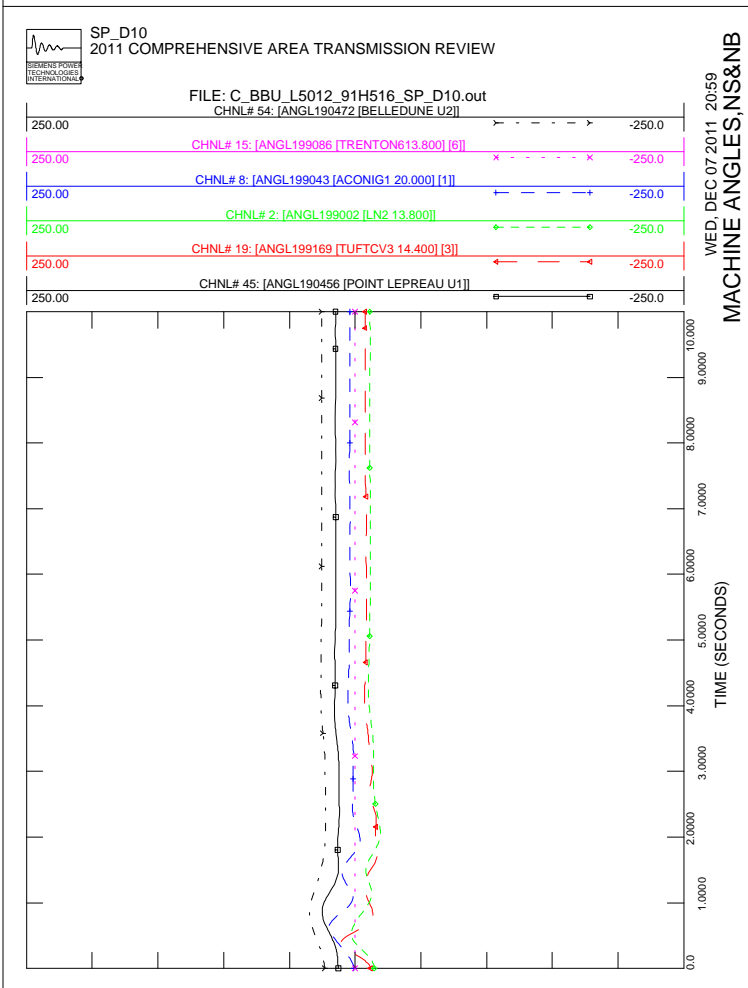
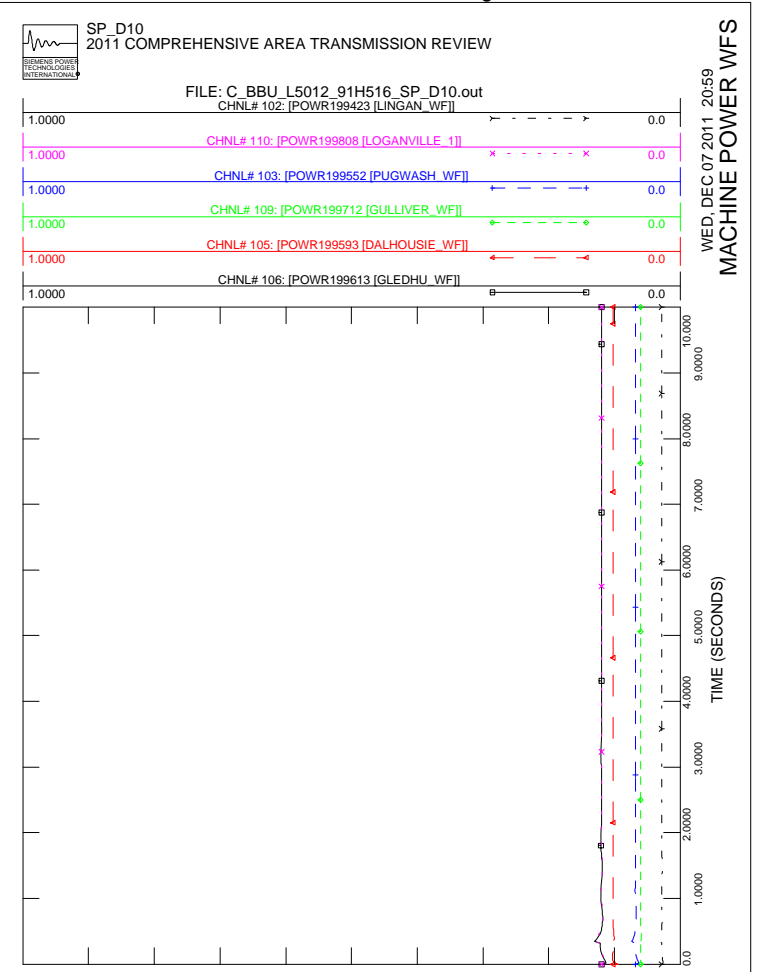
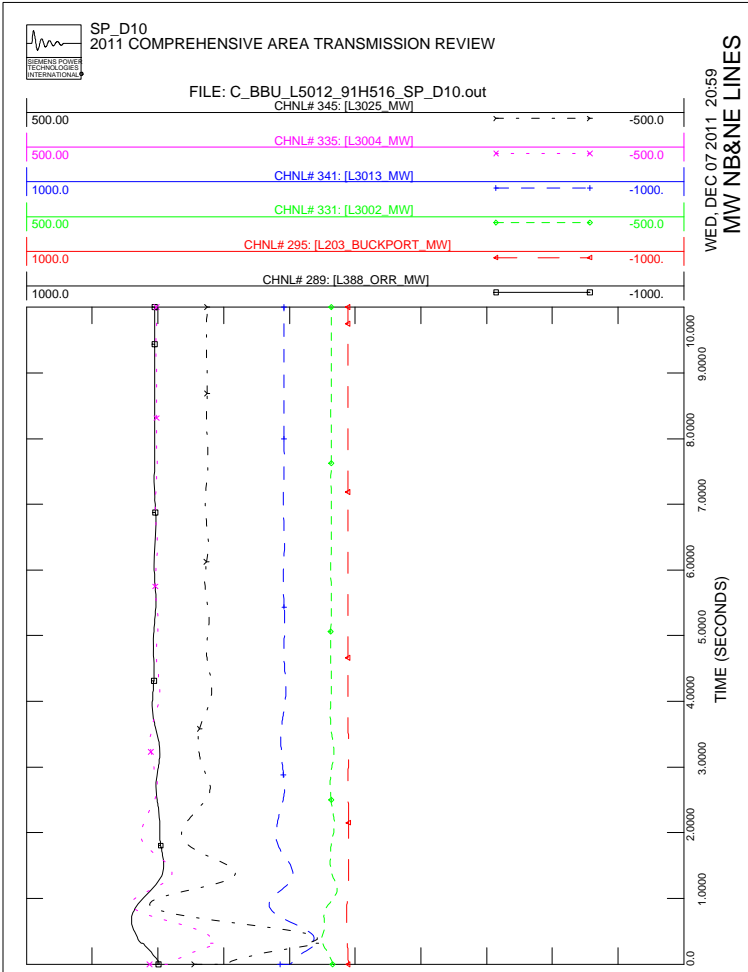
FILE: C_BBU_L5012_91H516_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_SP_D10.out

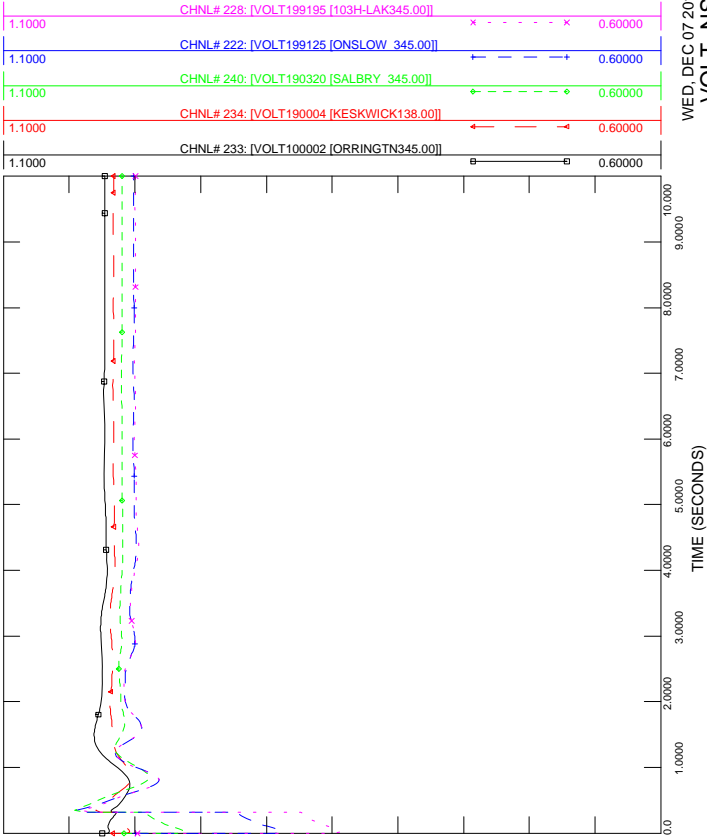






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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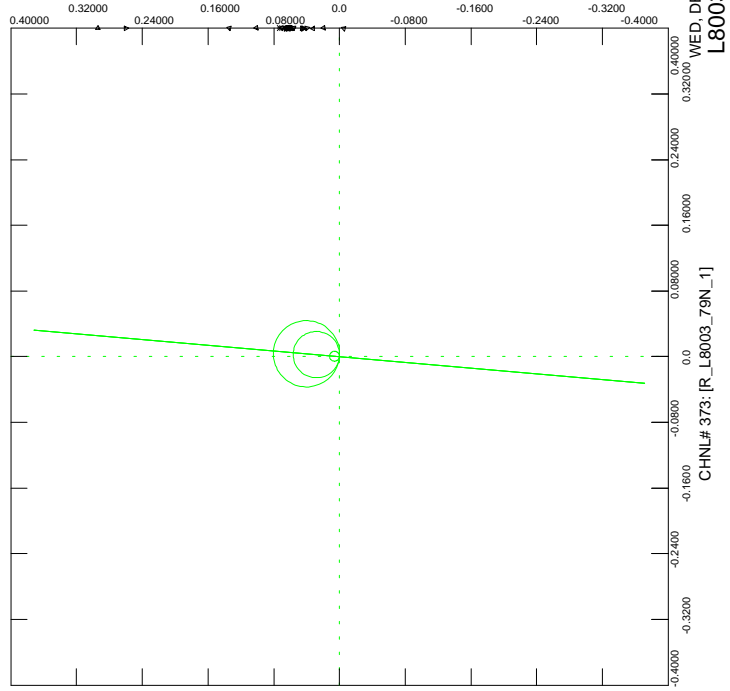
WED, DEC 07 2011 20:59
VOLT, NS,NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_SP_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

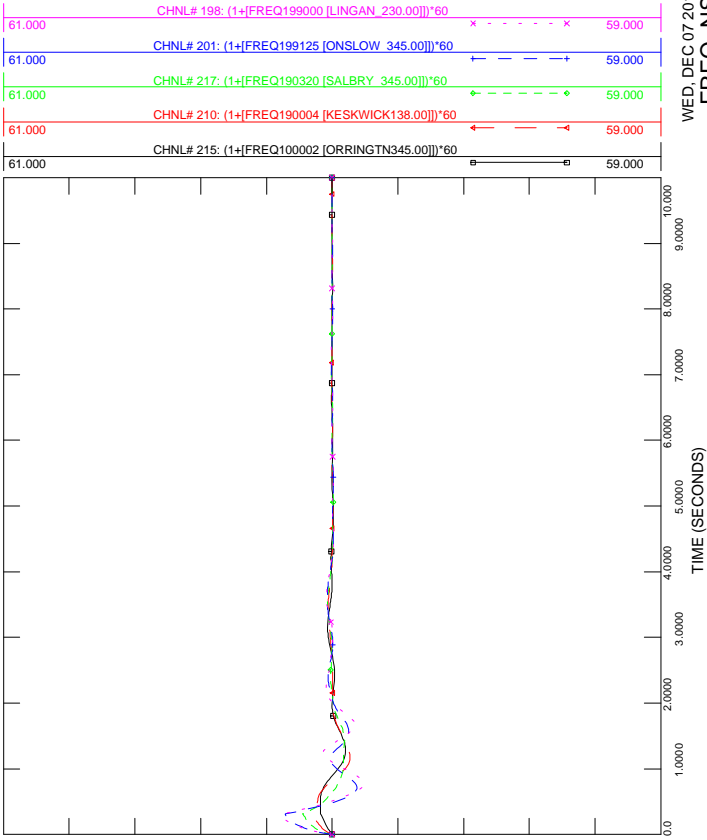


WED, DEC 07 2011 20:59
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_SP_D10.out



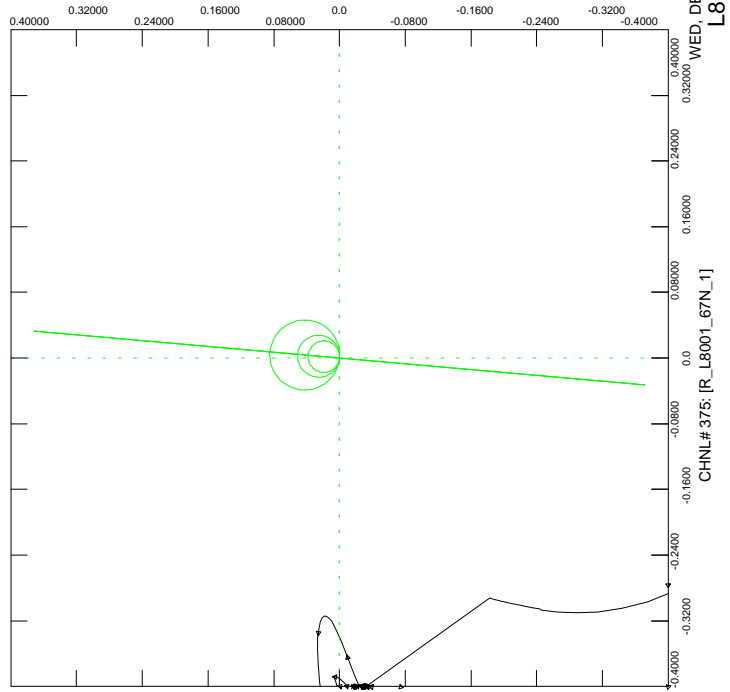
WED, DEC 07 2011 20:59
FREQ, NS,NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_SP_D10.out

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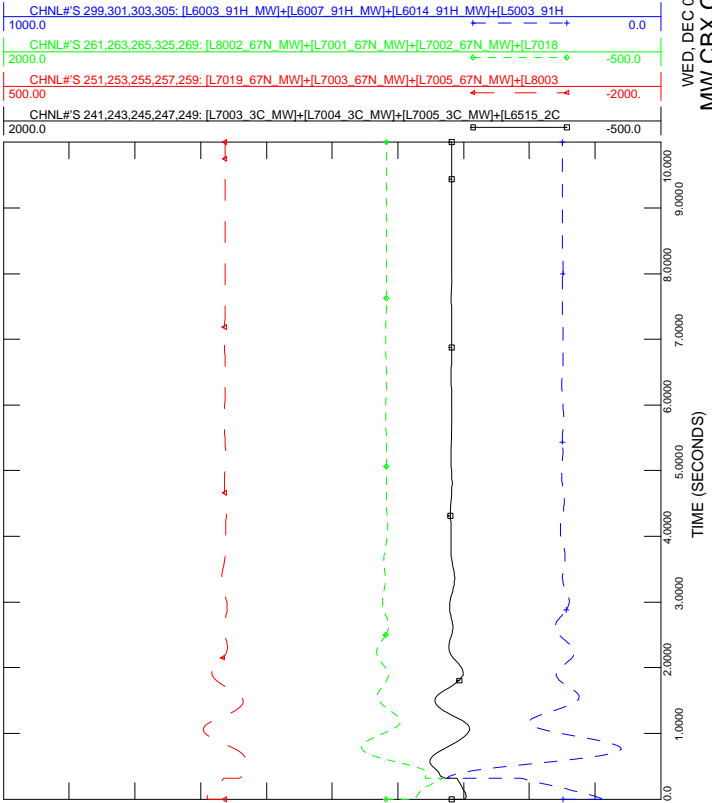


WED, DEC 07 2011 20:59
L8001 AT 67N-ONSLow



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_SP_D10.out

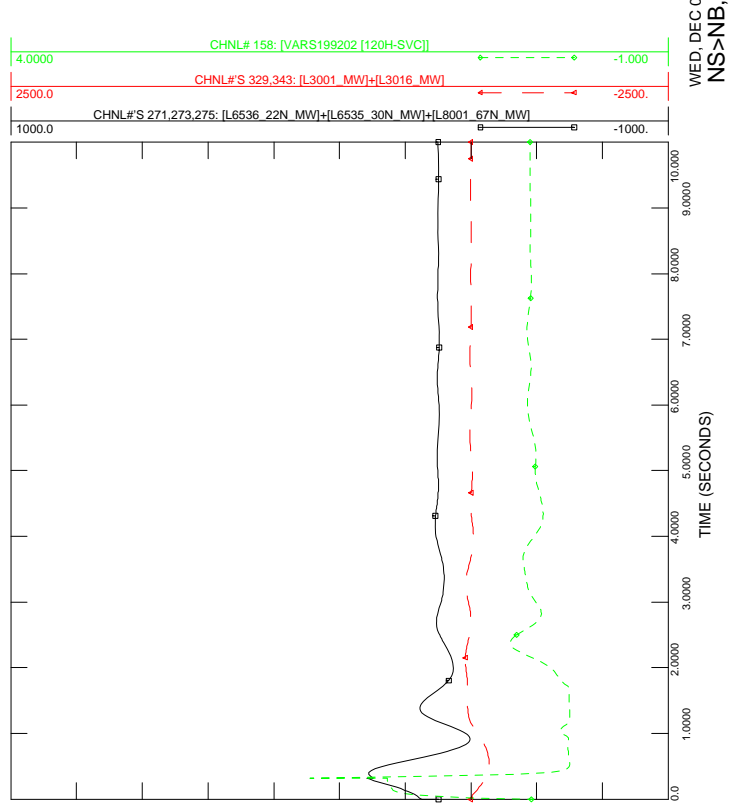


WED, DEC 07 2011 20:59
MW CBX, ONI, ON5, TC



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_SP_D10.out

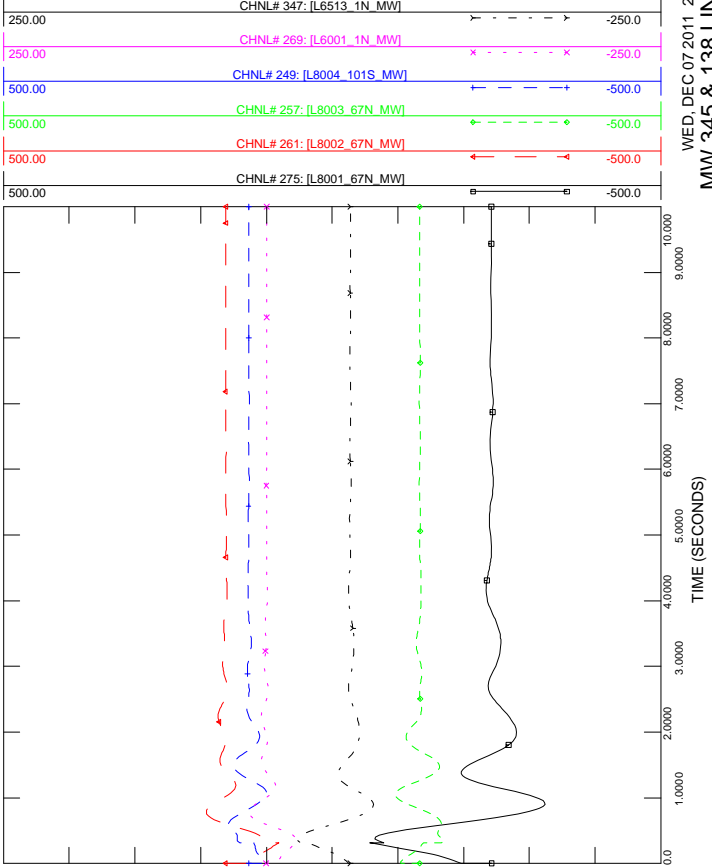


WED, DEC 07 2011 20:59
NS>NB, NB>NE, SVC



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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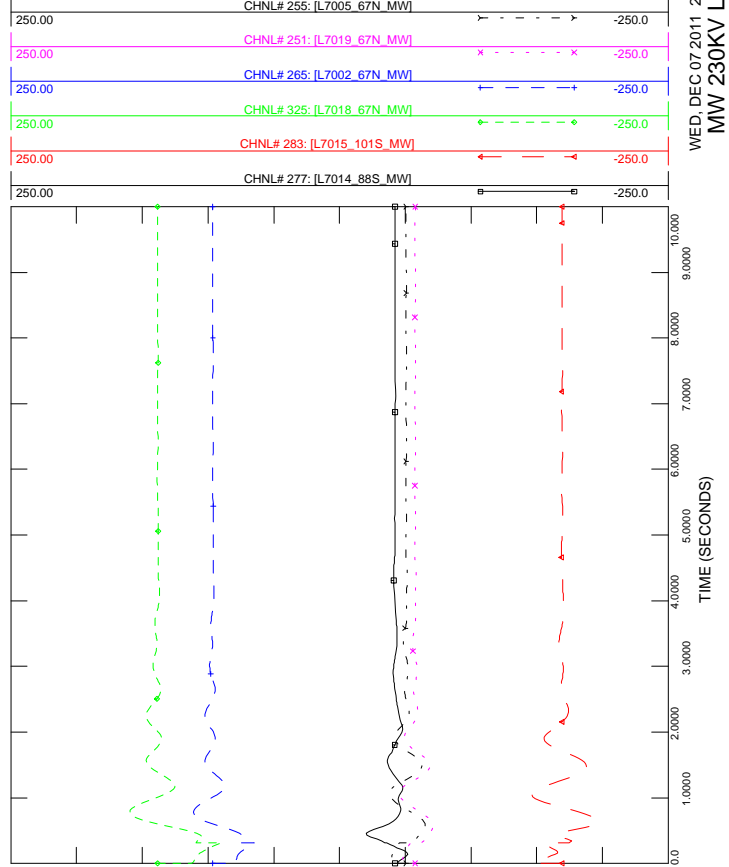


WED, DEC 07 2011 20:59
MW 345 & 138 LINES

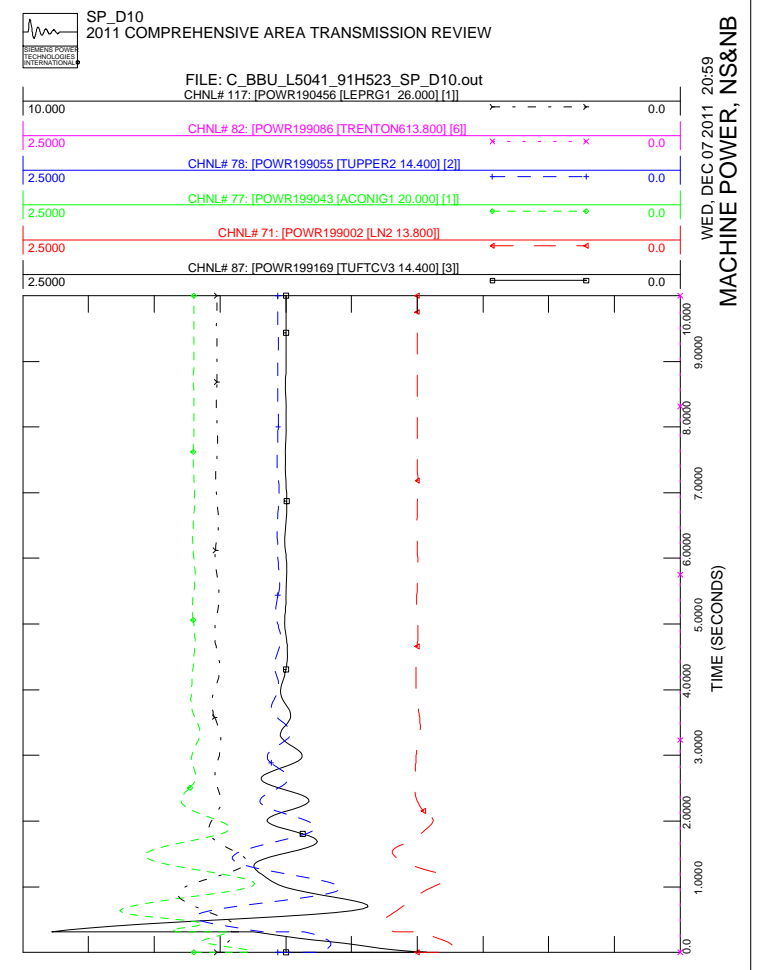
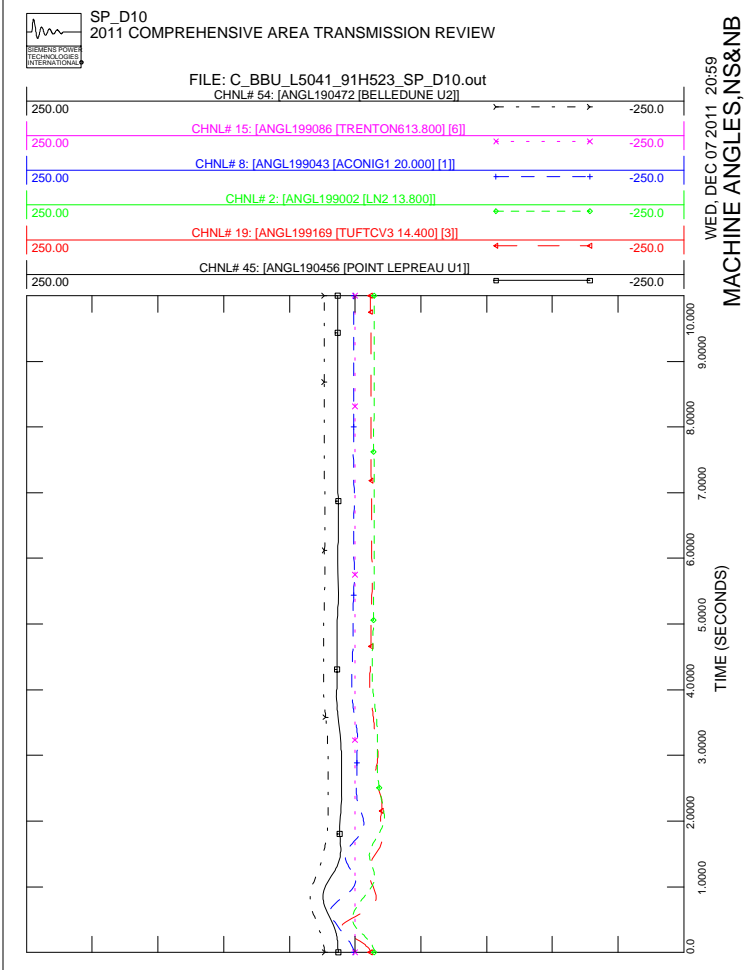
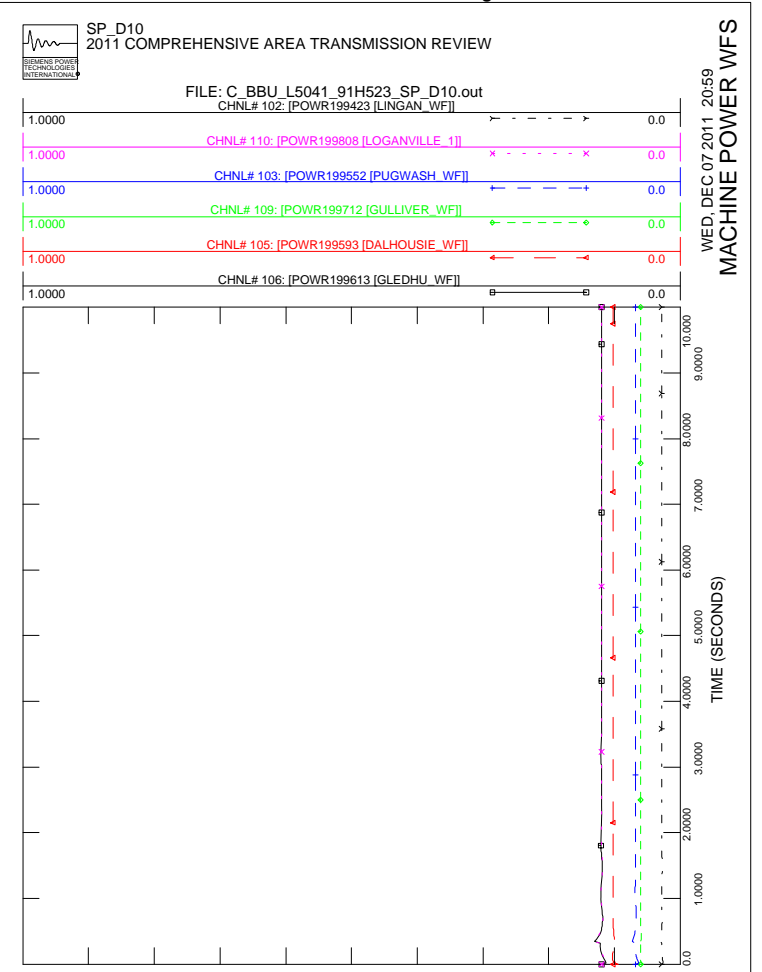
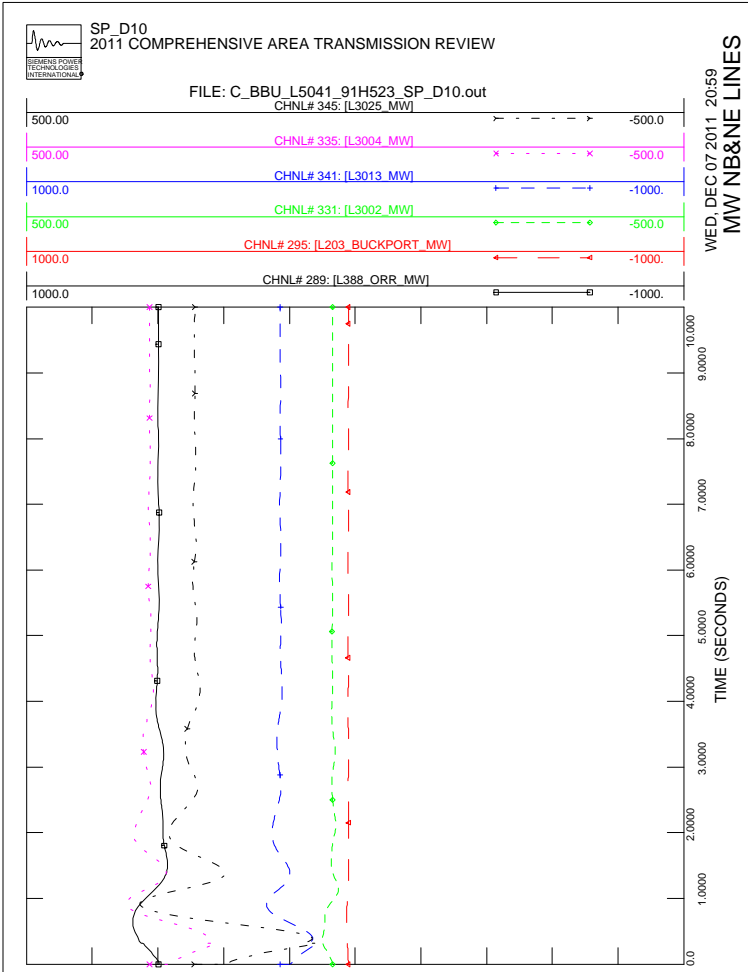


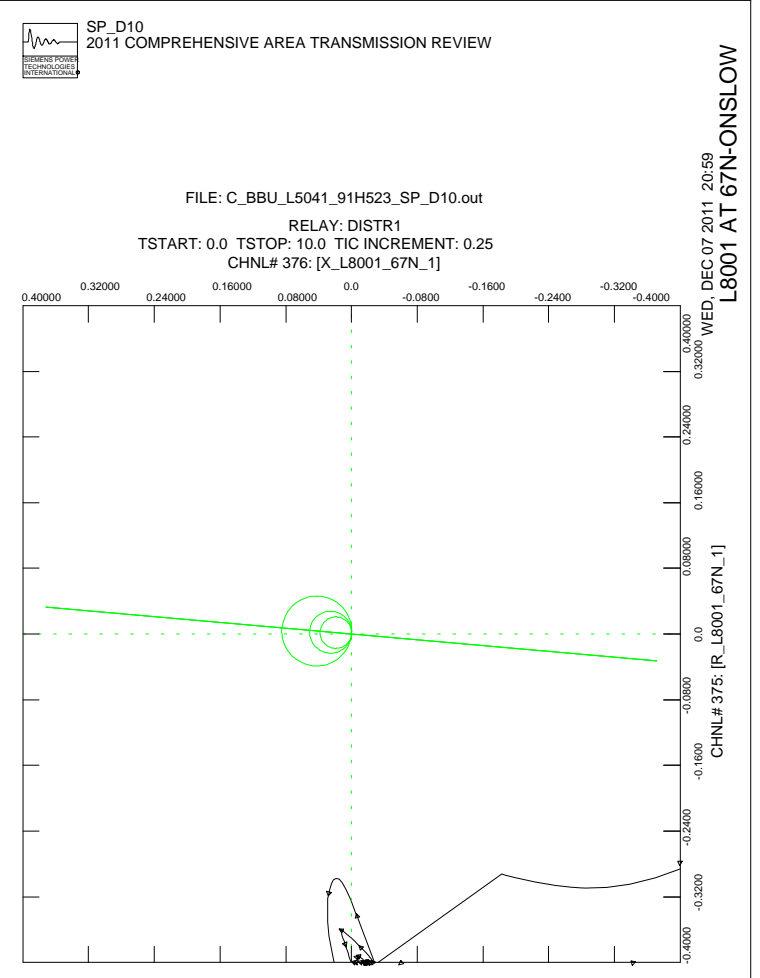
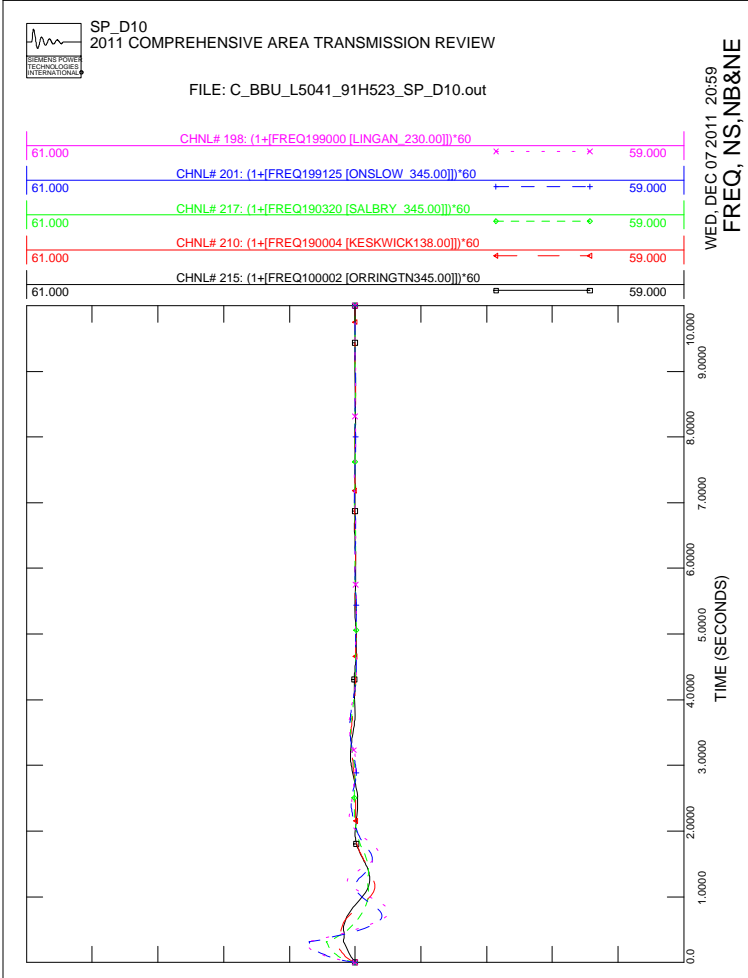
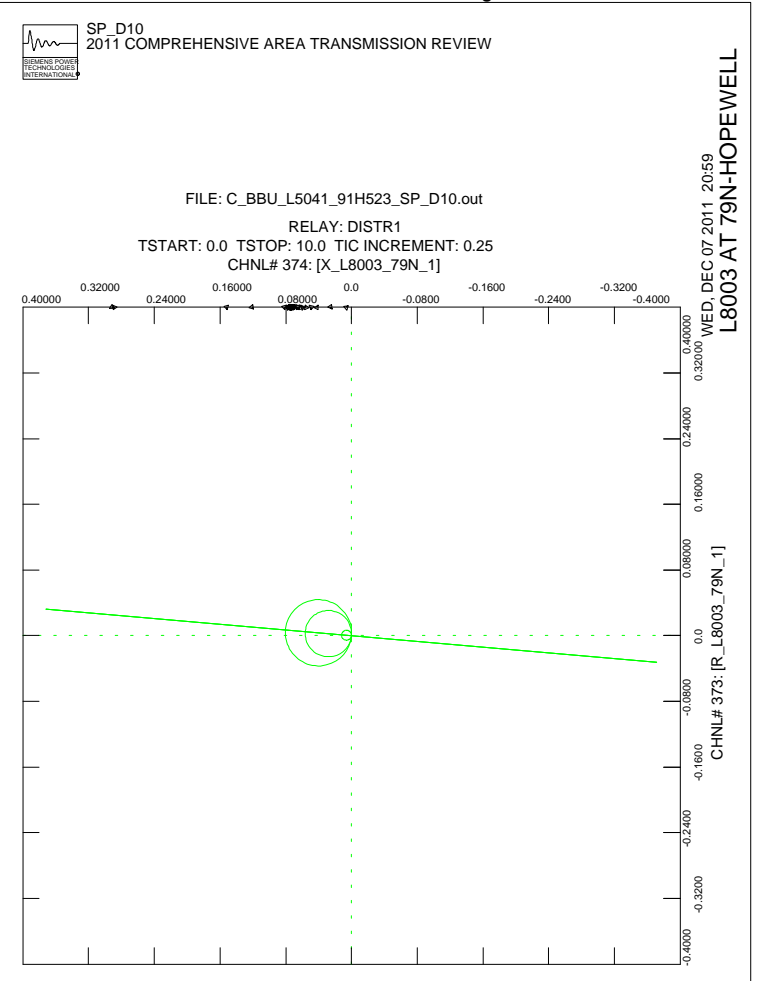
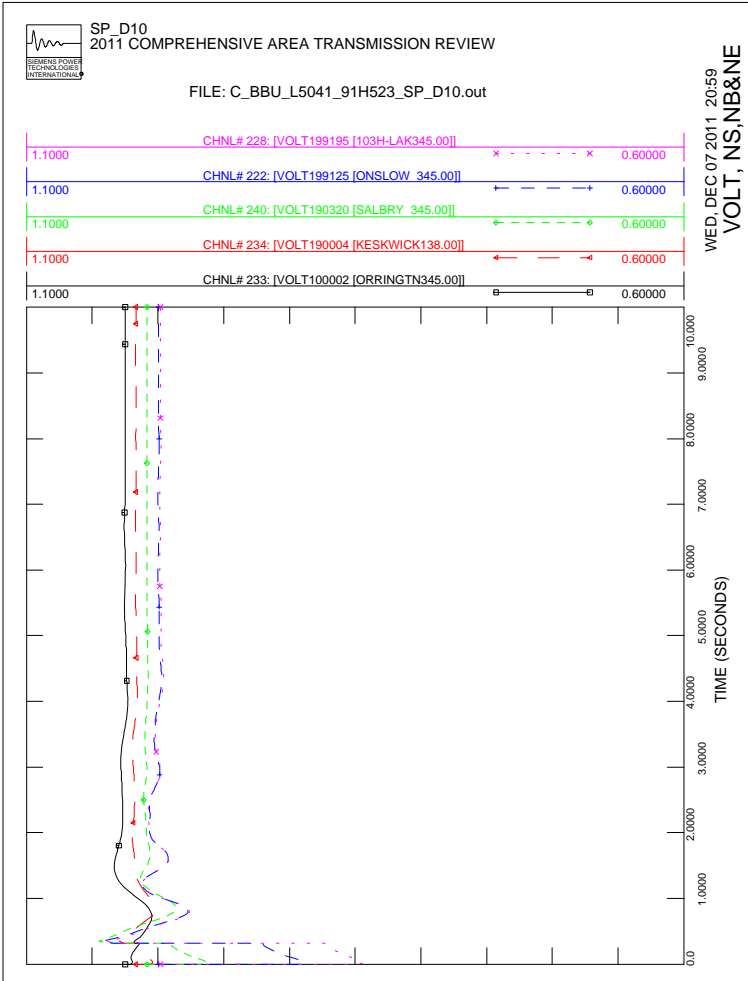
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_SP_D10.out



WED, DEC 07 2011 20:59
MW 230KV LINES

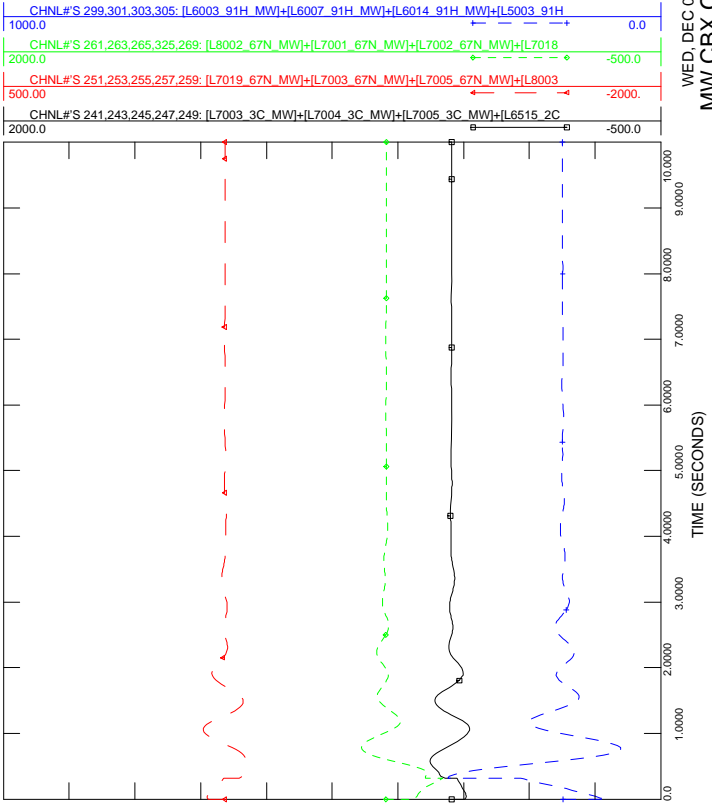






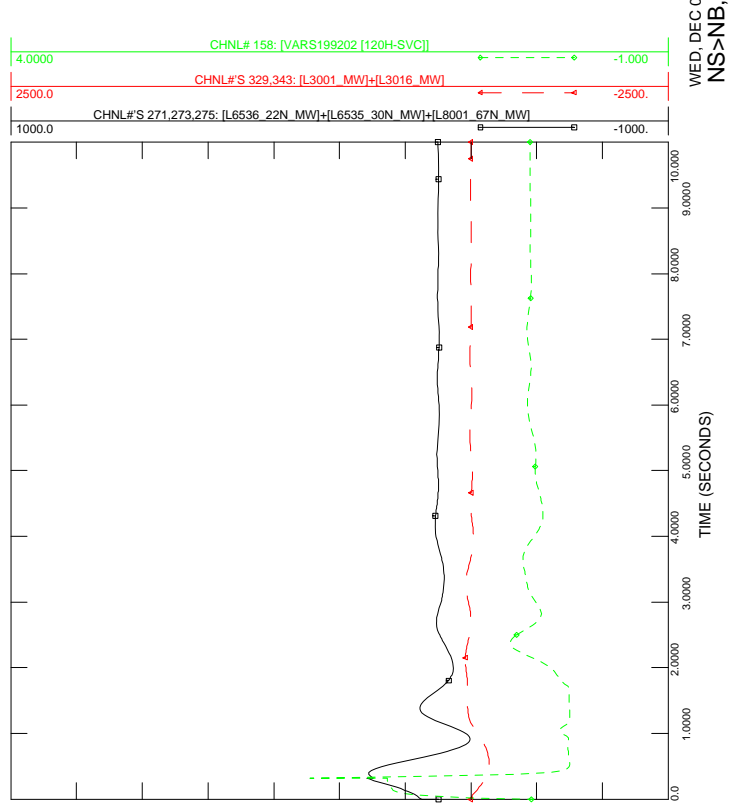
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H511_SP_D10.out



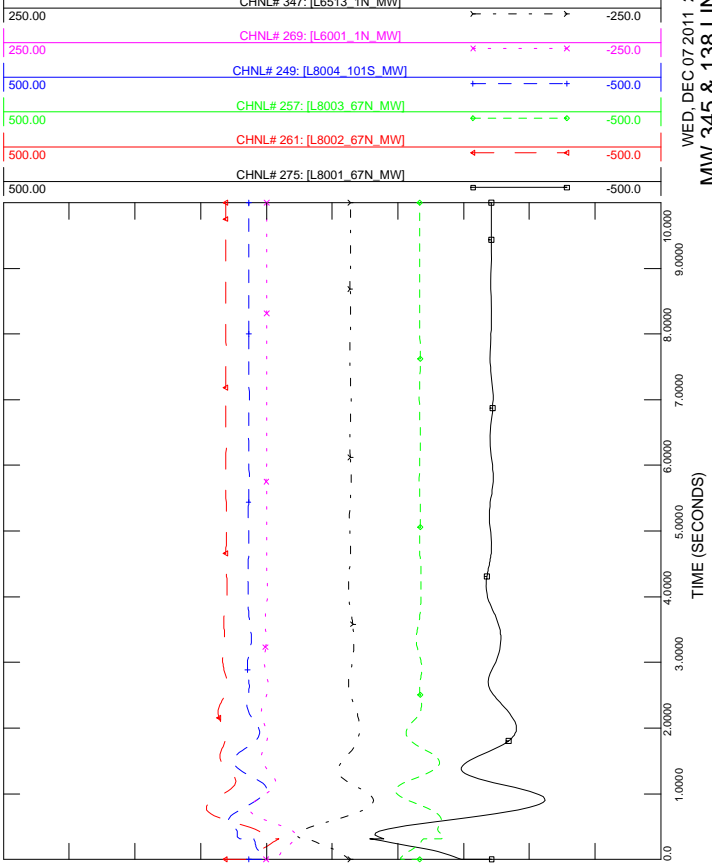
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H511_SP_D10.out



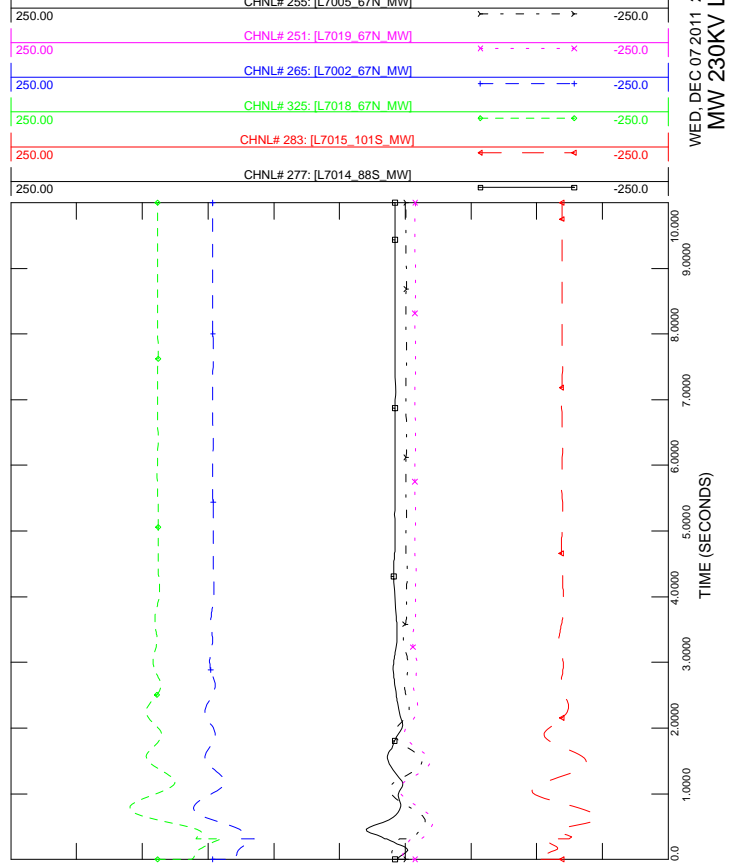
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

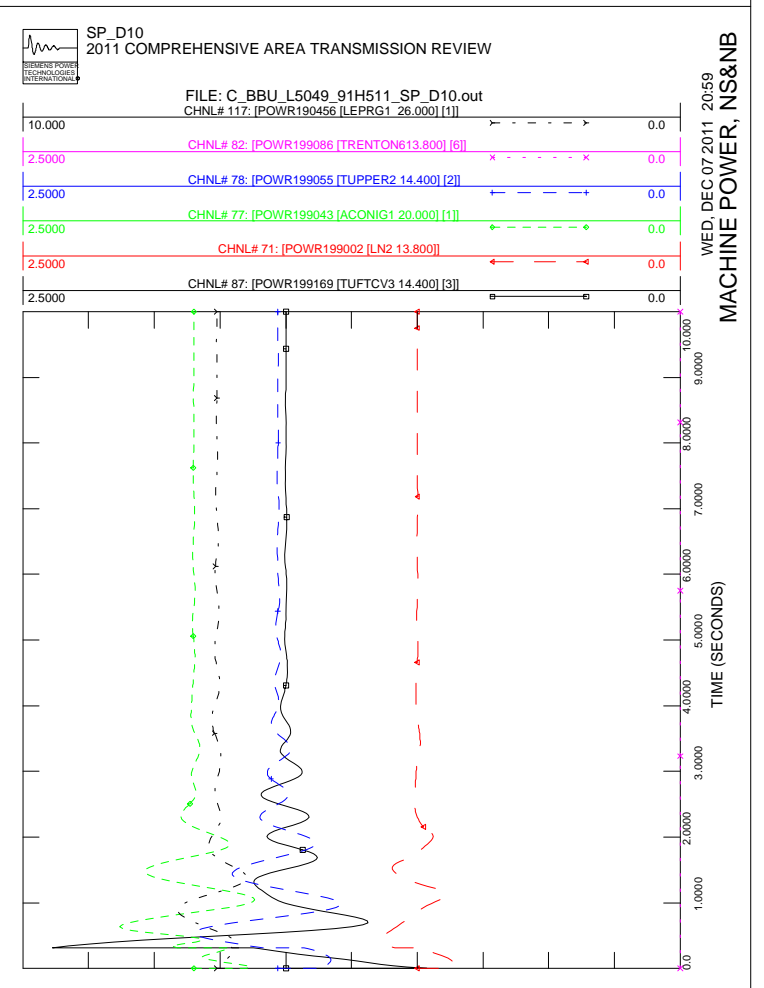
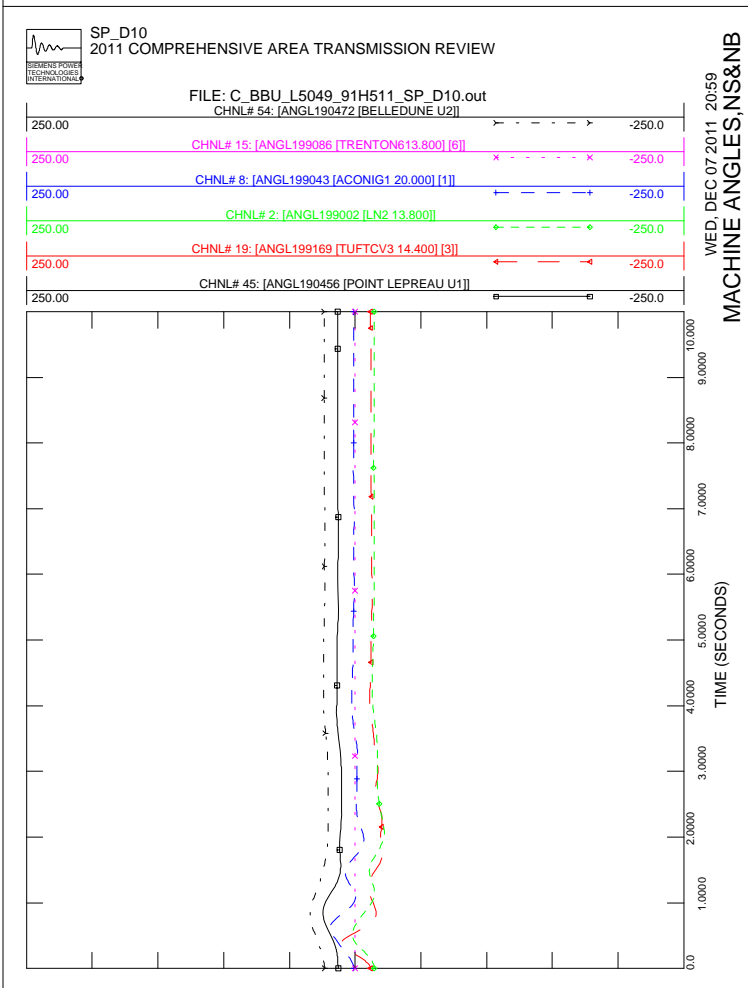
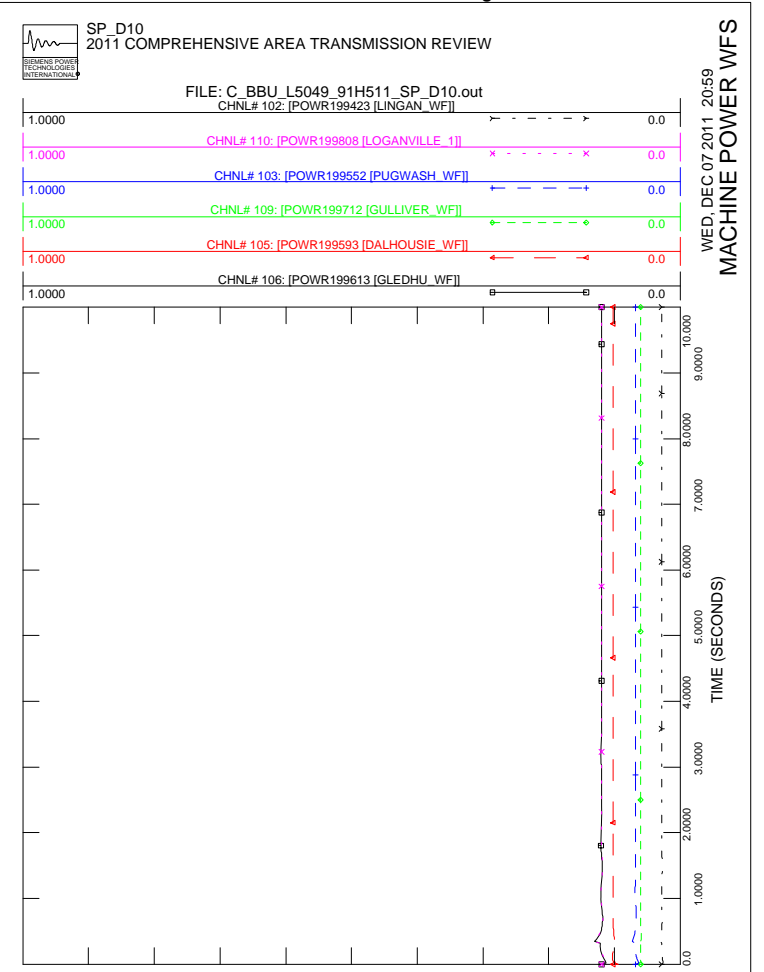
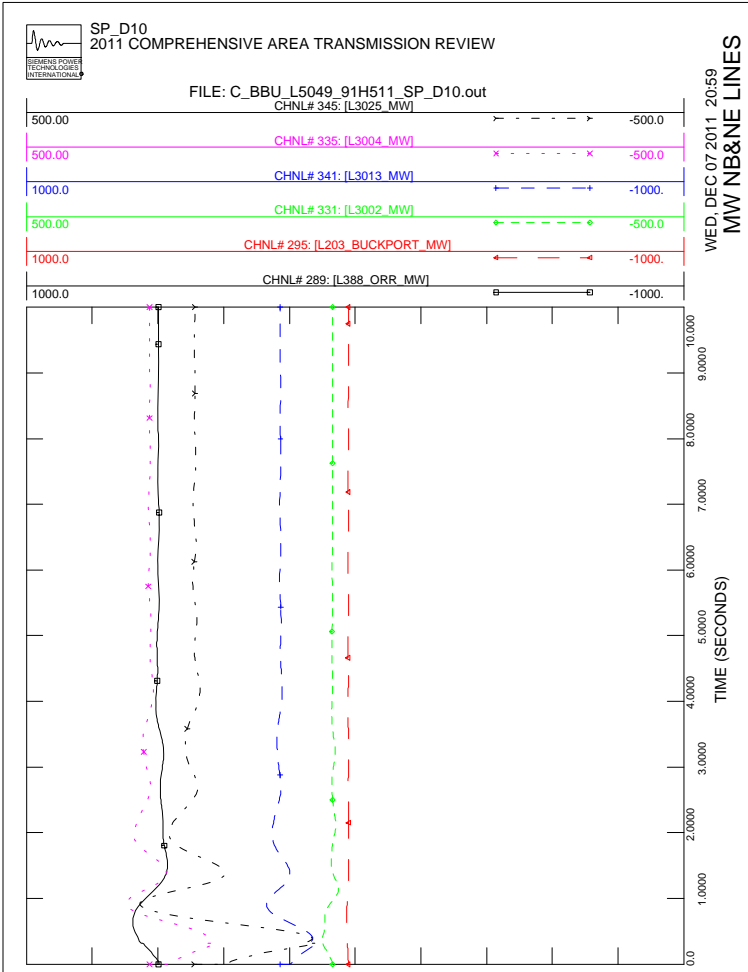
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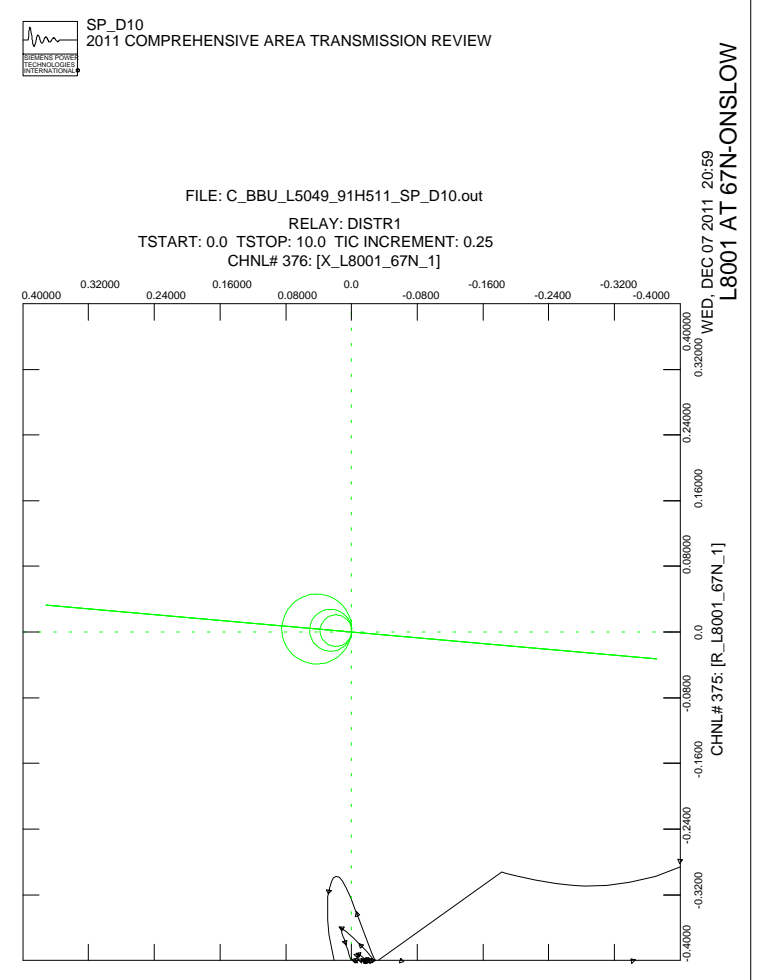
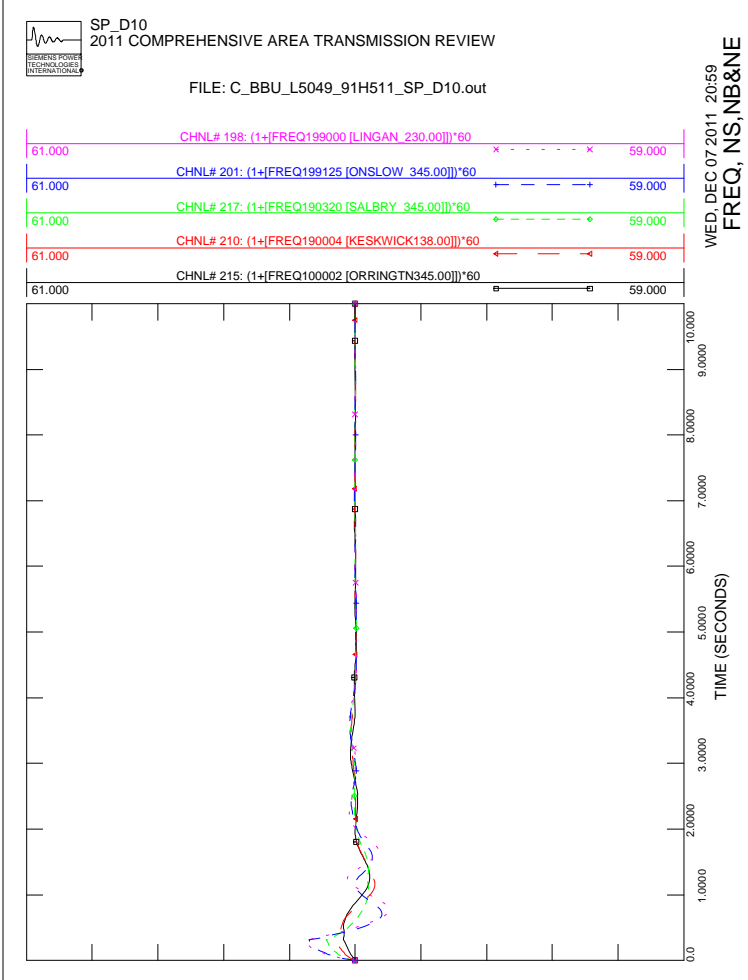
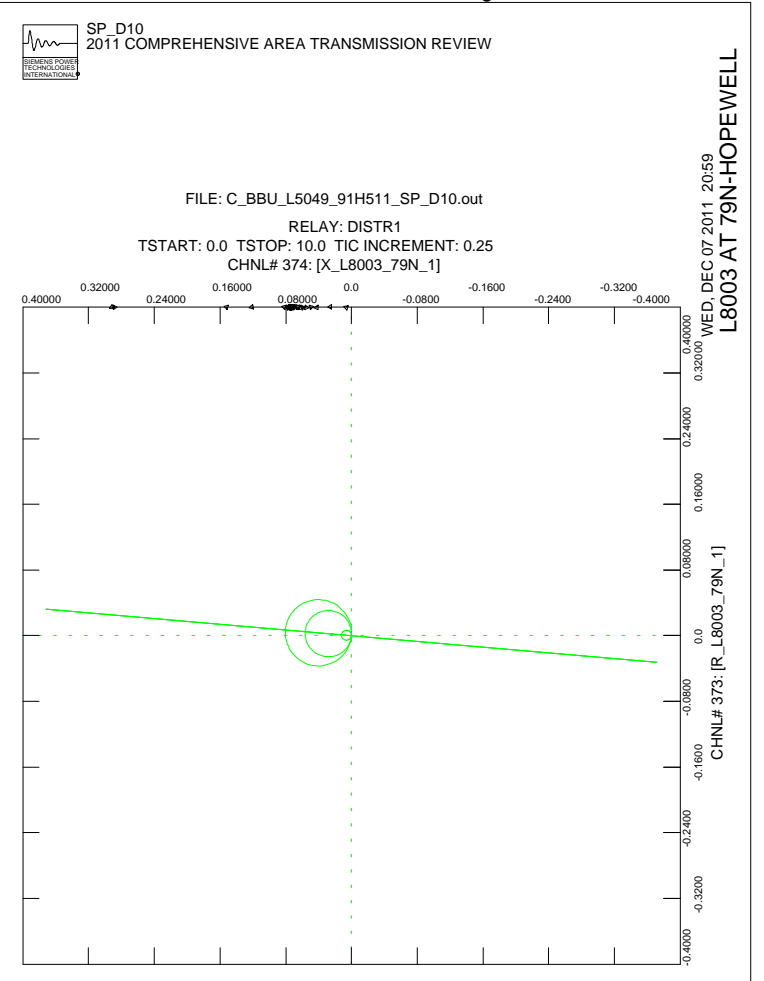
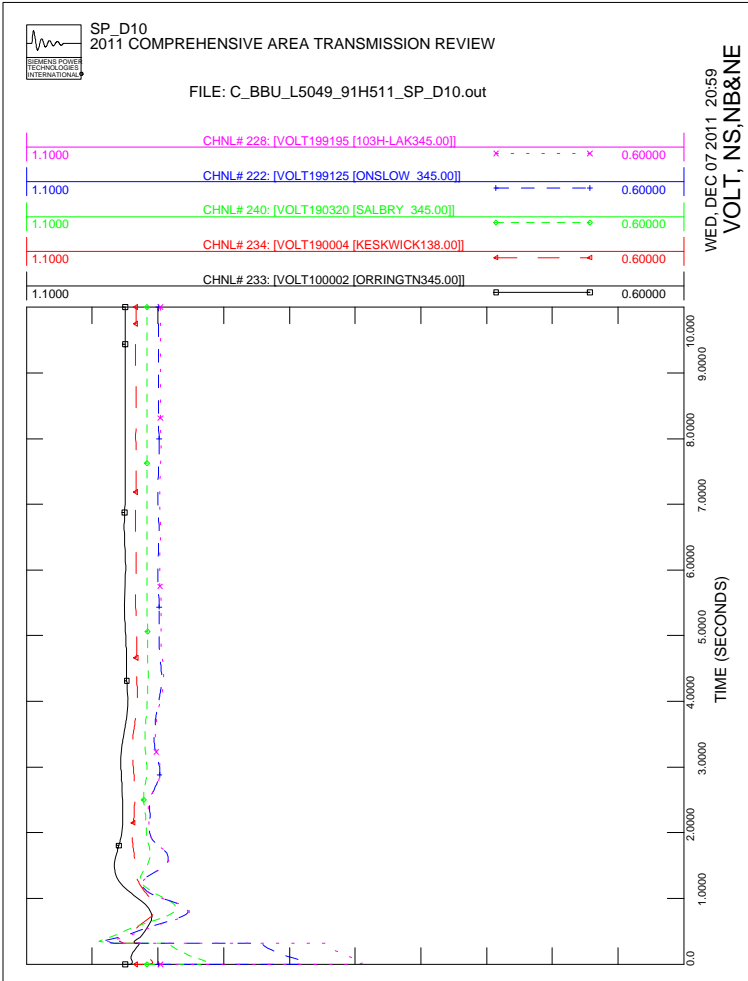


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H511_SP_D10.out



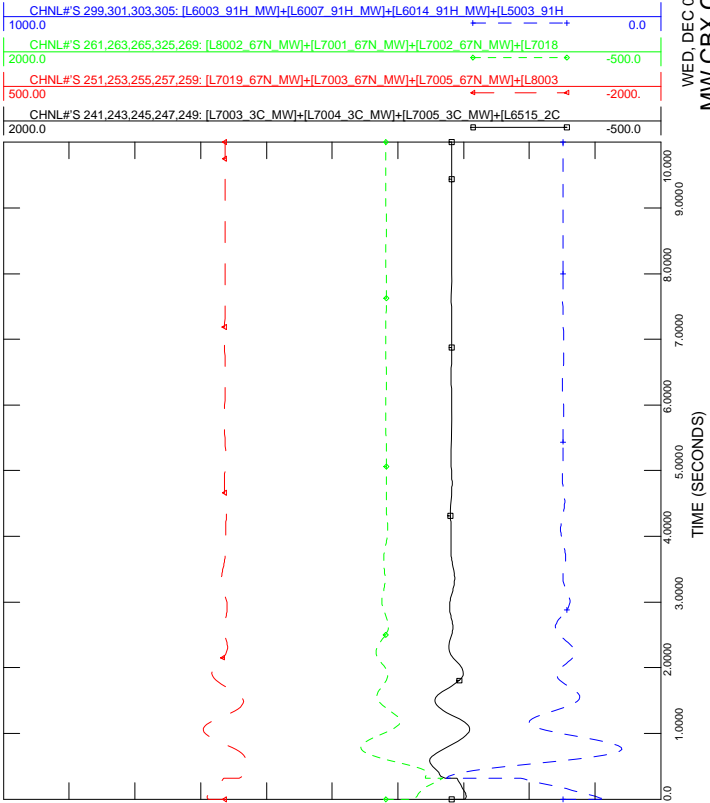






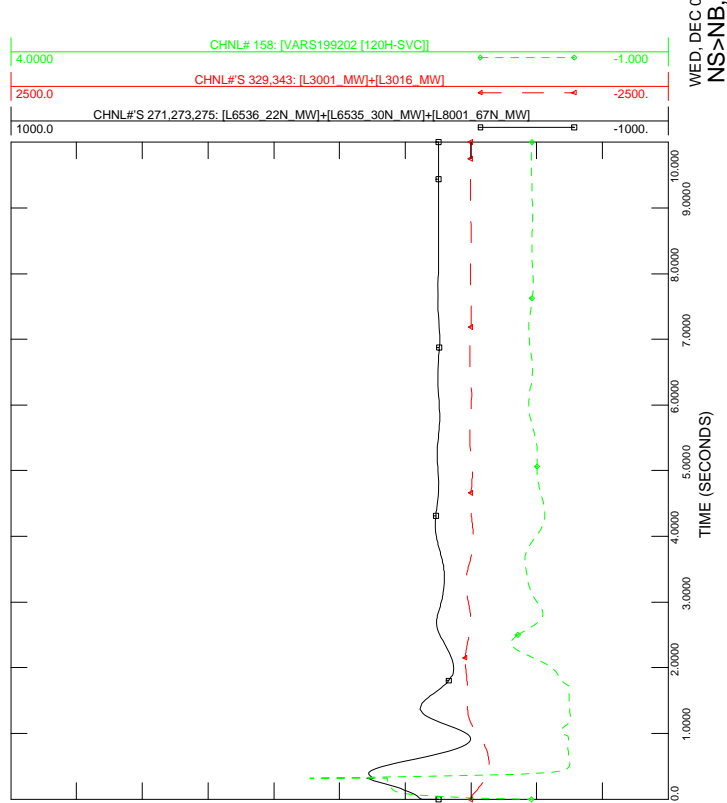
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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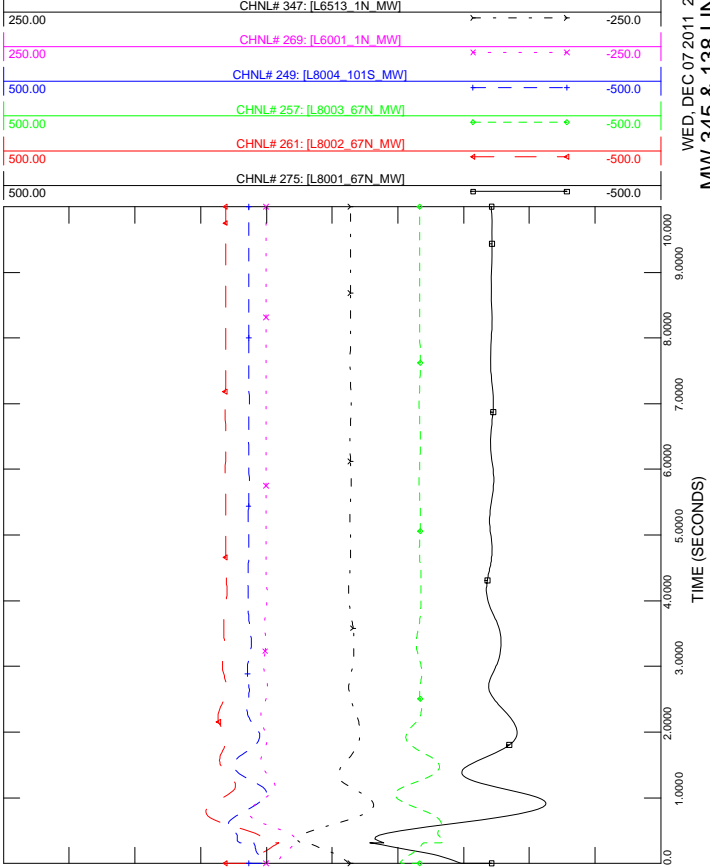
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H513_SP_D10.out



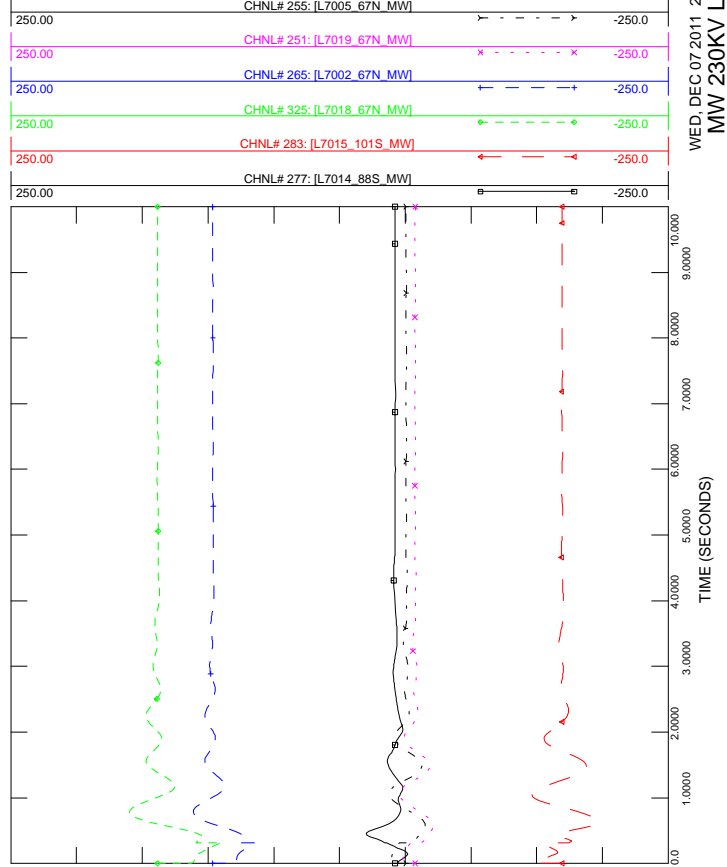
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

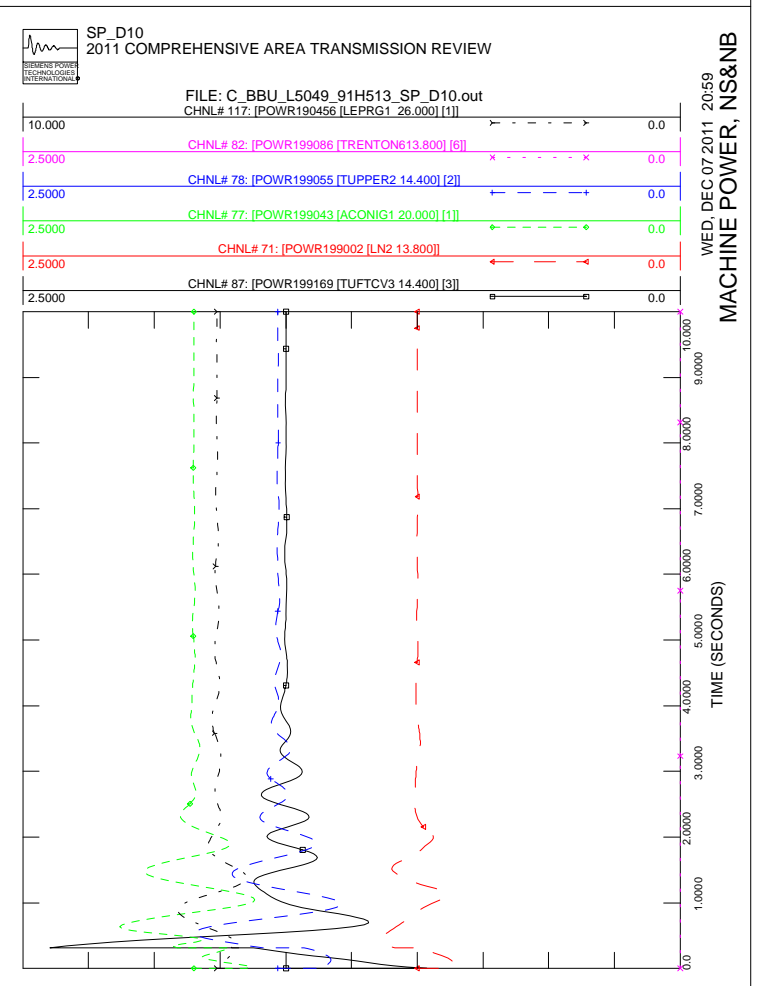
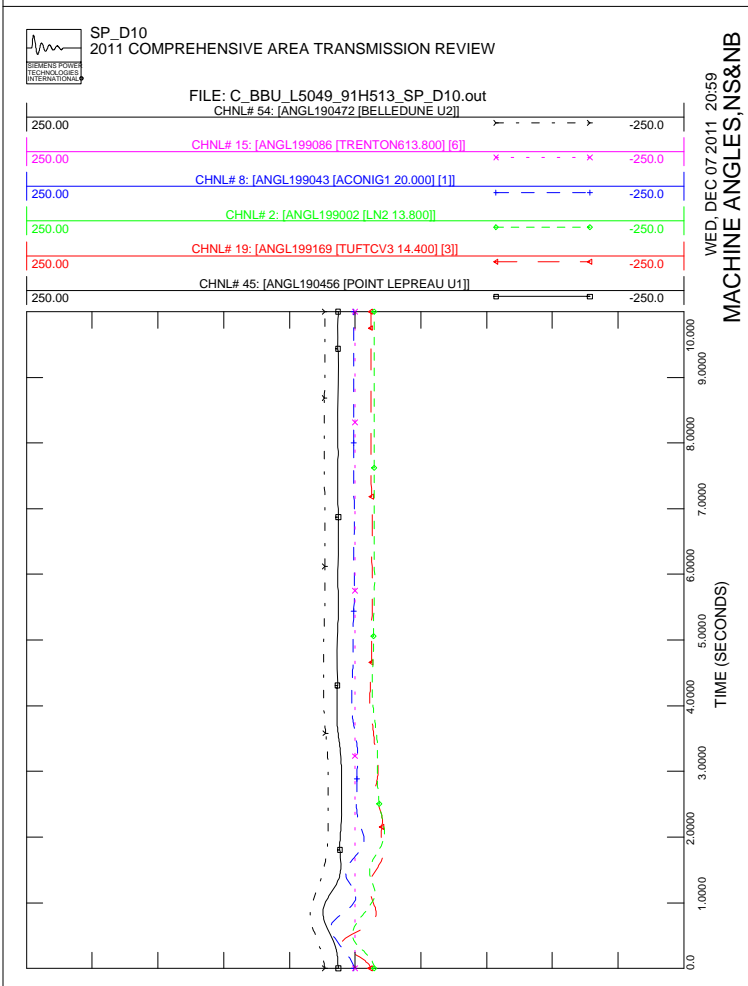
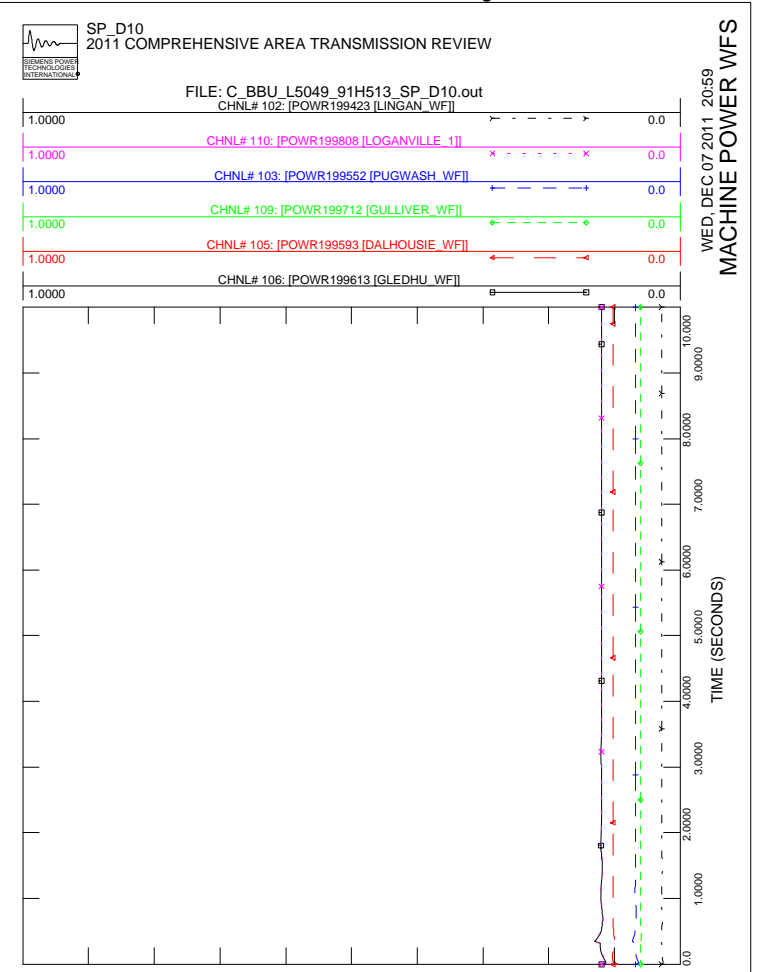
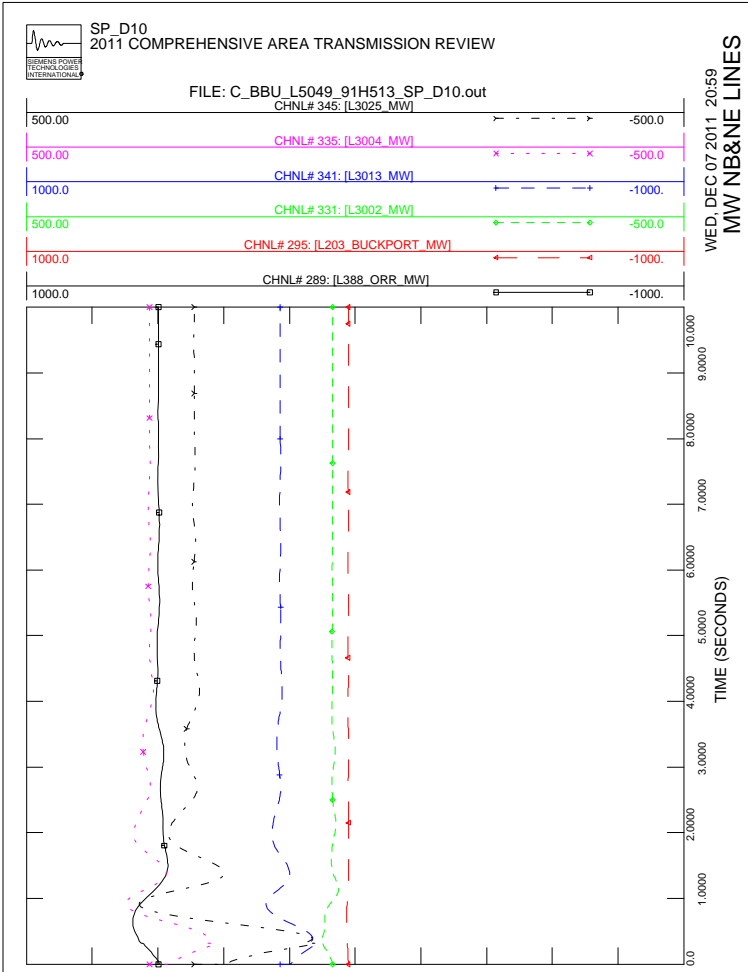
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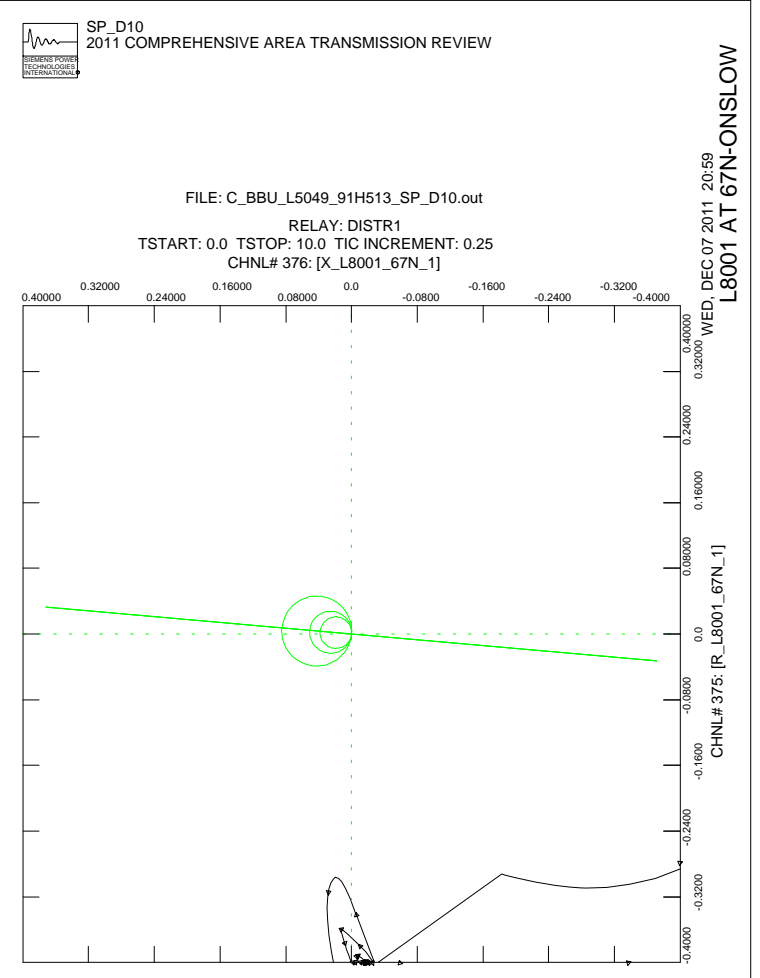
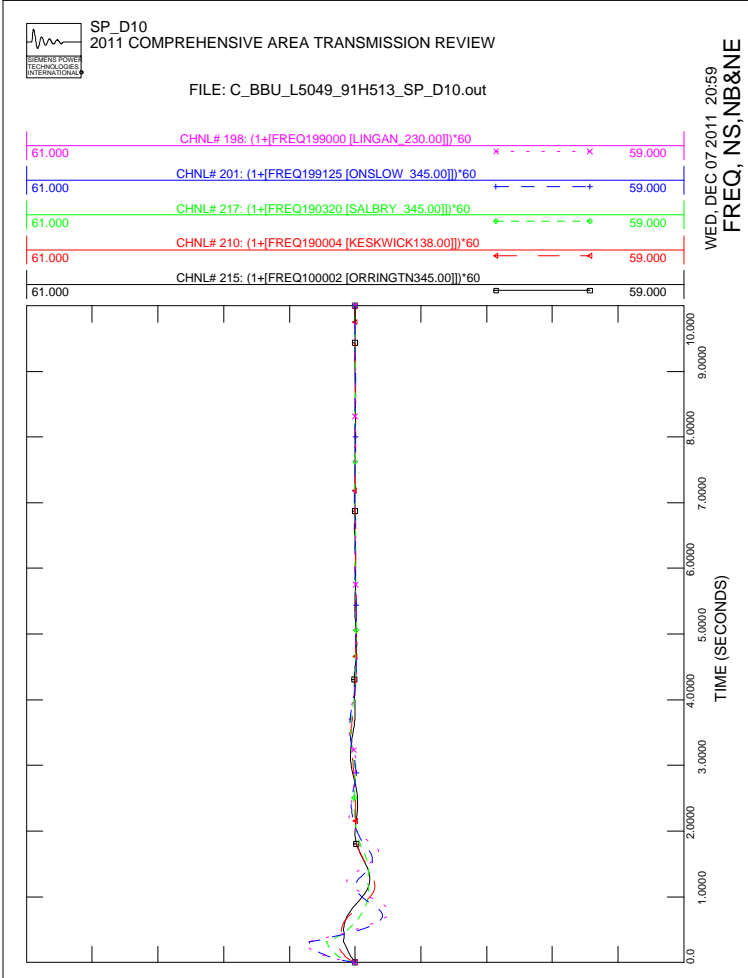
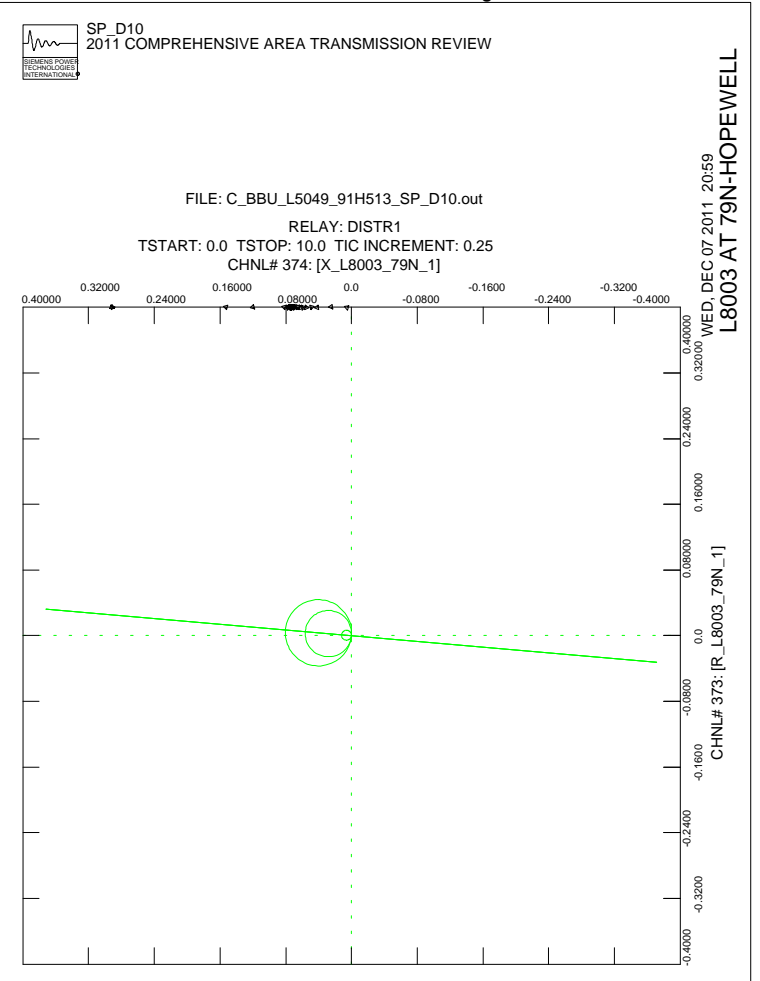
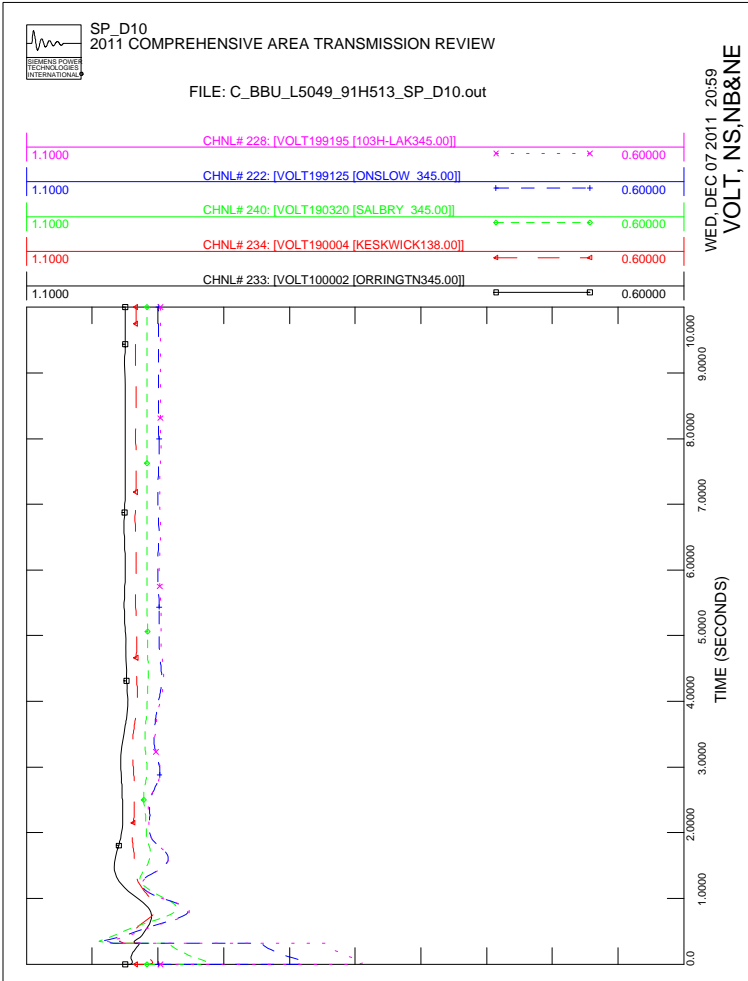


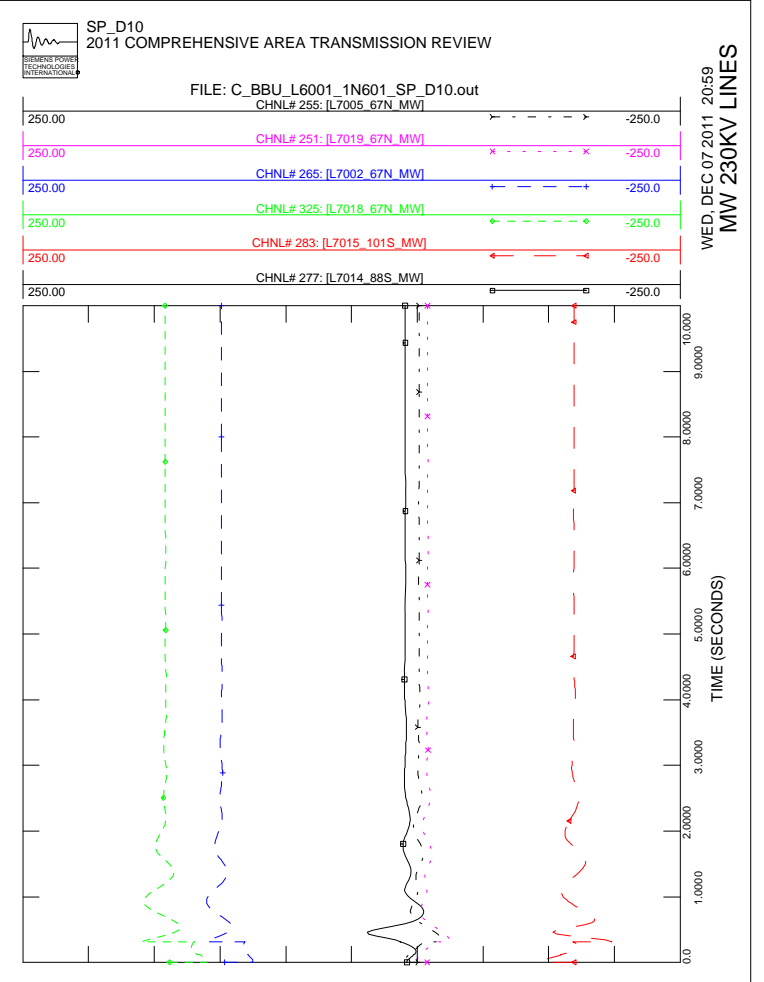
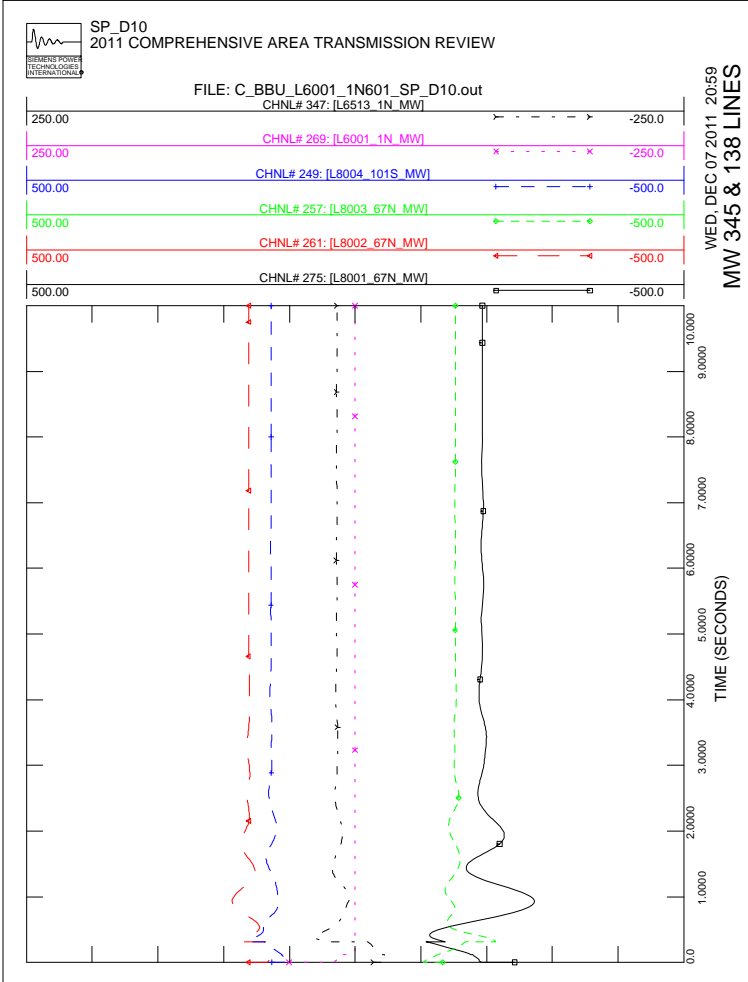
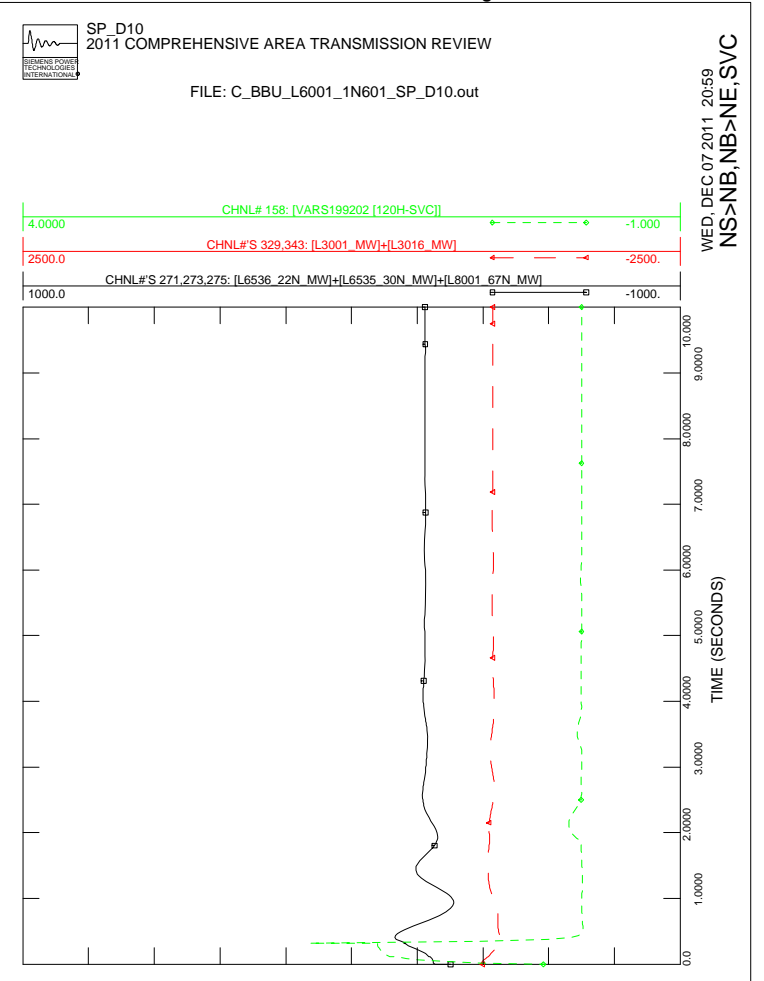
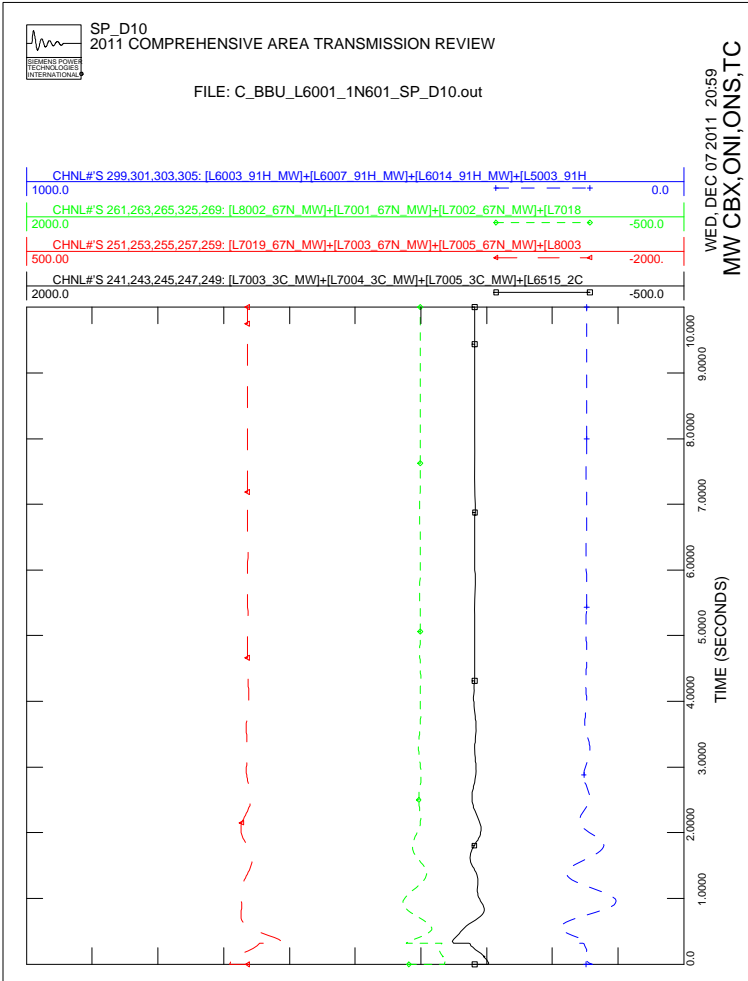
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

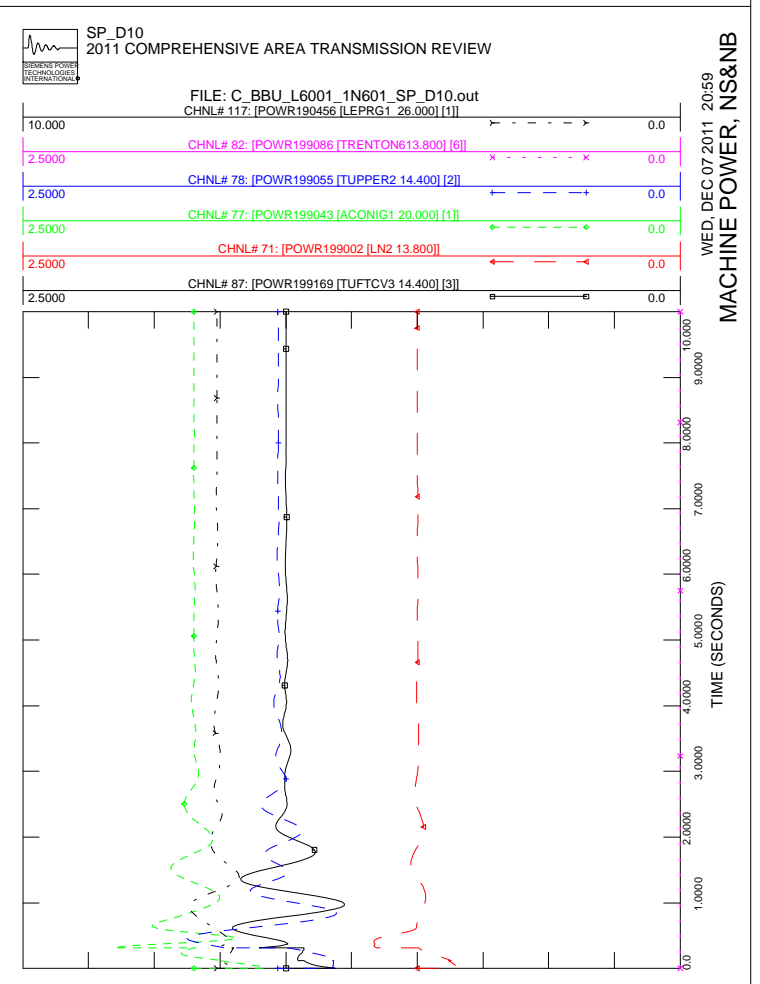
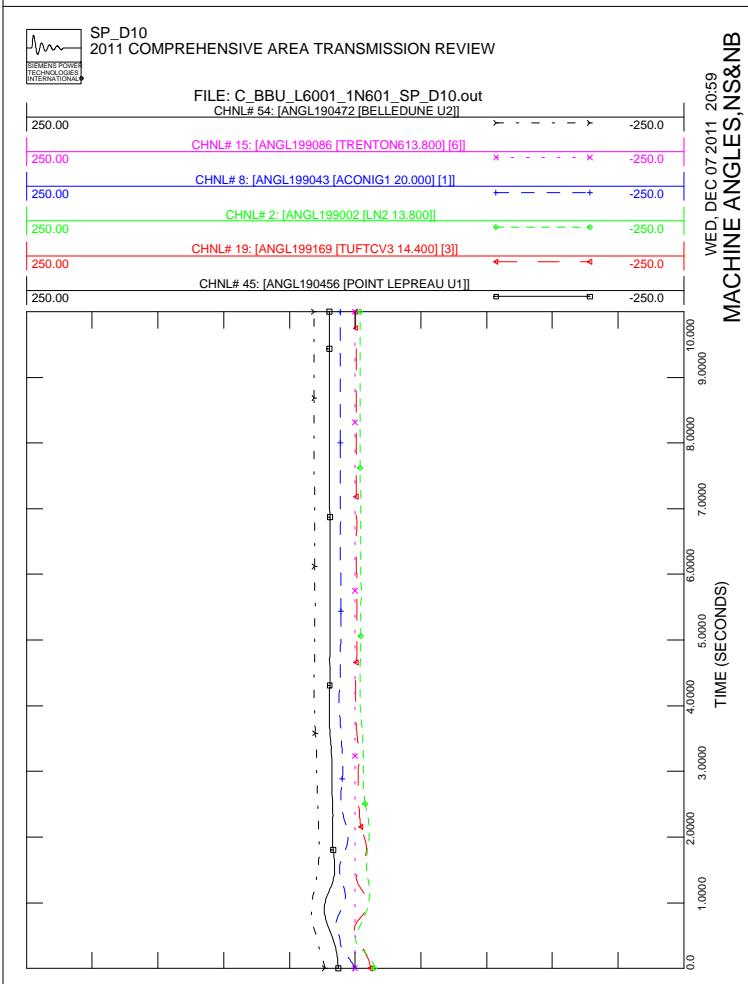
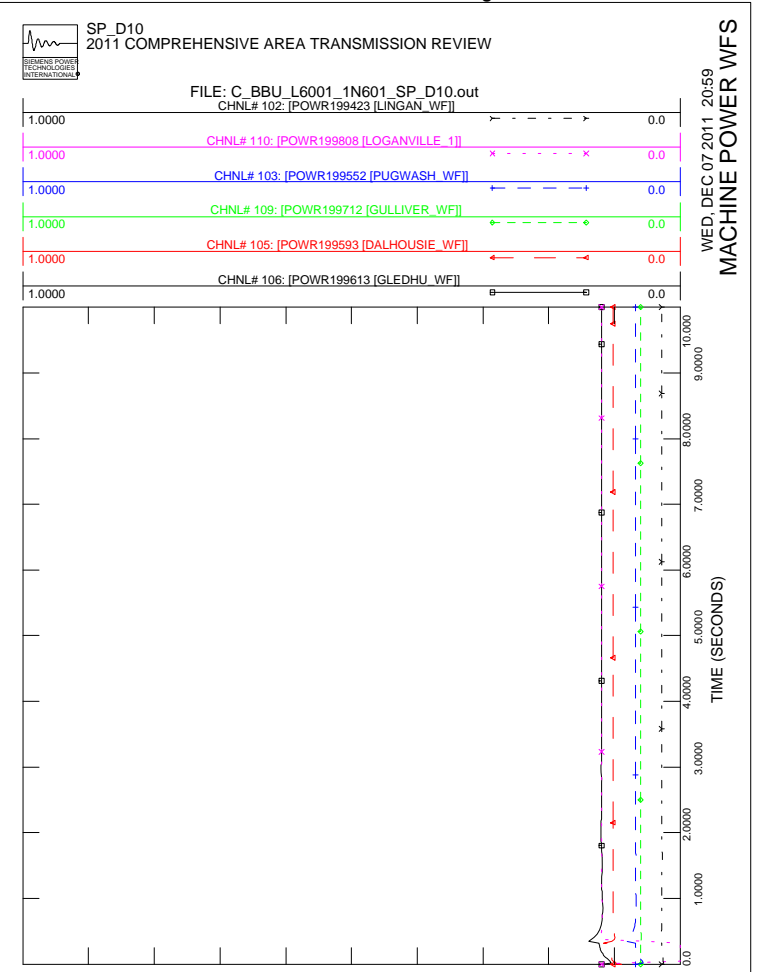
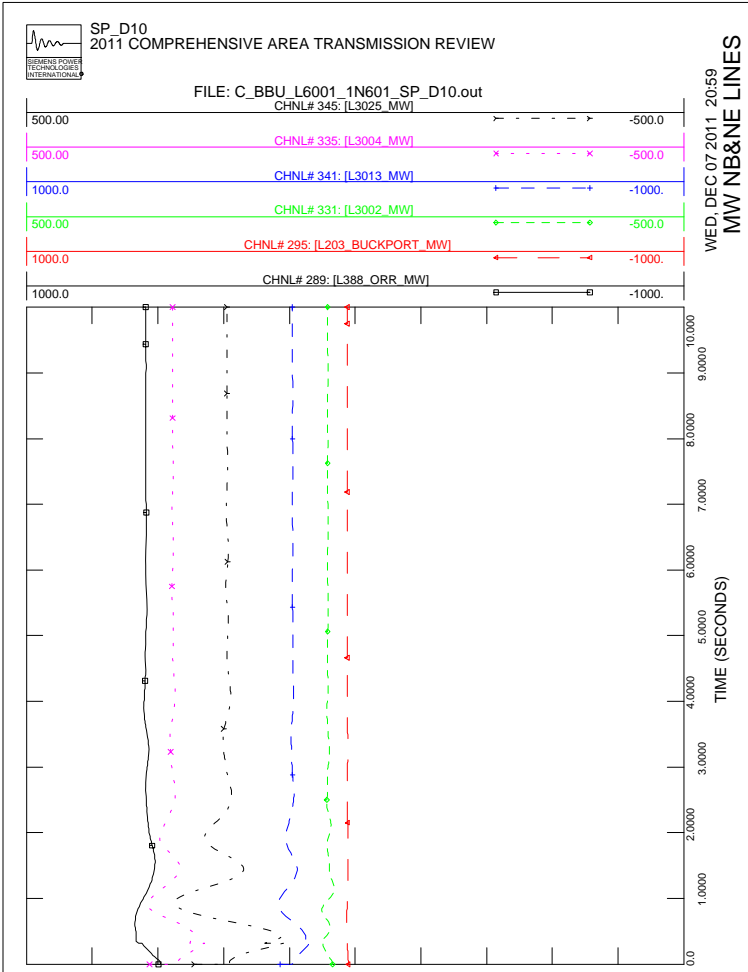
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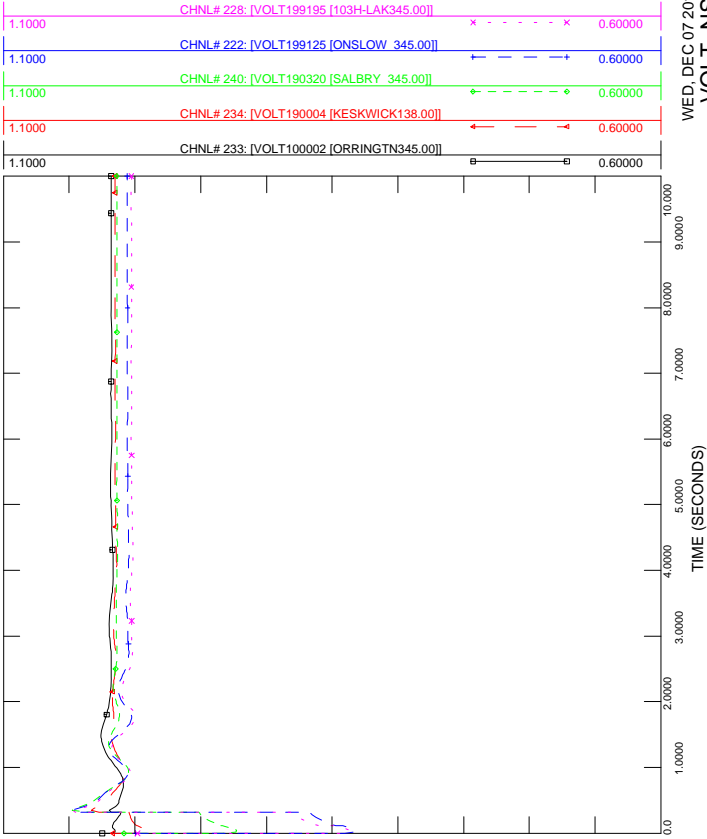






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

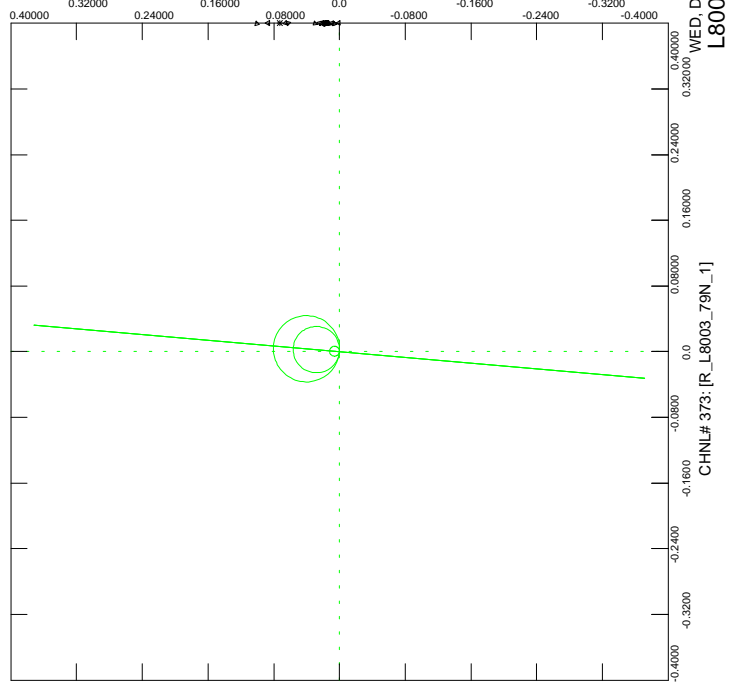
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

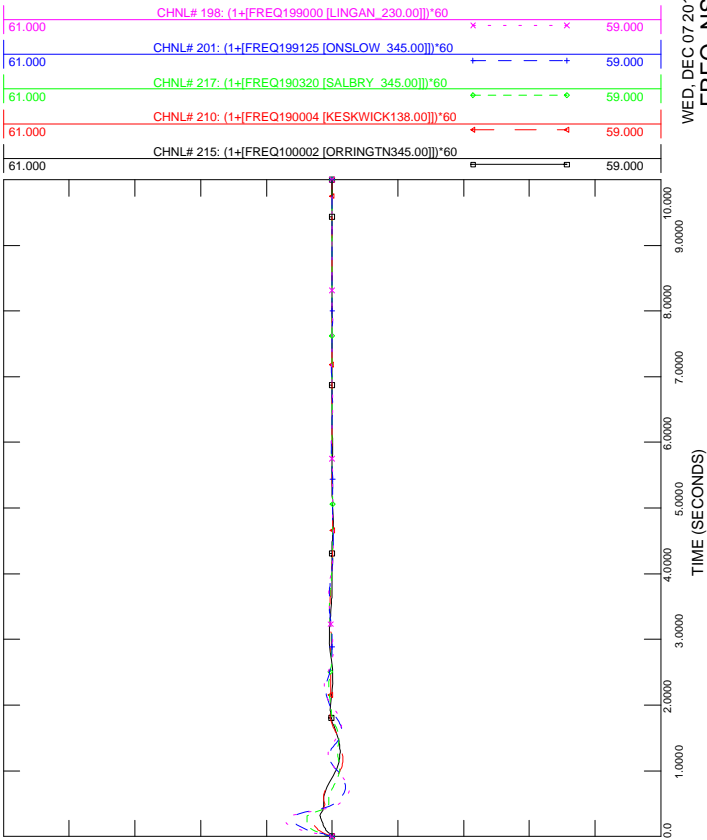
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

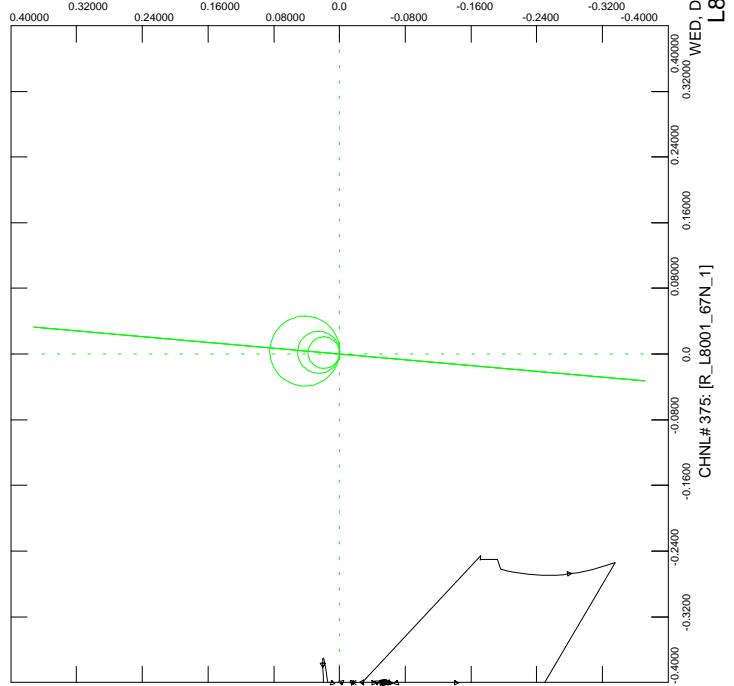
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6001_1N601_SP_D10.out

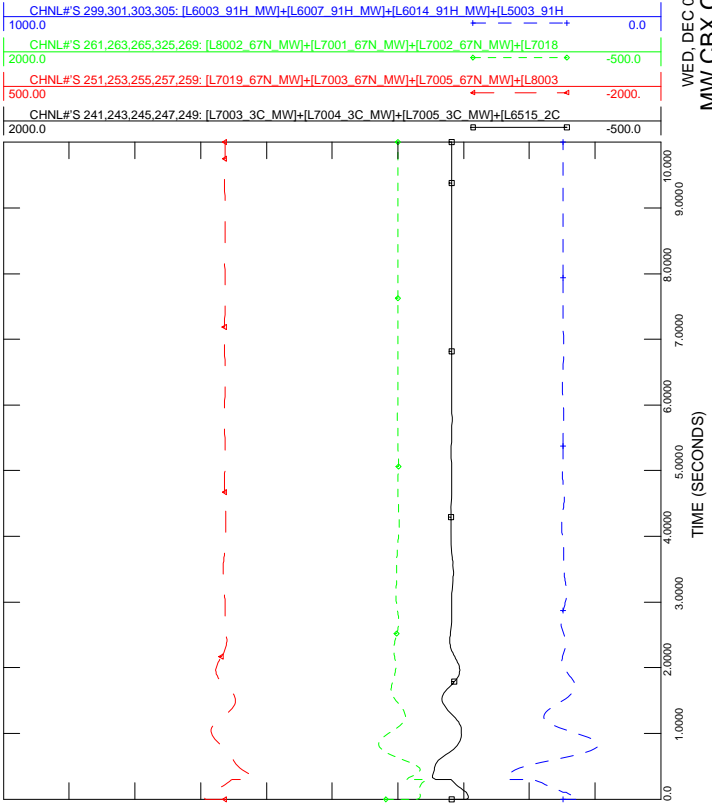
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CHNL# 376: [X_L8001_67N_1]





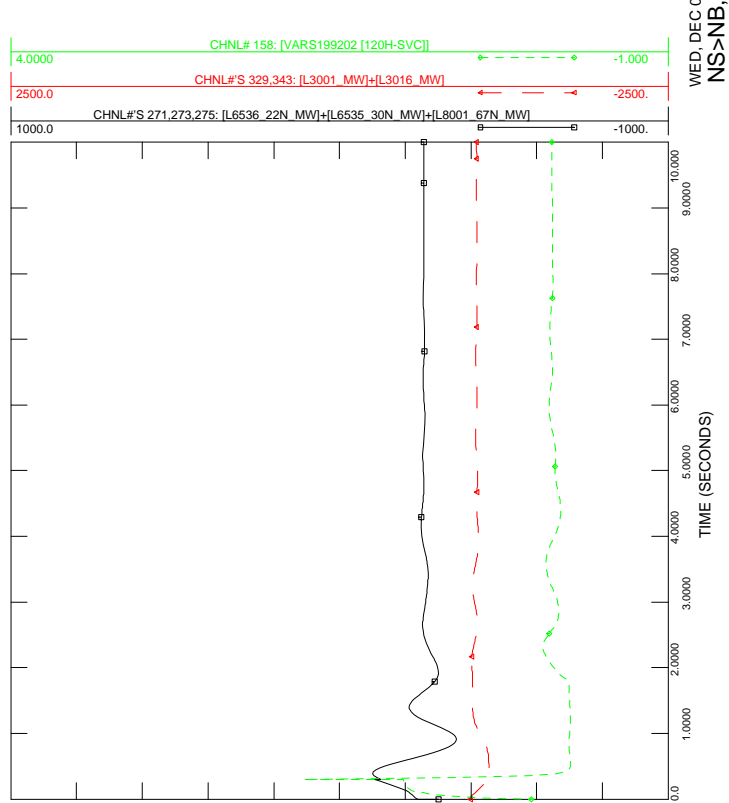
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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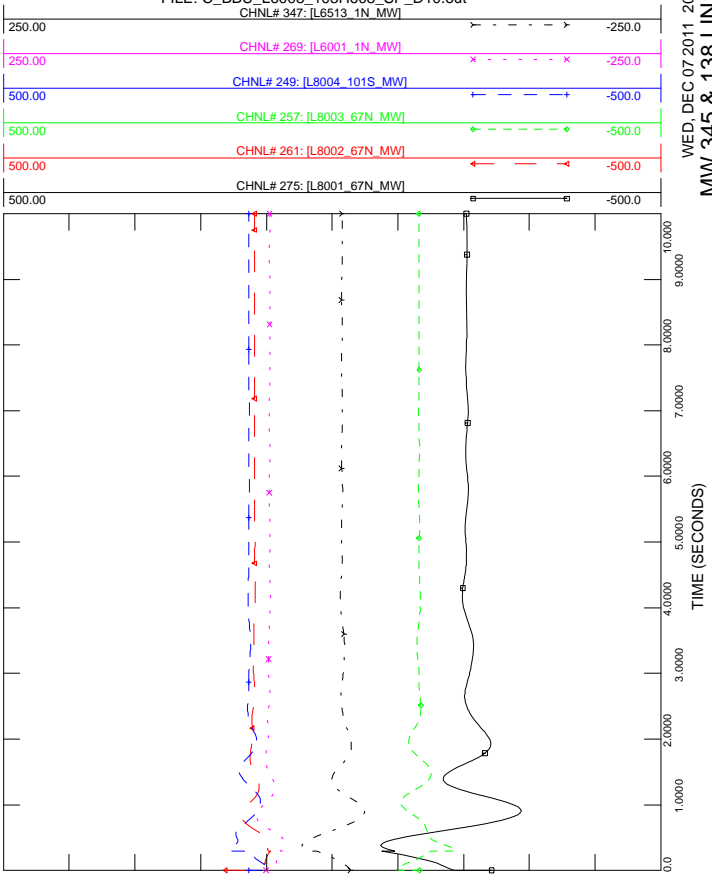
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_SP_D10.out



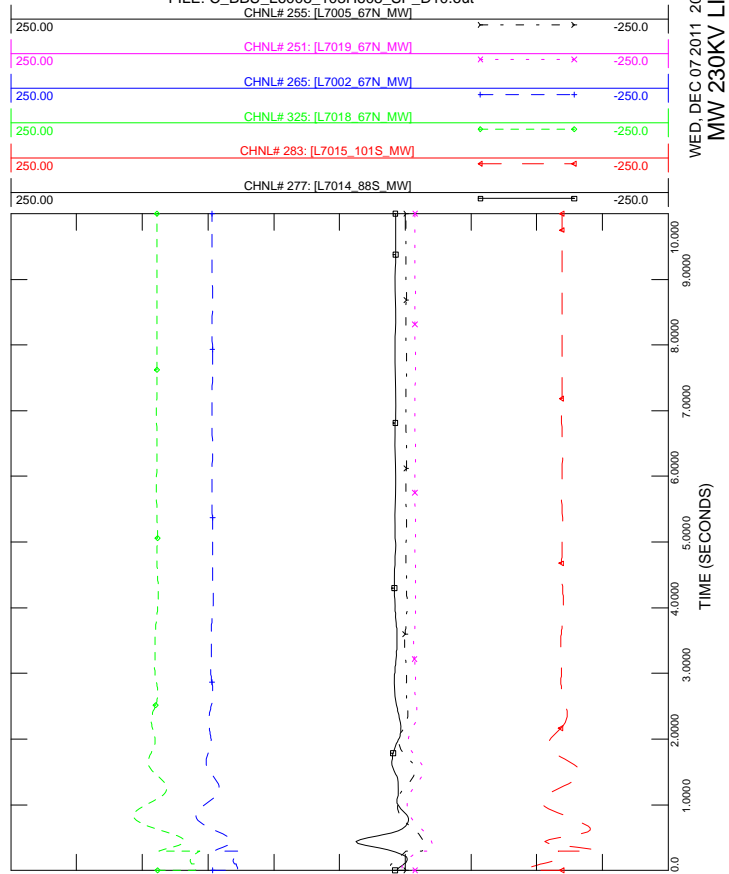
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

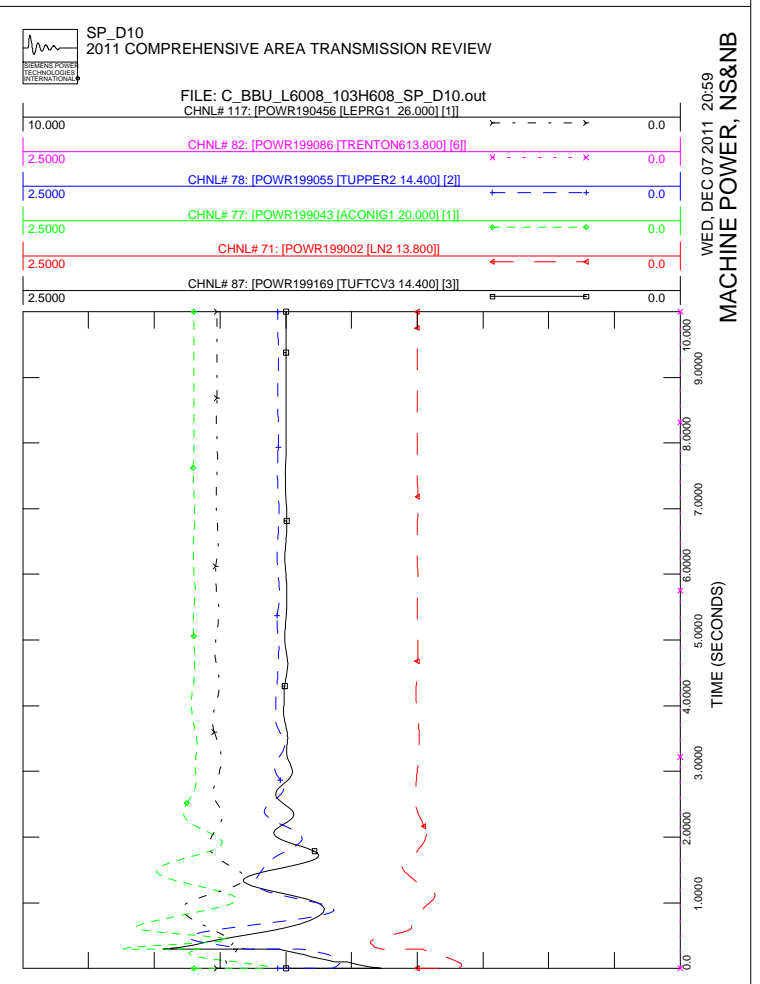
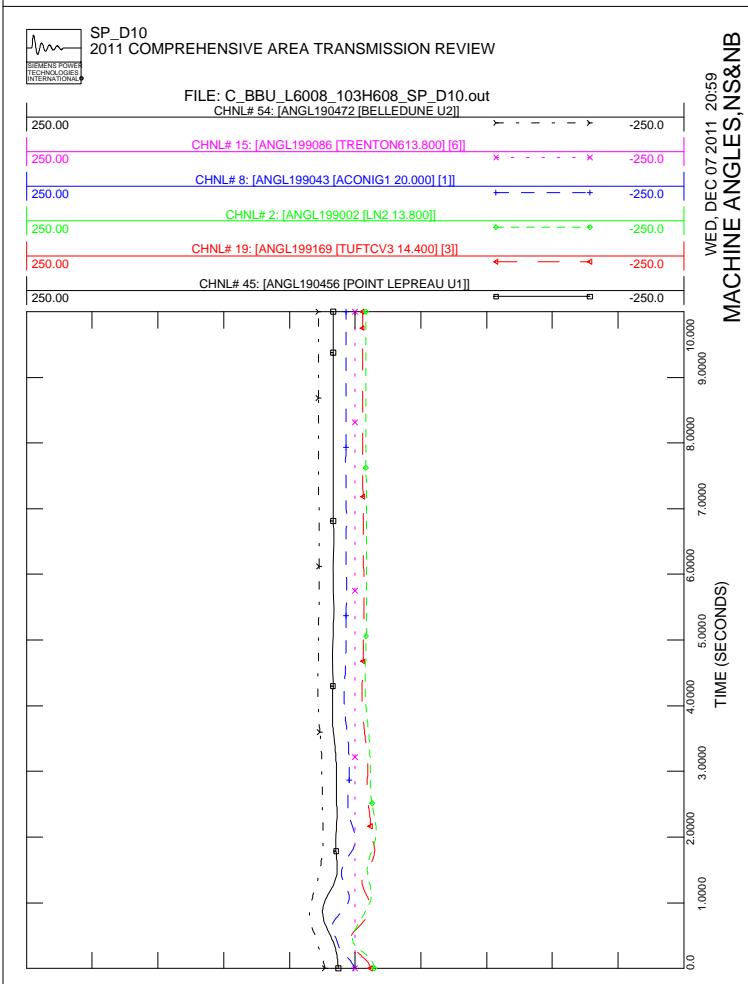
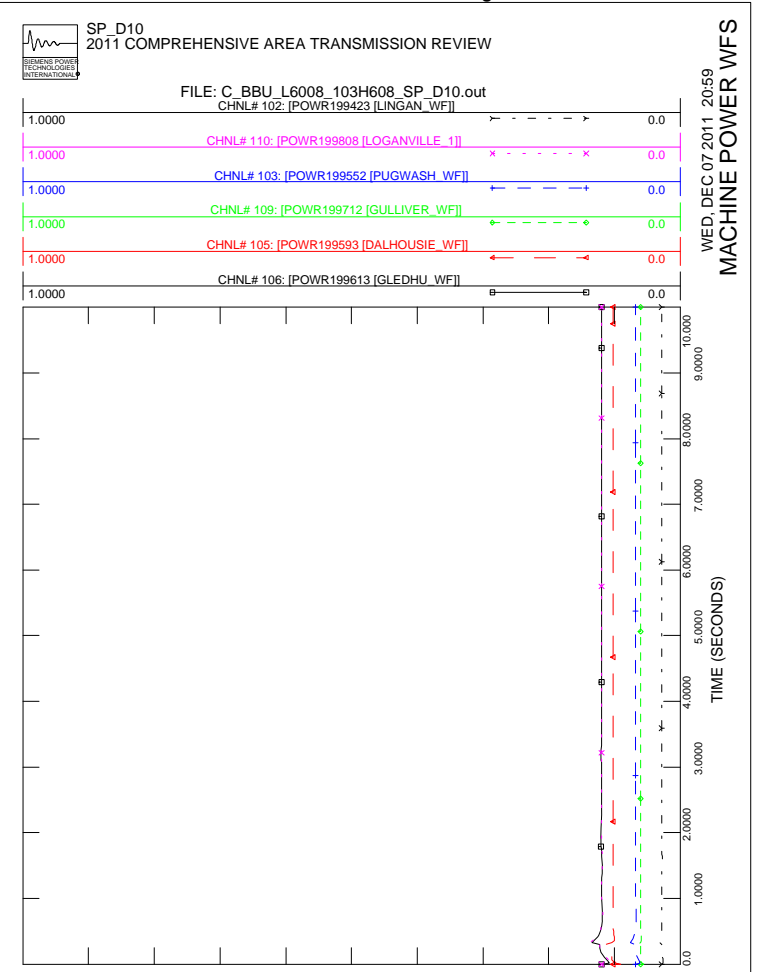
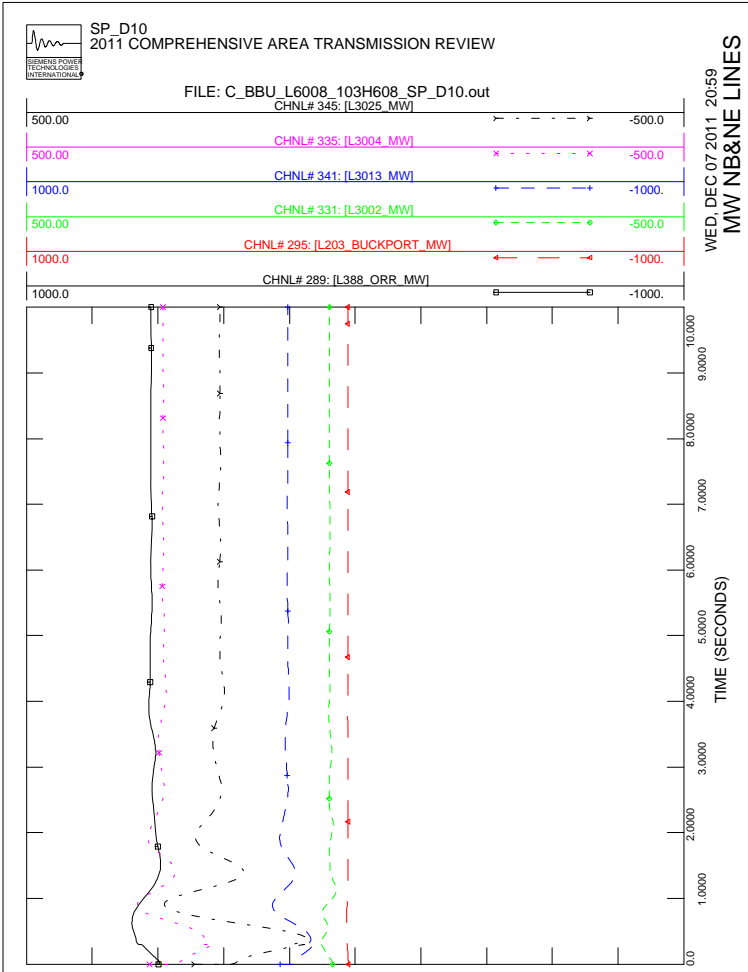
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_SP_D10.out

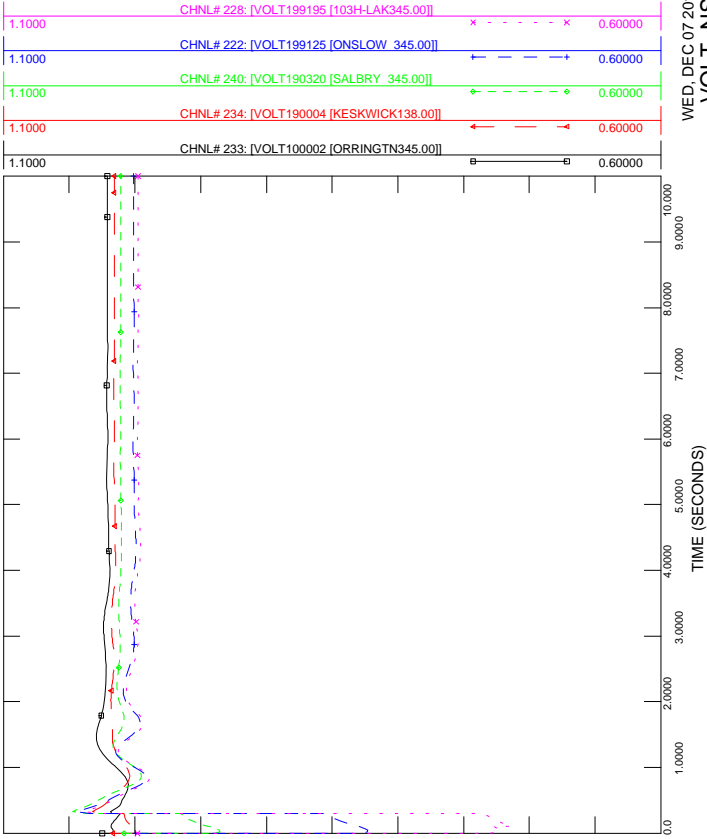






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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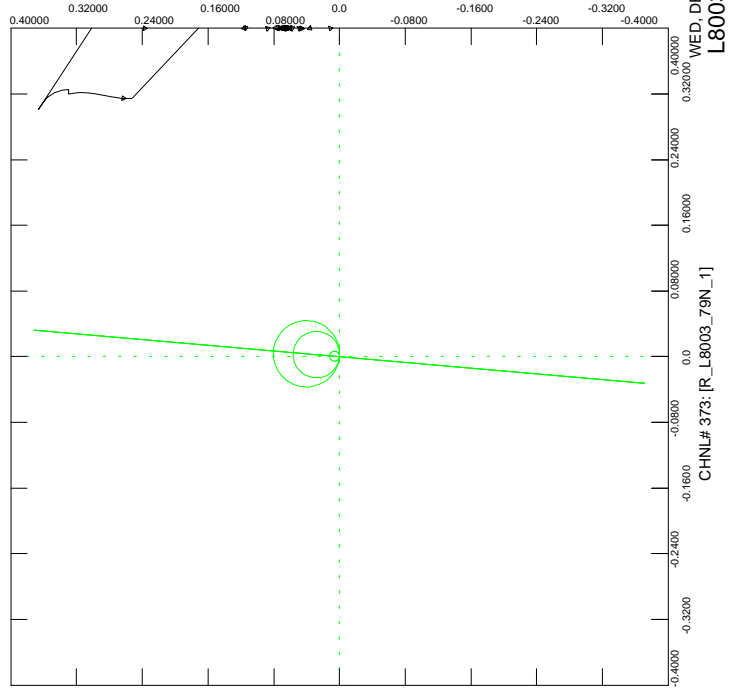
WED, DEC 07 2011 20:59
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_SP_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

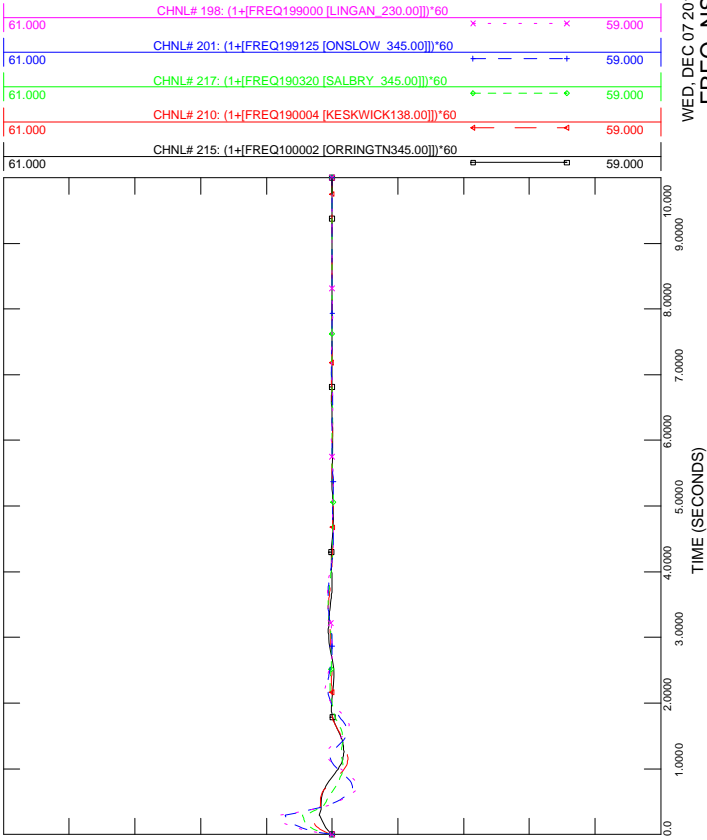


WED, DEC 07 2011 20:59
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_SP_D10.out



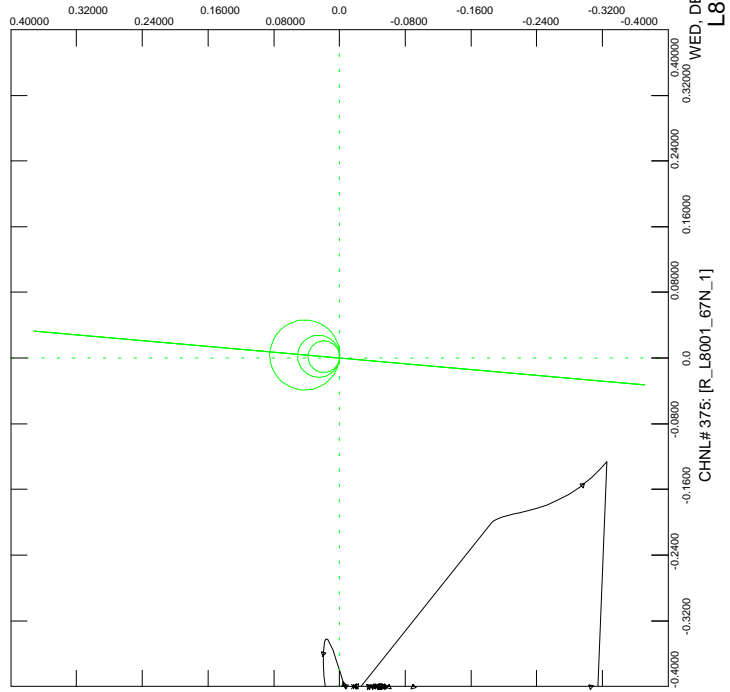
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FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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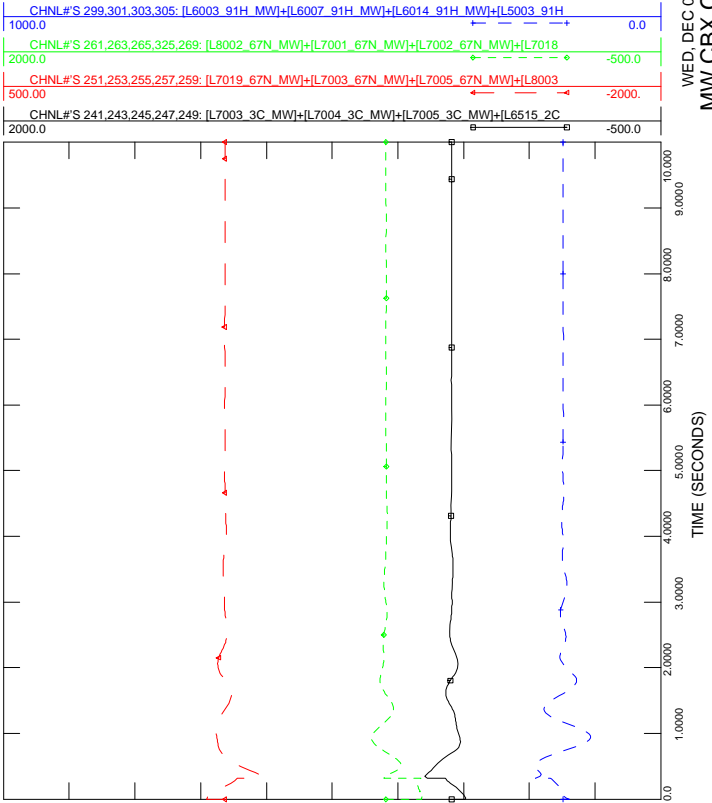


WED, DEC 07 2011 20:59
L8001 AT 67N-ONSLow



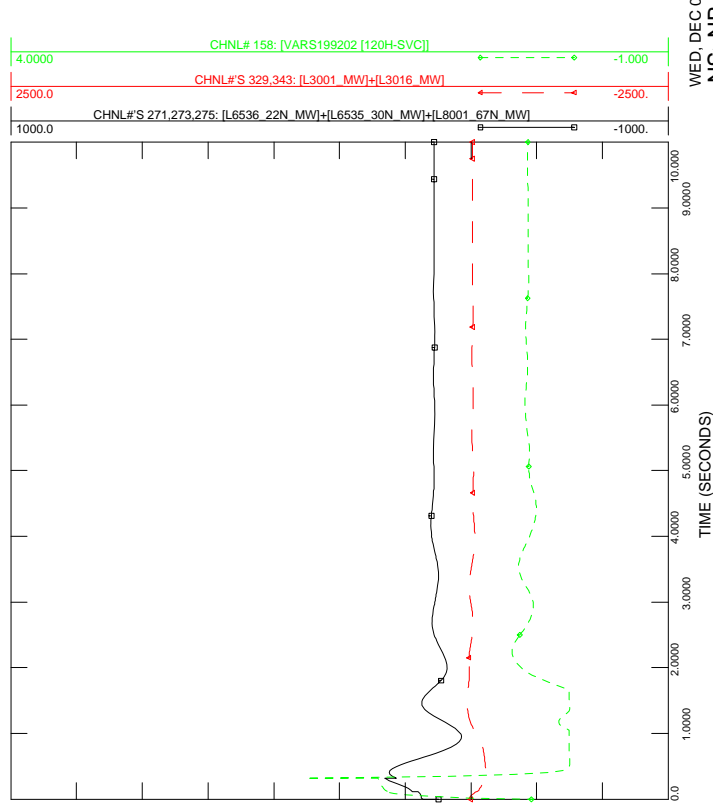
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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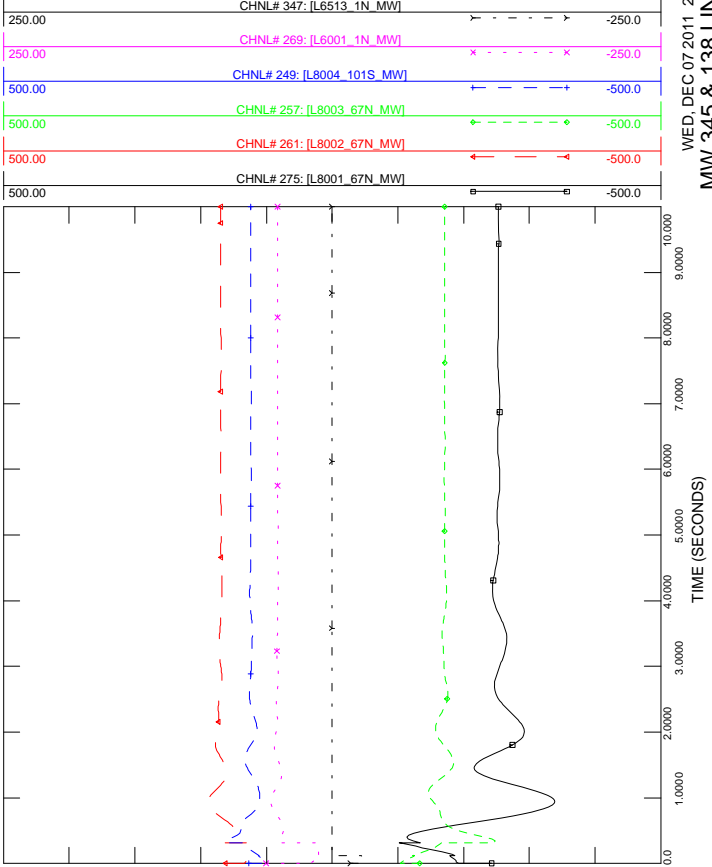
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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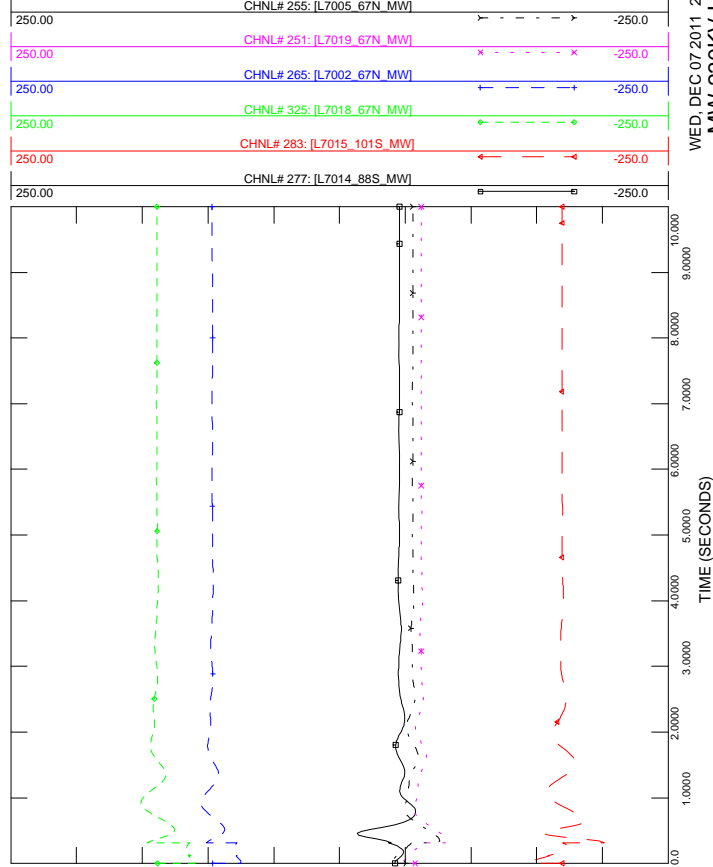
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

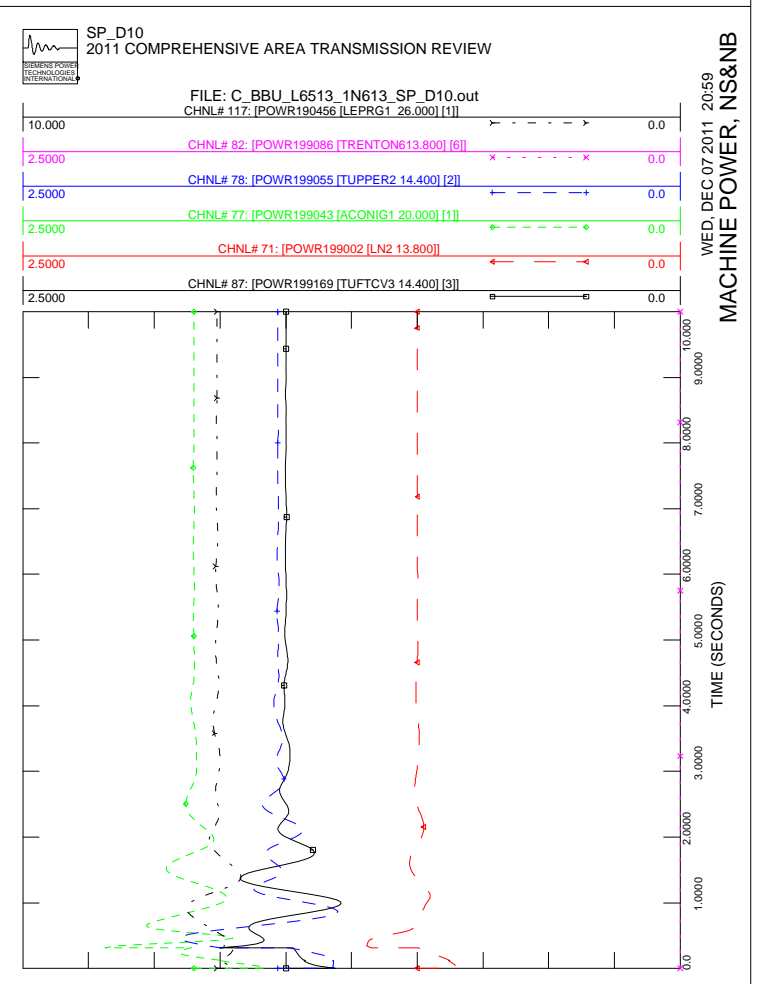
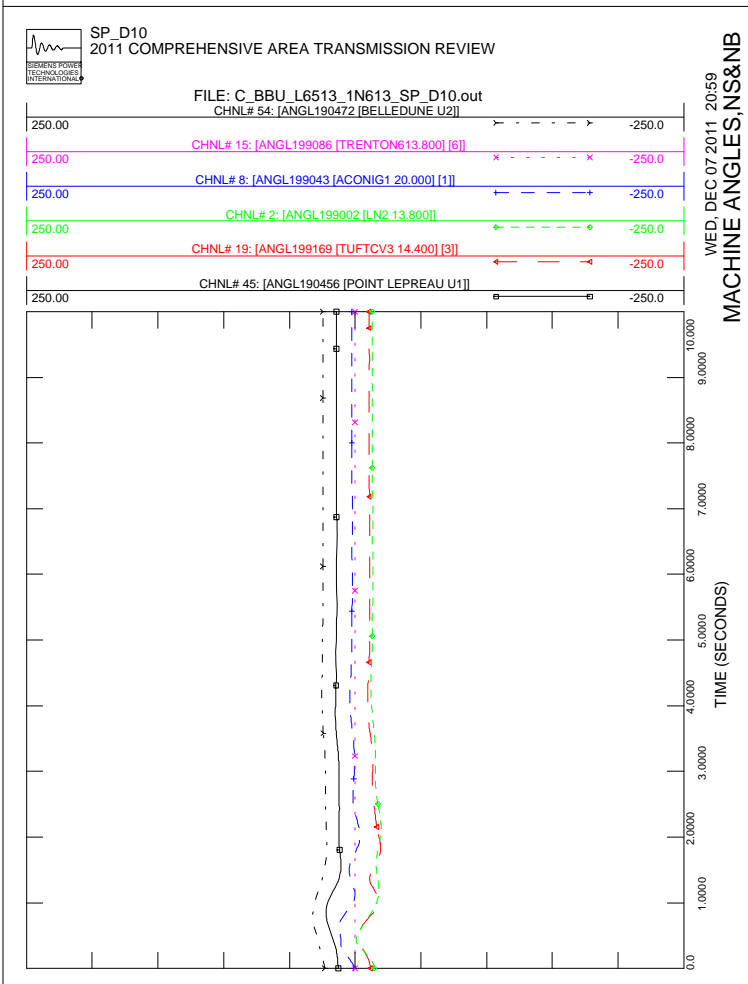
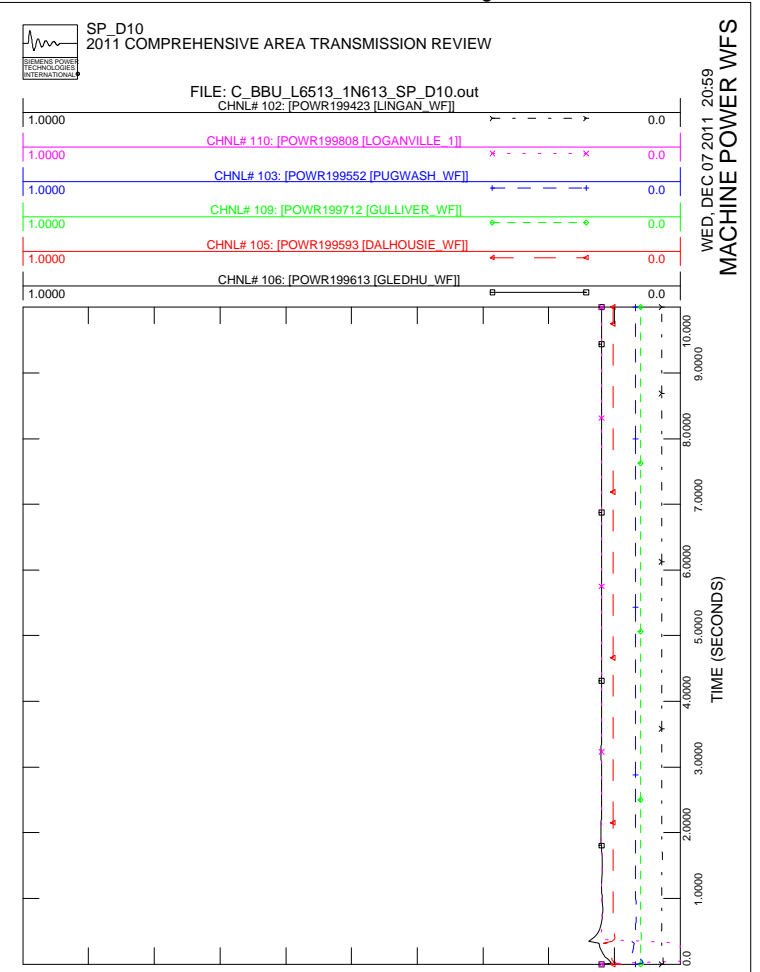
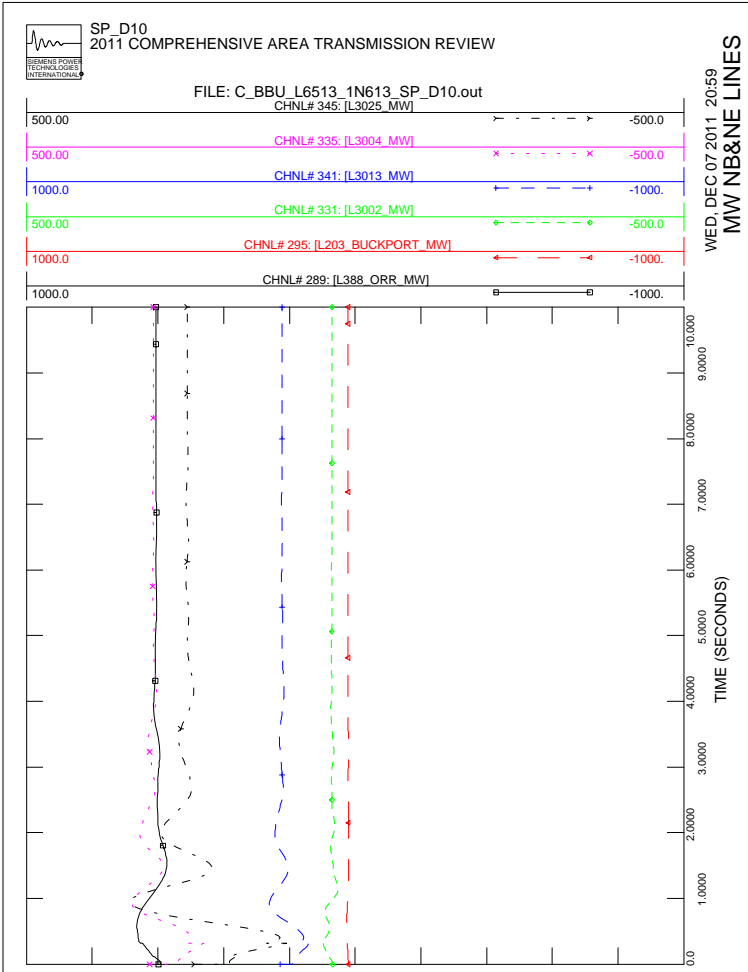
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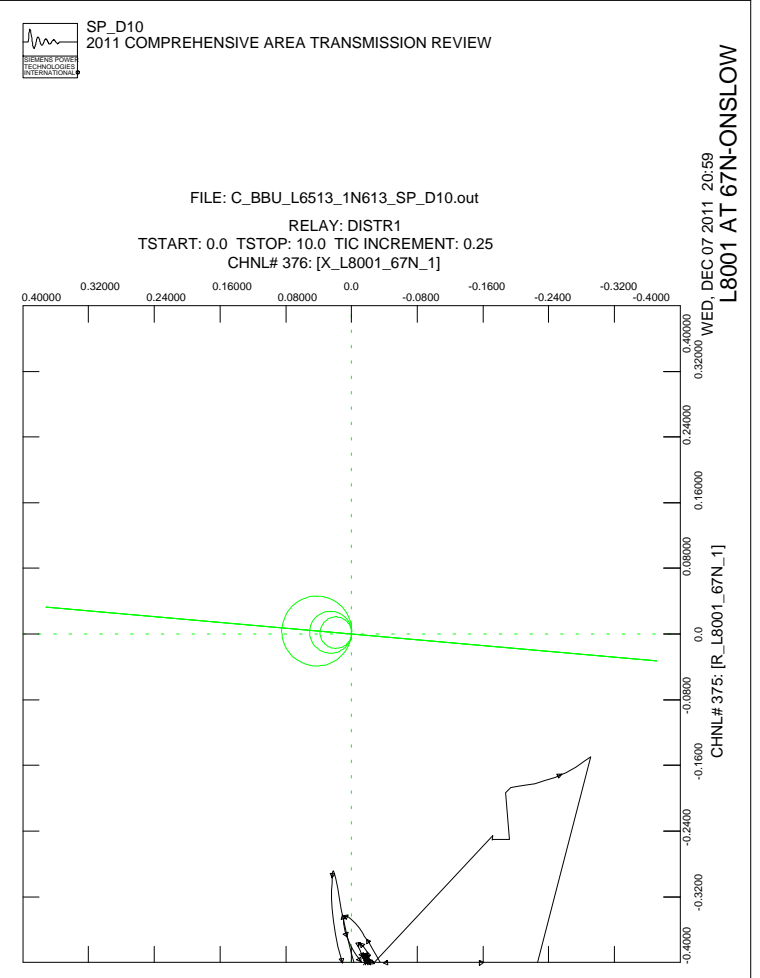
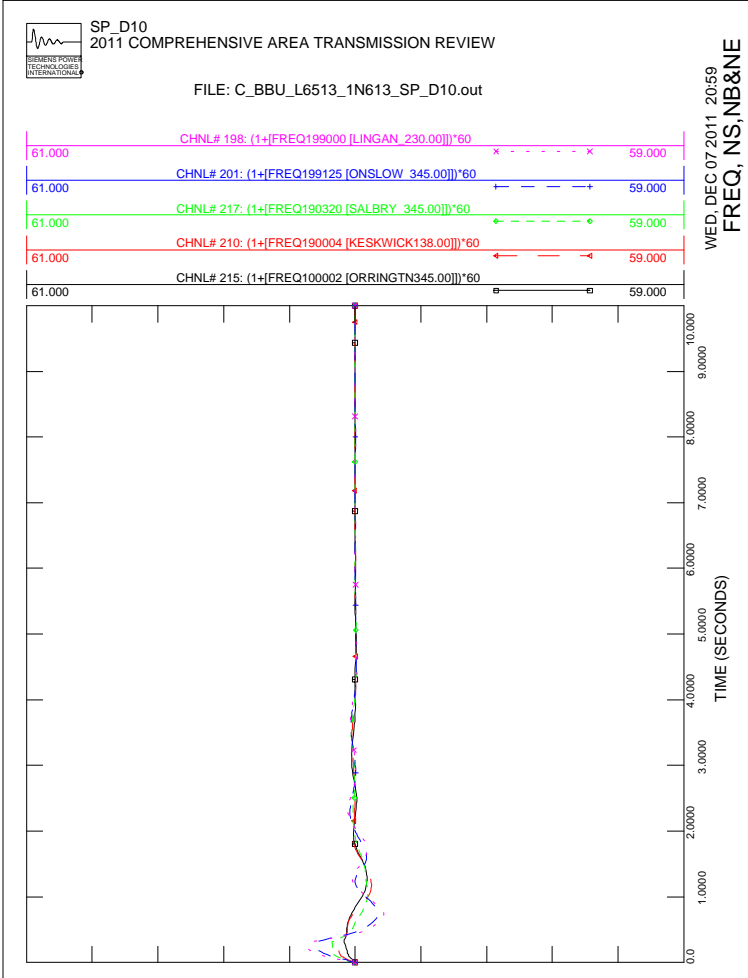
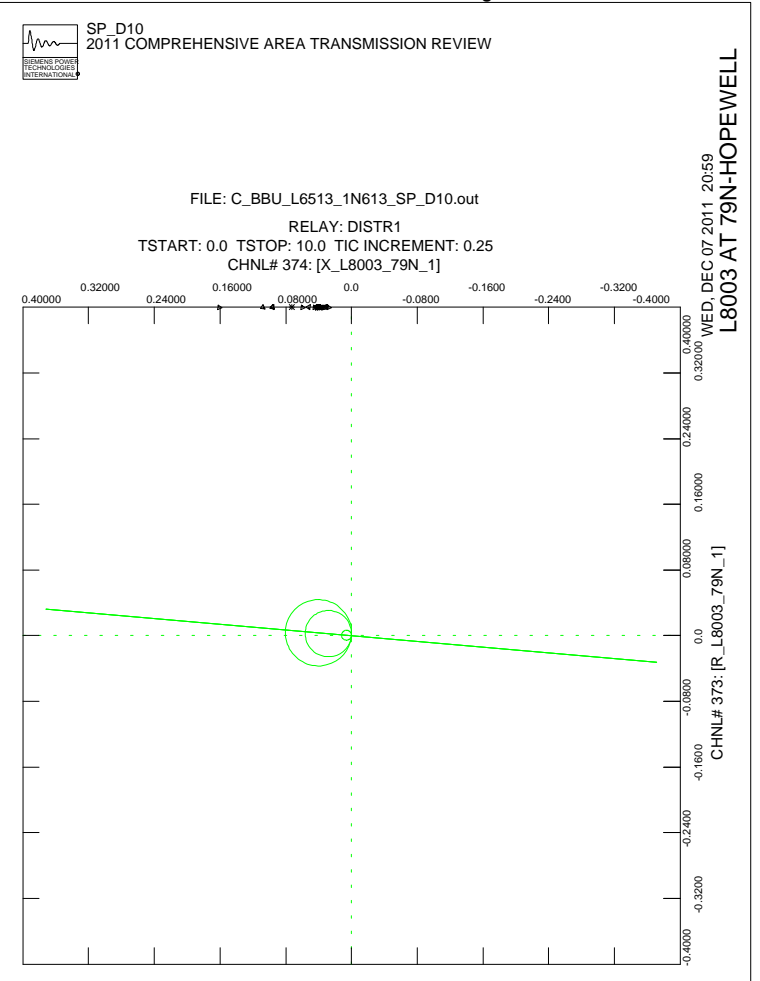
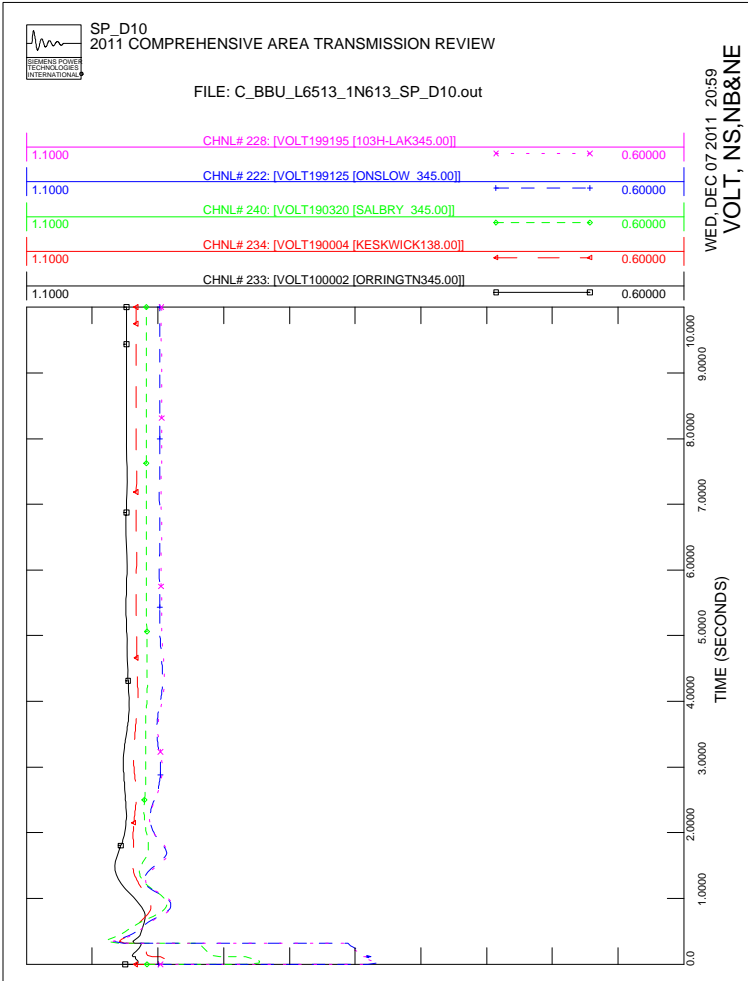


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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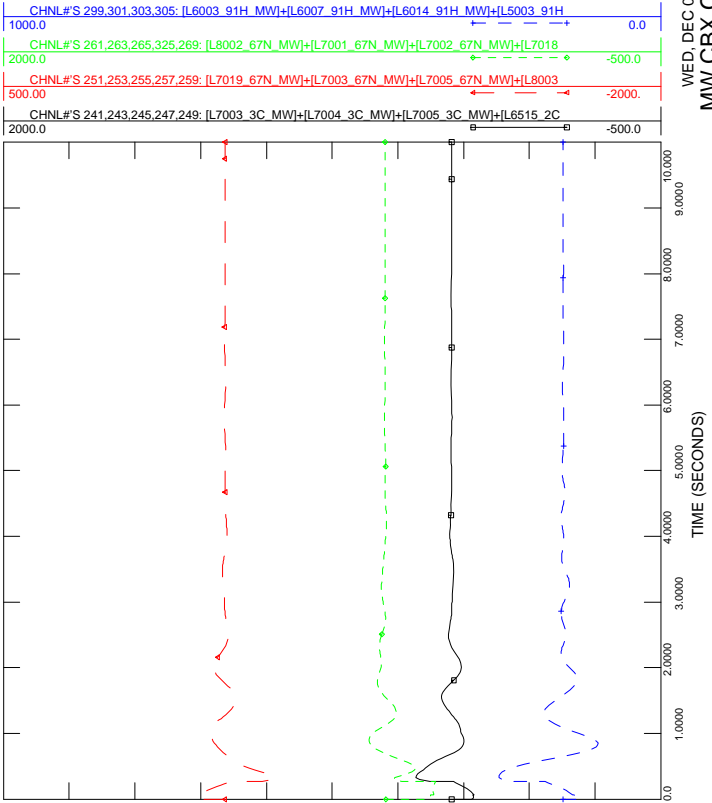






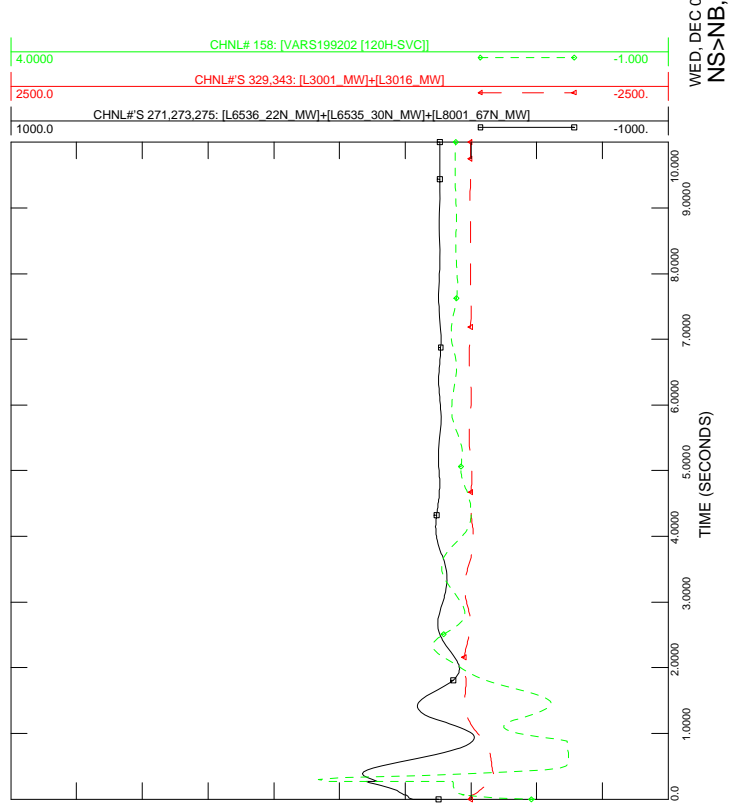
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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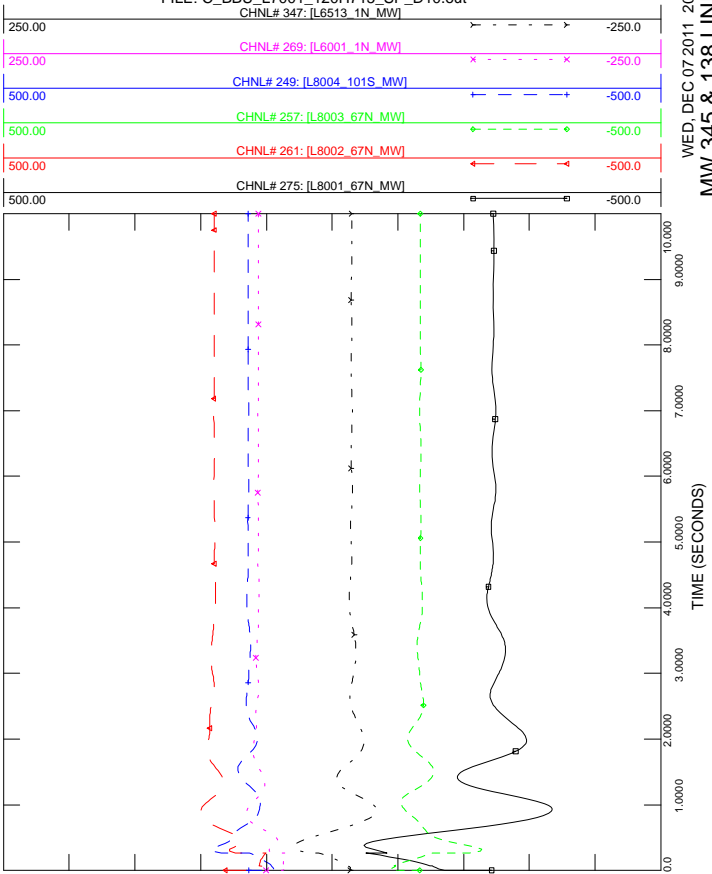
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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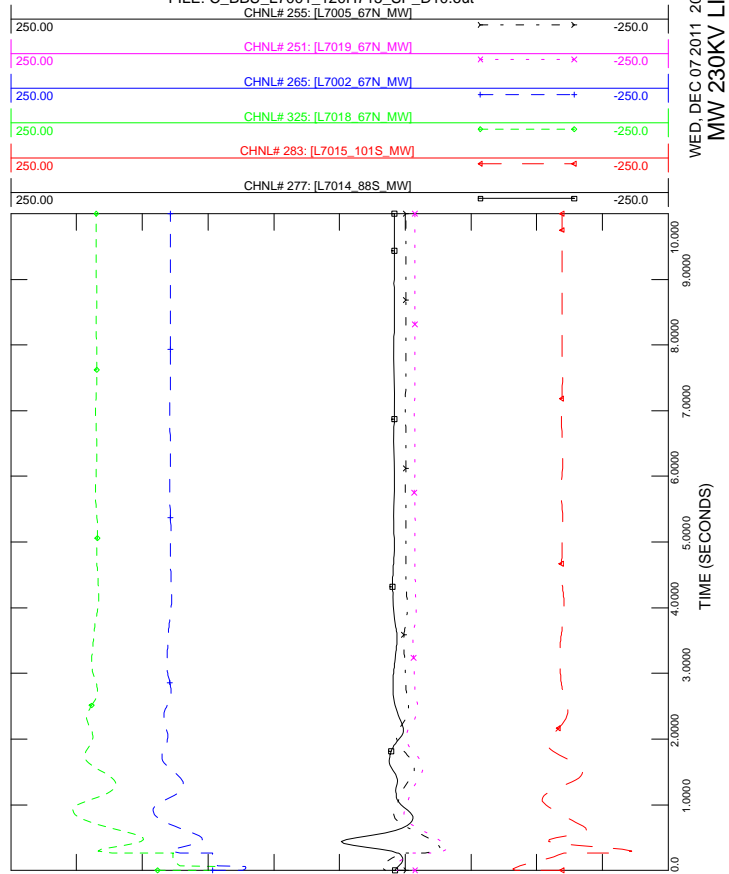
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

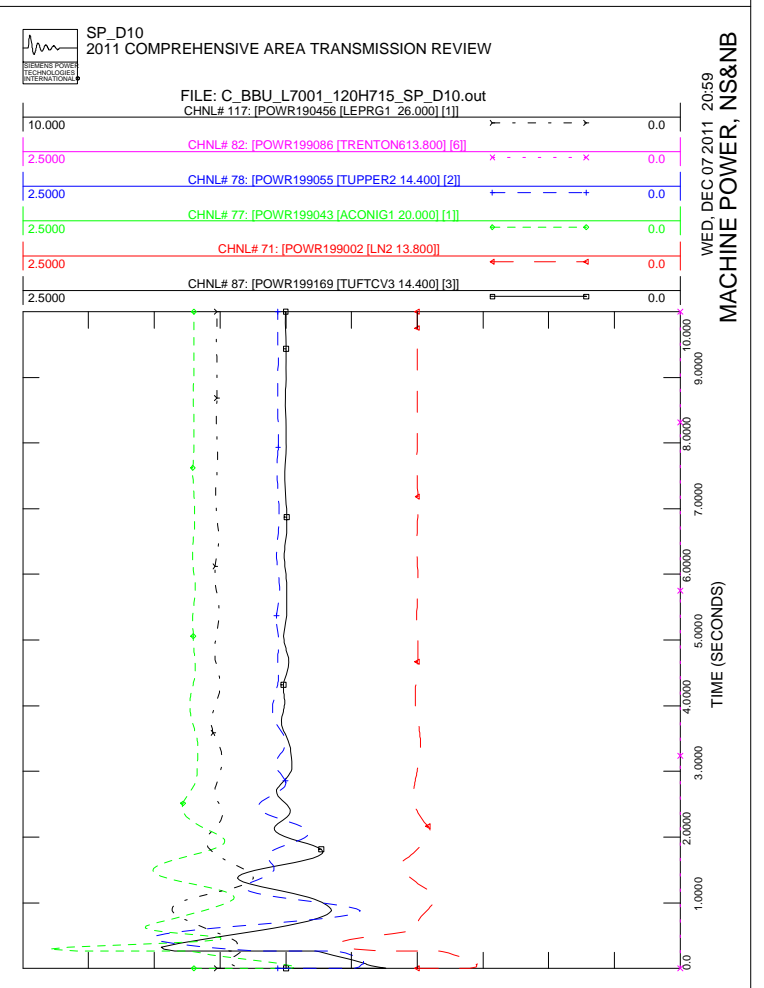
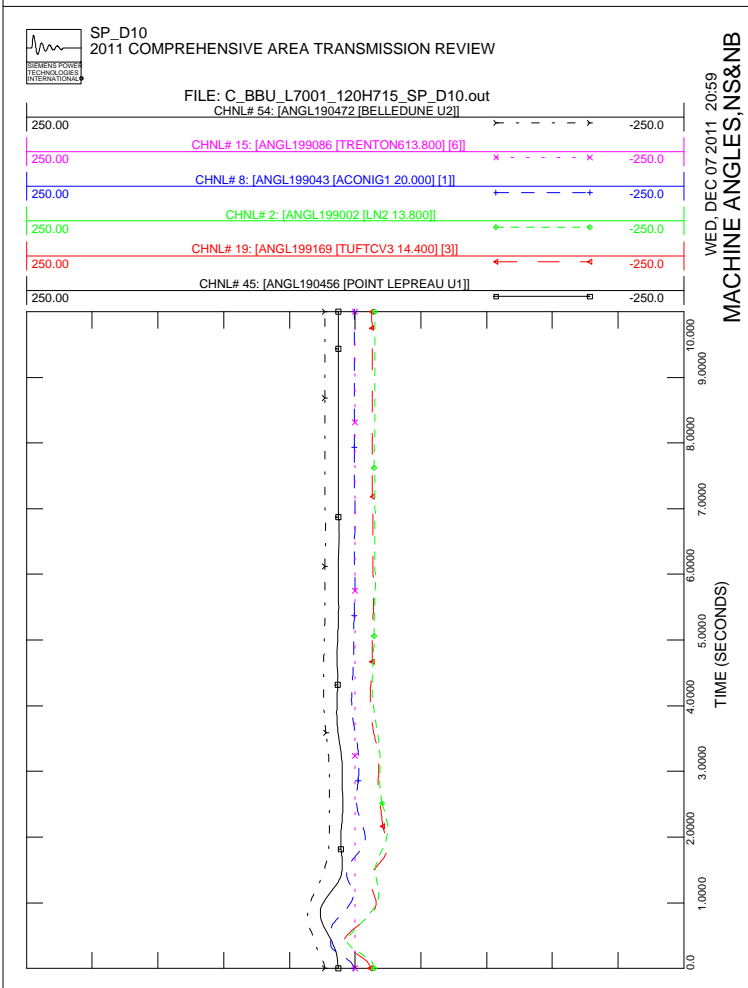
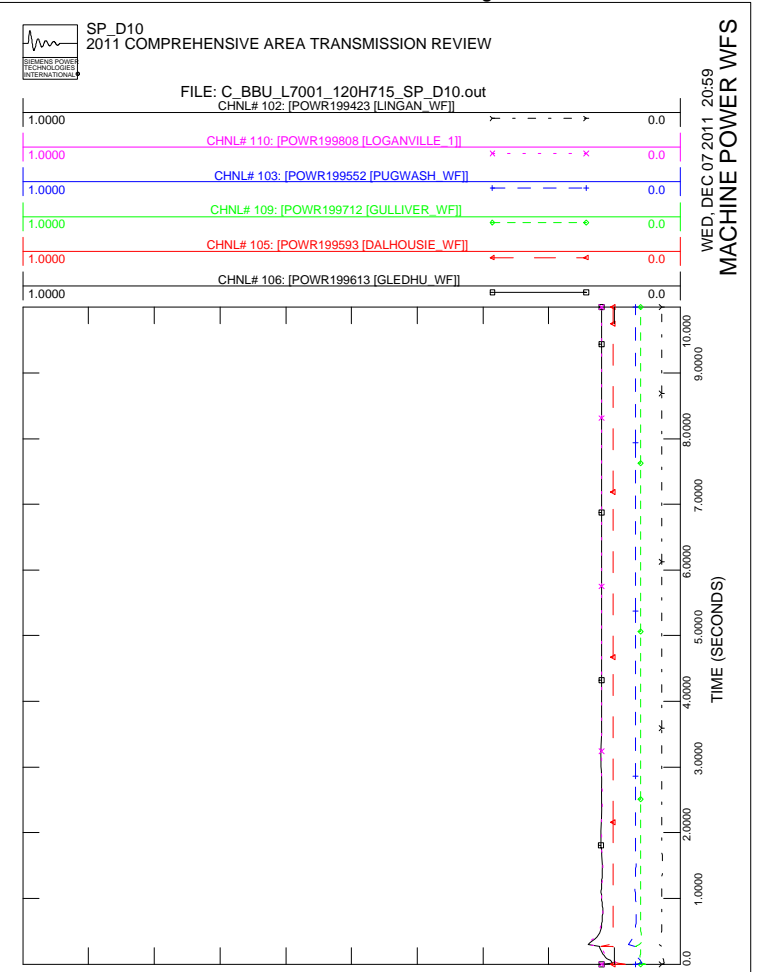
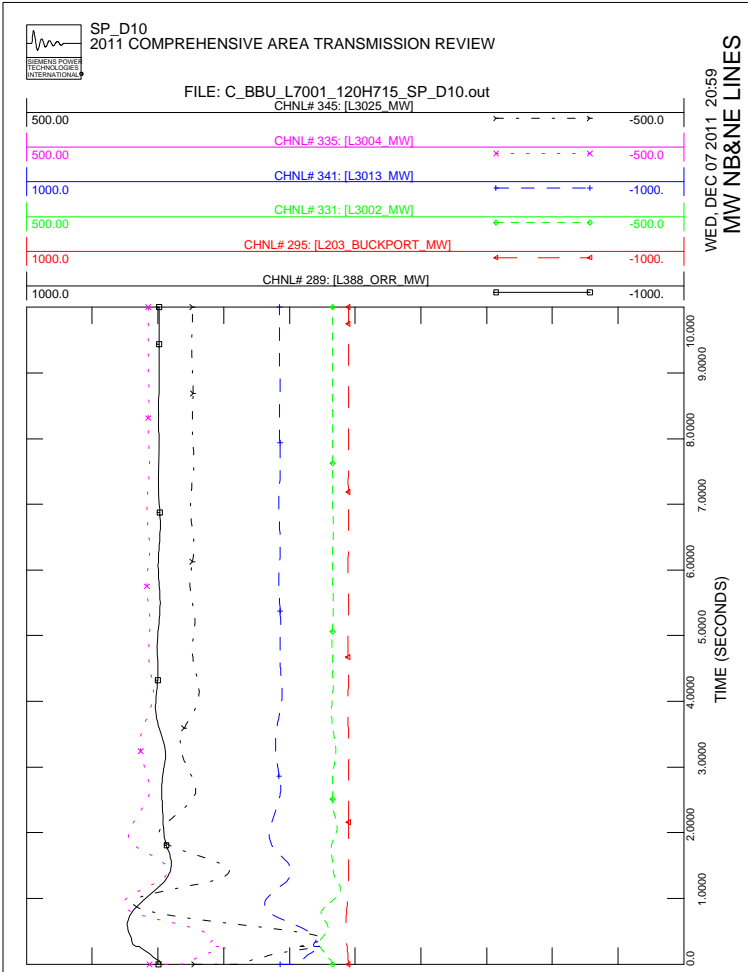
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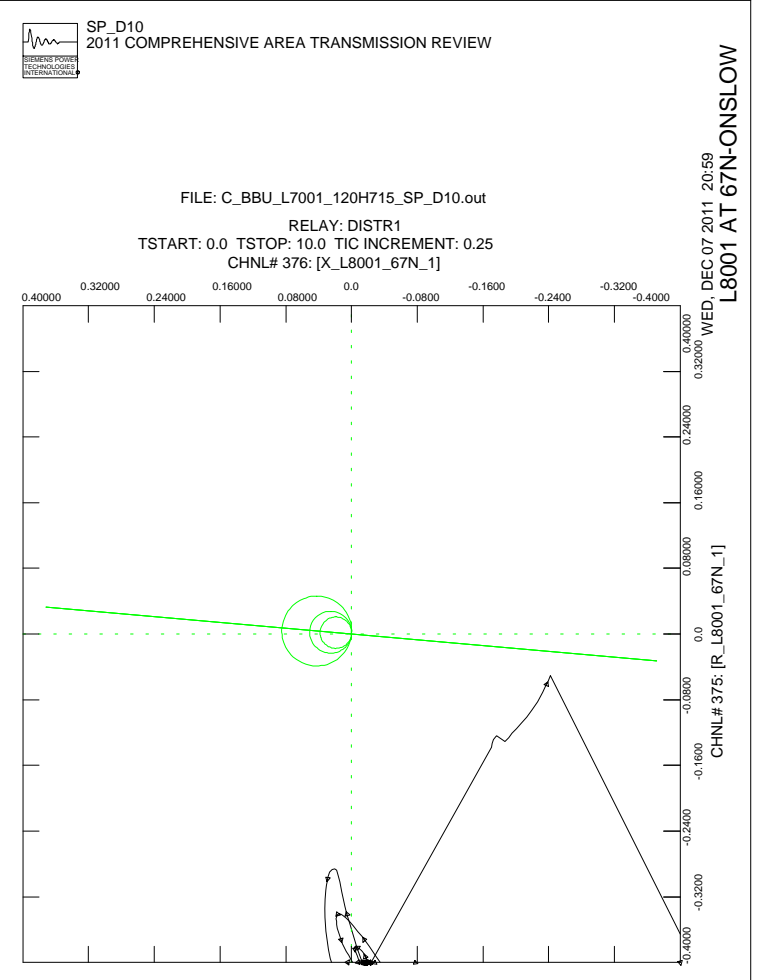
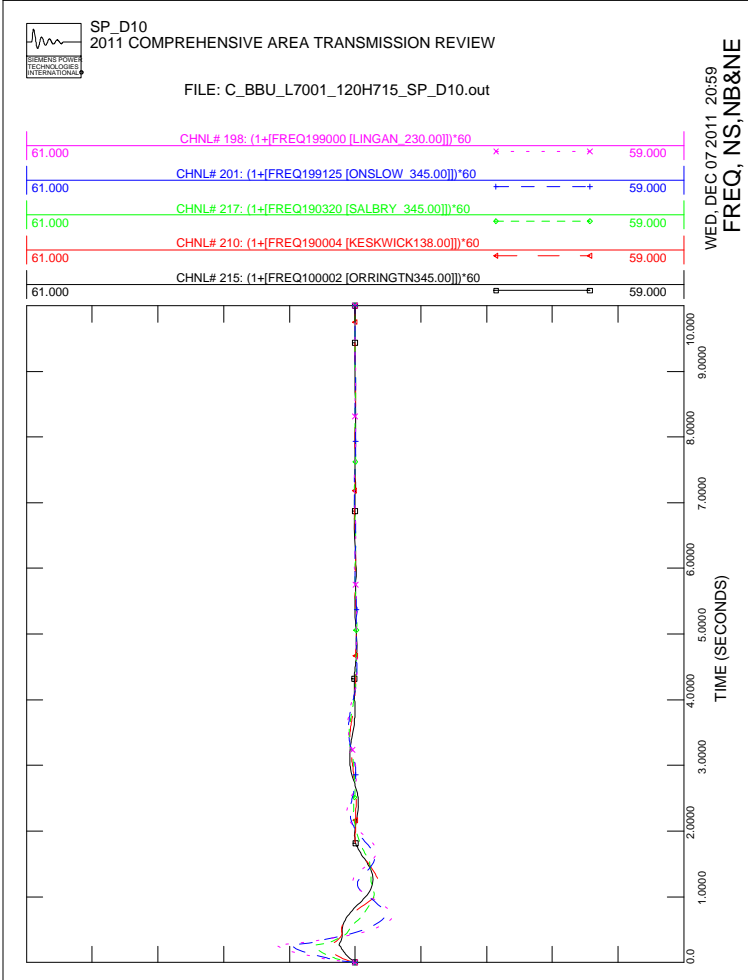
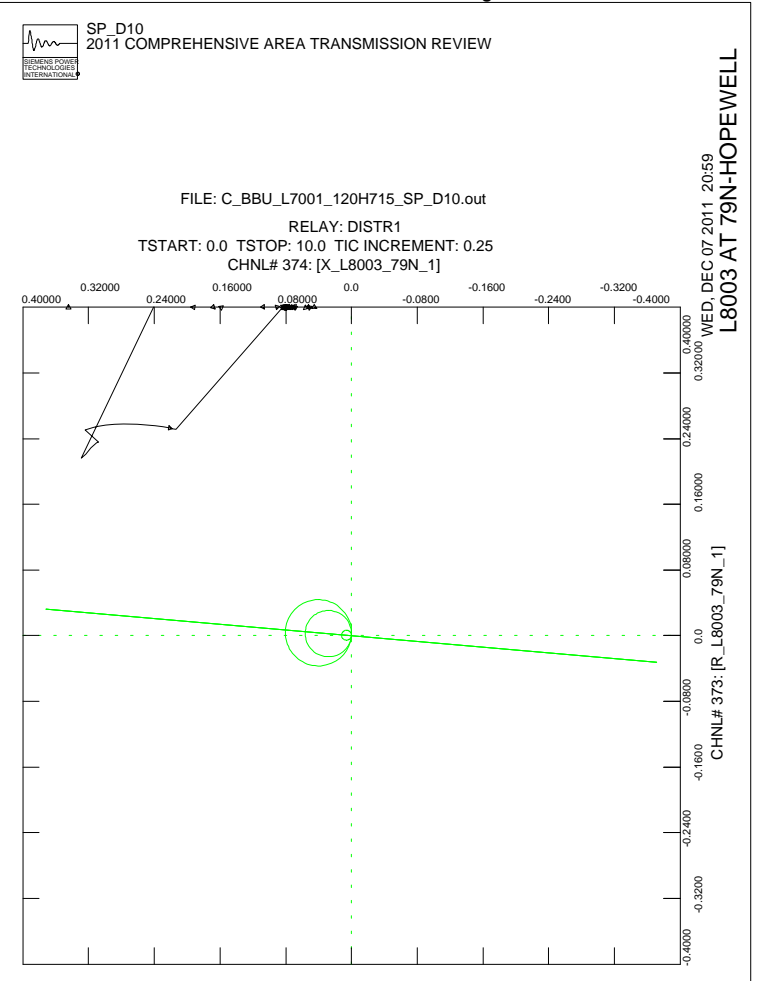
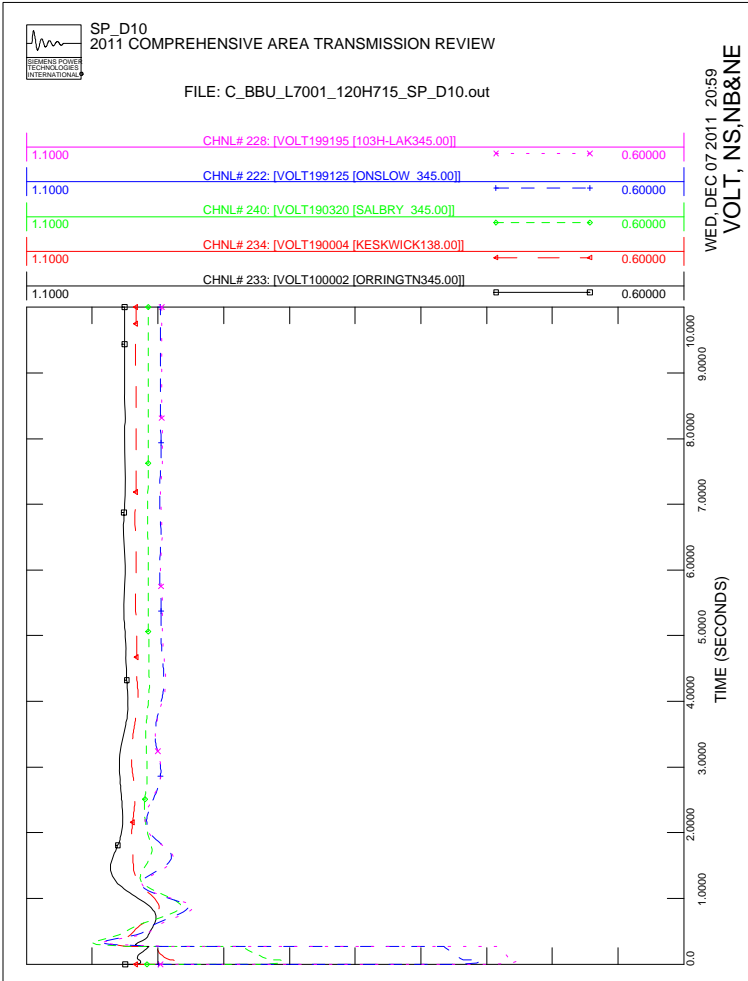


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7001_120H715_SP_D10.out



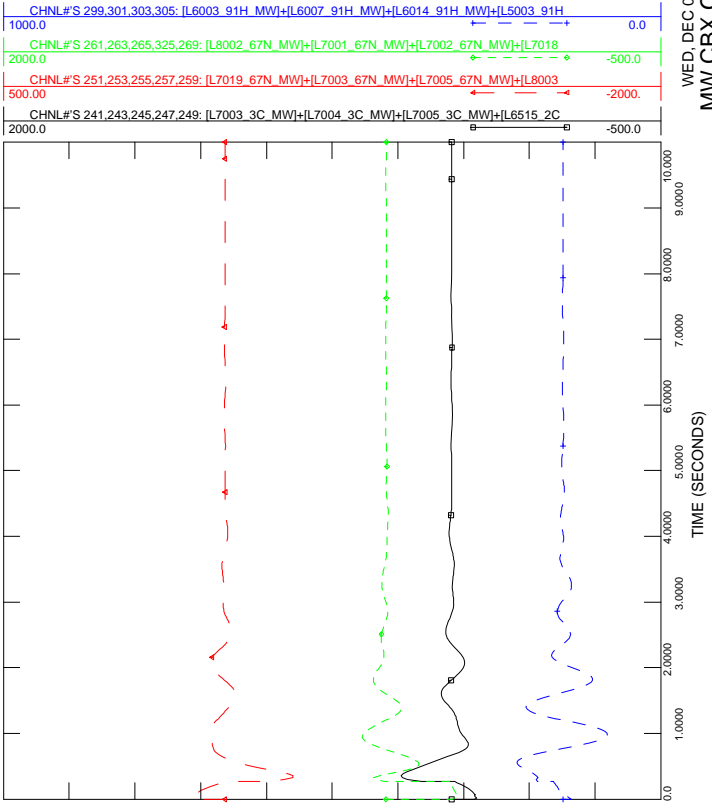






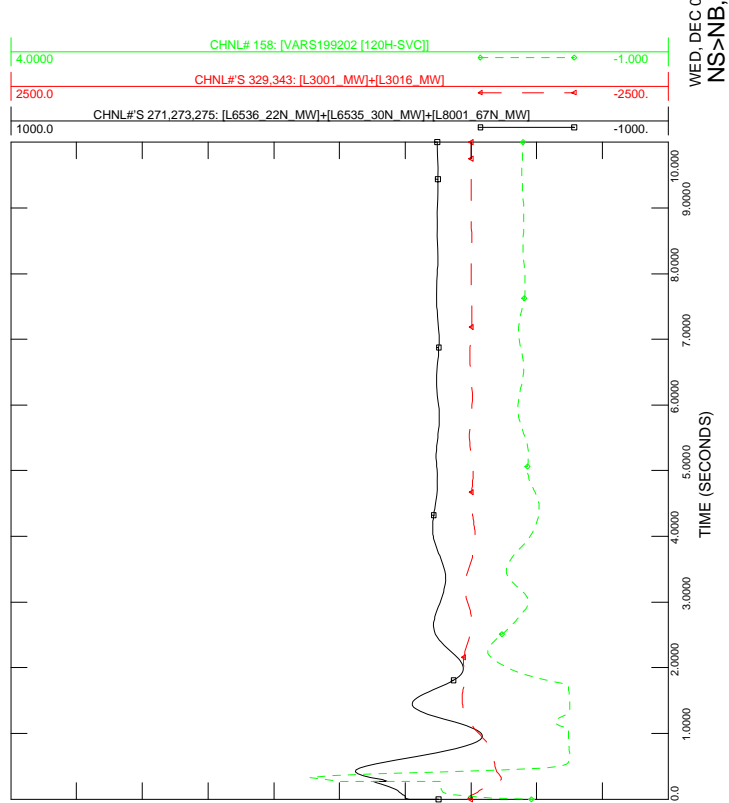
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_SP_D10.out



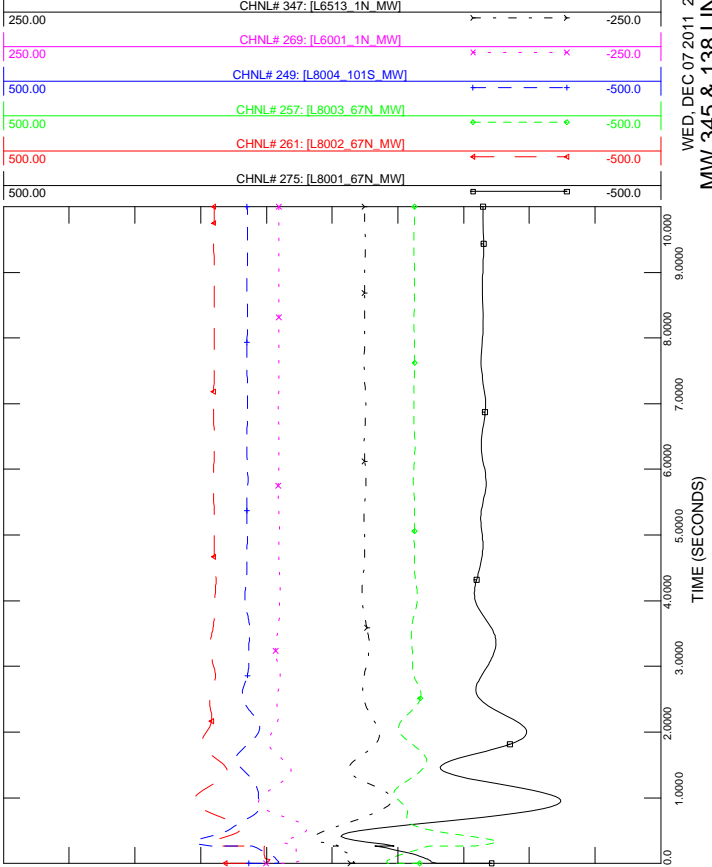
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_SP_D10.out



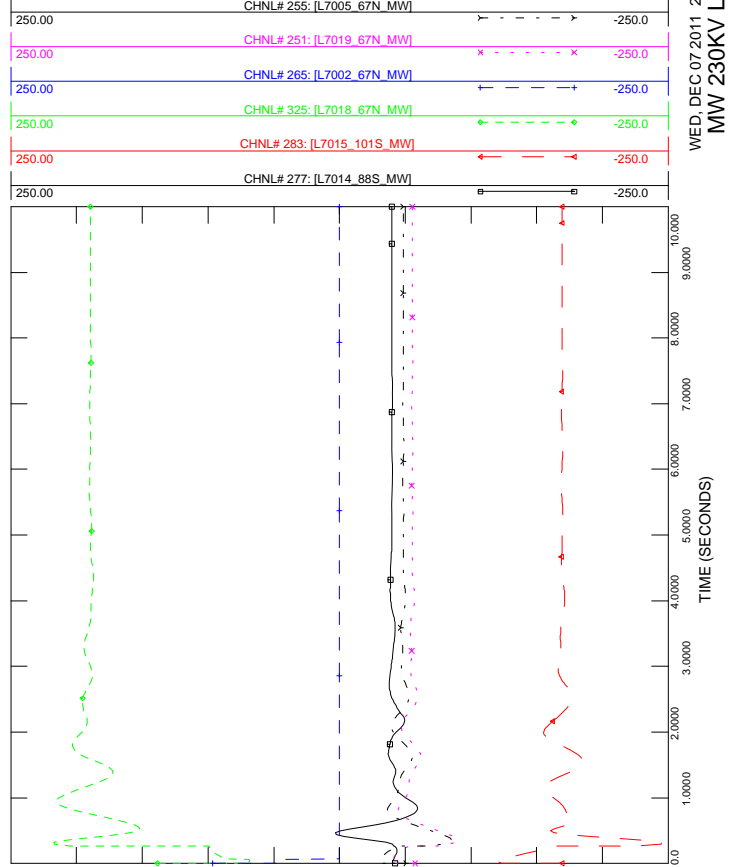
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

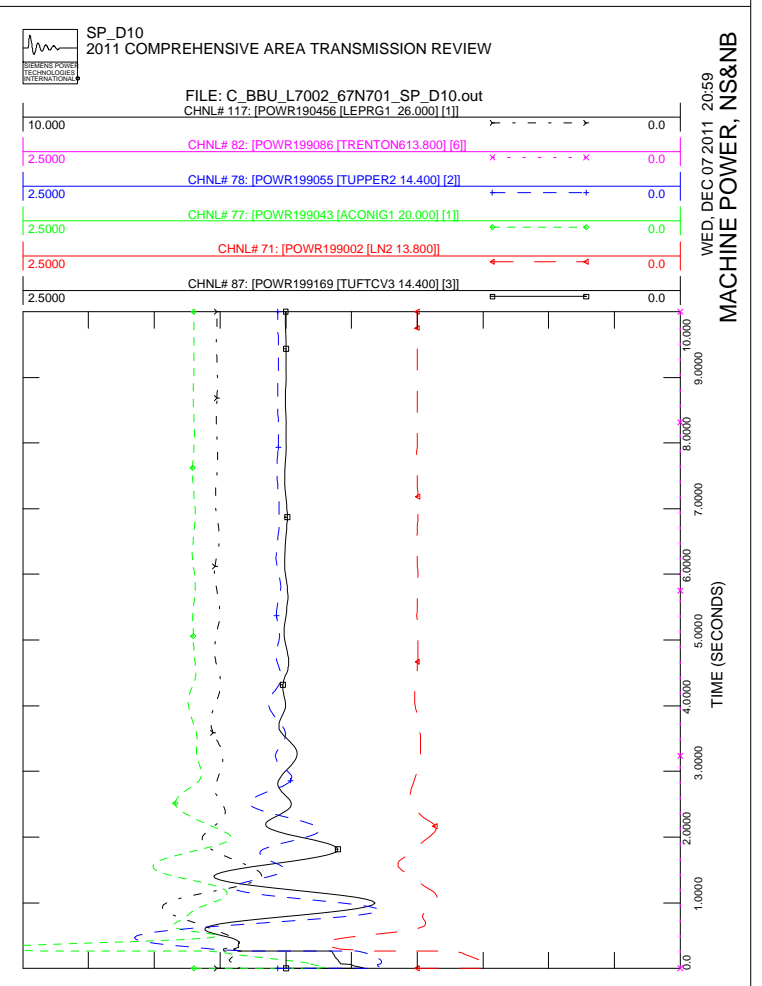
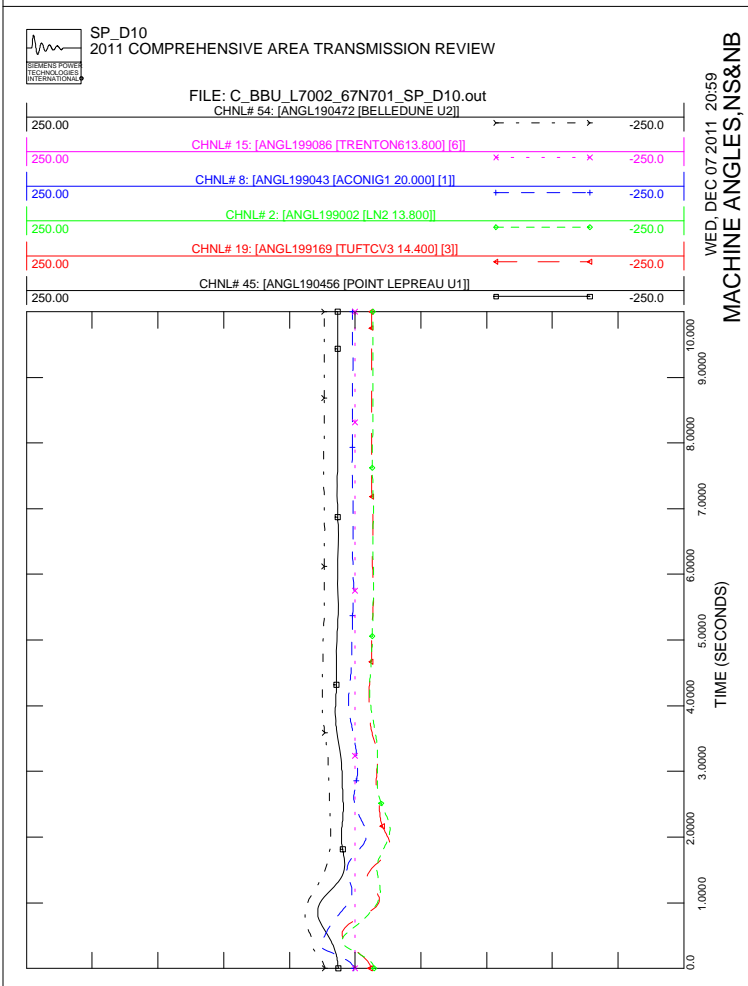
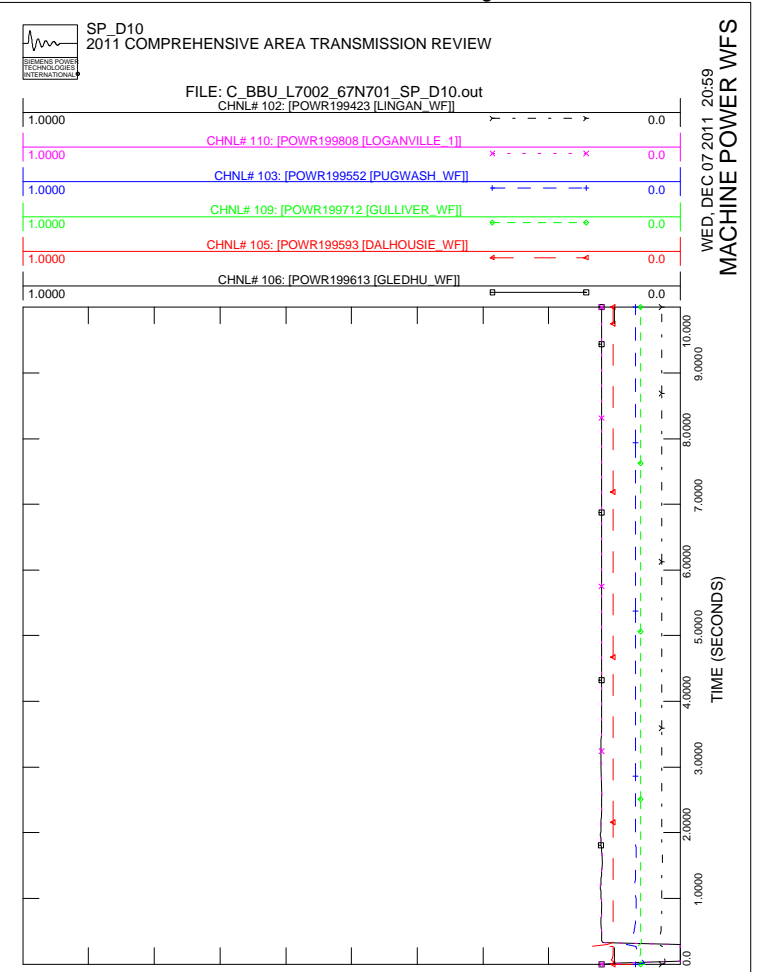
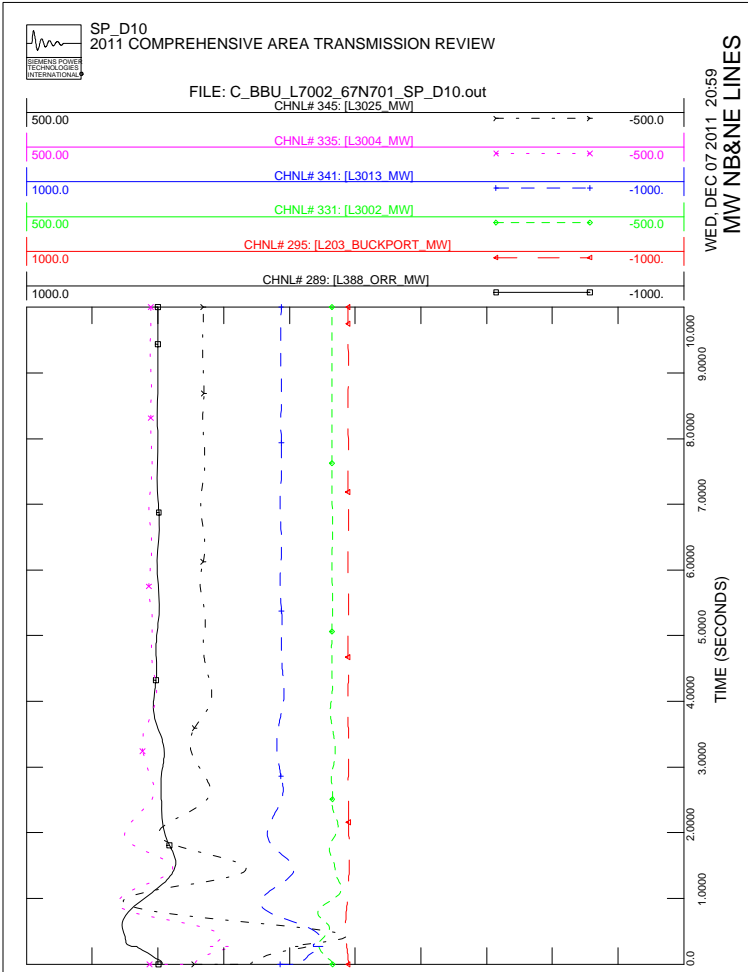
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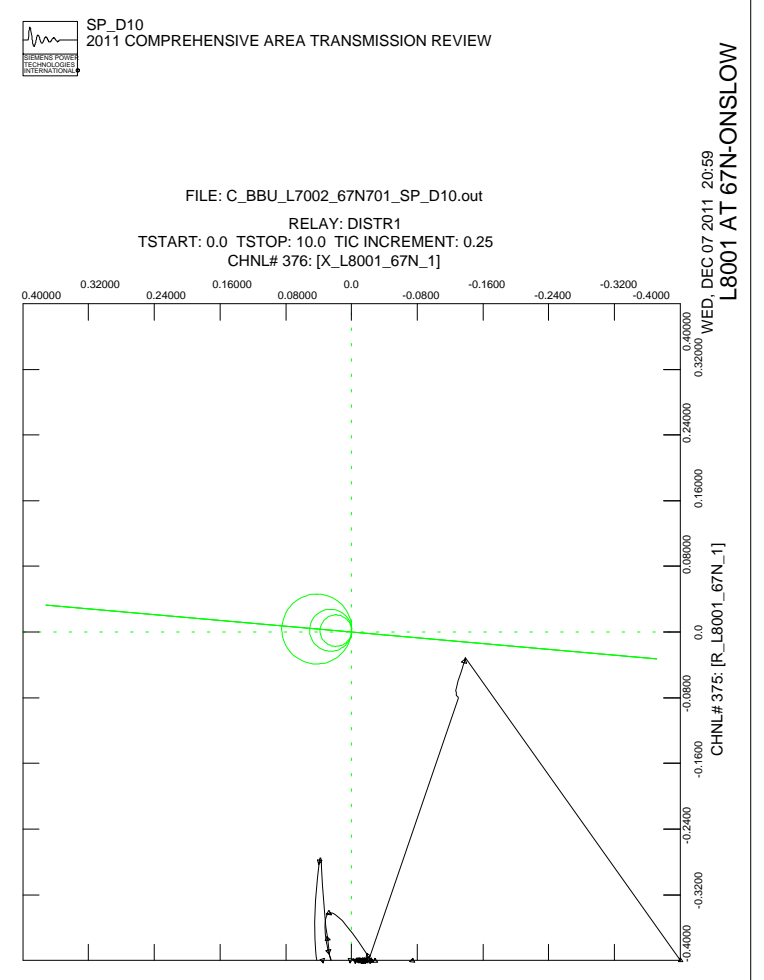
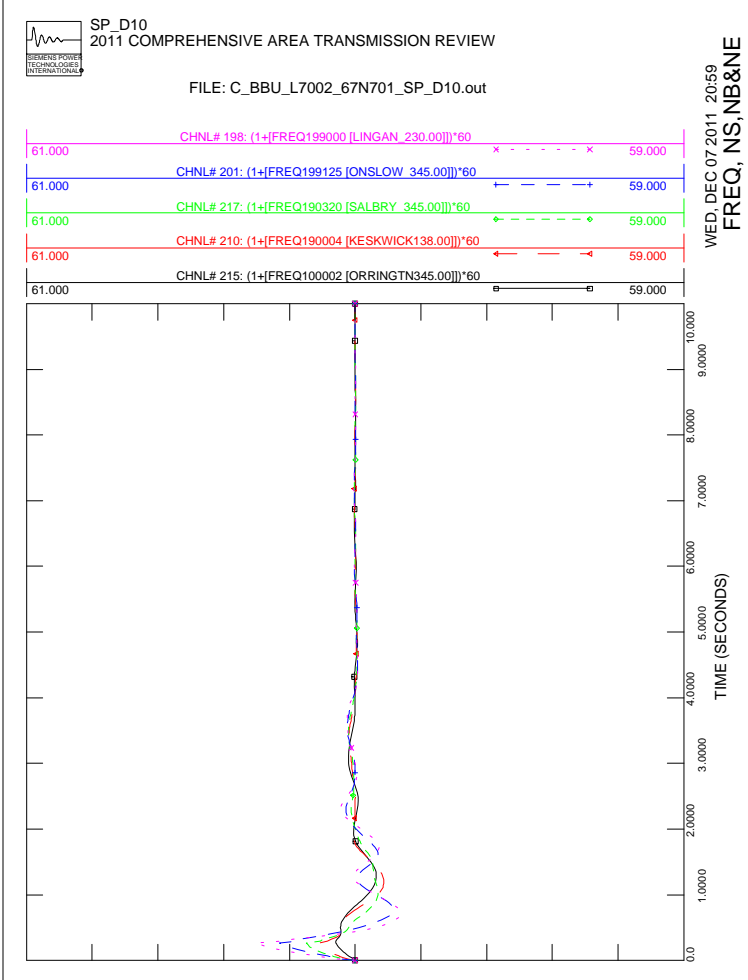
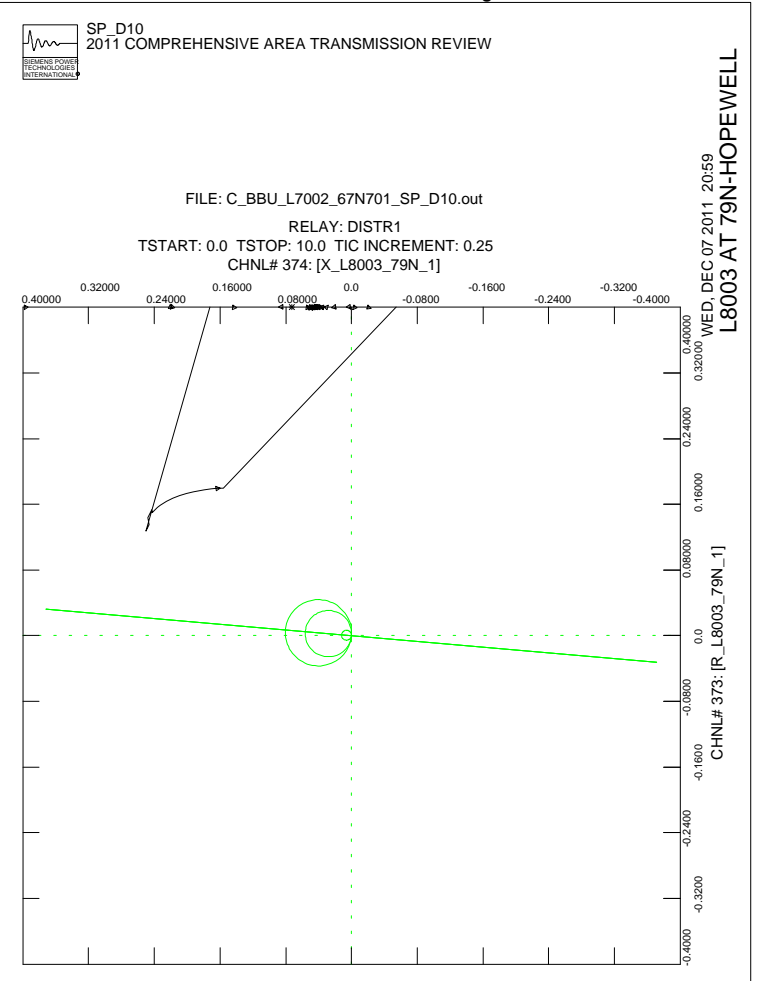
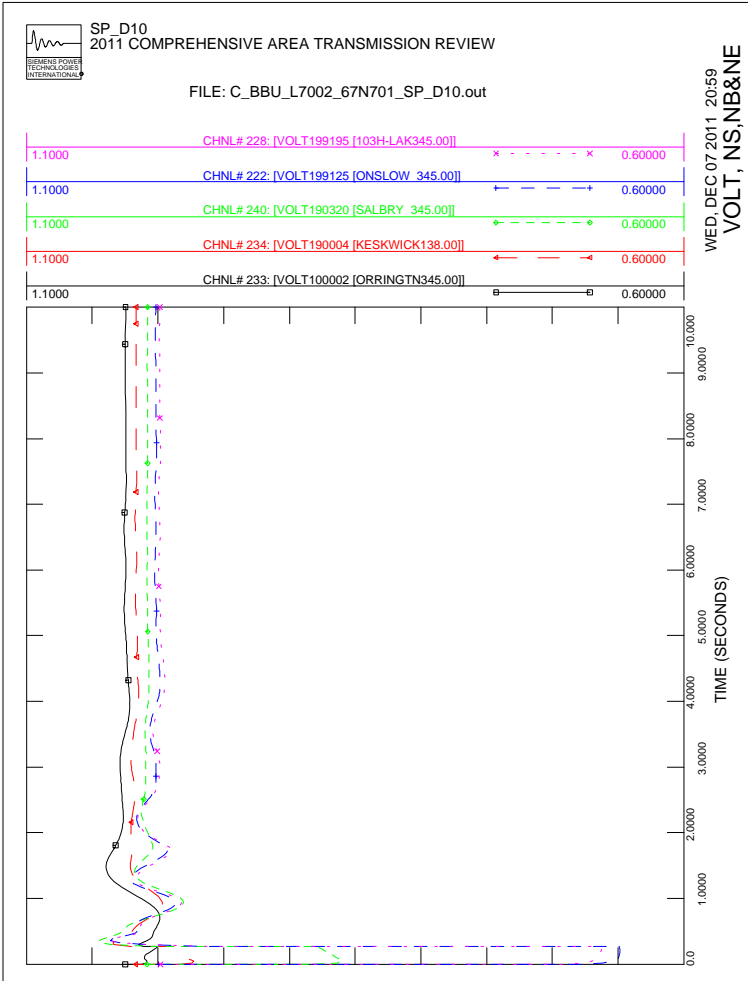


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_SP_D10.out



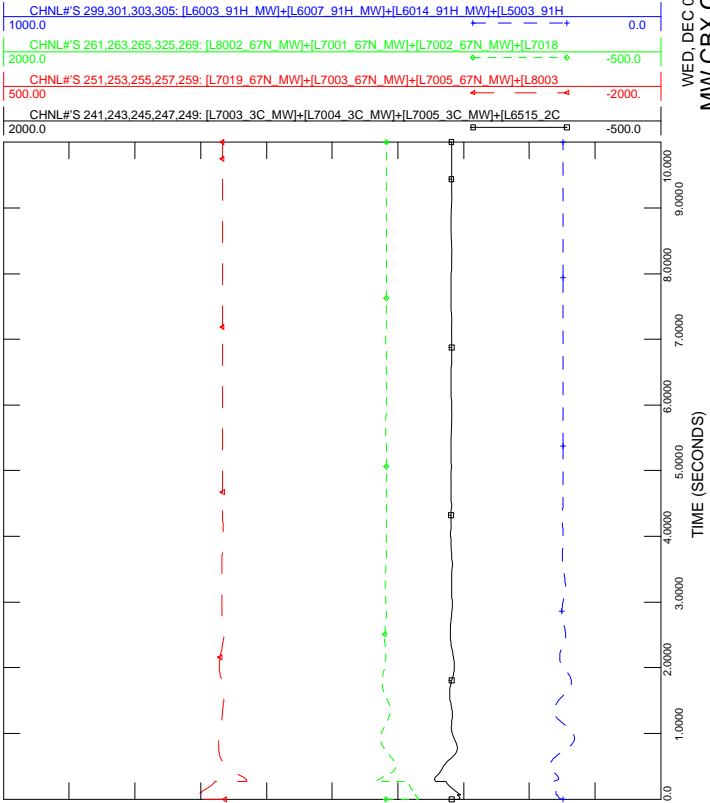






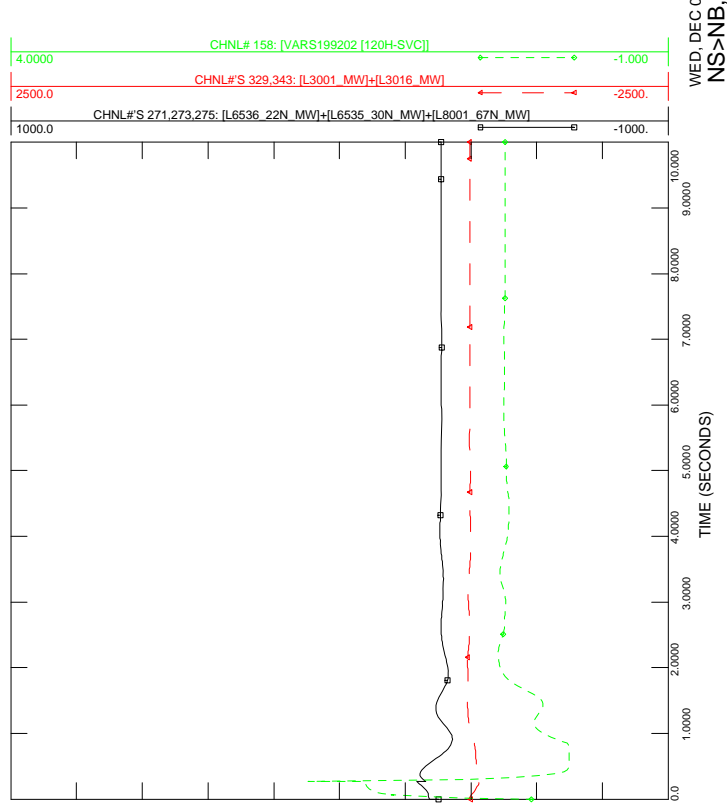
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7004_91N701_SP_D10.out



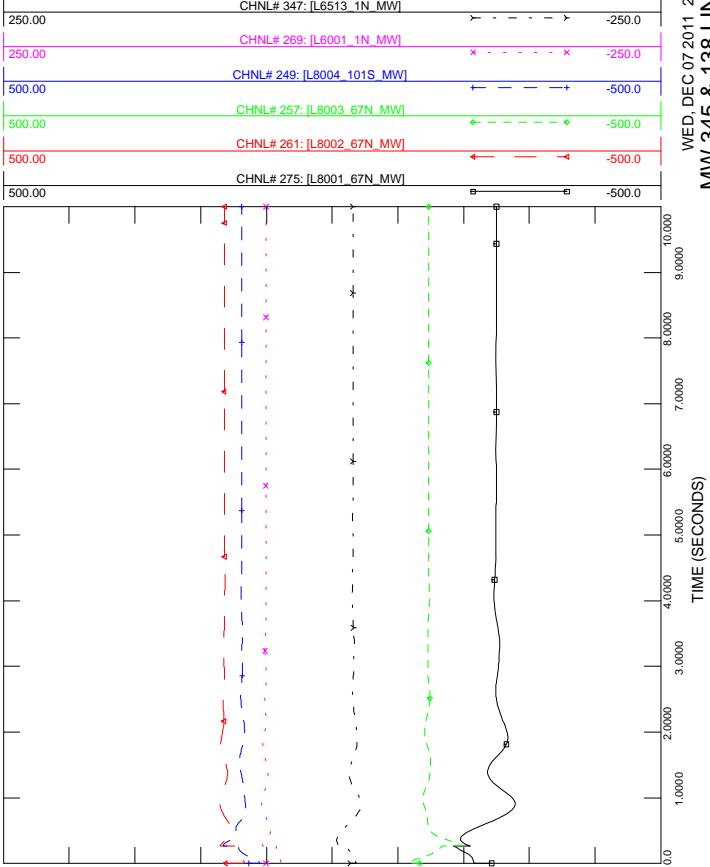
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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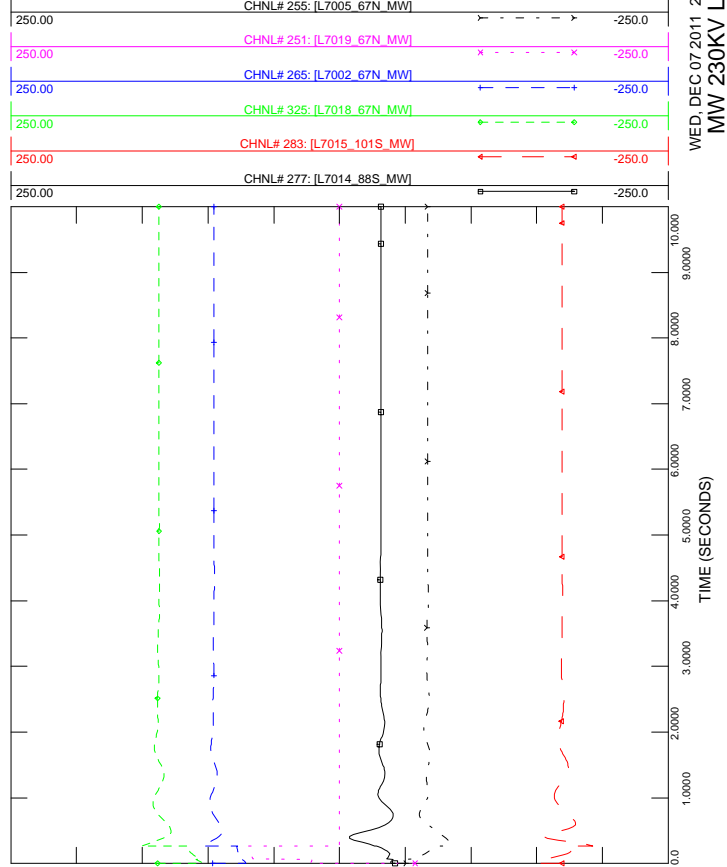
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

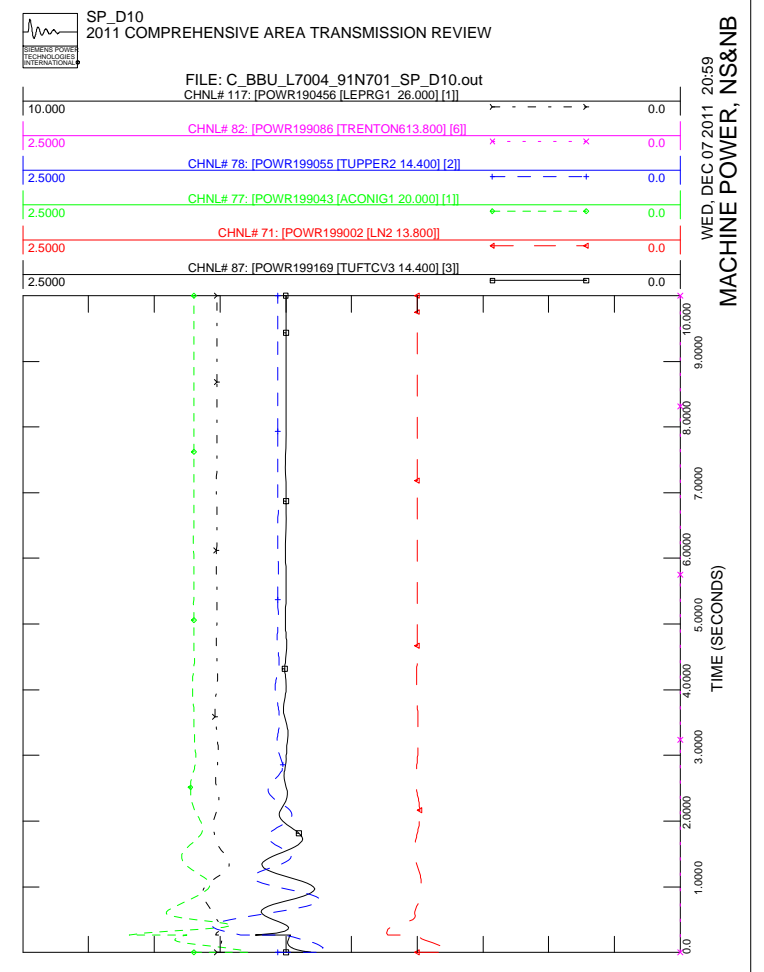
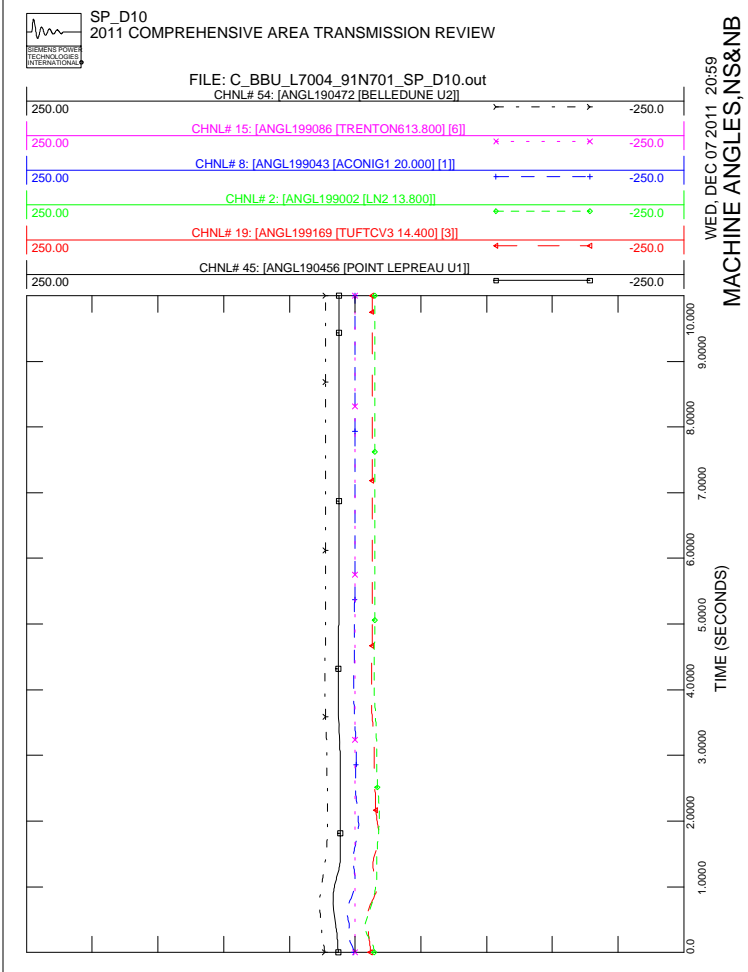
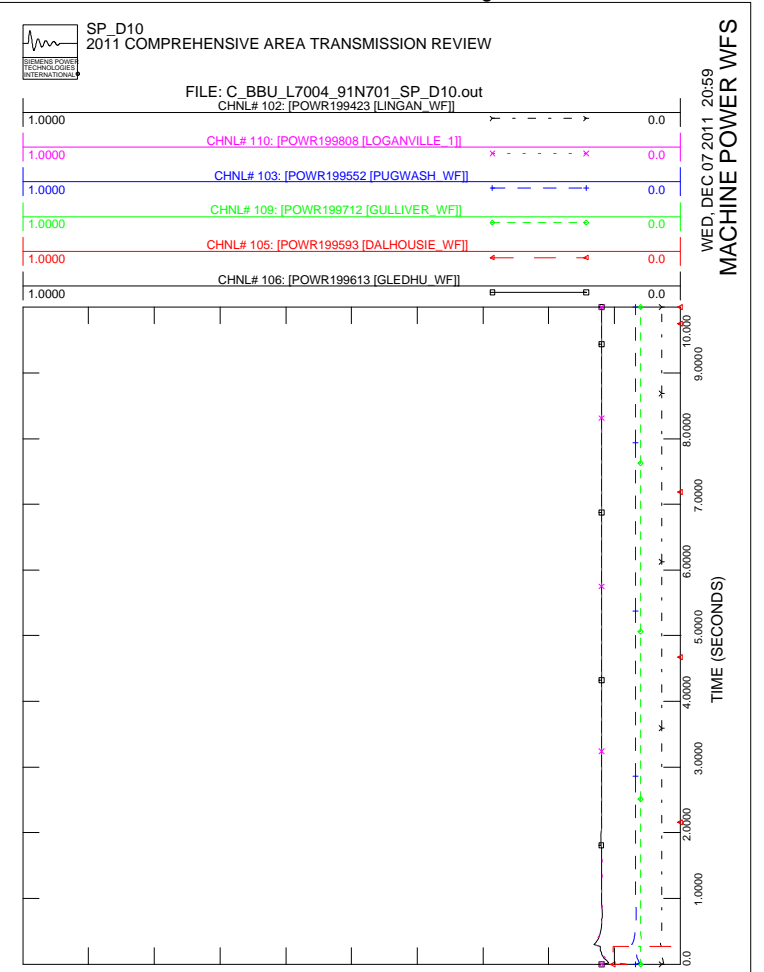
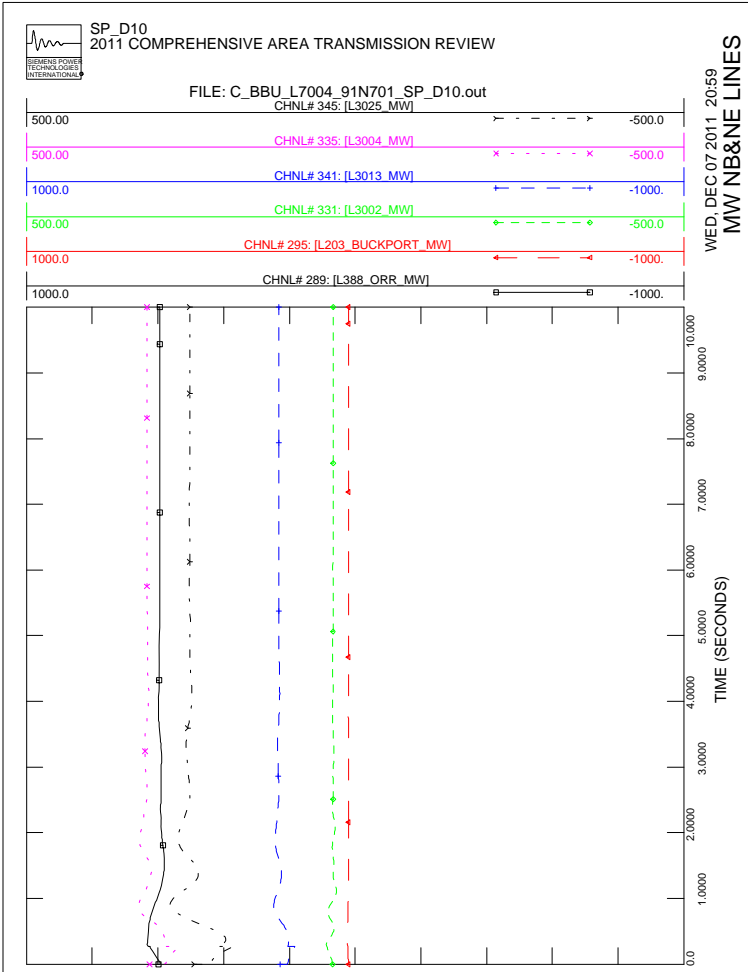
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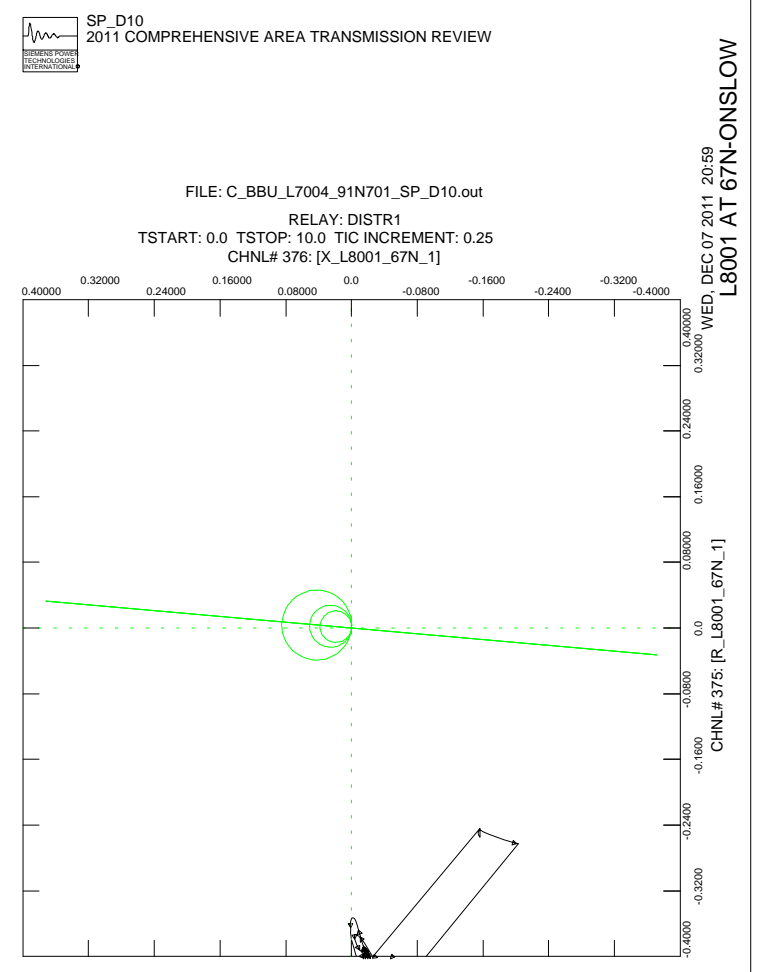
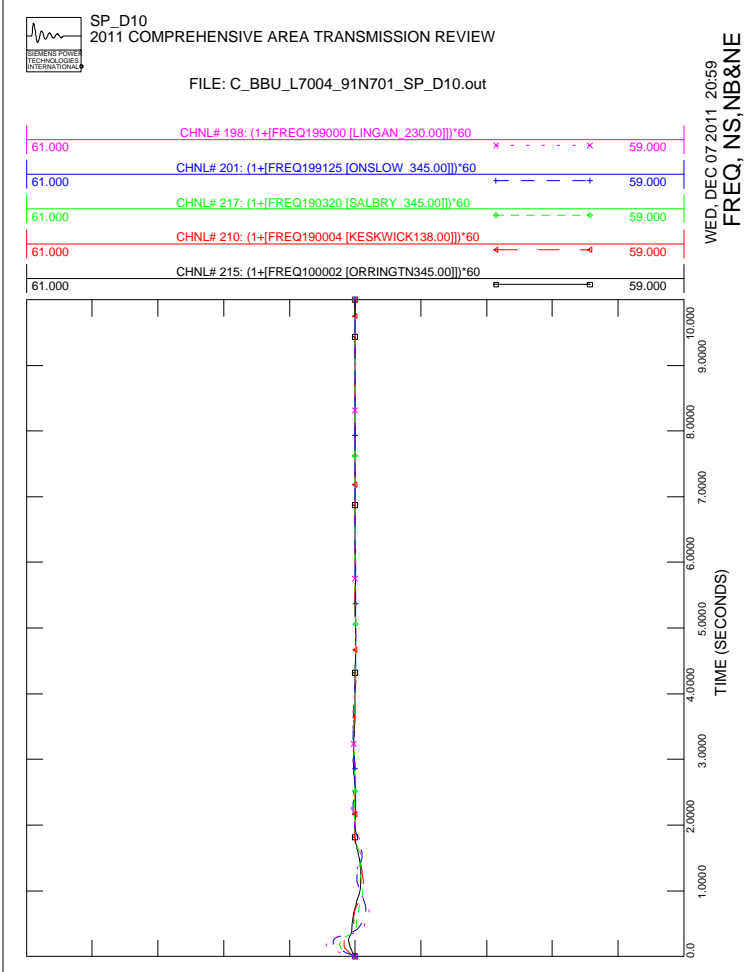
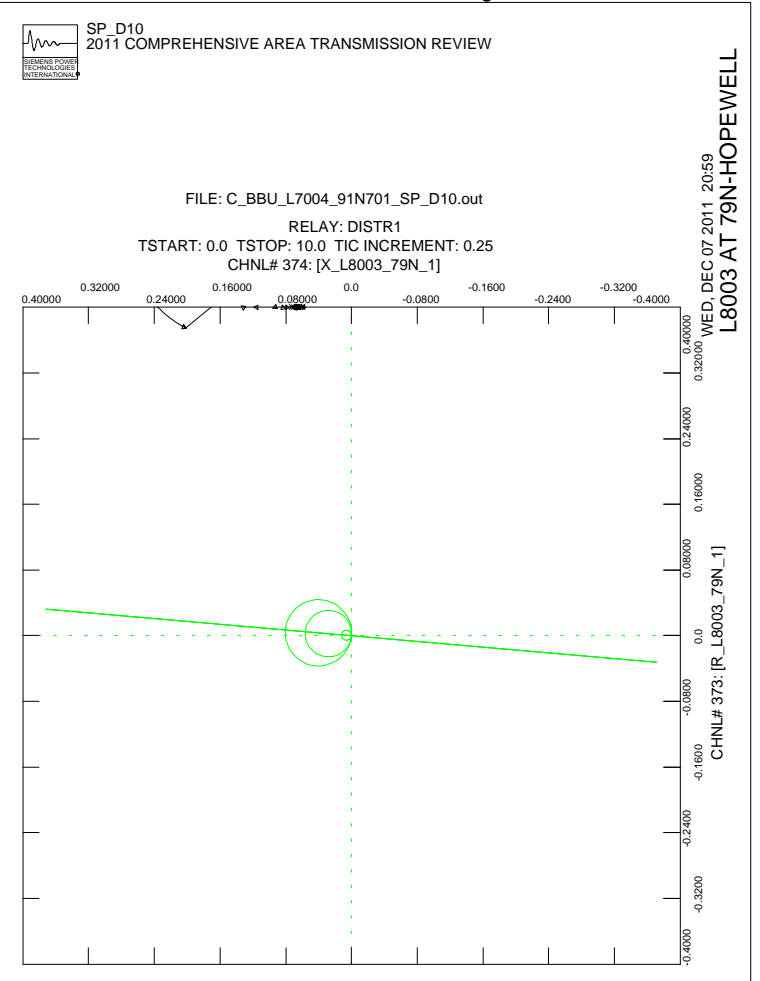
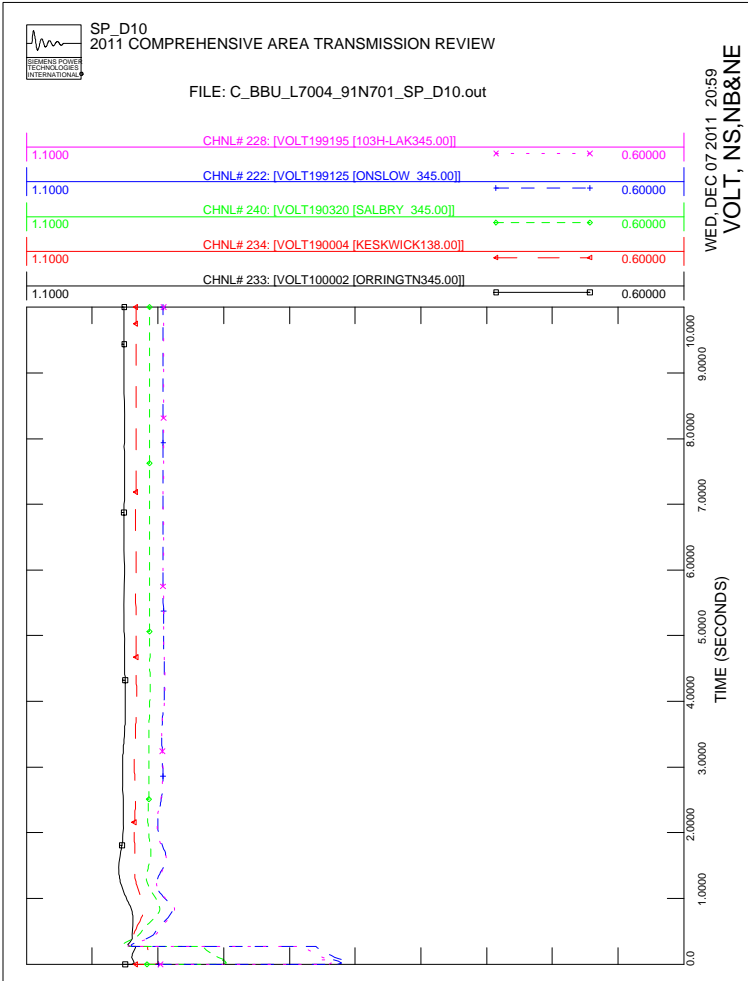


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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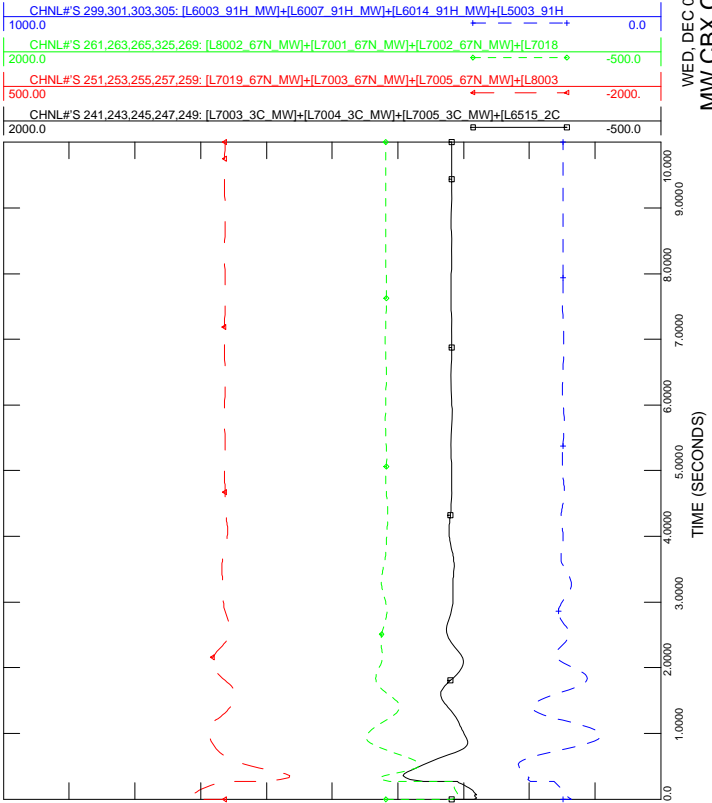






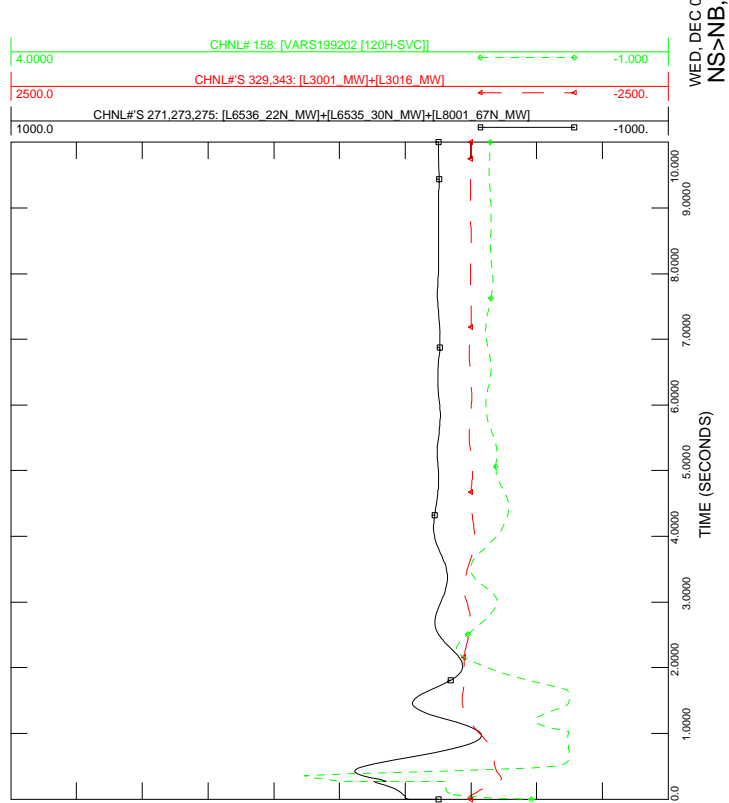
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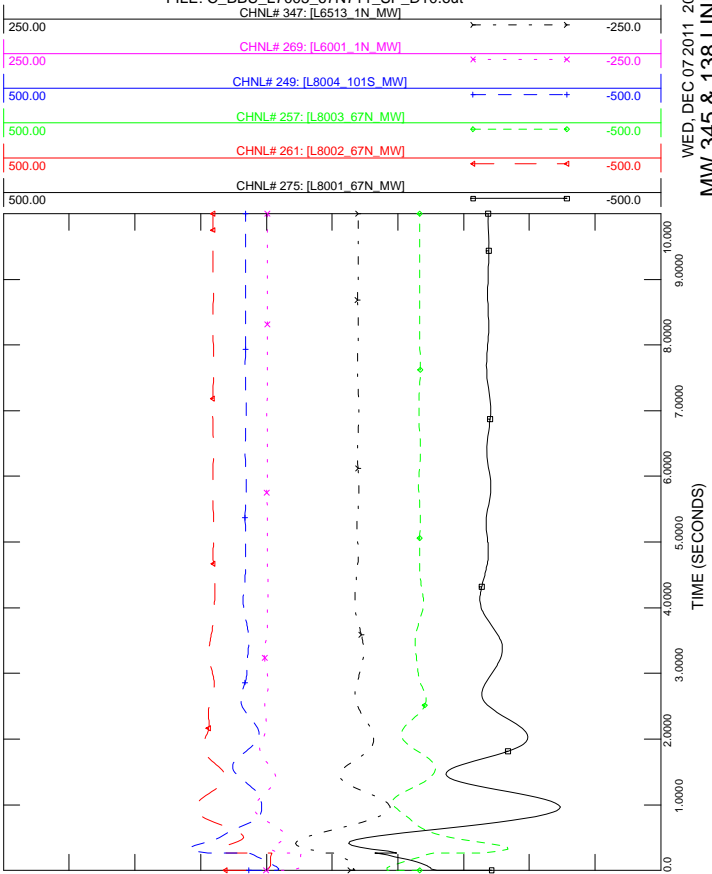
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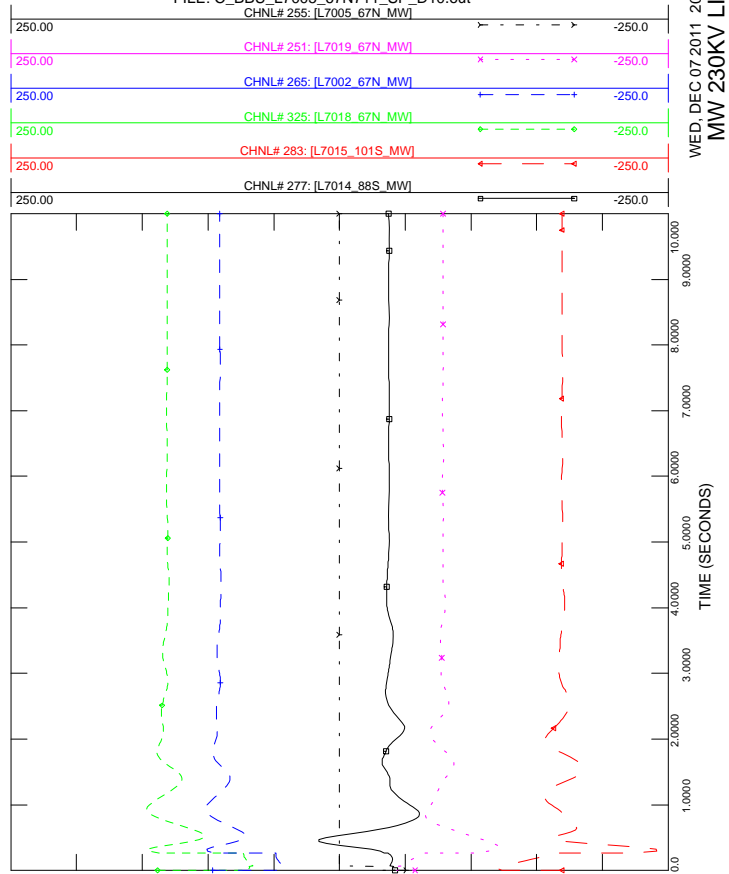
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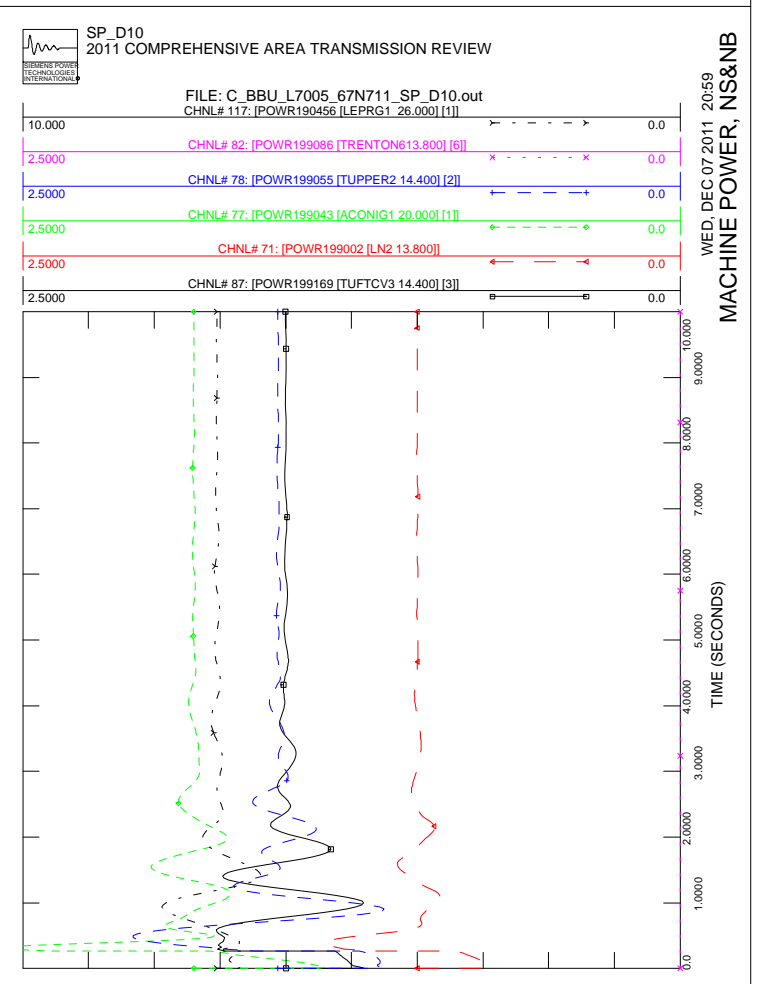
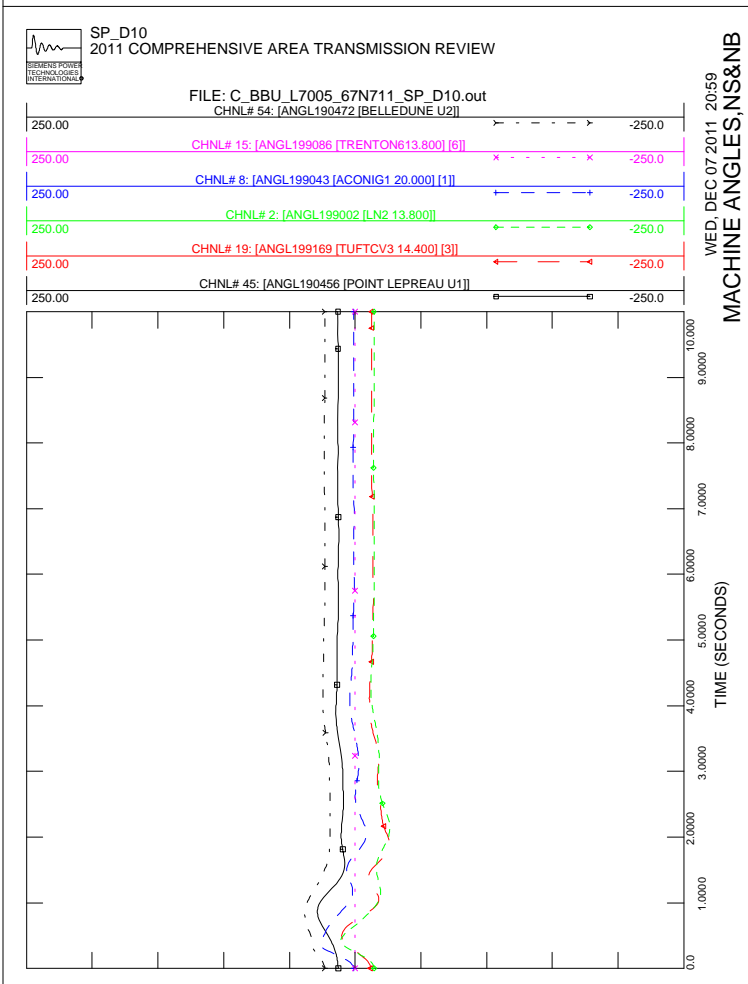
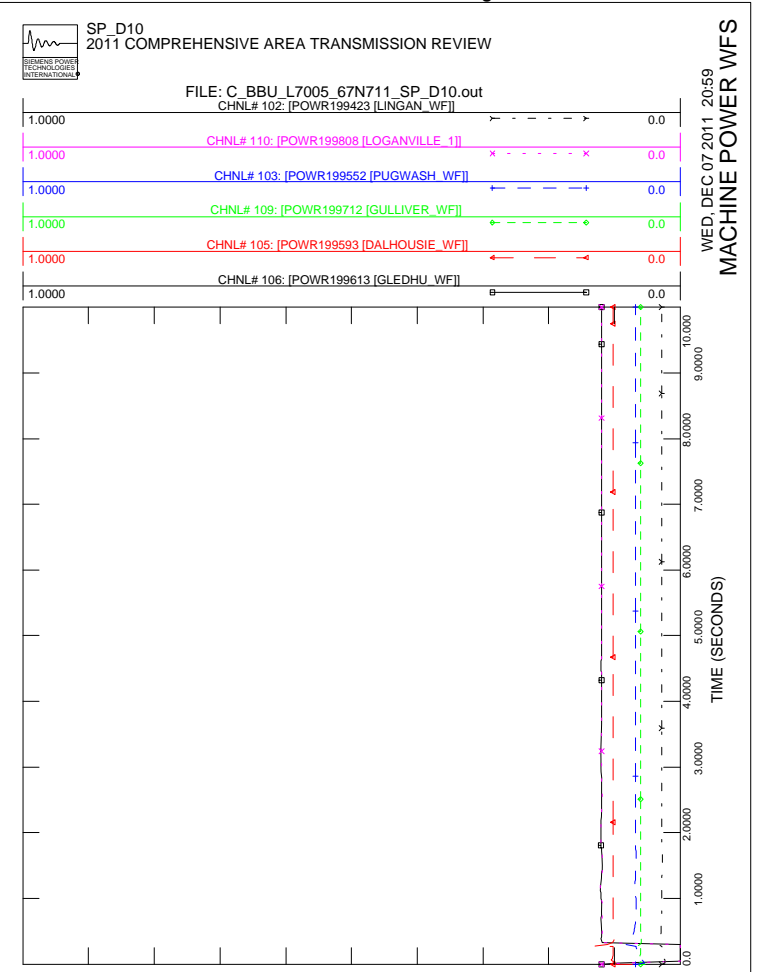
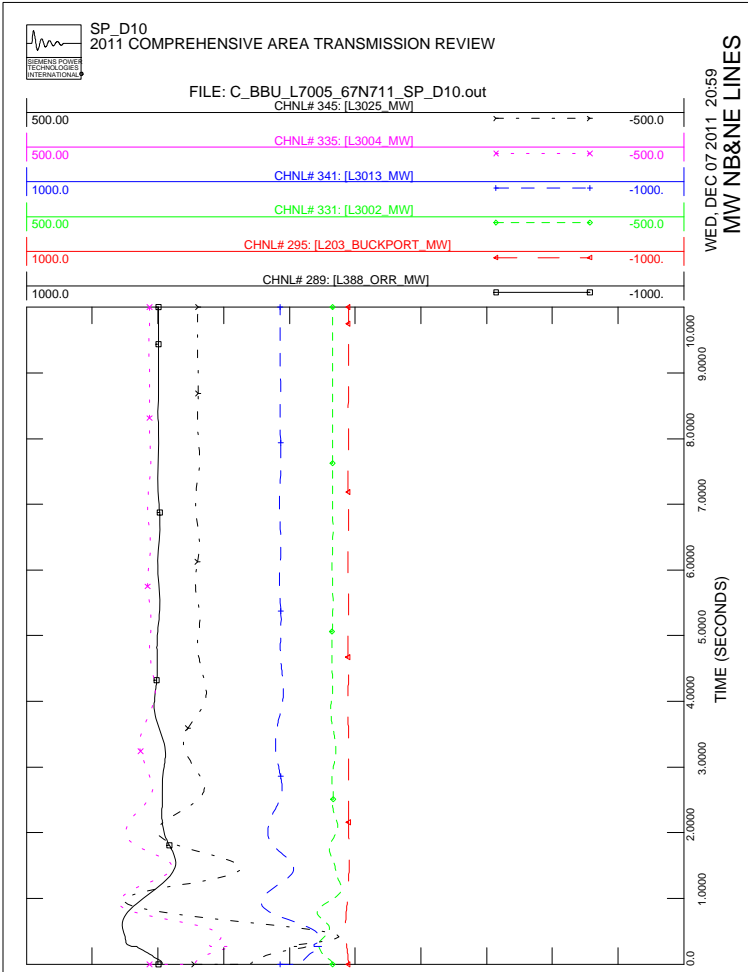
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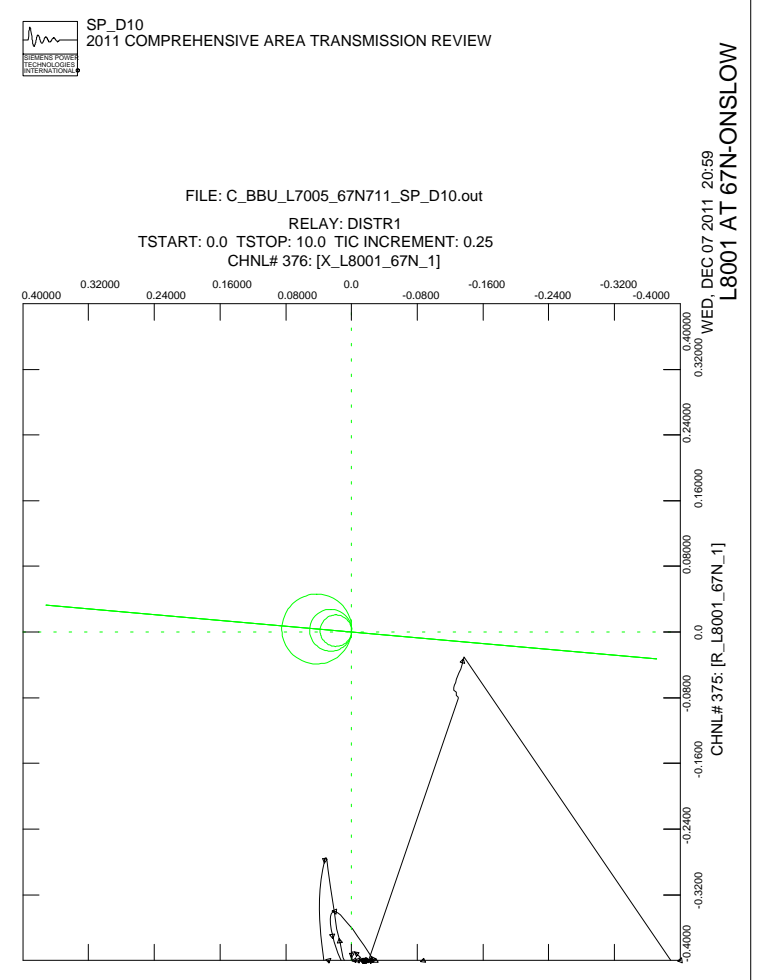
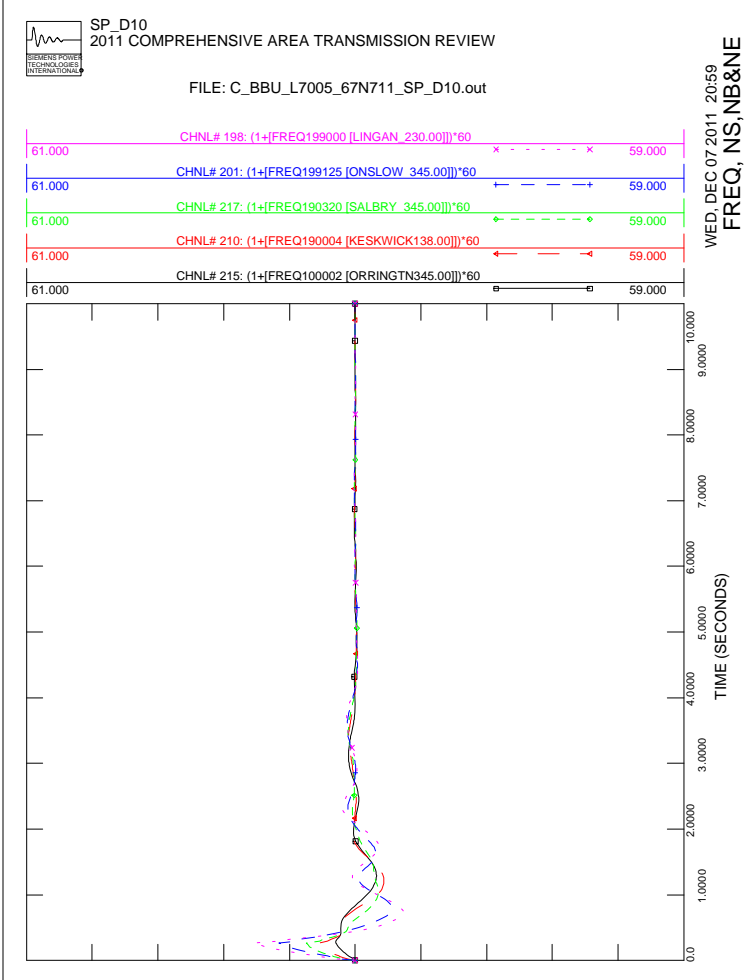
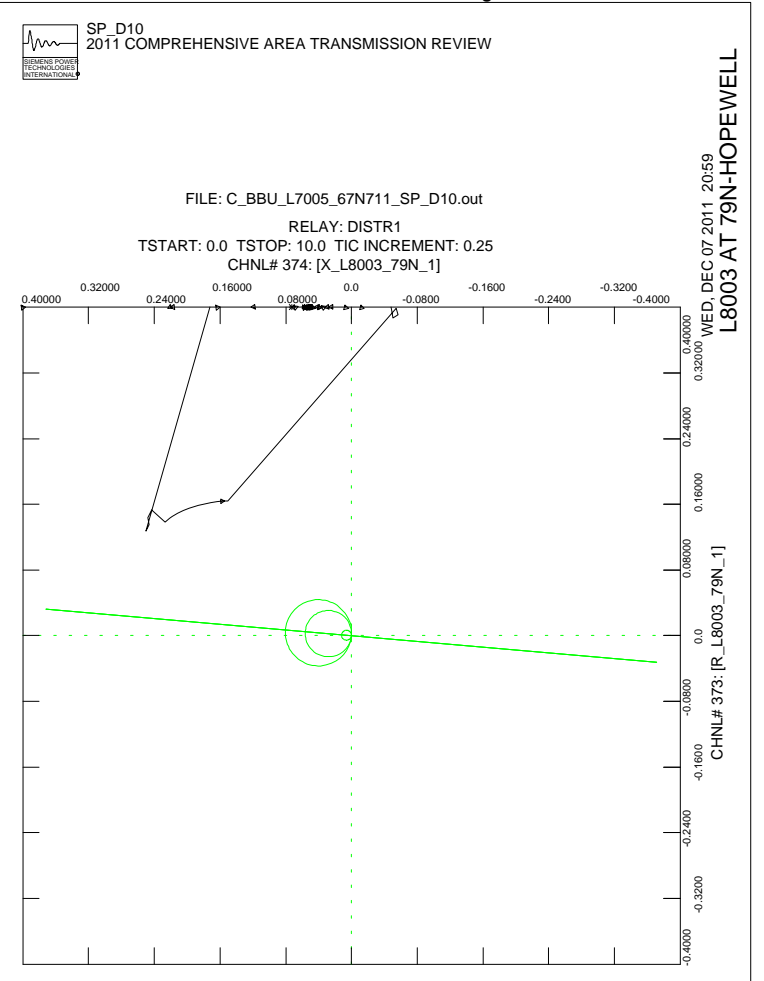
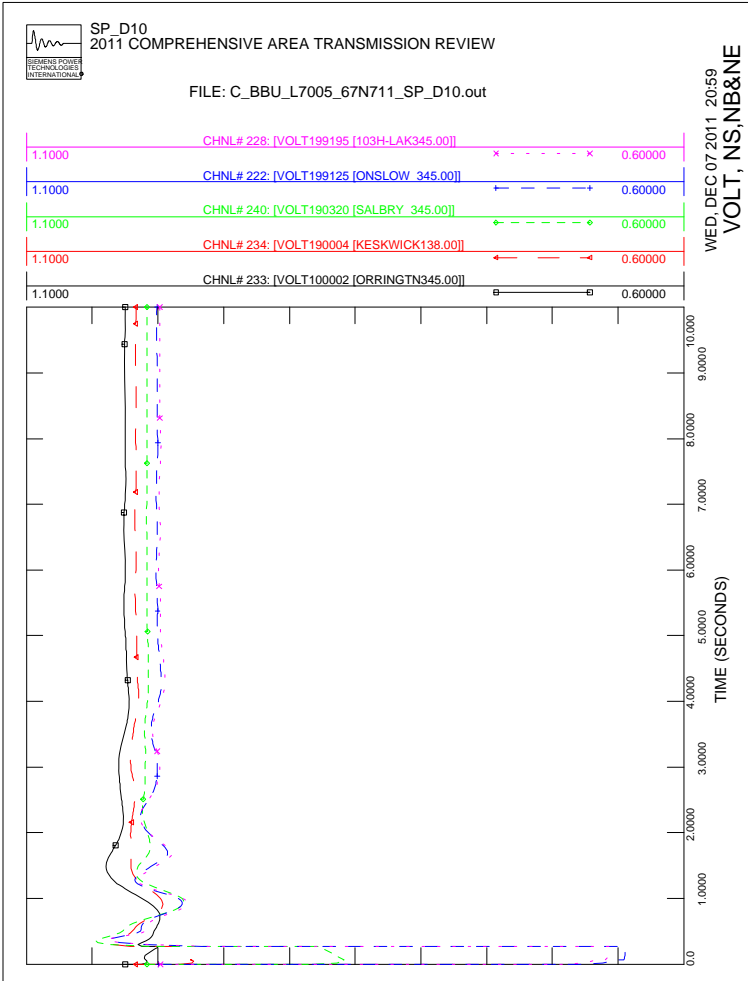


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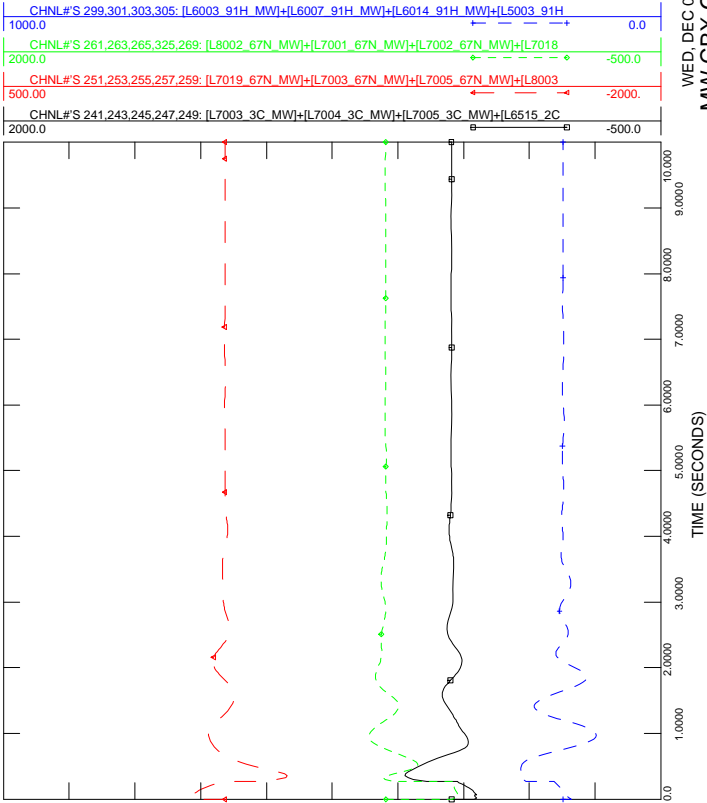






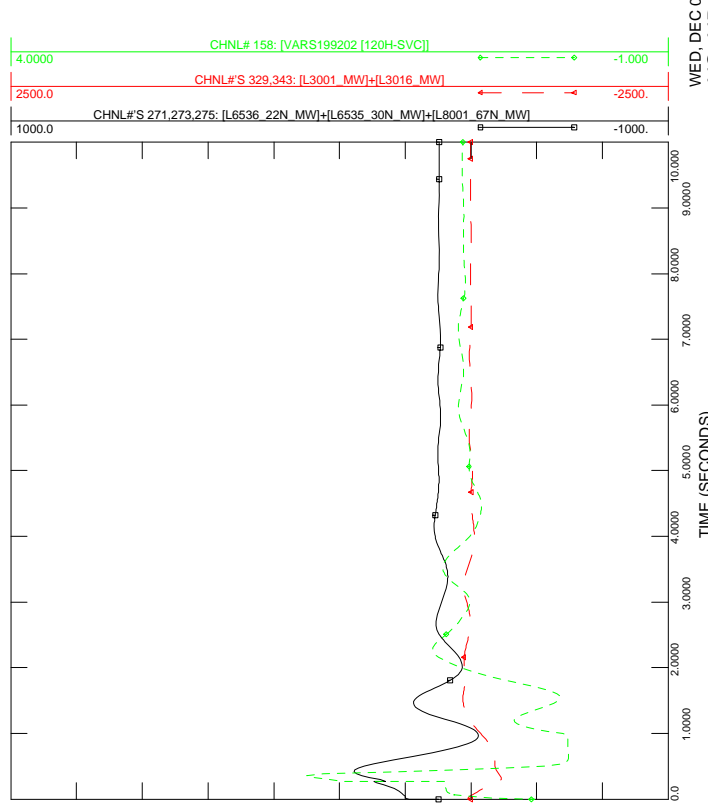
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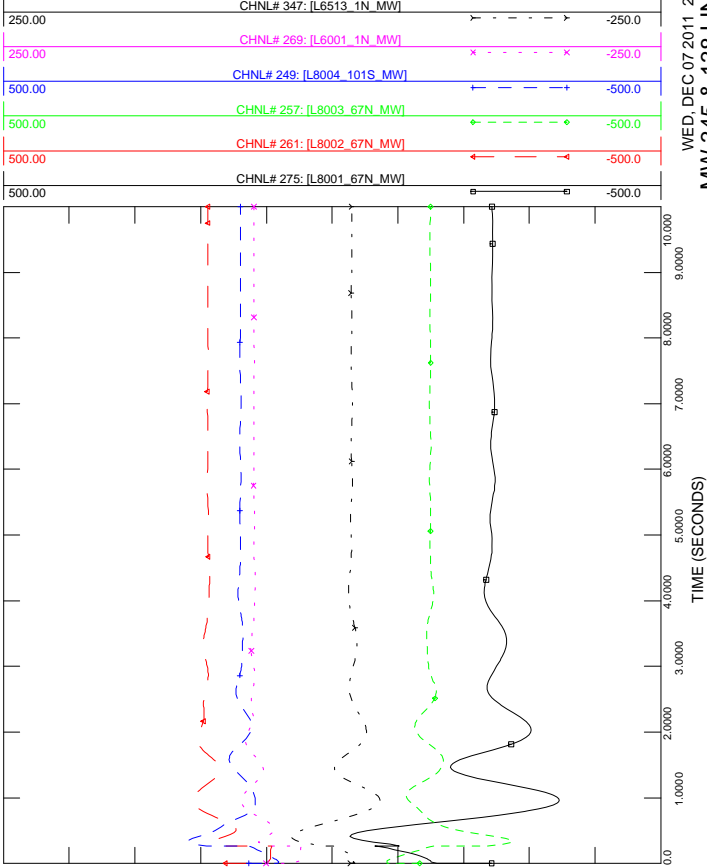
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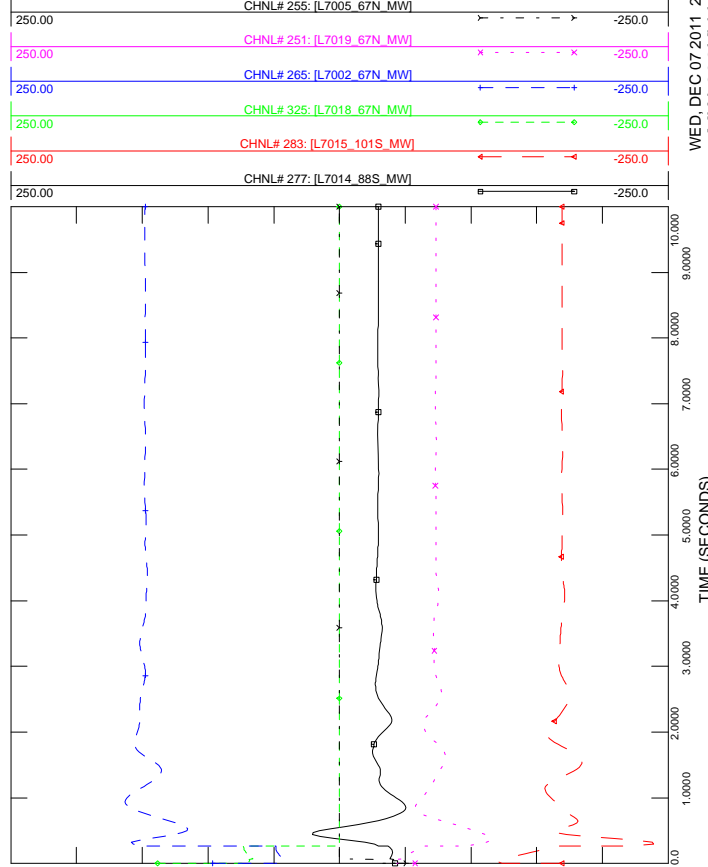
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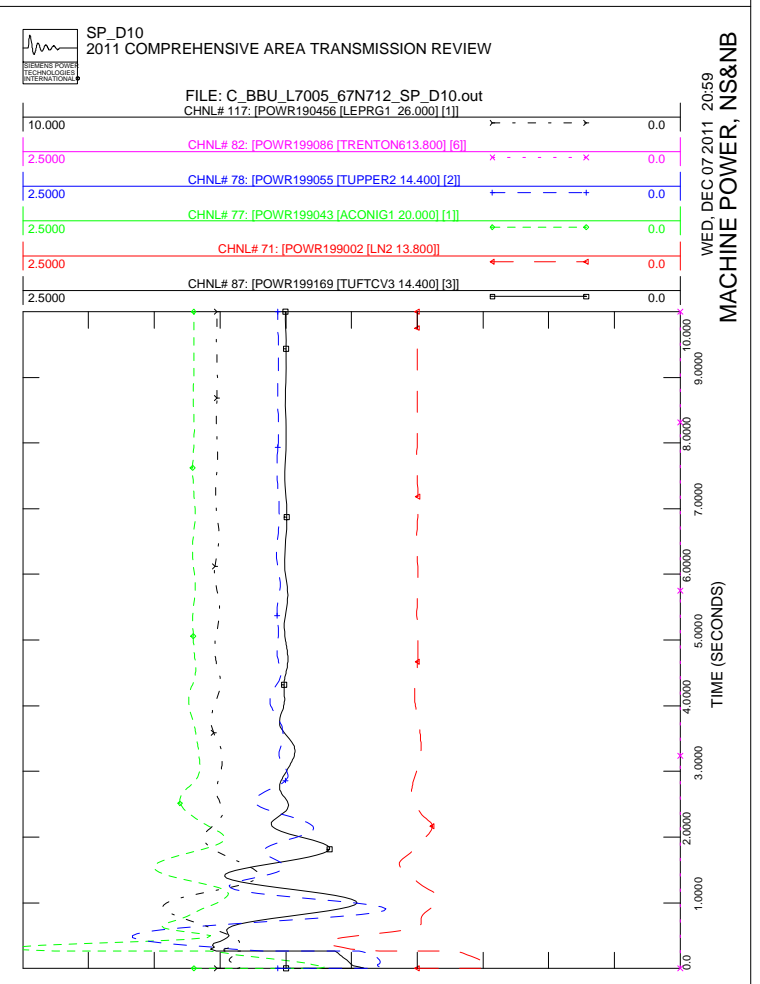
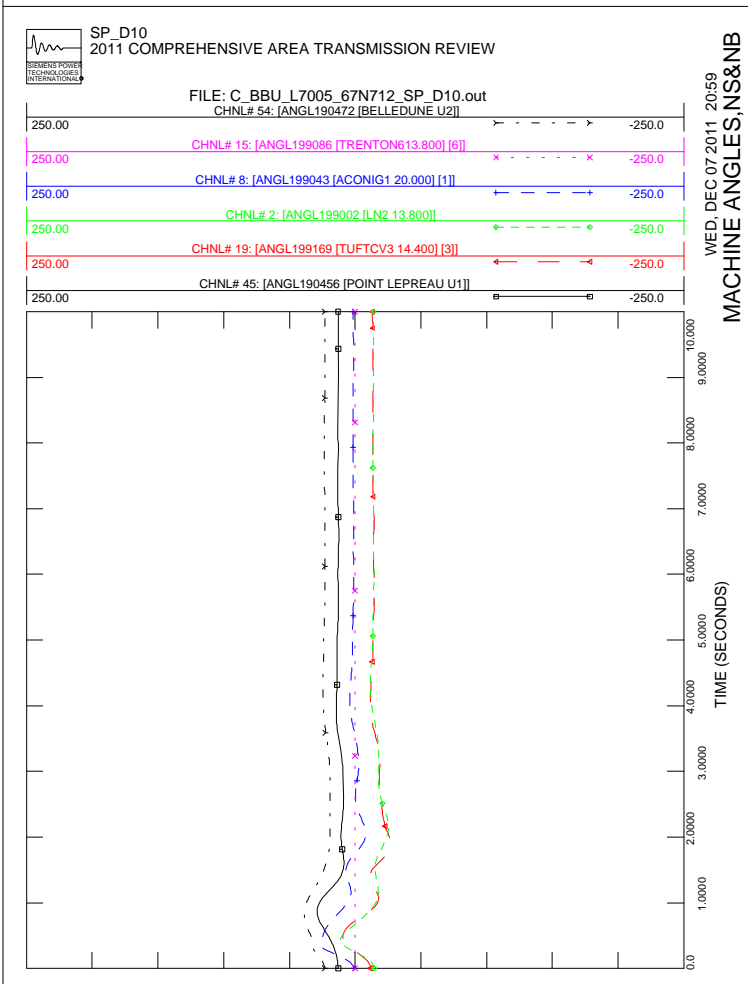
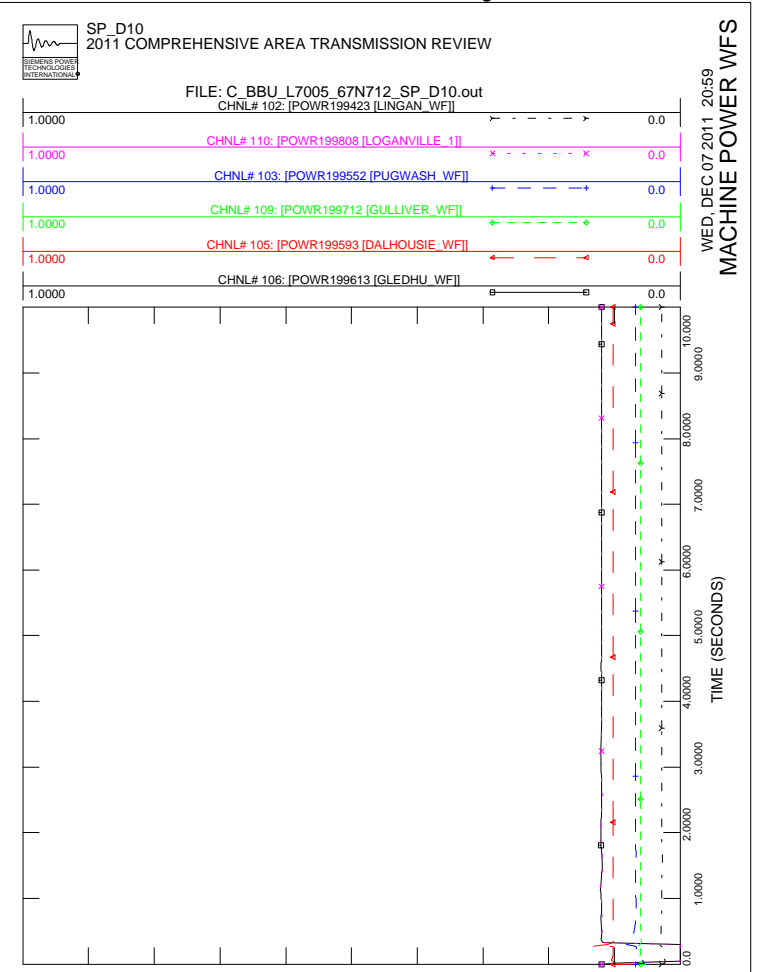
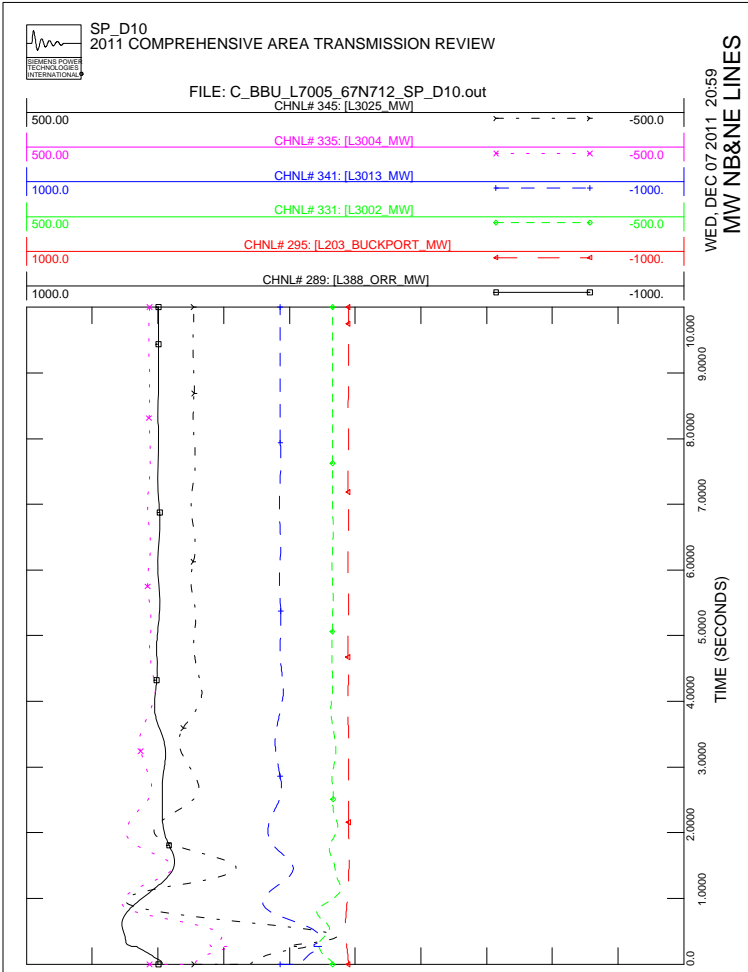
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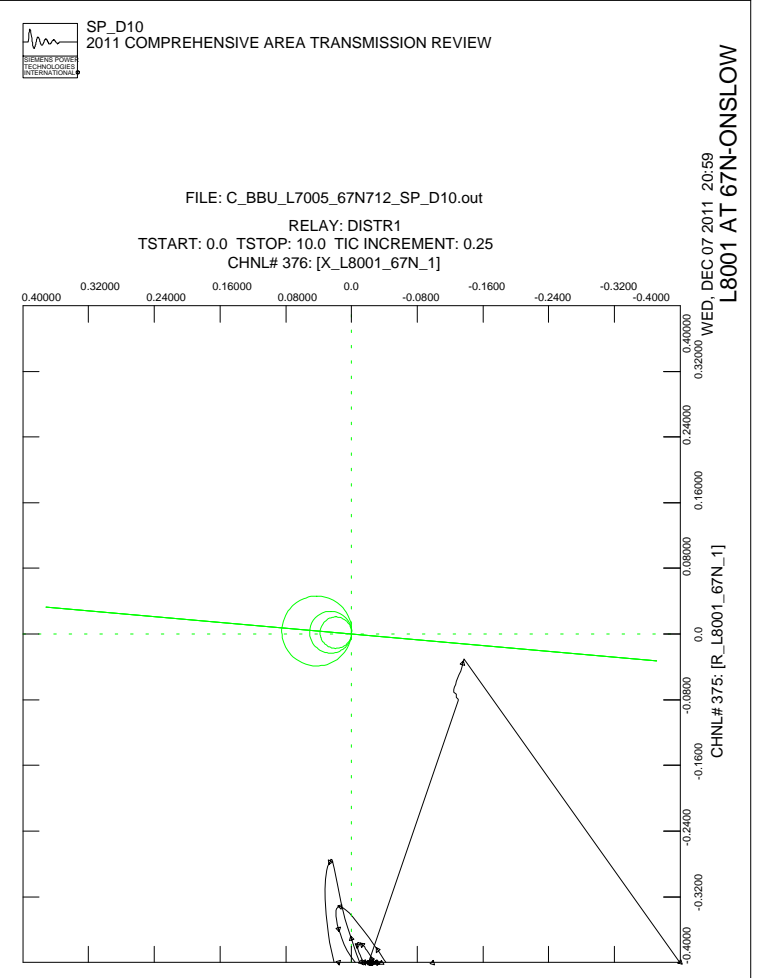
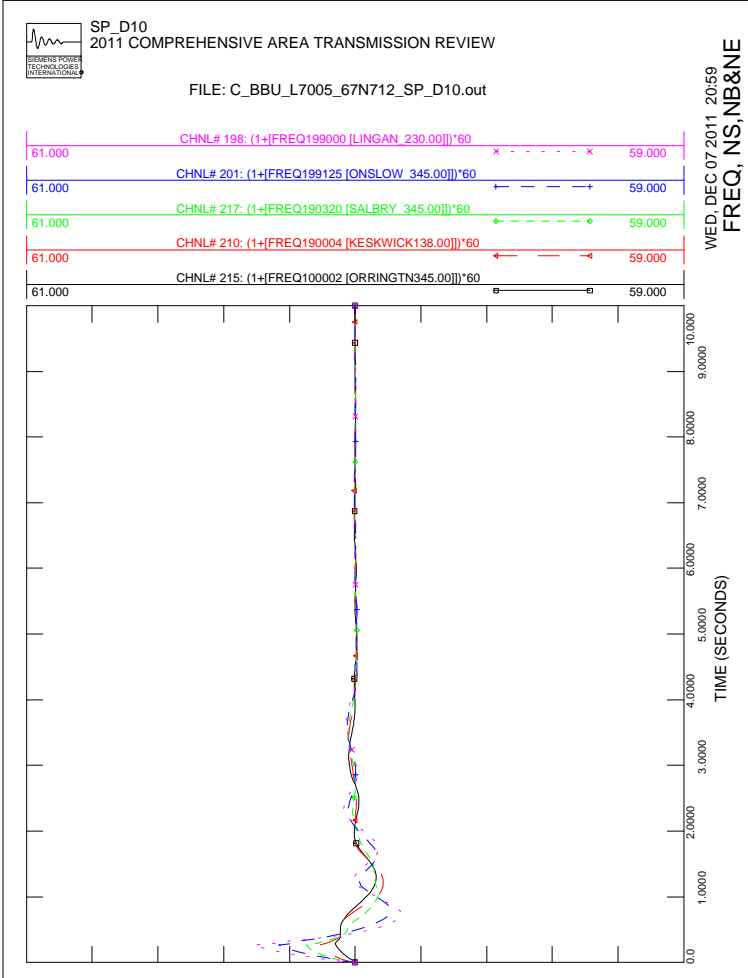
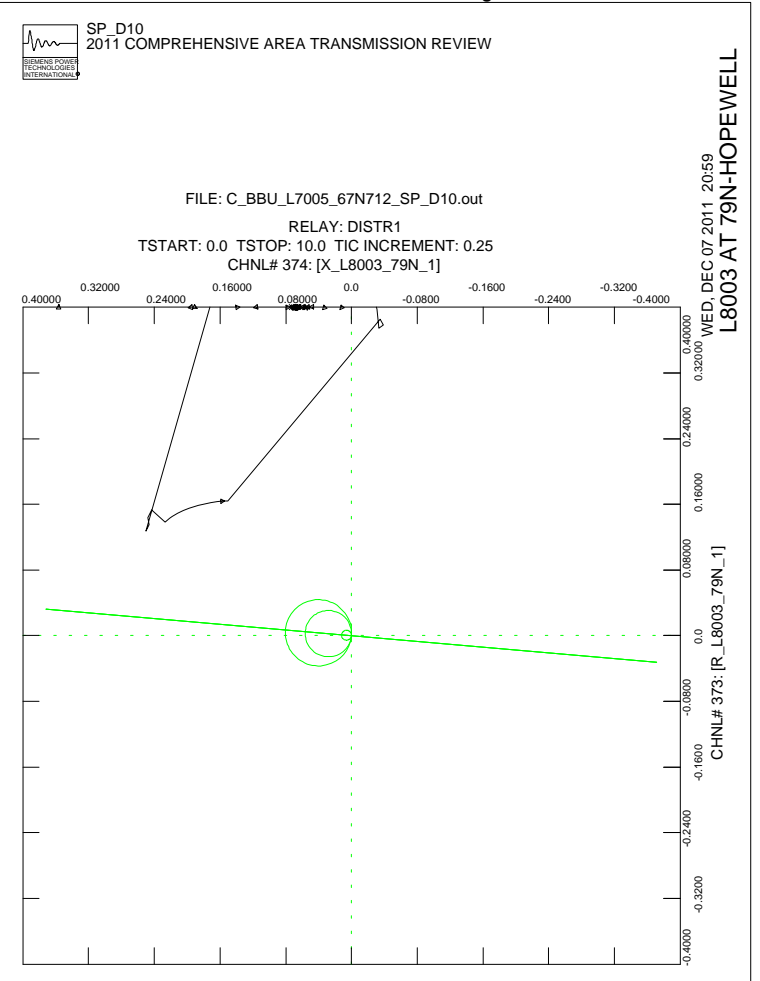
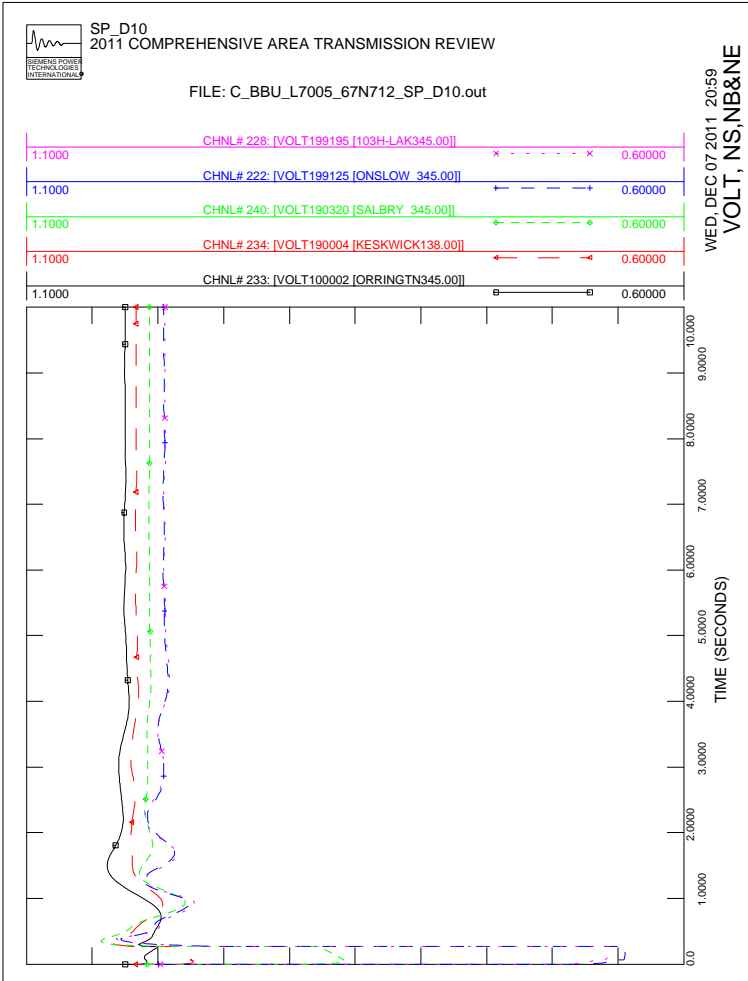


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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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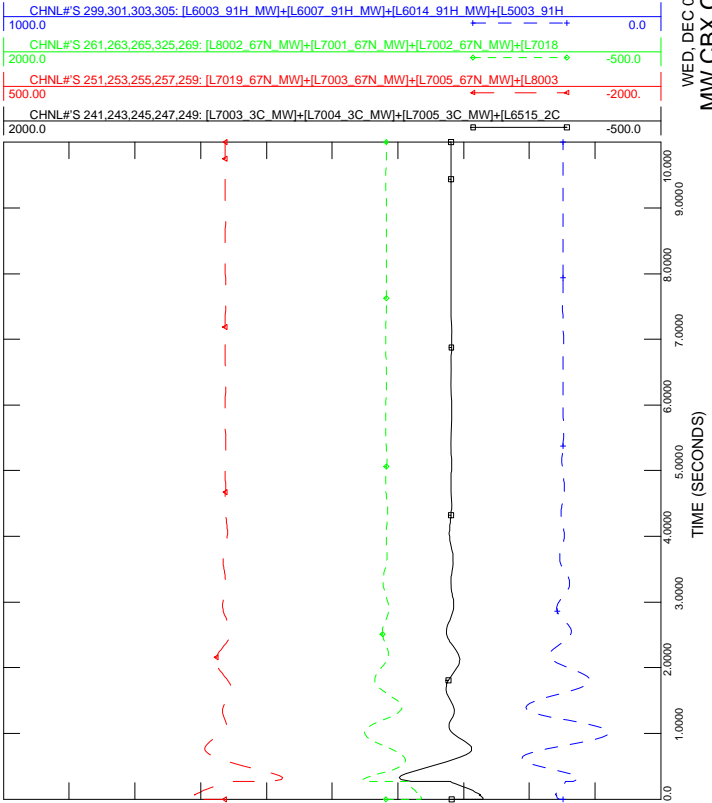






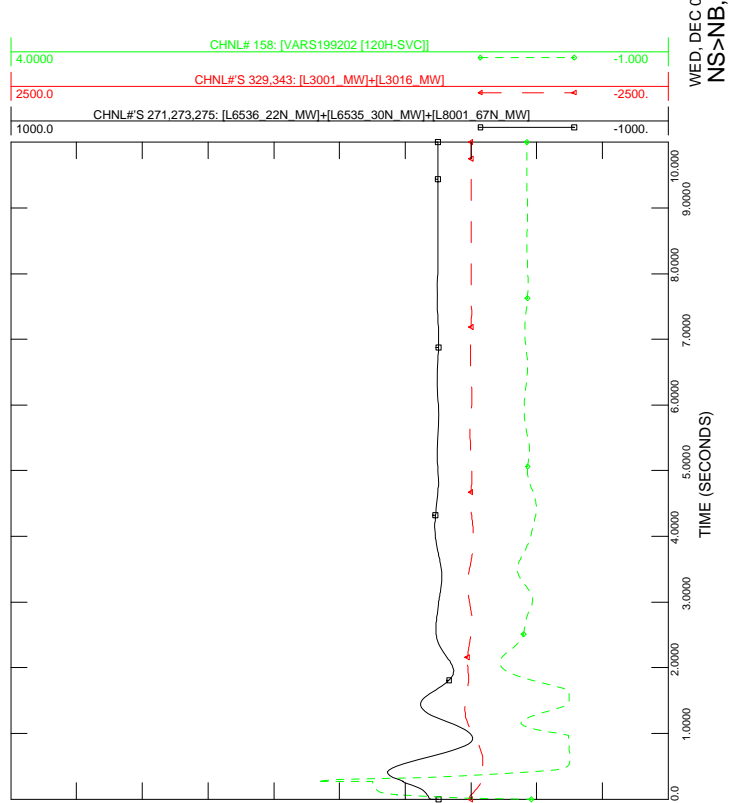
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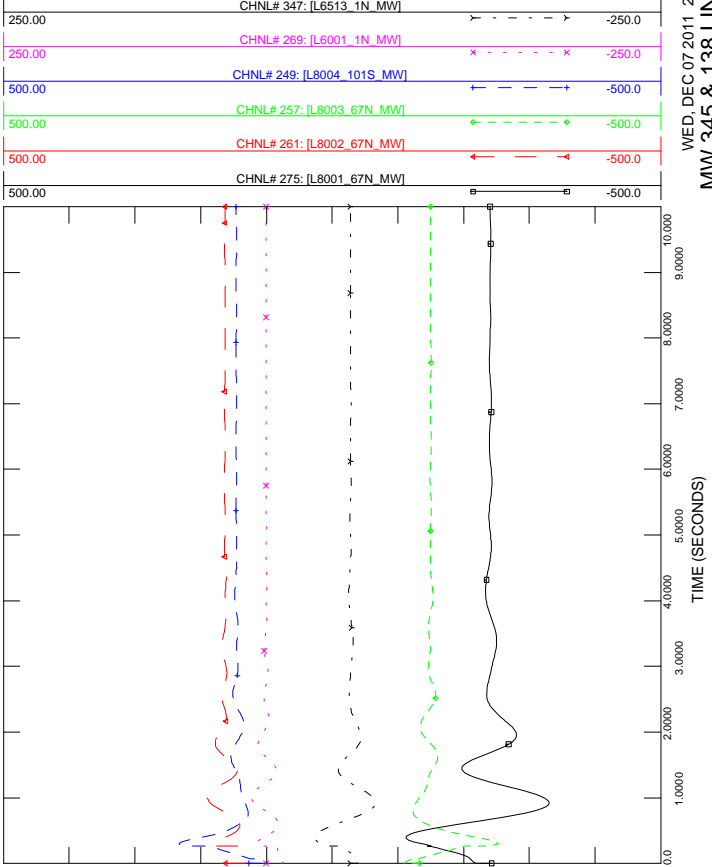
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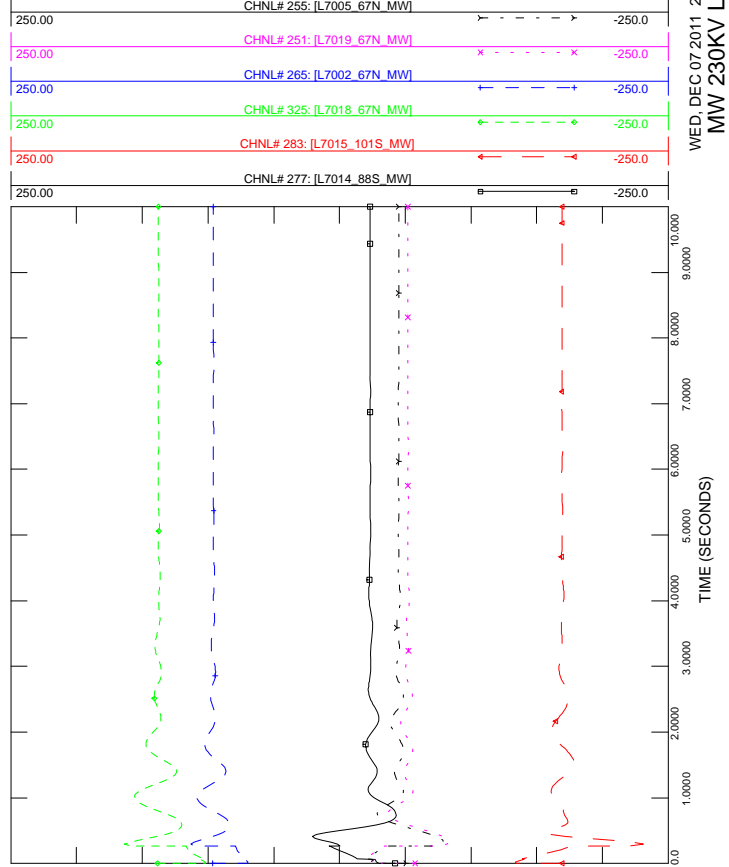
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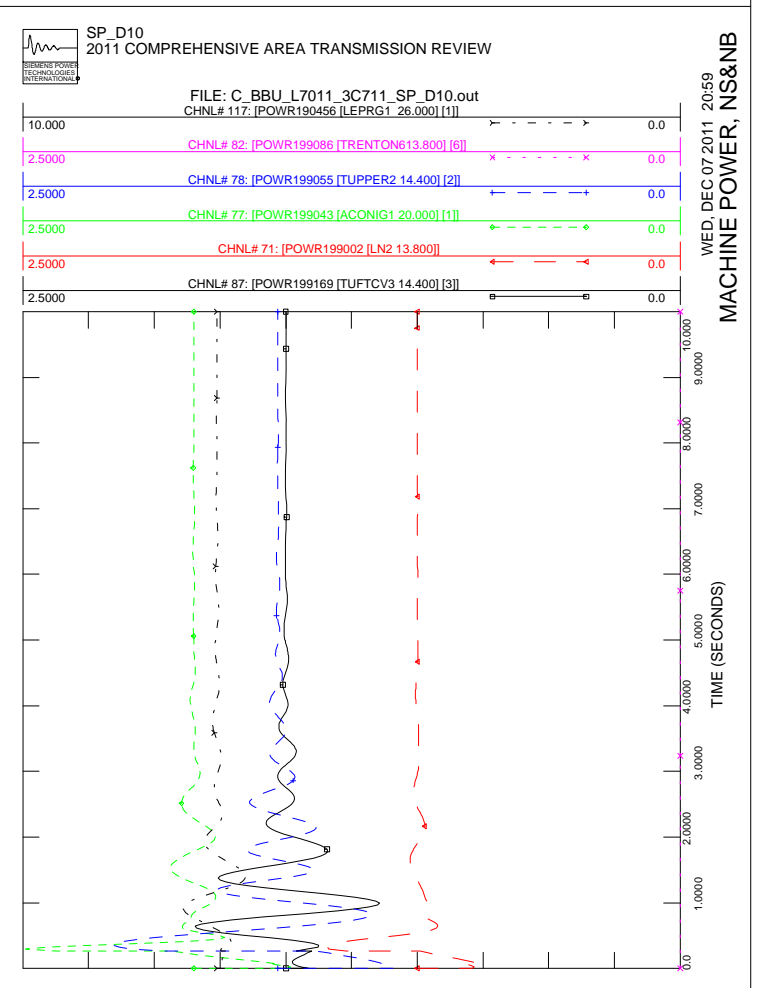
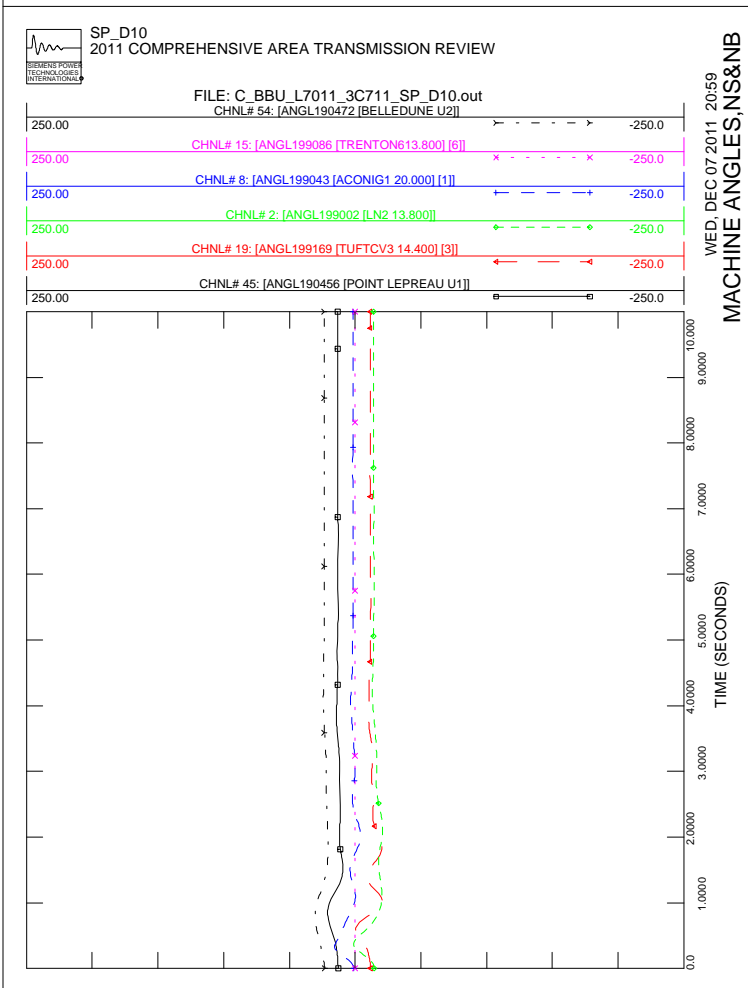
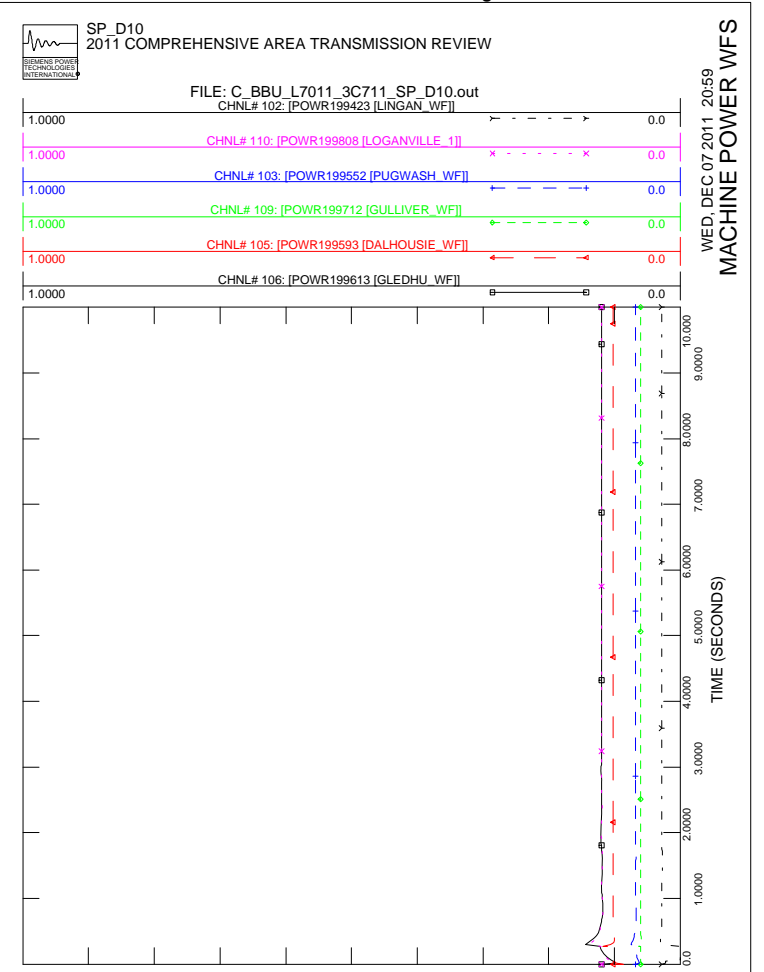
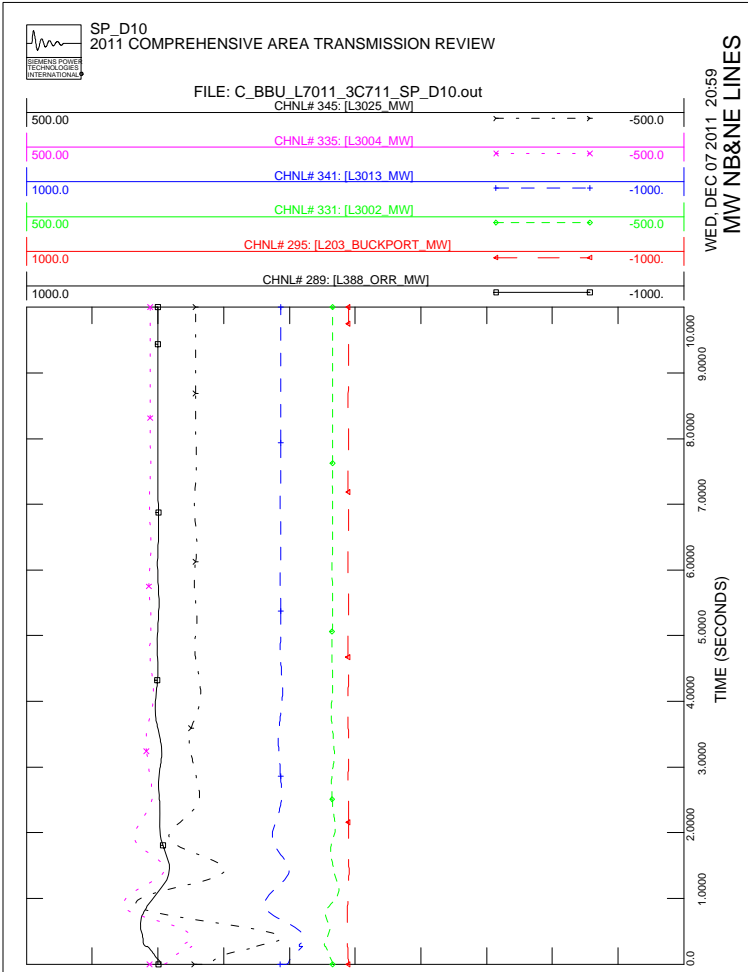
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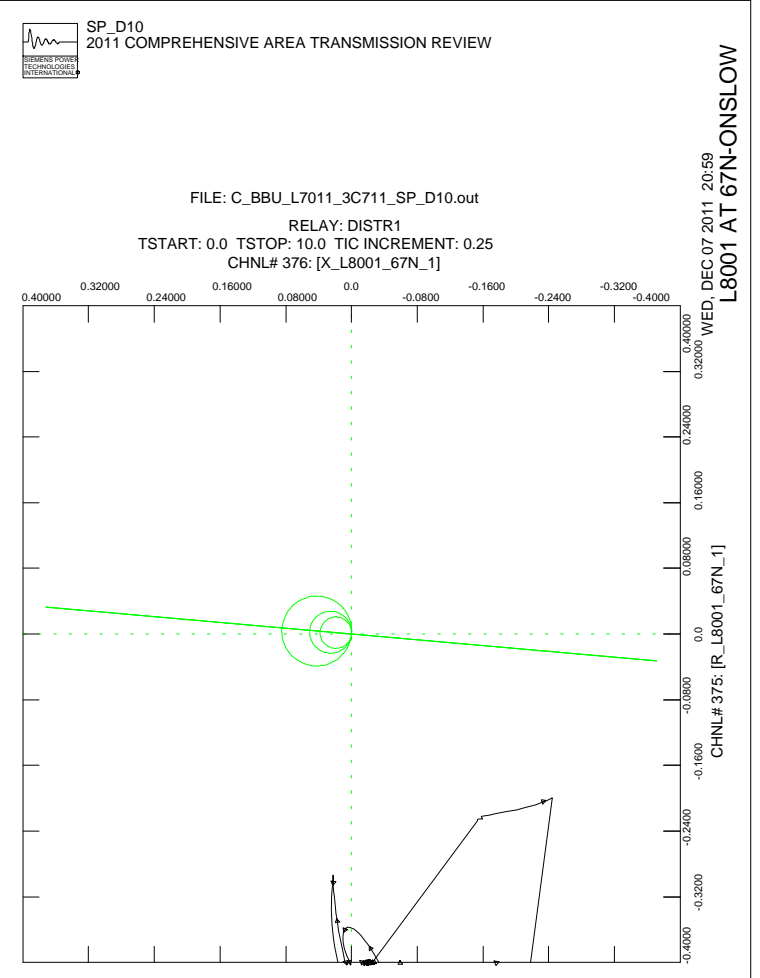
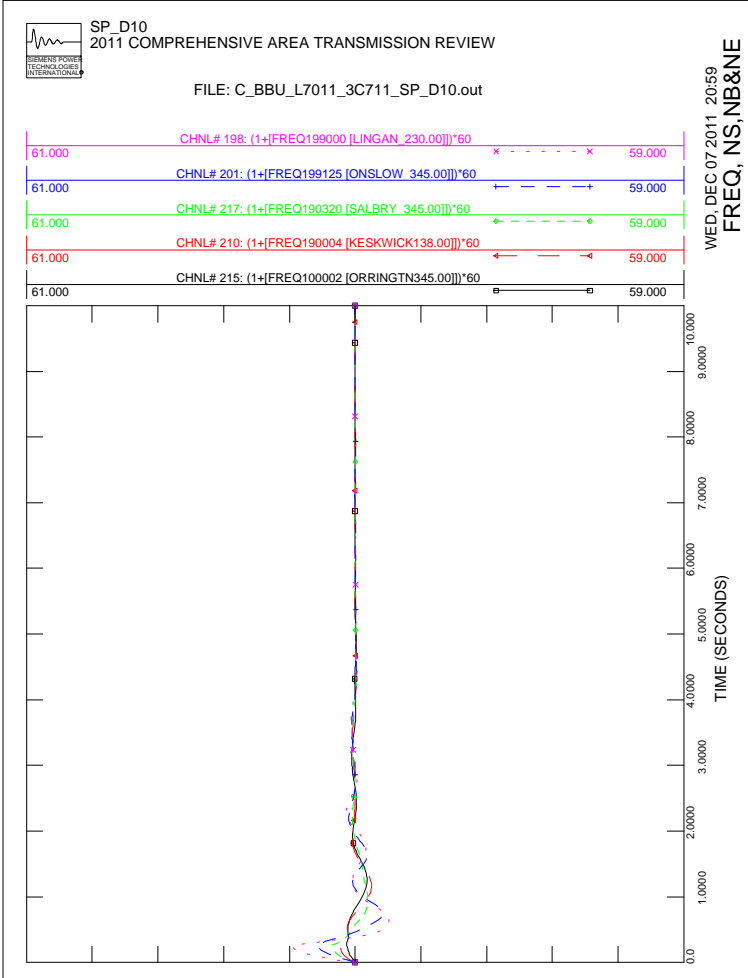
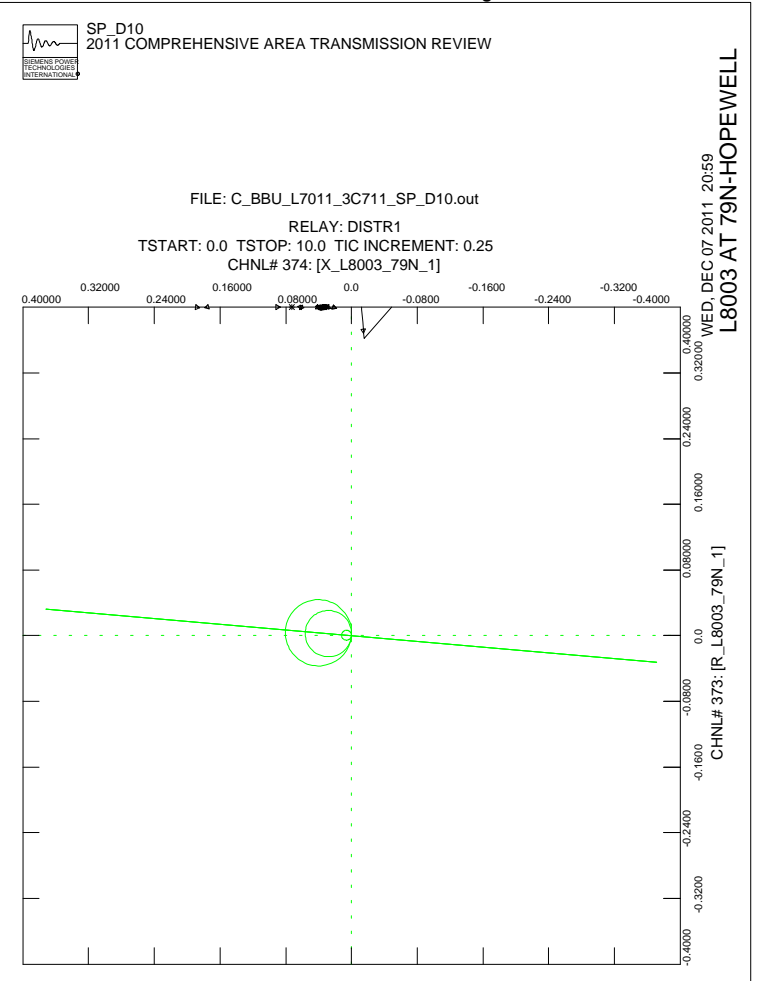
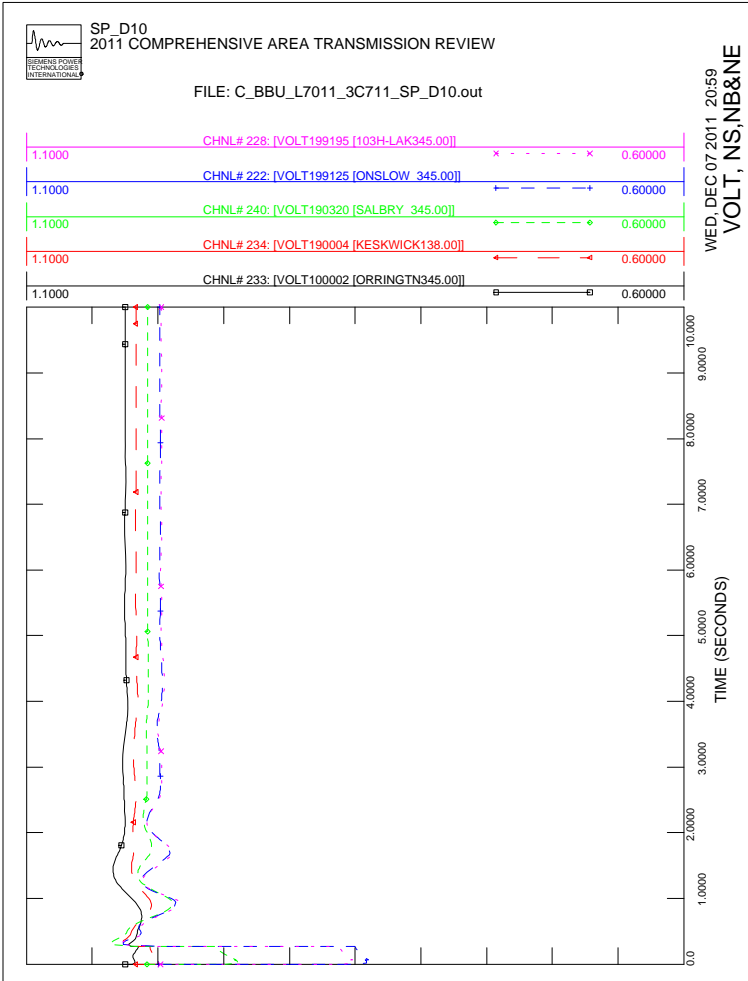


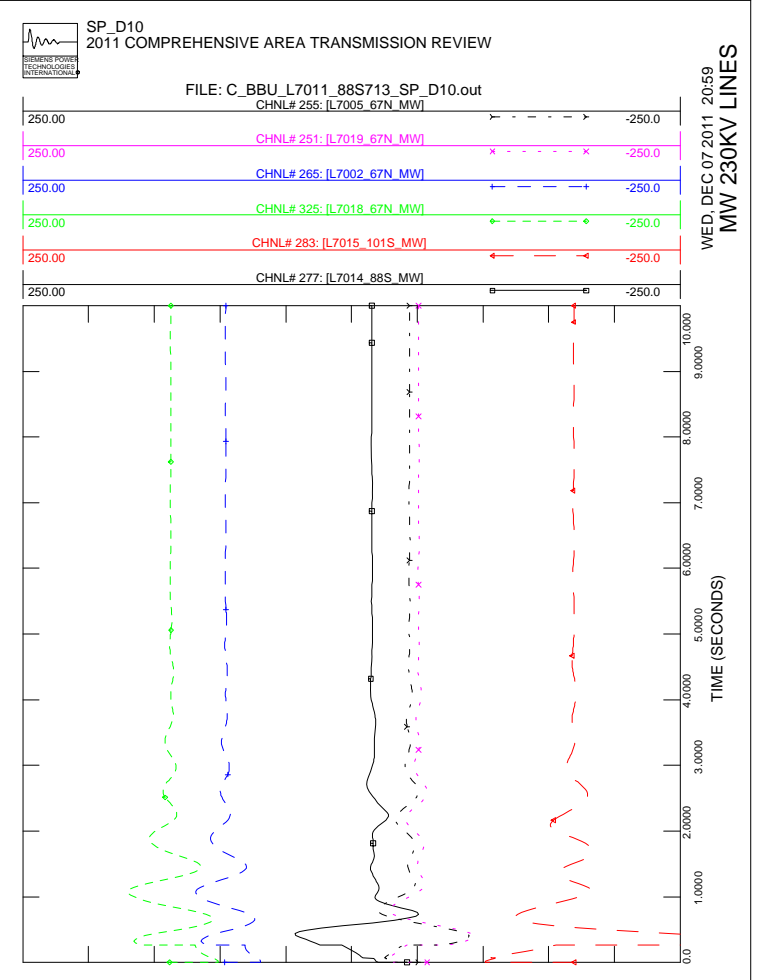
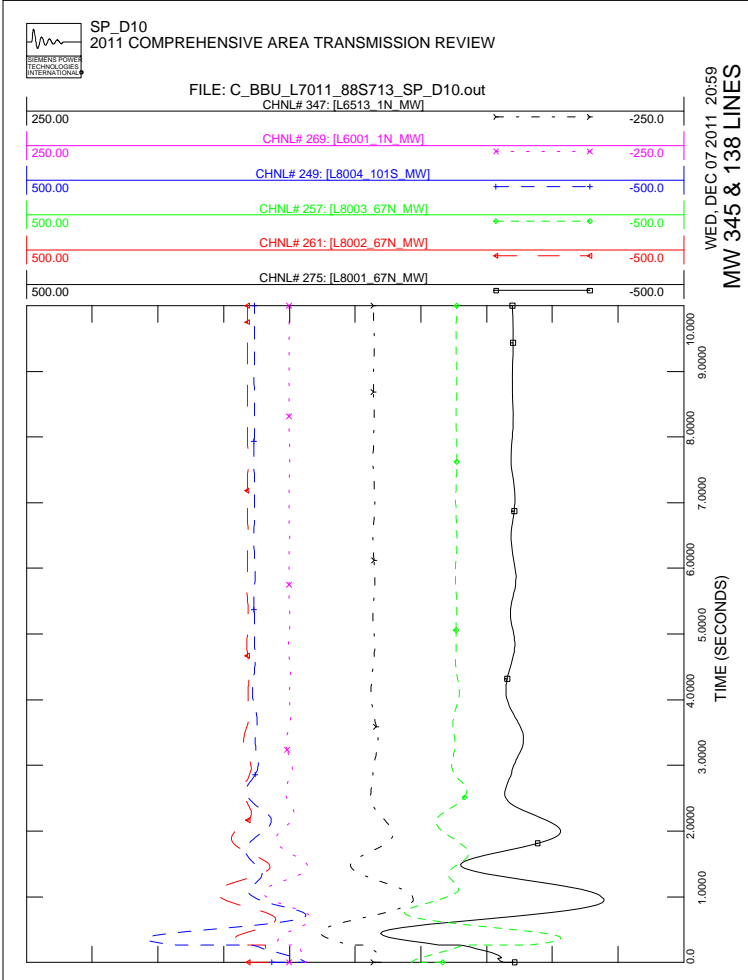
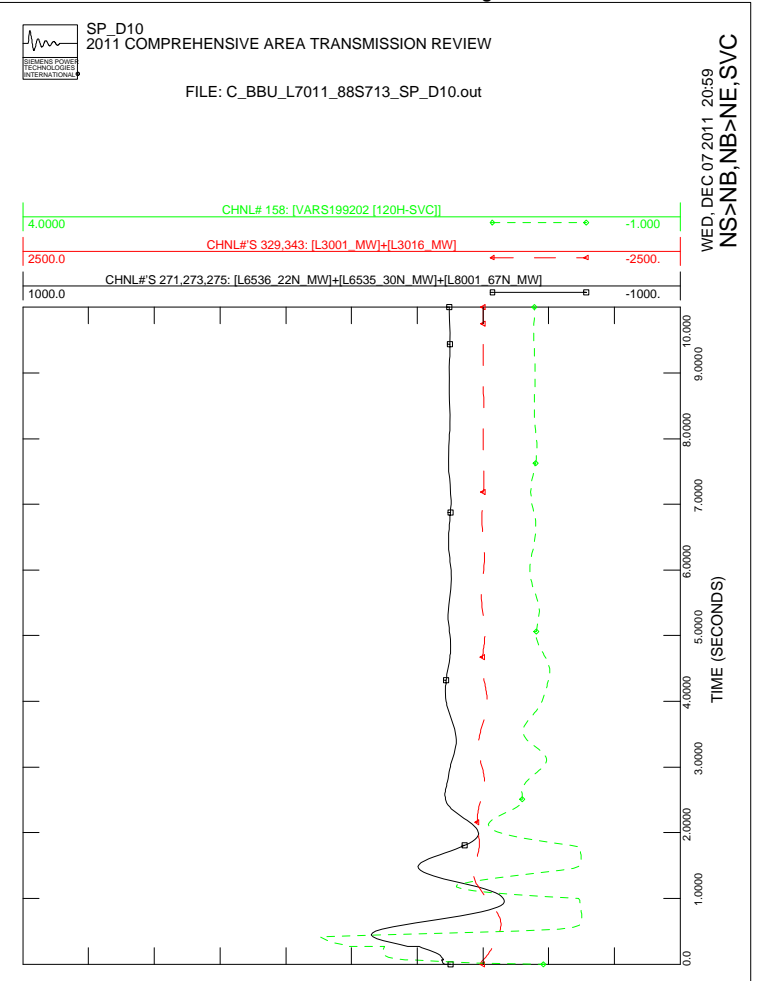
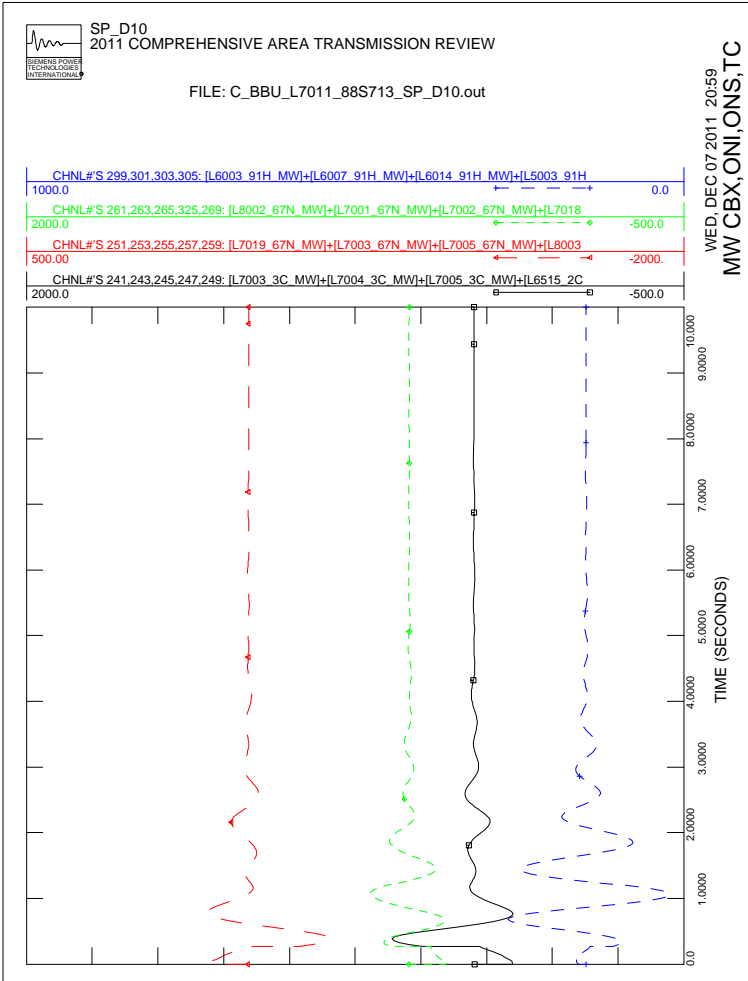
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

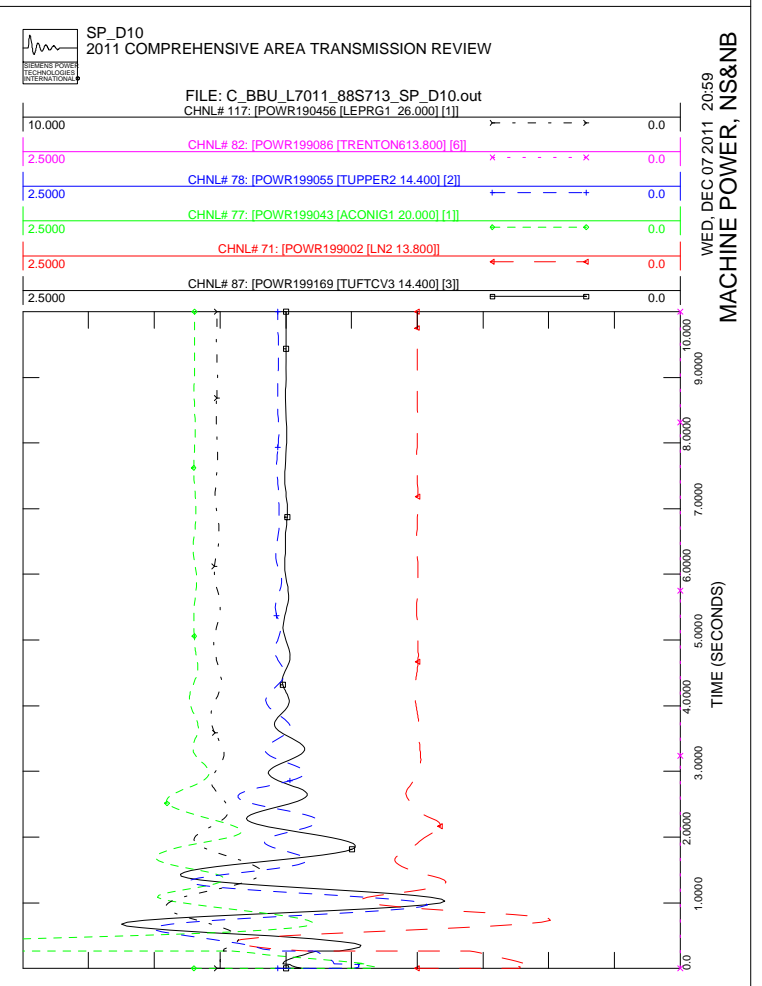
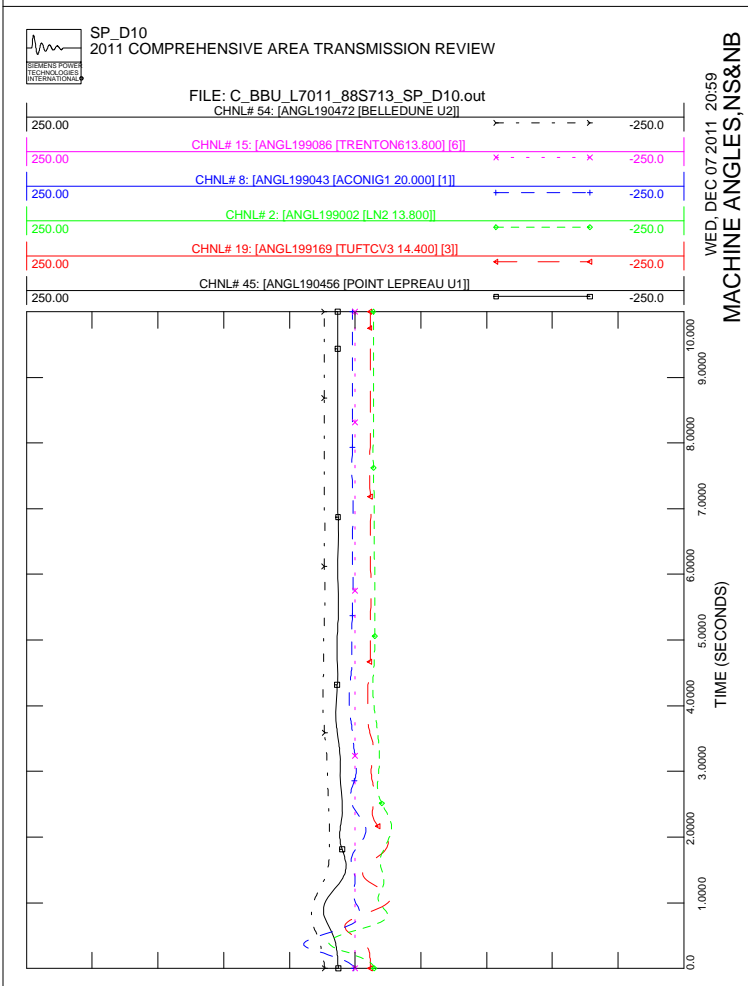
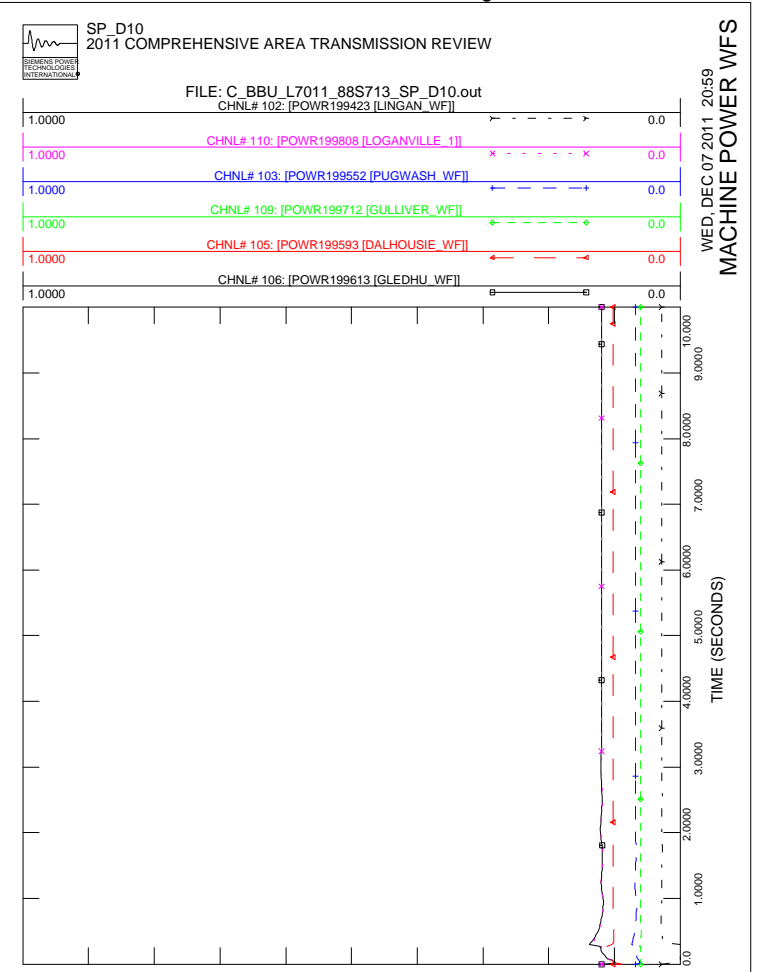
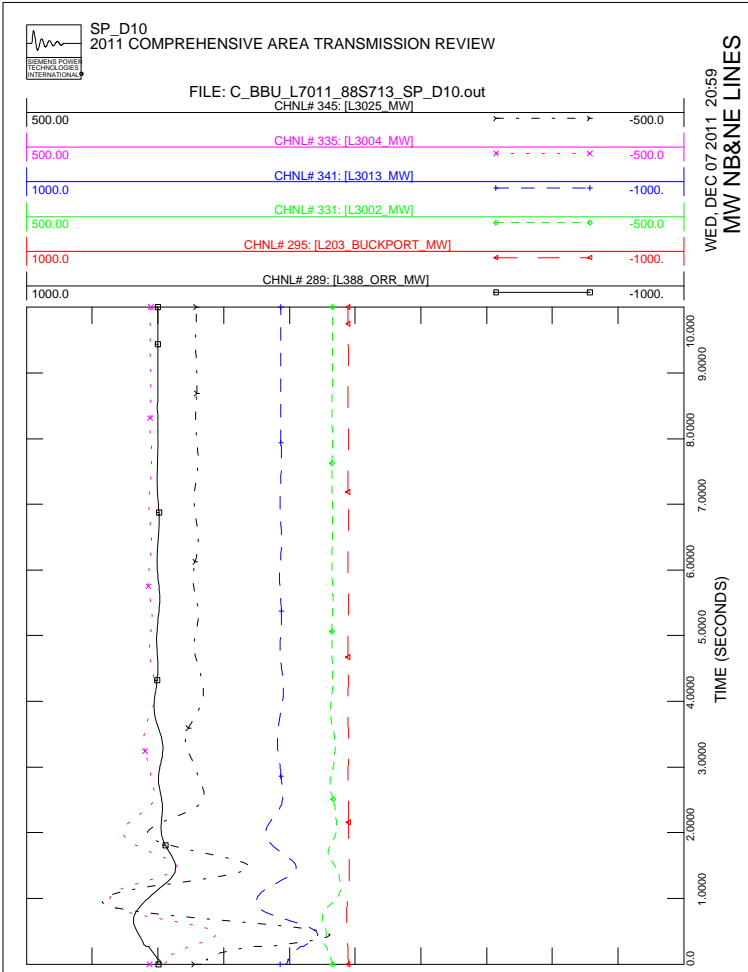
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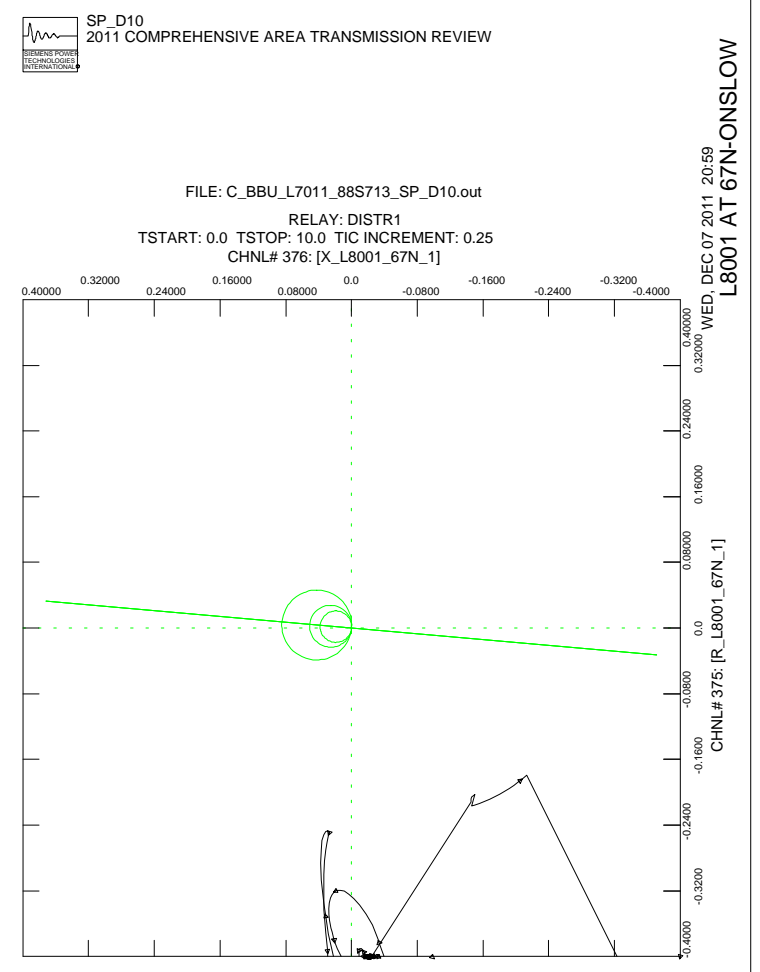
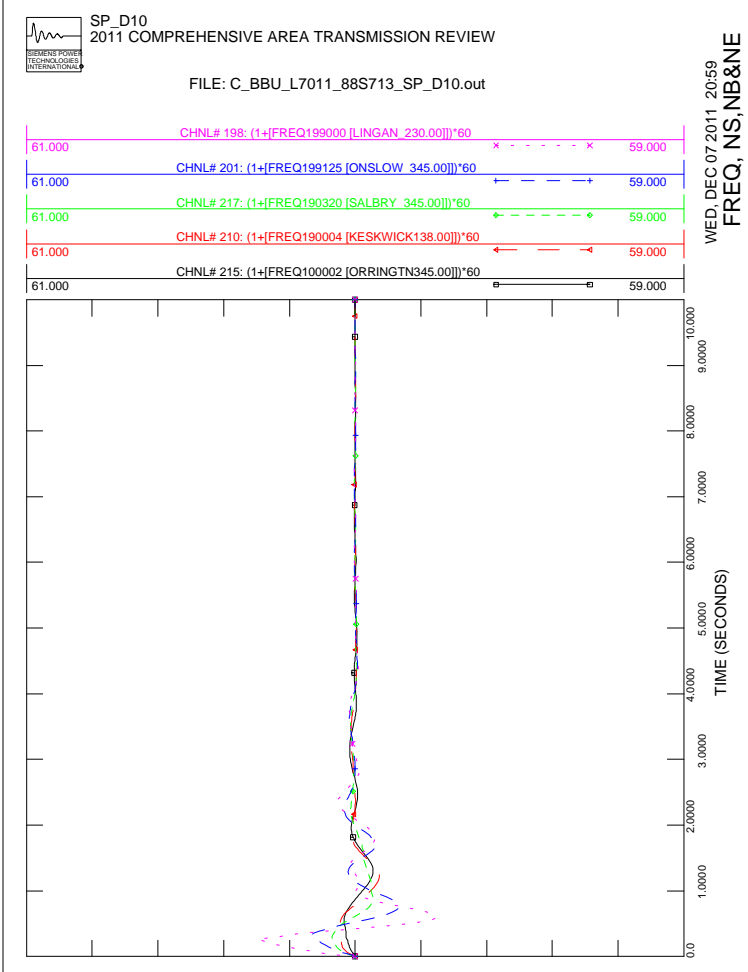
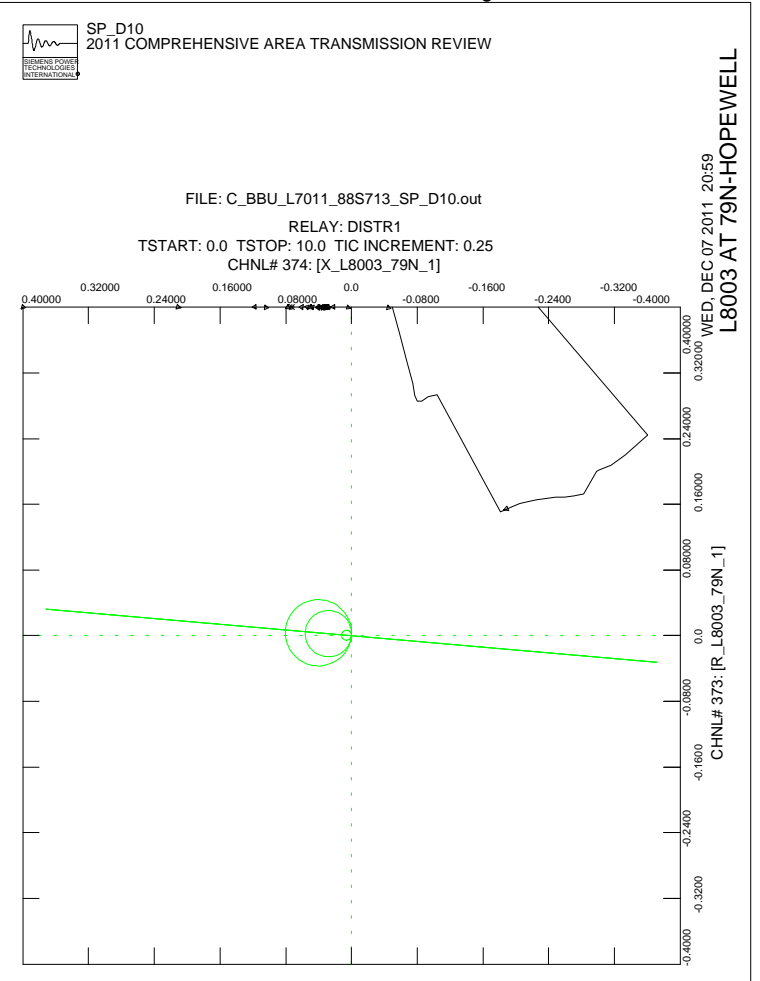
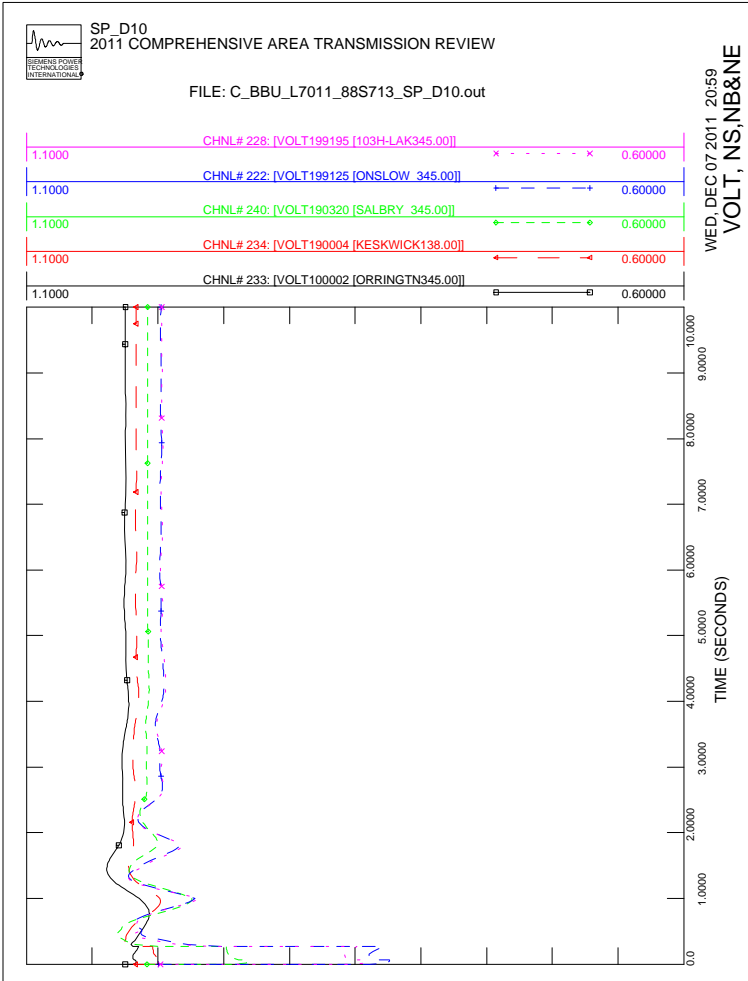








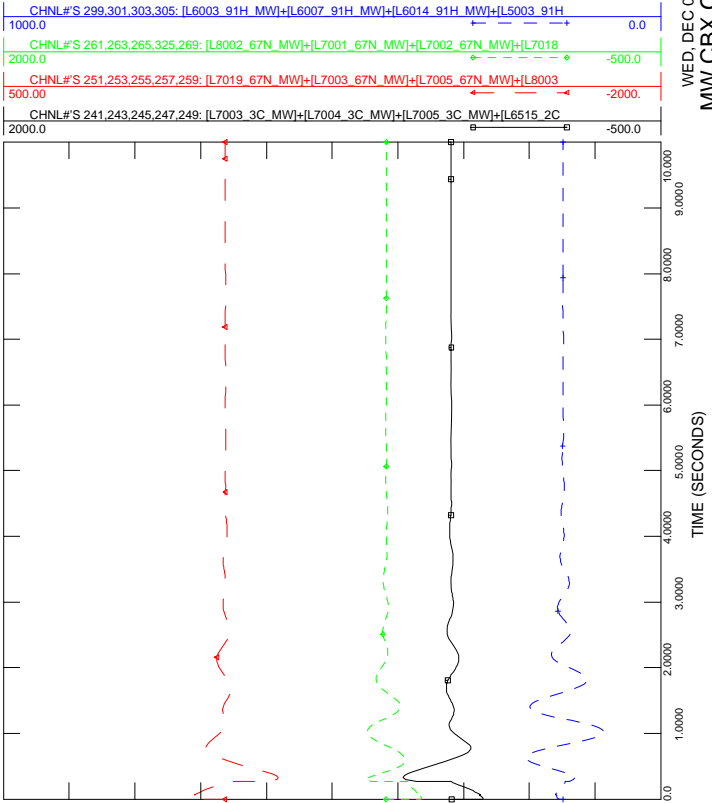






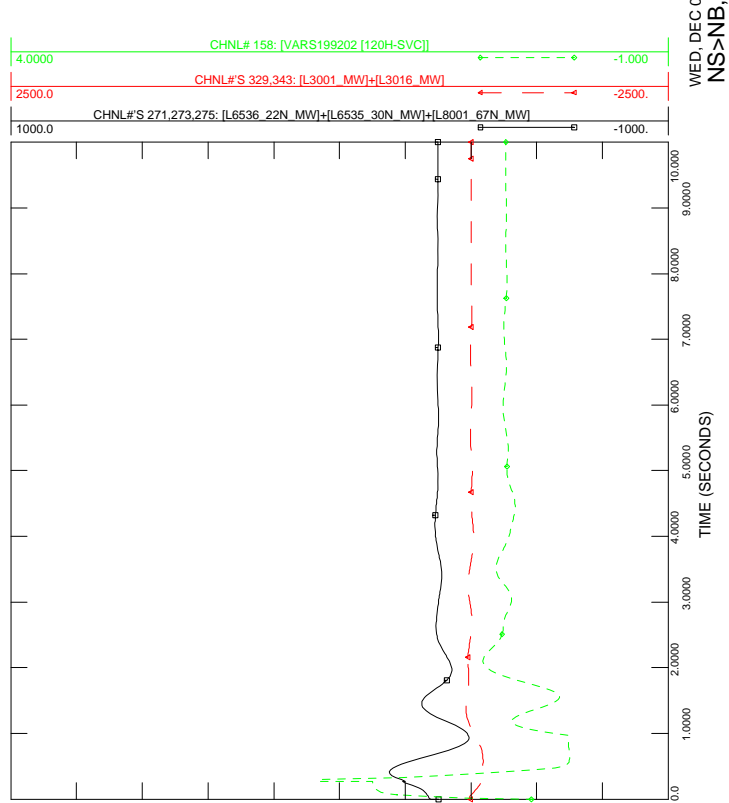
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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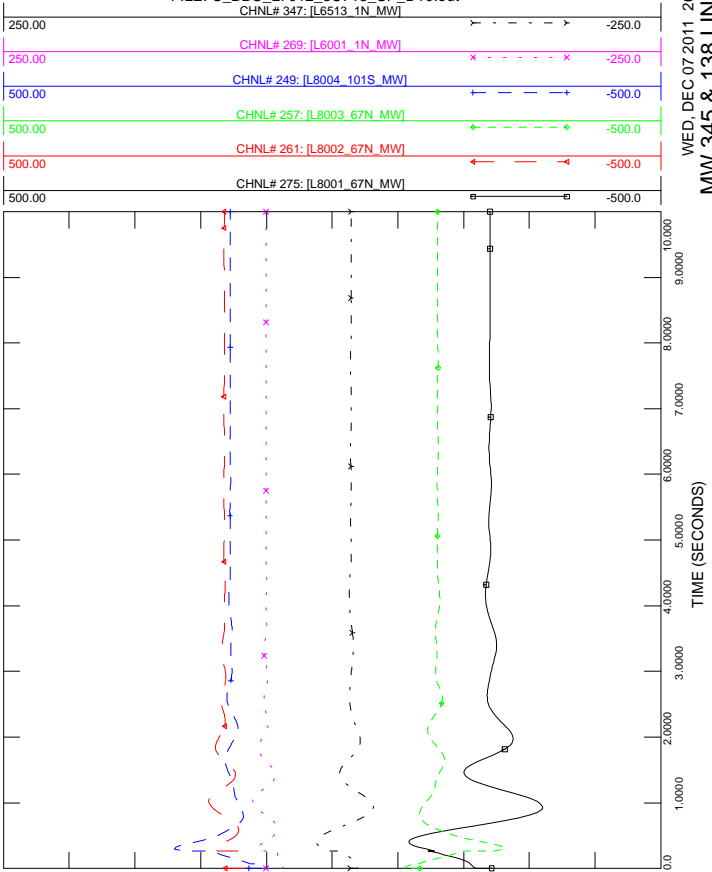
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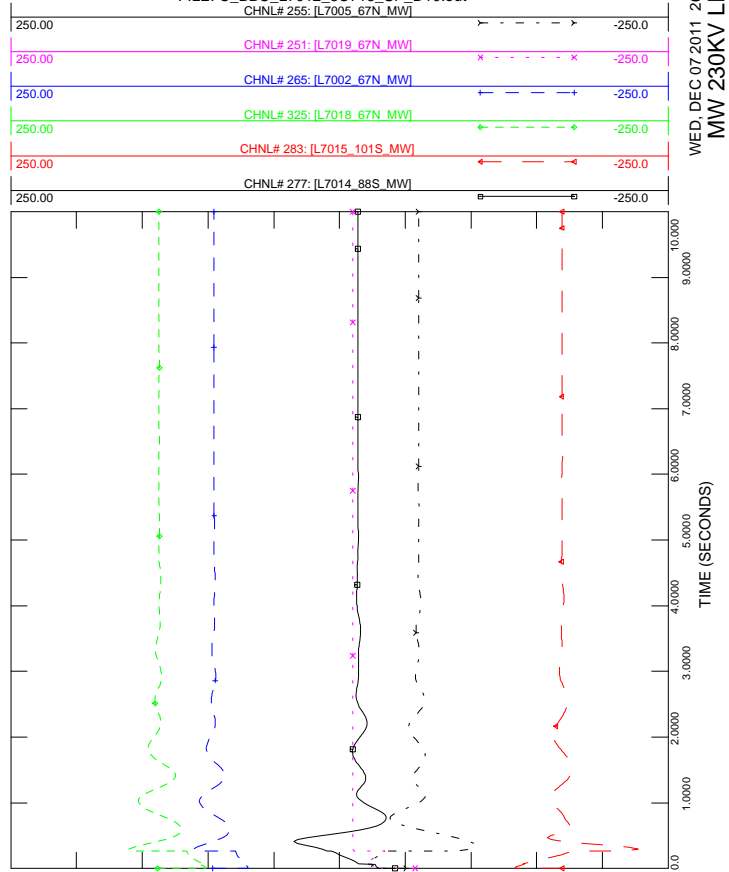
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

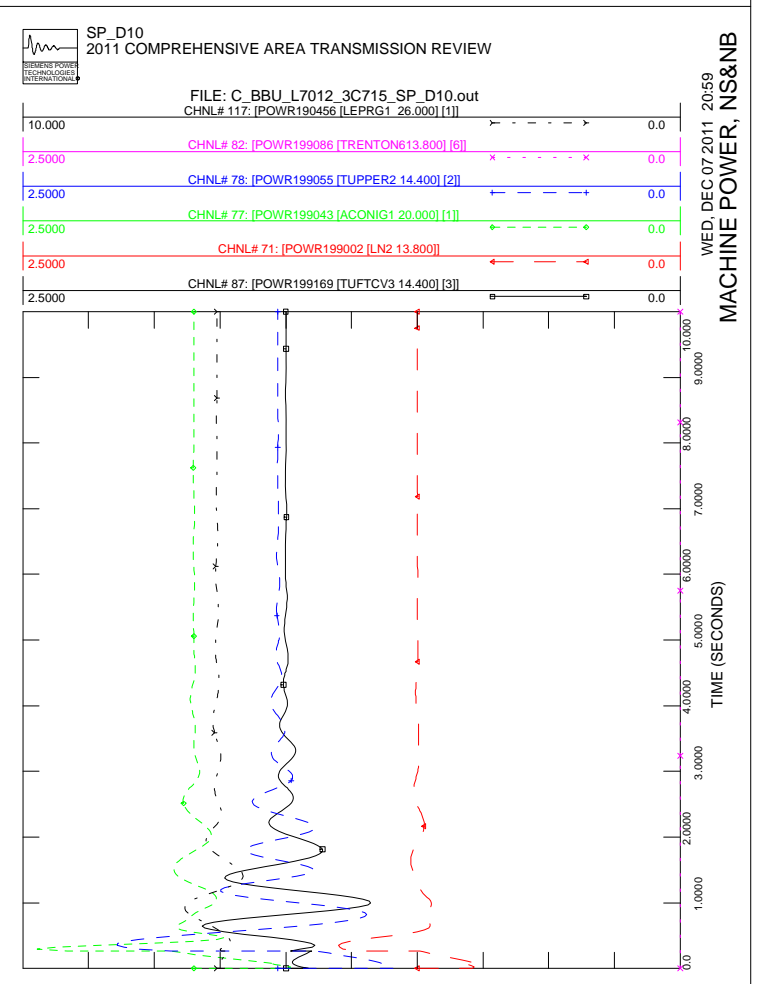
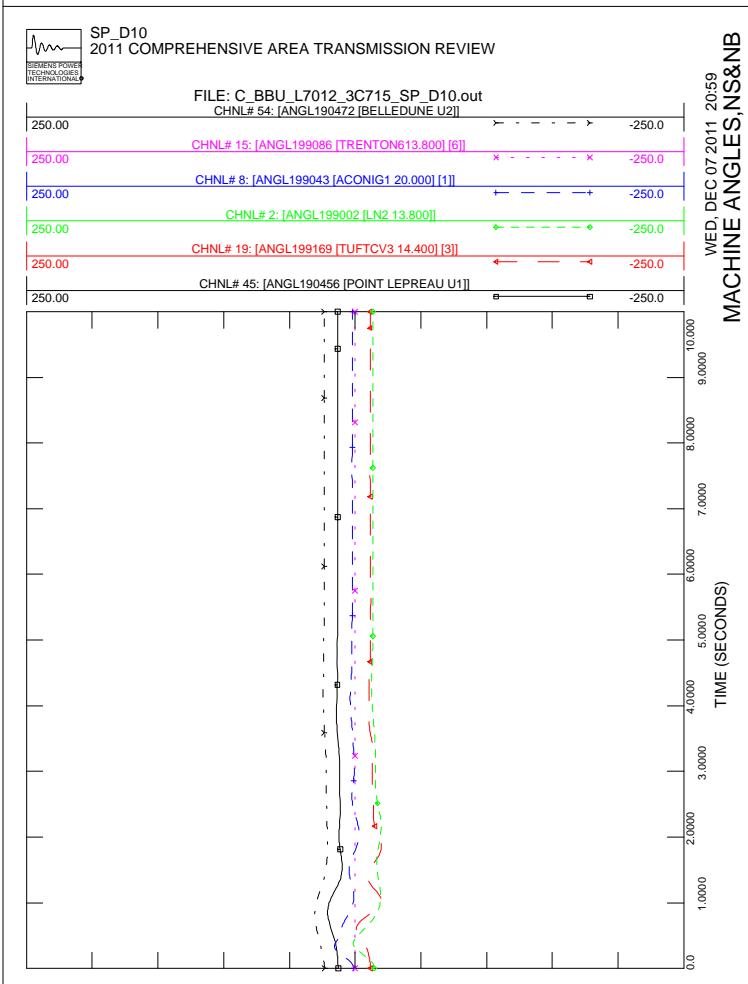
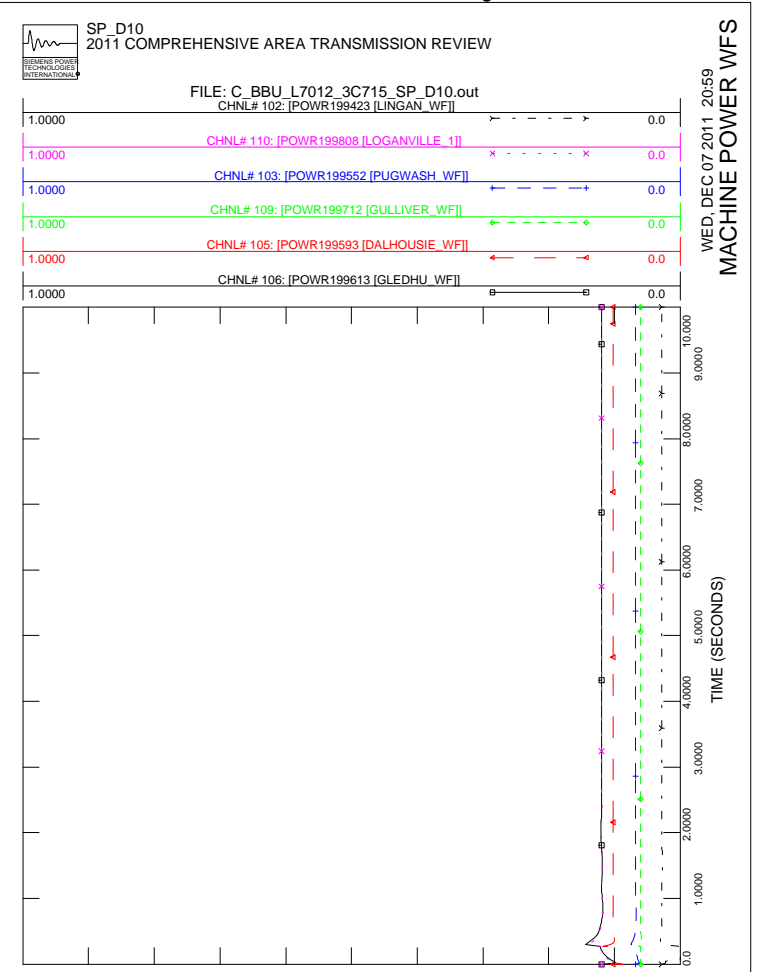
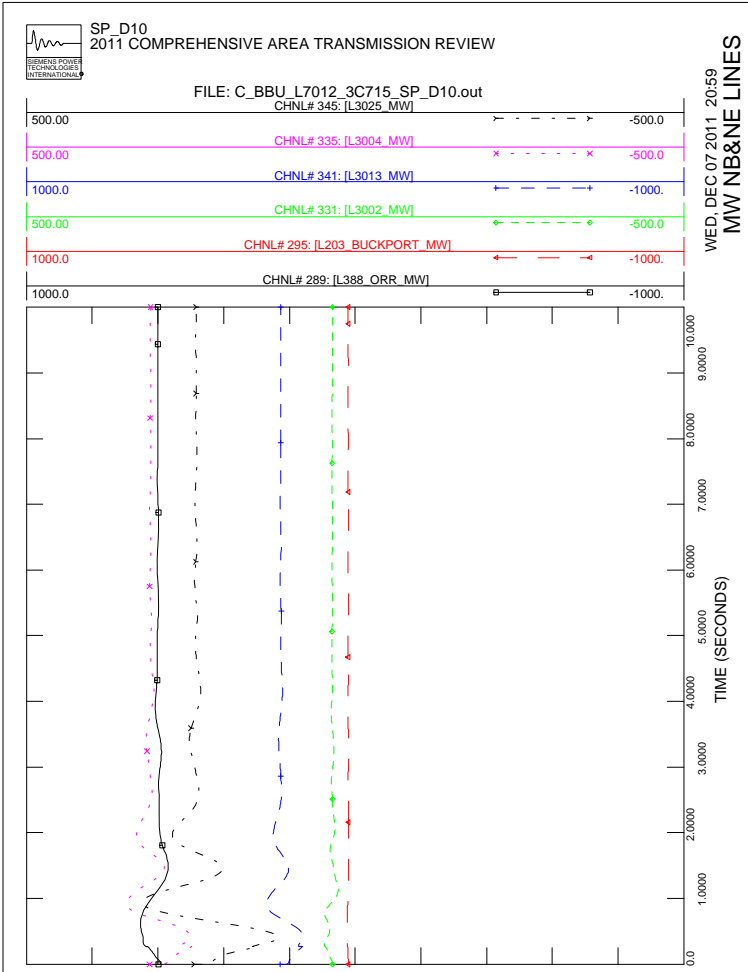
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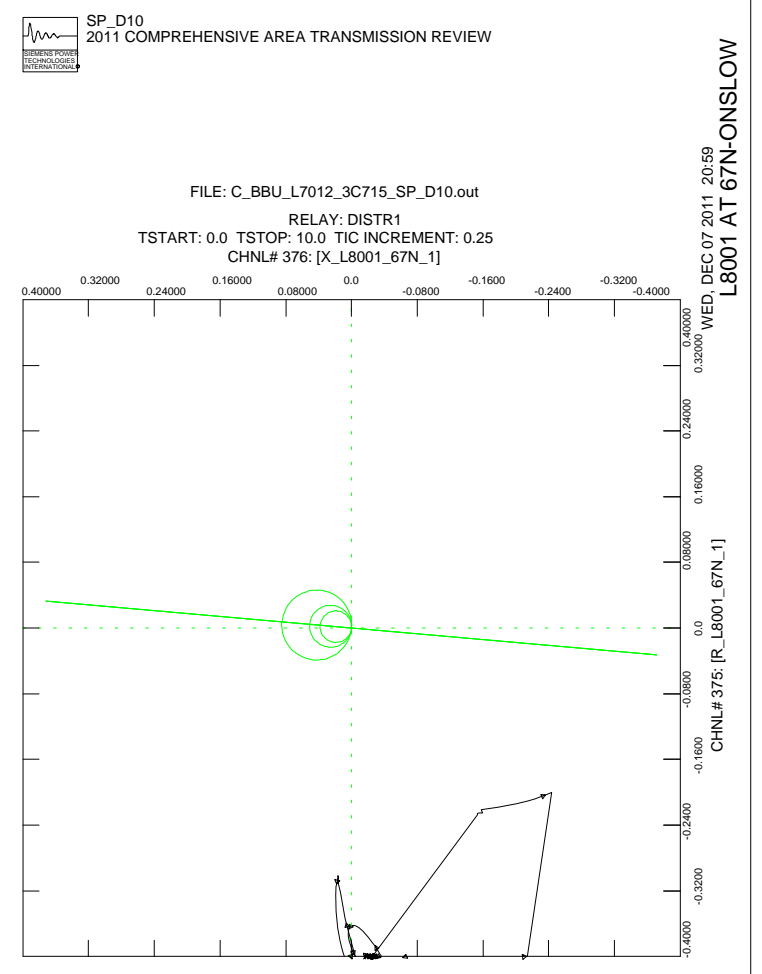
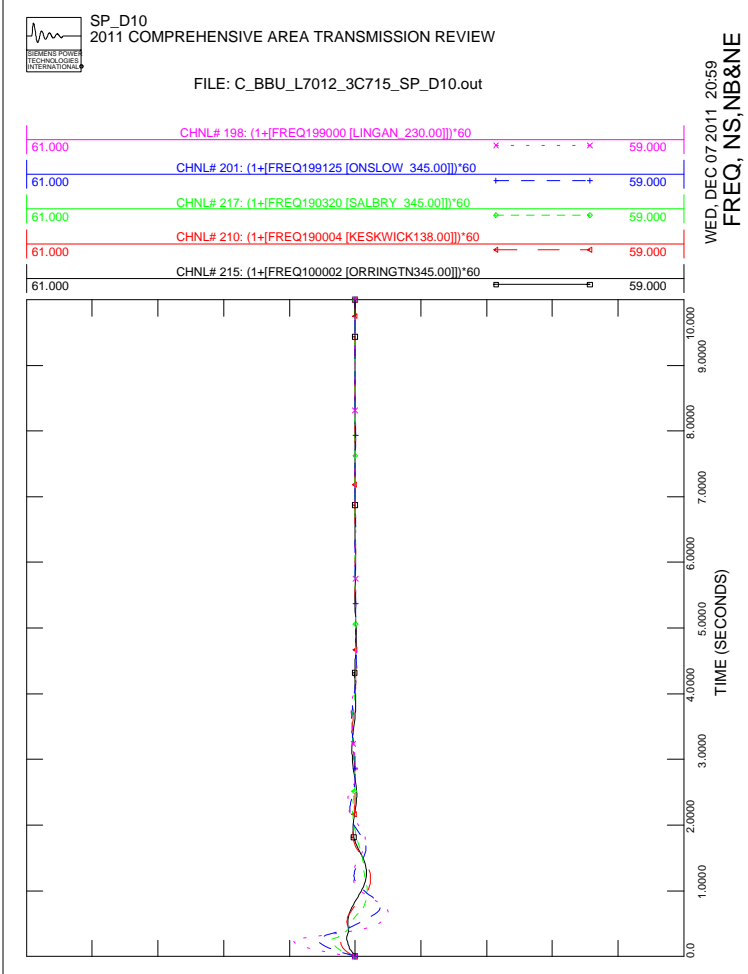
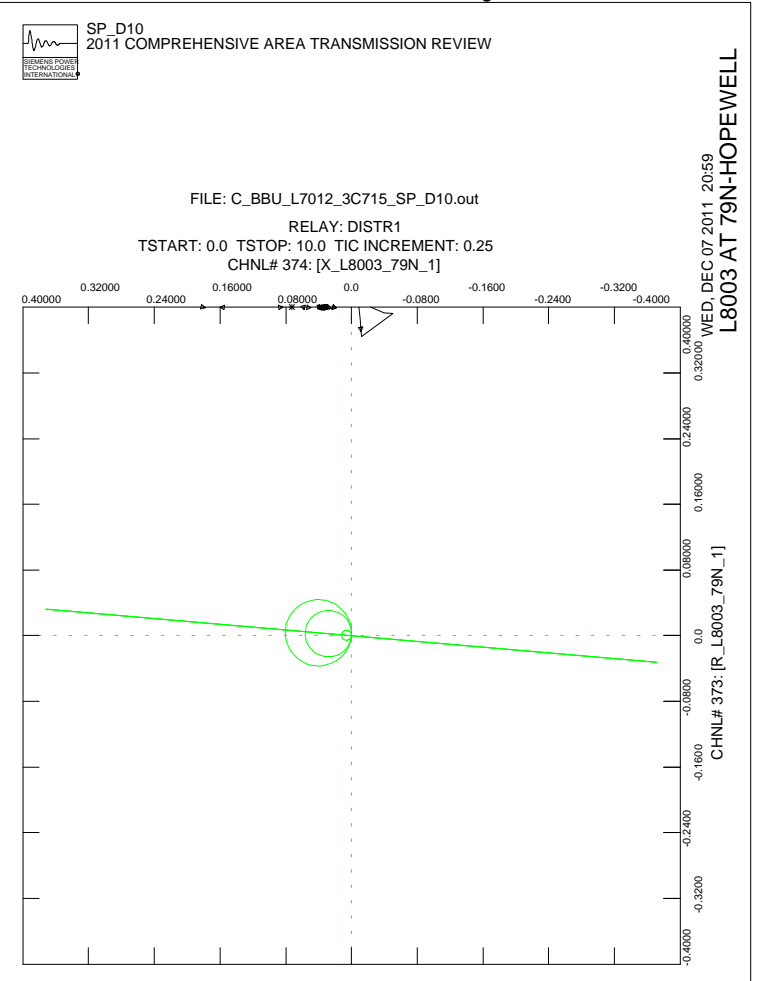
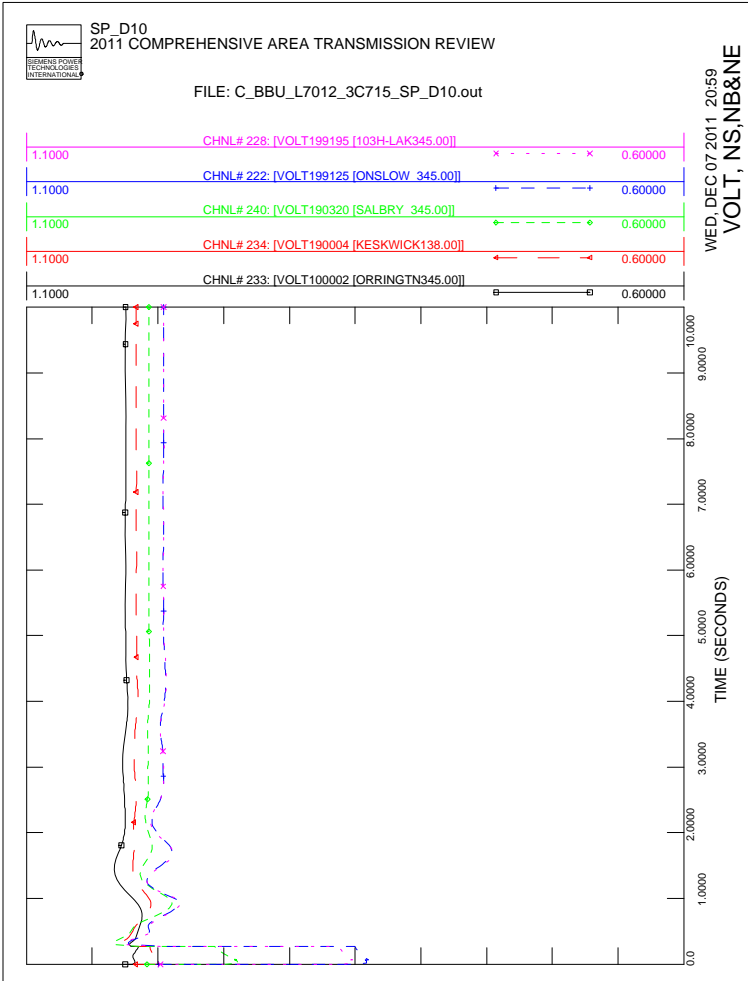


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_3C715_SP_D10.out



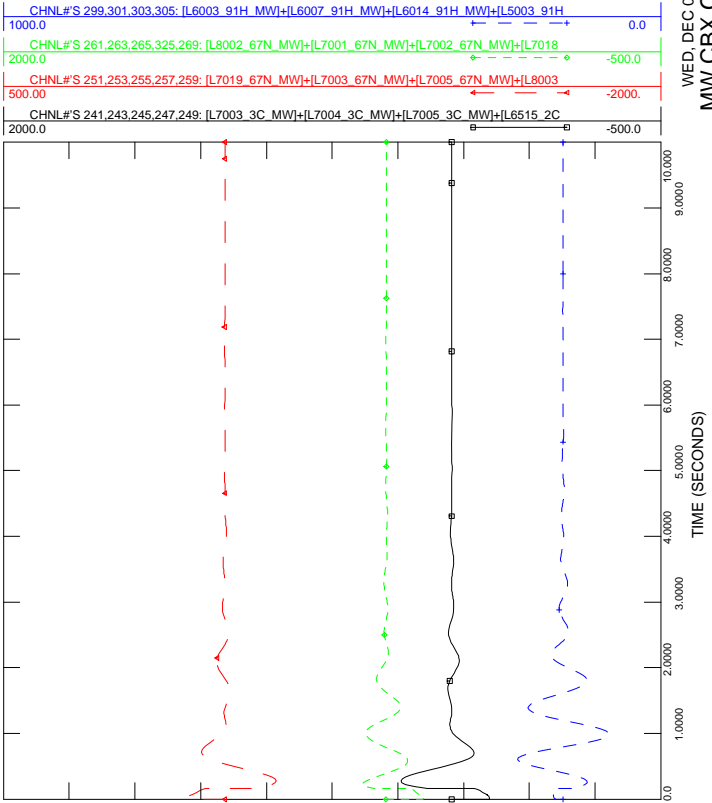






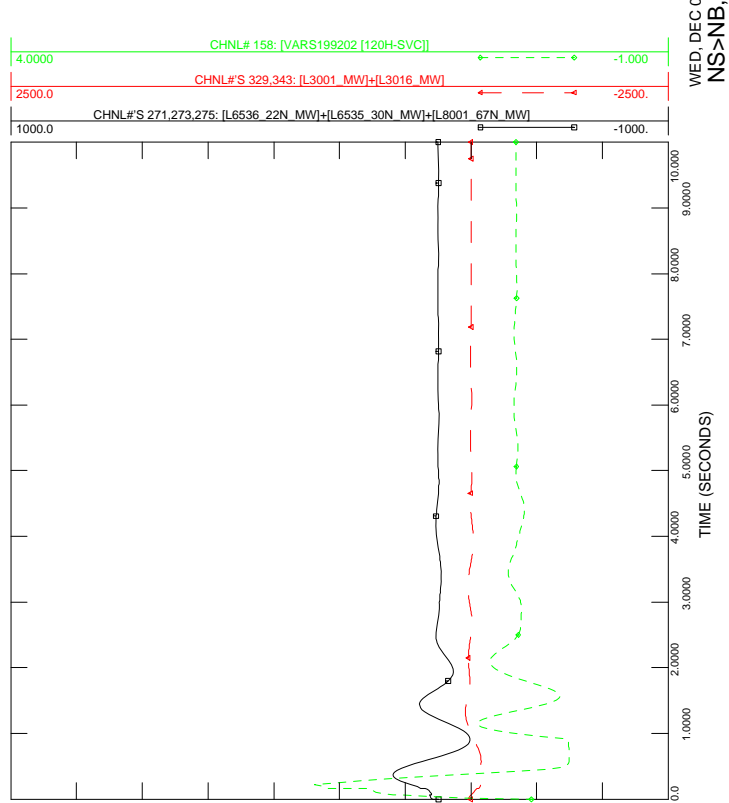
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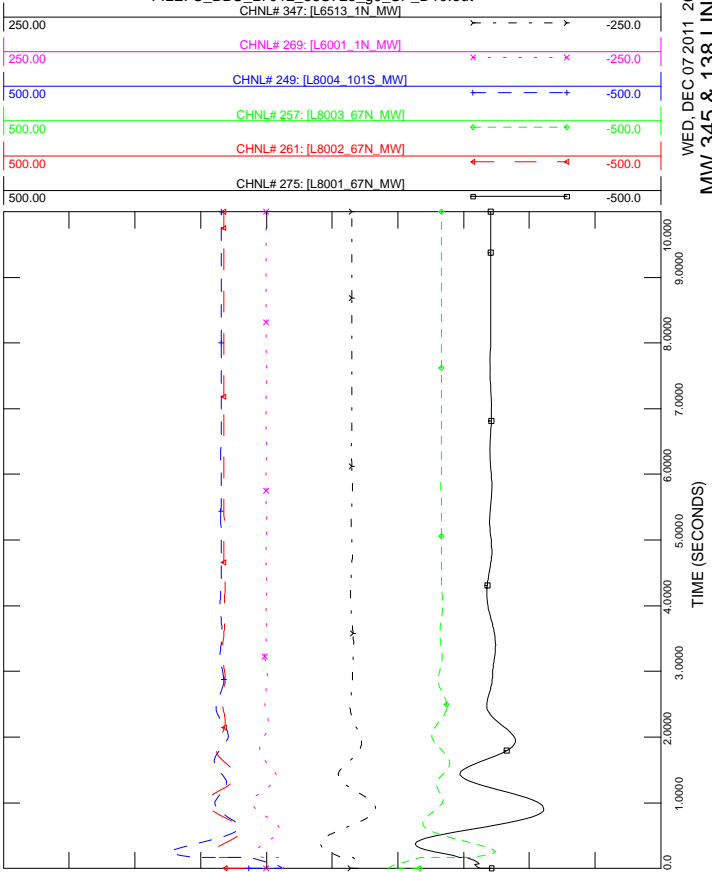
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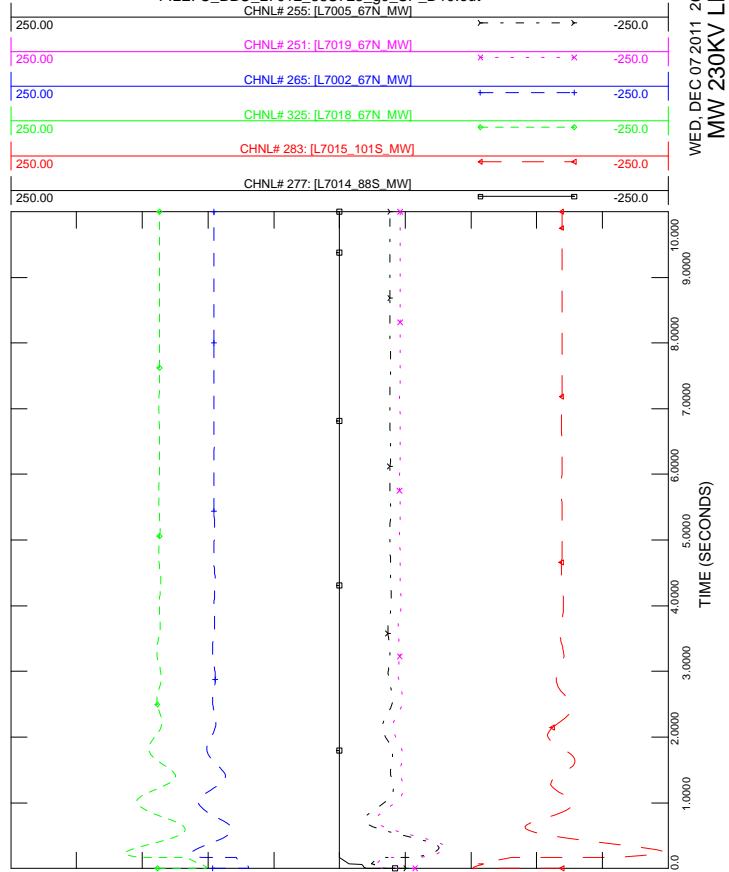
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

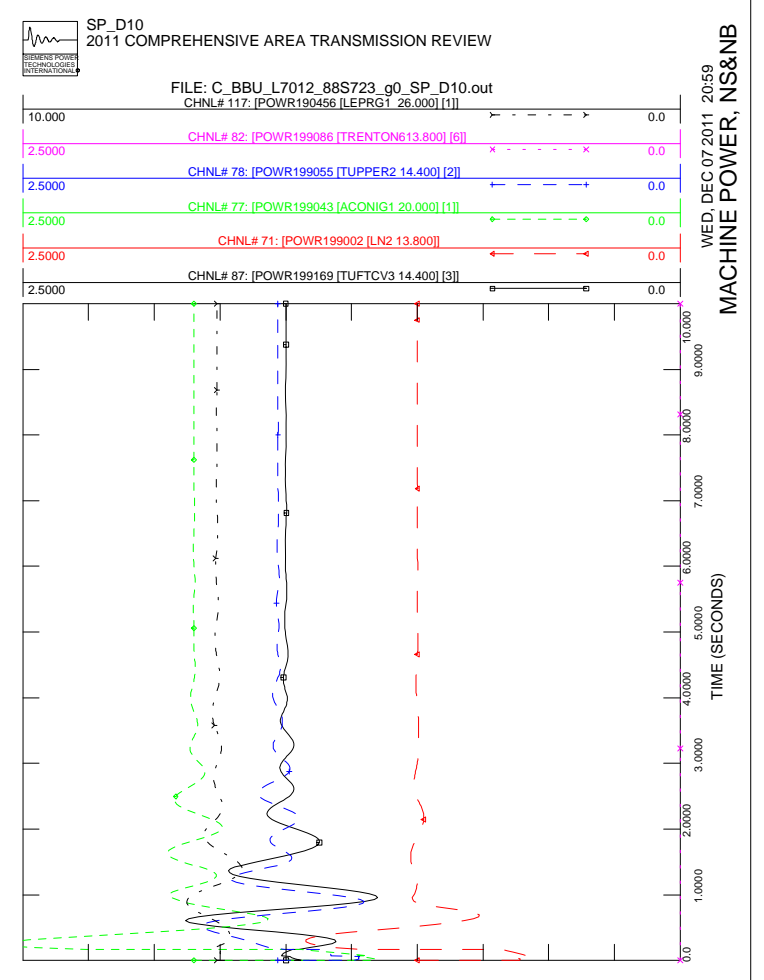
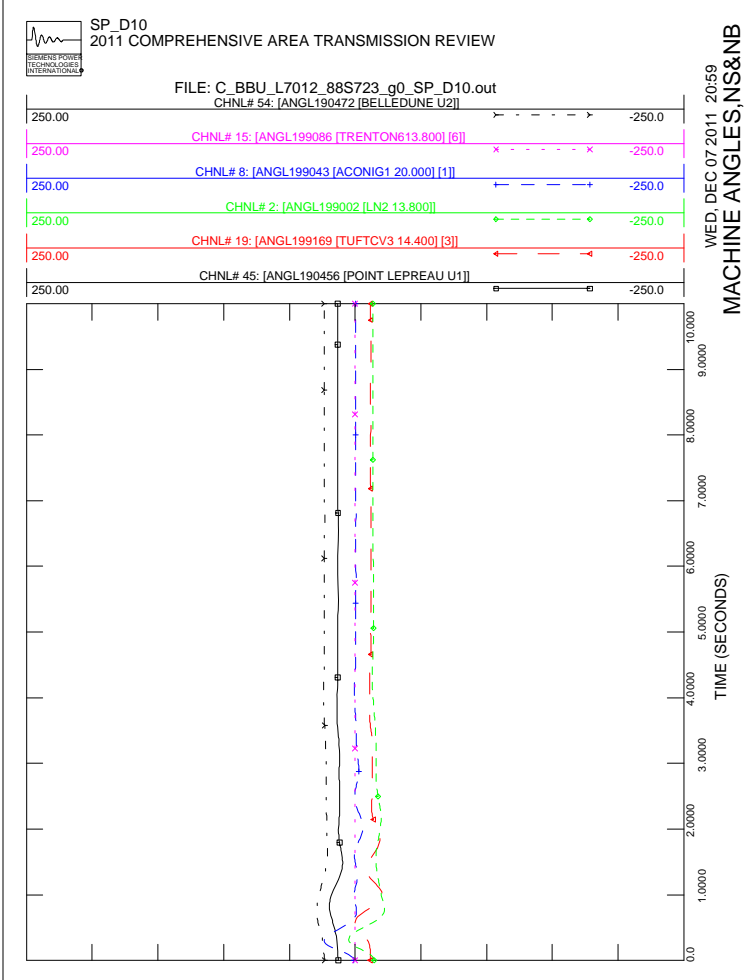
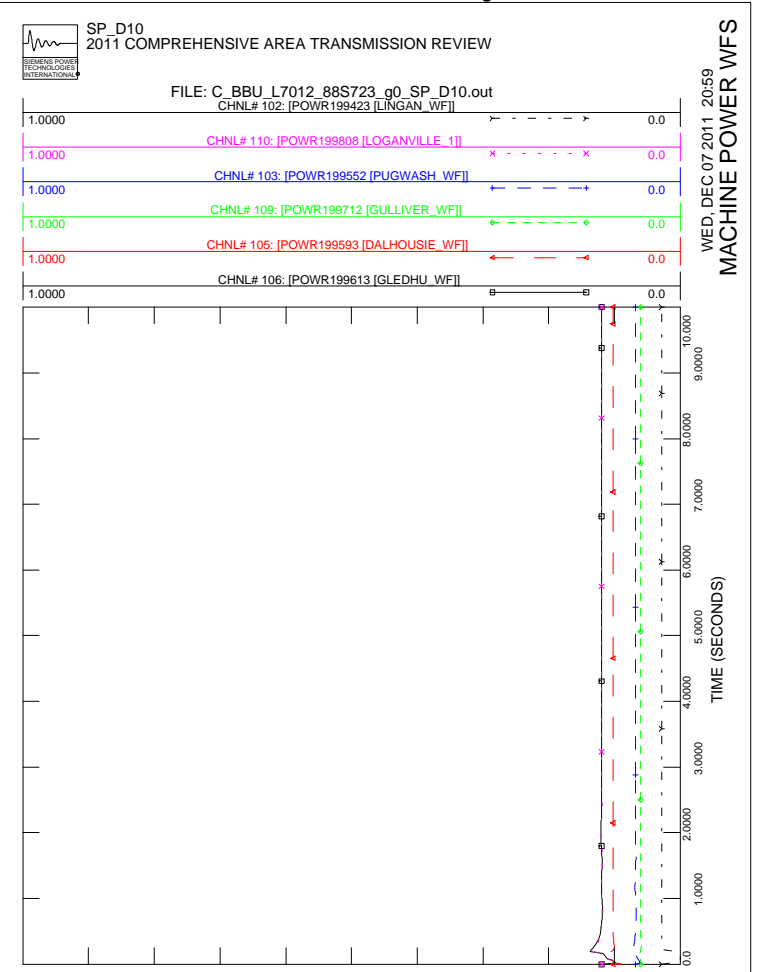
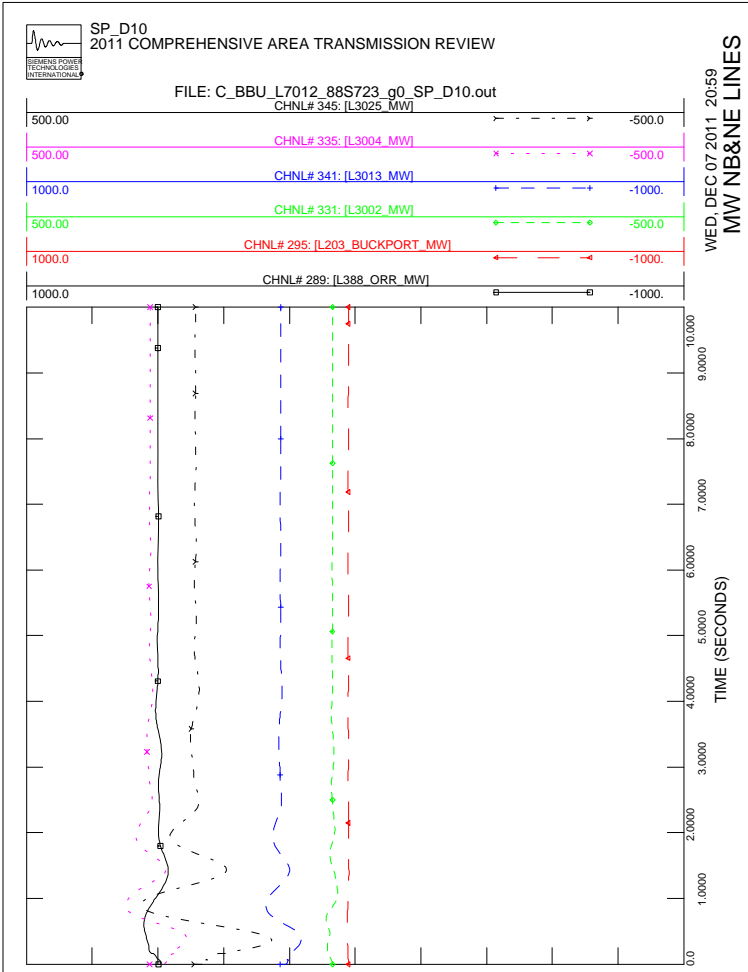
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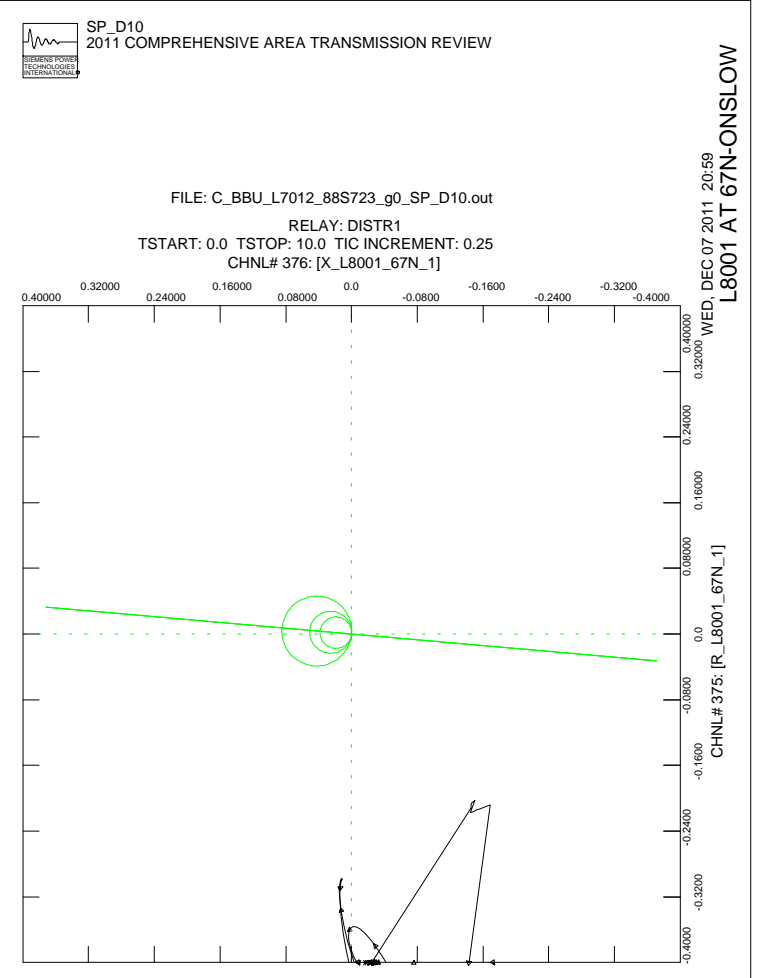
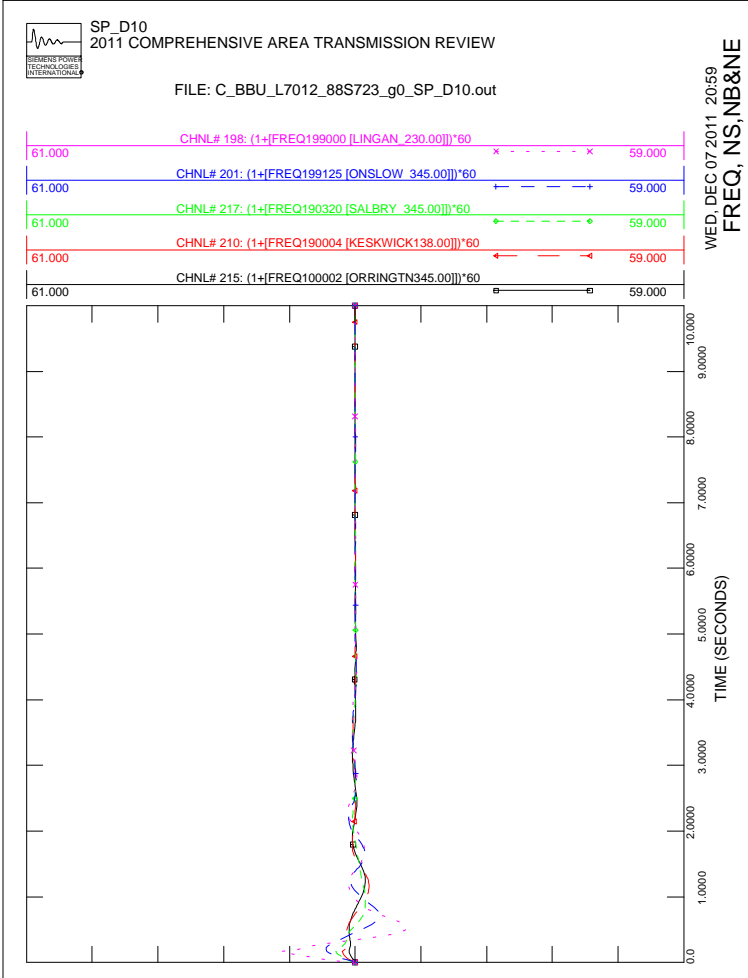
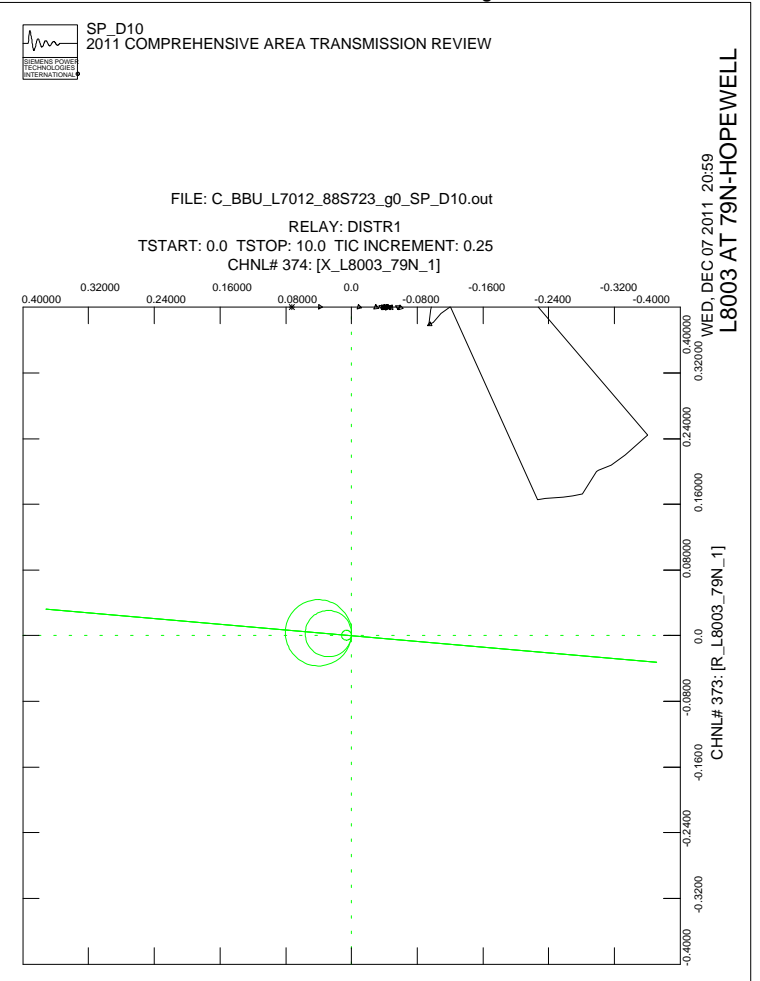
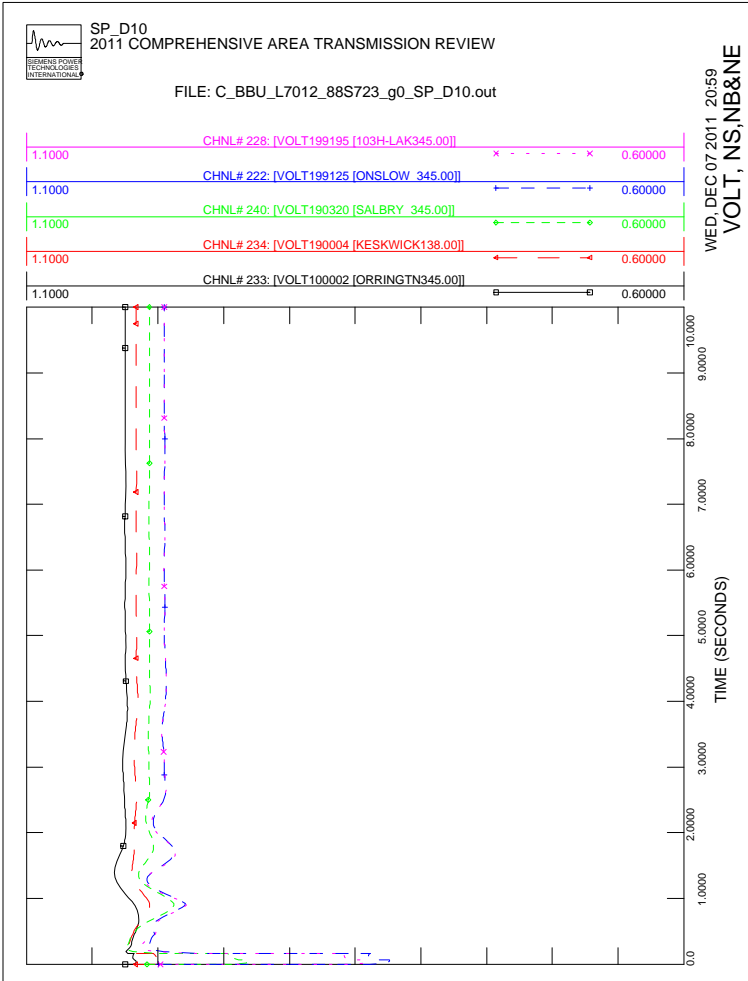


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g0_SP_D10.out



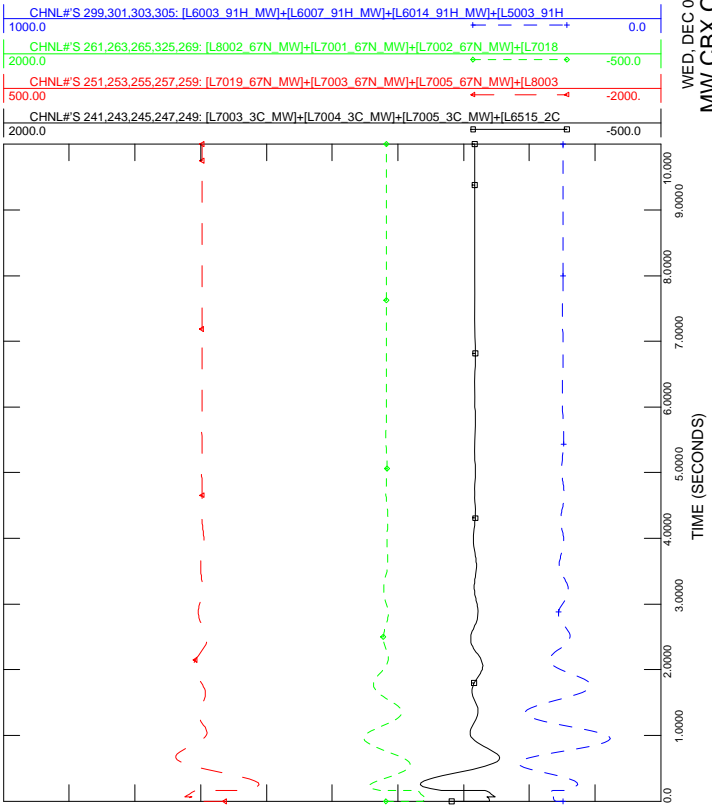






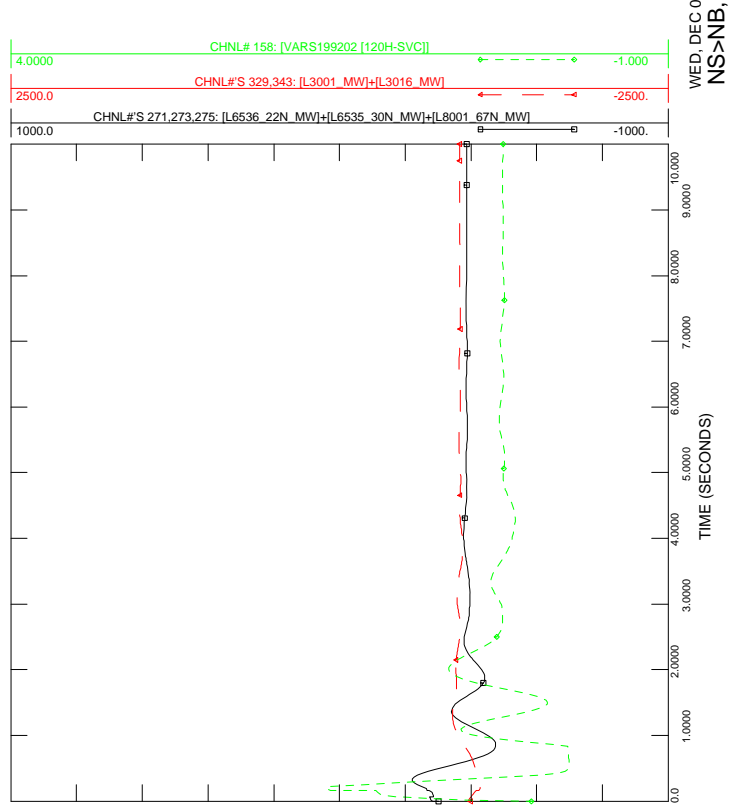
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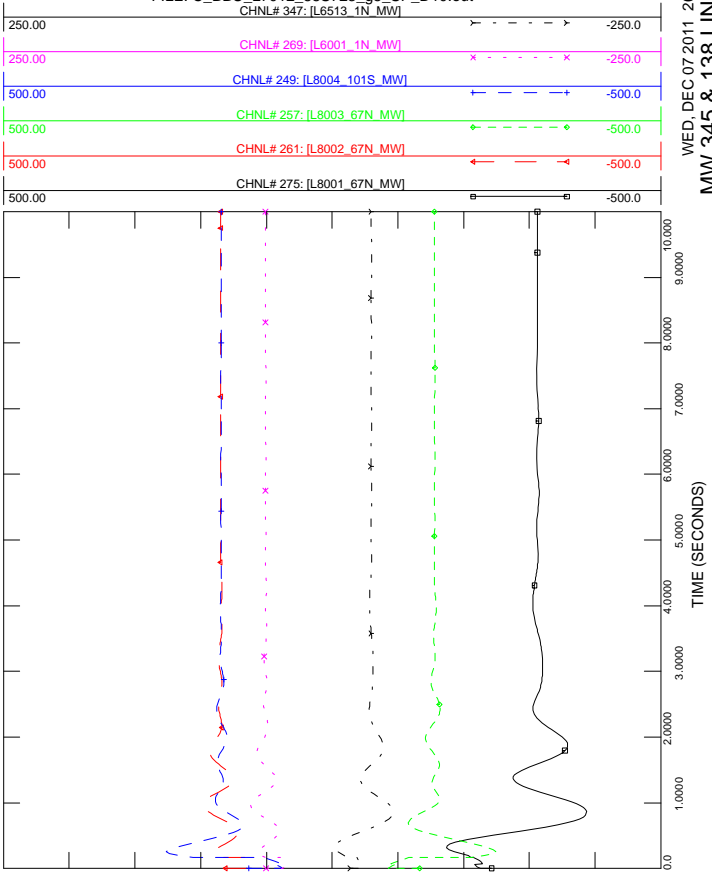
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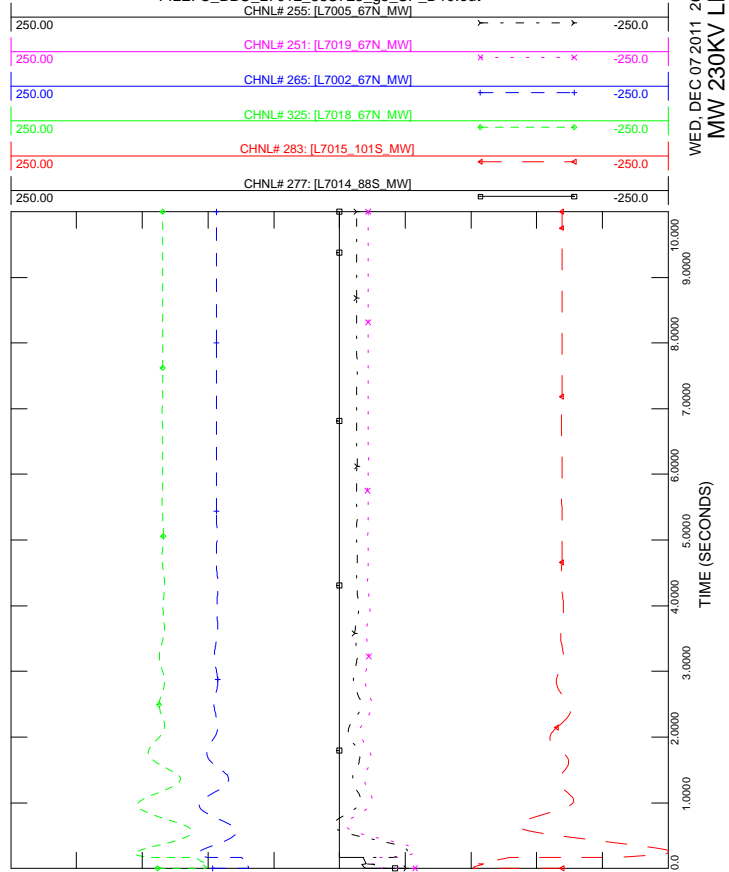
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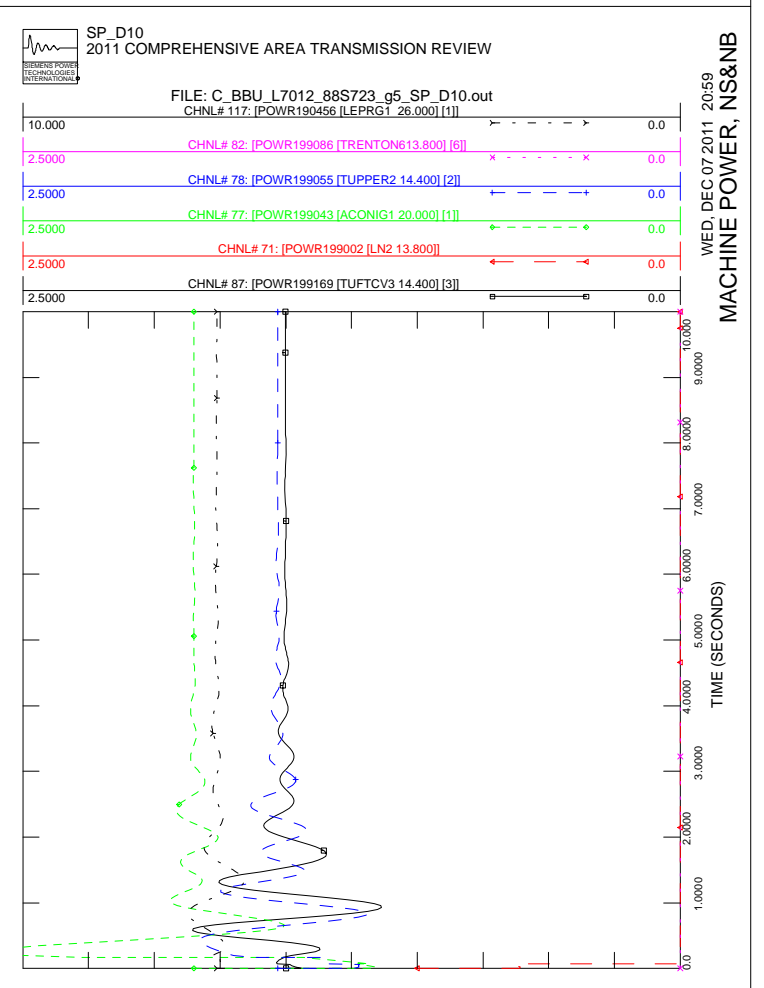
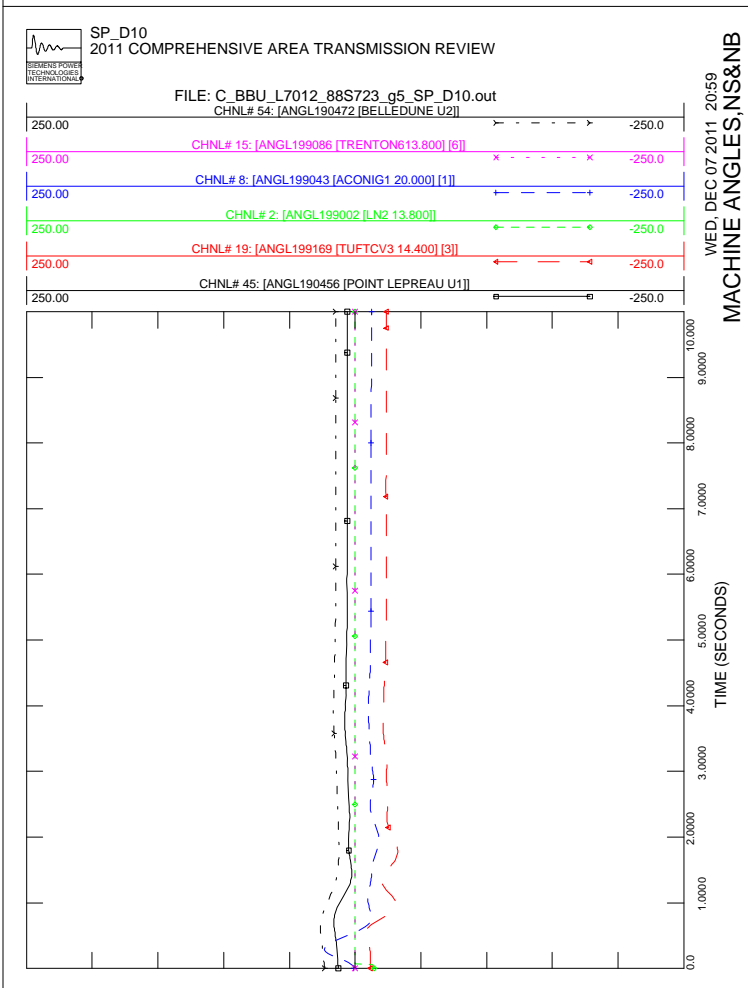
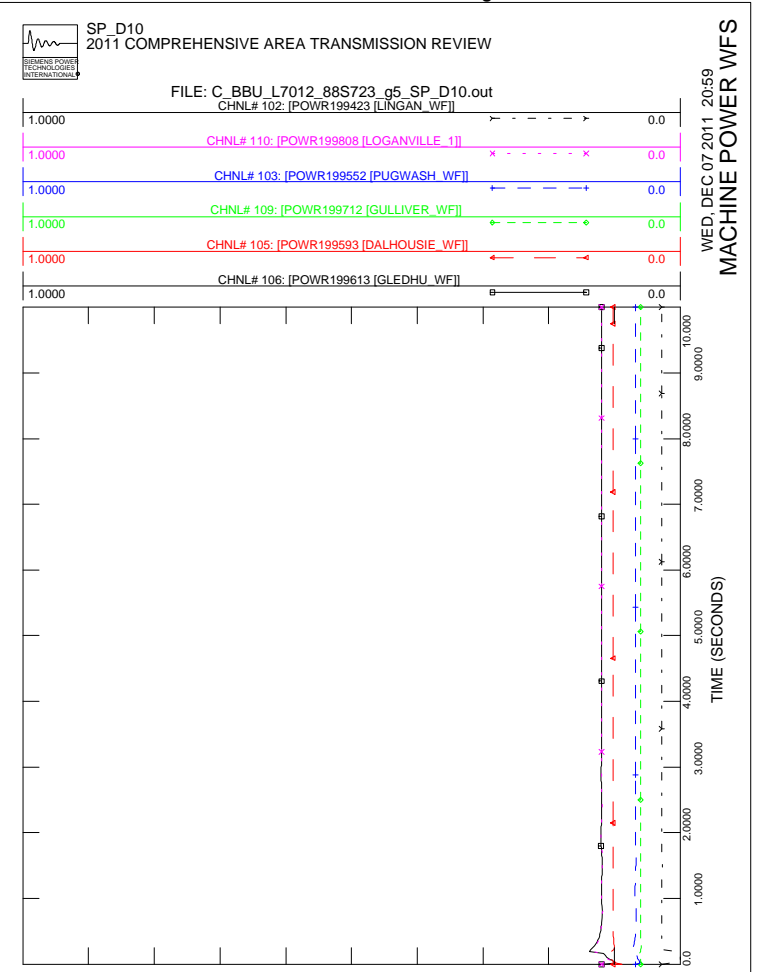
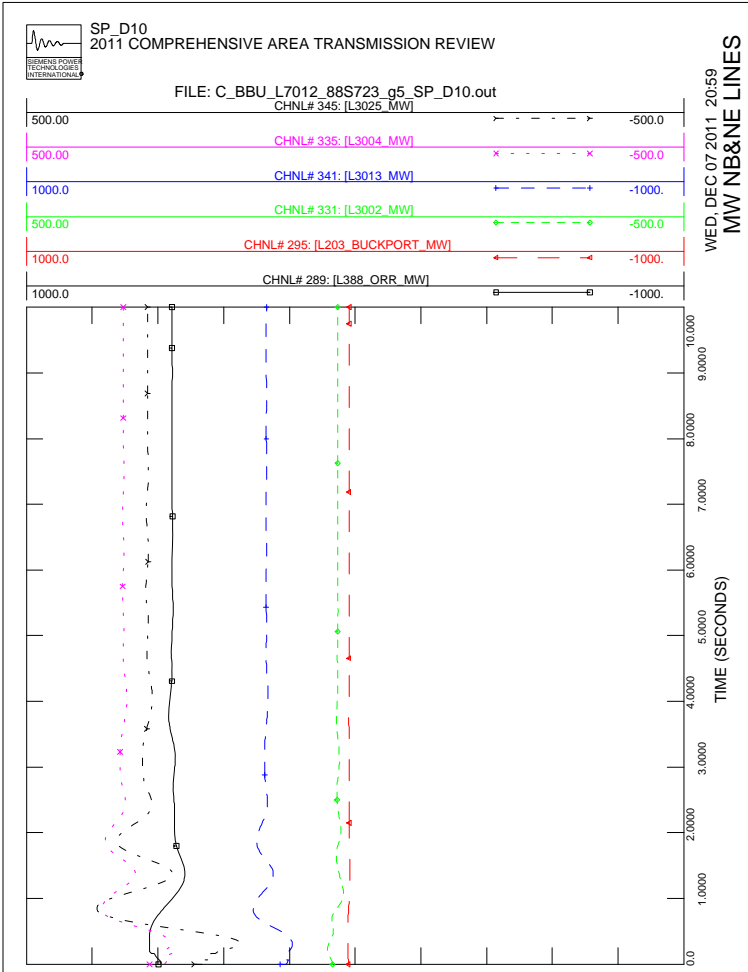
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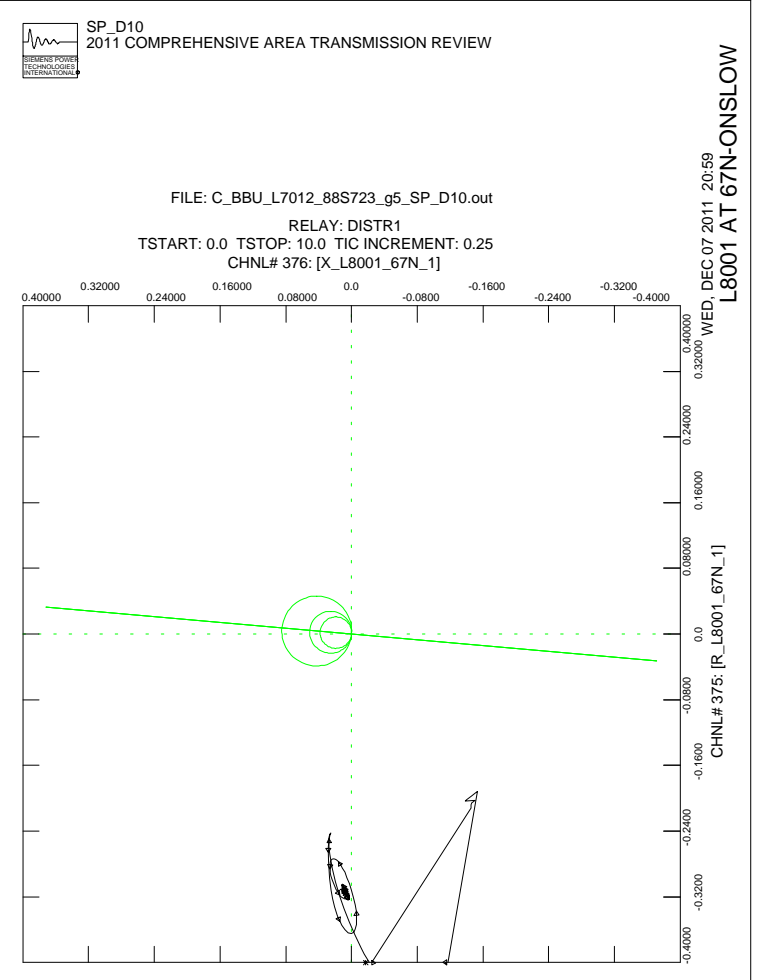
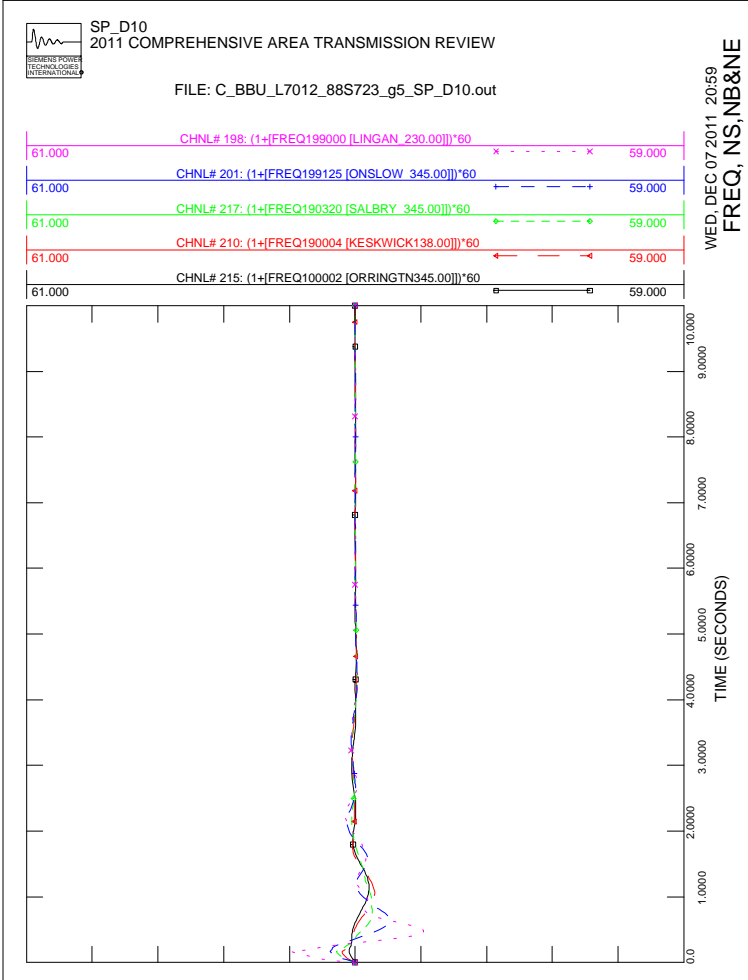
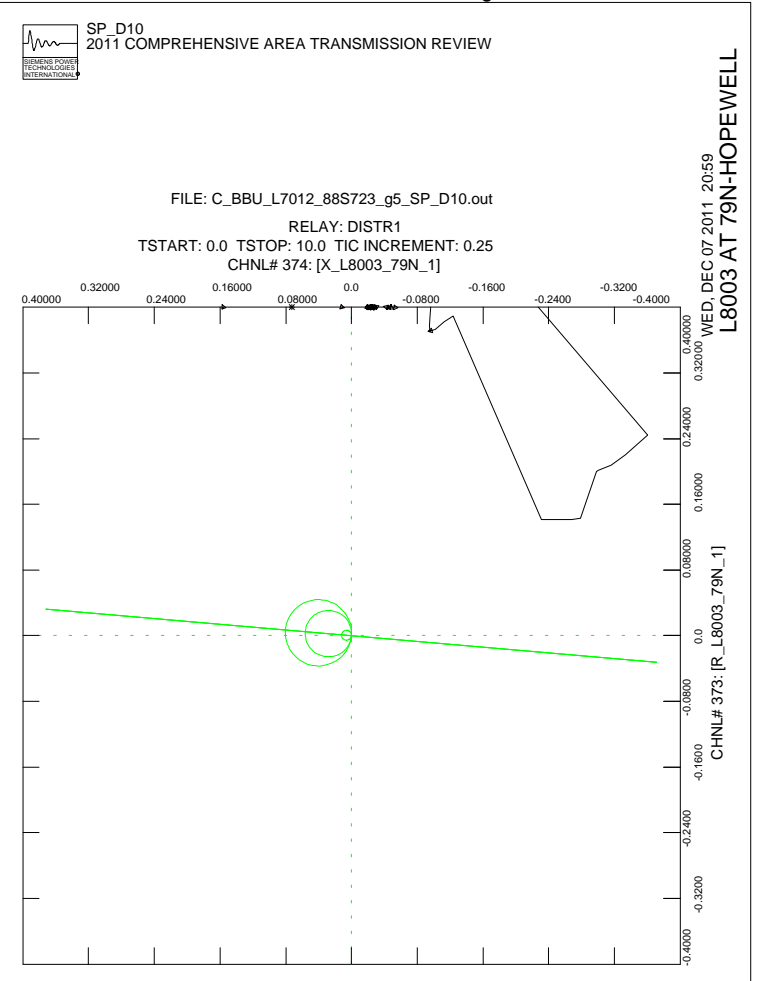
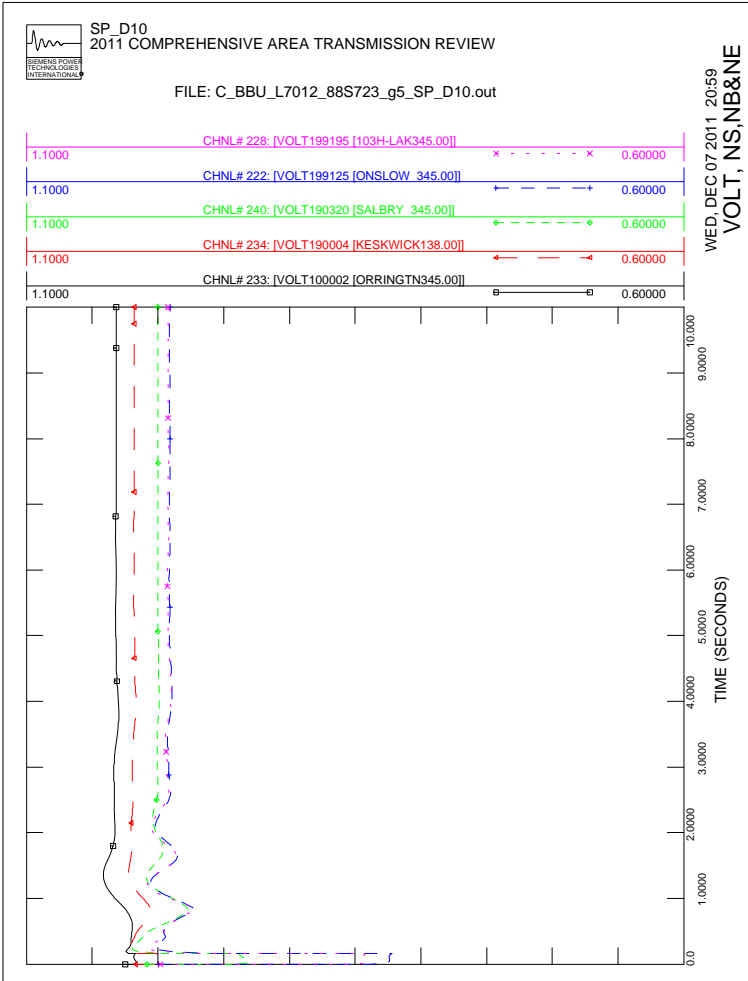


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g5_SP_D10.out



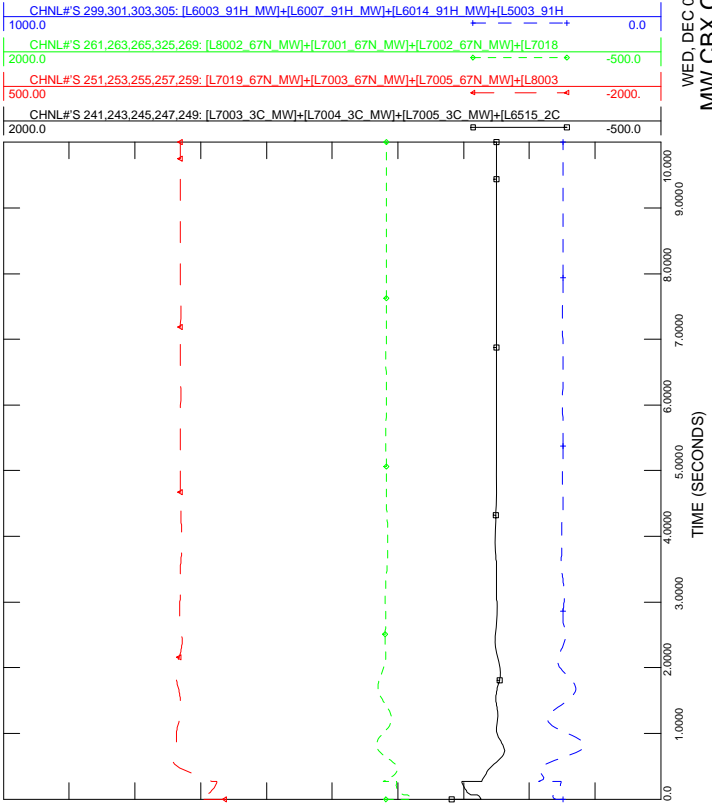






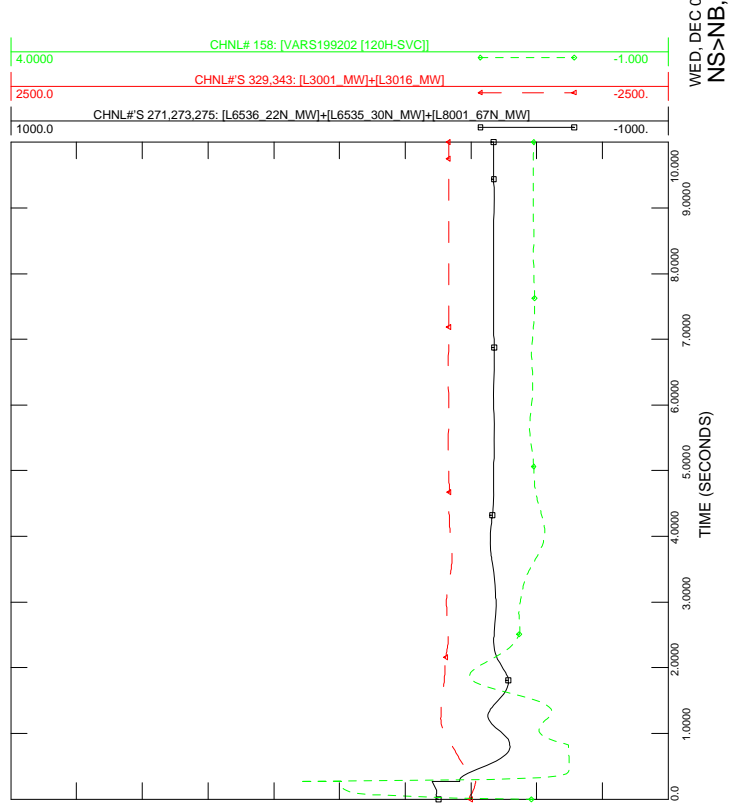
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_SP_D10.out



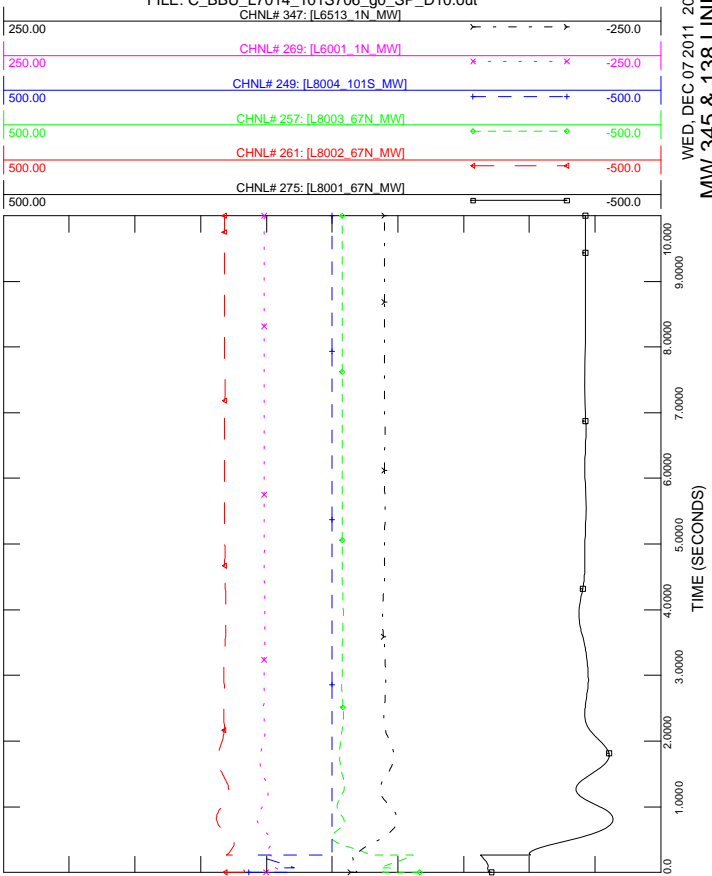
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_SP_D10.out



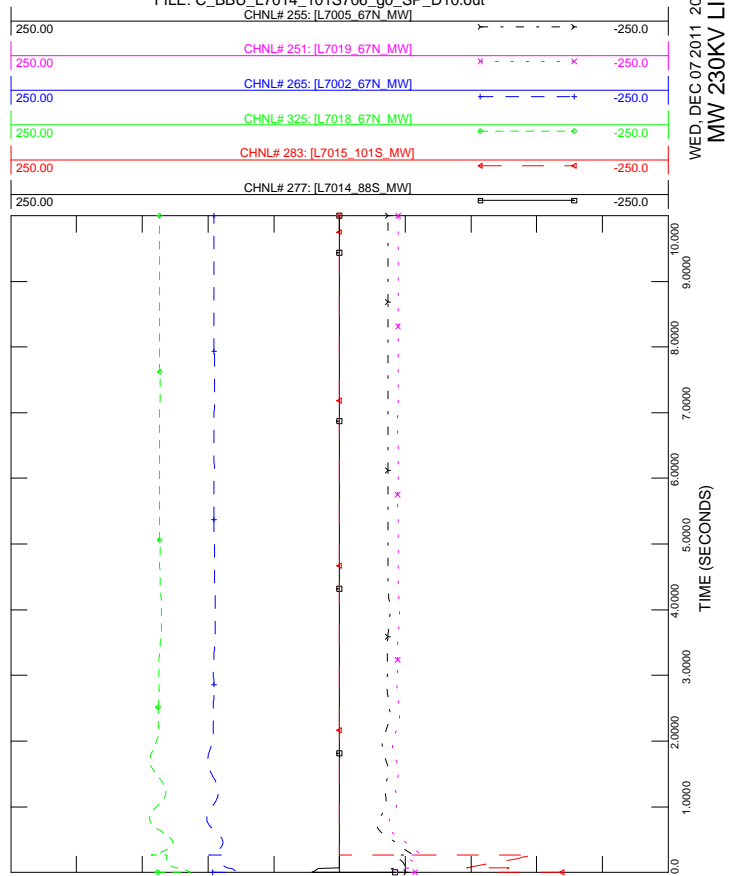
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

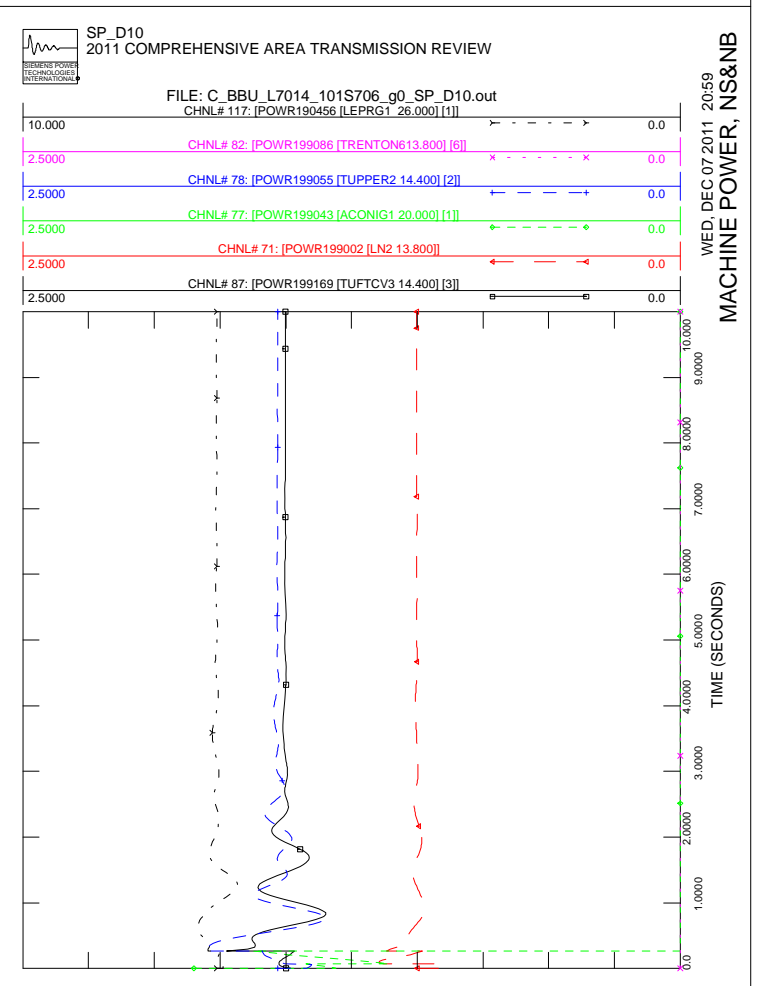
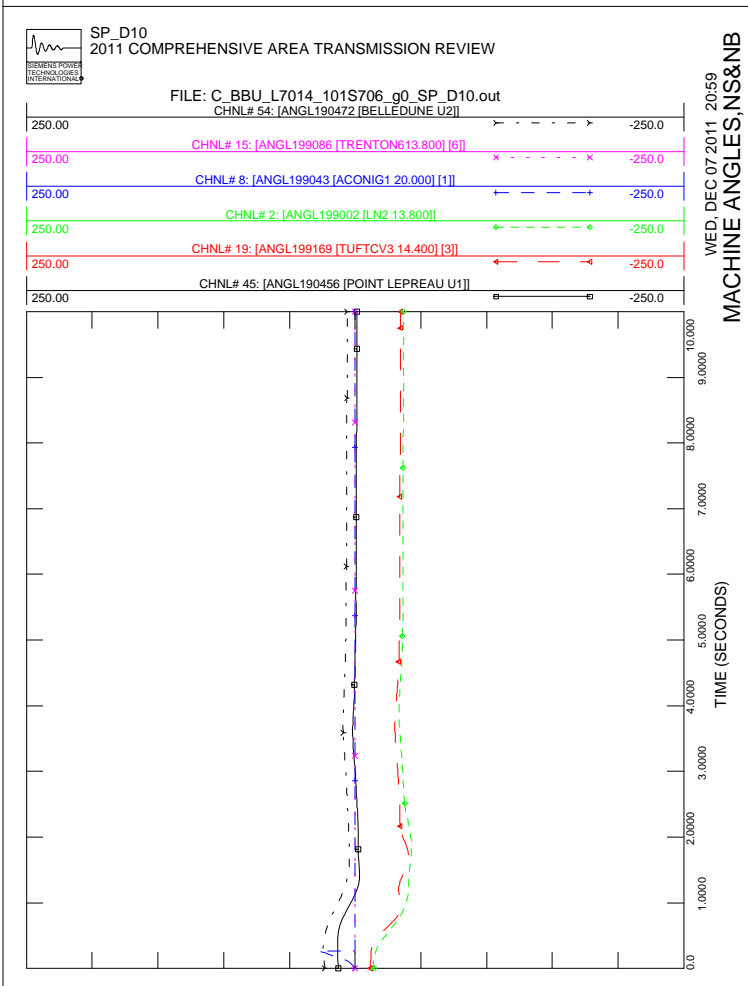
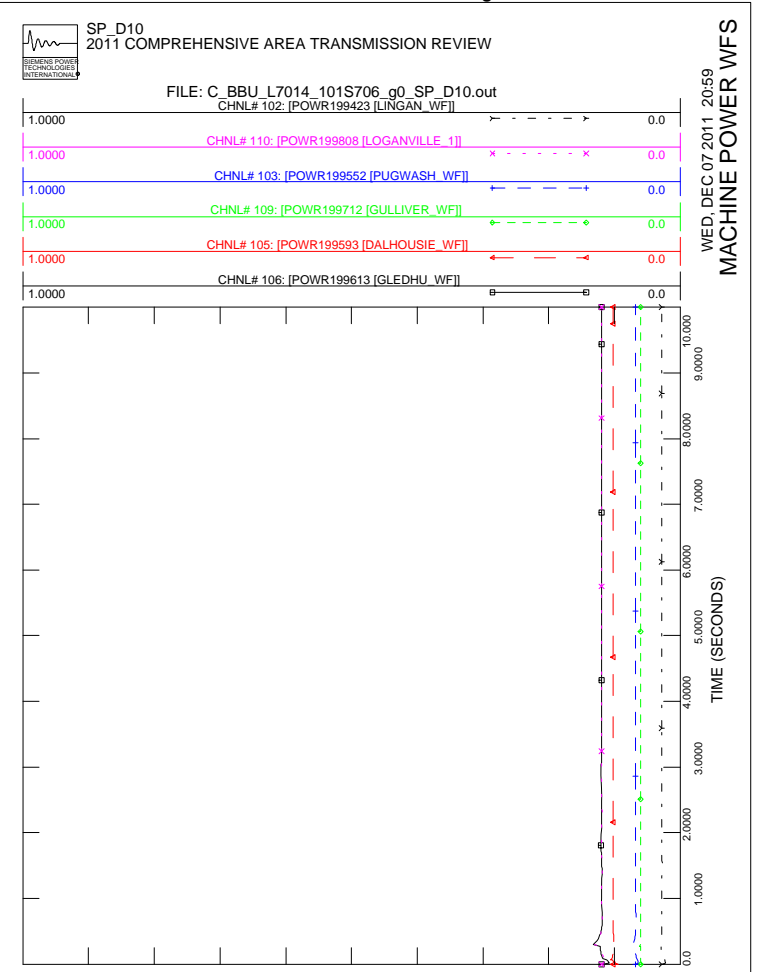
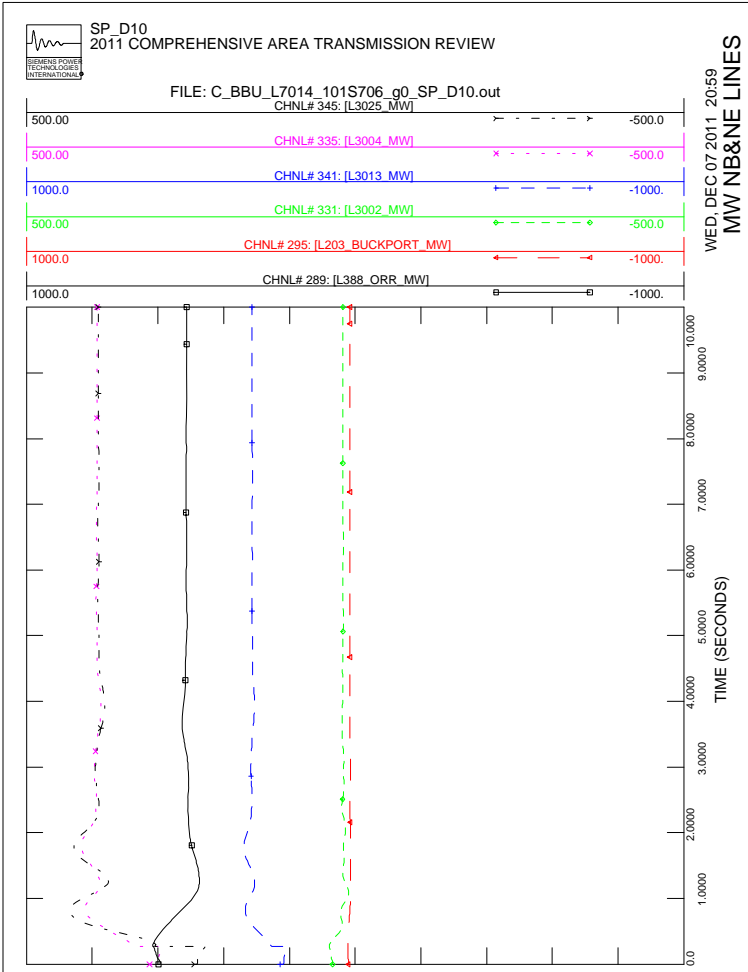
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_SP_D10.out

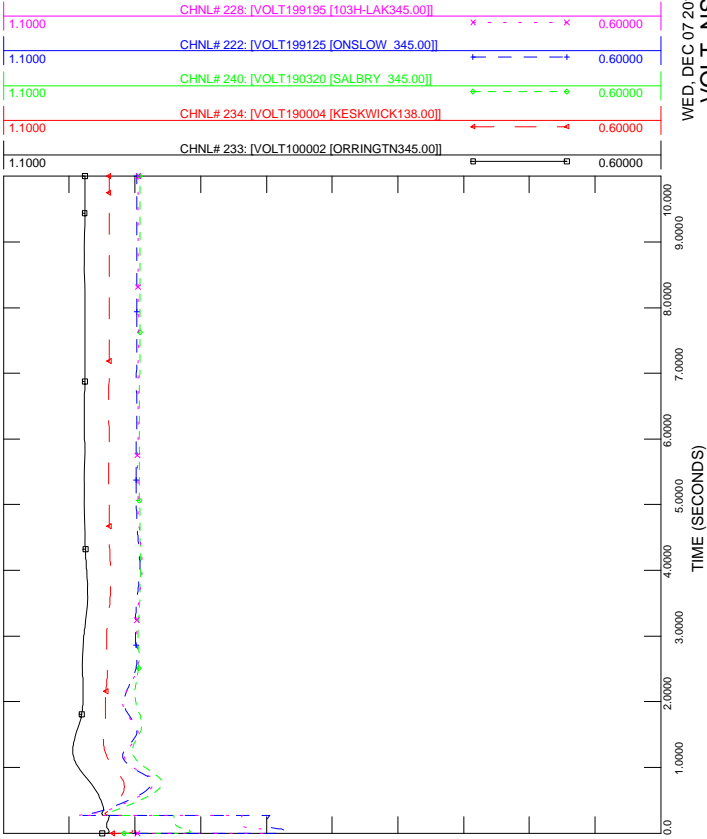






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_SP_D10.out

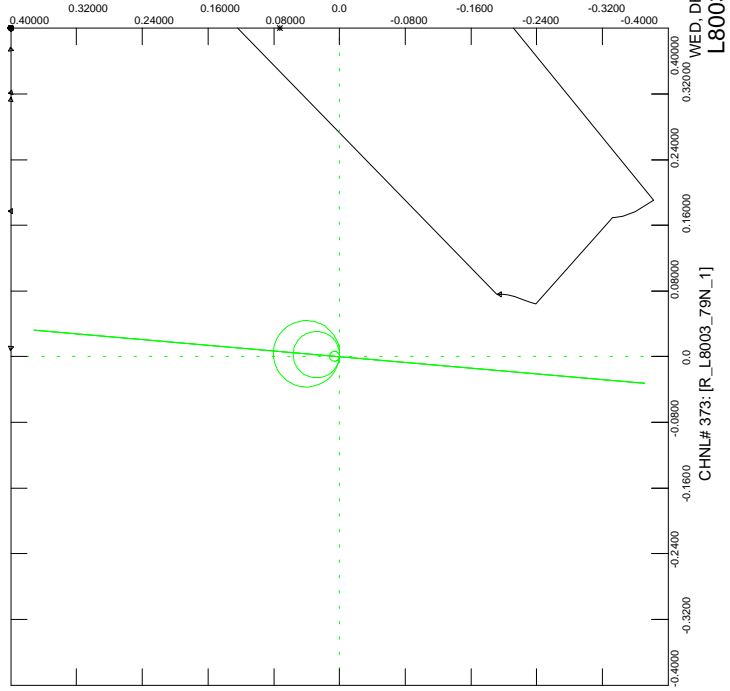


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VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_SP_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

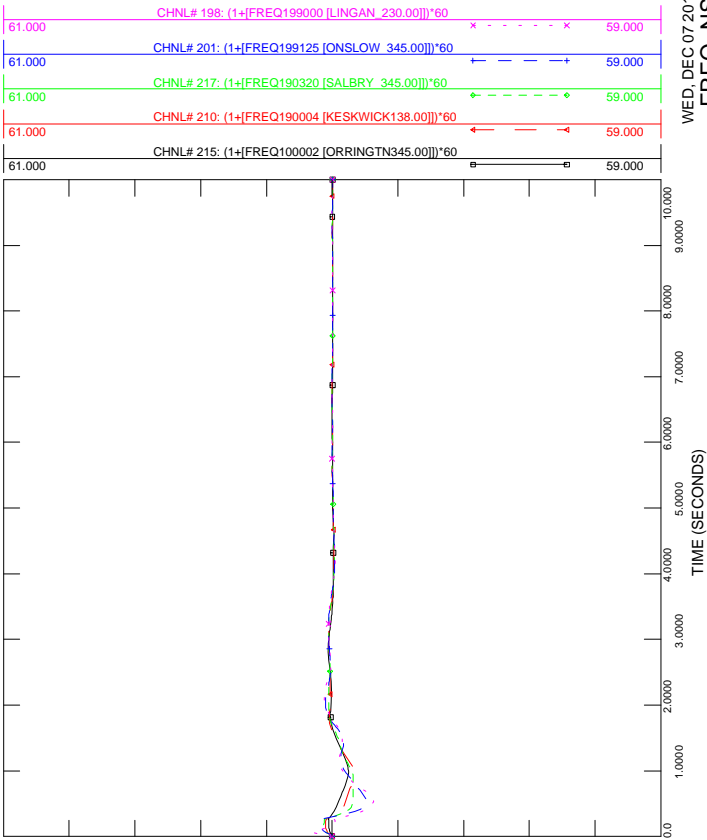


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L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_SP_D10.out

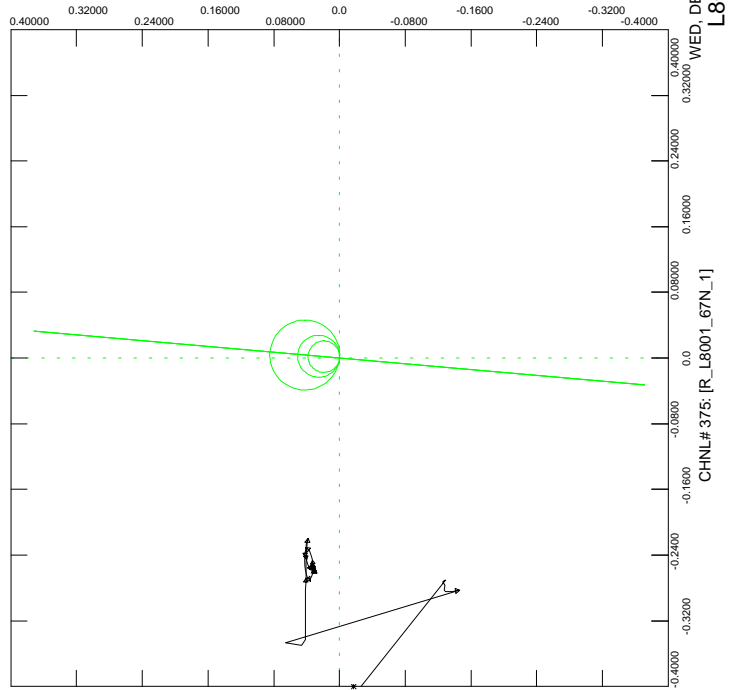


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FREQ, NS, NB&NE

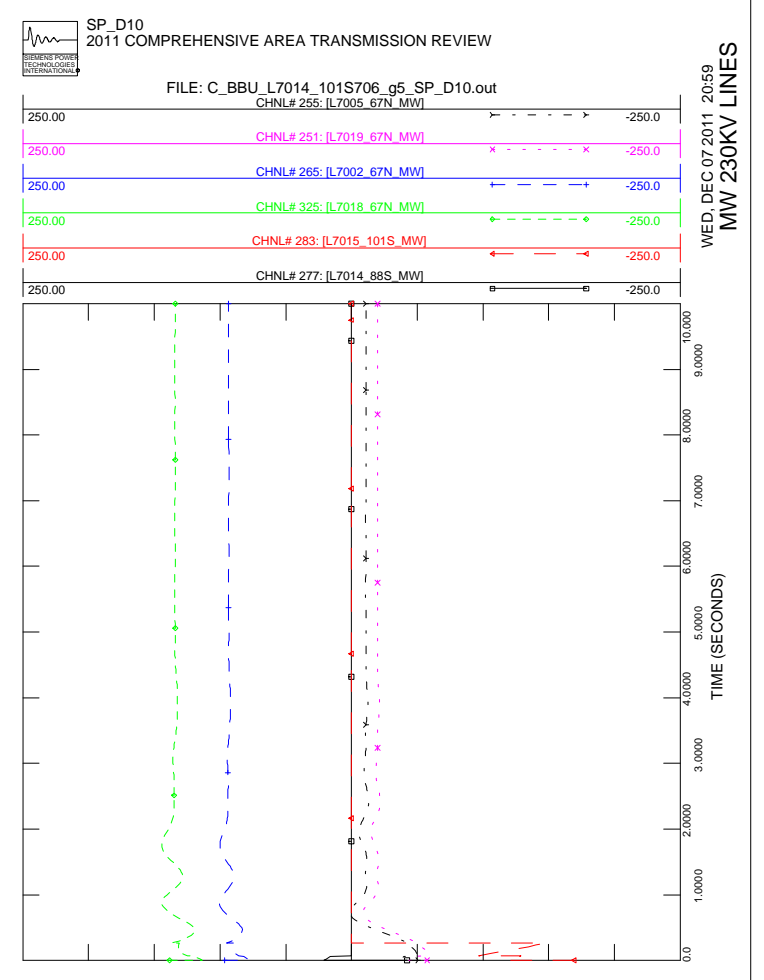
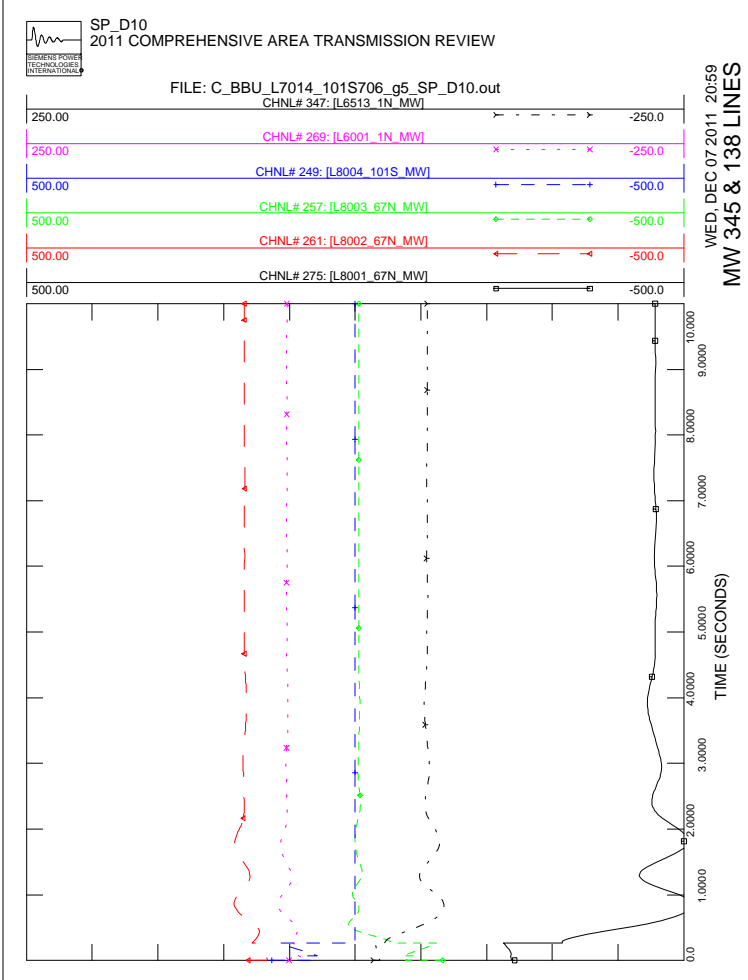
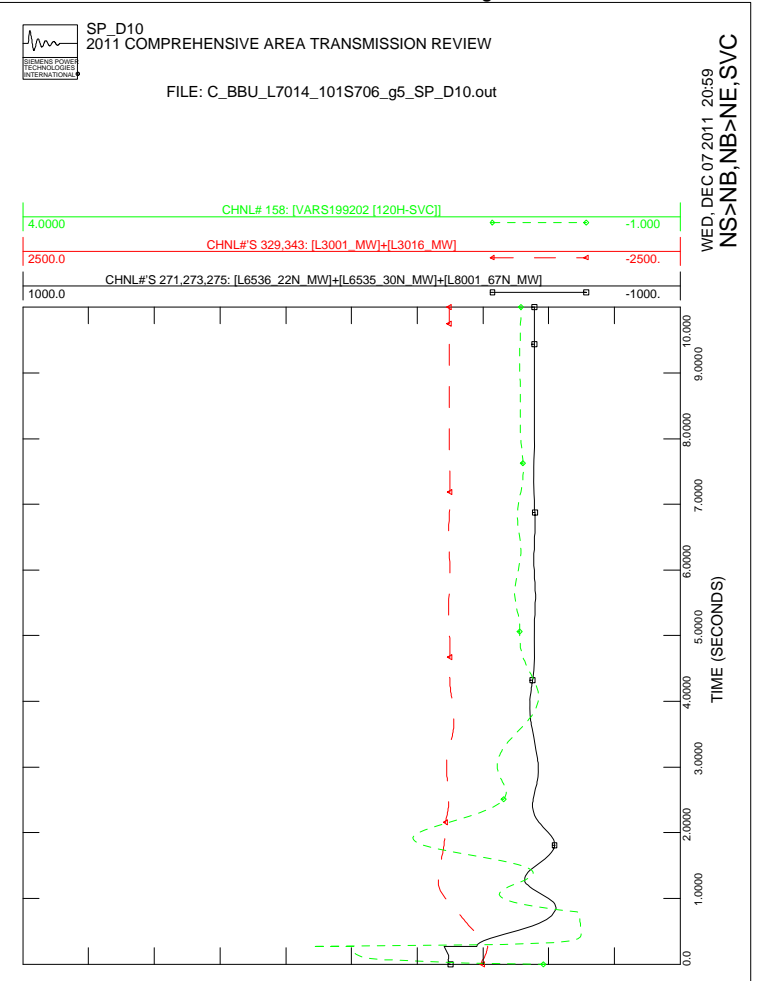
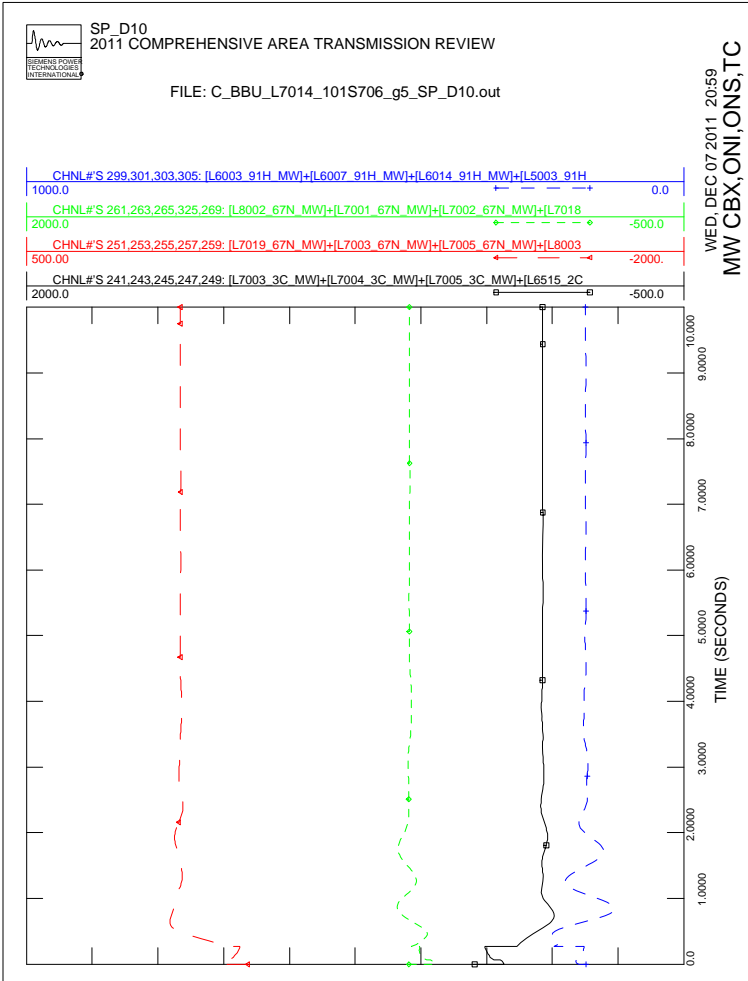


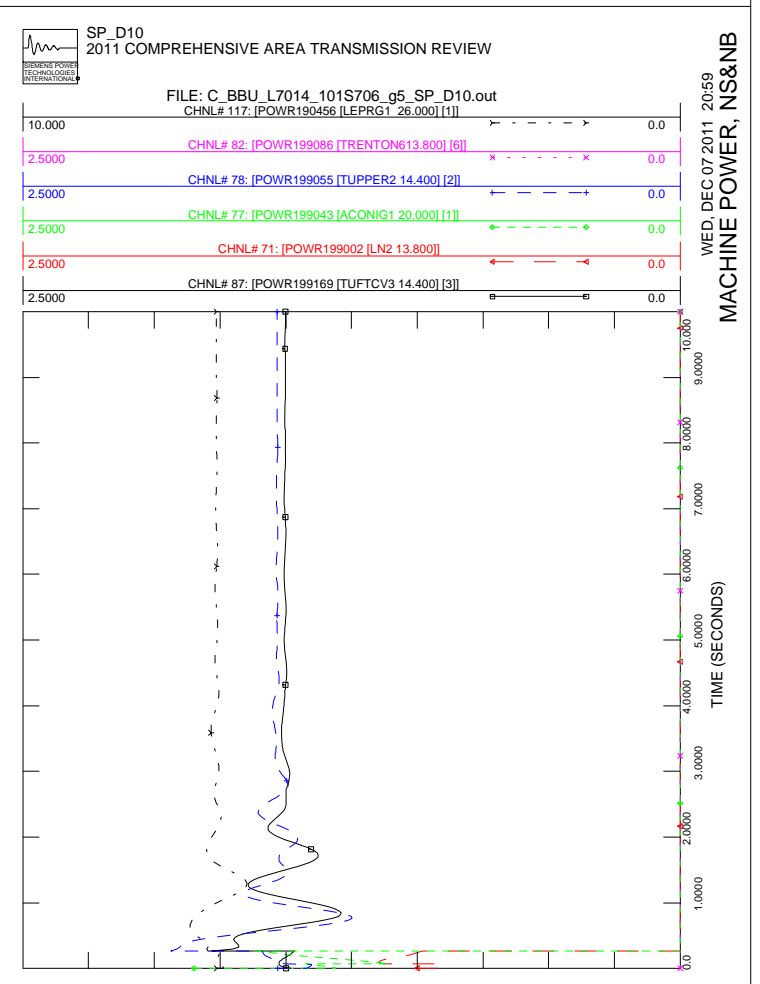
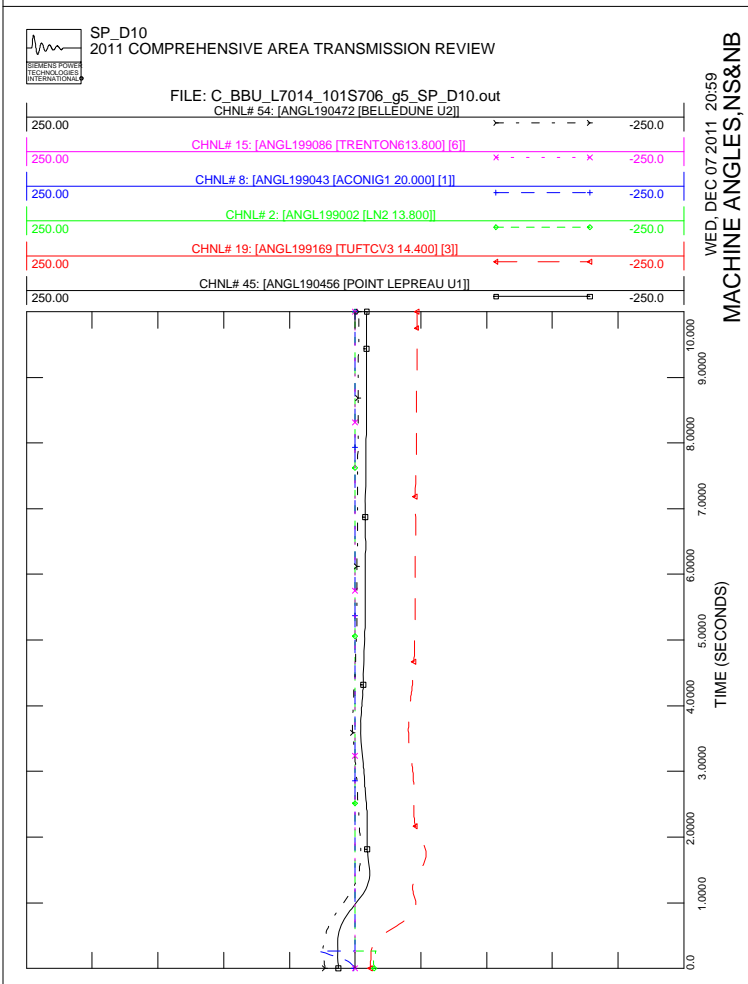
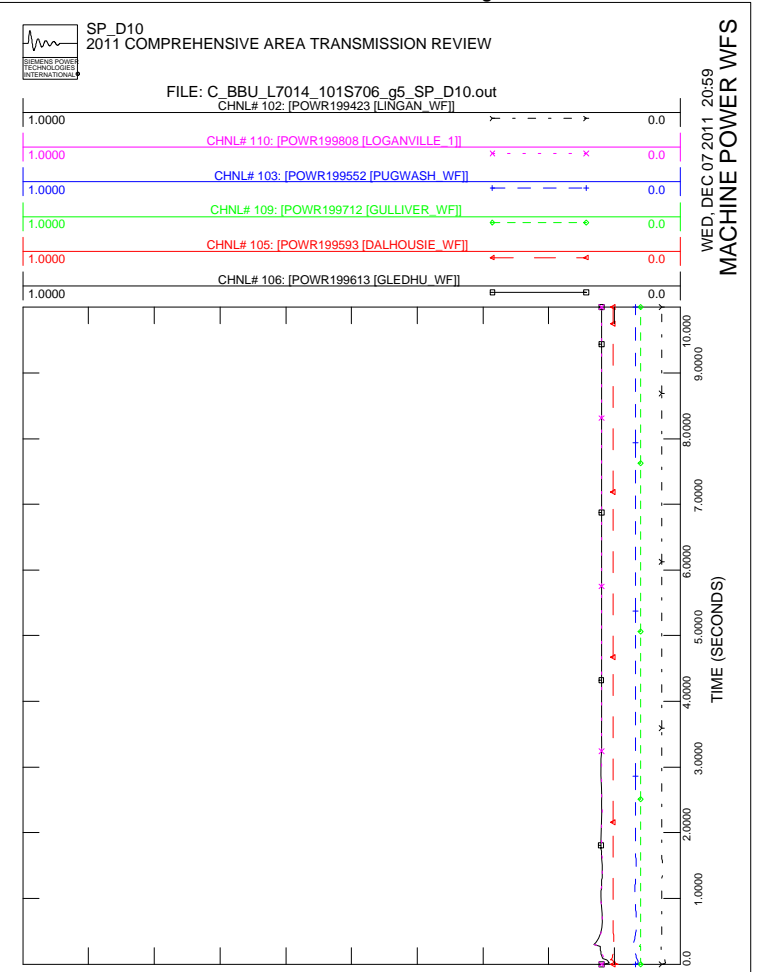
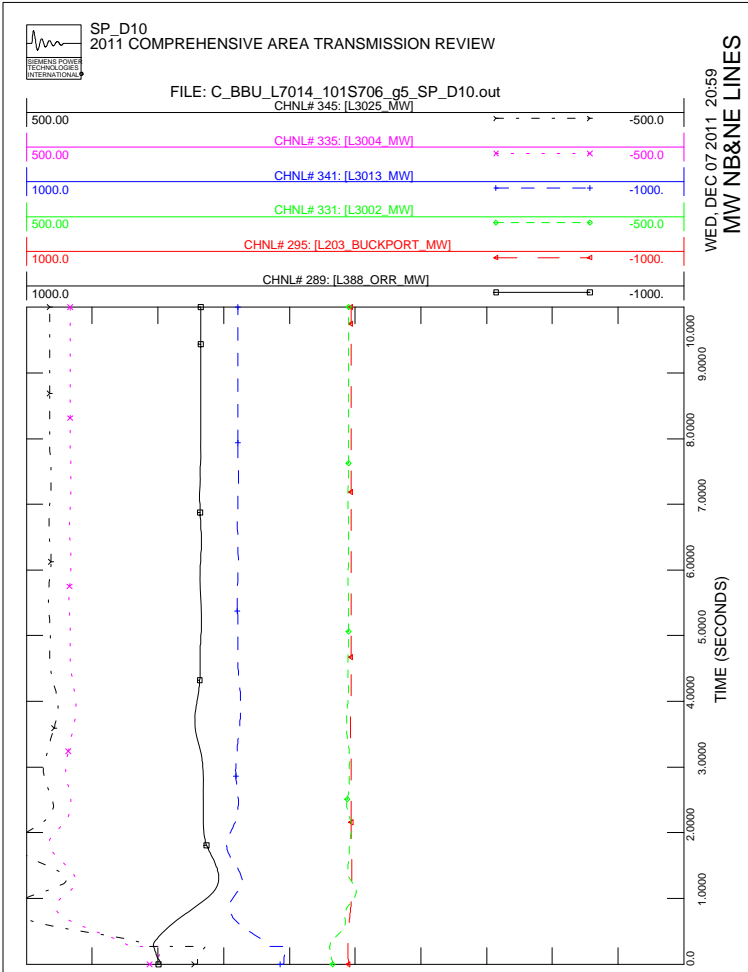
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

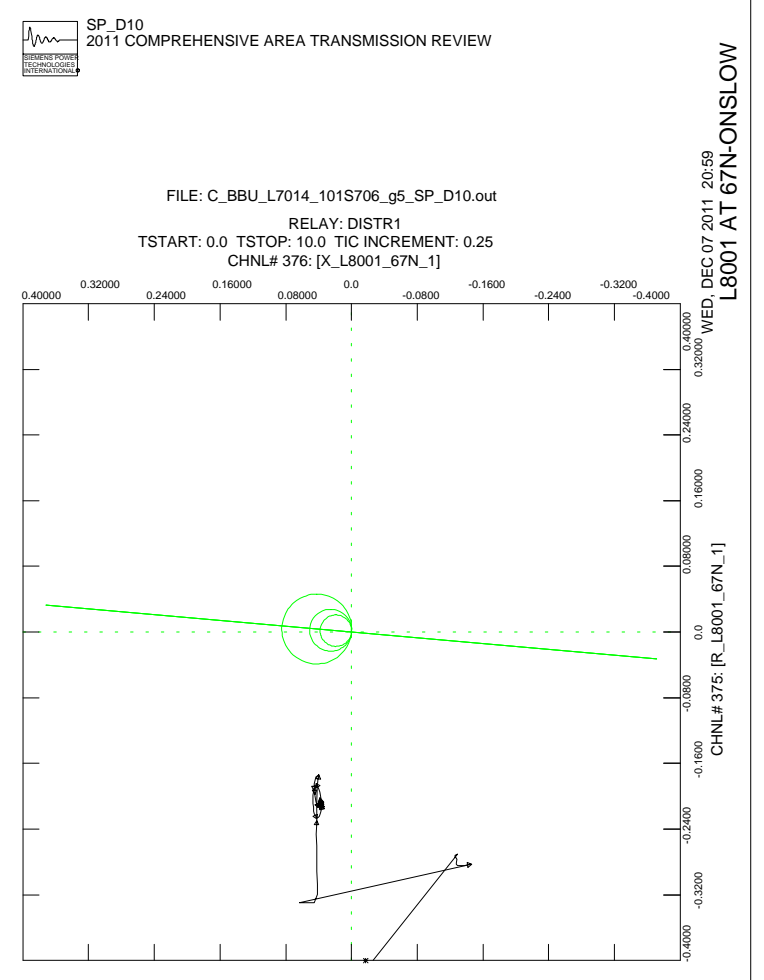
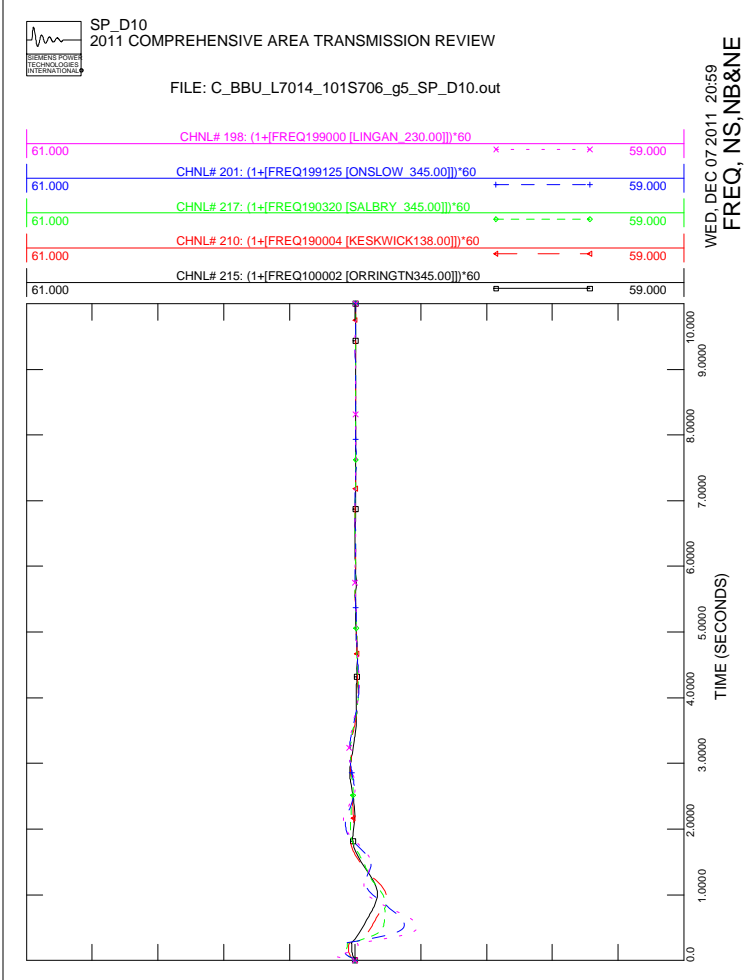
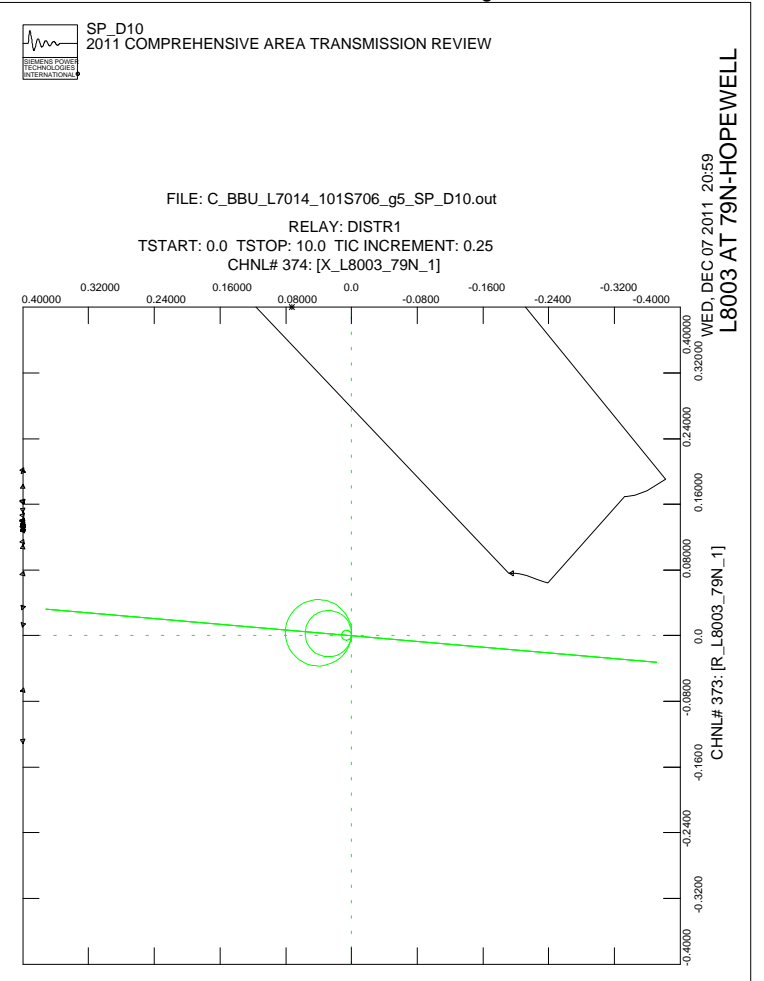
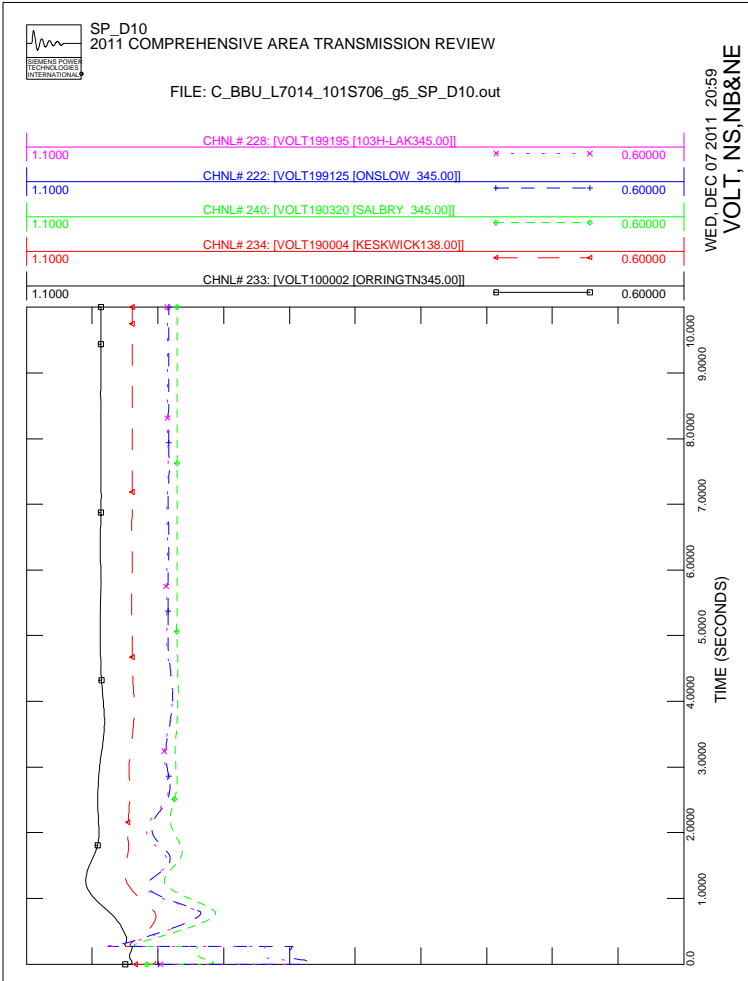
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



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L8001 AT 67N-ONSLOW



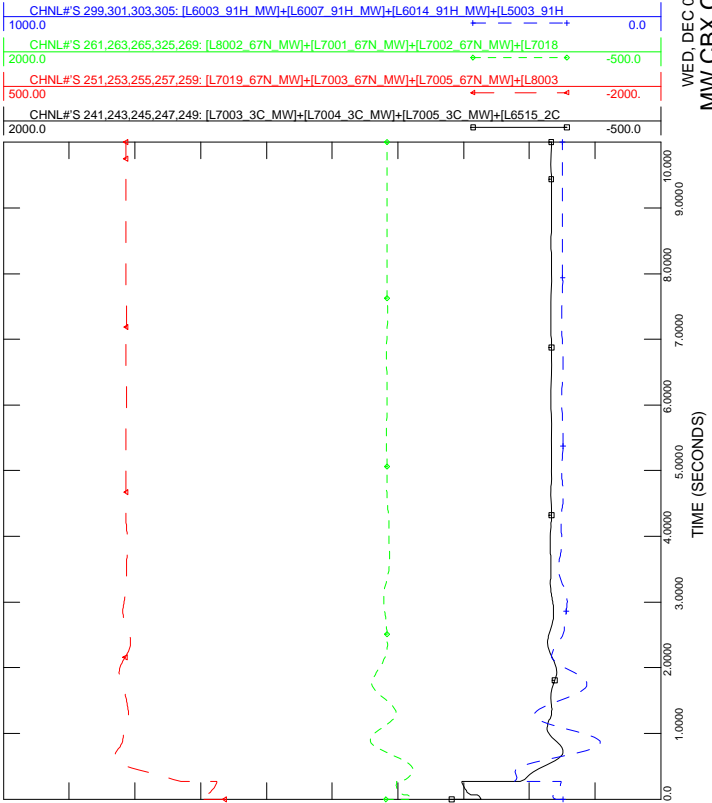






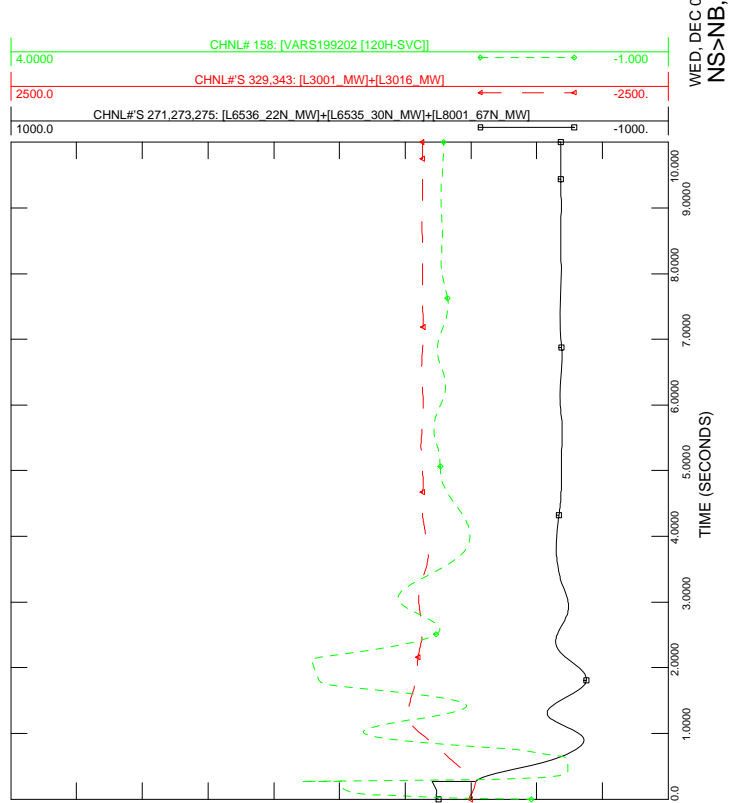
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g6_SP_D10.out



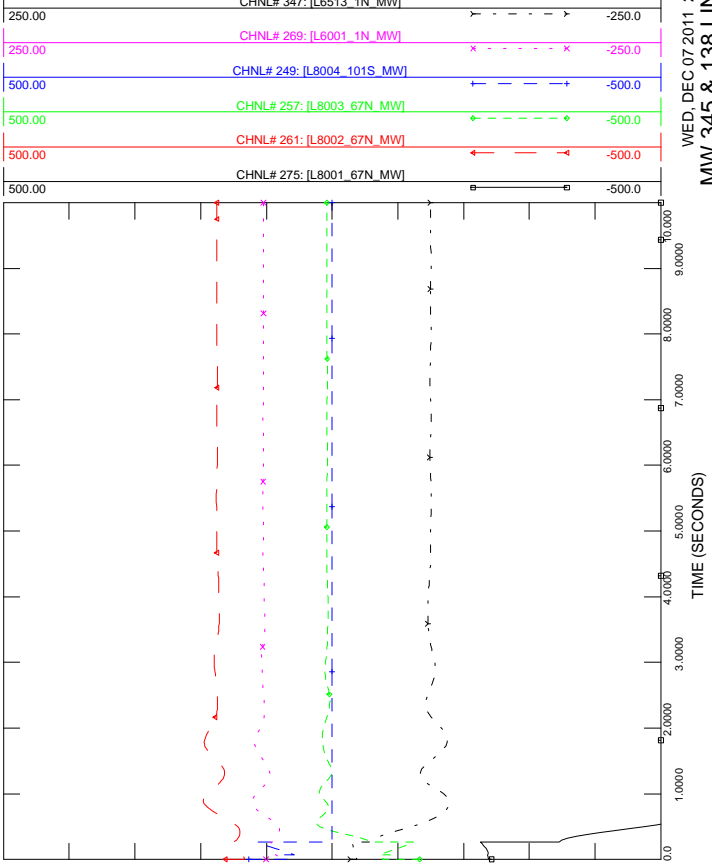
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g6_SP_D10.out



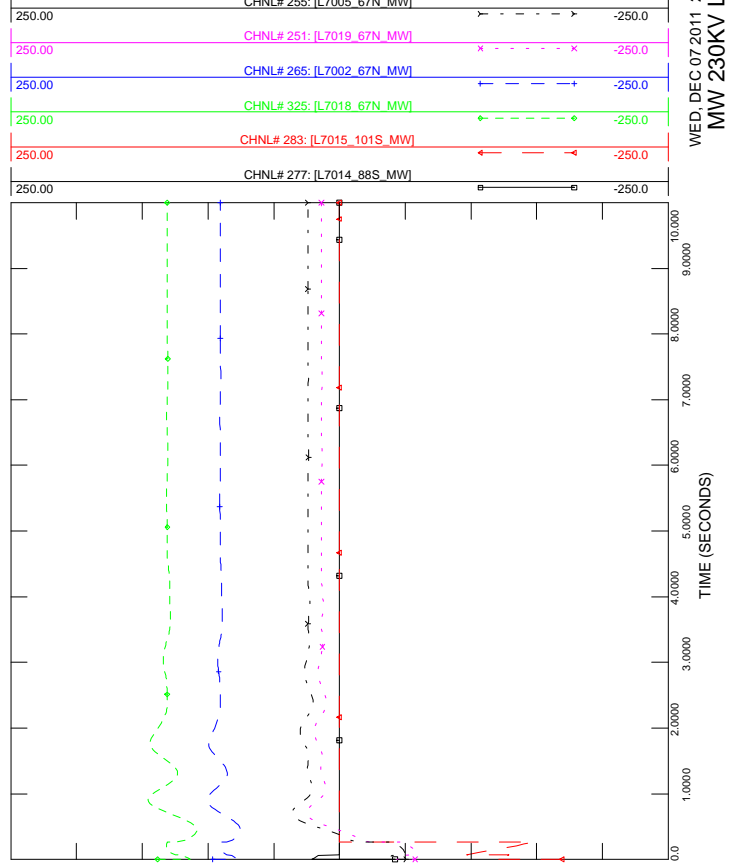
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

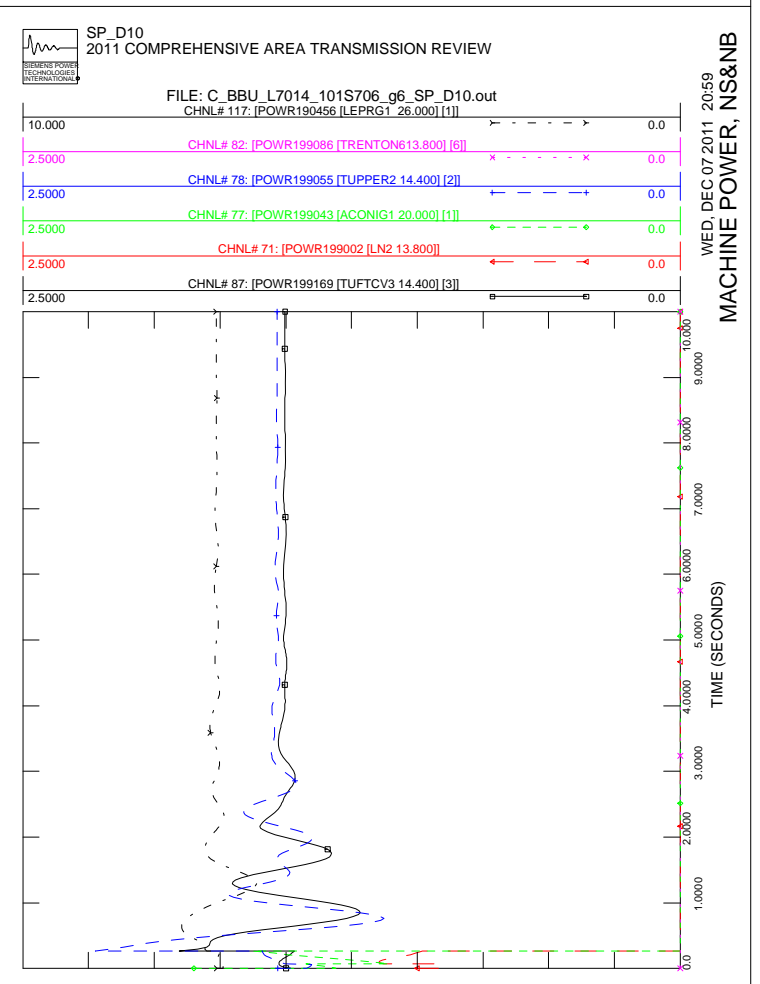
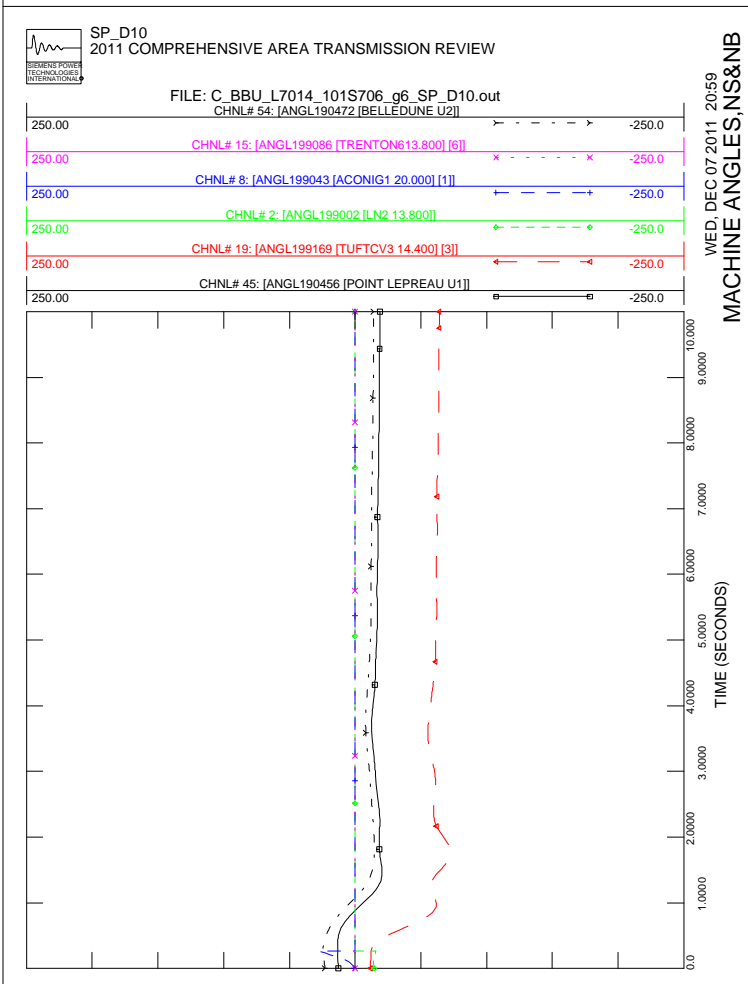
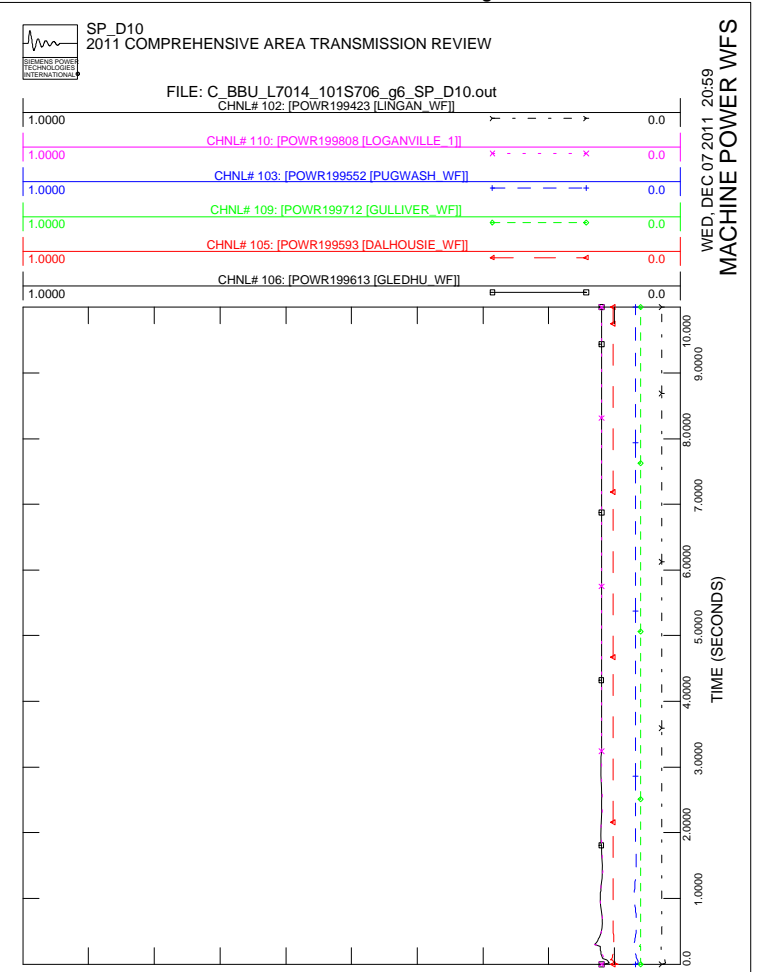
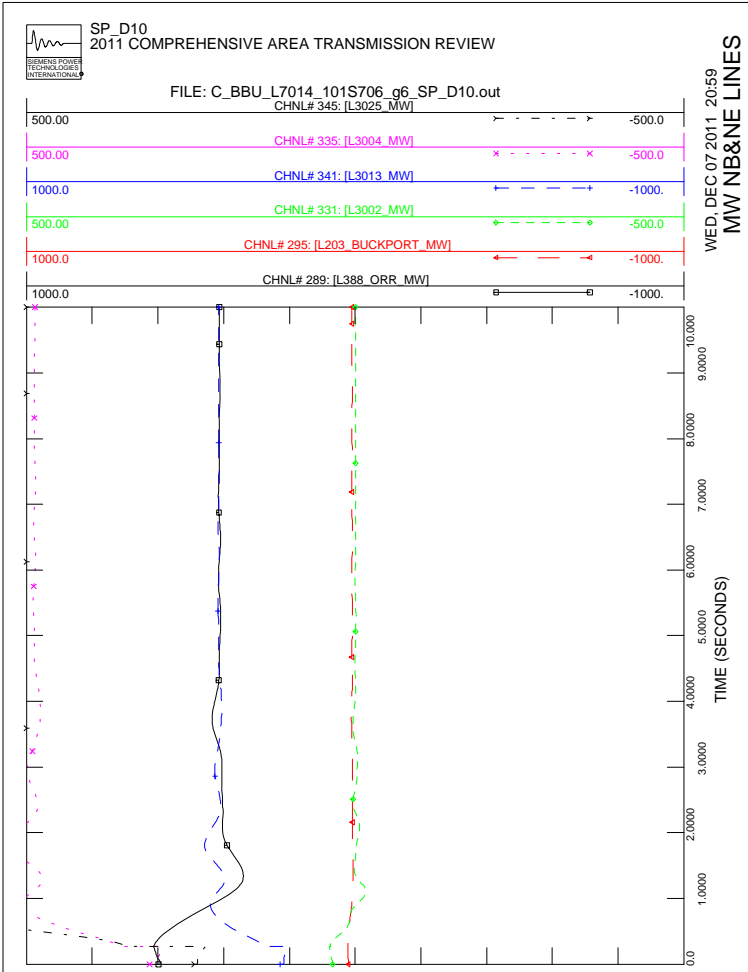
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g6_SP_D10.out

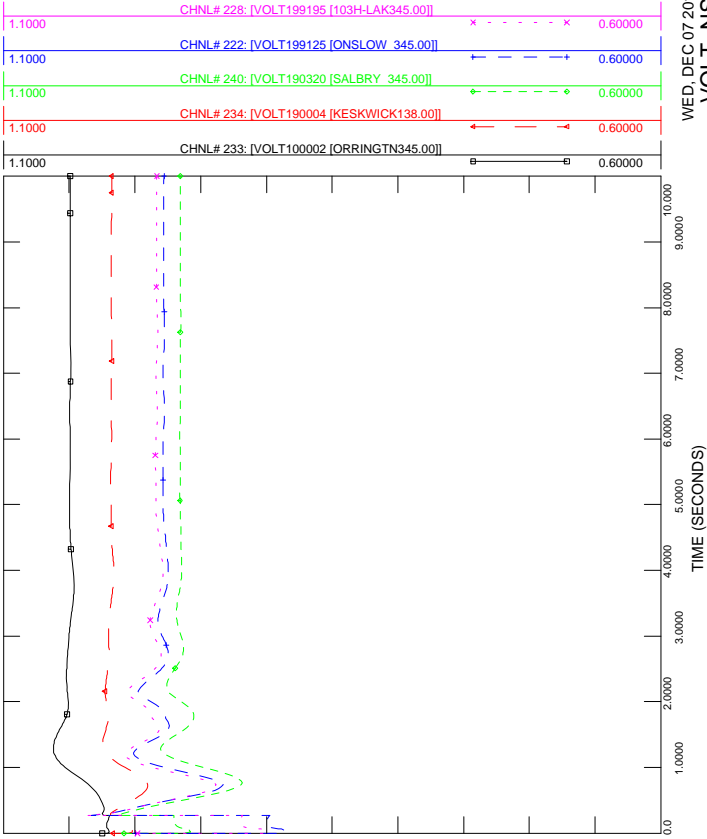






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g6_SP_D10.out

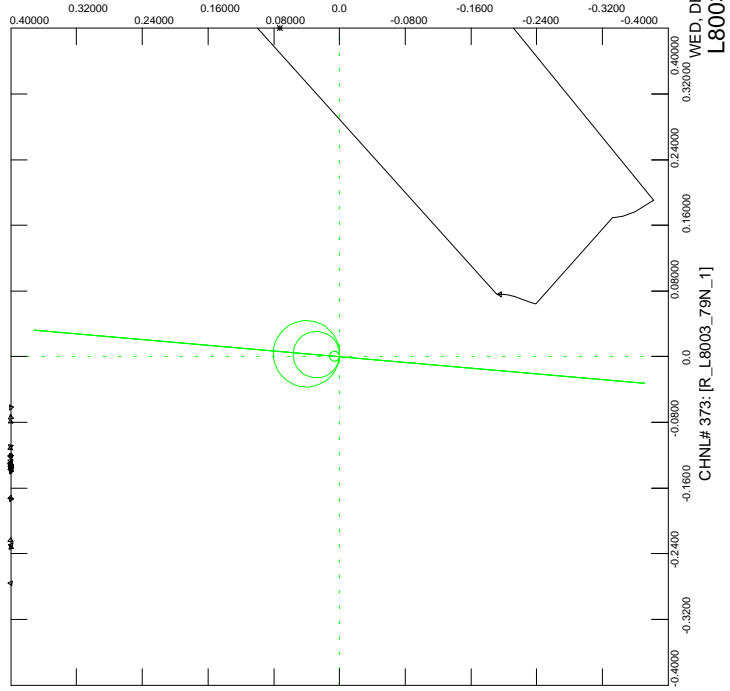


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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g6_SP_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

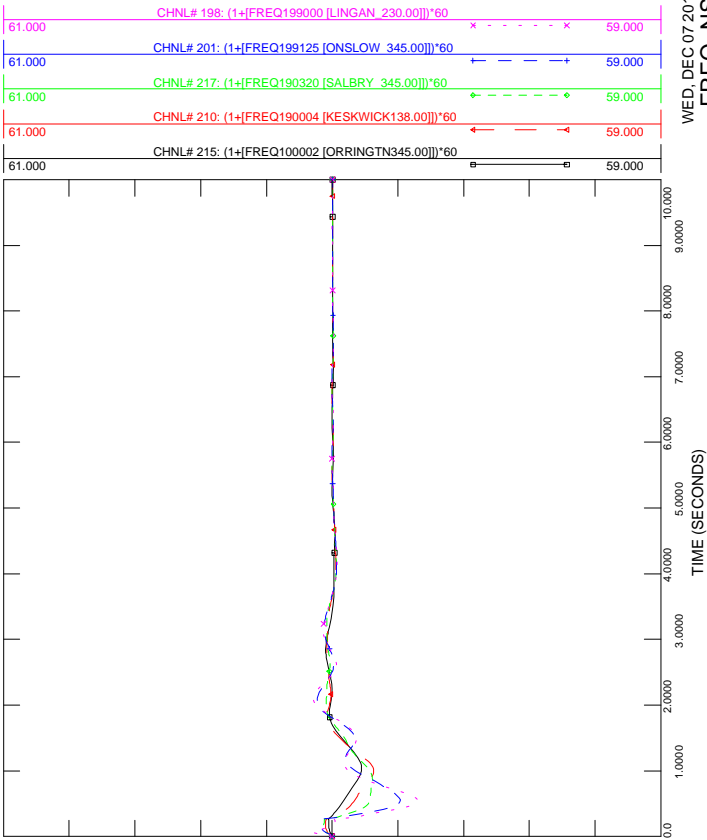


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L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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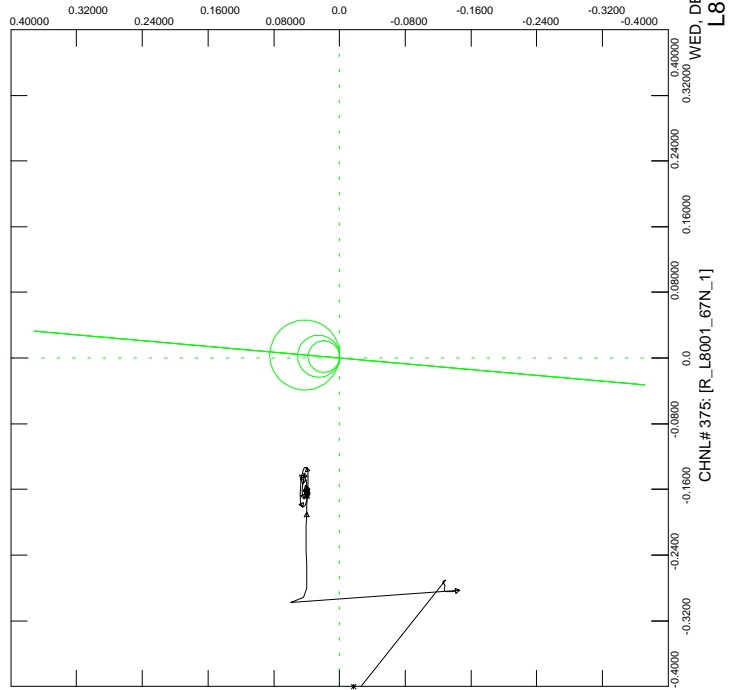


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FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g6_SP_D10.out
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CHNL# 376: [X_L8001_67N_1]

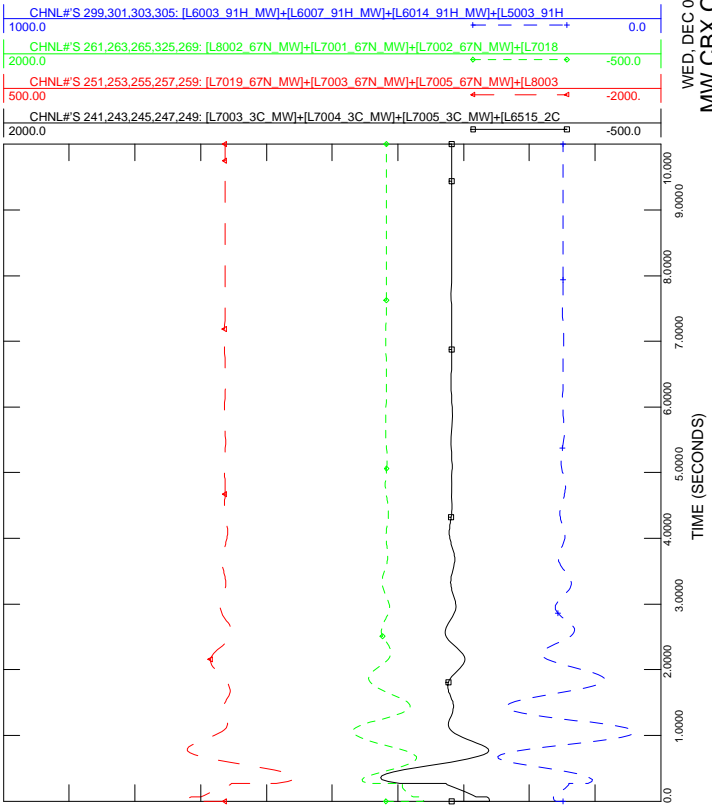


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L8001 AT 67N-ONSLow



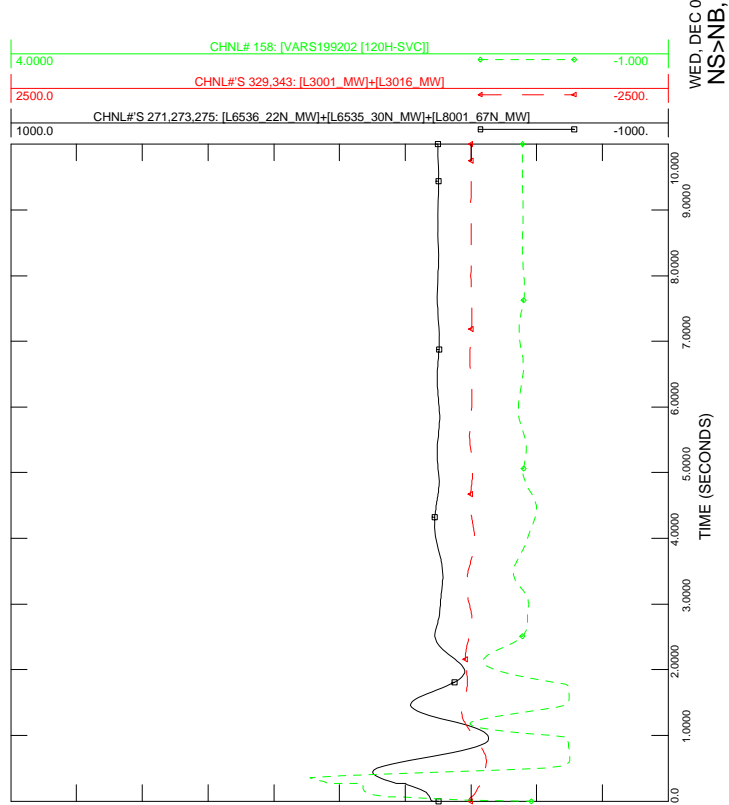
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out



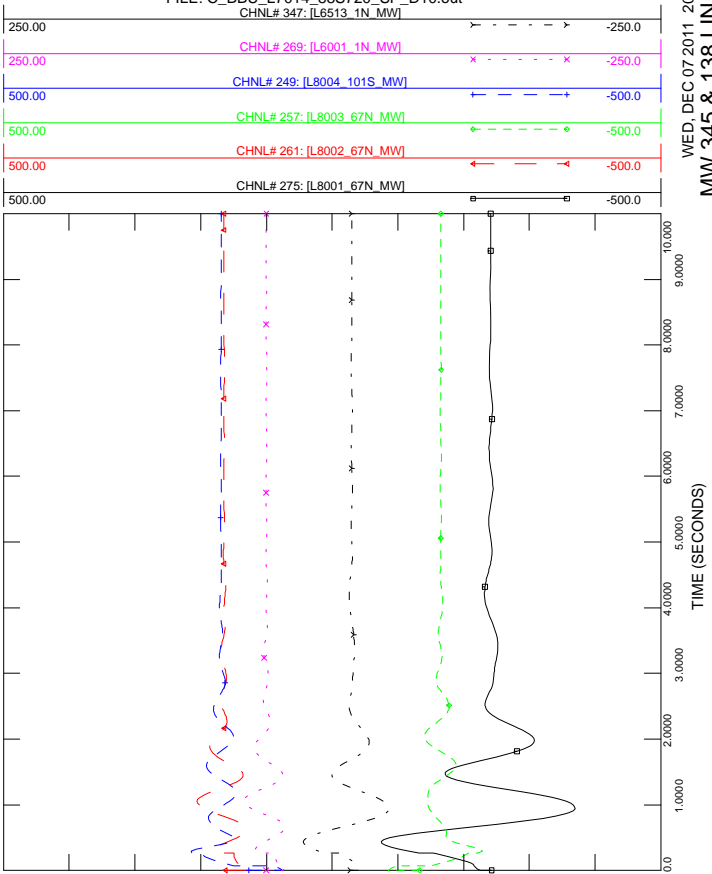
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out



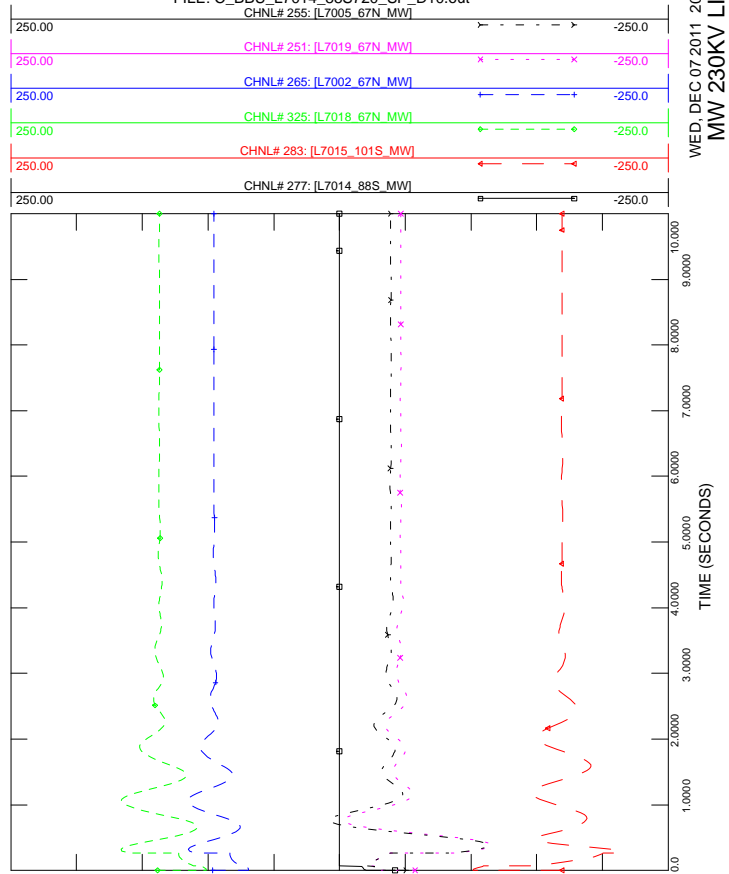
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

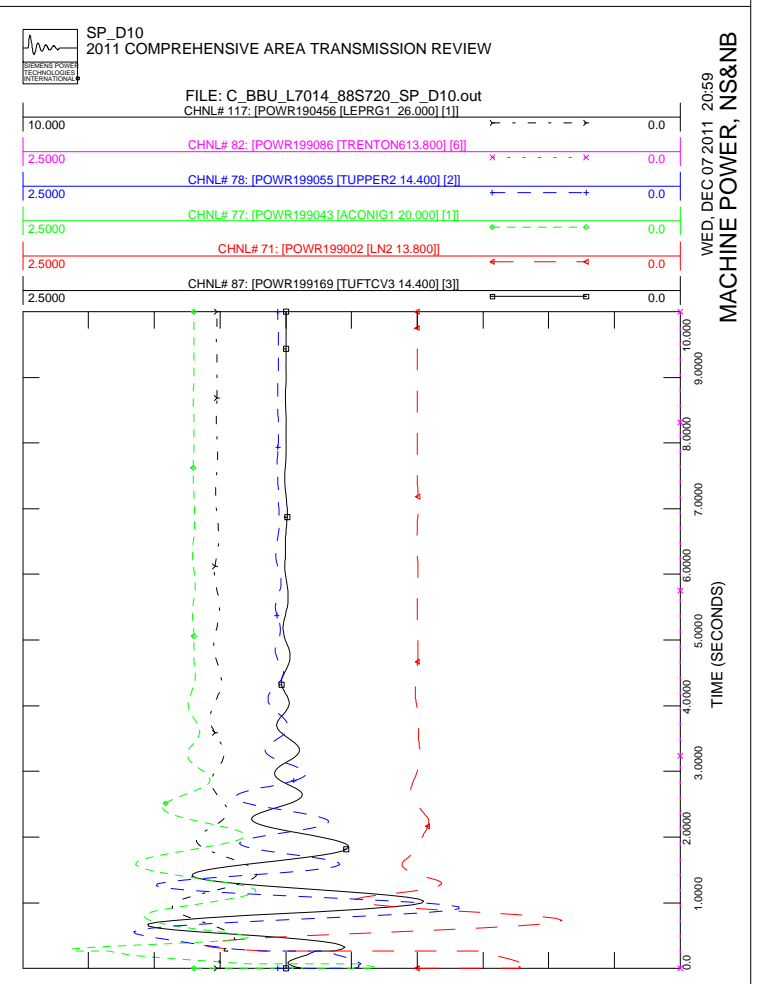
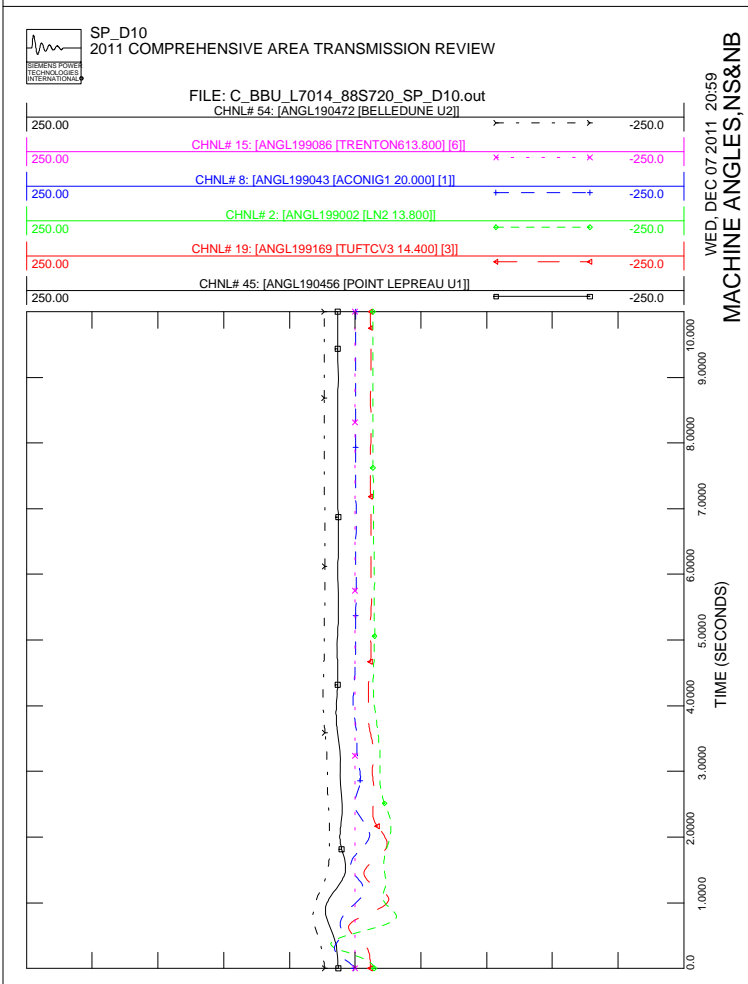
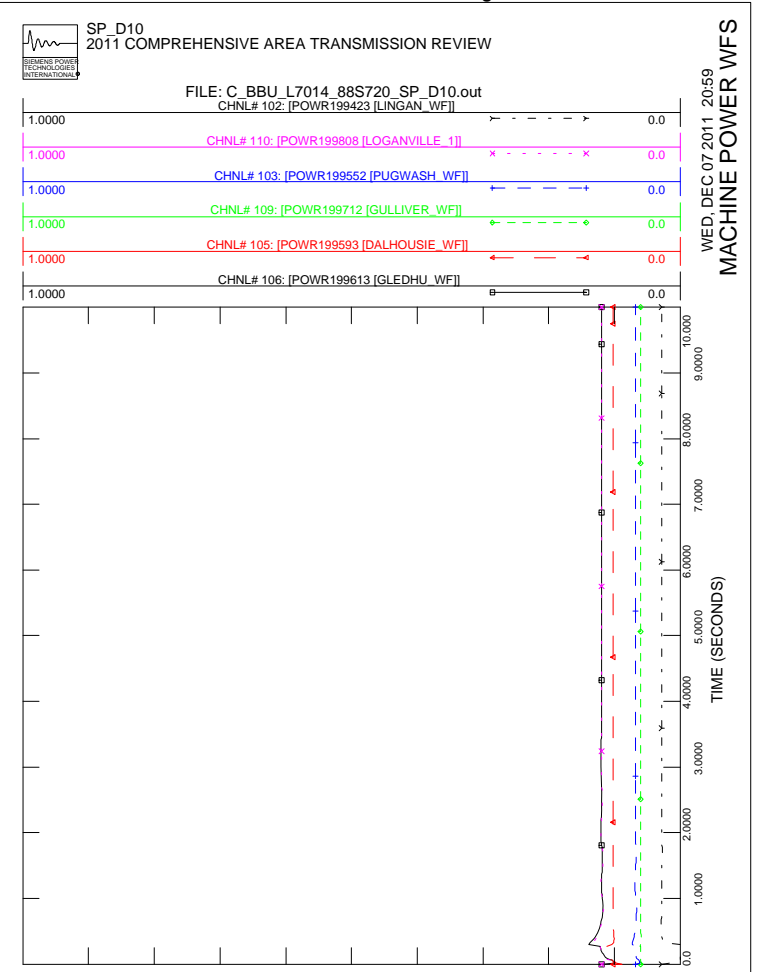
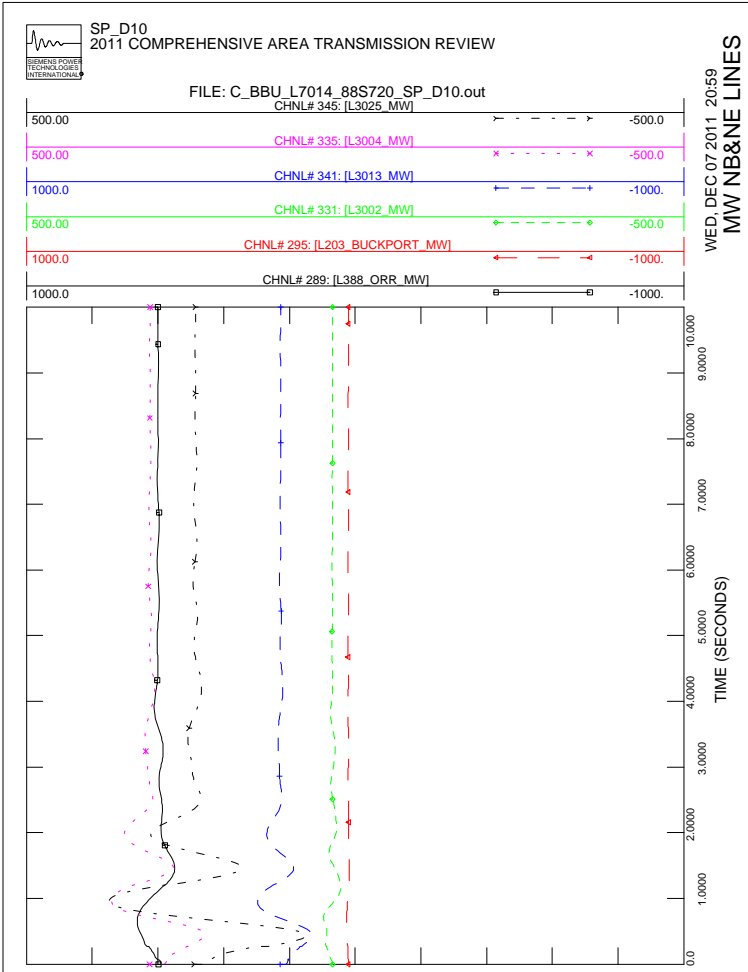
FILE: C_BBU_L7014_88S720_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out

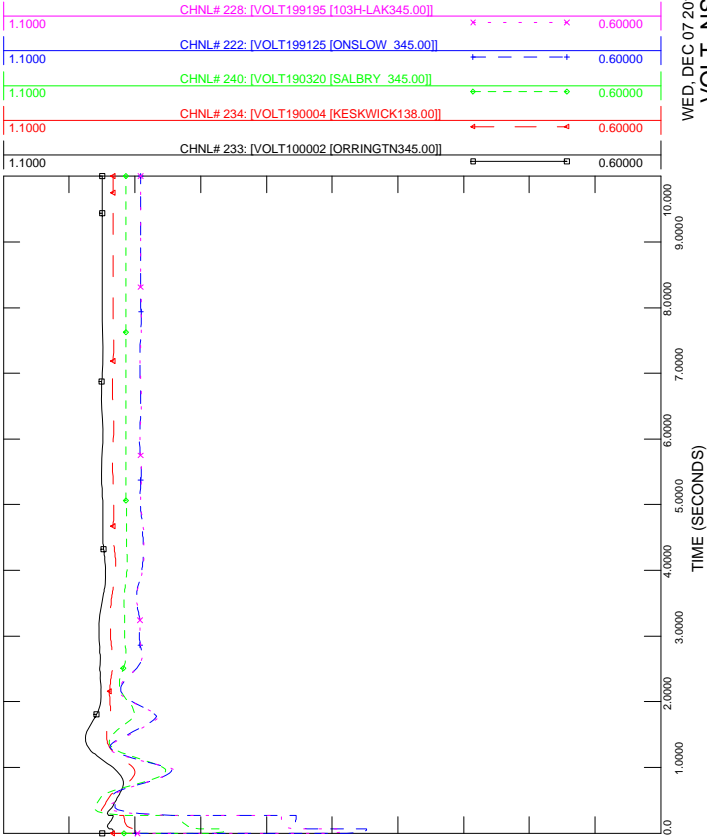






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out



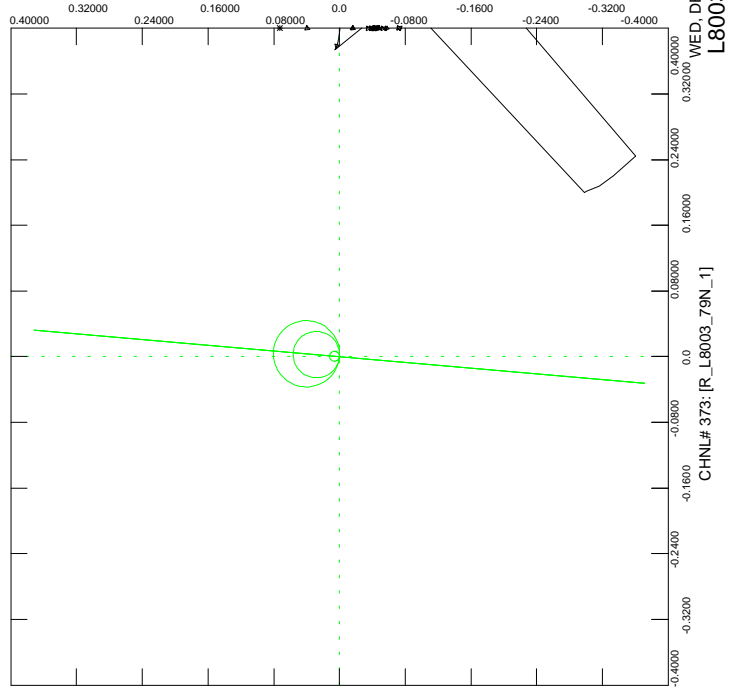
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

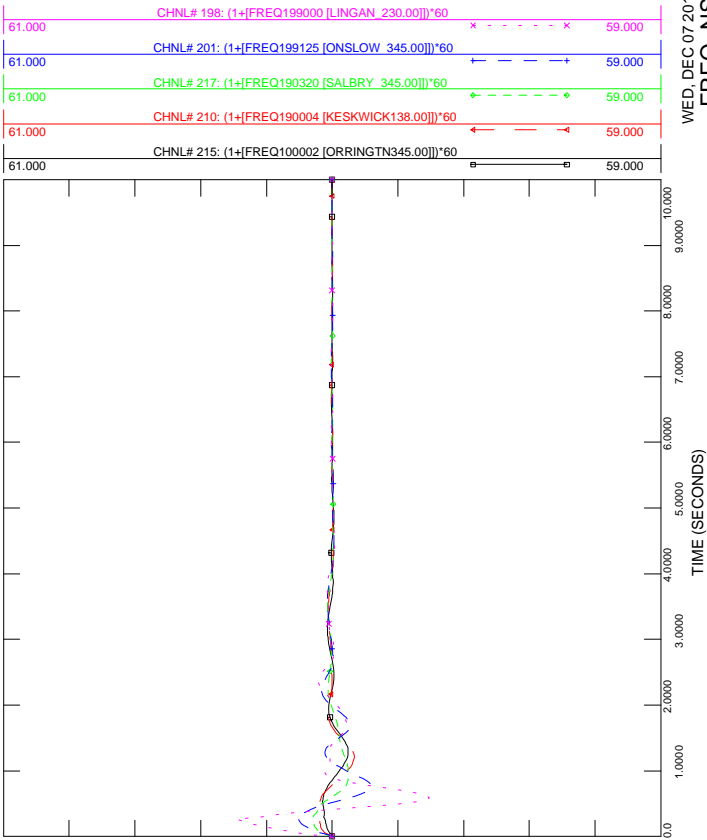


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L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out



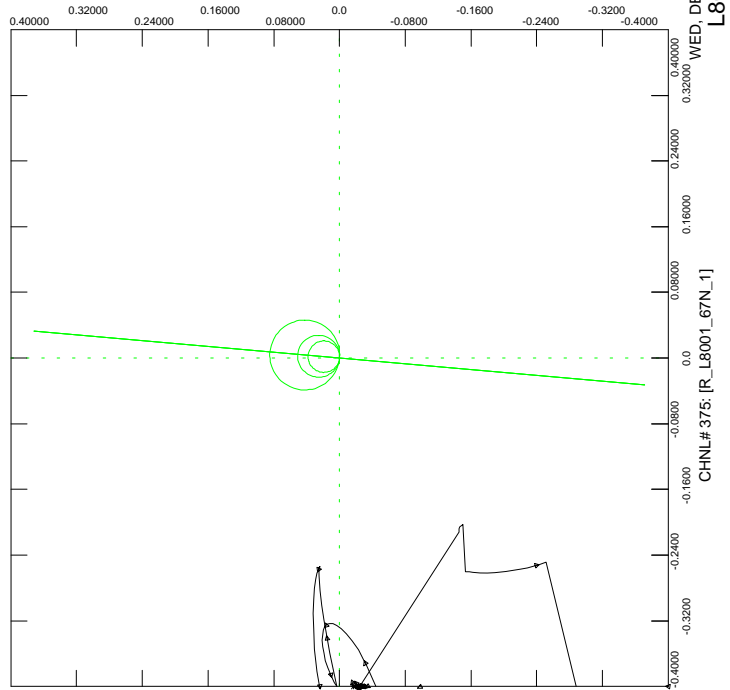
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FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_SP_D10.out

RELAY: DISTR1
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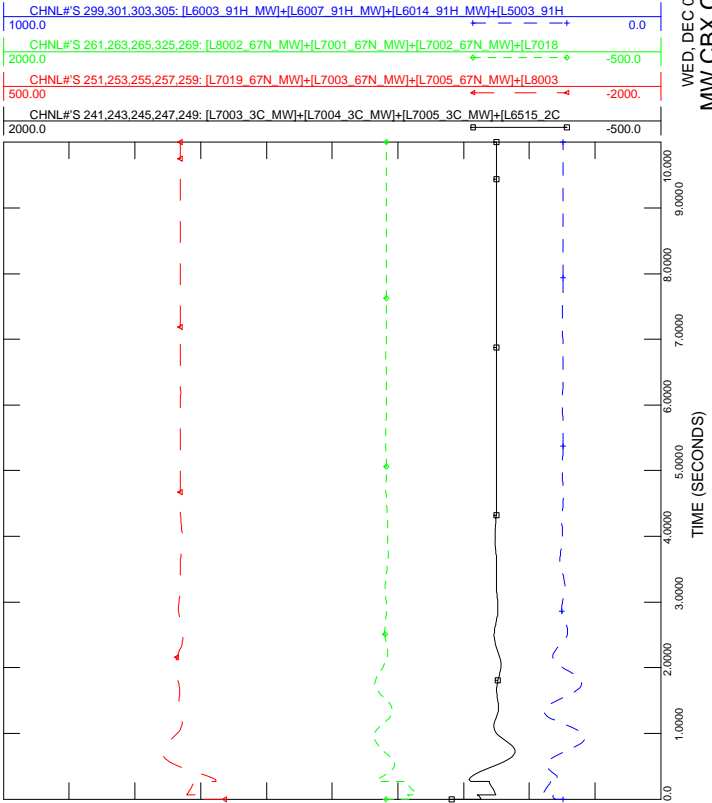


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L8001 AT 67N-ONSLow



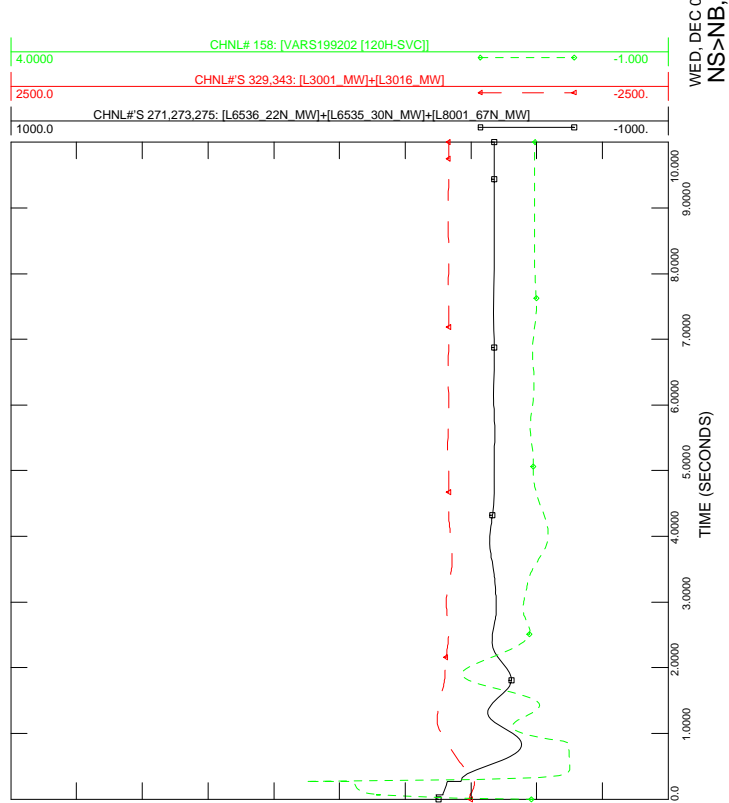
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out



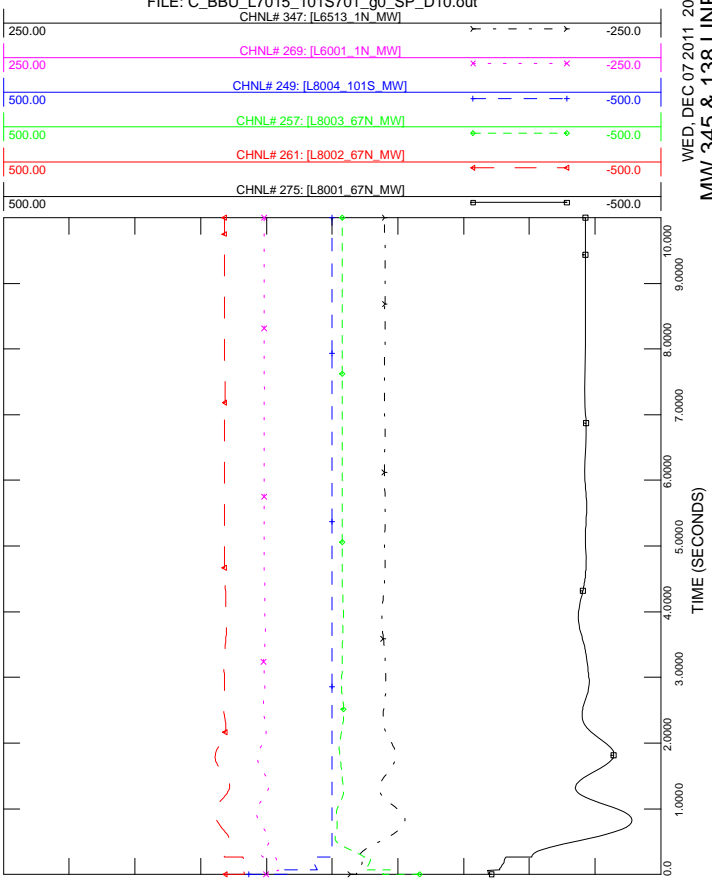
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out



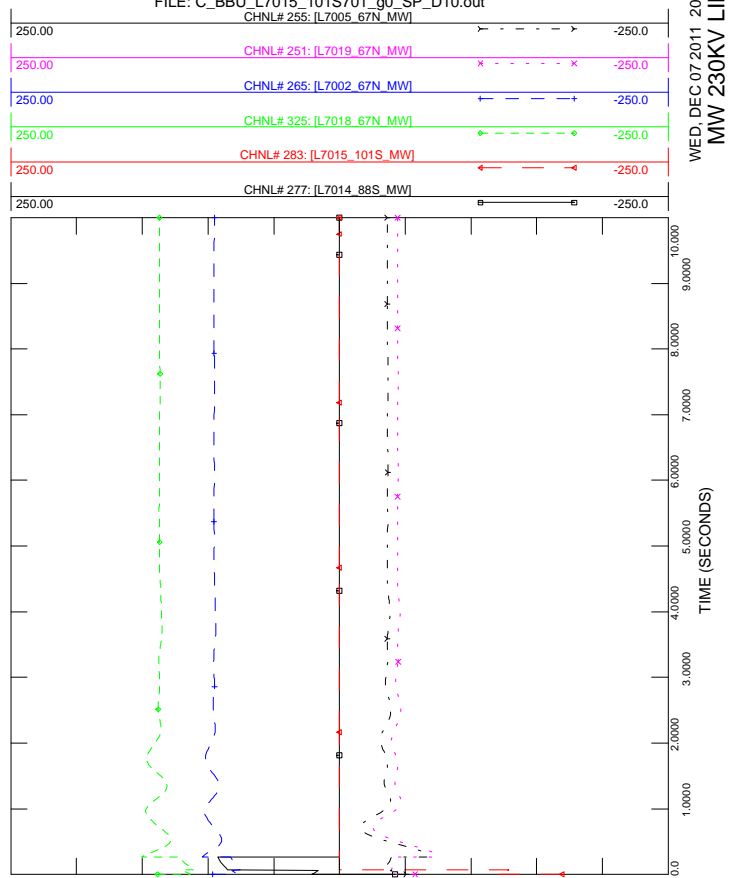
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

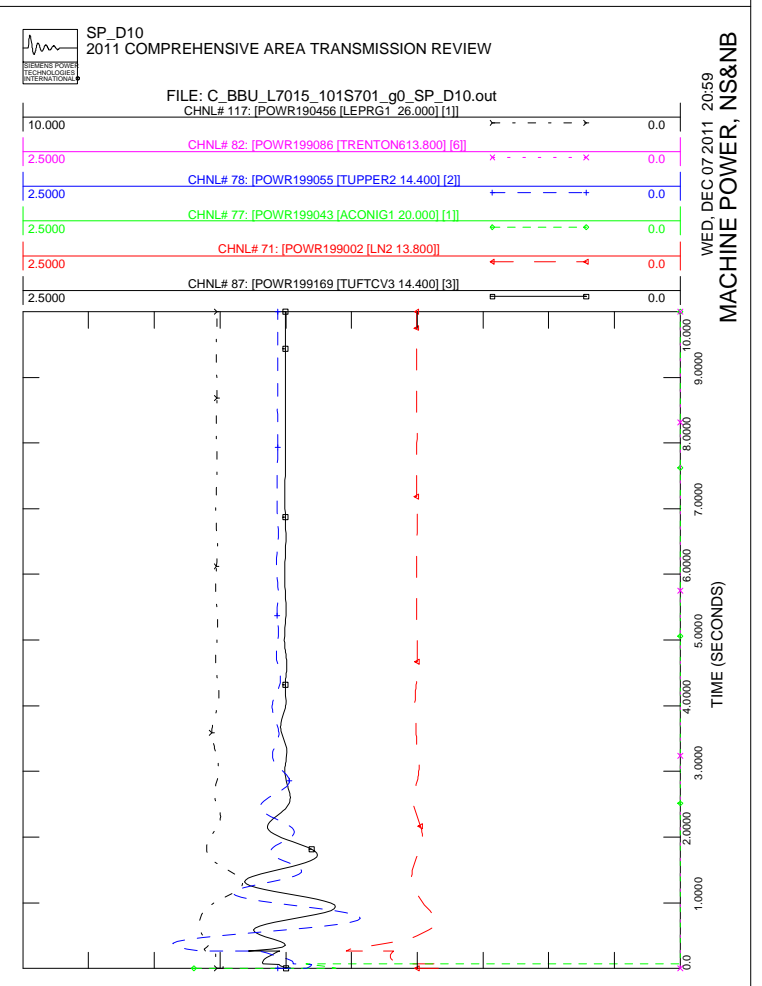
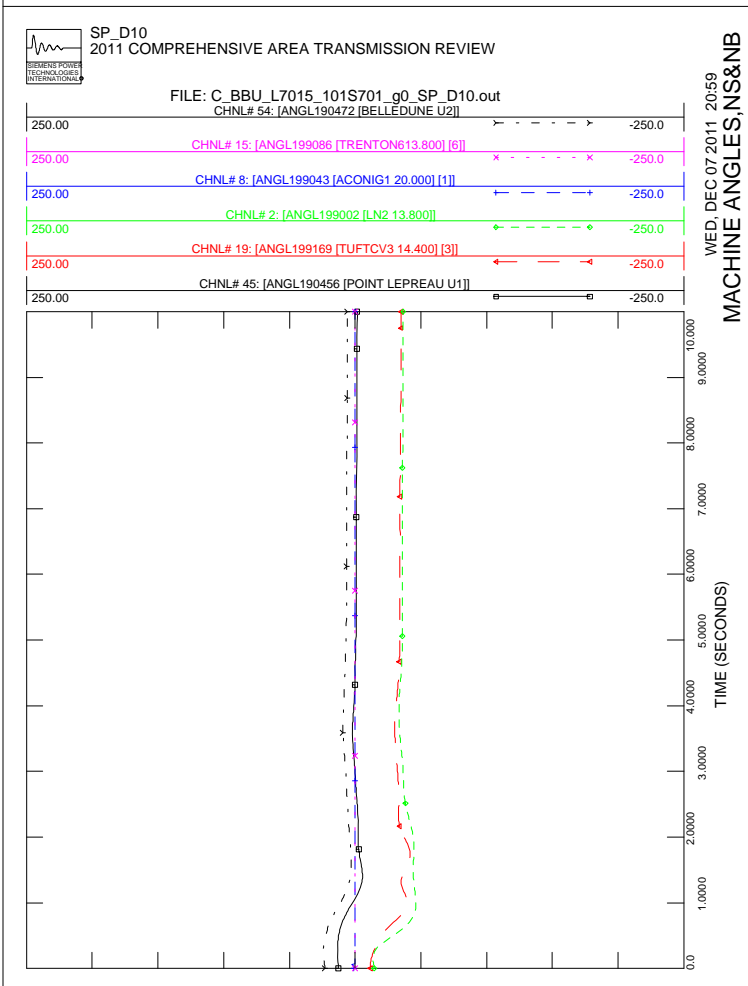
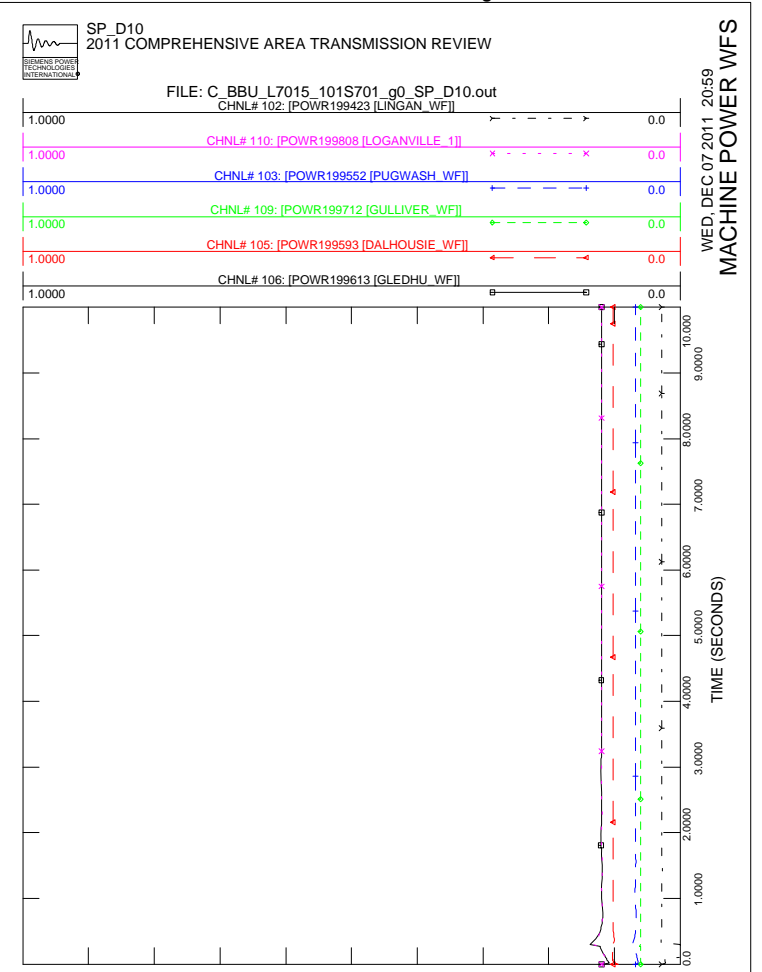
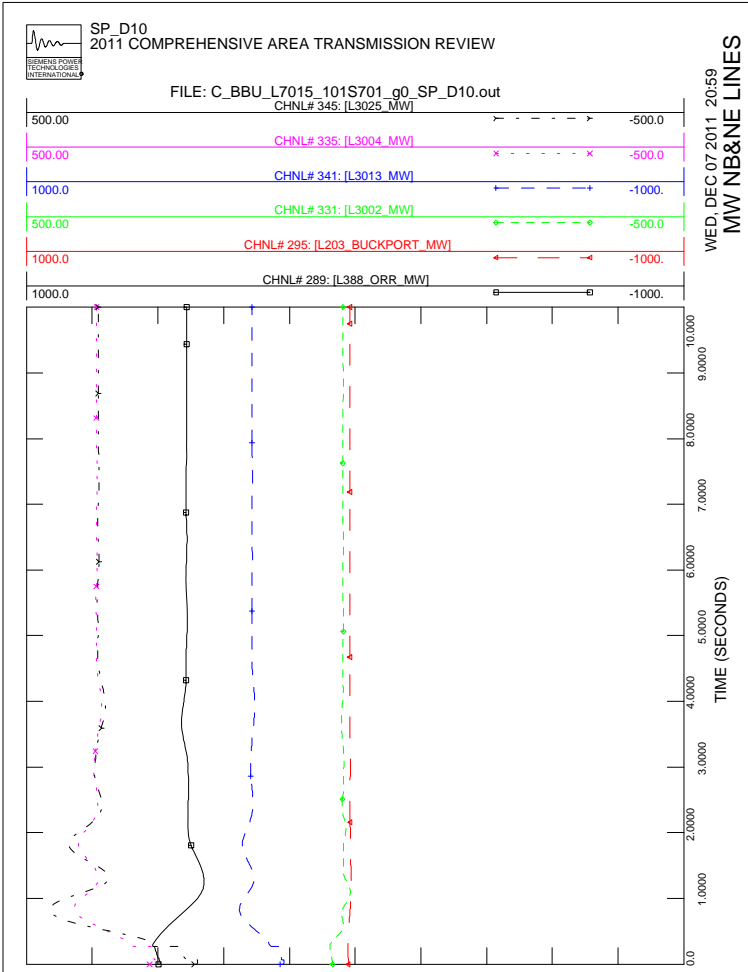
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out

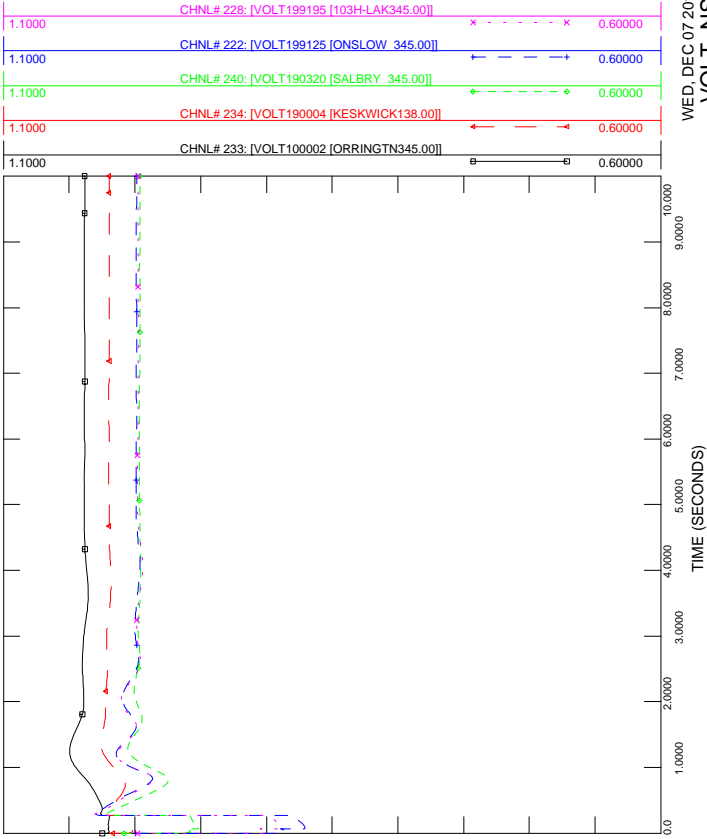






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out

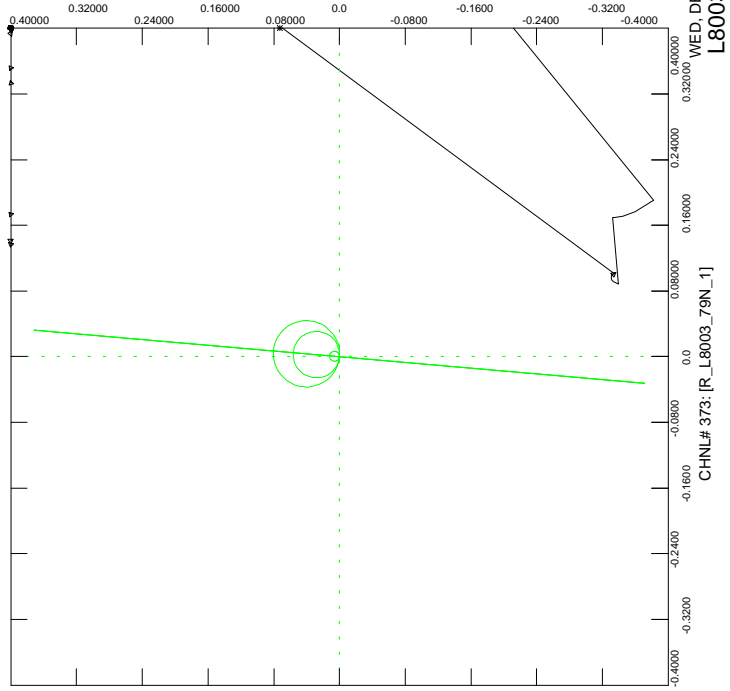


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VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

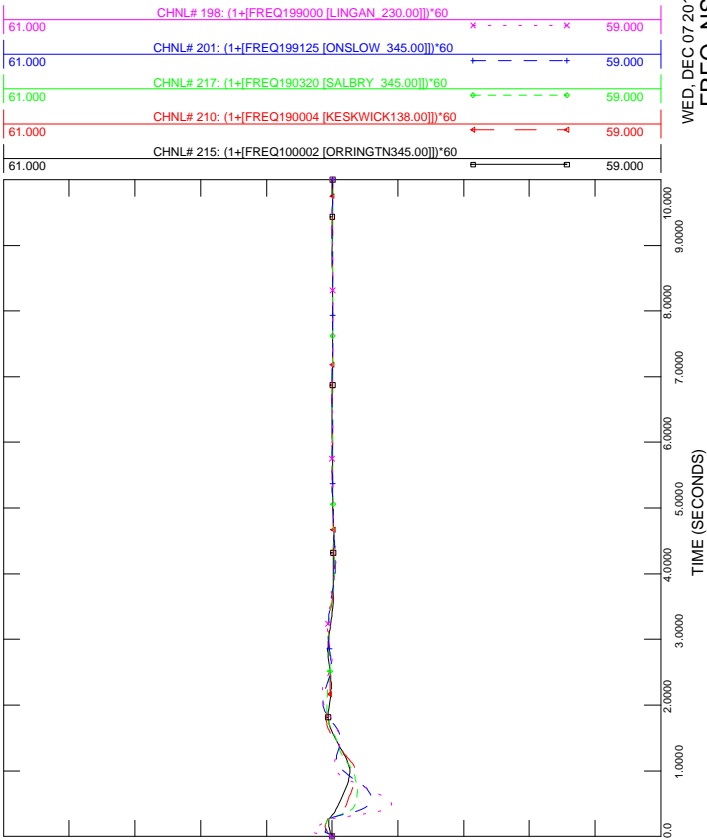


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L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out

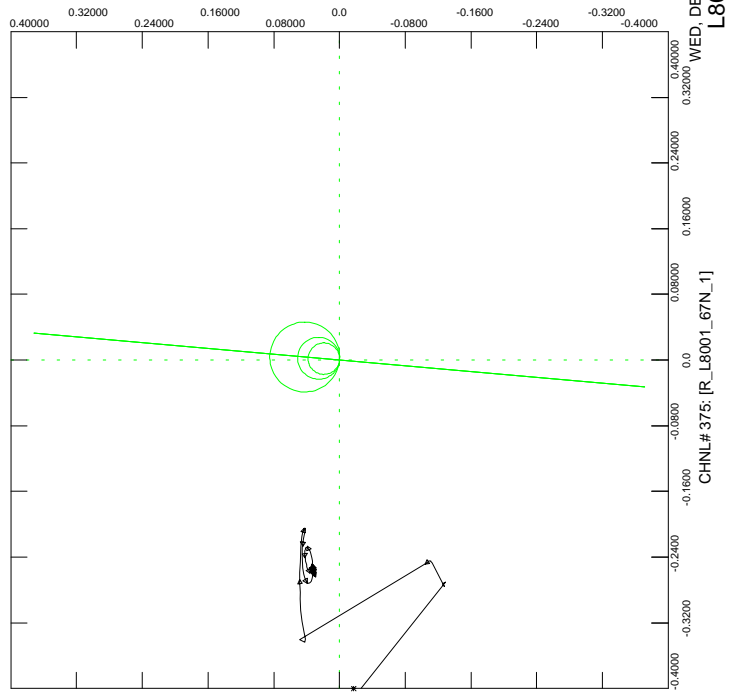


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FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_SP_D10.out
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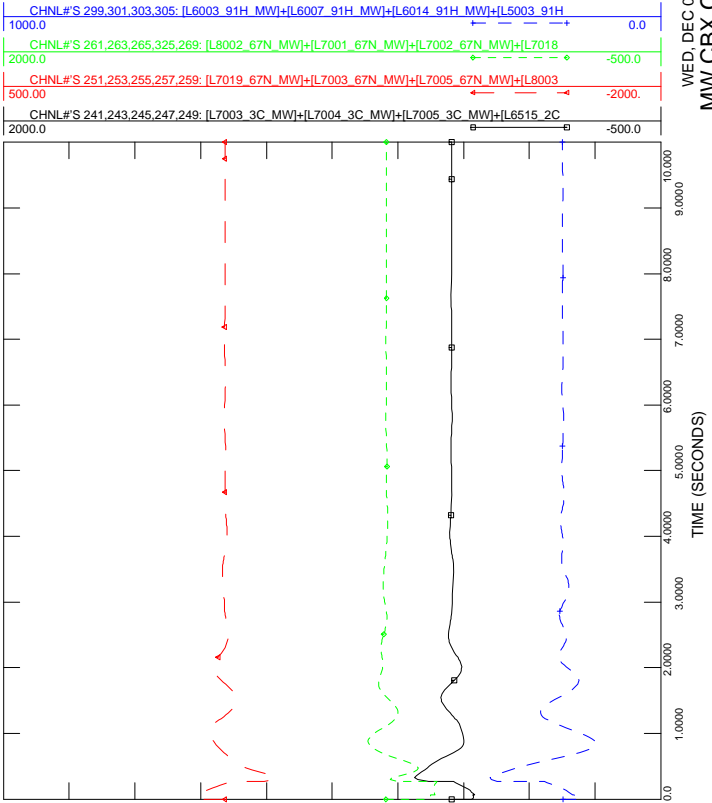


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L8001 AT 67N-ONSLow



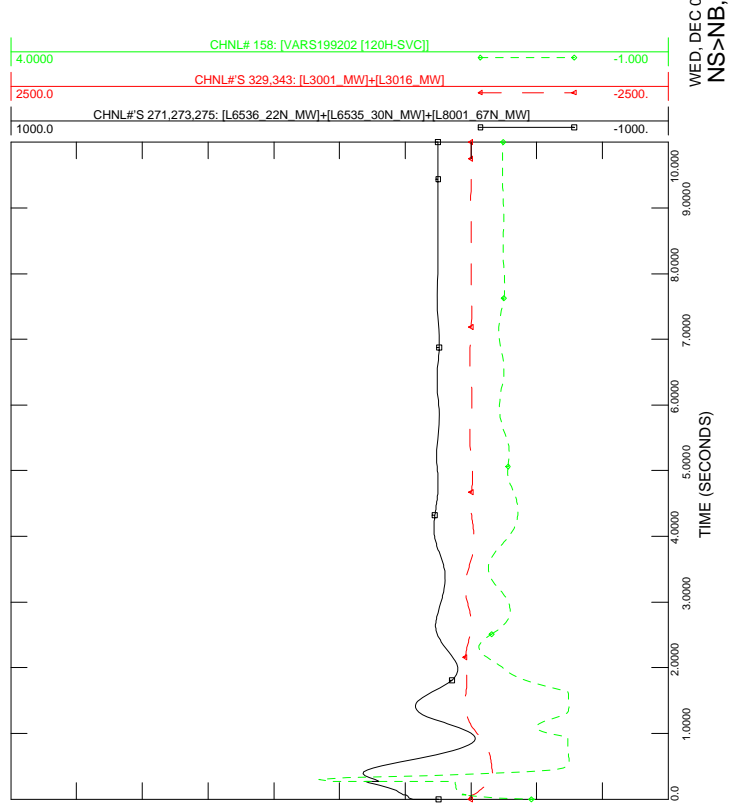
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_SP_D10.out



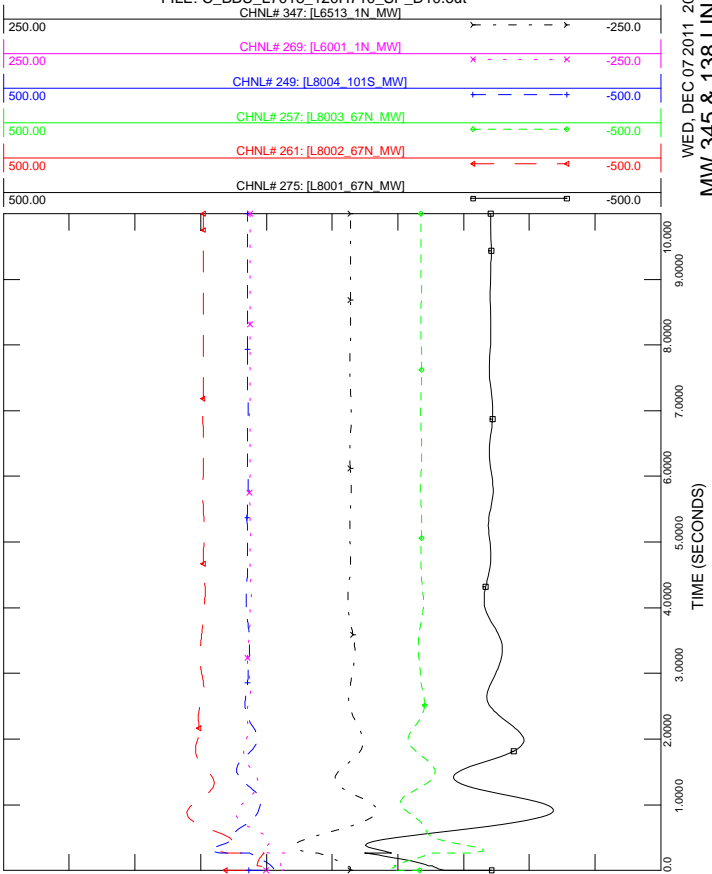
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_SP_D10.out



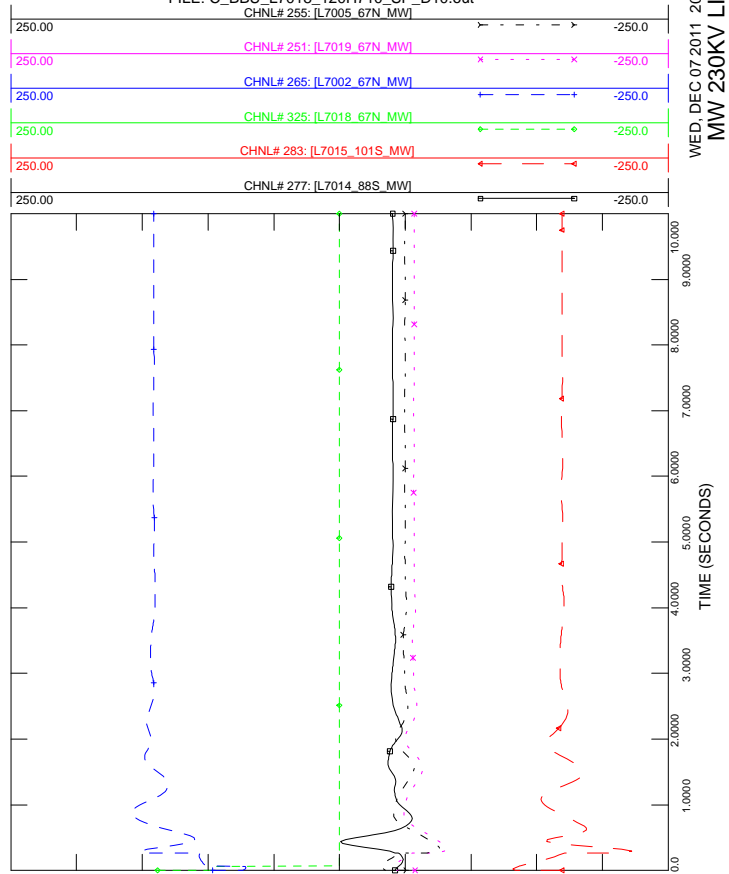
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

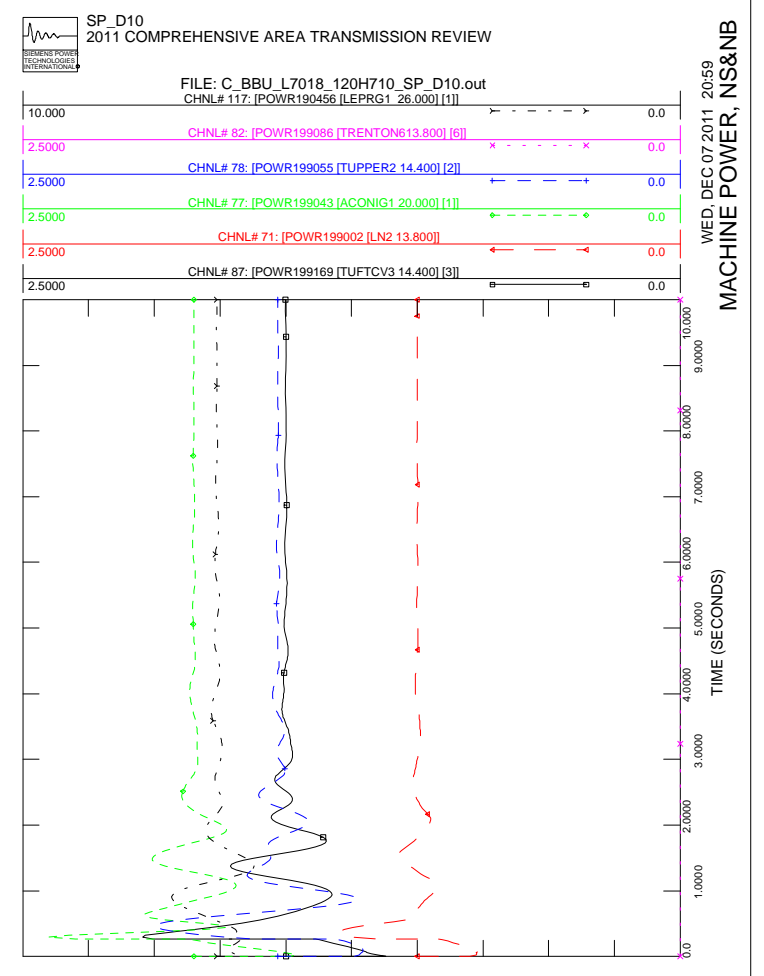
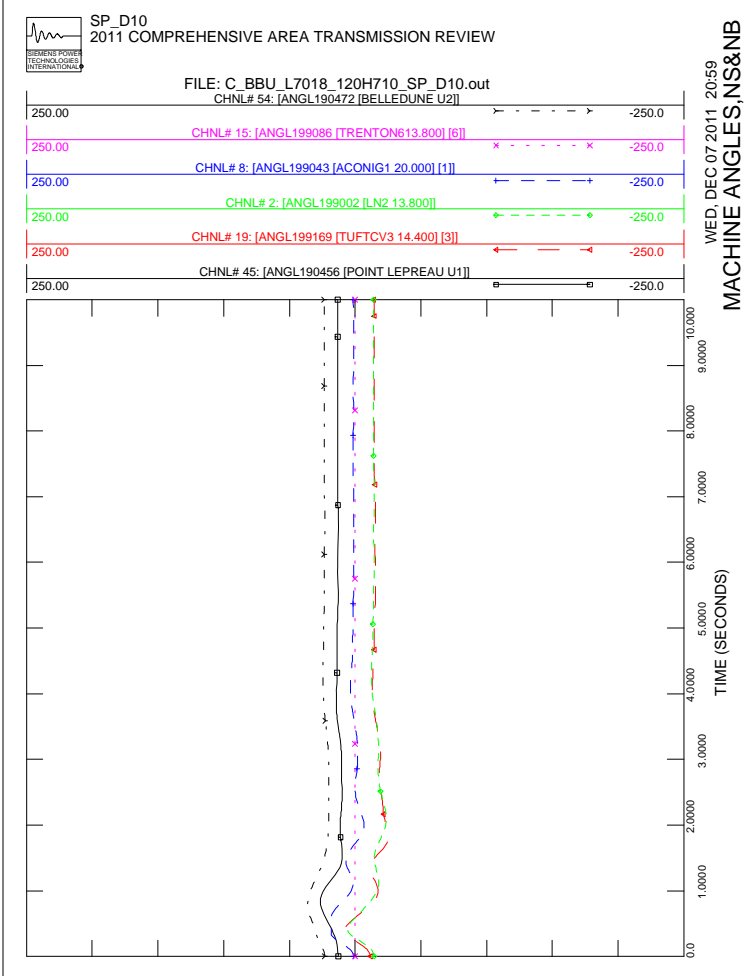
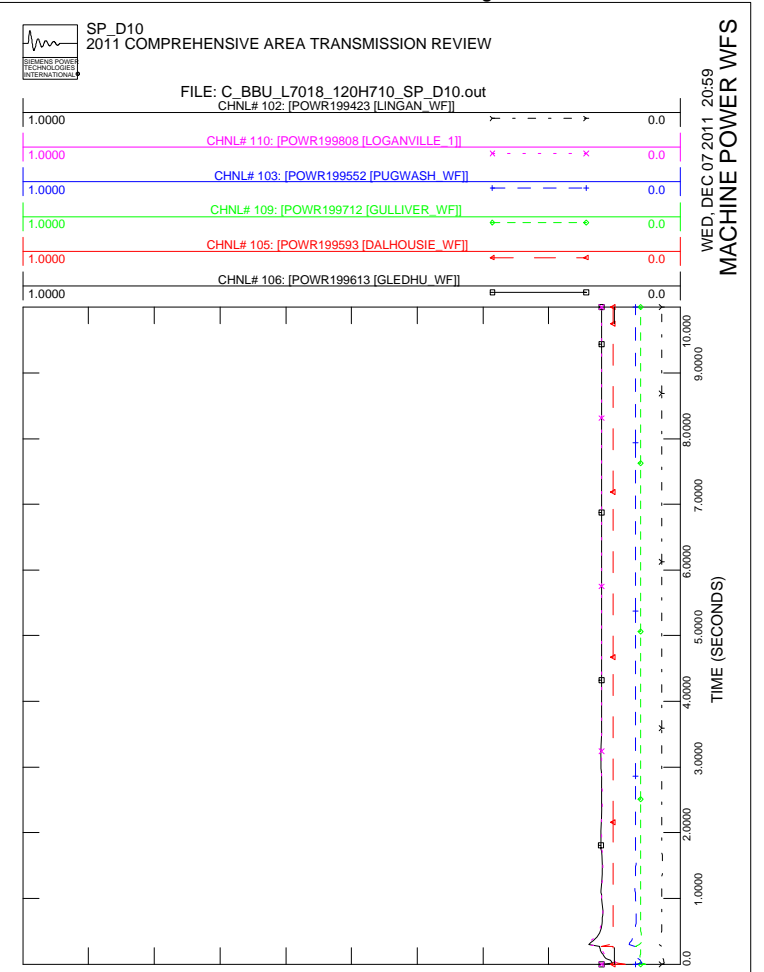
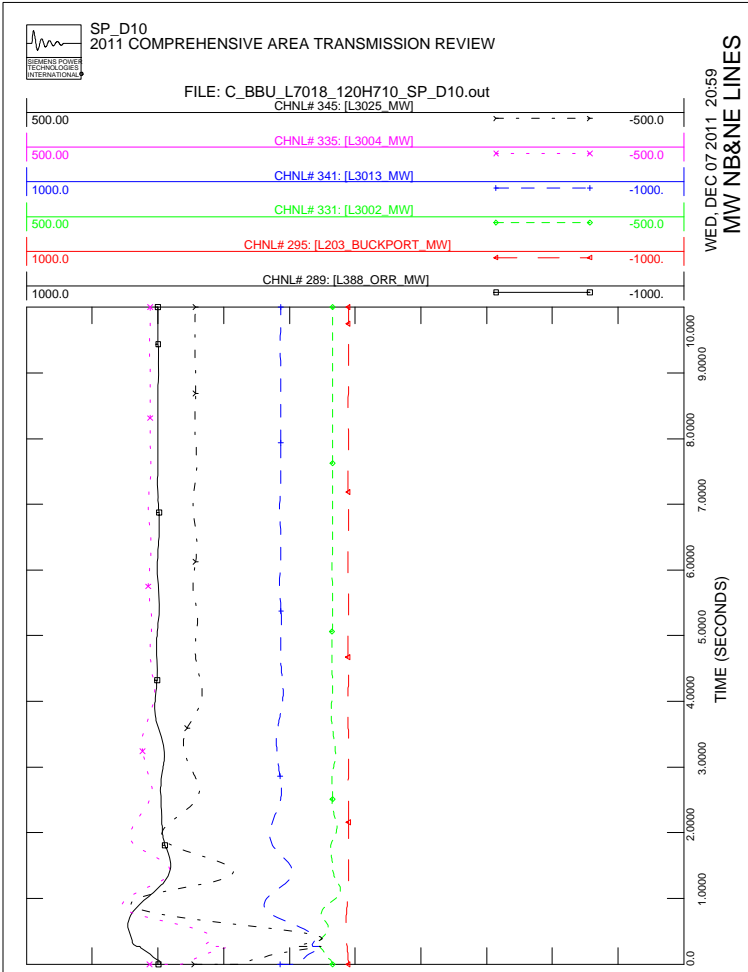
FILE: C_BBU_L7018_120H710_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_SP_D10.out

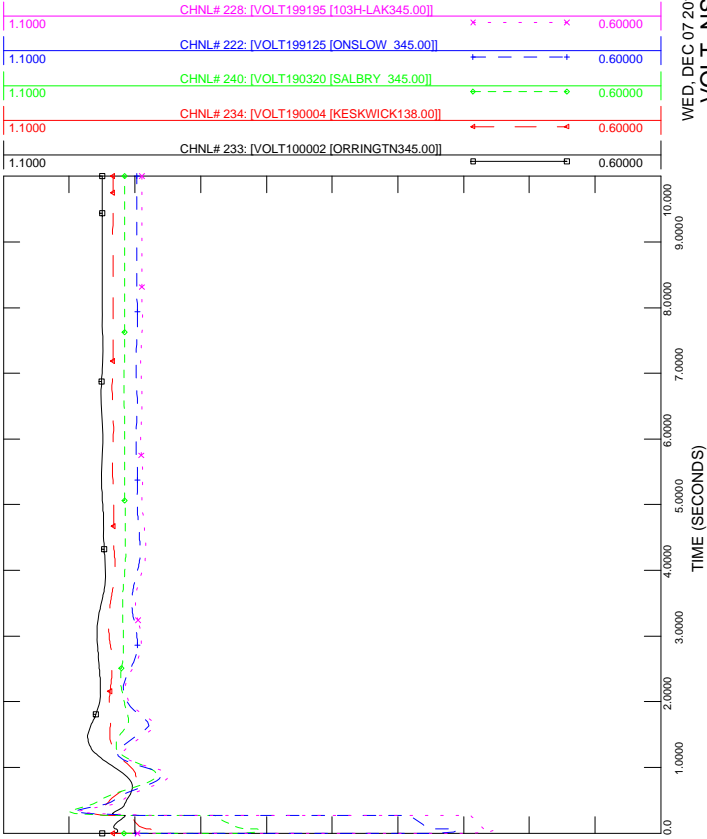






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_SP_D10.out



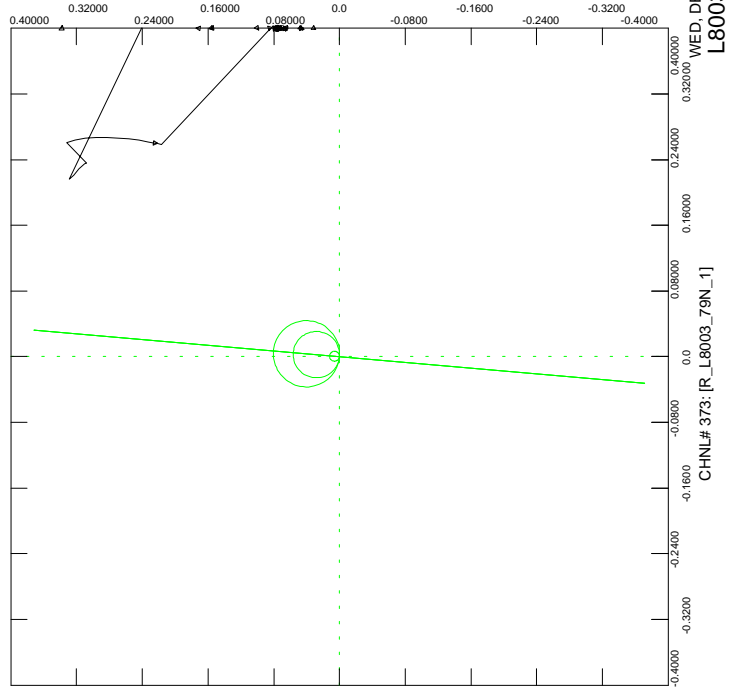
WED, DEC 07 2011 20:59
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

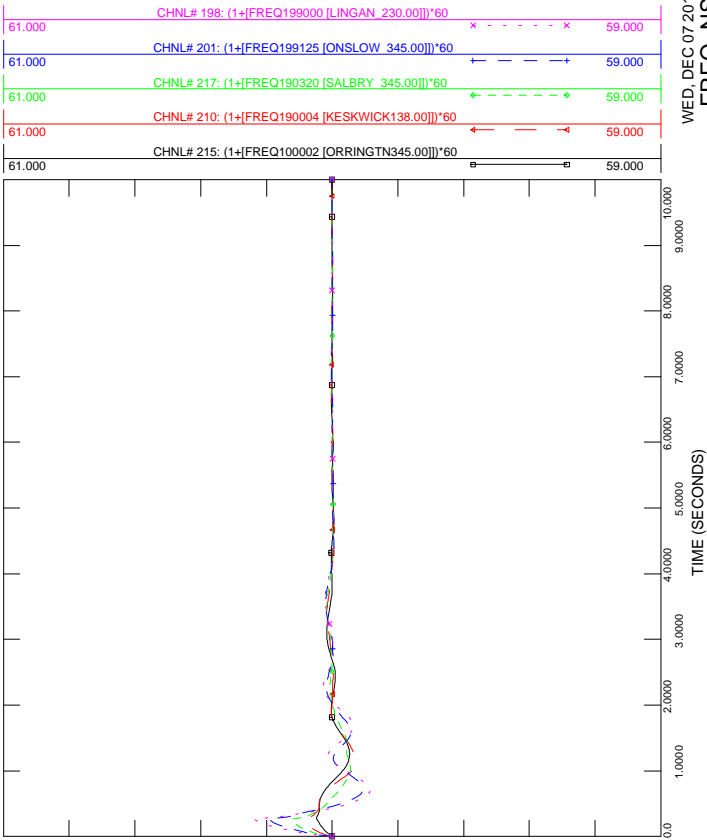


WED, DEC 07 2011 20:59
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_SP_D10.out



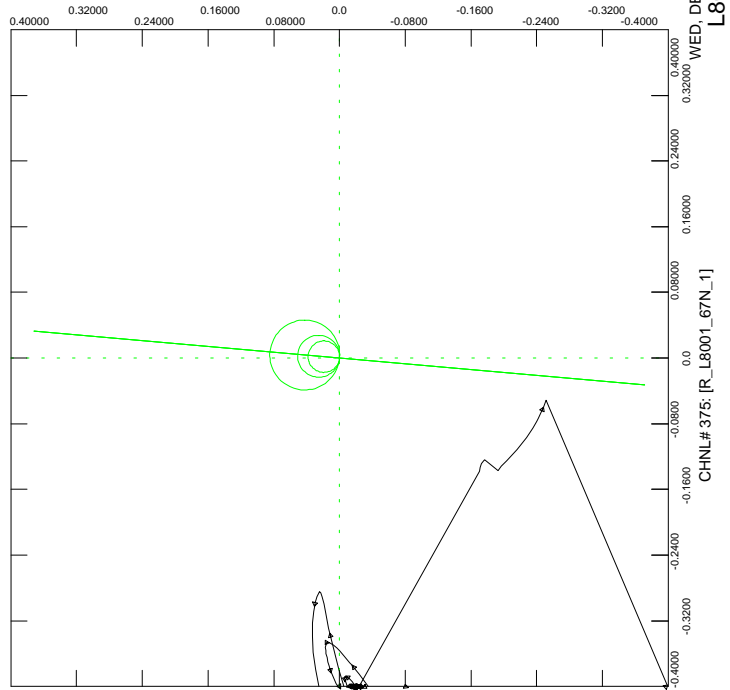
WED, DEC 07 2011 20:59
FREQ, NS, NB&NE



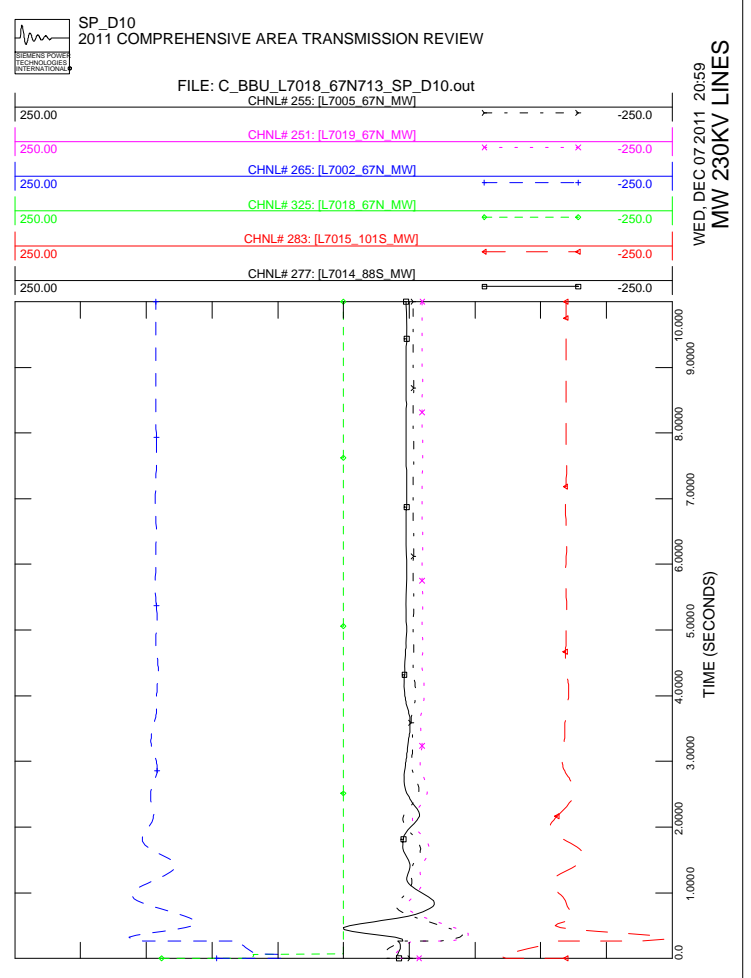
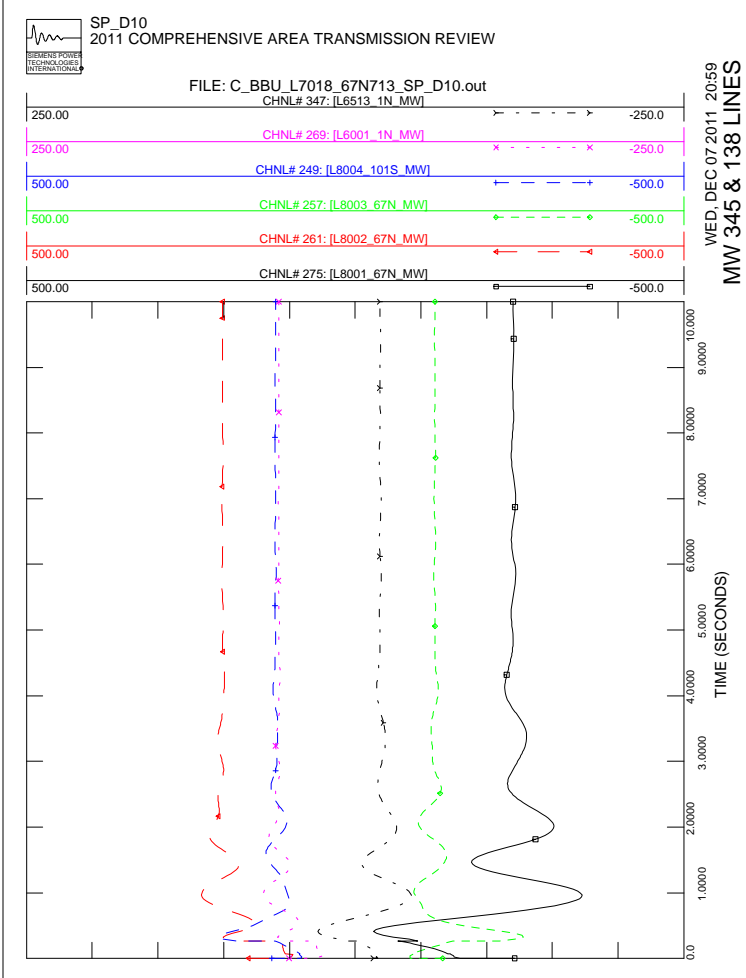
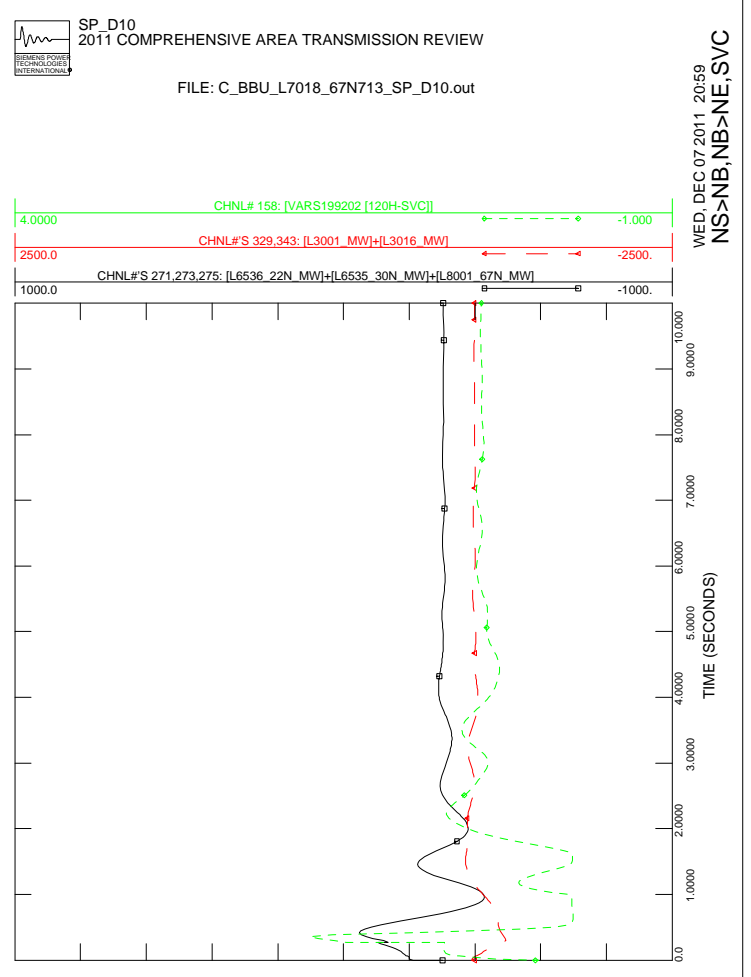
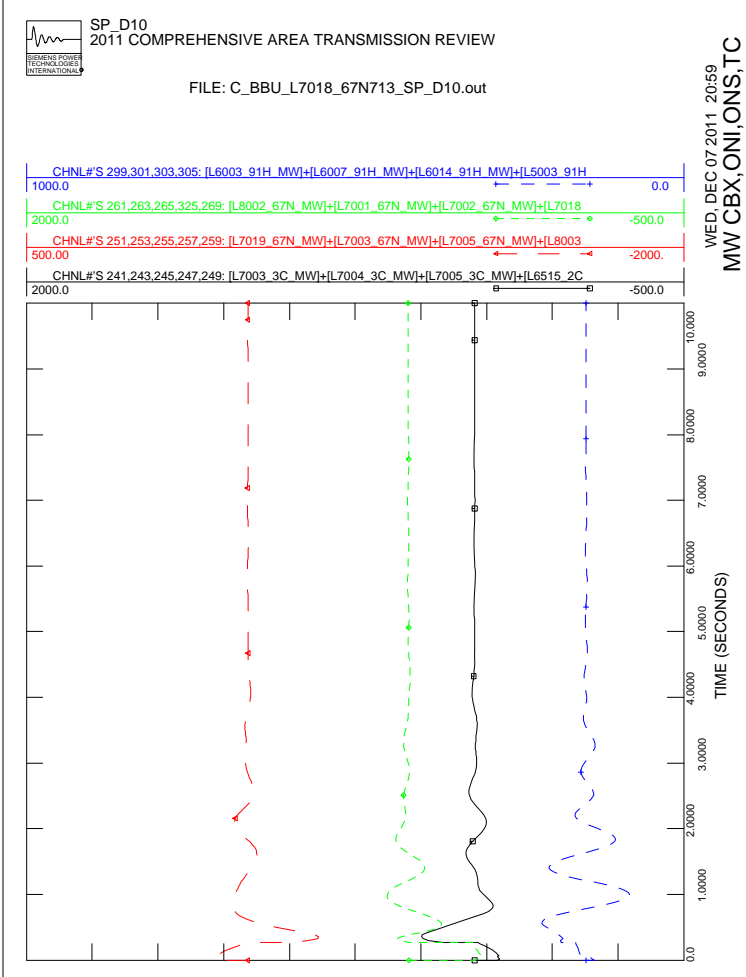
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

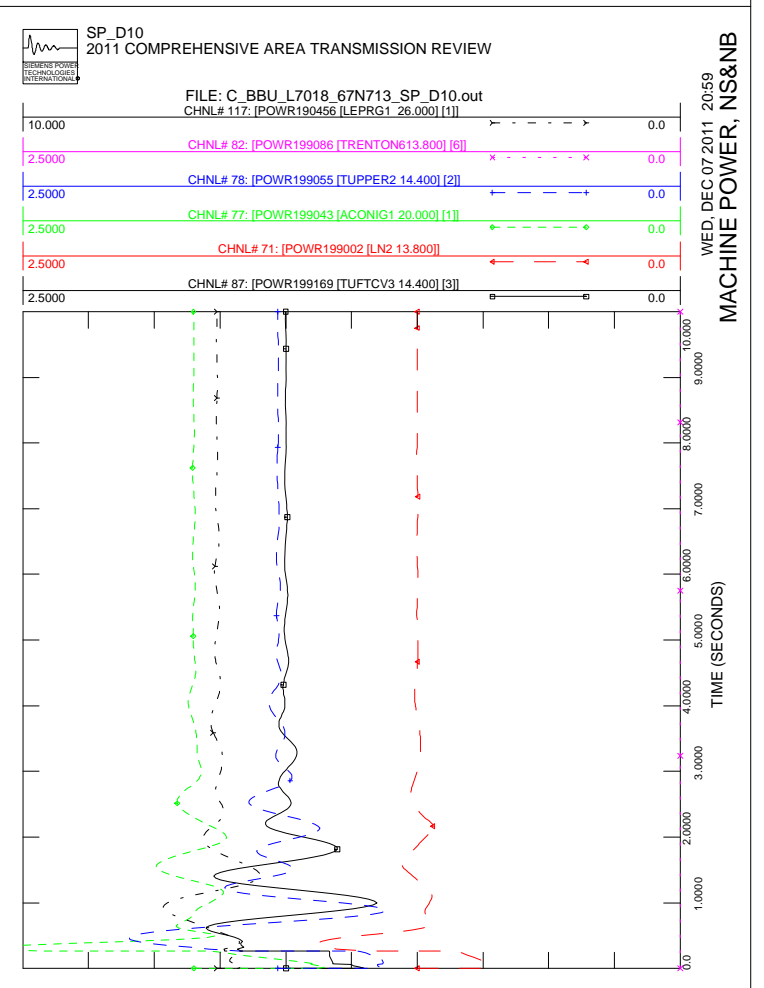
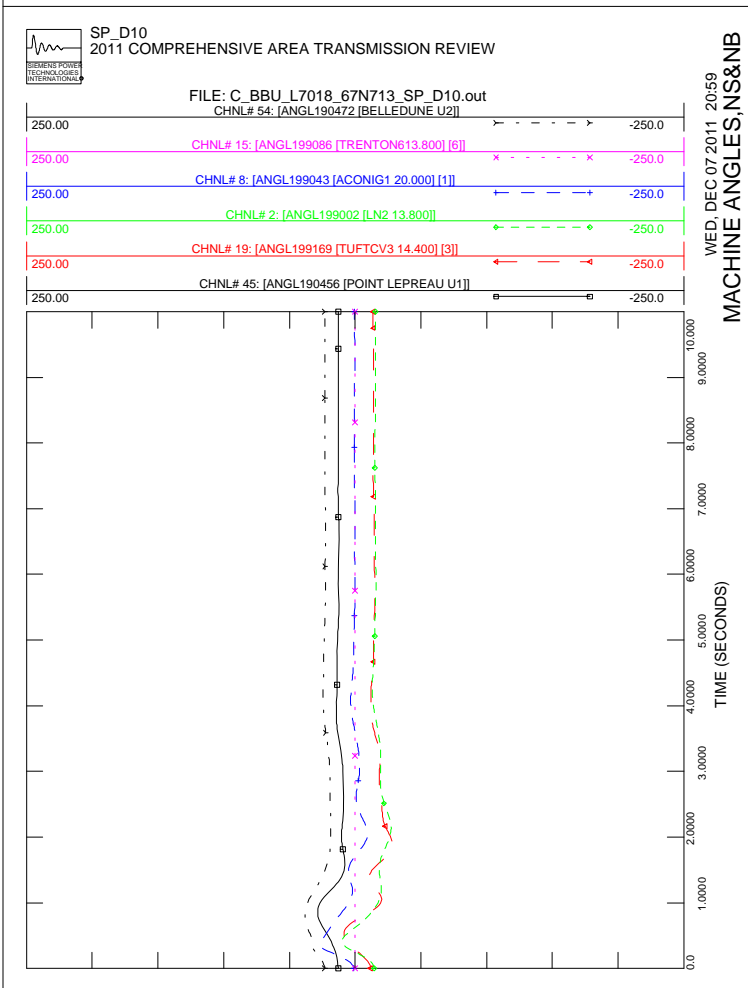
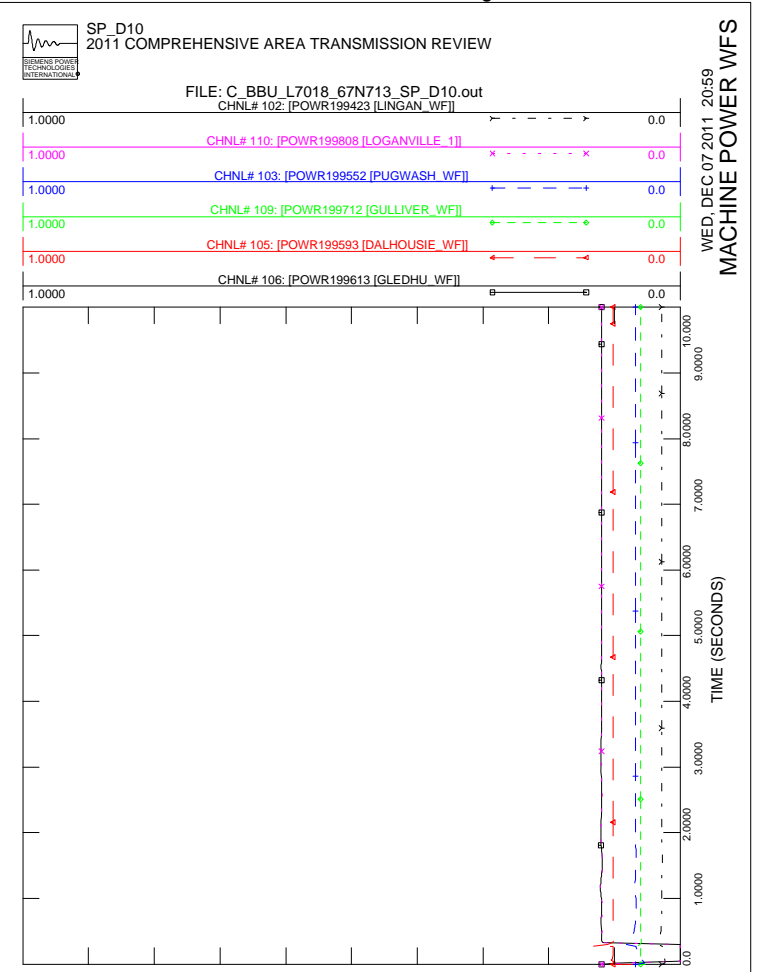
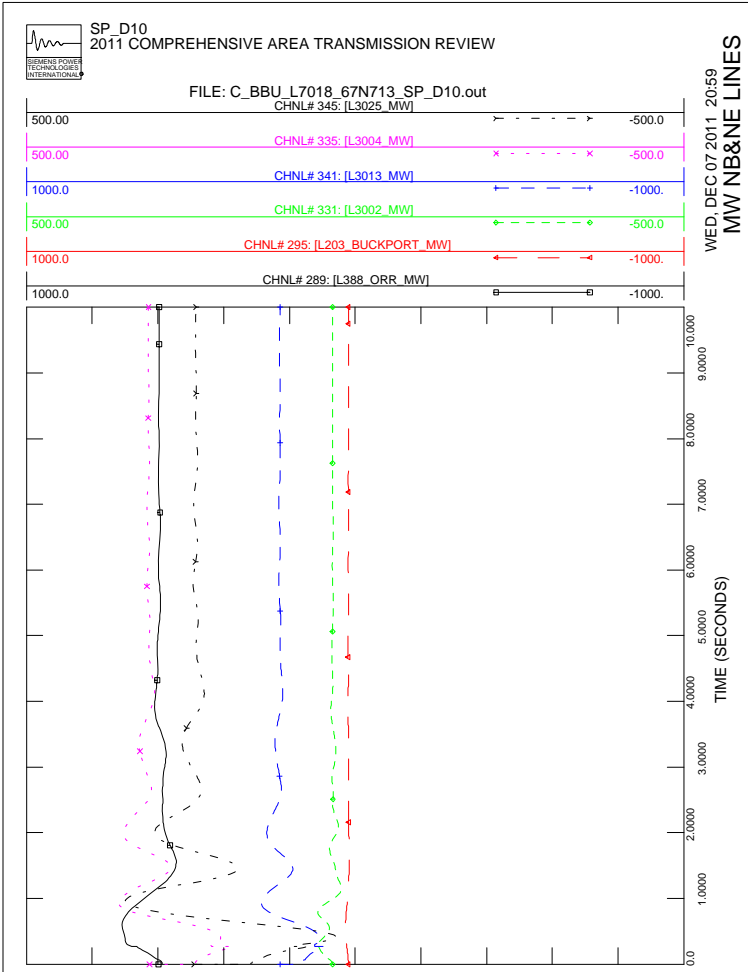
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 20:59
L8001 AT 67N-ONSLow

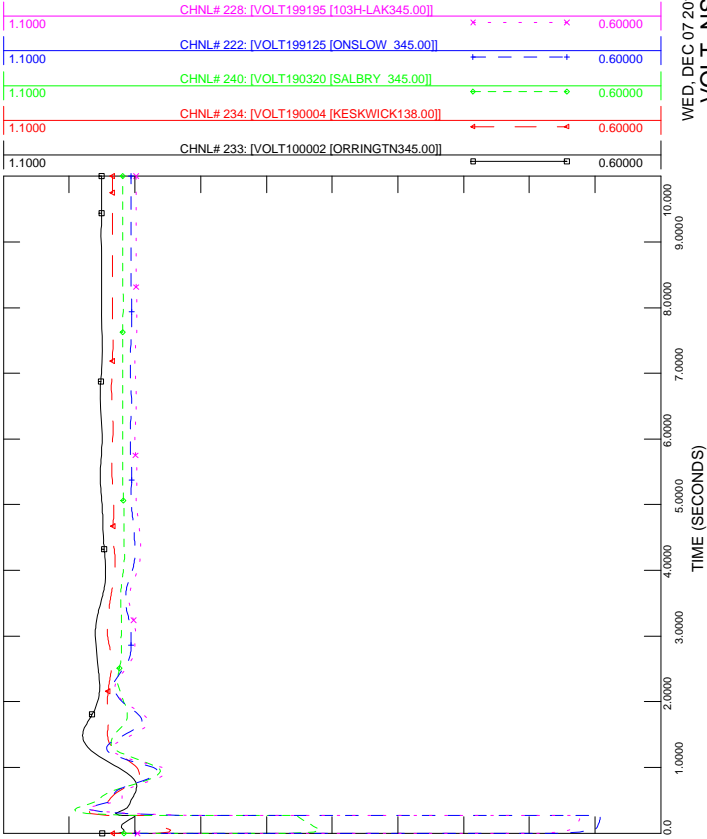






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

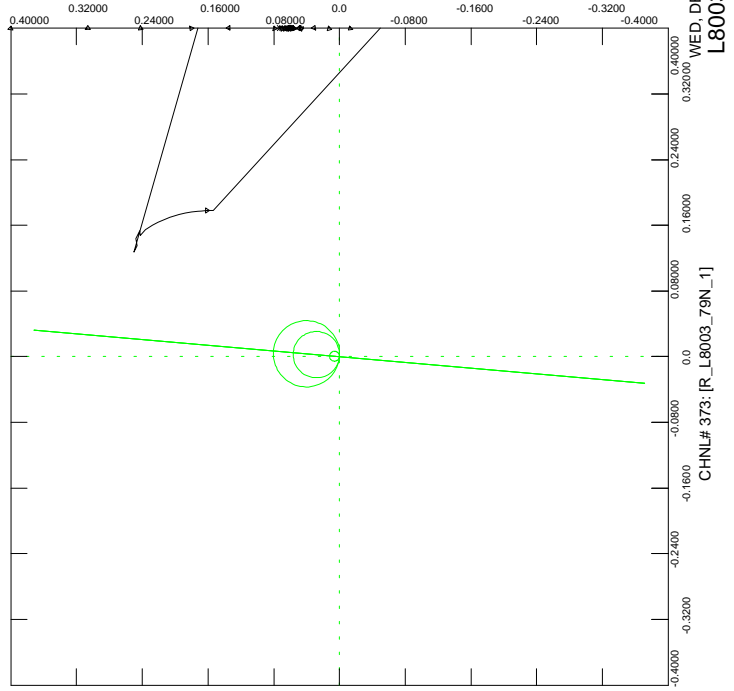
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

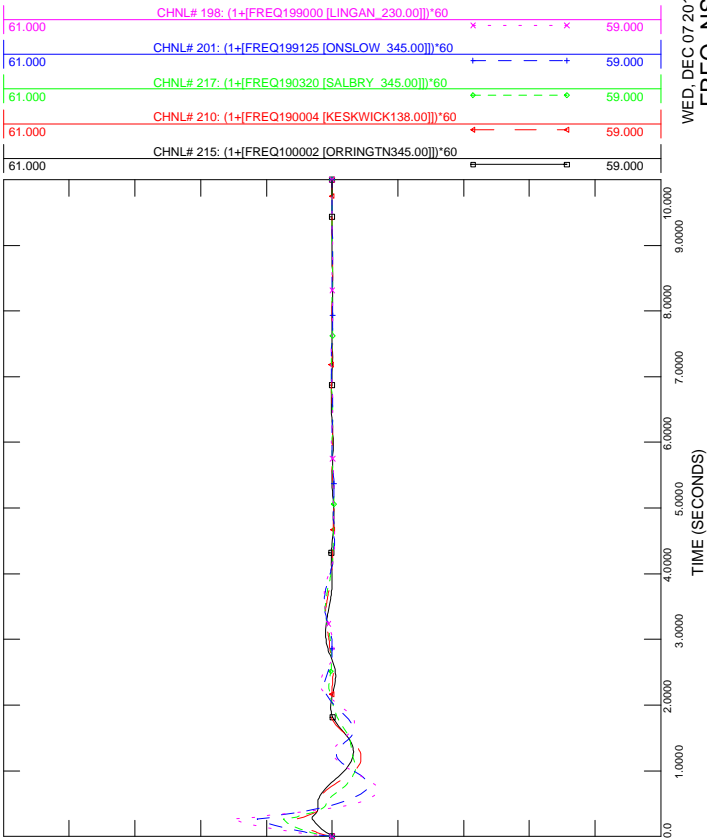
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

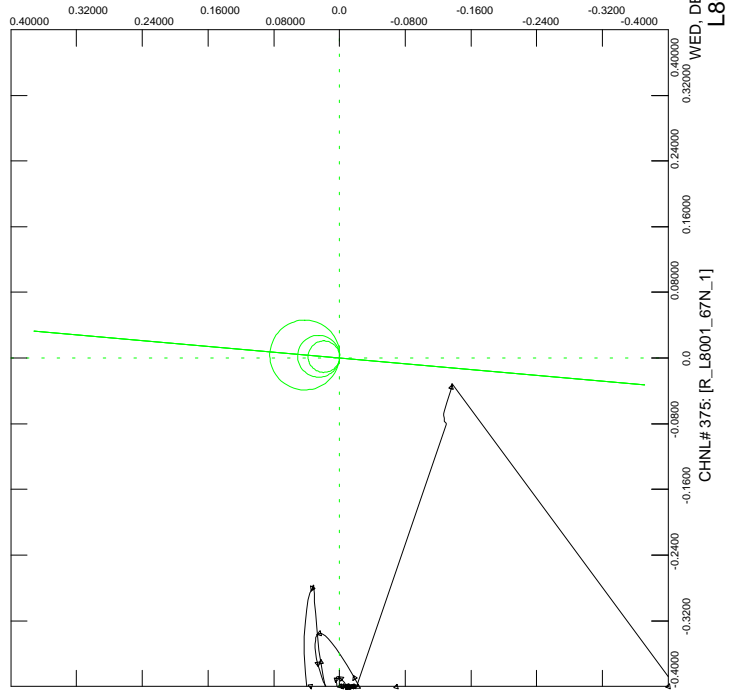
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_67N713_SP_D10.out

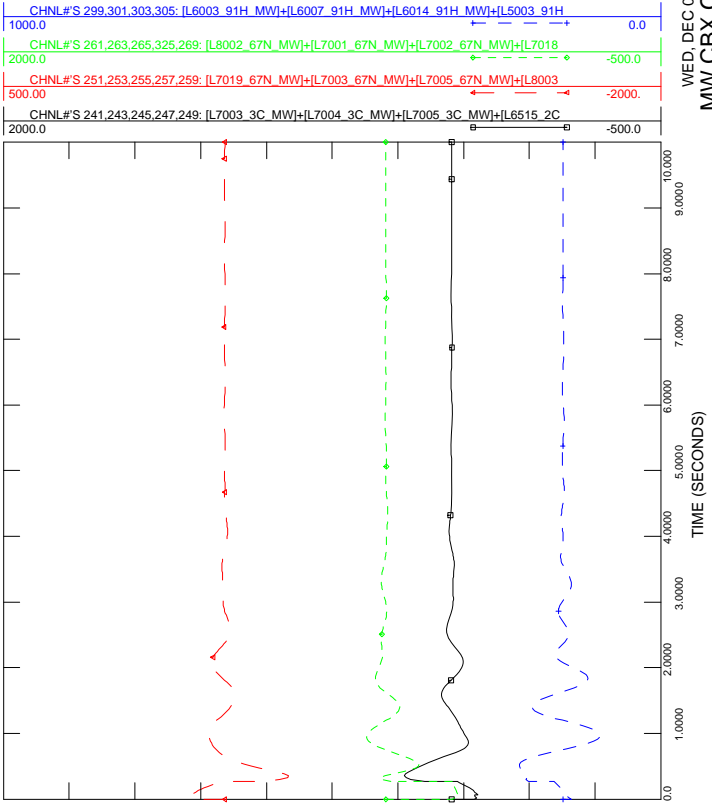
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]





SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_SP_D10.out

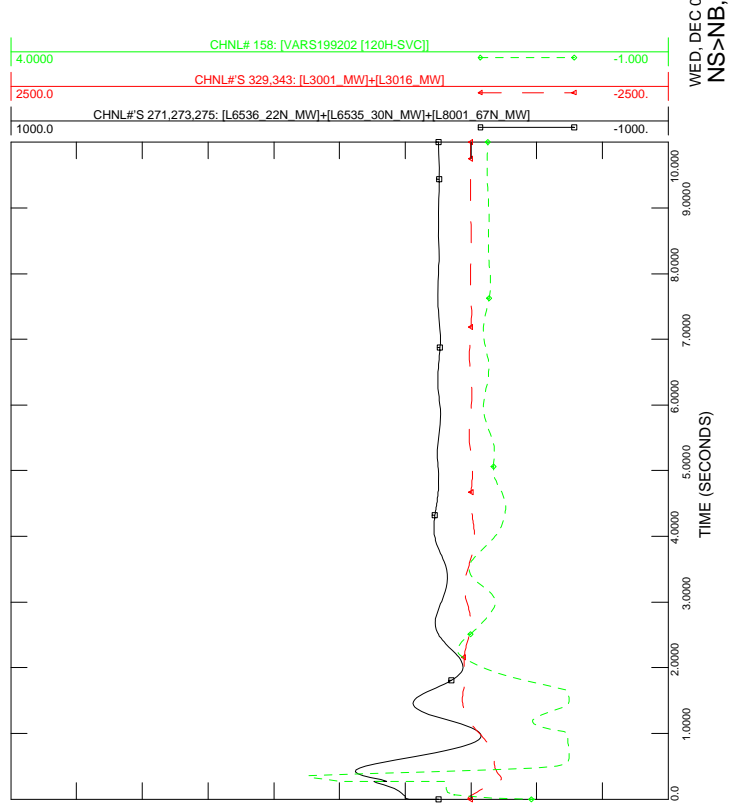


WED, DEC 07 2011 20:59
MW CBX, ONI, ON5, TC



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_SP_D10.out

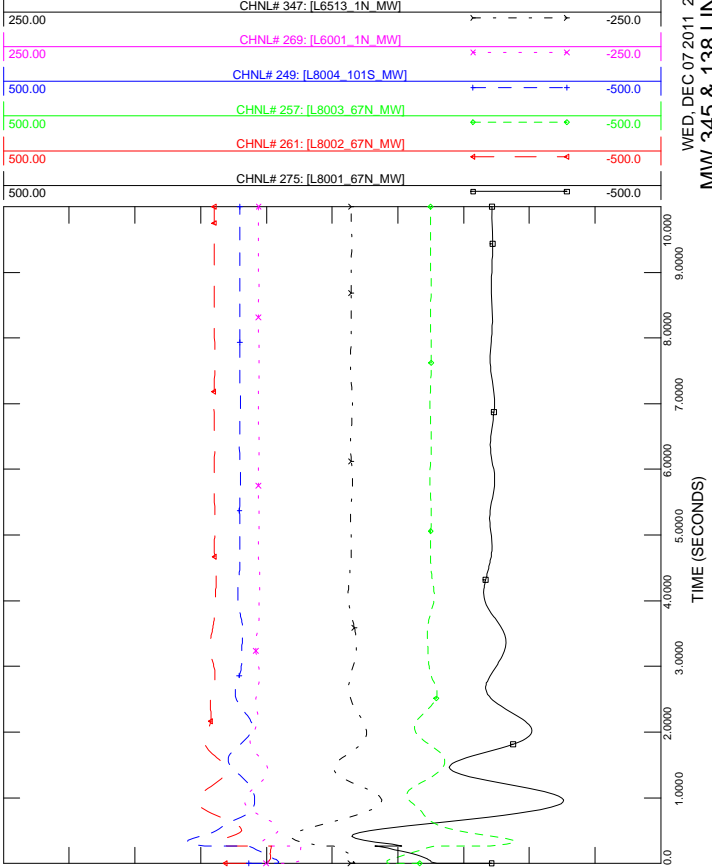


WED, DEC 07 2011 20:59
NS>NB, NB>NE, SVC



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_SP_D10.out

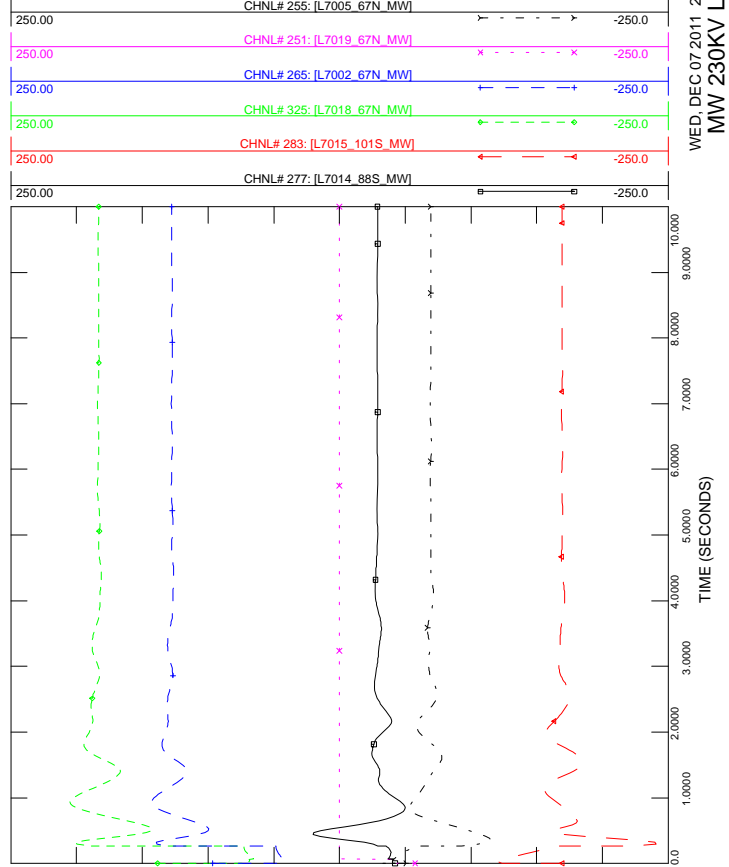


WED, DEC 07 2011 20:59
MW 345 & 138 LINES

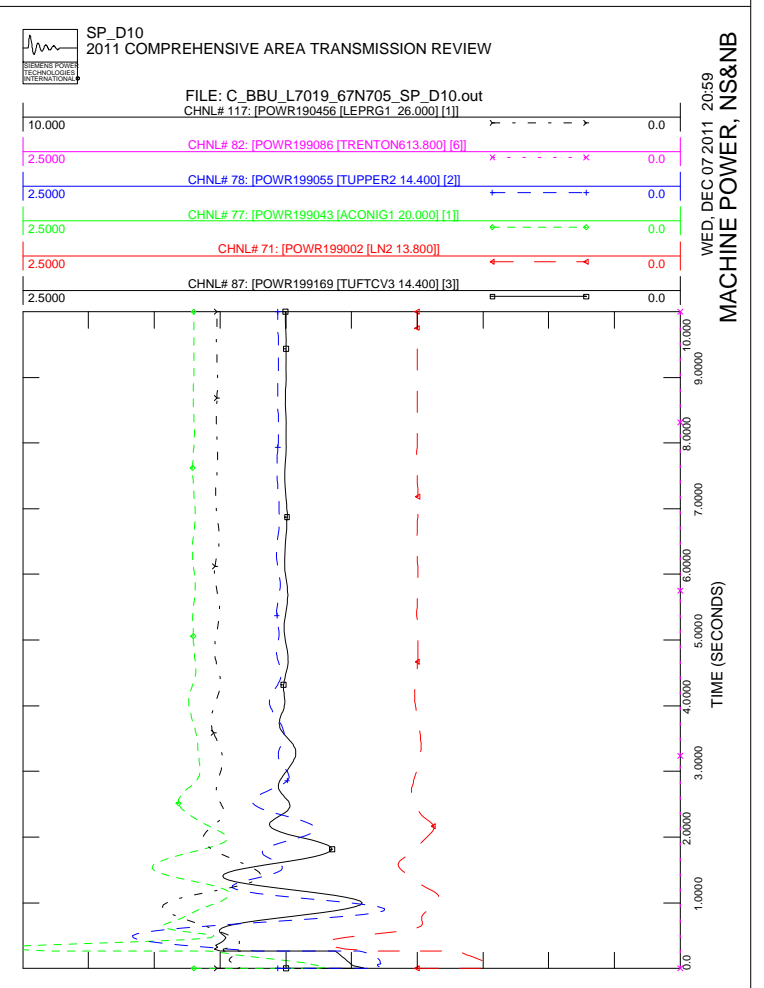
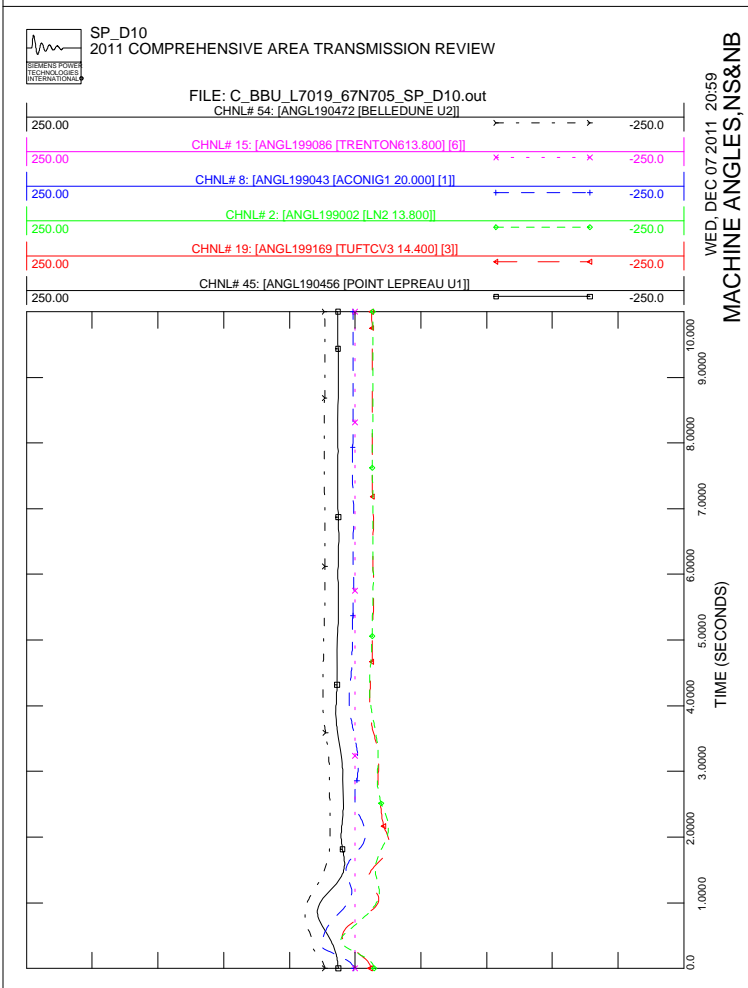
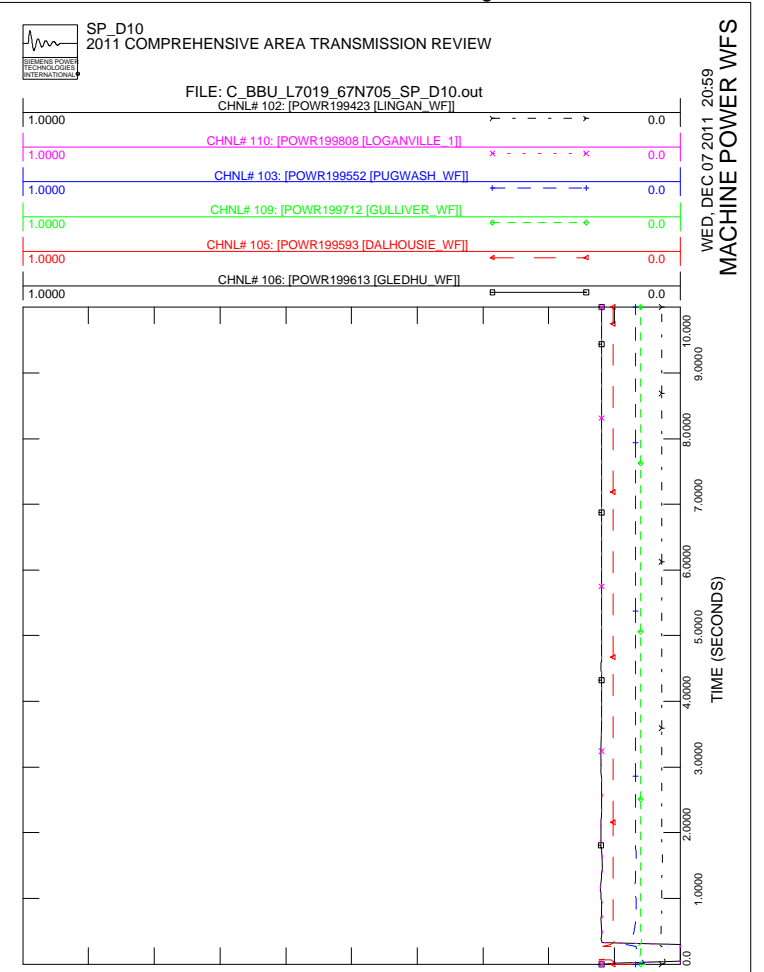
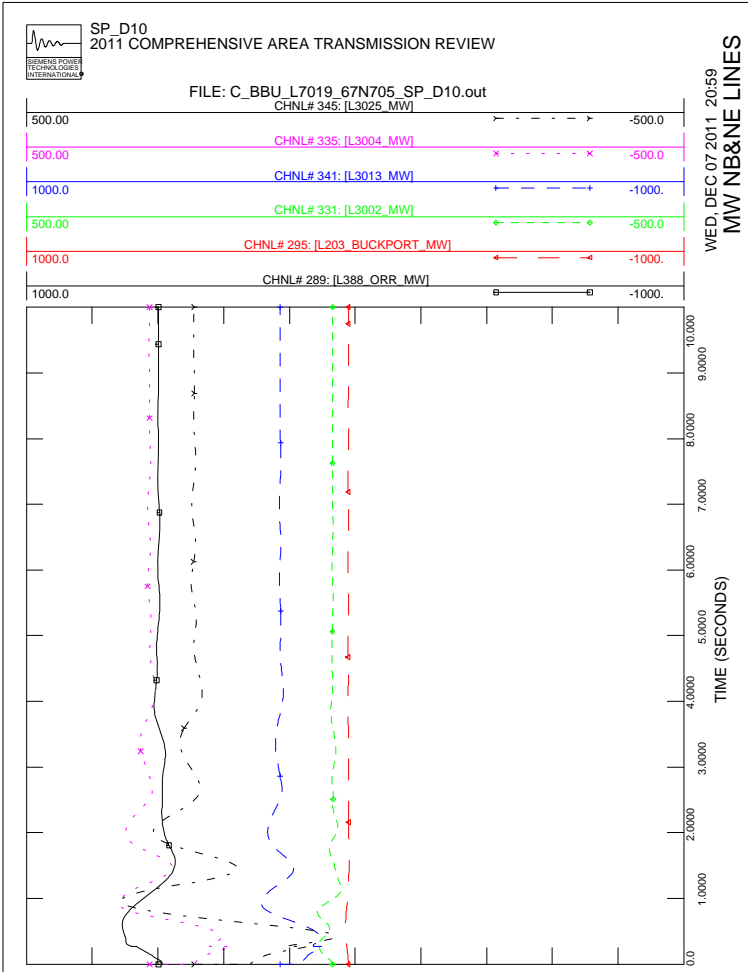


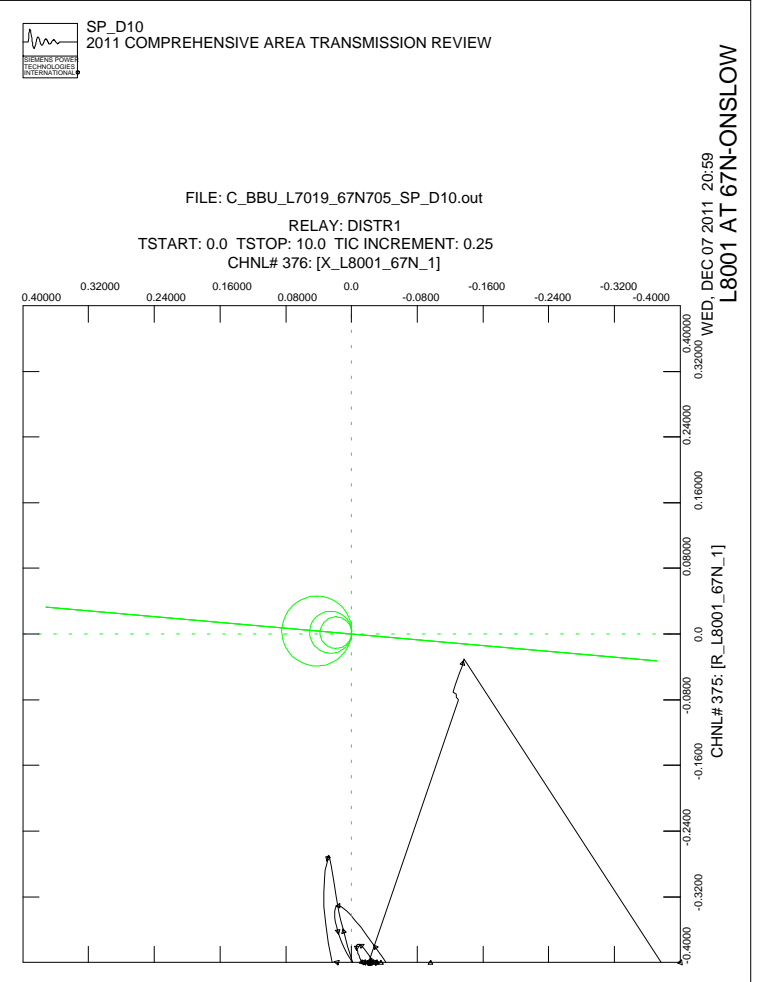
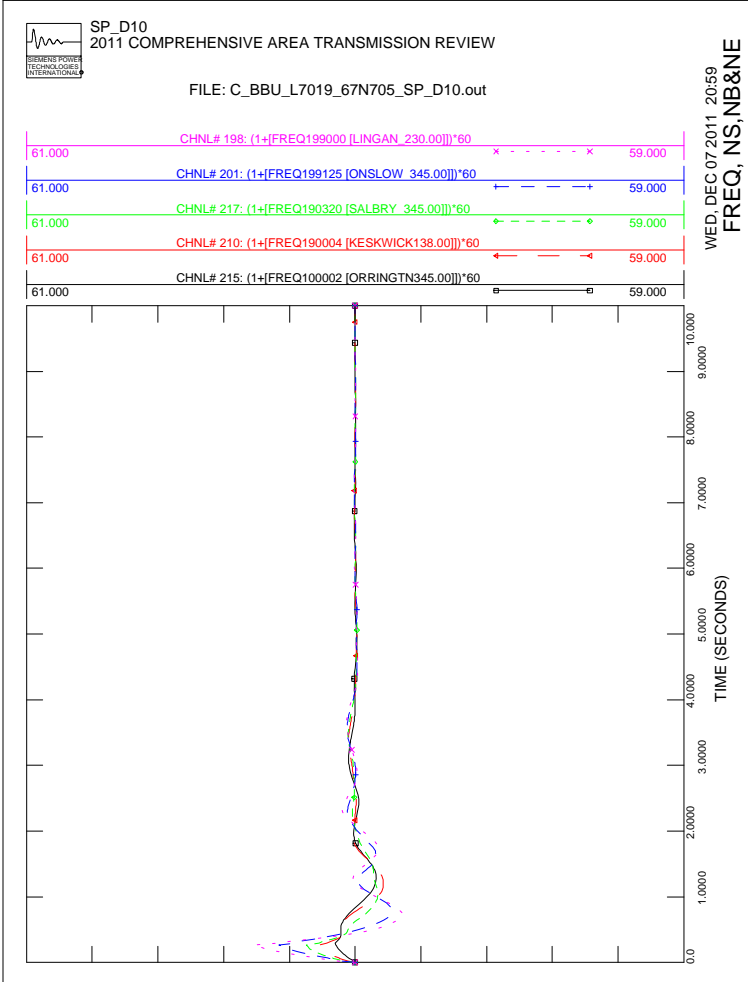
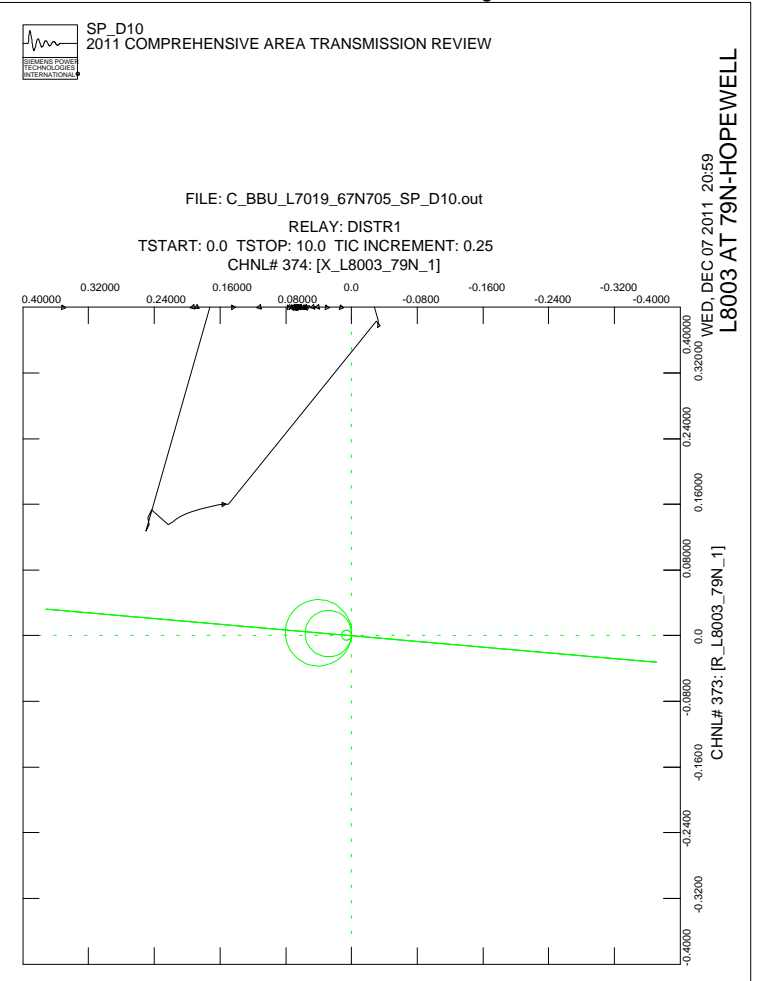
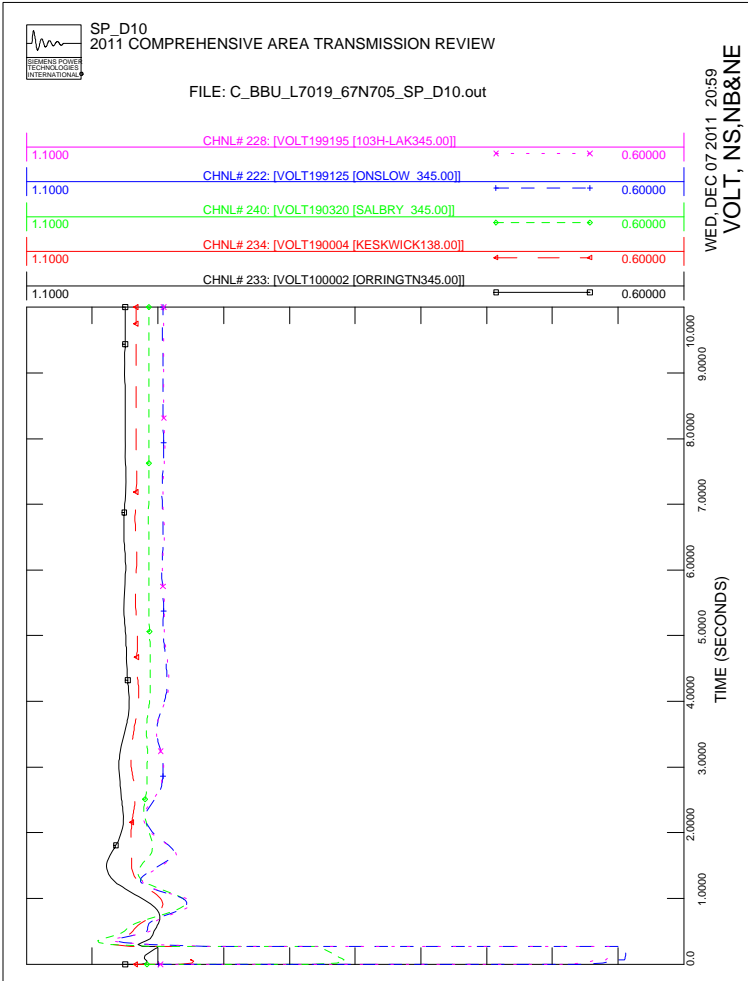
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_SP_D10.out



WED, DEC 07 2011 20:59
MW 230KV LINES

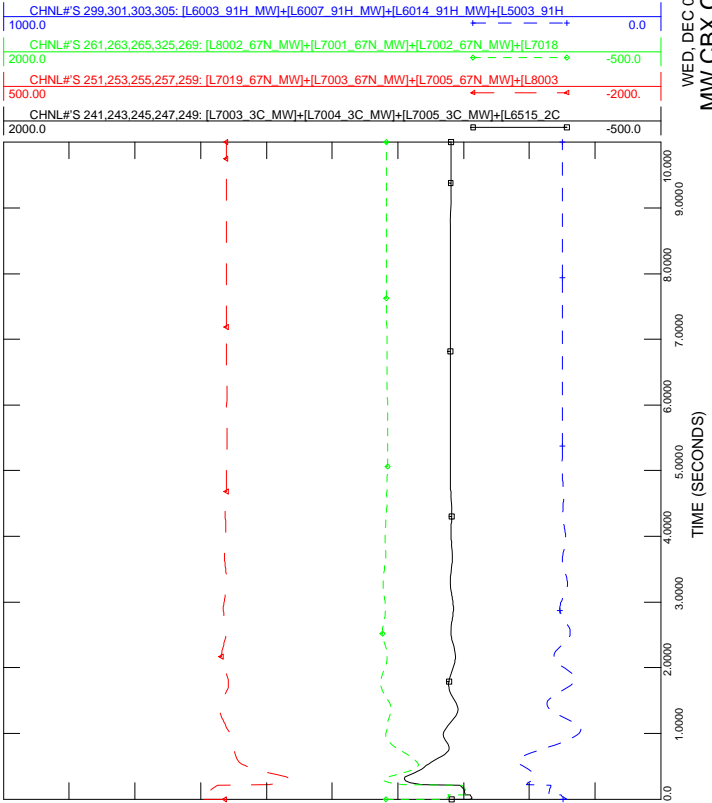






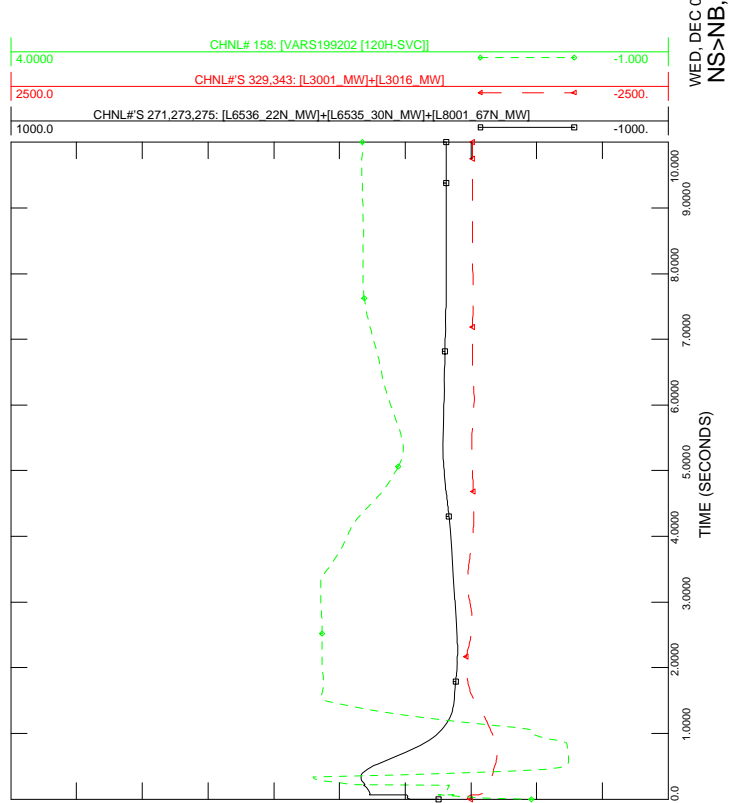
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_SP_D10.out



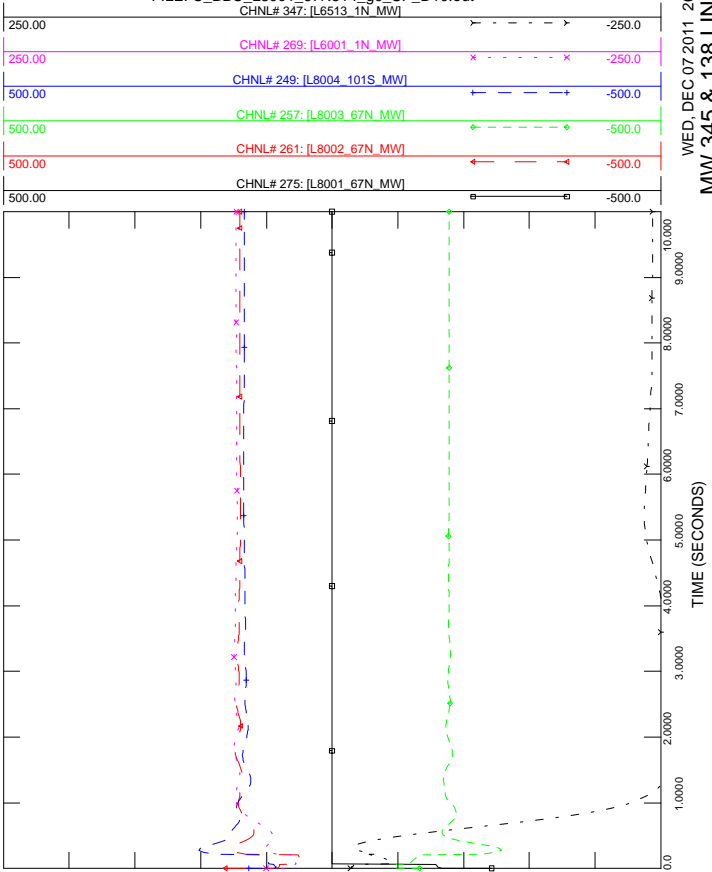
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_SP_D10.out



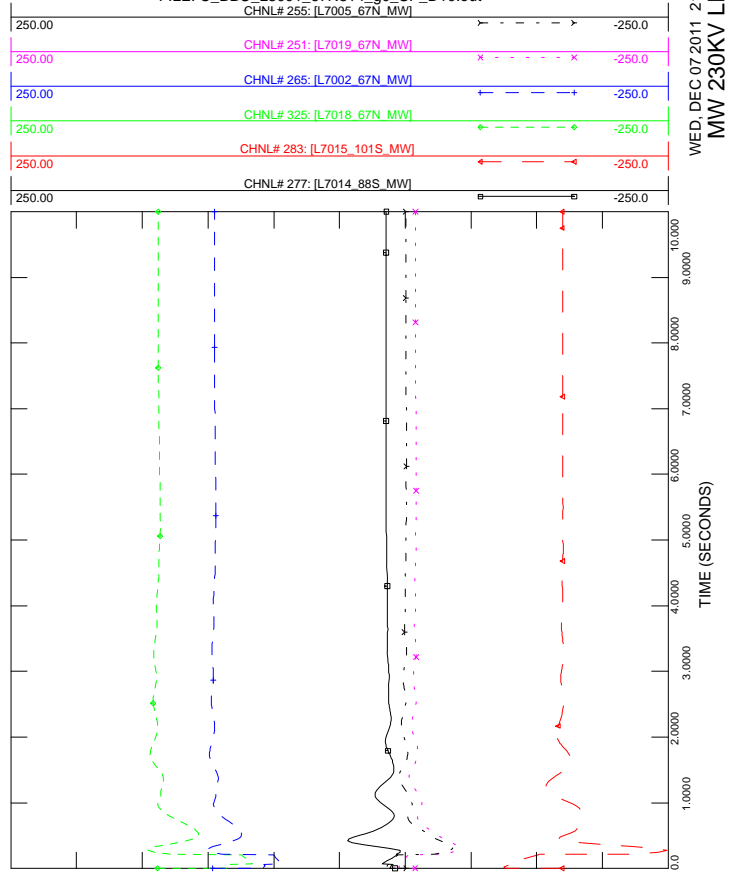
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

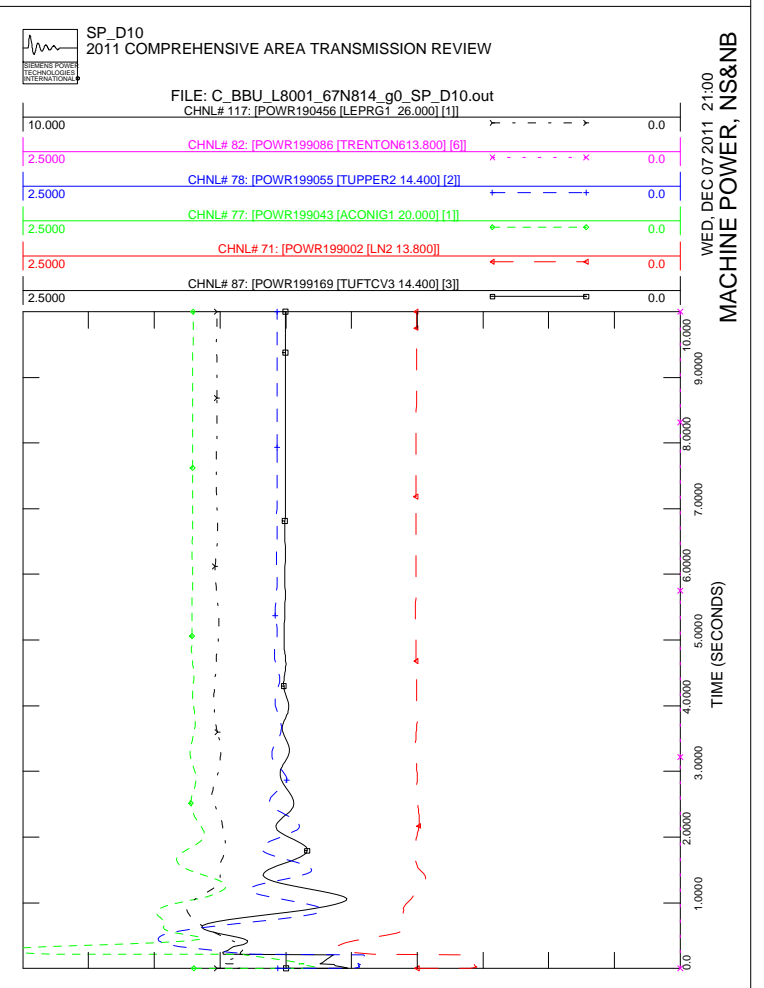
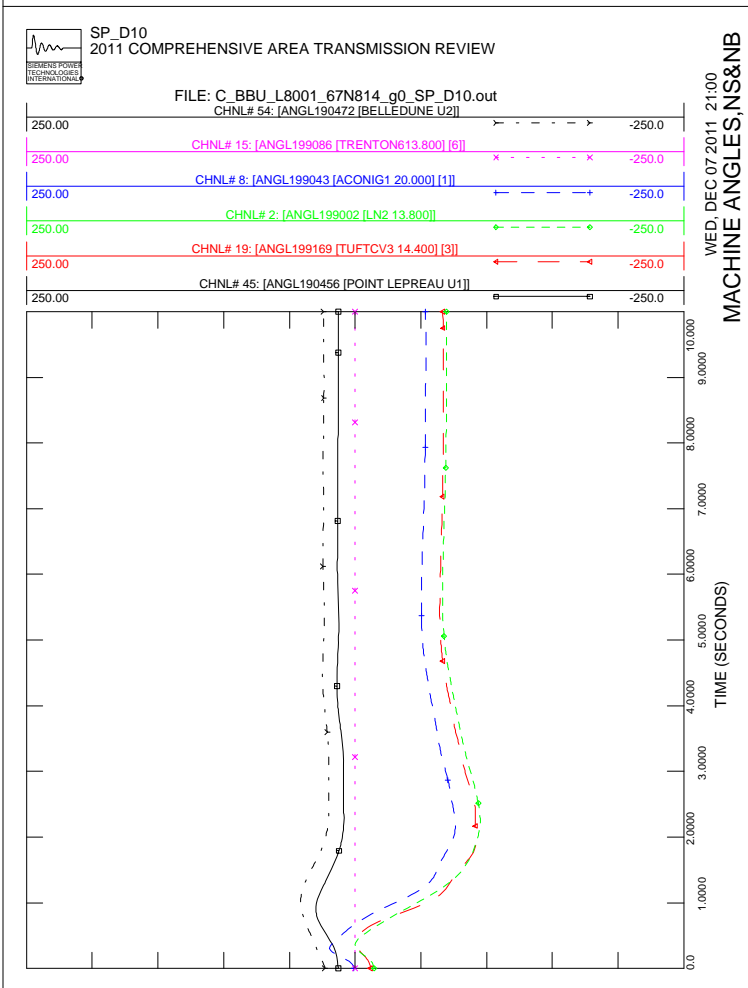
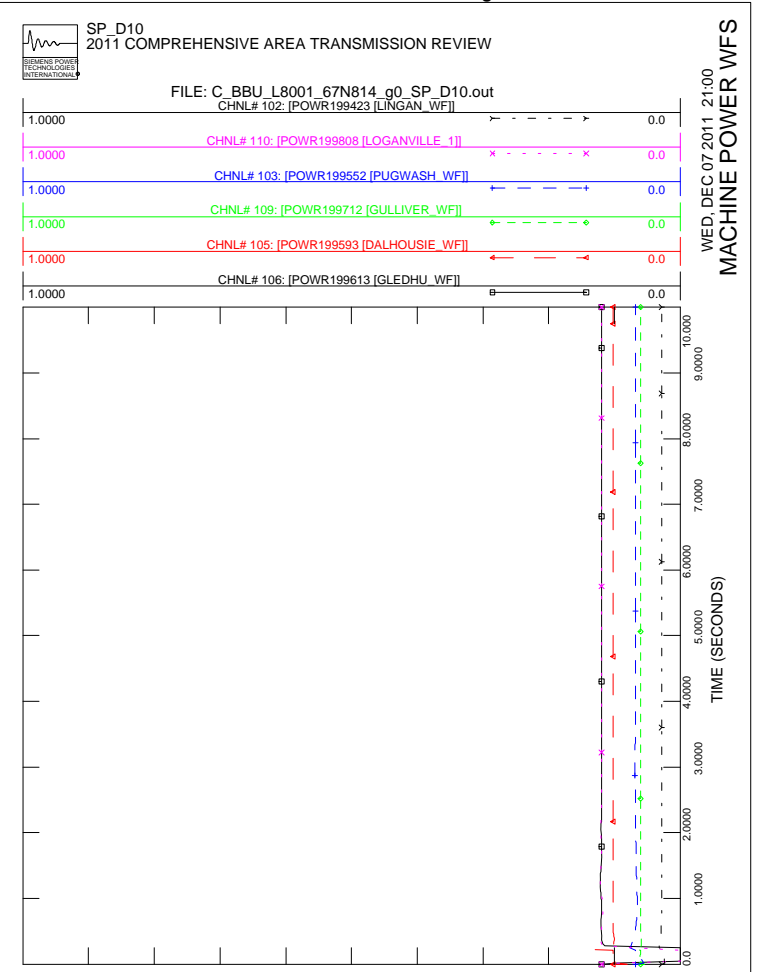
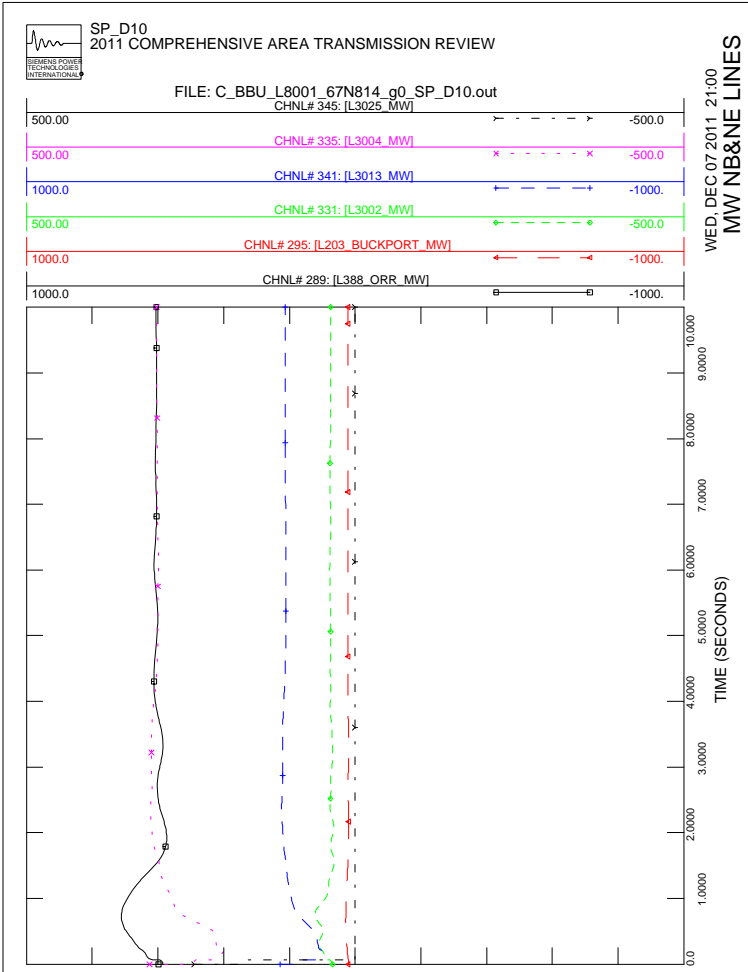
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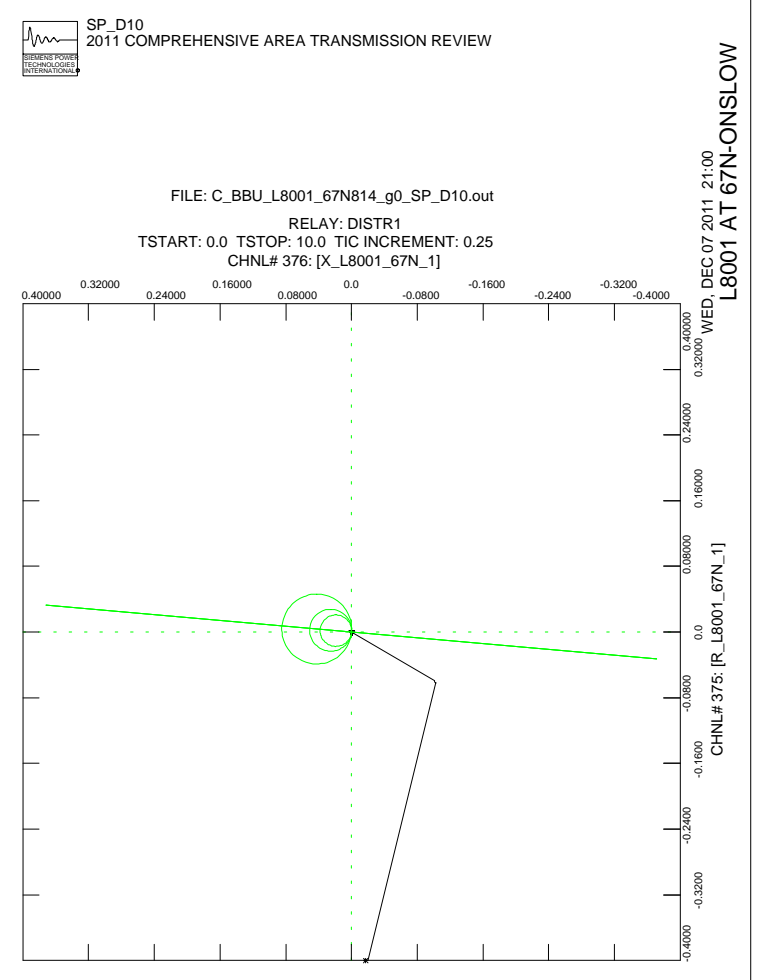
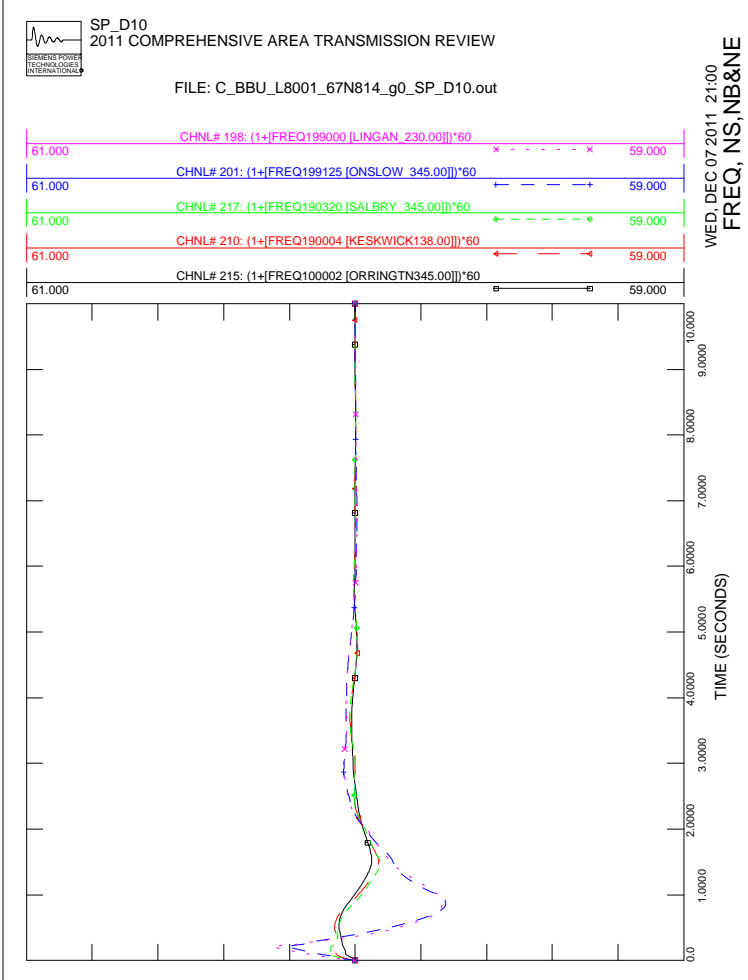
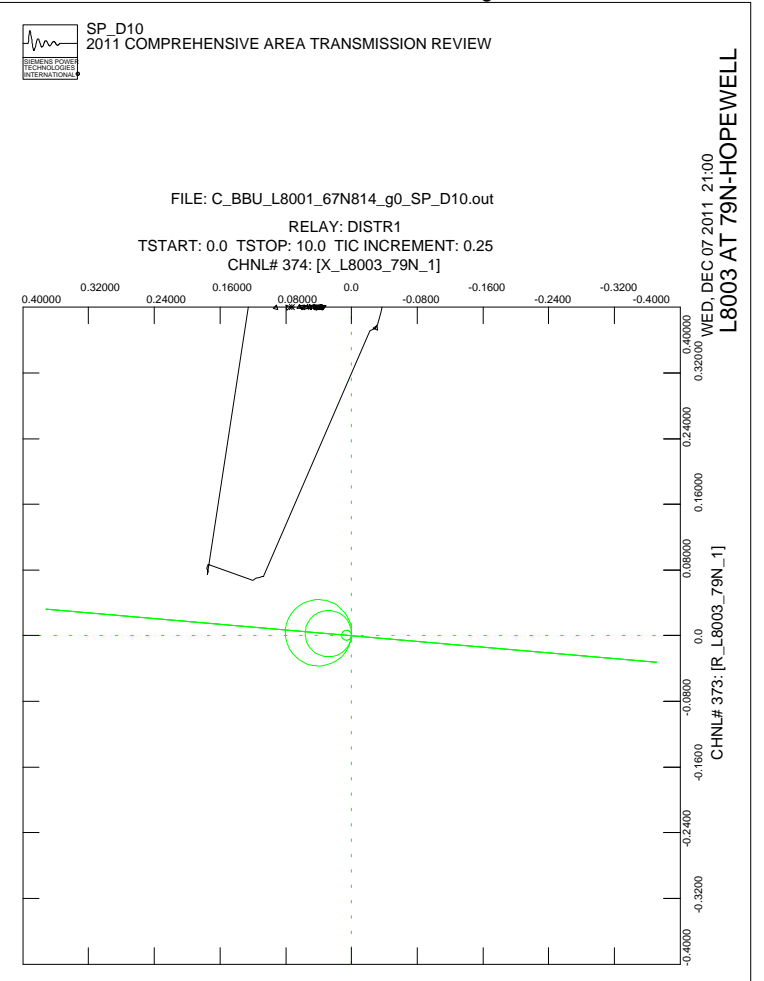
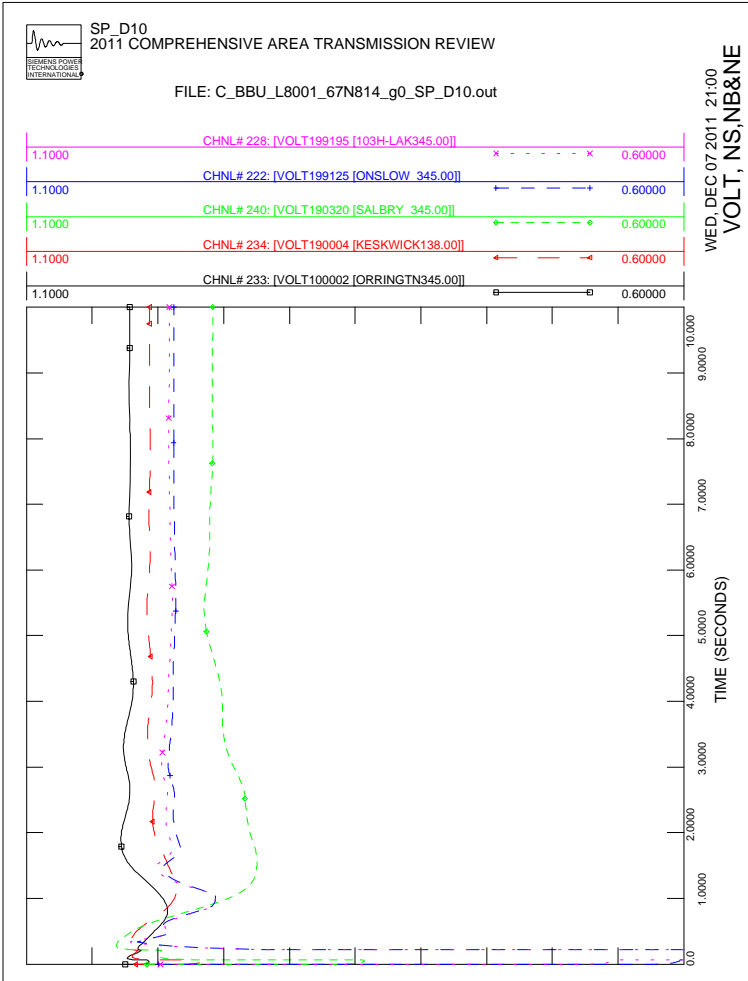


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_SP_D10.out



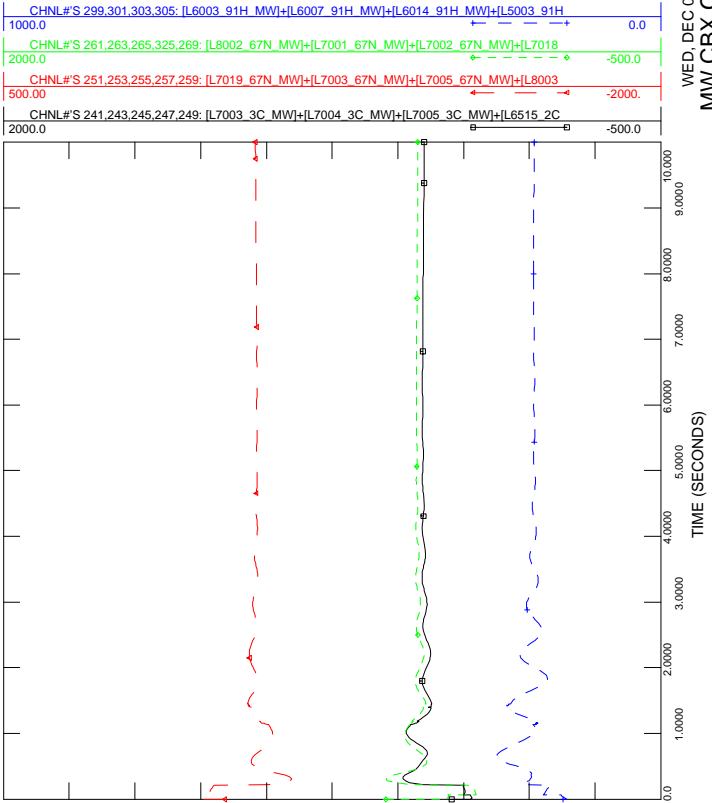






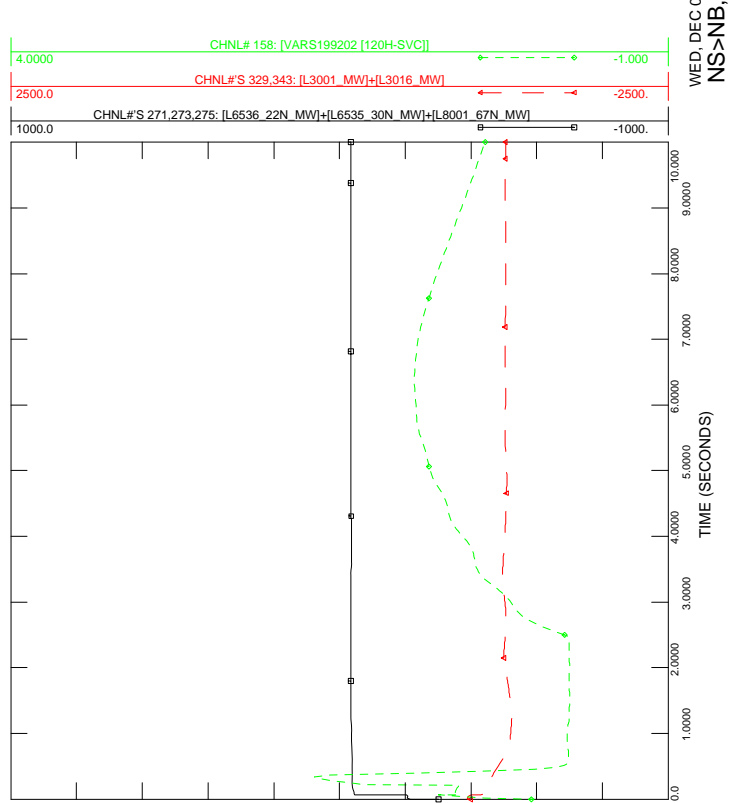
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C:\BBU_L8001_67N814_impSPS_SP_D10.out



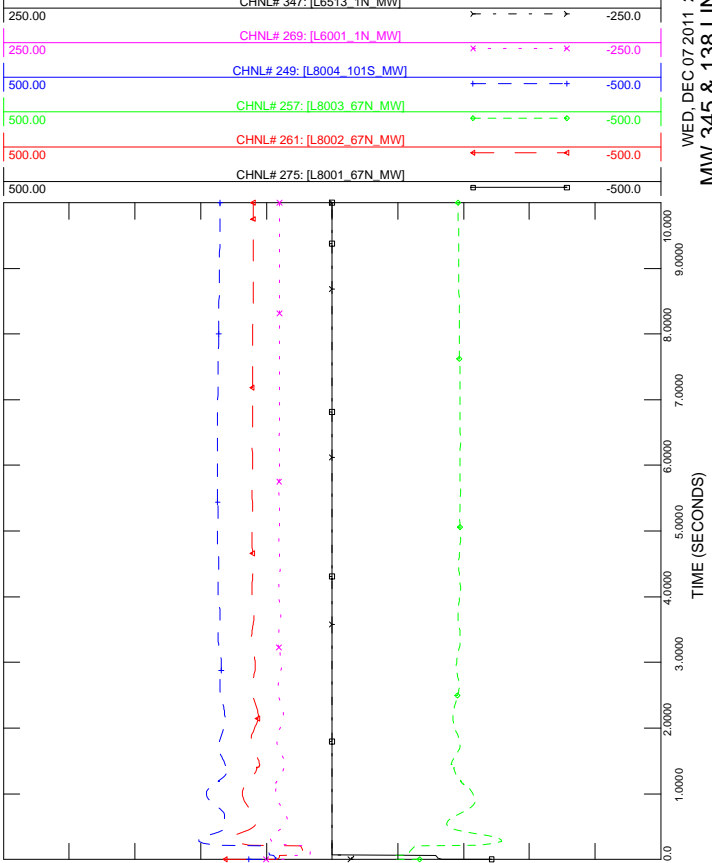
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C:\BBU_L8001_67N814_impSPS_SP_D10.out



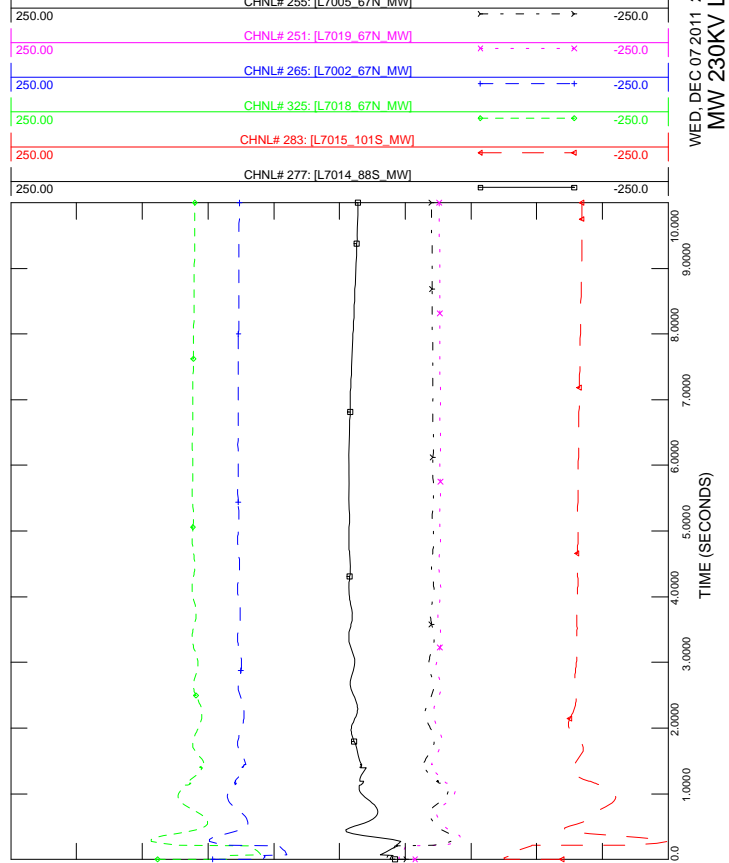
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

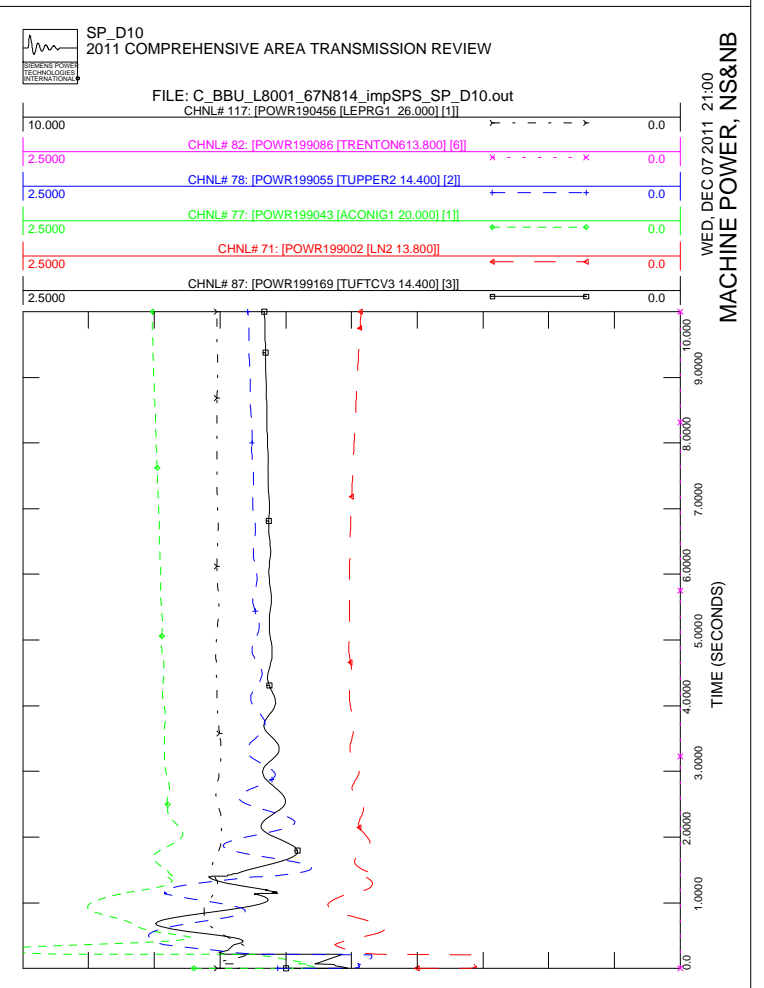
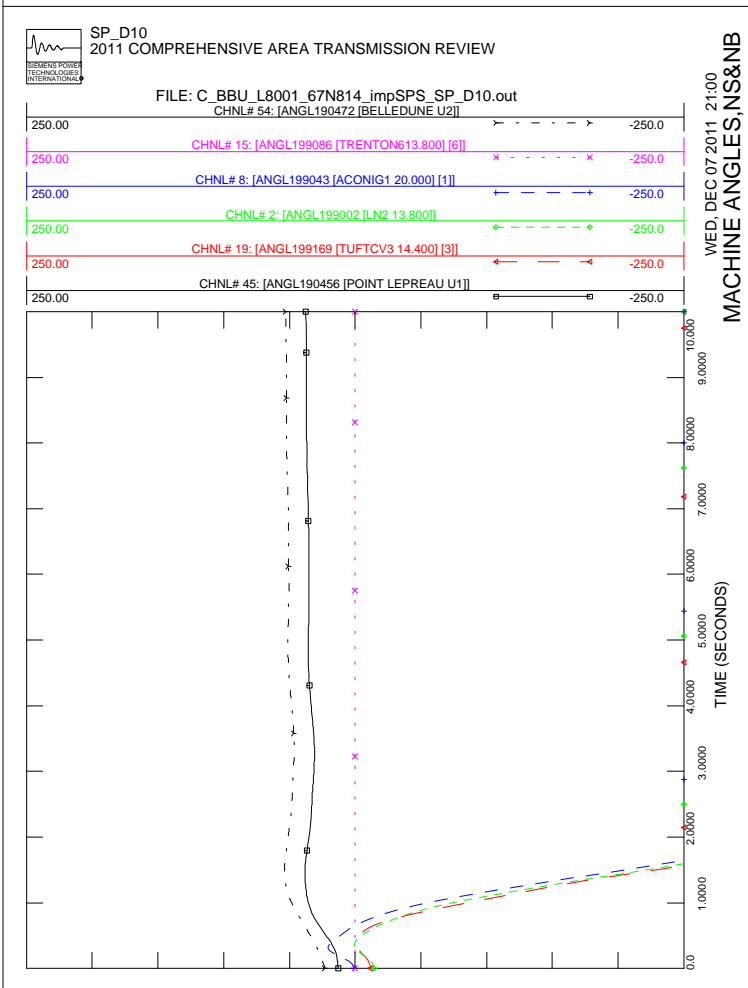
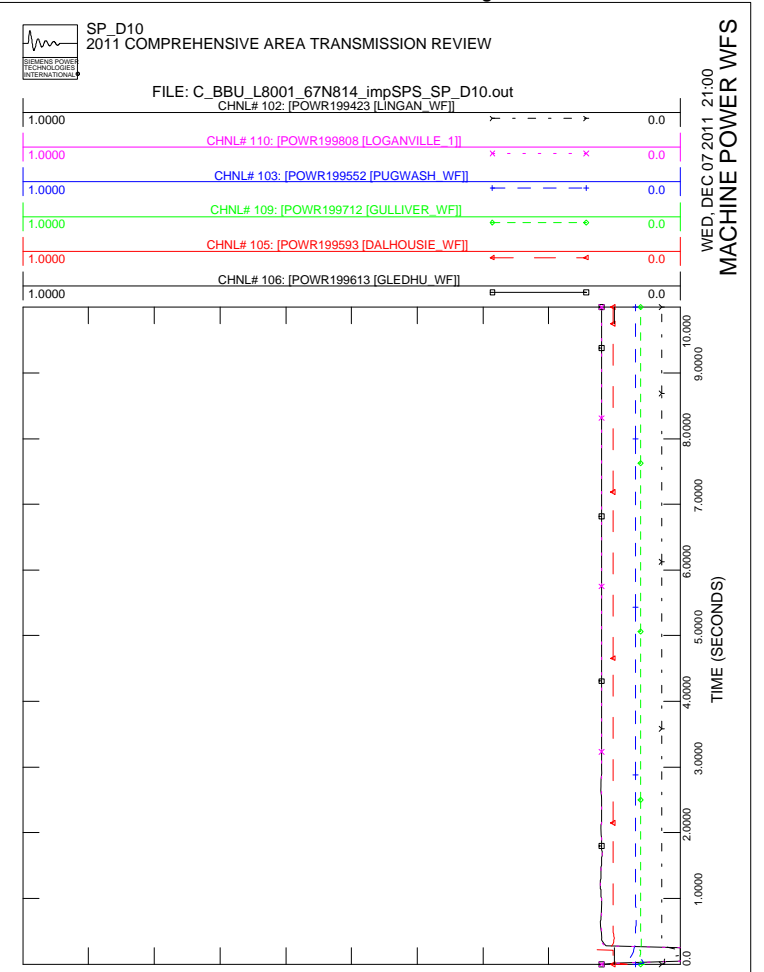
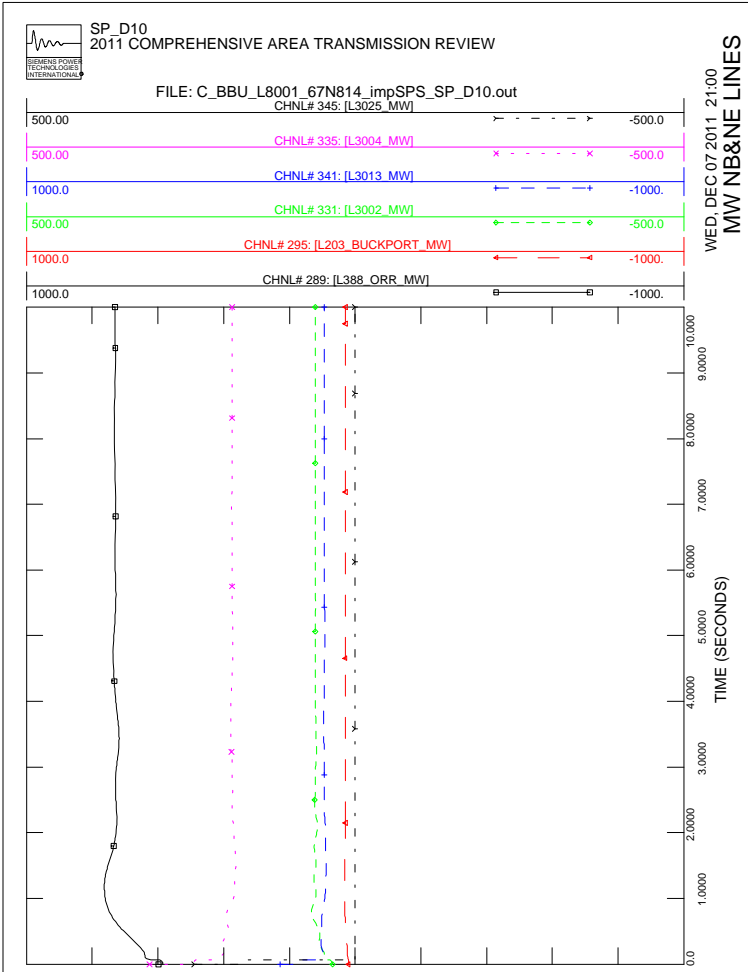
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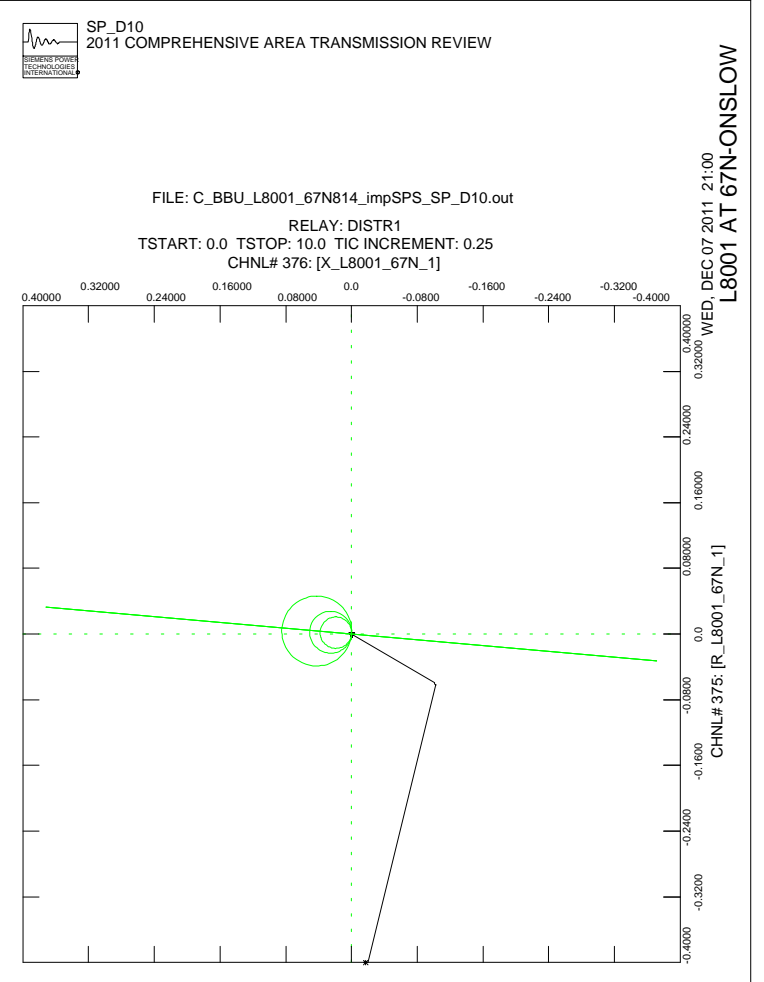
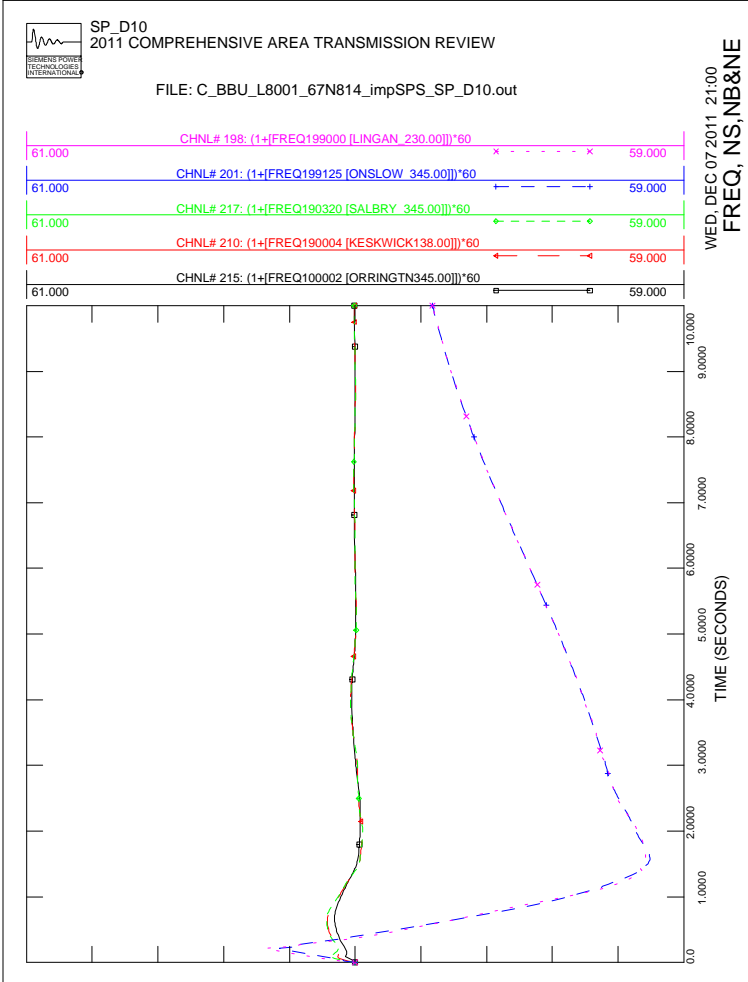
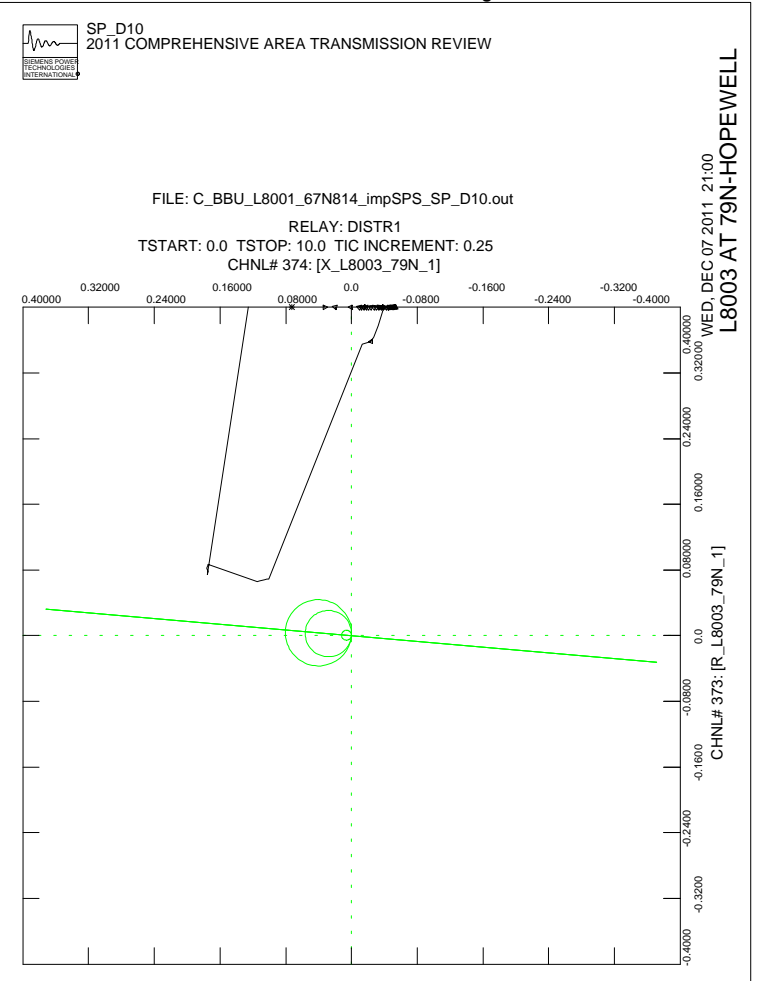
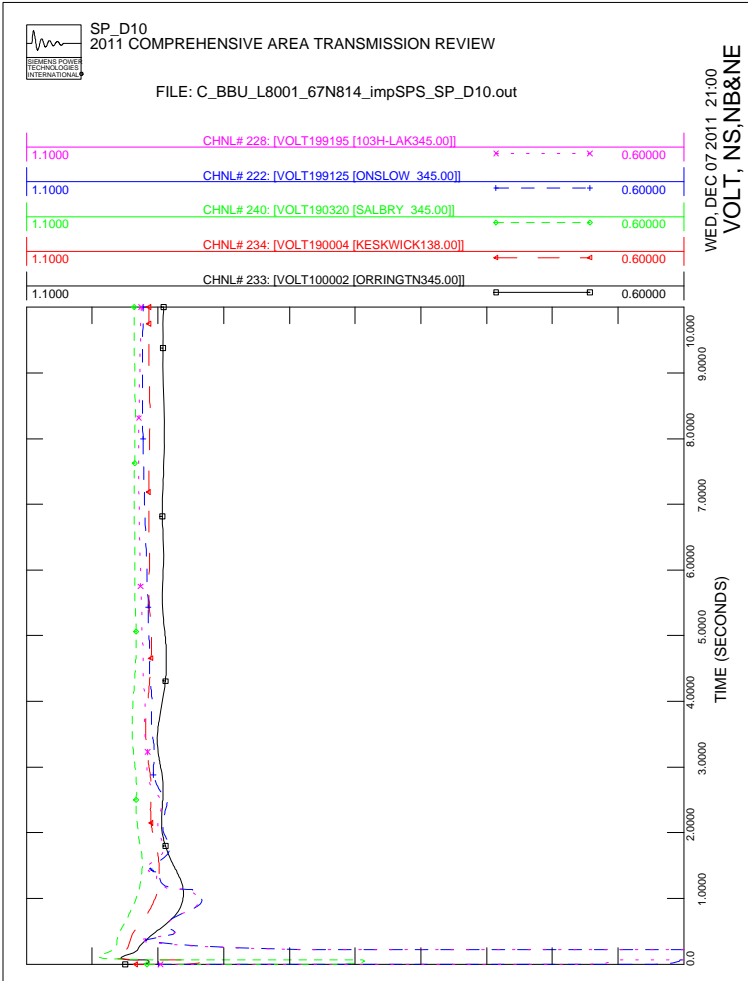


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C:\BBU_L8001_67N814_impSPS_SP_D10.out



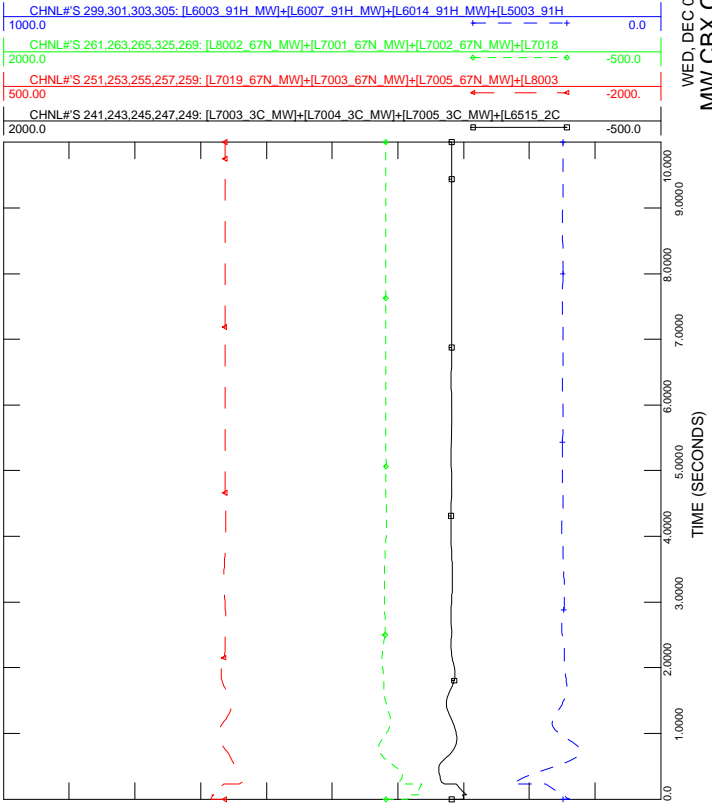






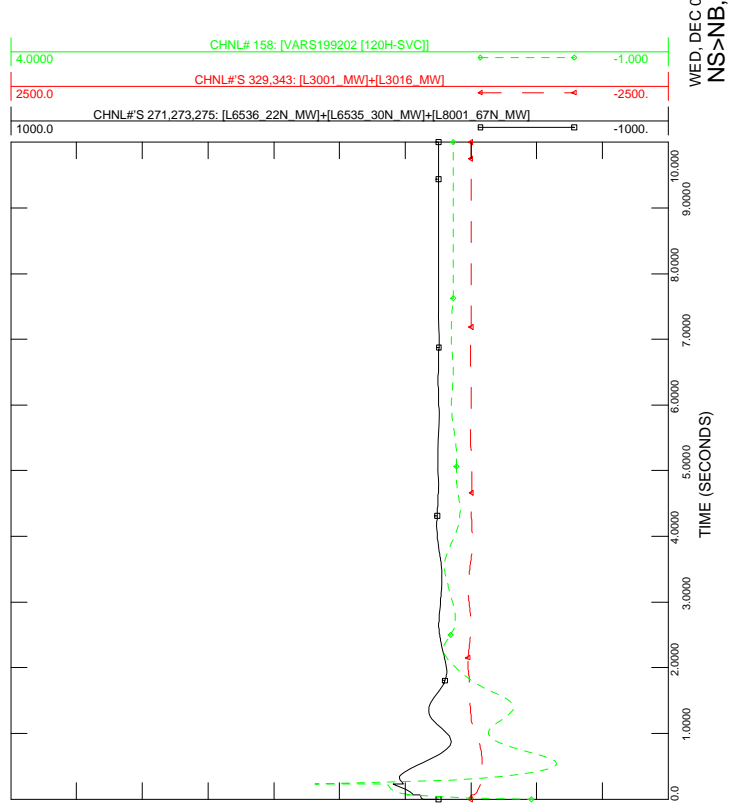
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_SP_D10.out



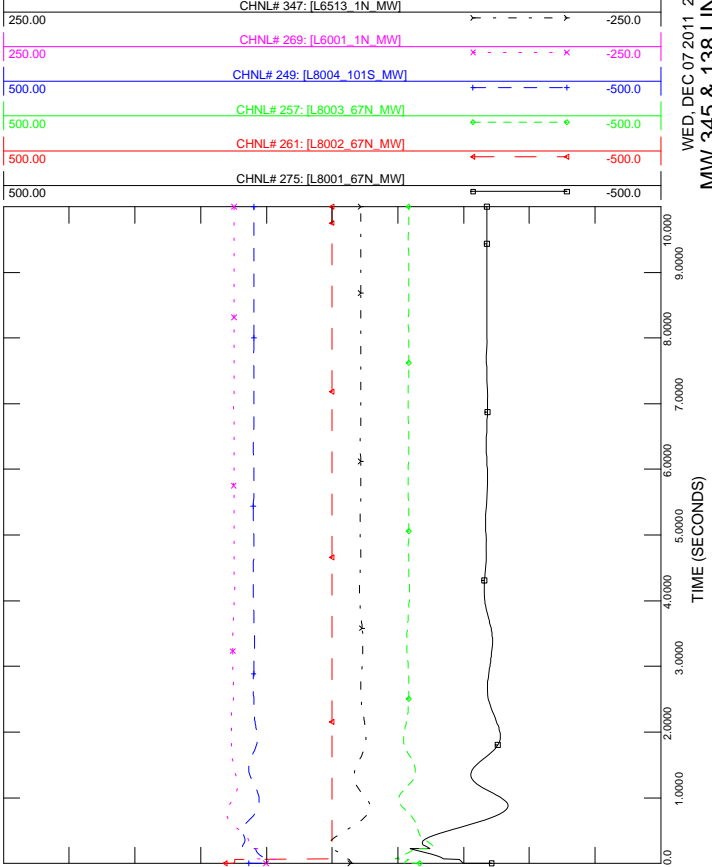
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_SP_D10.out



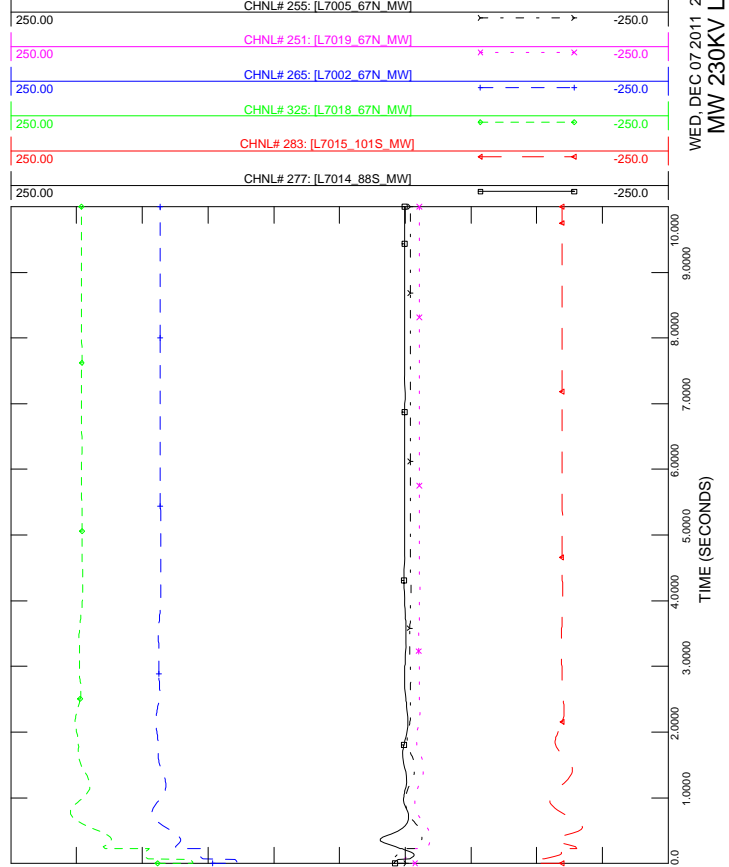
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

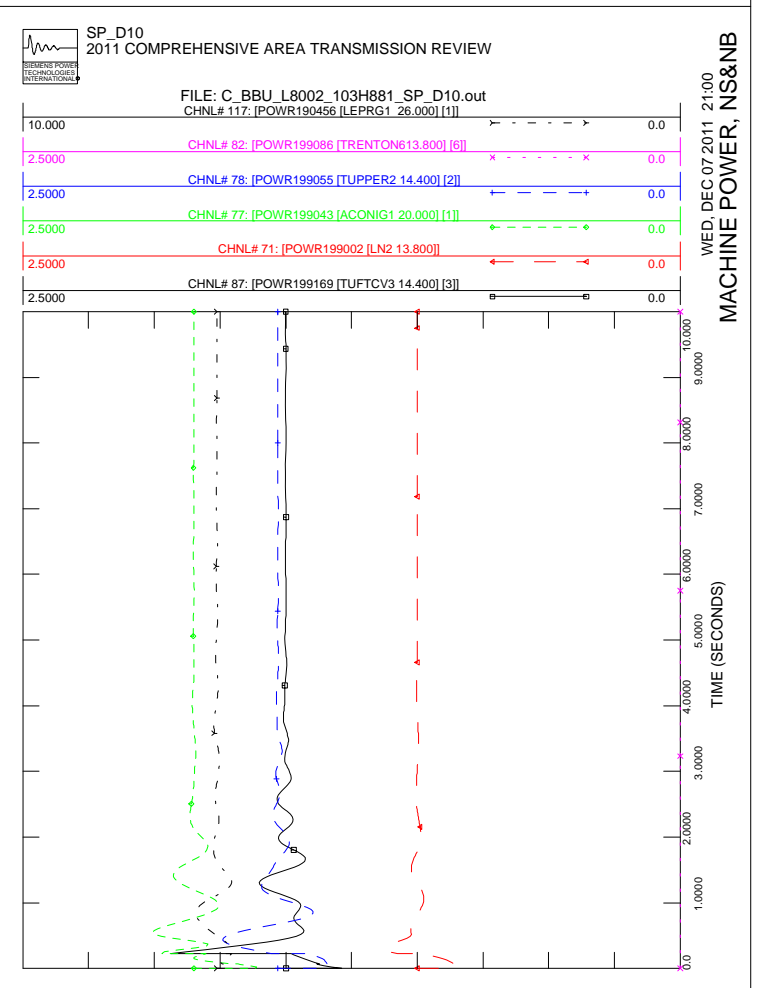
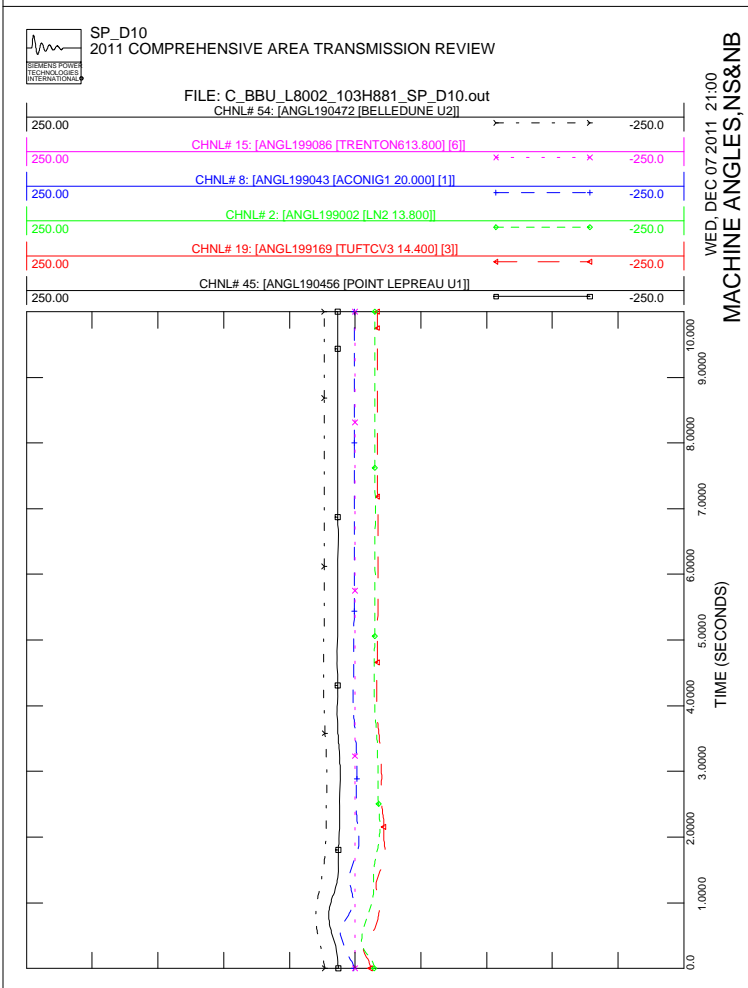
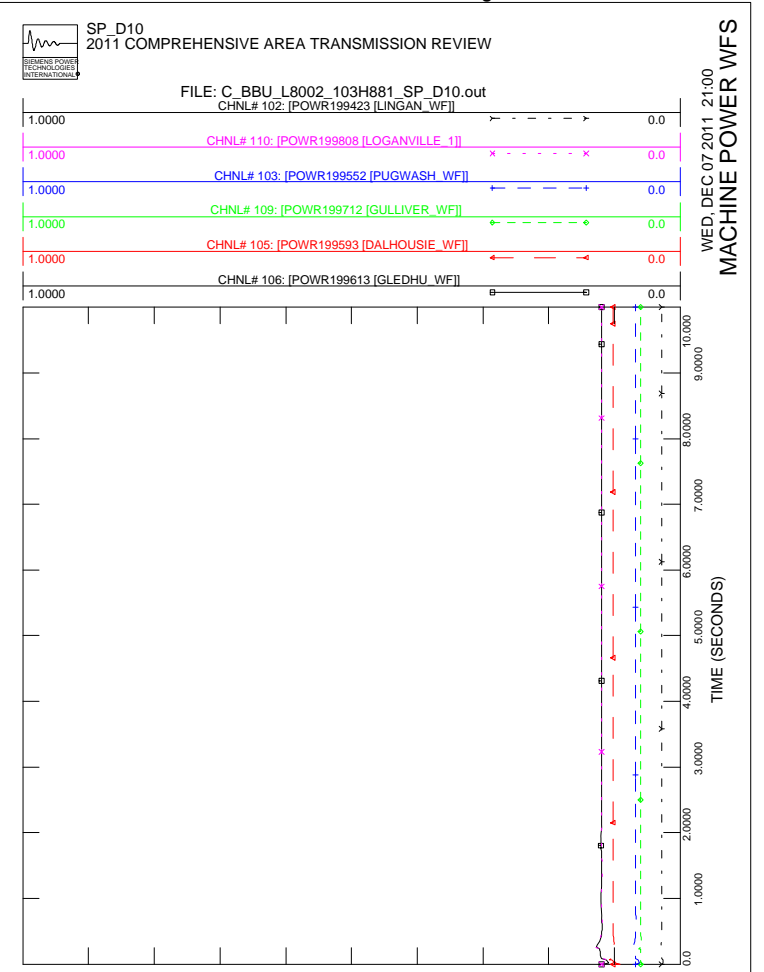
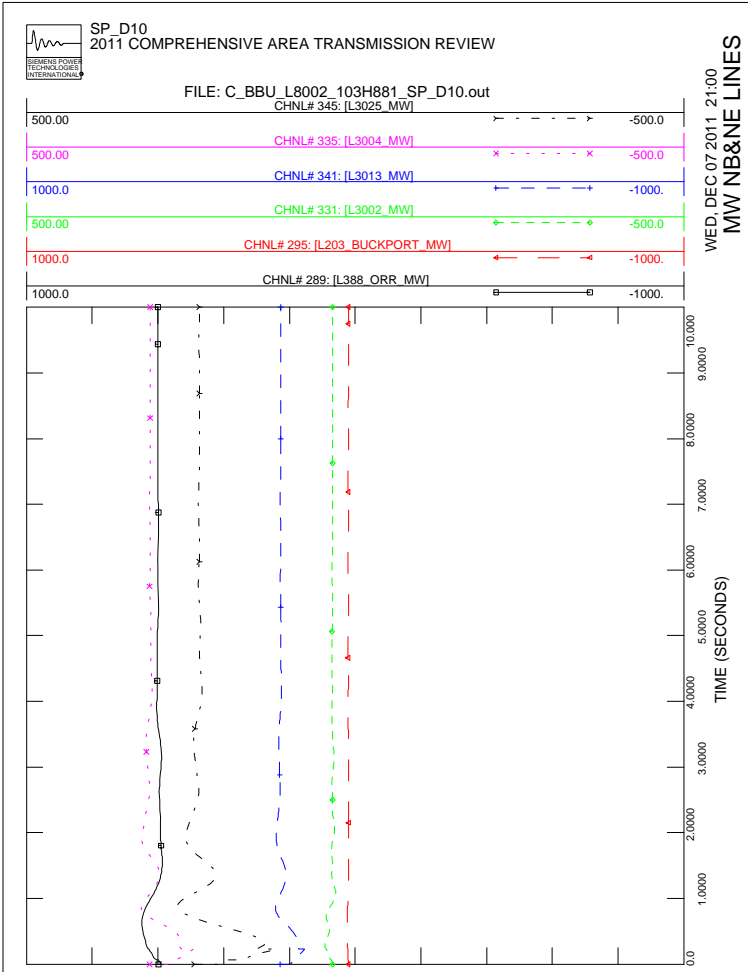
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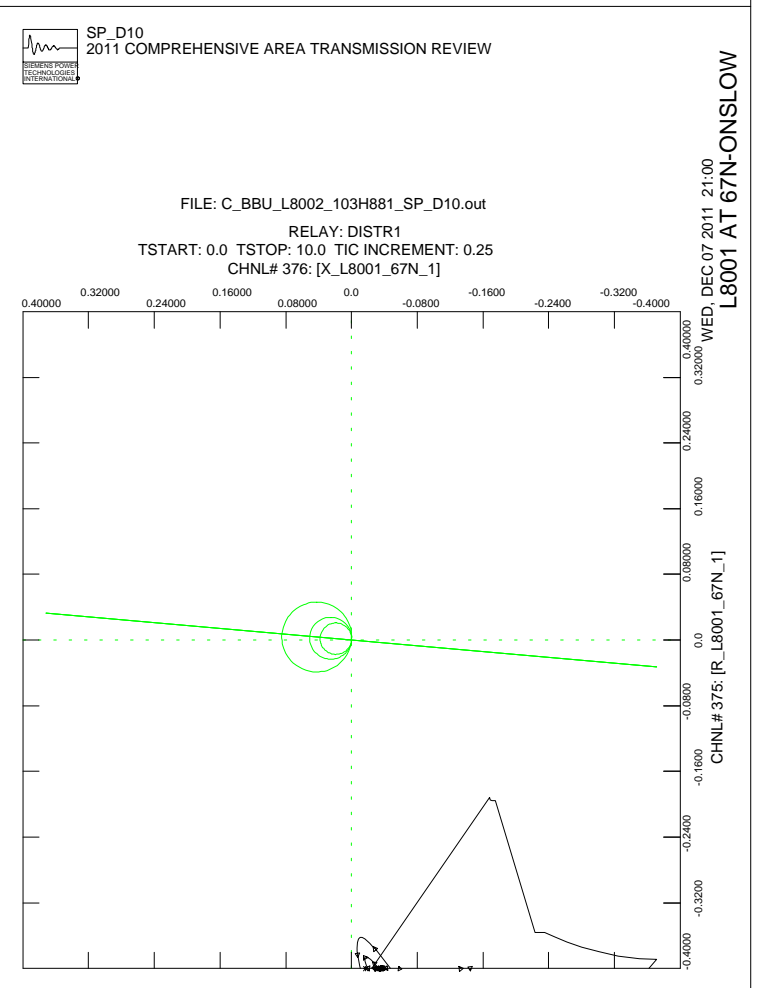
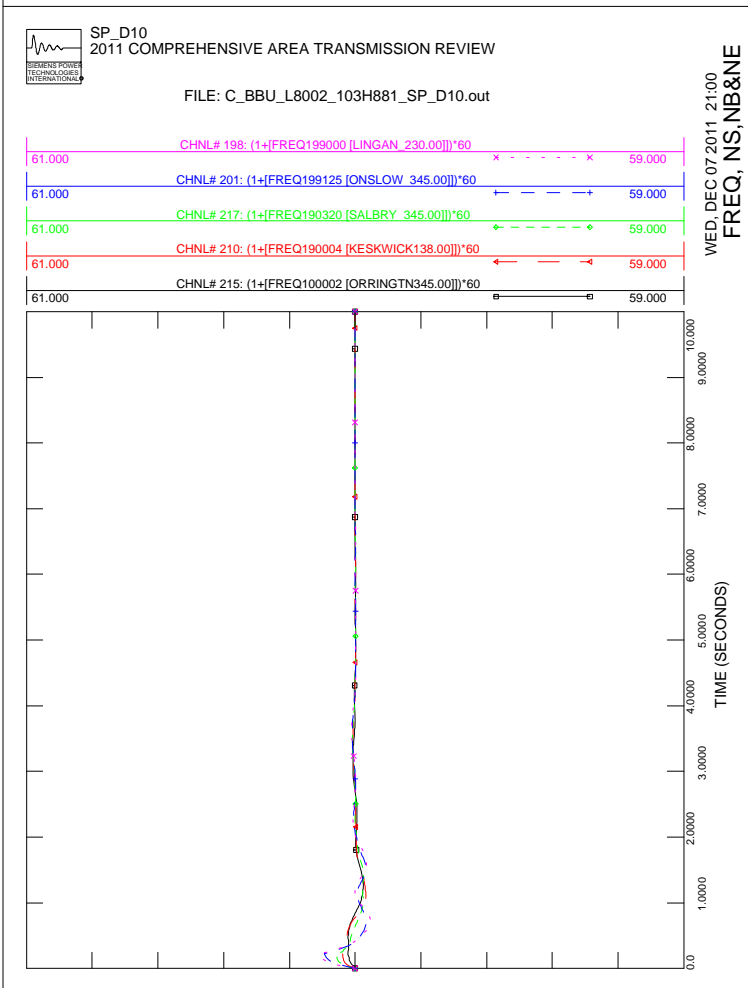
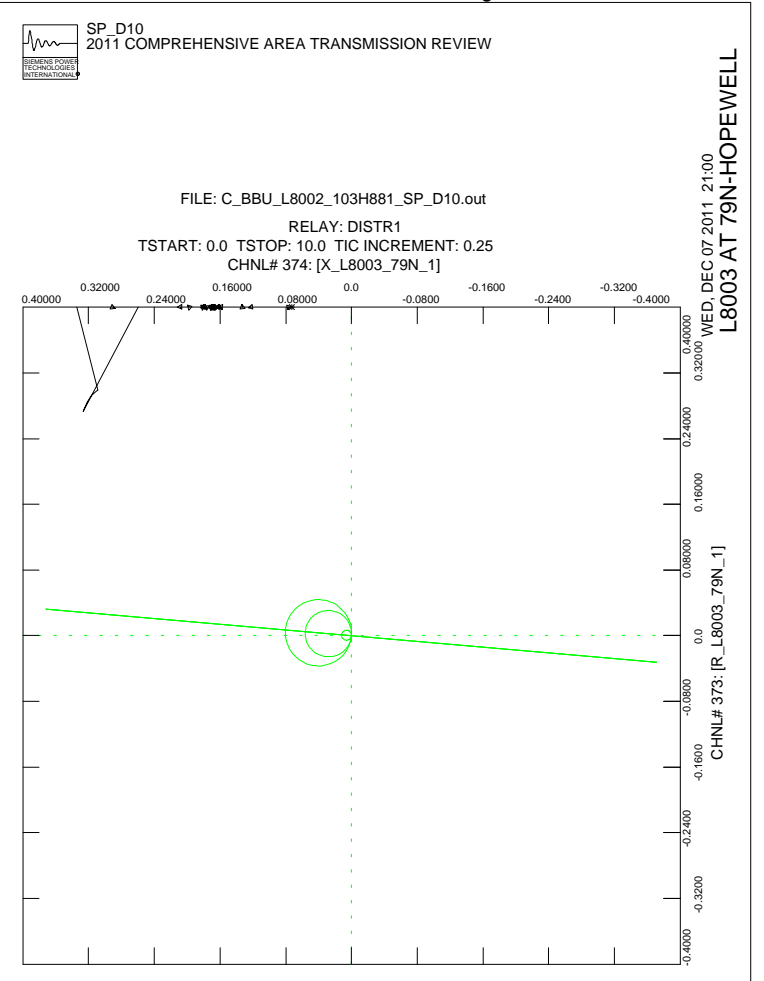
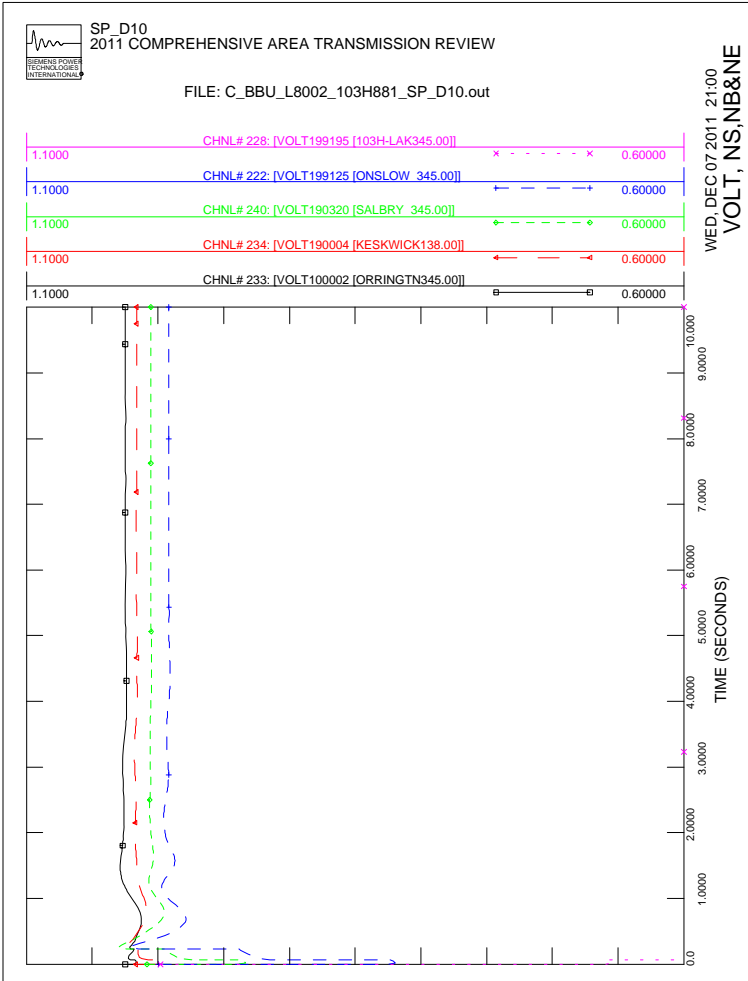


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_SP_D10.out



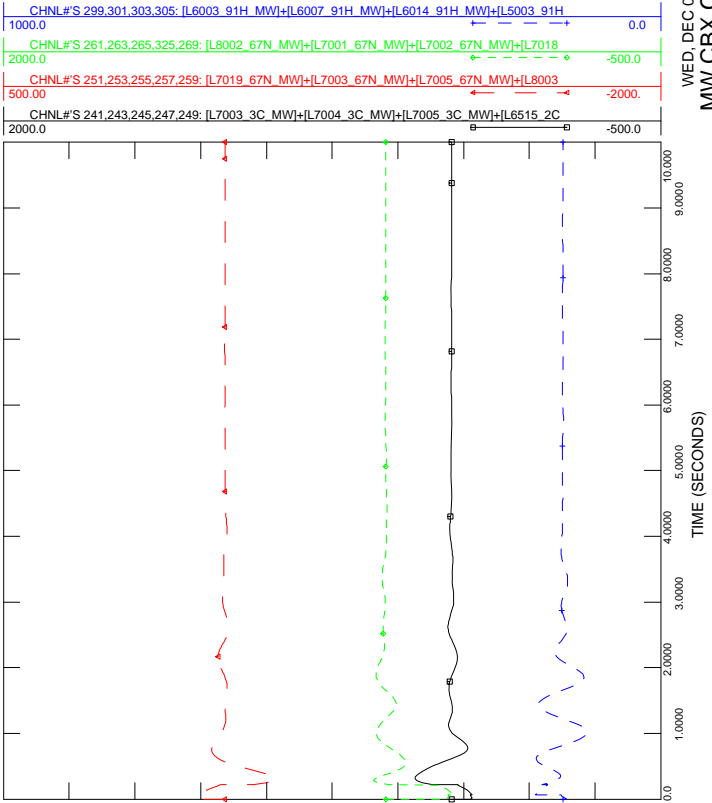






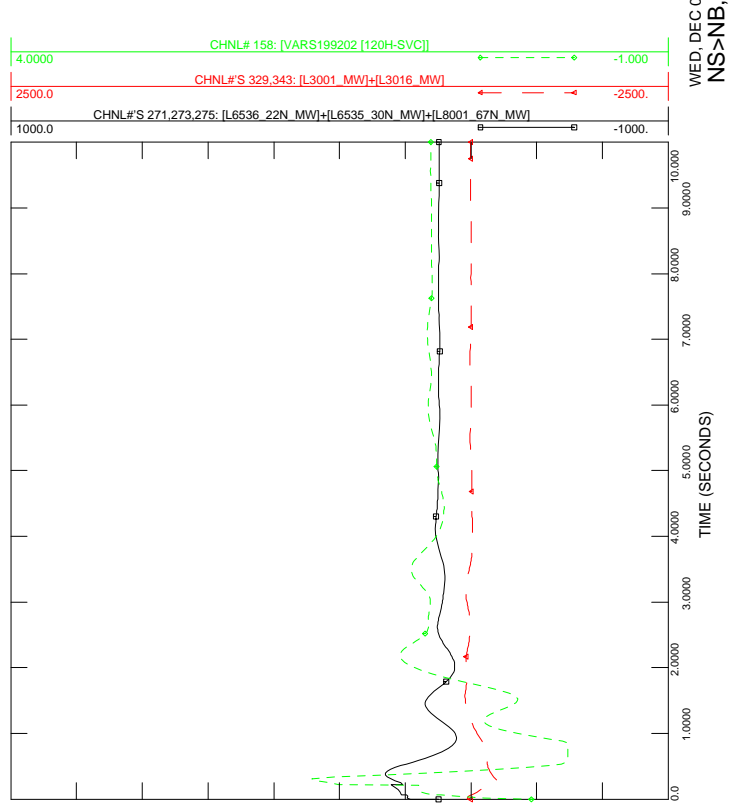
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out



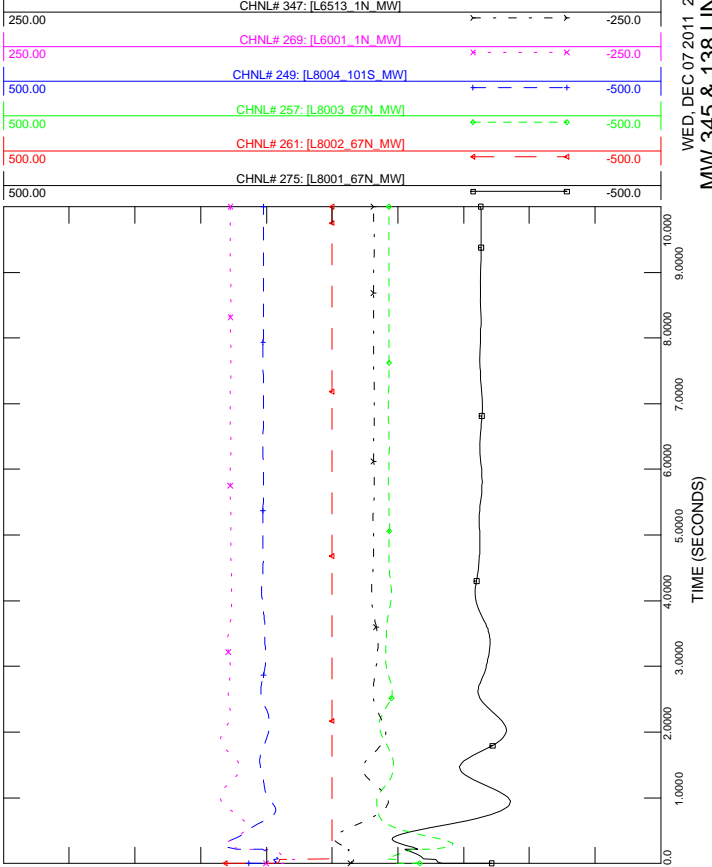
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out



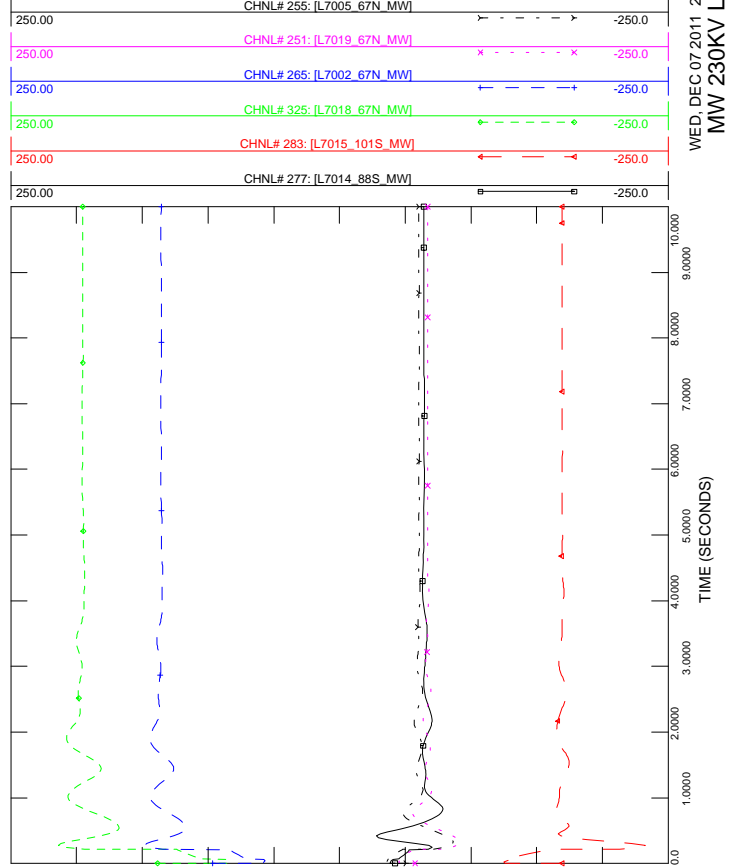
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

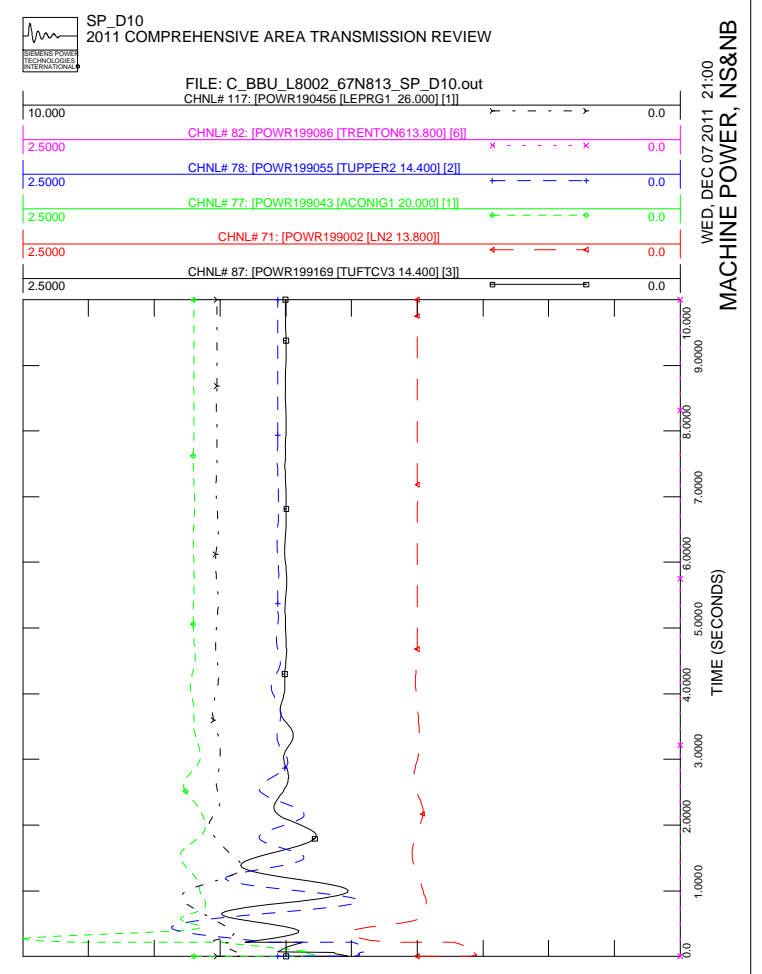
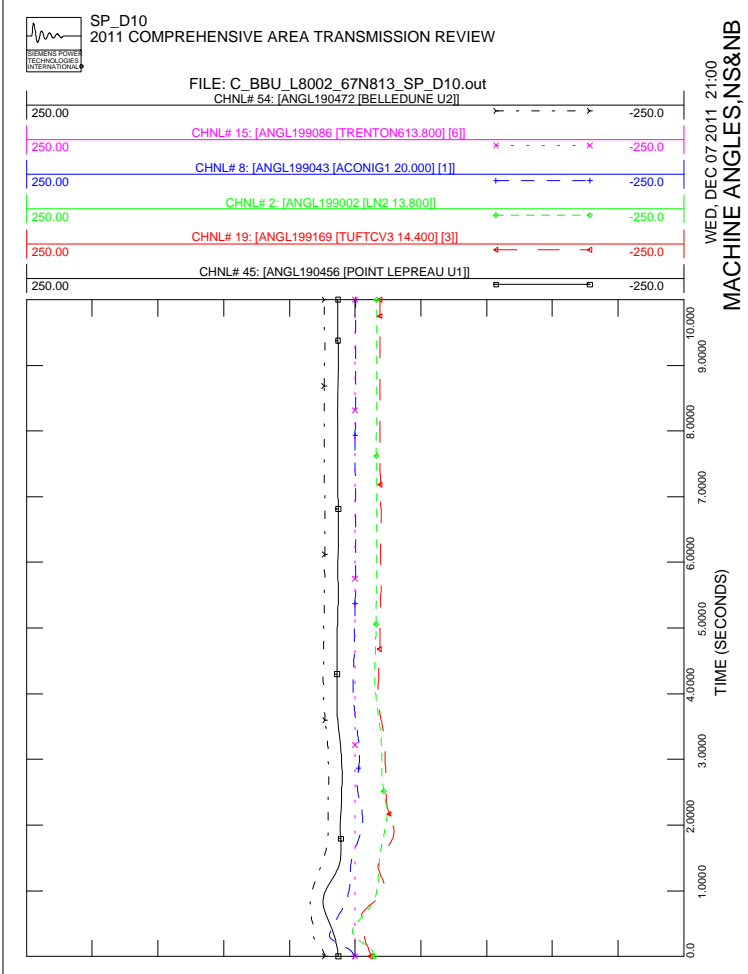
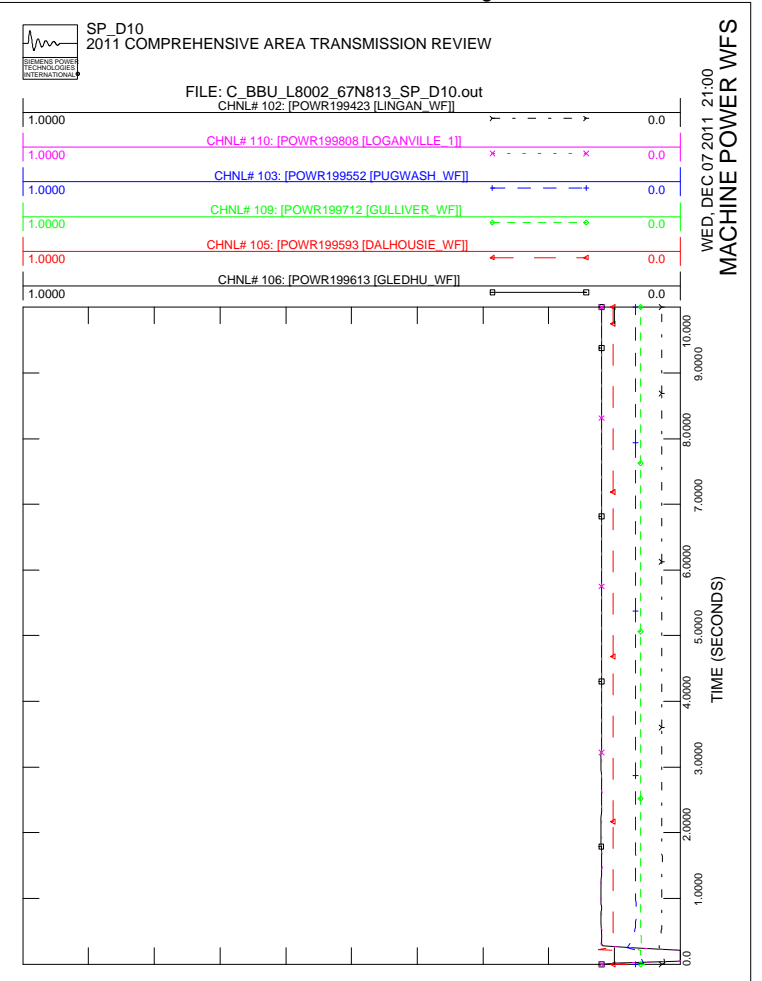
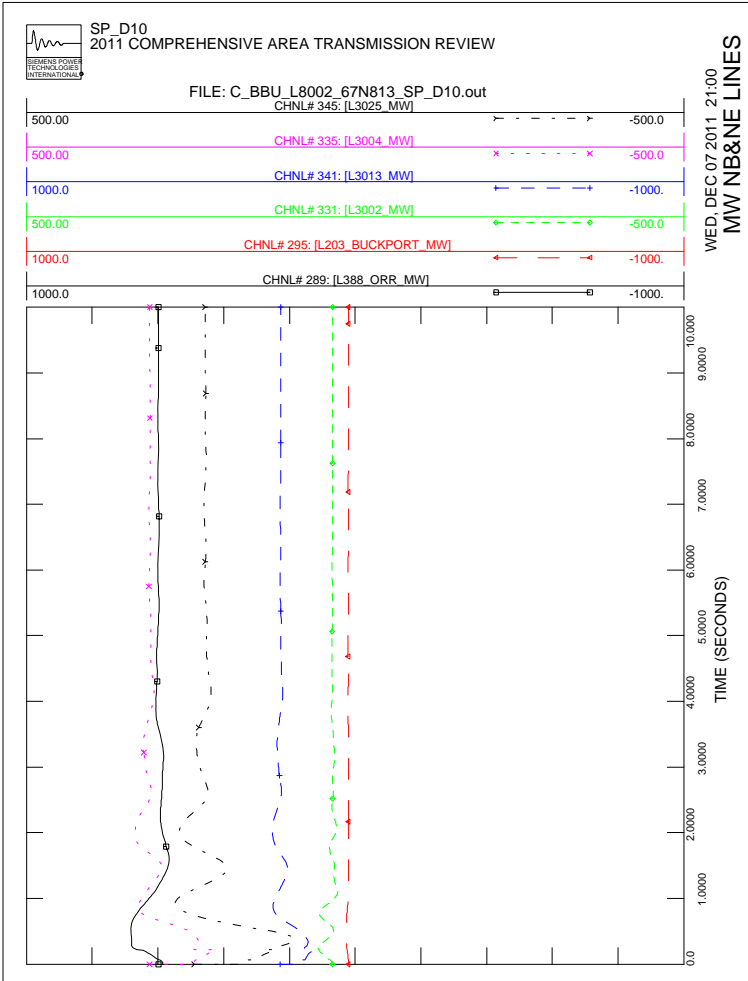
FILE: C_BBU_L8002_67N813_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out

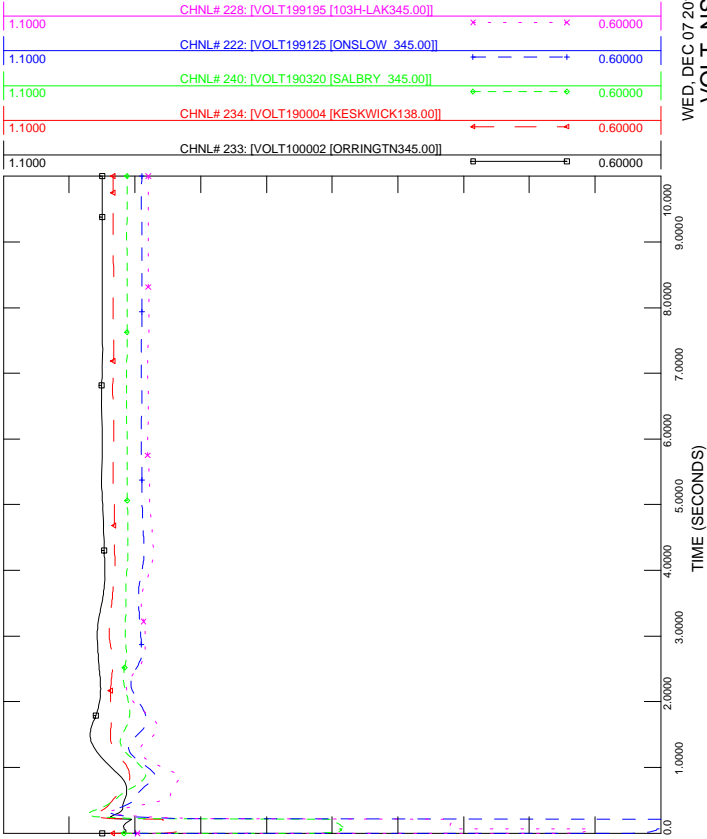






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out



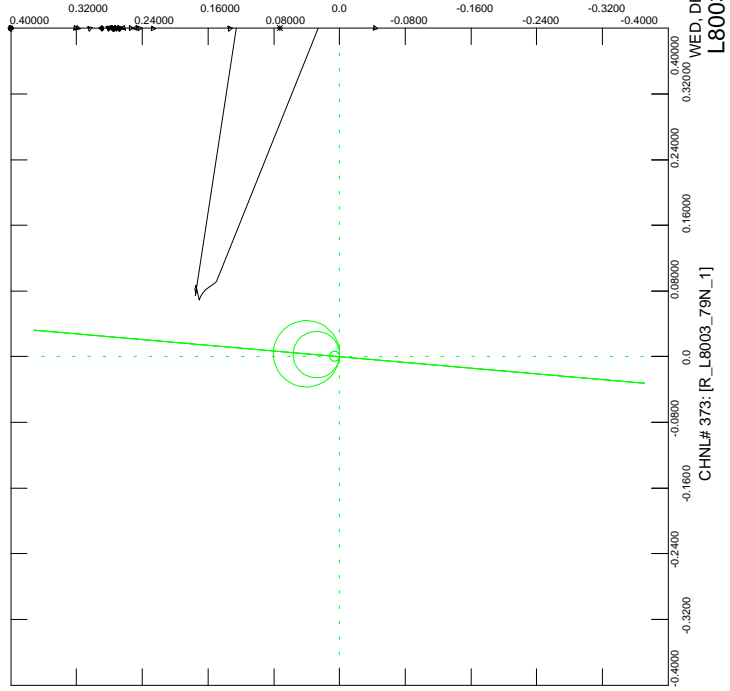
WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

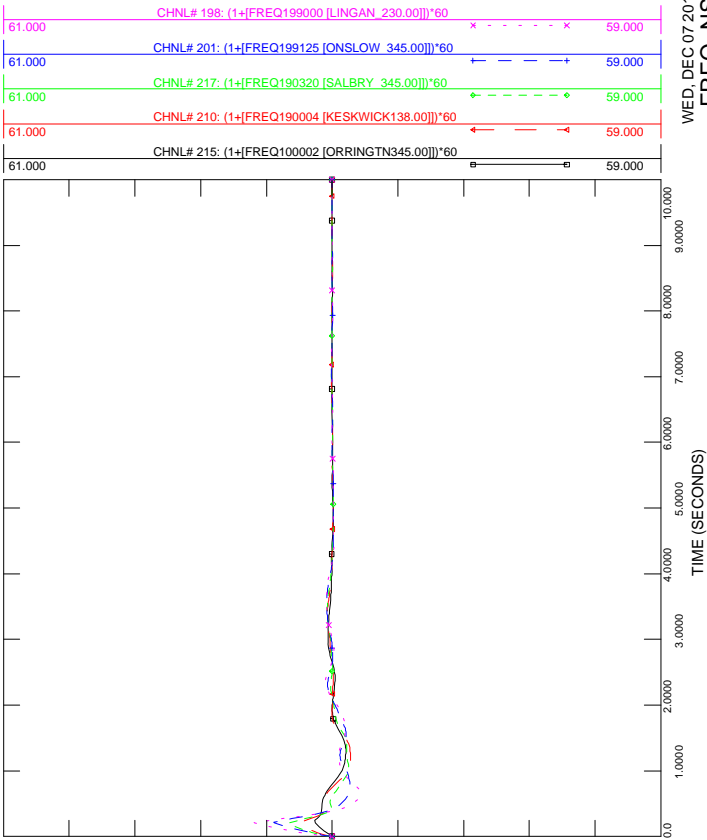


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out



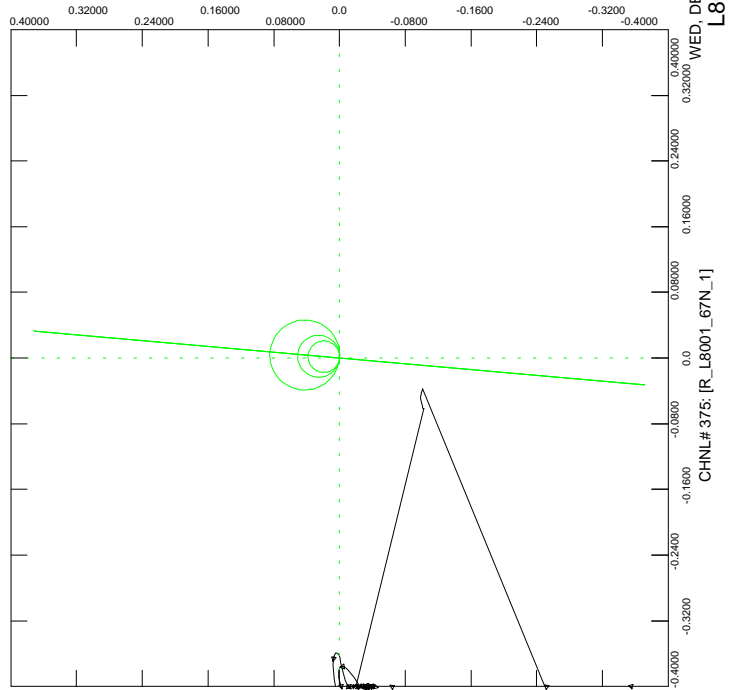
WED, DEC 07 2011 21:00
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_SP_D10.out

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CHNL# 376: [X_L8001_67N_1]

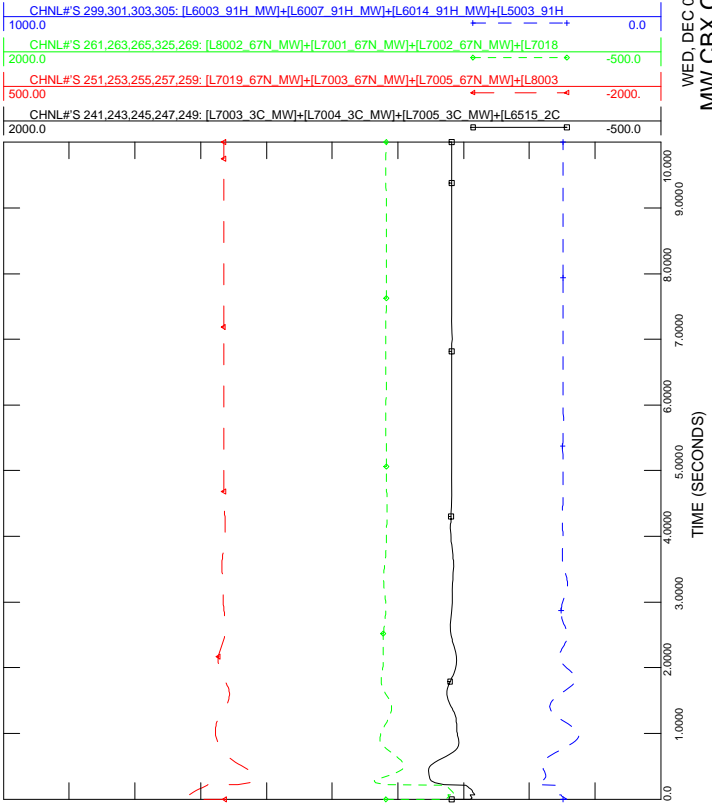


WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLow



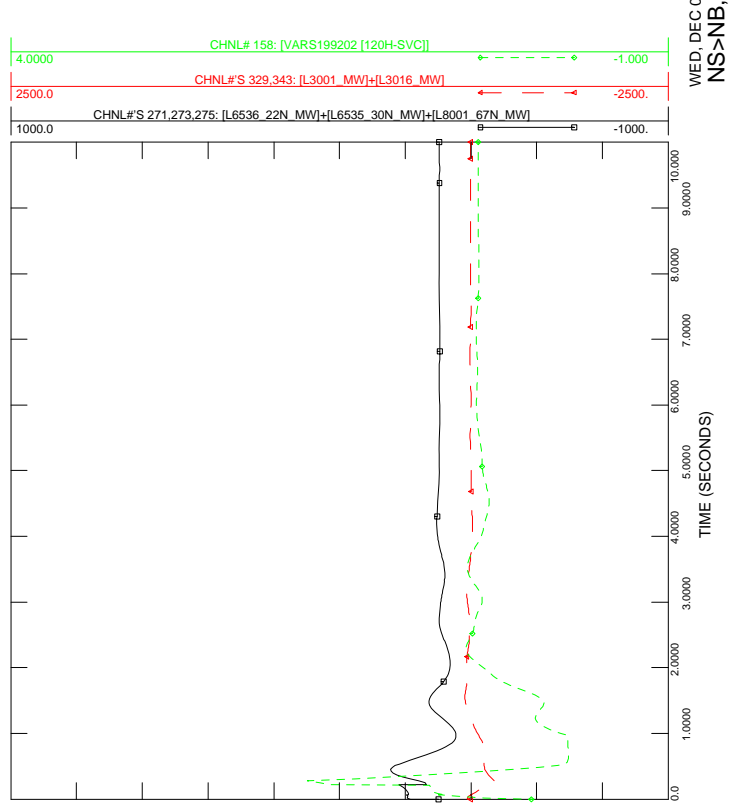
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out



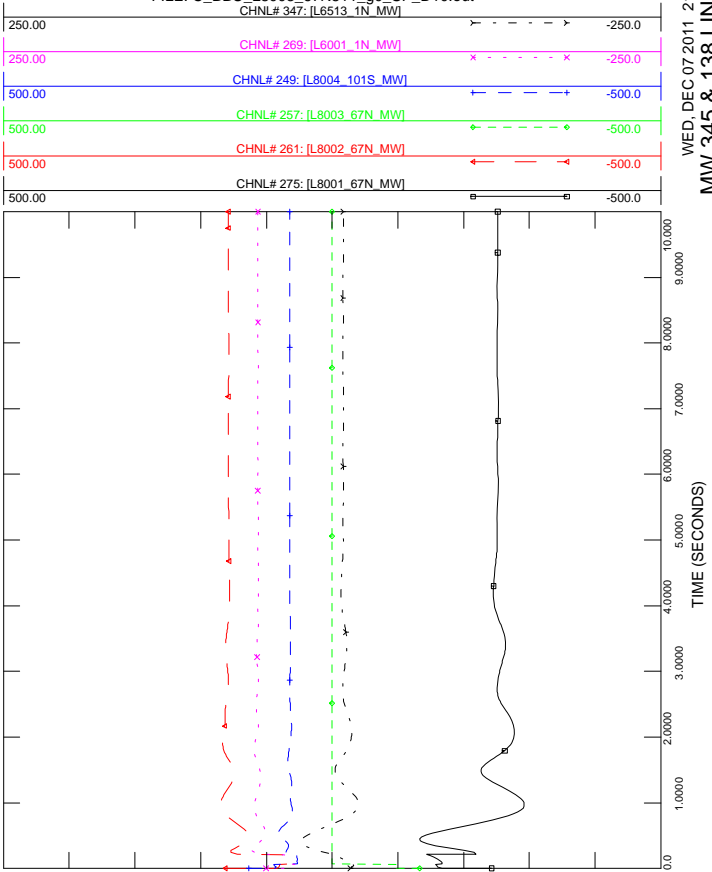
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out



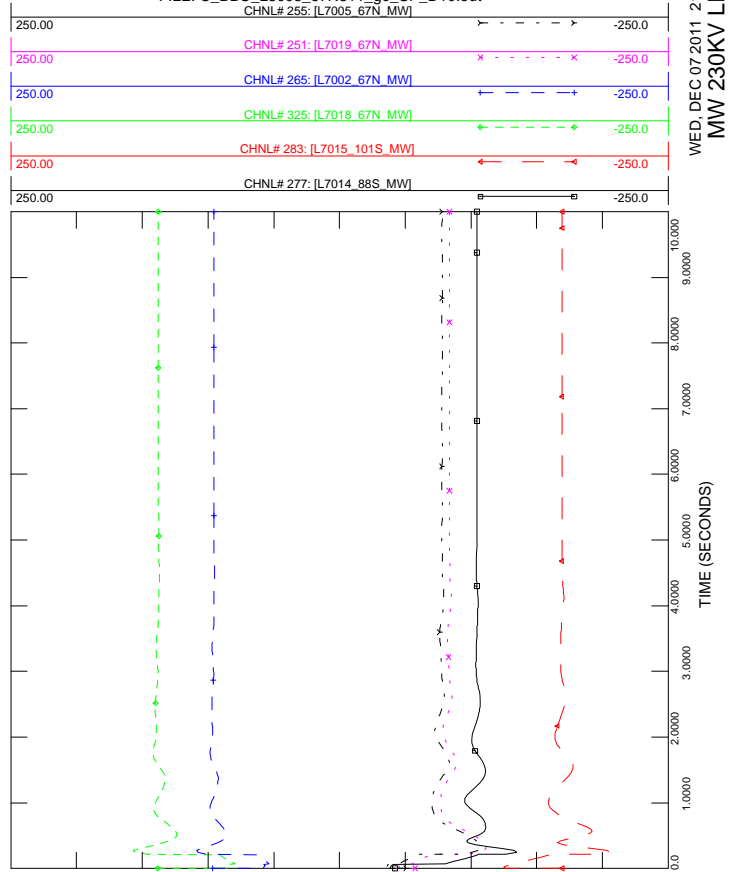
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

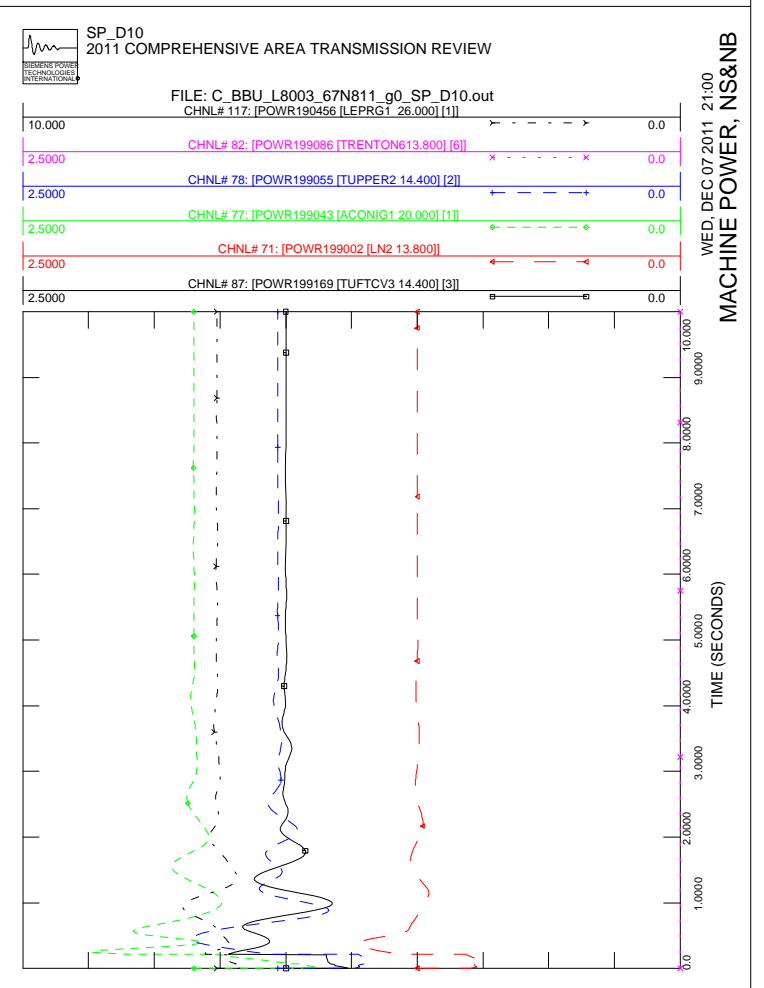
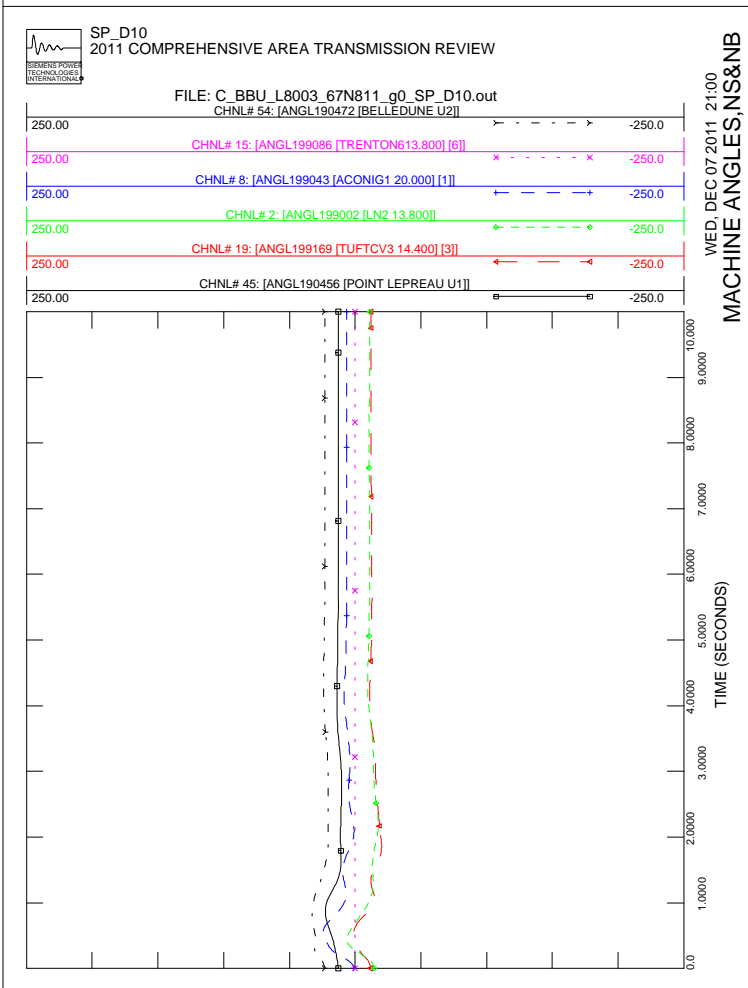
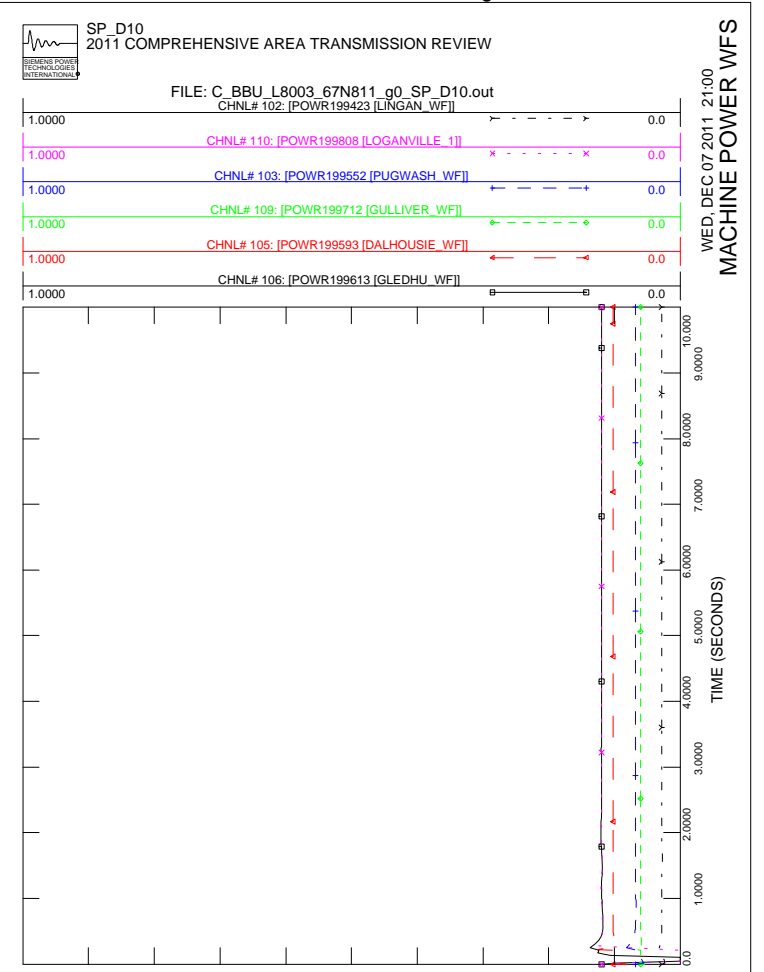
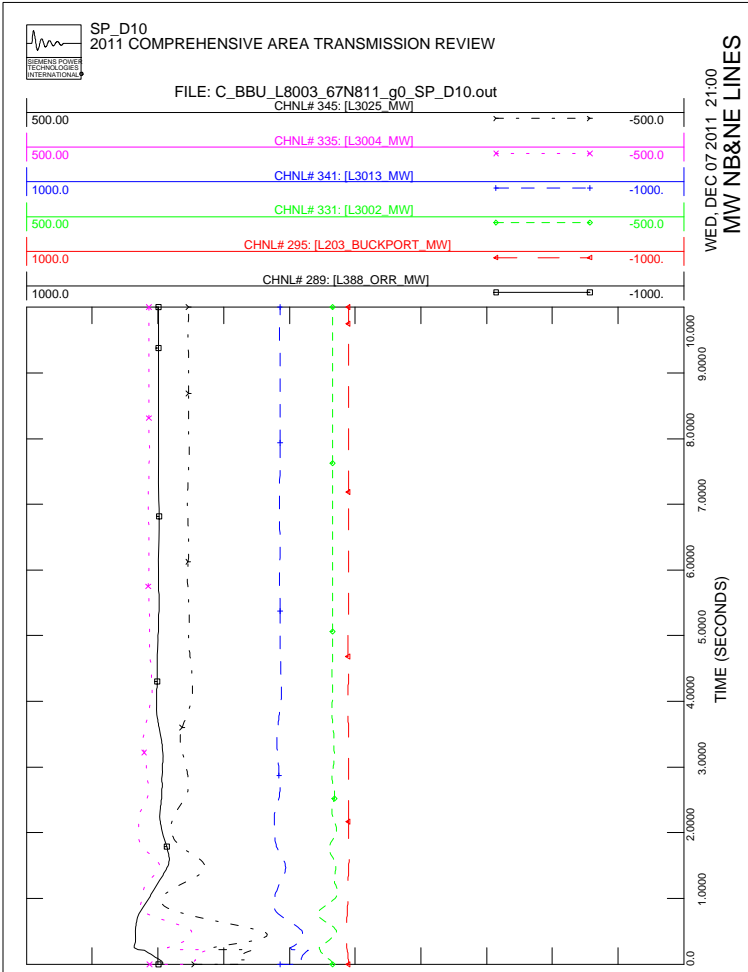
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out

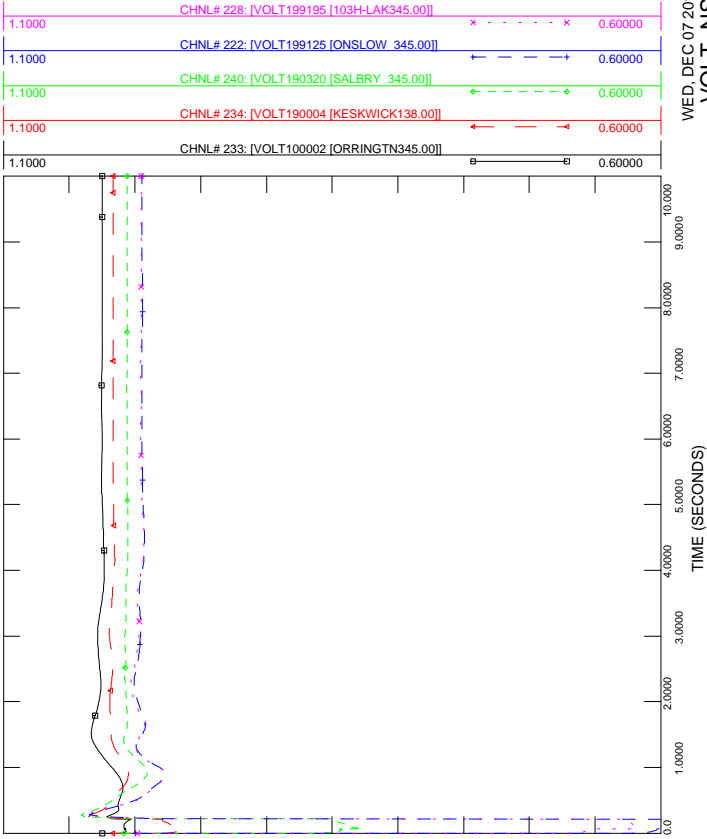






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out

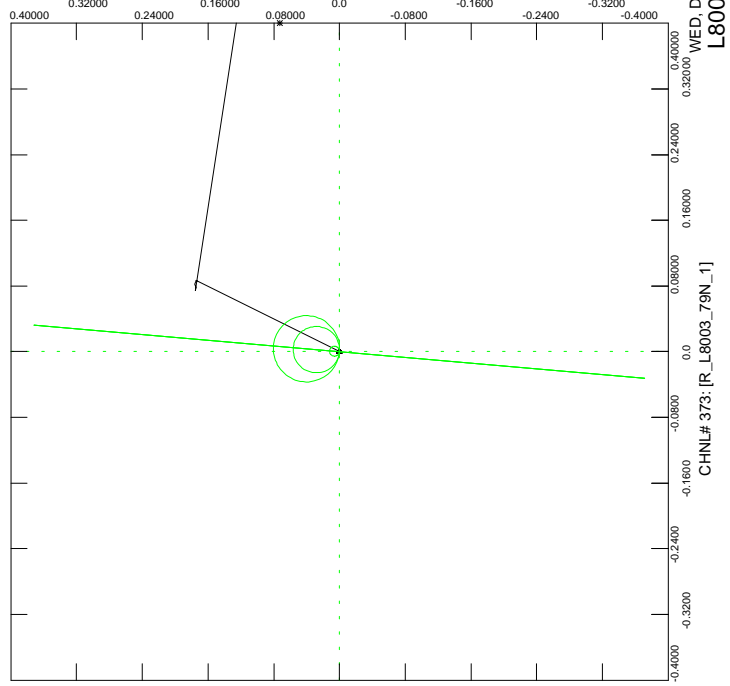


WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

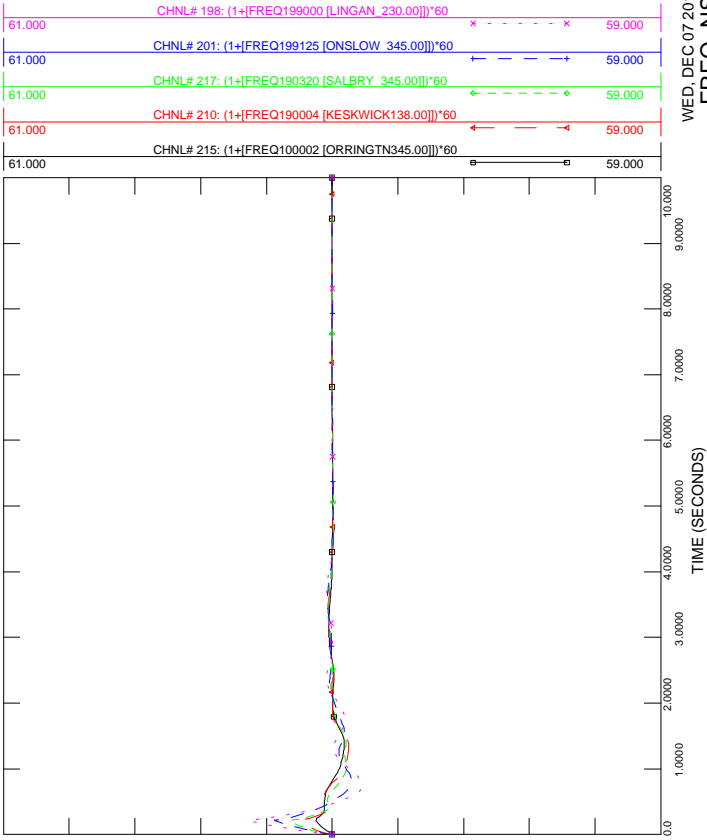


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out

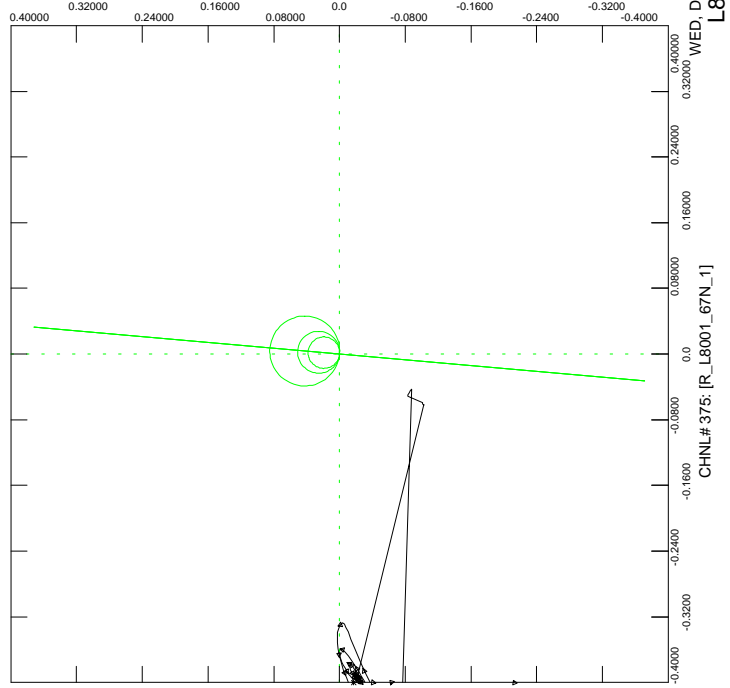


WED, DEC 07 2011 21:00
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

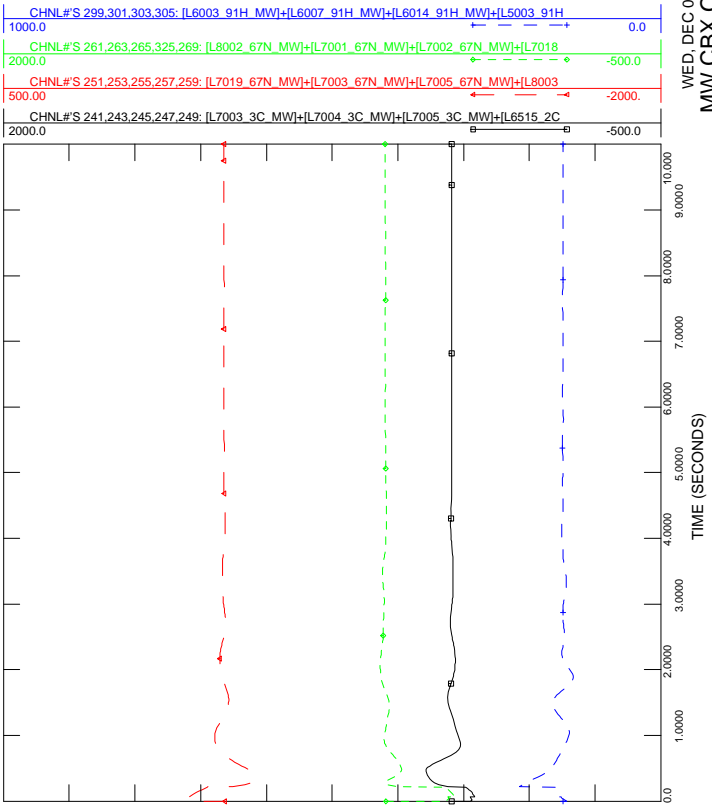


WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLow



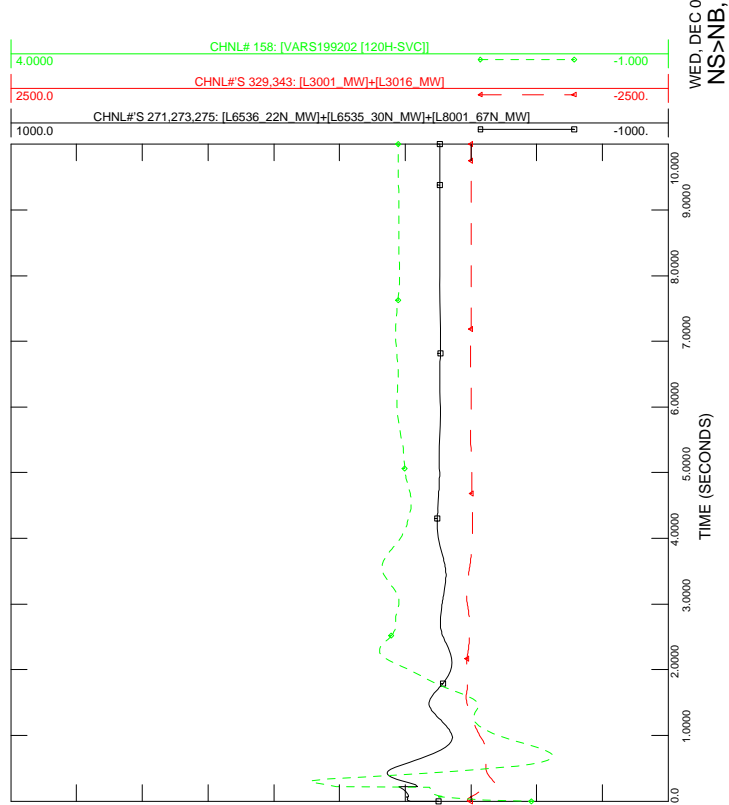
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g0_SP_D10.out



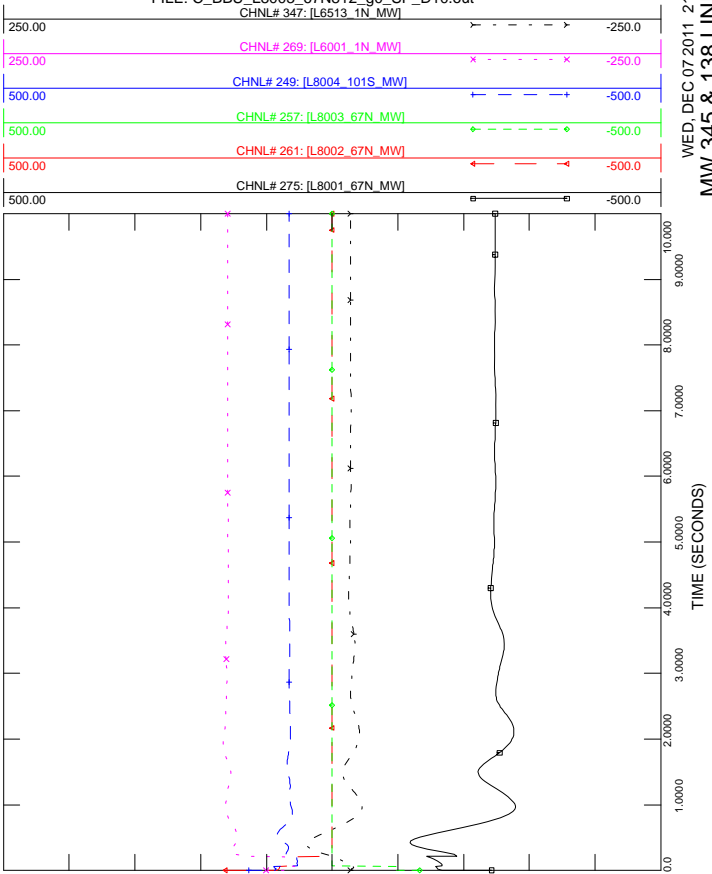
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g0_SP_D10.out



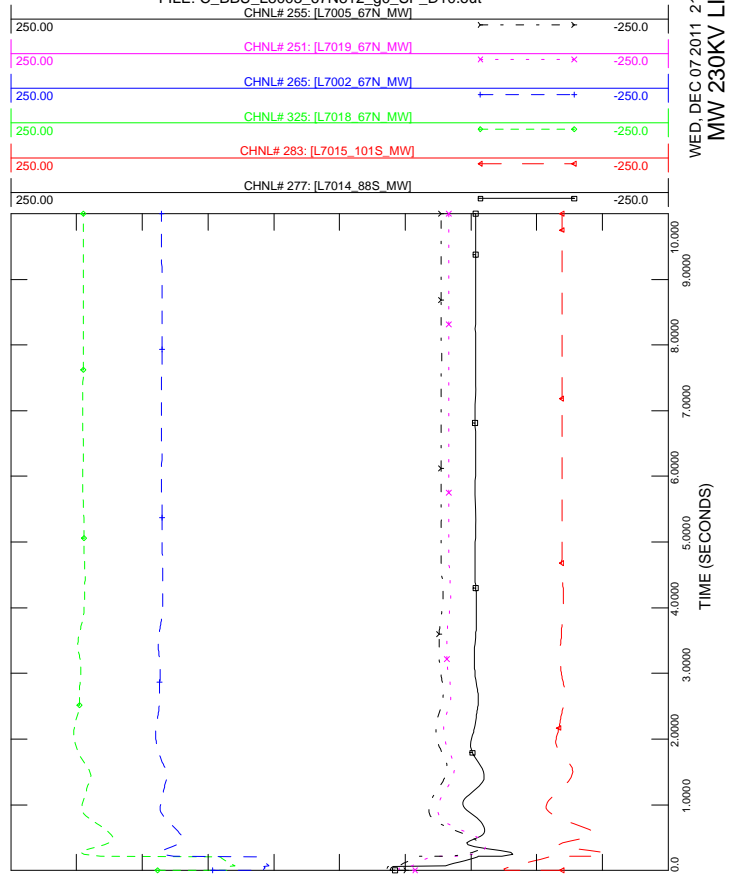
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

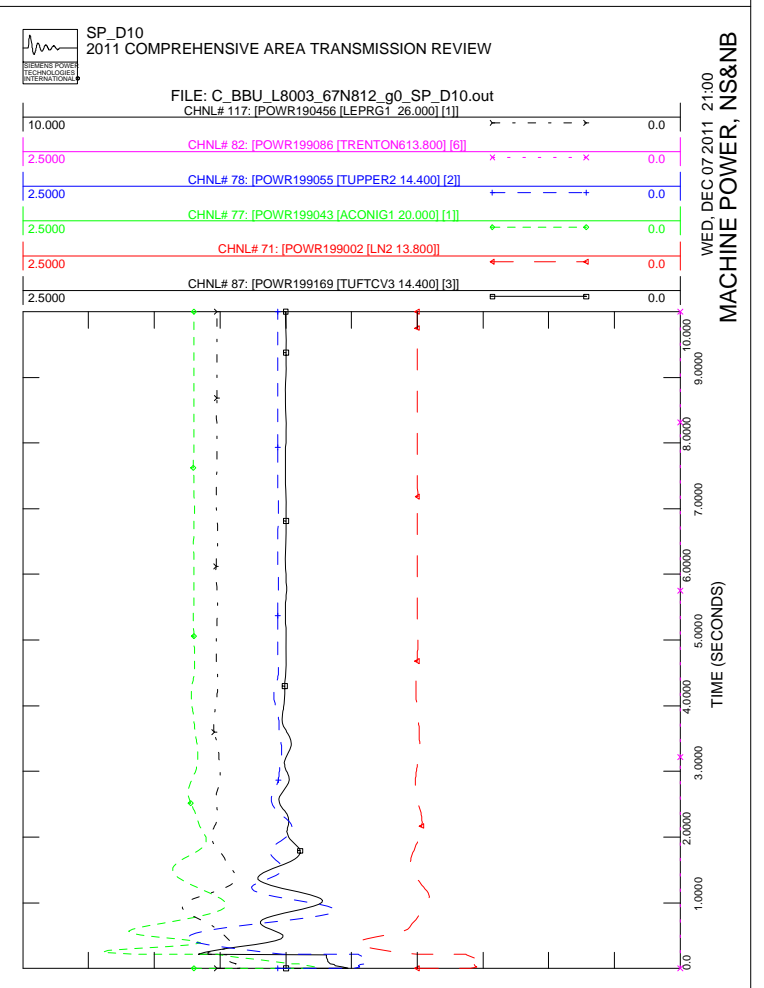
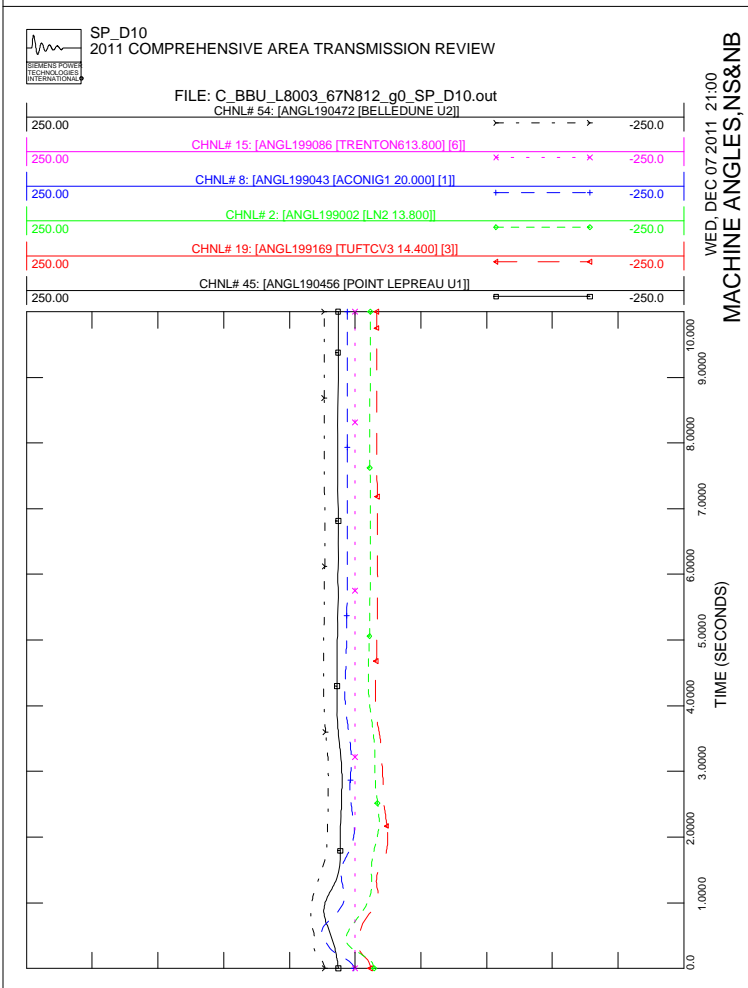
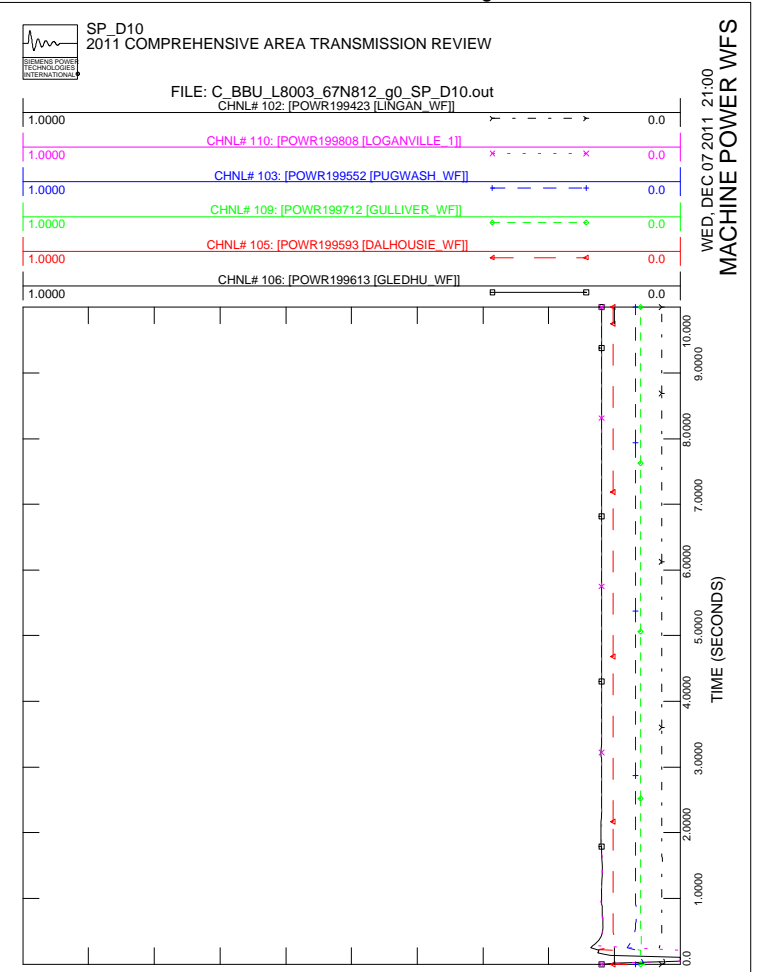
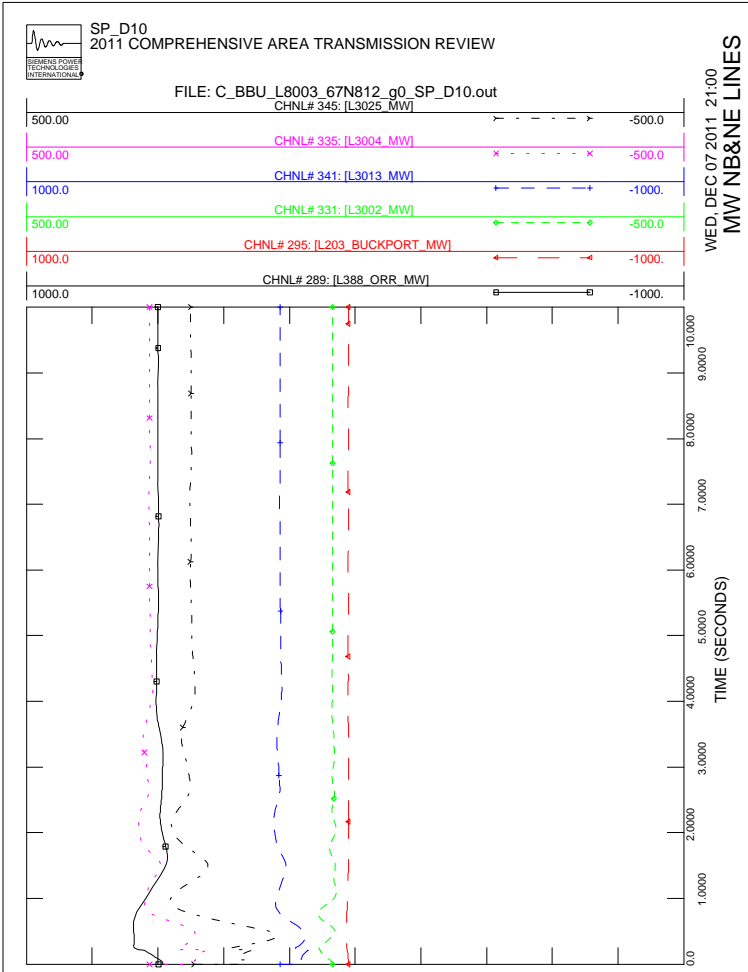
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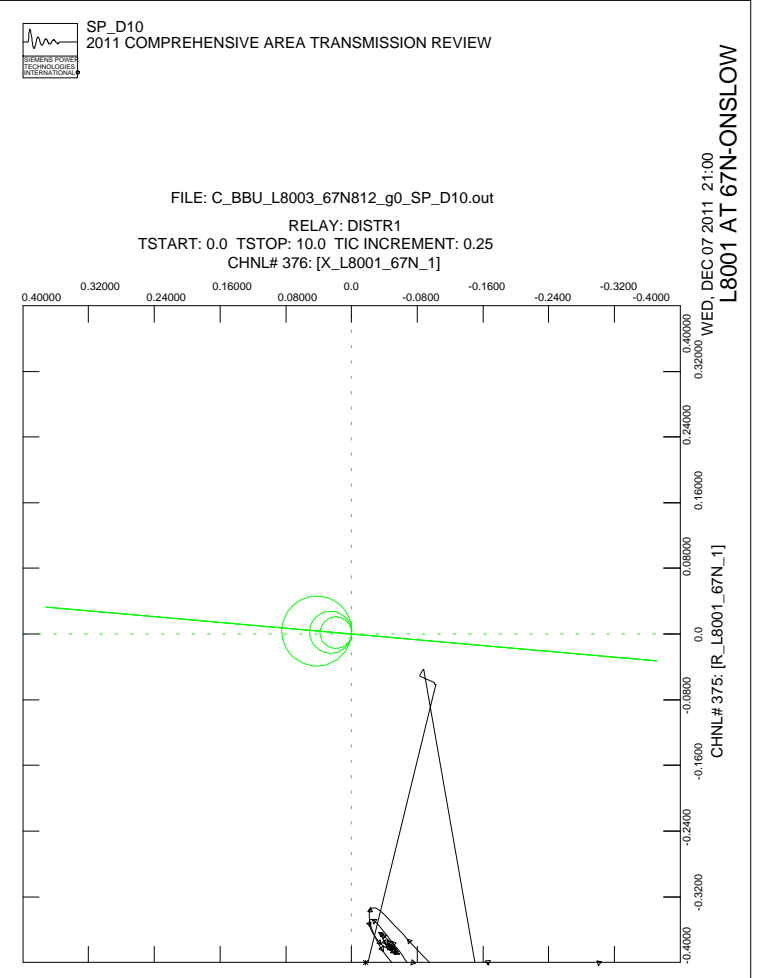
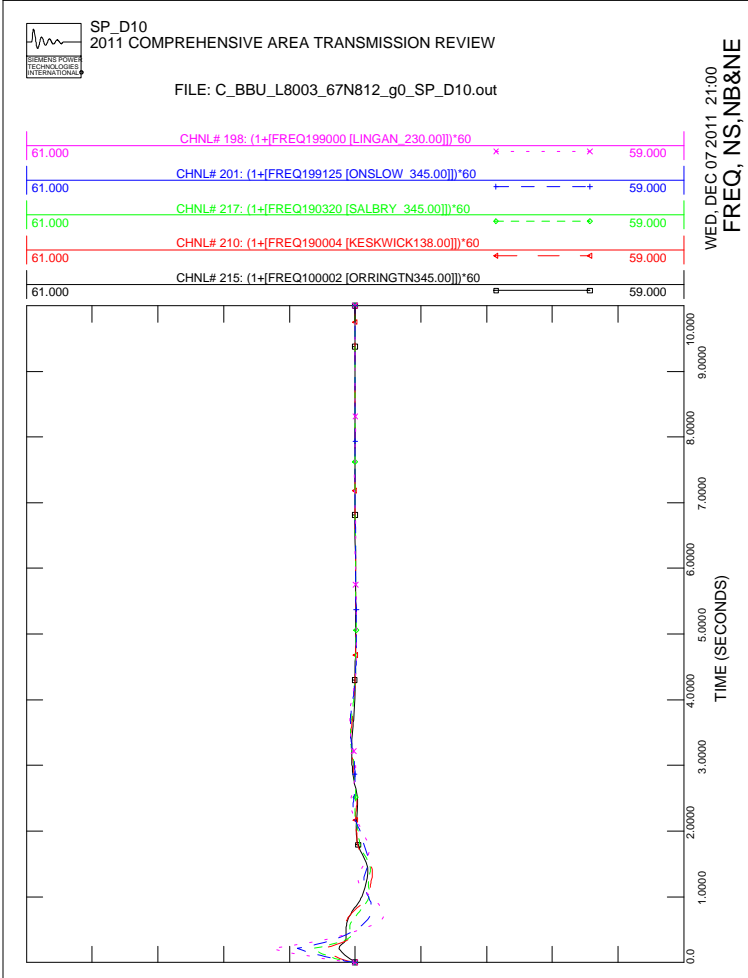
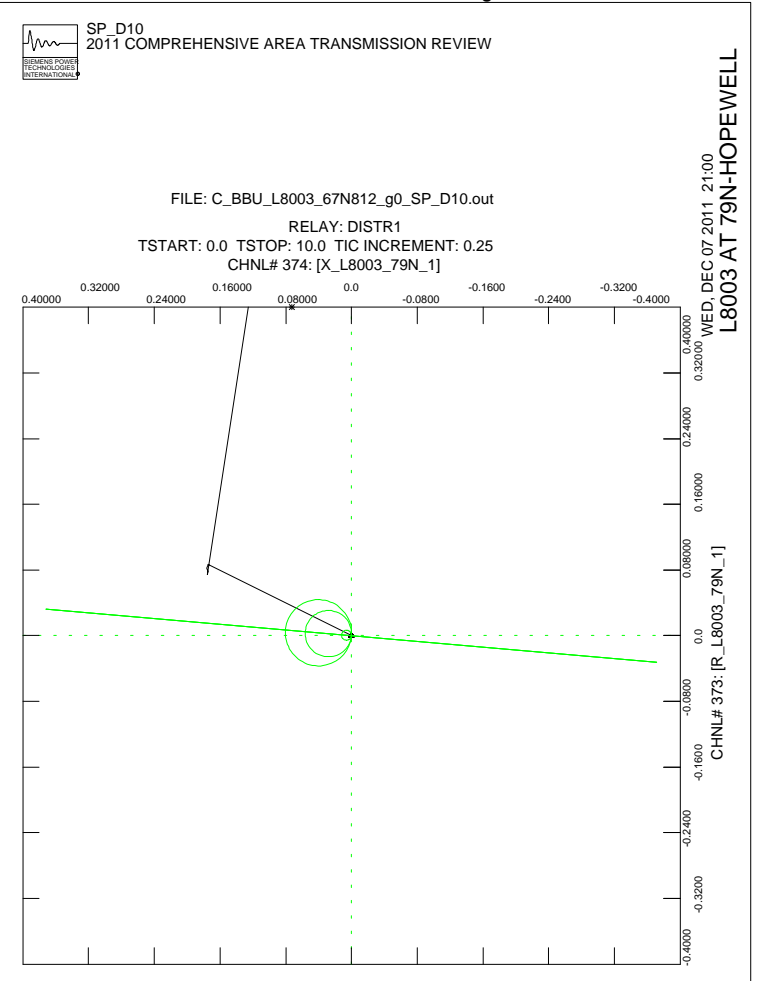
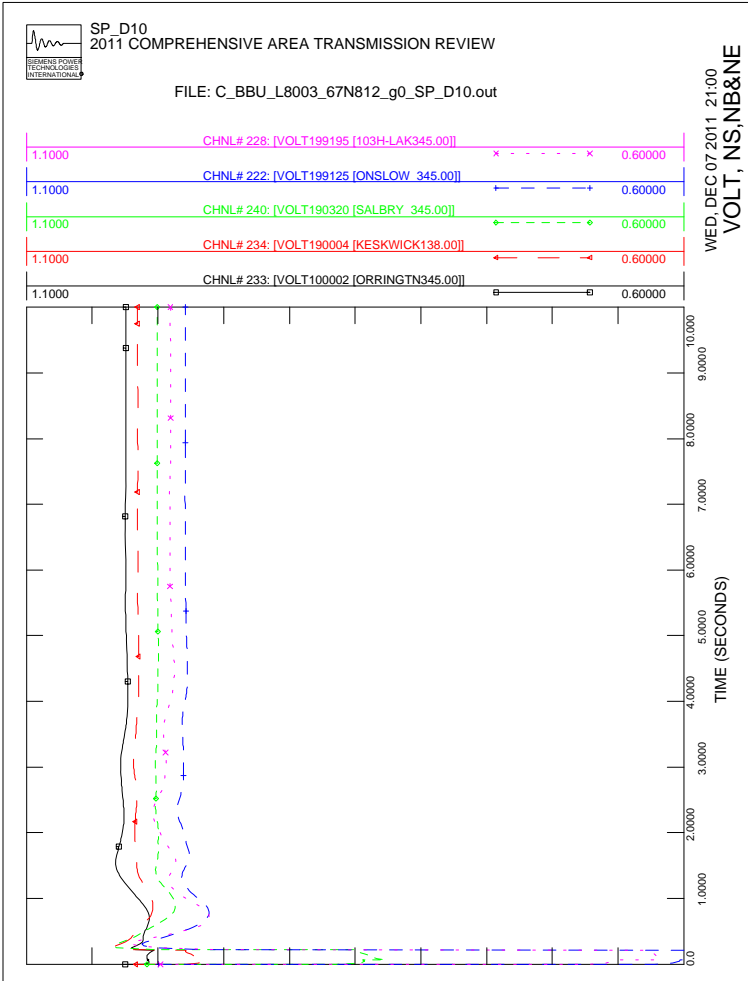


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g0_SP_D10.out



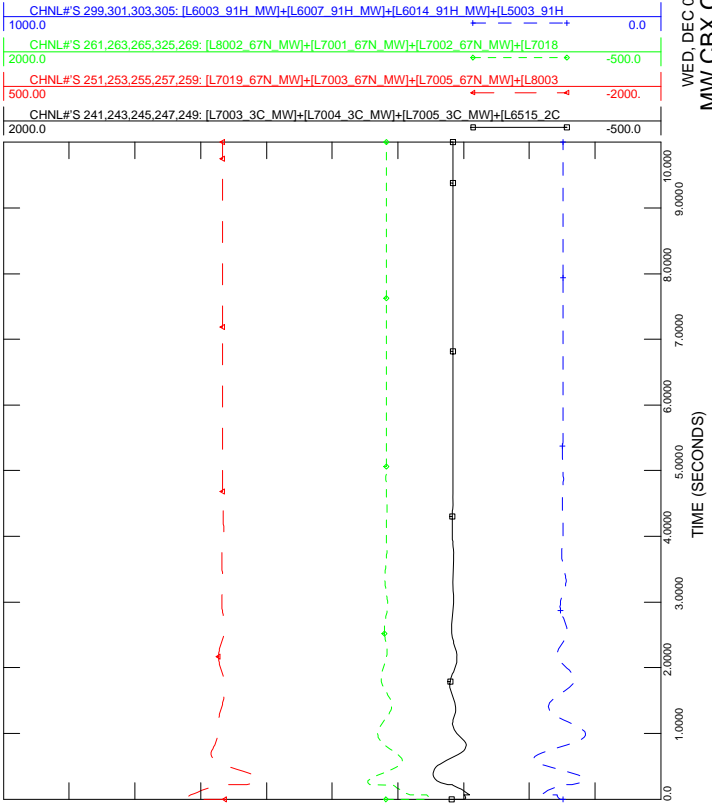






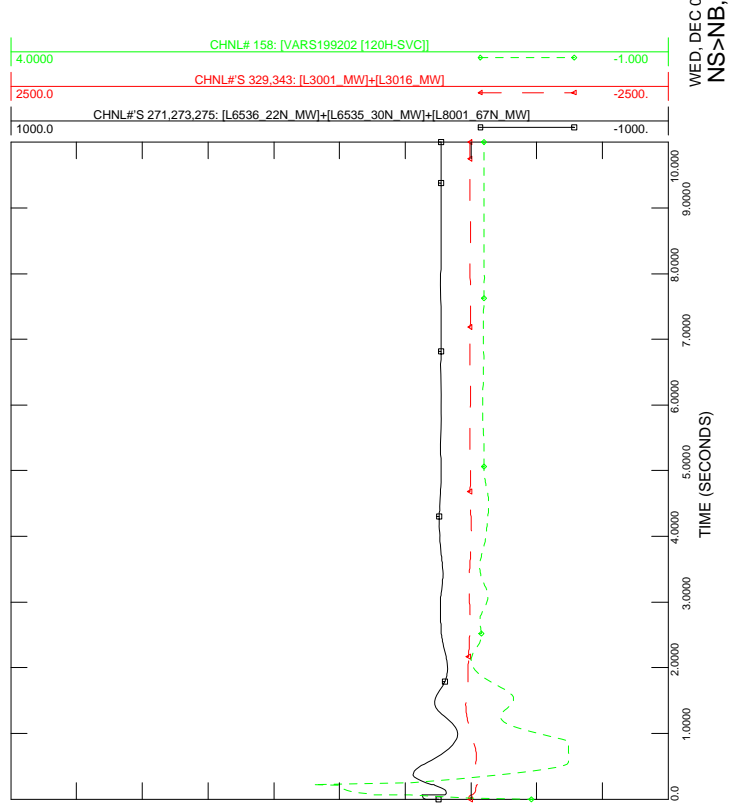
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out



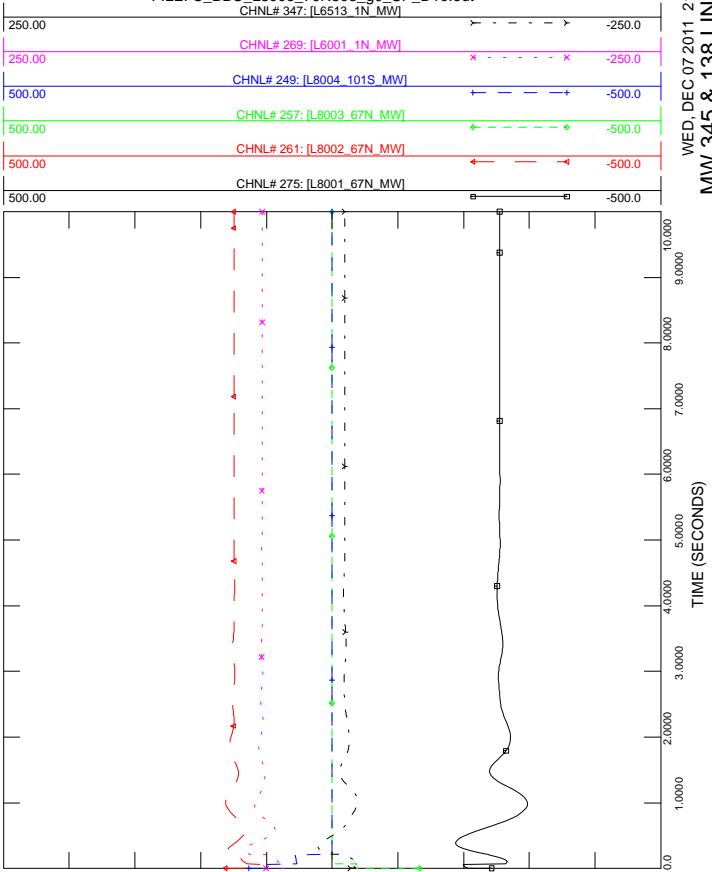
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out



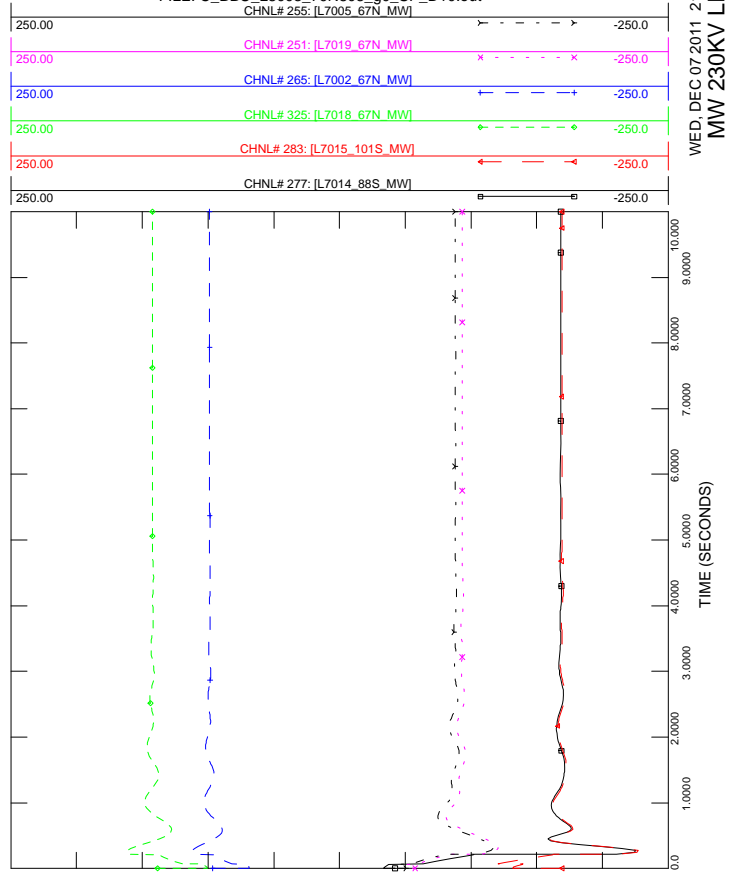
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

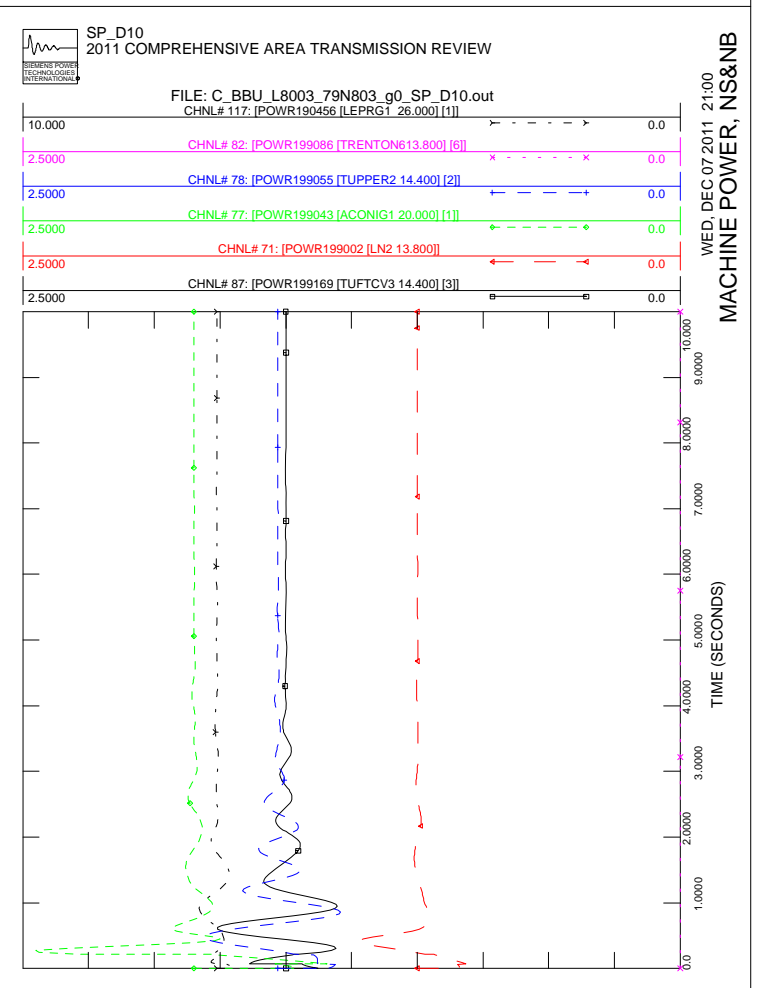
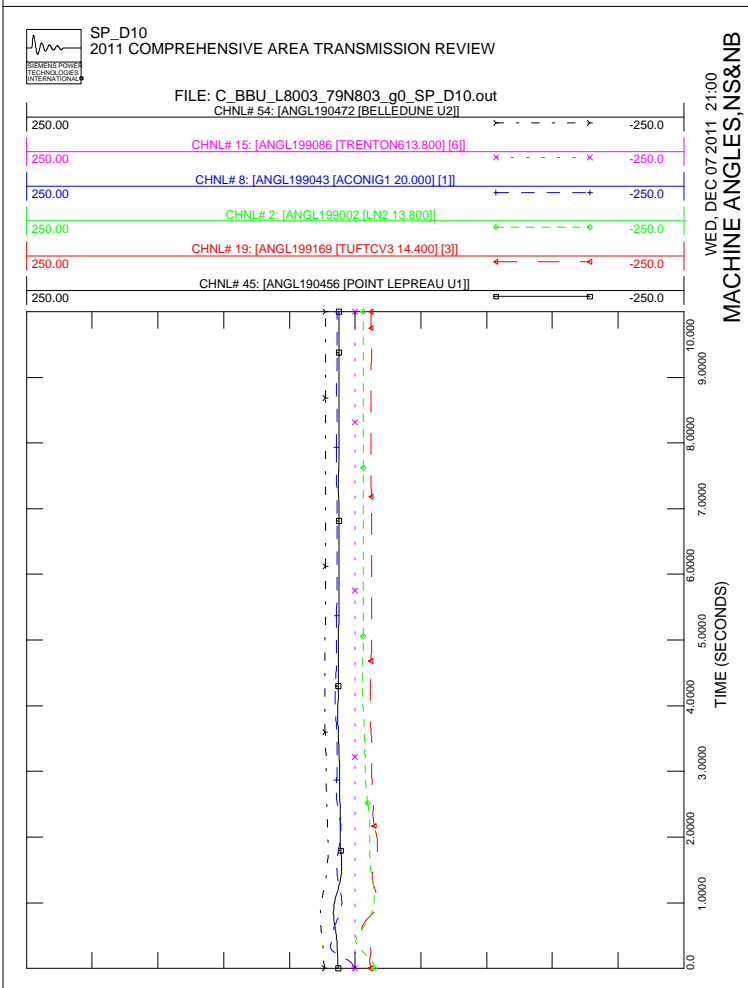
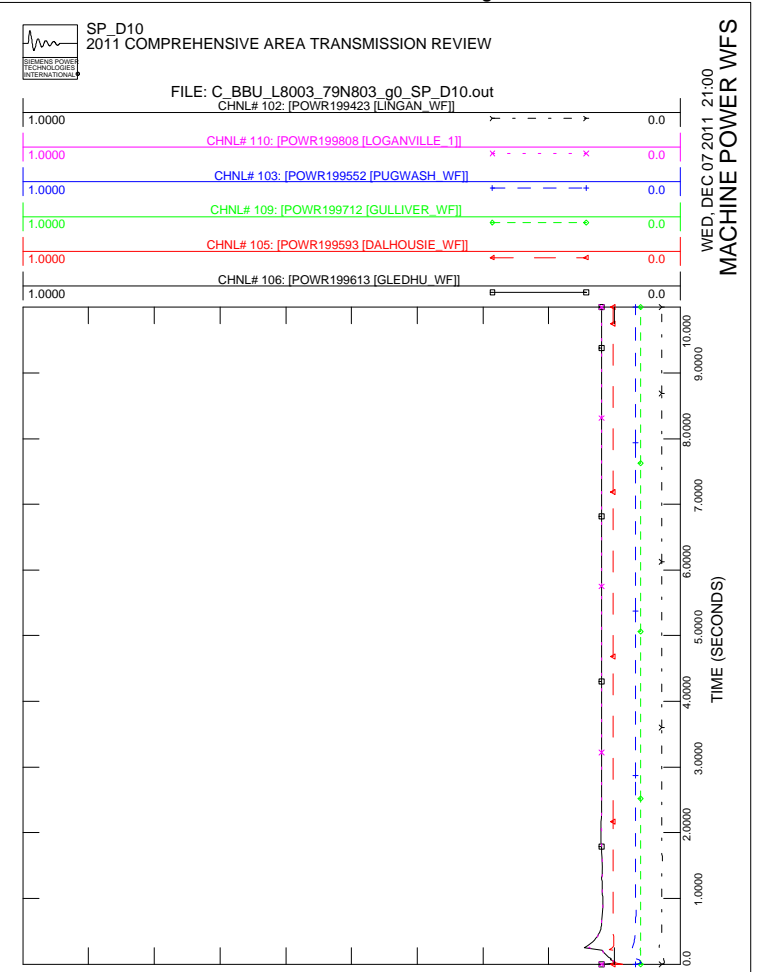
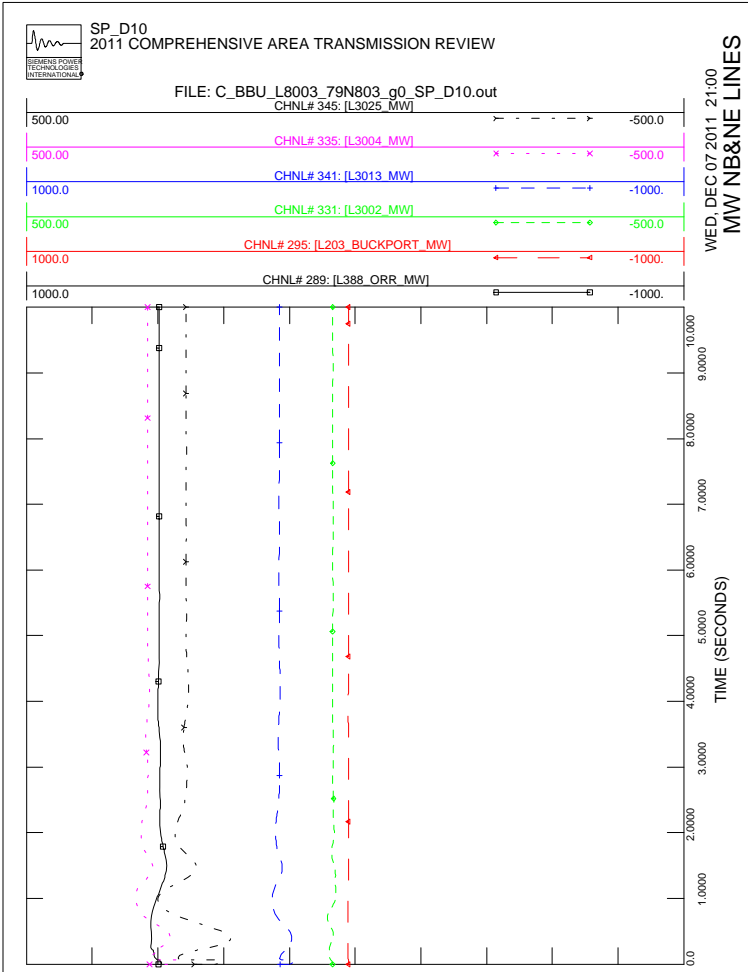
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out

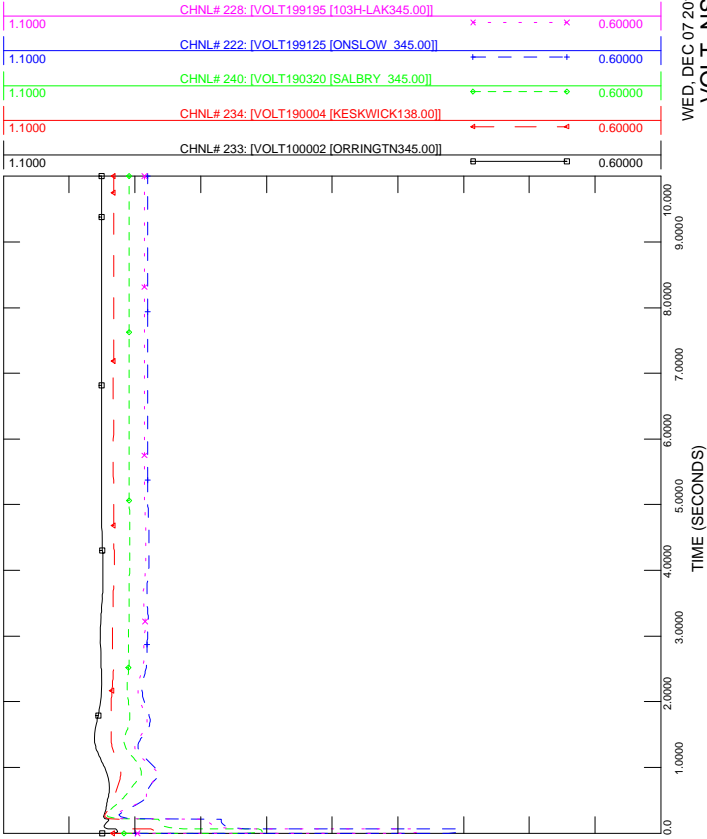






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out

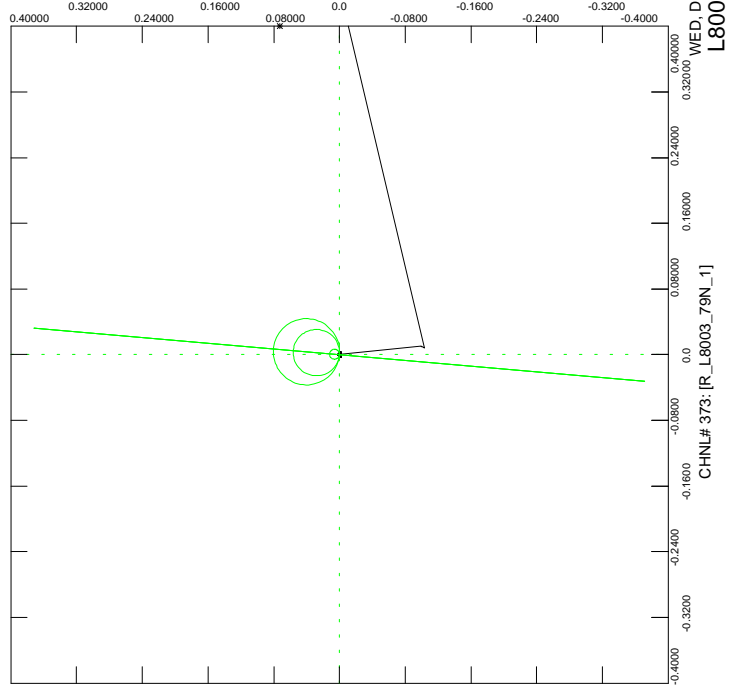


WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

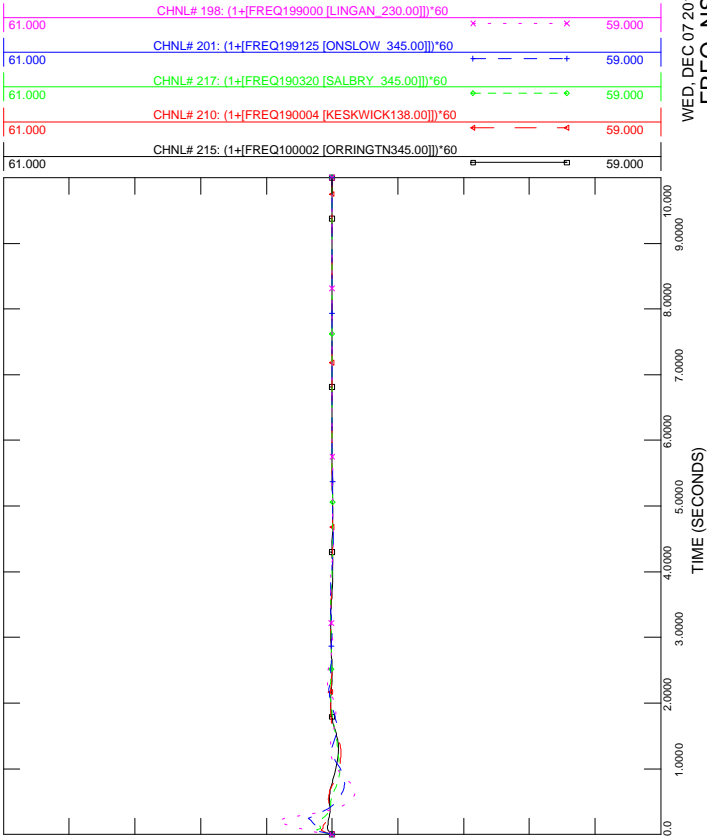


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out

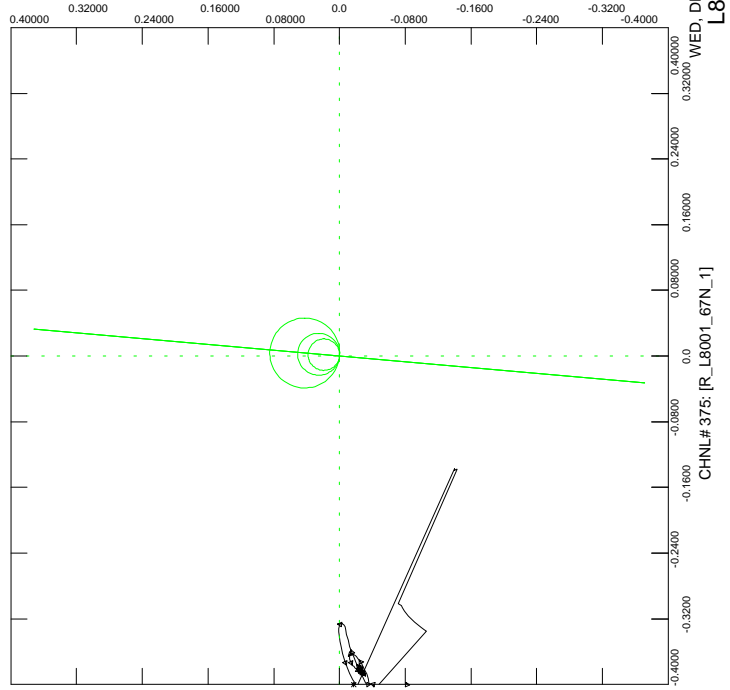


WED, DEC 07 2011 21:00
FREQ, NS, NB&NE

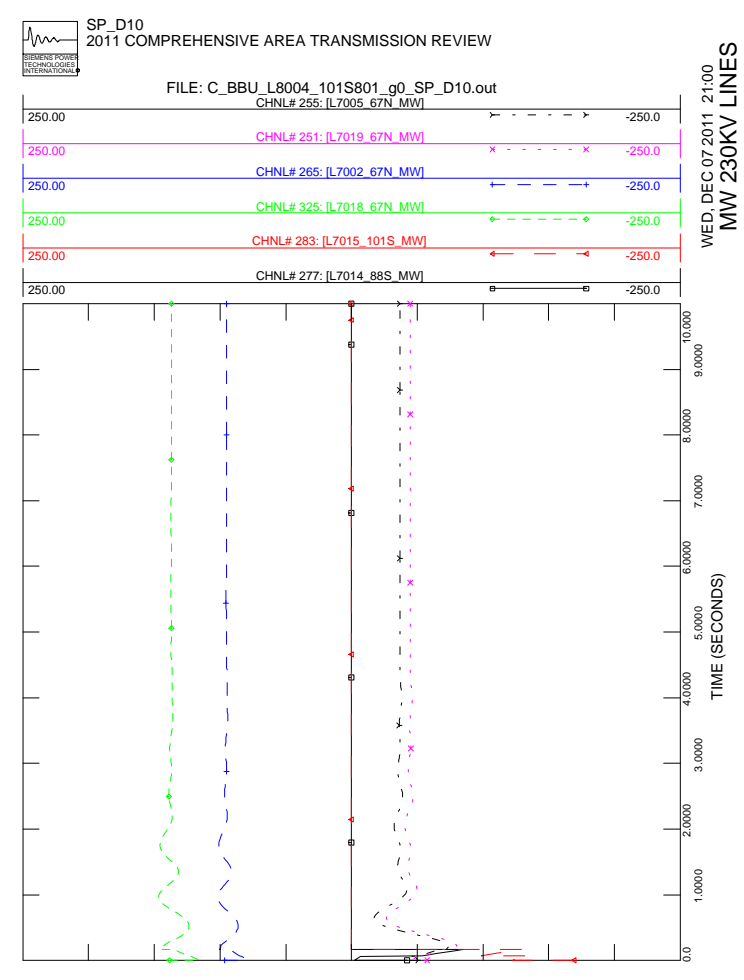
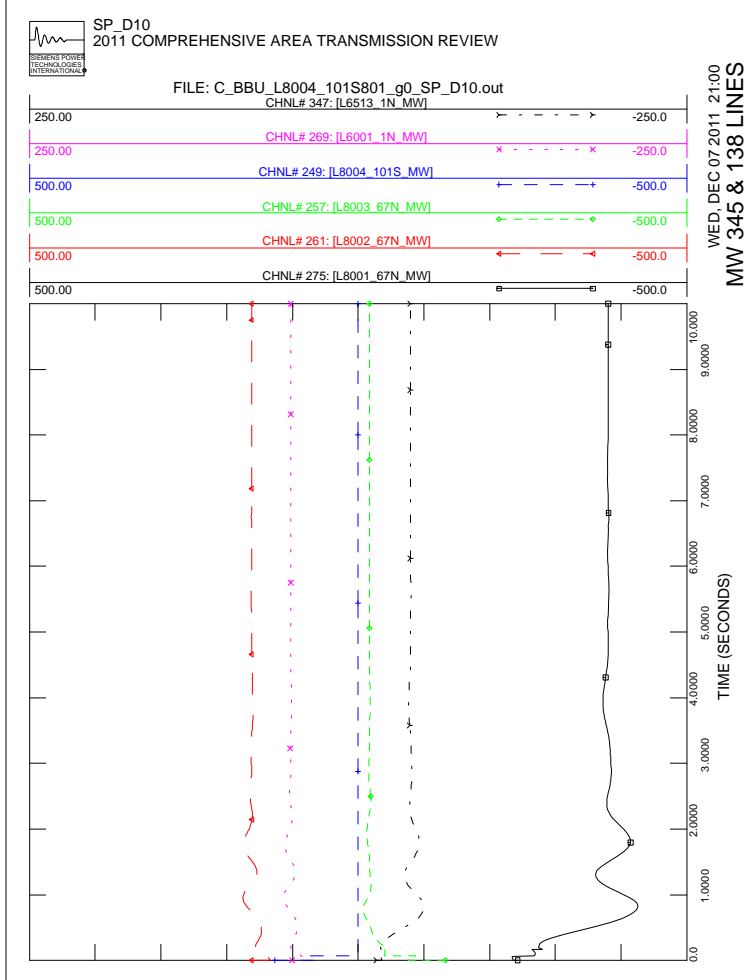
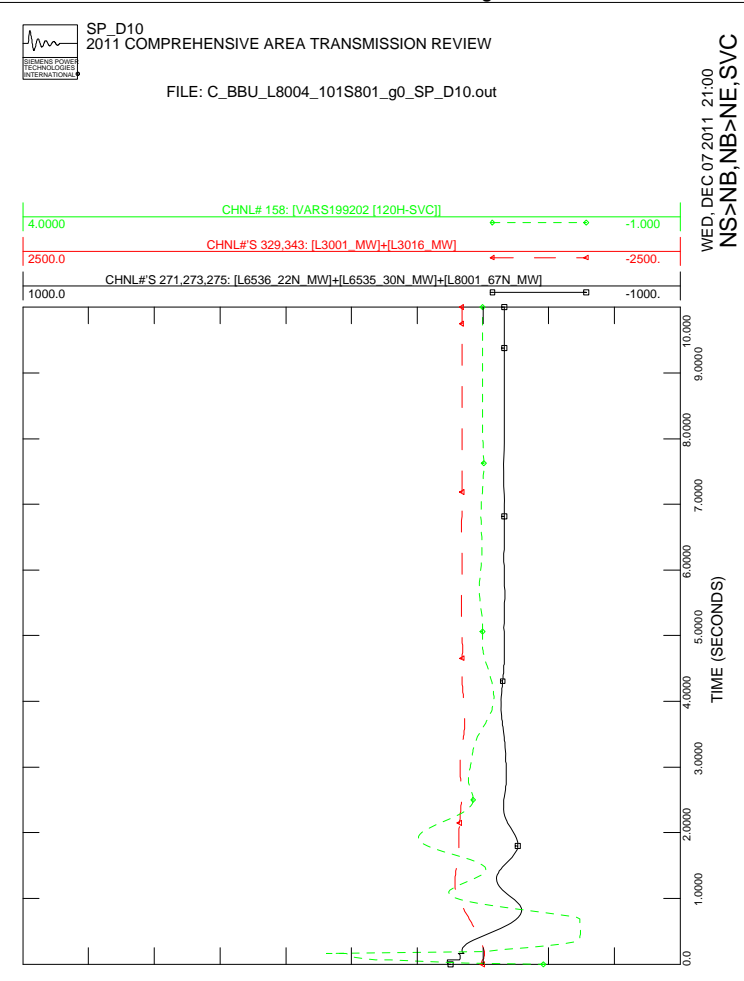
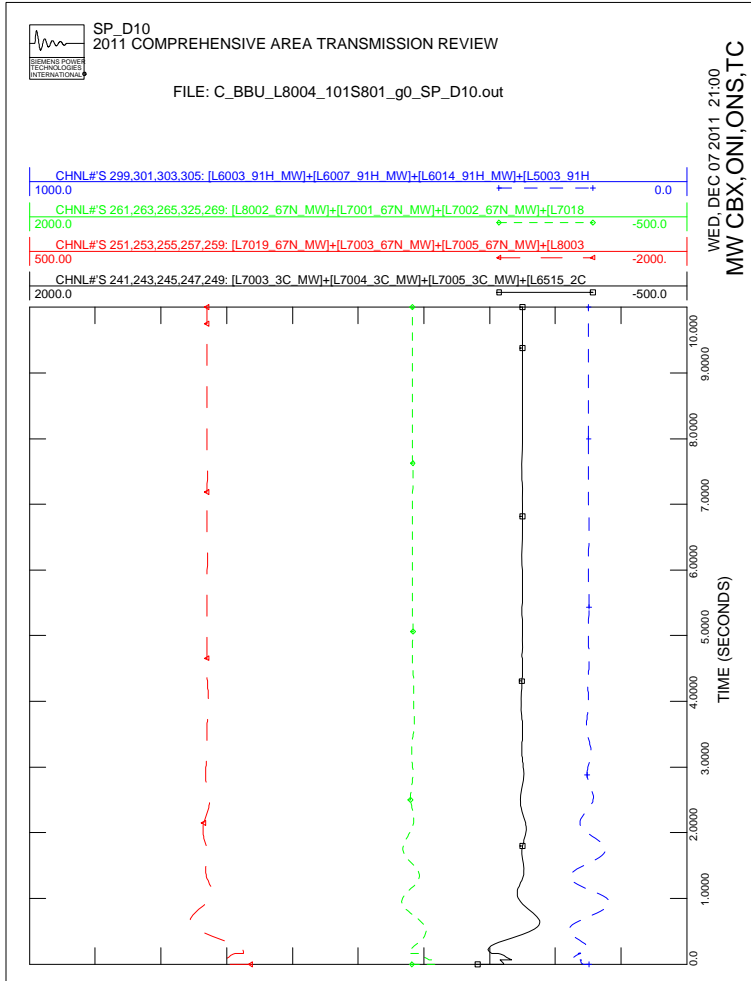


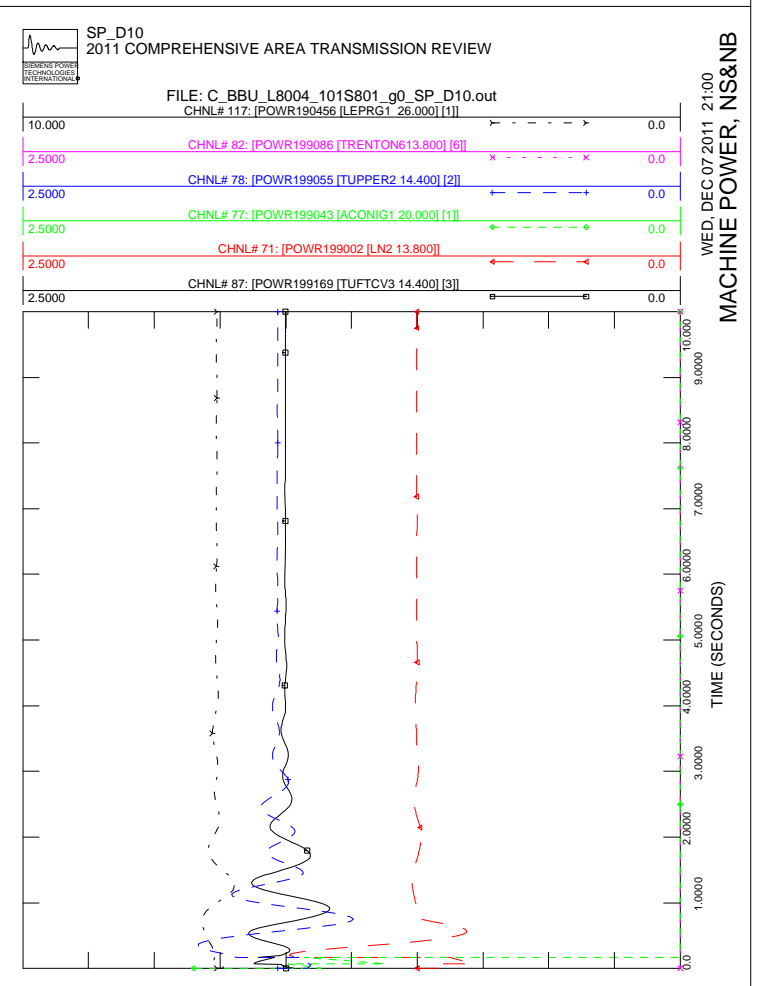
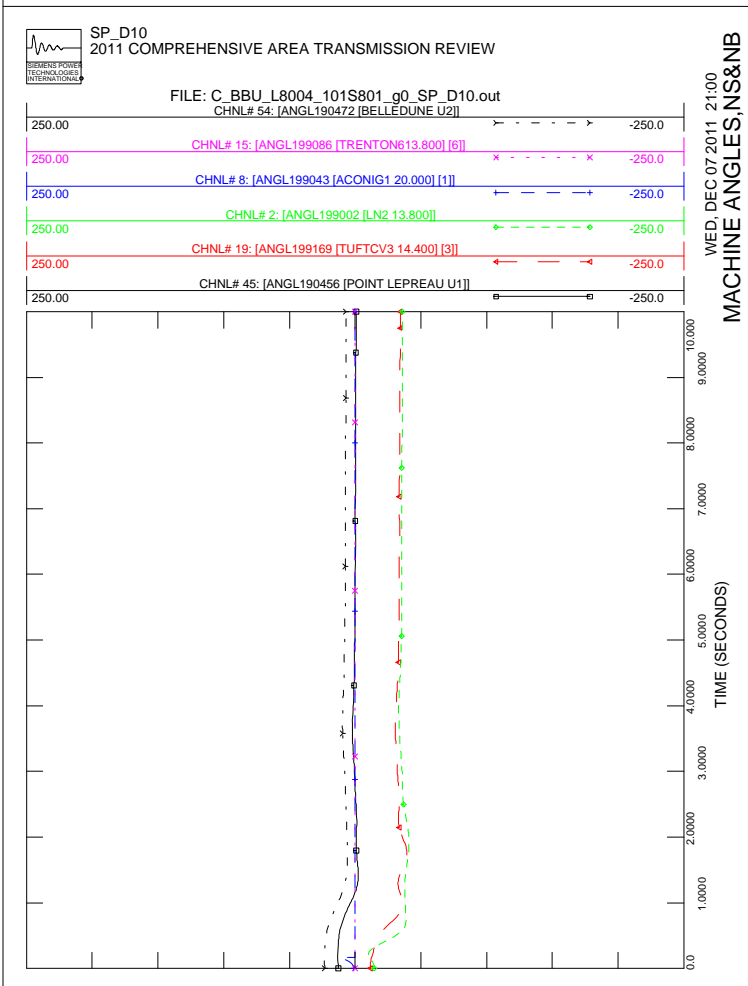
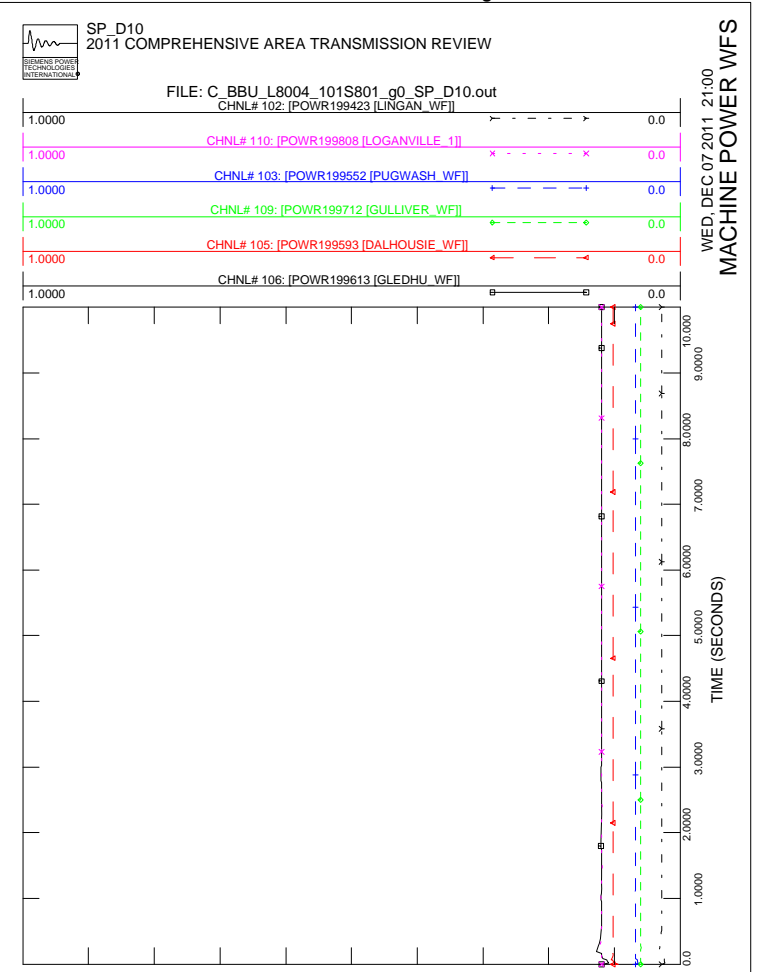
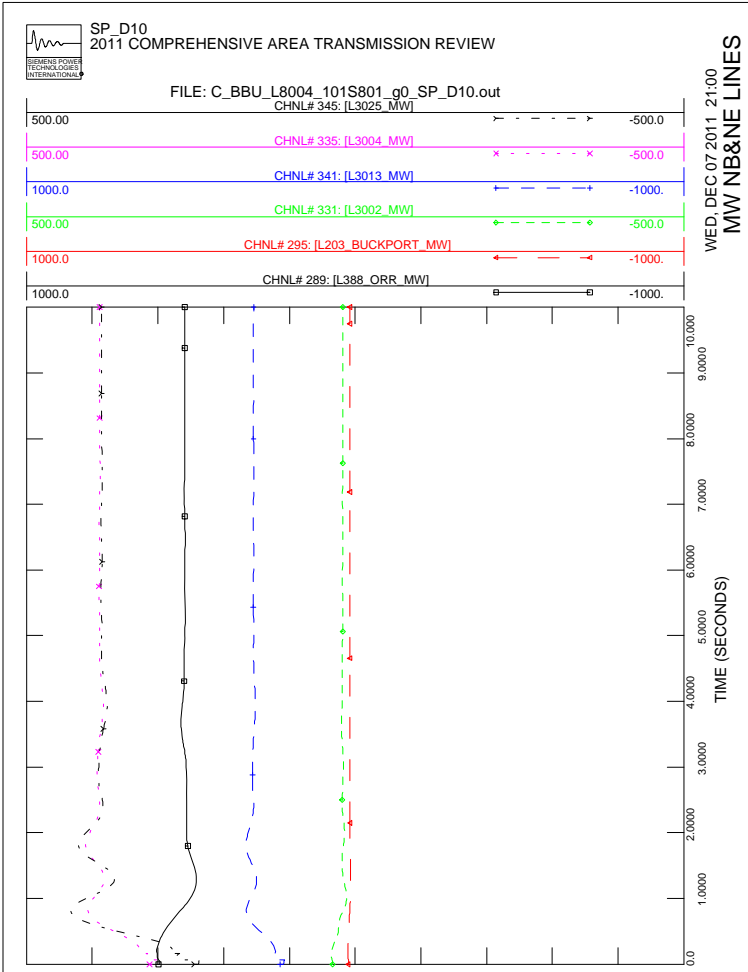
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLow

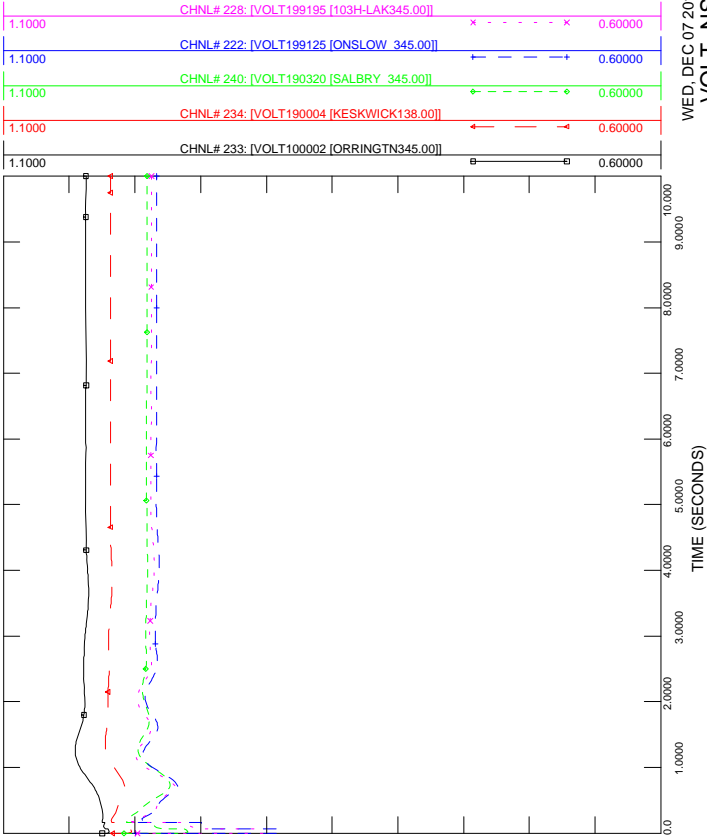






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_SP_D10.out



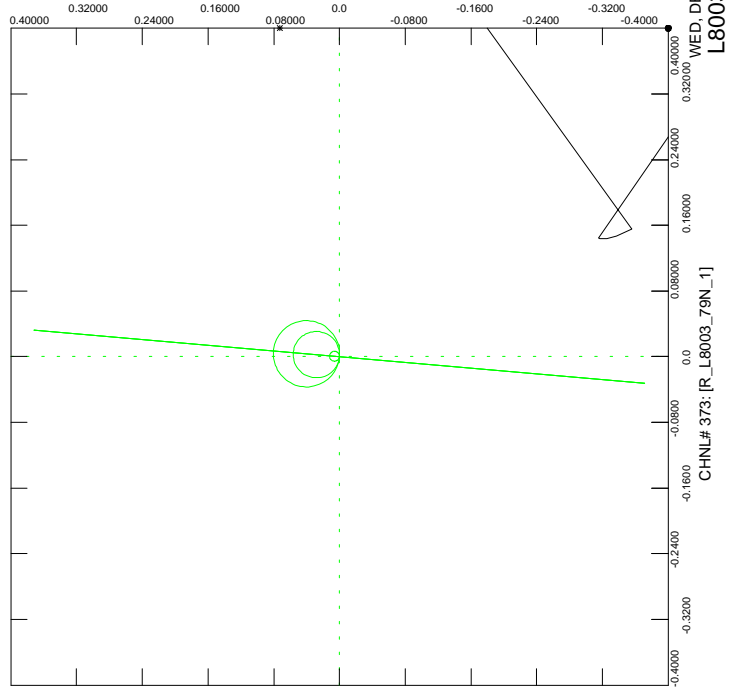
WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

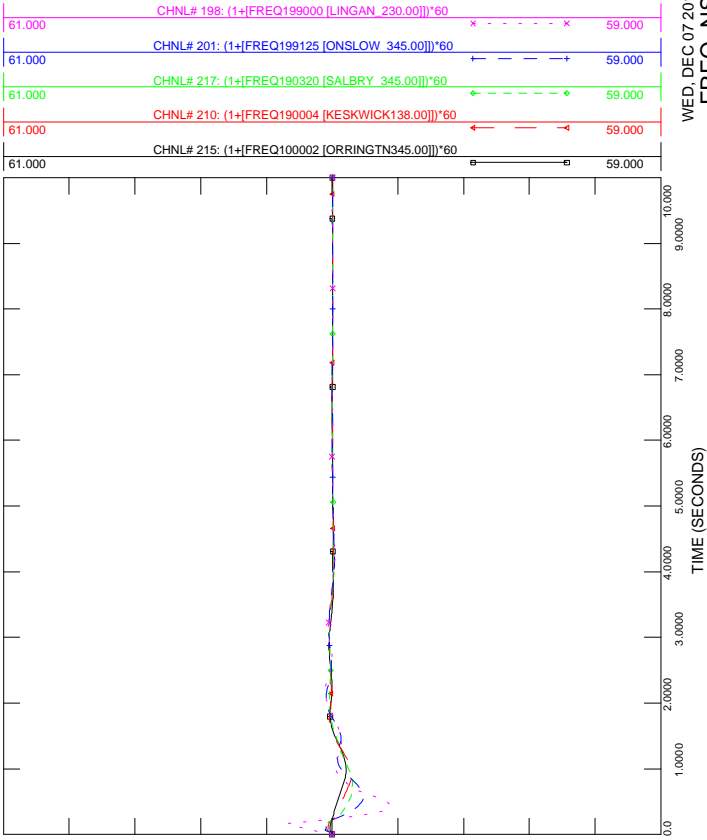


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_SP_D10.out



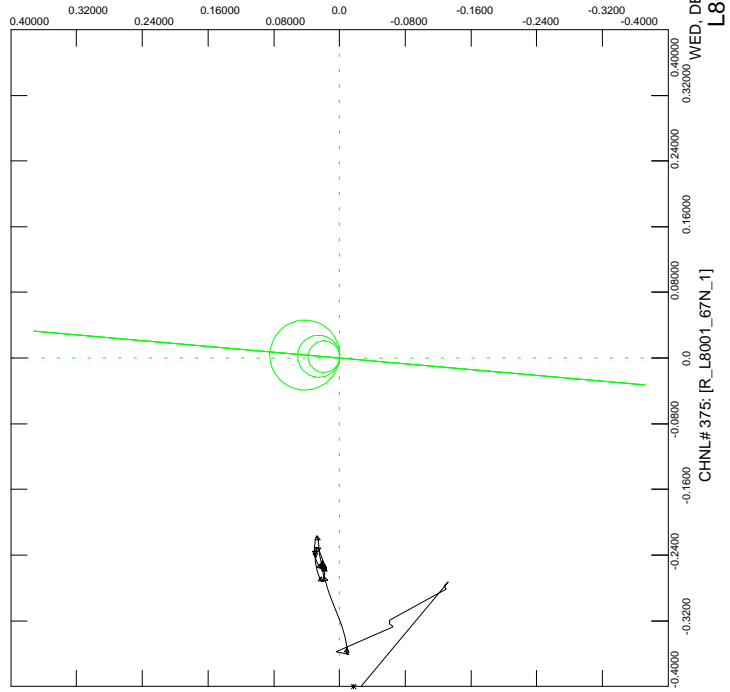
WED, DEC 07 2011 21:00
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

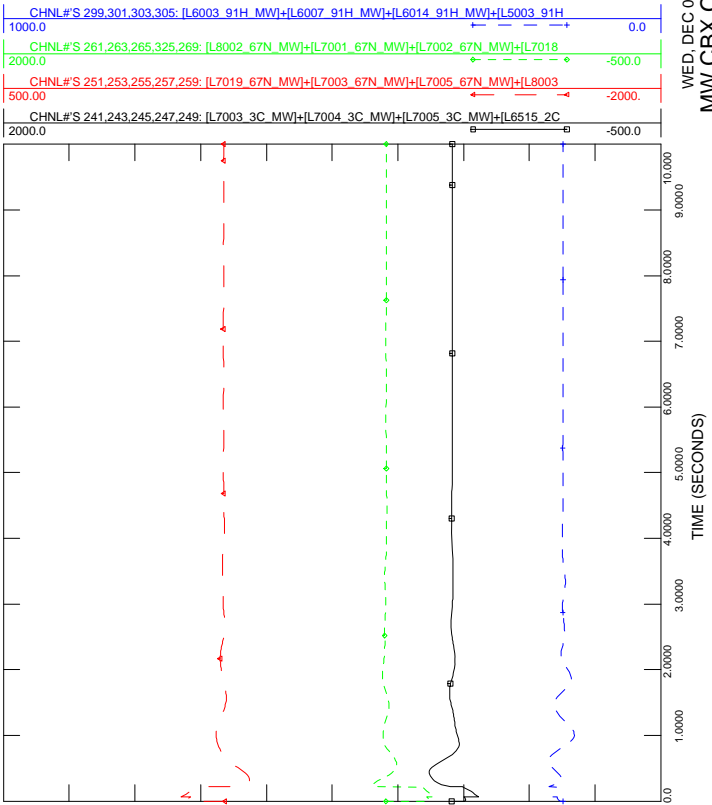


WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLow



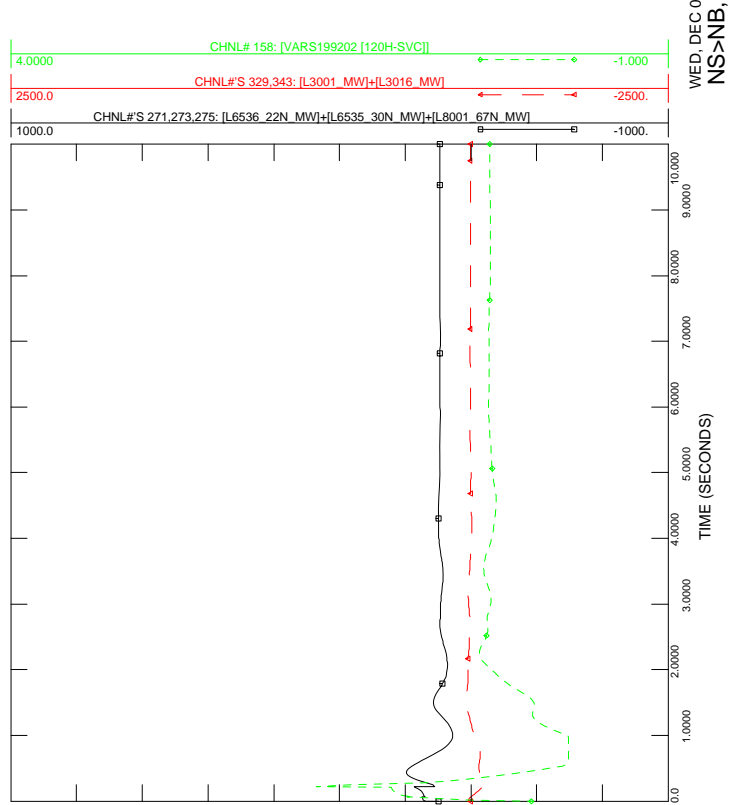
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g0_SP_D10.out



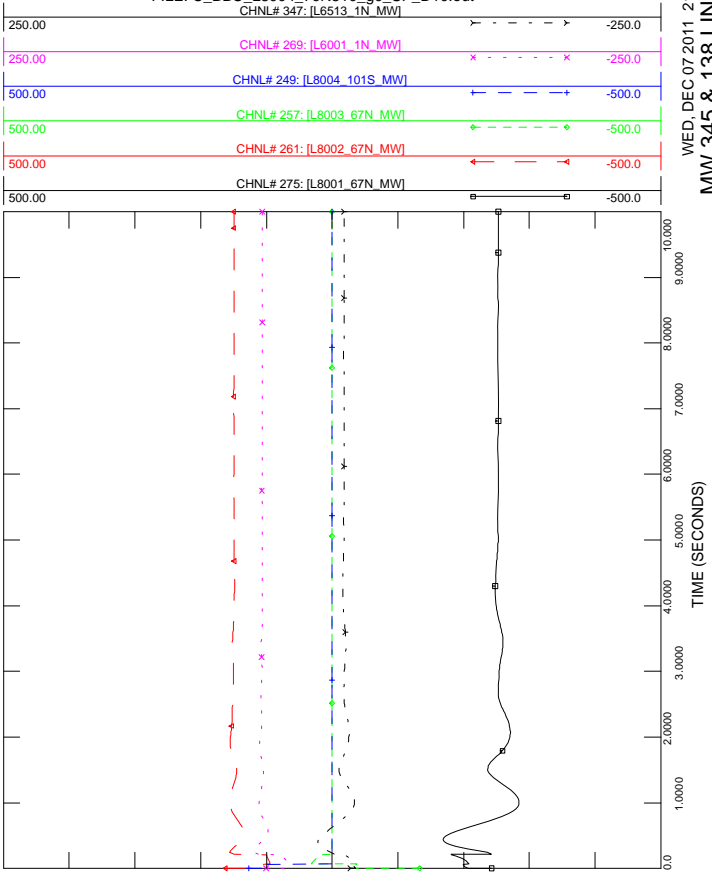
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g0_SP_D10.out



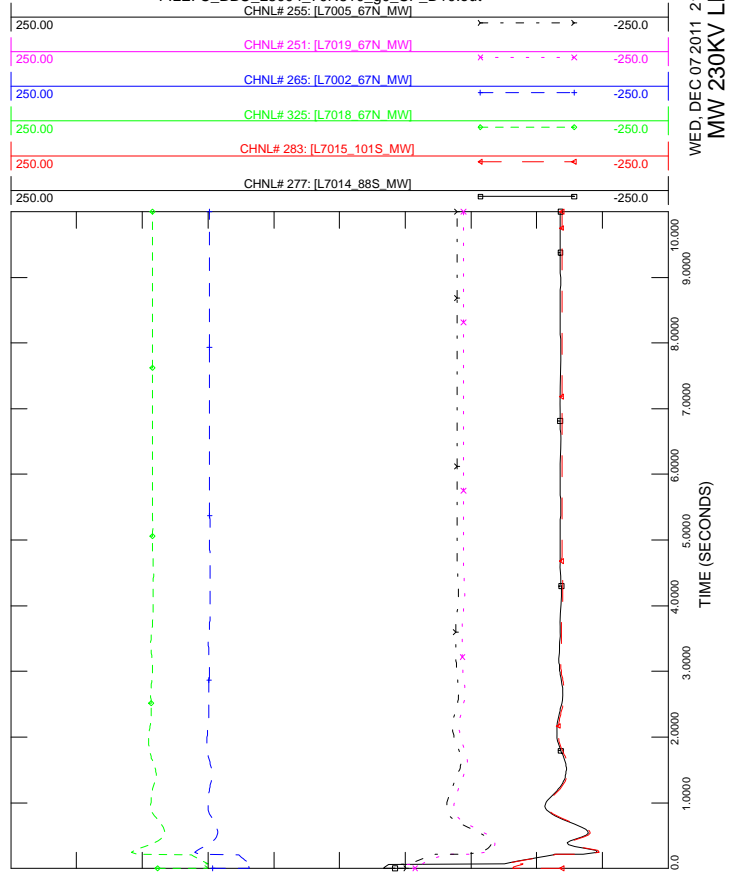
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

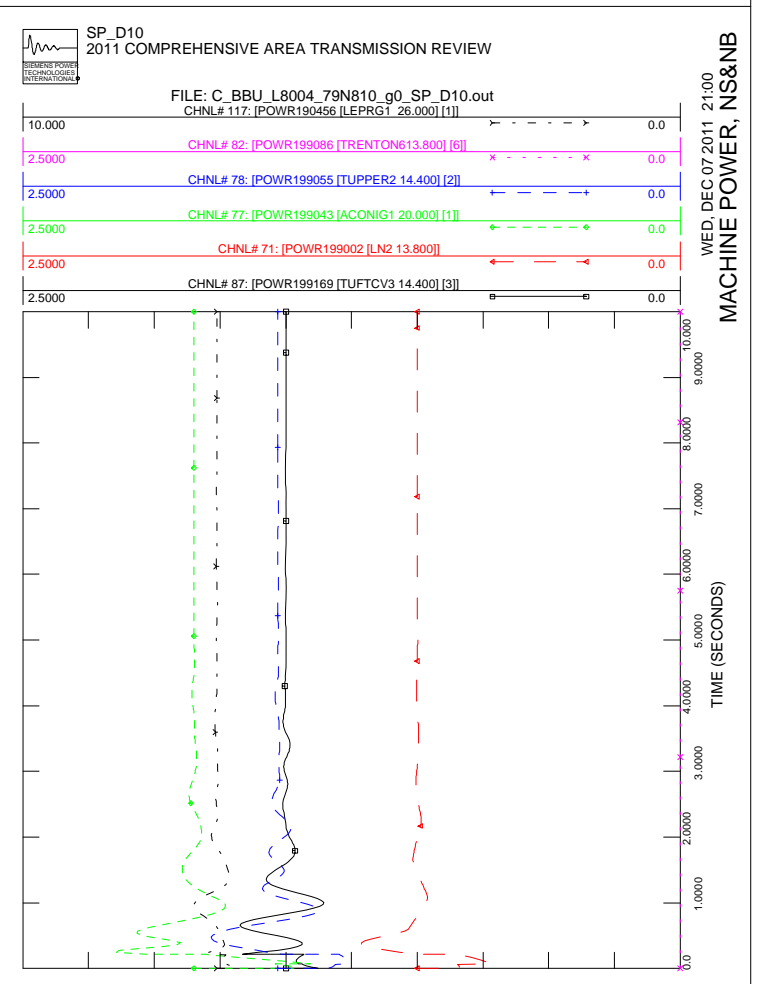
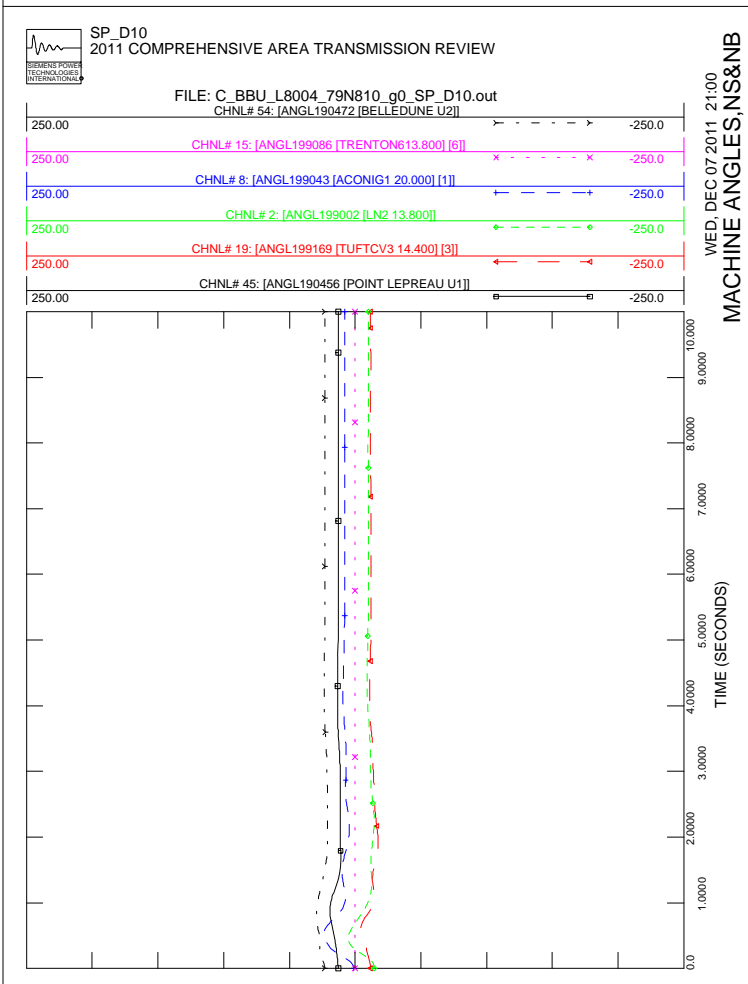
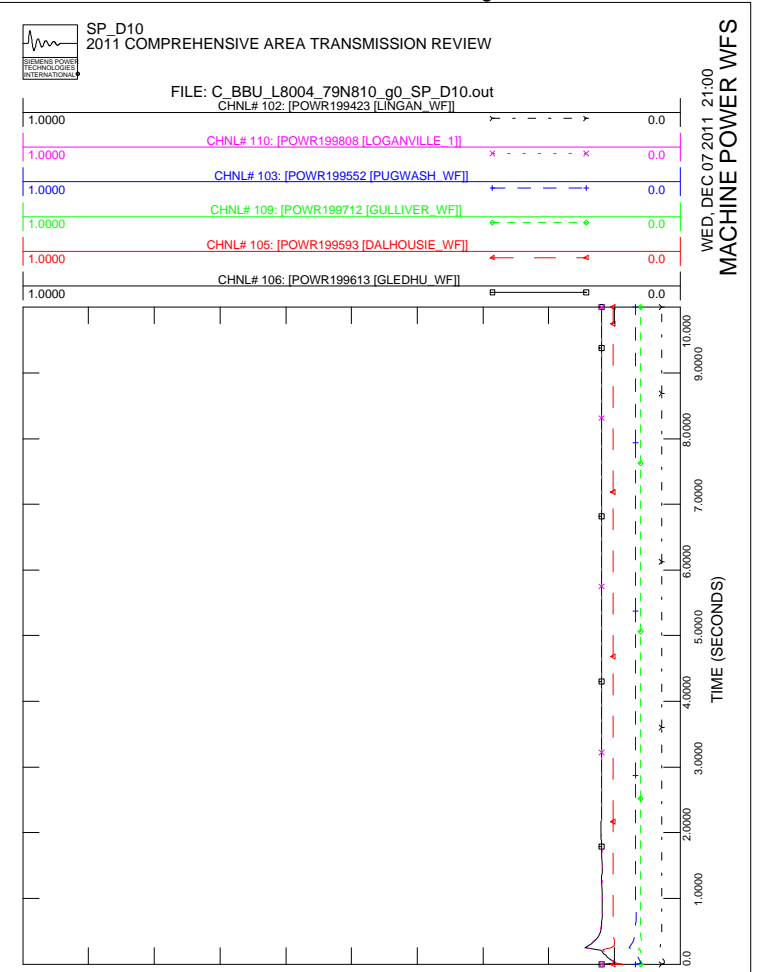
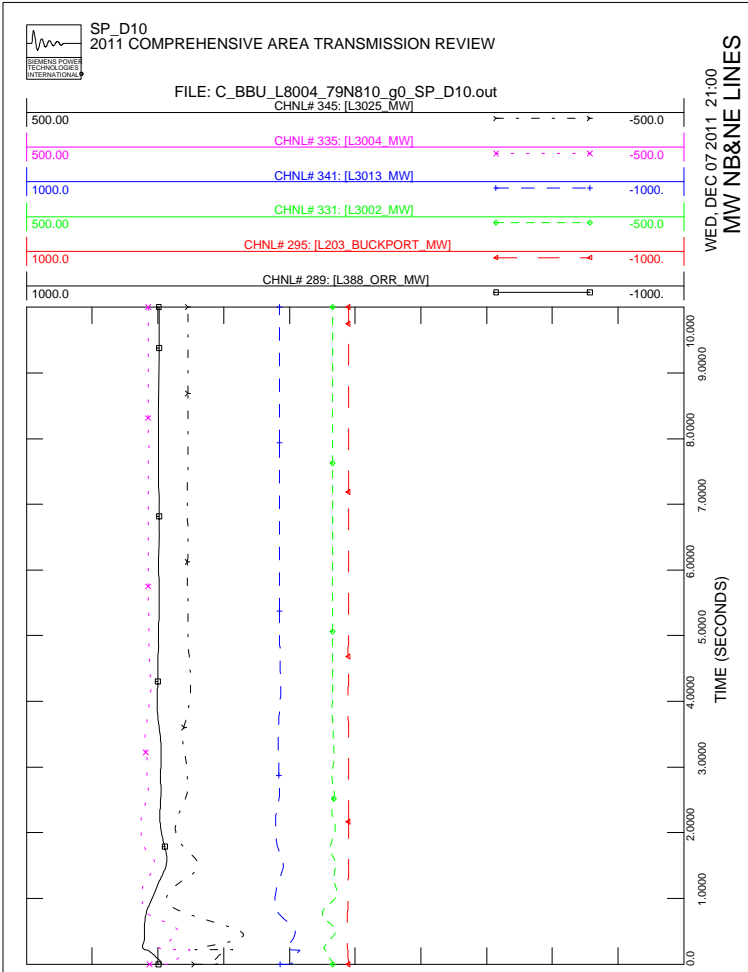
FILE: C_BBU_L8004_79N810_g0_SP_D10.out

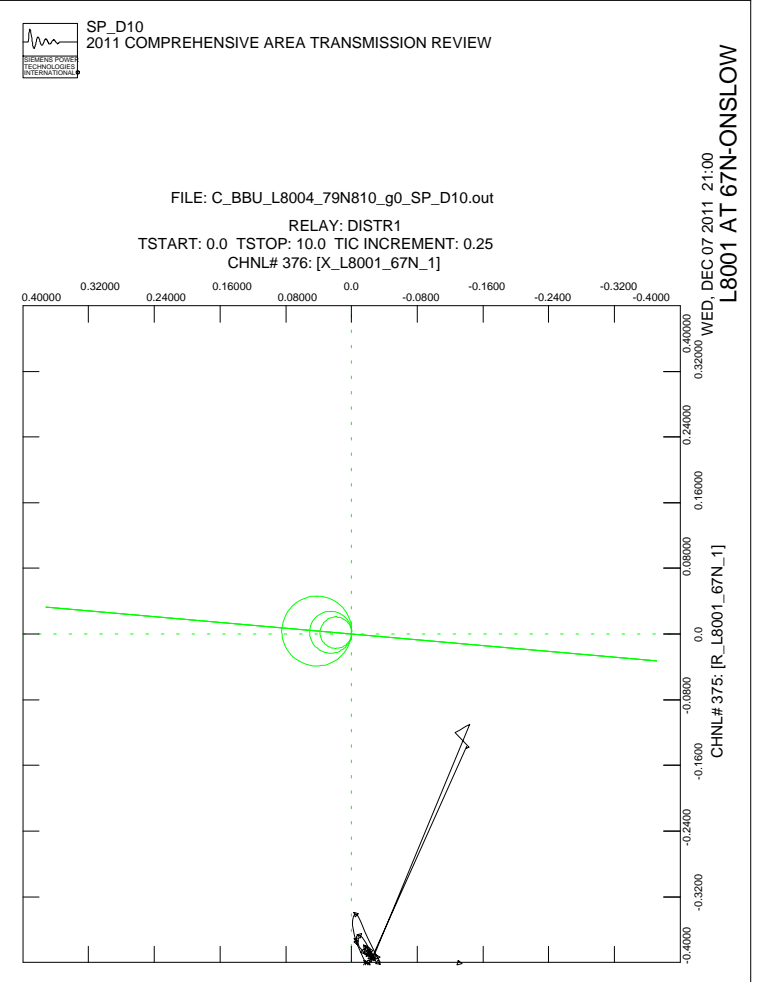
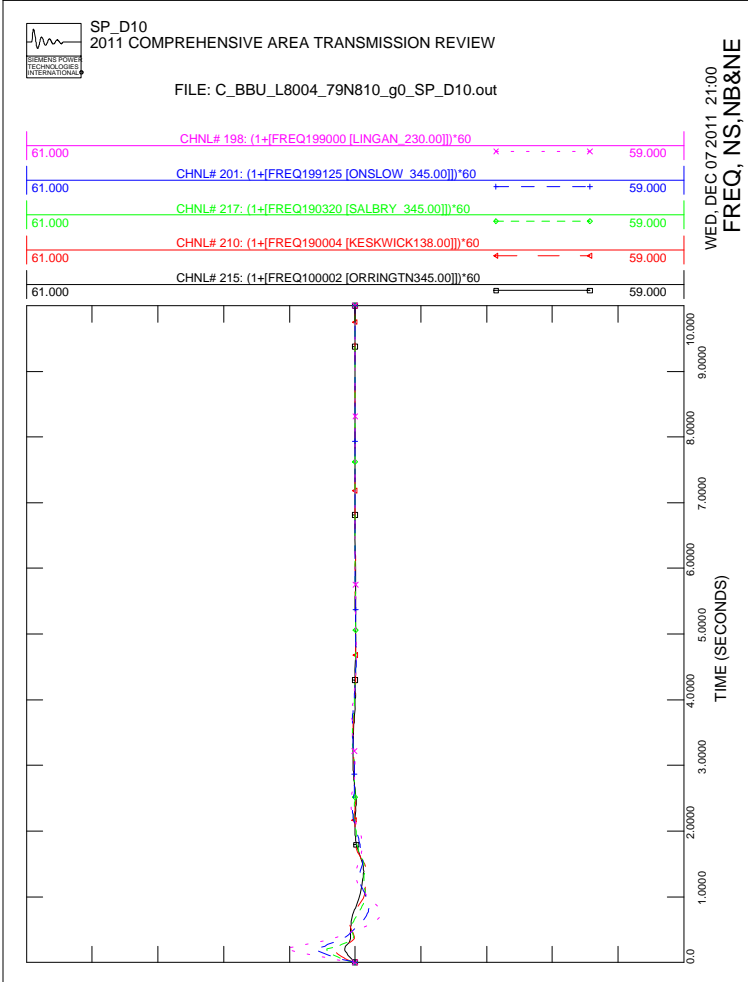
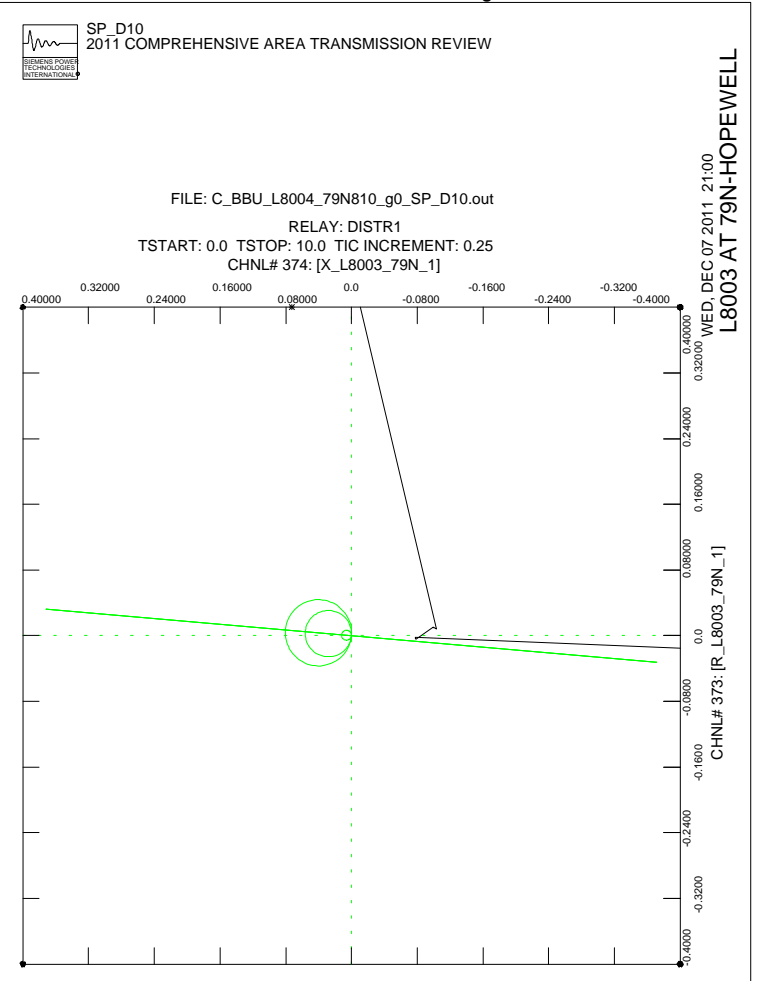
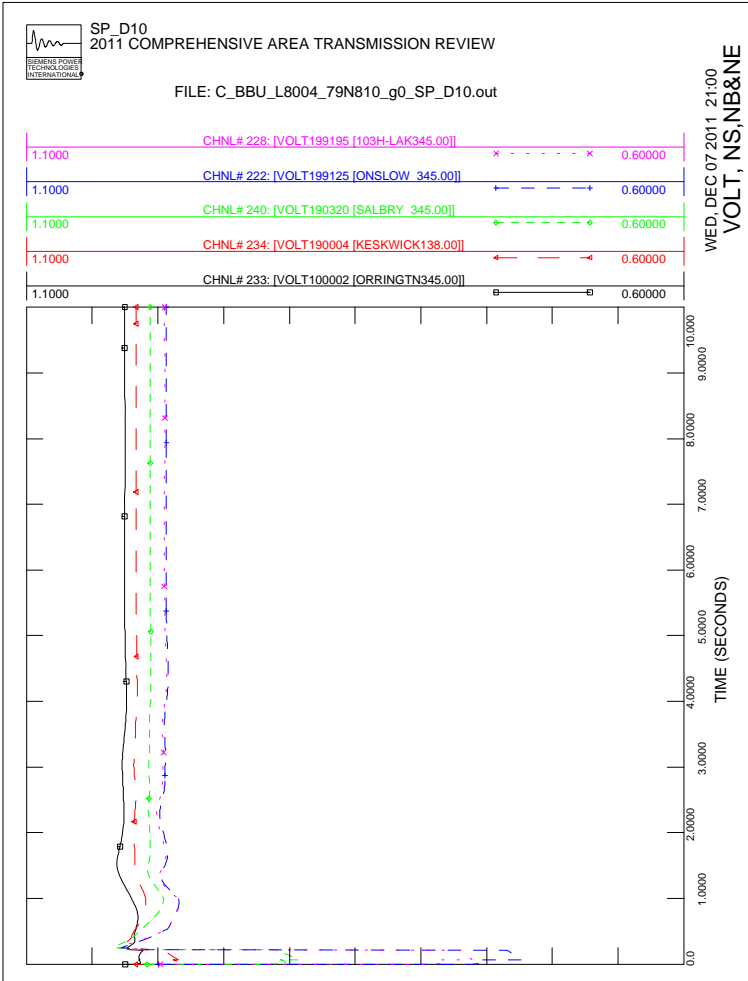


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_79N810_g0_SP_D10.out



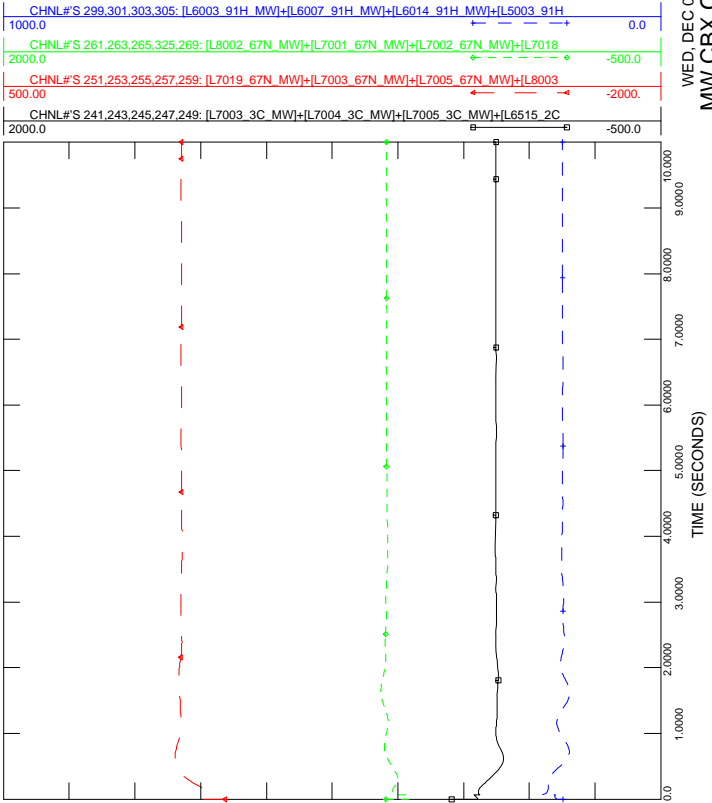






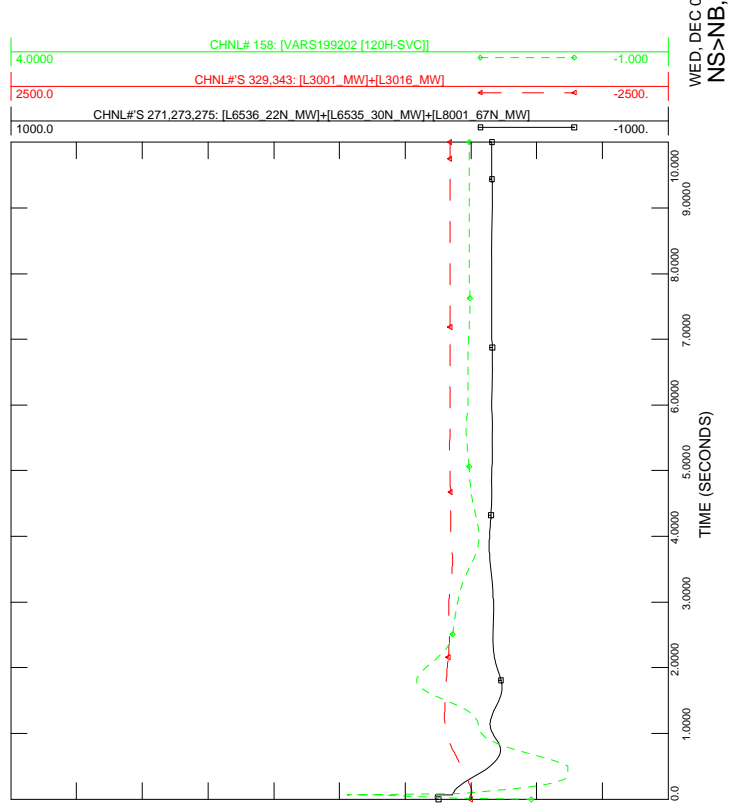
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S701_g0_SP_D10.out



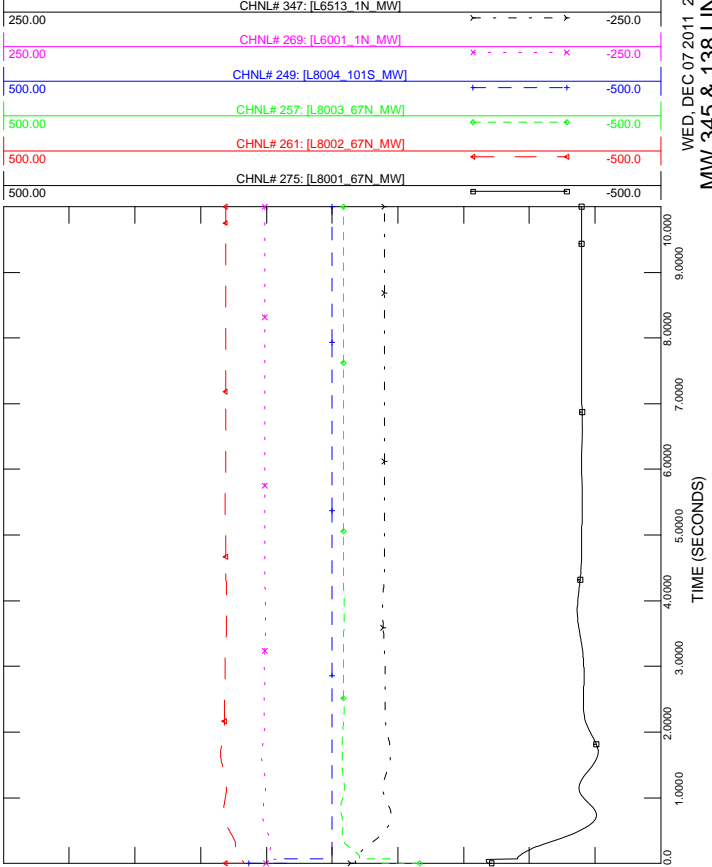
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S701_g0_SP_D10.out



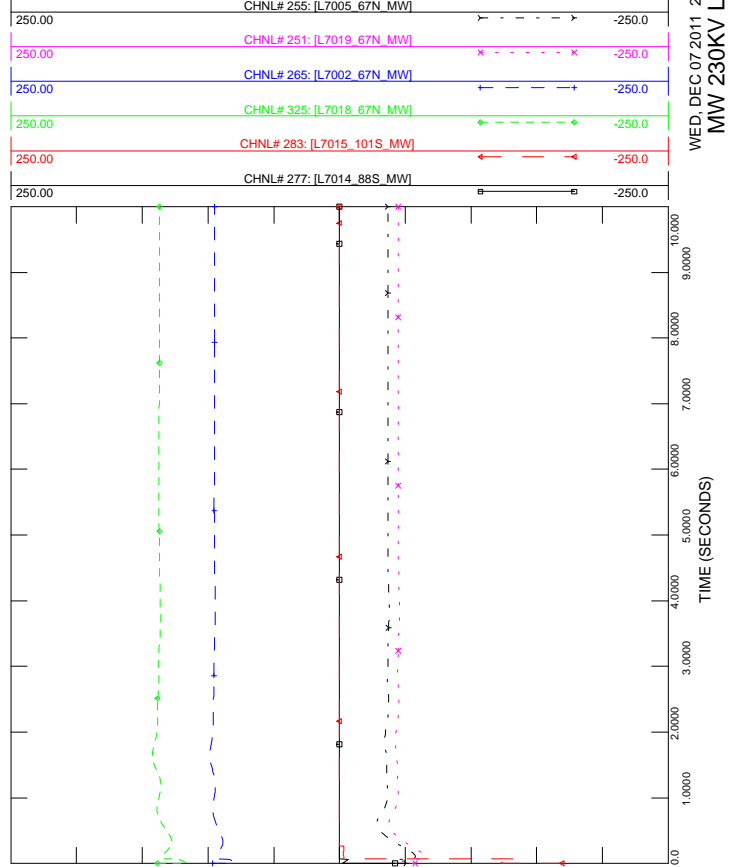
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

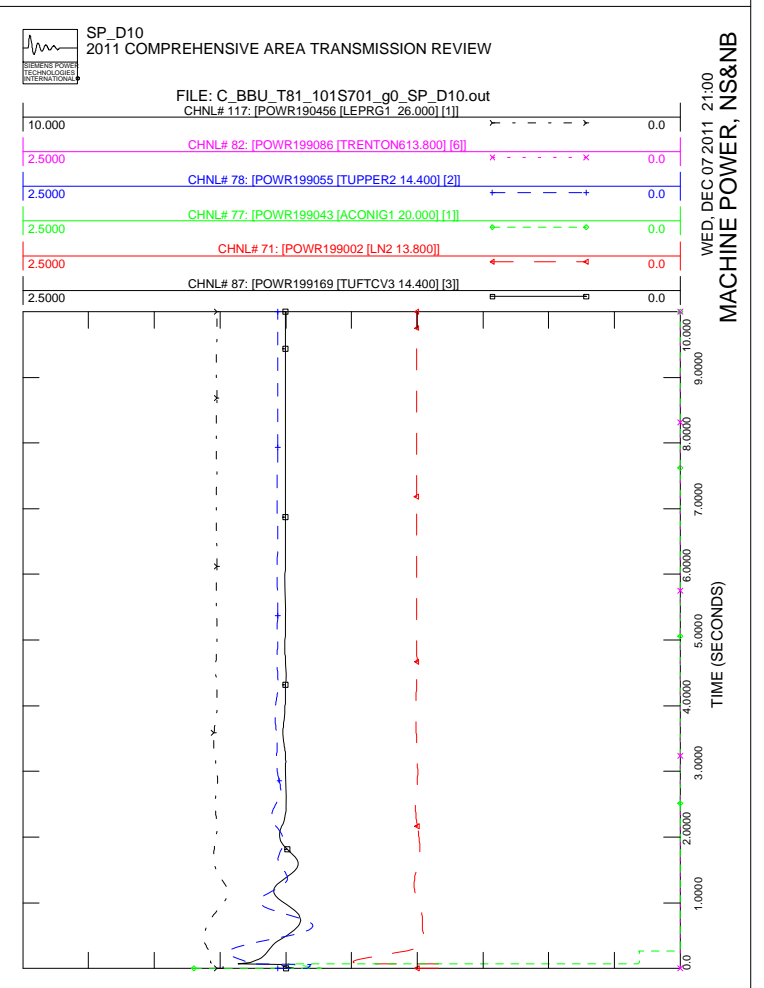
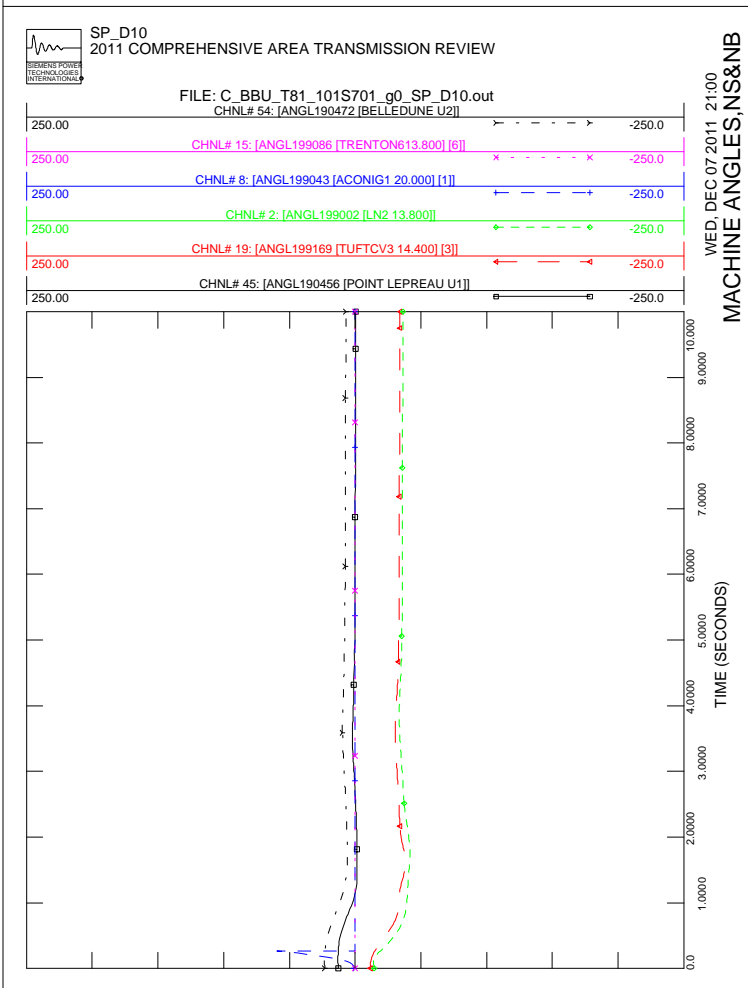
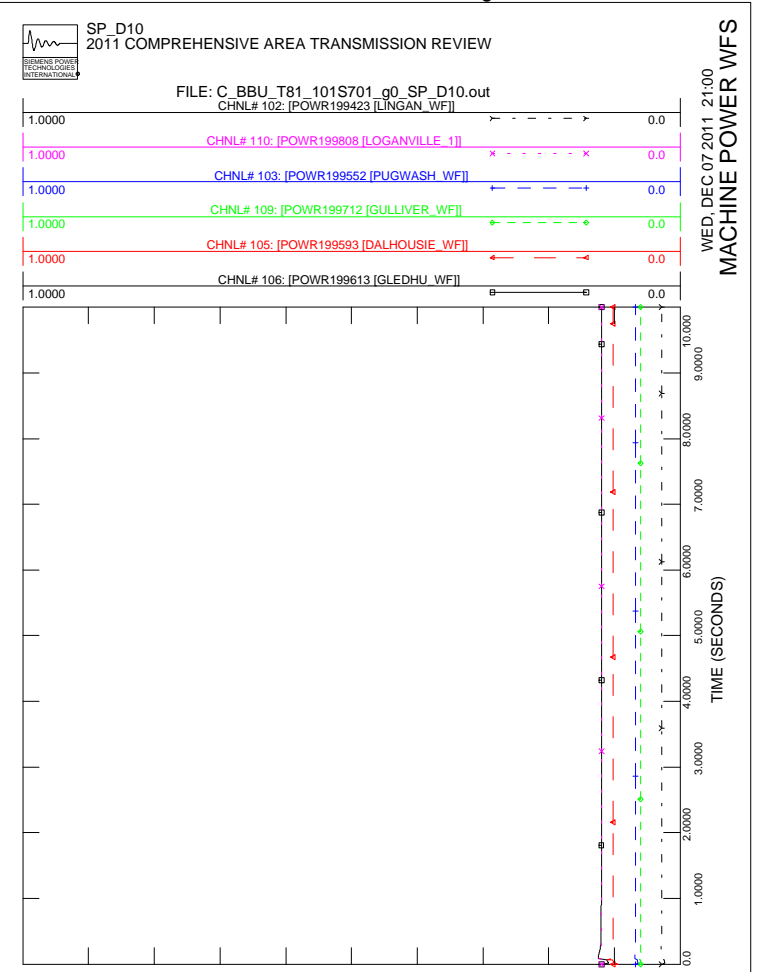
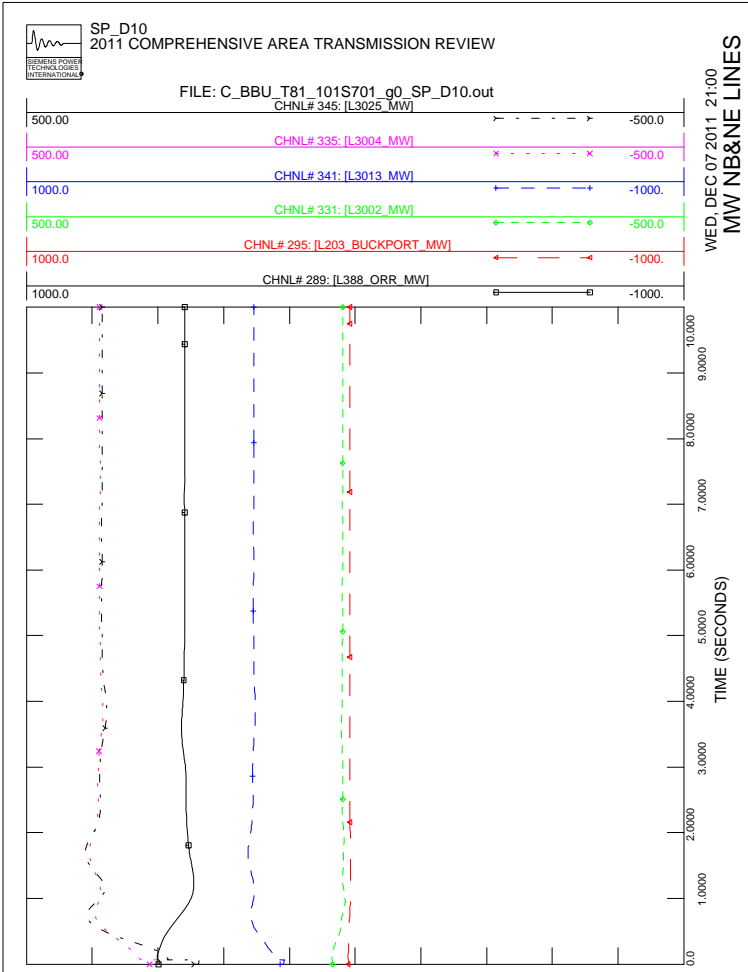
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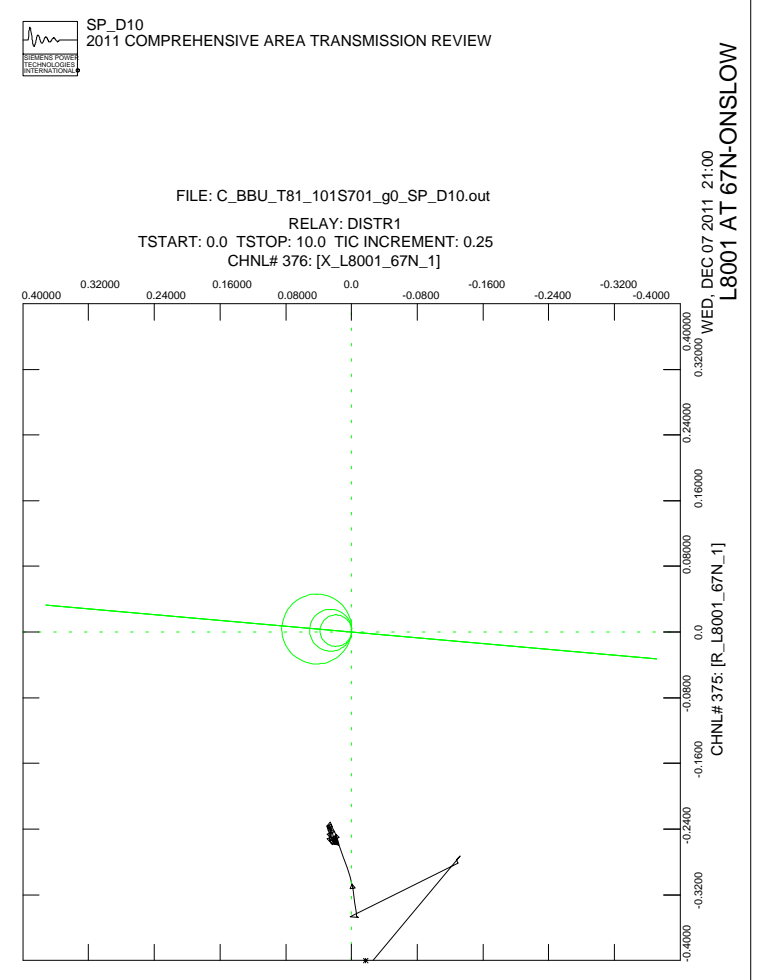
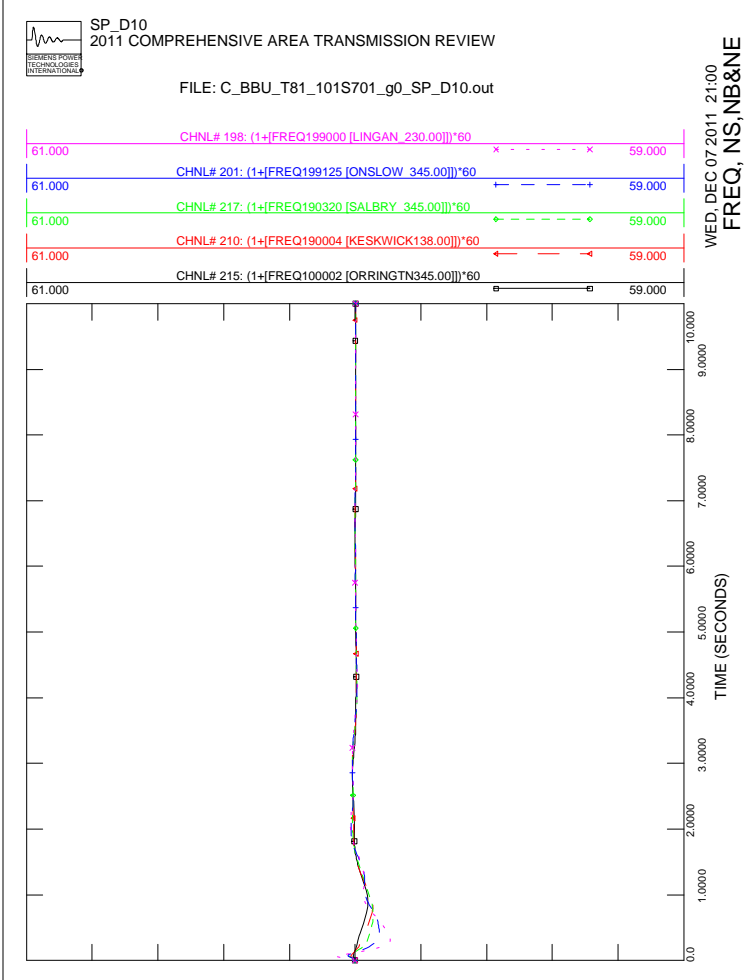
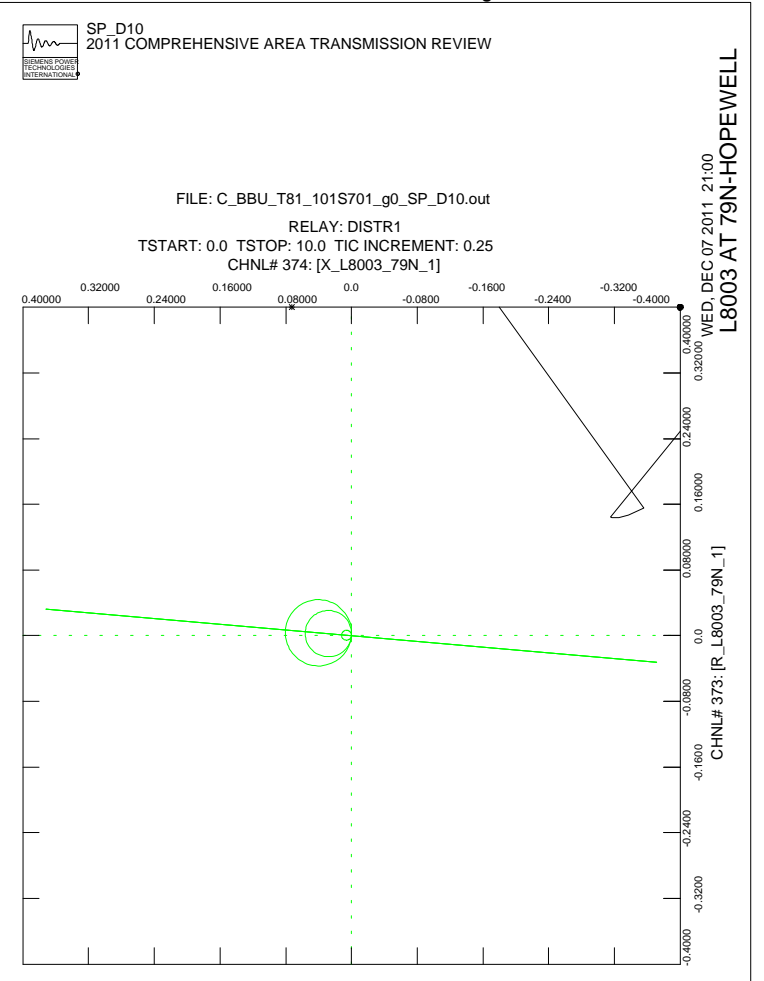
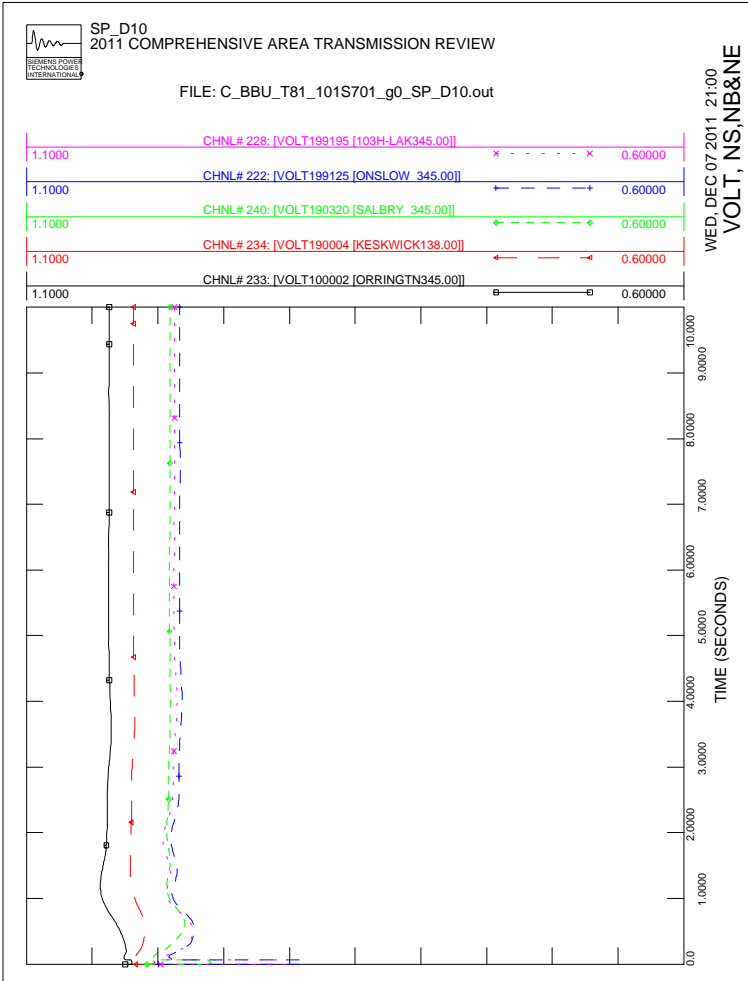


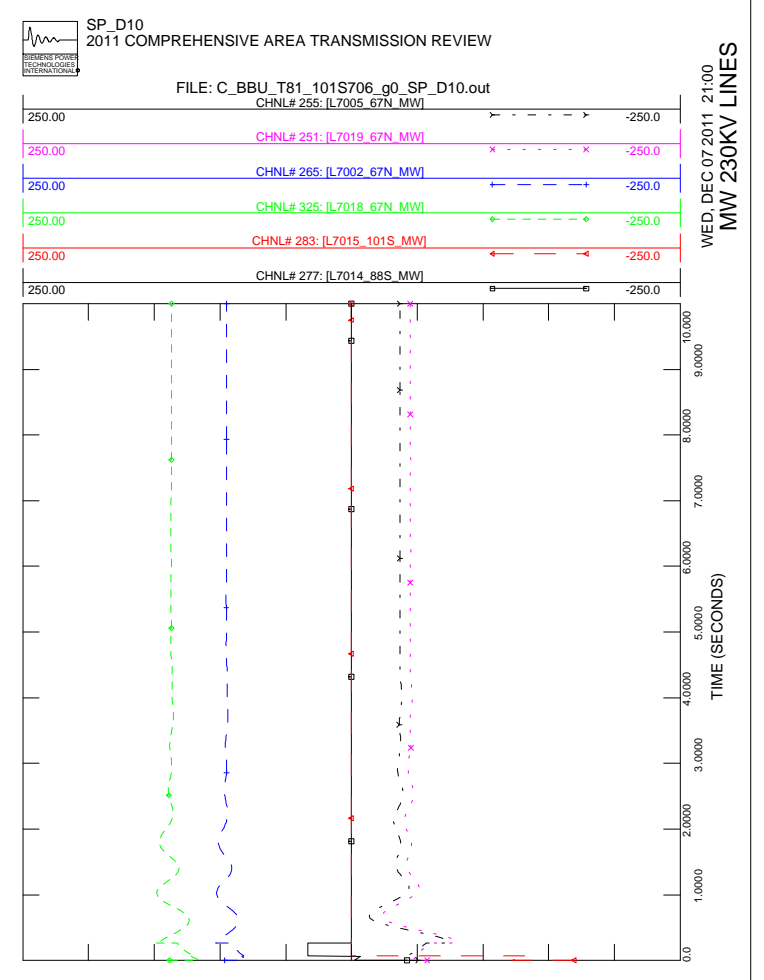
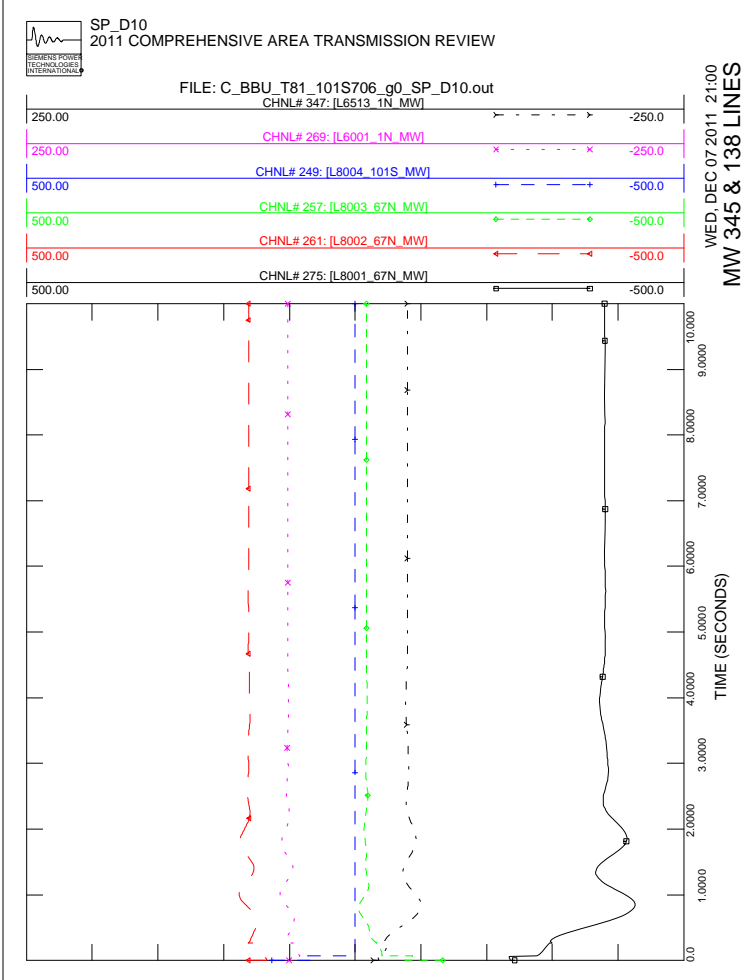
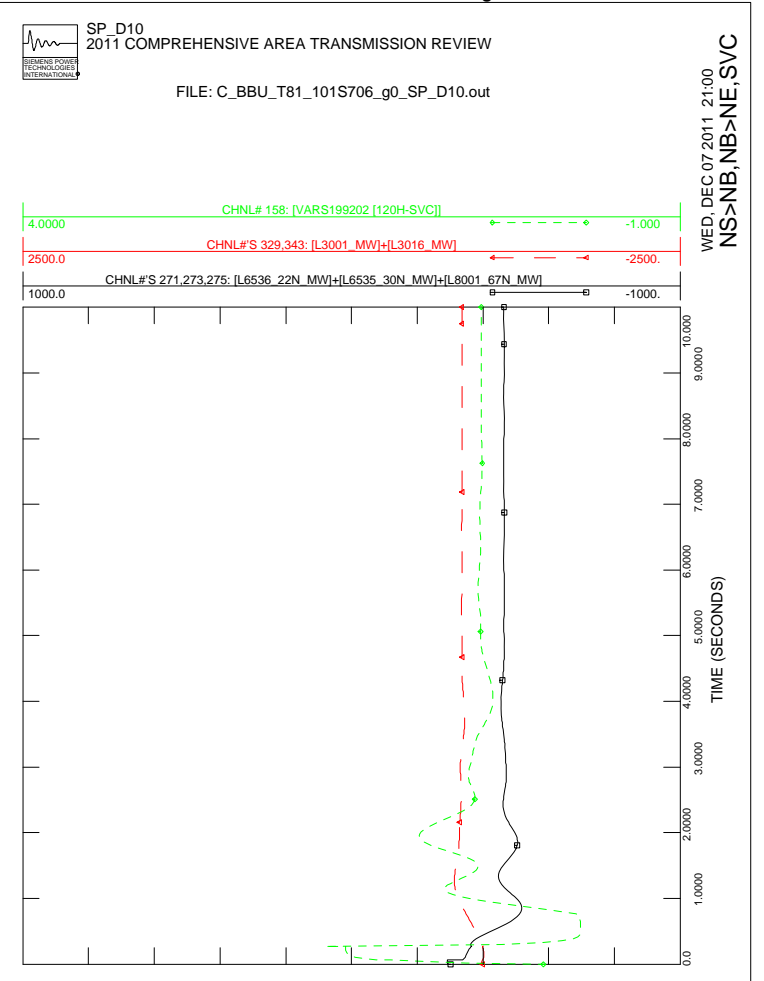
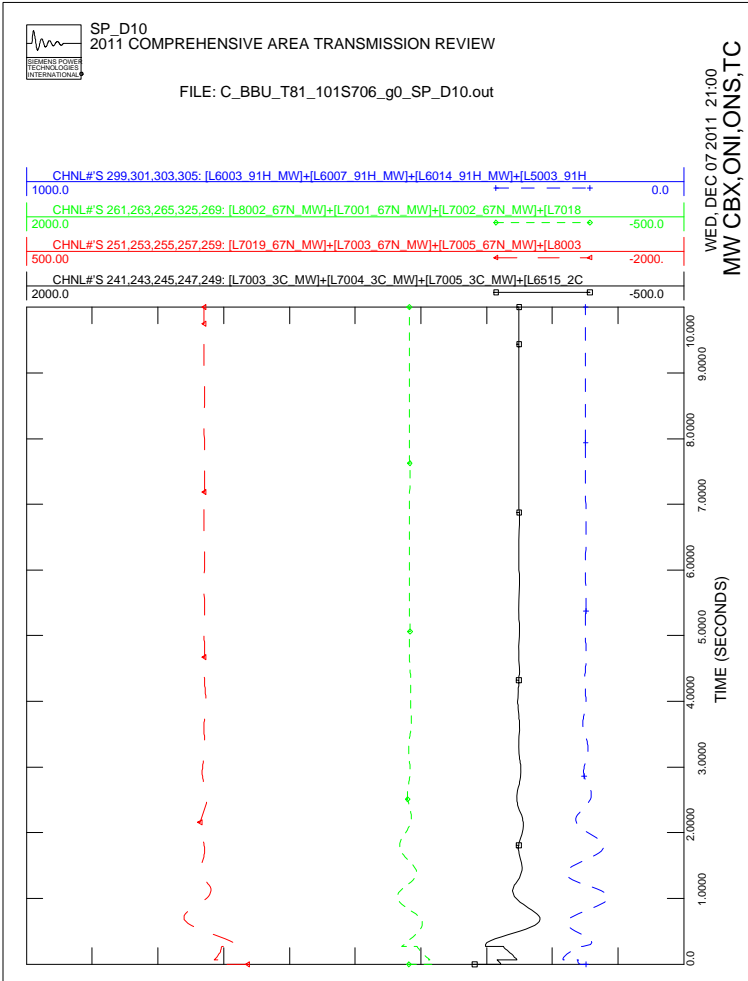
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

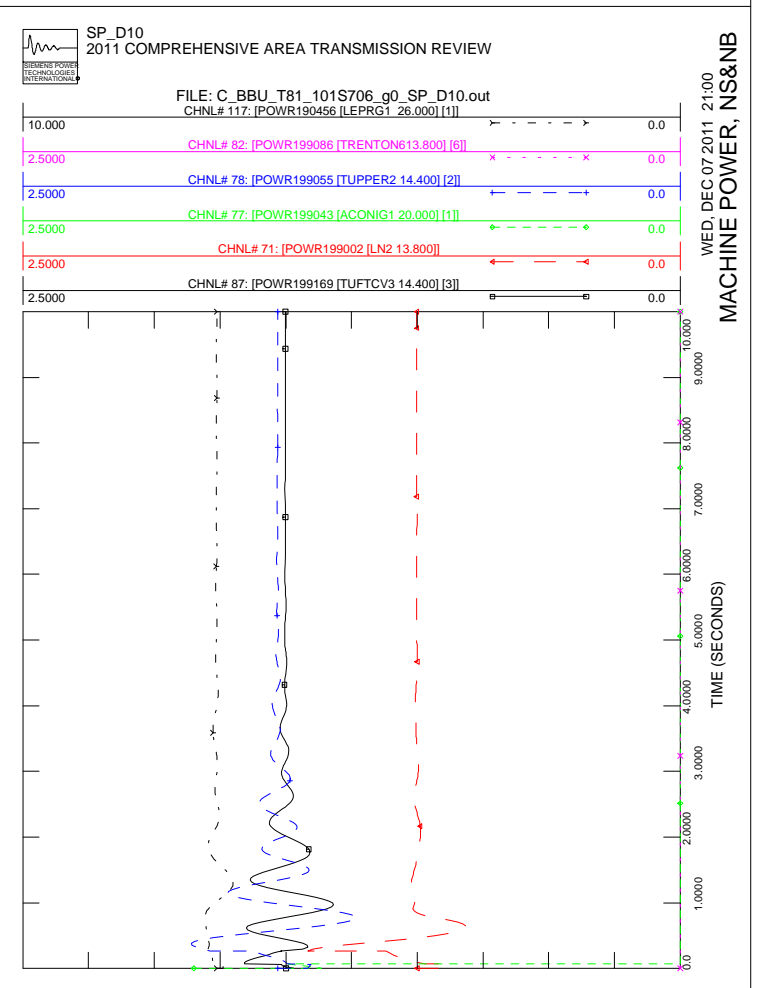
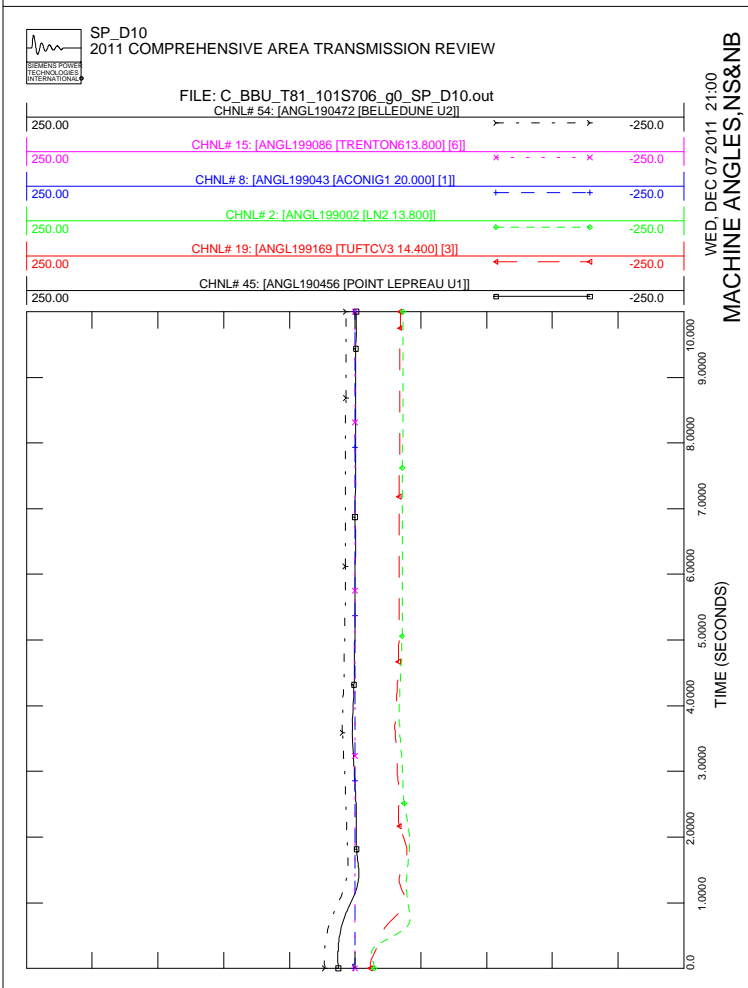
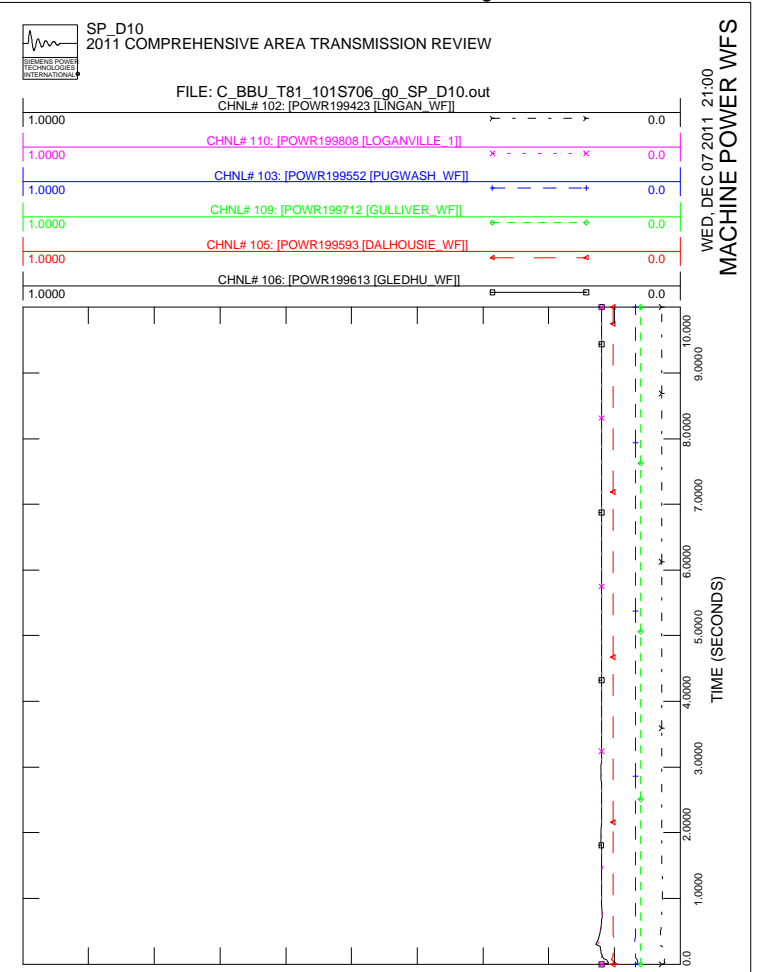
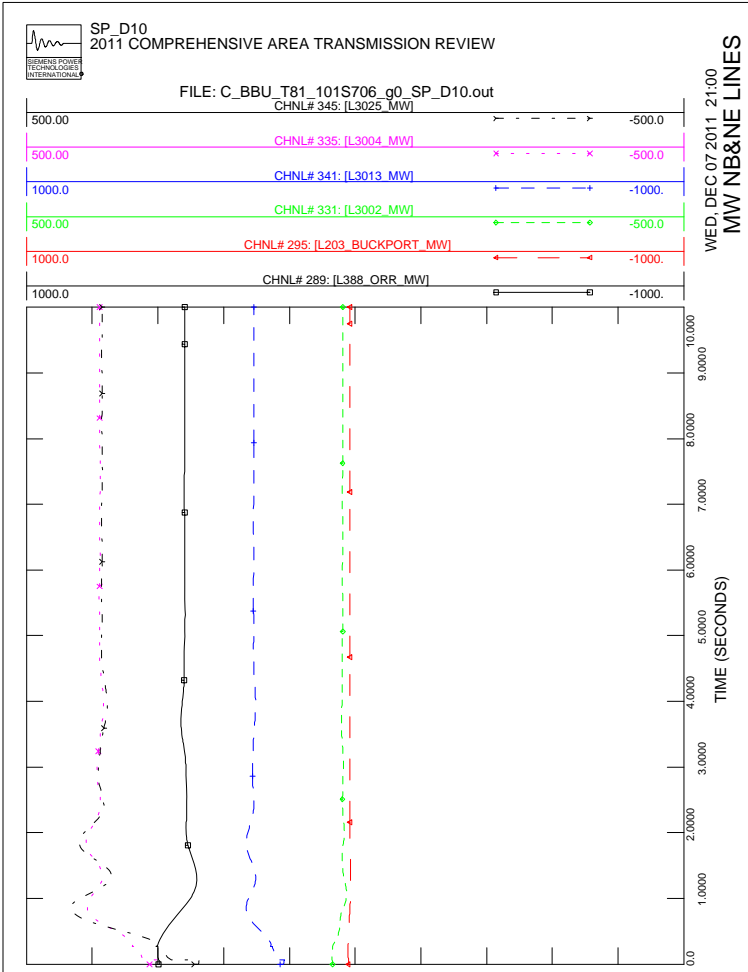
FILE: C_BBU_T81_101S701_g0_SP_D10.out







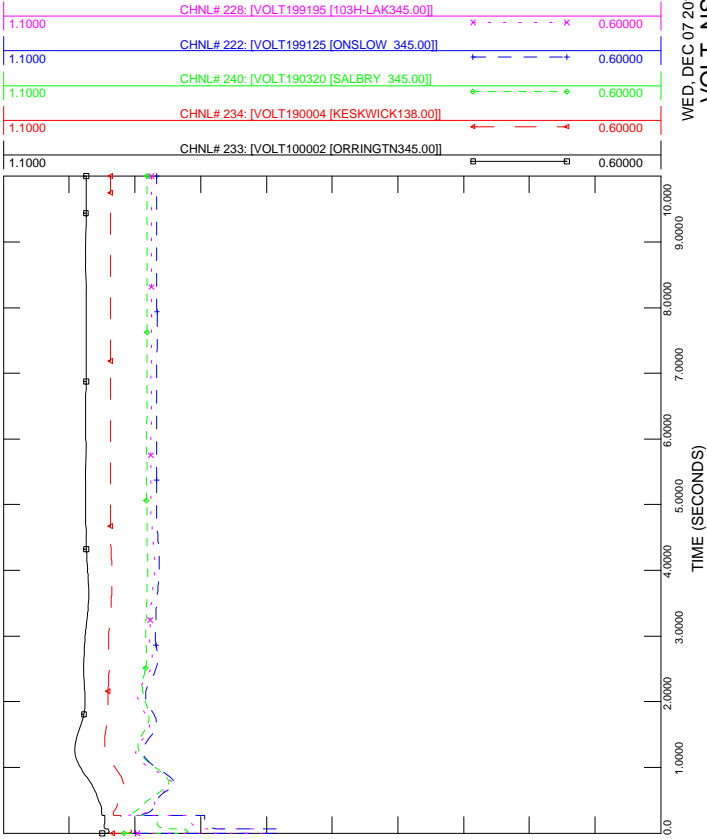






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S706_g0_SP_D10.out

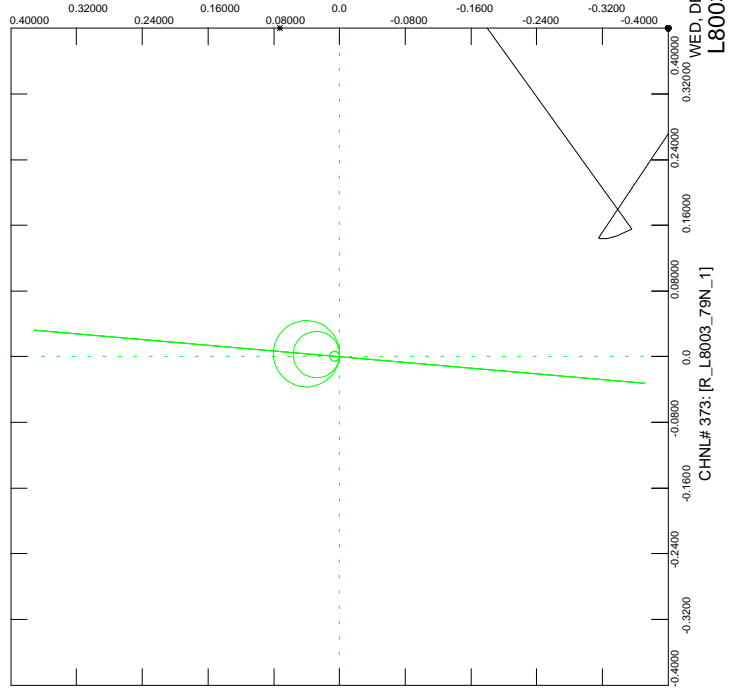


WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S706_g0_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

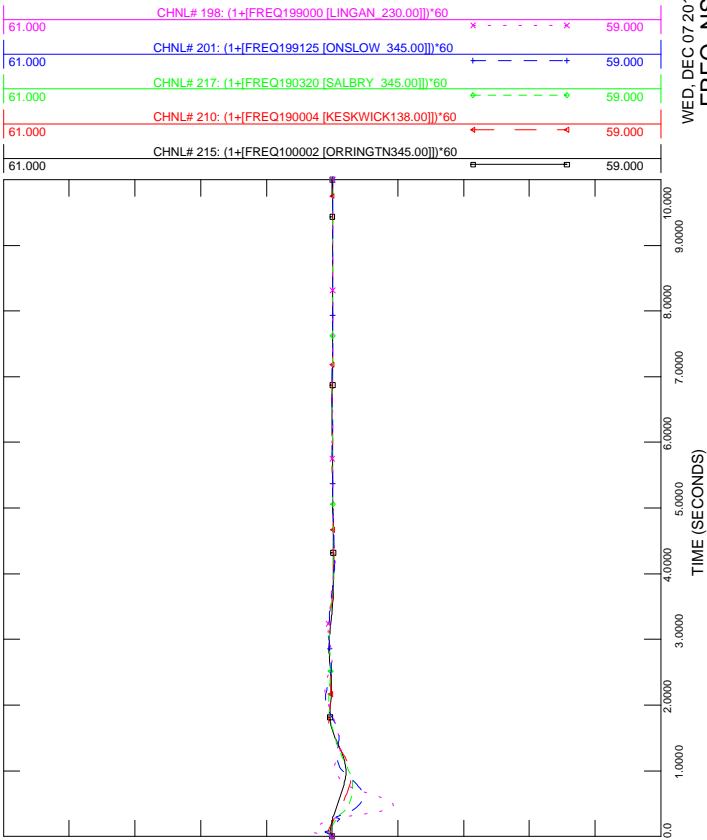


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S706_g0_SP_D10.out

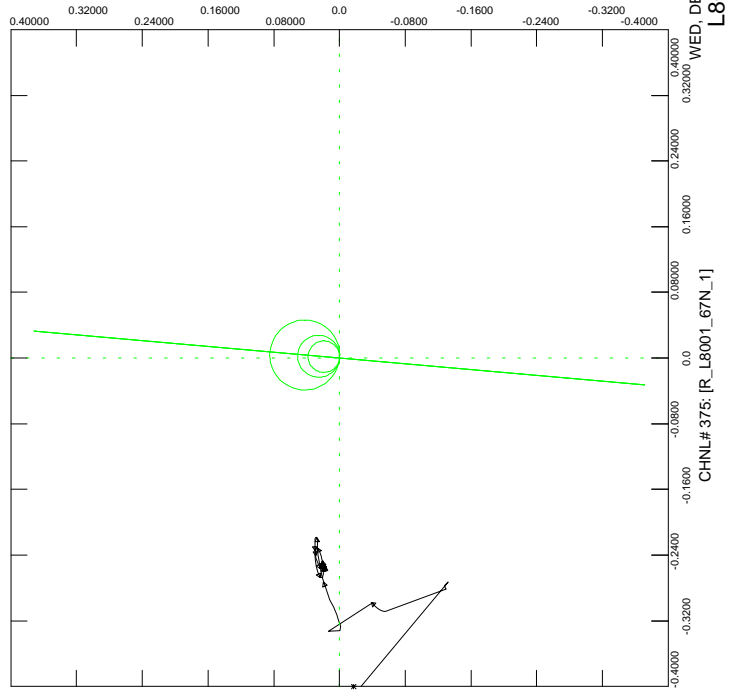


WED, DEC 07 2011 21:00
FREQ, NS, NB&NE

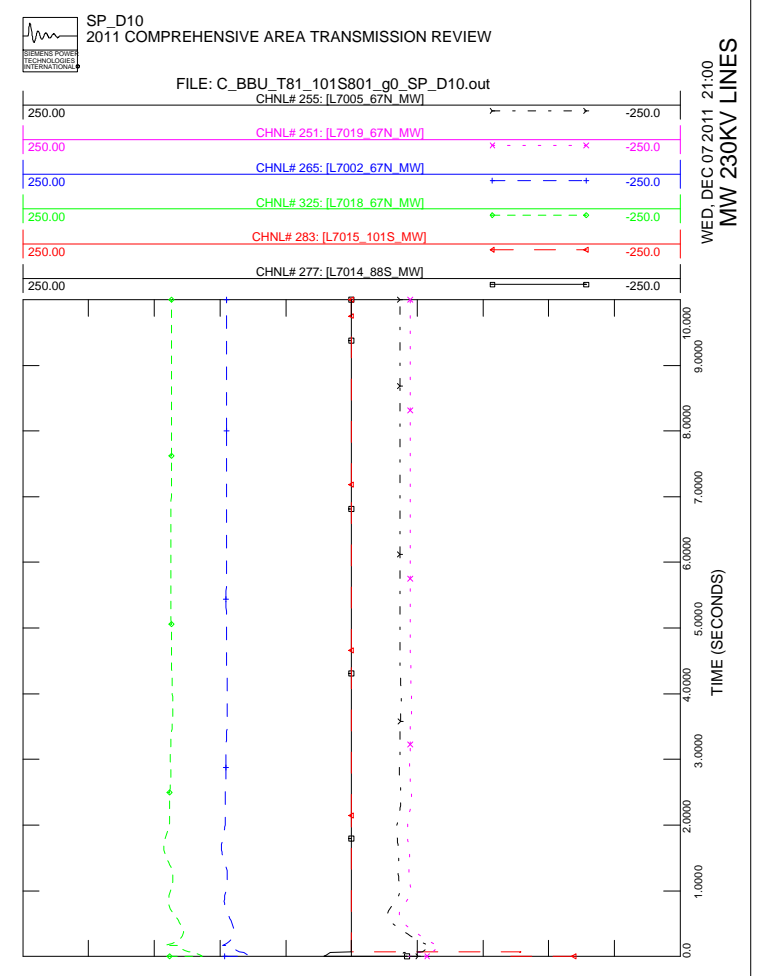
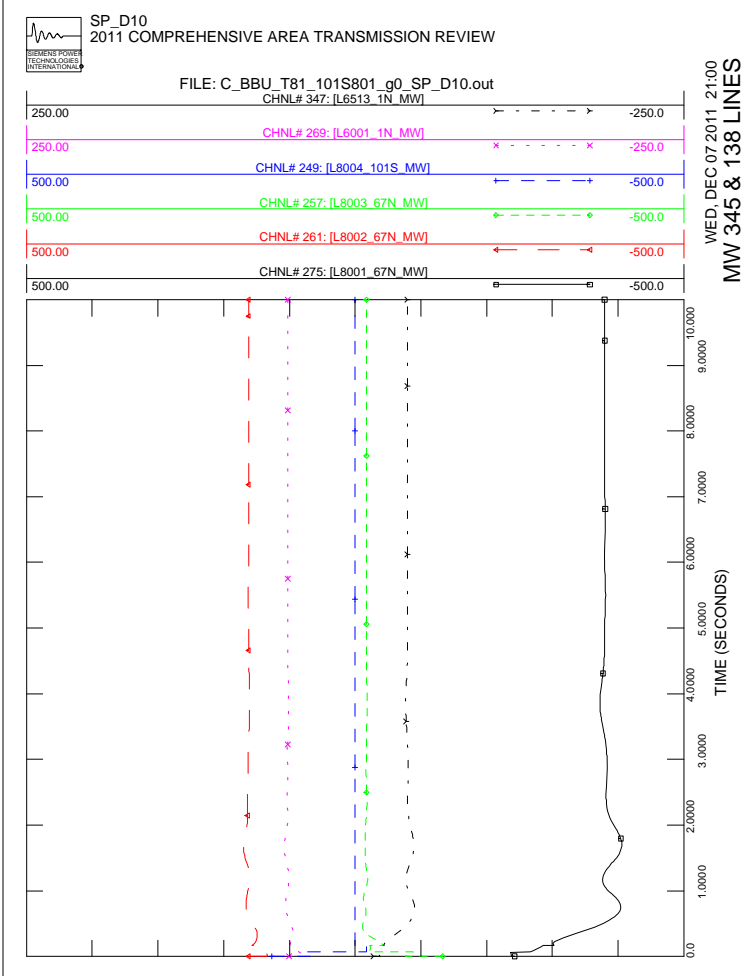
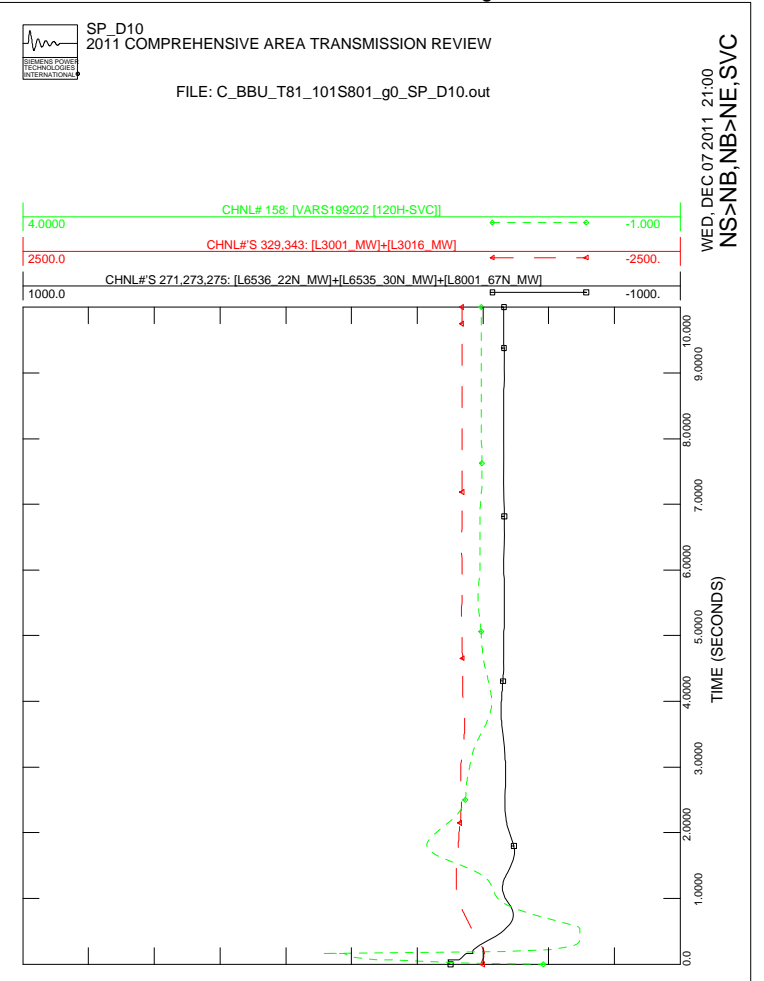
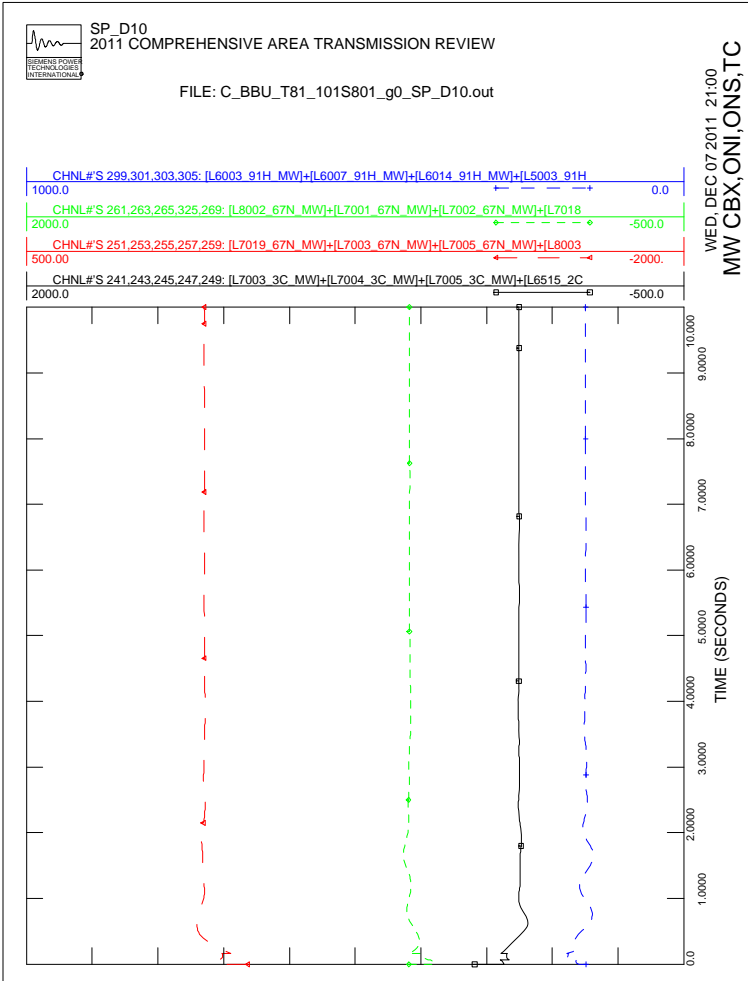


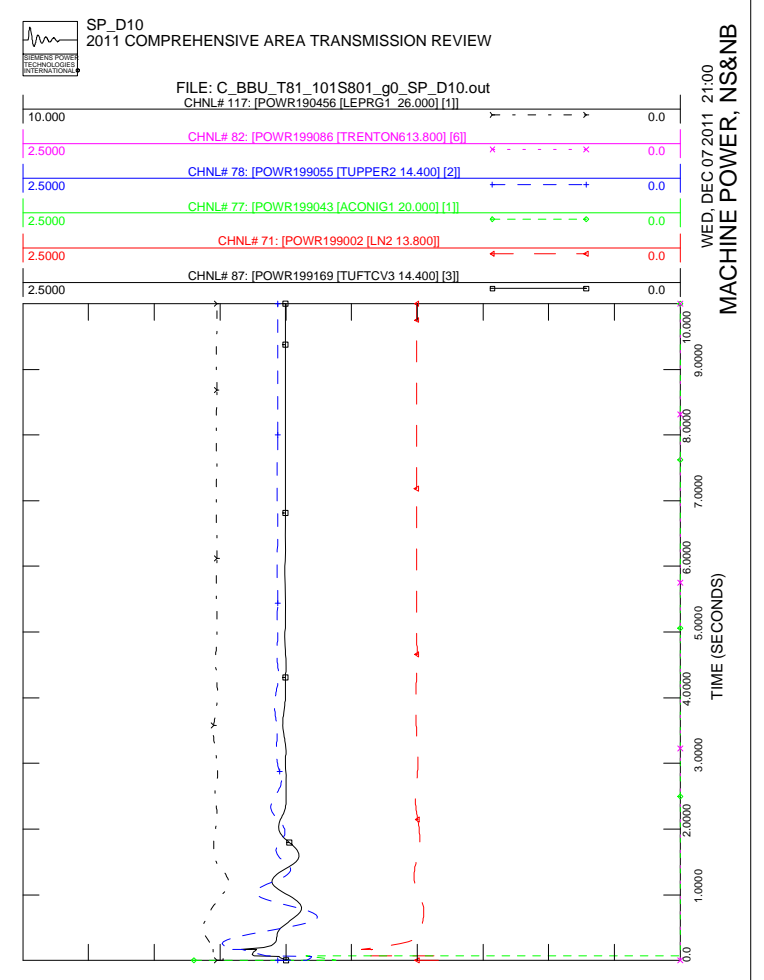
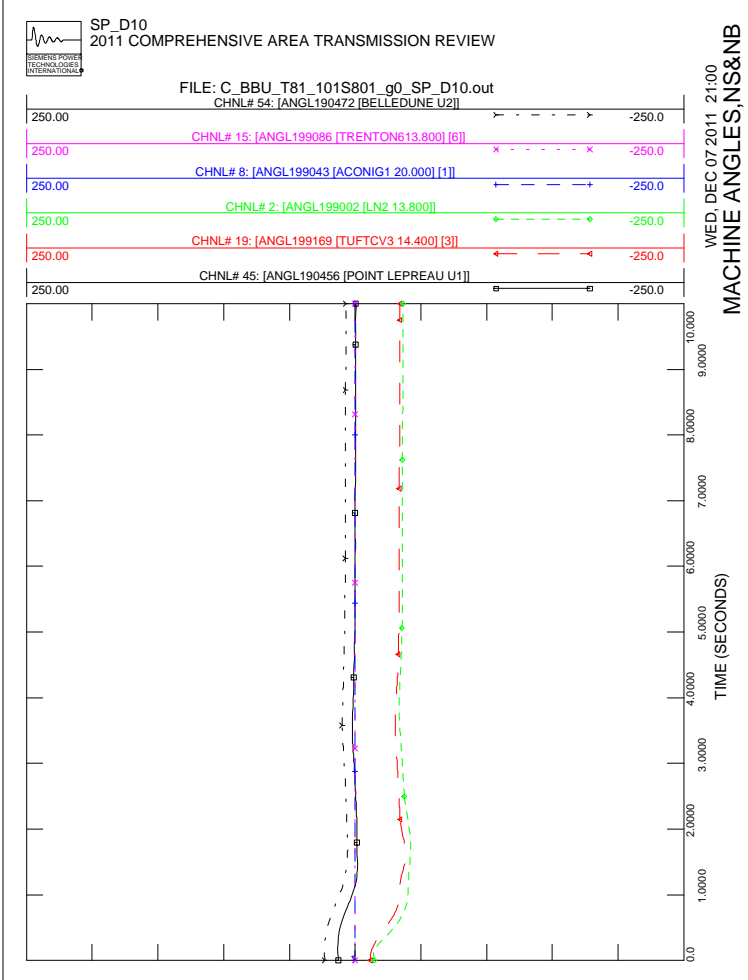
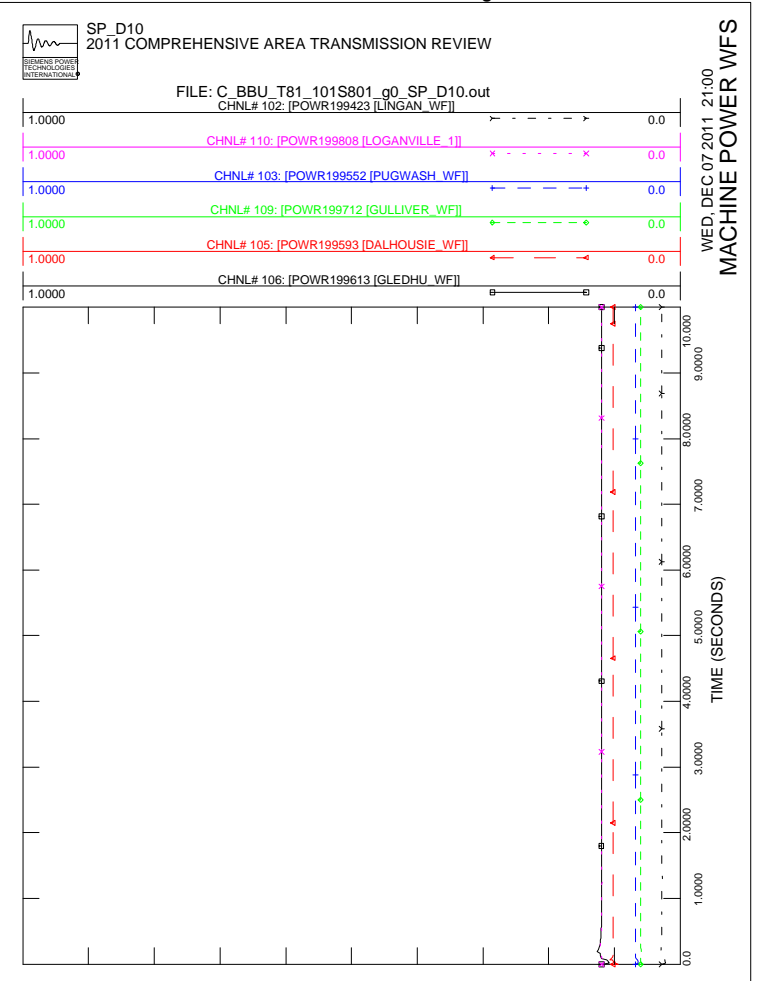
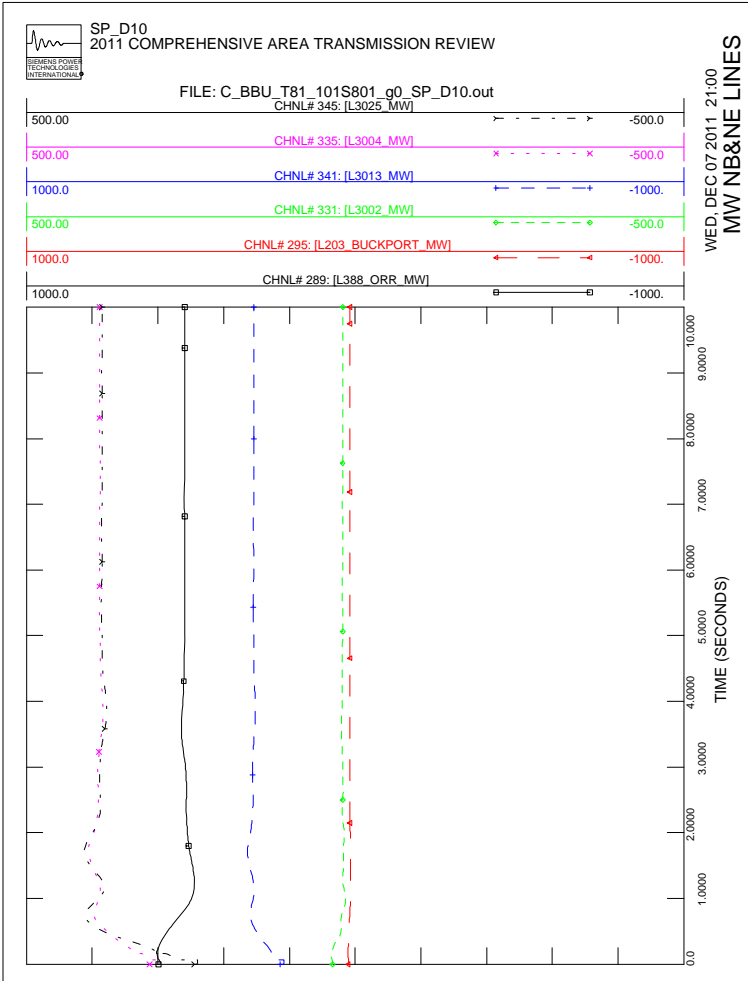
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

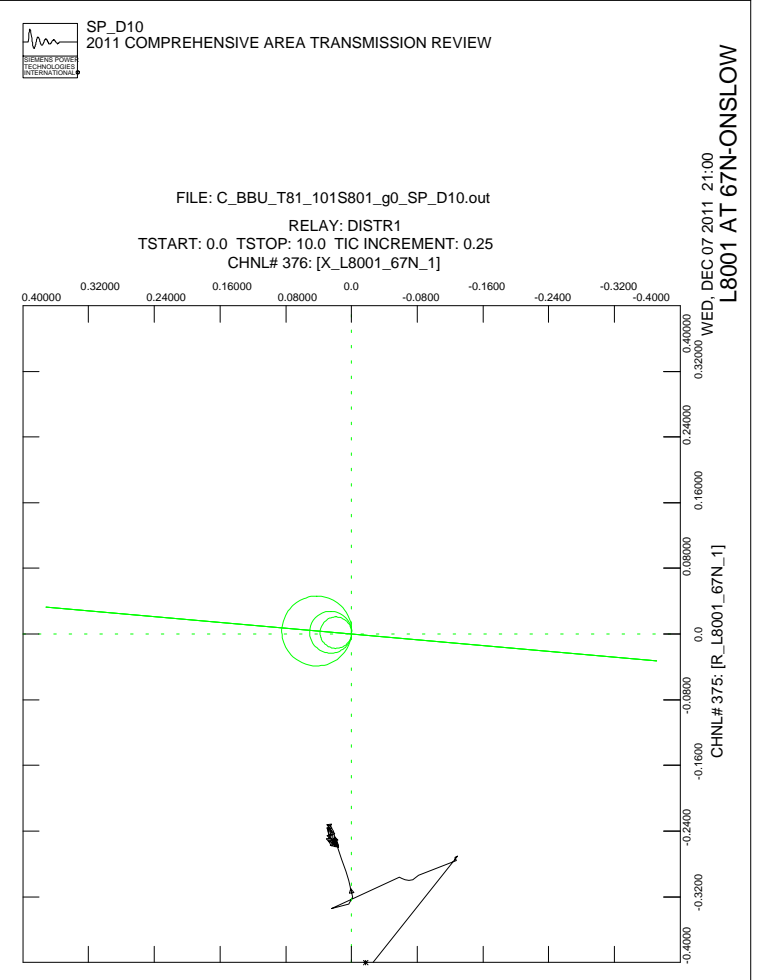
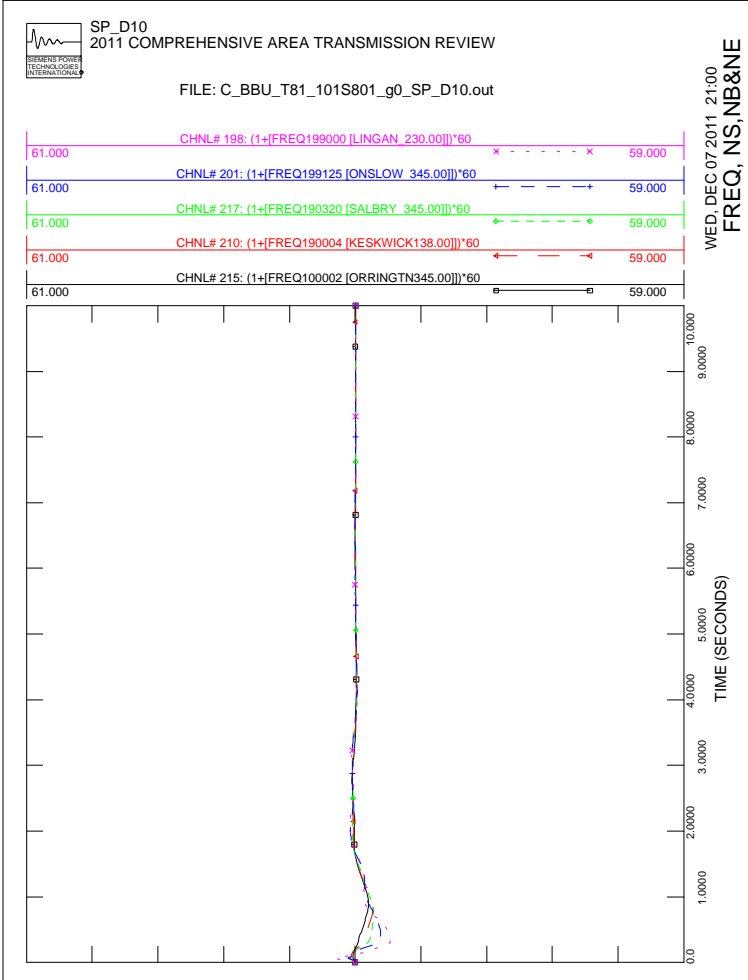
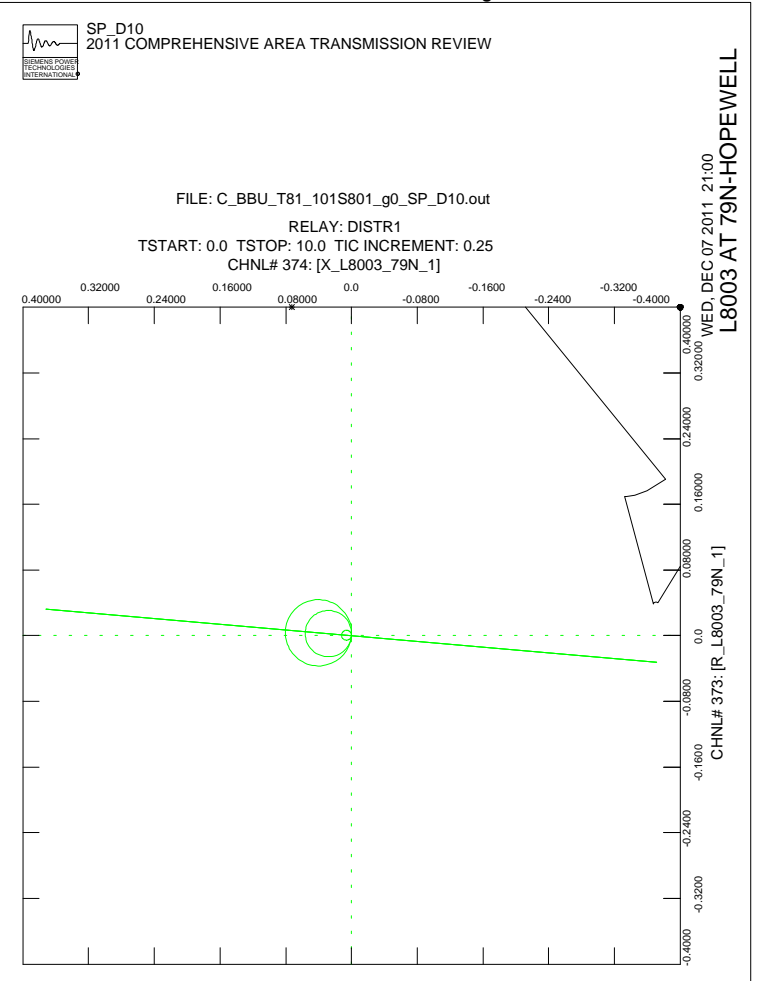
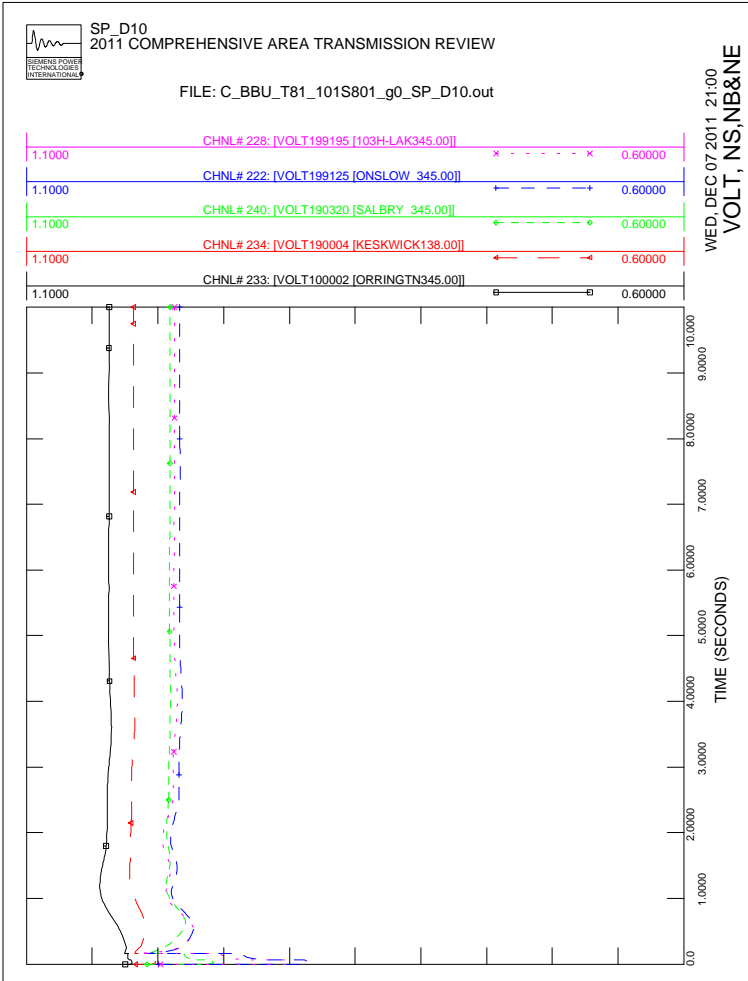
FILE: C_BBU_T81_101S706_g0_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLow



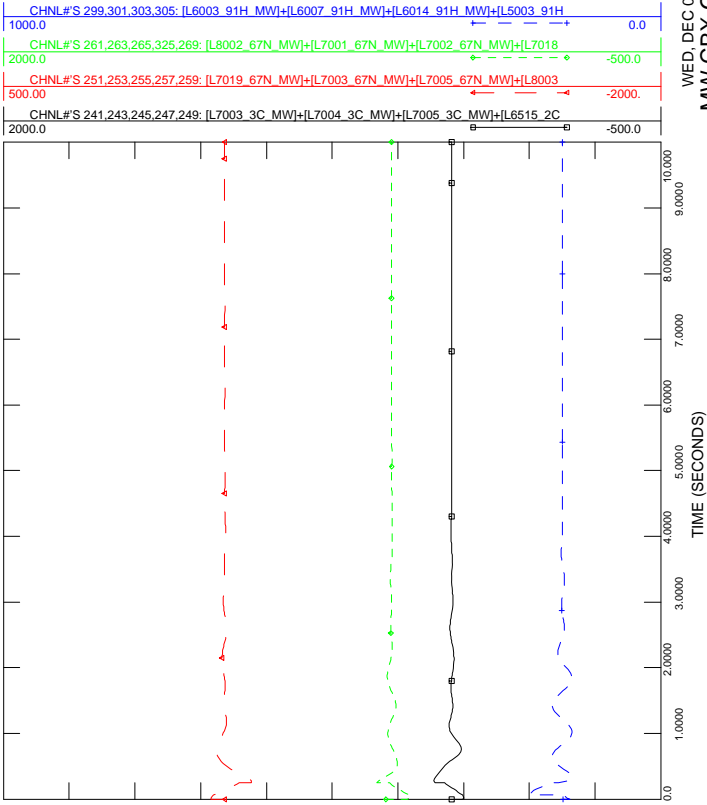






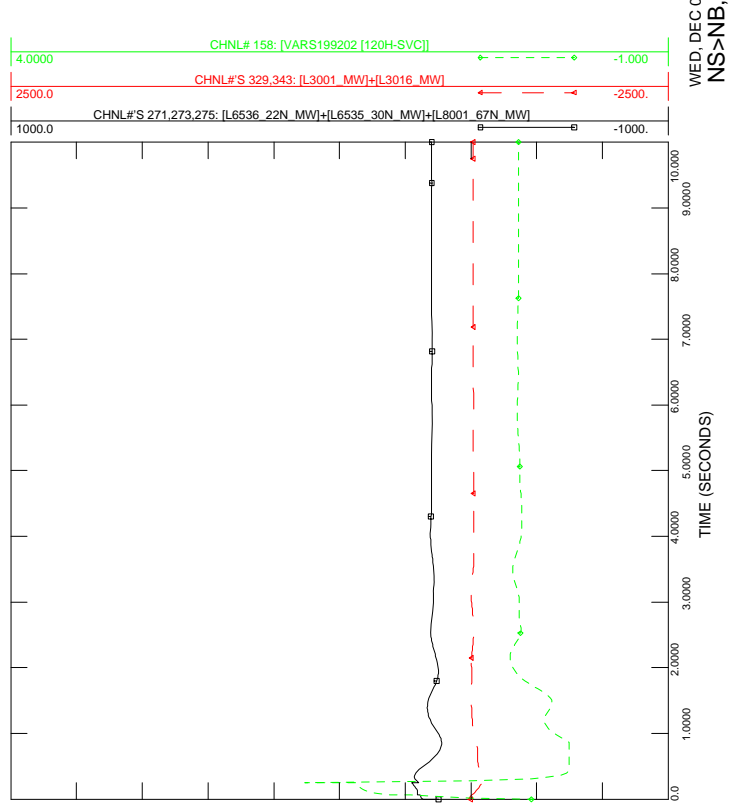
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out



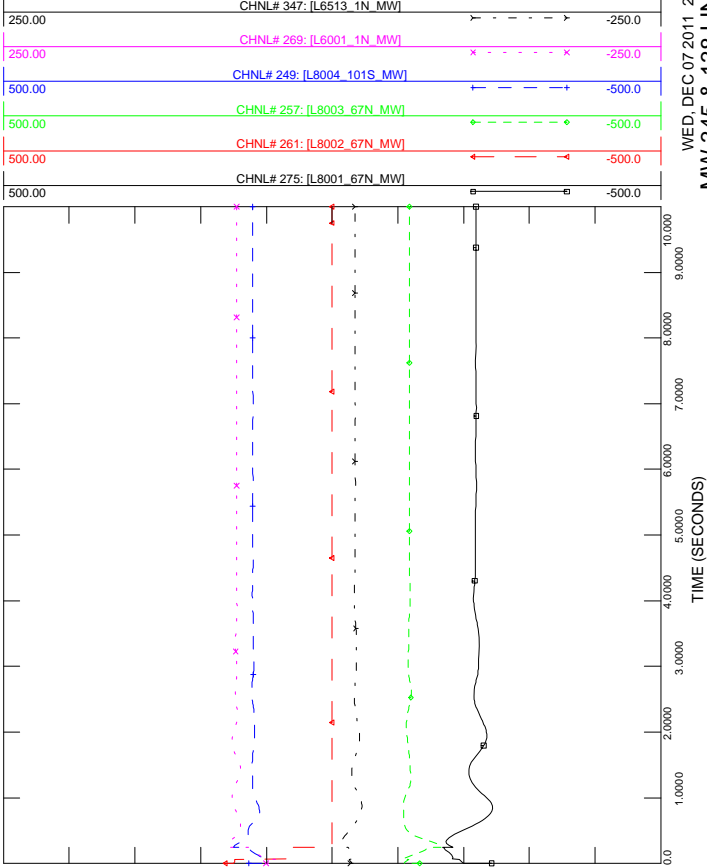
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out



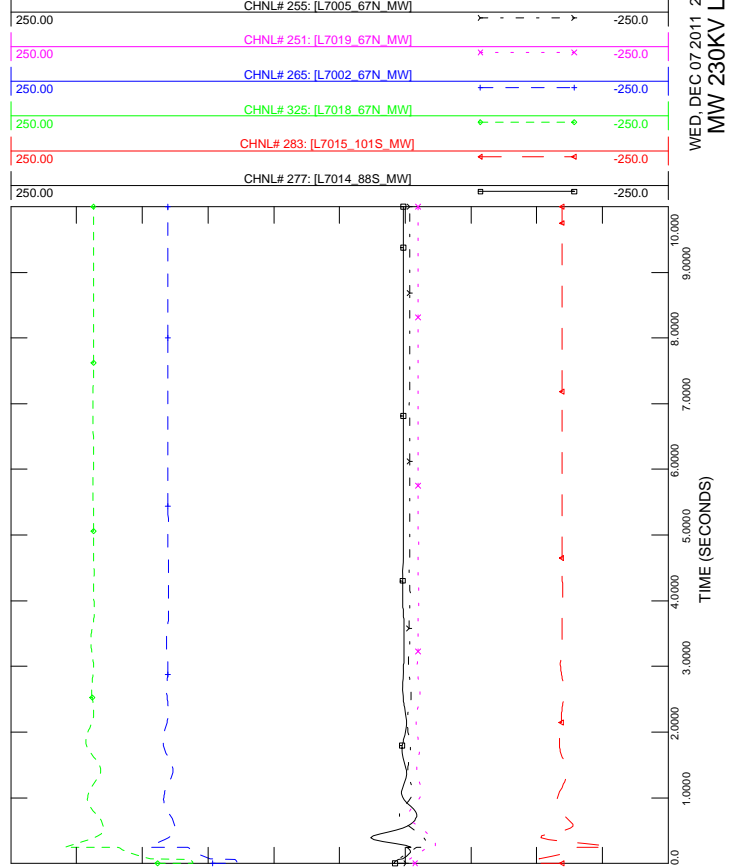
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

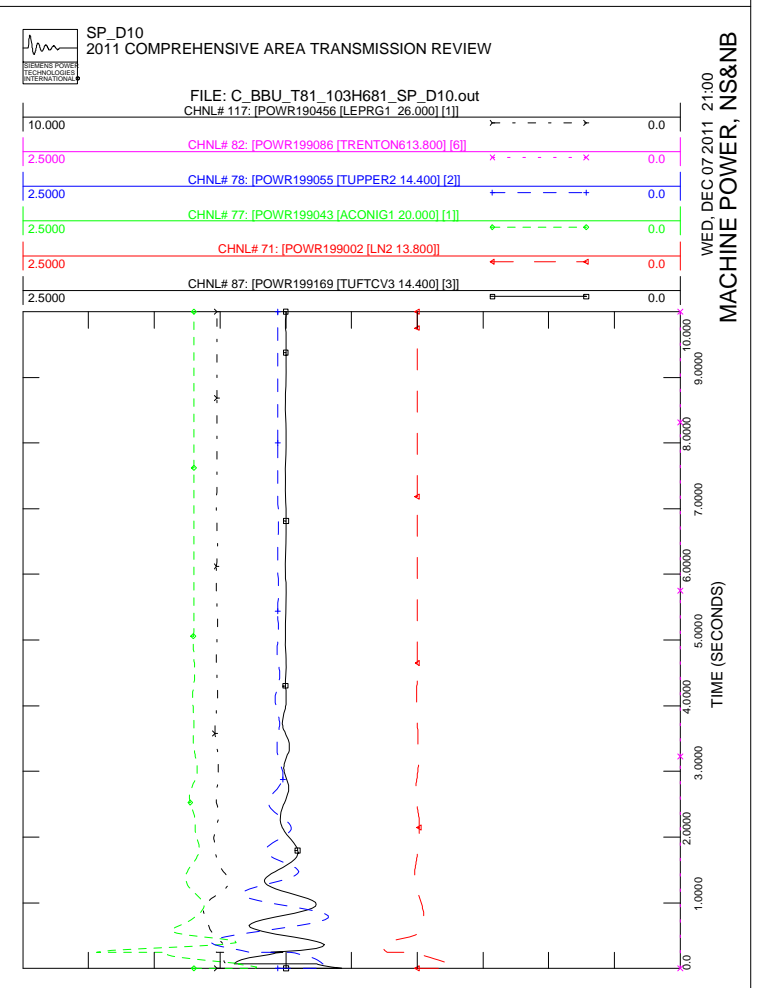
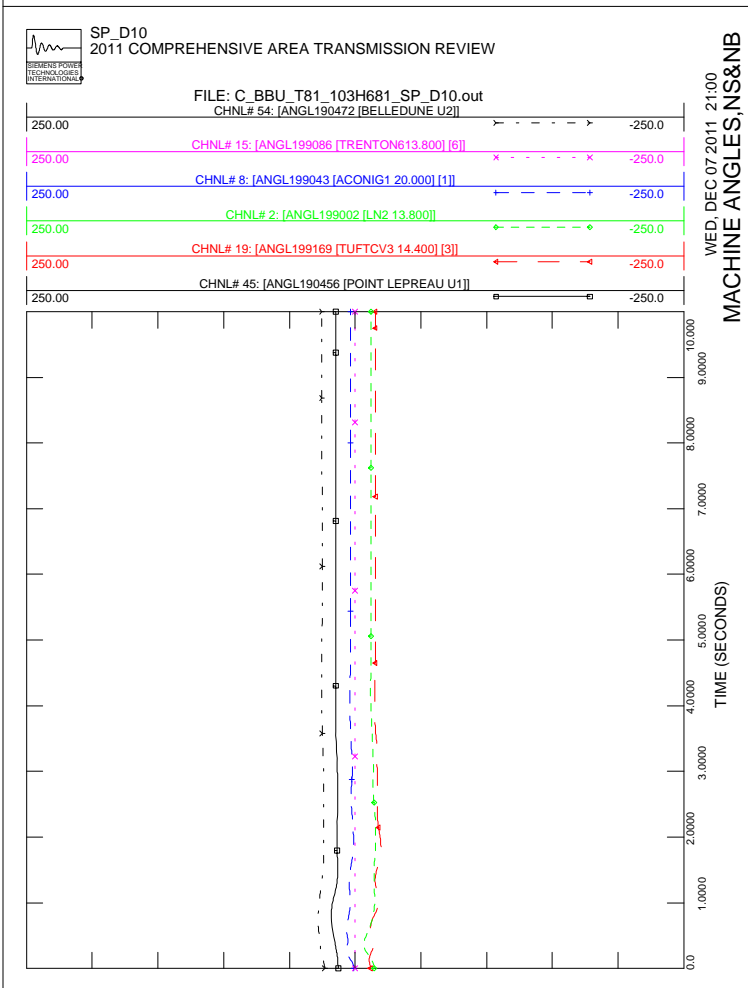
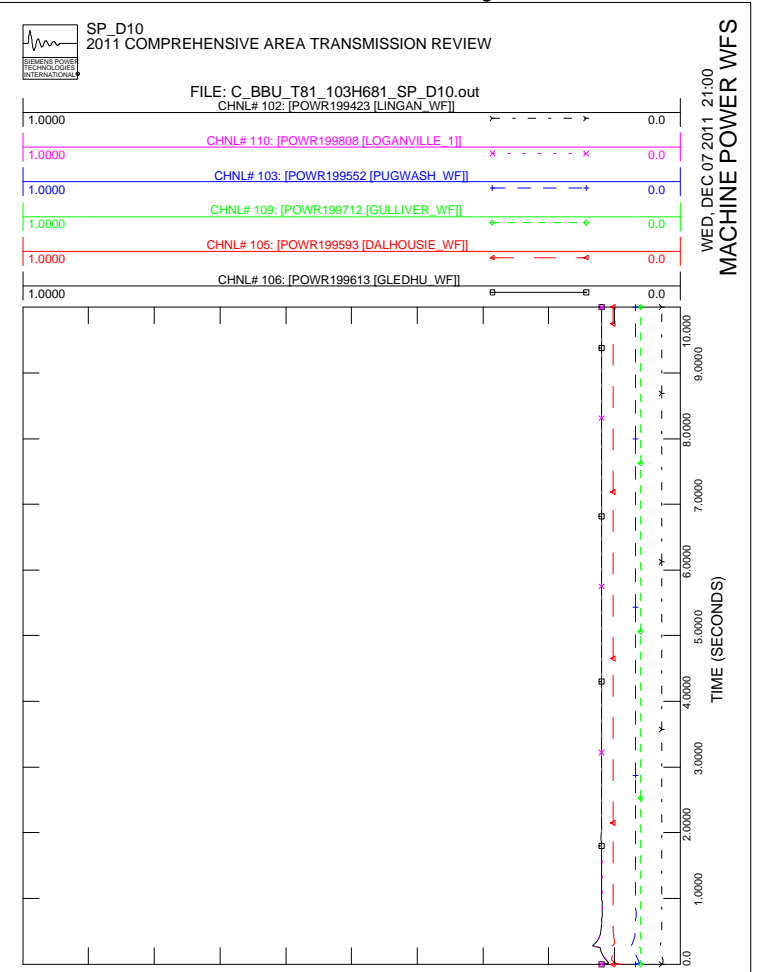
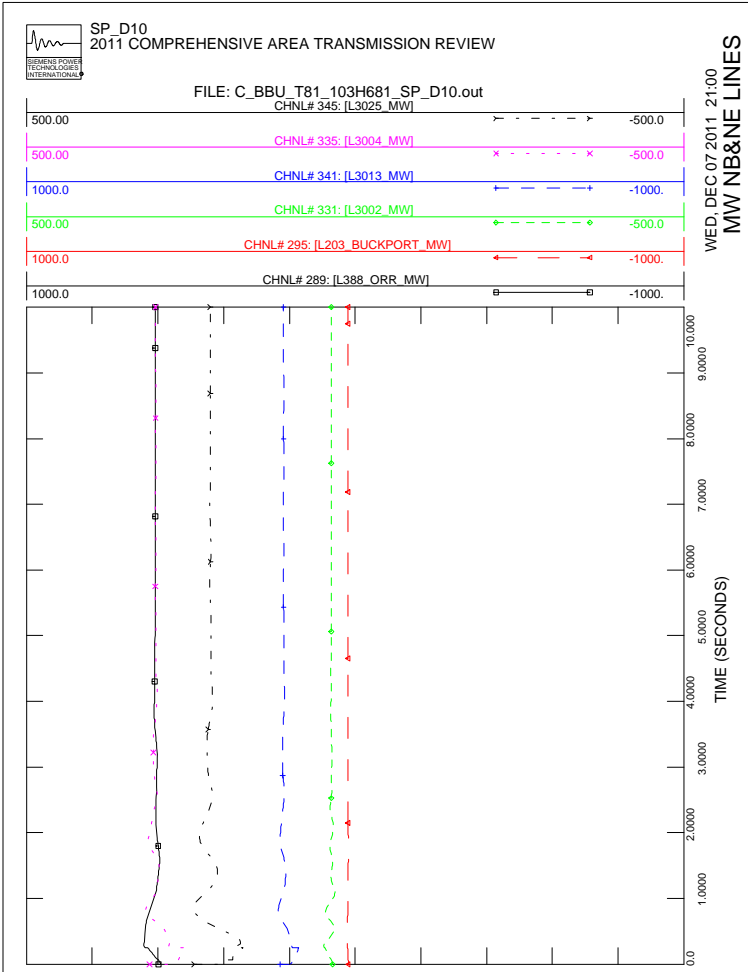
FILE: C_BBU_T81_103H681_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out

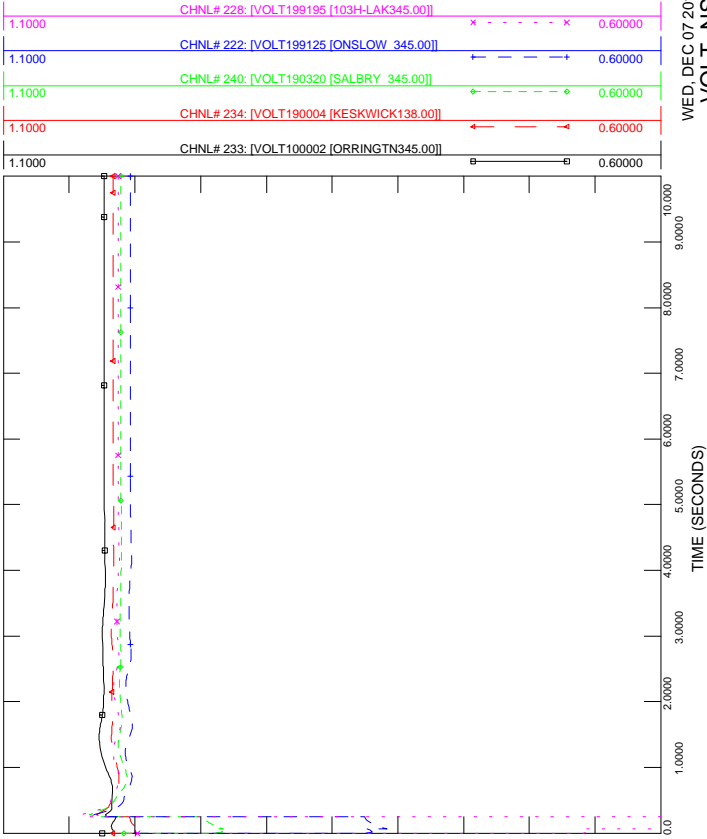






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out



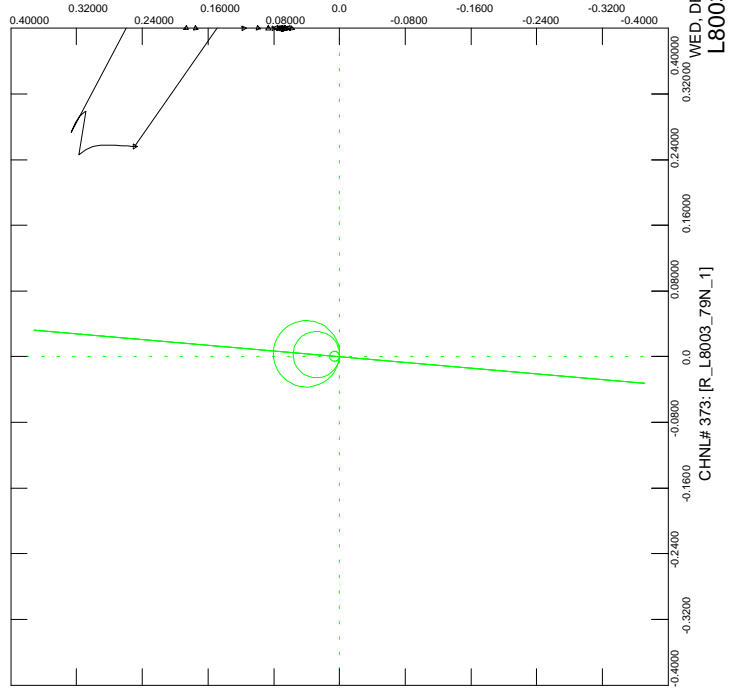
WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

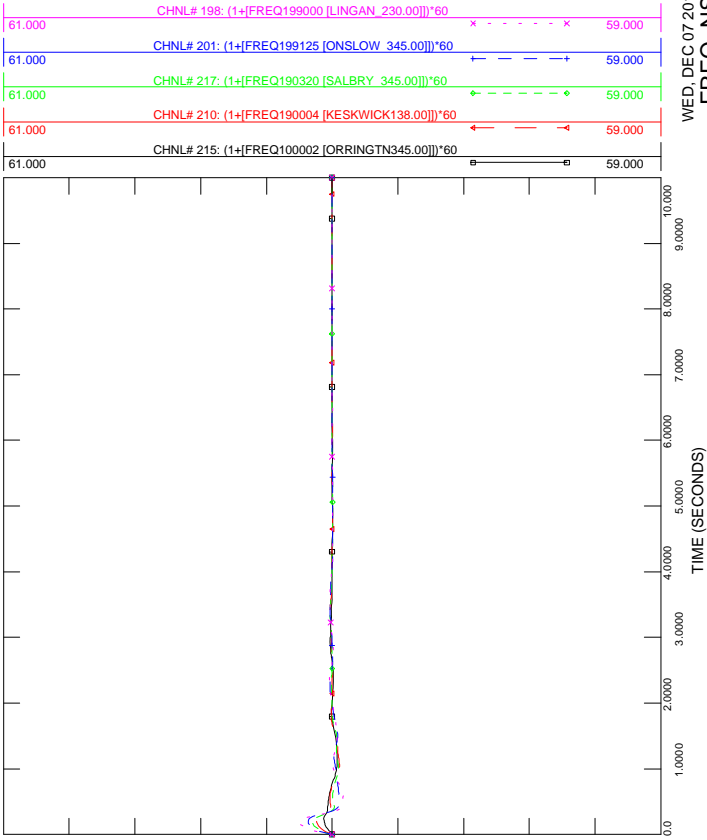


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out



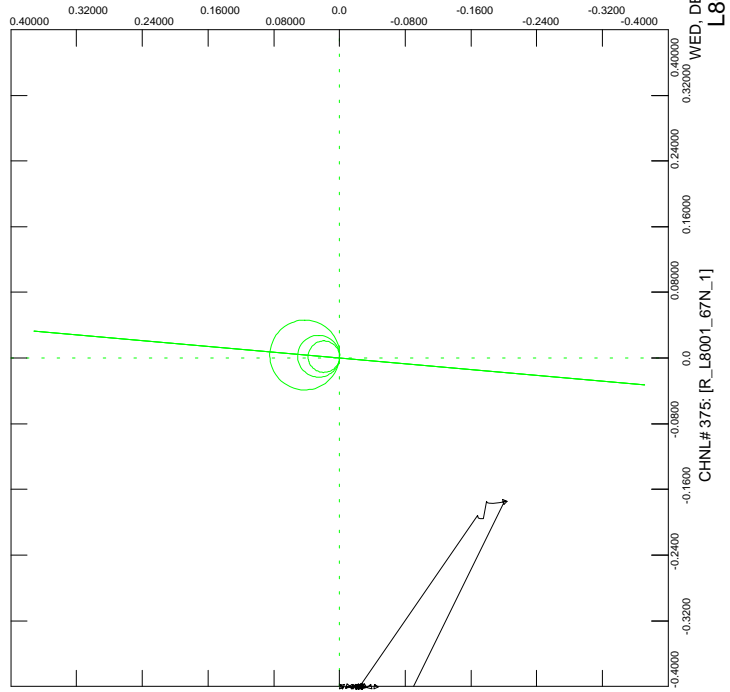
WED, DEC 07 2011 21:00
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

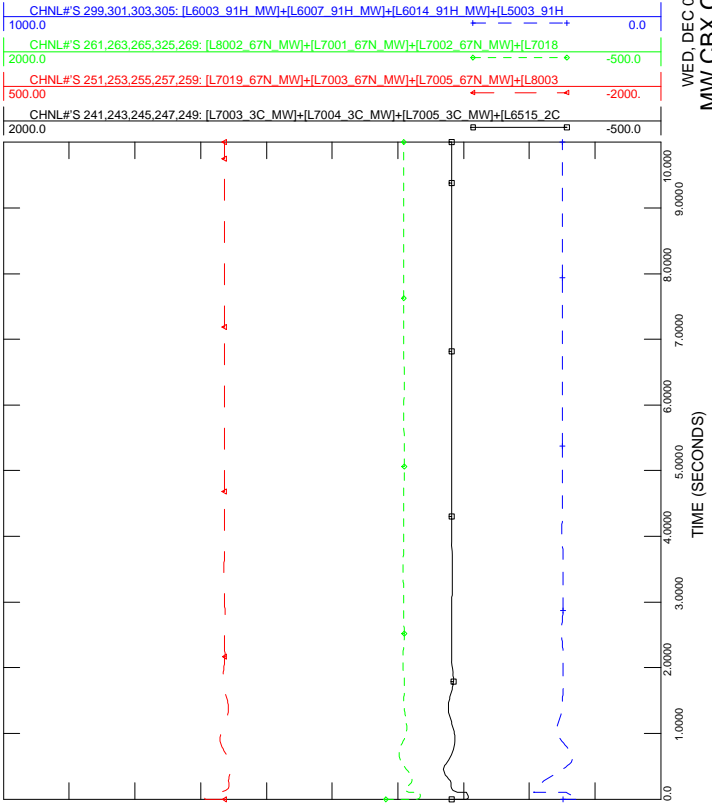


WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLow



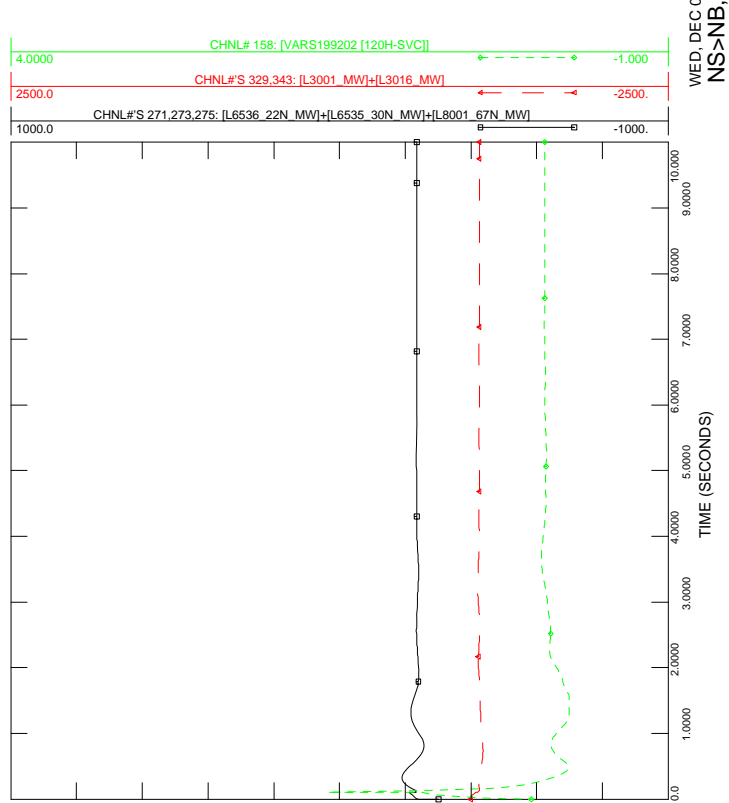
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_SP_D10.out



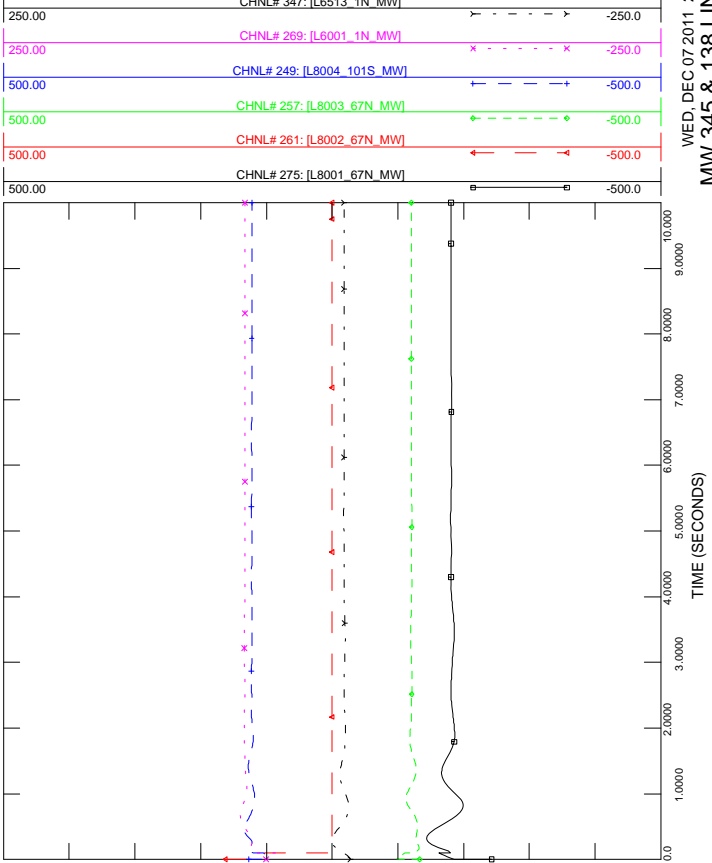
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_SP_D10.out



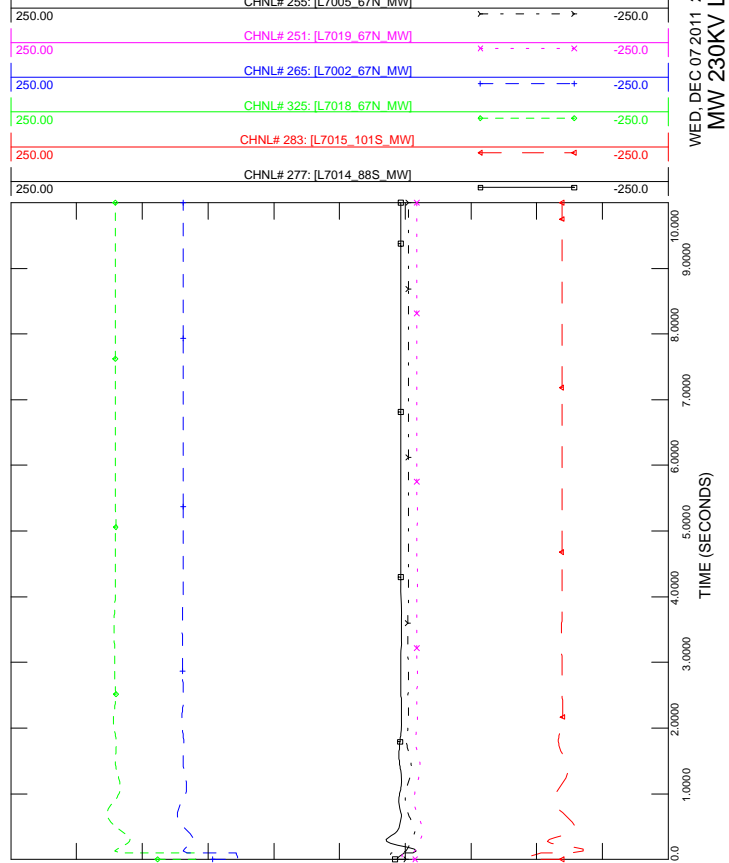
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

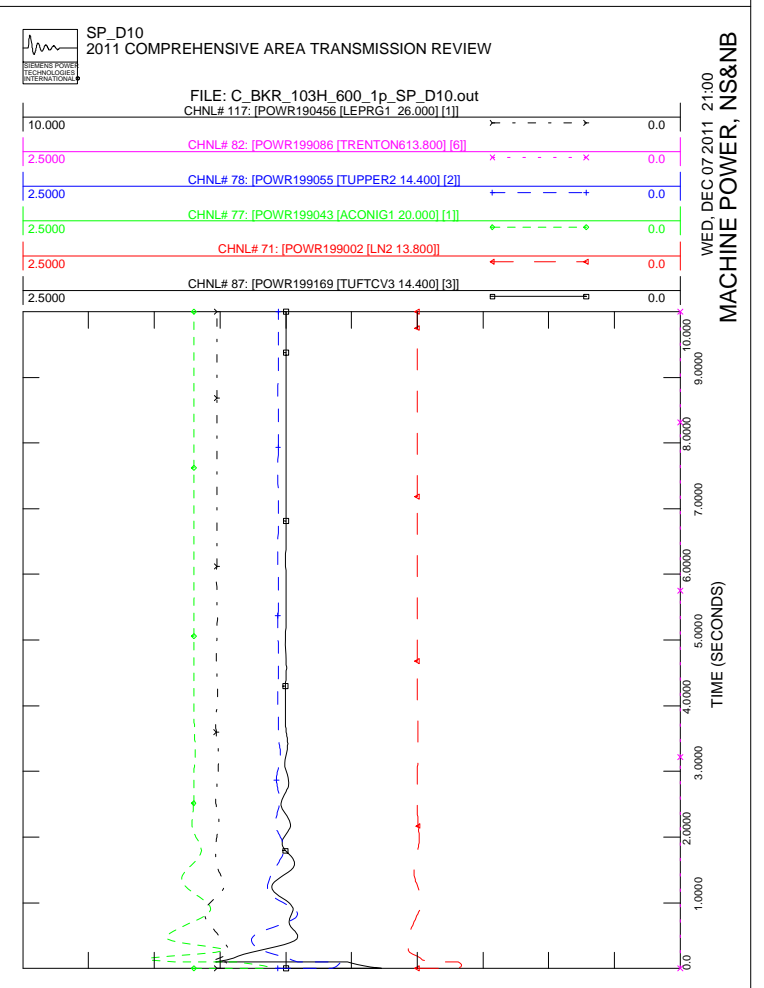
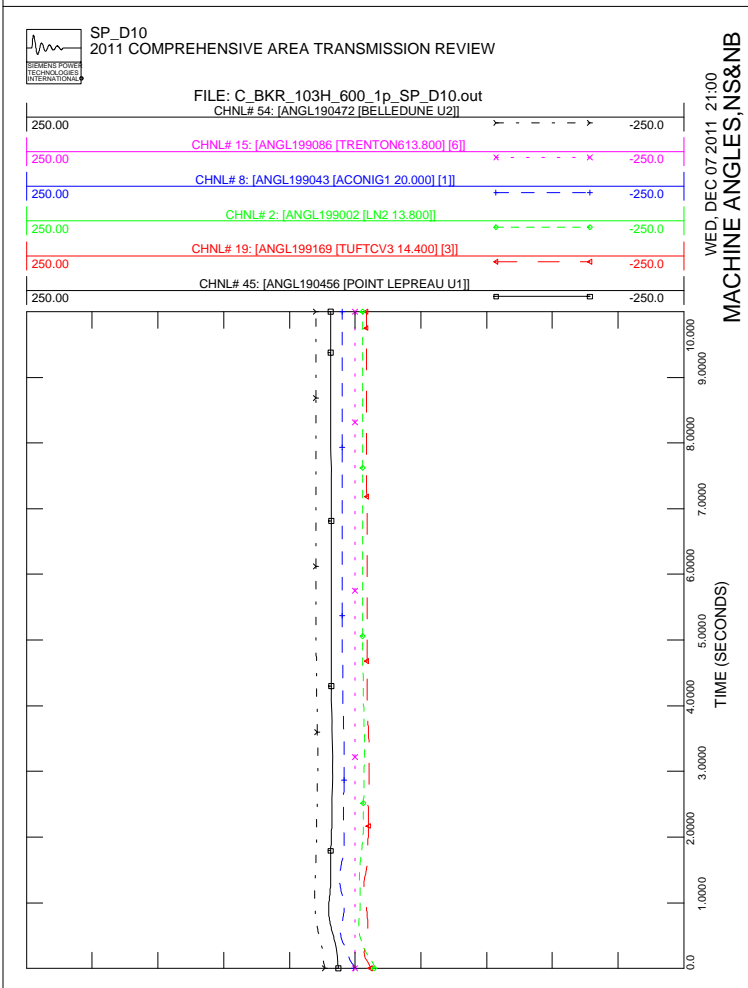
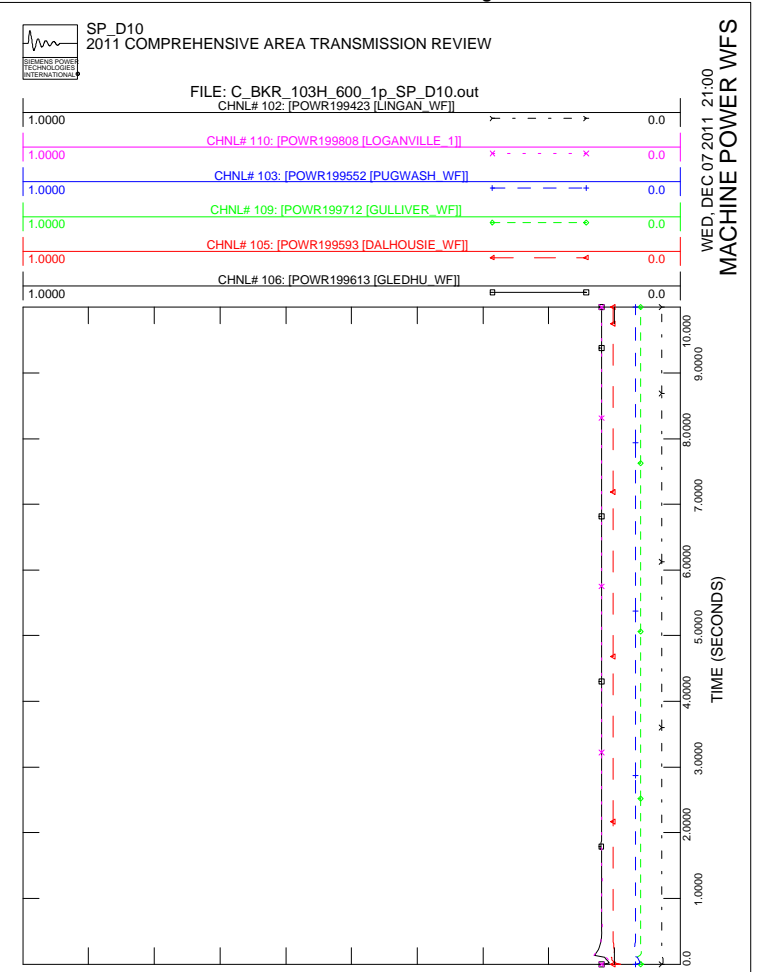
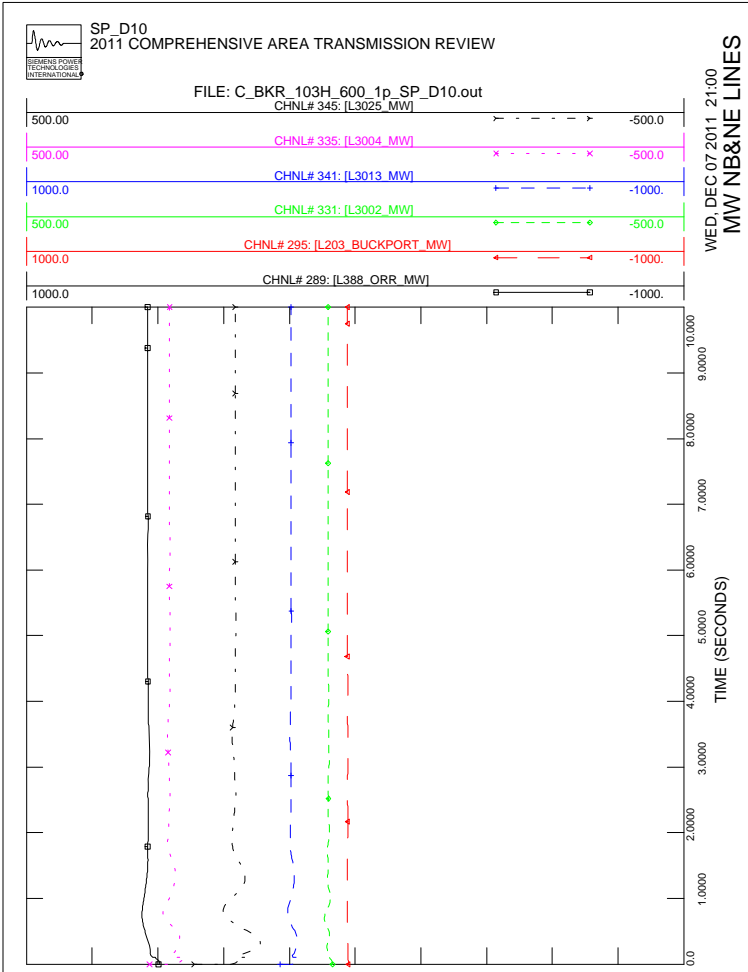
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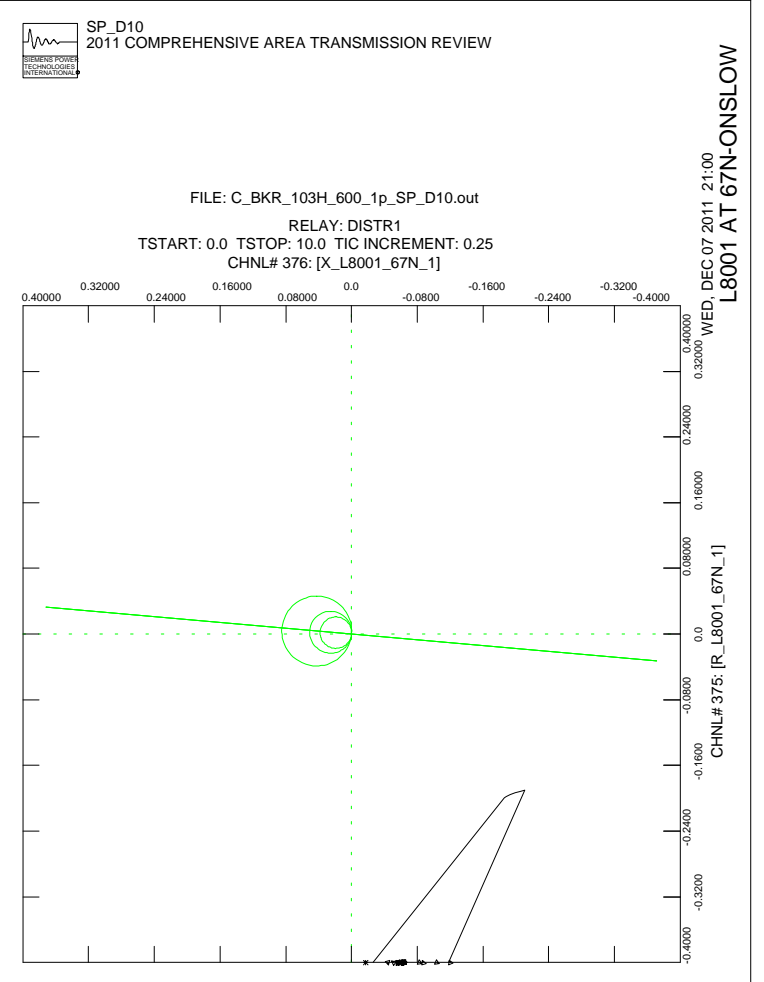
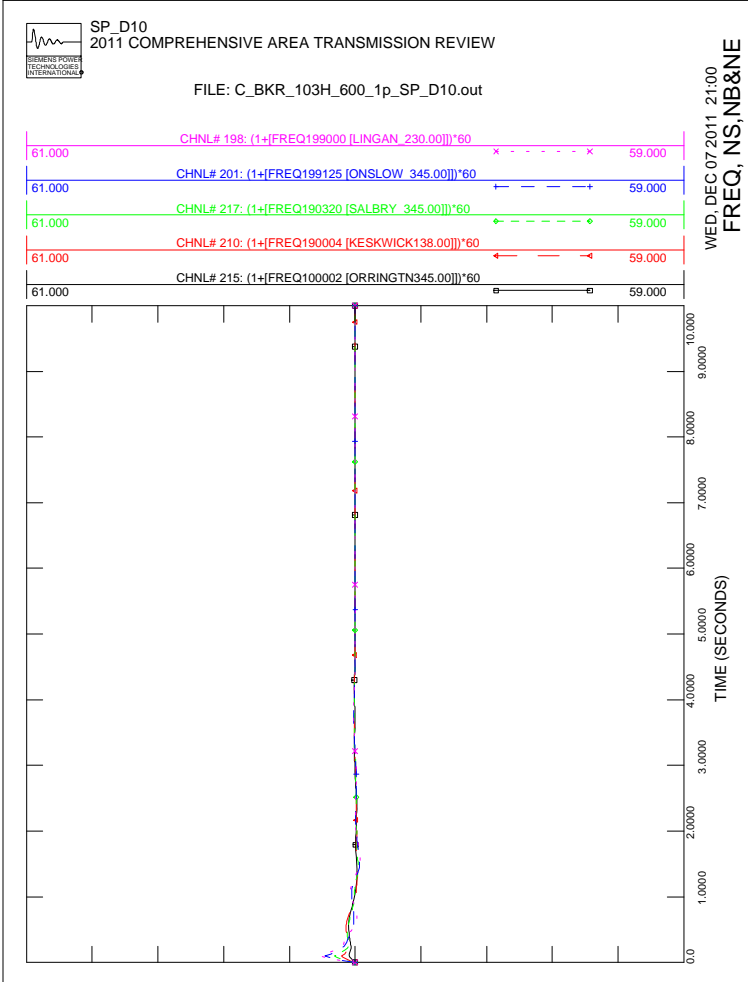
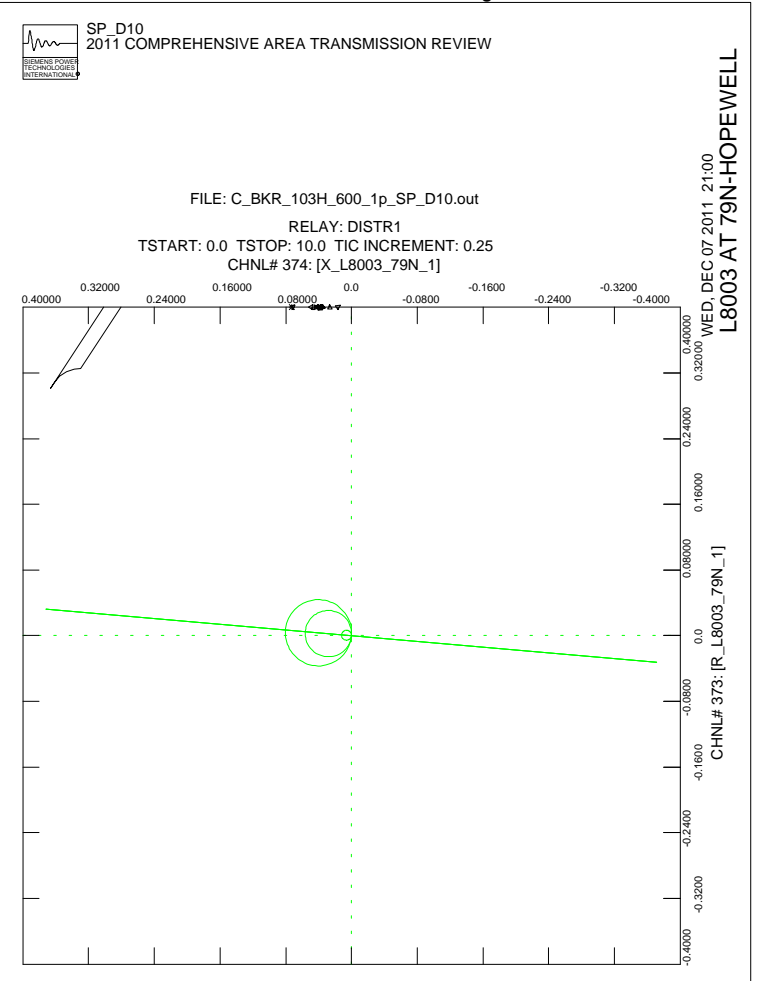
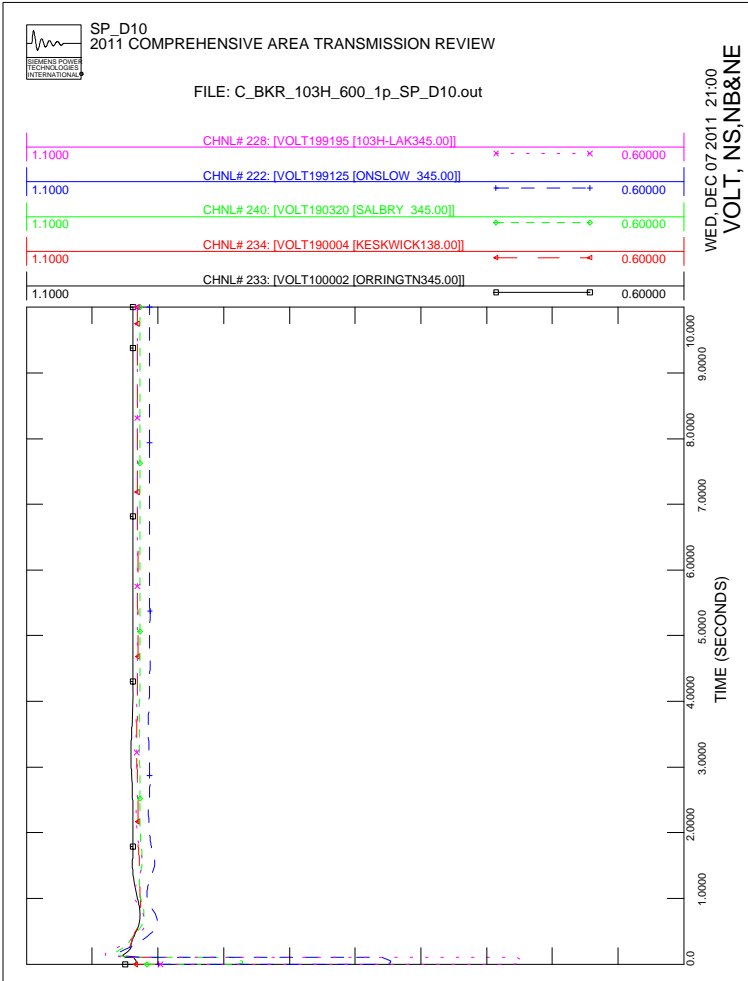


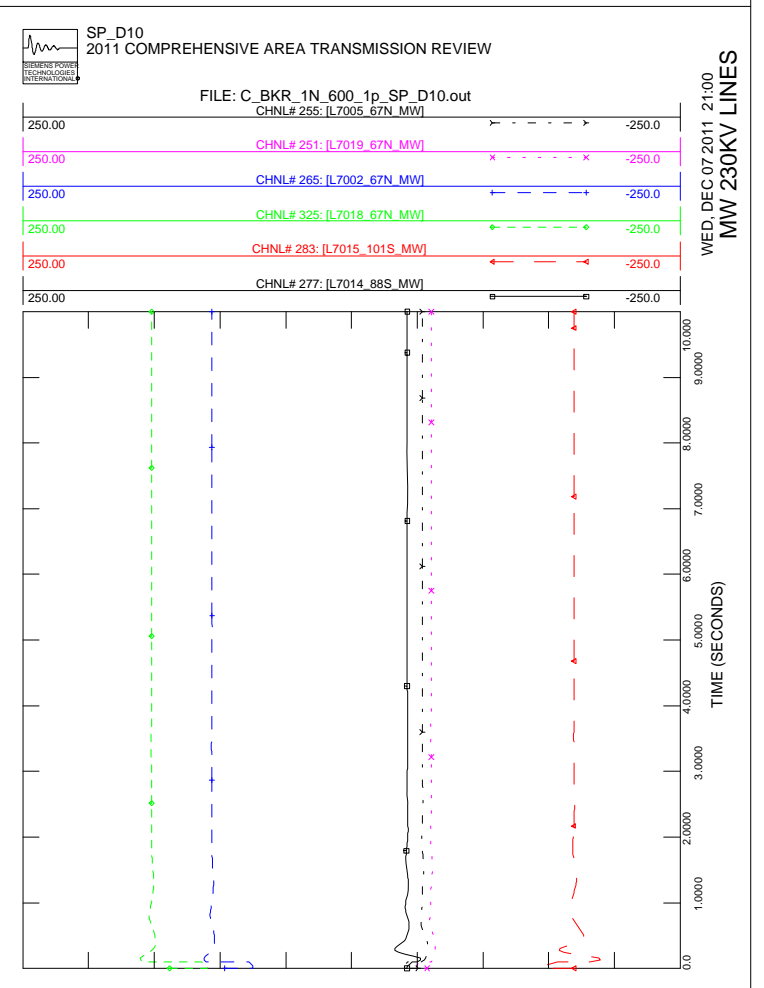
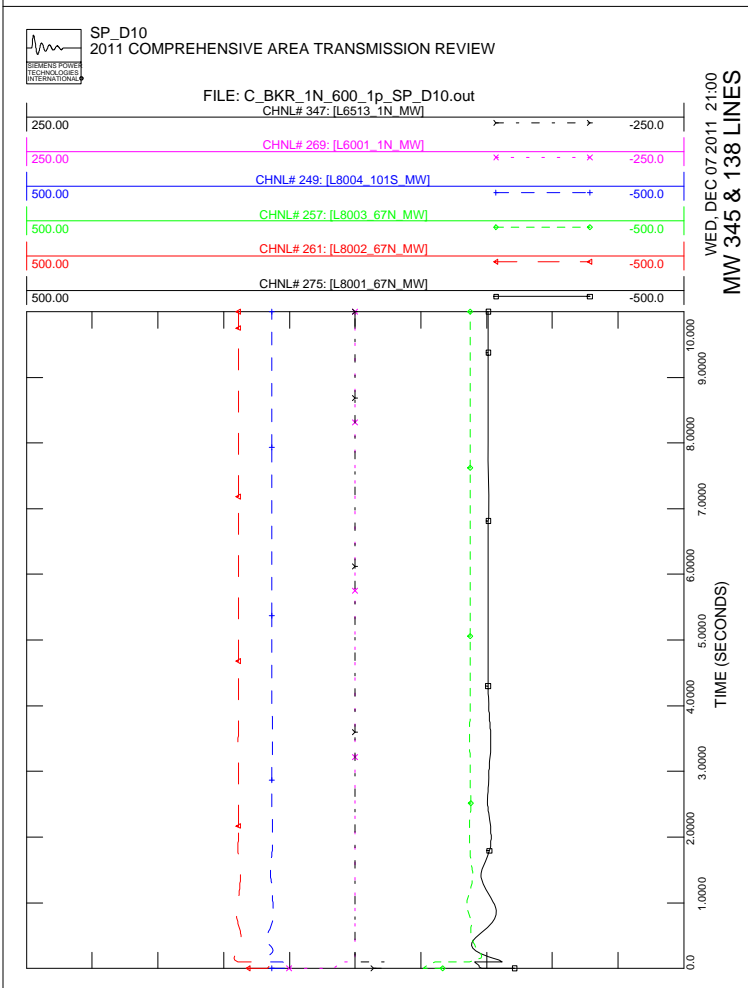
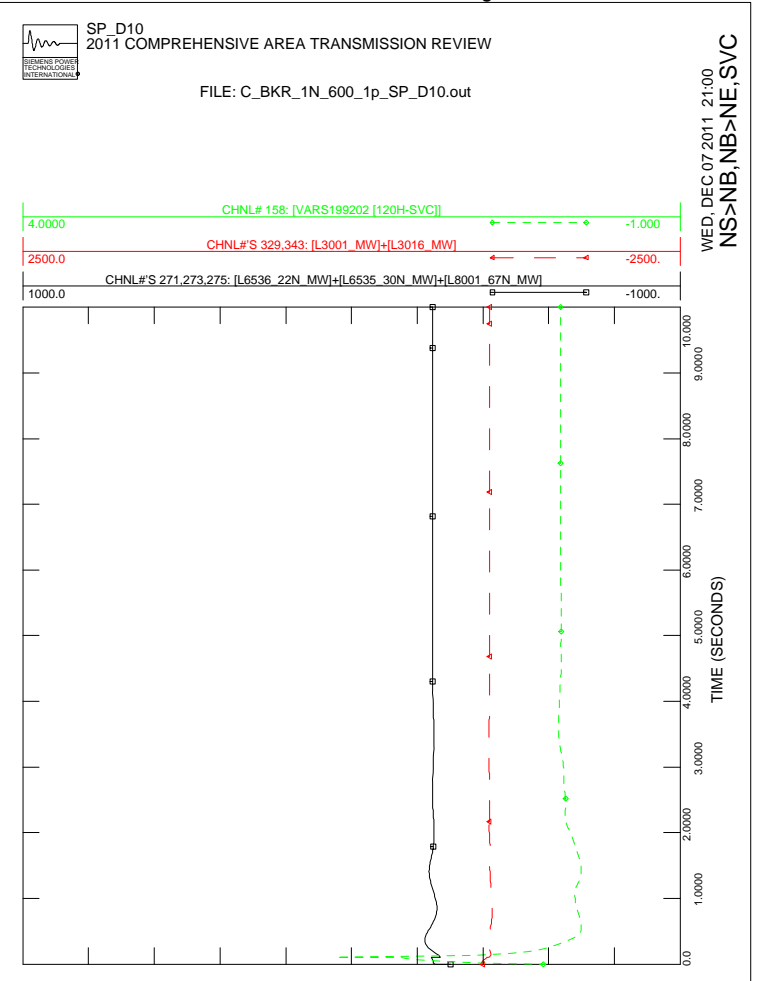
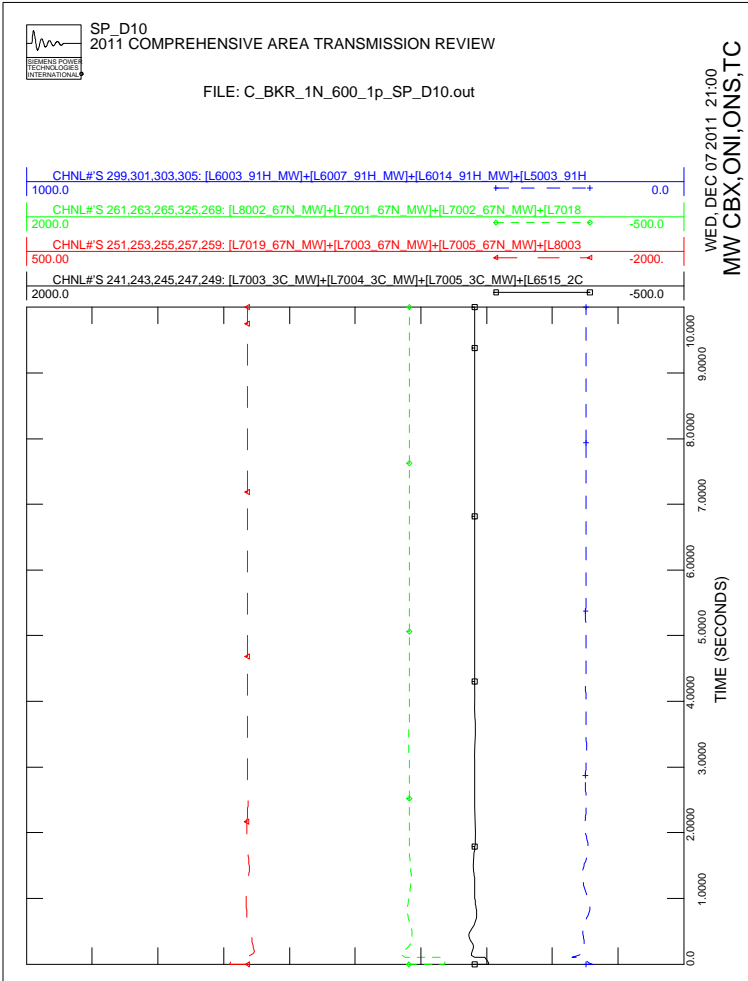
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

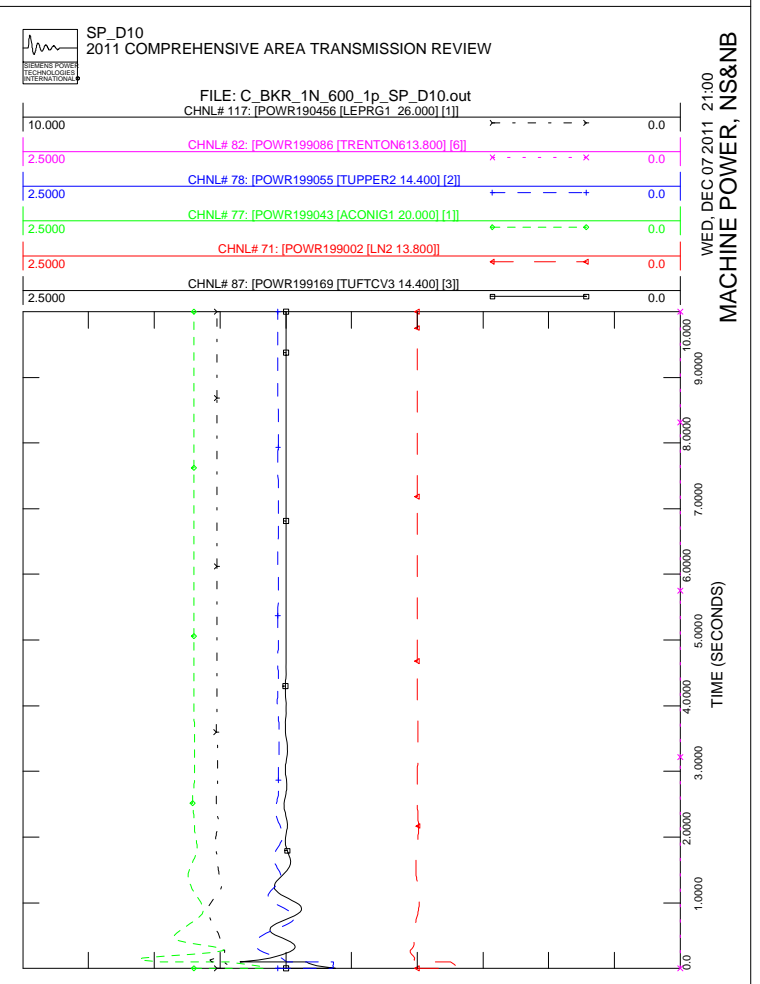
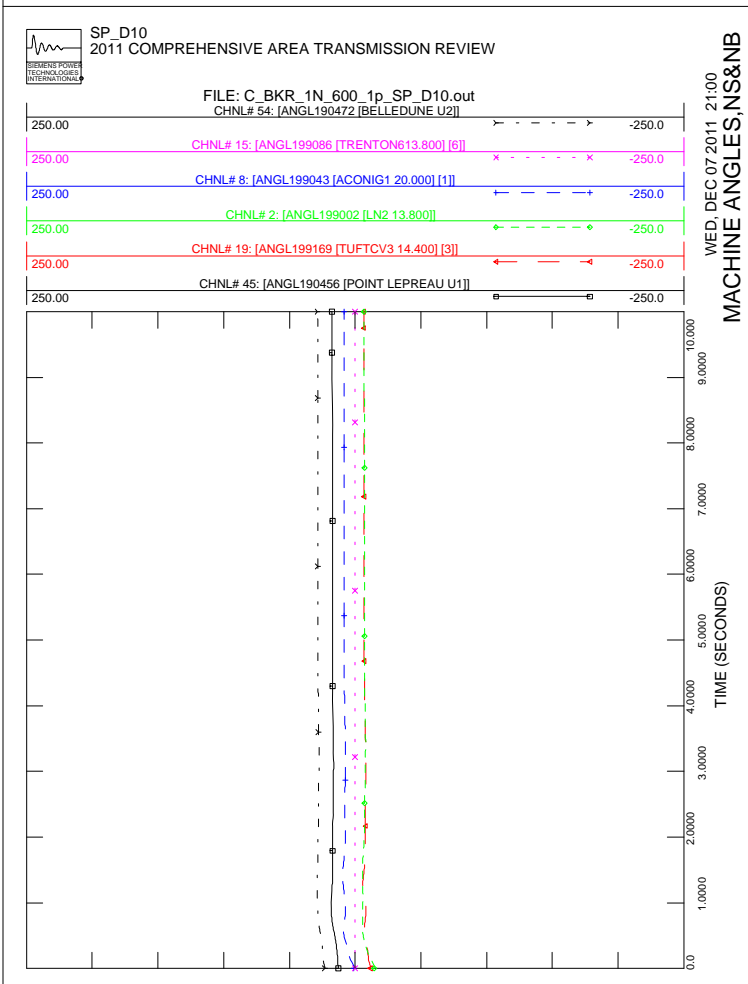
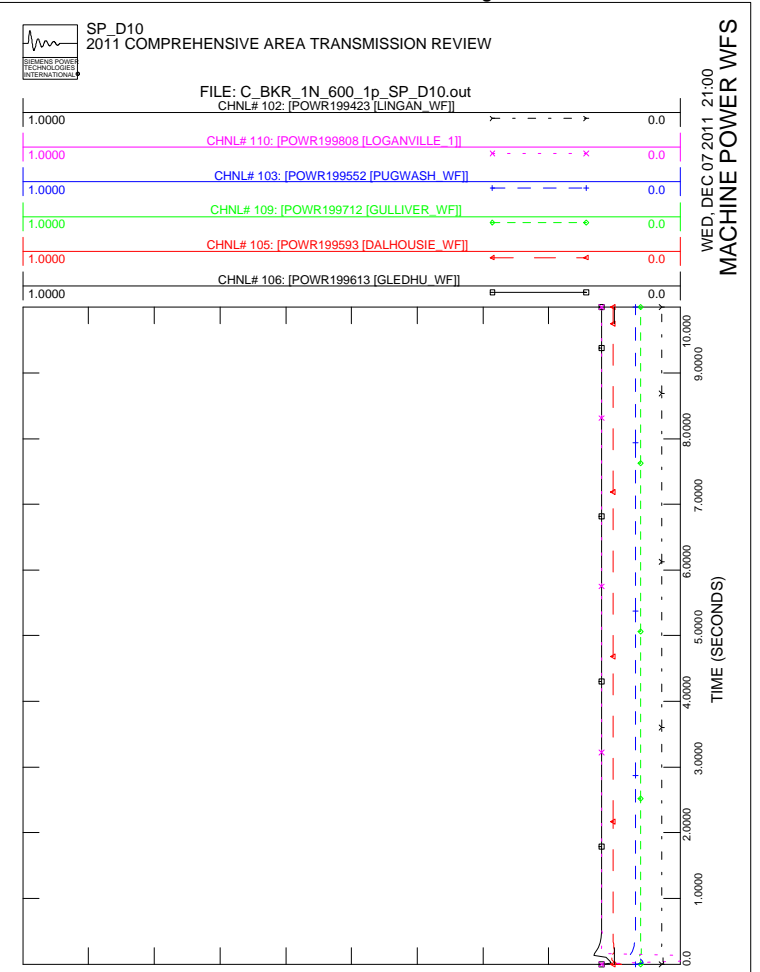
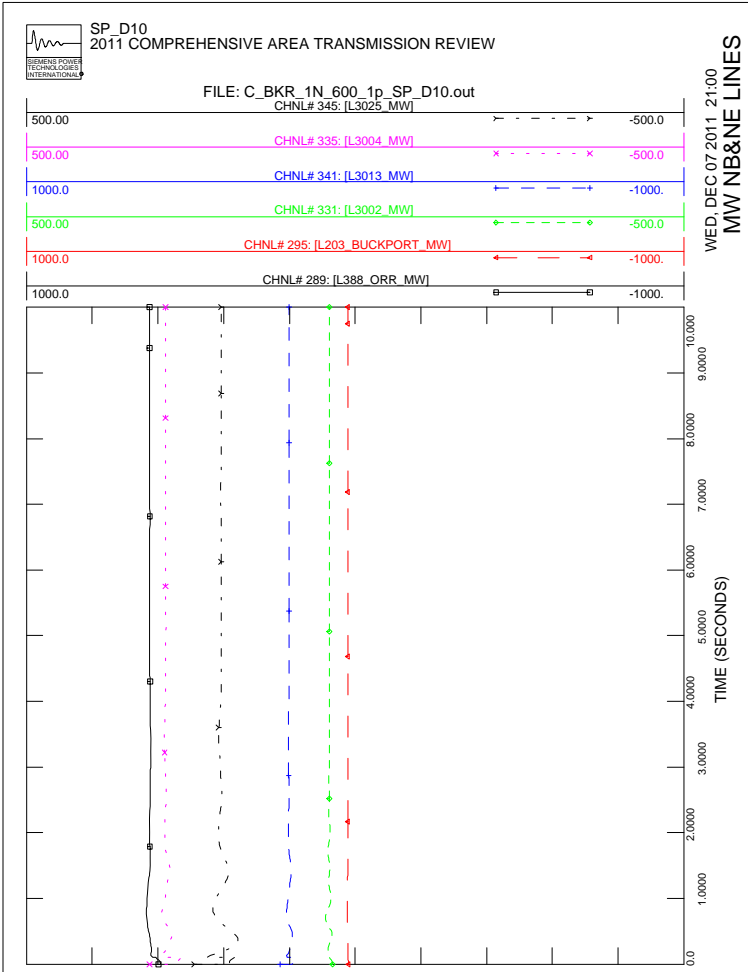
FILE: C_BKR_103H_600_1p_SP_D10.out

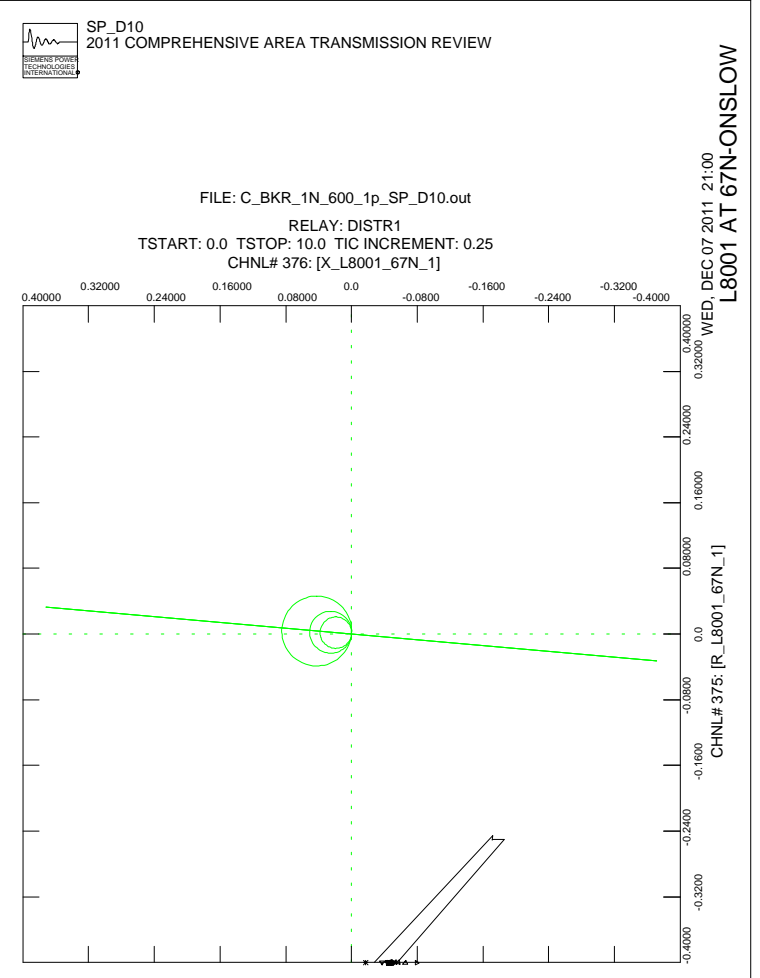
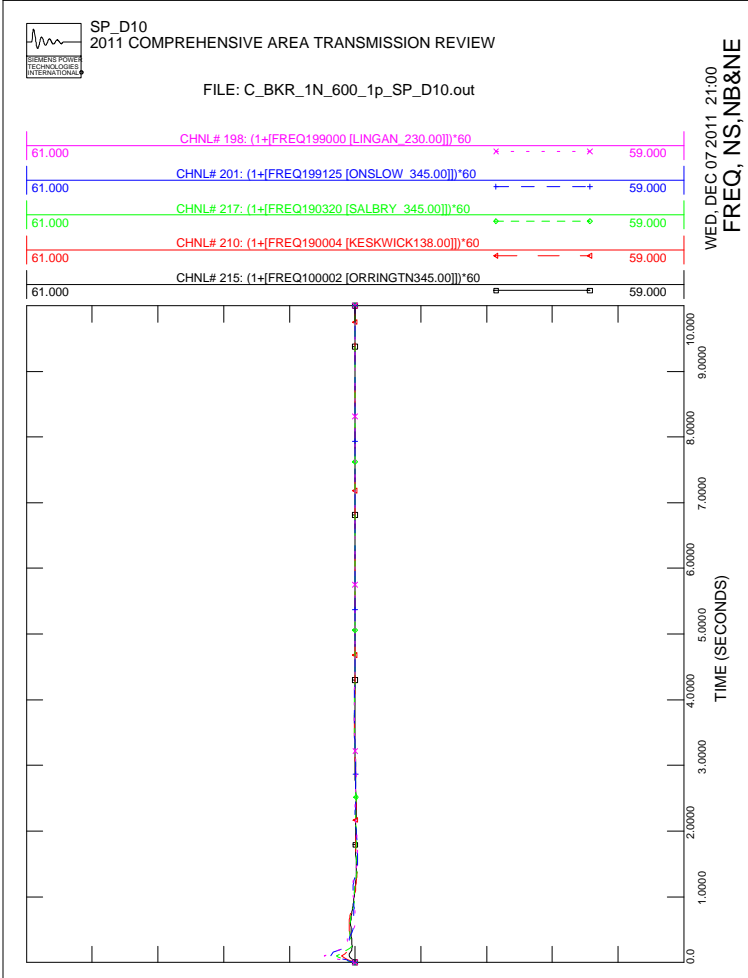
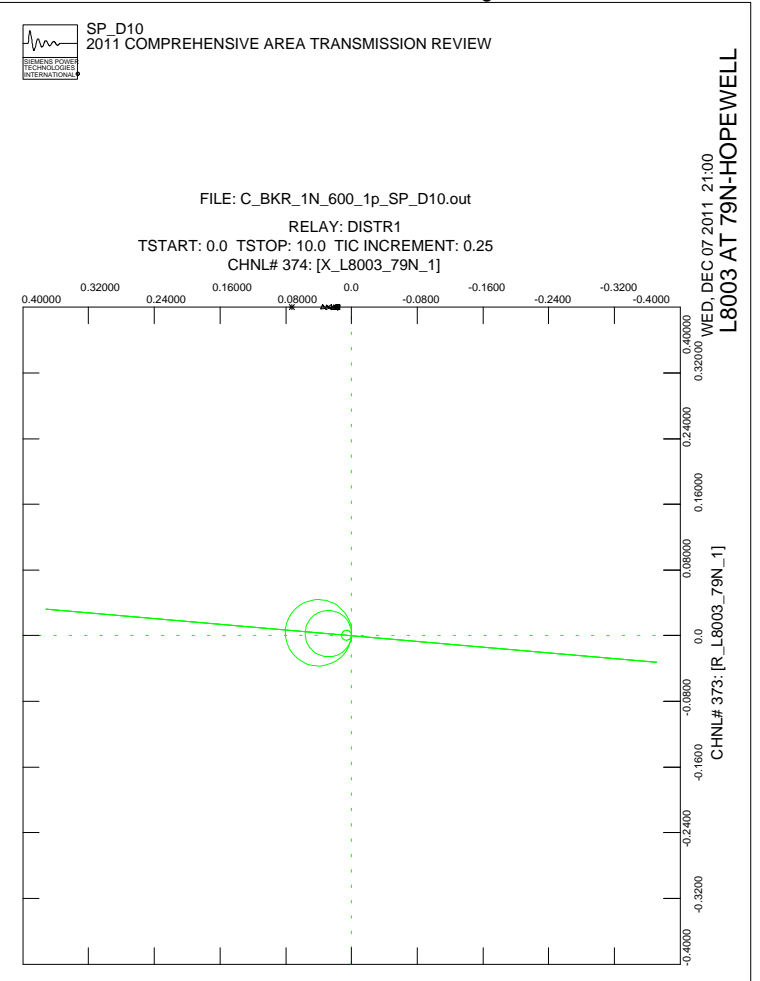
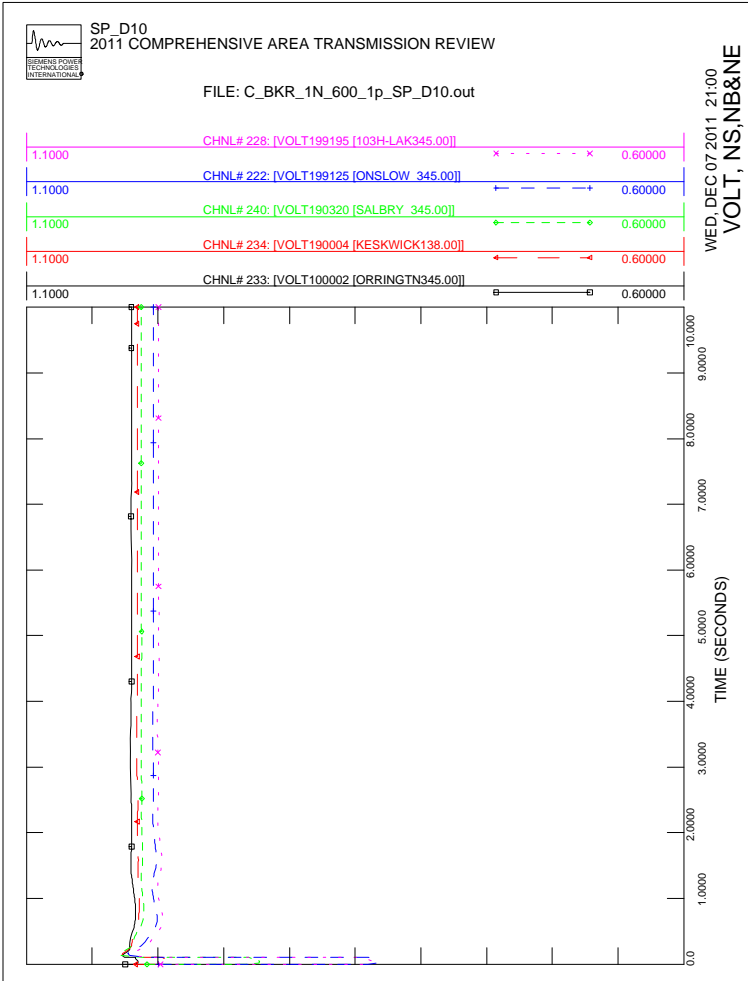








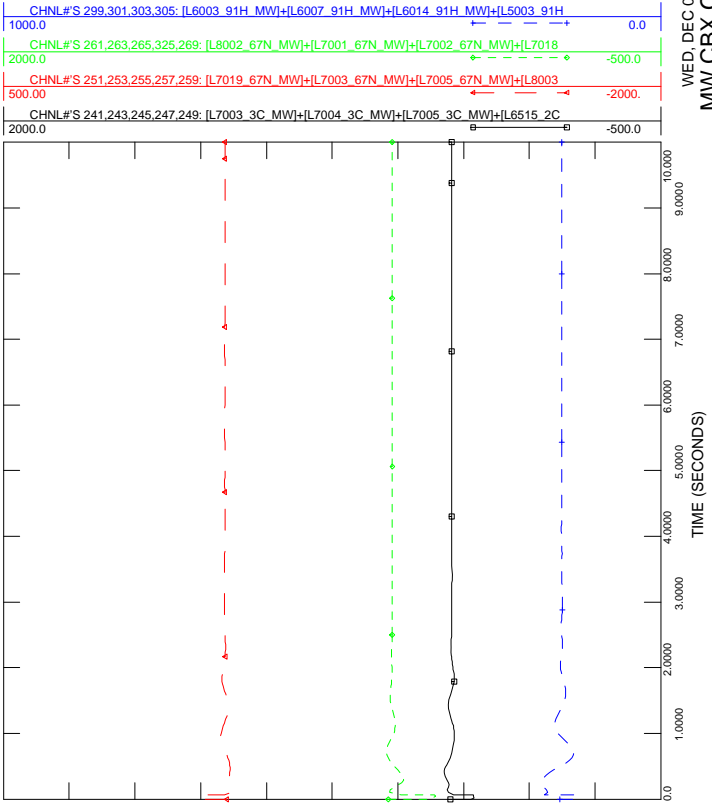






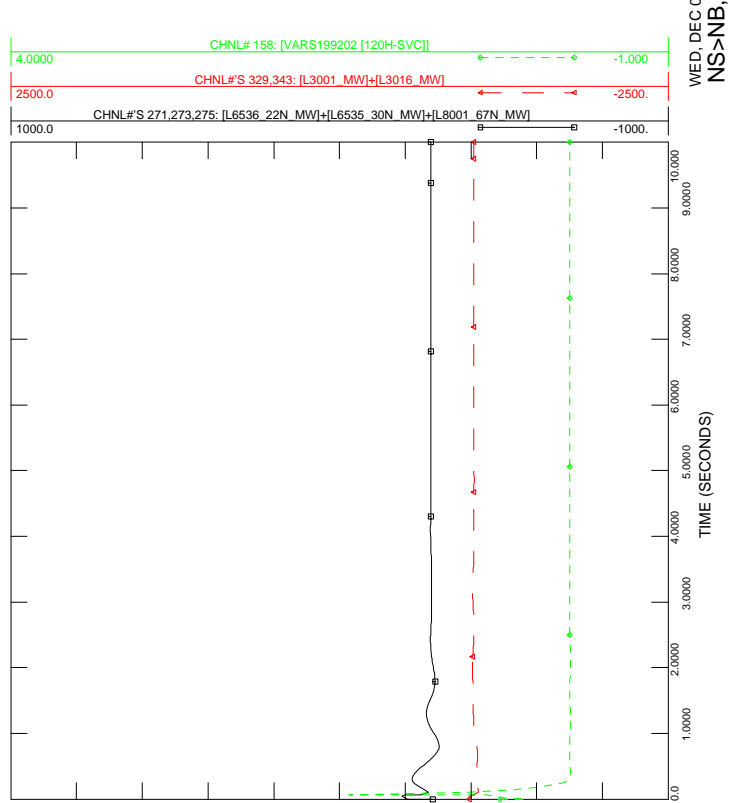
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out



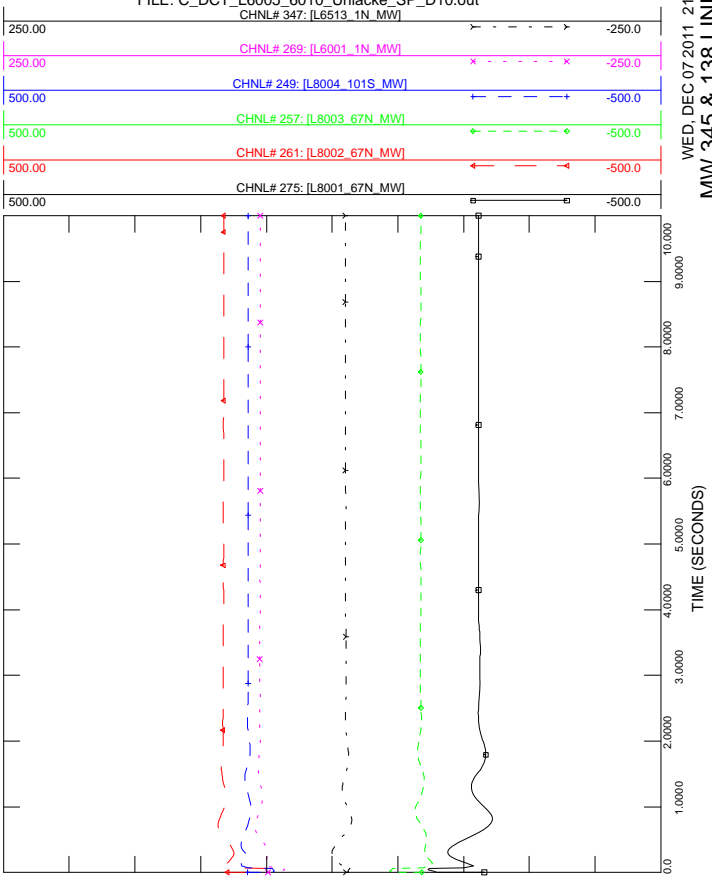
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out



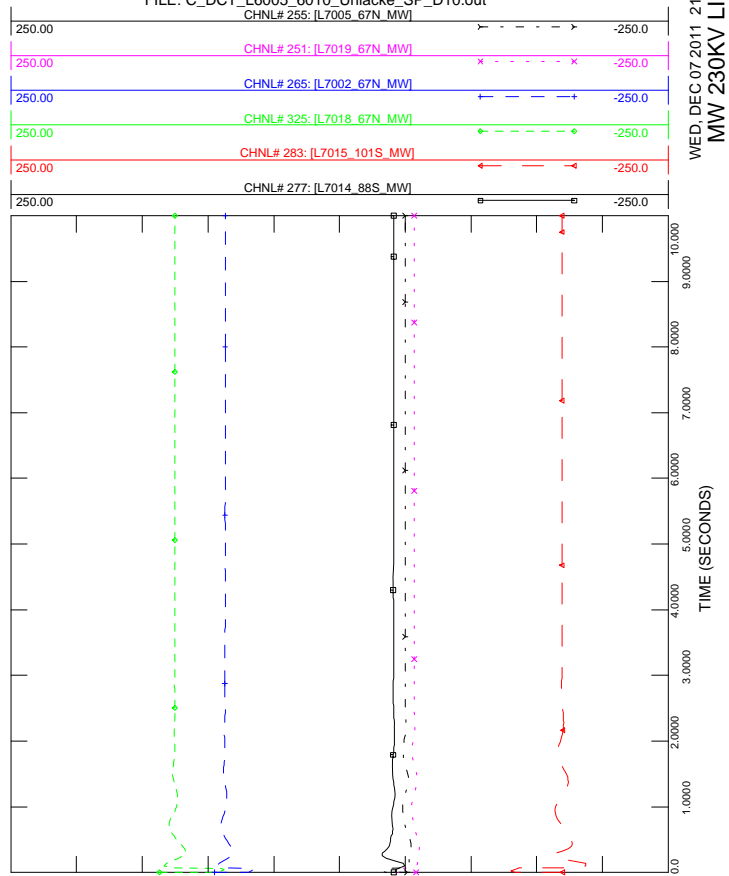
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

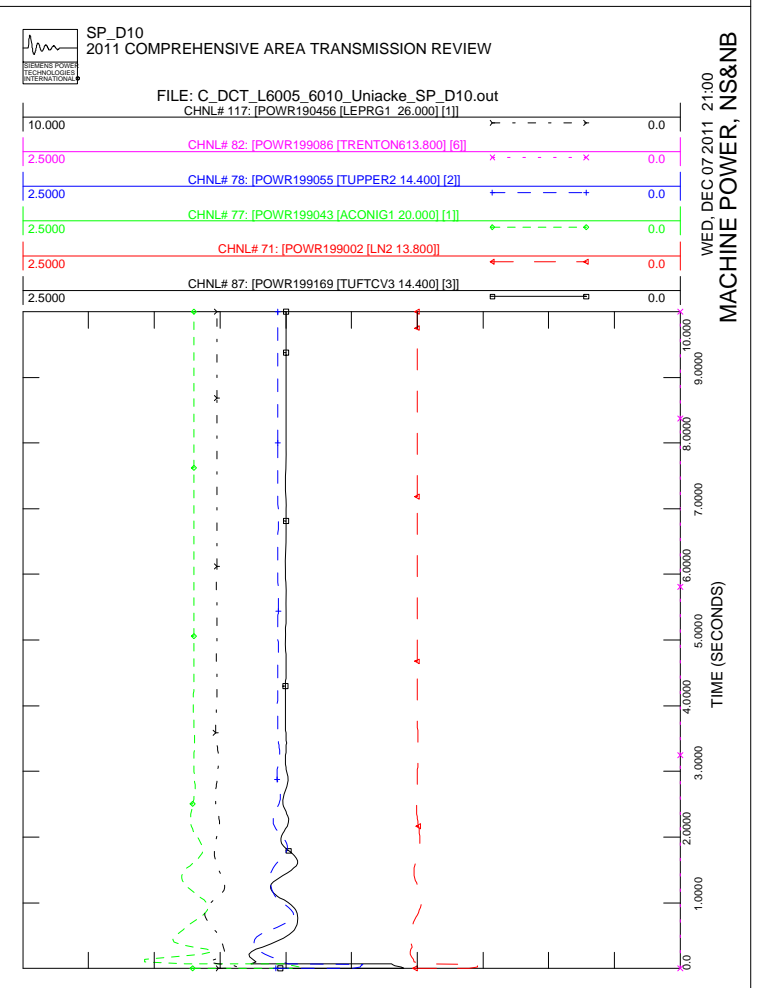
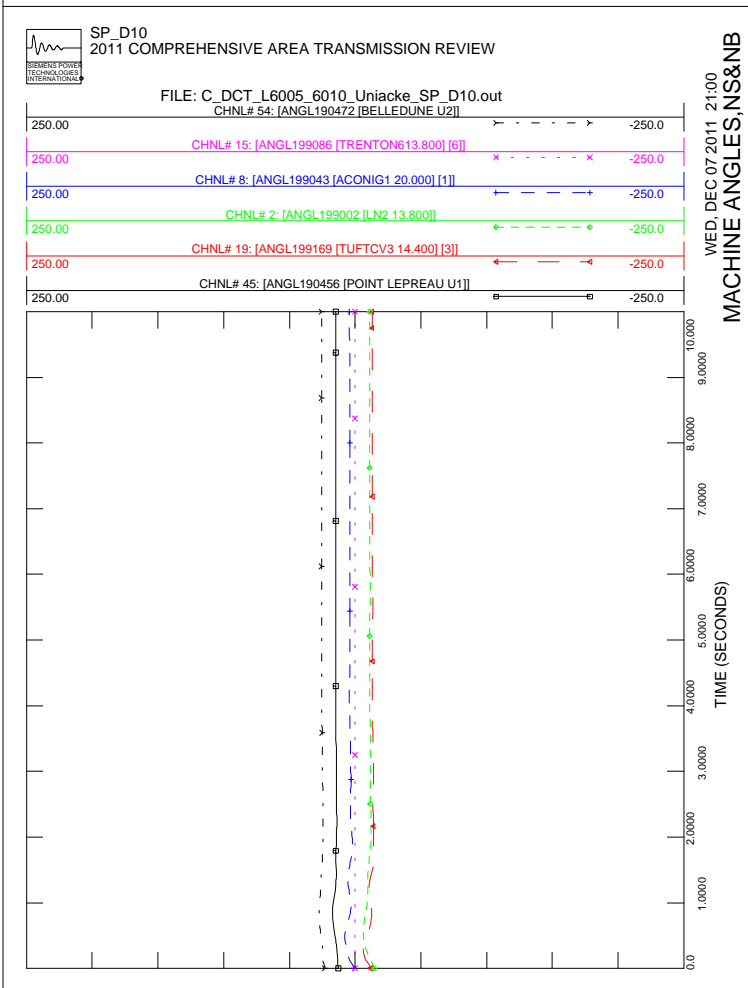
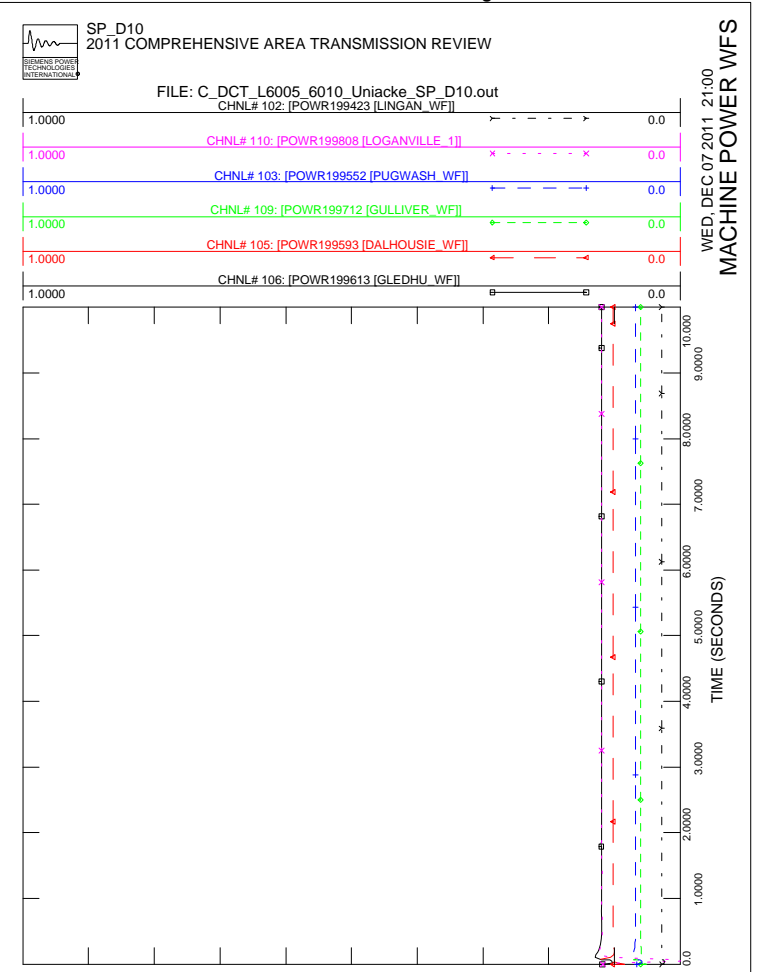
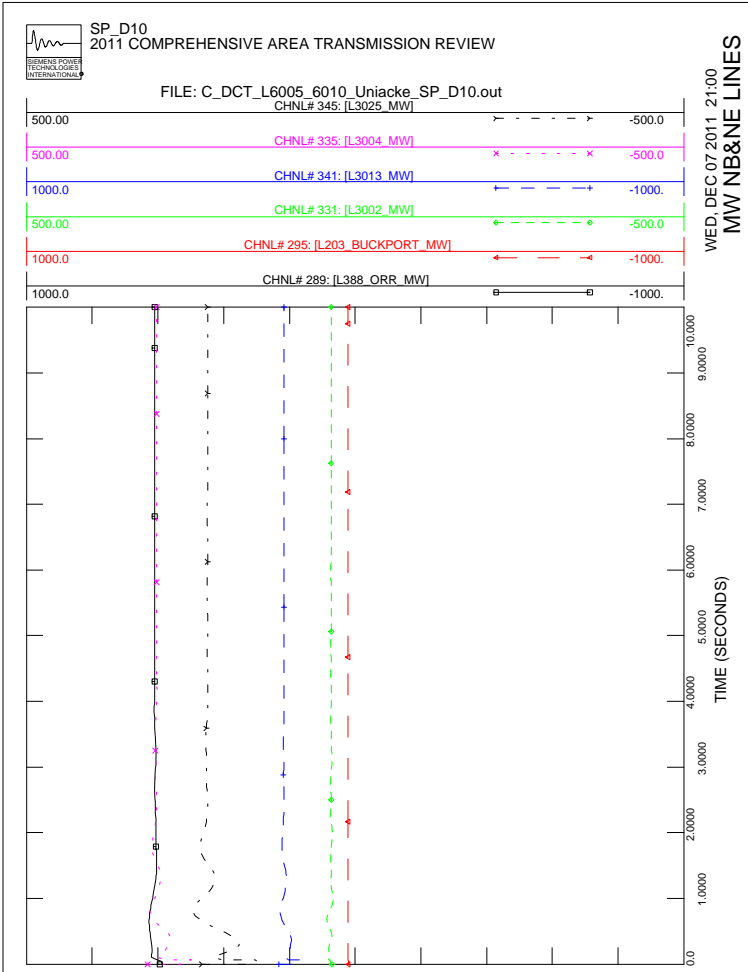
FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out

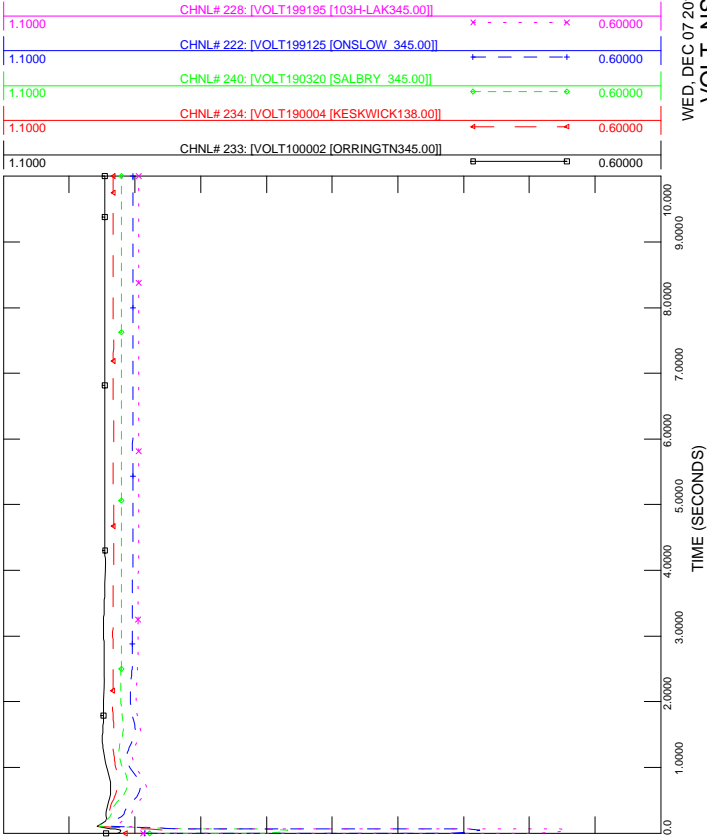






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out



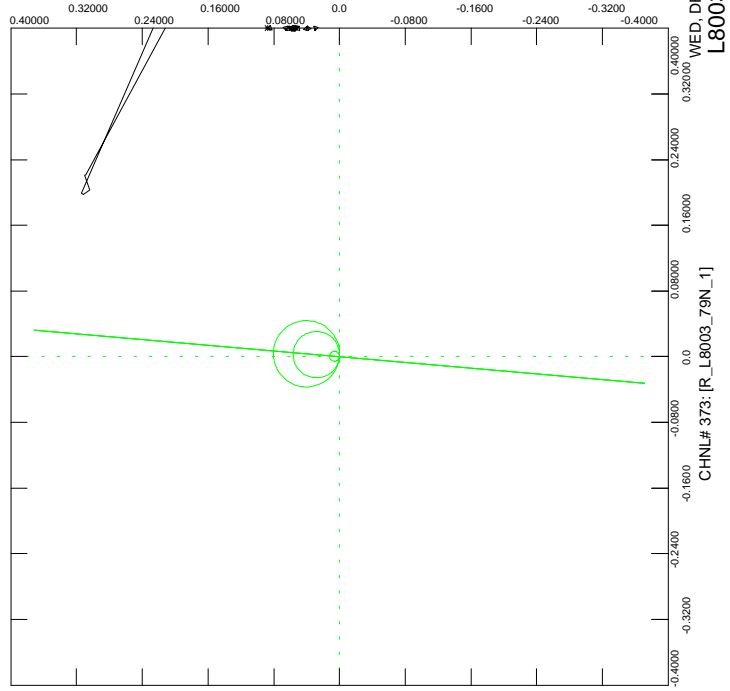
WED, DEC 07 2011 21:00
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

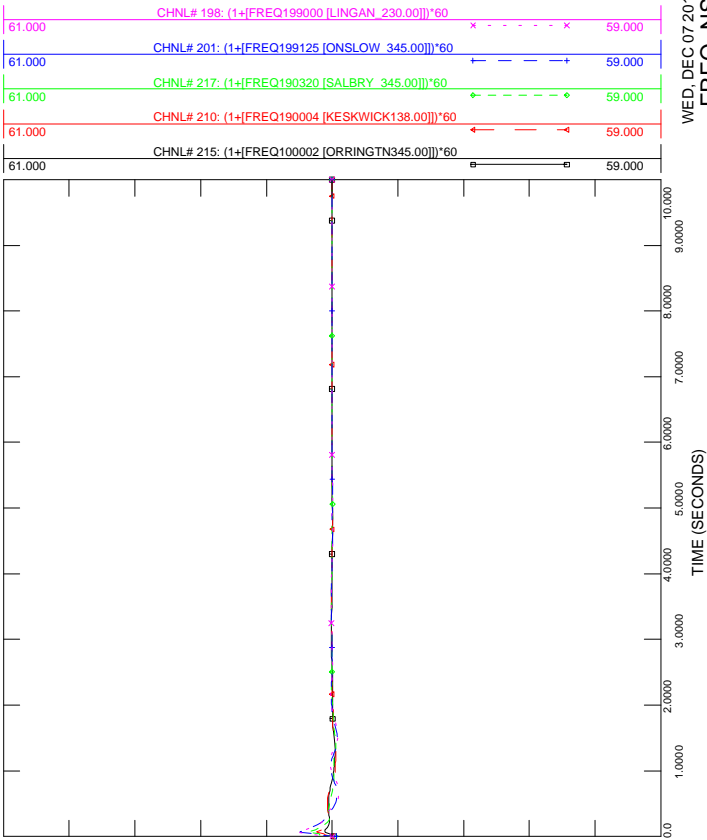


WED, DEC 07 2011 21:00
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out



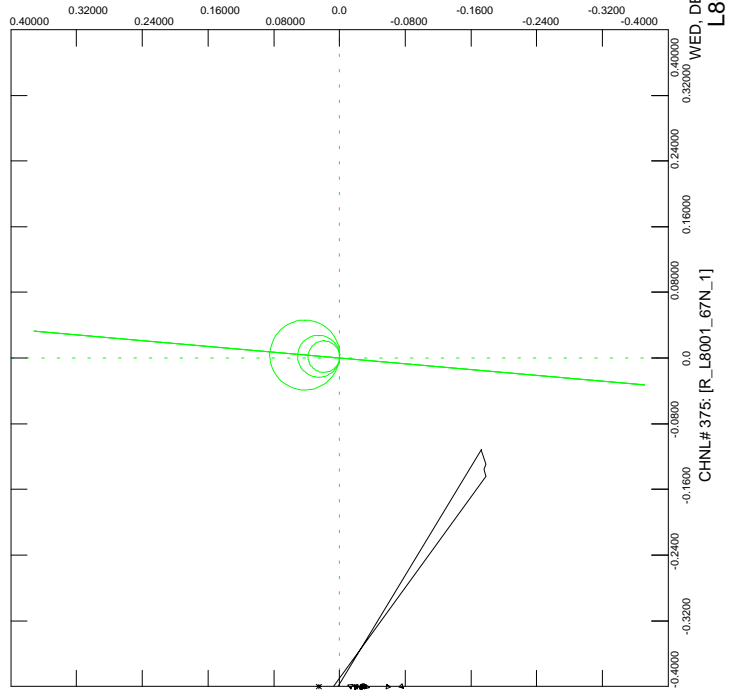
WED, DEC 07 2011 21:00
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_SP_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

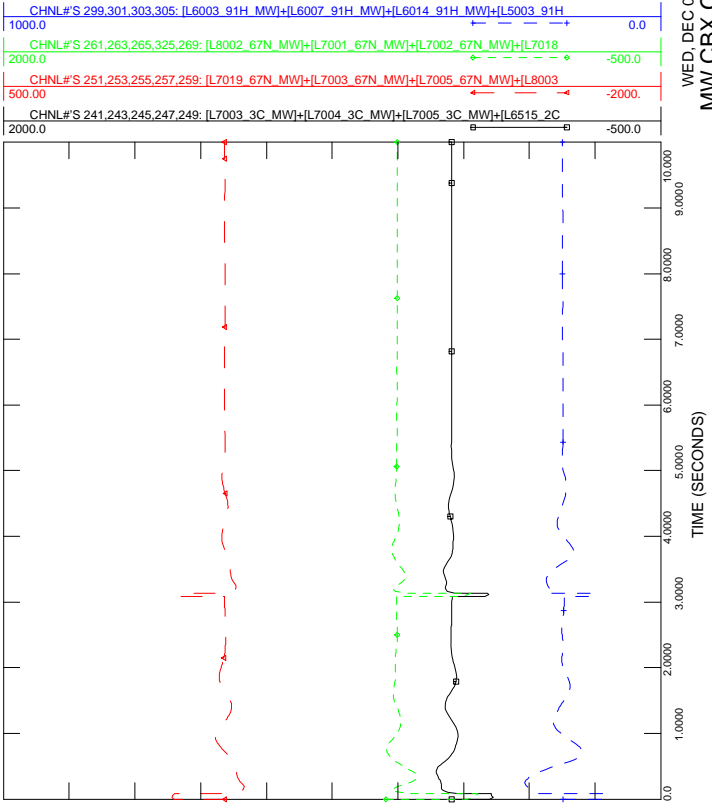


WED, DEC 07 2011 21:00
L8001 AT 67N-ONSLOW



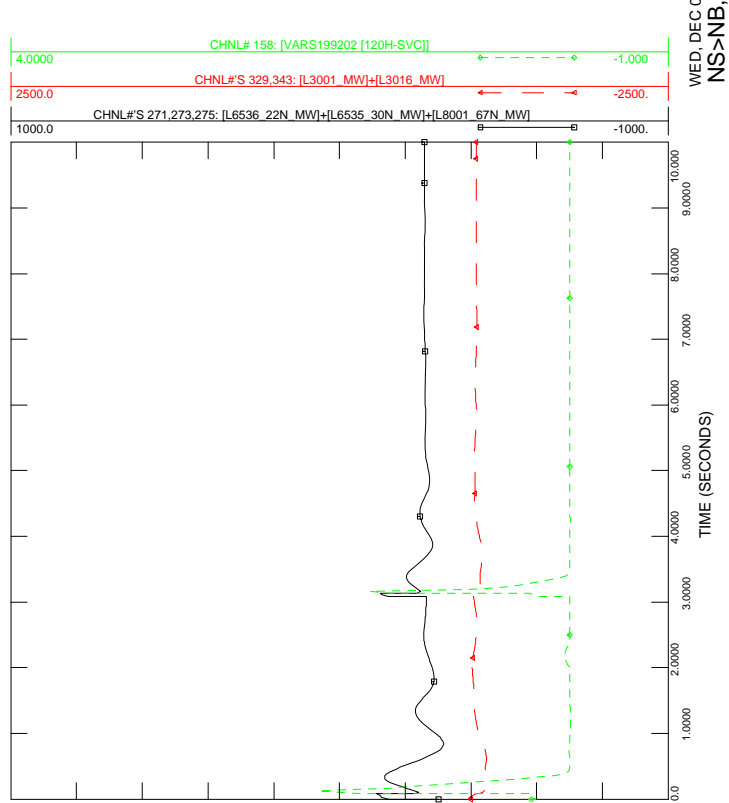
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out



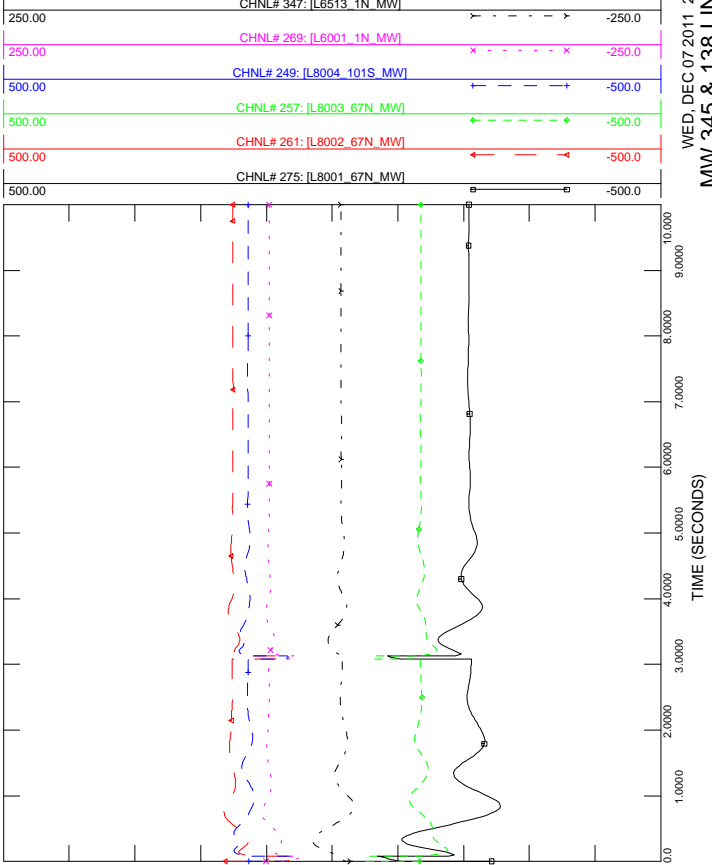
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out



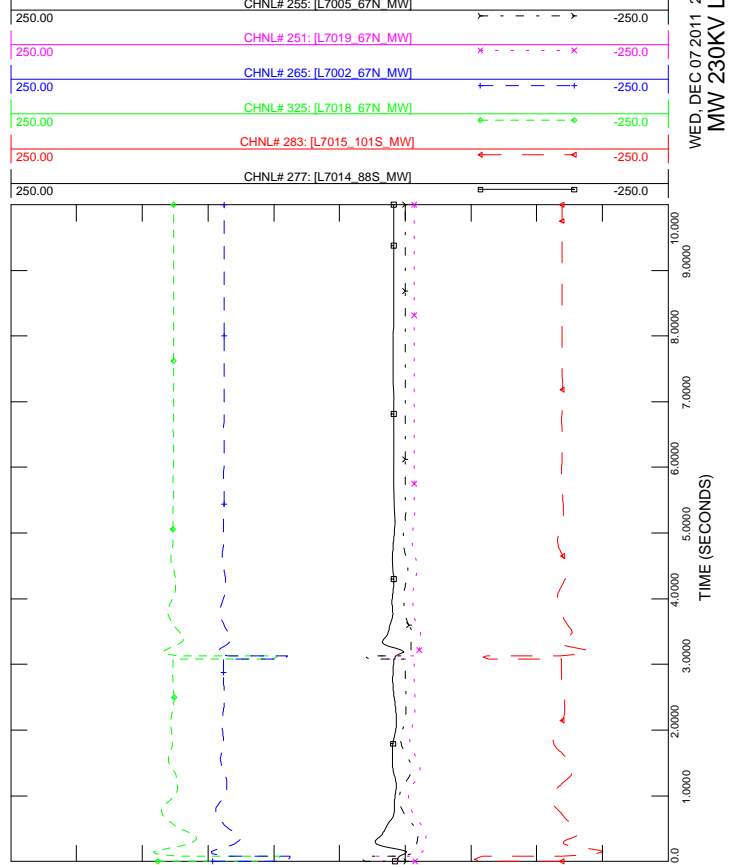
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

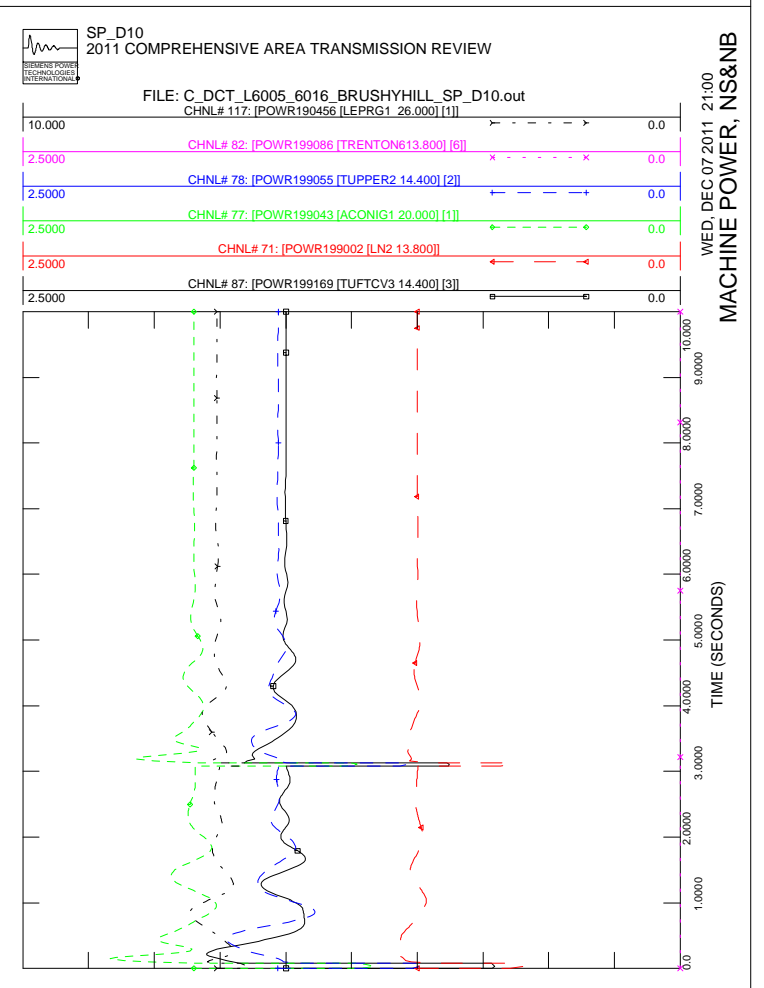
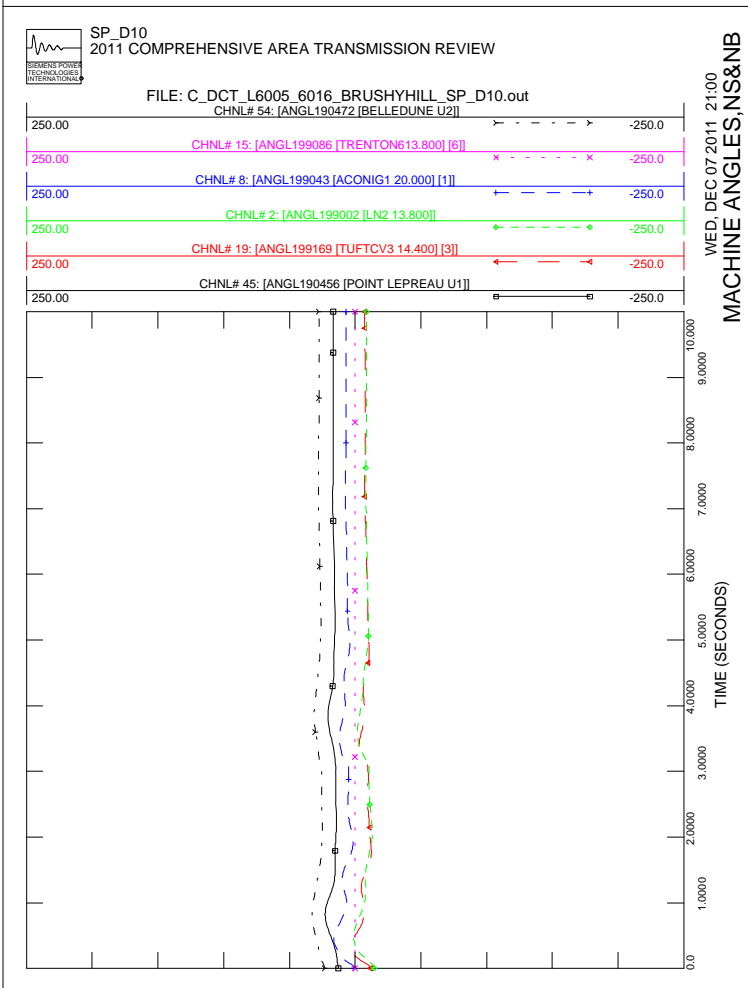
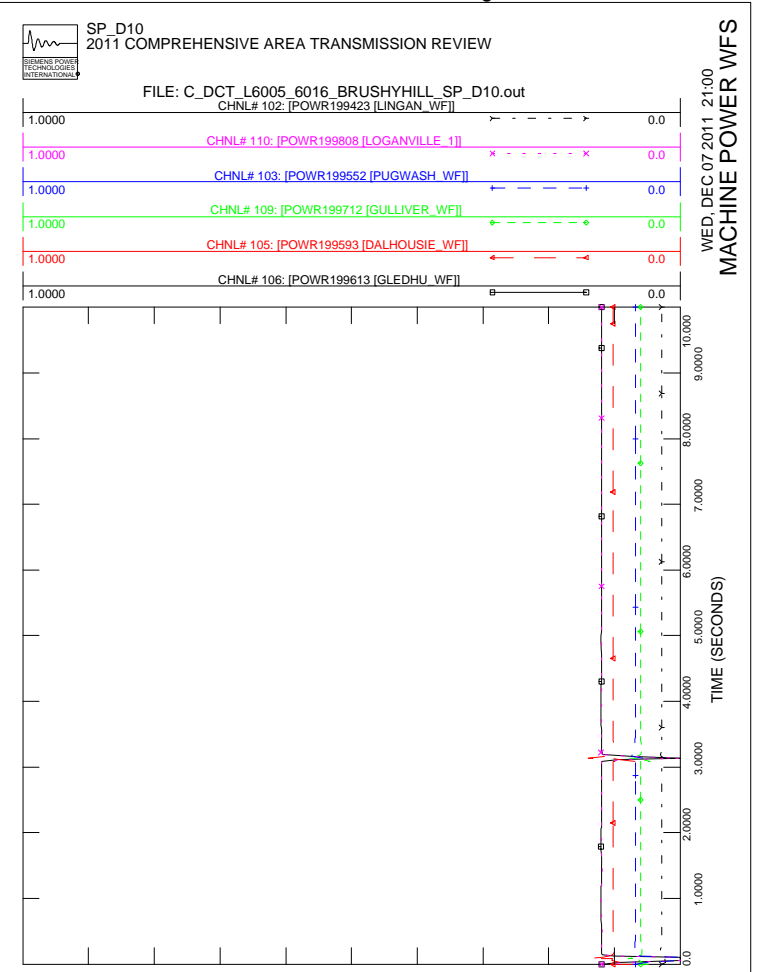
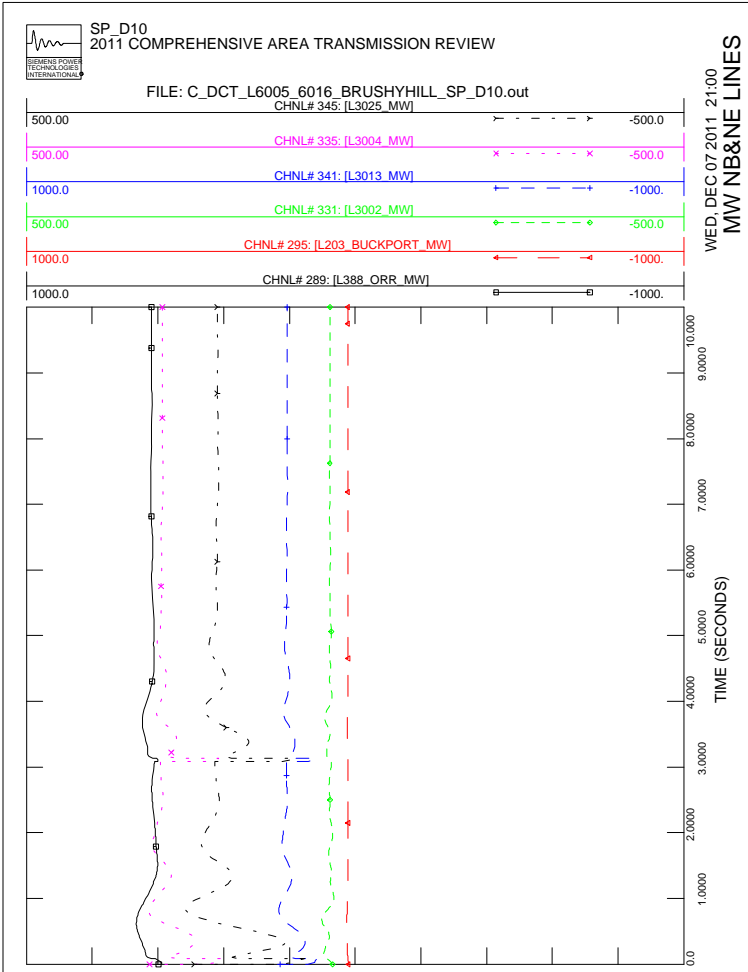
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out

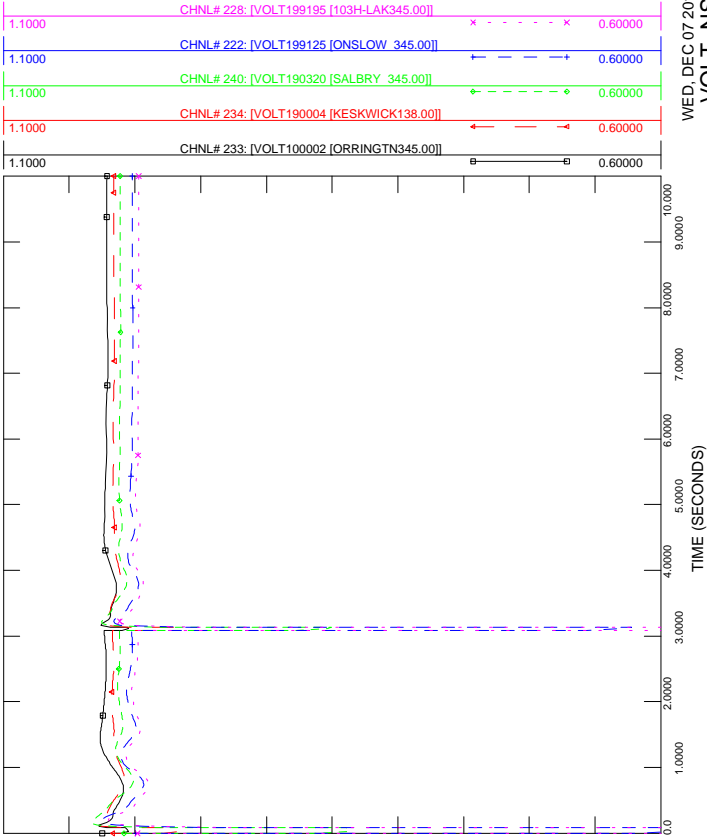






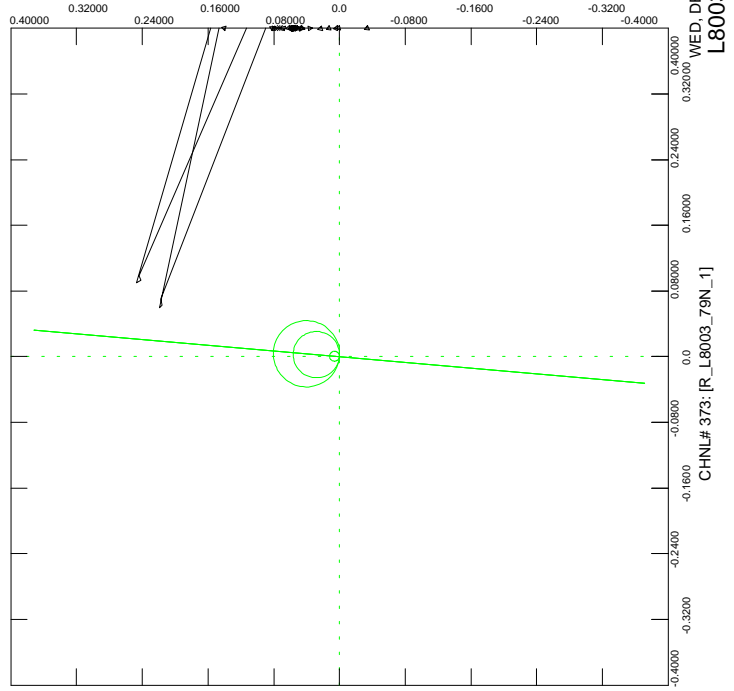
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out



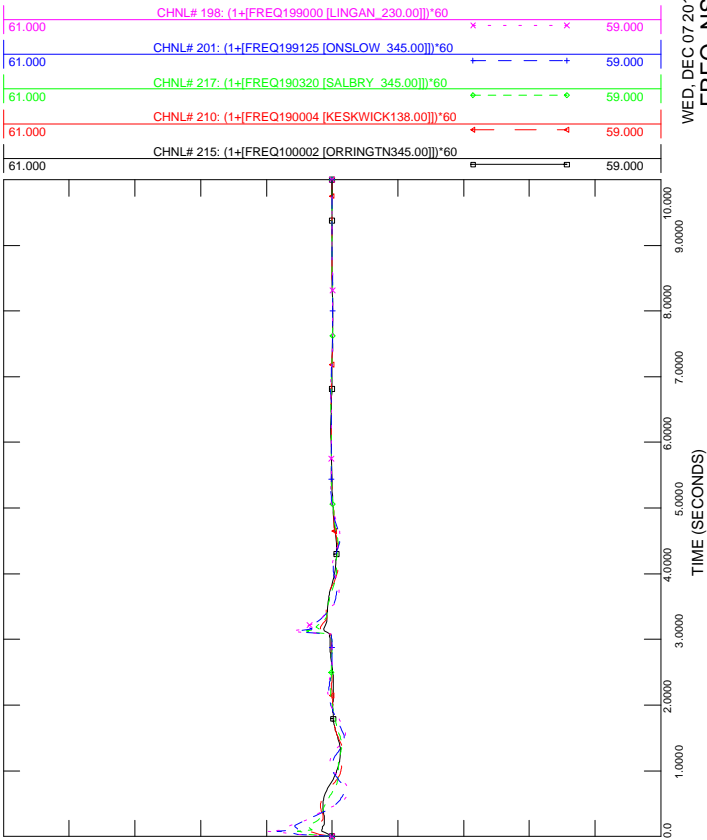
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



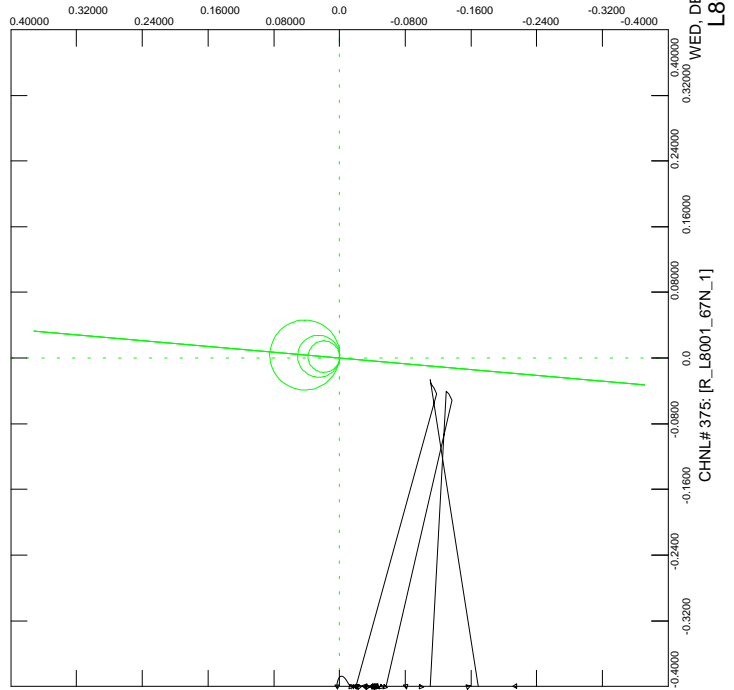
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

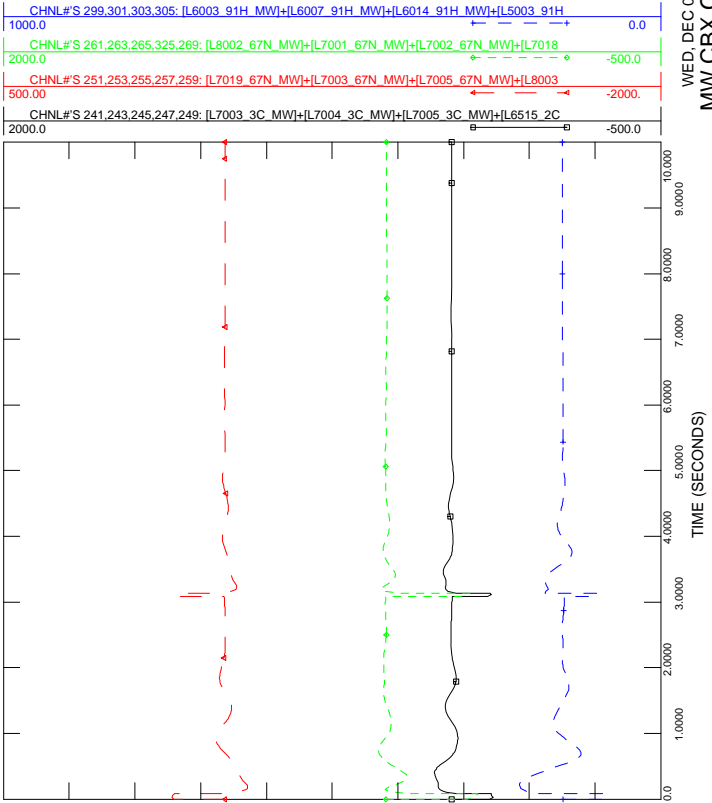
FILE: C_DCT_L6005_6016_BRUSHYHILL_SP_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]





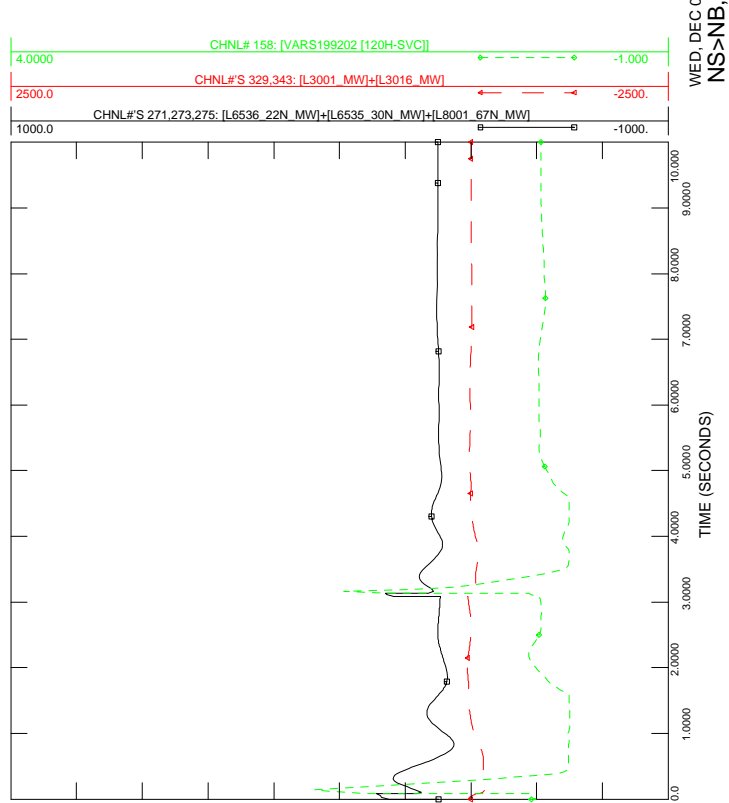
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6011_6010_BRUSHYHILL_SP_D10.out



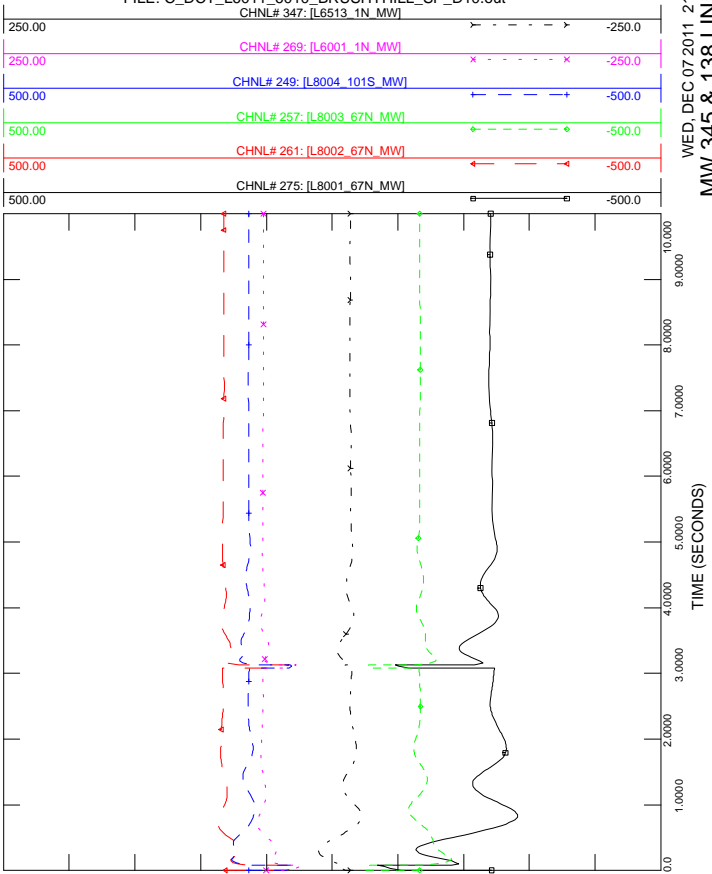
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6011_6010_BRUSHYHILL_SP_D10.out



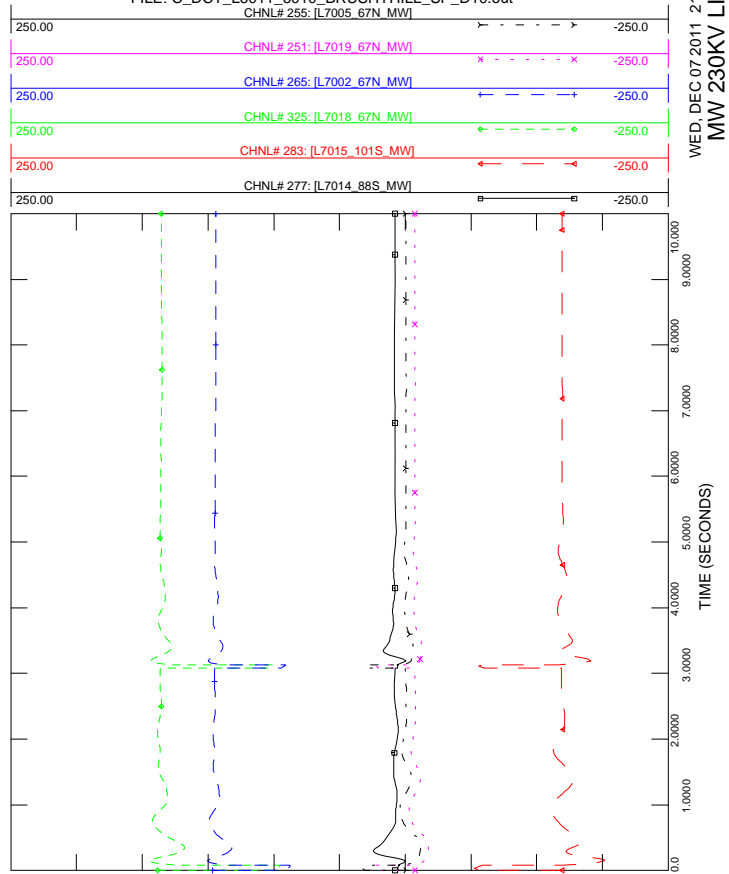
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

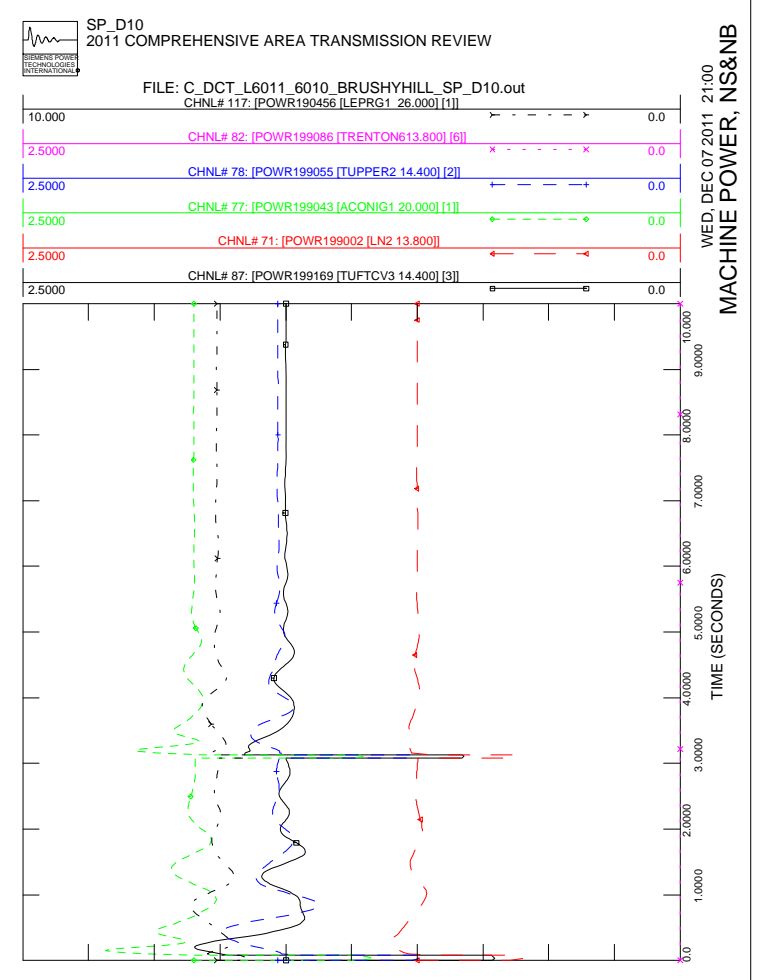
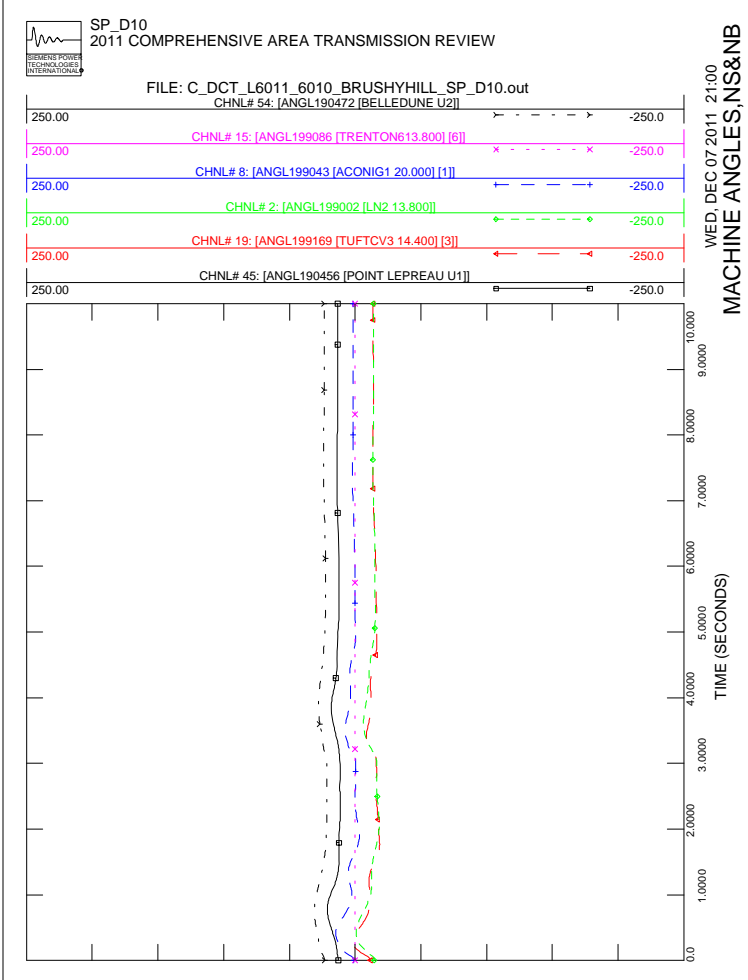
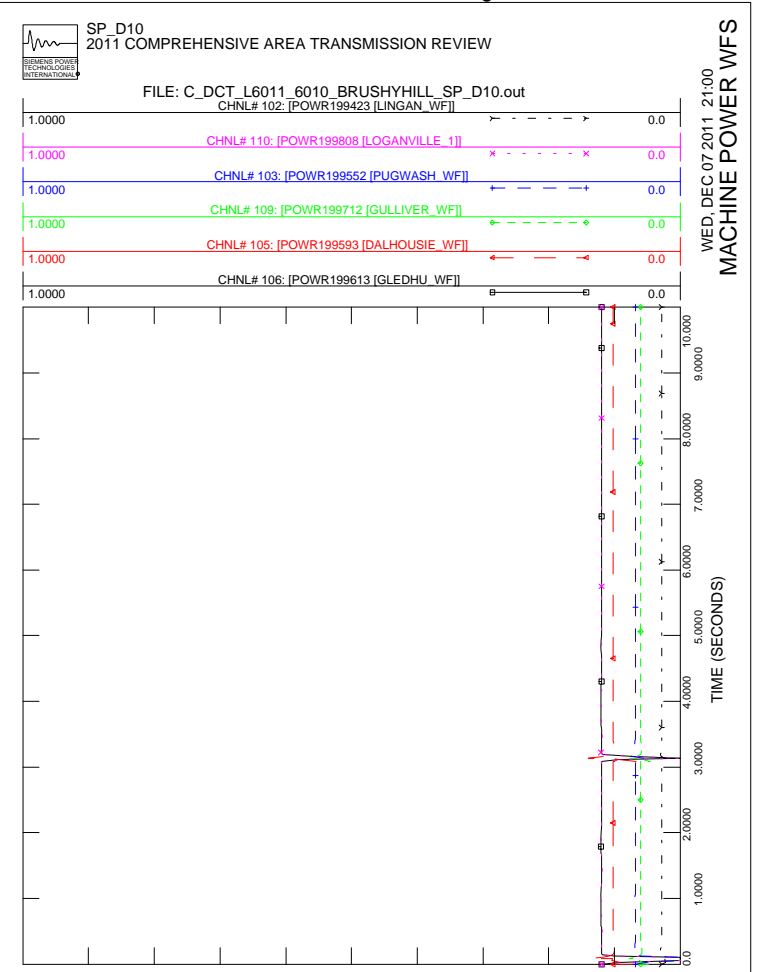
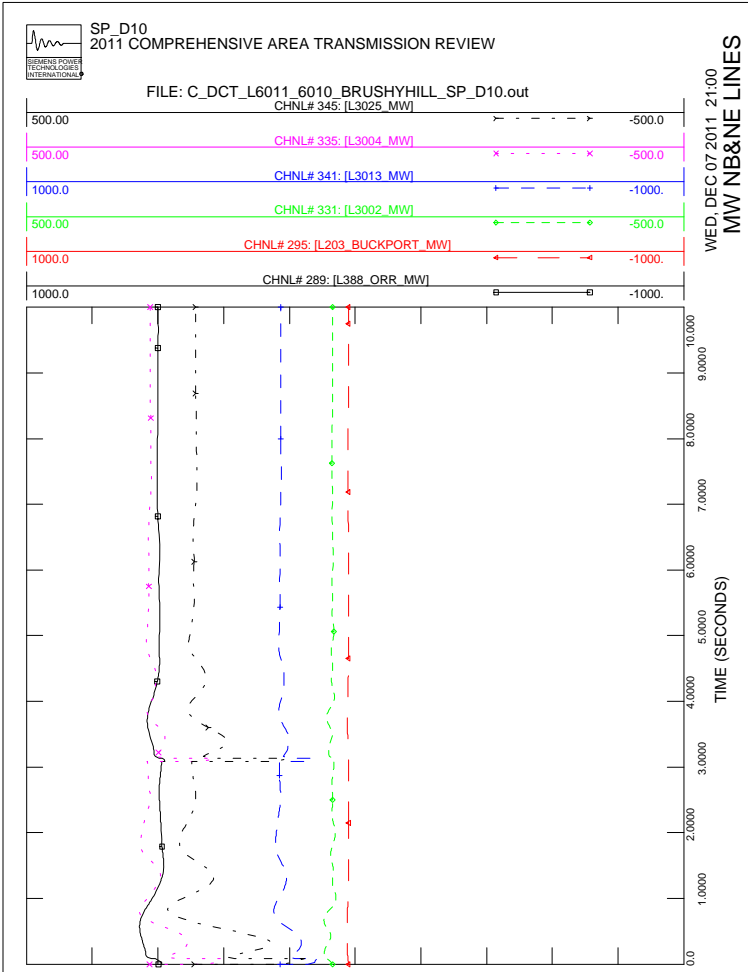
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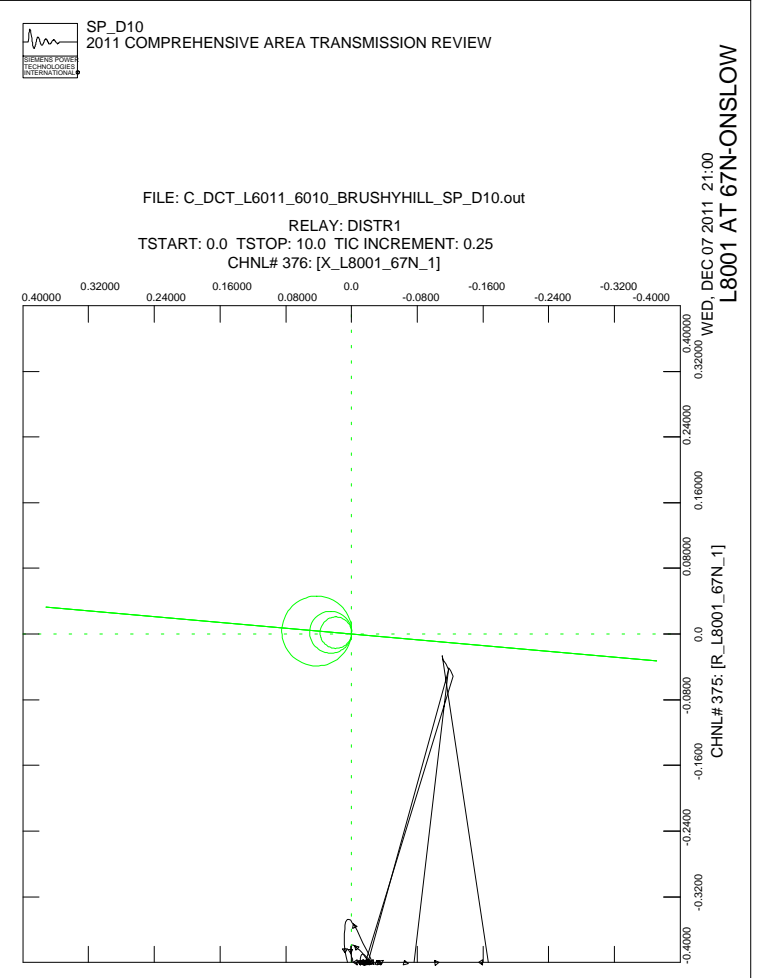
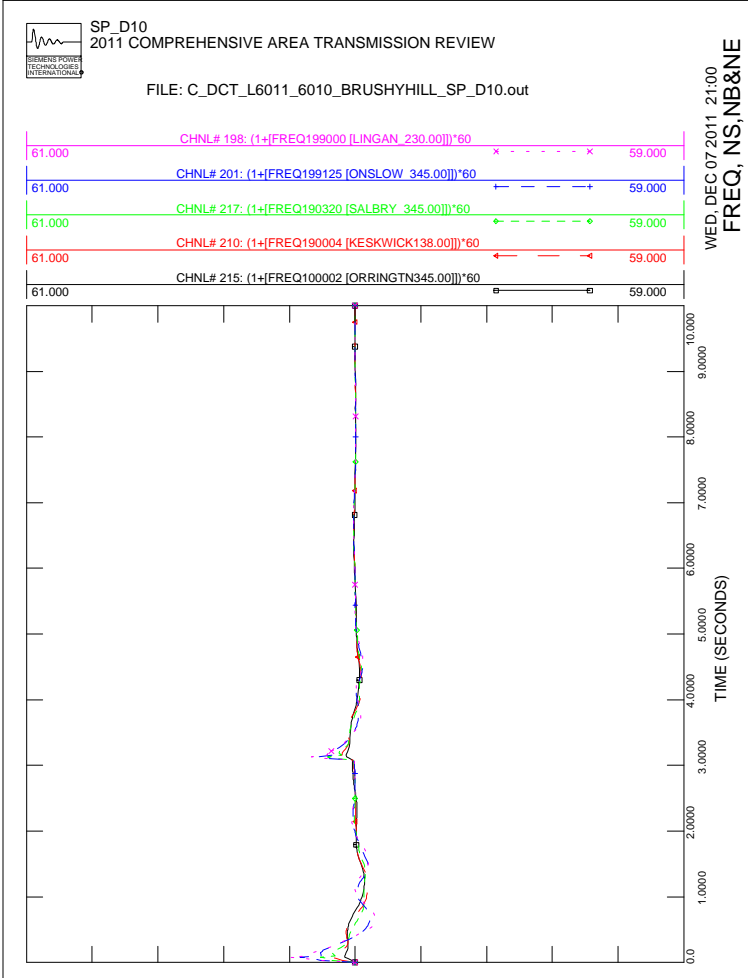
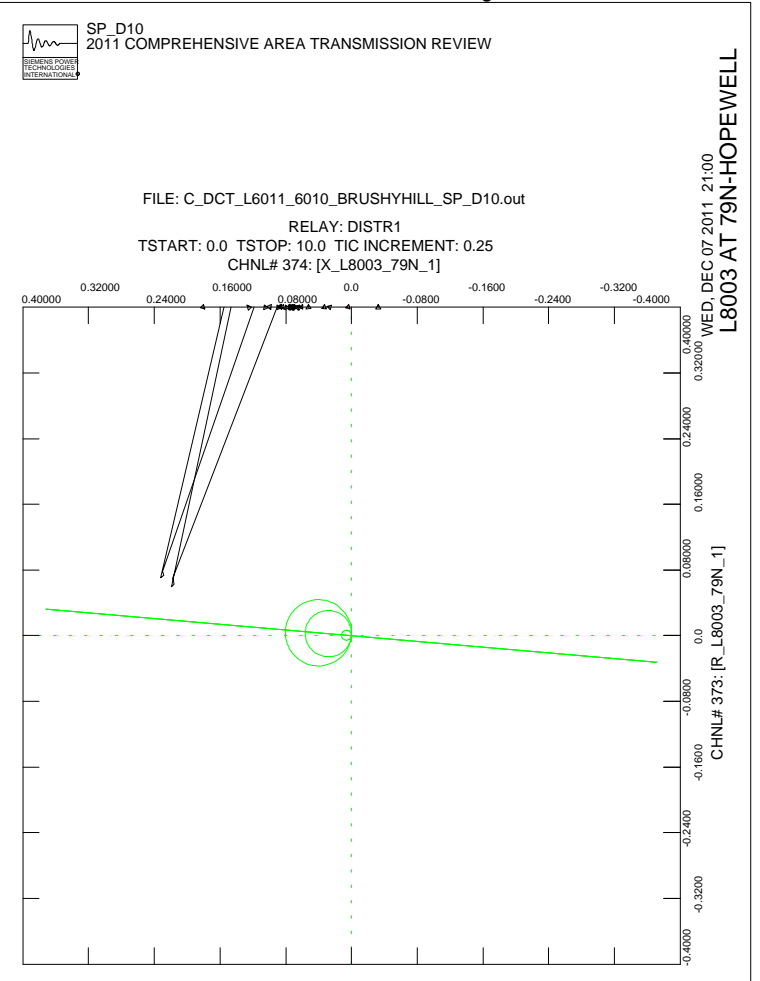
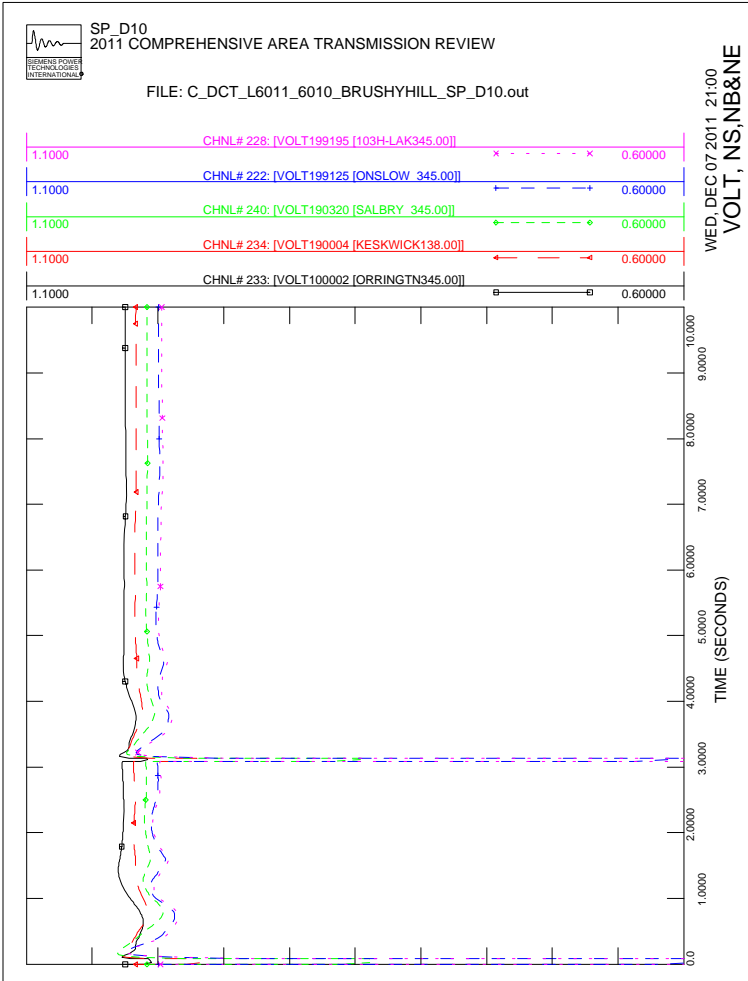


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6011_6010_BRUSHYHILL_SP_D10.out



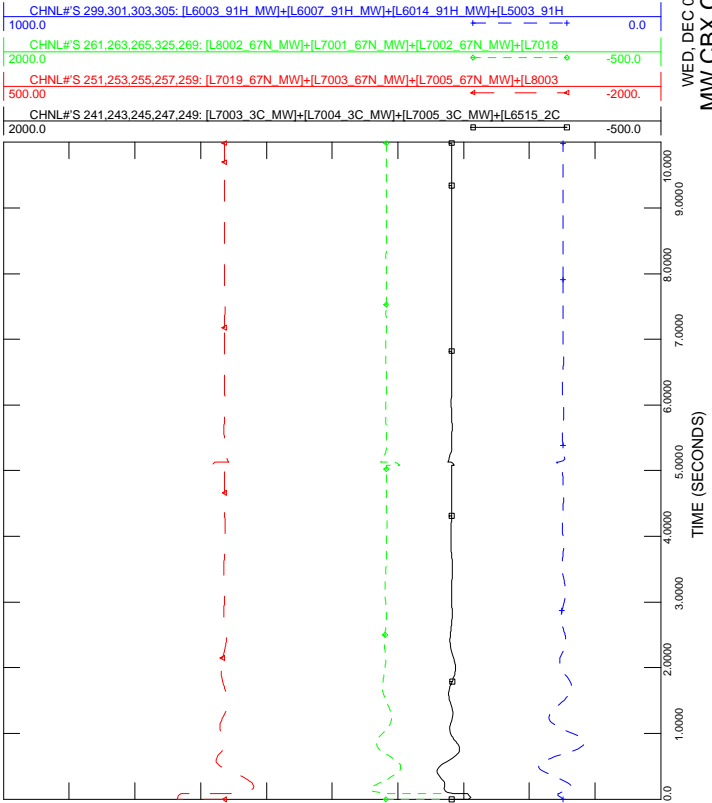






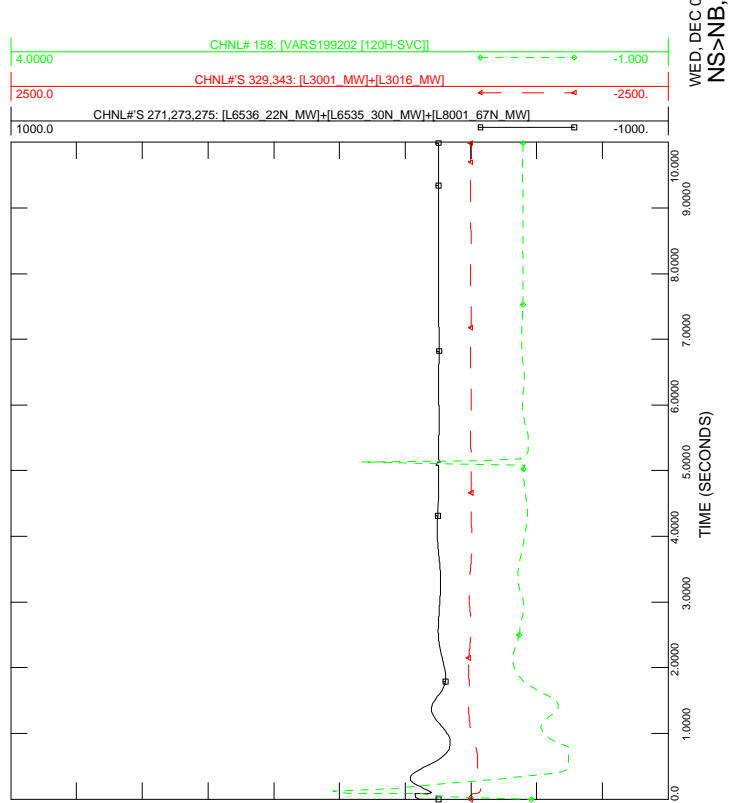
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_50N_SP_D10.out



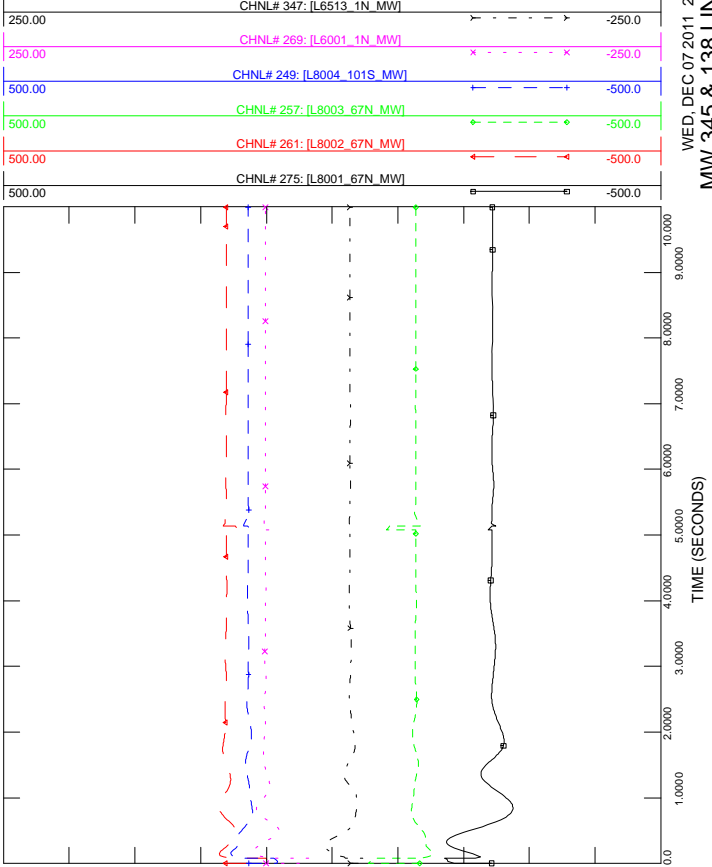
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_50N_SP_D10.out



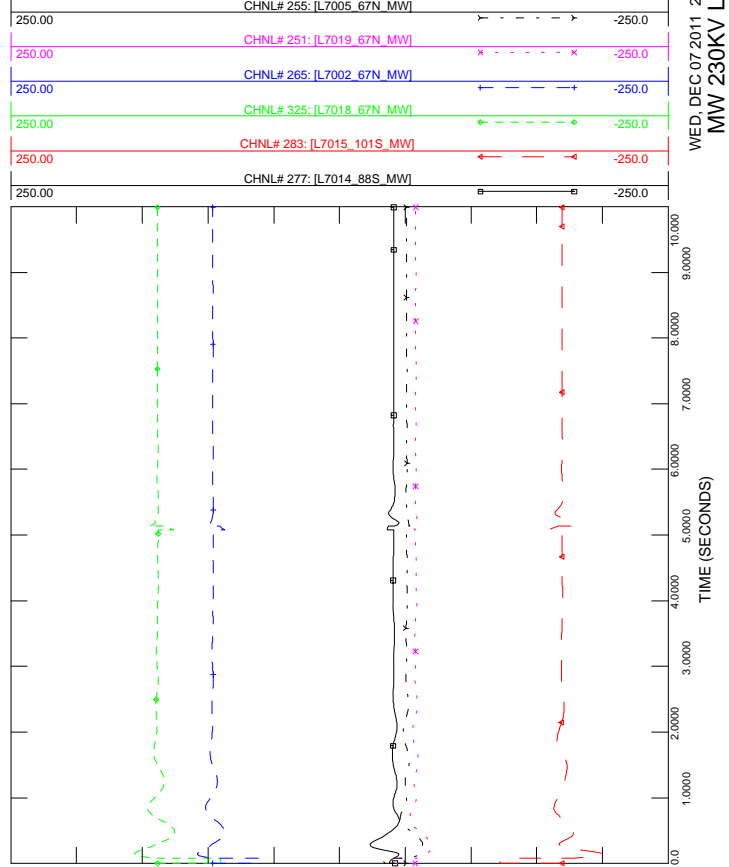
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

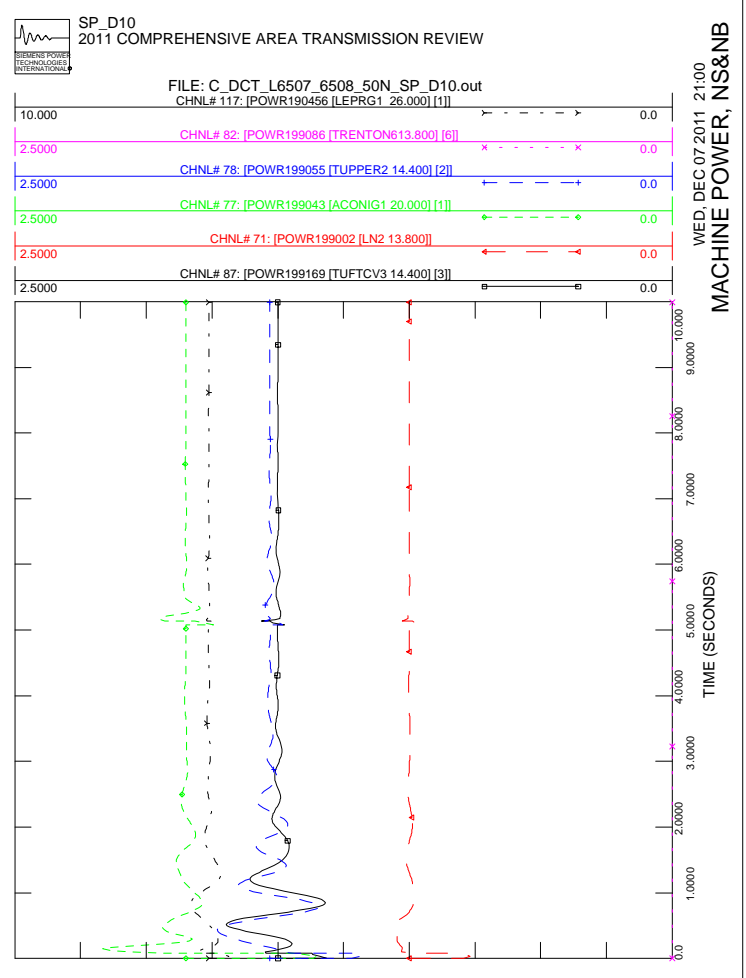
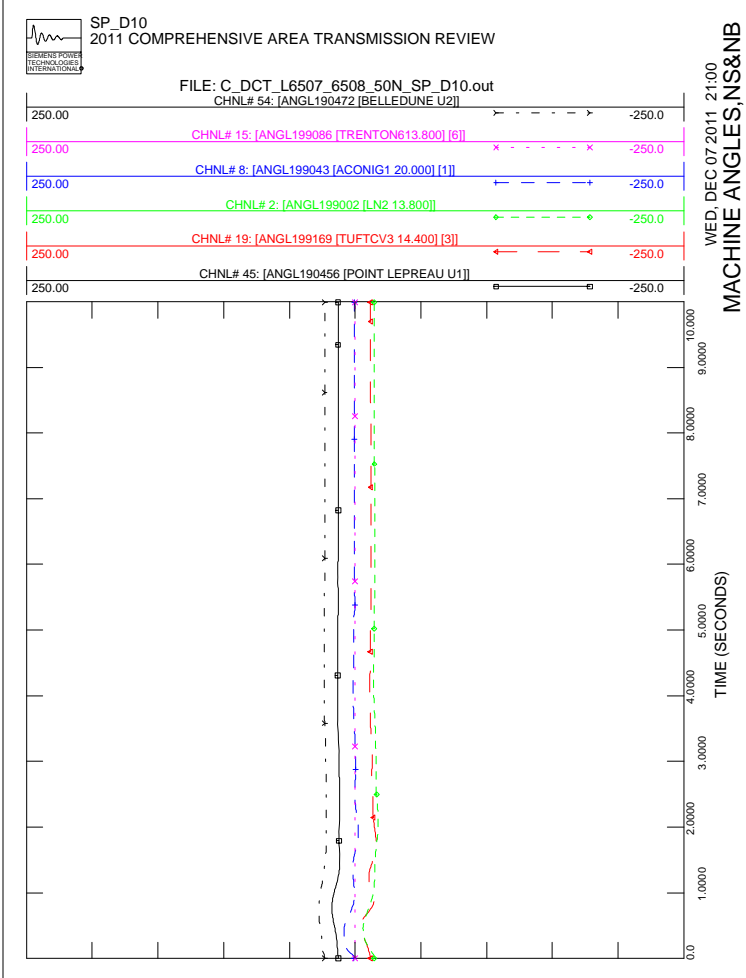
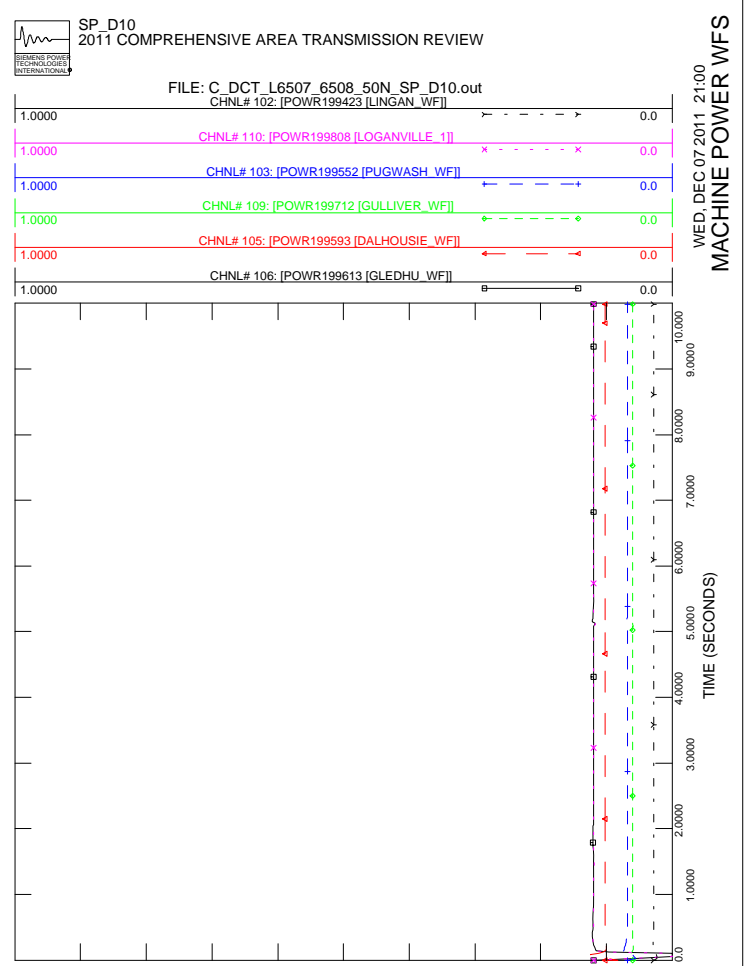
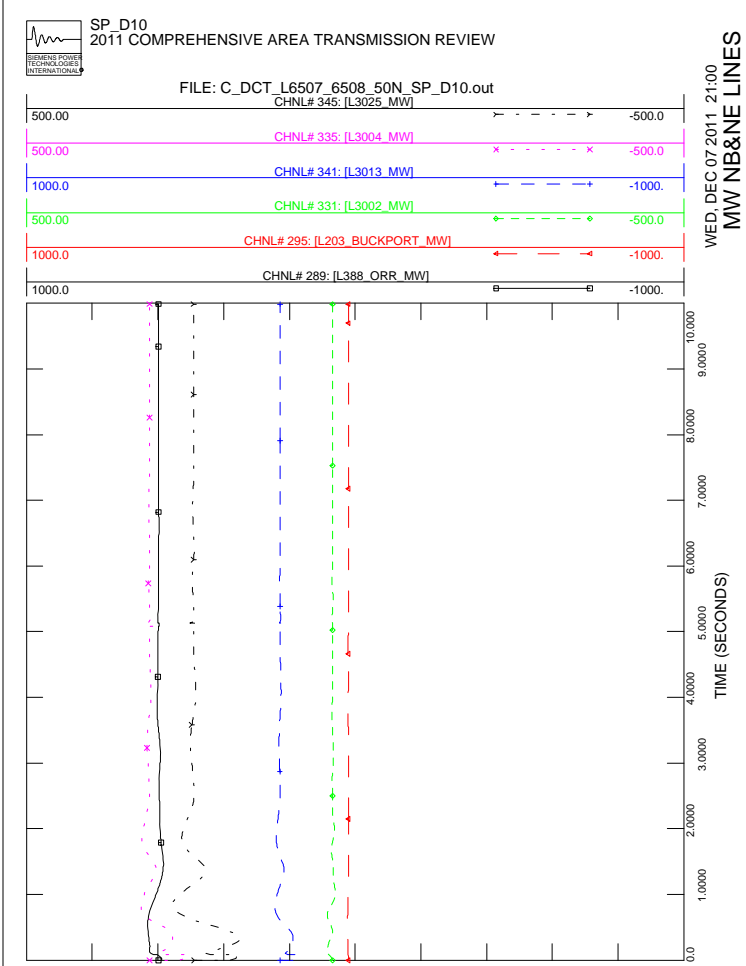
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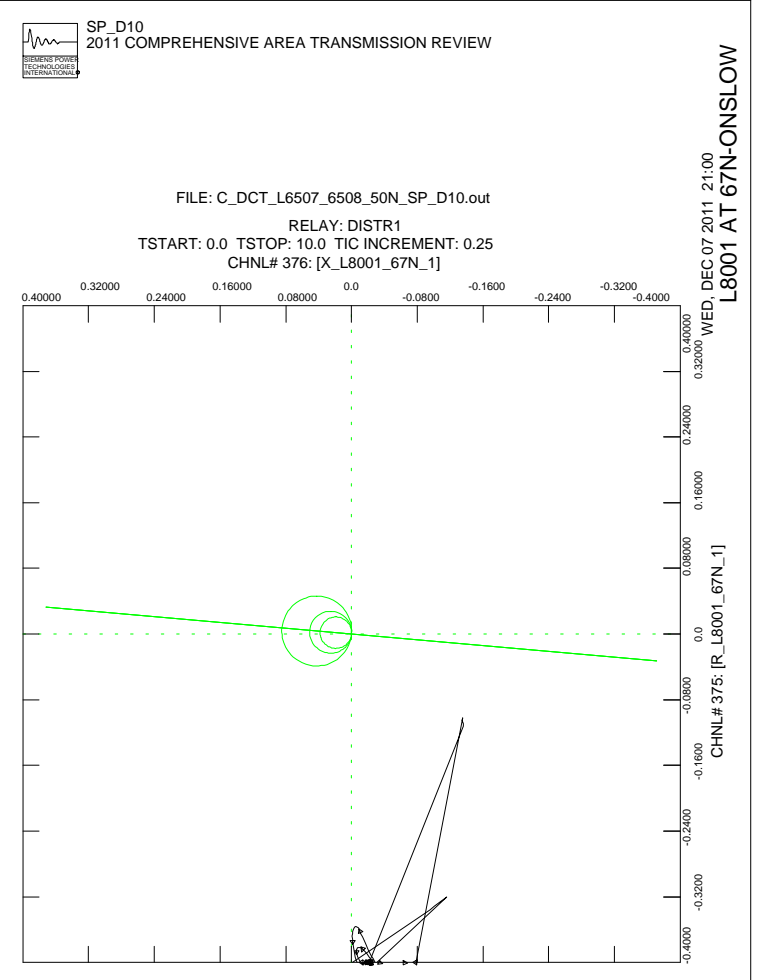
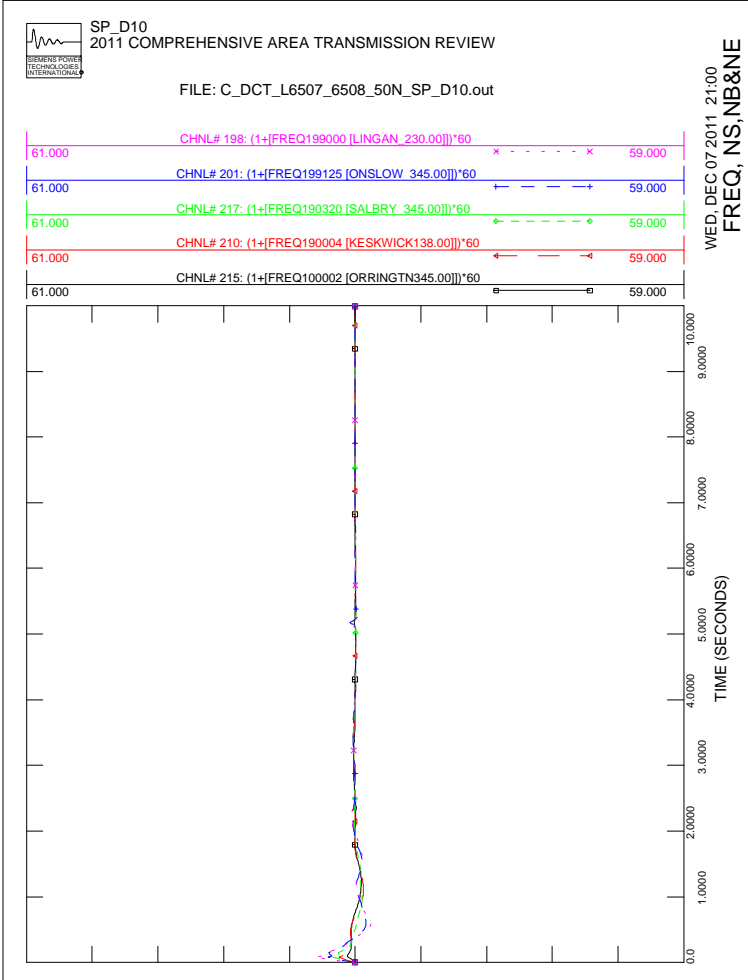
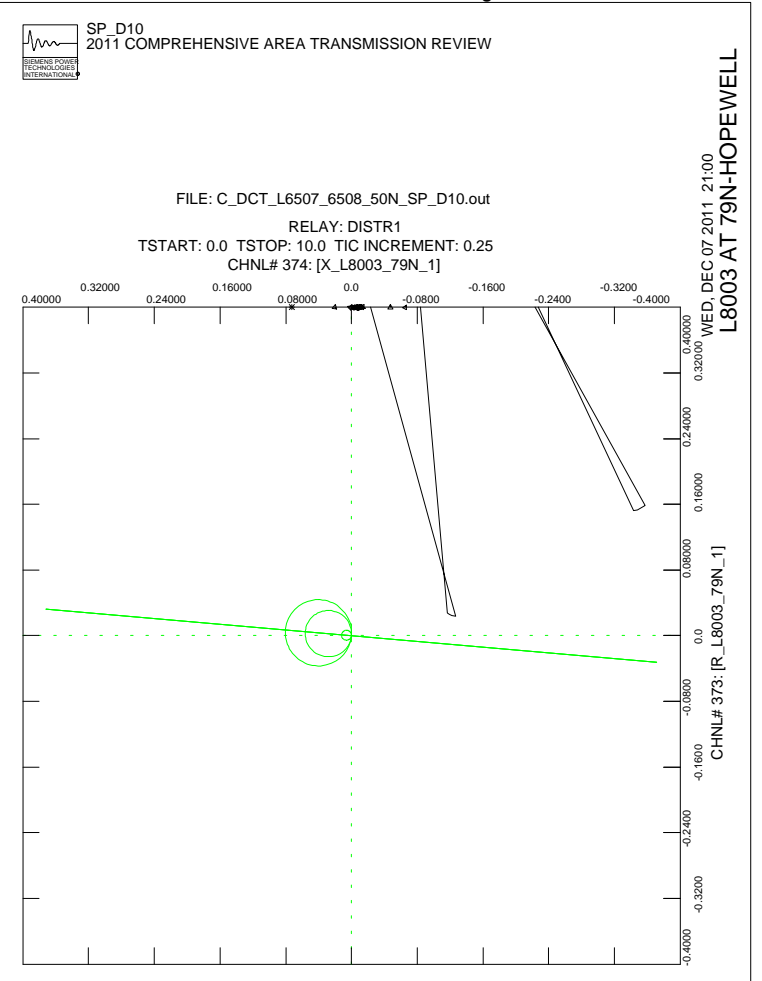
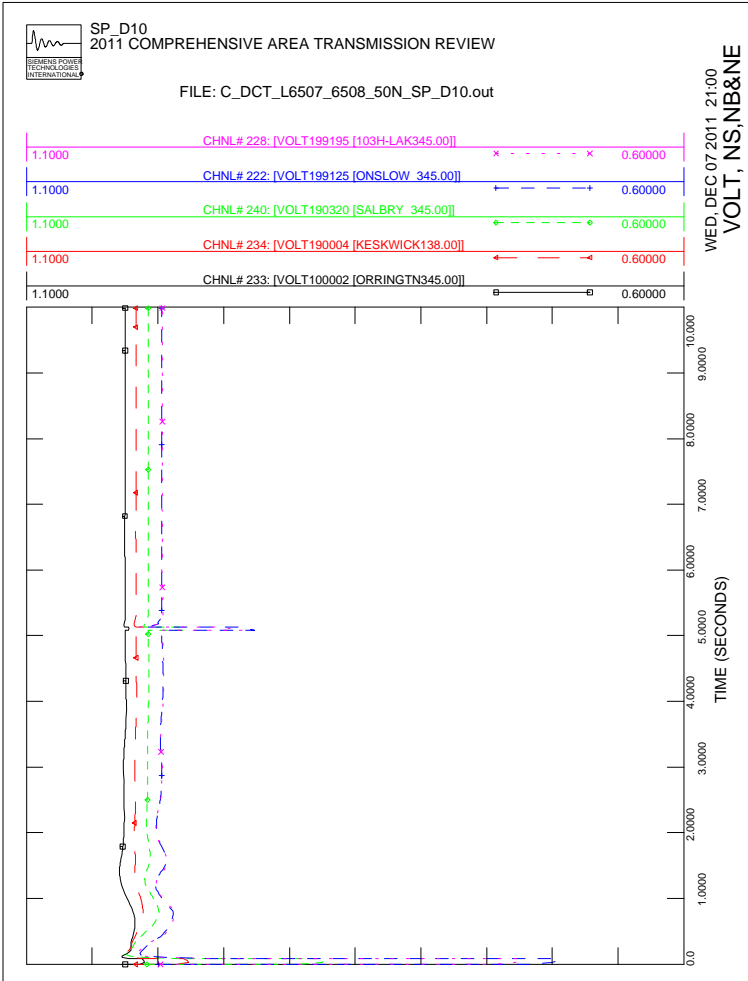


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_50N_SP_D10.out



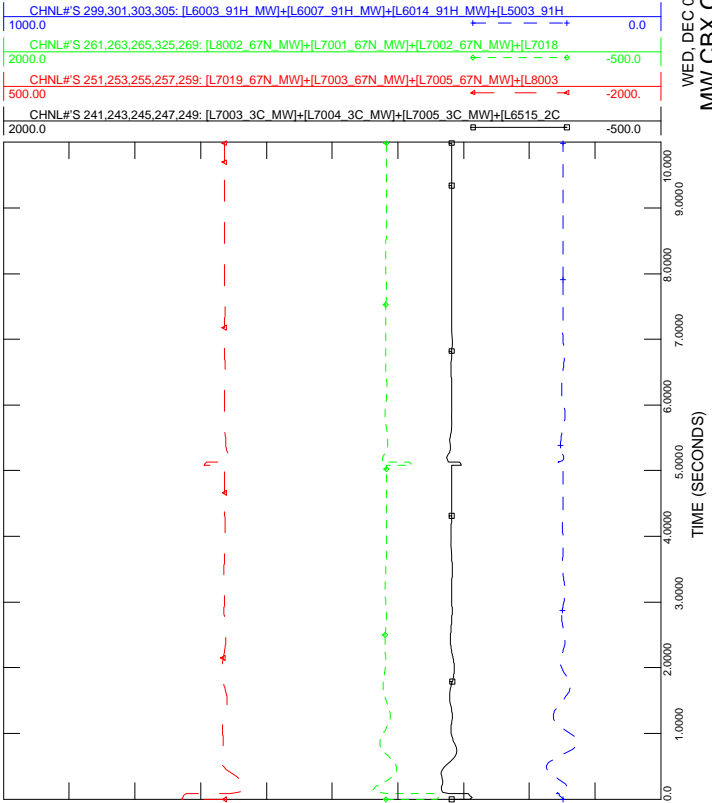






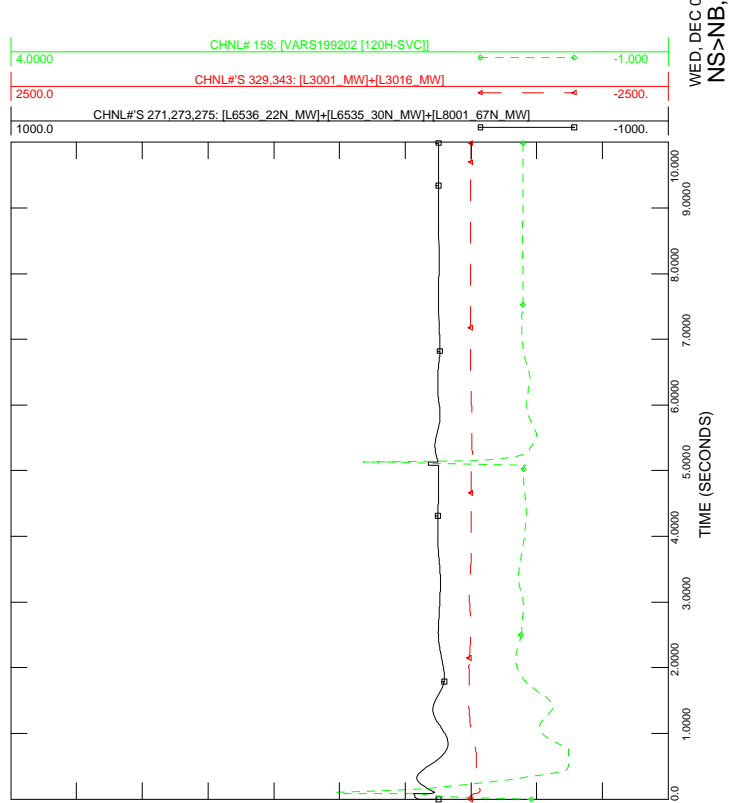
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_SP_D10.out



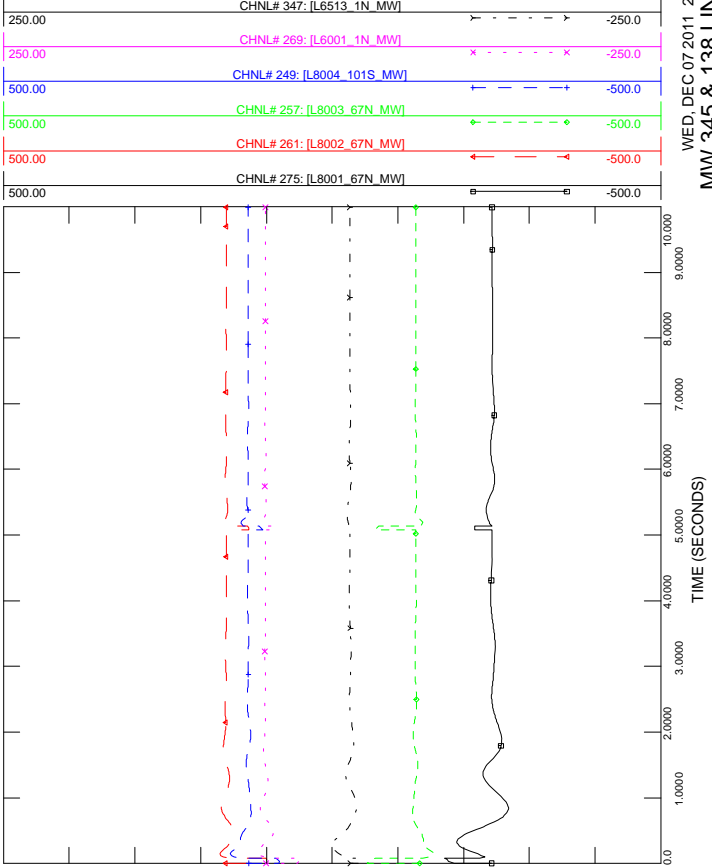
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_SP_D10.out



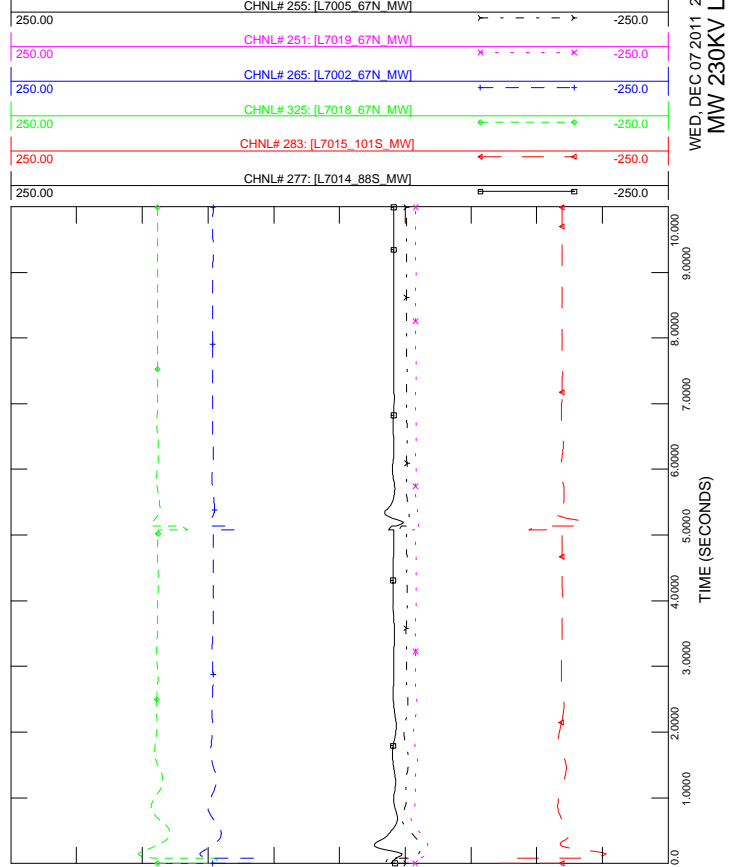
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

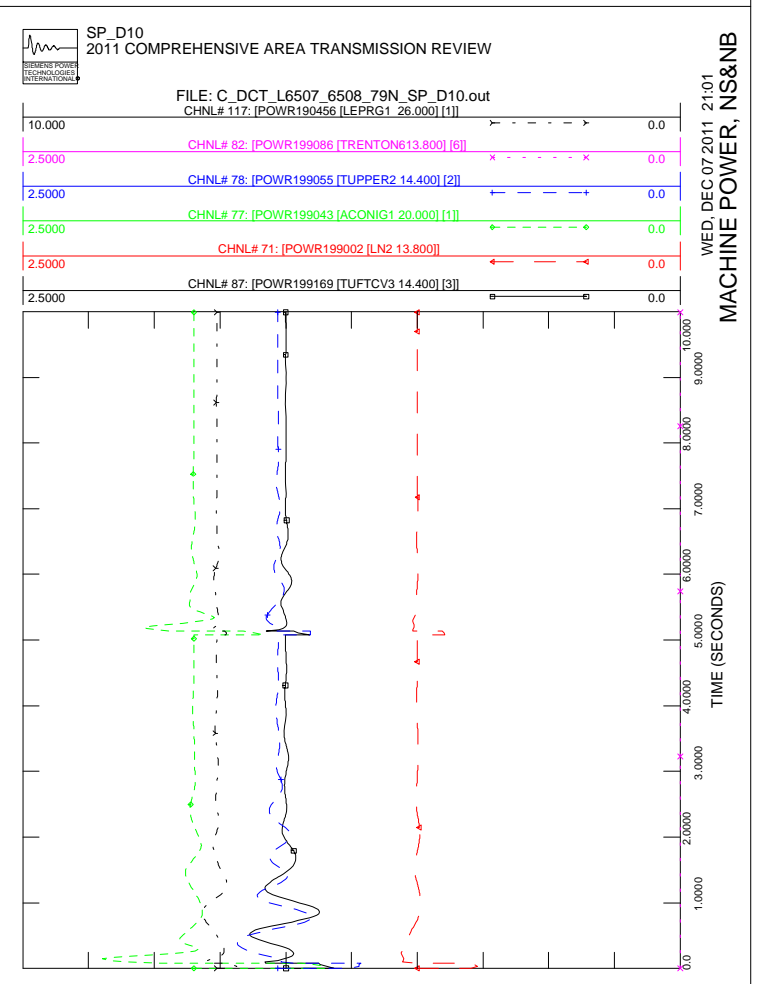
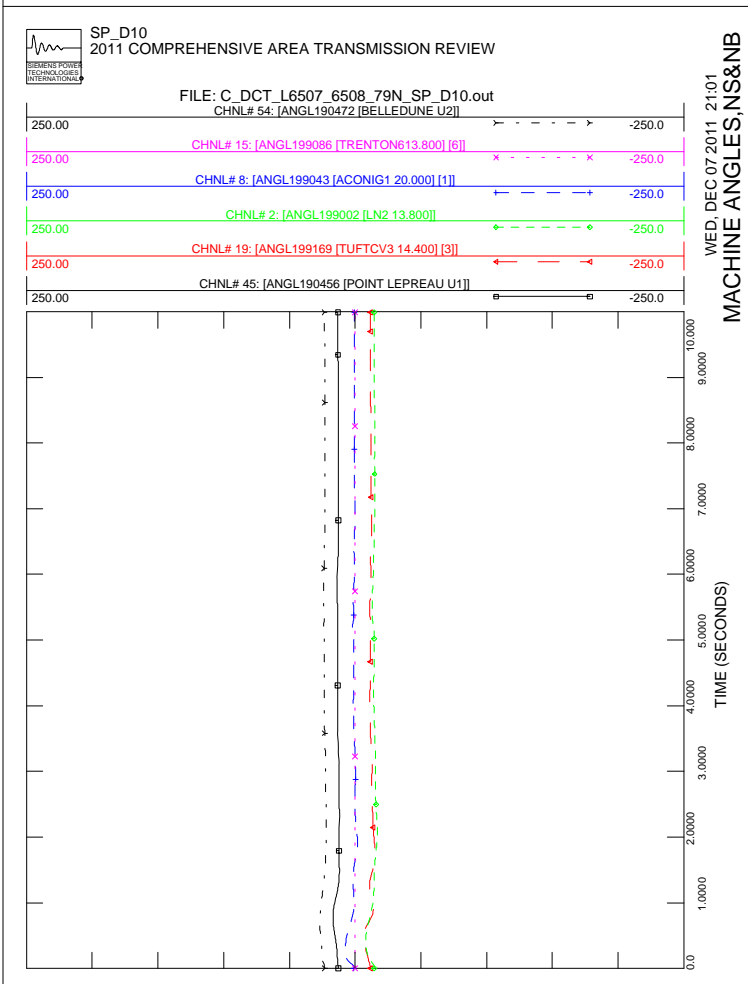
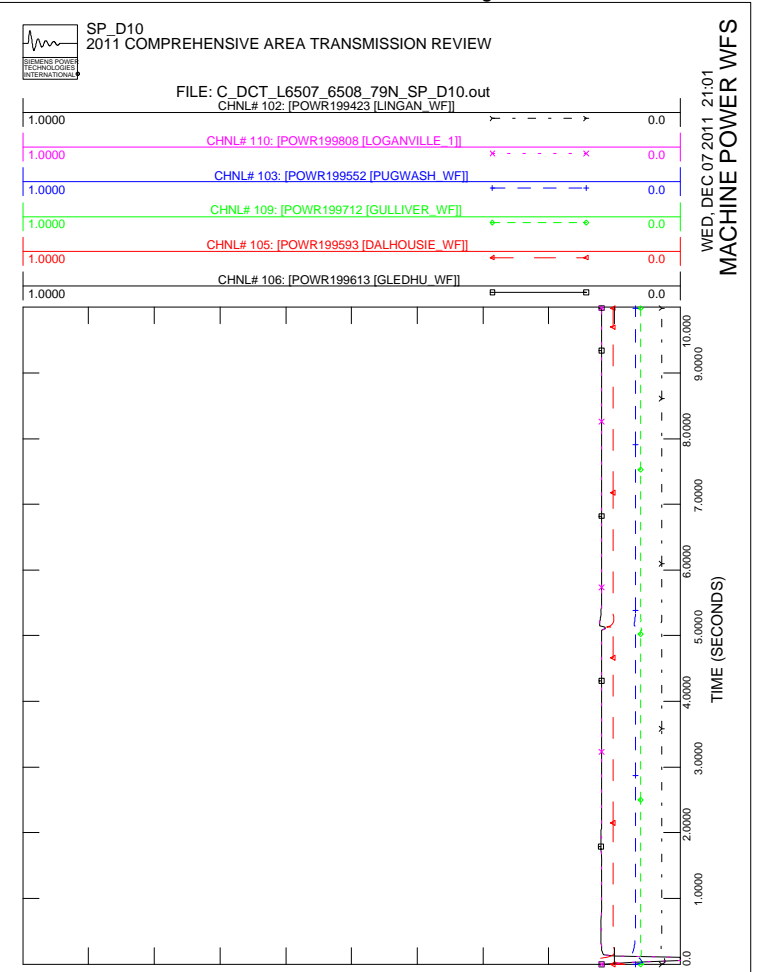
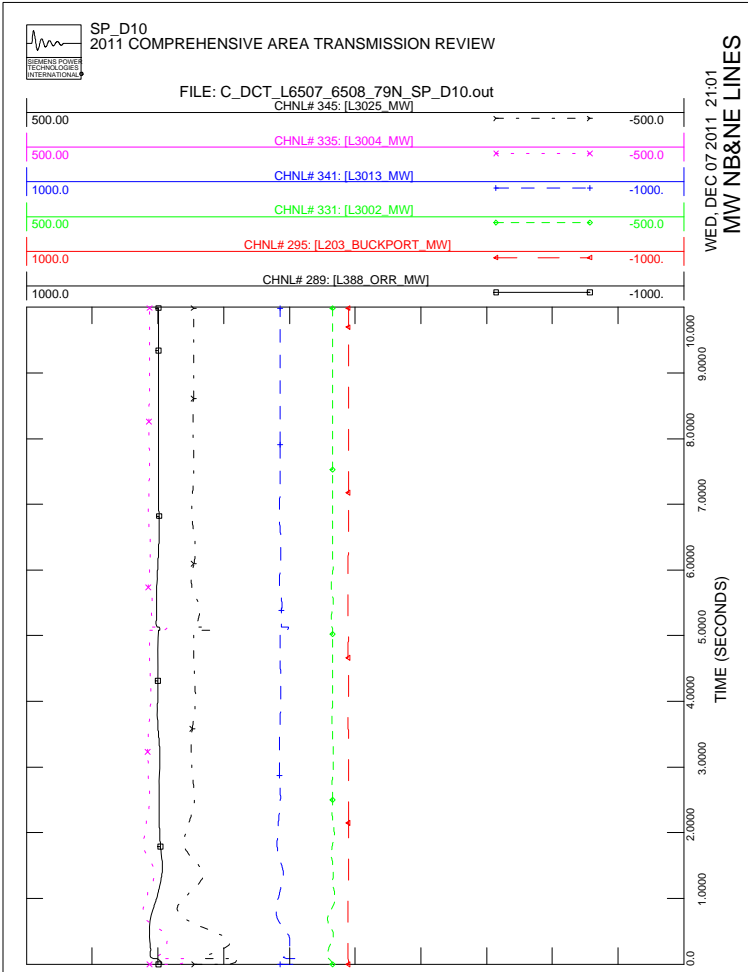
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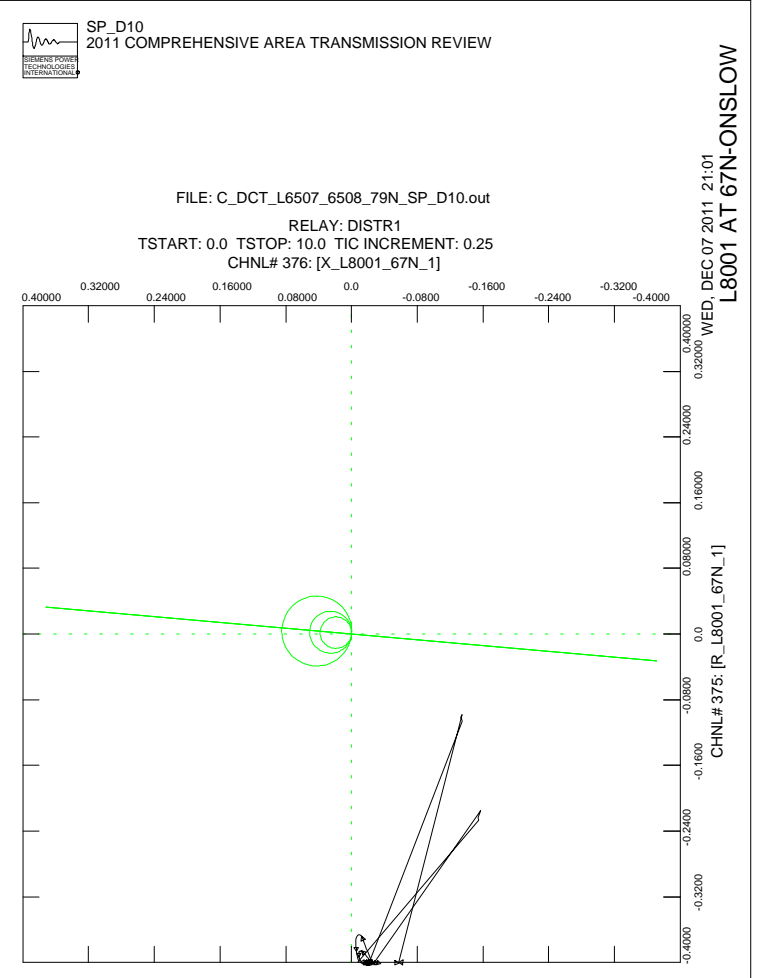
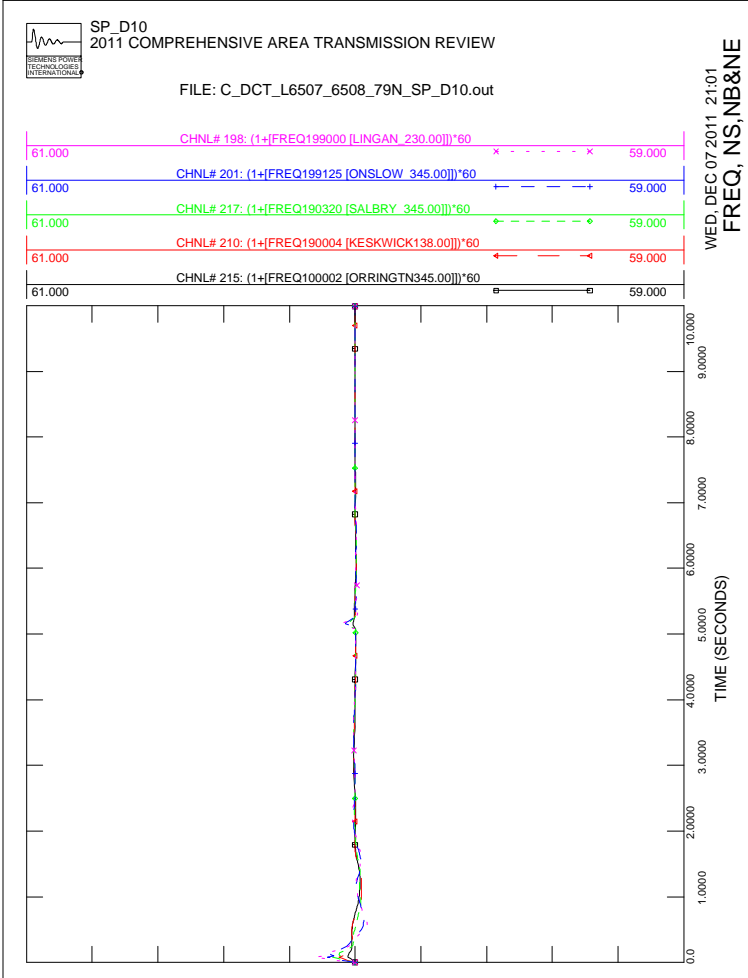
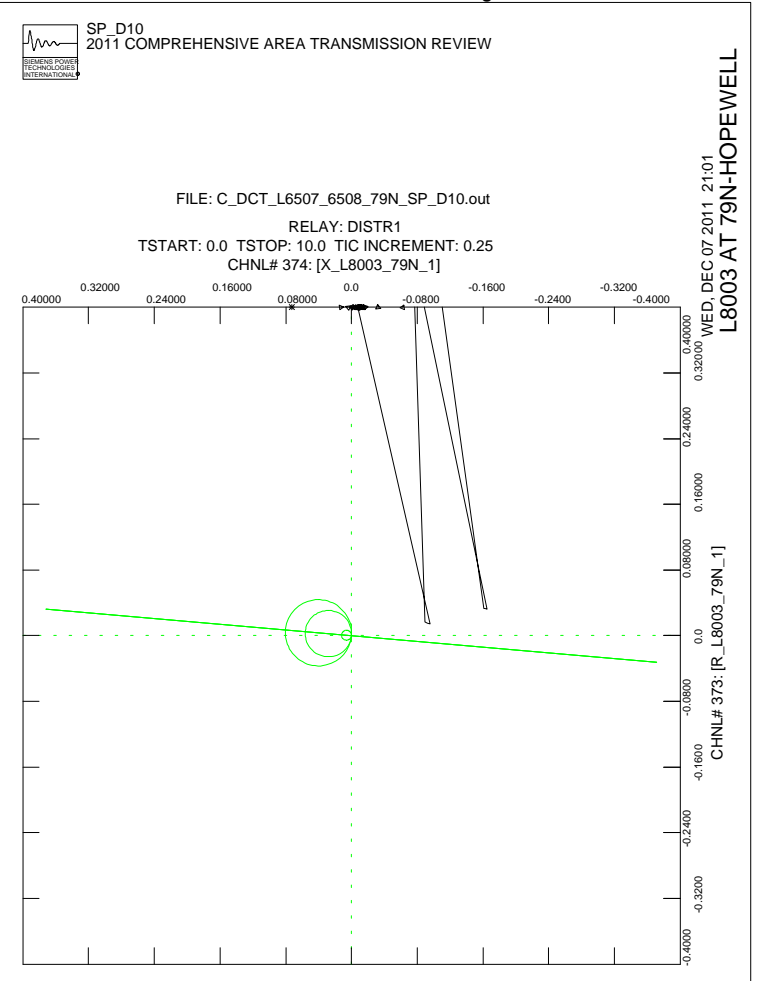
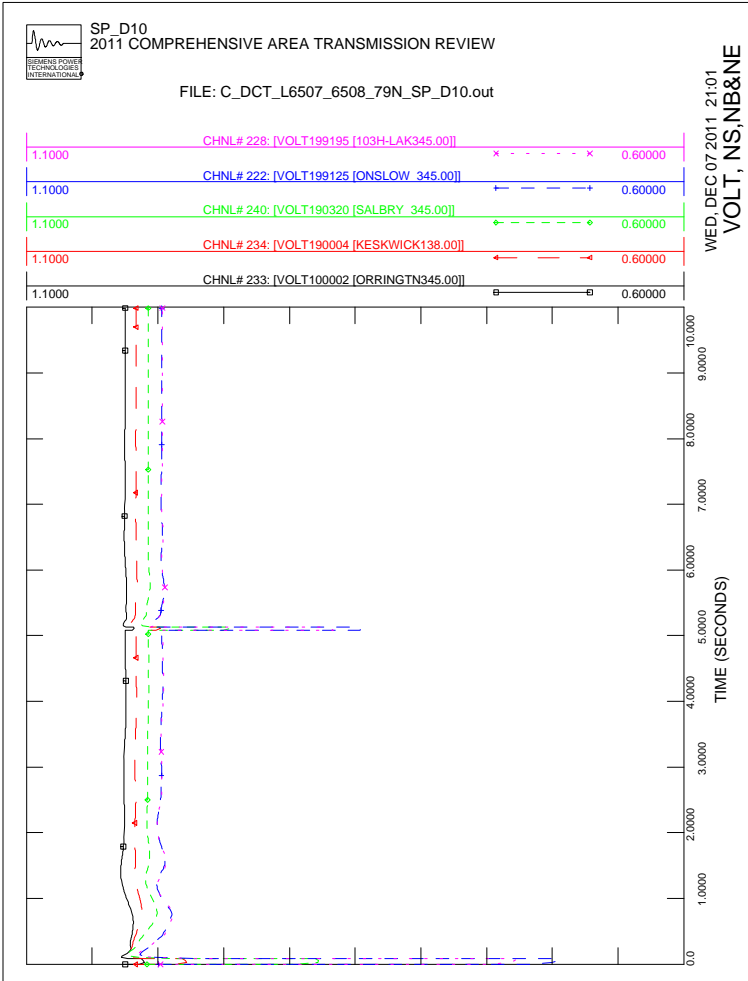


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_SP_D10.out



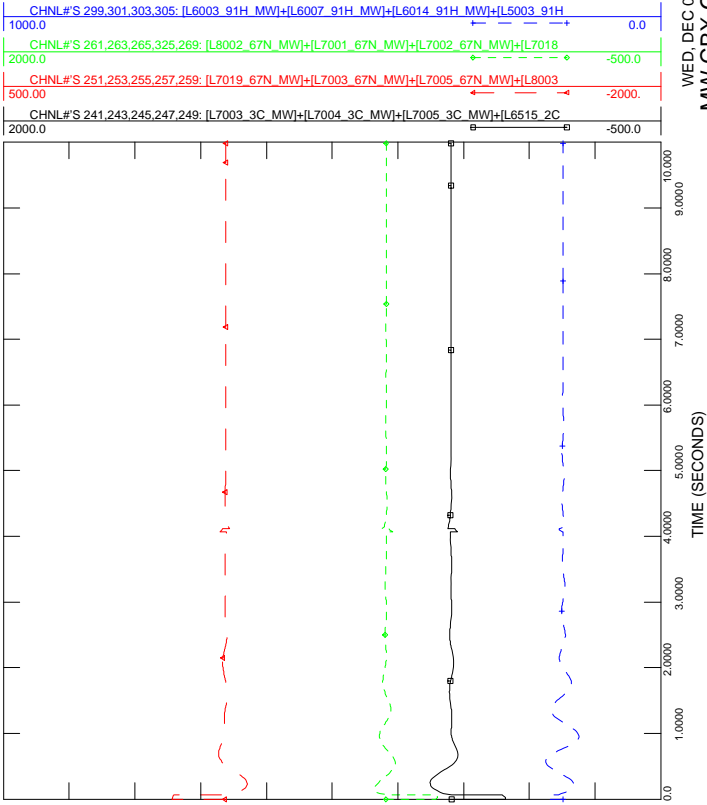






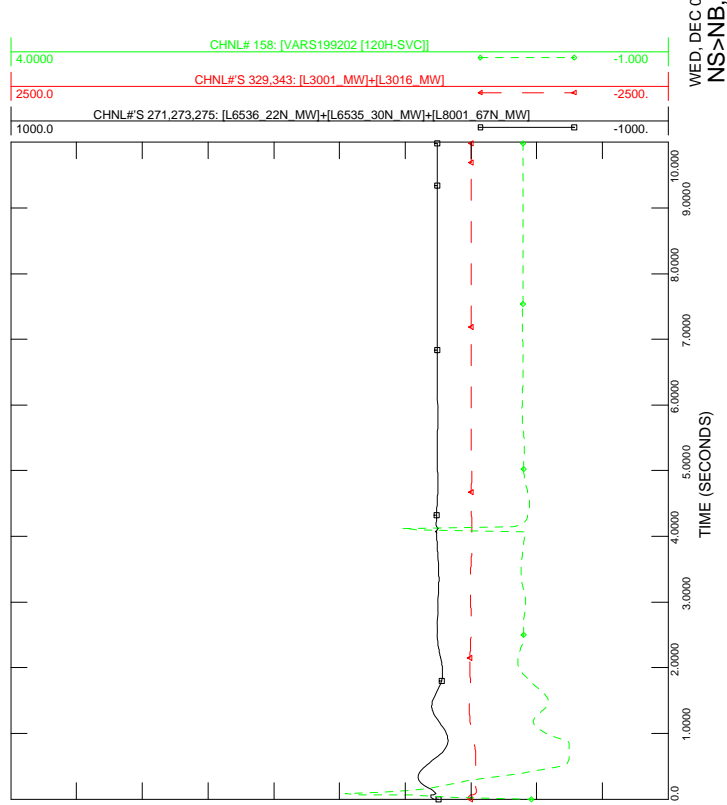
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6534_7011_VJ_SP_D10.out



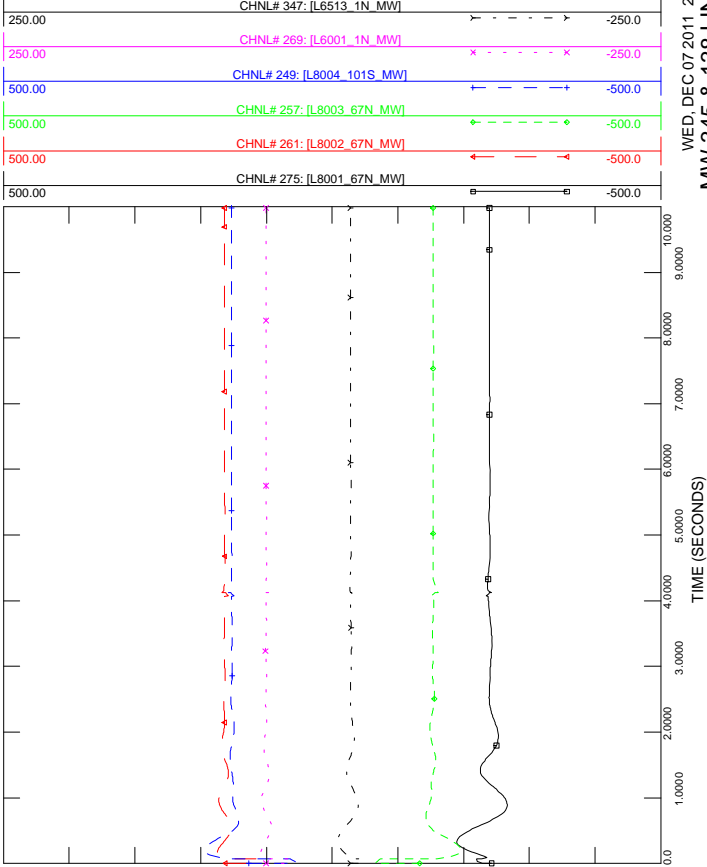
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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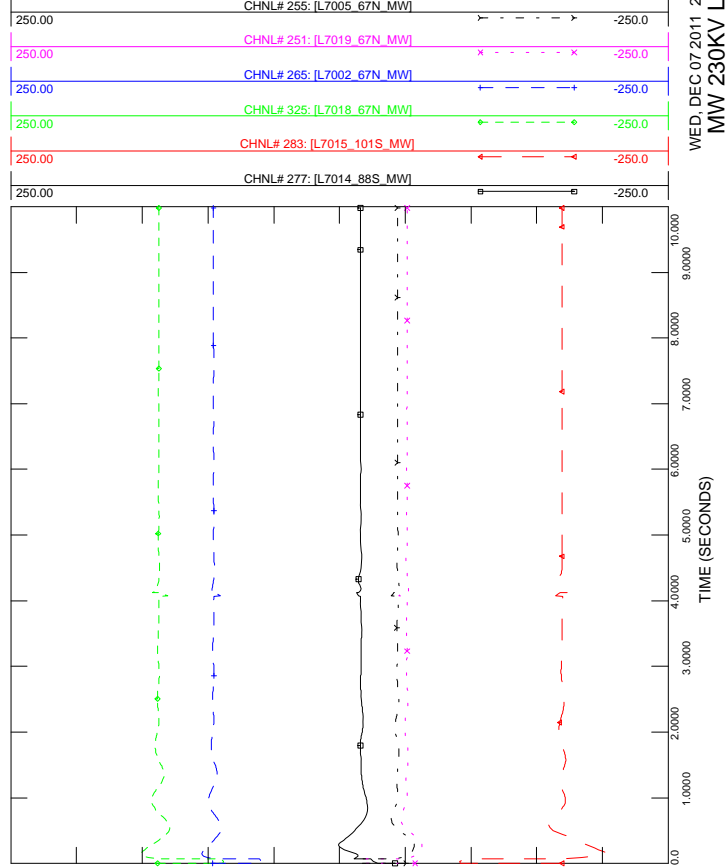
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

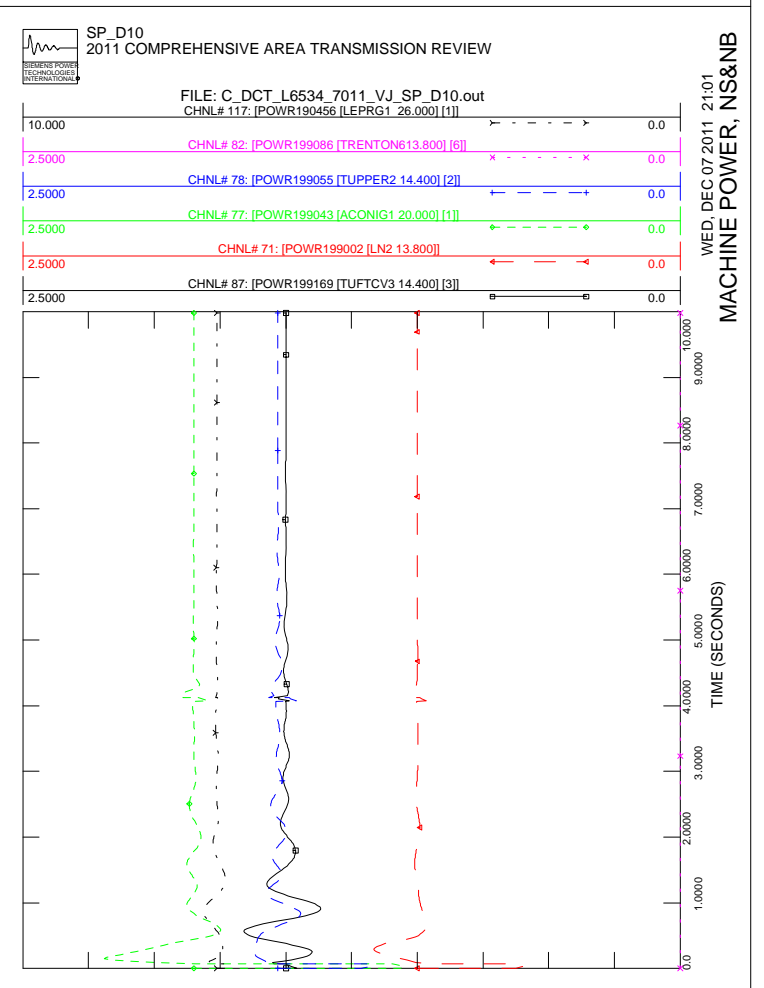
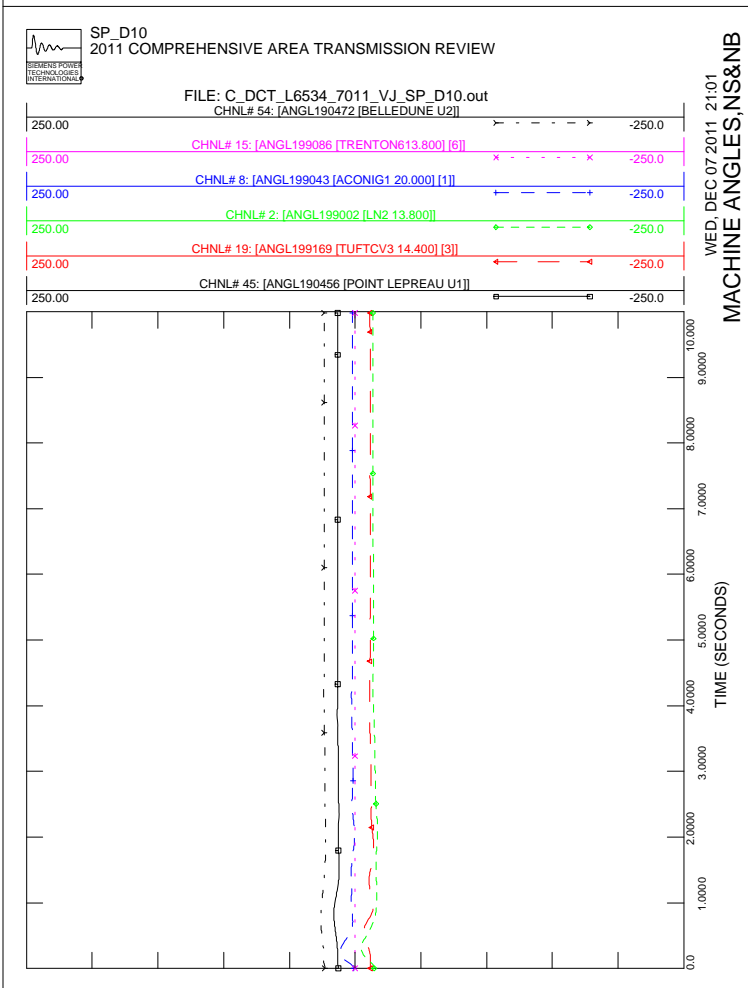
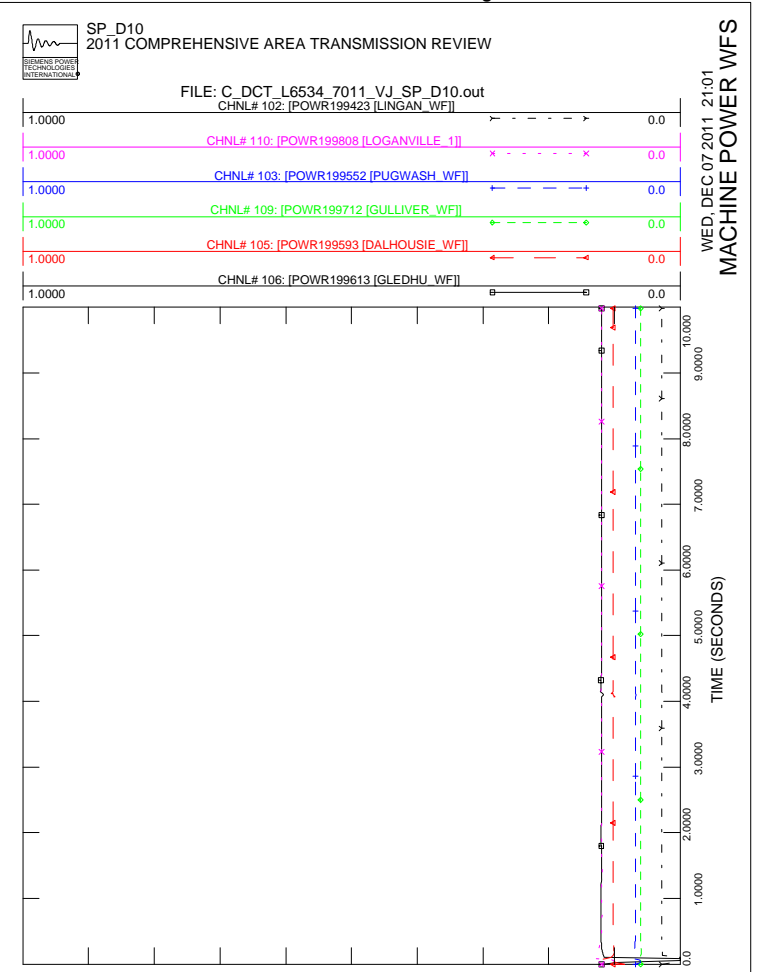
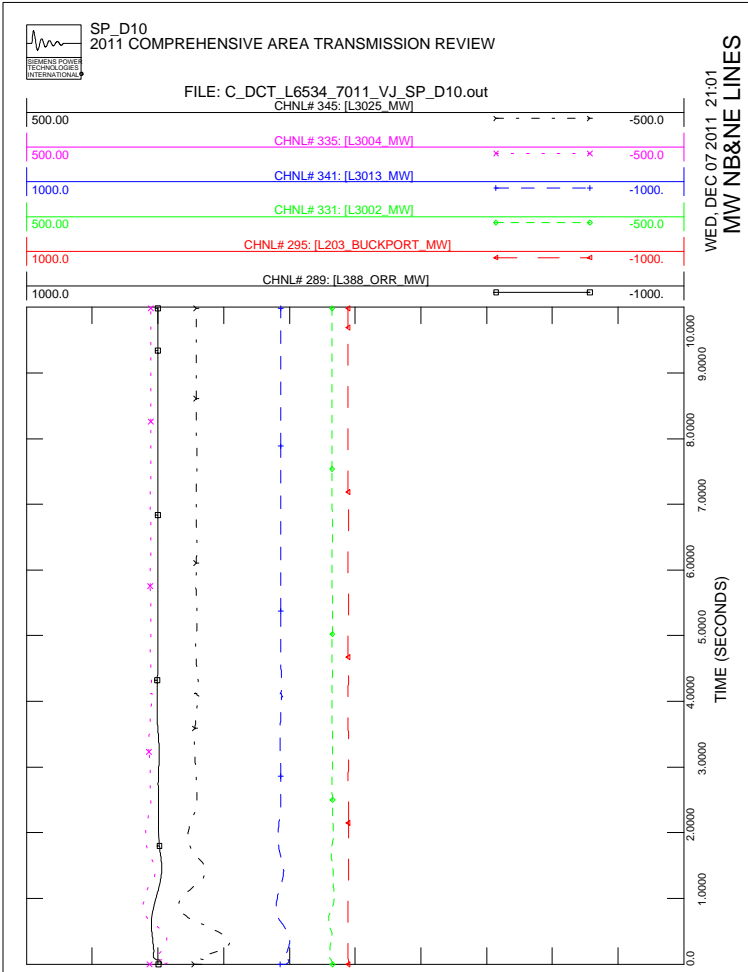
FILE: C_DCT_L6534_7011_VJ_SP_D10.out



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6534_7011_VJ_SP_D10.out

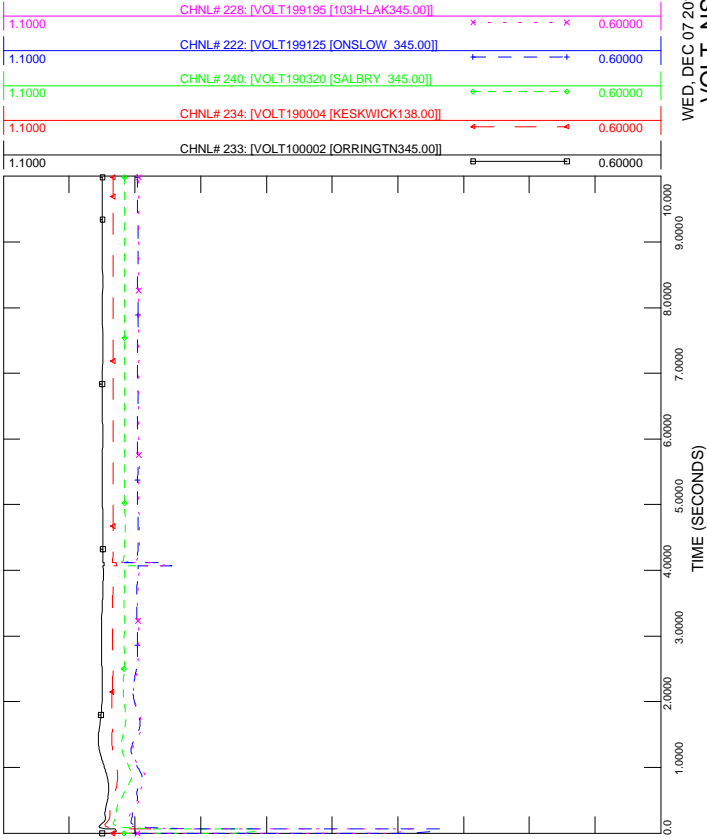






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

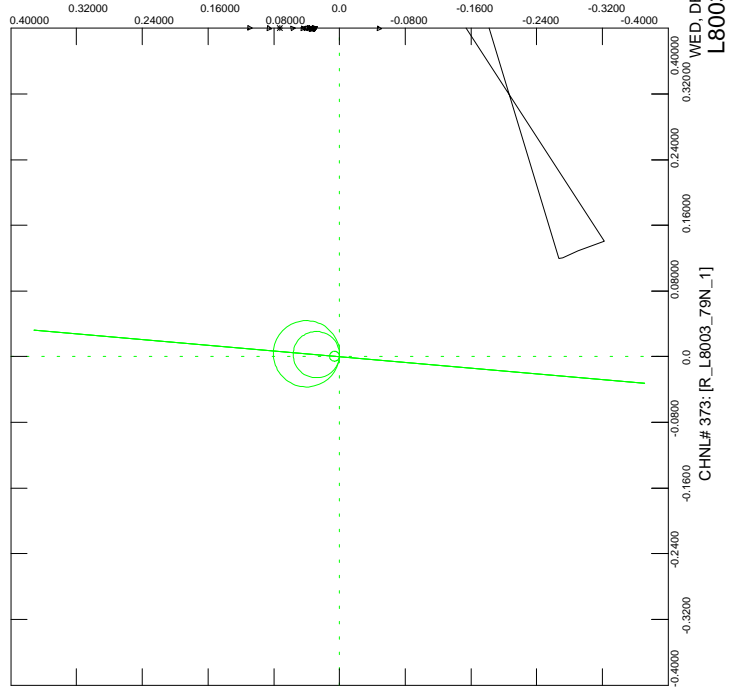
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

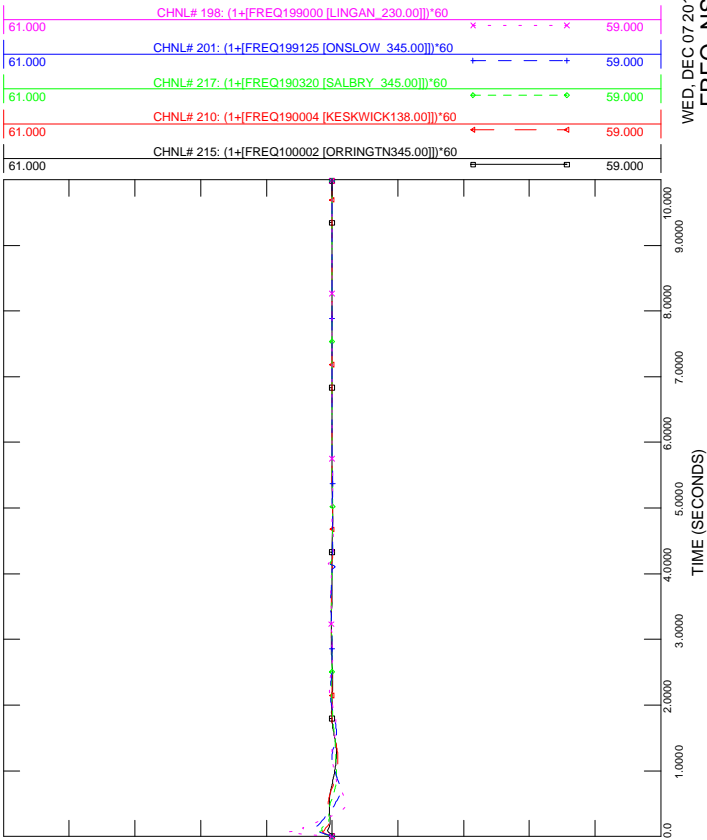
FILE: C_DCT_L6534_7011_VJ_SP_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

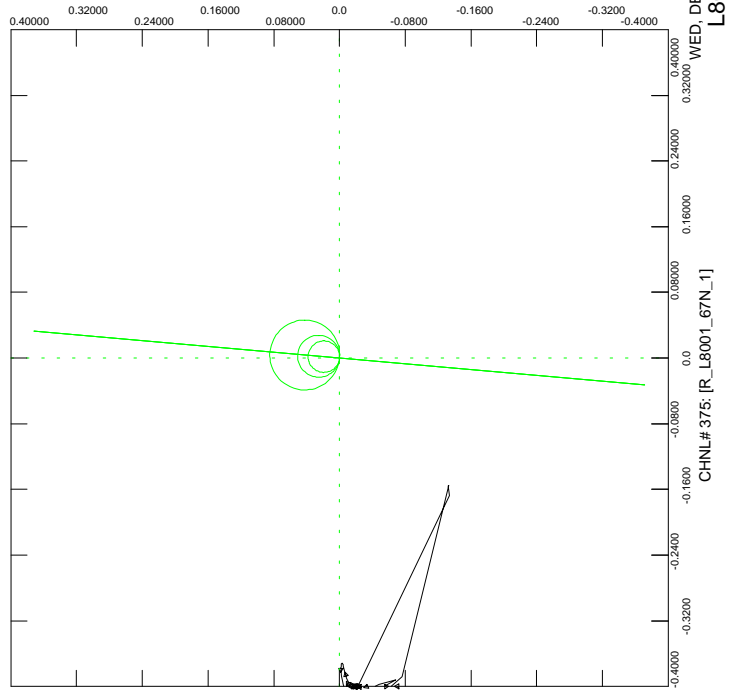
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6534_7011_VJ_SP_D10.out

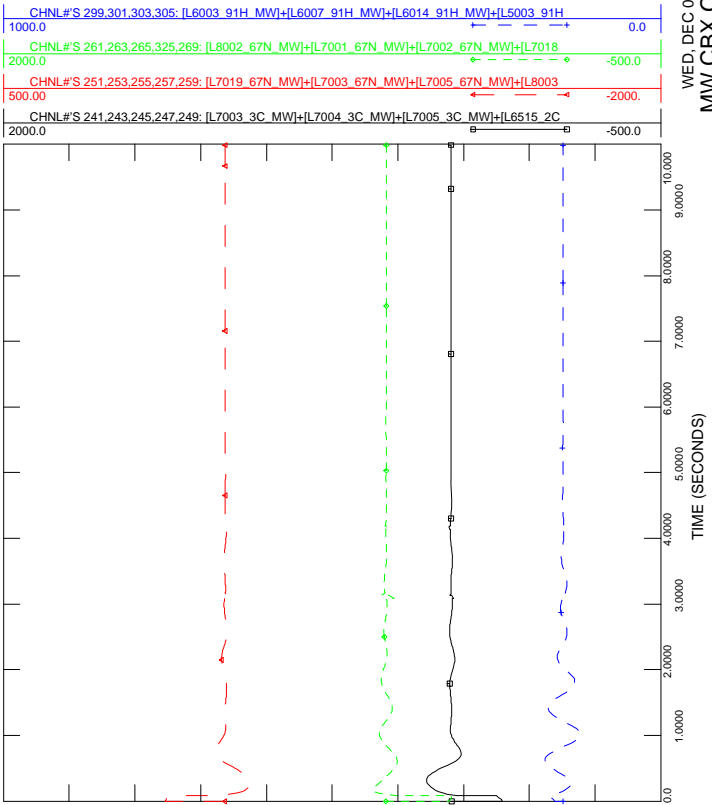
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]





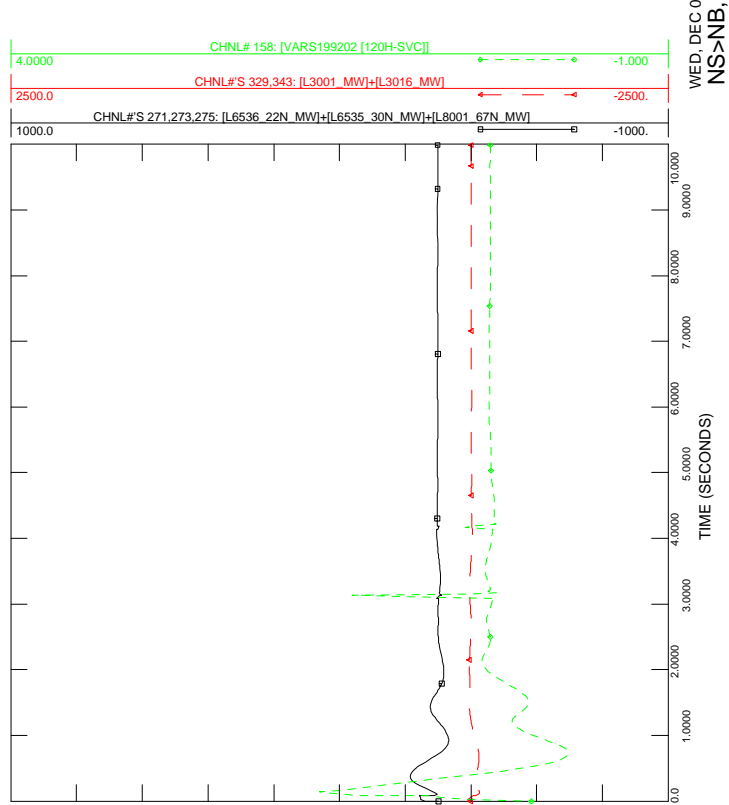
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_Canso_g0_SP_D10.out



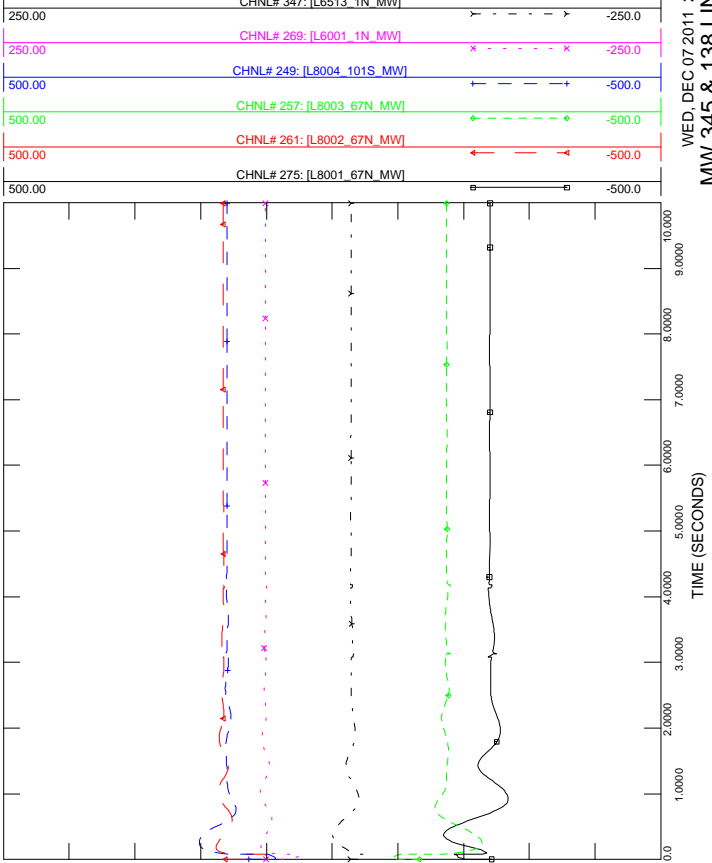
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_Canso_g0_SP_D10.out



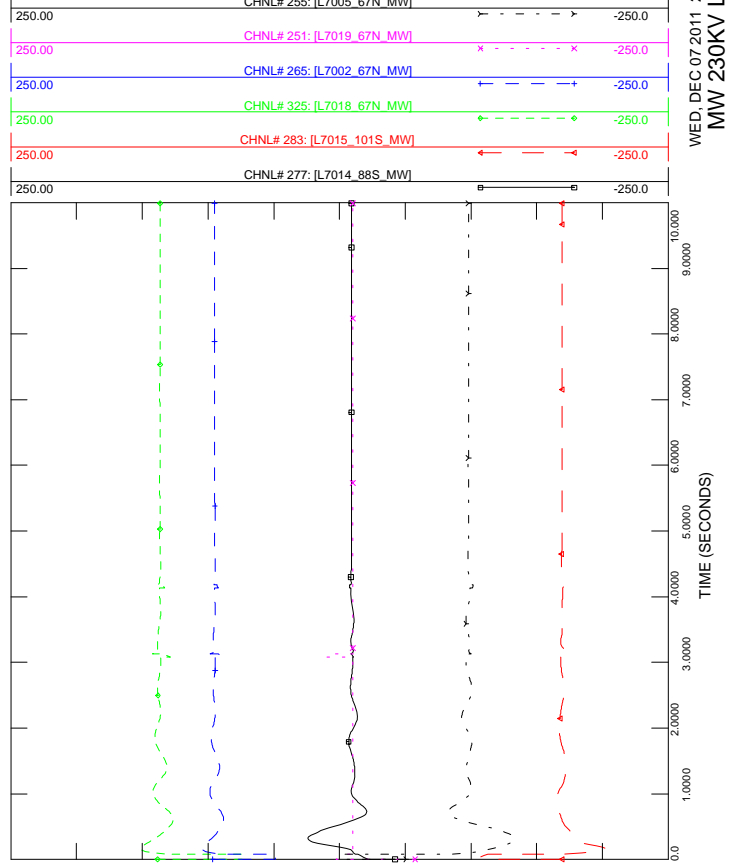
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

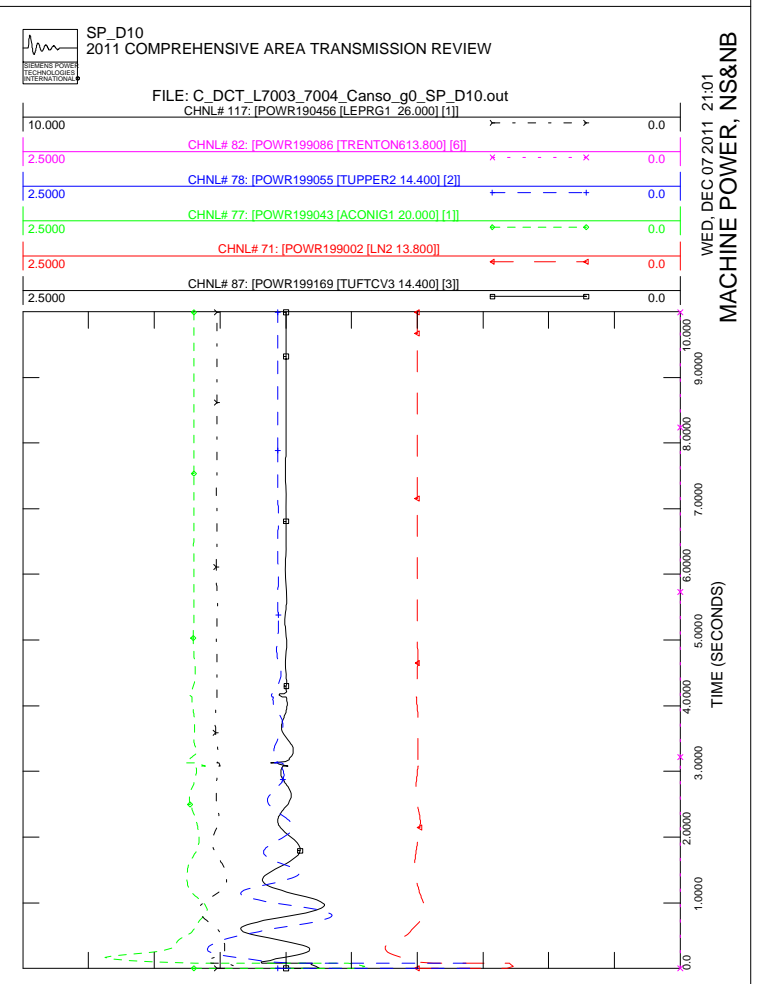
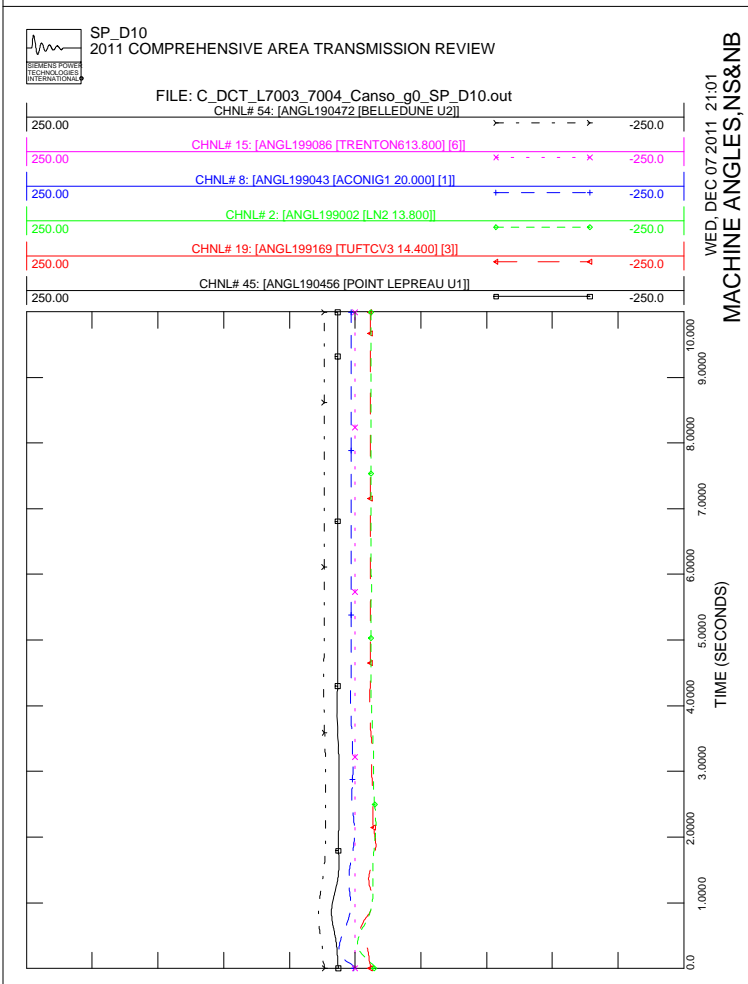
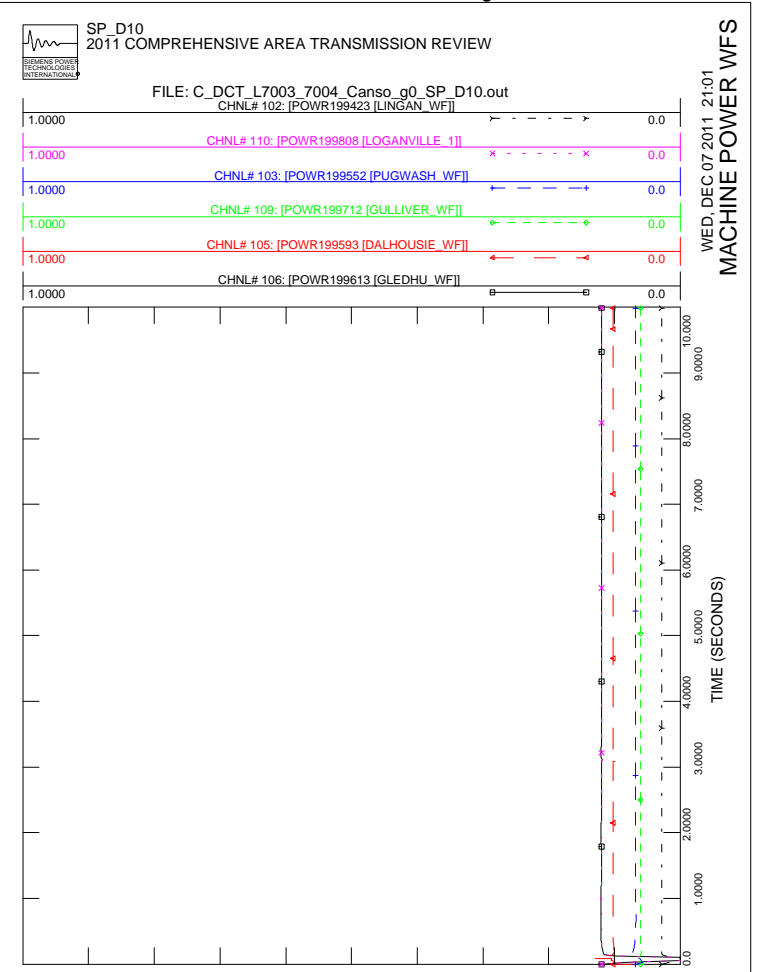
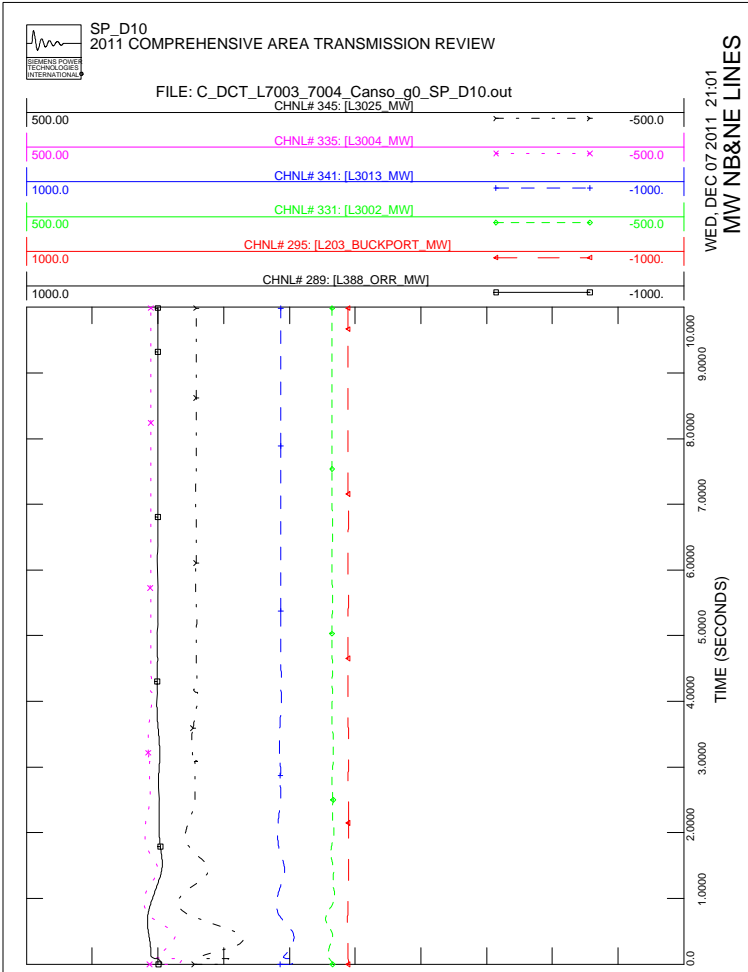
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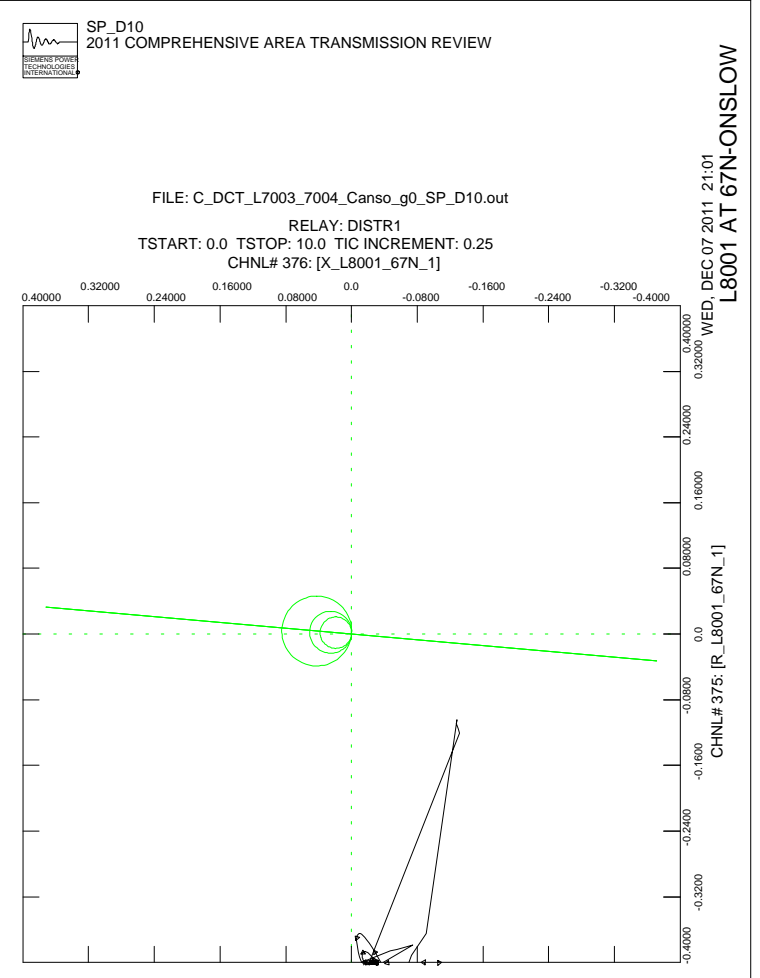
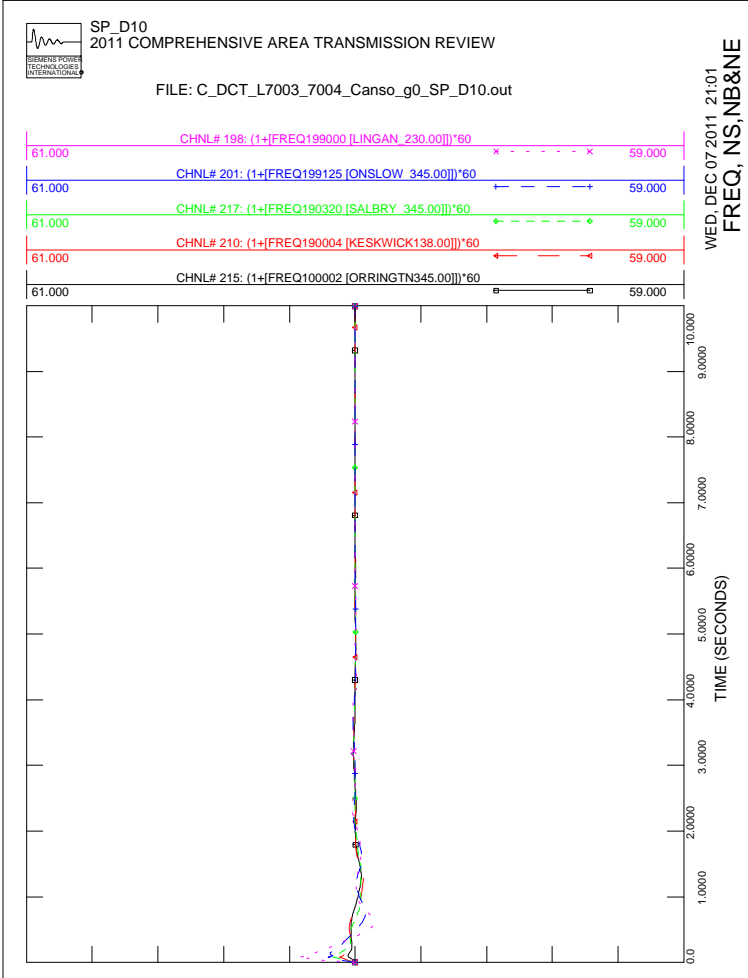
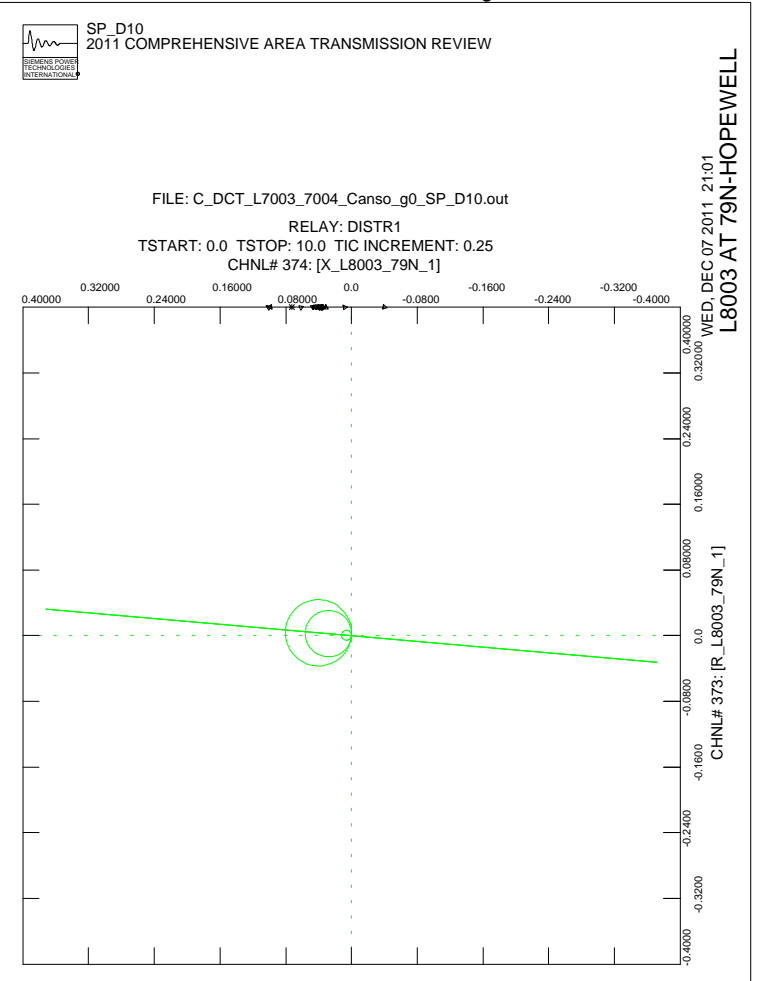
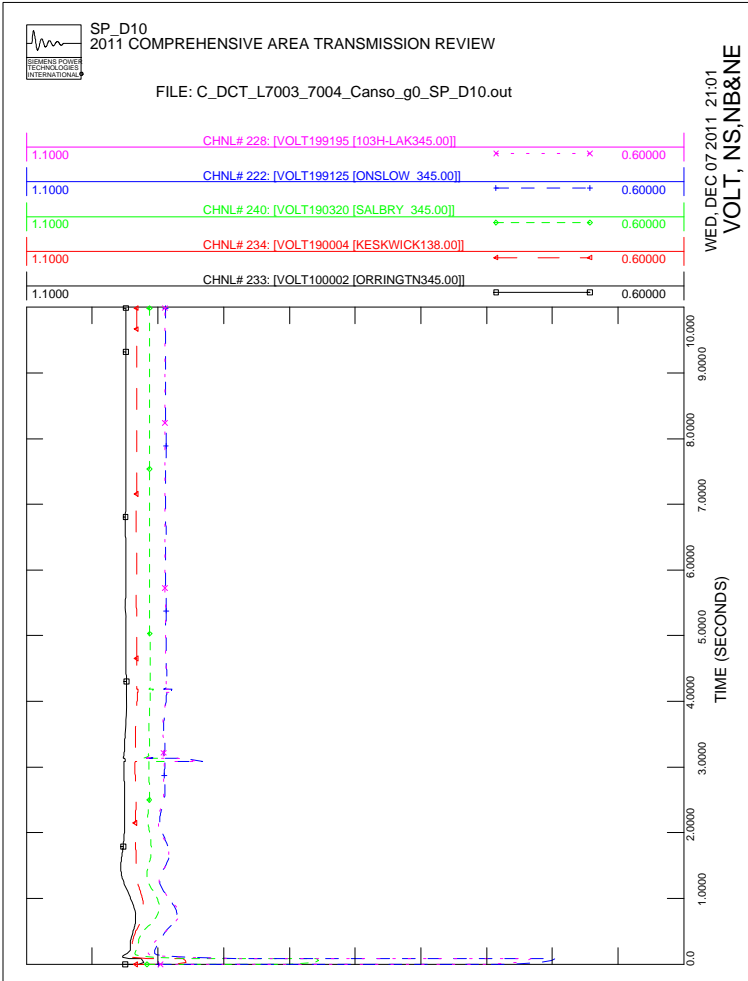


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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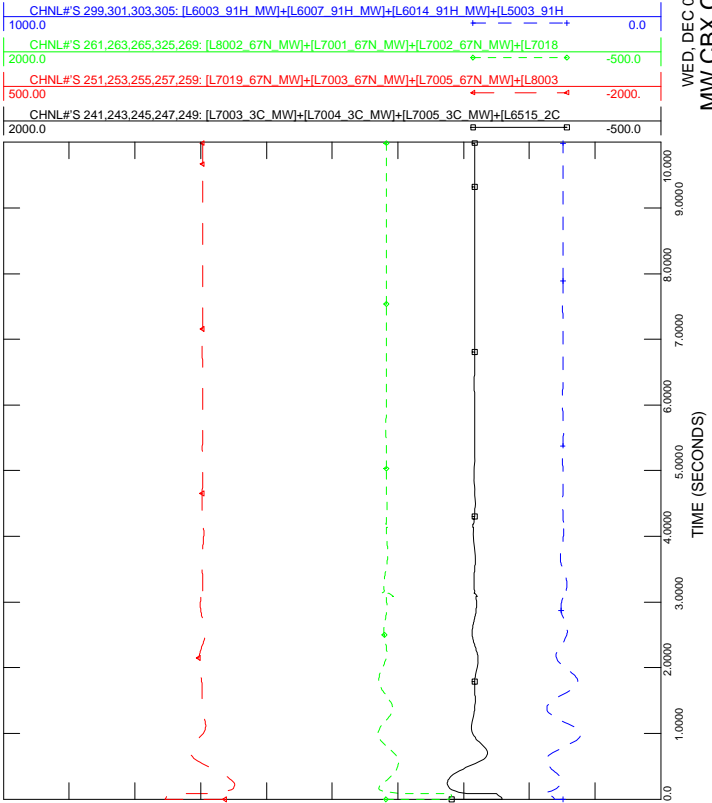






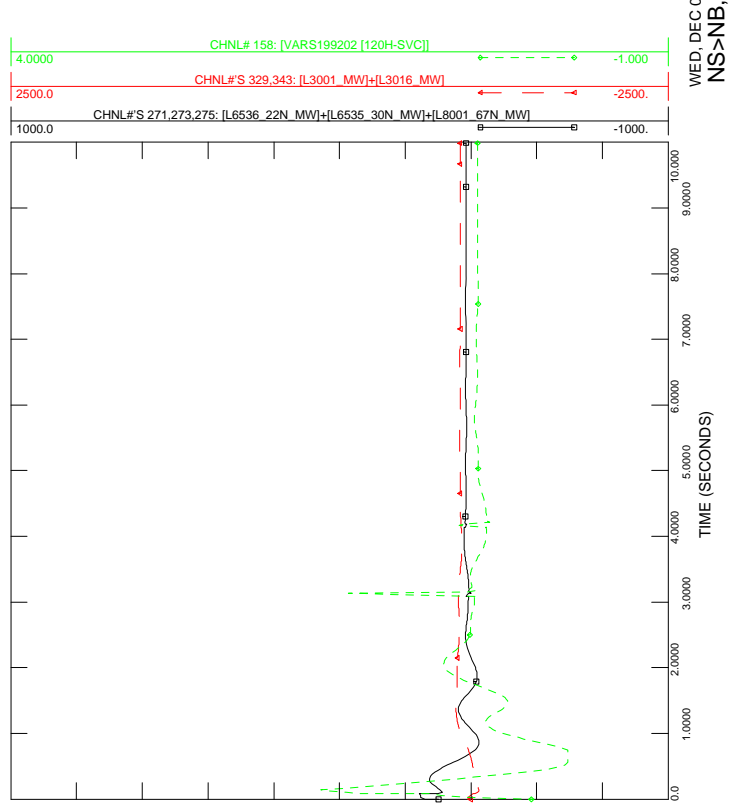
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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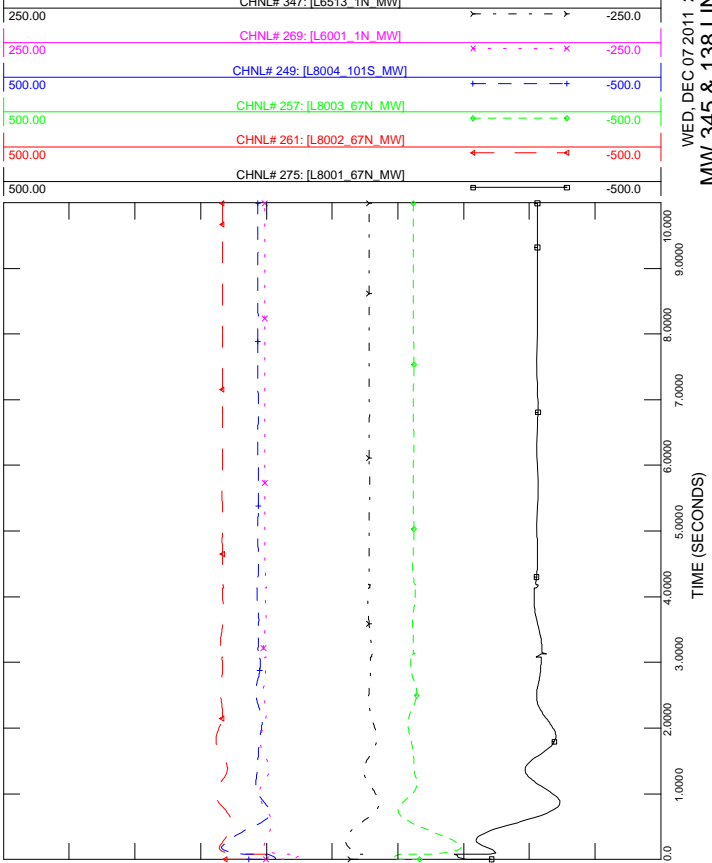
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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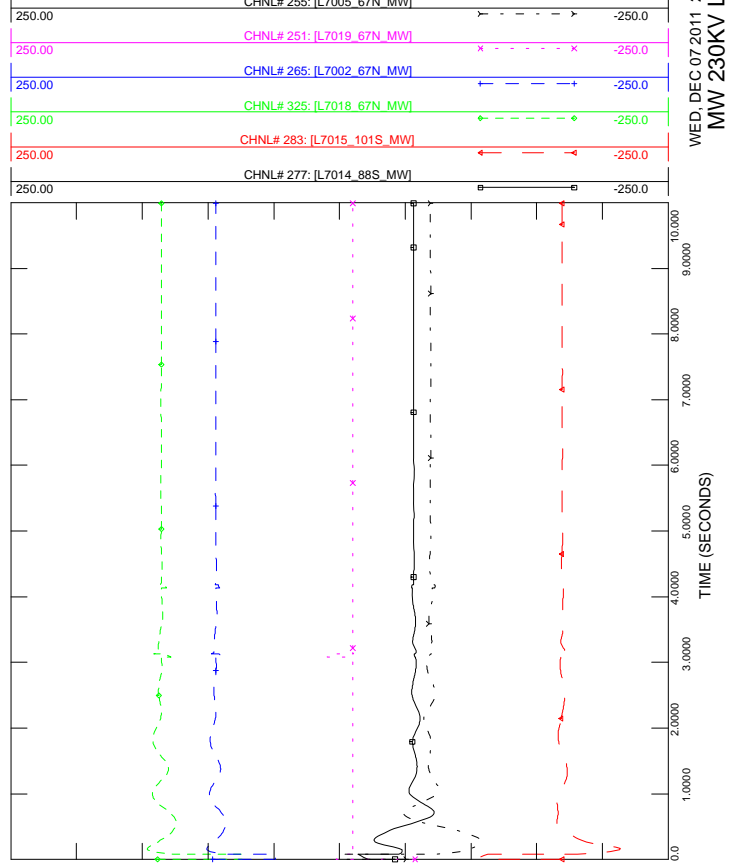
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

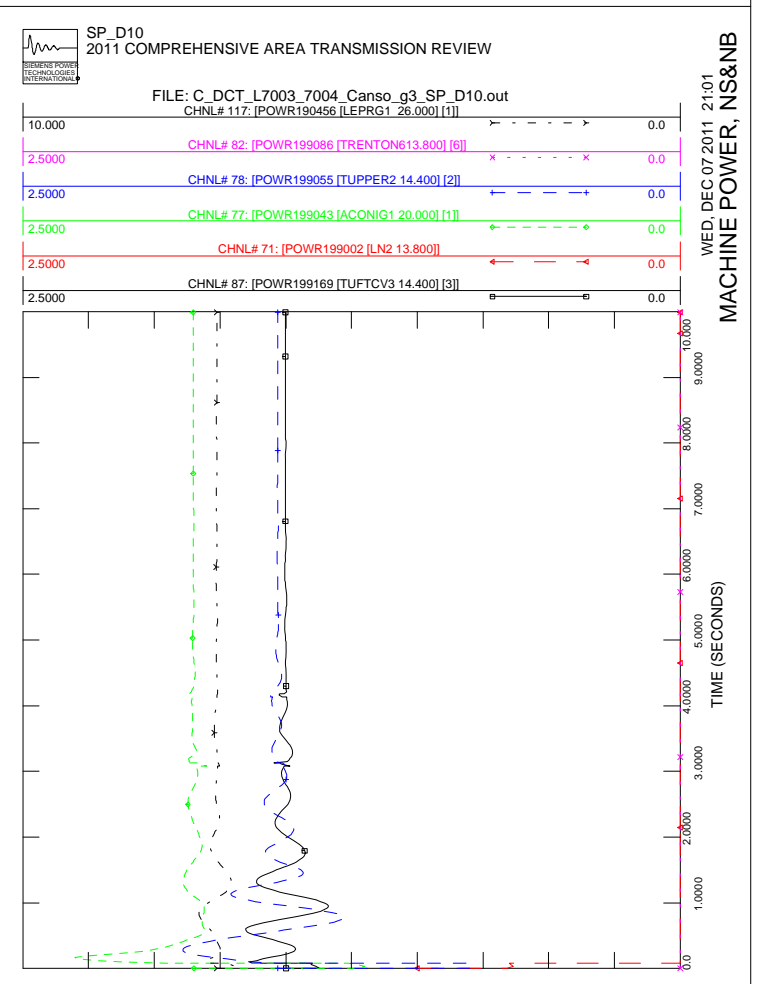
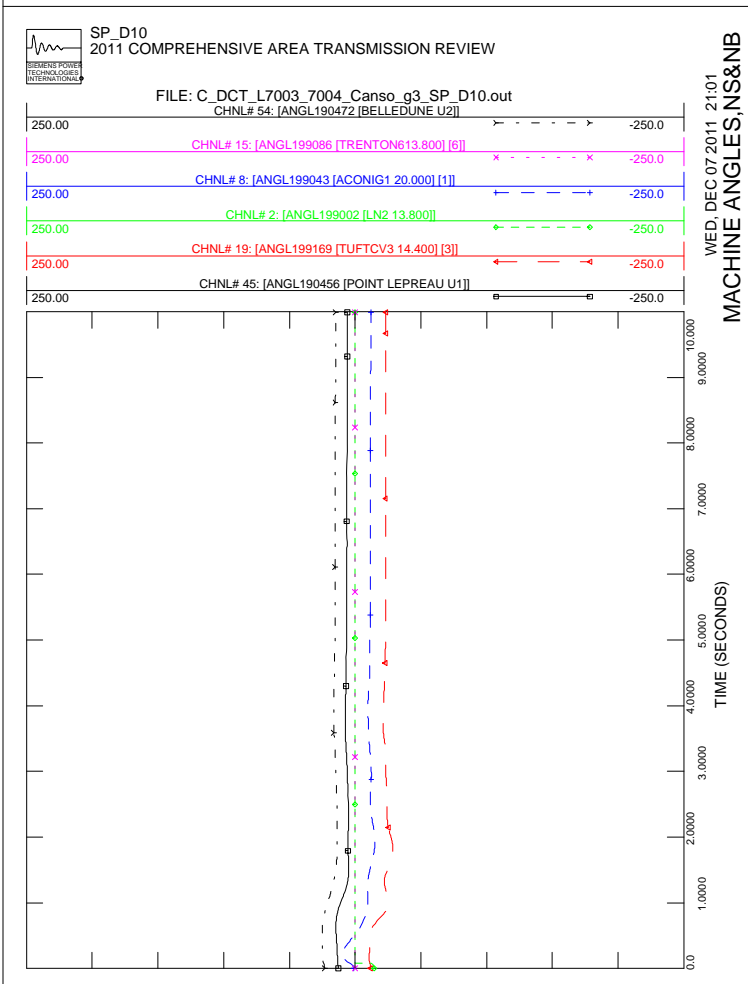
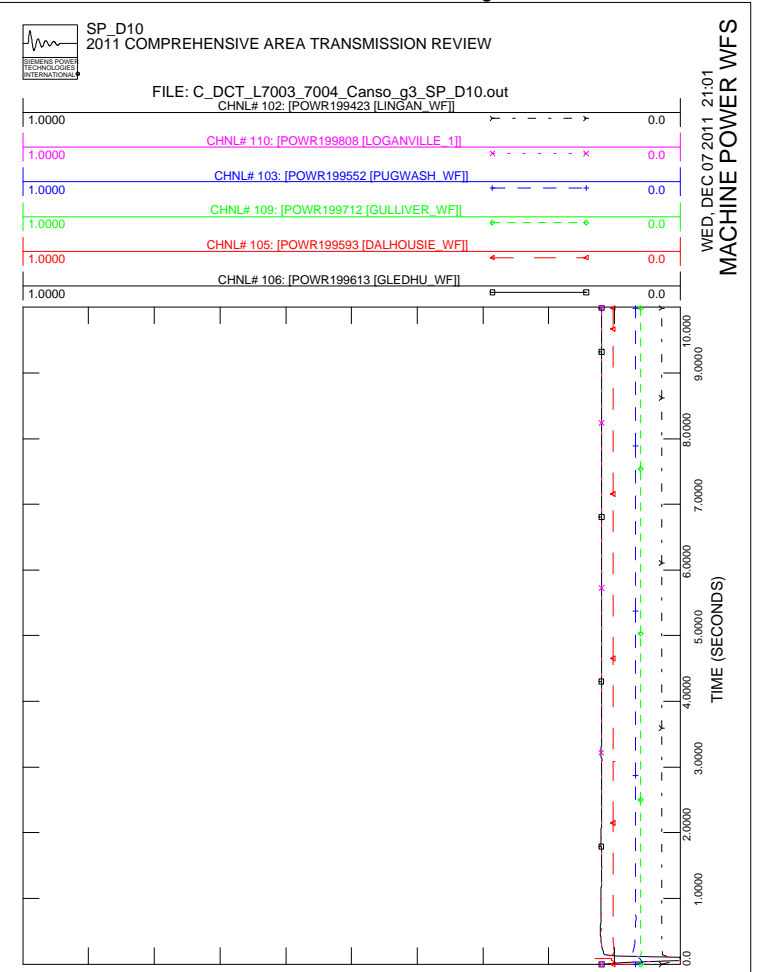
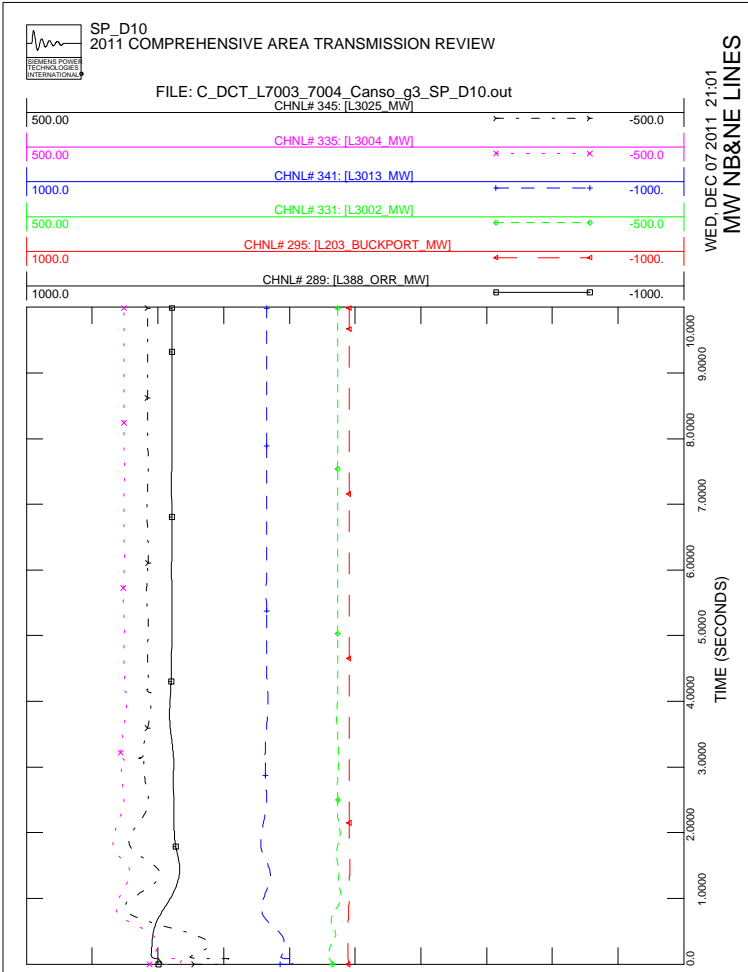
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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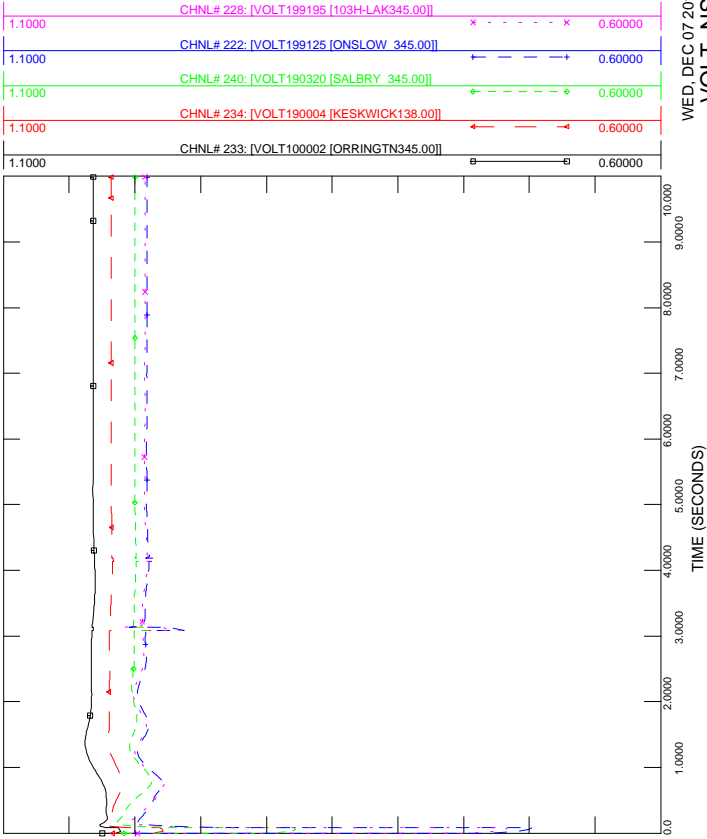






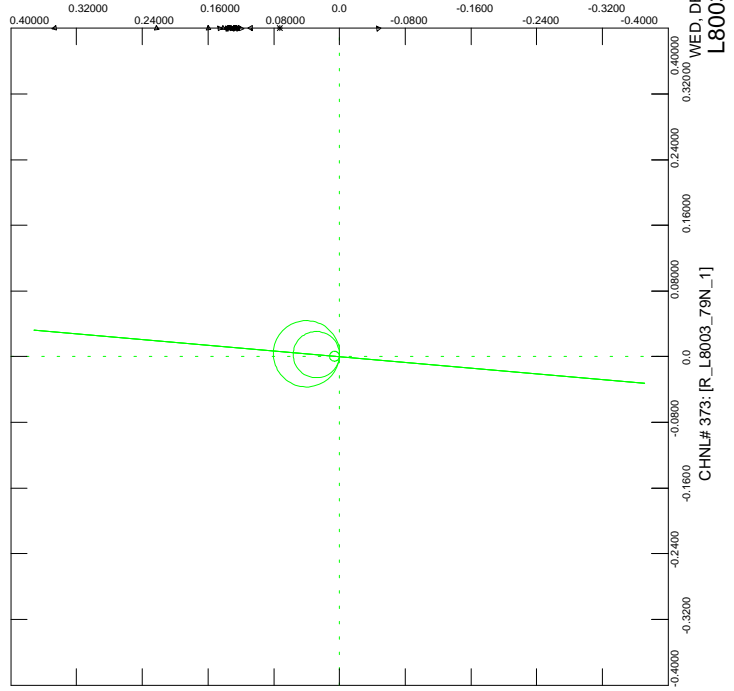
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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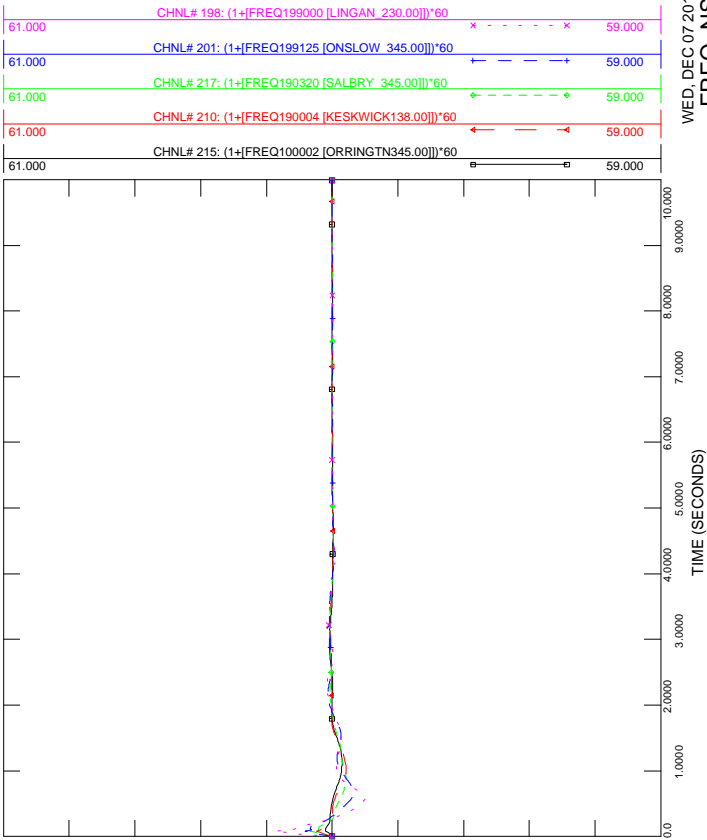
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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CHNL# 374: [X_L8003_79N_1]



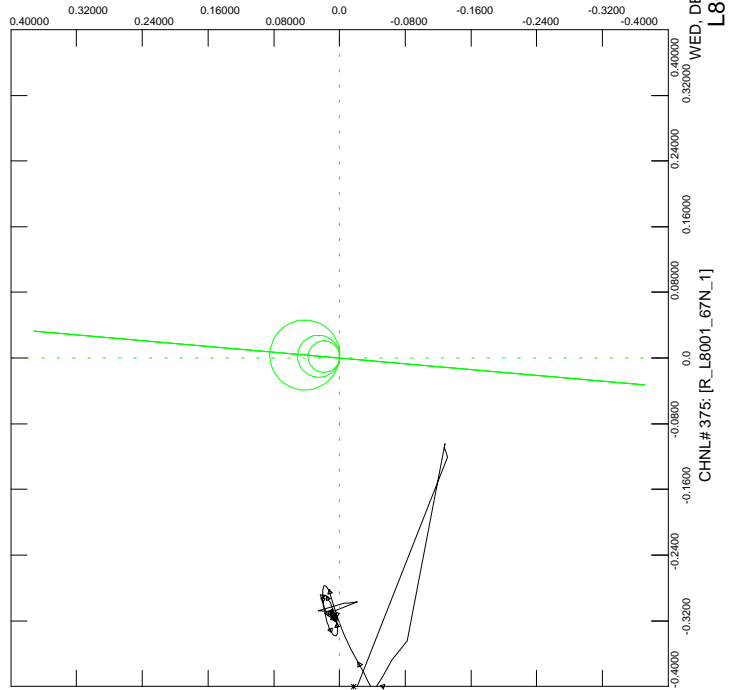
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SP_D10
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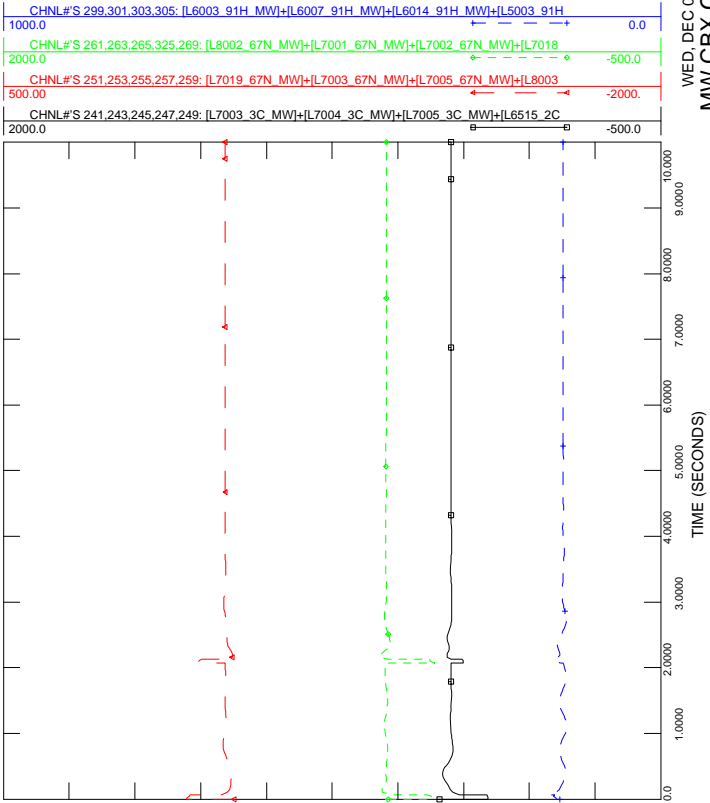
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CHNL# 376: [X_L8001_67N_1]





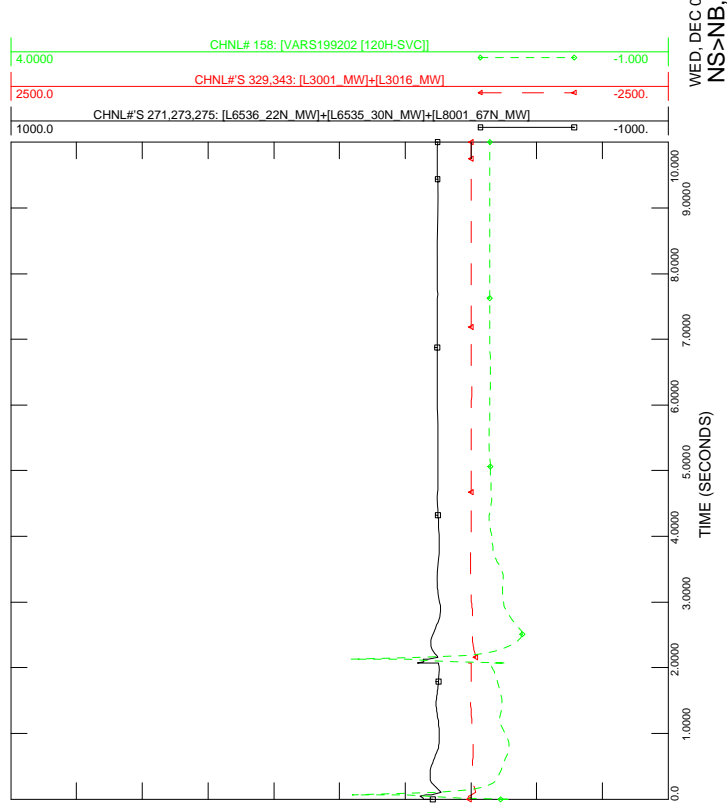
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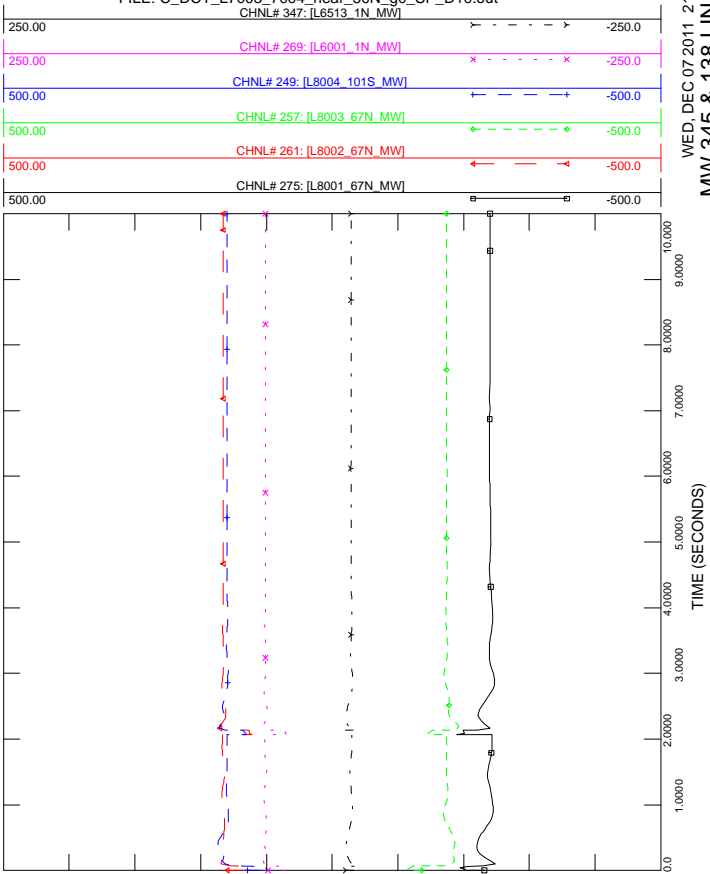
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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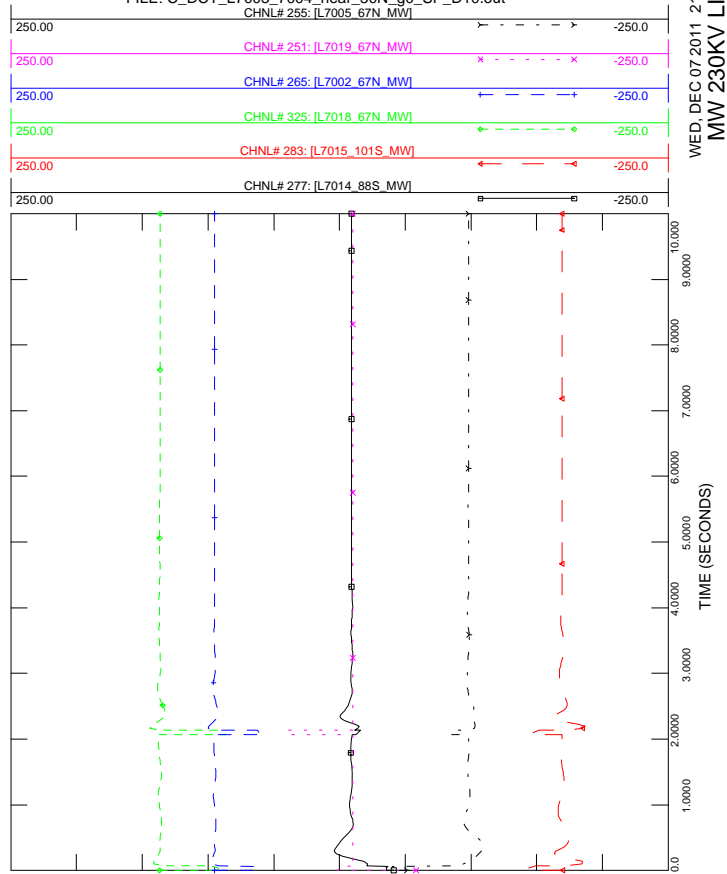
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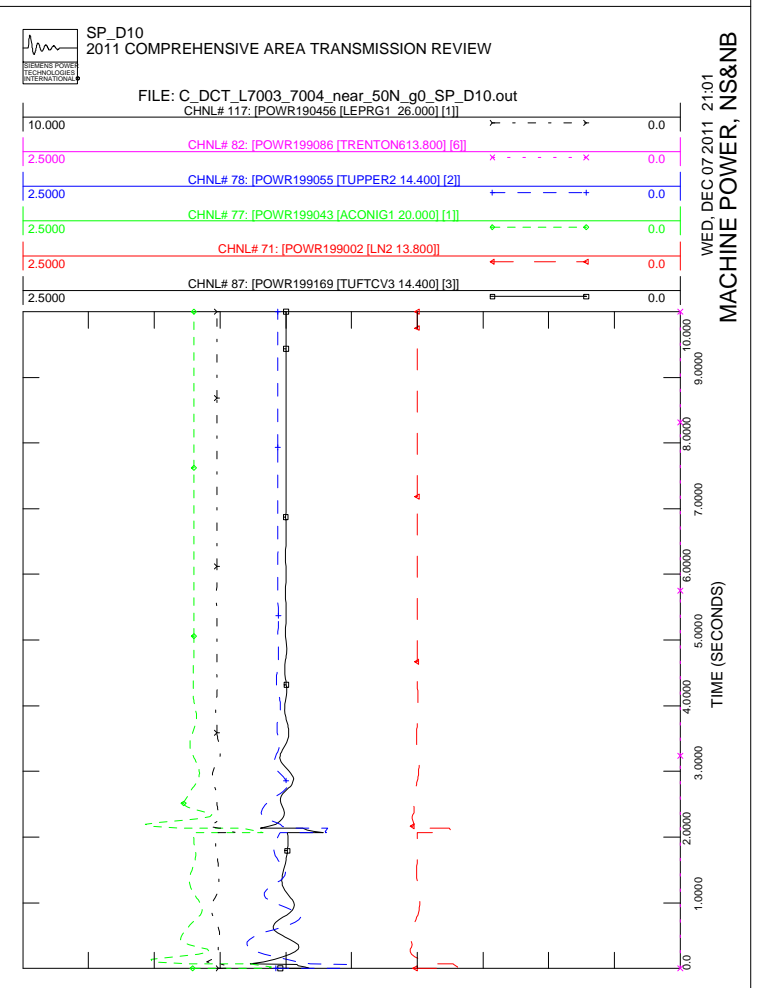
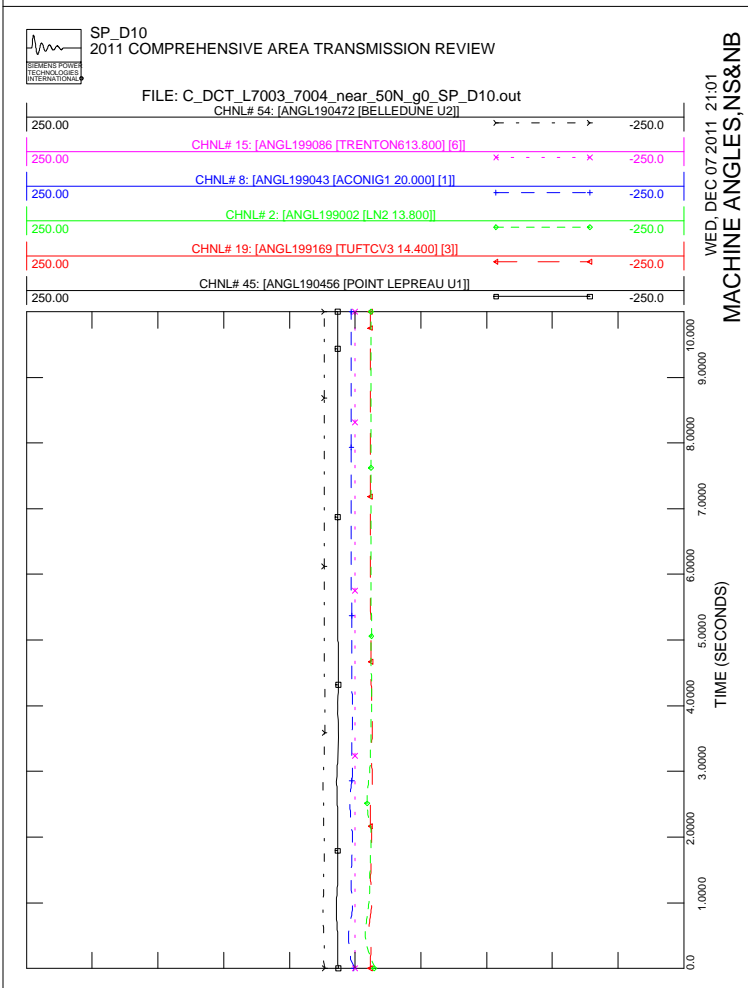
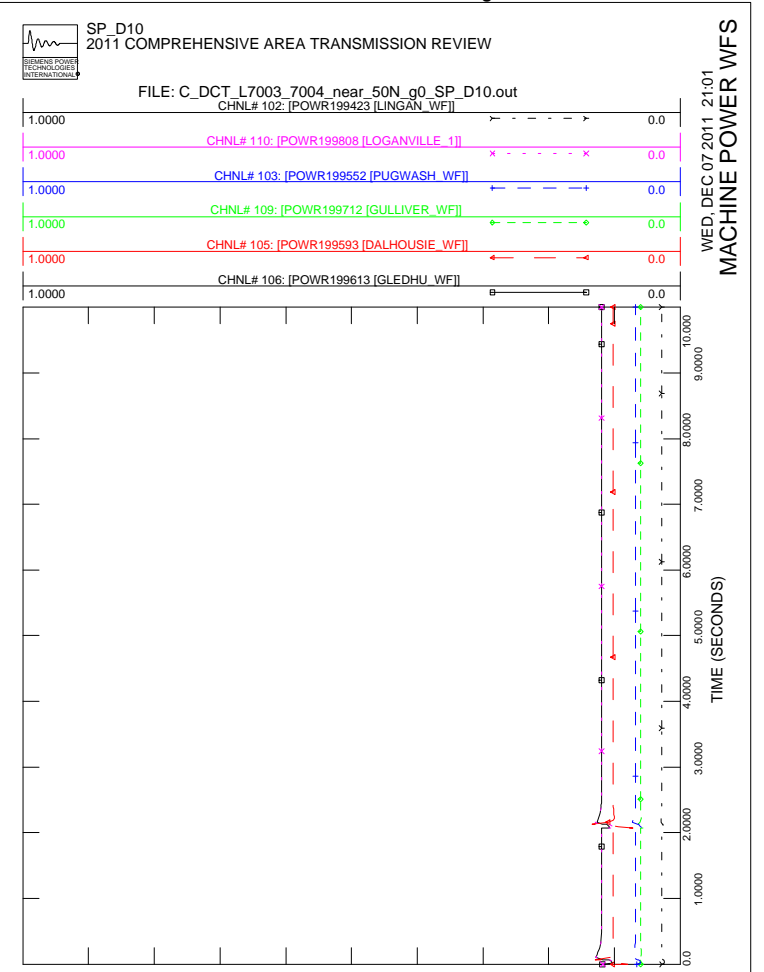
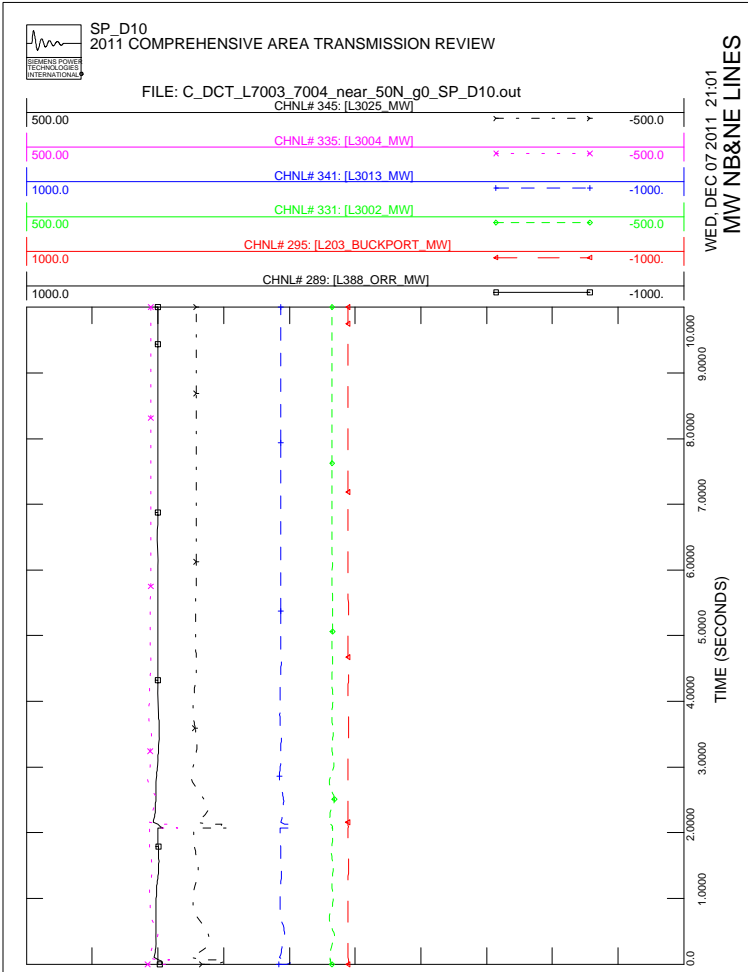
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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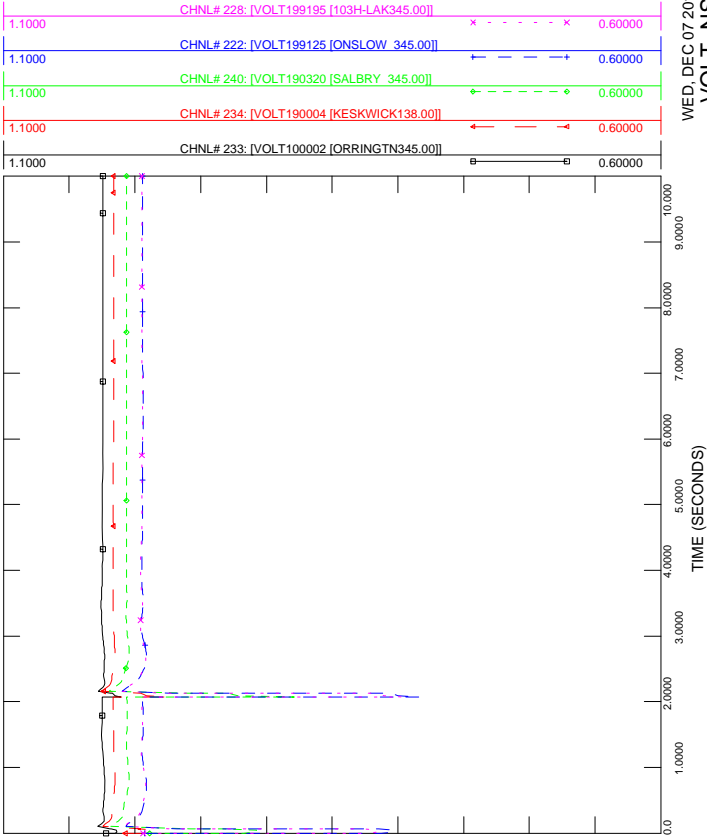






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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

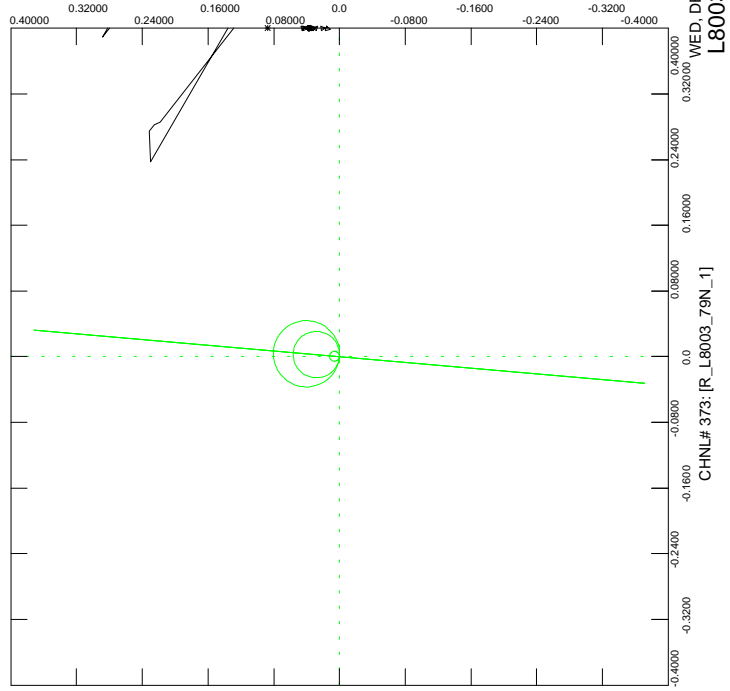
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

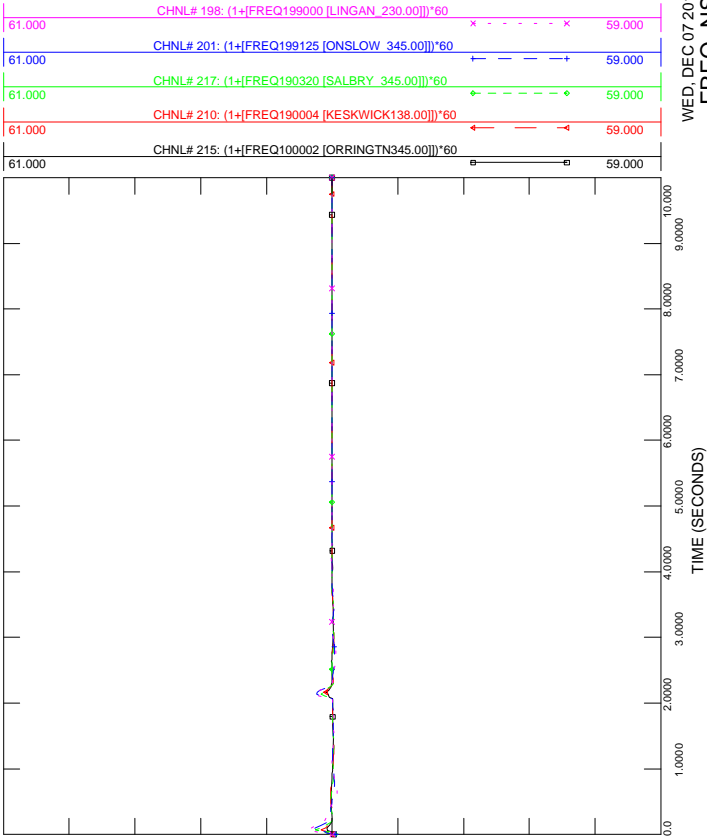
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CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

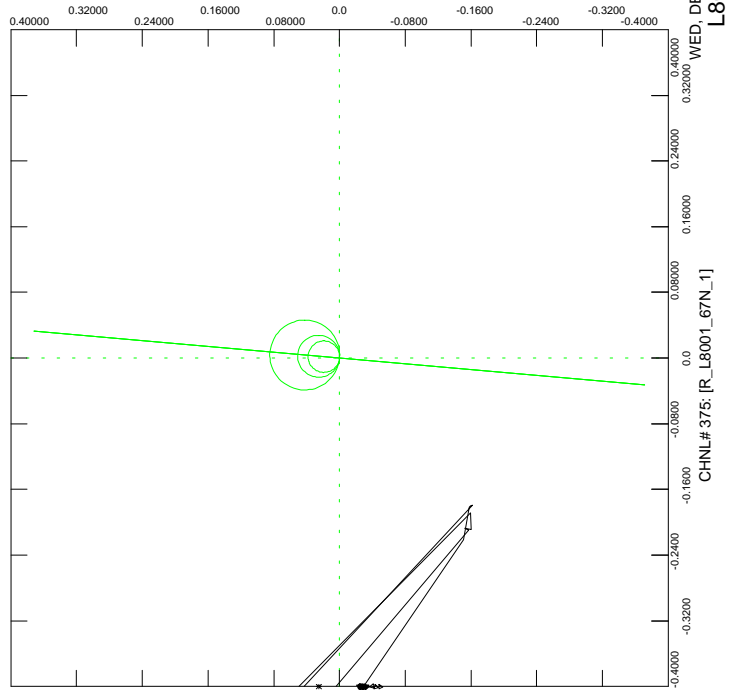
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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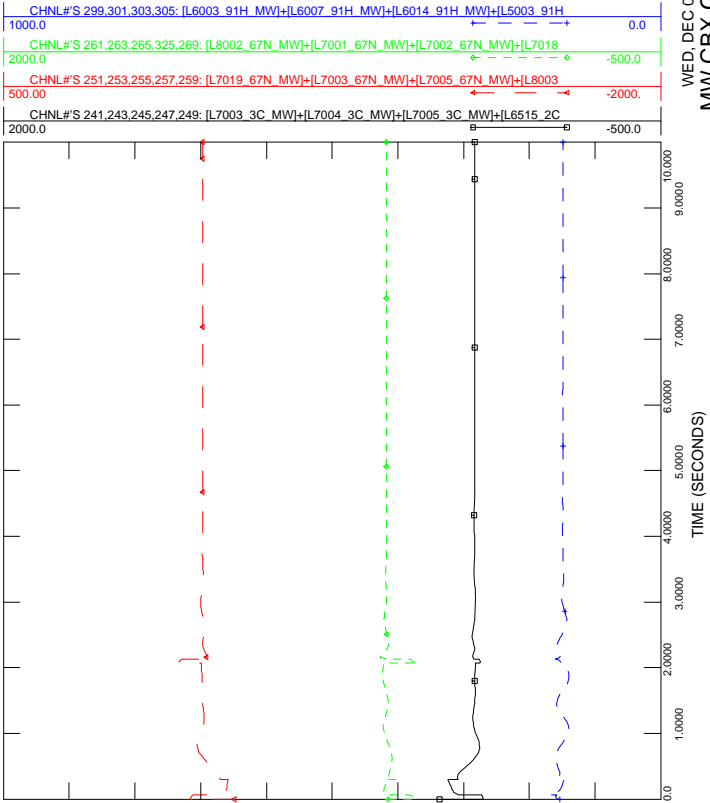
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CHNL# 376: [X_L8001_67N_1]





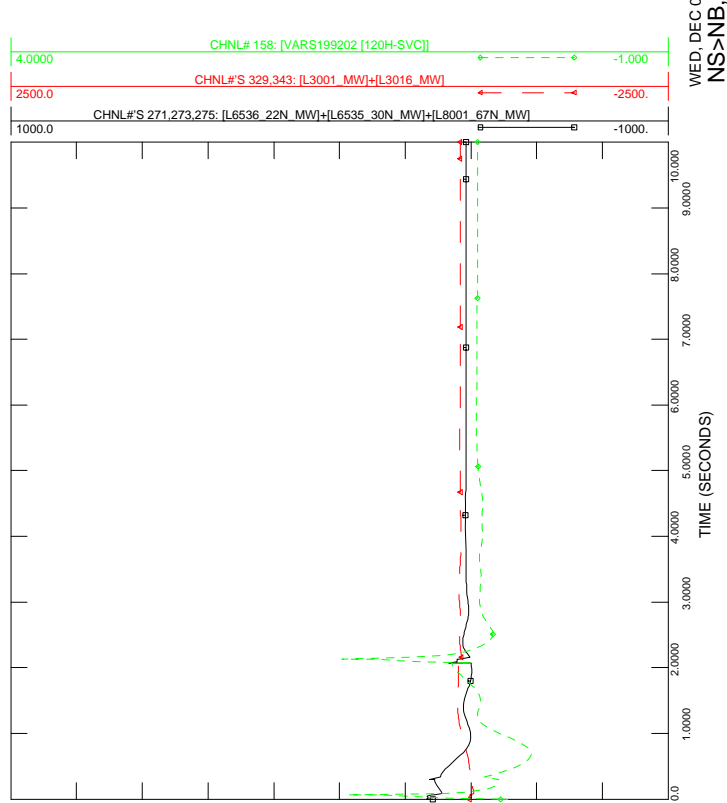
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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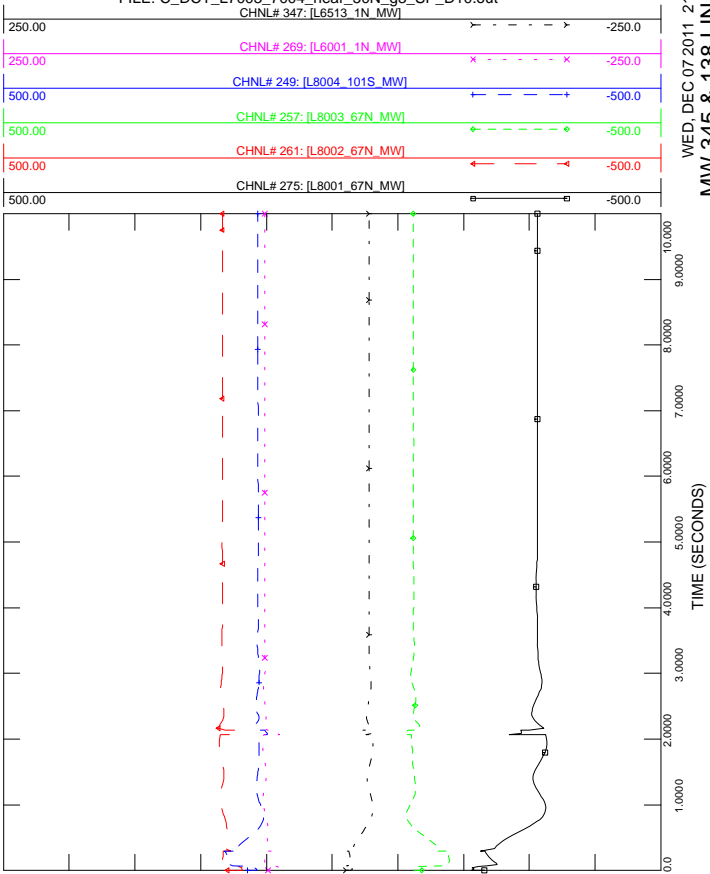
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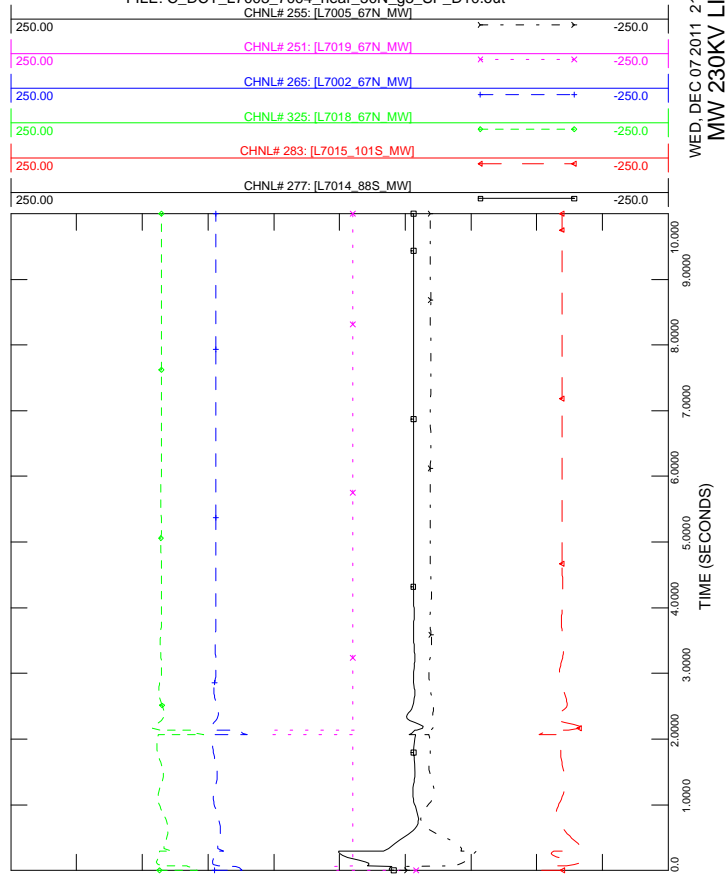
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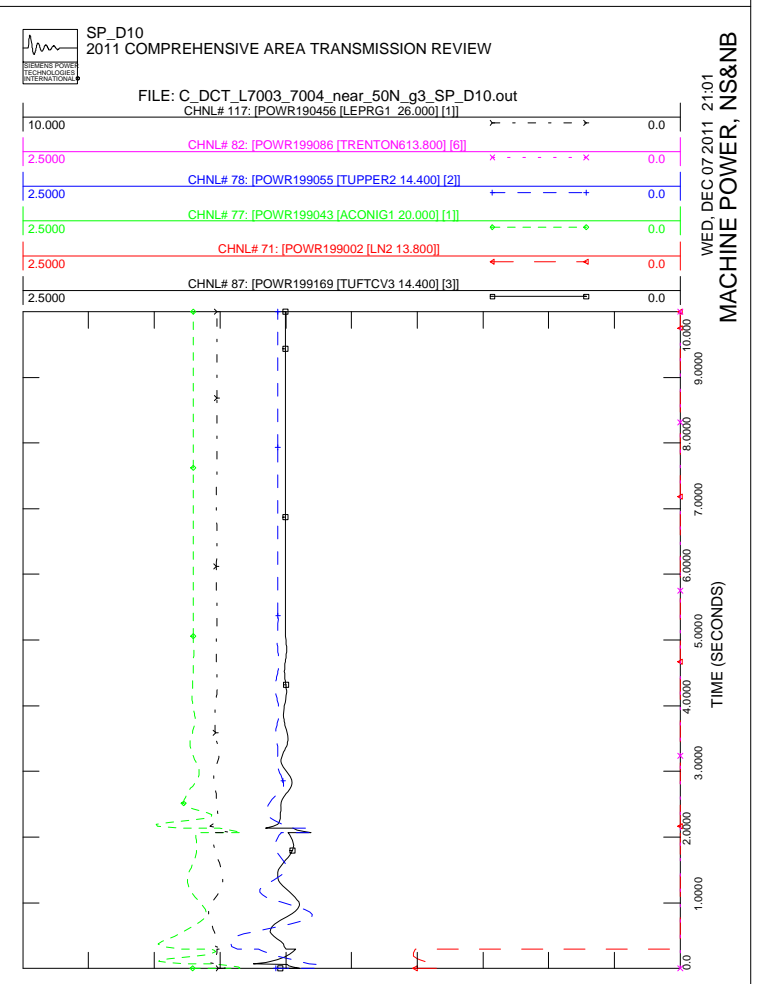
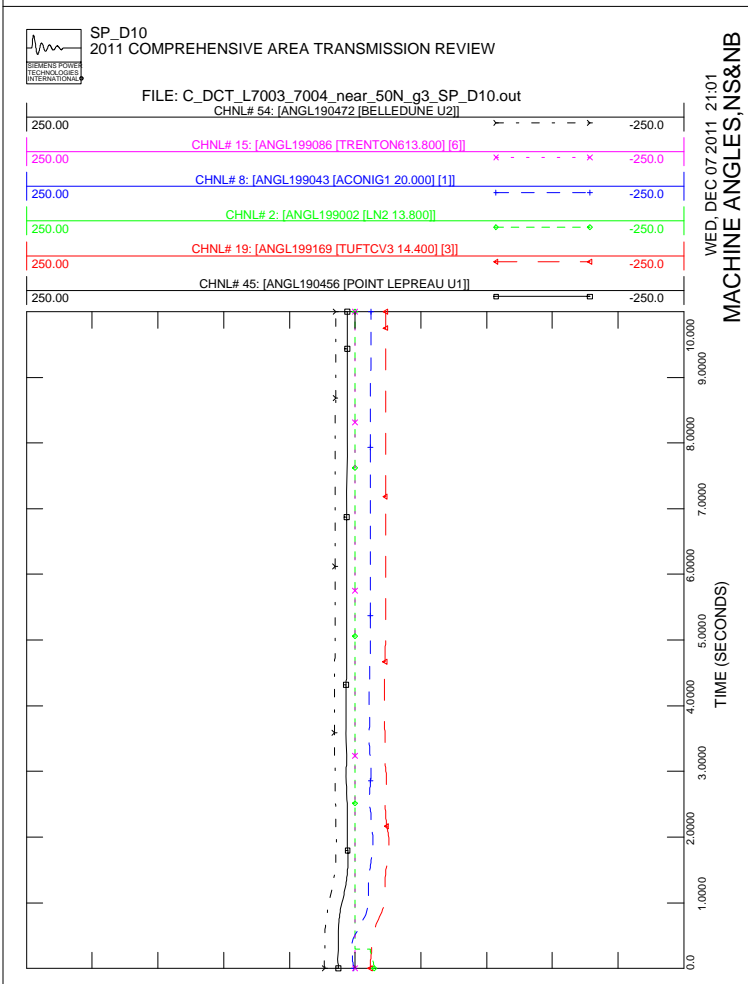
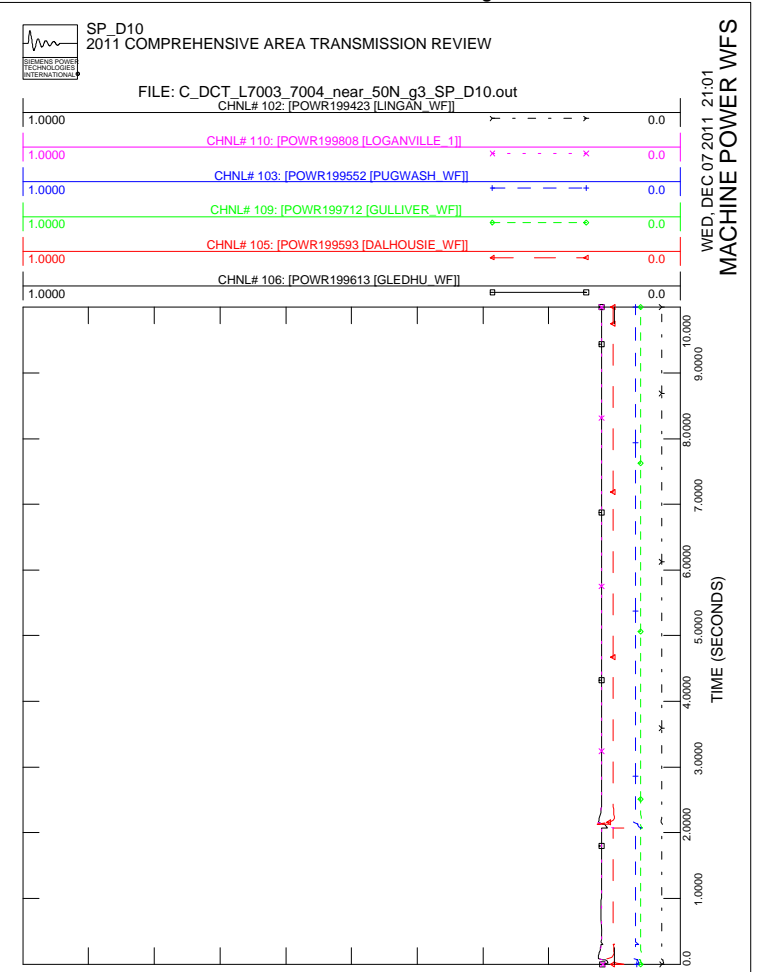
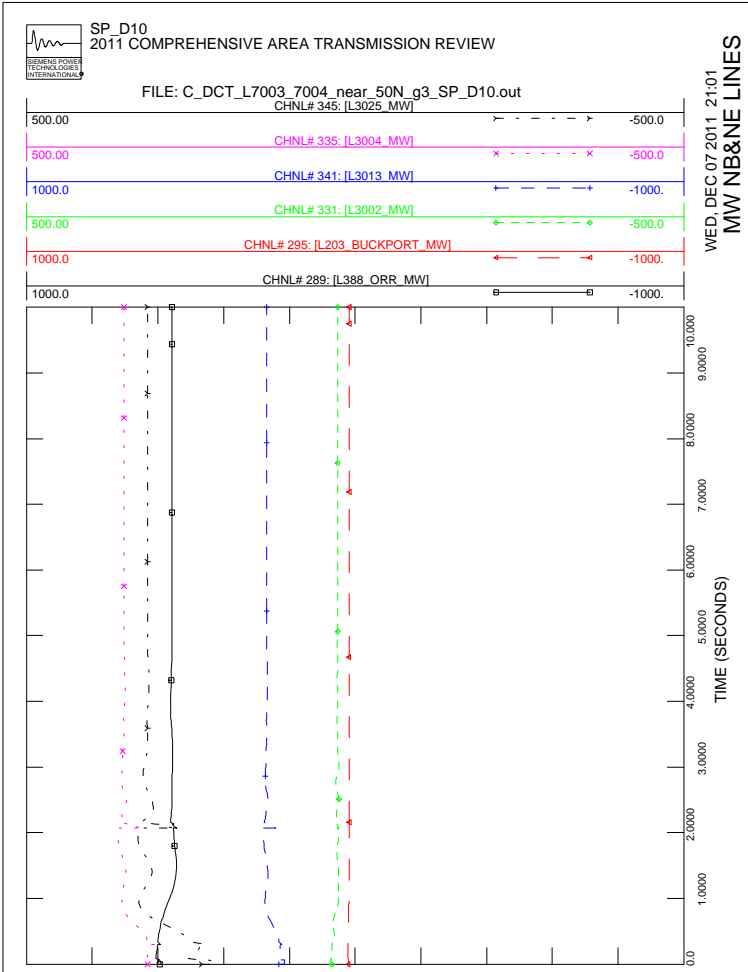
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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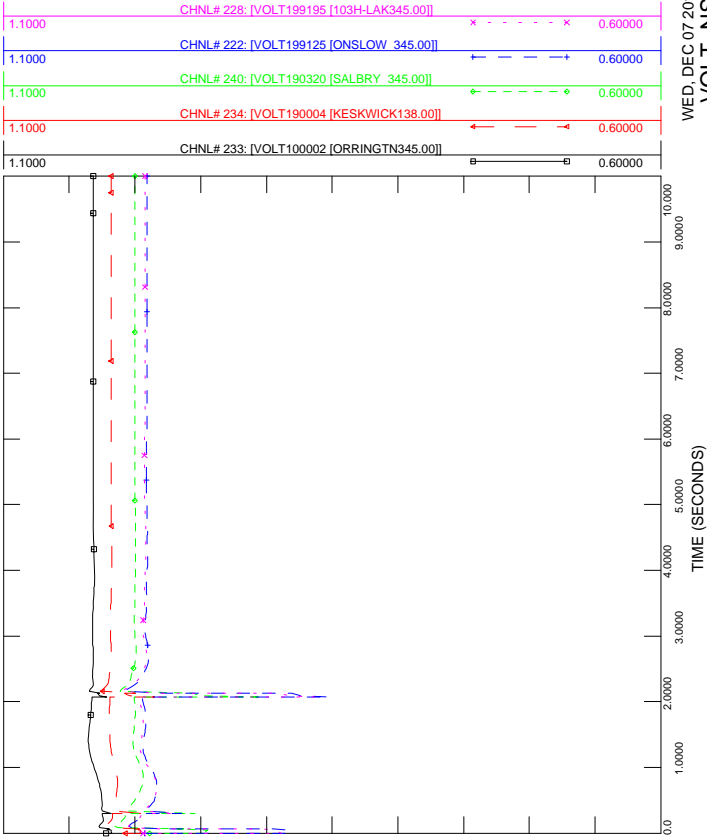






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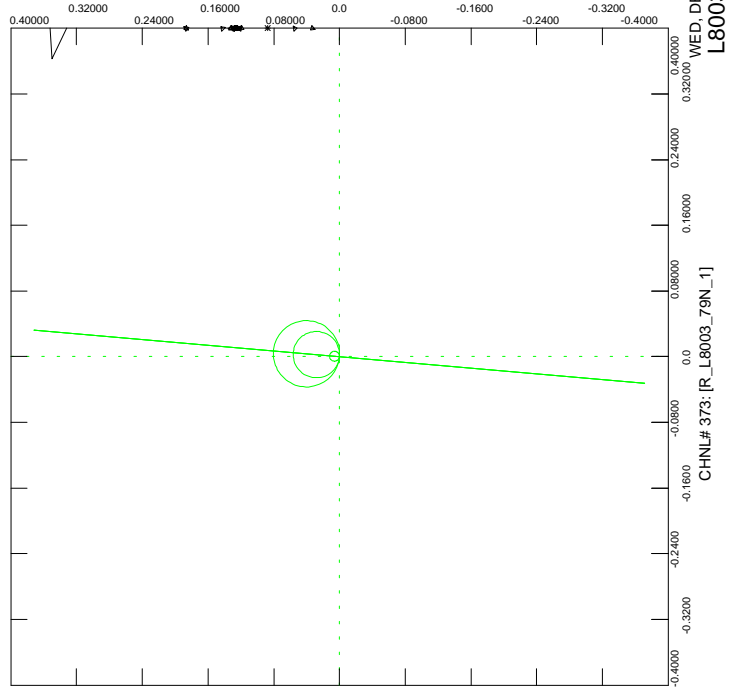
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

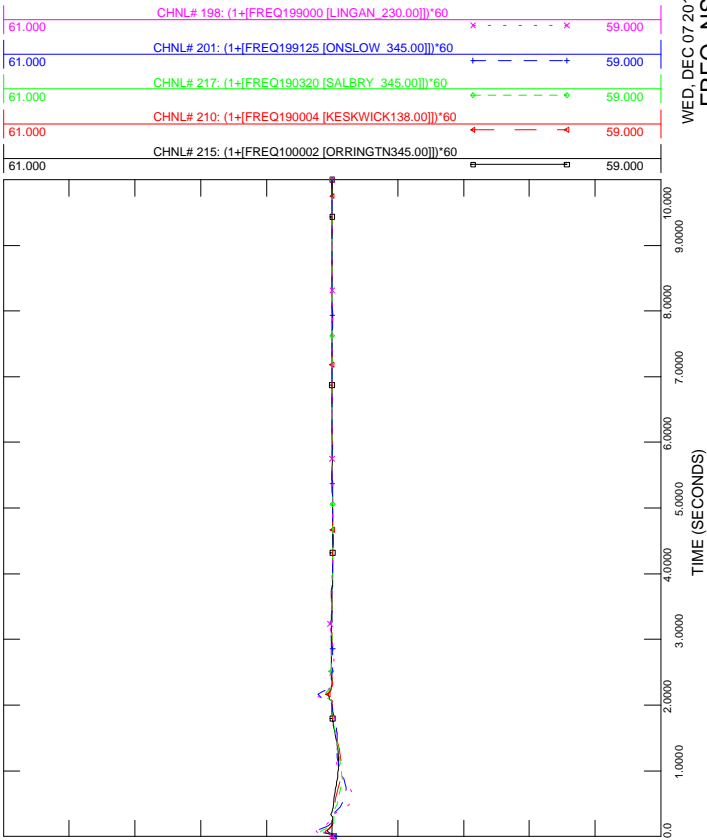
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CHNL# 374: [X_L8003_79N_1]



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

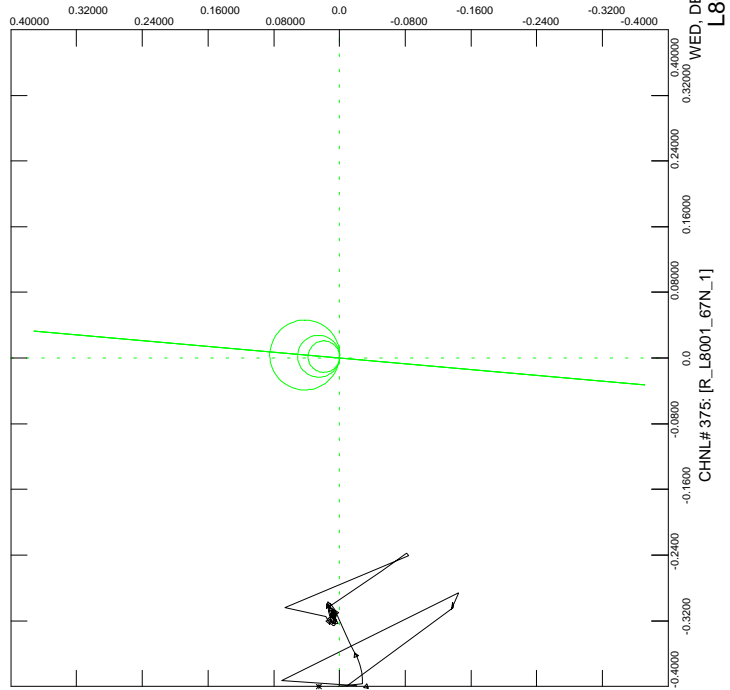
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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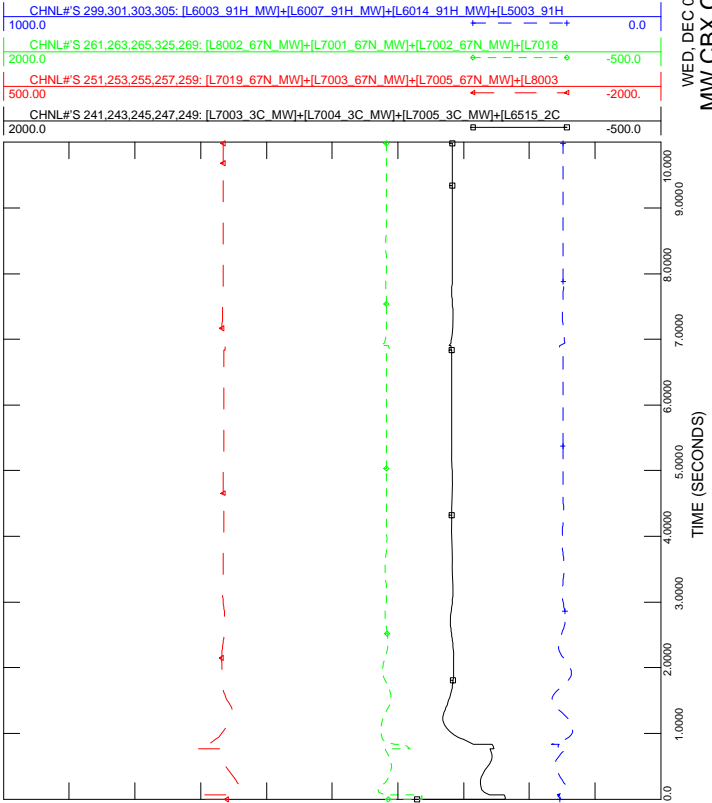
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CHNL# 376: [X_L8001_67N_1]





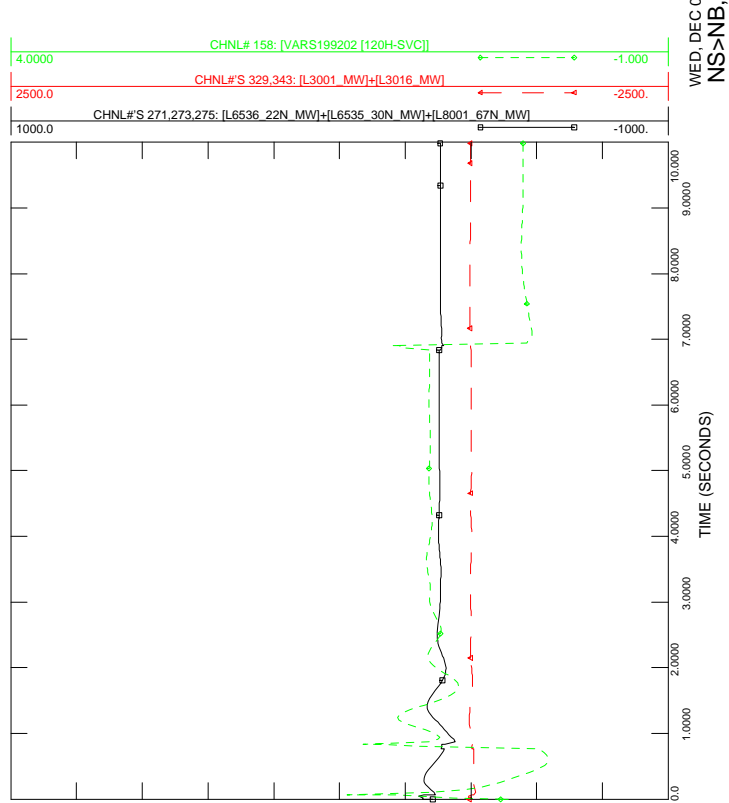
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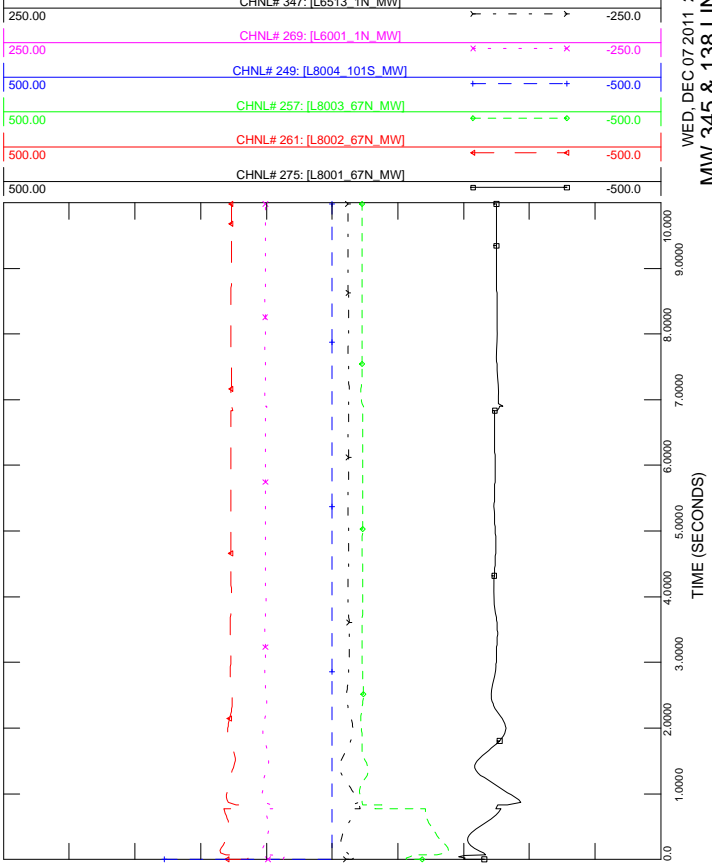
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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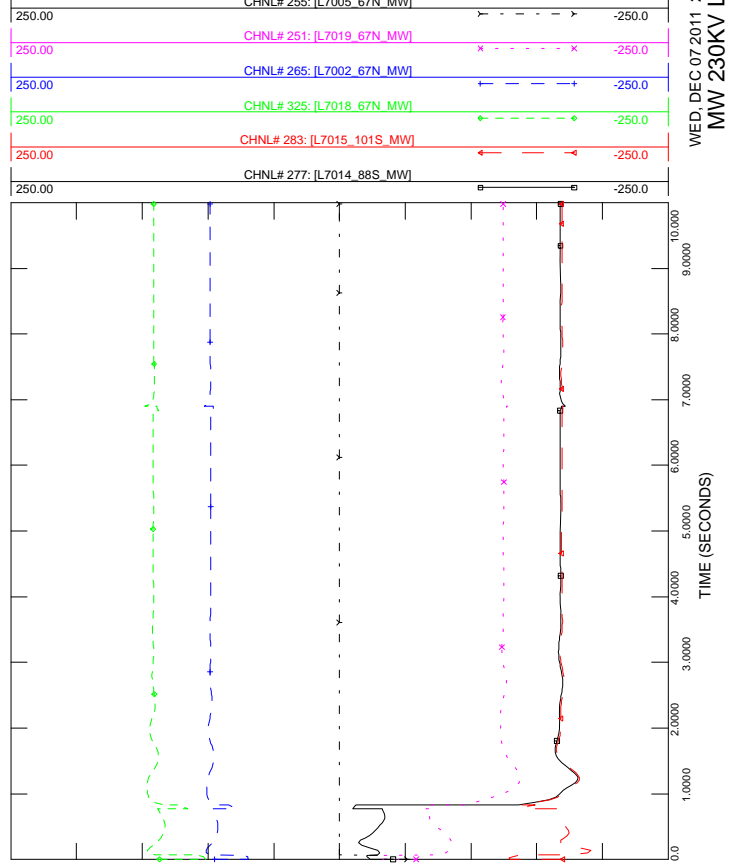
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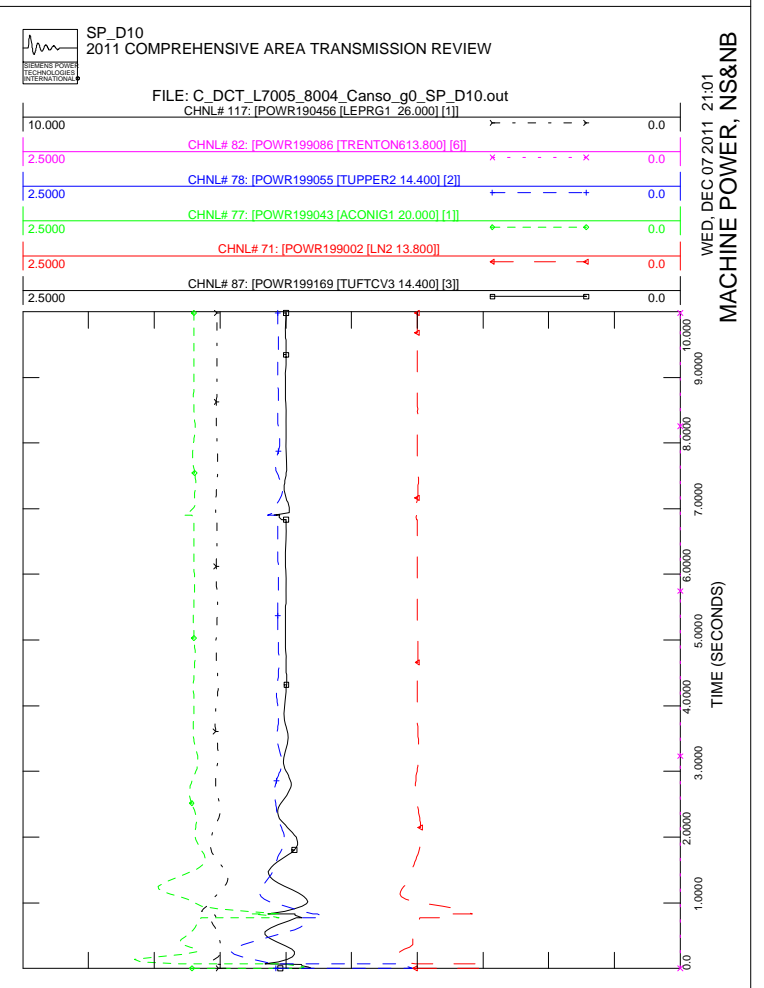
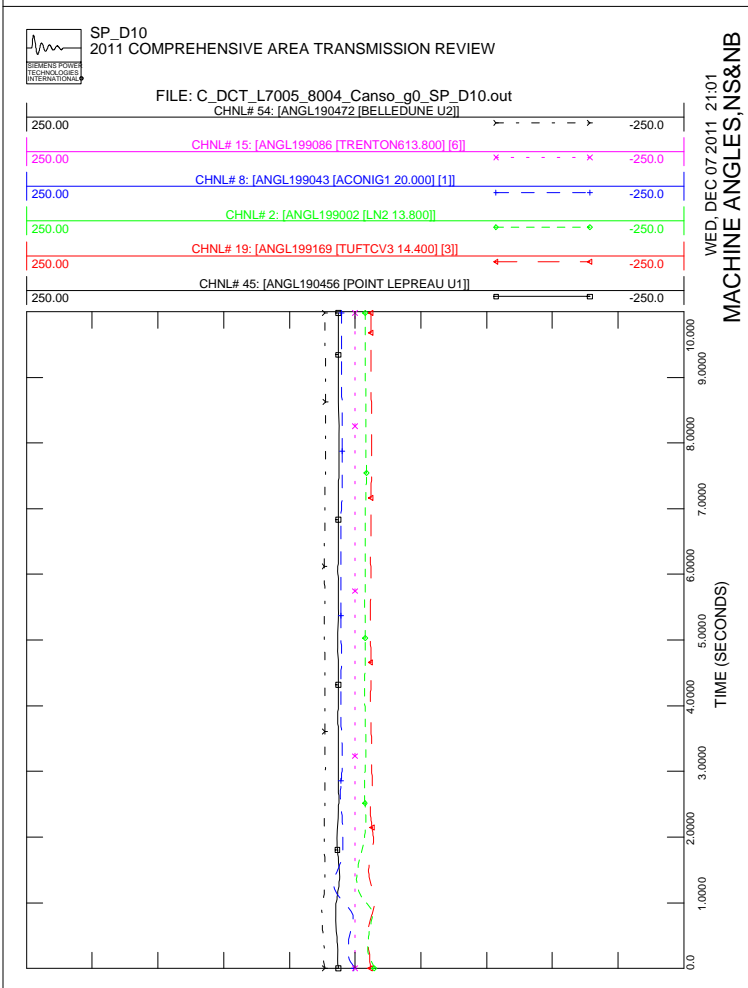
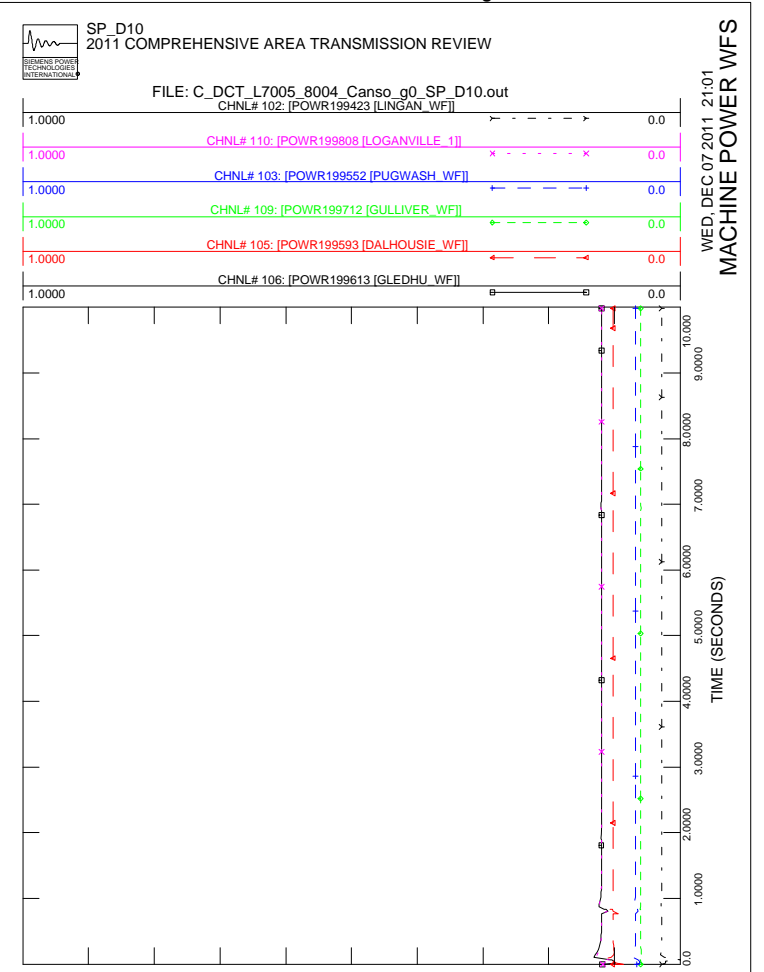
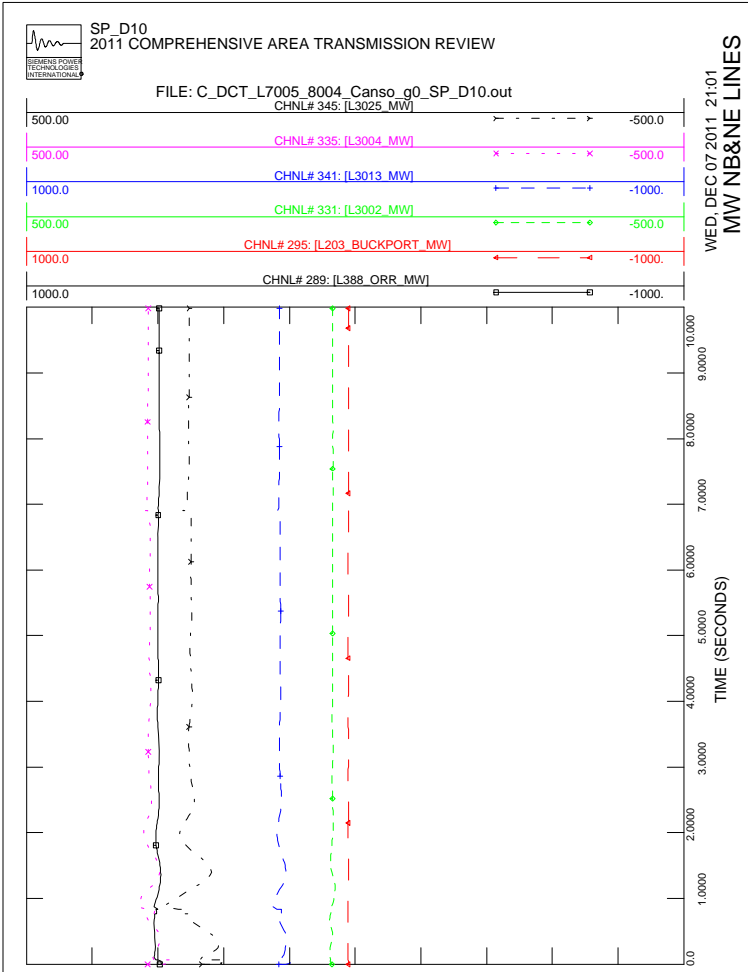
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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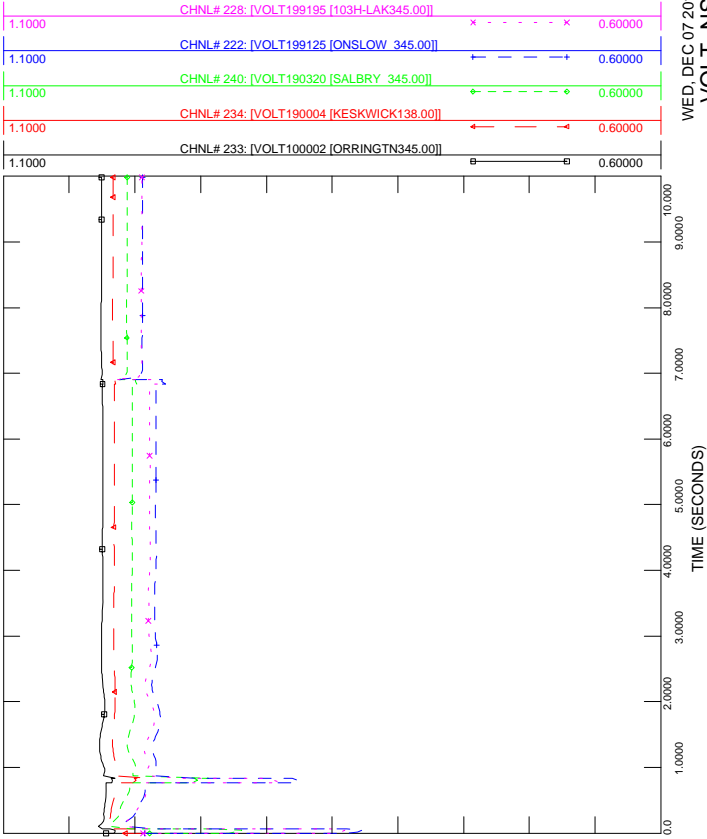






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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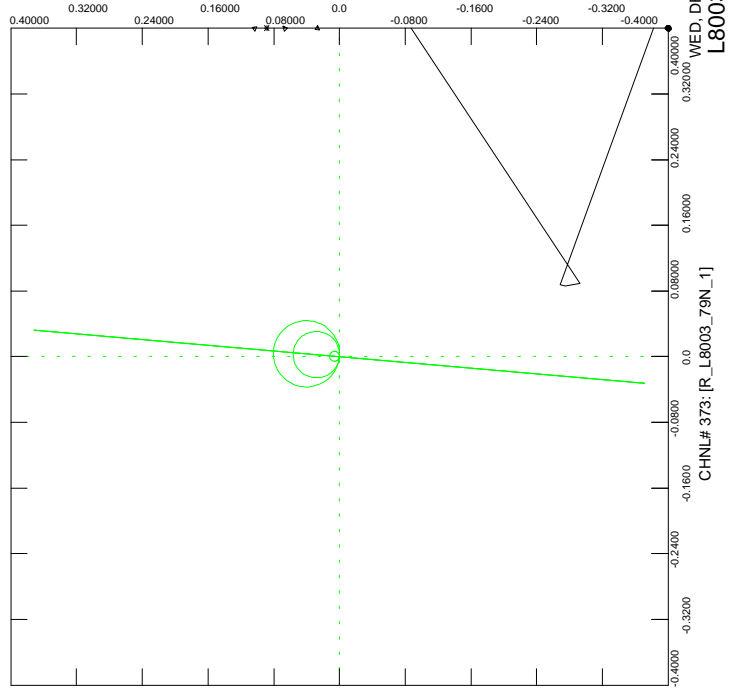


WED, DEC 07 2011 21:01
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7005_8004_Canso_g0_SP_D10.out
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CHNL# 374: [X_L8003_79N_1]

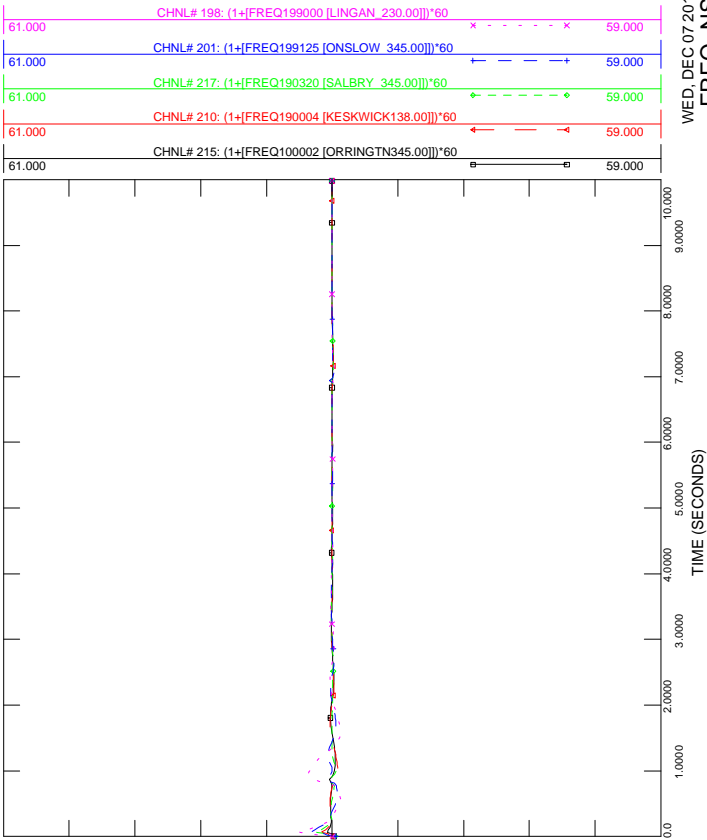


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L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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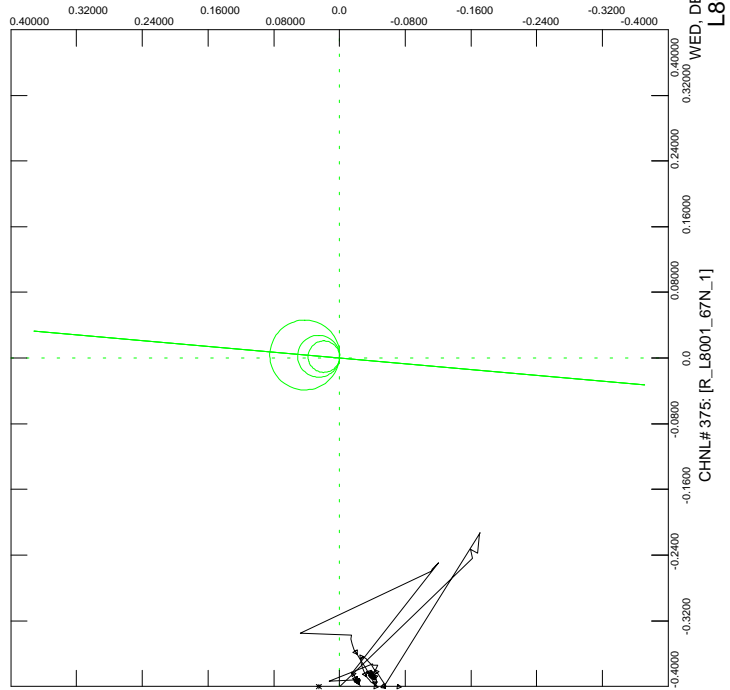


WED, DEC 07 2011 21:01
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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CHNL# 376: [X_L8001_67N_1]

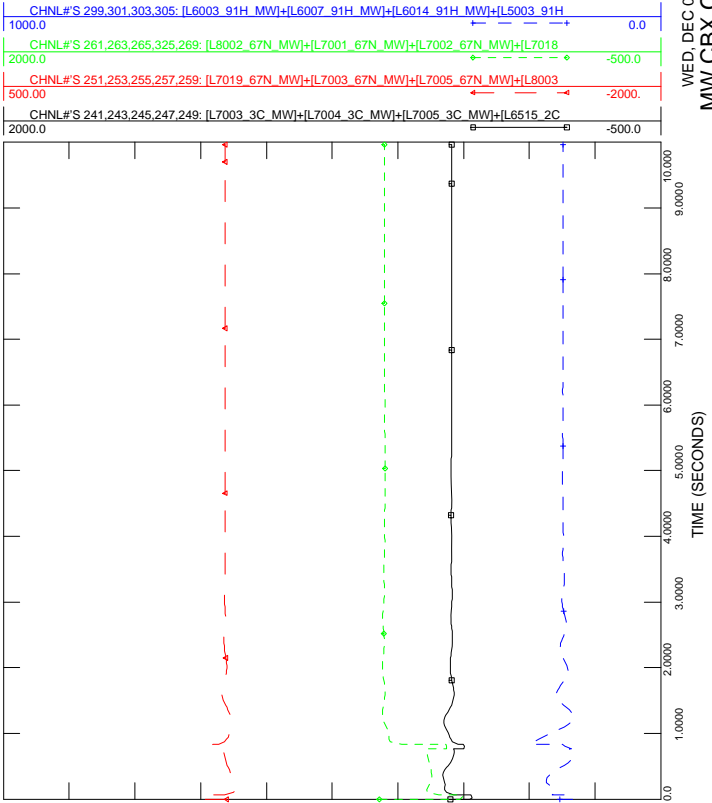


WED, DEC 07 2011 21:01
L8001 AT 67N-ONSLow



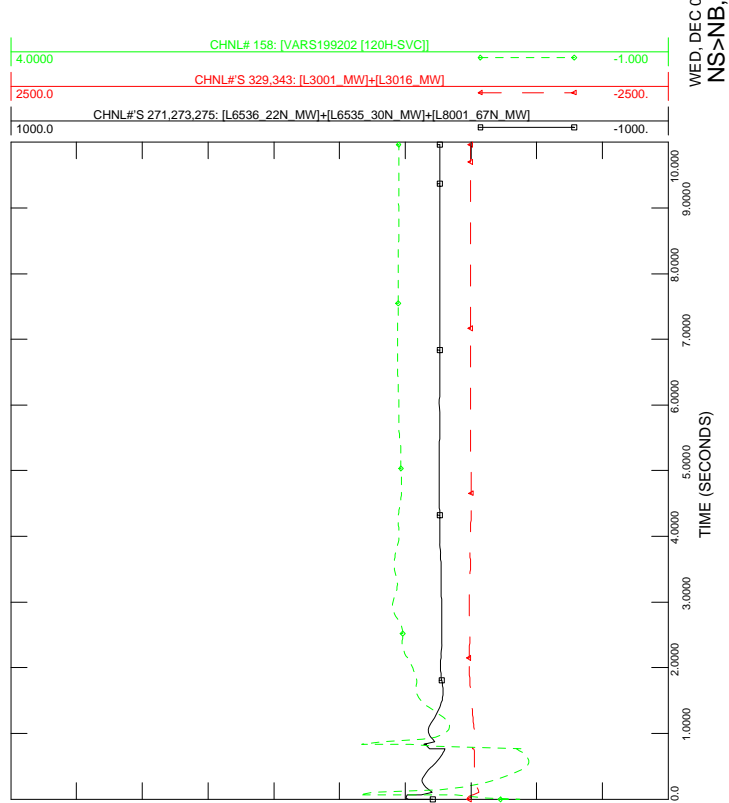
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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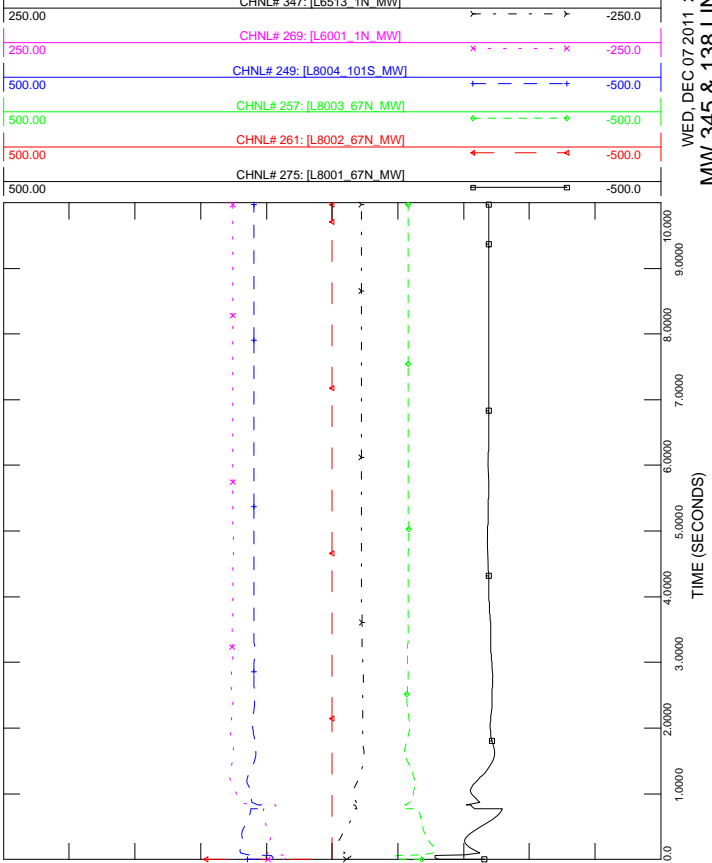
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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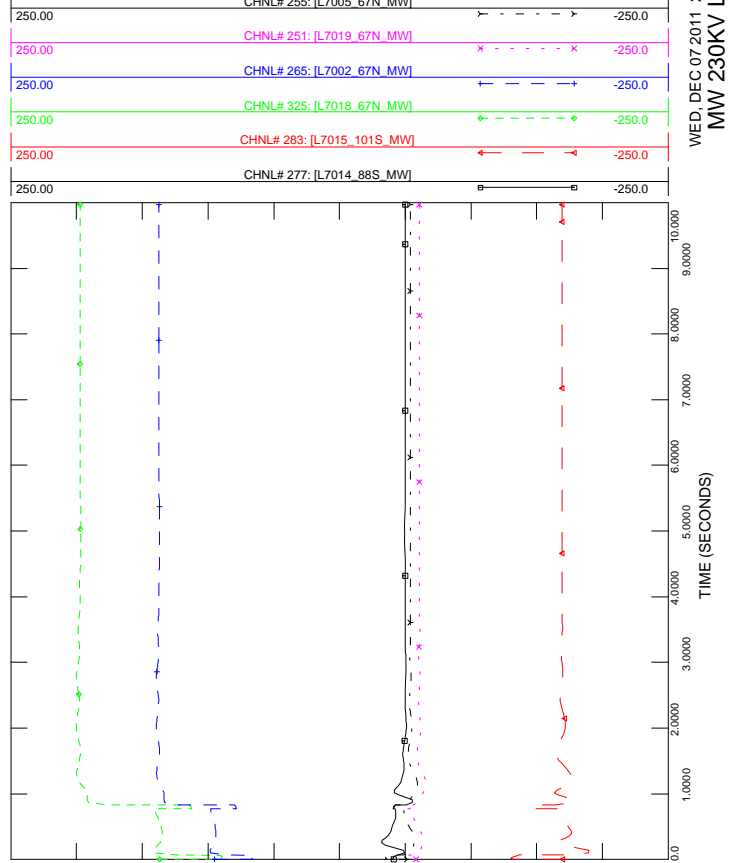
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

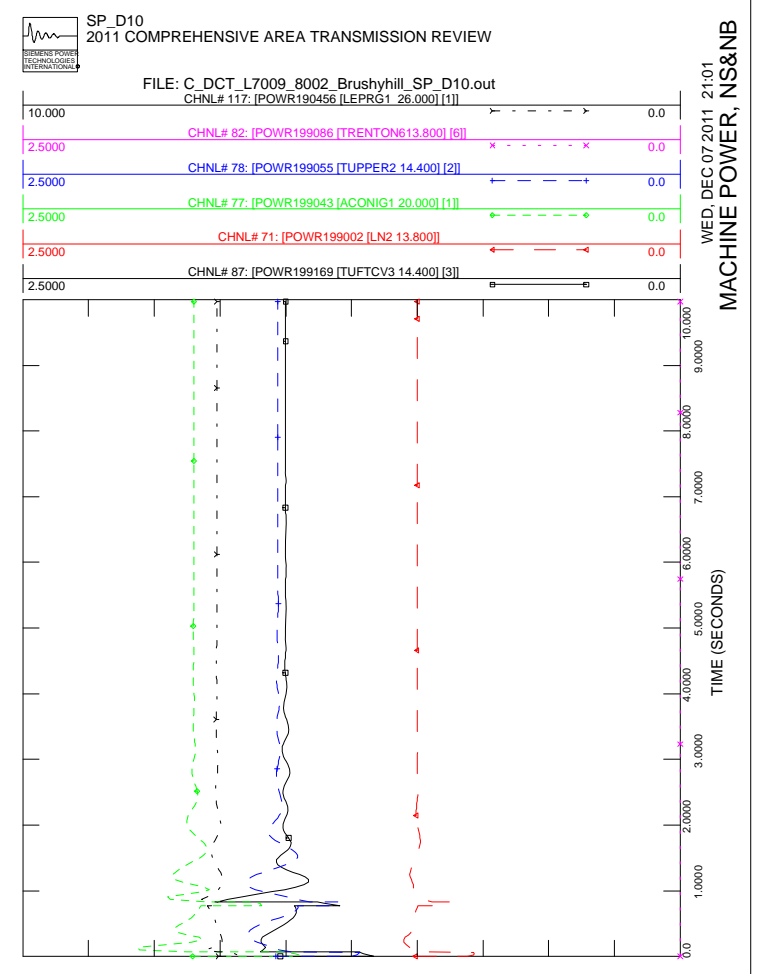
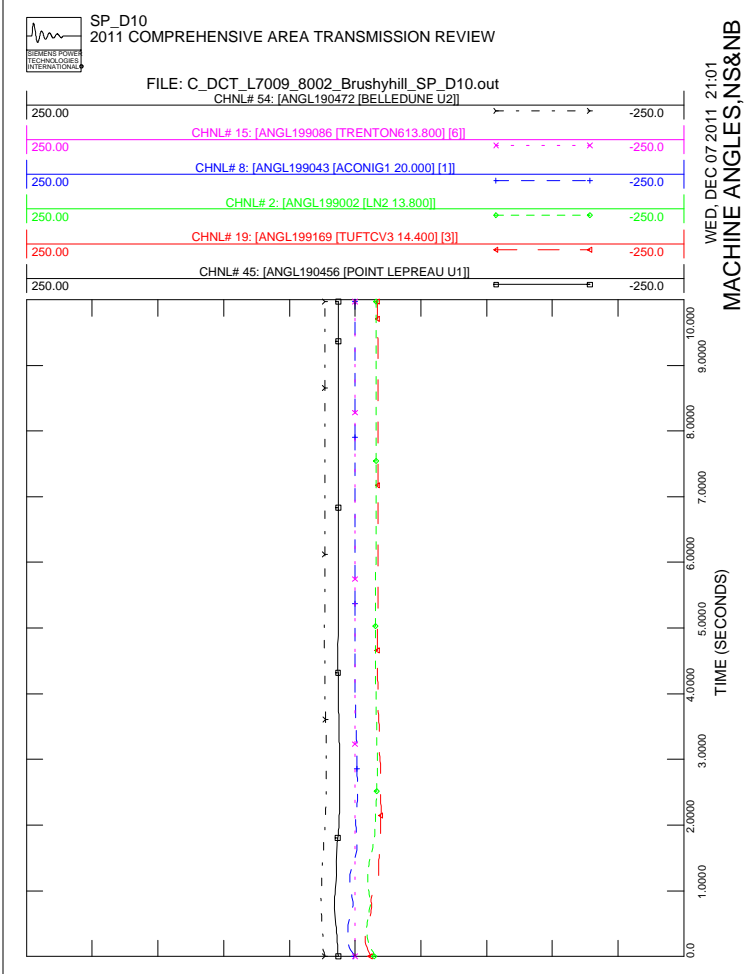
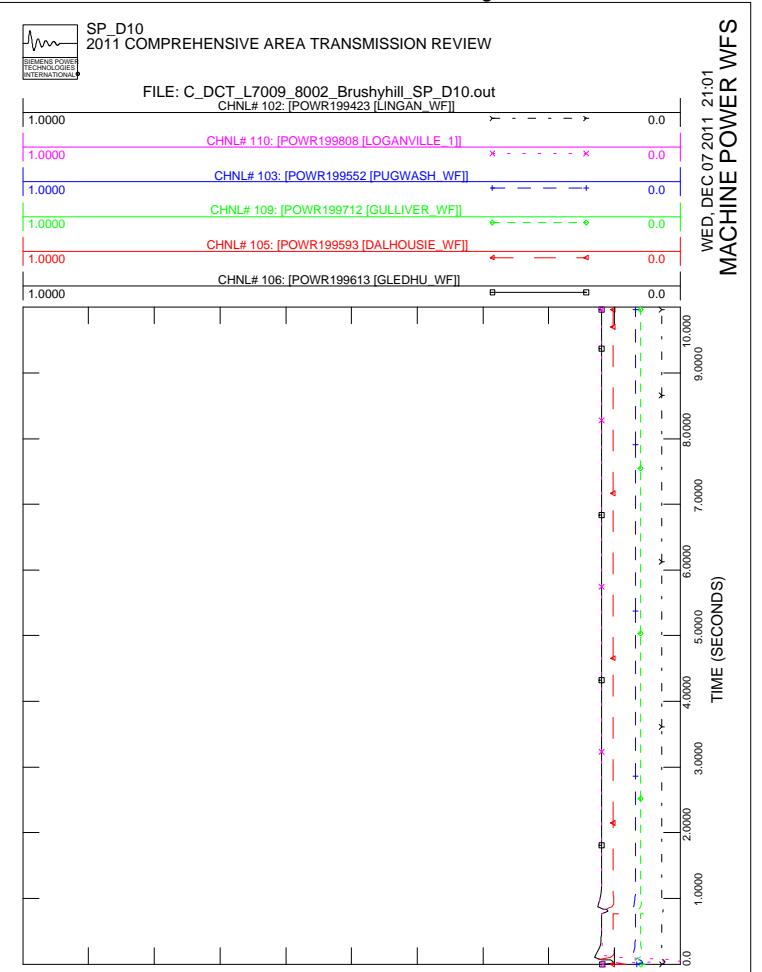
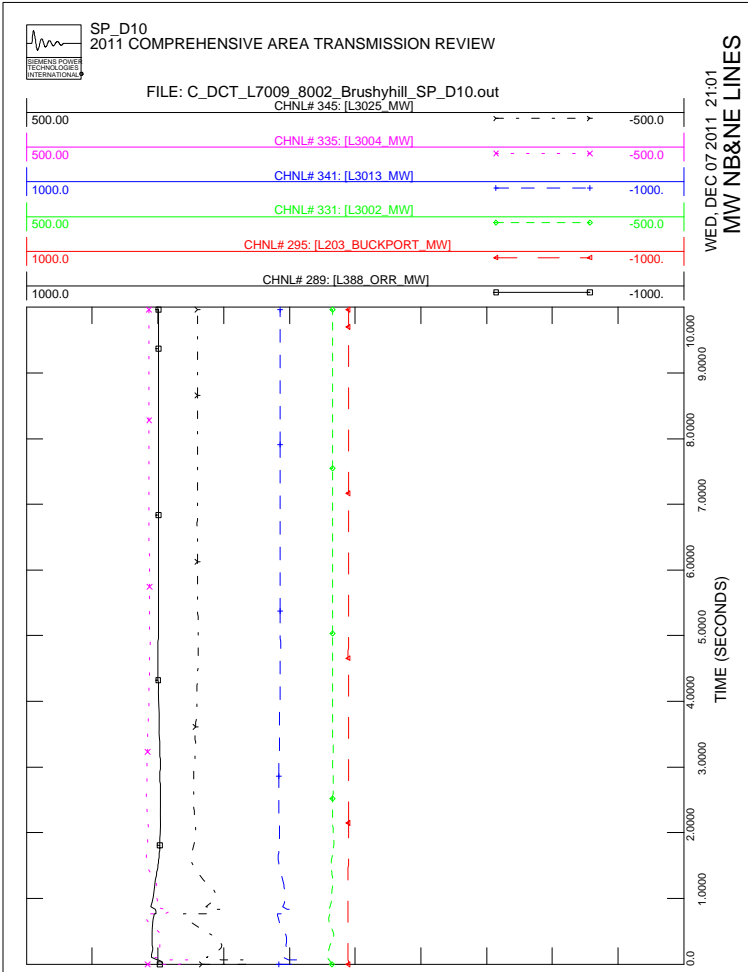
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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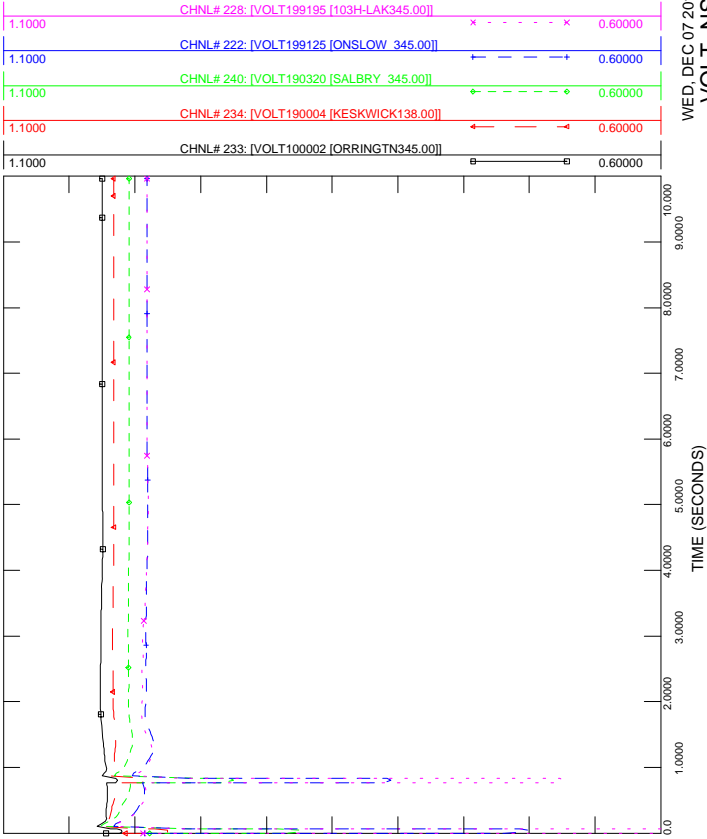






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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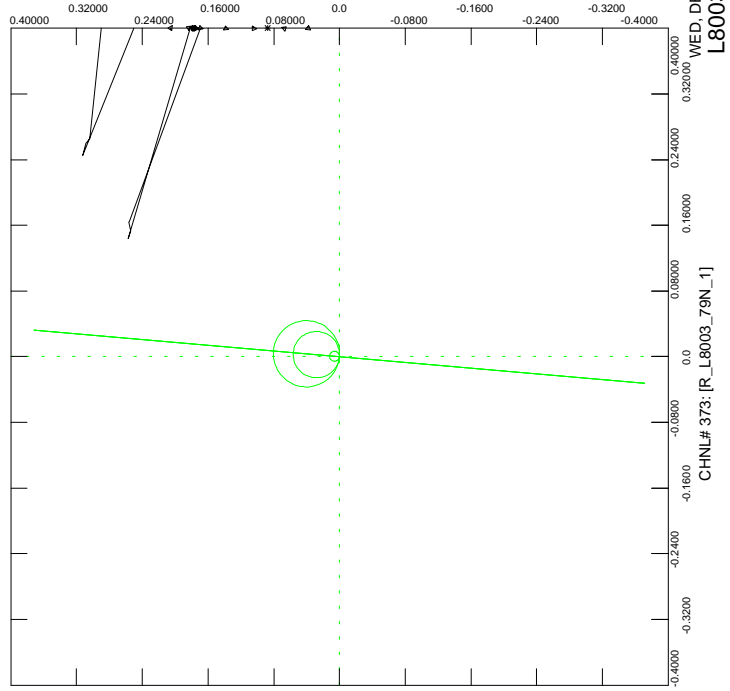
WED, DEC 07 2011 21:01
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_SP_D10.out

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CHNL# 374: [X_L8003_79N_1]

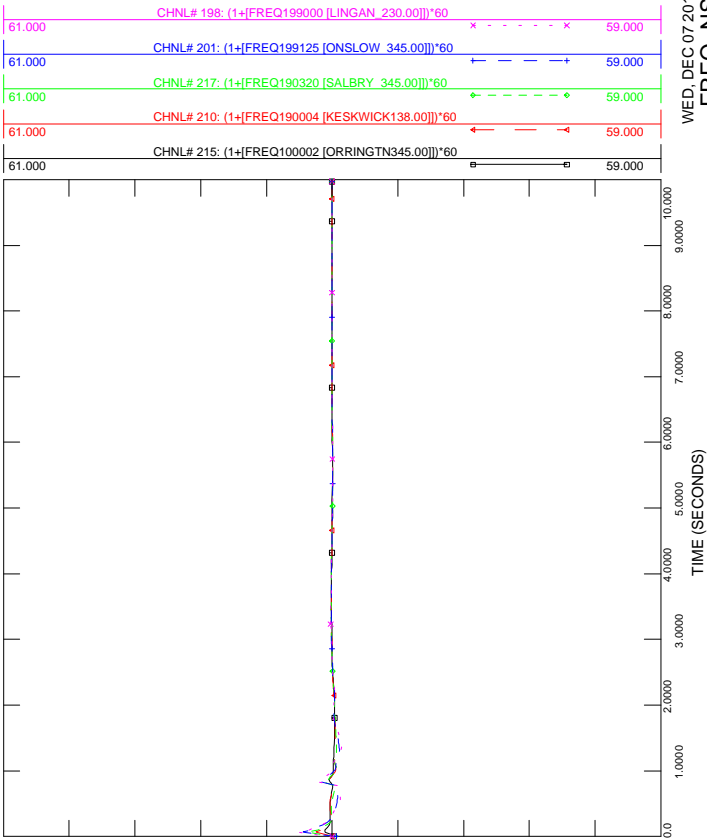


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L8003 AT 79N-HOPEWELL



SP_D10
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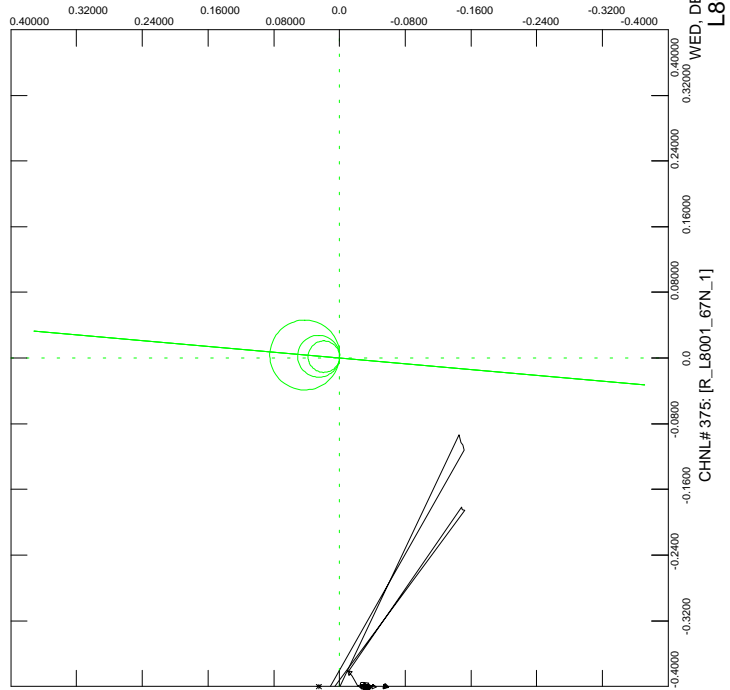
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FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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RELAY: DISTR1
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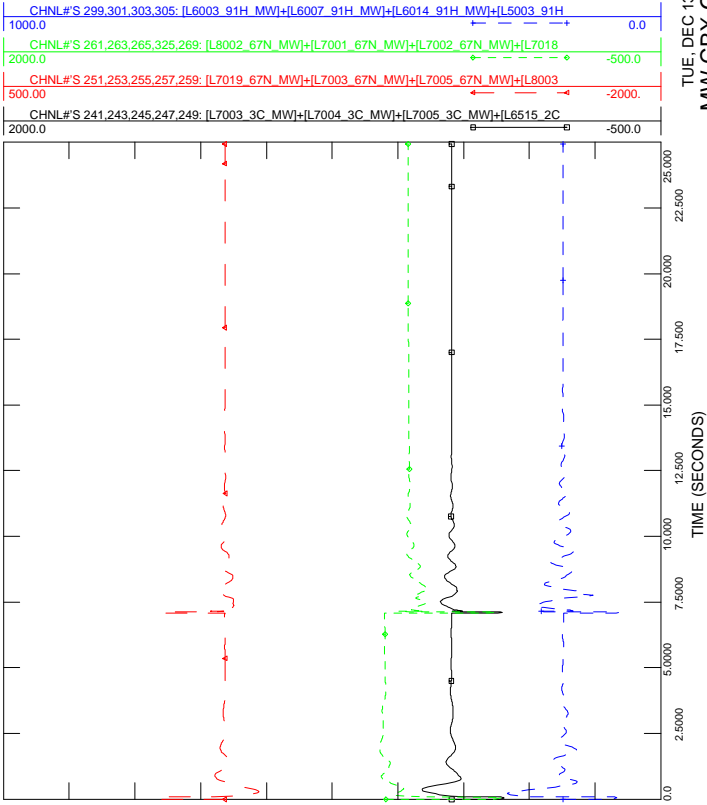


WED, DEC 07 2011 21:01
L8001 AT 67N-ONSLow



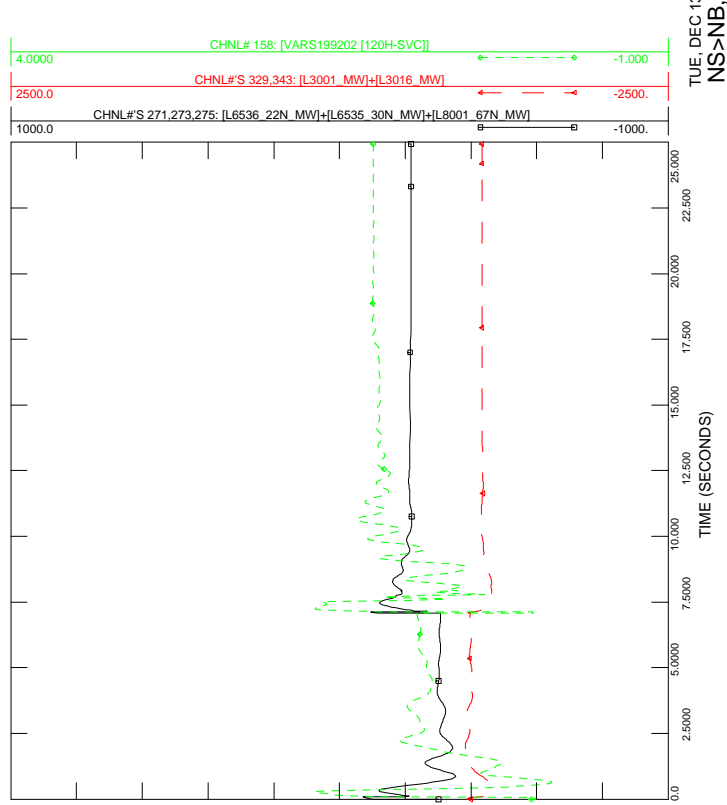
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_SP_D1025.out



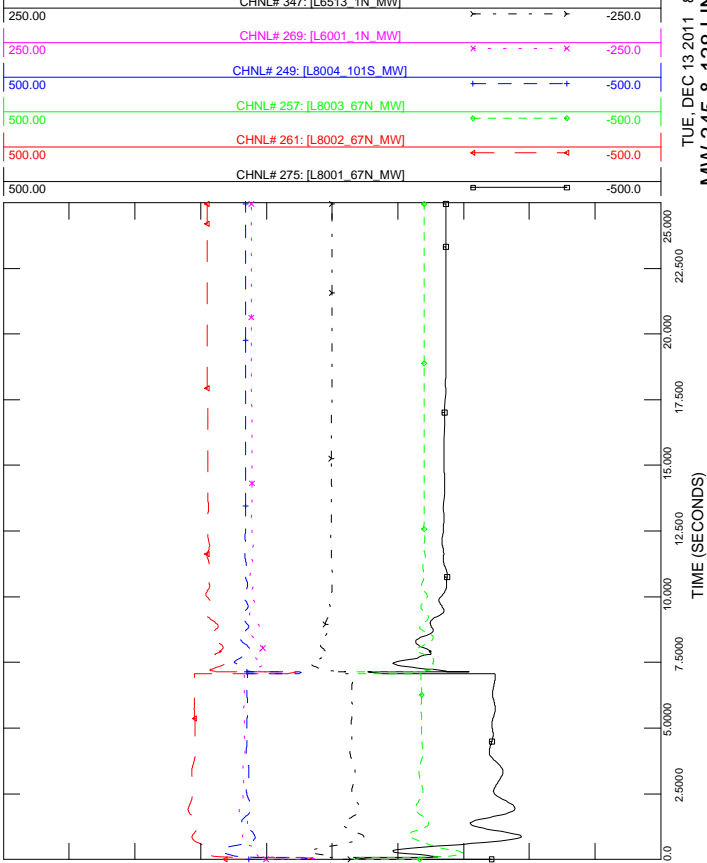
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_SP_D1025.out



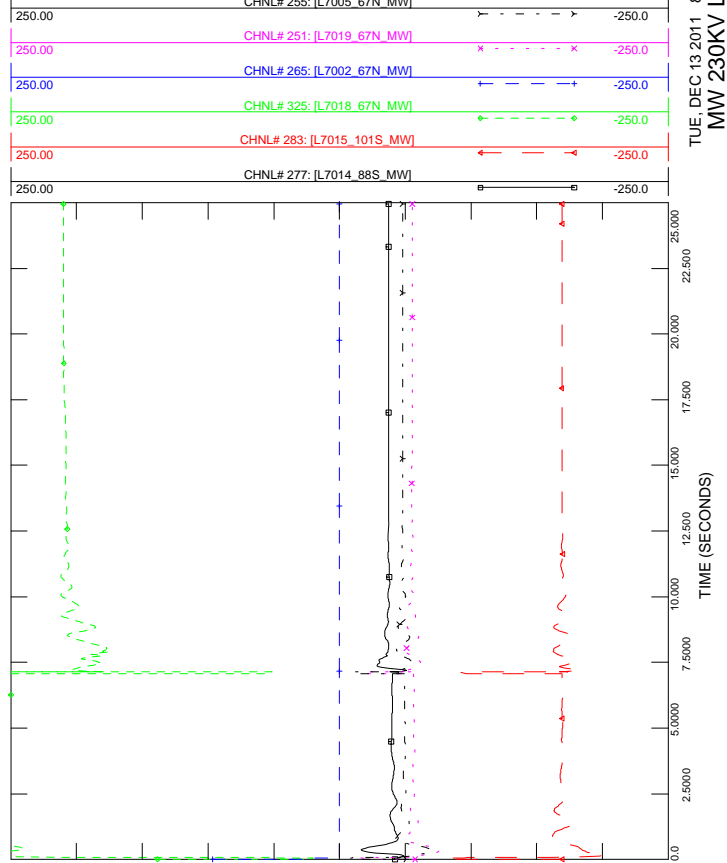
SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

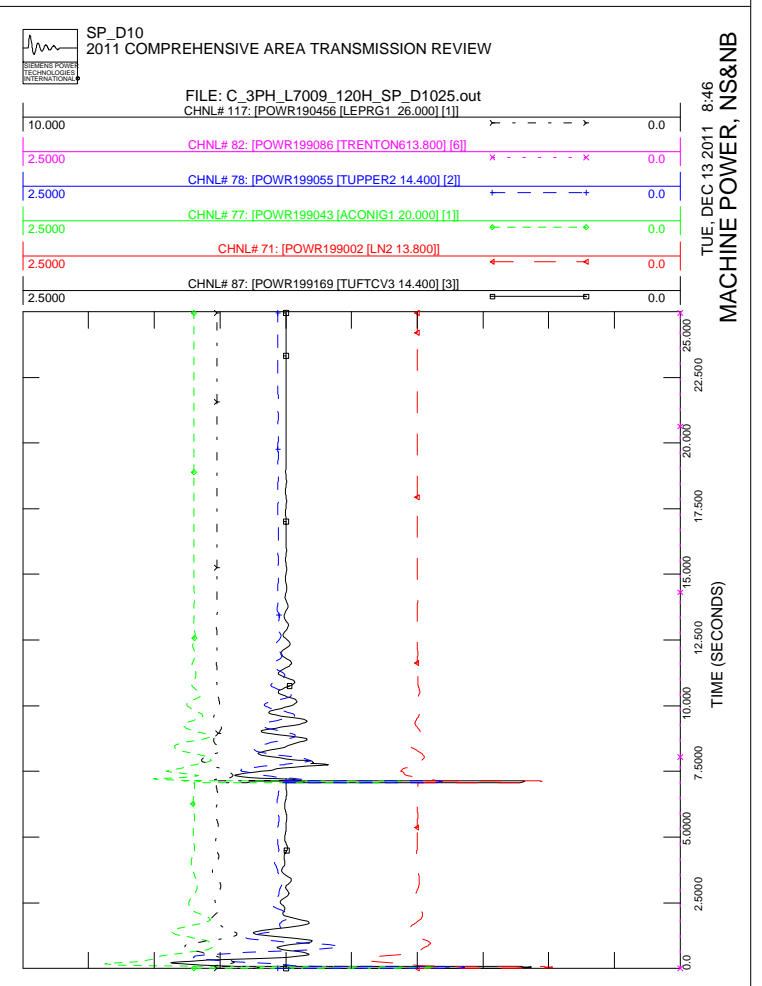
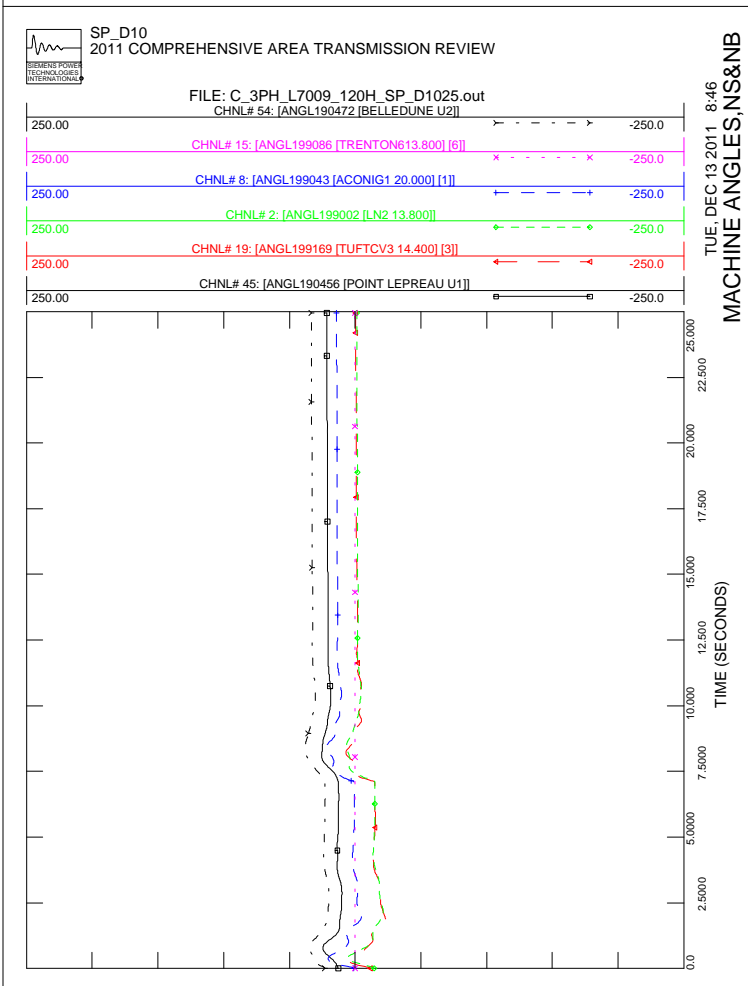
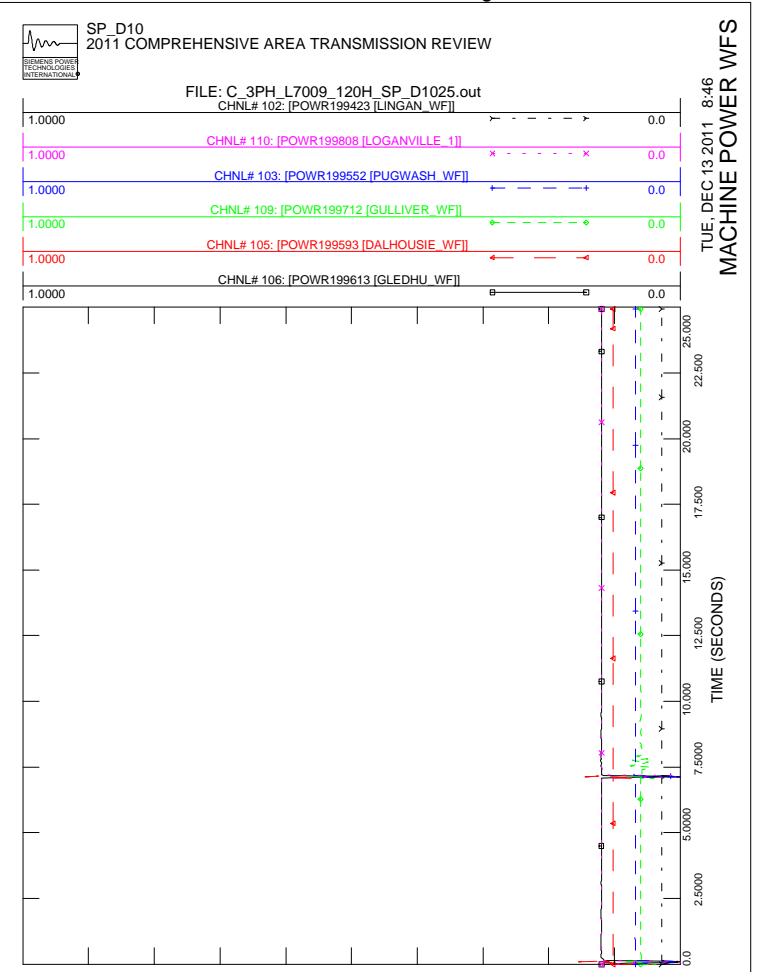
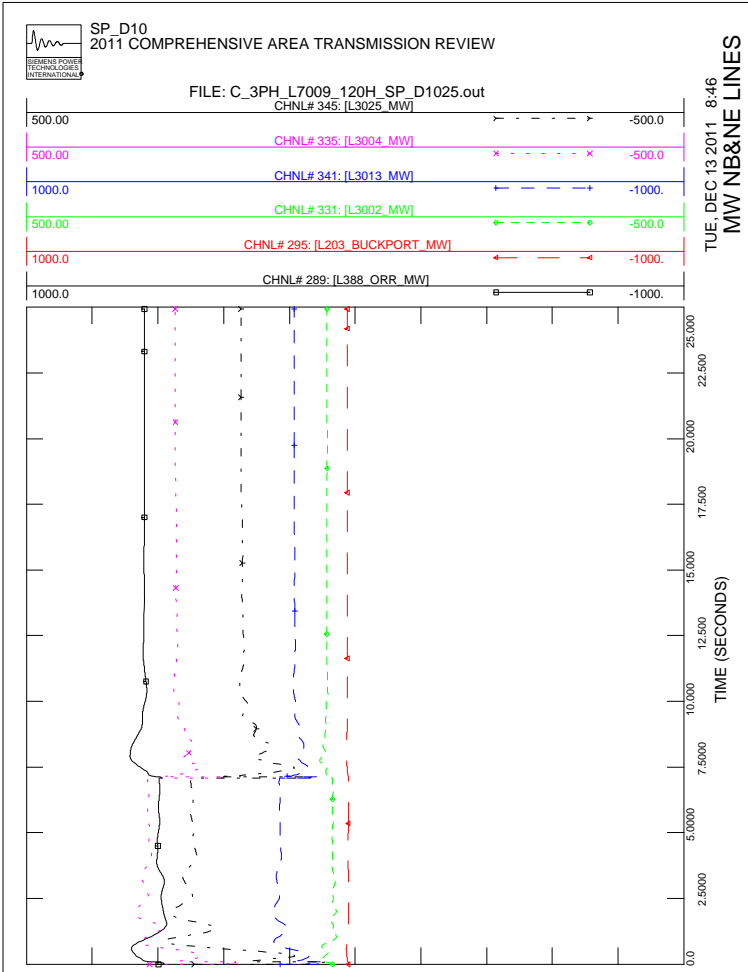
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SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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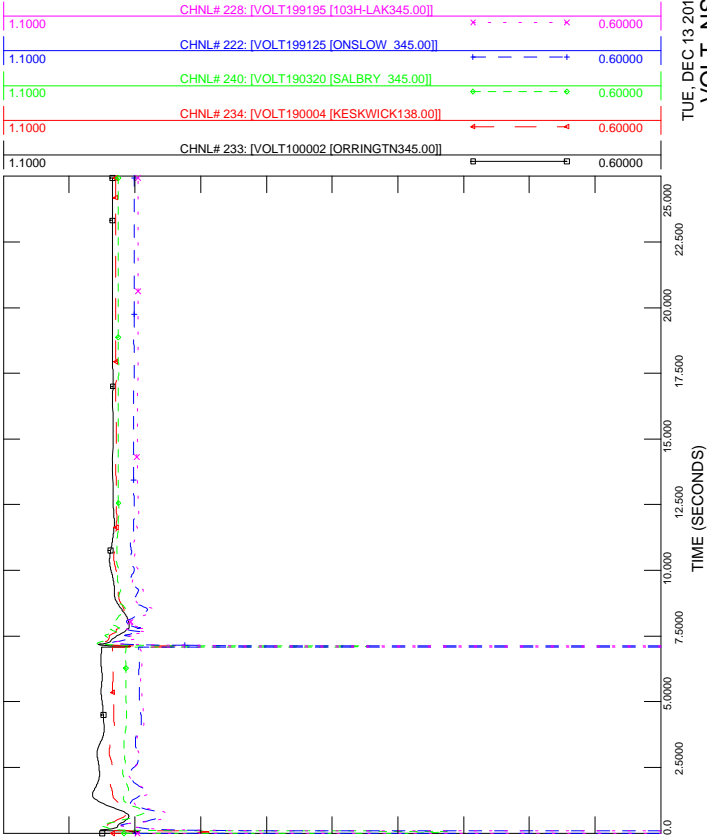






SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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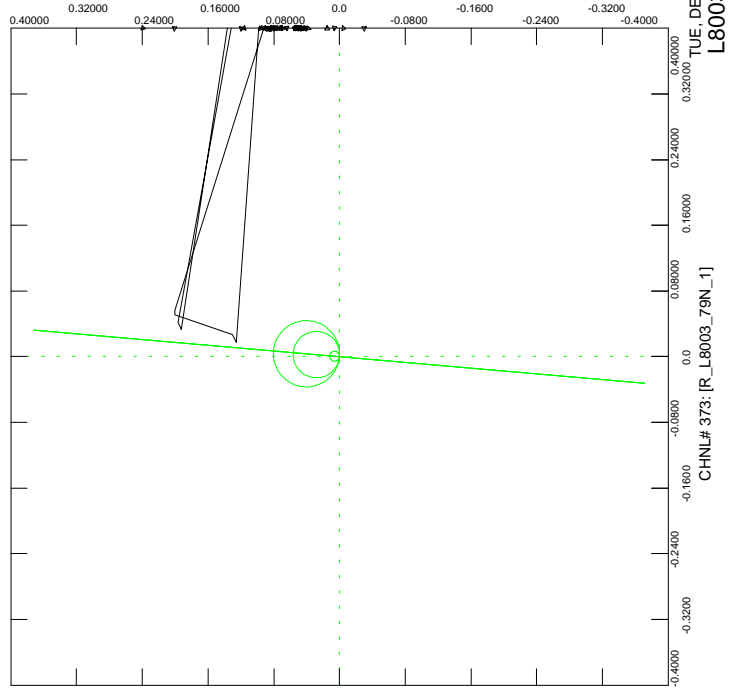
TUE, DEC 13 2011 8:46
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_SP_D1025.out

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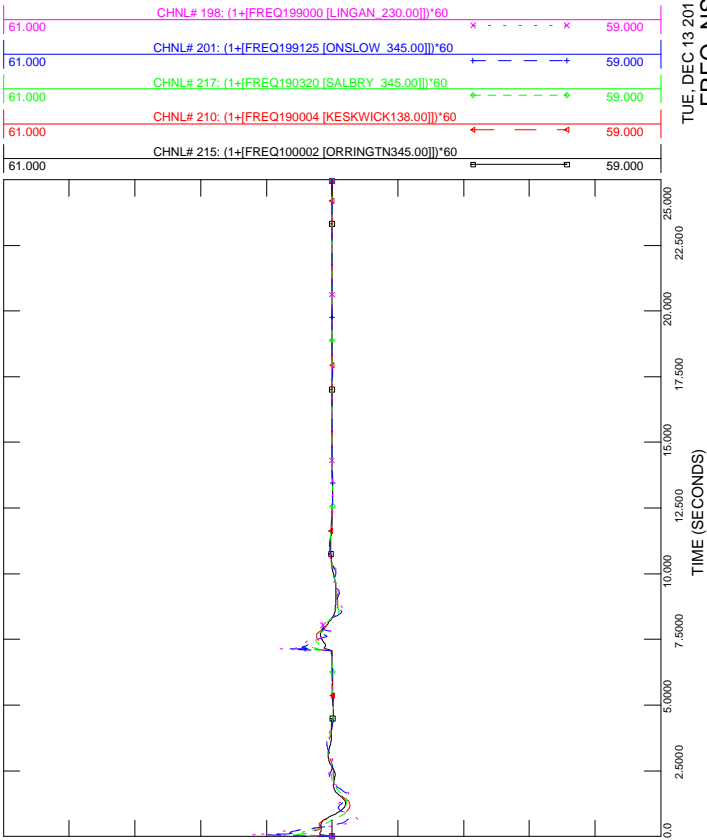


TUE, DEC 13 2011 8:46
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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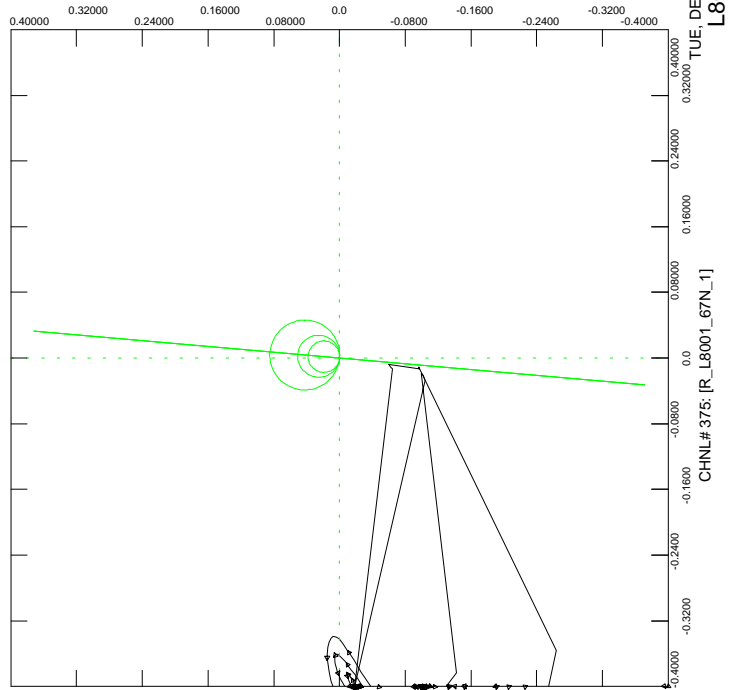
TUE, DEC 13 2011 8:46
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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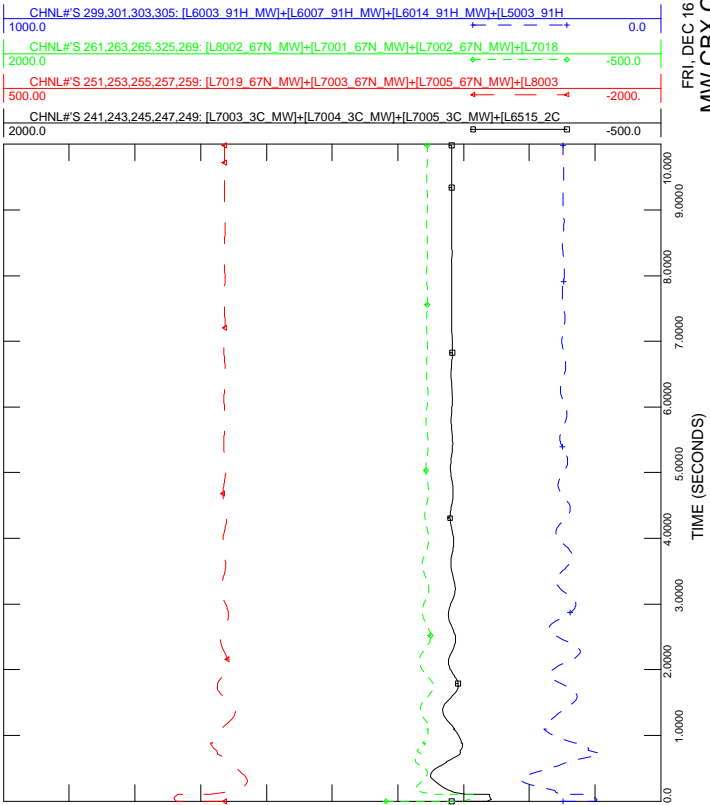


TUE, DEC 13 2011 8:46
L8001 AT 67N-ONSLow



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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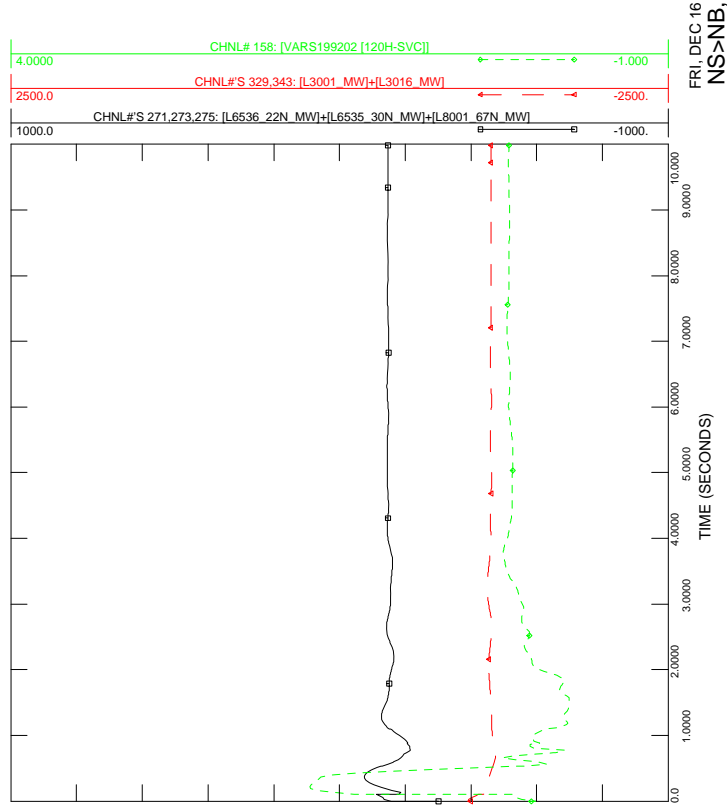


FRI, DEC 16 2011 13:30
MW CBX, ONI, NS, TC



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_SP_D10.out

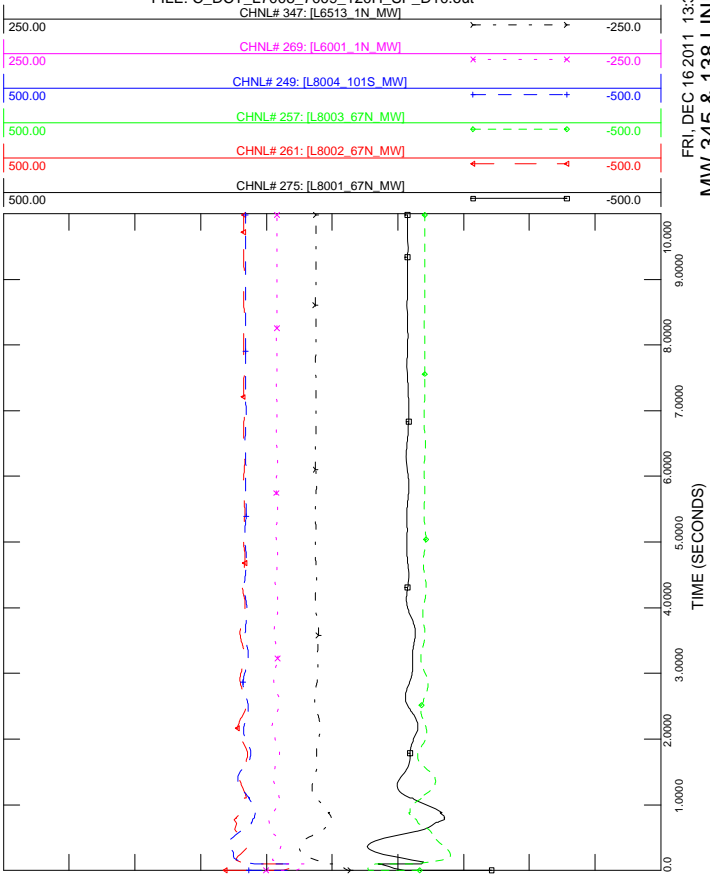


FRI, DEC 16 2011 13:30
NS>NB, NB>NE, SVC



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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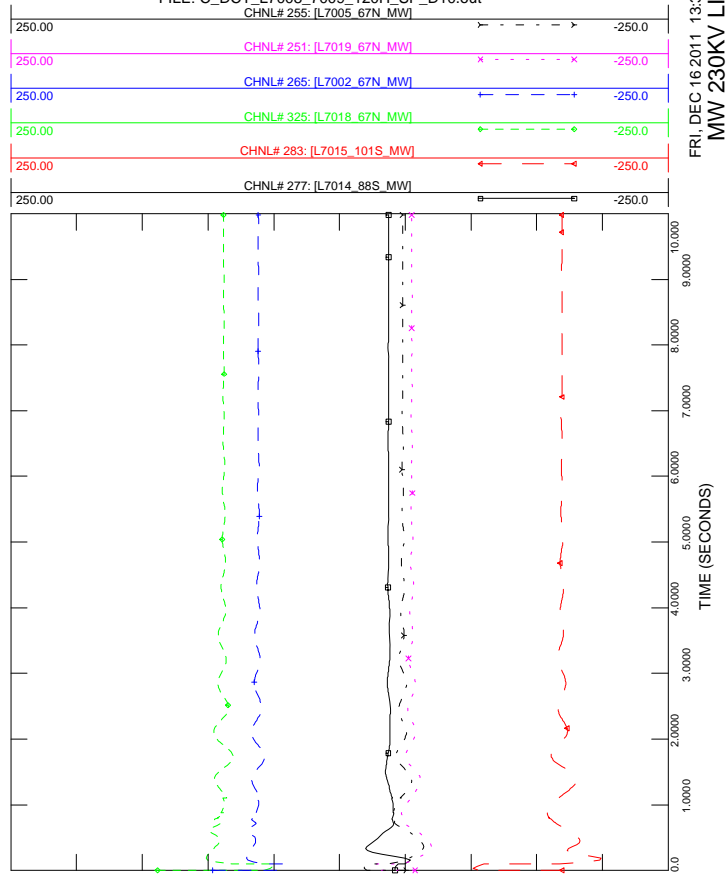


FRI, DEC 16 2011 13:30
MW 345 & 138 LINES

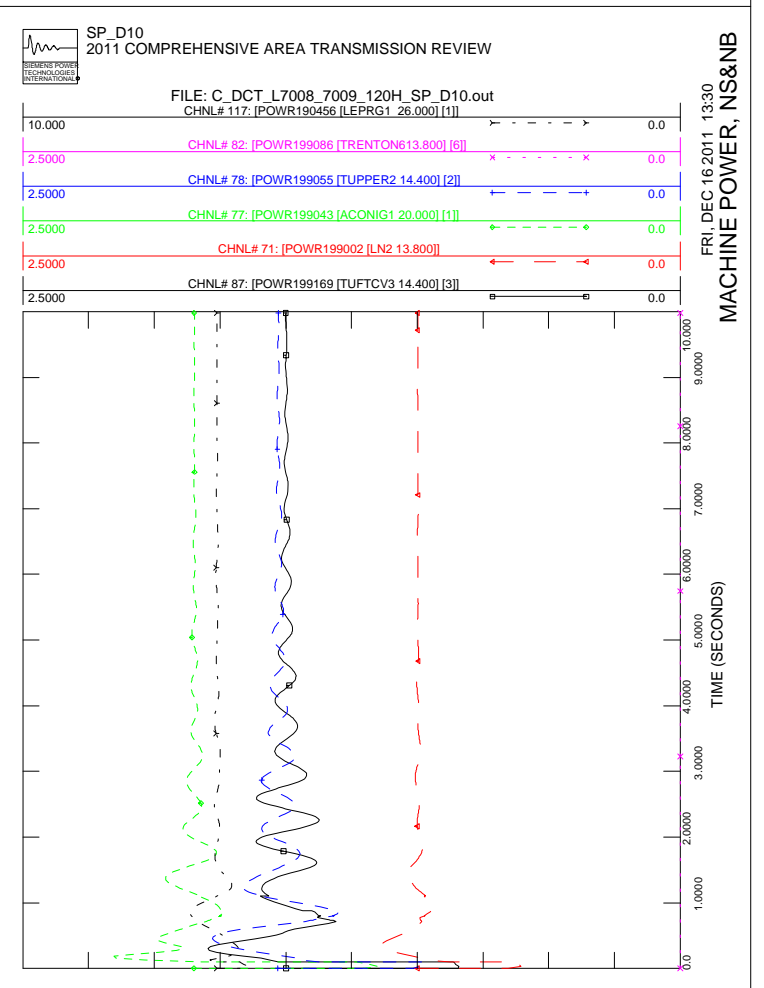
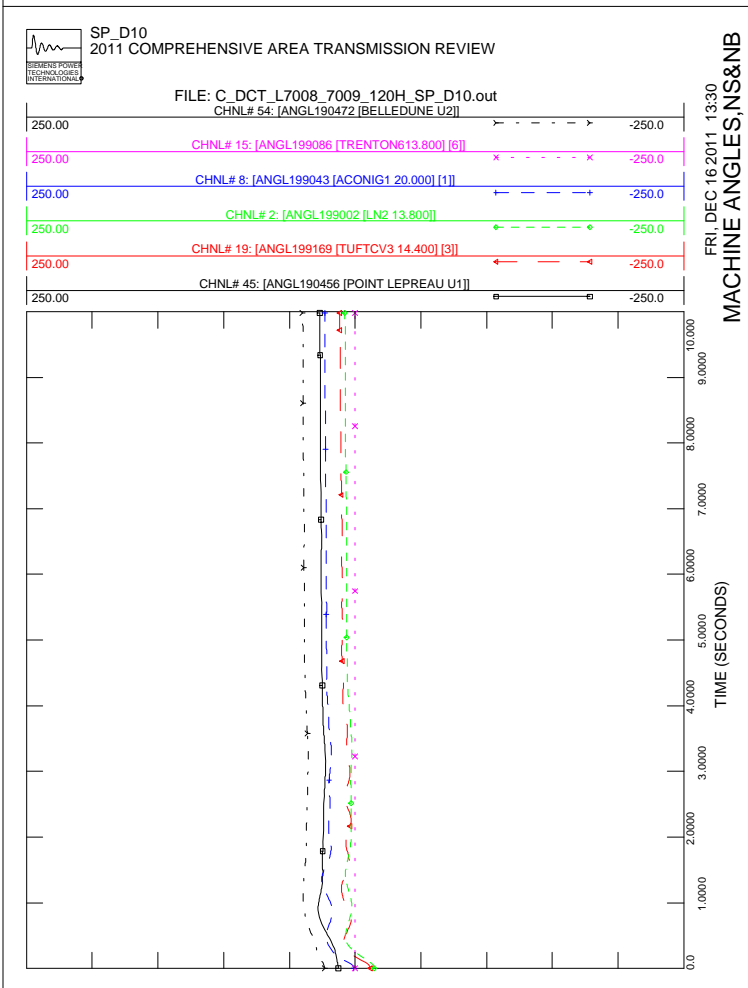
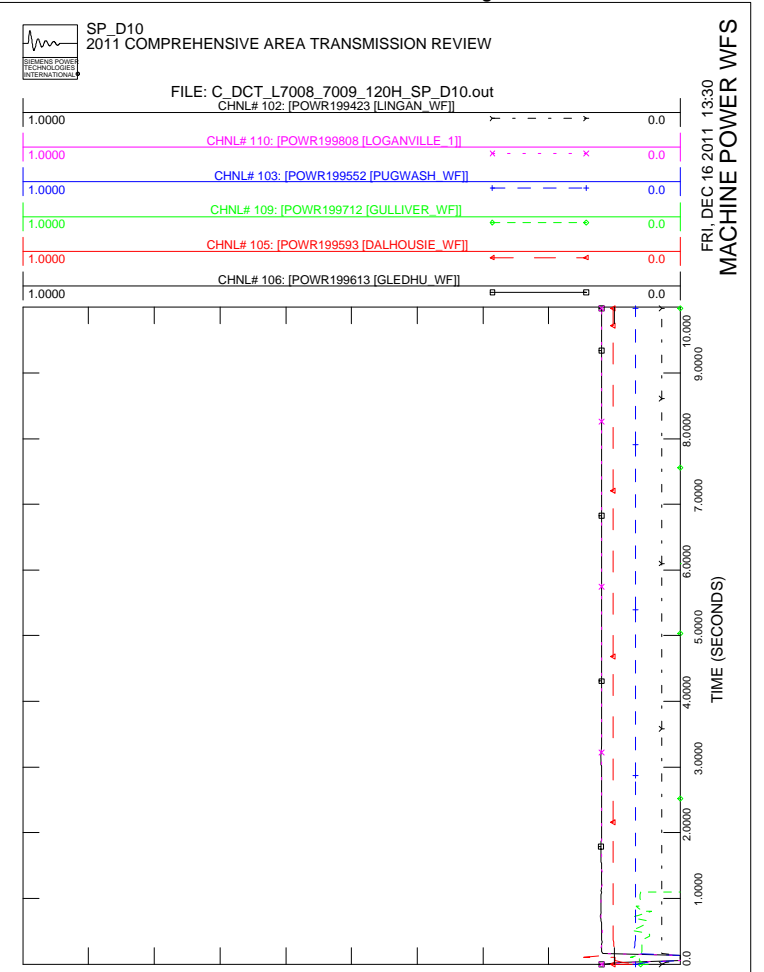
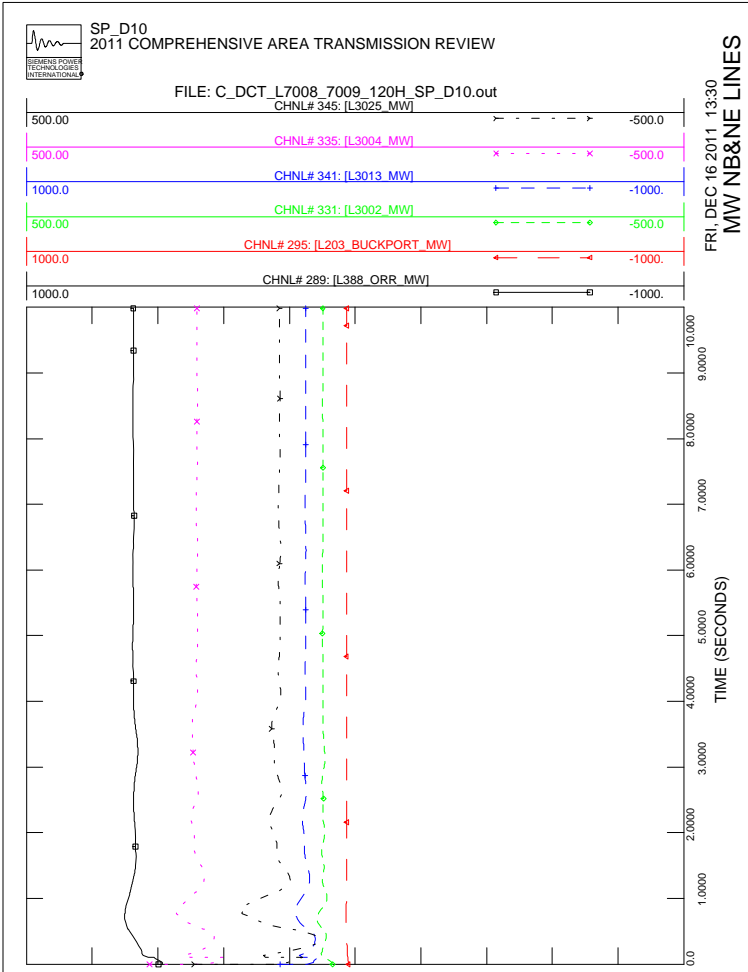


SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_SP_D10.out



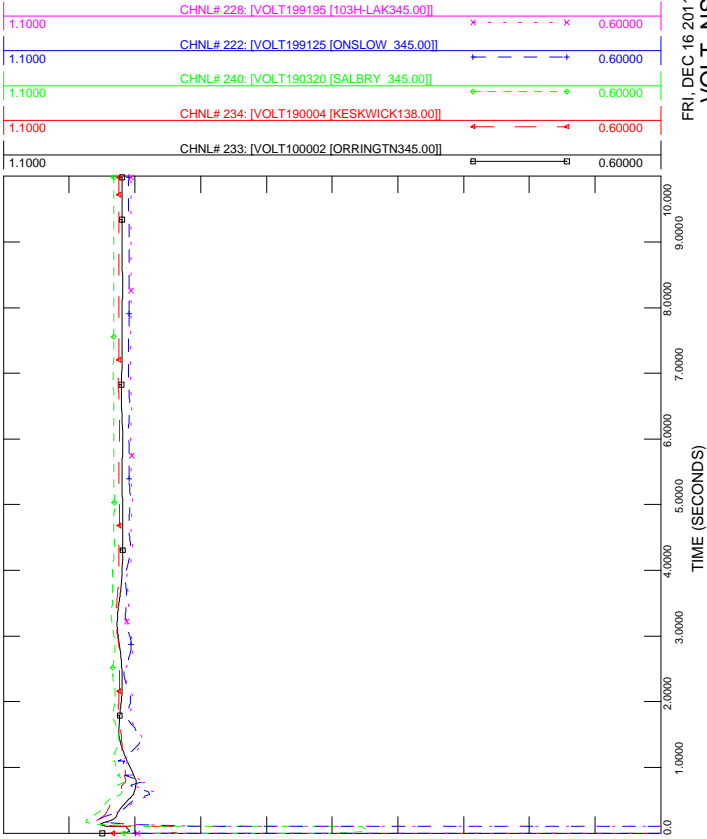
FRI, DEC 16 2011 13:30
MW 230KV LINES





SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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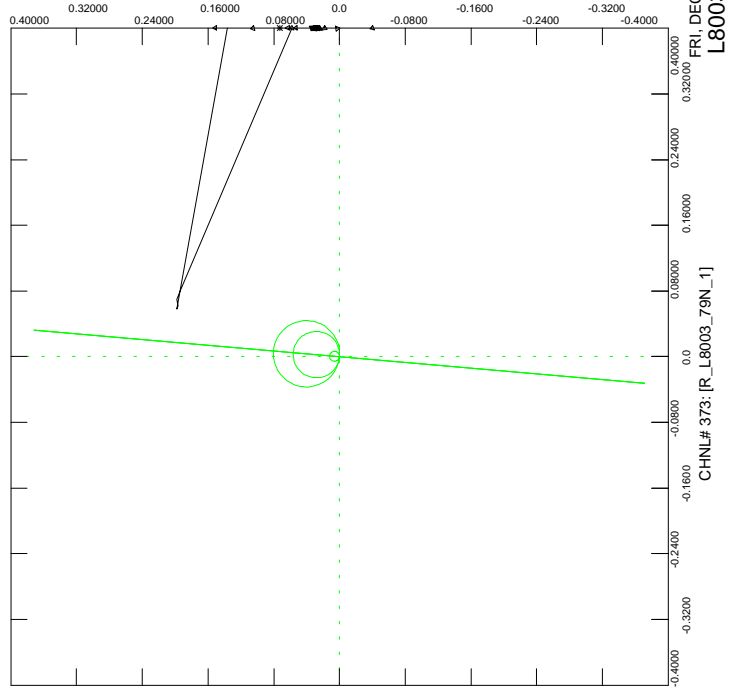


FRI, DEC 16 2011 13:30
VOLT, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_SP_D10.out
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CHNL# 374: [X_L8003_79N_1]

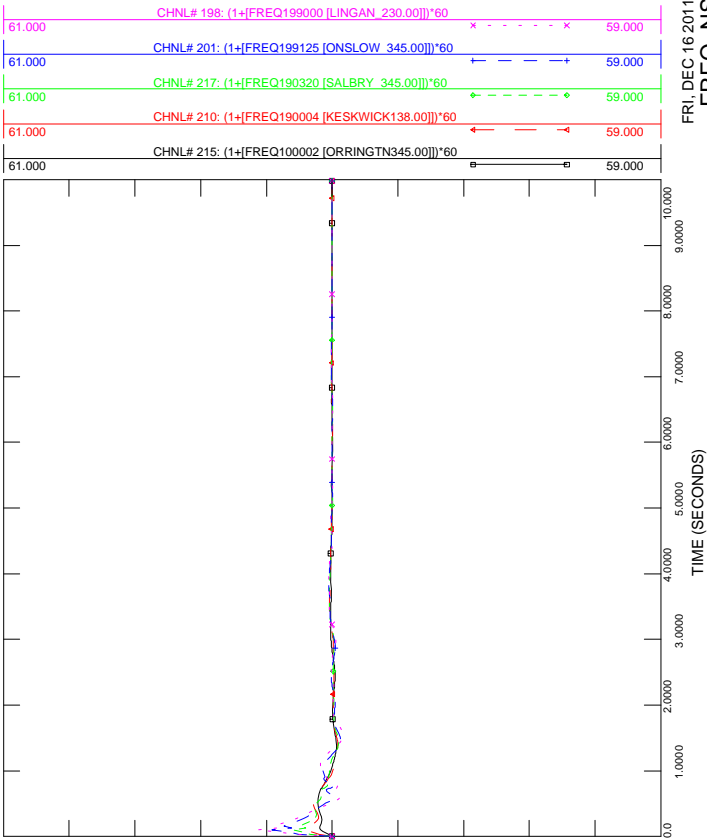


FRI, DEC 16 2011 13:30
L8003 AT 79N-HOPEWELL



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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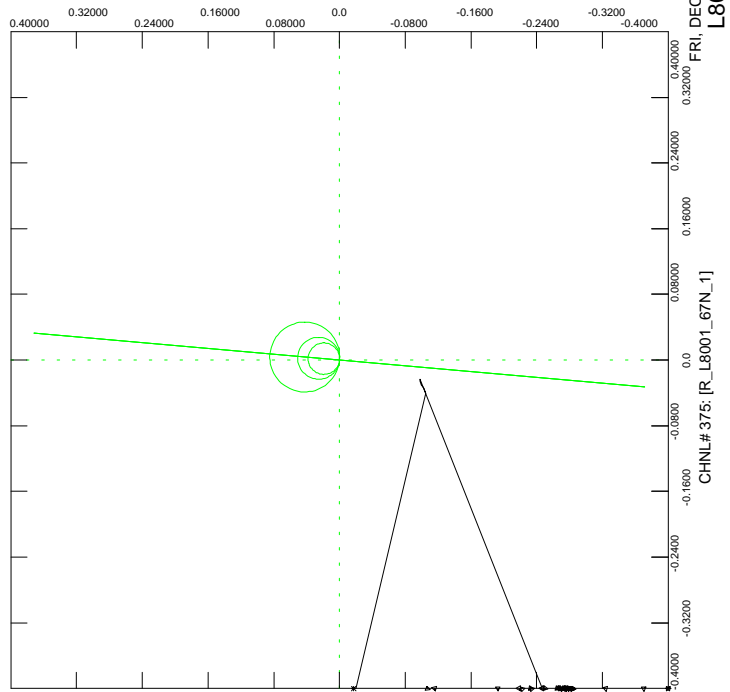


FRI, DEC 16 2011 13:30
FREQ, NS, NB&NE



SP_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_SP_D10.out
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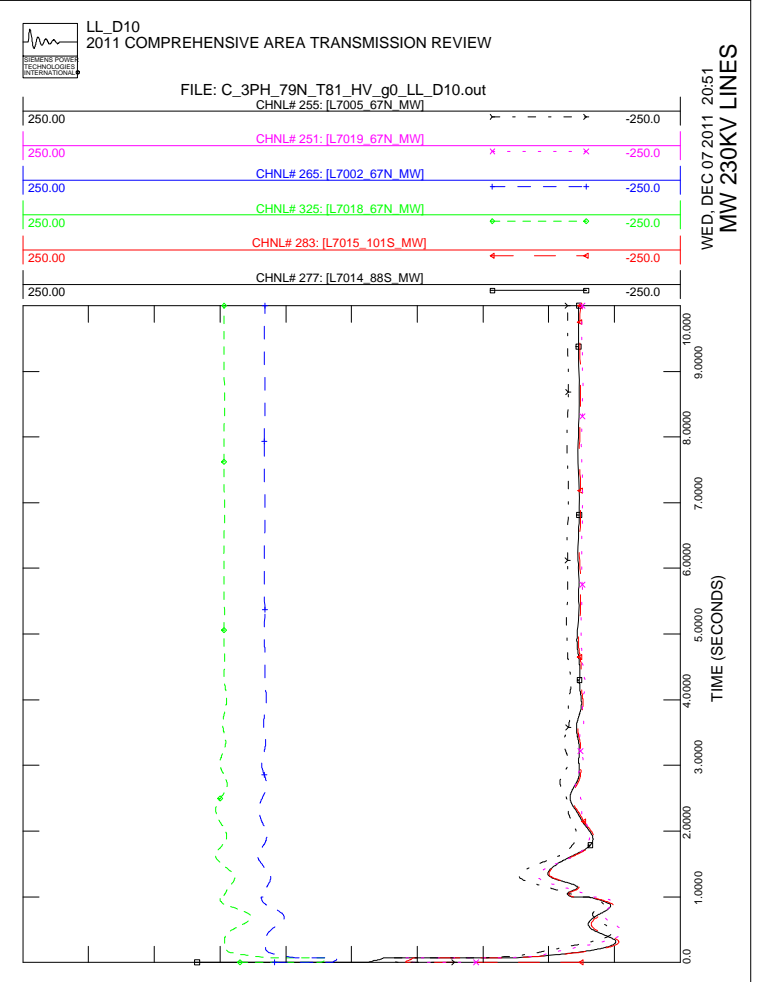
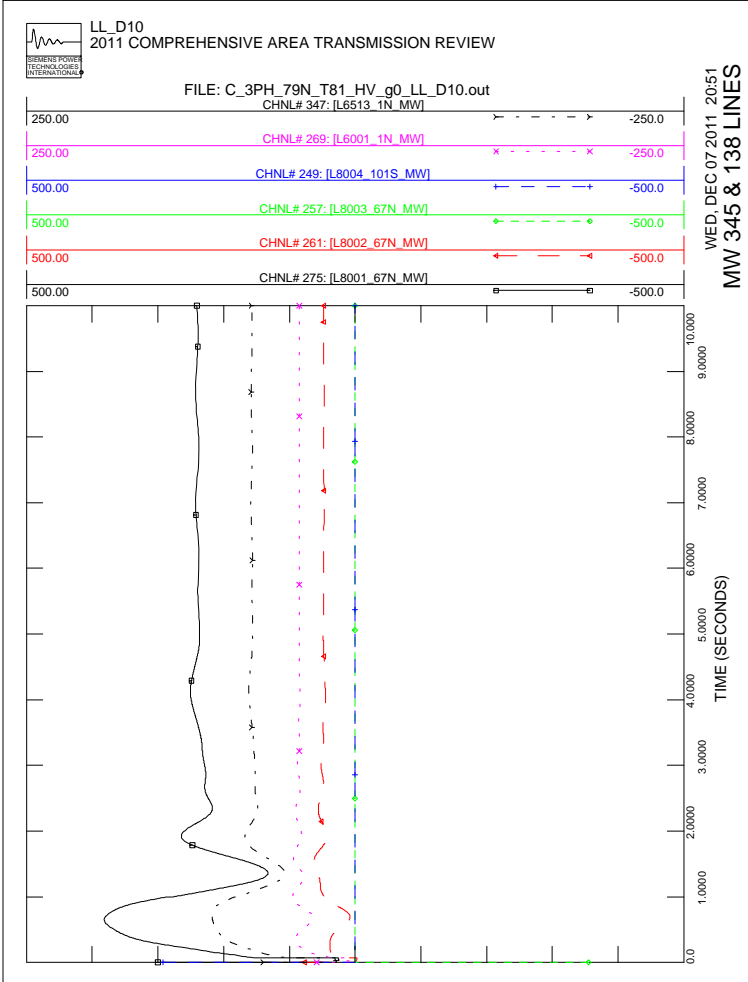
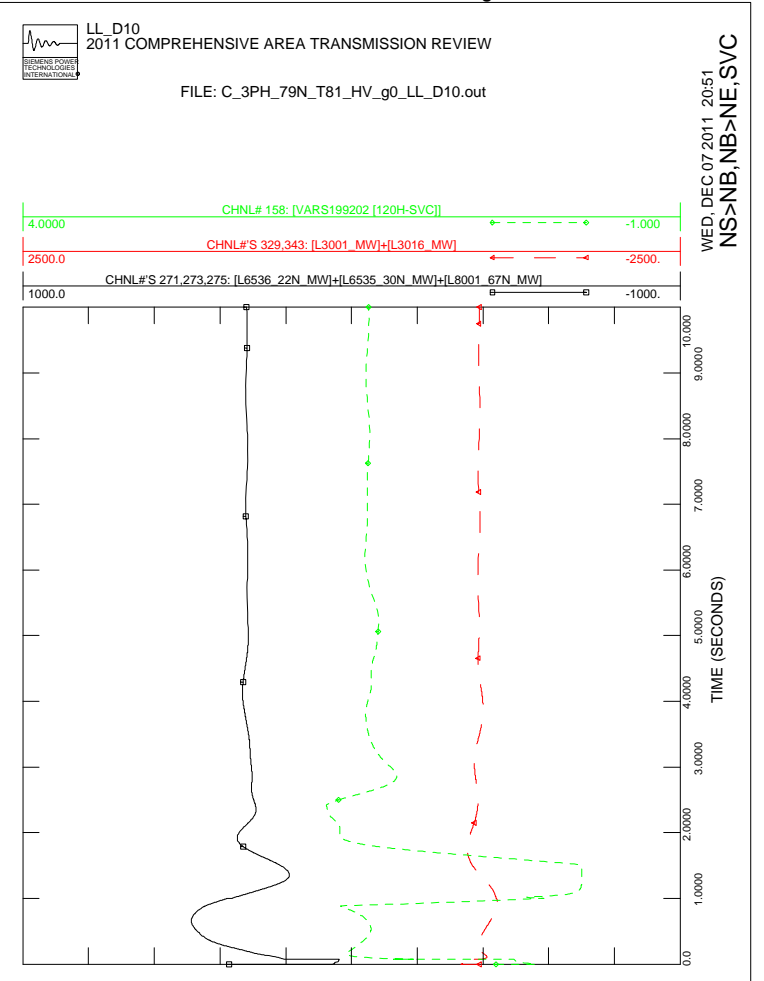
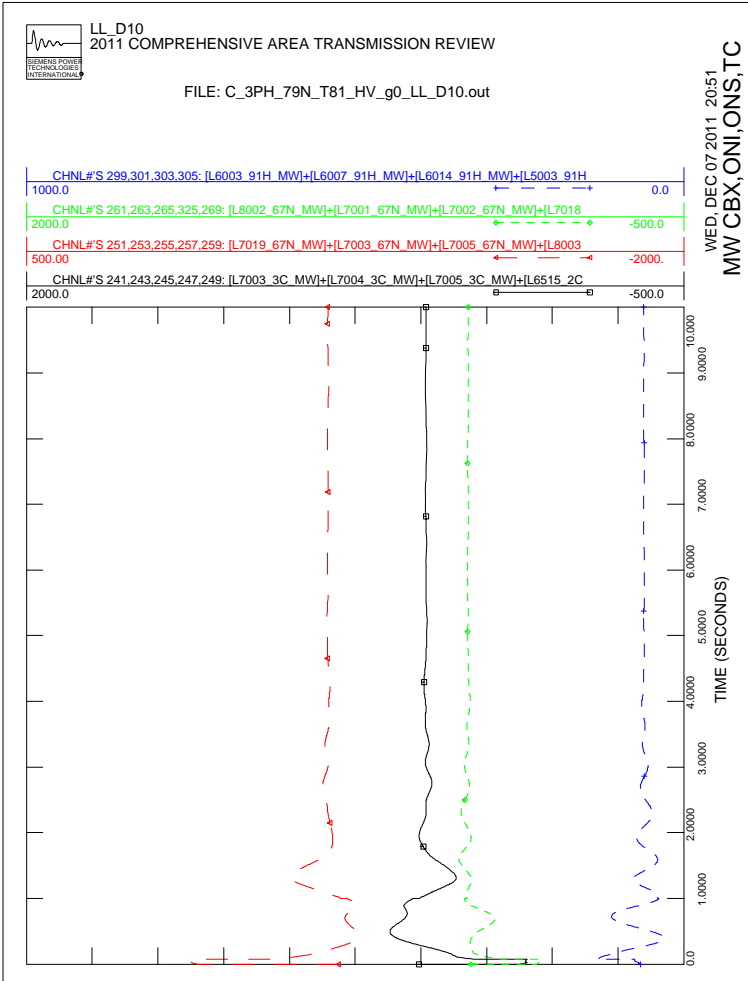


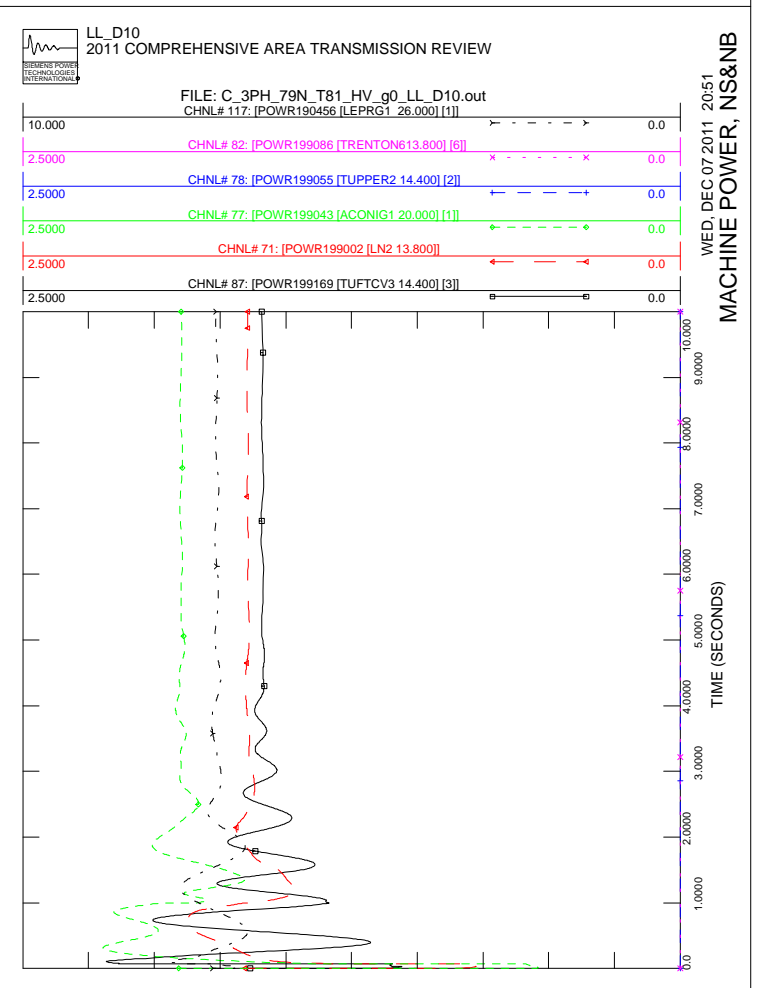
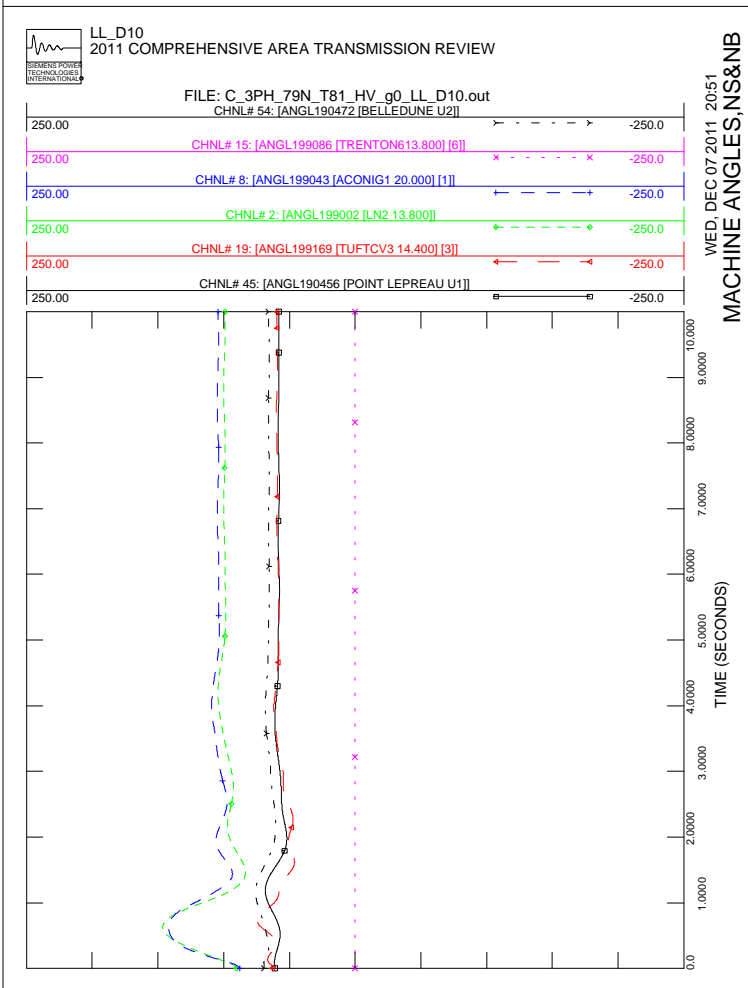
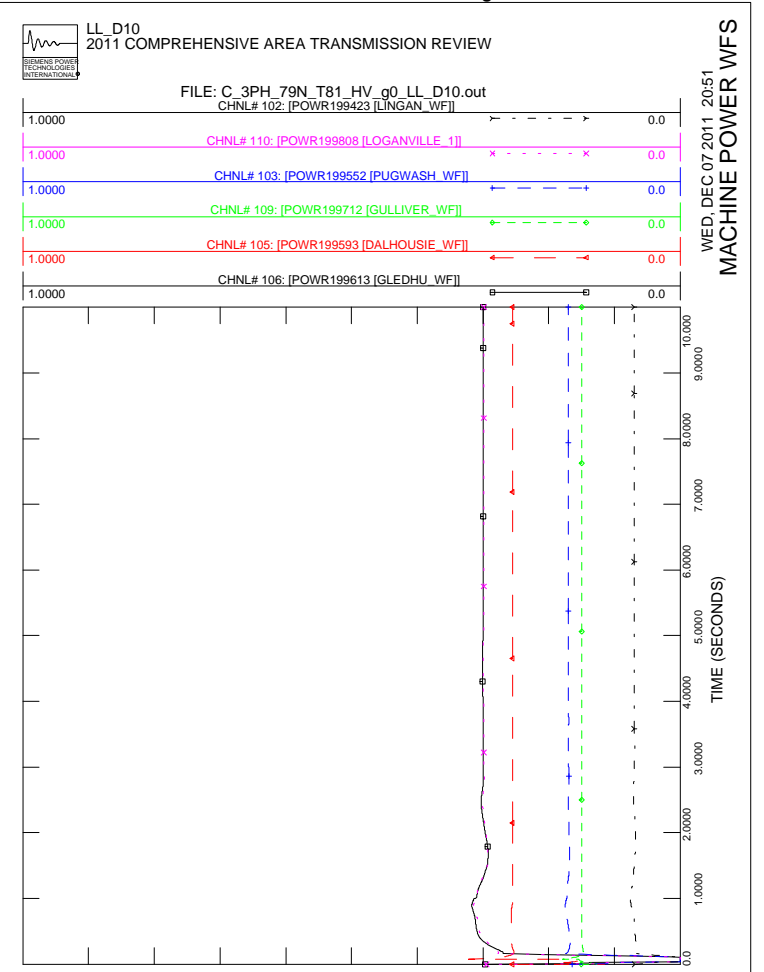
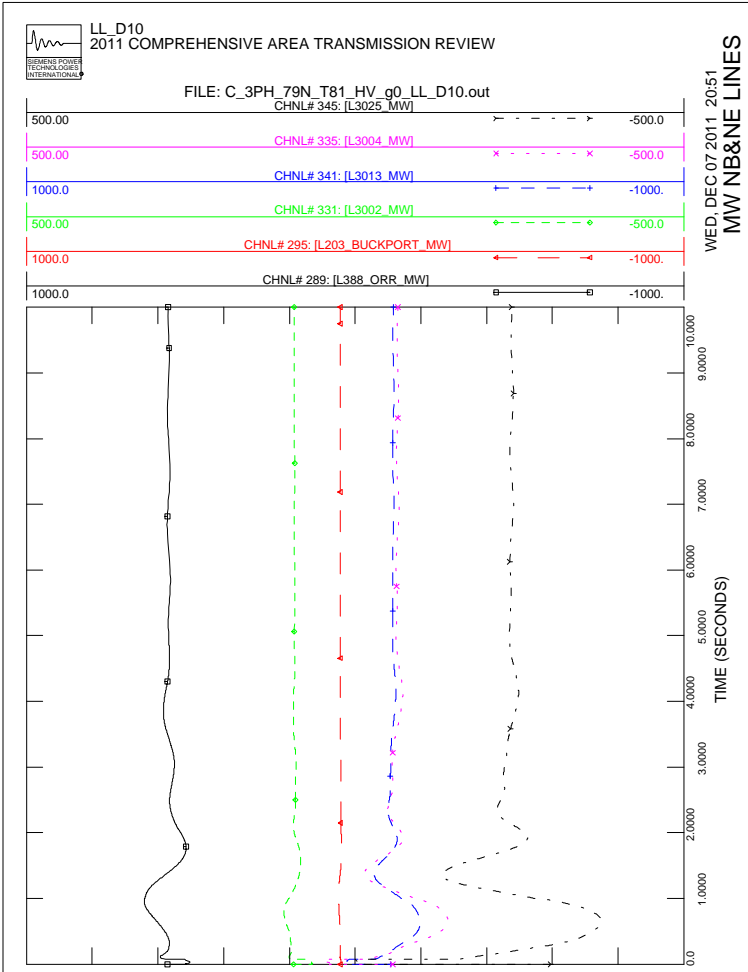
FRI, DEC 16 2011 13:30
L8001 AT 67N-ONSLow

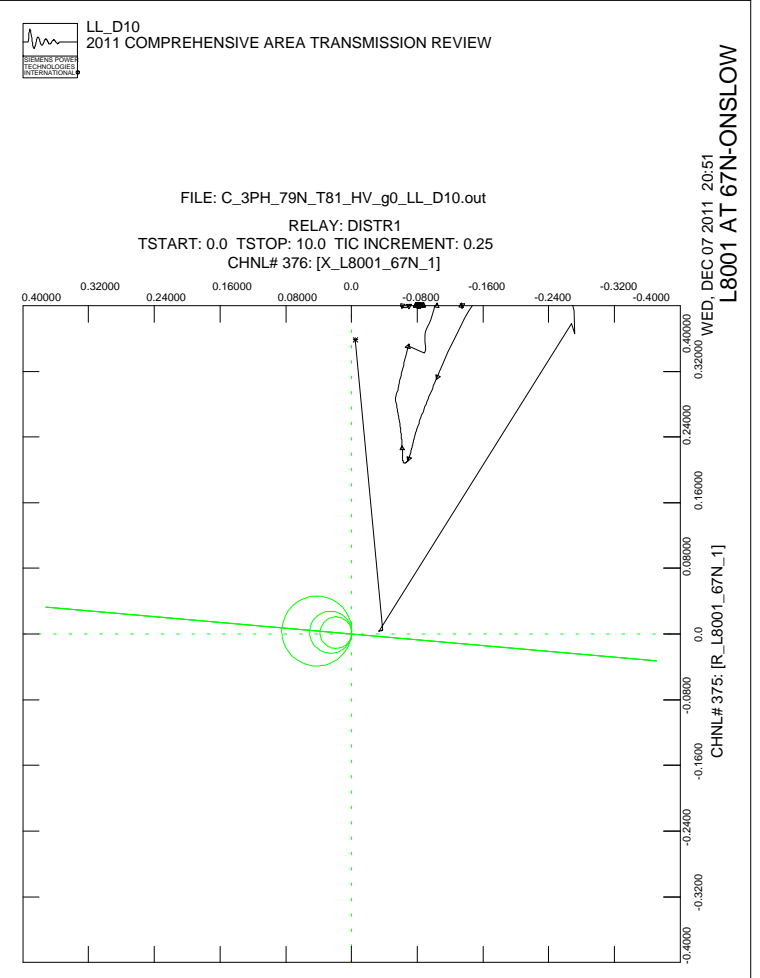
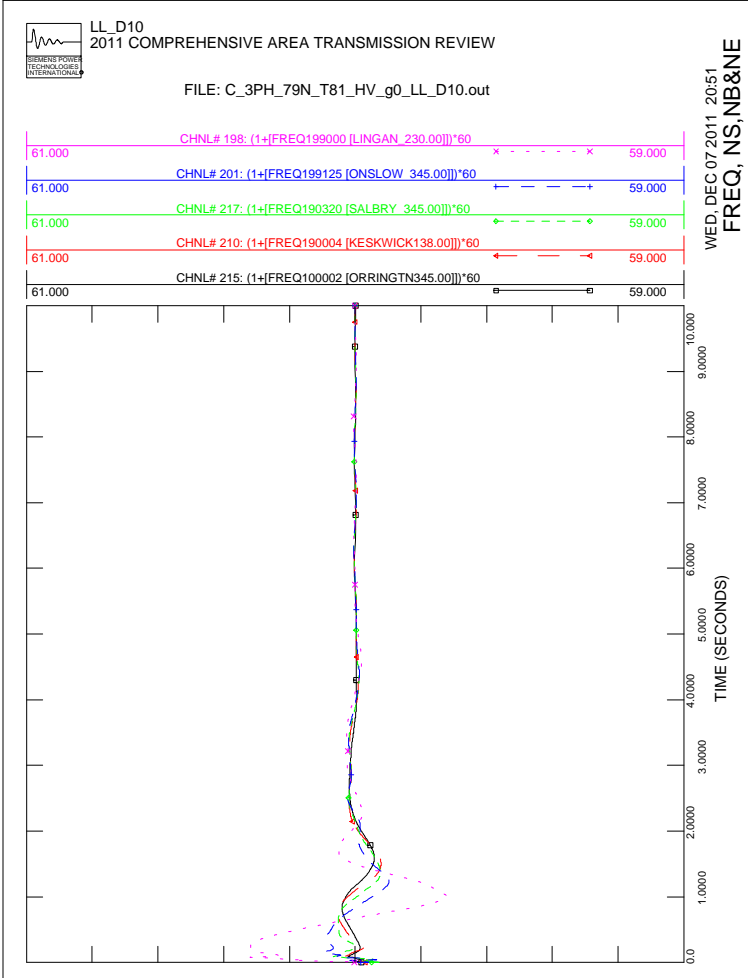
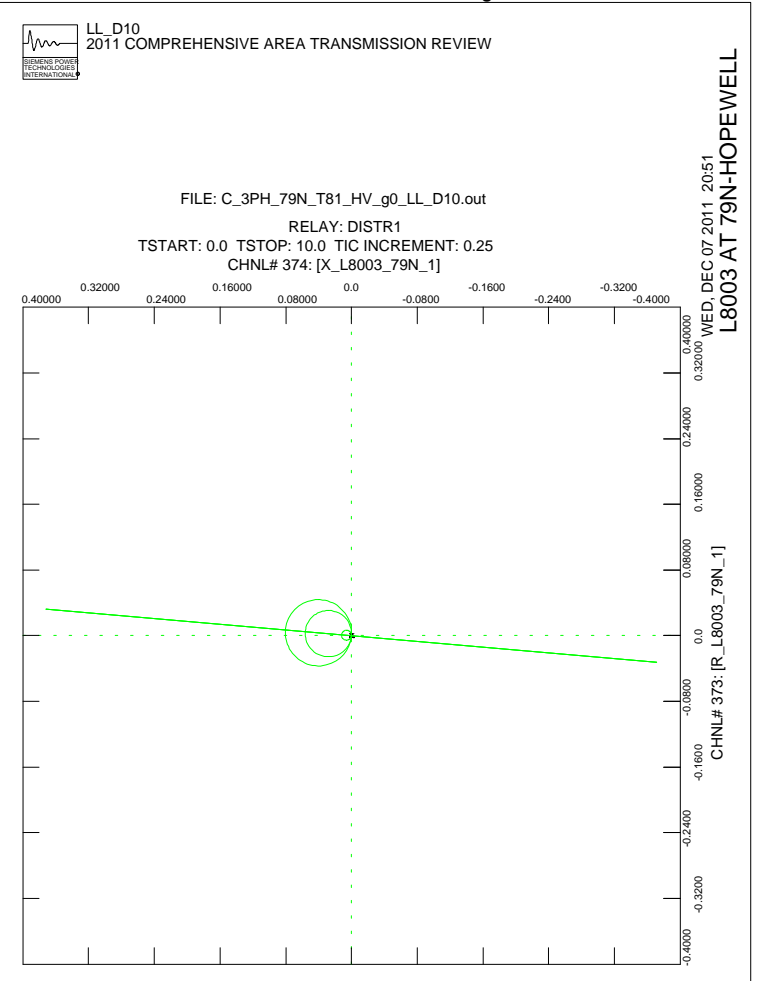
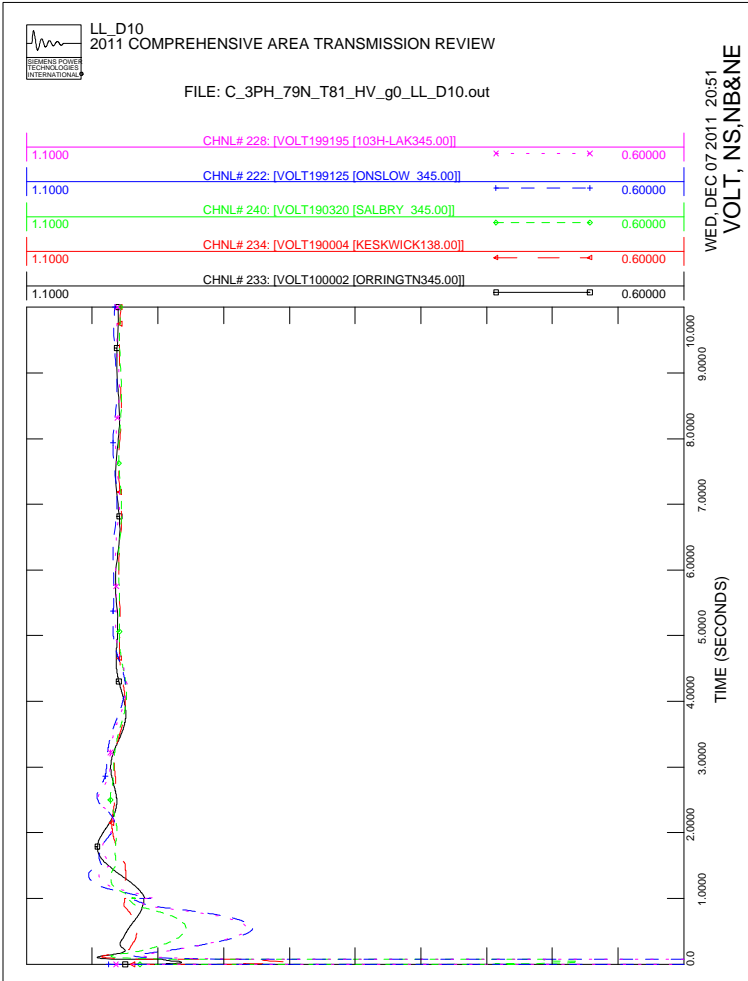
2011 Comprehensive Area Transmission Review

Appendix H

Stability Plots for LL_D10



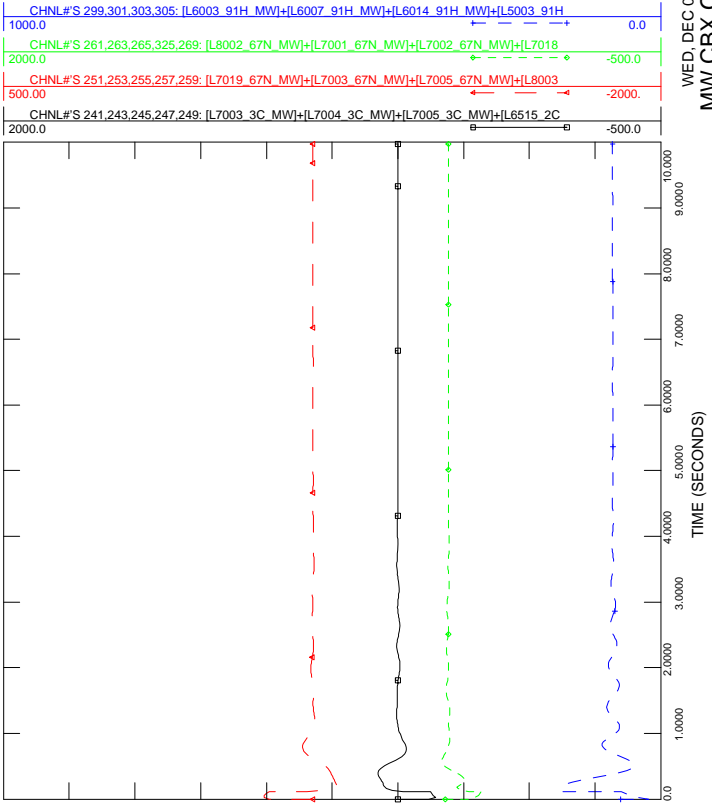






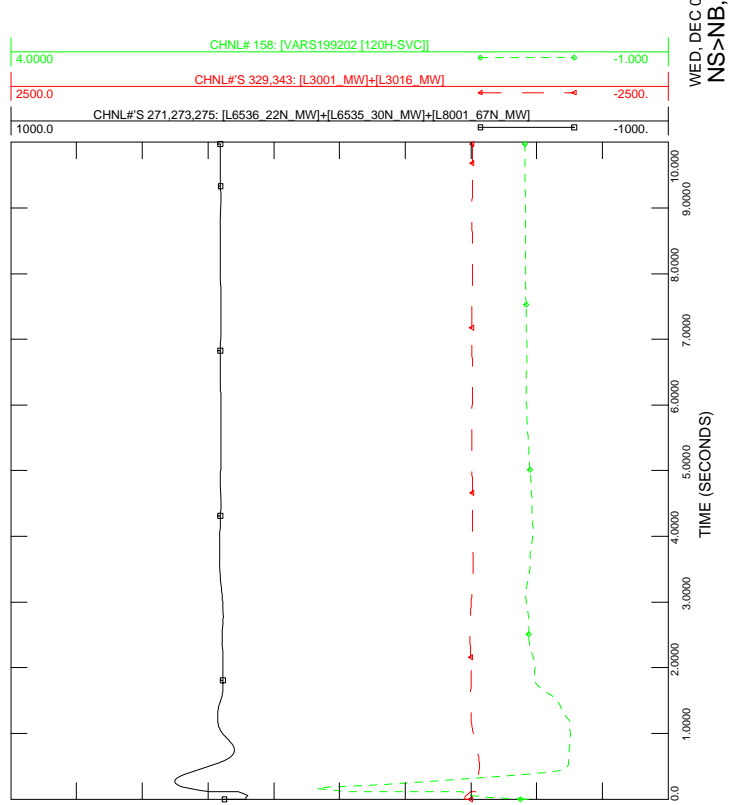
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L5012_91H_LL_D10.out



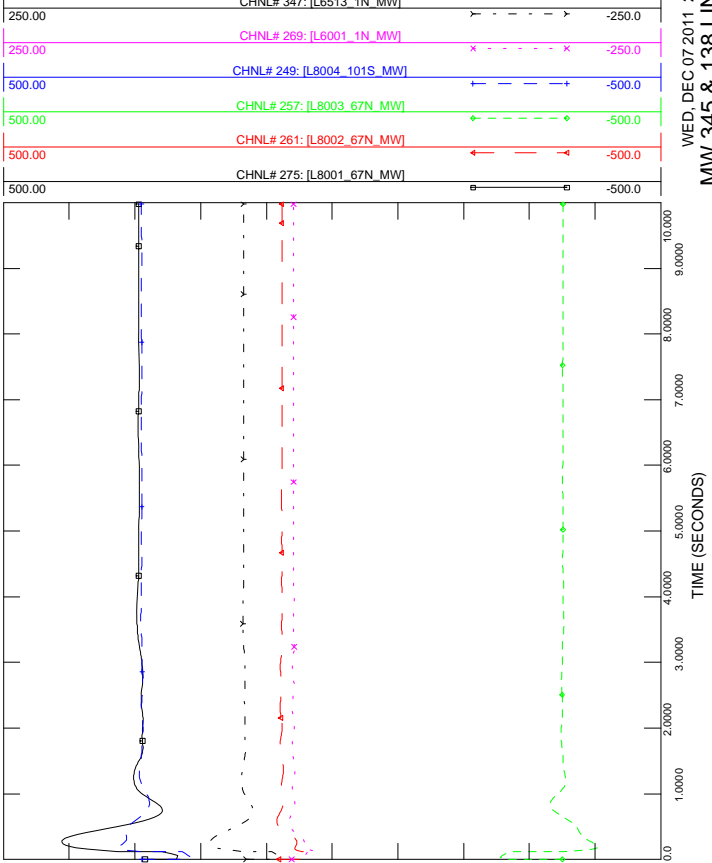
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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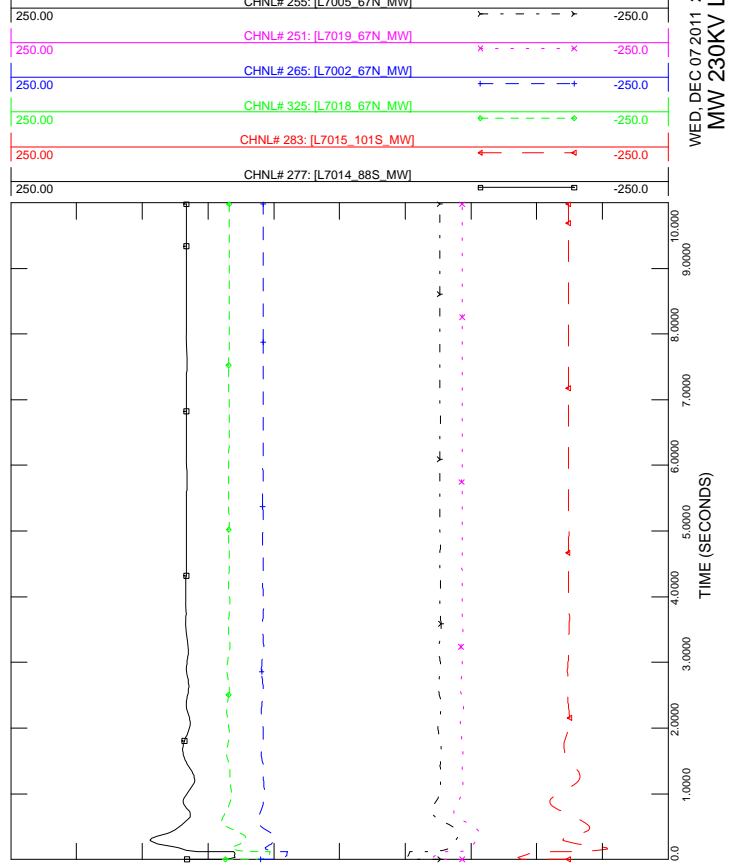
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

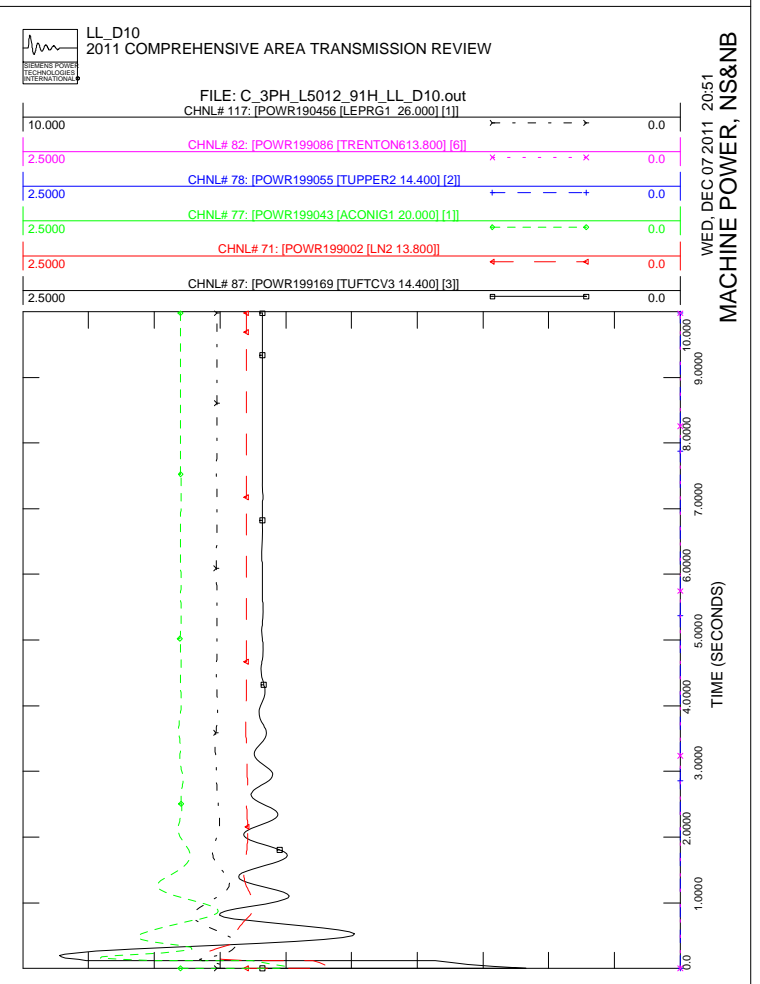
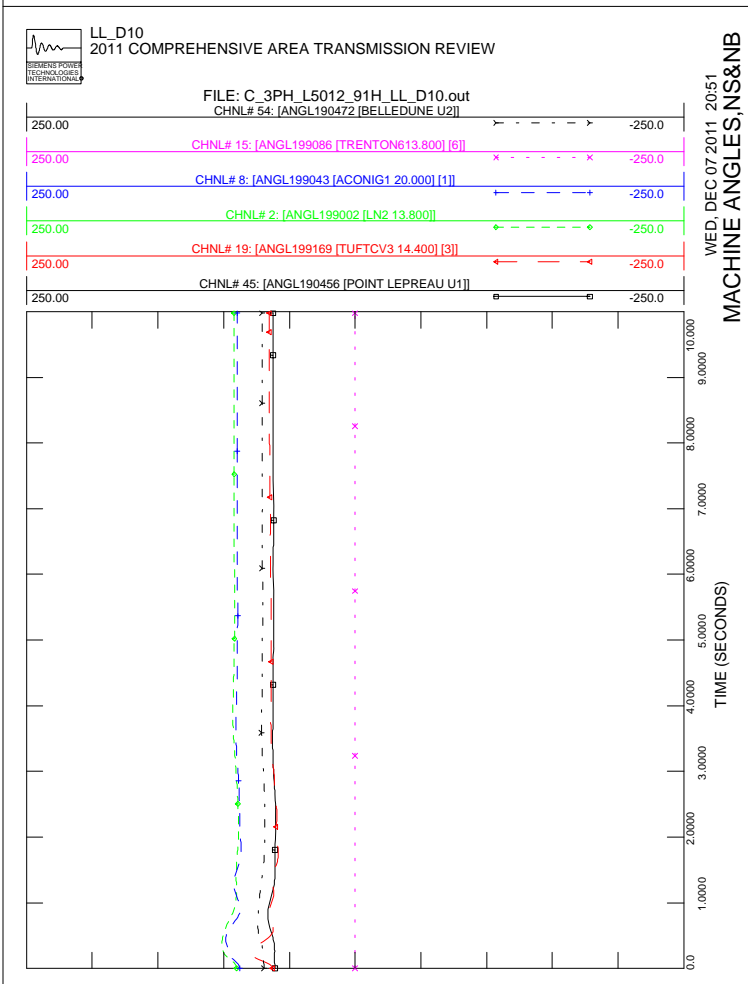
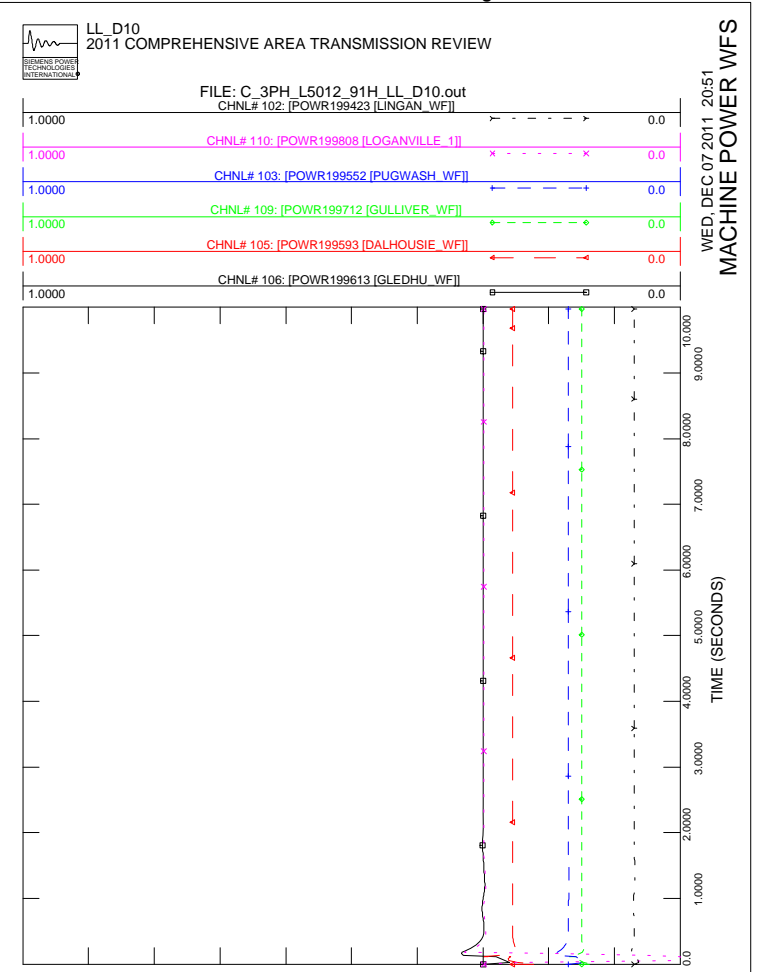
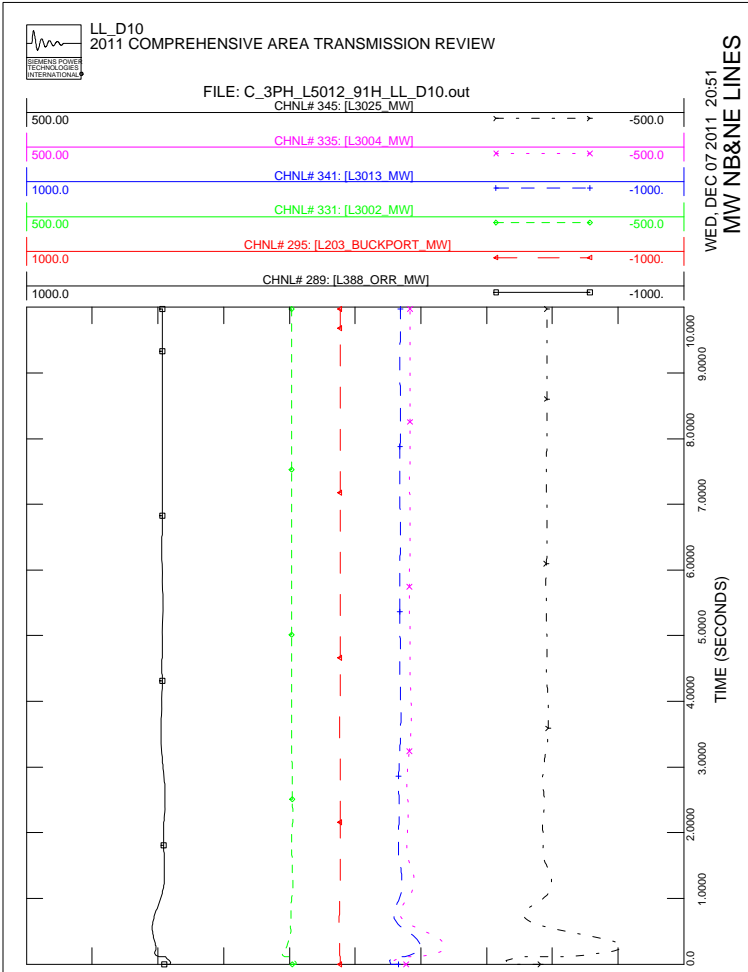
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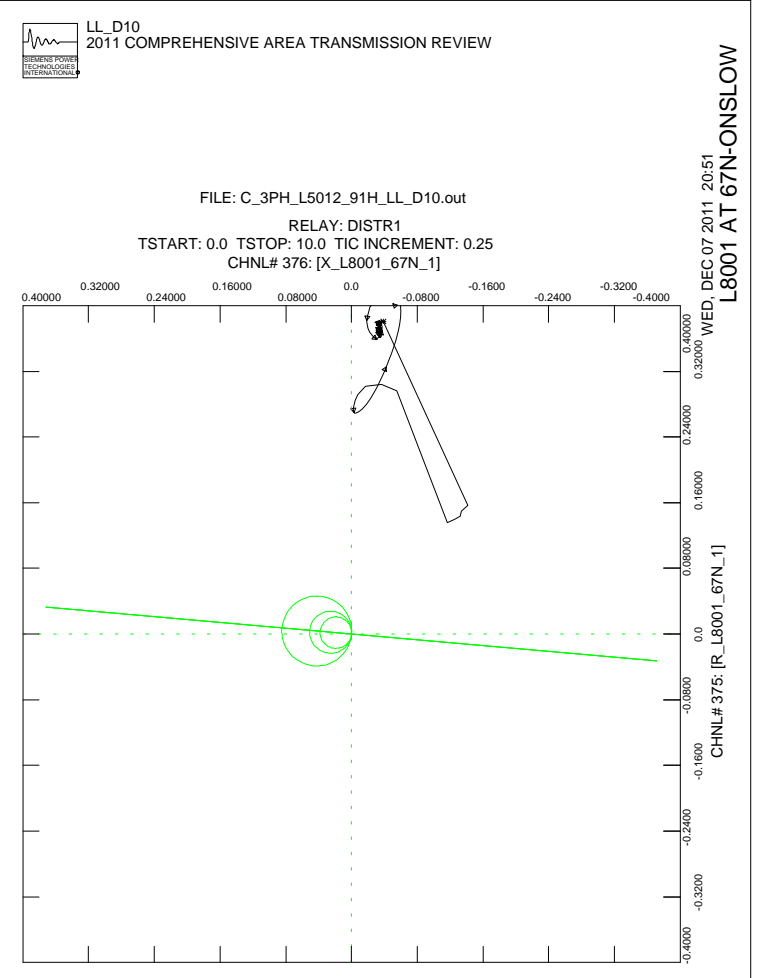
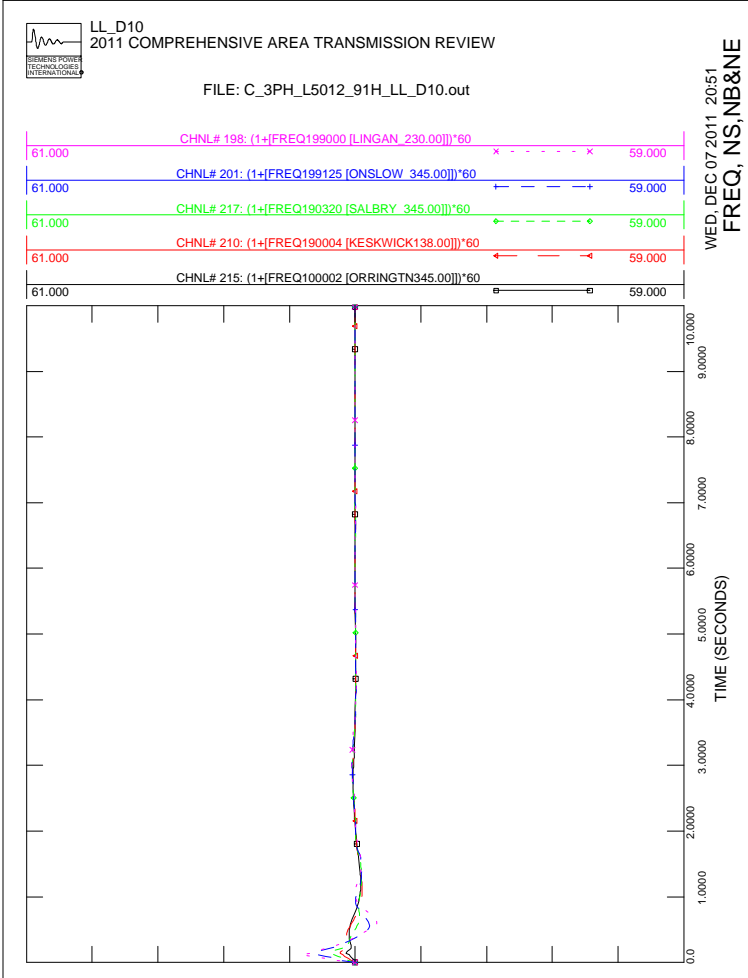
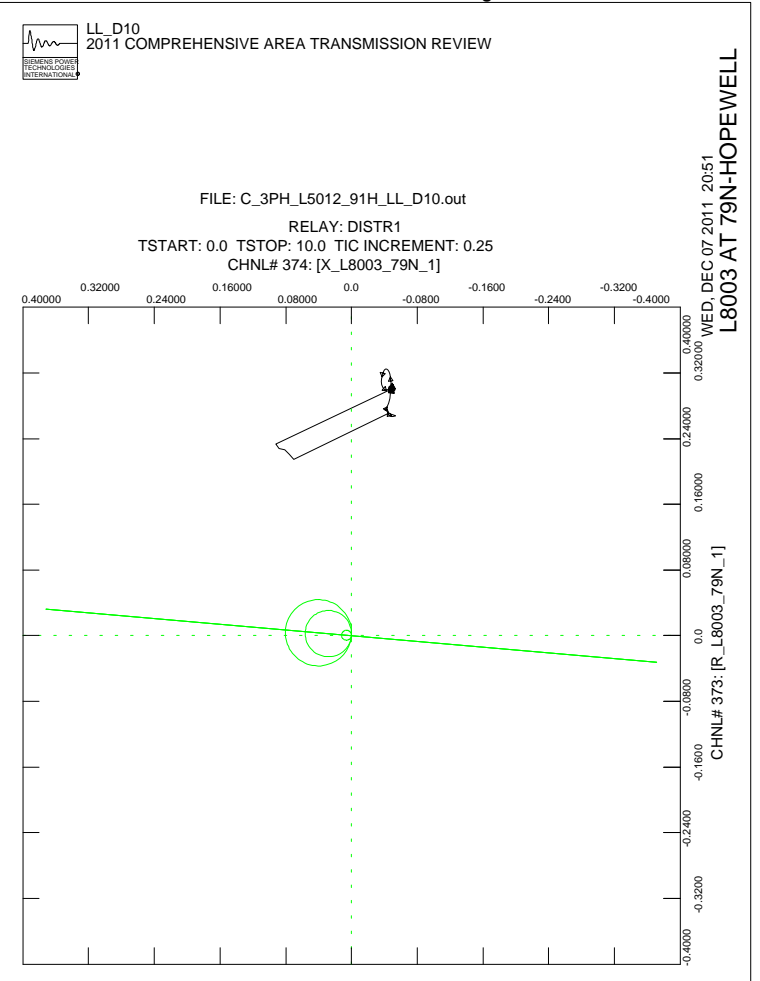
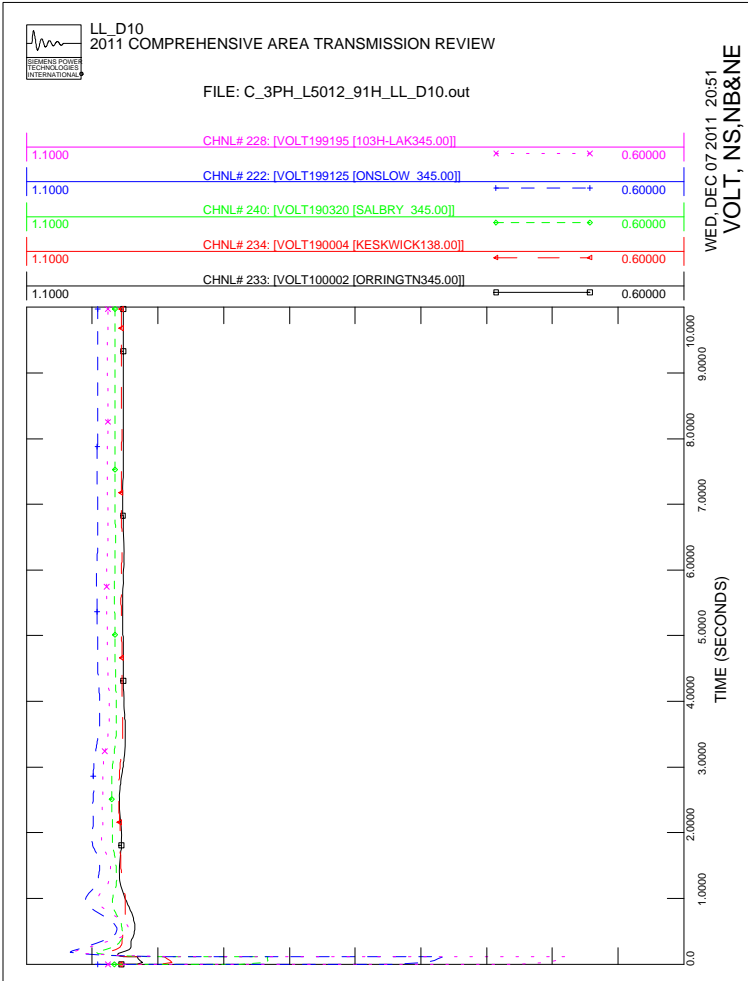


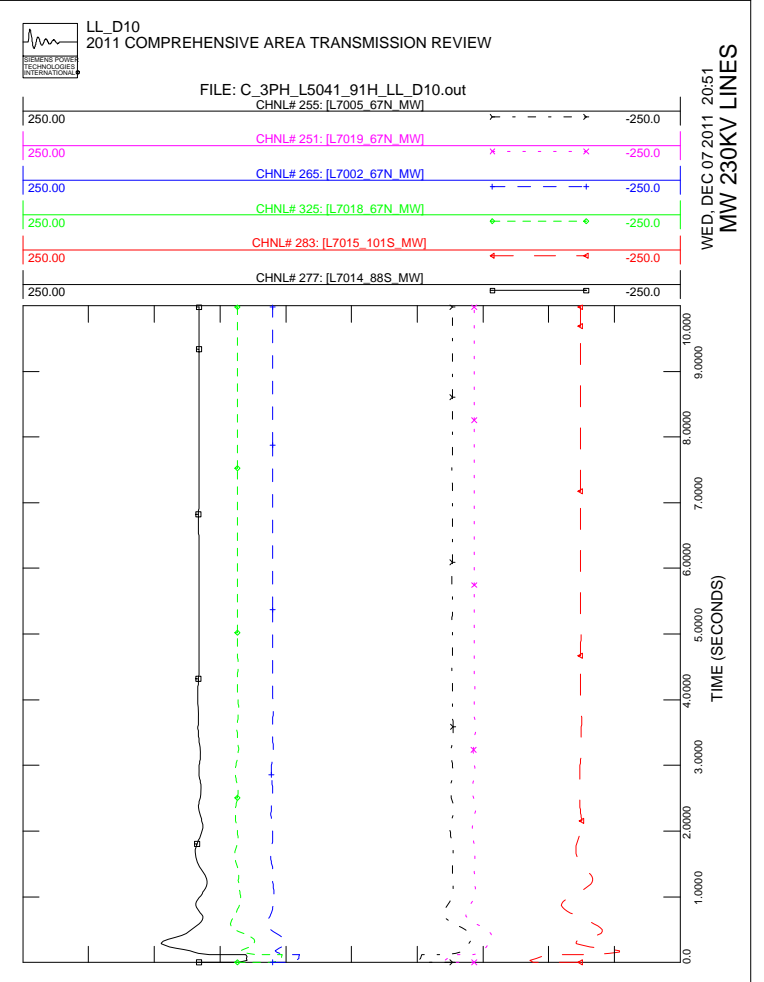
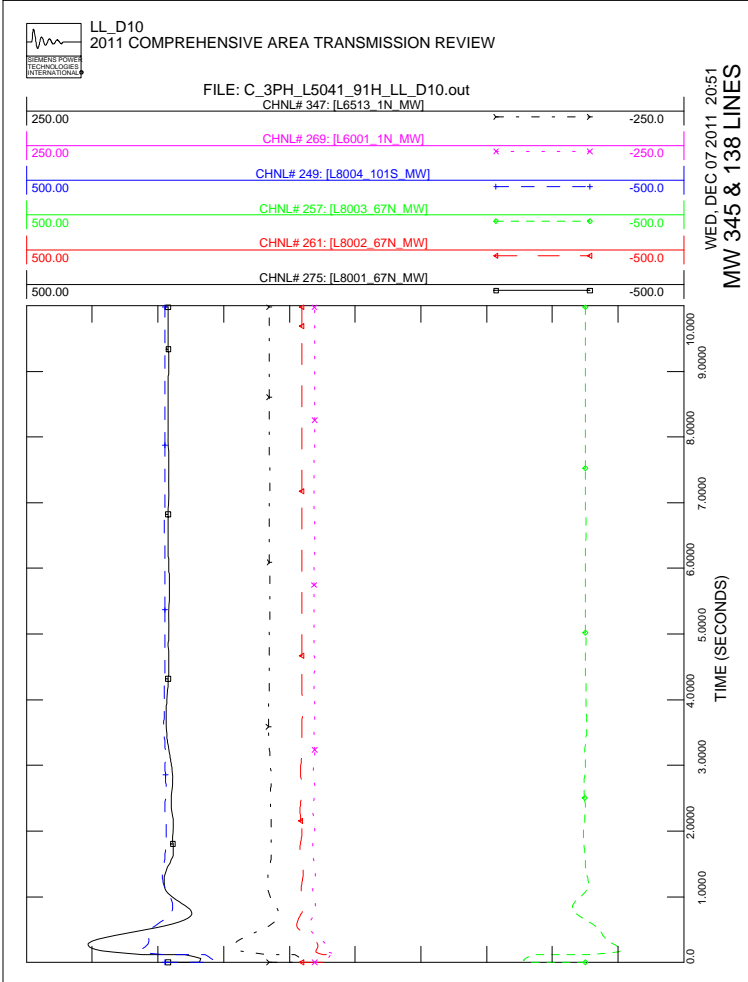
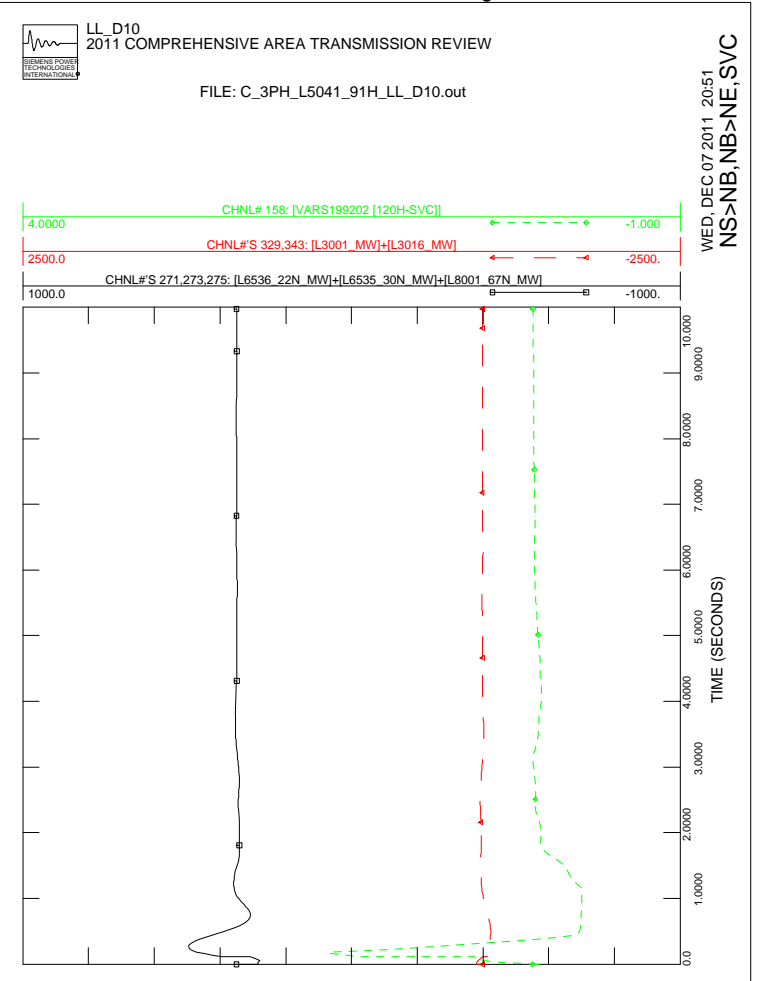
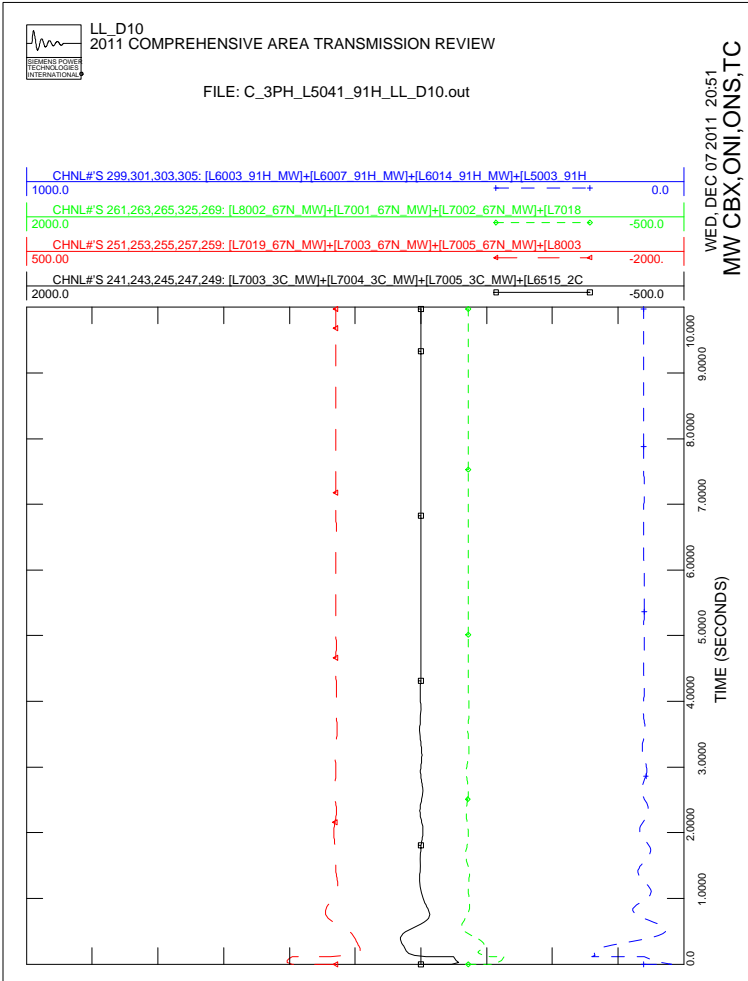
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

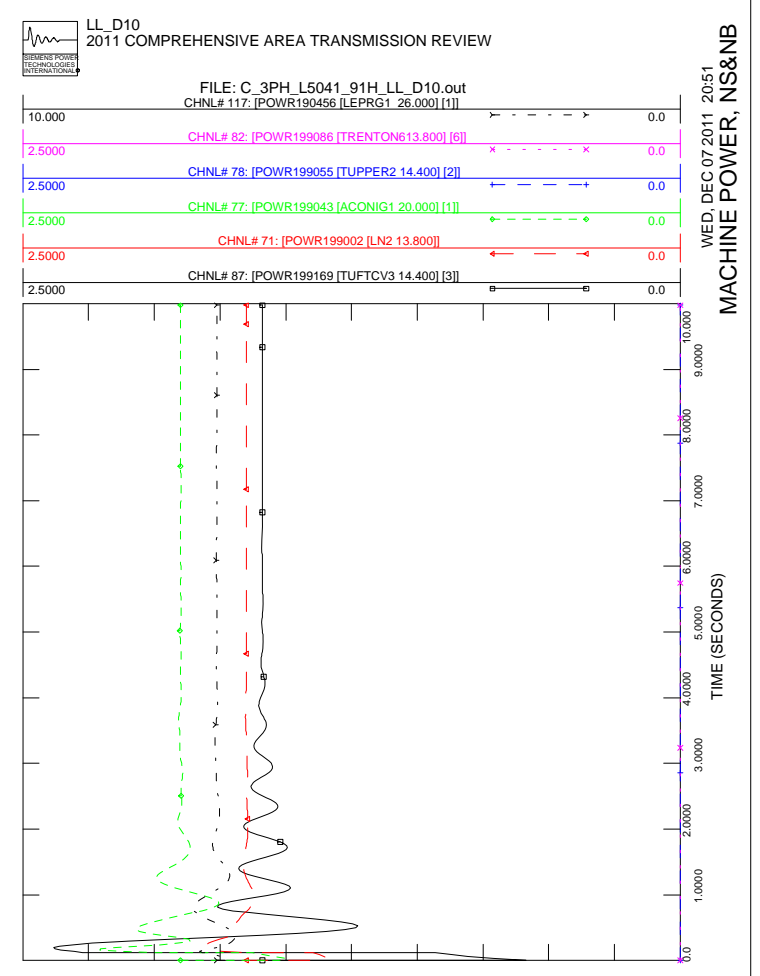
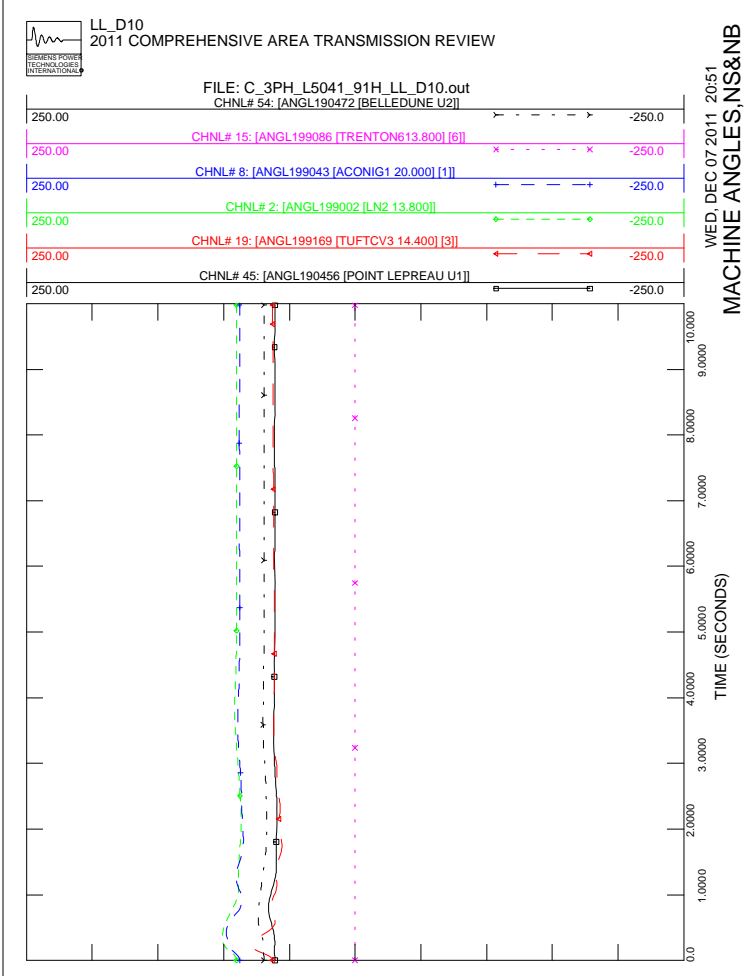
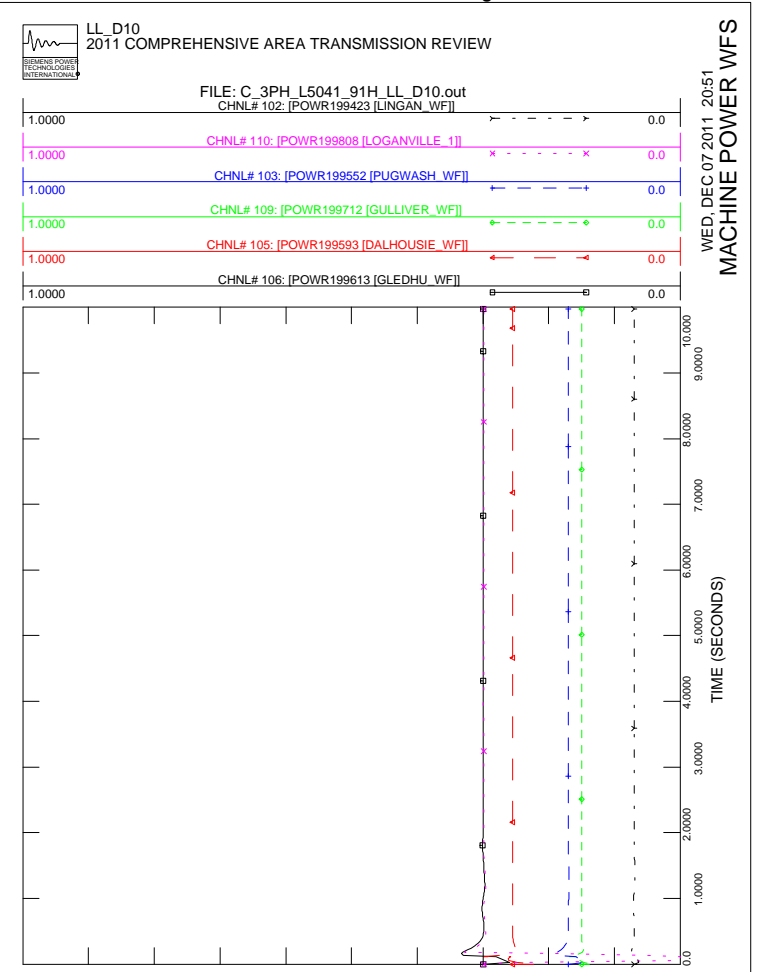
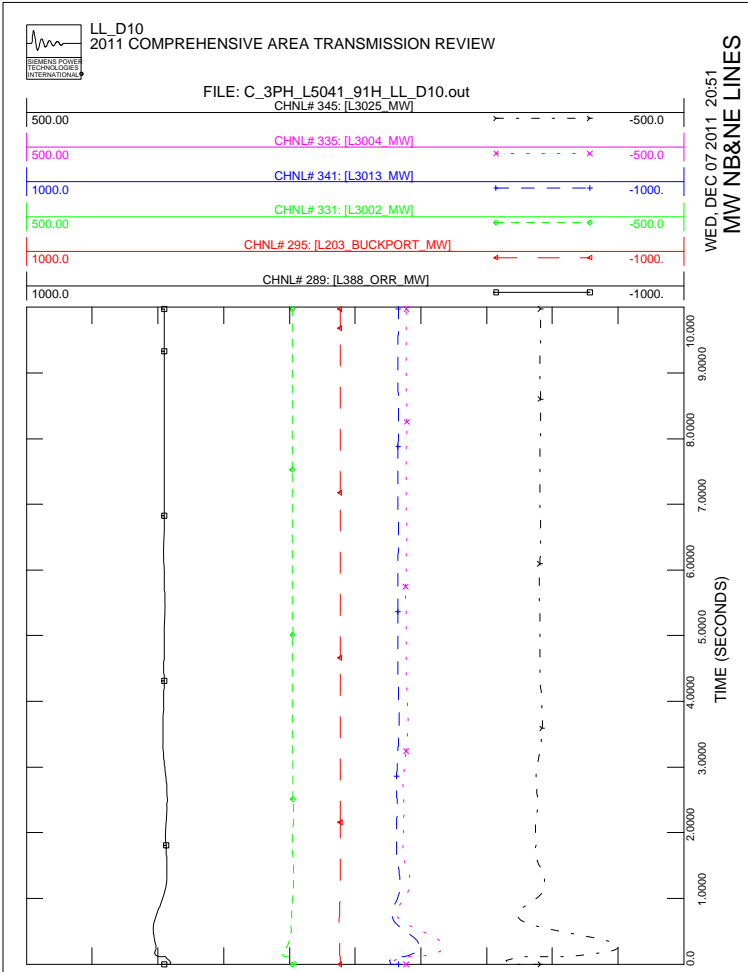
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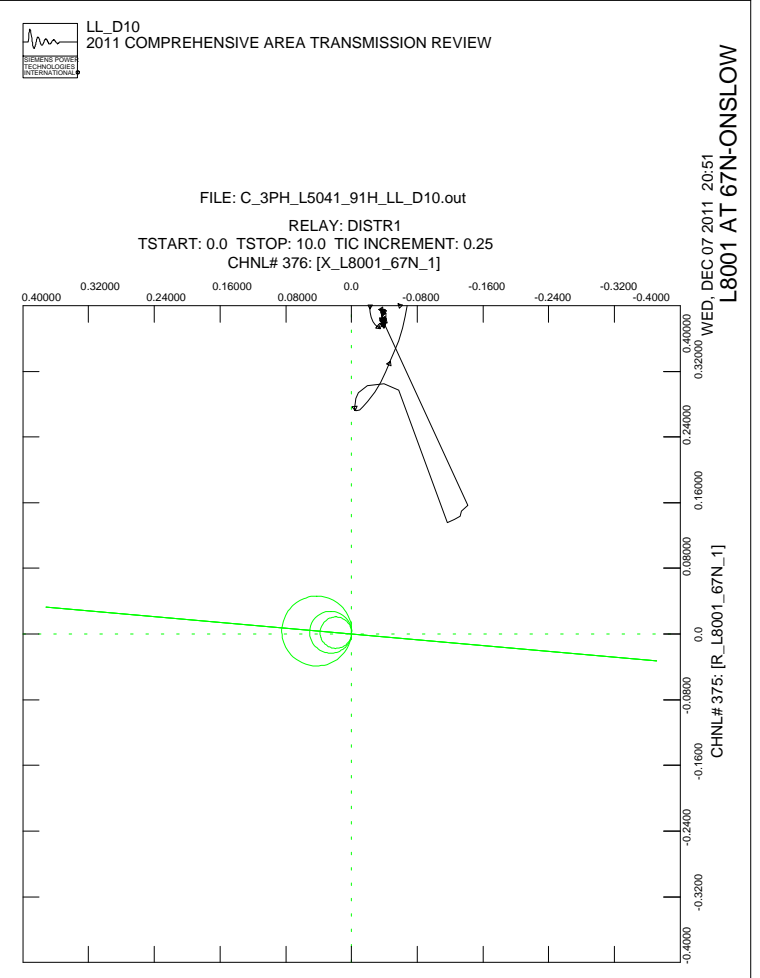
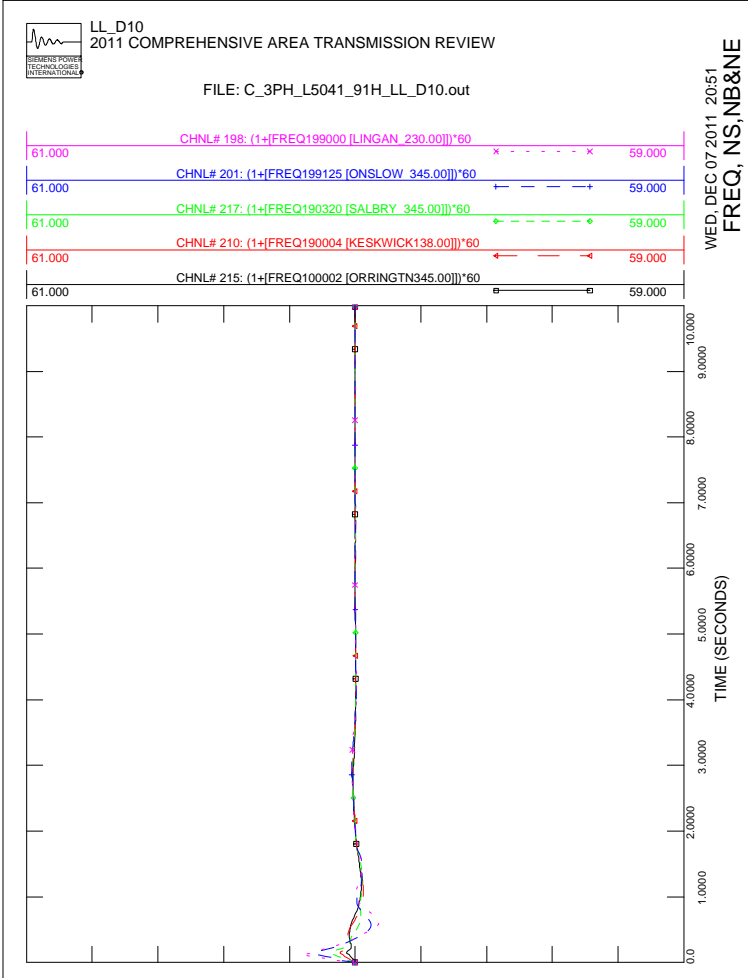
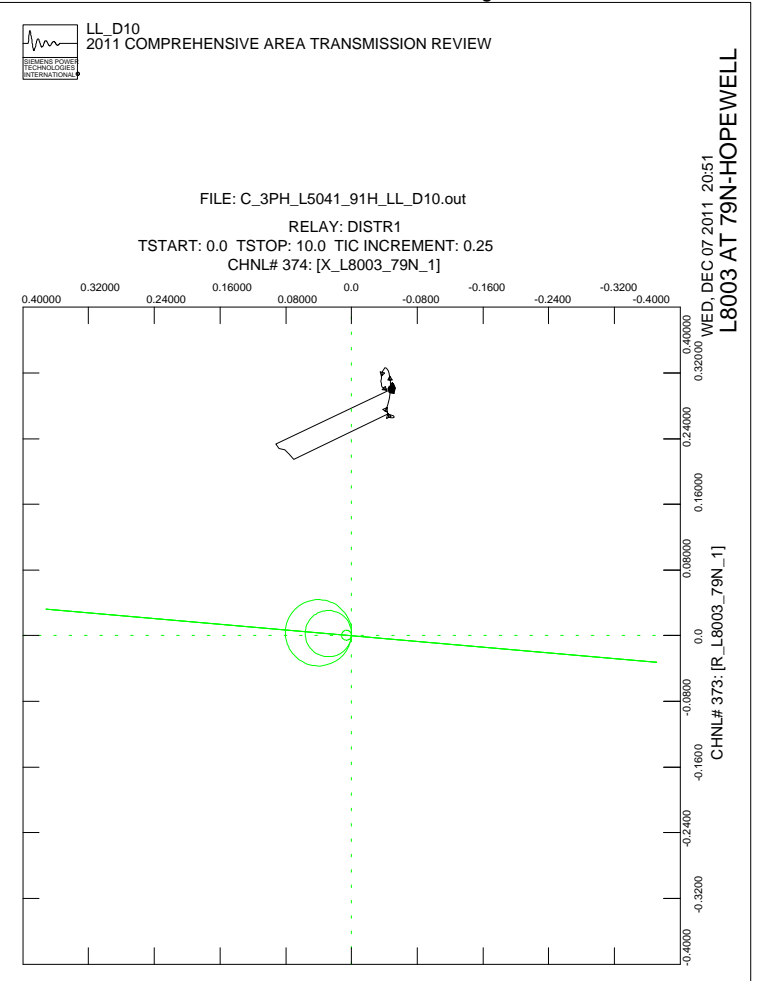
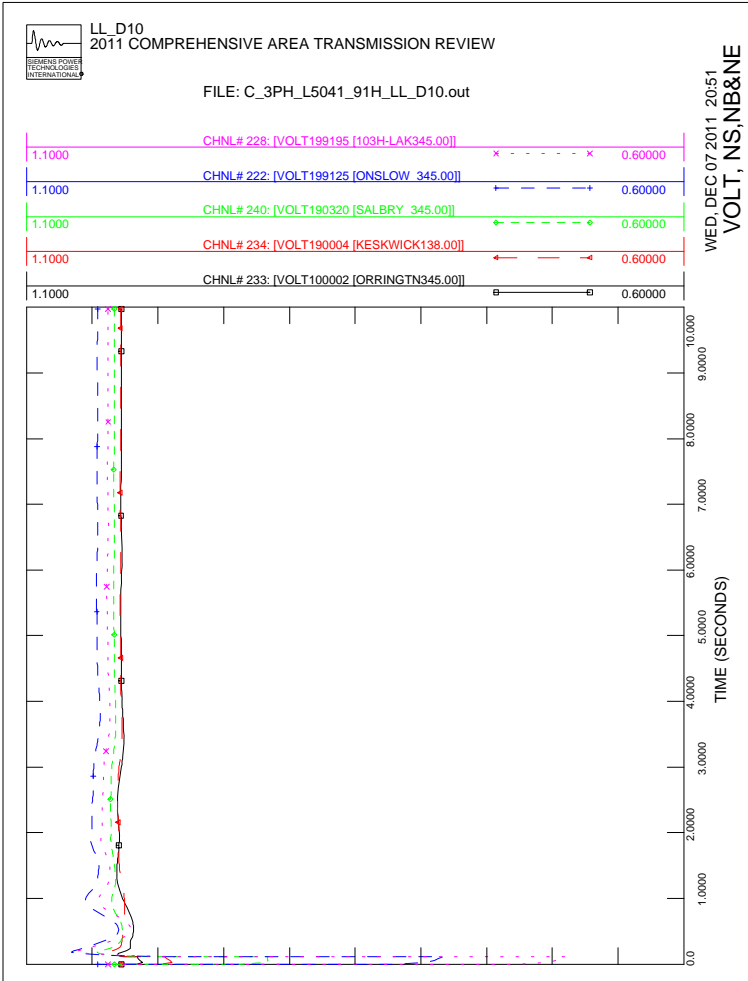


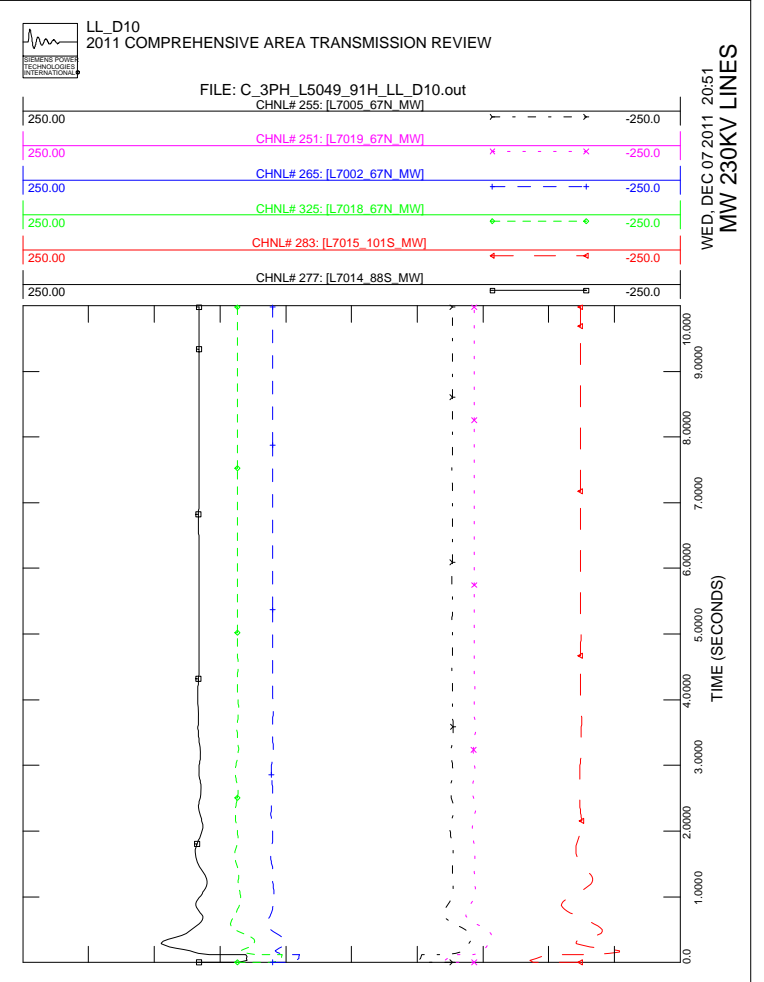
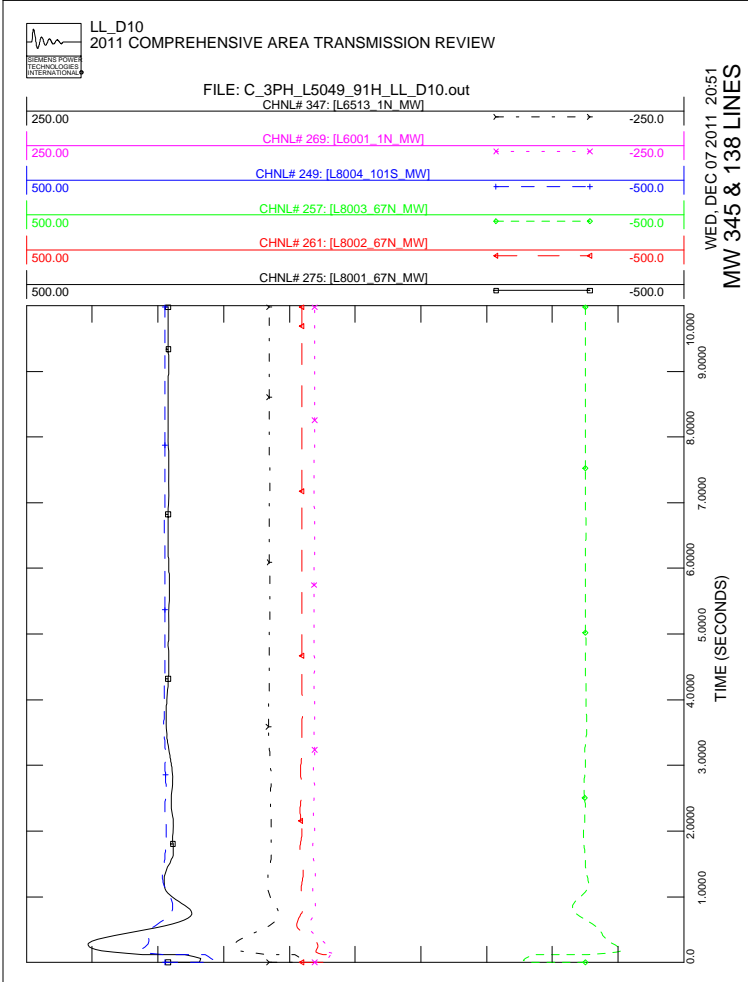
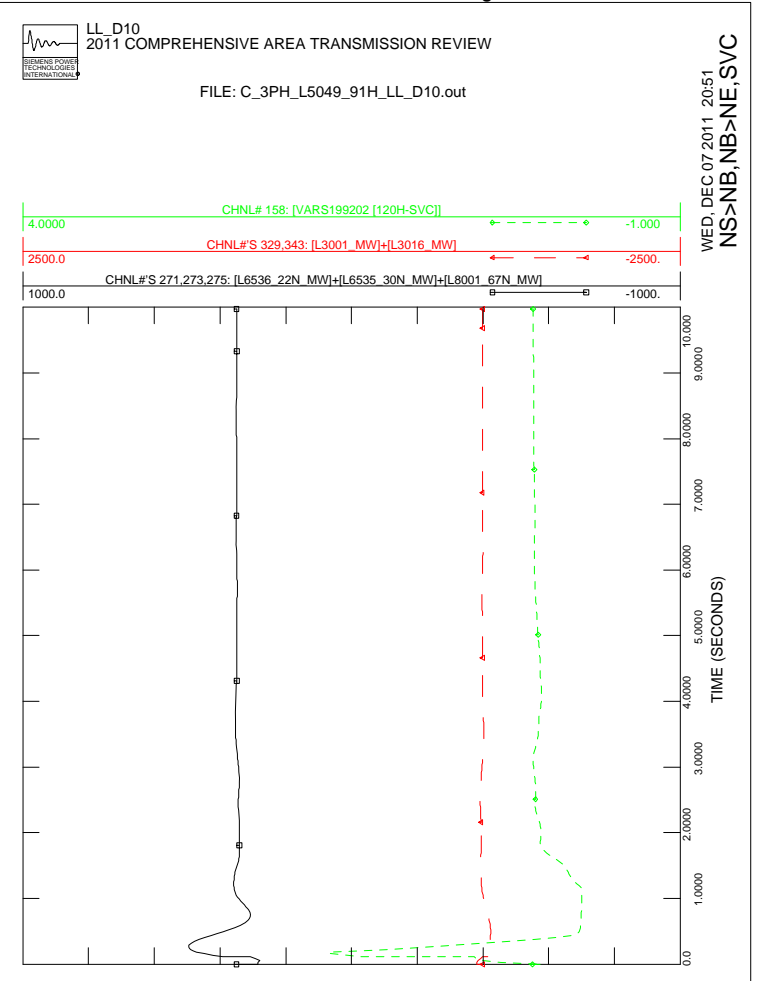
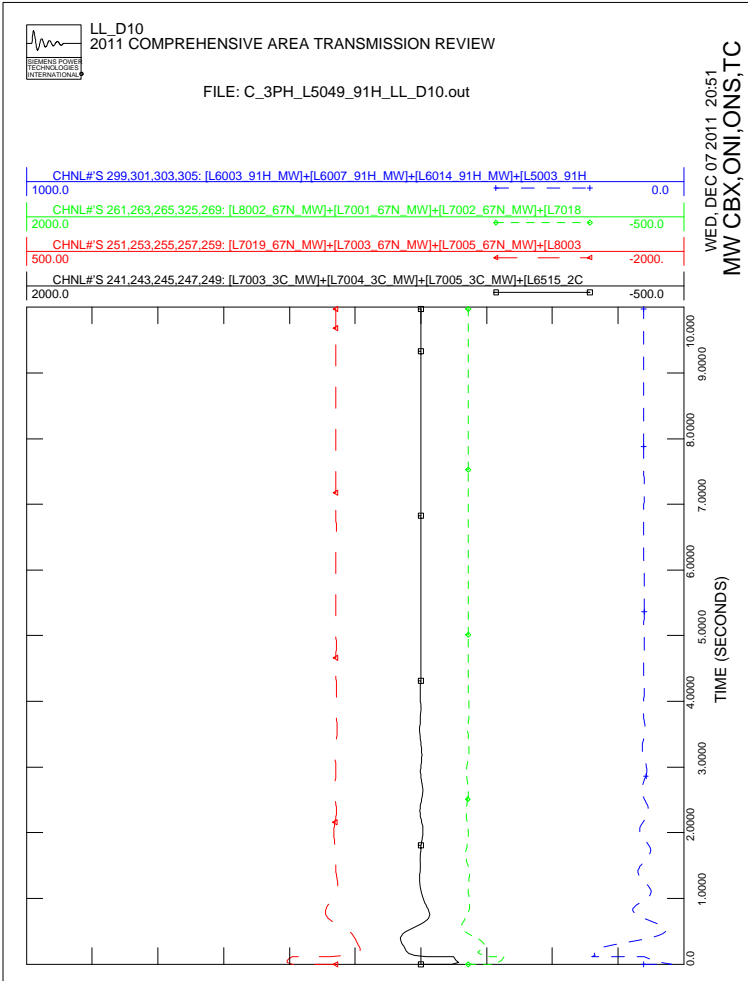


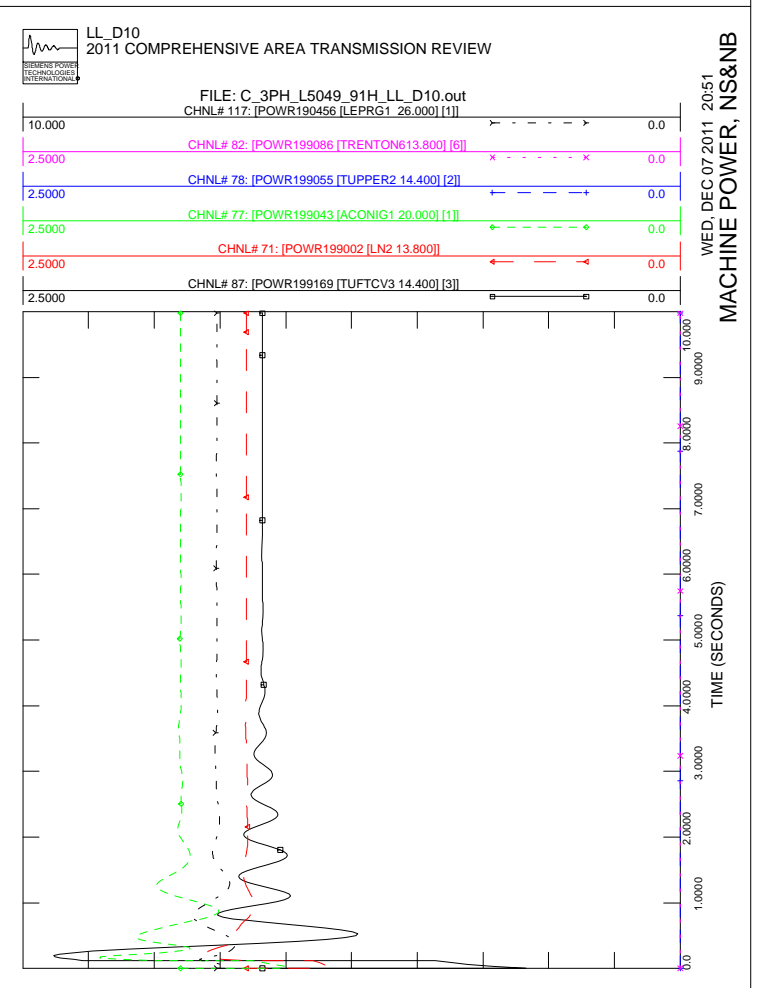
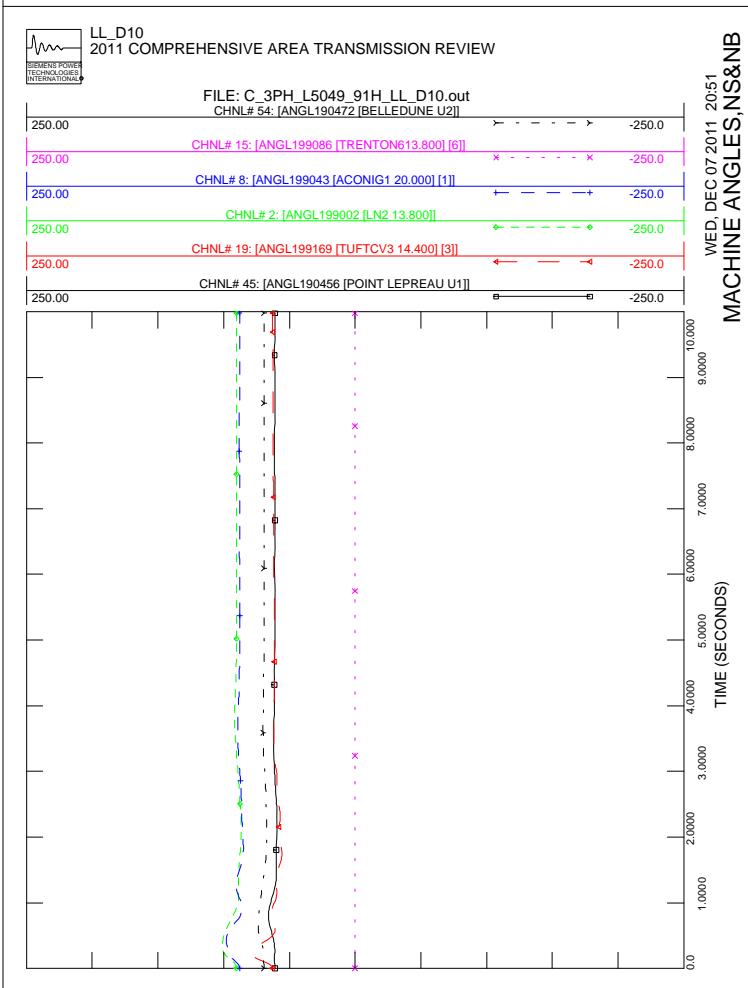
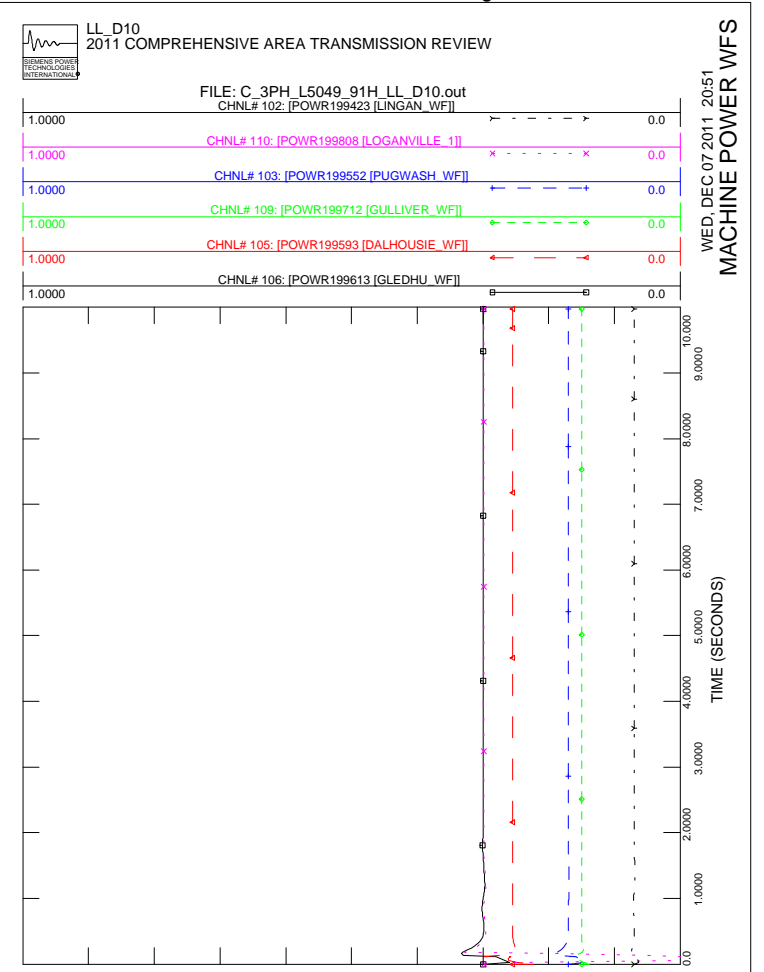
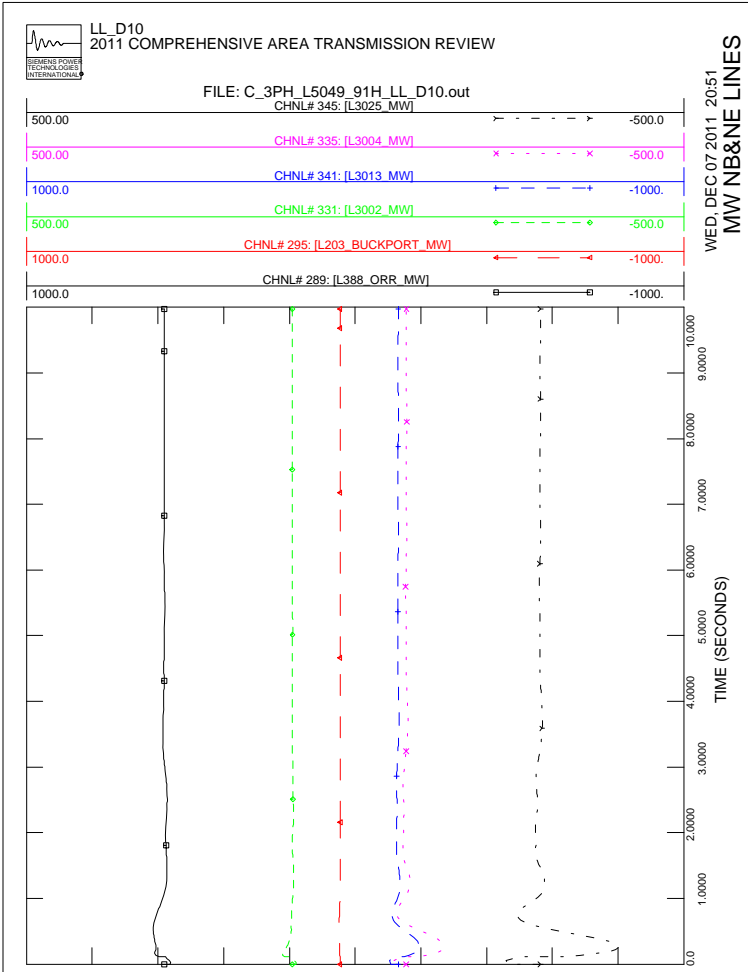


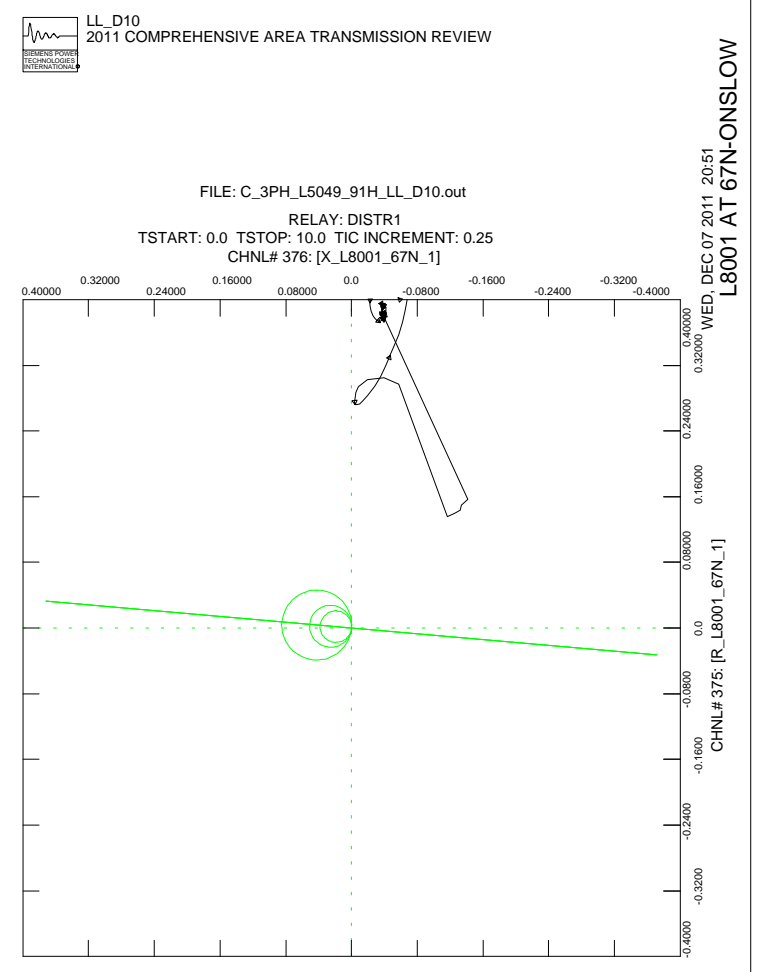
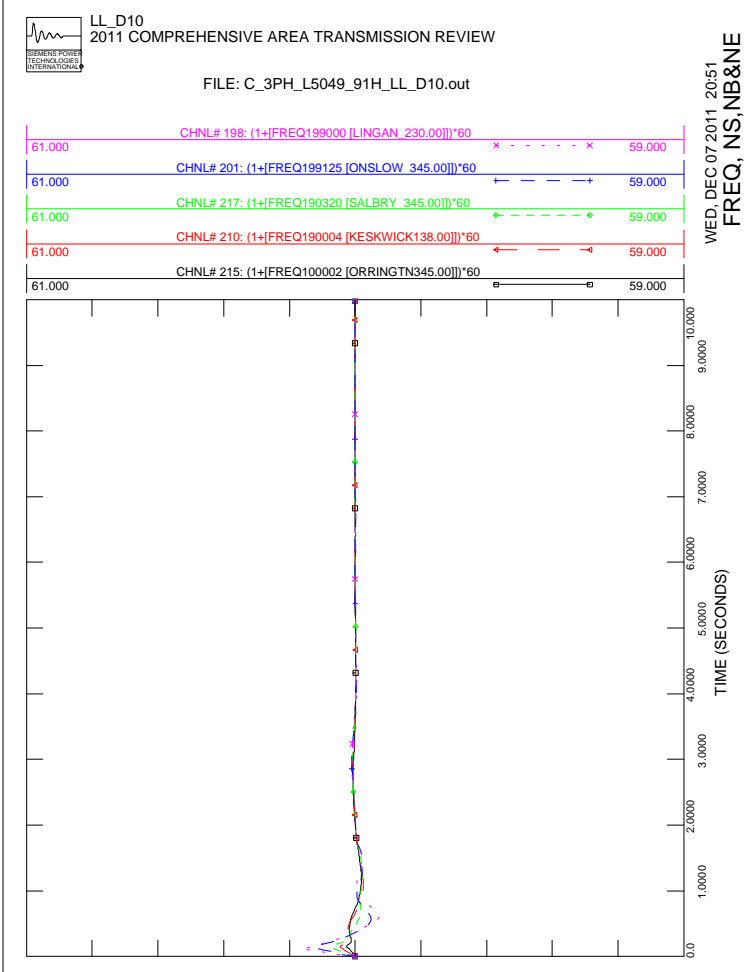
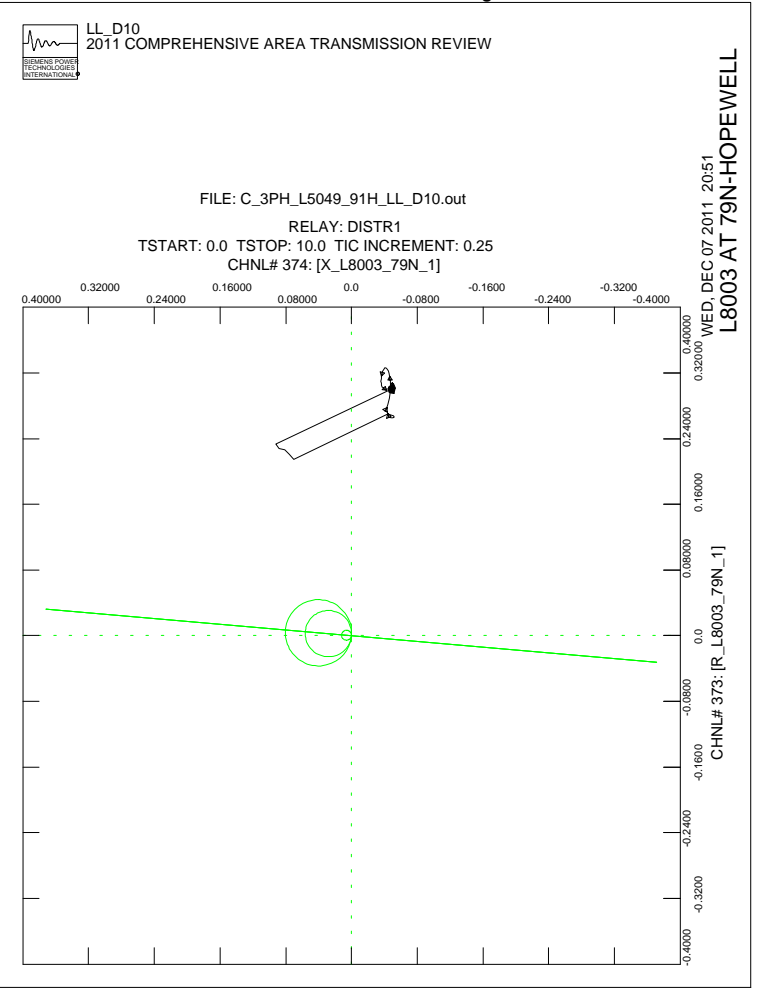
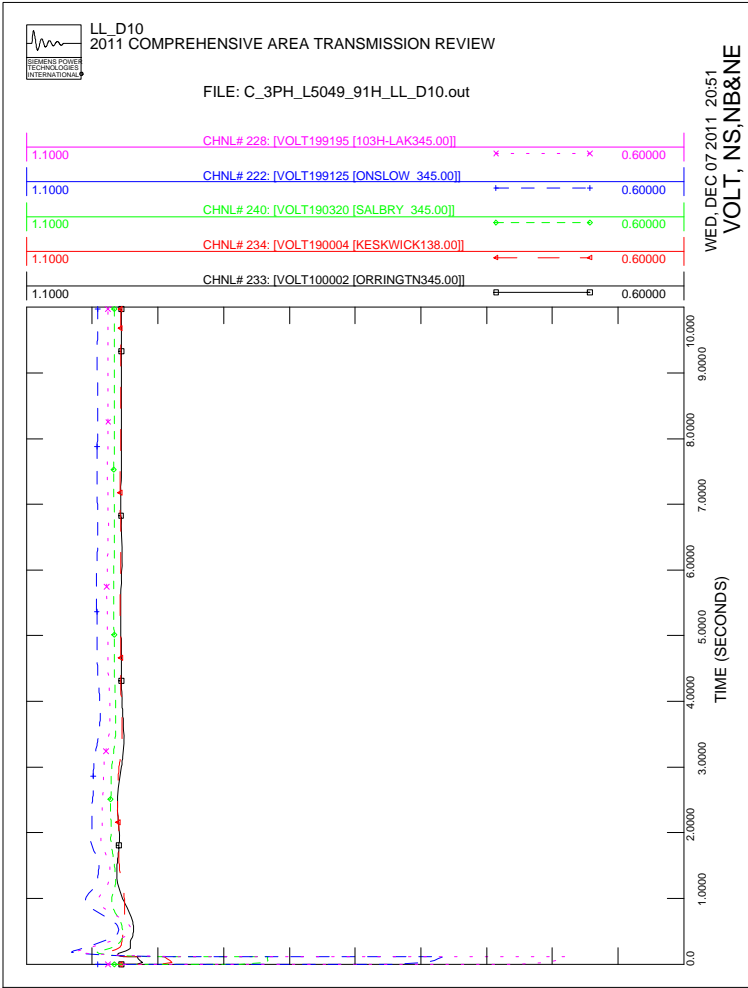


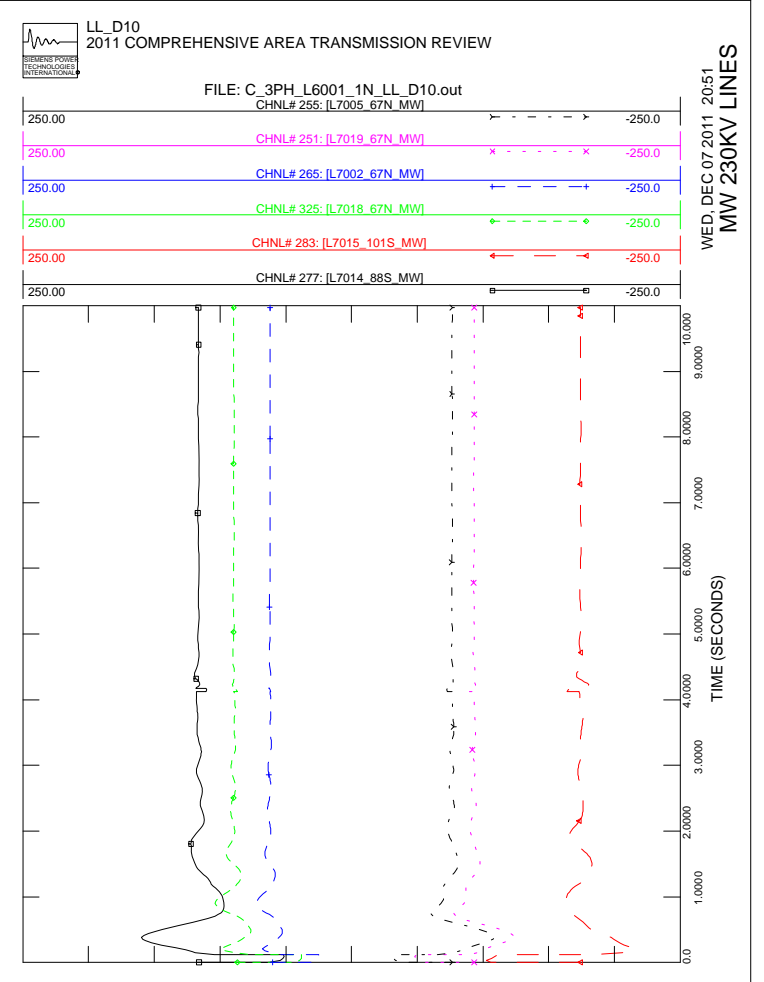
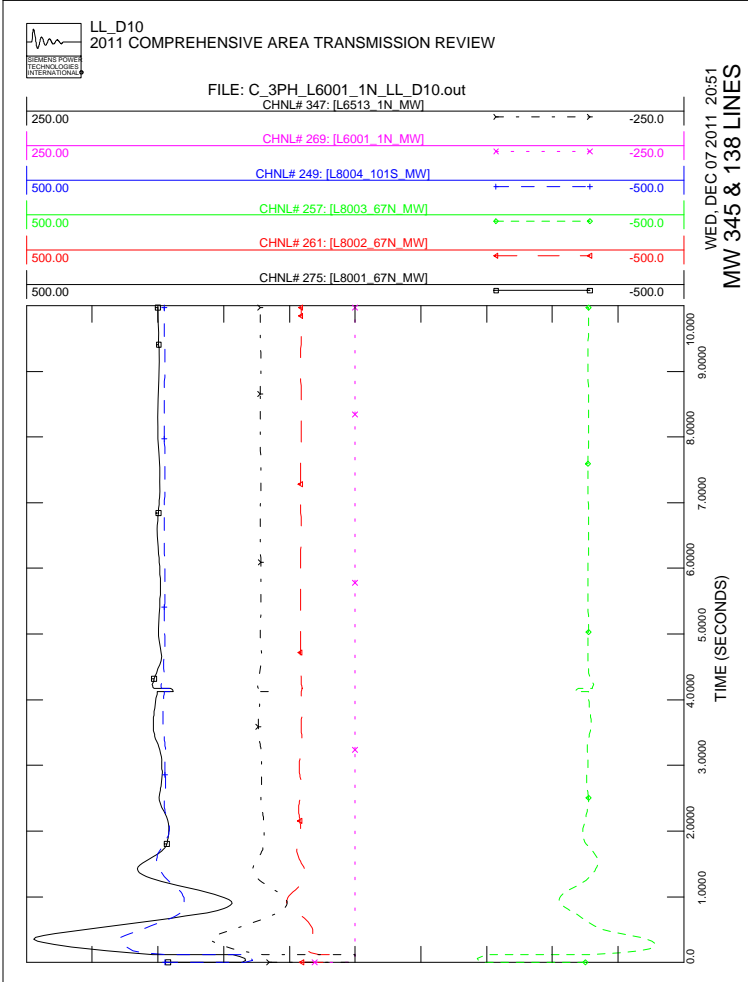
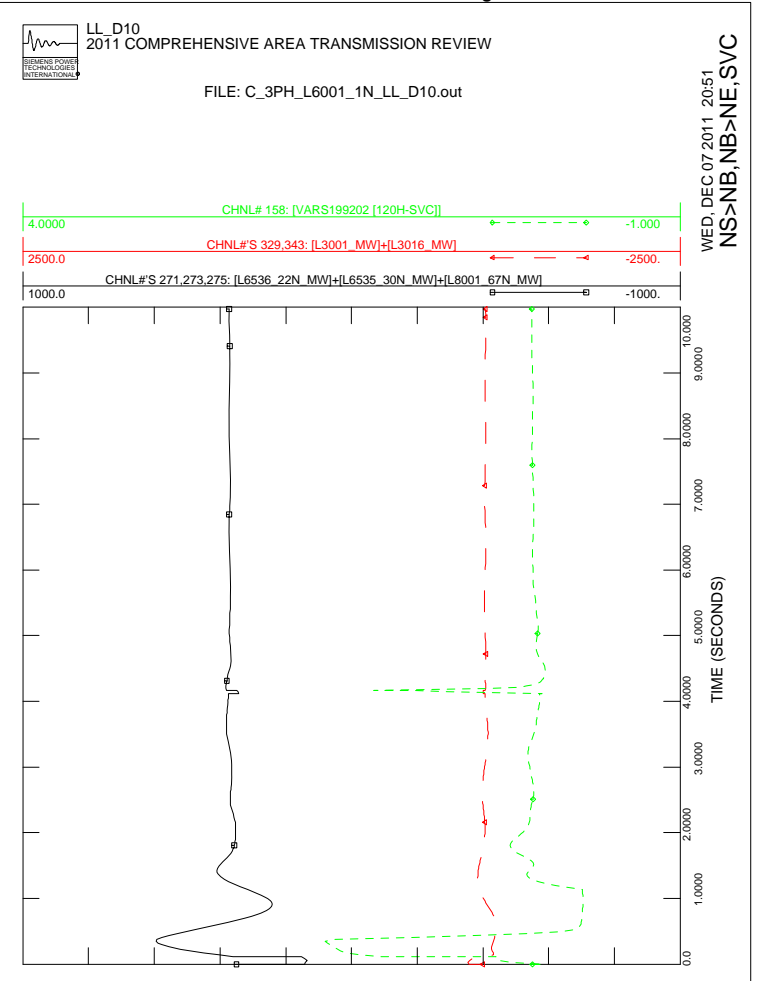
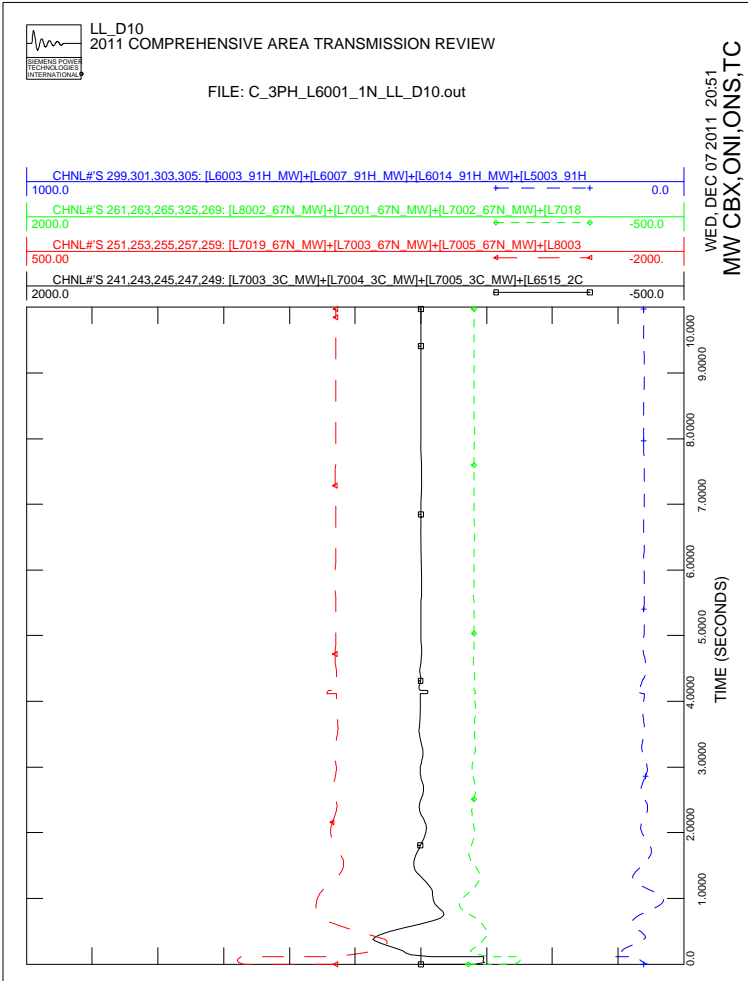


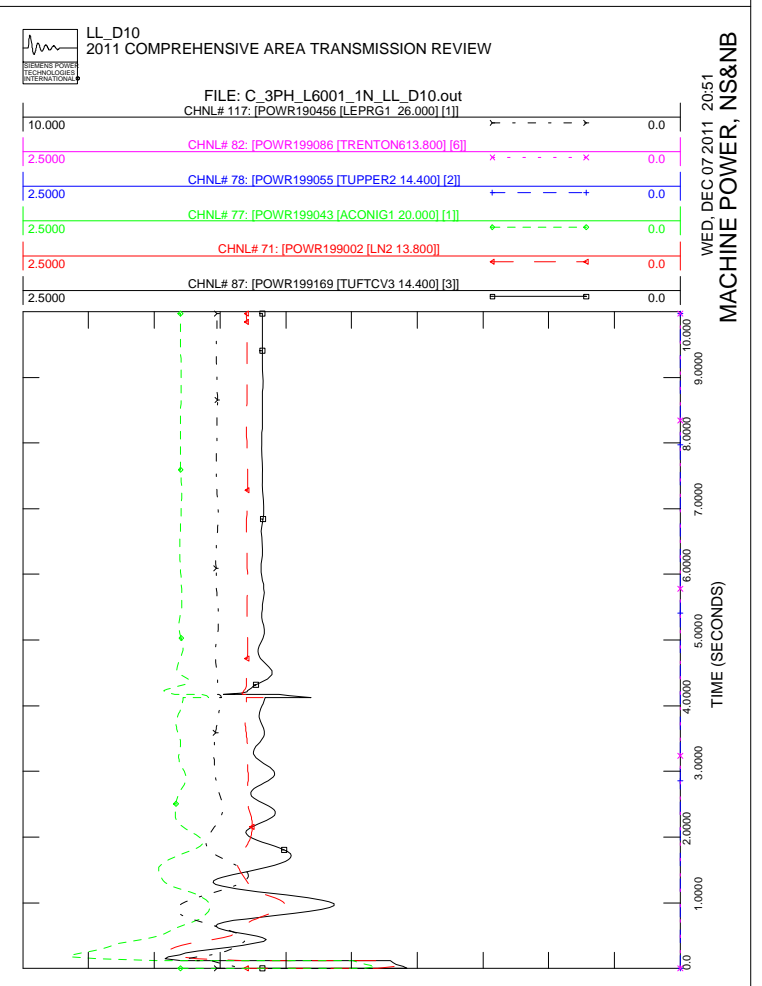
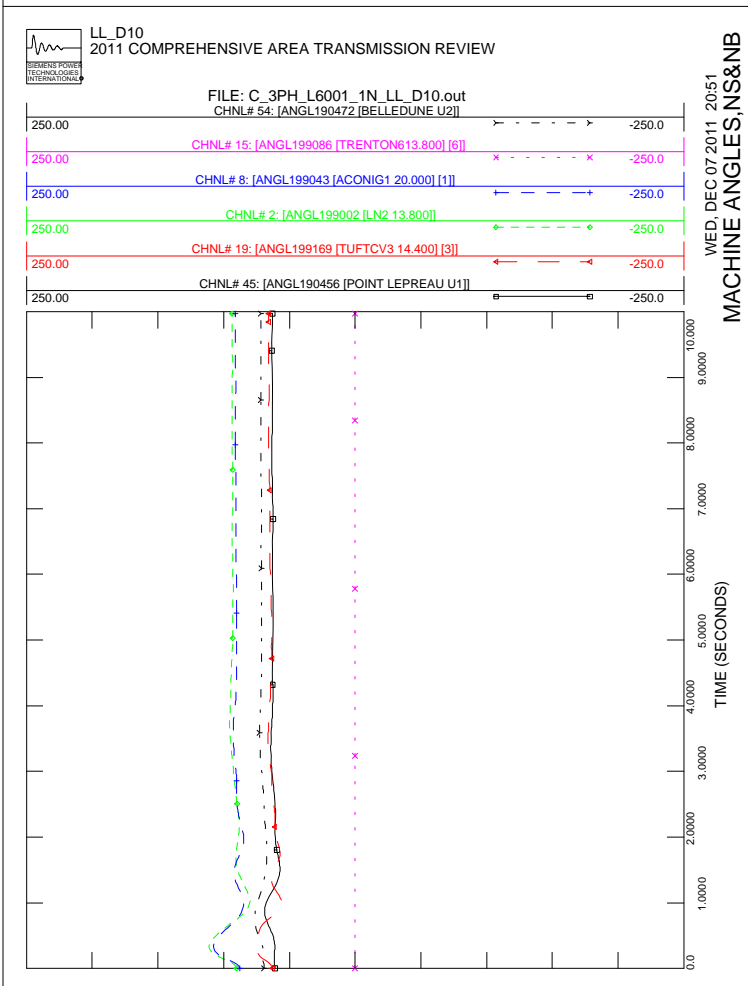
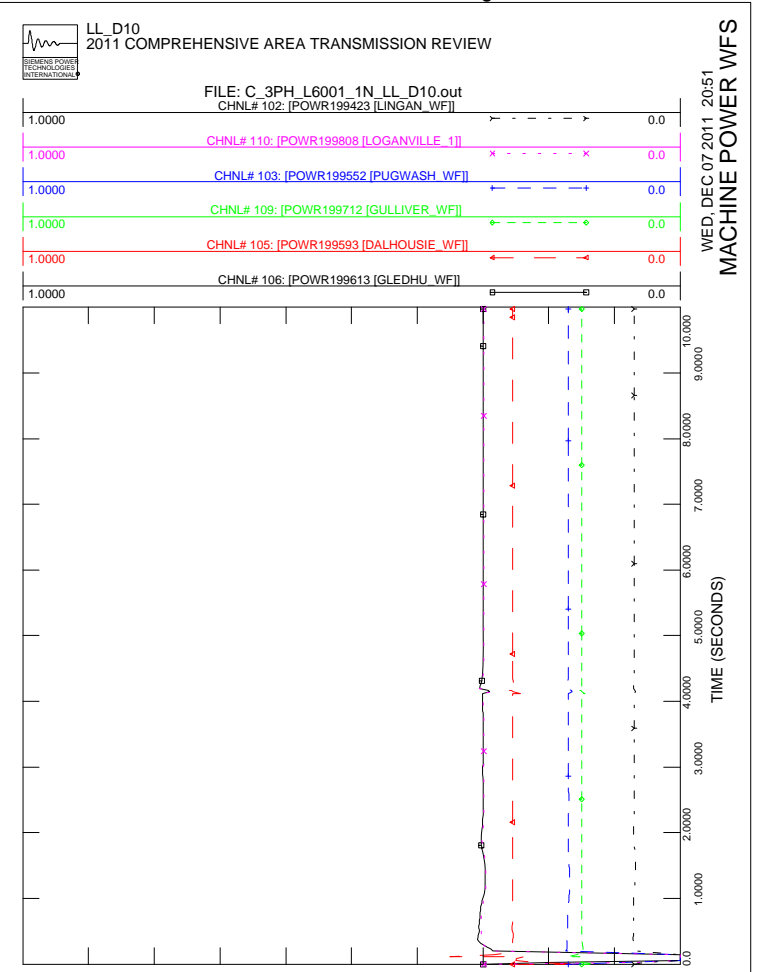
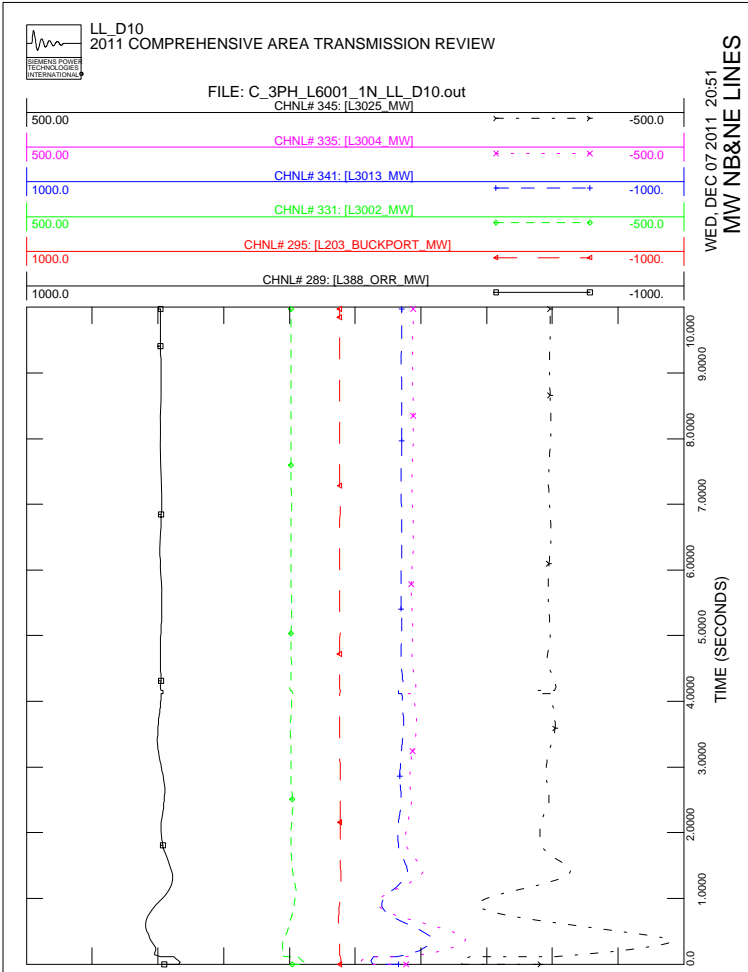


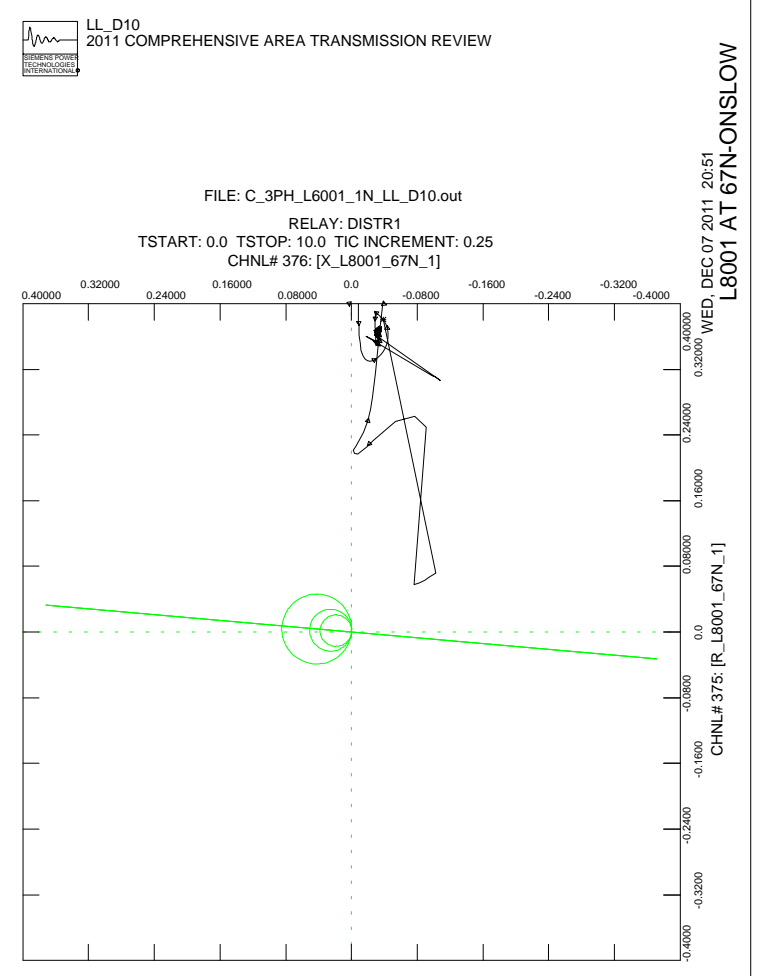
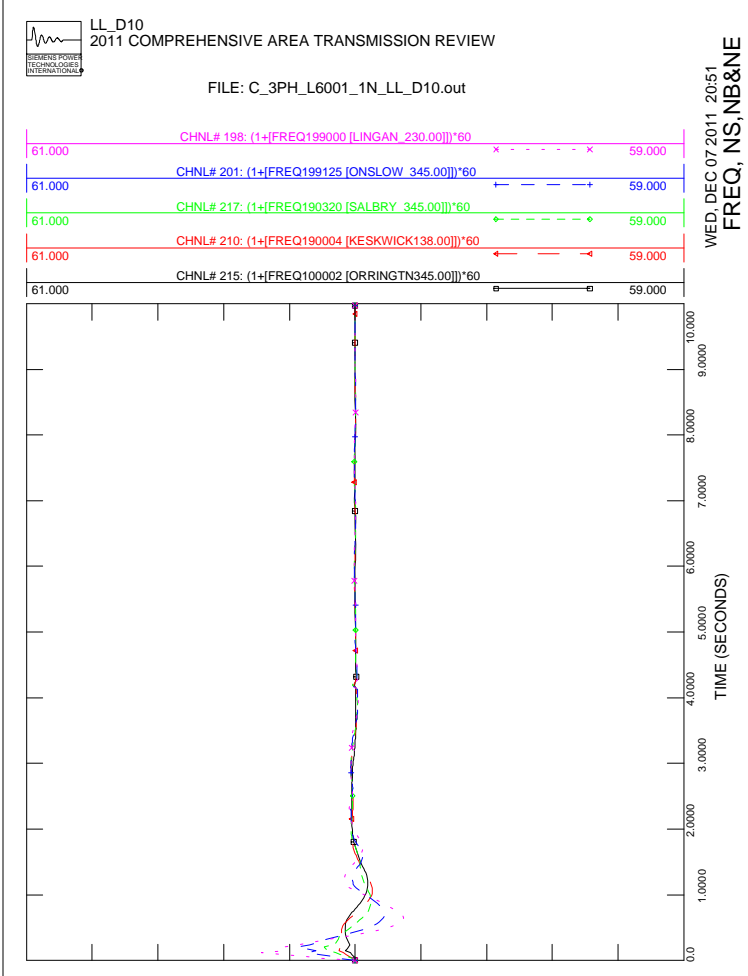
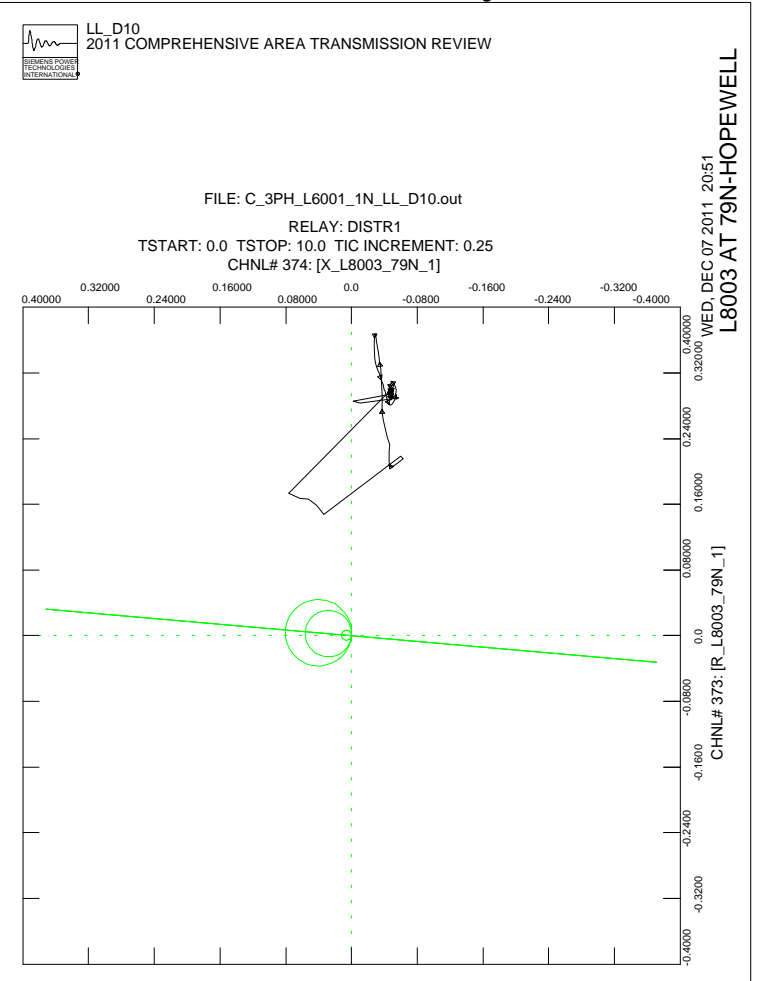
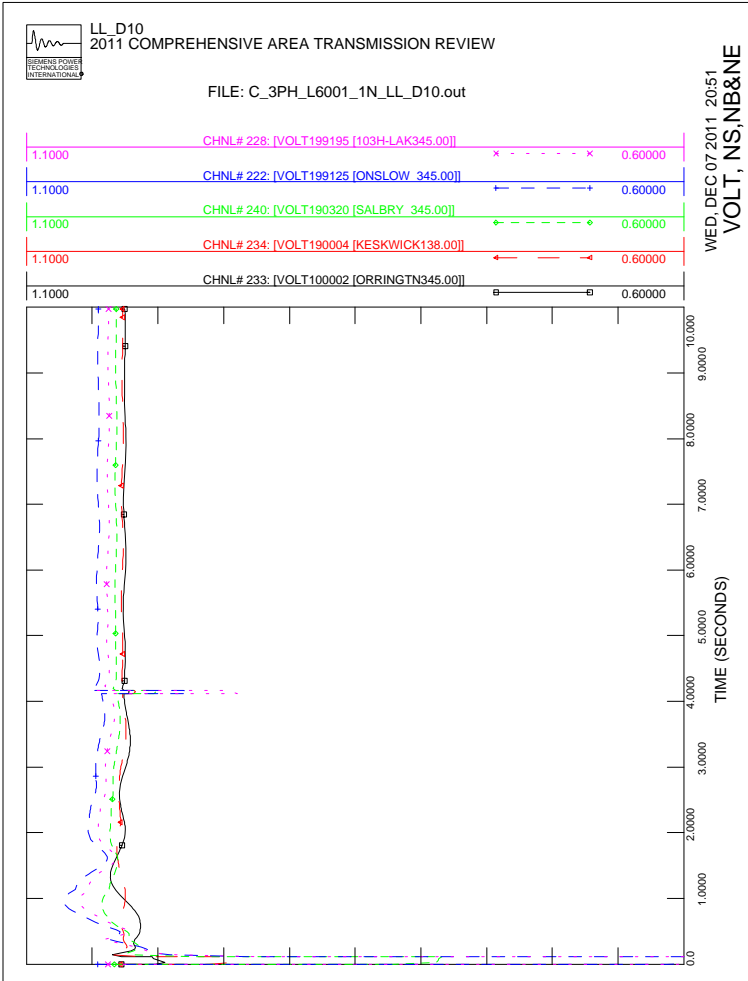


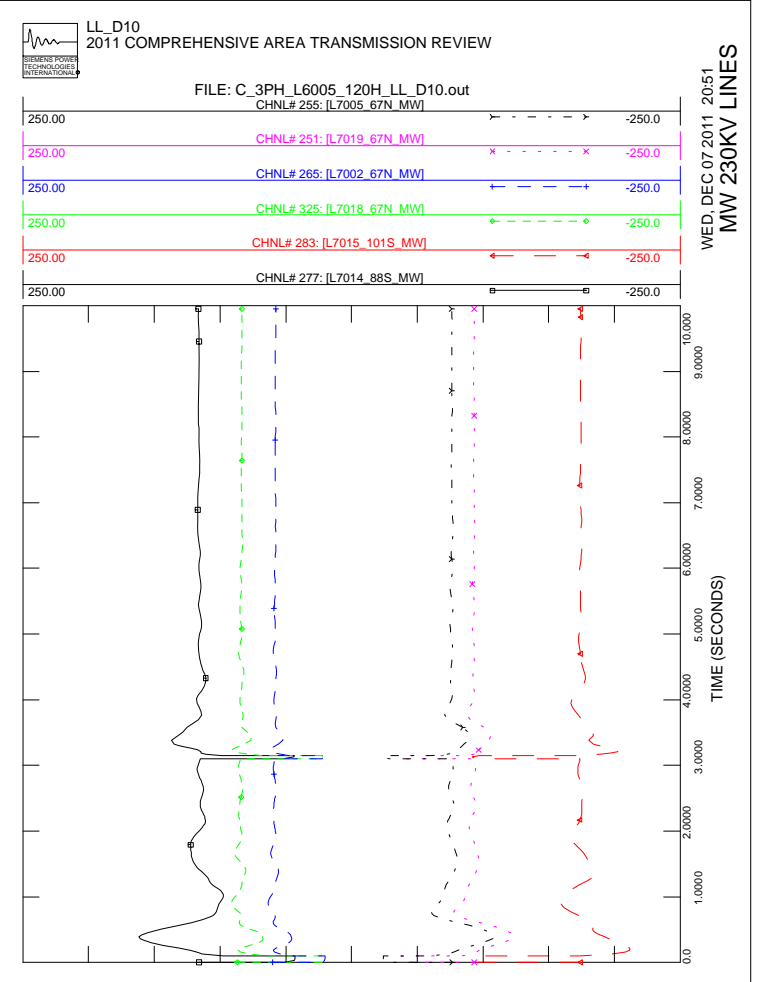
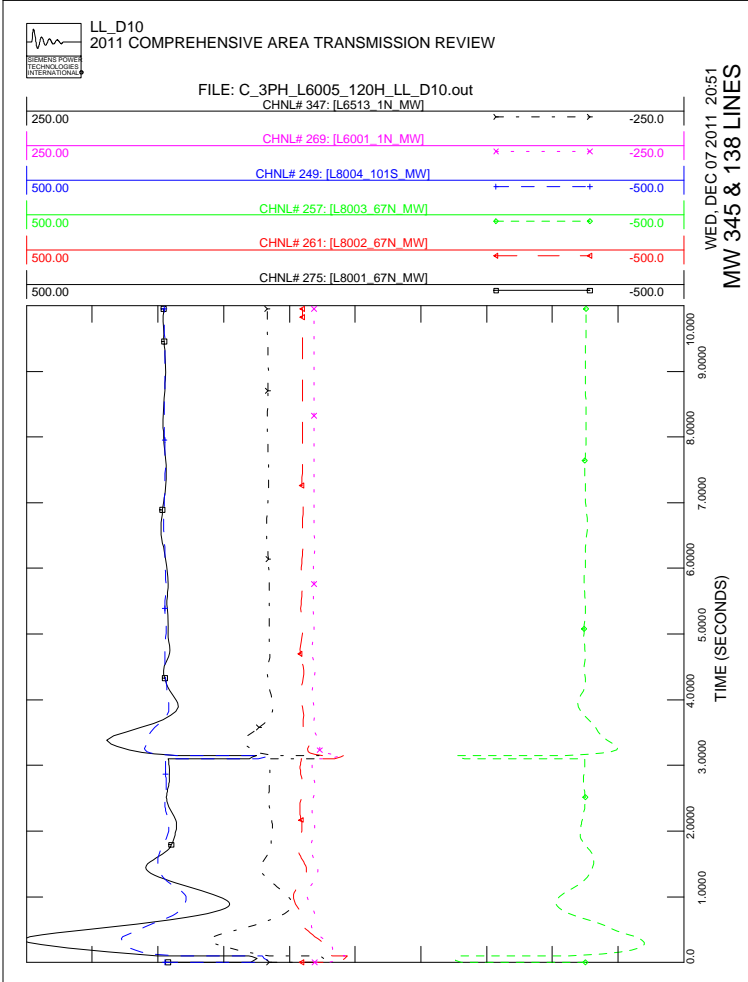
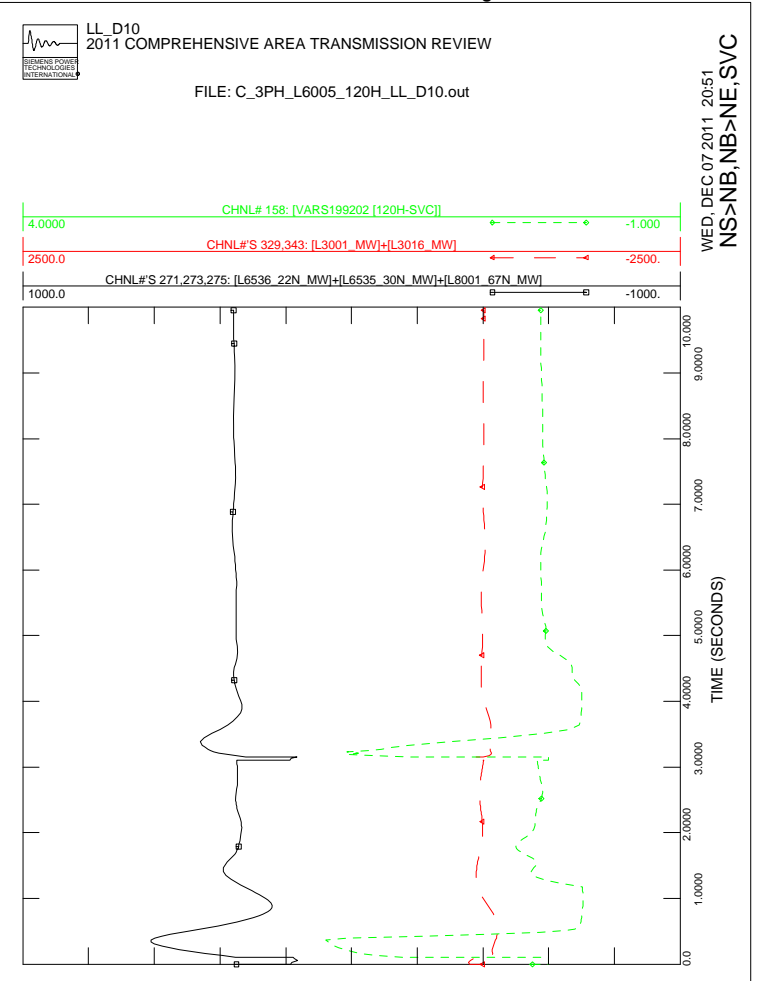
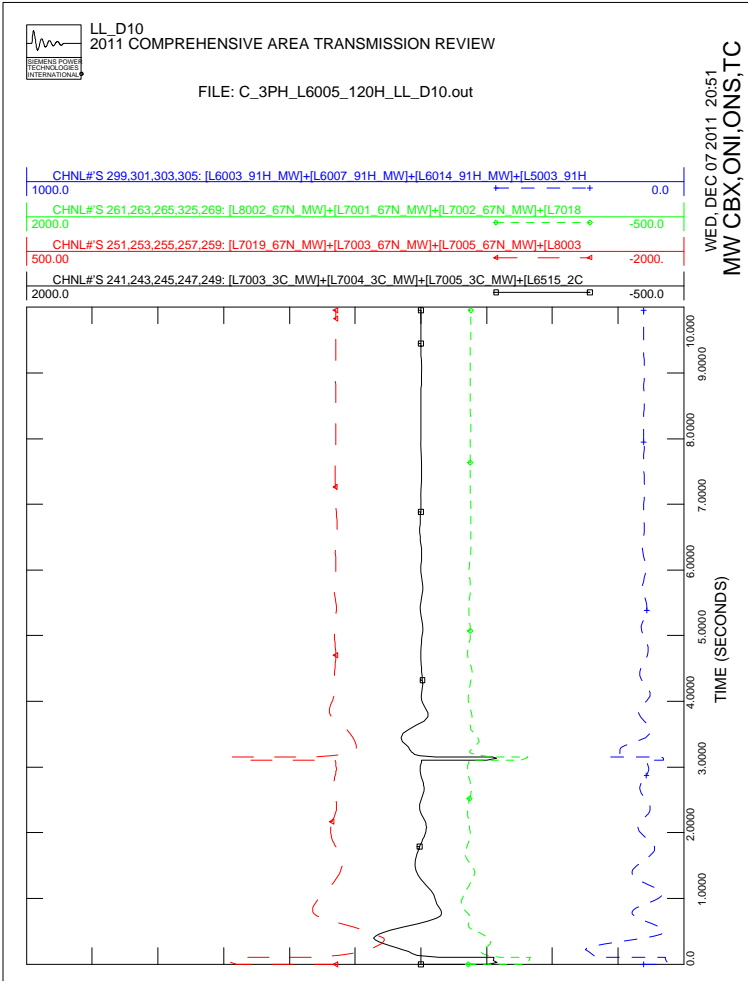


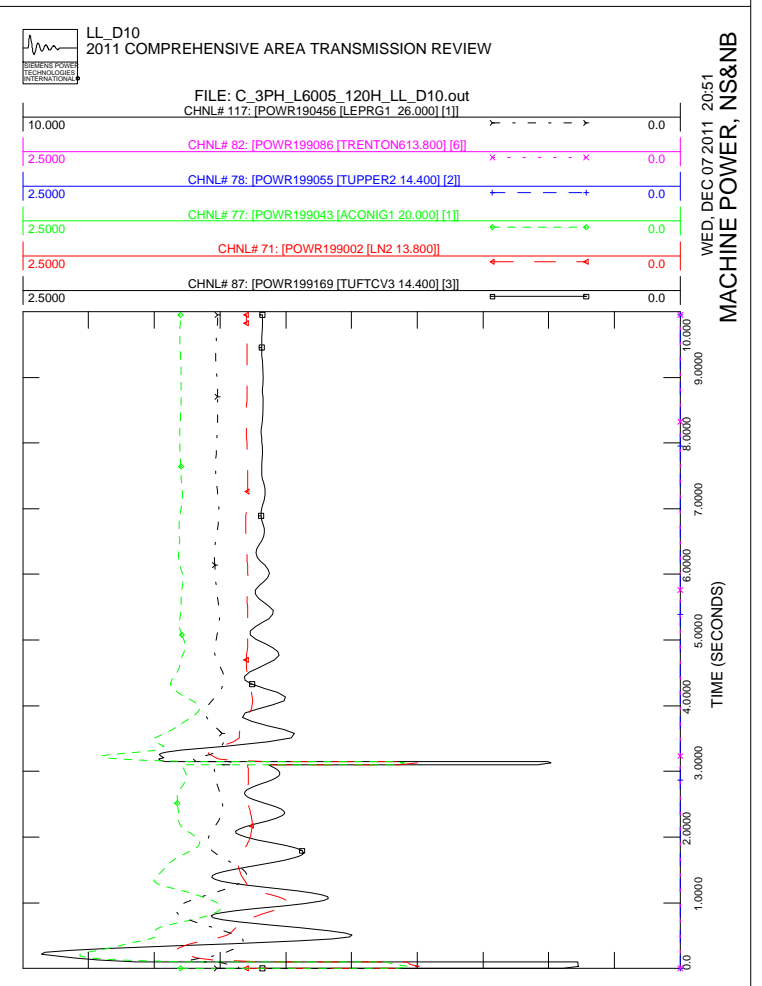
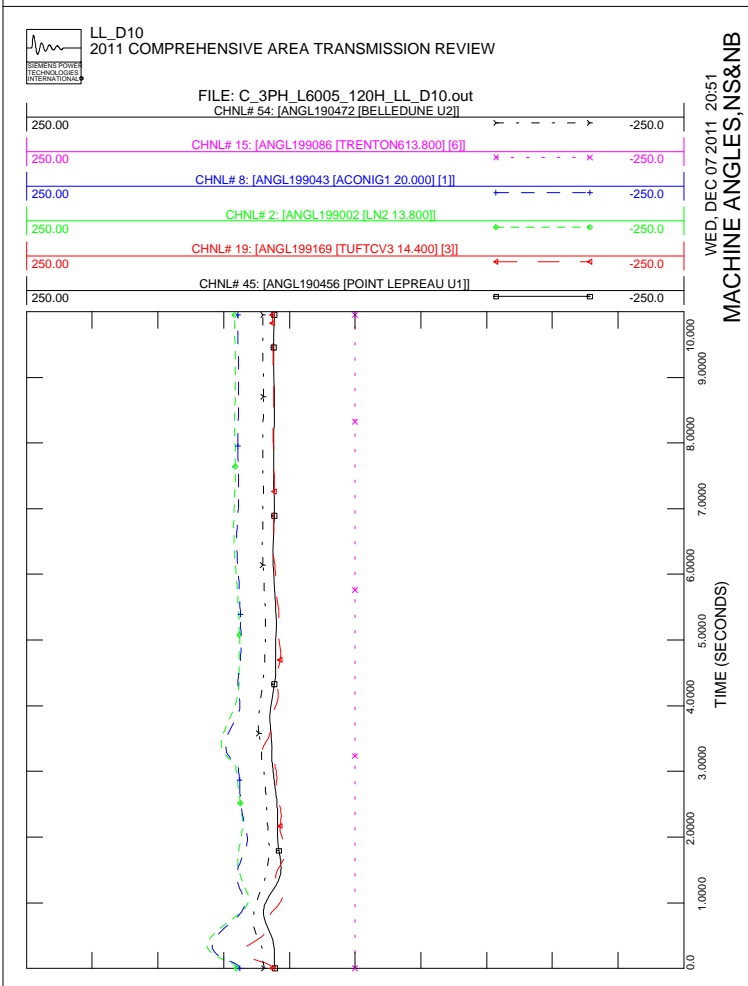
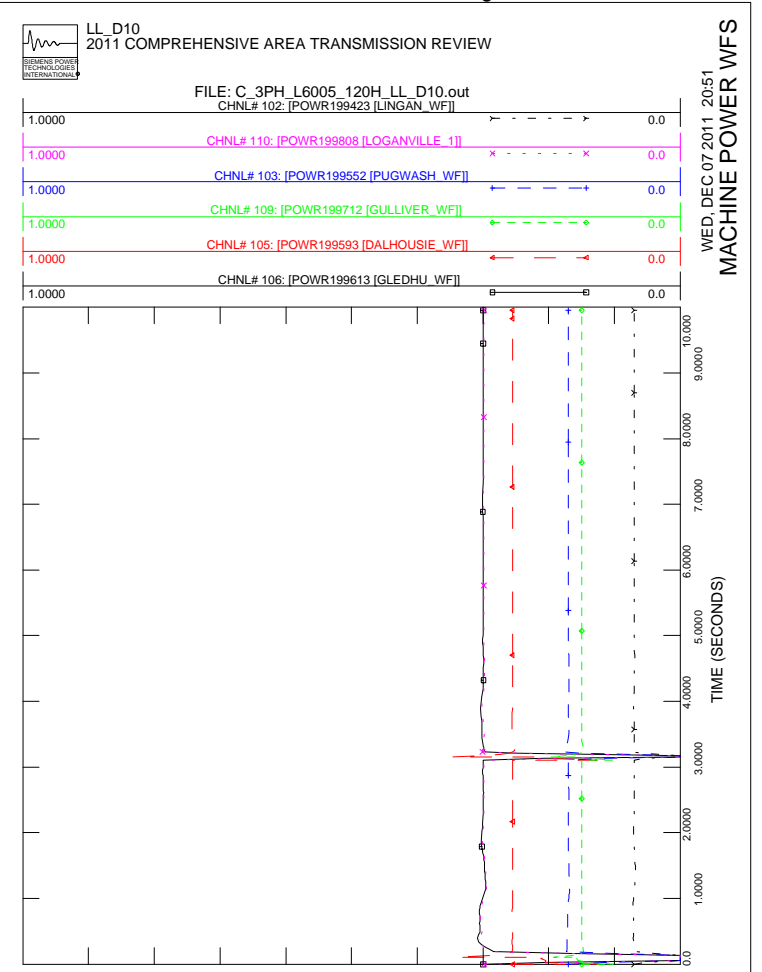
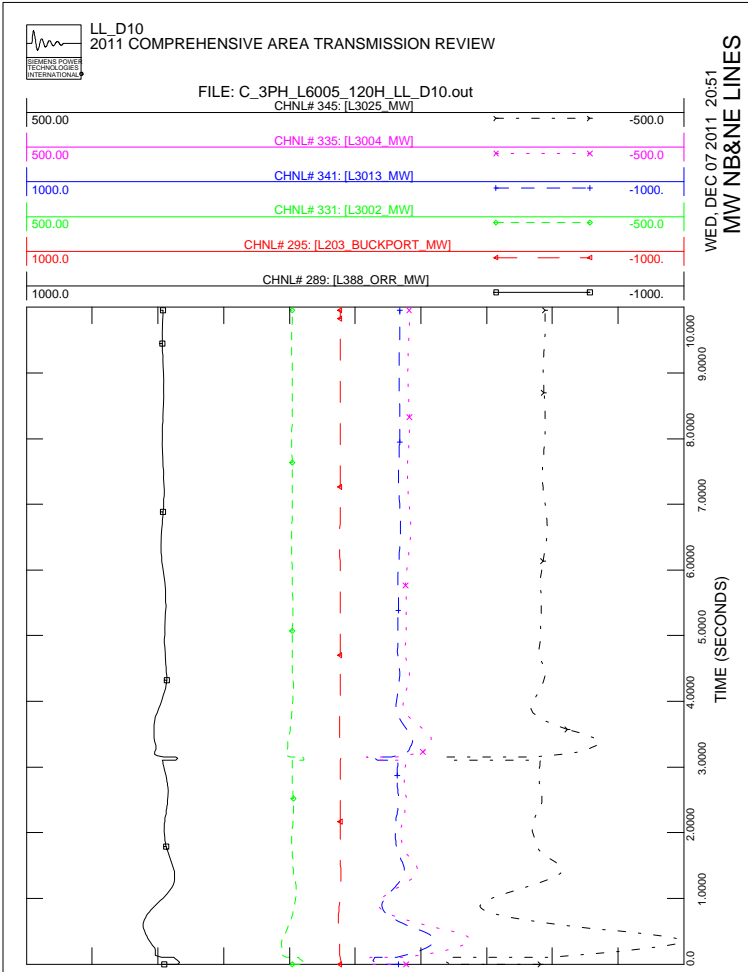


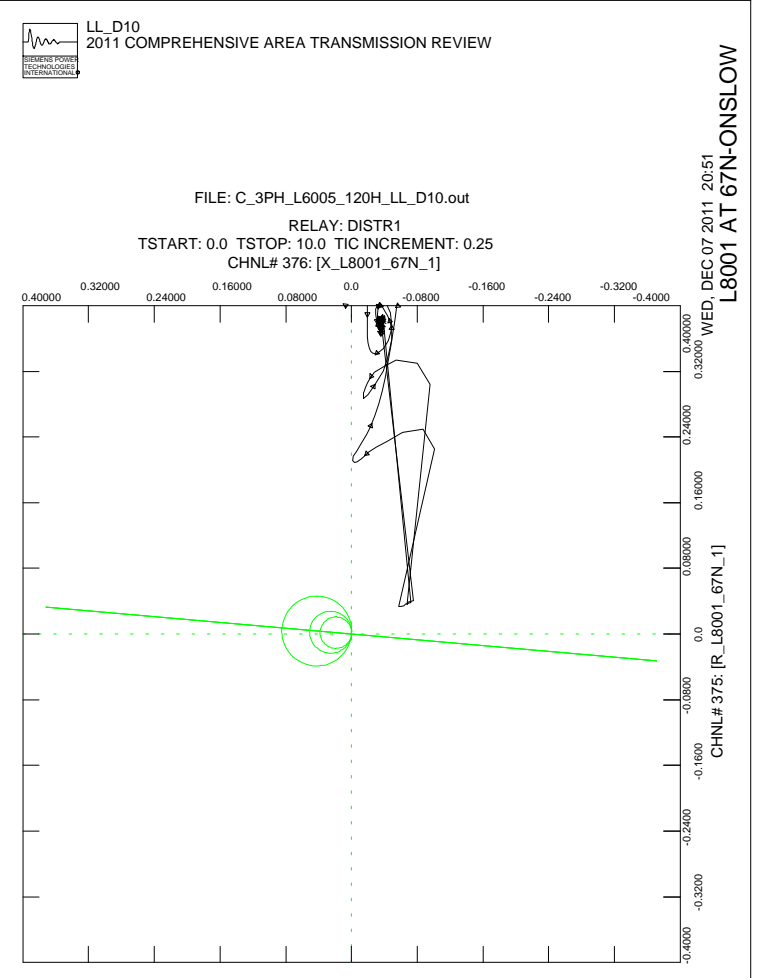
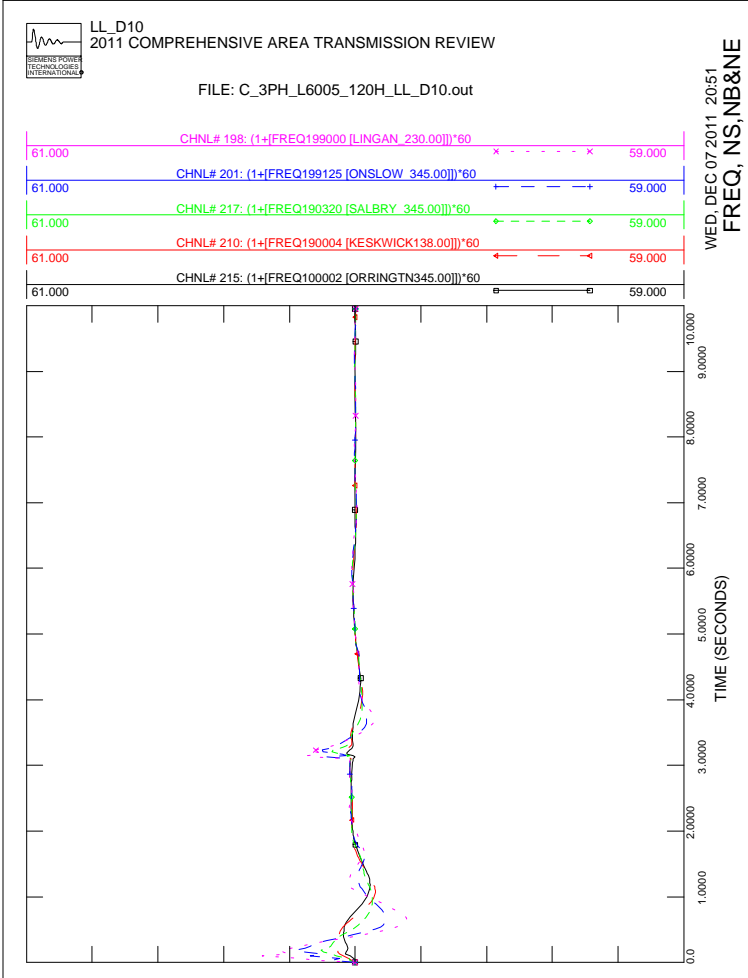
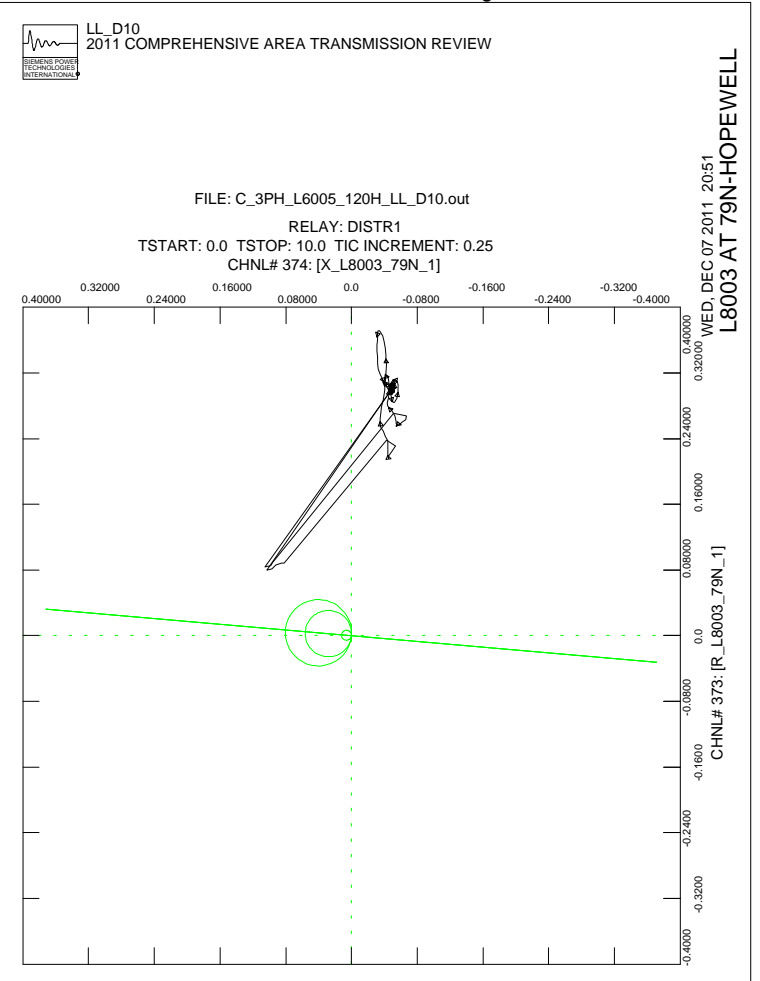
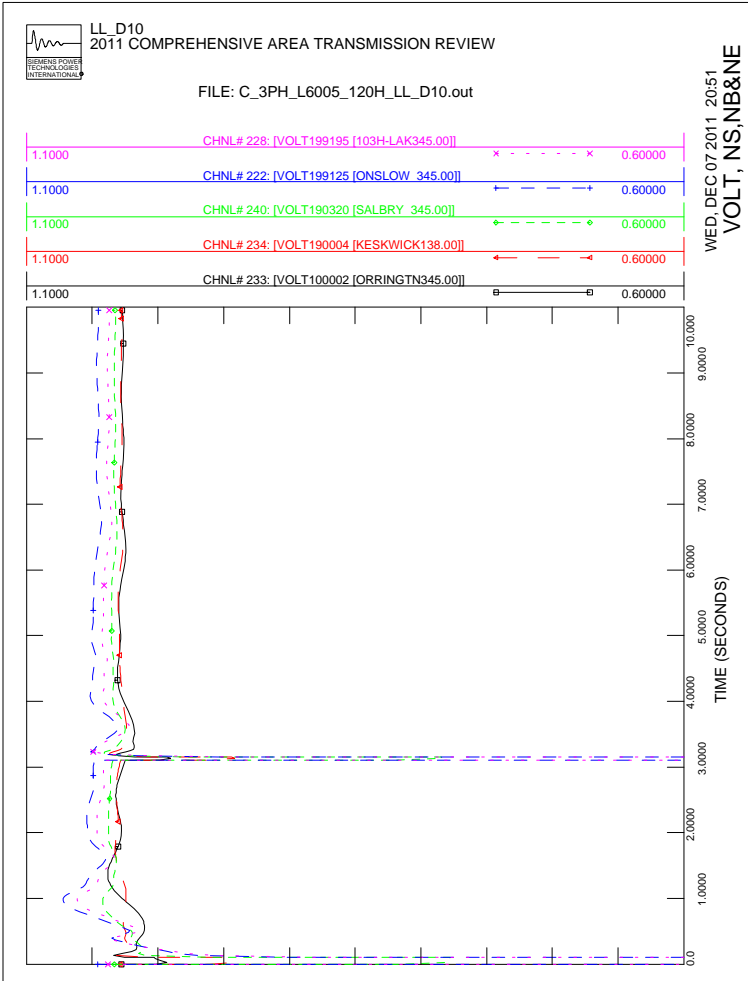


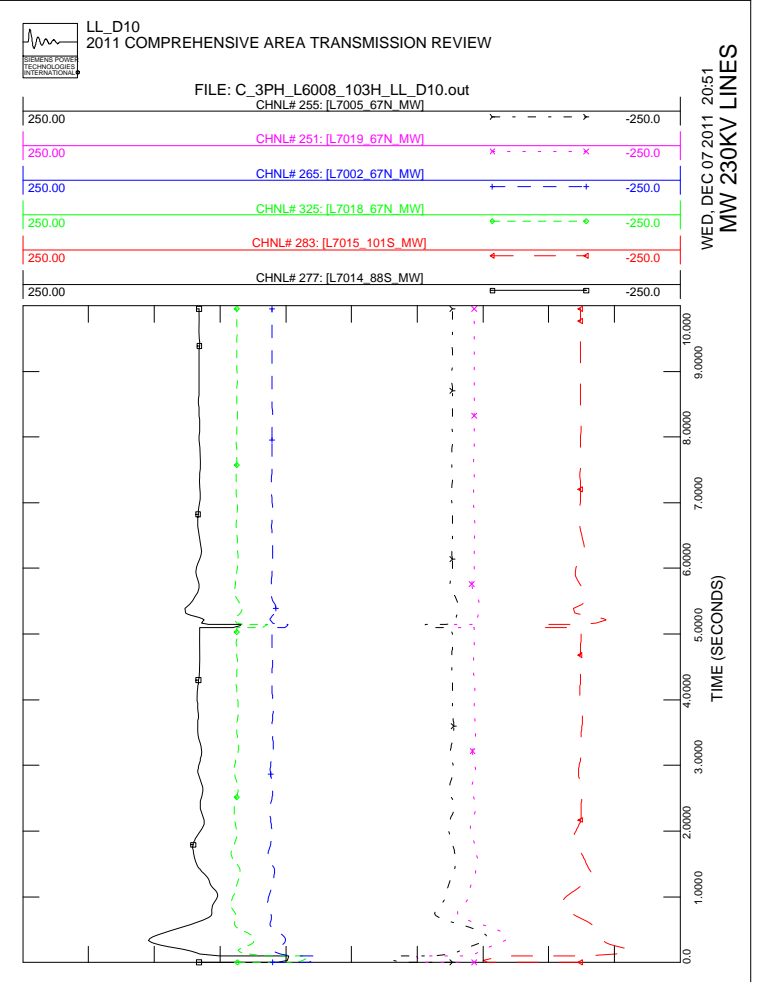
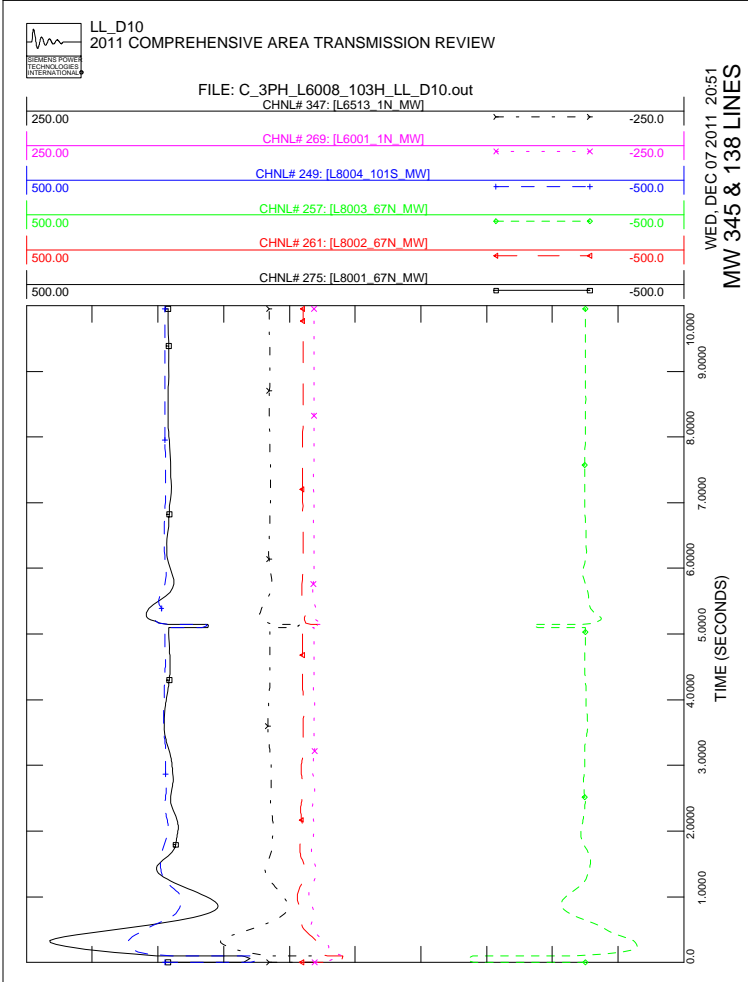
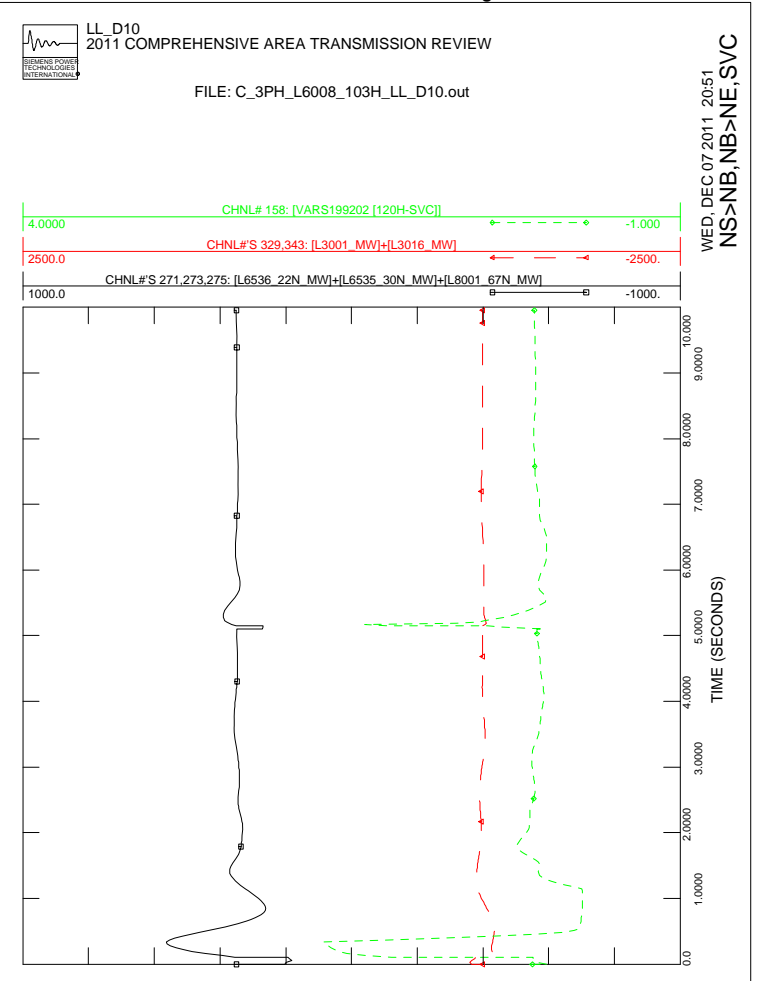
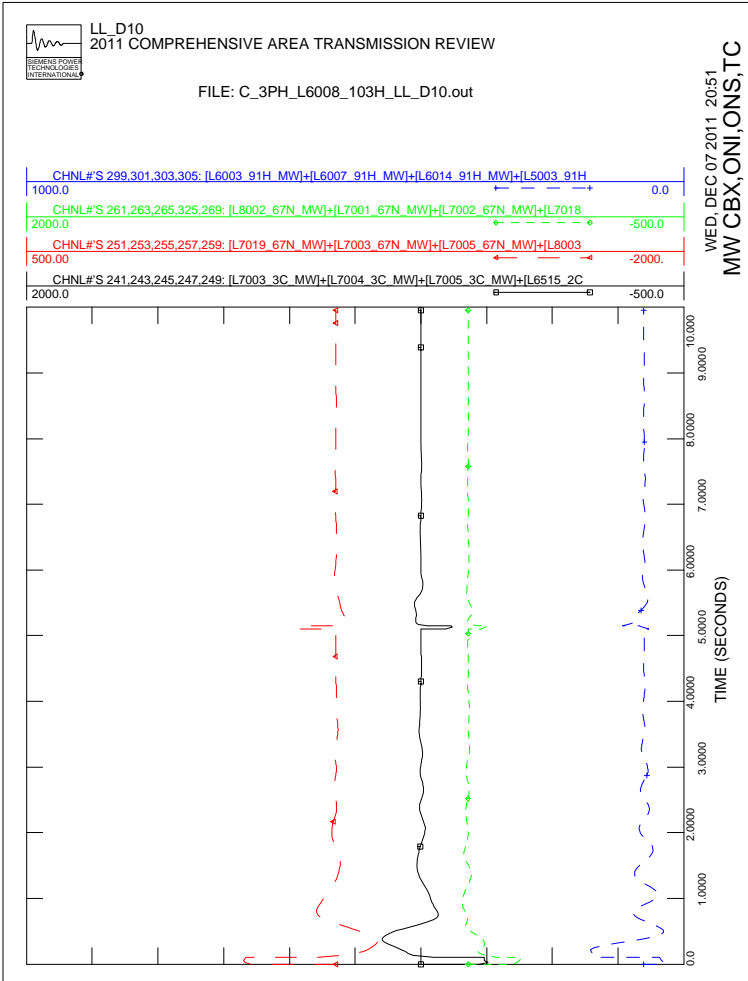


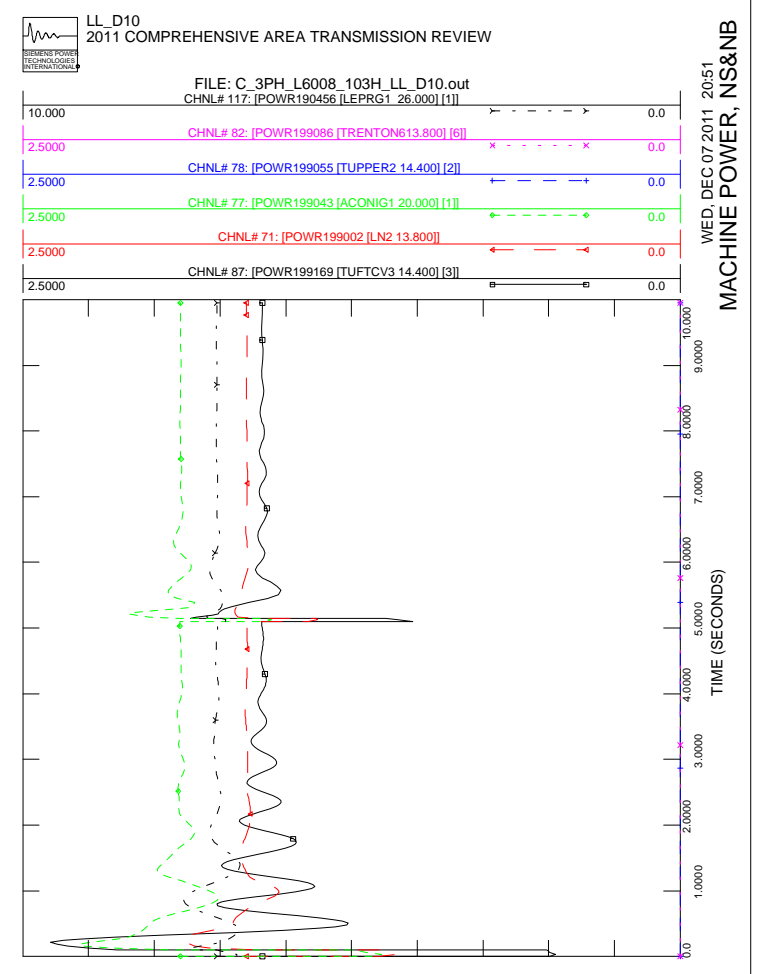
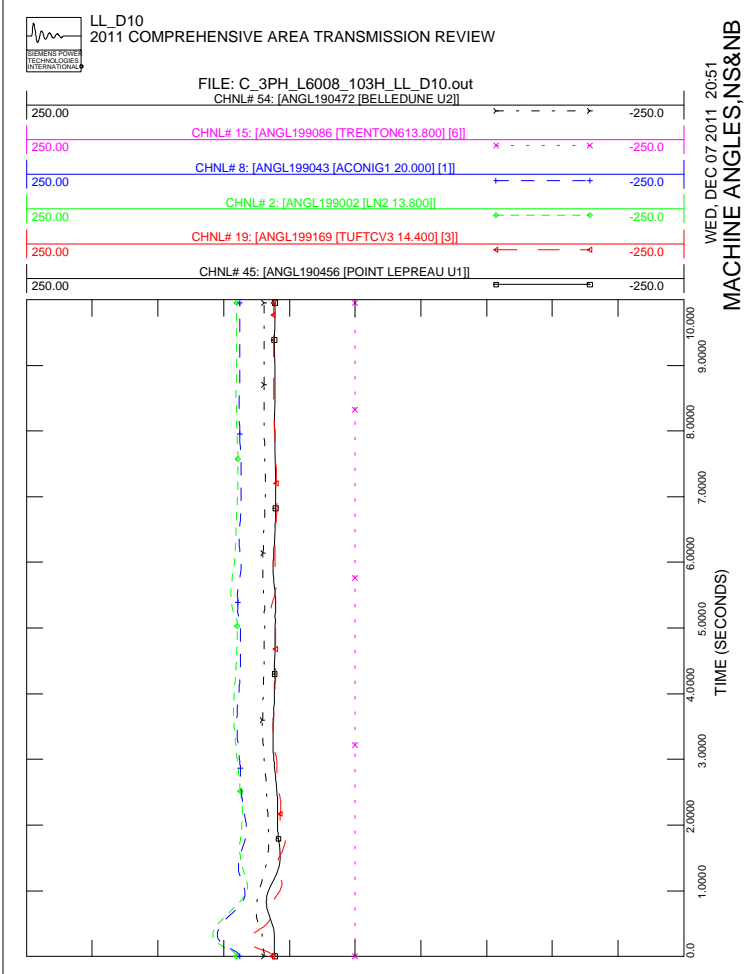
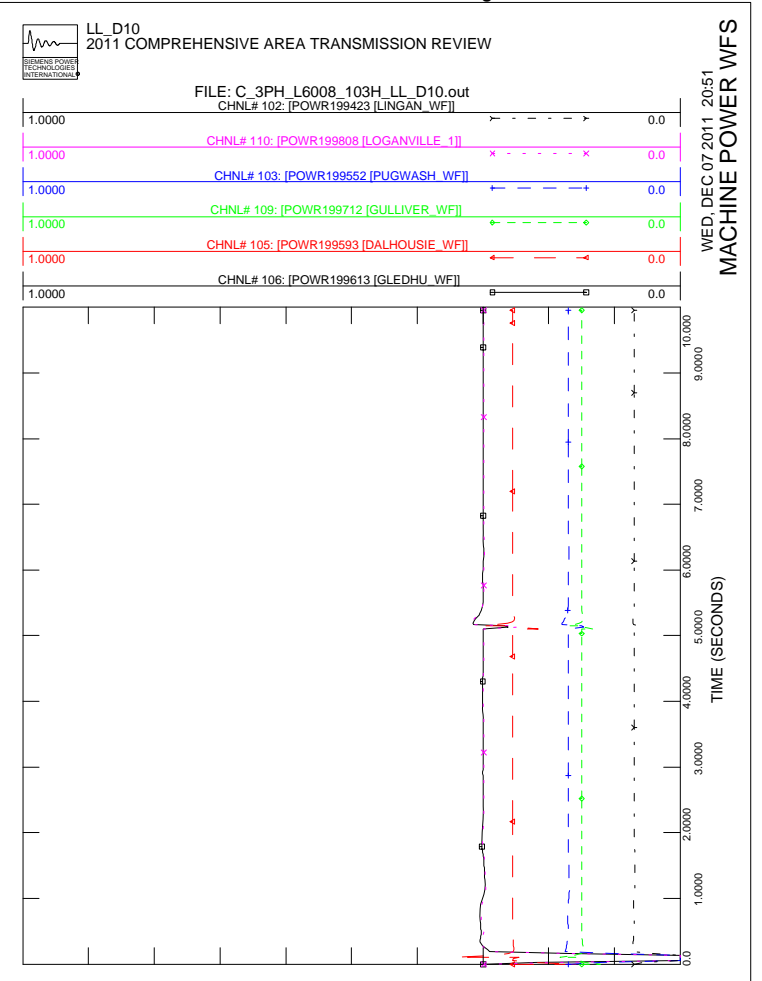
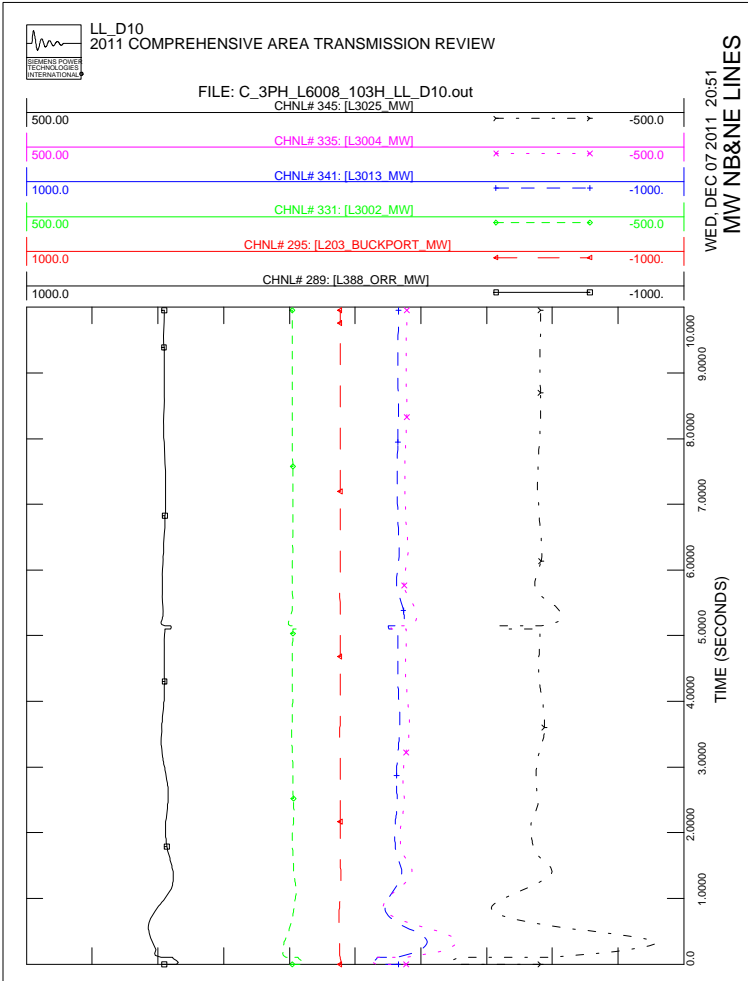


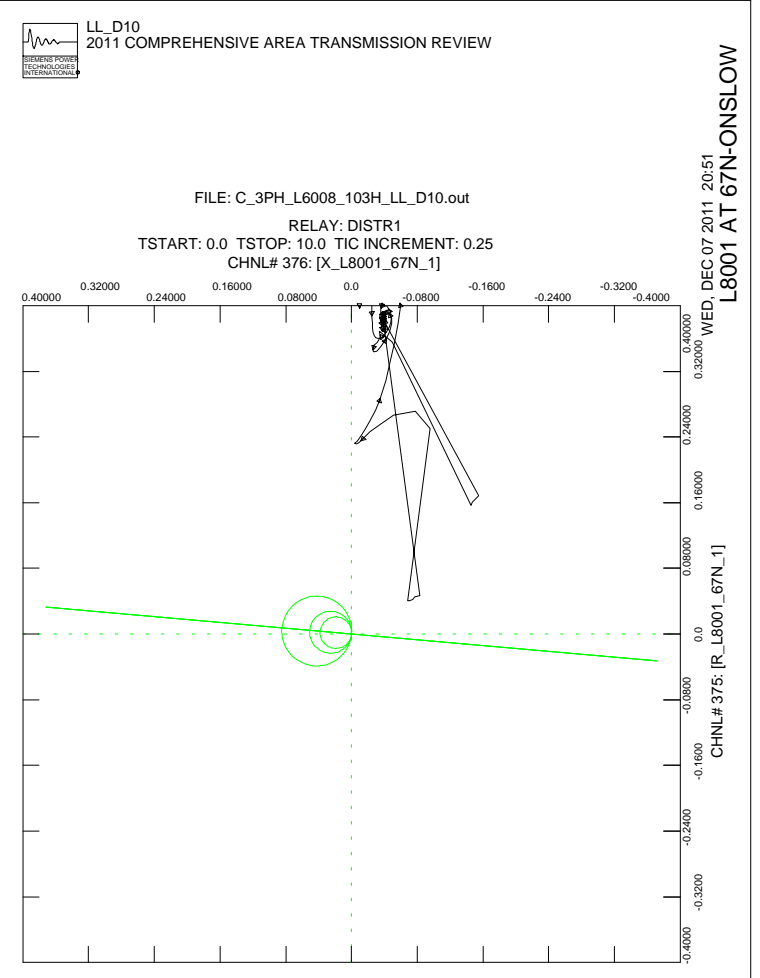
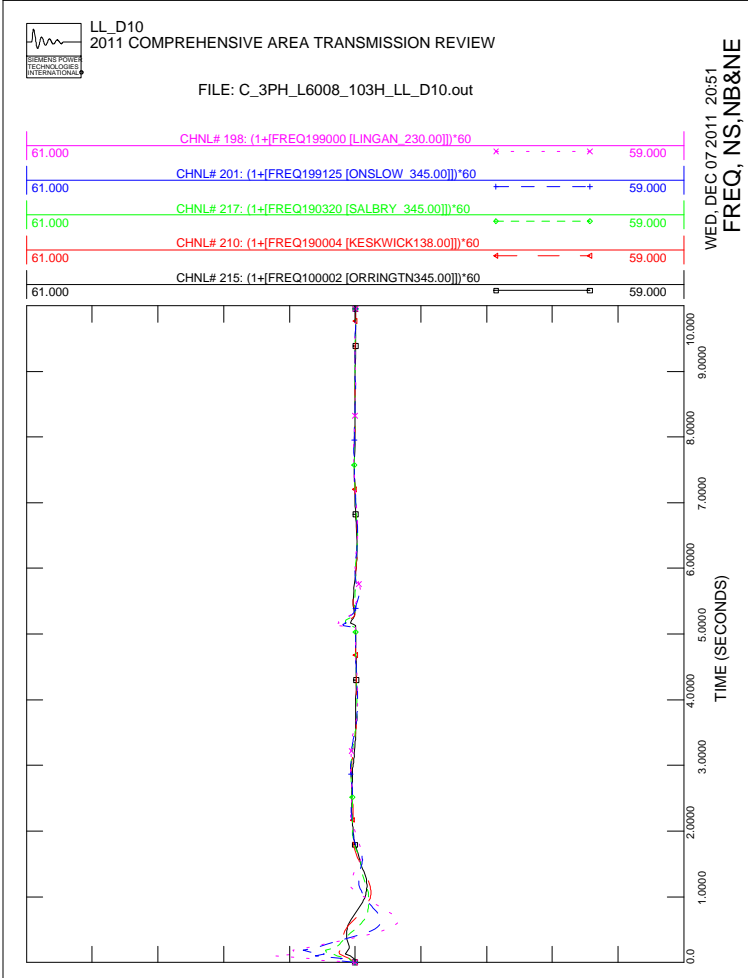
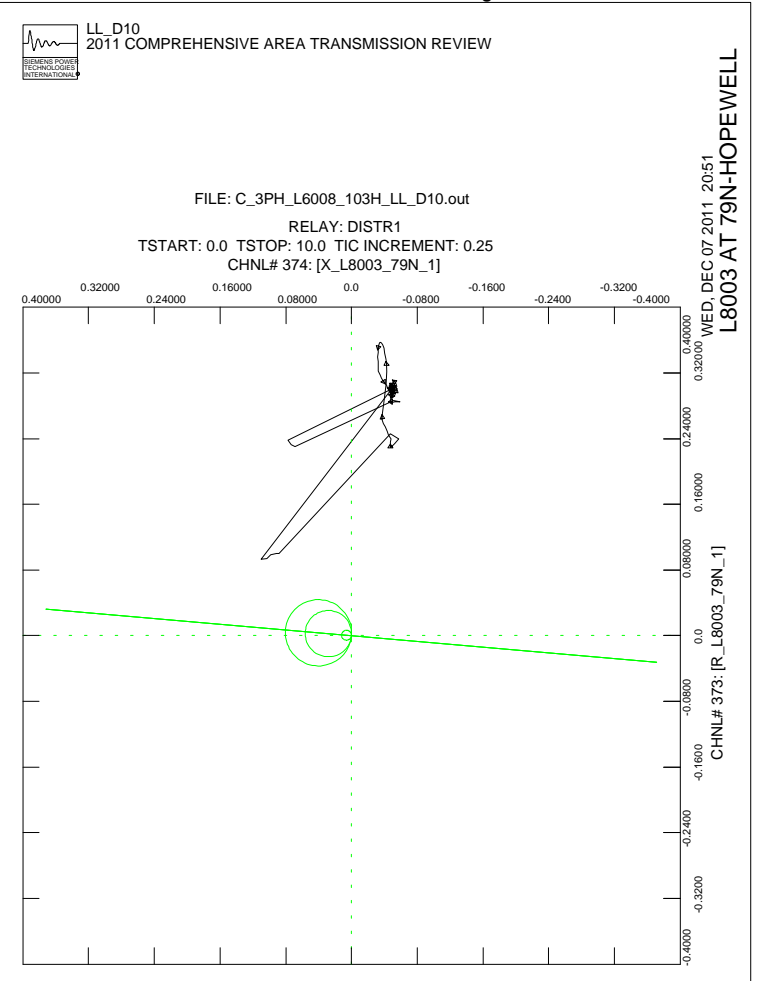
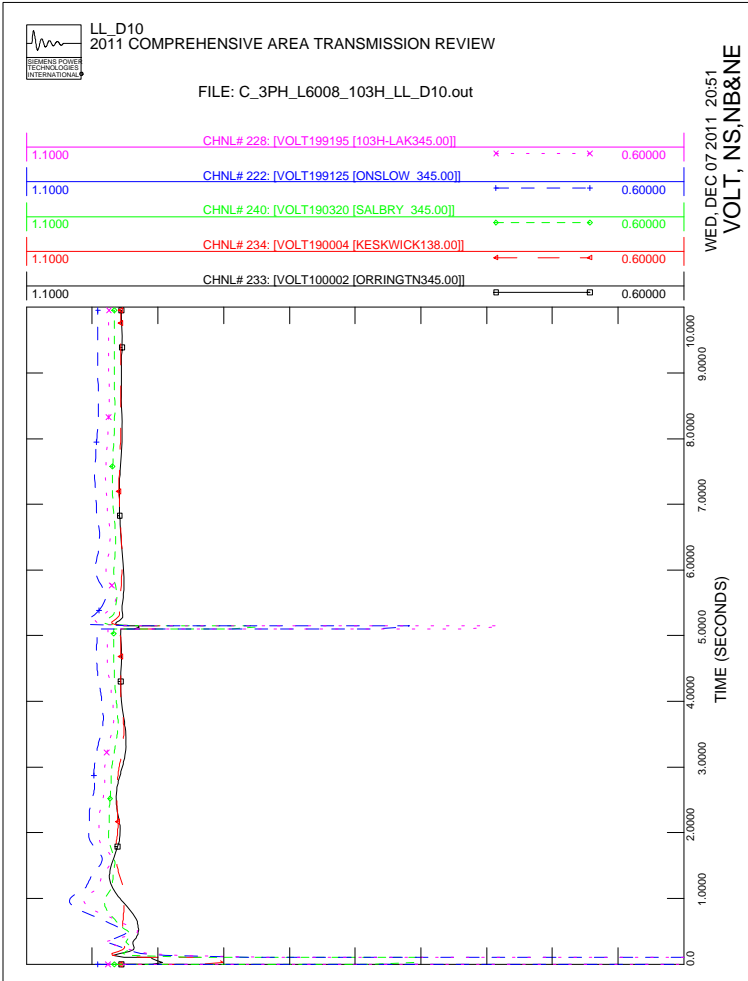


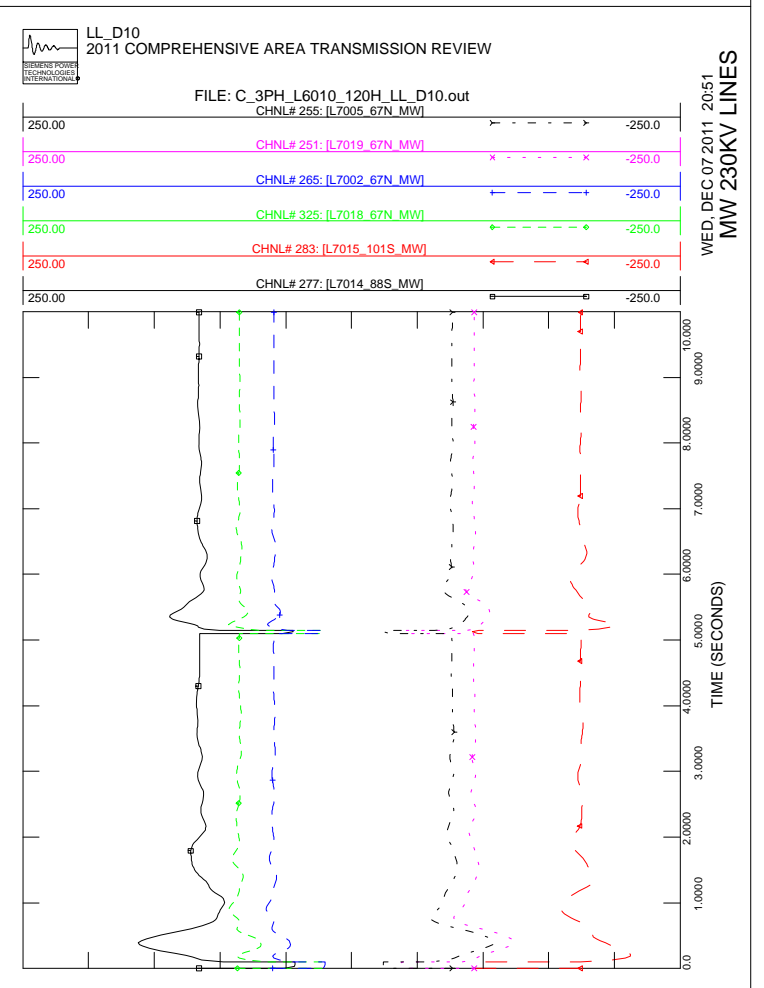
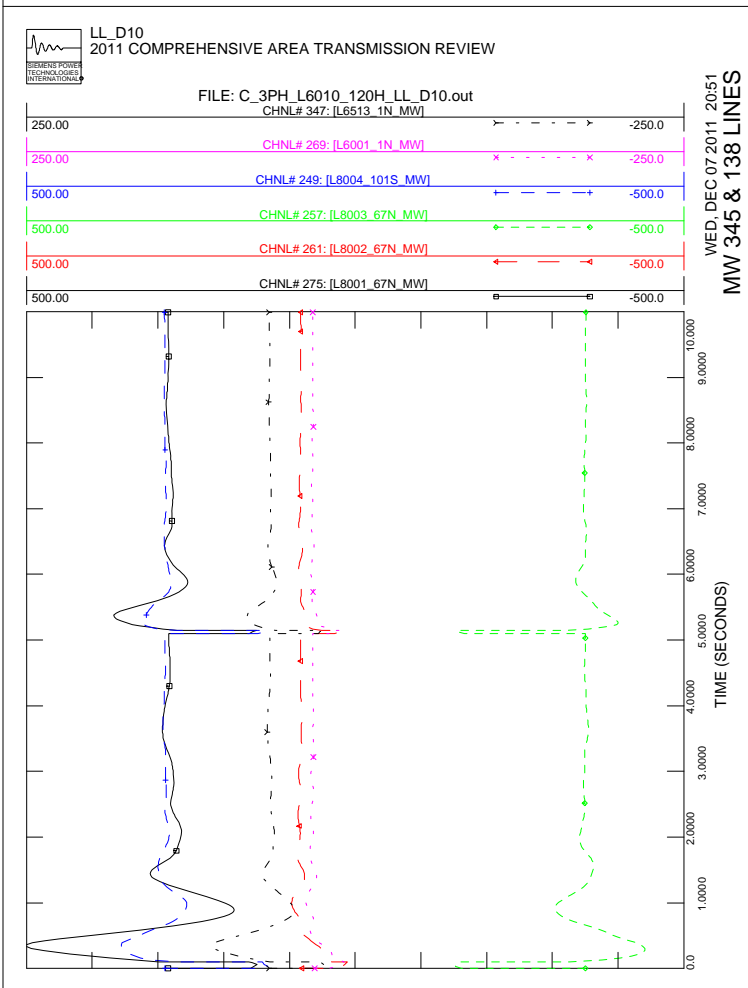
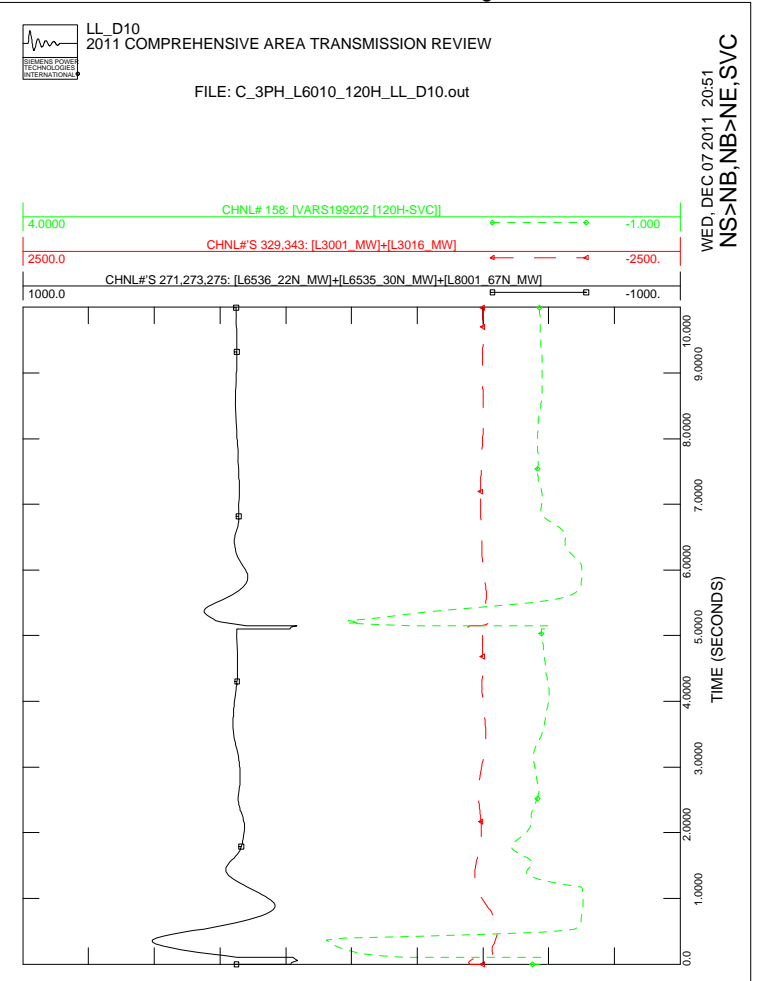
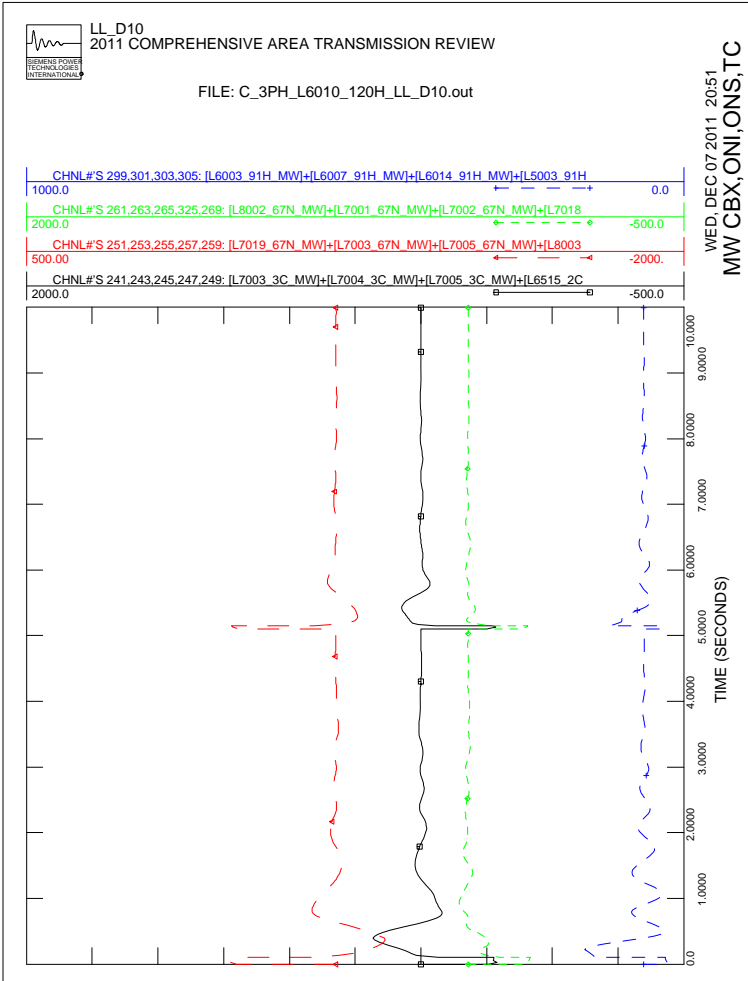


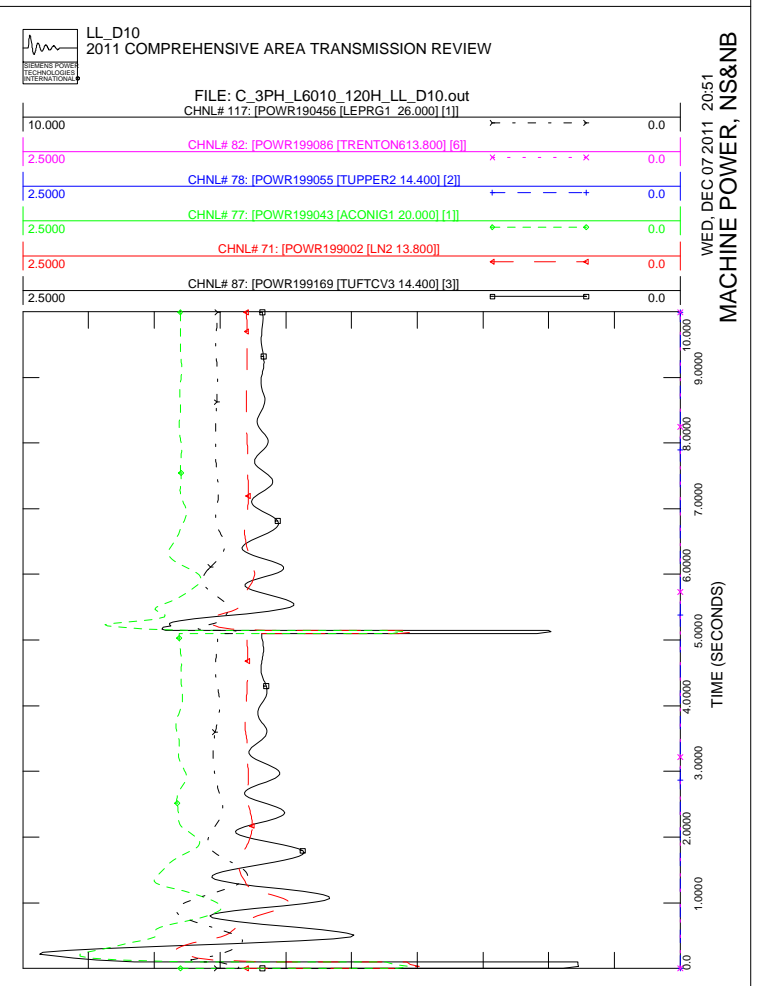
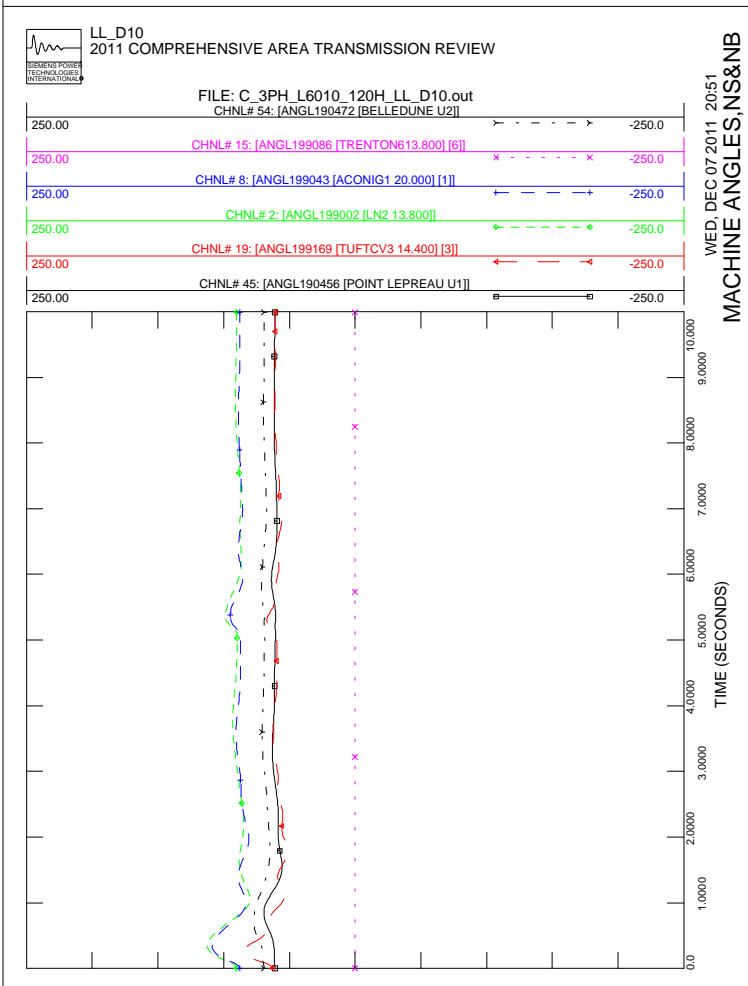
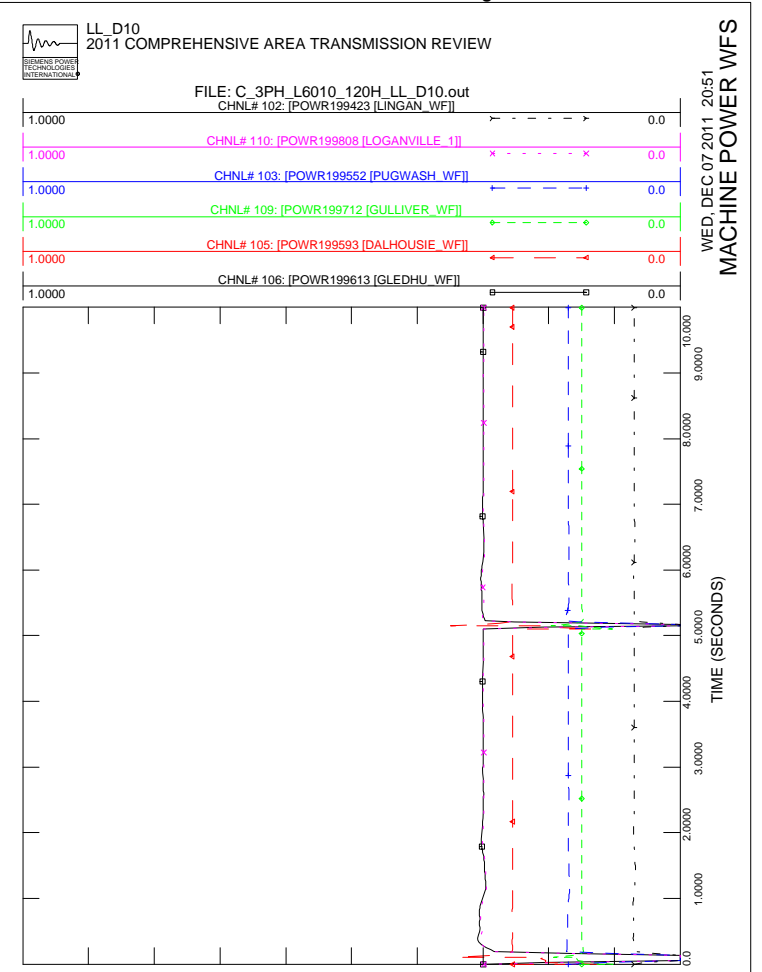
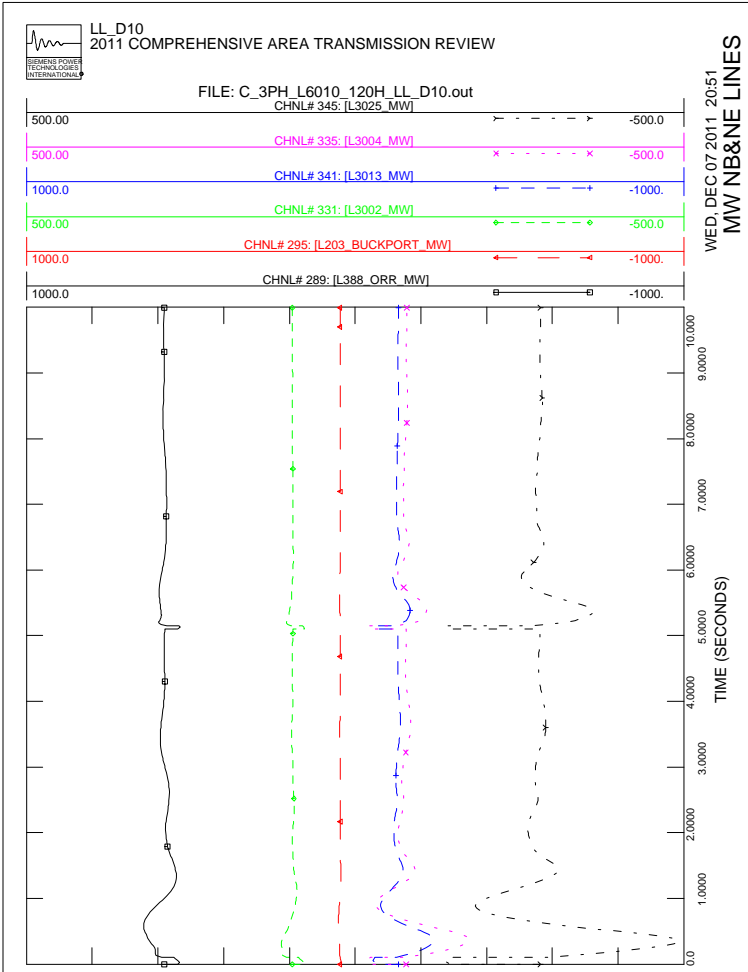


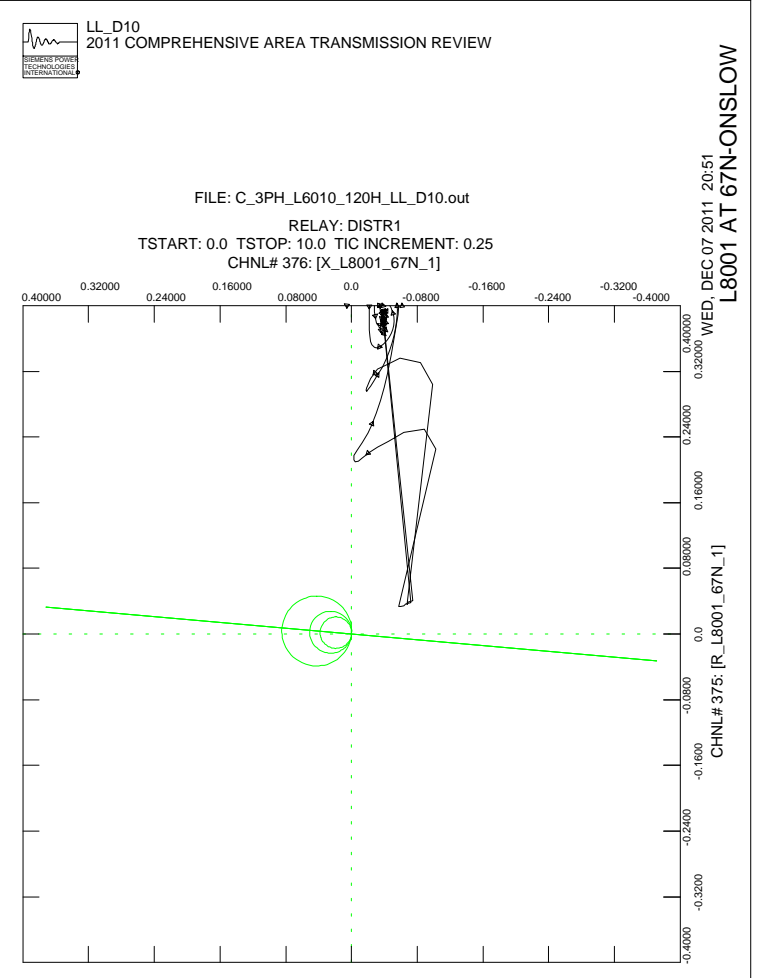
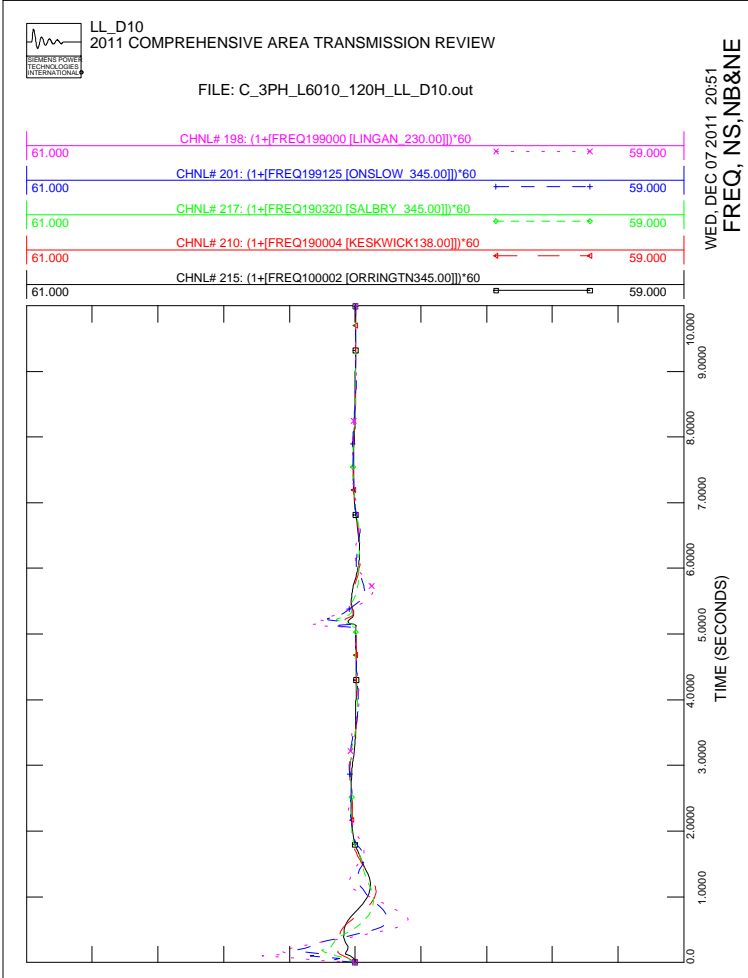
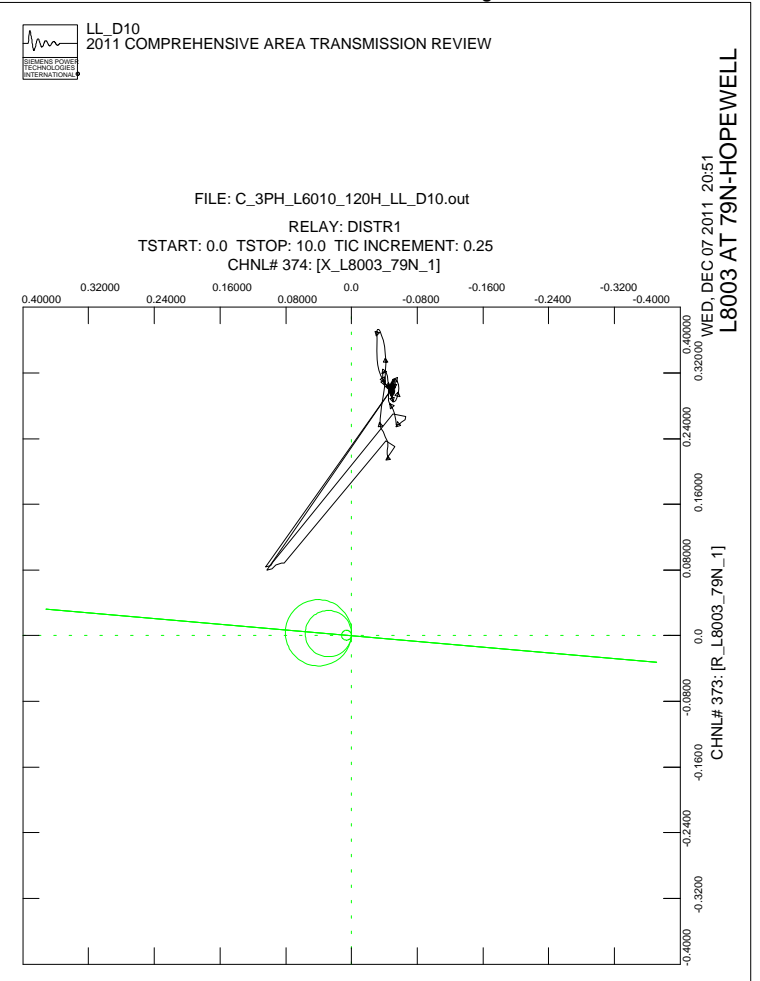
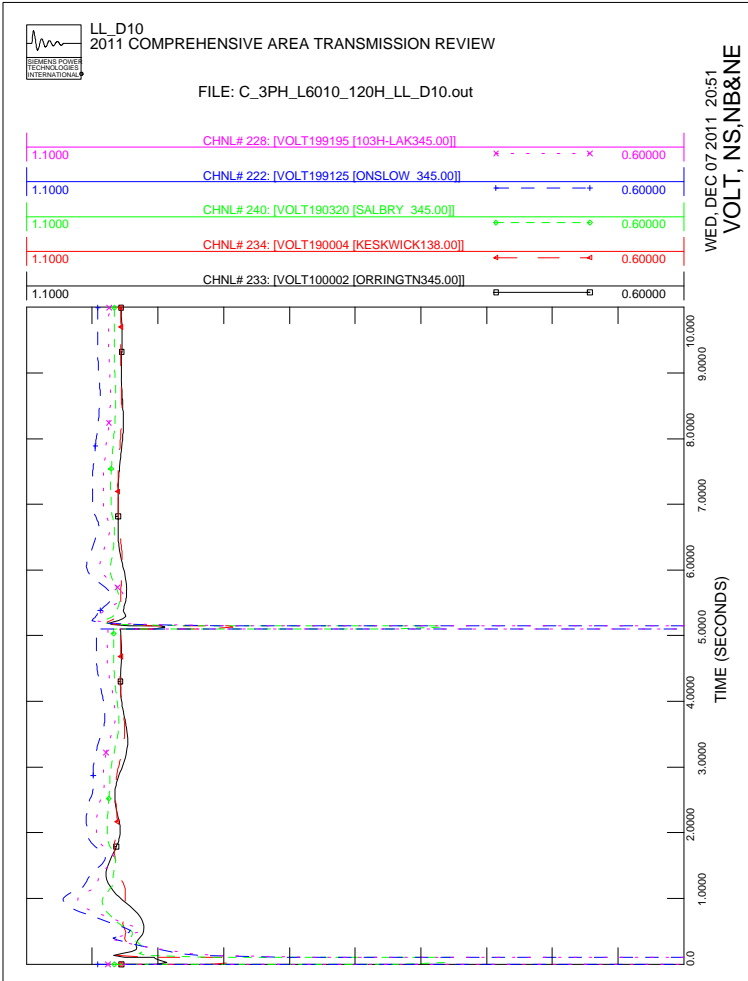


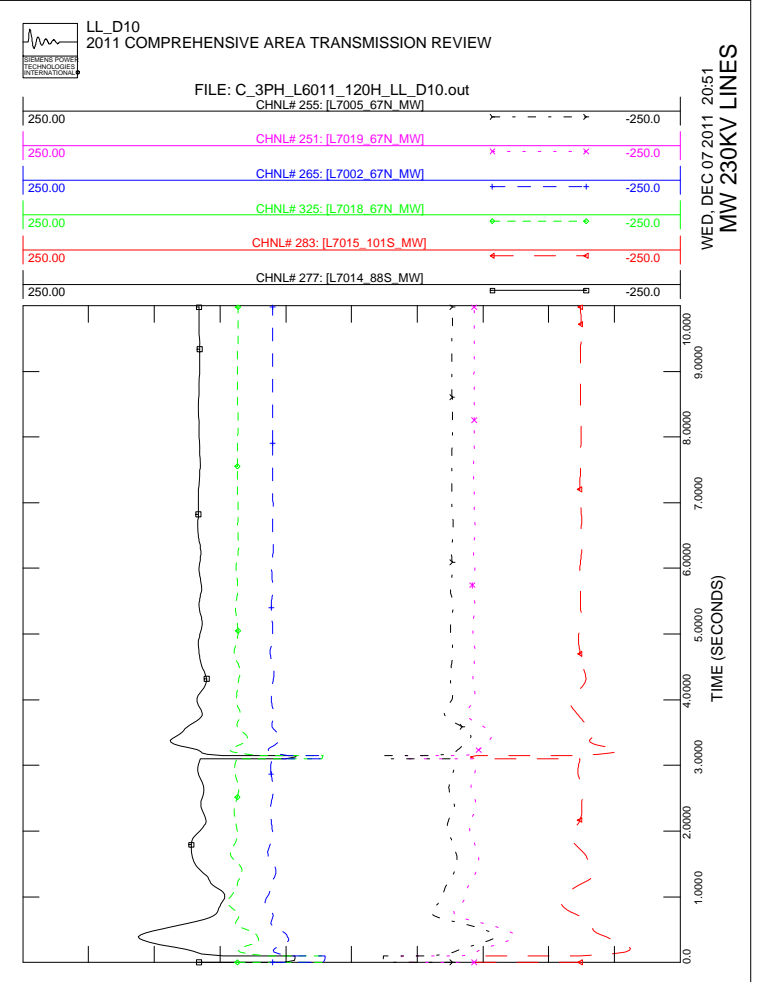
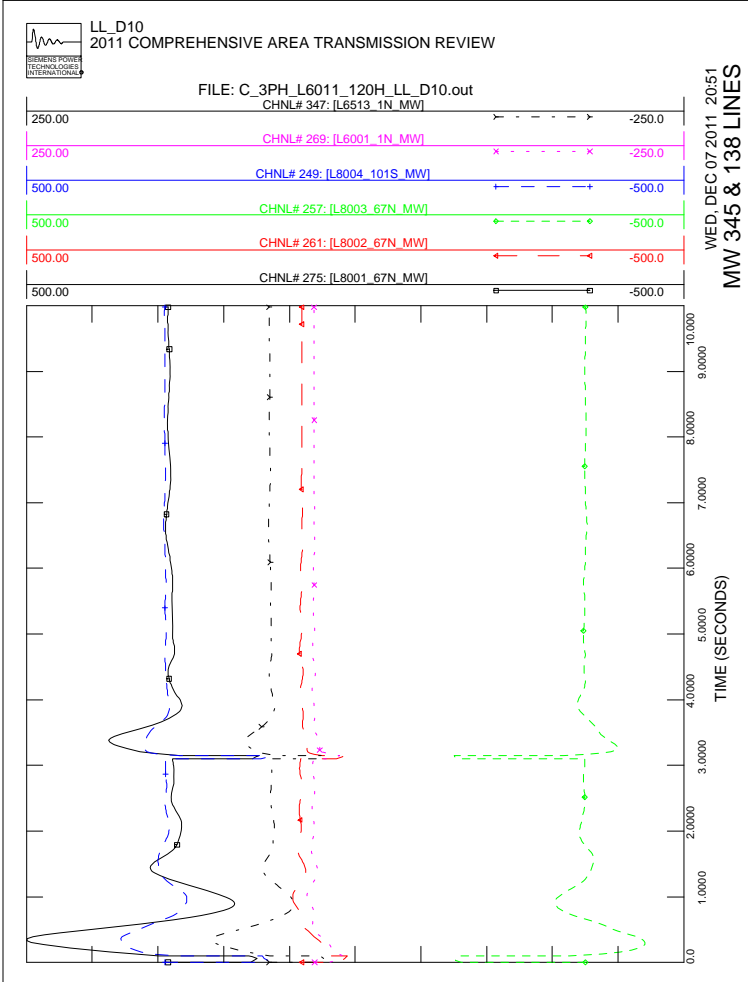
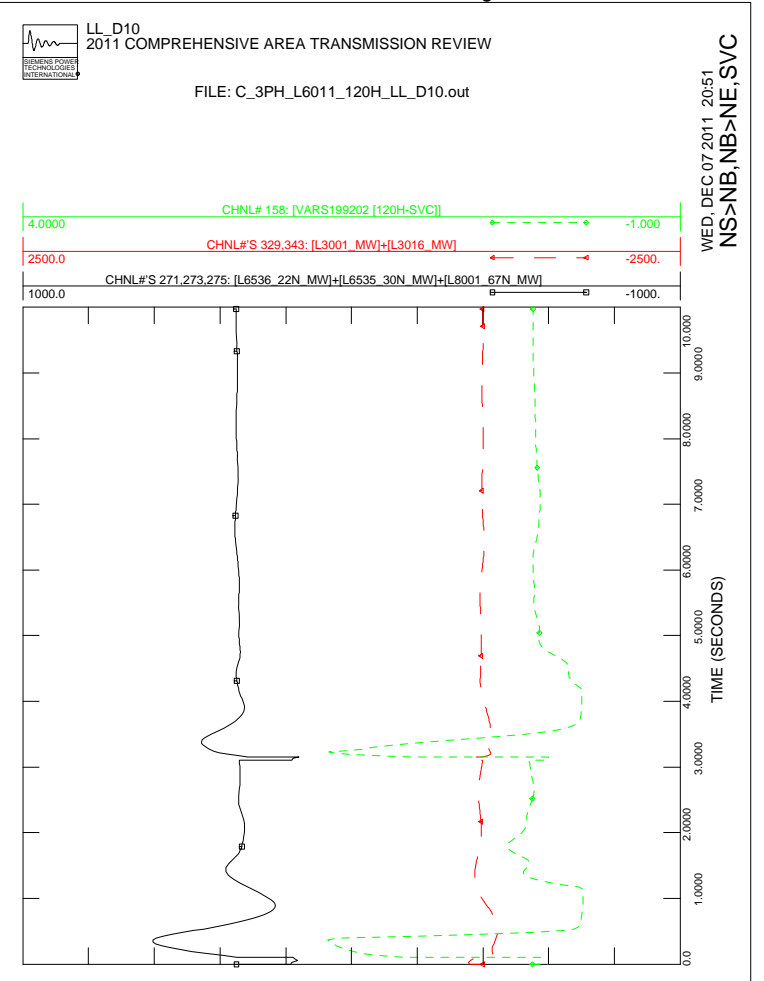
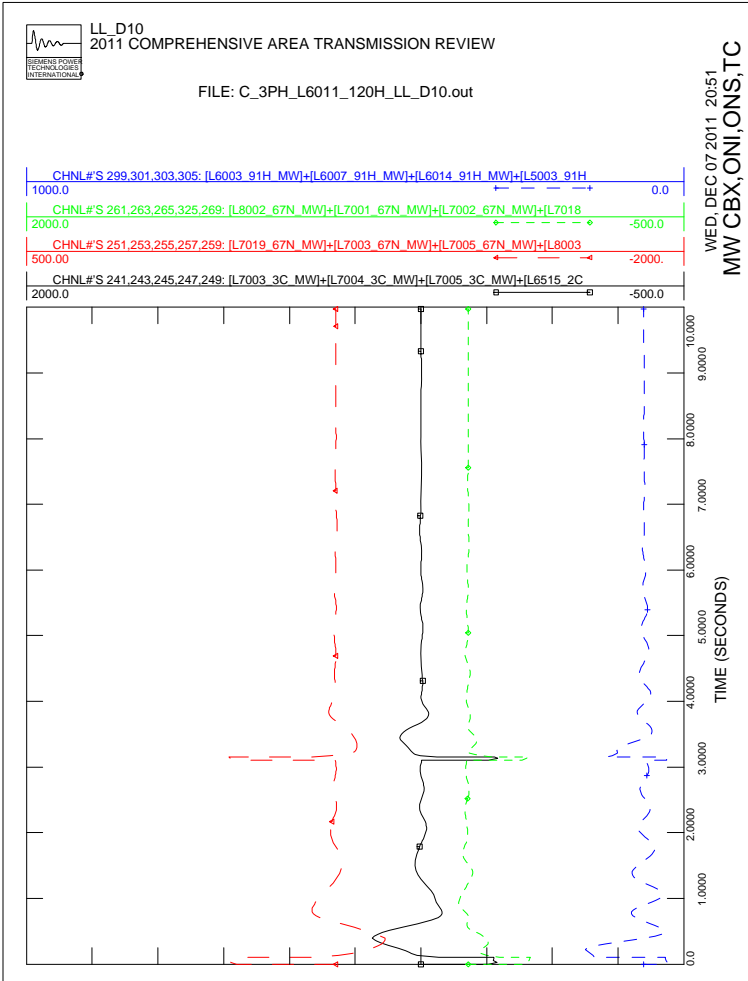


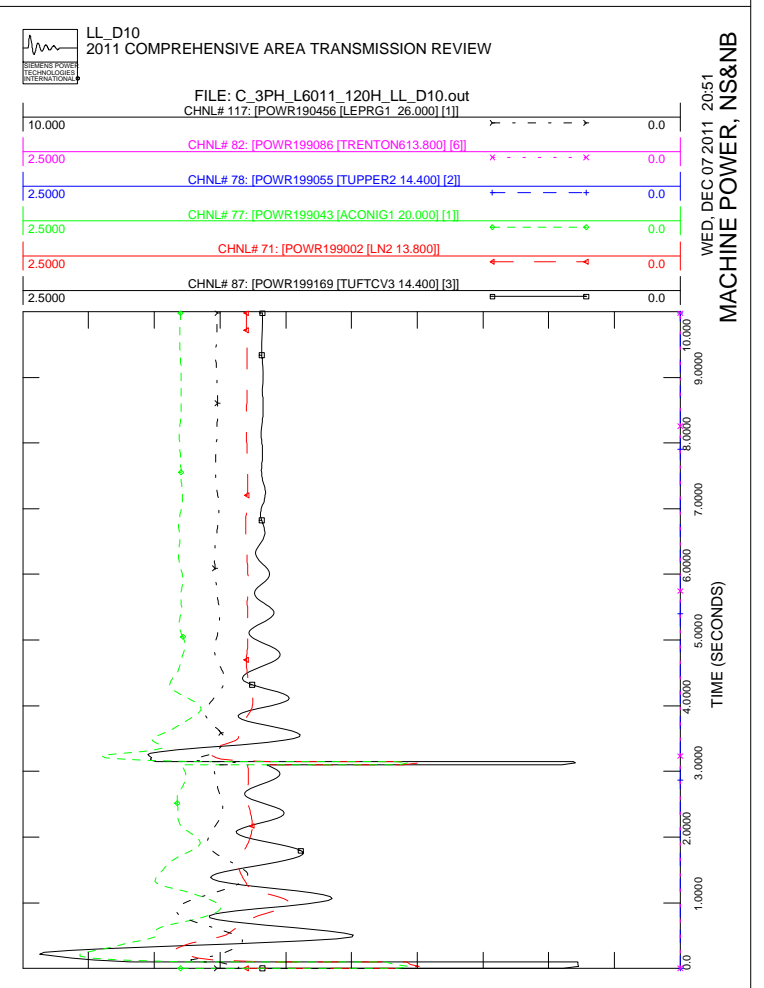
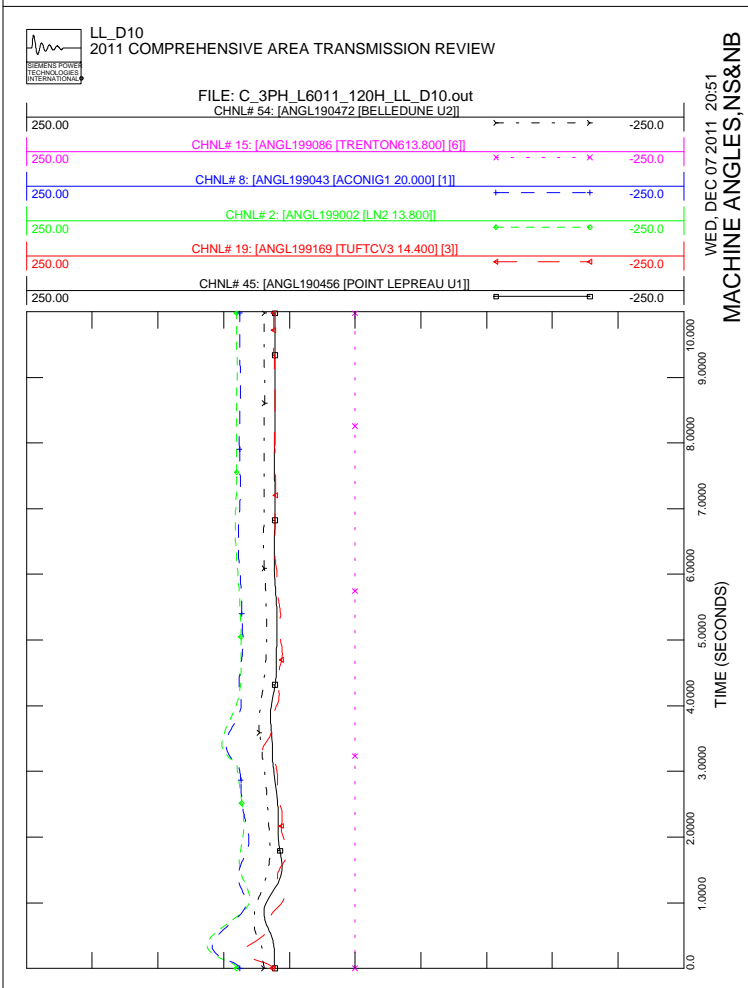
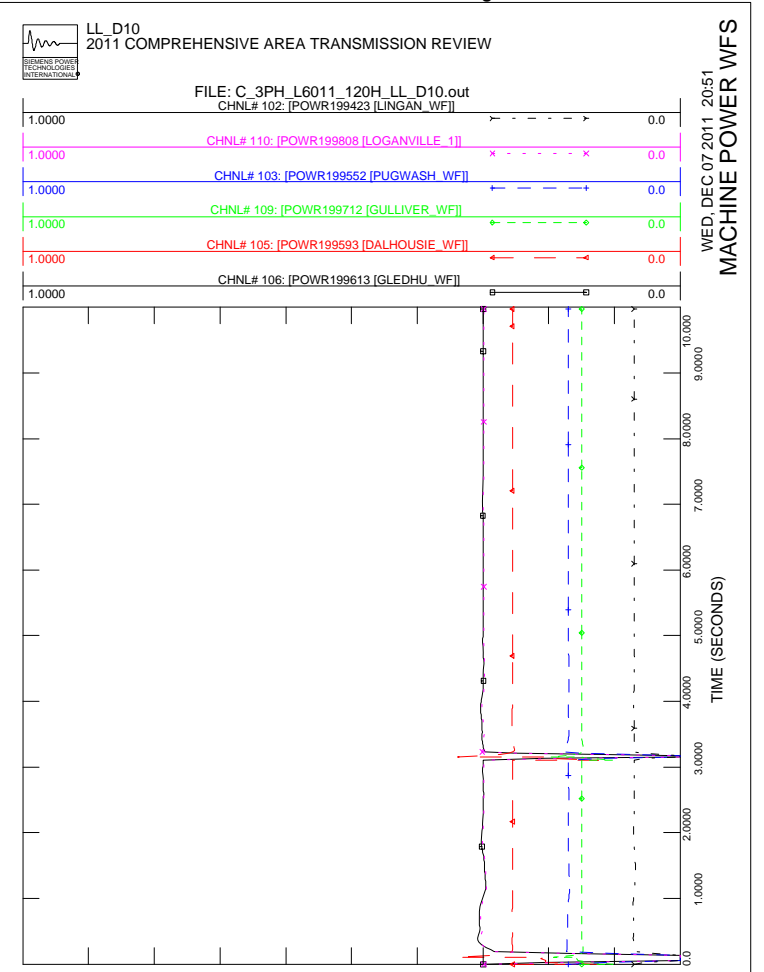
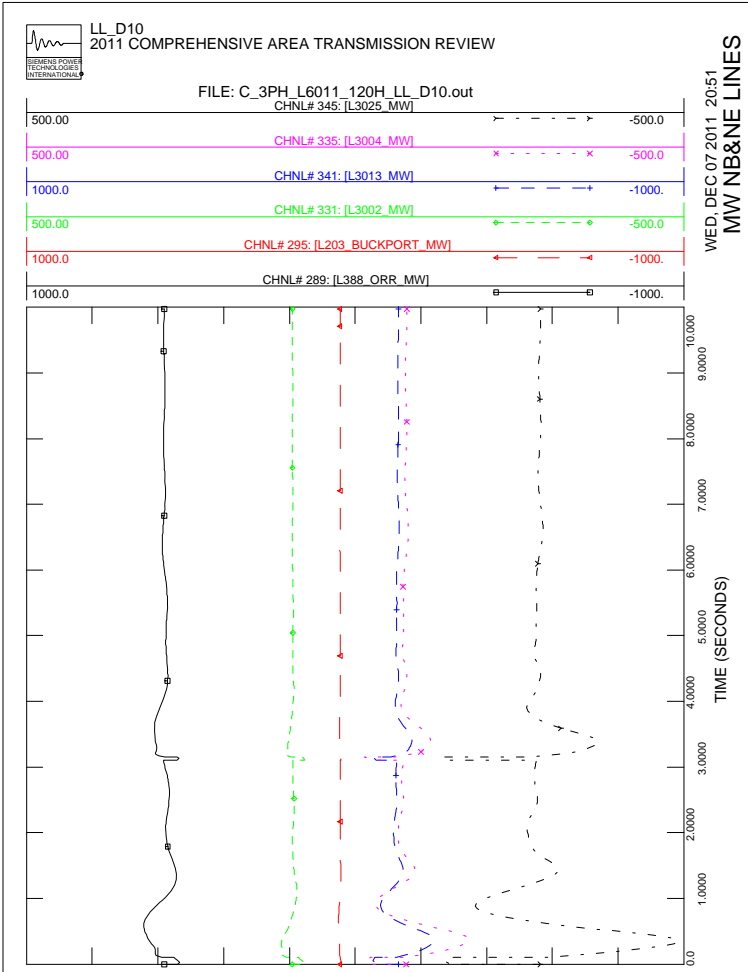


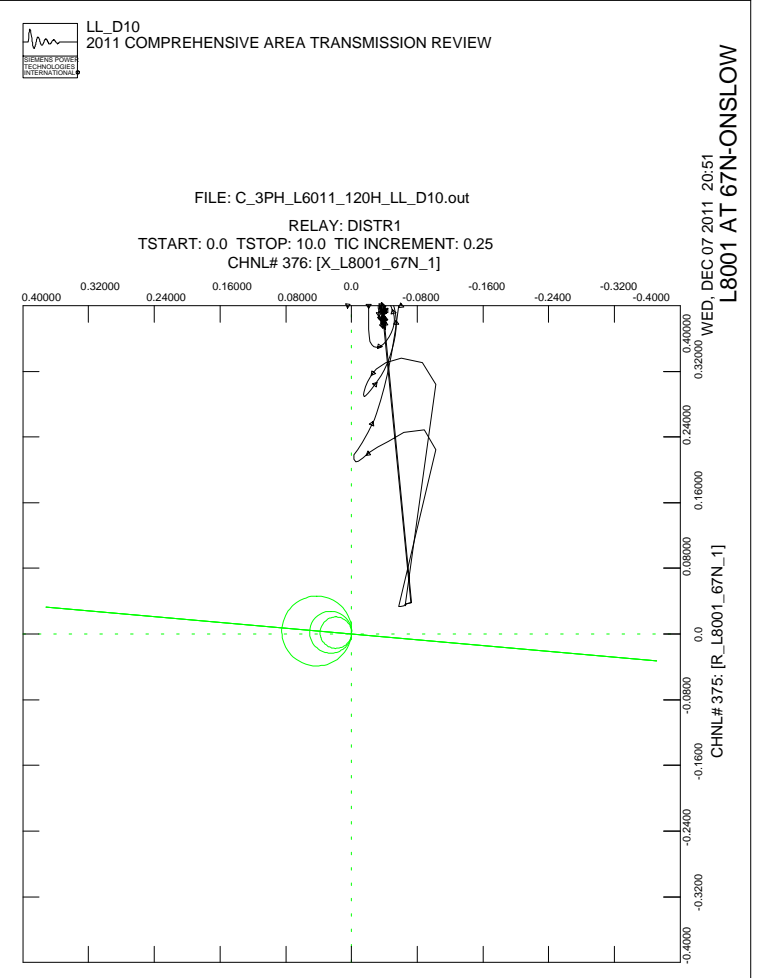
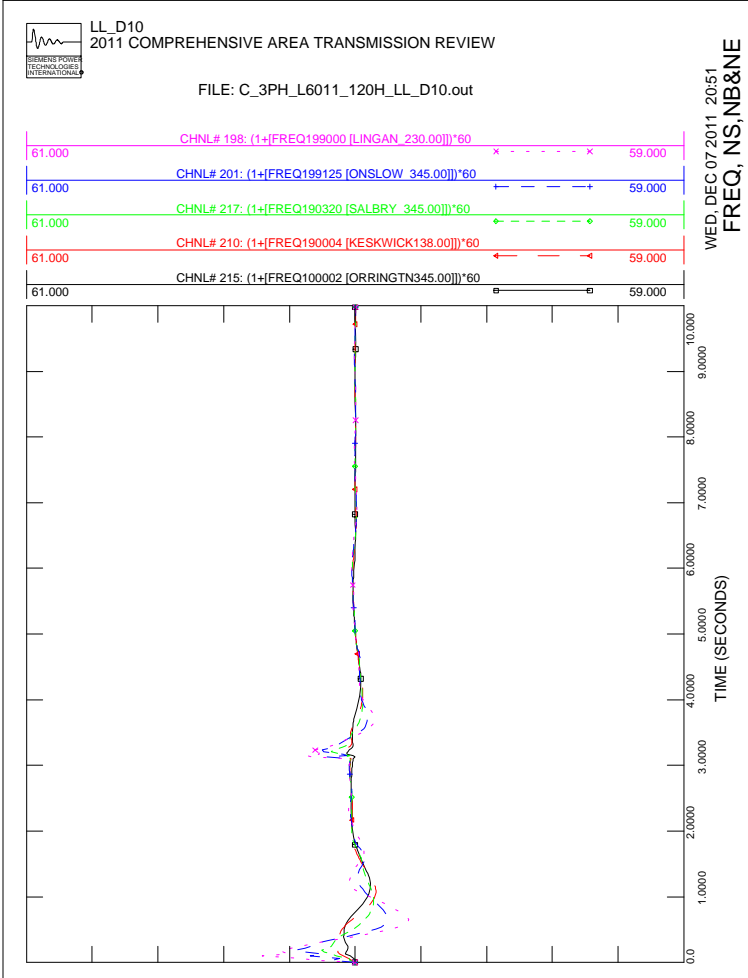
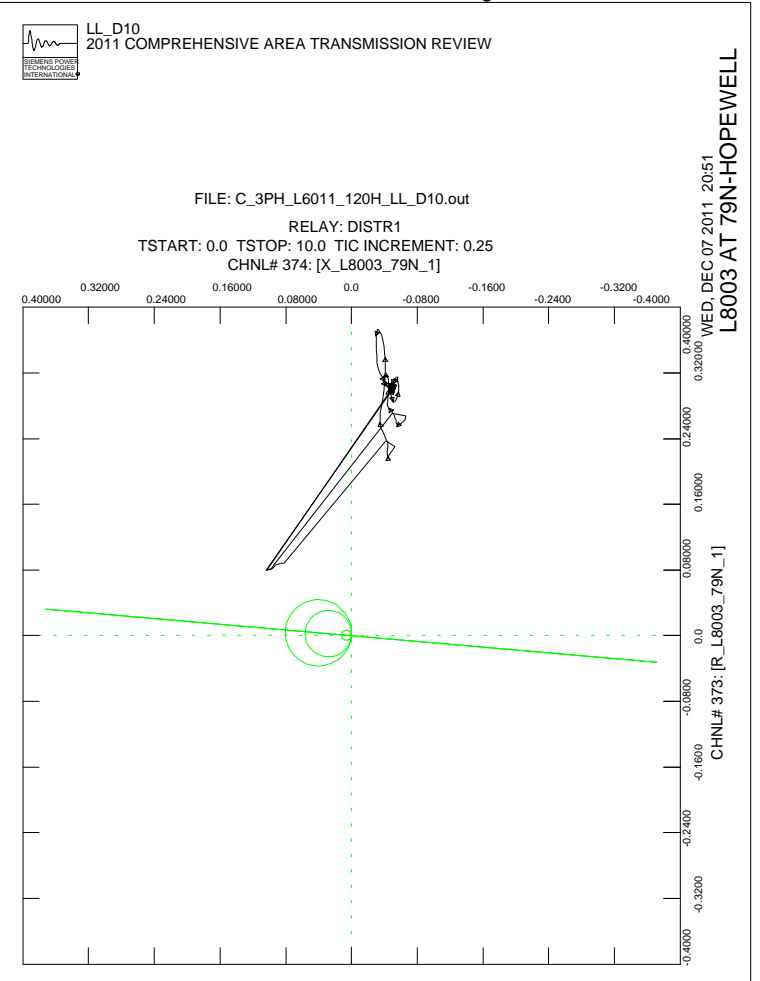
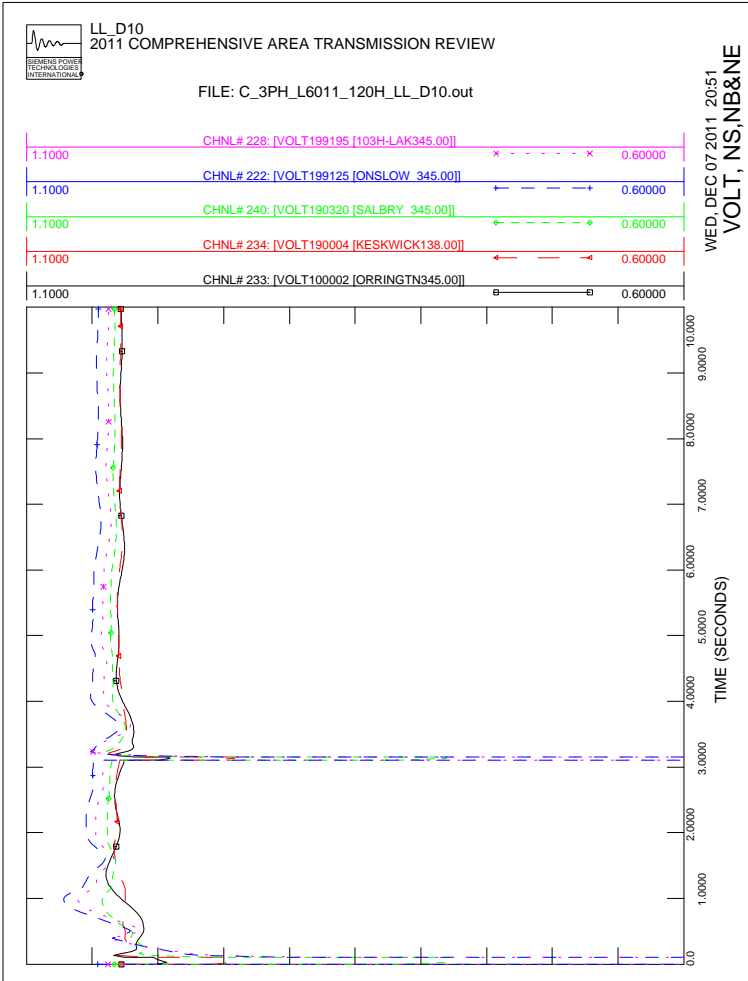








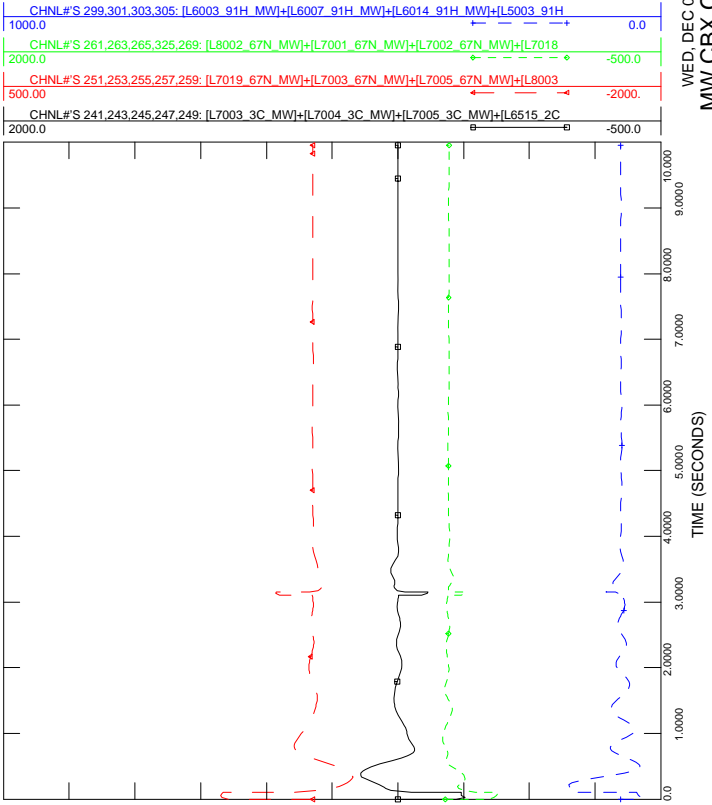






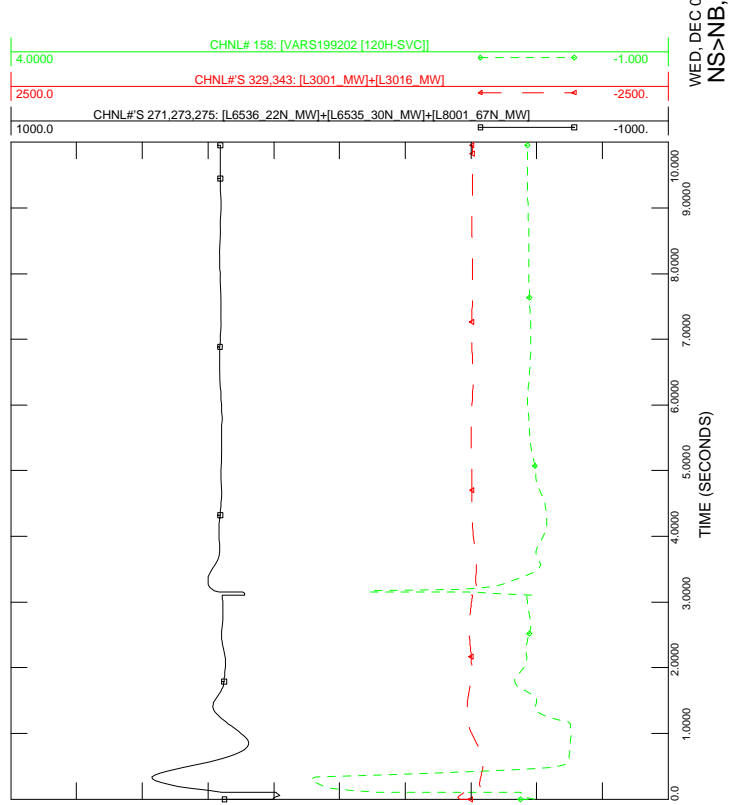
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_103H_LL_D10.out



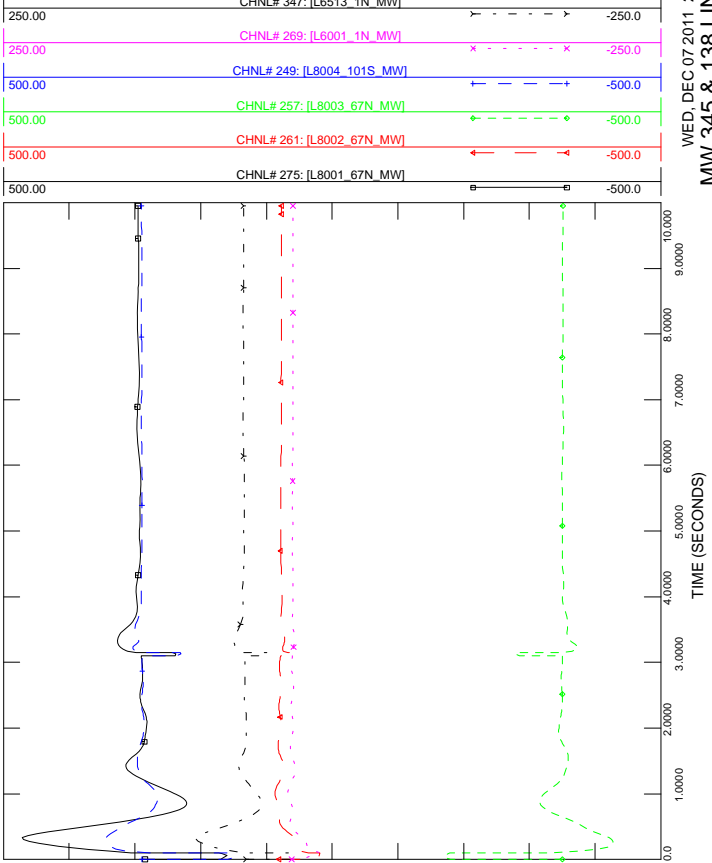
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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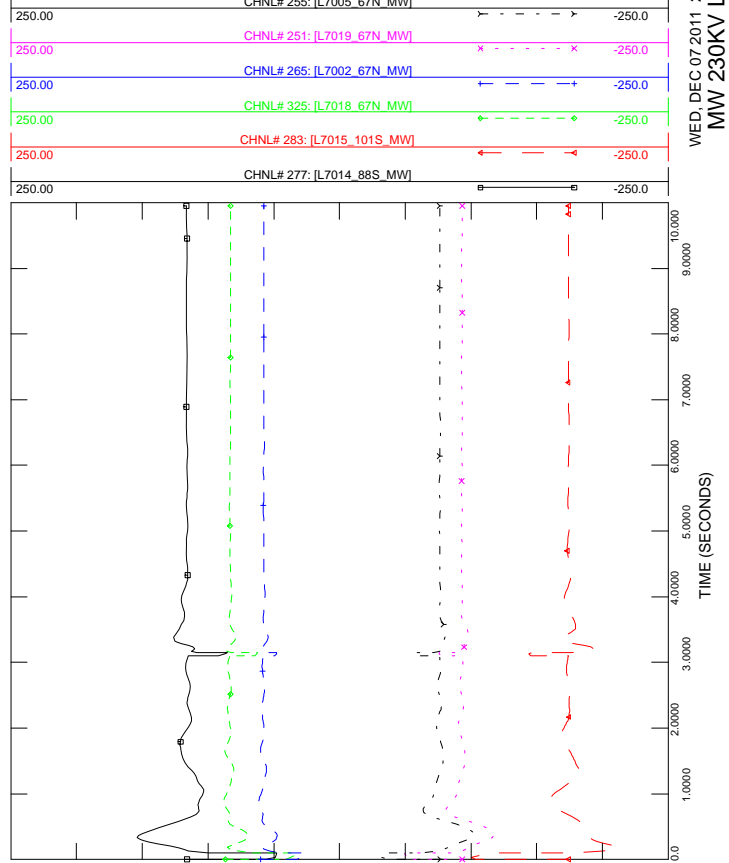
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

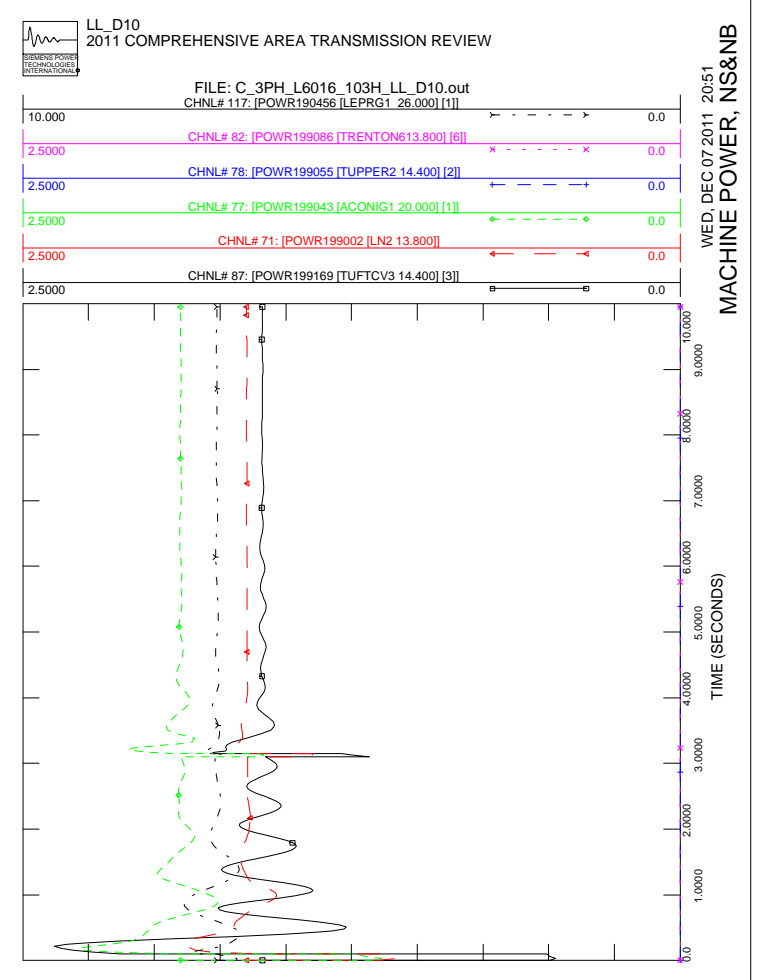
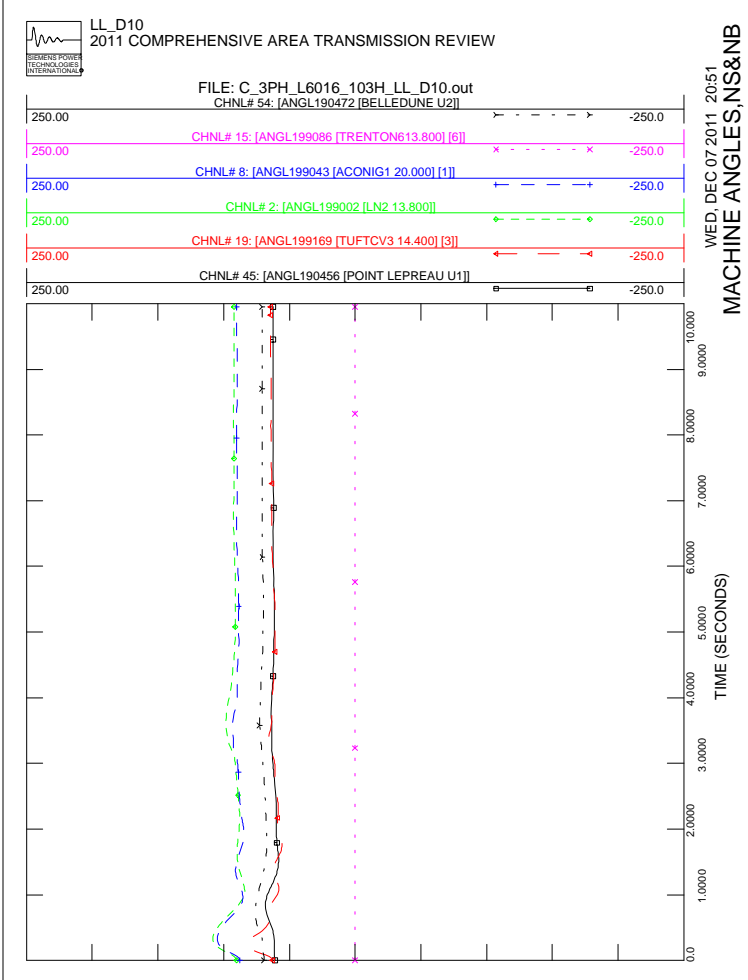
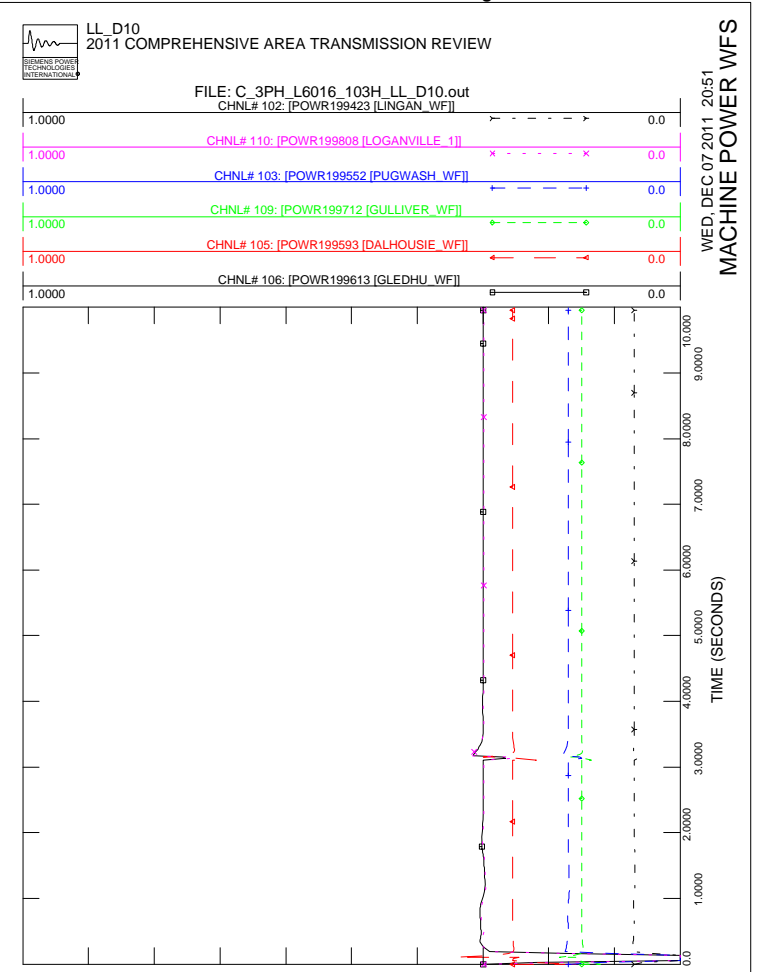
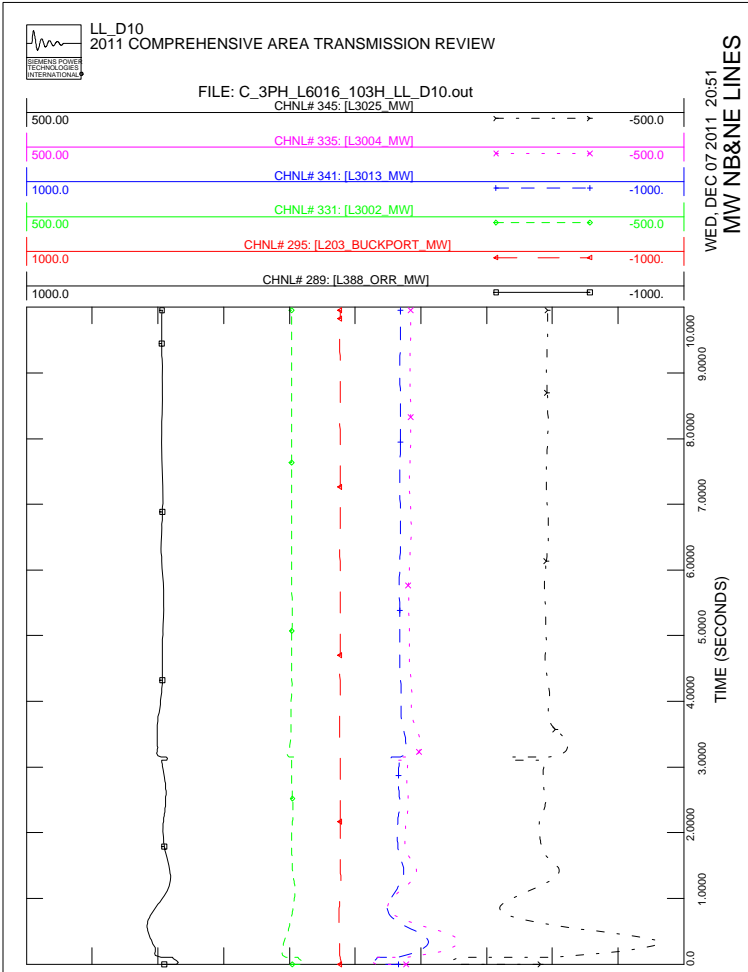
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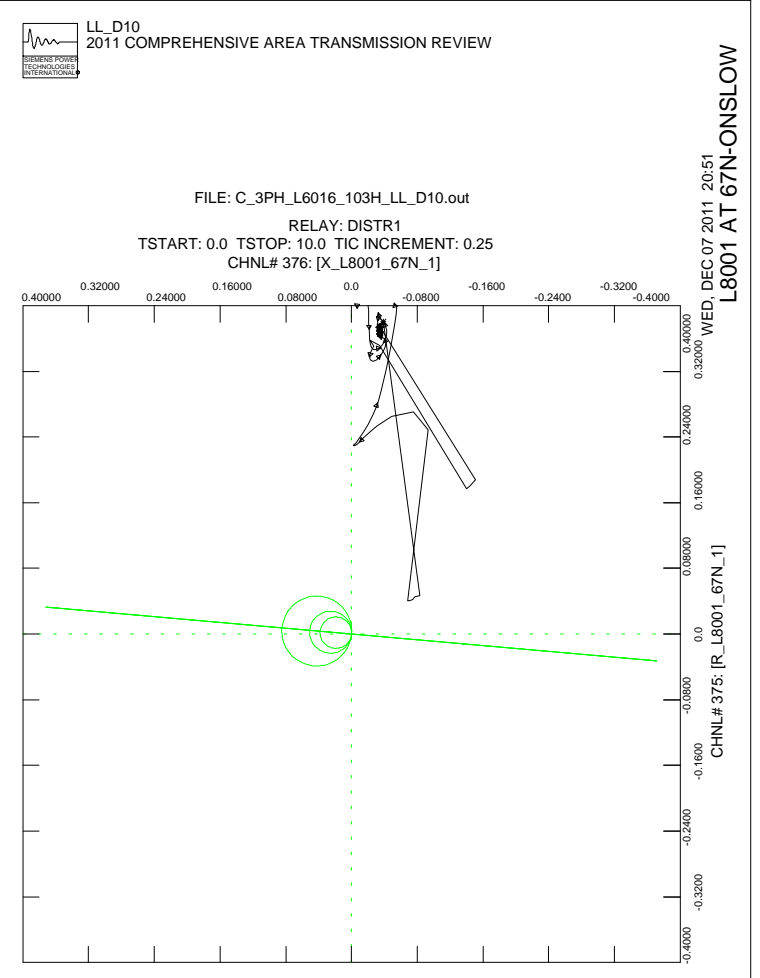
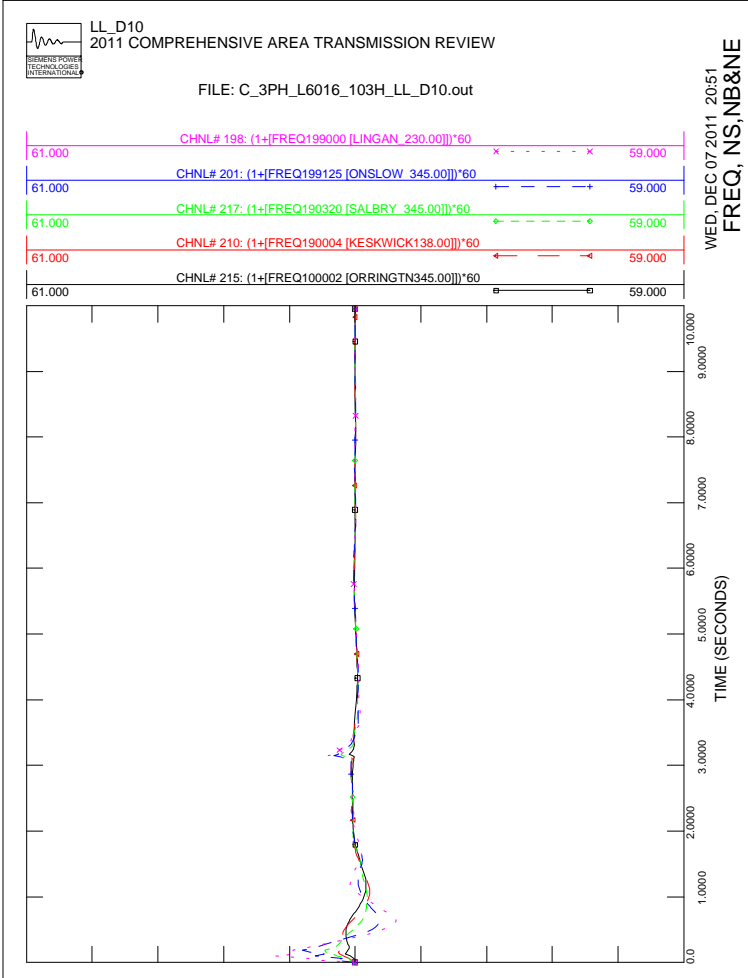
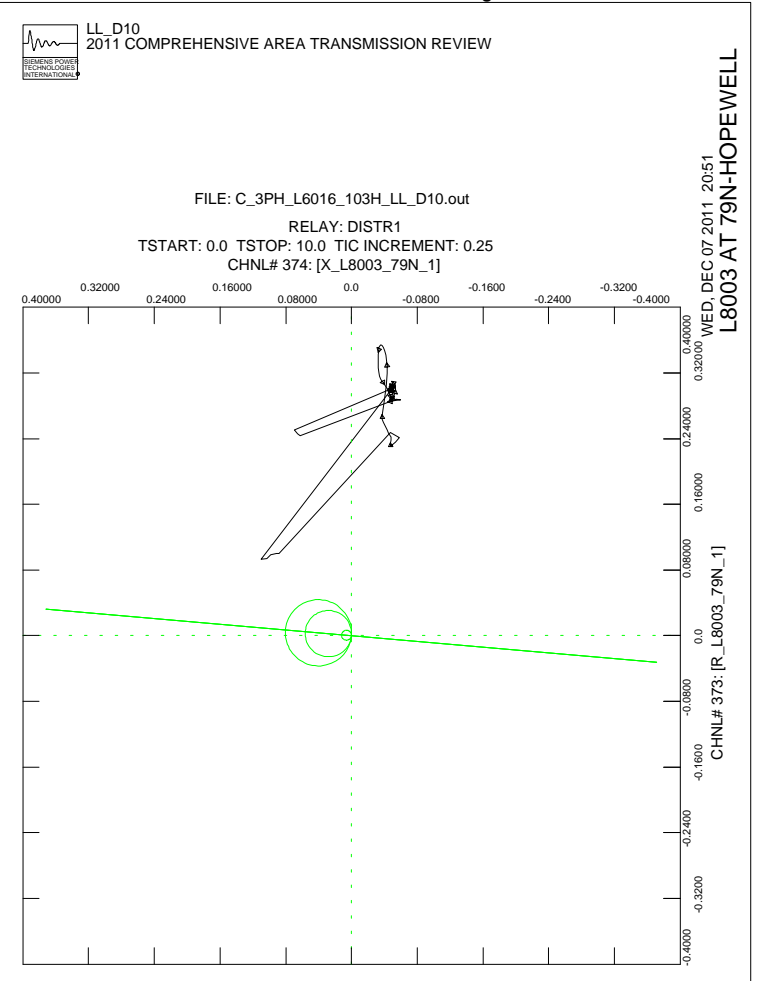
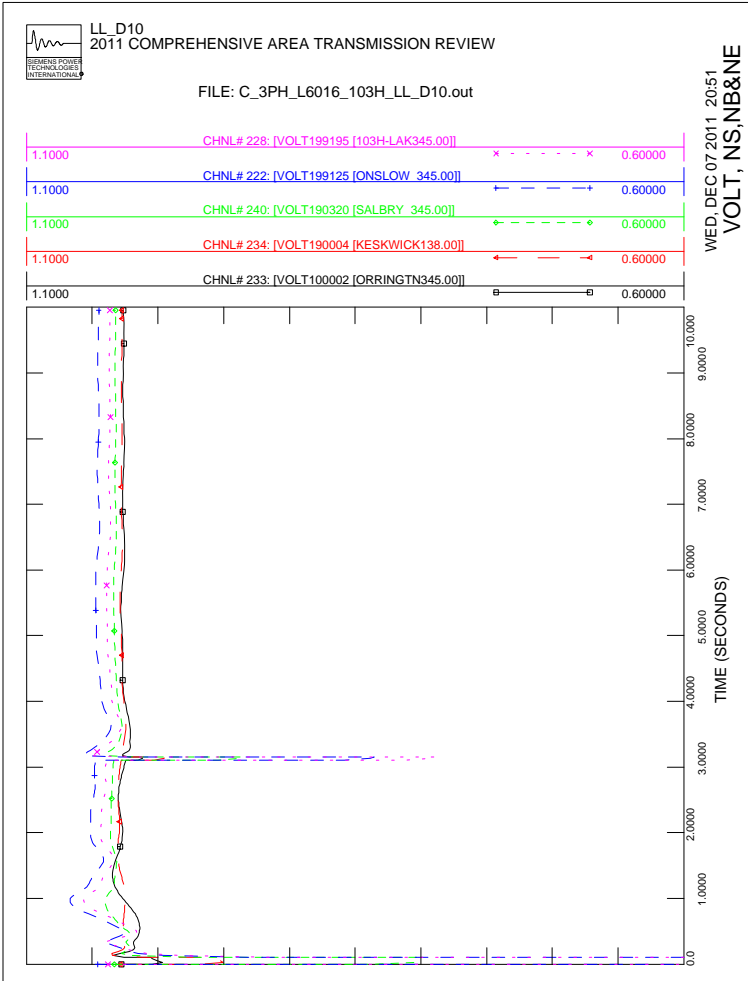


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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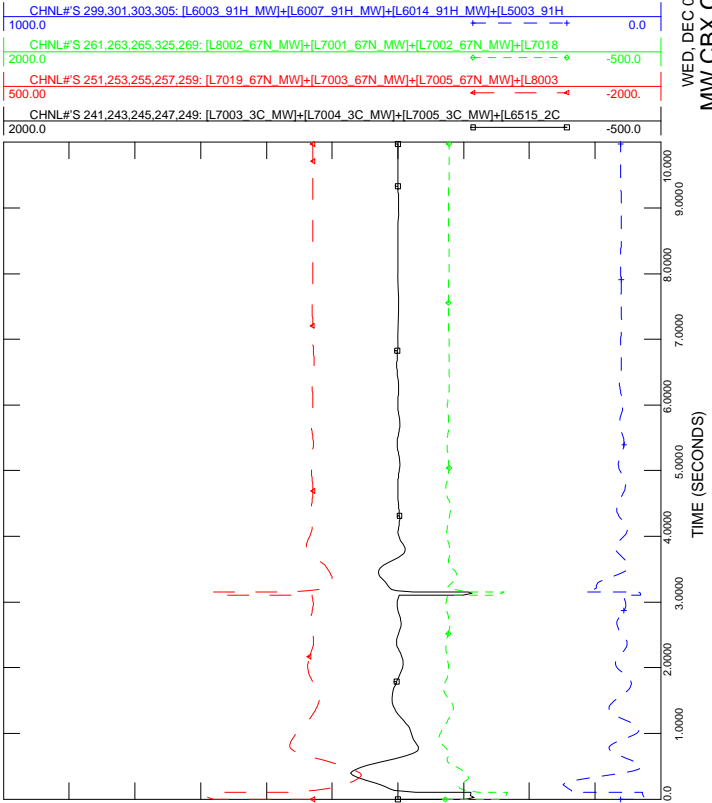






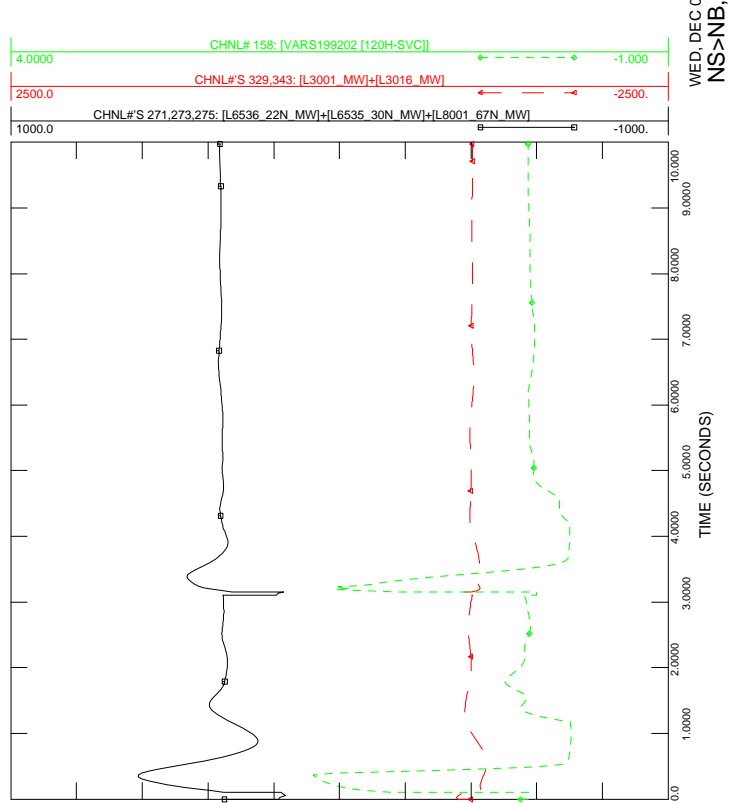
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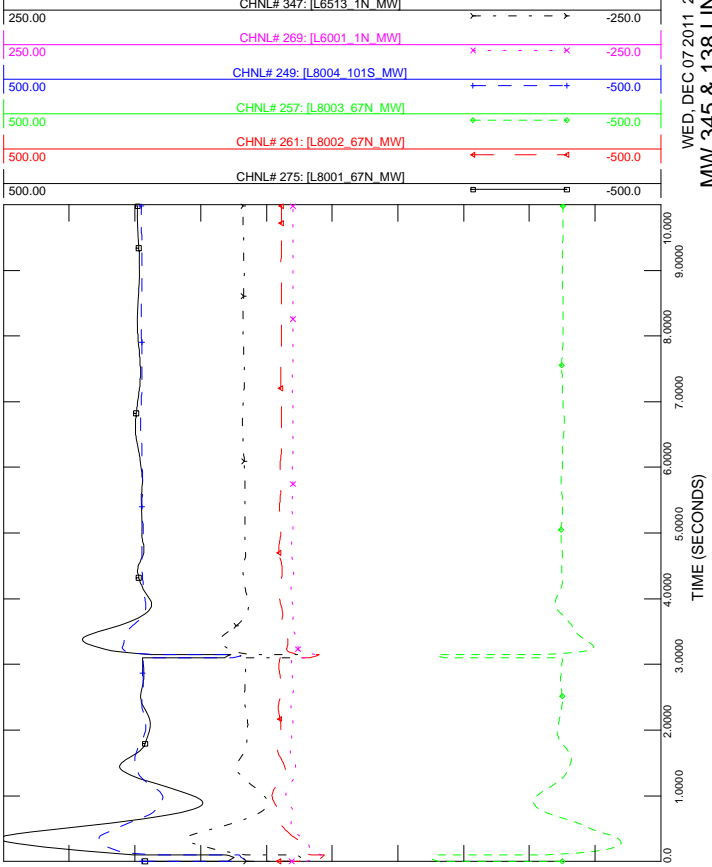
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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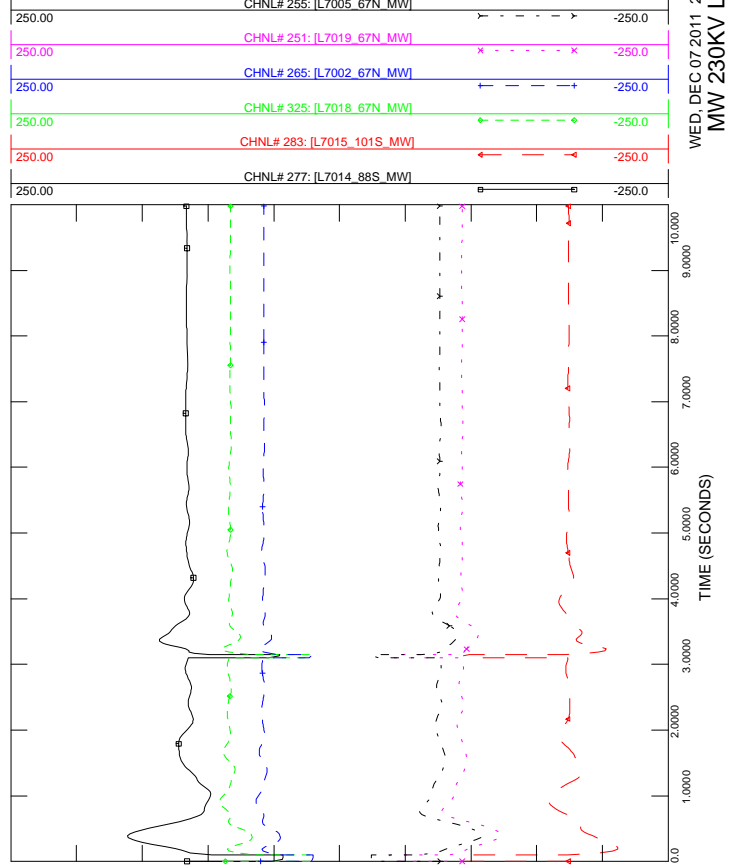
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

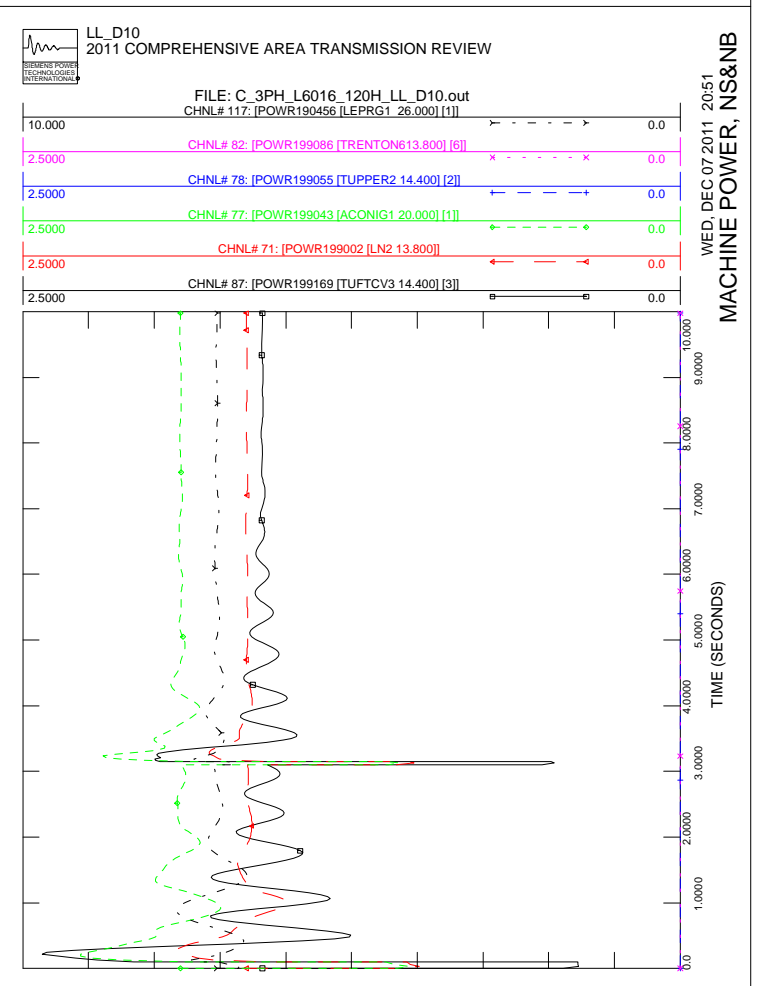
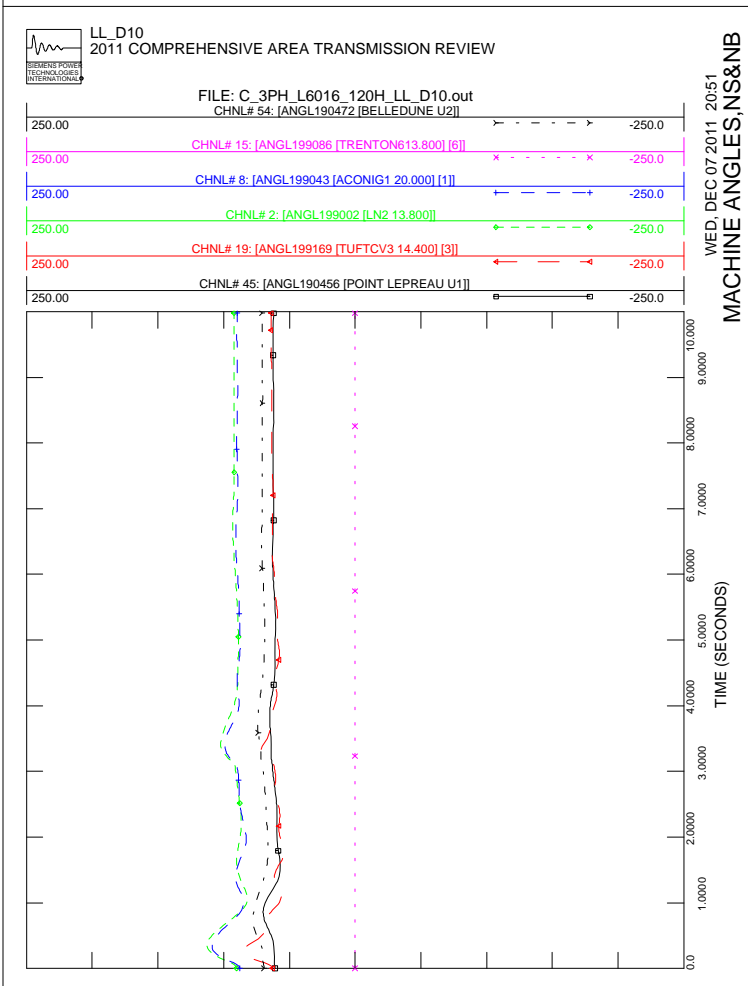
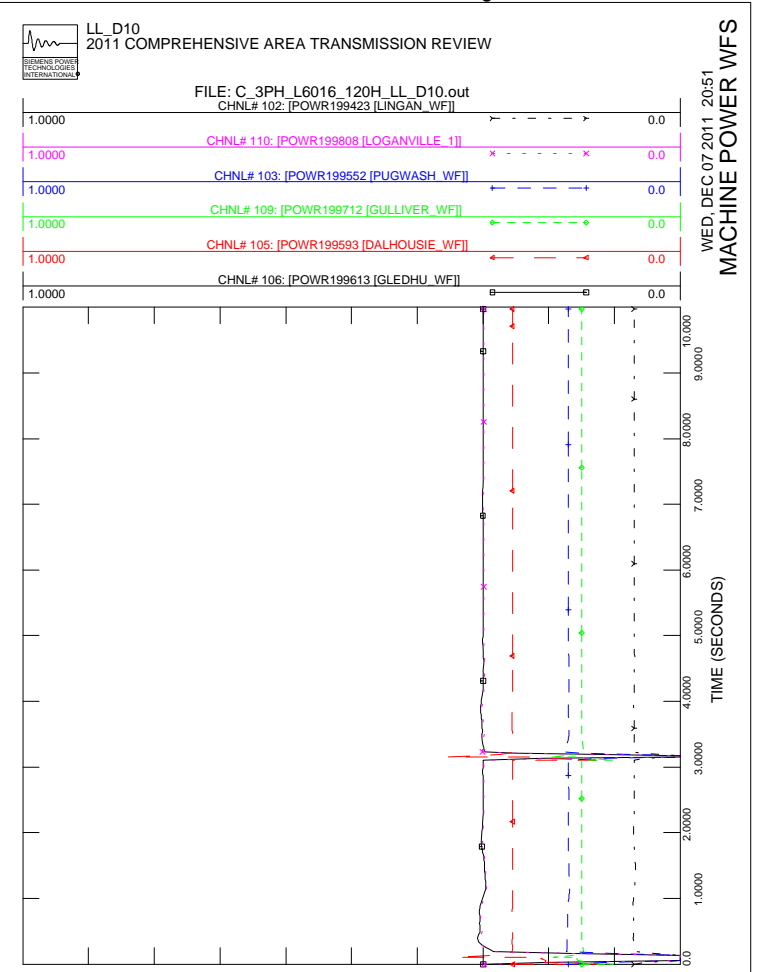
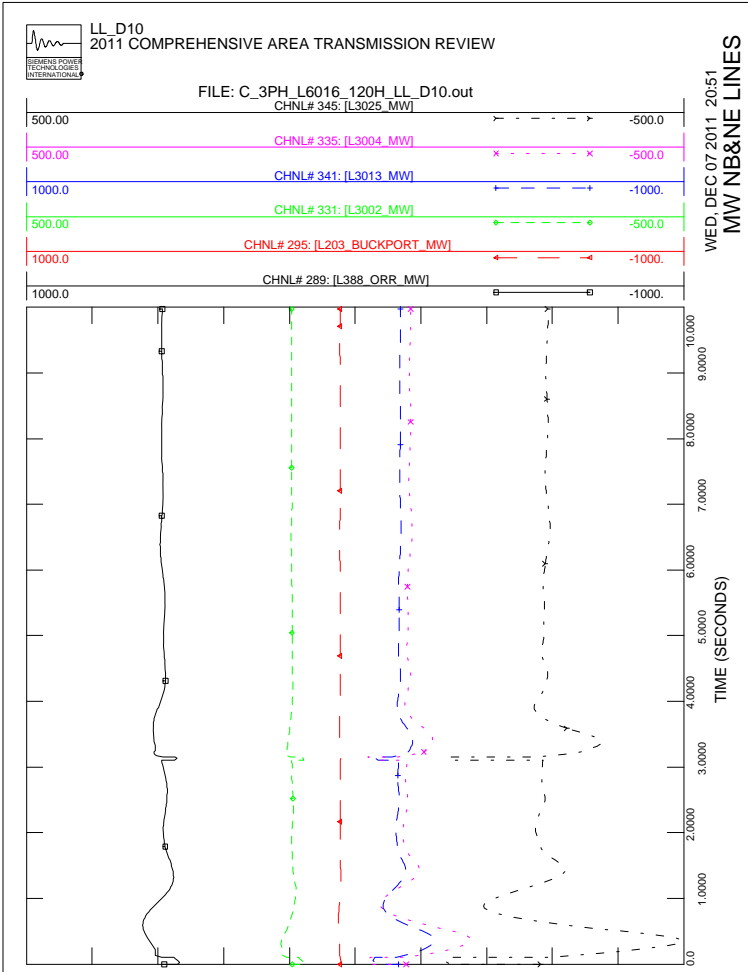
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_LL_D10.out

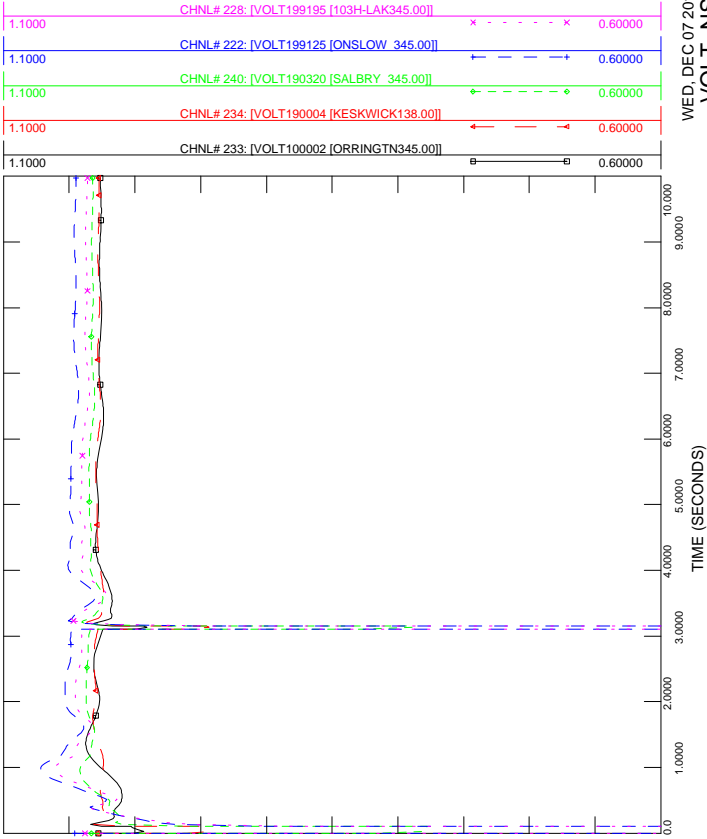






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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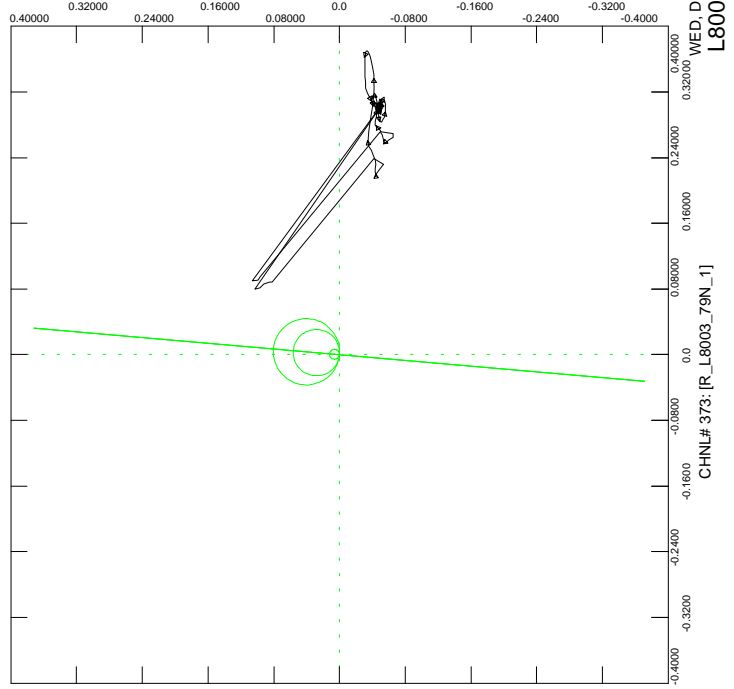
WED, DEC 07 2011 20:51
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

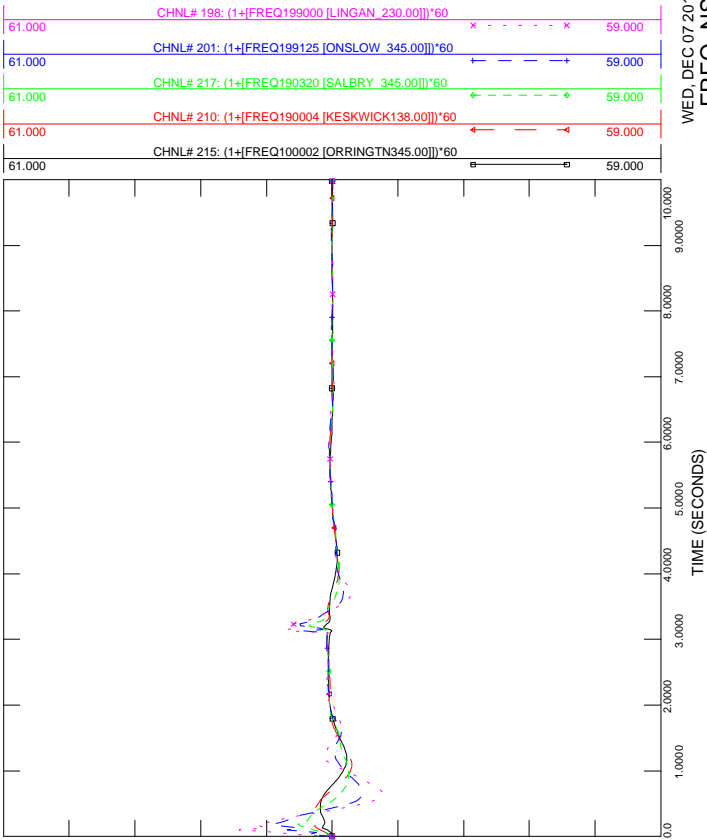


WED, DEC 07 2011 20:51
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_LL_D10.out



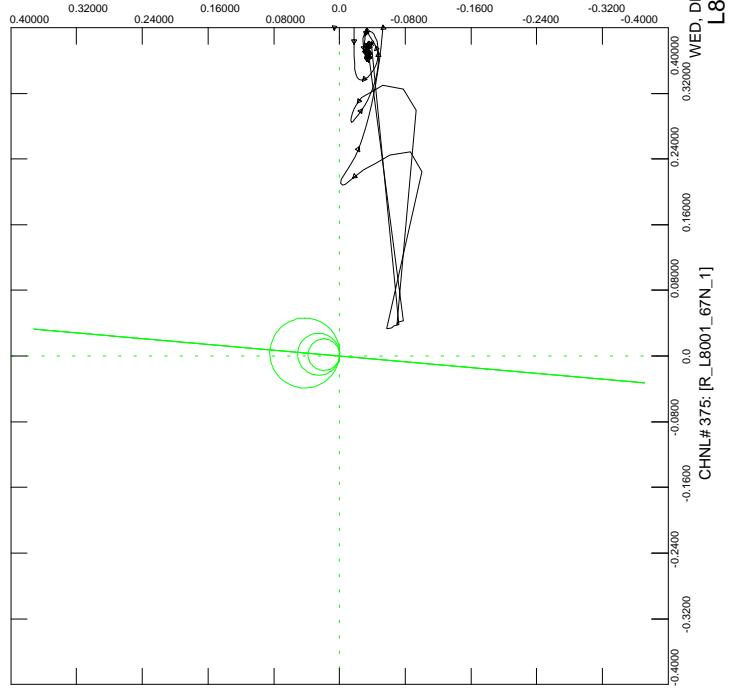
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FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6016_120H_LL_D10.out

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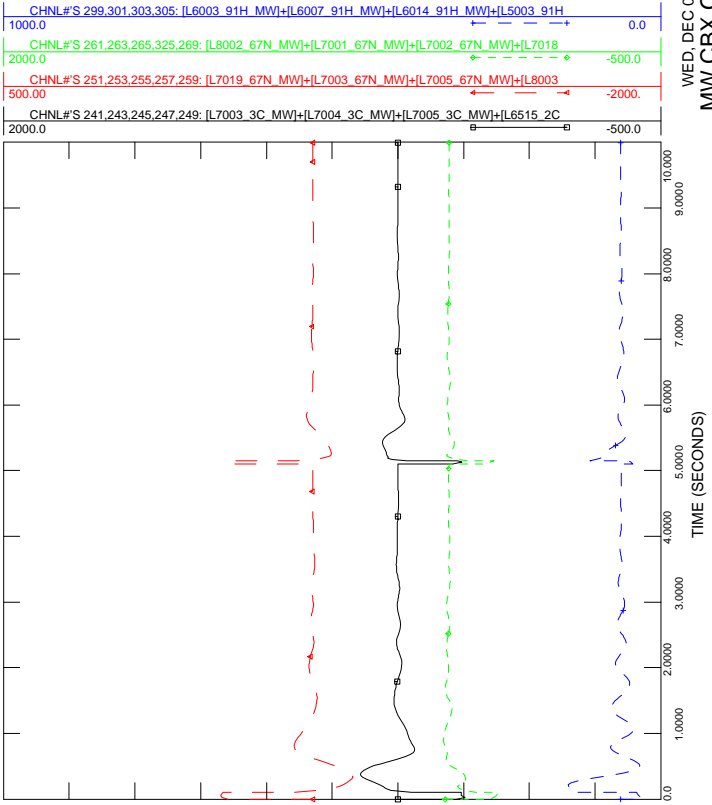


WED, DEC 07 2011 20:51
L8001 AT 67N-ONSLow



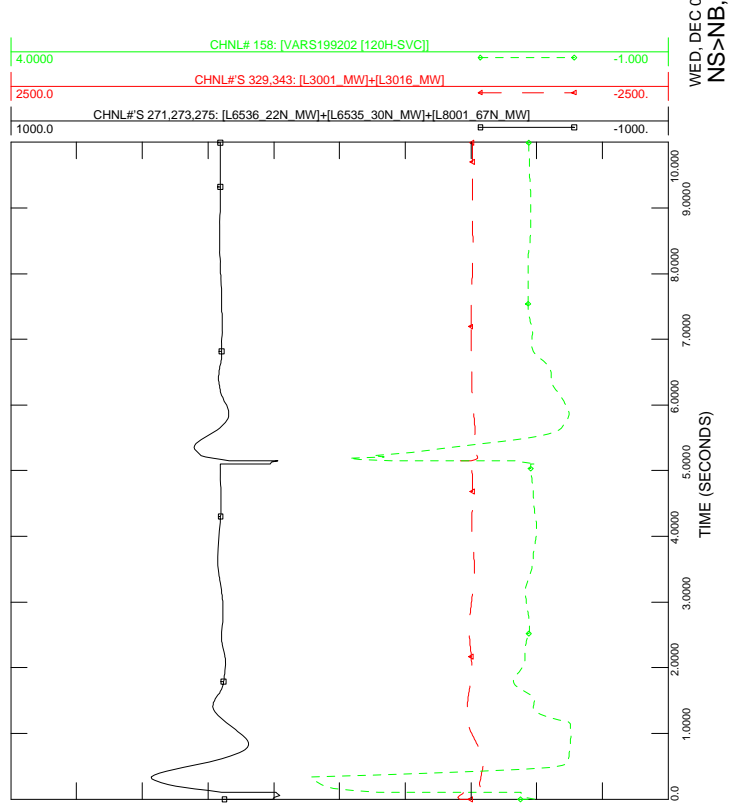
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6033_103H_LL_D10.out



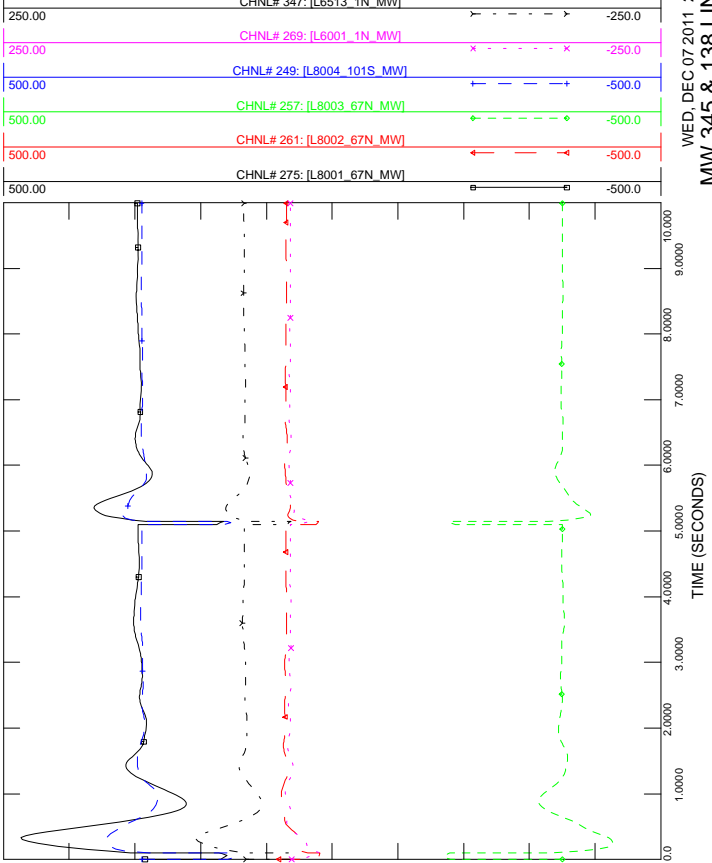
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6033_103H_LL_D10.out



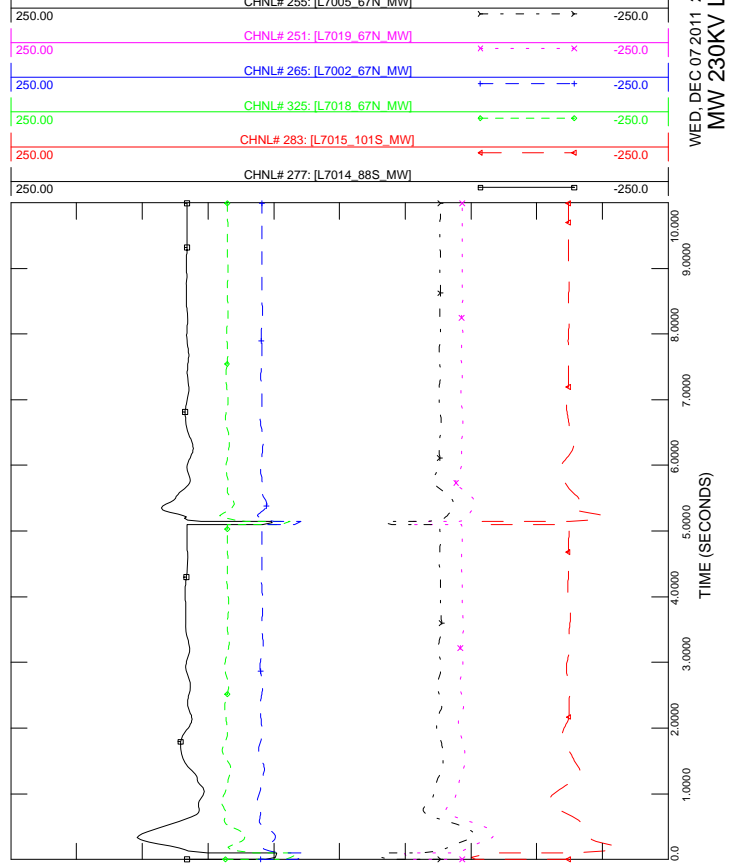
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

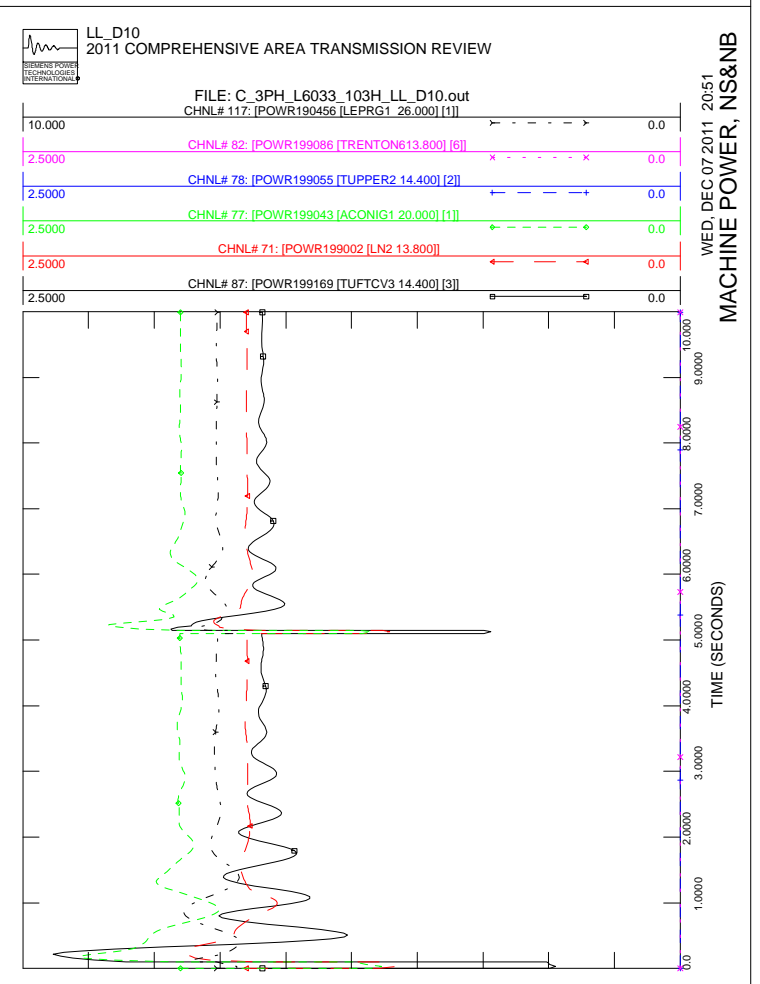
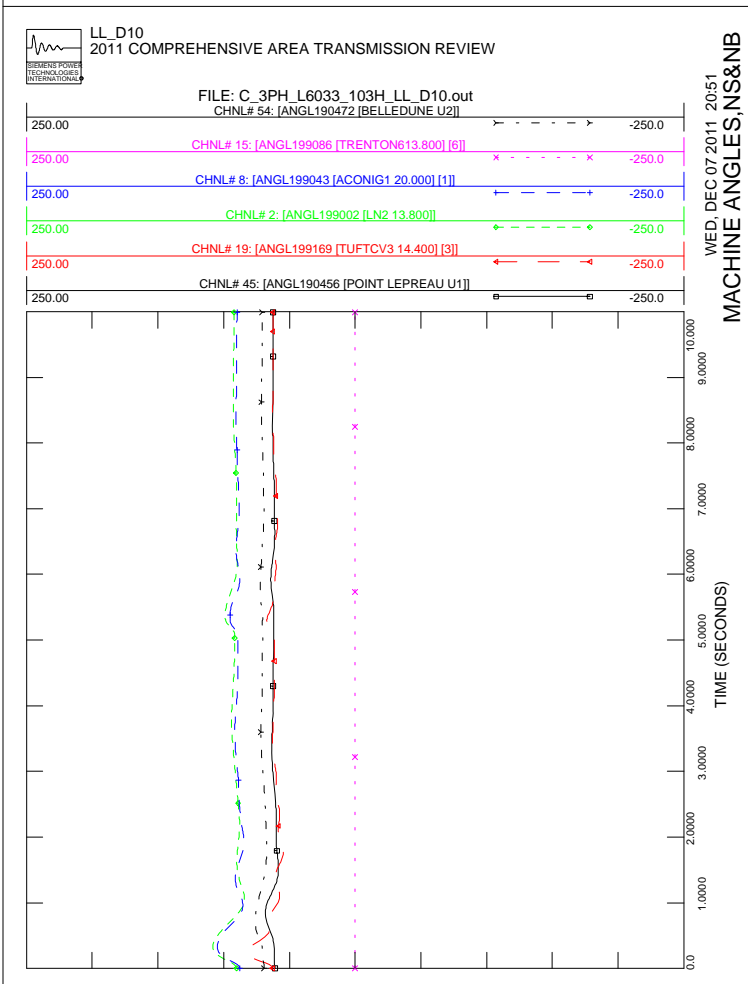
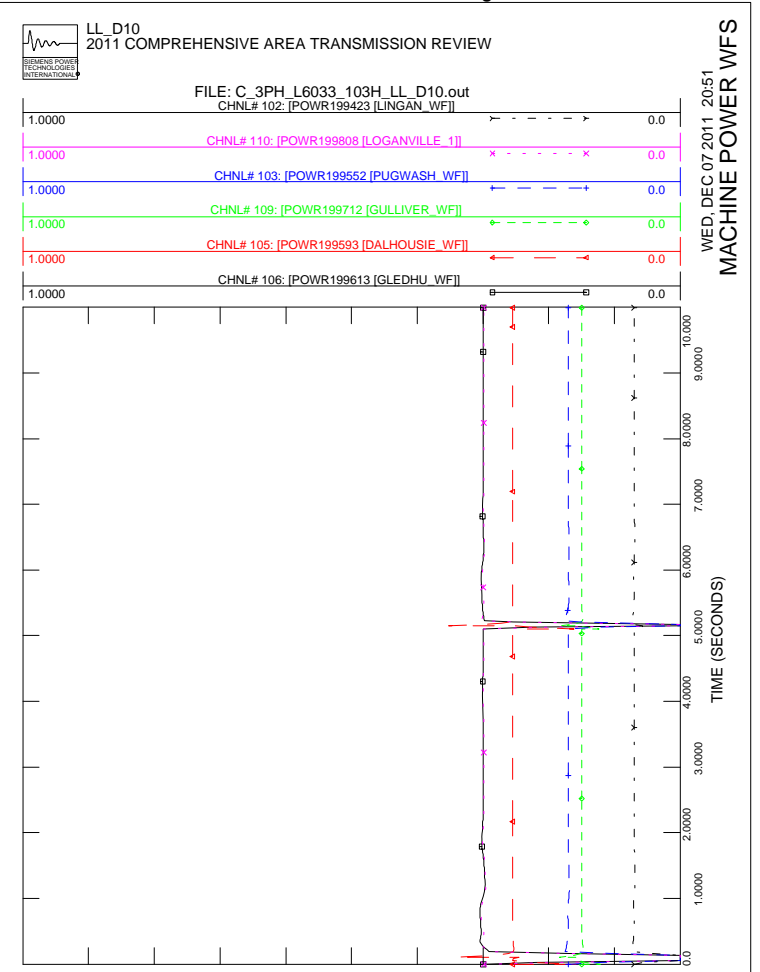
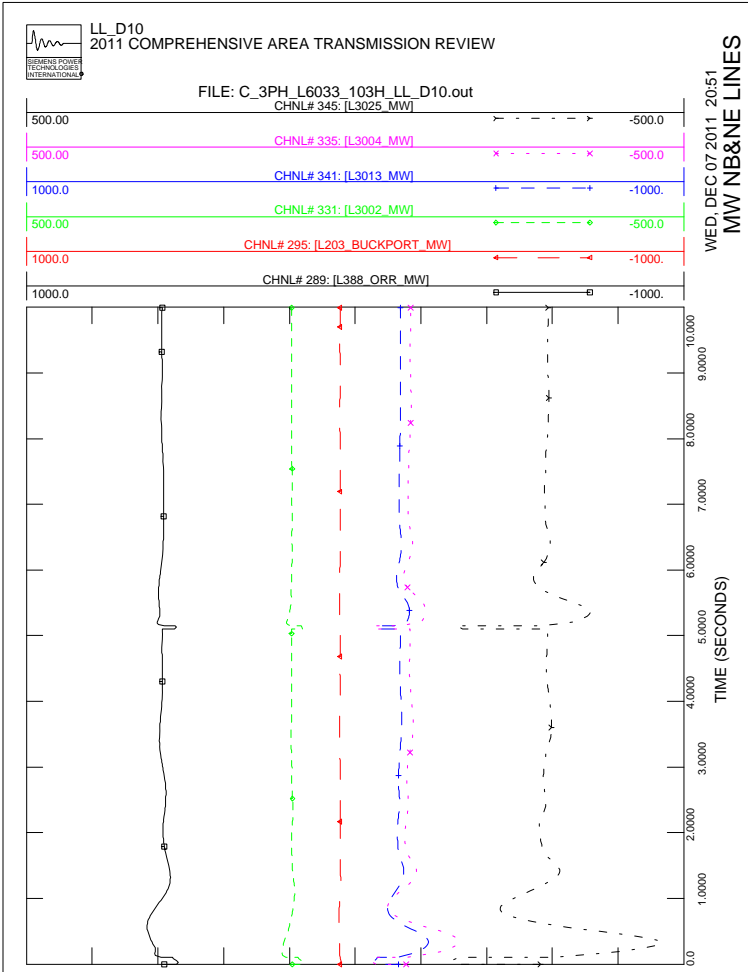
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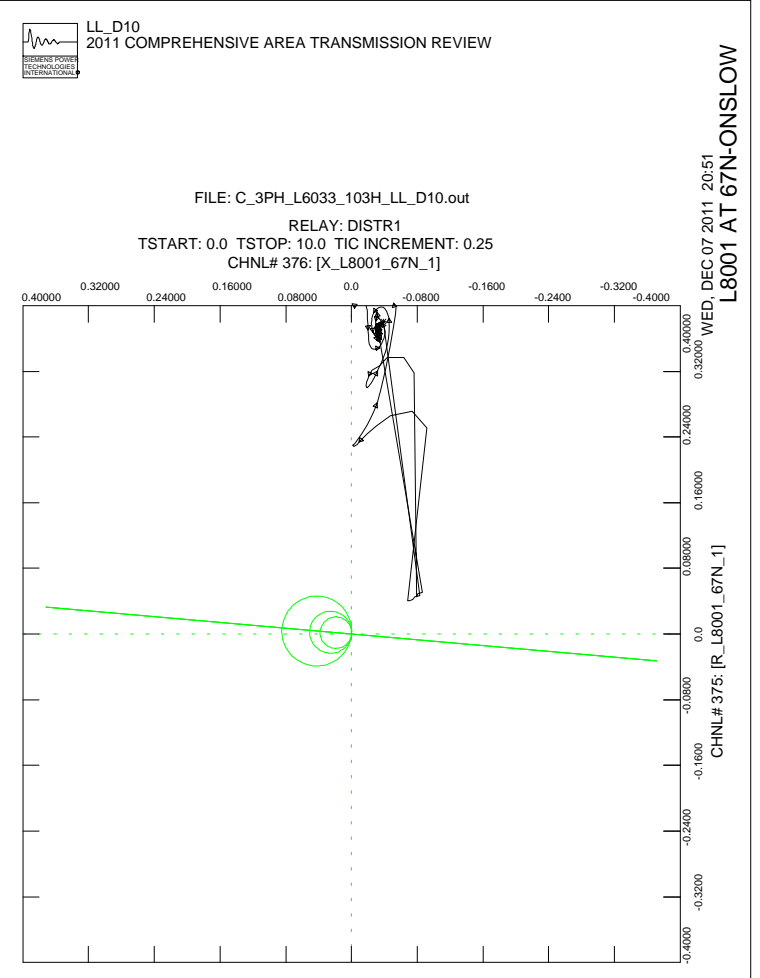
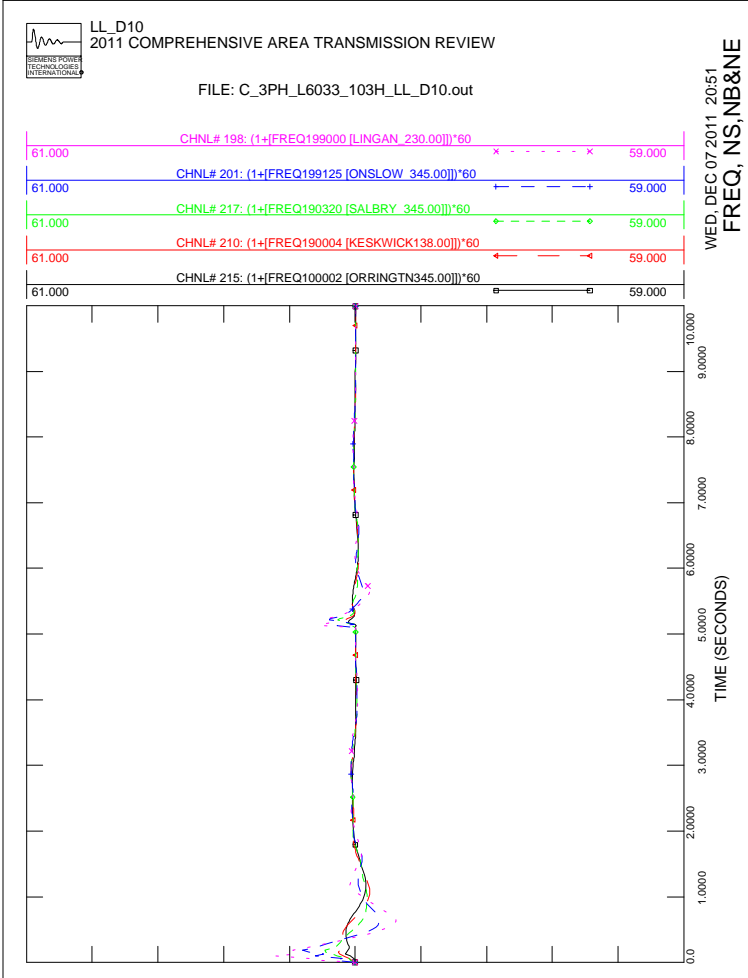
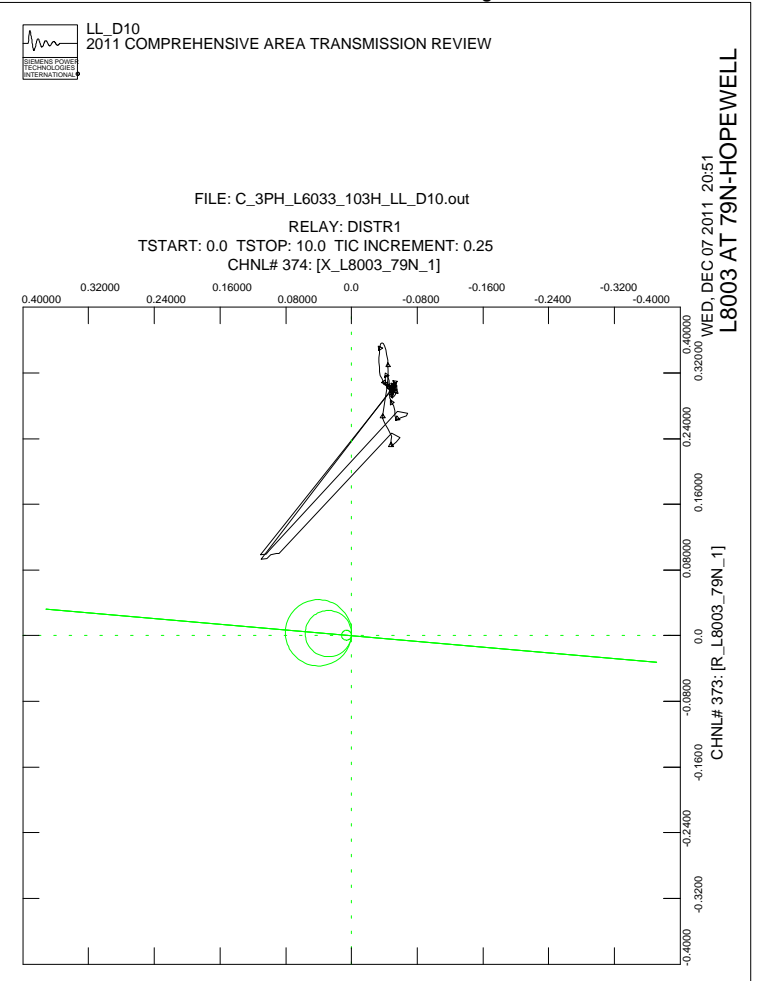
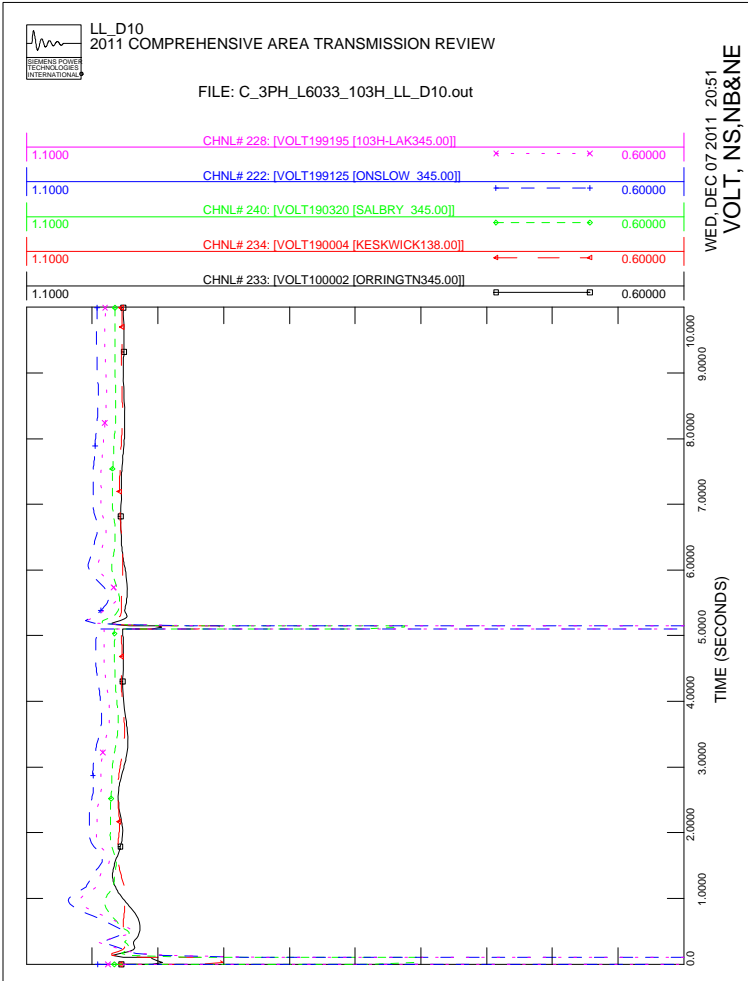


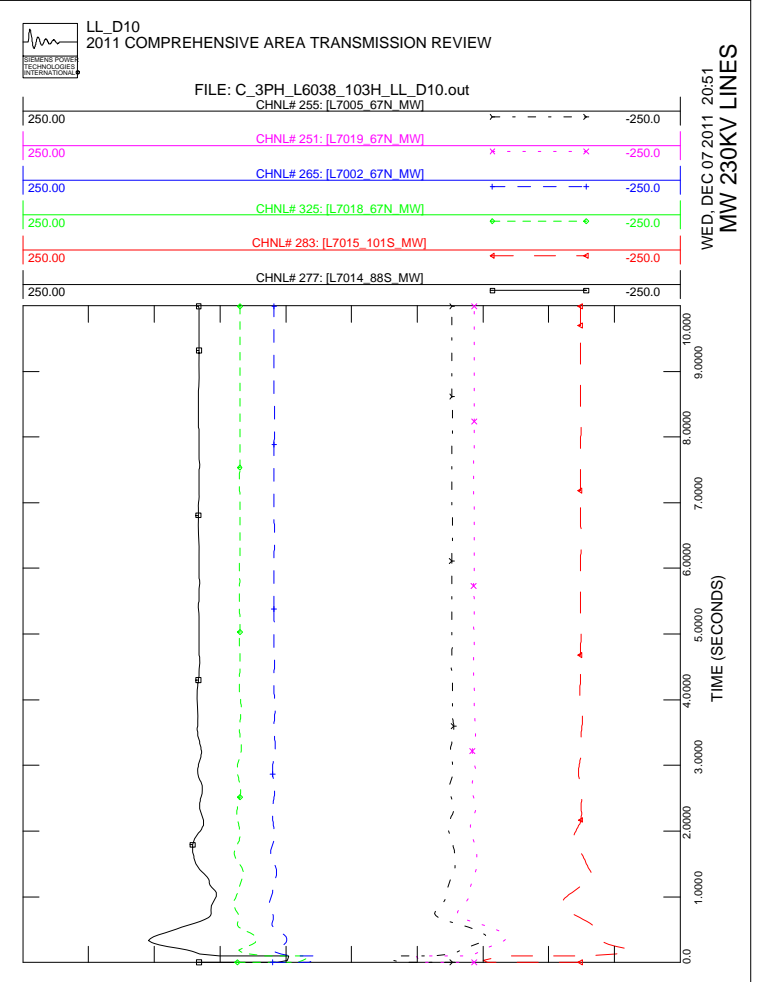
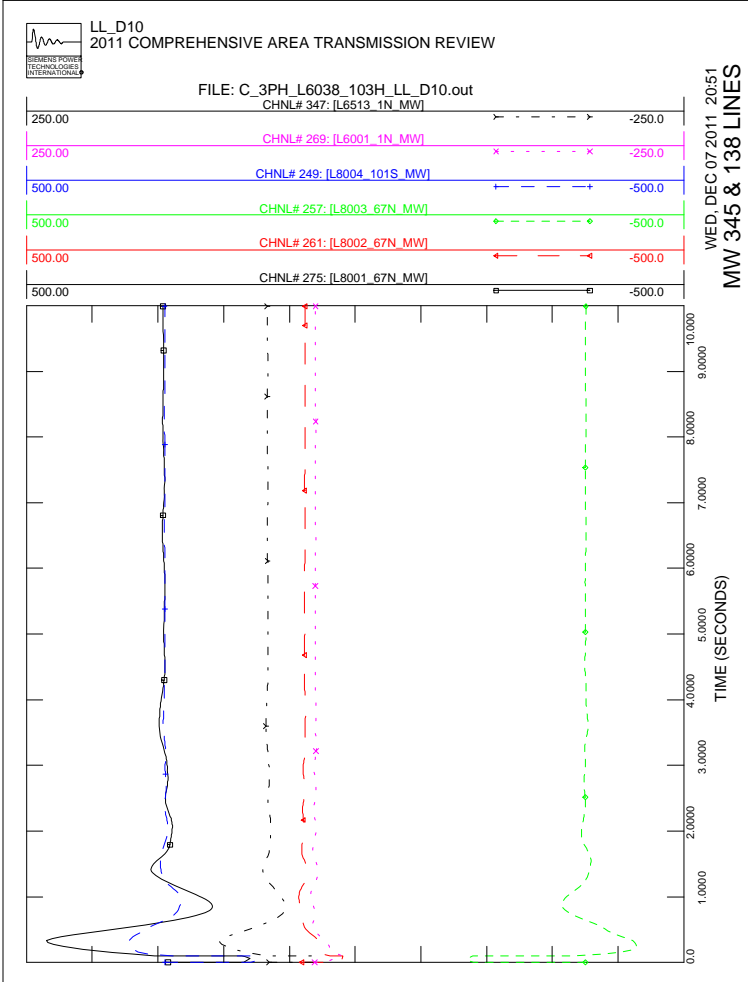
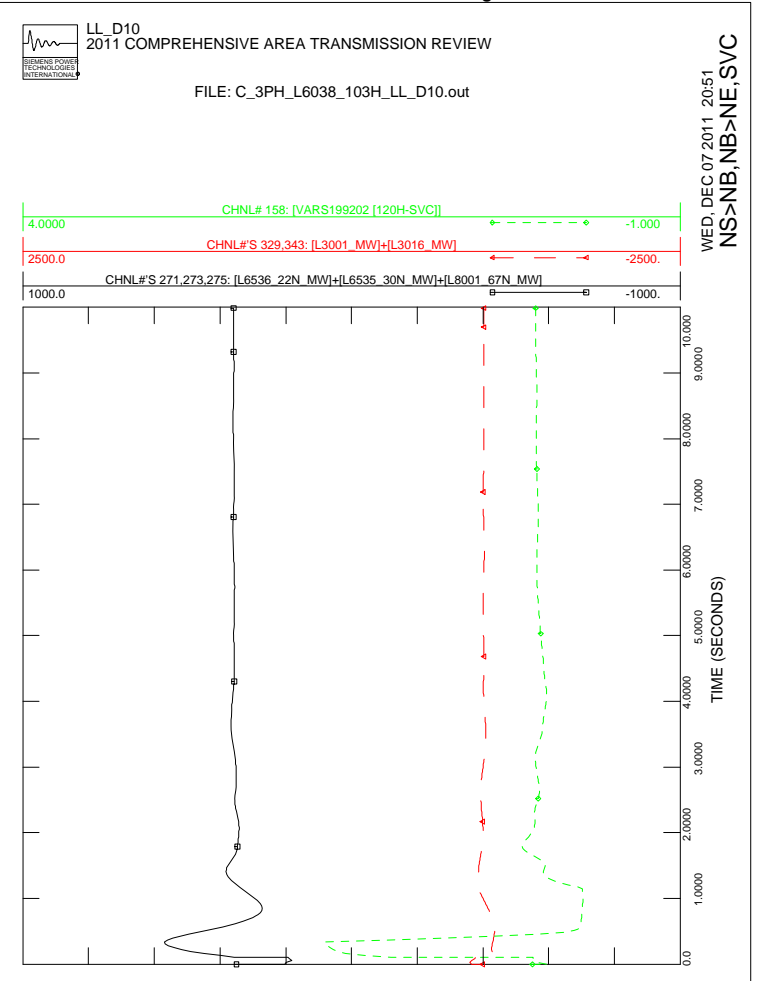
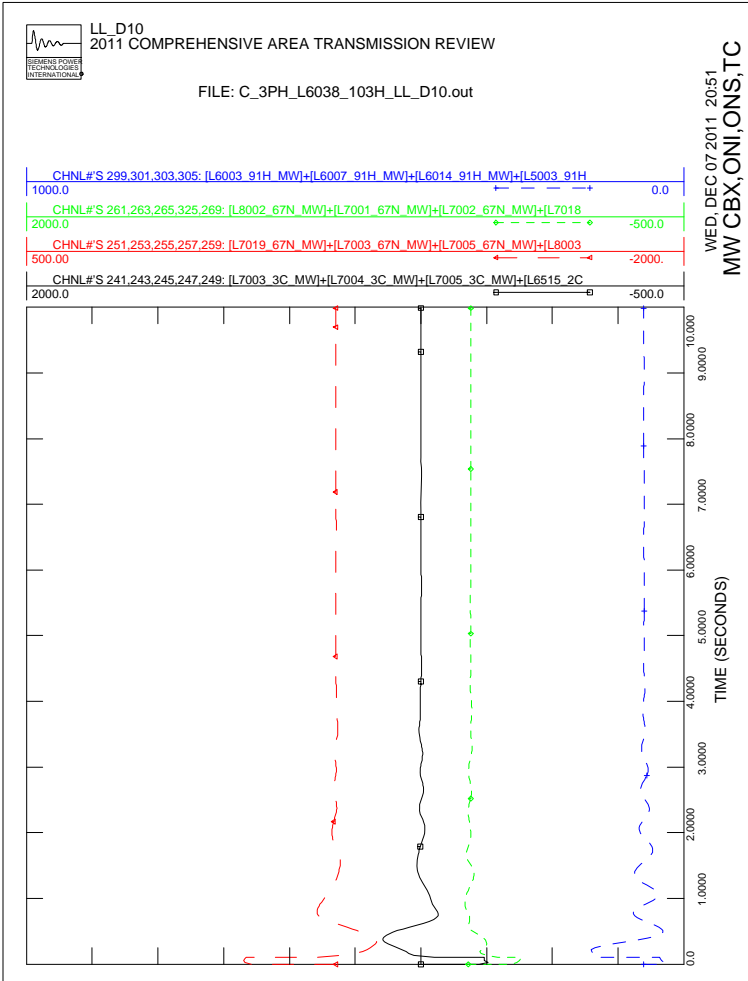
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

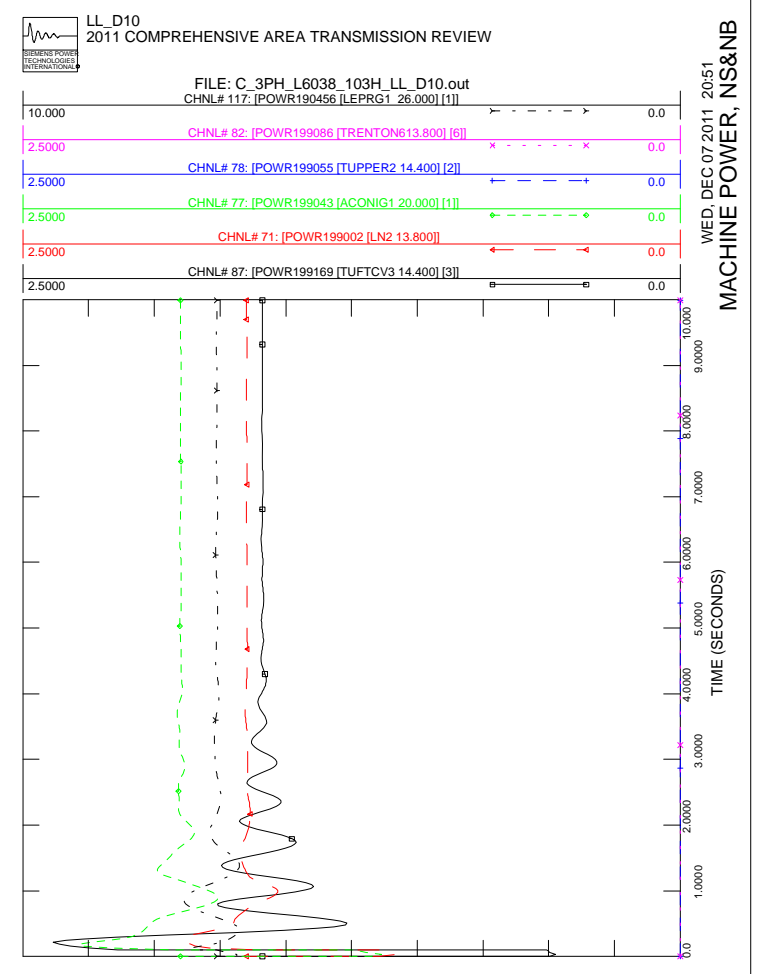
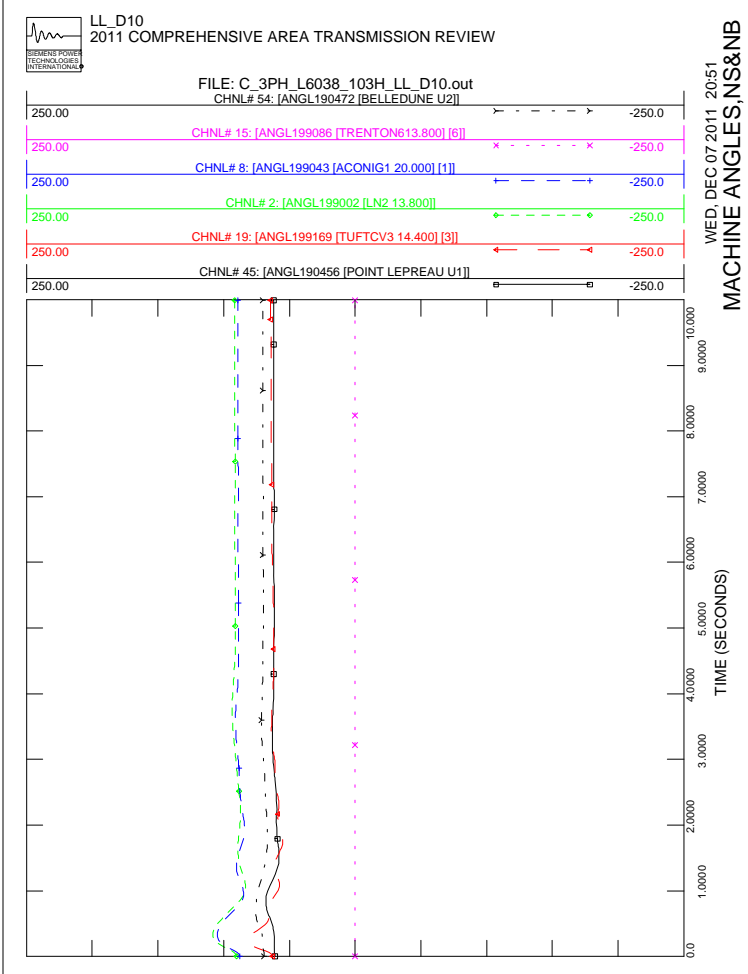
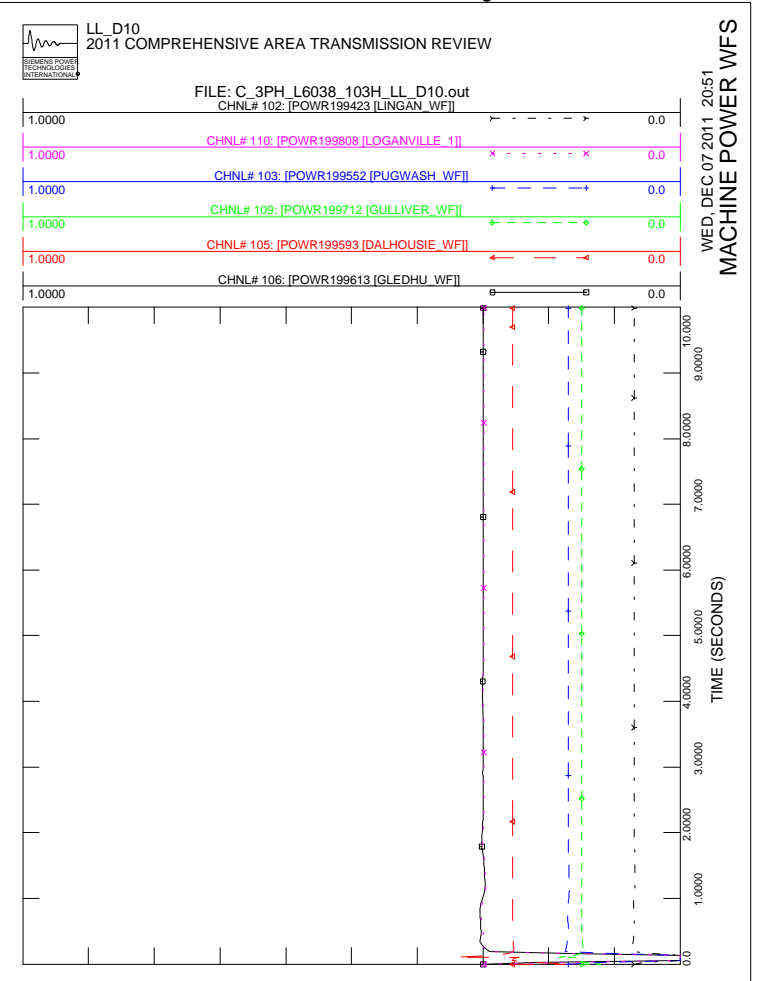
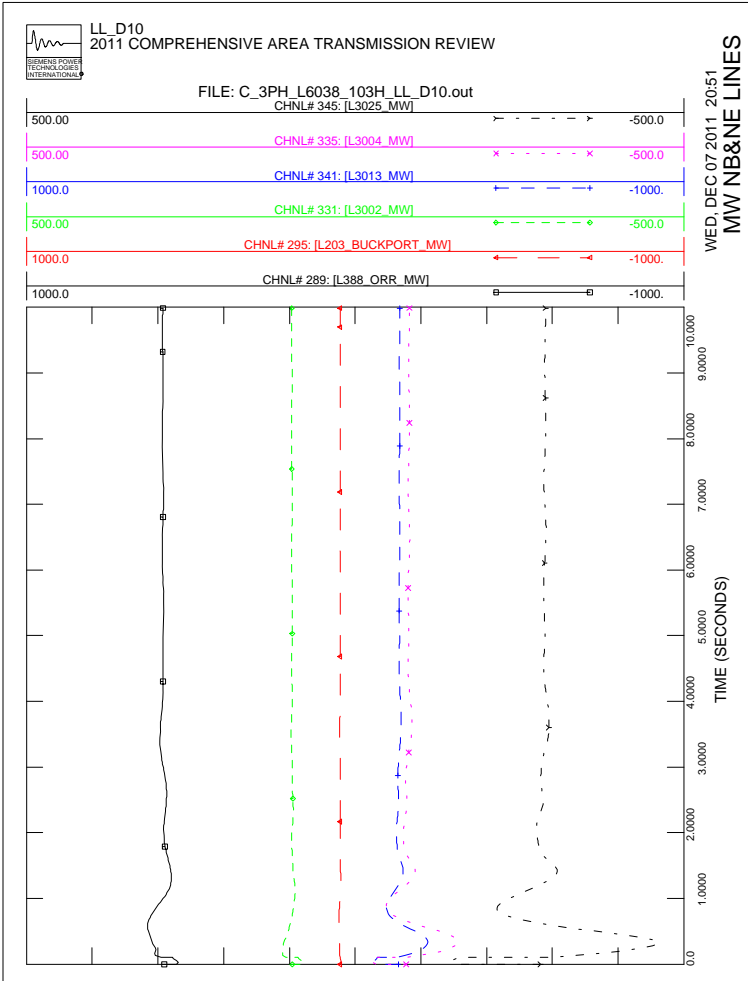
FILE: C_3PH_L6033_103H_LL_D10.out







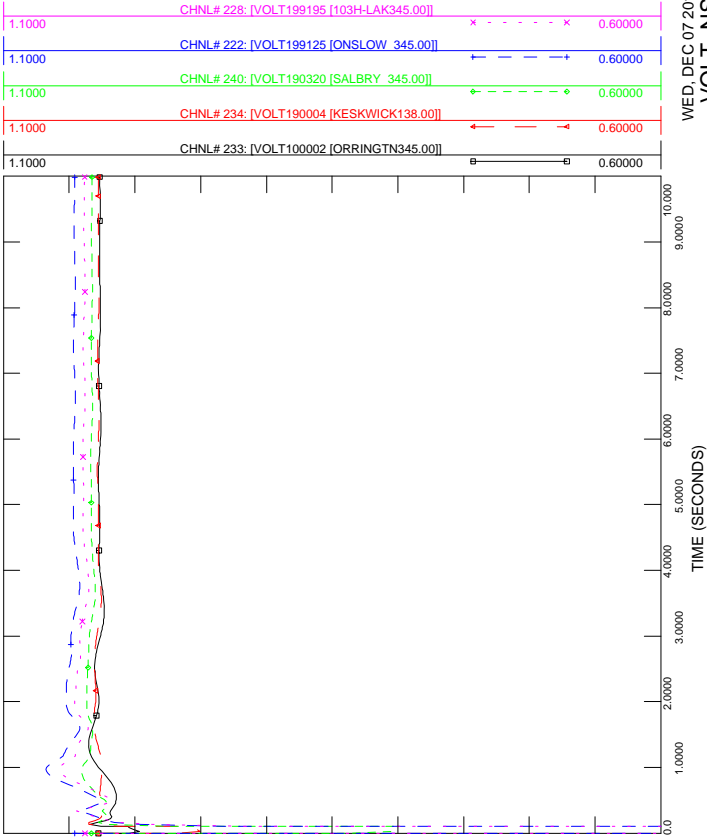






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

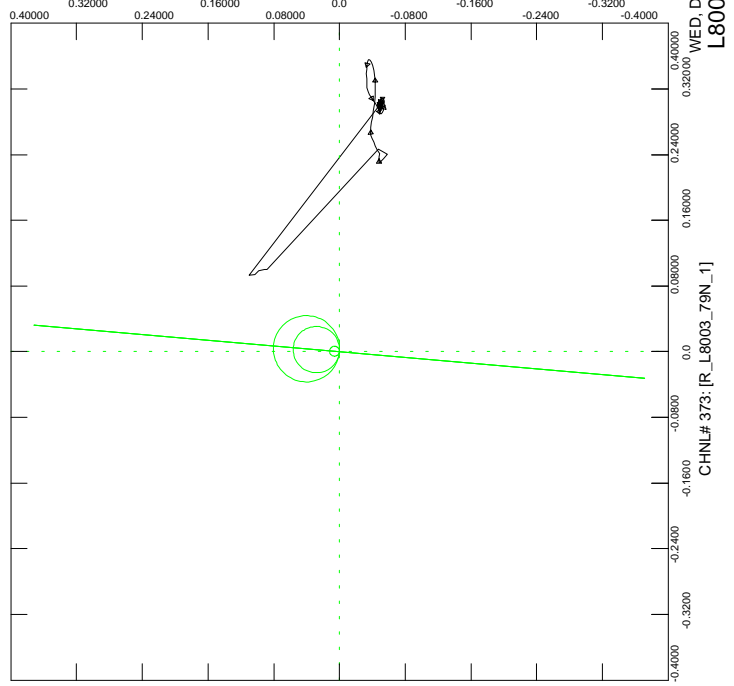
FILE: C_3PH_L6038_103H_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

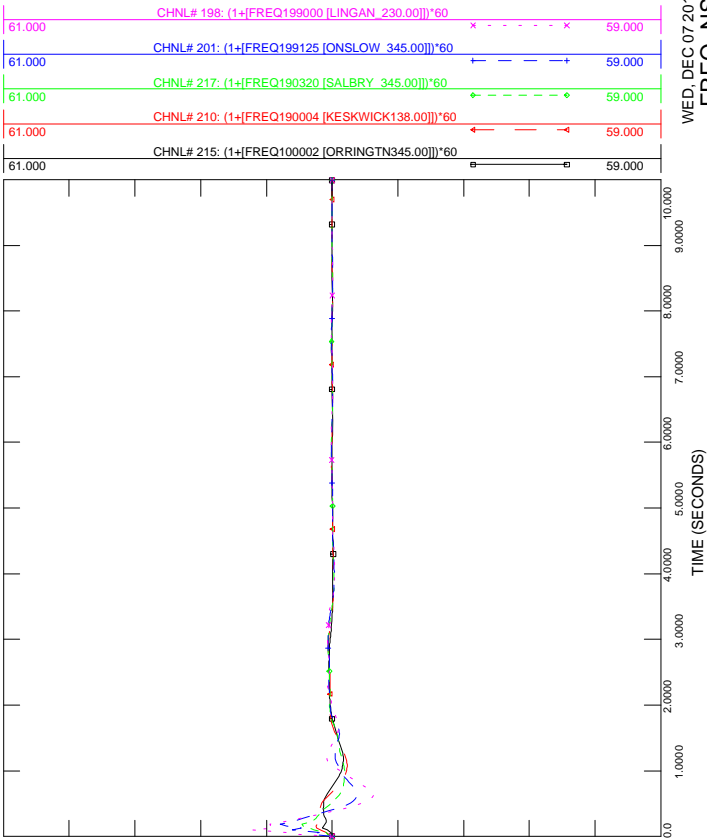
FILE: C_3PH_L6038_103H_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

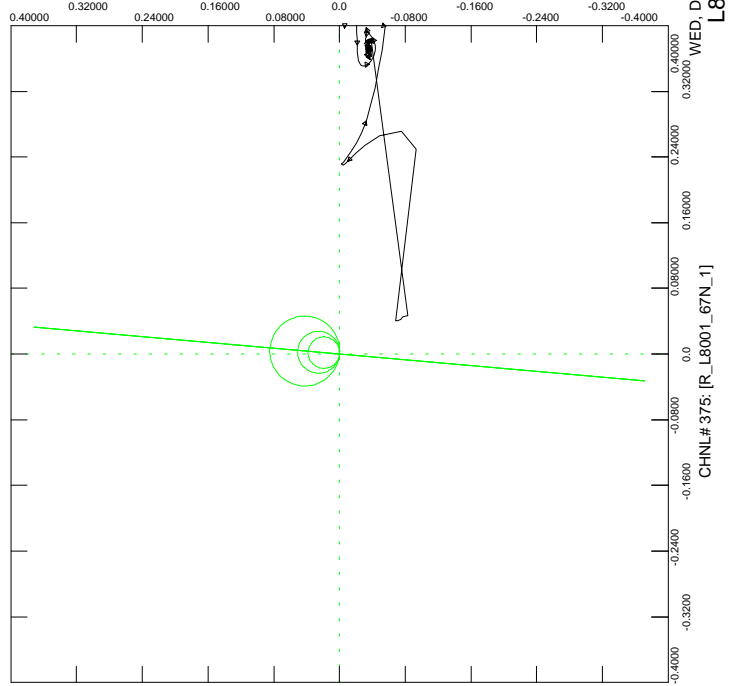
FILE: C_3PH_L6038_103H_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6038_103H_LL_D10.out

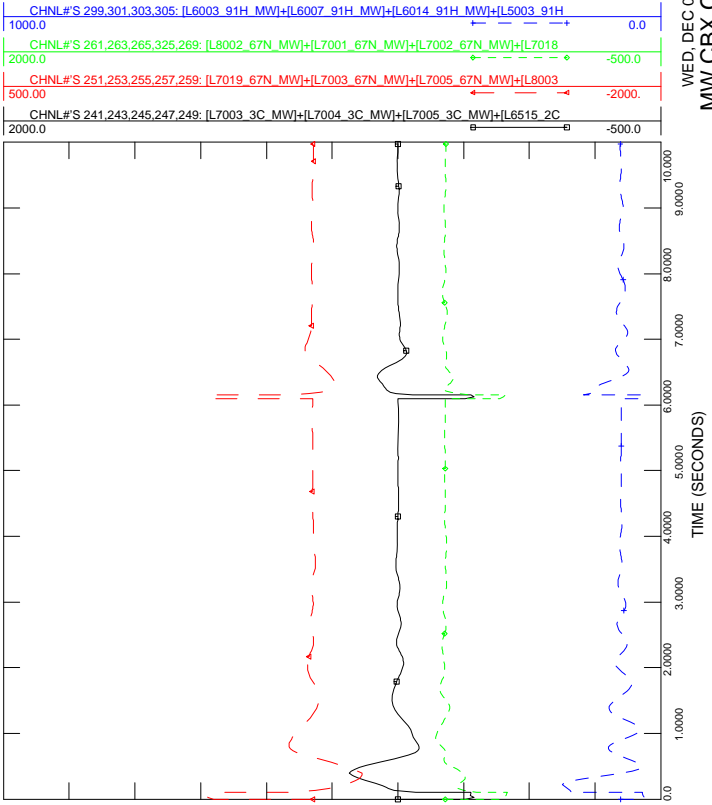
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]





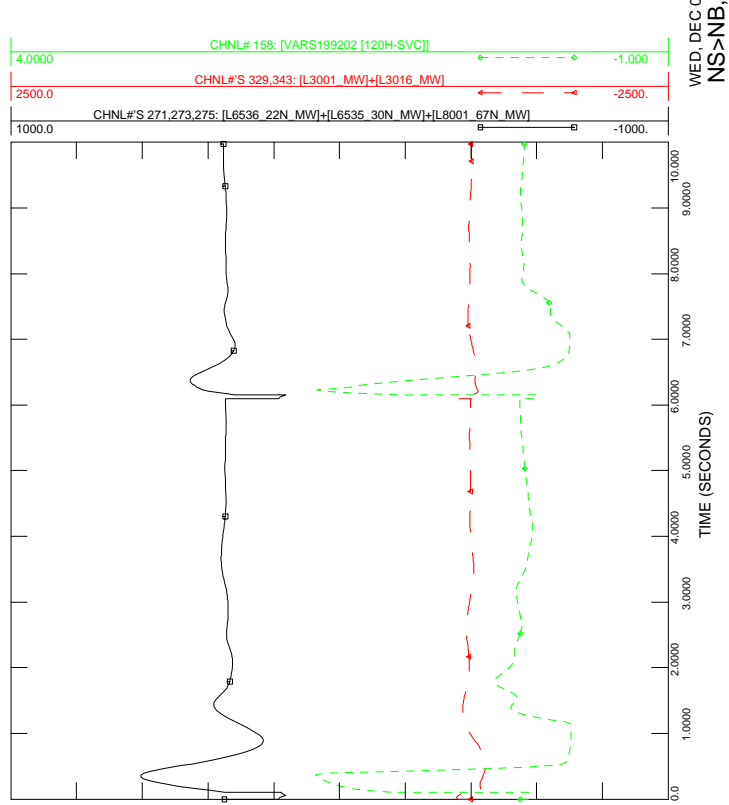
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6051_120H_LL_D10.out



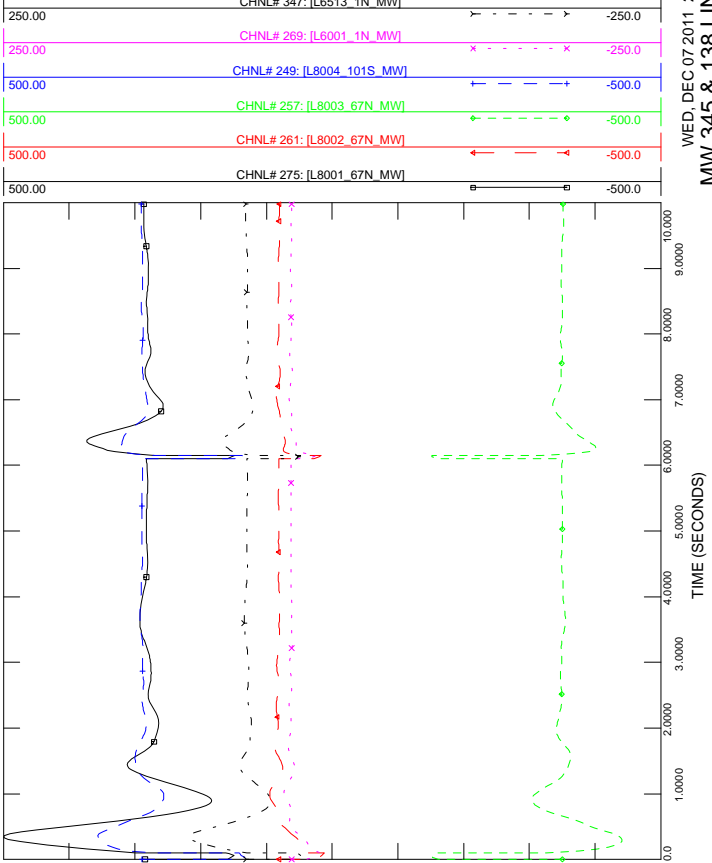
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6051_120H_LL_D10.out



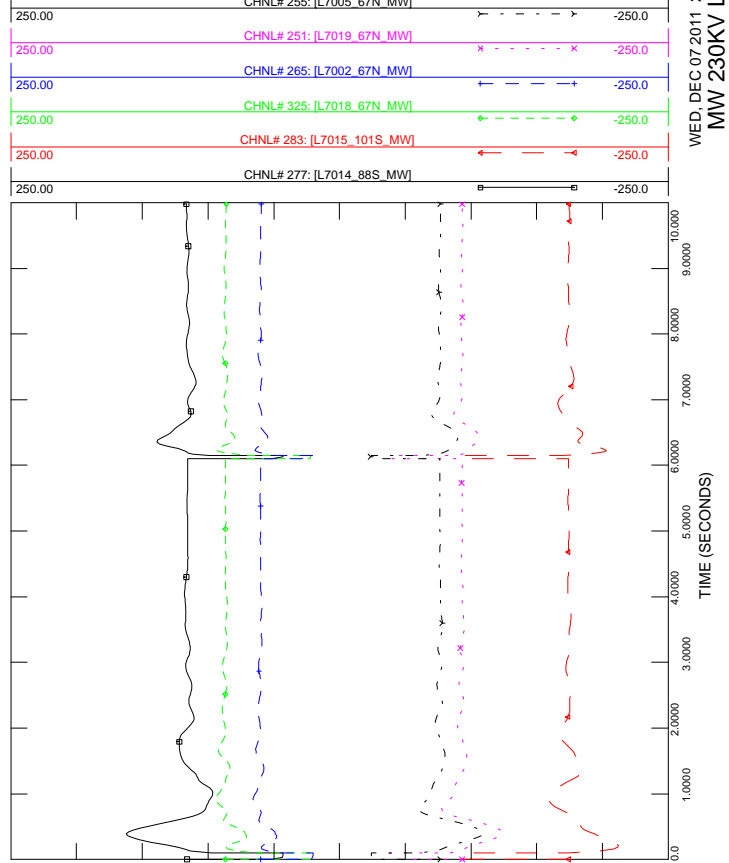
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

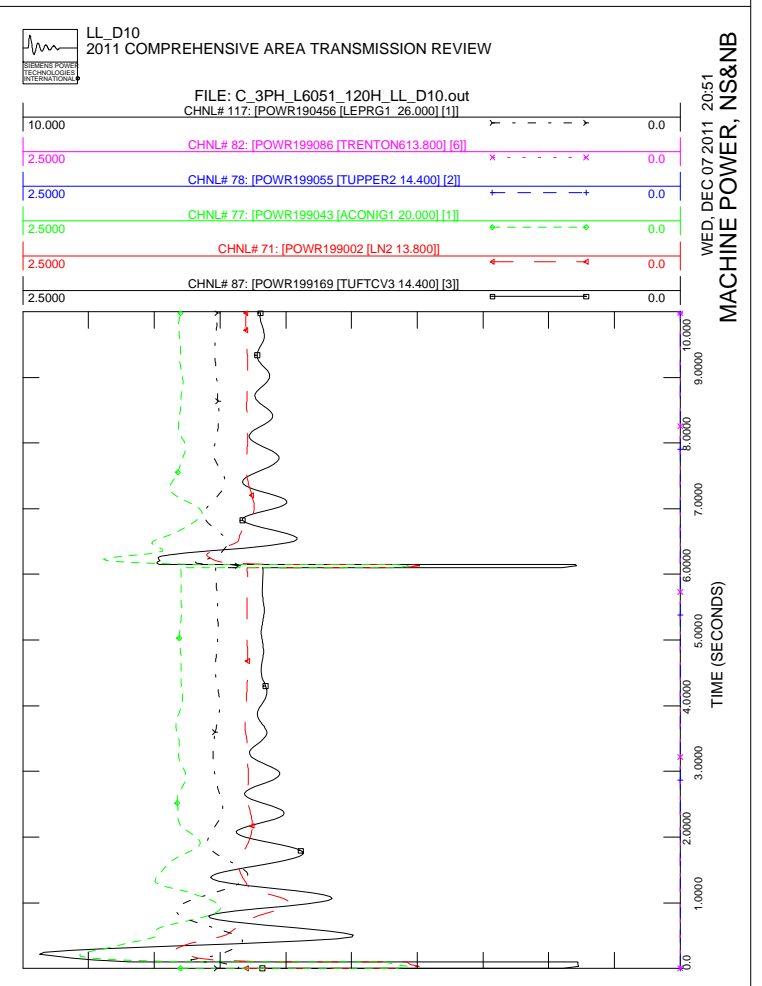
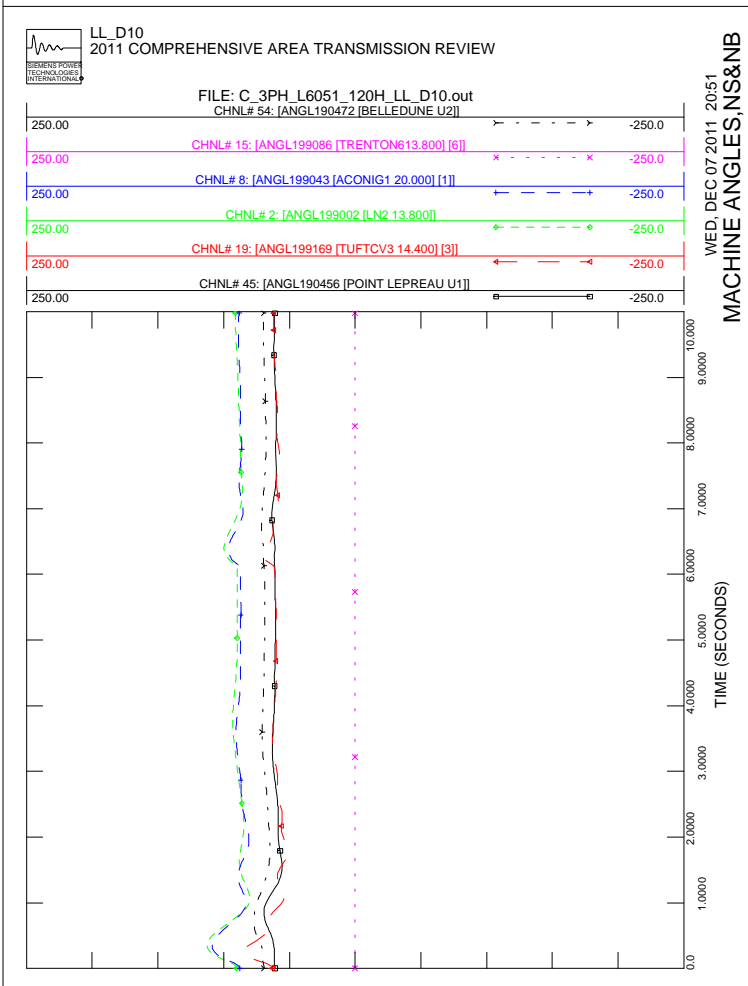
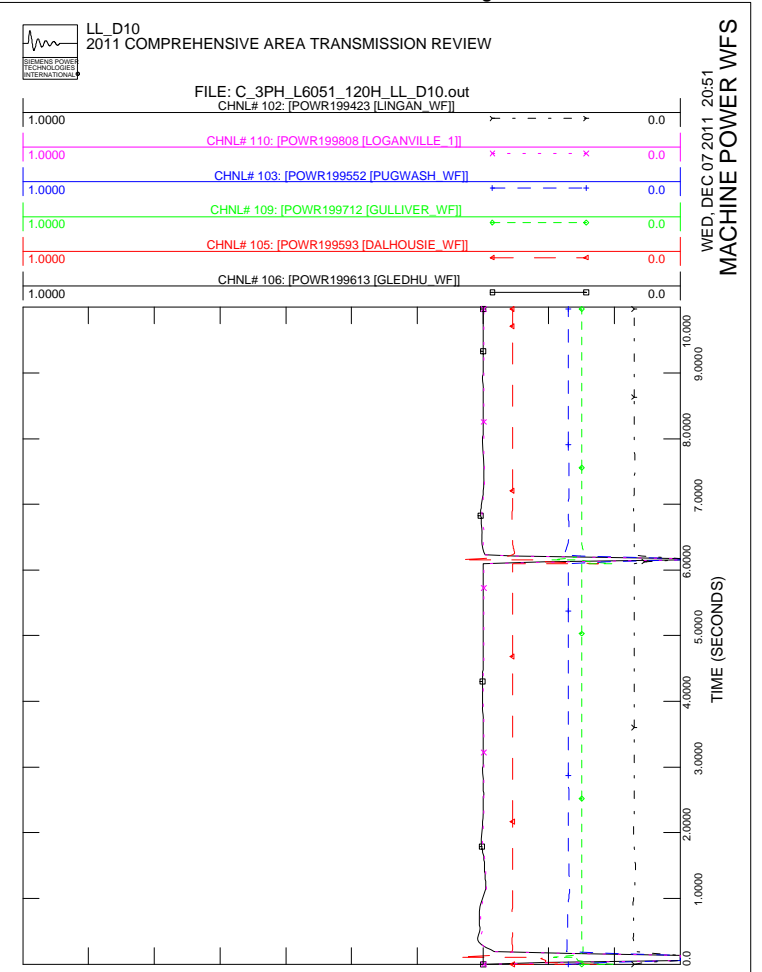
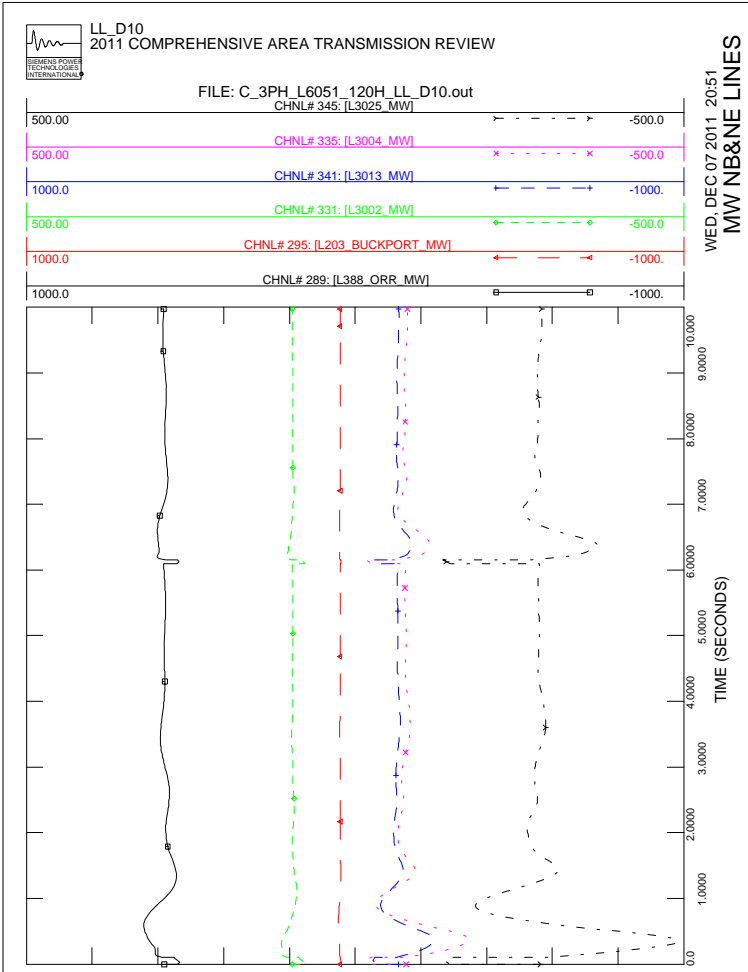
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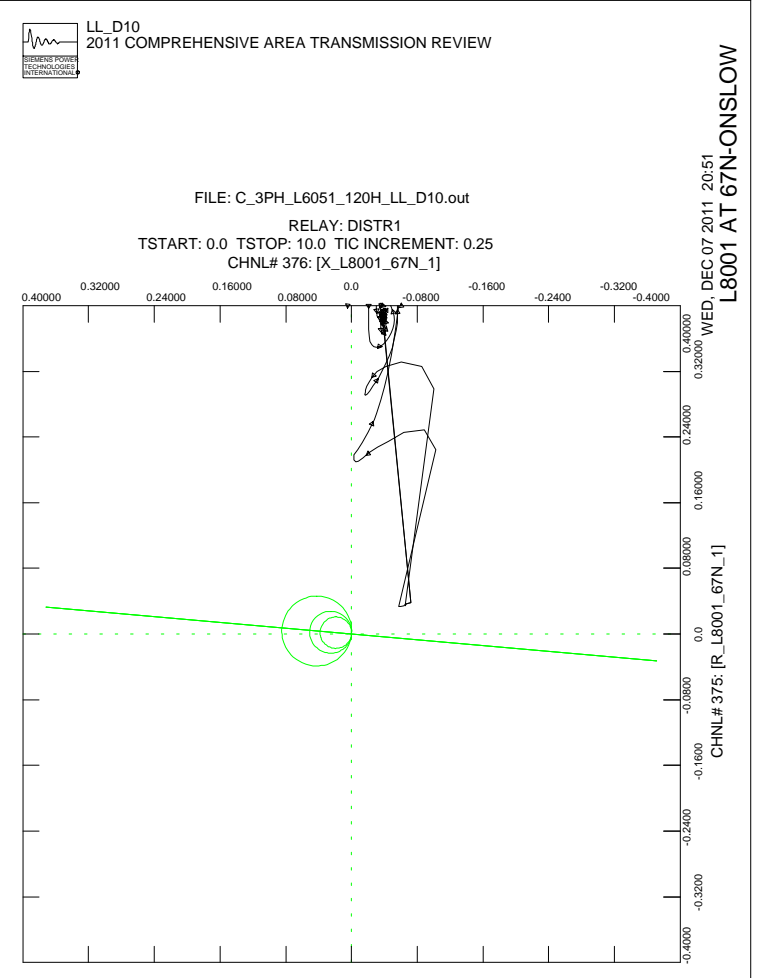
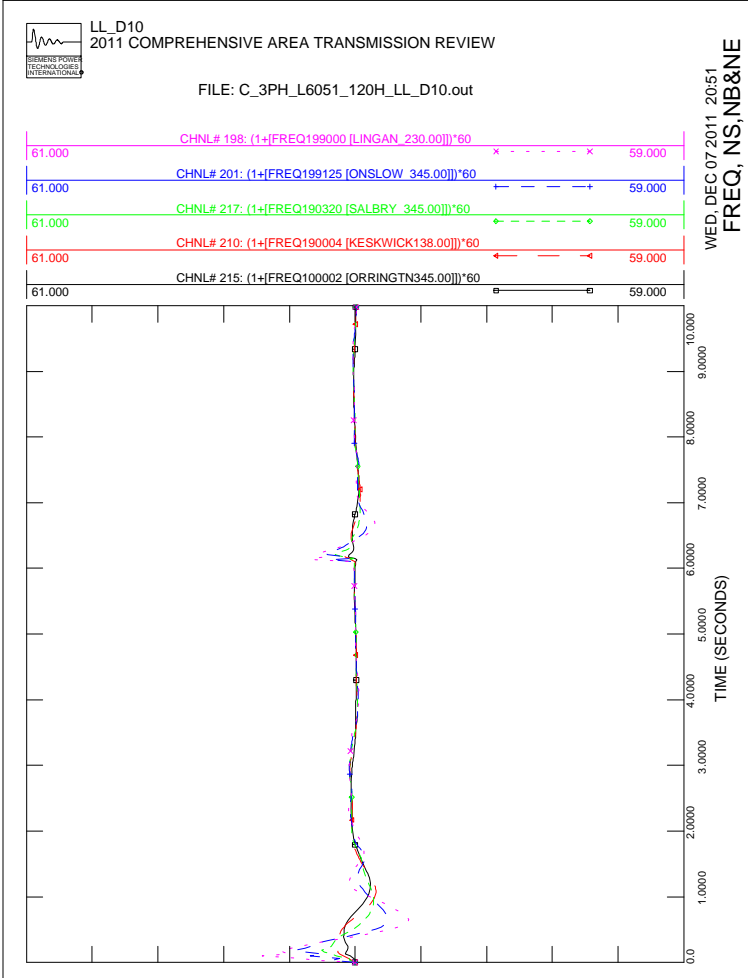
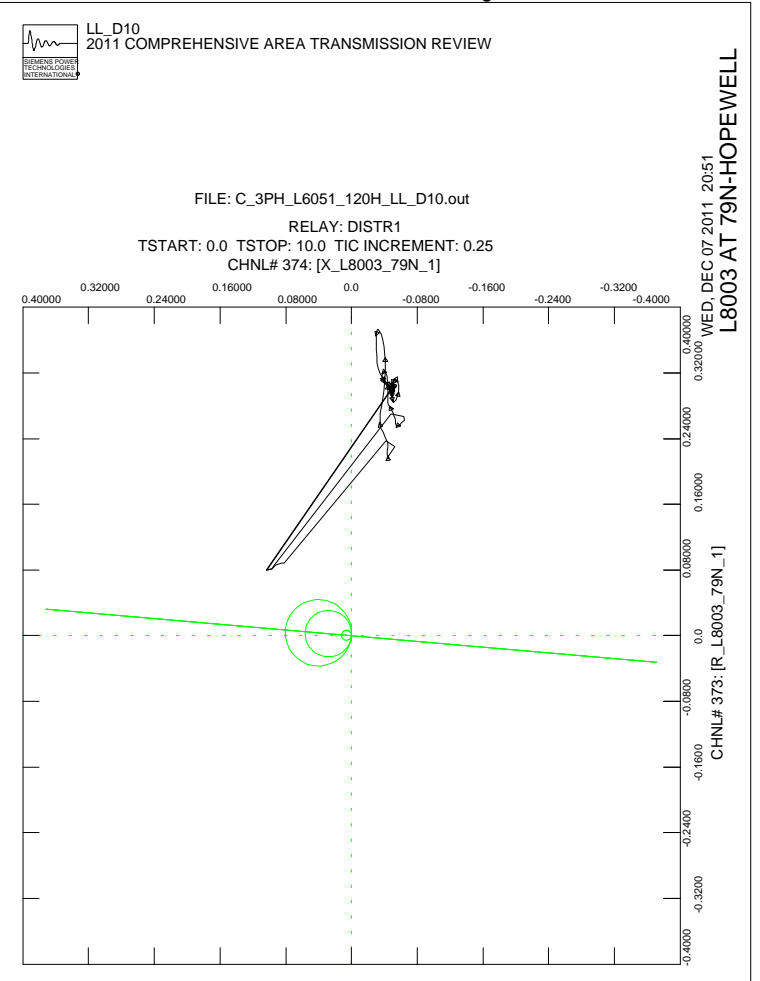
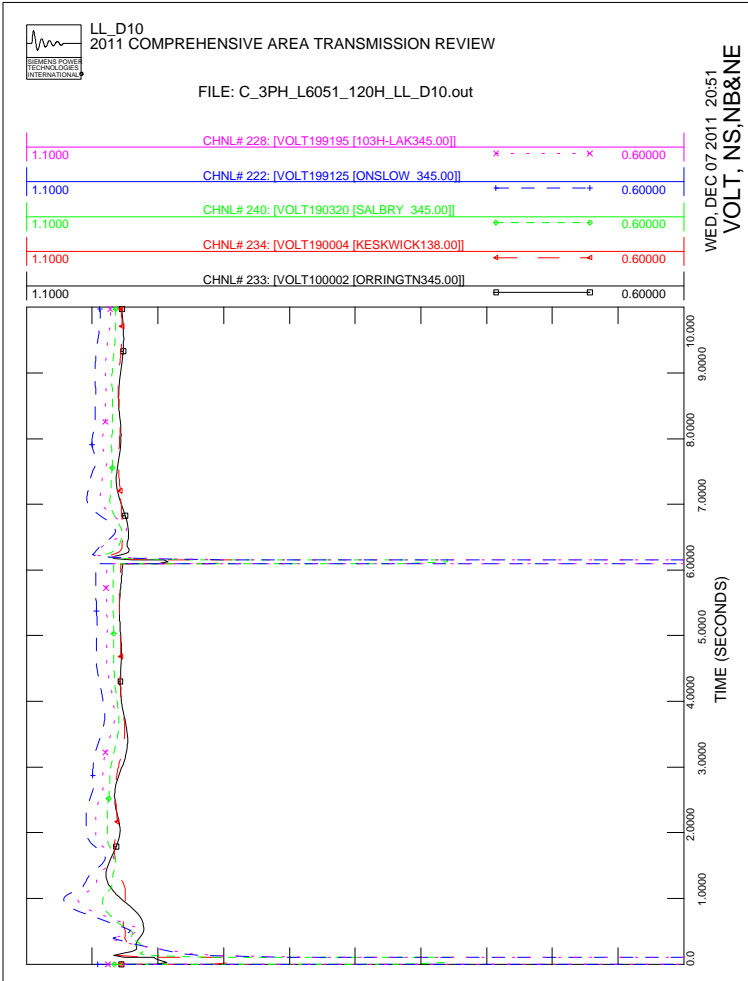


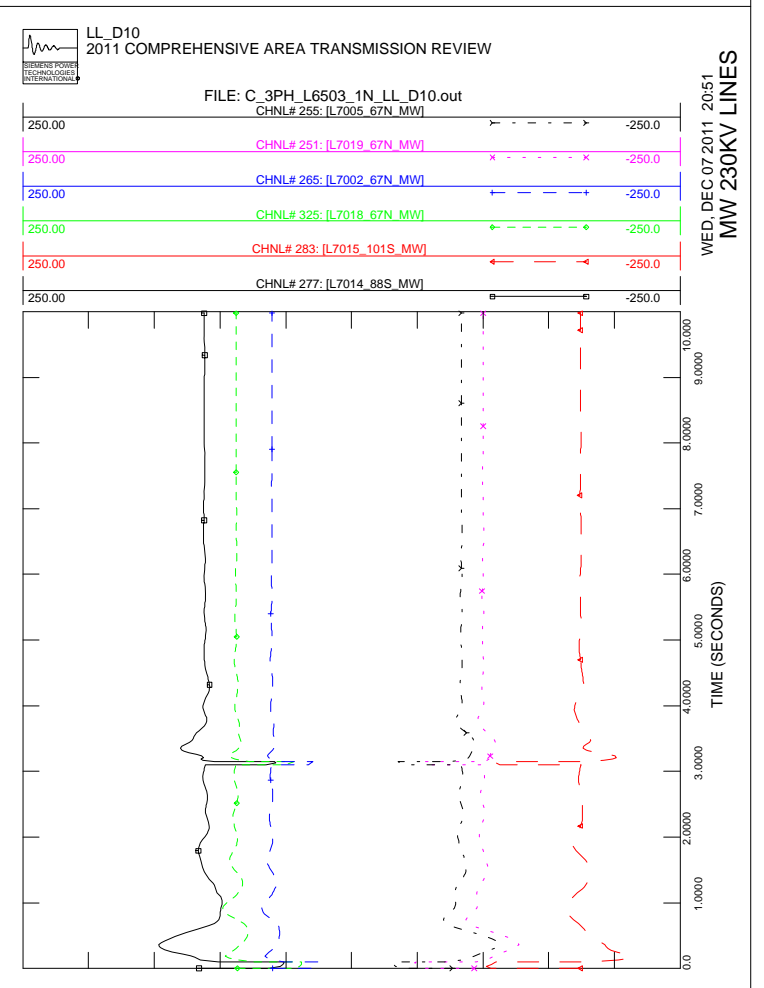
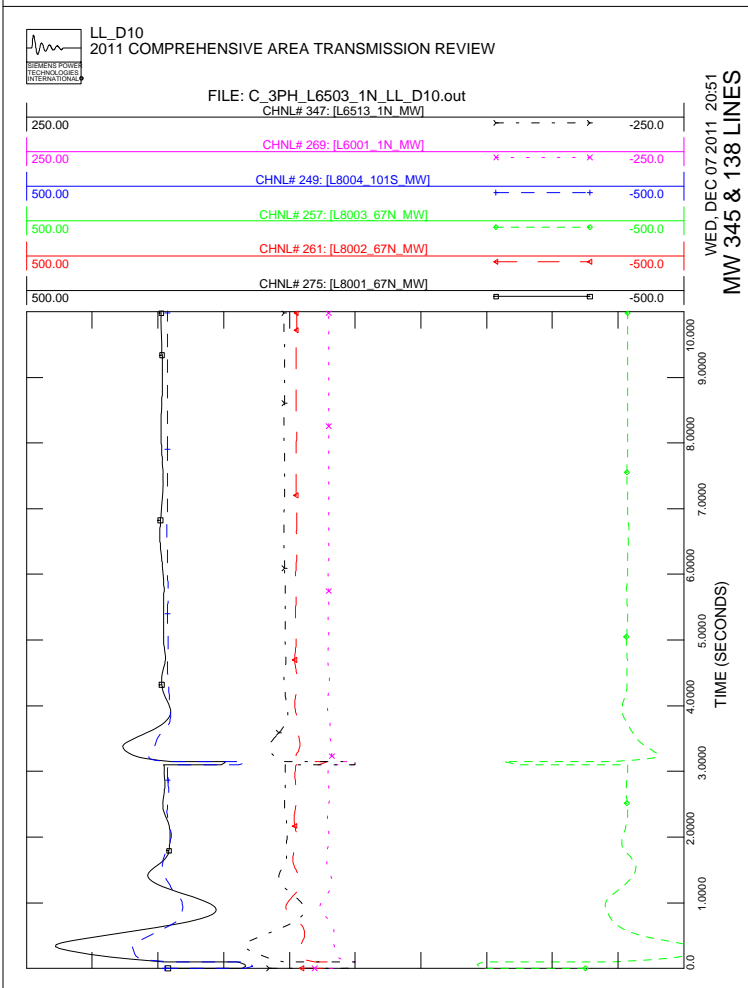
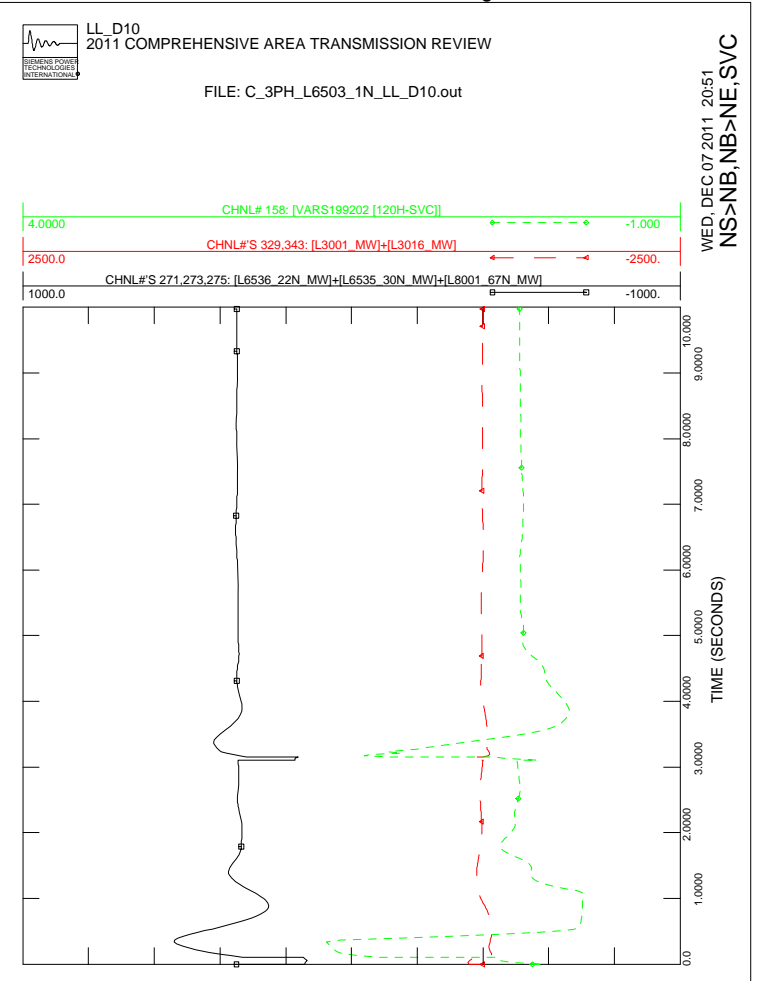
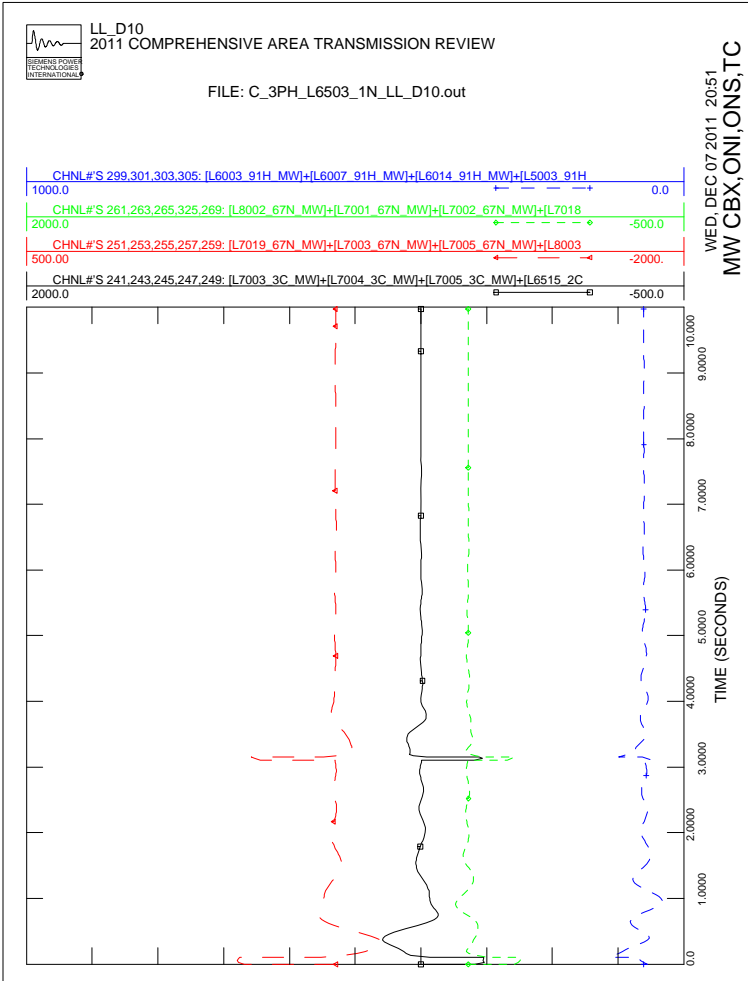
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

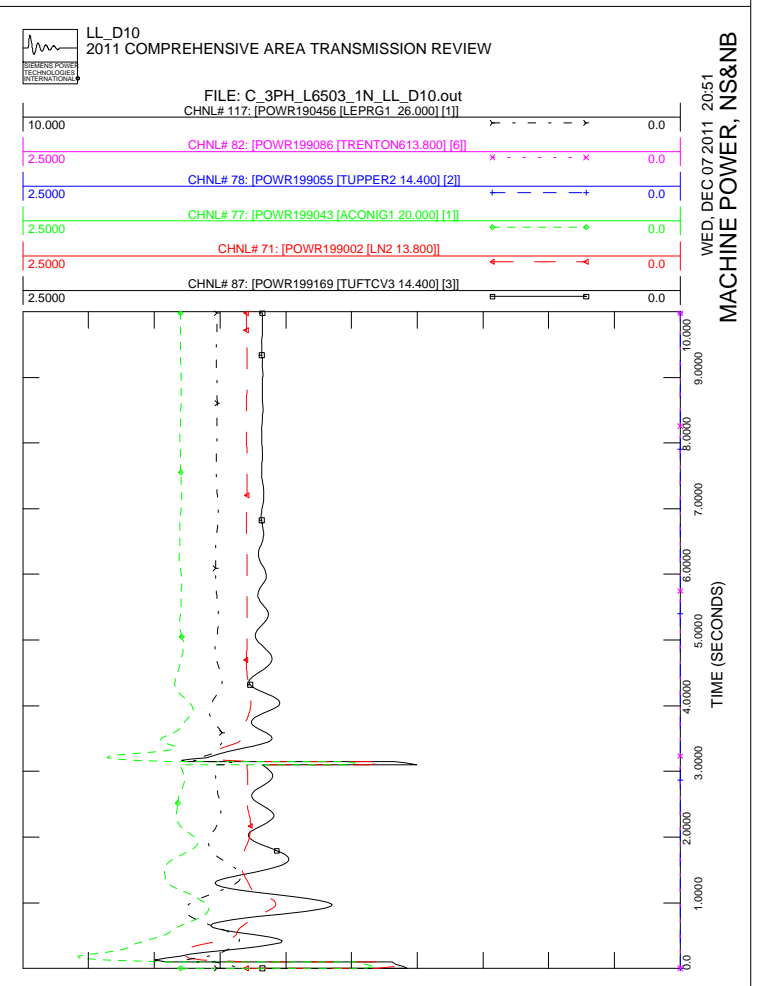
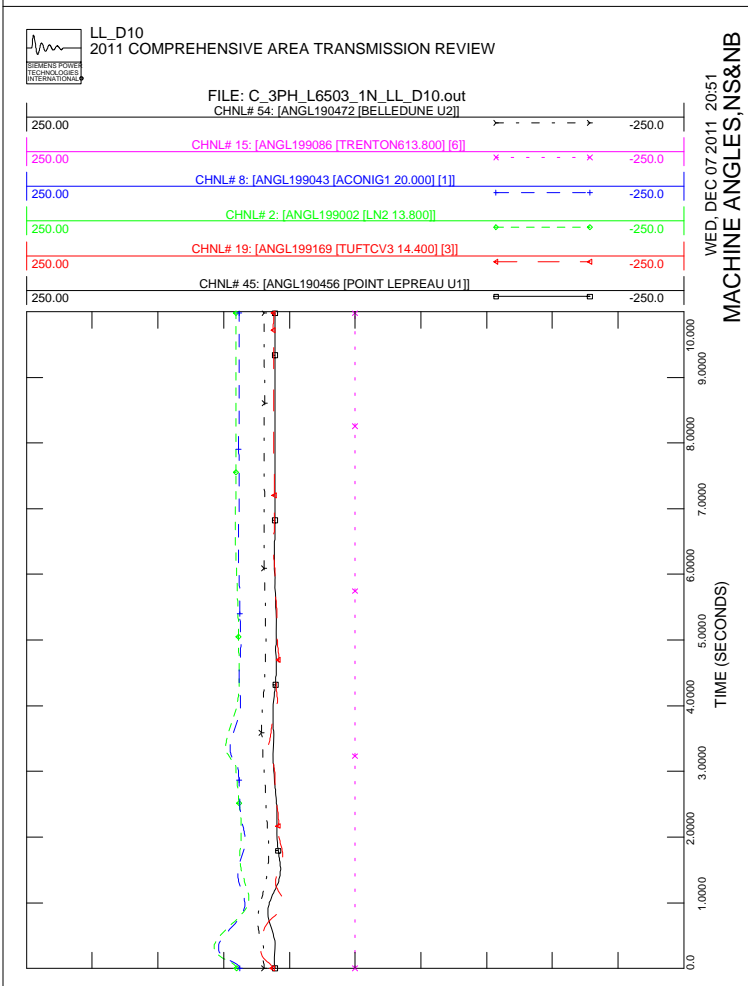
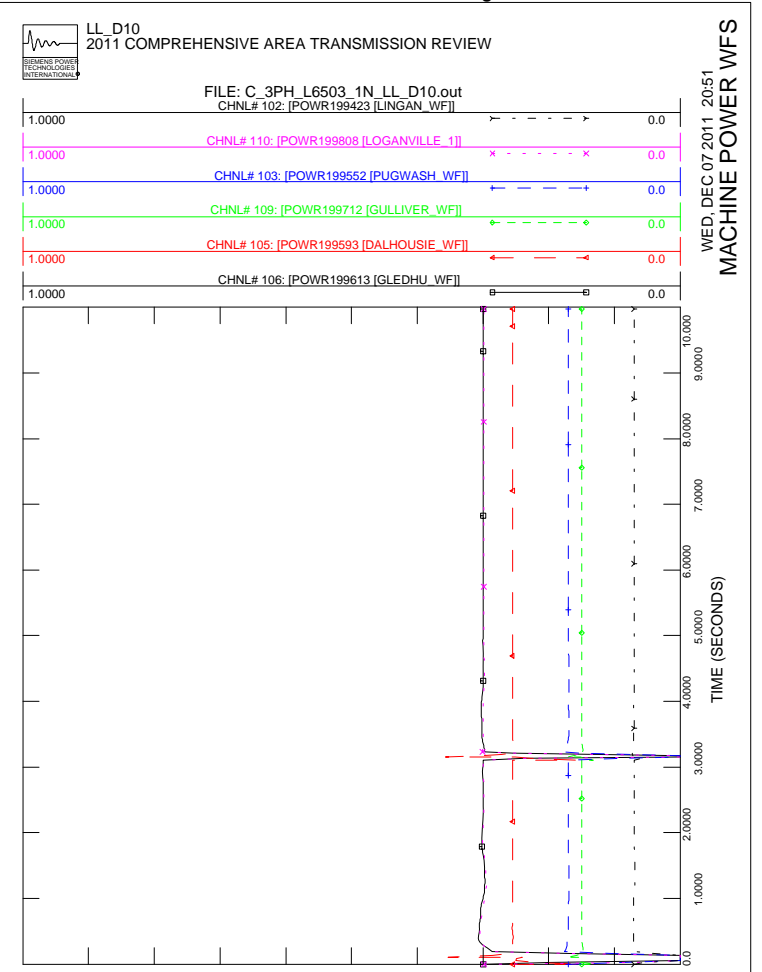
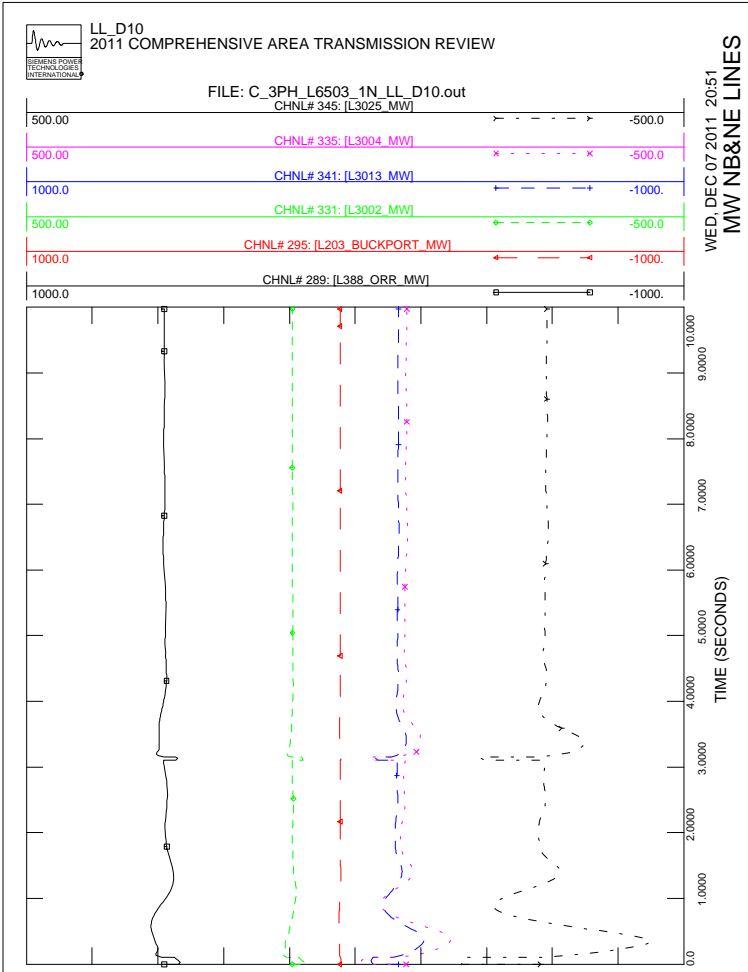
FILE: C_3PH_L6051_120H_LL_D10.out







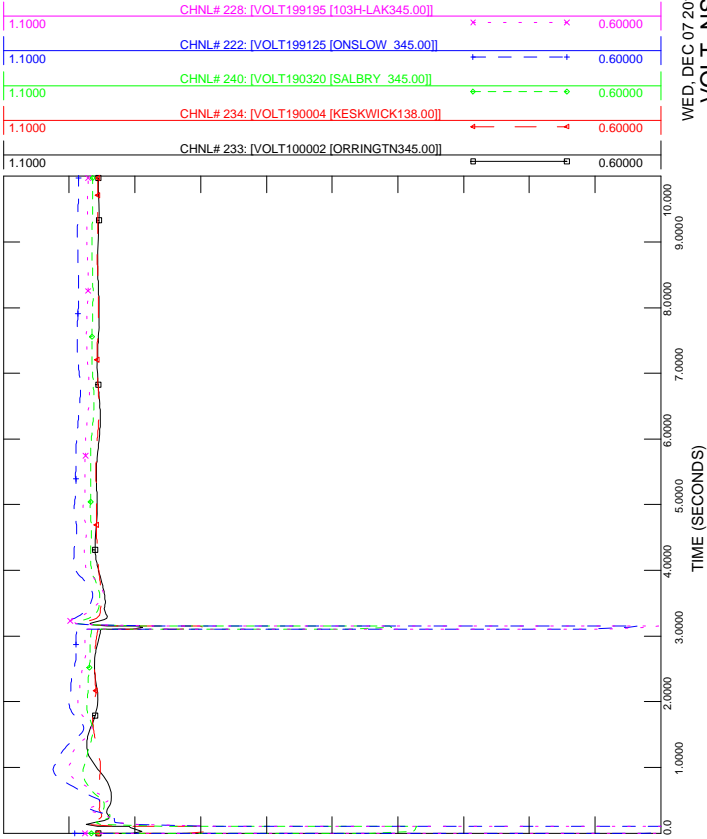






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6503_1N_LL_D10.out



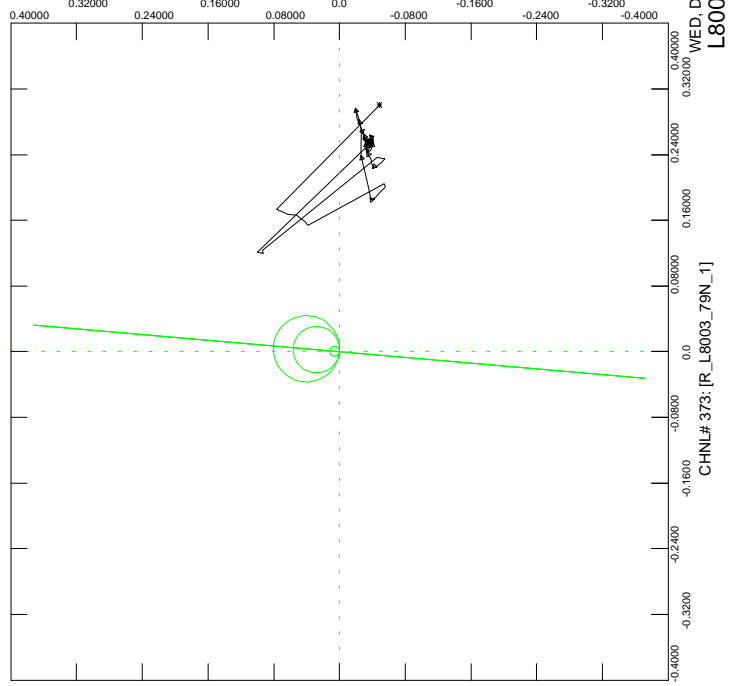
WED, DEC 07 2011 20:51
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6503_1N_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

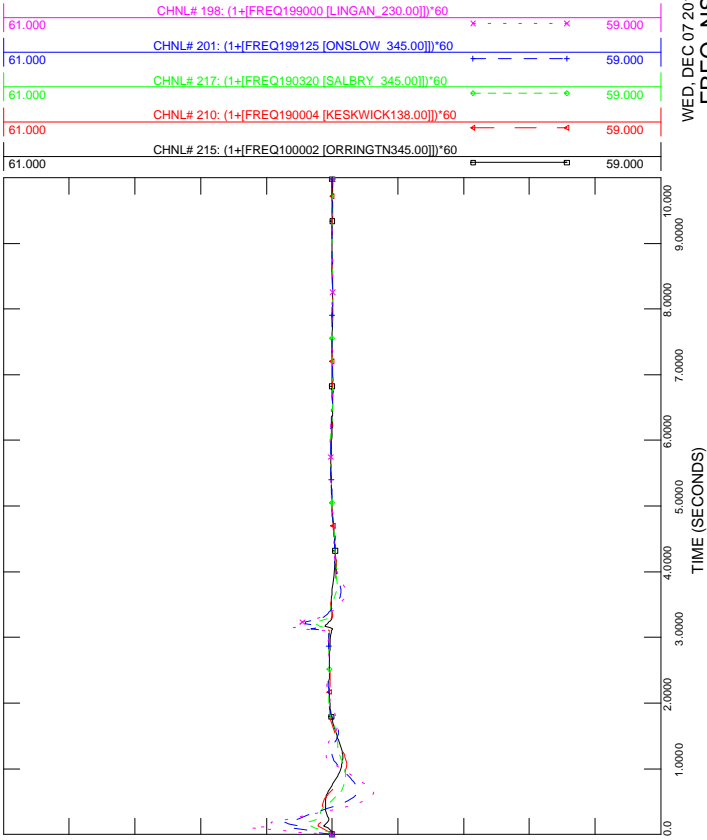


WED, DEC 07 2011 20:51
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6503_1N_LL_D10.out



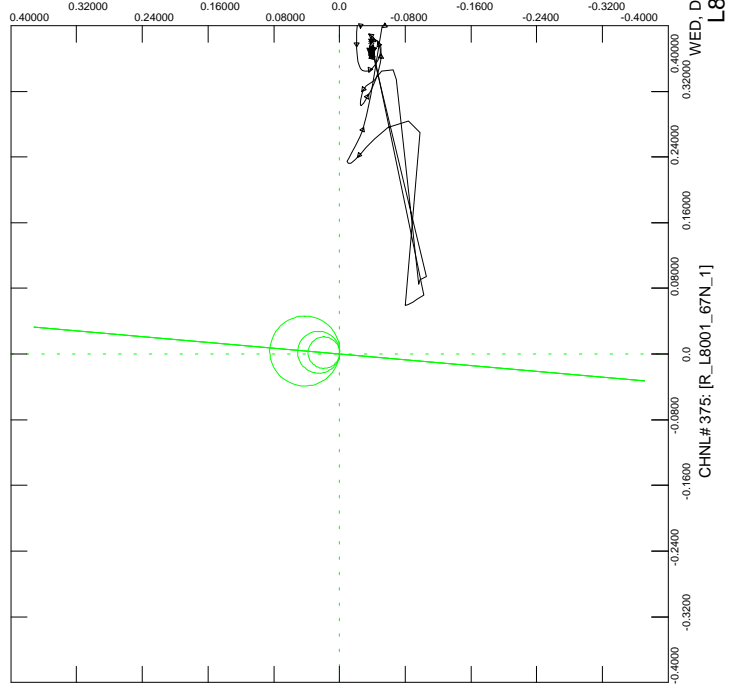
WED, DEC 07 2011 20:51
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6503_1N_LL_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

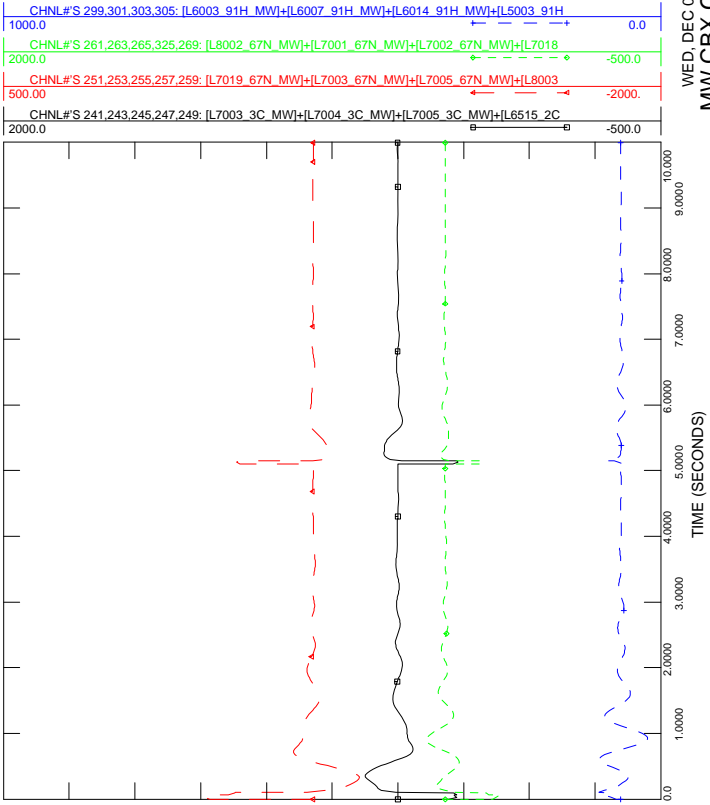


WED, DEC 07 2011 20:51
L8001 AT 67N-ONSLow



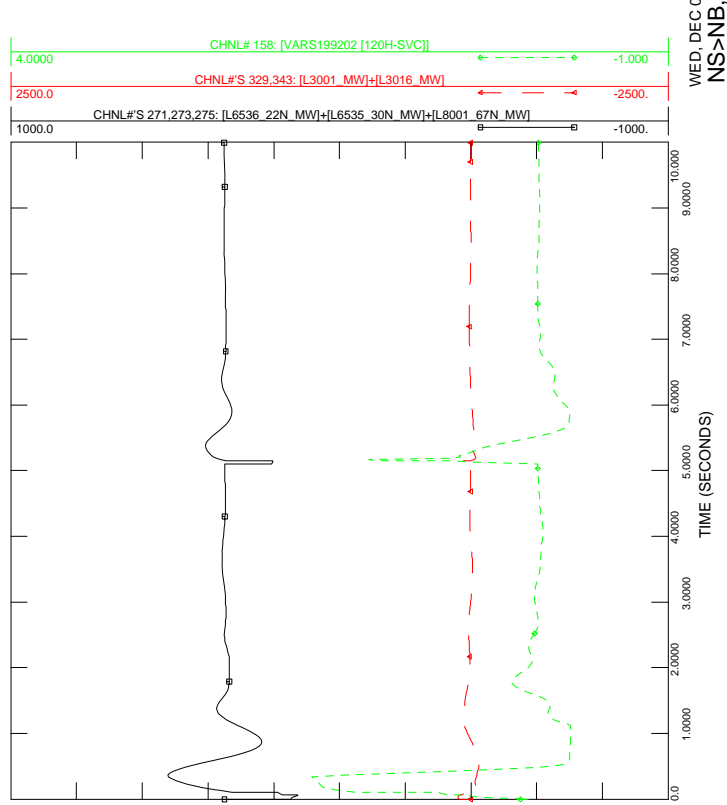
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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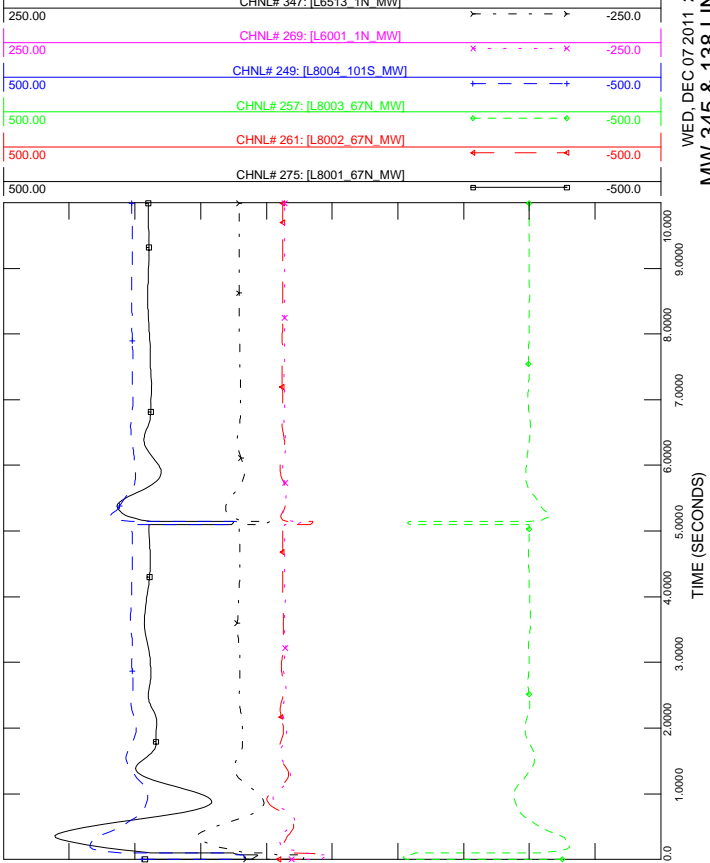
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6507_79N_LL_D10.out



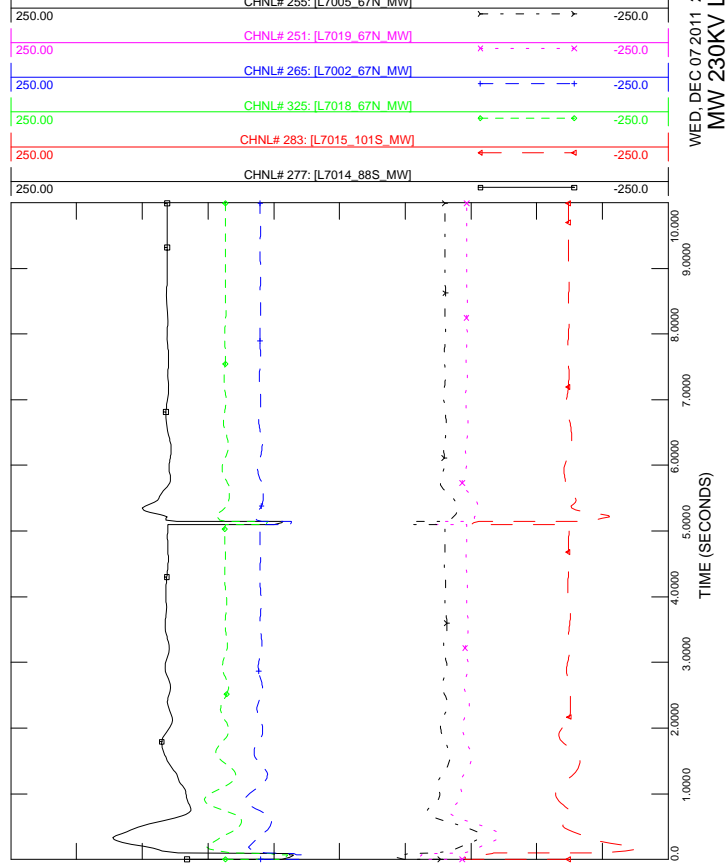
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

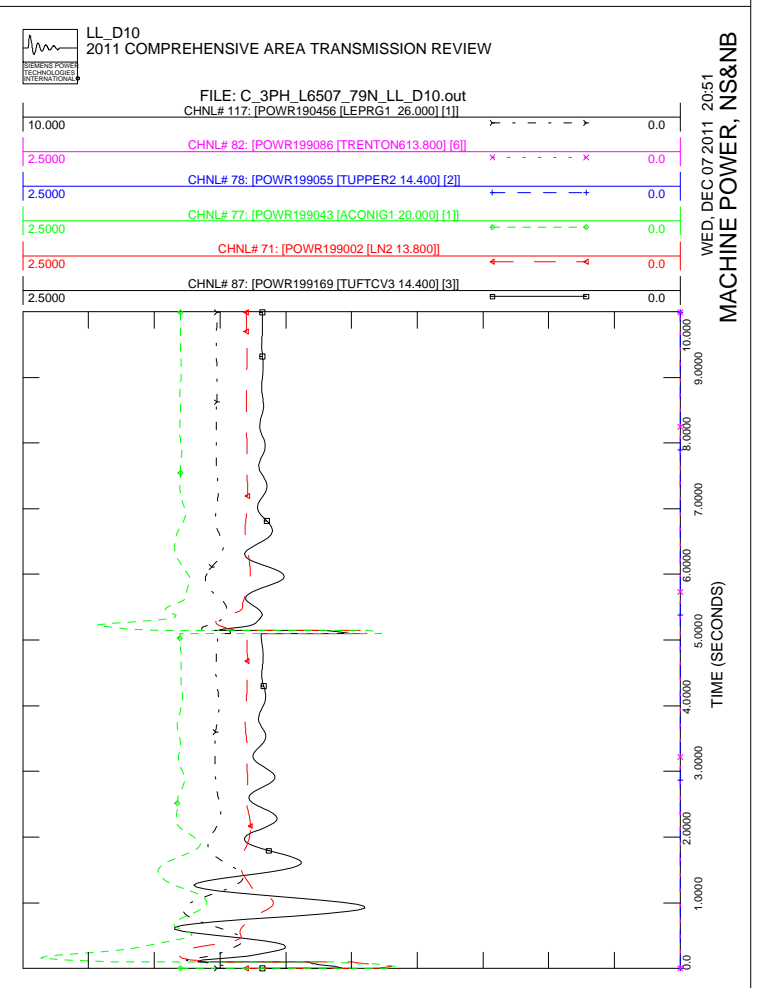
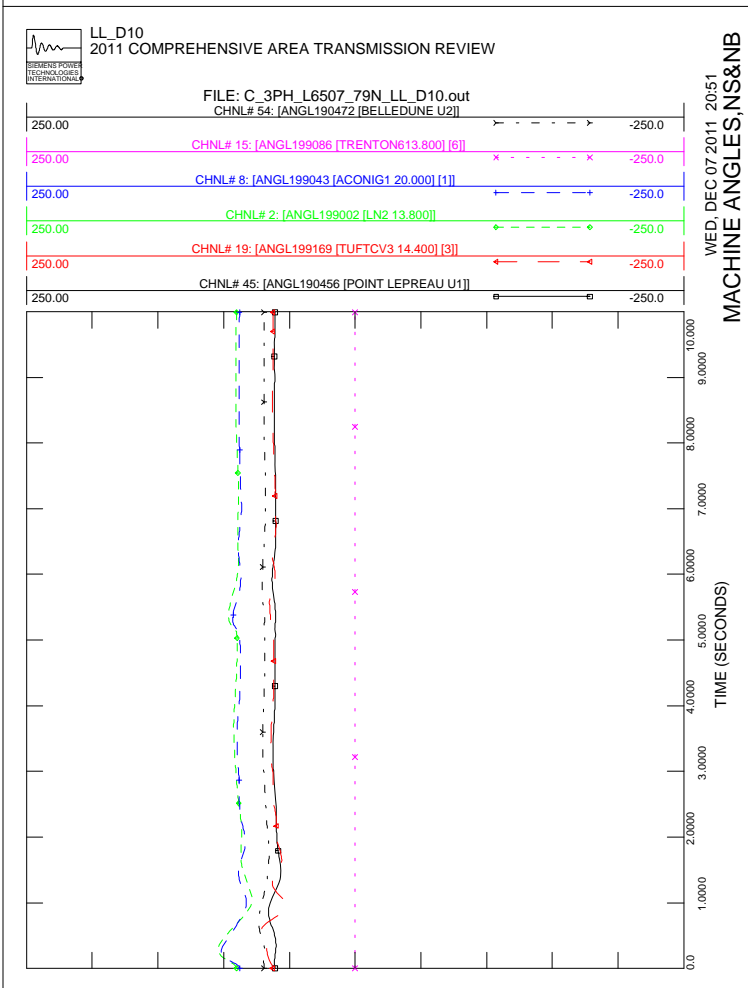
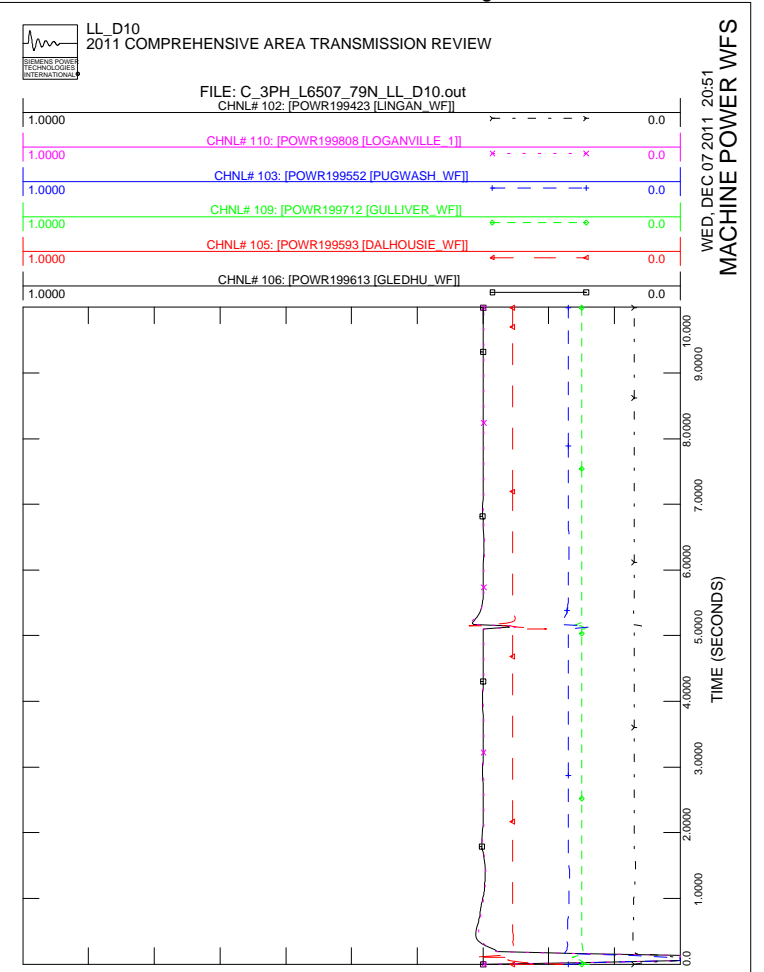
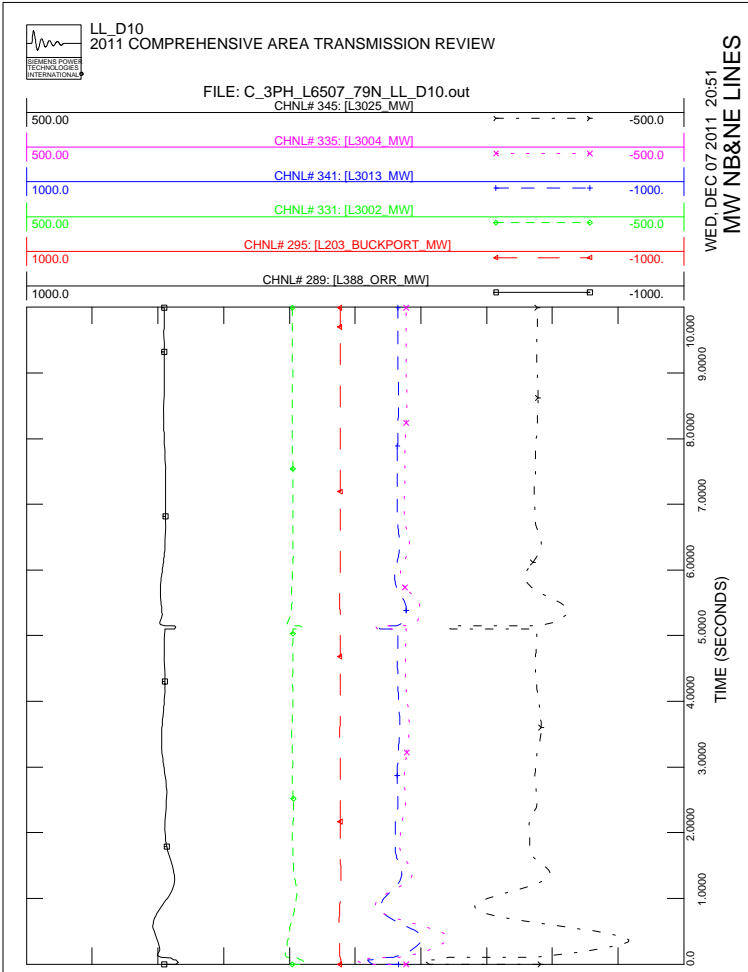
FILE: C_3PH_L6507_79N_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6507_79N_LL_D10.out

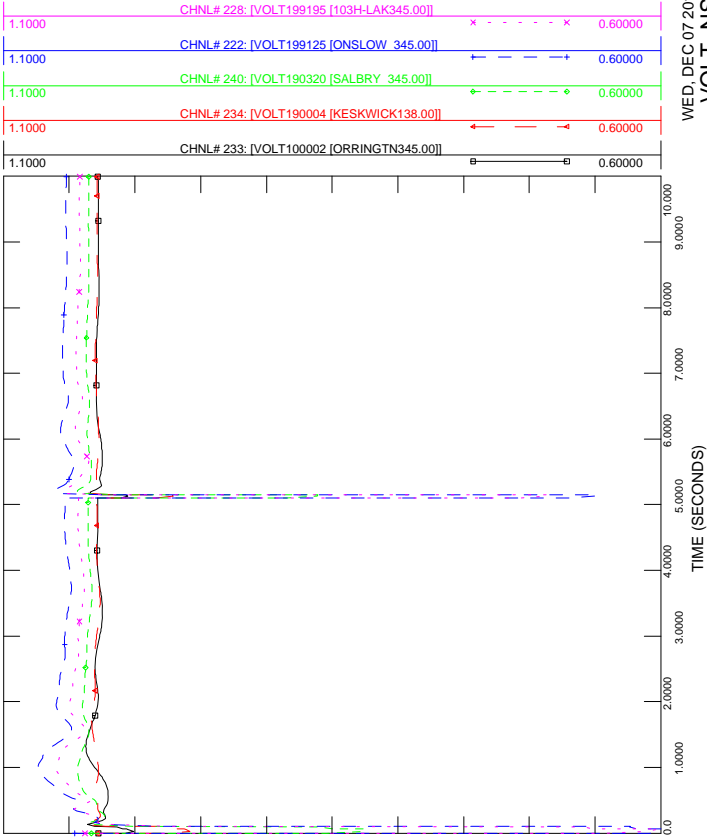






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6507_79N_LL_D10.out



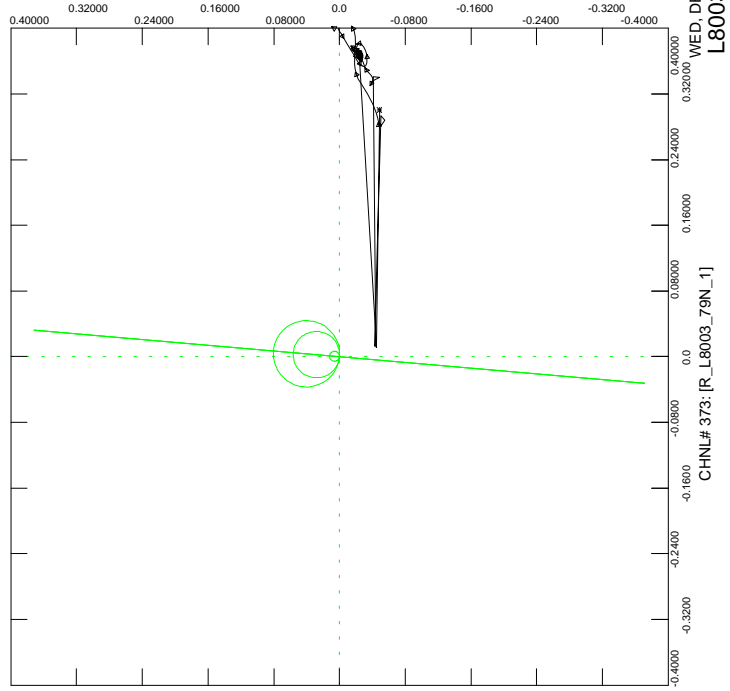
WED, DEC 07 2011 20:51
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6507_79N_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

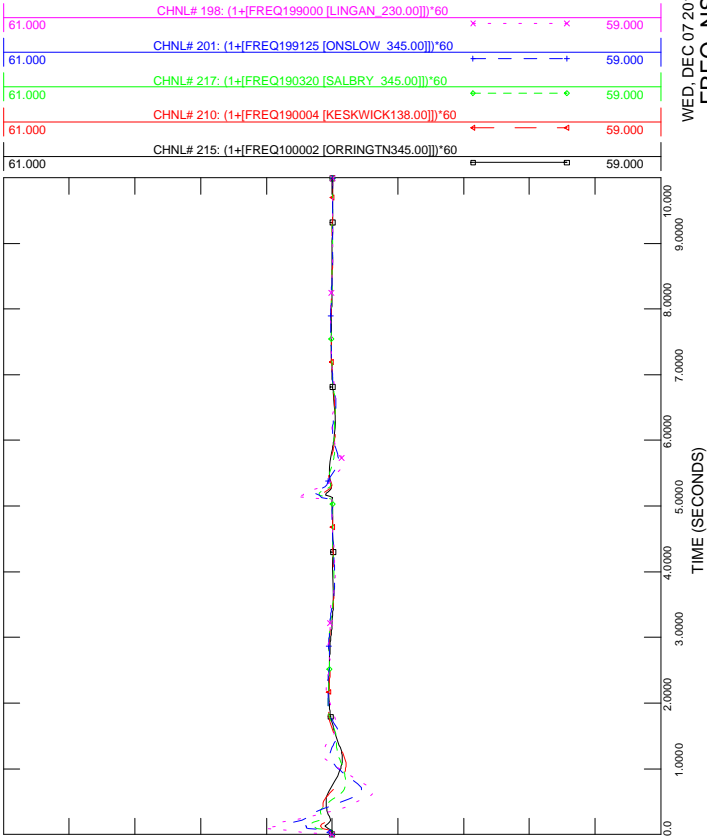


WED, DEC 07 2011 20:51
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L6507_79N_LL_D10.out



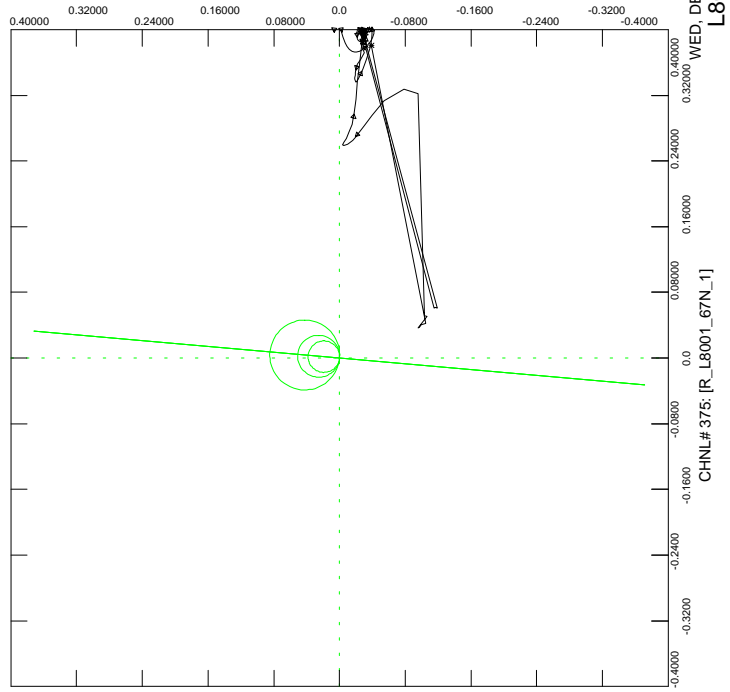
WED, DEC 07 2011 20:51
FREQ, NS, NB&NE



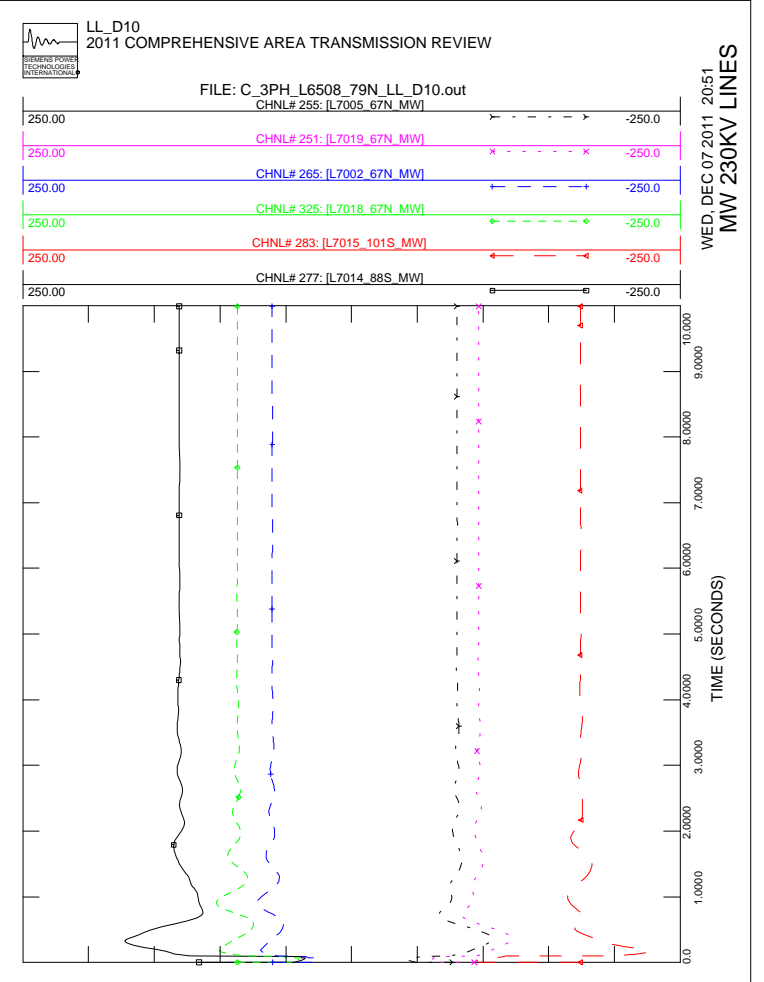
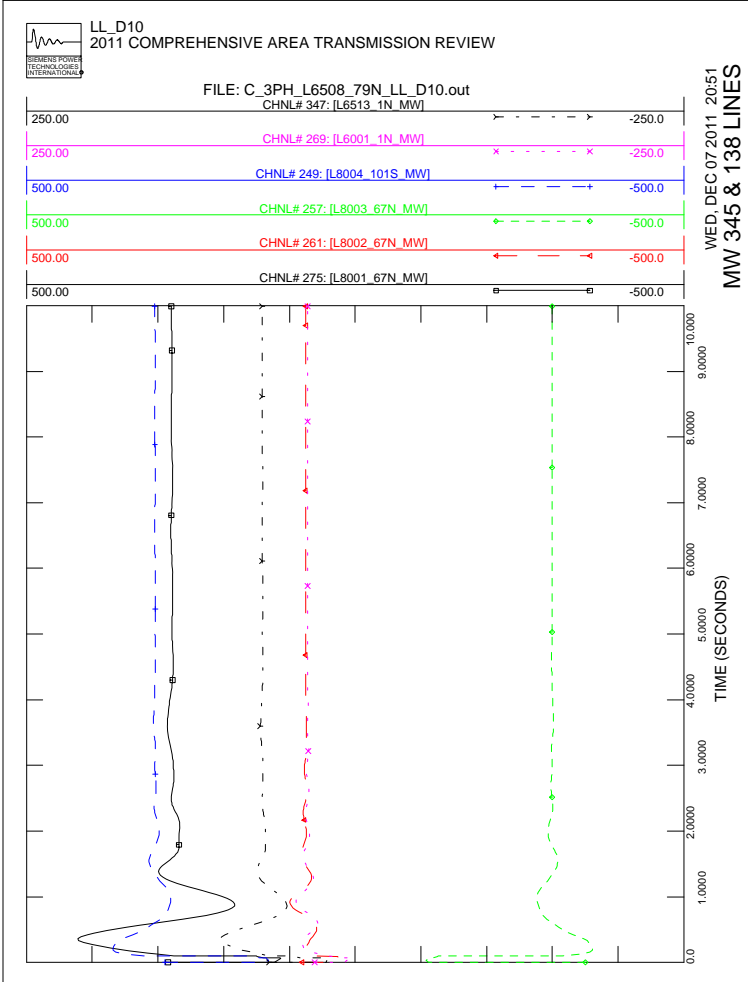
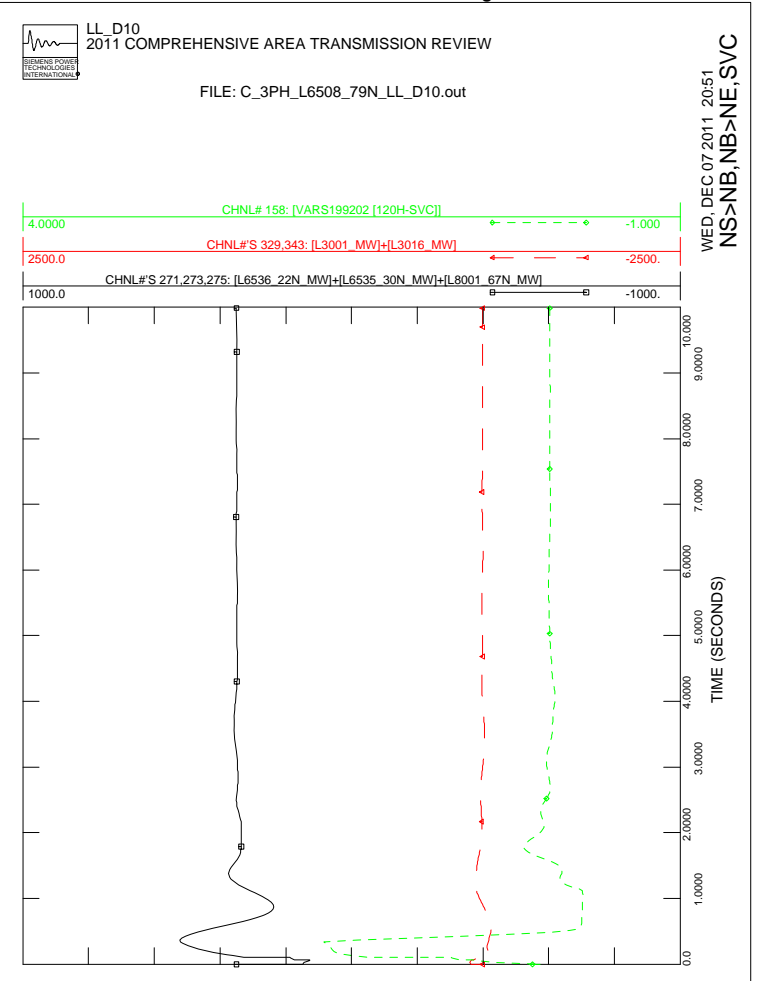
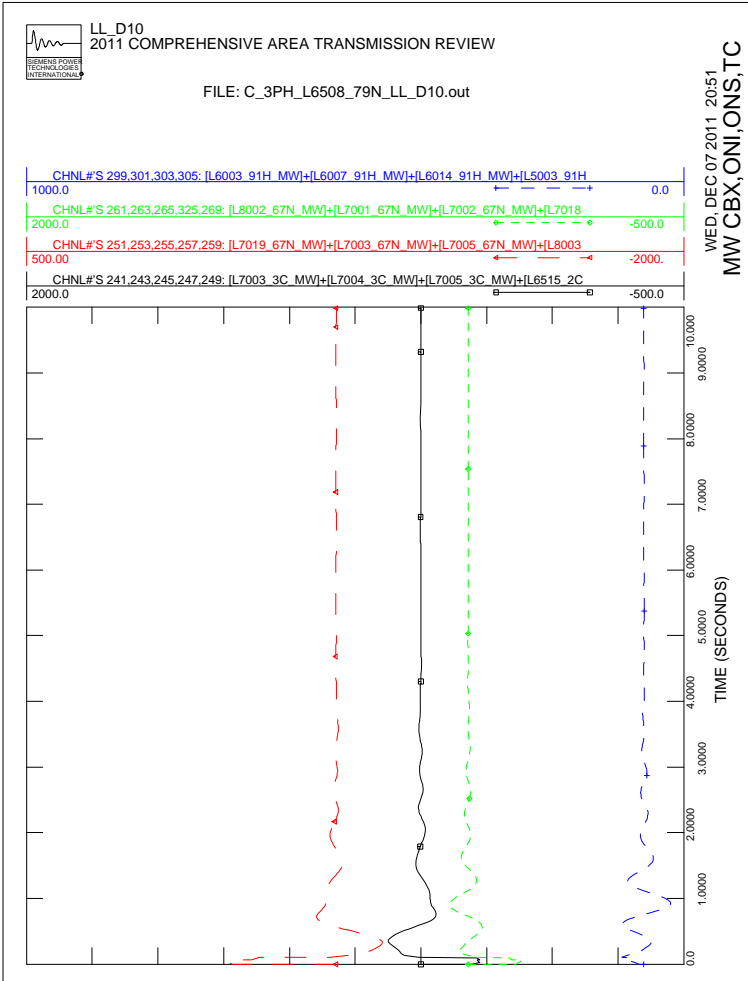
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

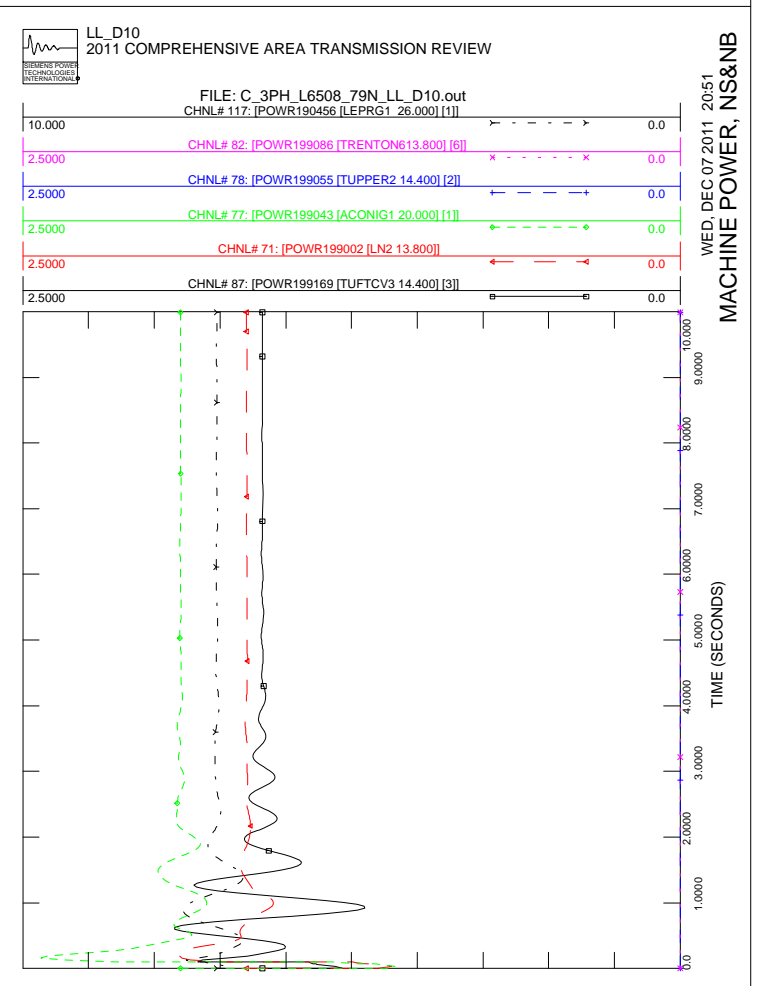
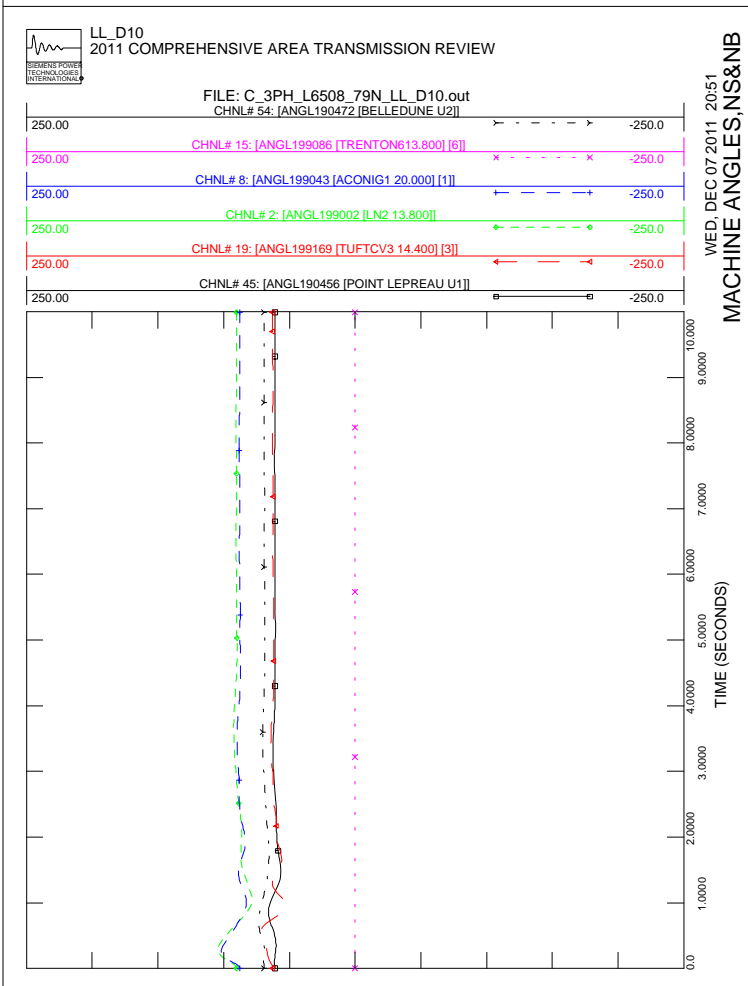
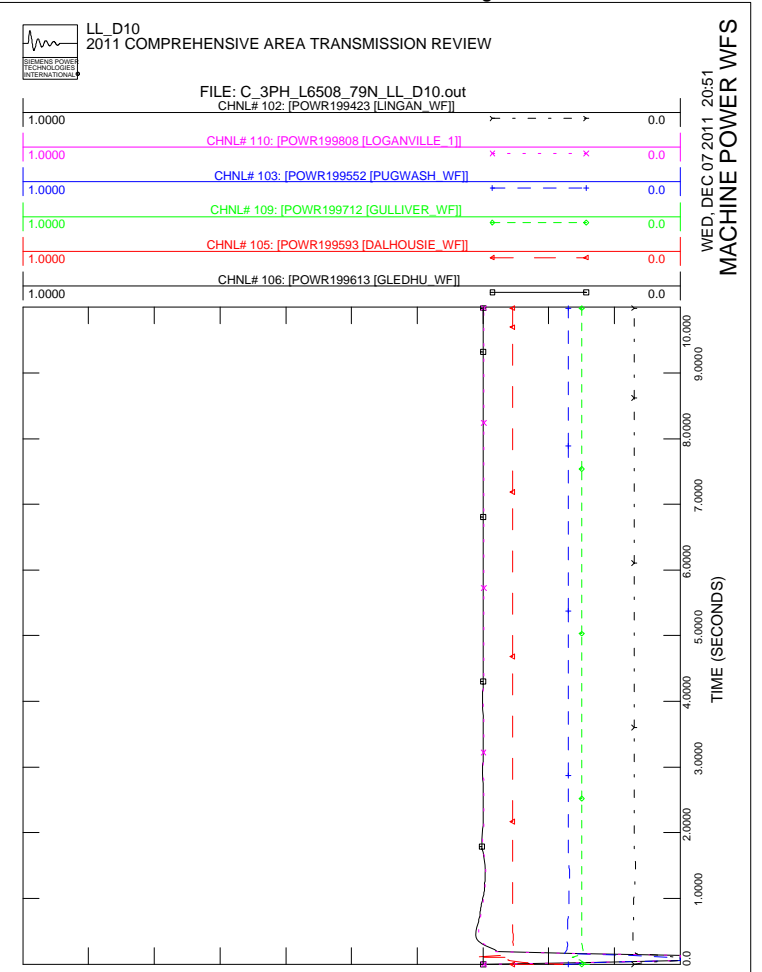
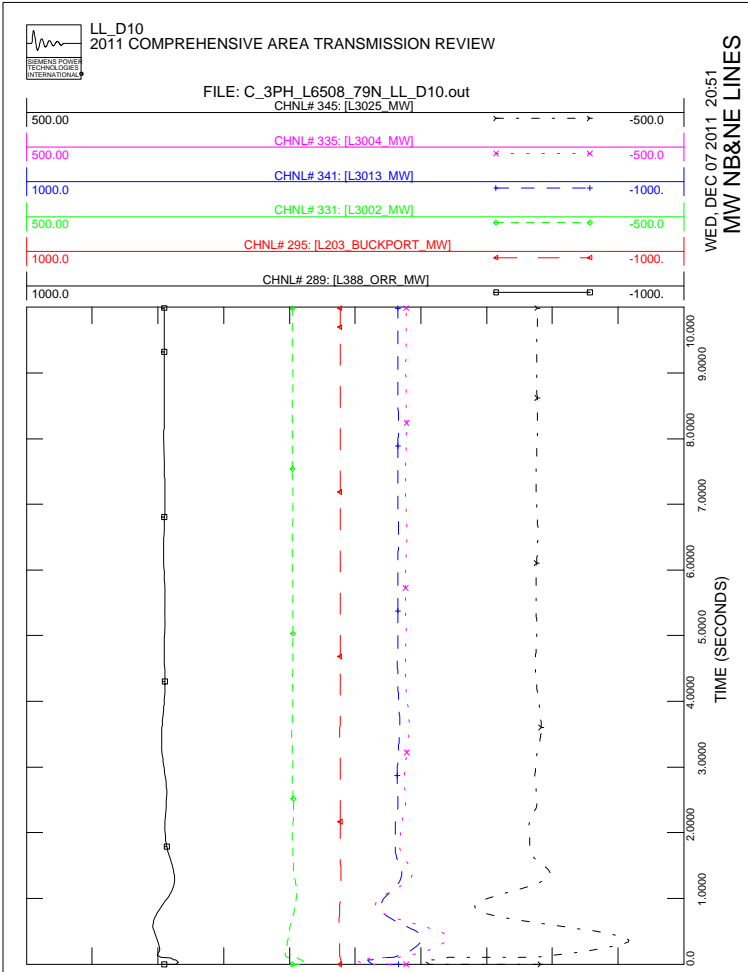
FILE: C_3PH_L6507_79N_LL_D10.out

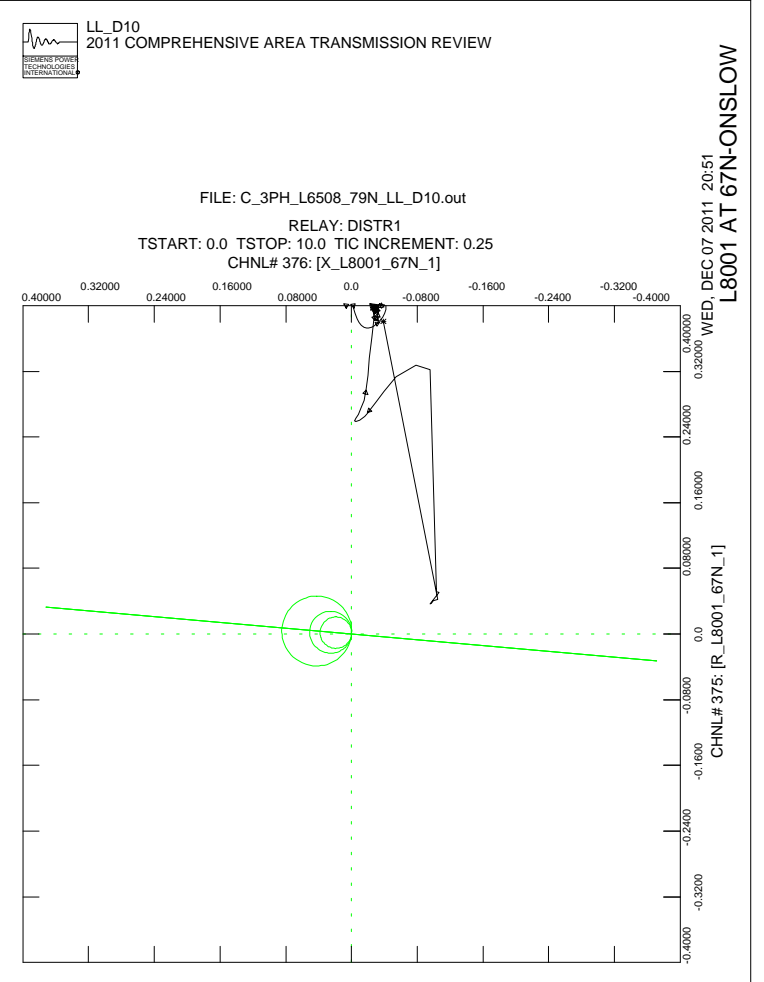
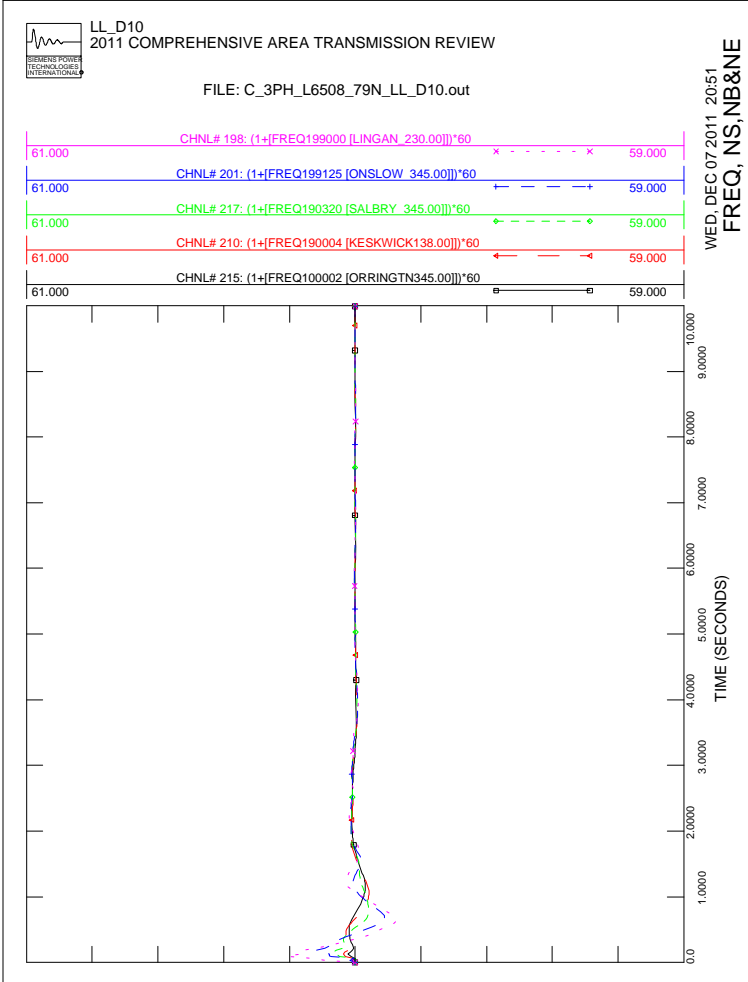
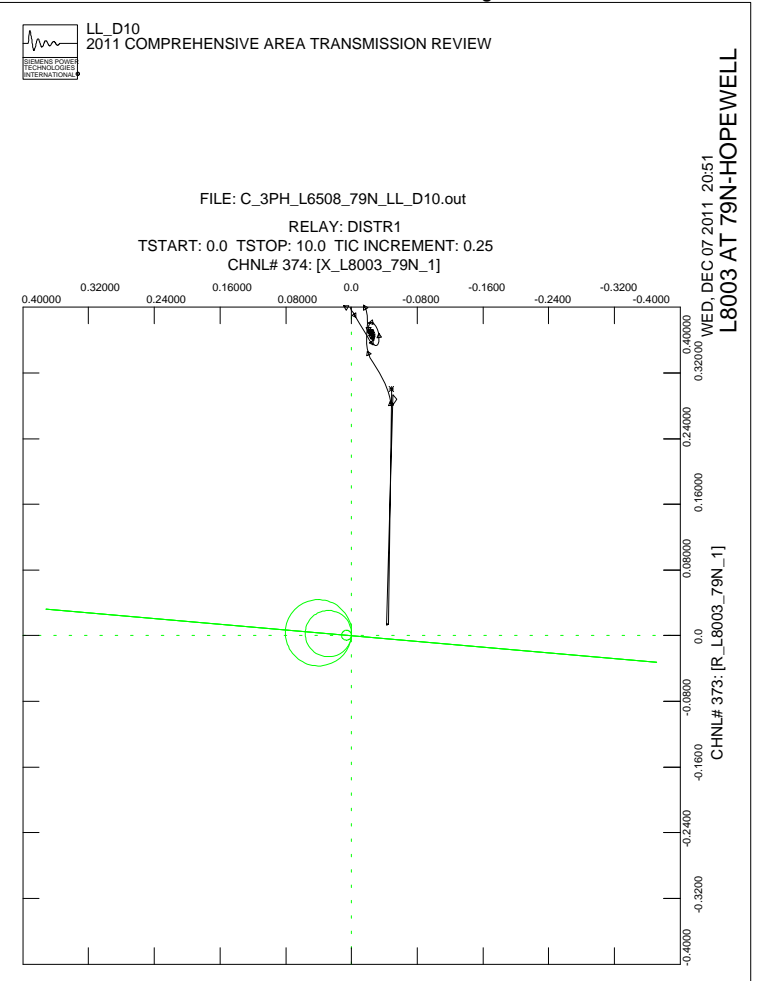
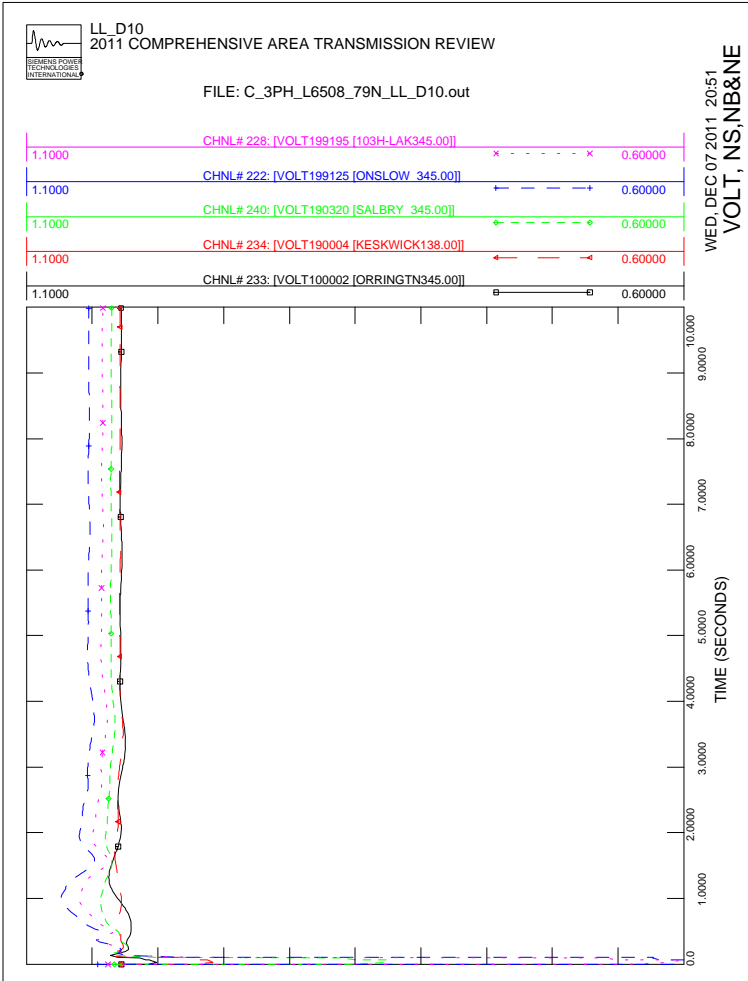
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

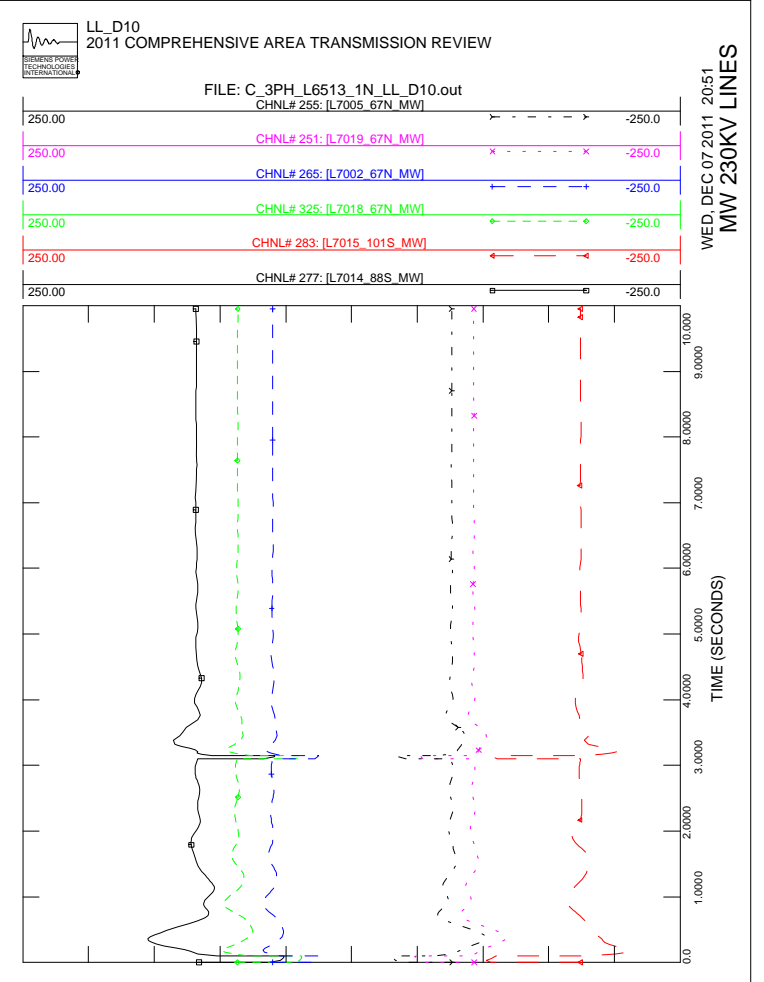
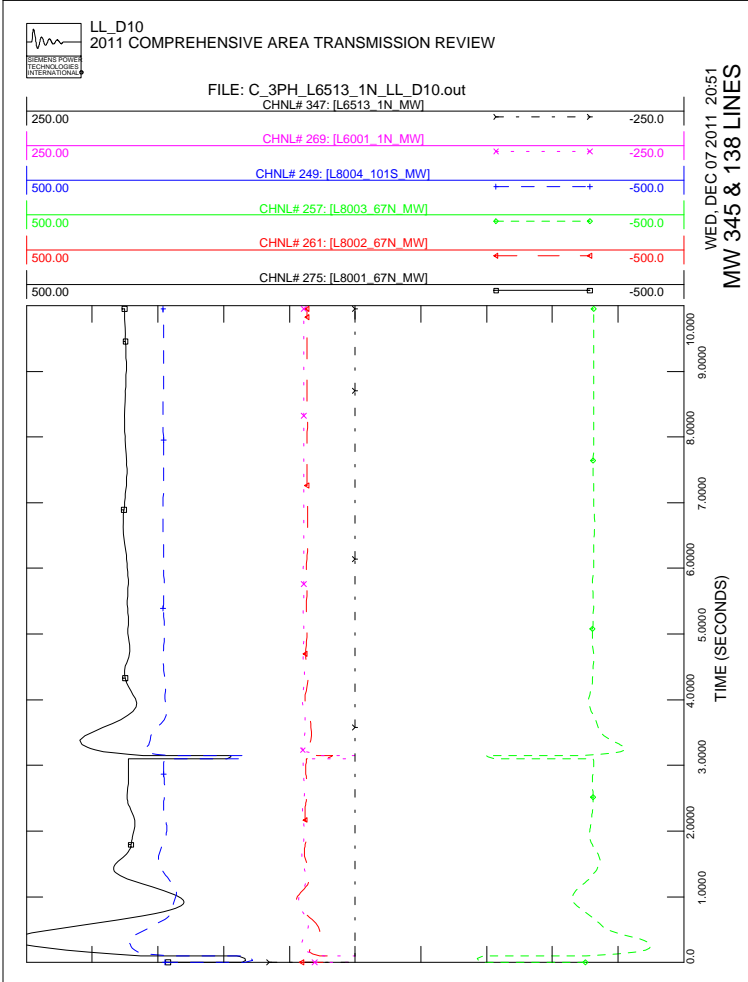
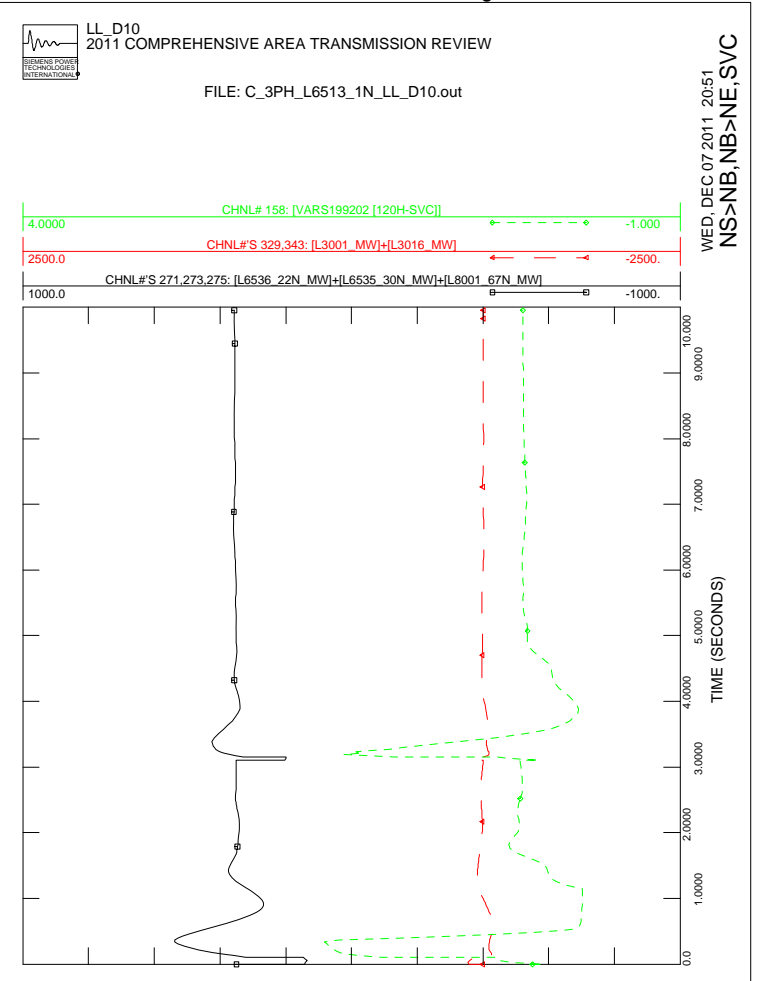
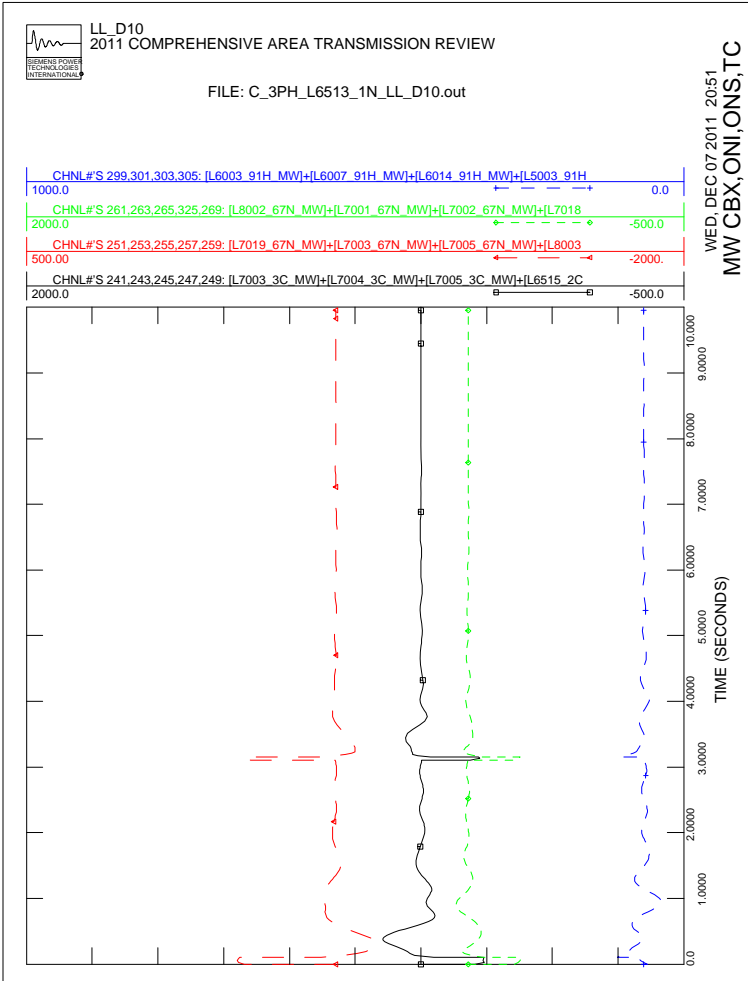


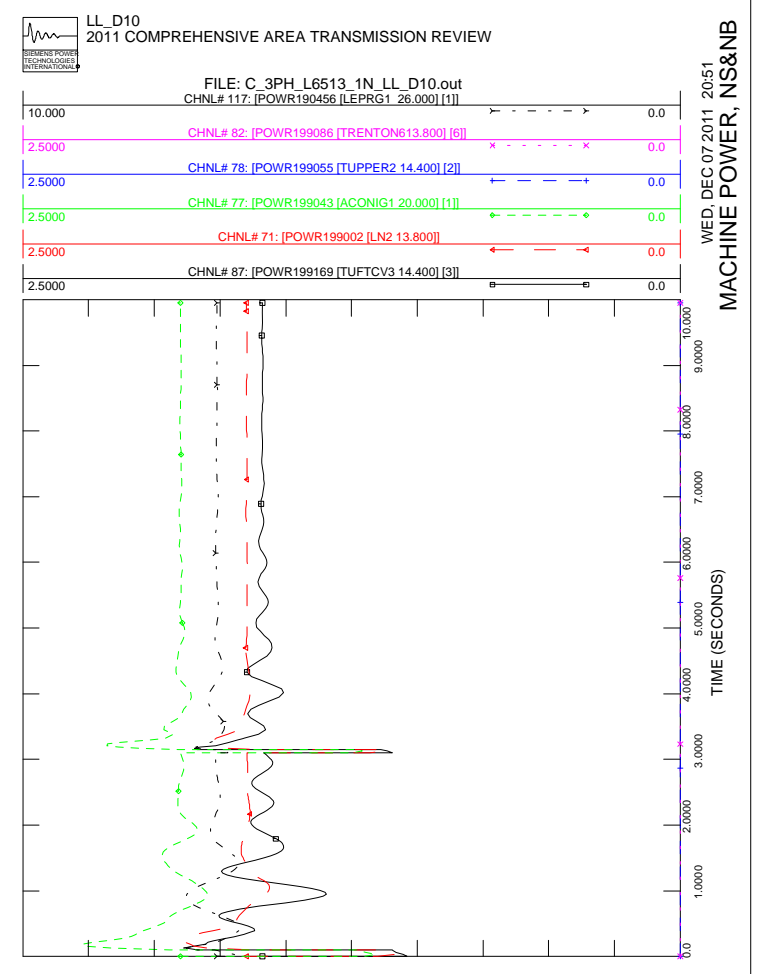
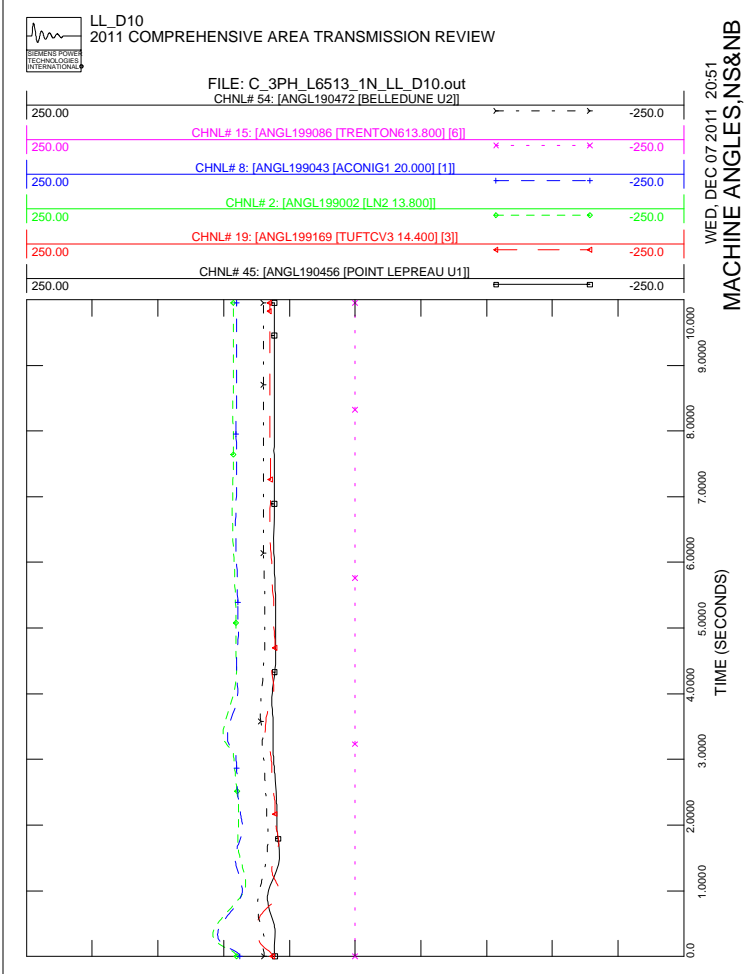
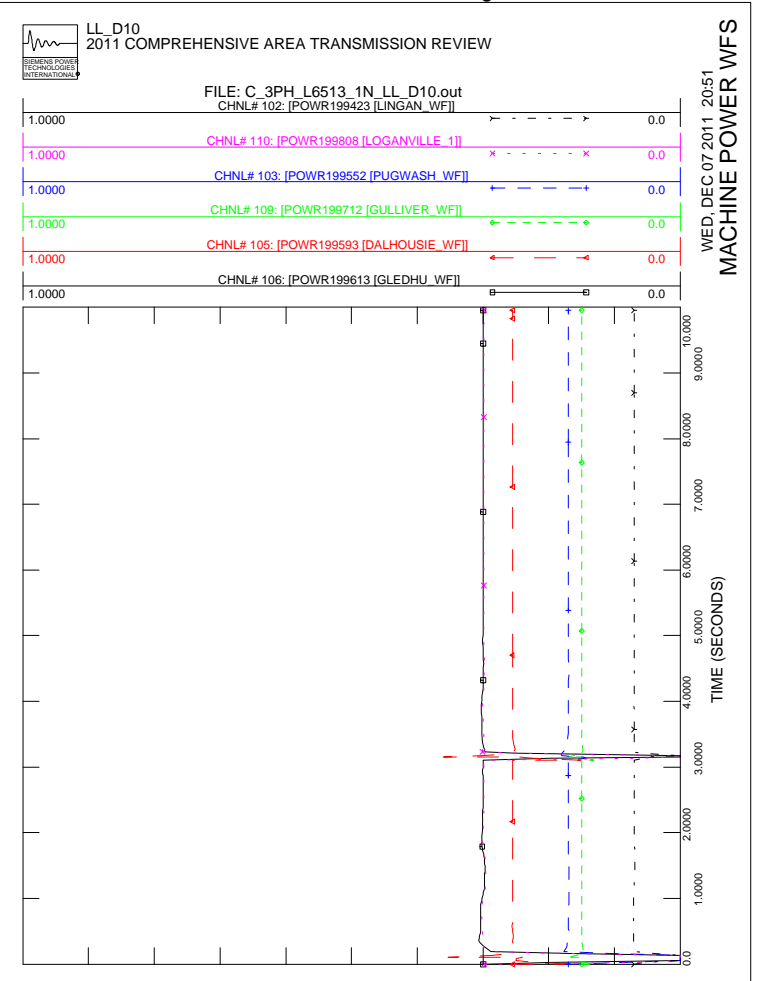
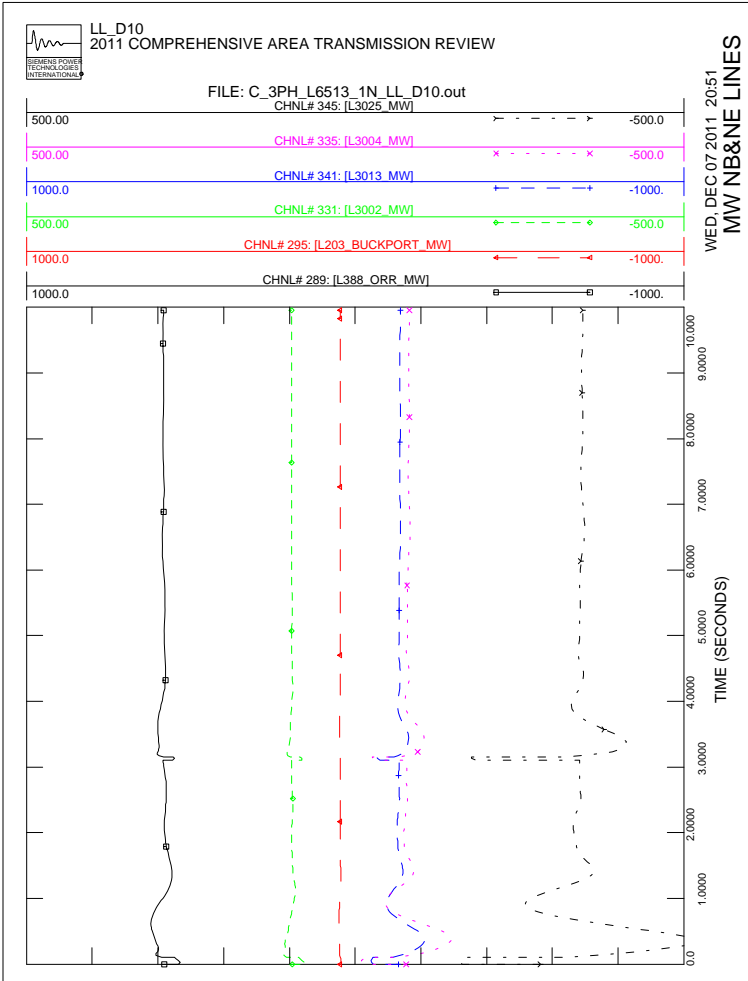
WED, DEC 07 2011 20:51
L8001 AT 67N-ONSLow

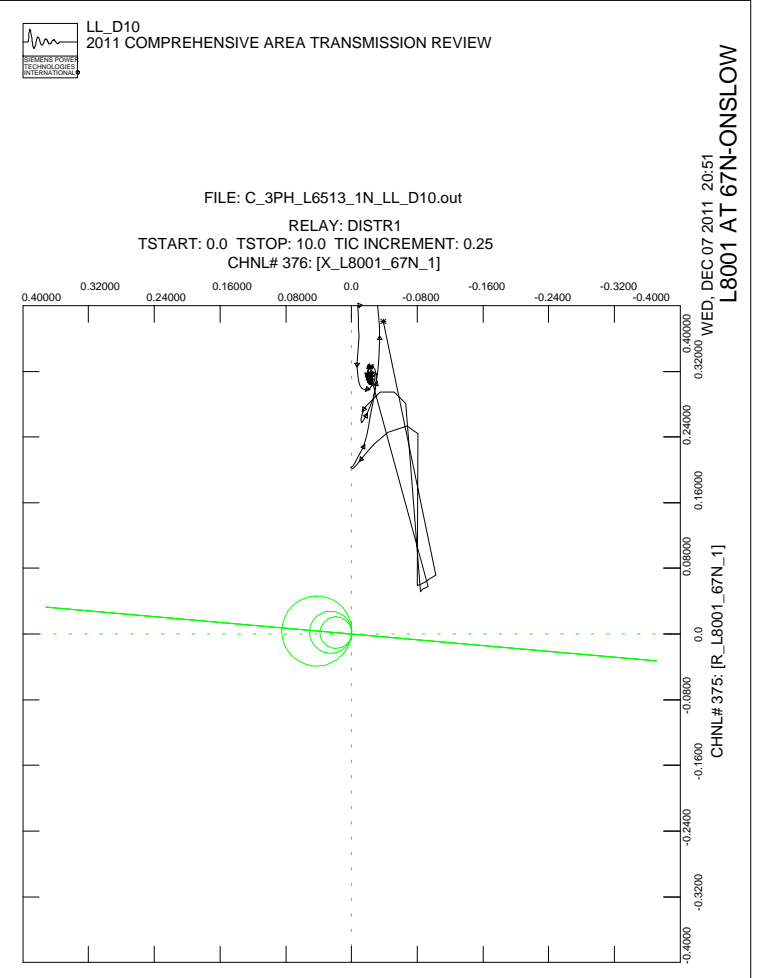
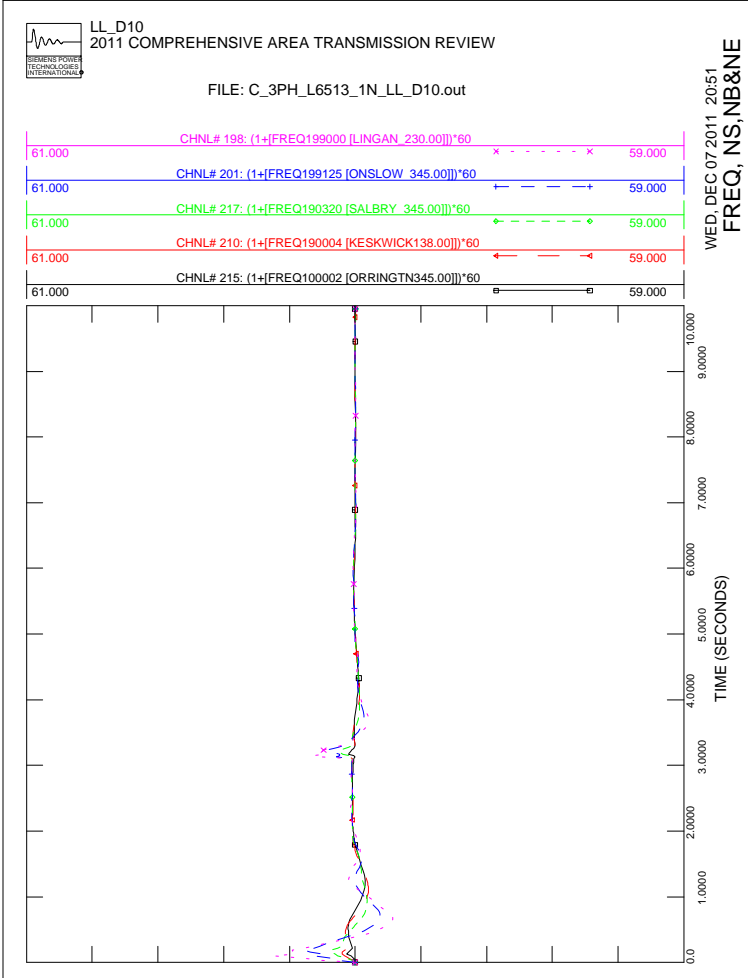
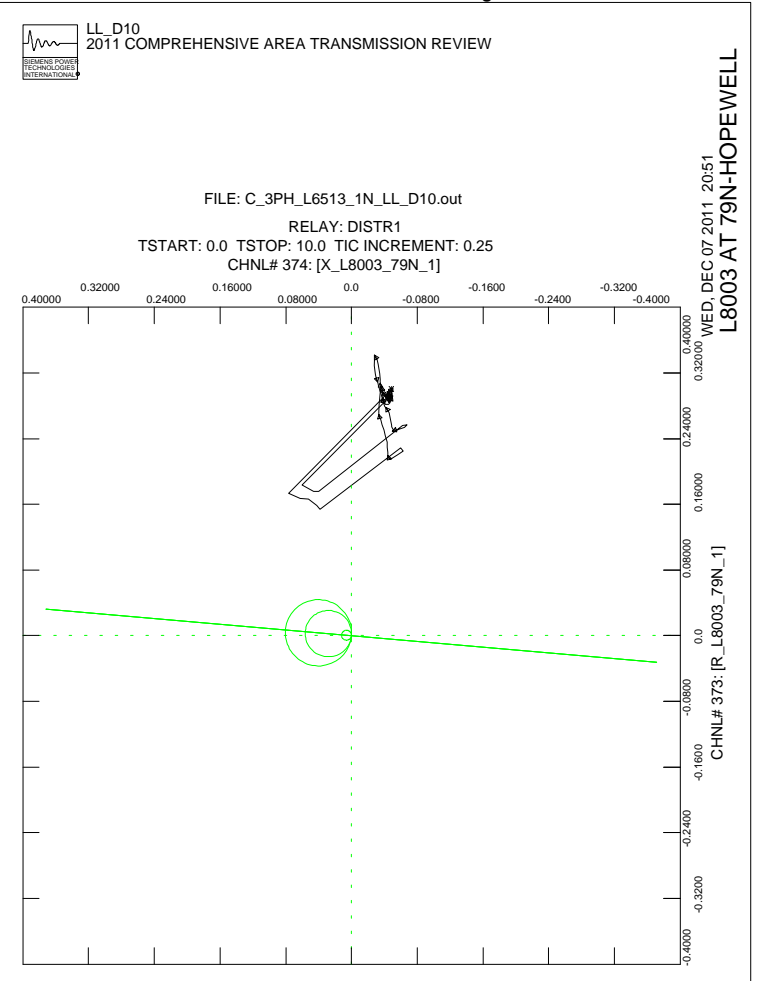
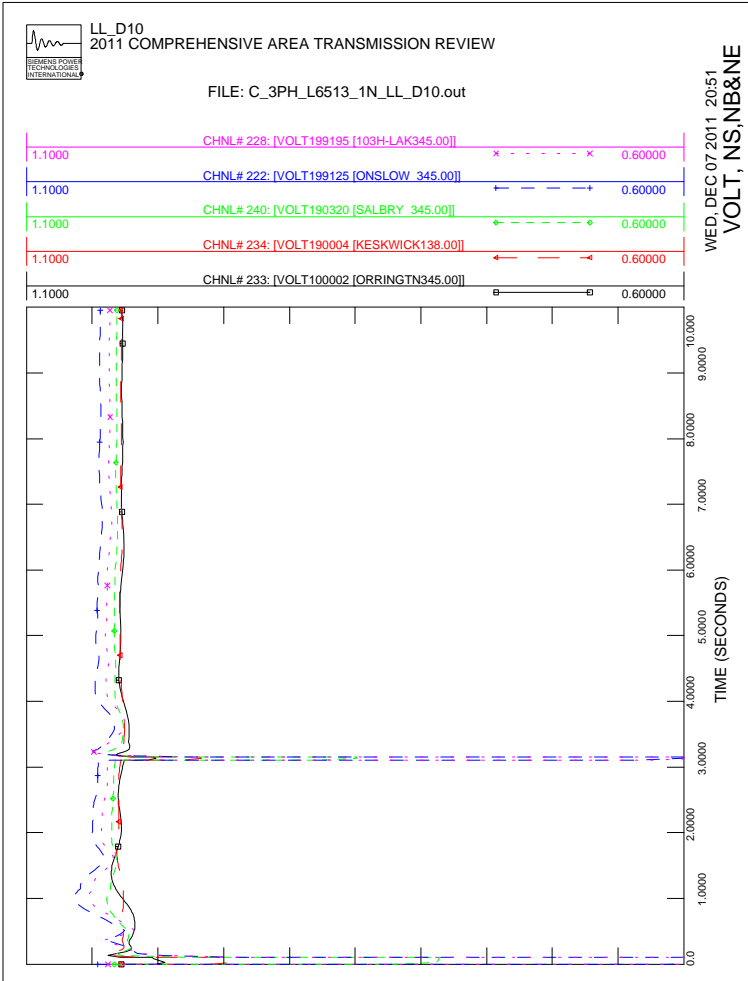


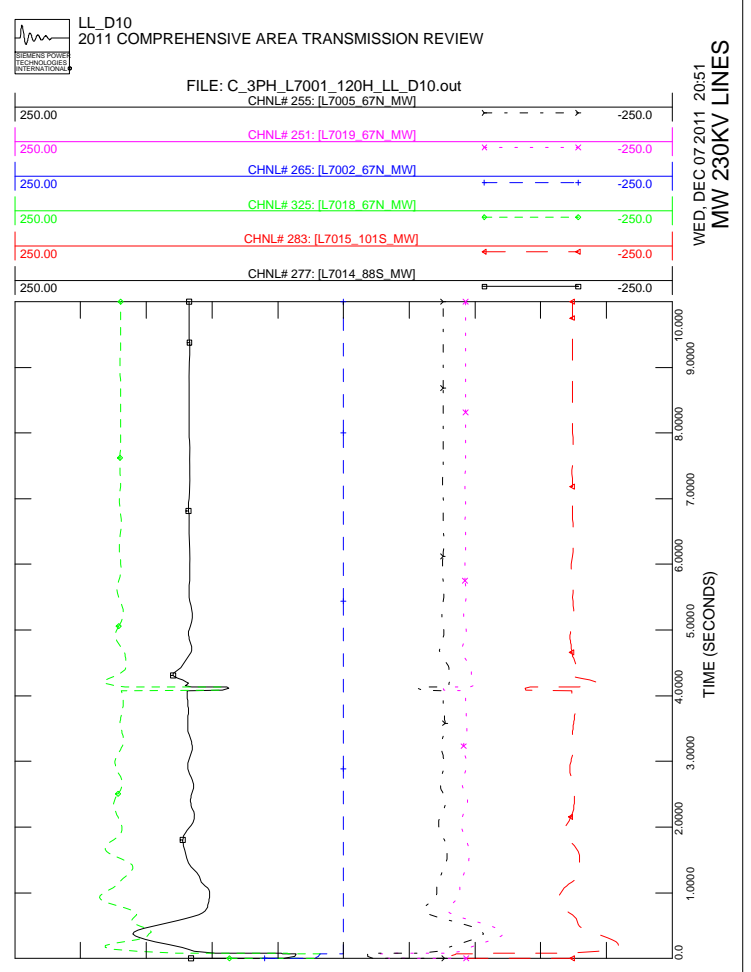
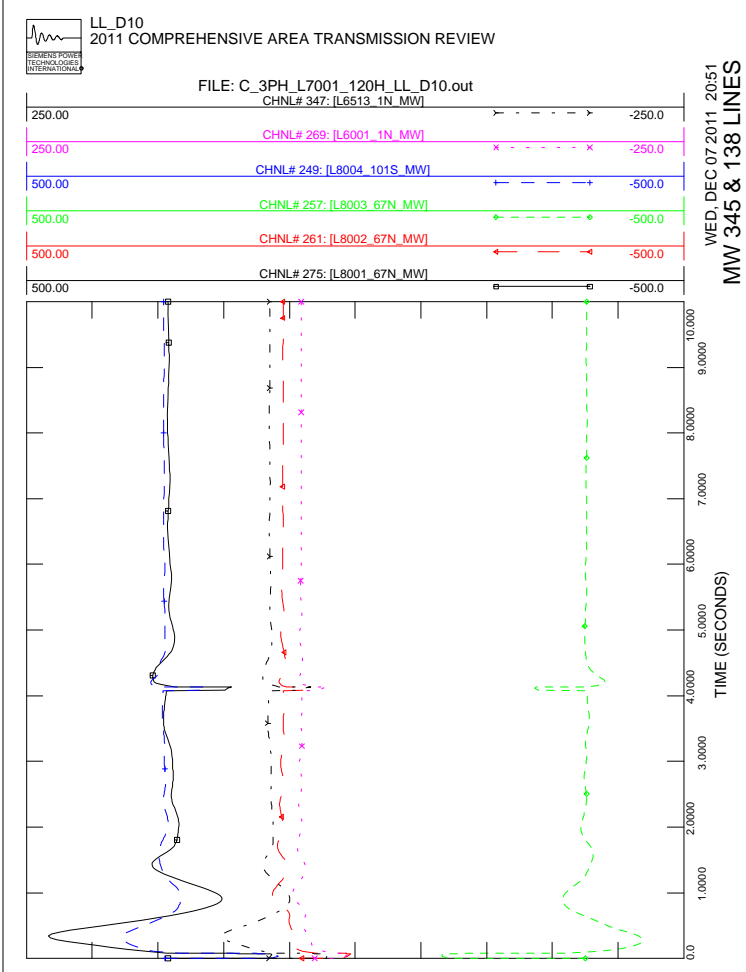
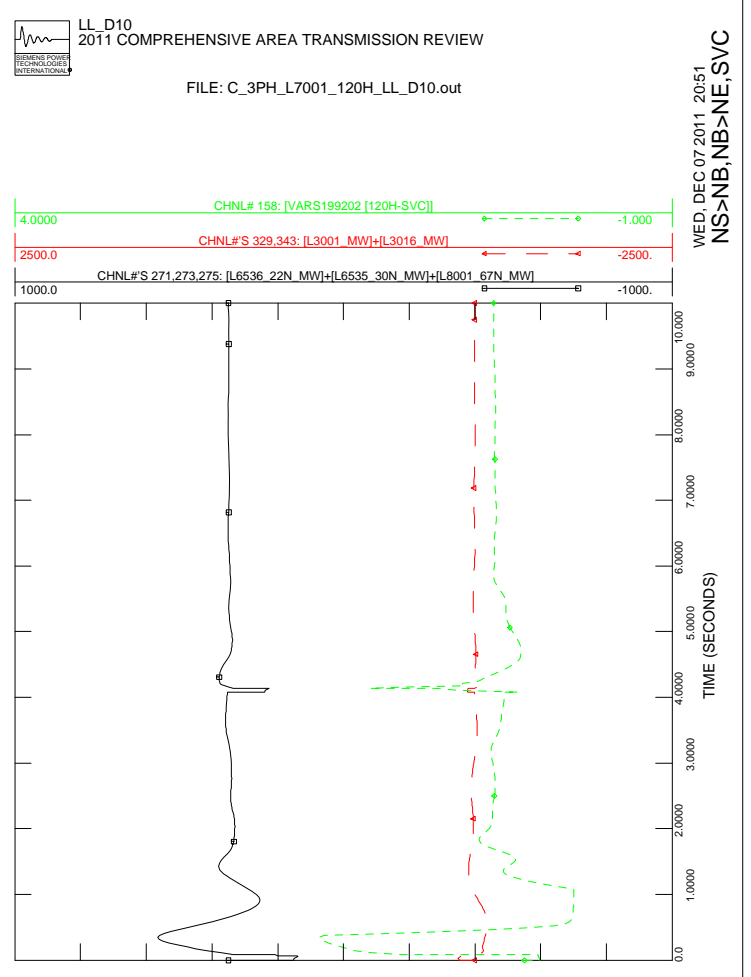
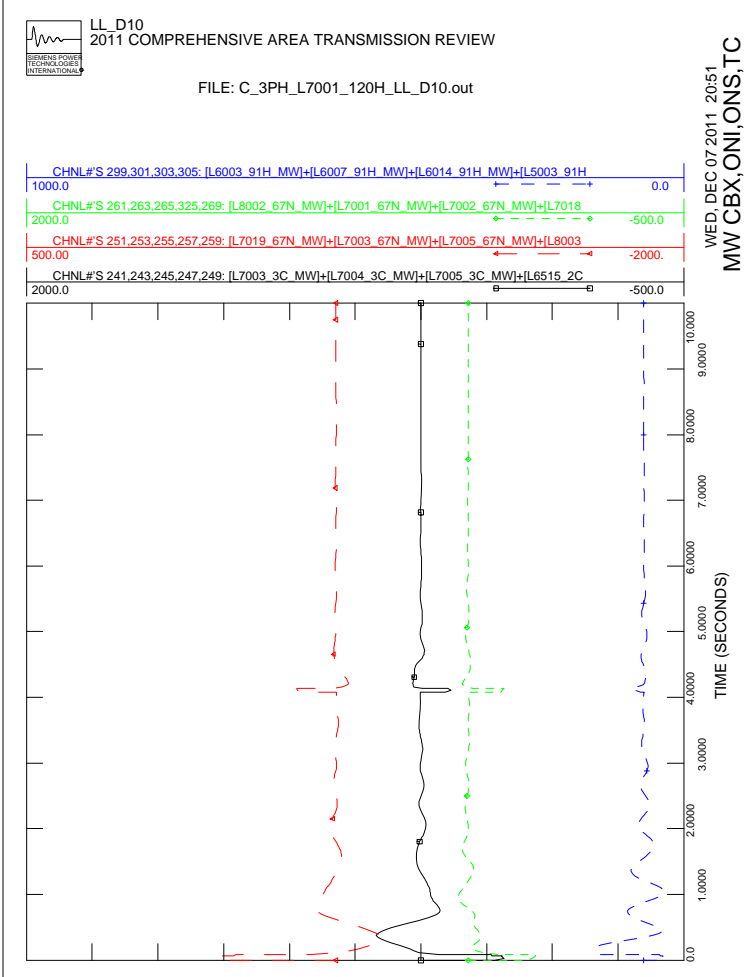


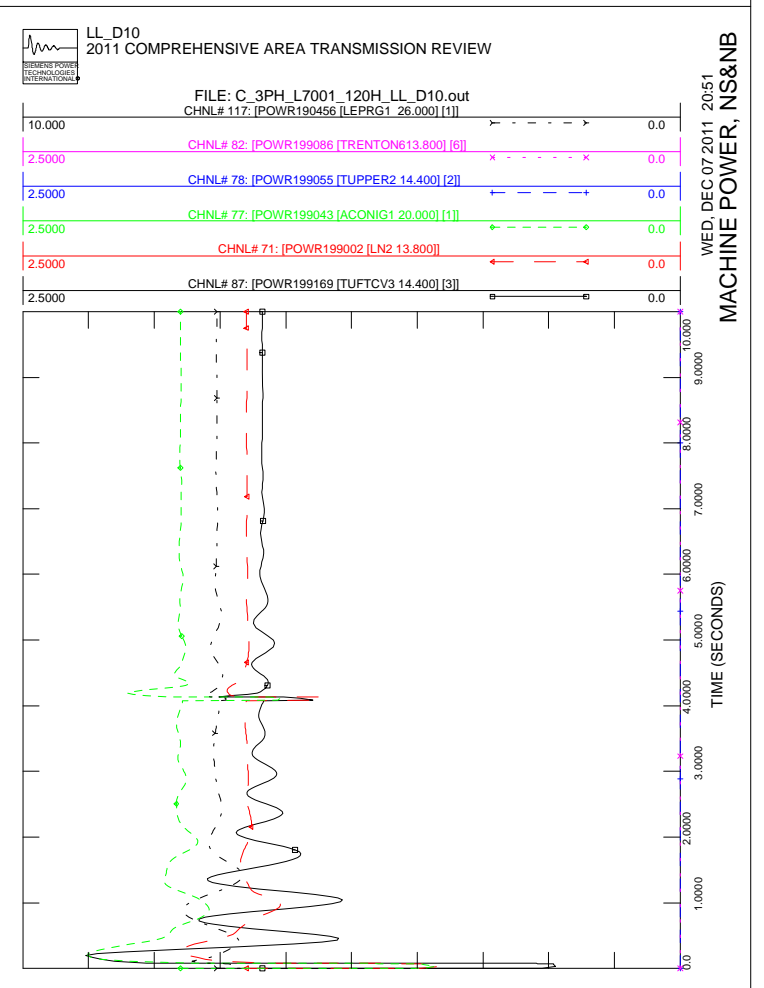
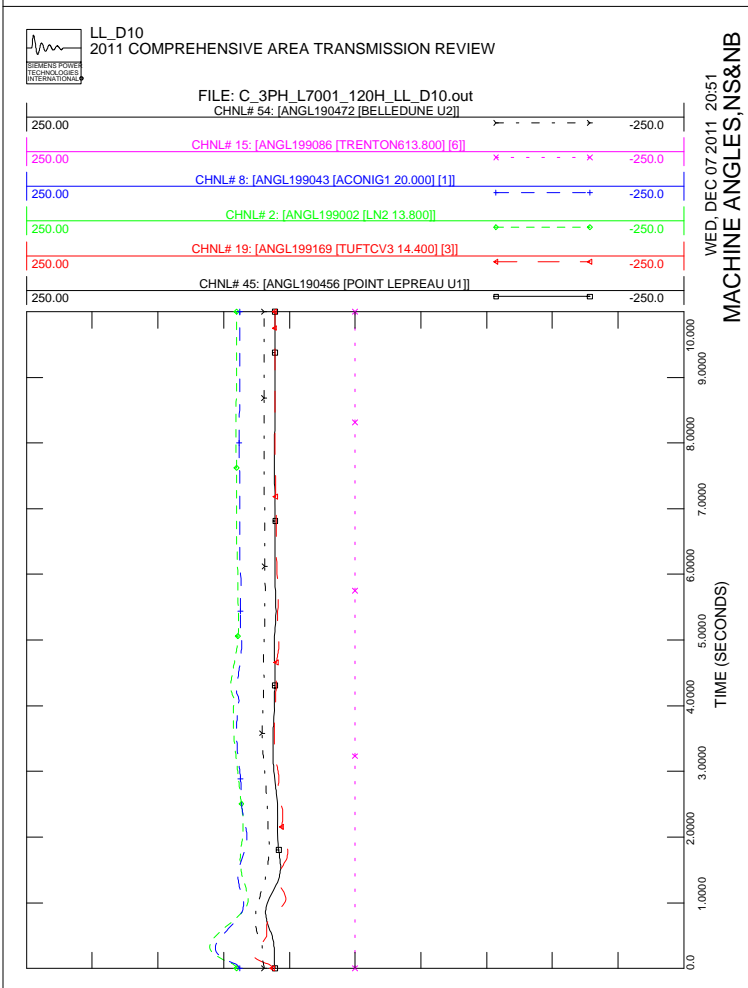
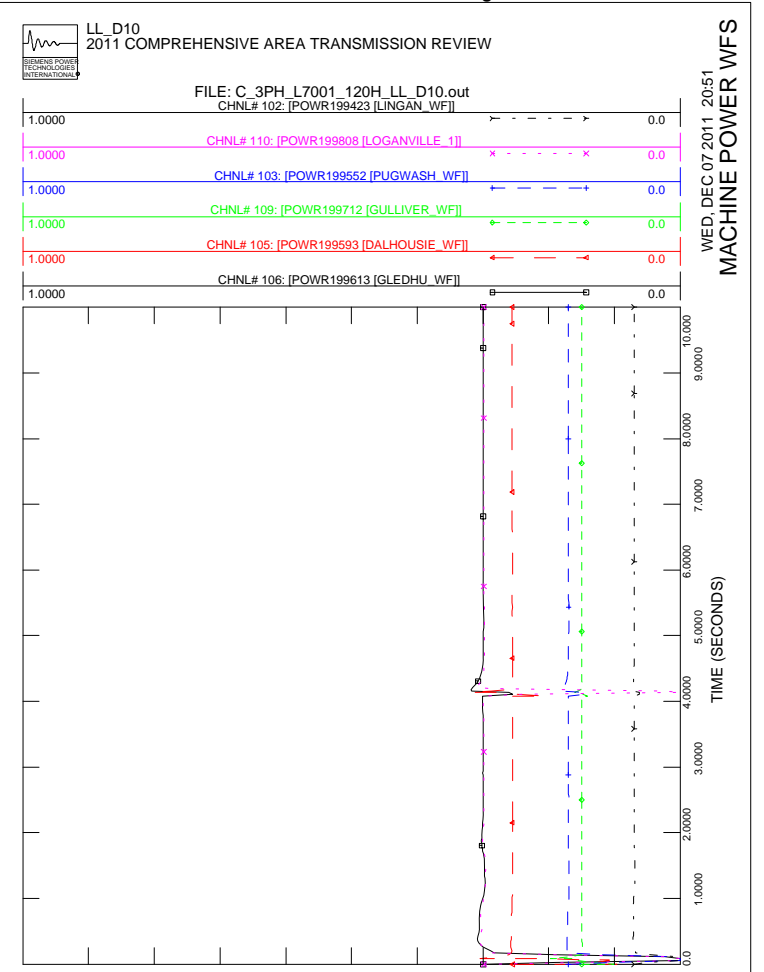
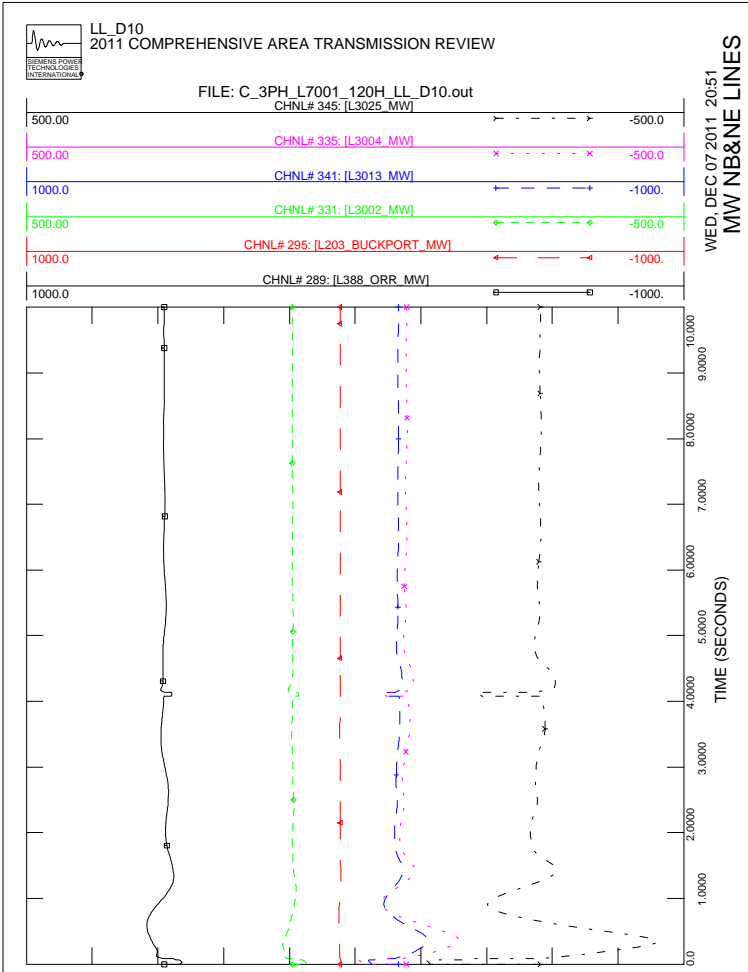


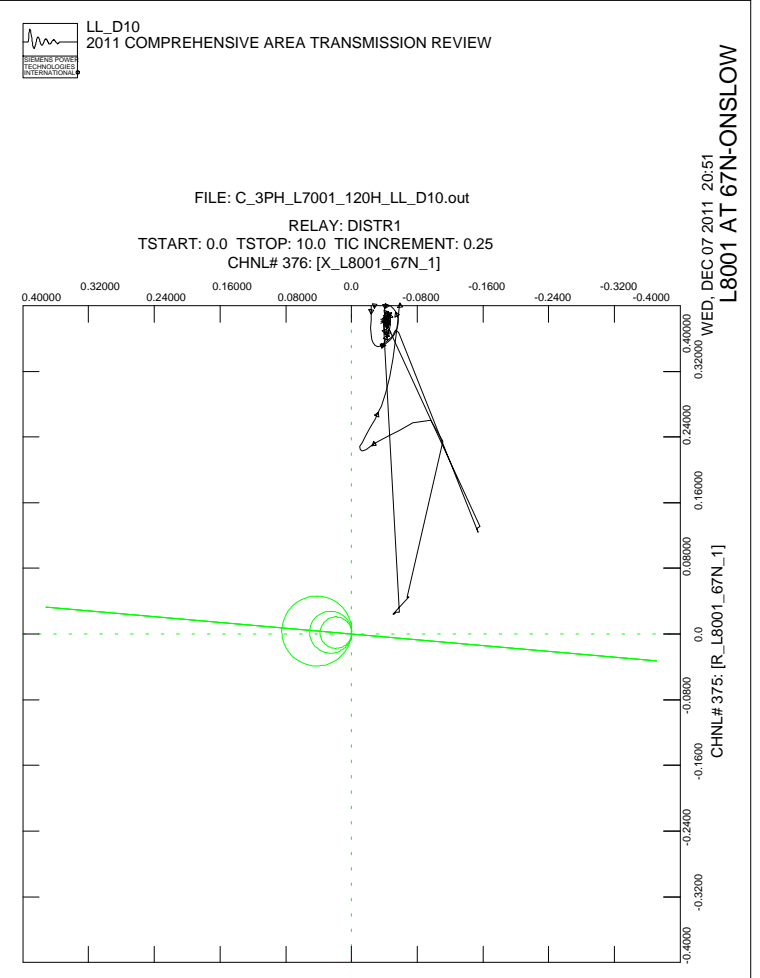
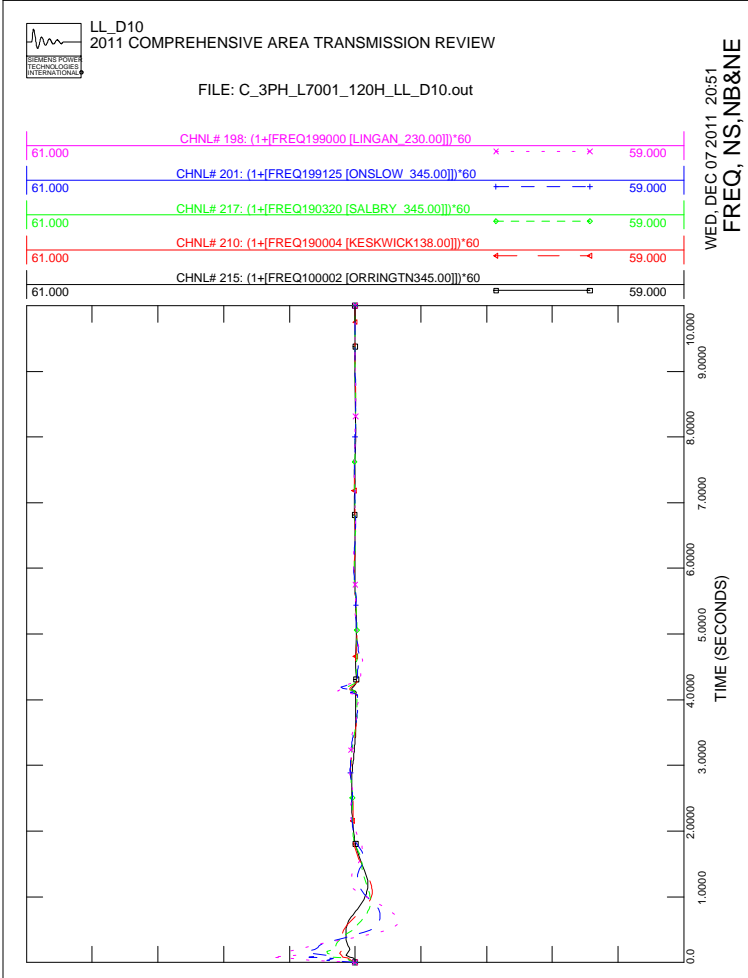
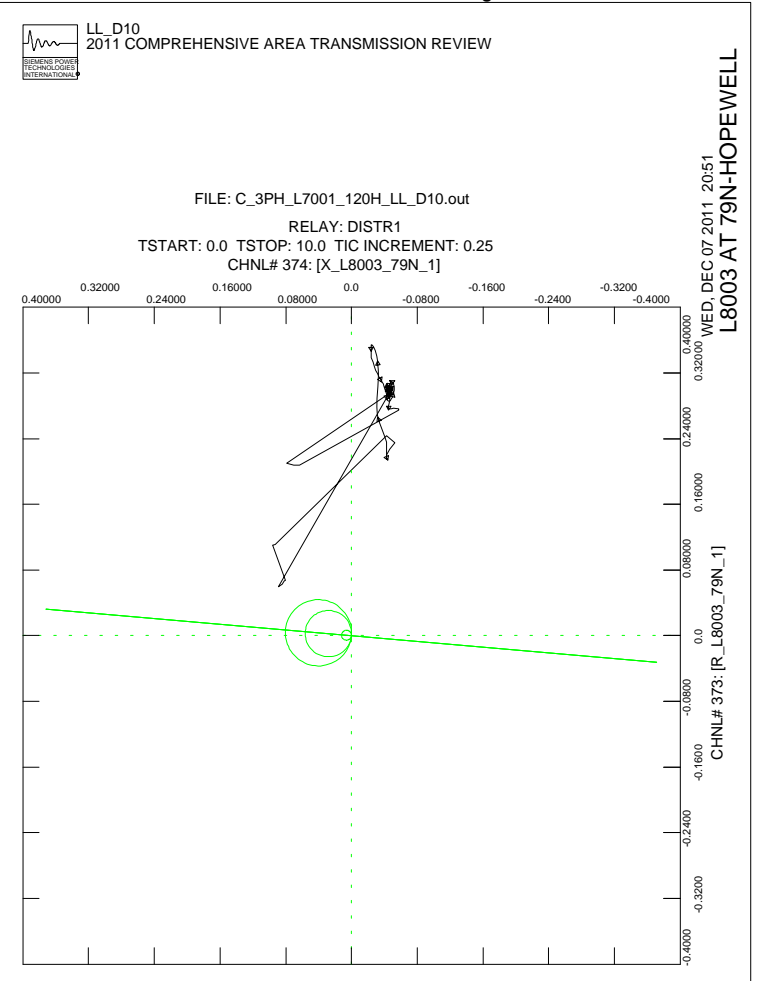
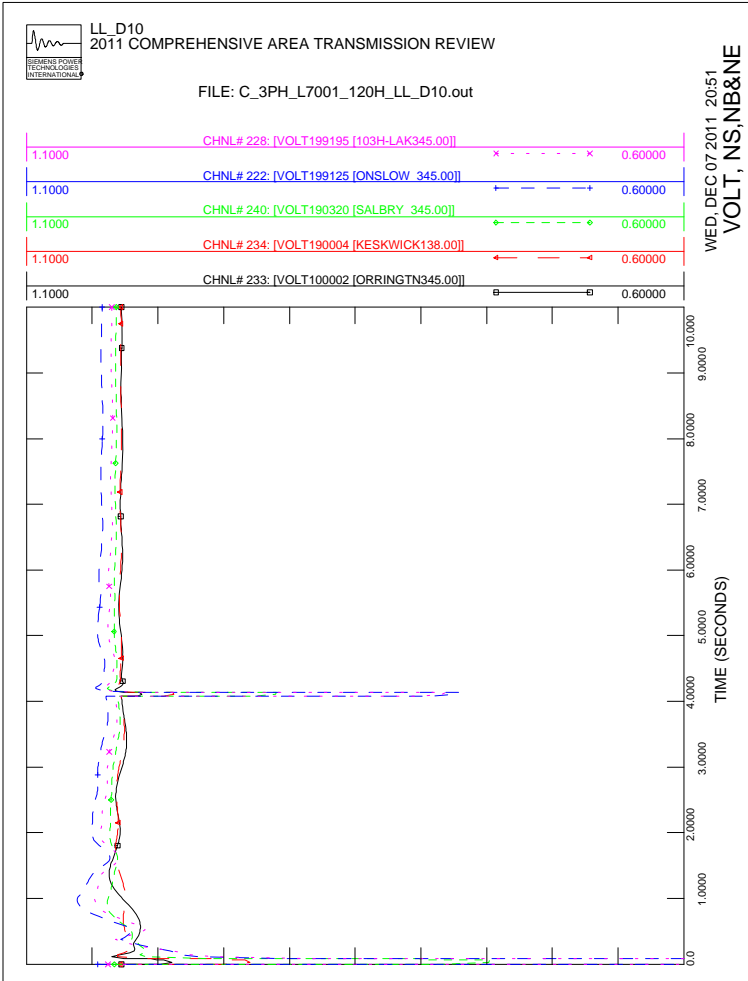


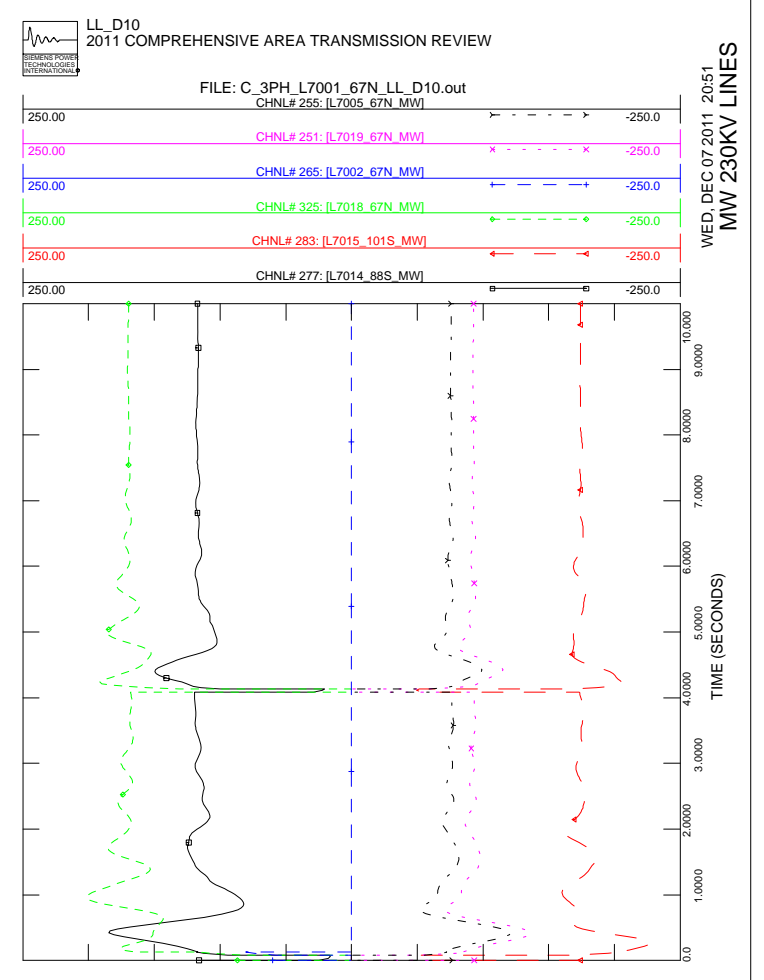
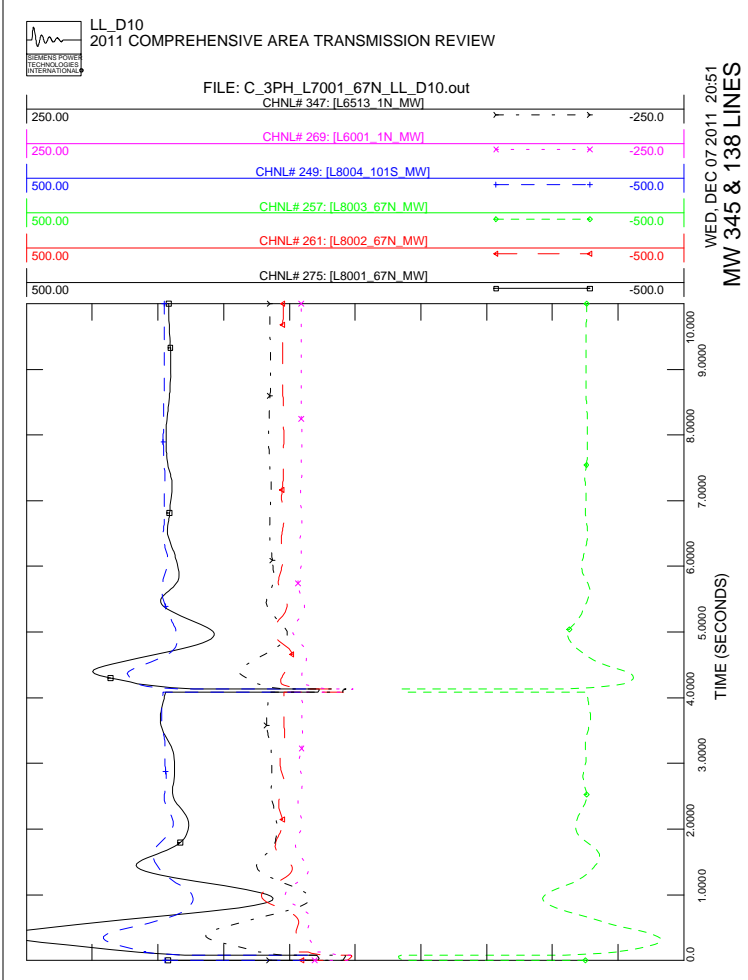
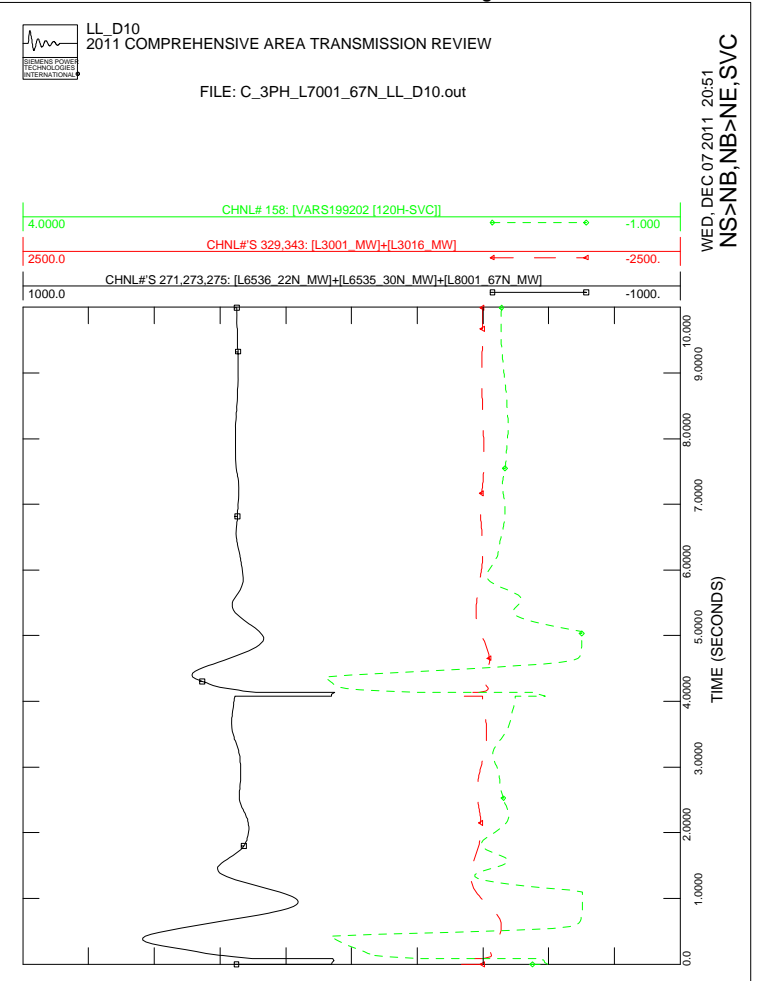
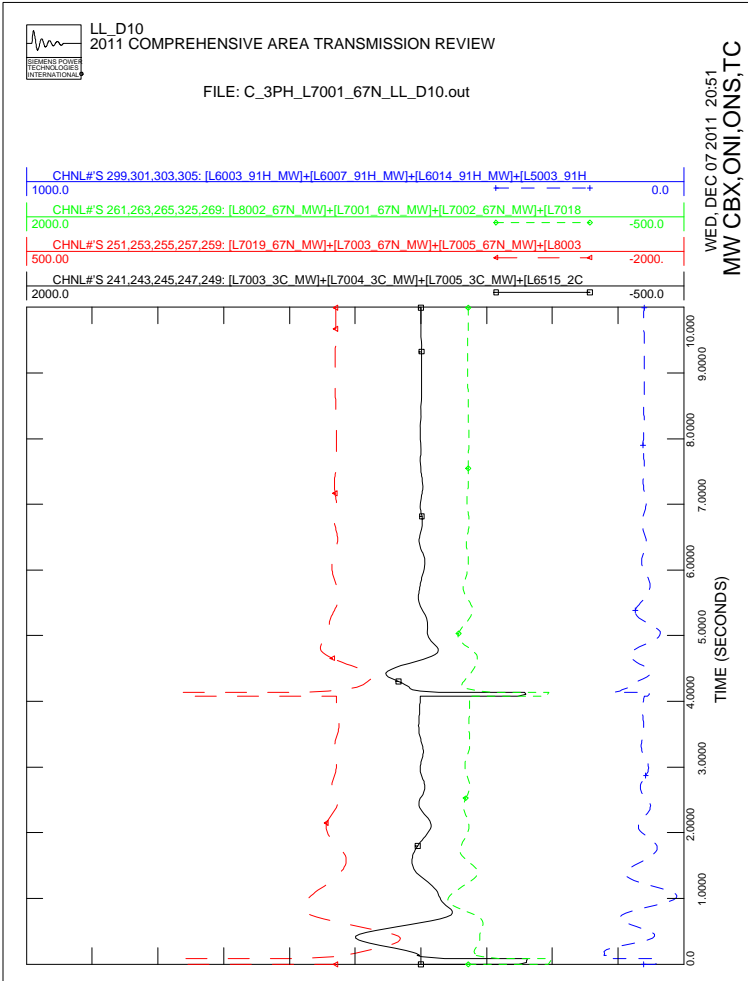


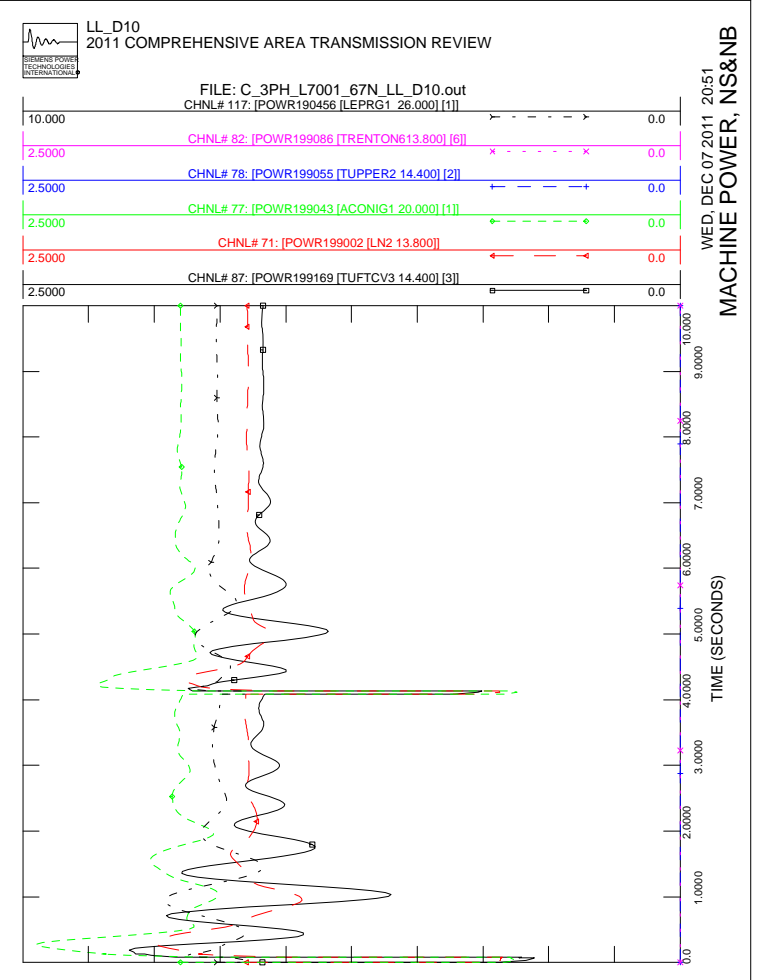
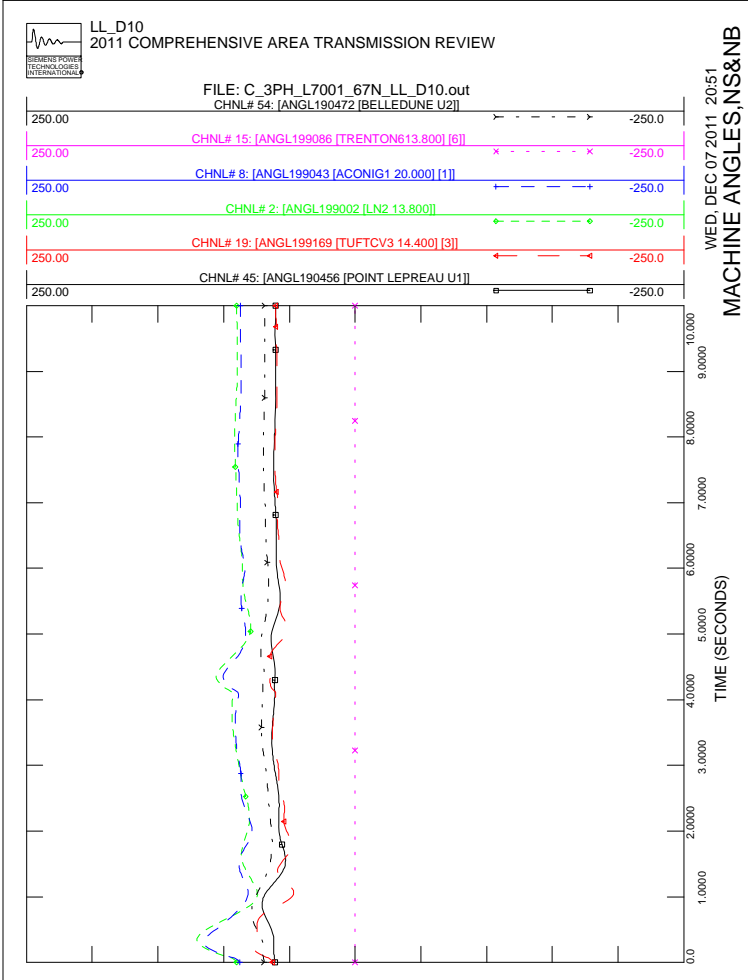
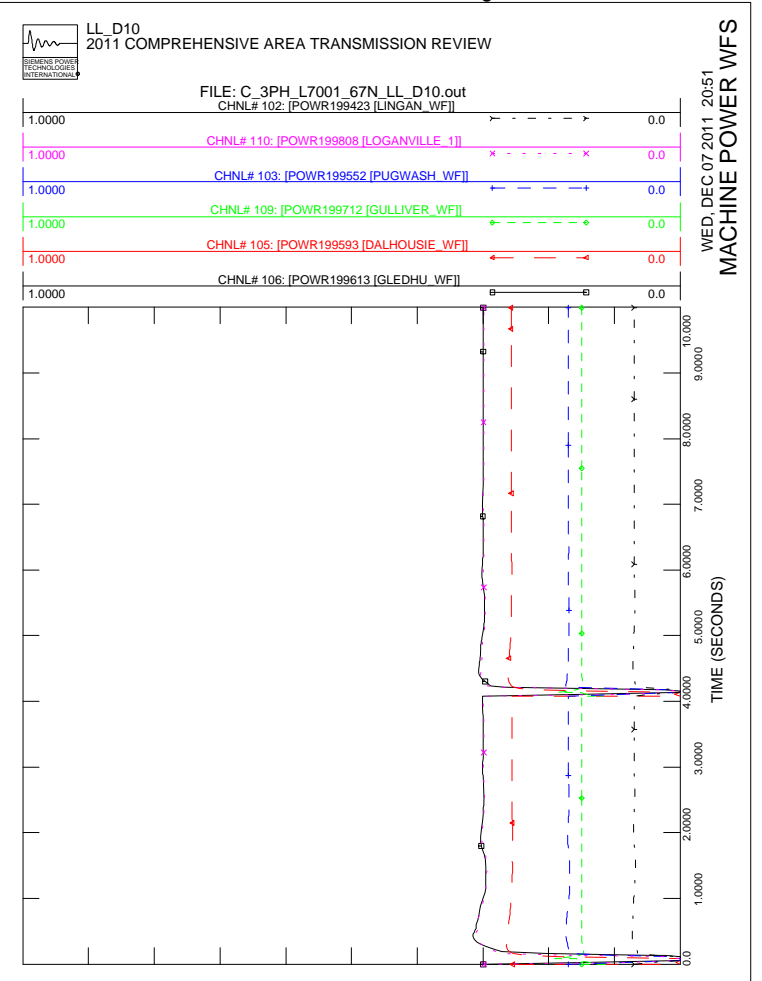
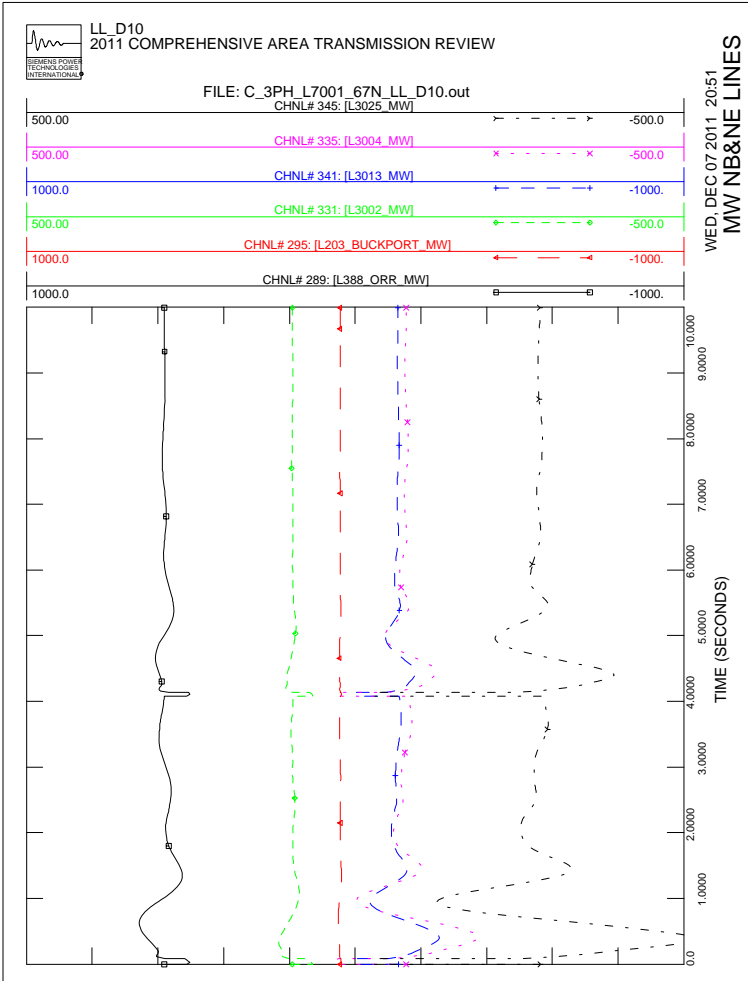


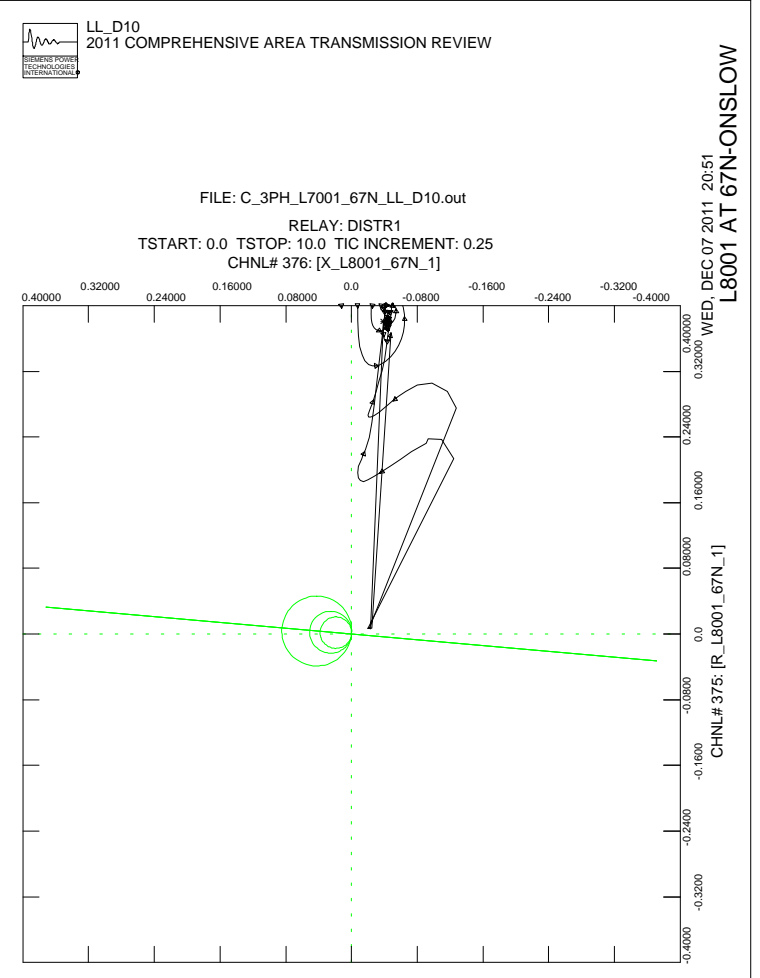
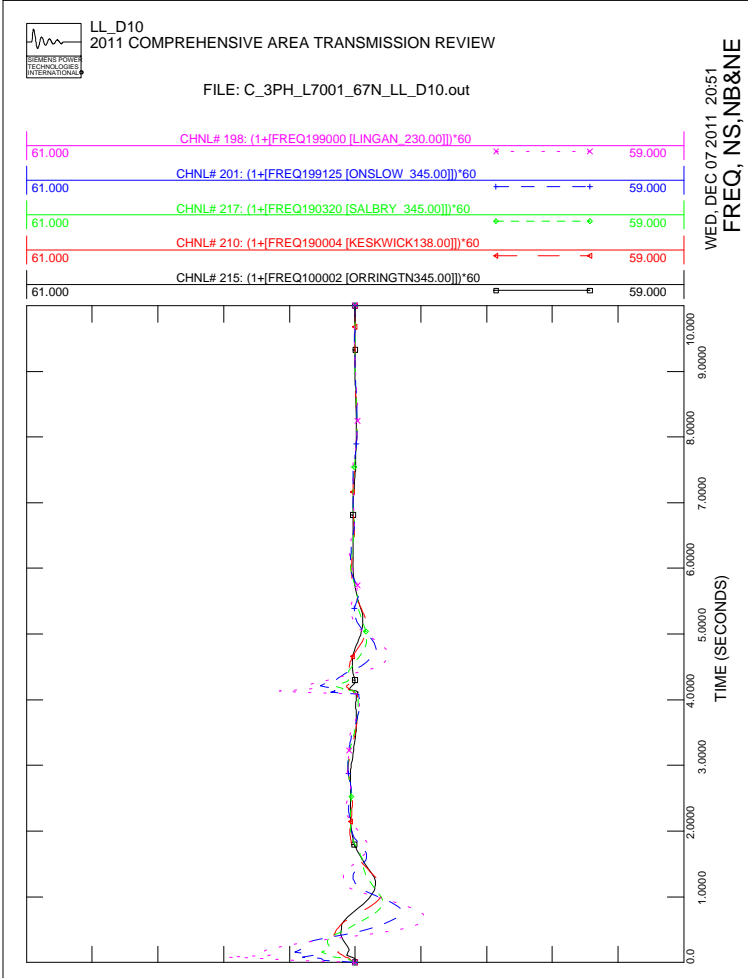
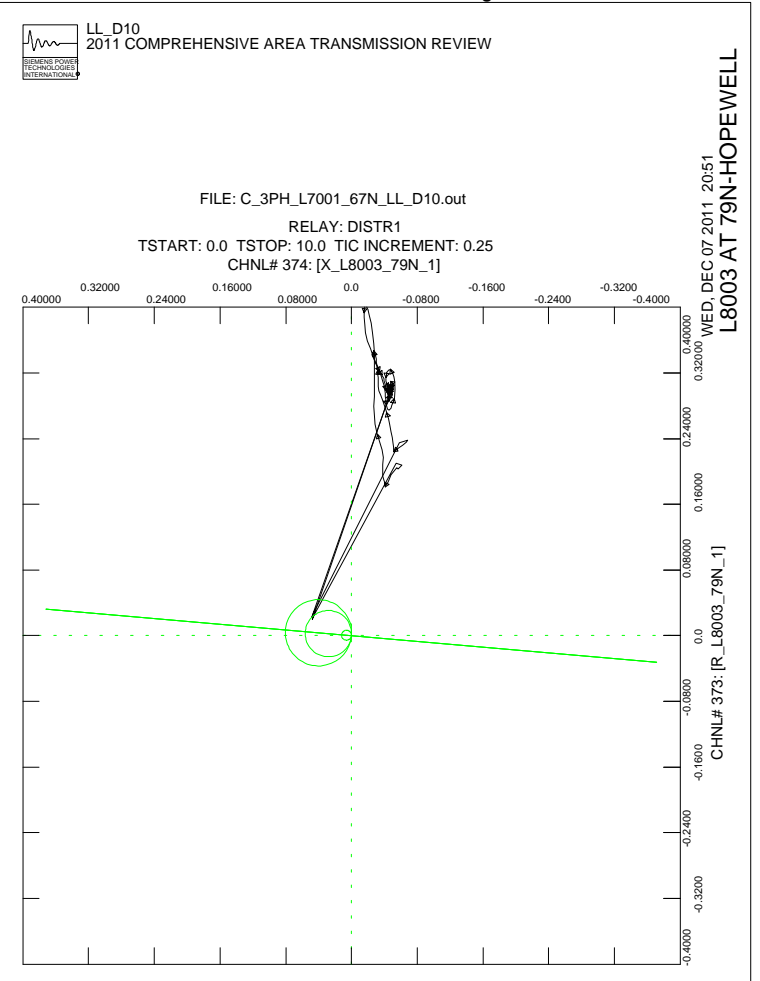
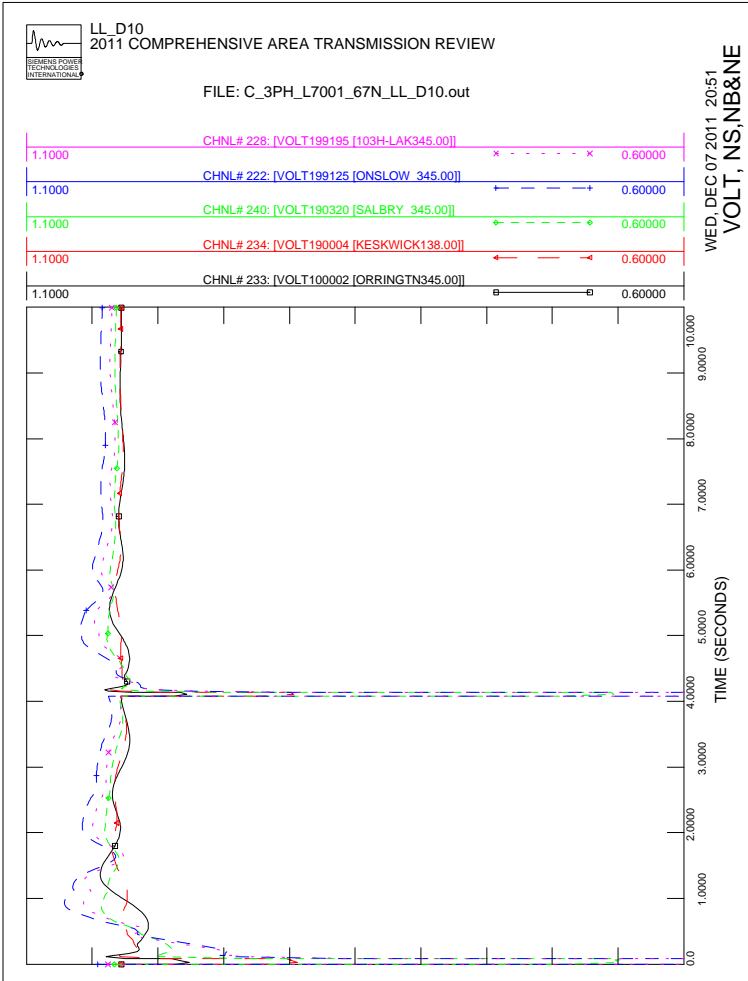


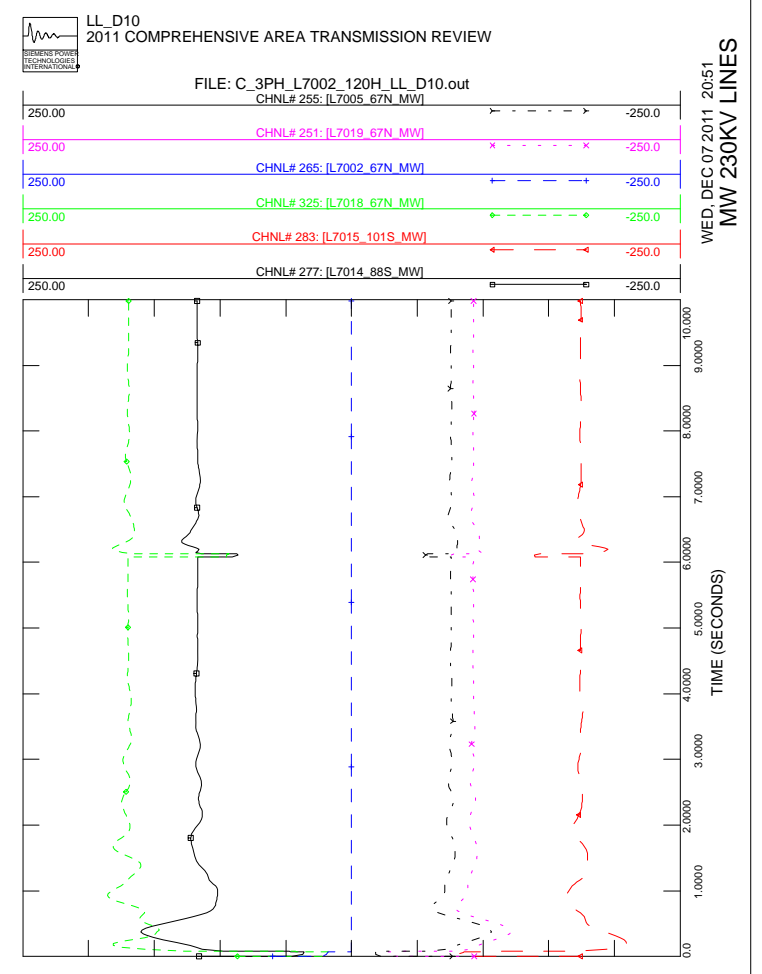
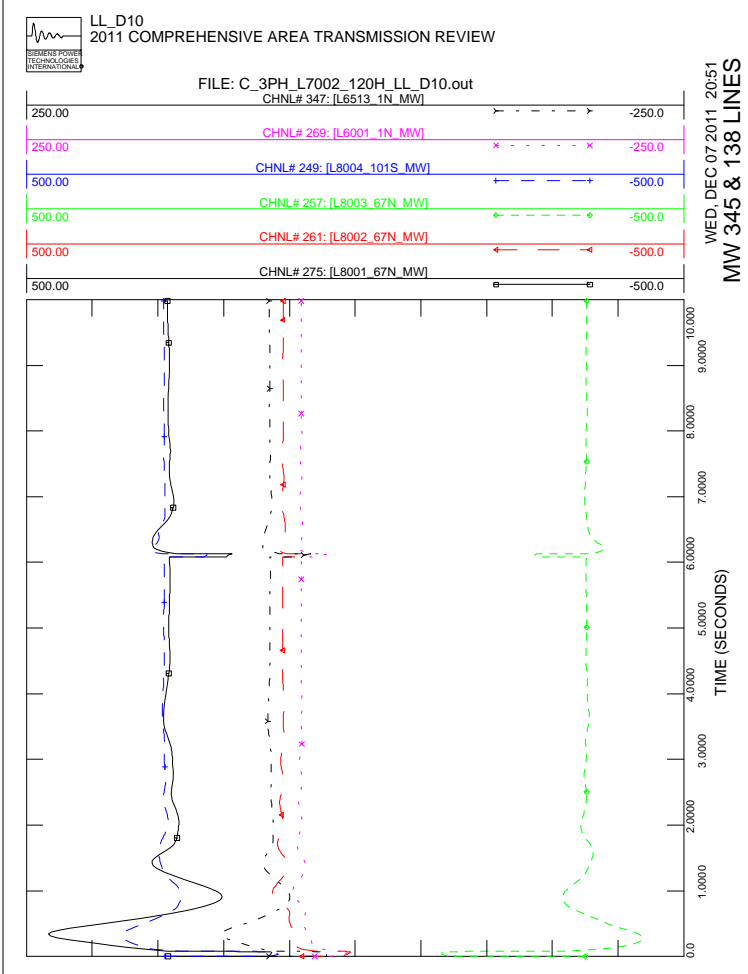
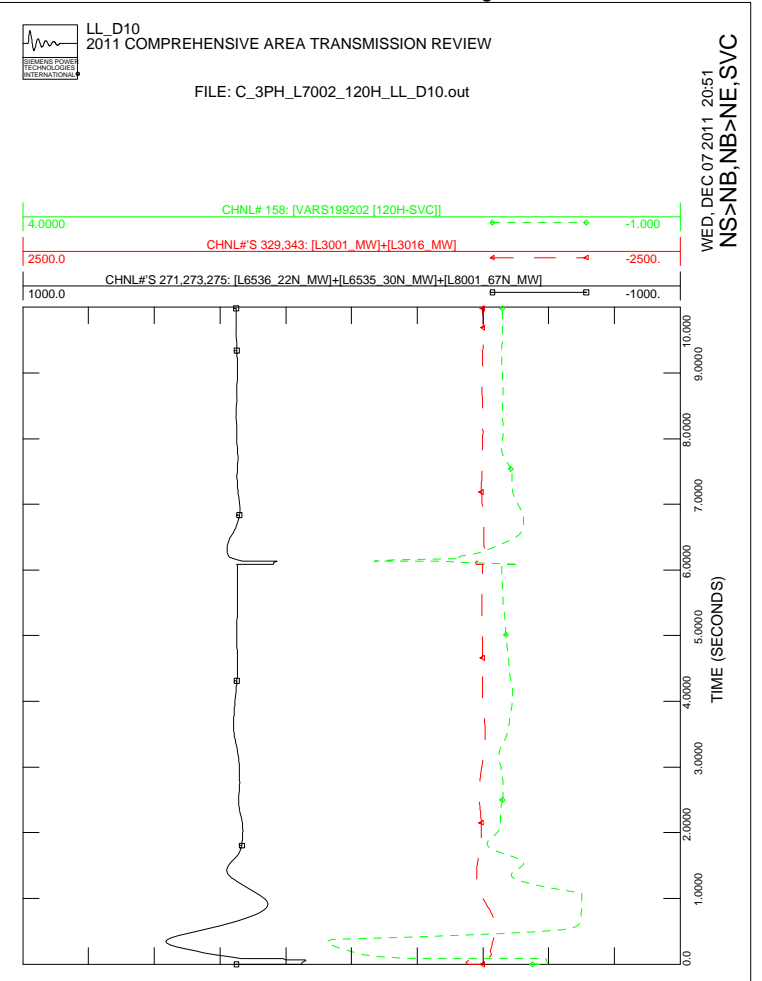
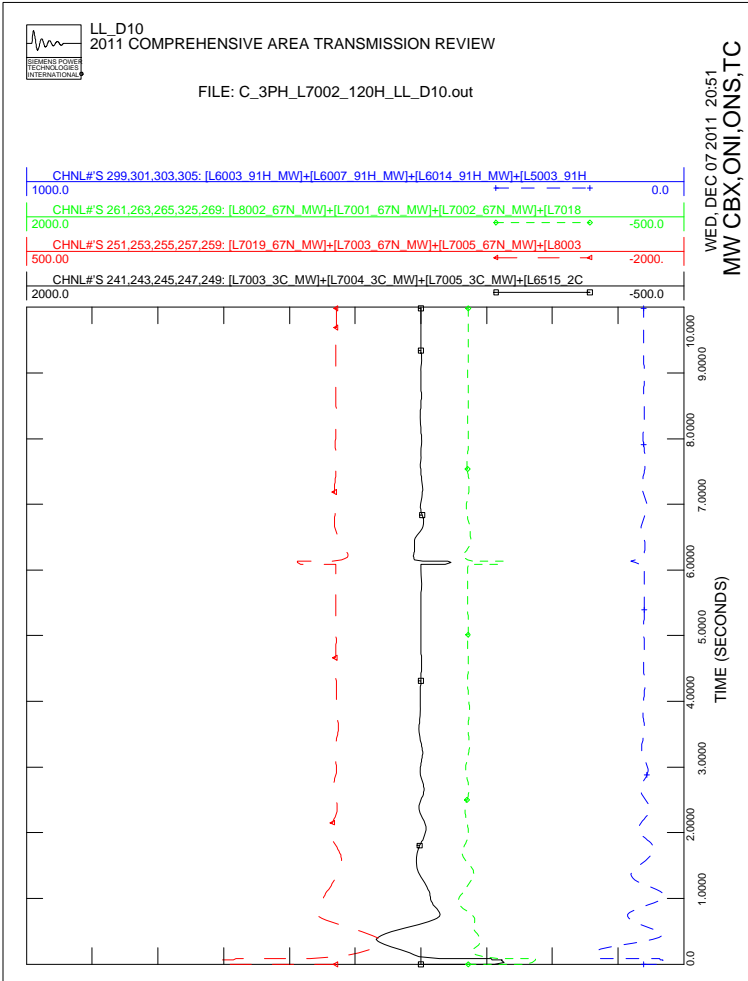


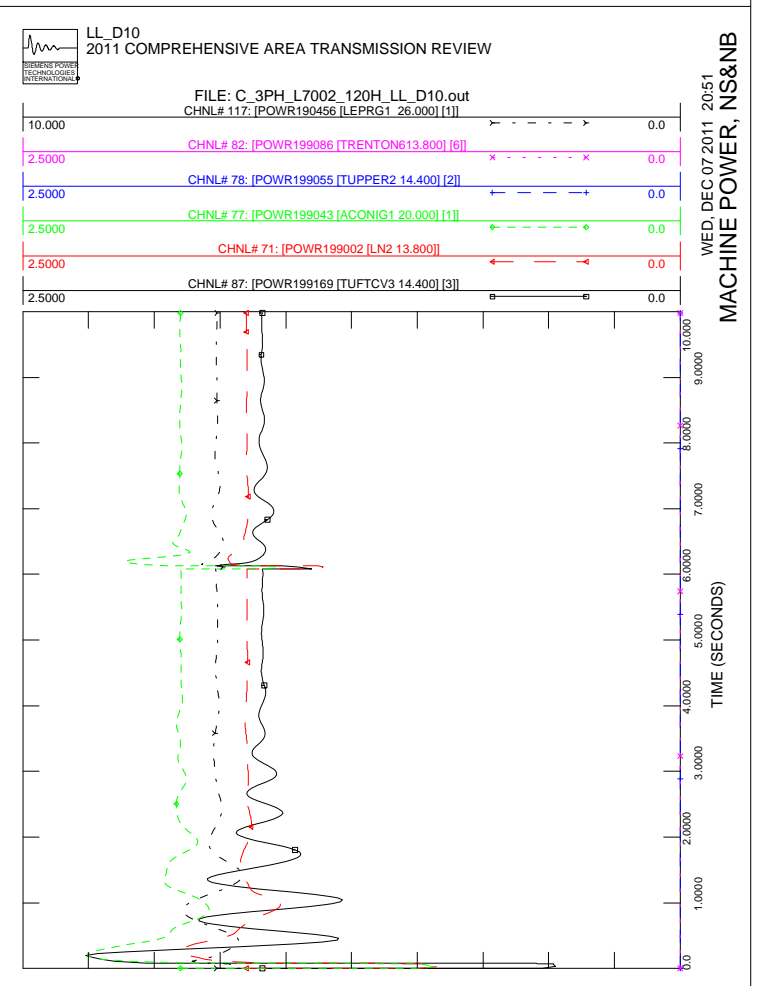
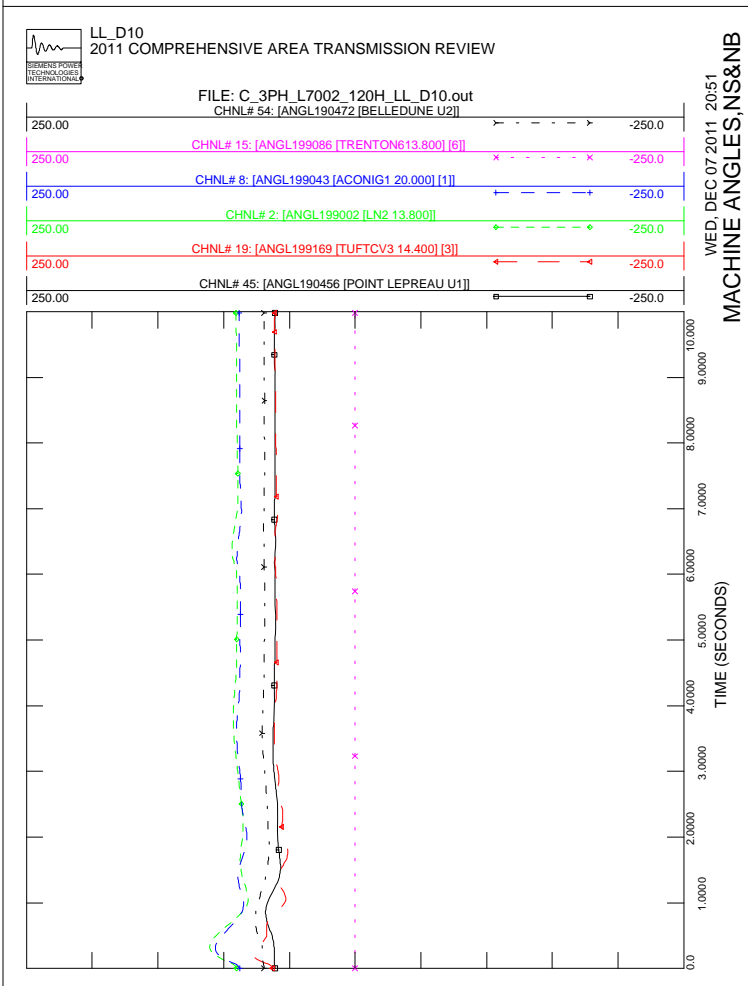
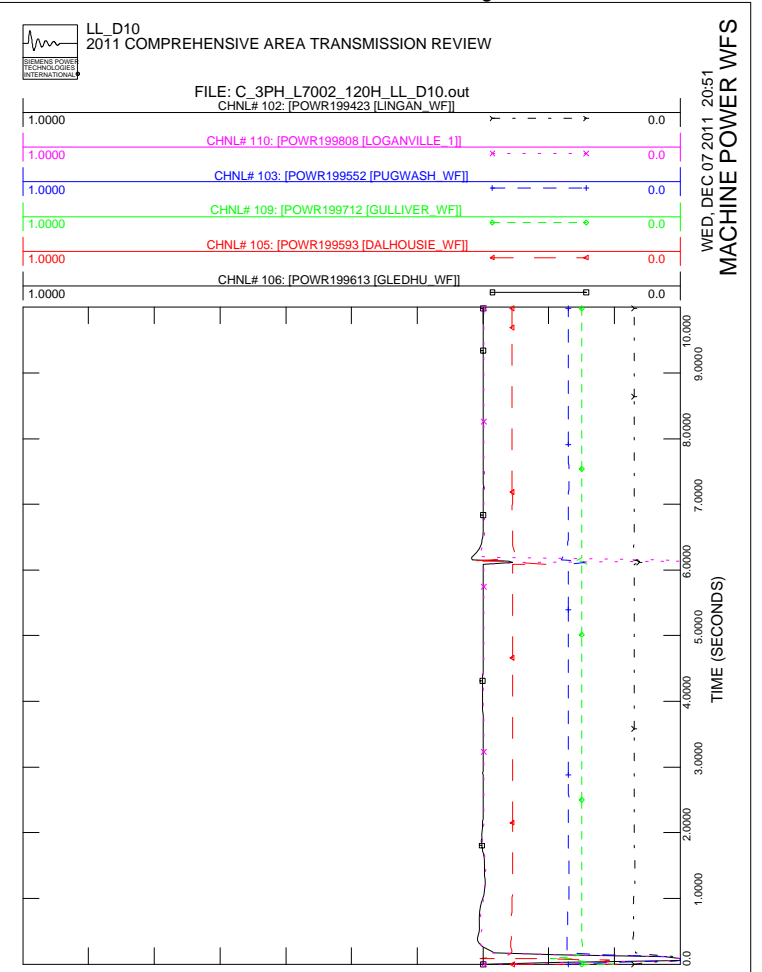
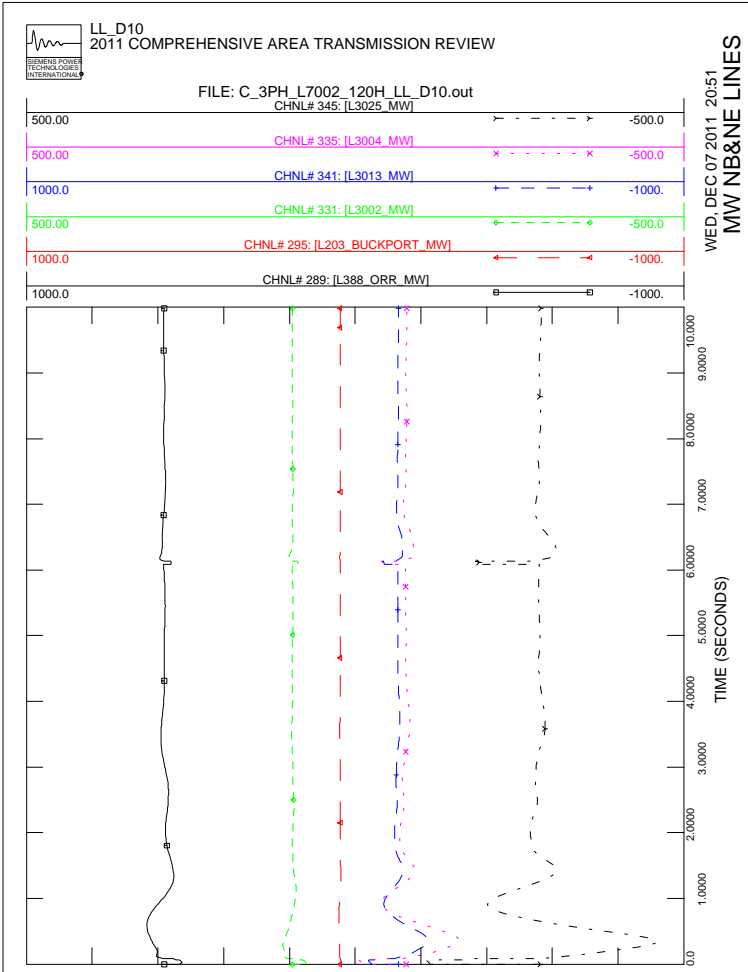


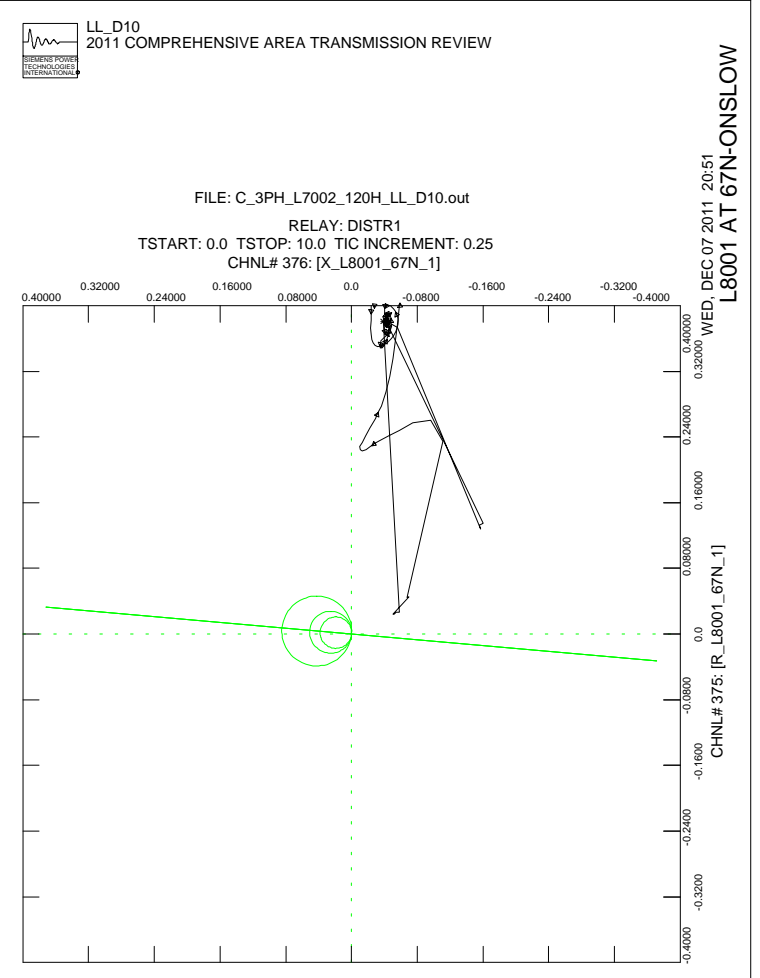
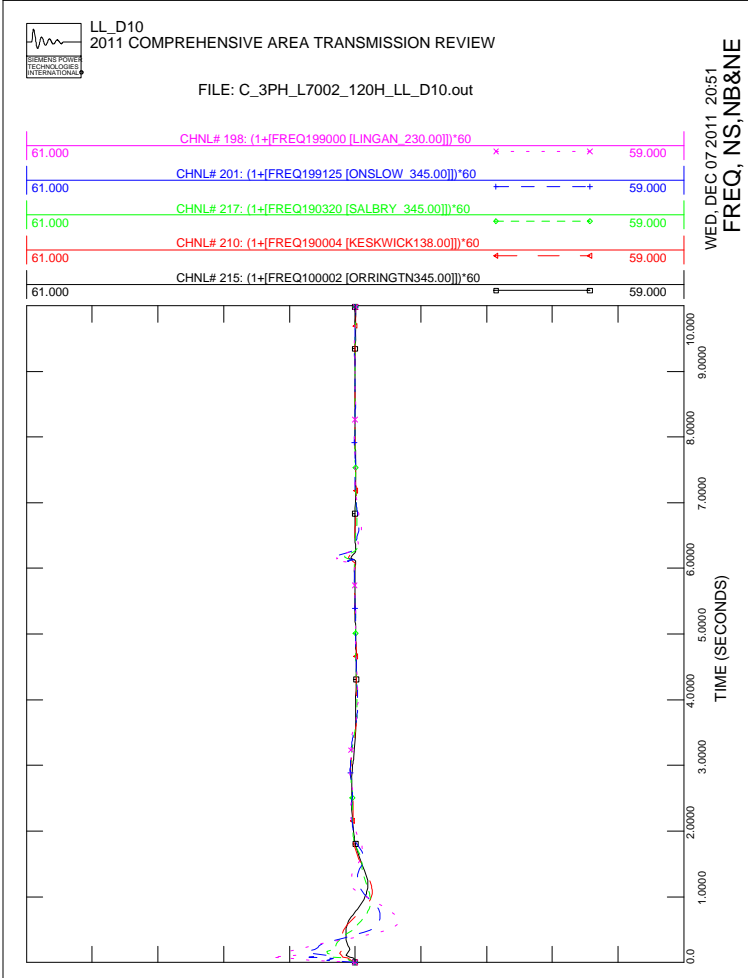
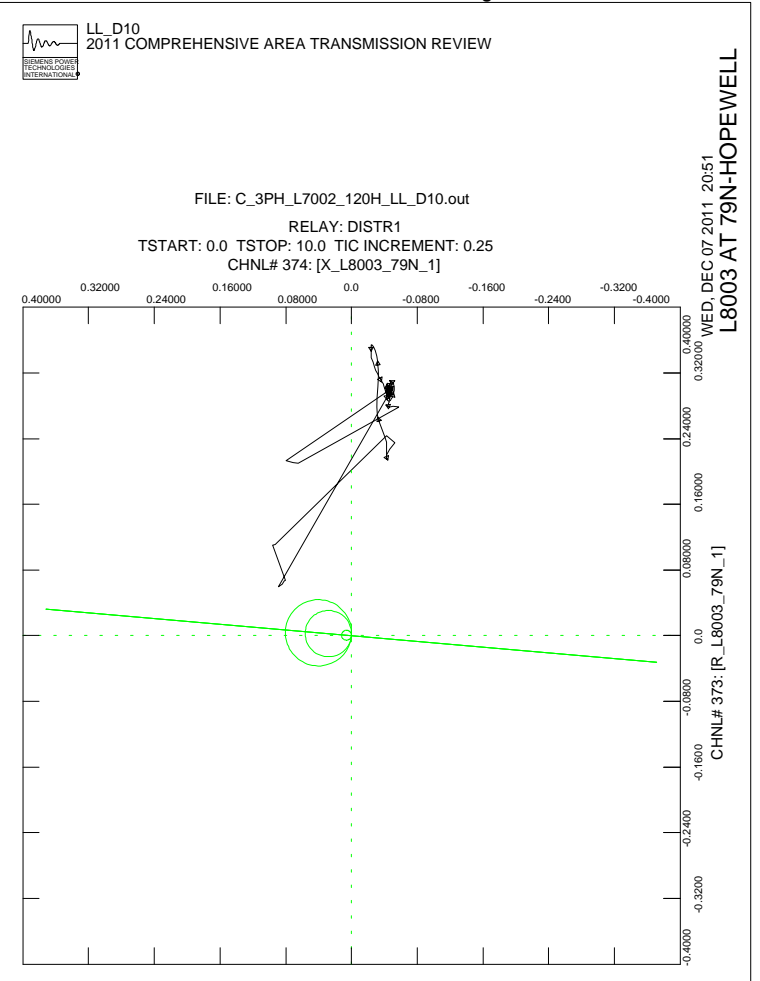
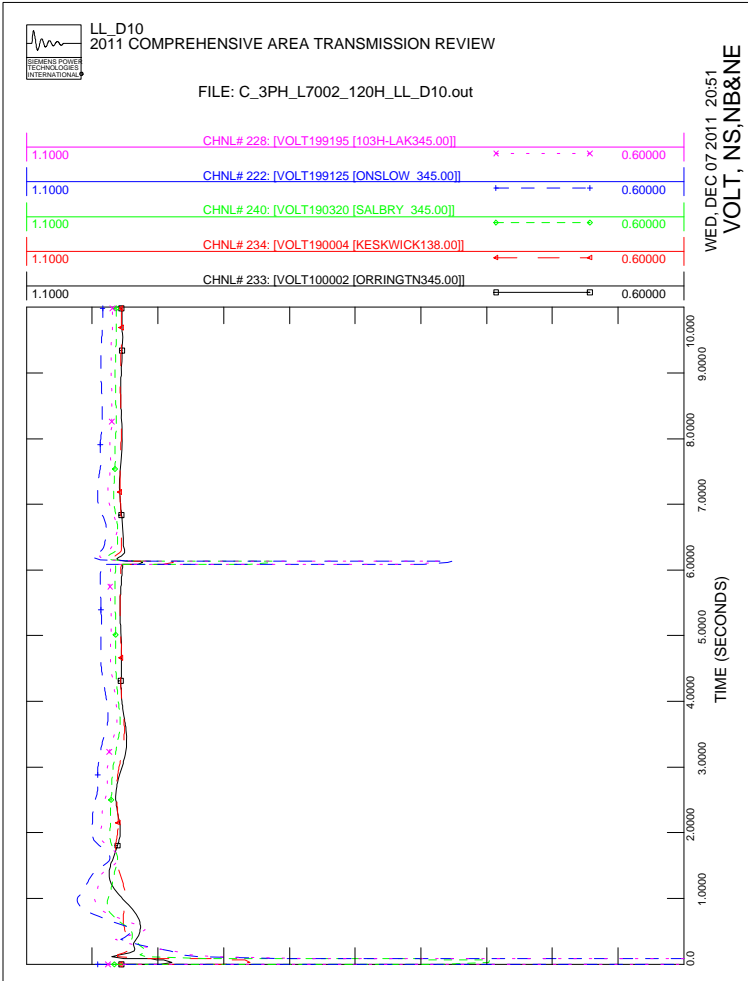








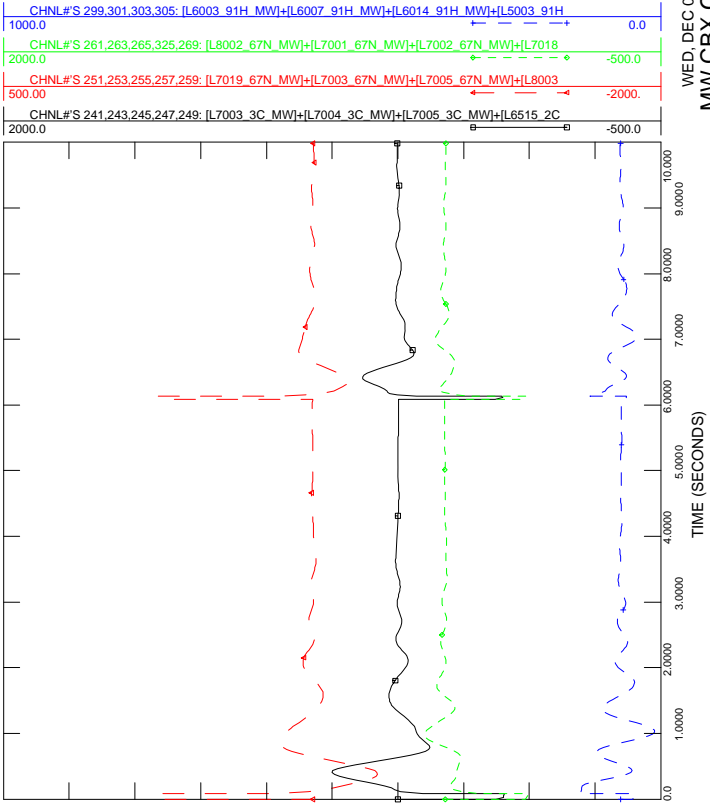






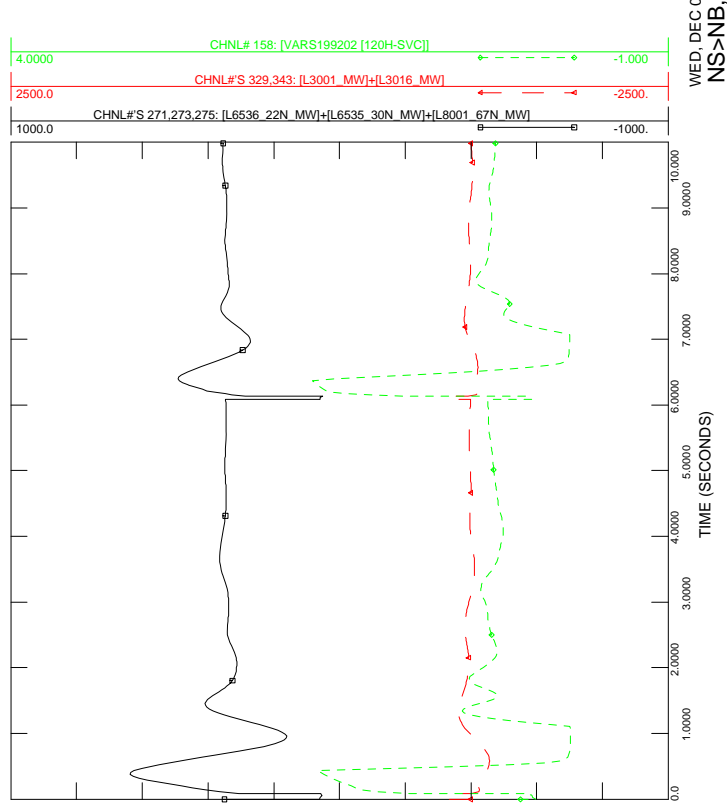
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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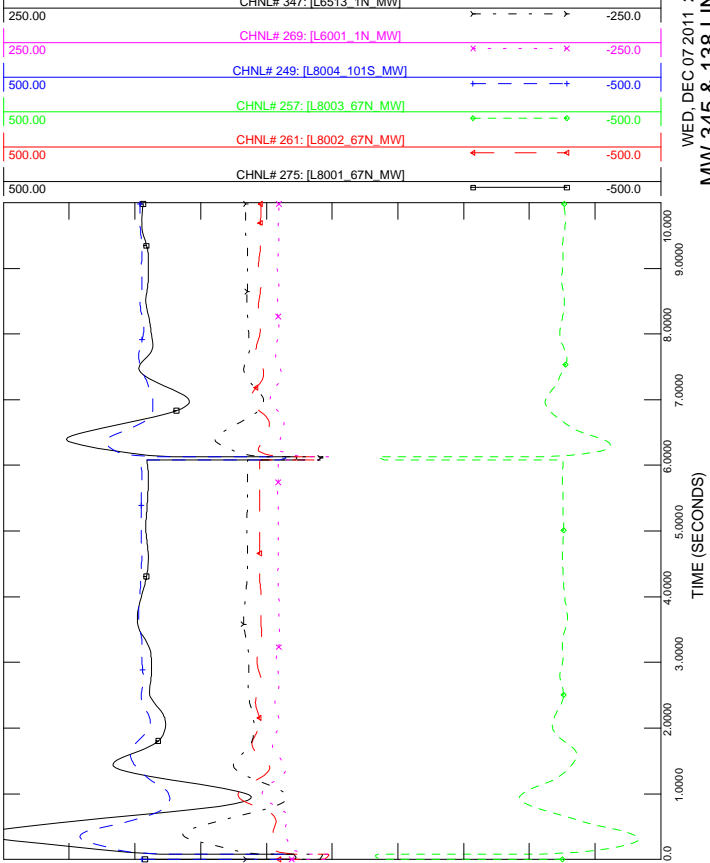
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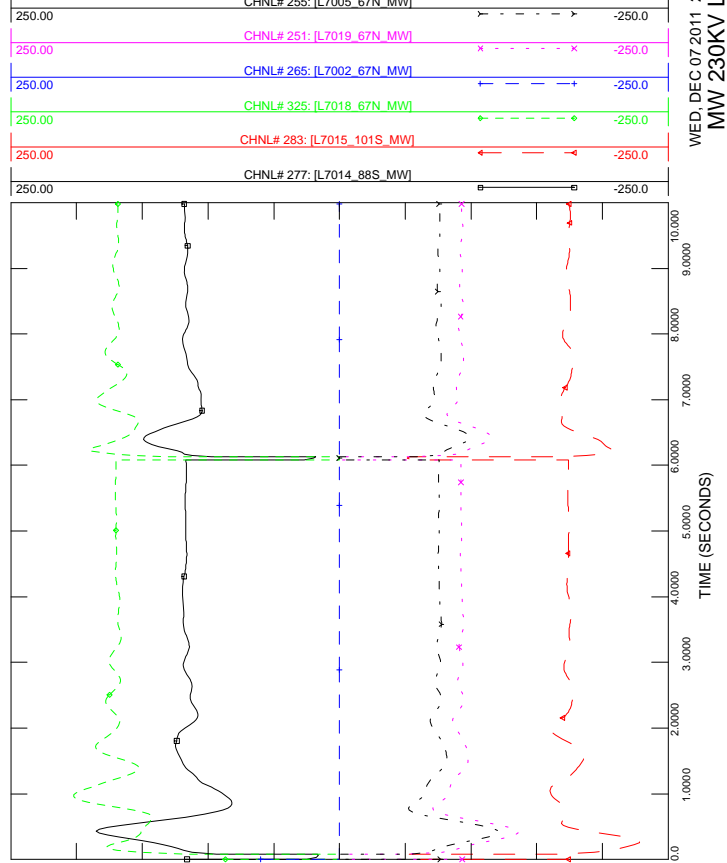
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

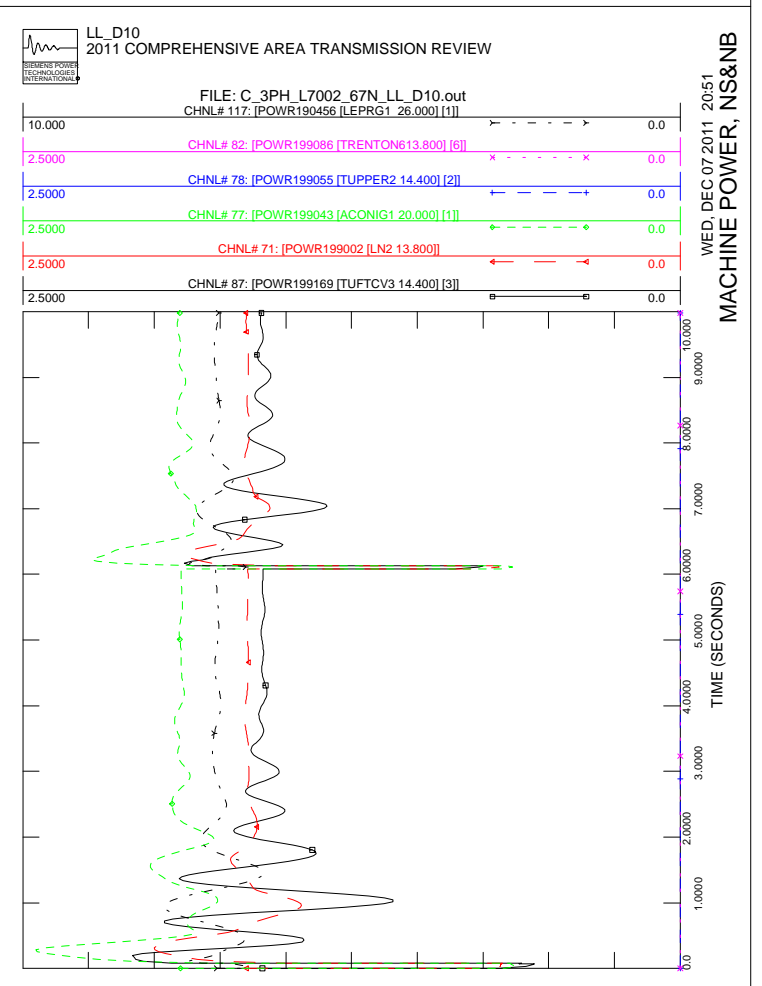
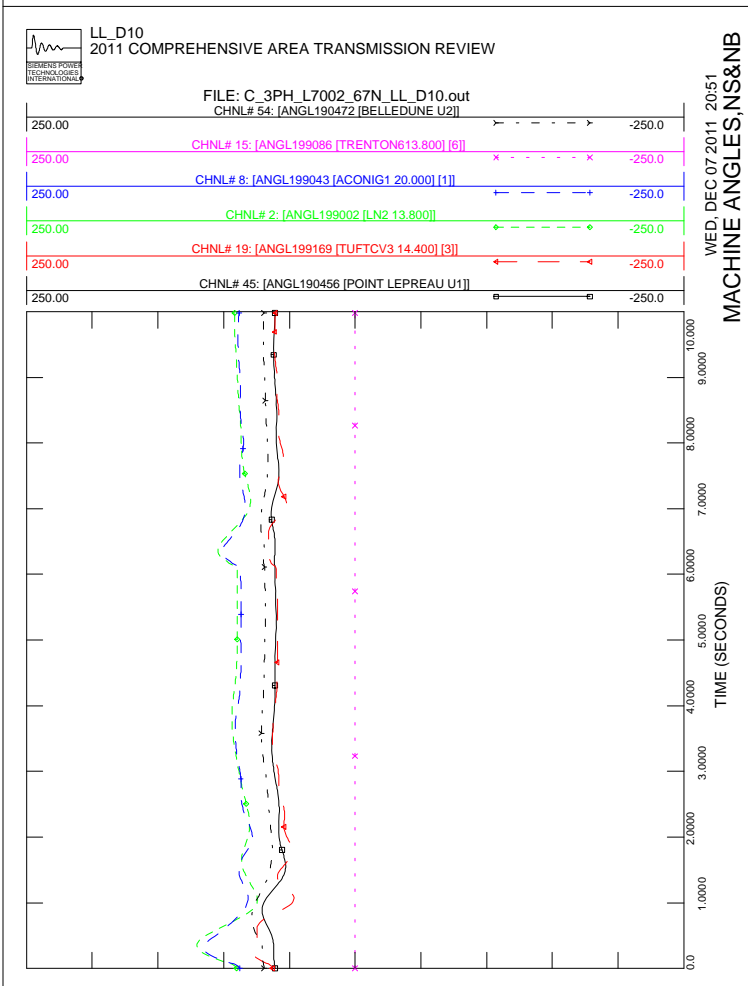
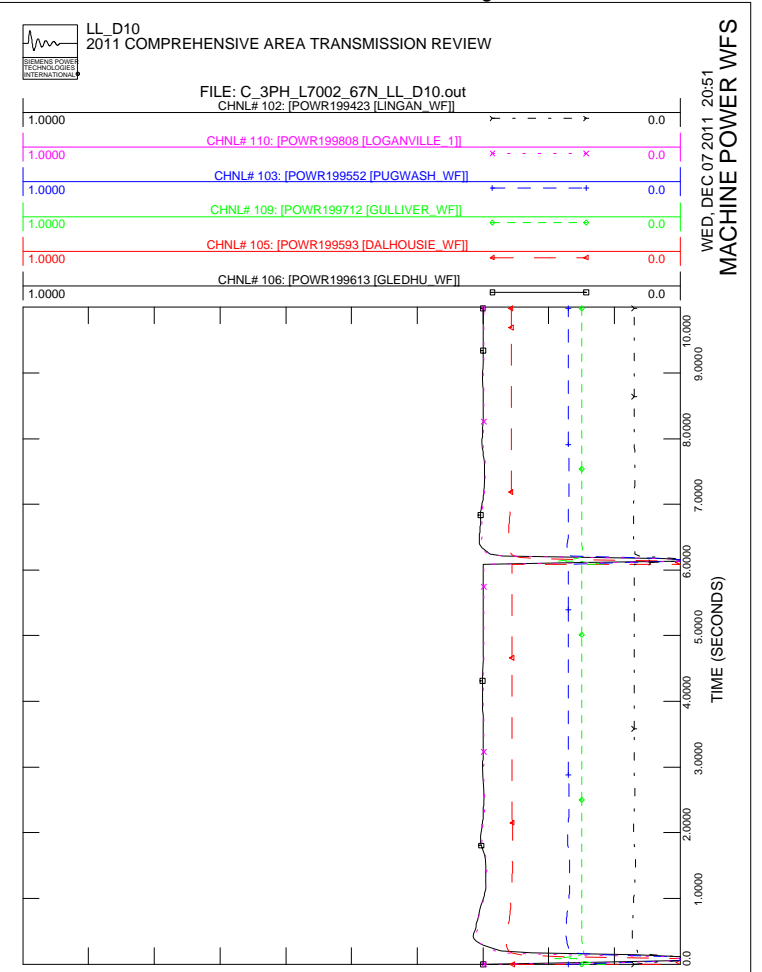
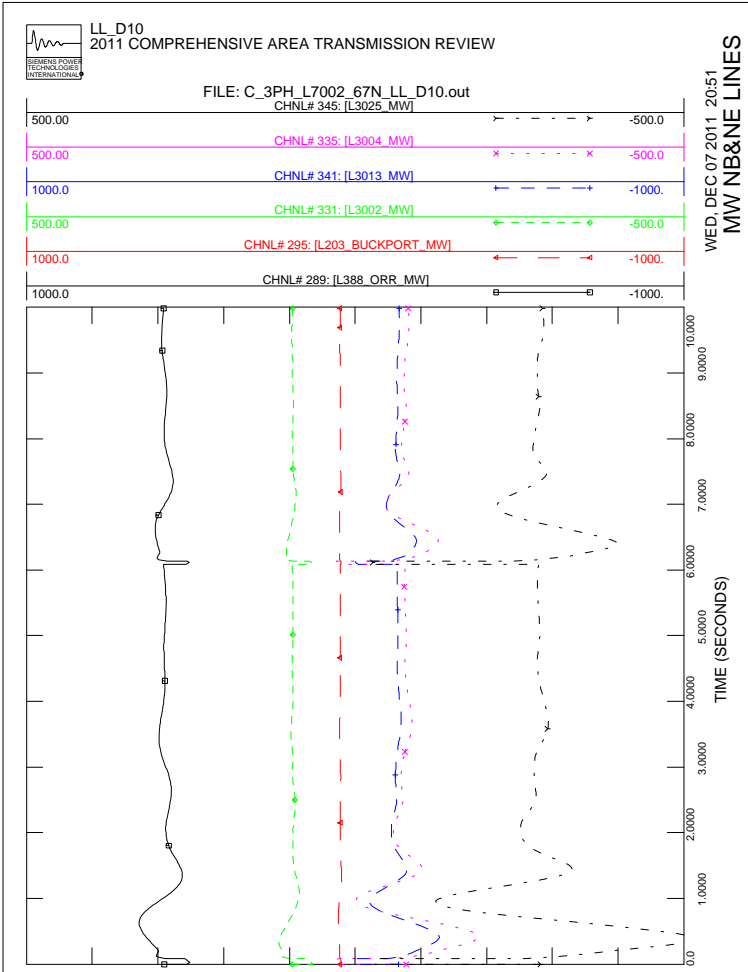
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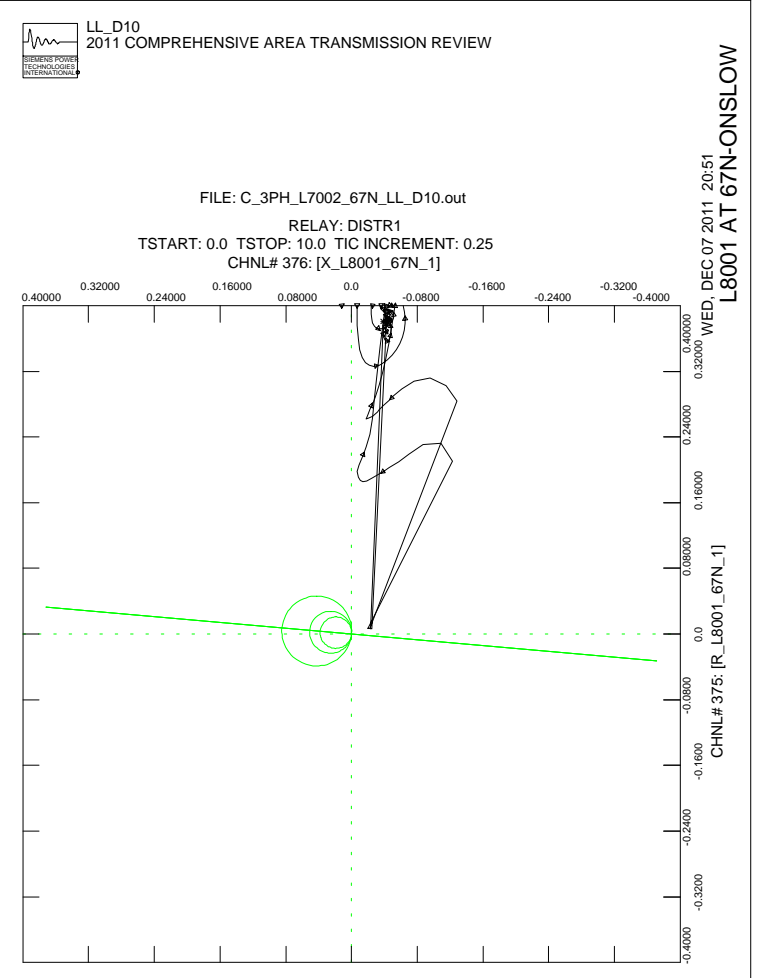
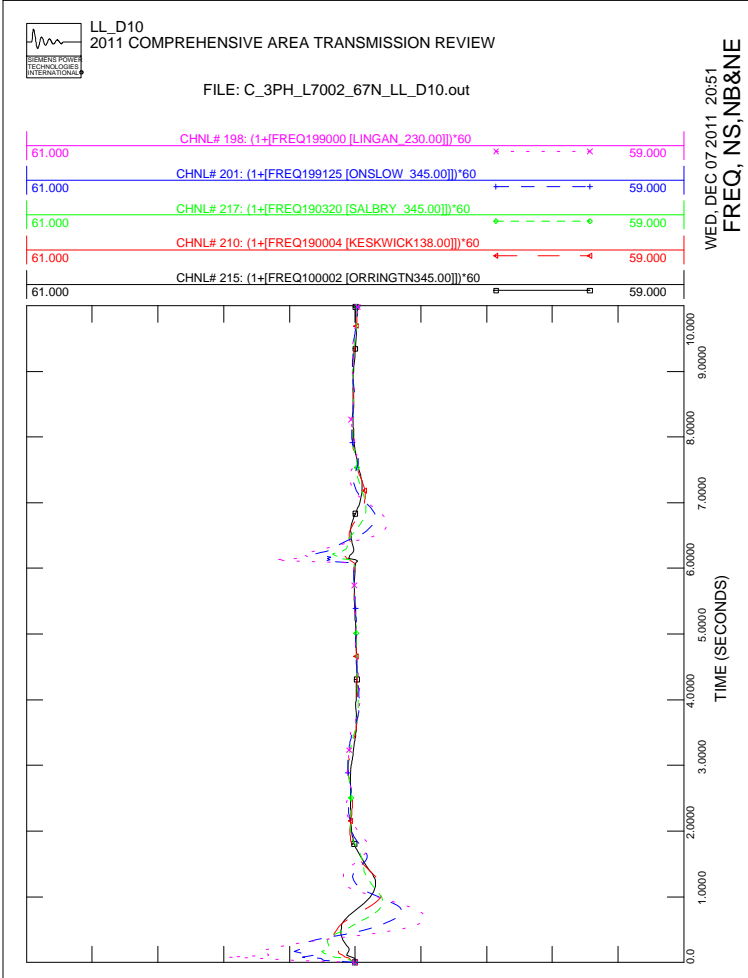
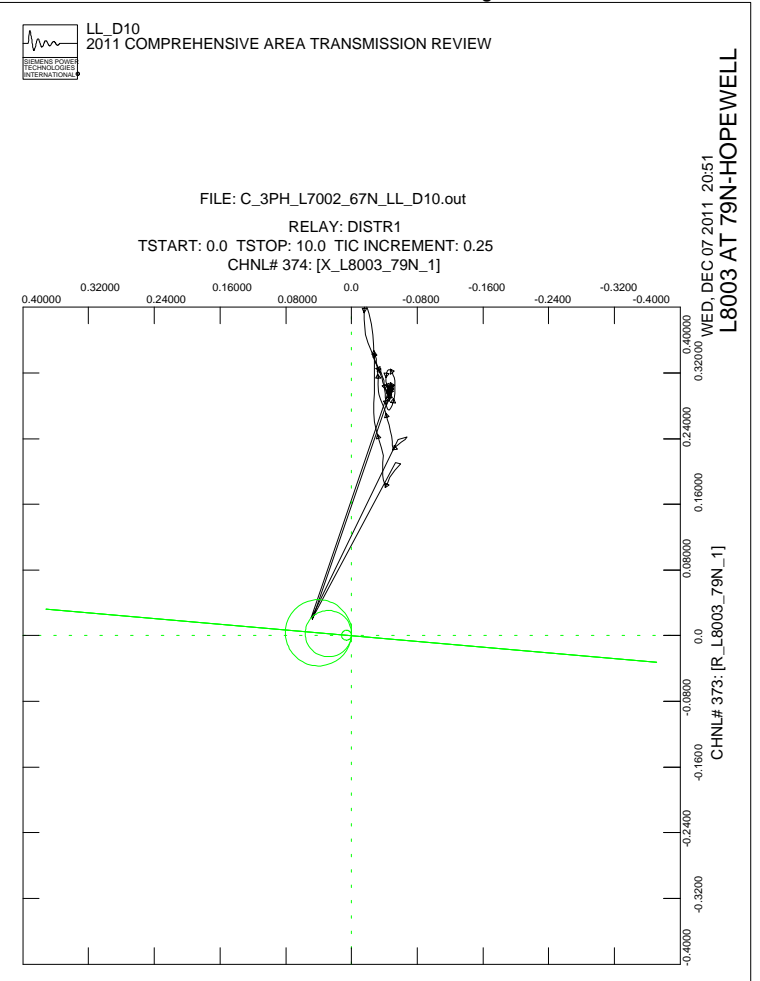
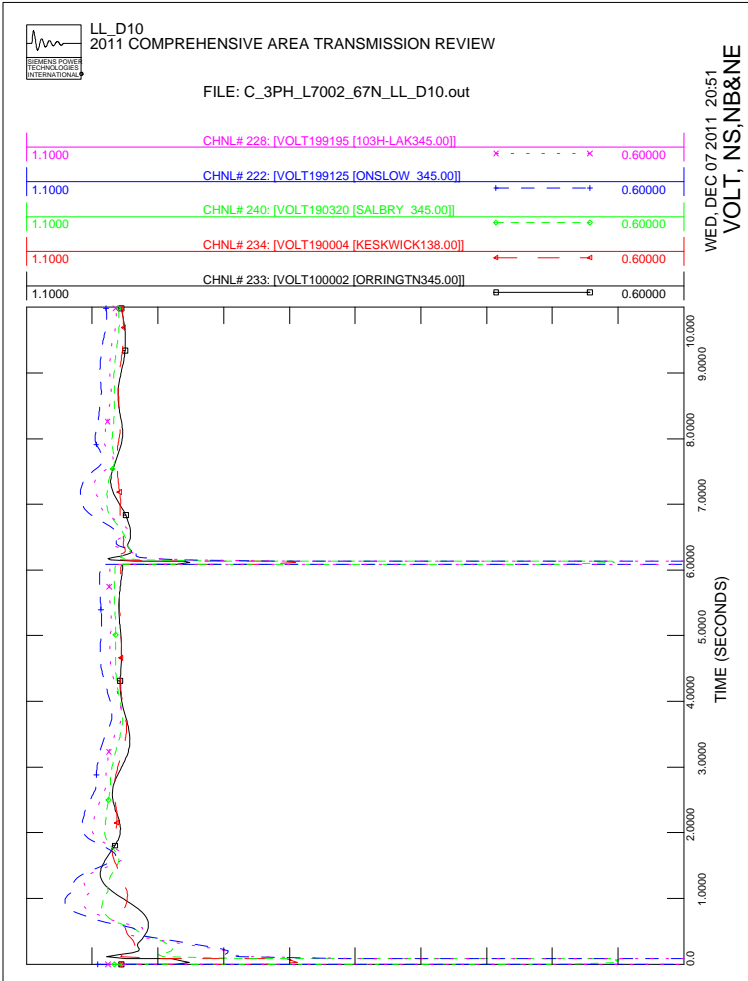


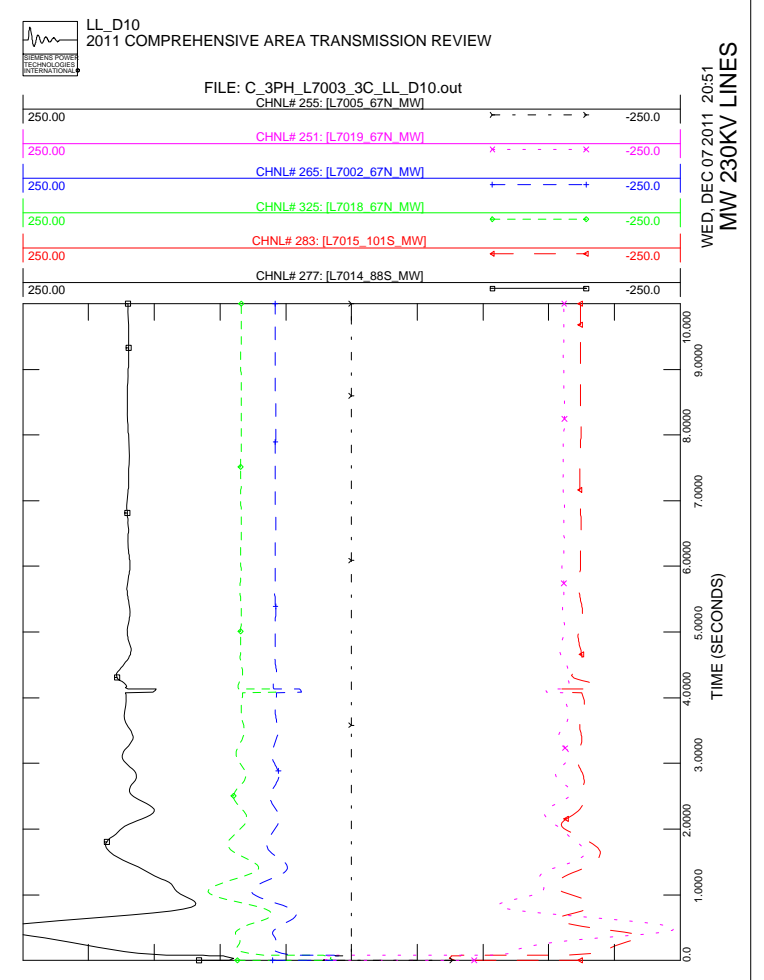
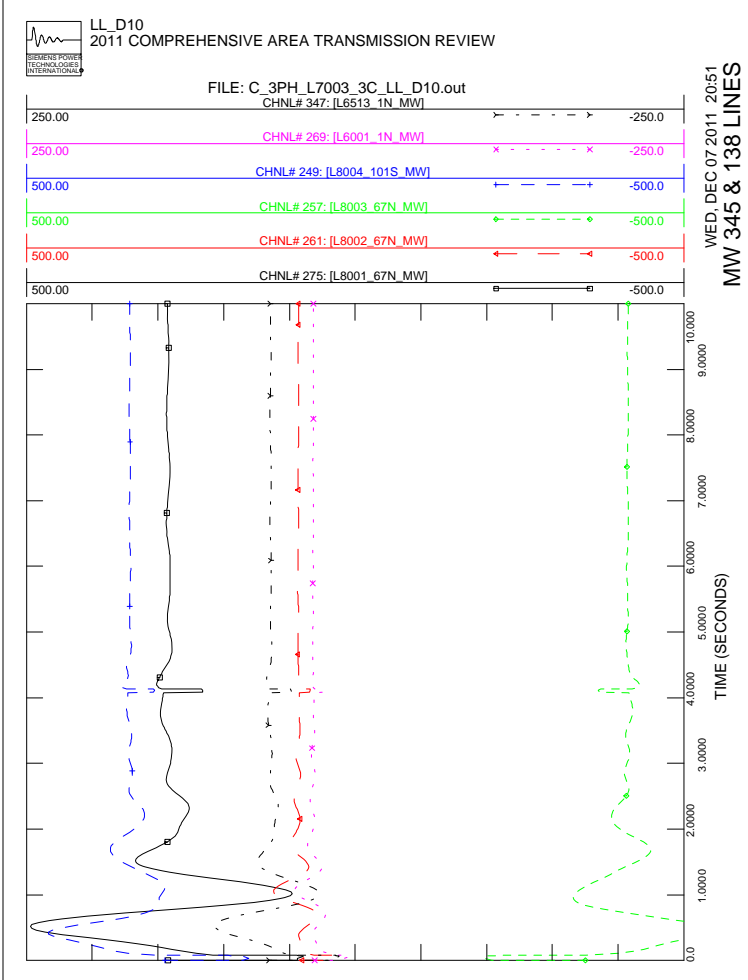
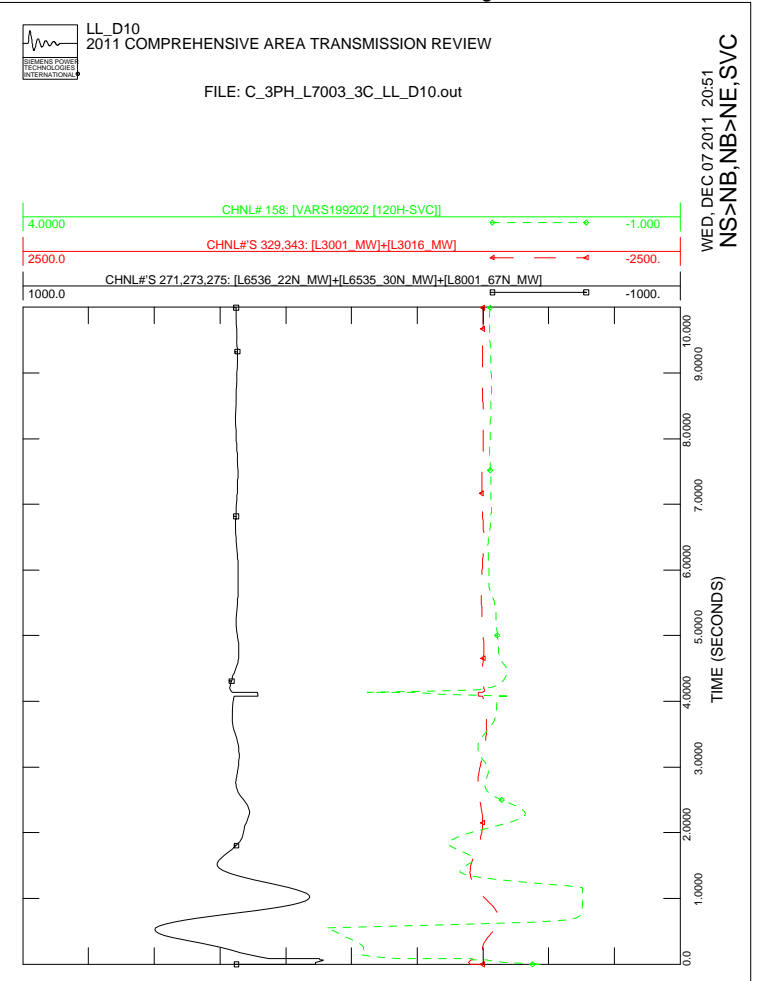
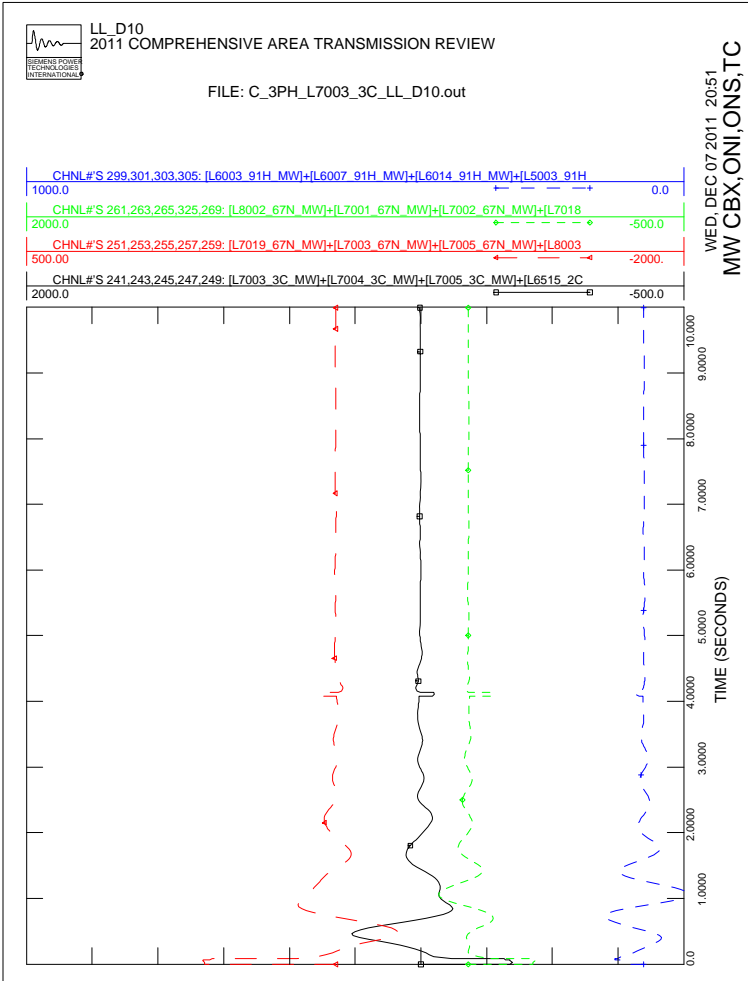
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

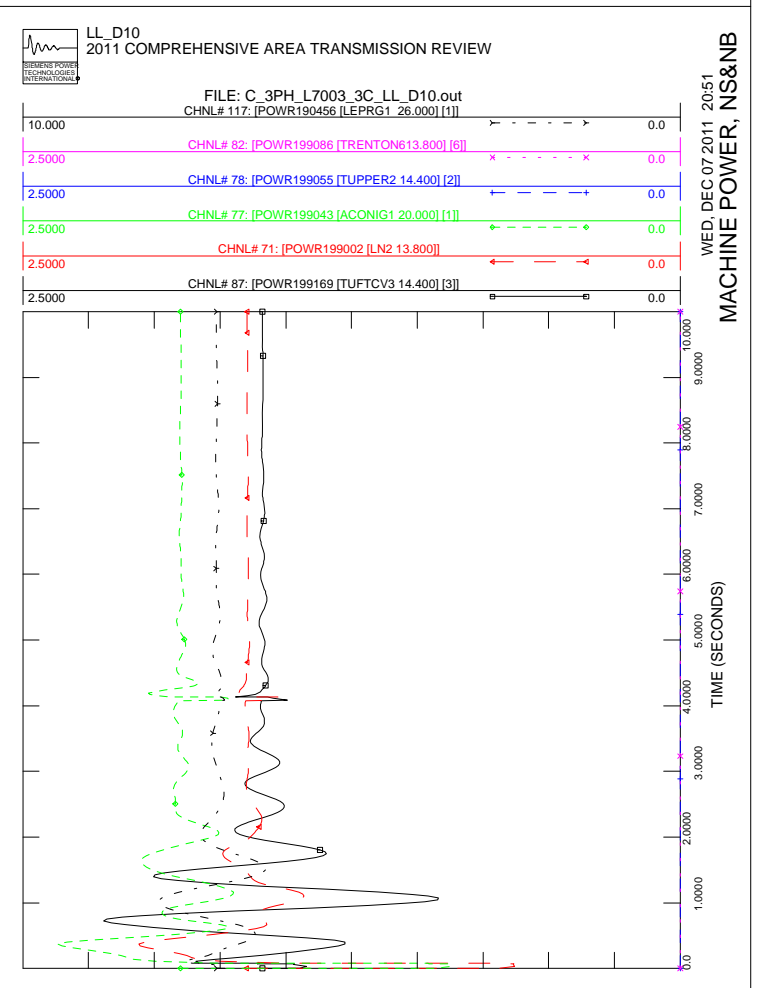
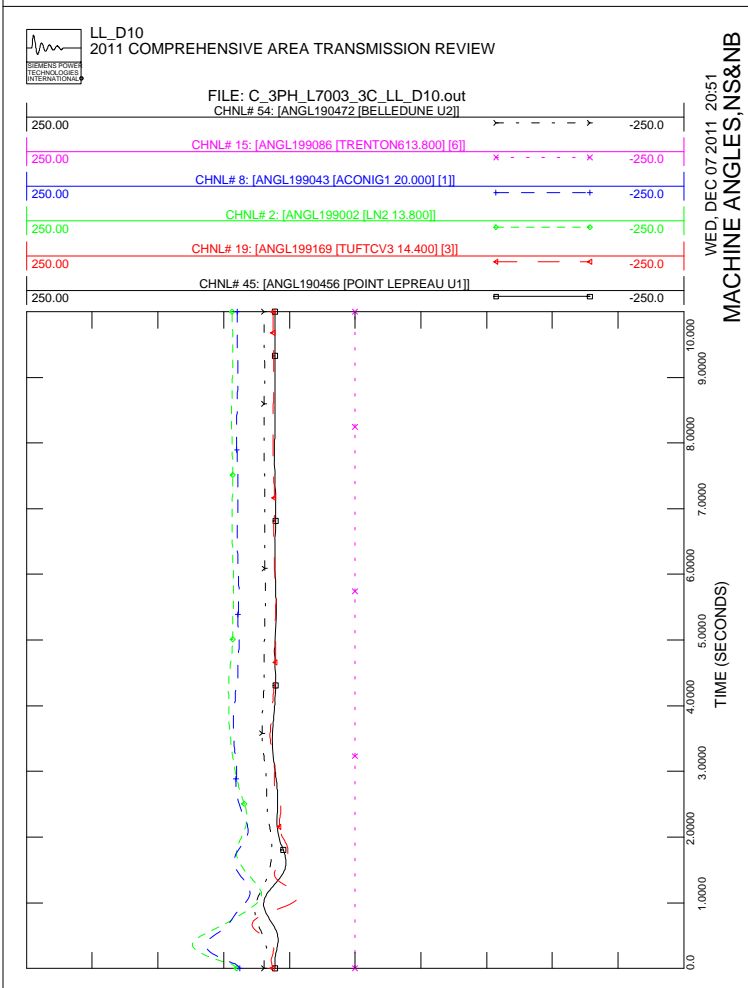
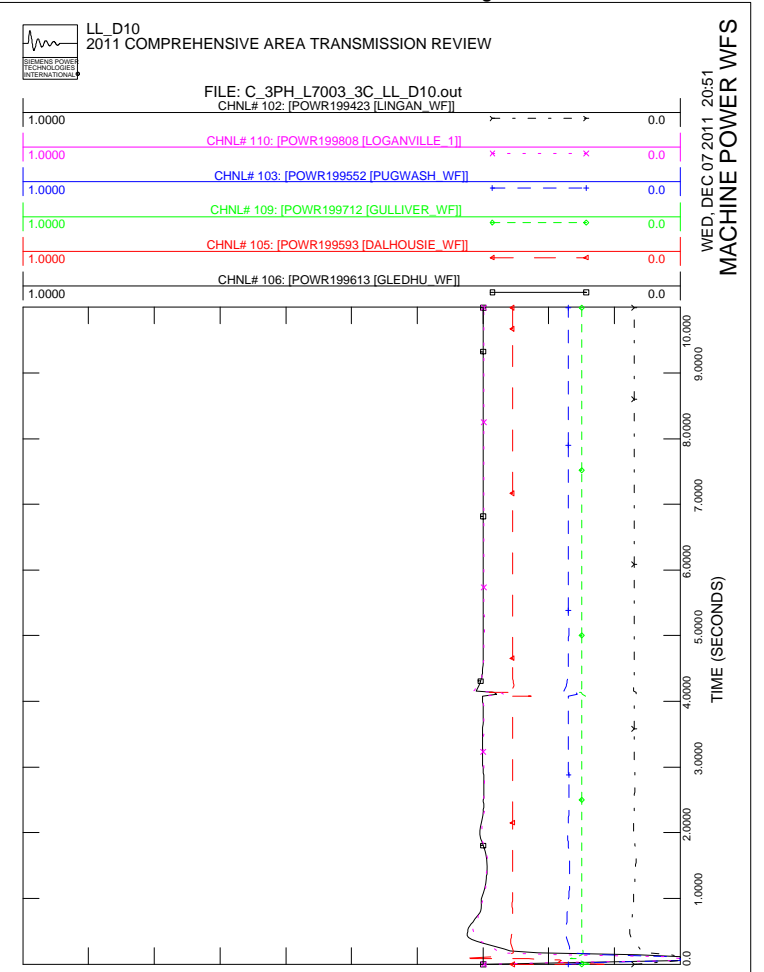
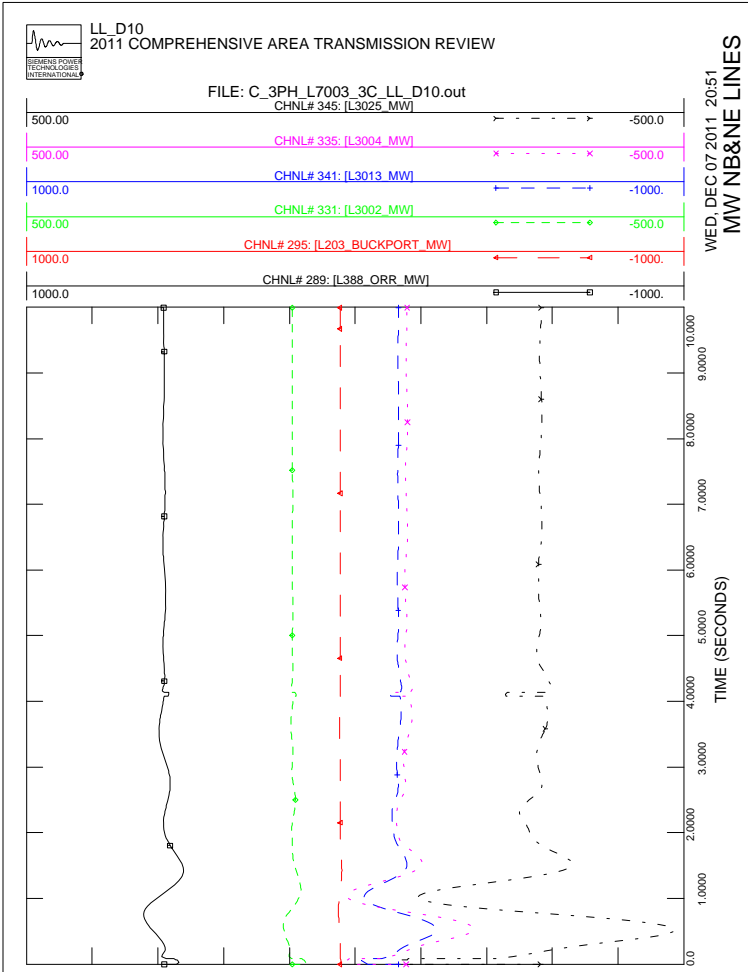
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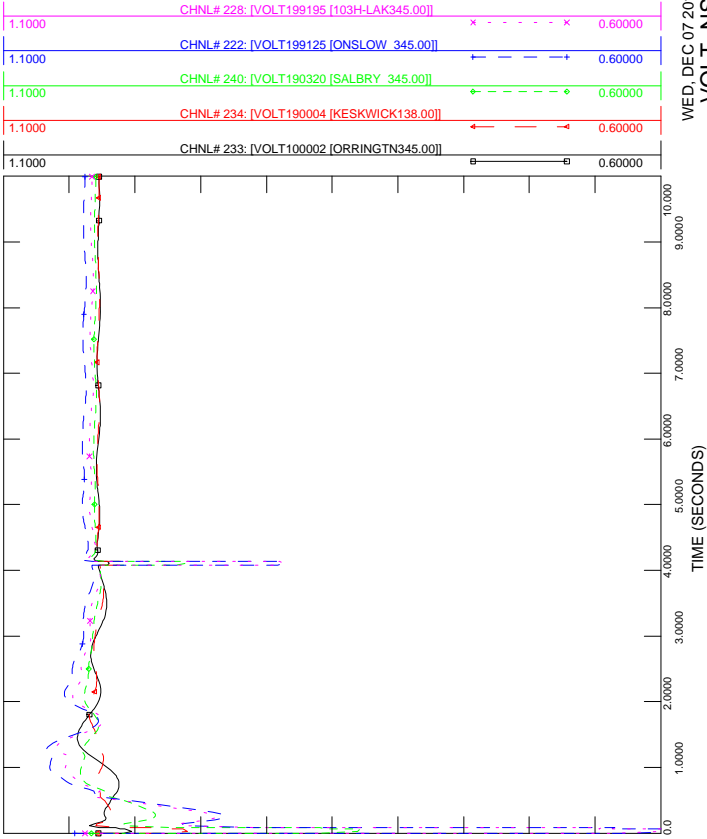






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

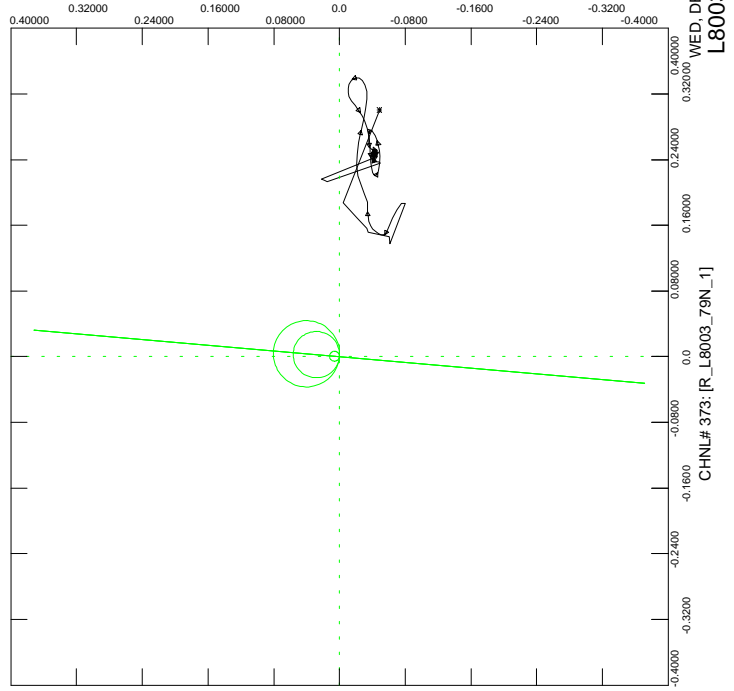
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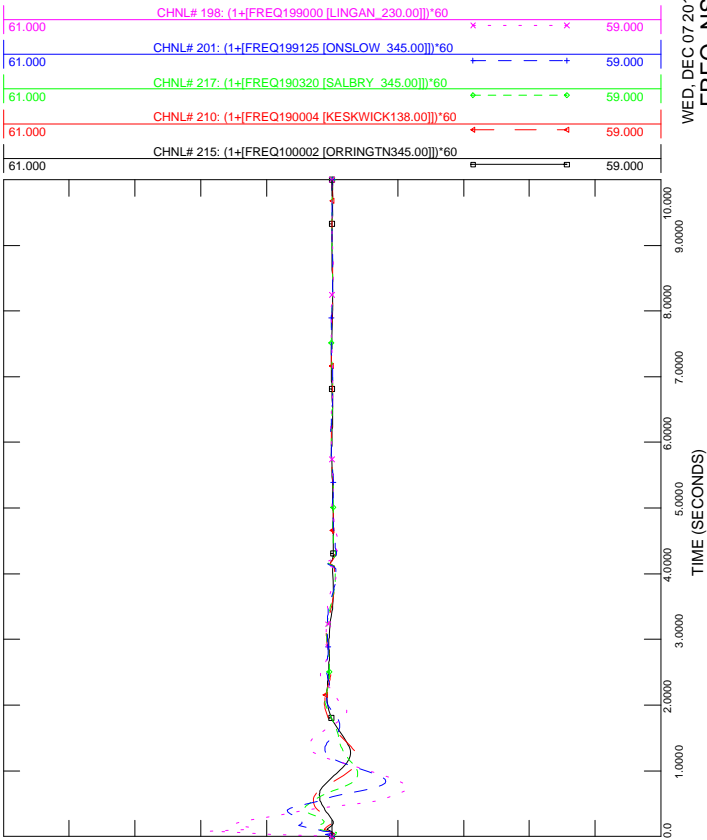
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

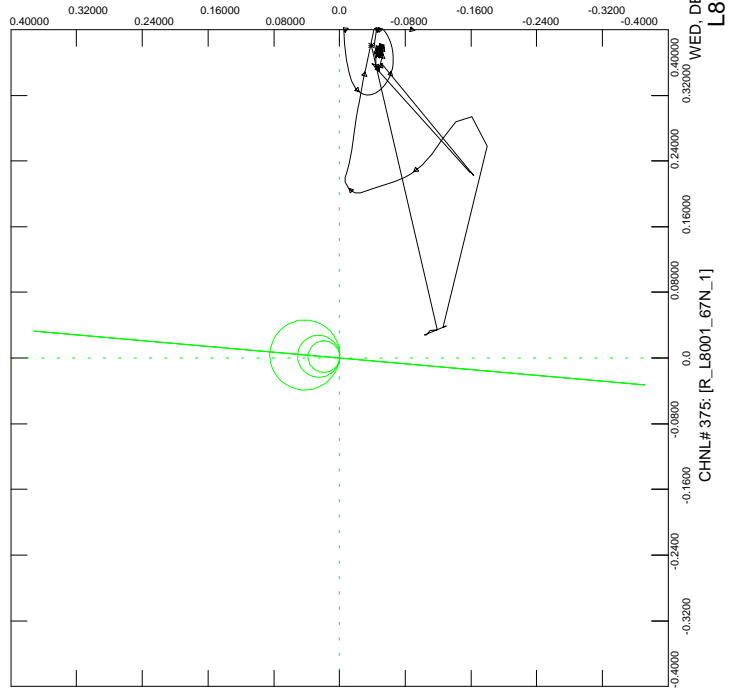
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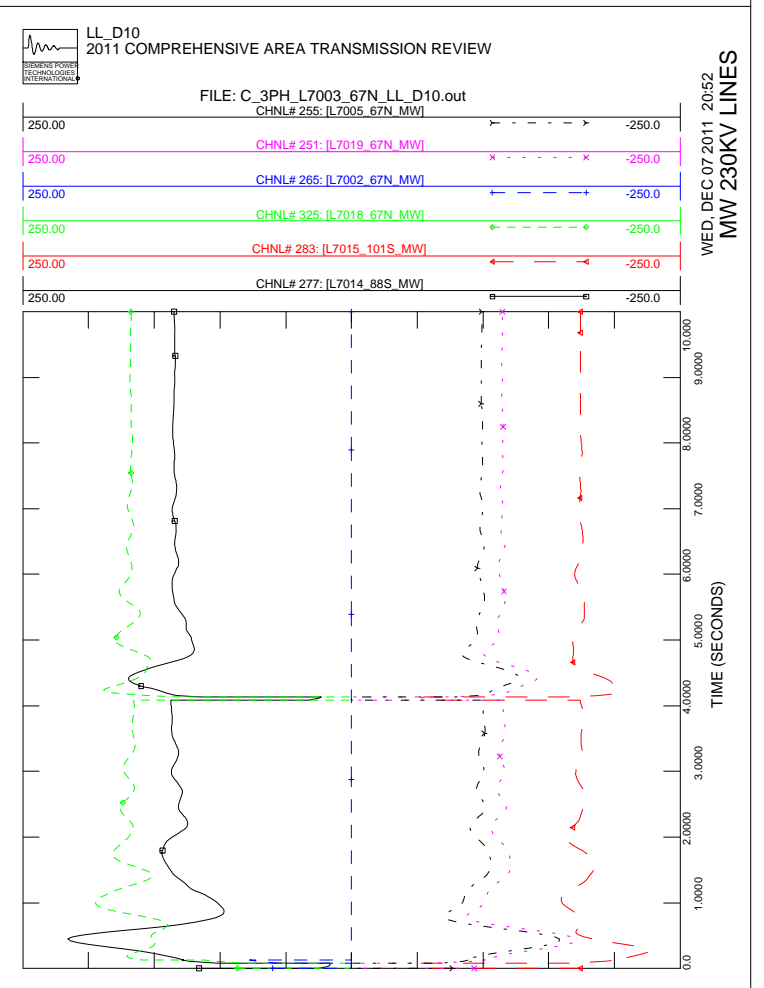
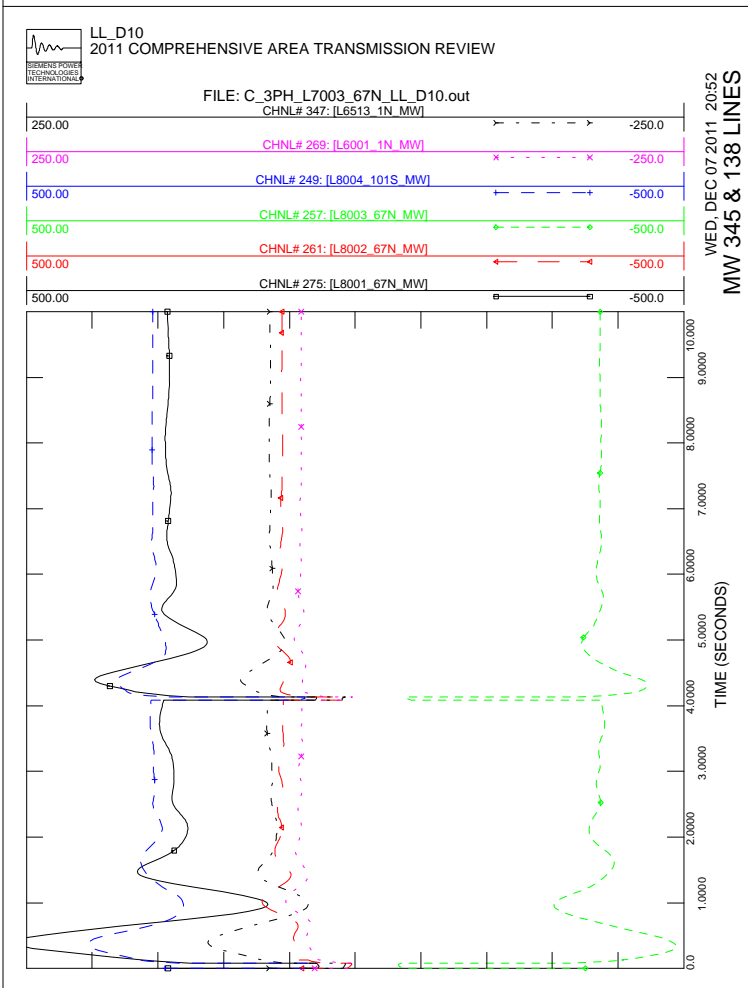
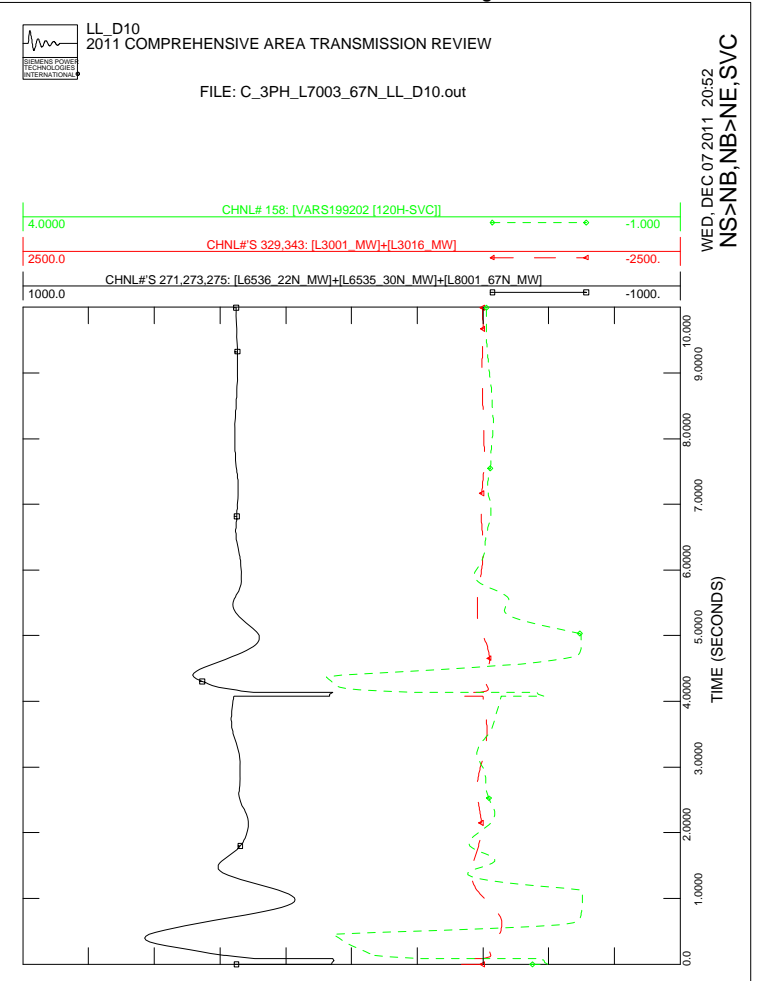
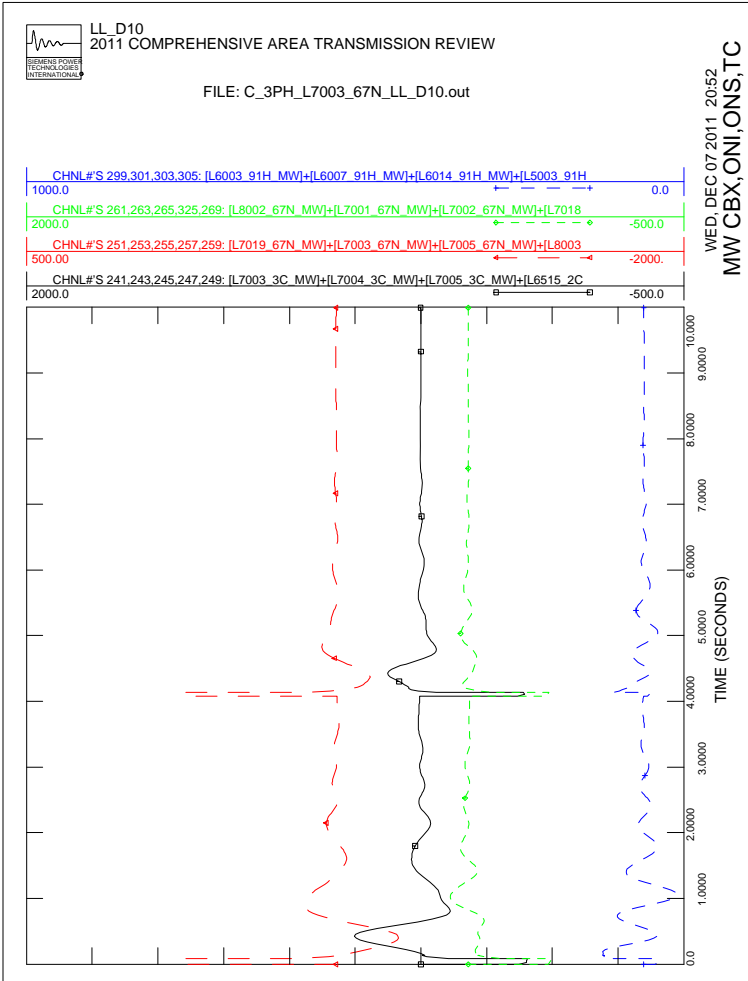


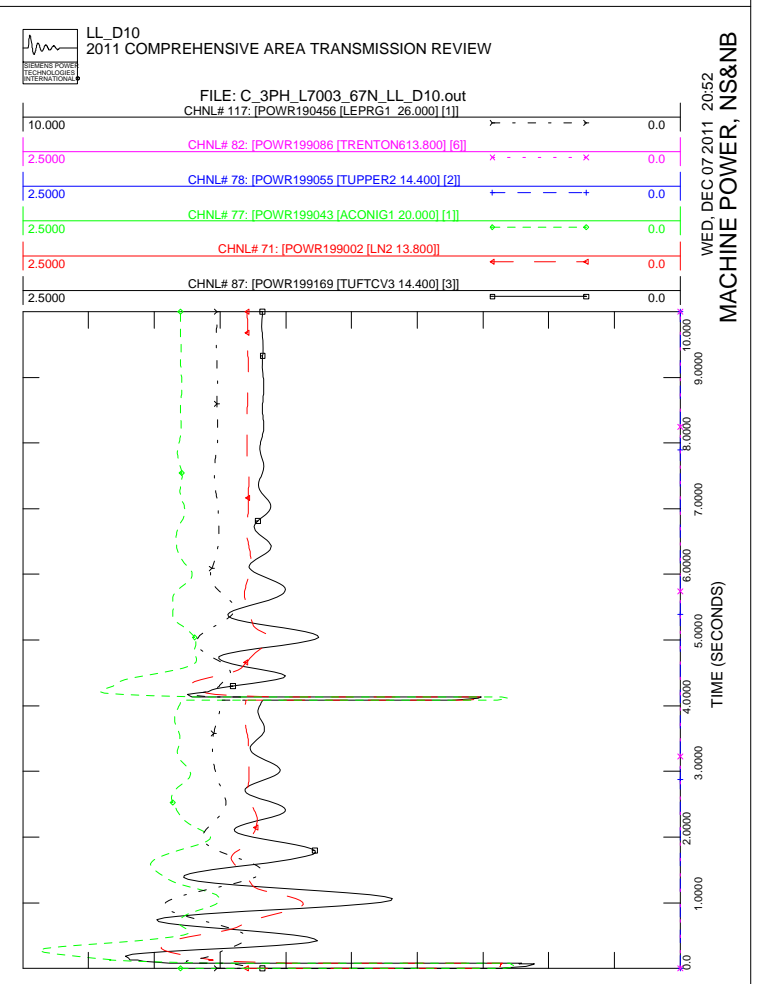
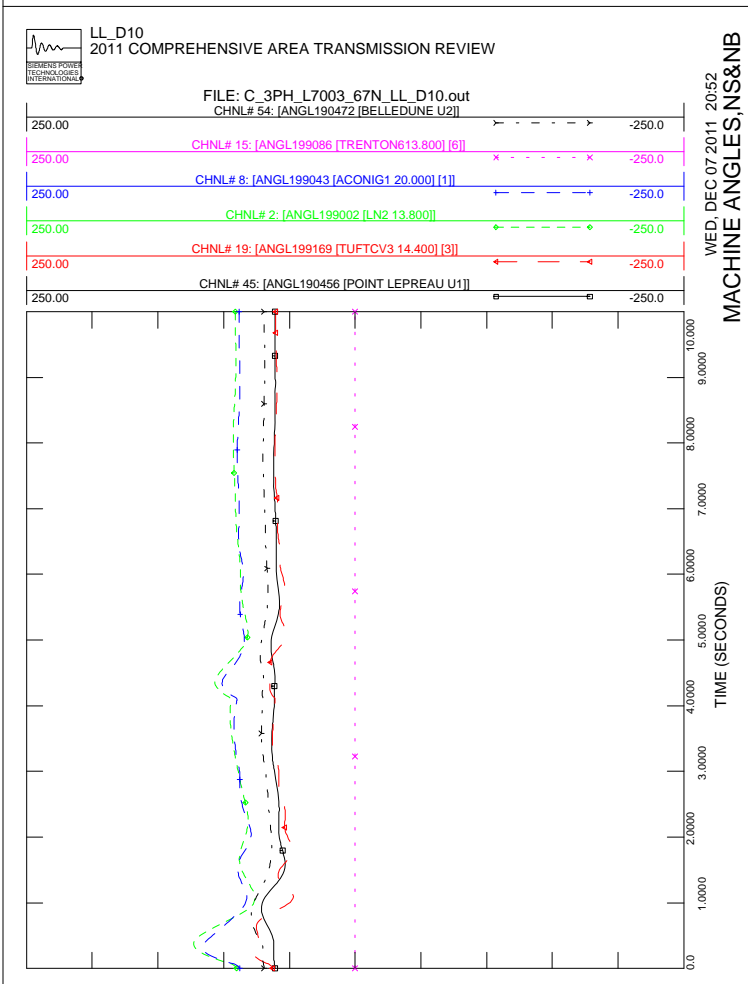
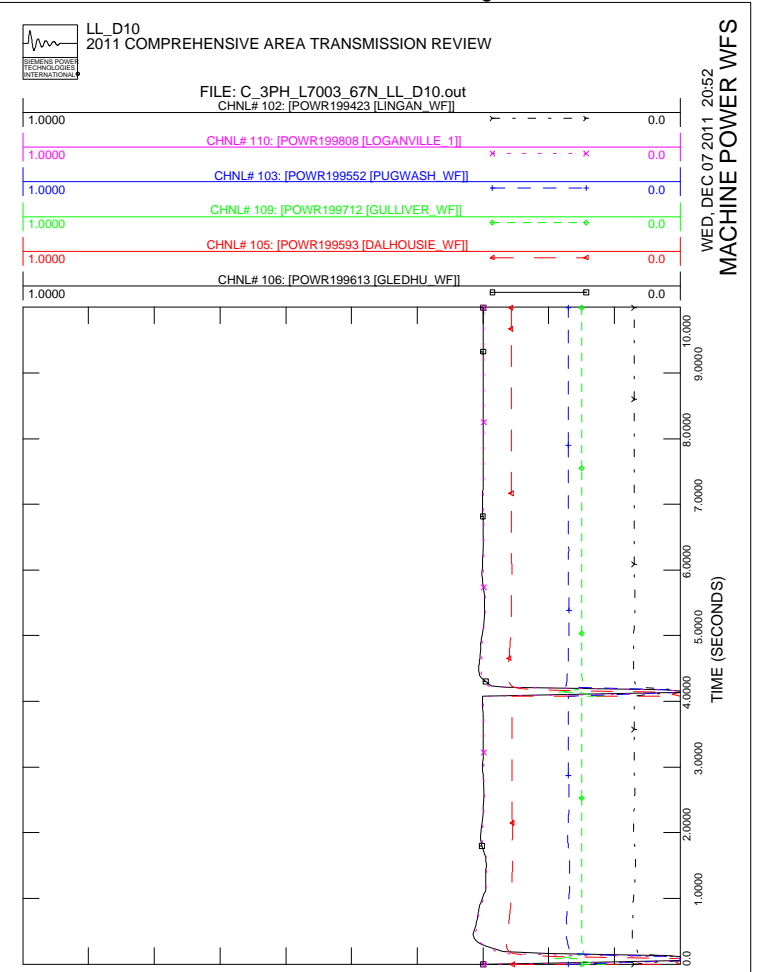
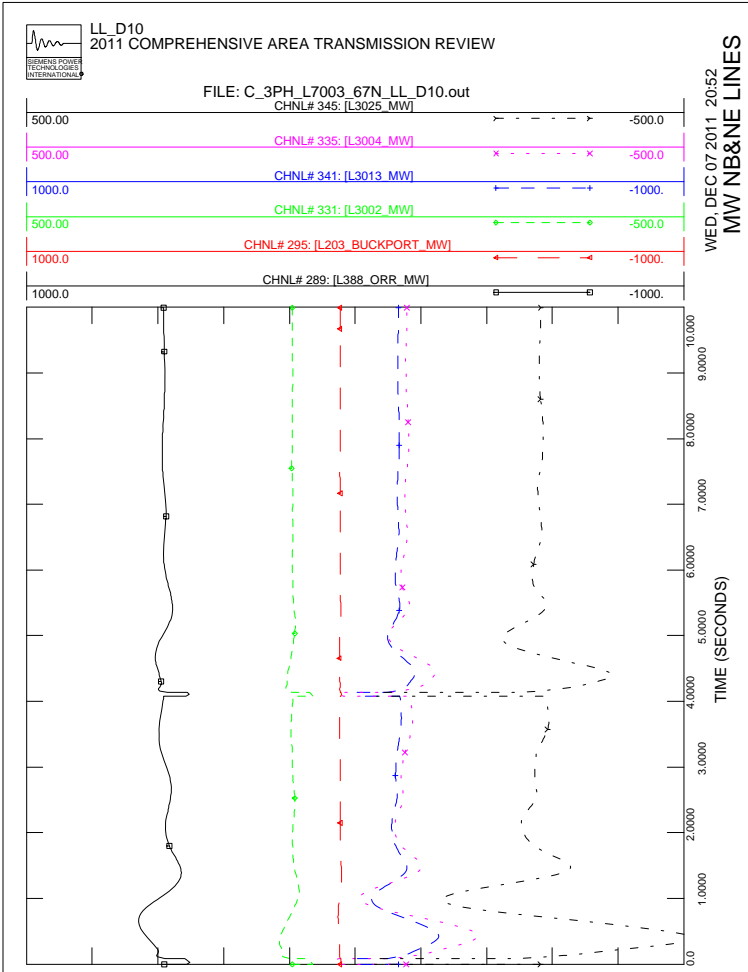
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

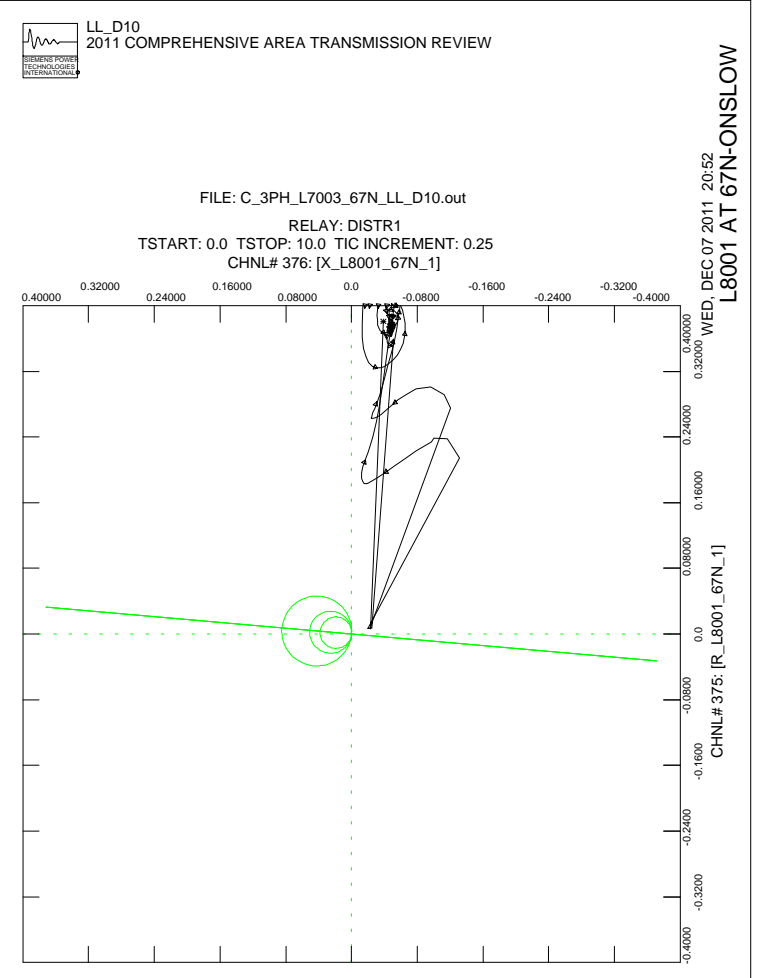
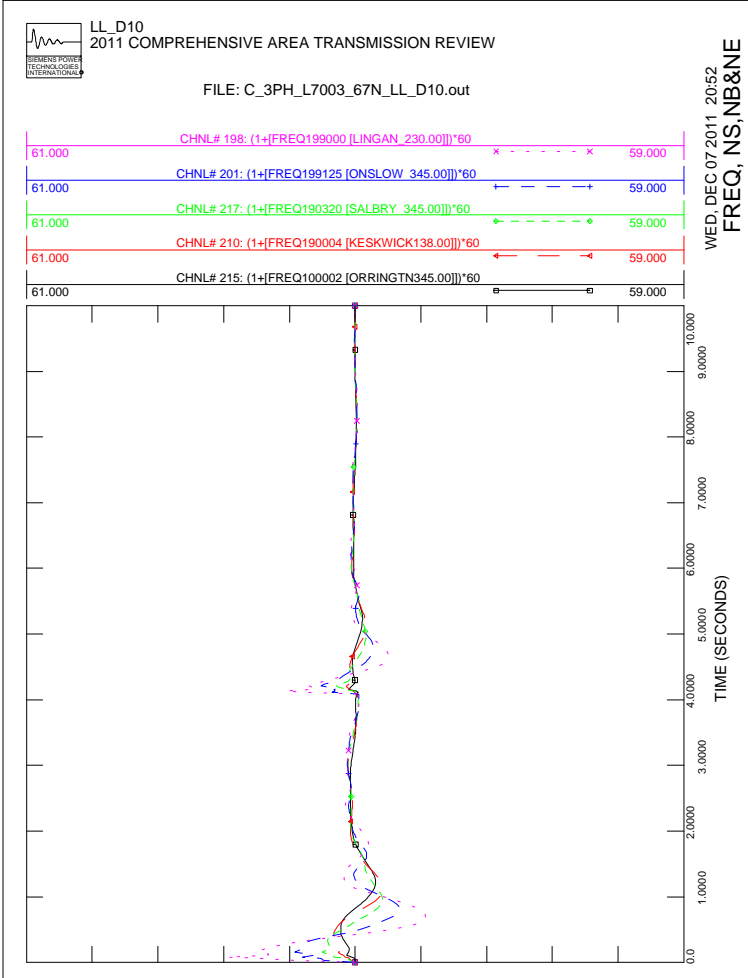
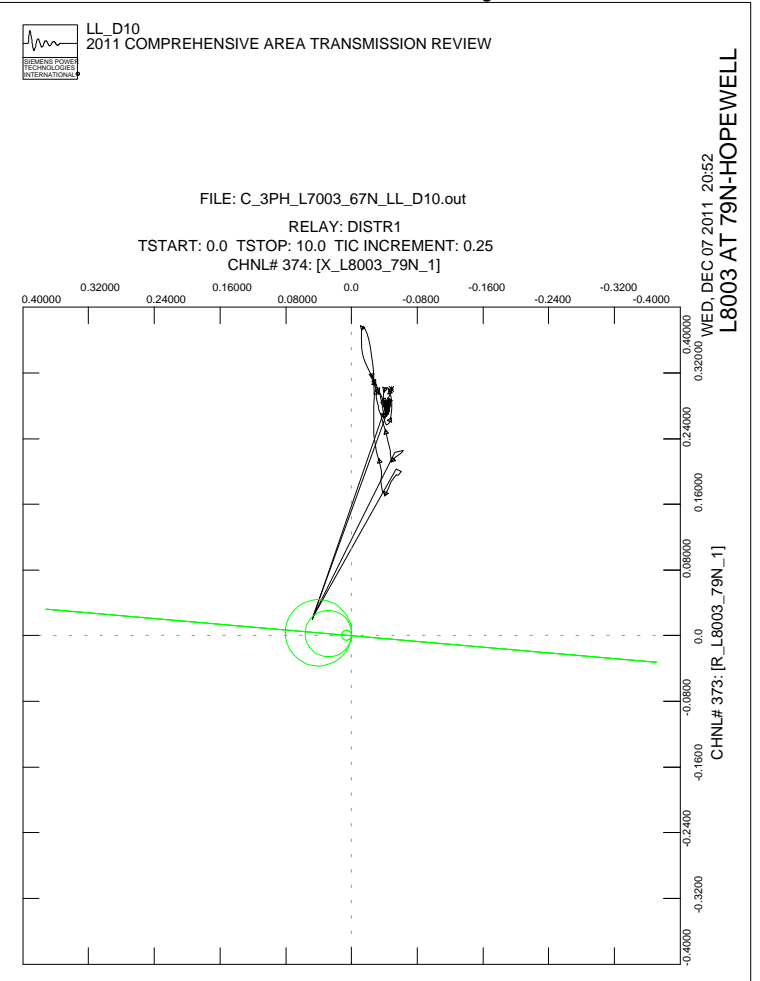
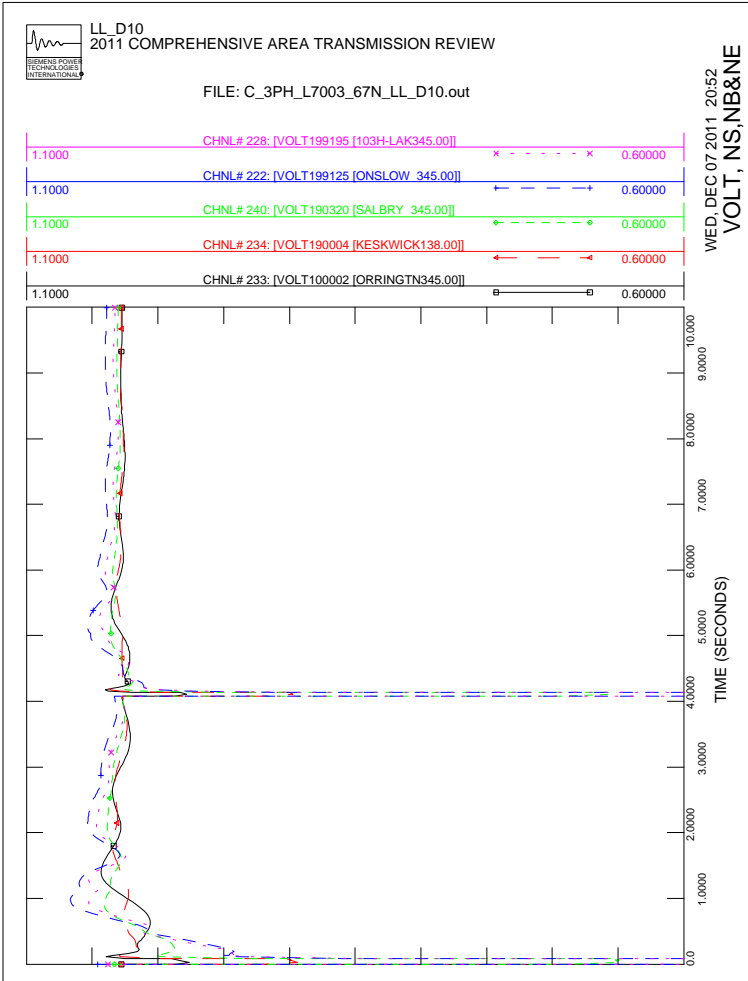
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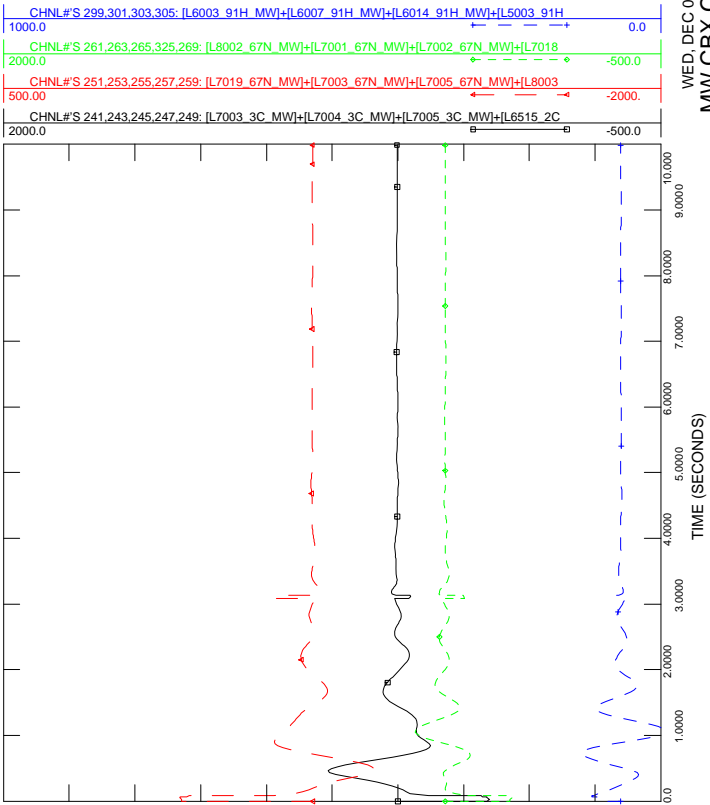






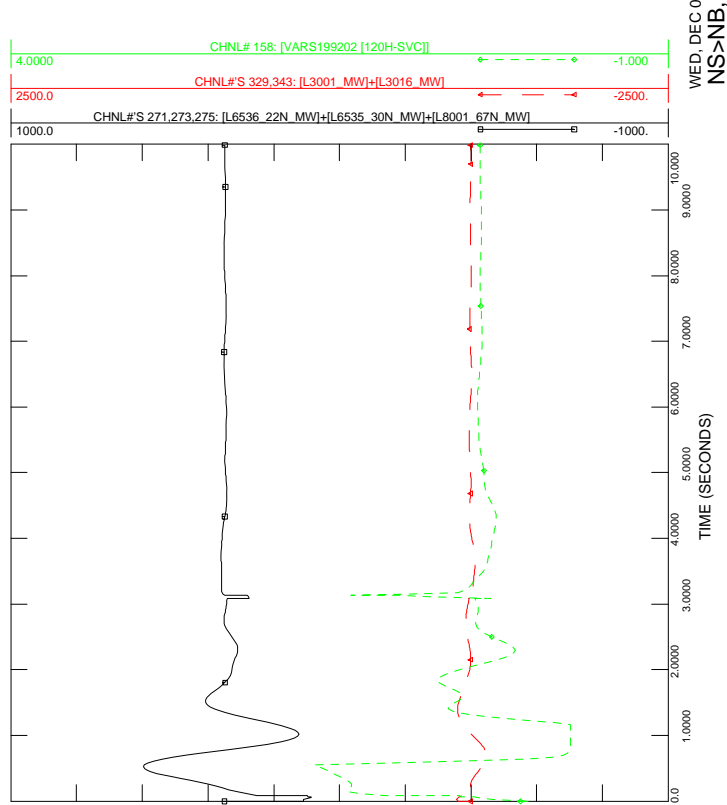
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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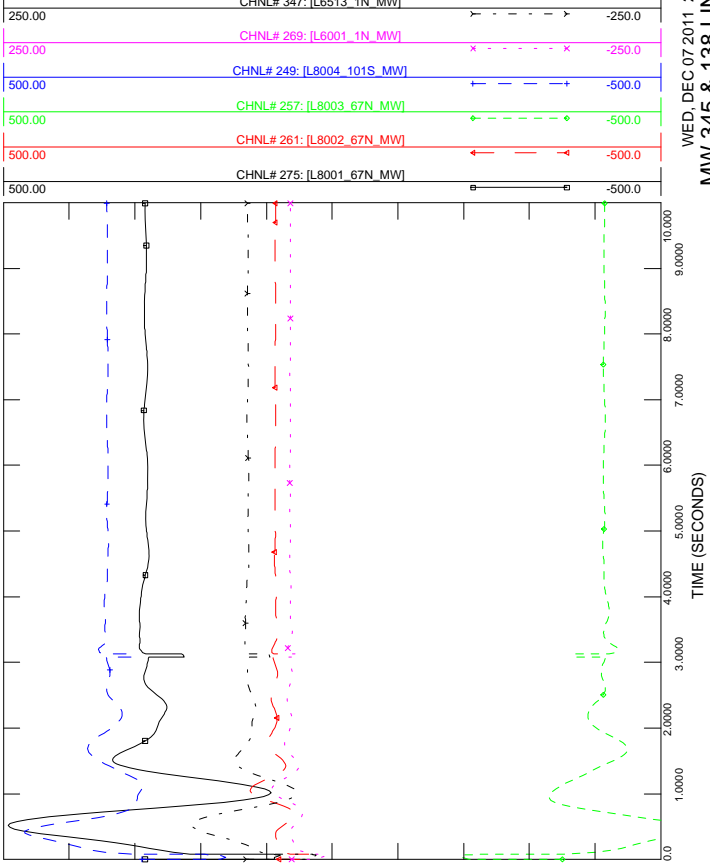
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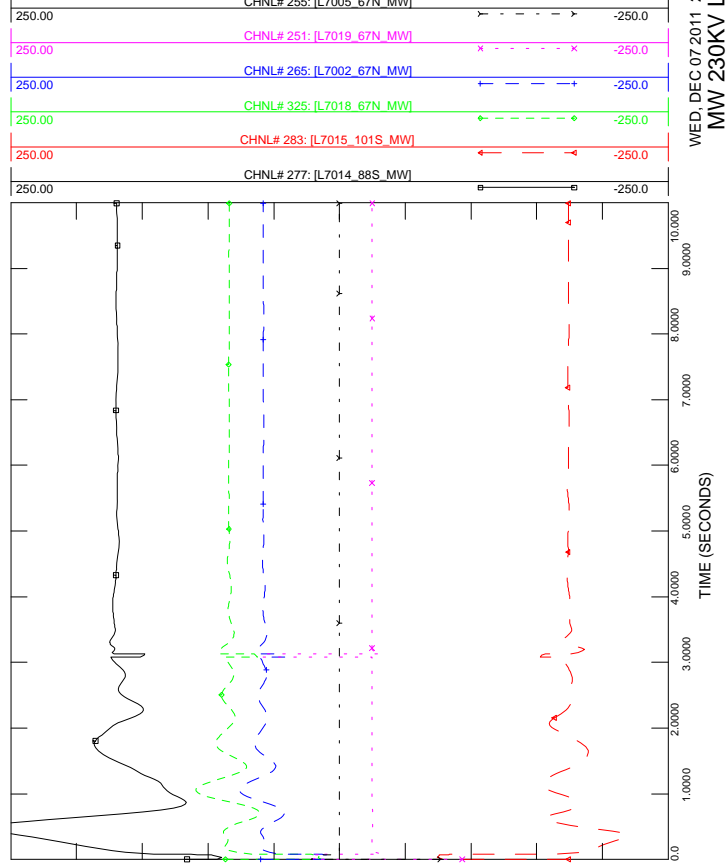
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

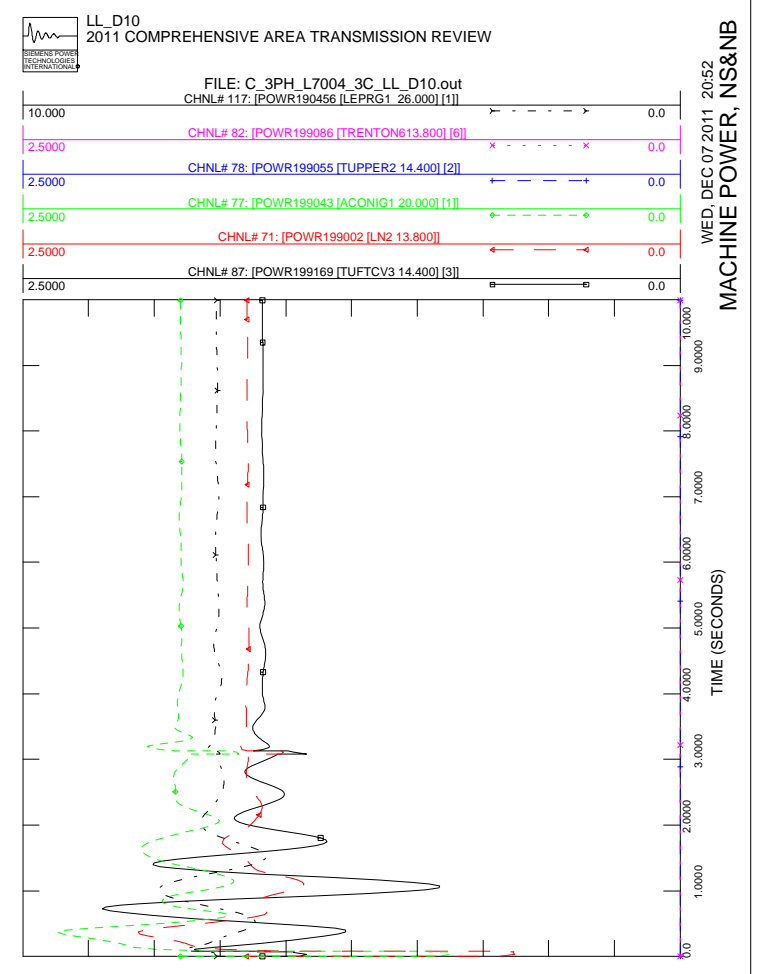
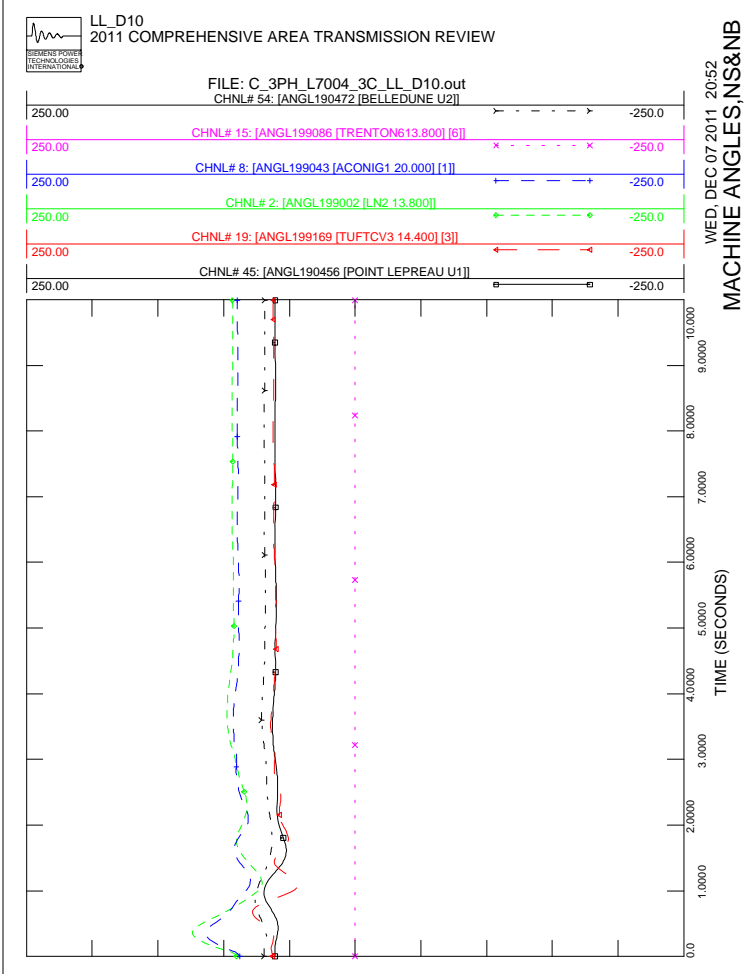
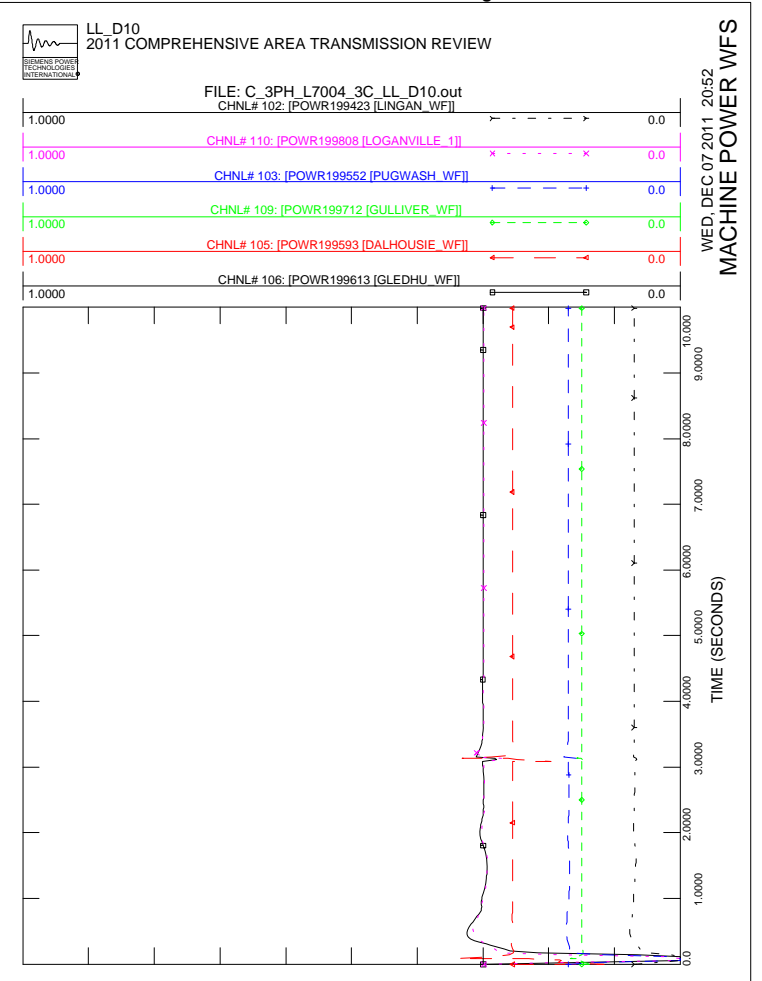
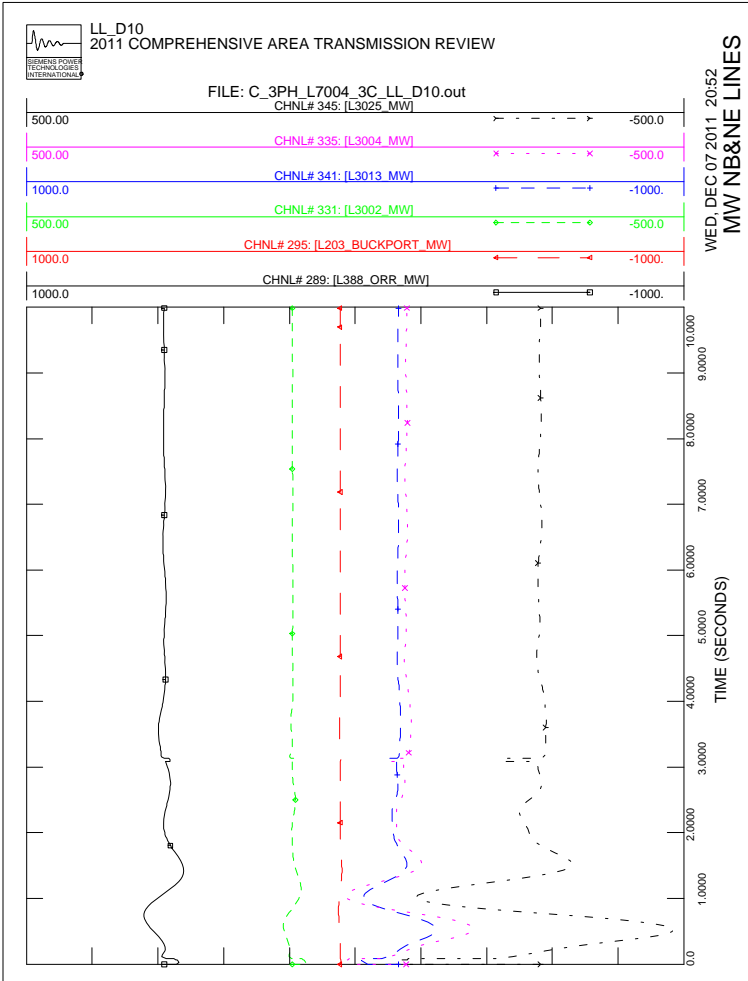
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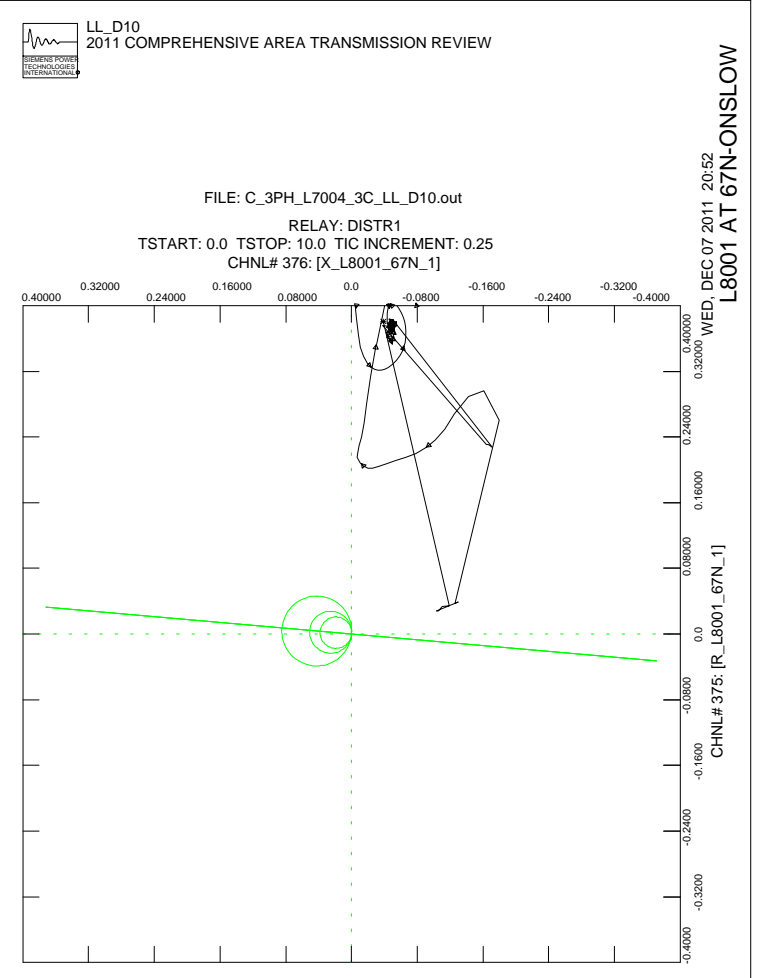
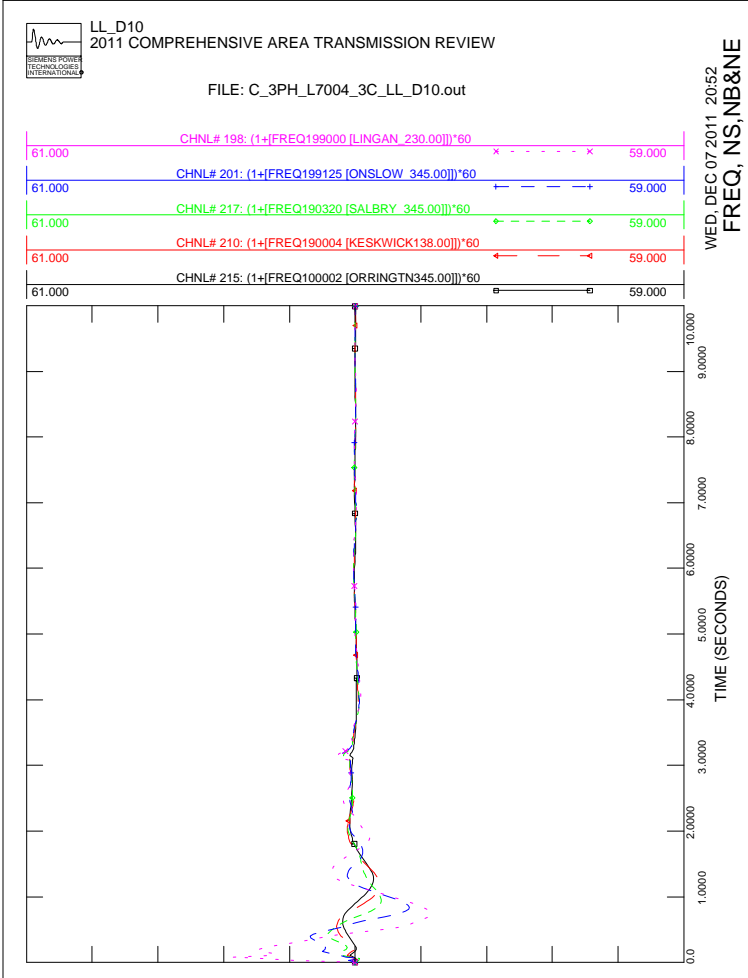
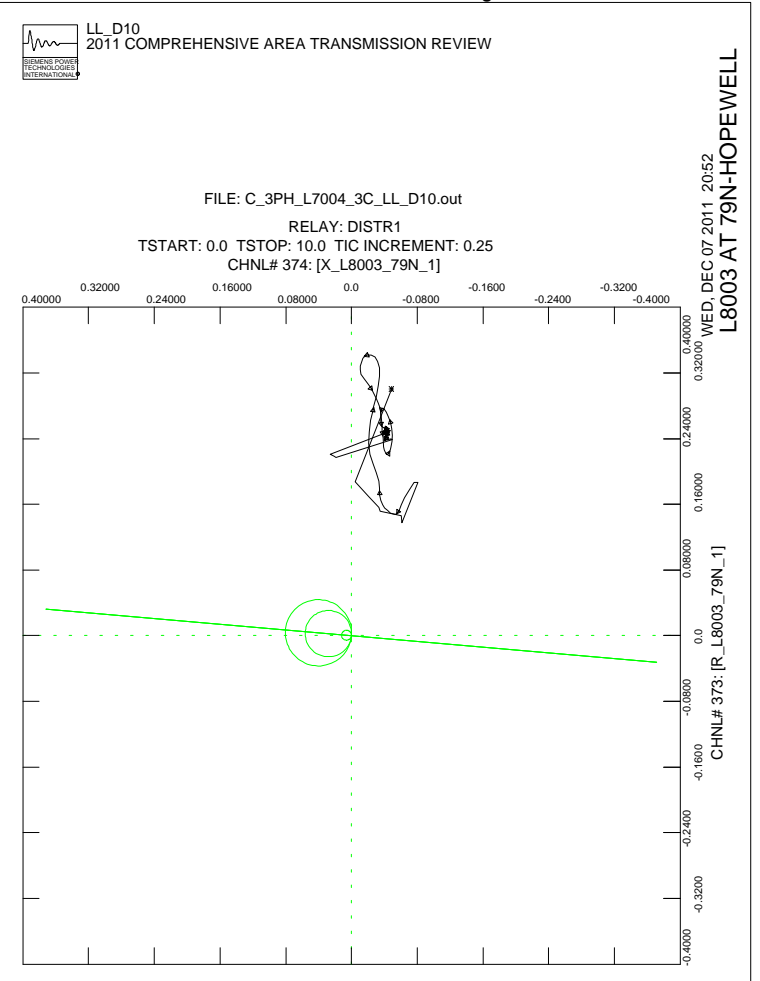
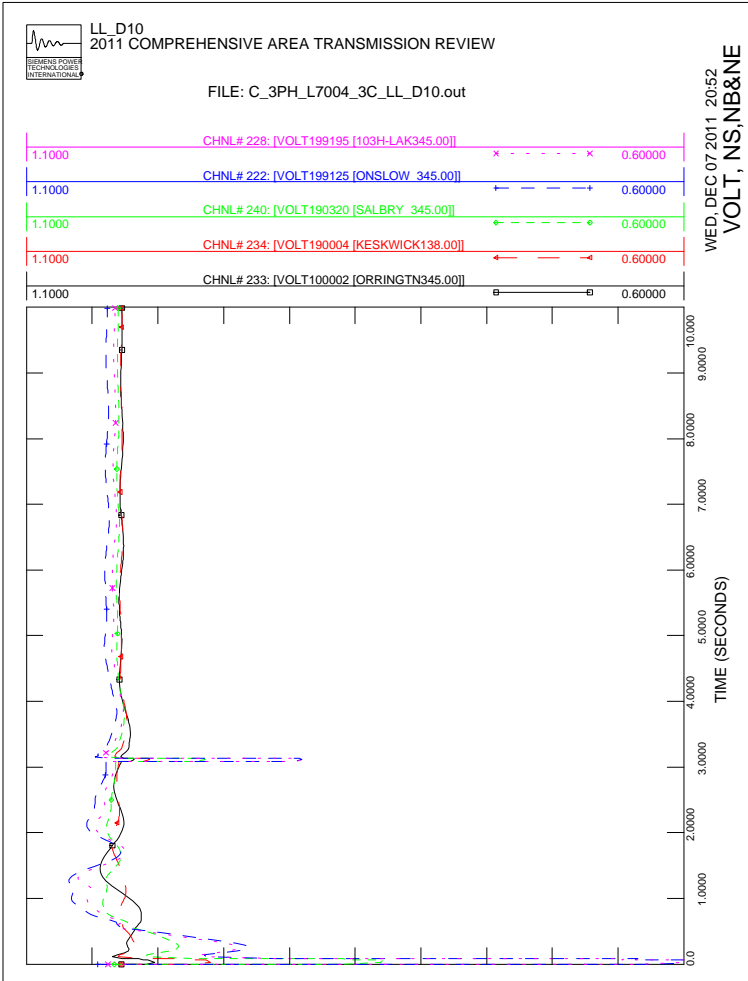


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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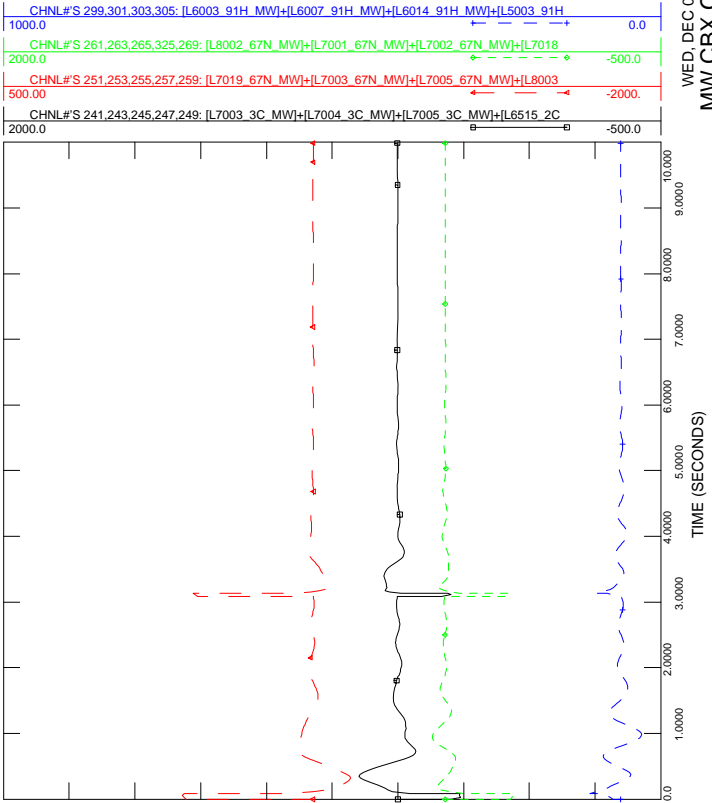






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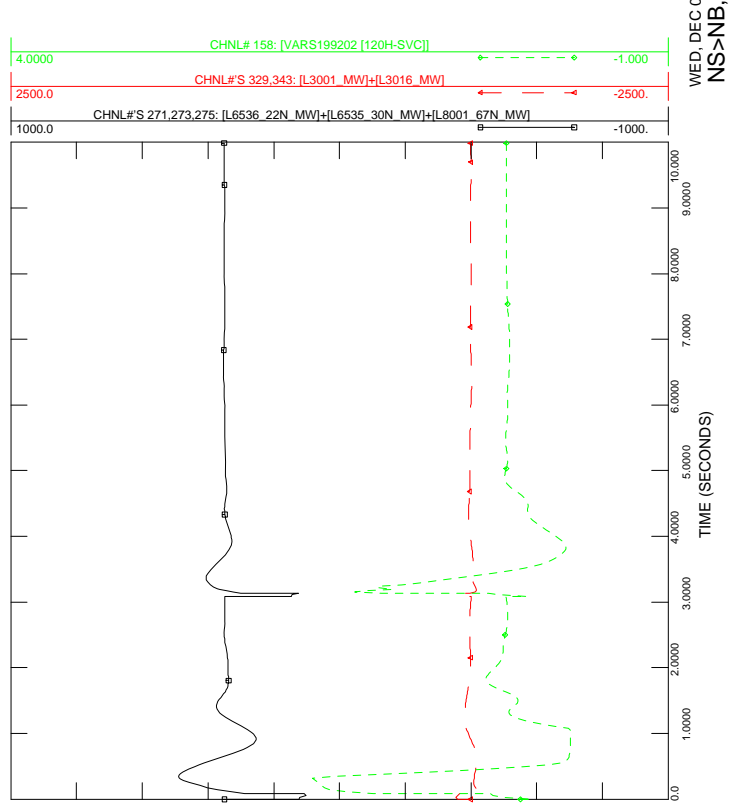


WED, DEC 07 2011 20:52
MW CBX, ONI, ONS, TC



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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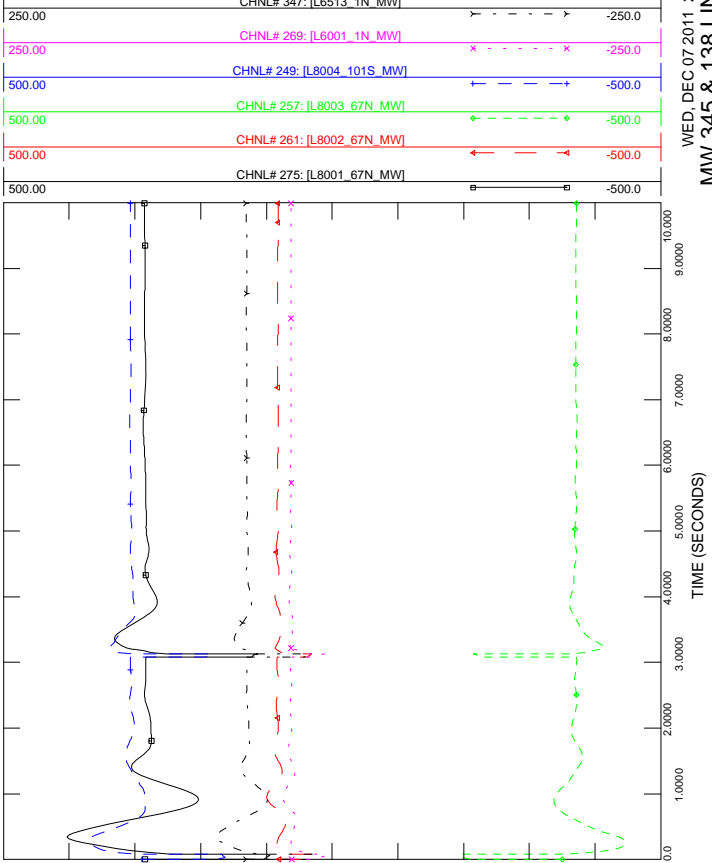


WED, DEC 07 2011 20:52
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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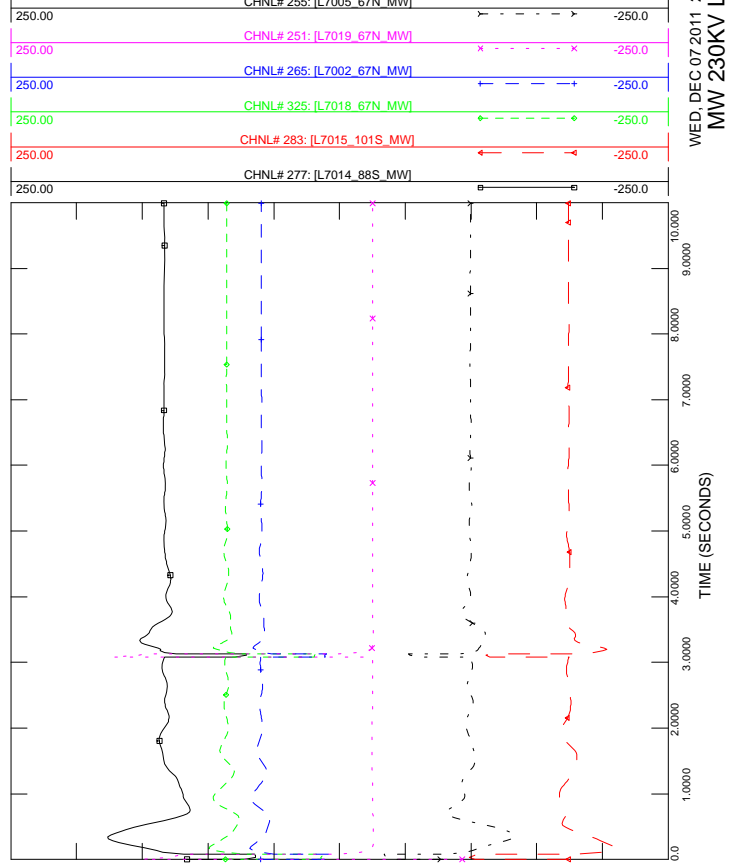


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MW 345 & 138 LINES

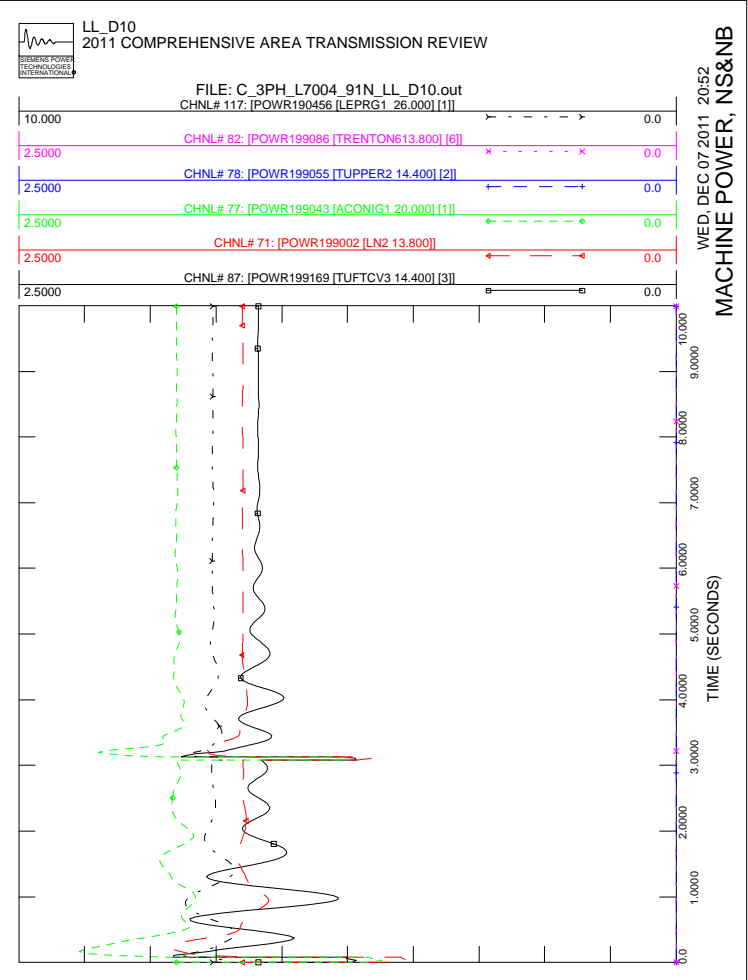
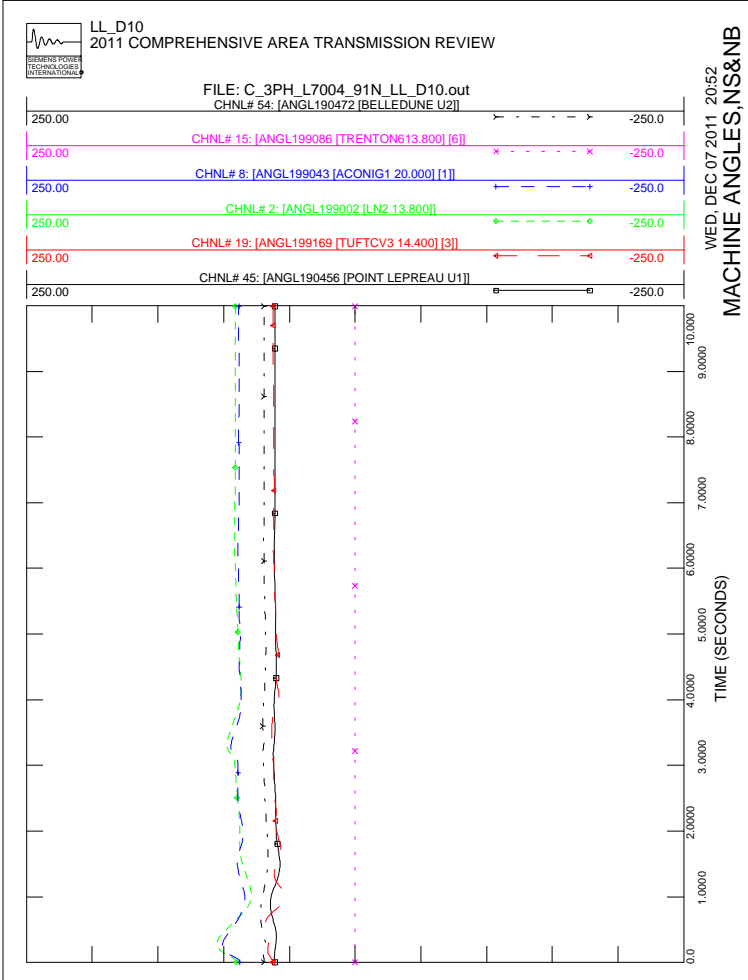
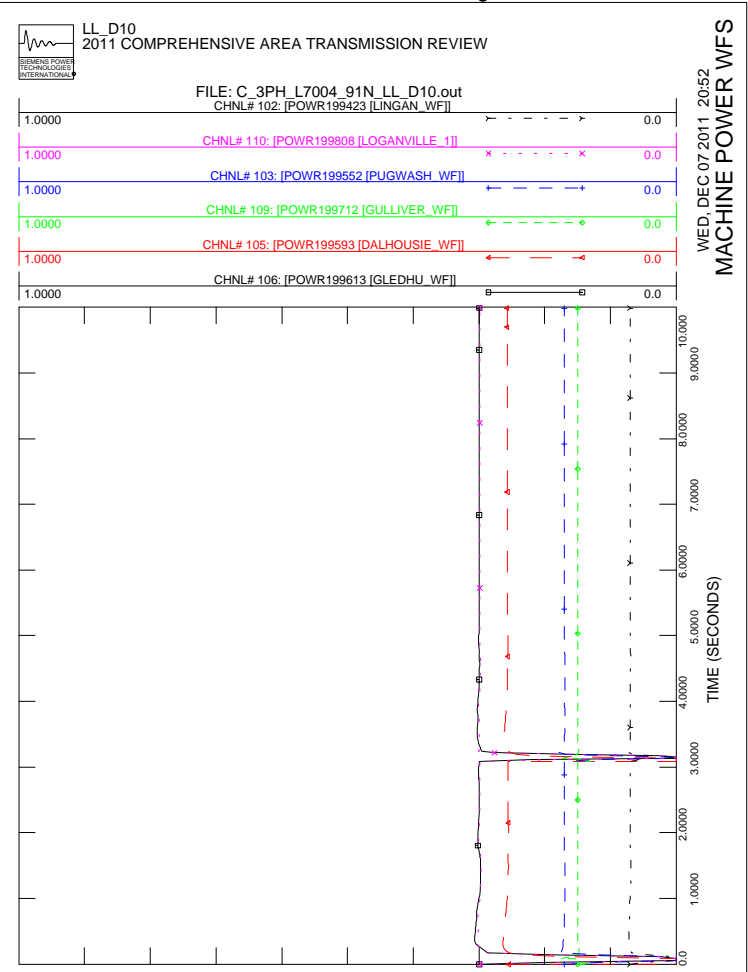
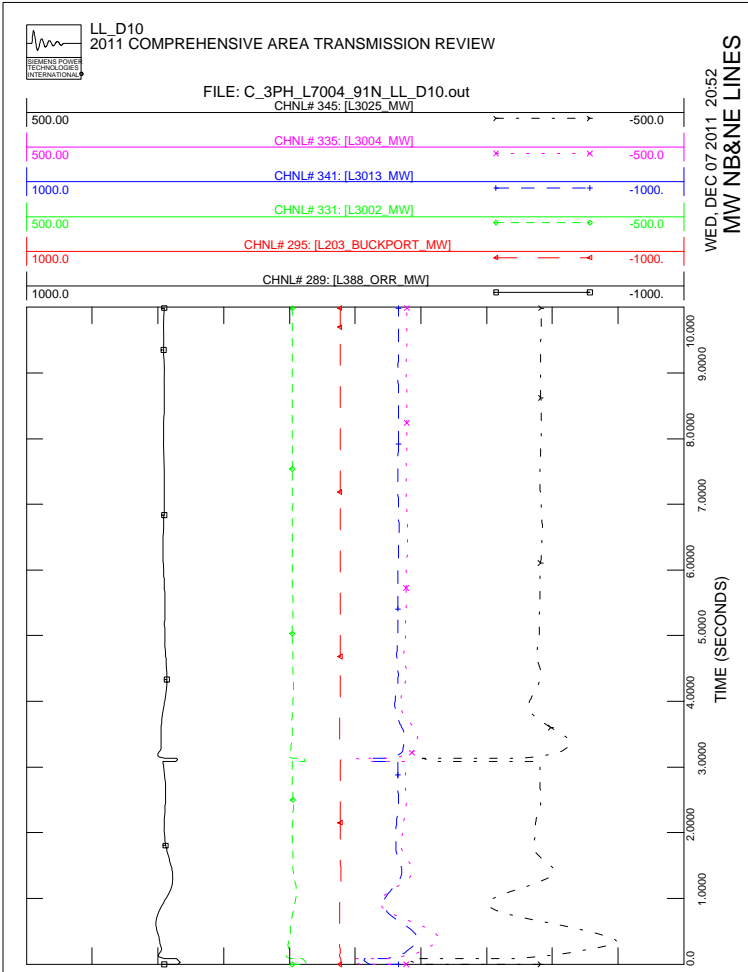


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7004_91N_LL_D10.out



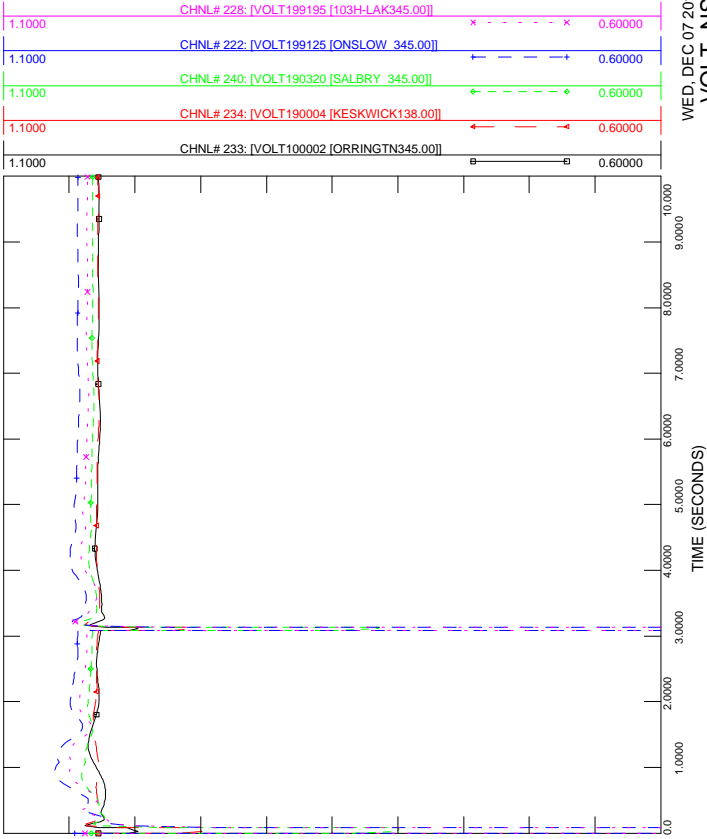
WED, DEC 07 2011 20:52
MW 230KV LINES





LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

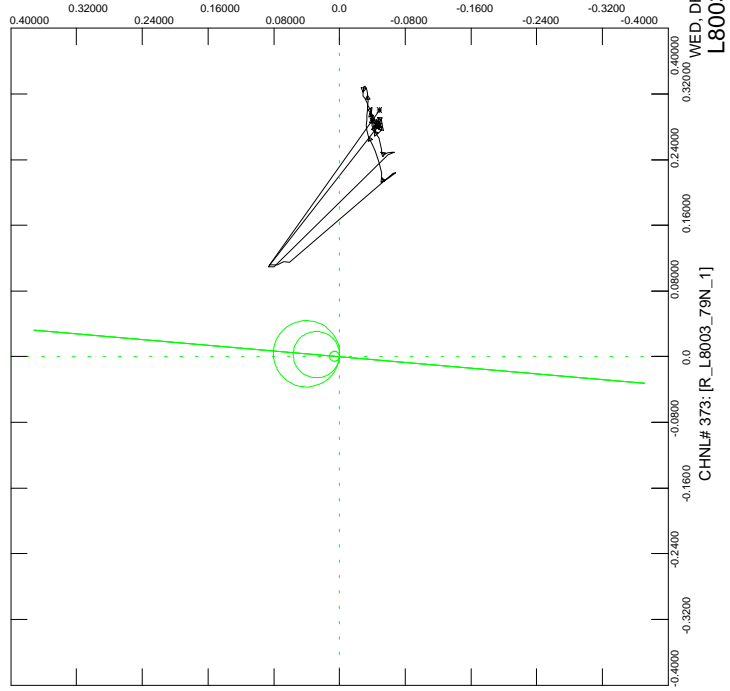
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

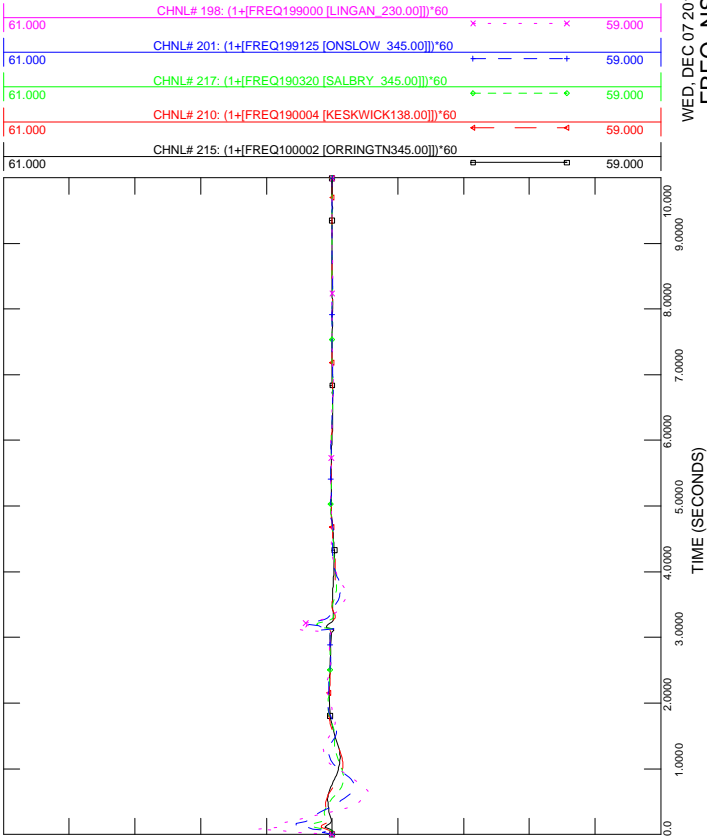
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

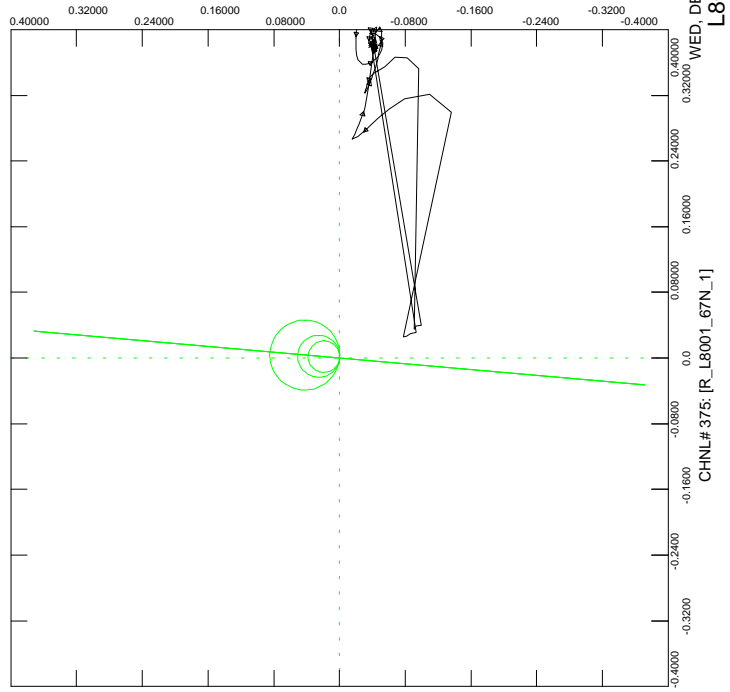
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7004_91N_LL_D10.out

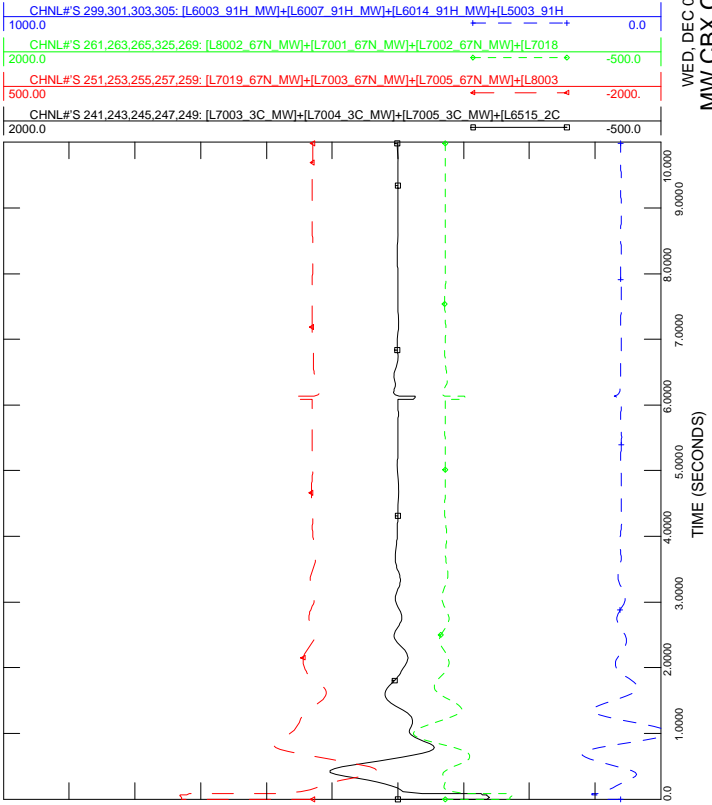
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CHNL# 376: [X_L8001_67N_1]





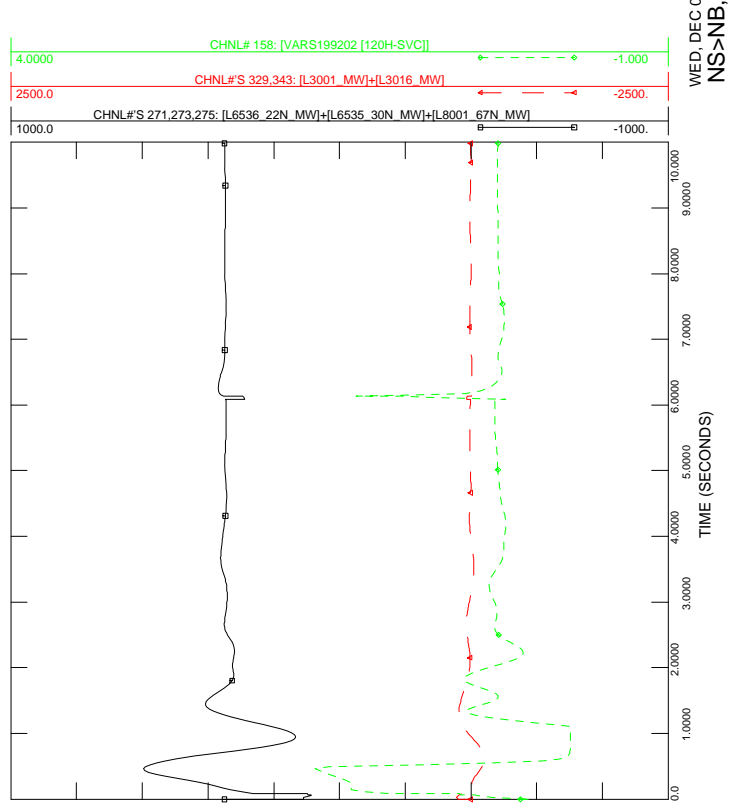
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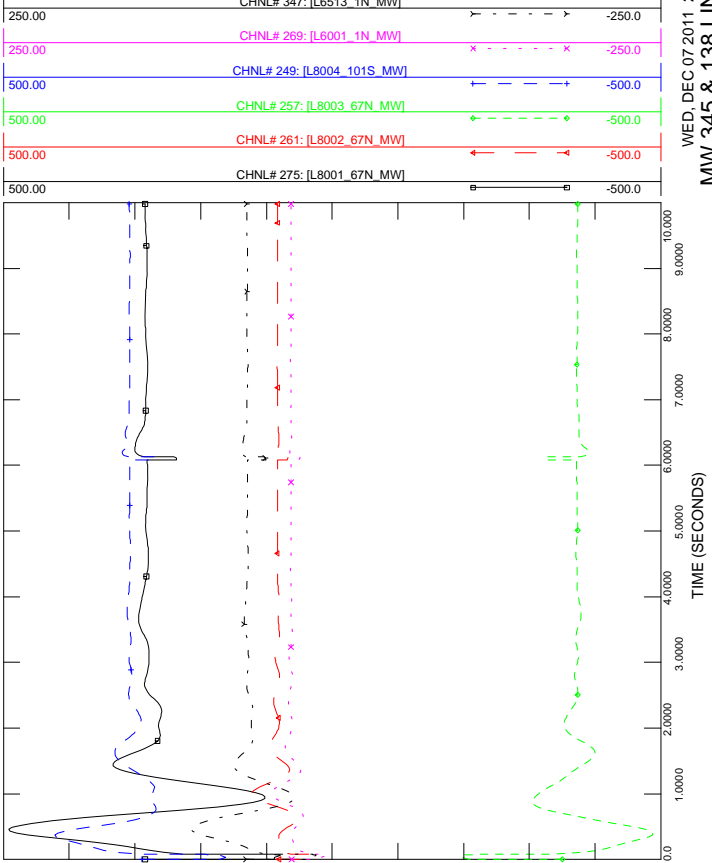
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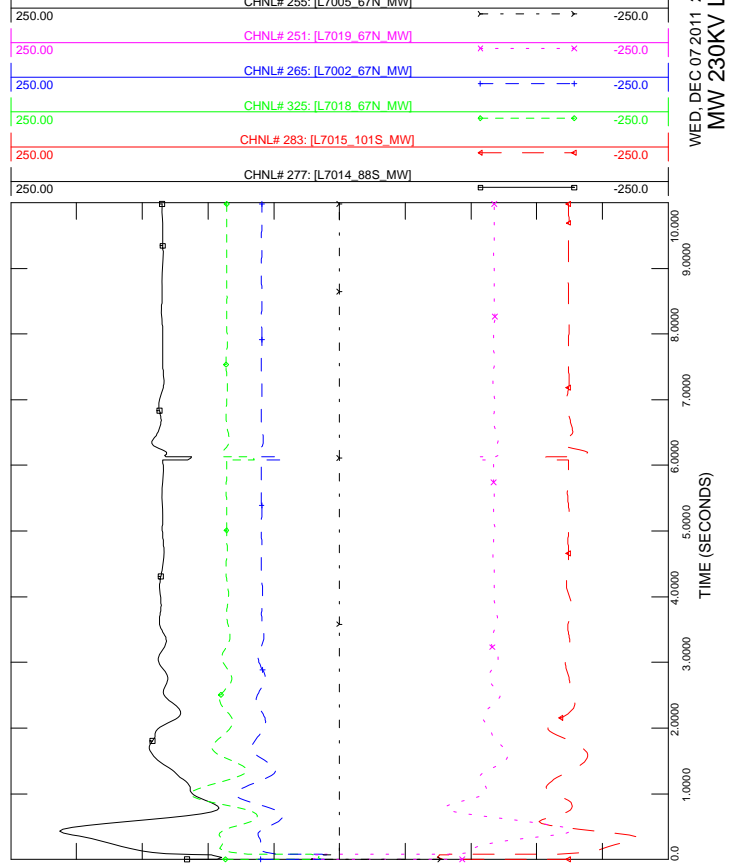
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

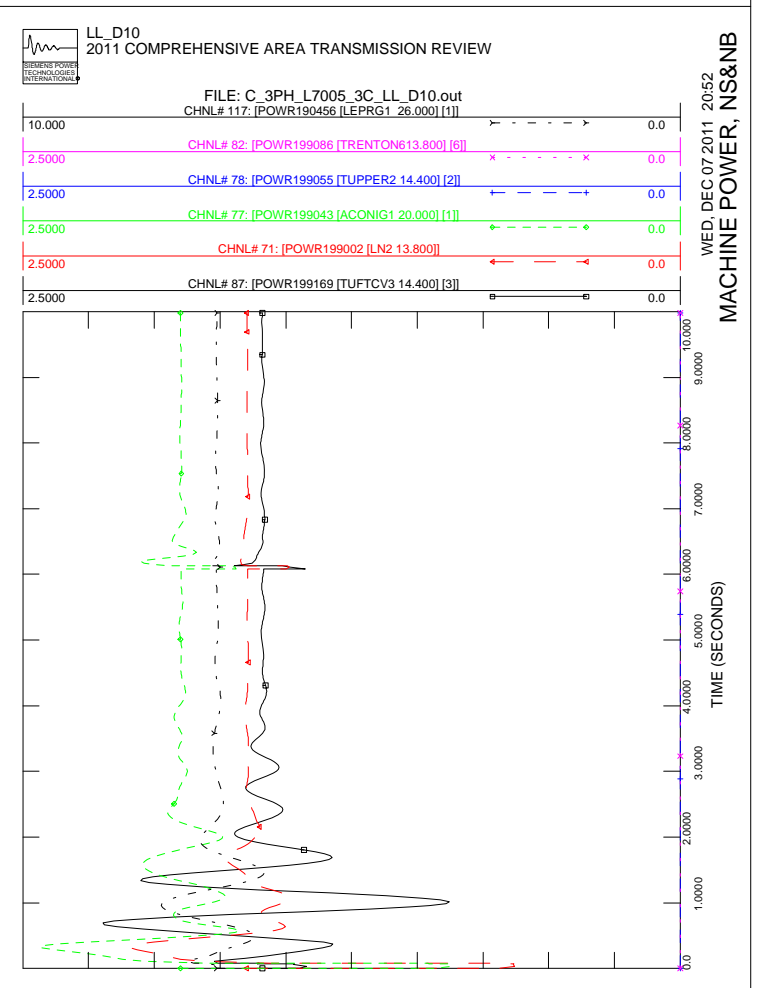
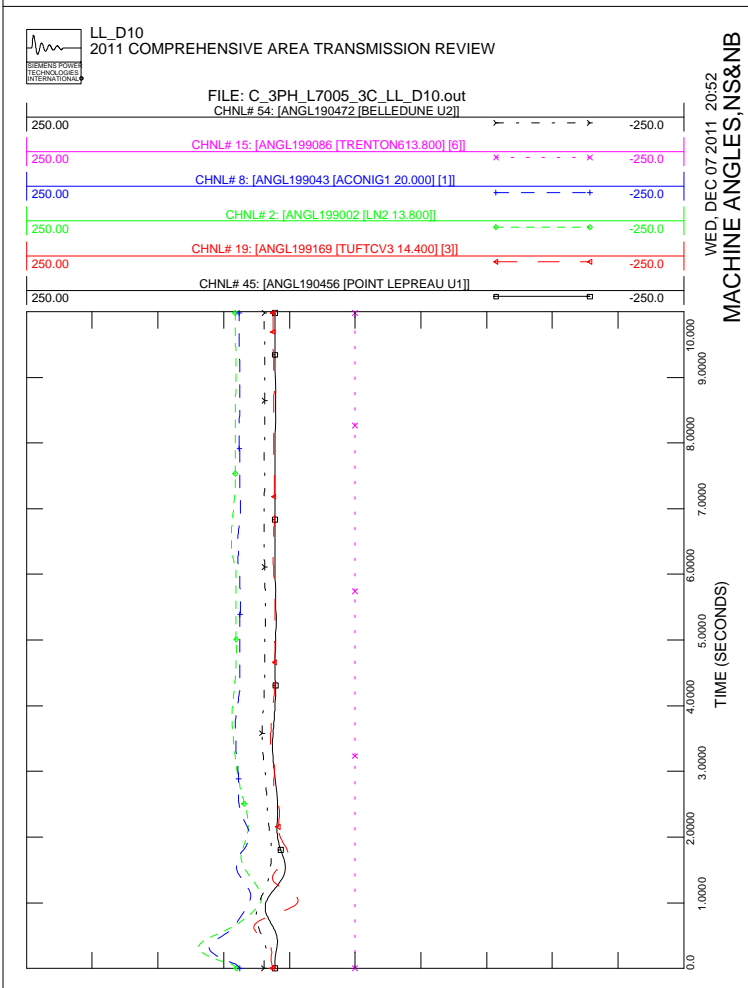
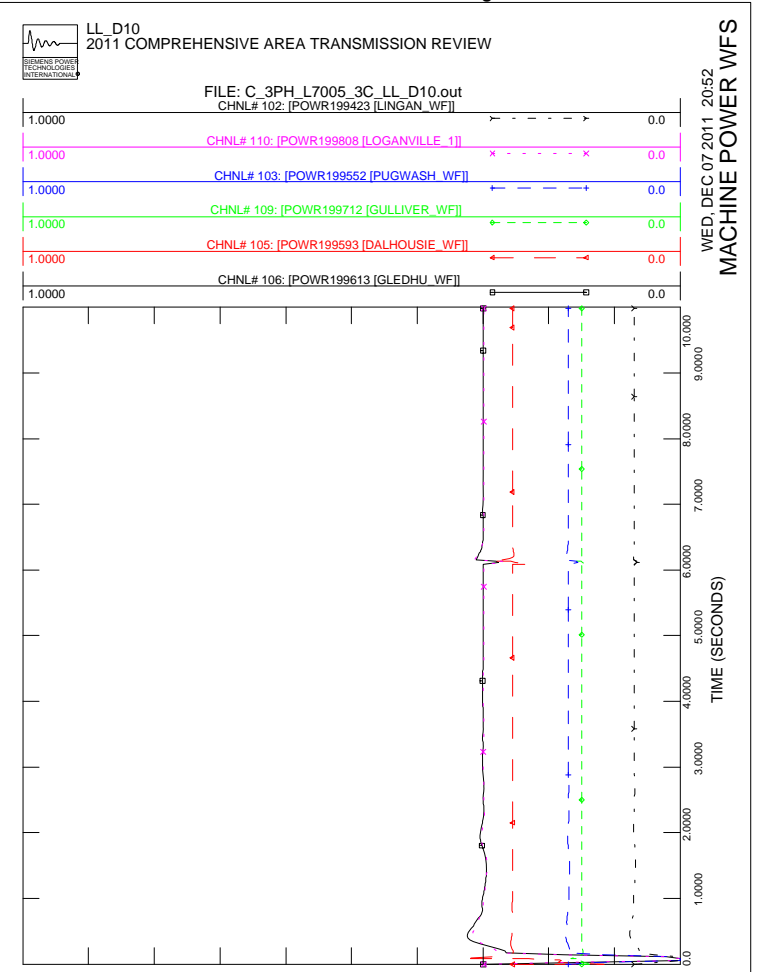
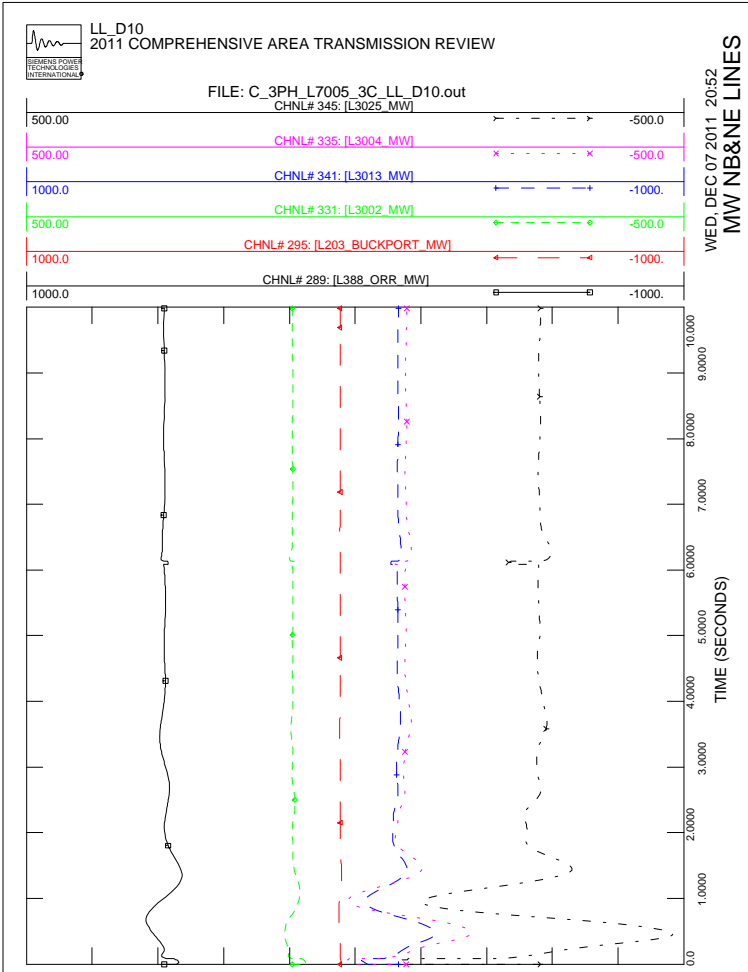
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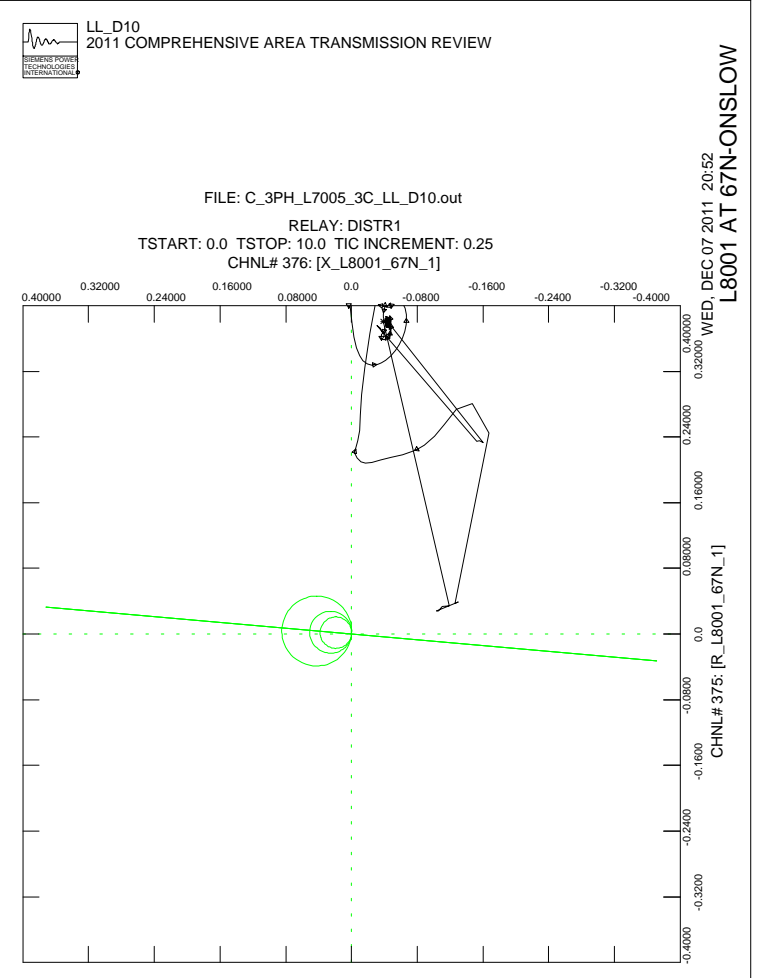
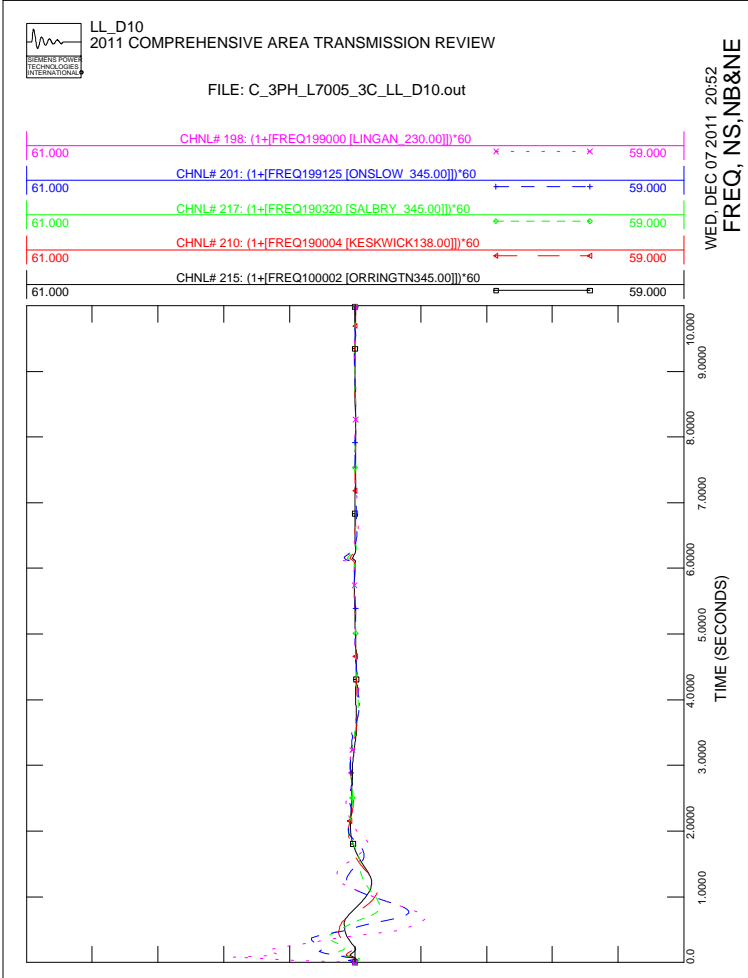
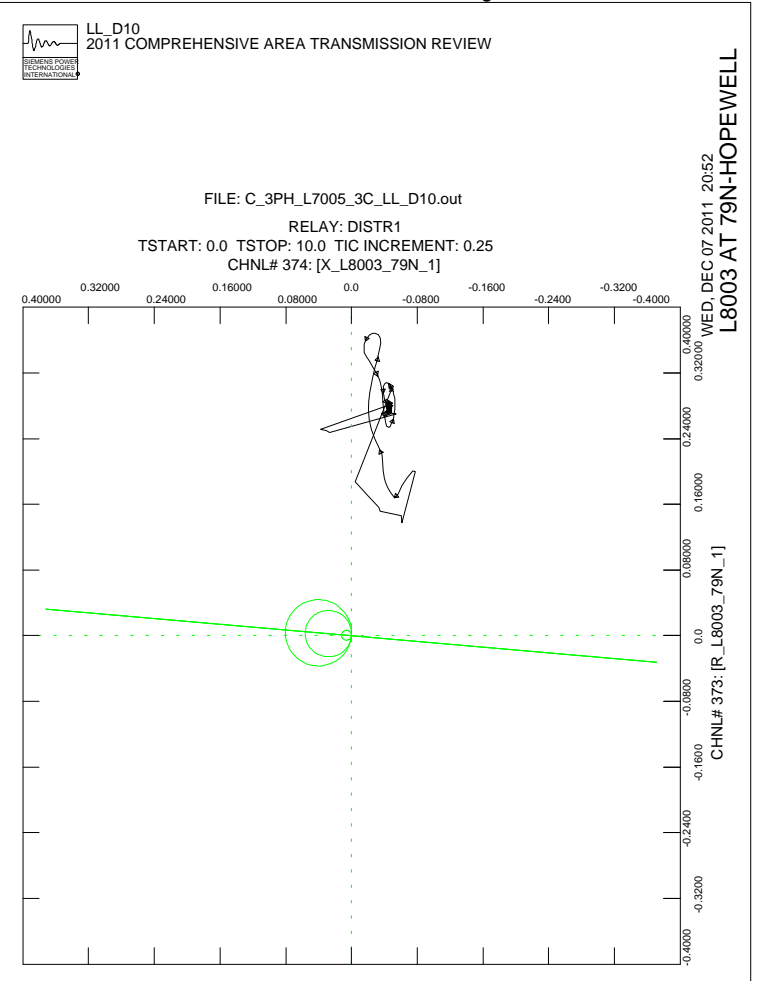
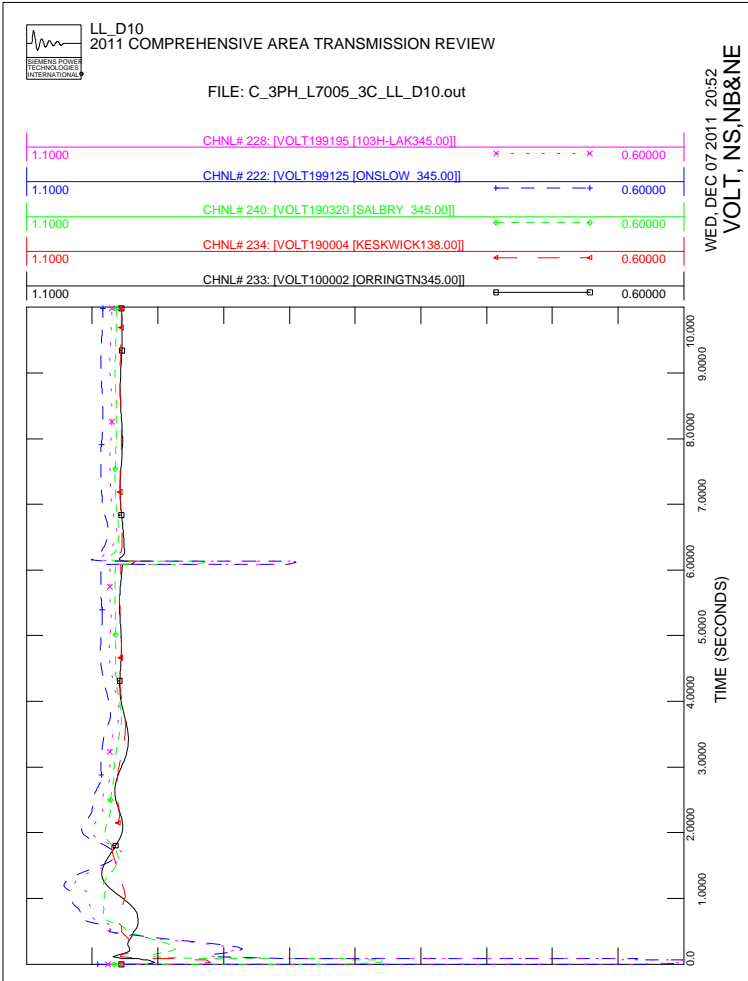


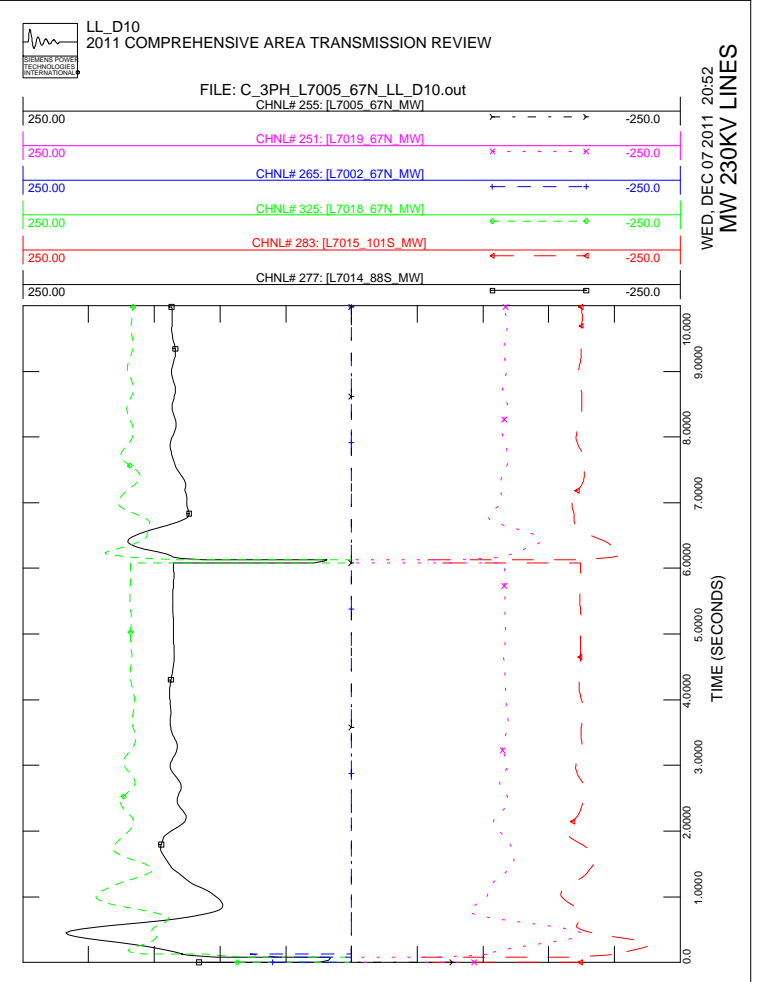
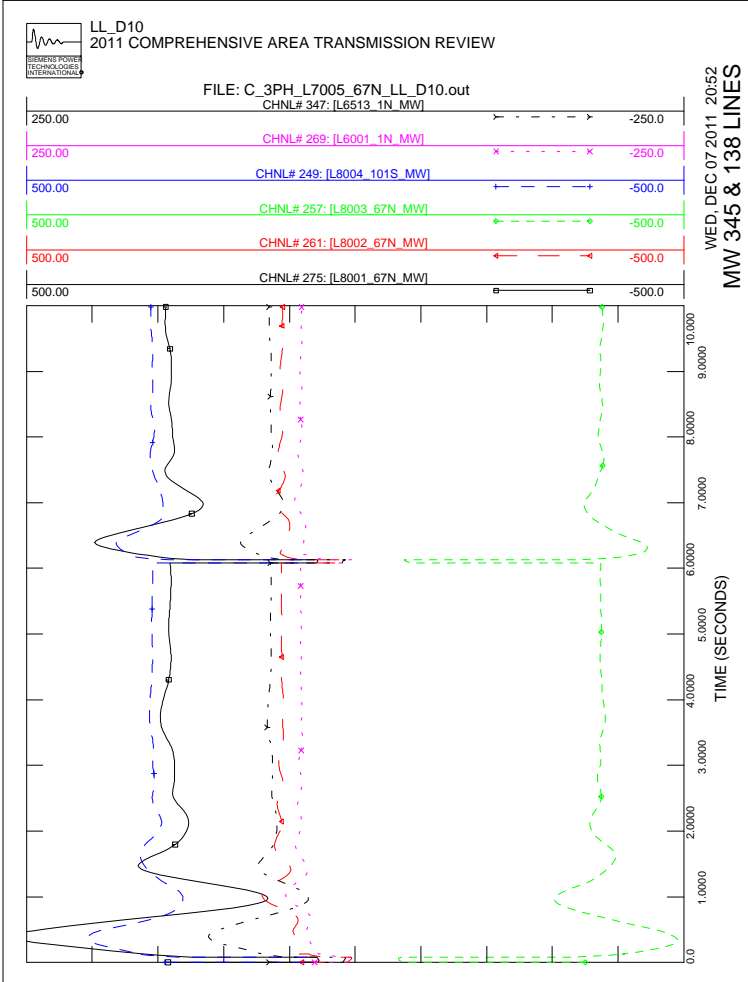
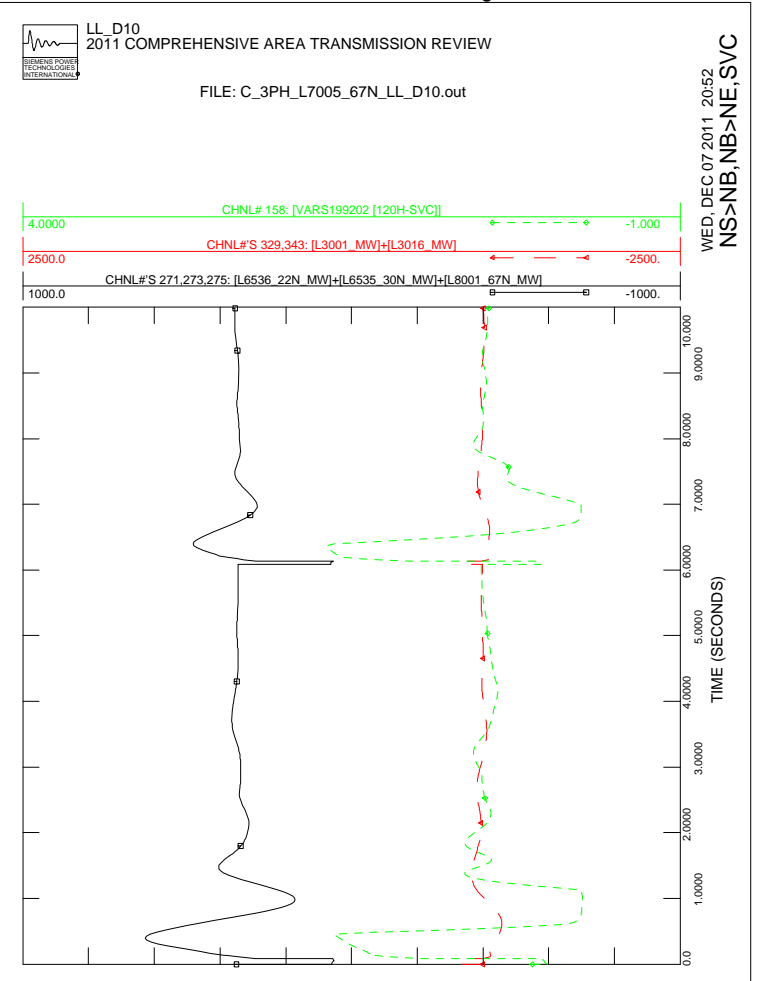
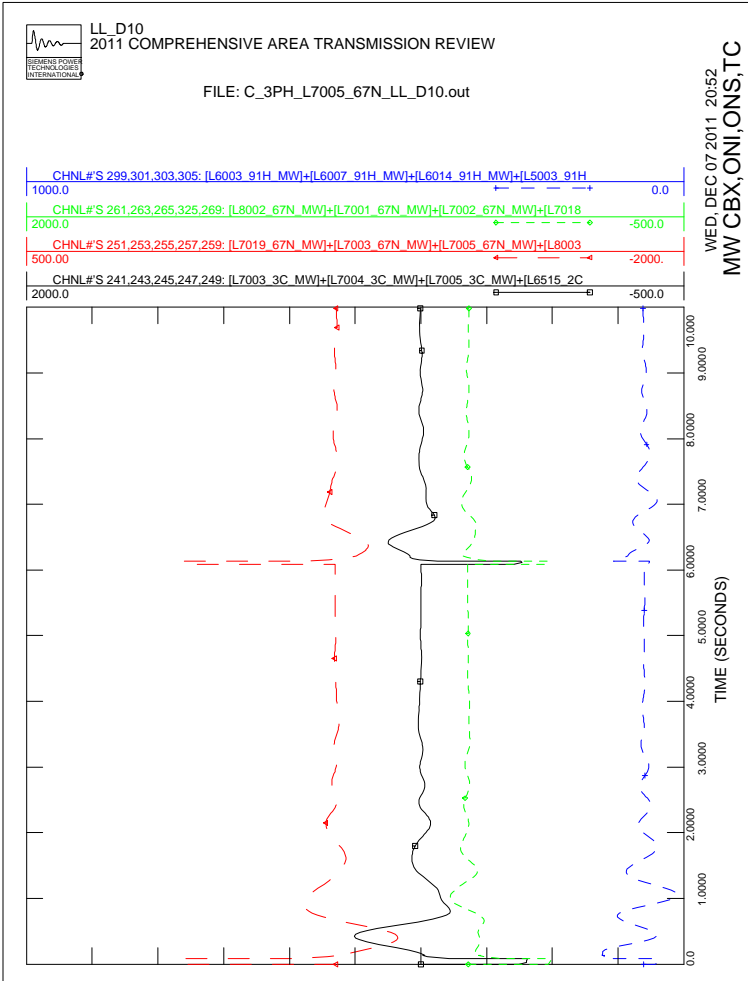
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

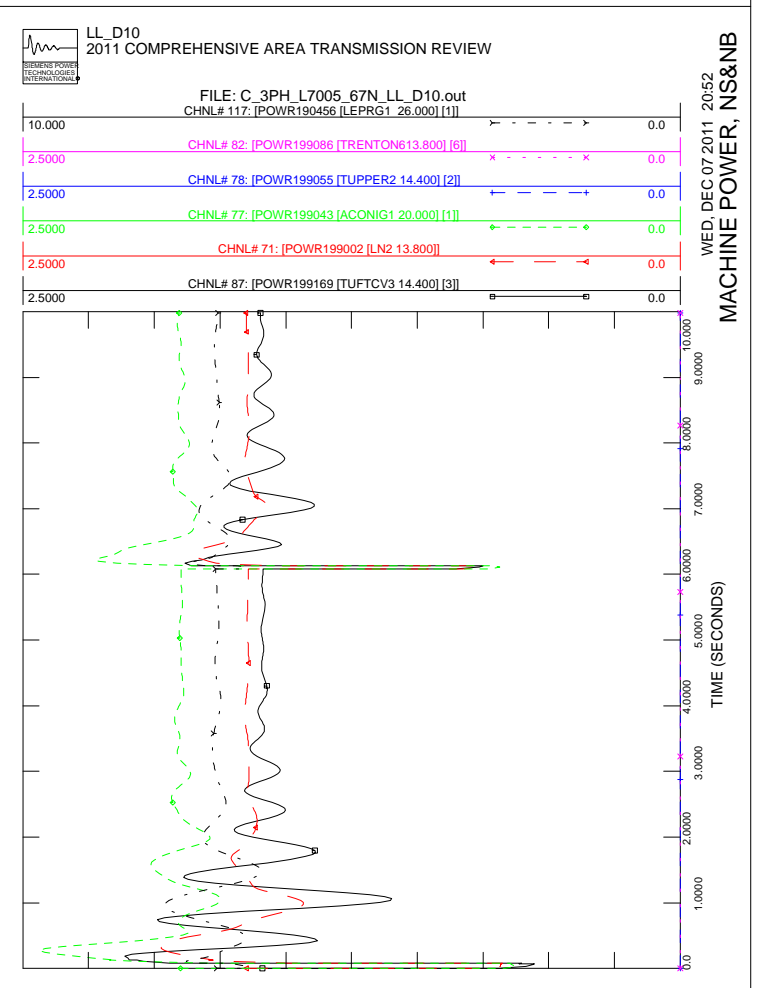
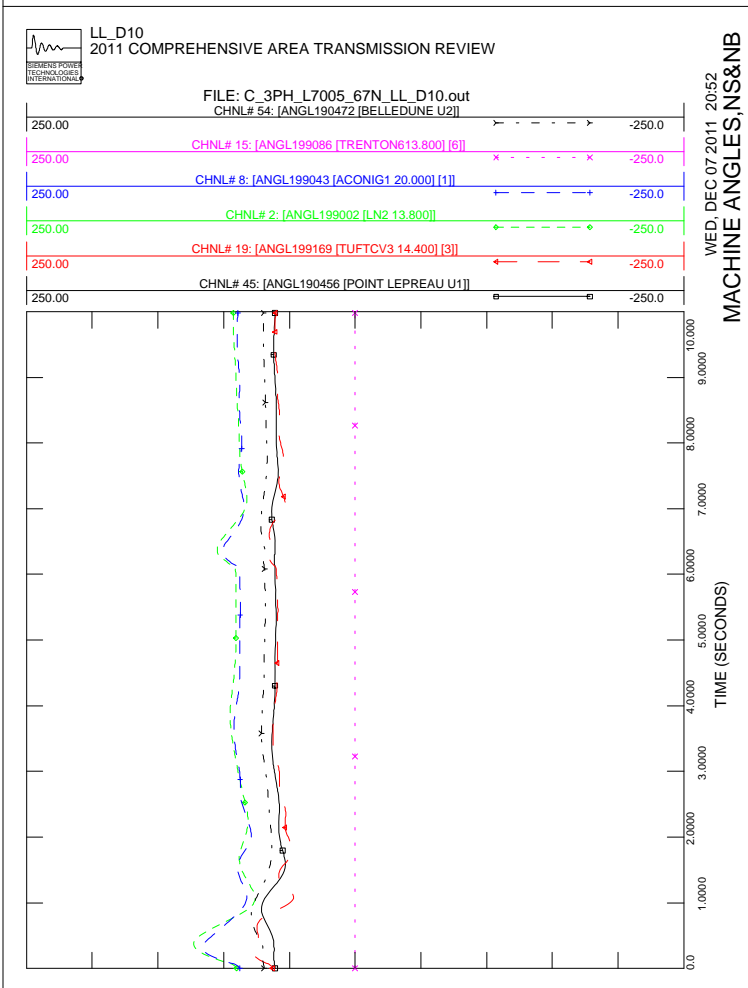
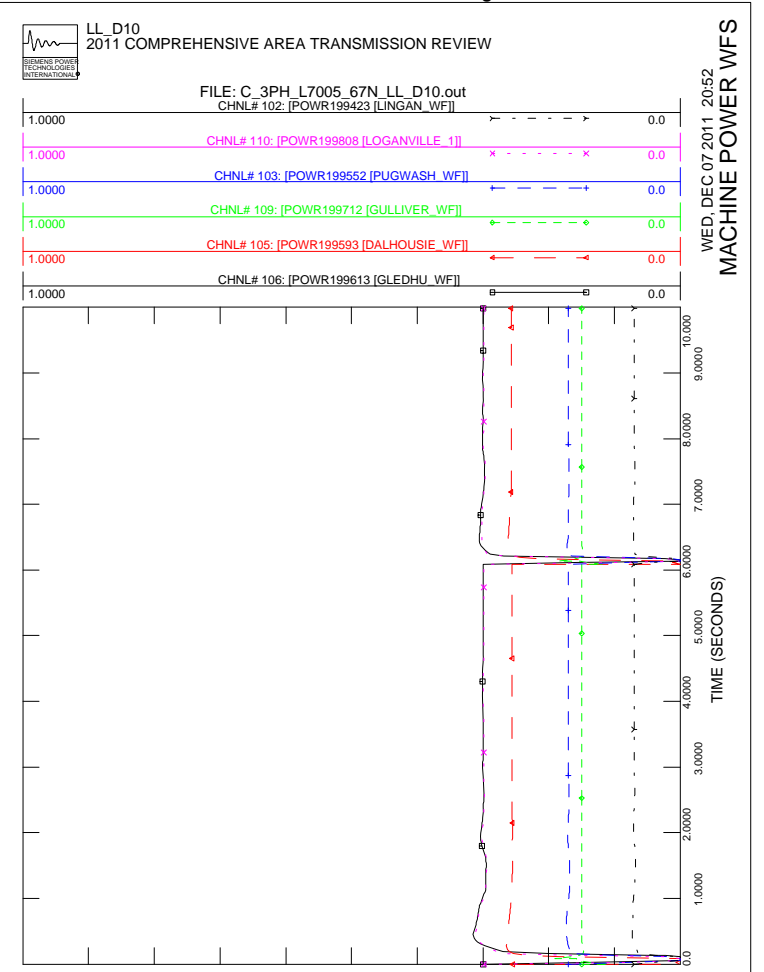
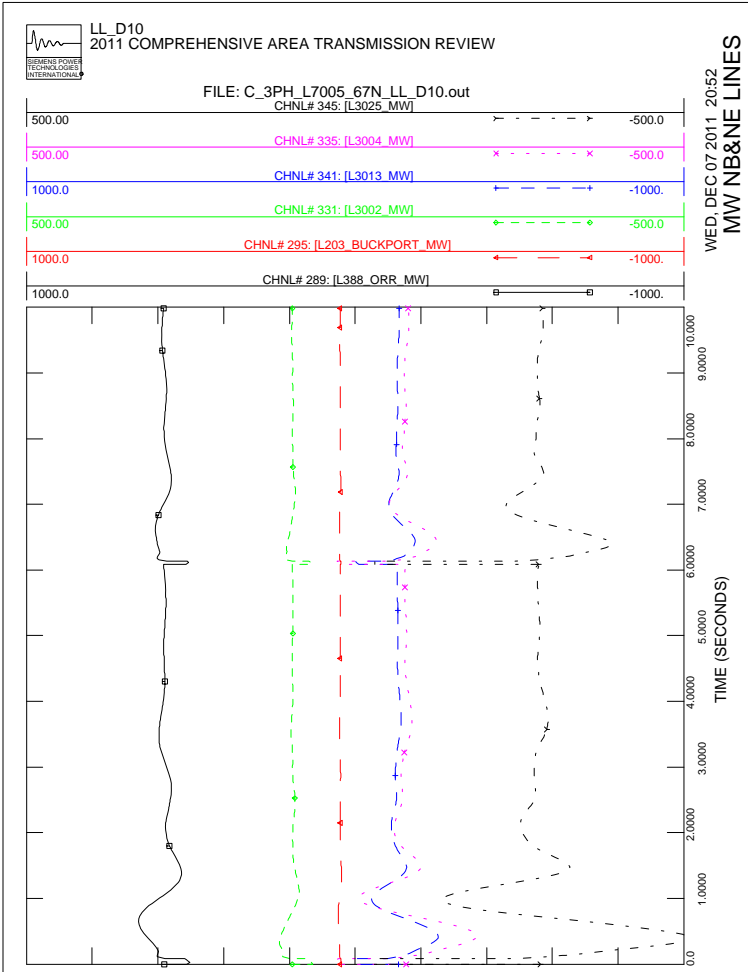
FILE: C_3PH_L7005_3C_LL_D10.out







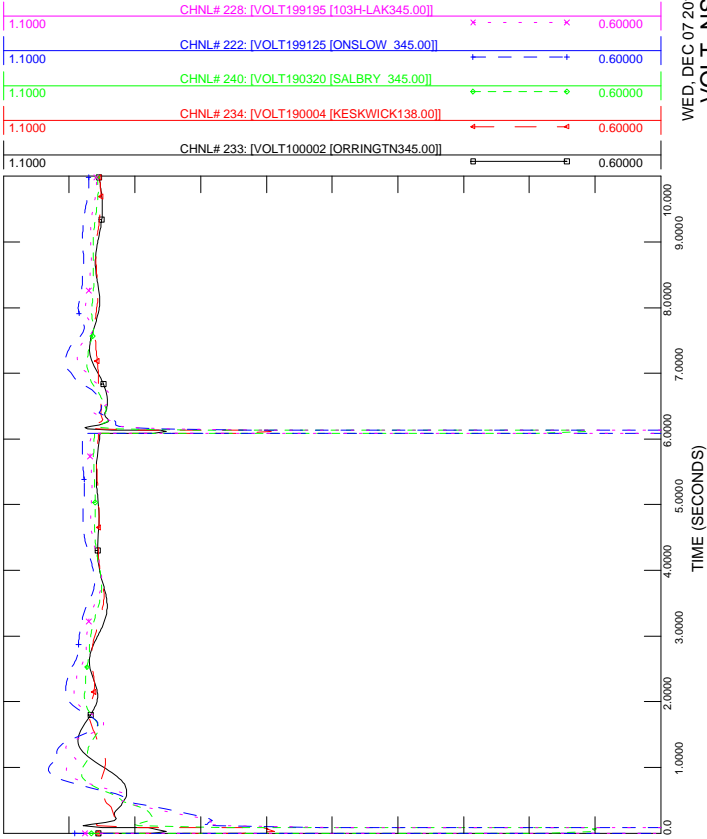






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

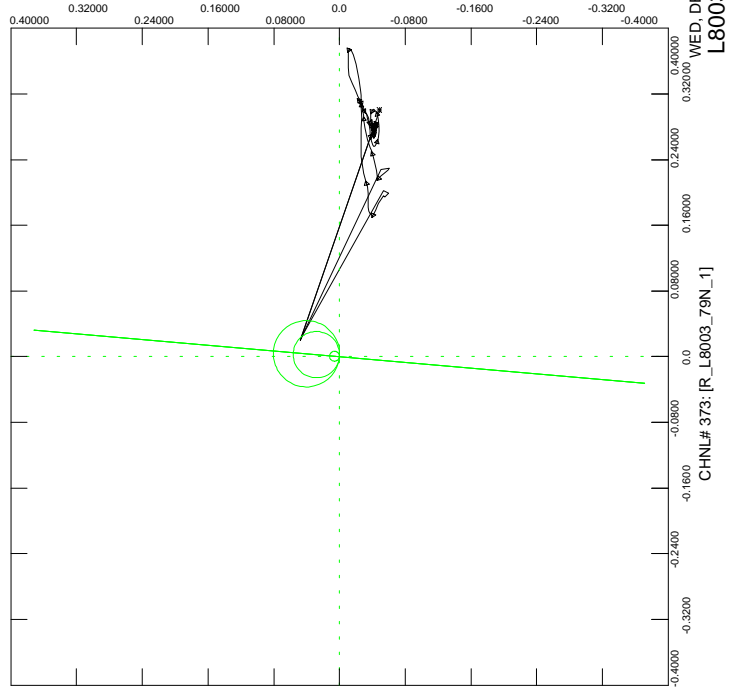
FILE: C_3PH_L7005_67N_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

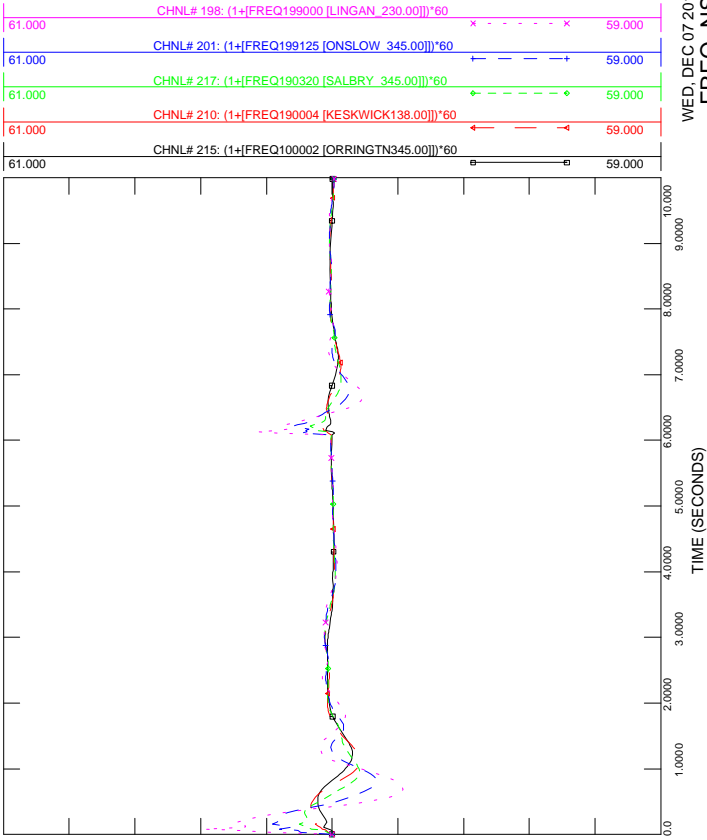
FILE: C_3PH_L7005_67N_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

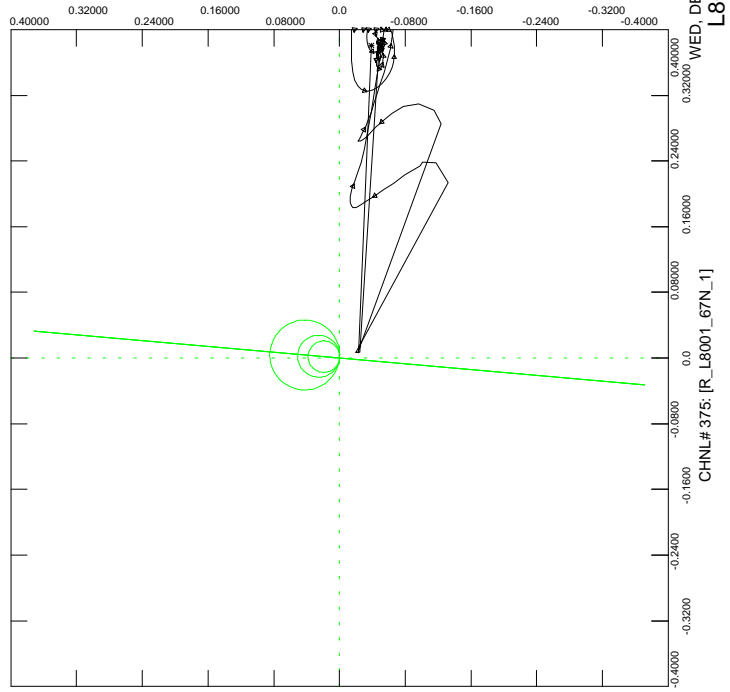
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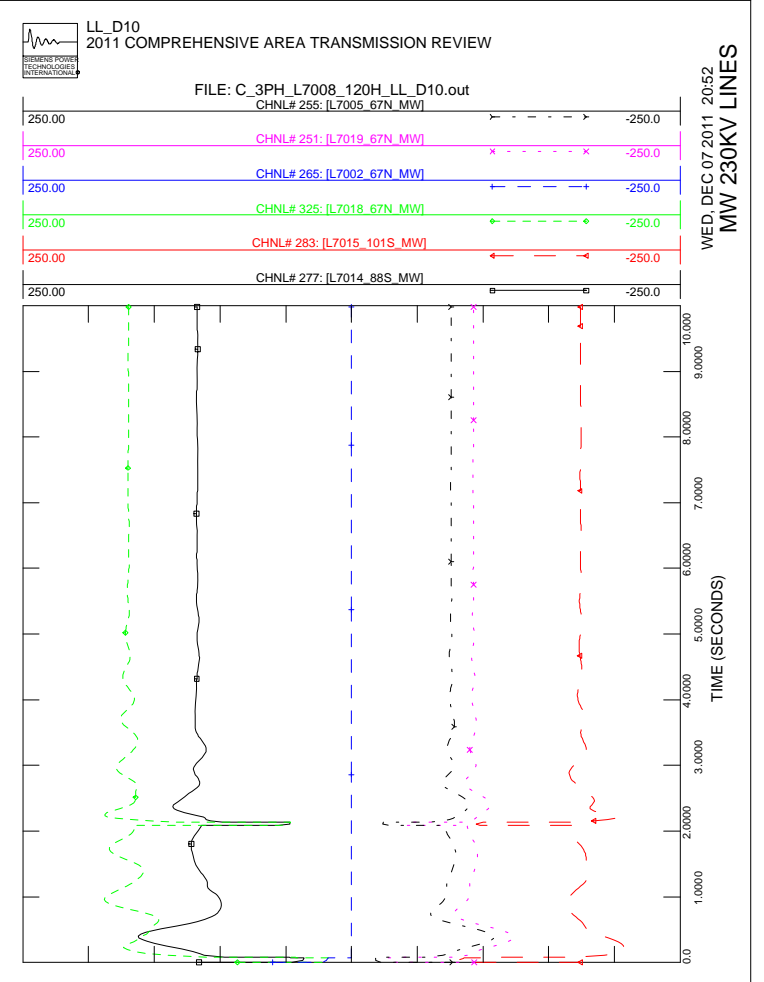
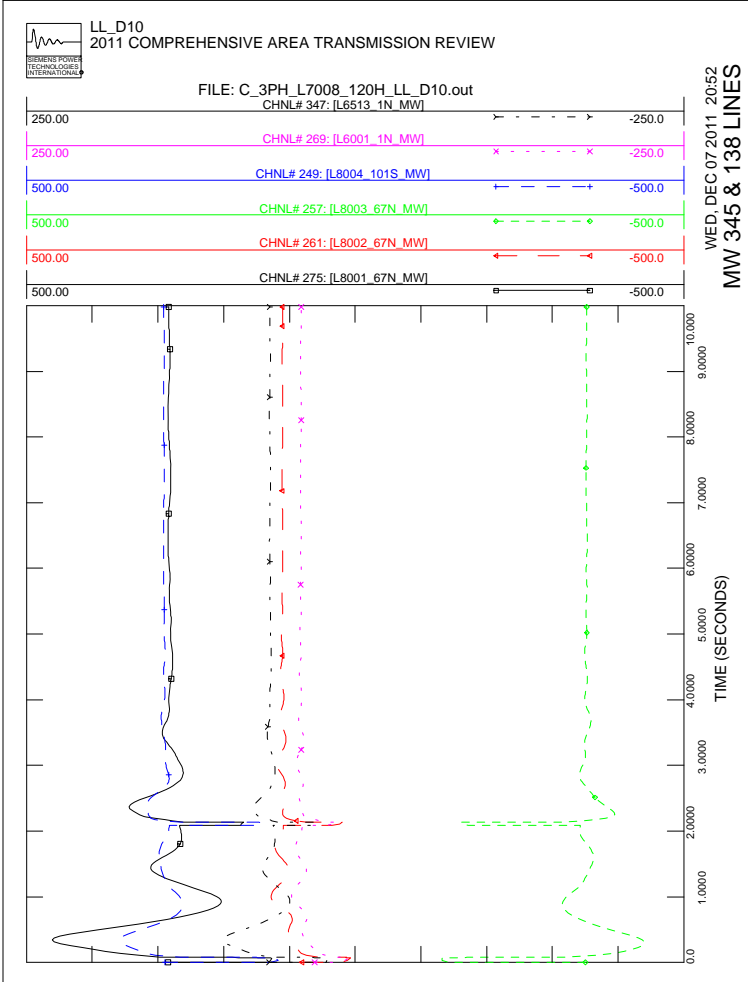
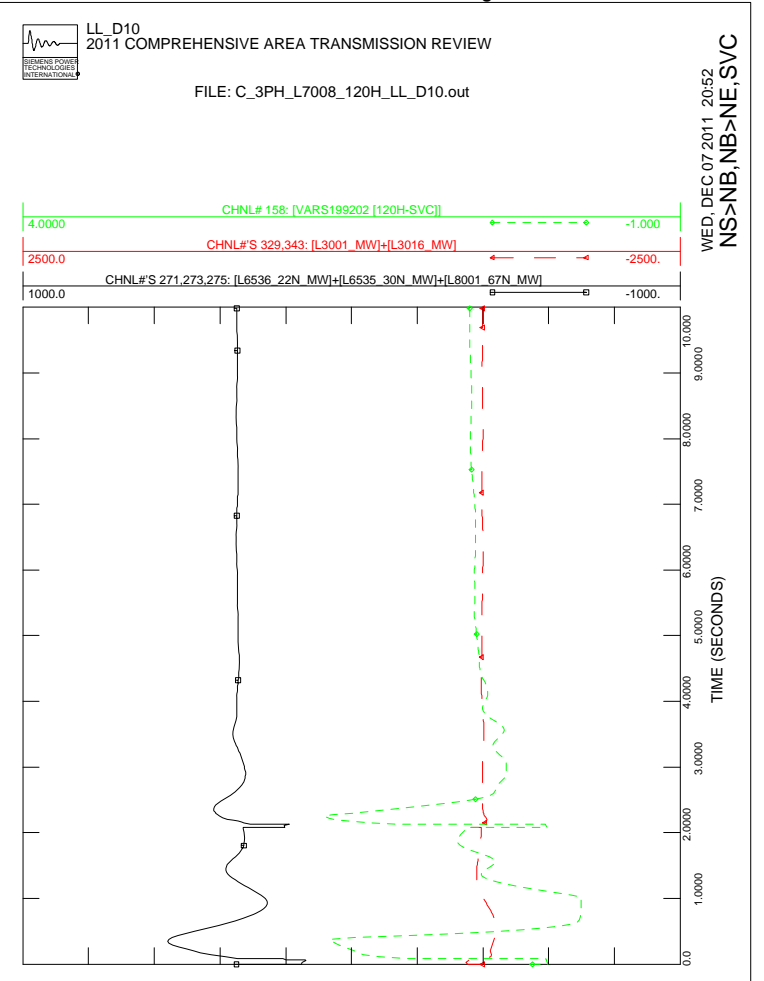
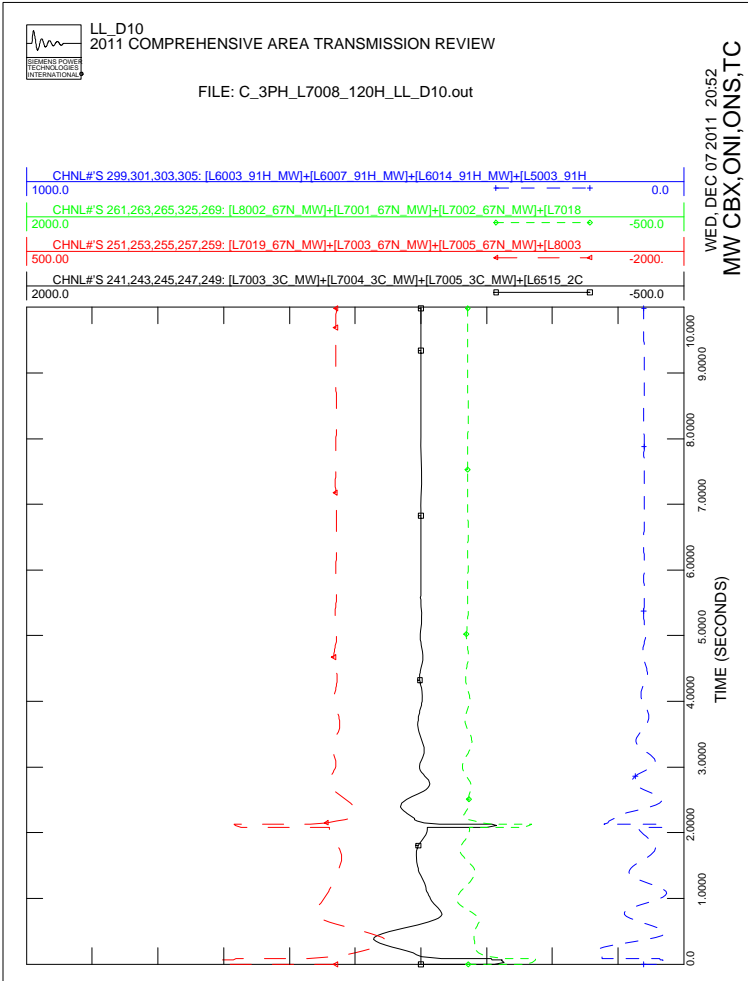


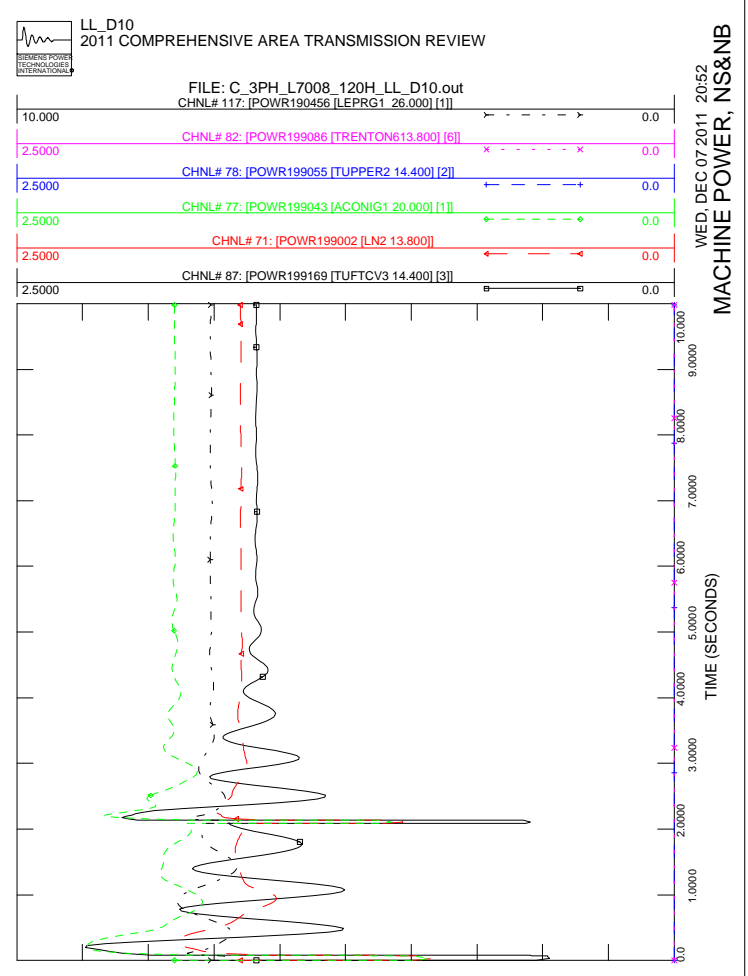
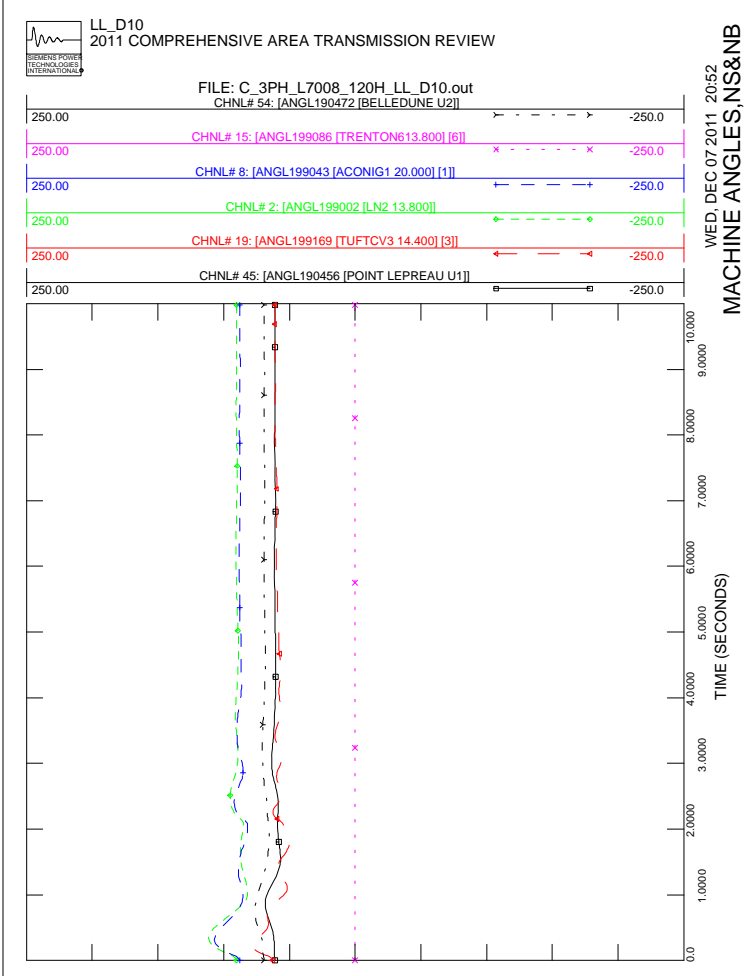
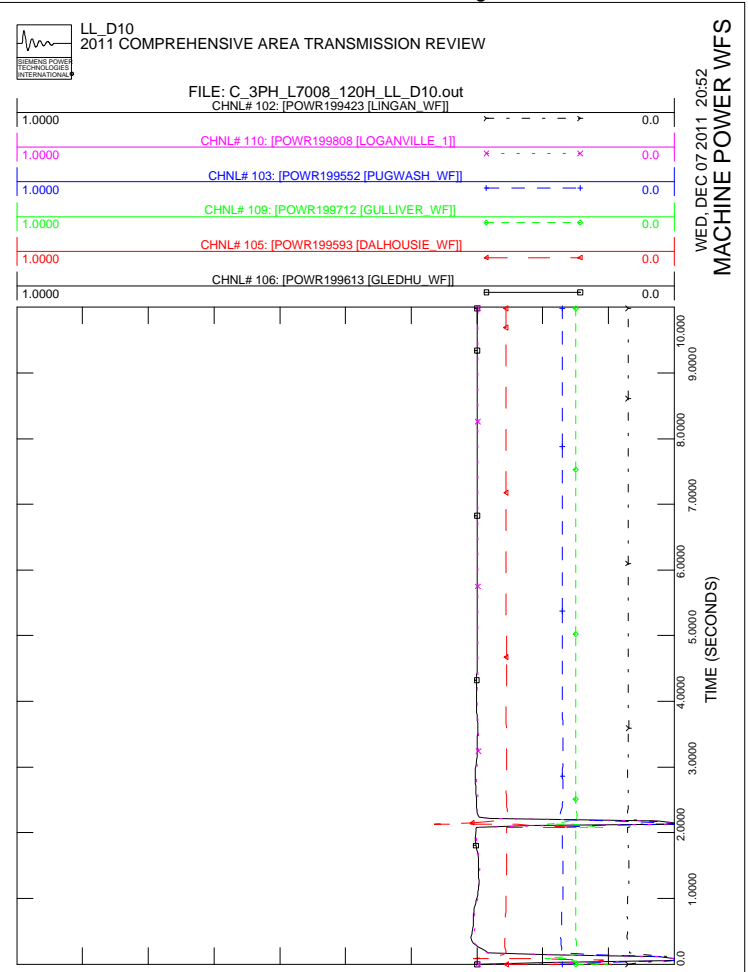
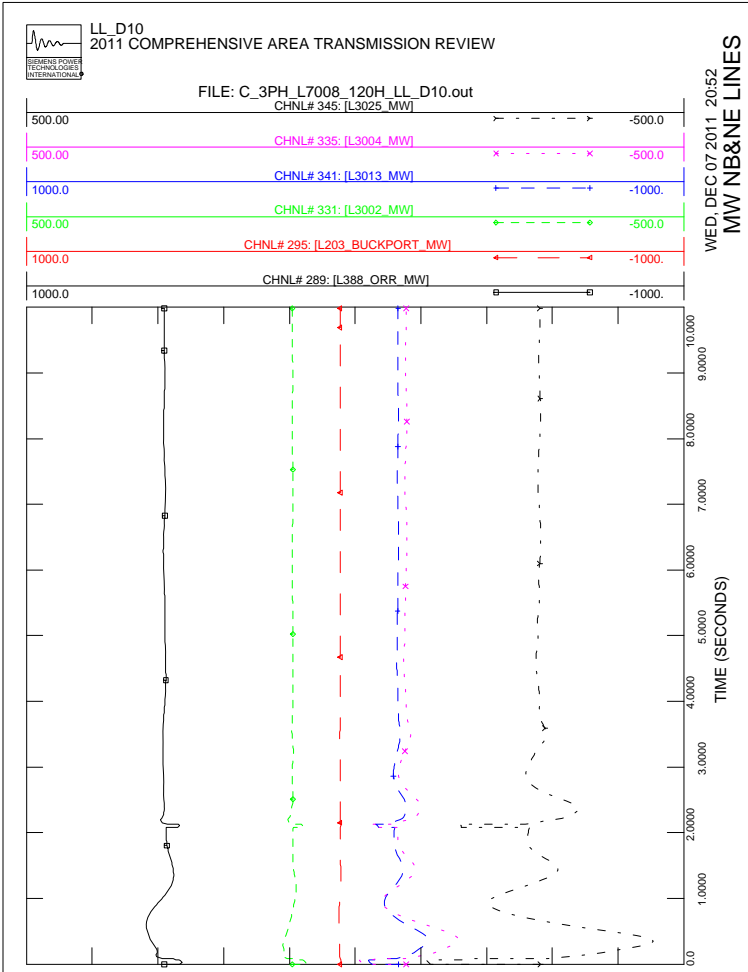
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7005_67N_LL_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



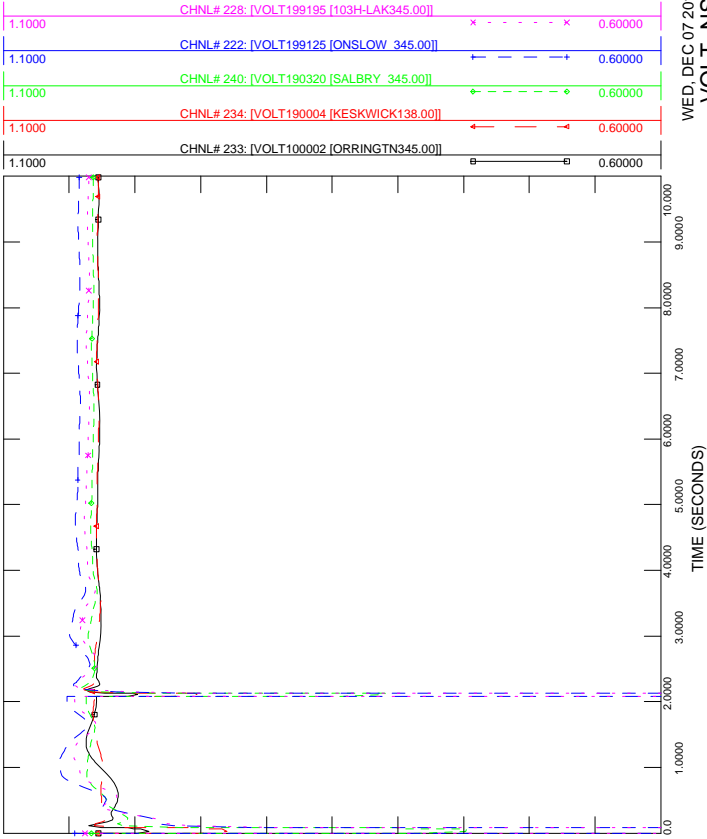






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_LL_D10.out



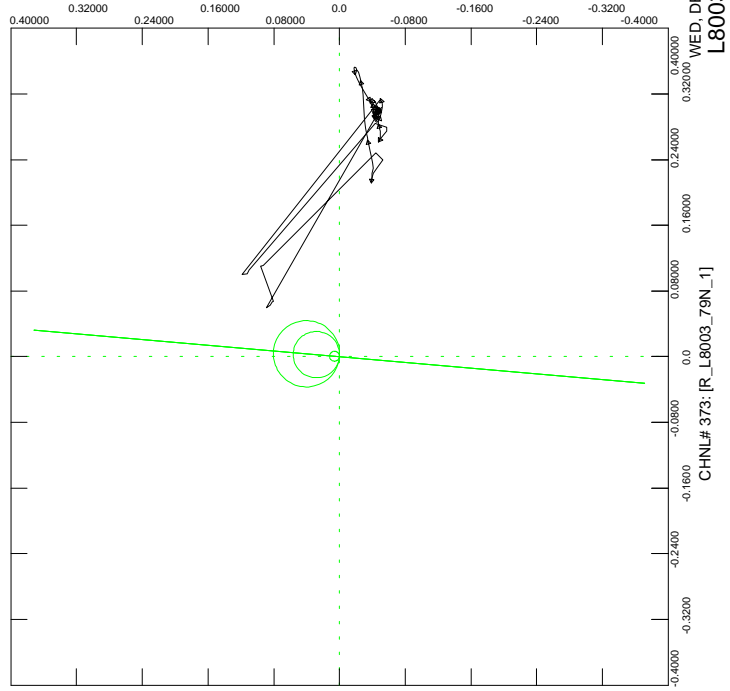
WED, DEC 07 2011 20:52
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

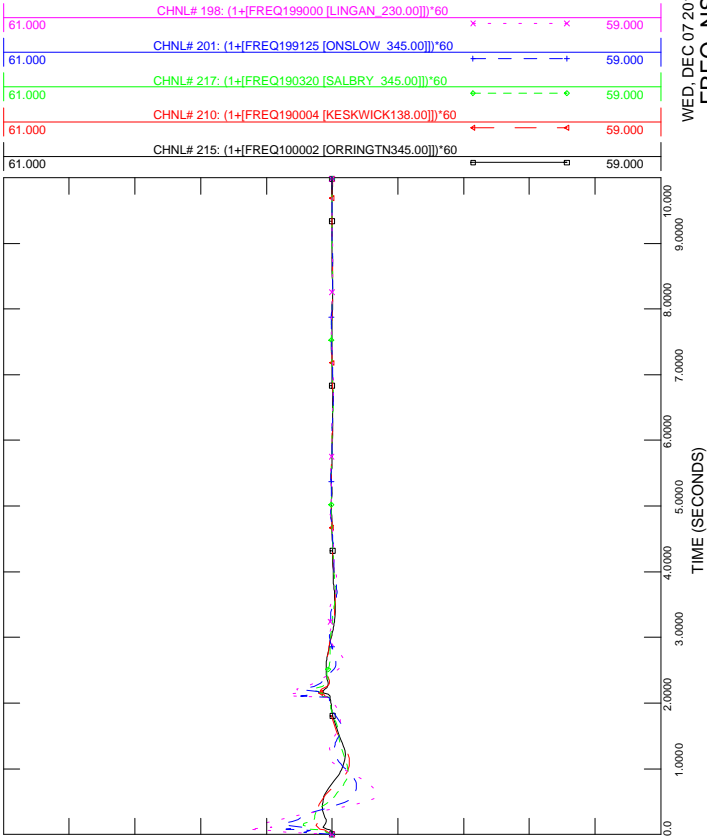


WED, DEC 07 2011 20:52
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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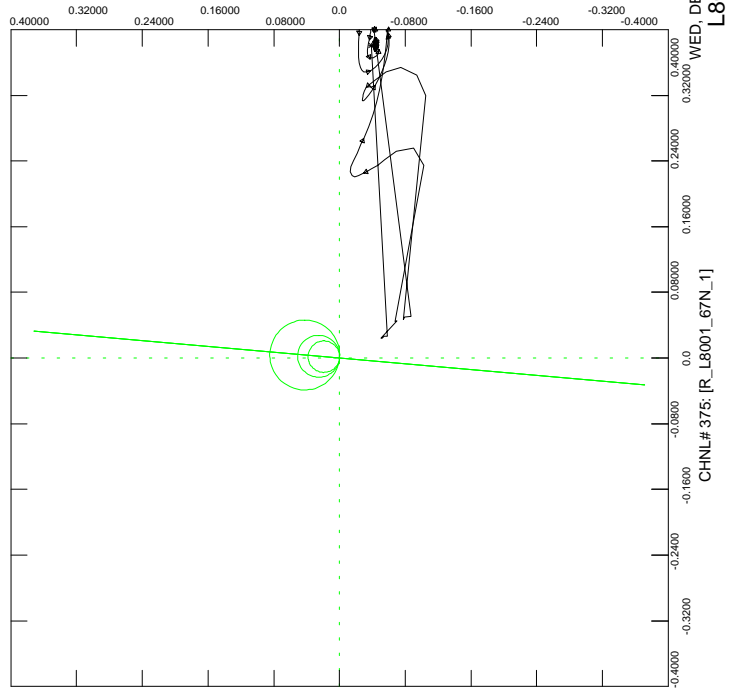
WED, DEC 07 2011 20:52
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7008_120H_LL_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

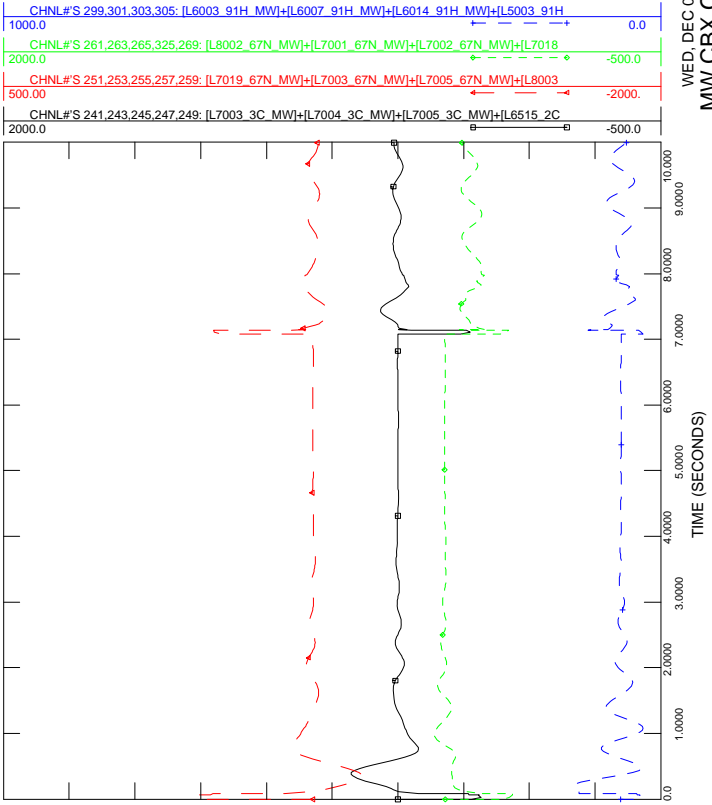


WED, DEC 07 2011 20:52
L8001 AT 67N-ONSLow



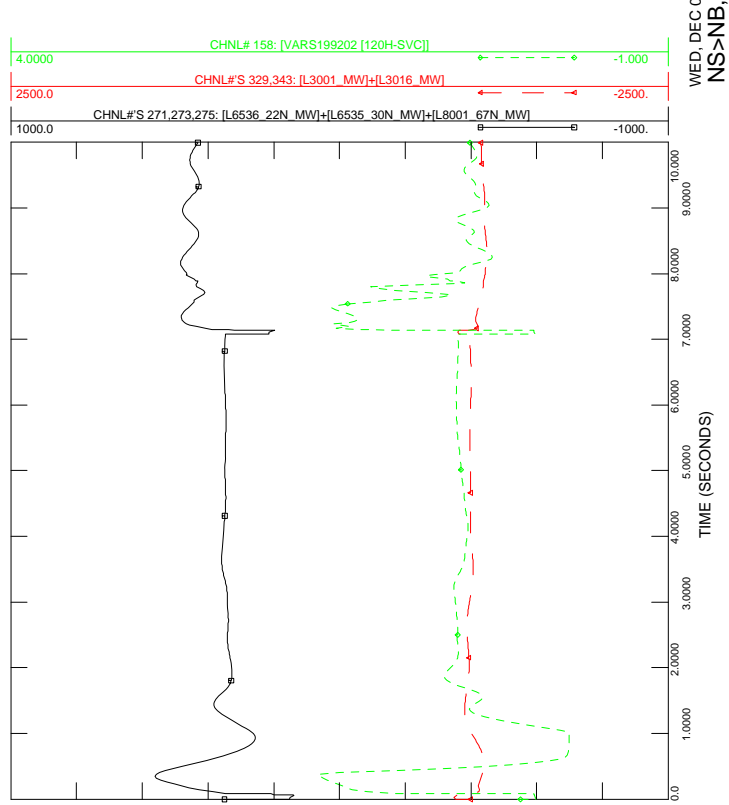
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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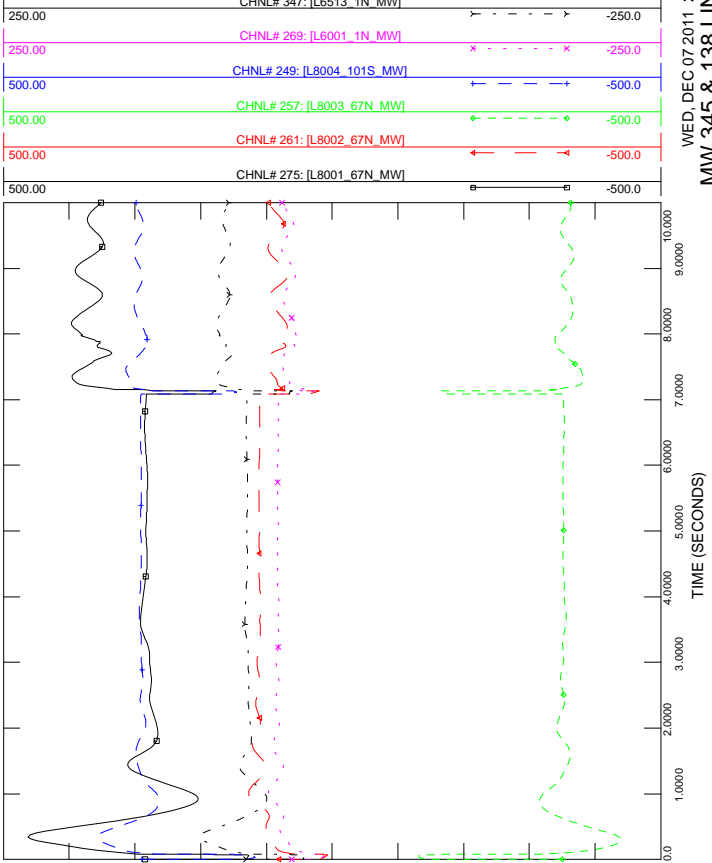
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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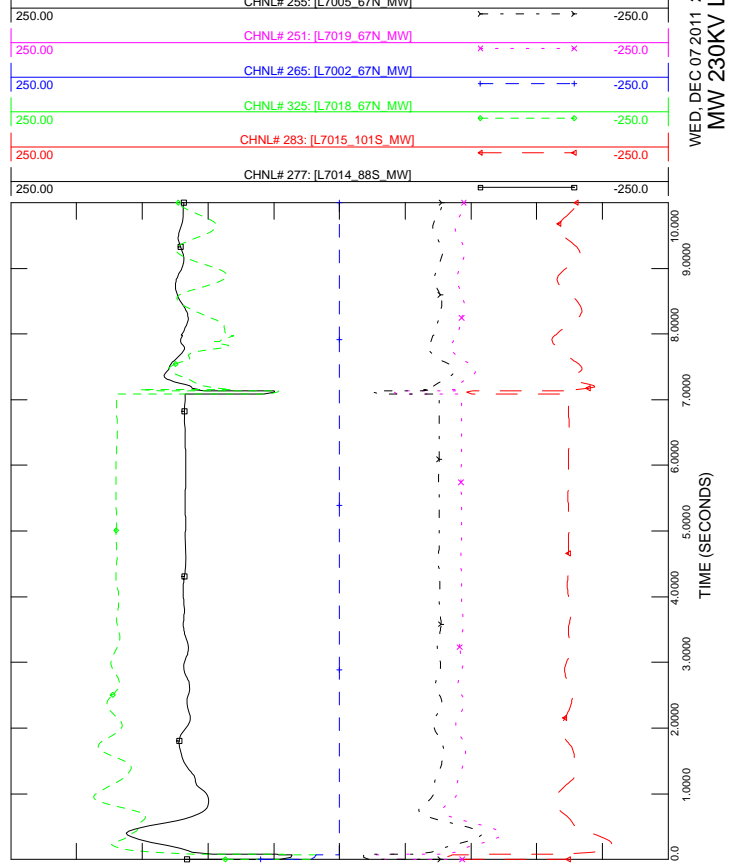
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

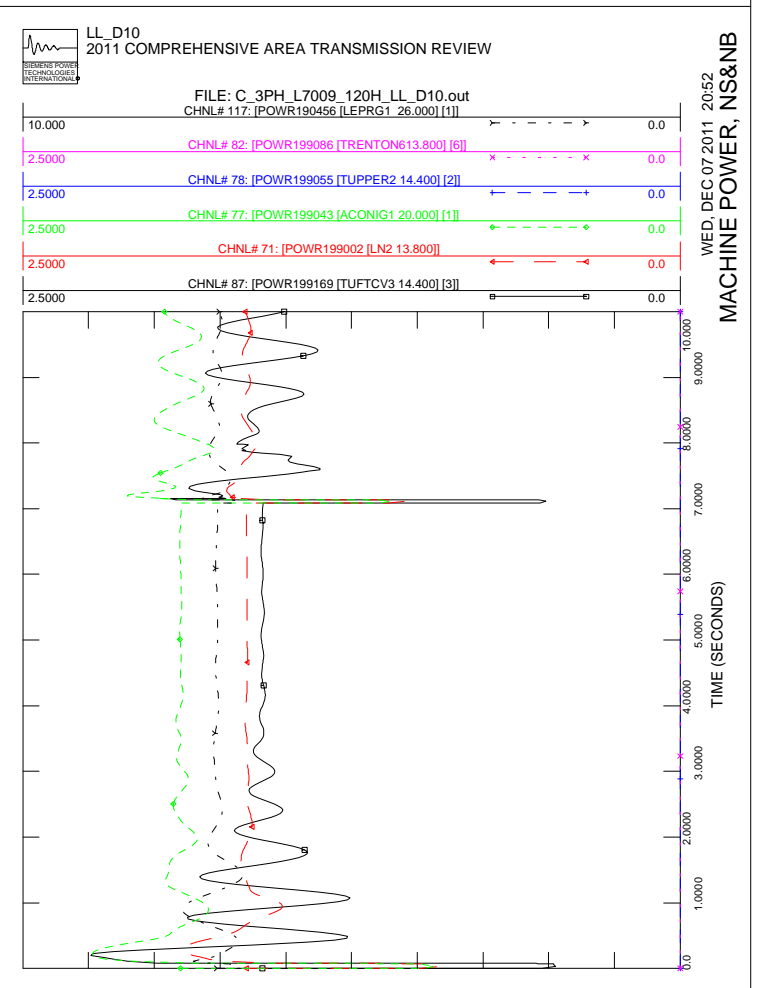
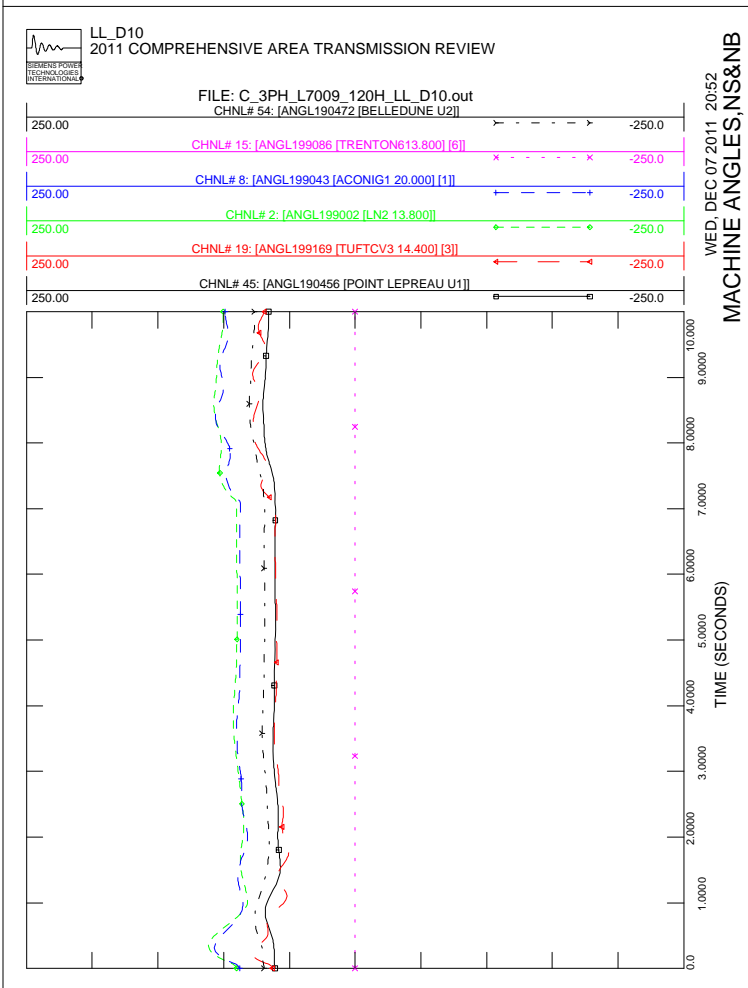
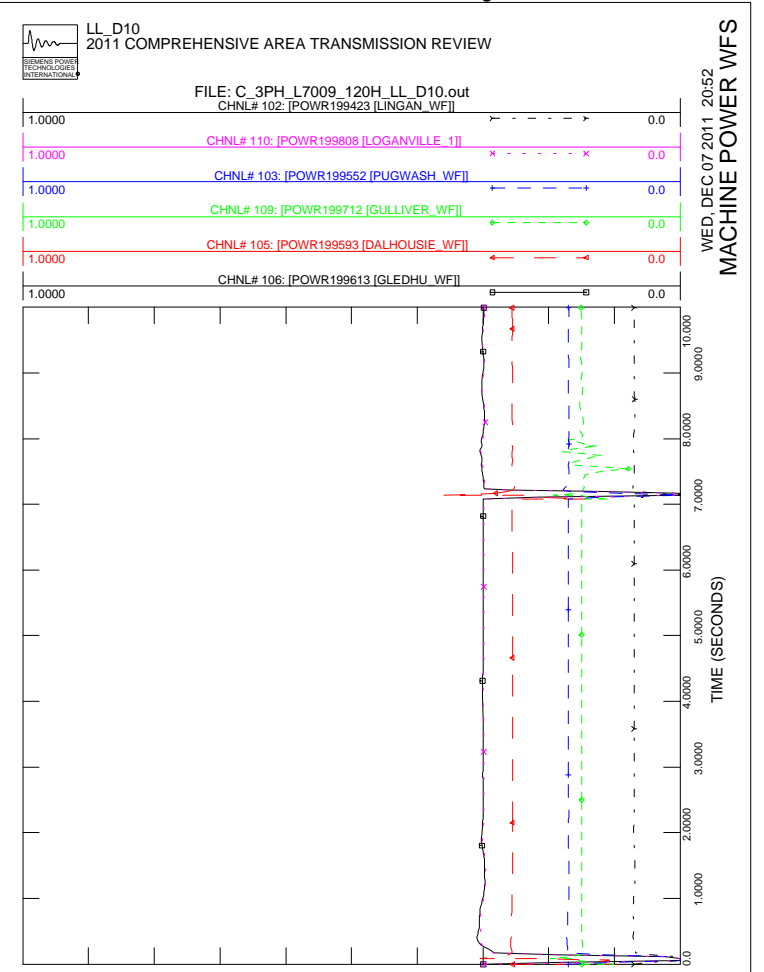
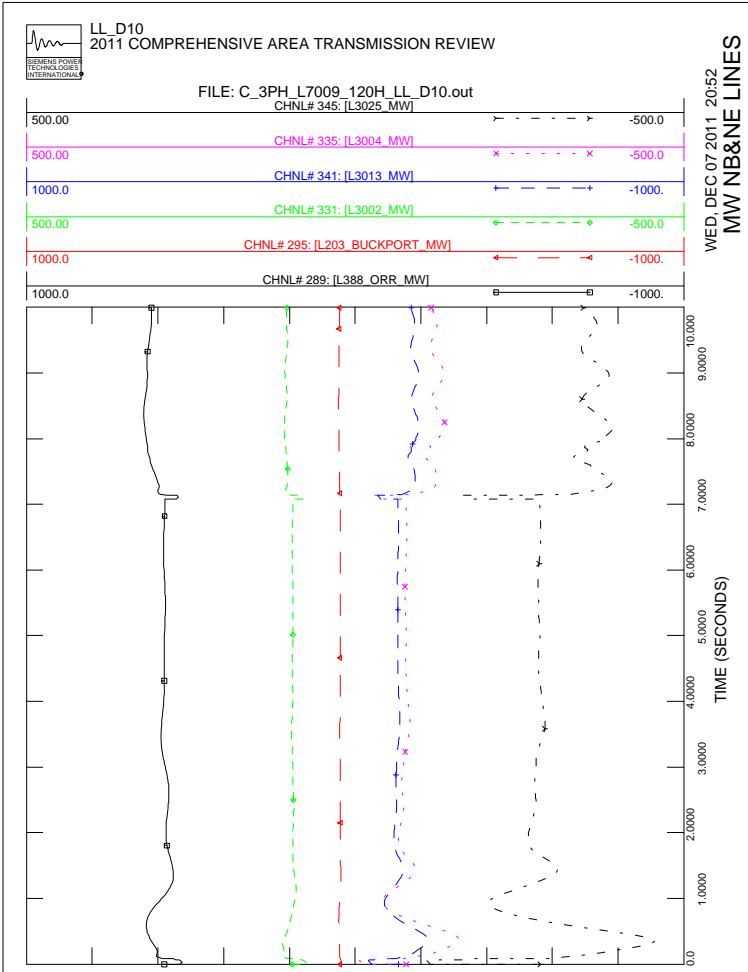
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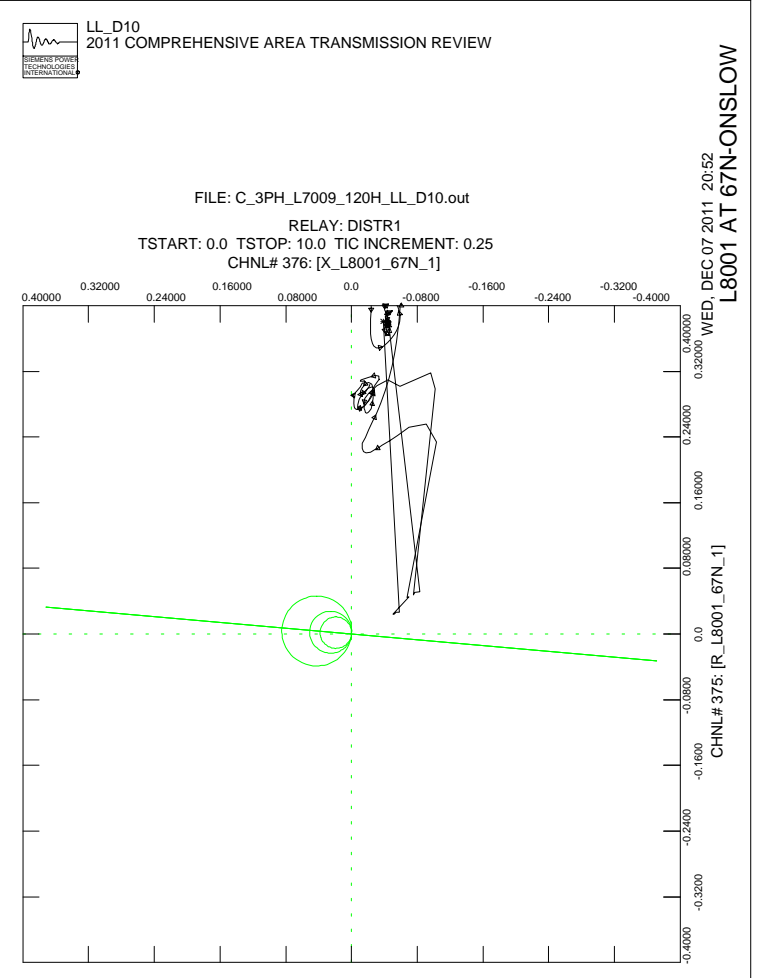
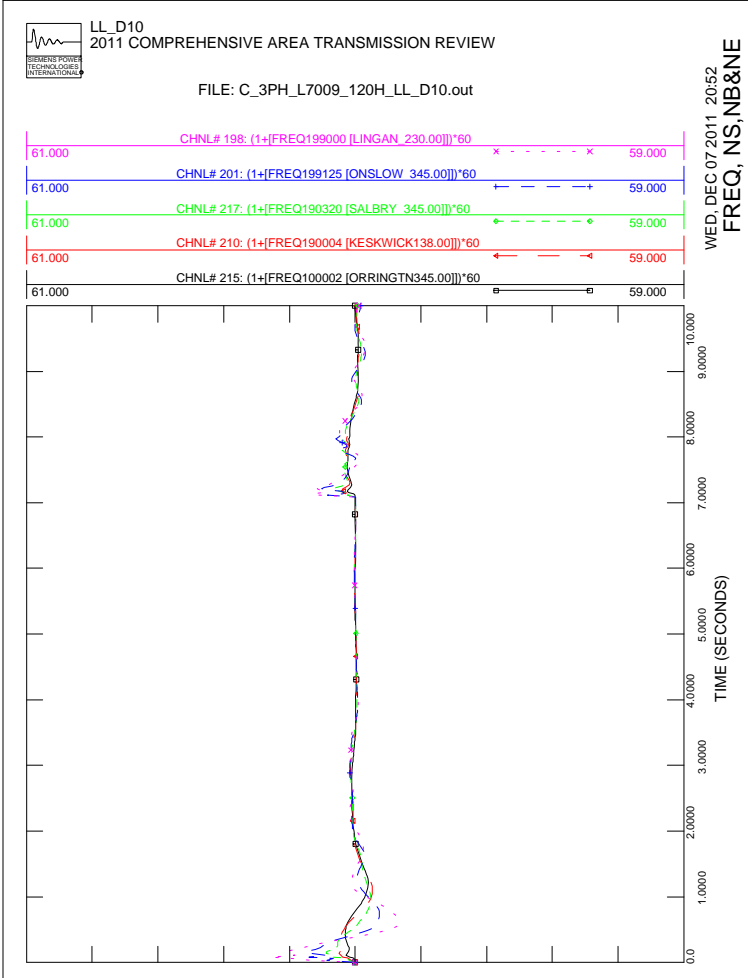
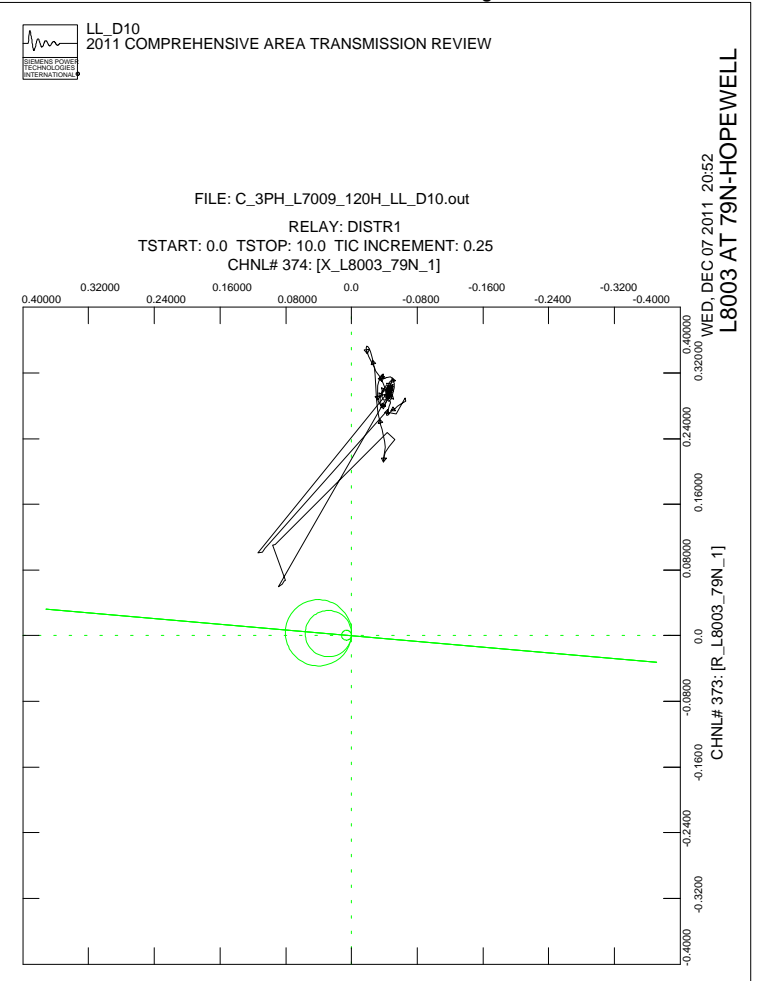
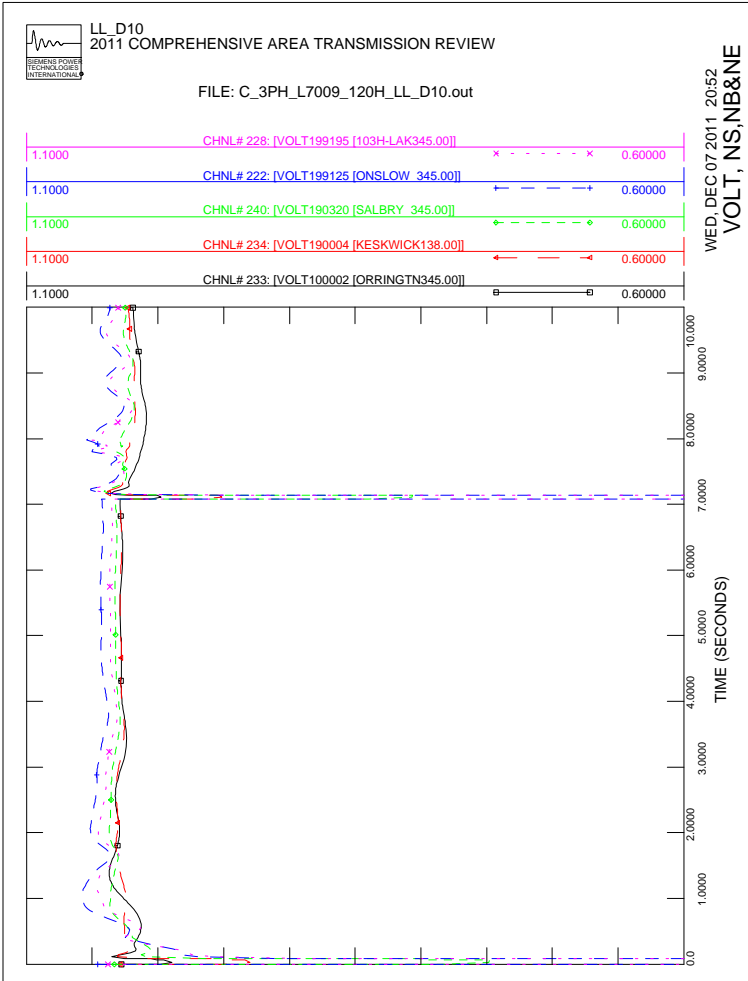


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_LL_D10.out



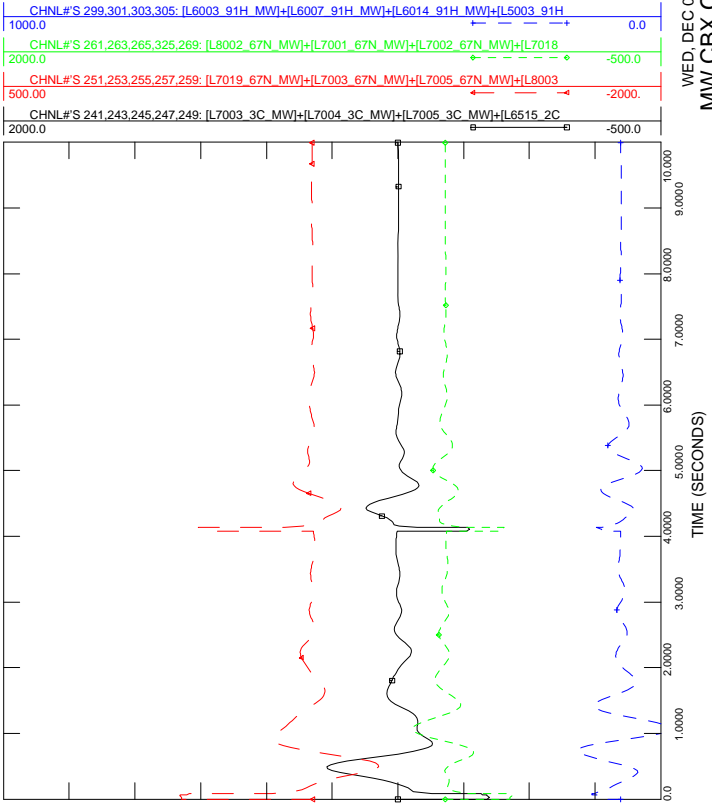






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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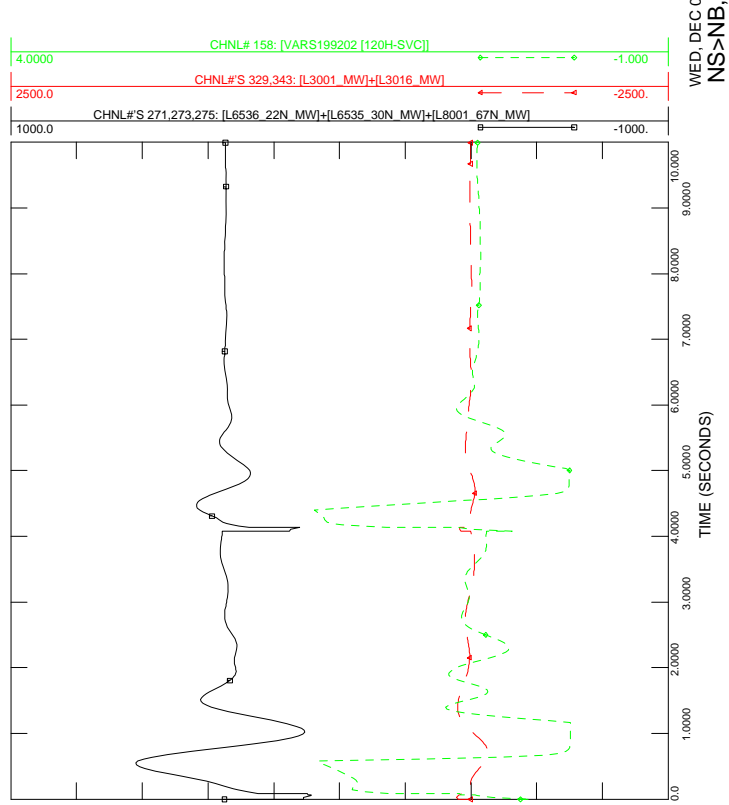


WED, DEC 07 2011 20:52
MW CBX, ONI, ONS, TC



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_3C_LL_D10.out

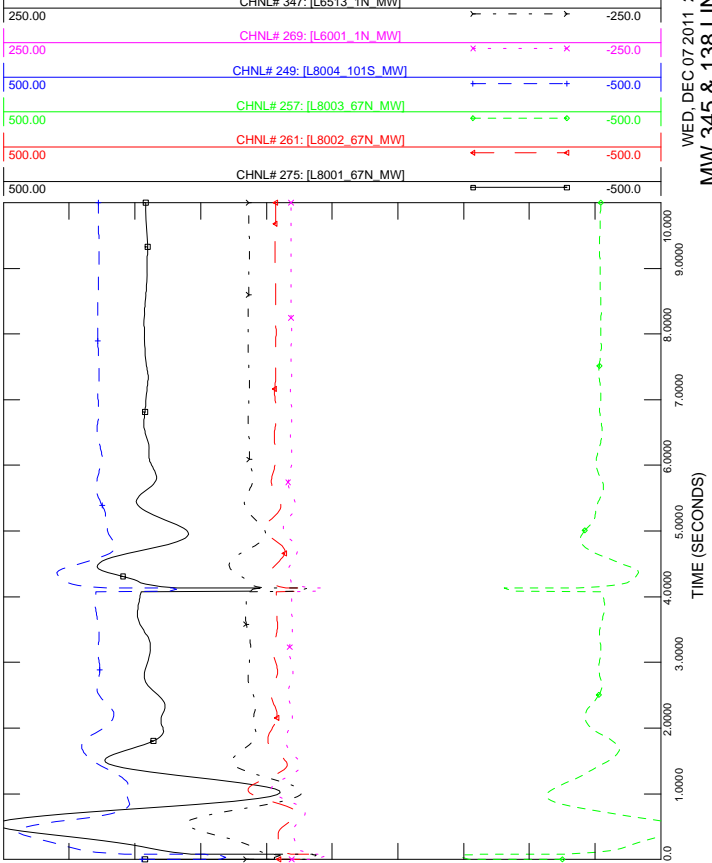


WED, DEC 07 2011 20:52
NS>NB, NB>NE, SVC



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_3C_LL_D10.out

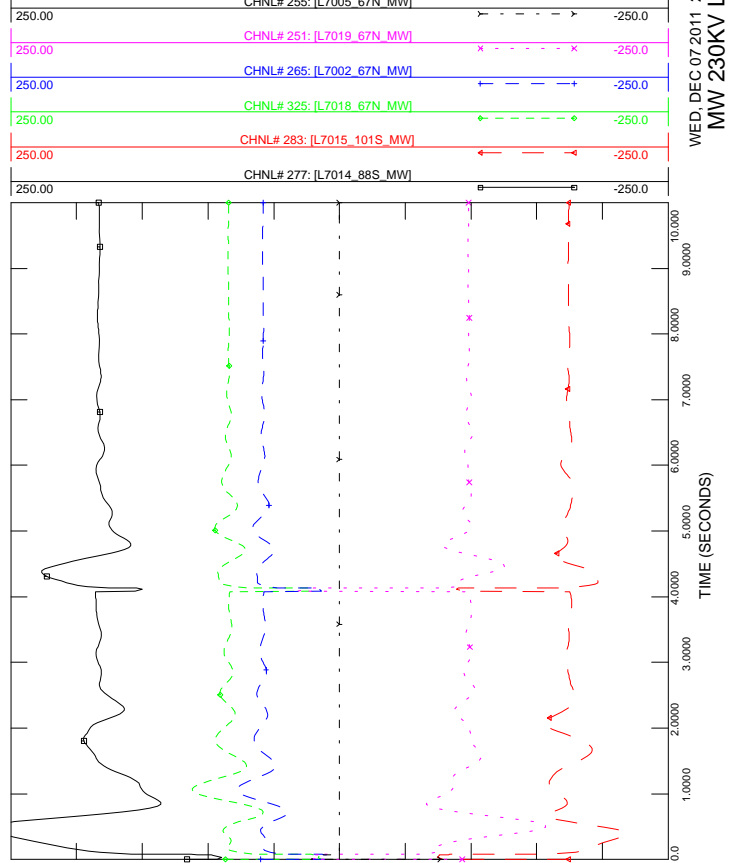


WED, DEC 07 2011 20:52
MW 345 & 138 LINES

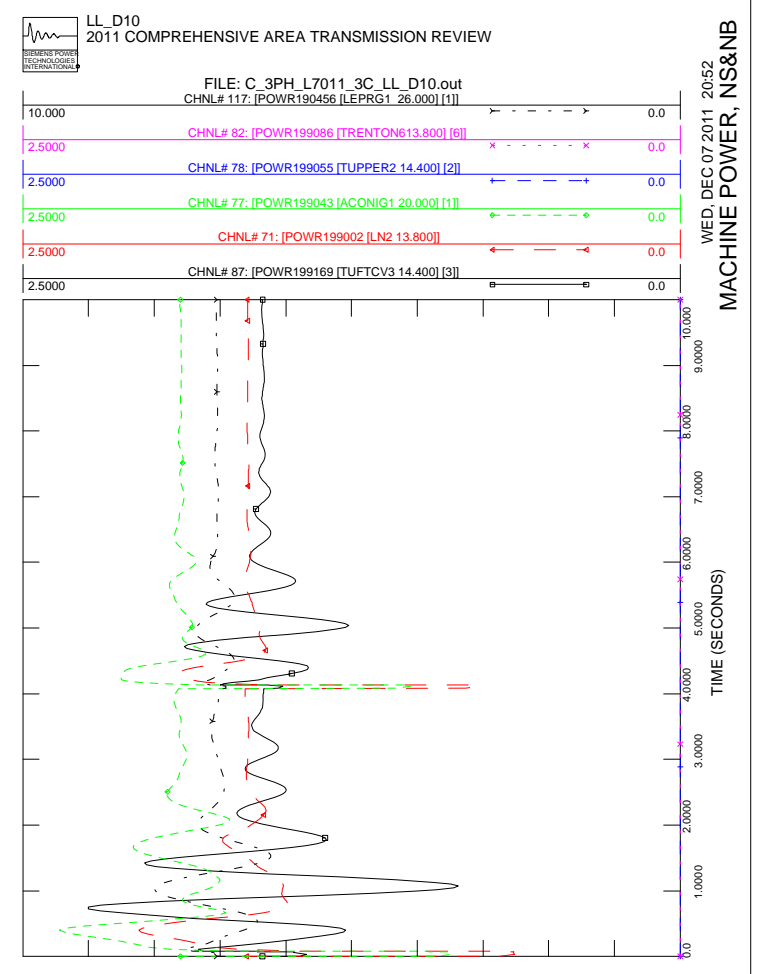
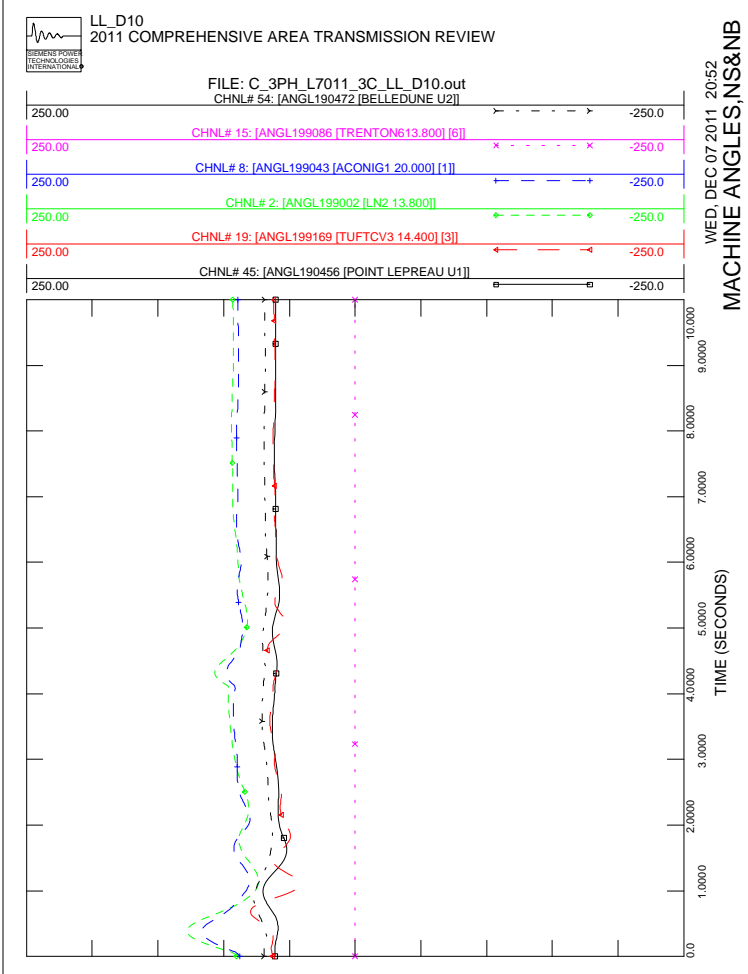
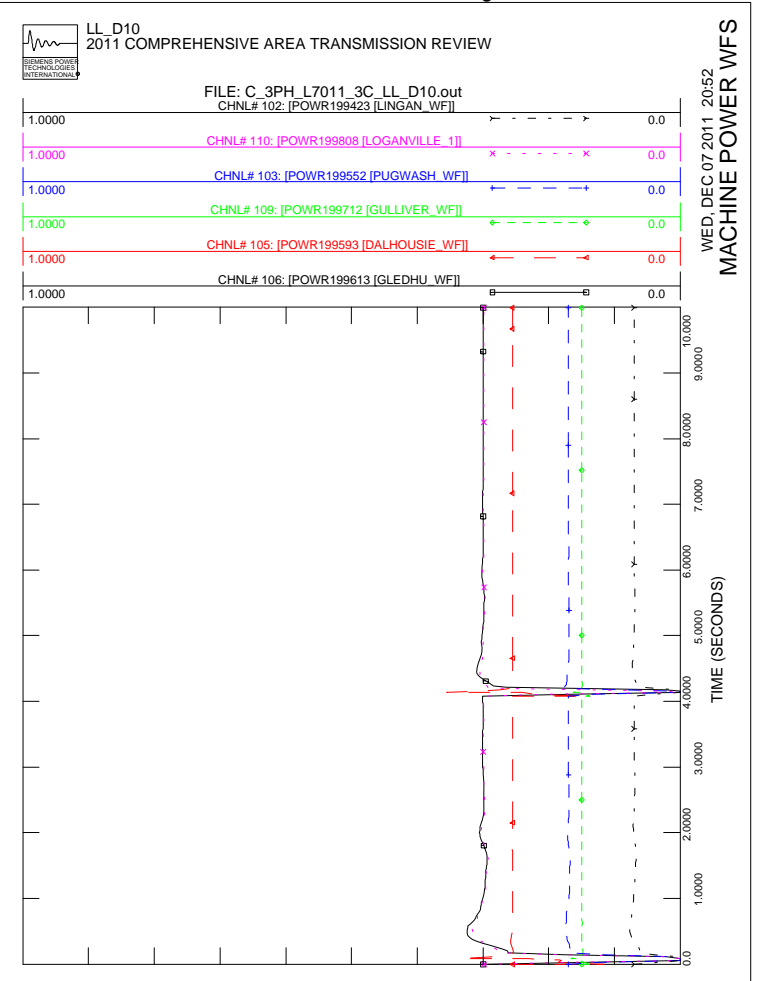
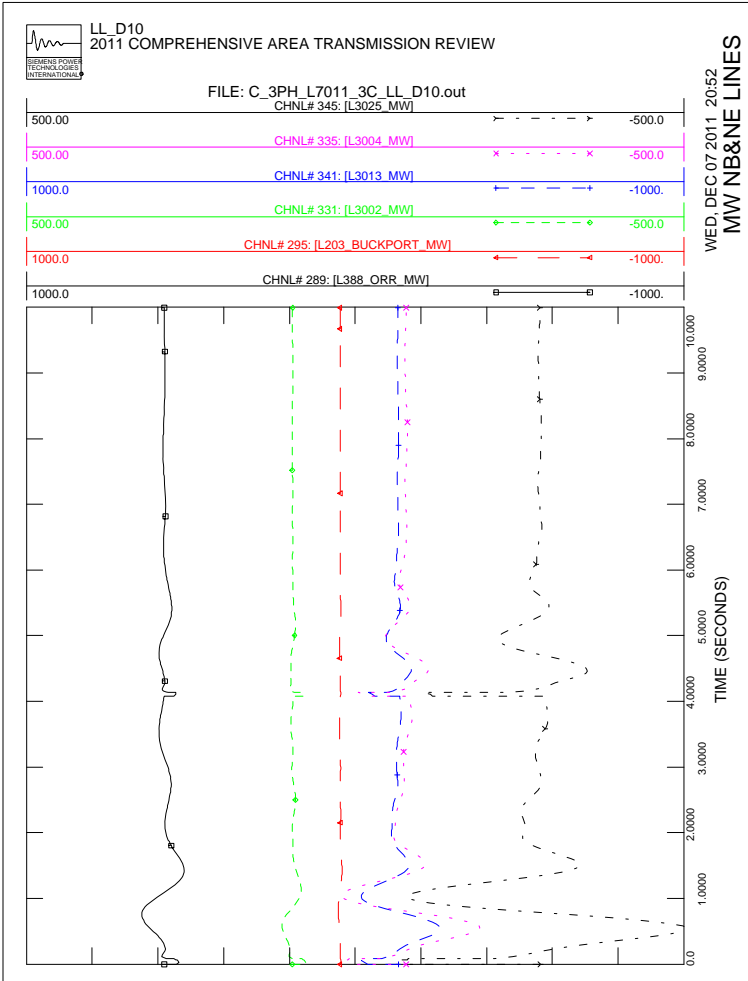


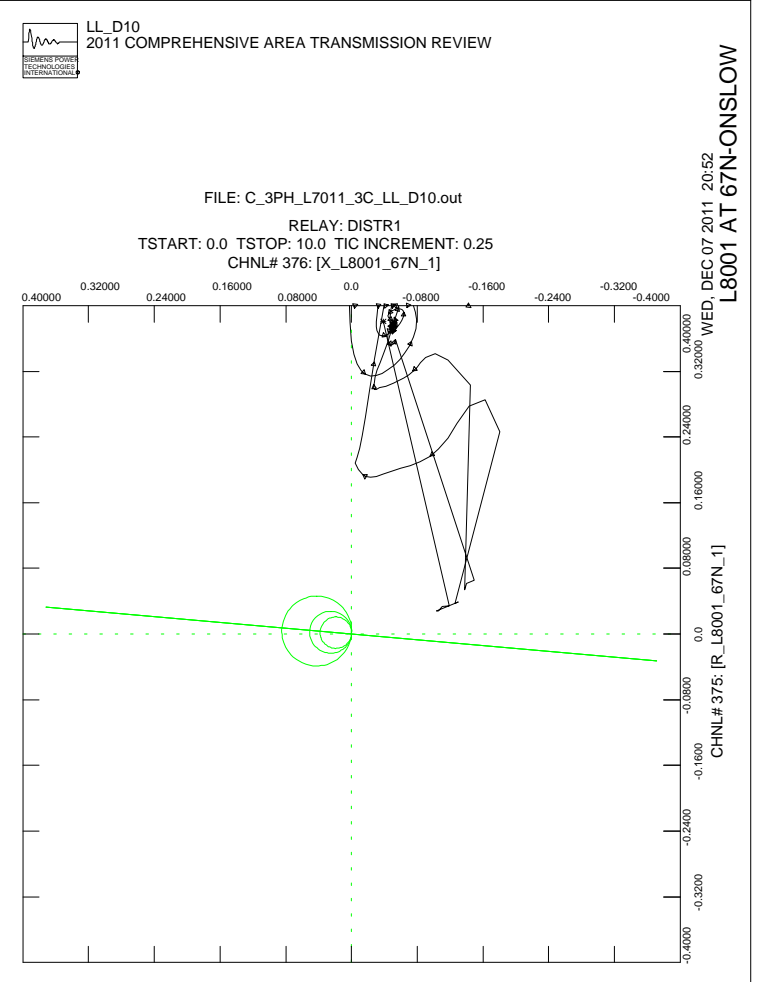
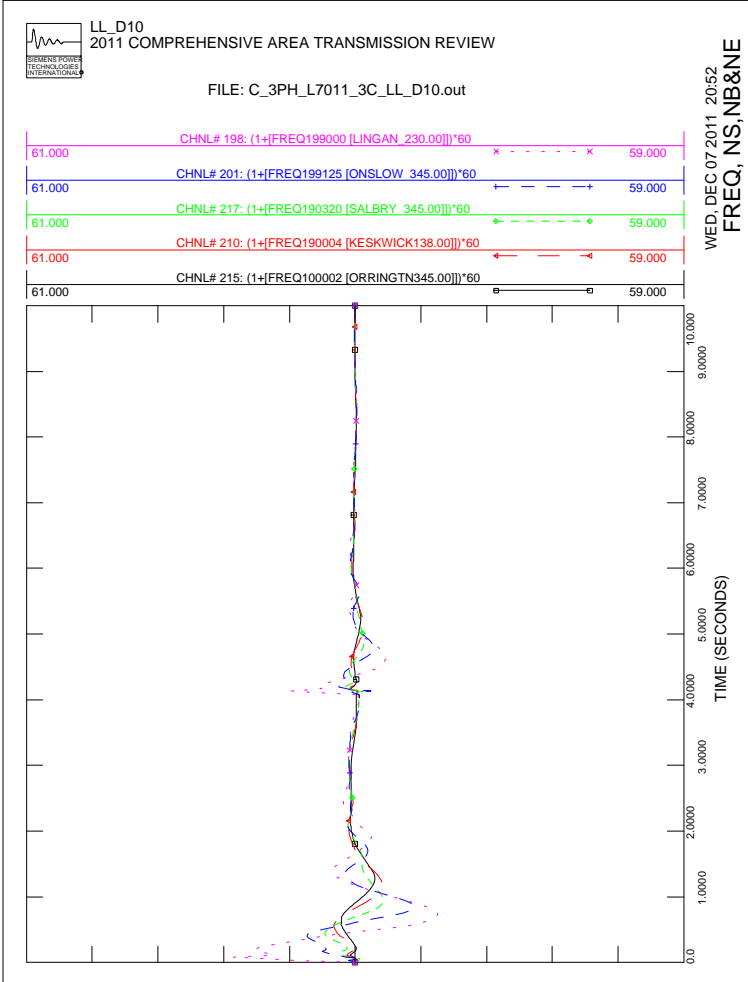
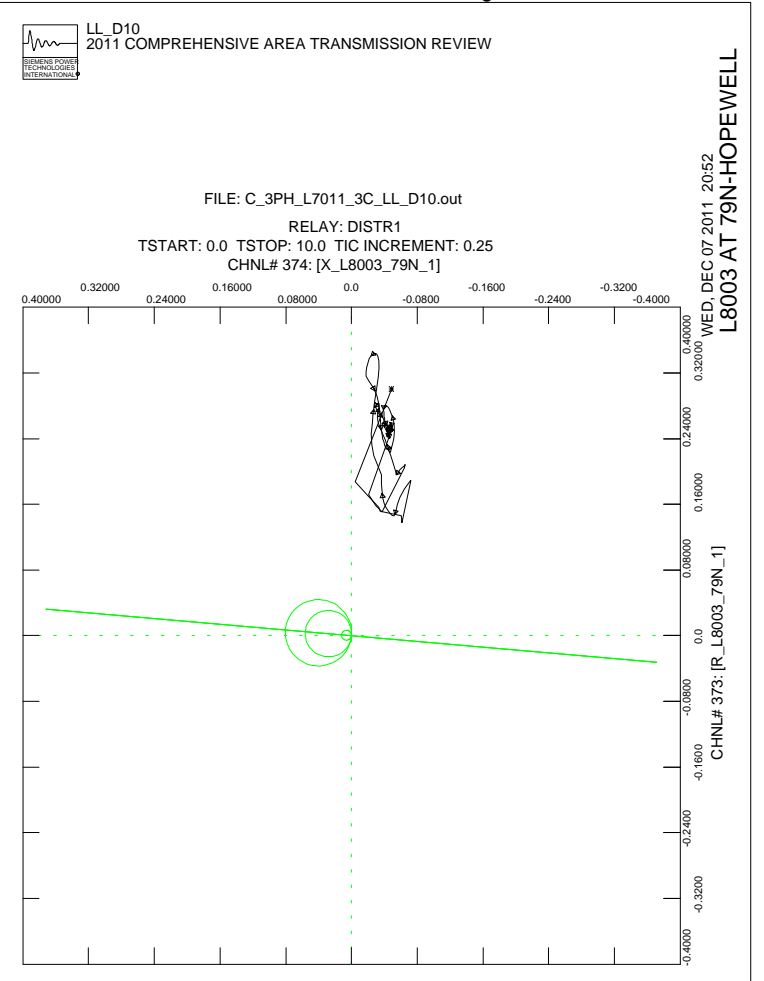
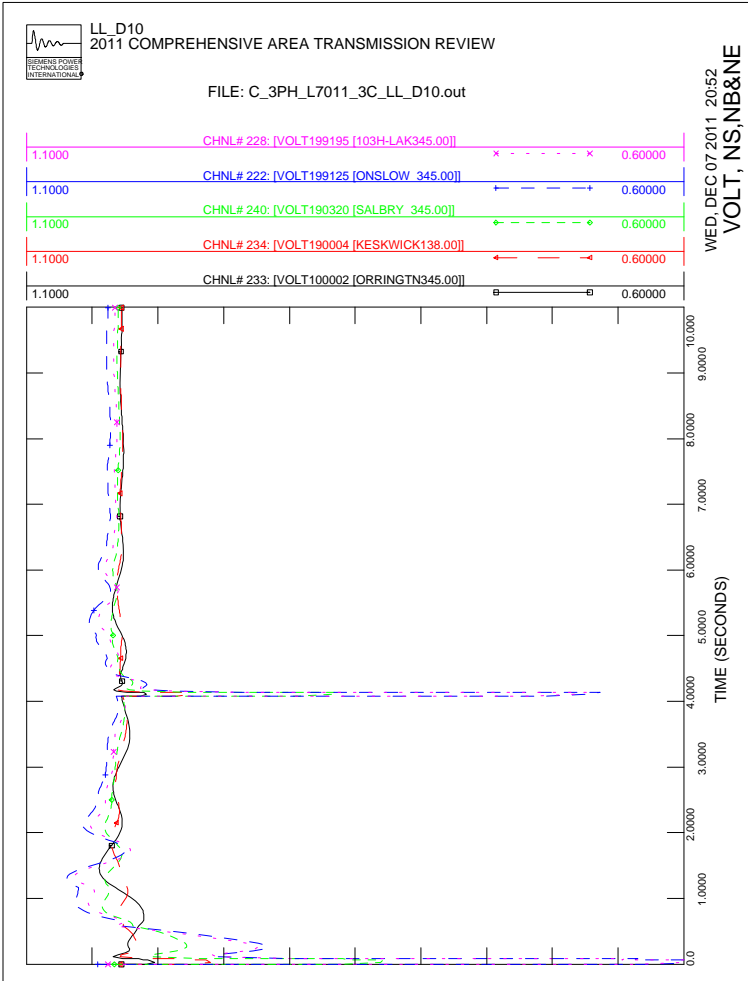
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

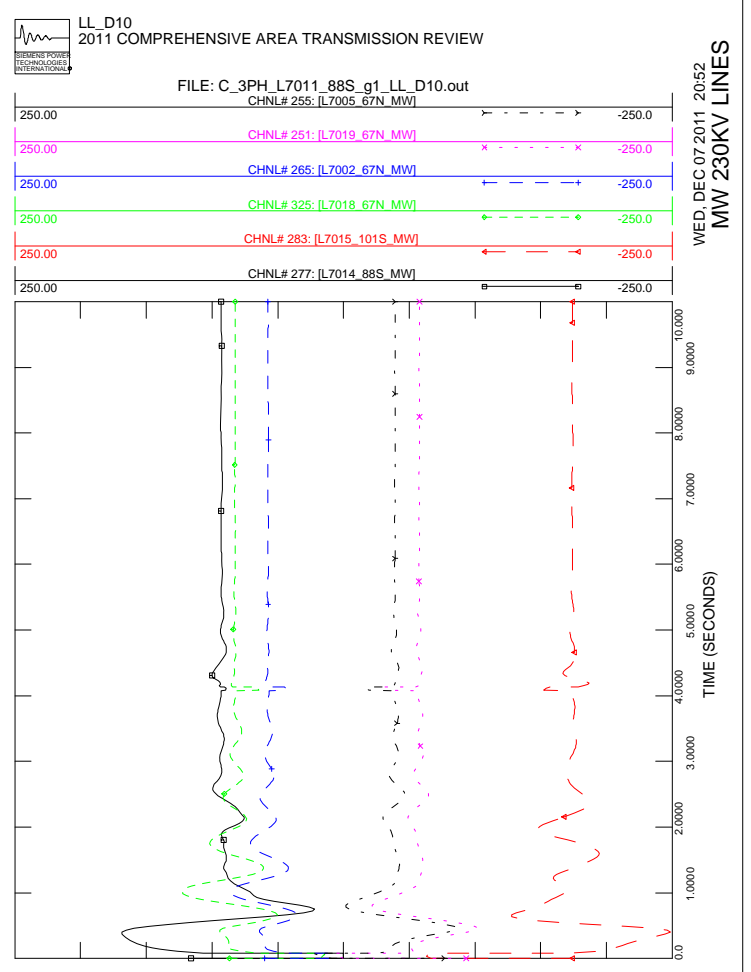
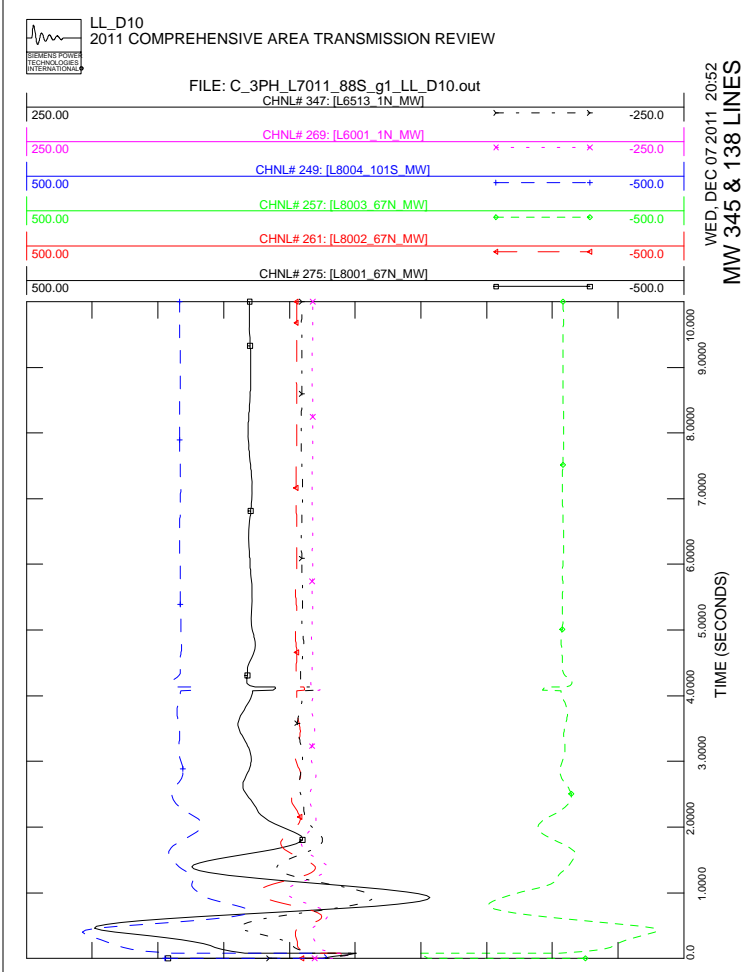
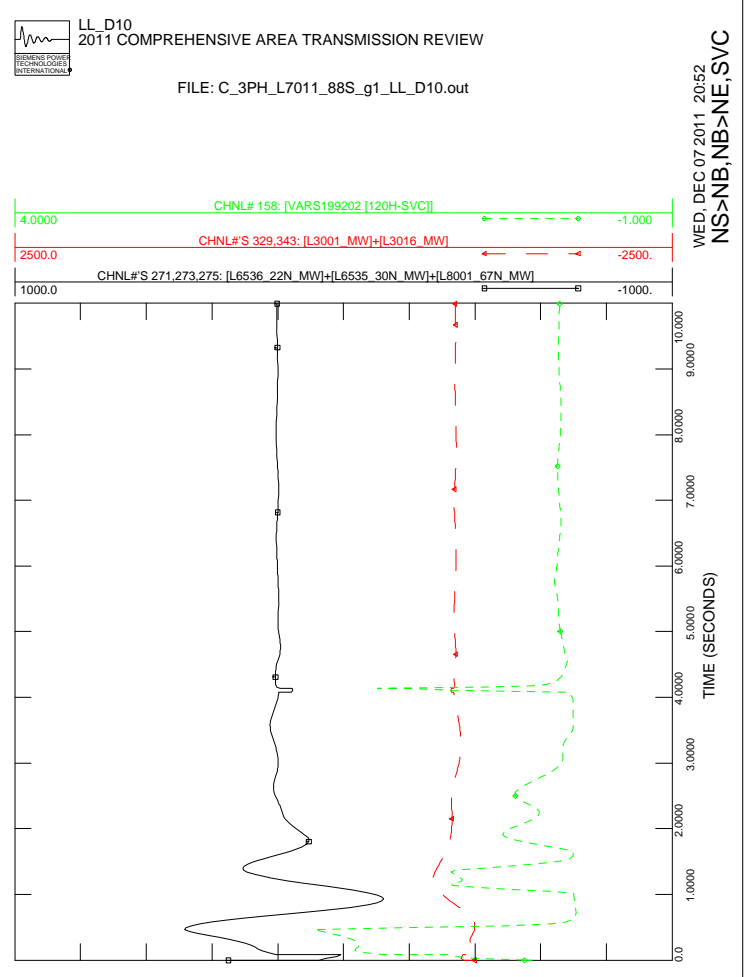
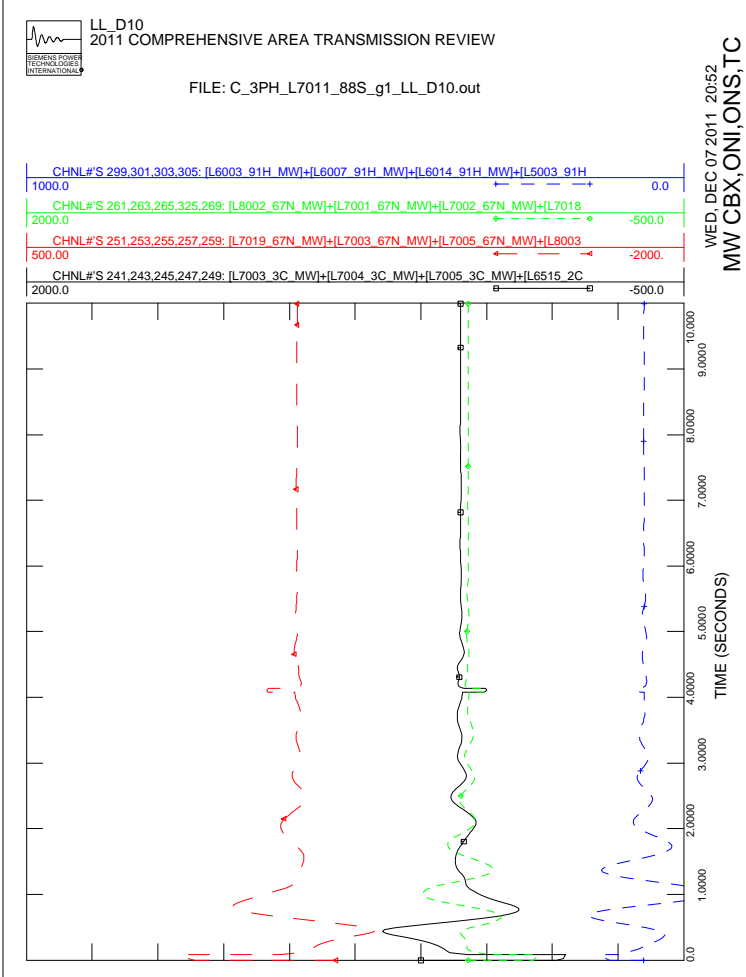
FILE: C_3PH_L7011_3C_LL_D10.out

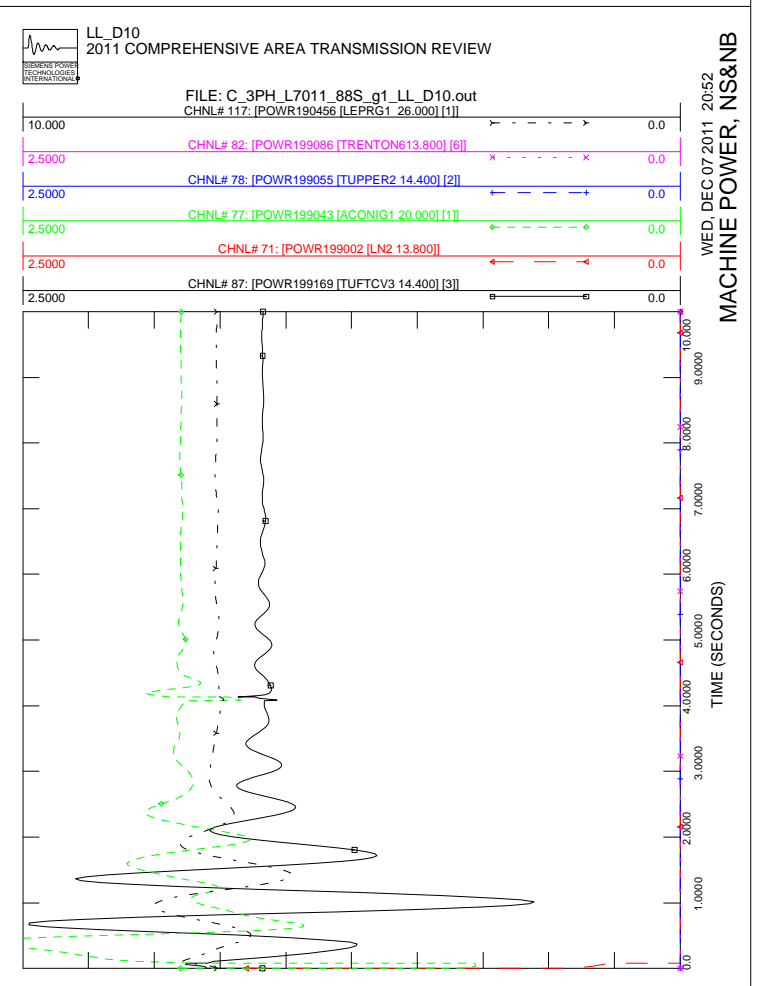
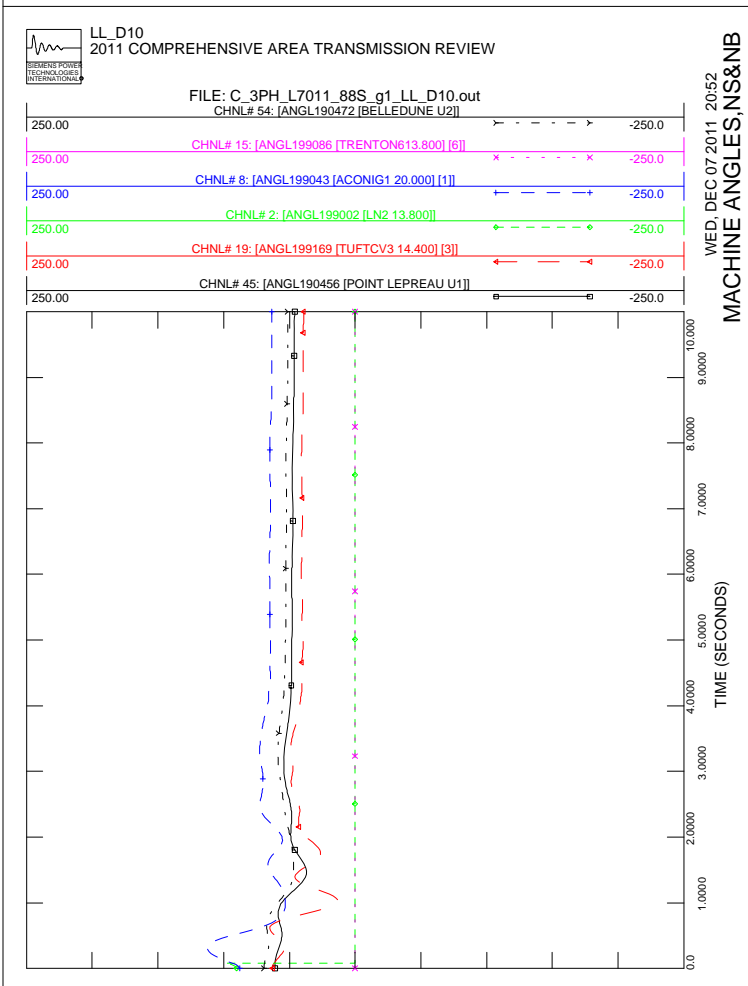
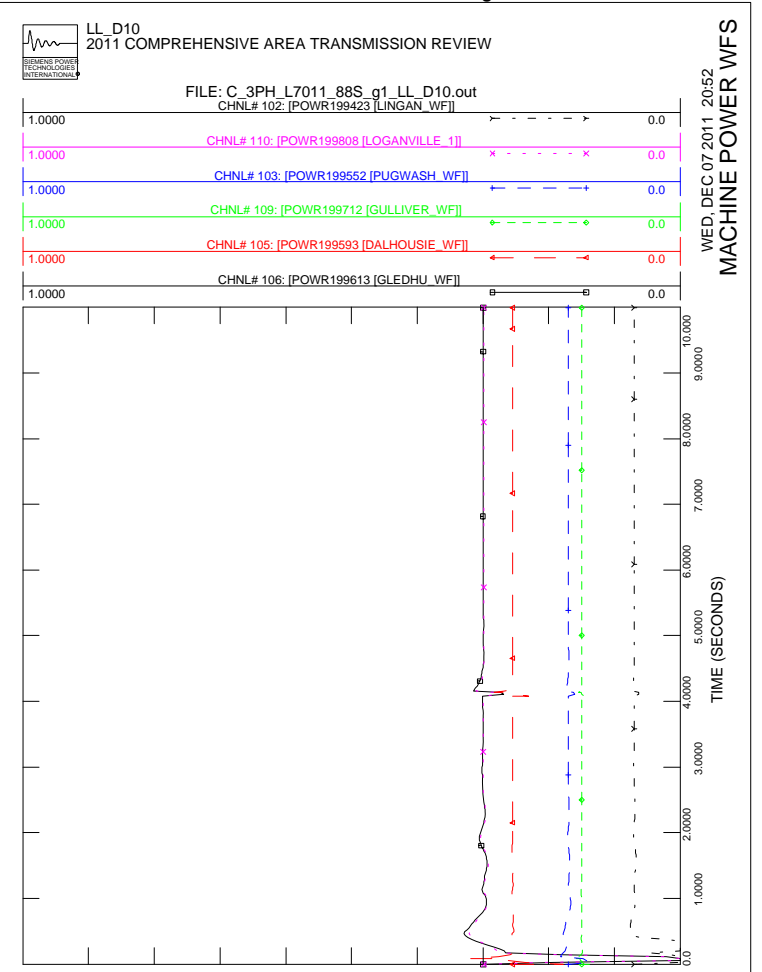
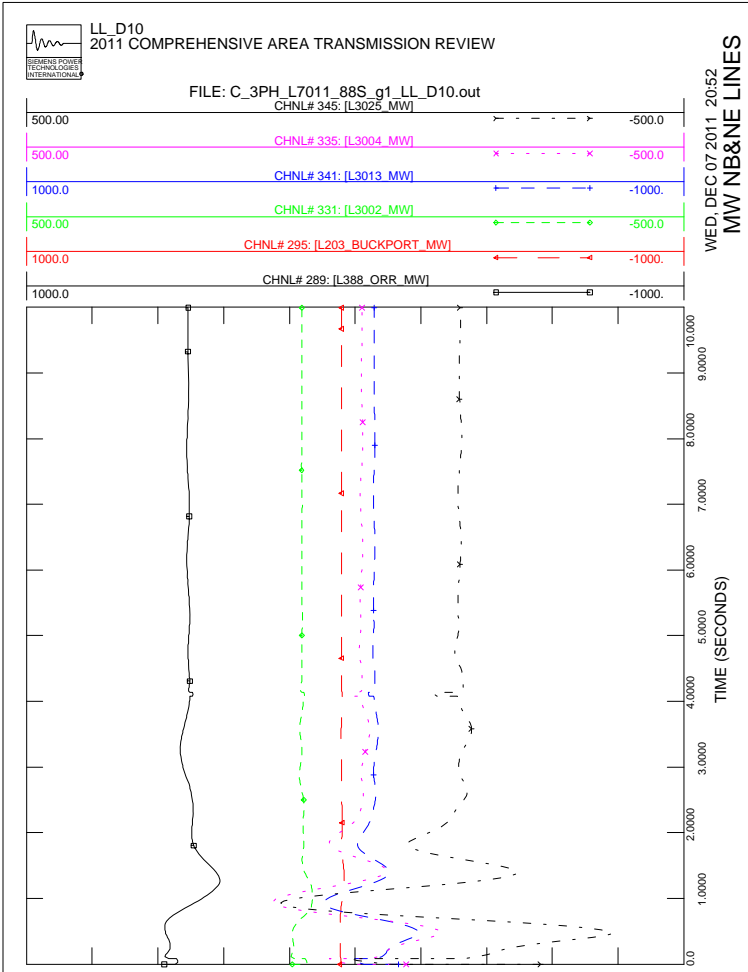


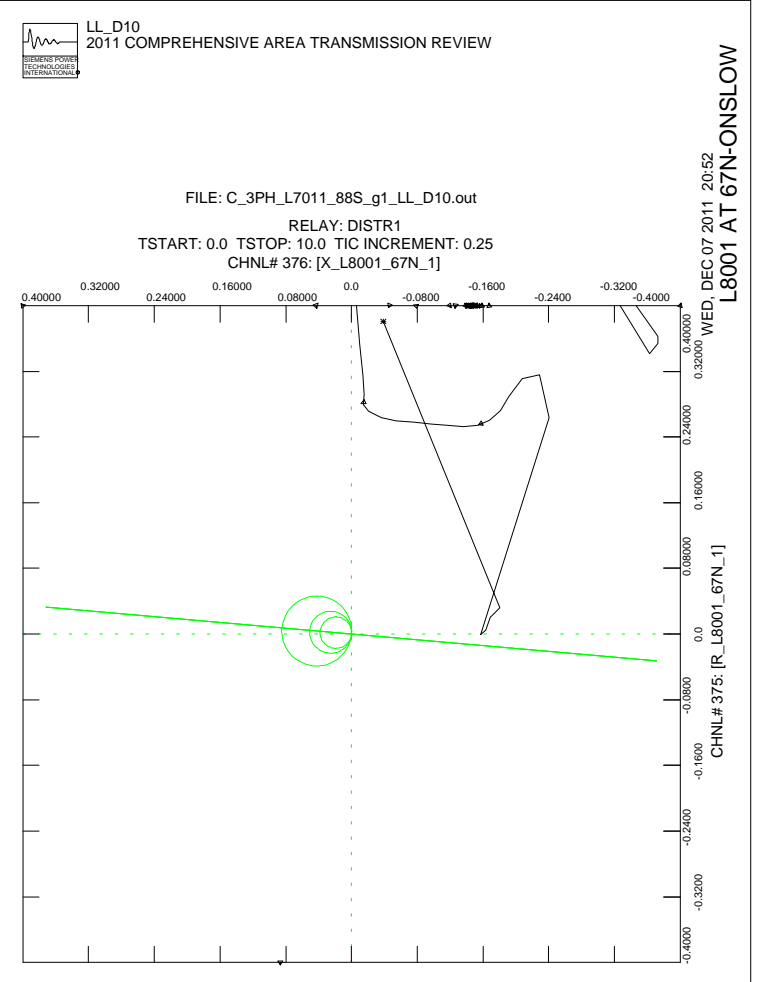
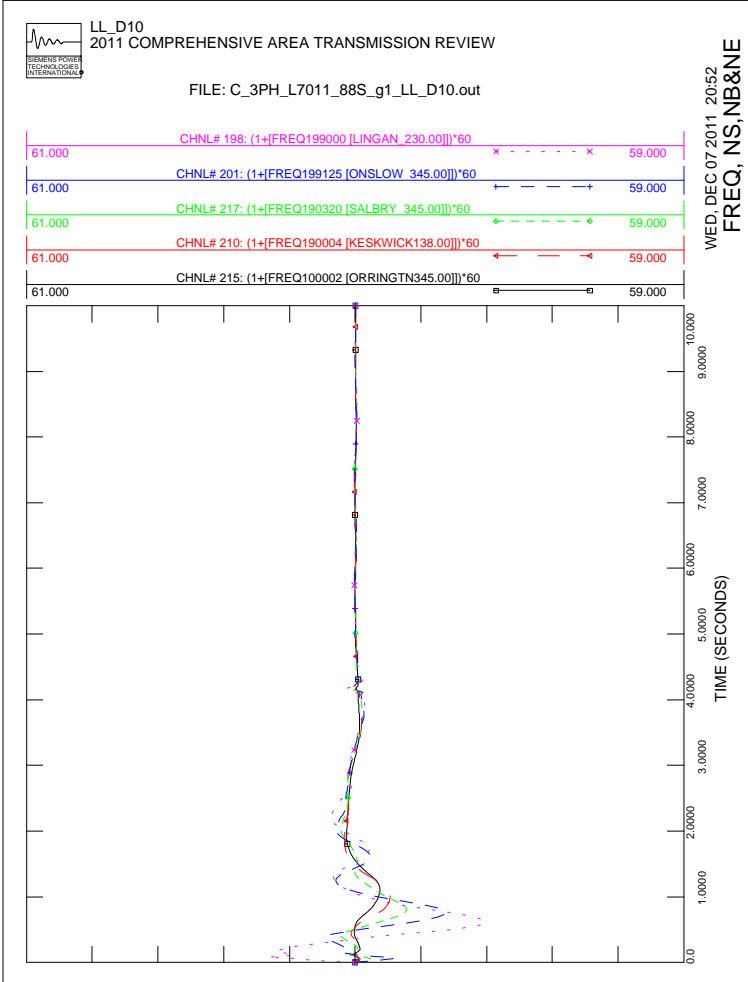
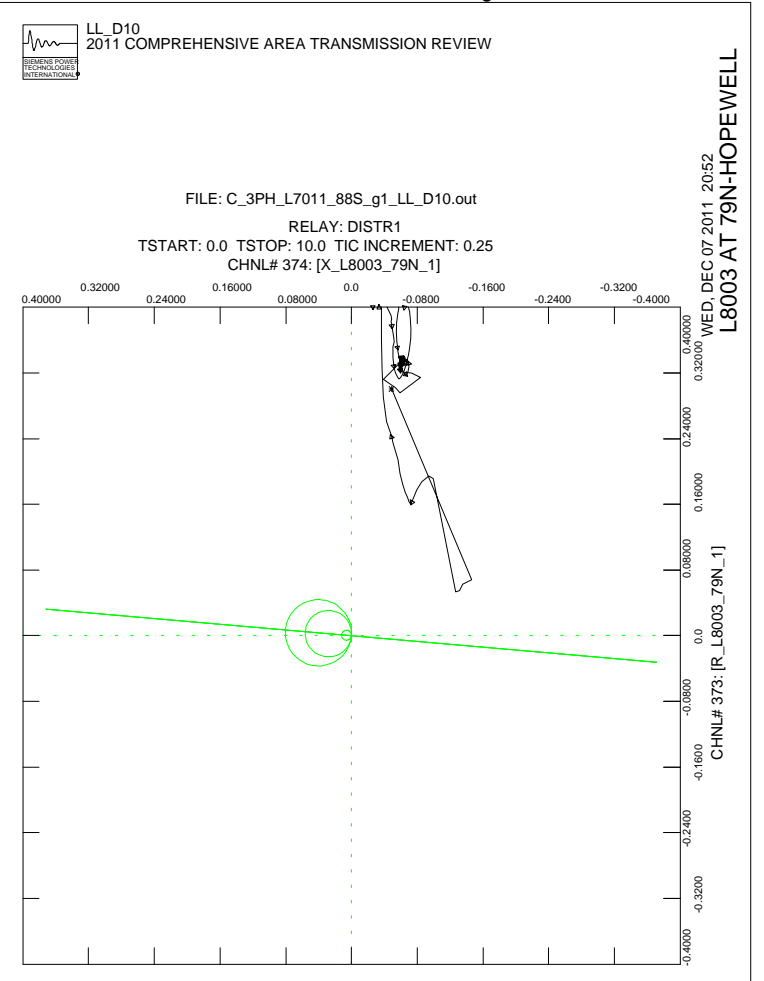
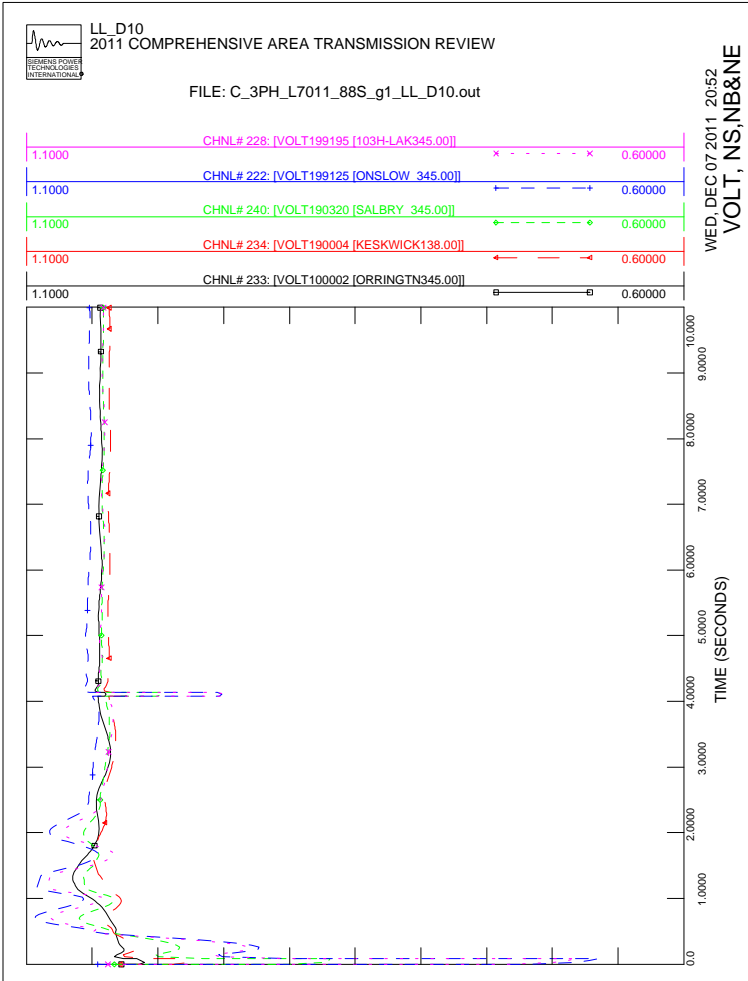
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MW 230KV LINES







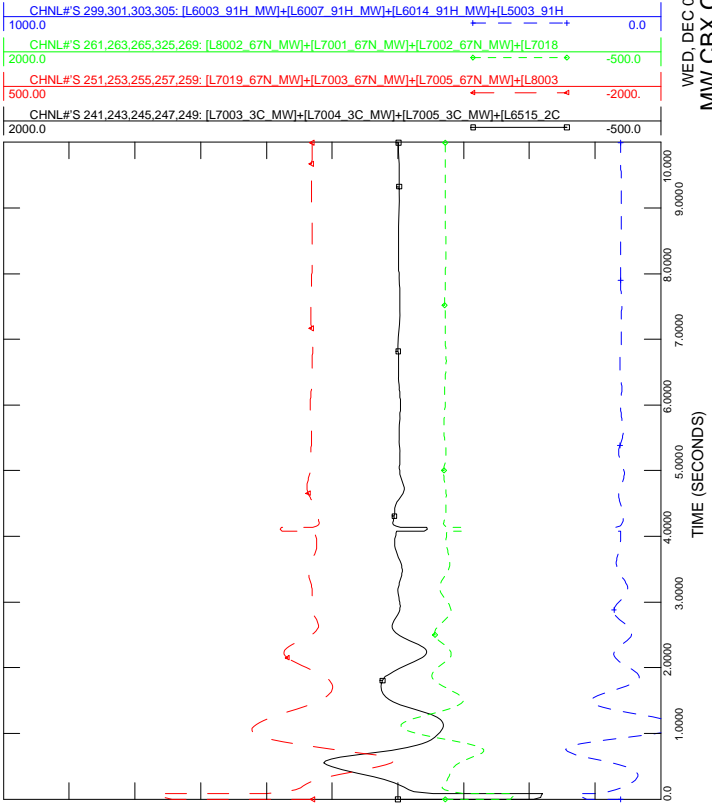






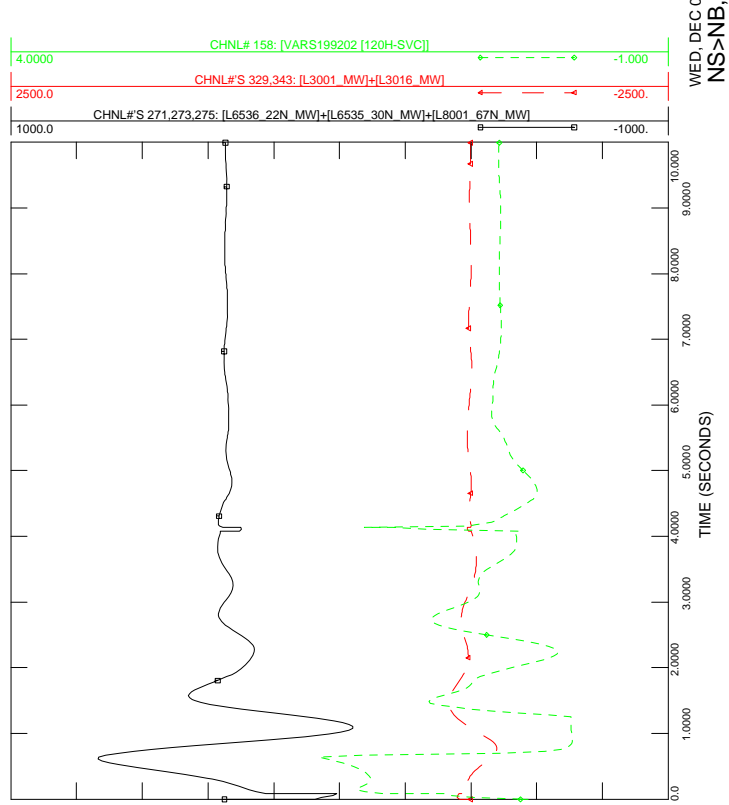
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7011_88S_LL_D10.out



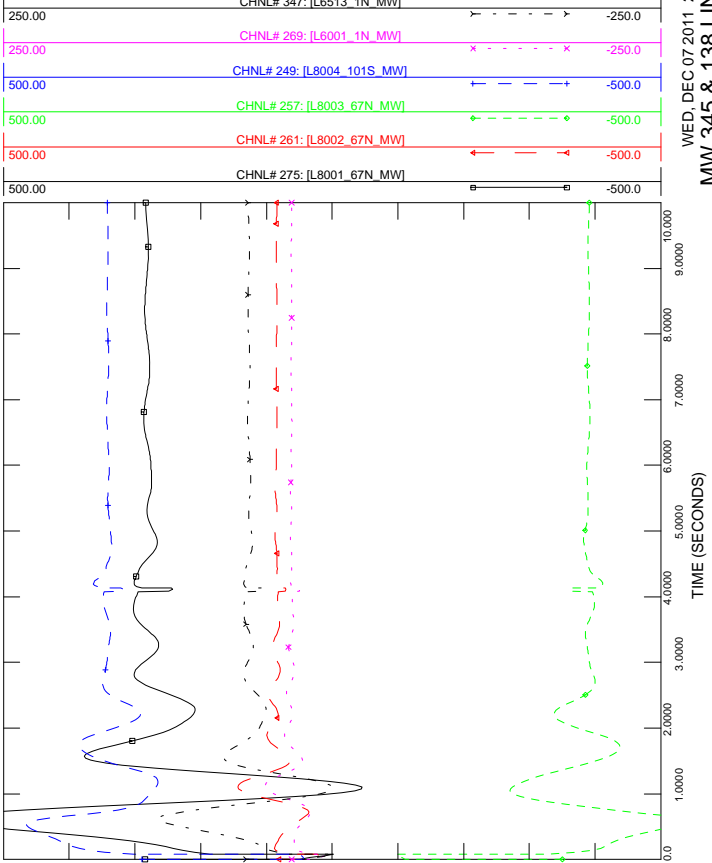
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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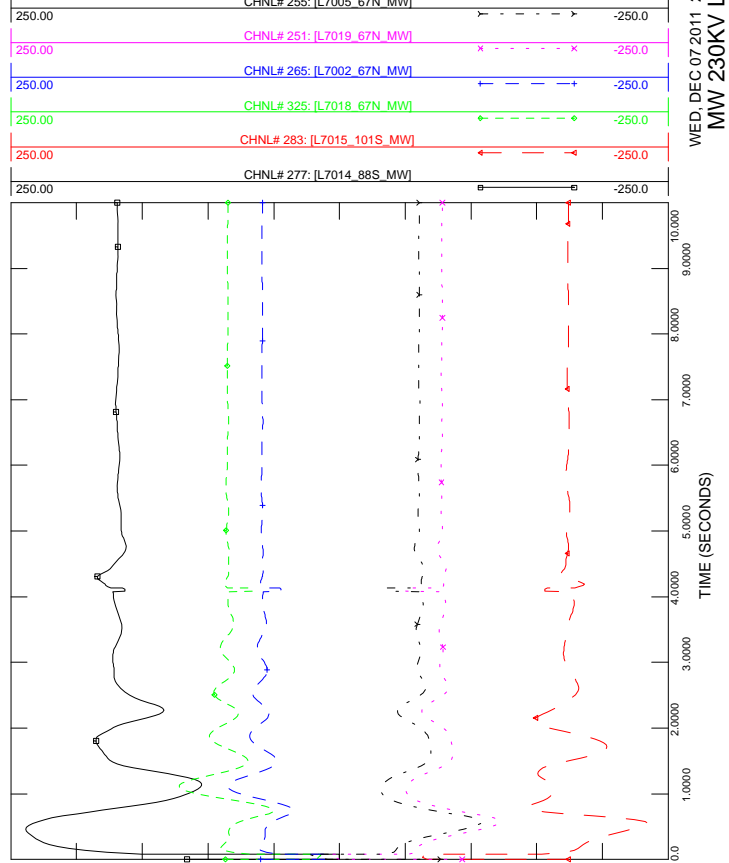
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

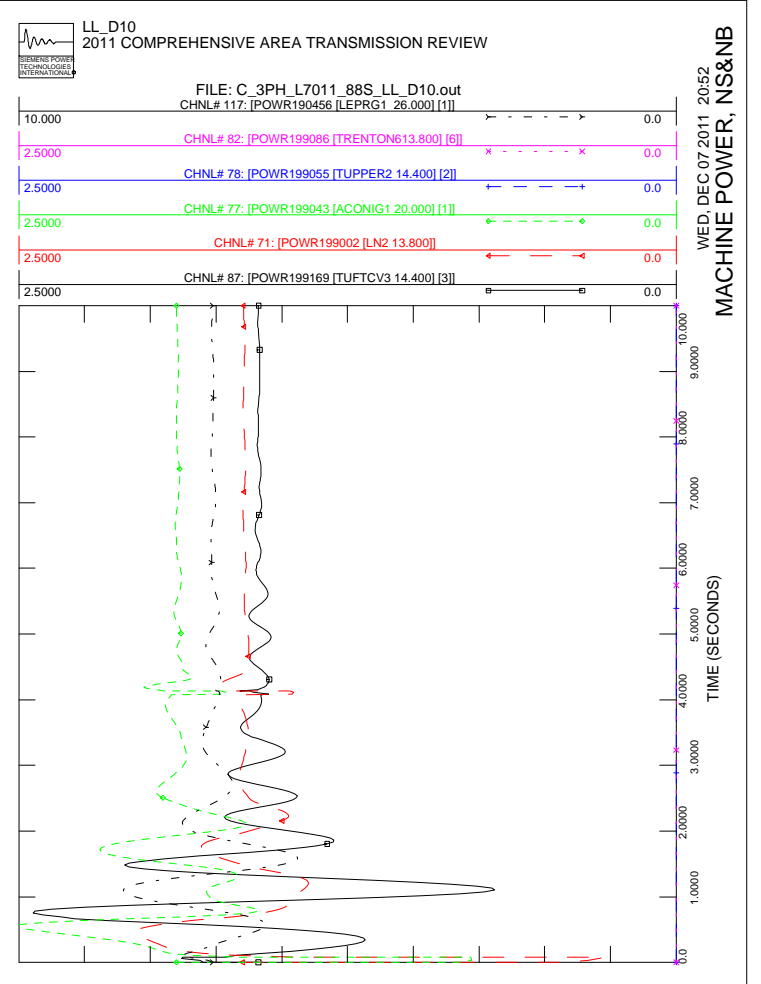
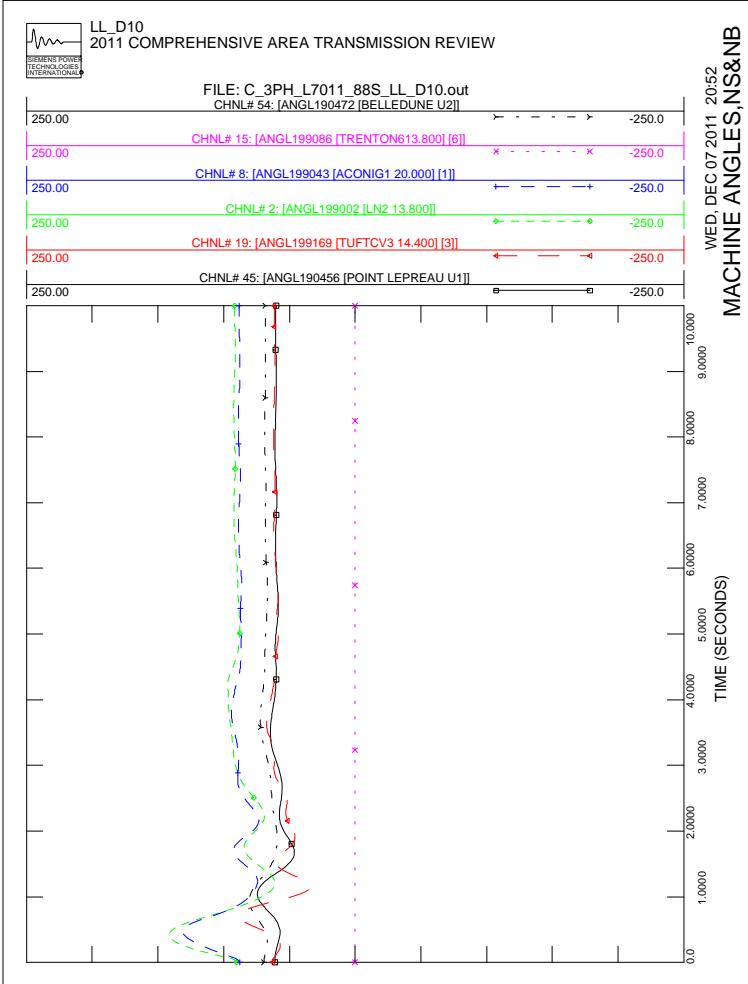
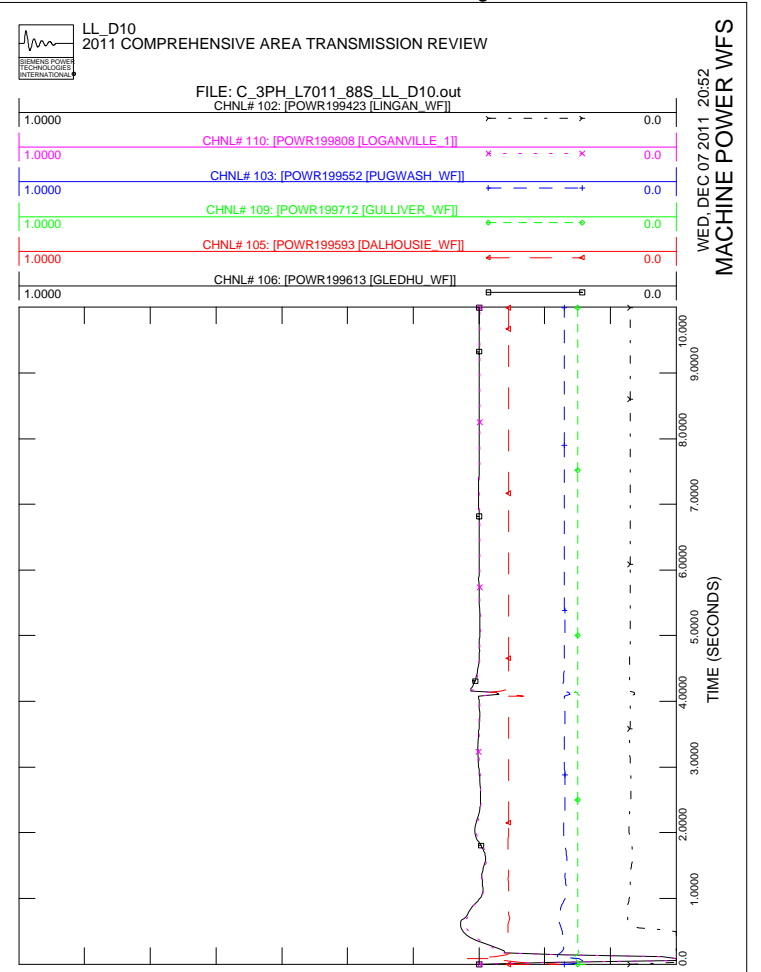
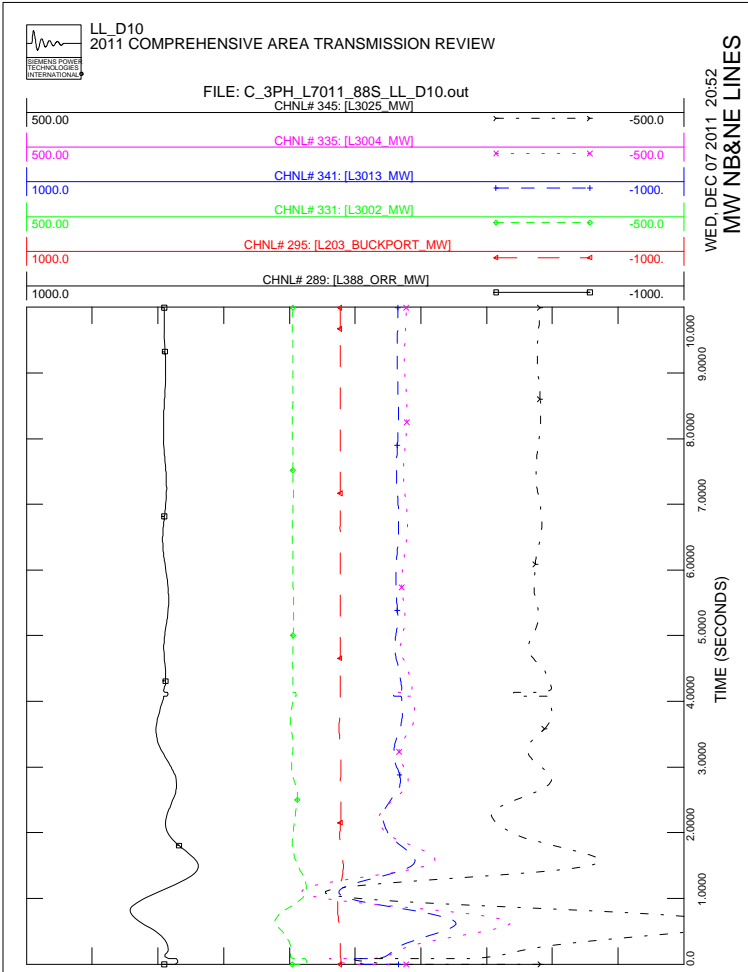
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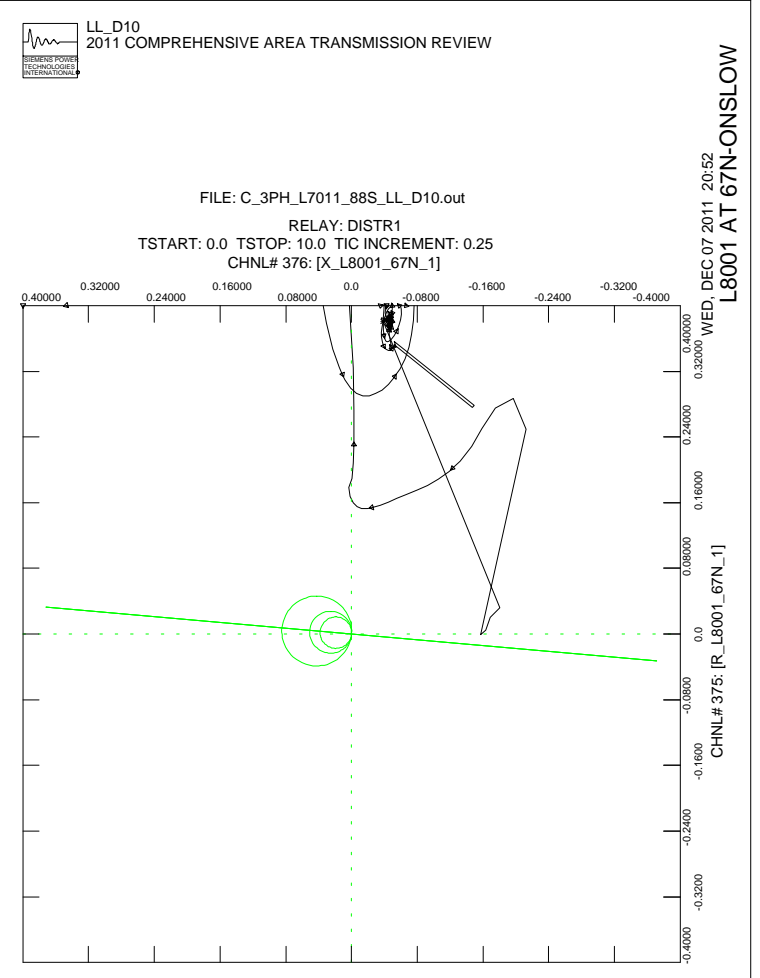
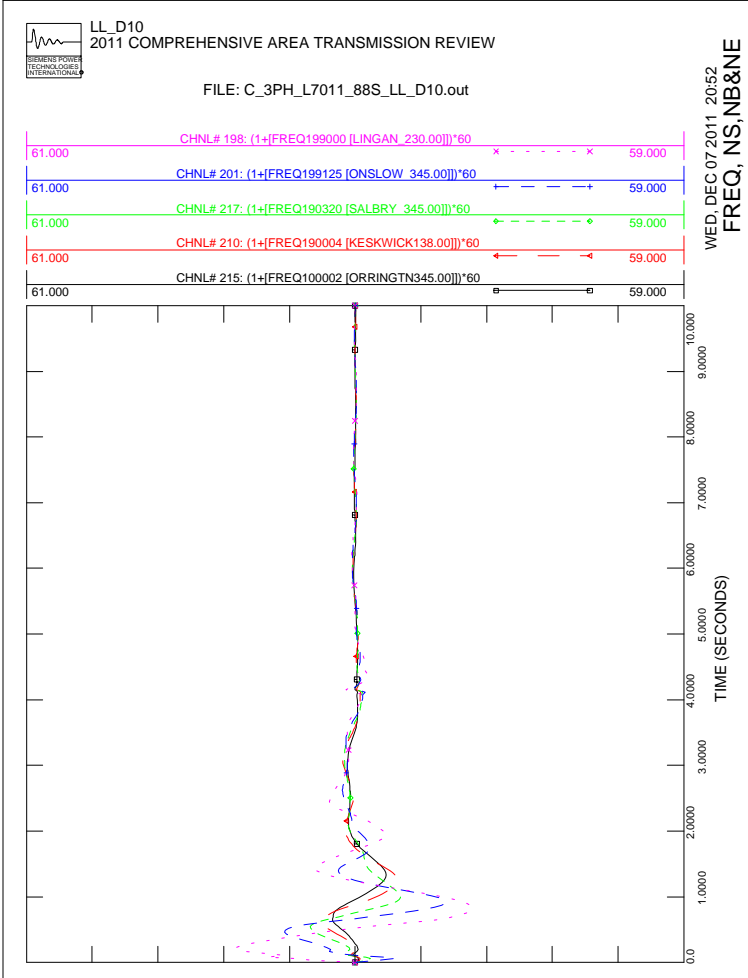
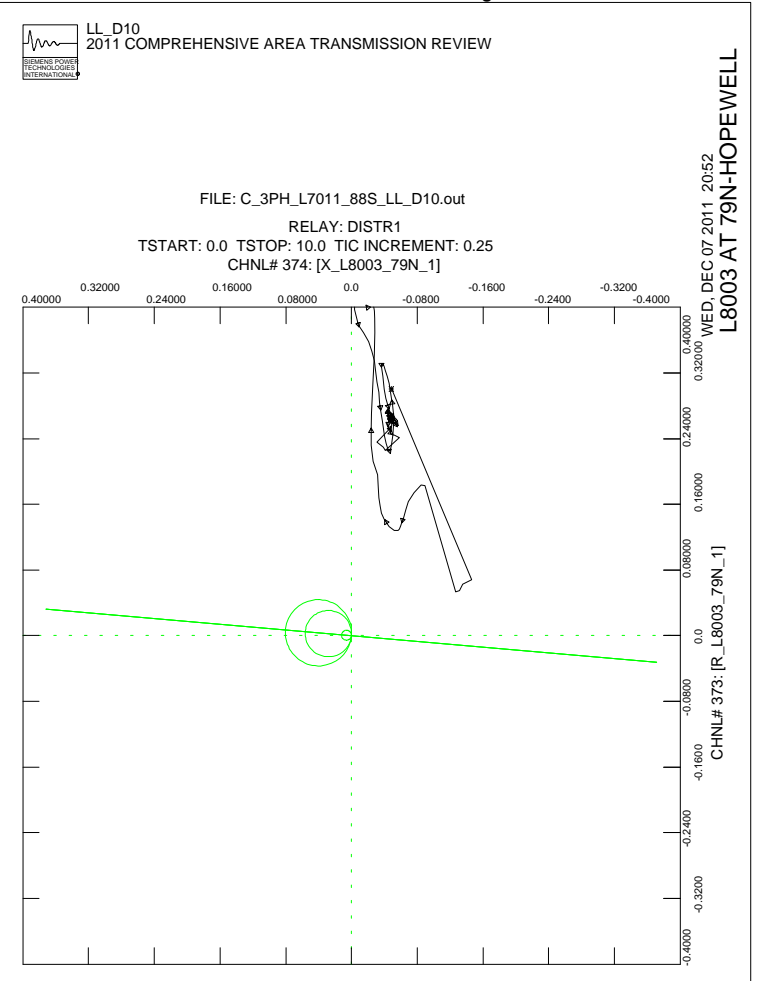
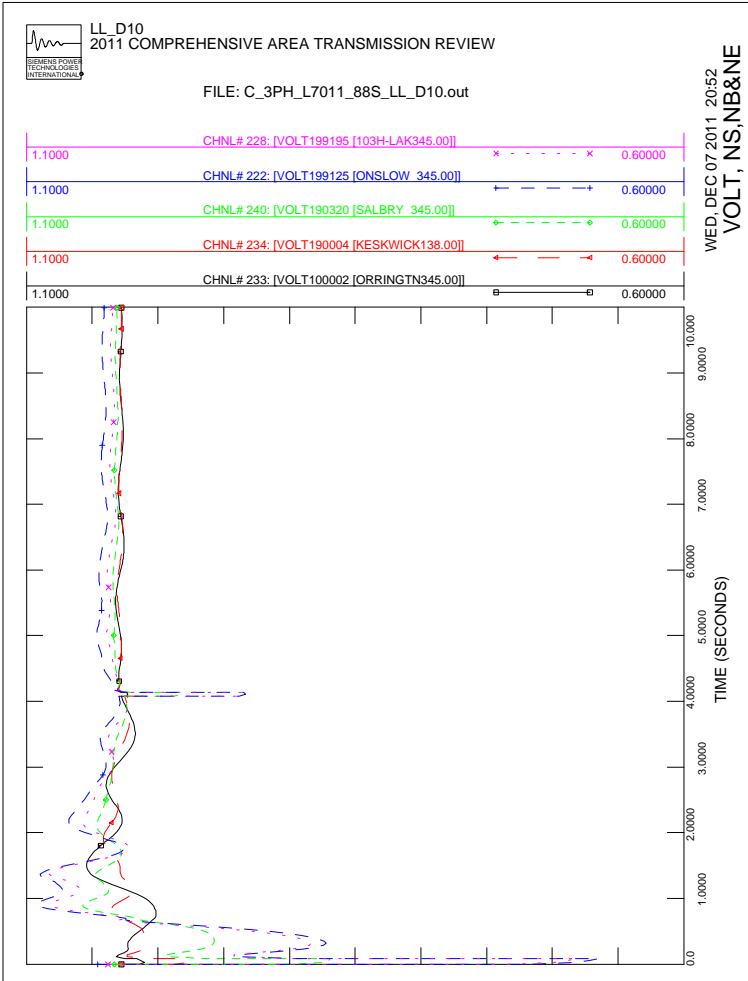


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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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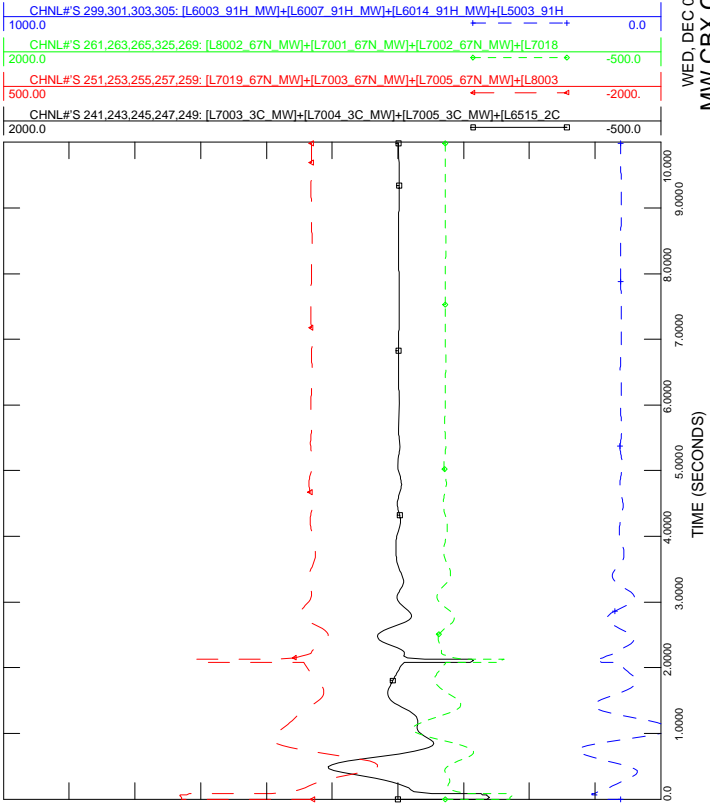






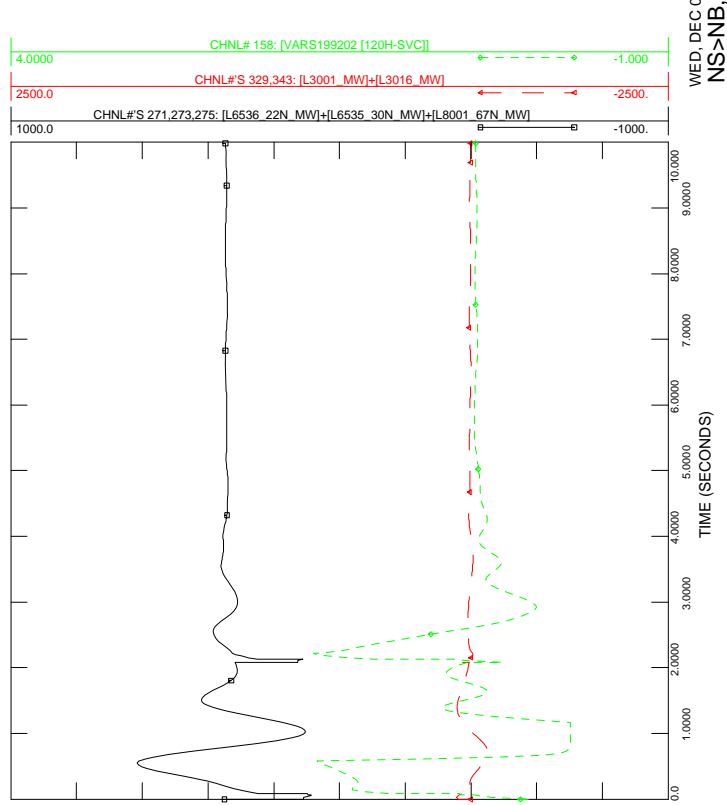
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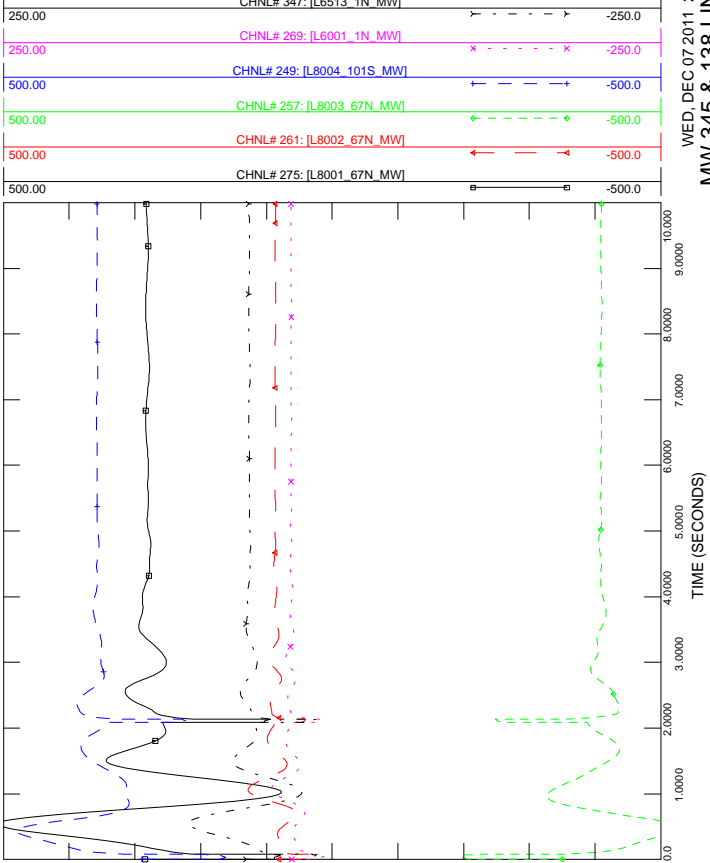
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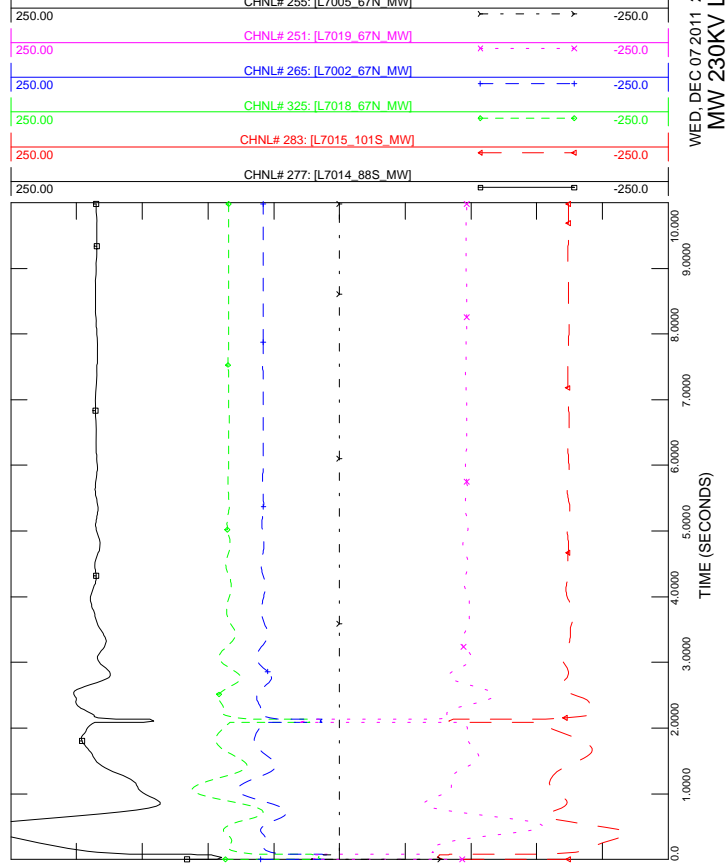
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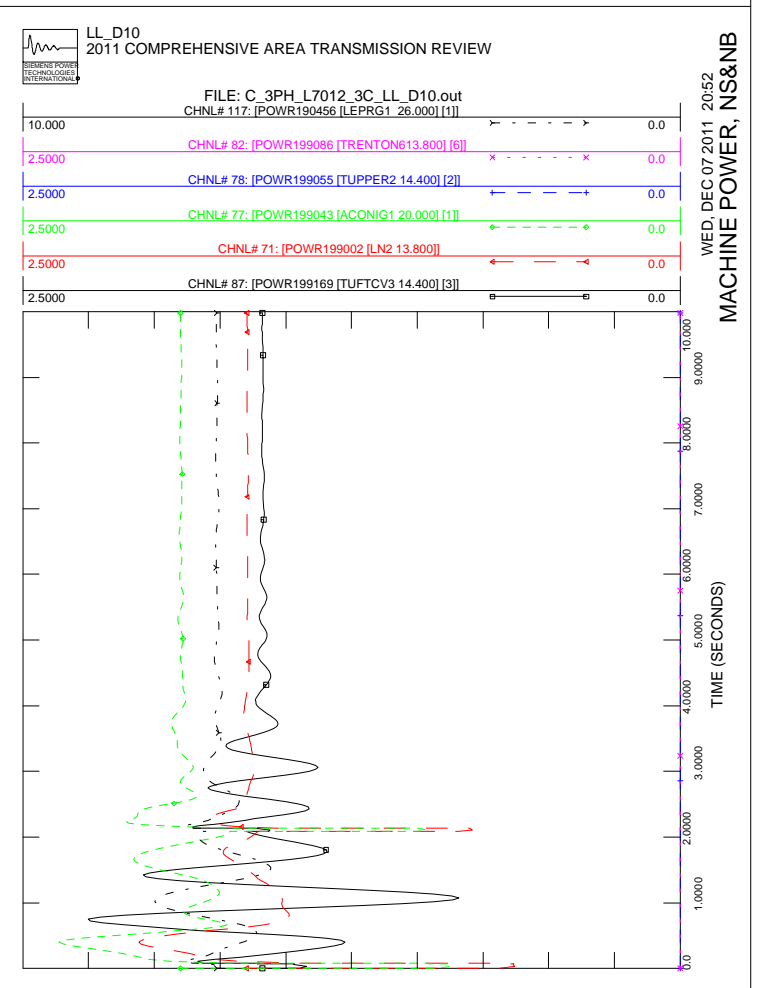
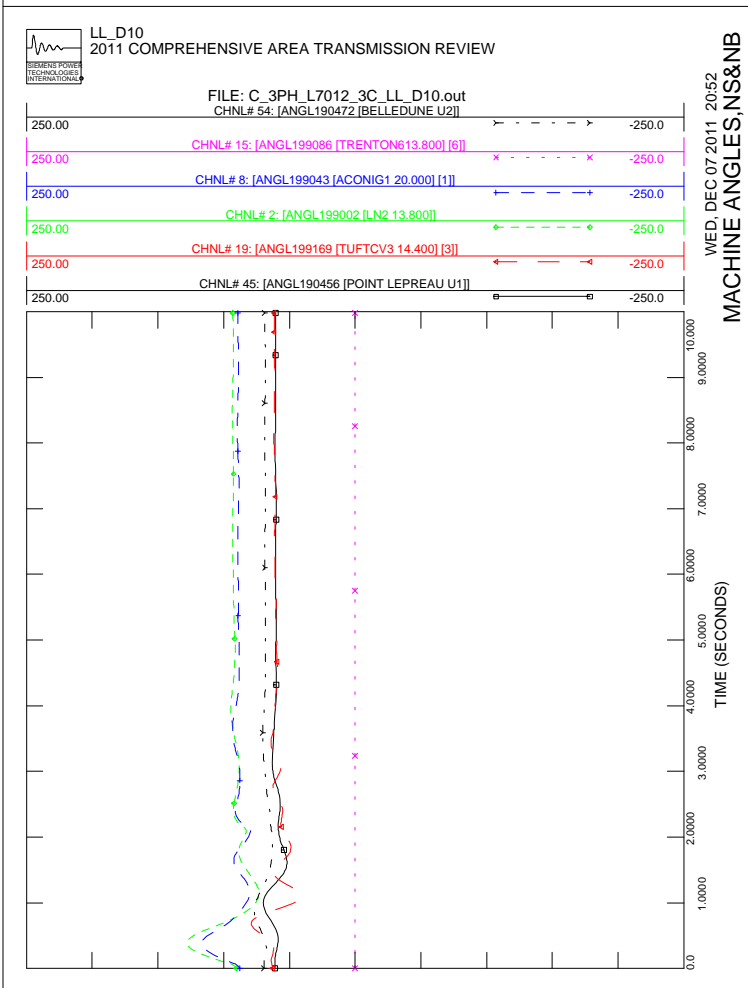
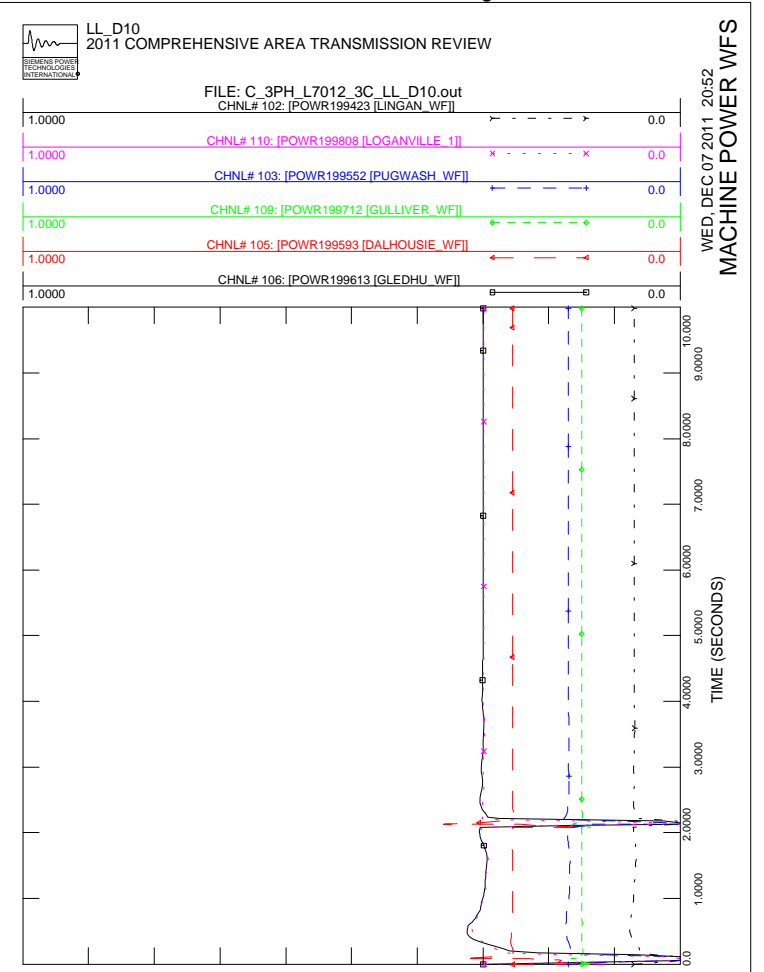
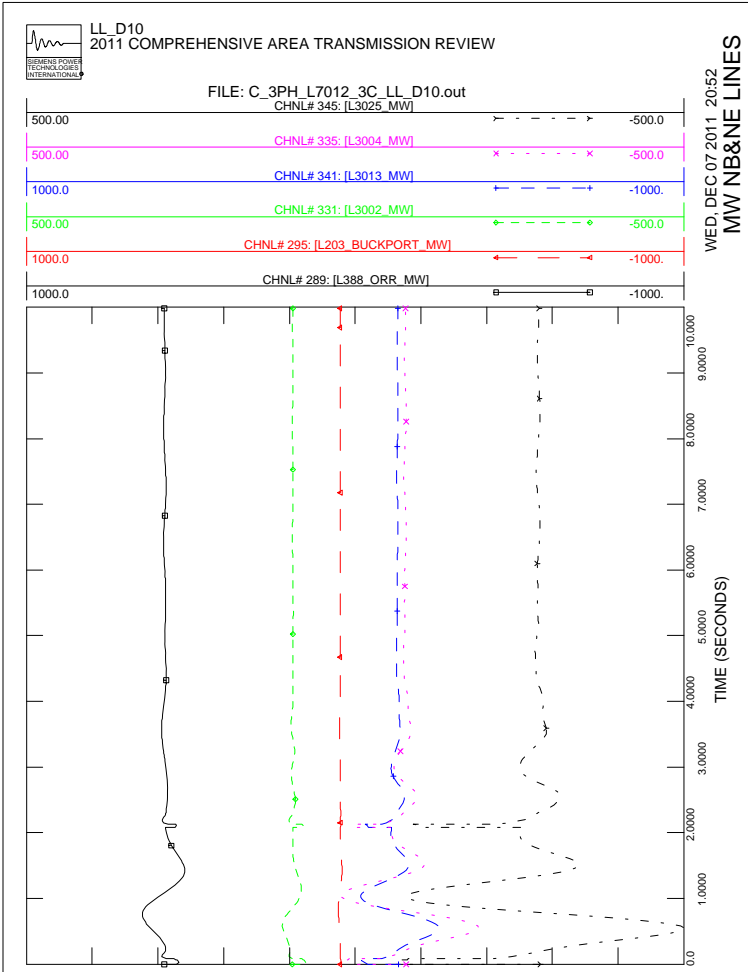
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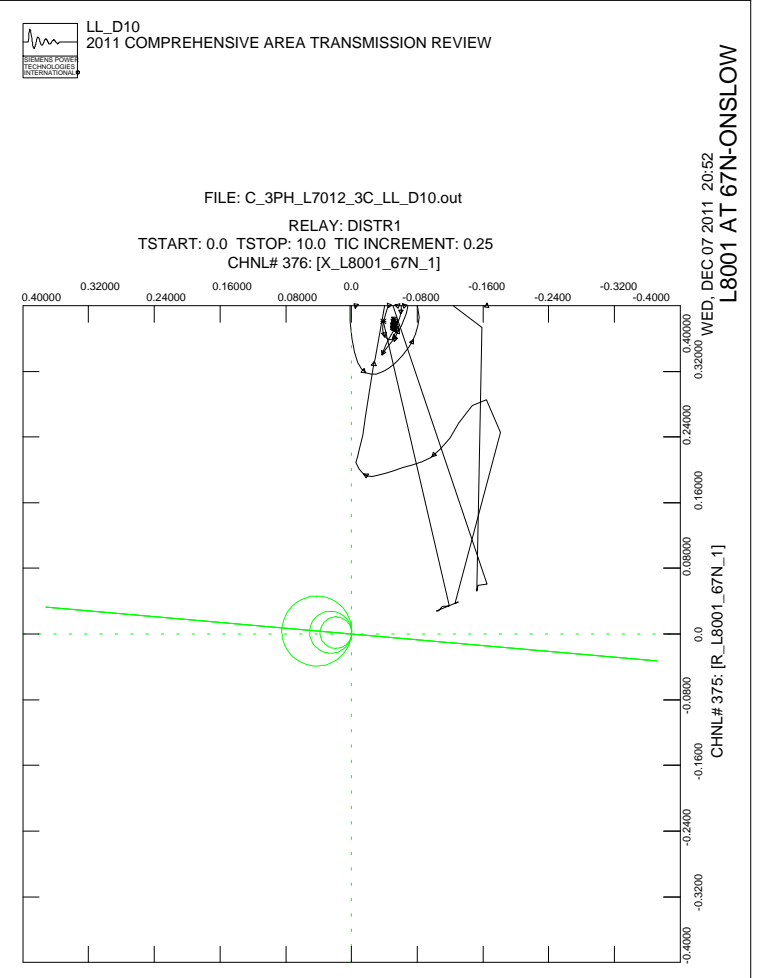
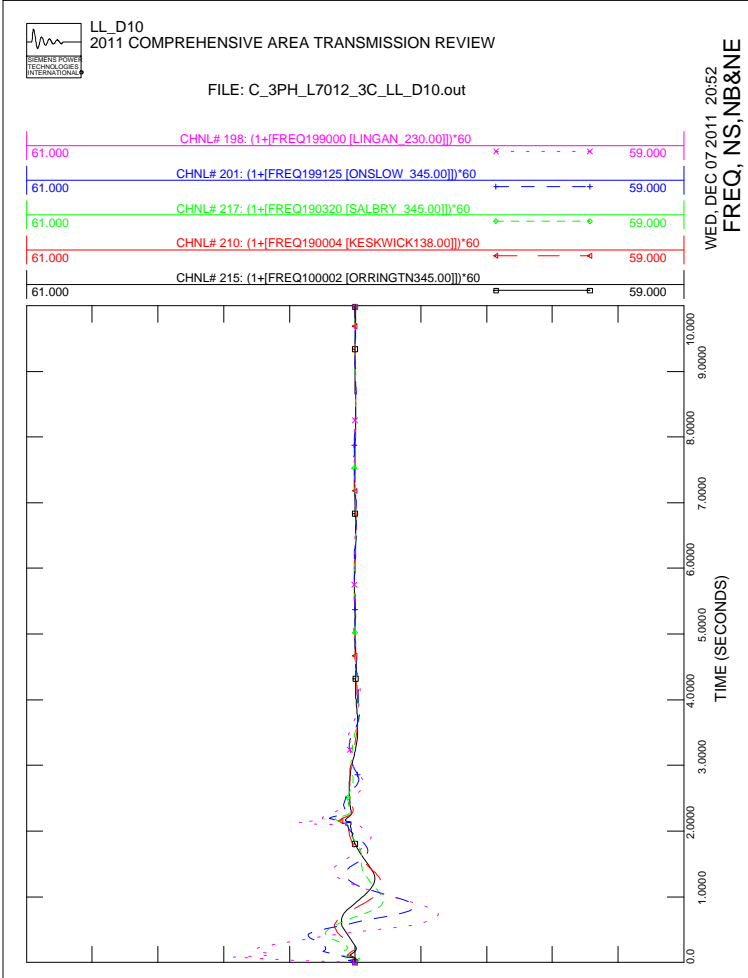
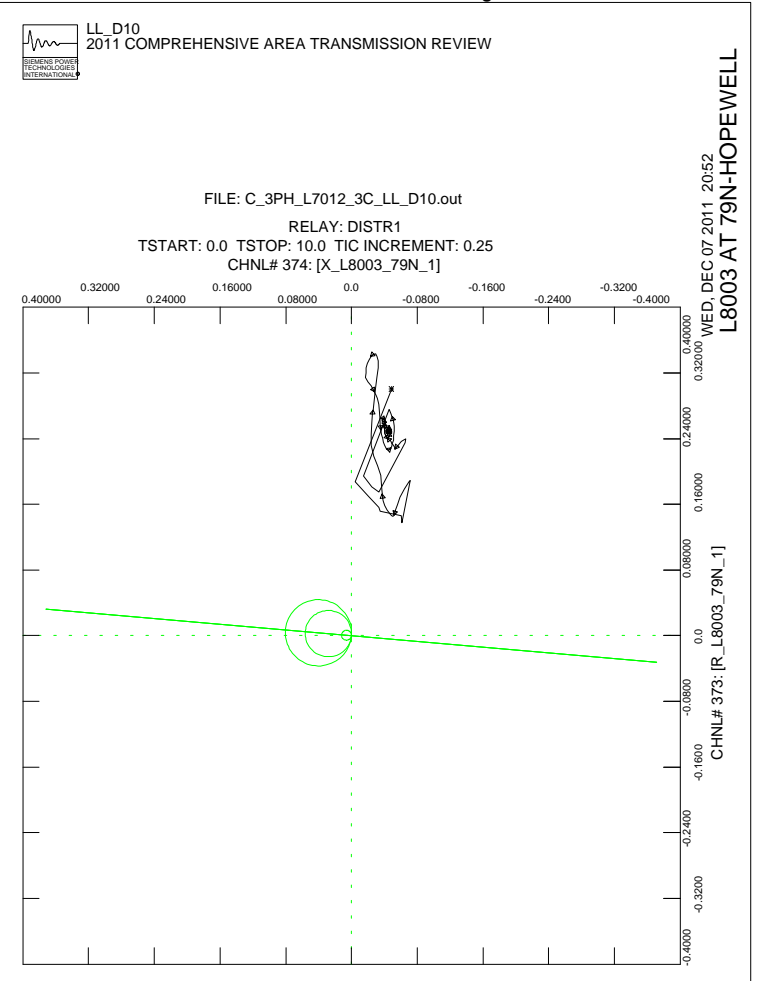
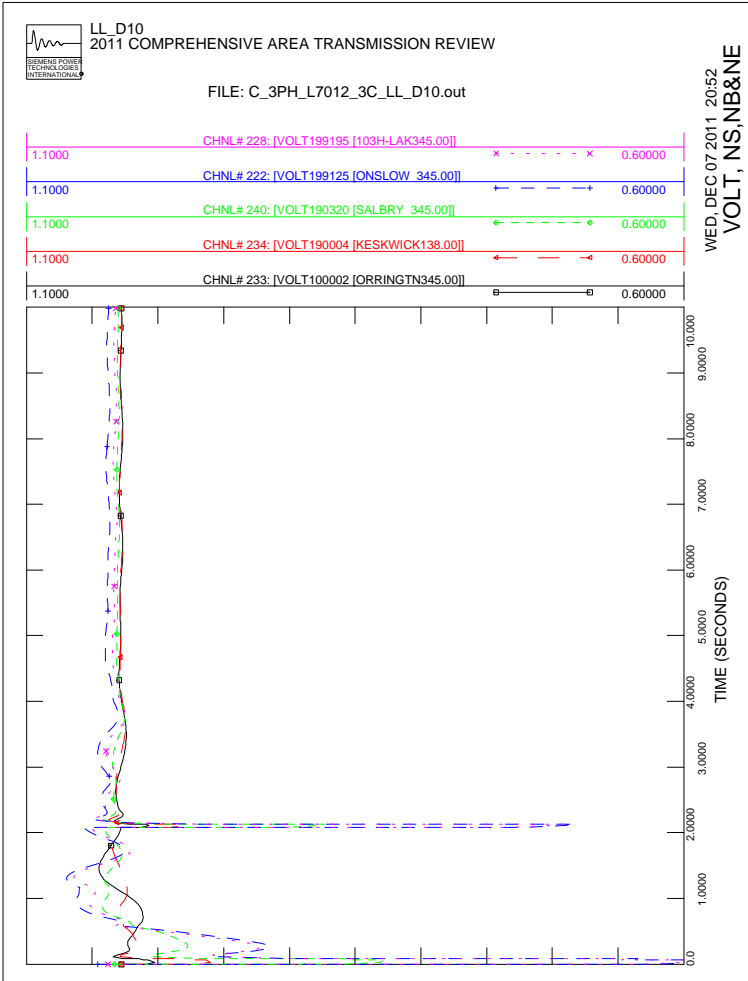


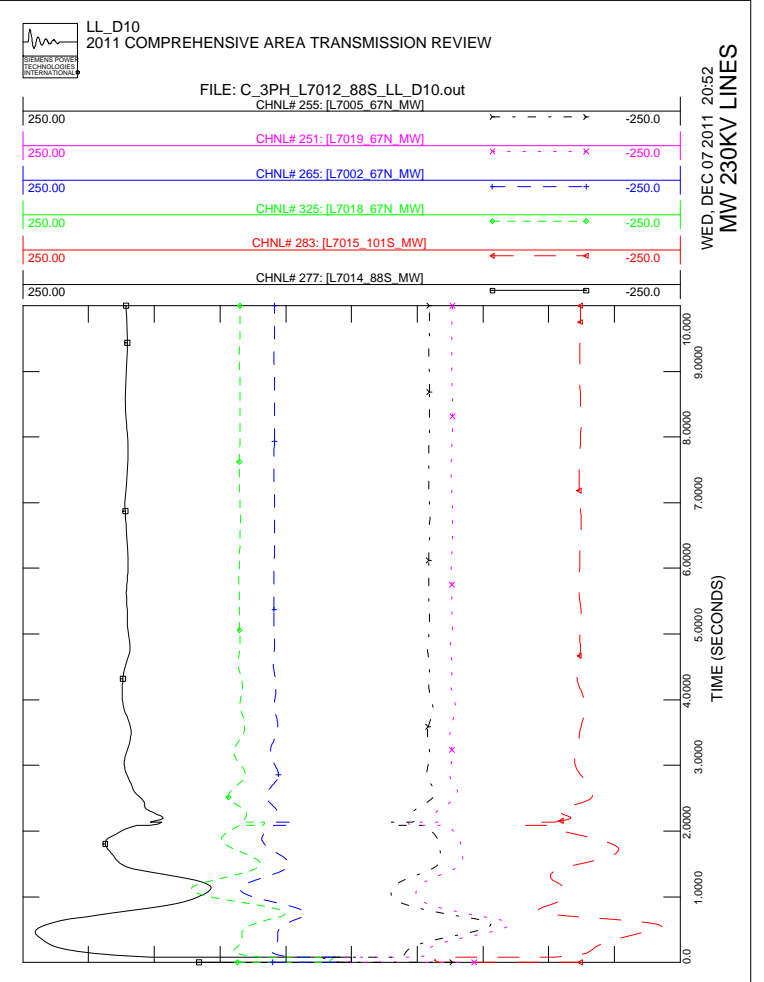
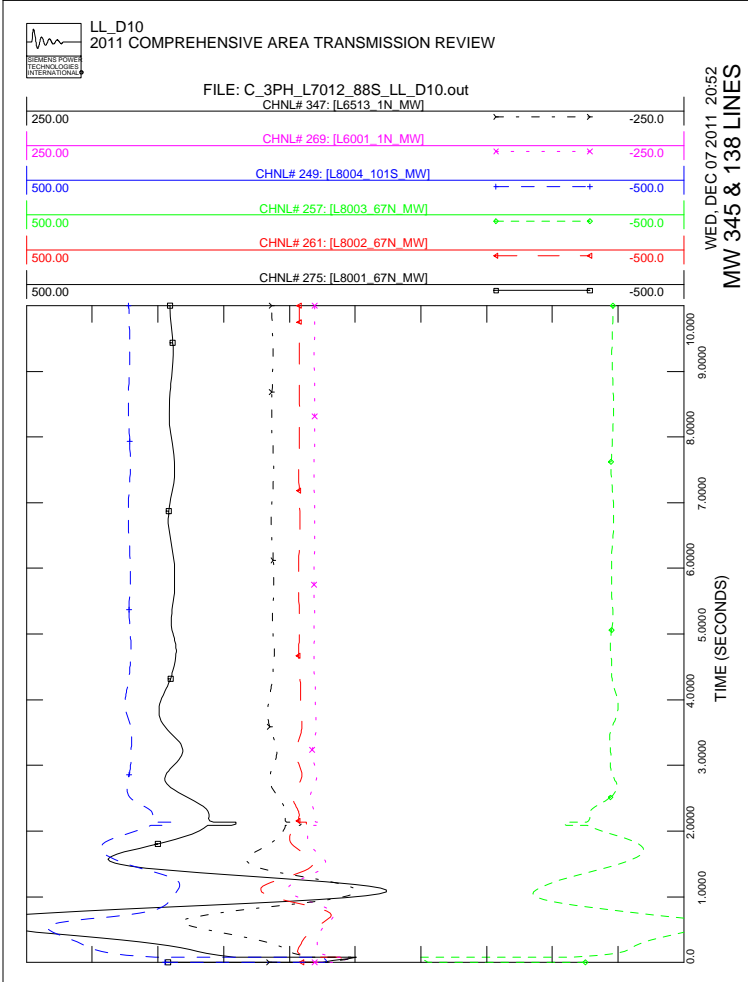
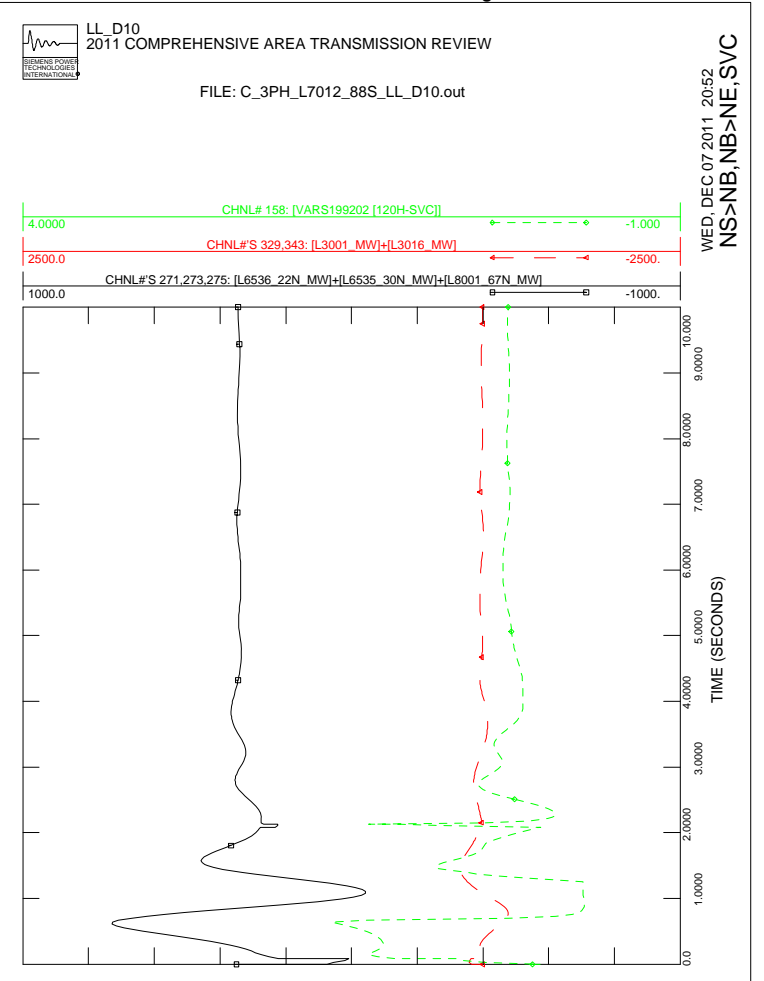
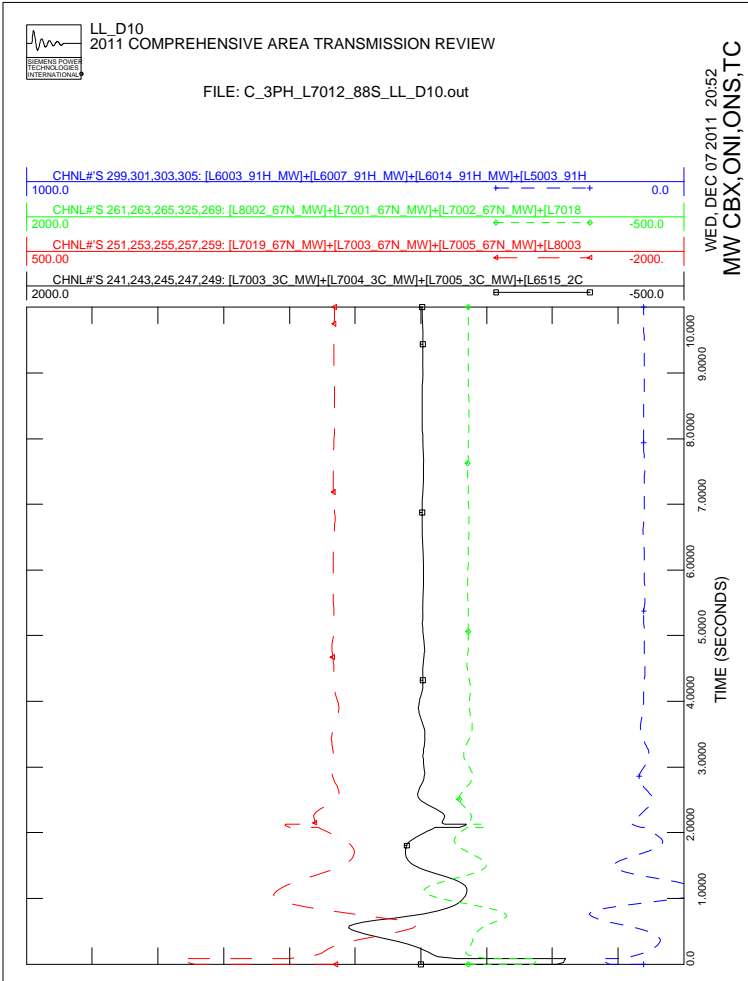
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

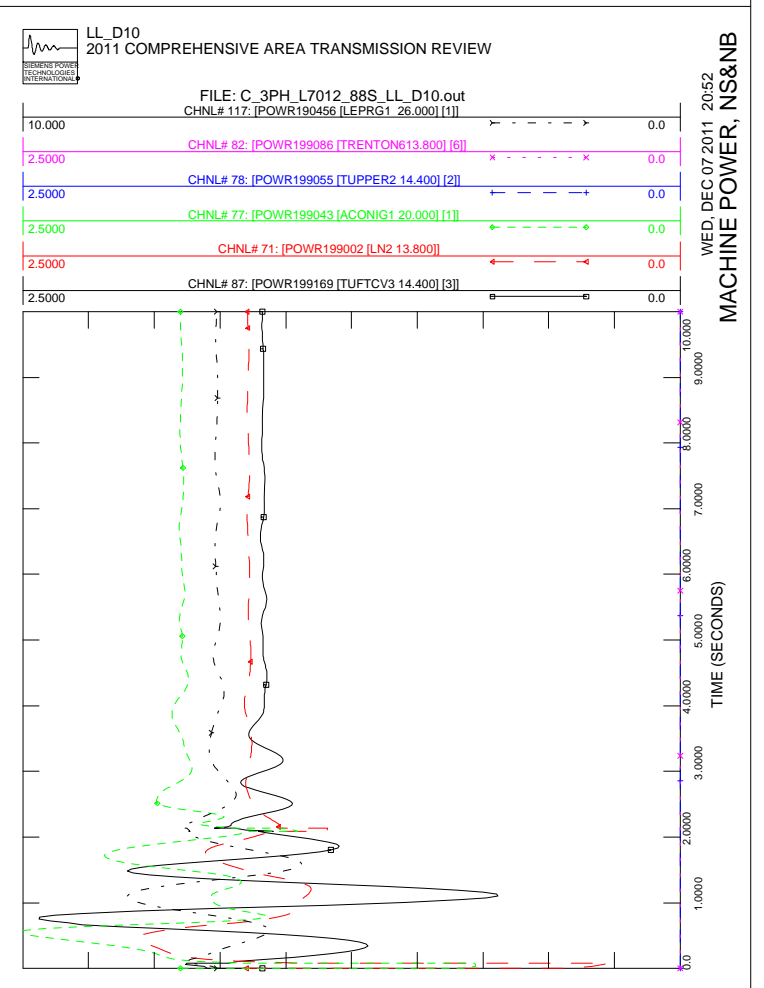
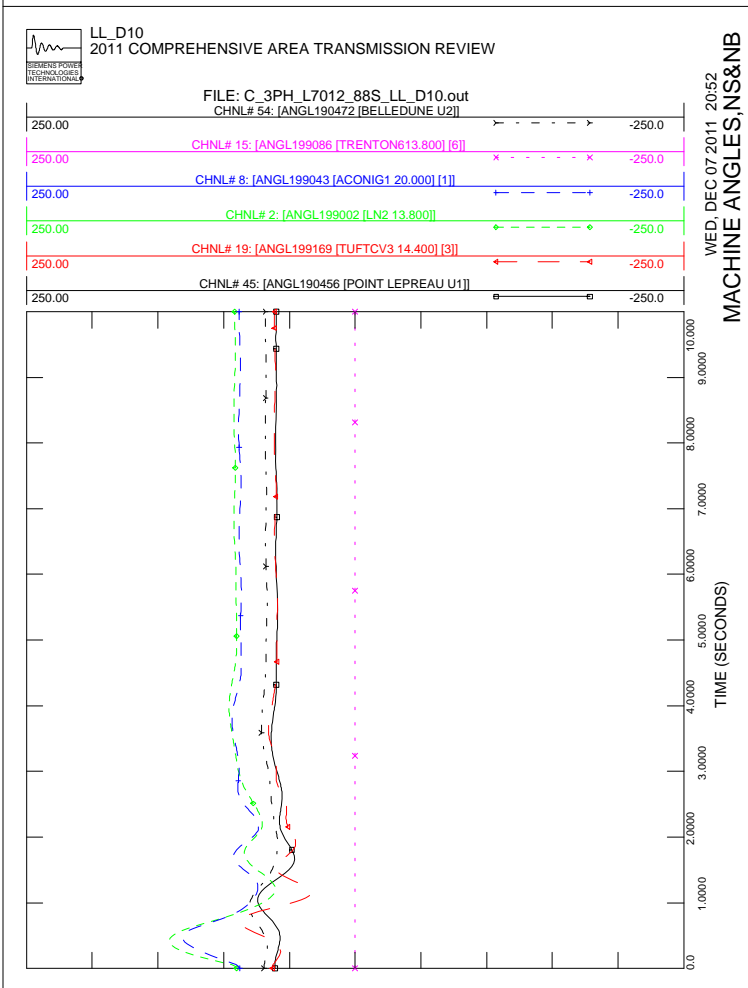
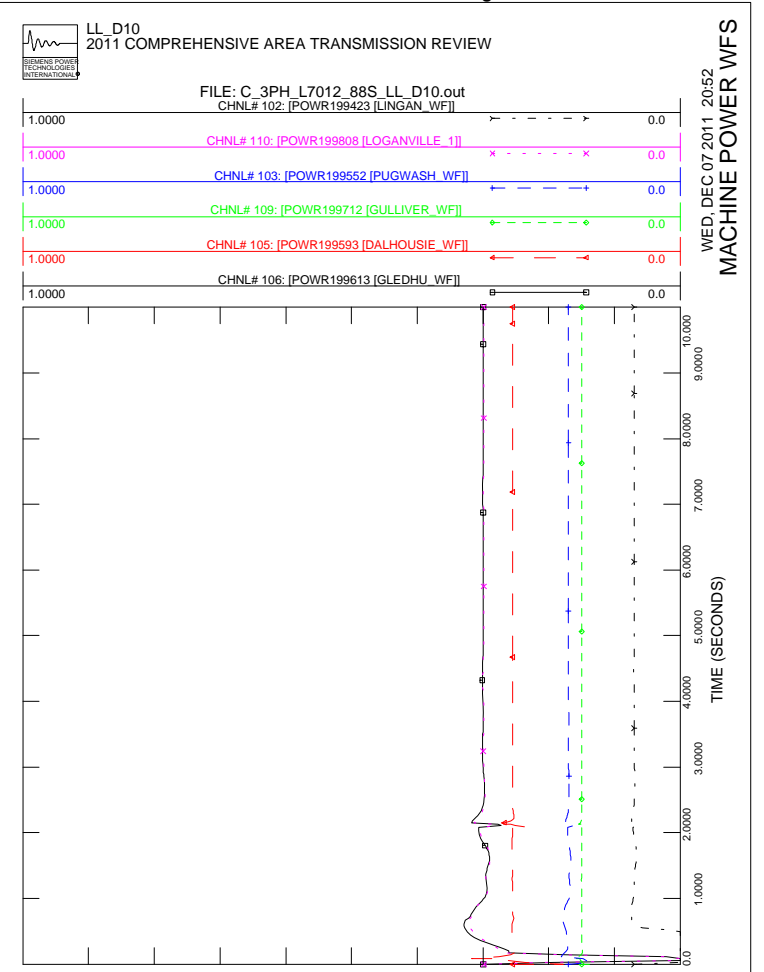
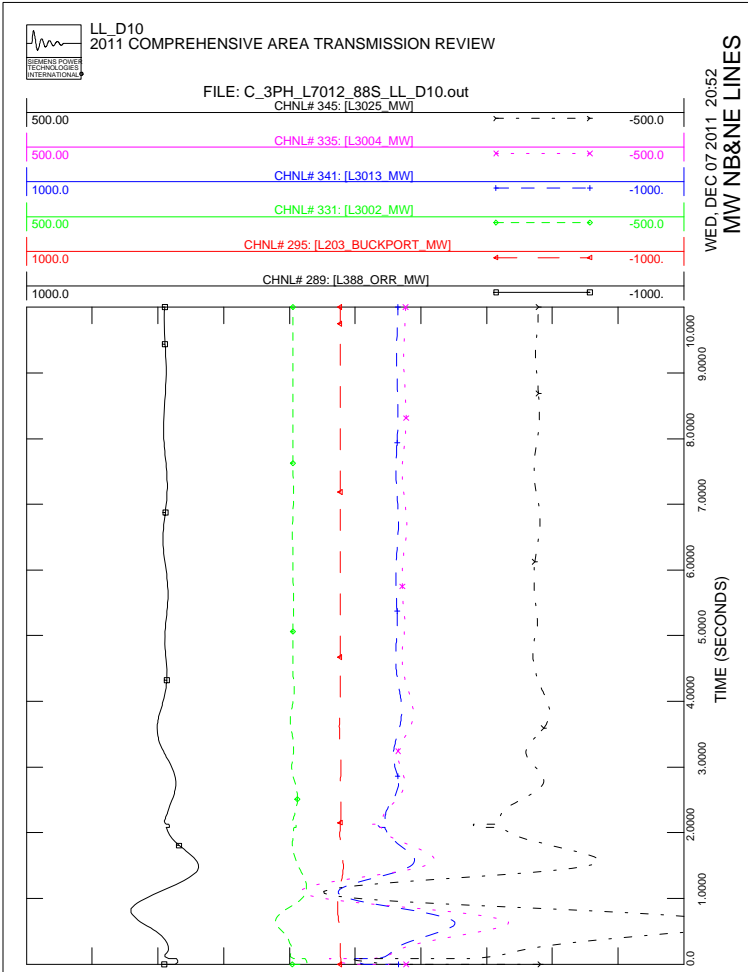
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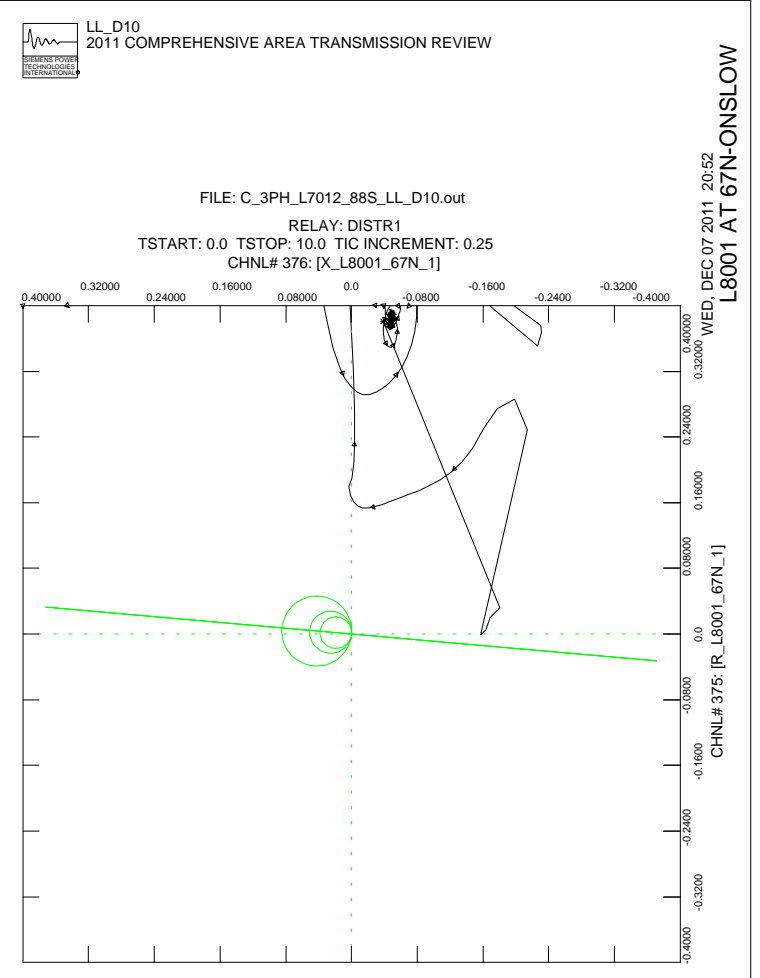
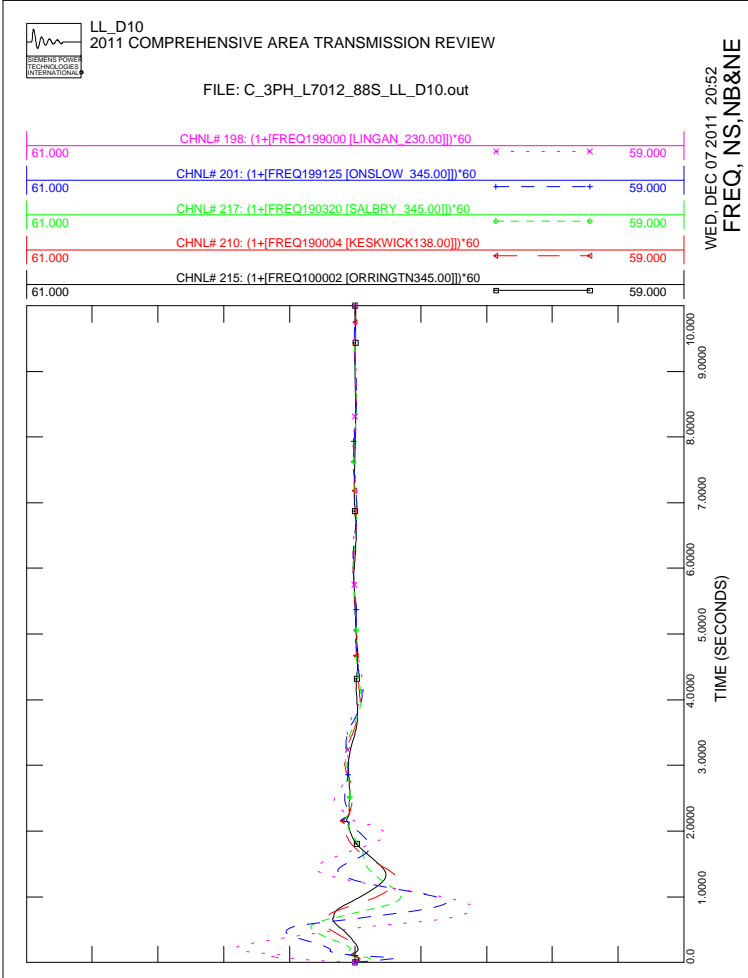
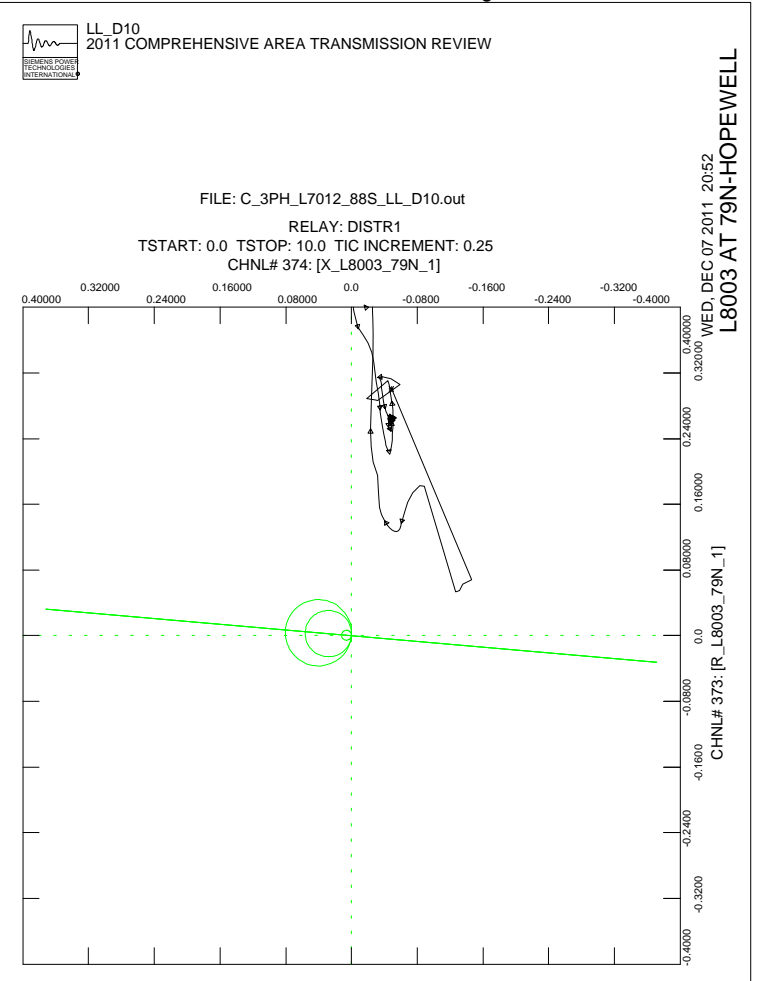
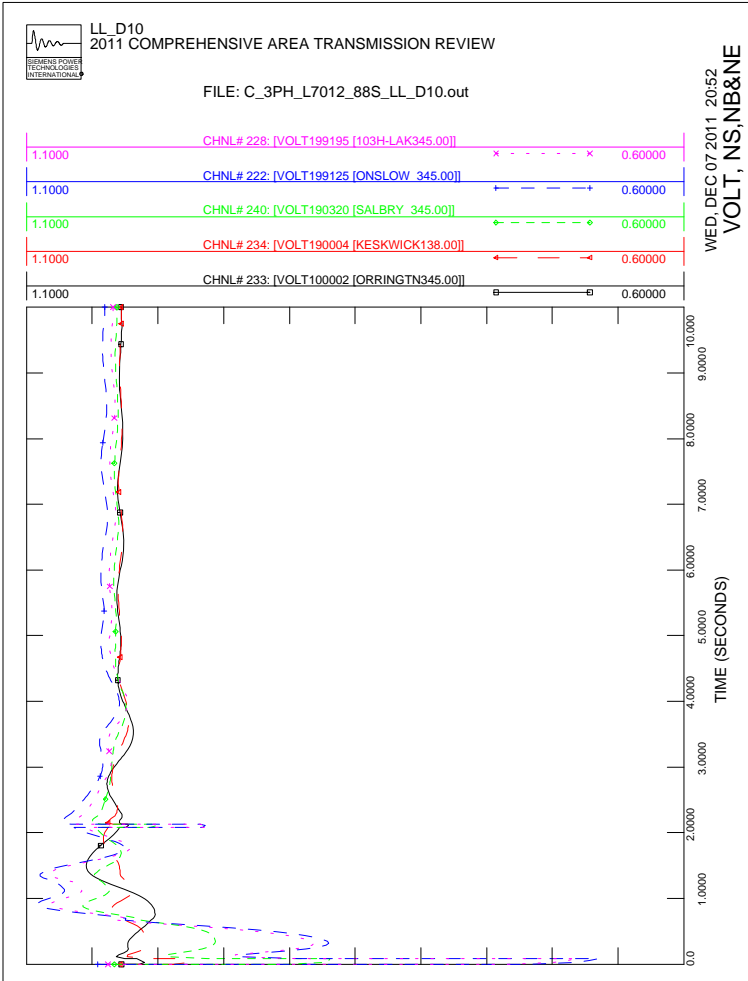


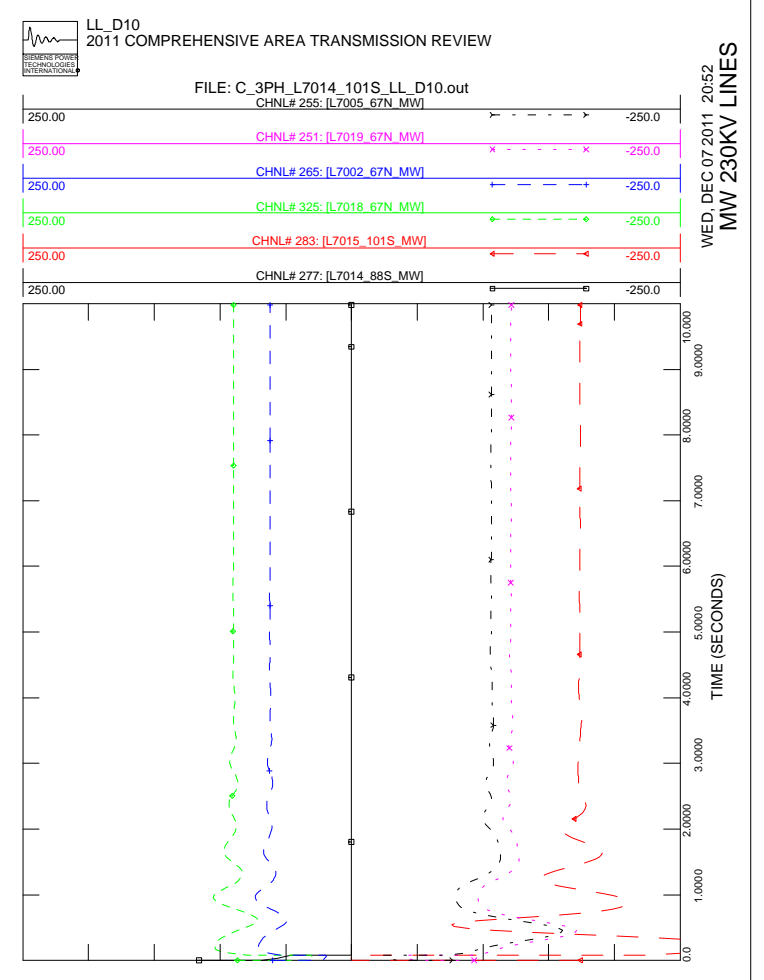
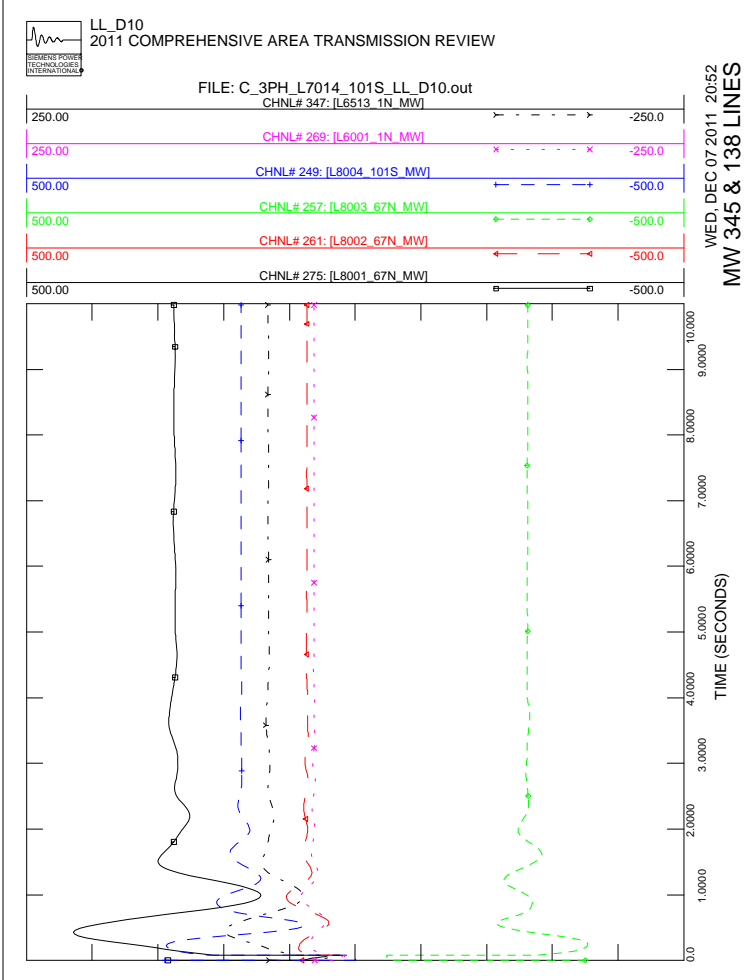
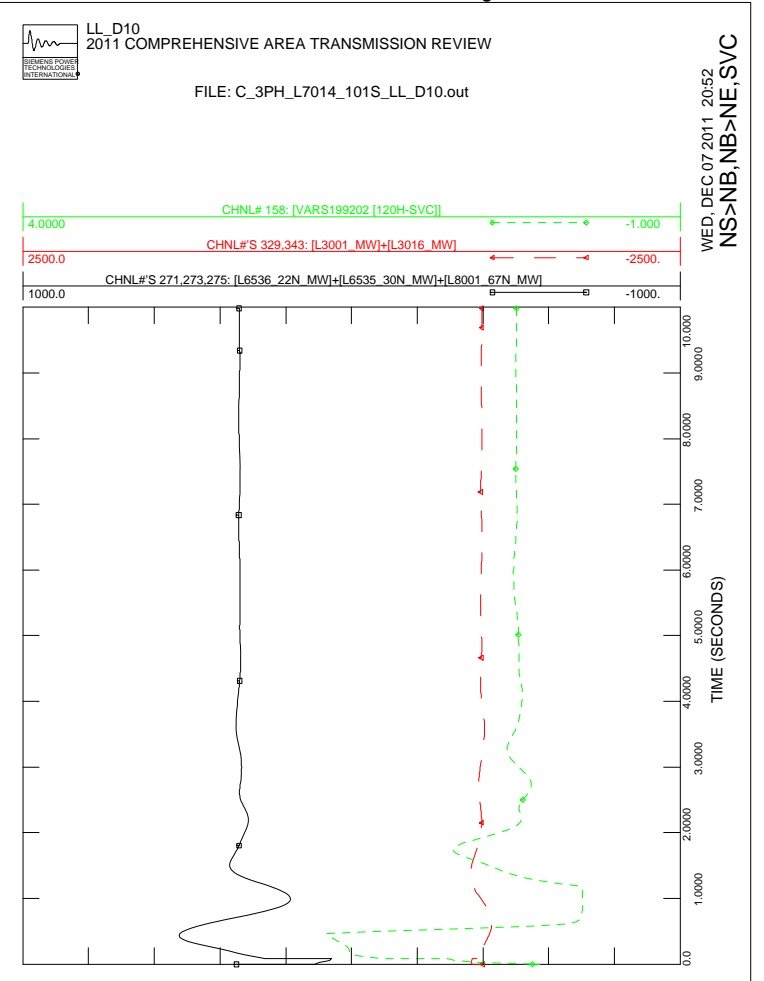
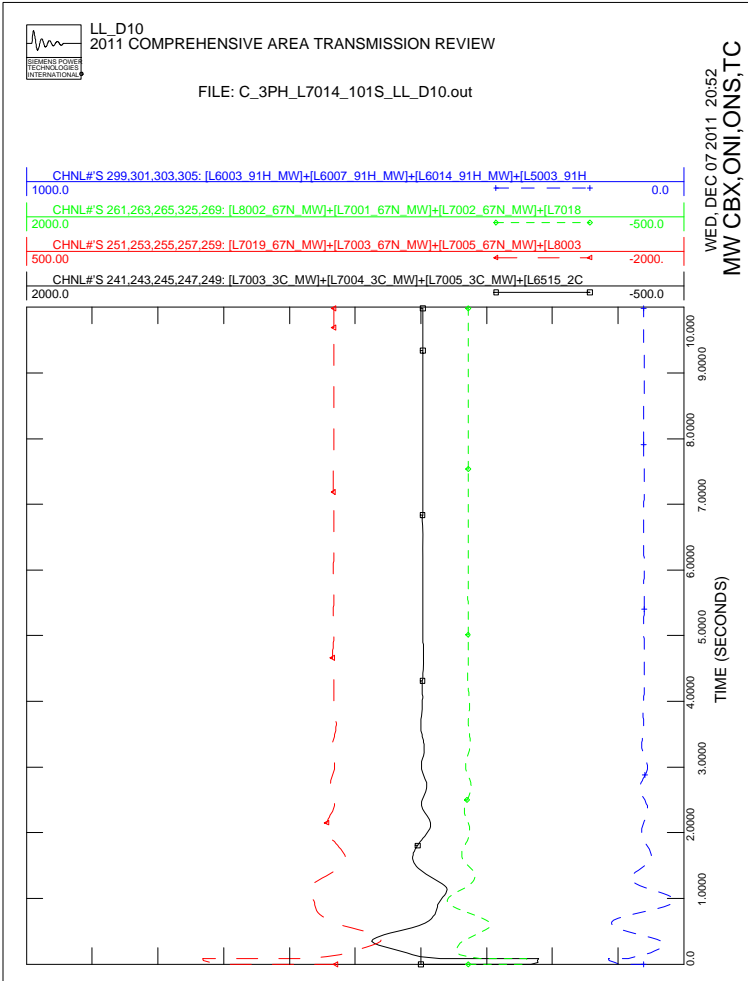


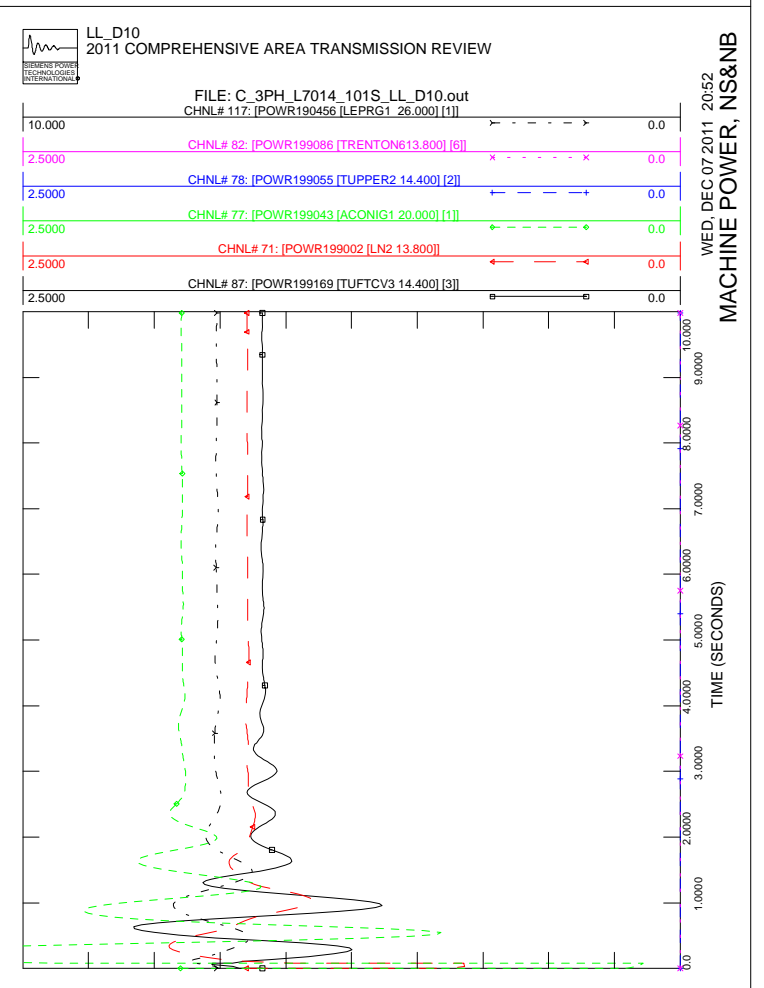
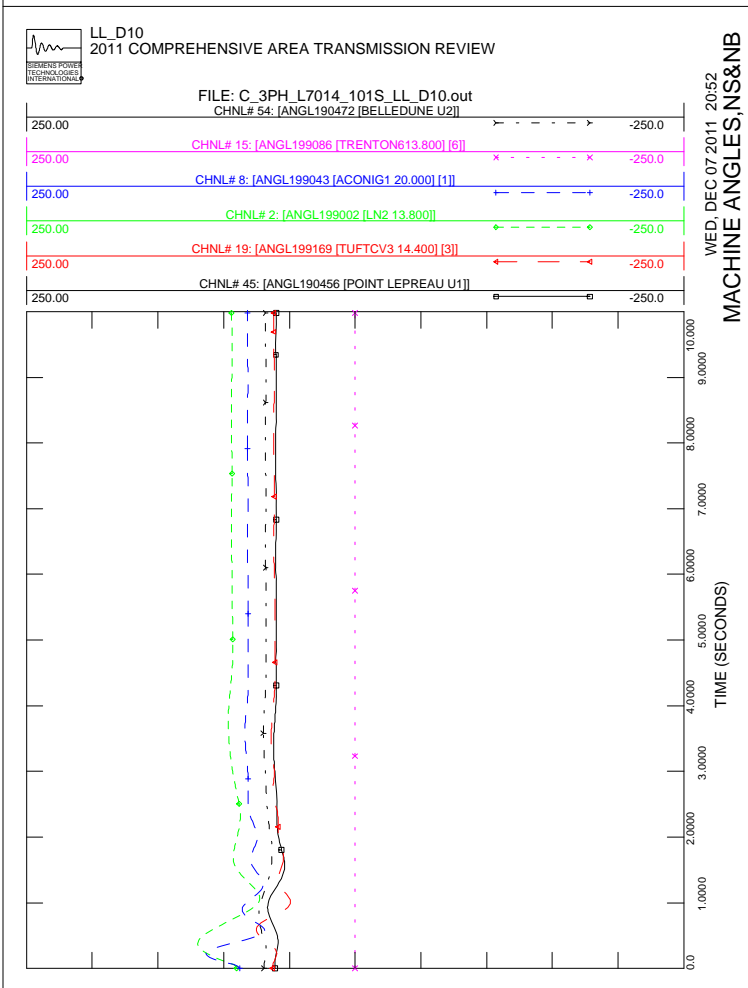
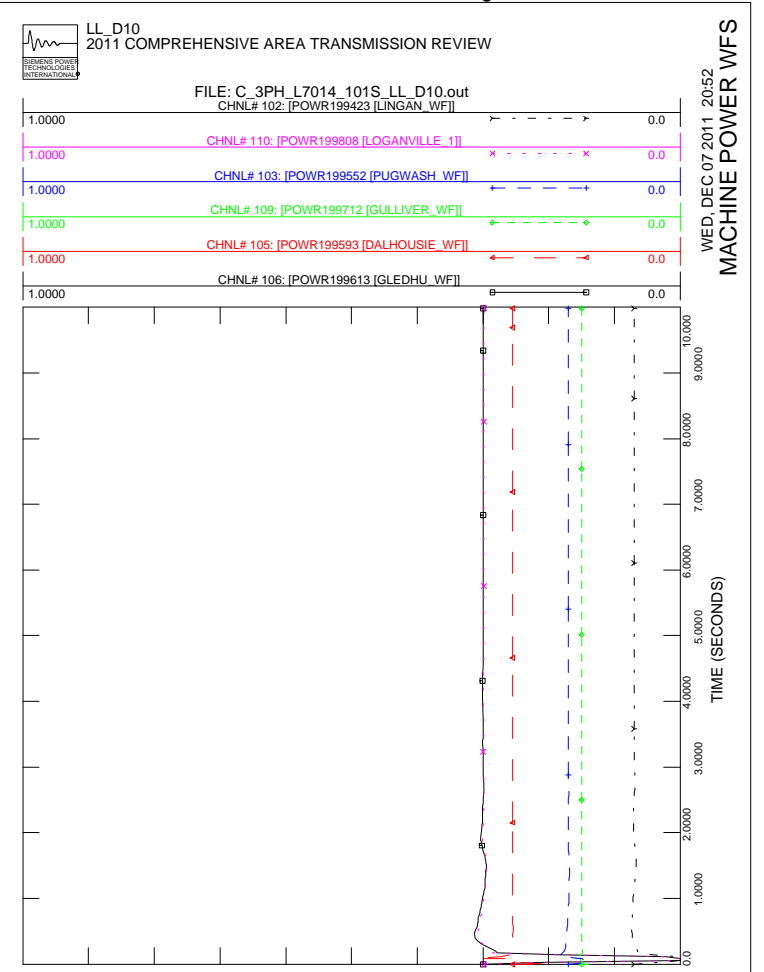
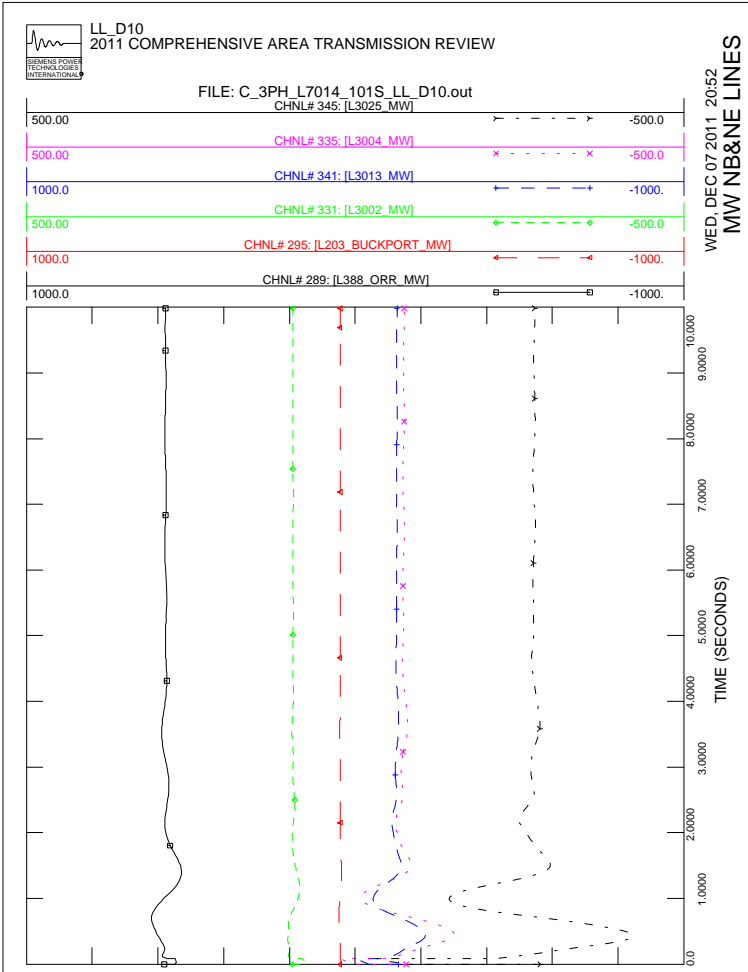


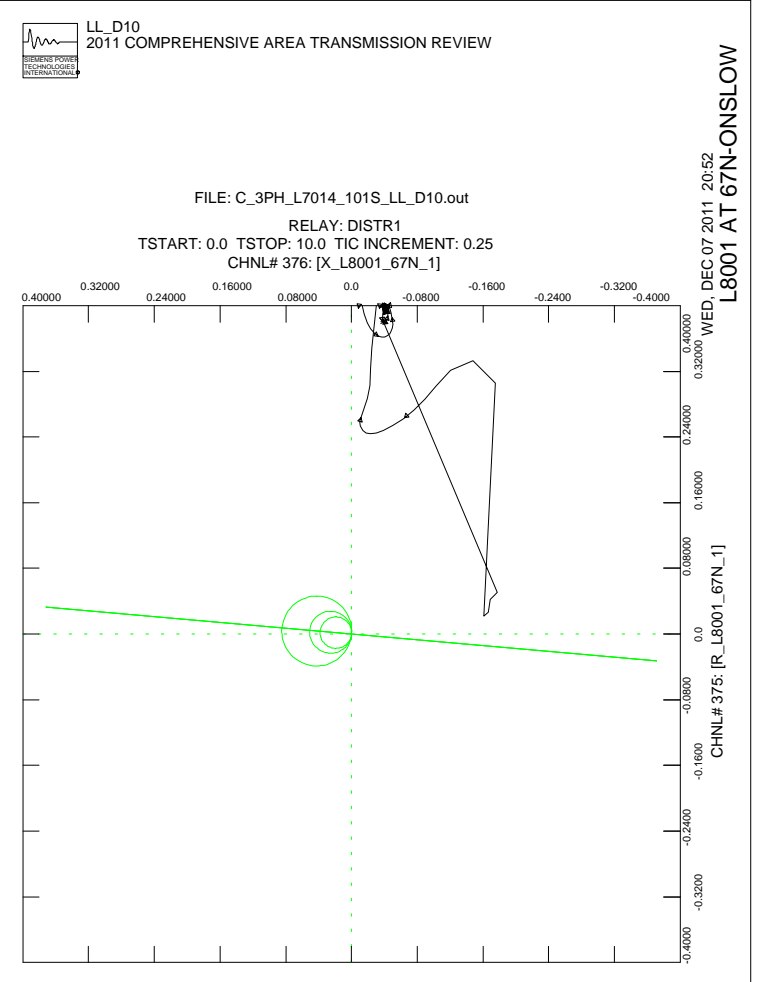
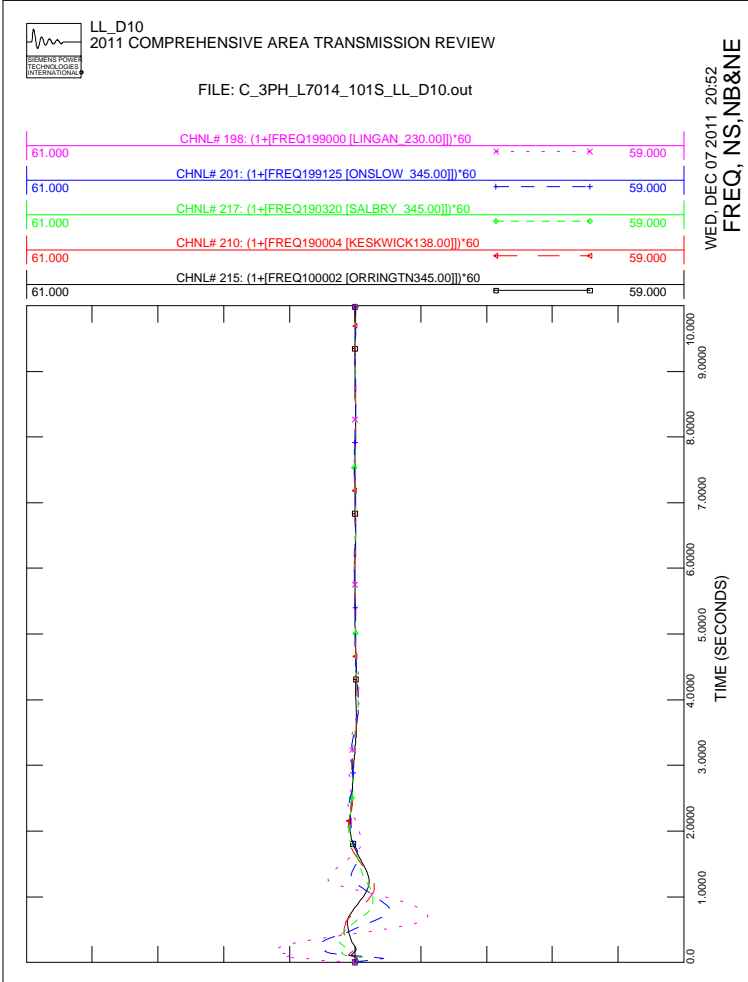
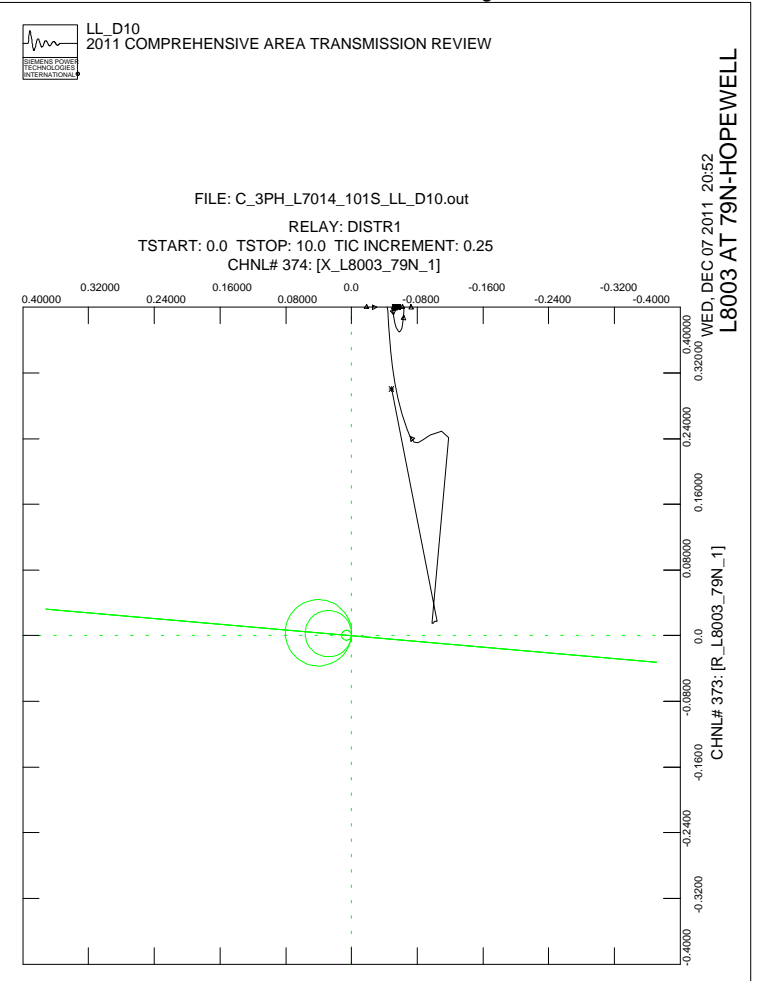
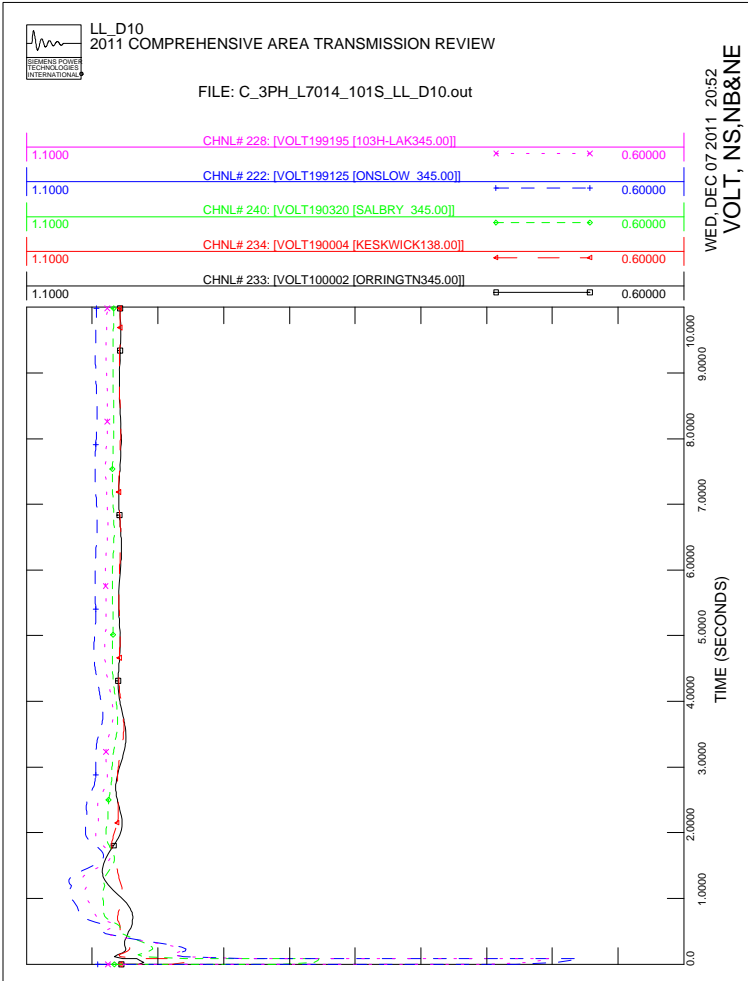


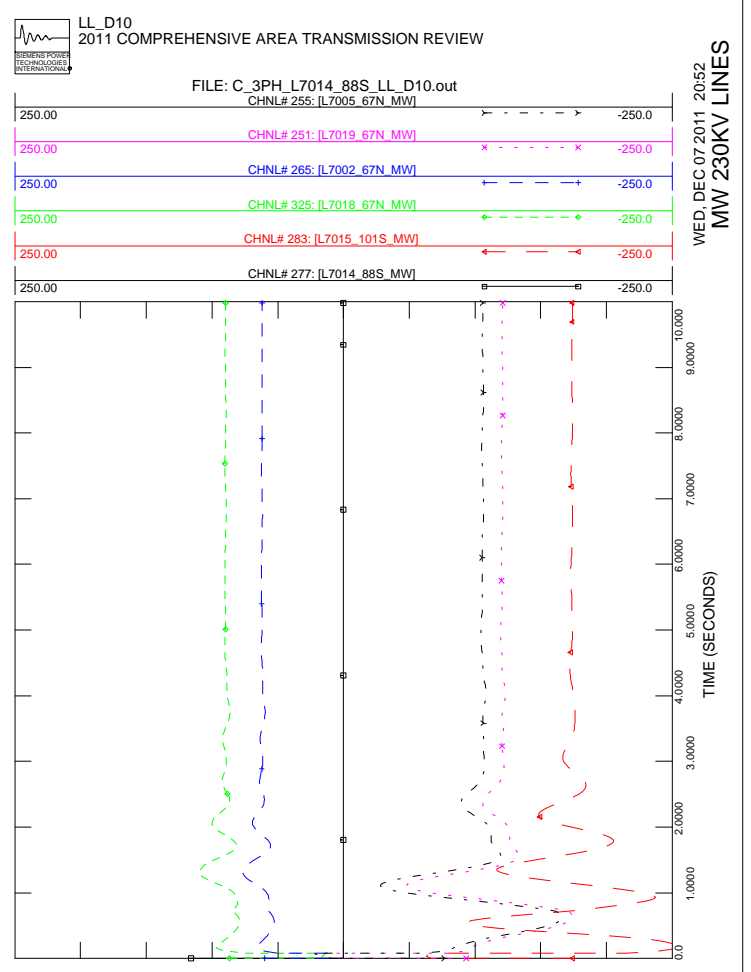
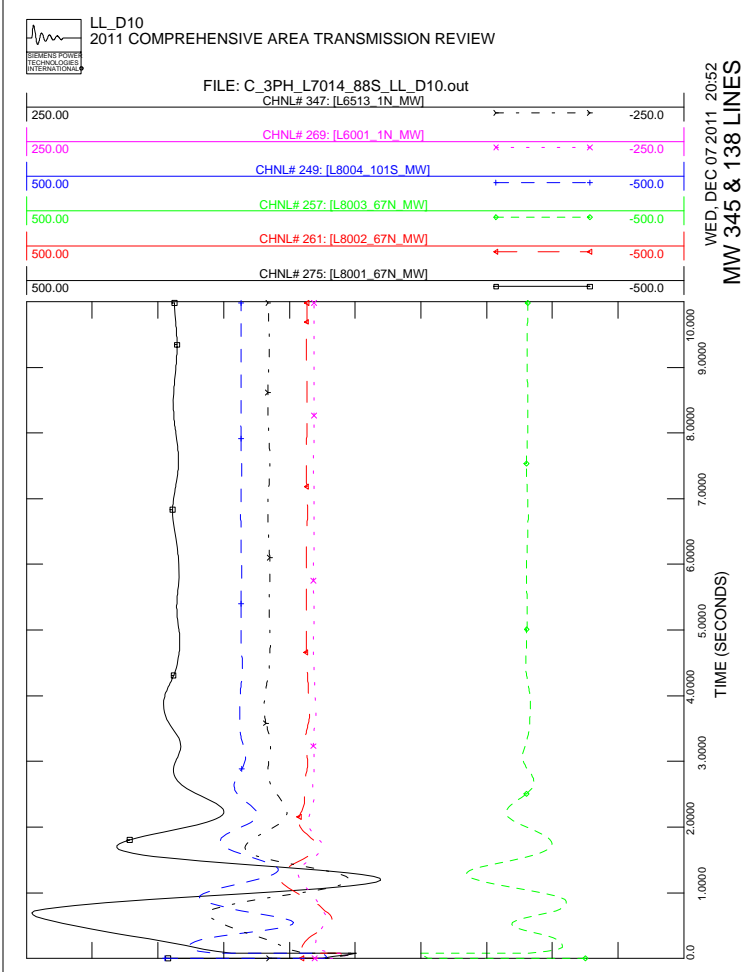
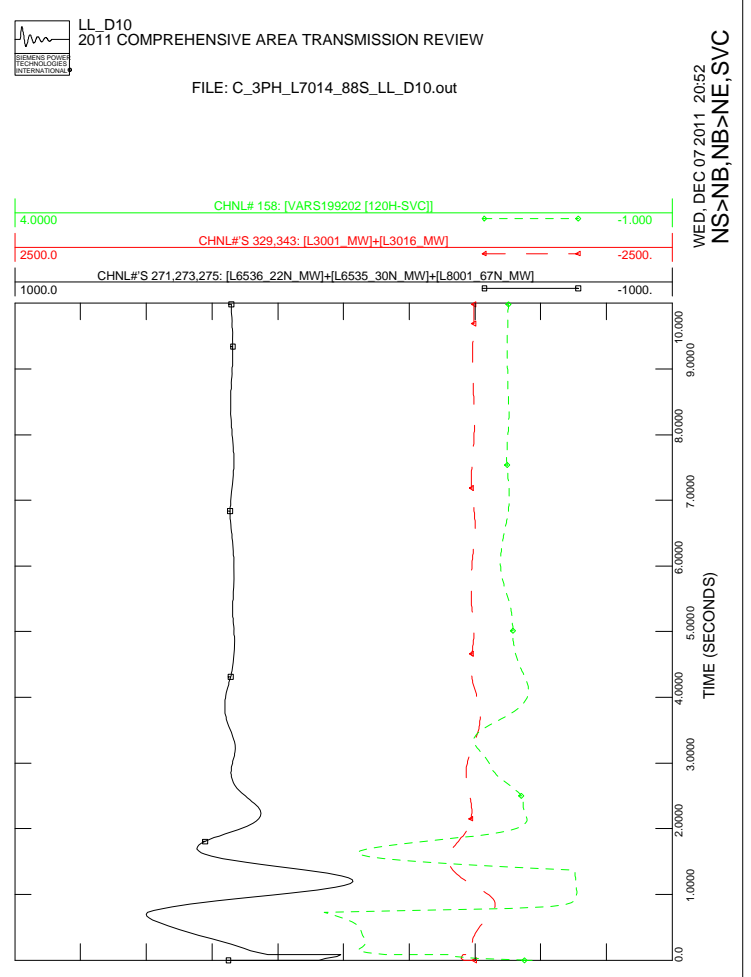
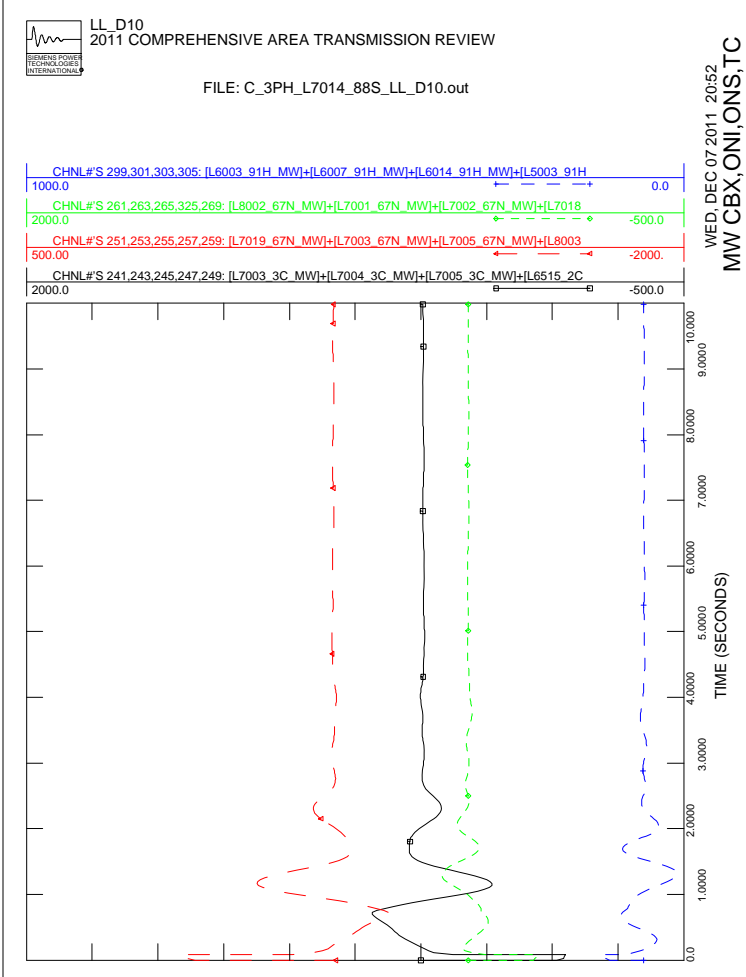


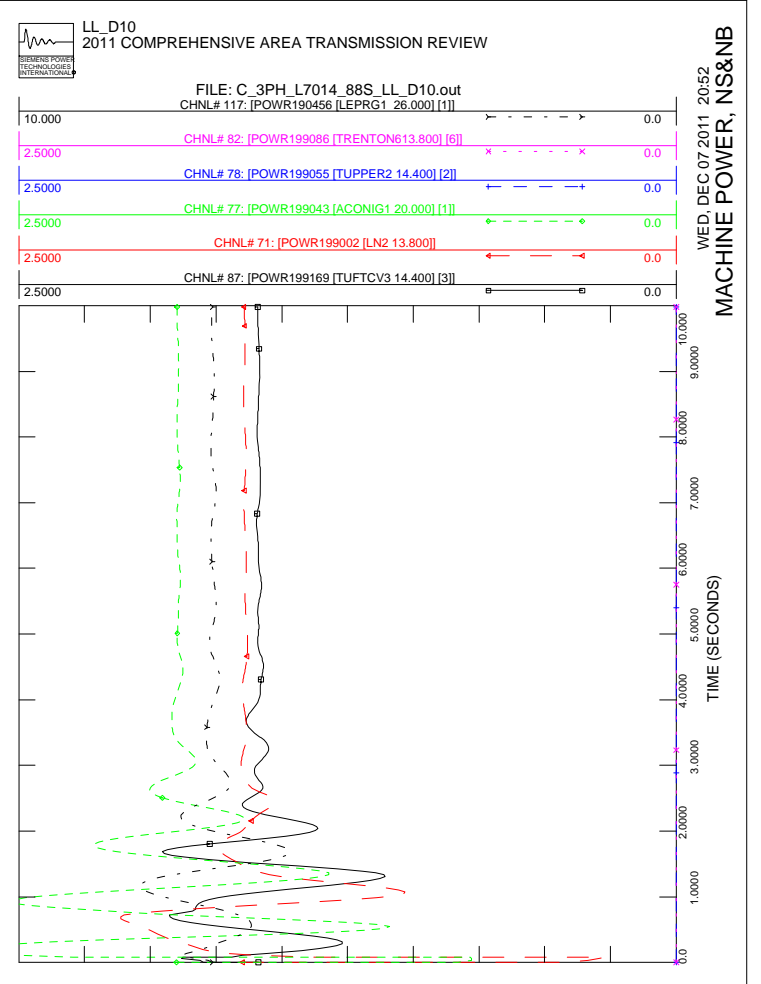
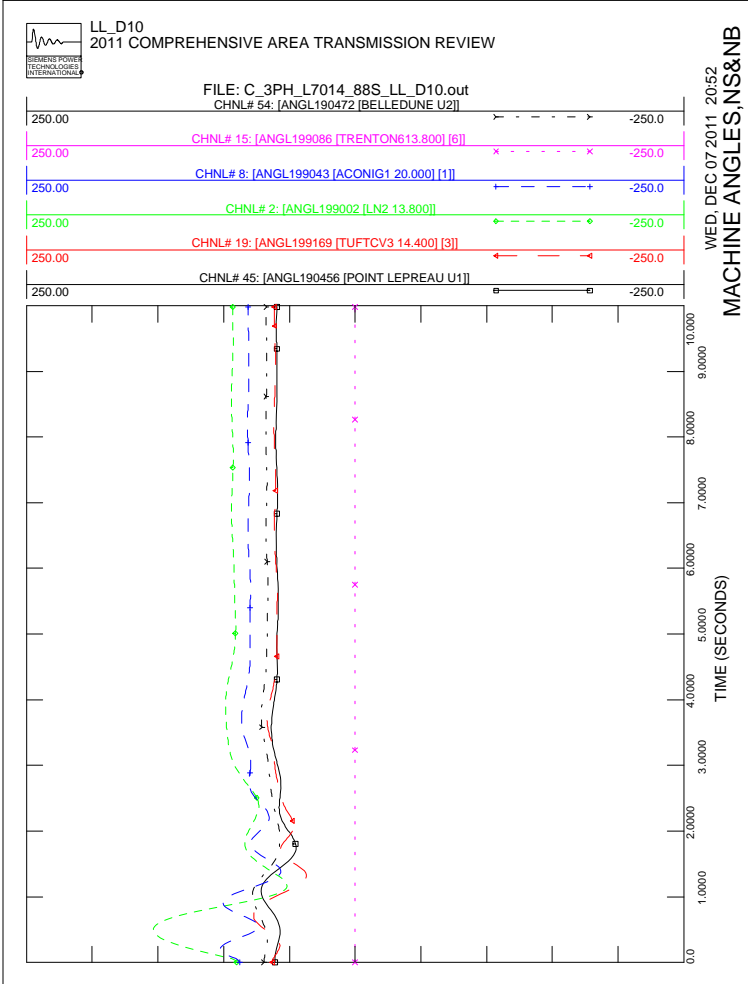
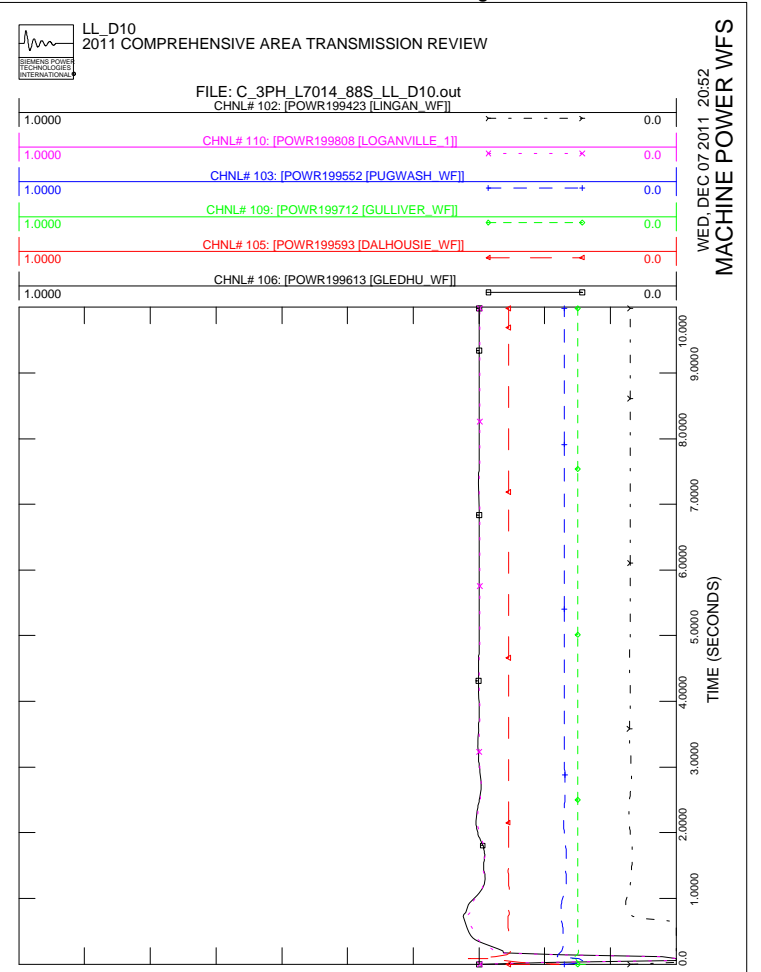
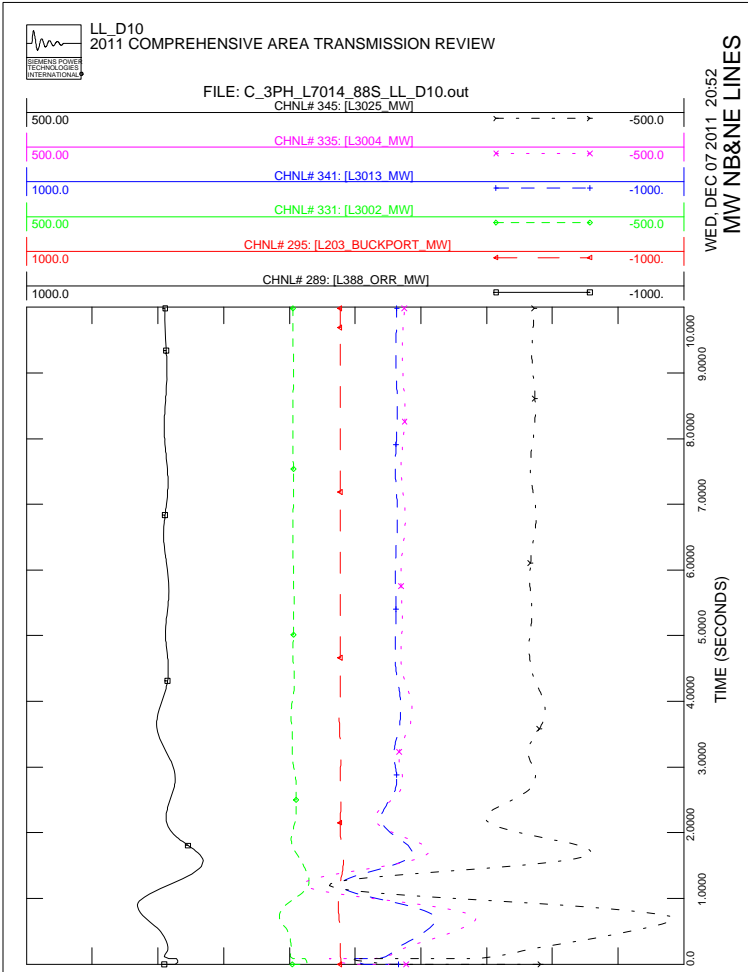








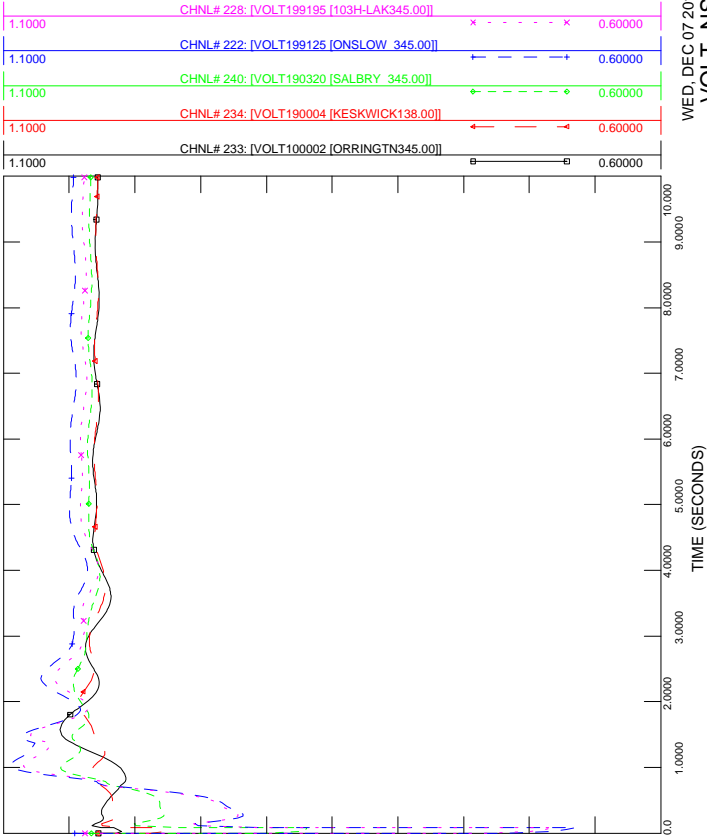






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

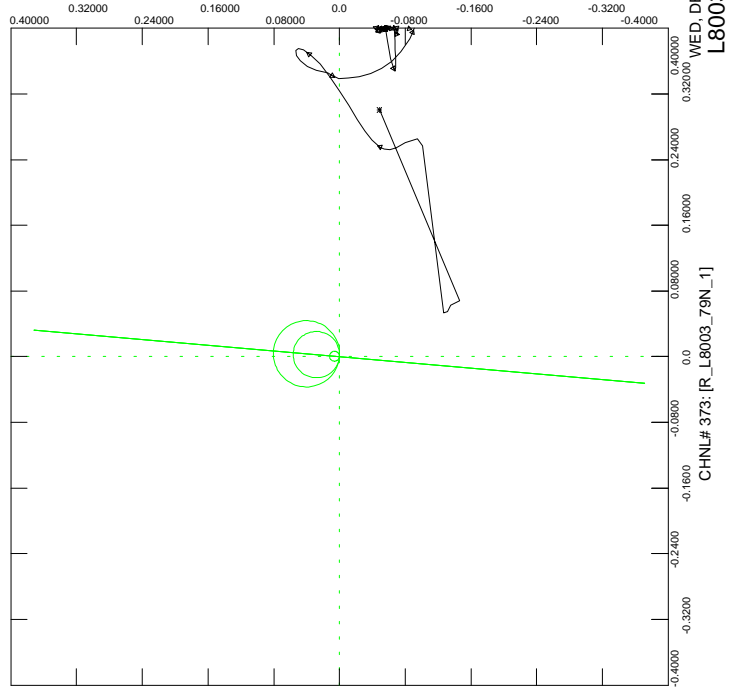
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

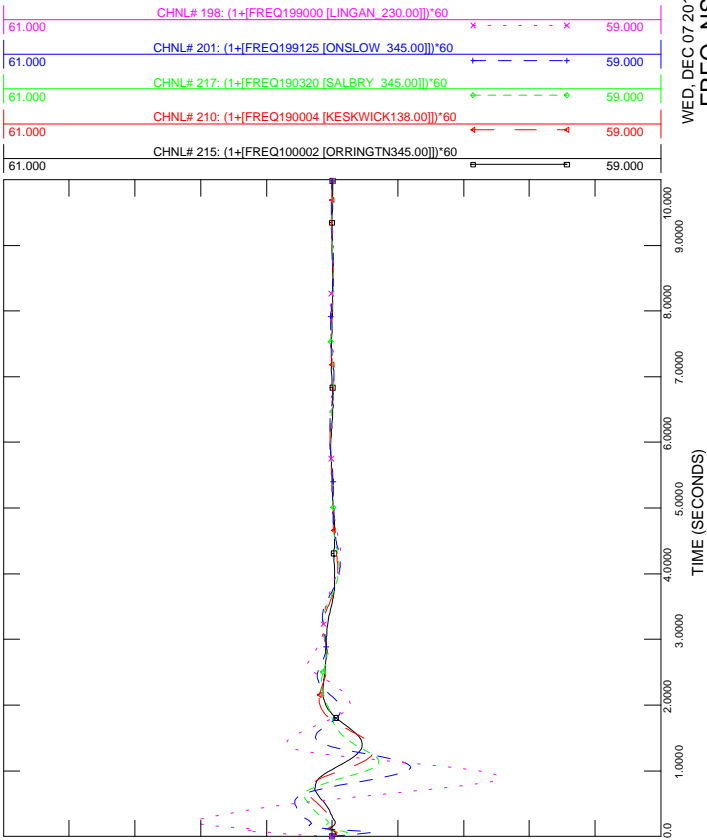
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

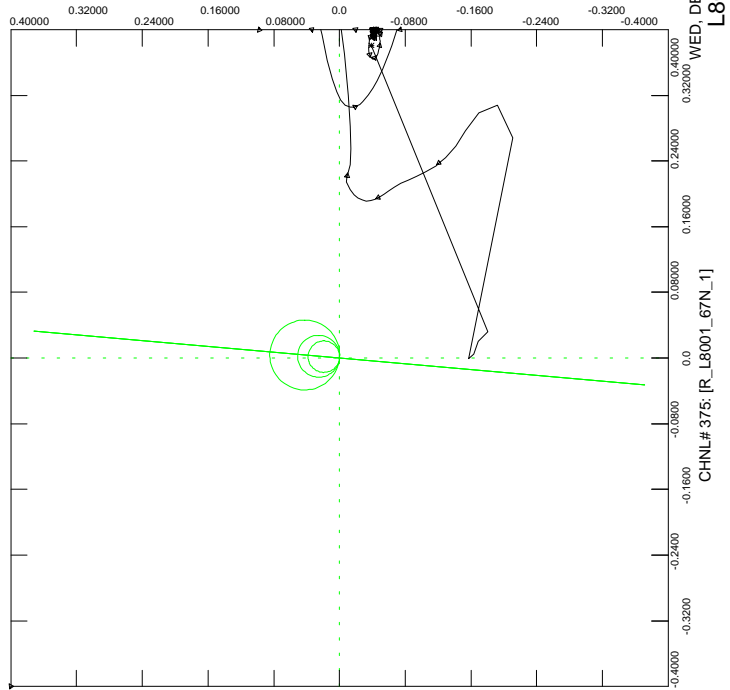
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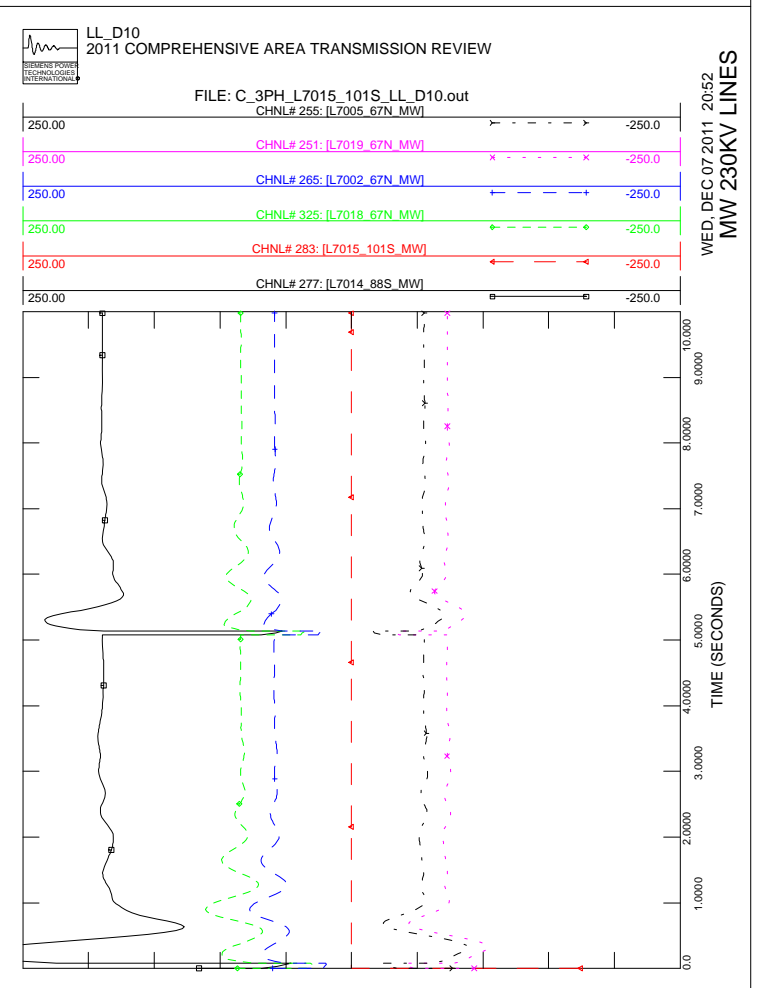
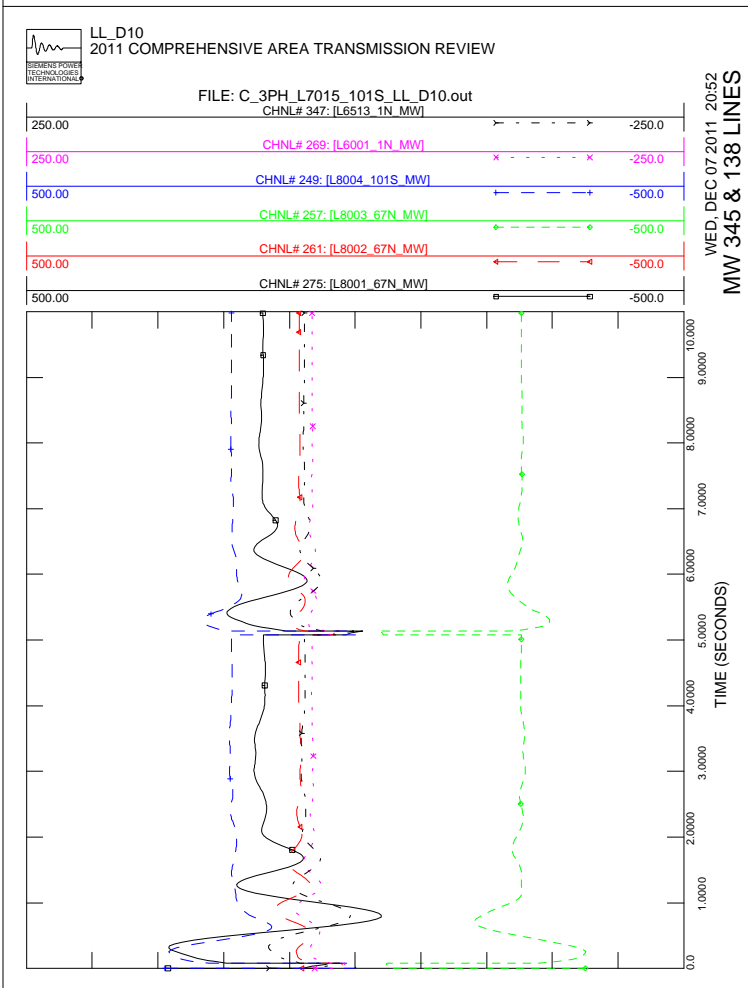
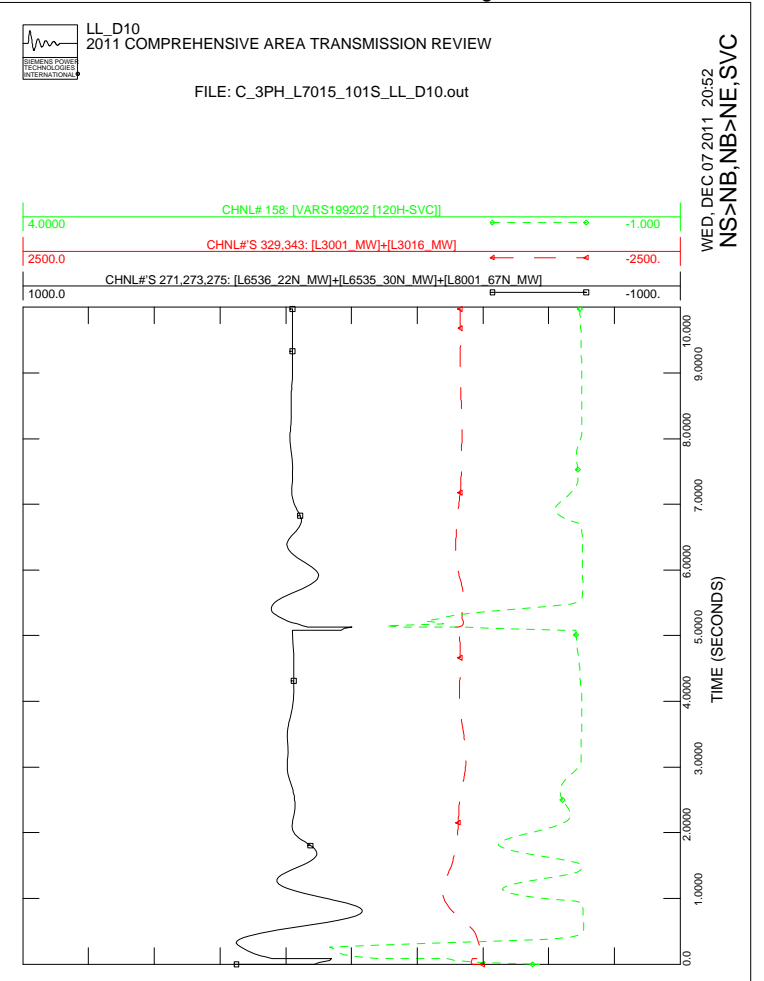
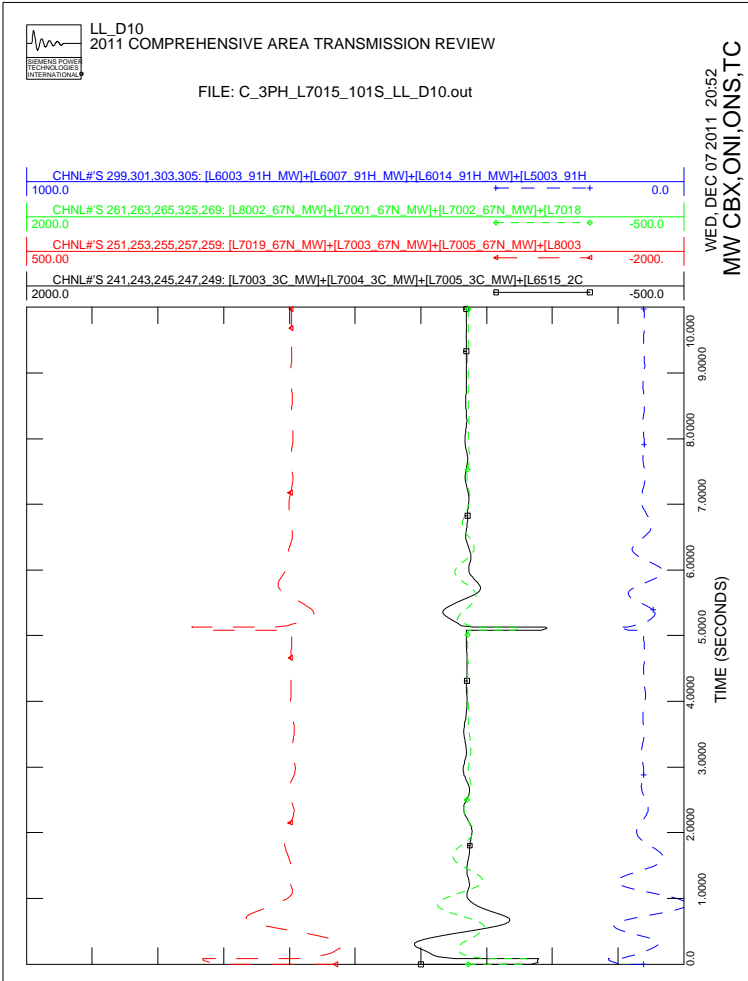


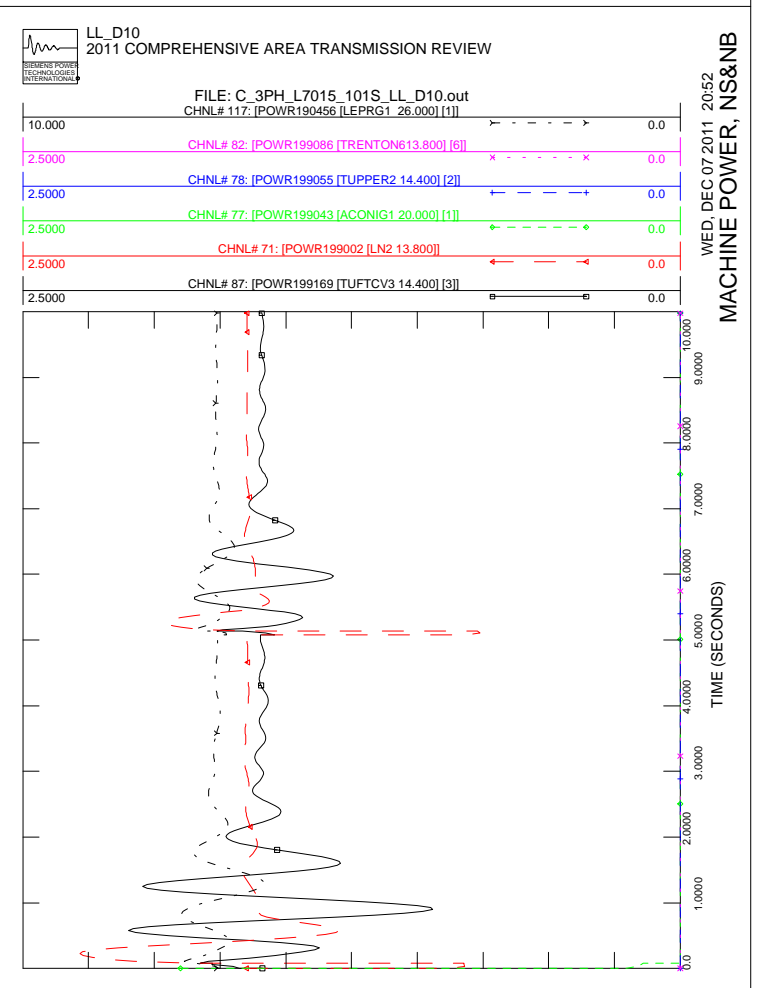
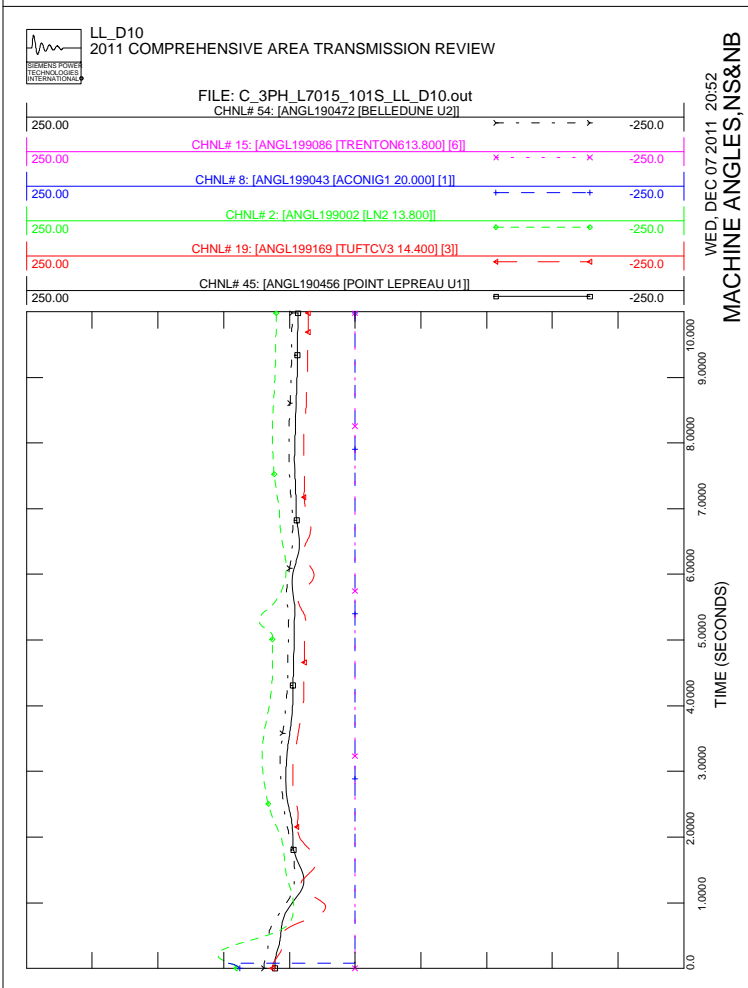
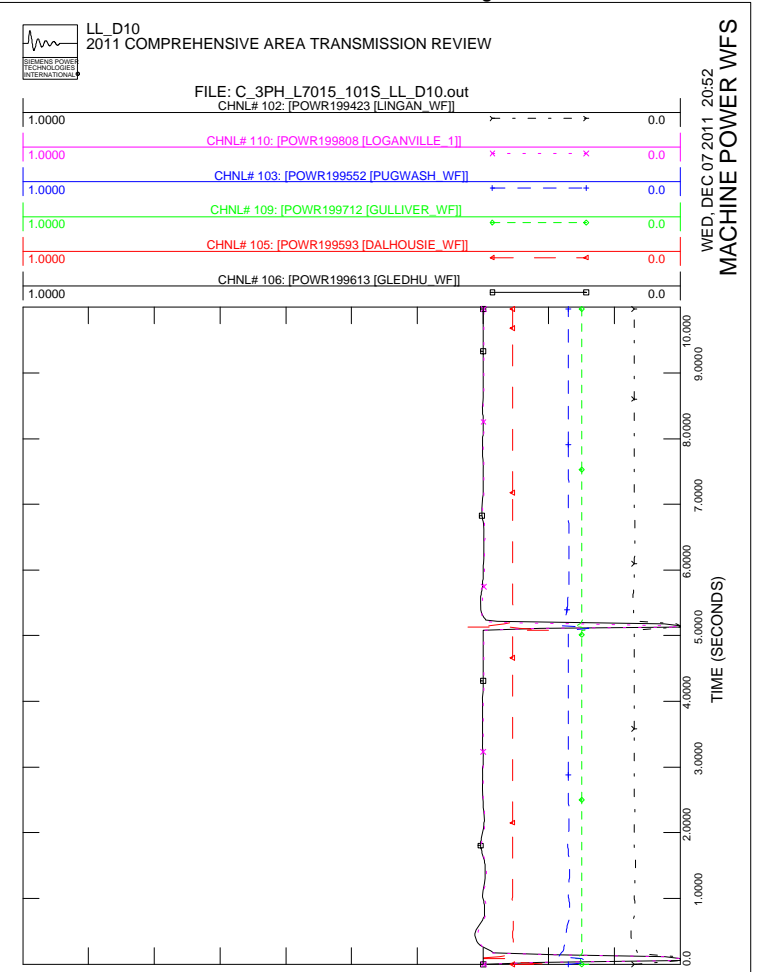
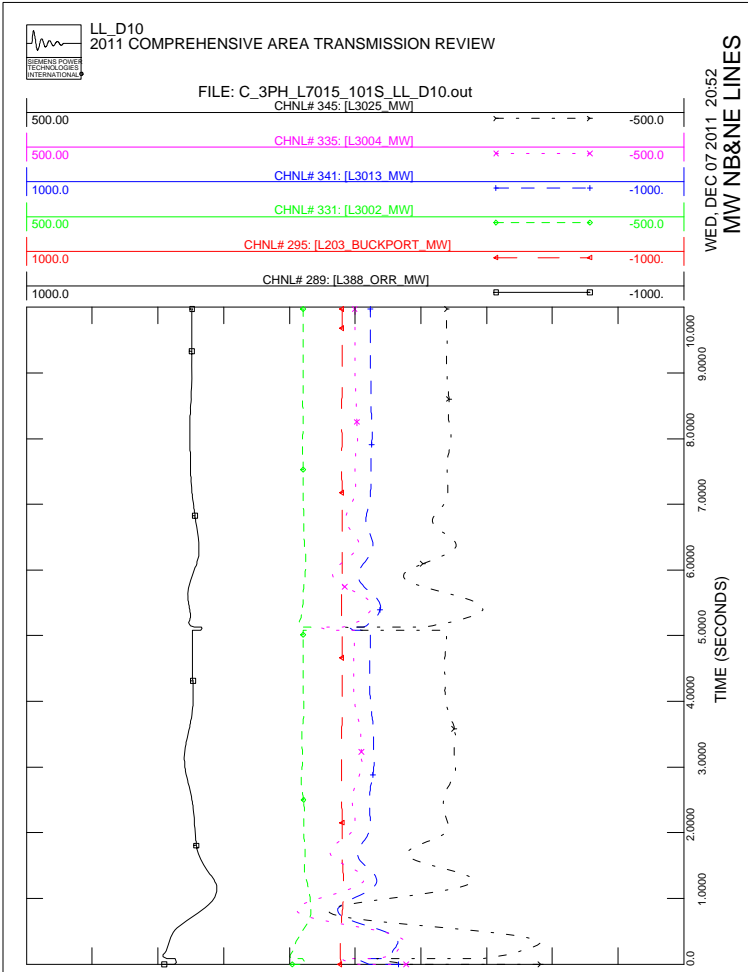
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

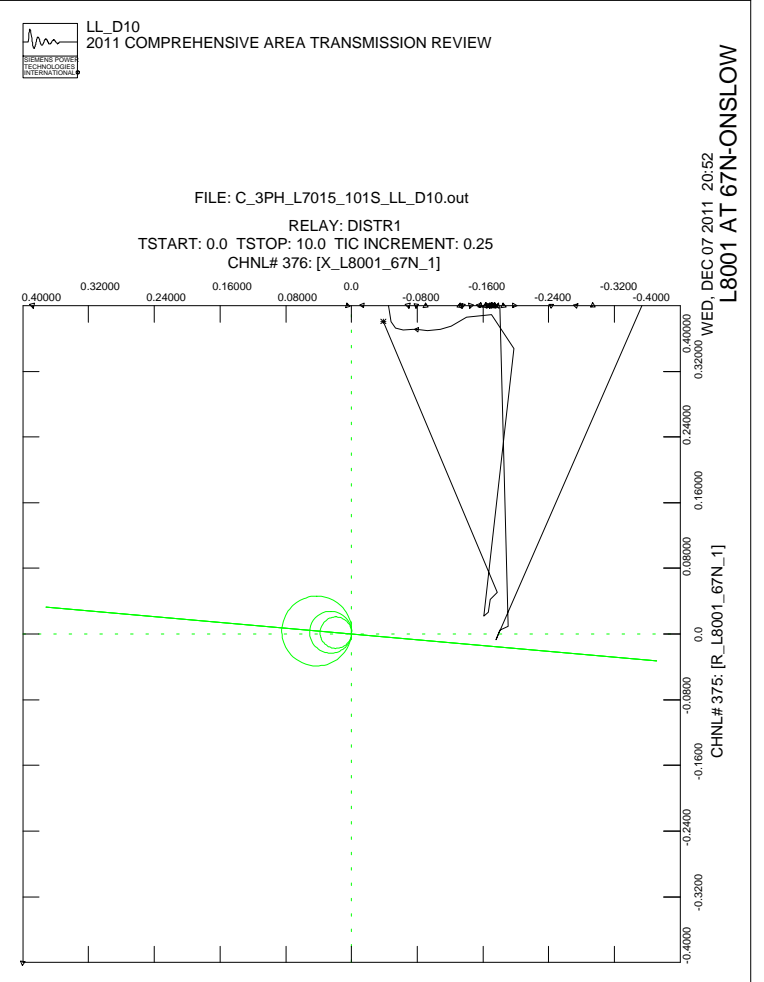
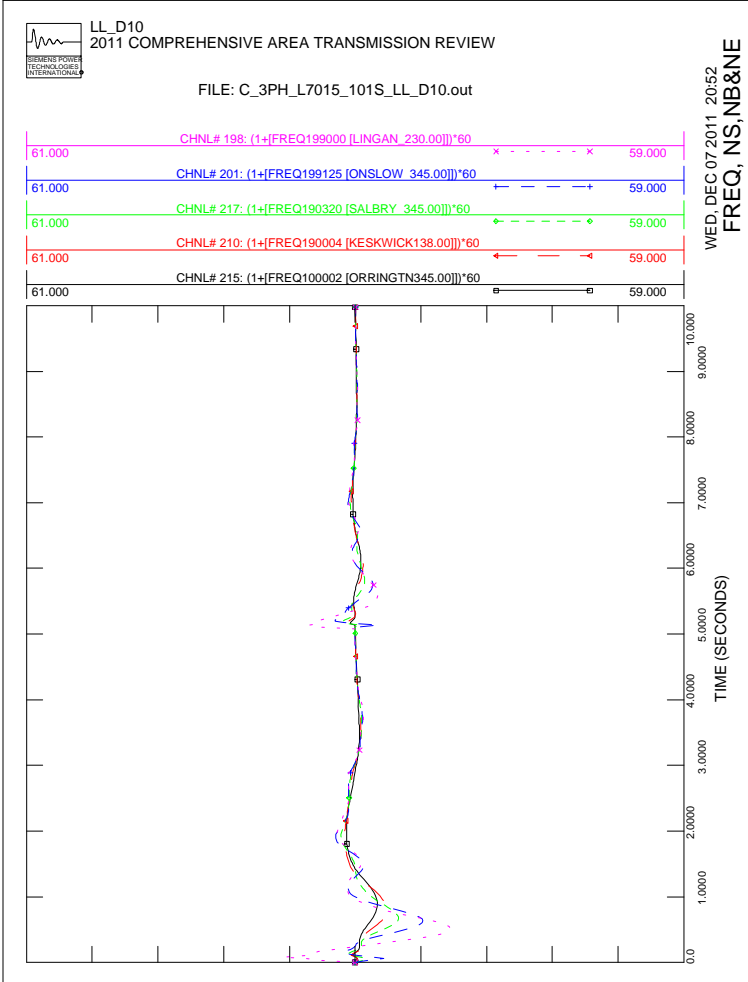
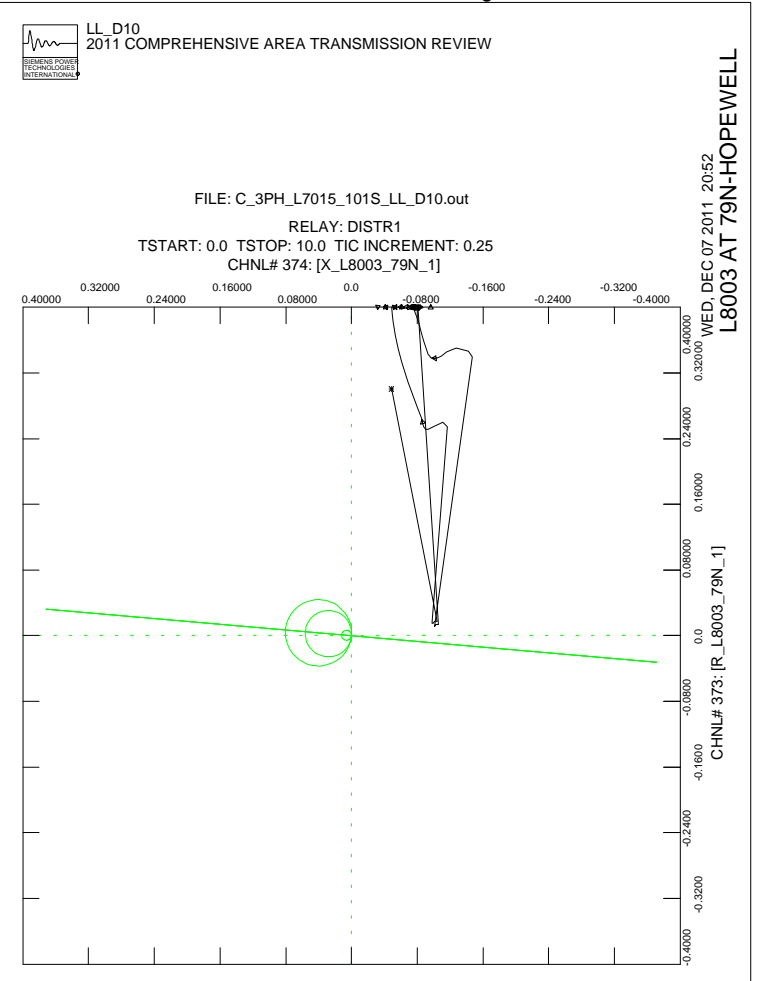
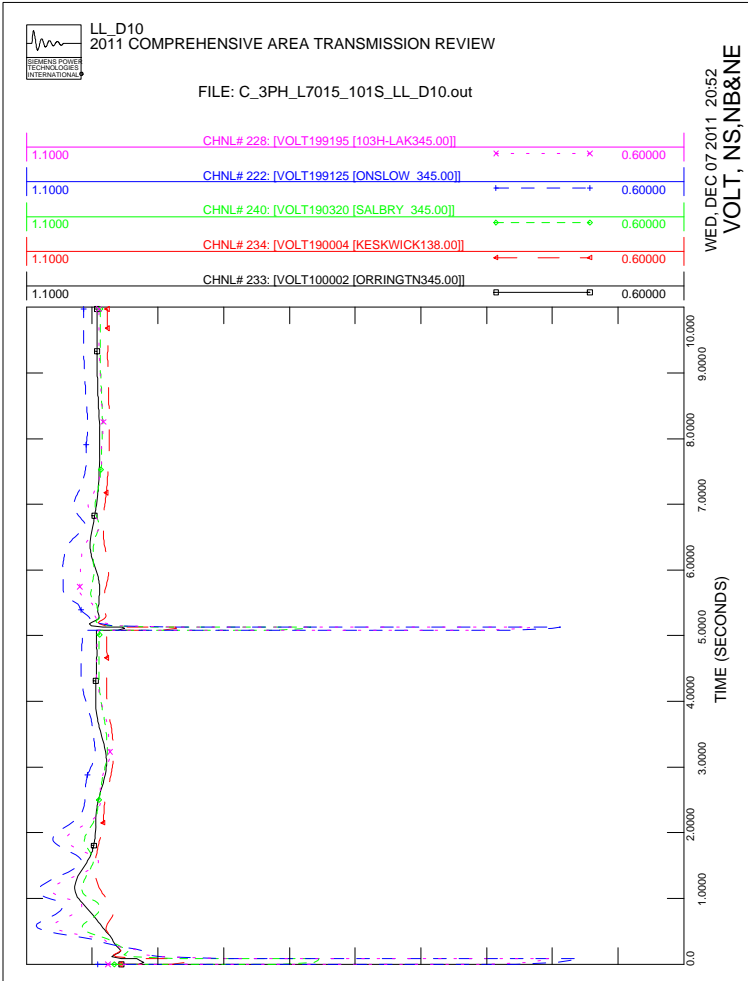
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]





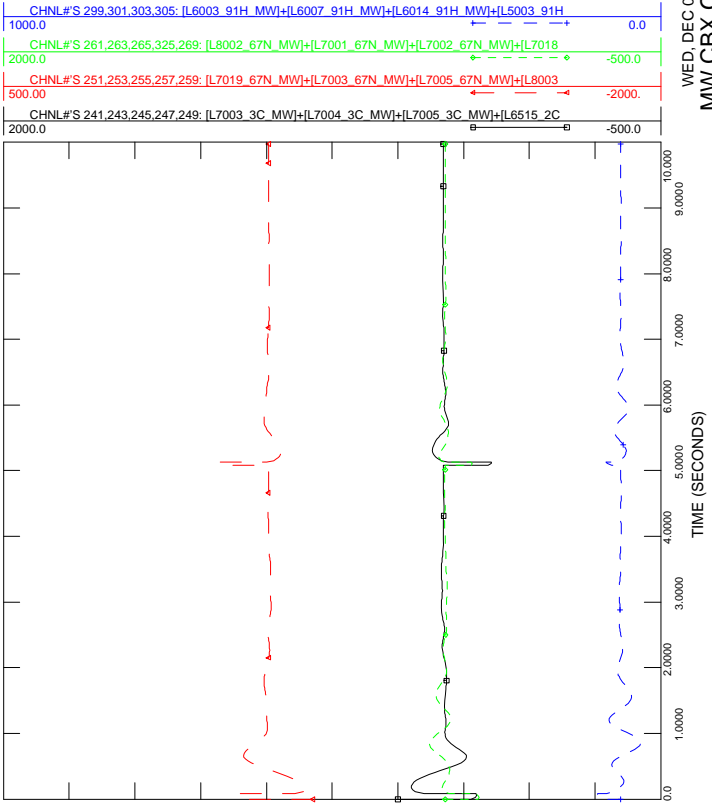






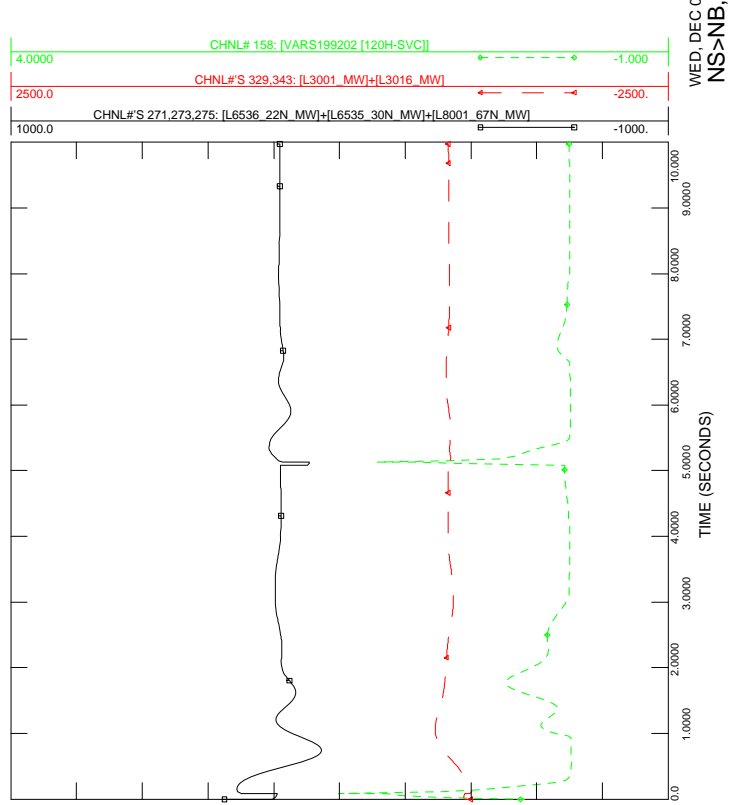
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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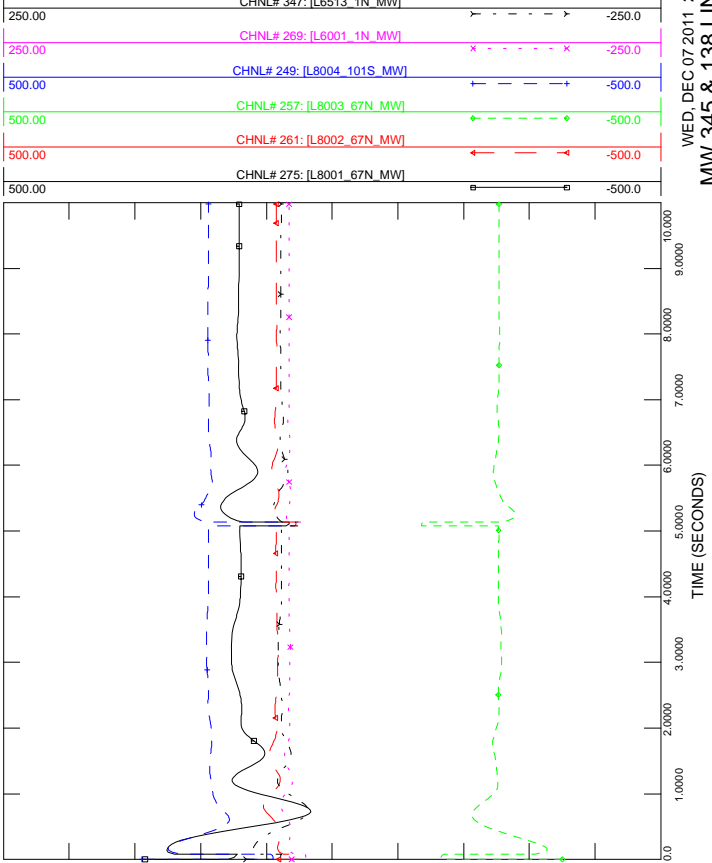
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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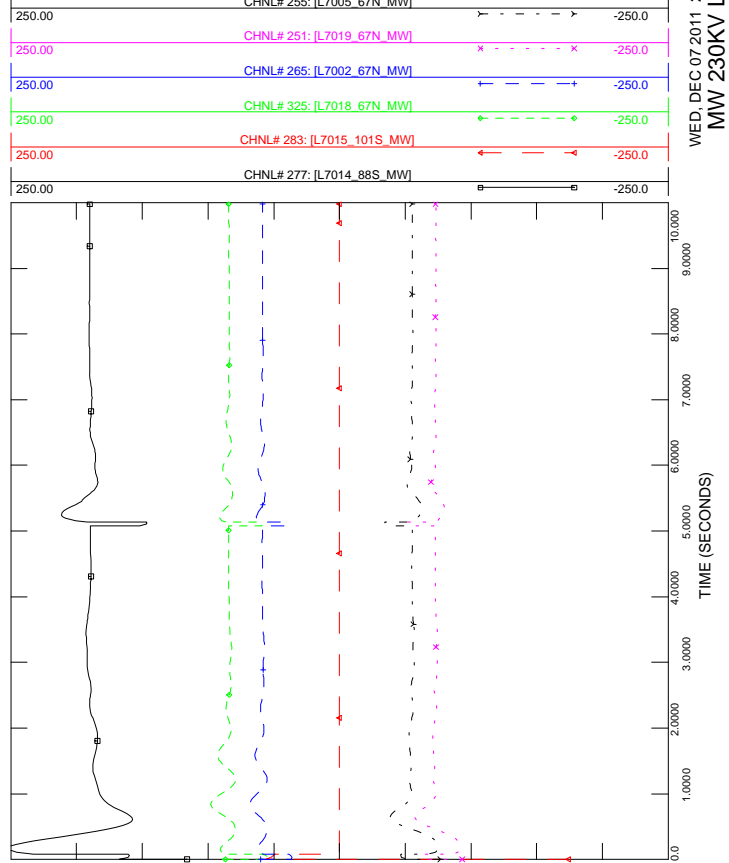
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

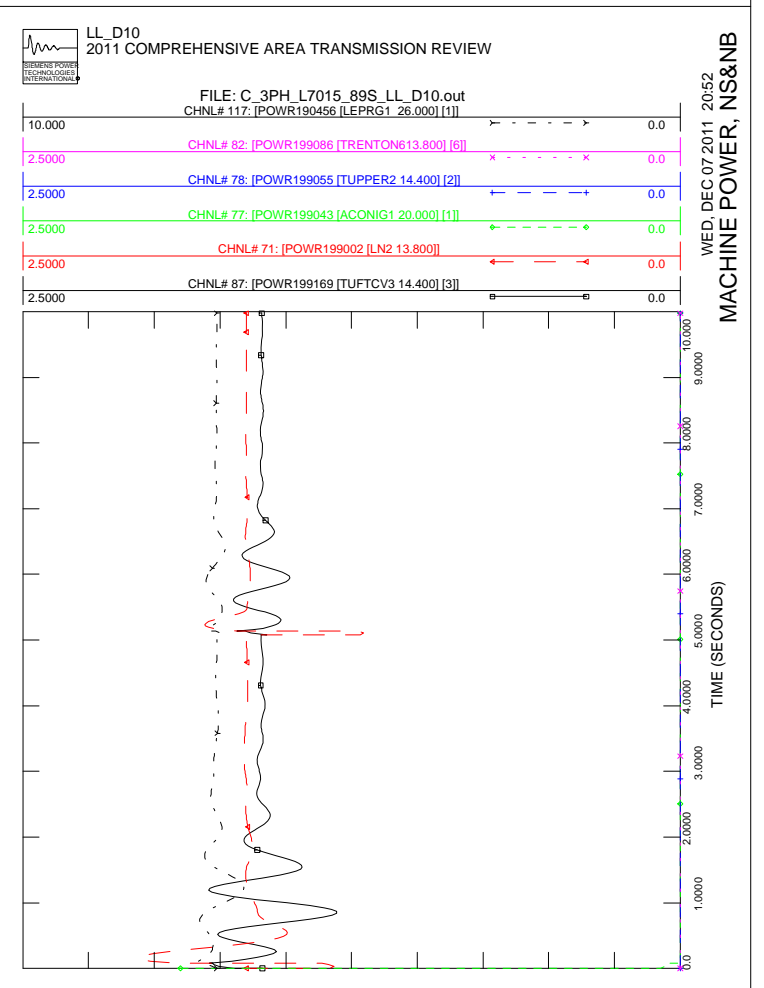
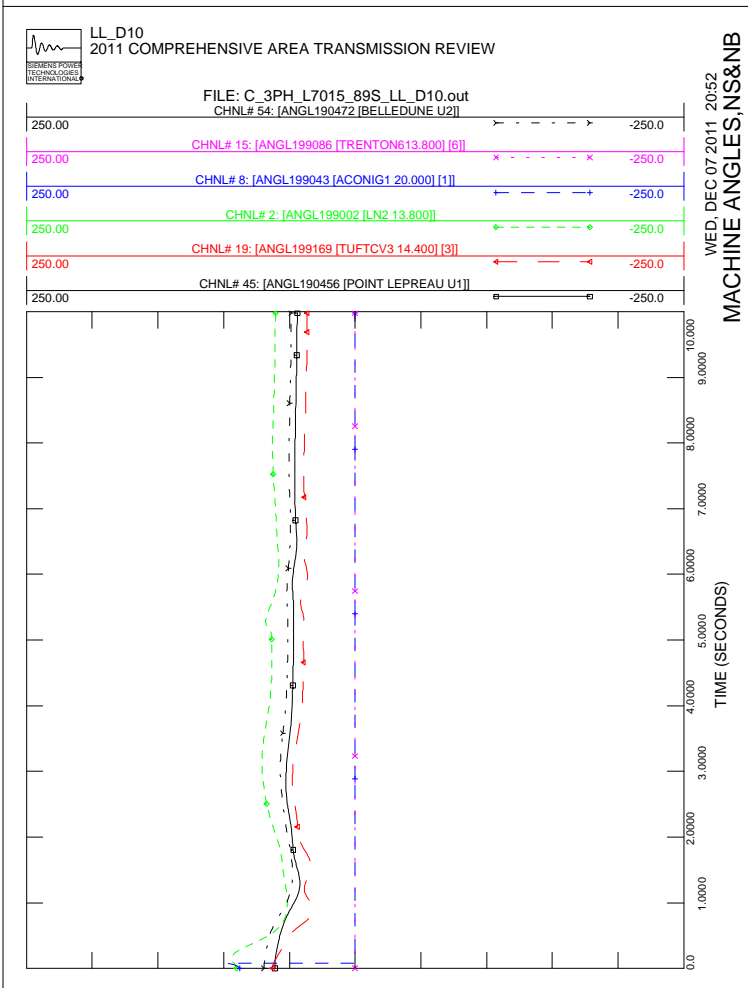
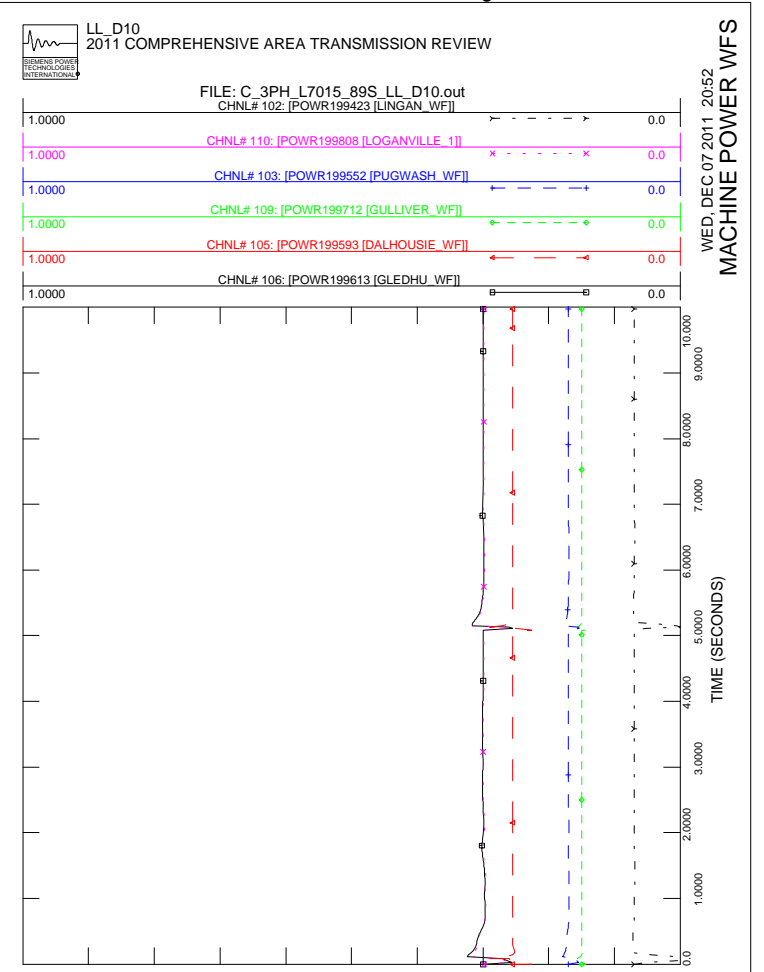
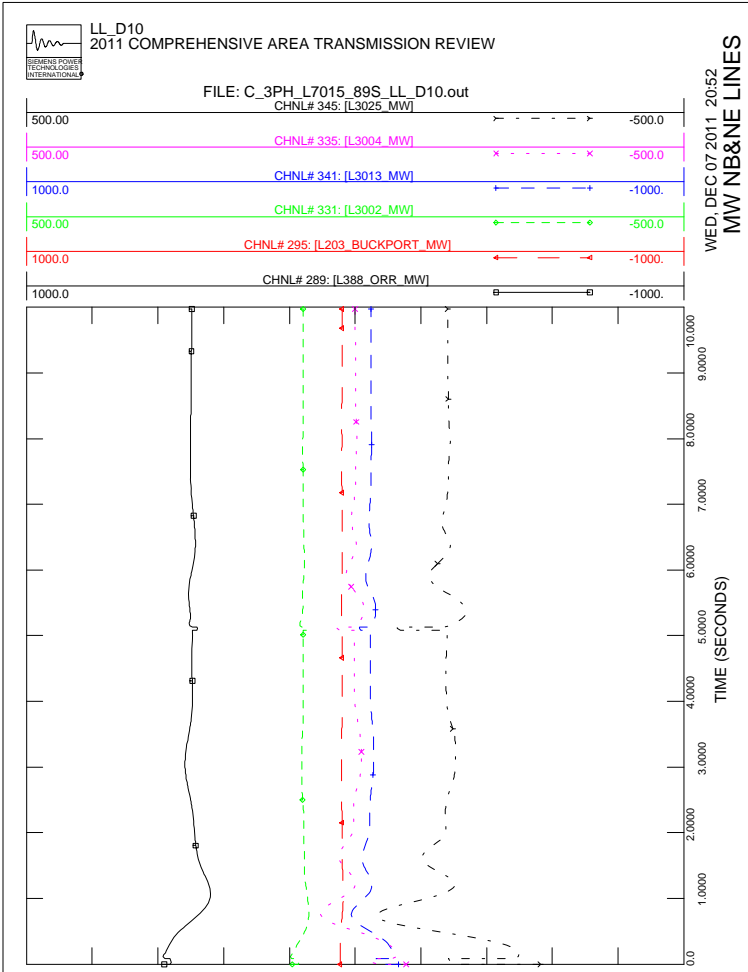
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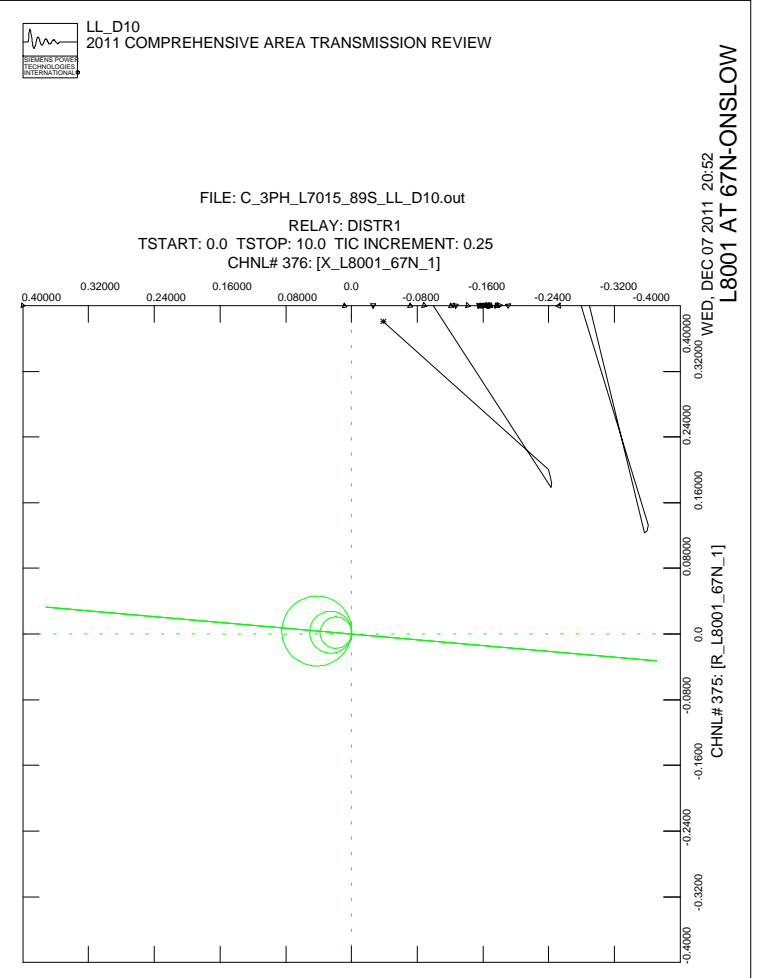
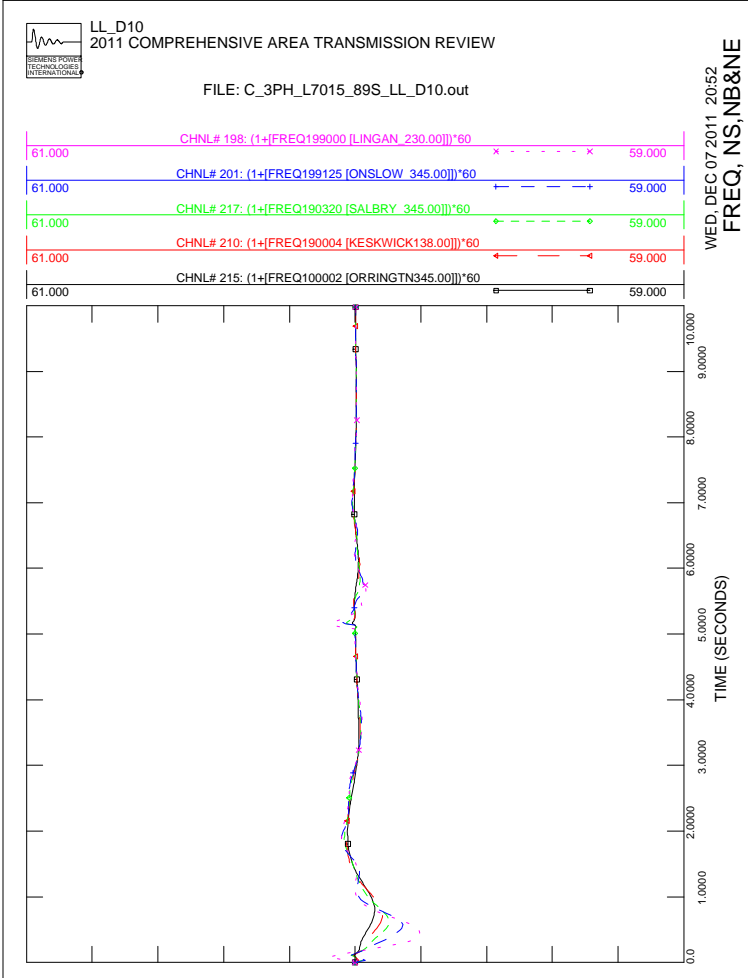
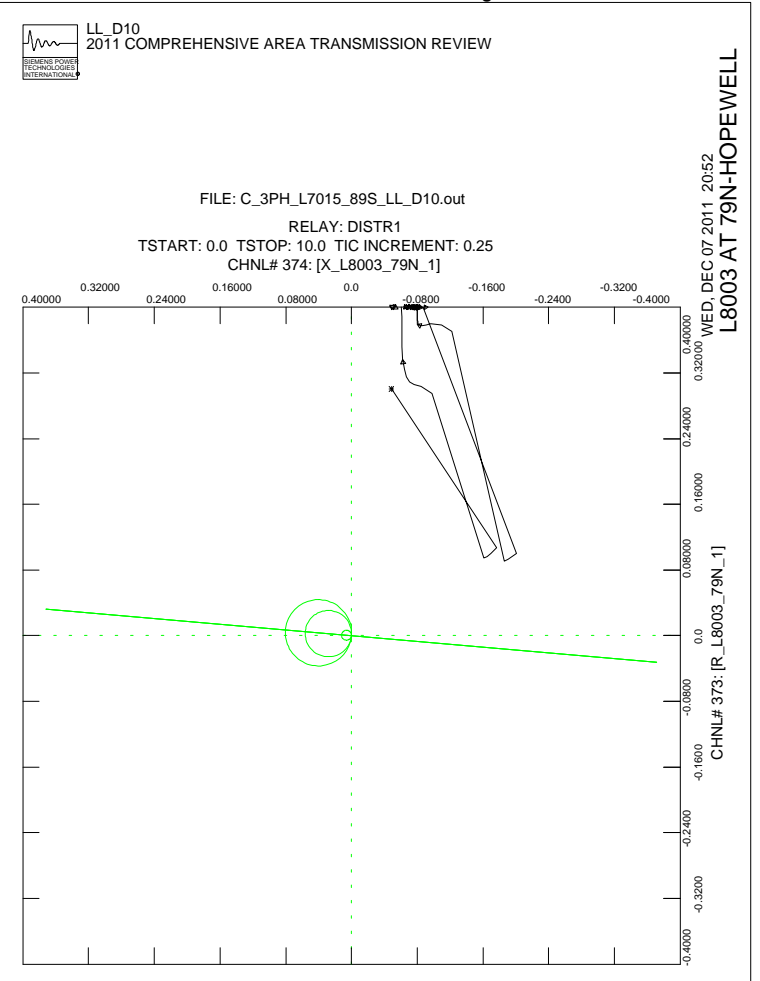
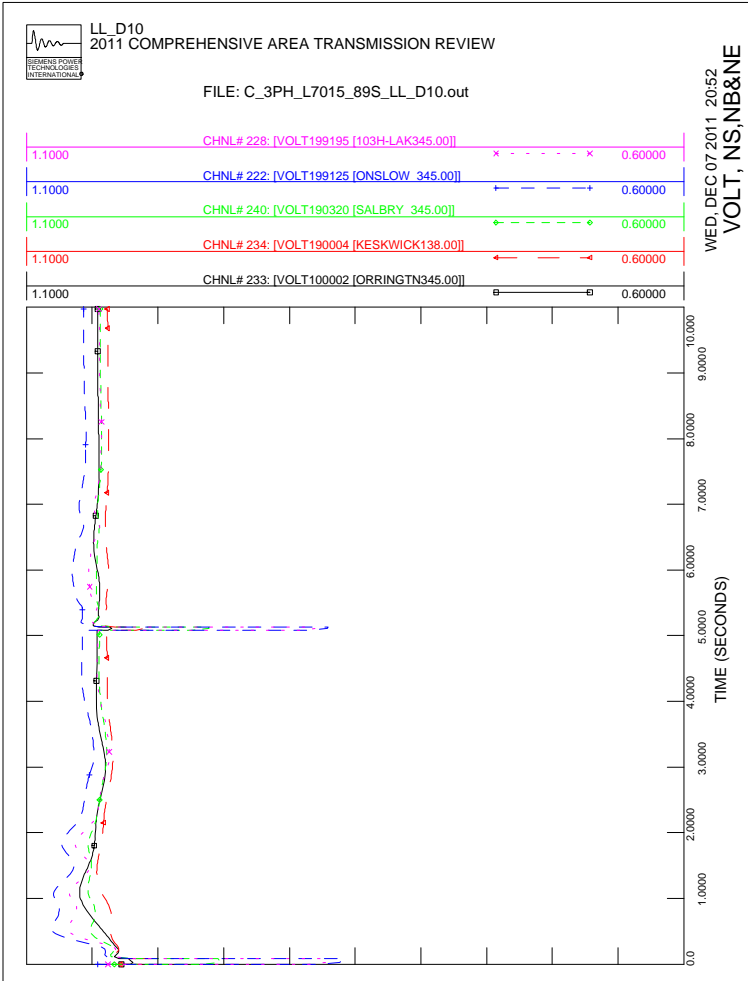


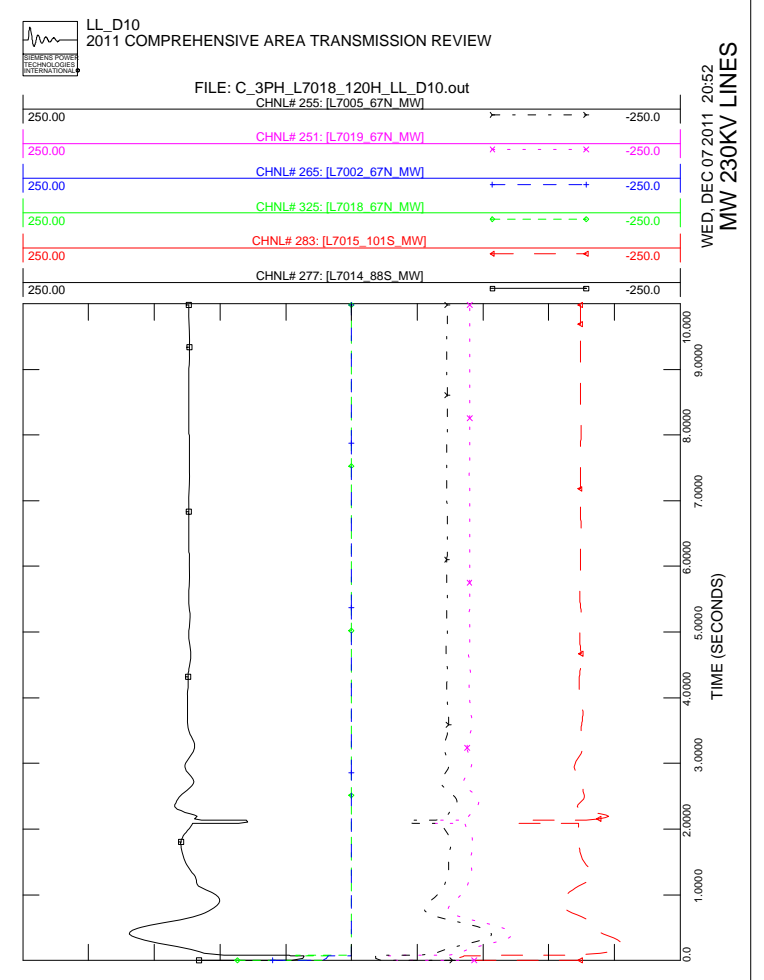
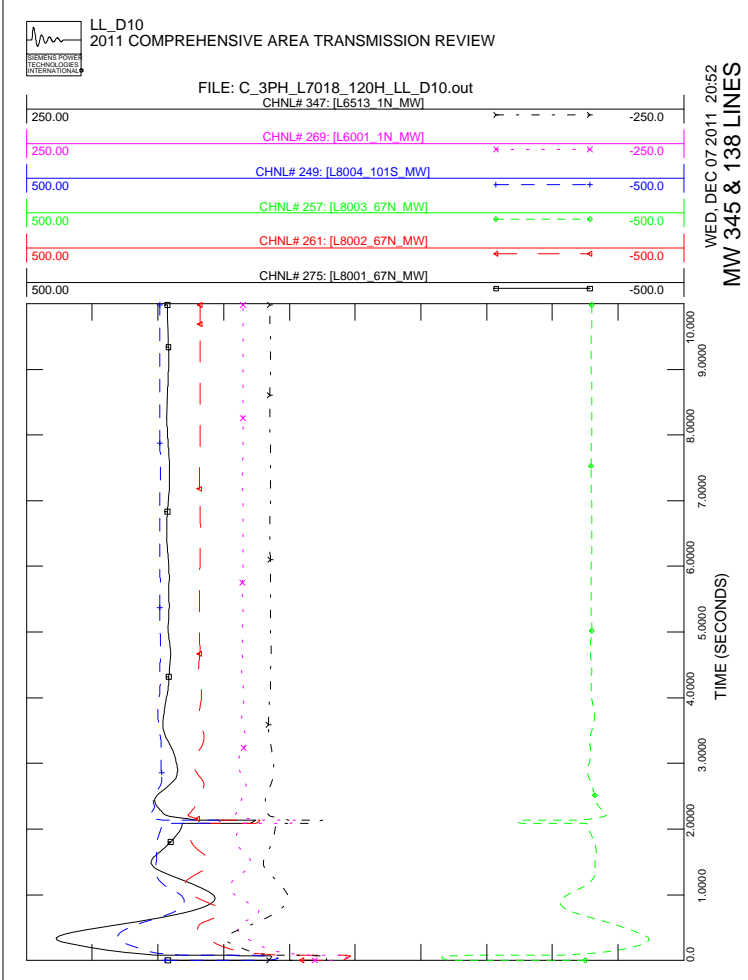
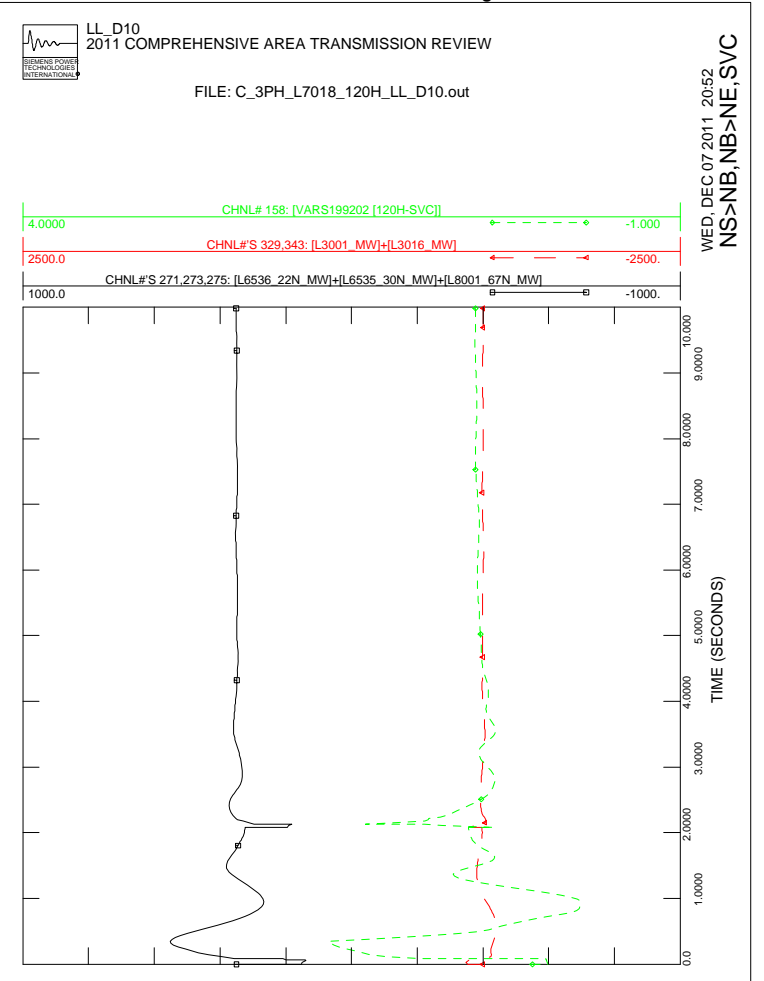
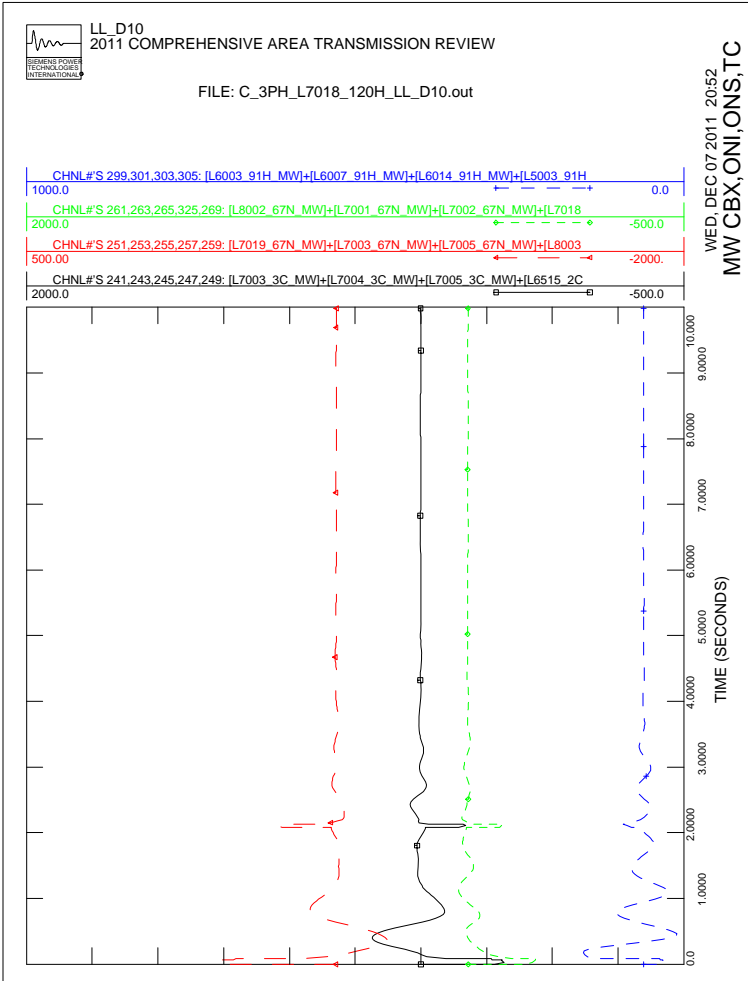
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

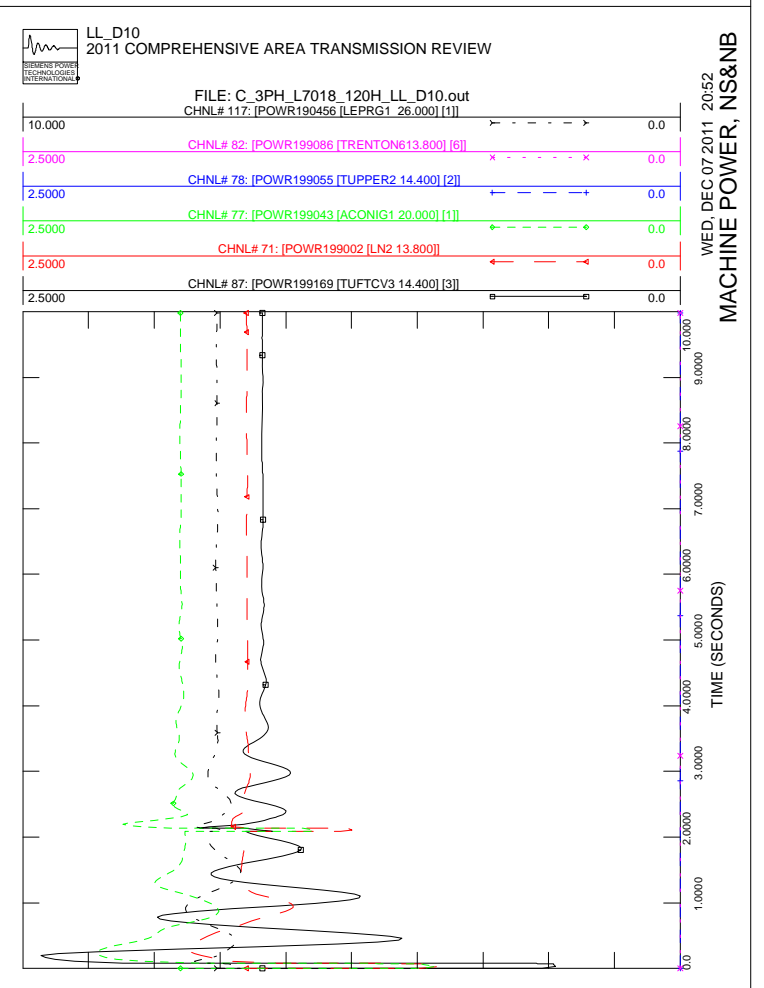
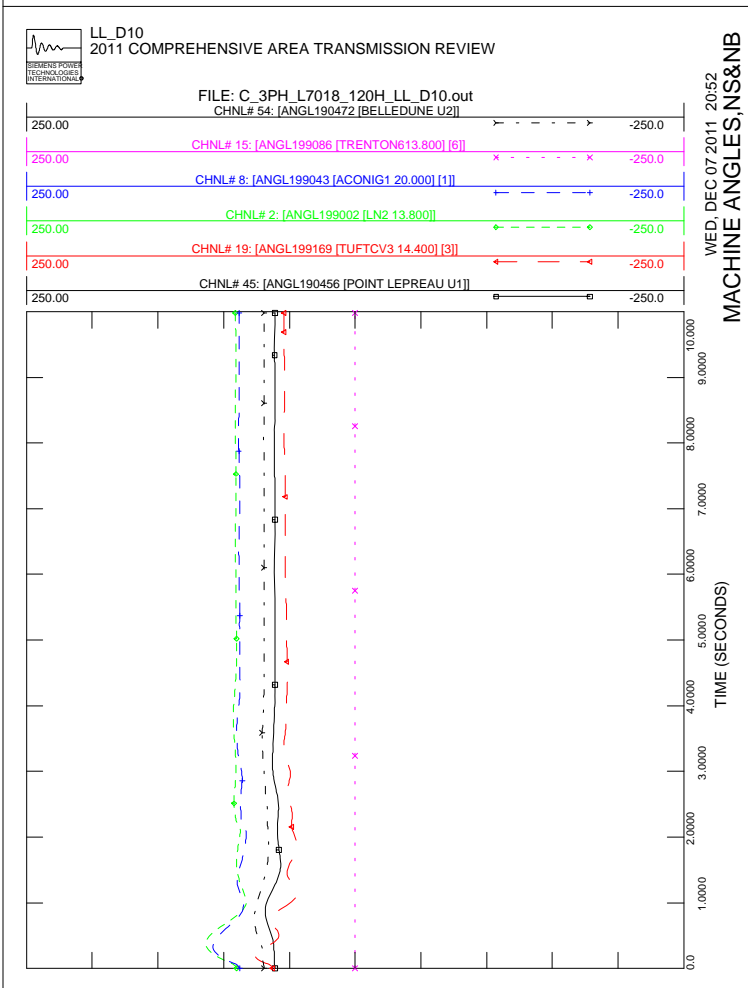
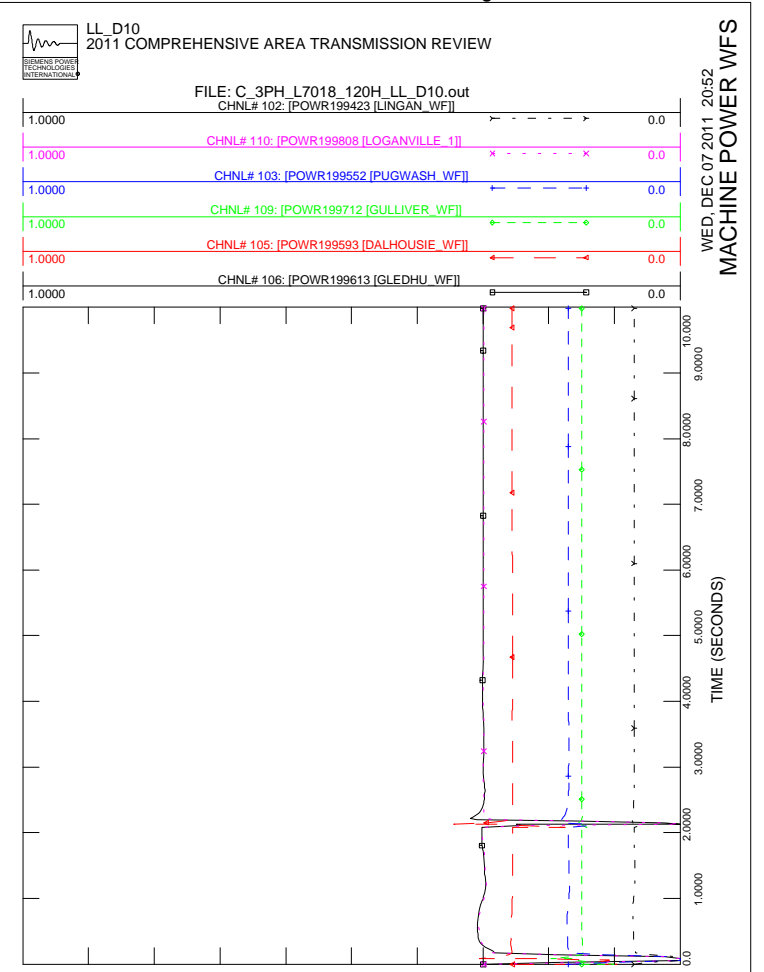
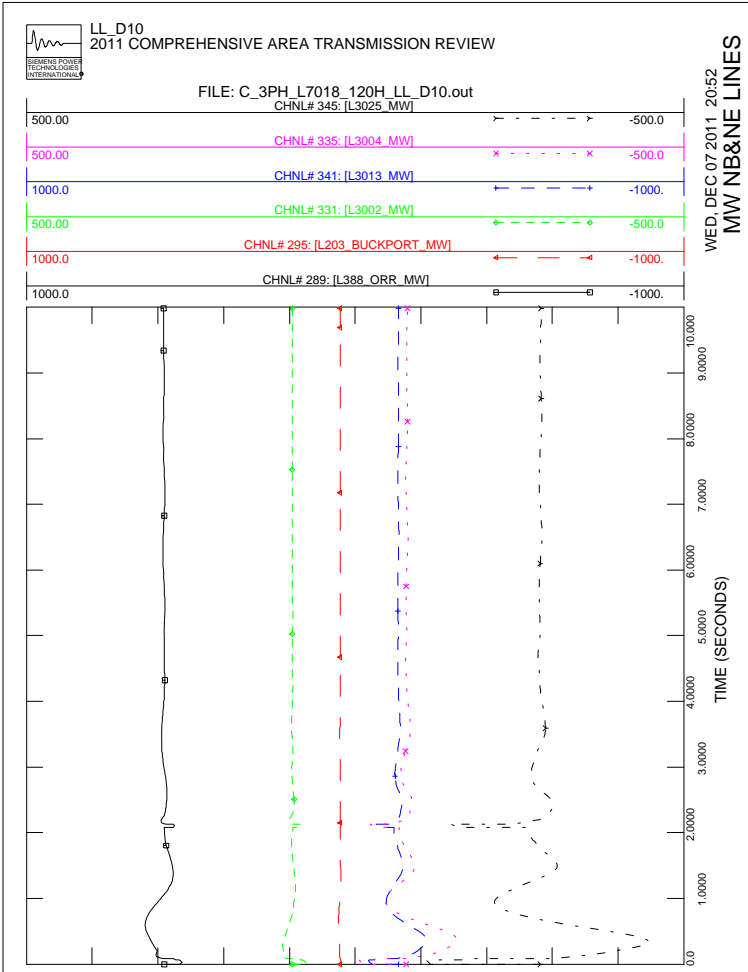
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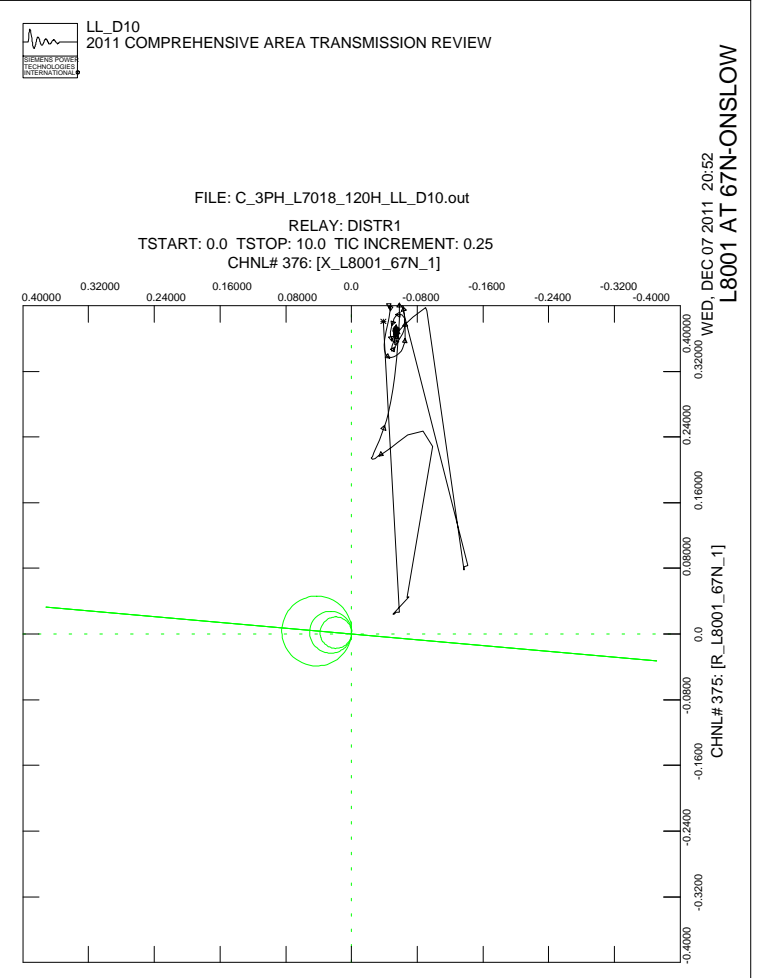
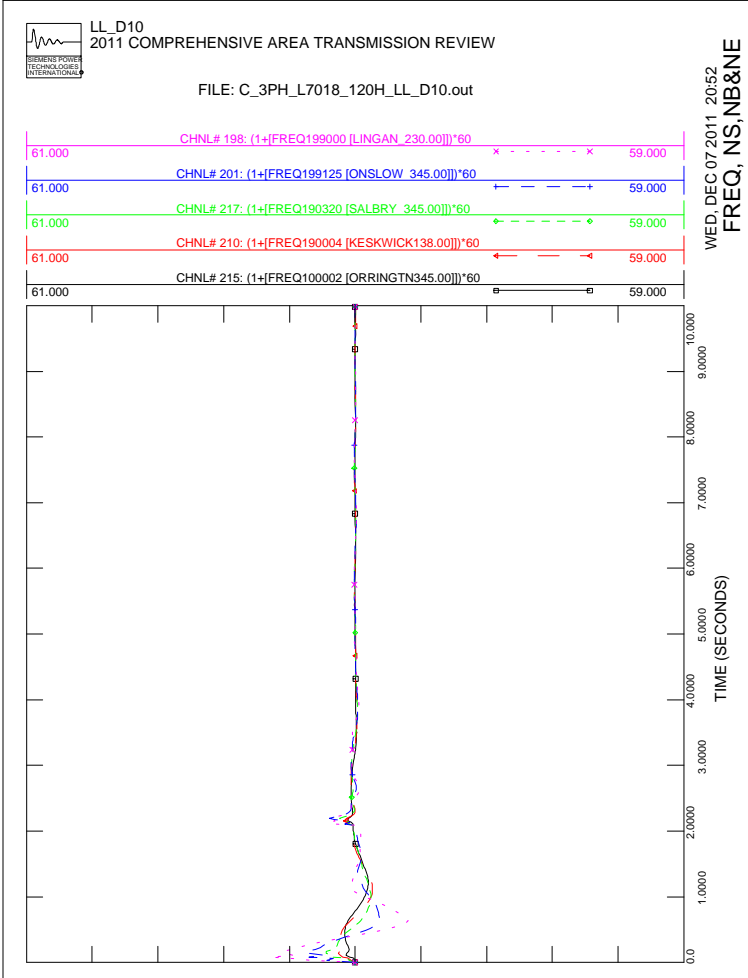
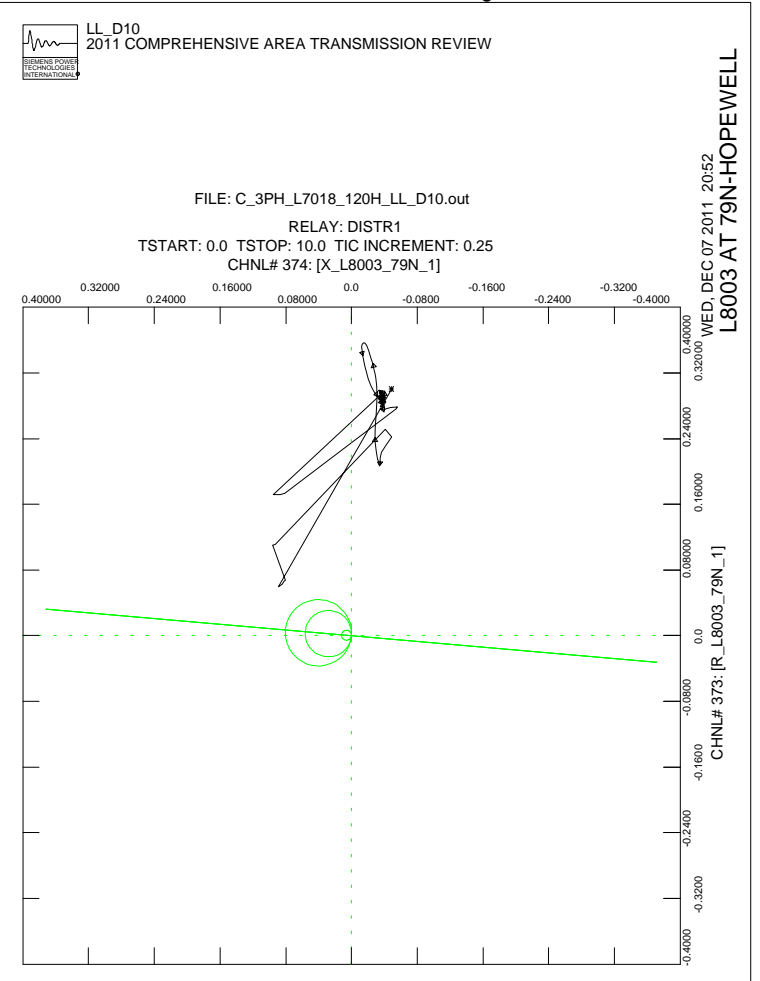
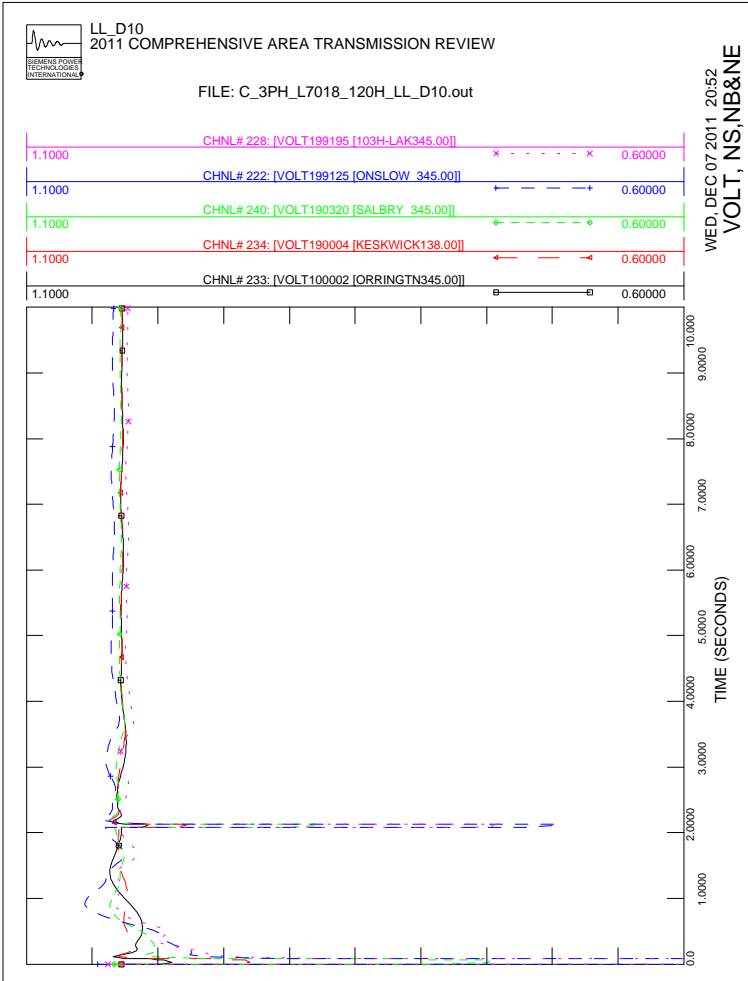


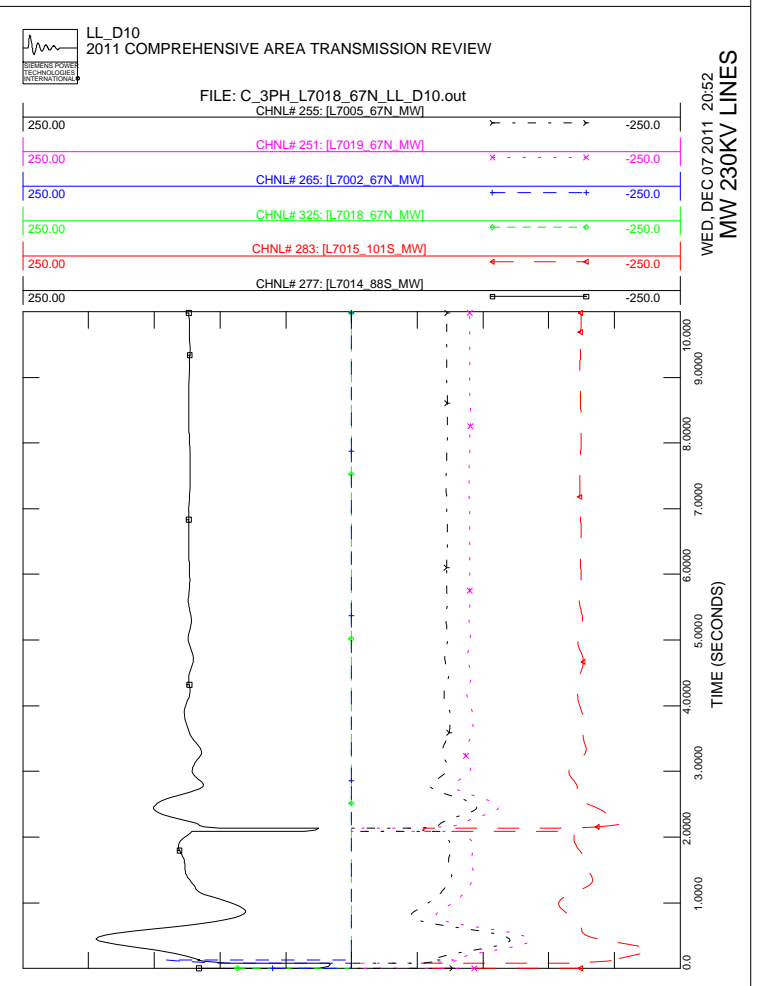
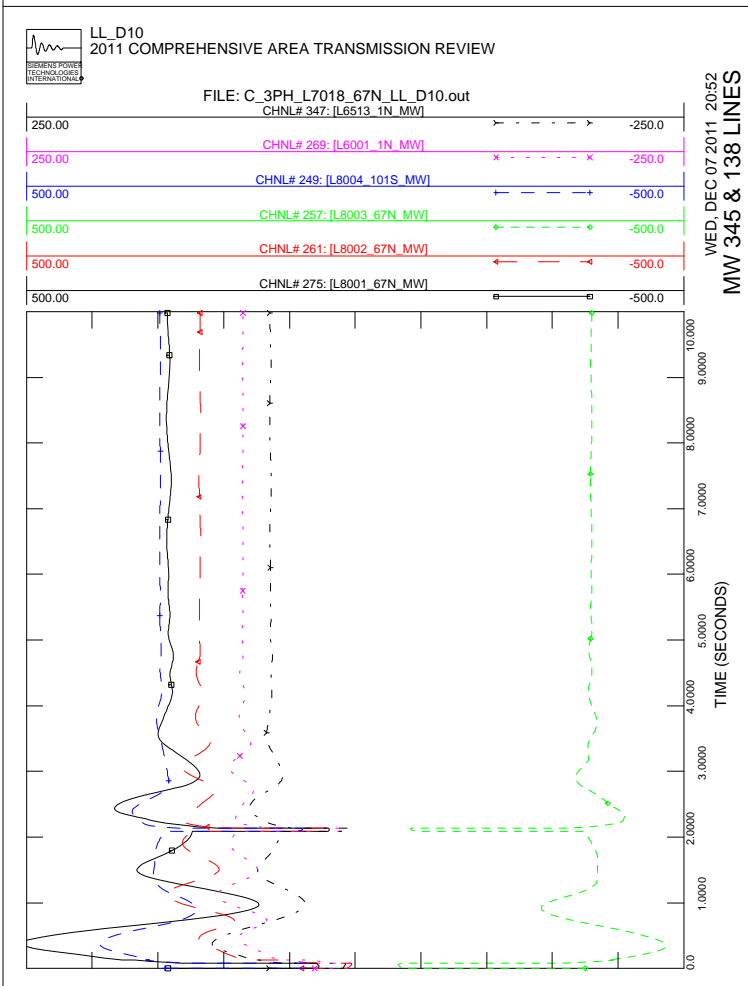
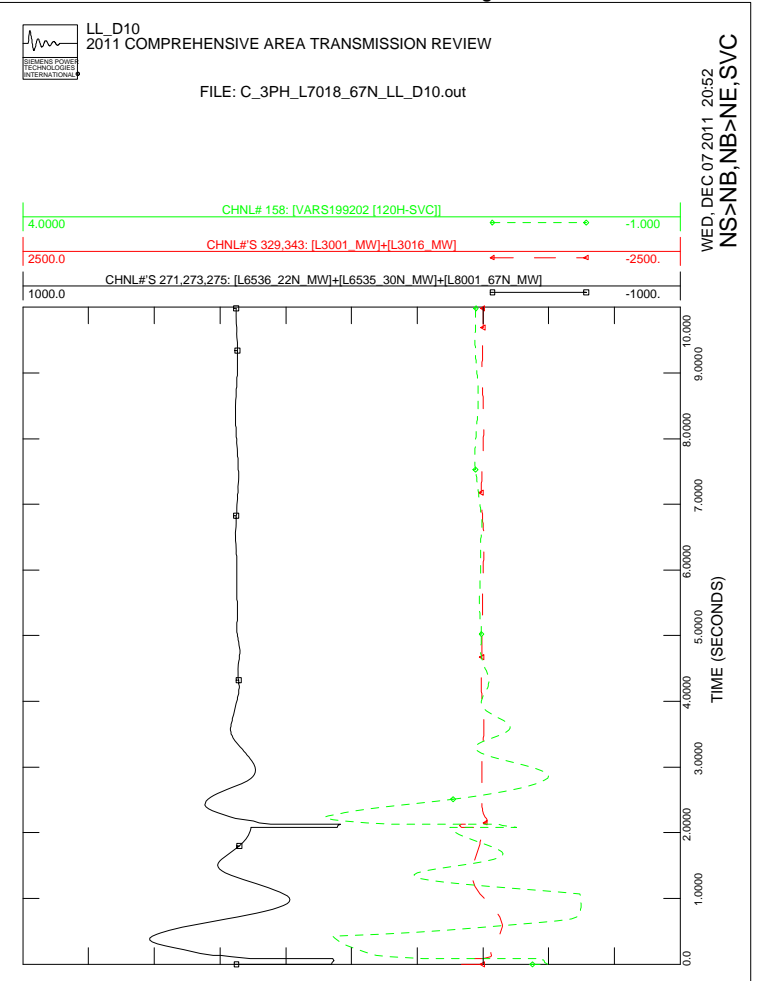
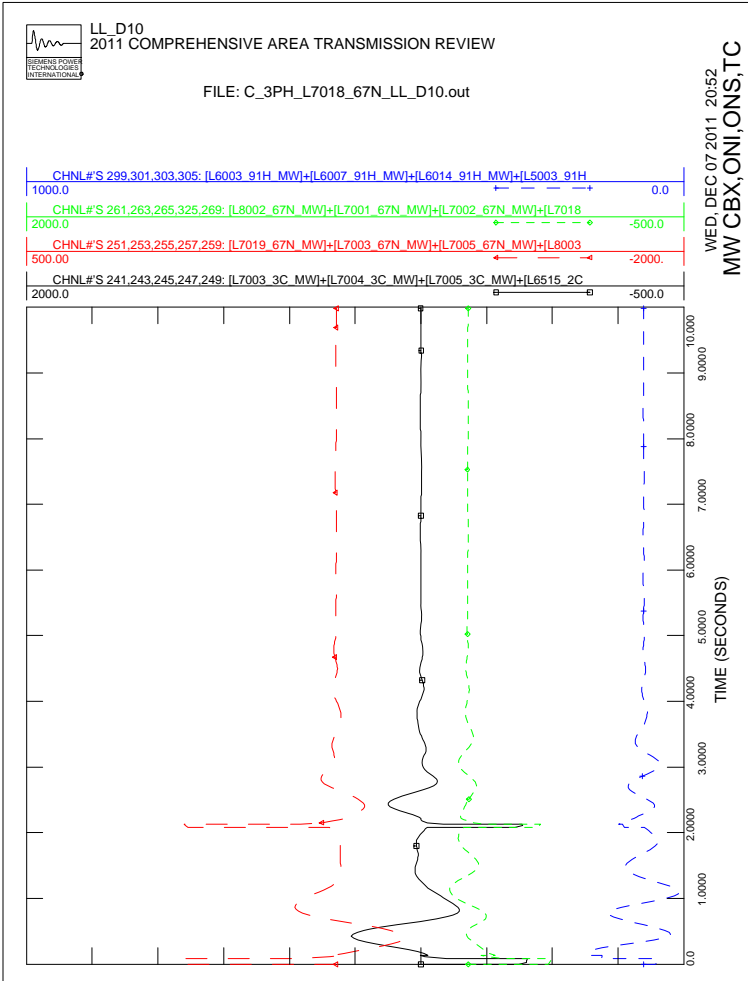


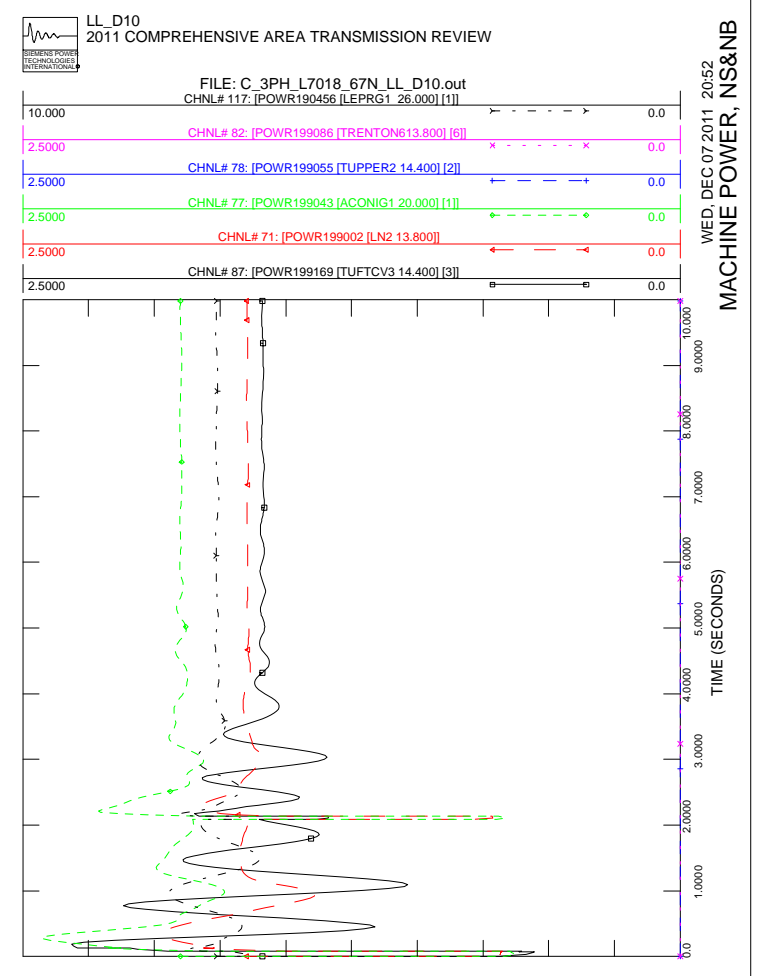
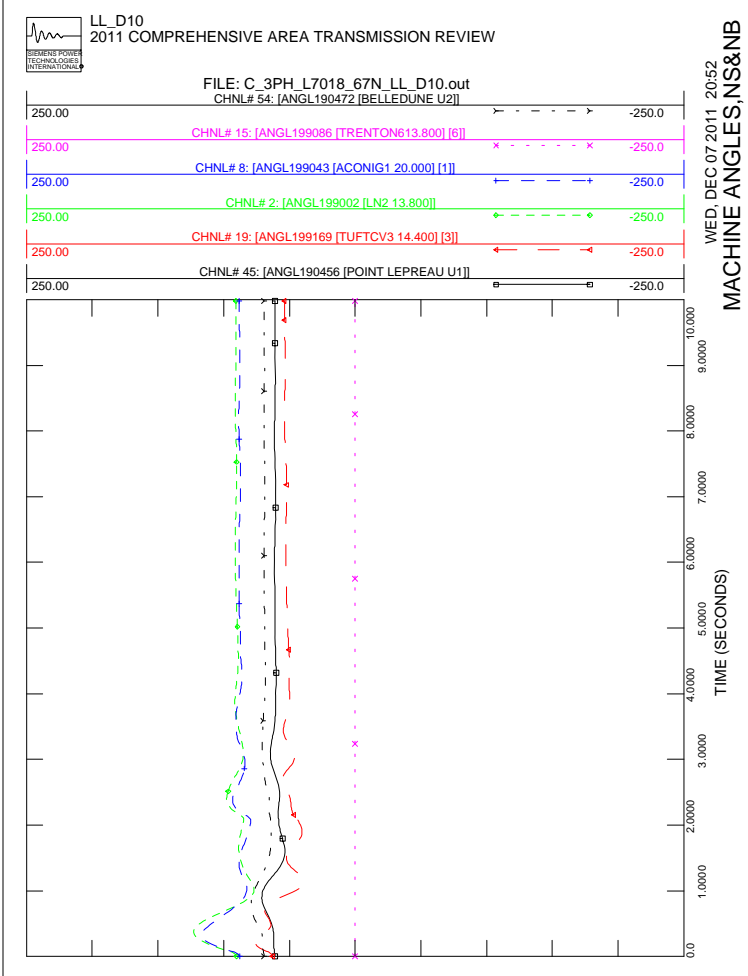
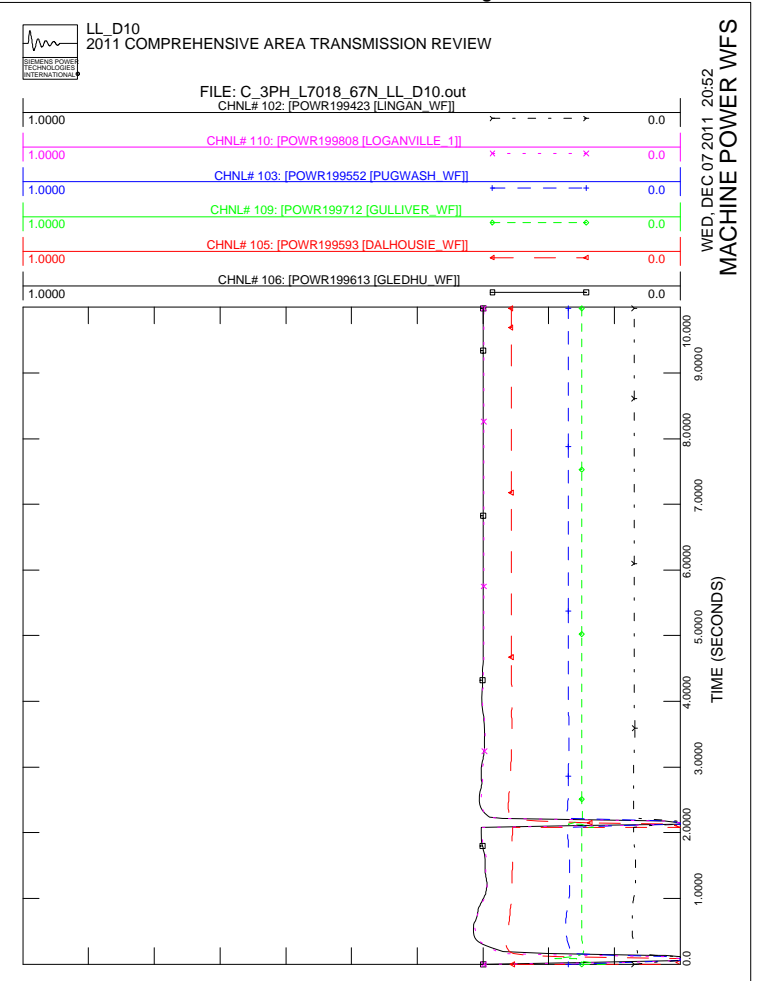
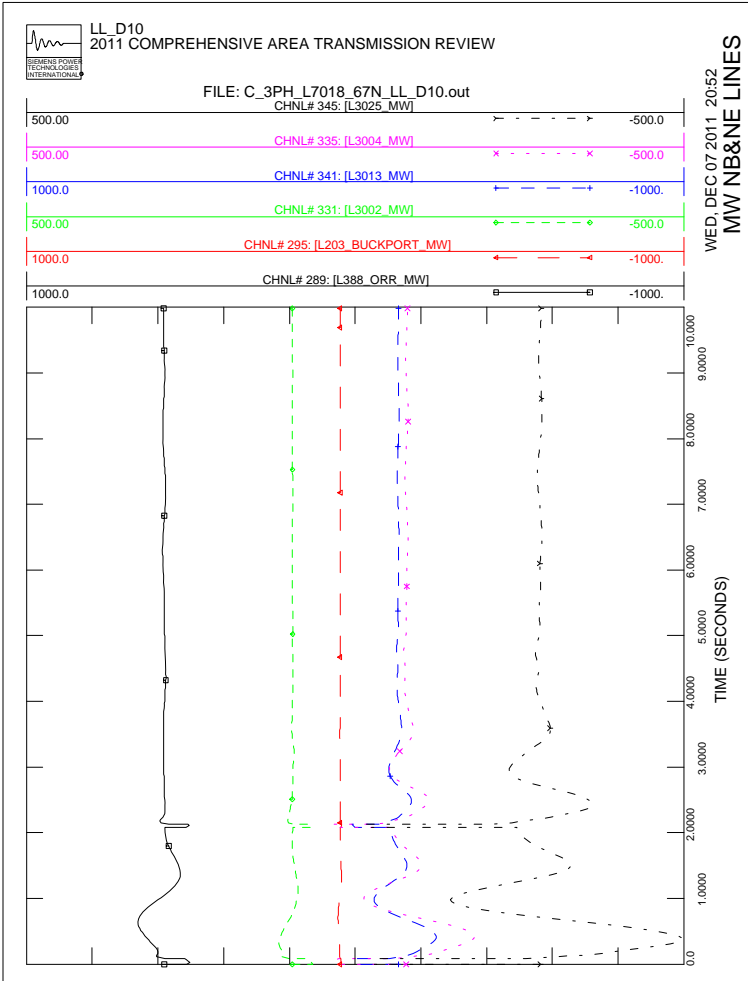








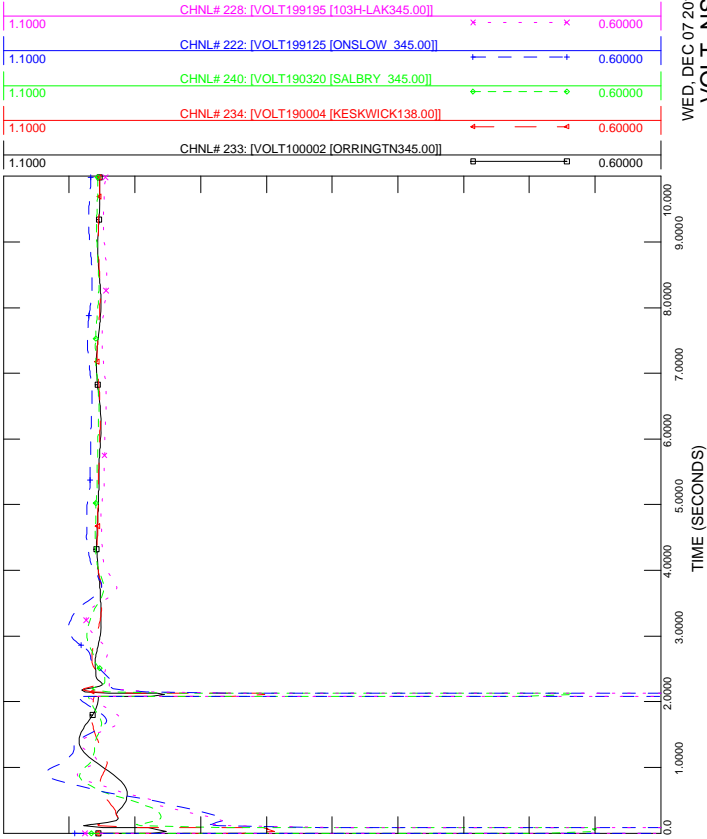






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

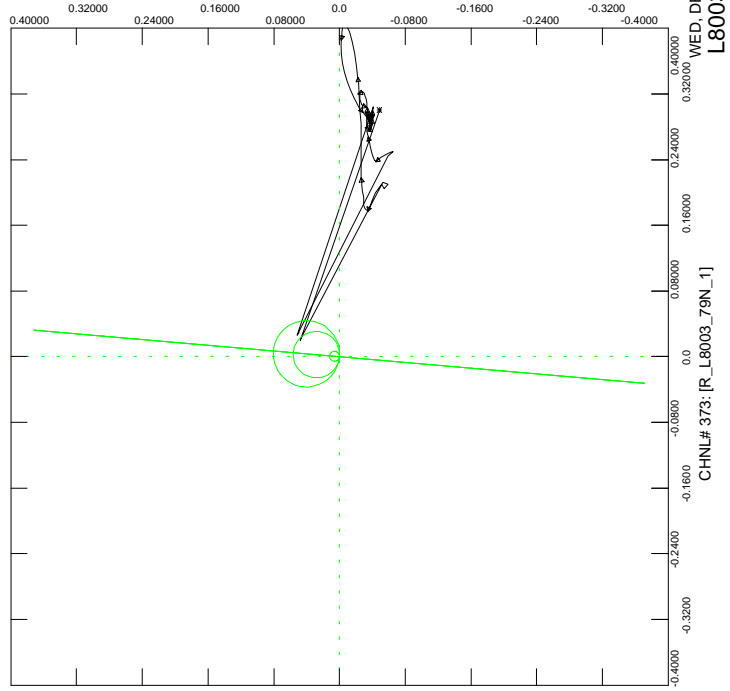
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

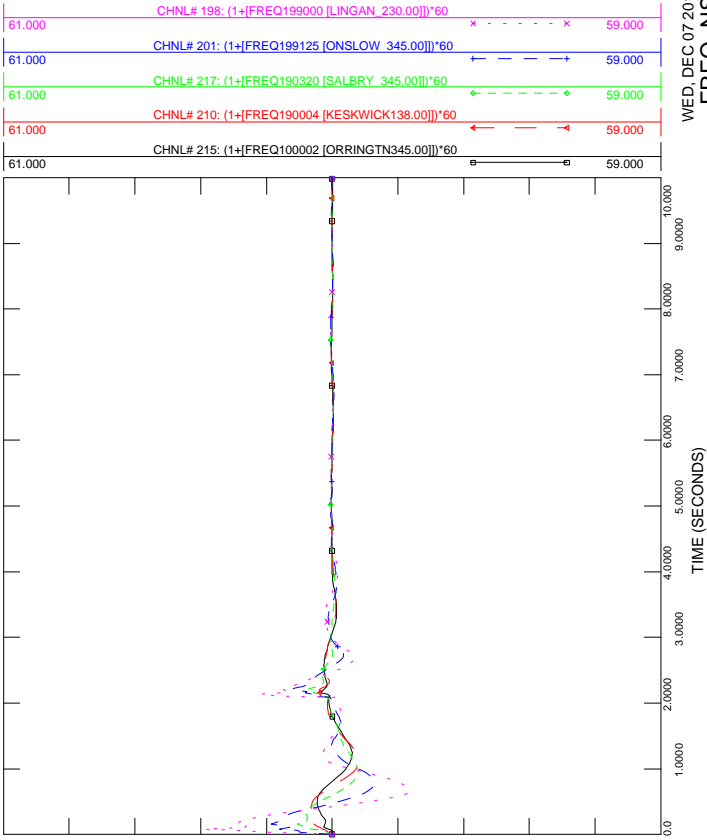
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

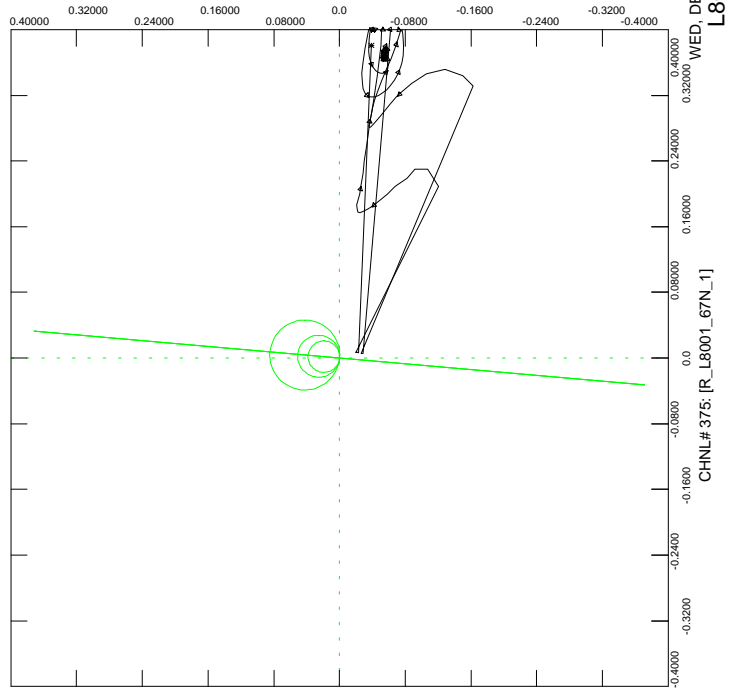
FILE: C_3PH_L7018_67N_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7018_67N_LL_D10.out

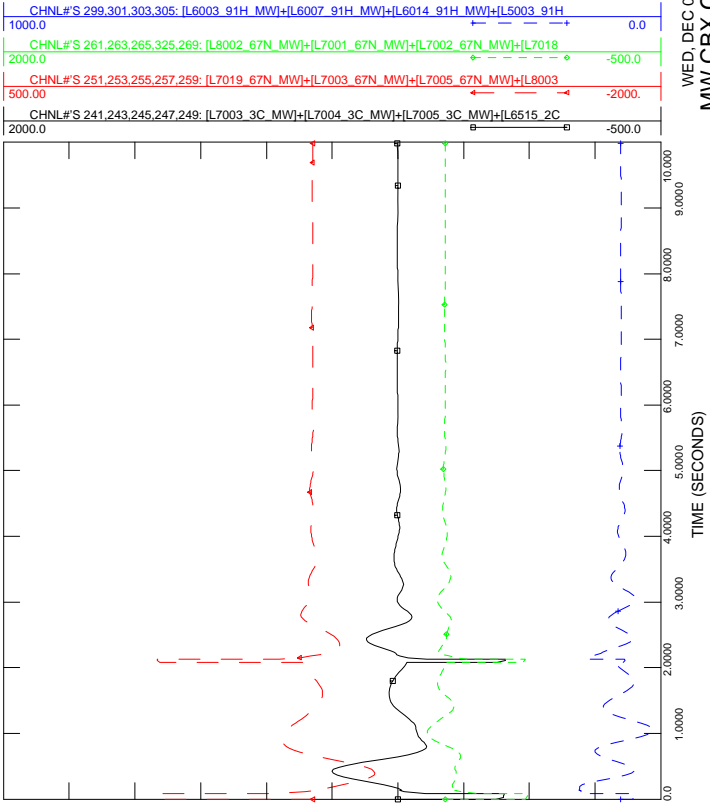
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CHNL# 376: [X_L8001_67N_1]





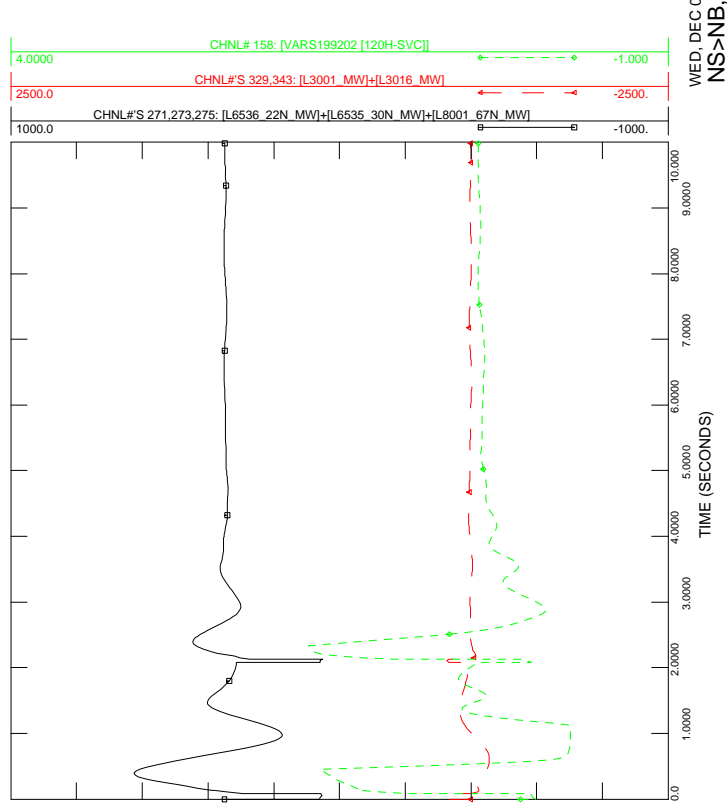
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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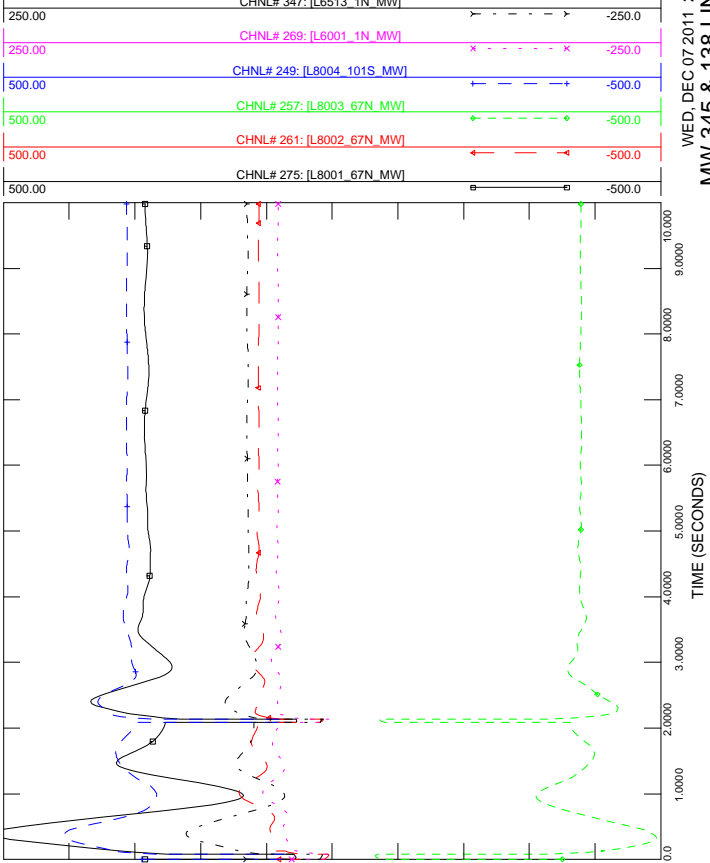
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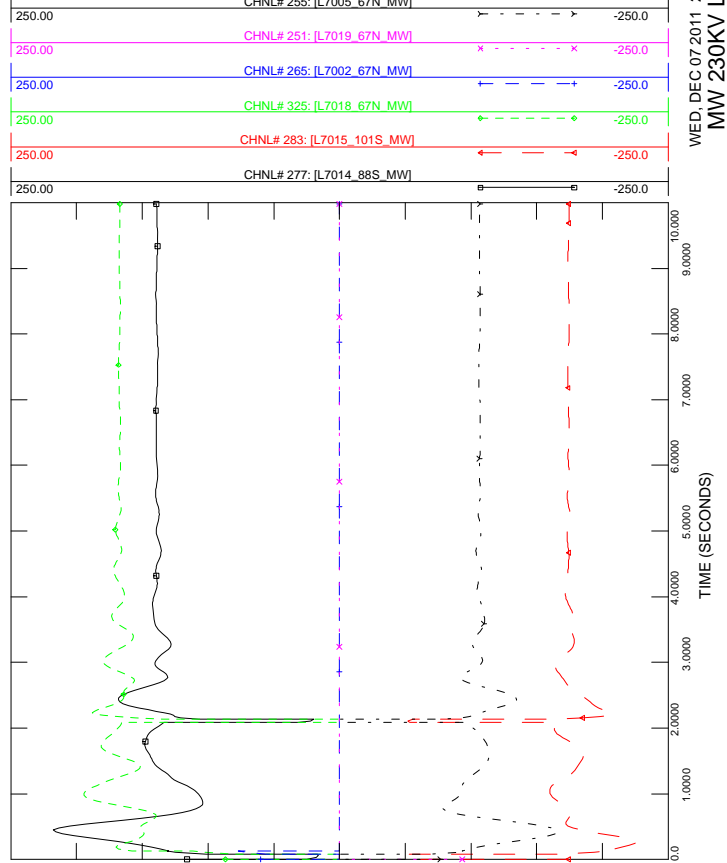
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

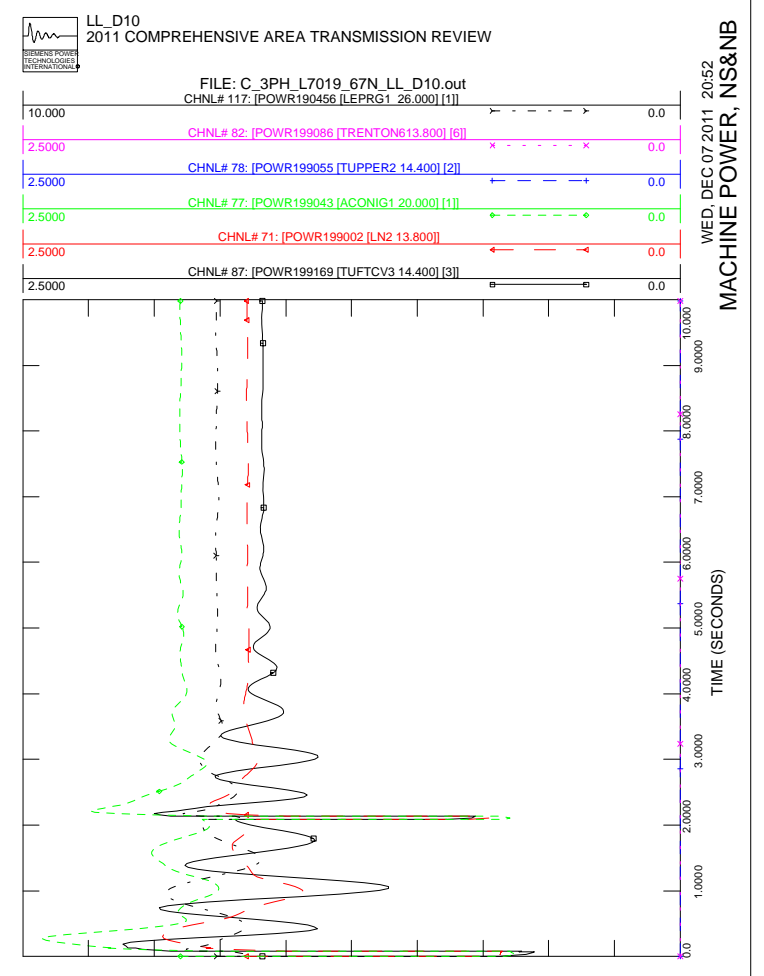
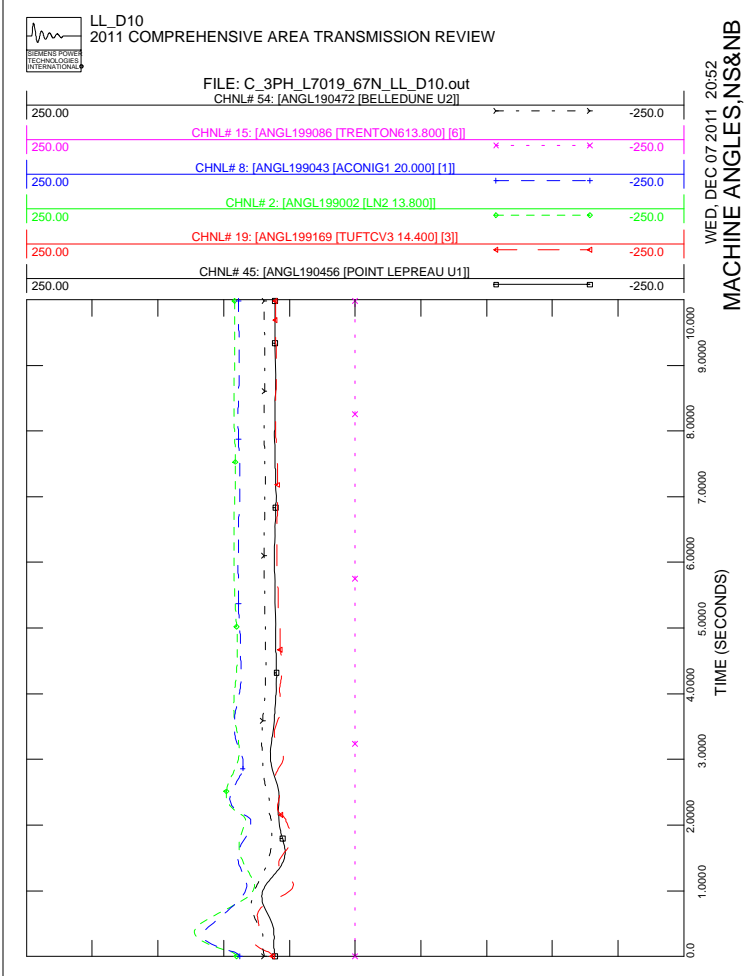
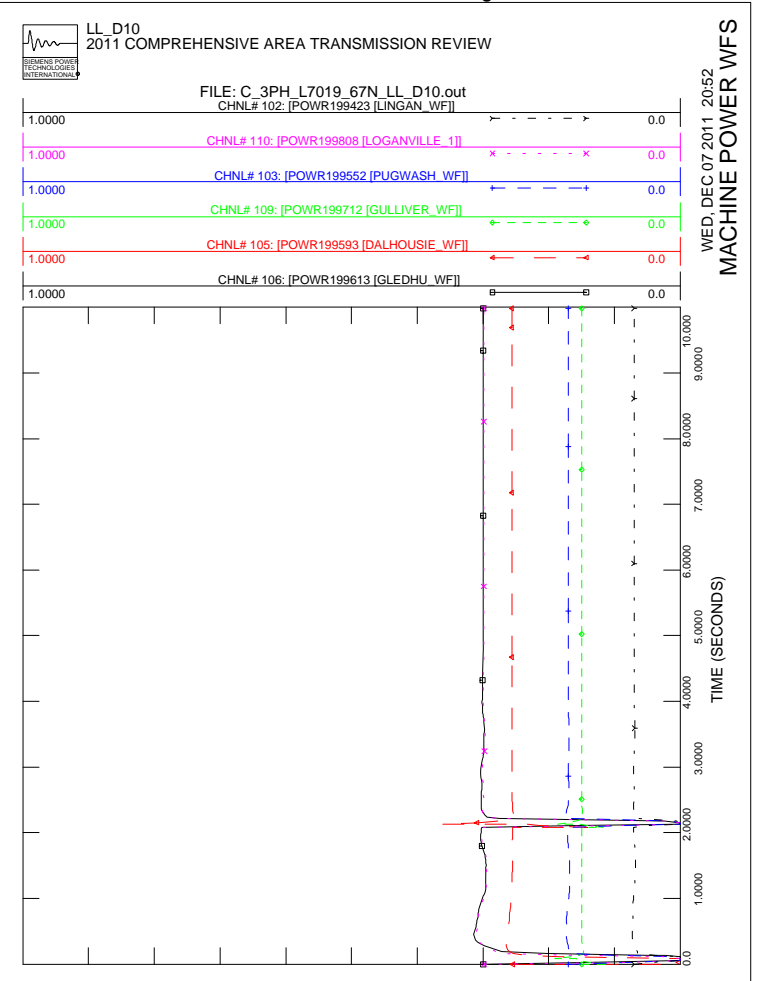
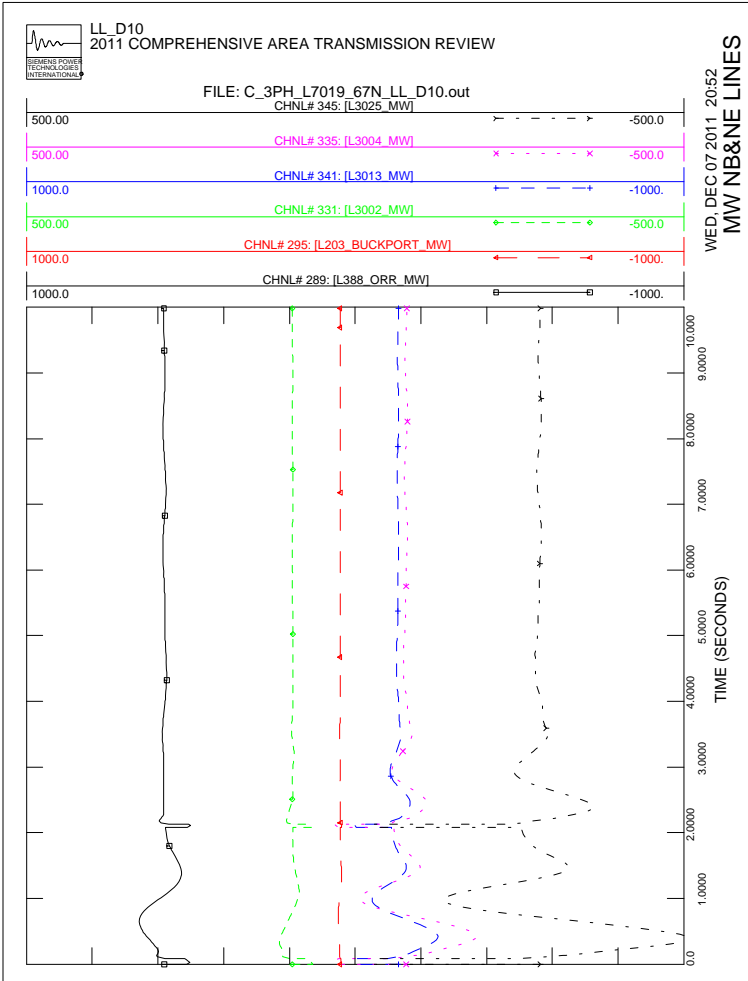
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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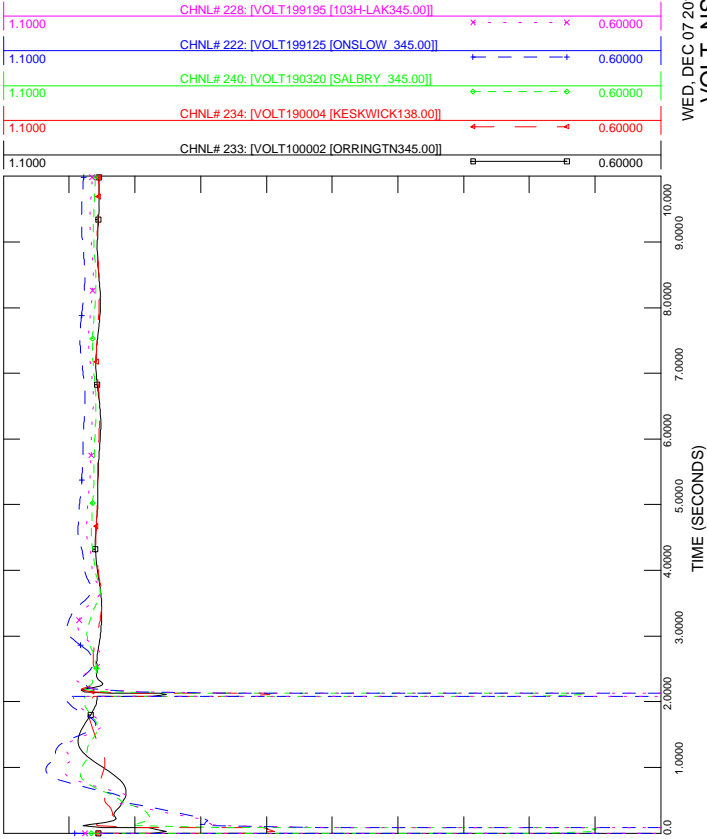






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

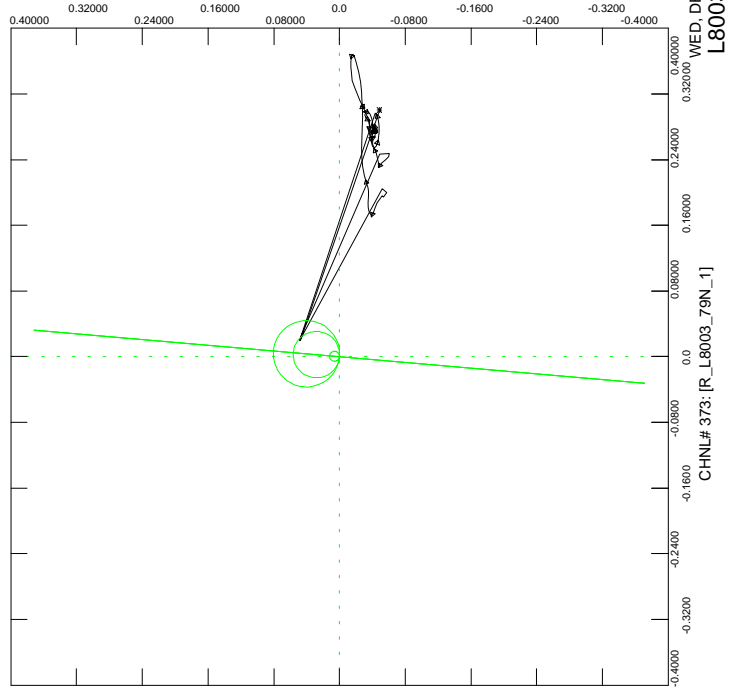
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

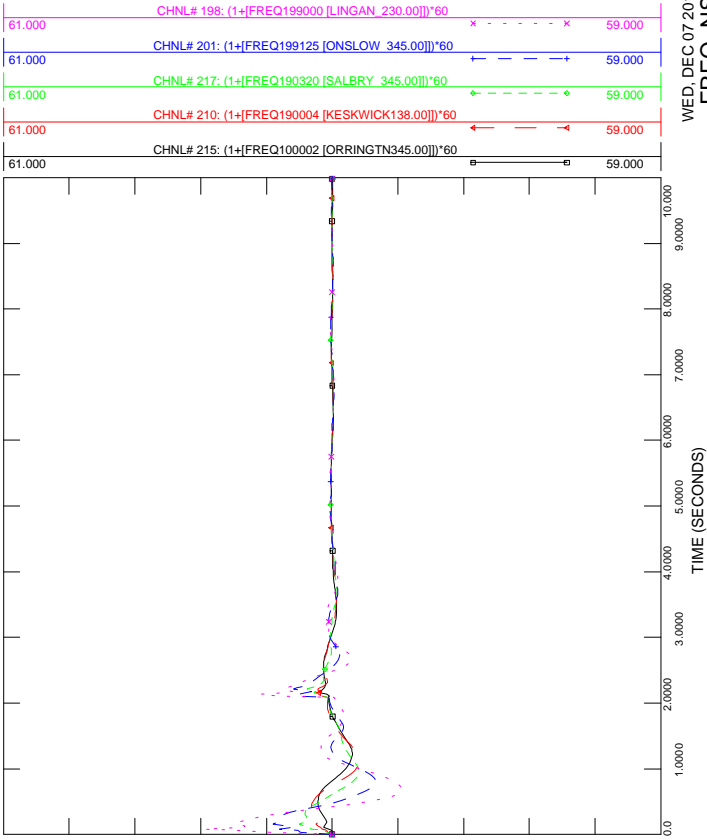
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

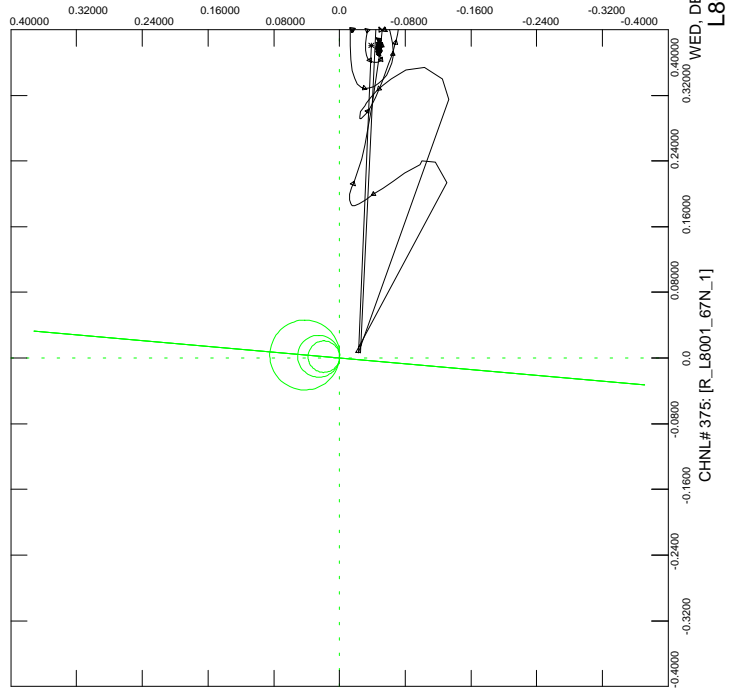
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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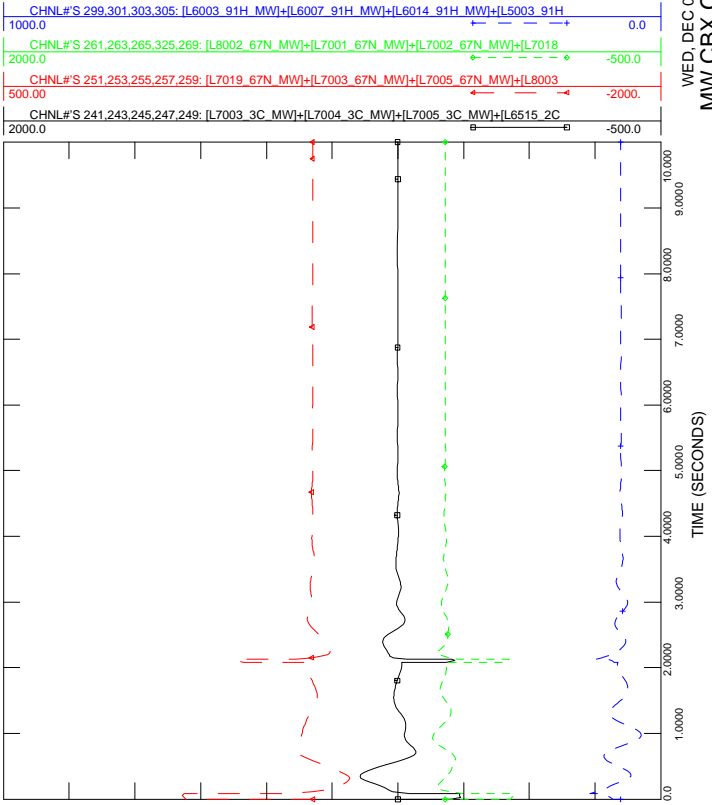
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CHNL# 376: [X_L8001_67N_1]





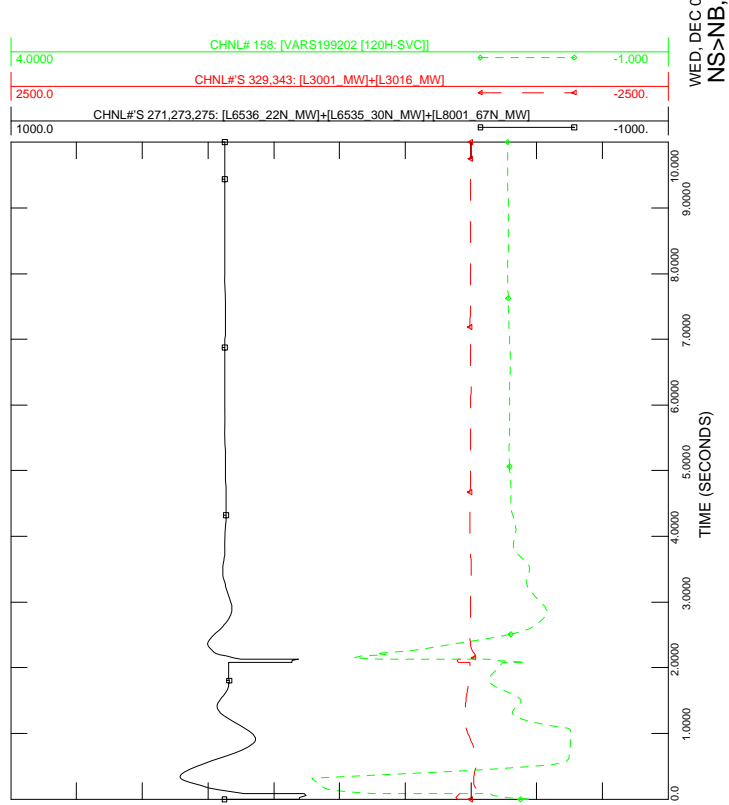
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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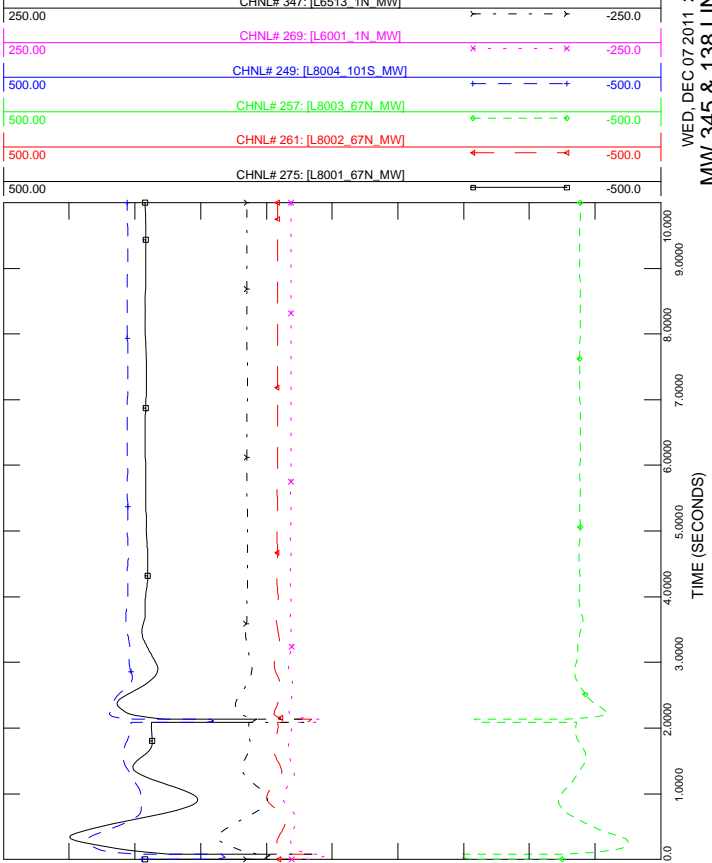
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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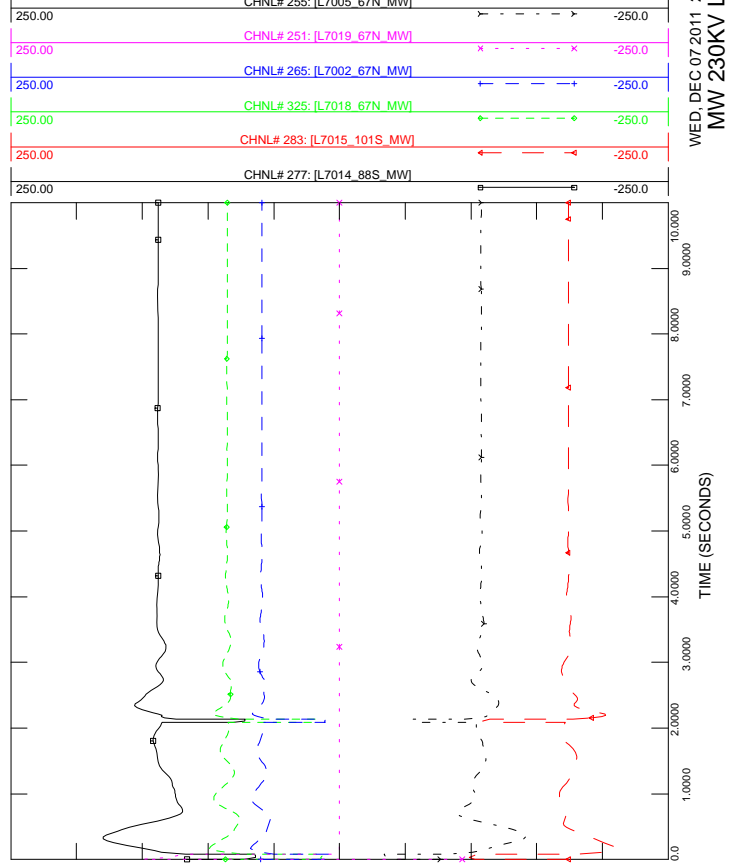
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

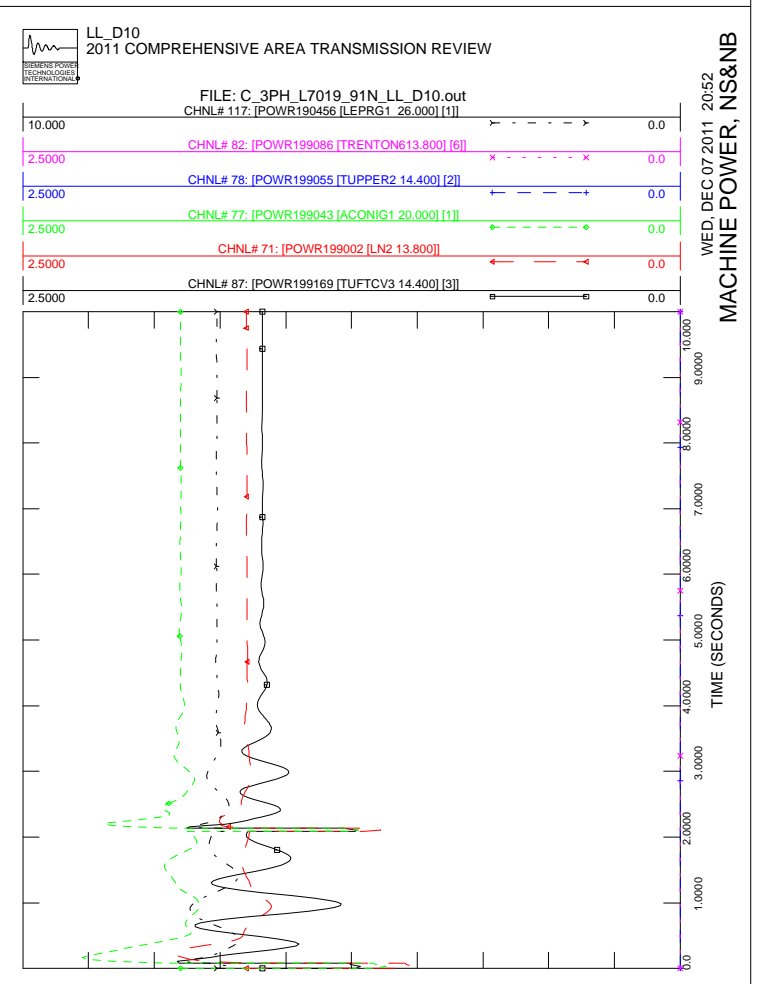
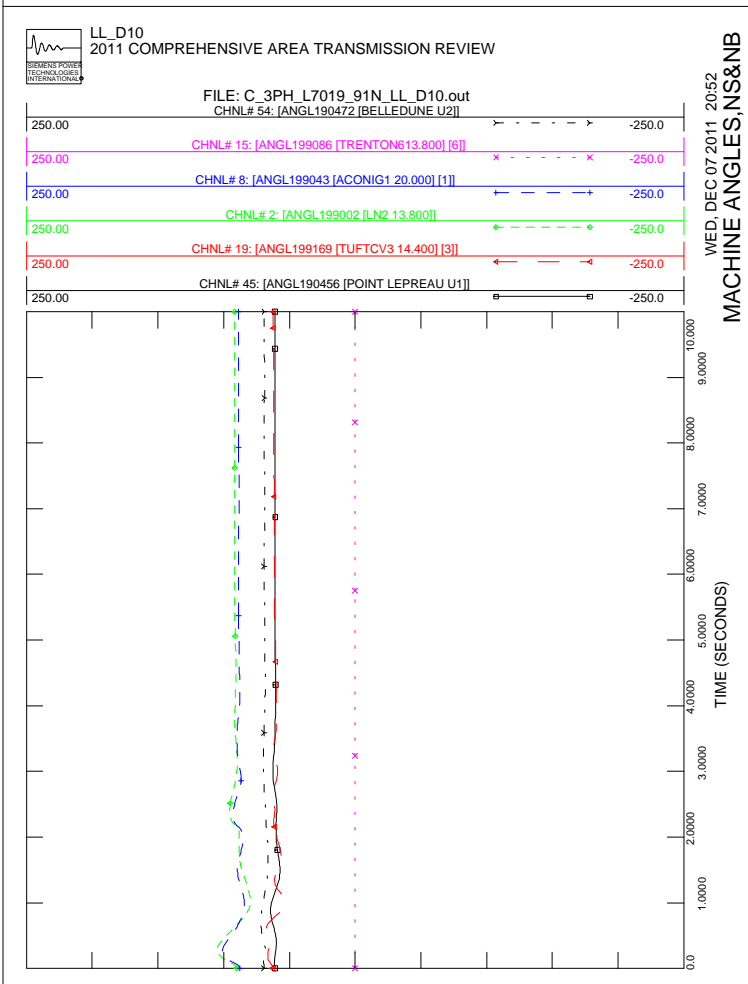
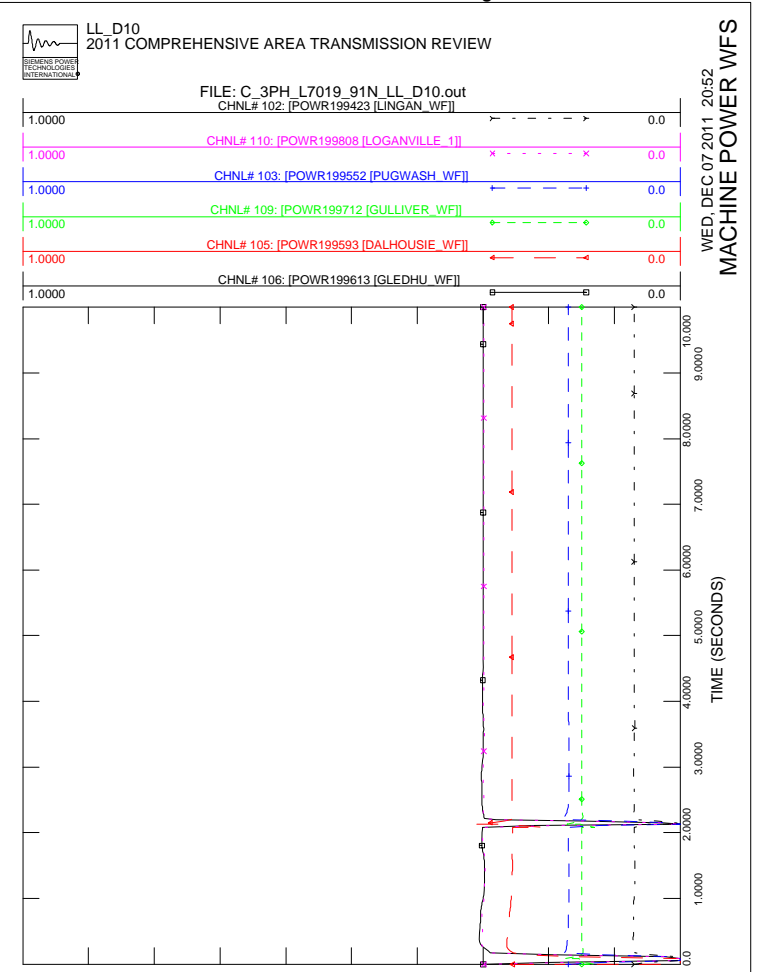
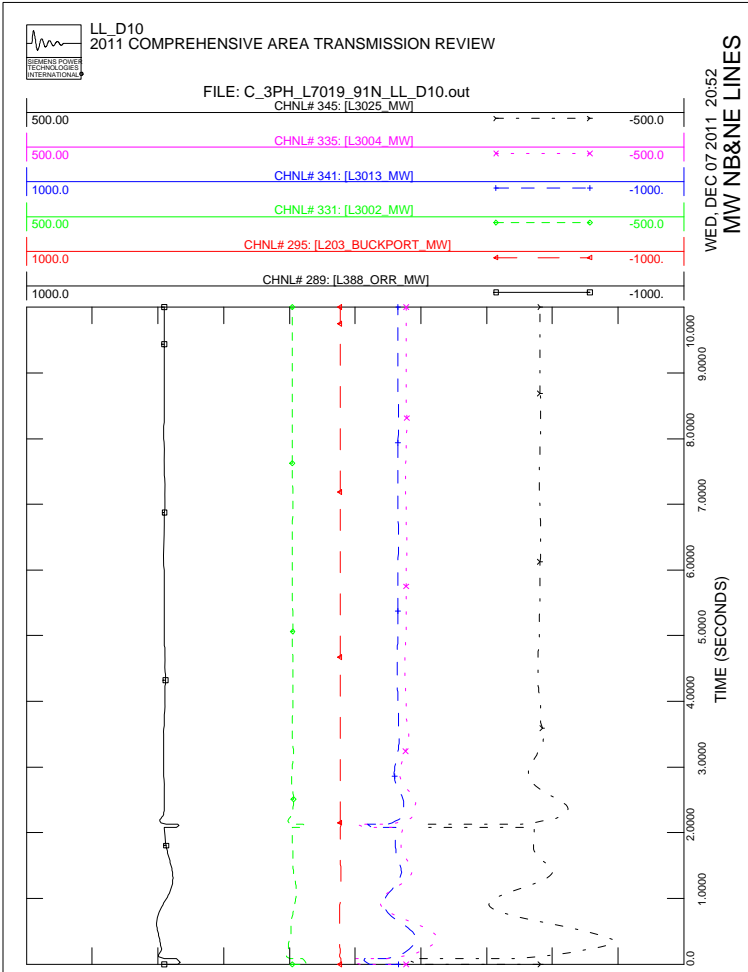
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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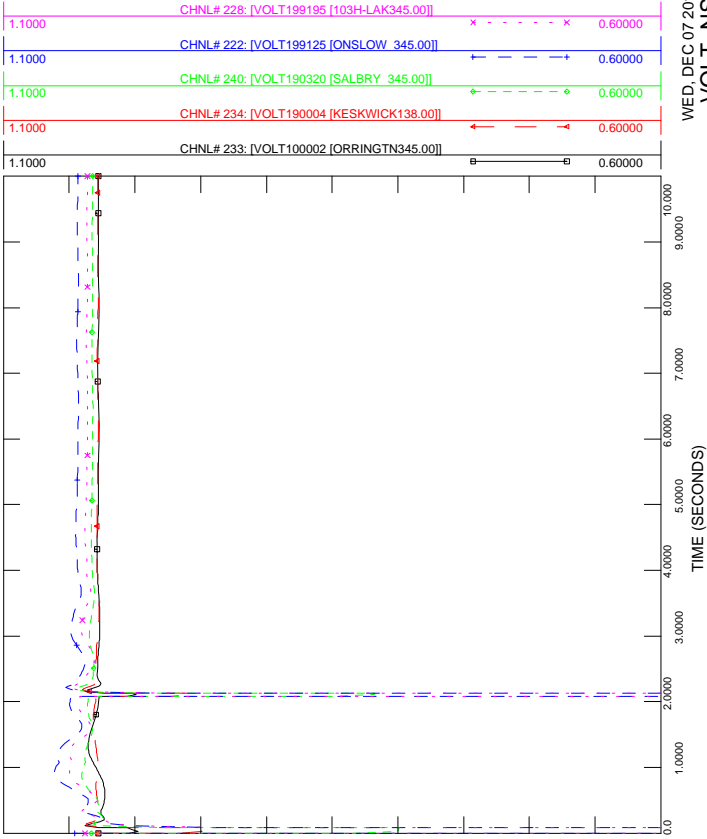






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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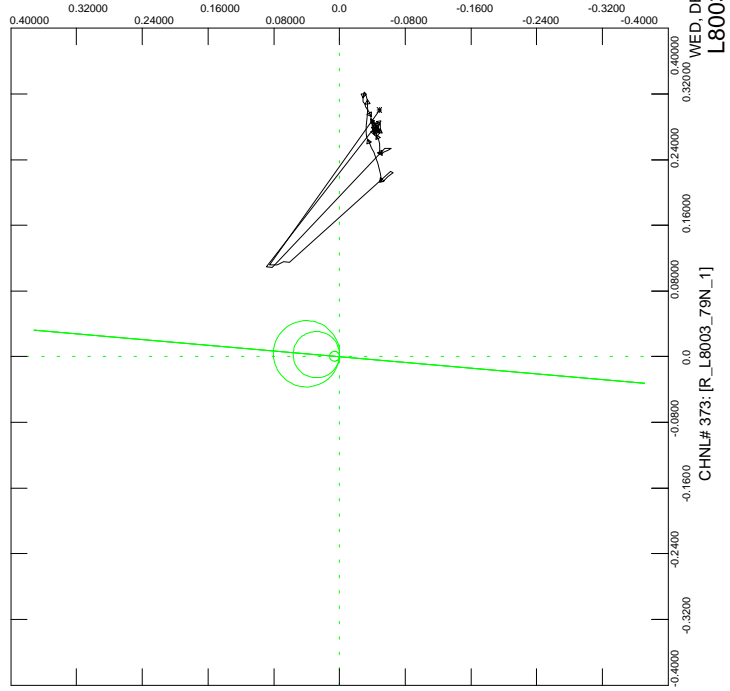
WED, DEC 07 2011 20:52
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7019_91N_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

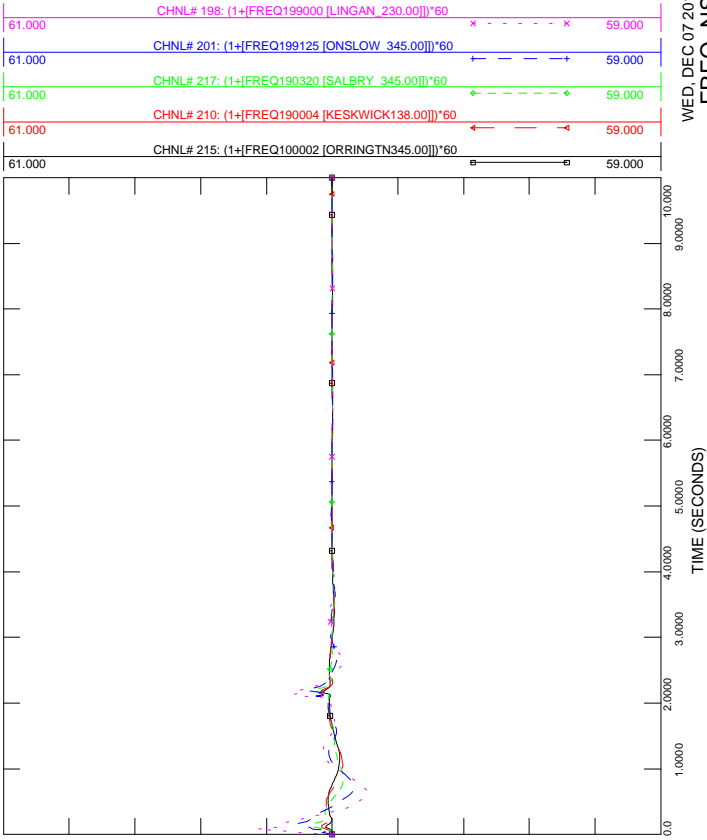


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L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7019_91N_LL_D10.out



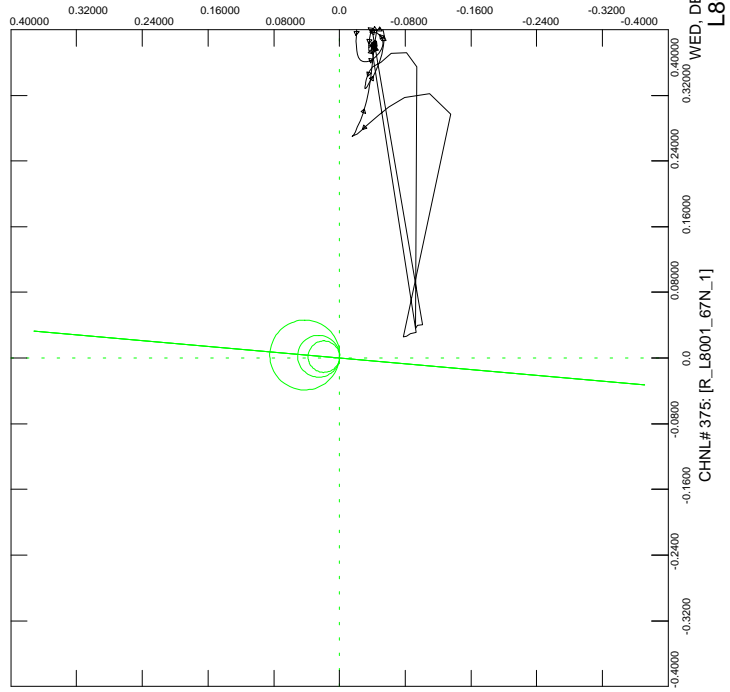
WED, DEC 07 2011 20:52
FREQ, NS, NB&NE



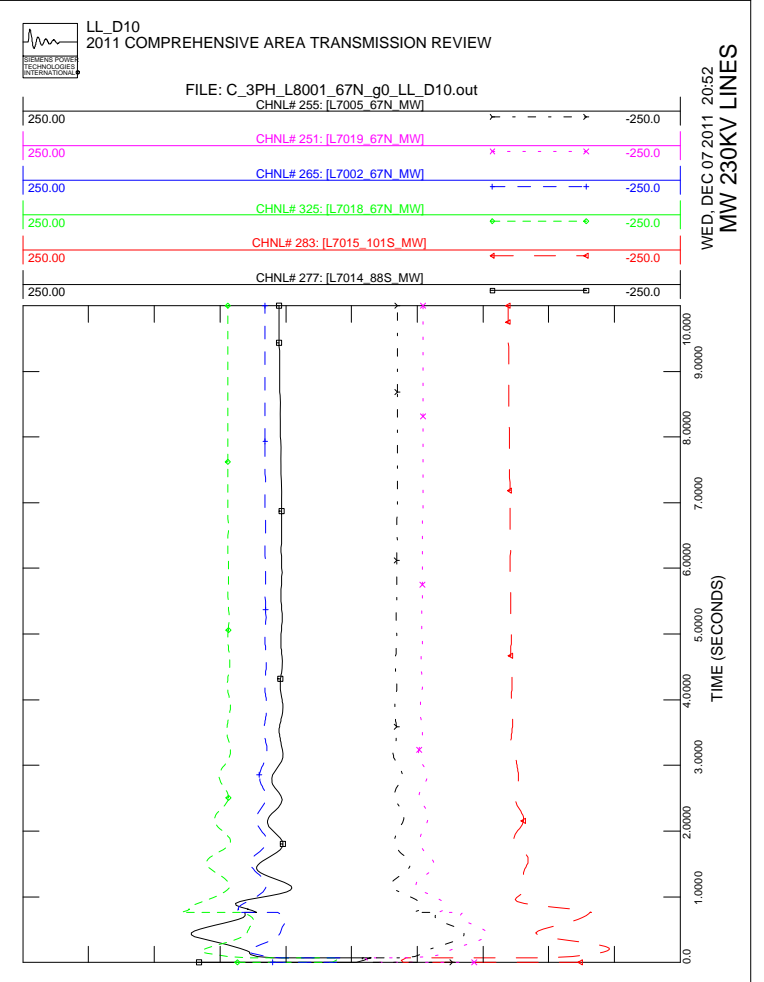
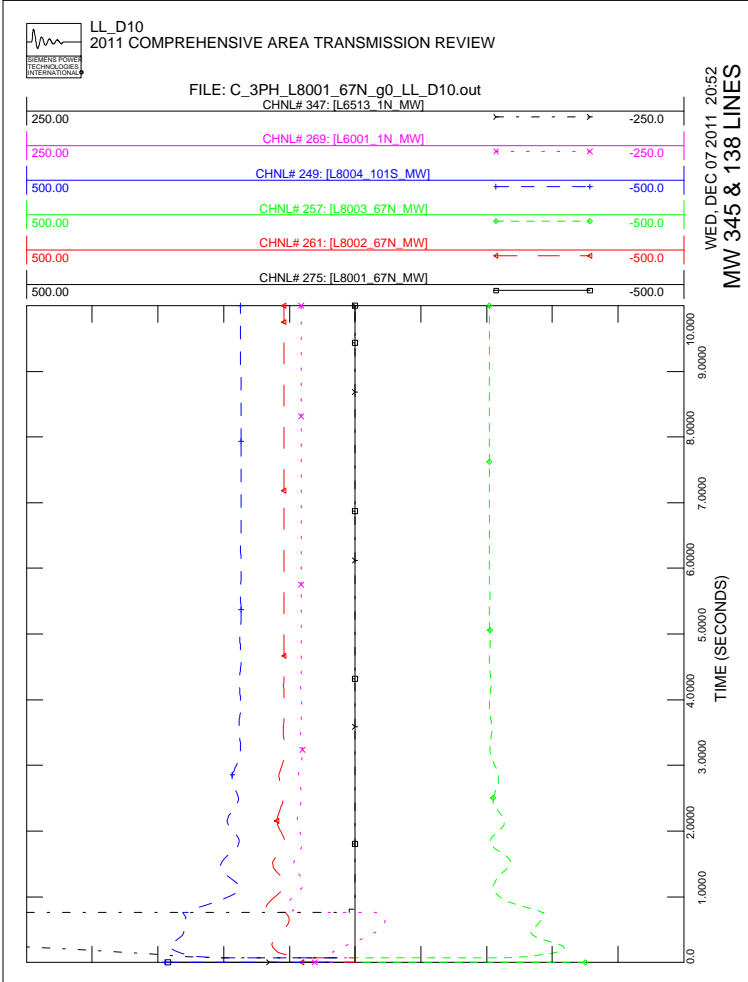
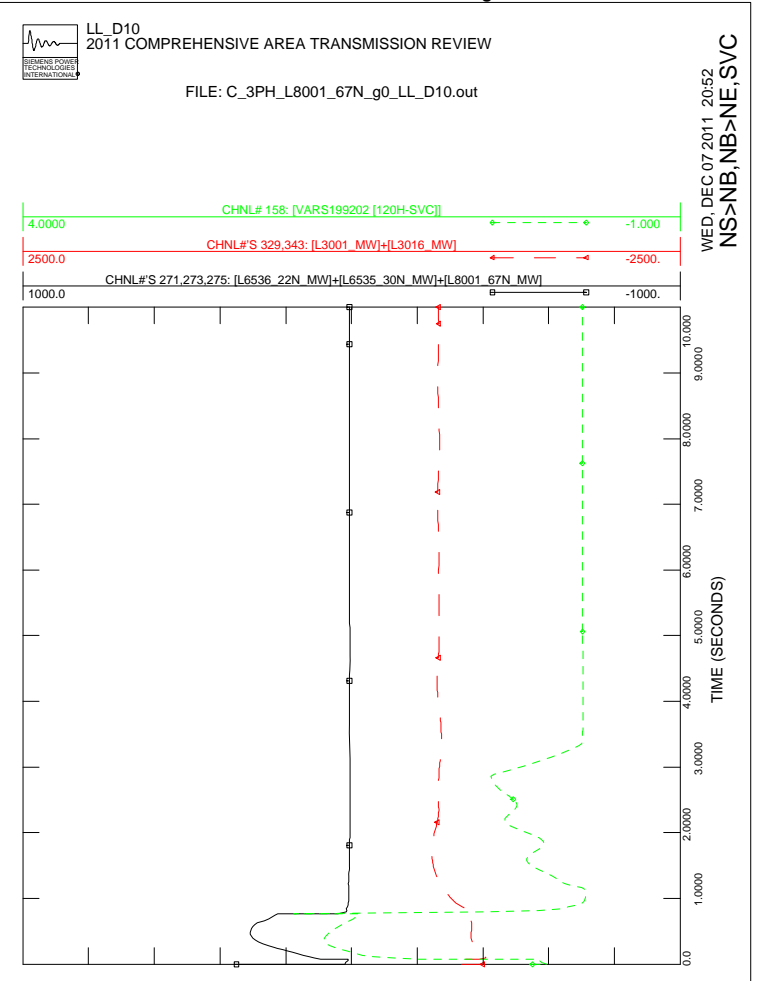
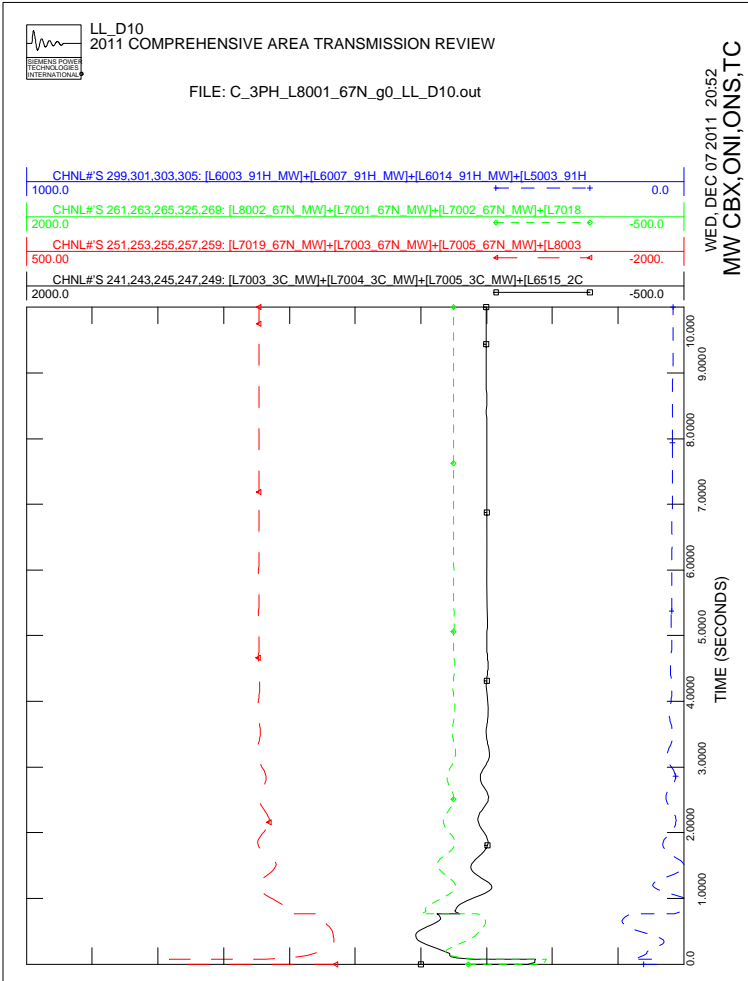
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

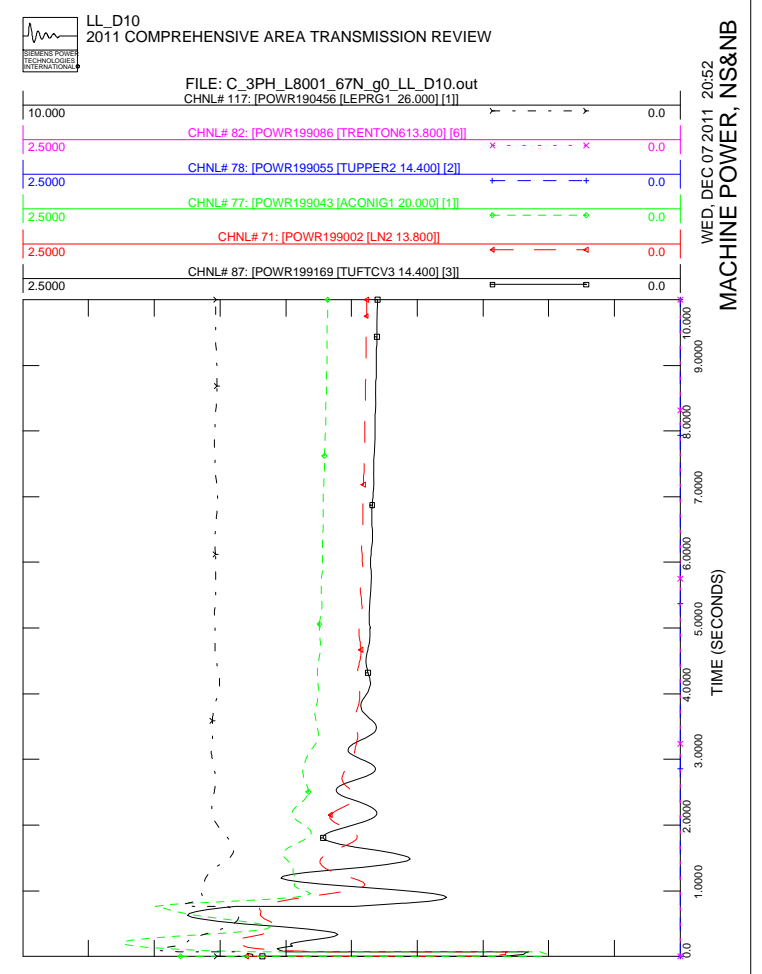
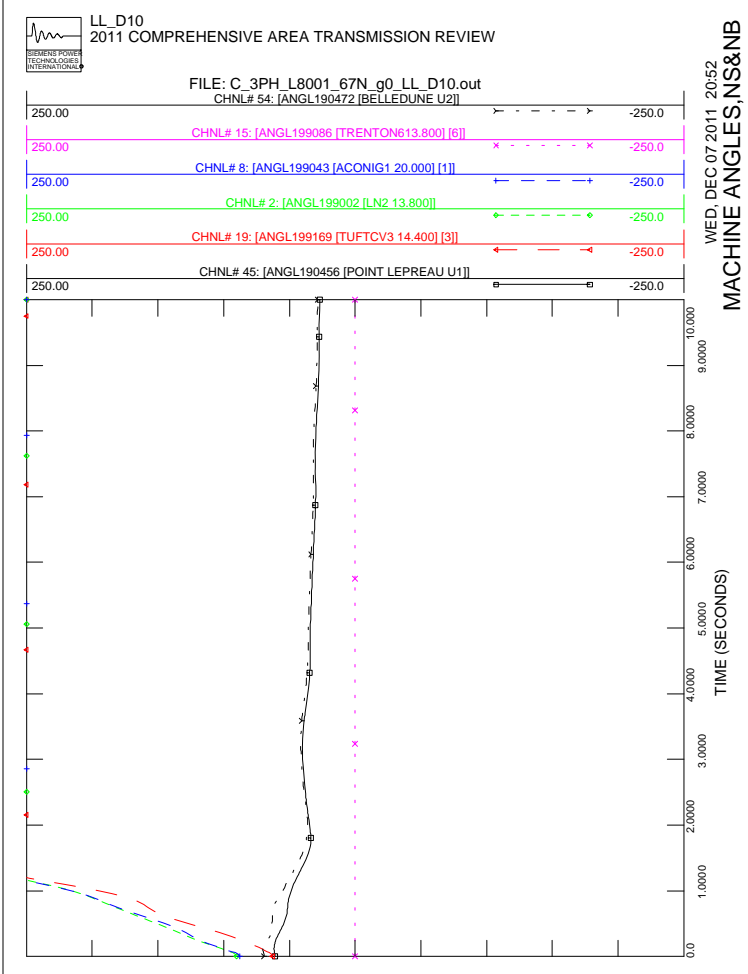
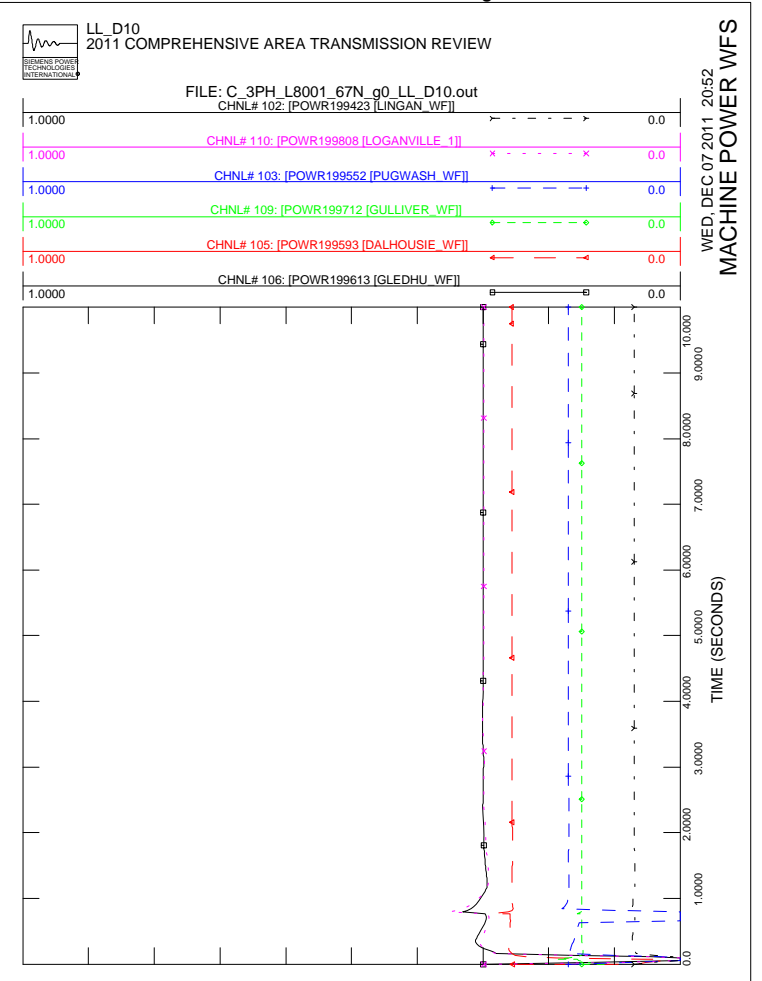
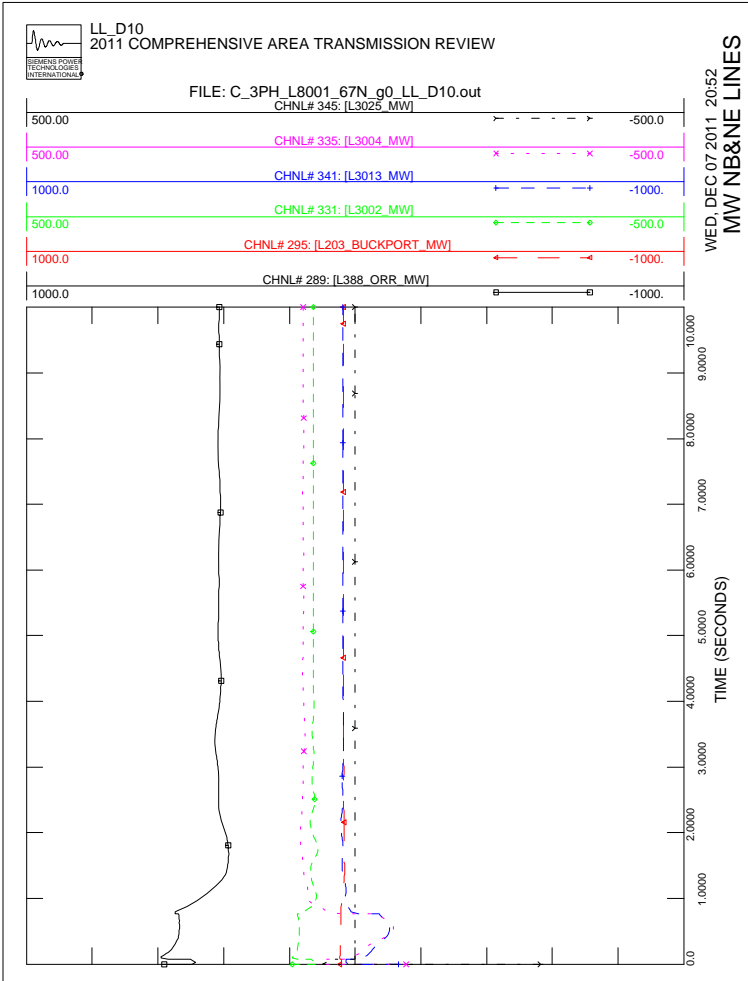
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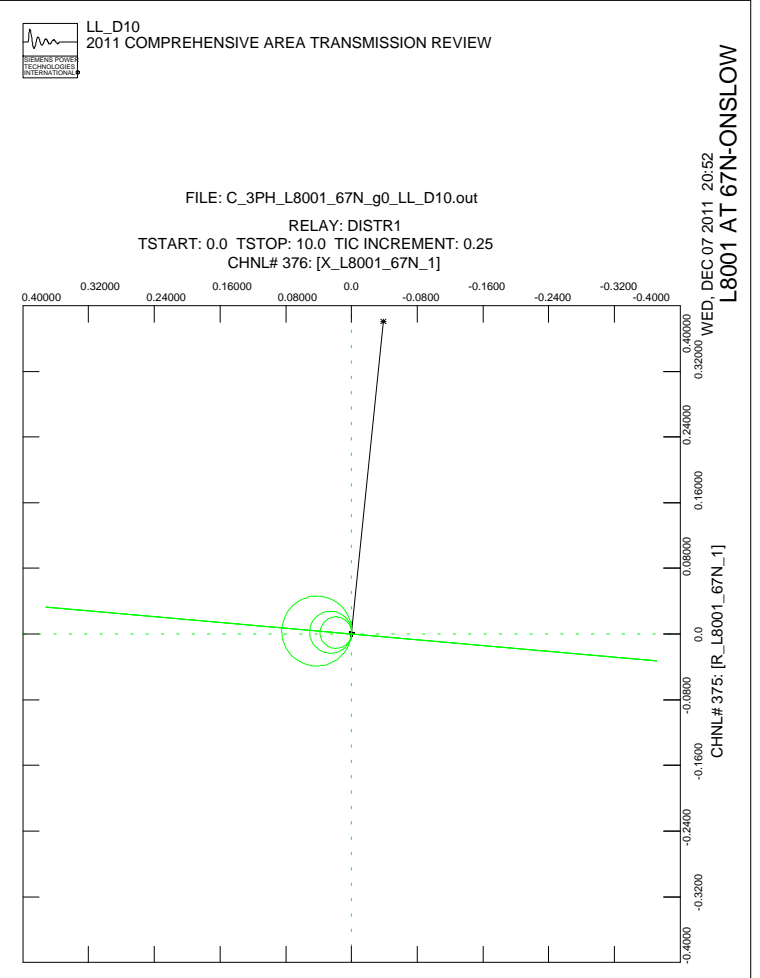
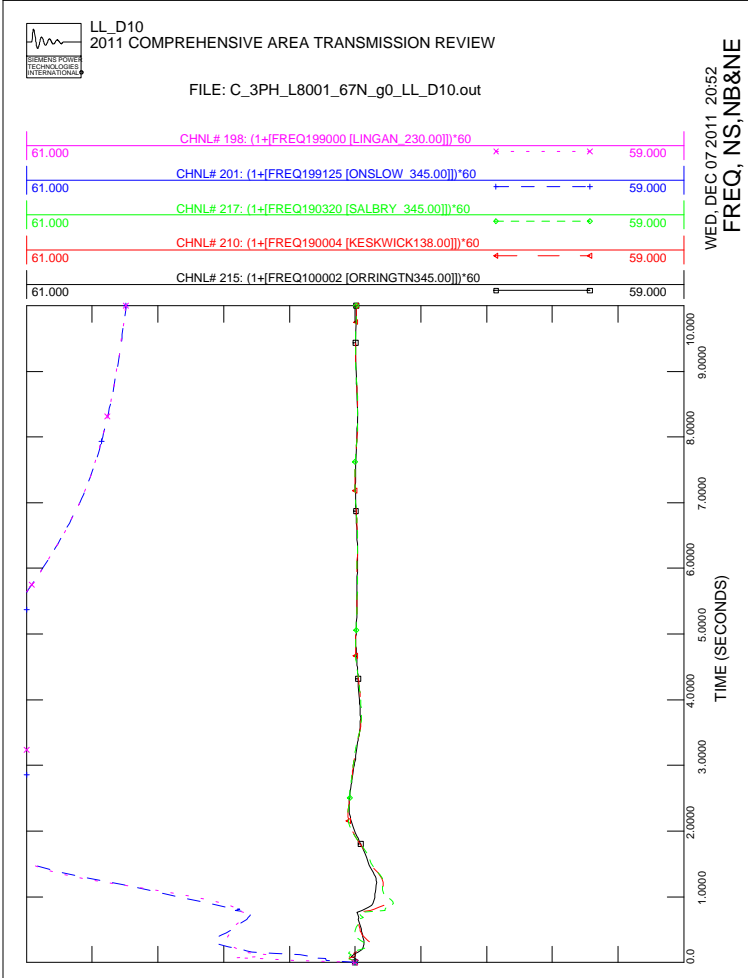
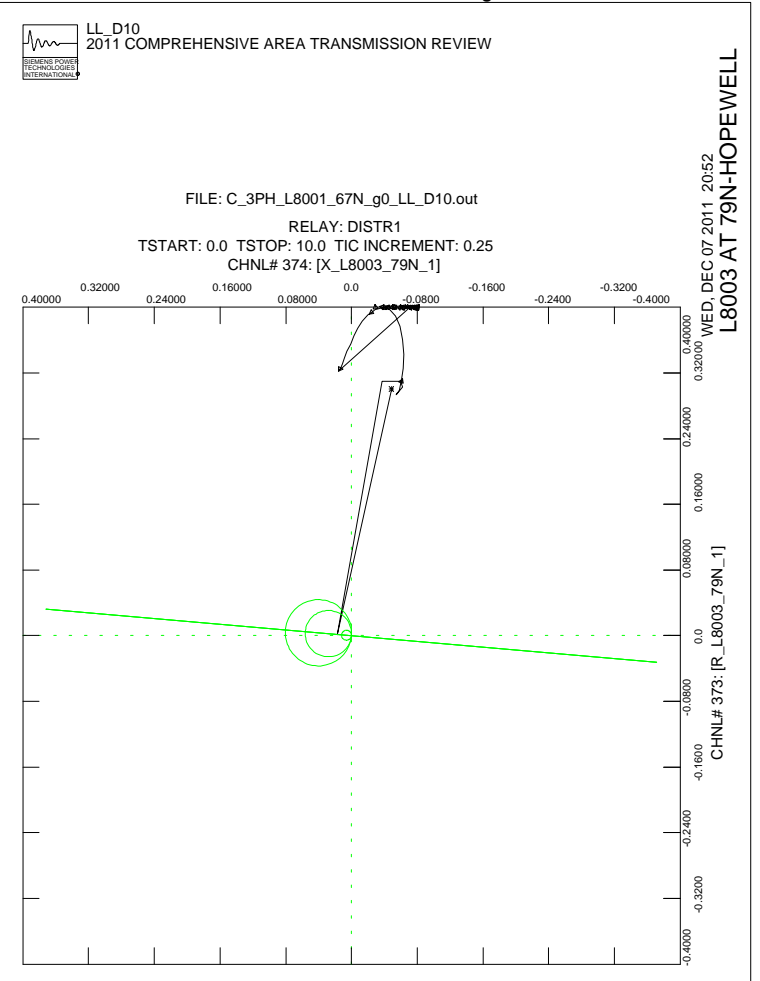
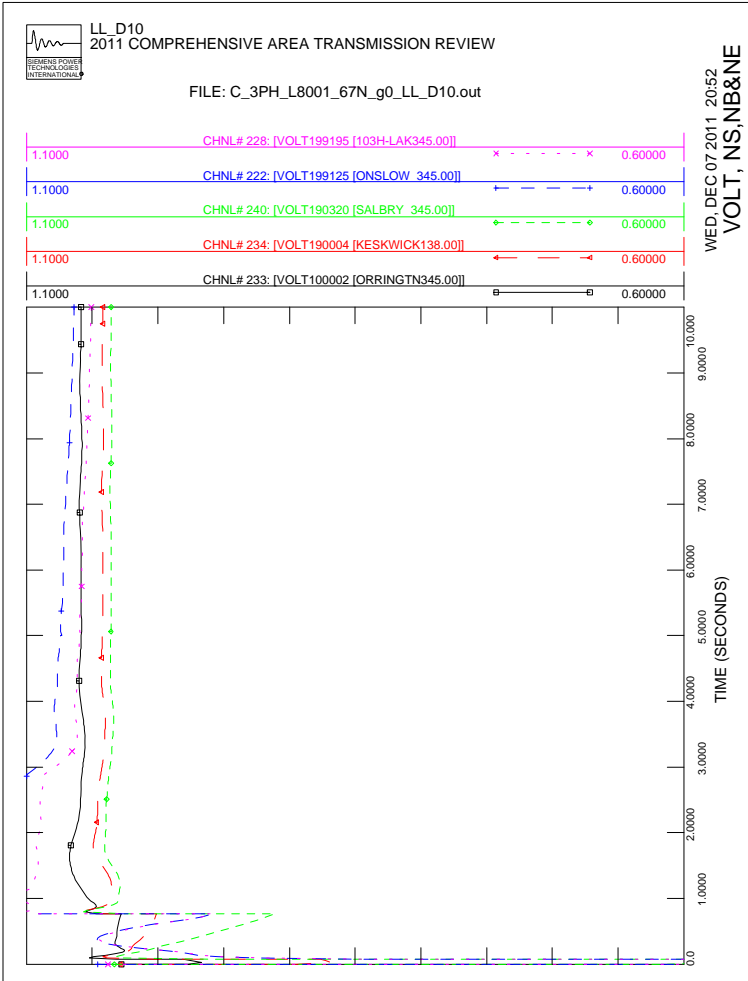
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

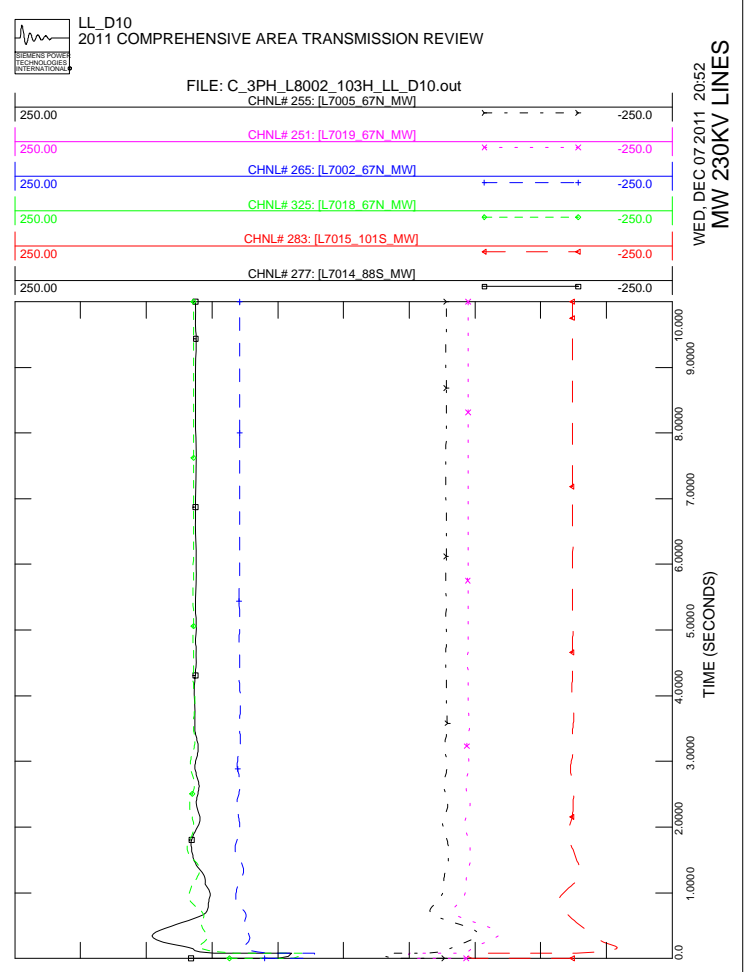
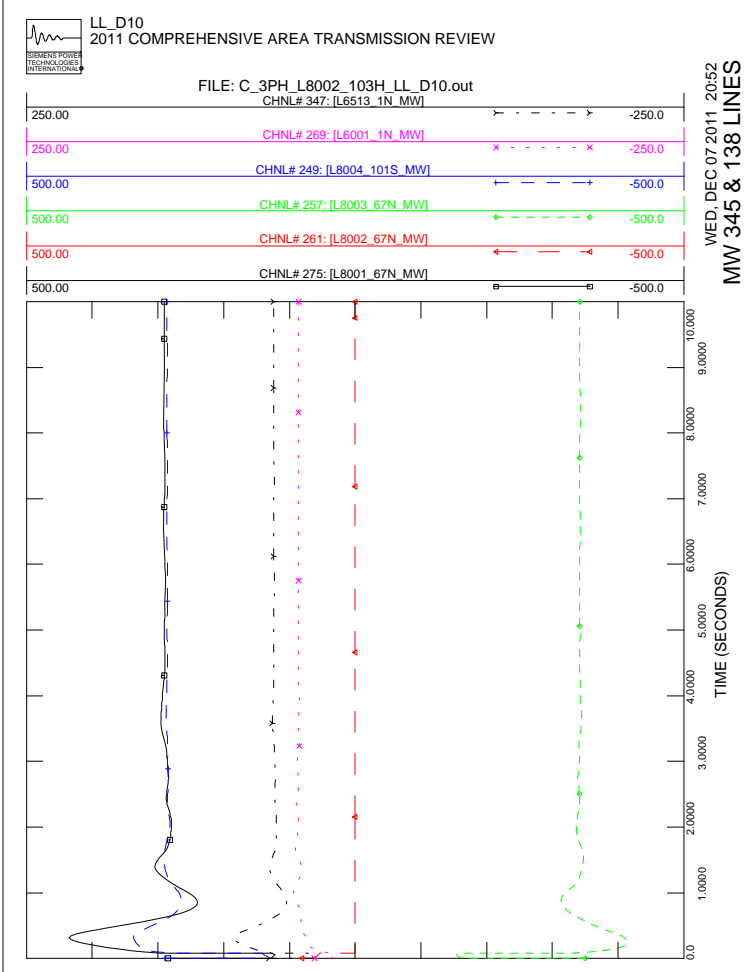
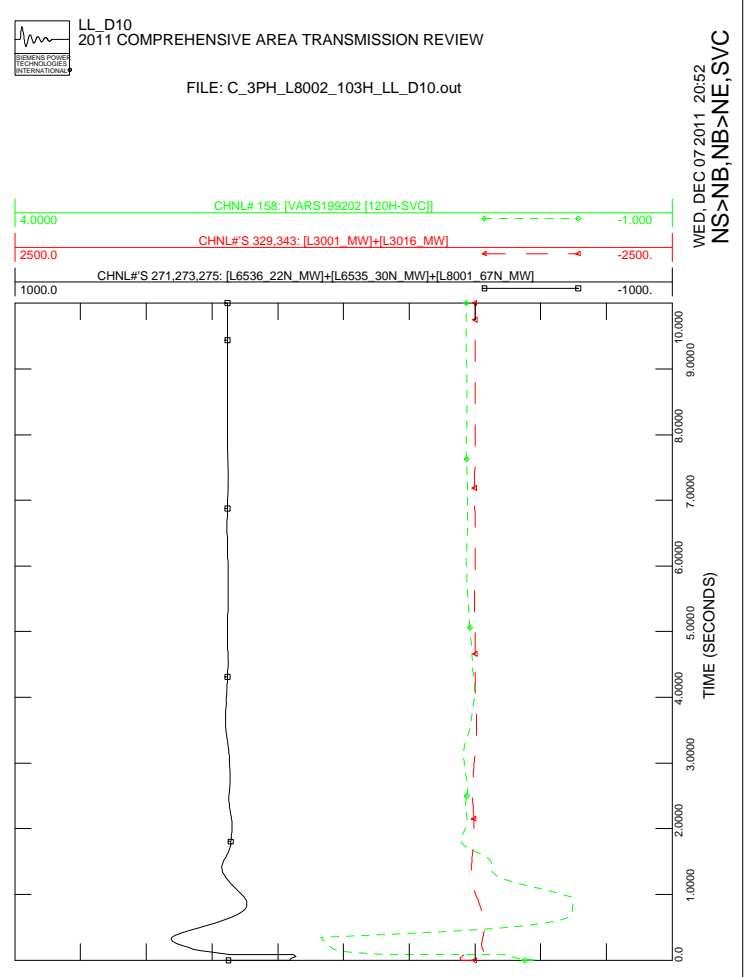
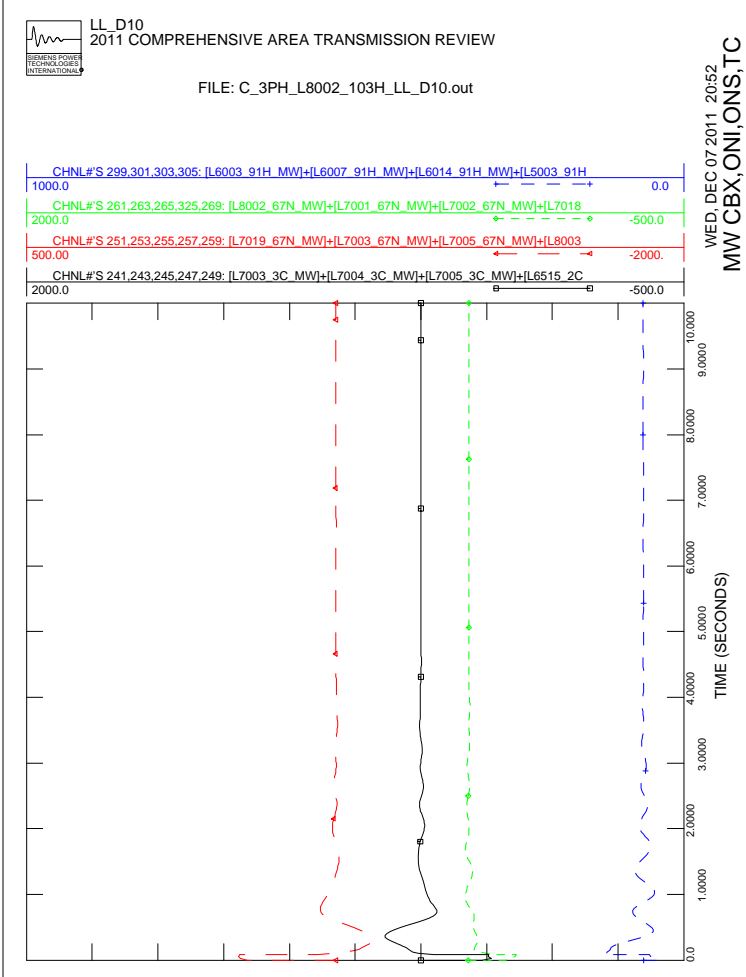


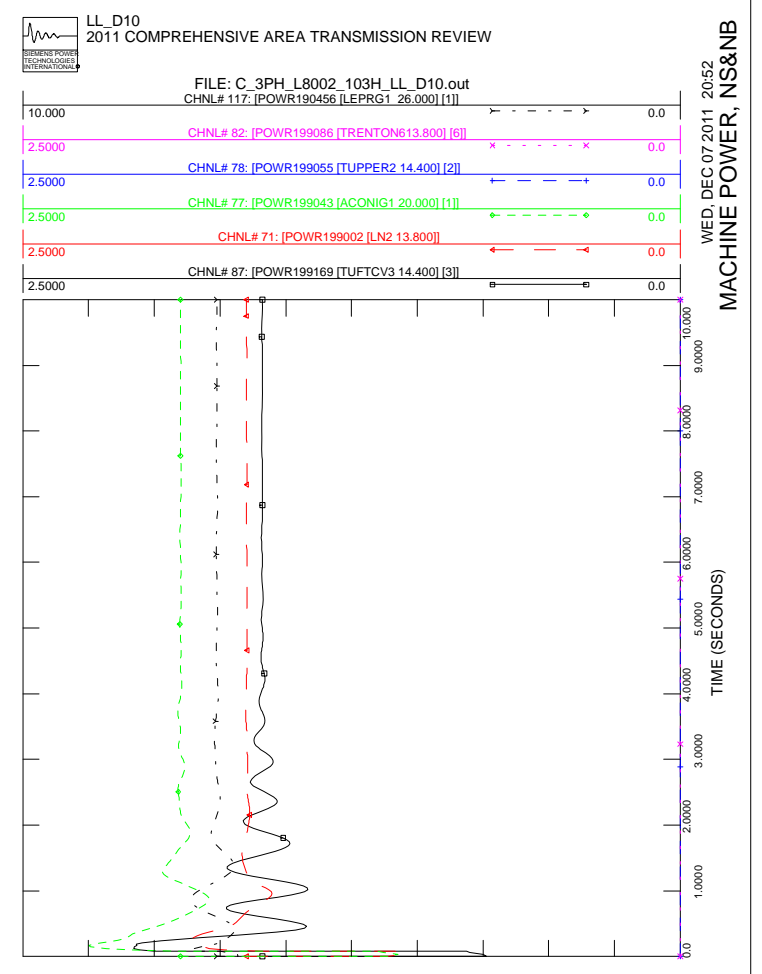
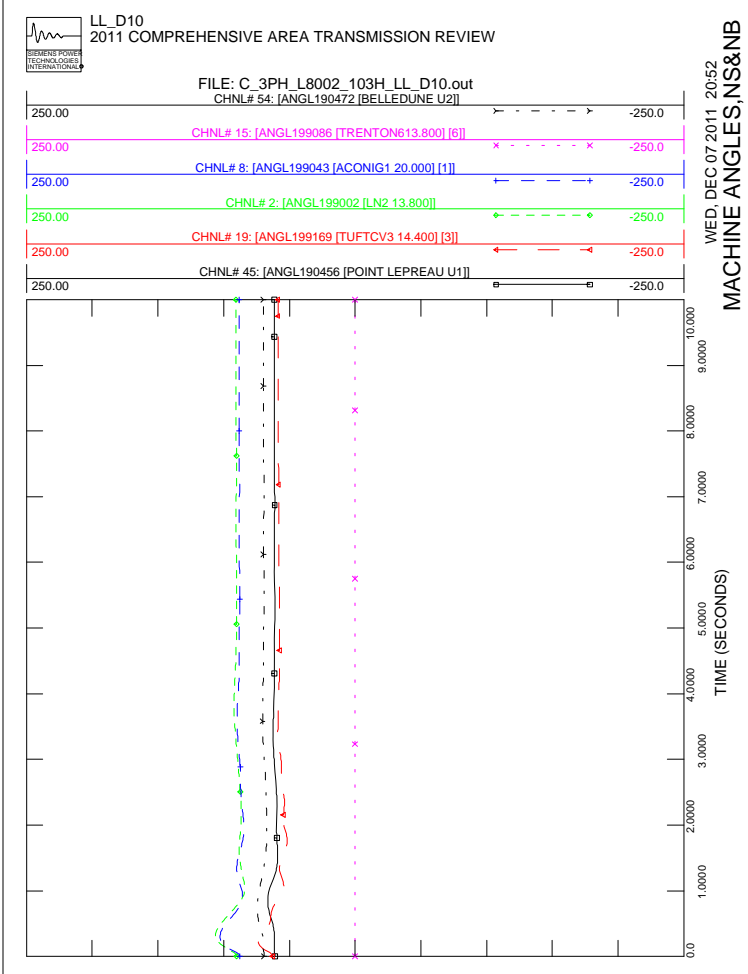
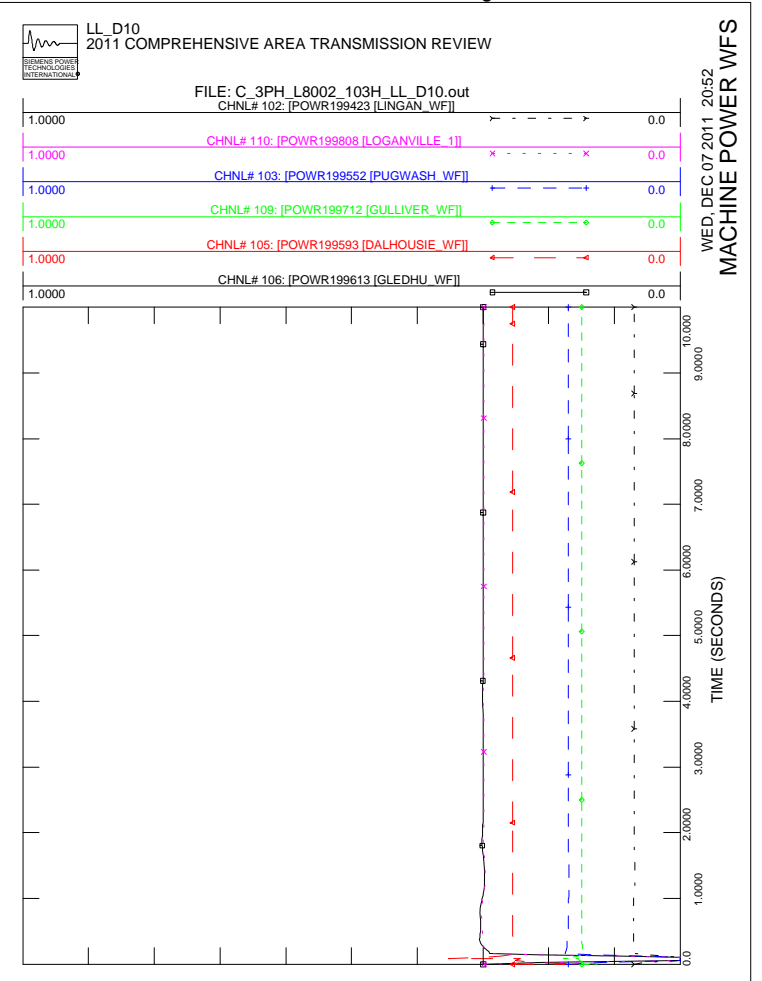
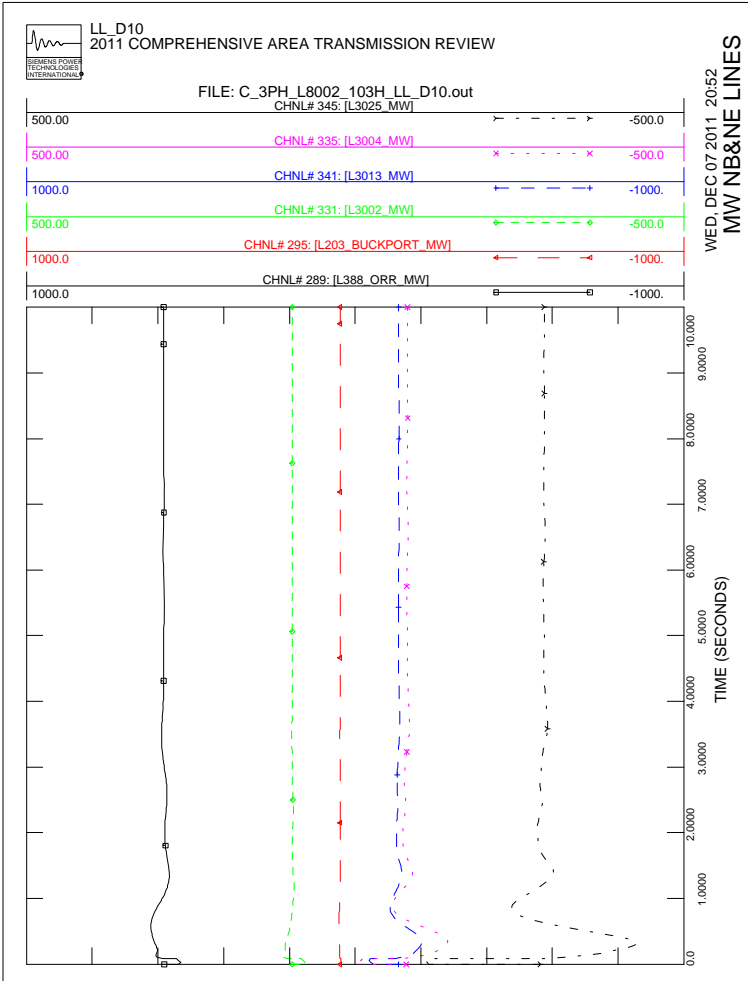
WED, DEC 07 2011 20:52
L8001 AT 67N-ONSLow







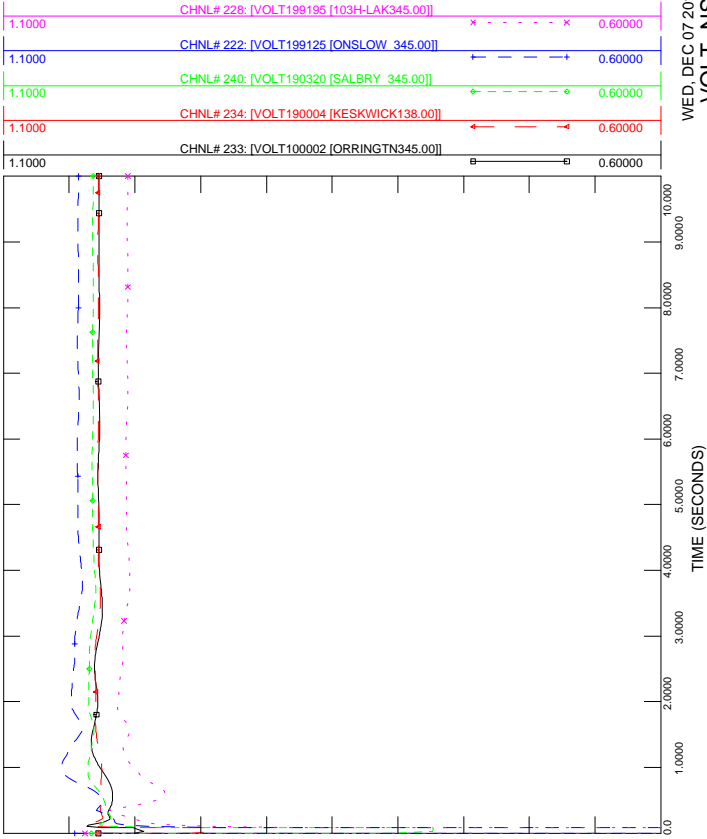






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8002_103H_LL_D10.out



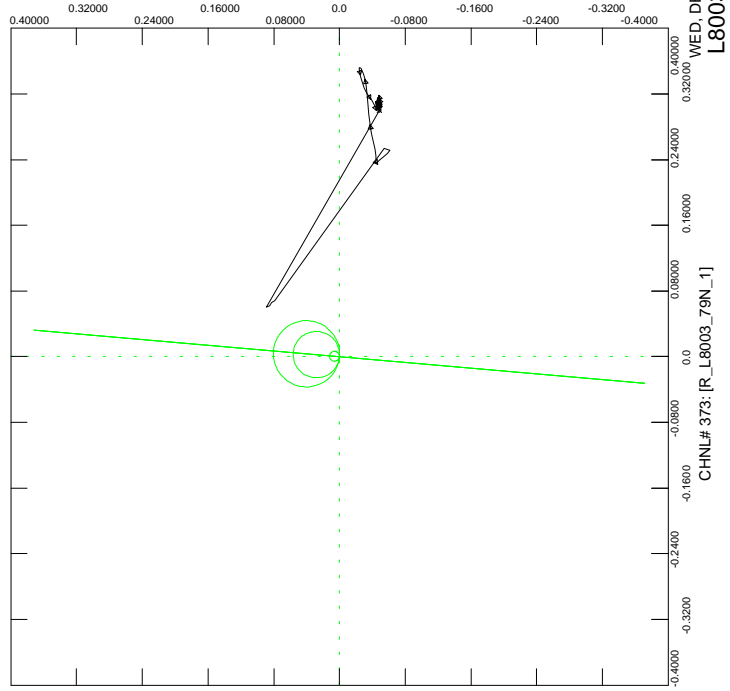
WED, DEC 07 2011 20:52
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8002_103H_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

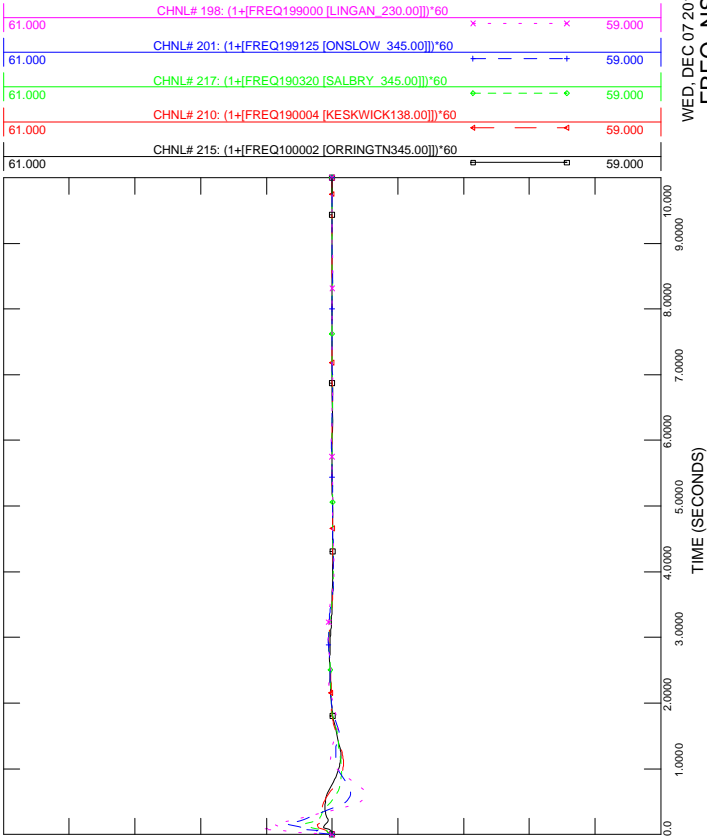


WED, DEC 07 2011 20:52
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8002_103H_LL_D10.out



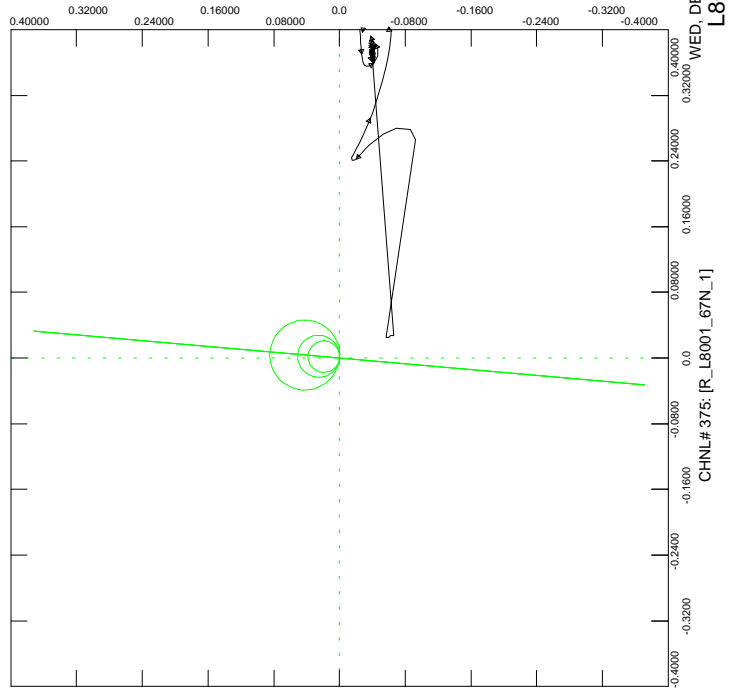
WED, DEC 07 2011 20:52
FREQ, NS, NB&NE



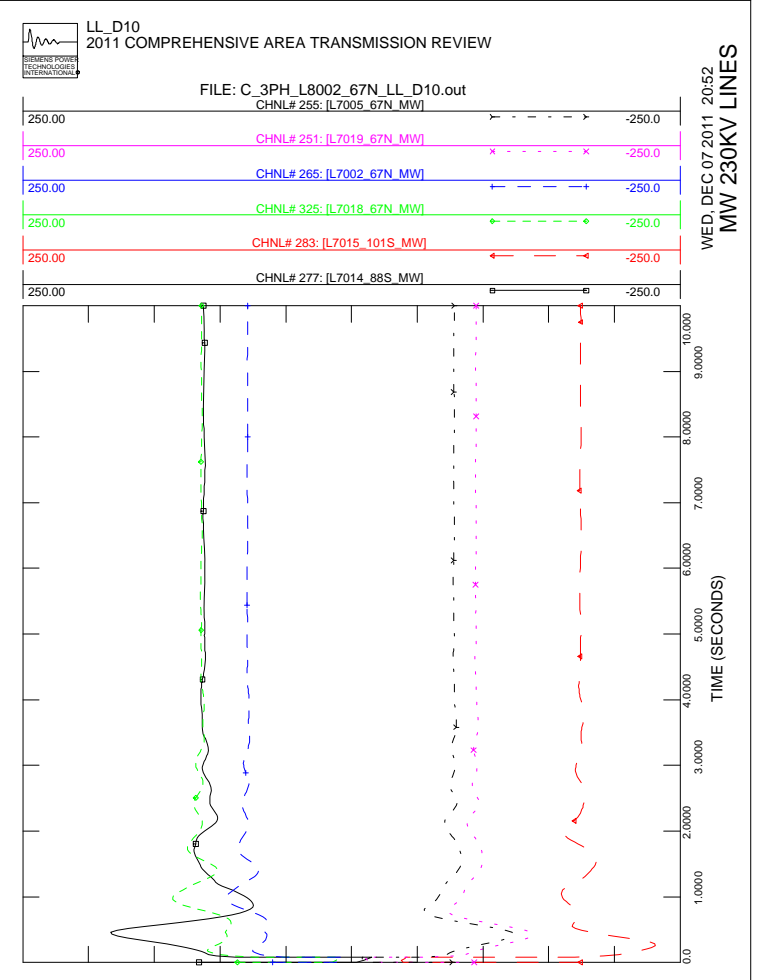
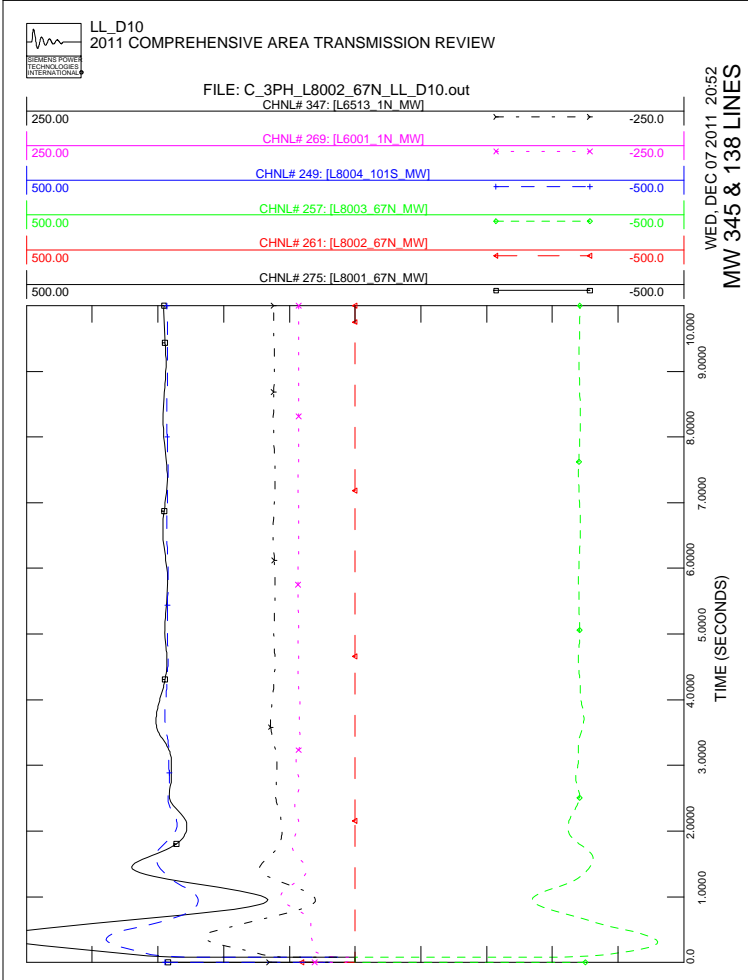
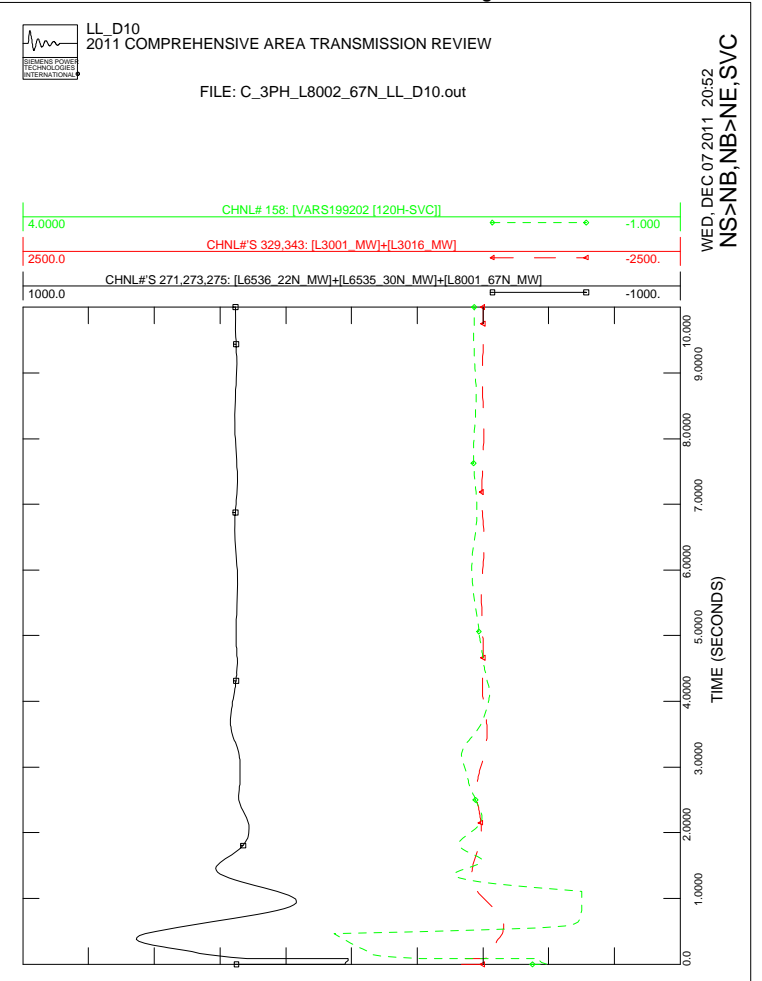
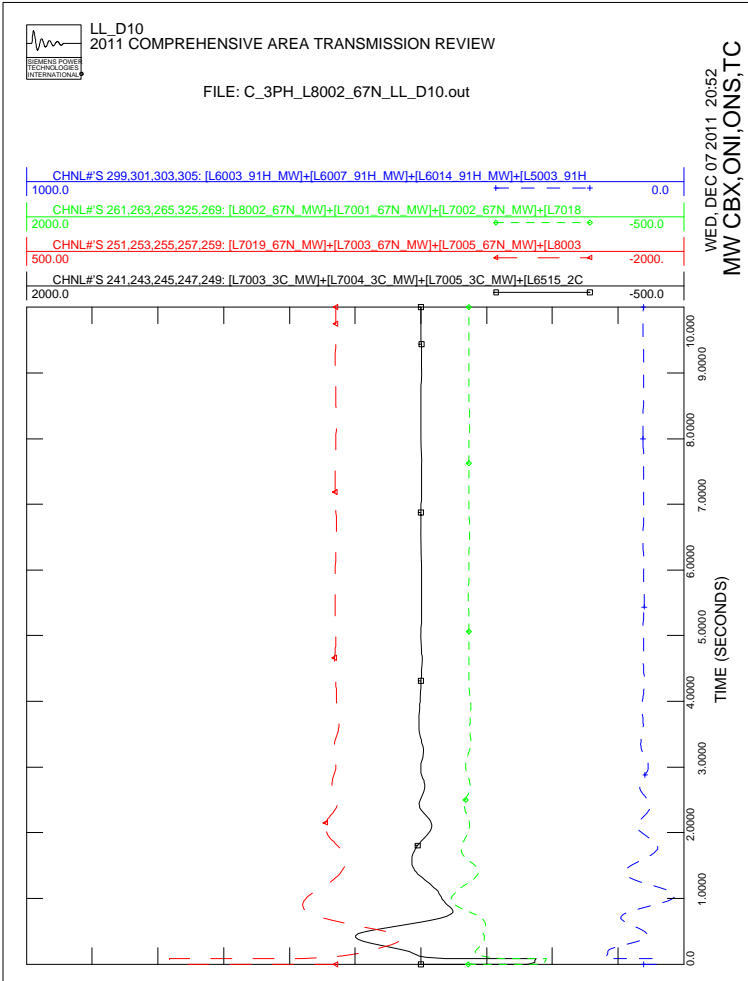
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

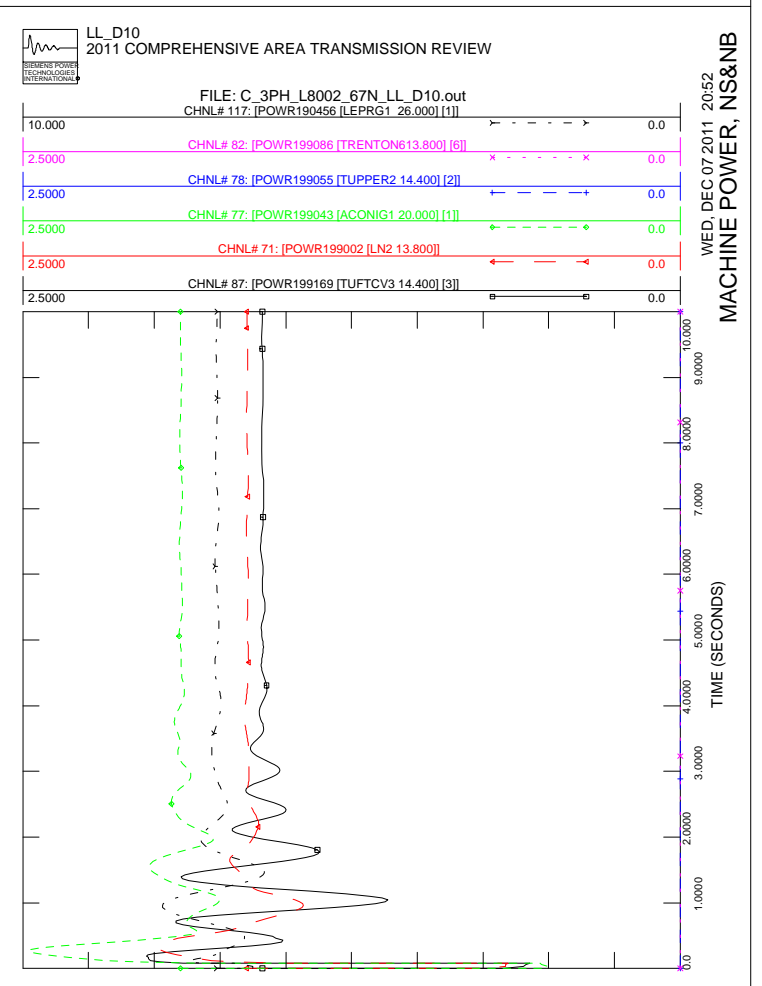
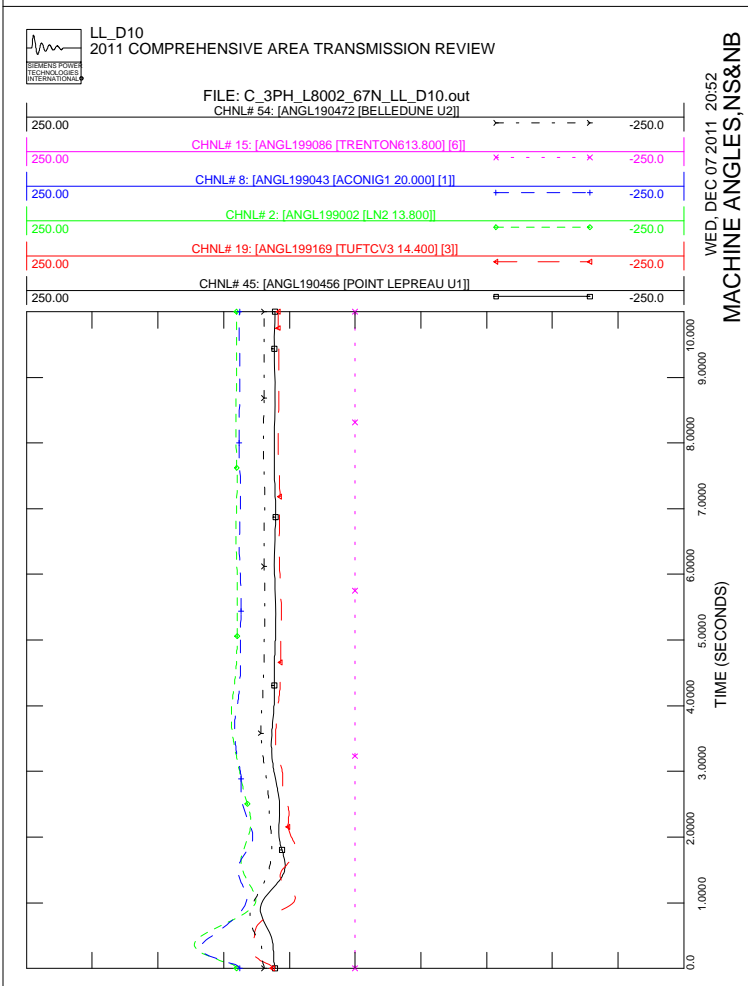
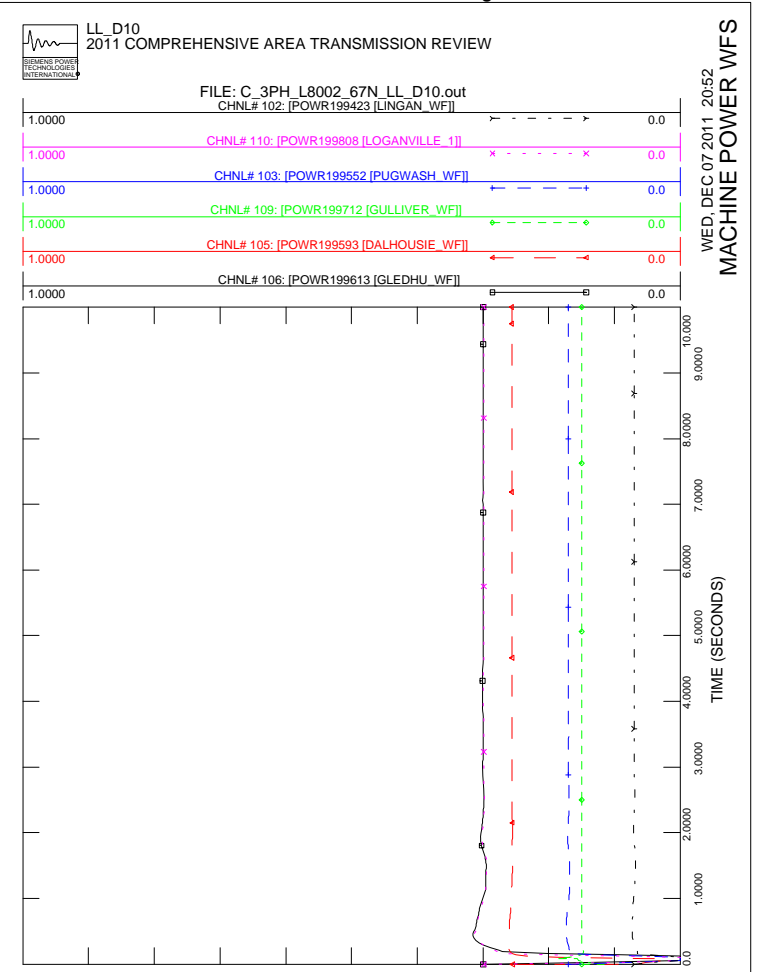
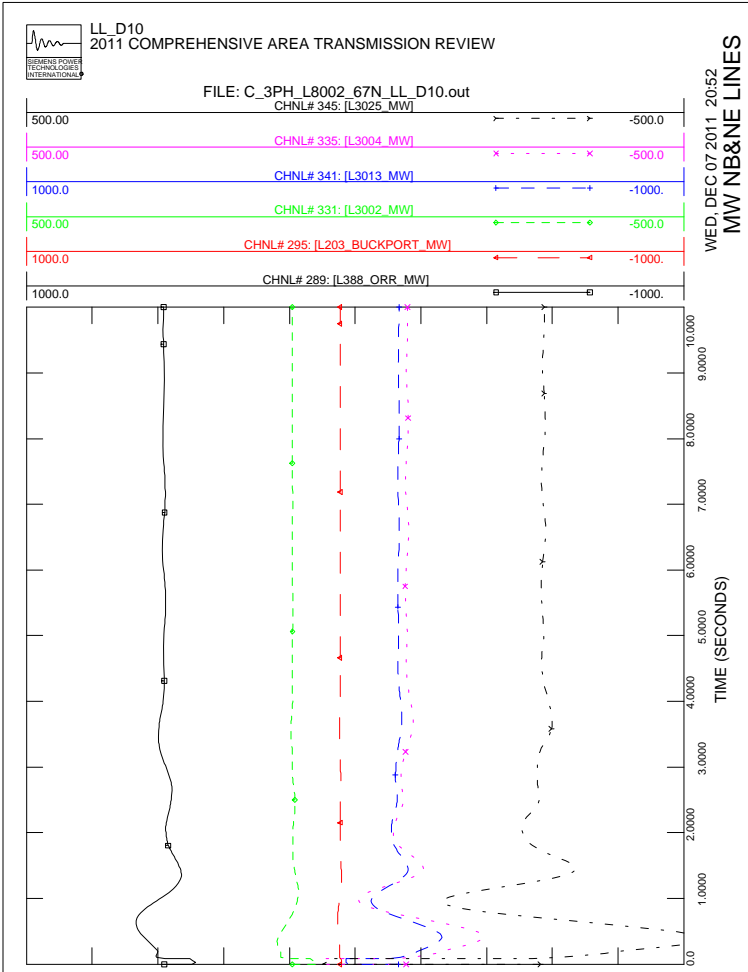
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 20:52
L8001 AT 67N-ONSLow

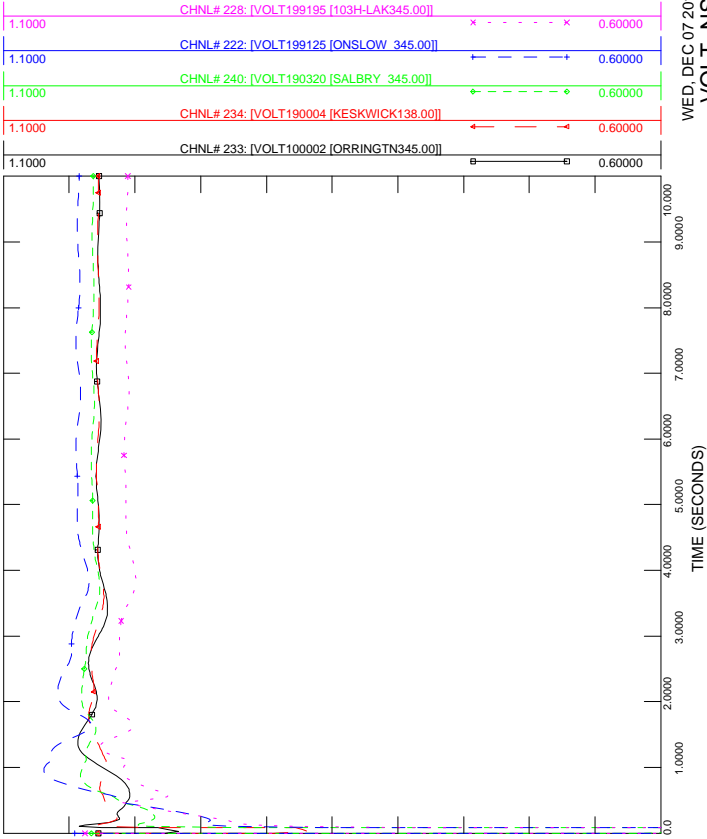






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

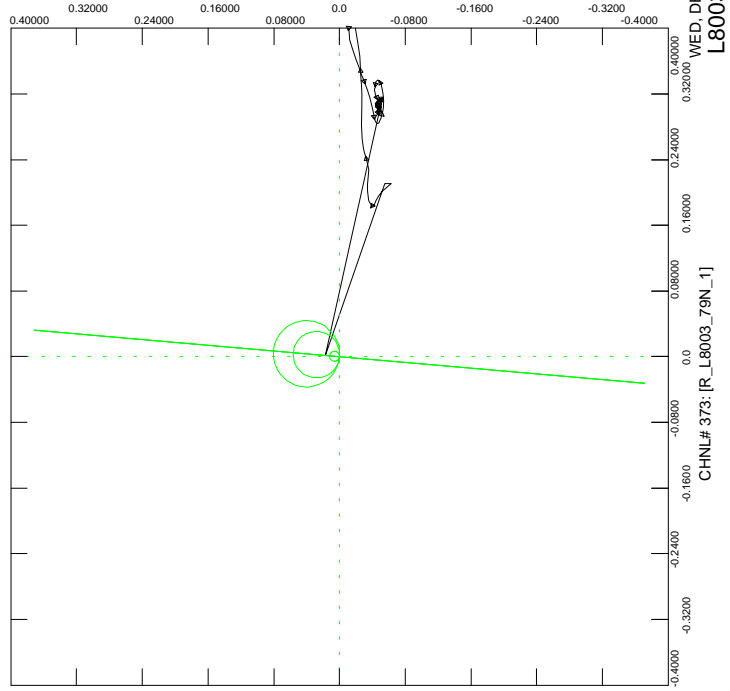
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

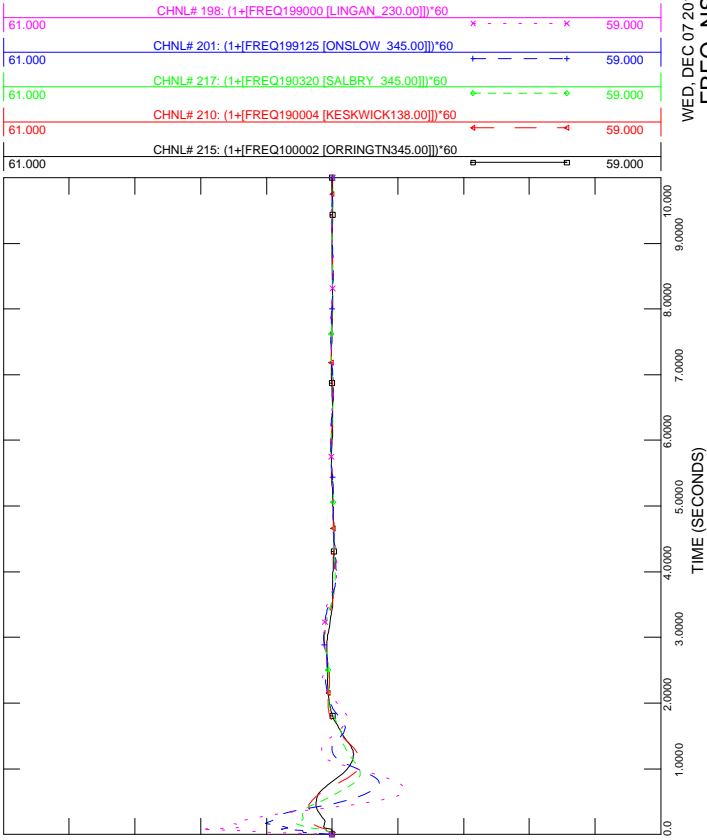
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RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

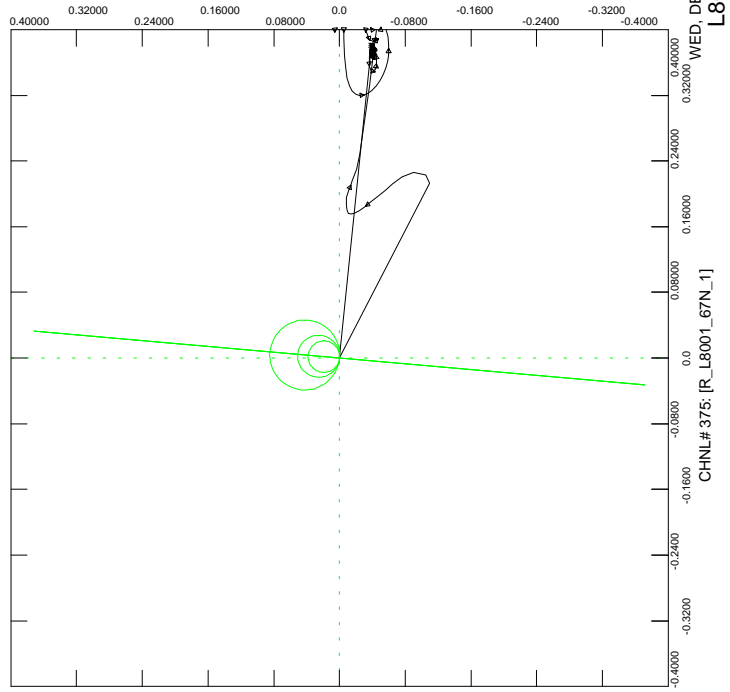
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8002_67N_LL_D10.out

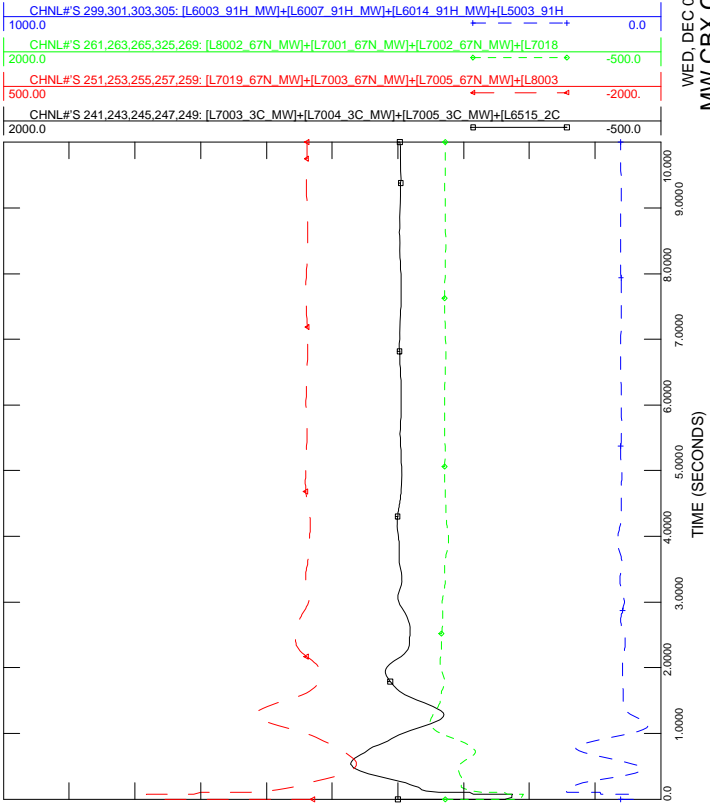
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CHNL# 376: [X_L8001_67N_1]





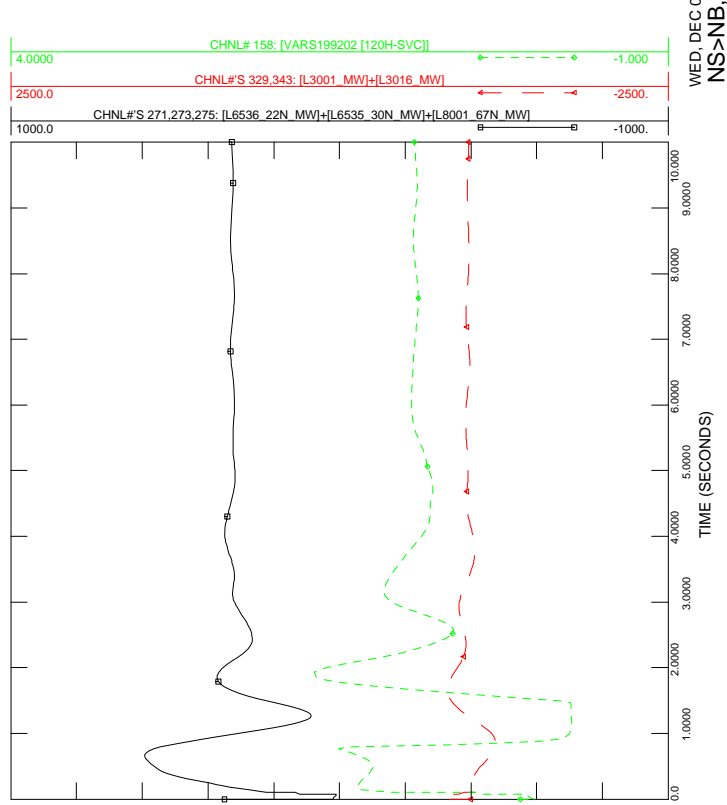
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_67N_g0a_LL_D10.out



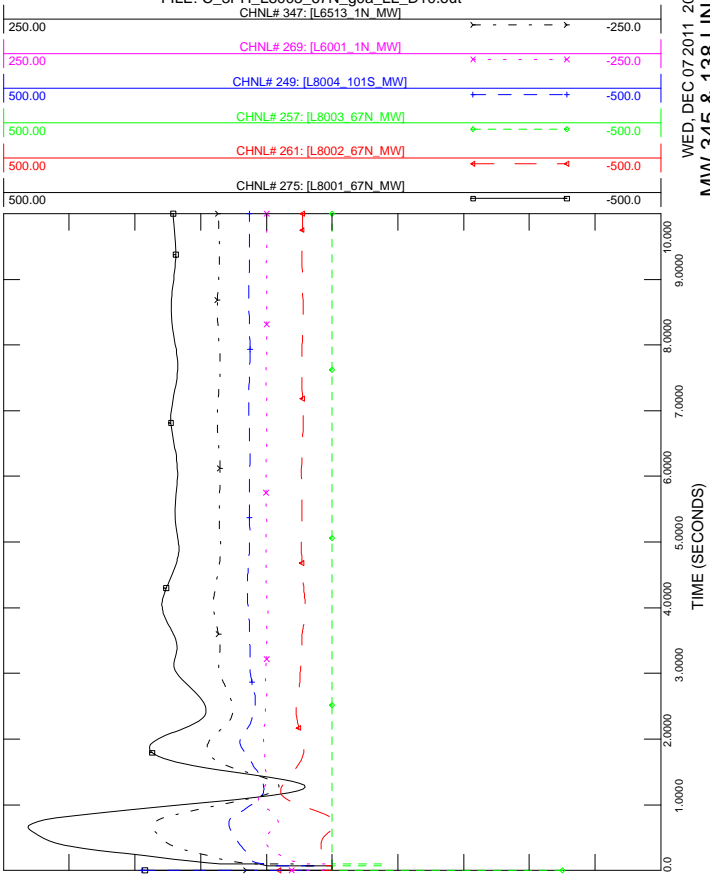
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_67N_g0a_LL_D10.out



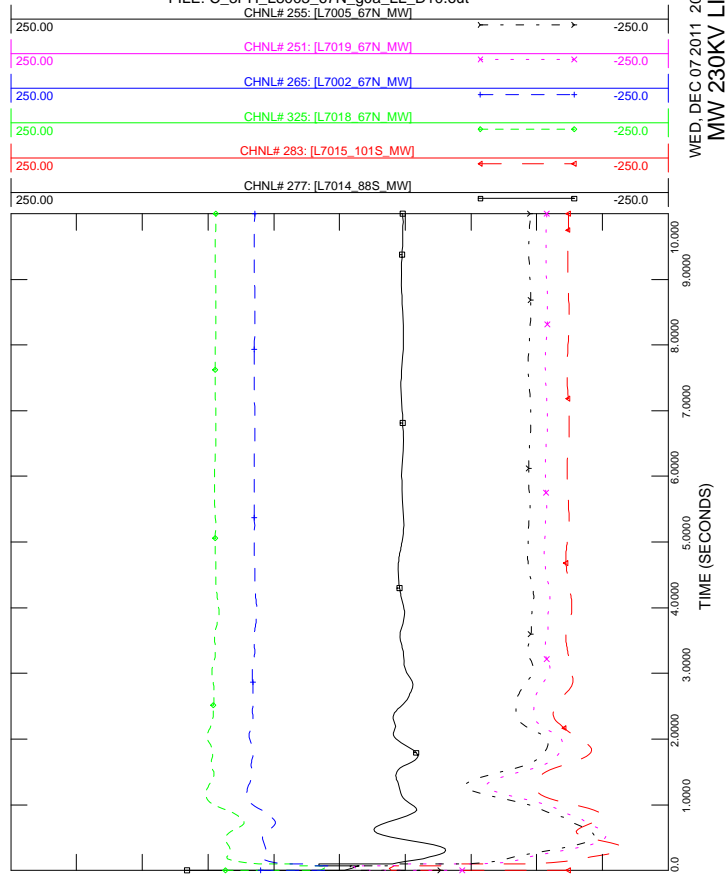
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

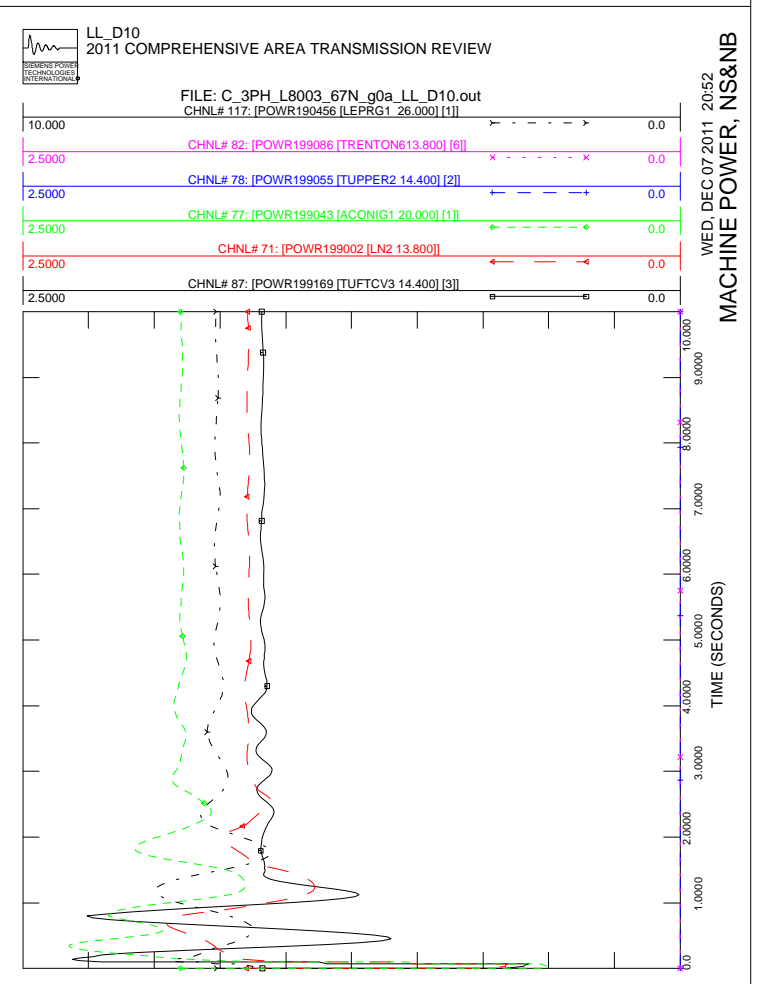
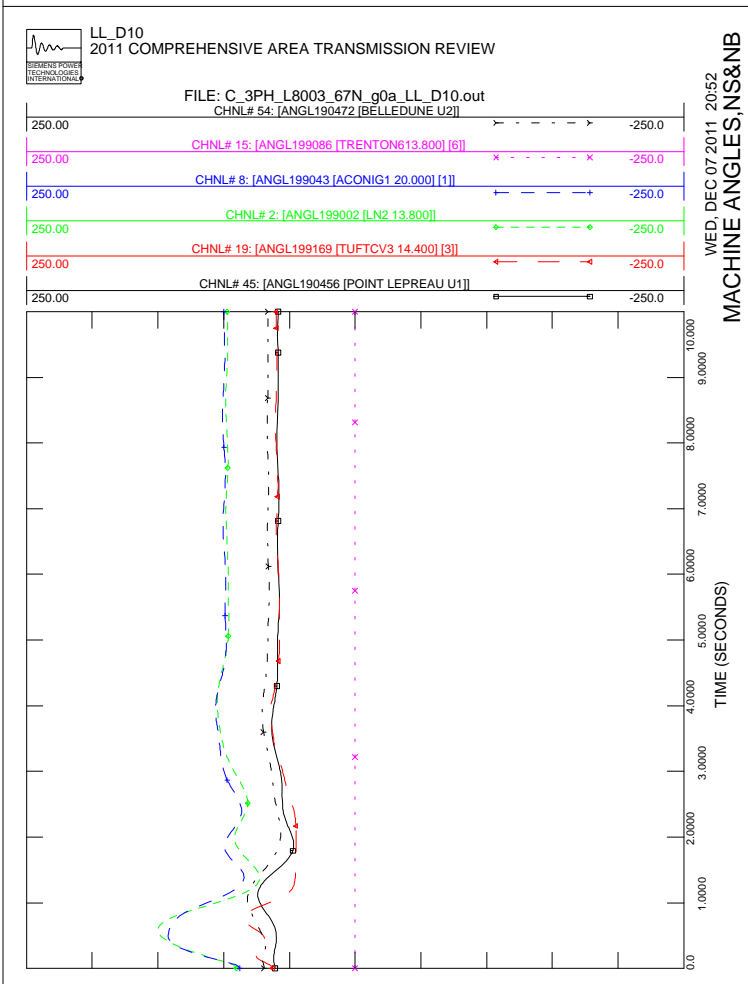
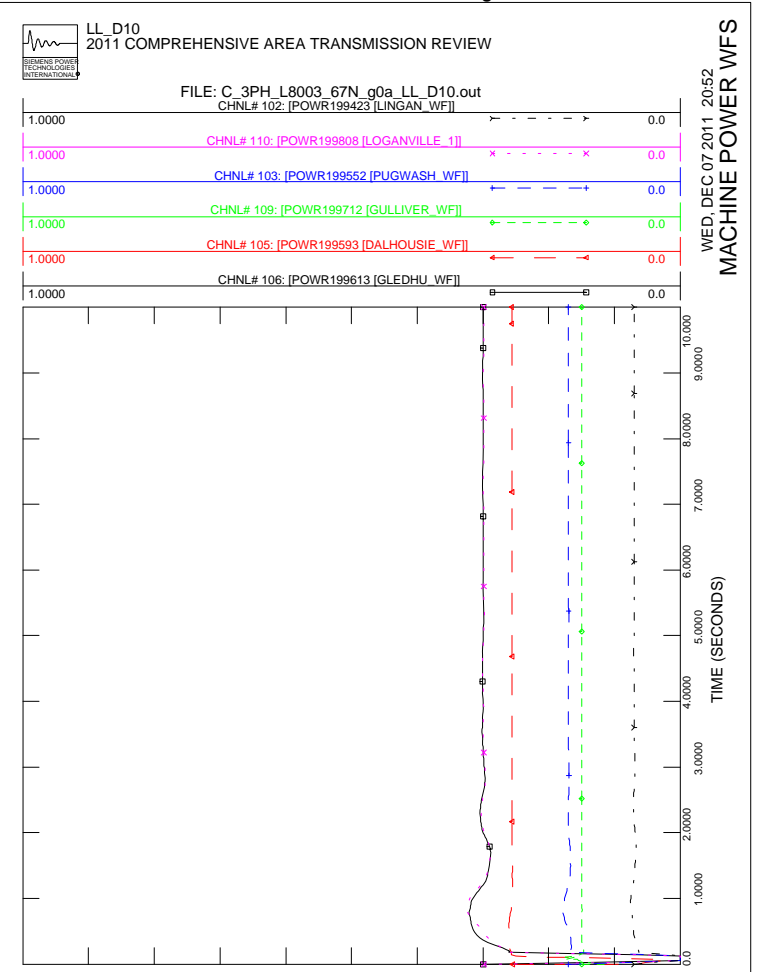
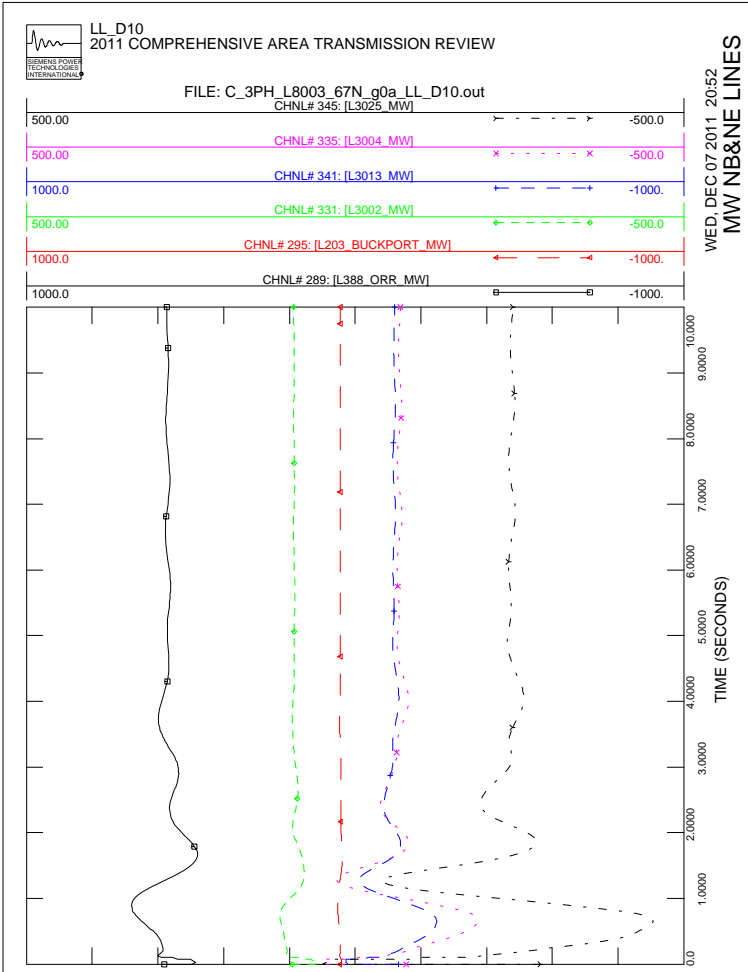
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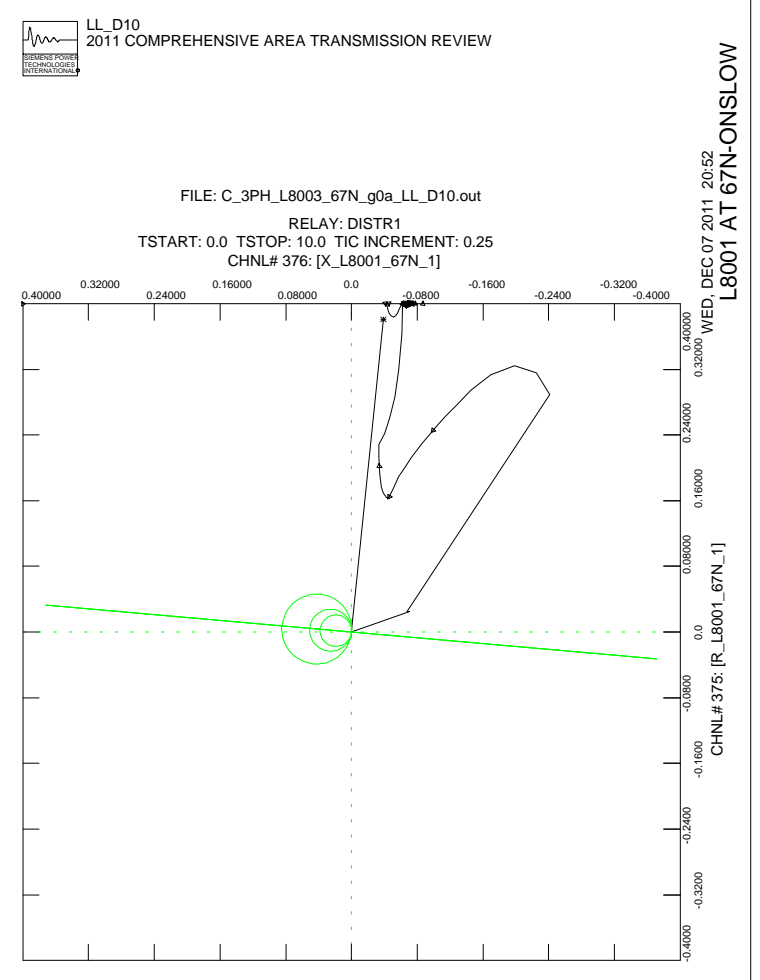
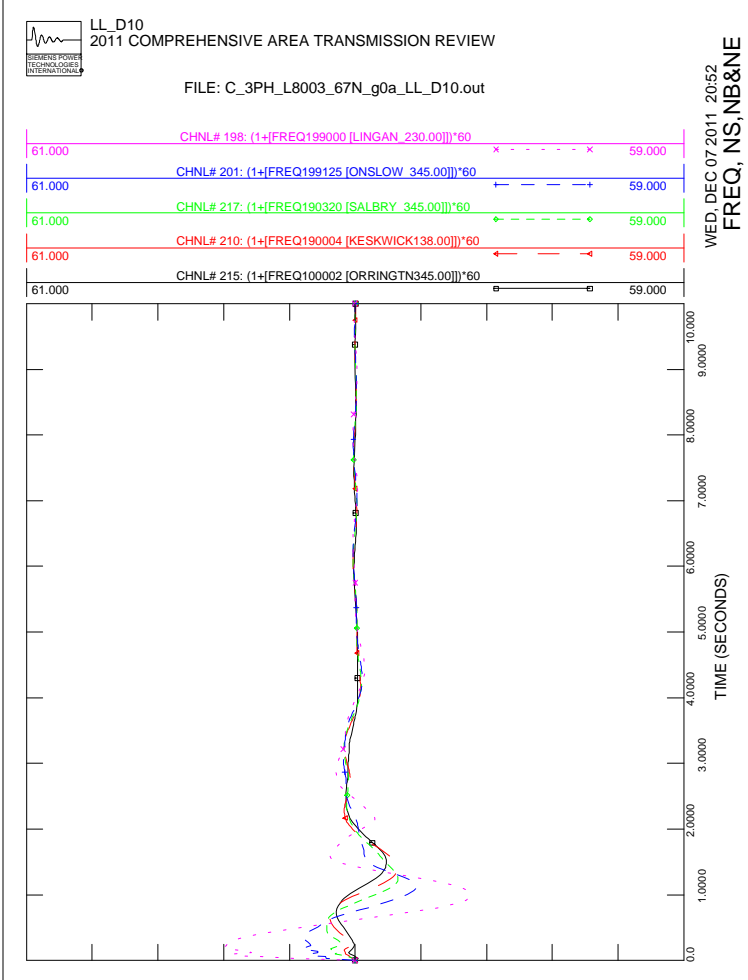
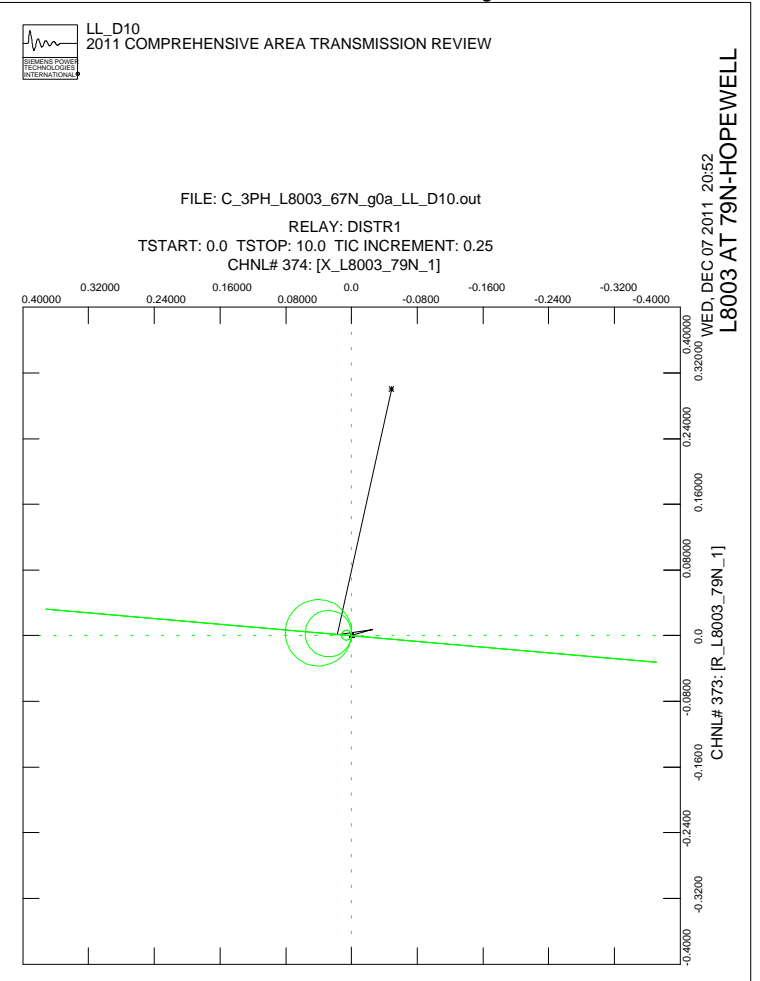
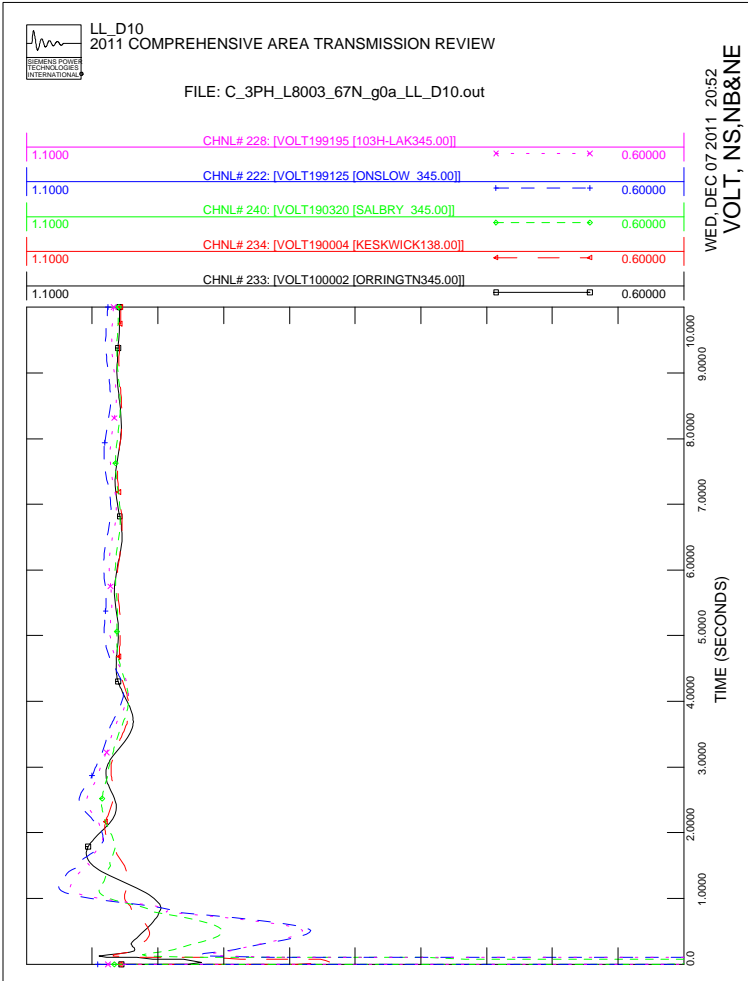


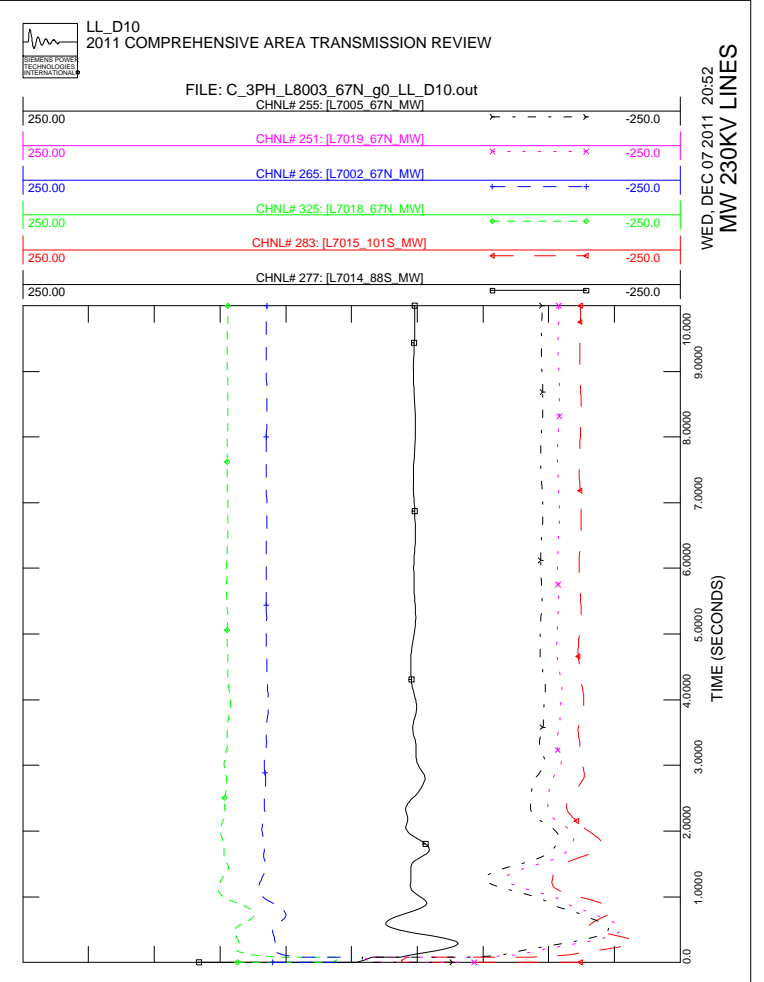
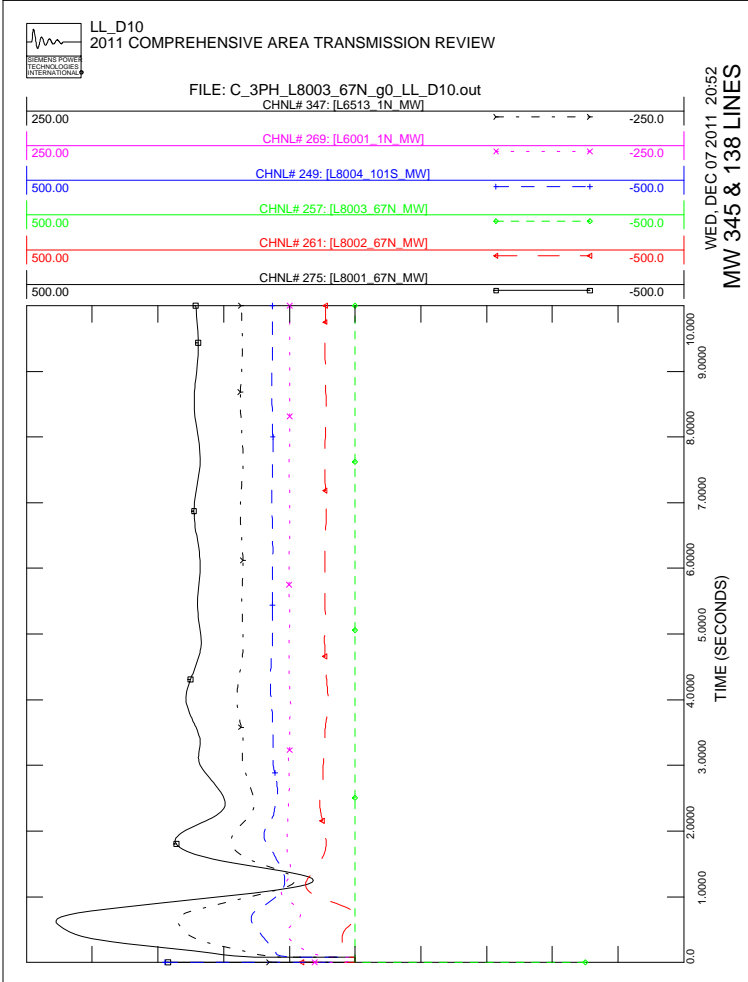
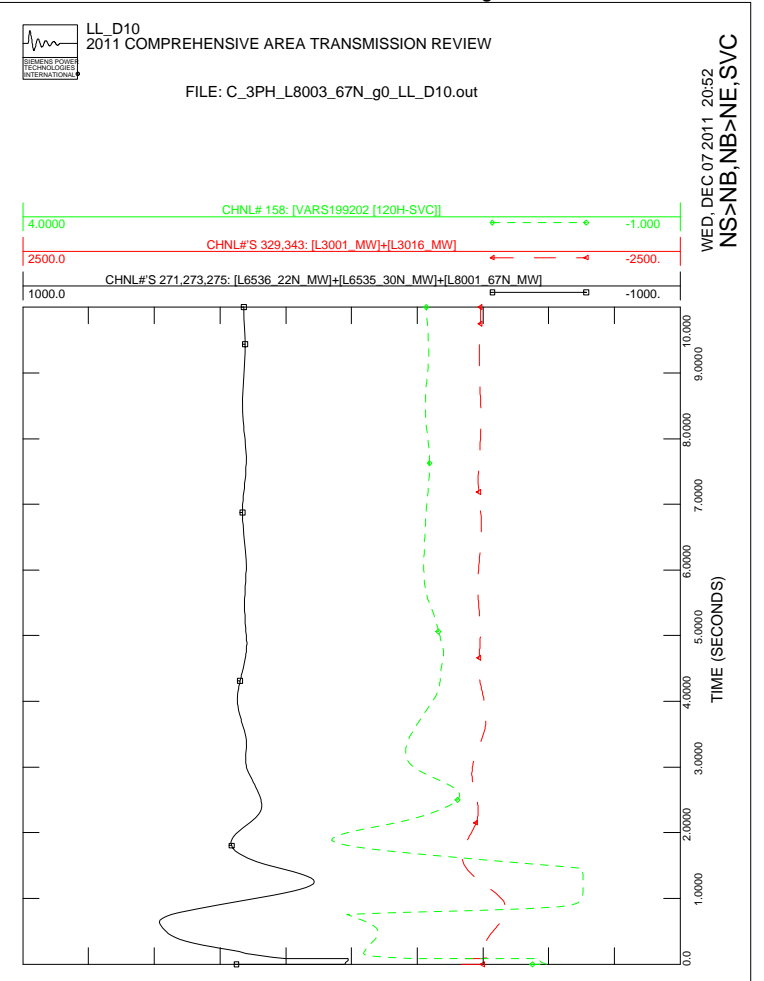
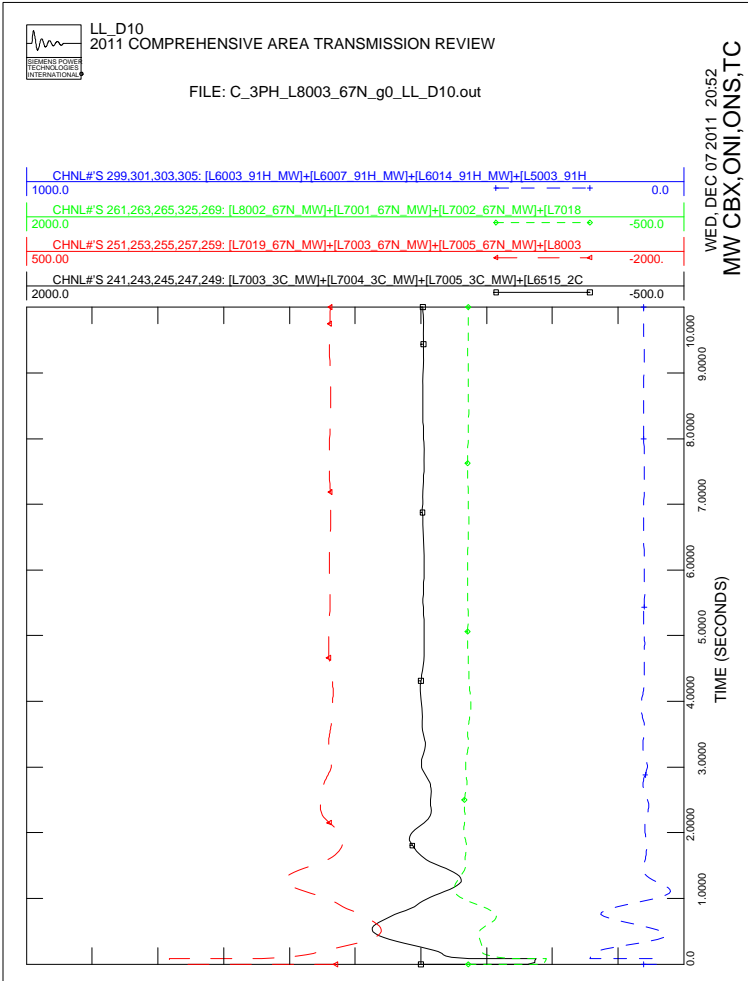
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

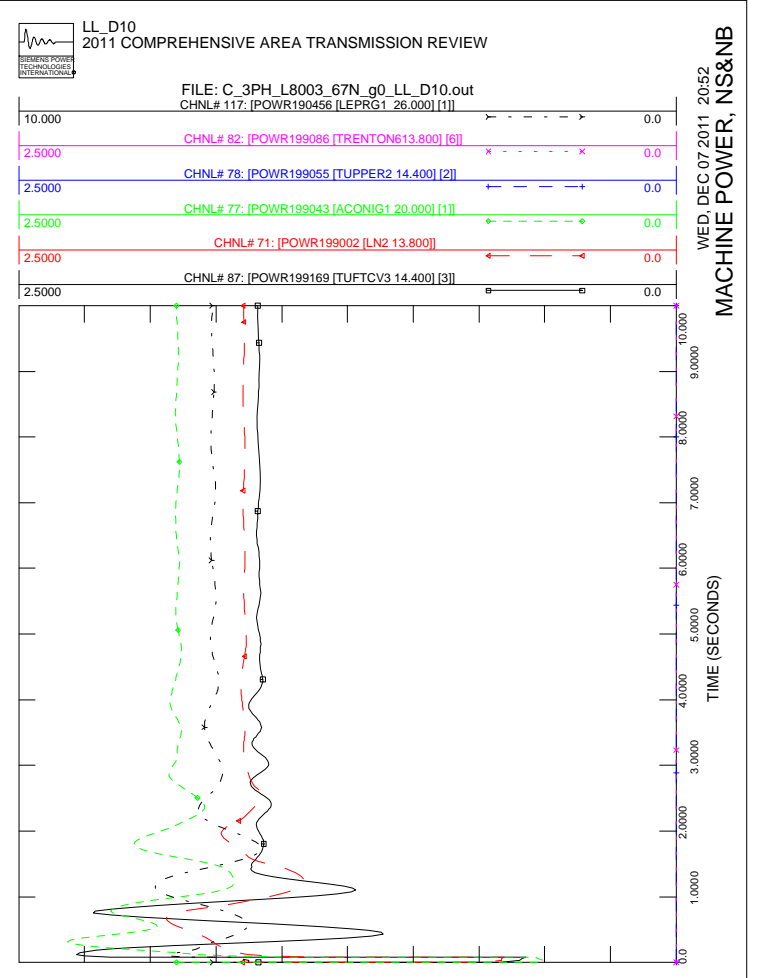
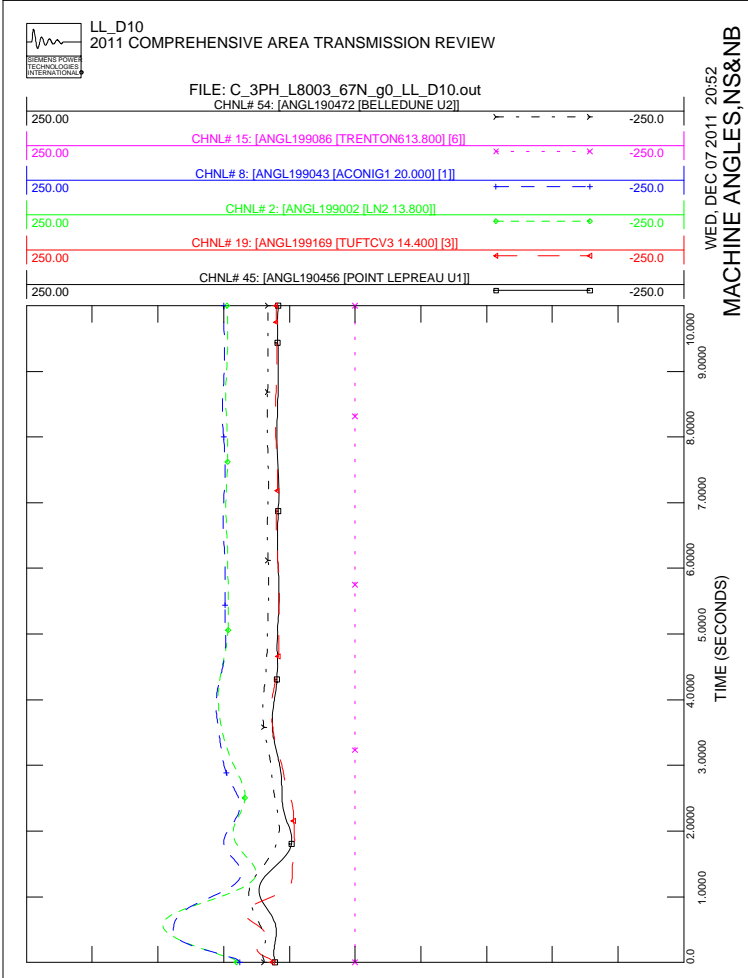
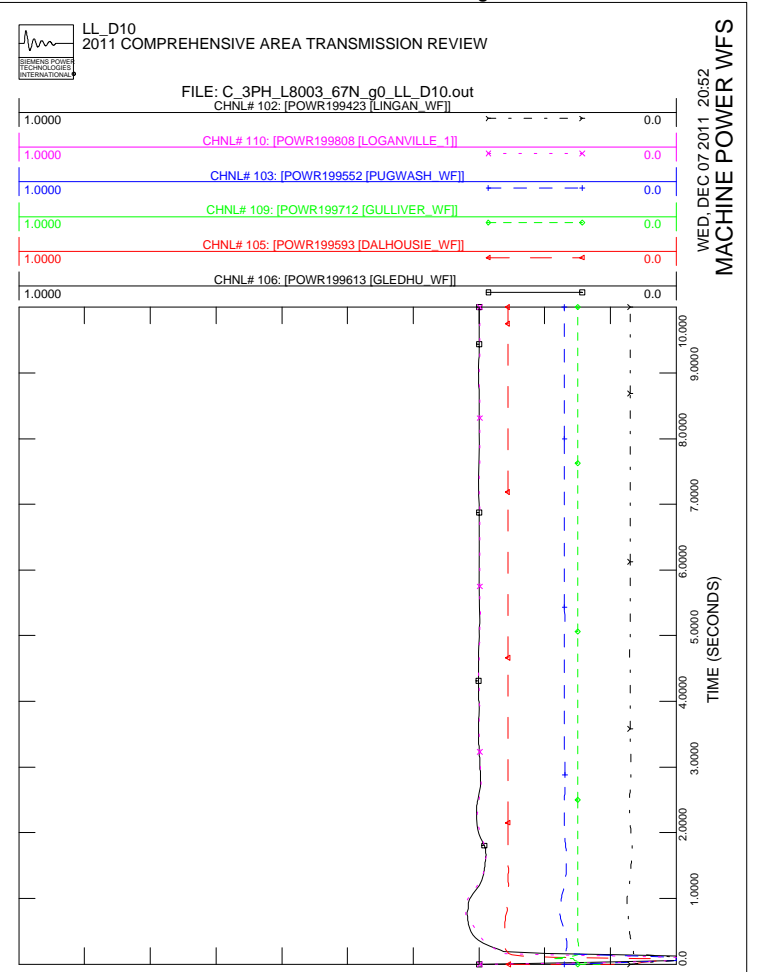
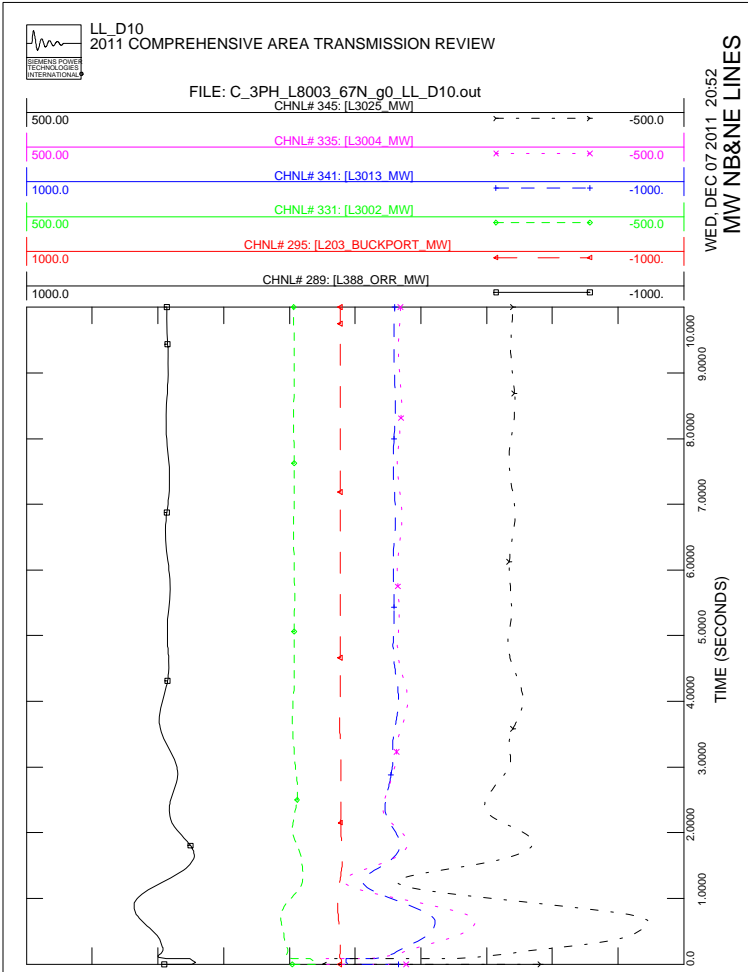
FILE: C_3PH_L8003_67N_g0a_LL_D10.out

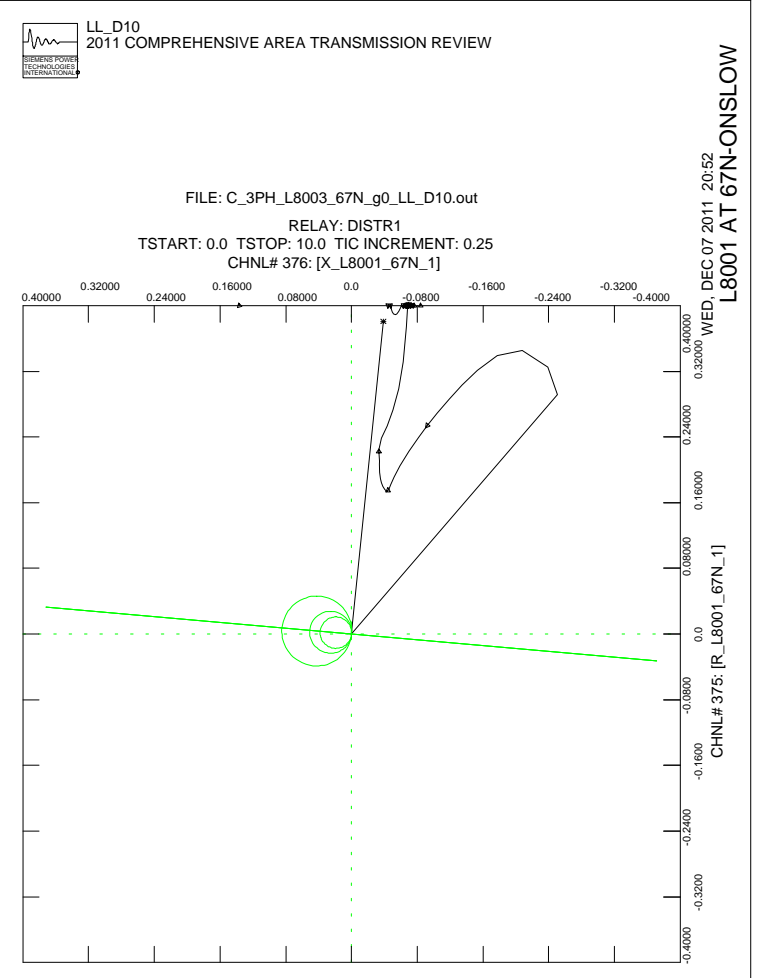
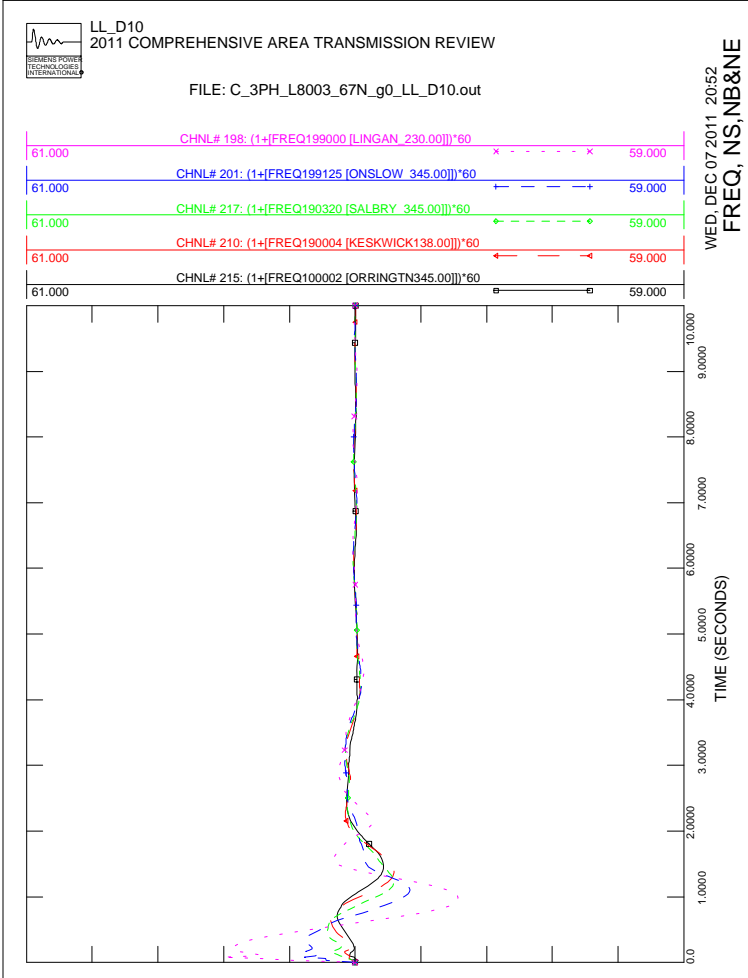
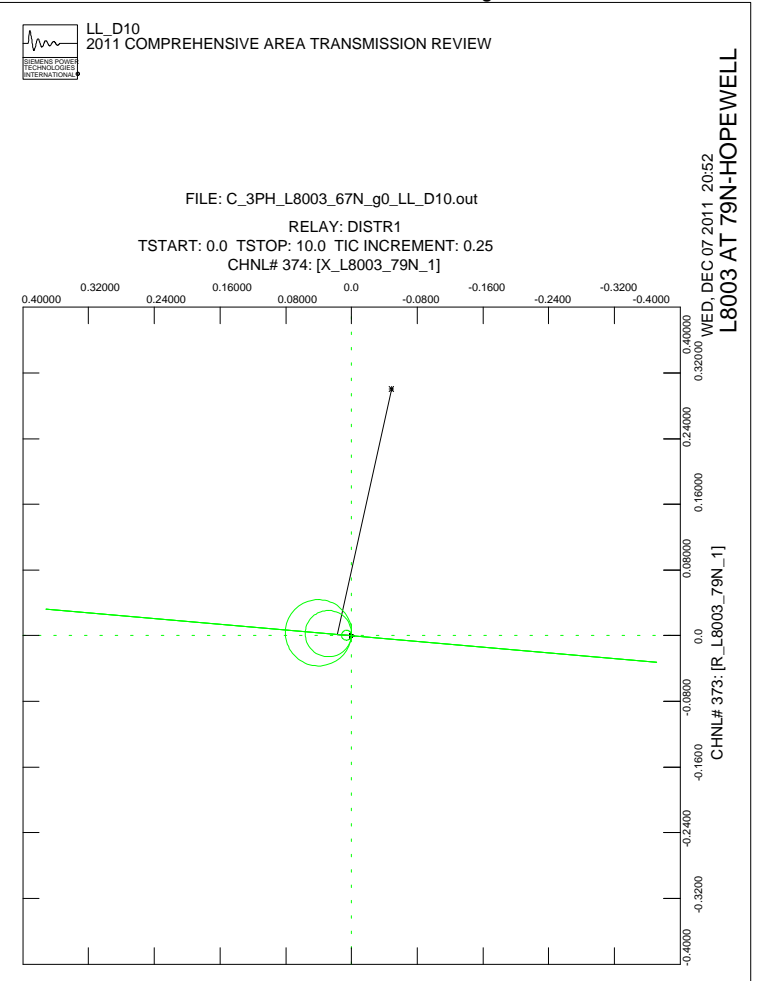
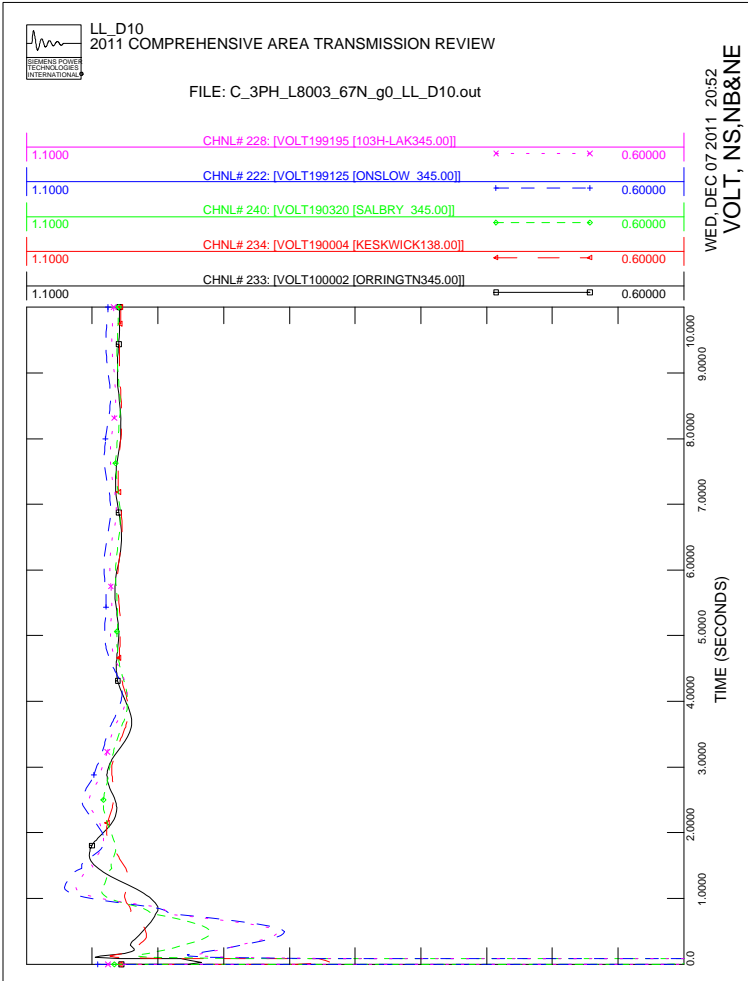


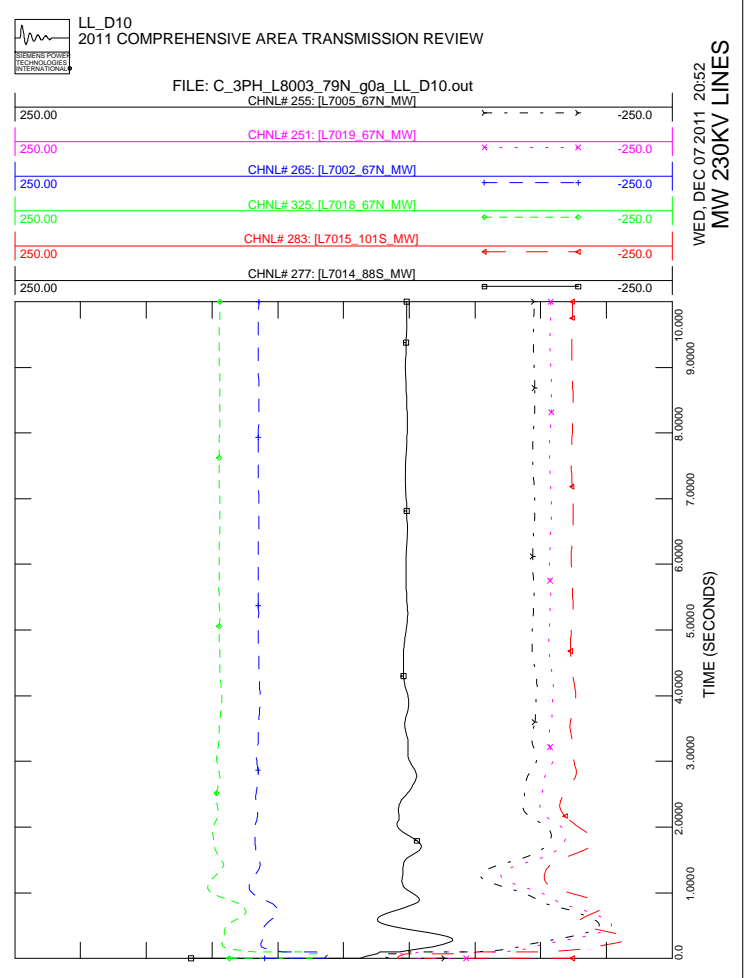
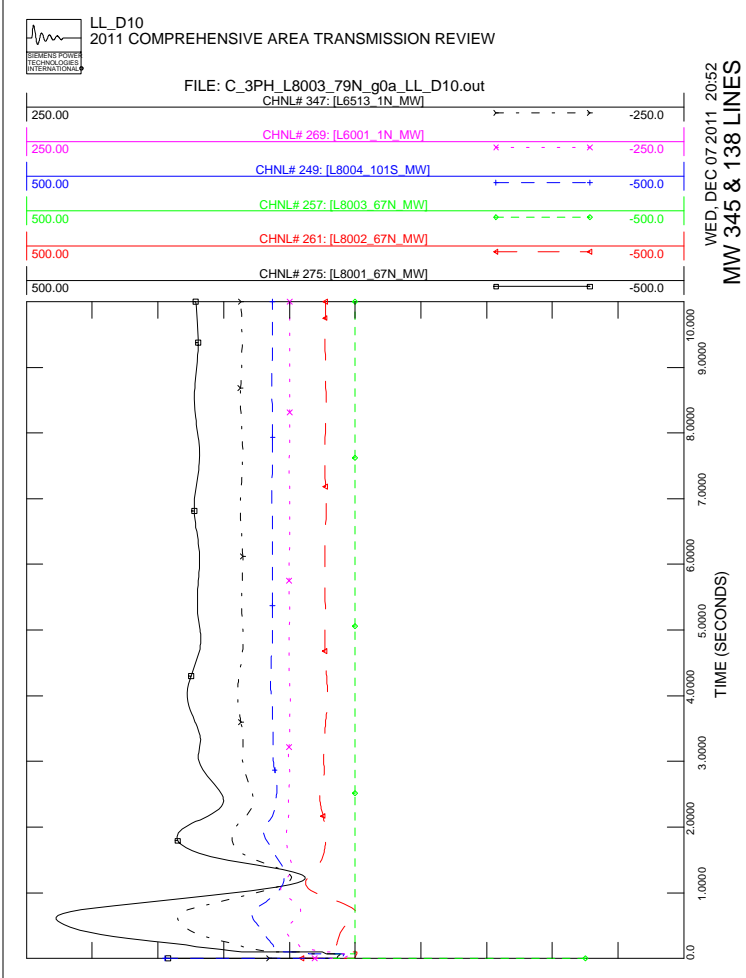
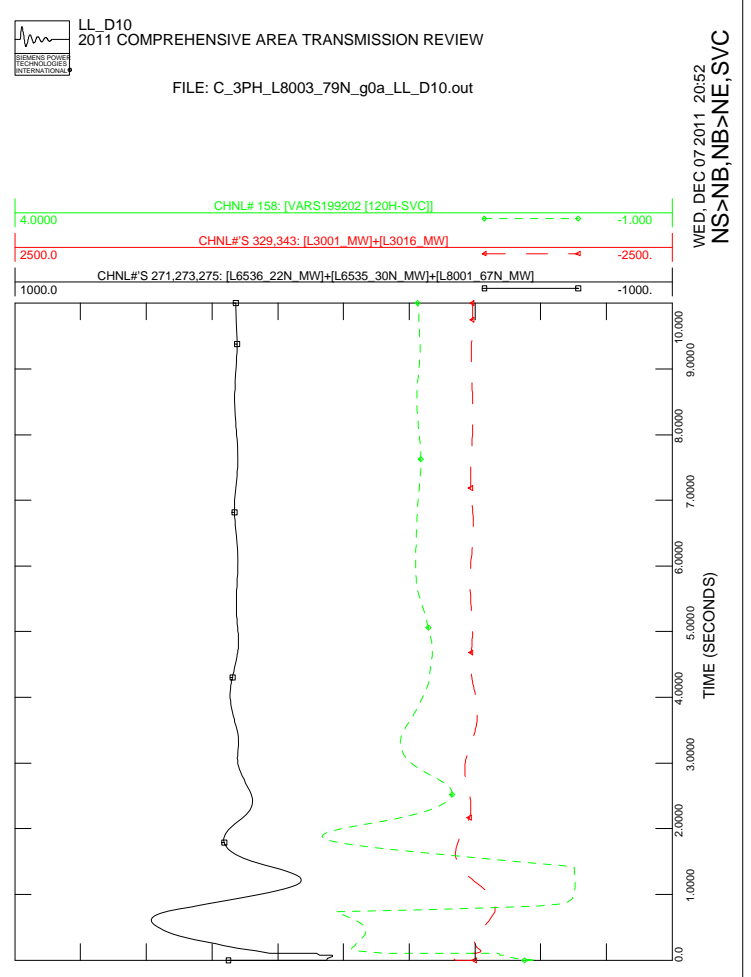
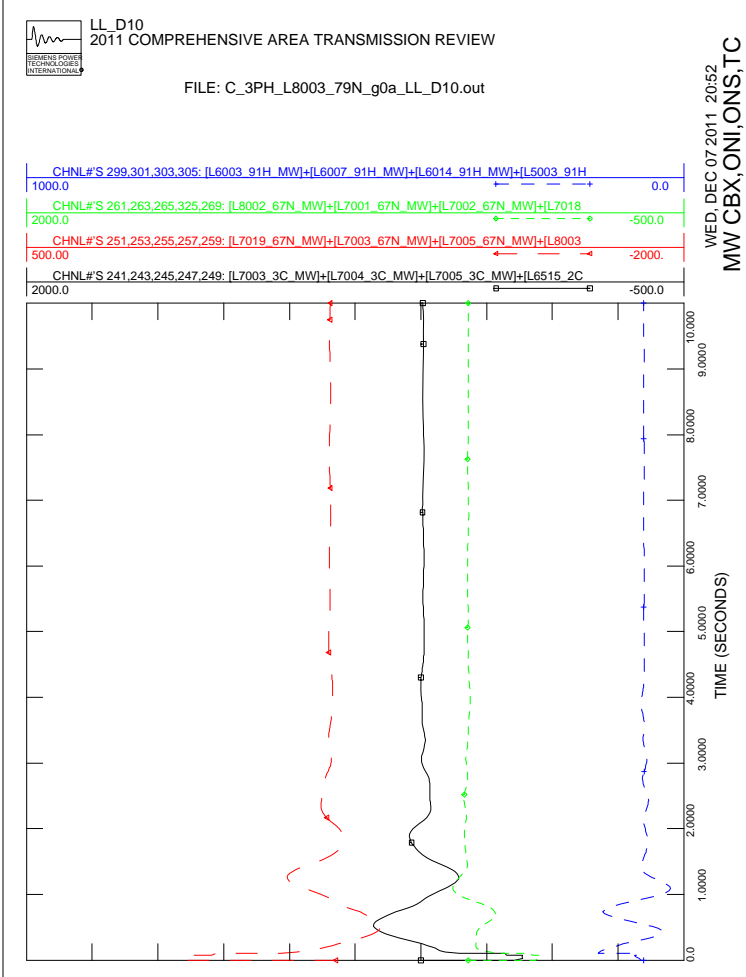


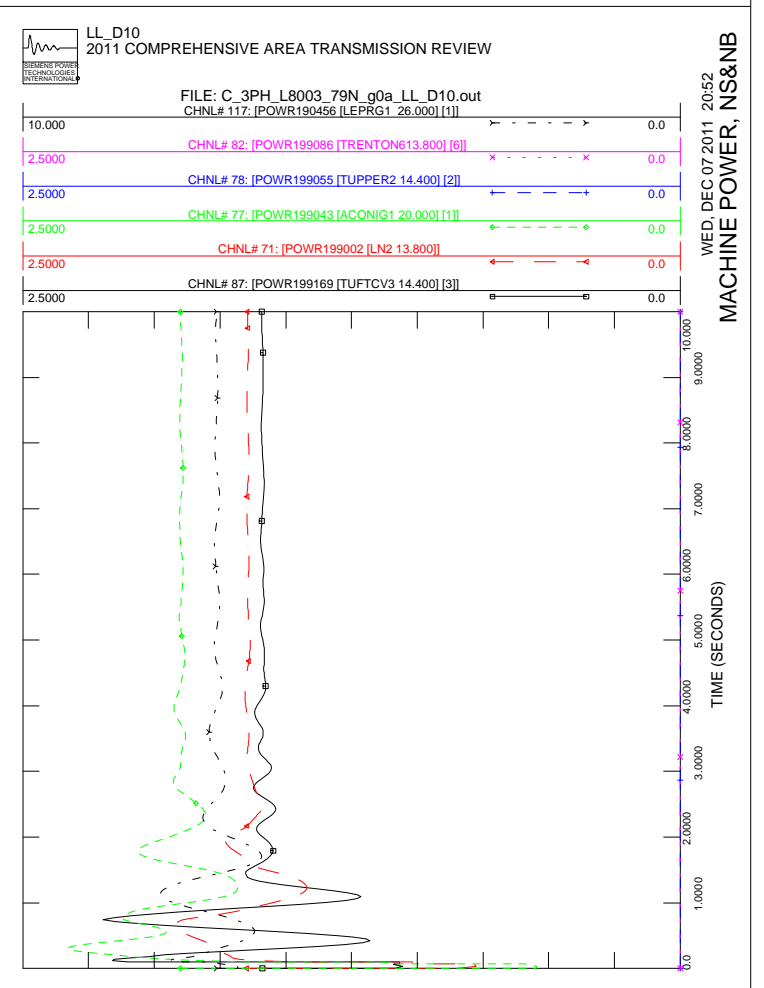
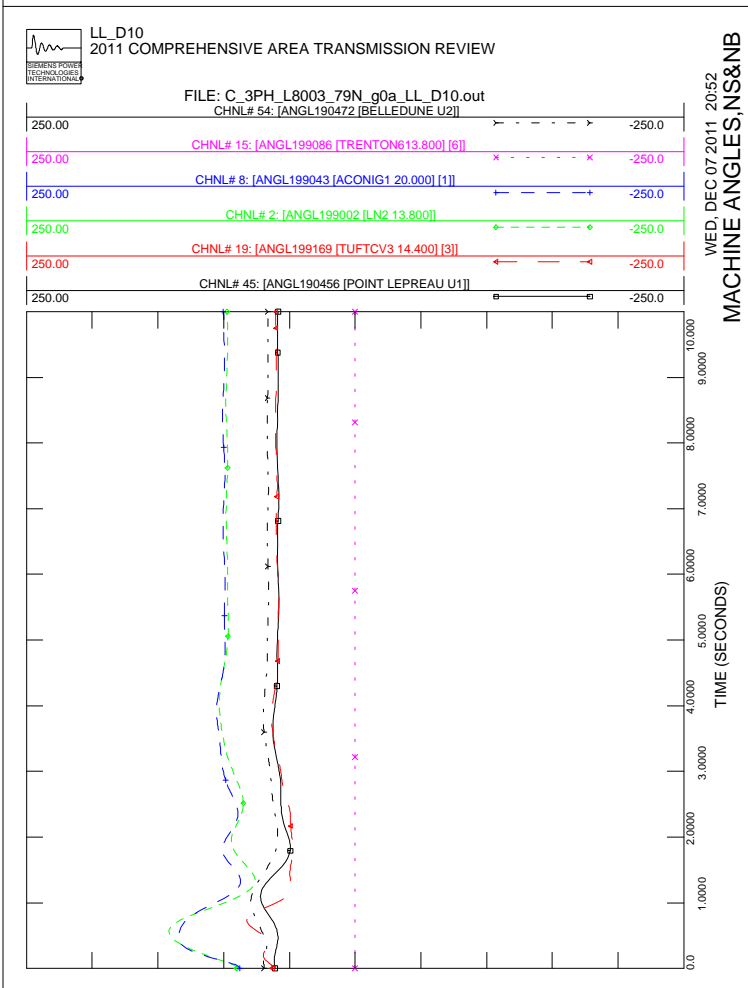
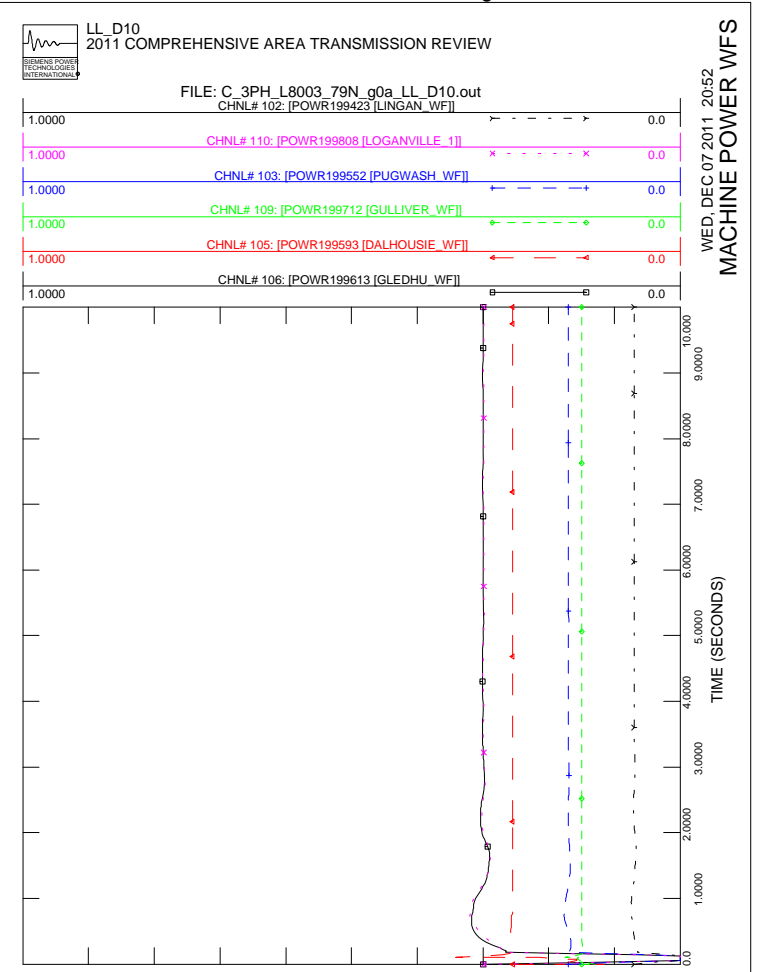
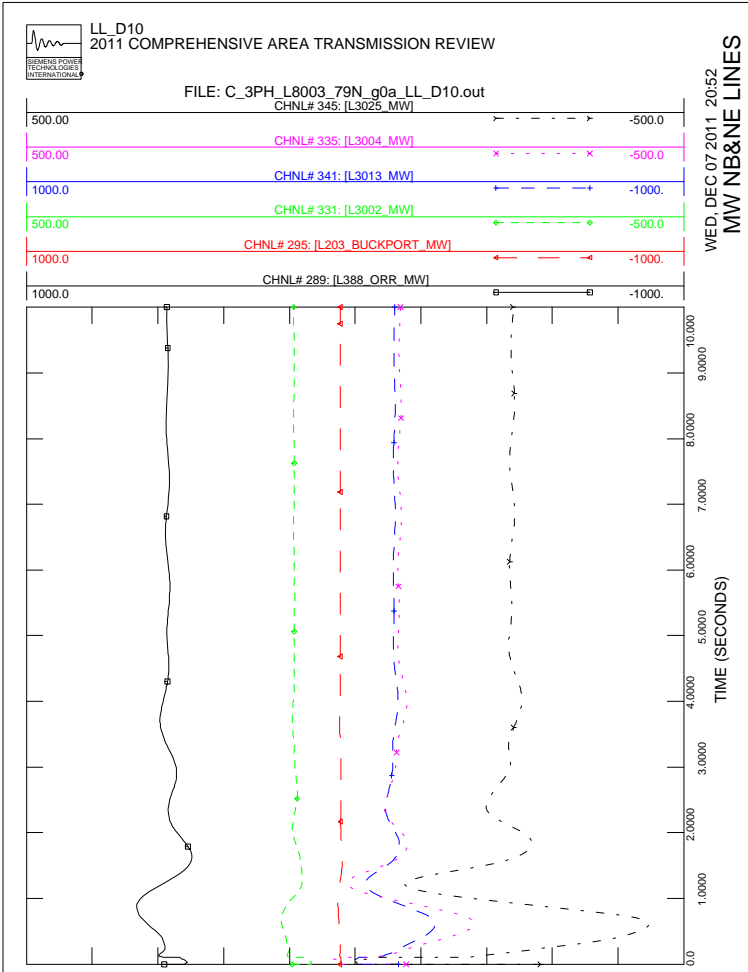








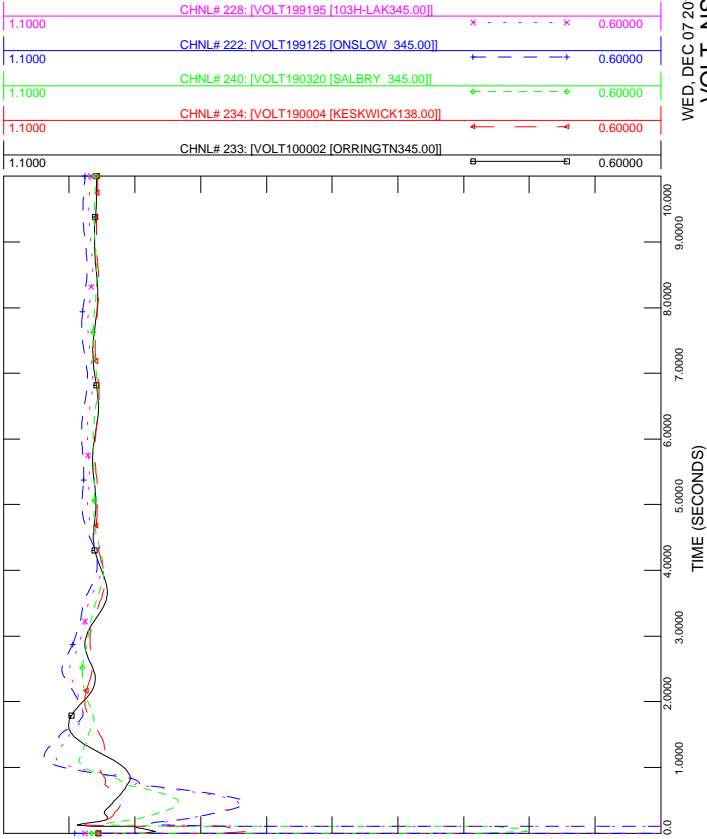






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0a_LL_D10.out

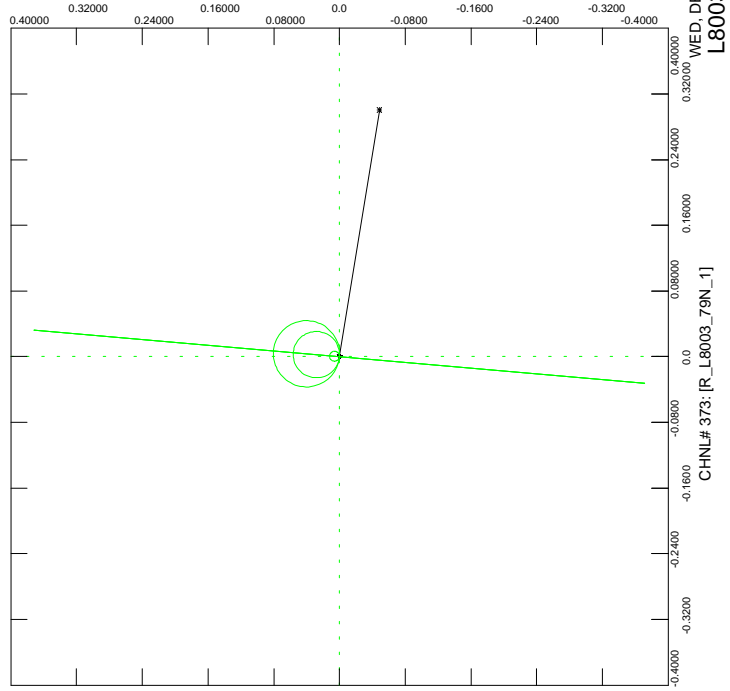


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VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0a_LL_D10.out
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CHNL# 374: [X_L8003_79N_1]

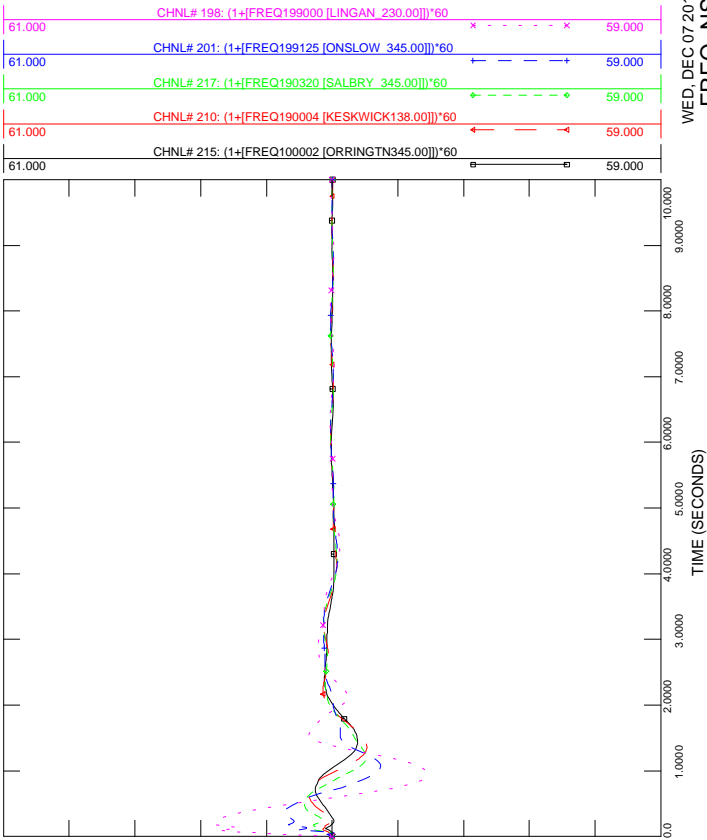


WED, DEC 07 2011 20:52
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0a_LL_D10.out

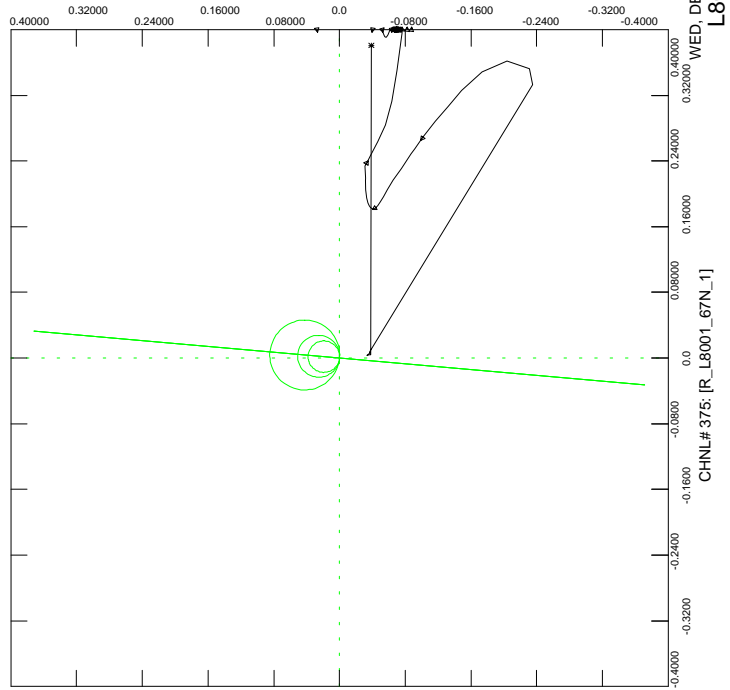


WED, DEC 07 2011 20:52
FREQ, NS, NB&NE

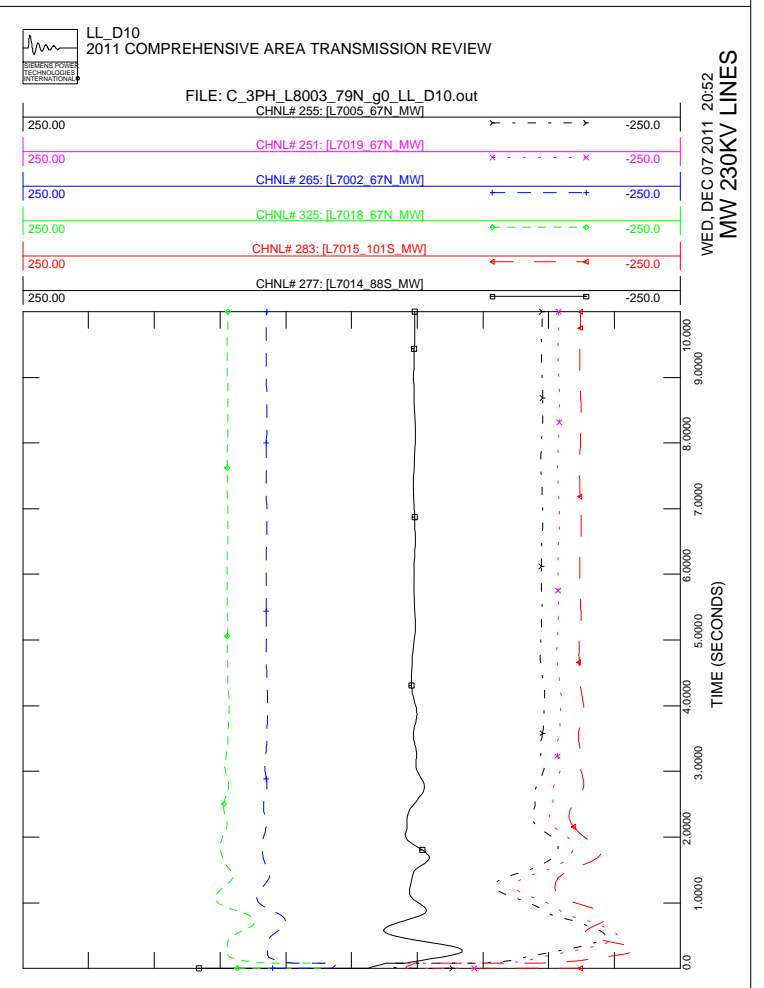
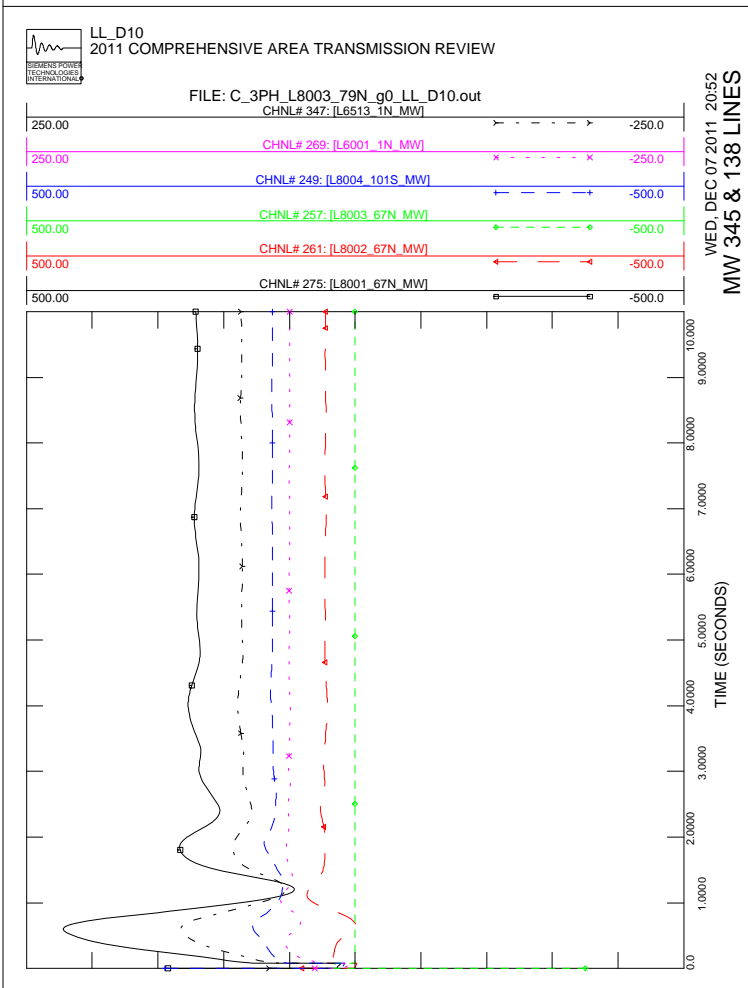
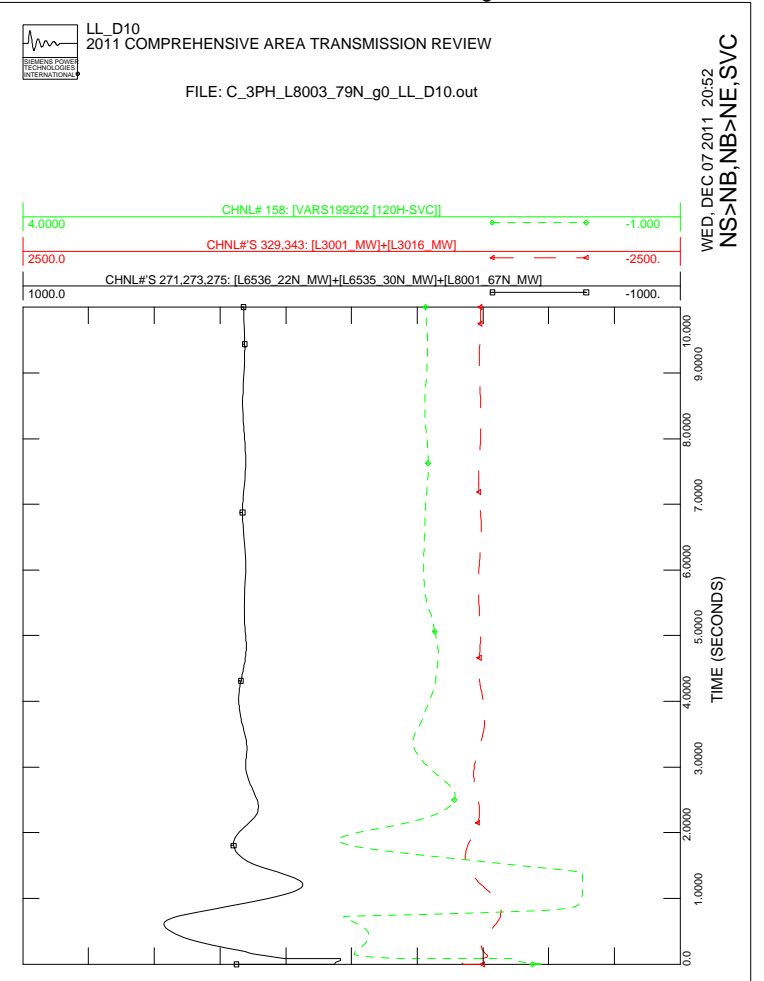
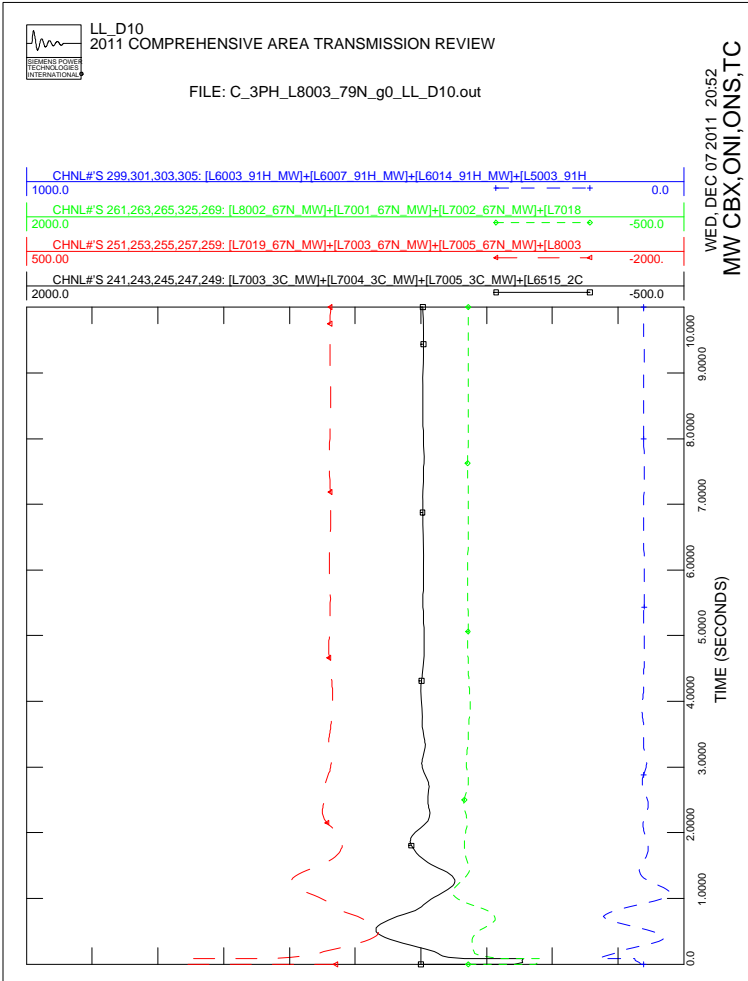


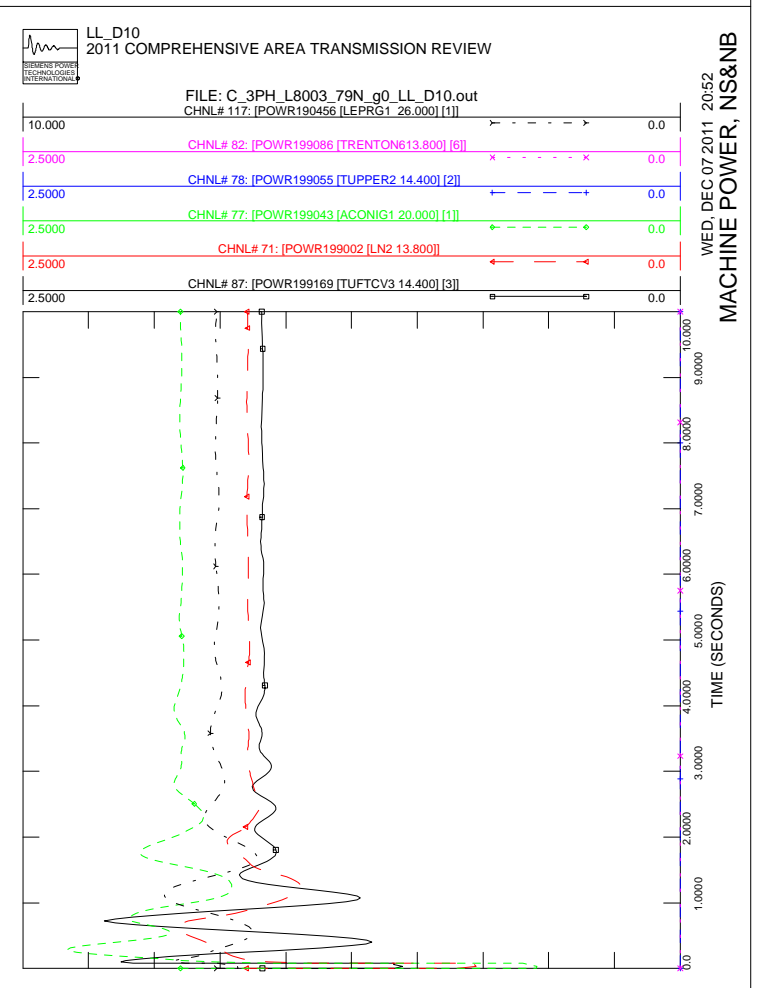
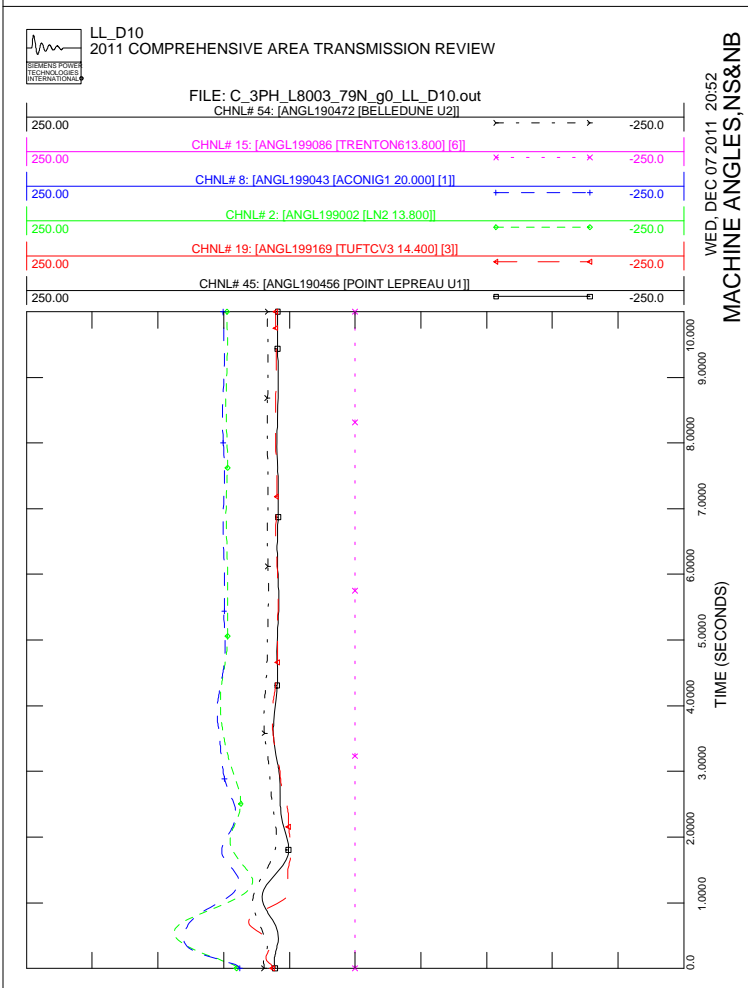
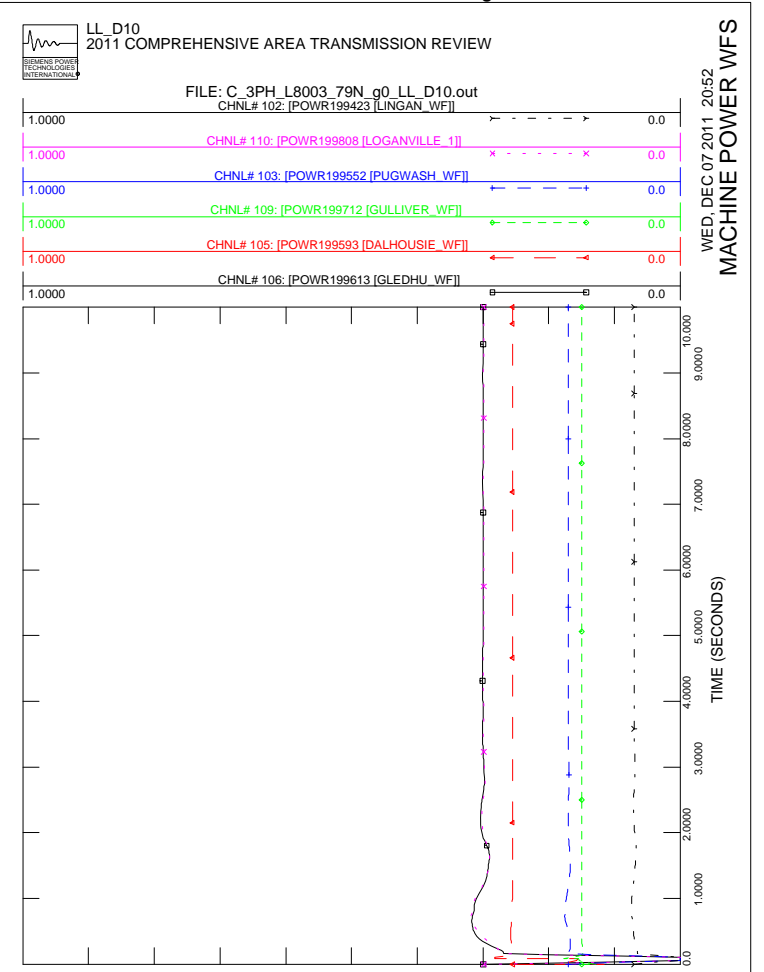
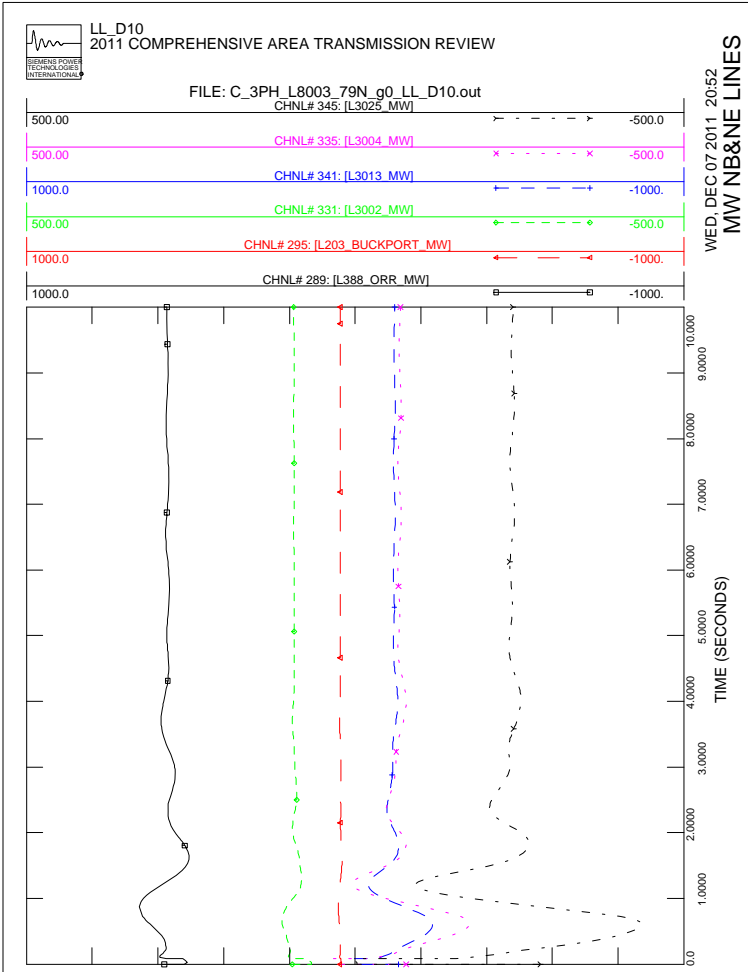
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0a_LL_D10.out
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 20:52
L8001 AT 67N-ONSLow

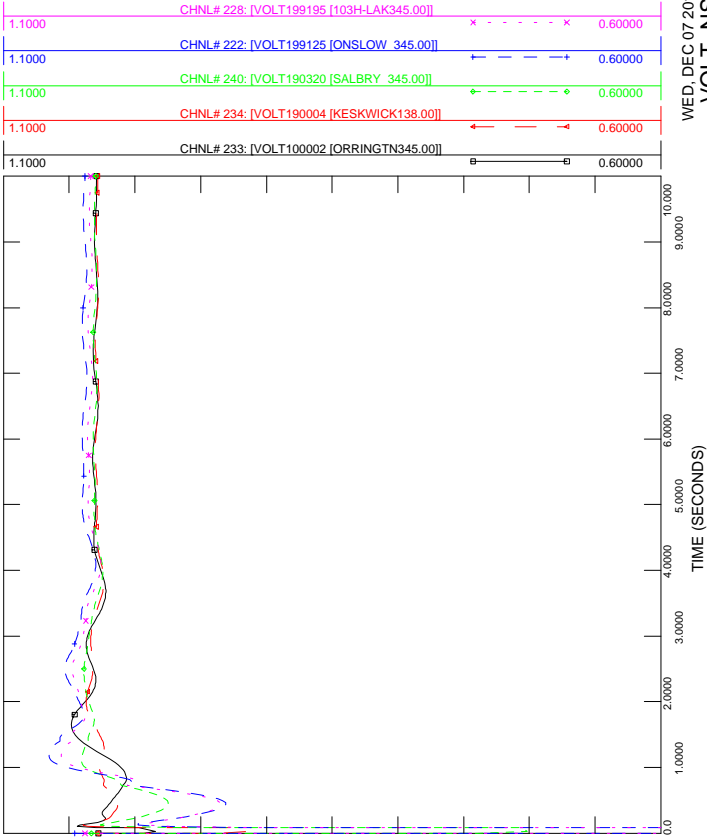






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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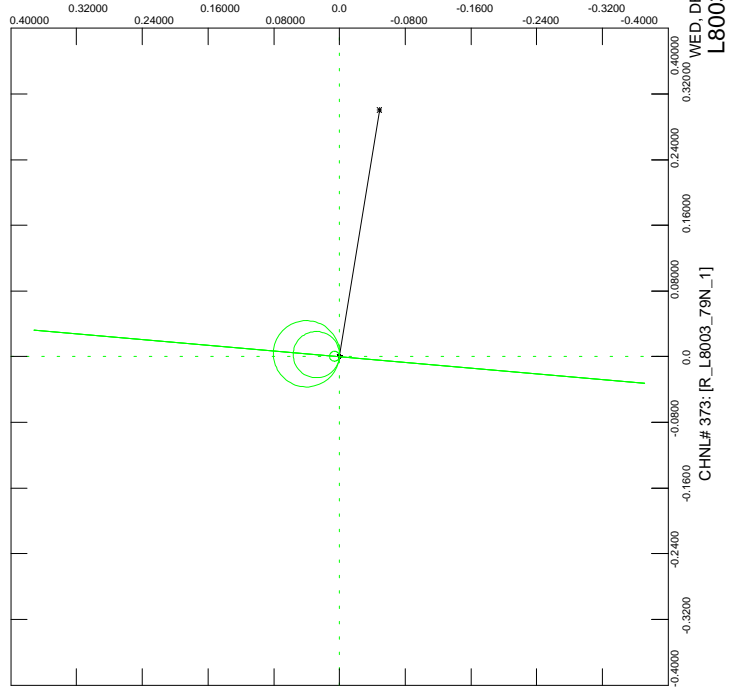
WED, DEC 07 2011 20:52
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

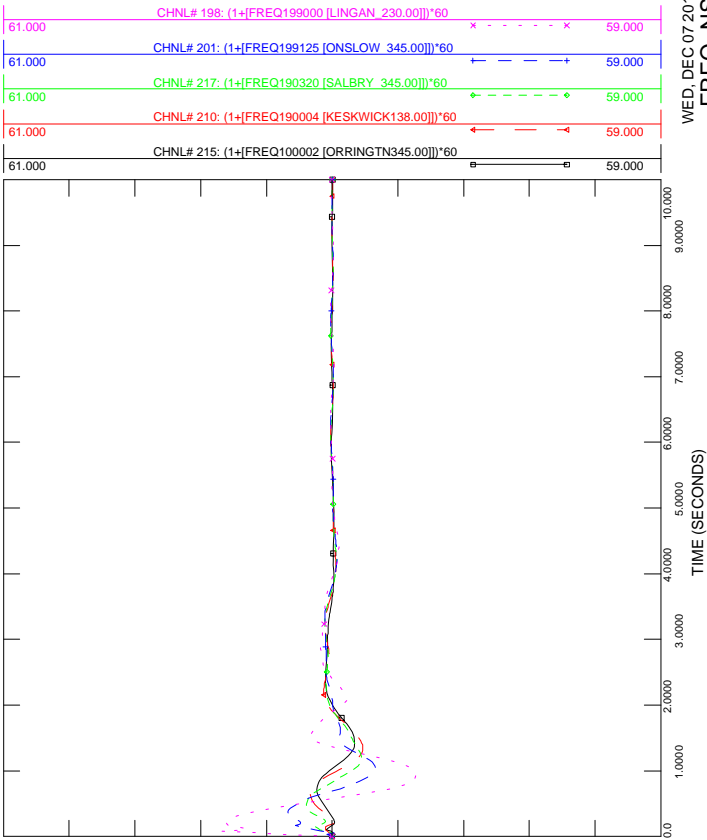


WED, DEC 07 2011 20:52
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0_LL_D10.out



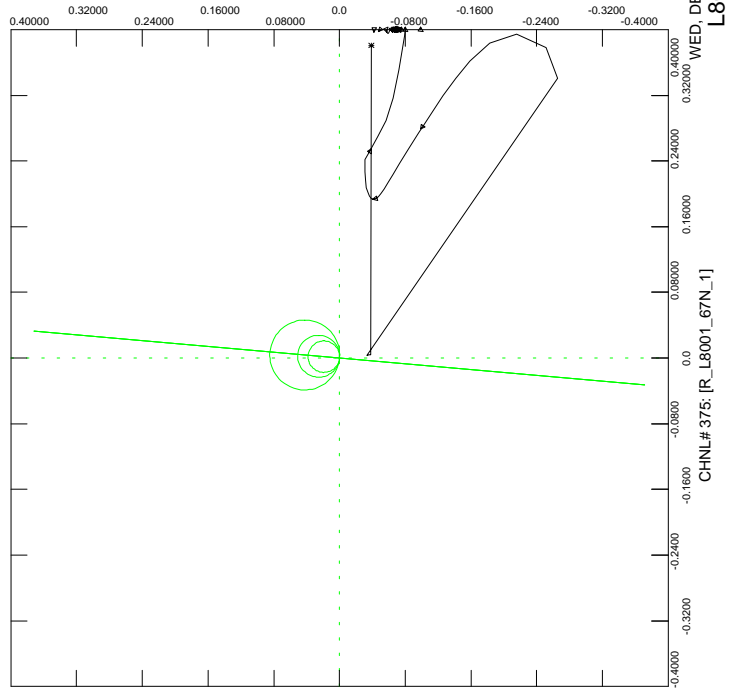
WED, DEC 07 2011 20:52
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8003_79N_g0_LL_D10.out

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CHNL# 376: [X_L8001_67N_1]

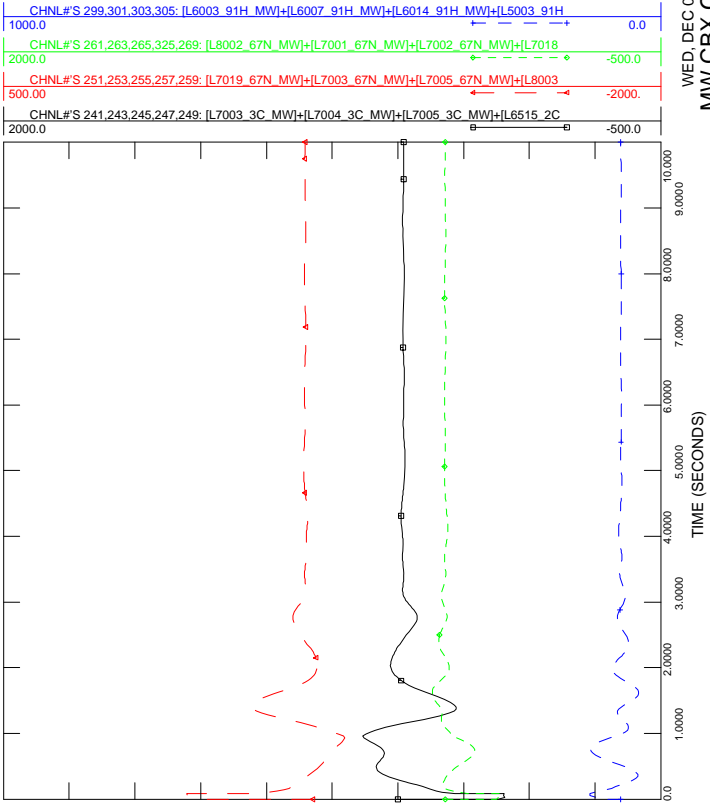


WED, DEC 07 2011 20:52
L8001 AT 67N-ONSLow



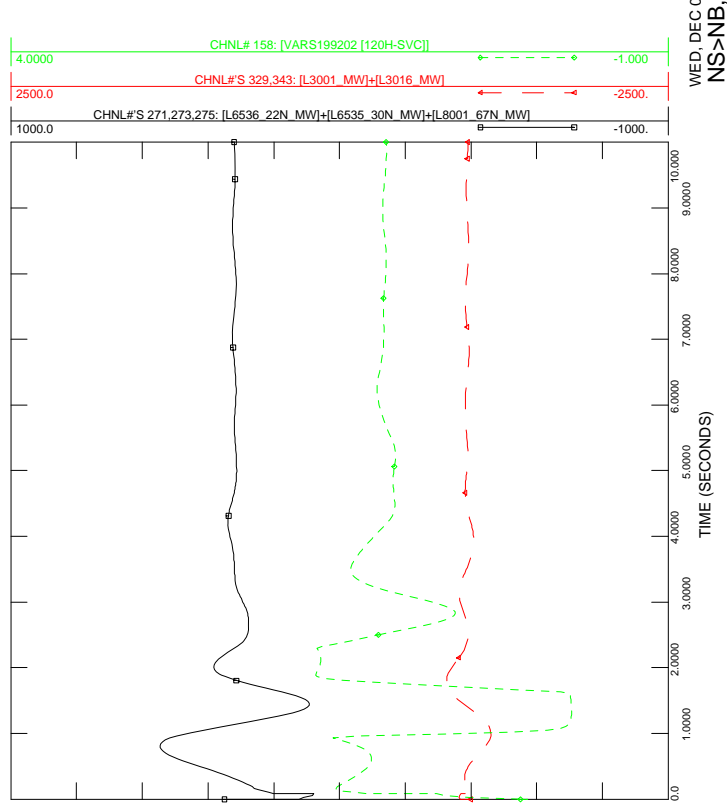
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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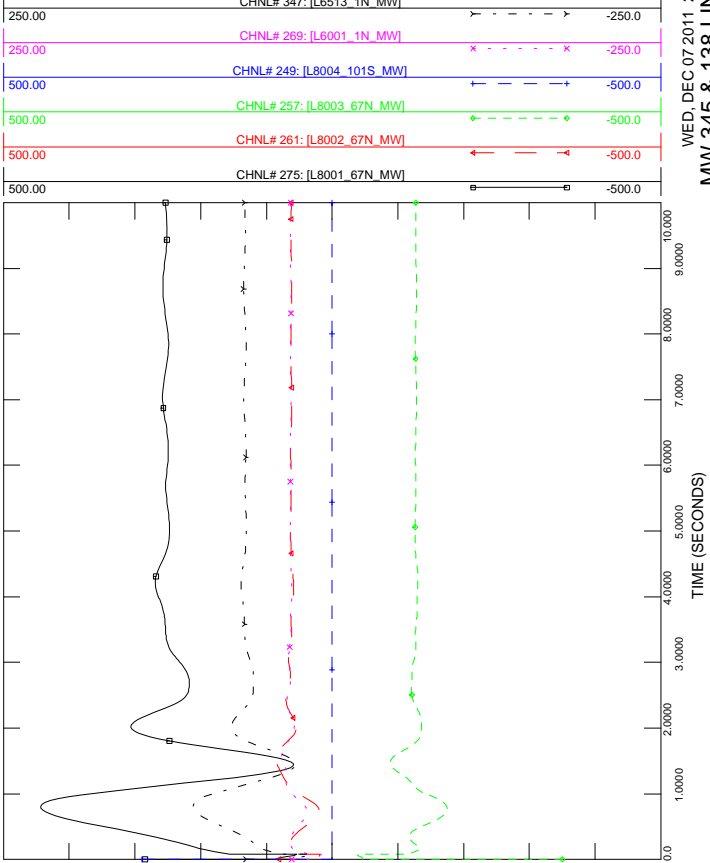
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_LL_D10.out



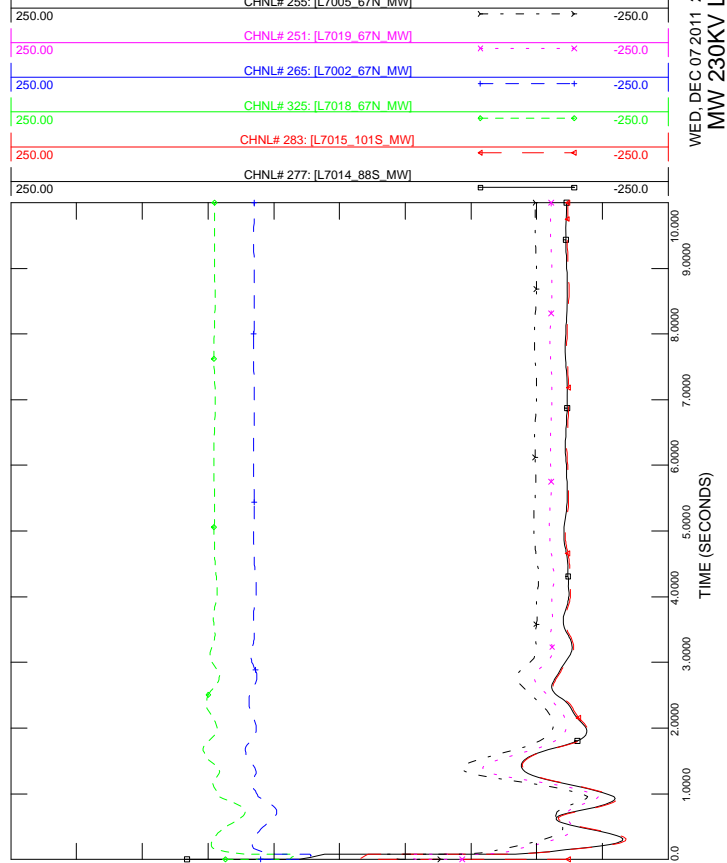
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

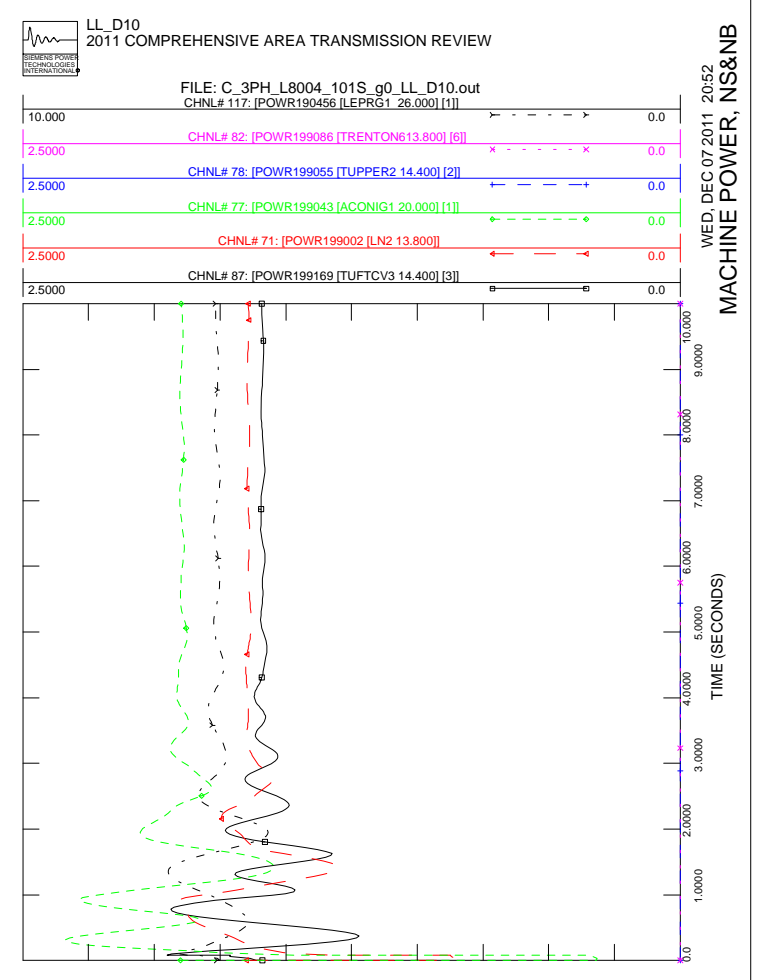
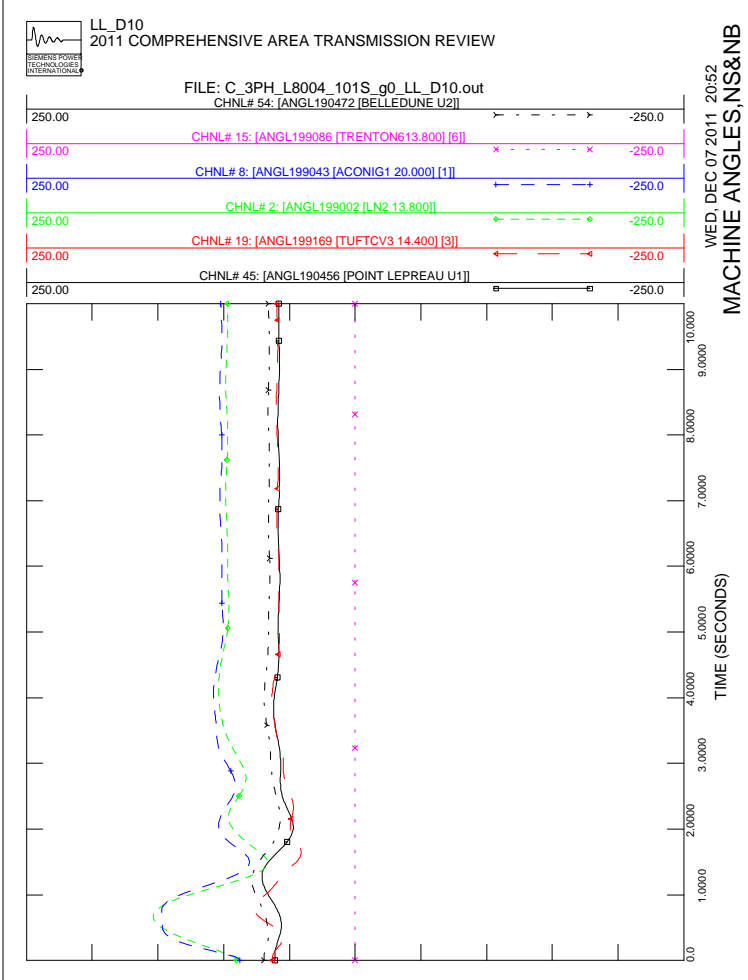
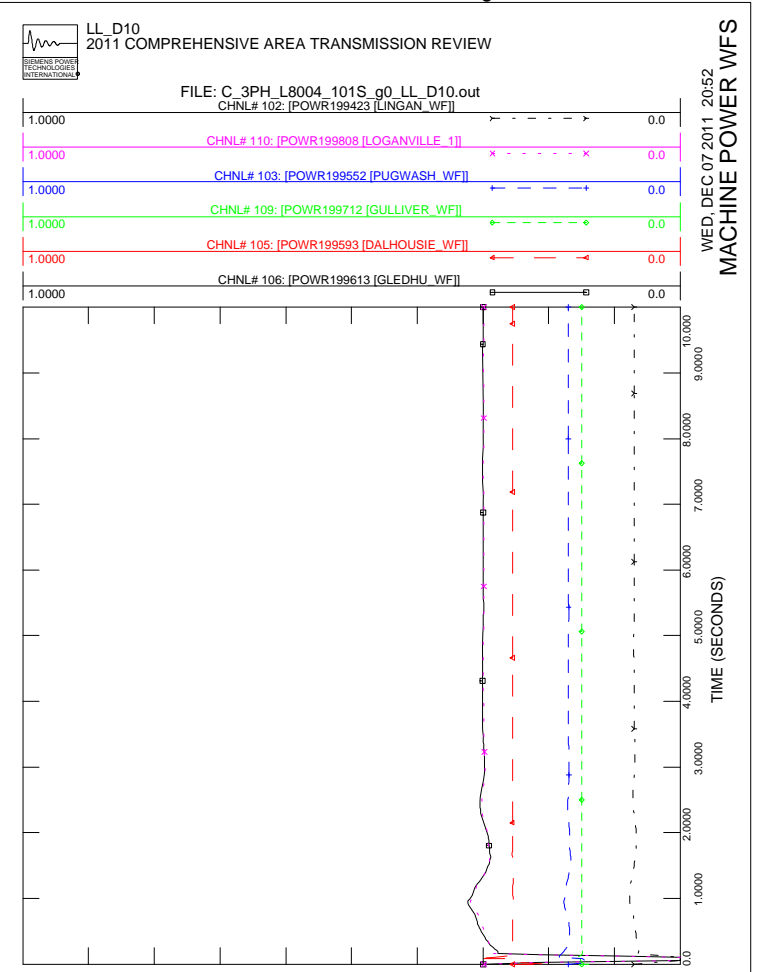
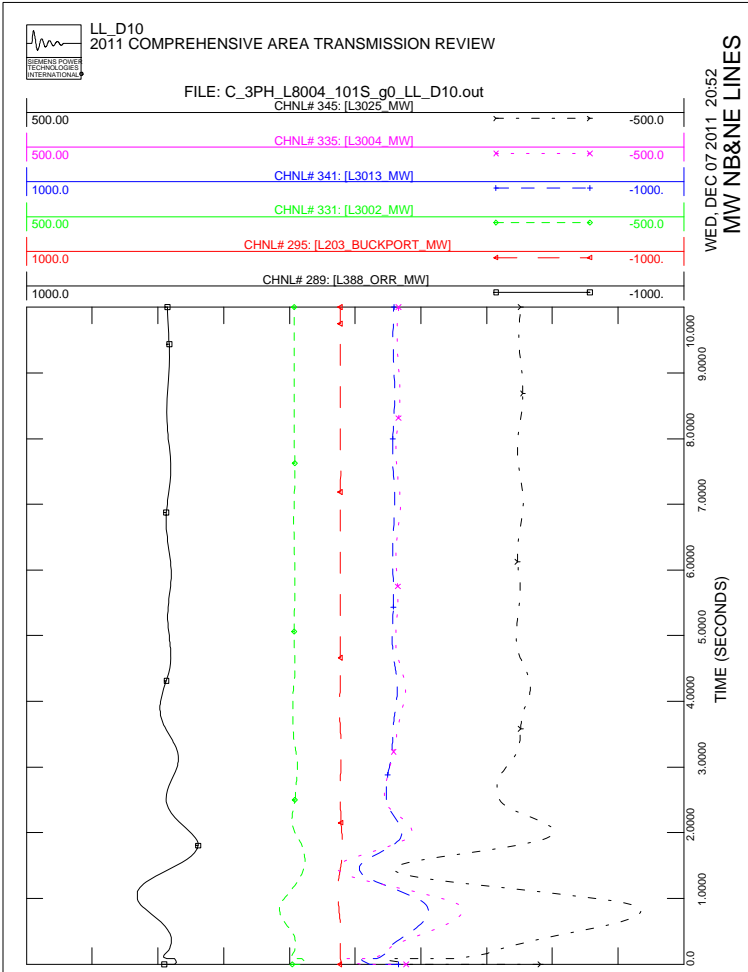
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_LL_D10.out

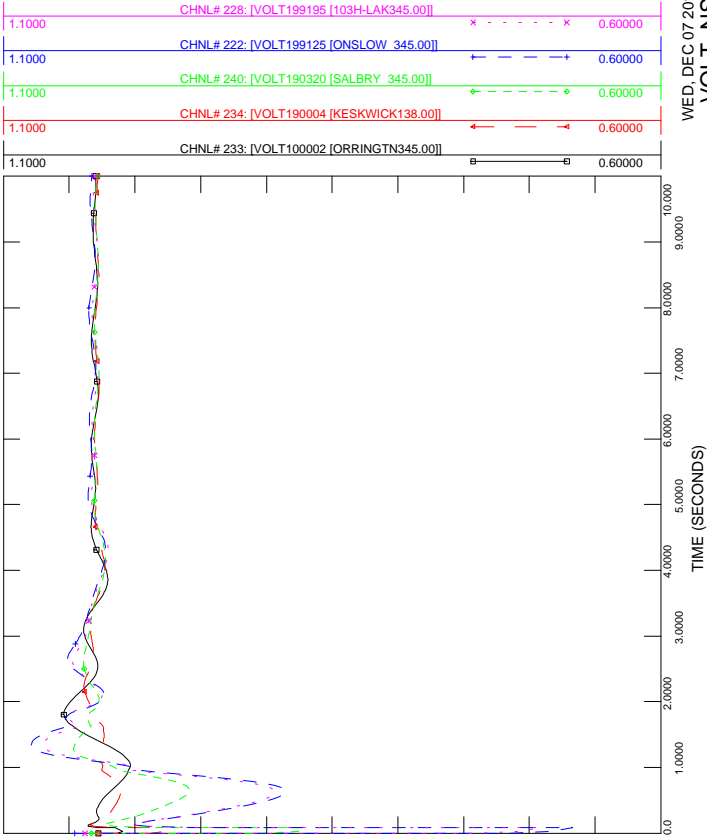






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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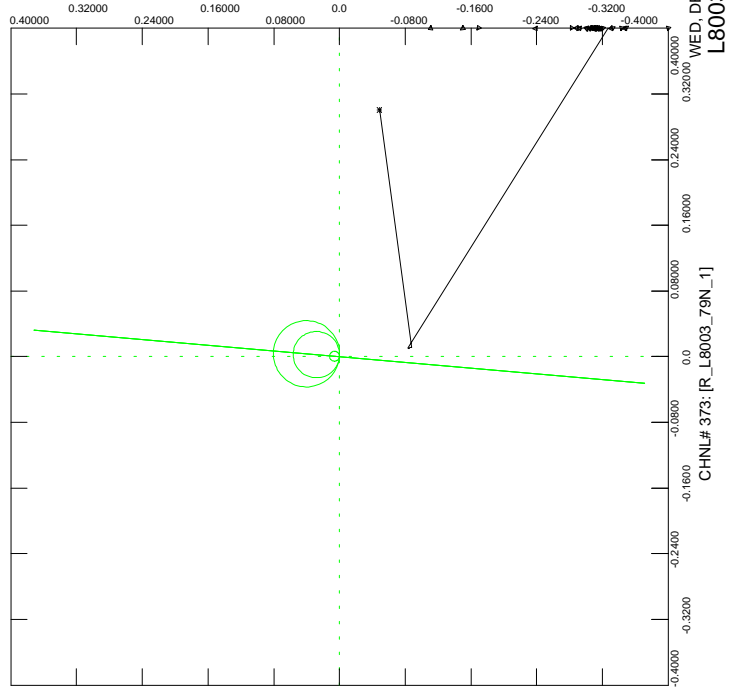
WED, DEC 07 2011 20:52
VOLT, NS,NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

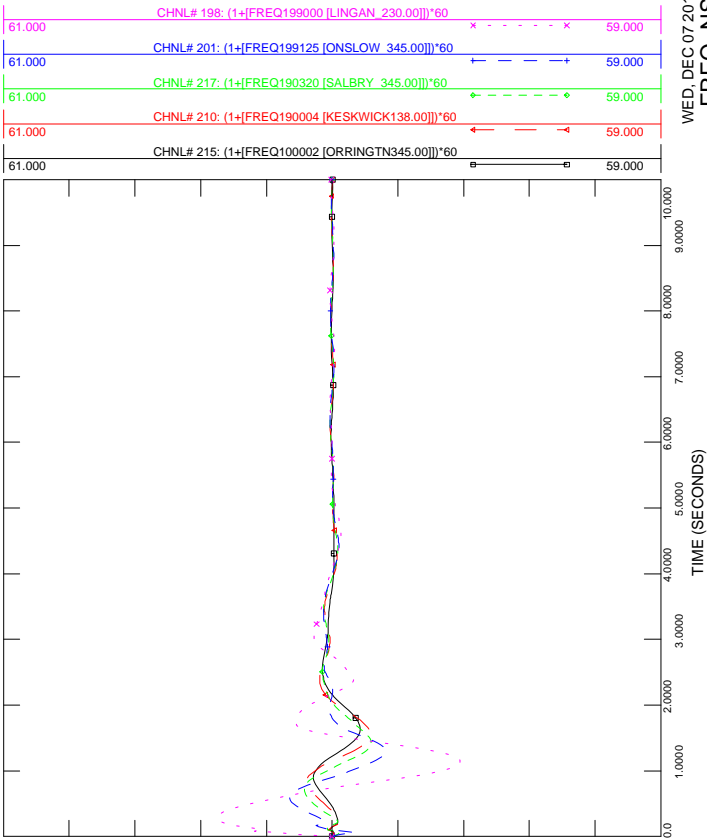


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L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_LL_D10.out



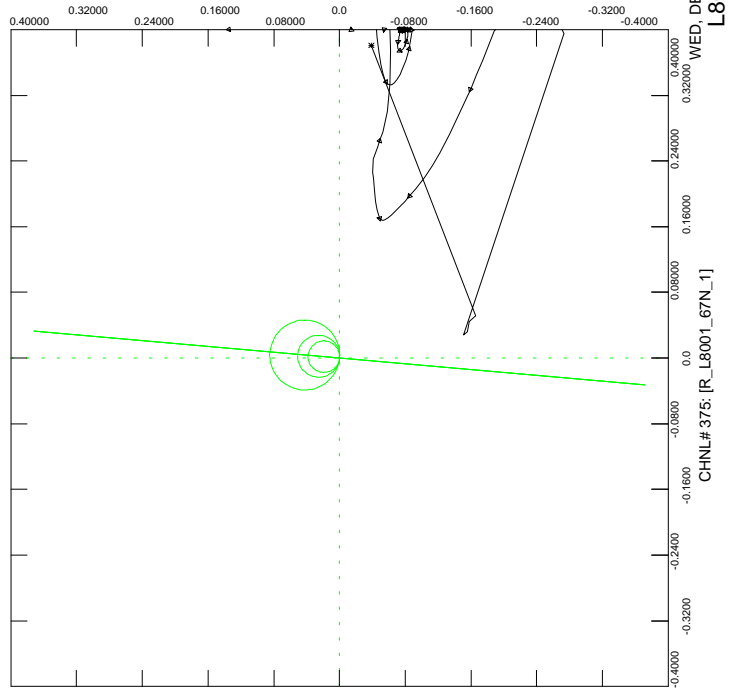
WED, DEC 07 2011 20:52
FREQ, NS,NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_101S_g0_LL_D10.out

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CHNL# 376: [X_L8001_67N_1]

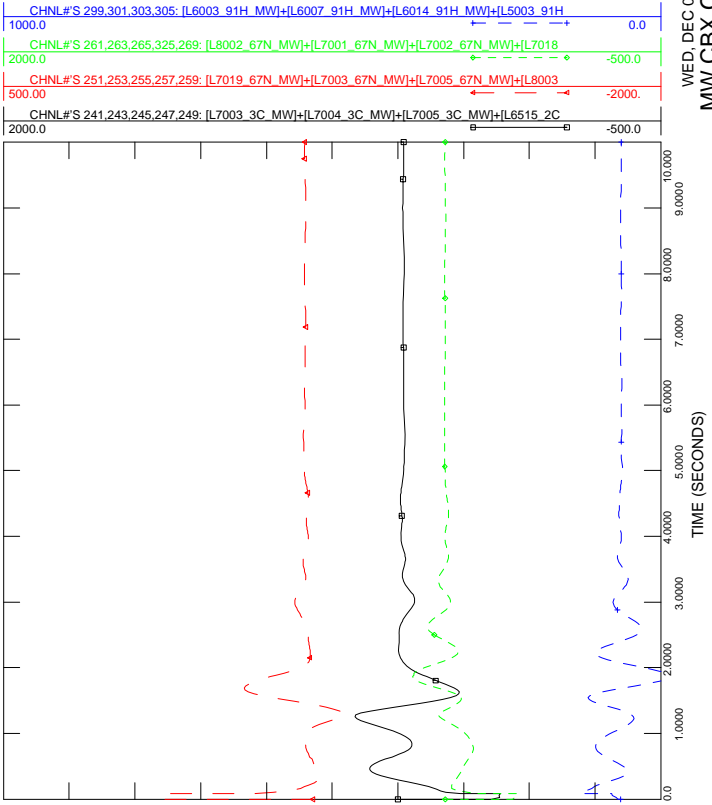


WED, DEC 07 2011 20:52
L8001 AT 67N-ONSLow



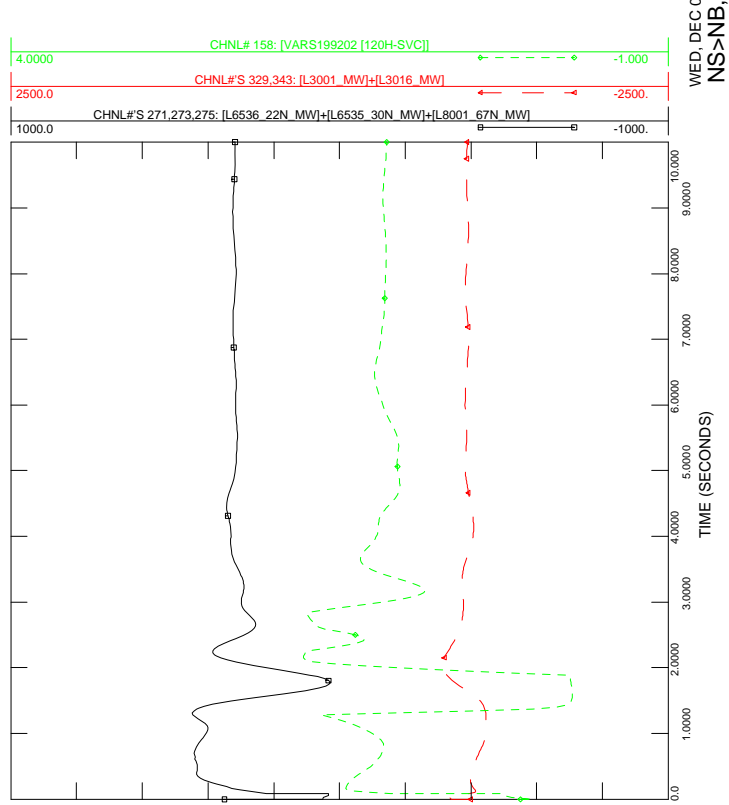
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_79N_g0_LL_D10.out



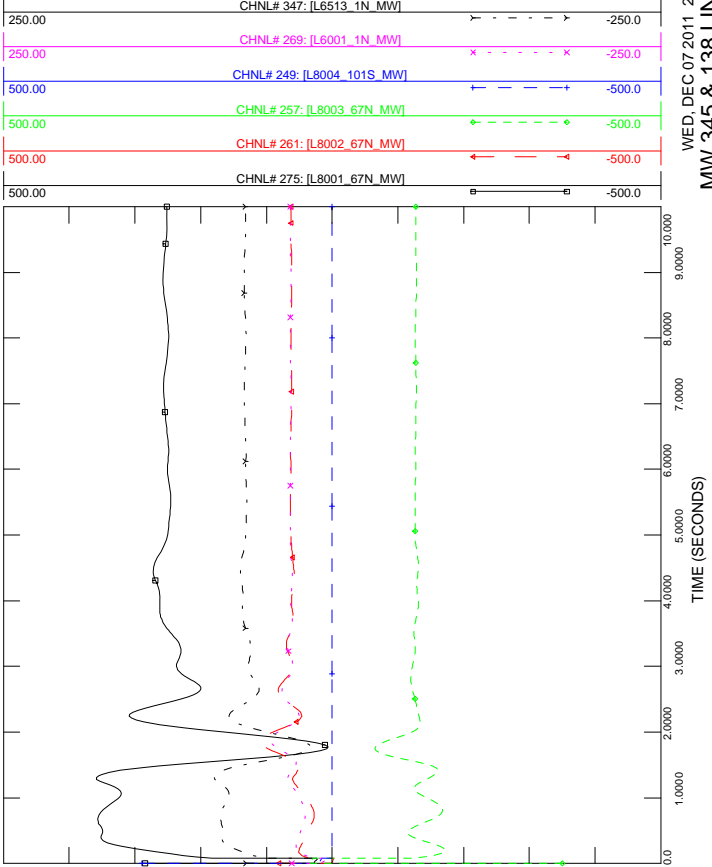
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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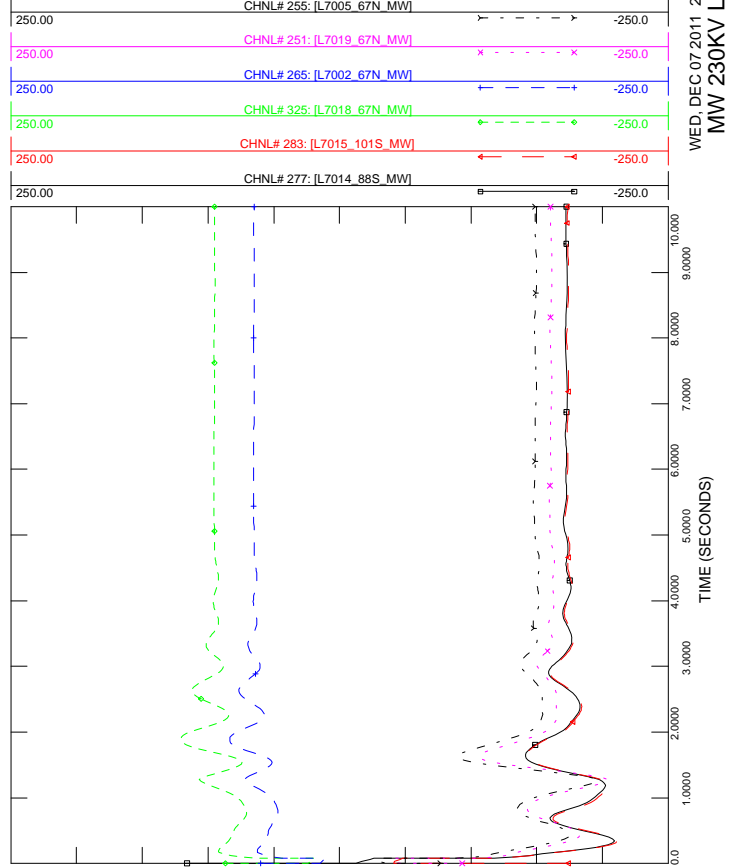
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

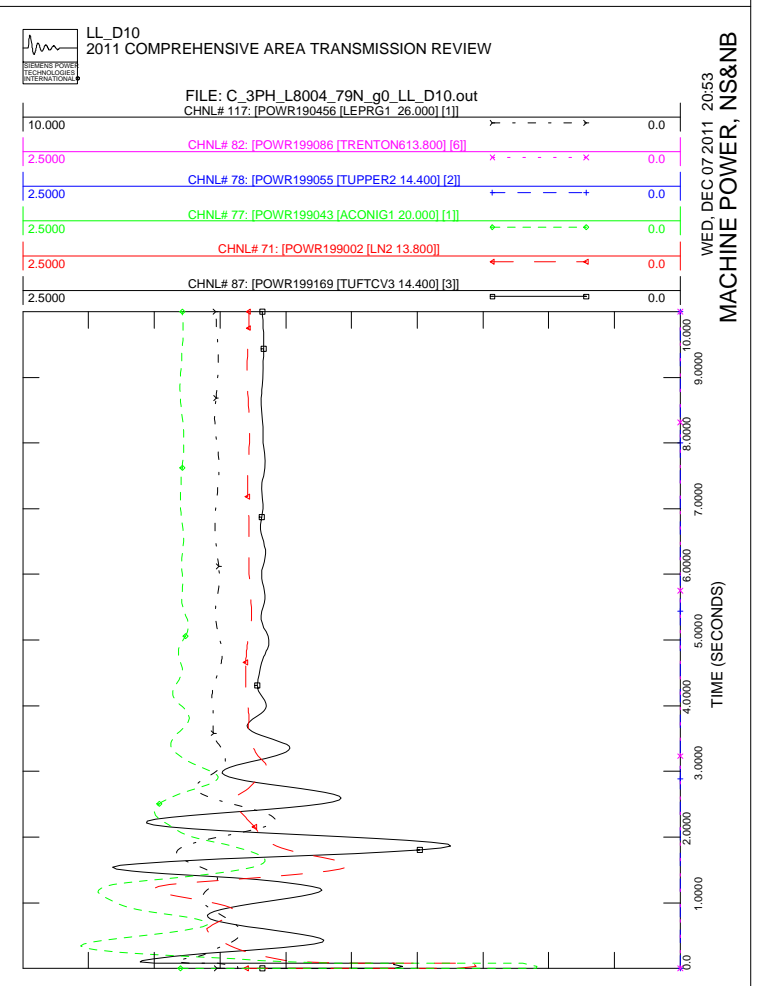
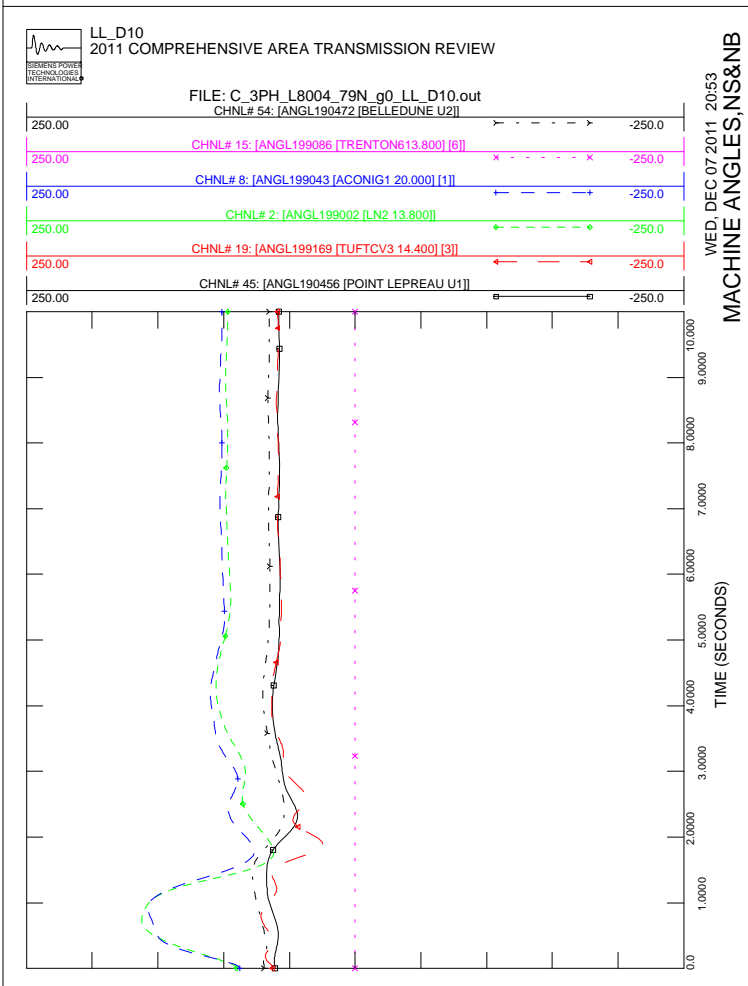
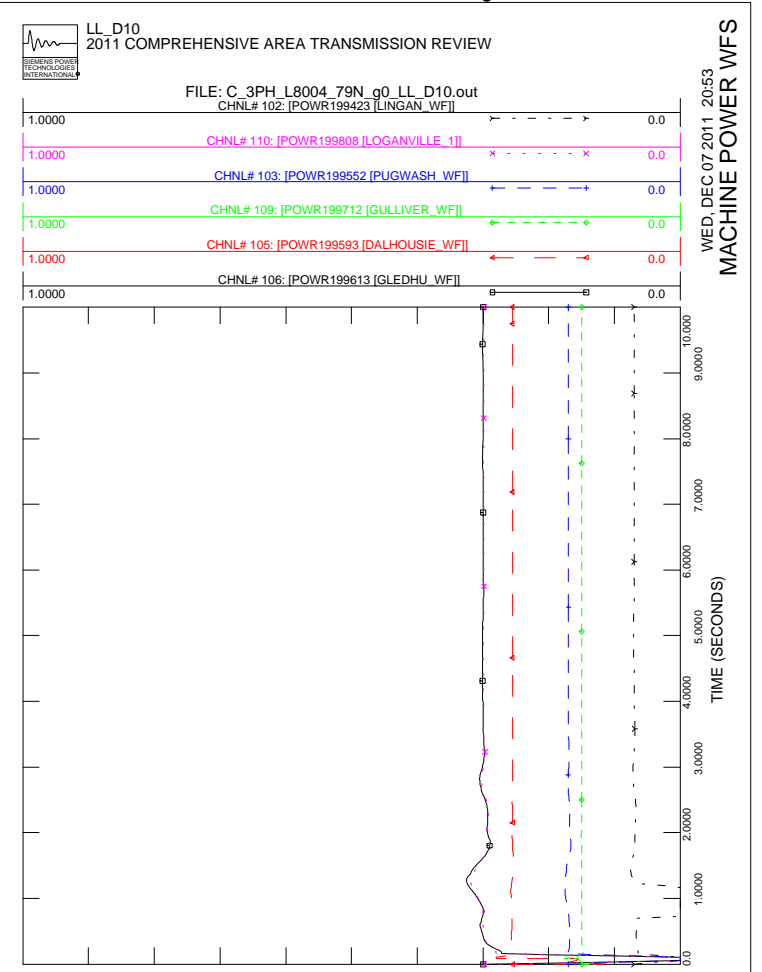
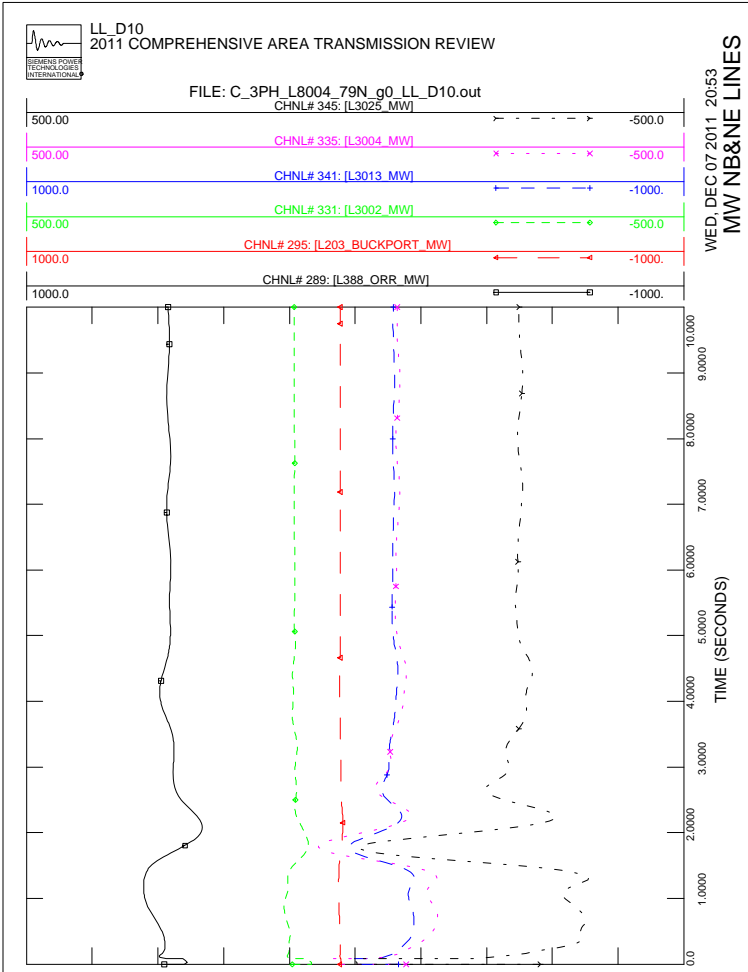
FILE: C_3PH_L8004_79N_g0_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_79N_g0_LL_D10.out

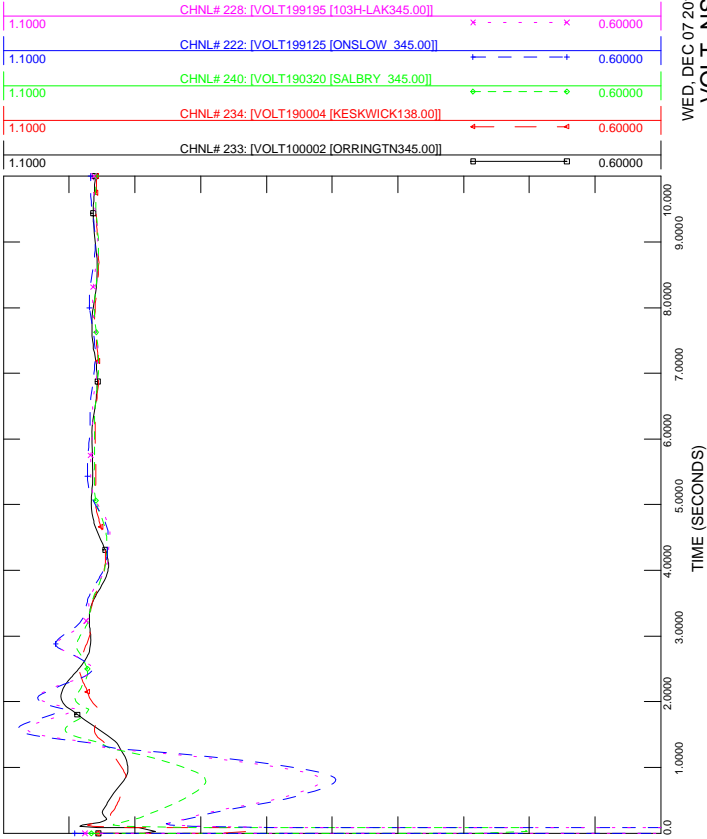






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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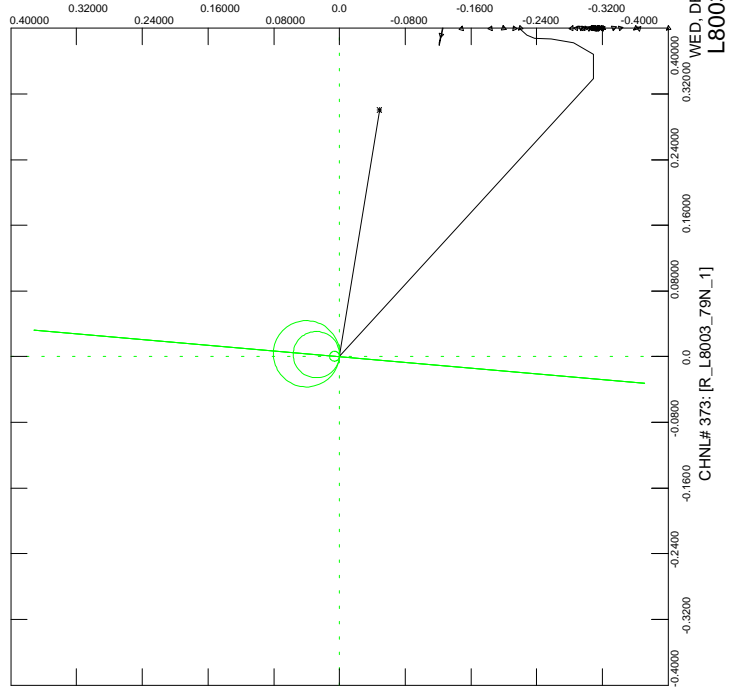
WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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CHNL# 374: [X_L8003_79N_1]

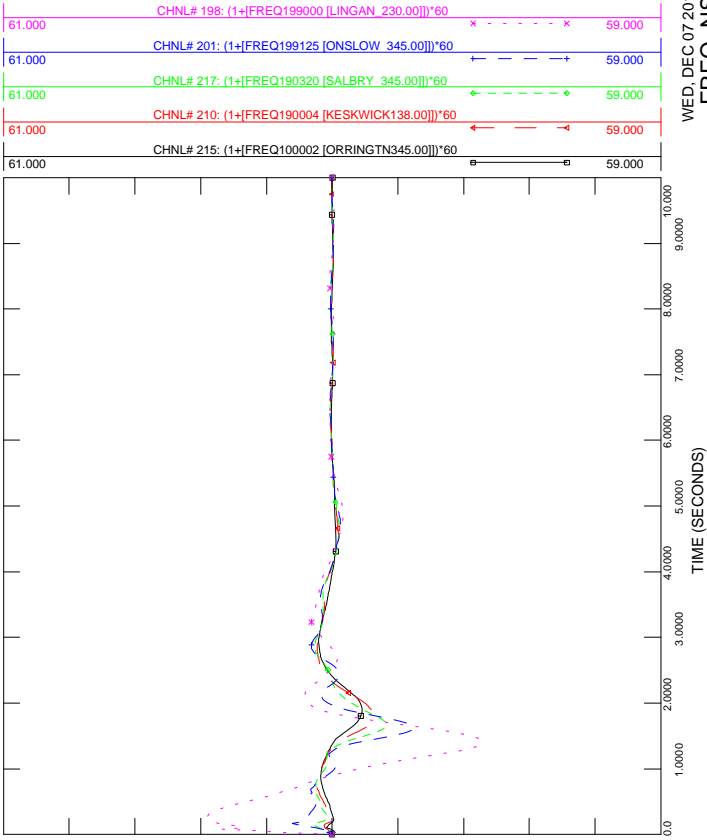


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_79N_g0_LL_D10.out



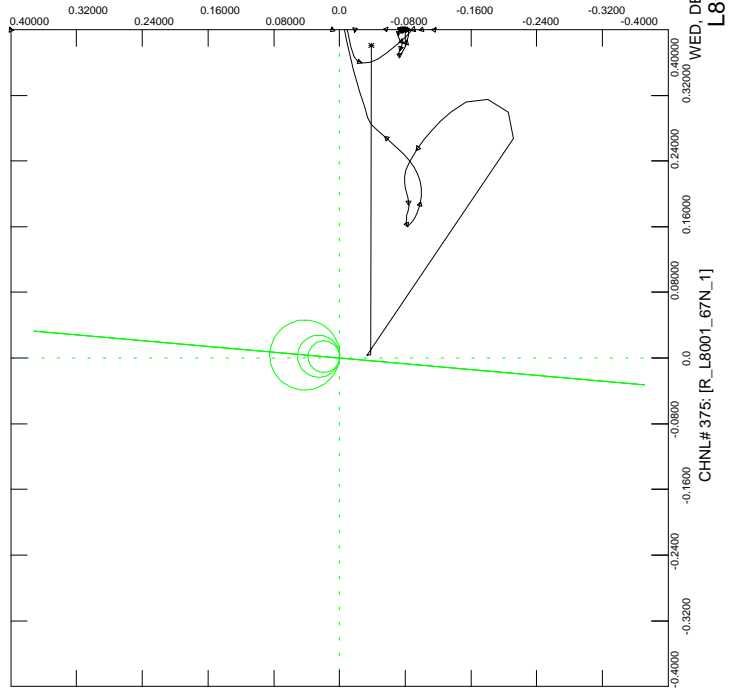
WED, DEC 07 2011 20:53
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L8004_79N_g0_LL_D10.out

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CHNL# 376: [X_L8001_67N_1]

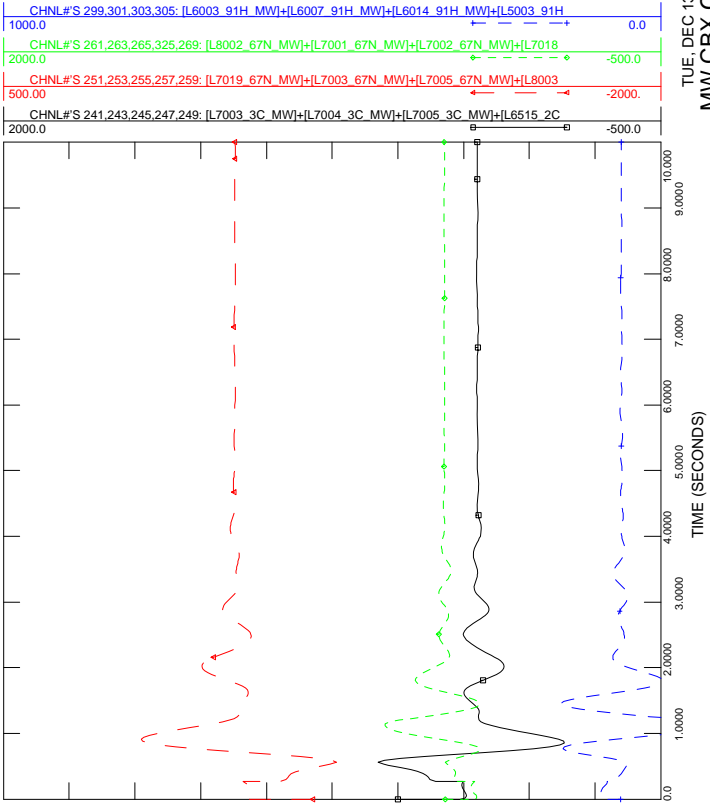


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



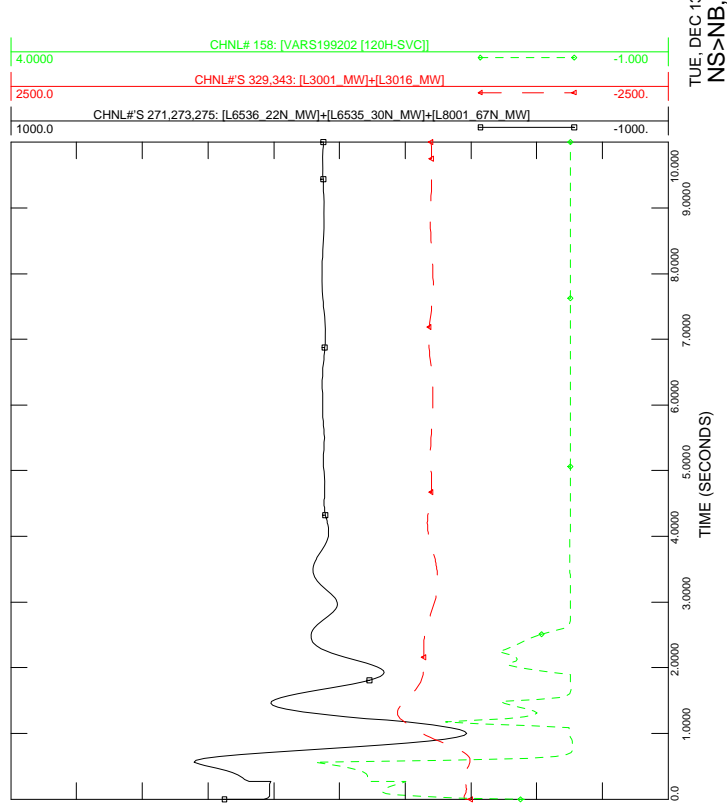
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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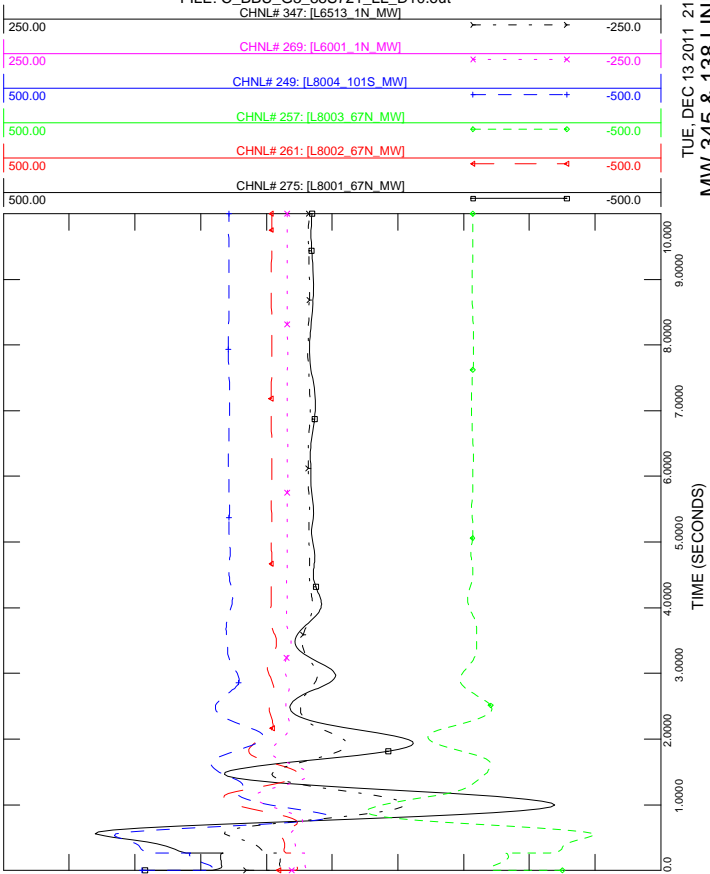
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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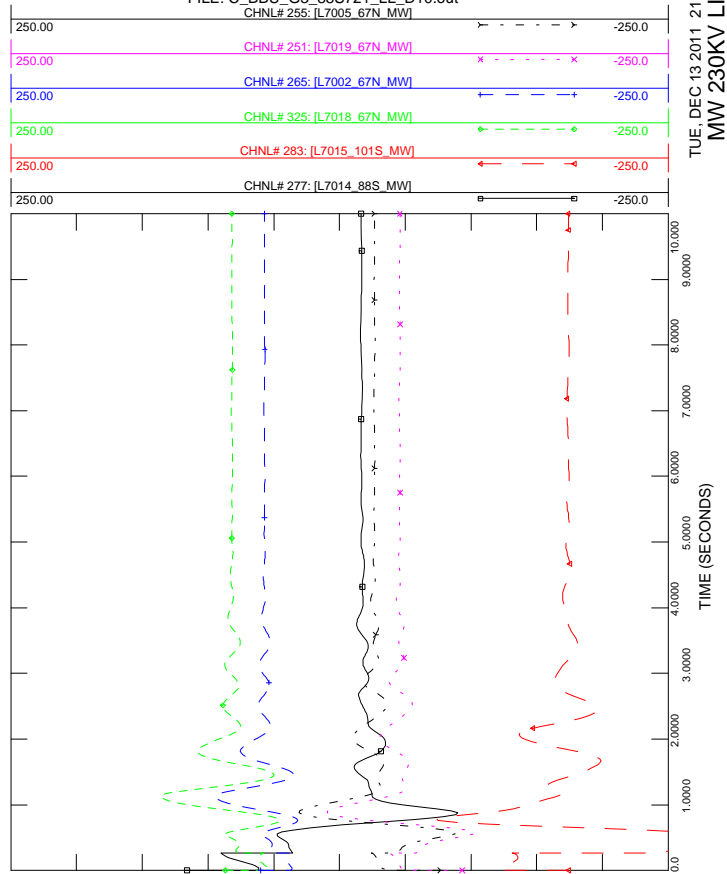
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

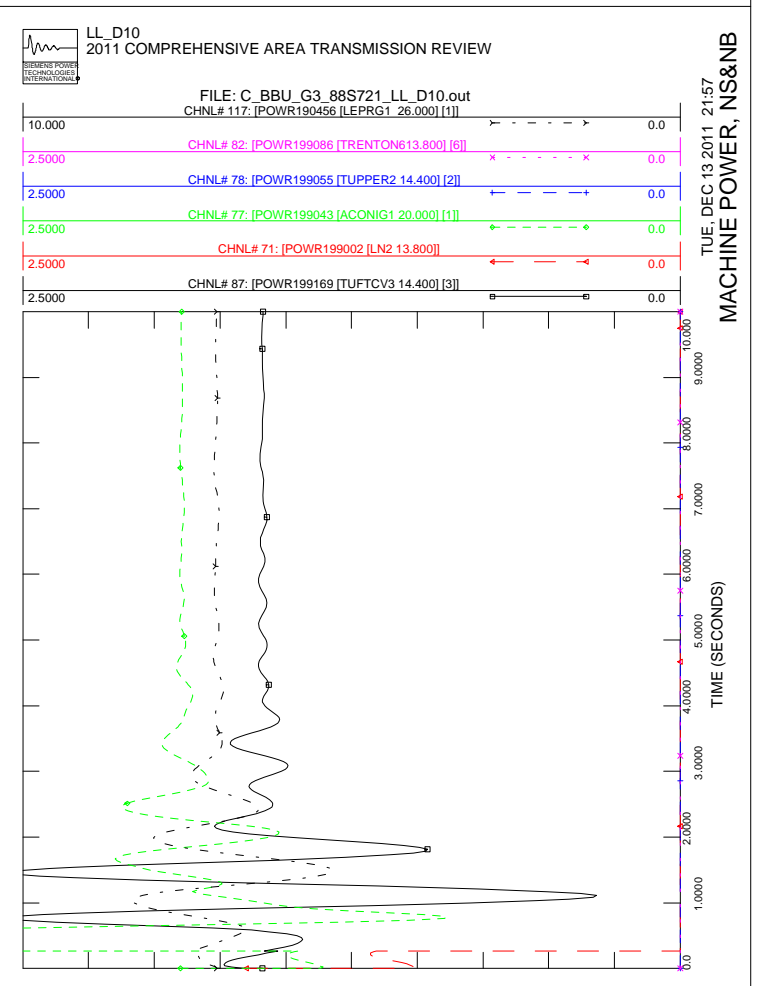
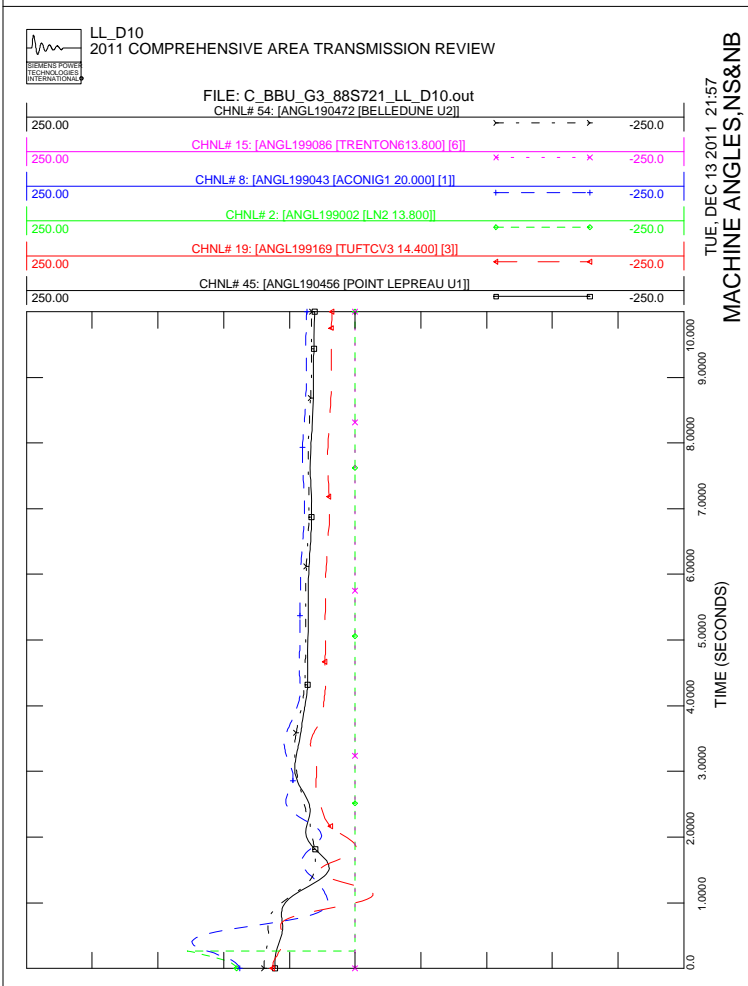
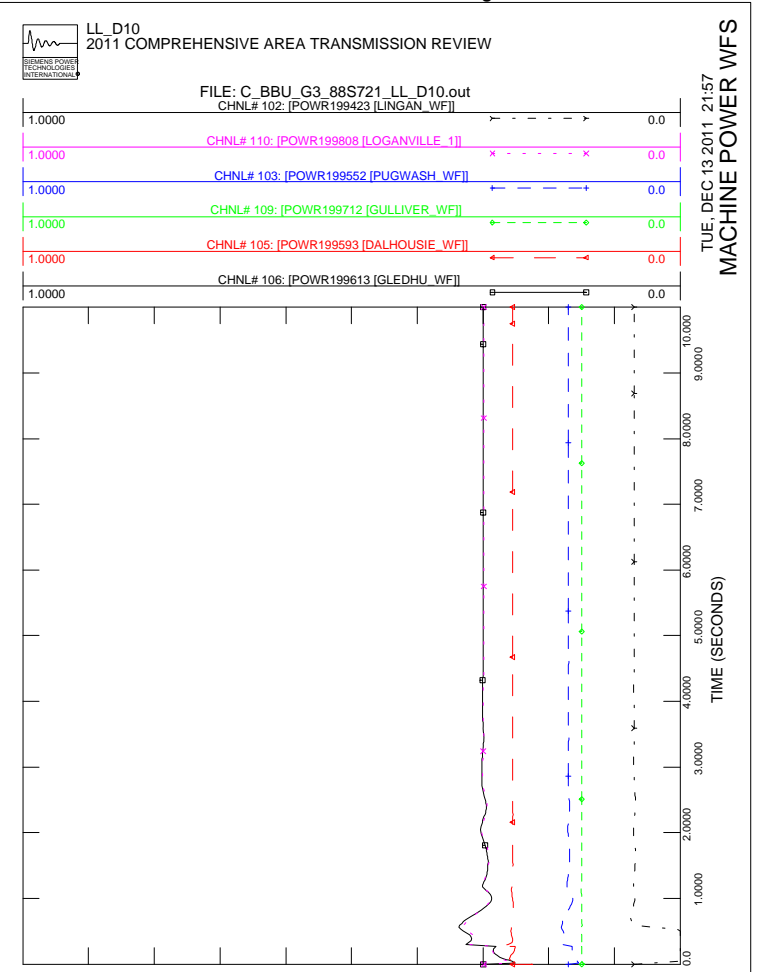
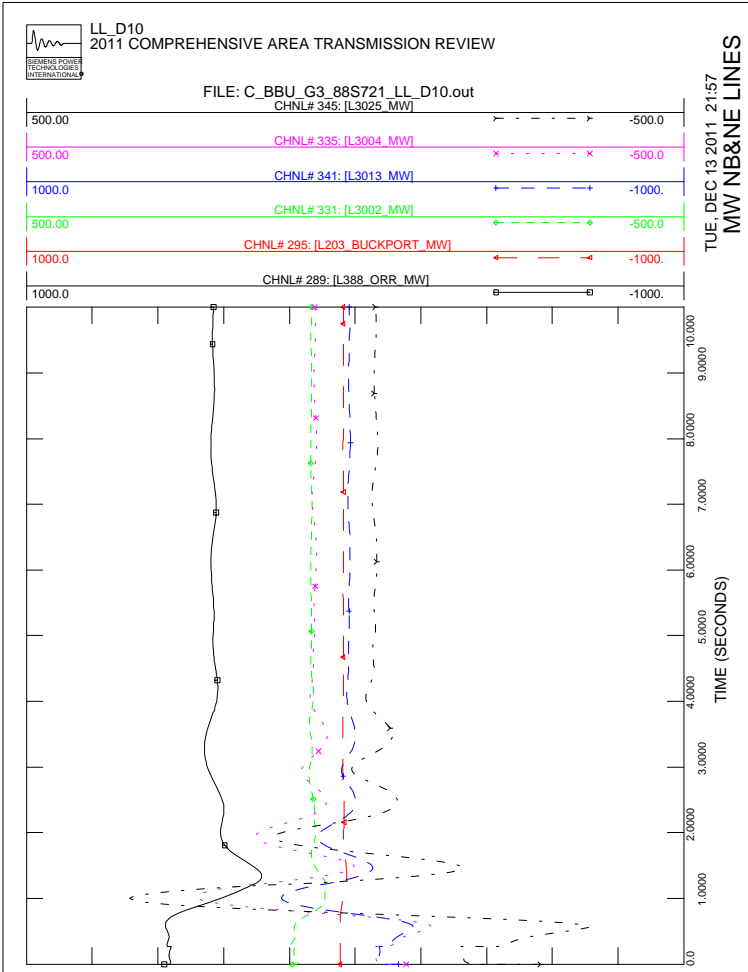
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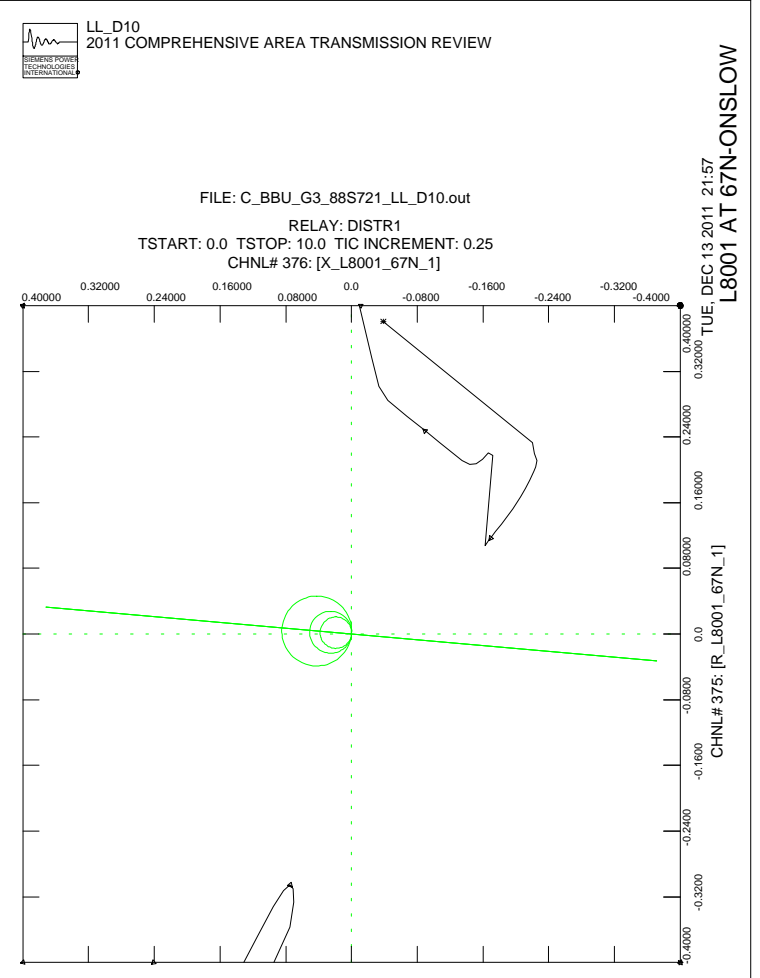
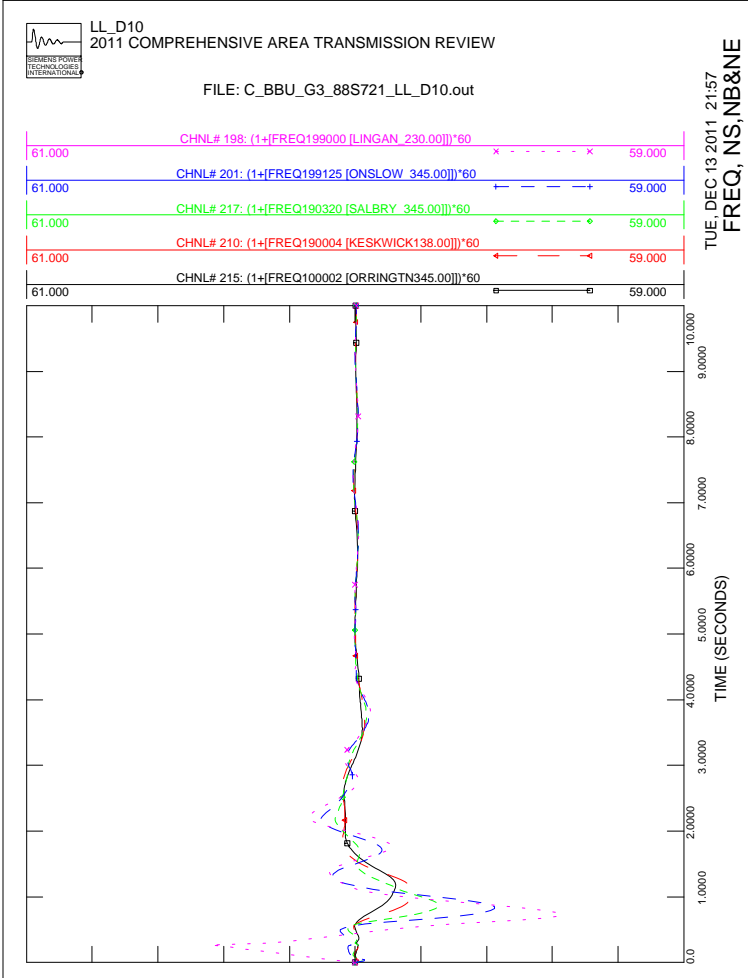
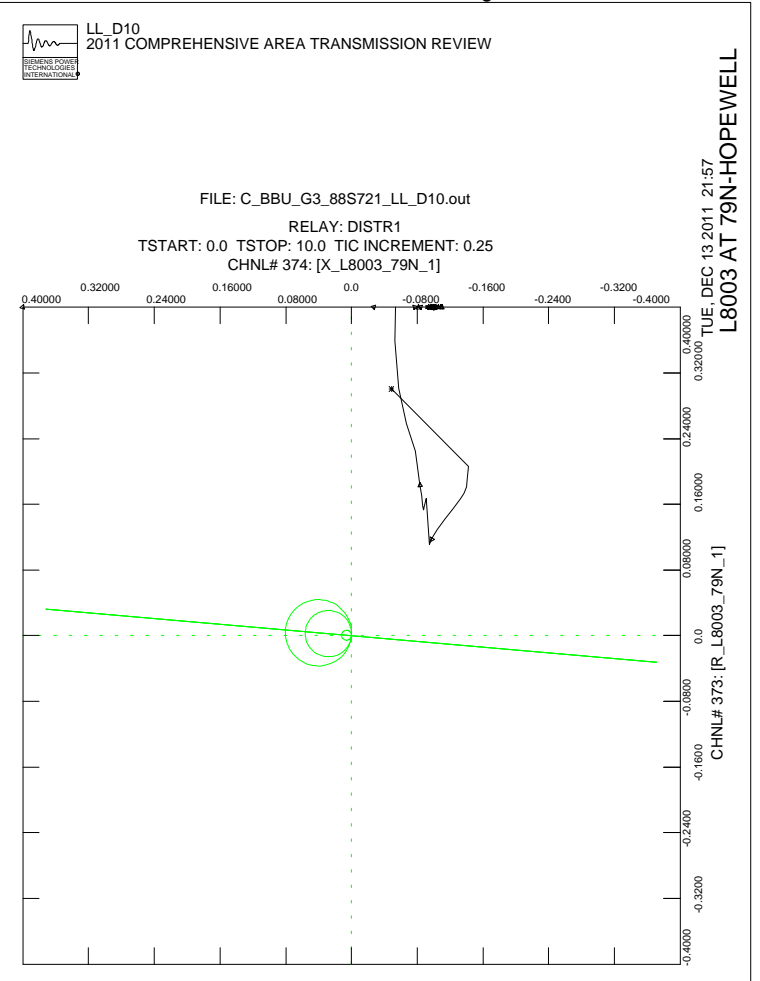
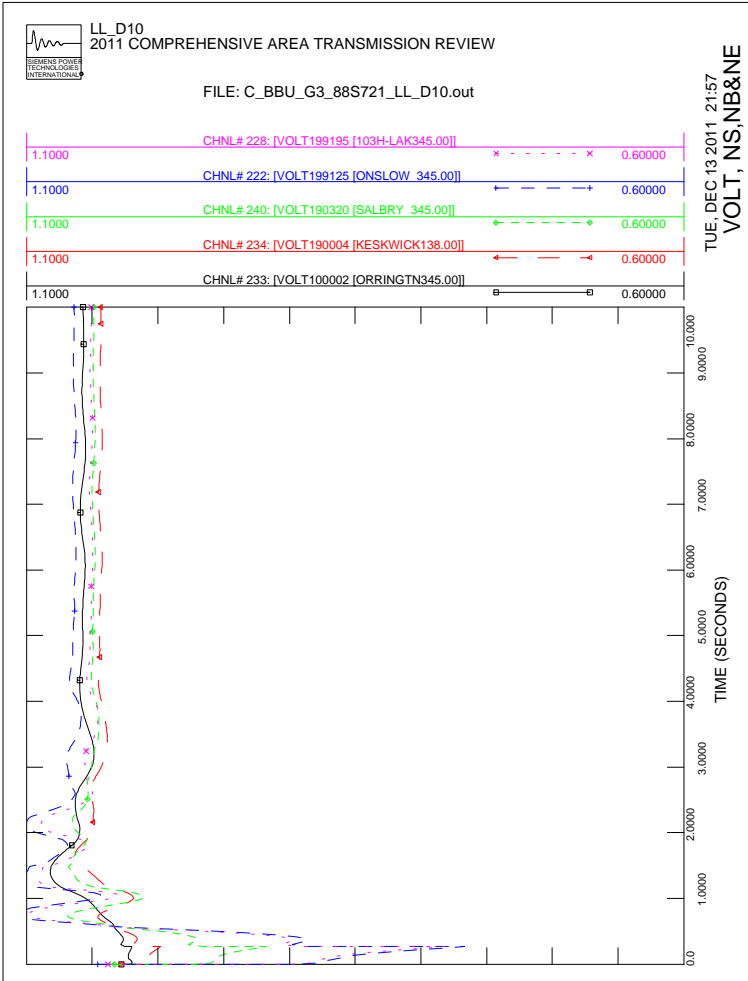


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_G3_88S721_LL_D10.out



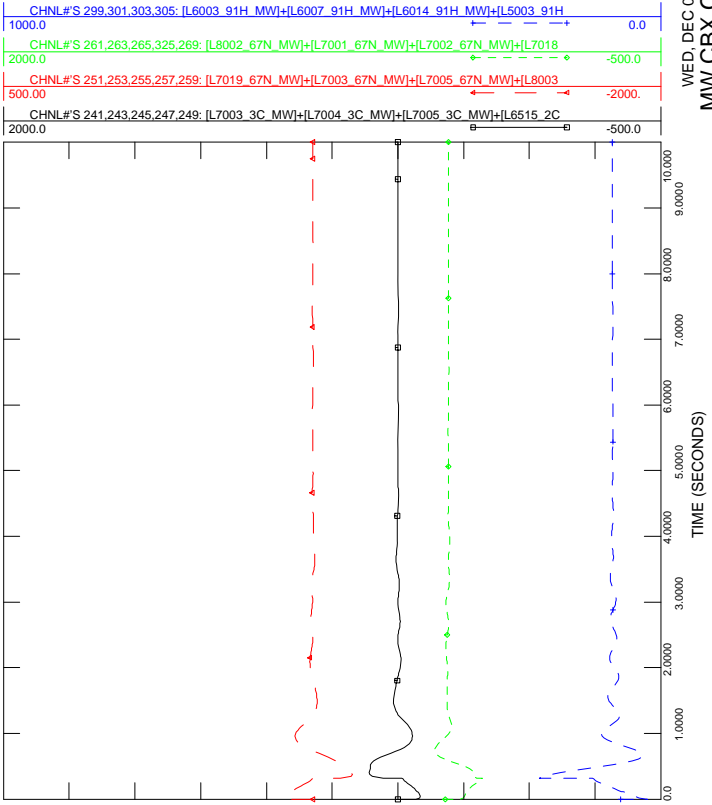






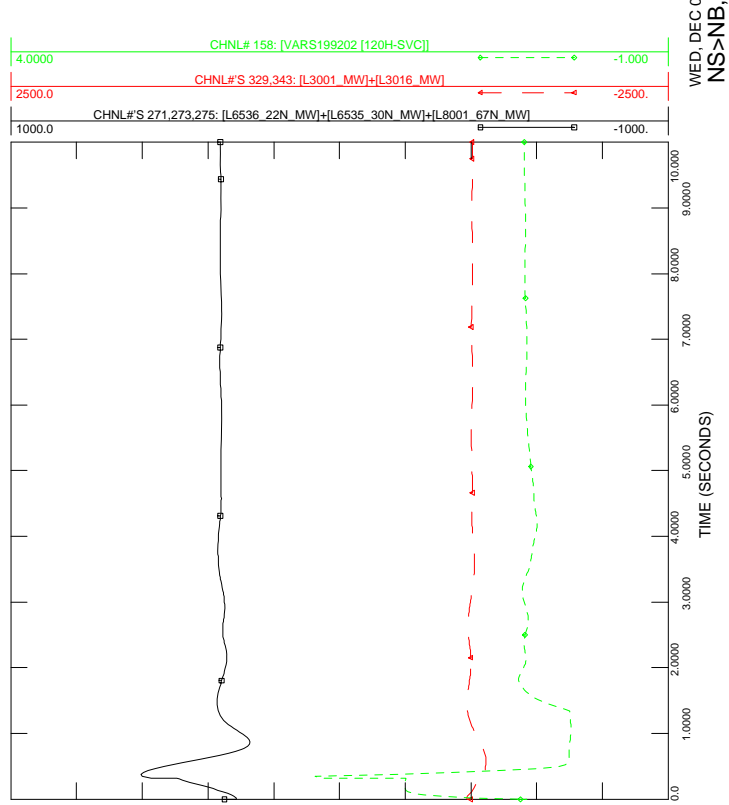
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_LL_D10.out



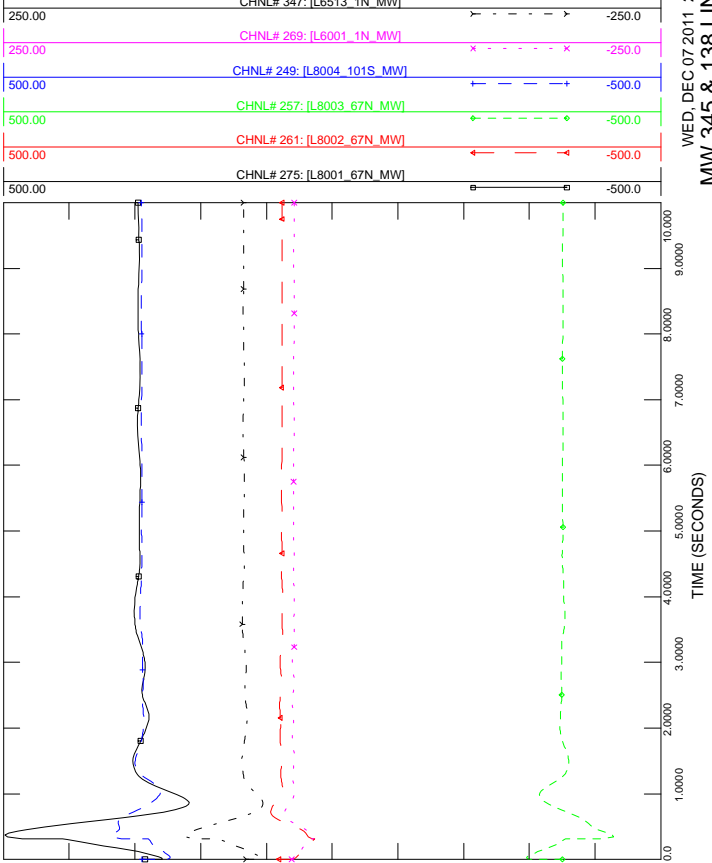
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_LL_D10.out



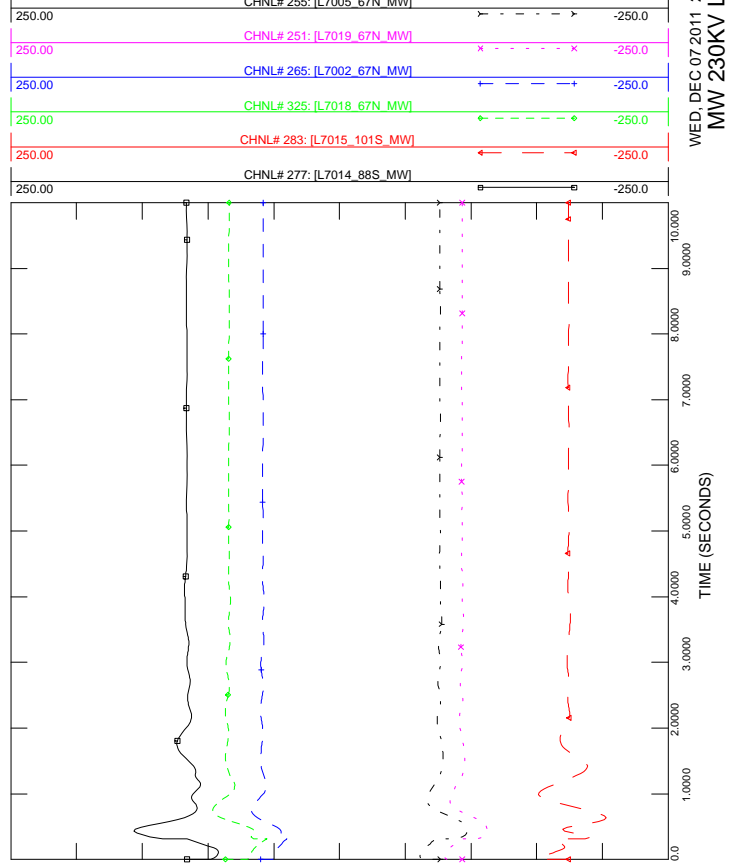
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

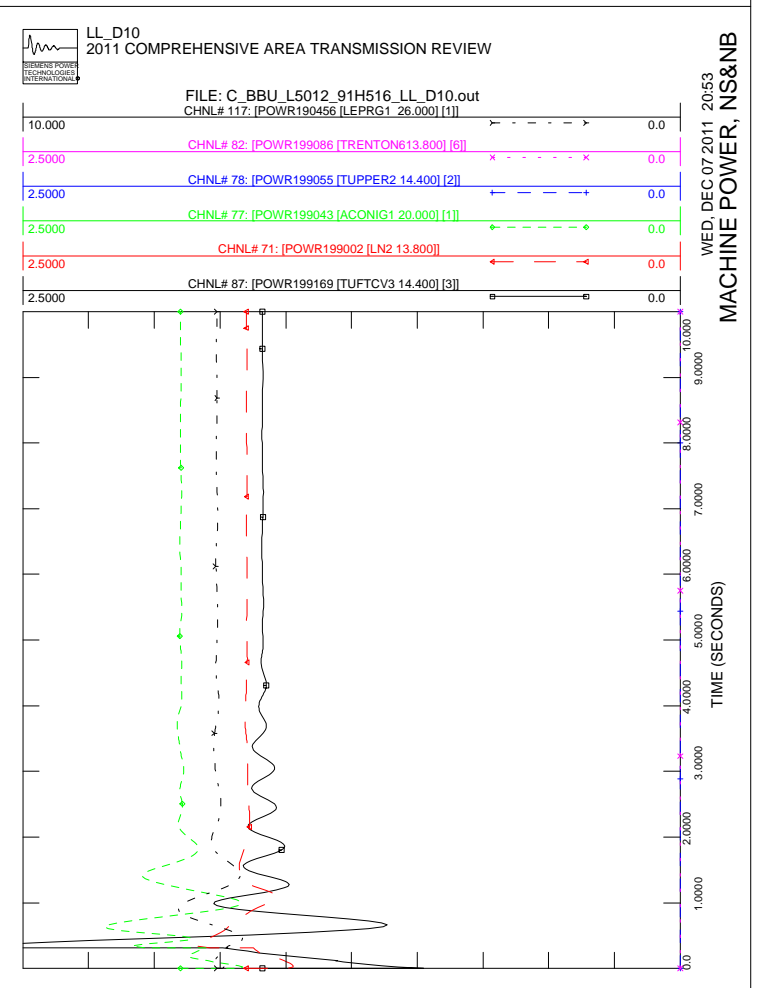
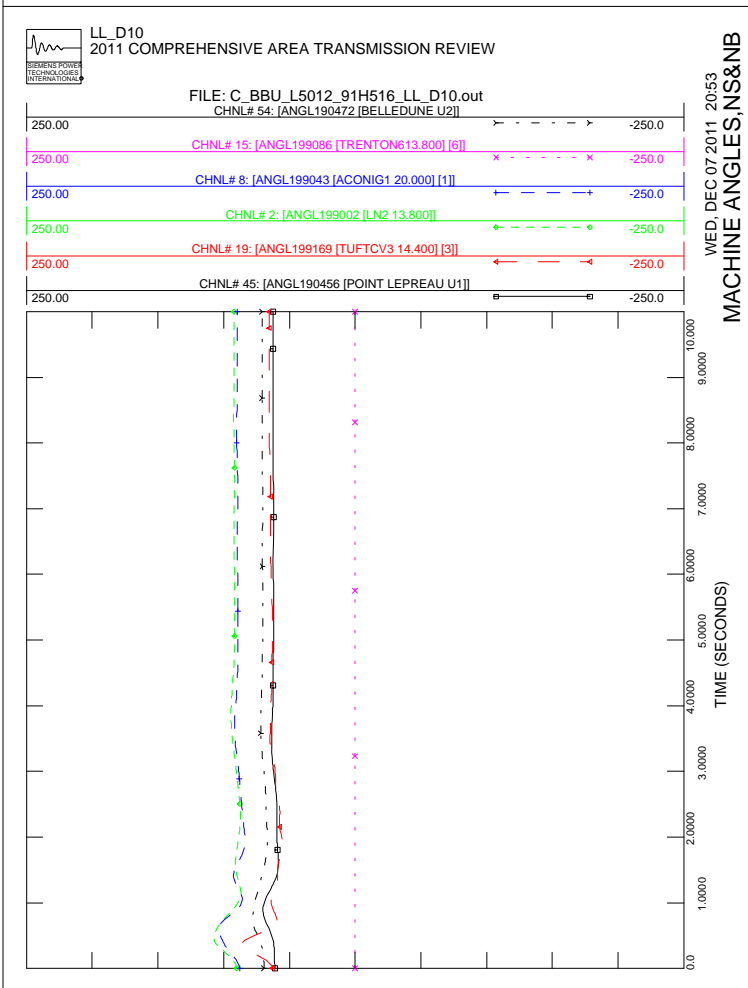
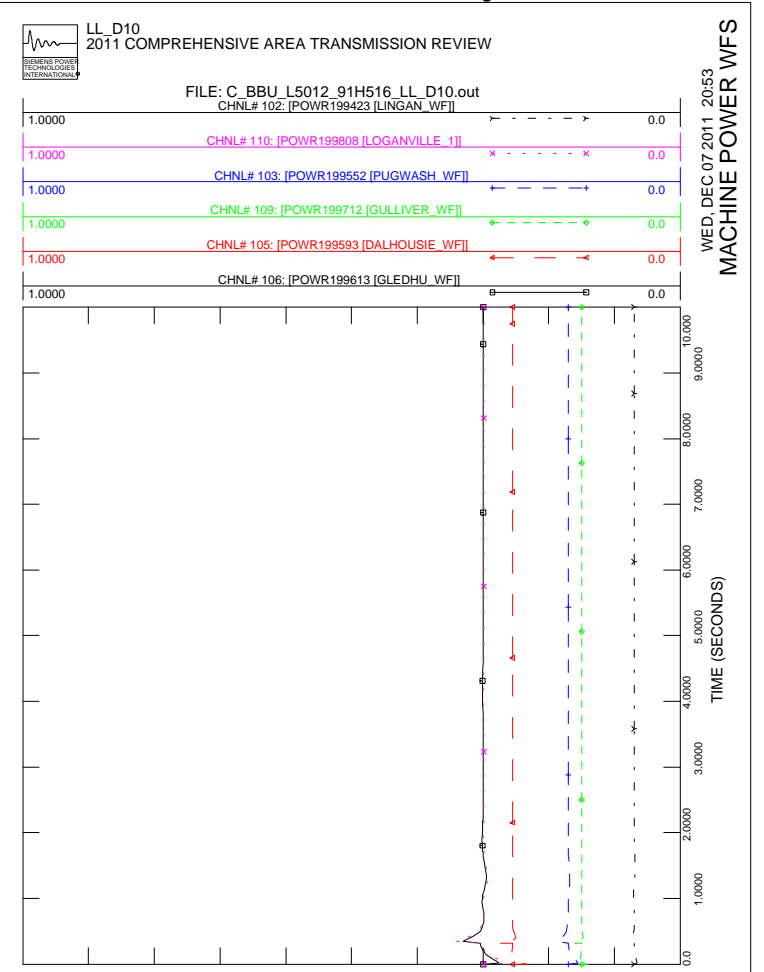
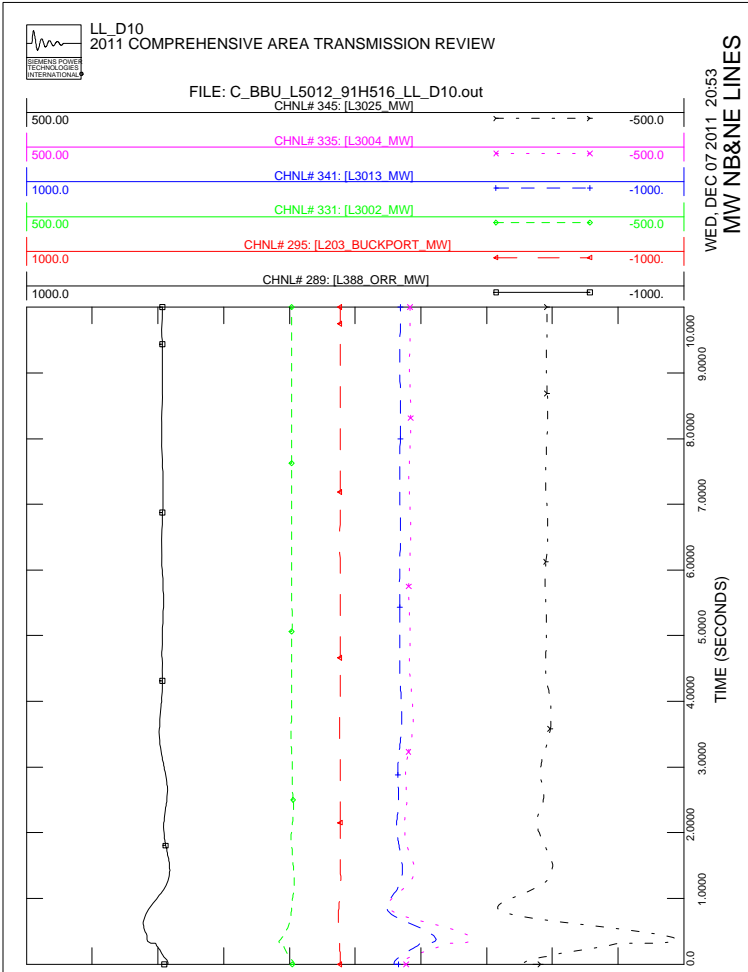
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

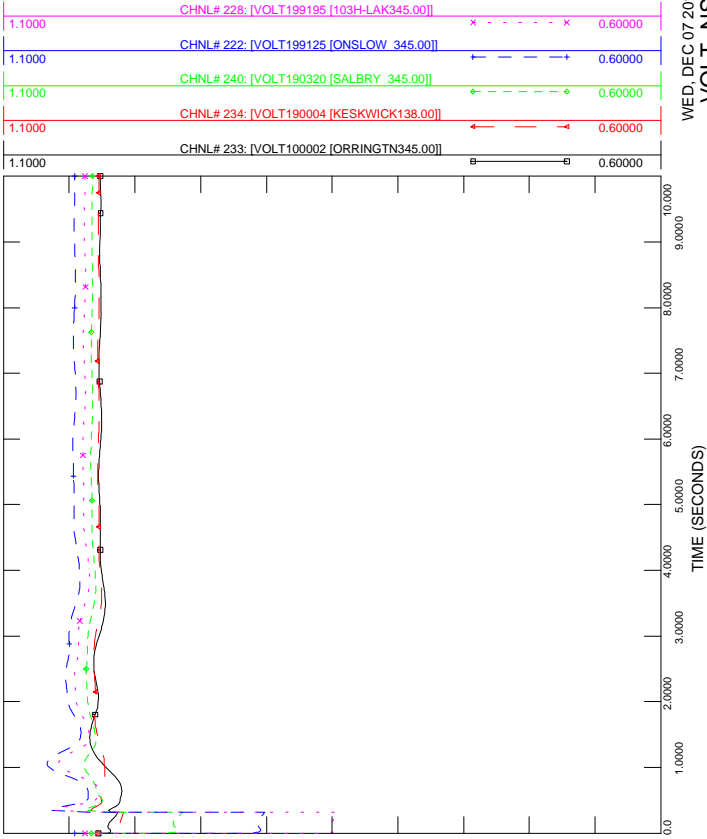
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

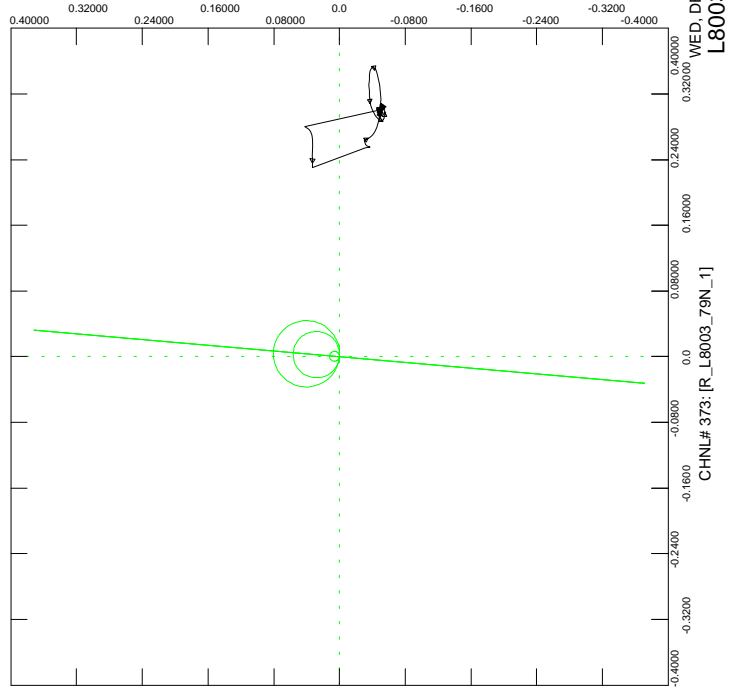
FILE: C_BBU_L5012_91H516_LL_D10.out



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VOLT, NS, NB&NE

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

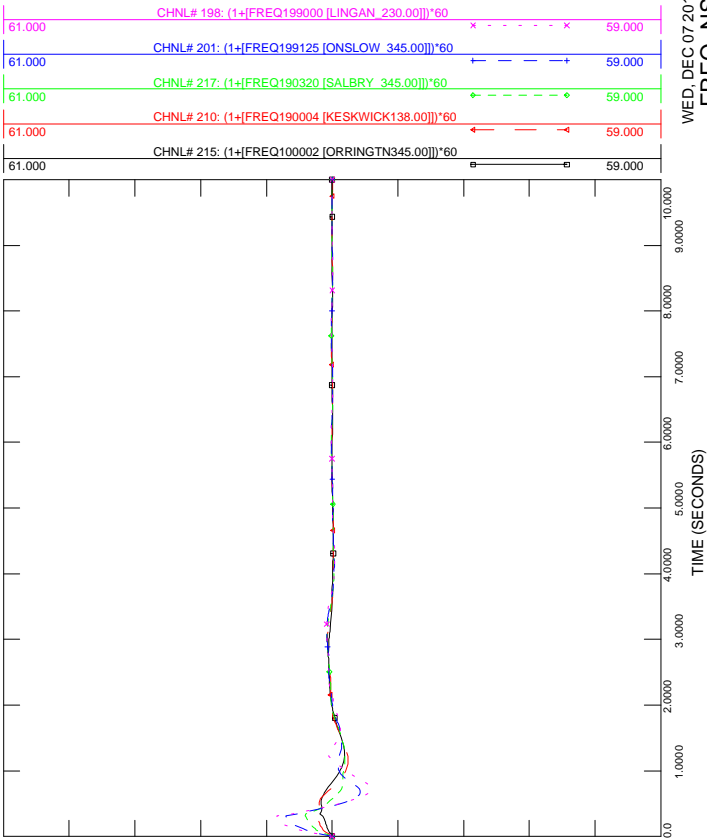
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



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L8003 AT 79N-HOPEWELL

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

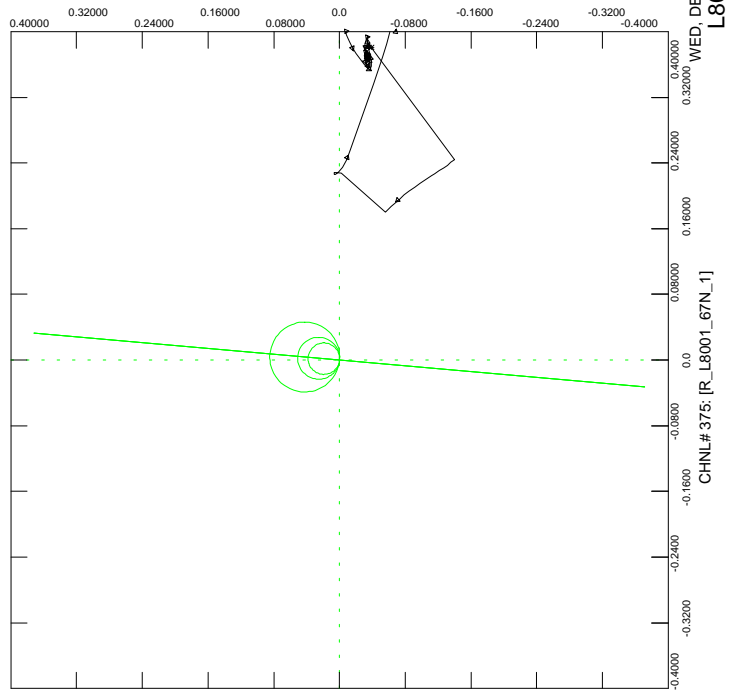
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FREQ, NS, NB&NE

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5012_91H516_LL_D10.out
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CHNL# 376: [X_L8001_67N_1]

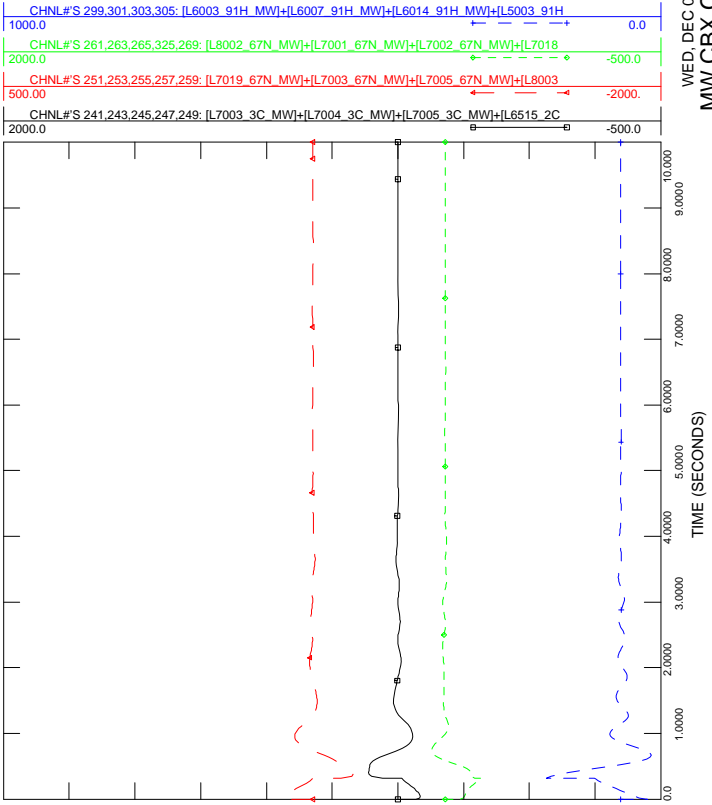


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L8001 AT 67N-ONSLow



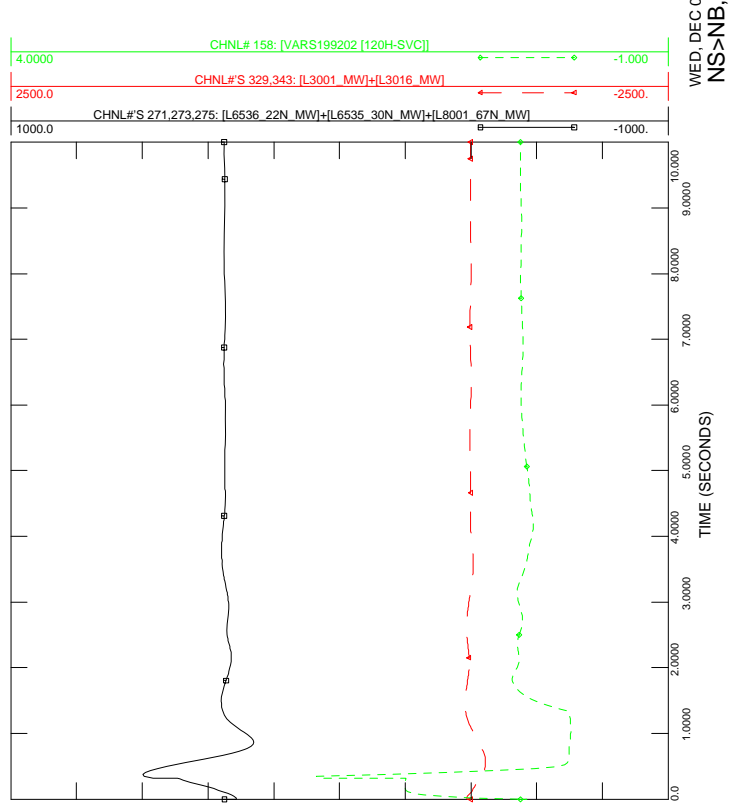
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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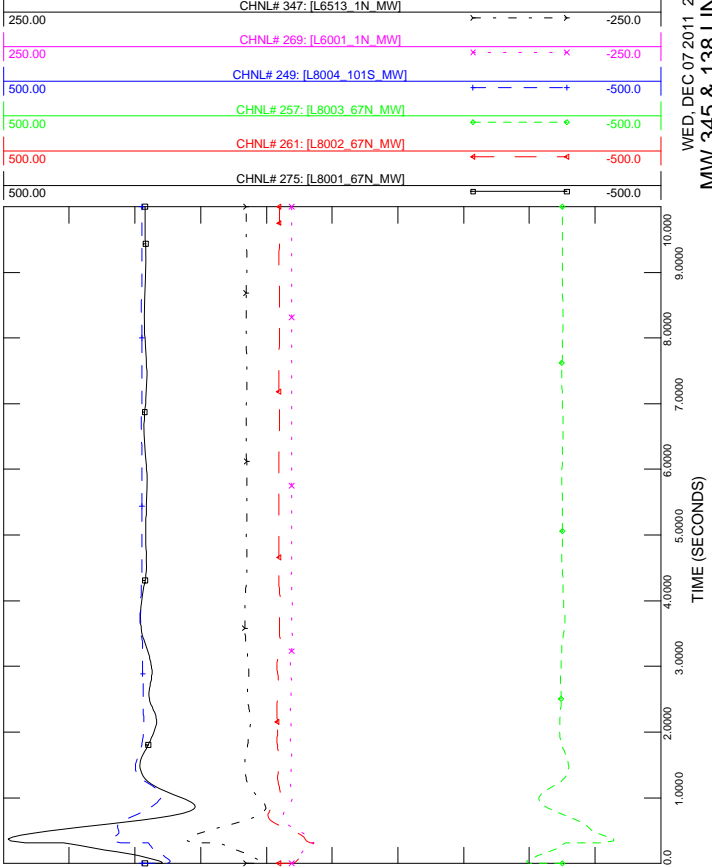
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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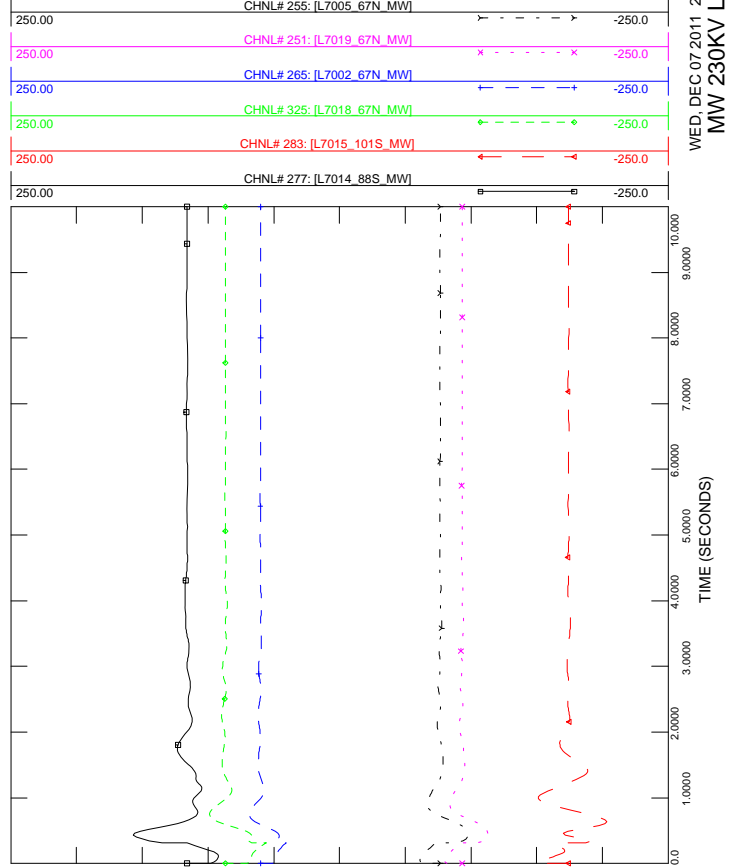
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

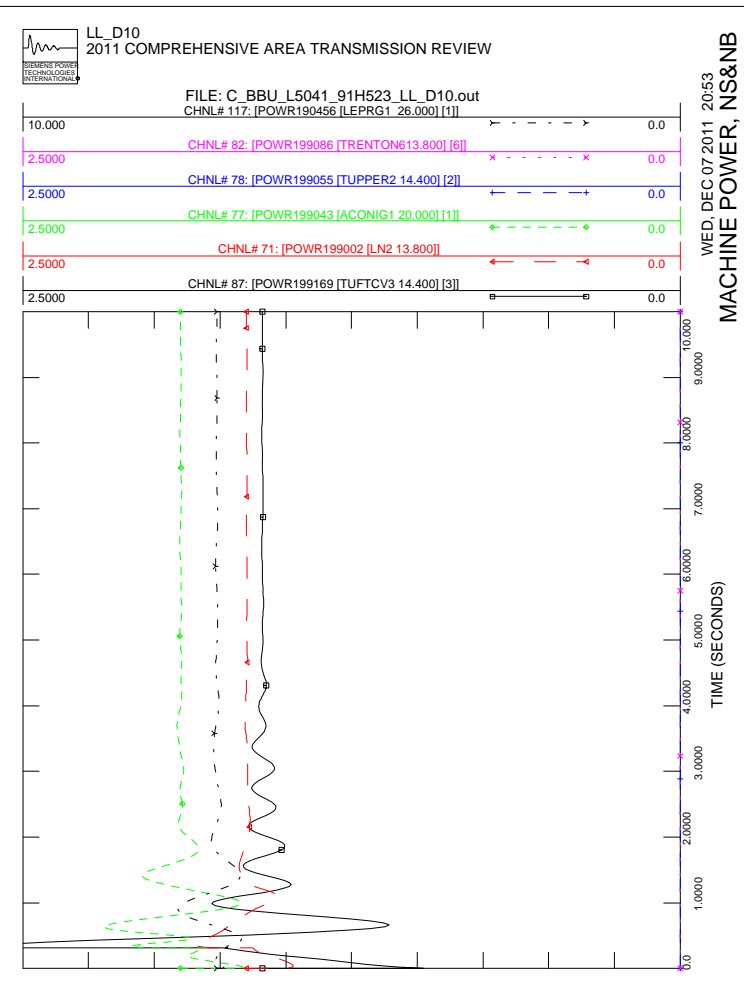
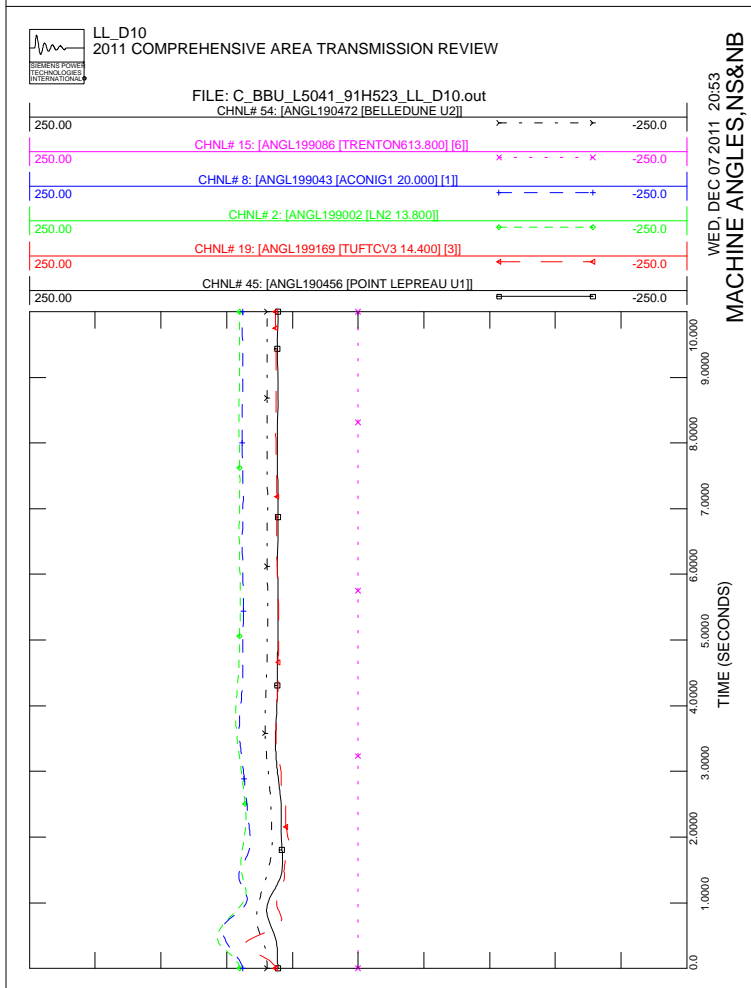
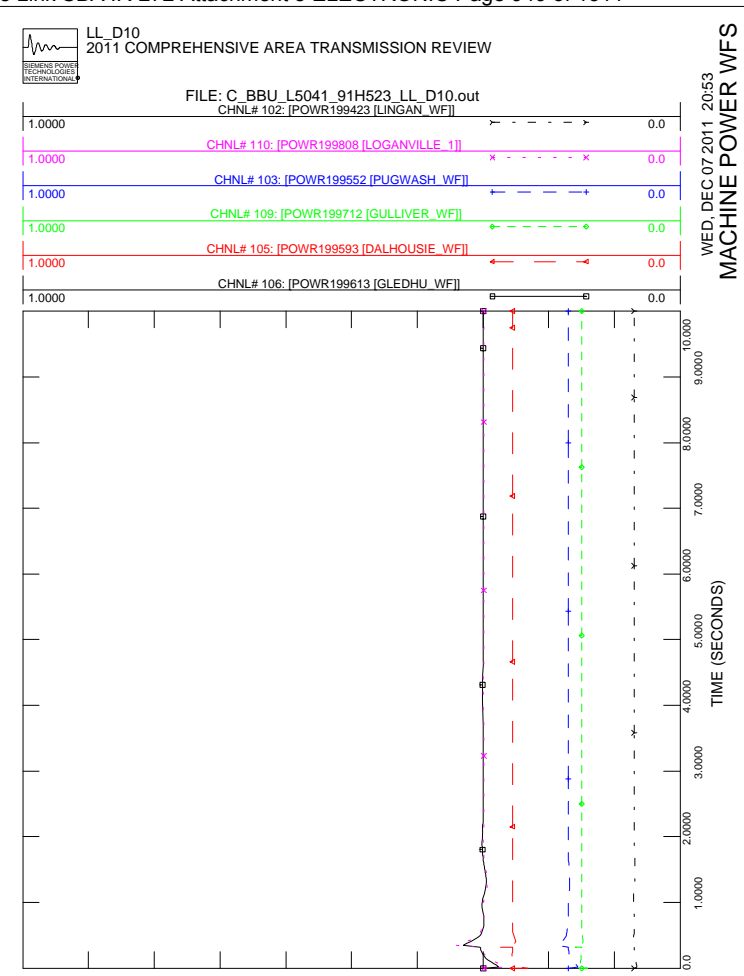
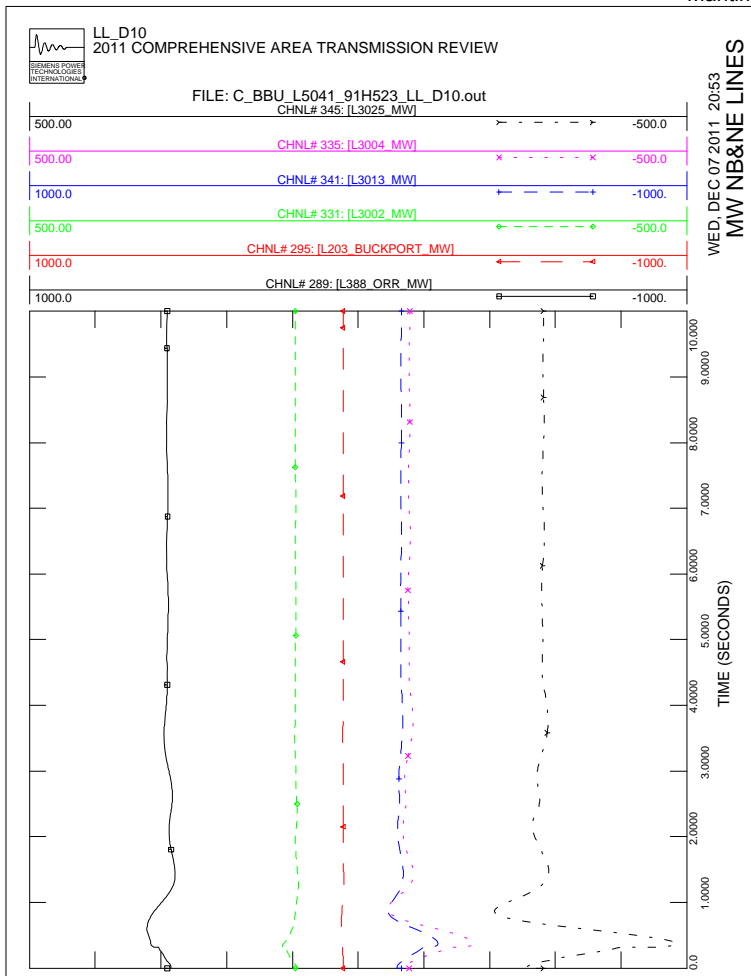
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LL_D10
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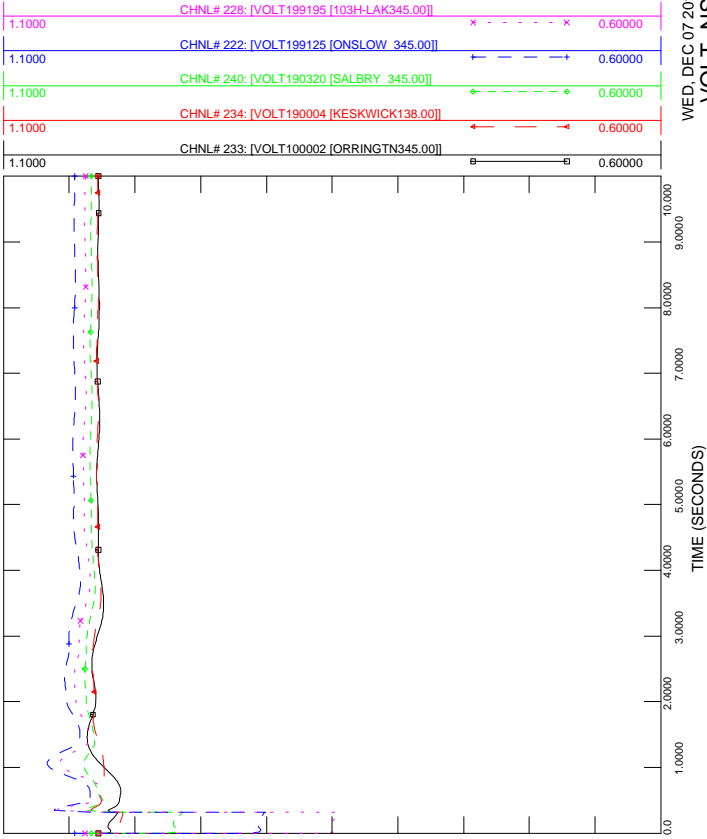
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

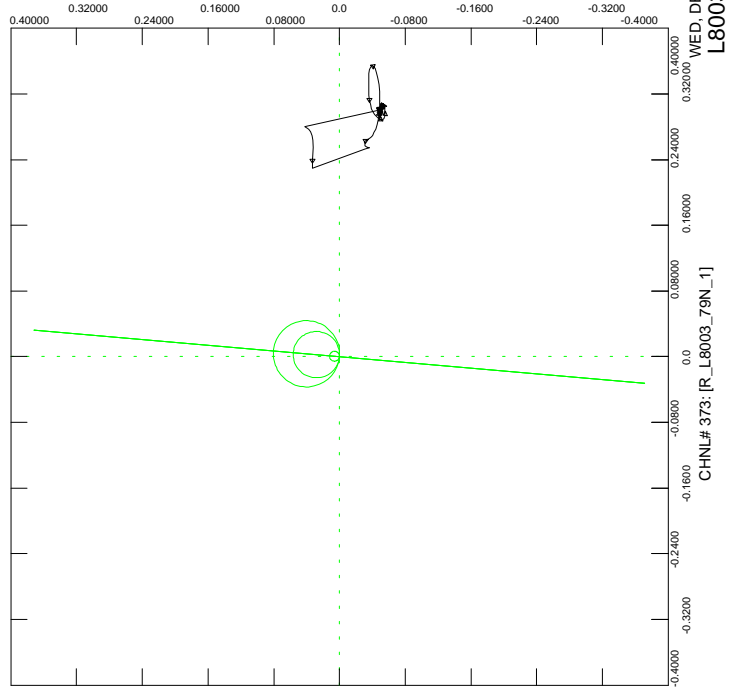
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WED, DEC 07 2011 20:53
VOLT, NS, NB&NE

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

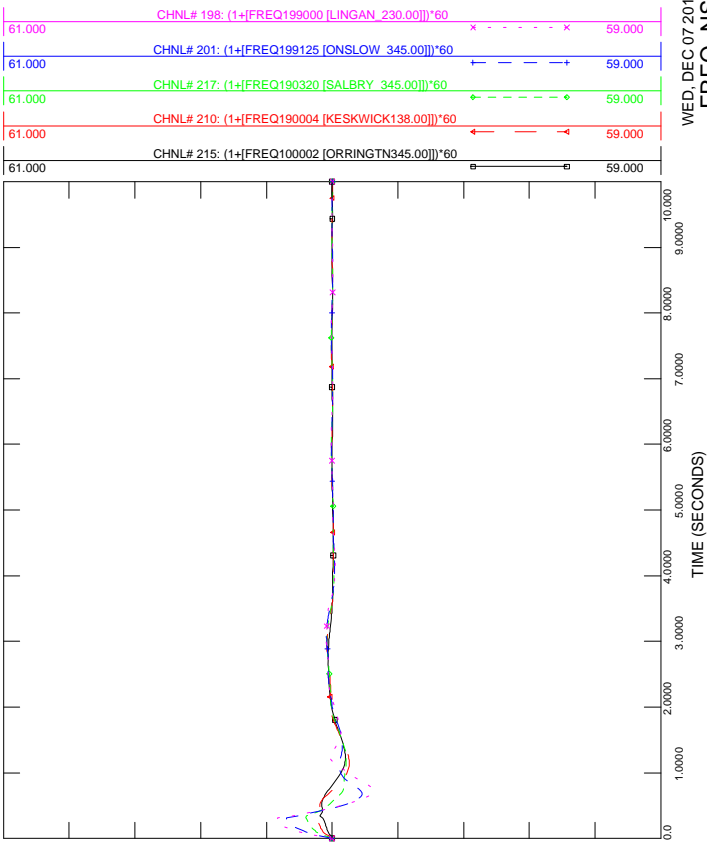
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CHNL# 374: [X_L8003_79N_1]



WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

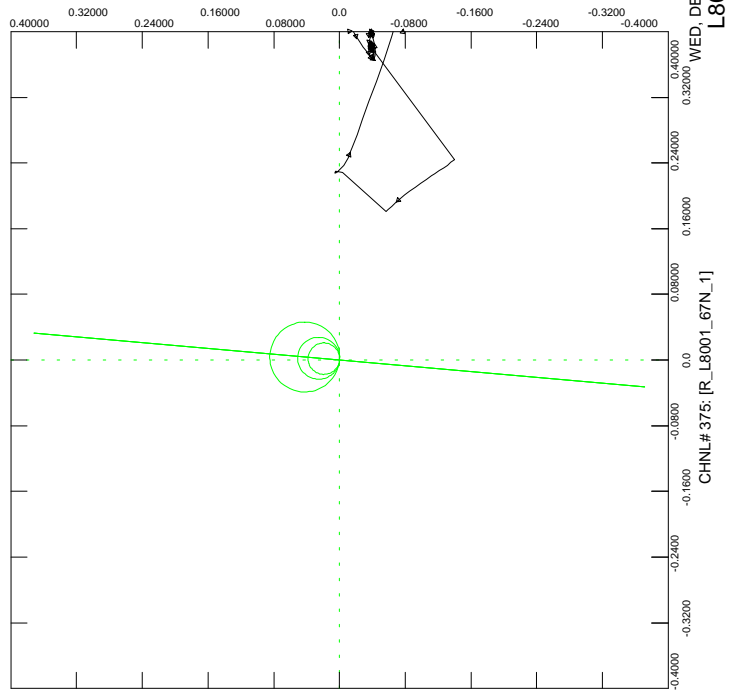
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FREQ, NS, NB&NE

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5041_91H523_LL_D10.out
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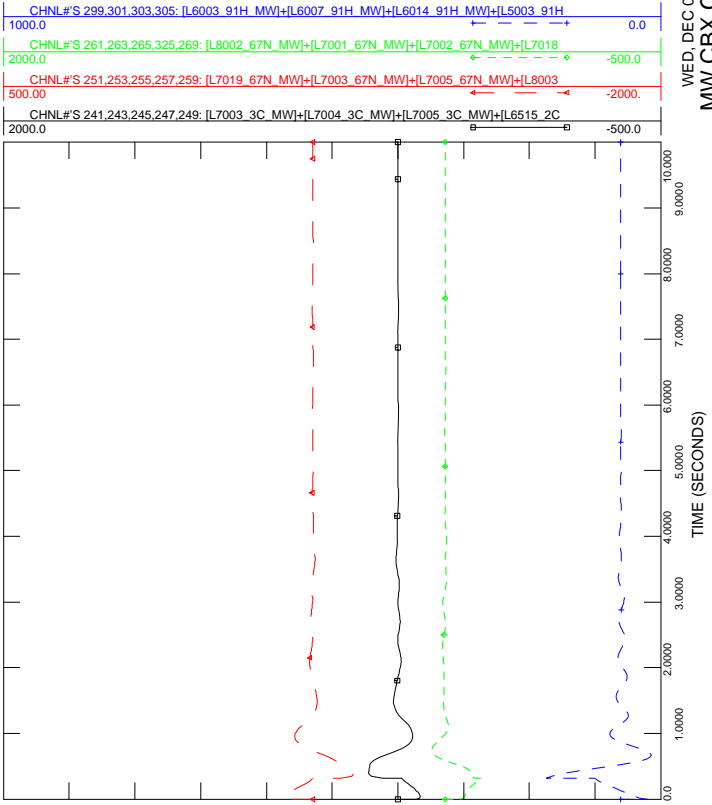


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



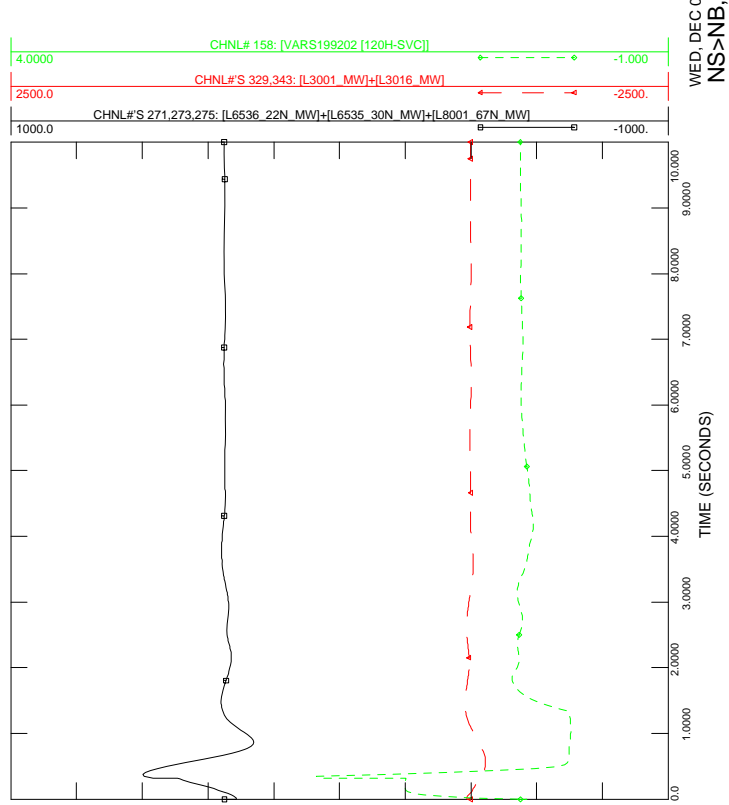
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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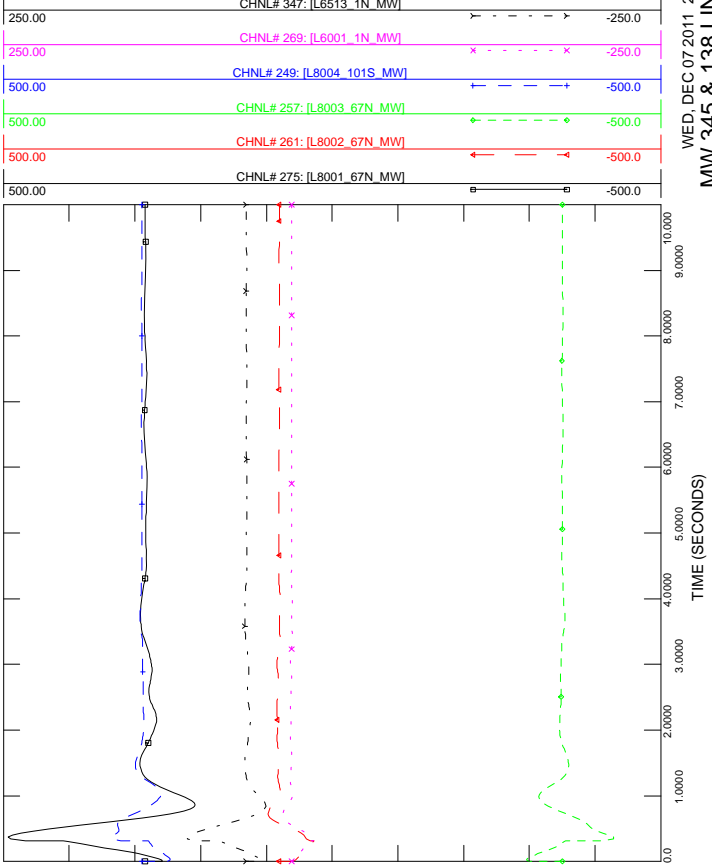
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H511_LL_D10.out



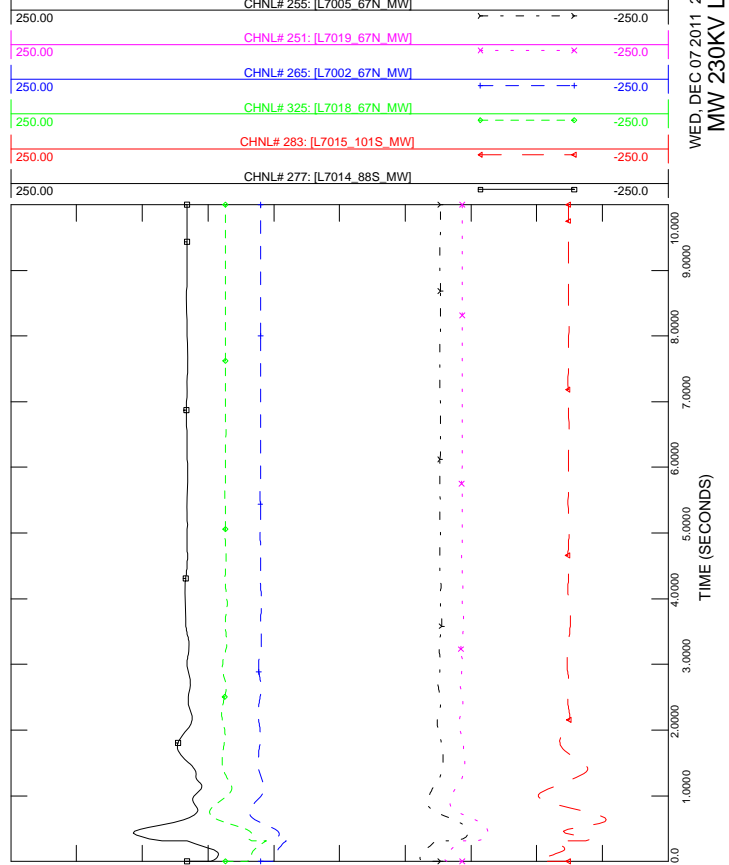
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

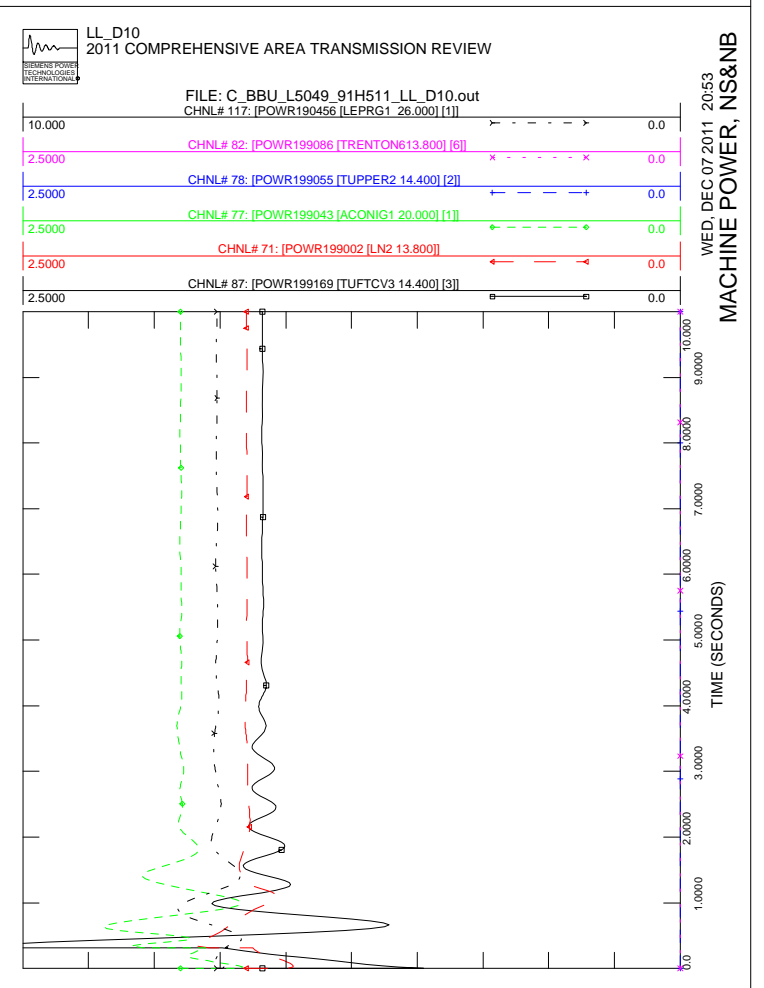
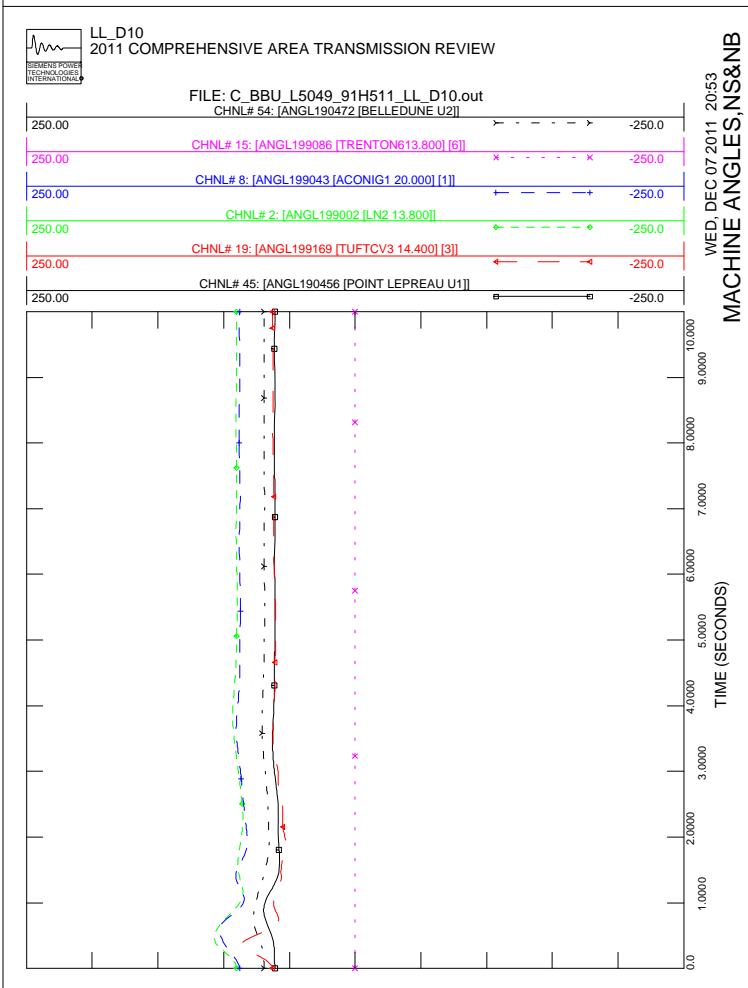
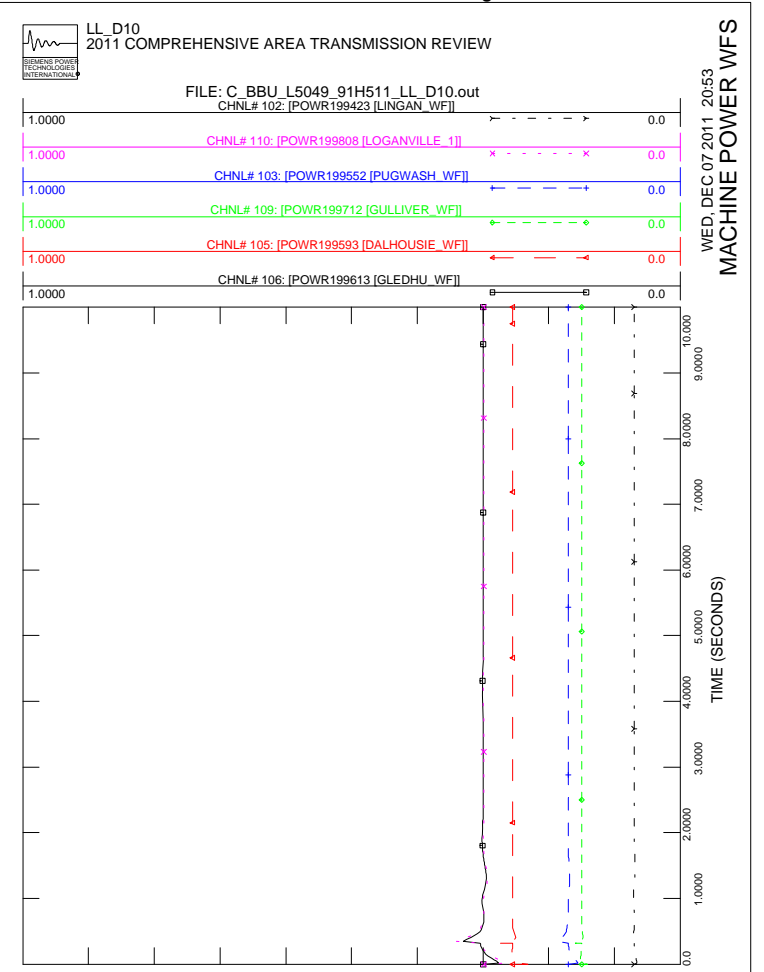
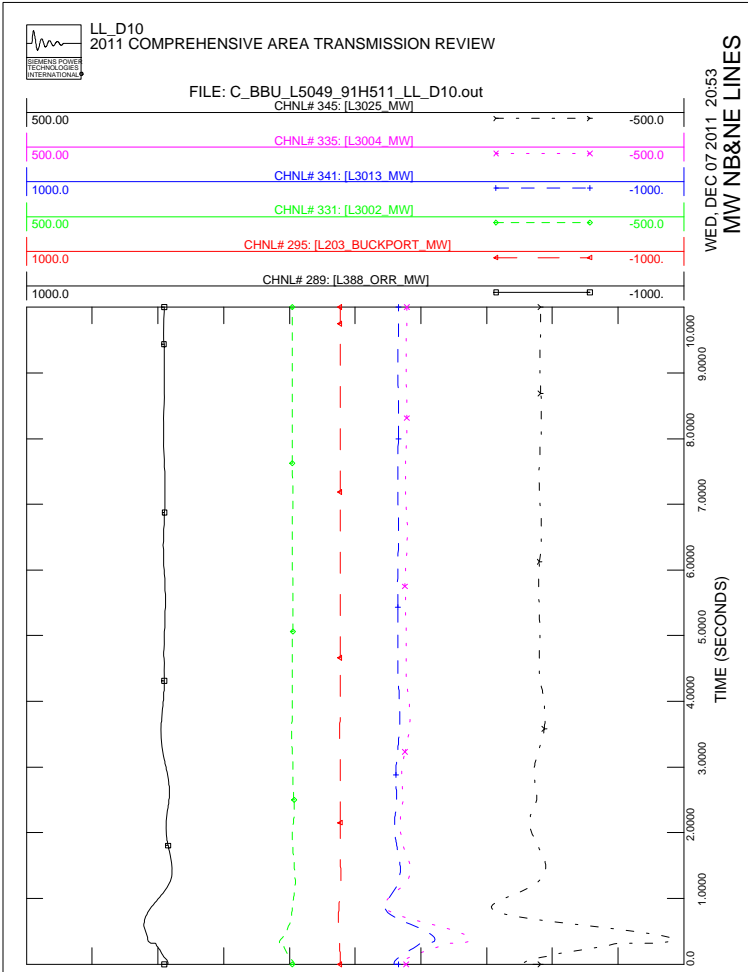
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LL_D10
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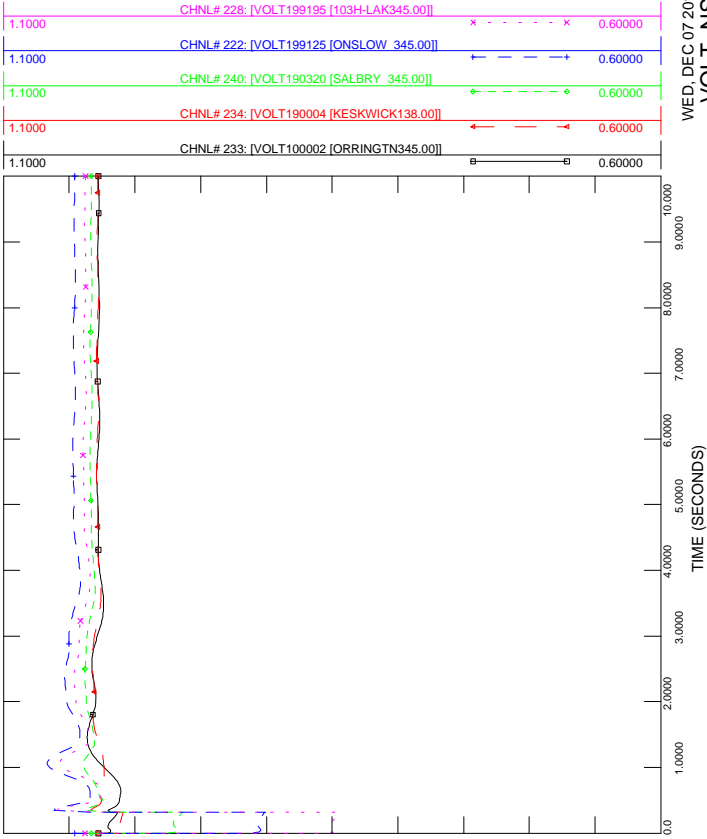
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

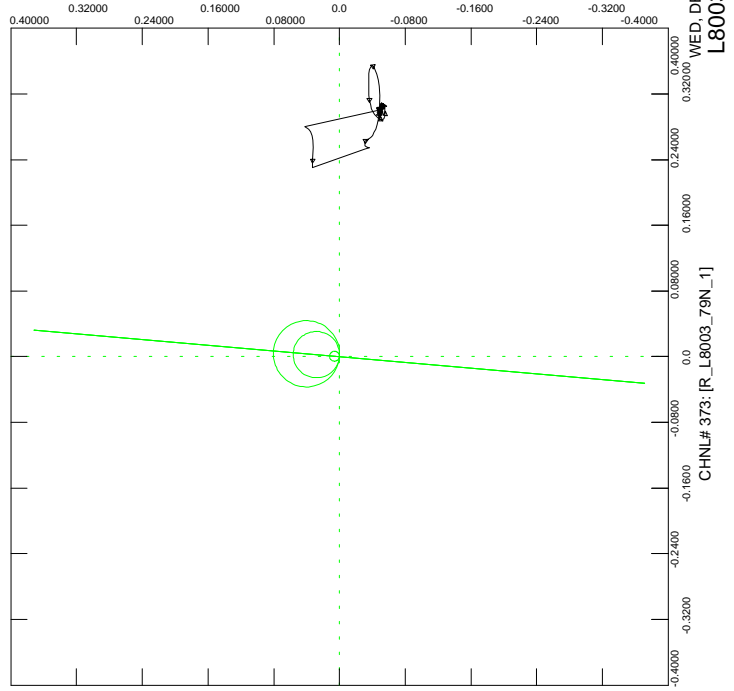
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

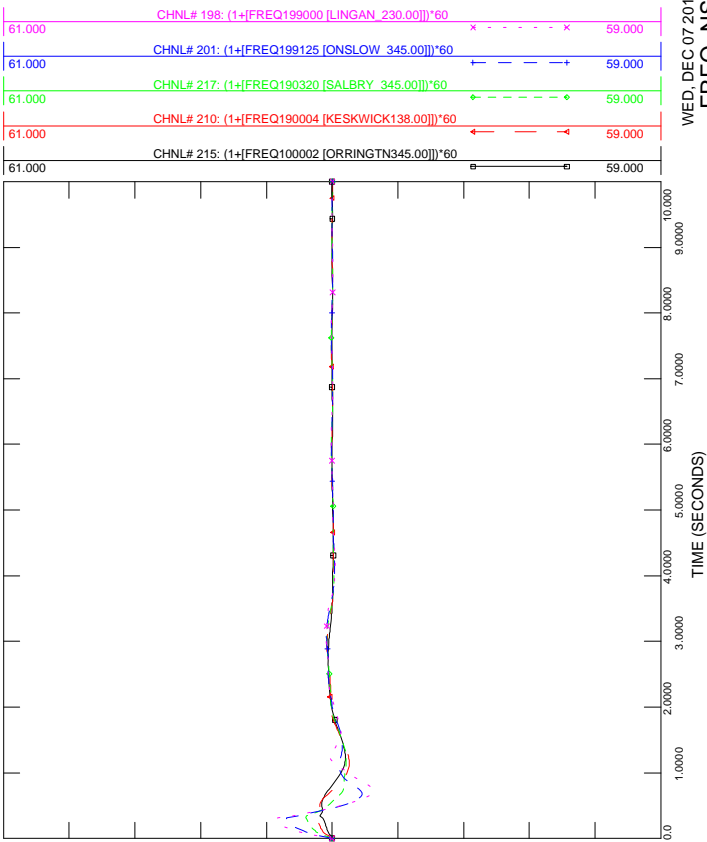
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CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

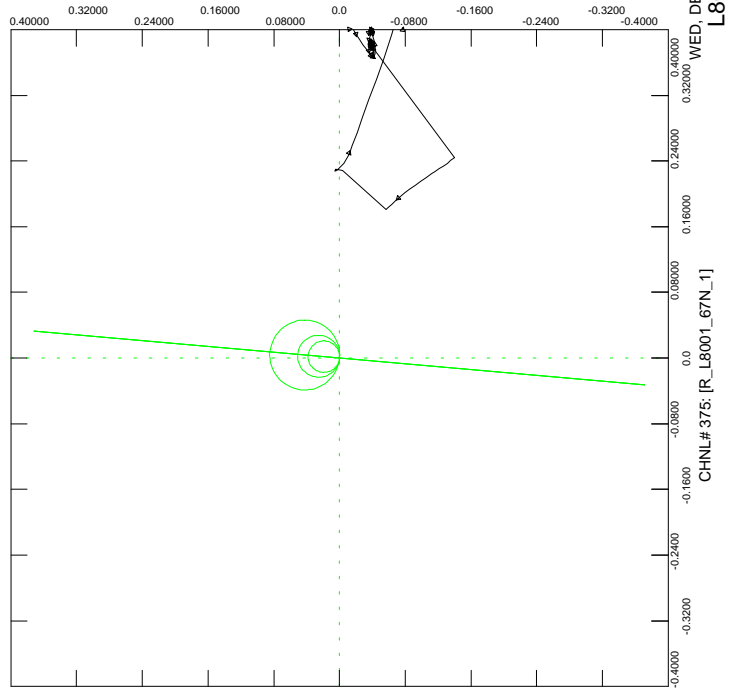
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H511_LL_D10.out

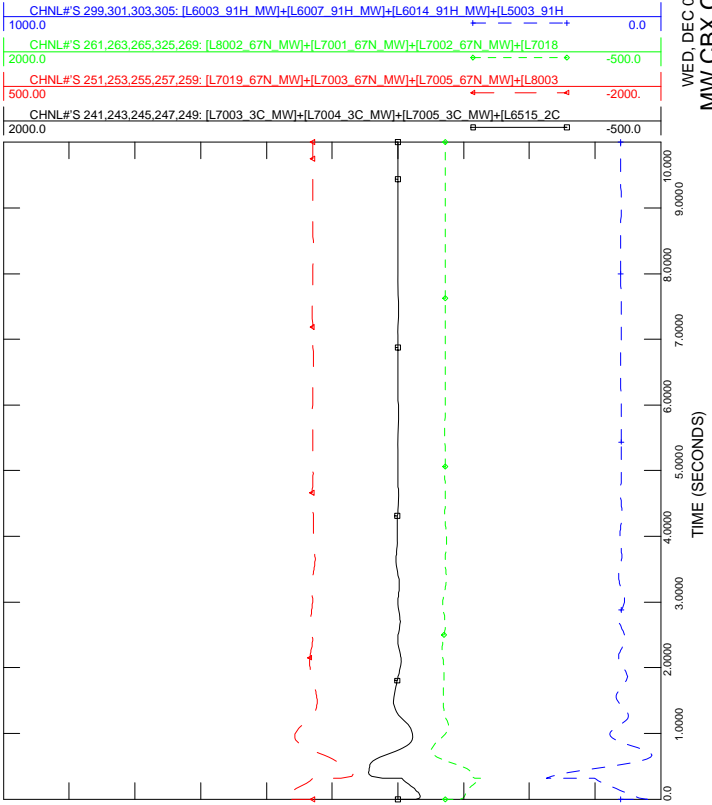
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CHNL# 376: [X_L8001_67N_1]





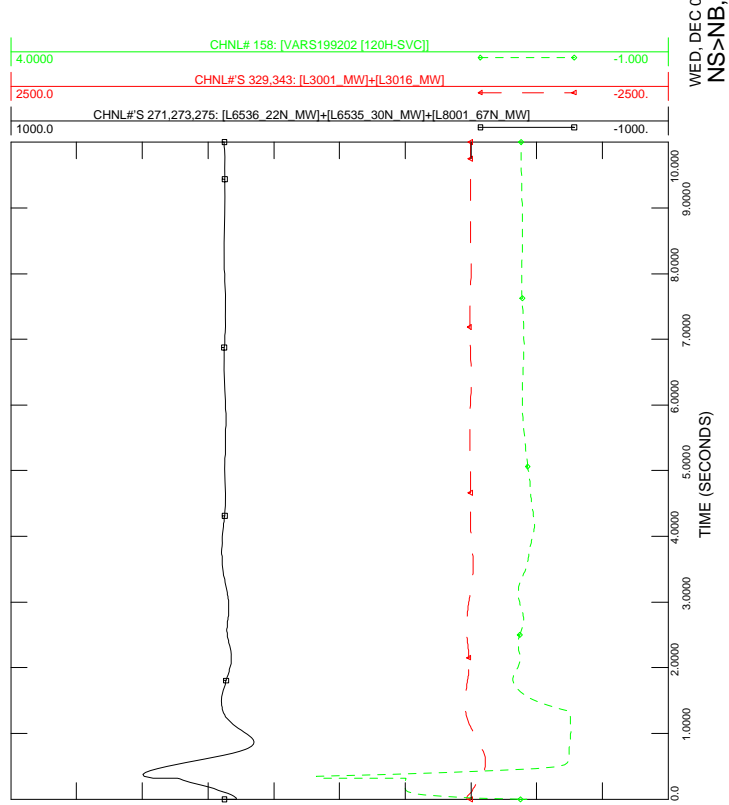
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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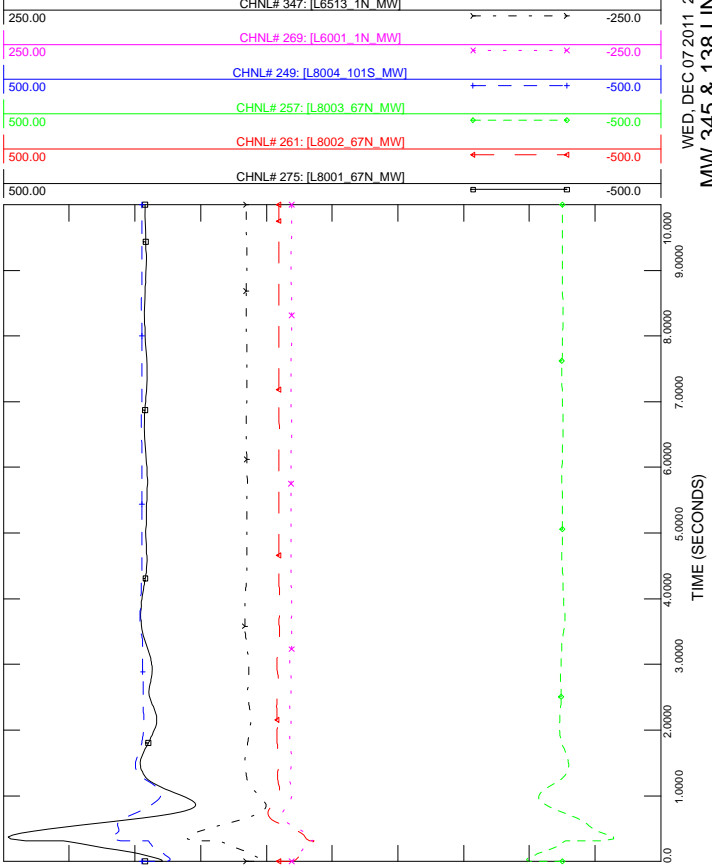
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L5049_91H513_LL_D10.out



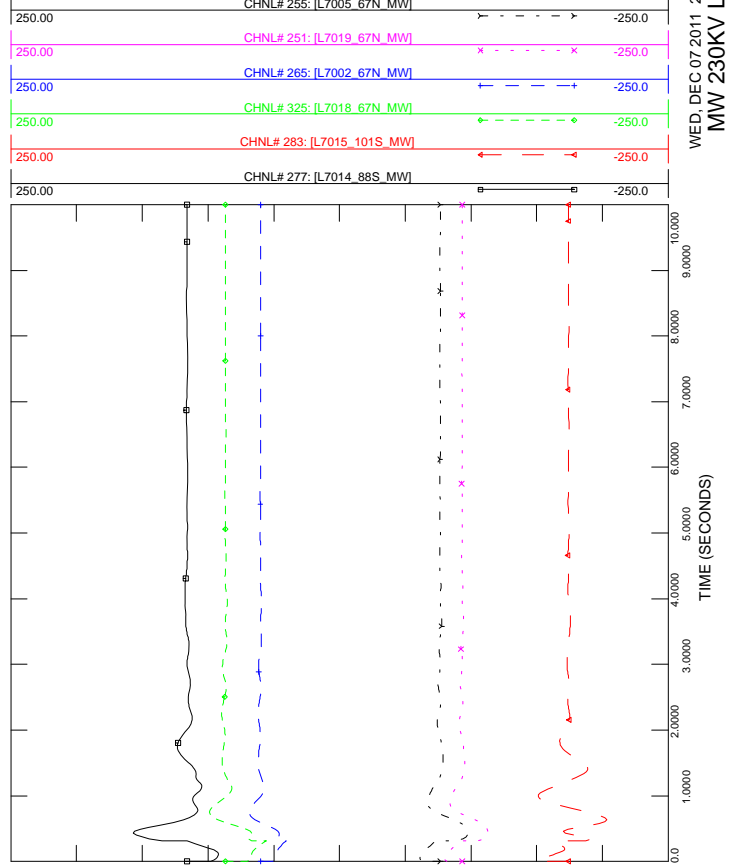
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

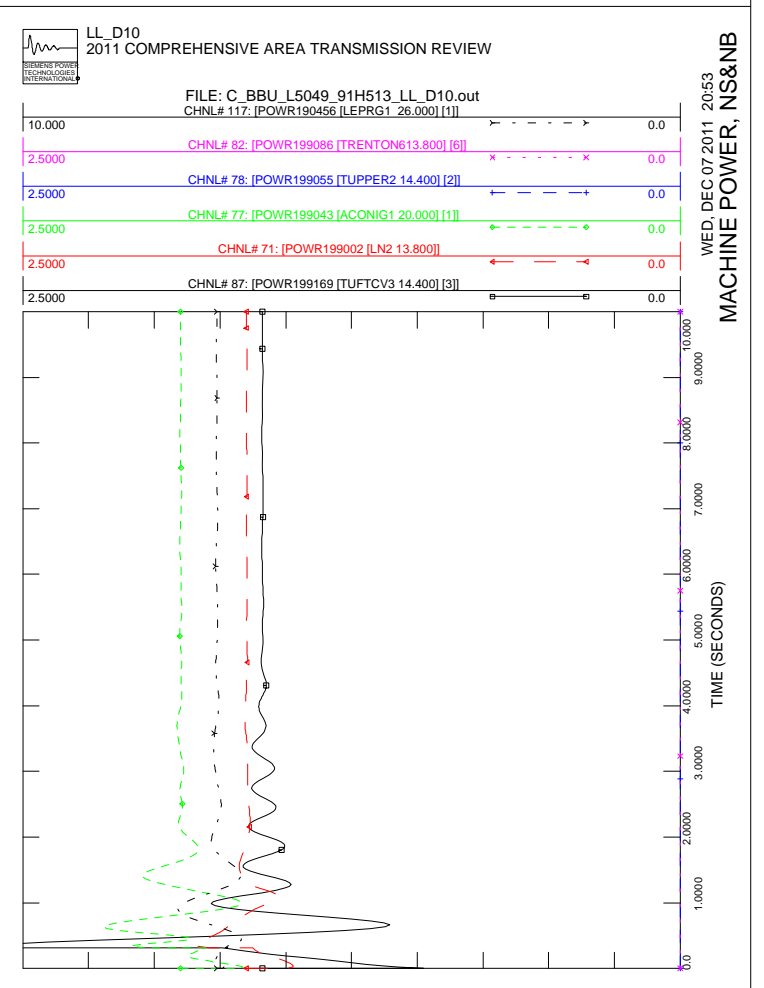
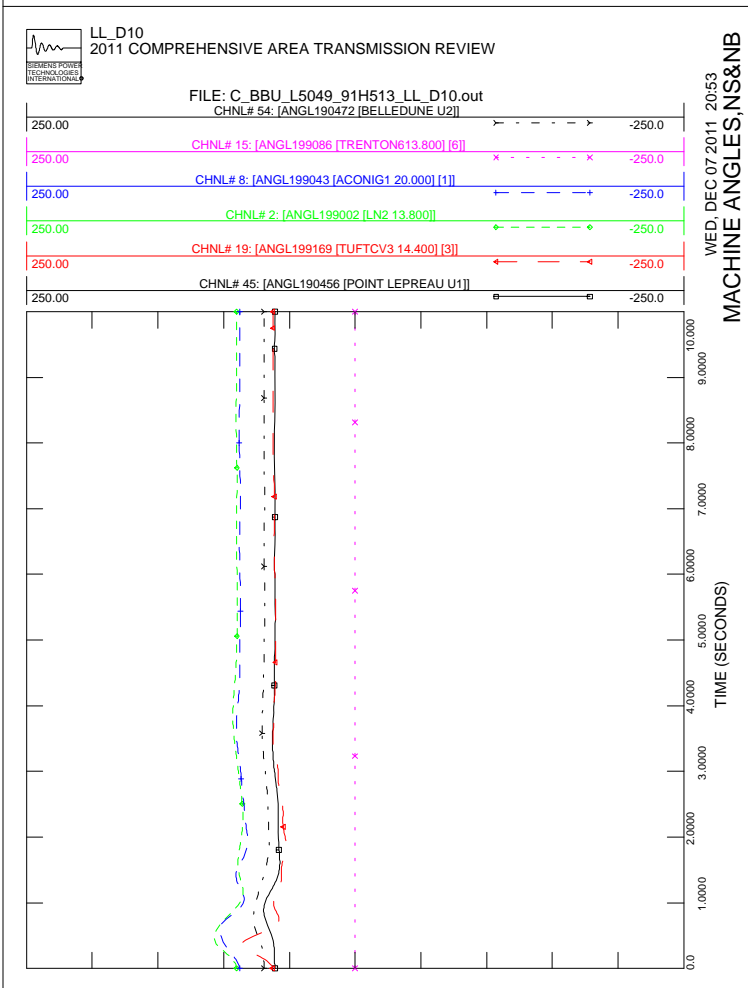
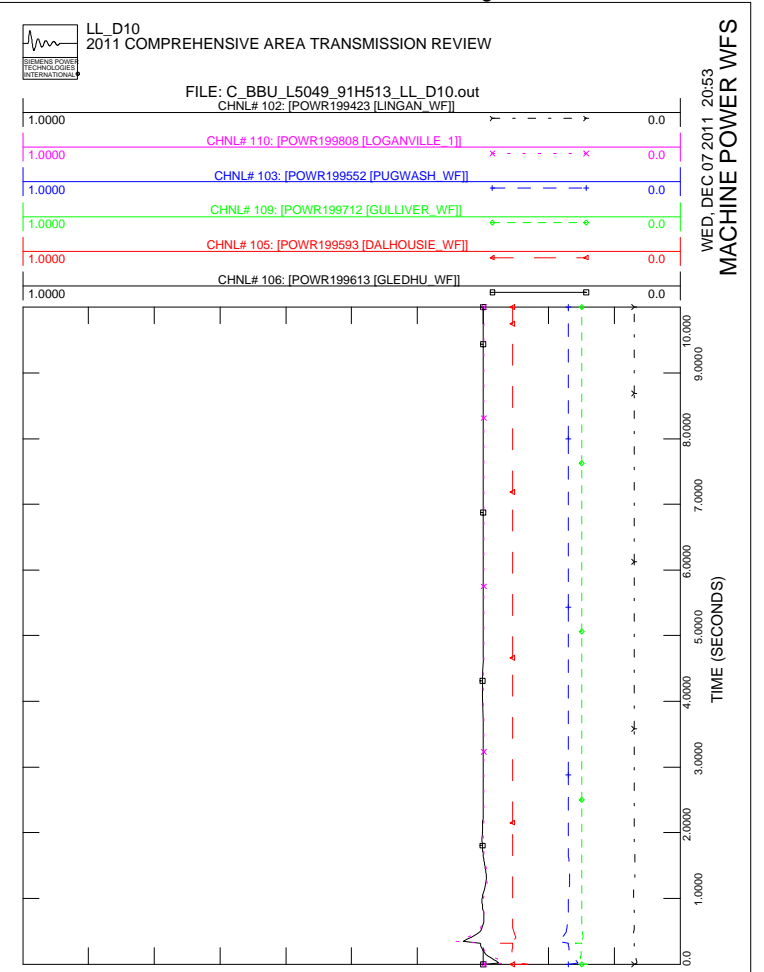
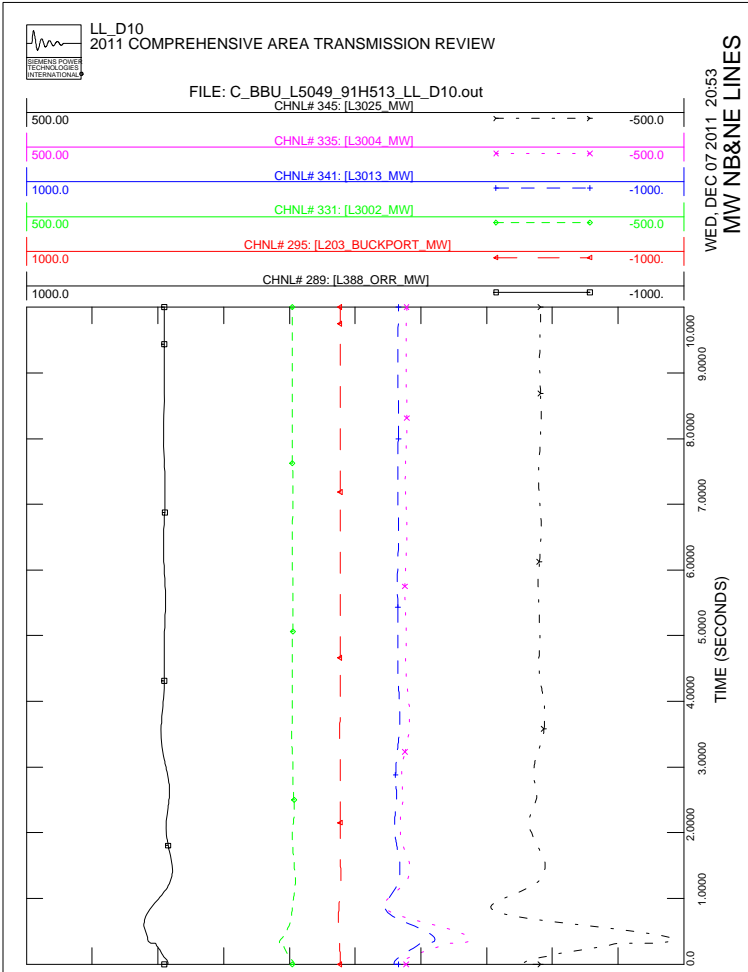
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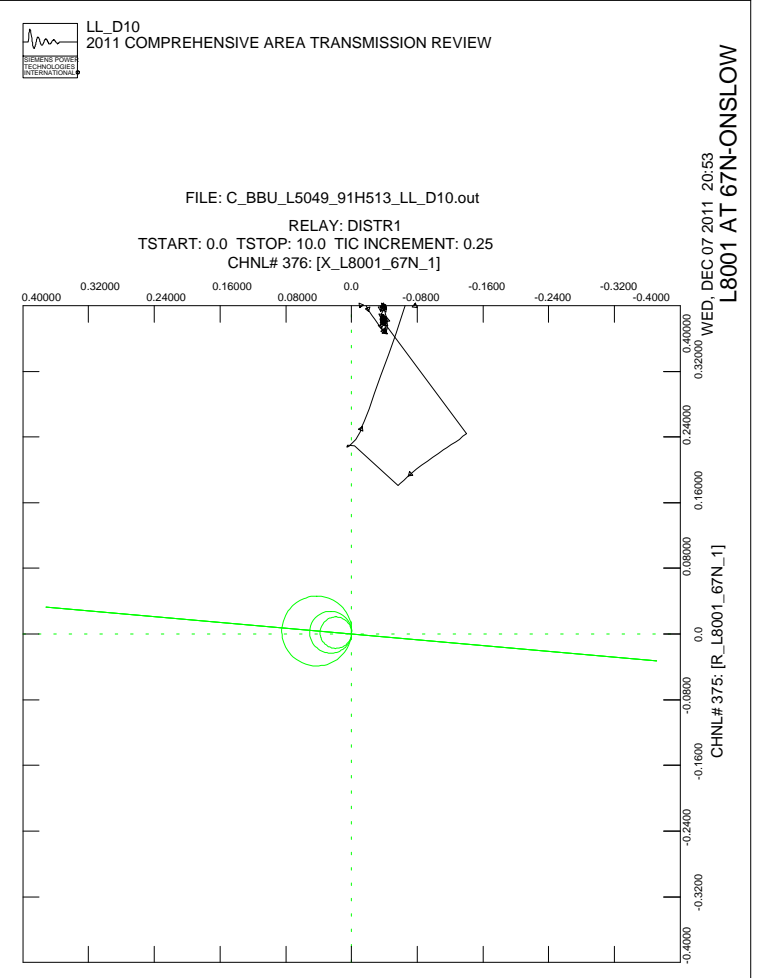
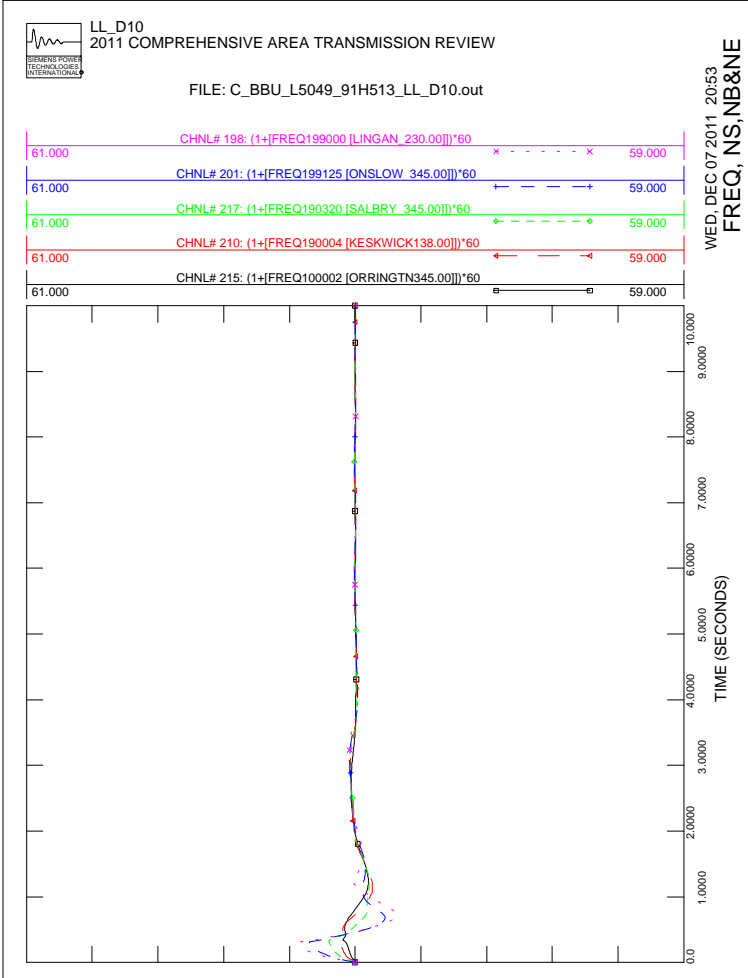
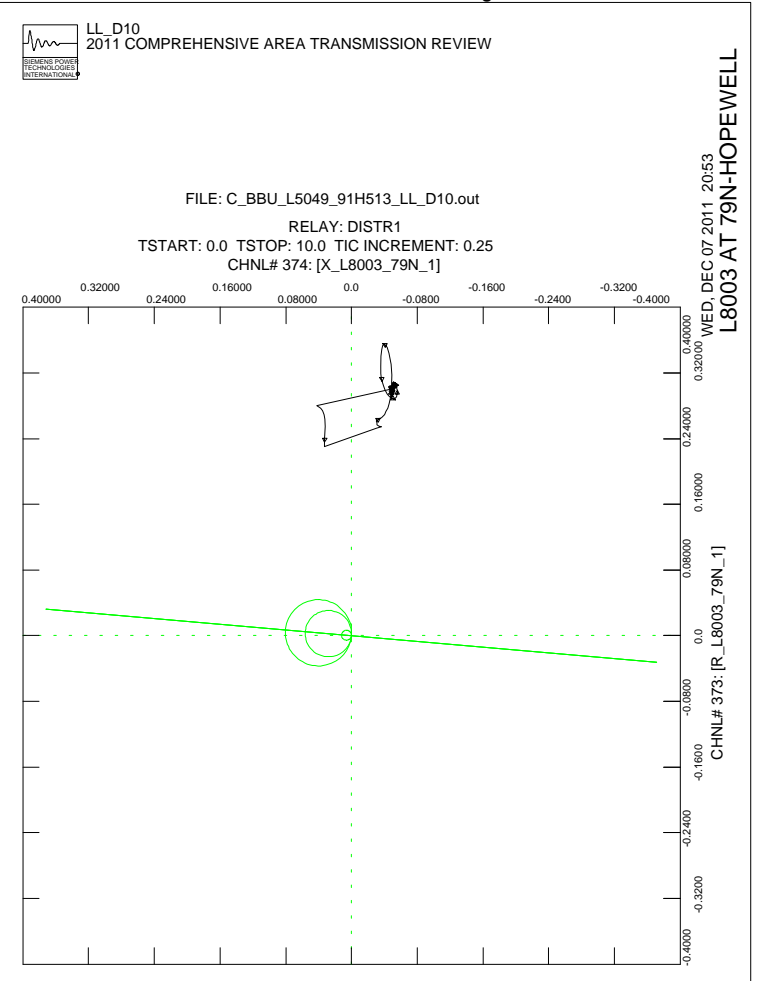
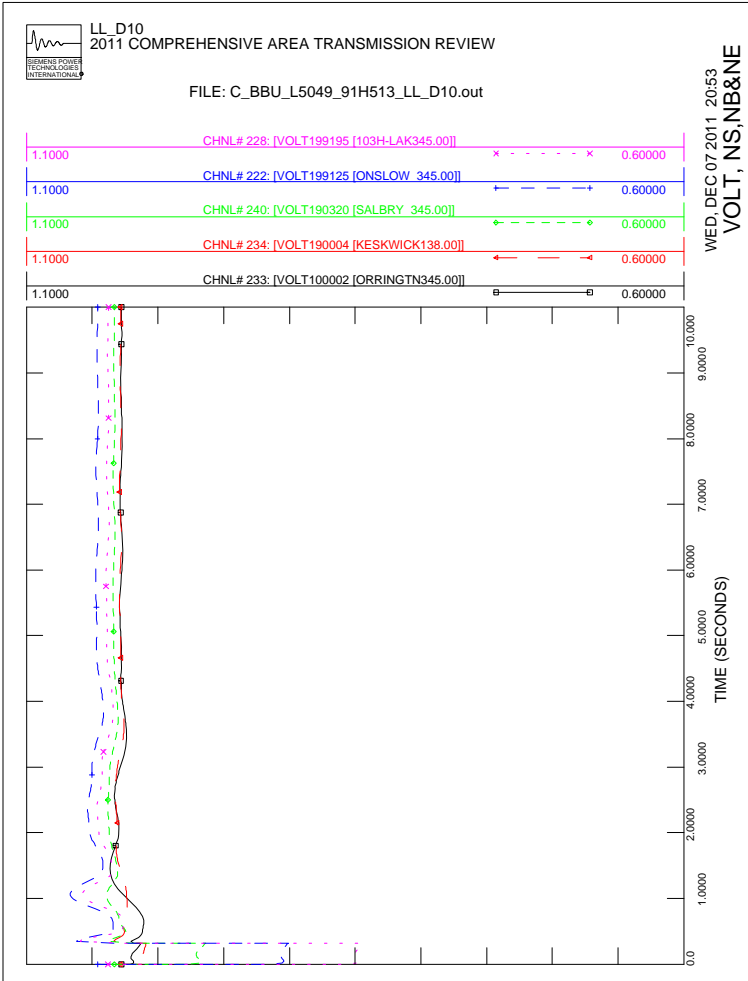


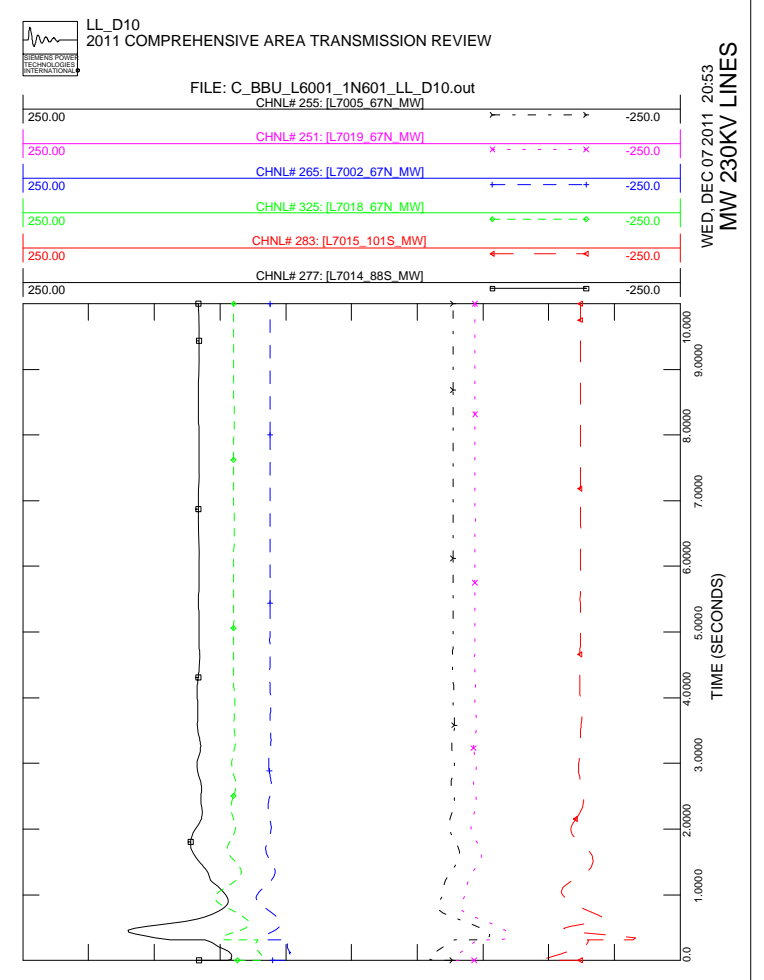
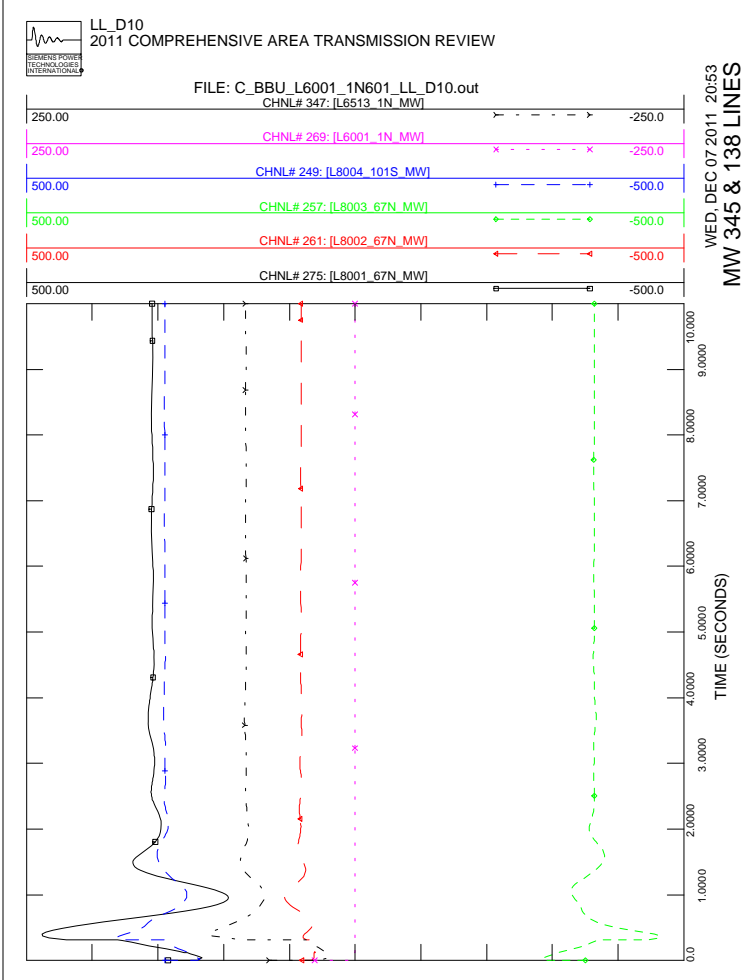
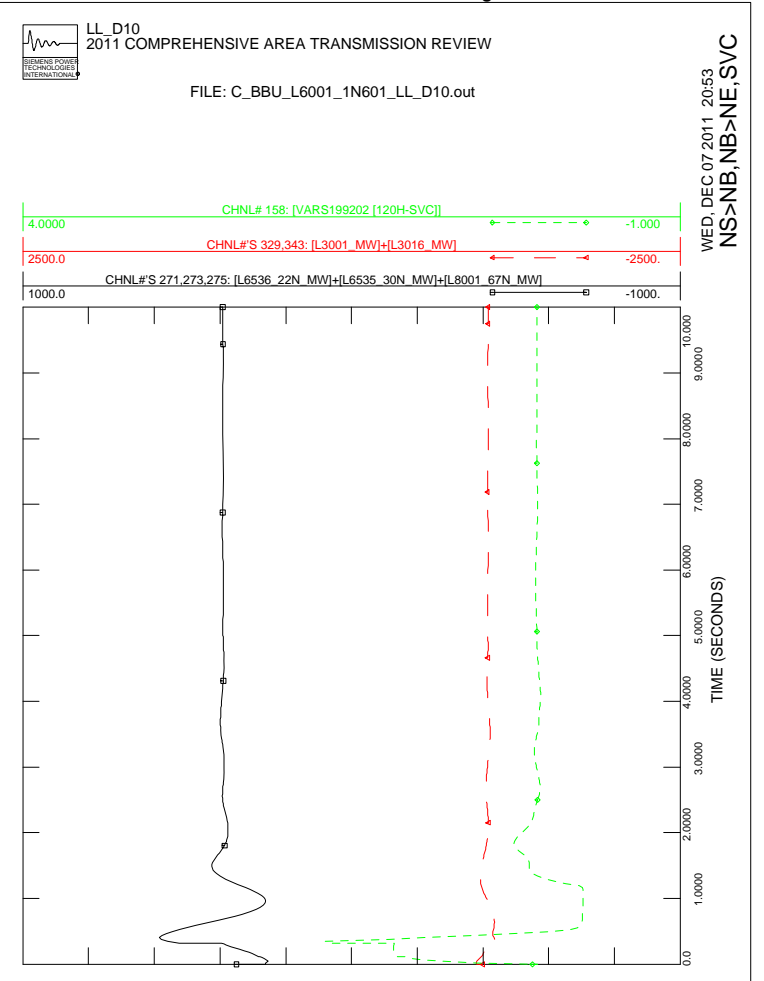
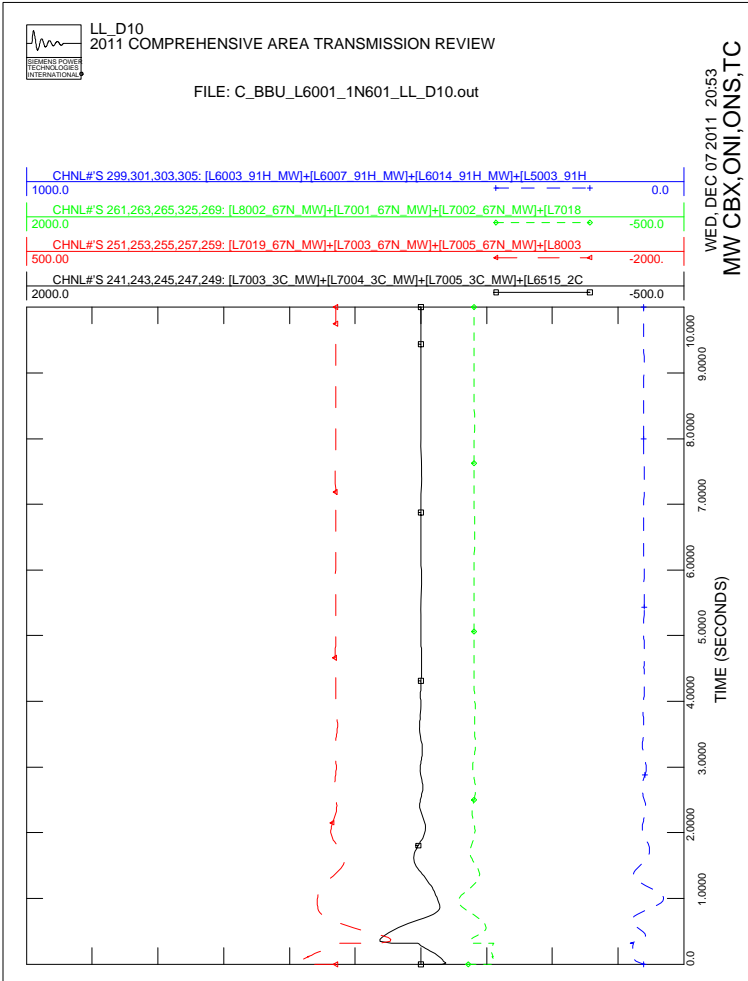
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

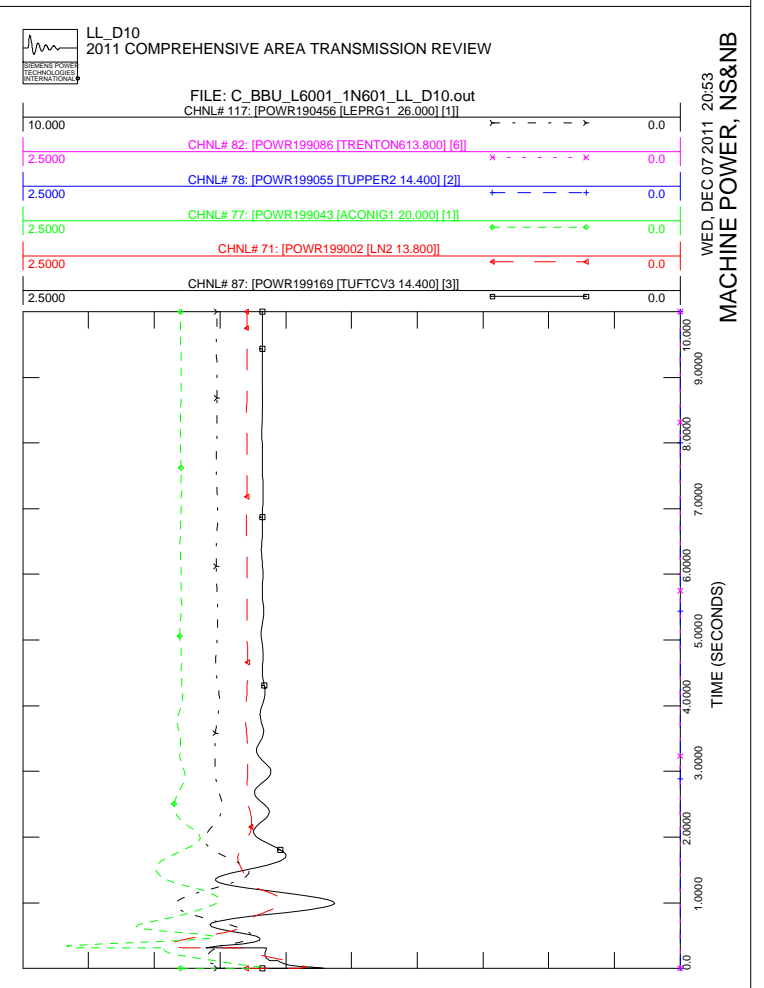
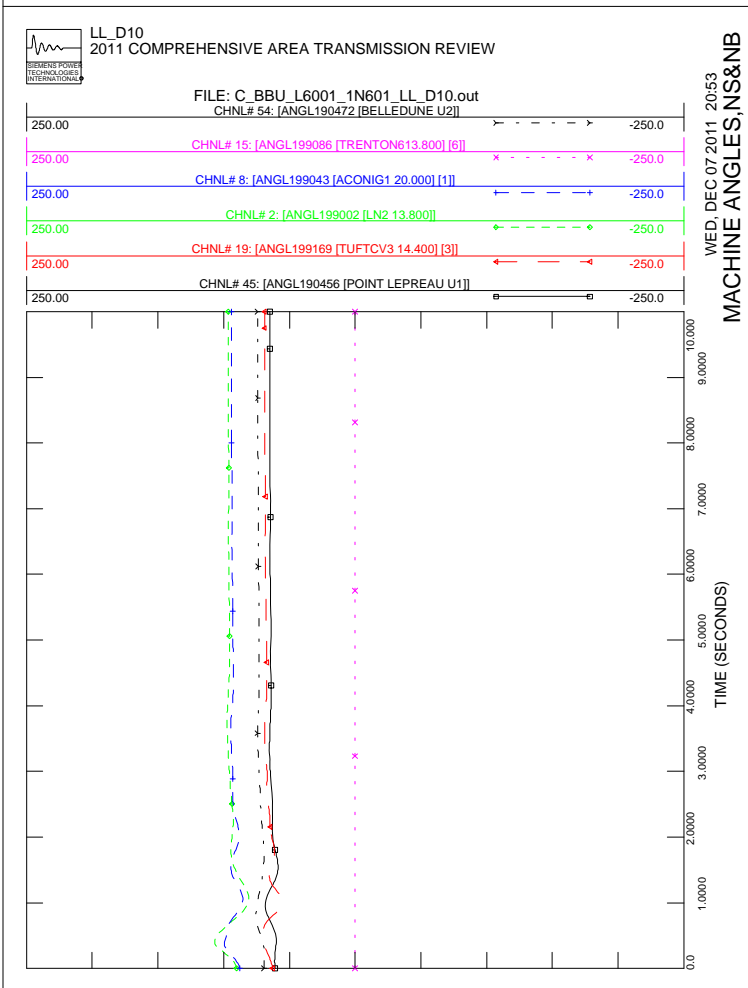
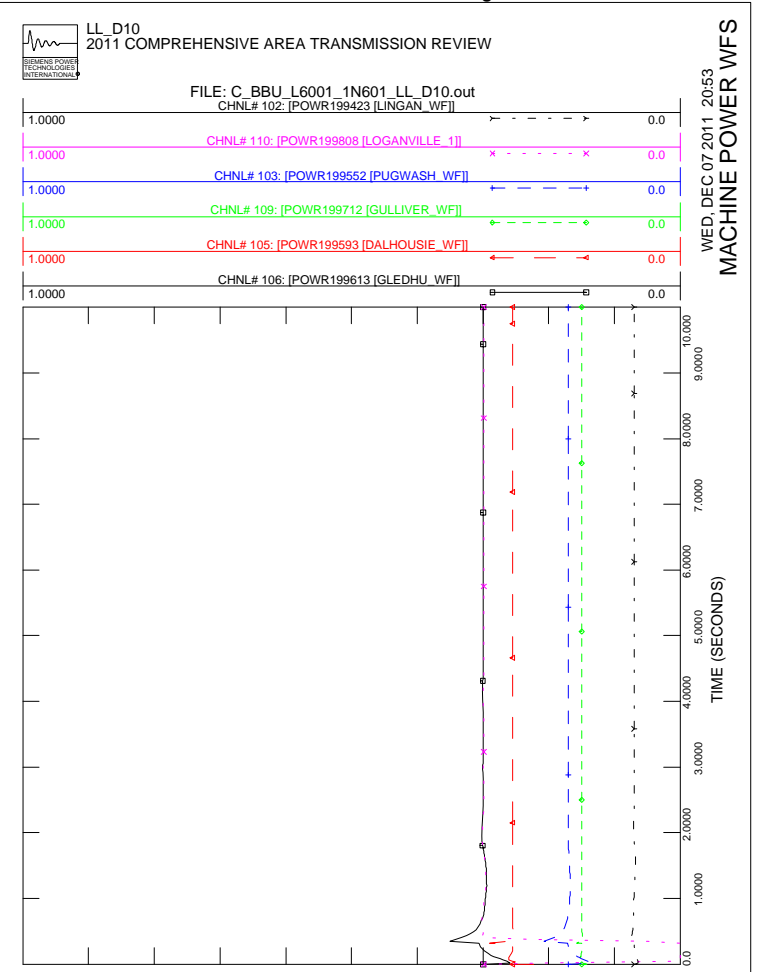
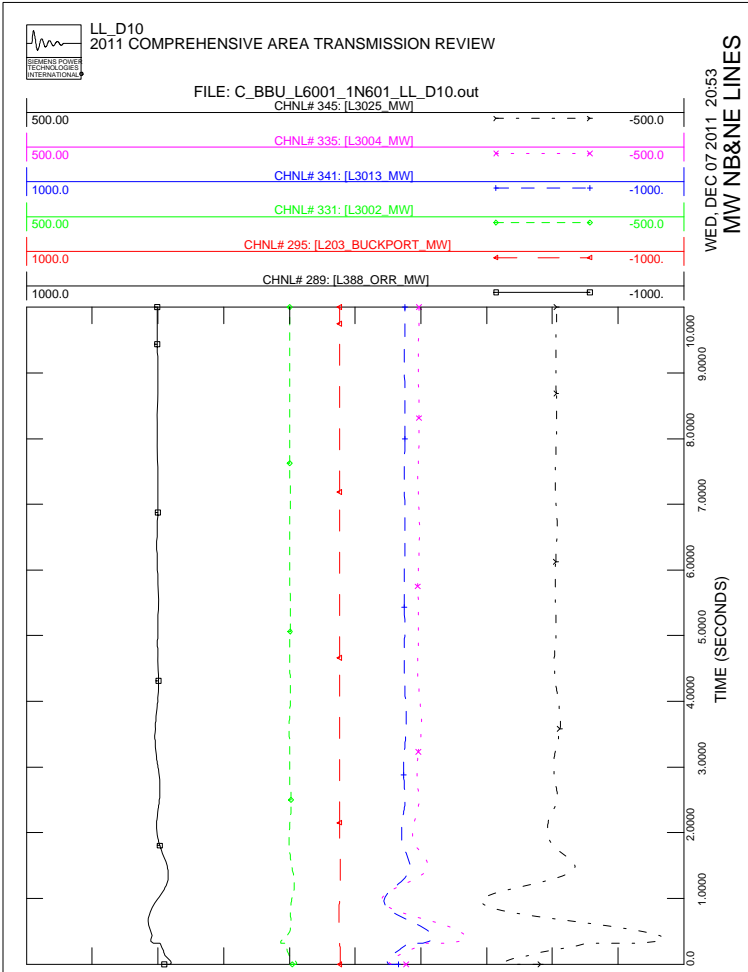
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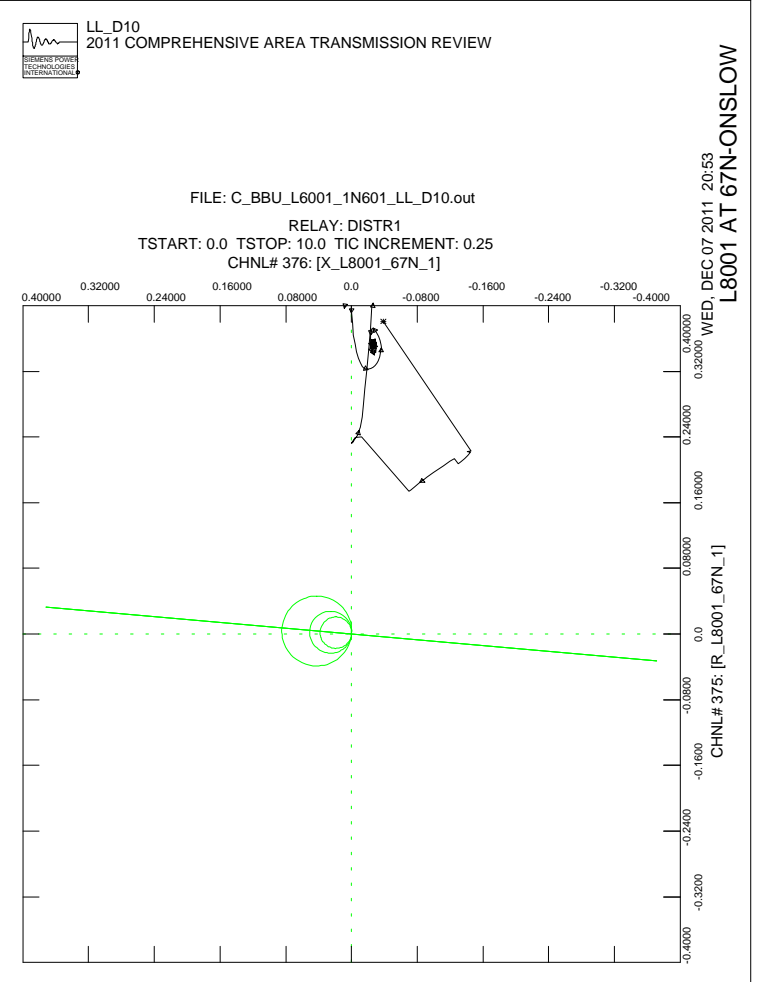
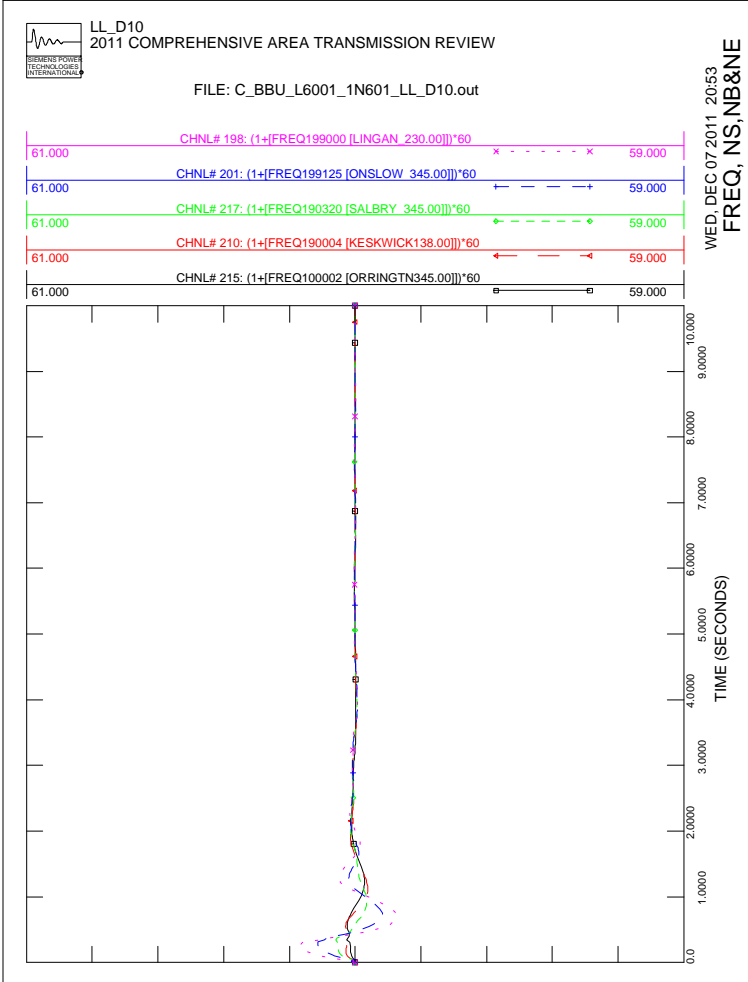
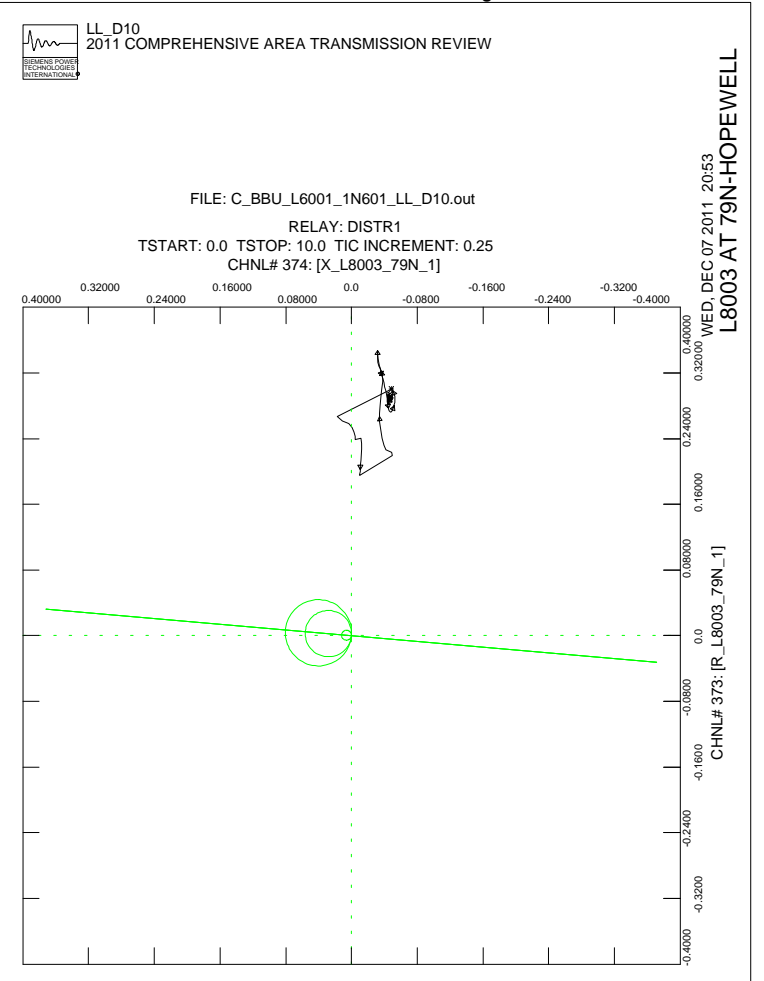
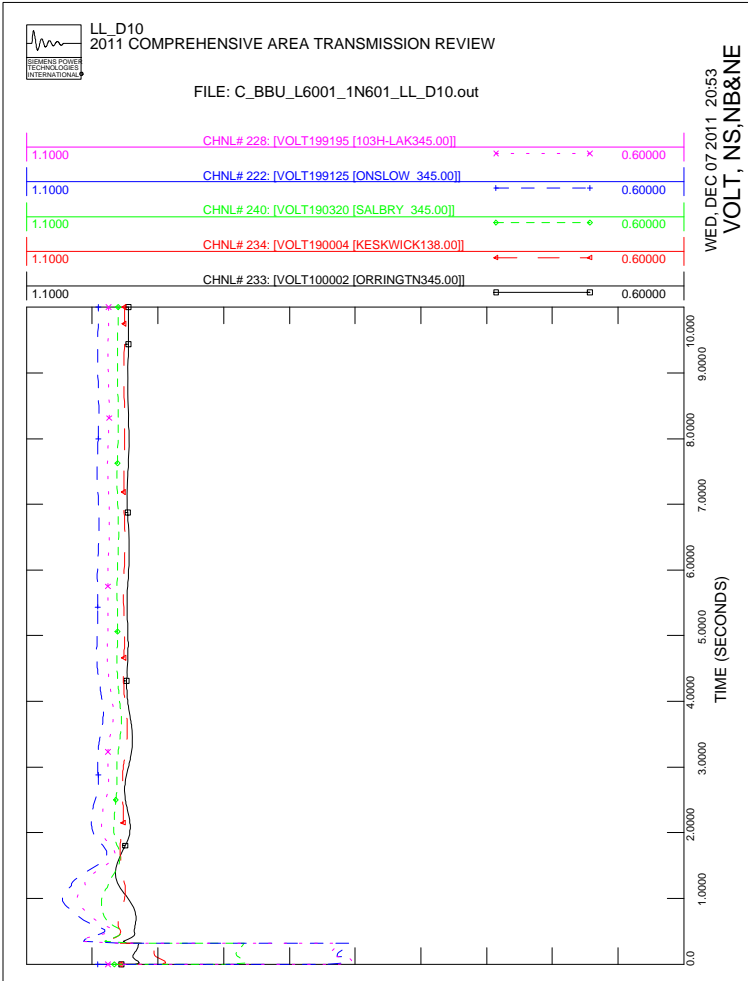








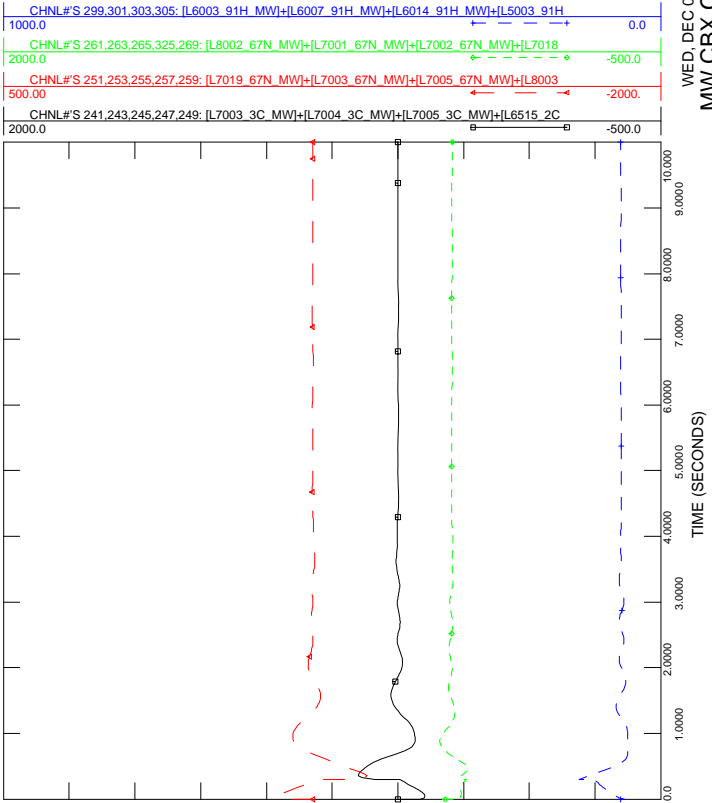






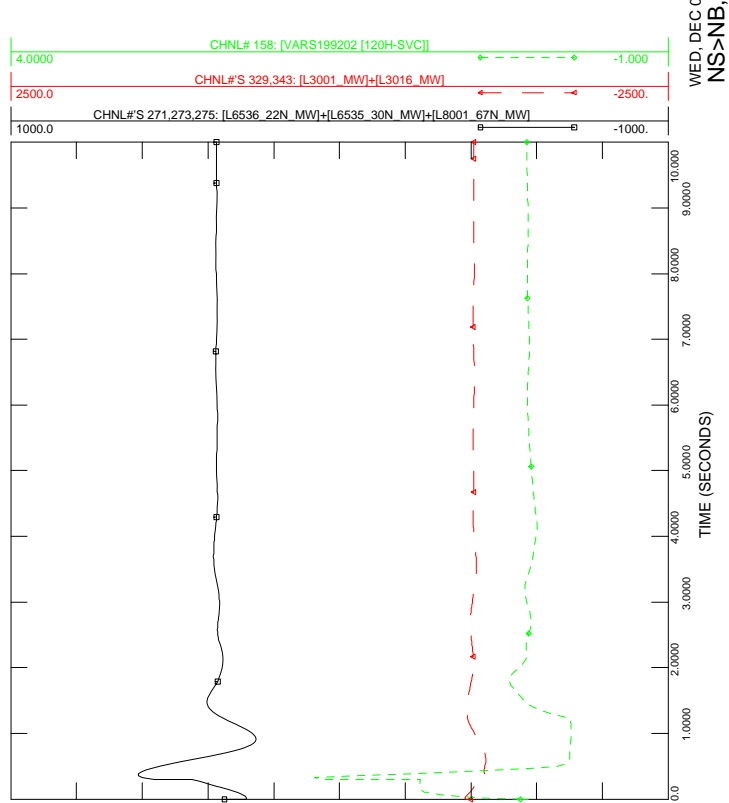
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_LL_D10.out



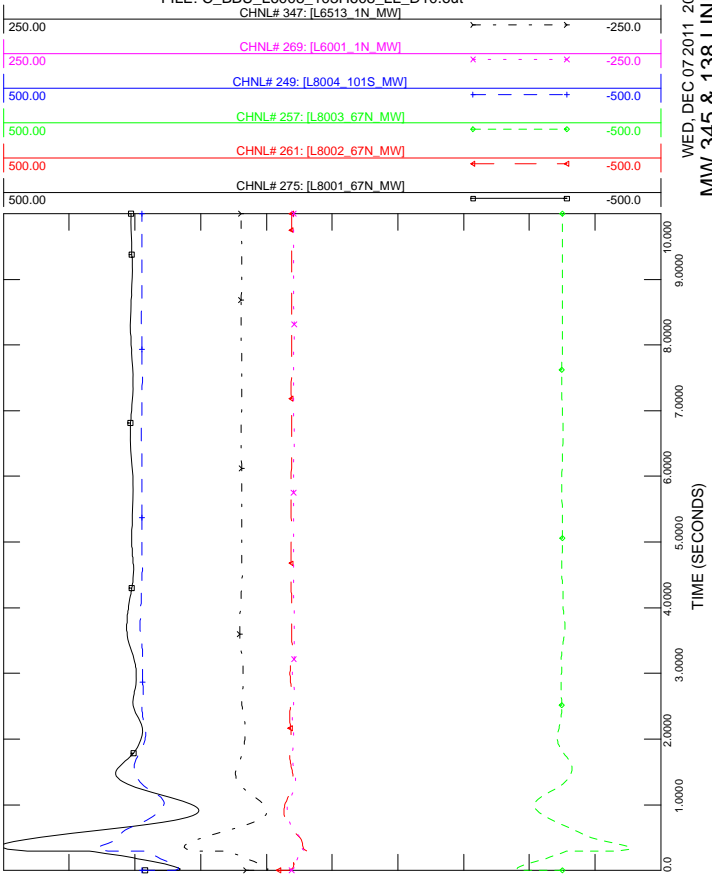
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_LL_D10.out



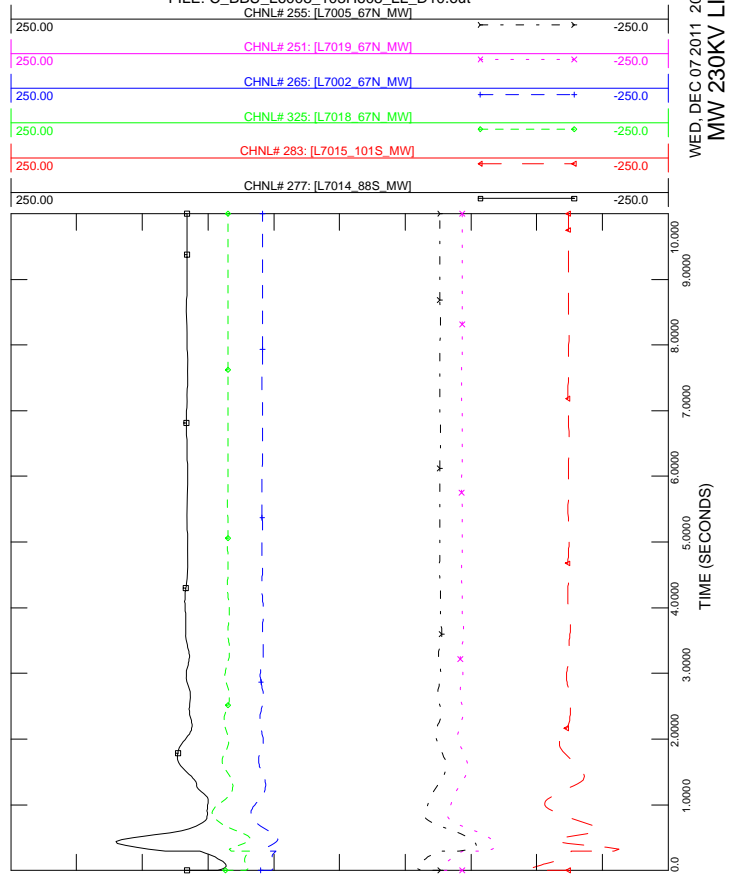
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

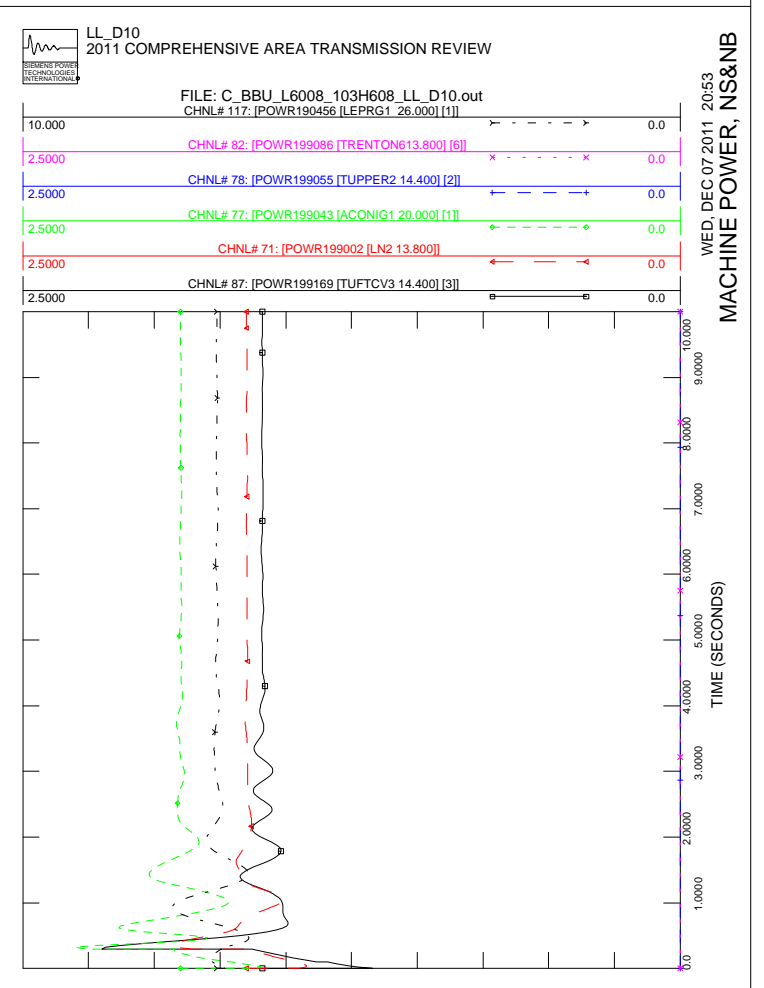
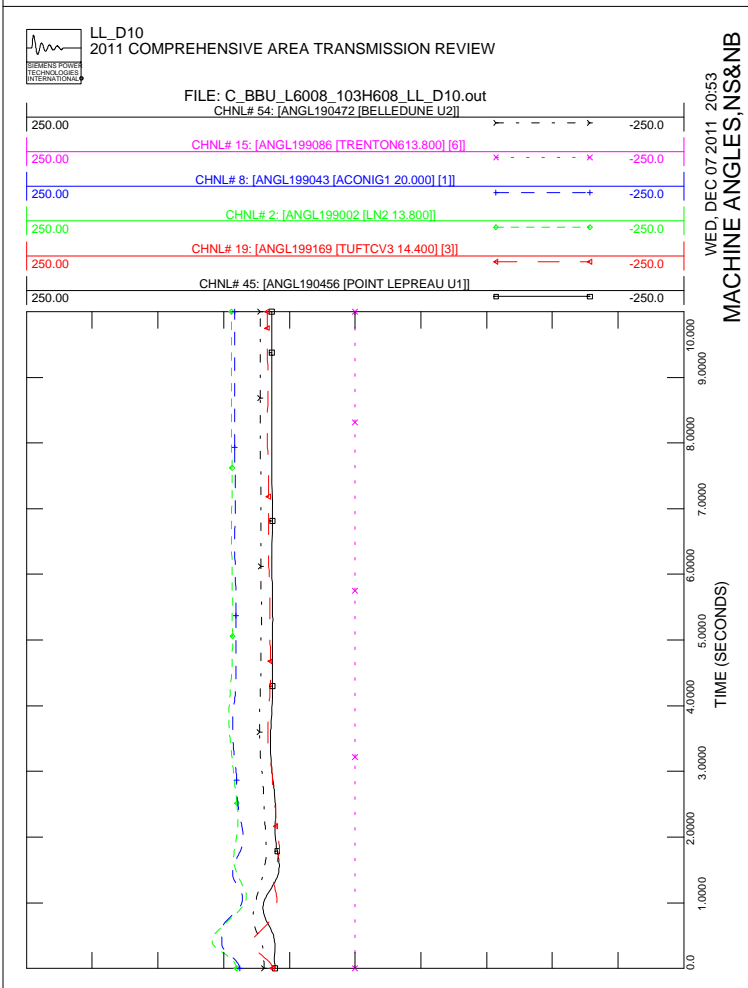
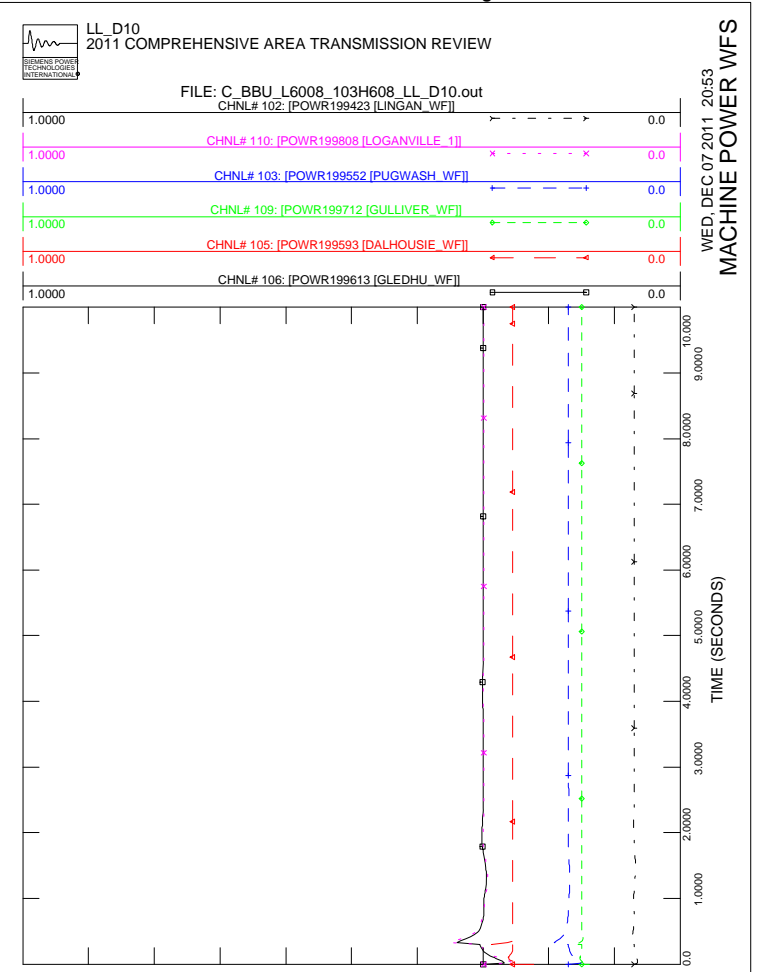
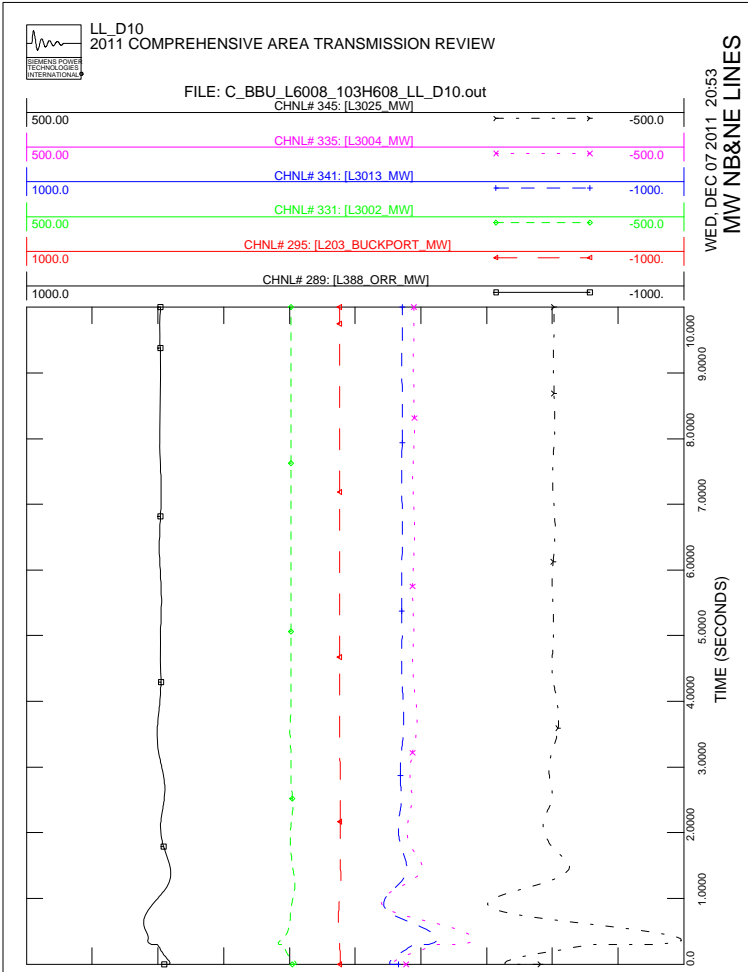
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_LL_D10.out

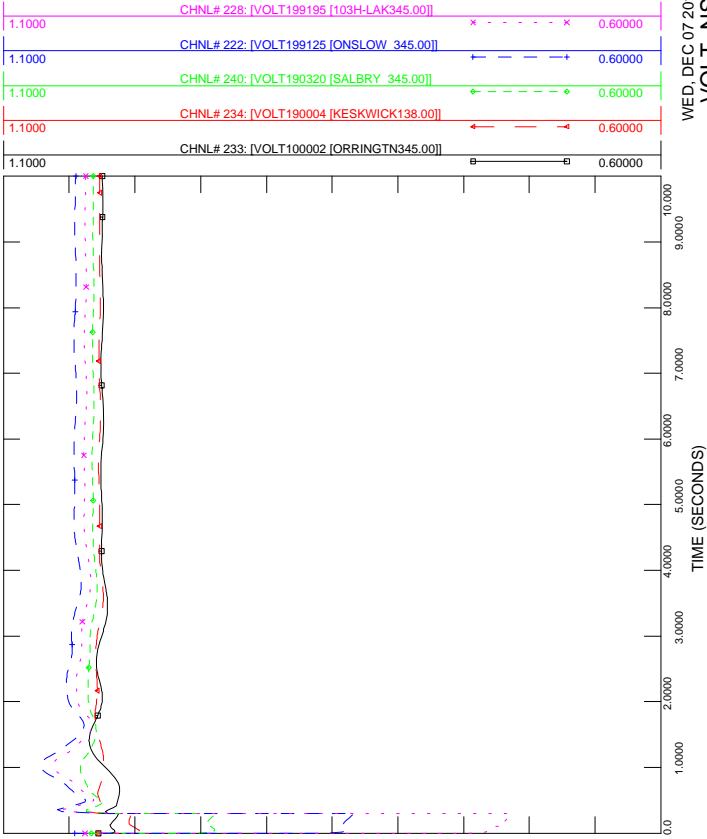






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

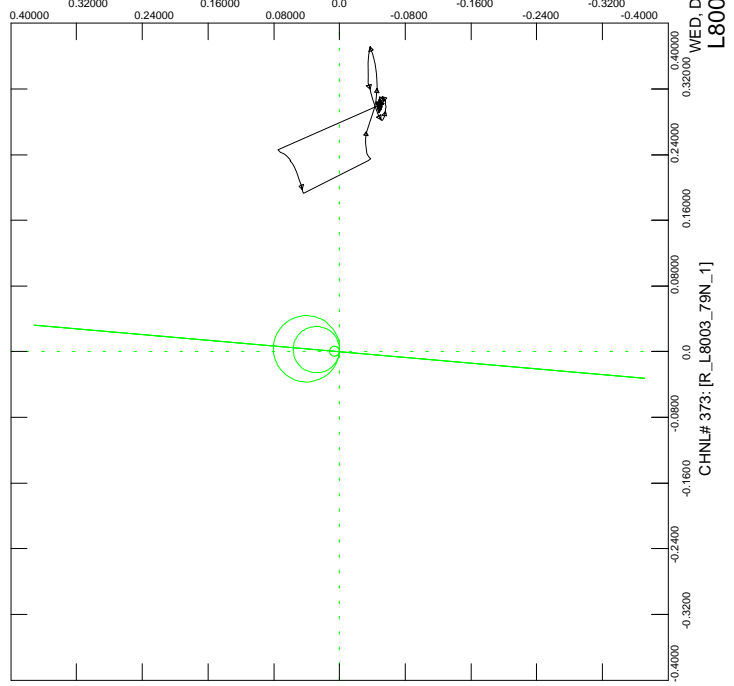
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

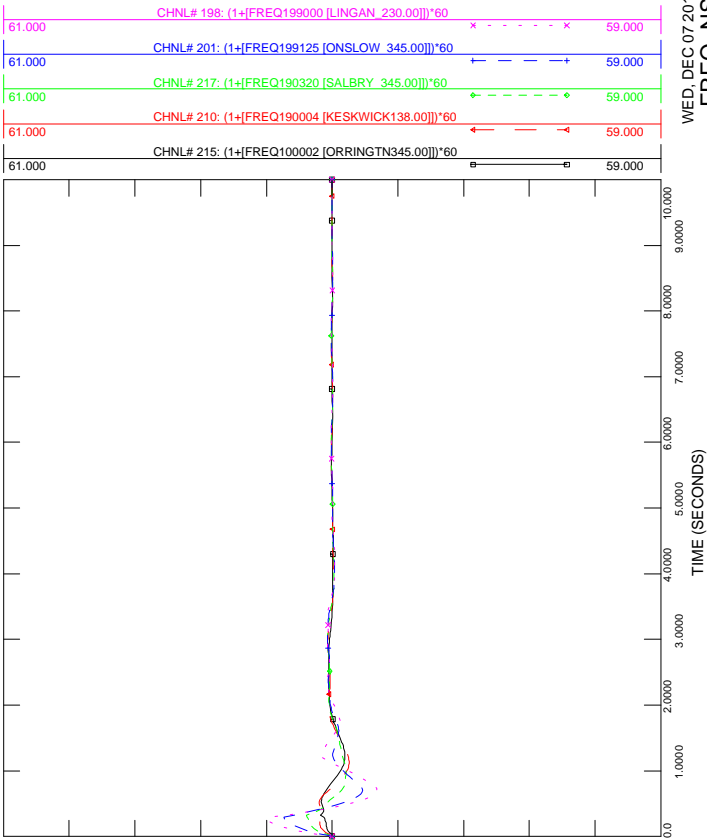
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

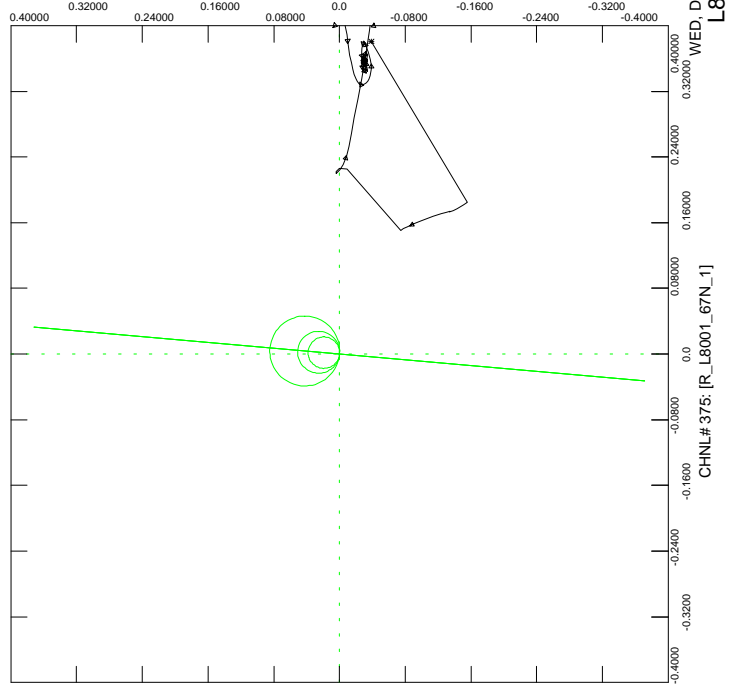
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6008_103H608_LL_D10.out

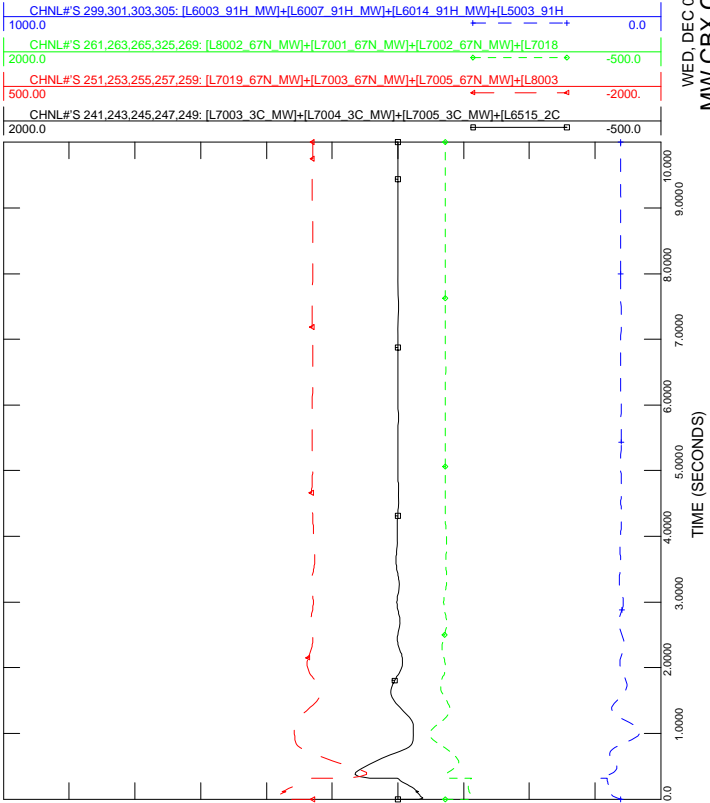
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CHNL# 376: [X_L8001_67N_1]





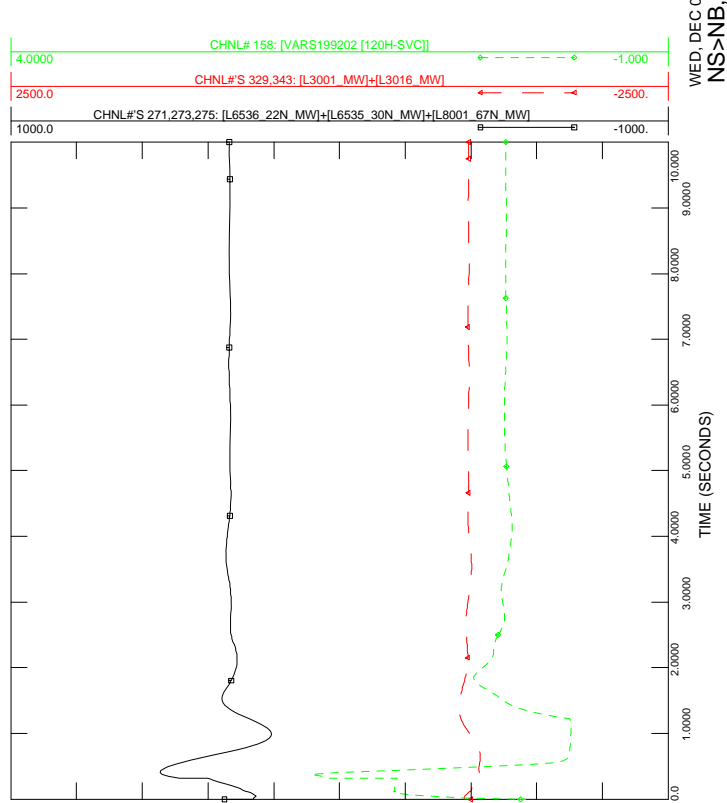
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6513_1N613_LL_D10.out



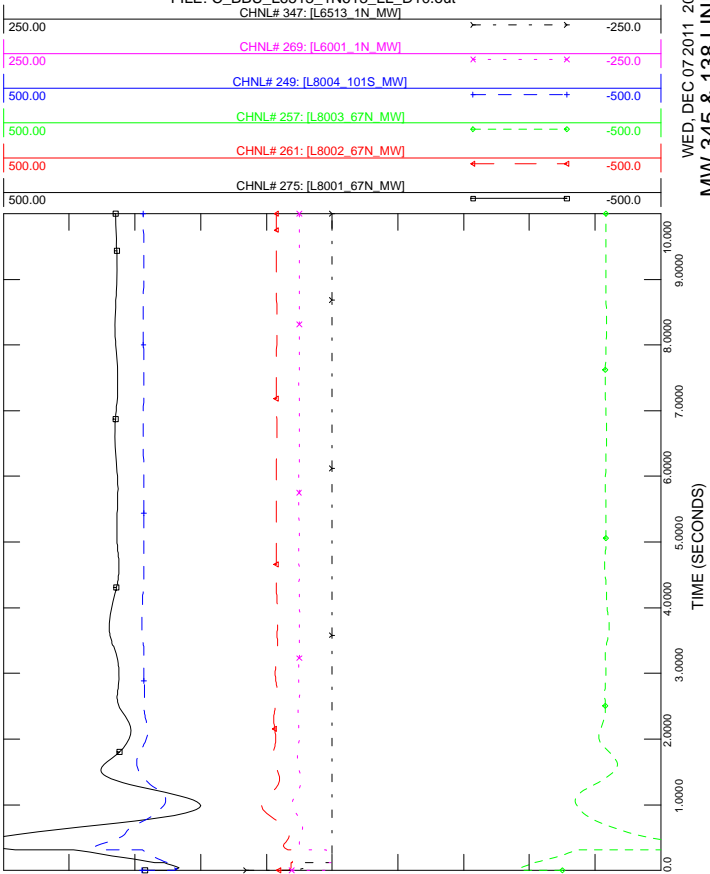
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6513_1N613_LL_D10.out



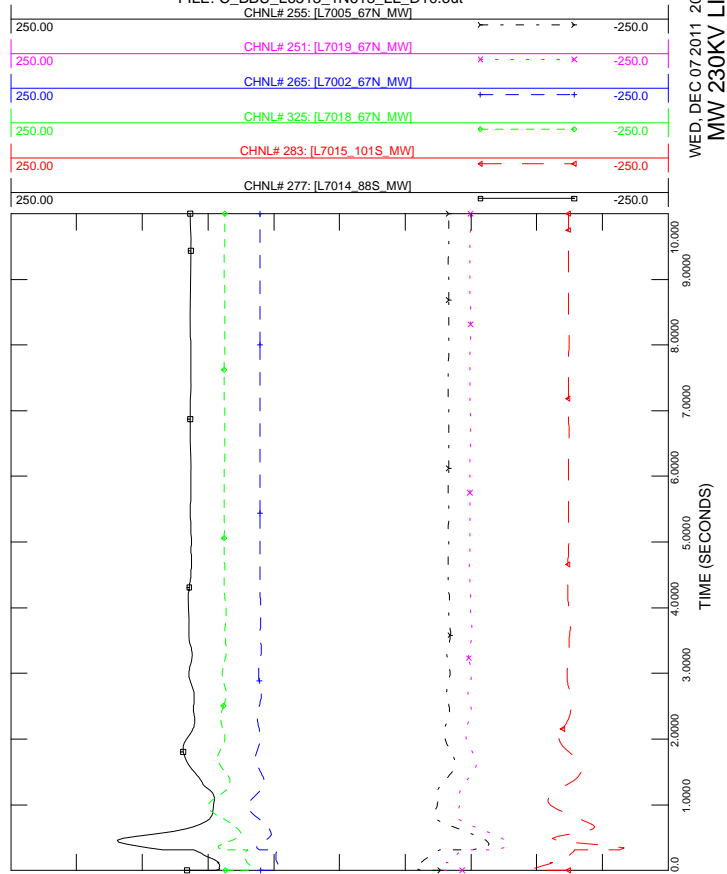
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

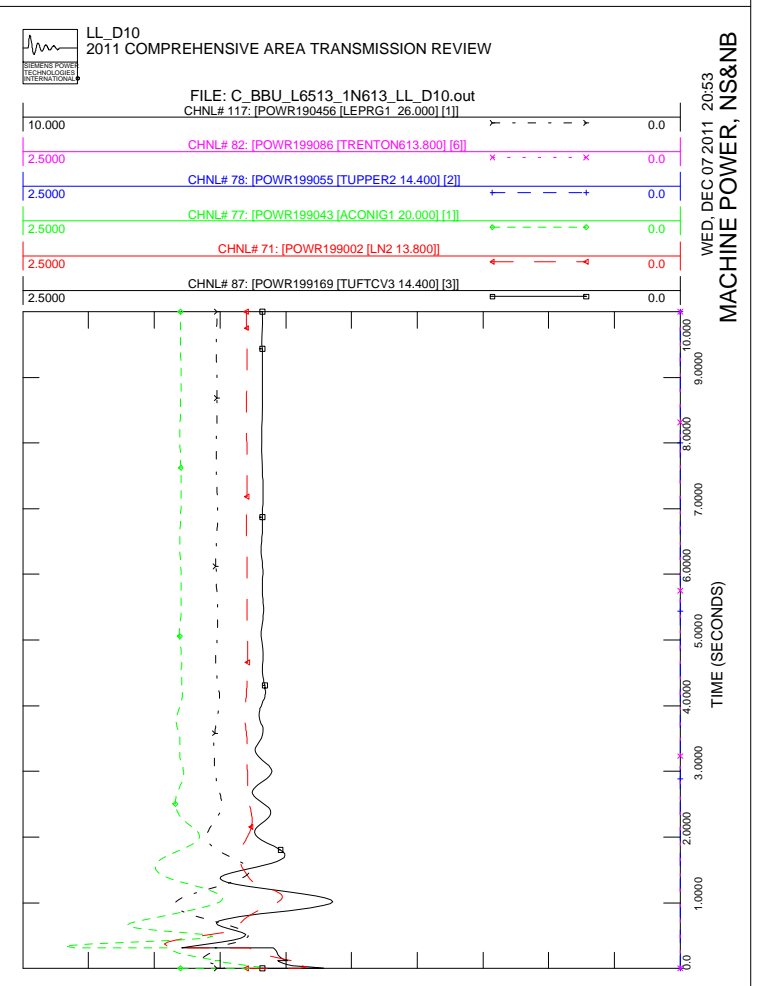
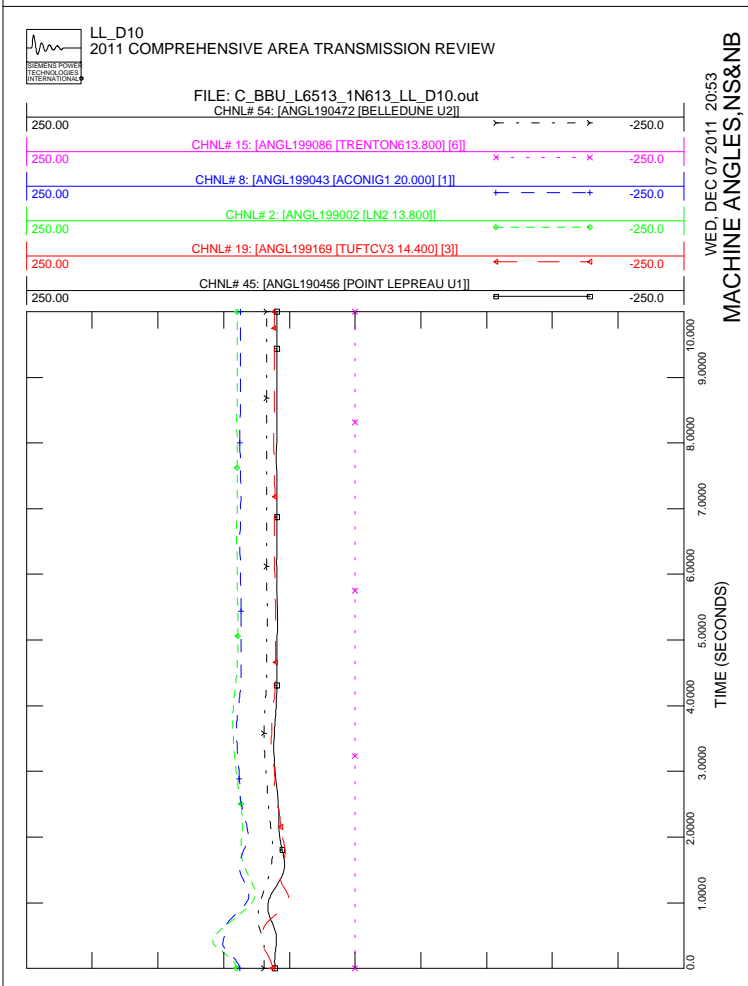
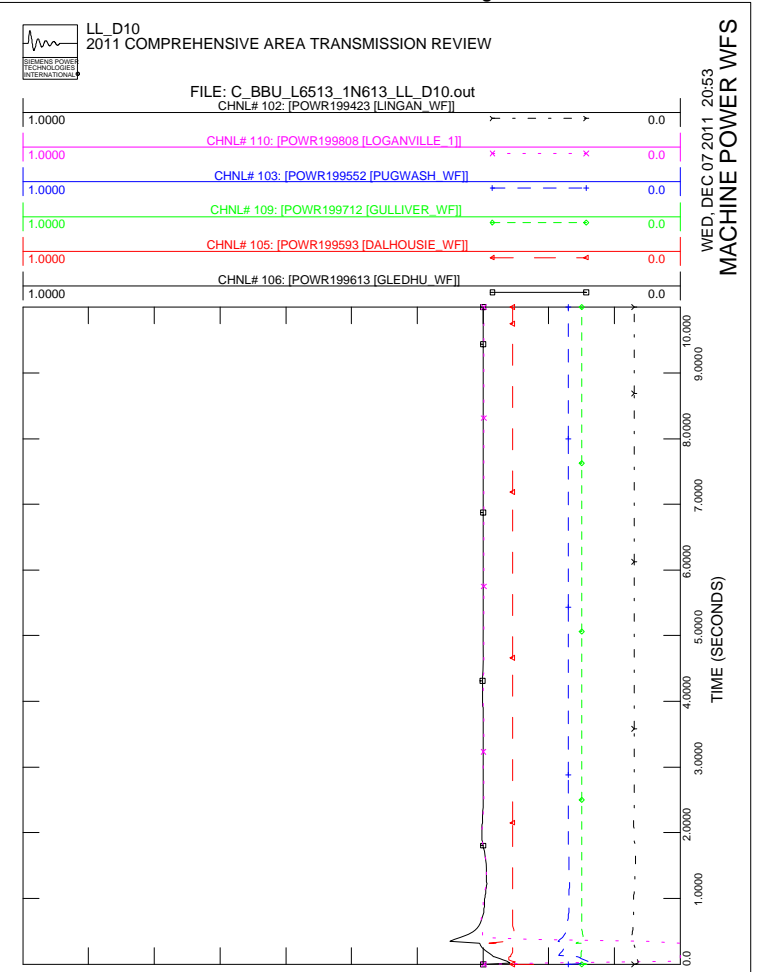
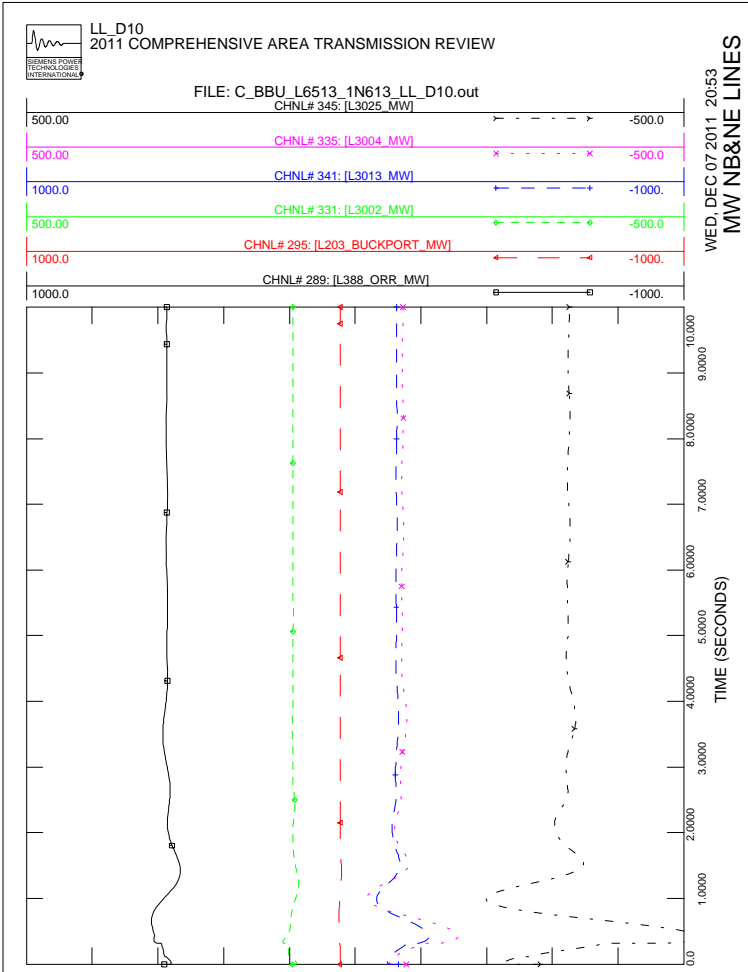
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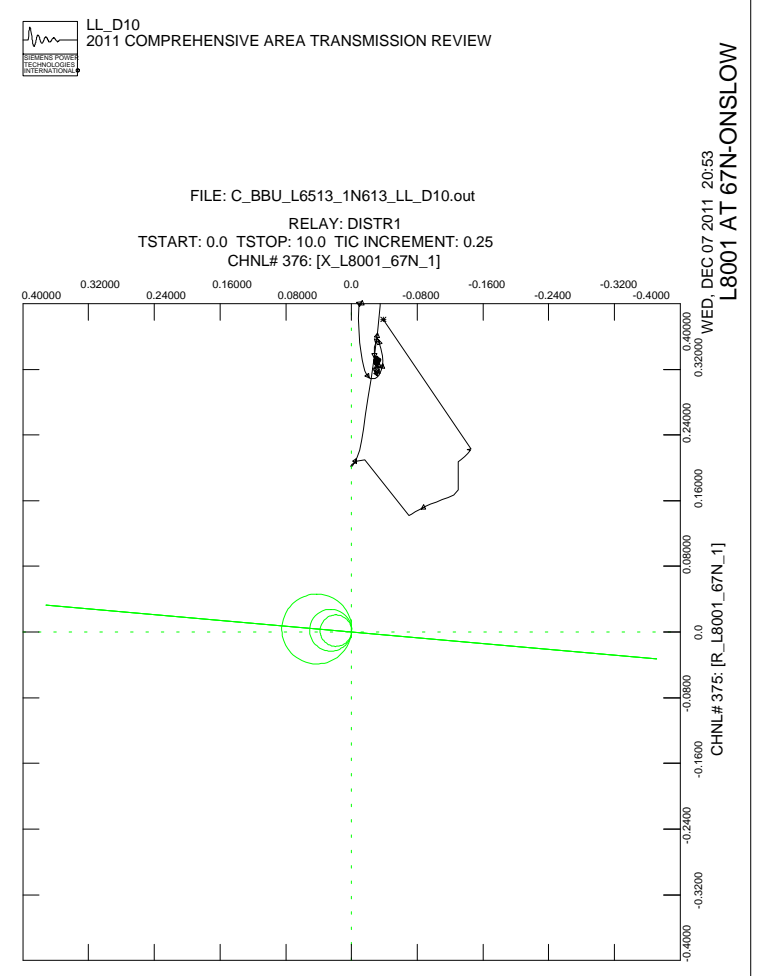
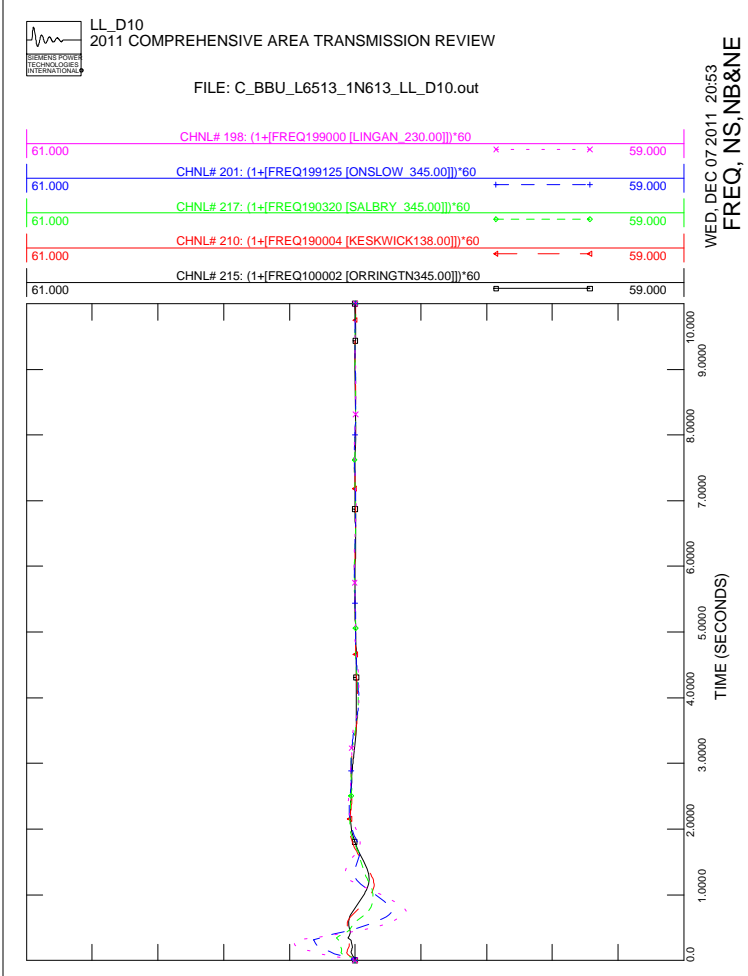
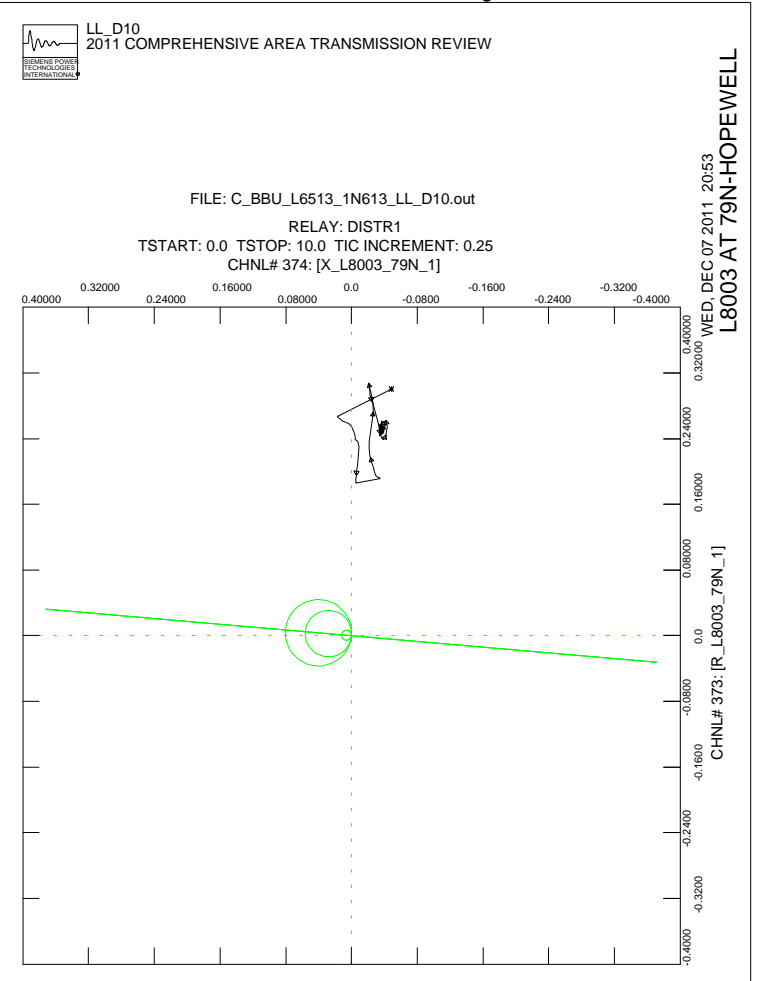
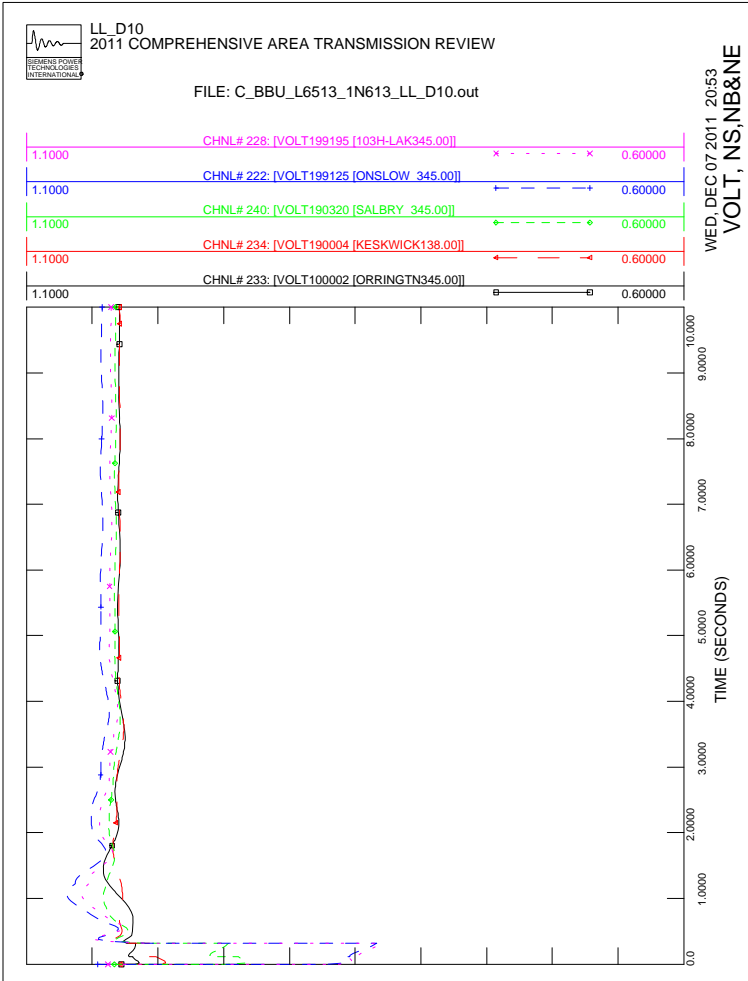


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L6513_1N613_LL_D10.out



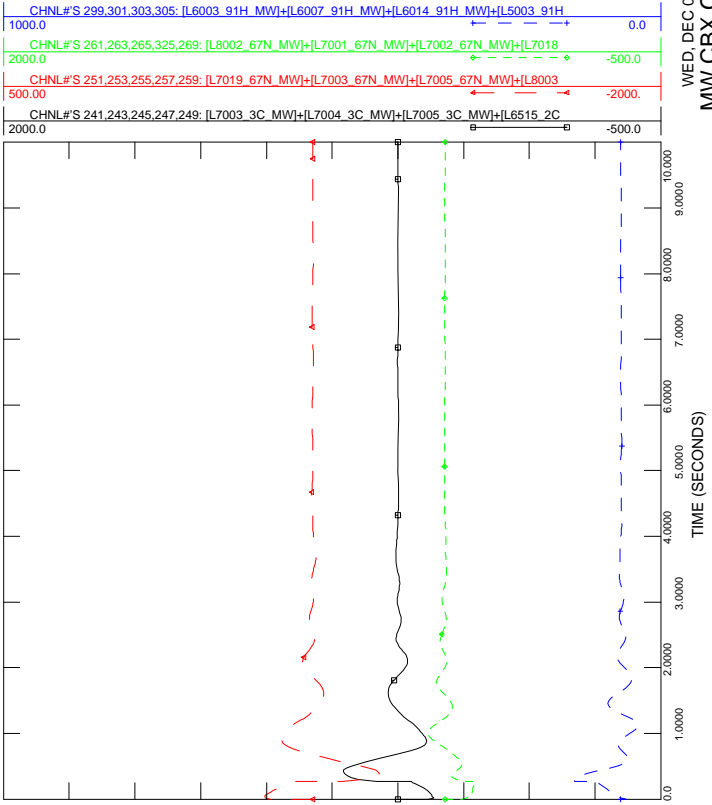






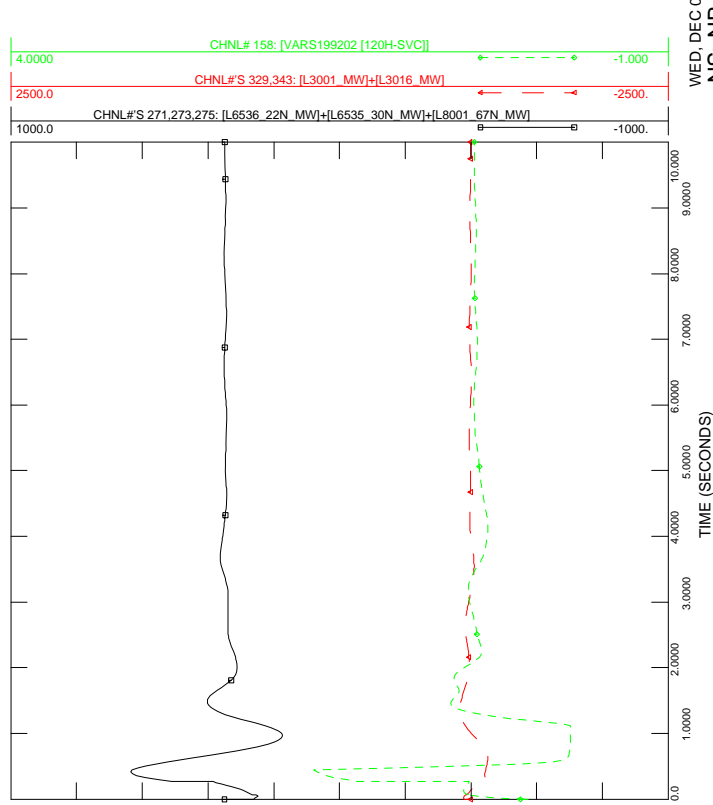
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7001_120H715_LL_D10.out



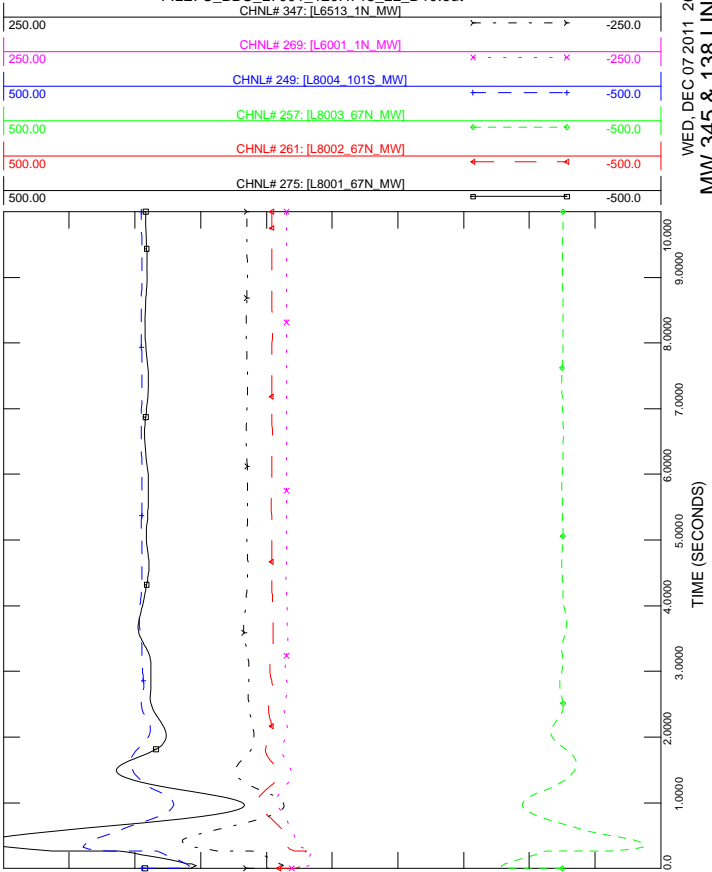
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7001_120H715_LL_D10.out



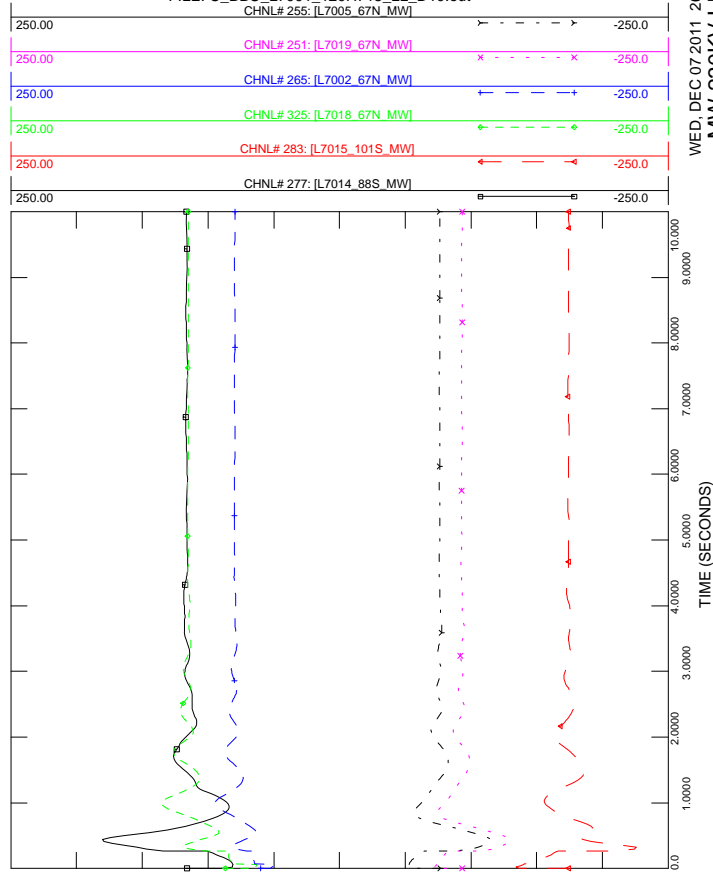
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

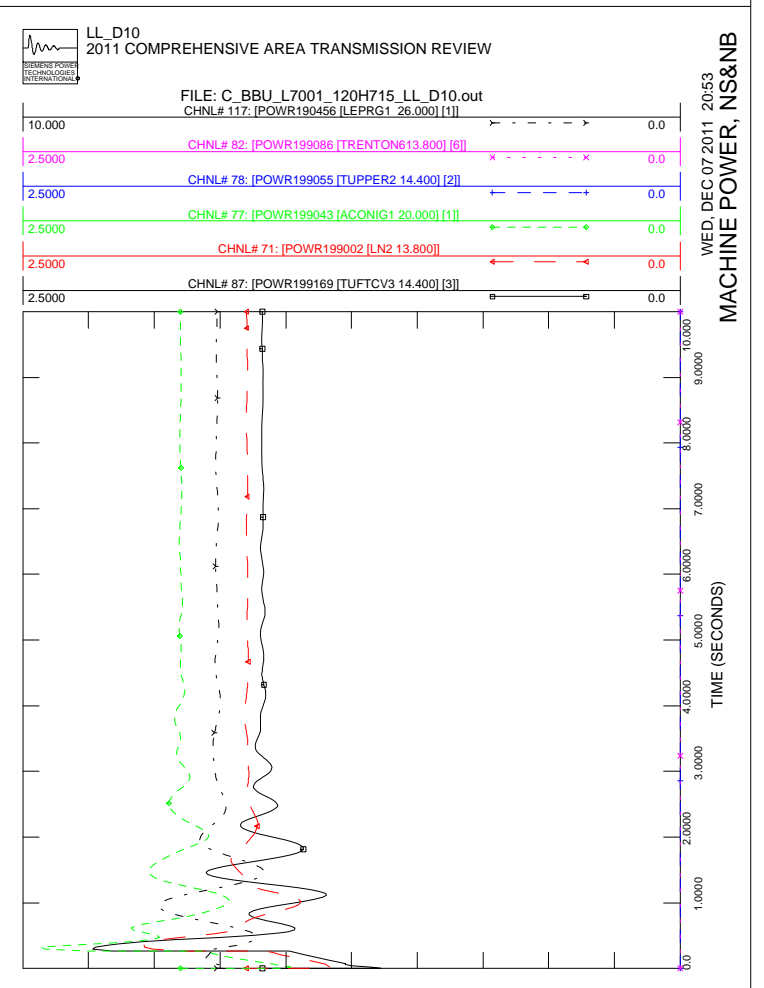
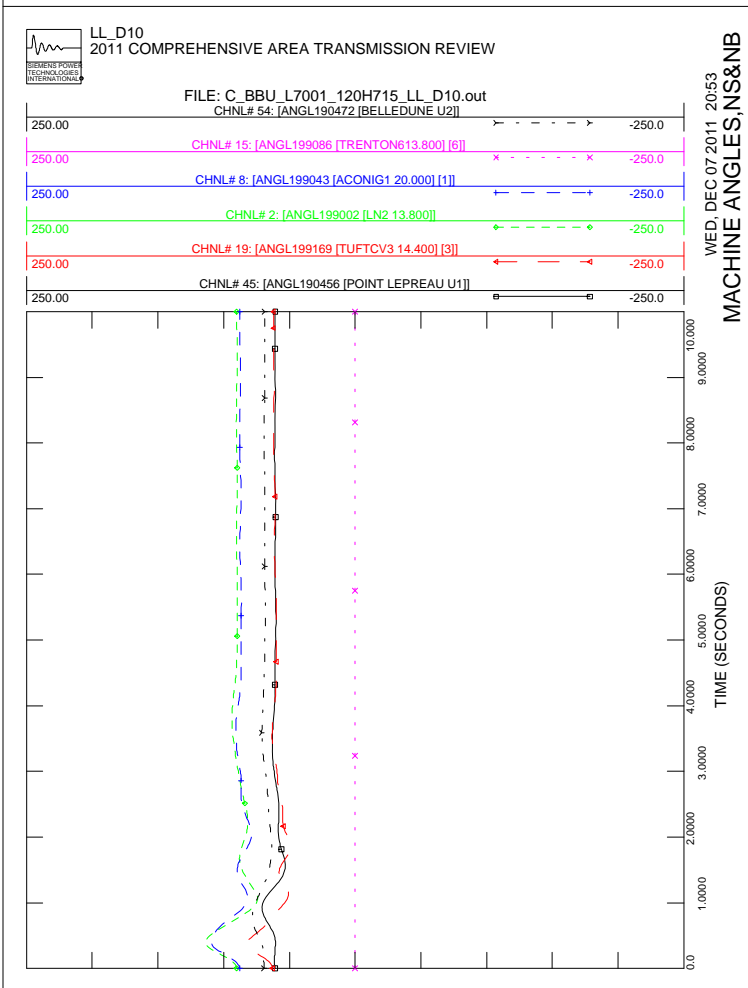
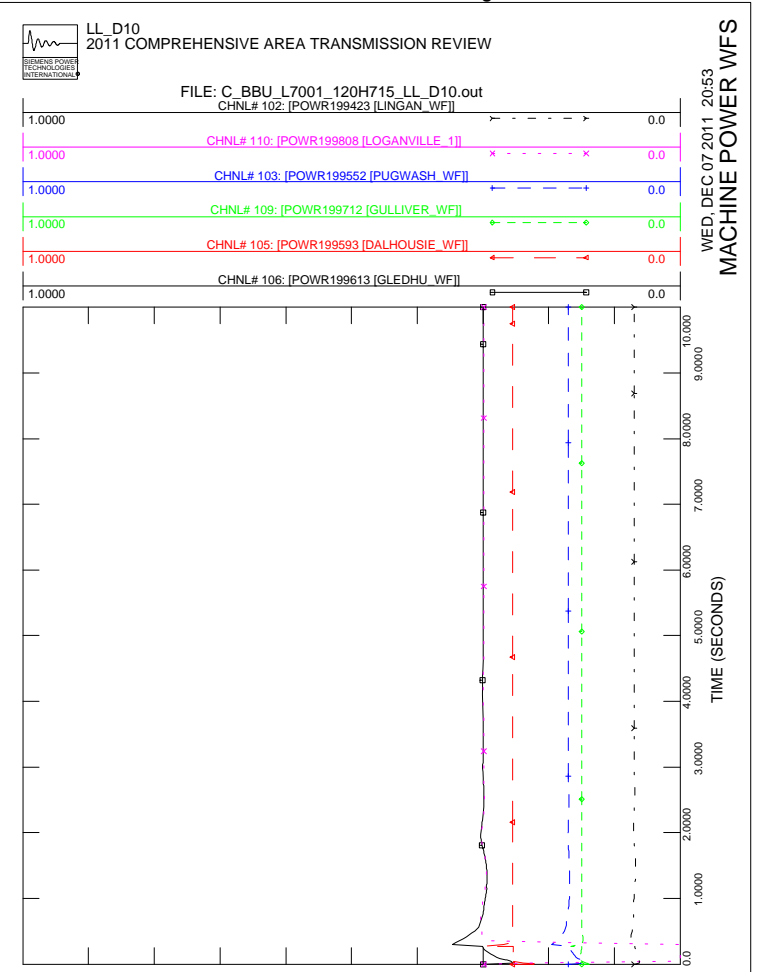
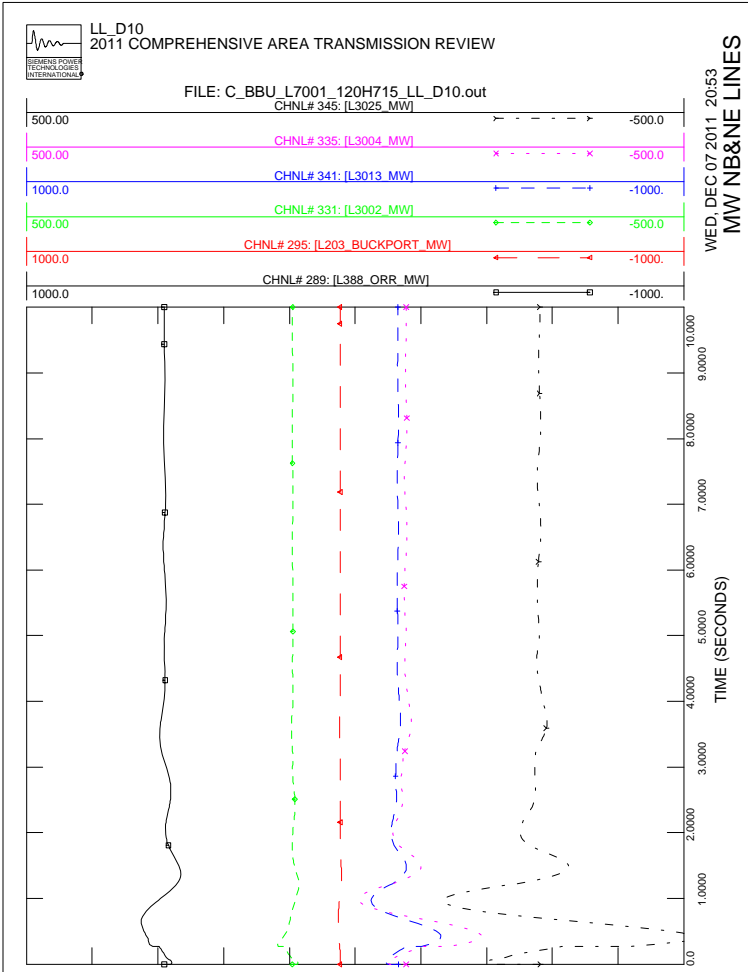
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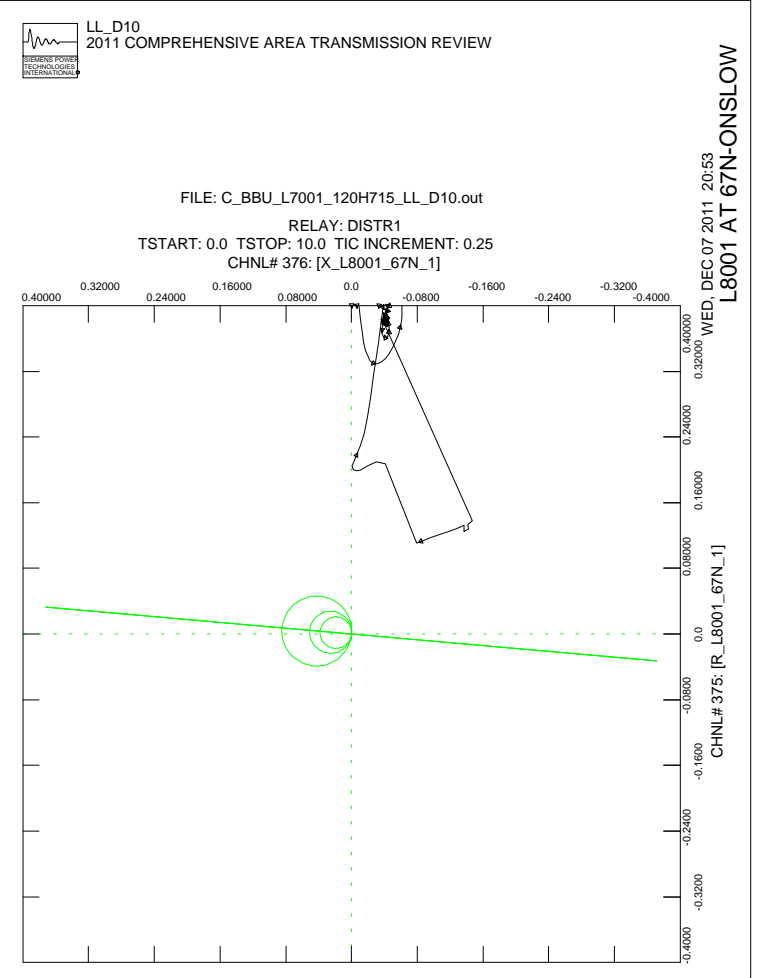
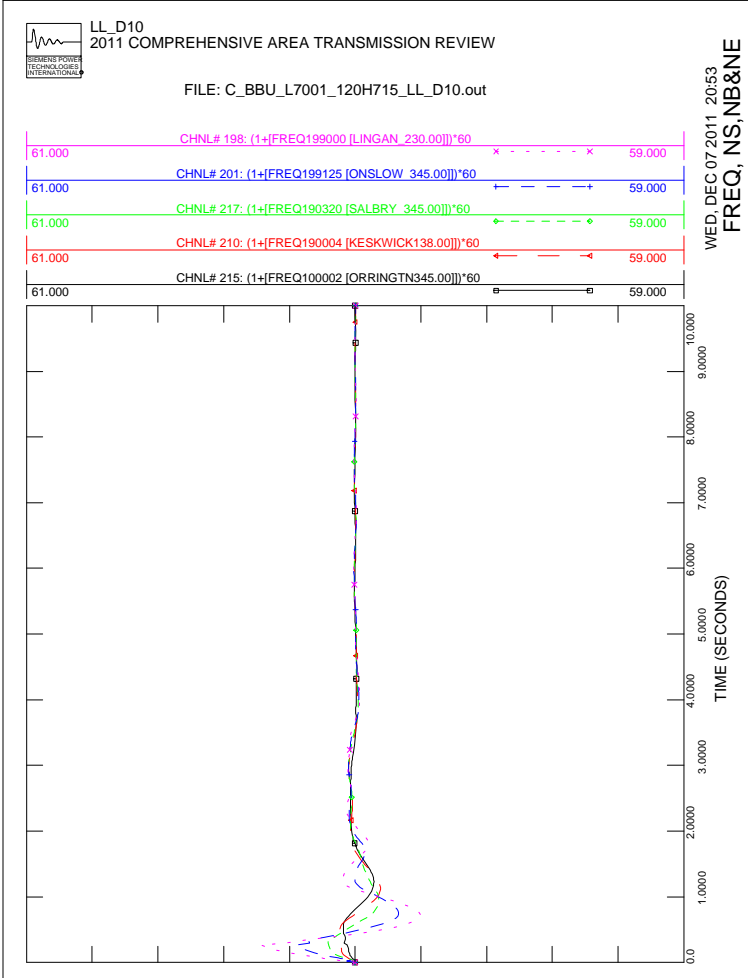
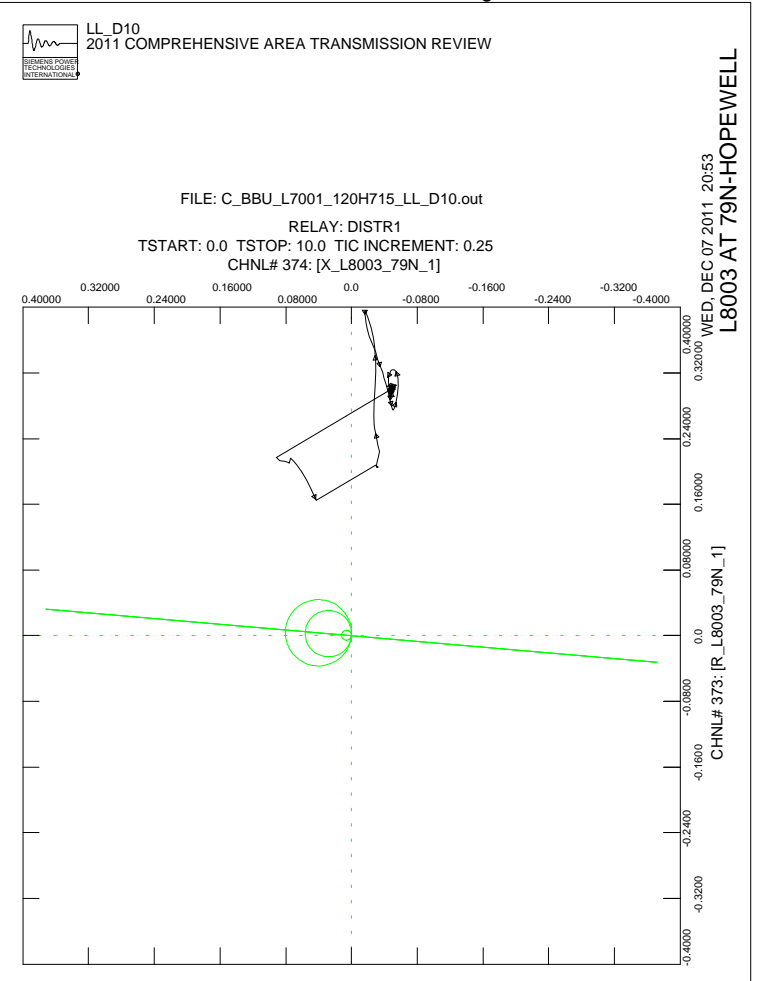
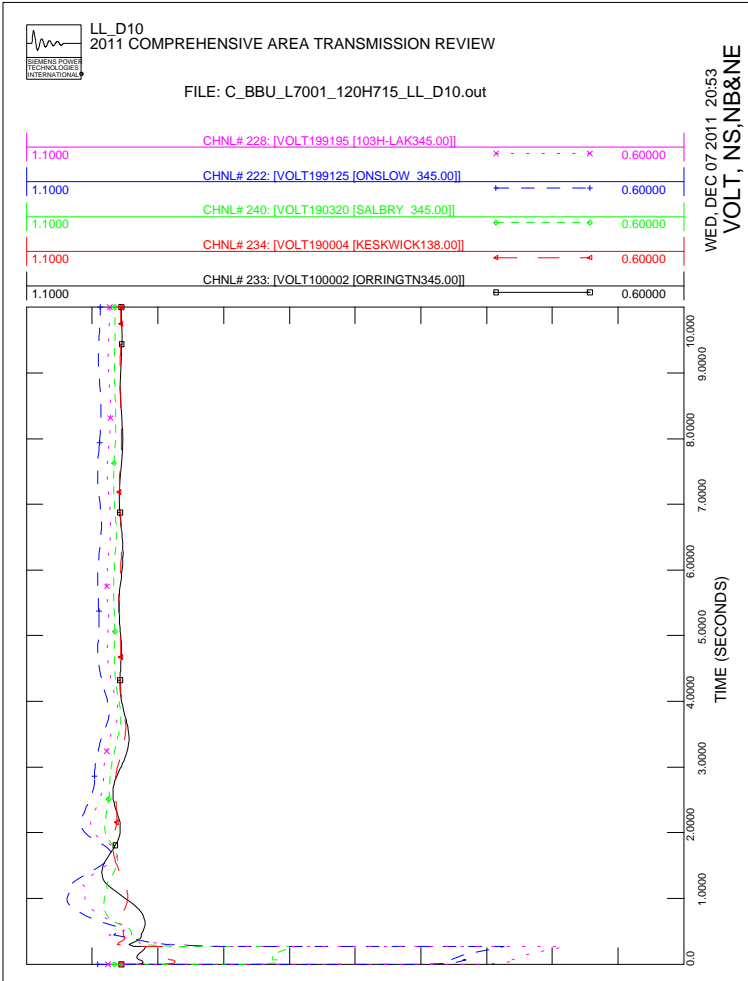


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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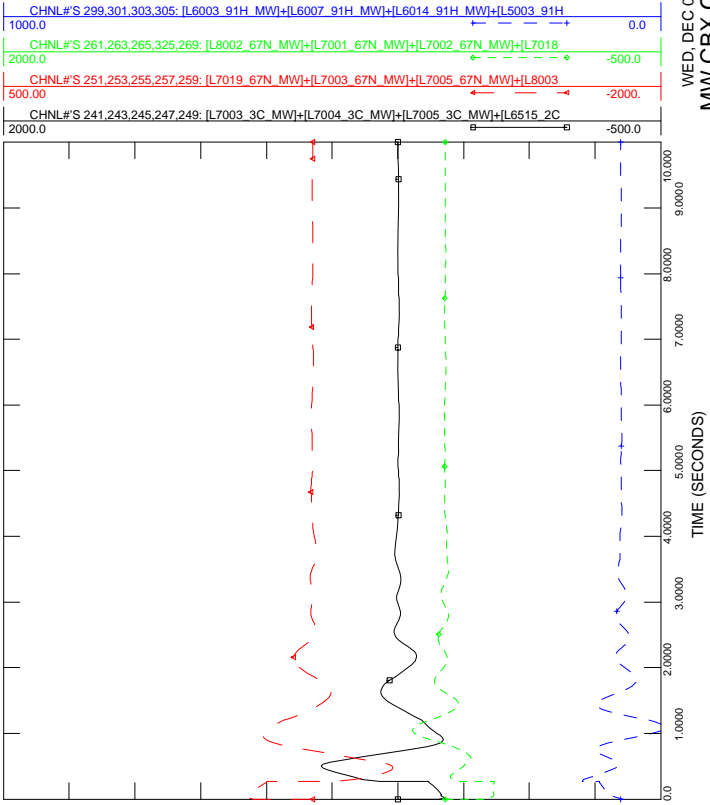






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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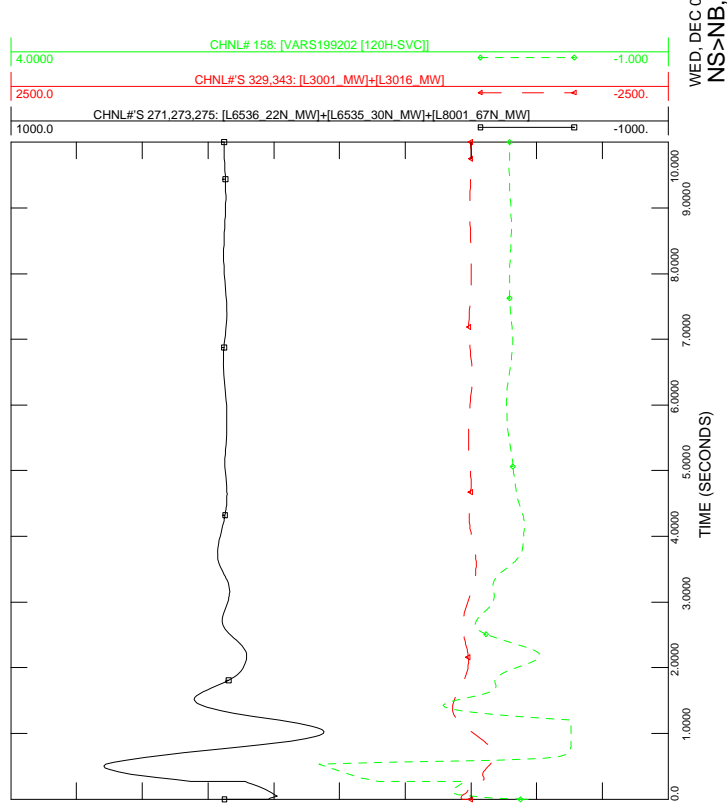


WED, DEC 07 2011 20:53
MW CBX, ONI, ON5, TC



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_LL_D10.out

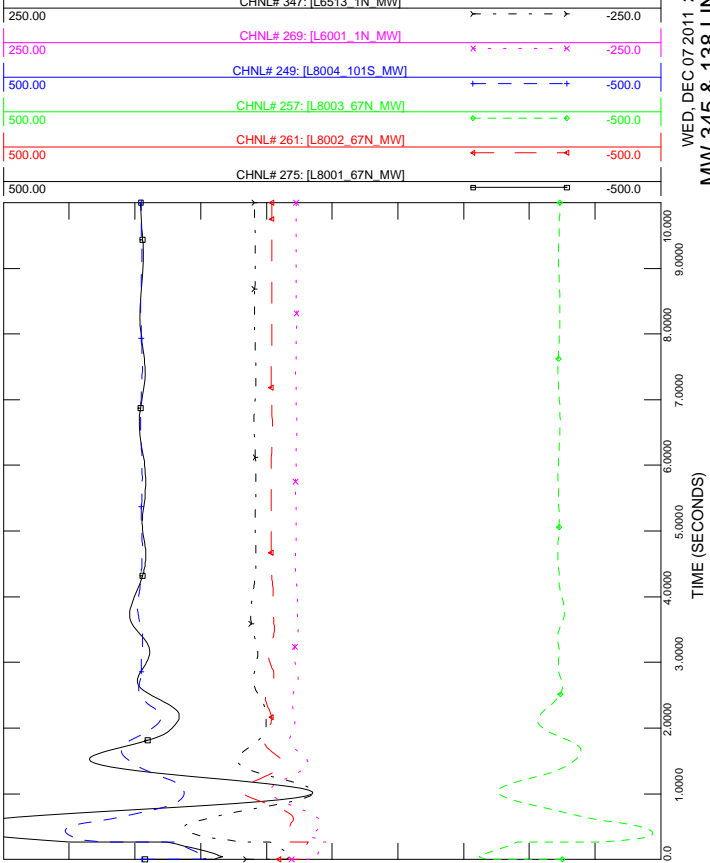


WED, DEC 07 2011 20:53
NS>NB, NB>NE, SVC



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_LL_D10.out

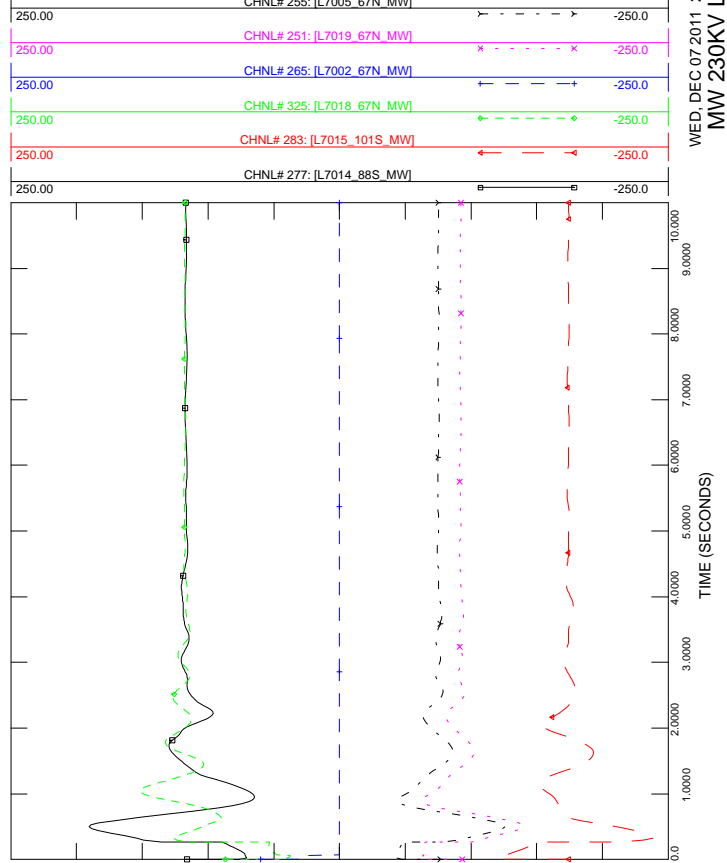


WED, DEC 07 2011 20:53
MW 345 & 138 LINES

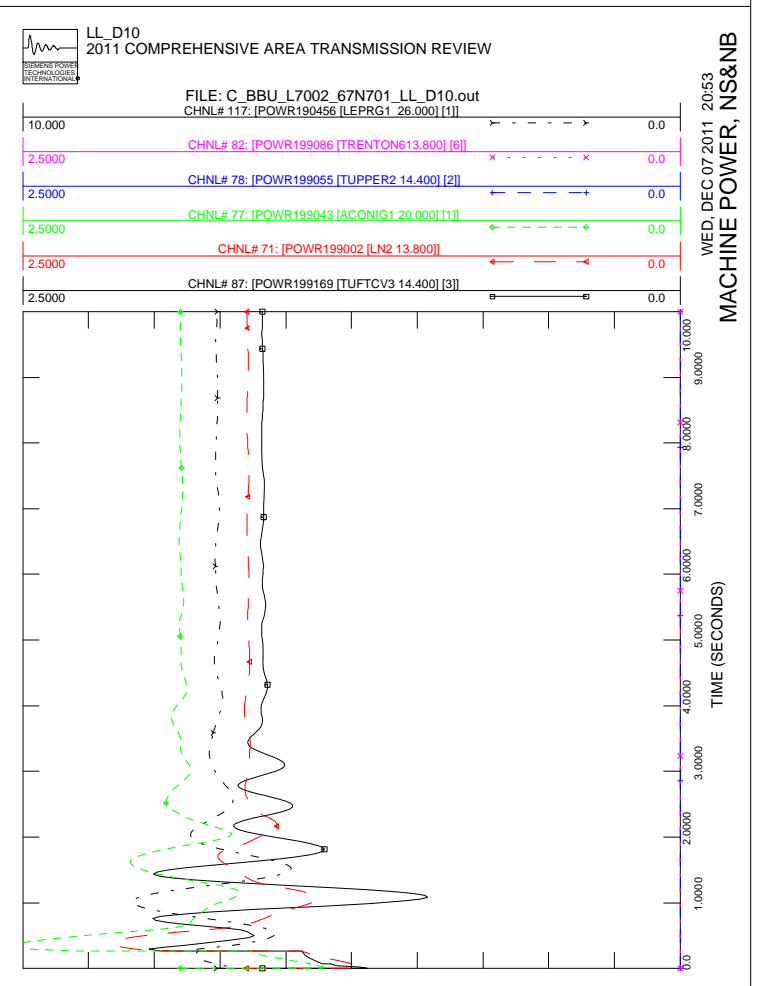
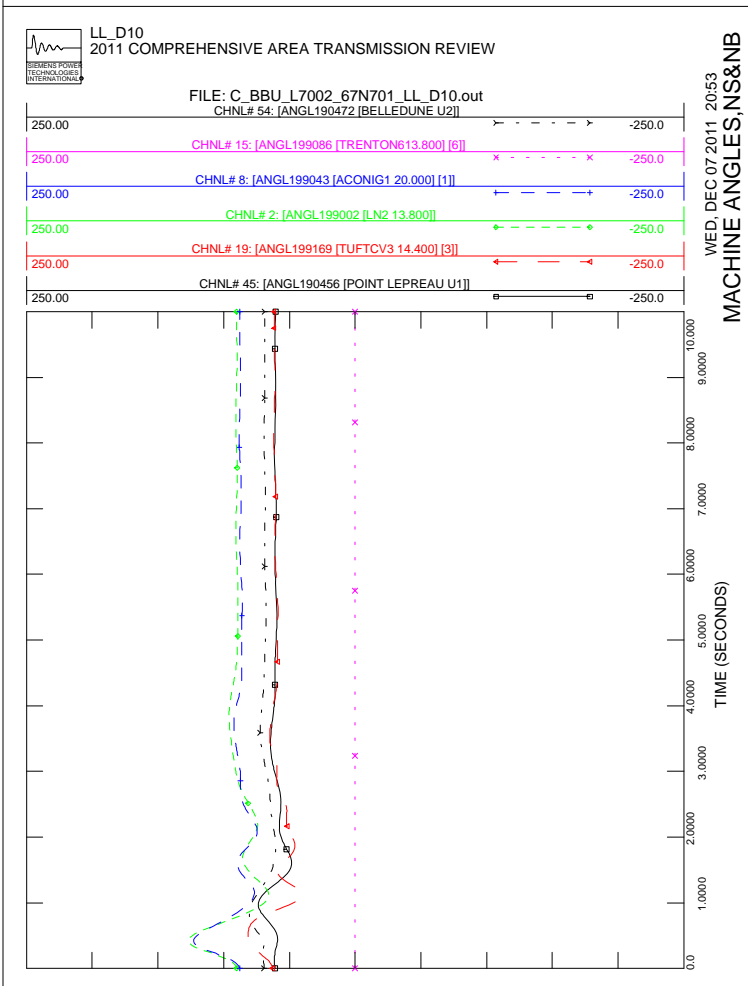
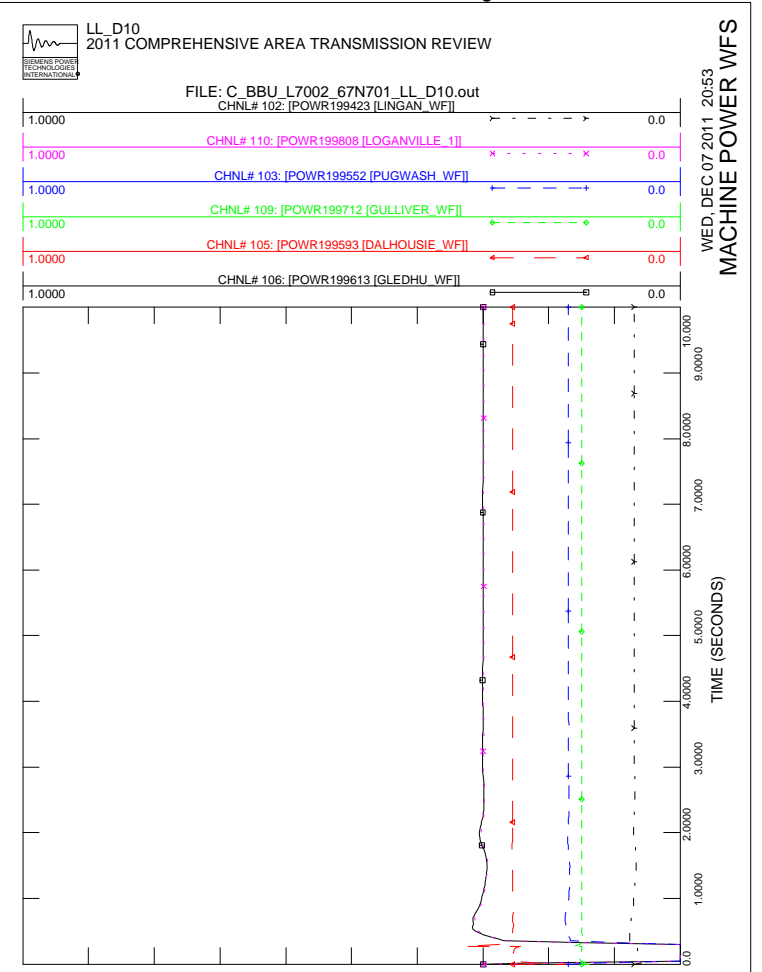
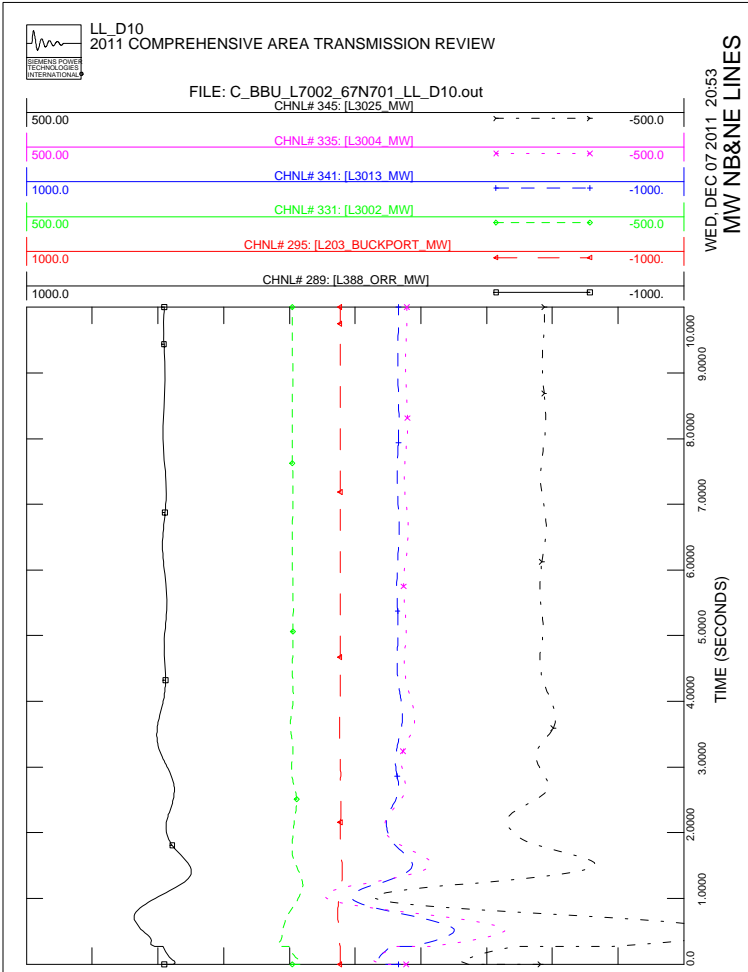


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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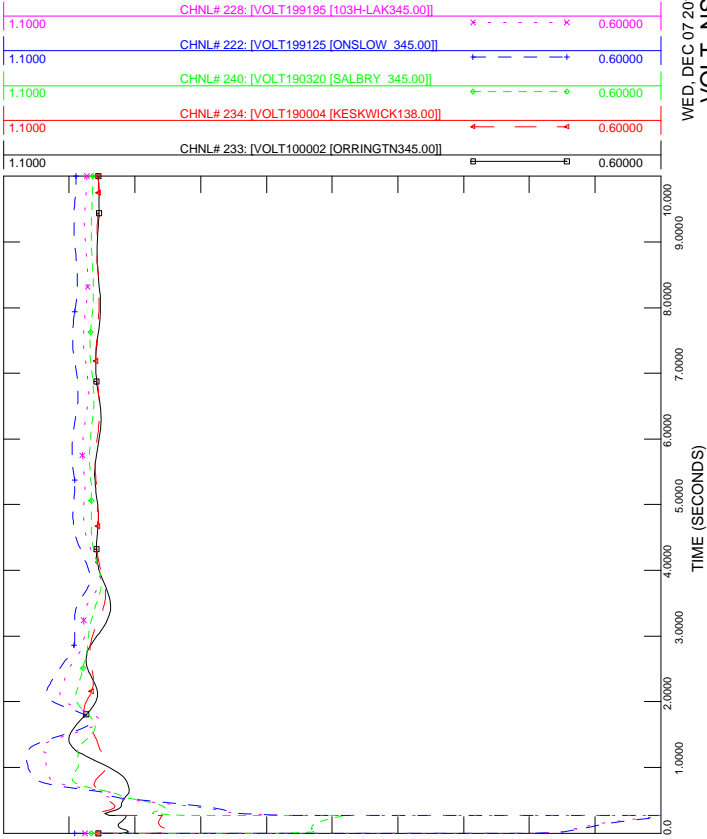


WED, DEC 07 2011 20:53
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

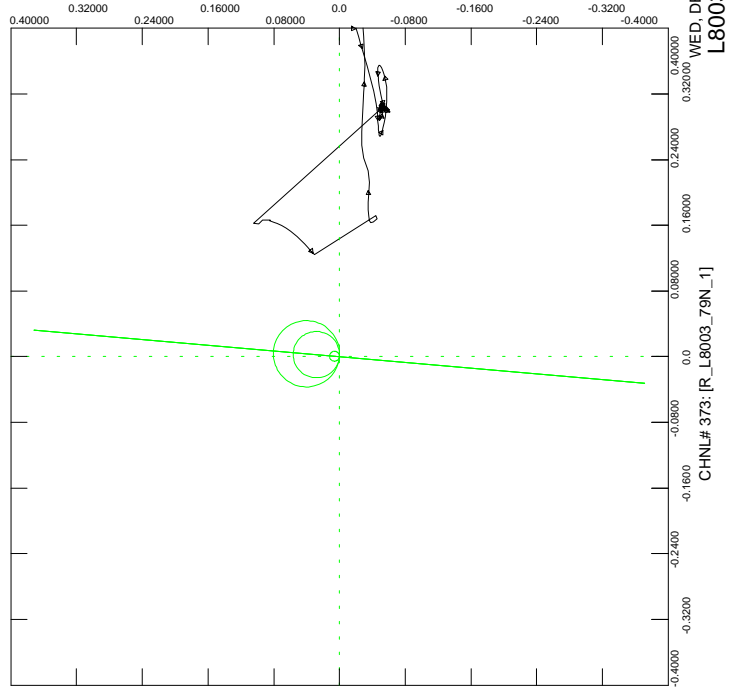
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WED, DEC 07 2011 20:53
VOLT, NS, NB&NE

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

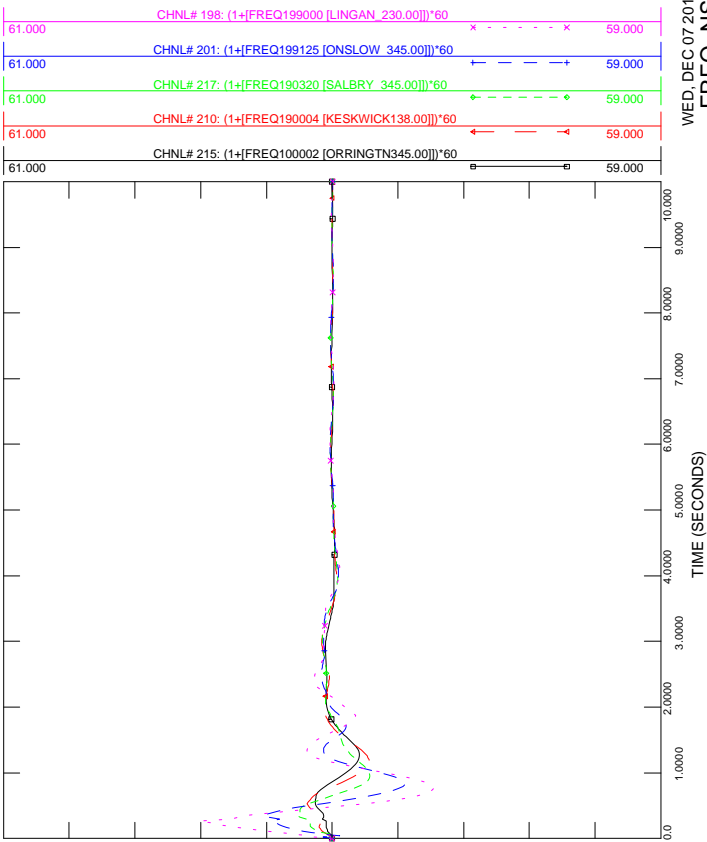
FILE: C_BBU_L7002_67N701_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

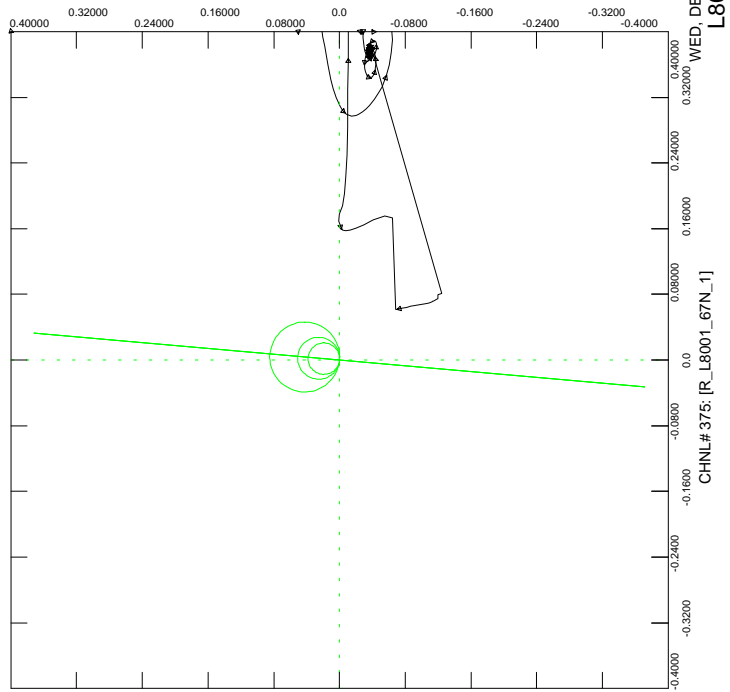
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WED, DEC 07 2011 20:53
FREQ, NS, NB&NE

LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7002_67N701_LL_D10.out
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

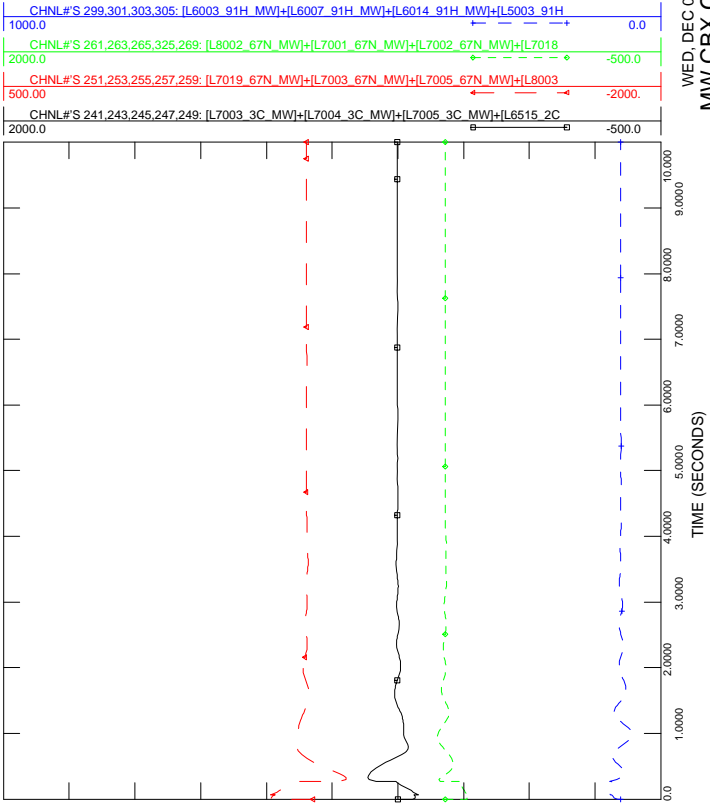


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



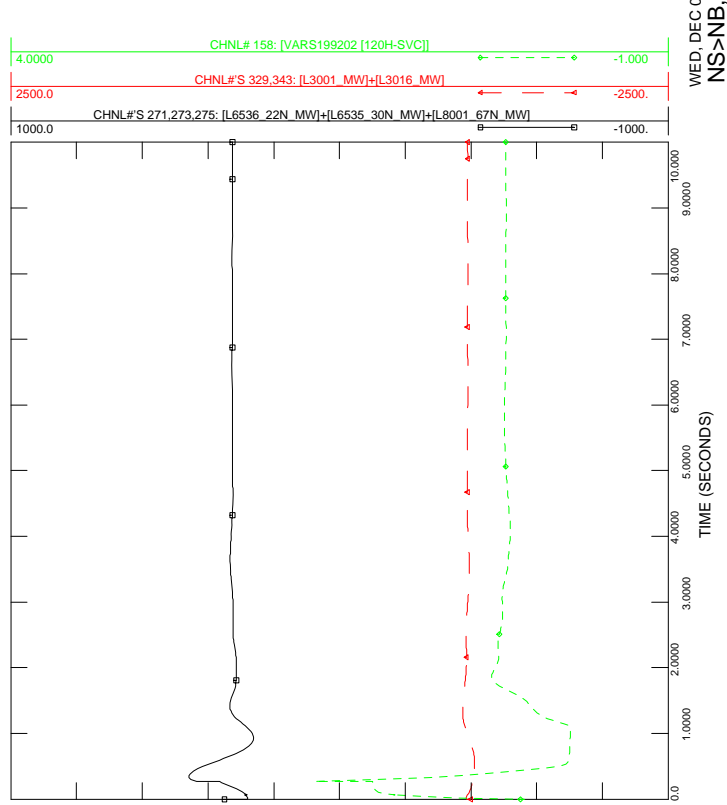
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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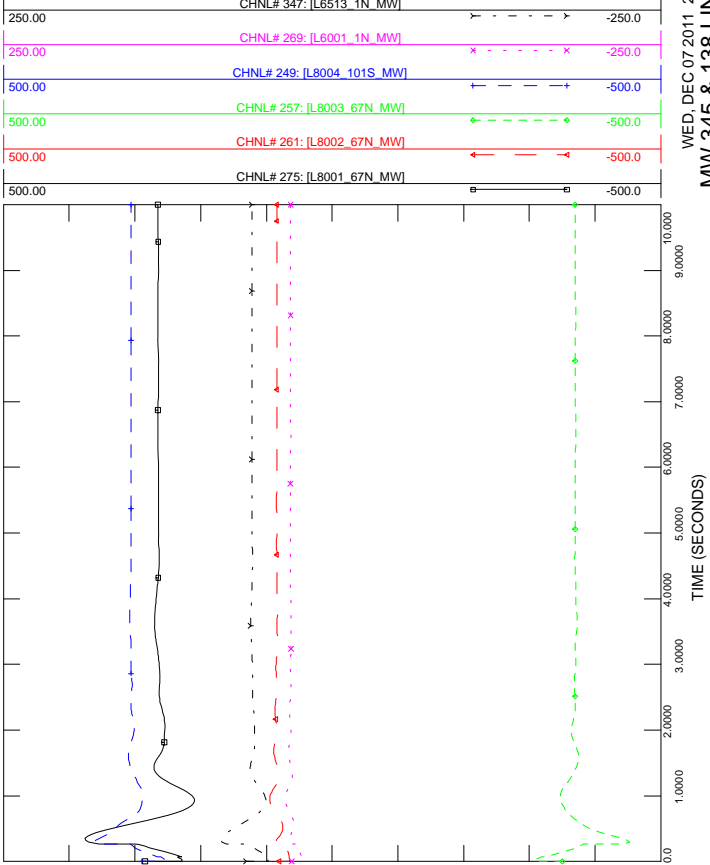
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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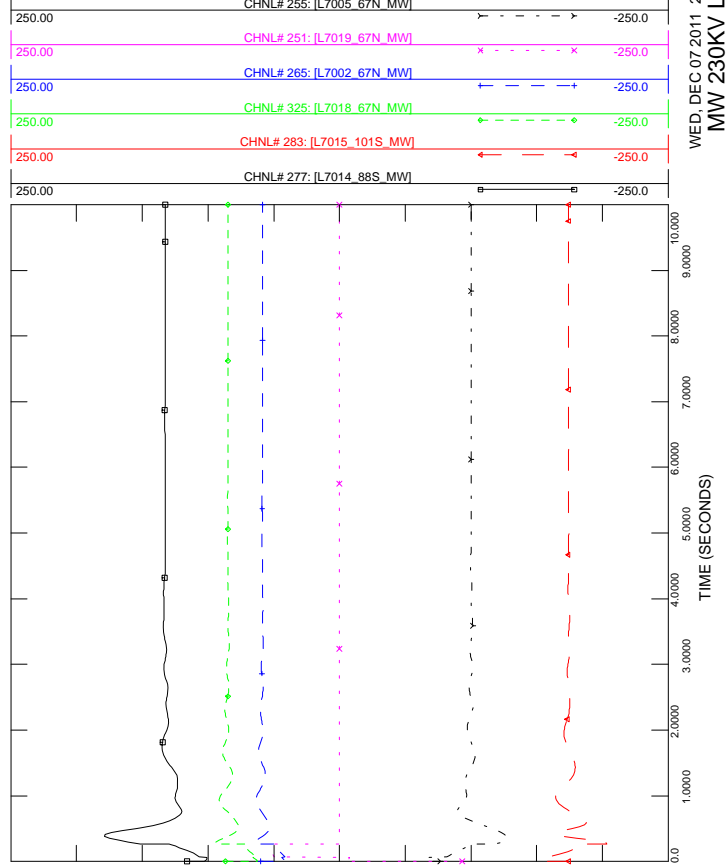
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

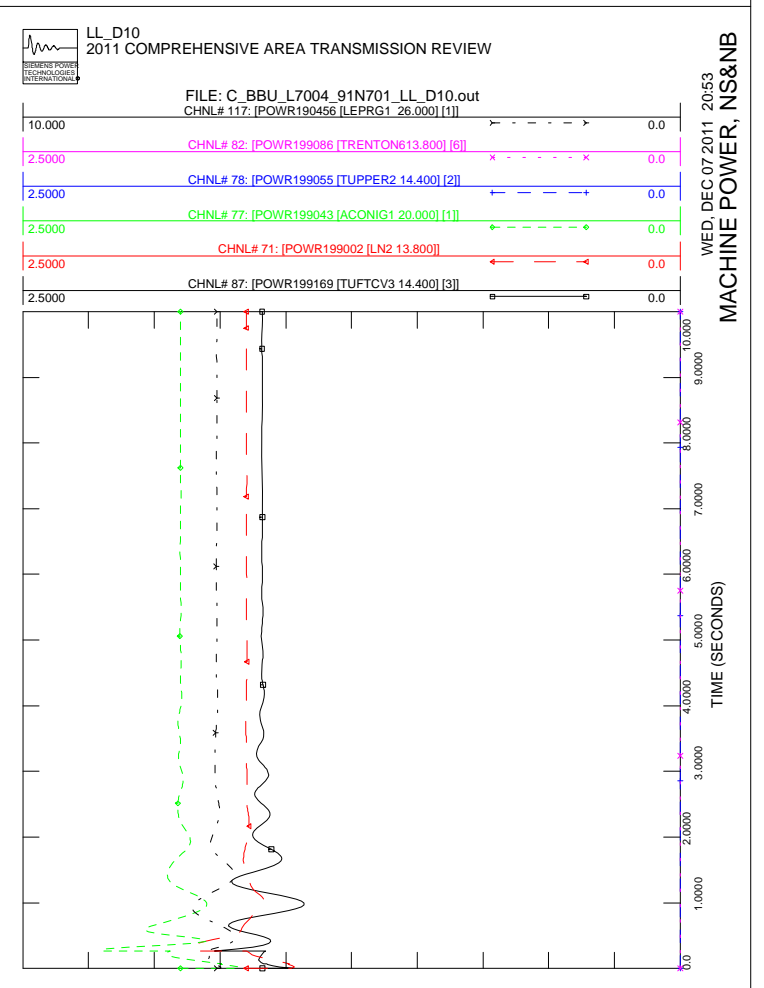
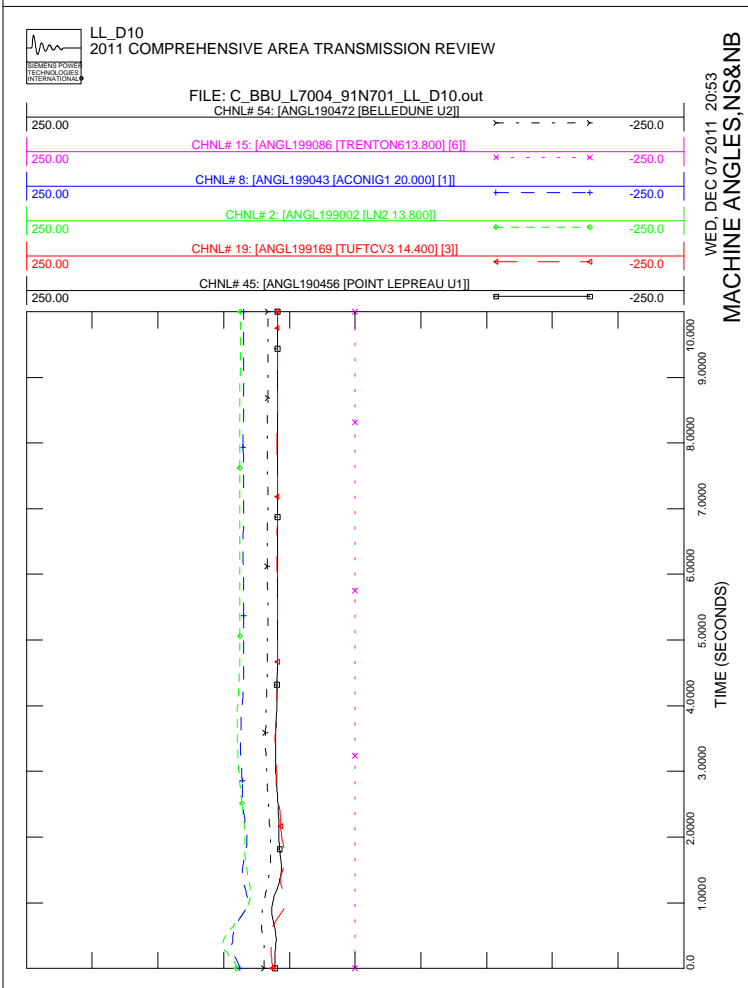
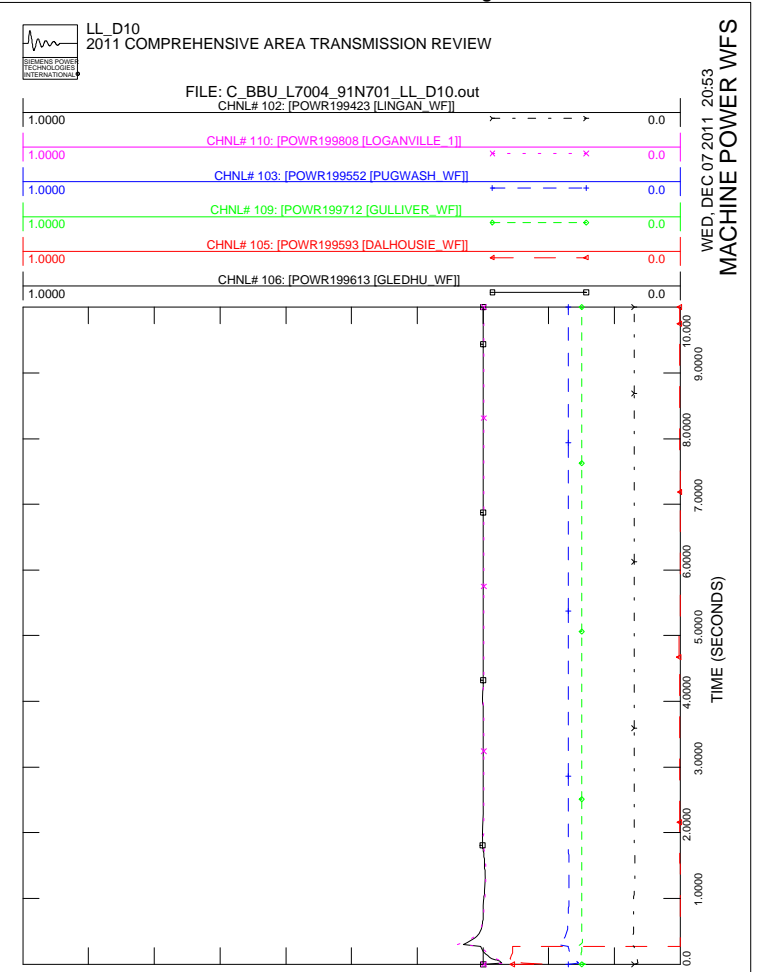
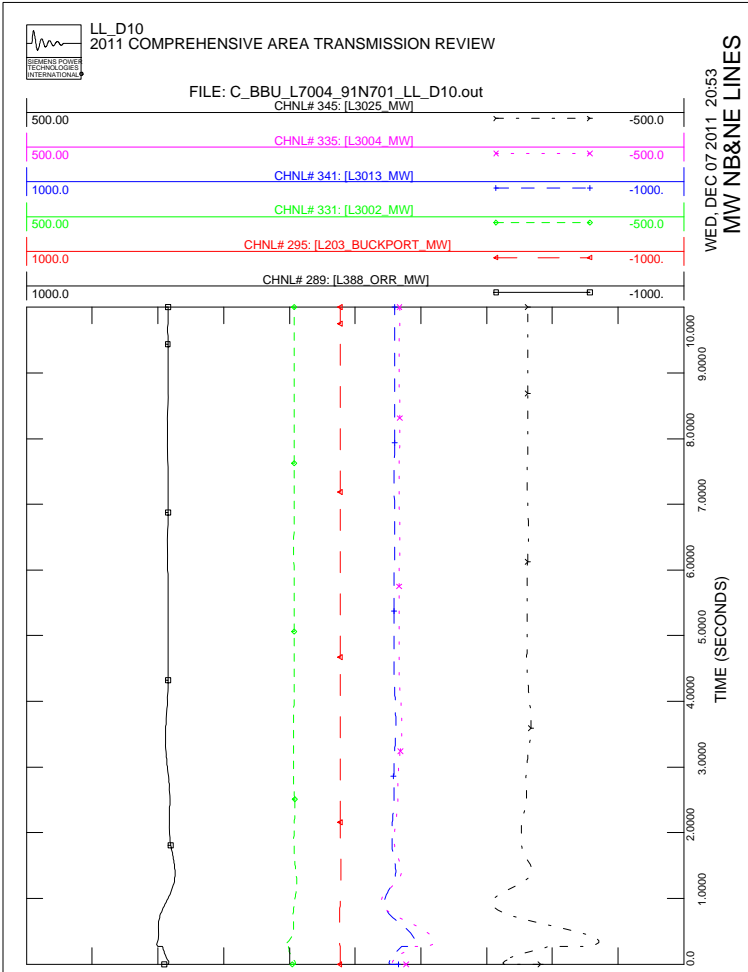
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

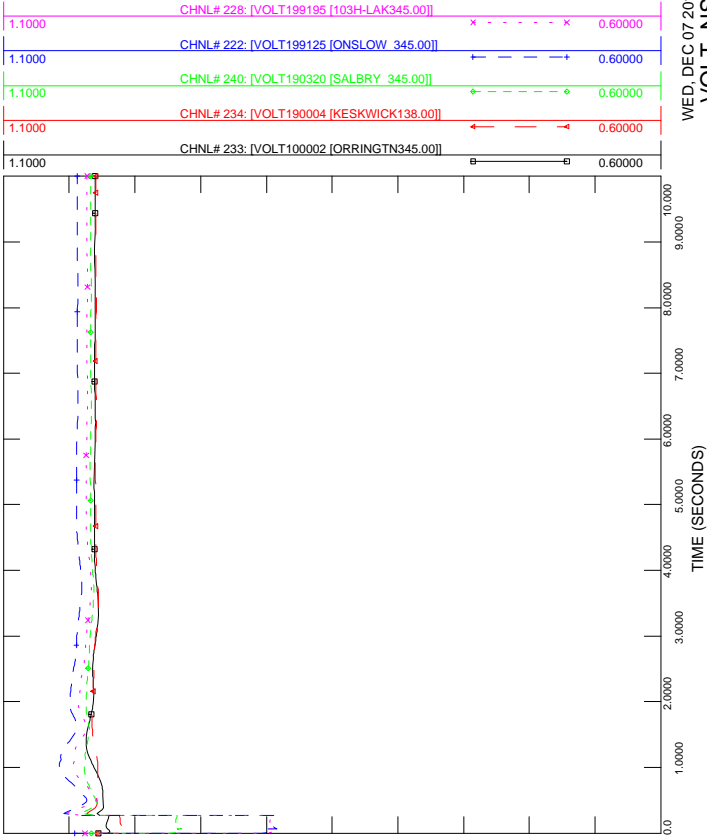
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

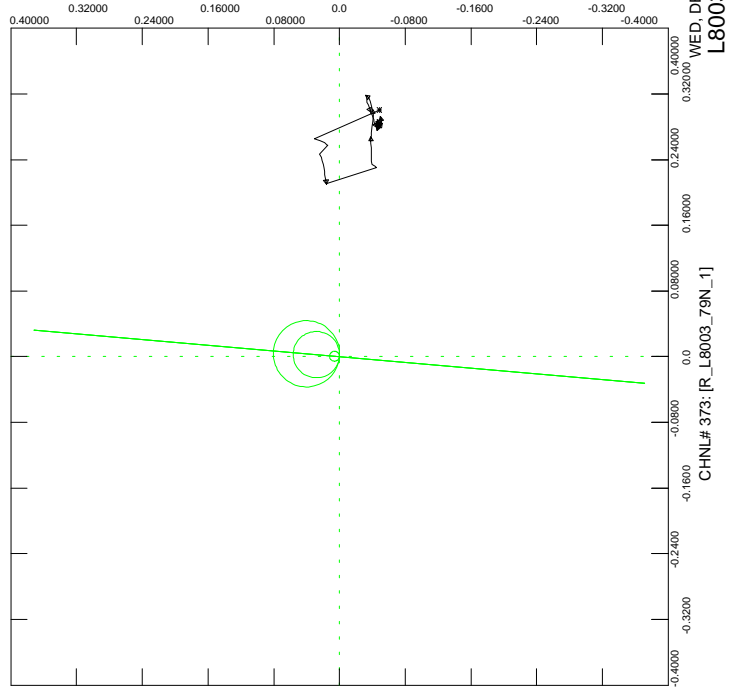
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

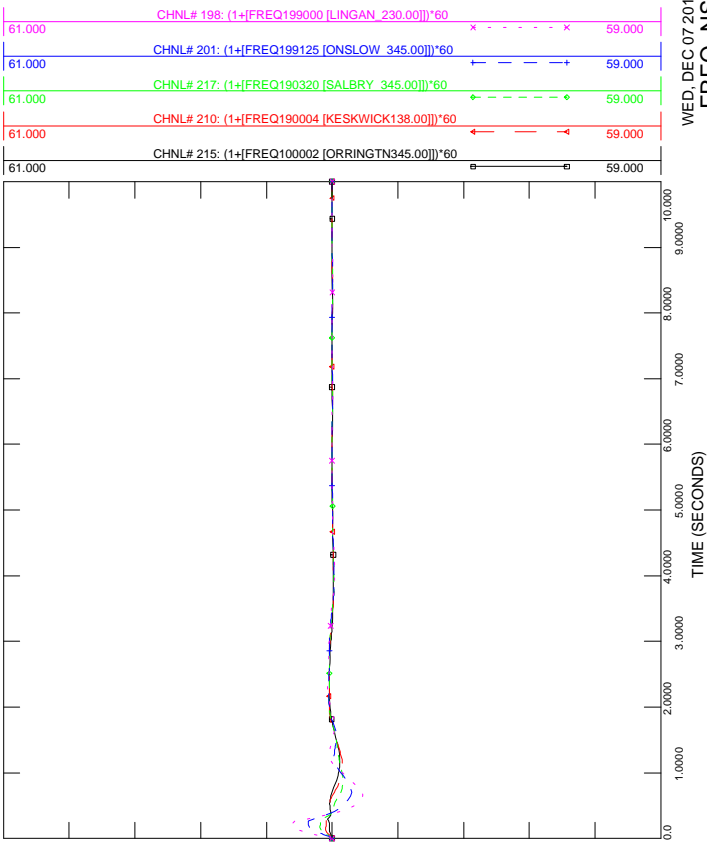
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RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

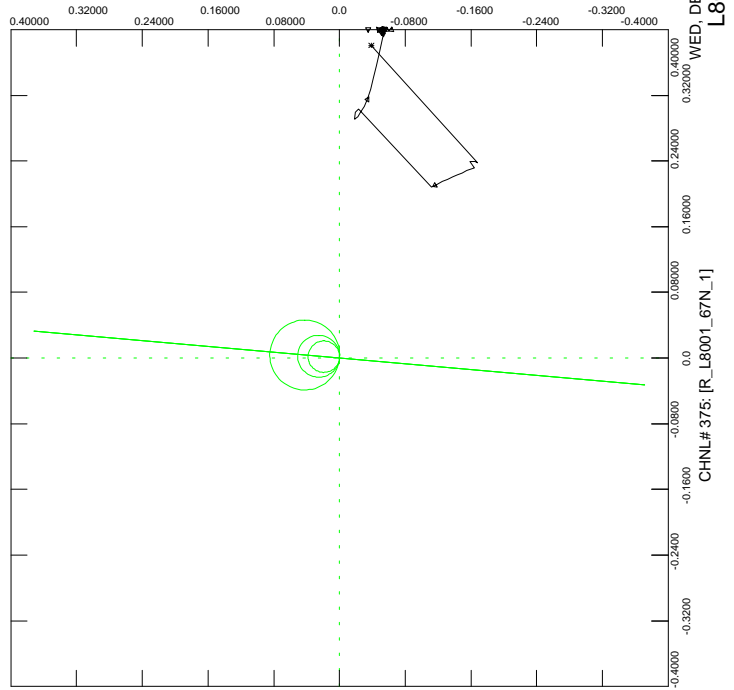
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7004_91N701_LL_D10.out

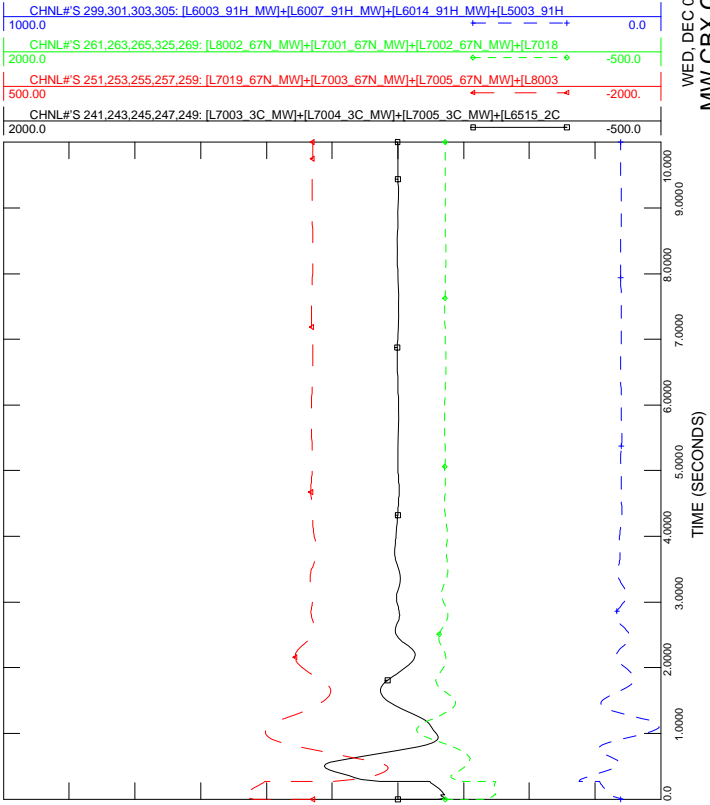
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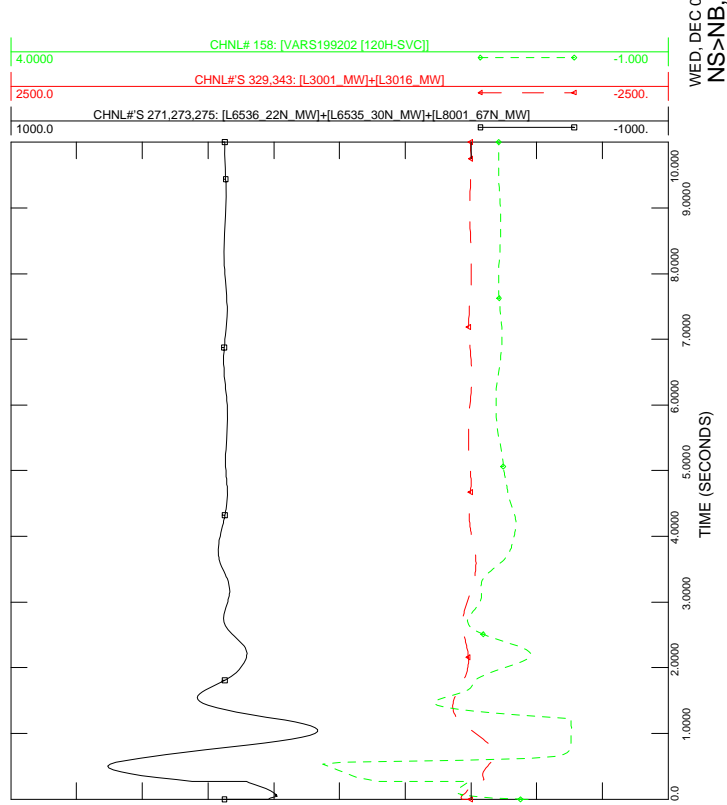
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7005_67N711_LL_D10.out



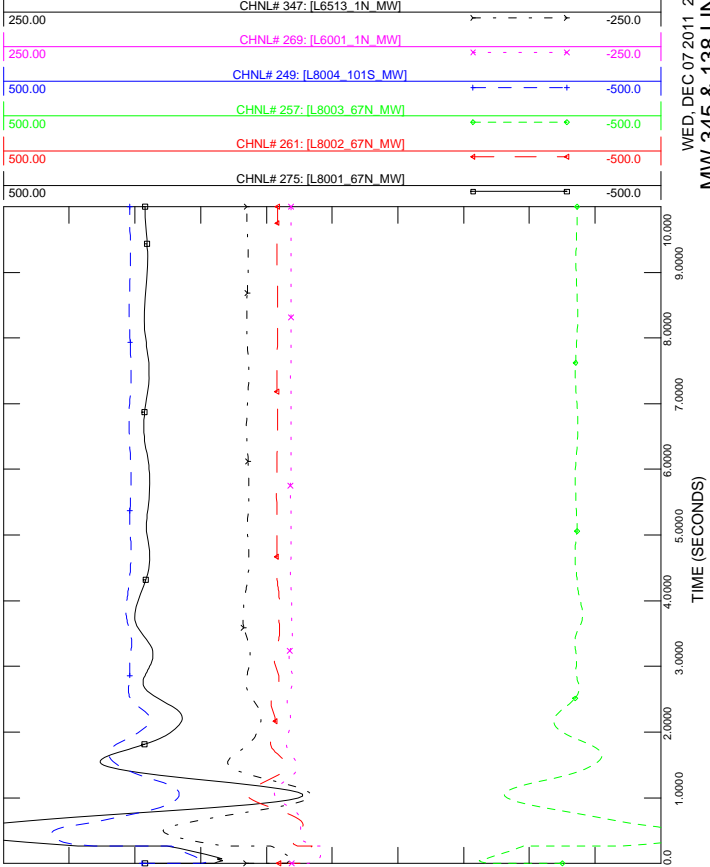
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7005_67N711_LL_D10.out



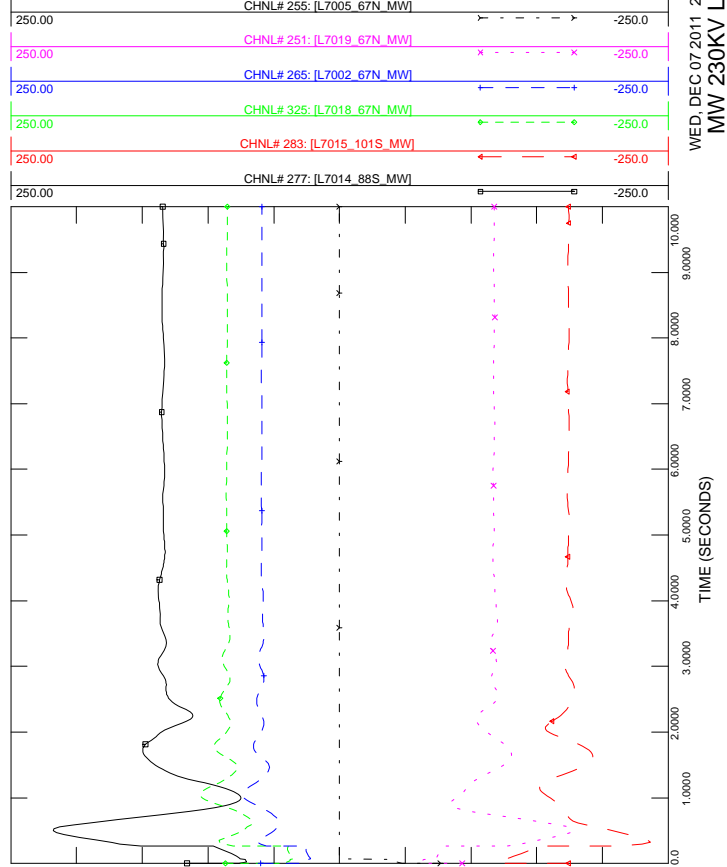
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

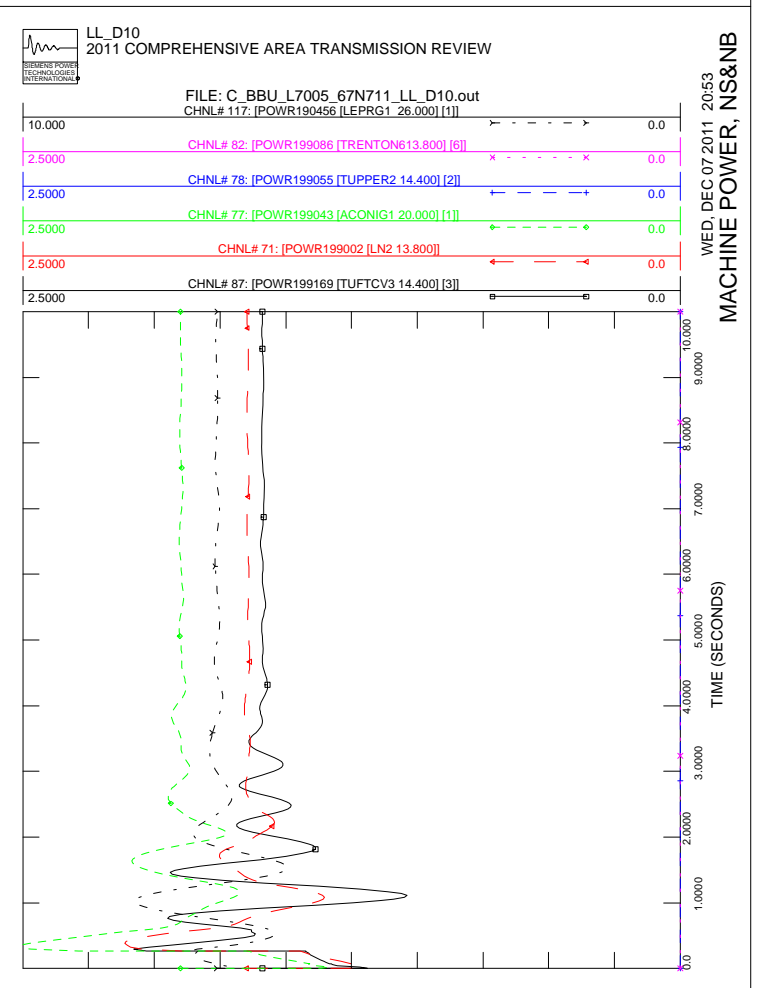
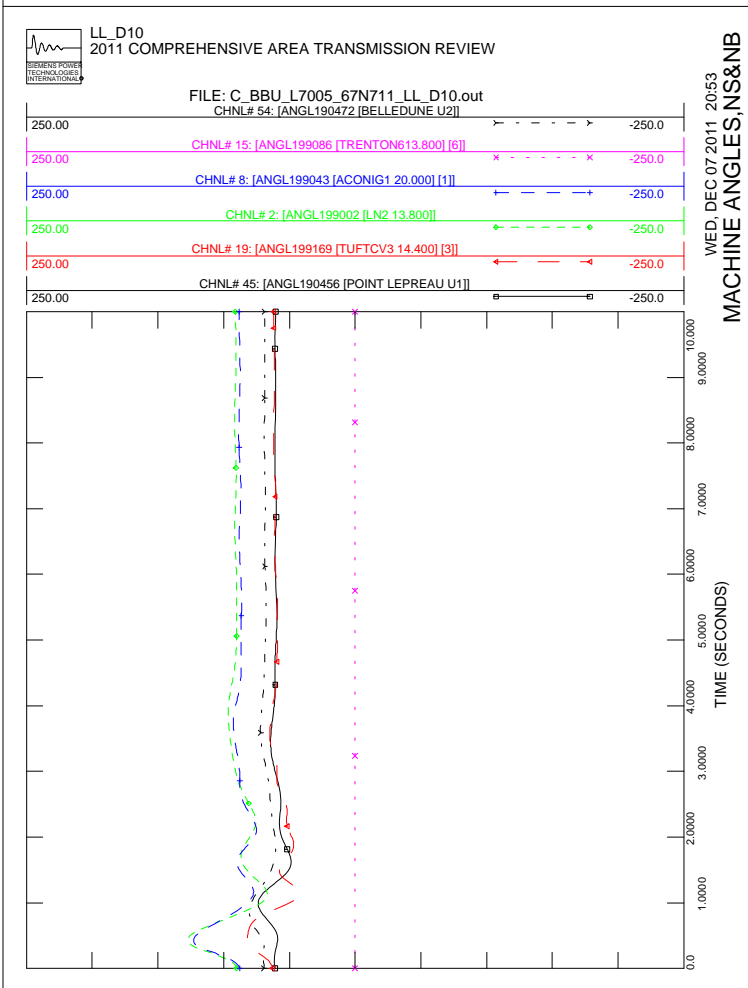
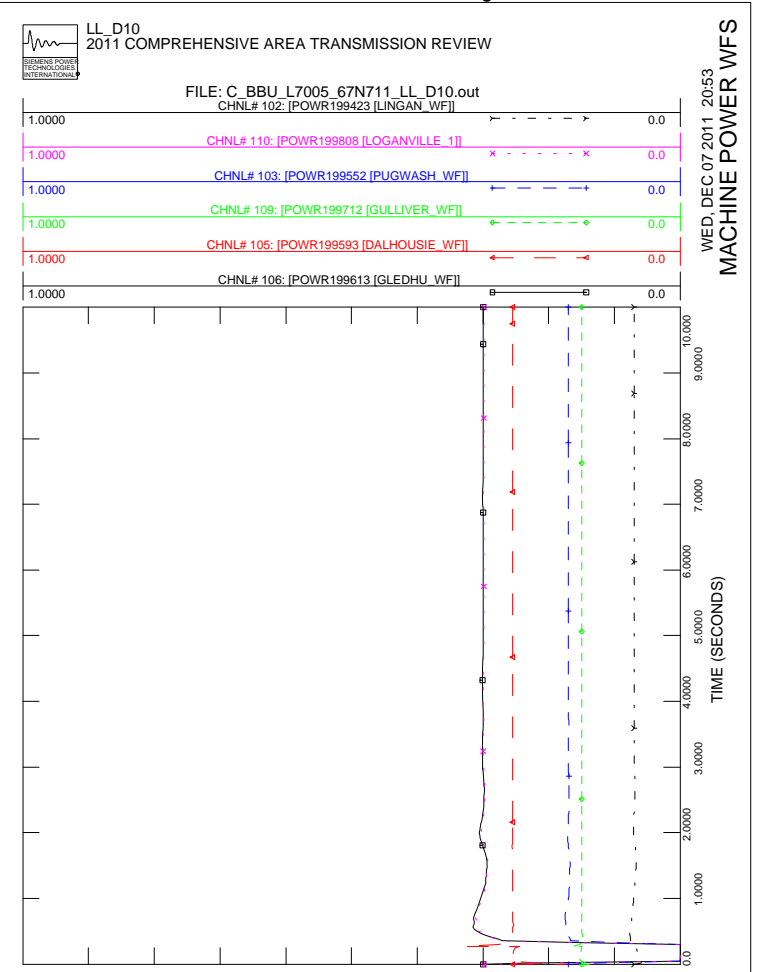
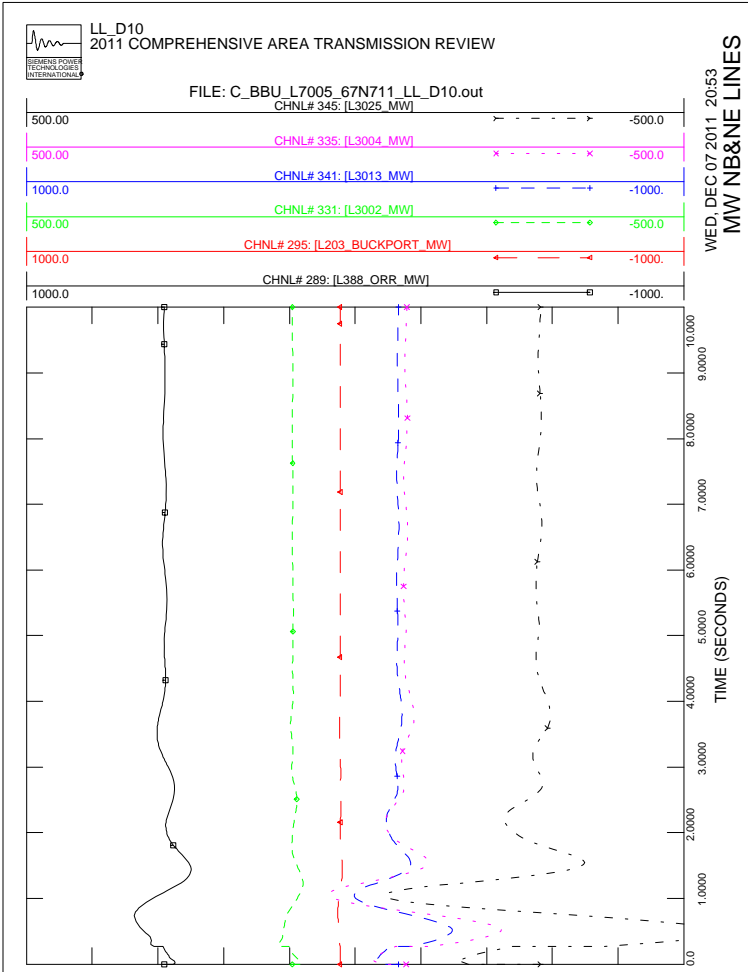
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

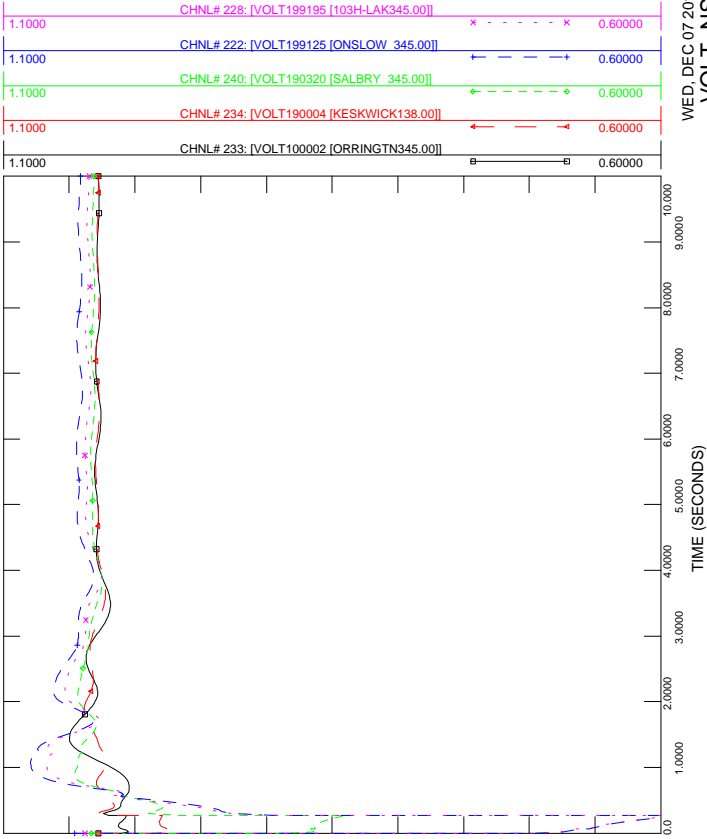
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

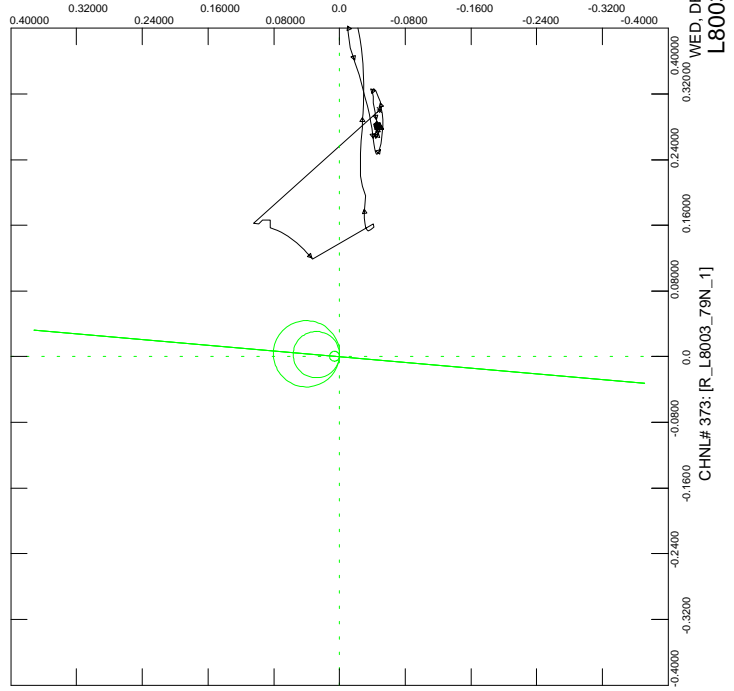
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

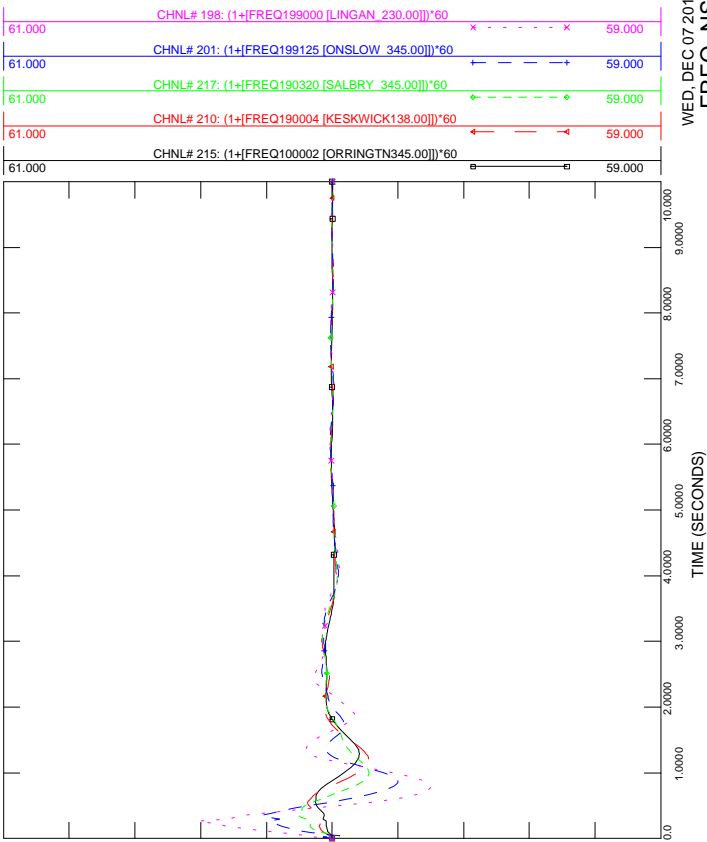
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RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

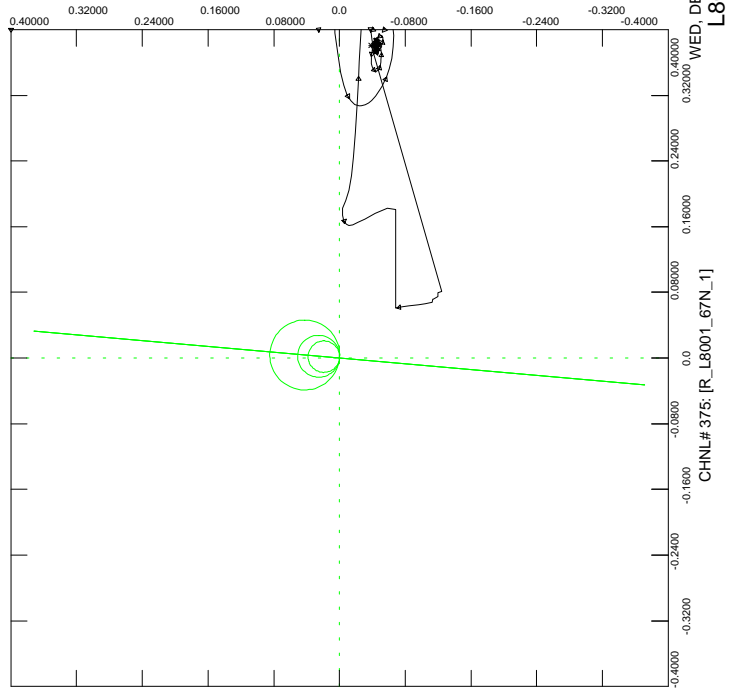
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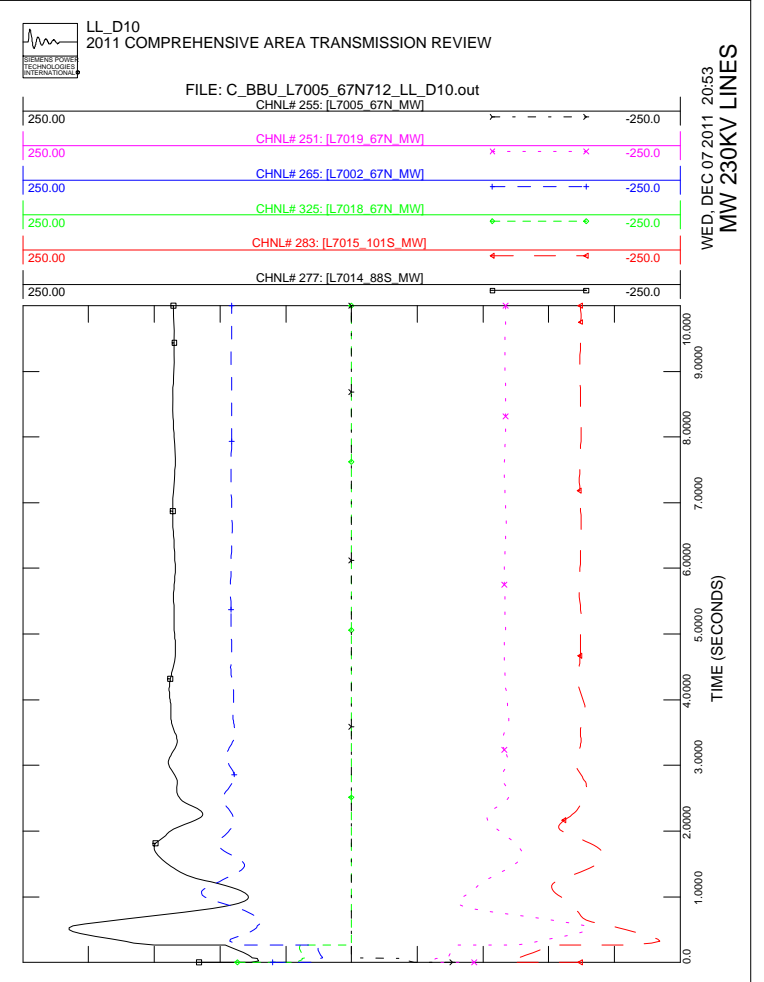
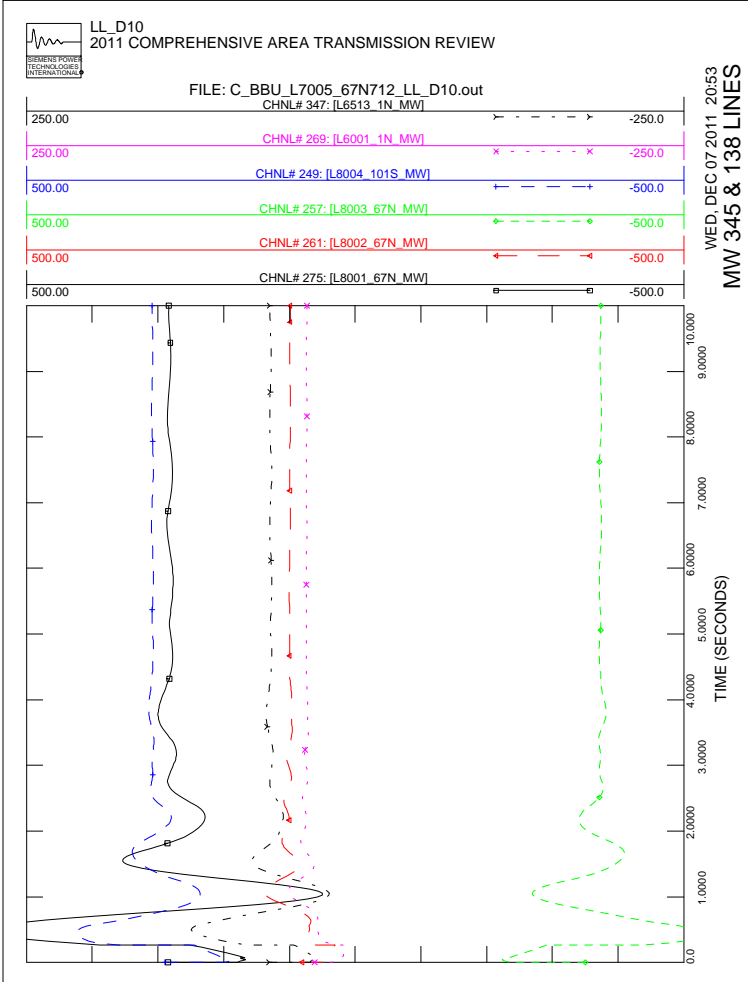
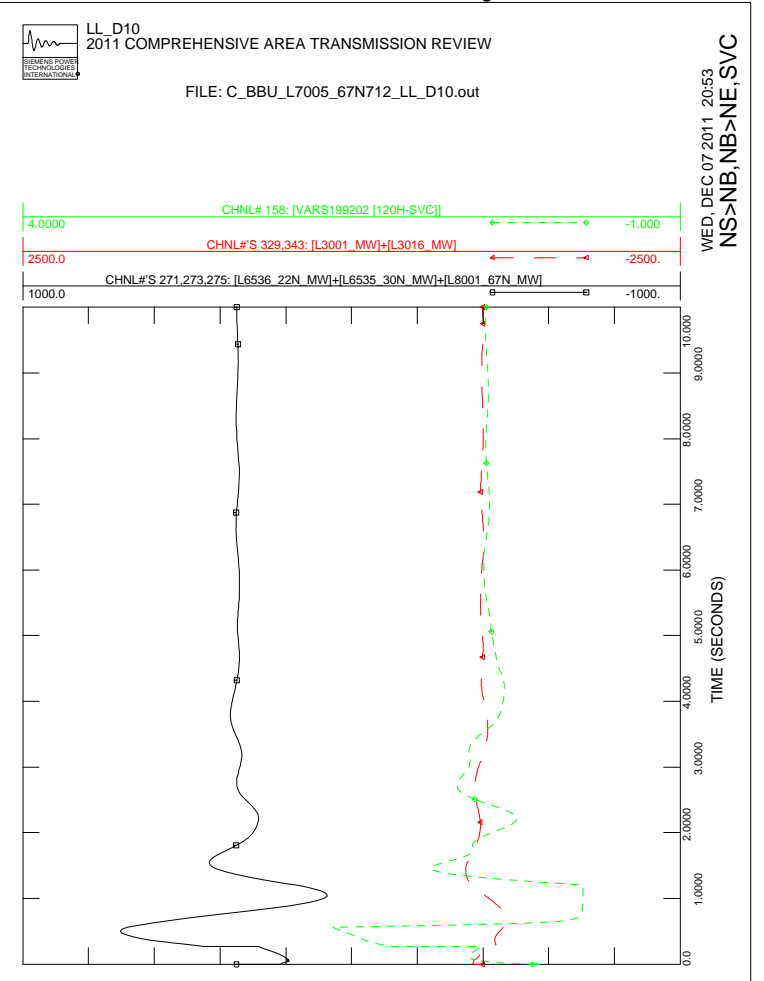
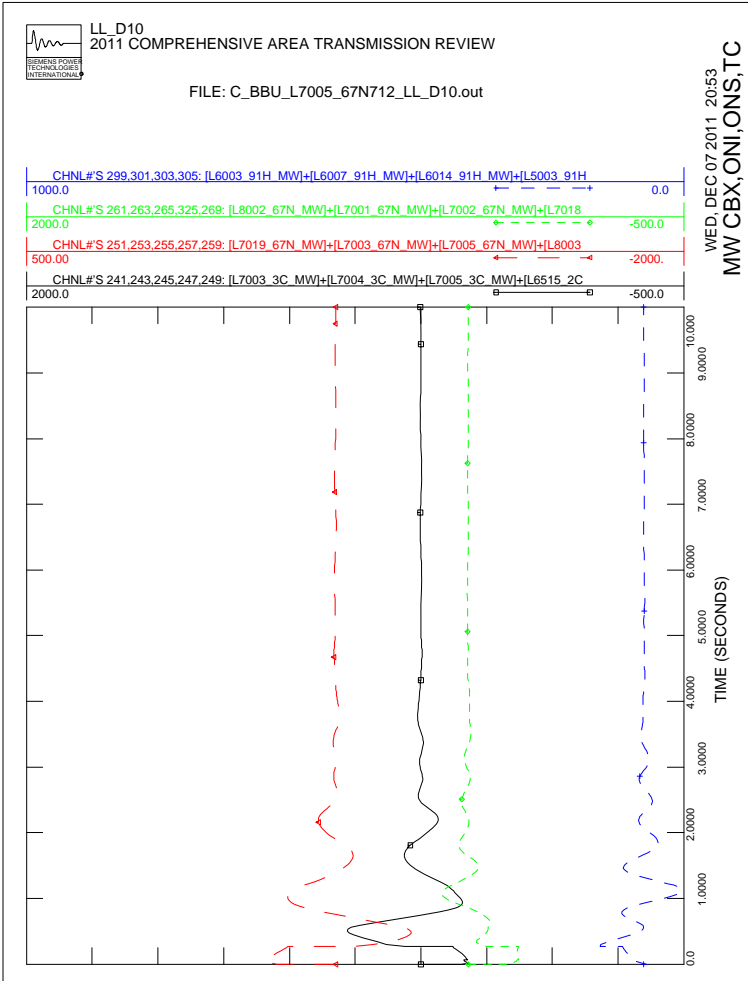


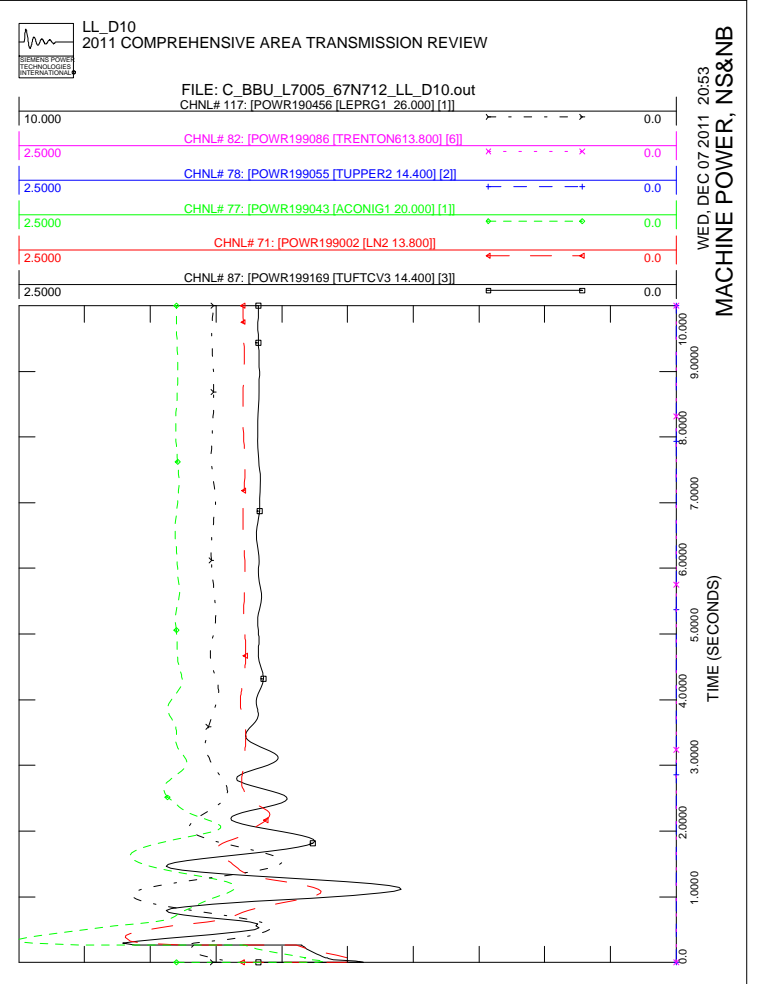
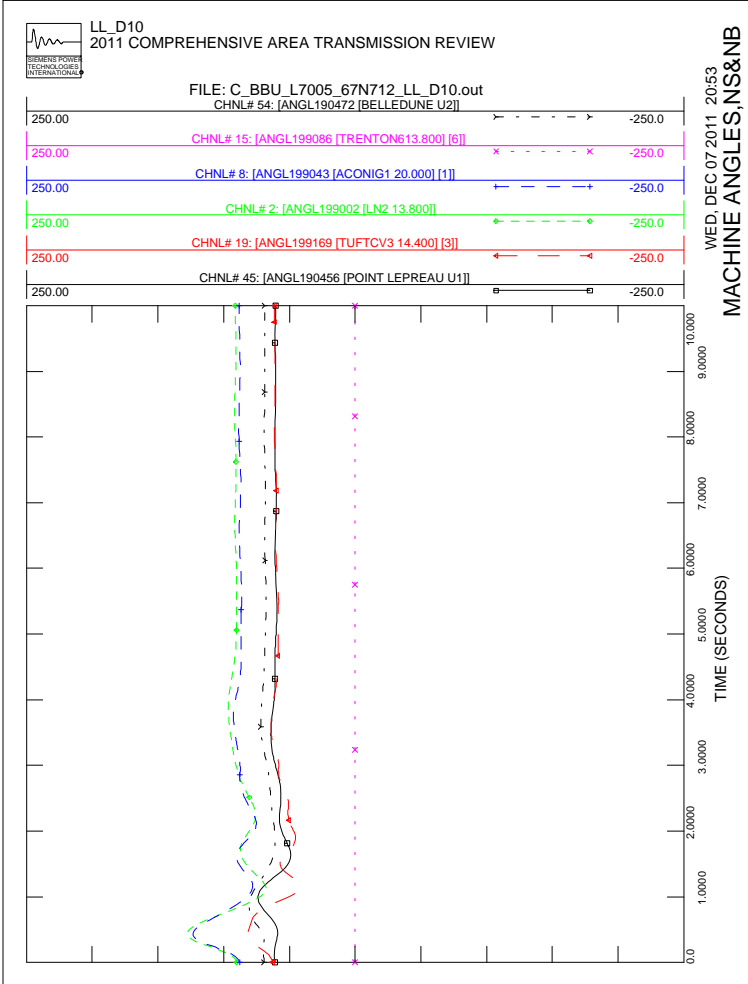
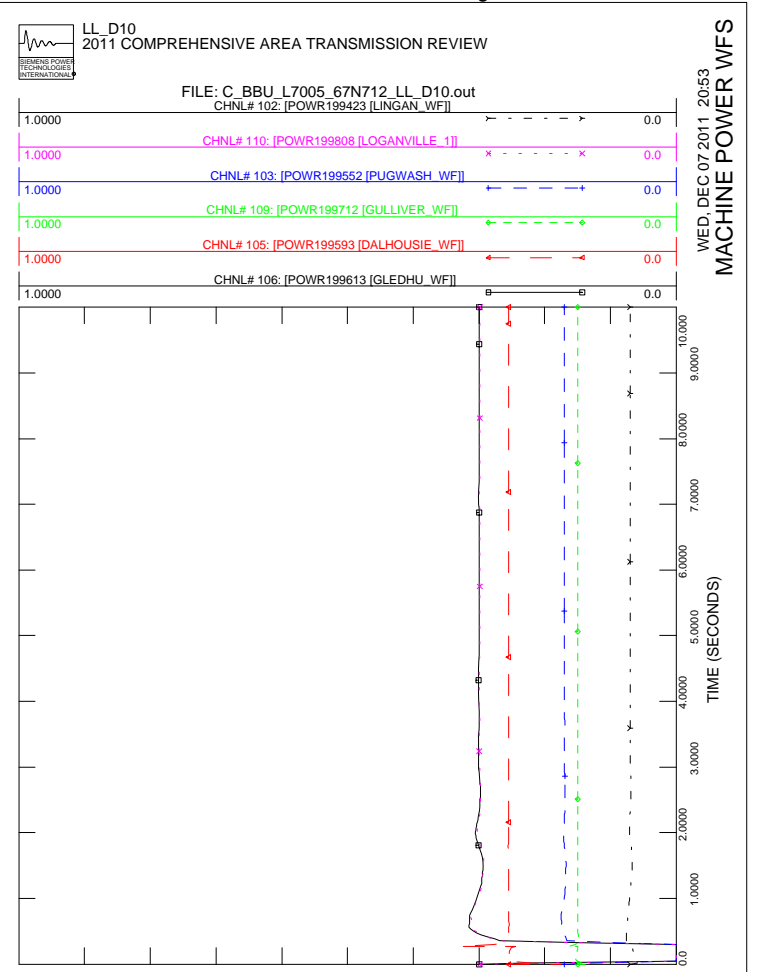
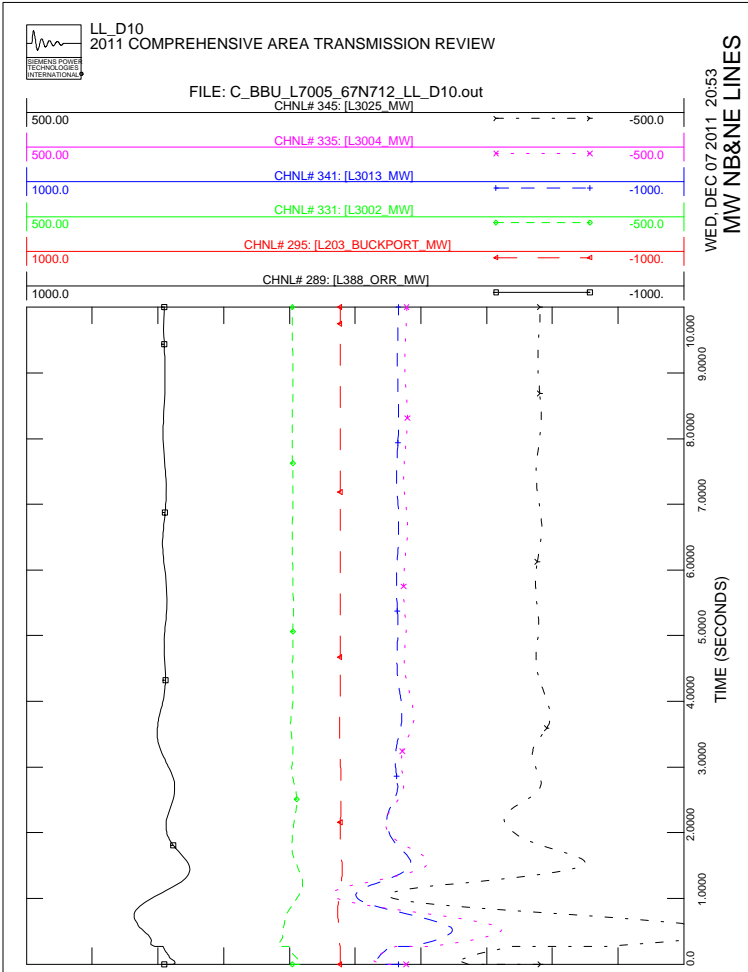
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7005_67N711_LL_D10.out

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CHNL# 376: [X_L8001_67N_1]

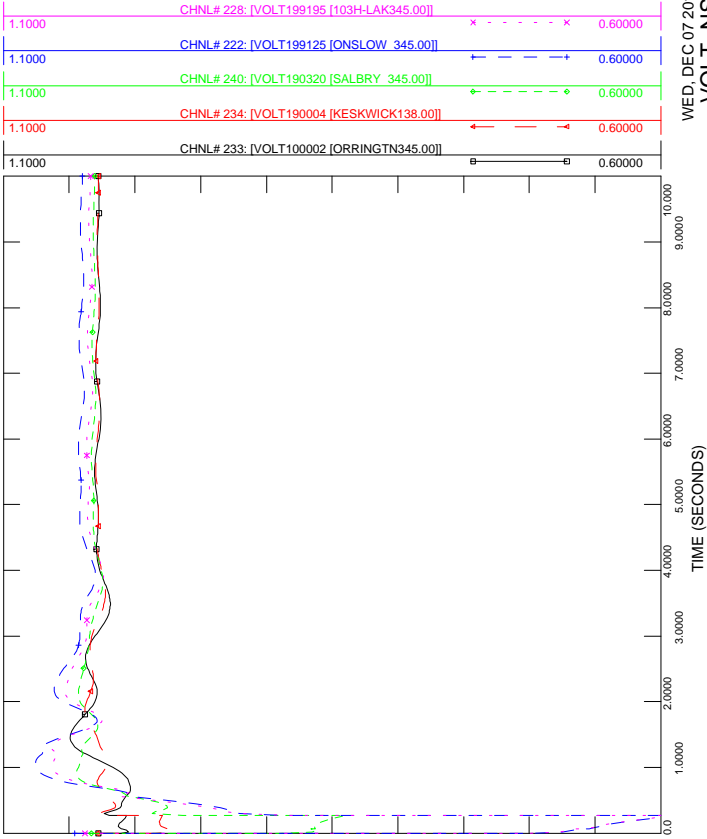






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

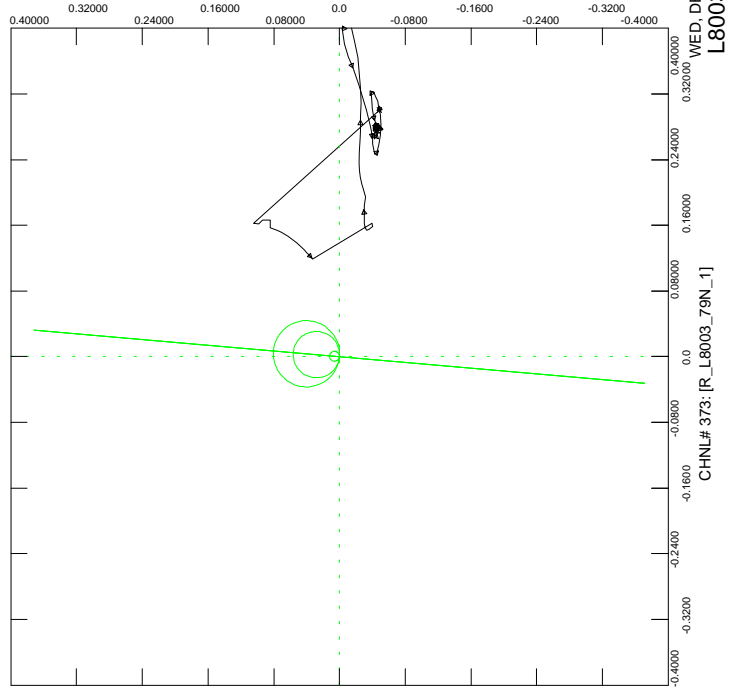
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

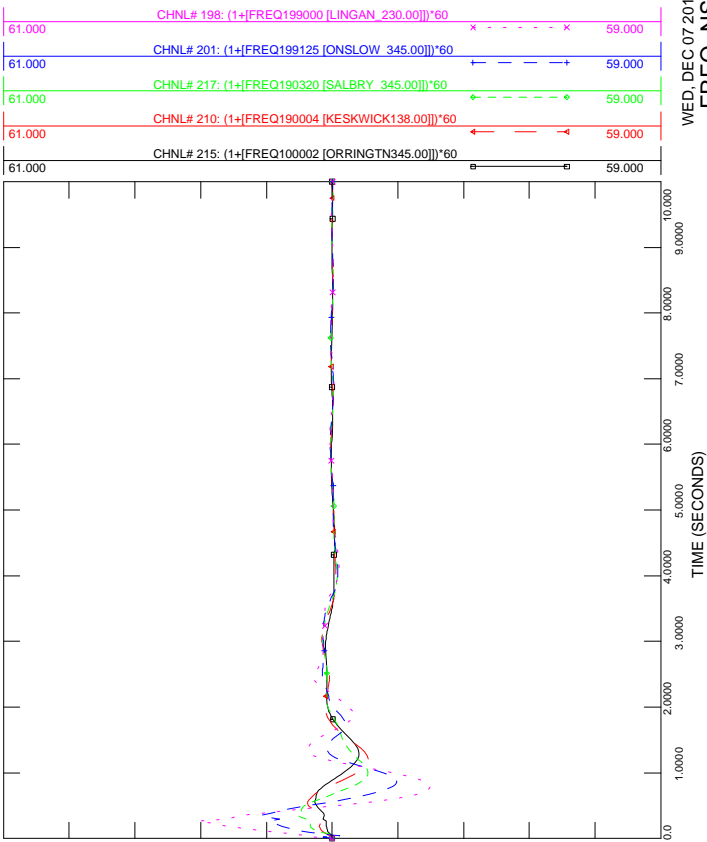
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

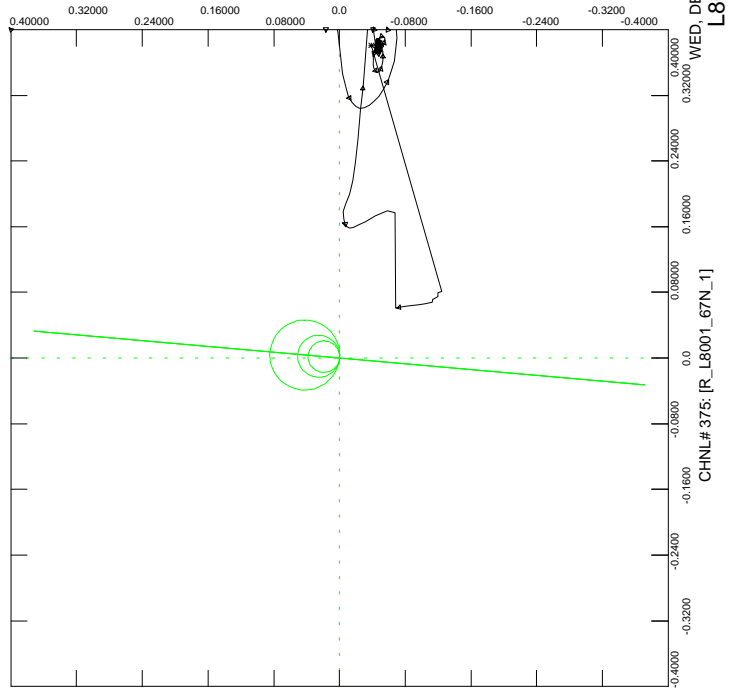
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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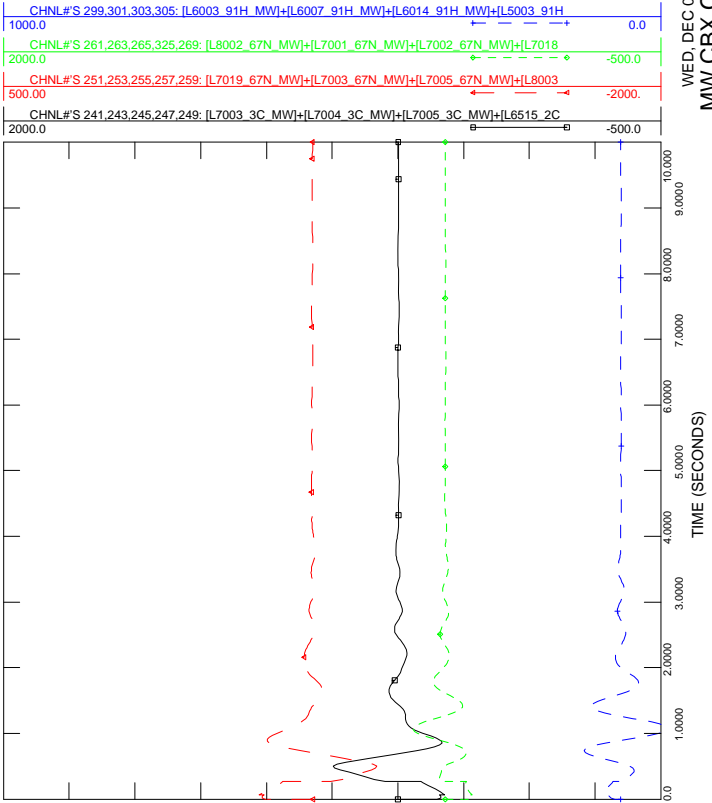
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CHNL# 376: [X_L8001_67N_1]





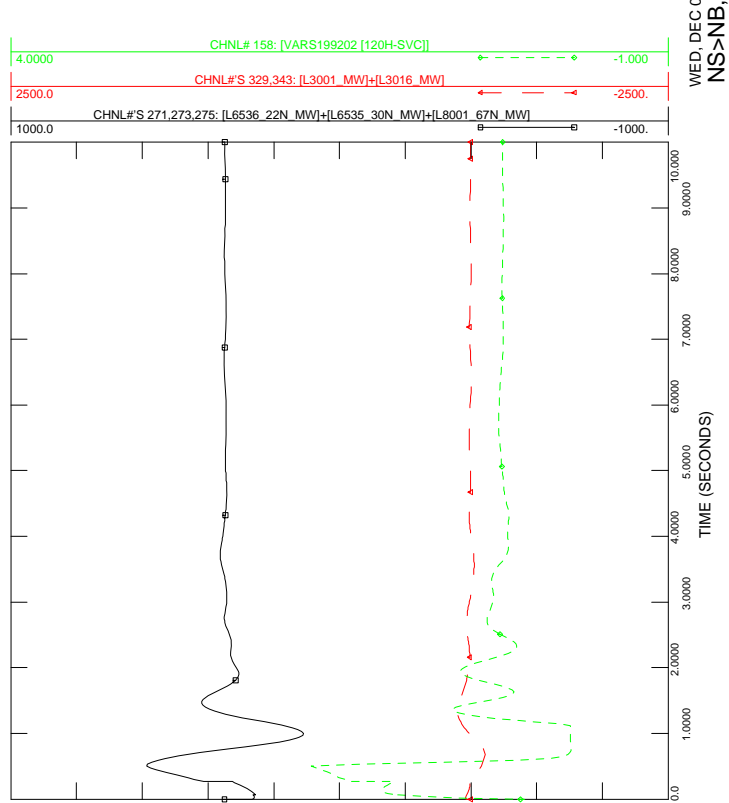
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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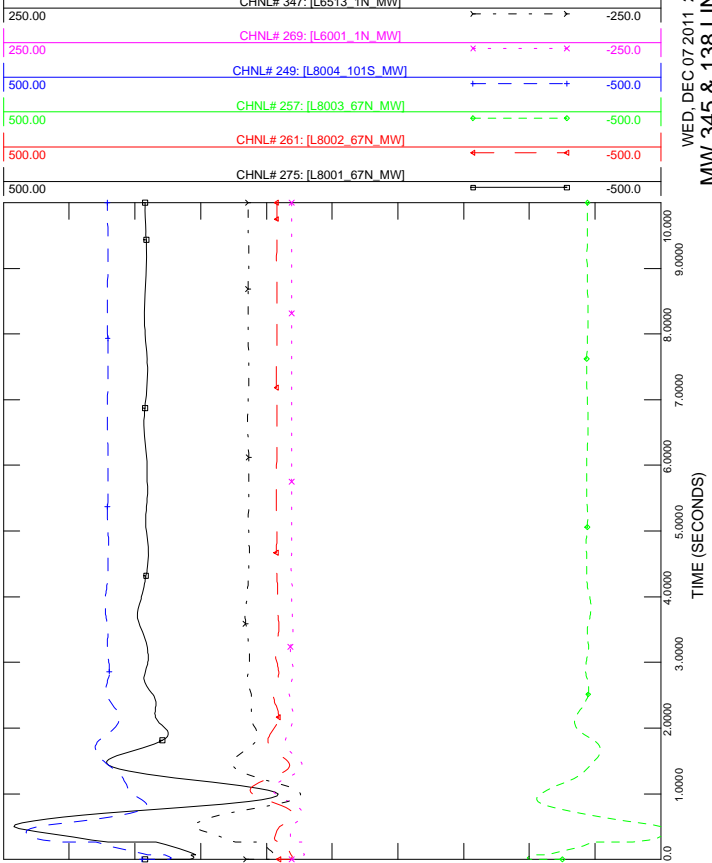
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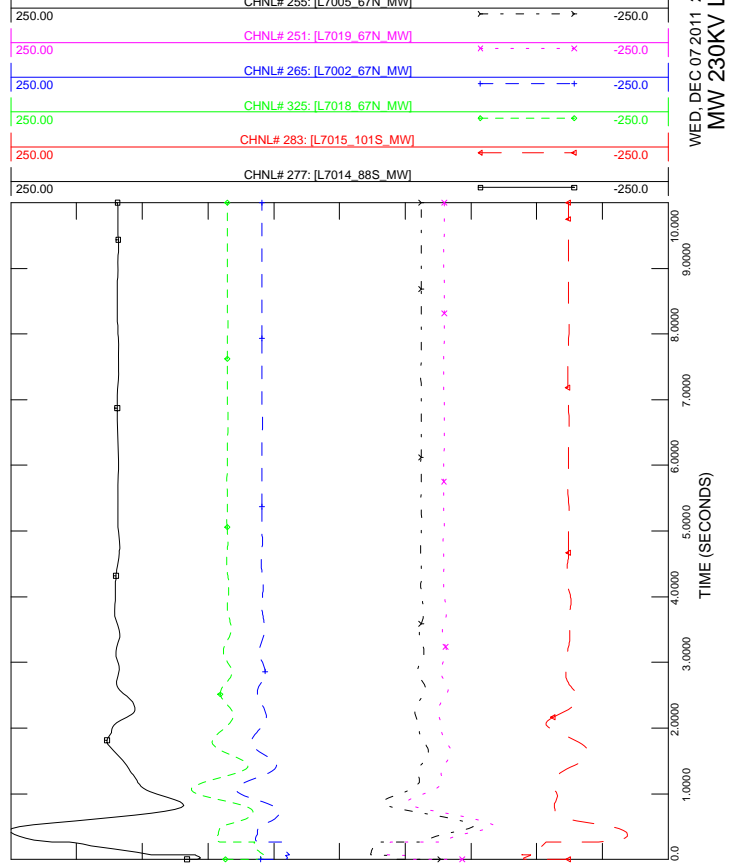
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

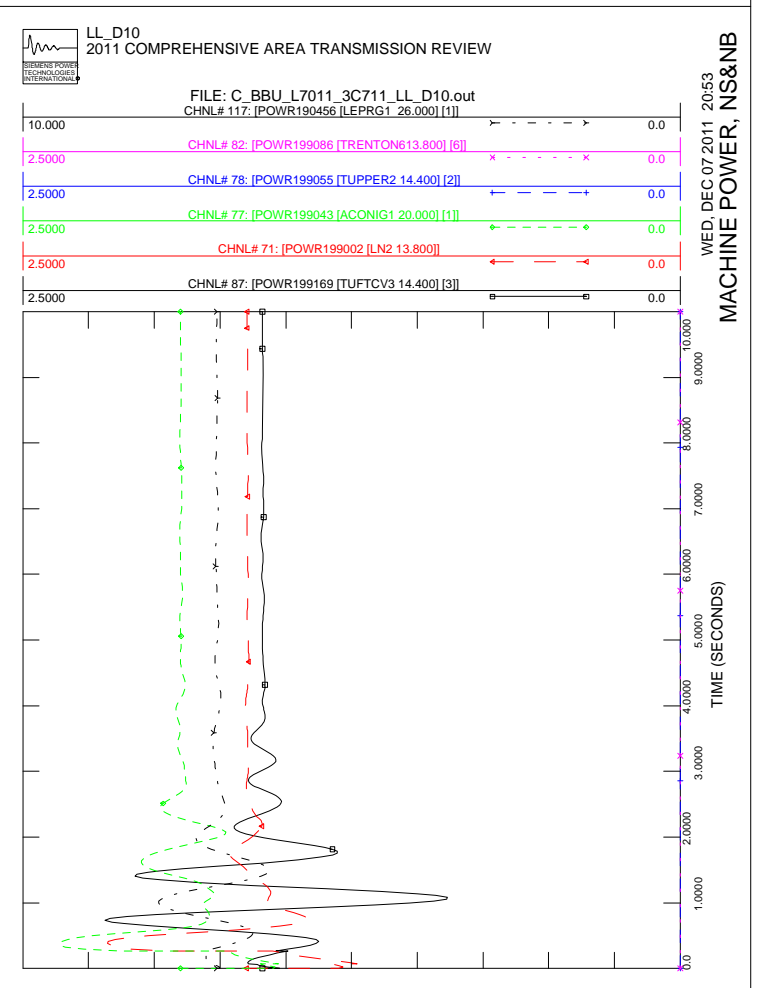
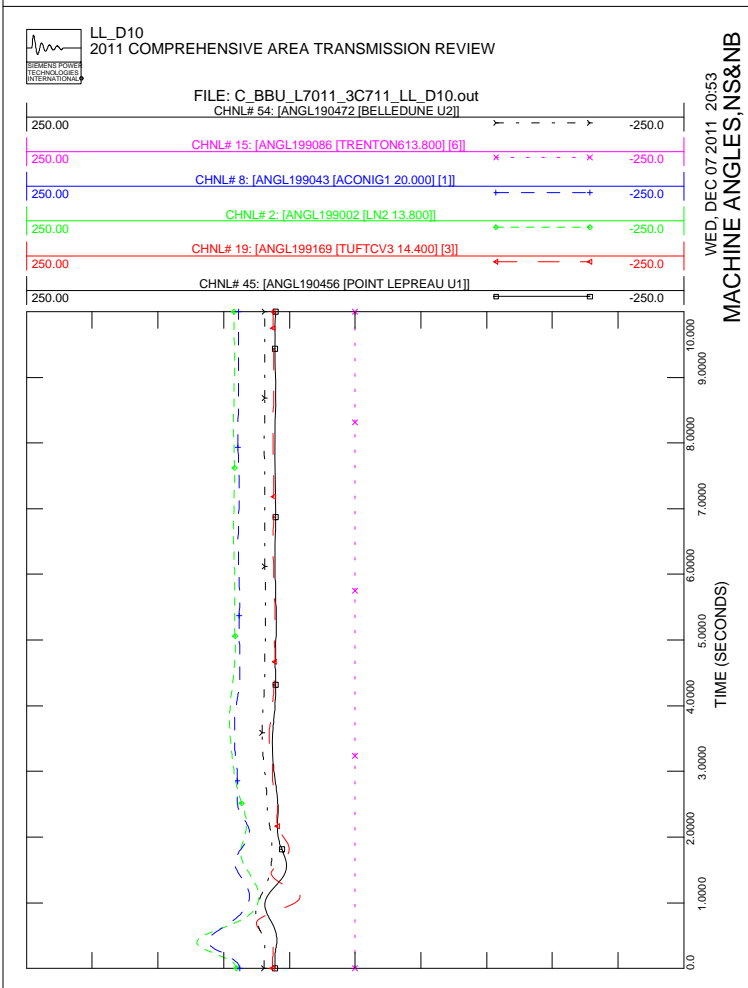
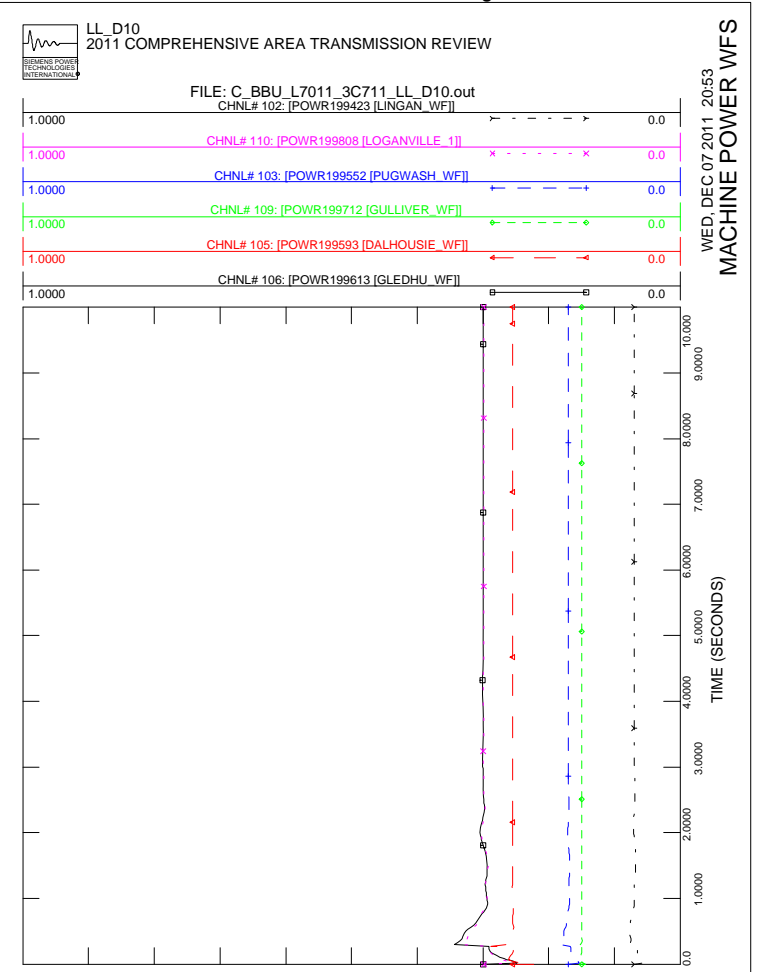
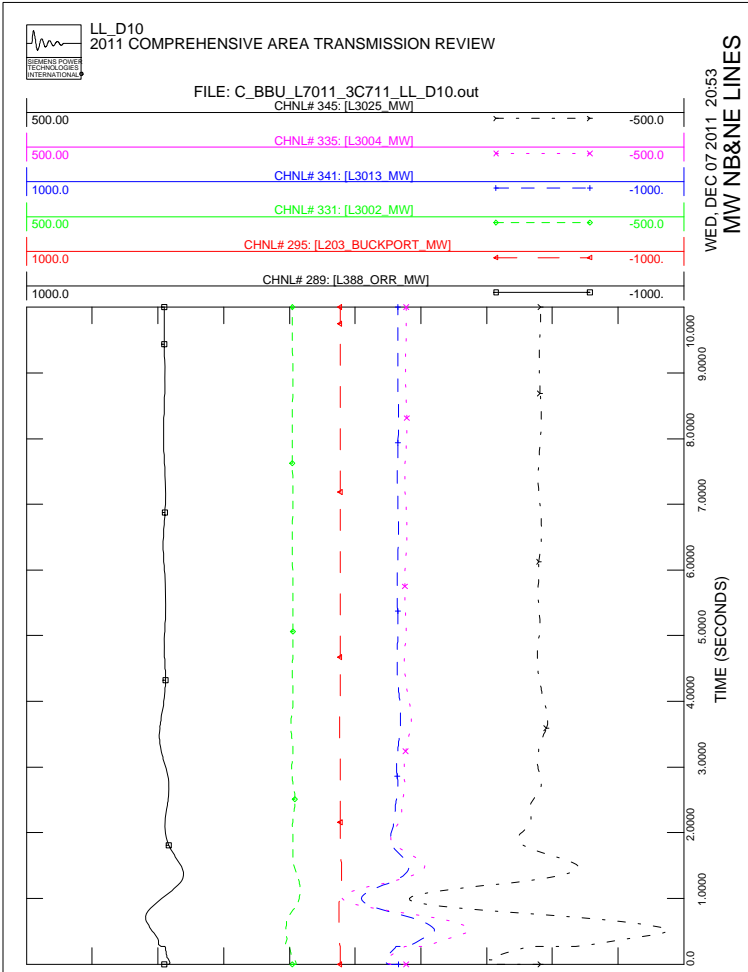
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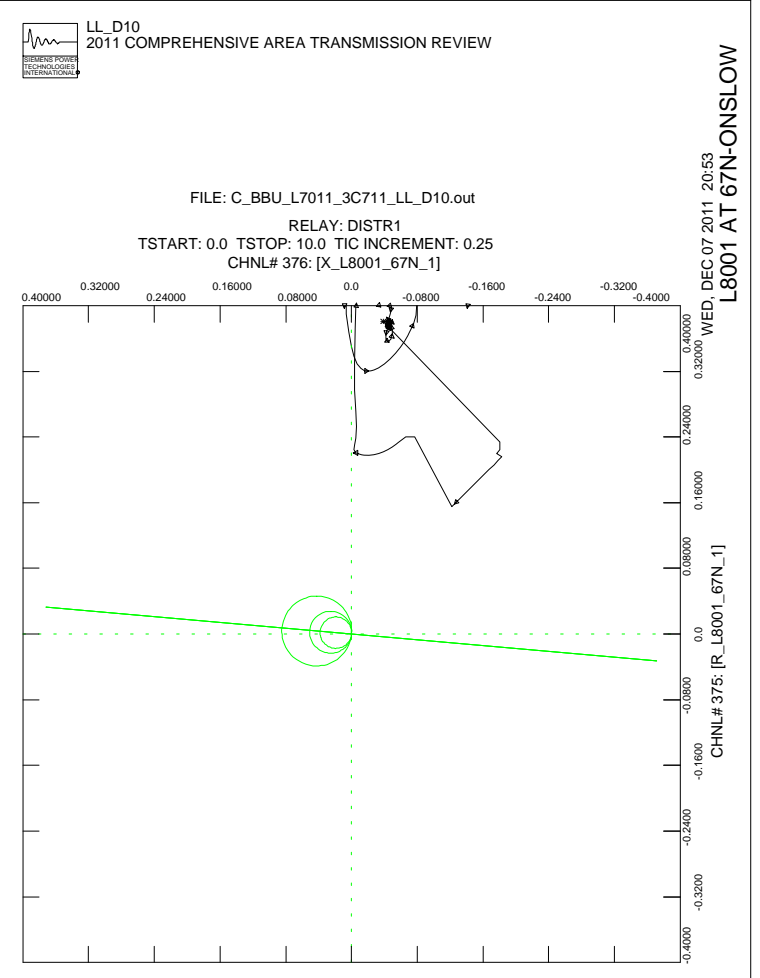
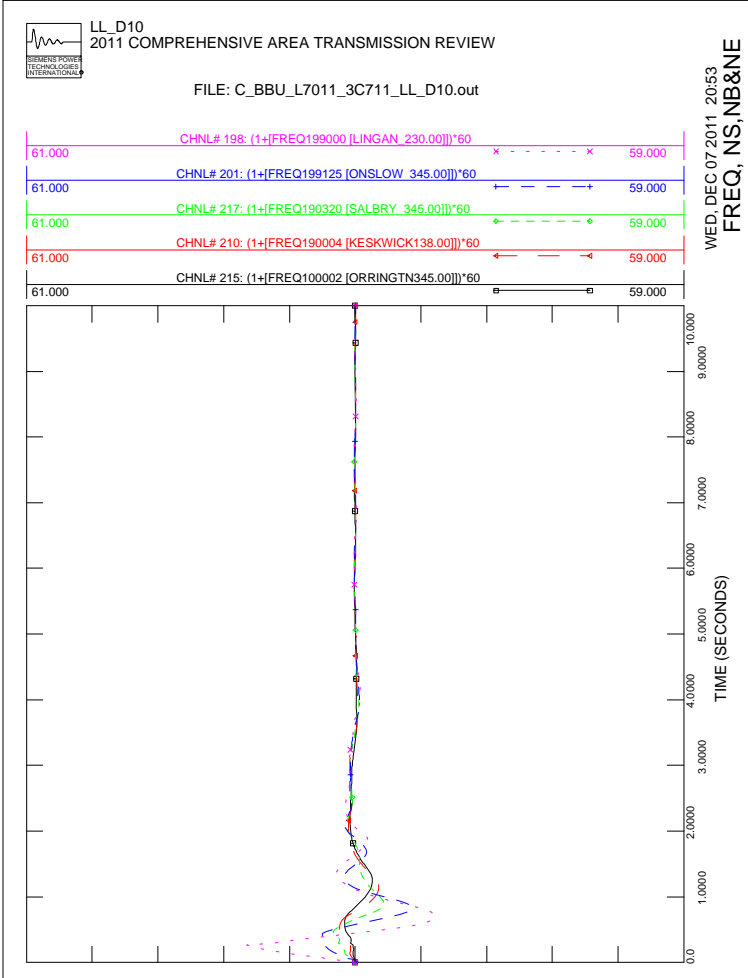
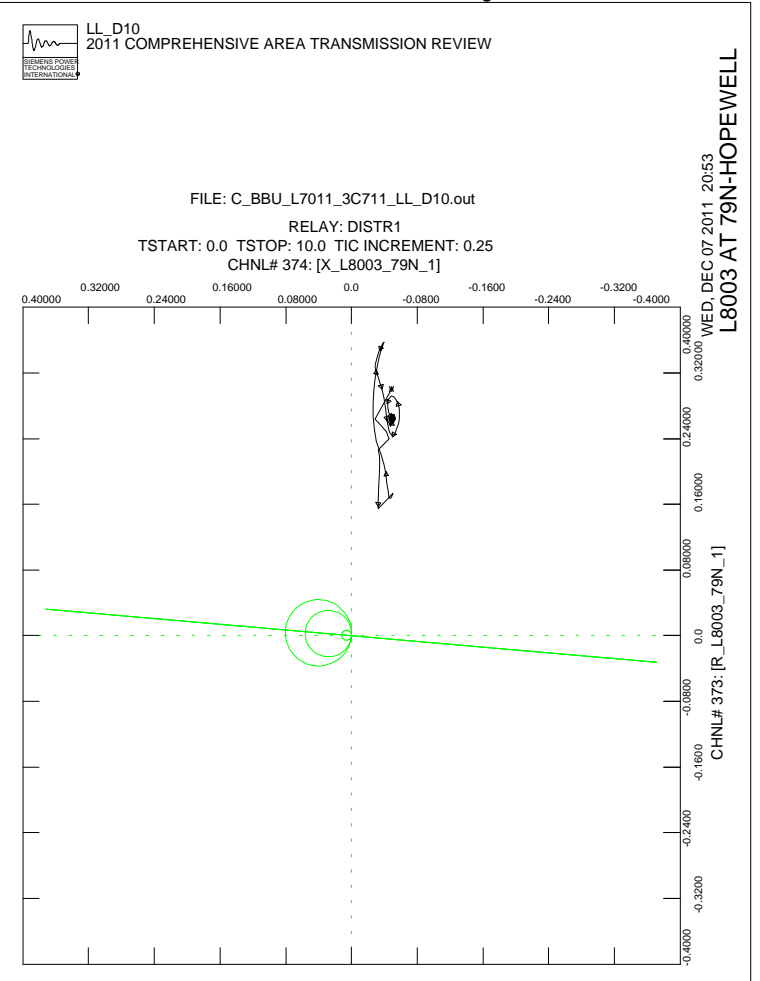
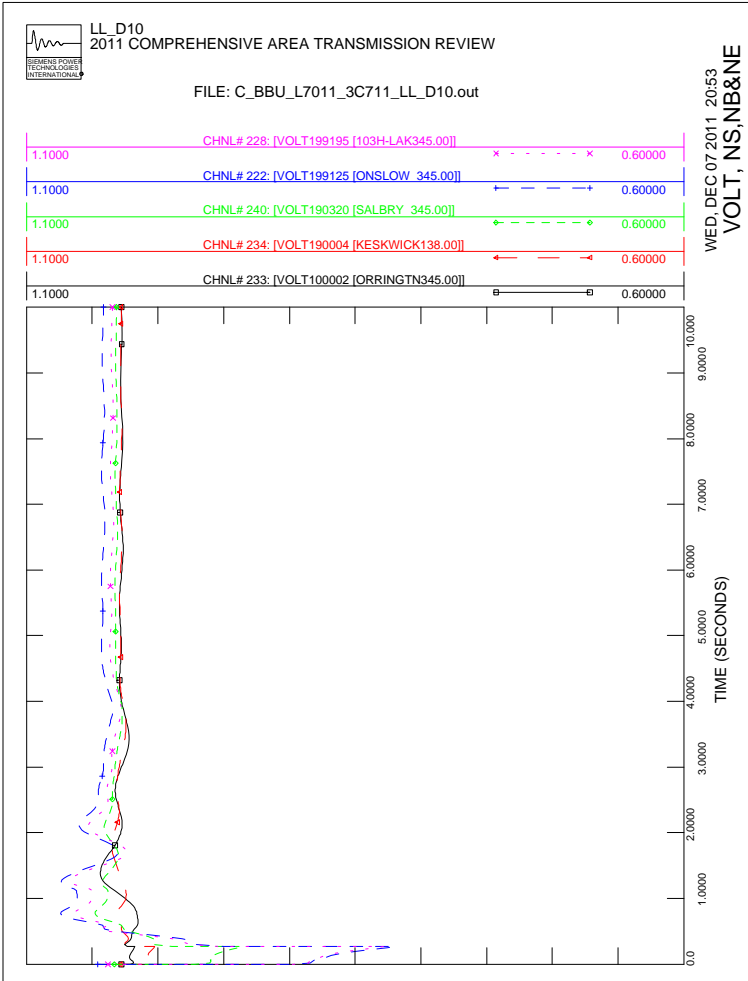


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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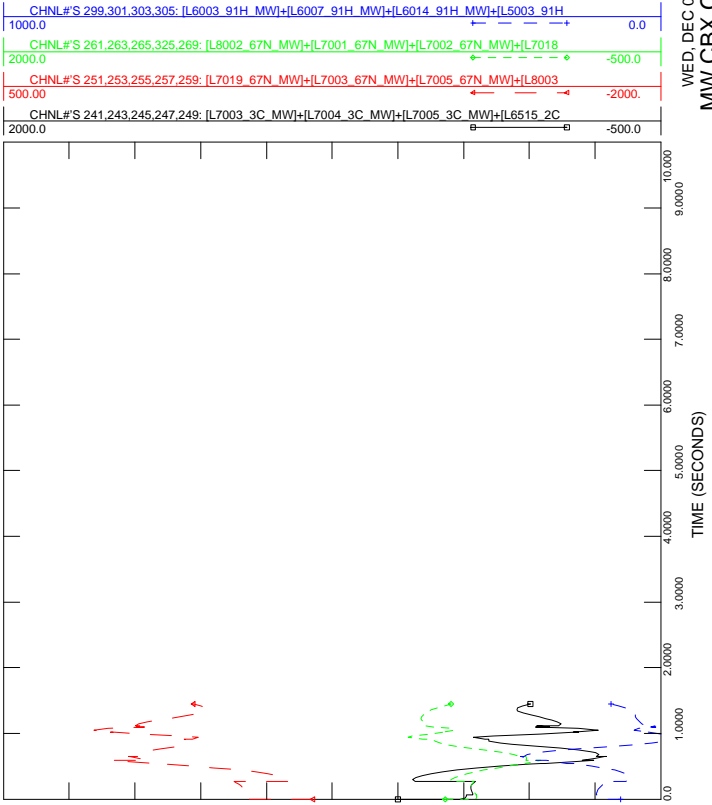






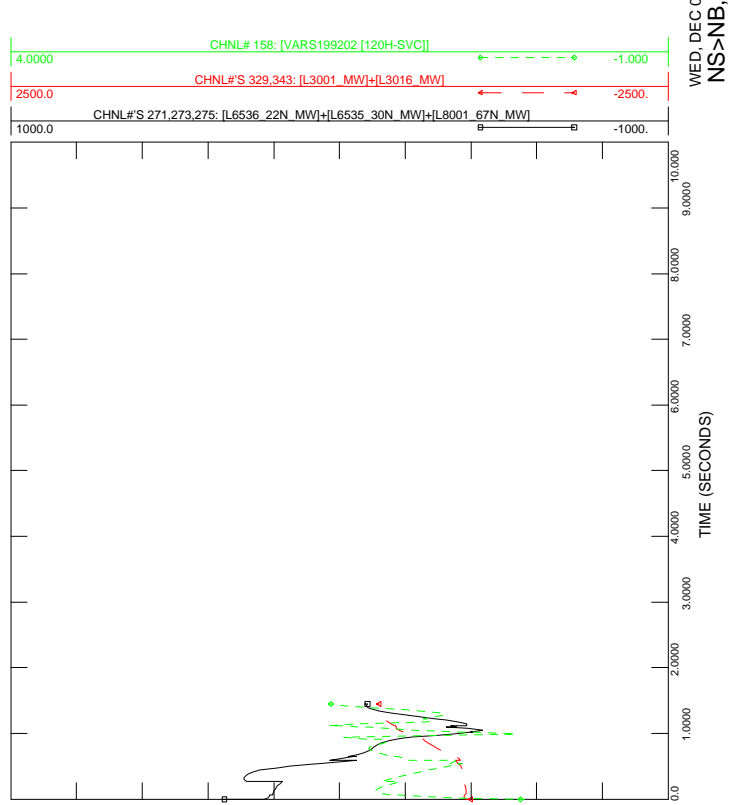
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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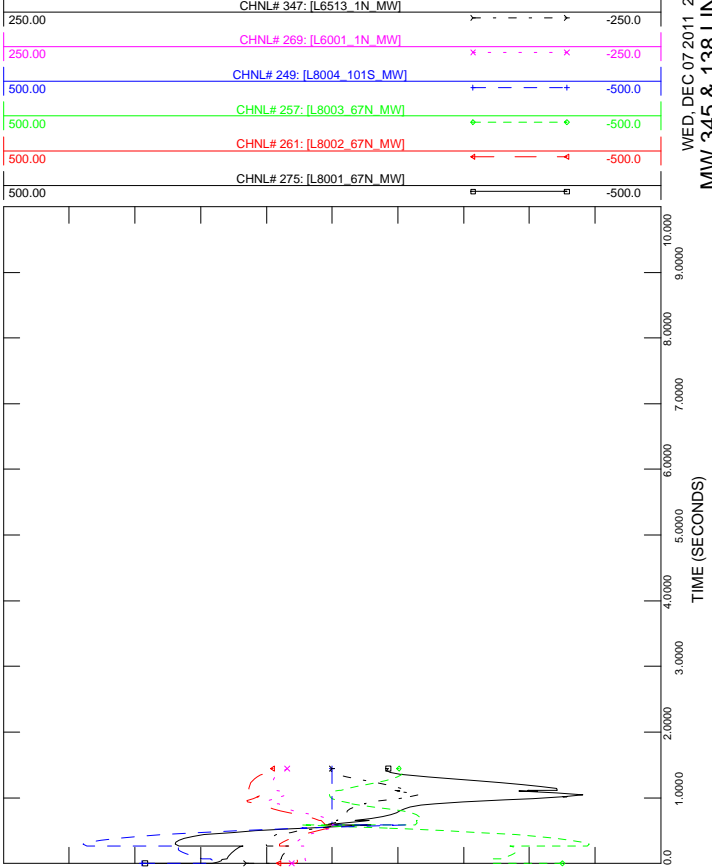
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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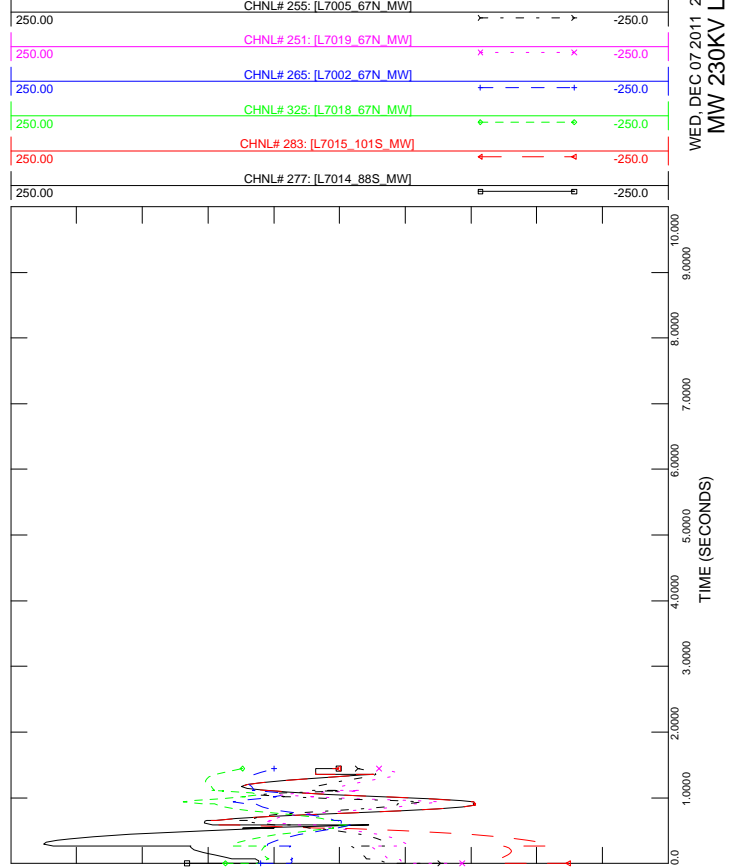
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

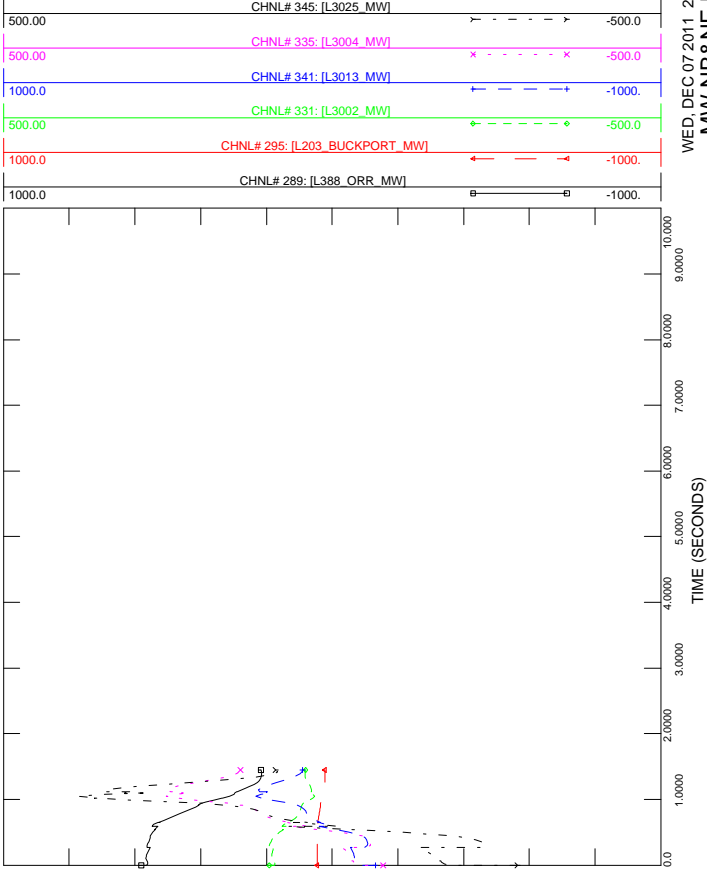
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D10.out
CHNL# 345: [L3025 MW]

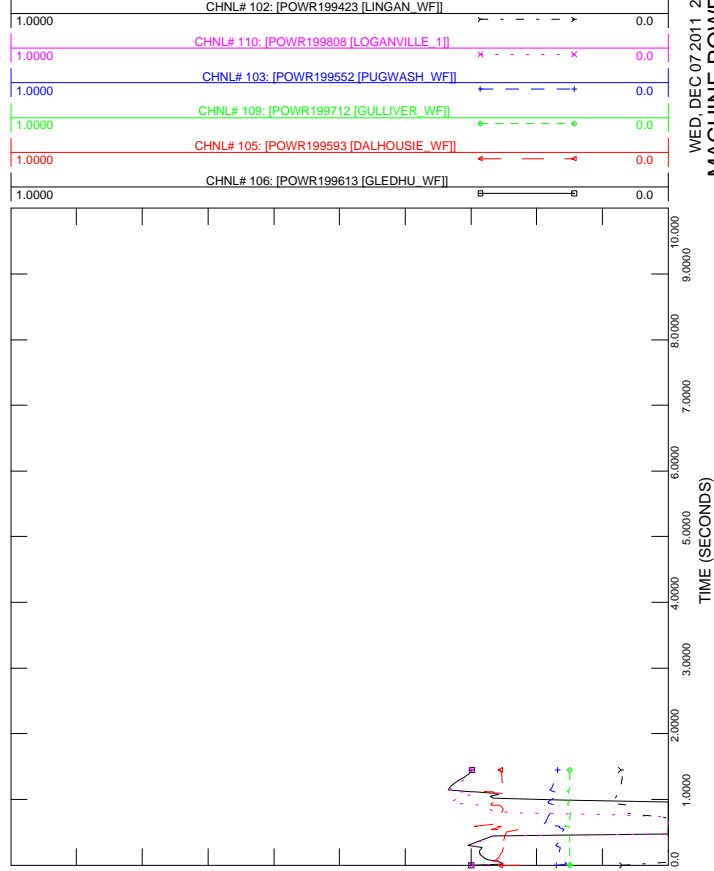


WED, DEC 07 2011 20:53
MW NB&NE LINES



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D10.out
CHNL# 102: [POWR199423 [LINGAN_WF]]

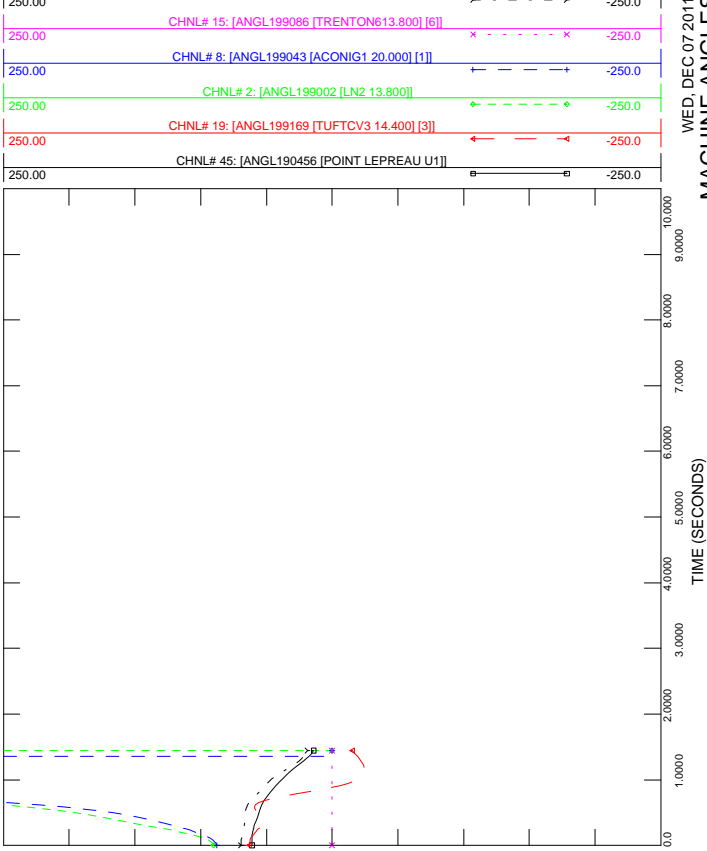


WED, DEC 07 2011 20:53
MACHINE POWER WFS



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D10.out
CHNL# 54: [ANGL190472 [BELLEDUNE U2]]

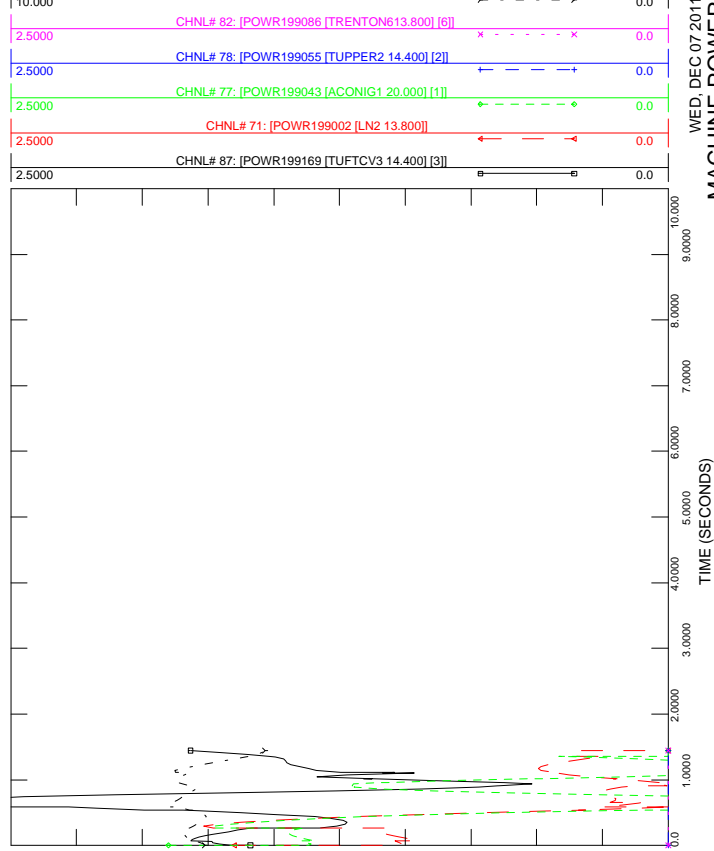


WED, DEC 07 2011 20:53
MACHINE ANGLES, NS&NB



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D10.out
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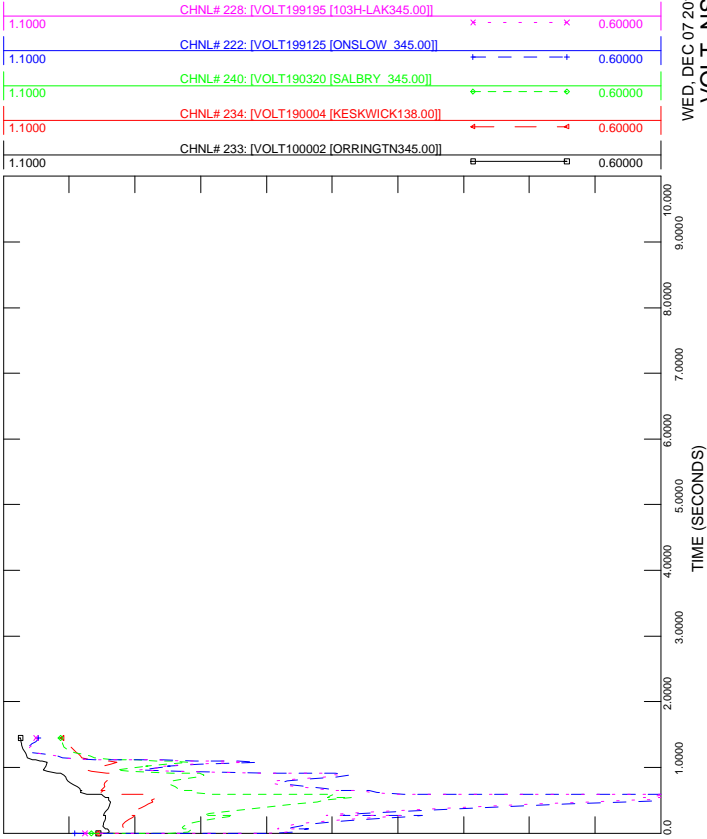


WED, DEC 07 2011 20:53
MACHINE POWER, NS&NB



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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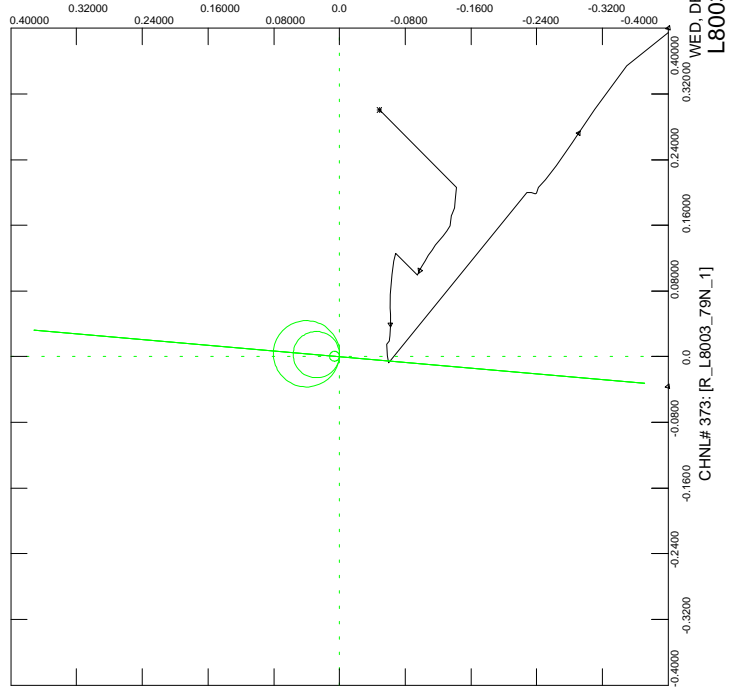
WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D10.out

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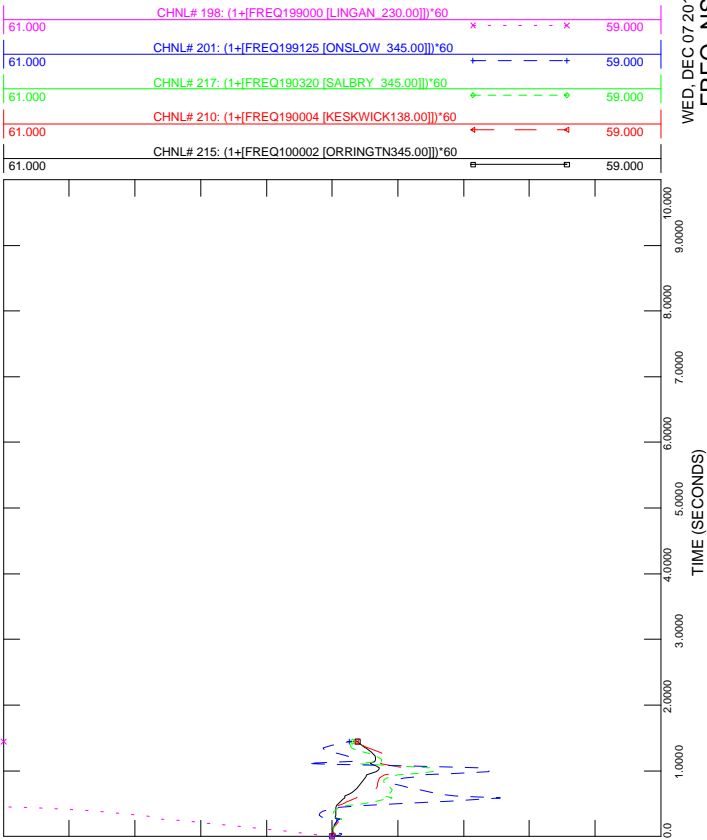


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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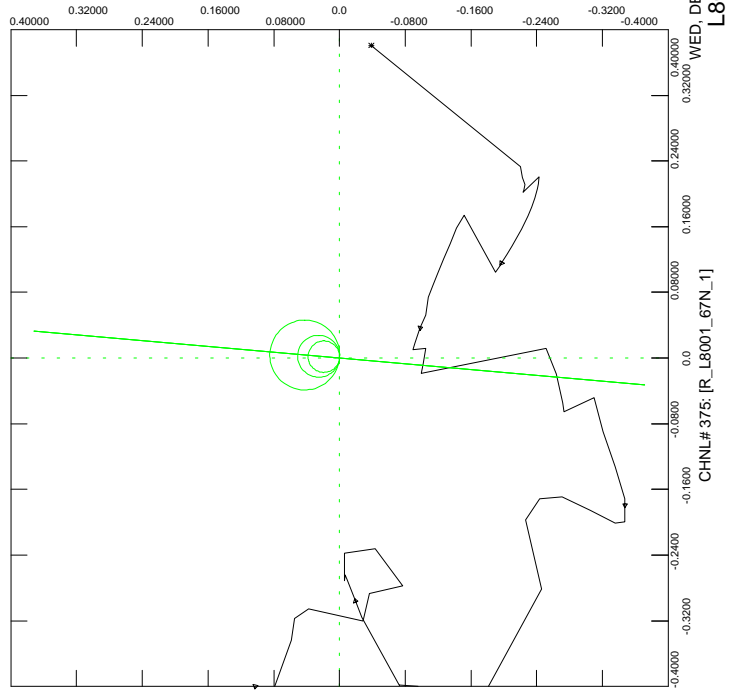
WED, DEC 07 2011 20:53
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7011_88S713_LL_D10.out

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CHNL# 376: [X_L8001_67N_1]

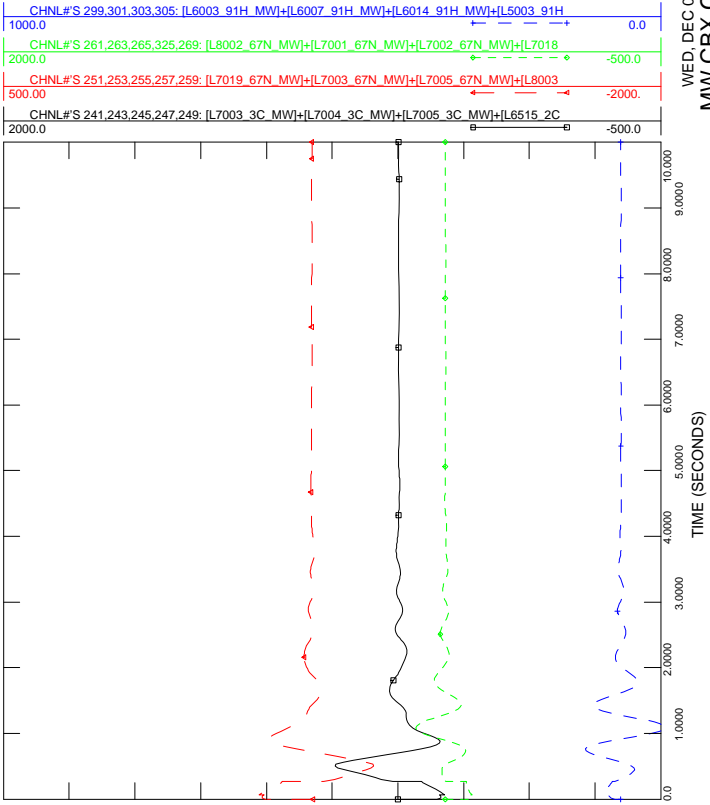


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLOW



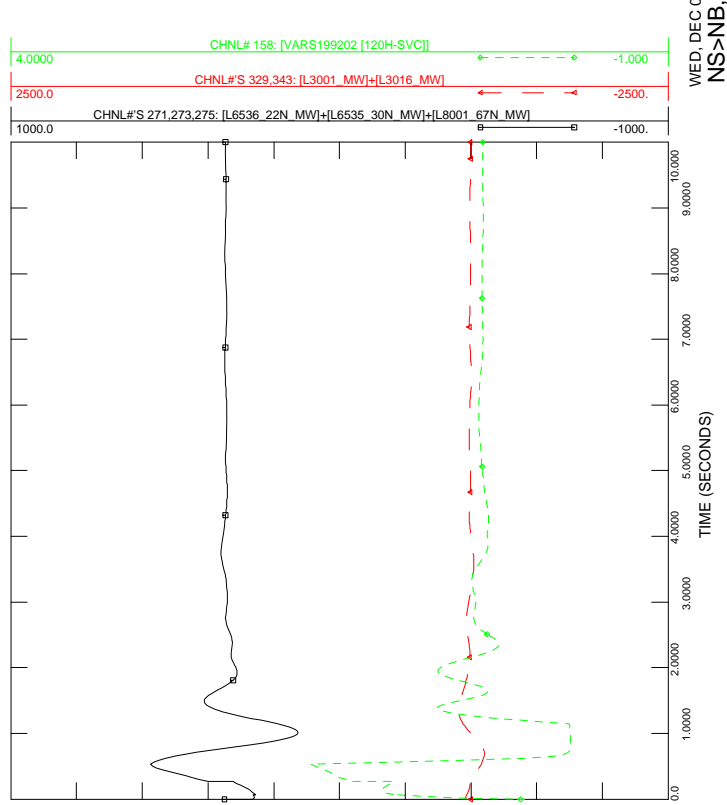
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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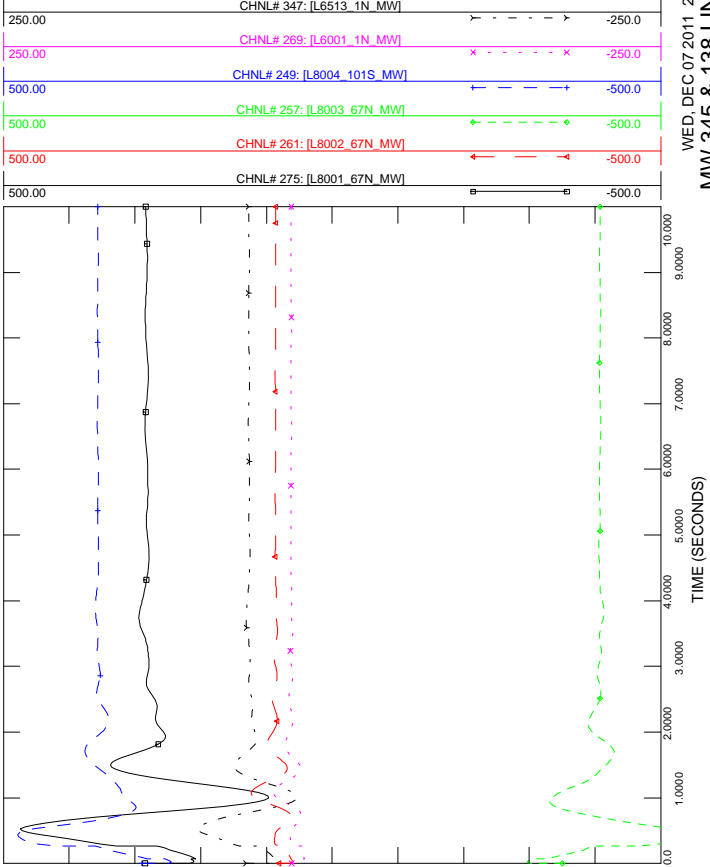
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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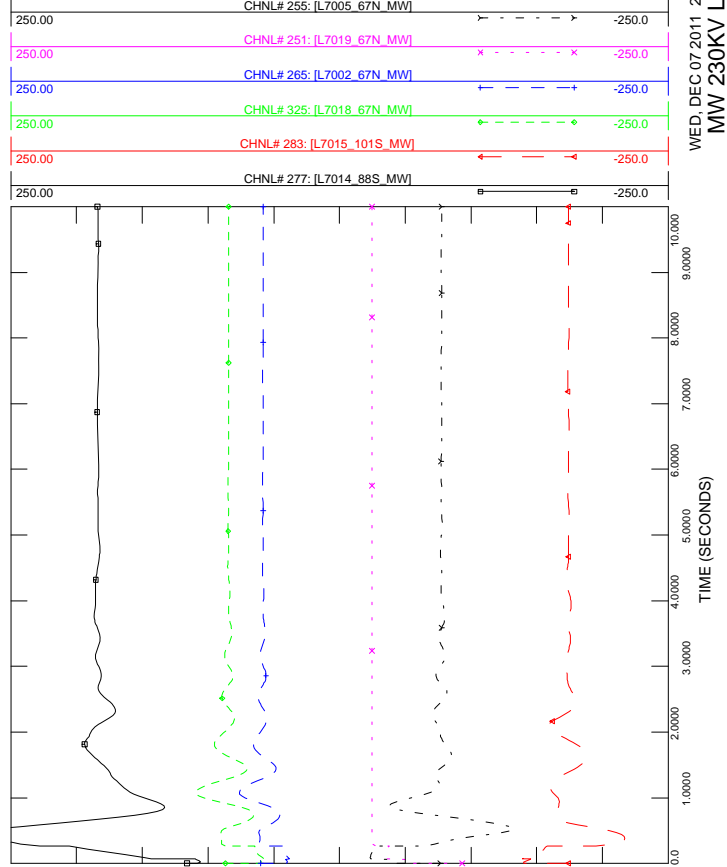
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

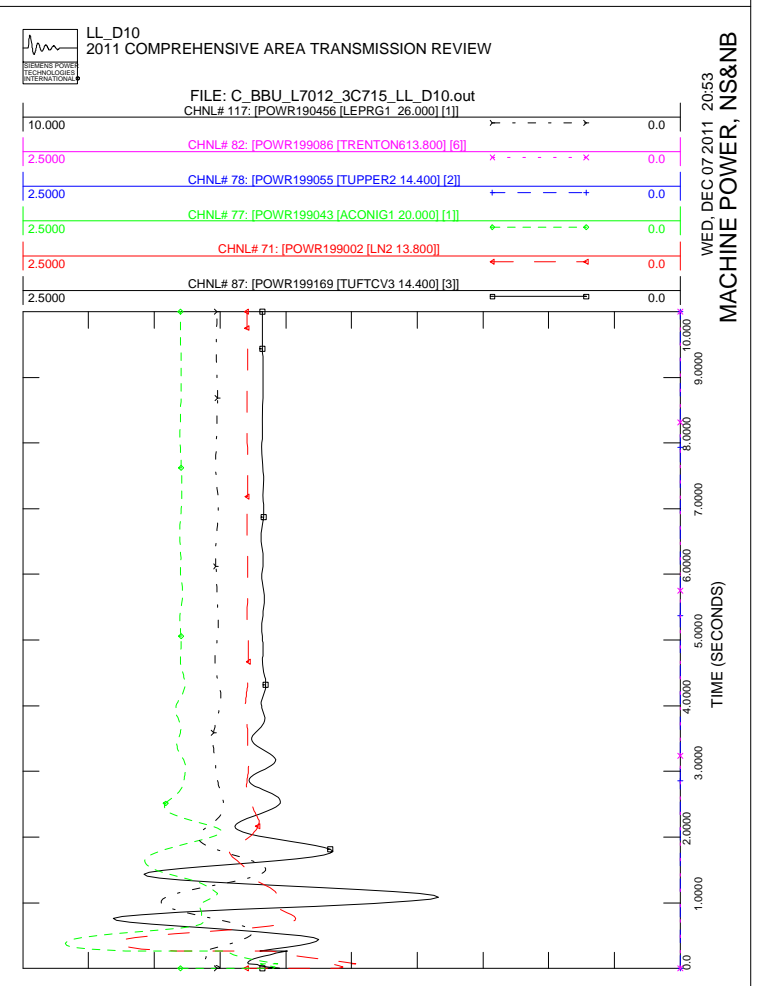
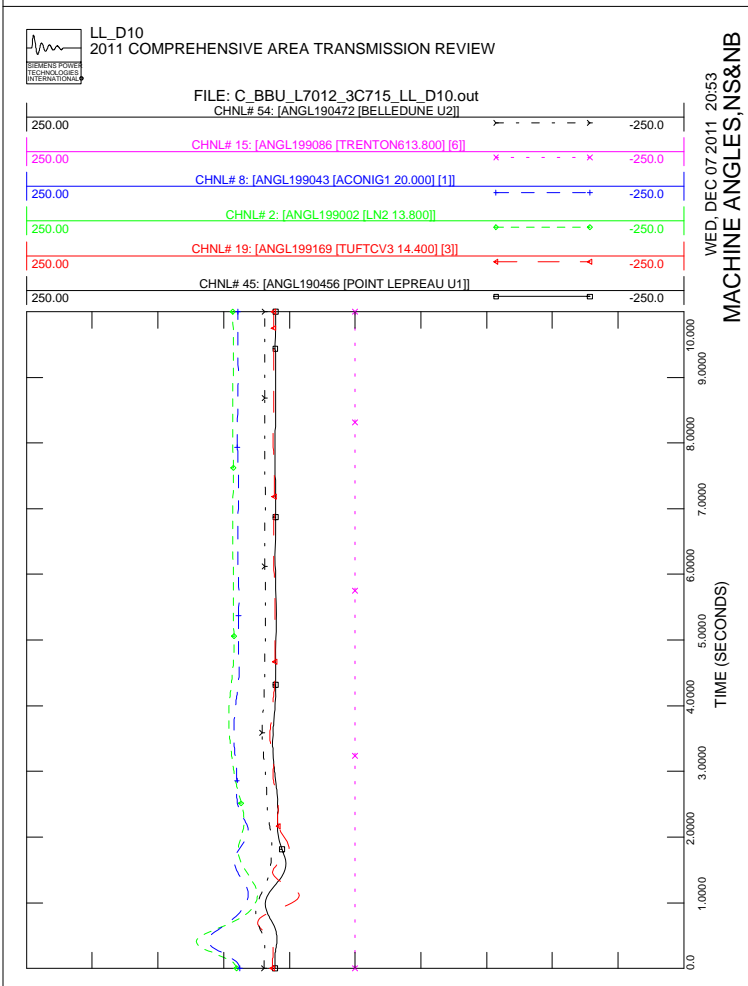
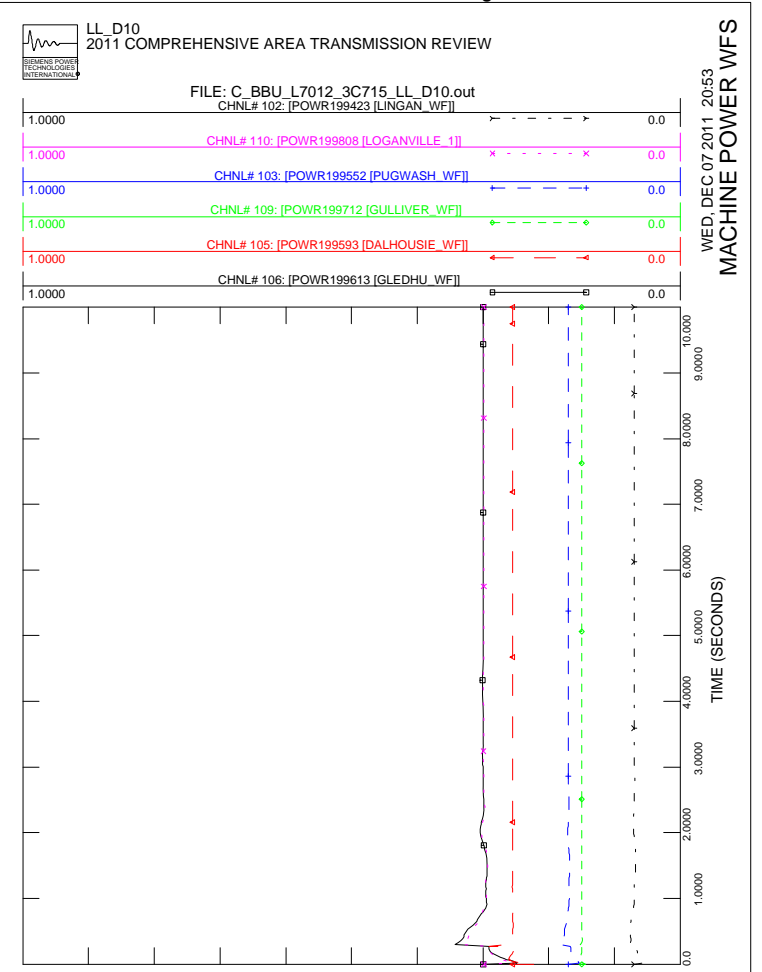
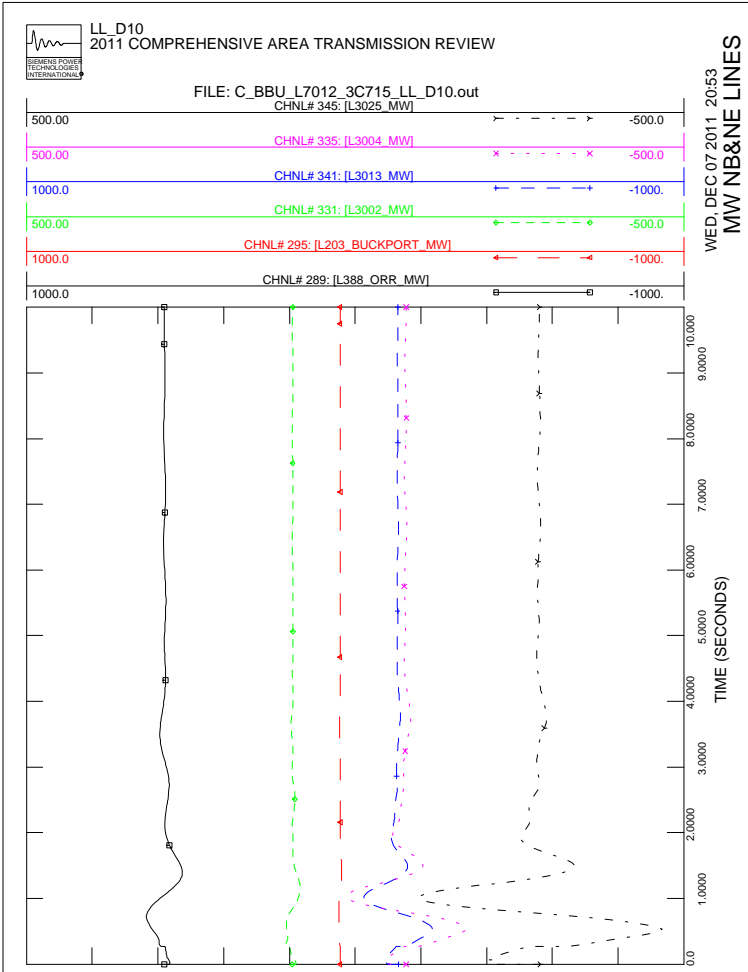
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_3C715_LL_D10.out

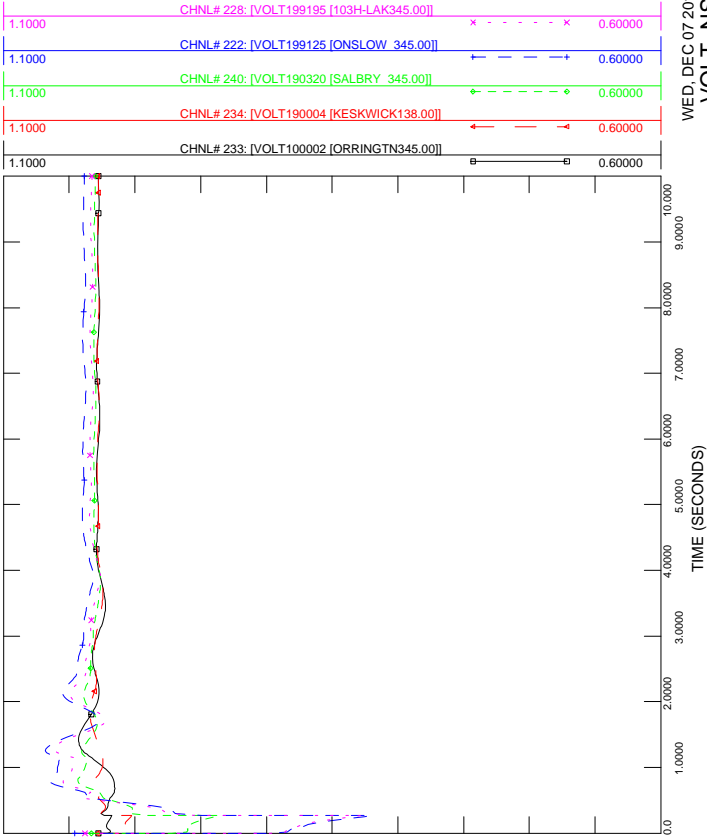






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_3C715_LL_D10.out



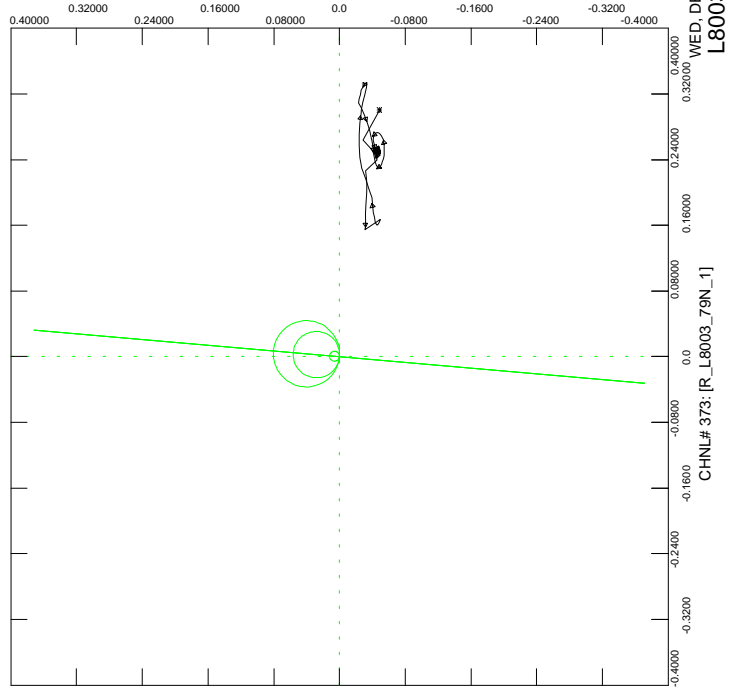
WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_3C715_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

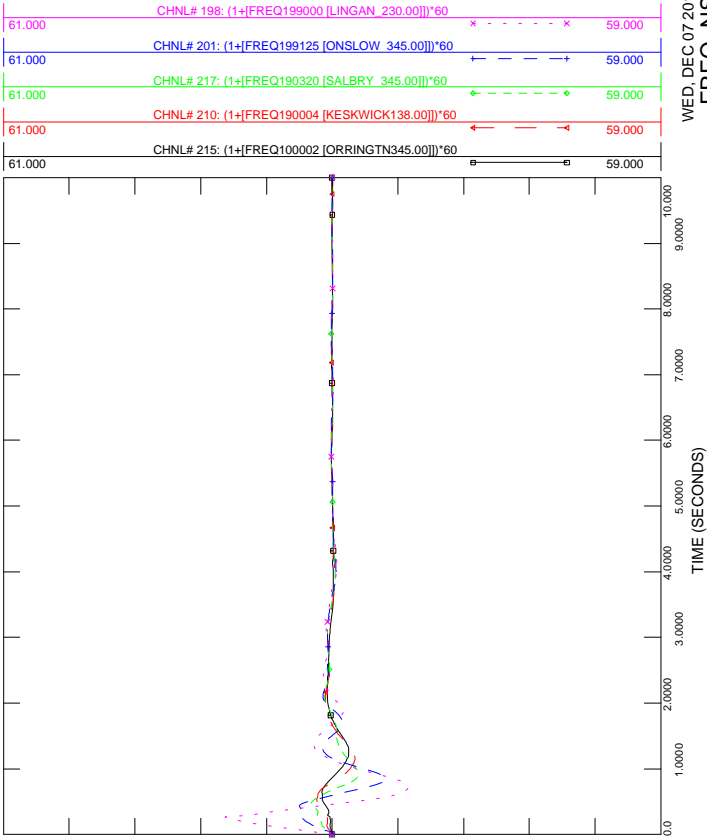


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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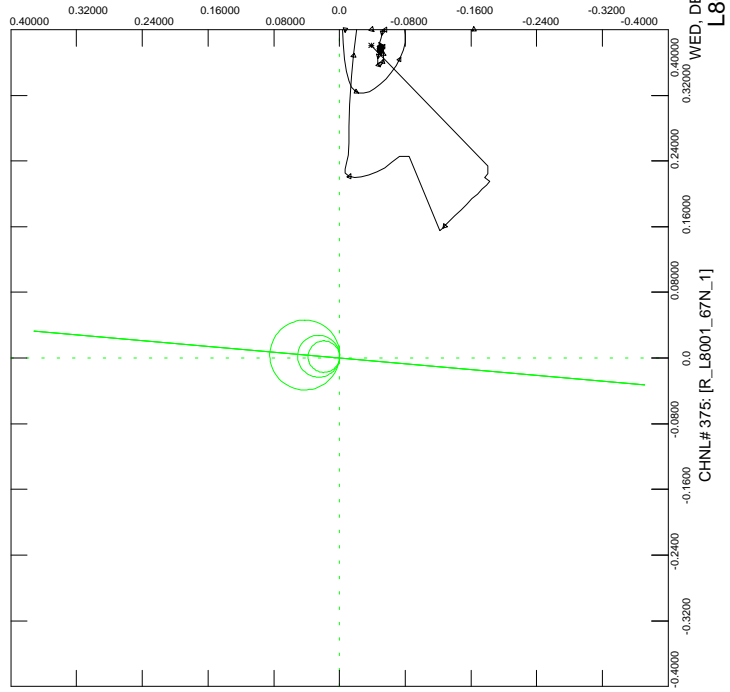
WED, DEC 07 2011 20:53
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_3C715_LL_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

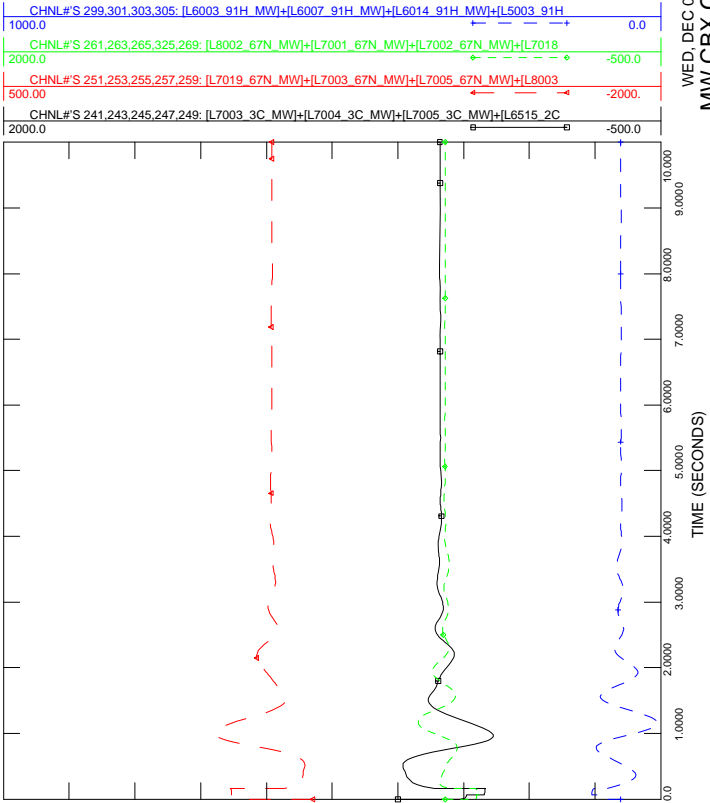


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



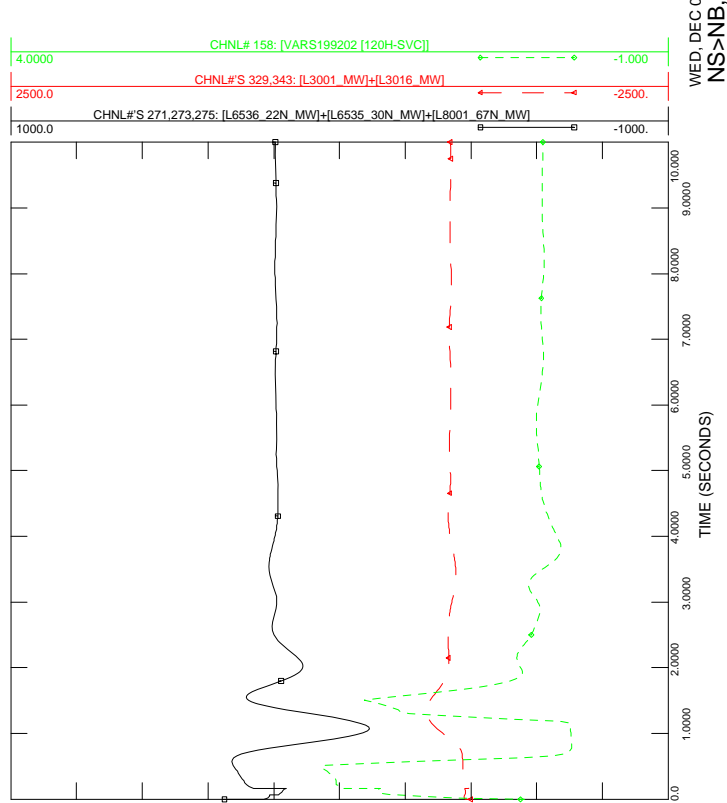
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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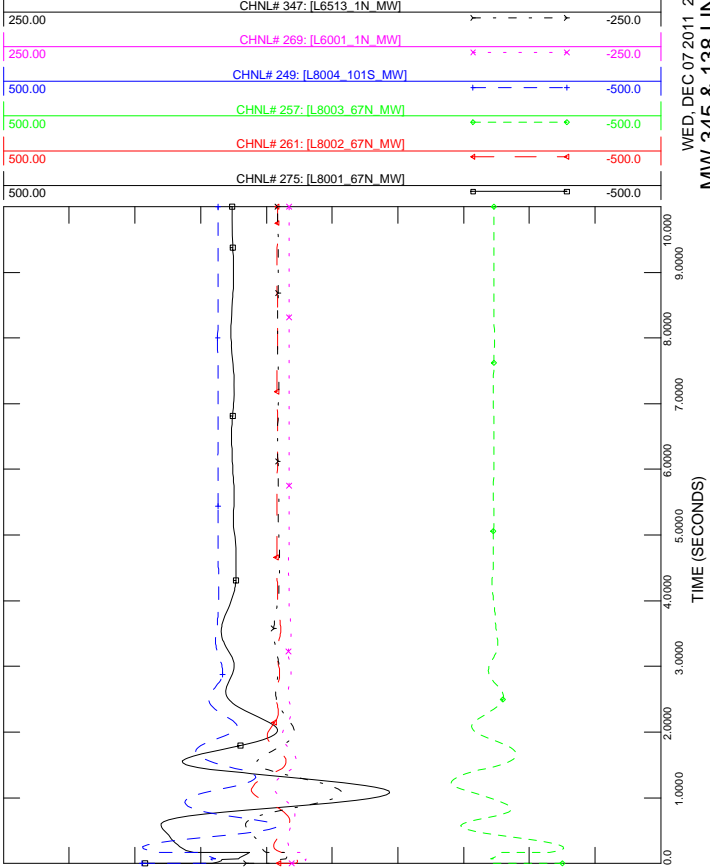
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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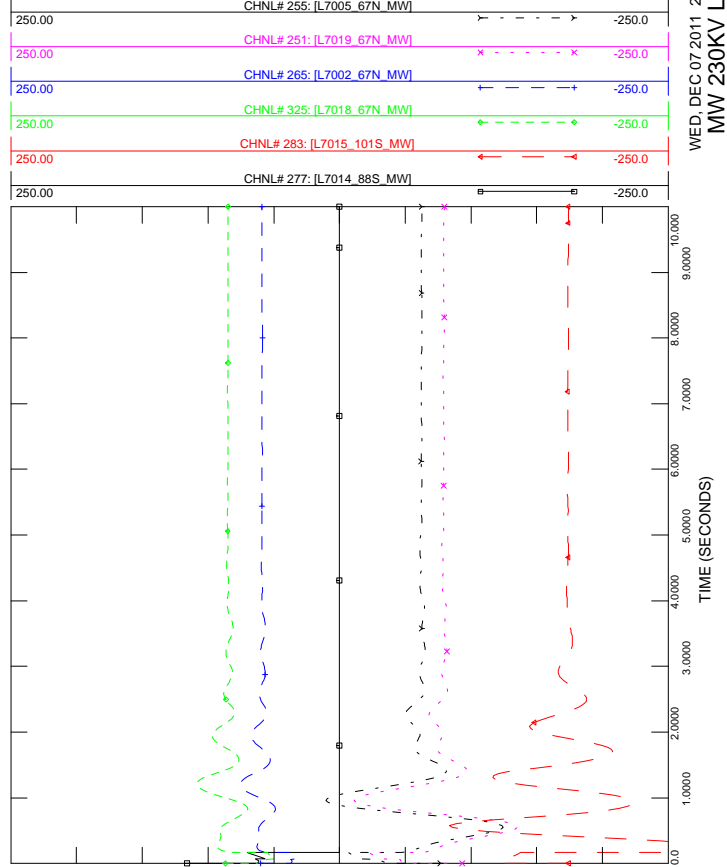
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

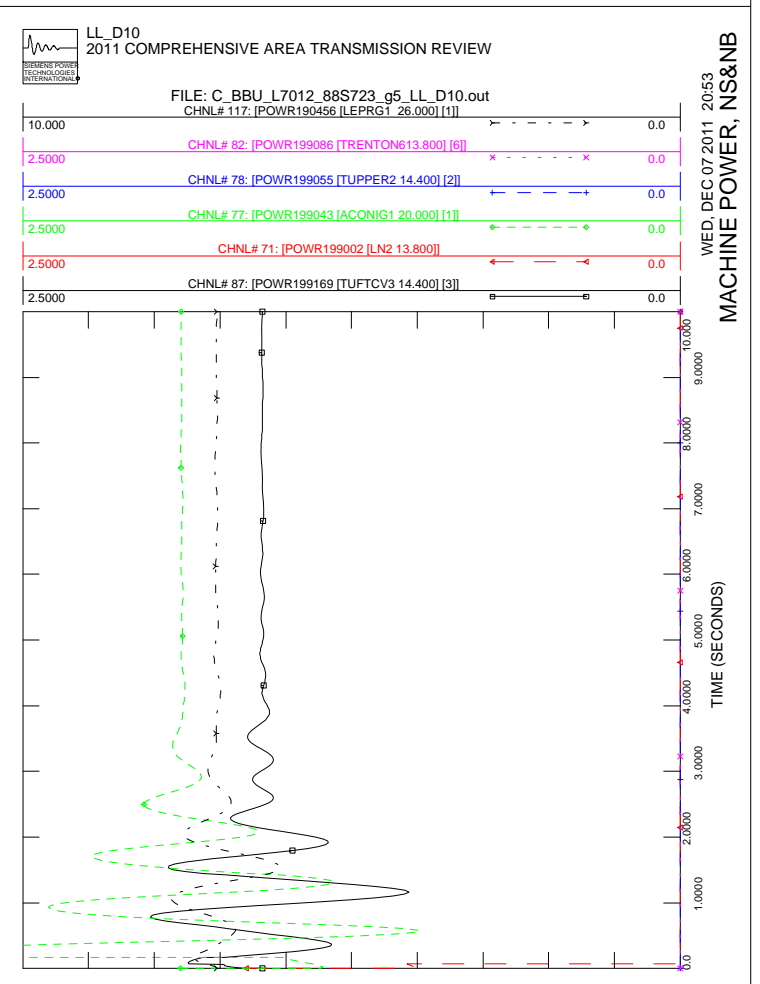
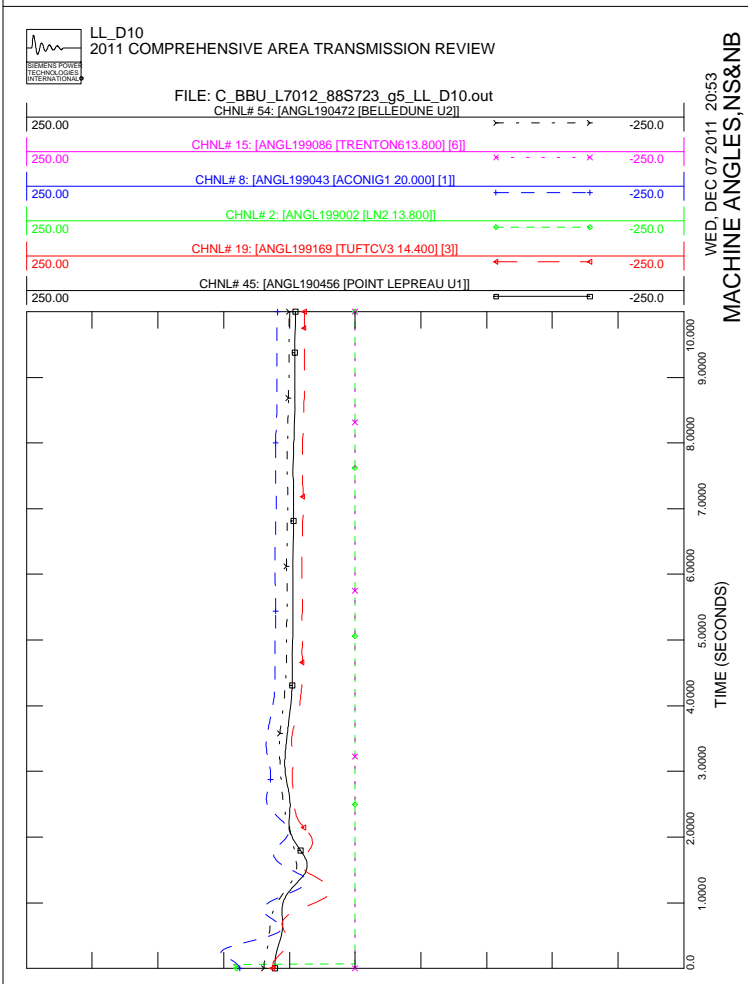
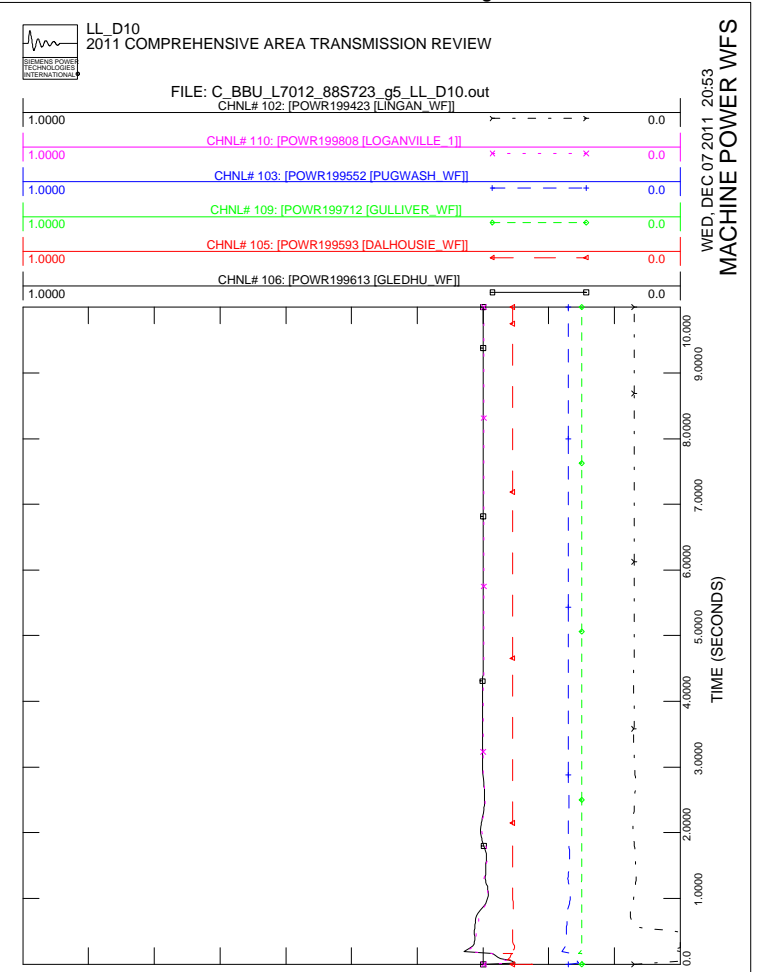
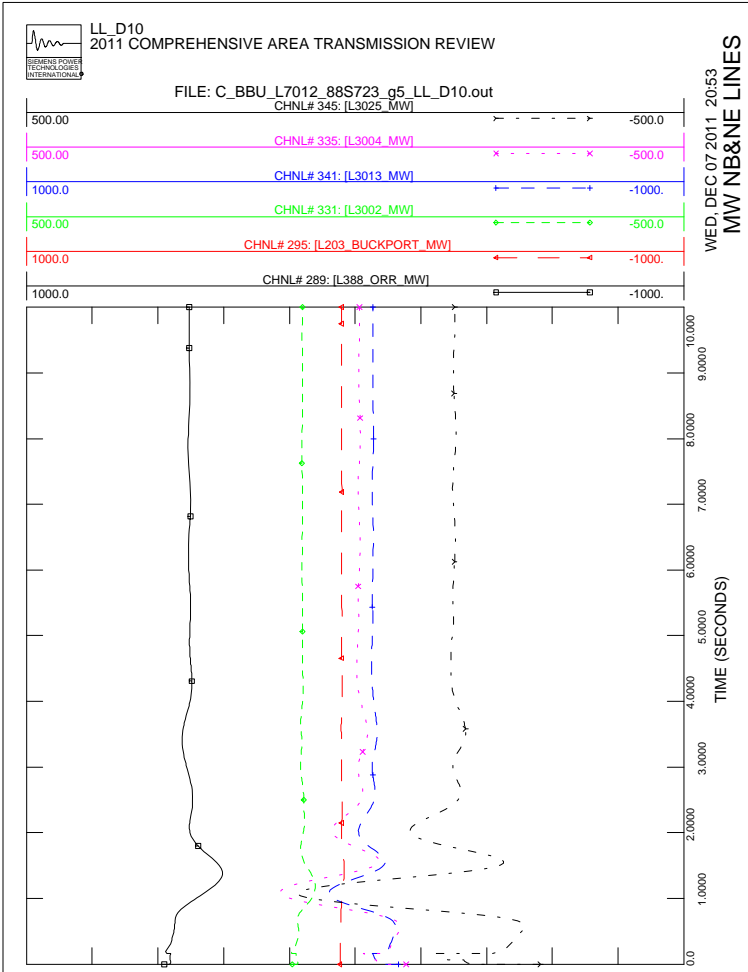
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g5_LL_D10.out

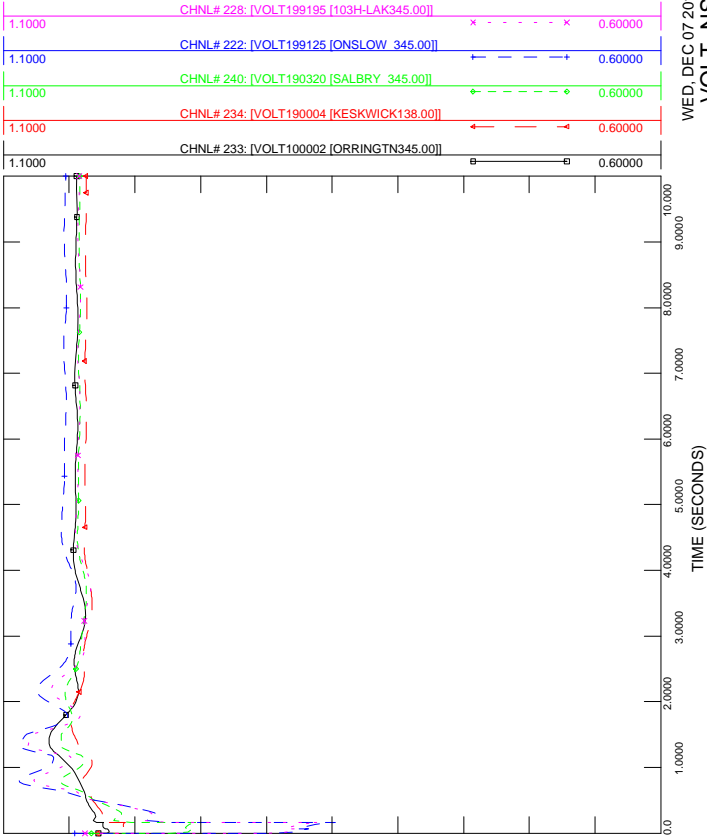






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g5_LL_D10.out

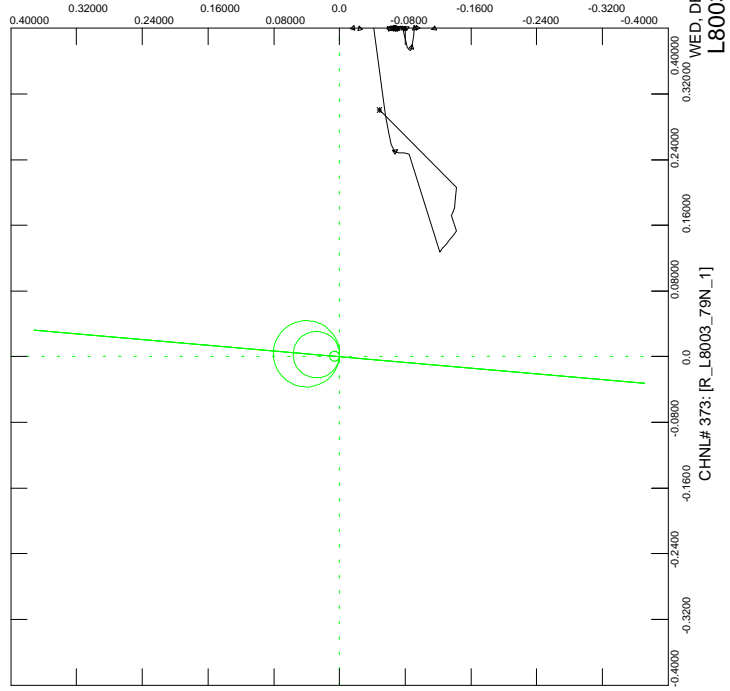


WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g5_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

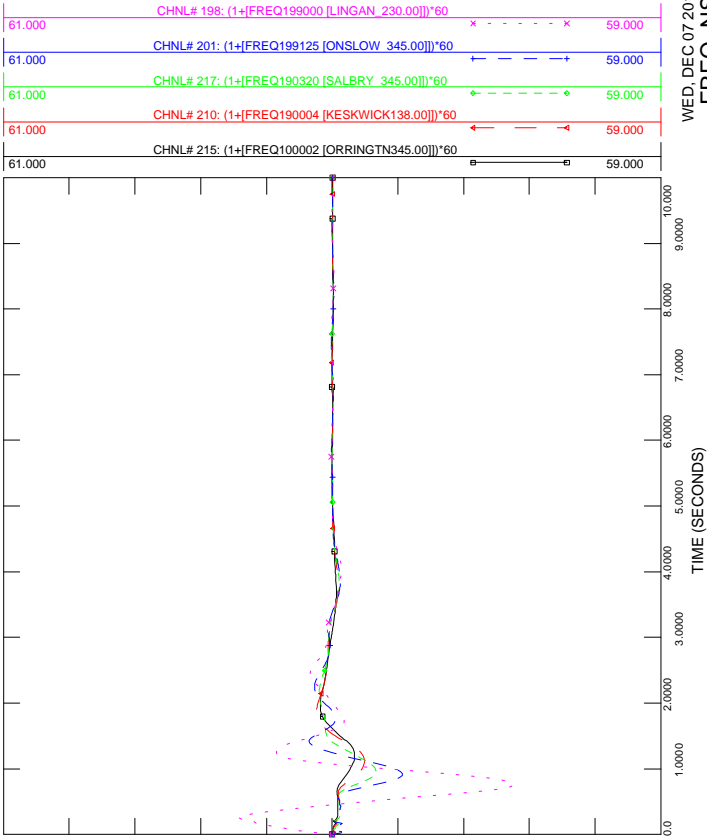


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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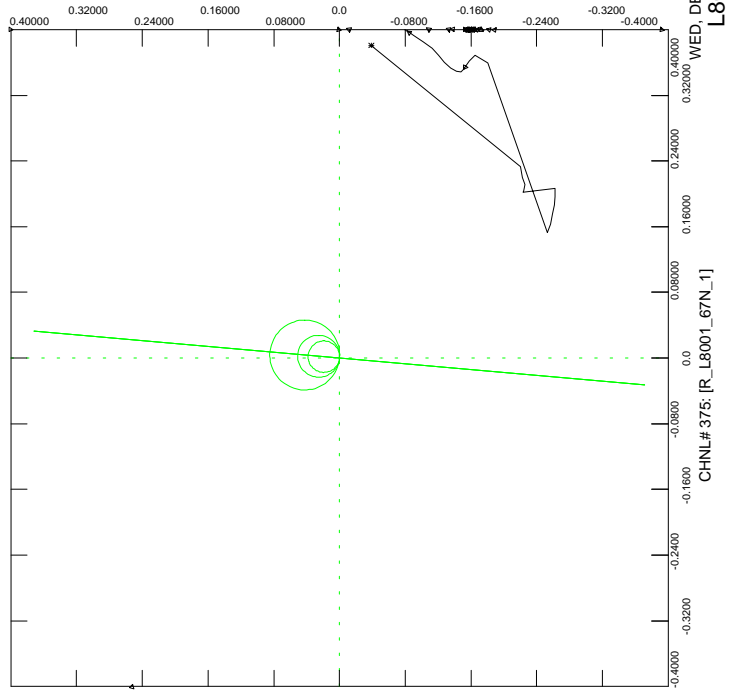


WED, DEC 07 2011 20:53
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7012_88S723_g5_LL_D10.out
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CHNL# 376: [X_L8001_67N_1]

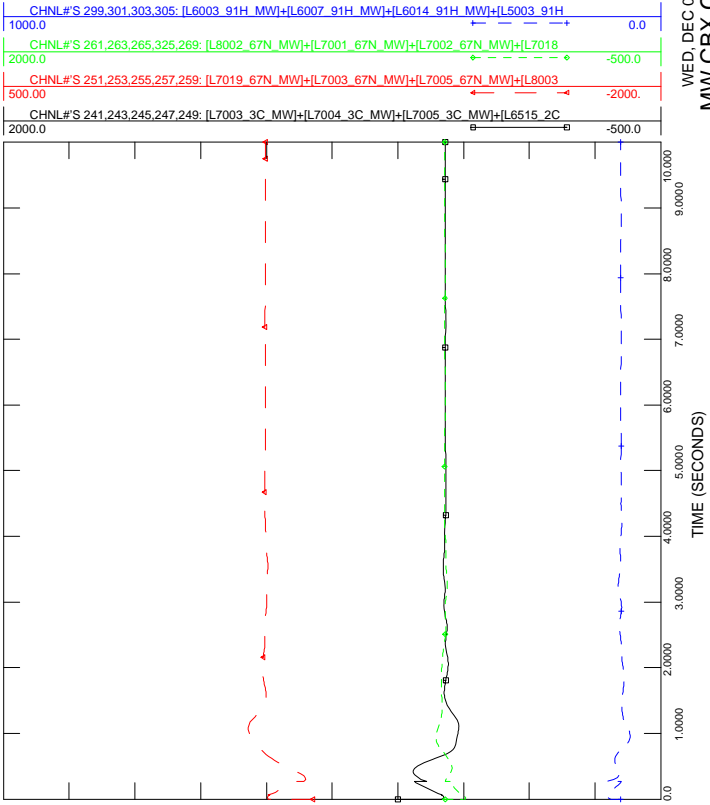


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



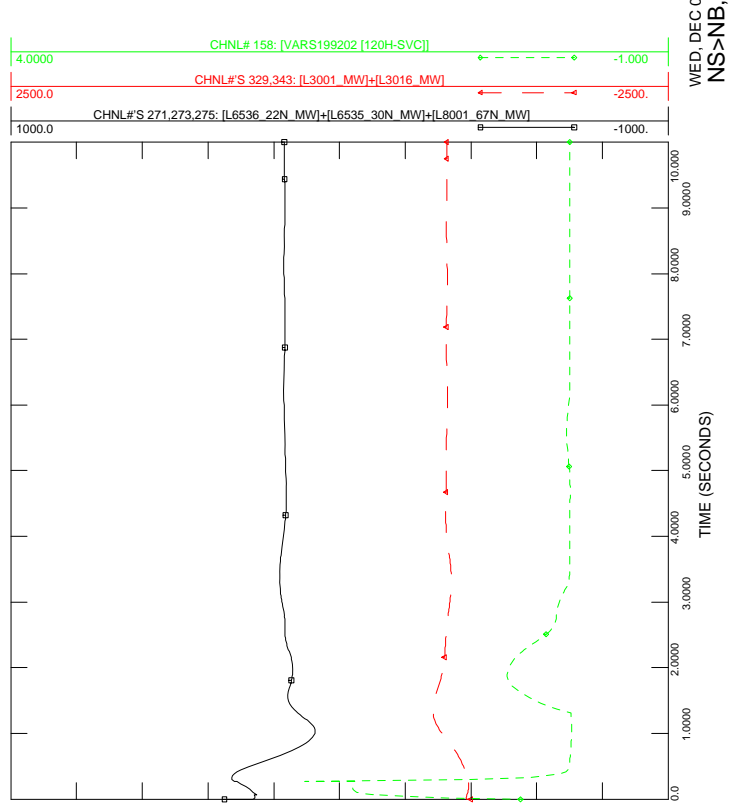
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_LL_D10.out



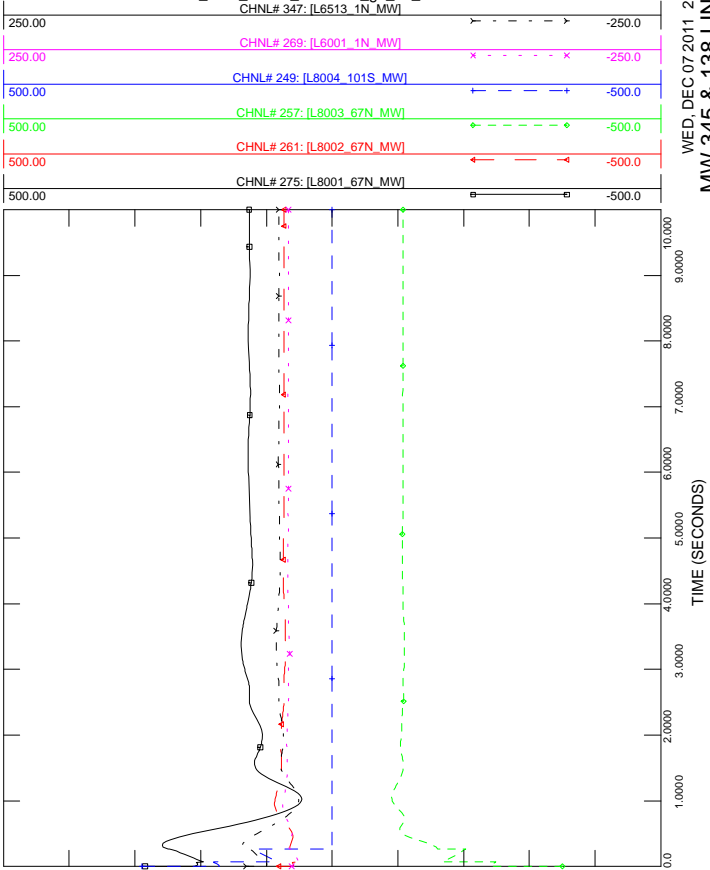
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FILE: C_BBU_L7014_101S706_g0_LL_D10.out



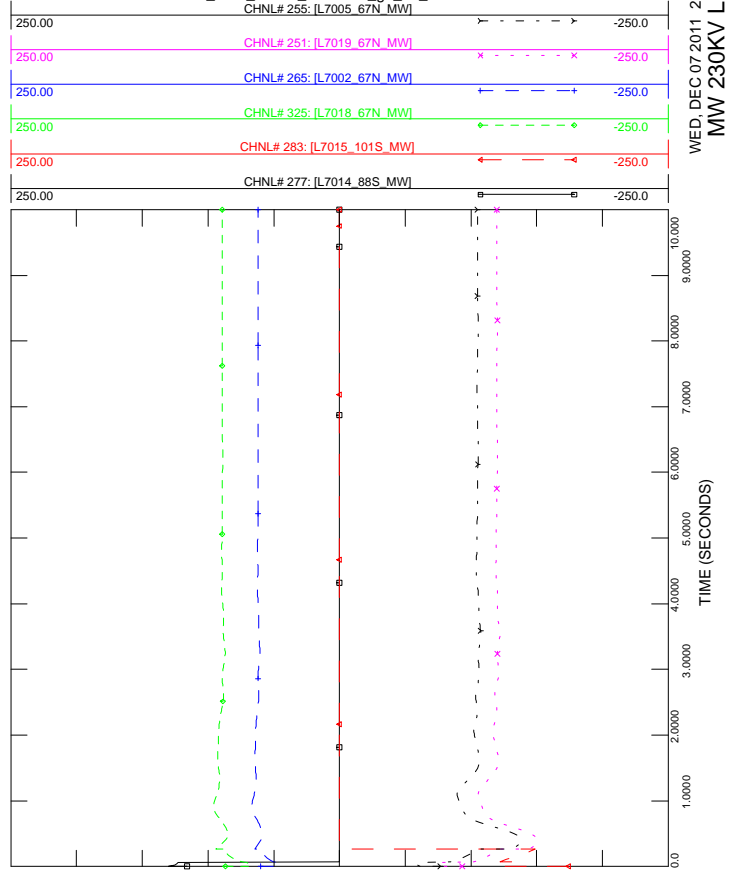
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

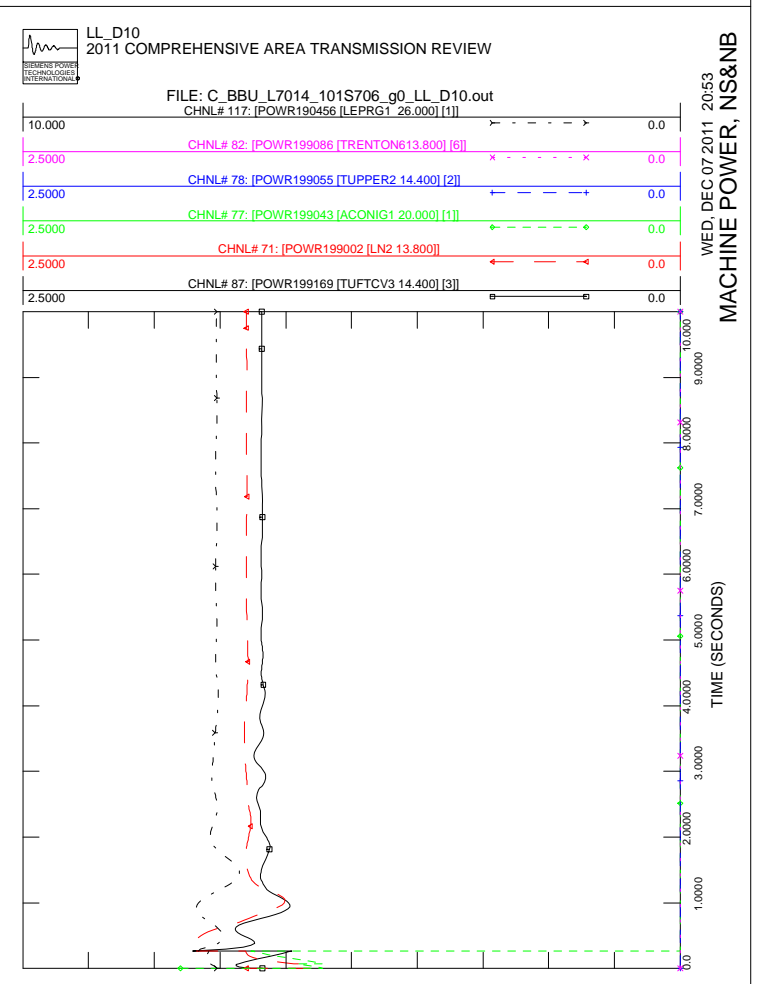
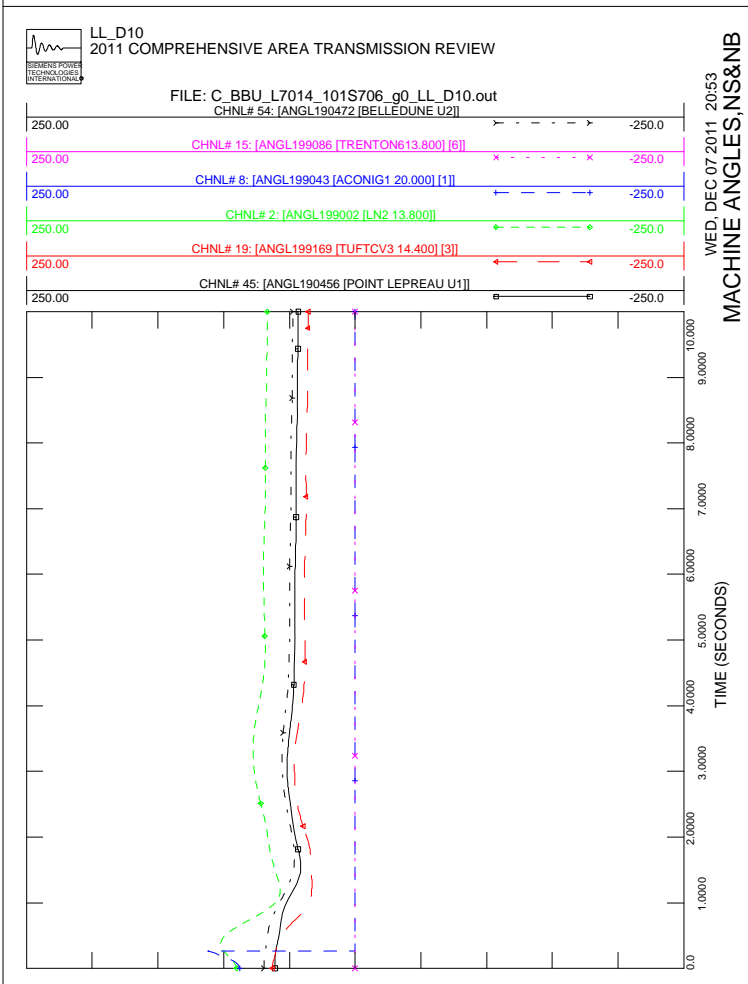
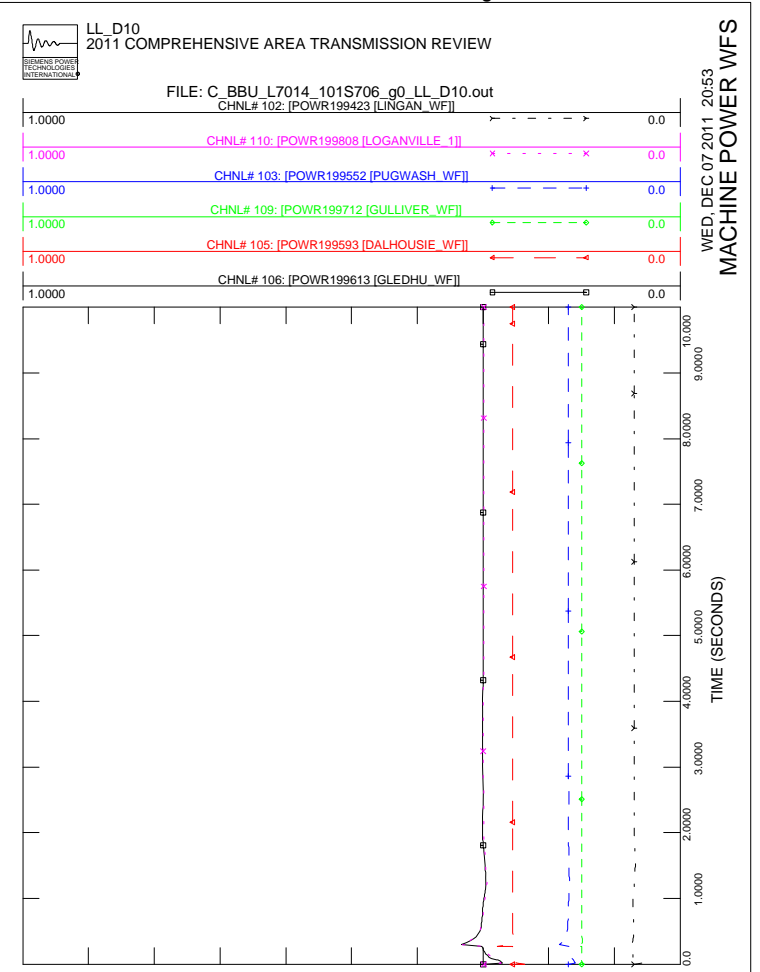
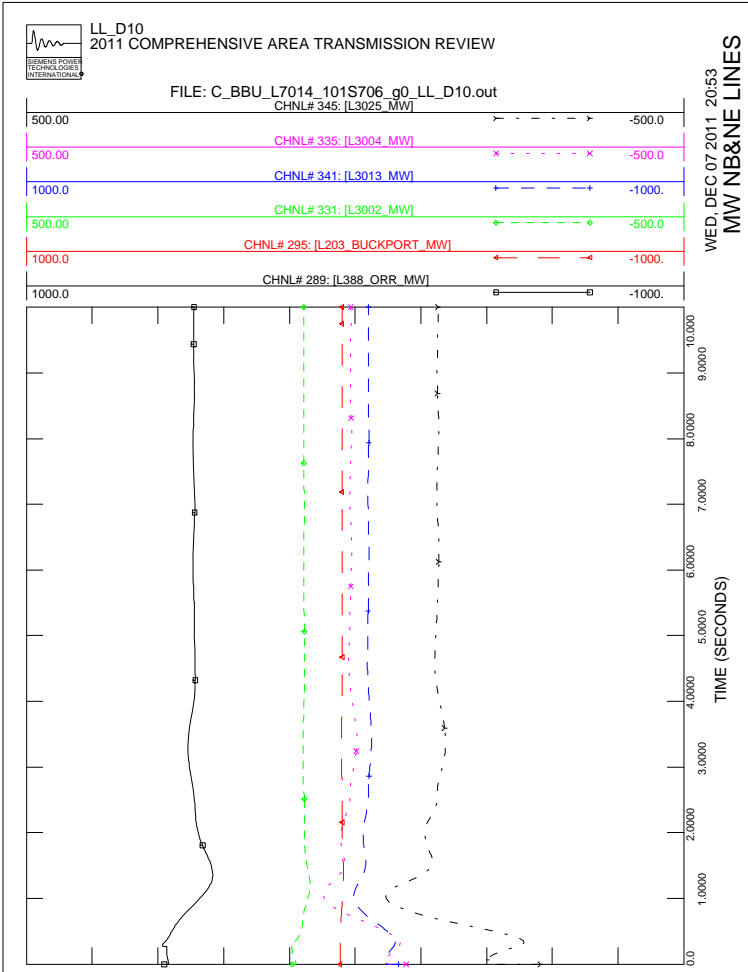
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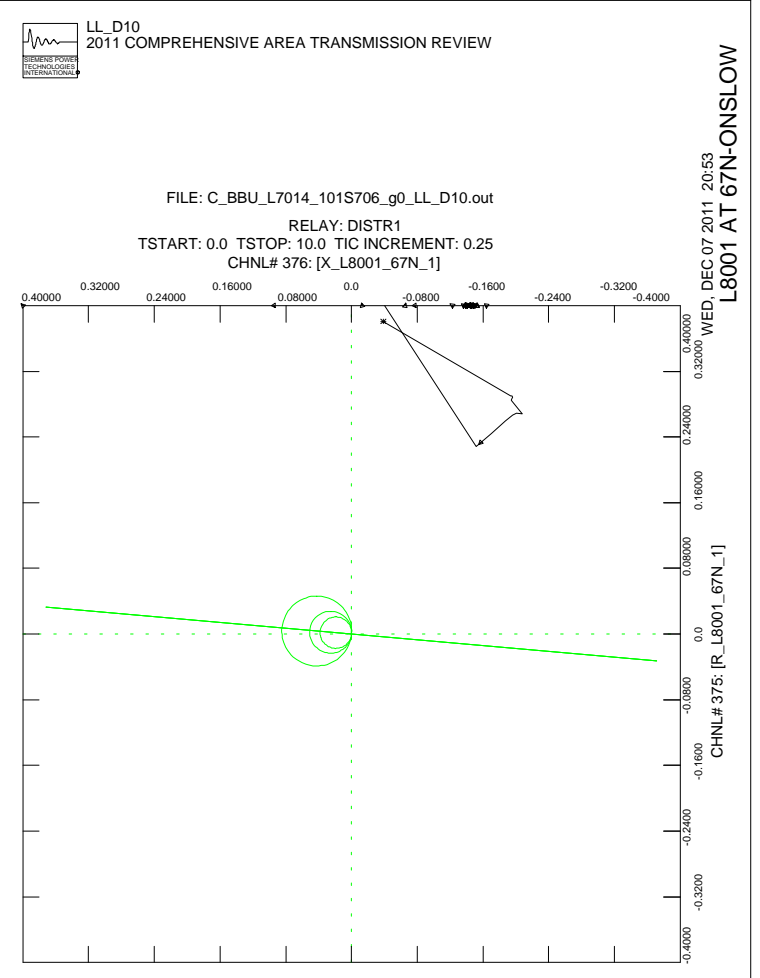
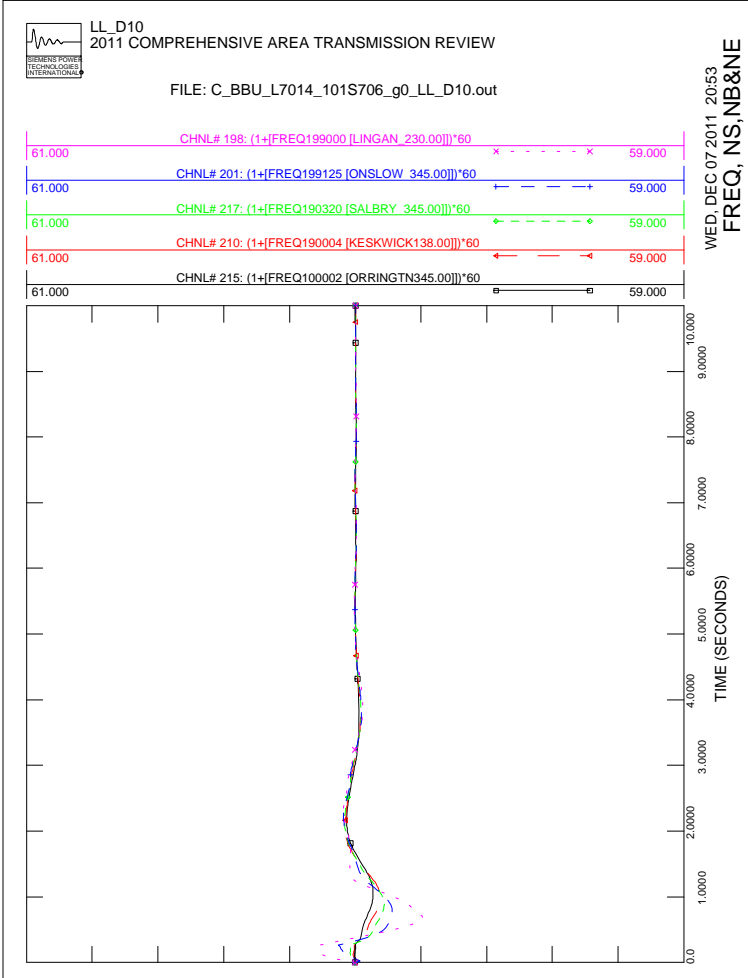
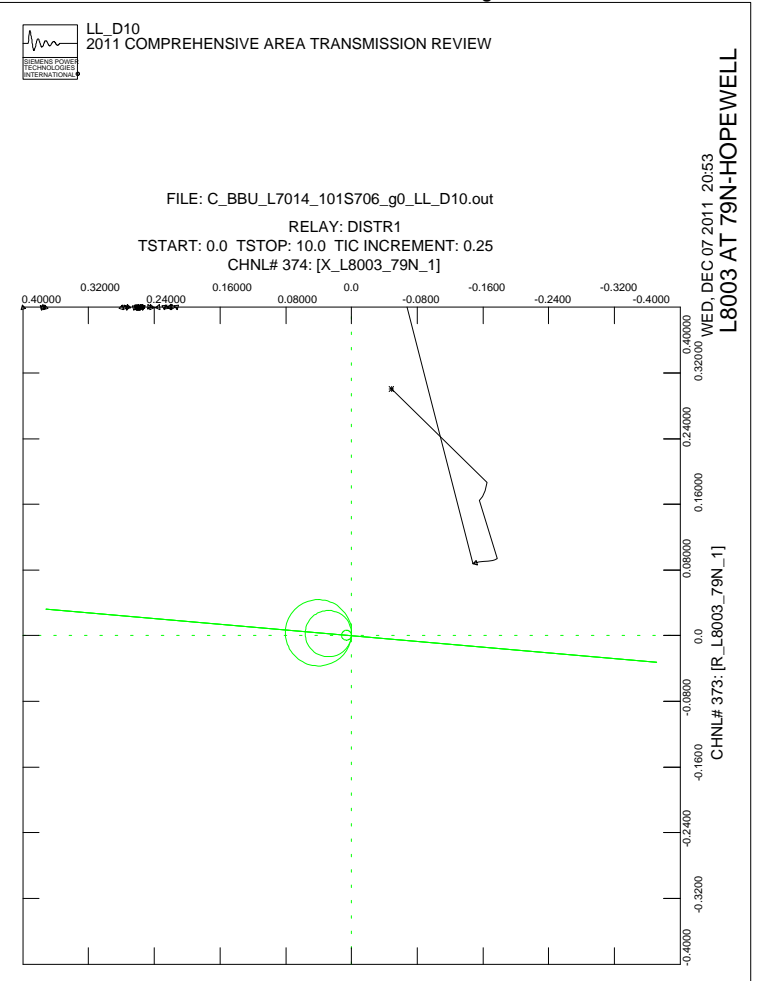
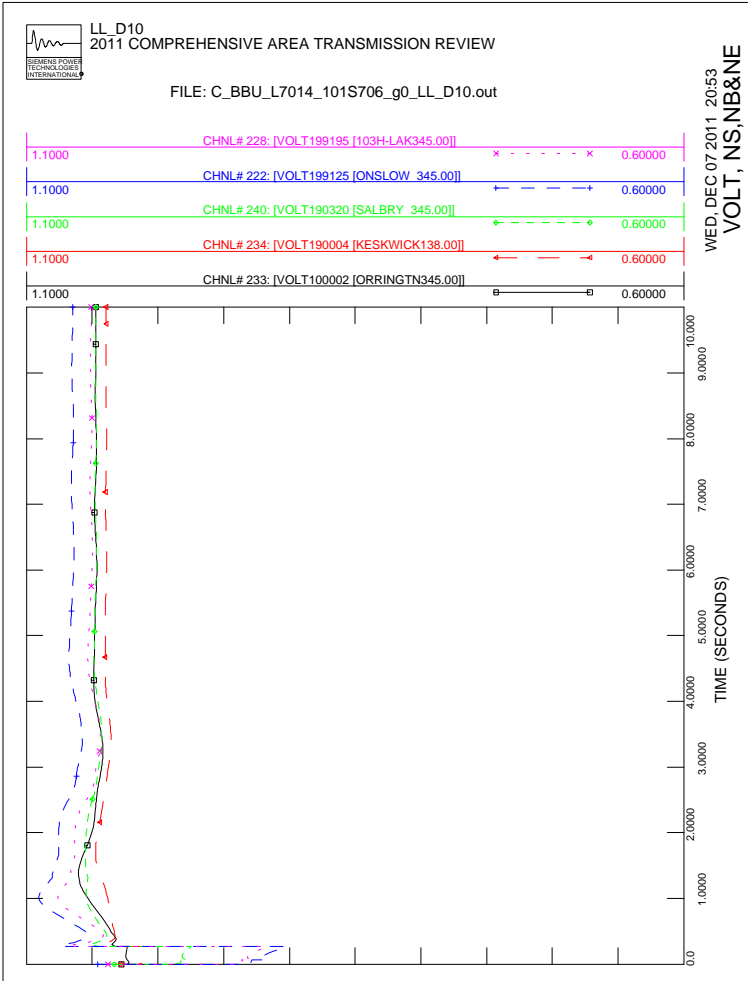


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_101S706_g0_LL_D10.out



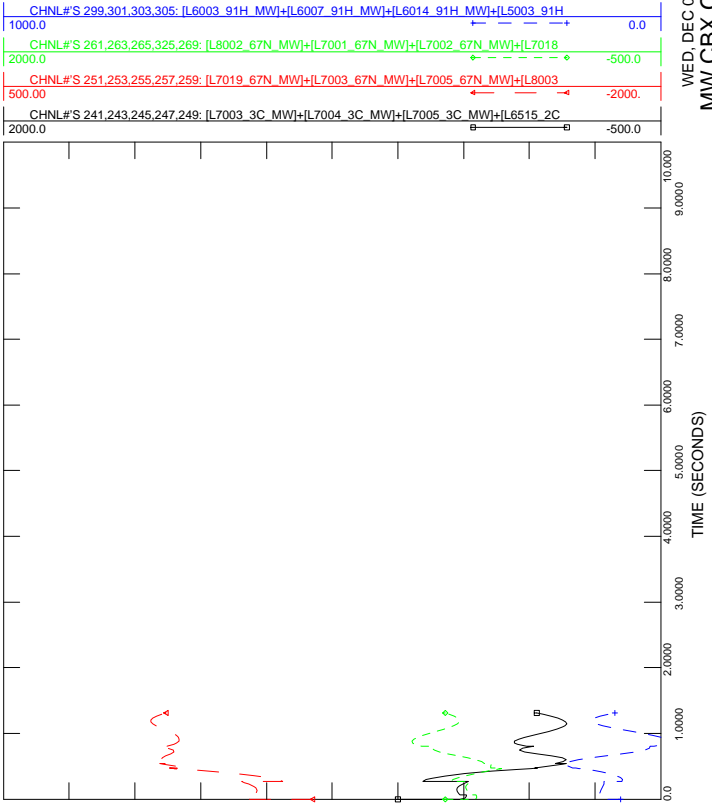






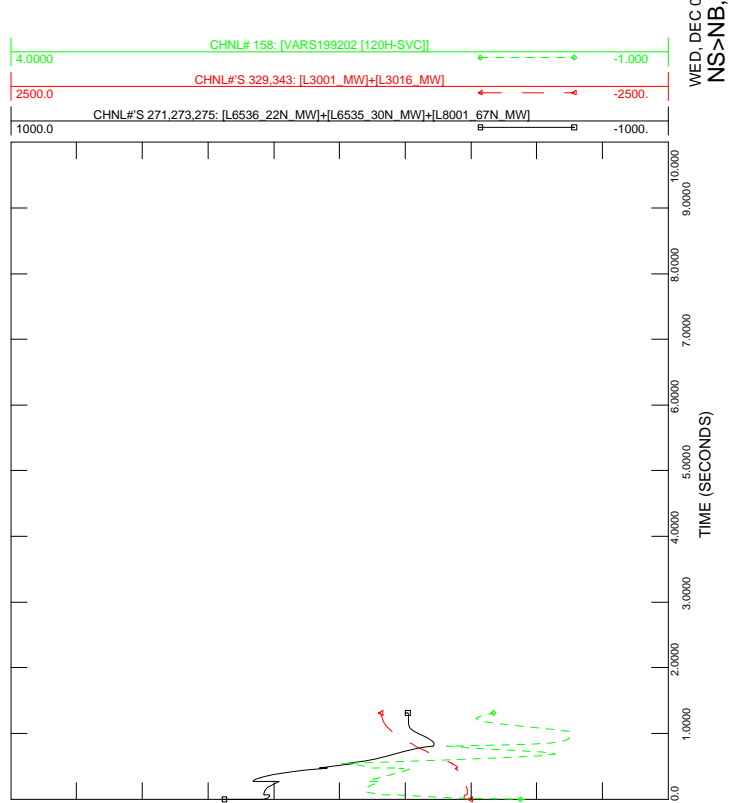
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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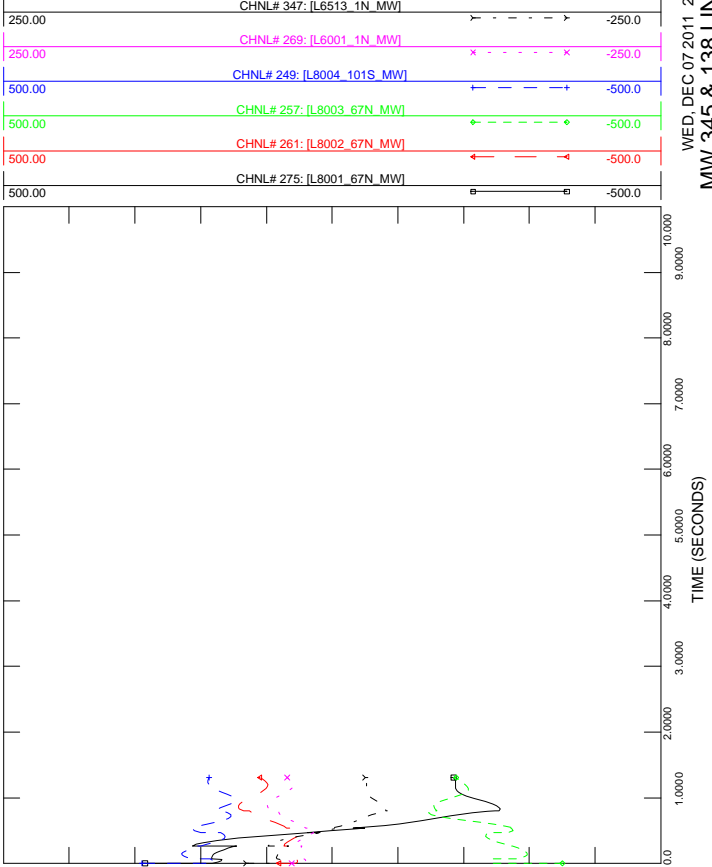
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_LL_D10.out



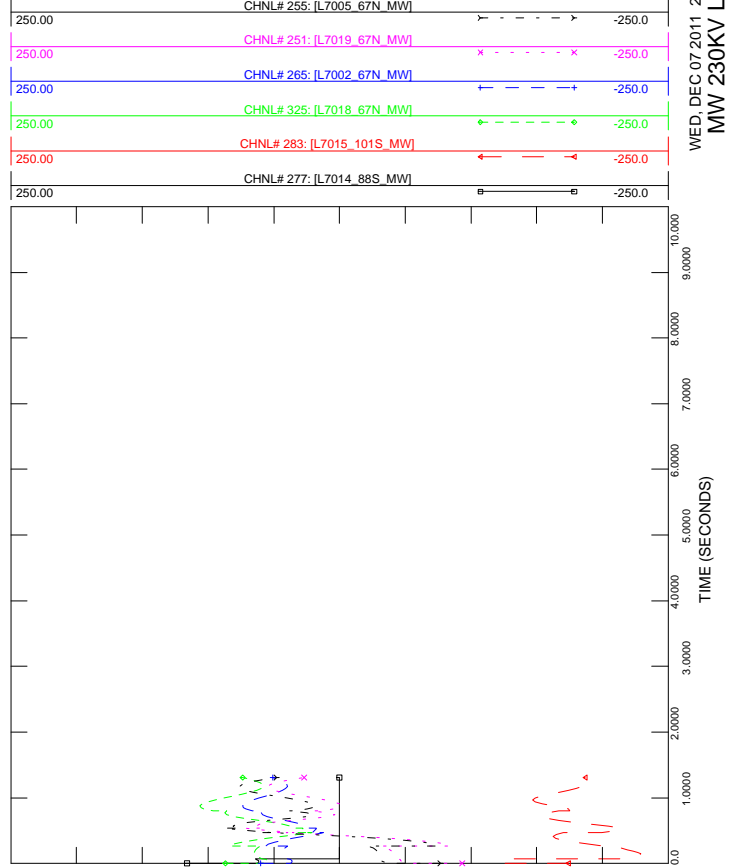
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

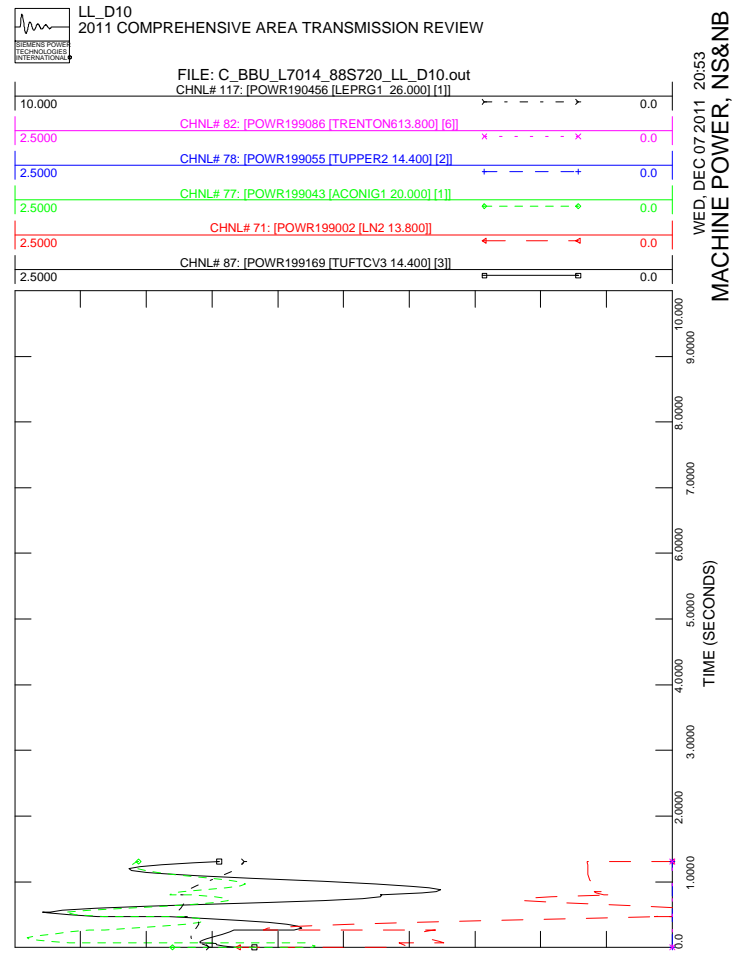
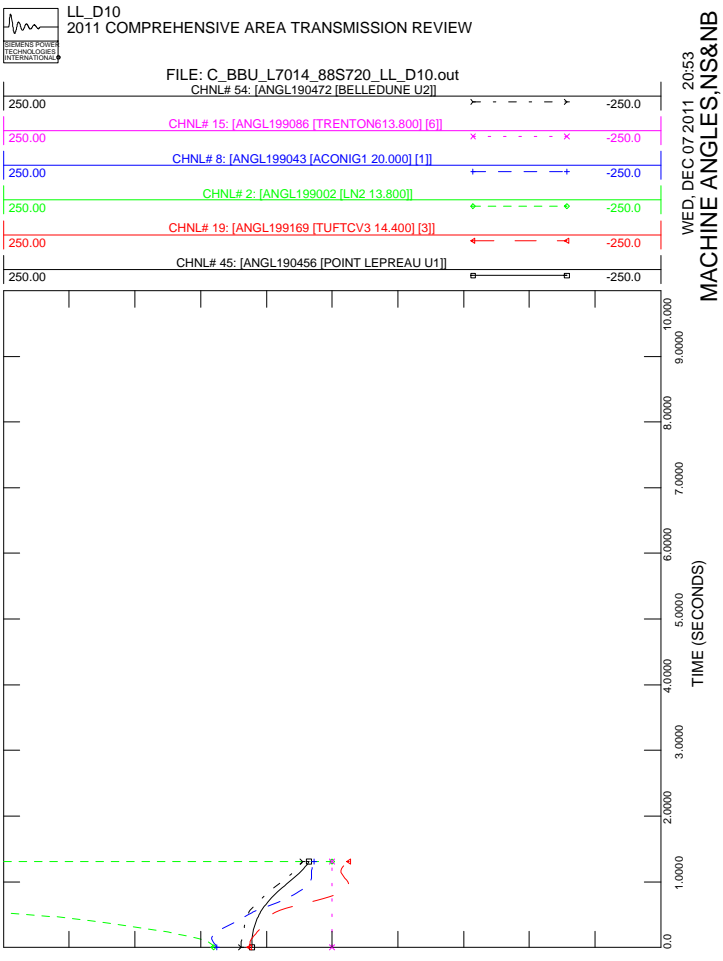
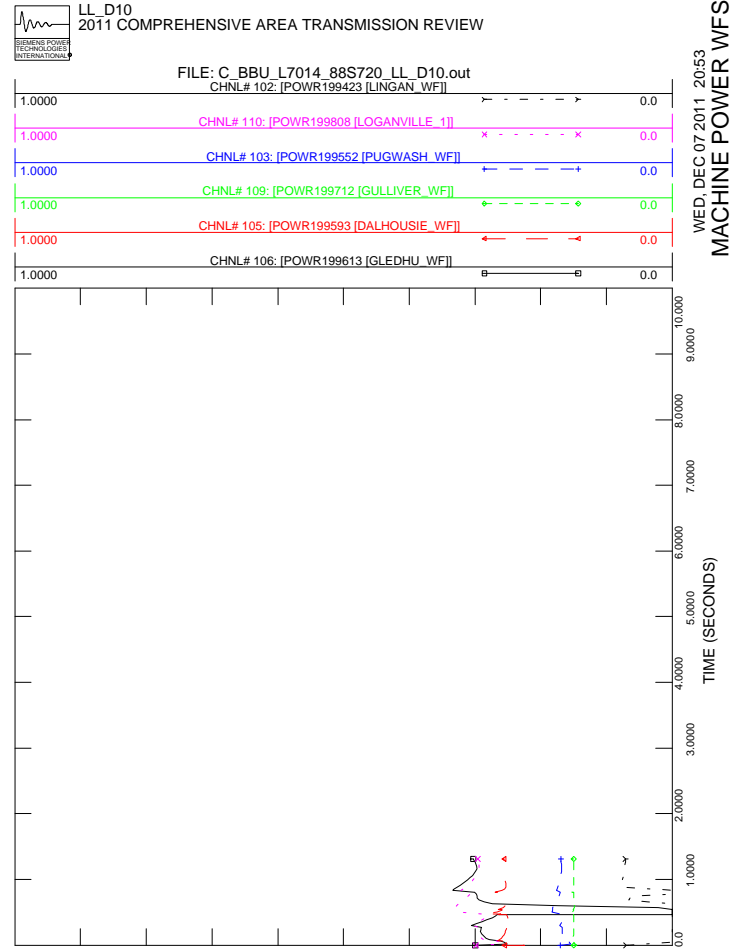
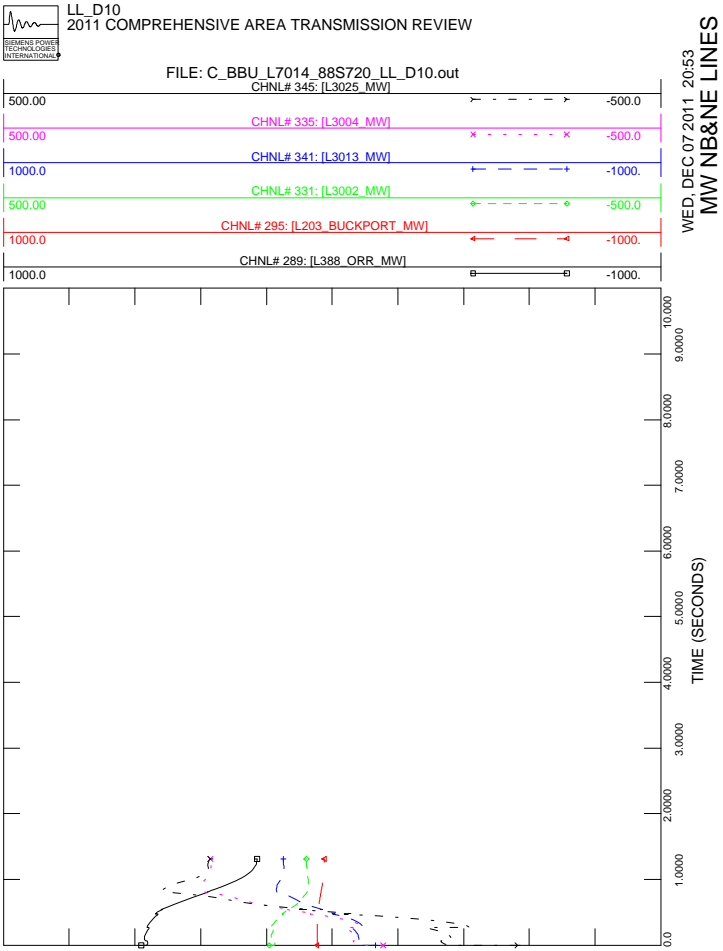
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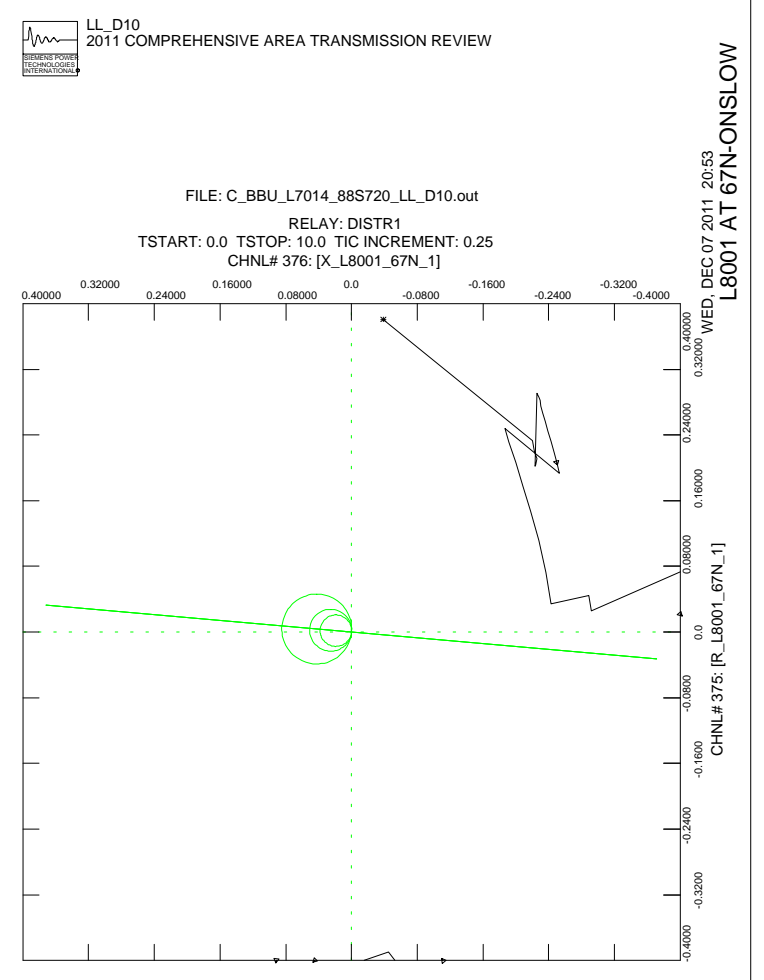
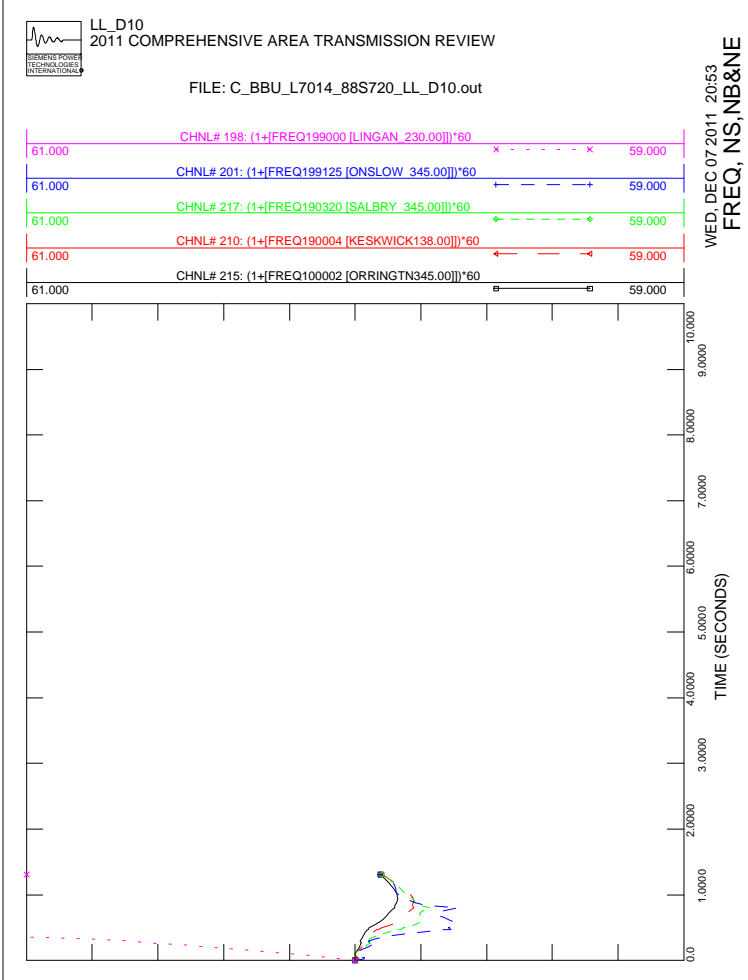
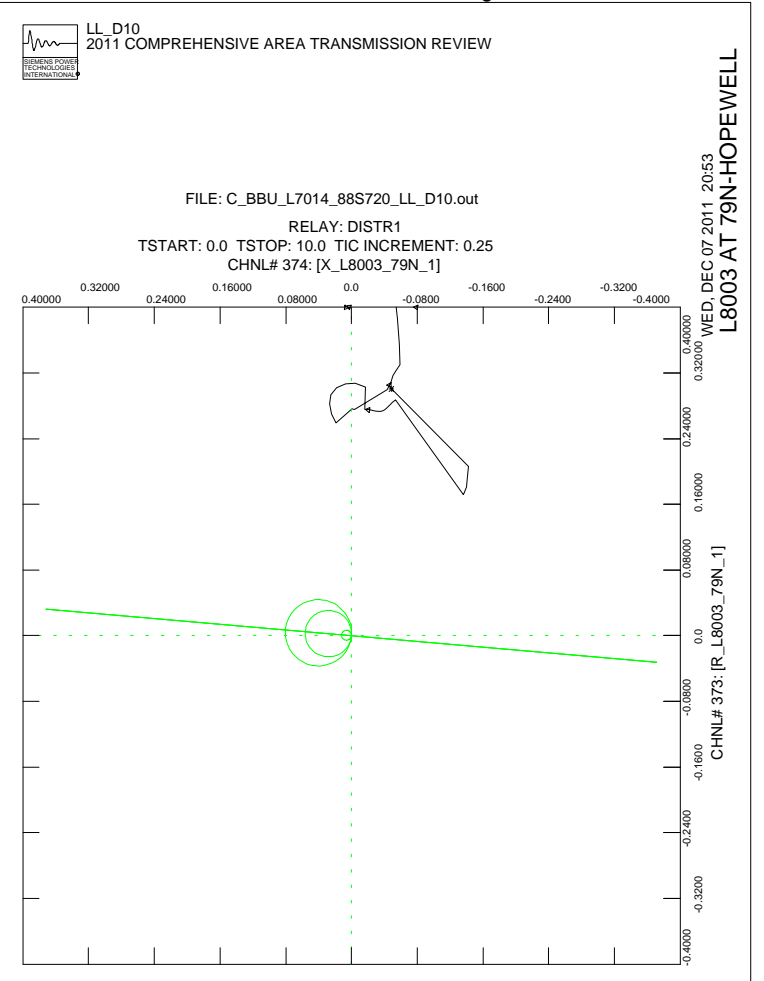
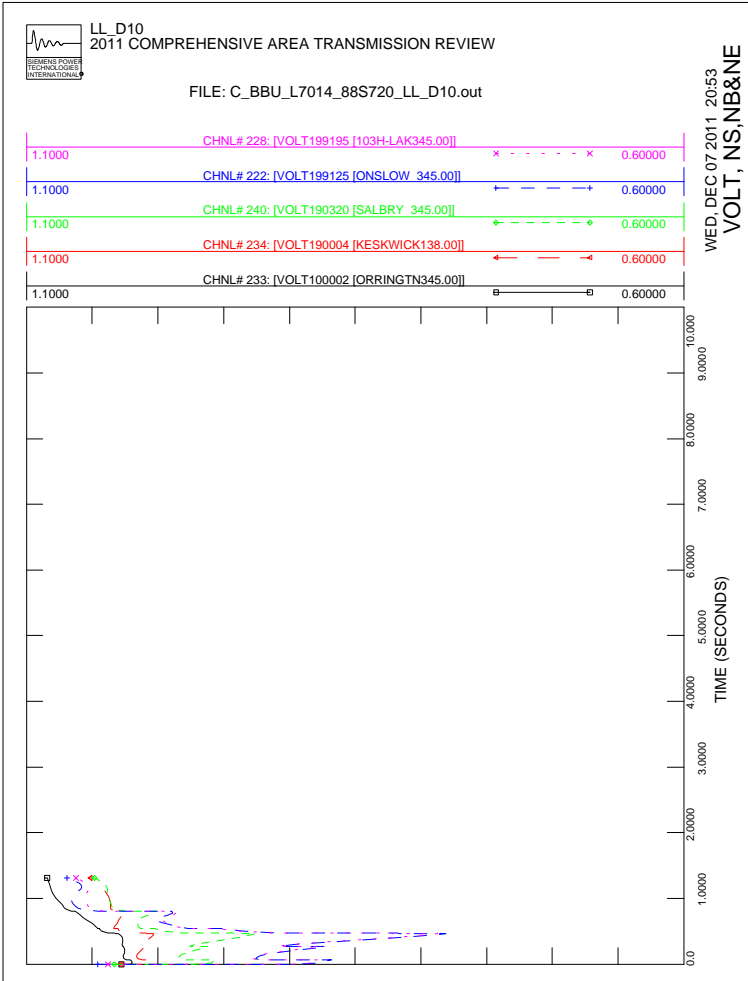


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7014_88S720_LL_D10.out



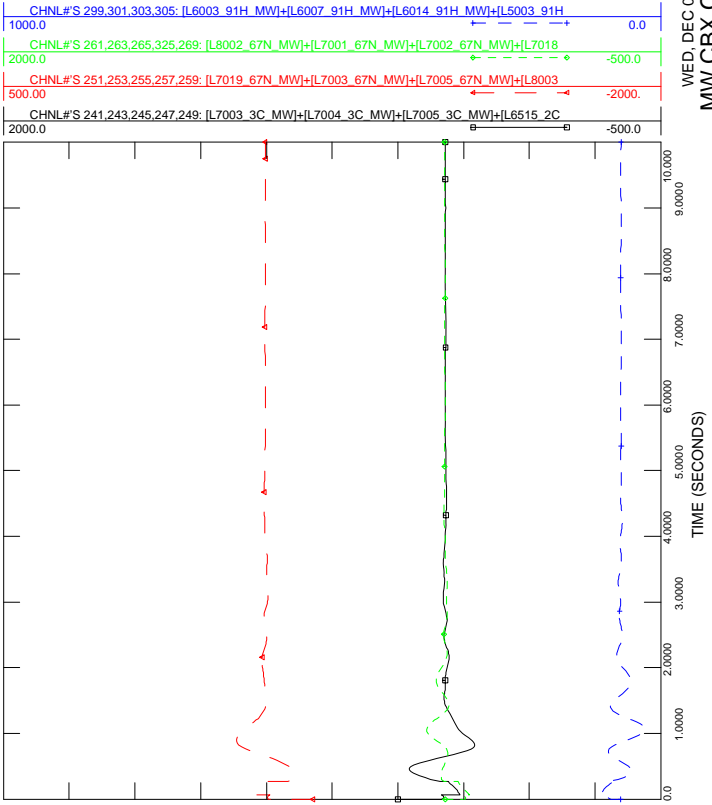






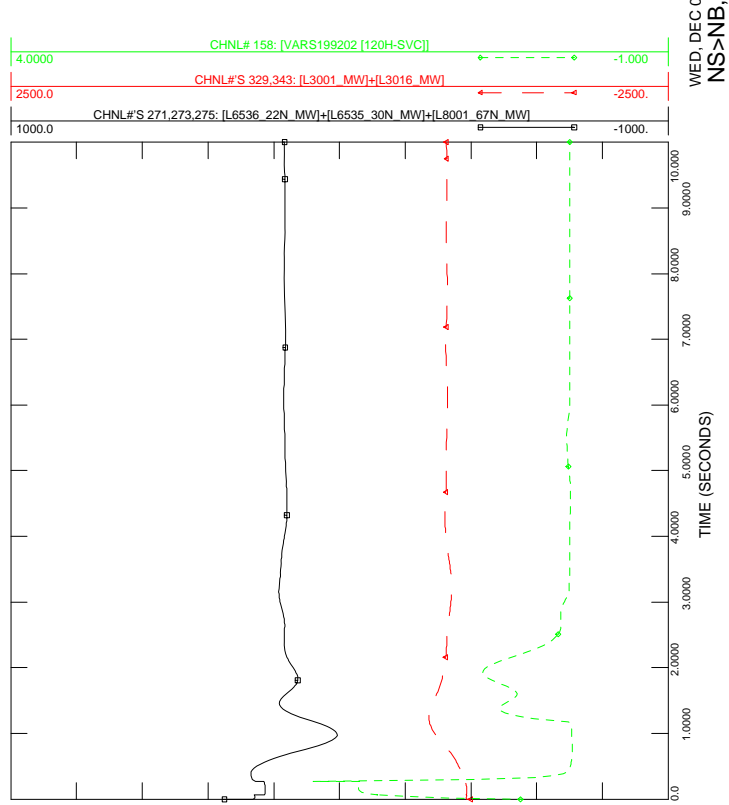
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_LL_D10.out



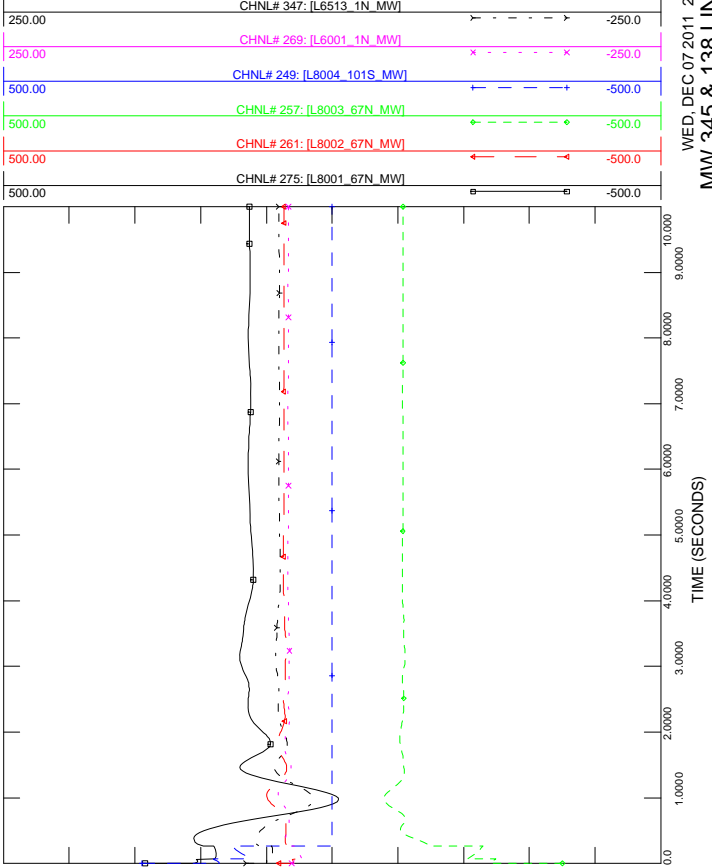
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_LL_D10.out



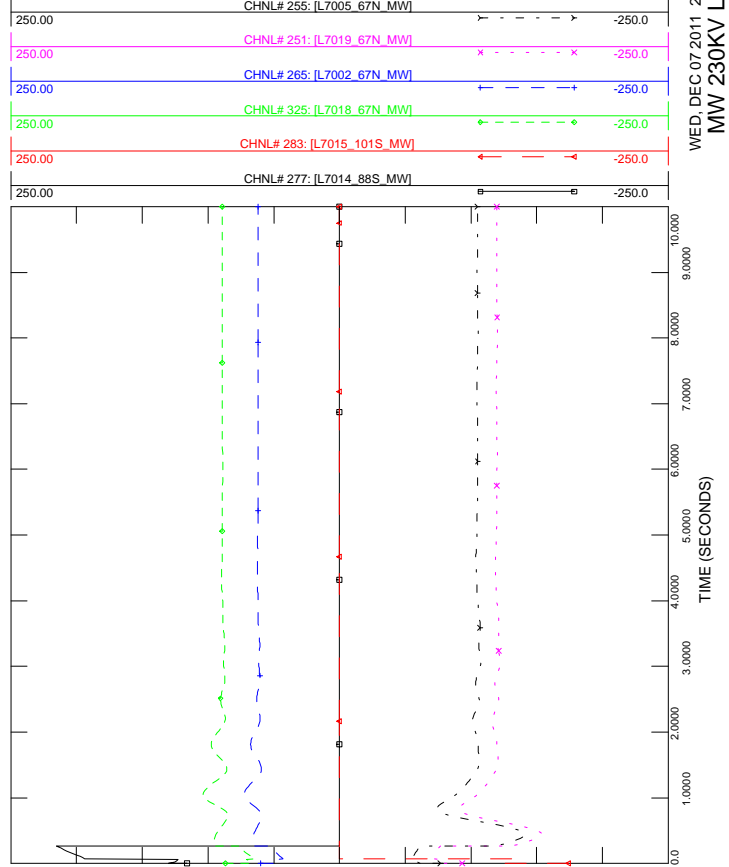
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

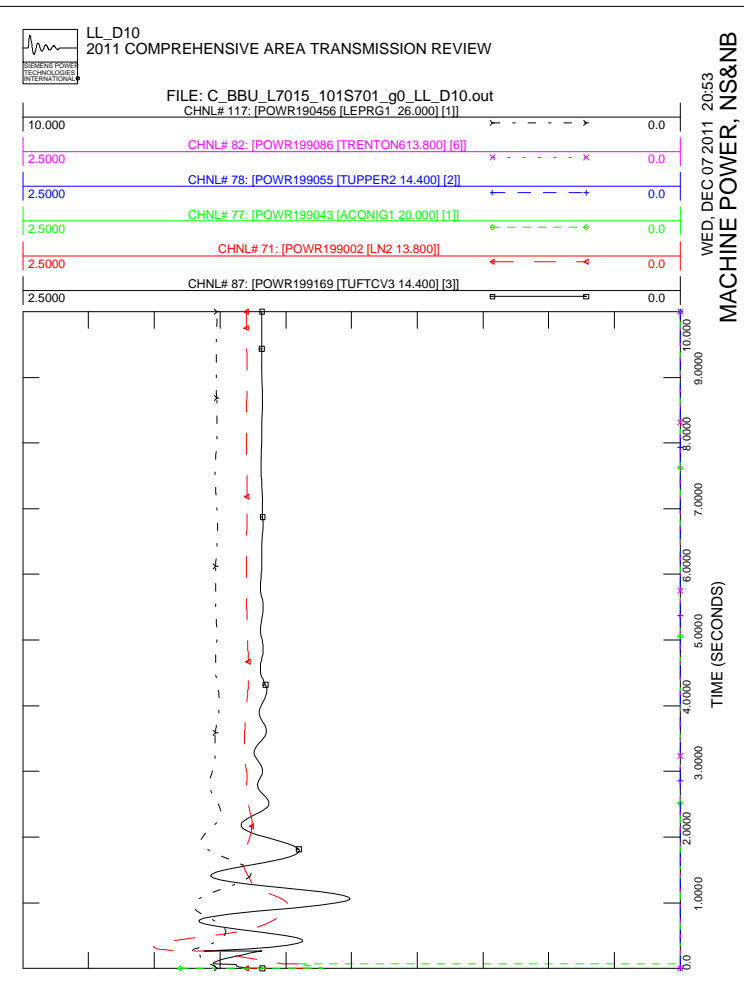
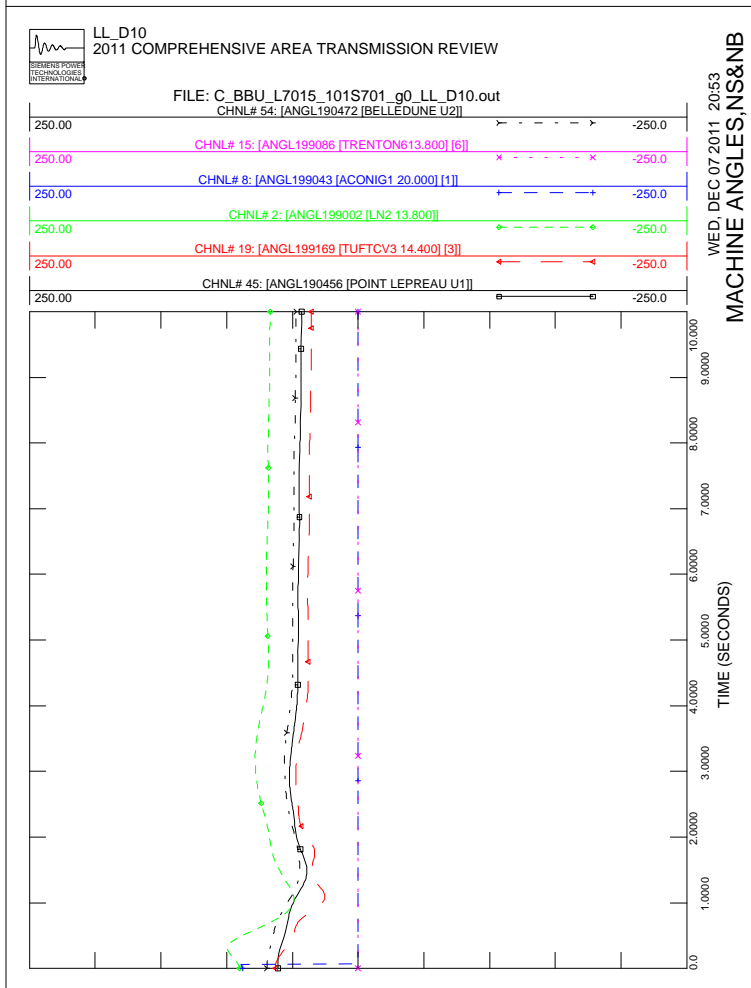
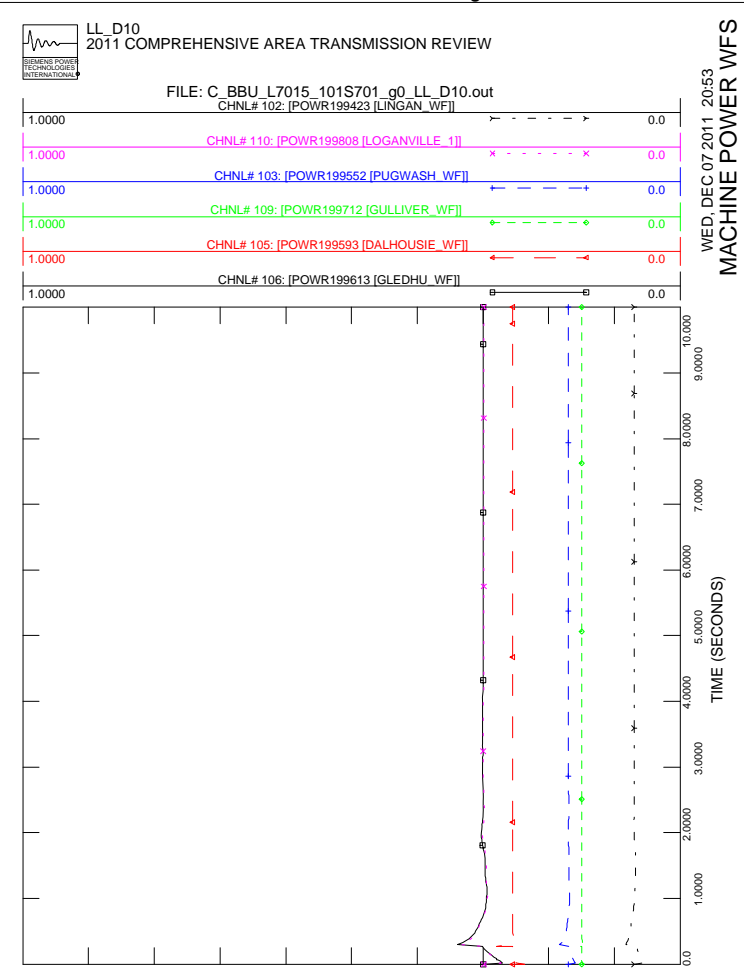
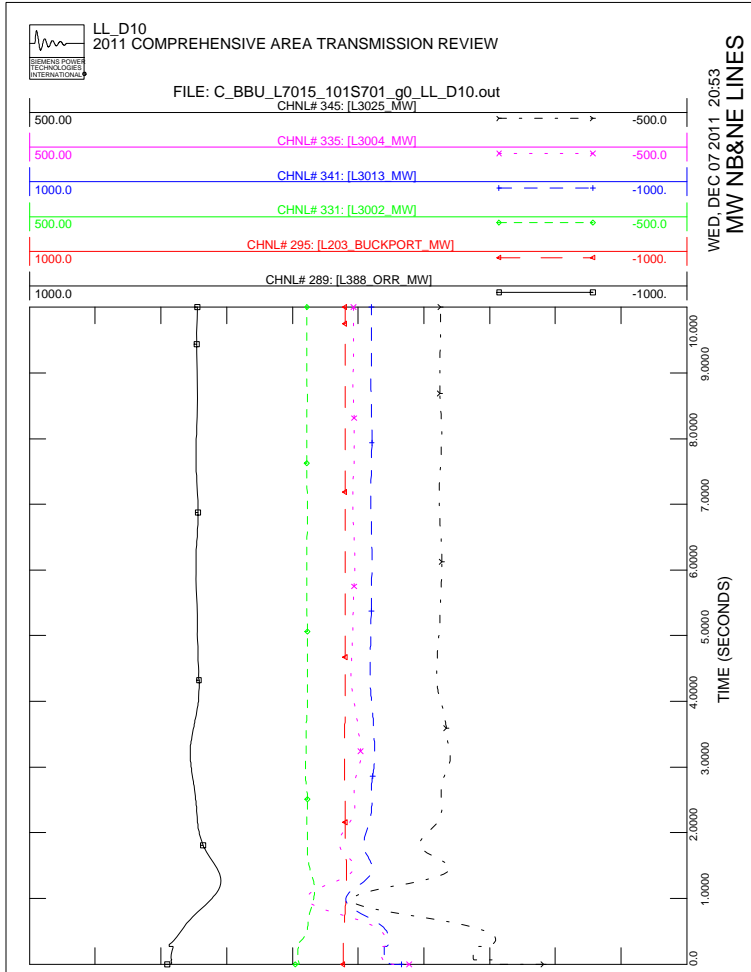
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_LL_D10.out

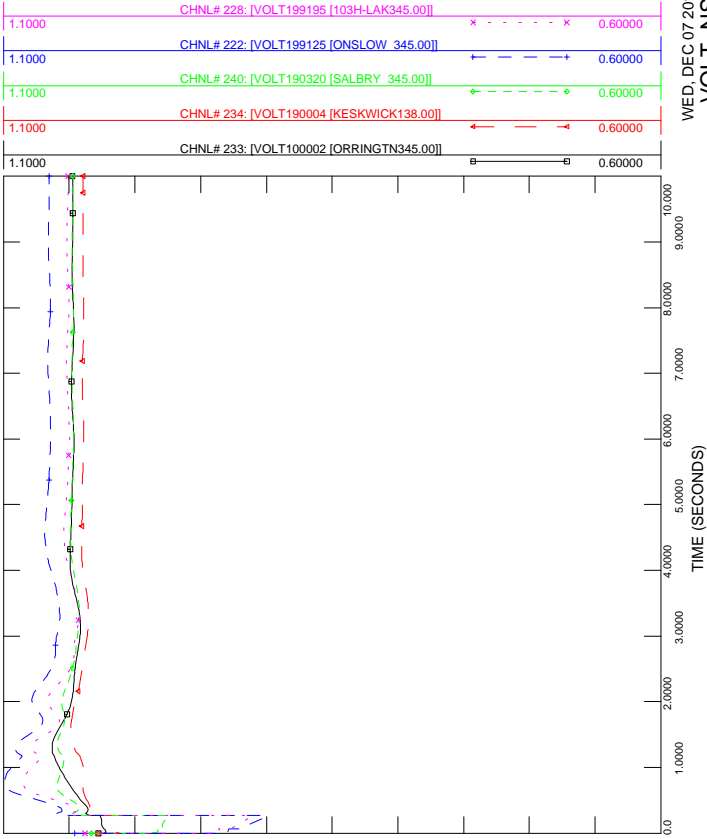






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_LL_D10.out

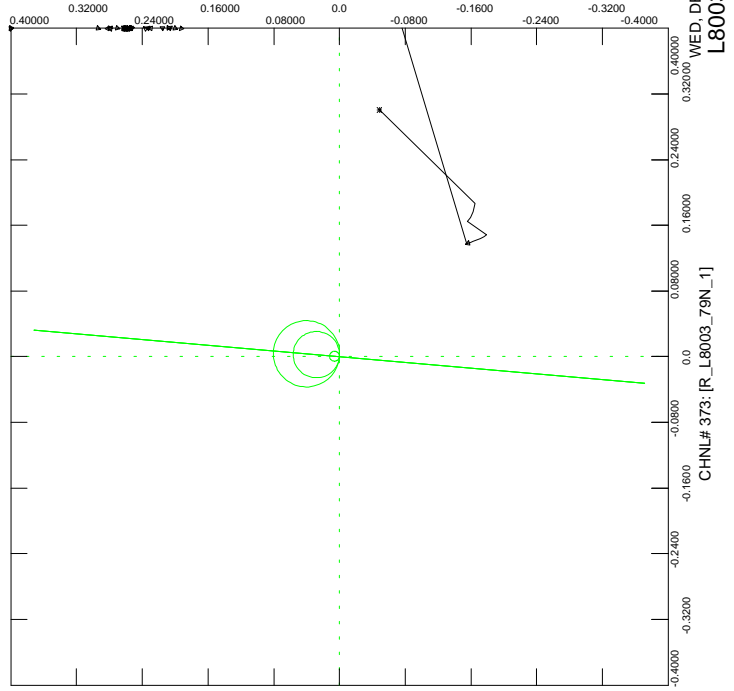


WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_LL_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

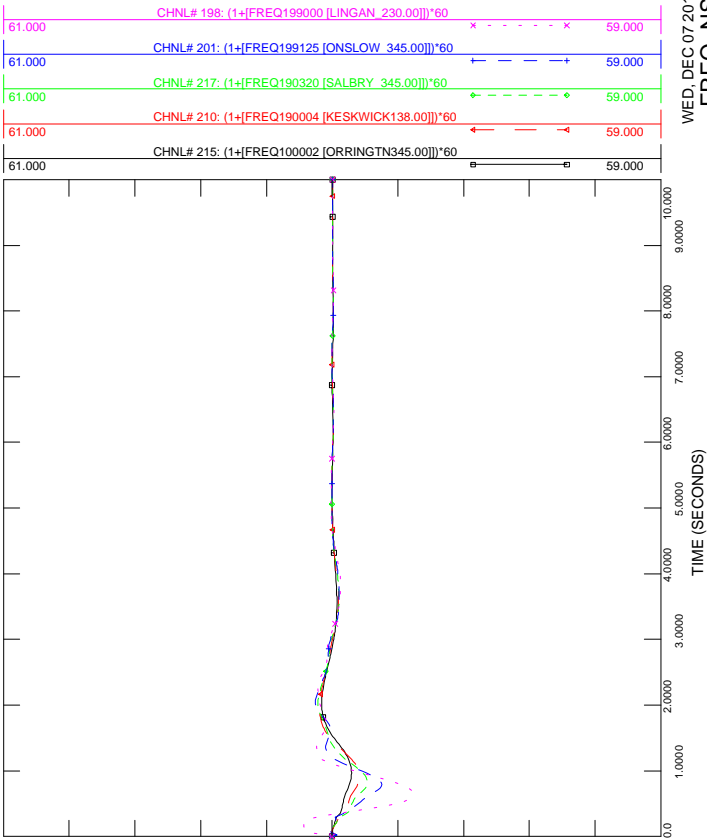


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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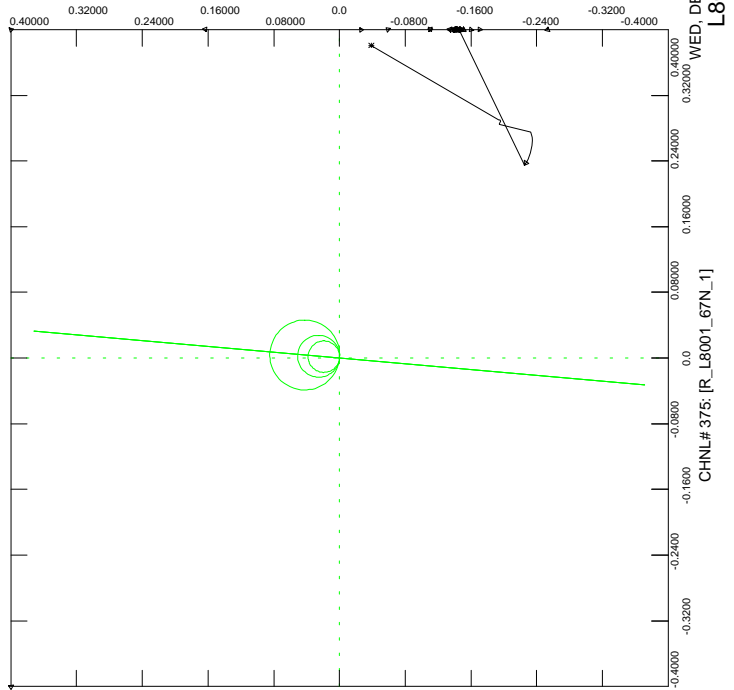


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FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7015_101S701_g0_LL_D10.out
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CHNL# 376: [X_L8001_67N_1]

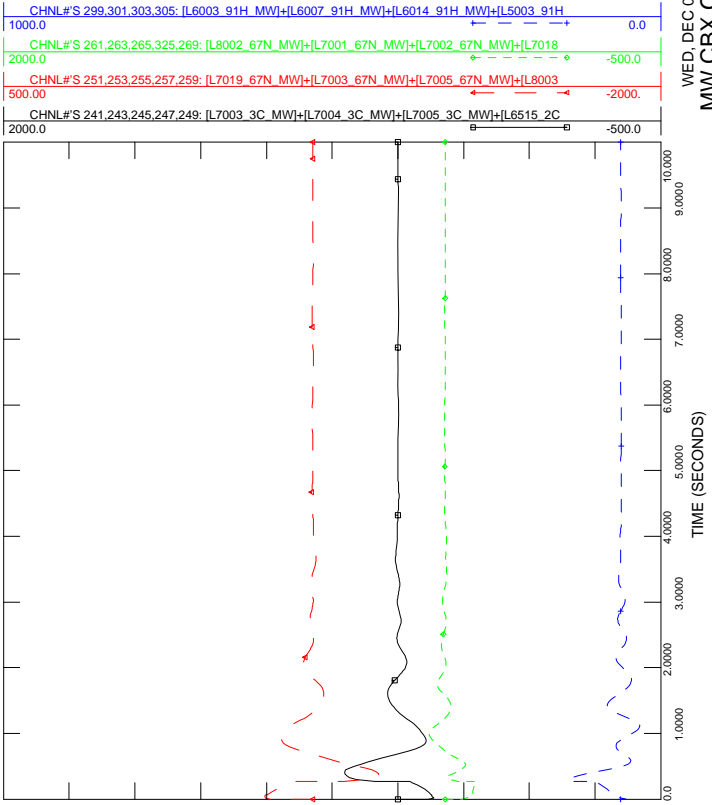


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



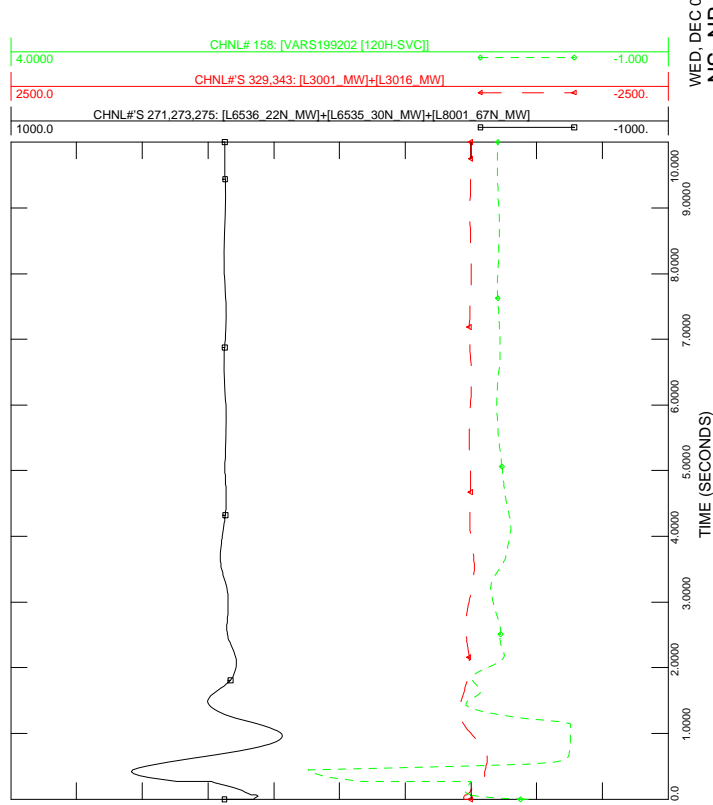
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_LL_D10.out



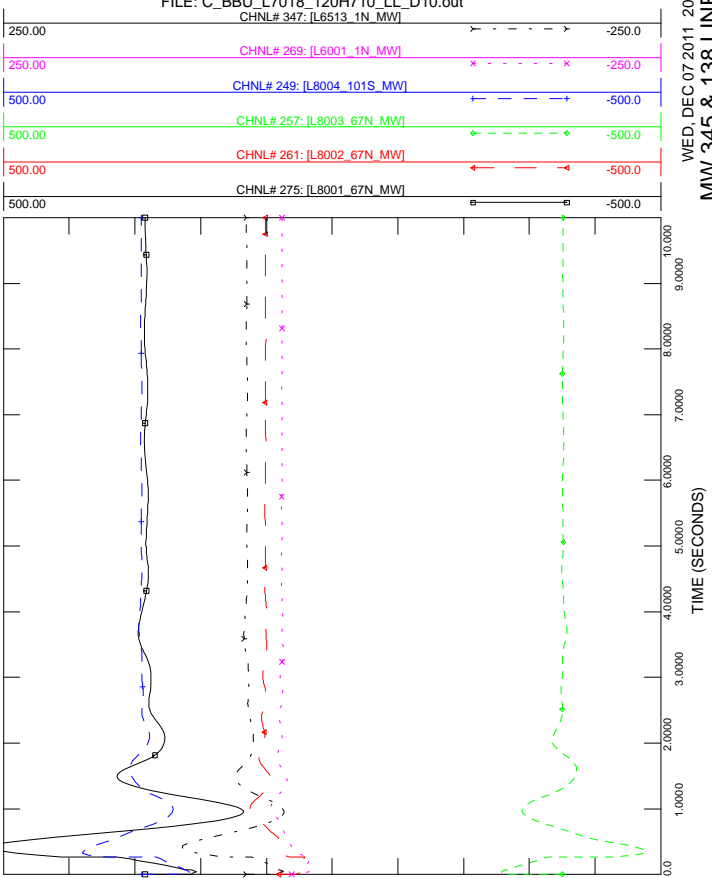
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_120H710_LL_D10.out



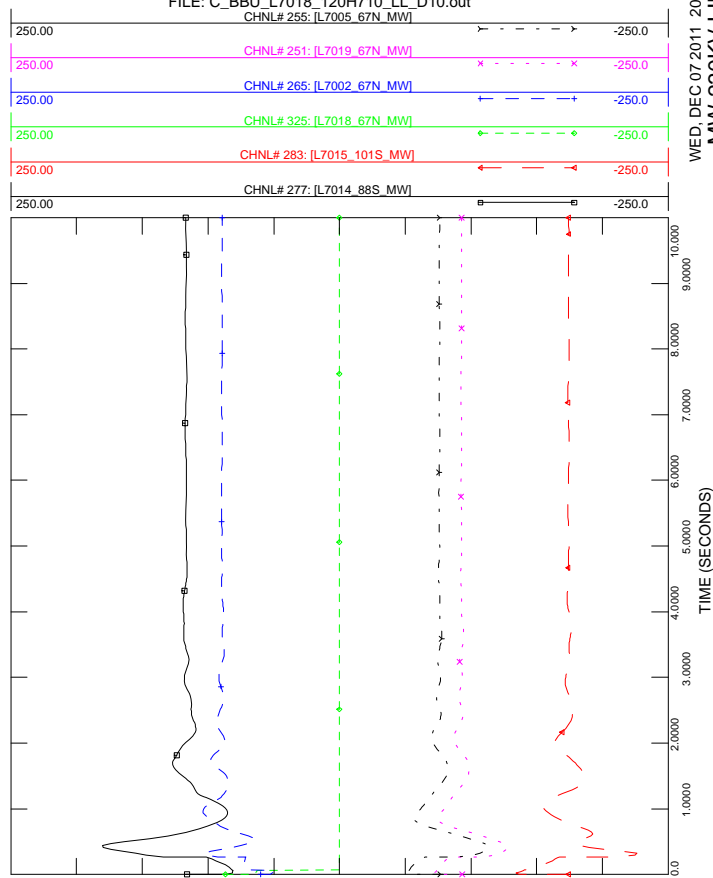
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

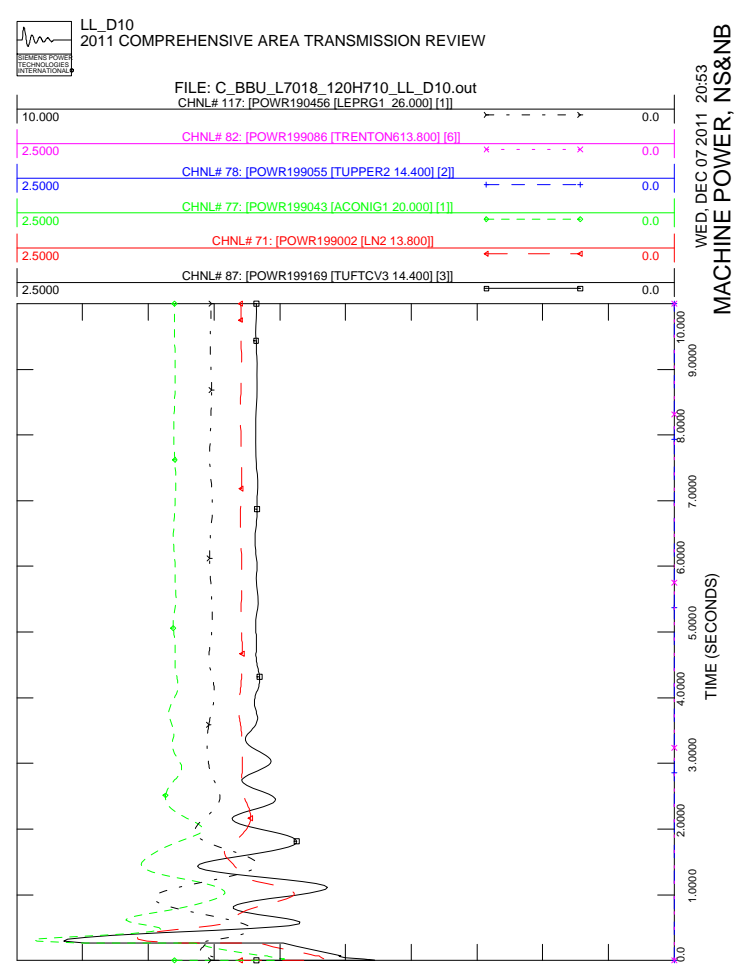
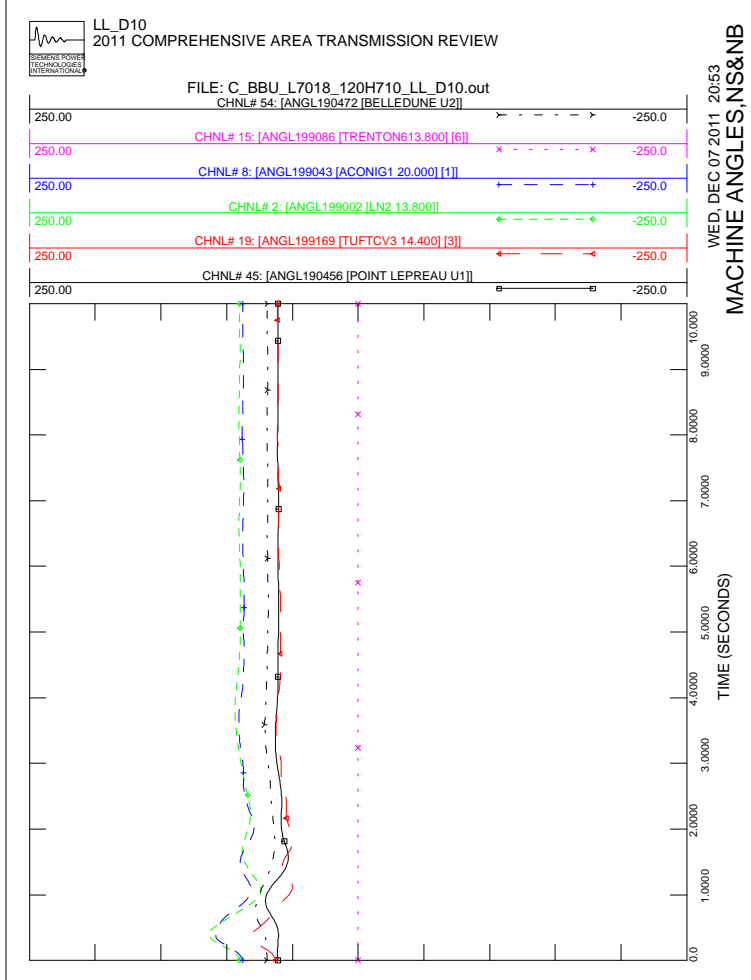
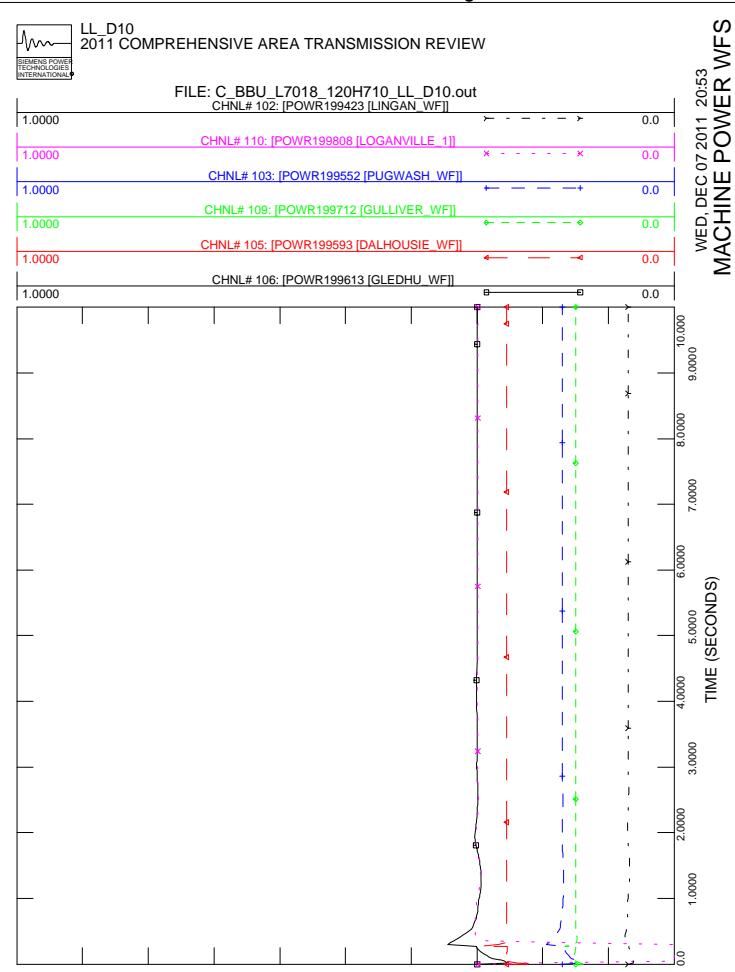
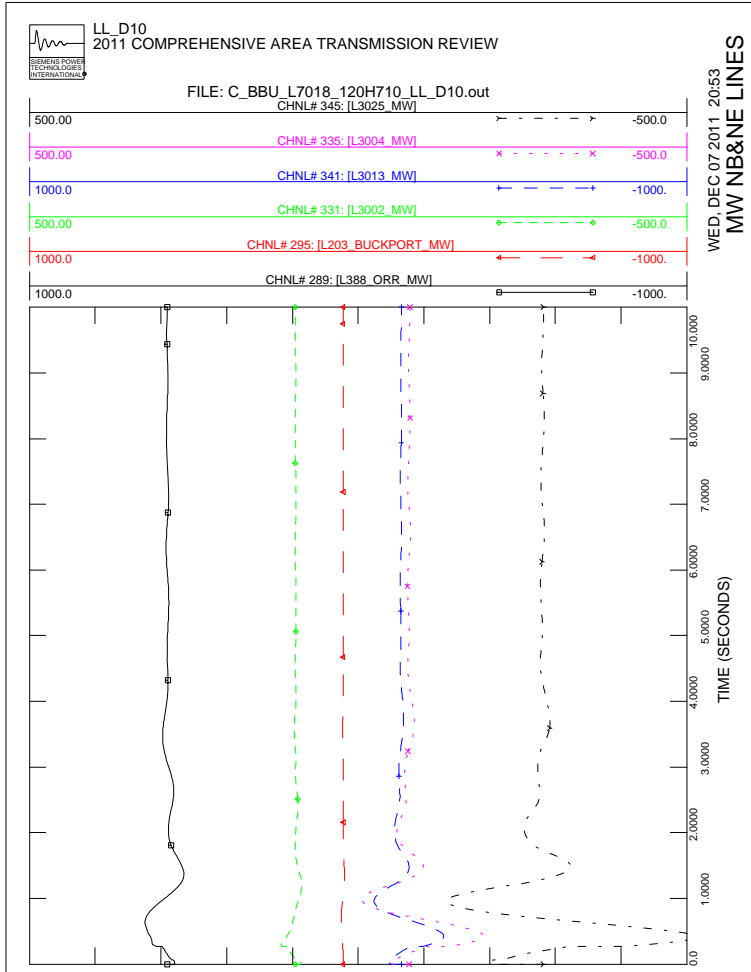
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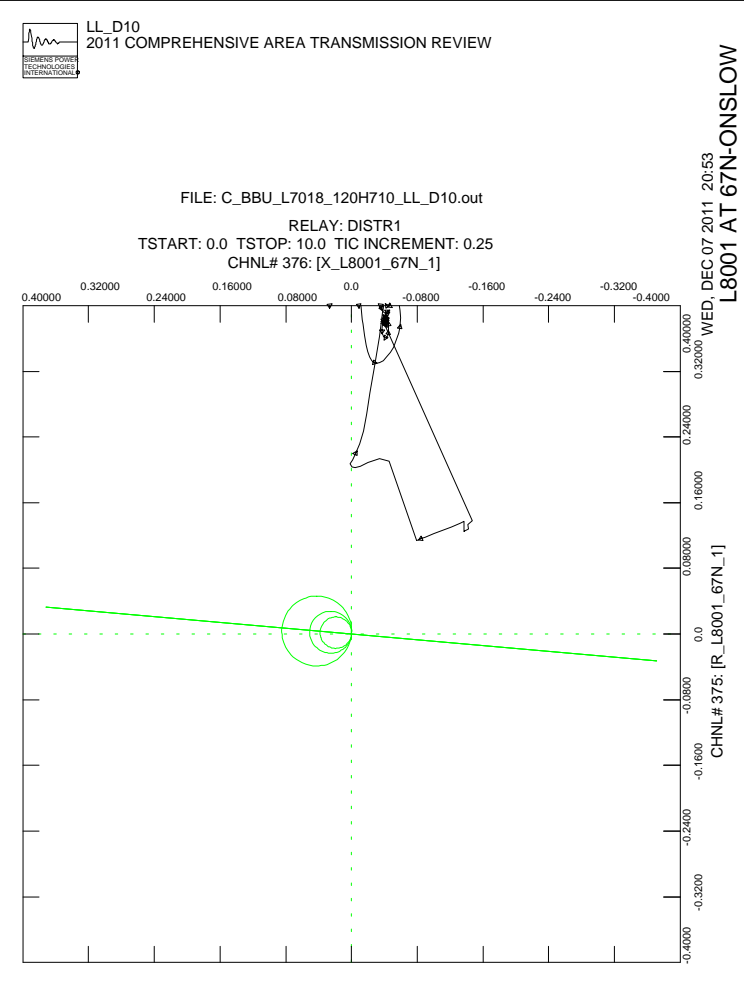
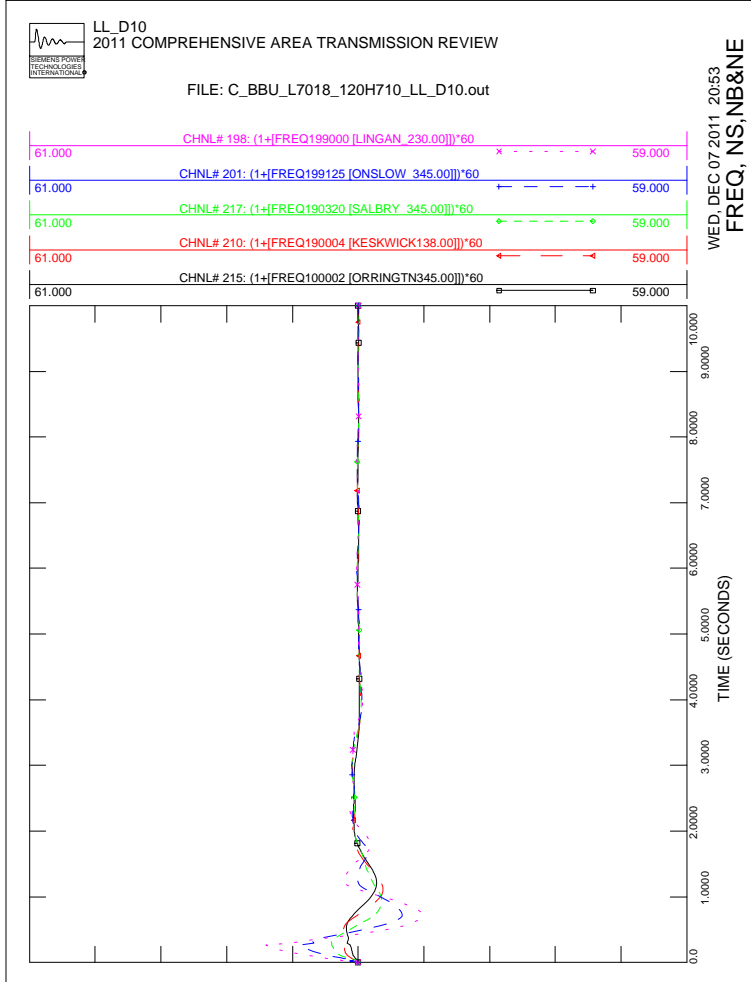
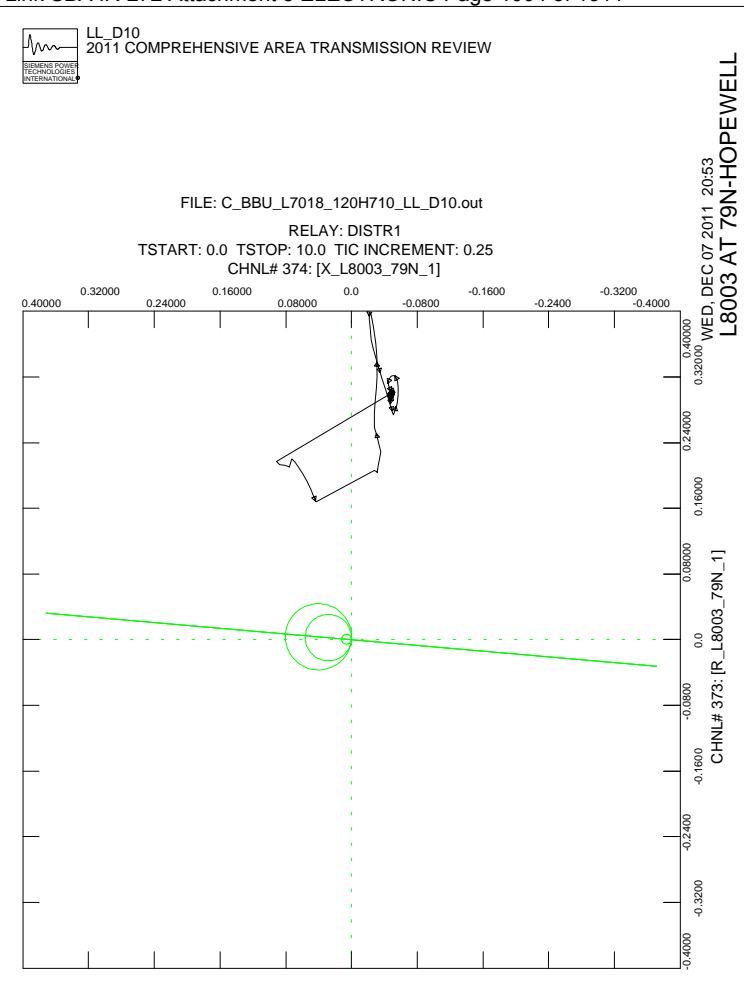
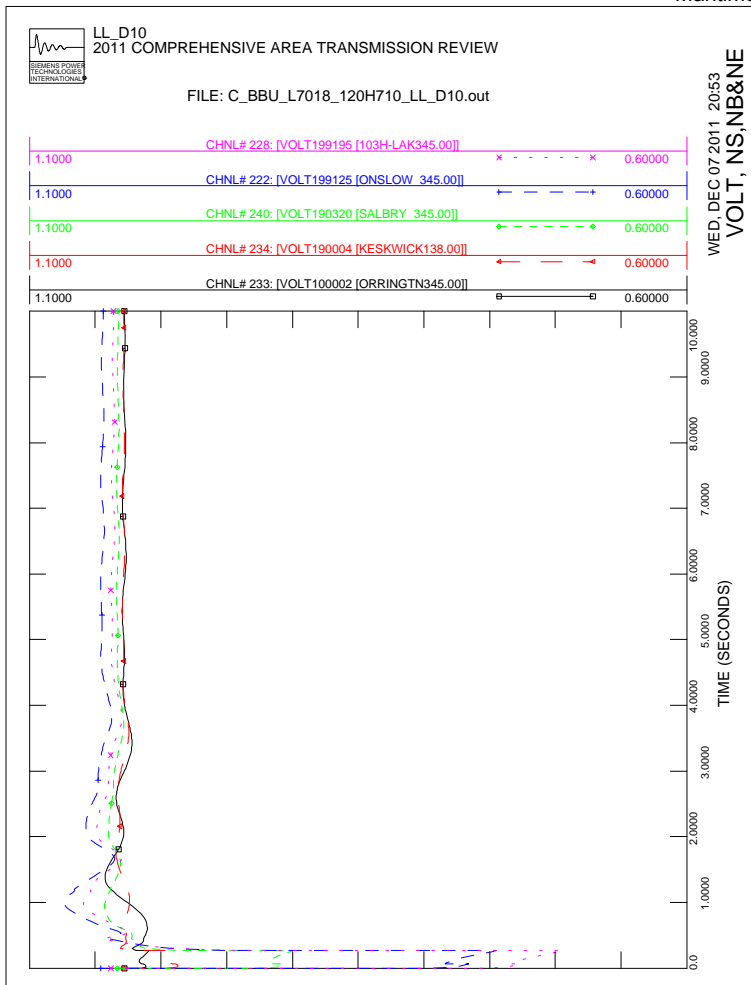


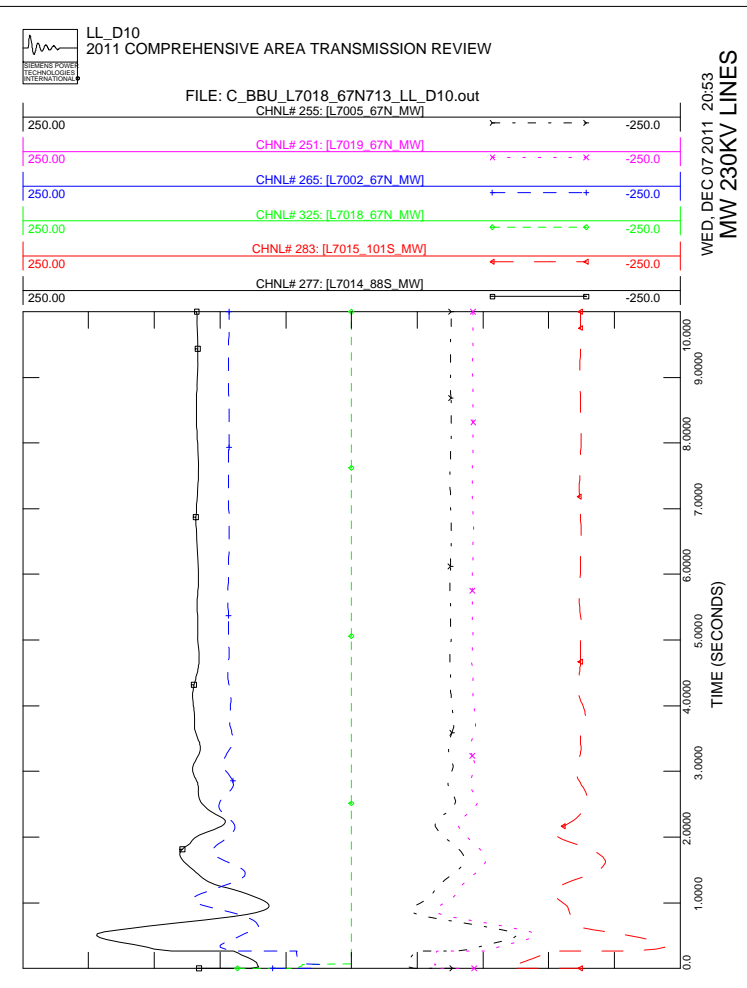
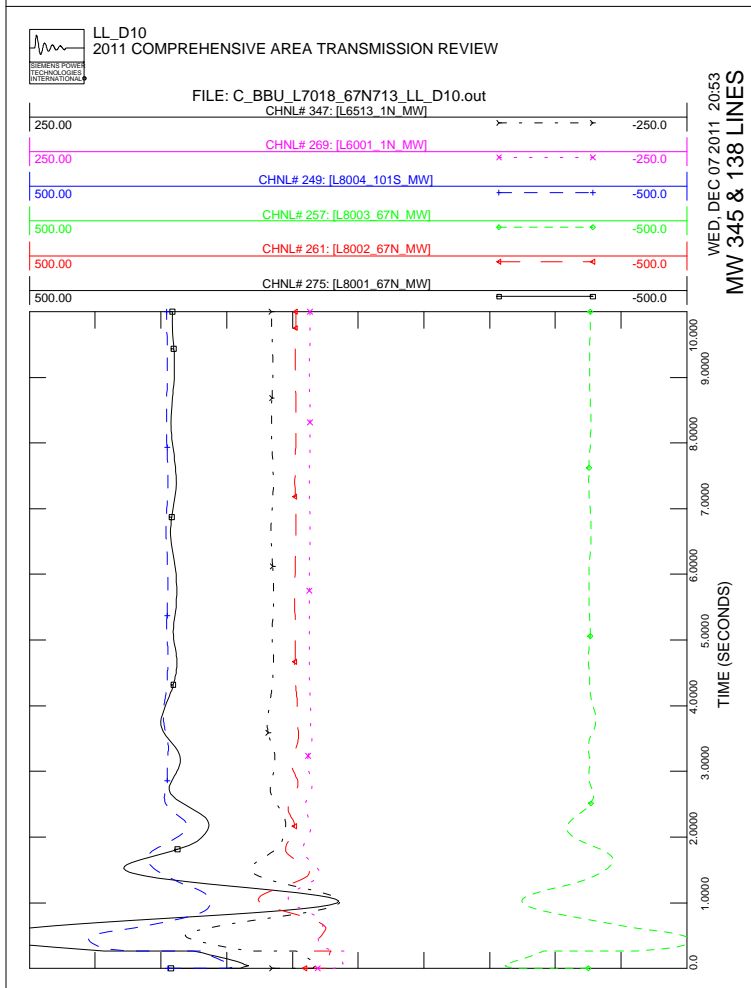
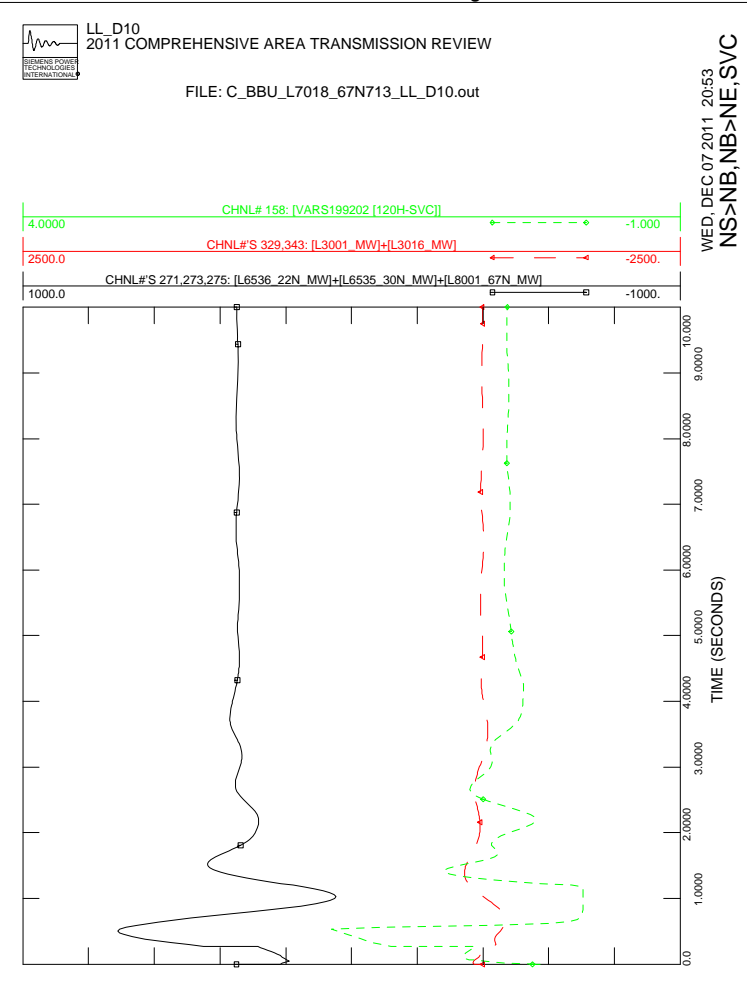
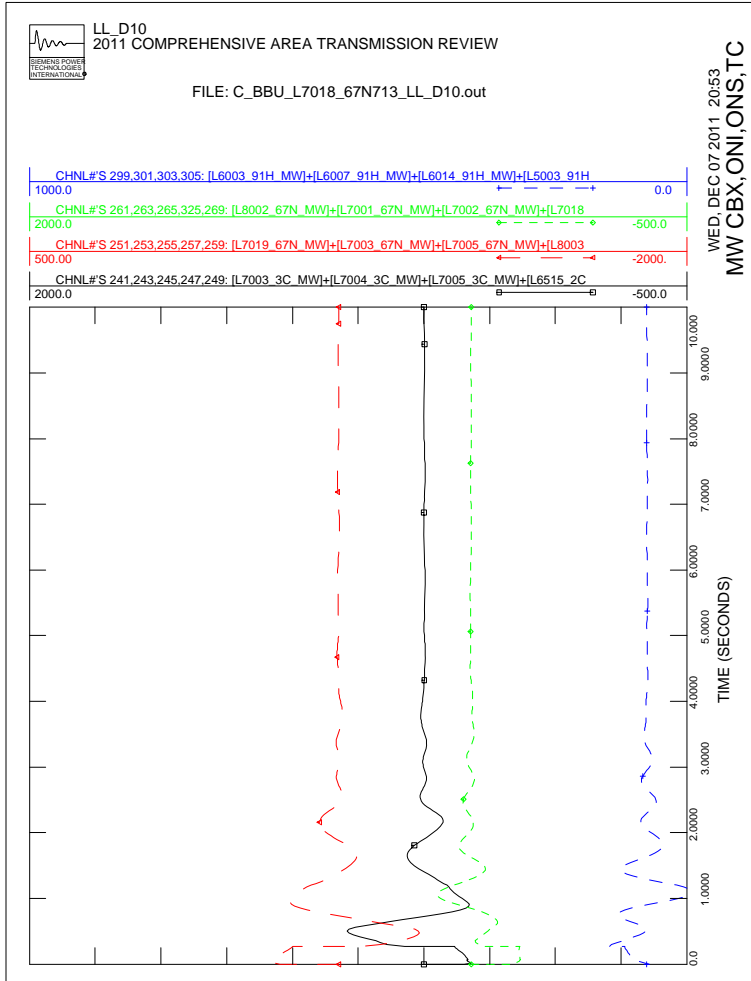
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

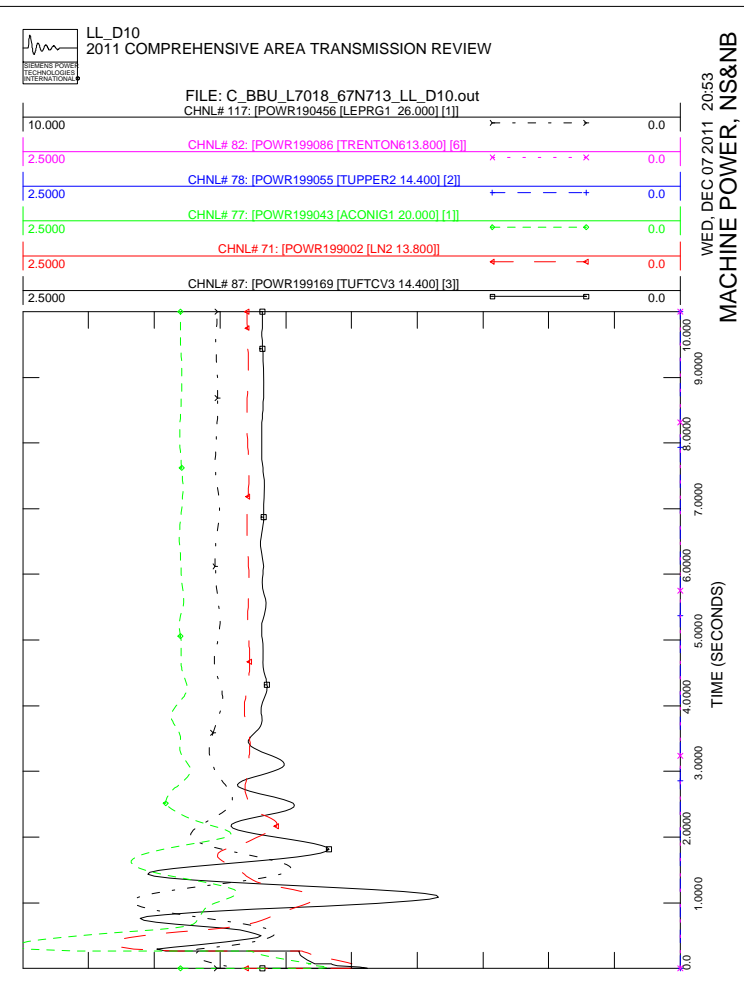
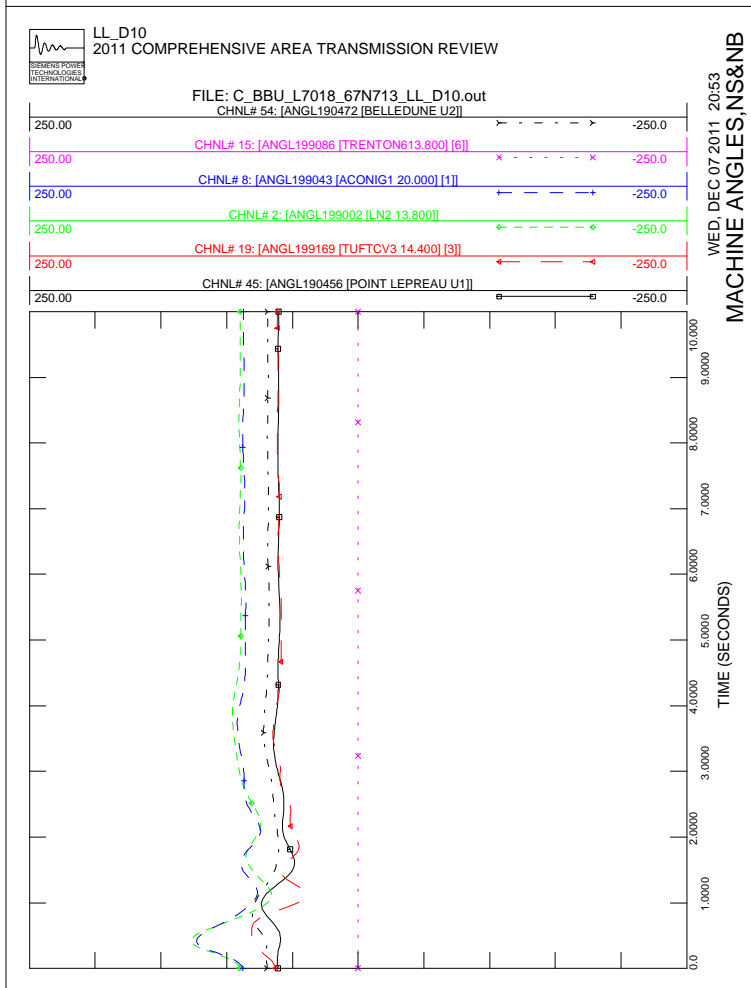
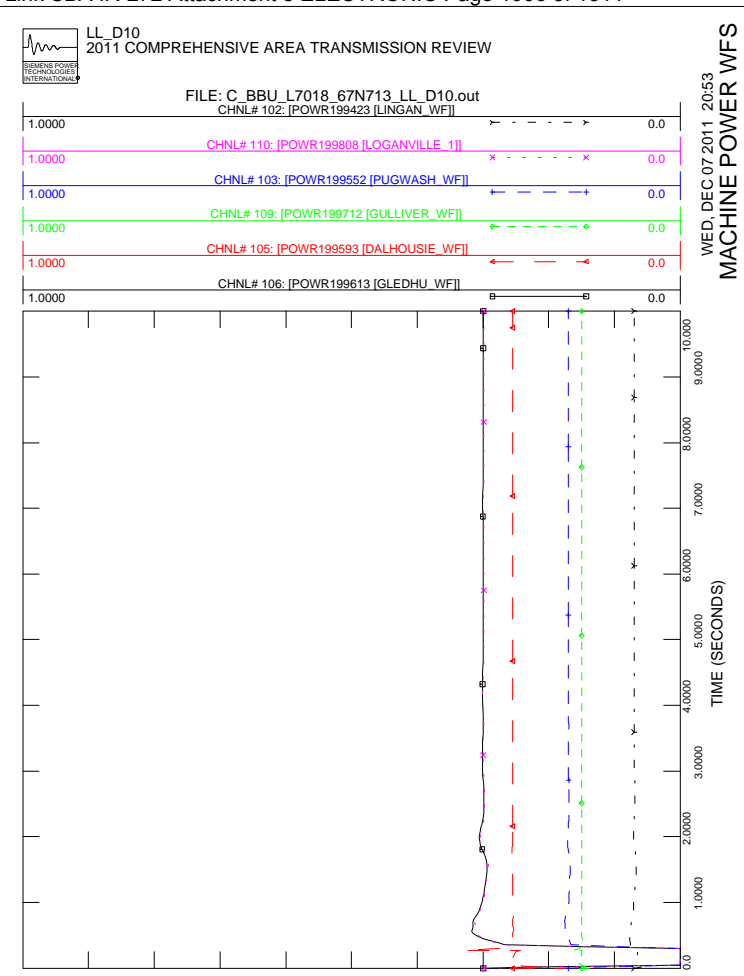
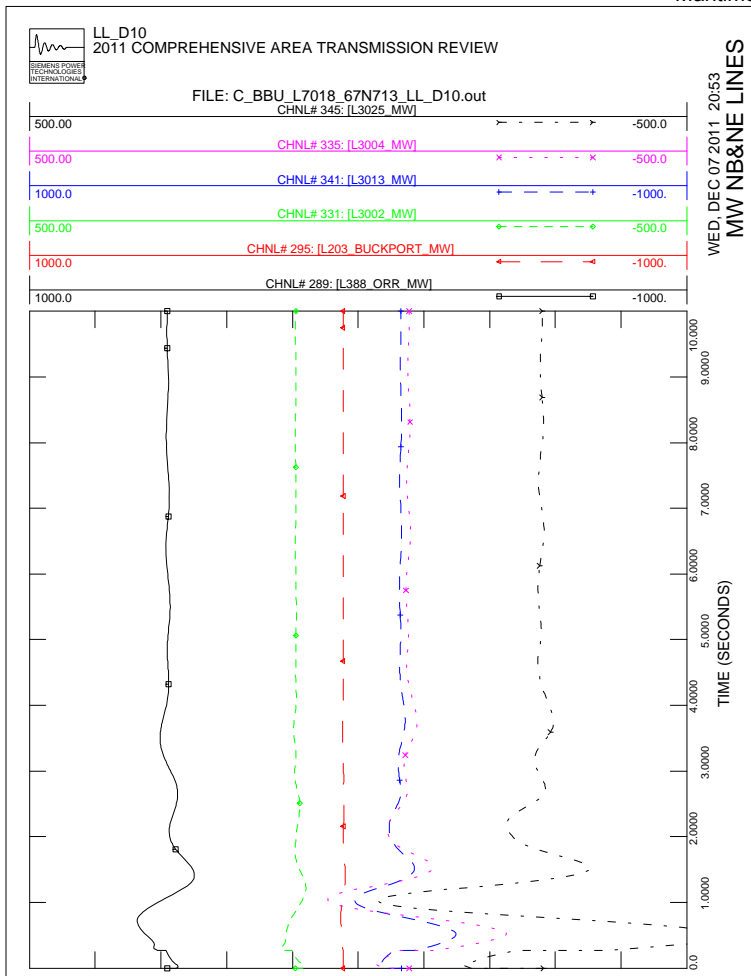
FILE: C_BBU_L7018_120H710_LL_D10.out







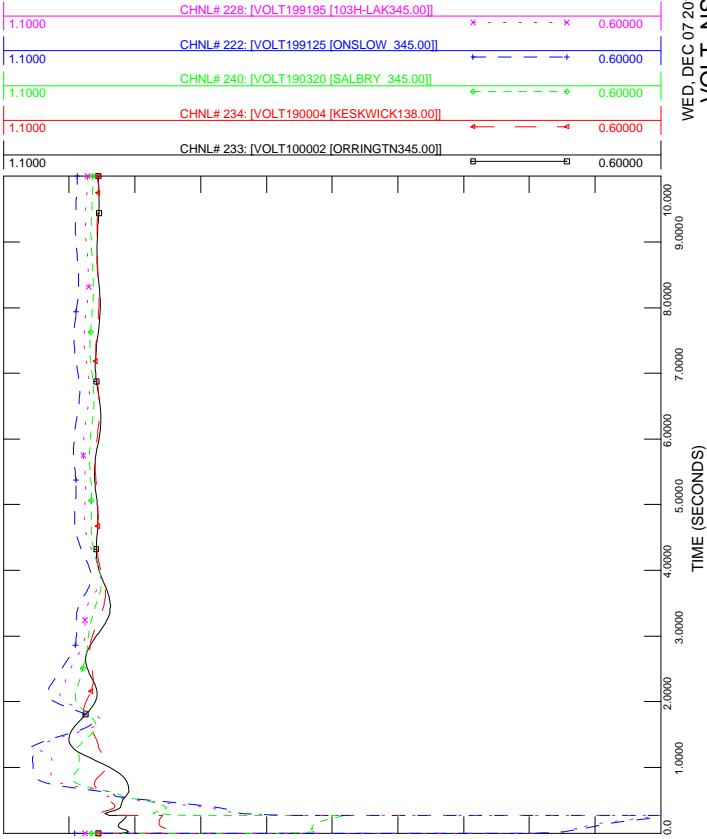






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

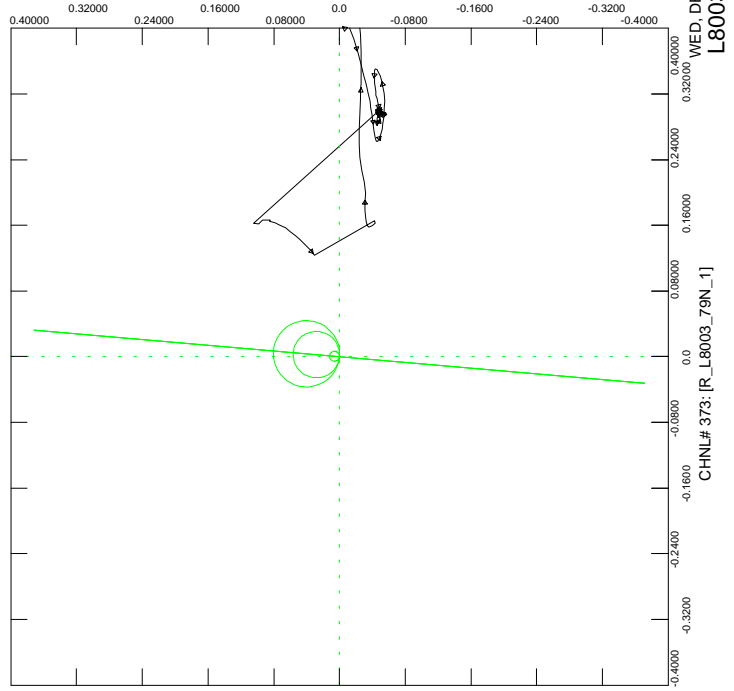
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

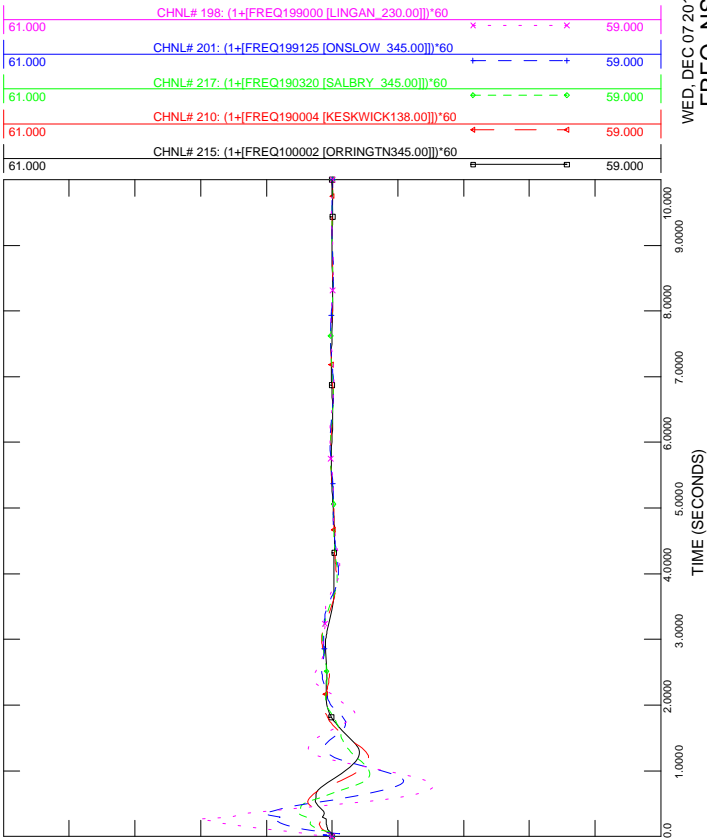
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RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

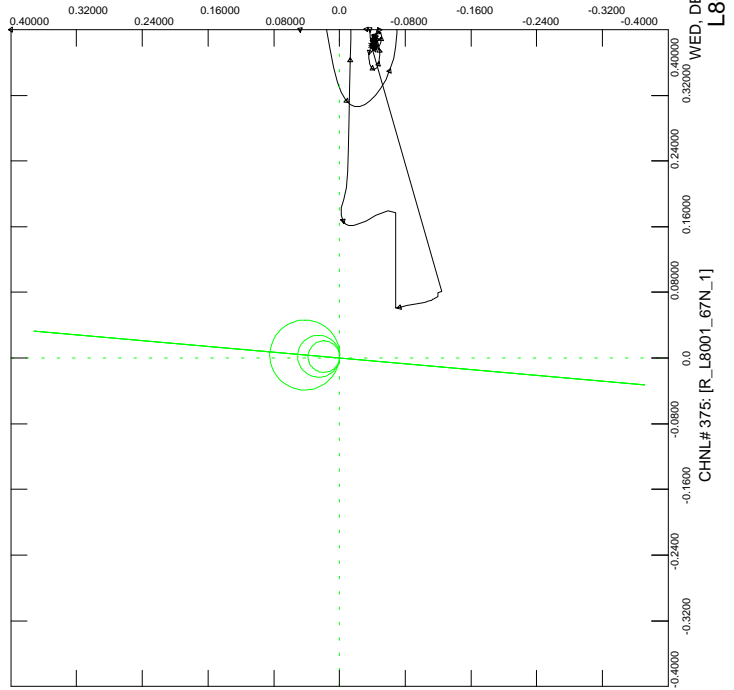
FILE: C_BBU_L7018_67N713_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7018_67N713_LL_D10.out

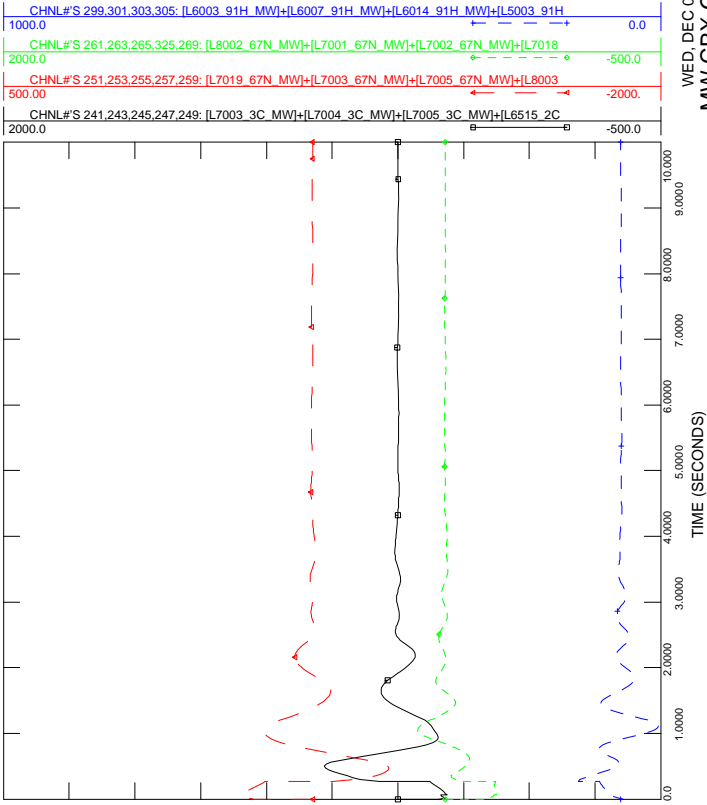
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]





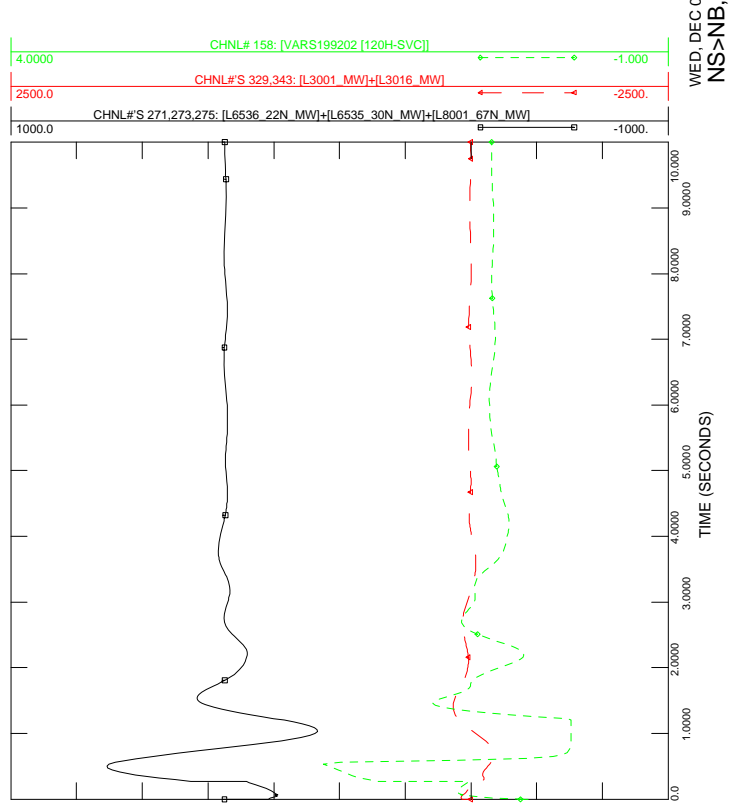
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out



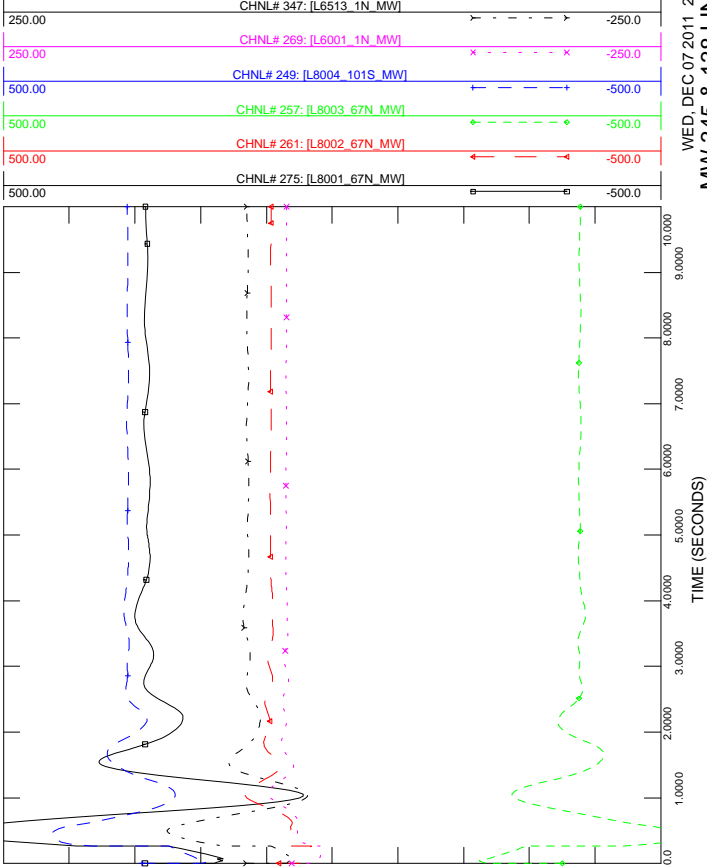
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out



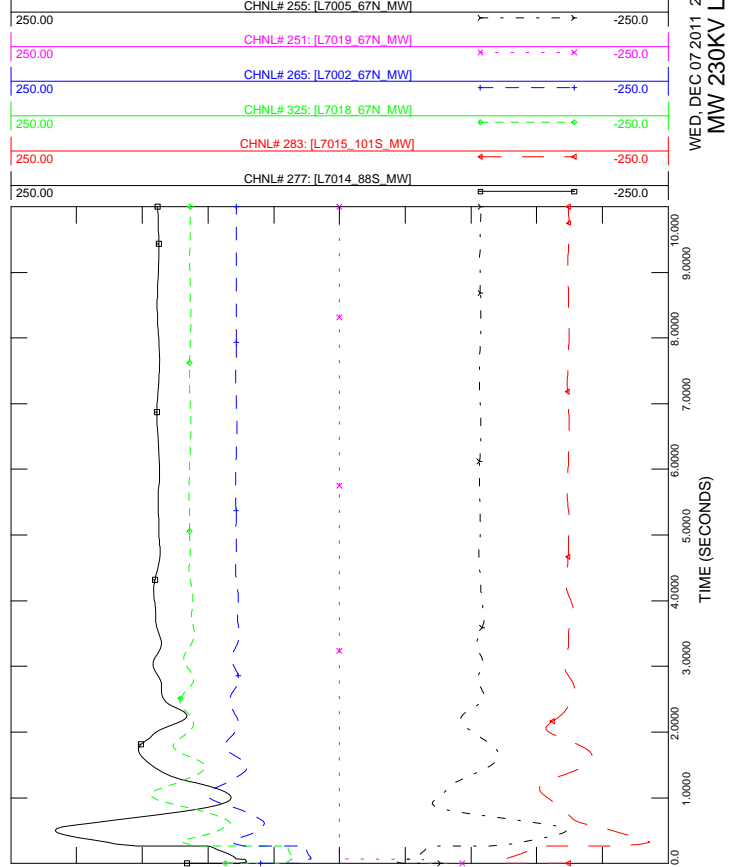
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

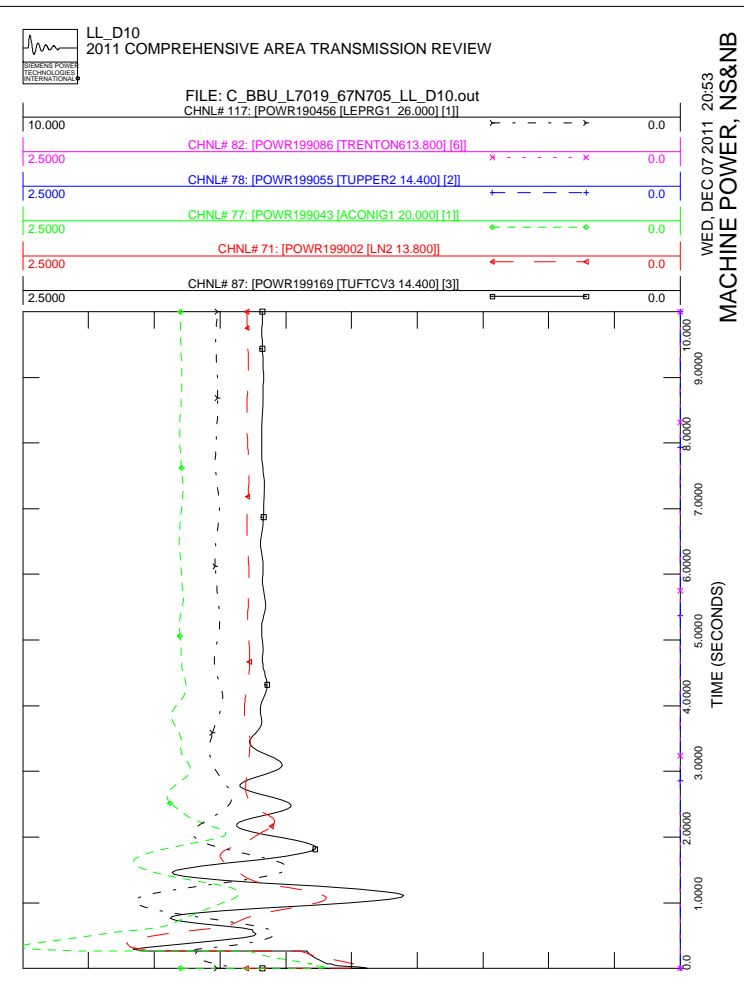
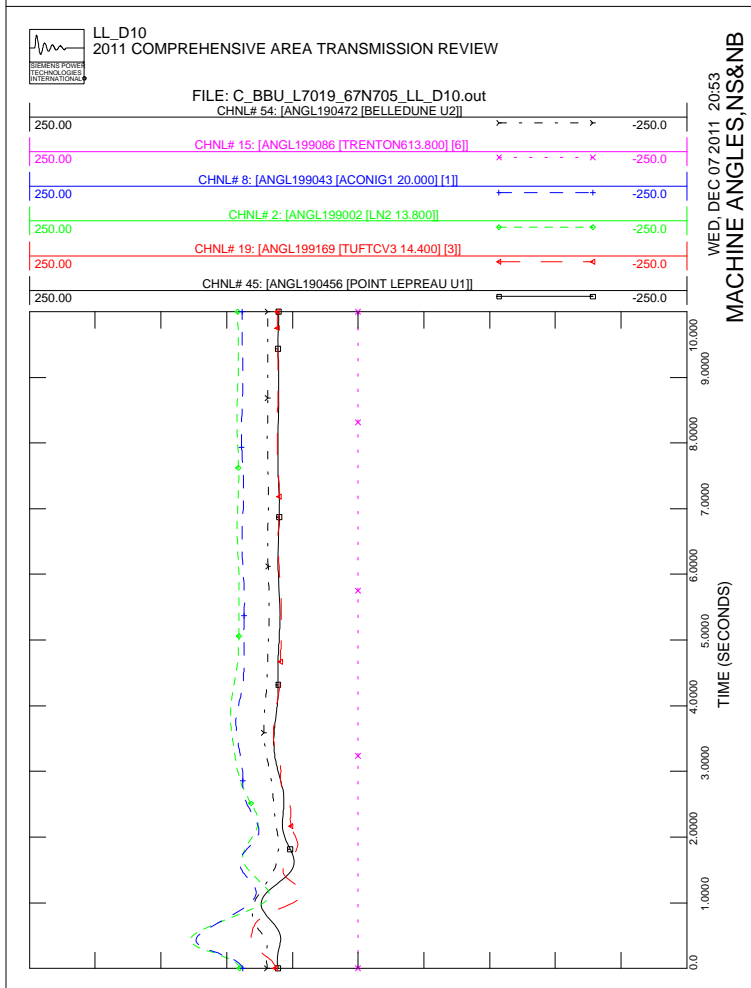
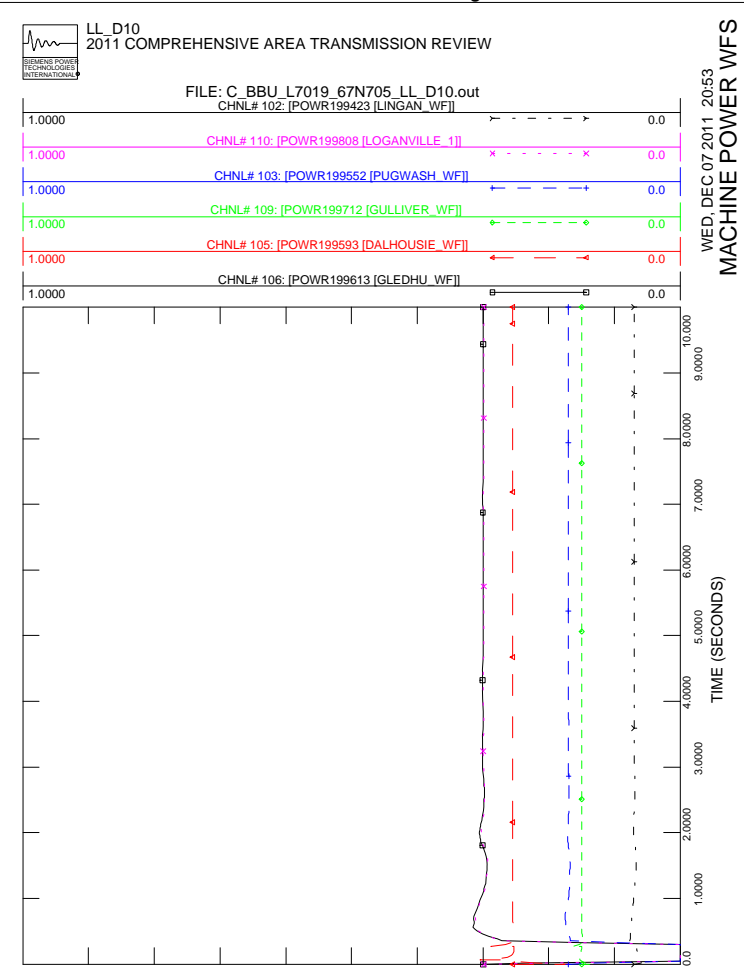
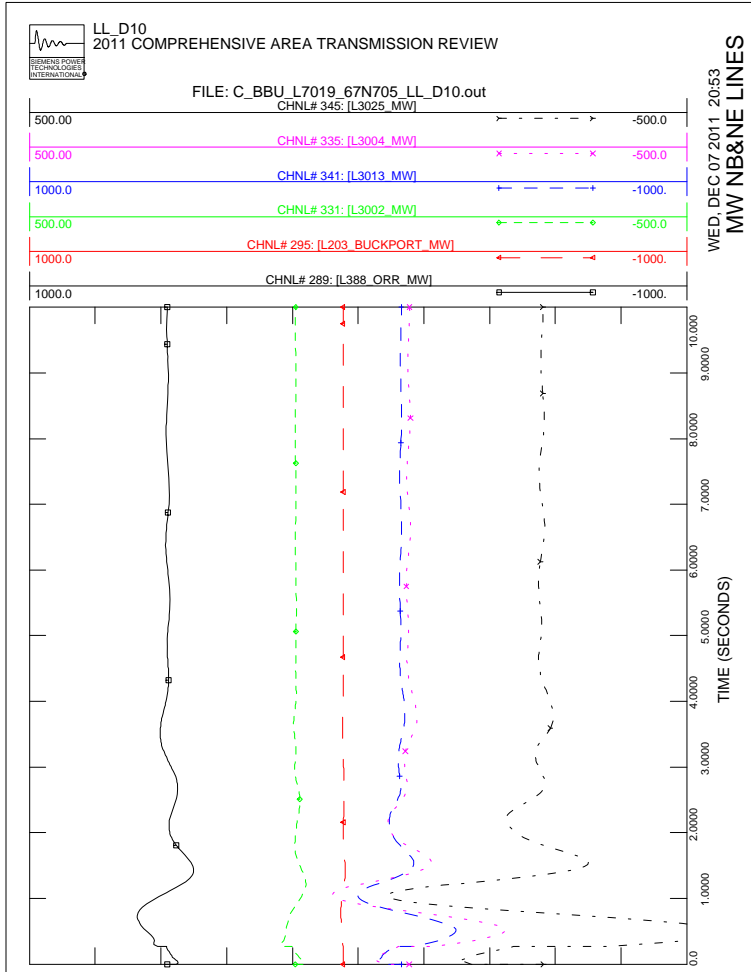
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out

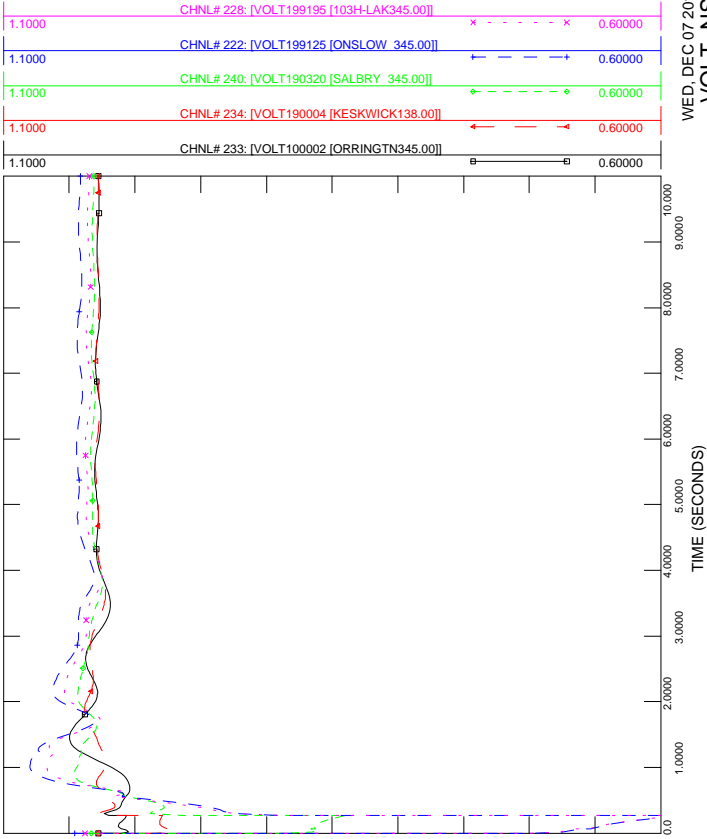






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out



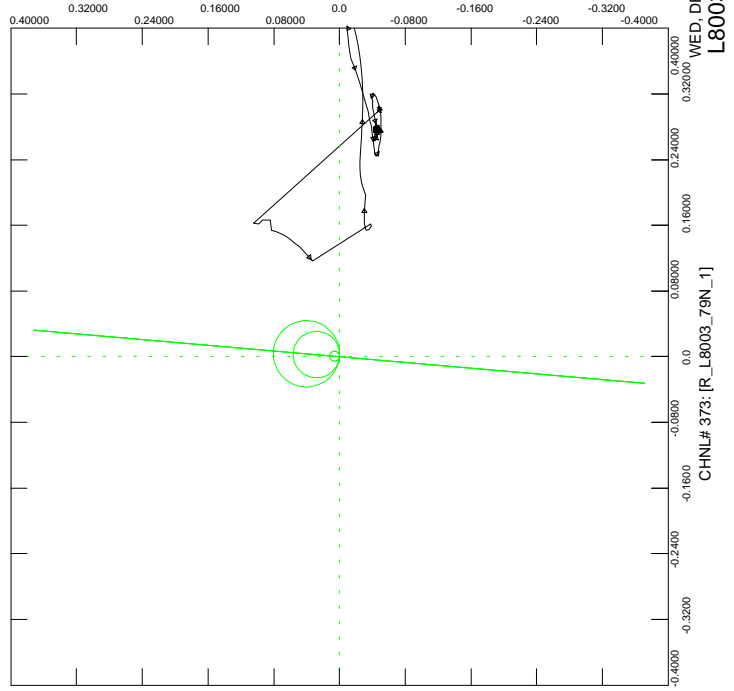
WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

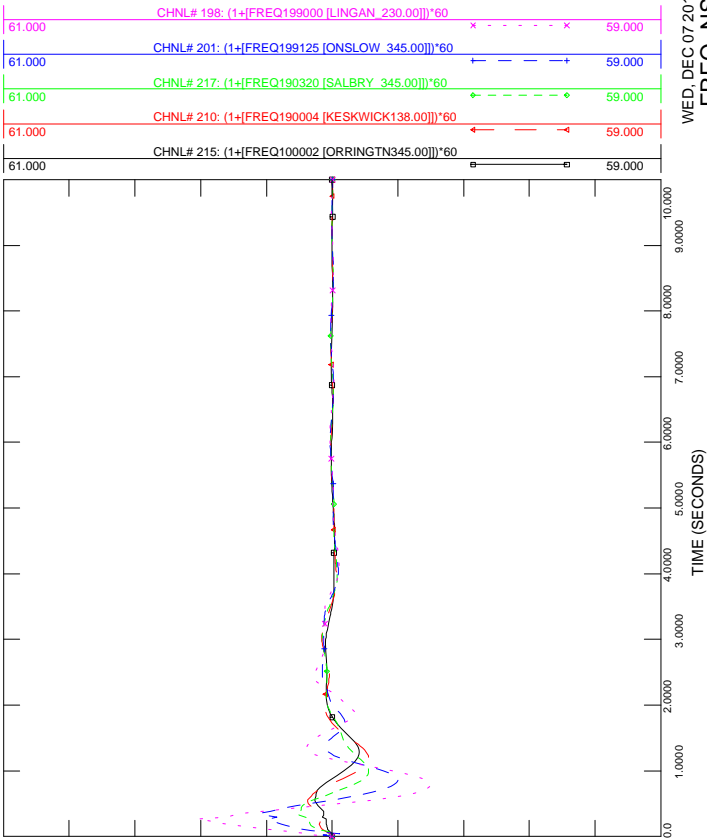


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out



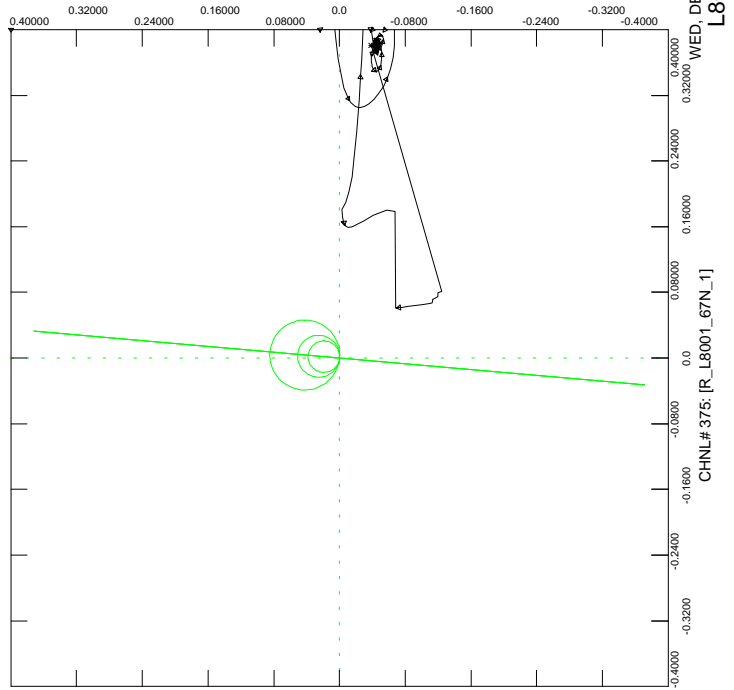
WED, DEC 07 2011 20:53
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L7019_67N705_LL_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

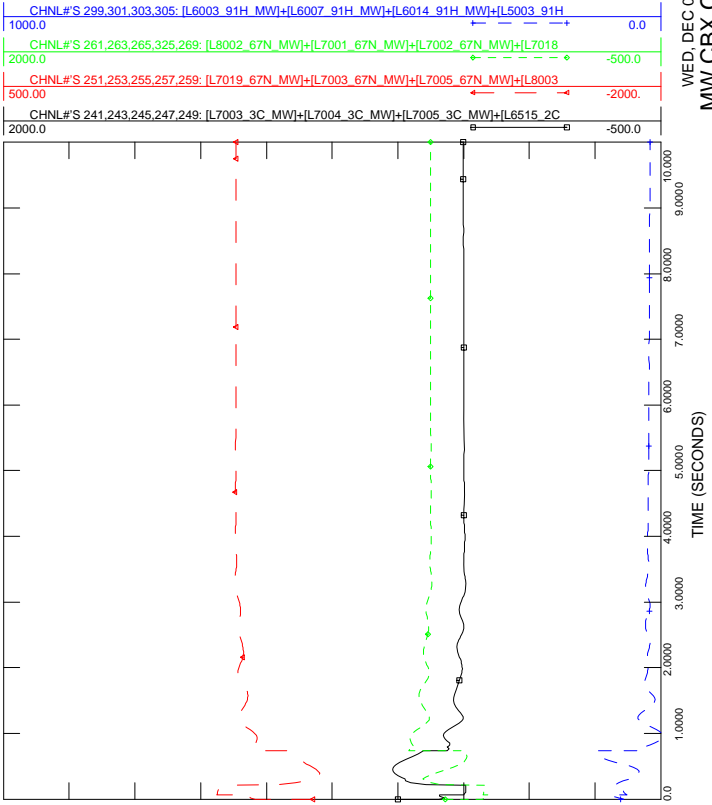


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLOW



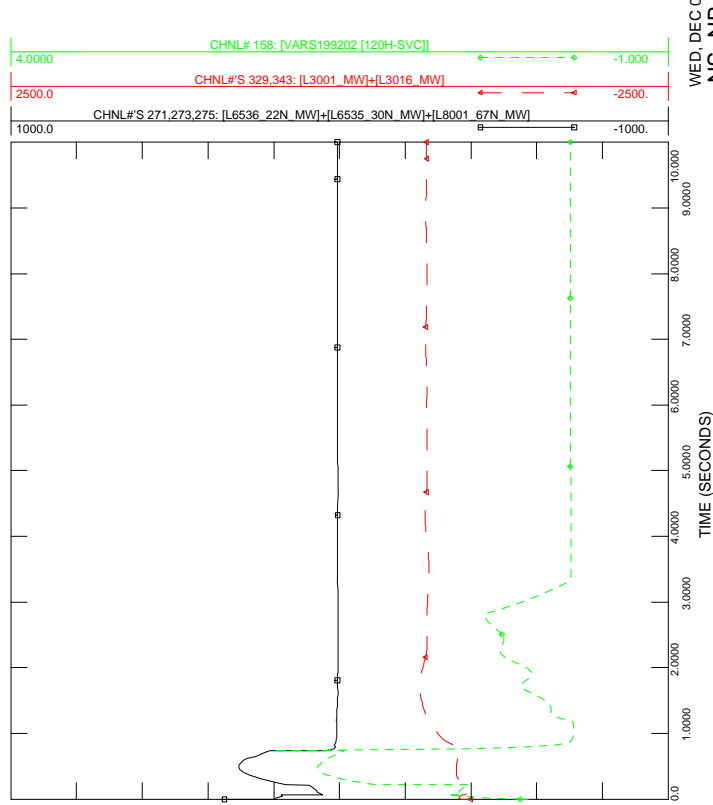
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_LL_D10.out



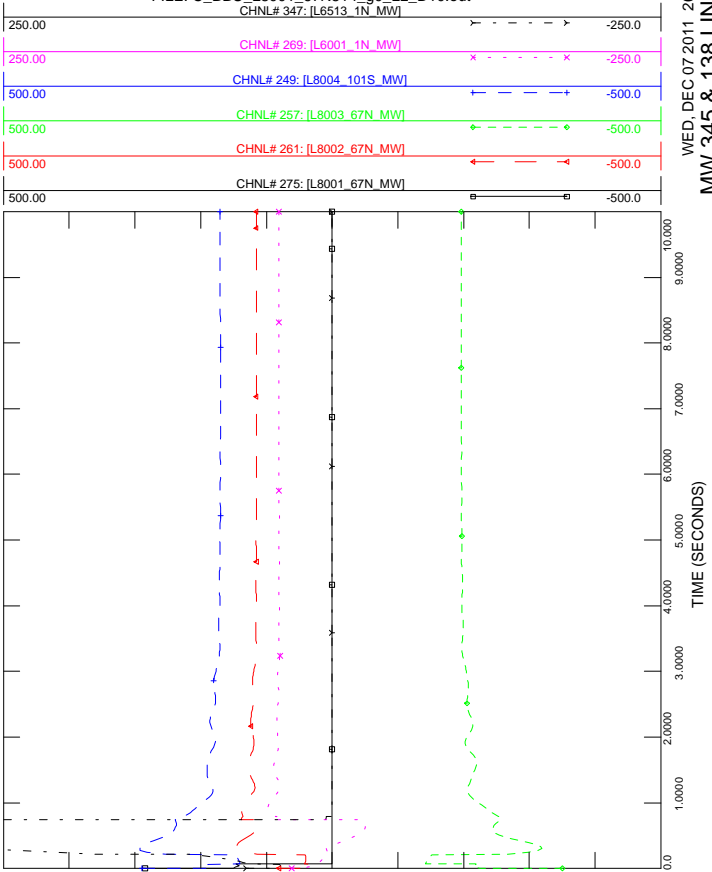
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_LL_D10.out



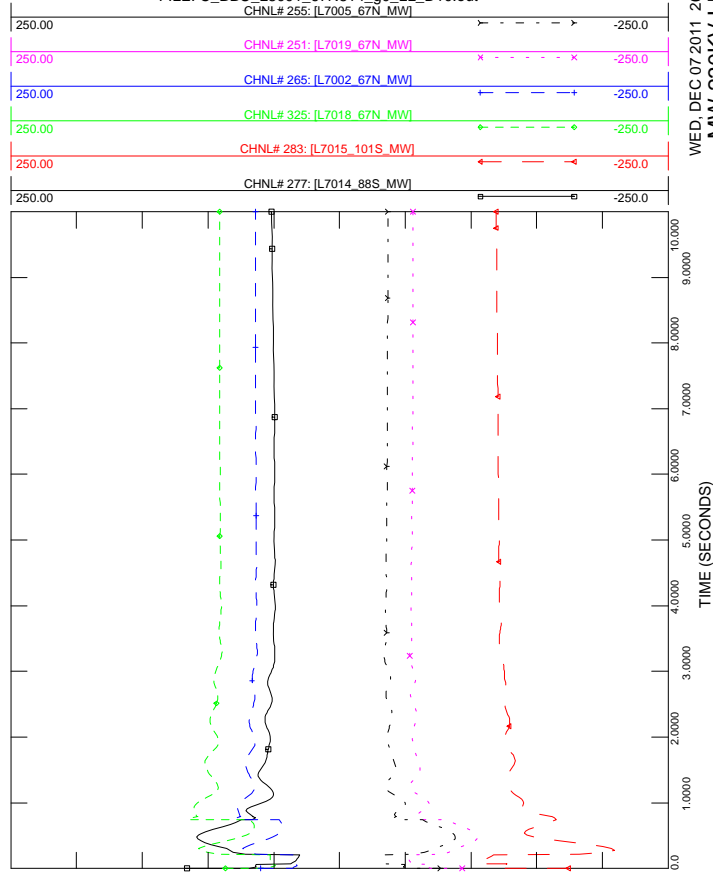
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

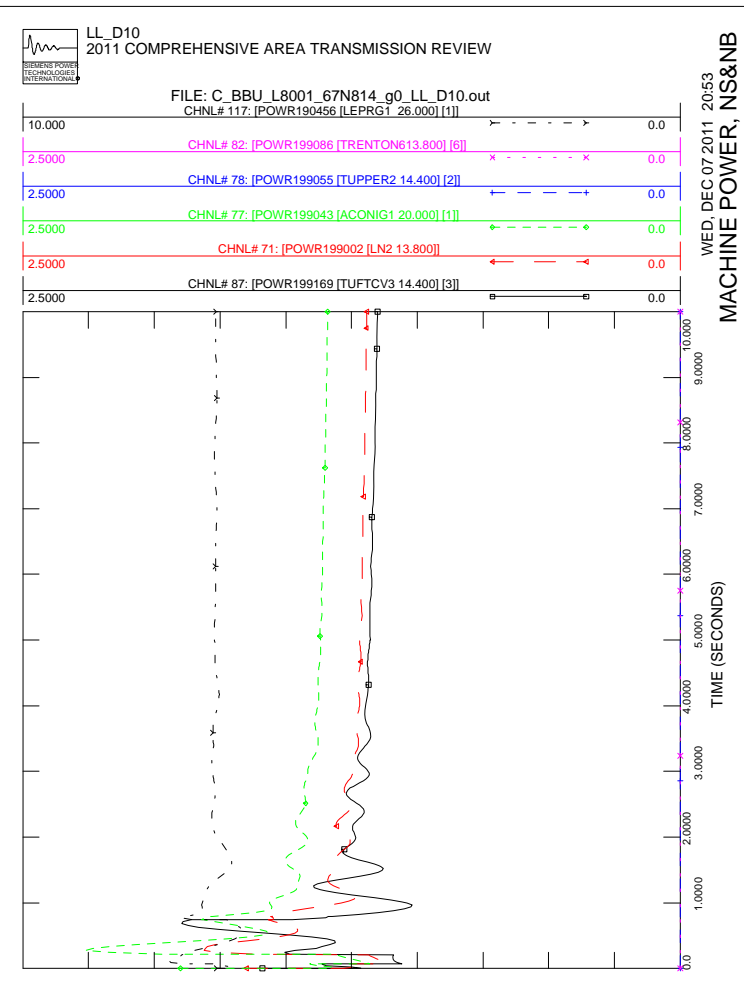
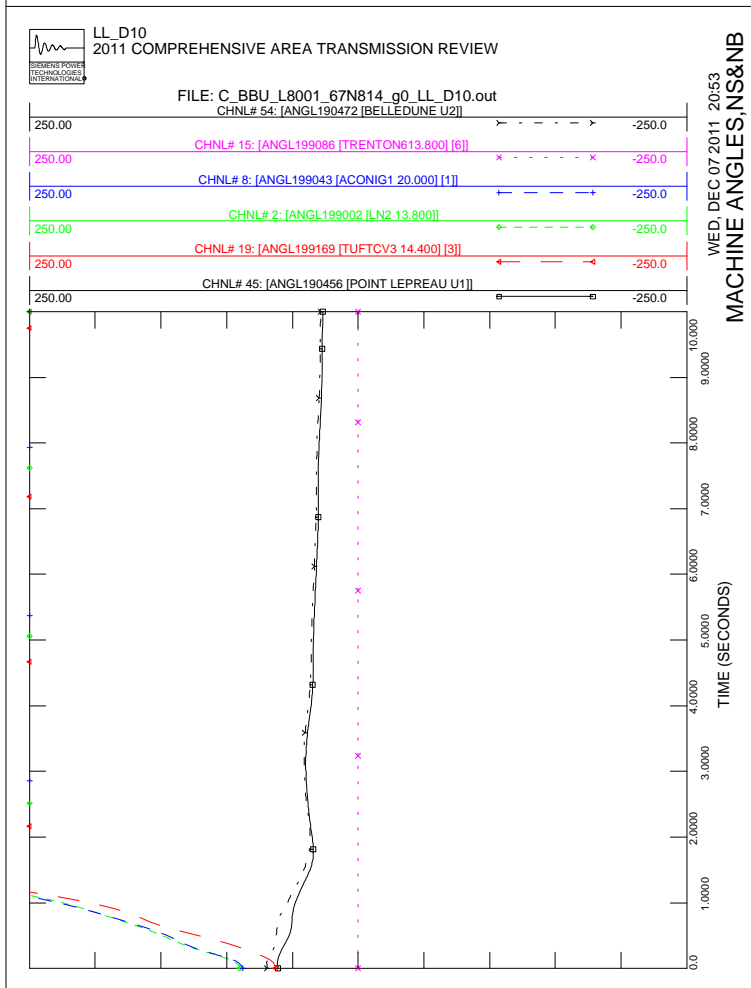
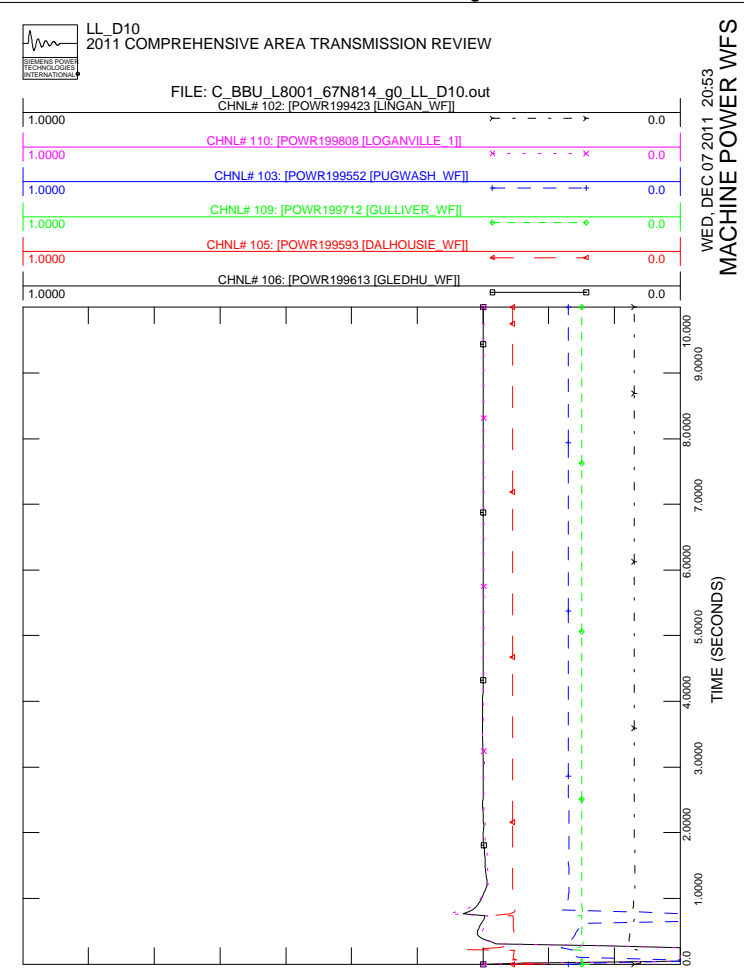
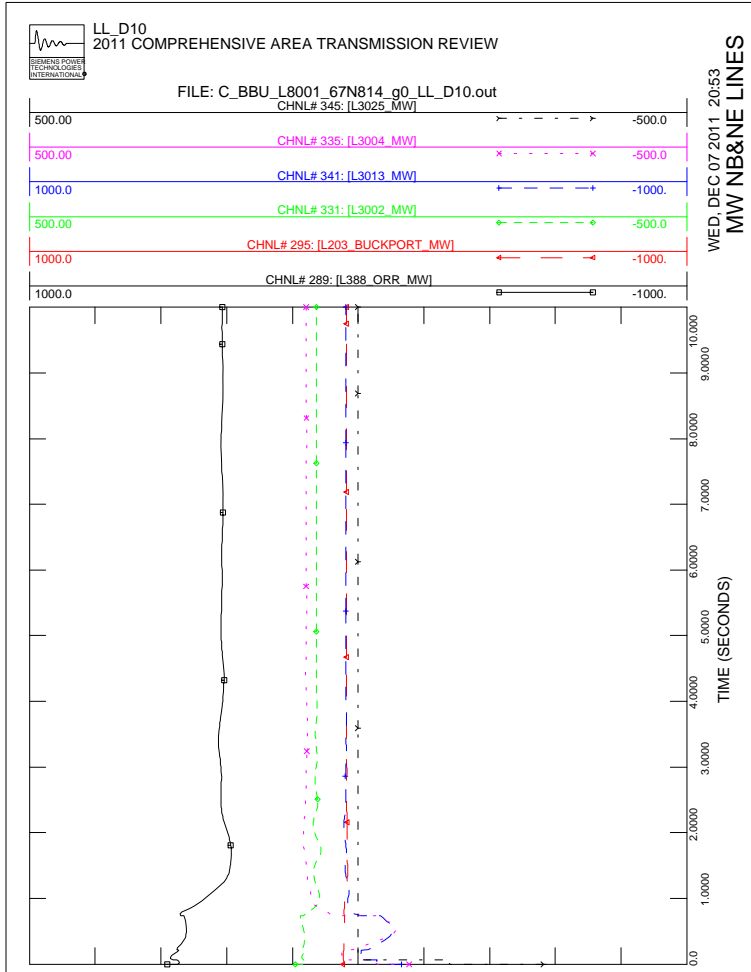
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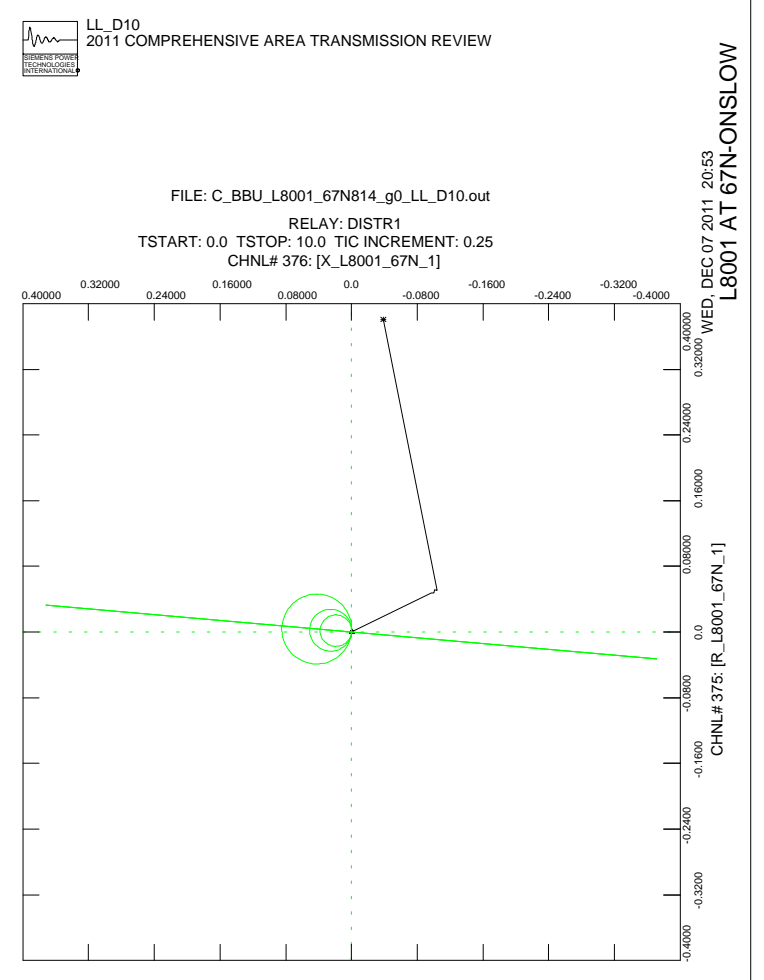
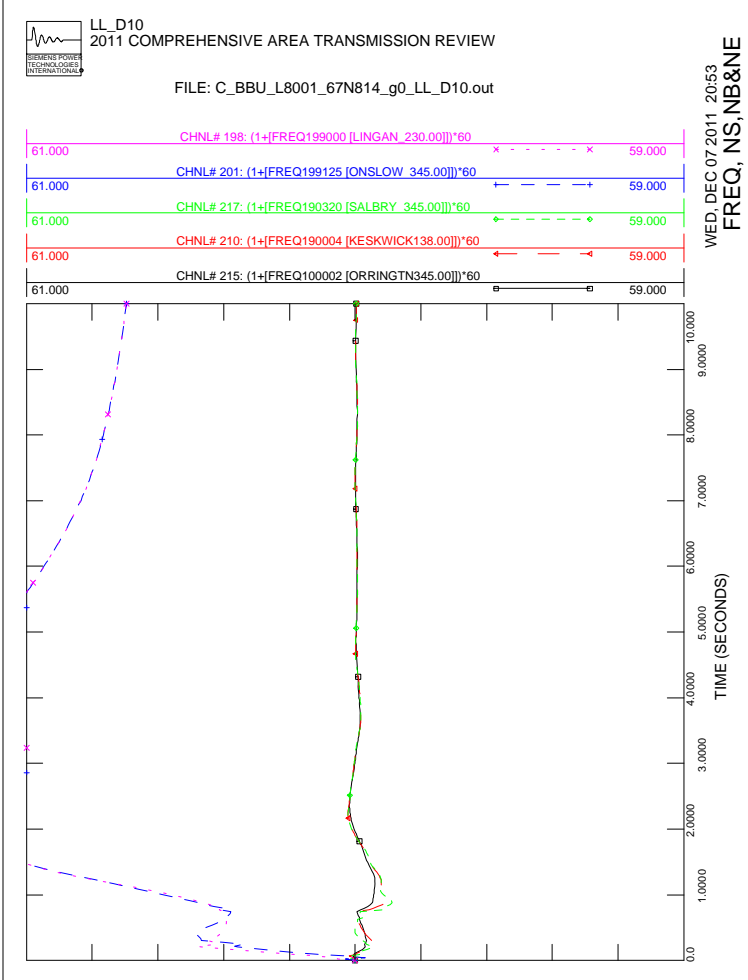
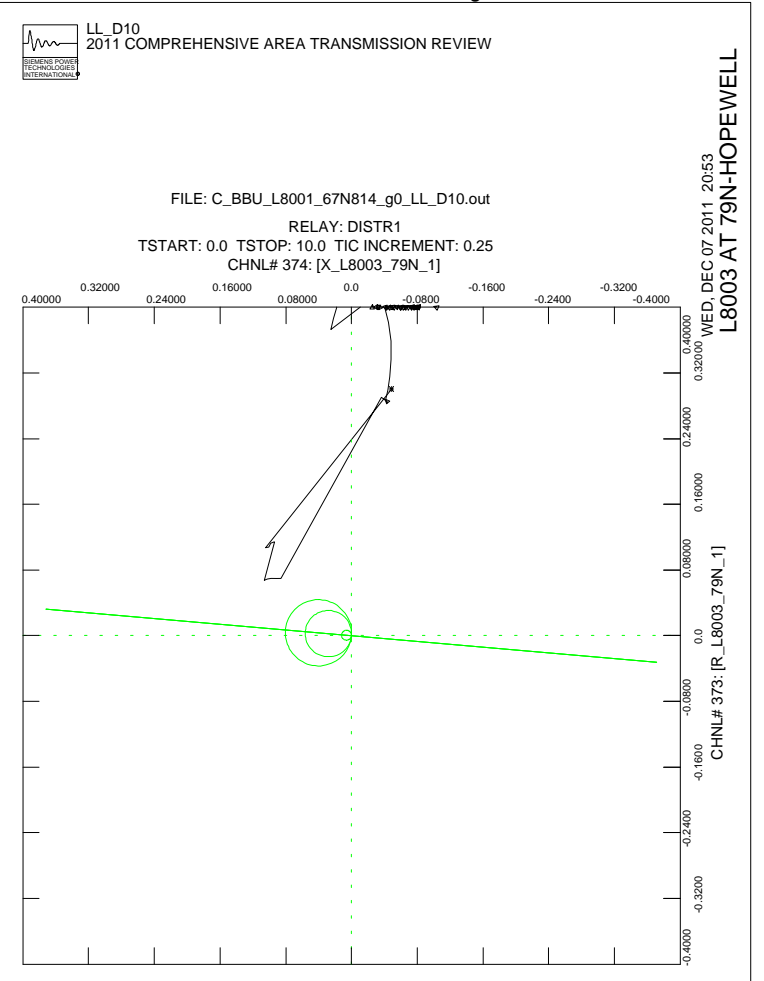
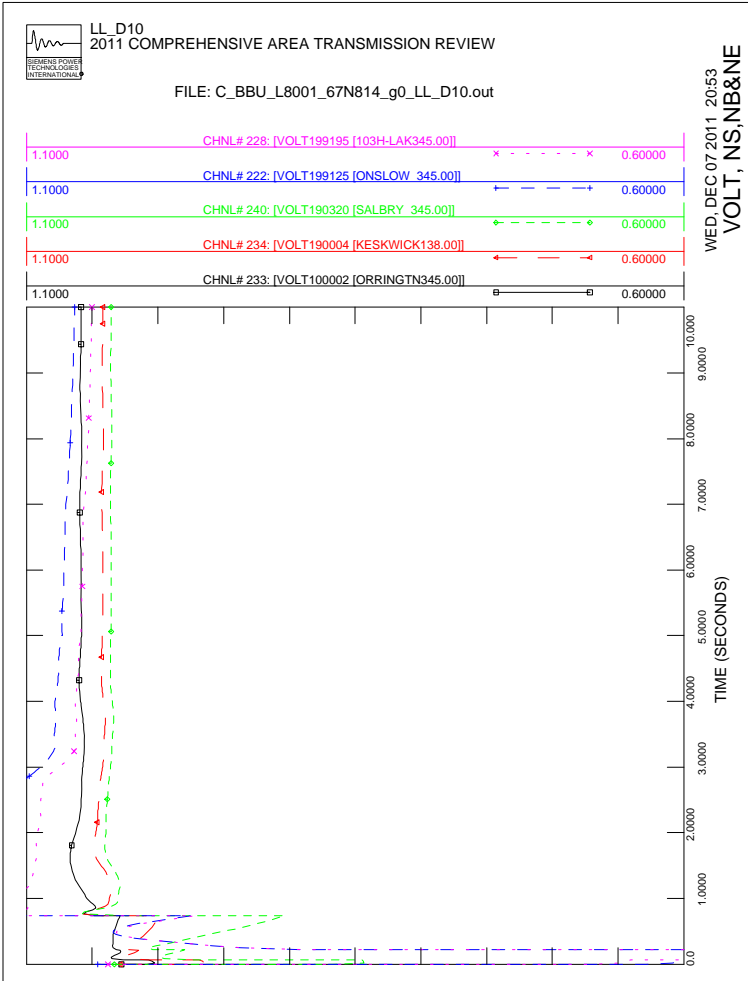


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8001_67N814_g0_LL_D10.out



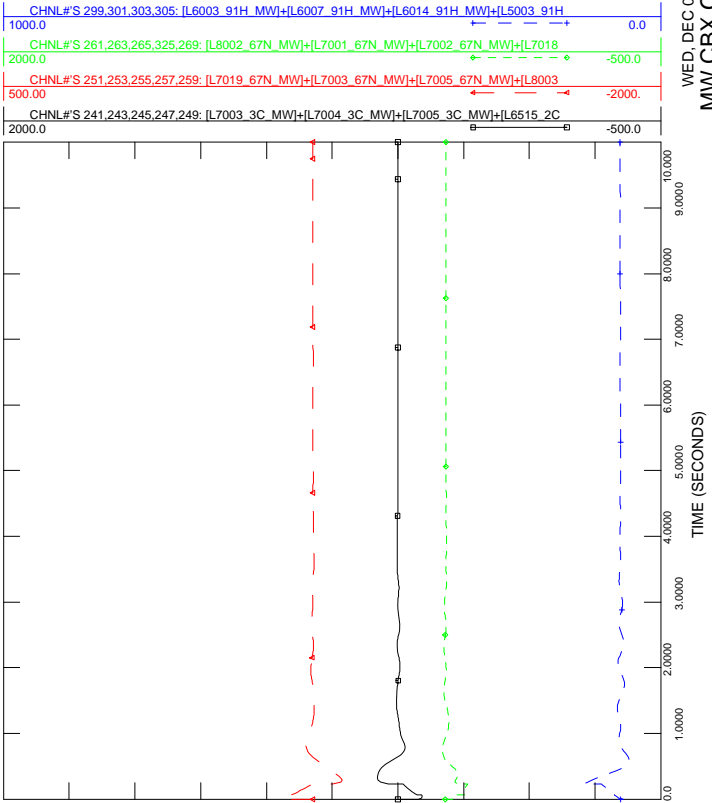






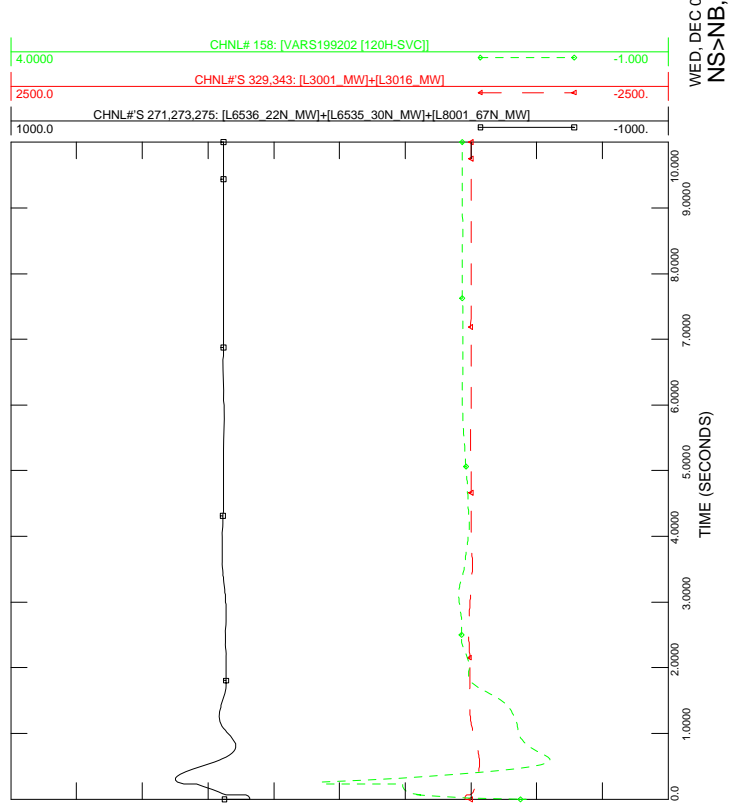
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_LL_D10.out



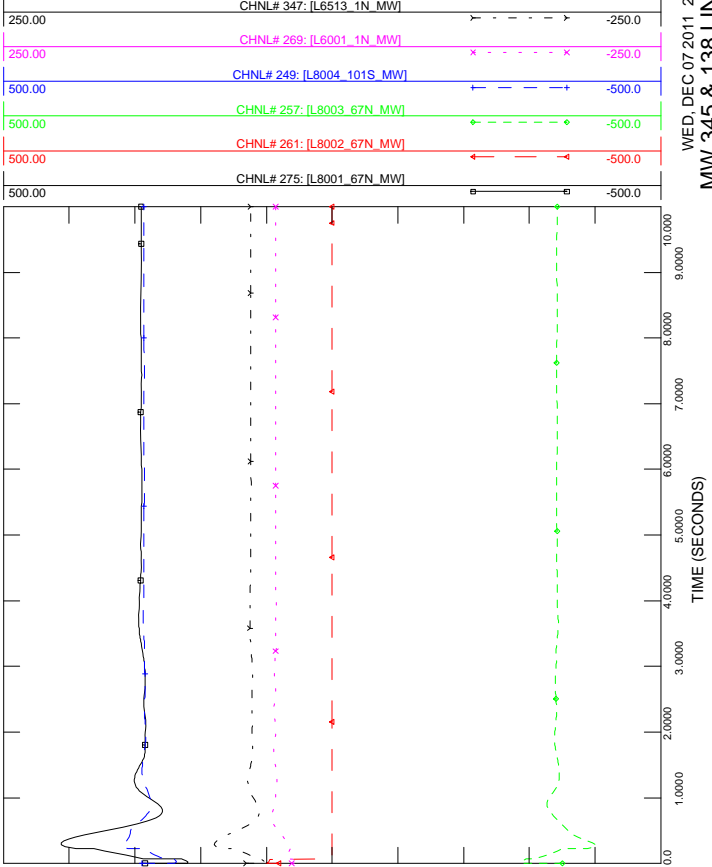
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_LL_D10.out



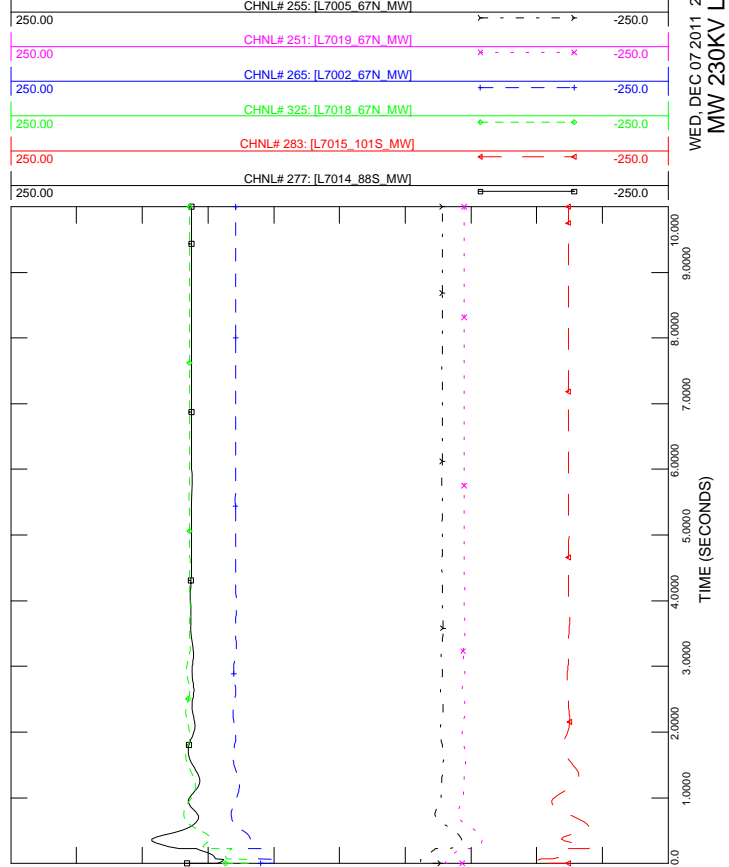
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

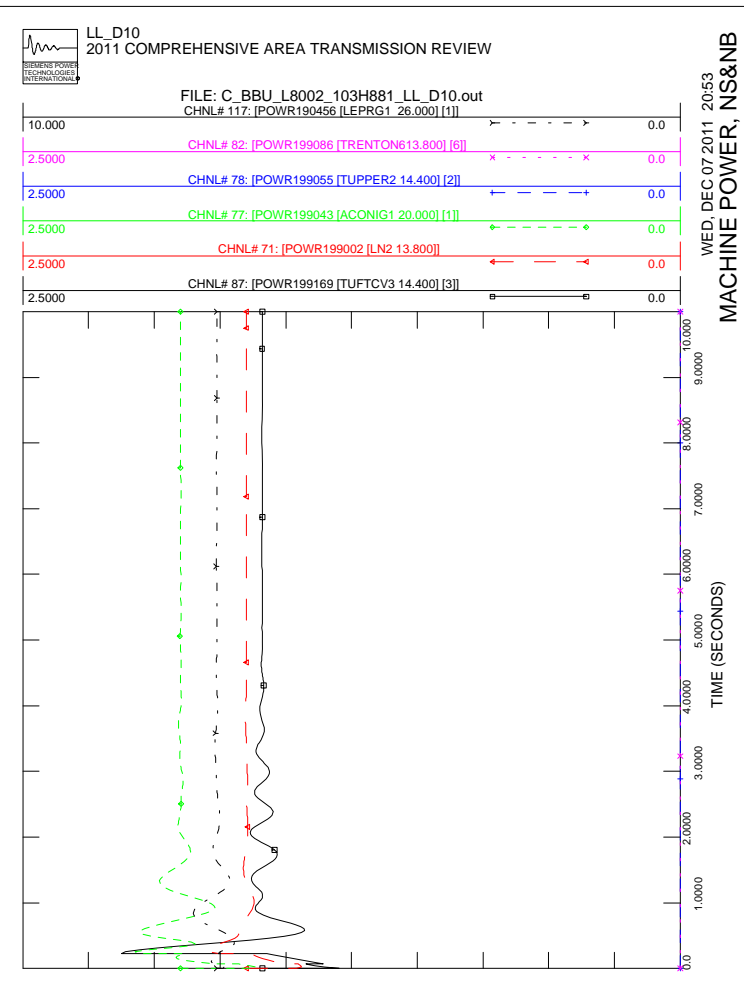
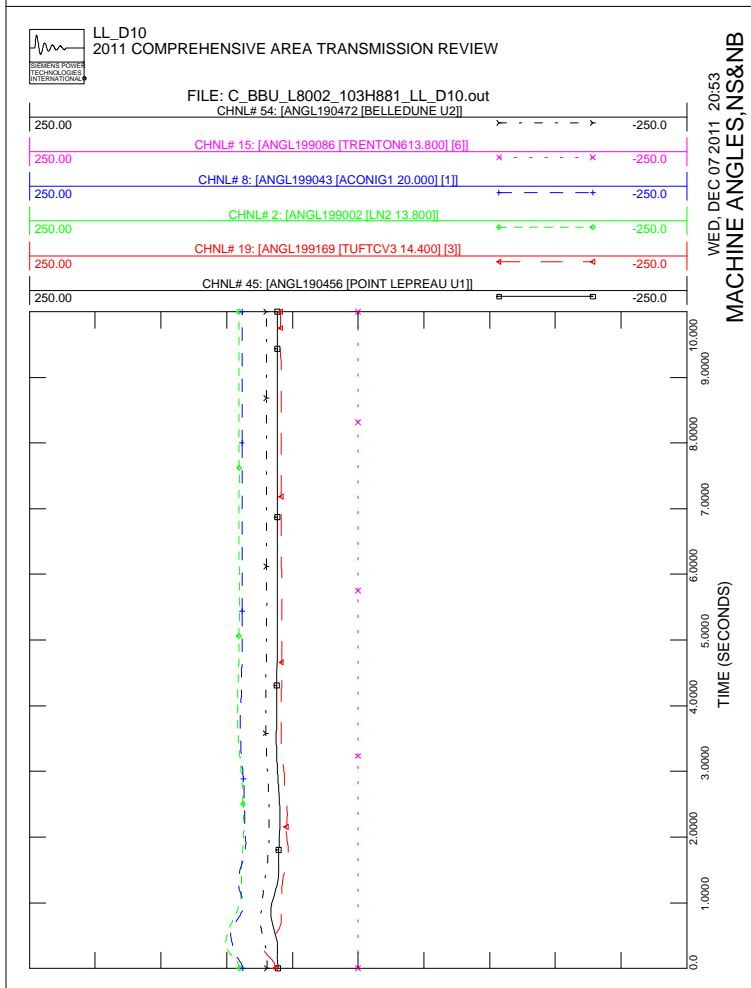
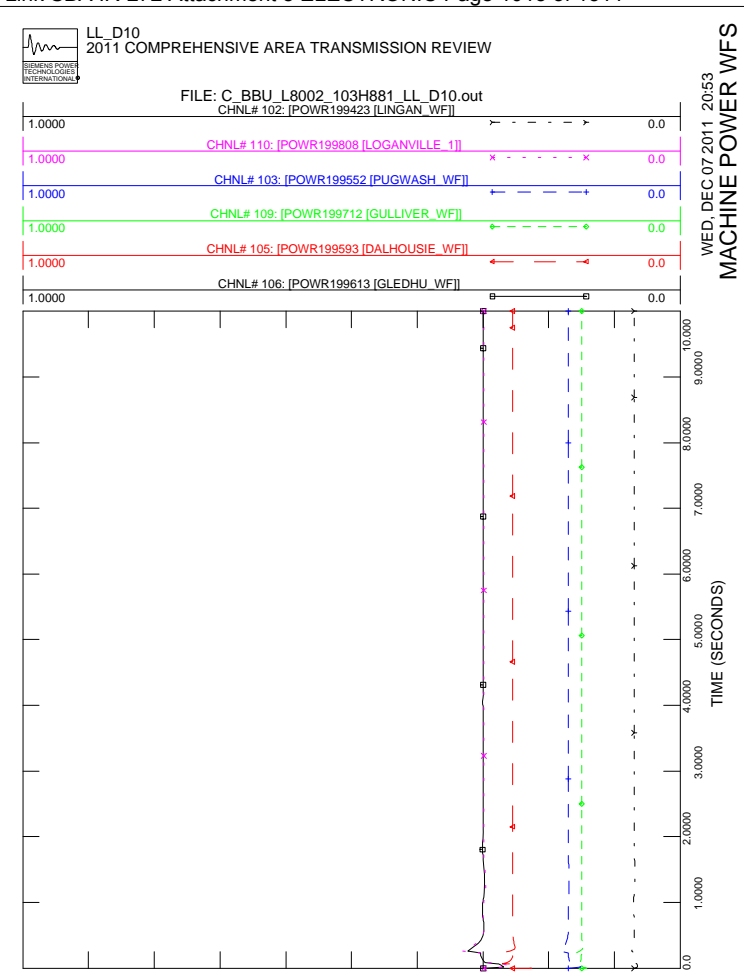
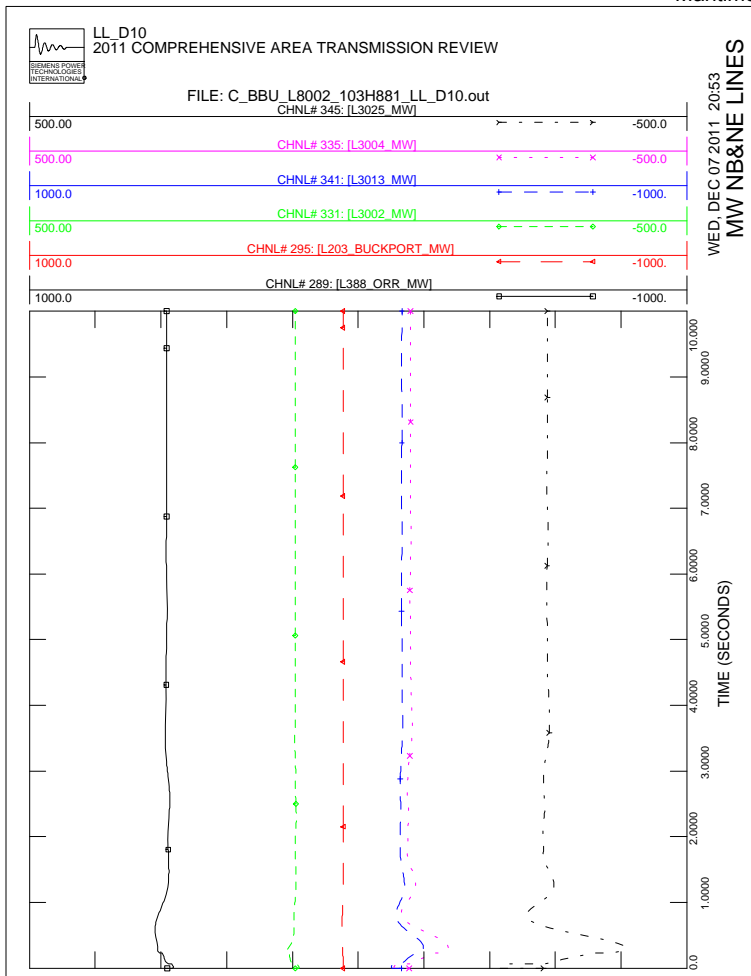
FILE: C_BBU_L8002_103H881_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_LL_D10.out

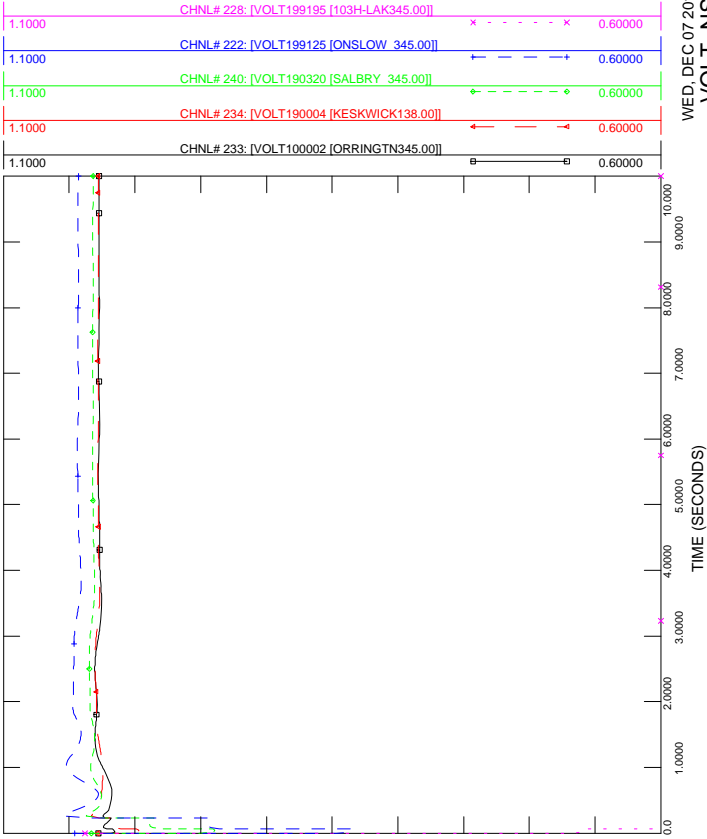






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_LL_D10.out

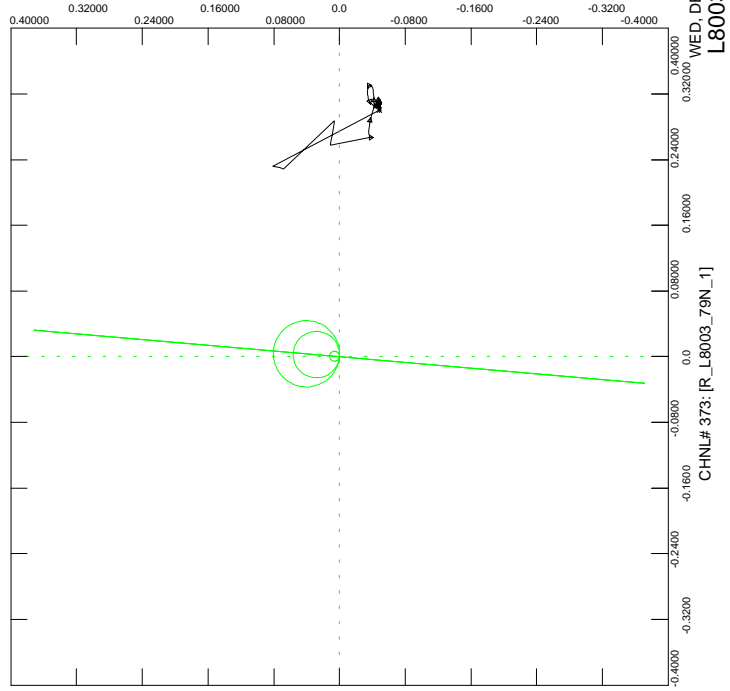


WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_LL_D10.out
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CHNL# 374: [X_L8003_79N_1]

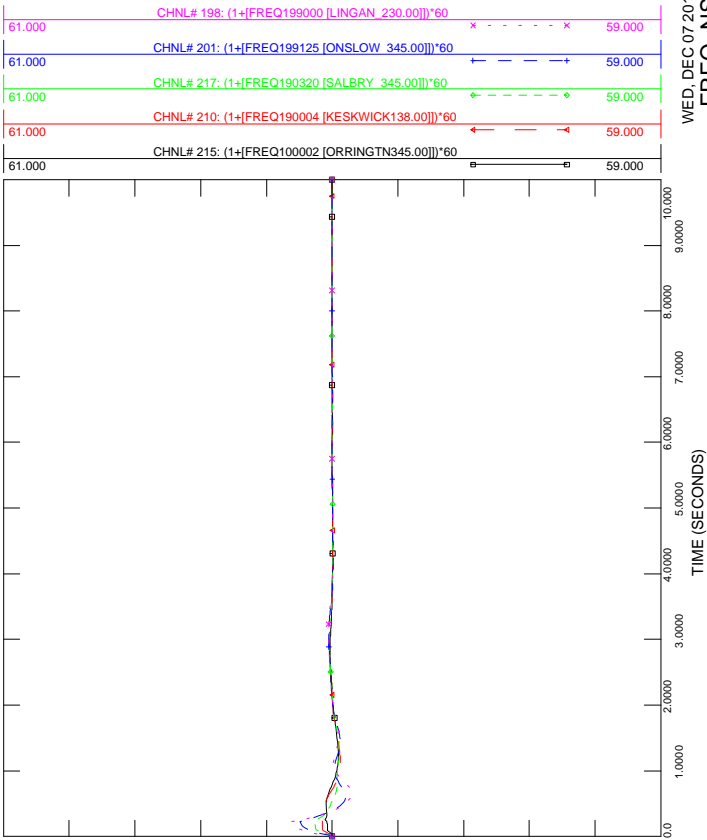


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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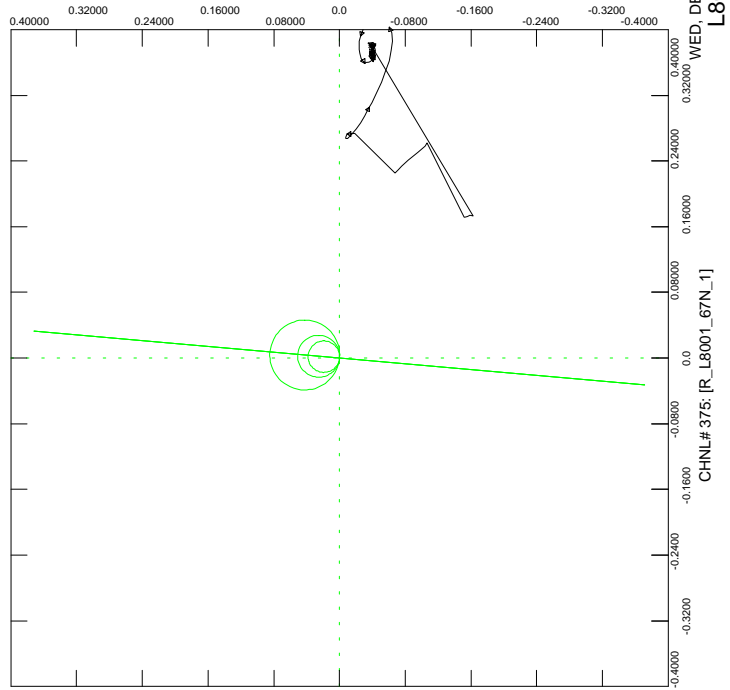


WED, DEC 07 2011 20:53
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_103H881_LL_D10.out
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CHNL# 376: [X_L8001_67N_1]

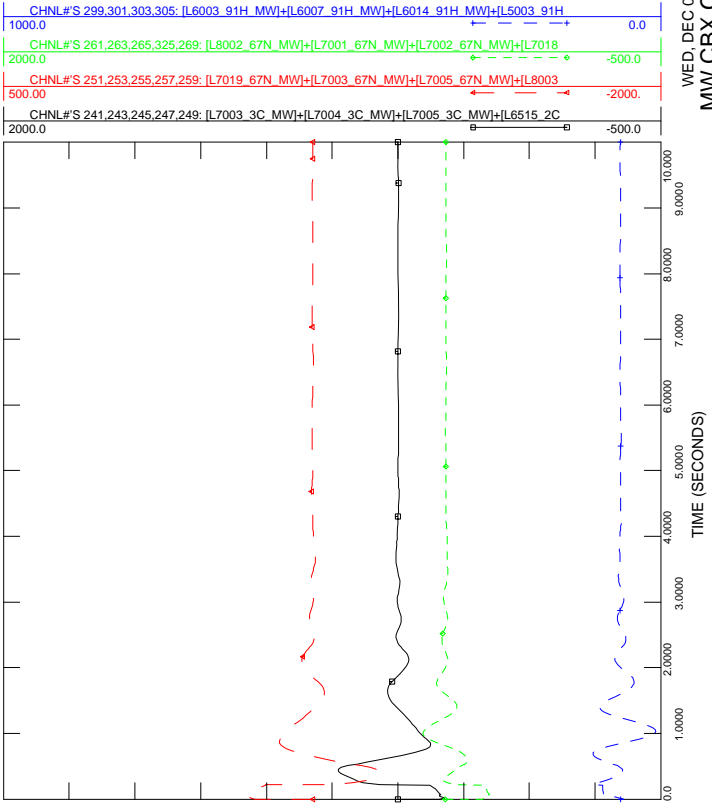


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



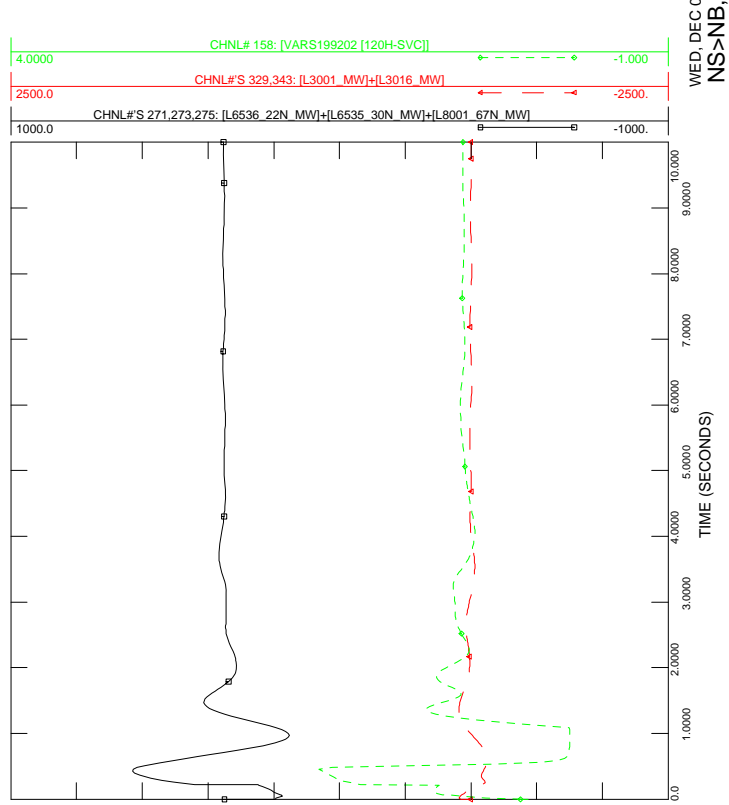
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_LL_D10.out



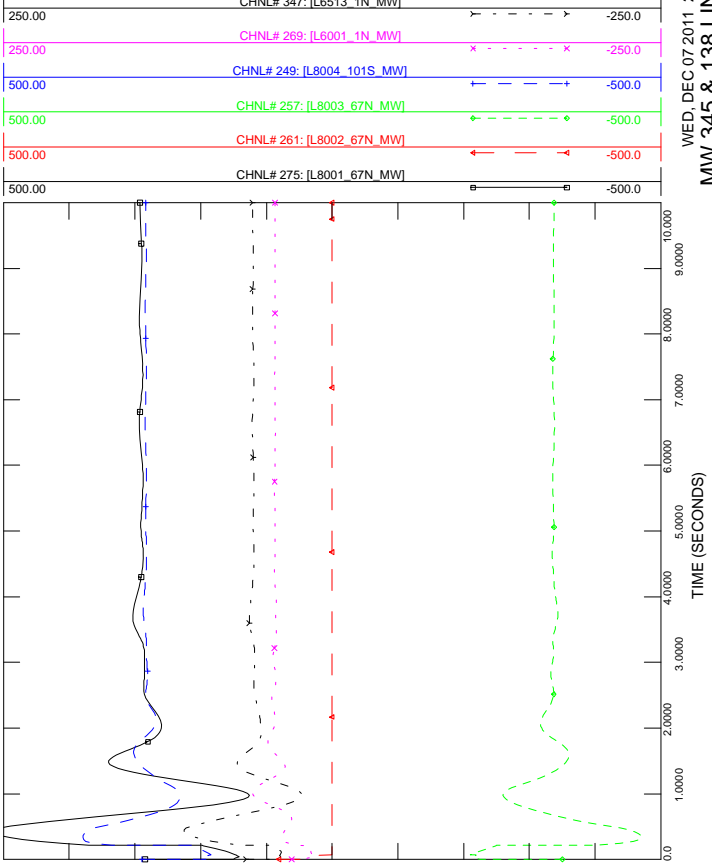
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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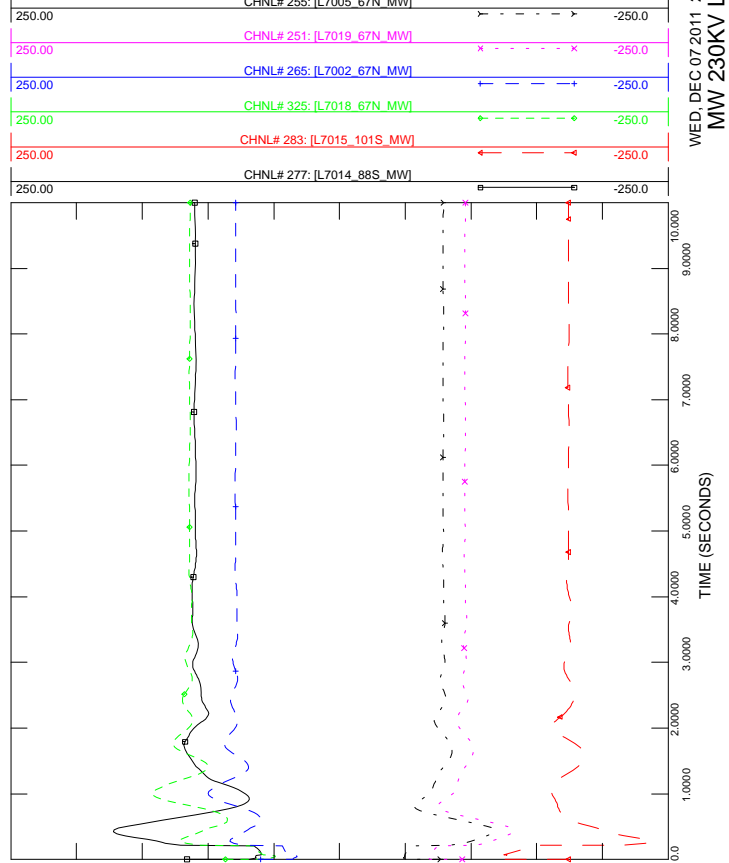
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

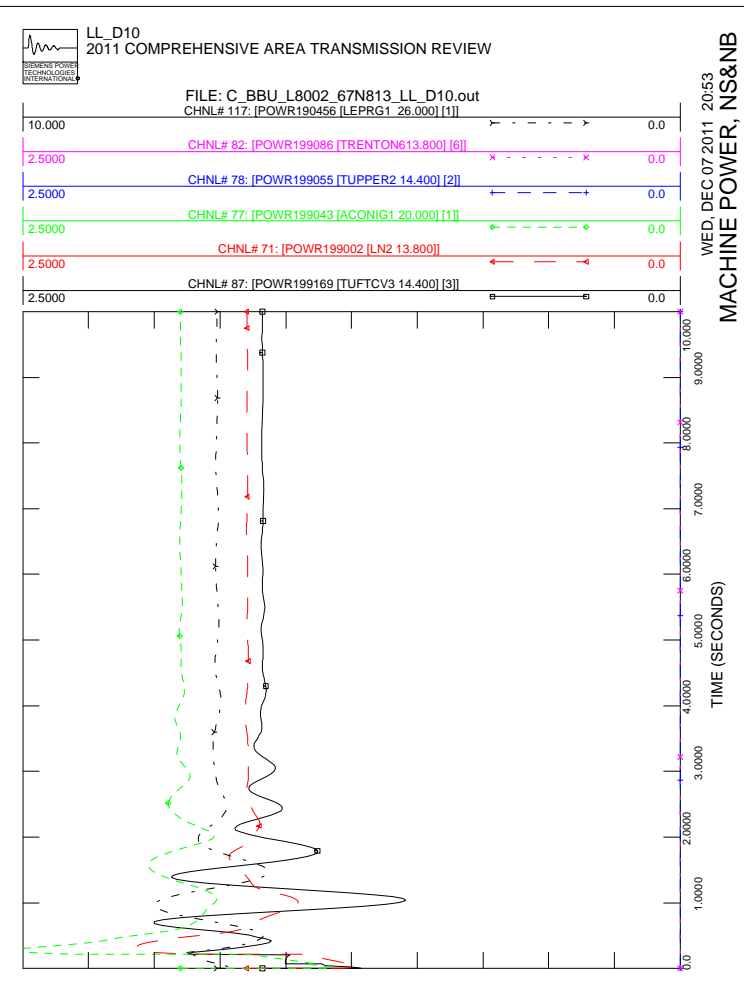
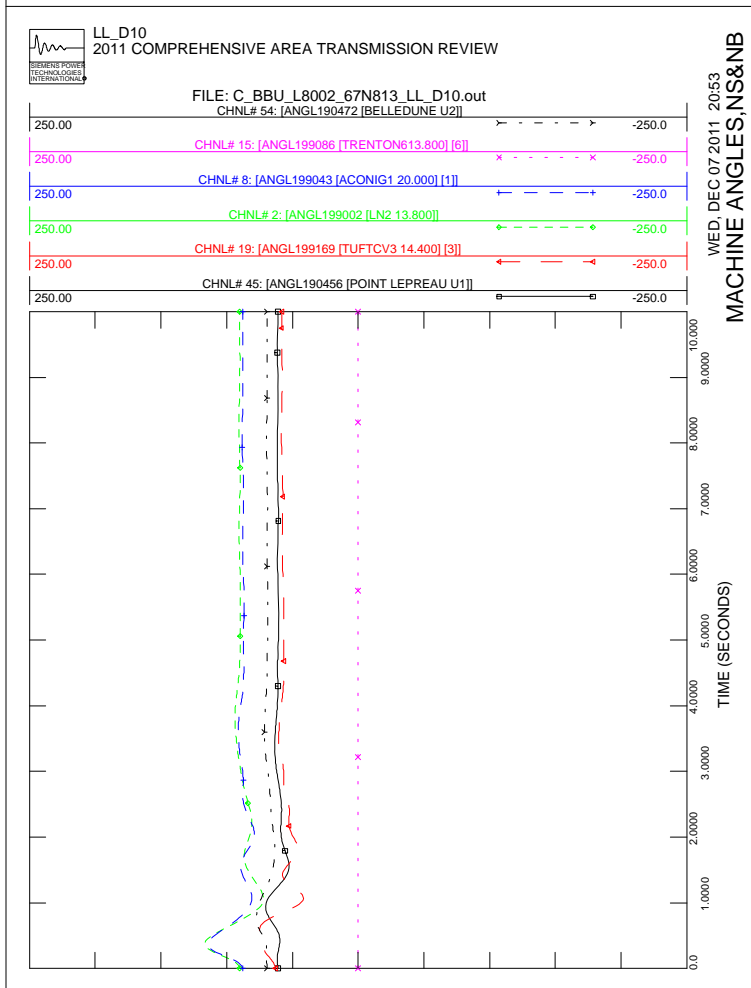
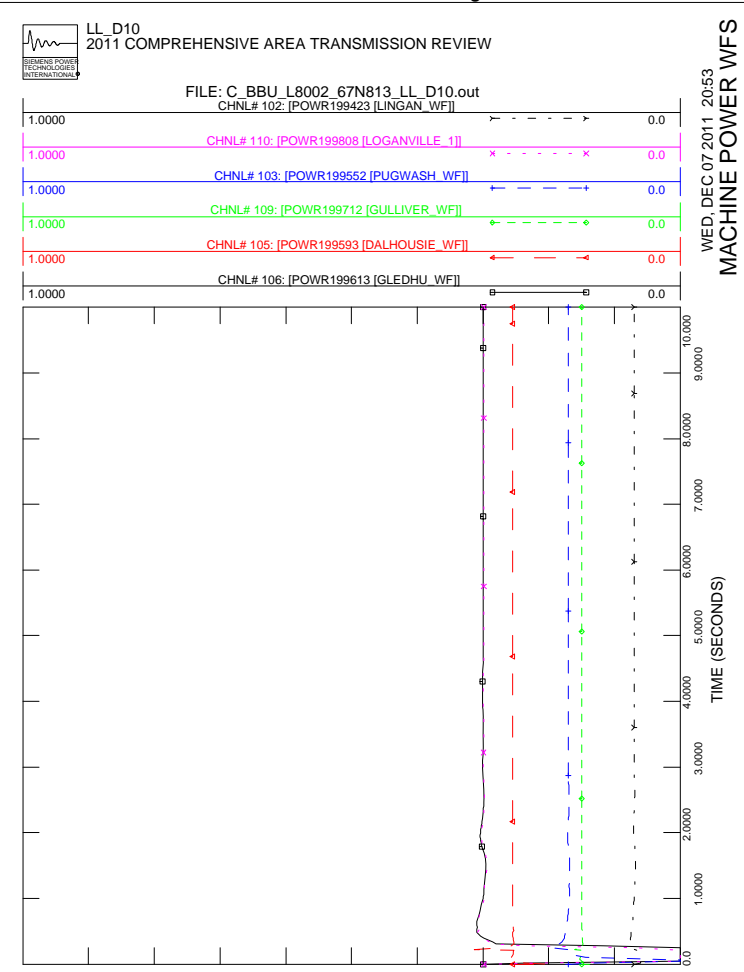
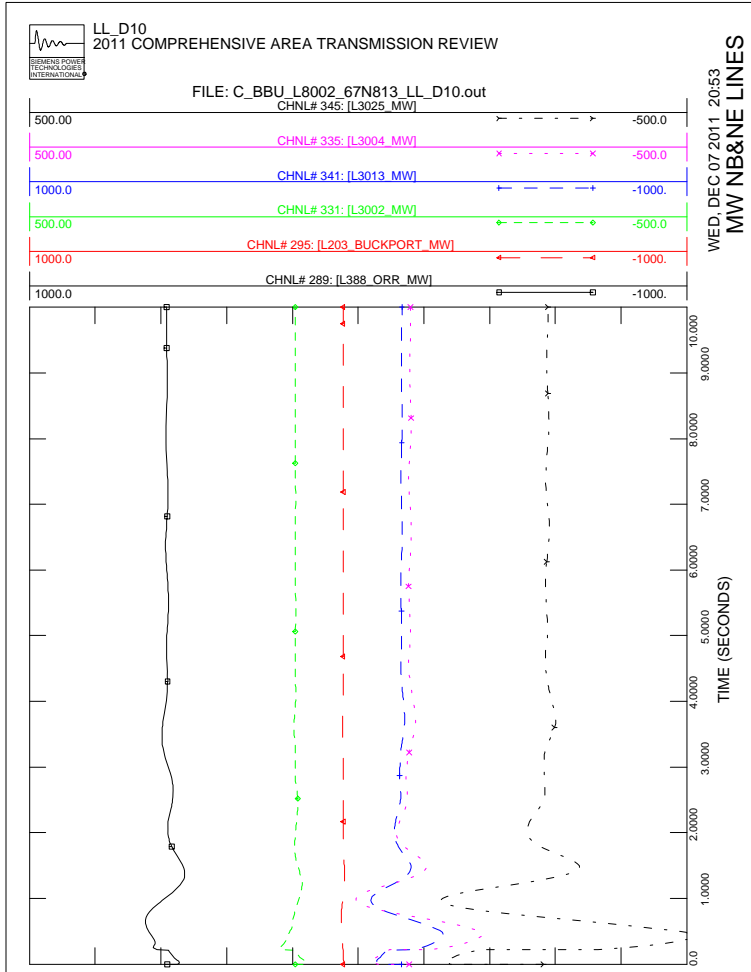
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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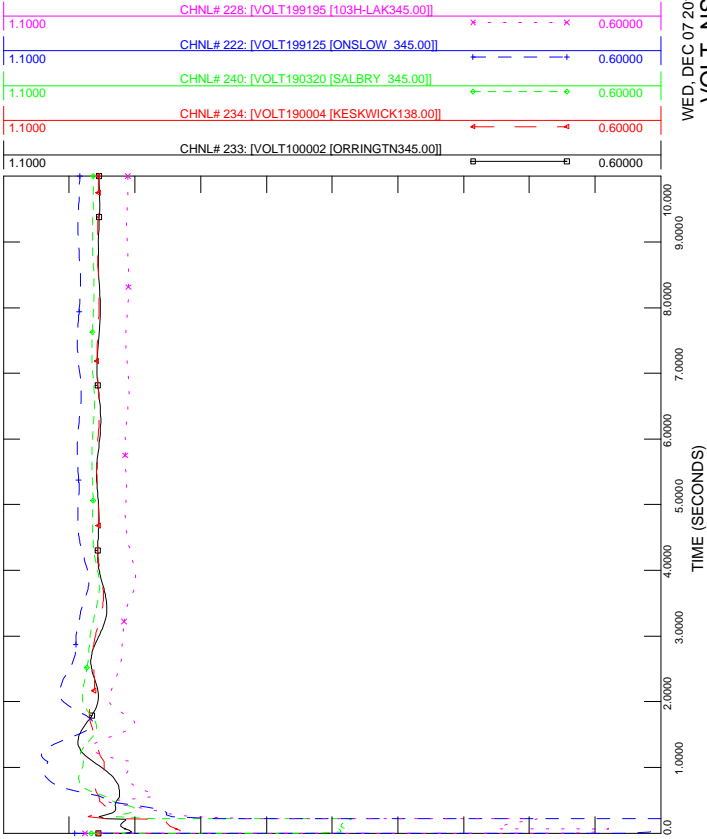






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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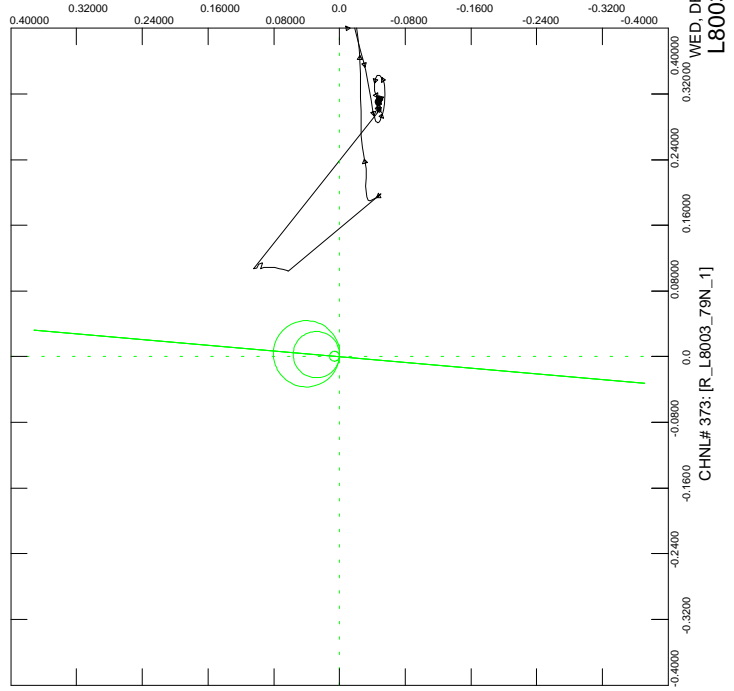
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VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

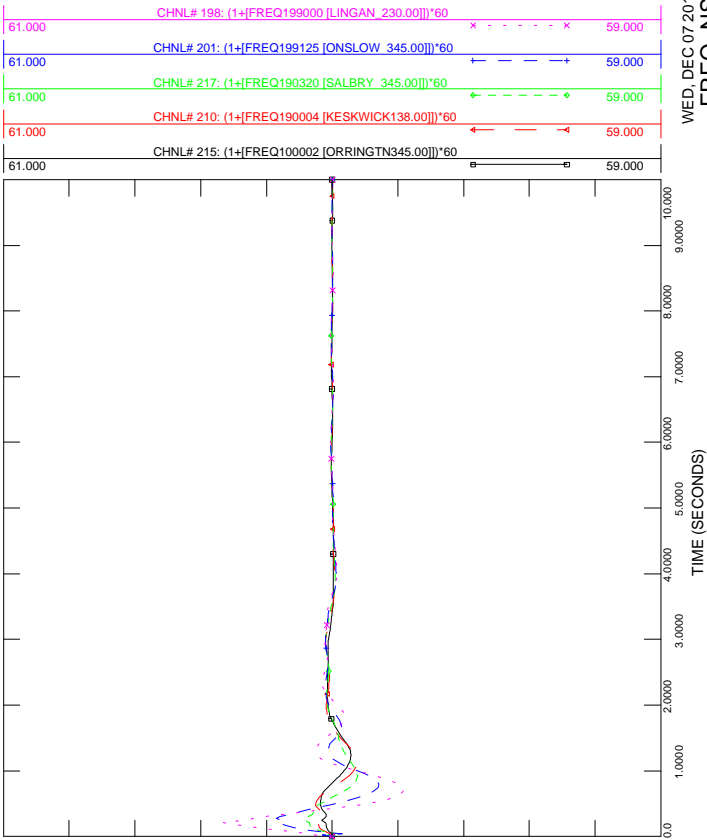


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_LL_D10.out



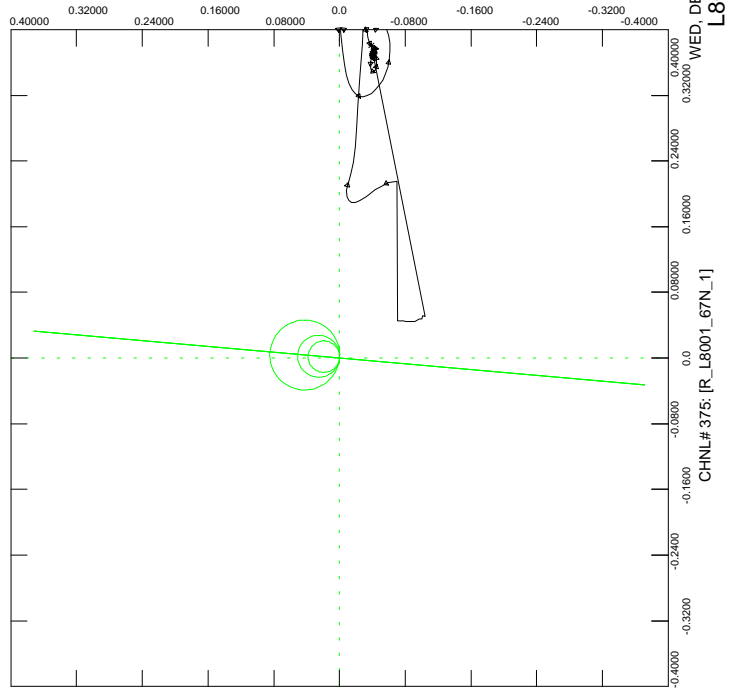
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FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8002_67N813_LL_D10.out

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CHNL# 376: [X_L8001_67N_1]

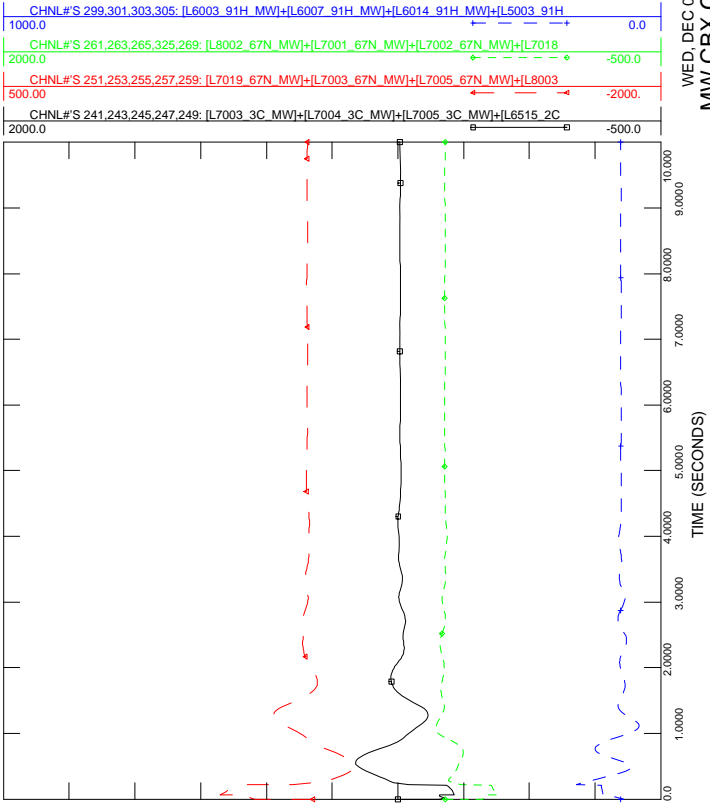


WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow



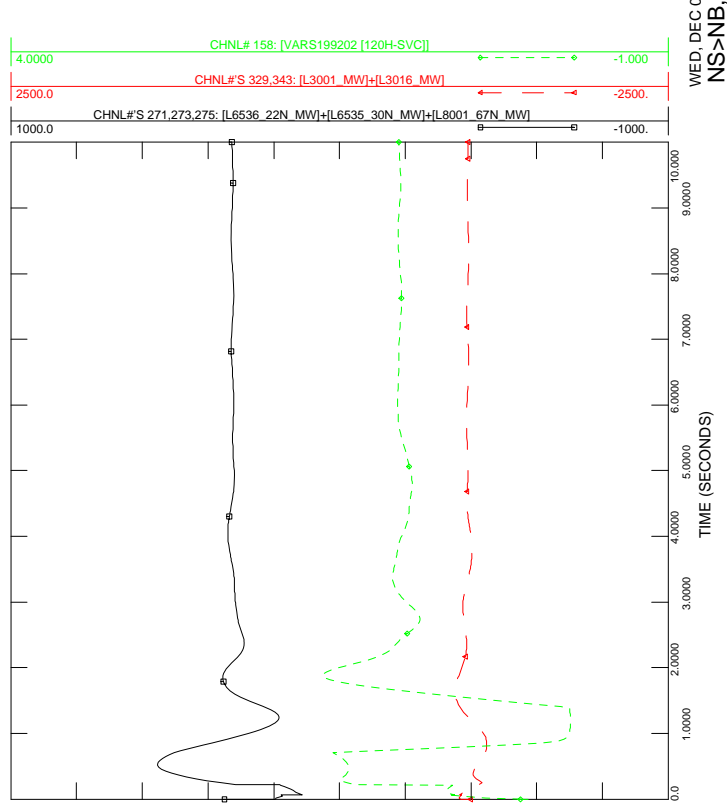
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_LL_D10.out



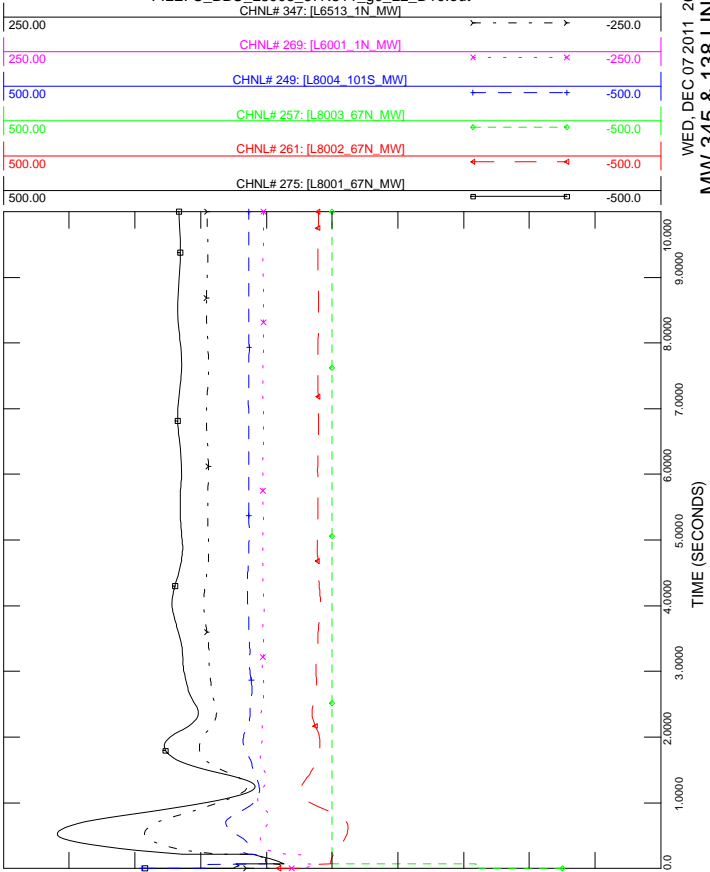
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_LL_D10.out



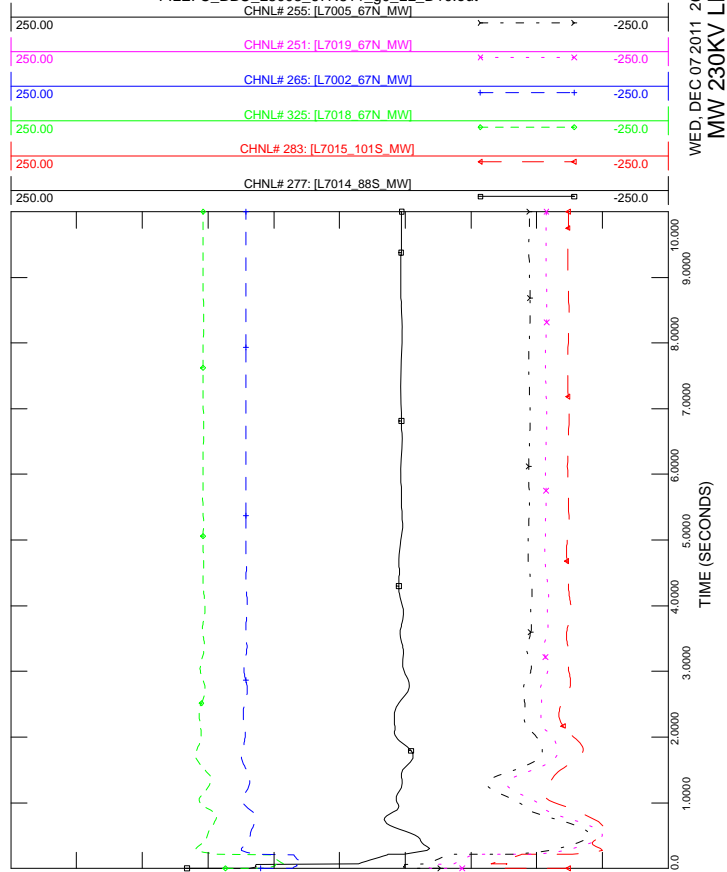
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

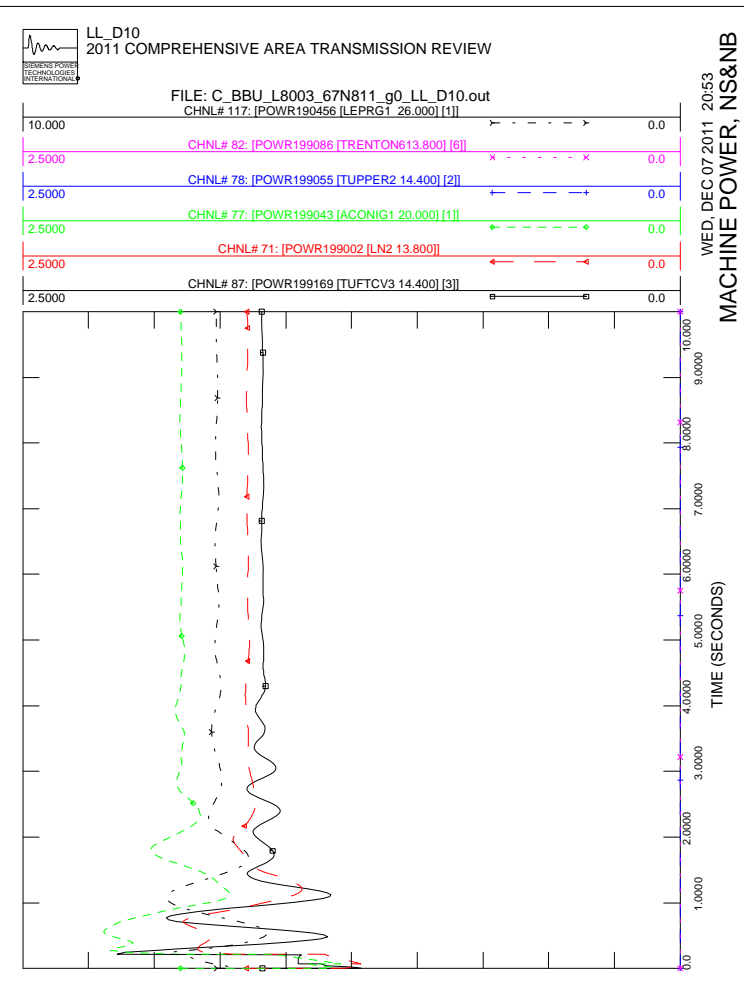
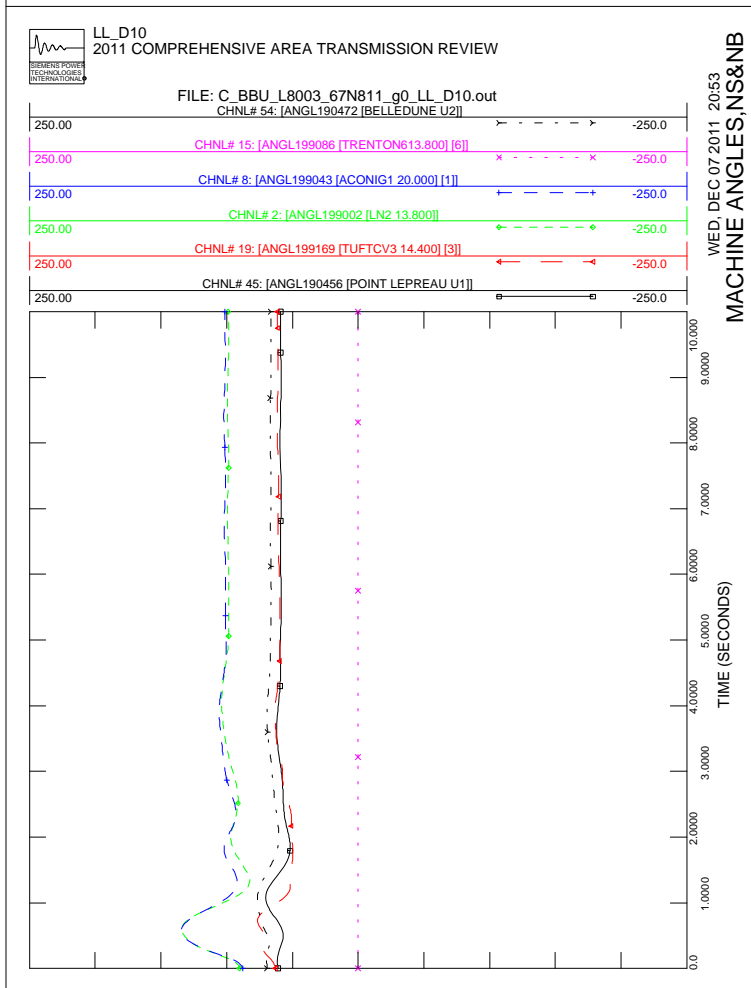
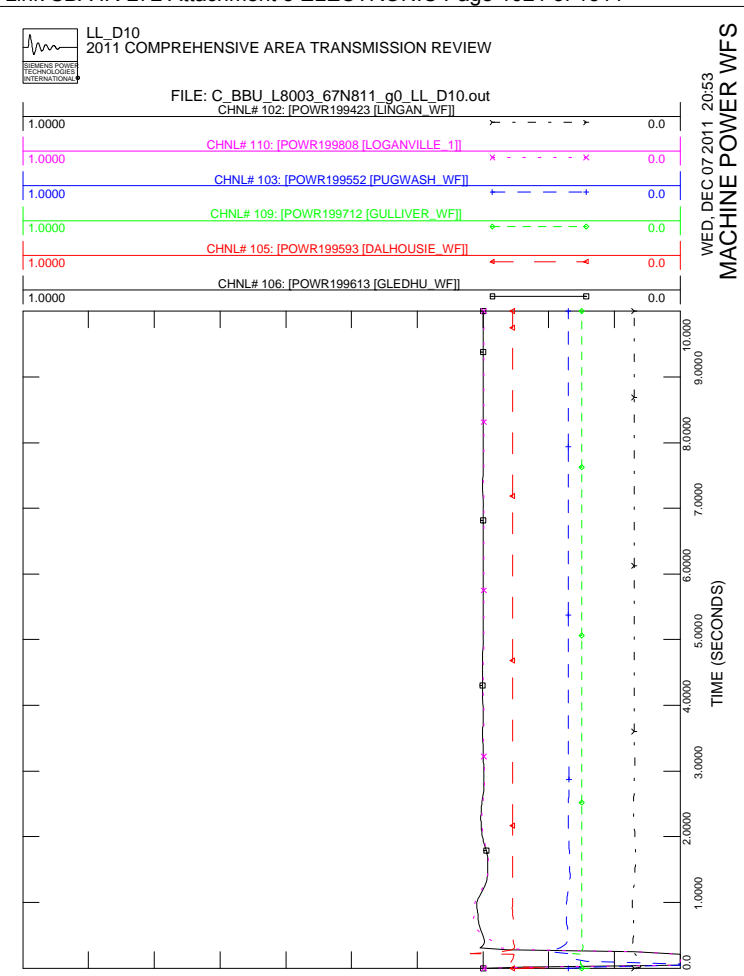
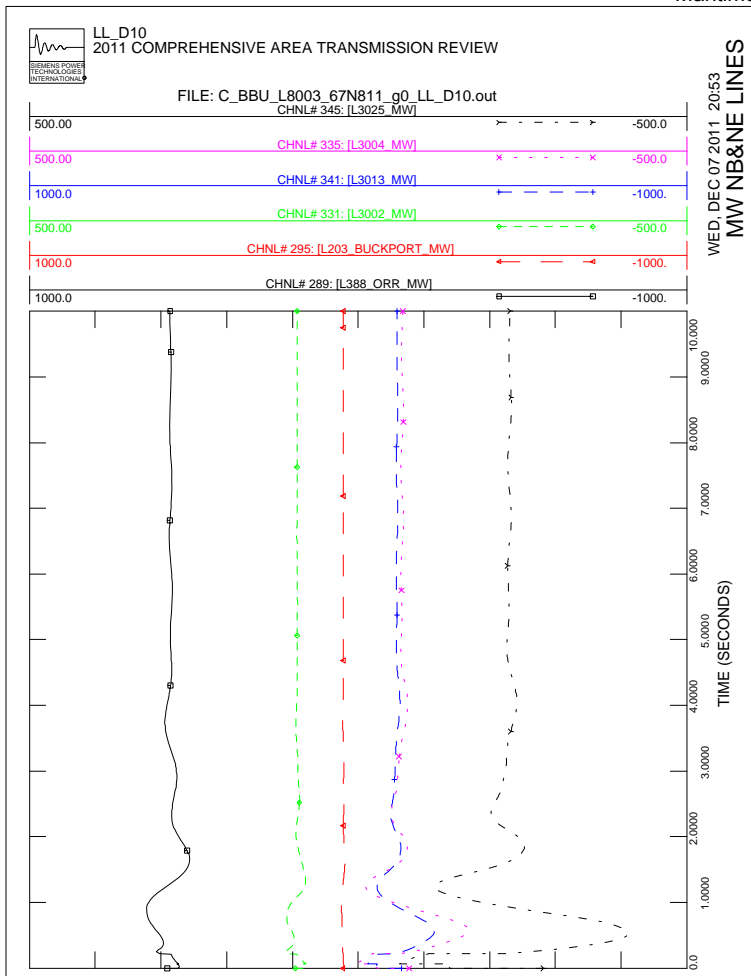
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_LL_D10.out

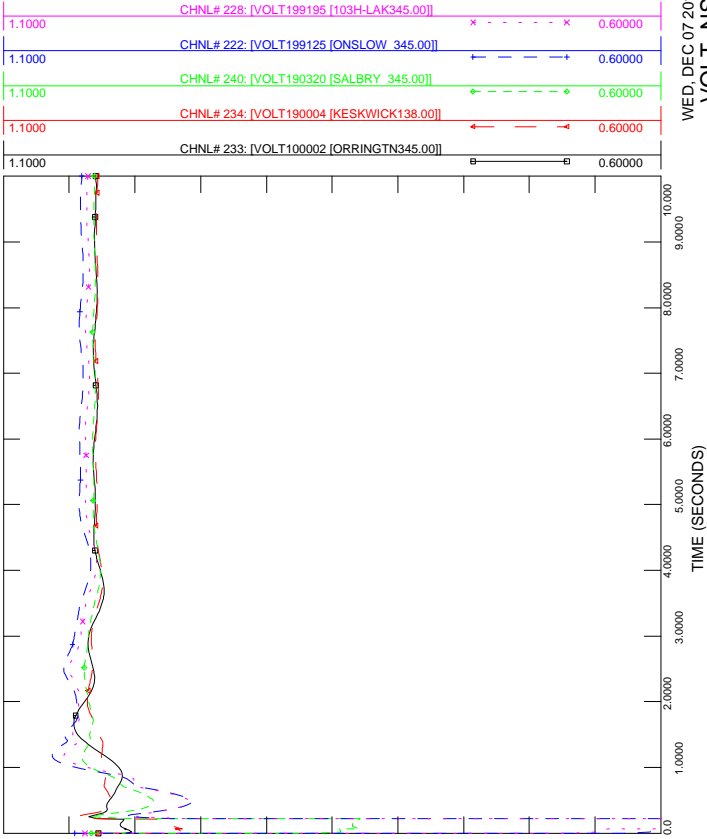






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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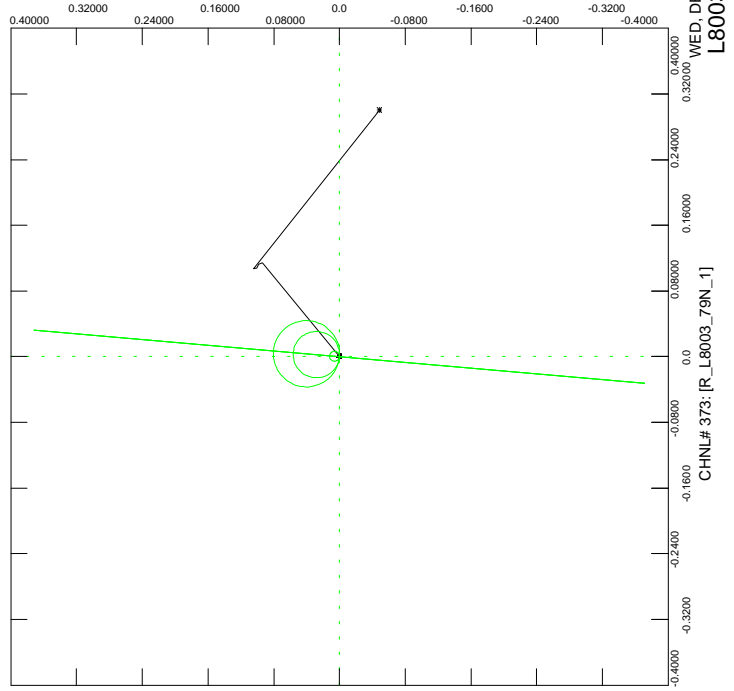


WED, DEC 07 2011 20:53
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_LL_D10.out
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CHNL# 374: [X_L8003_79N_1]

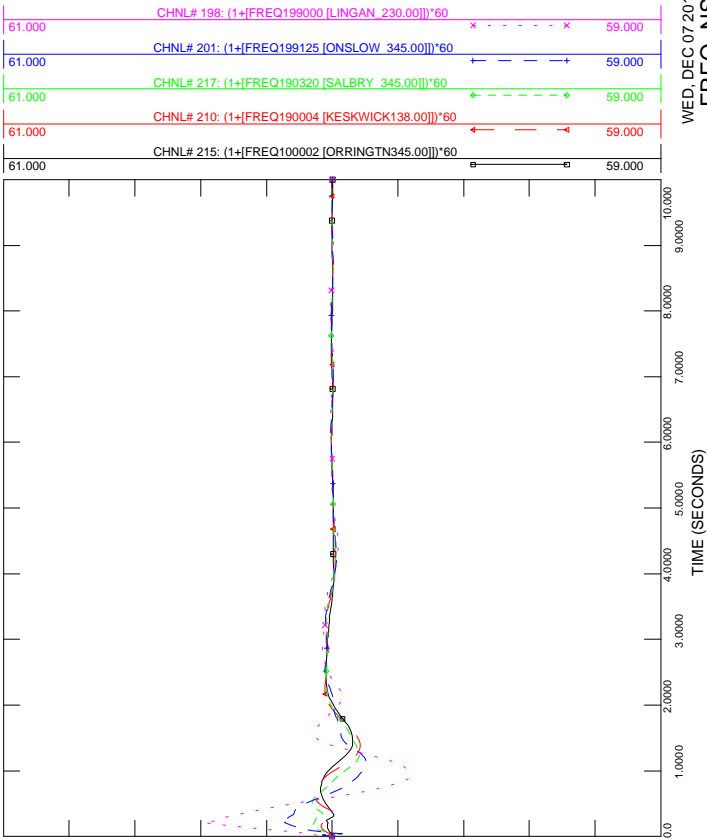


WED, DEC 07 2011 20:53
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_LL_D10.out

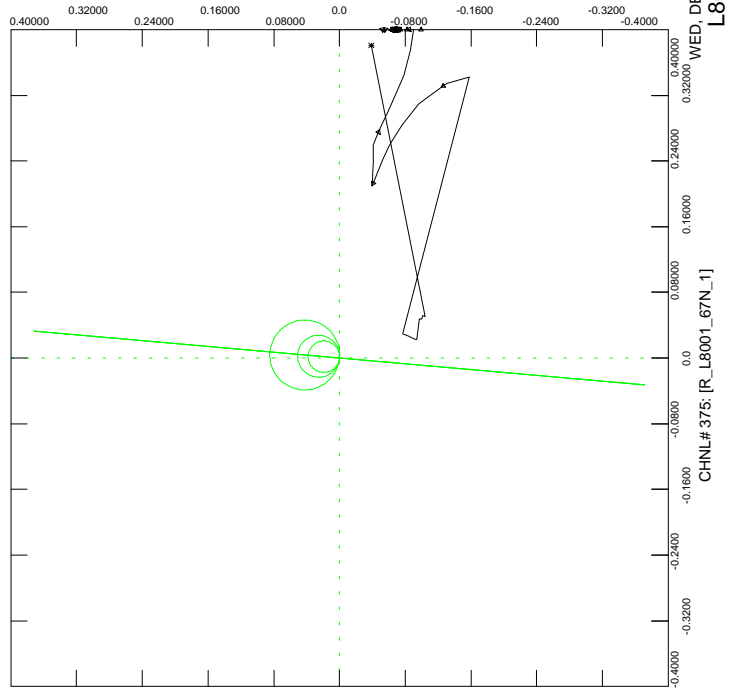


WED, DEC 07 2011 20:53
FREQ, NS, NB&NE

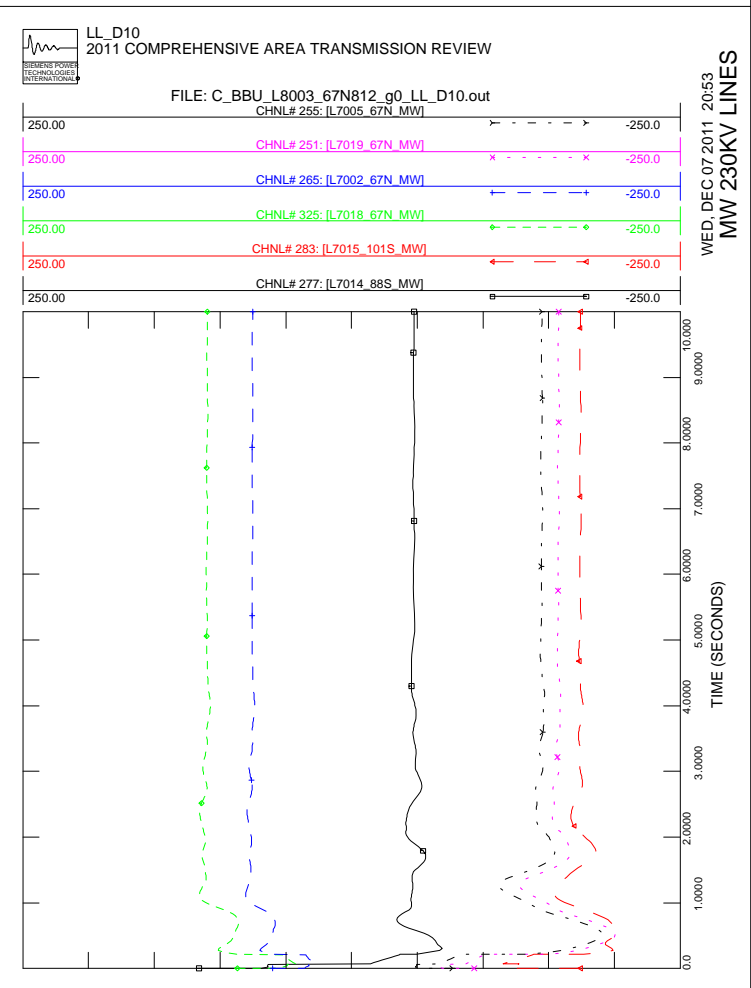
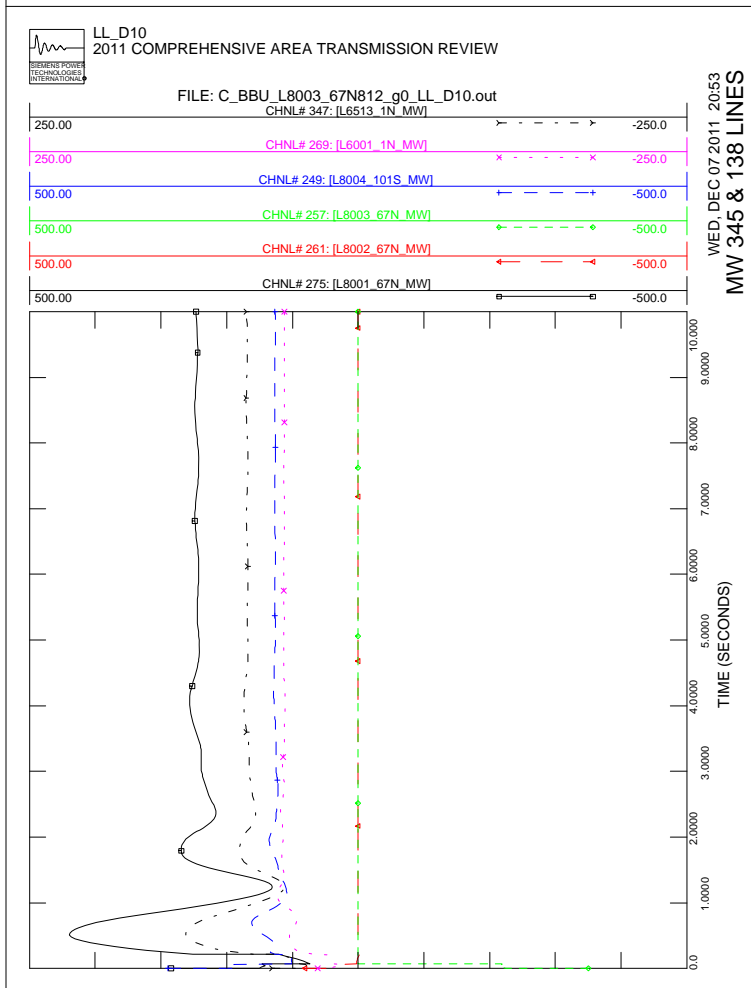
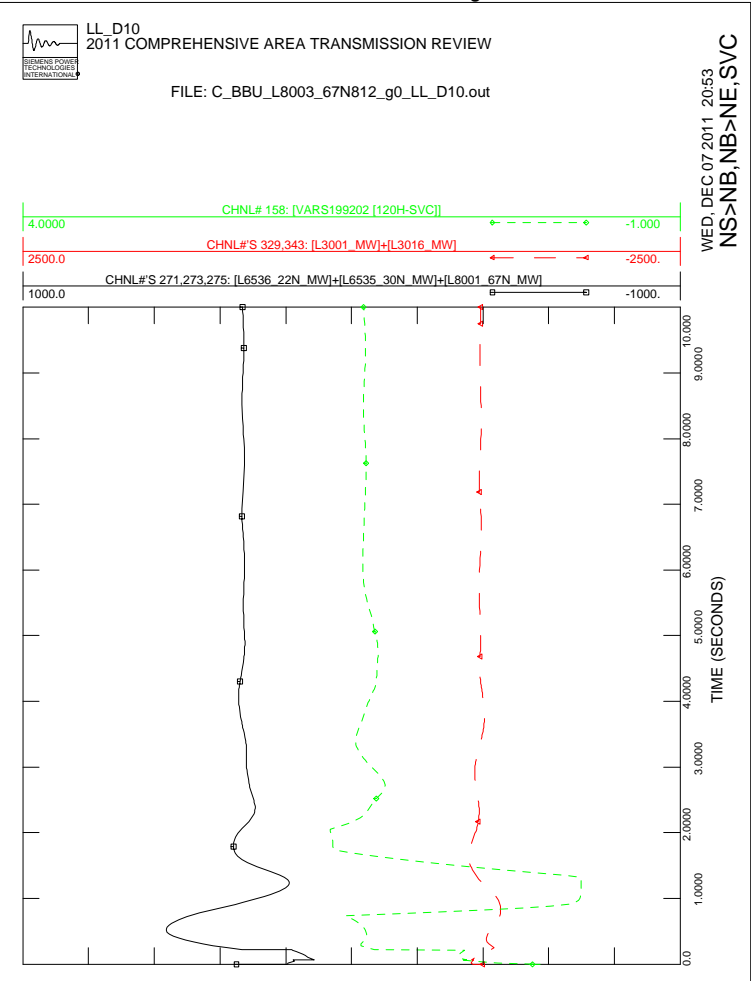
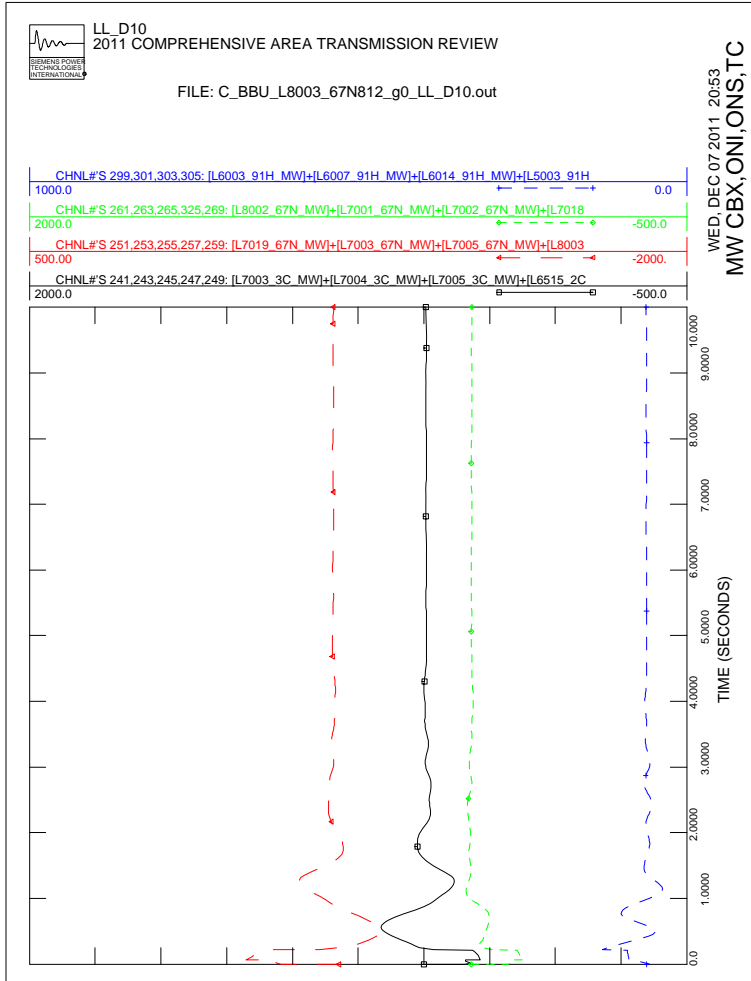


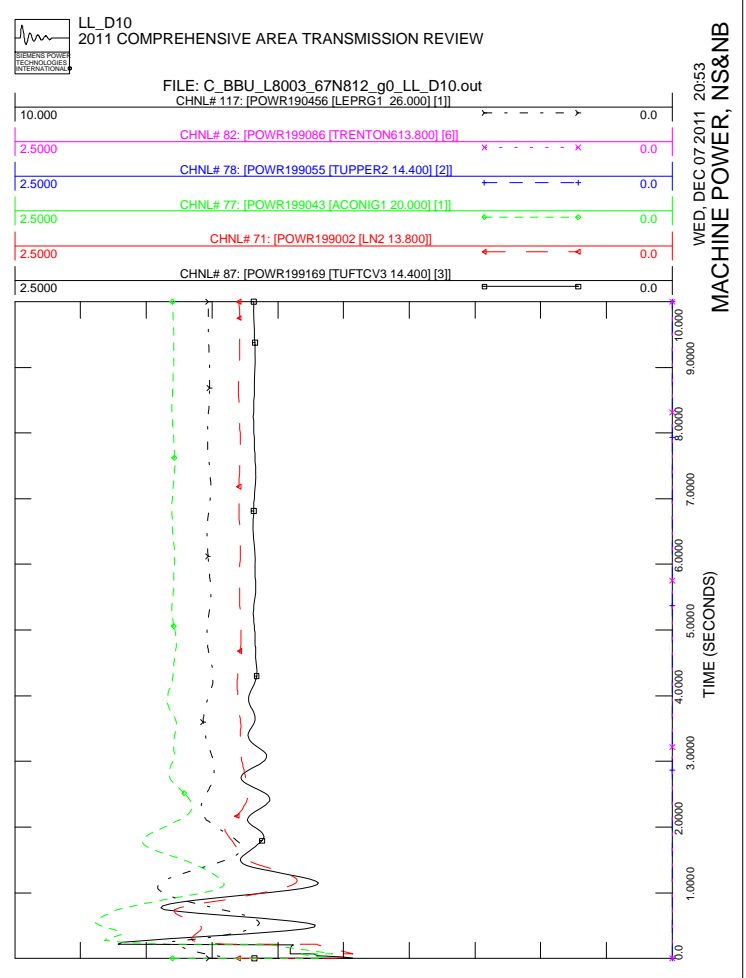
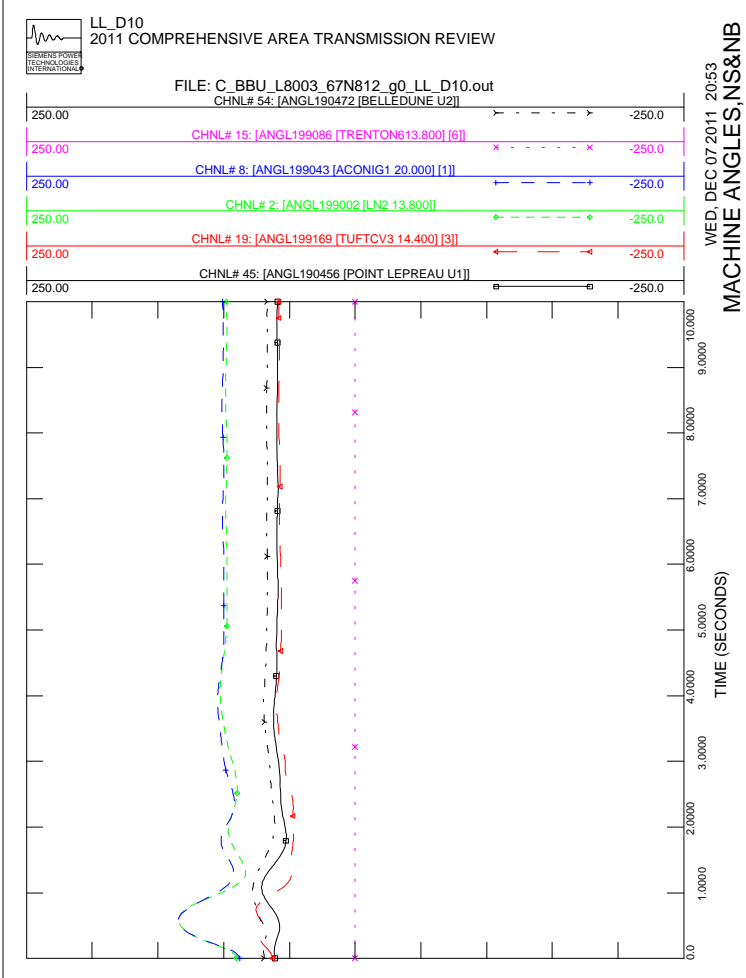
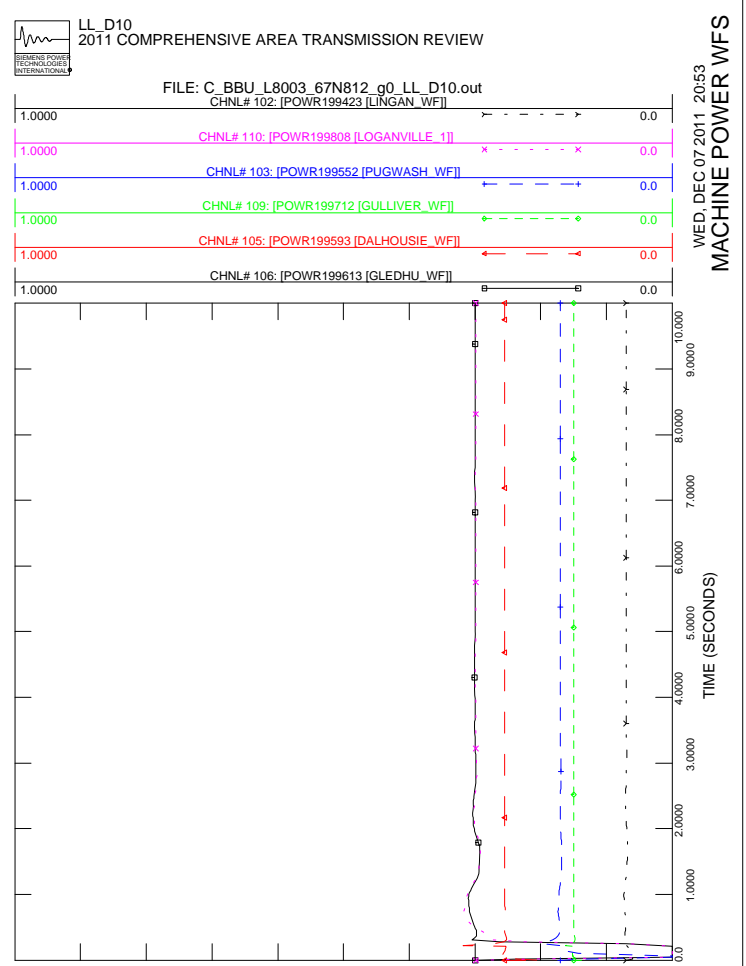
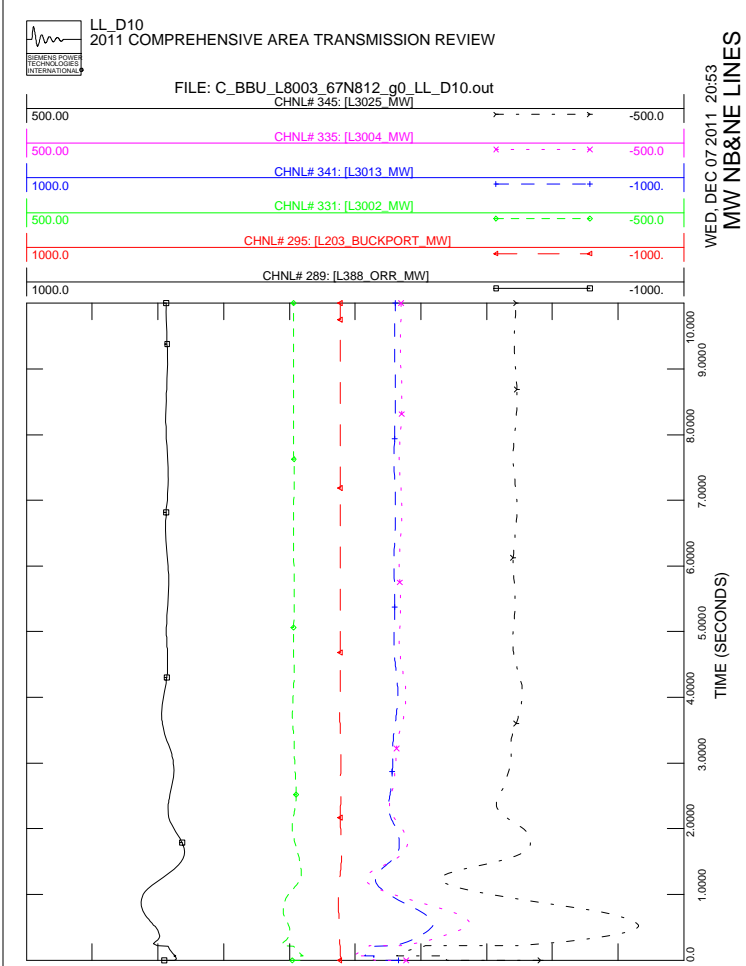
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N811_g0_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 20:53
L8001 AT 67N-ONSLow

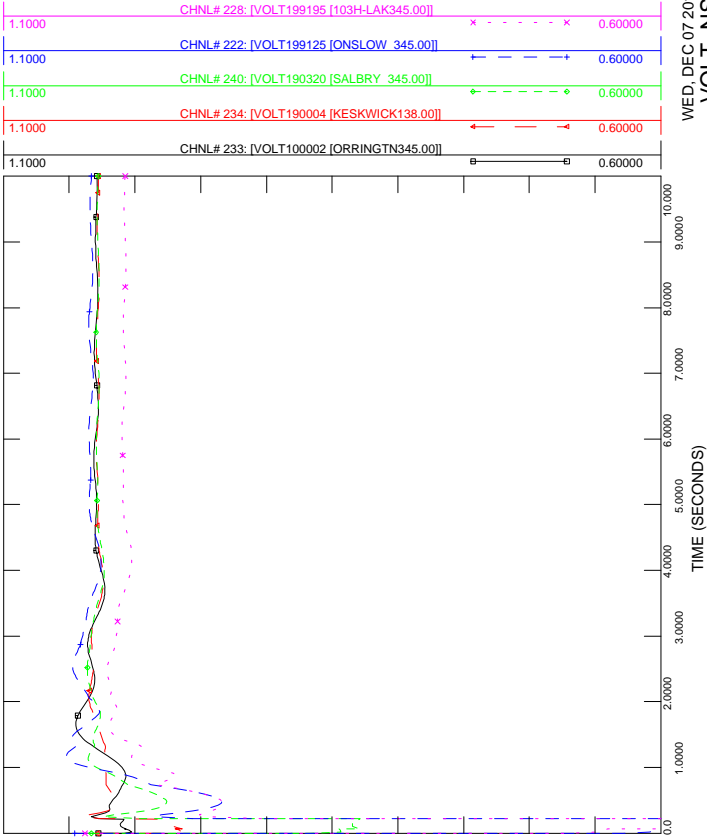






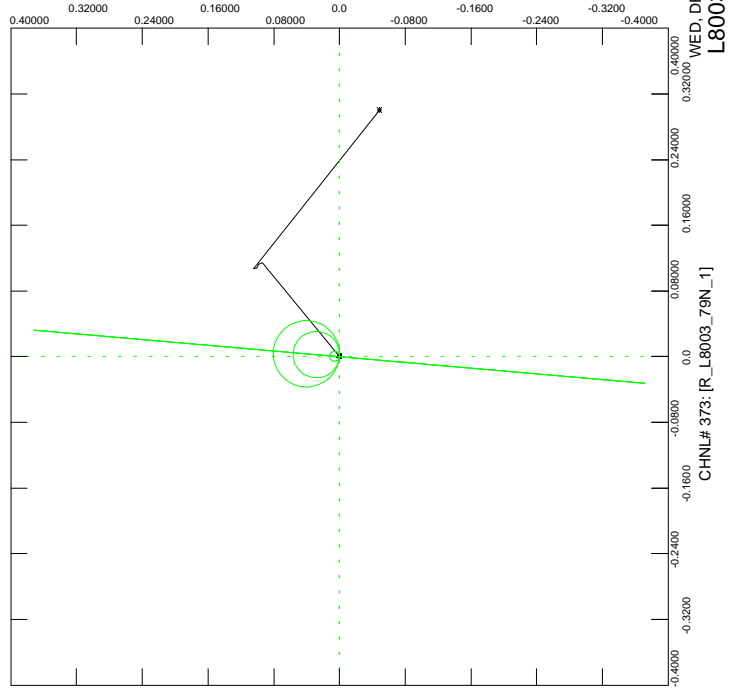
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g0_LL_D10.out



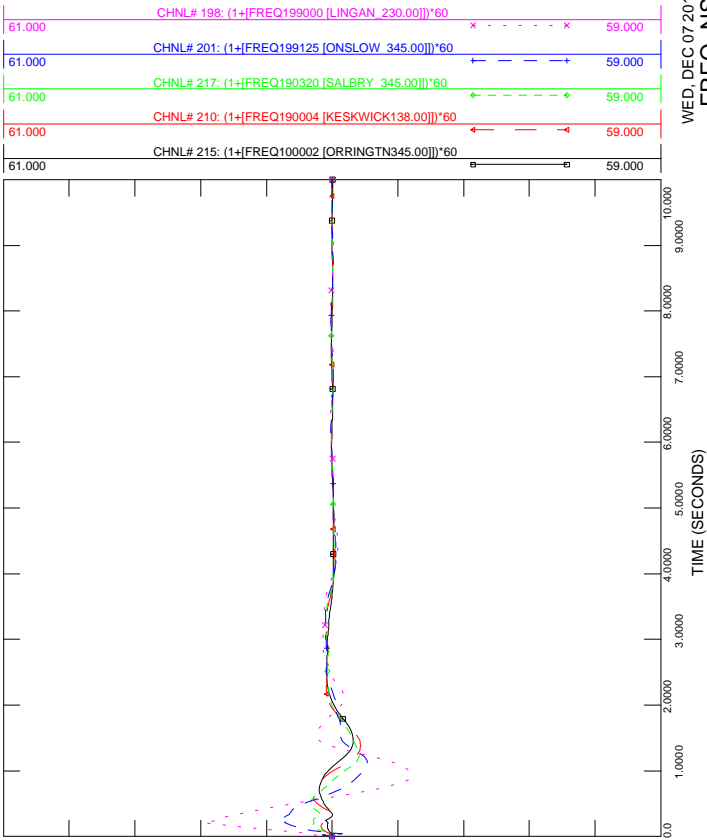
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g0_LL_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



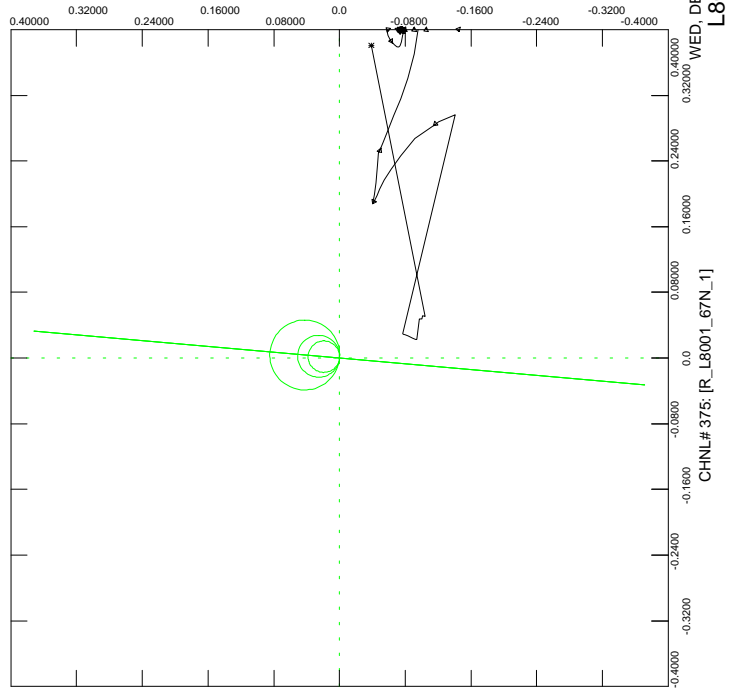
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_67N812_g0_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

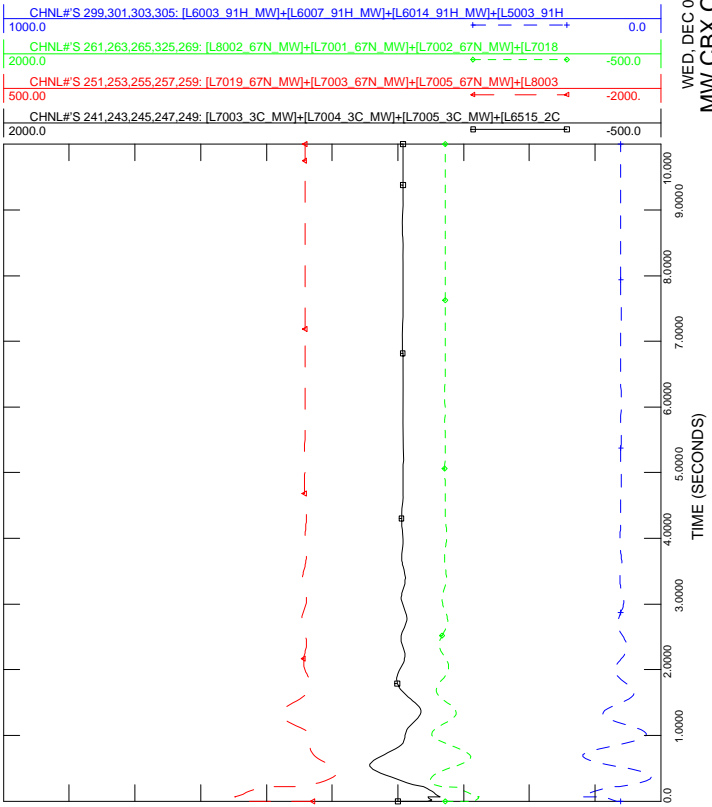
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RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]





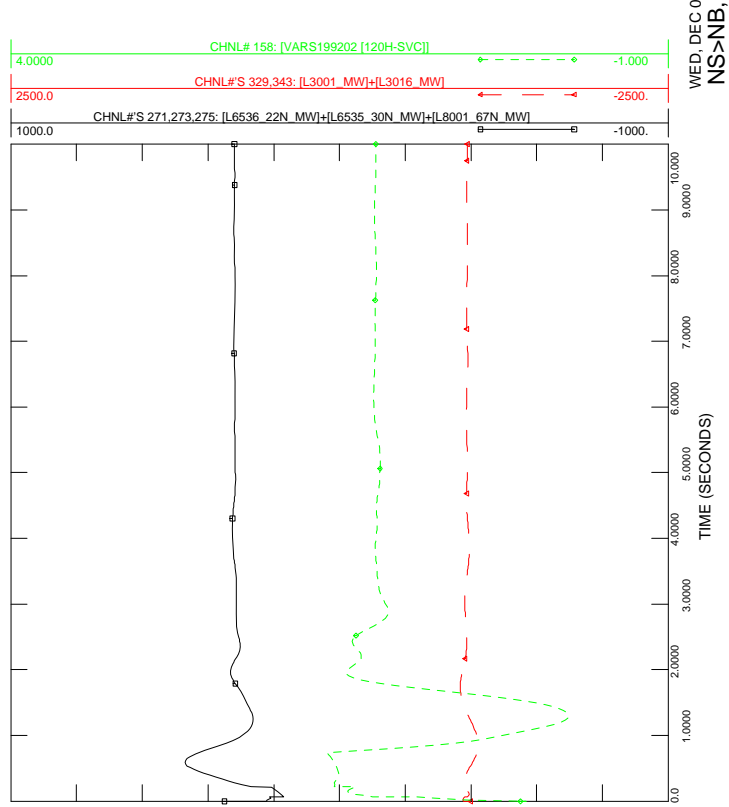
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_LL_D10.out



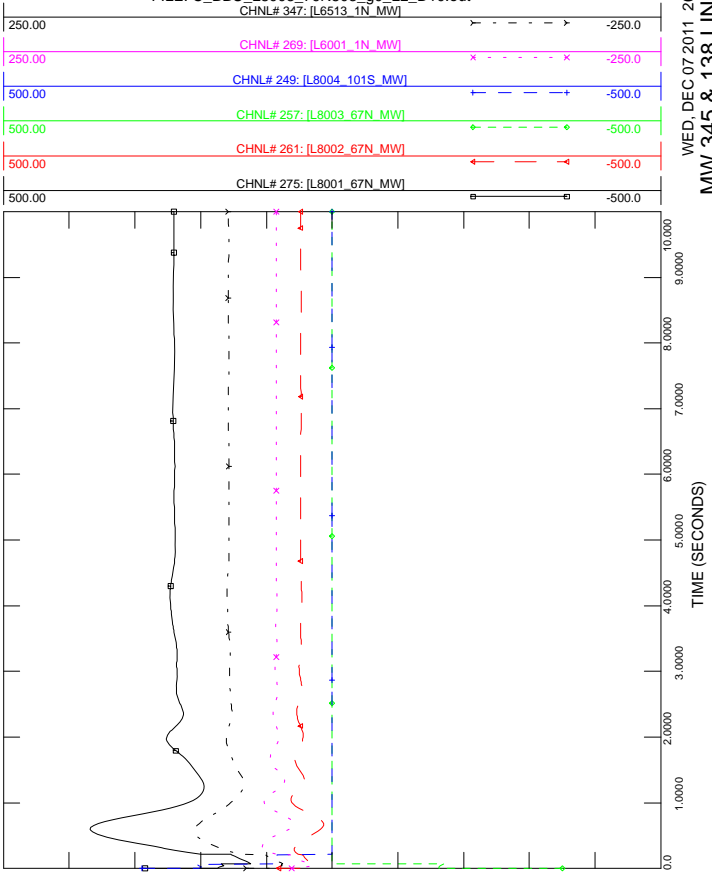
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_LL_D10.out



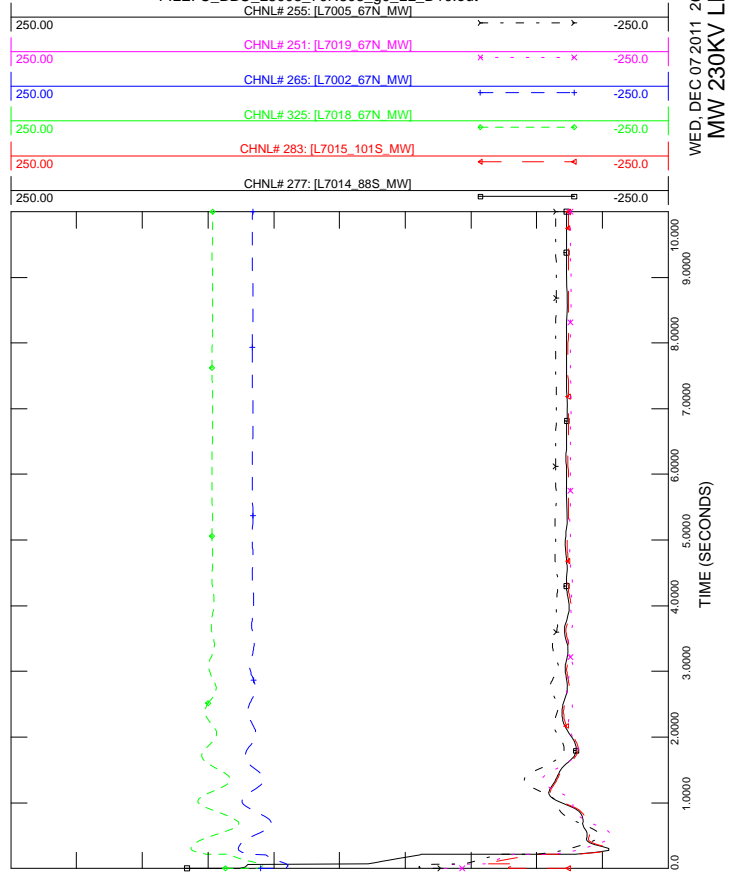
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

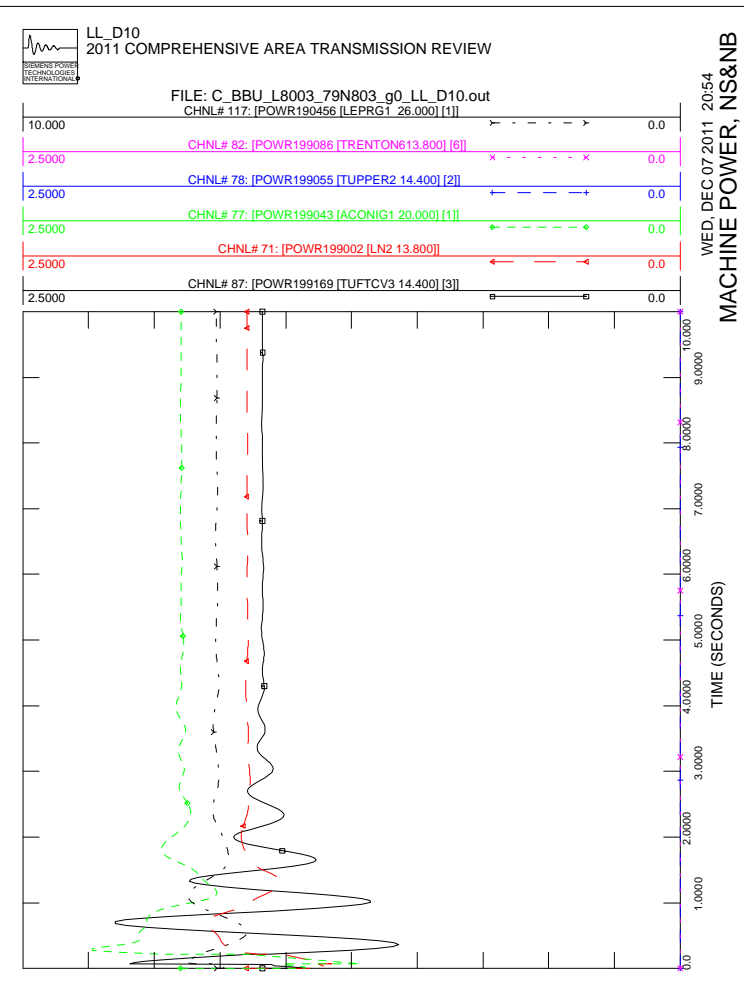
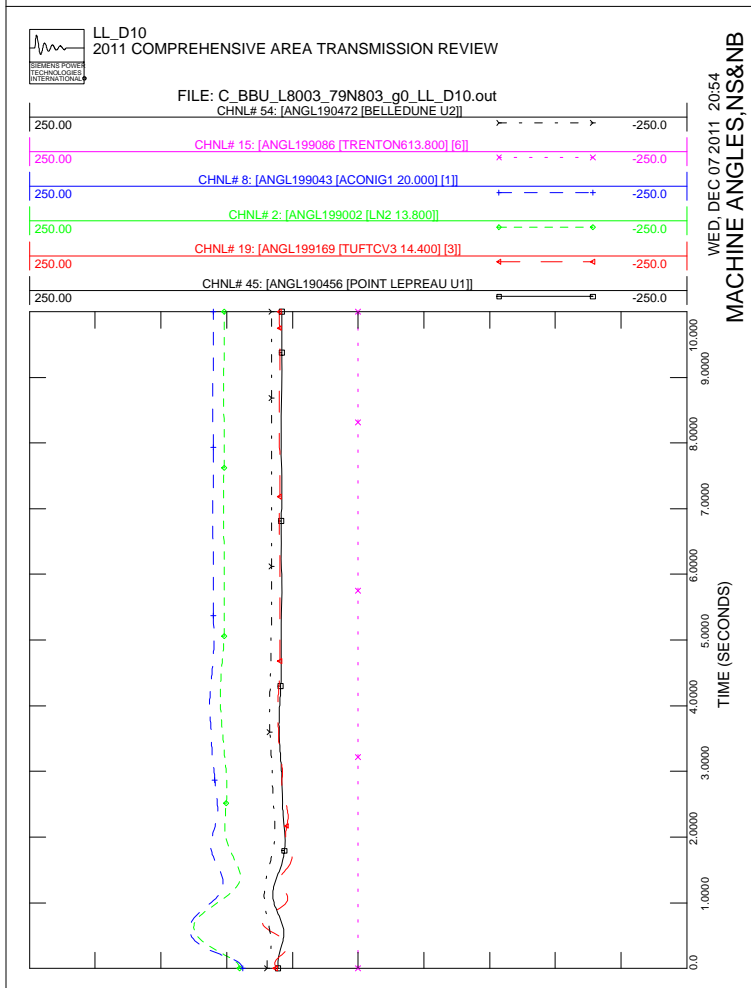
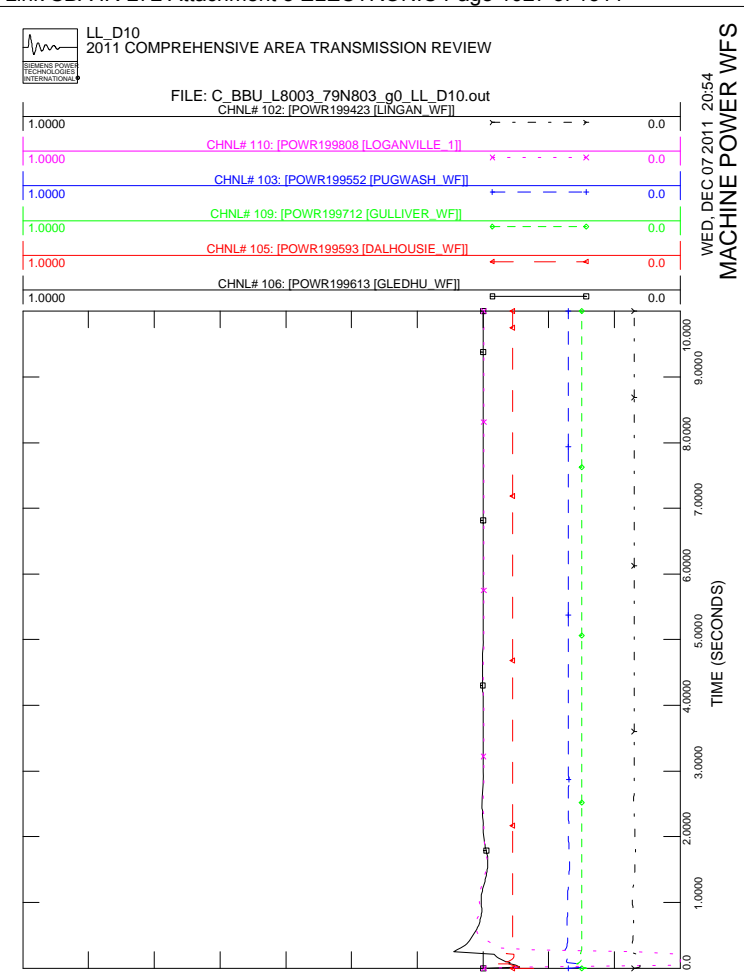
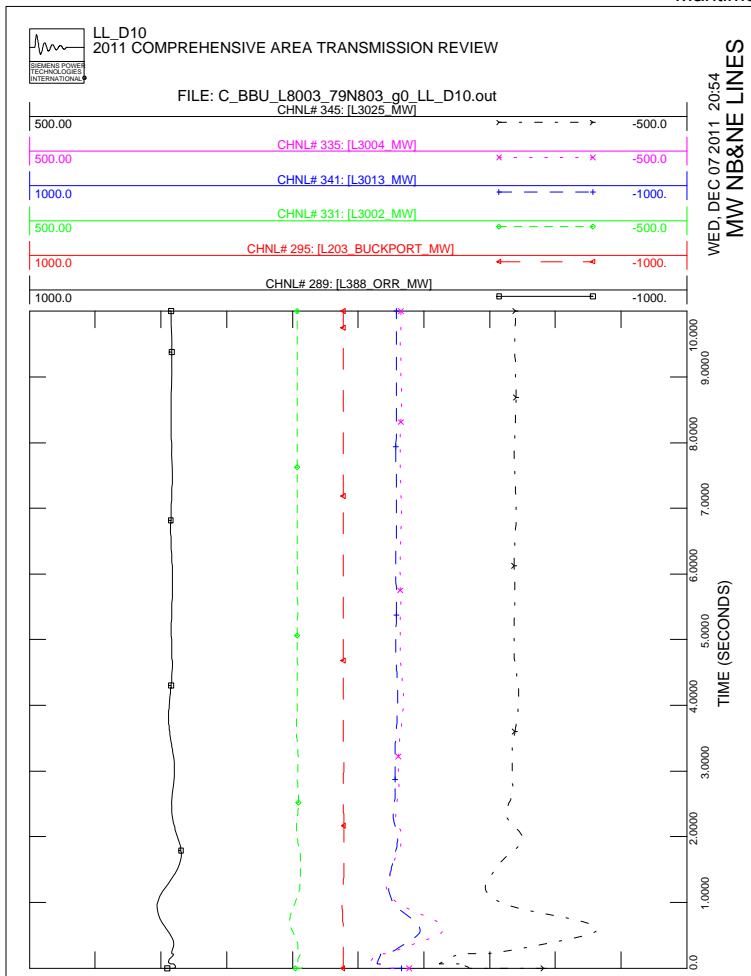
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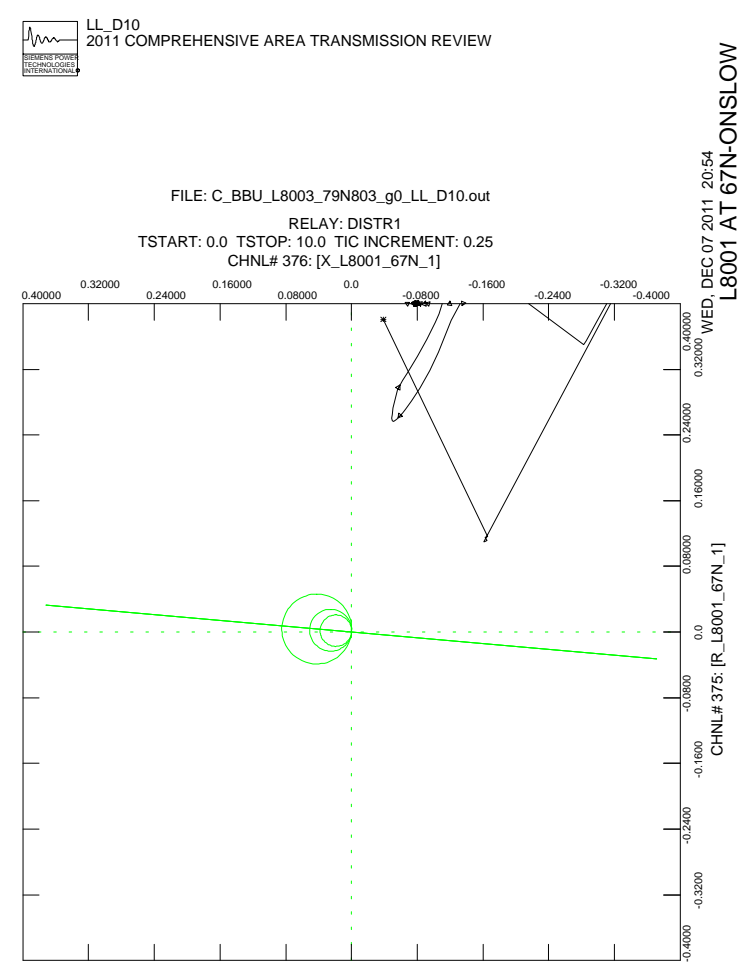
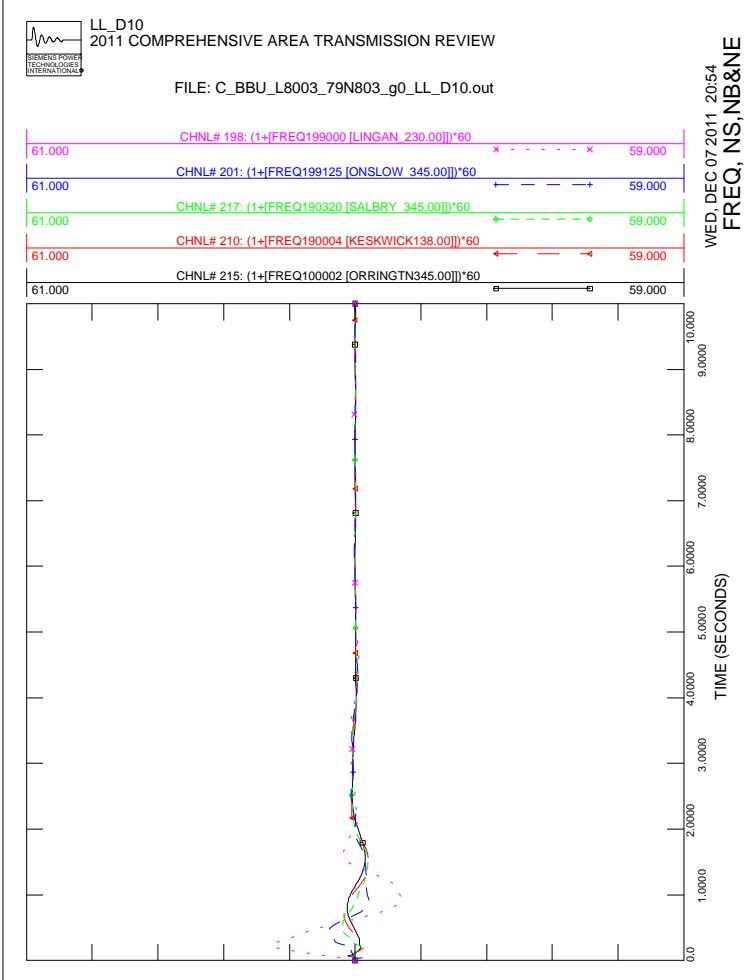
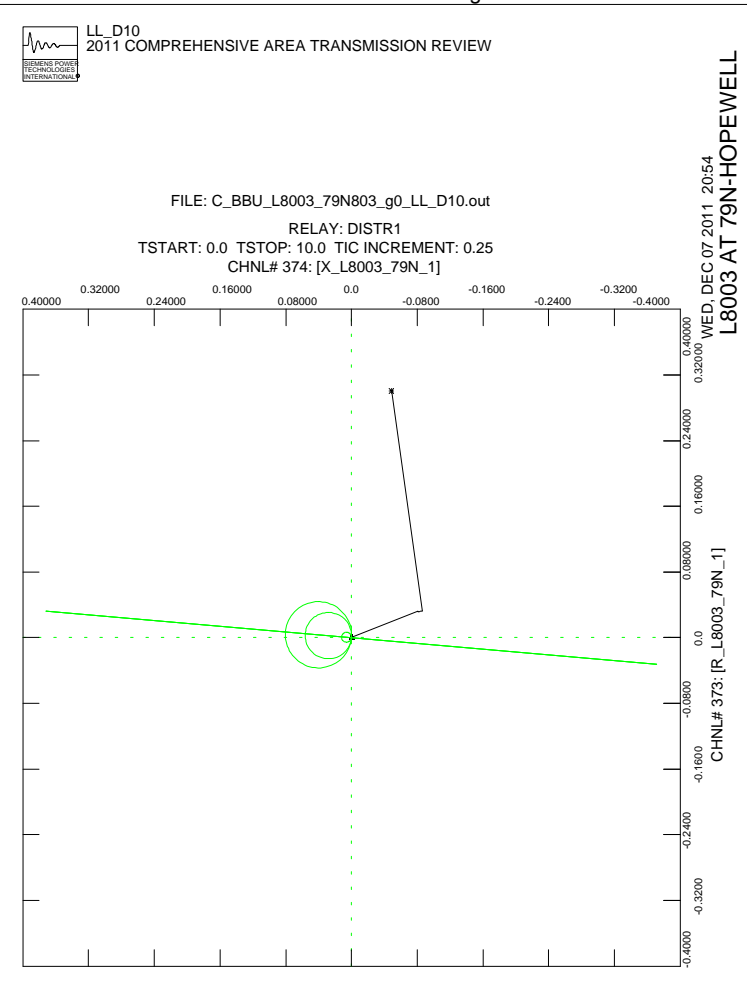
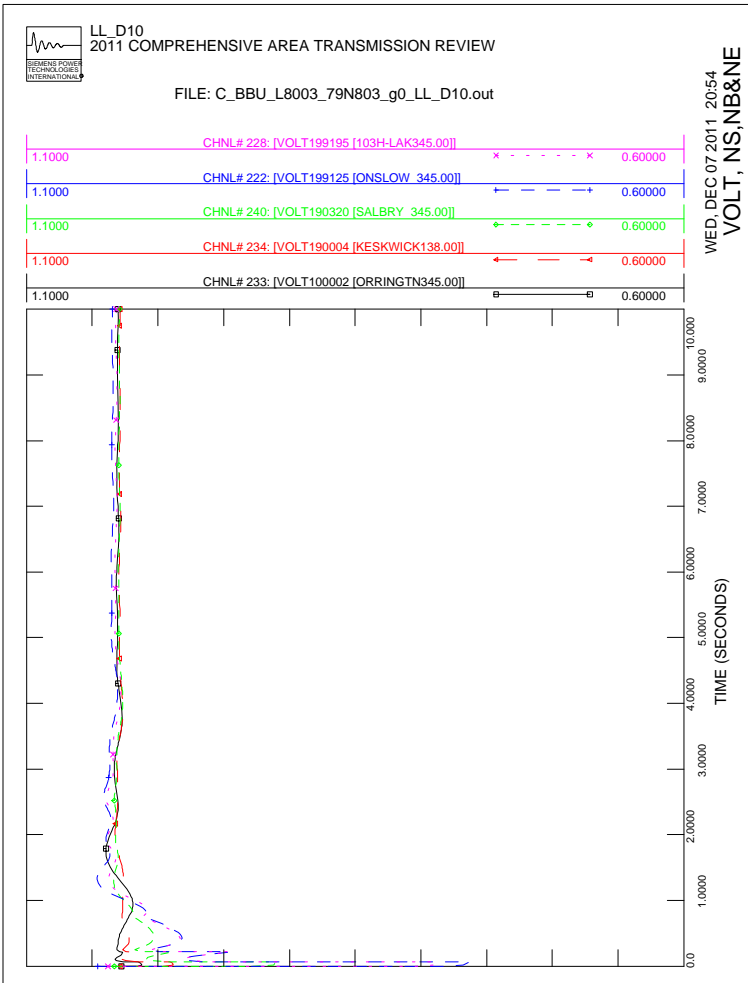


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8003_79N803_g0_LL_D10.out



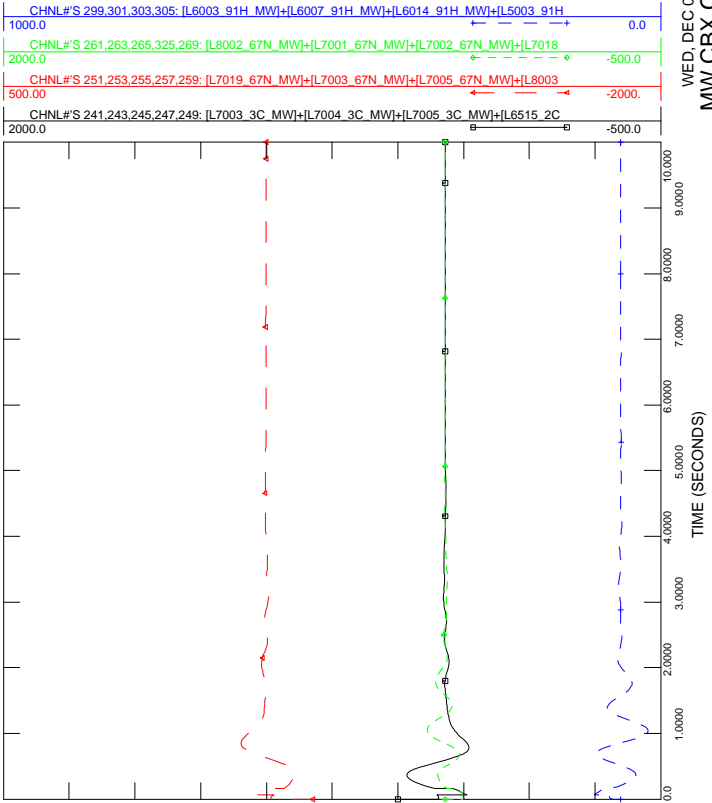






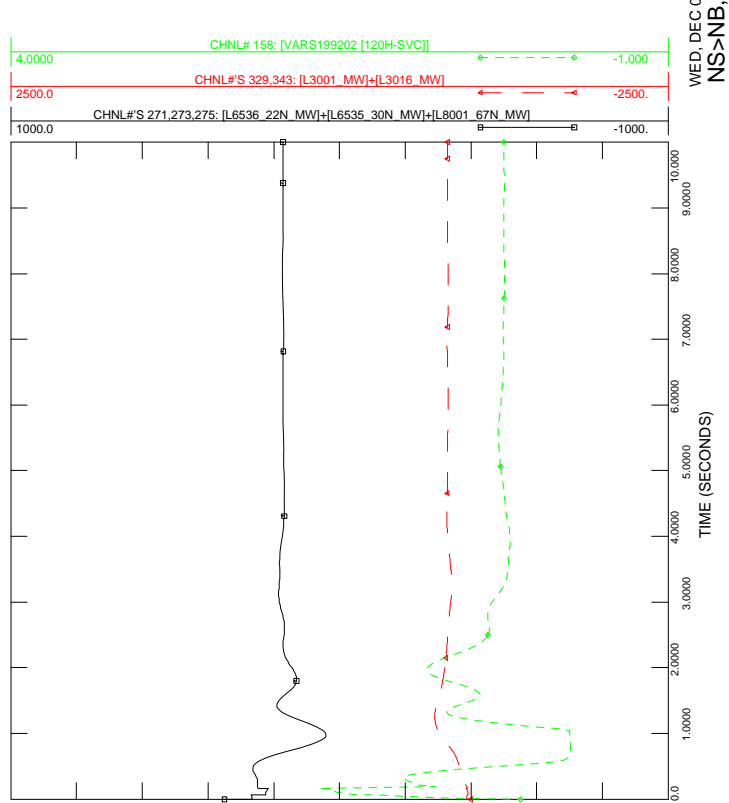
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_LL_D10.out



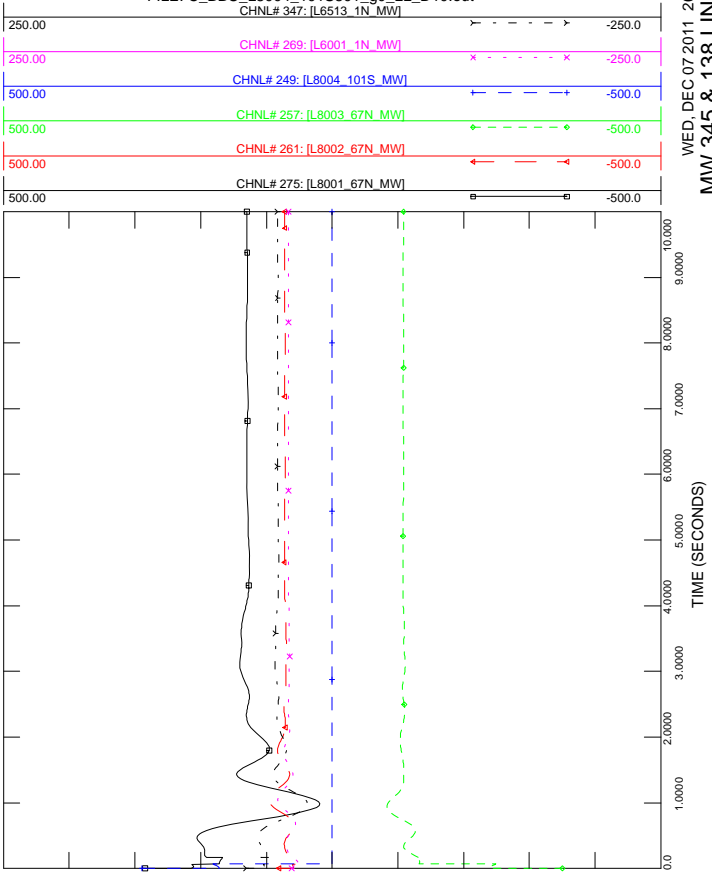
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_LL_D10.out



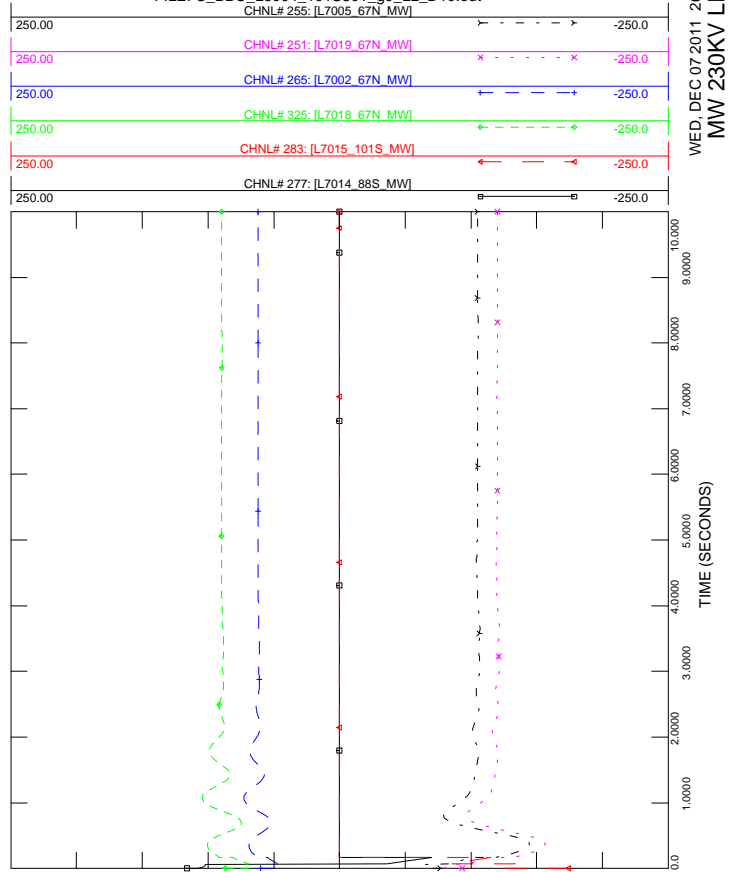
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

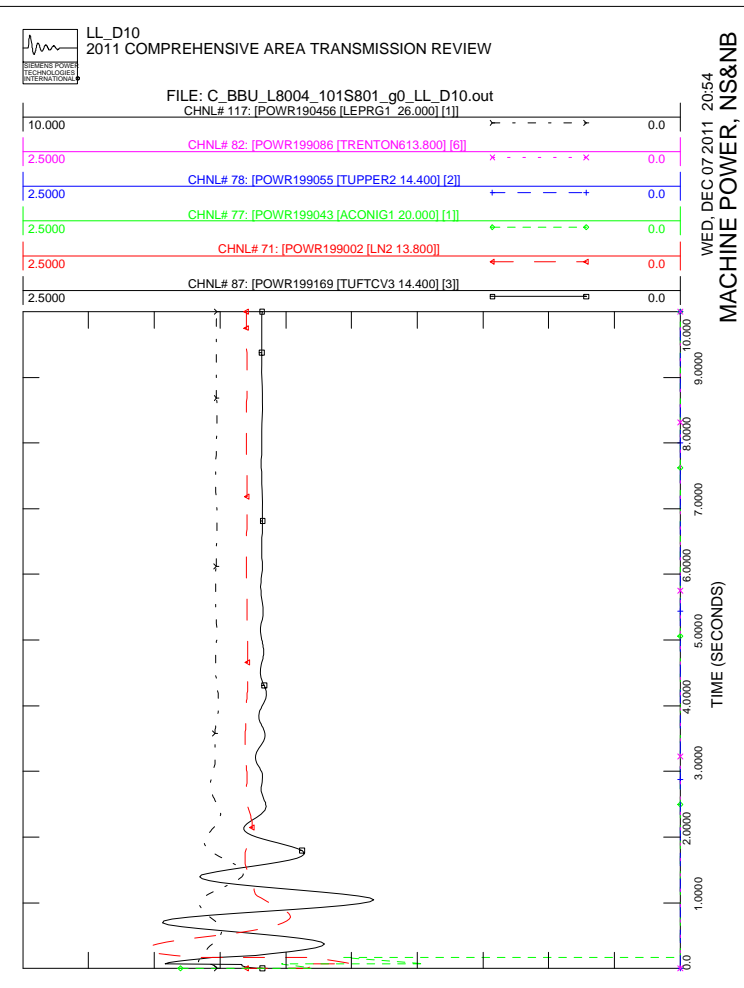
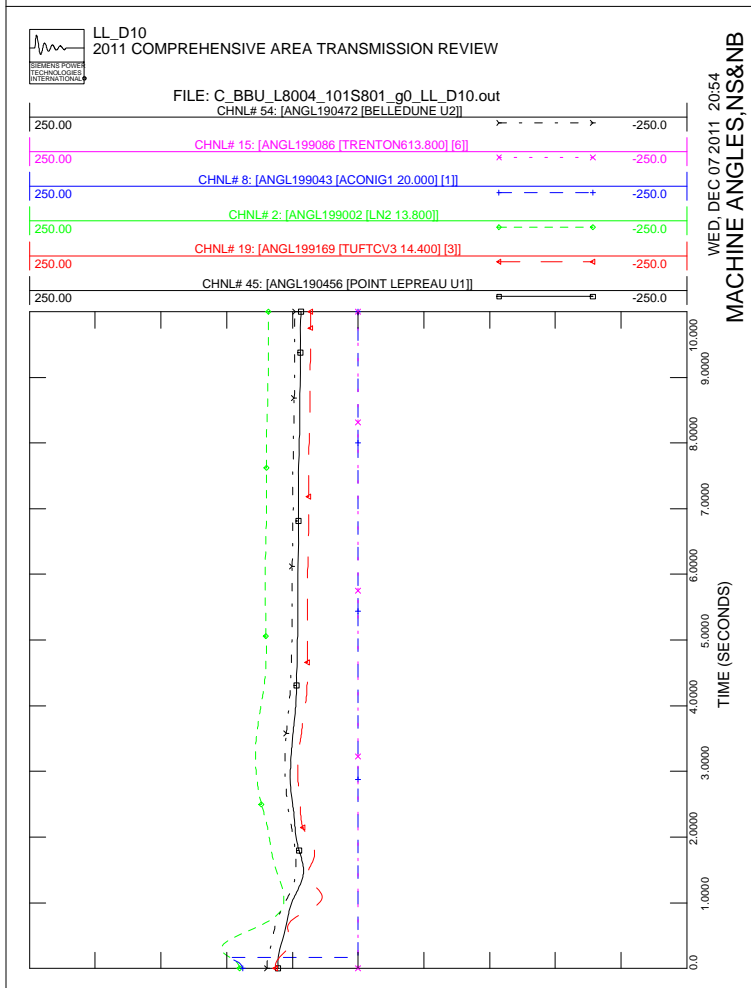
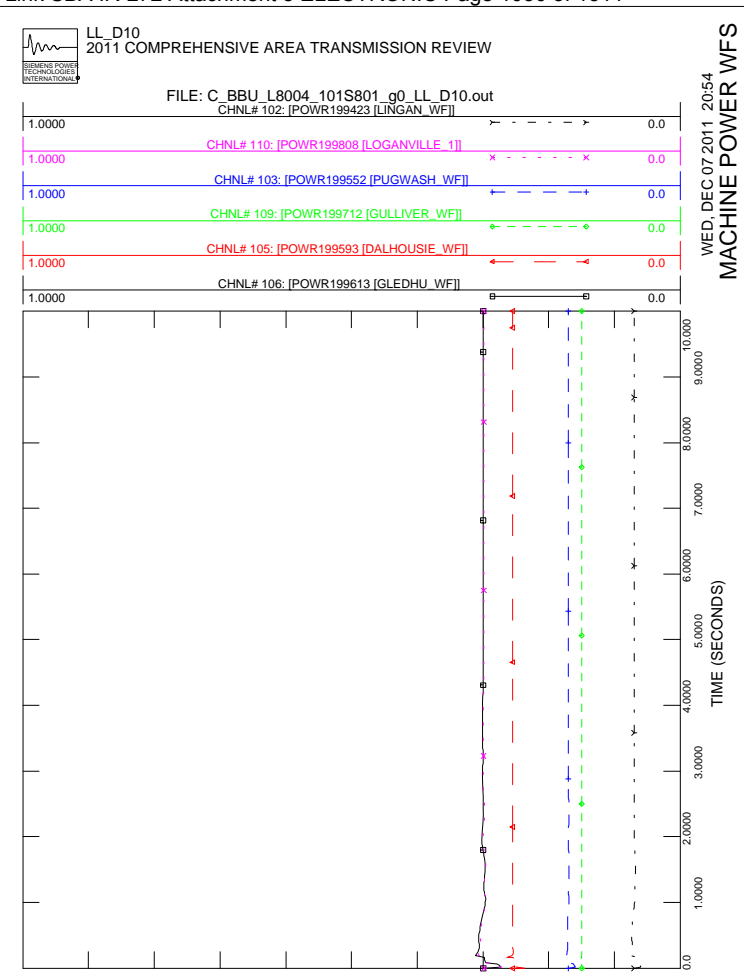
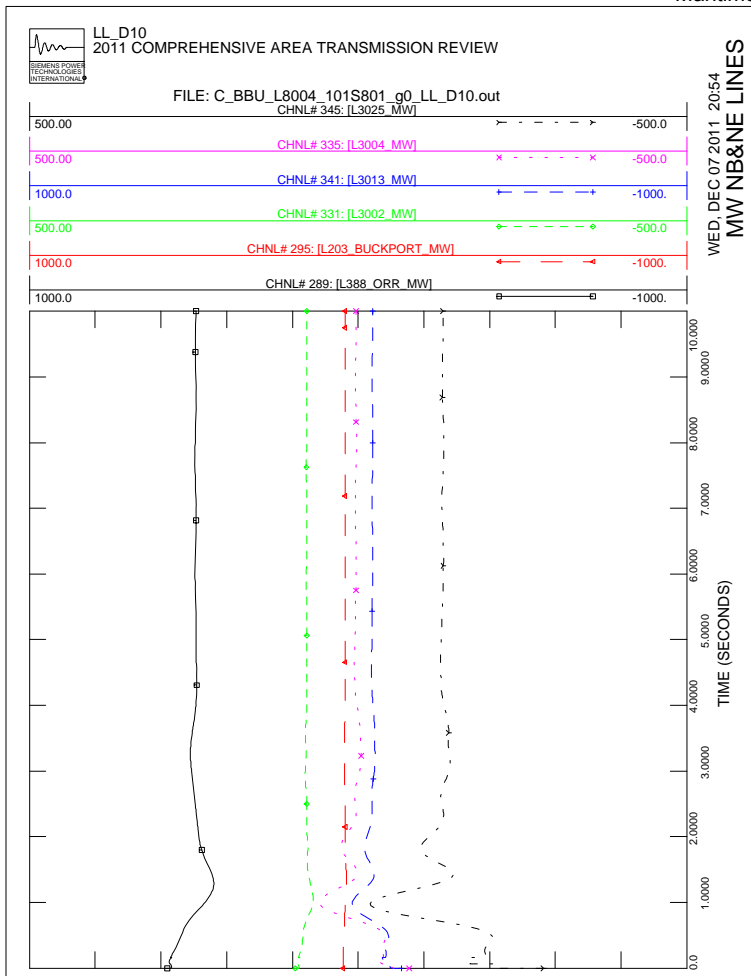
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_LL_D10.out

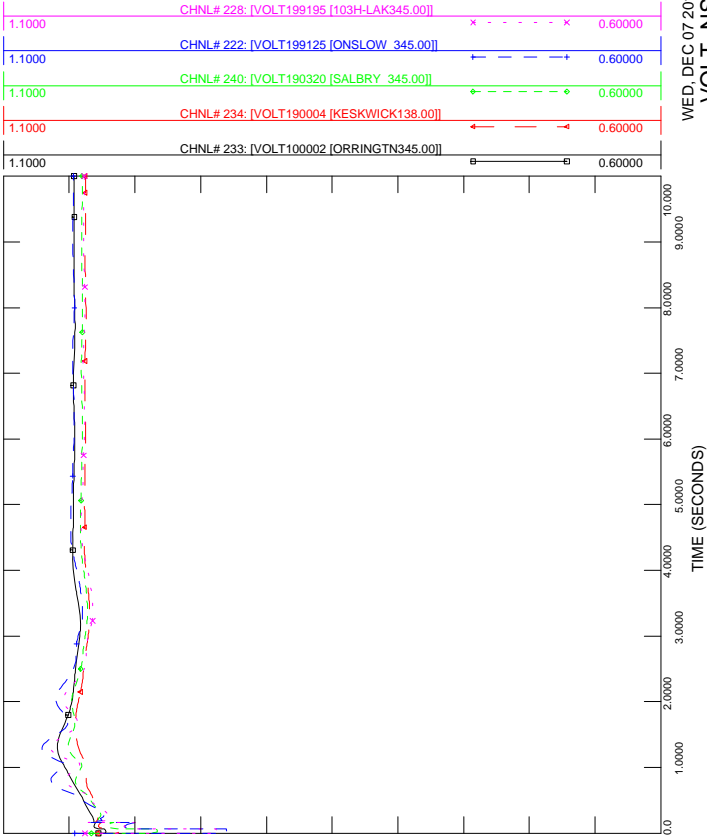






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_LL_D10.out

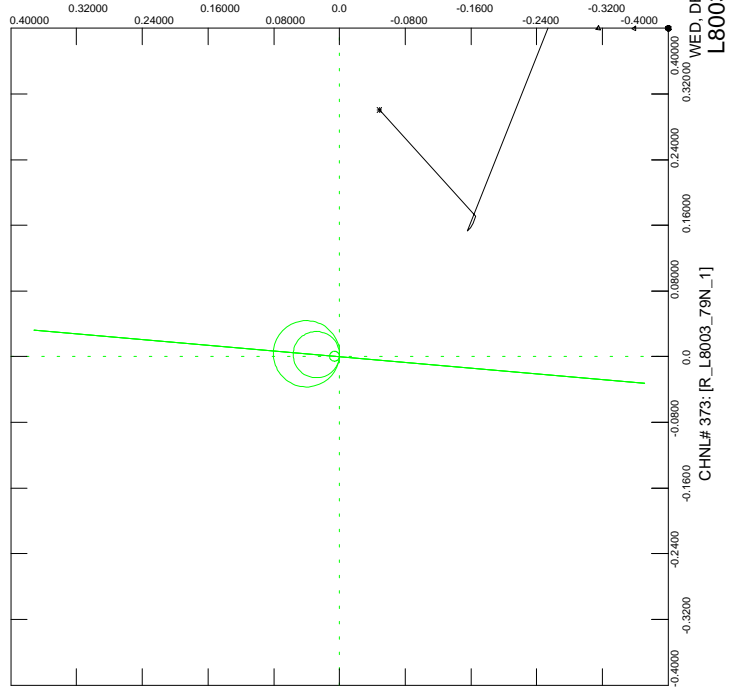


WED, DEC 07 2011 20:54
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



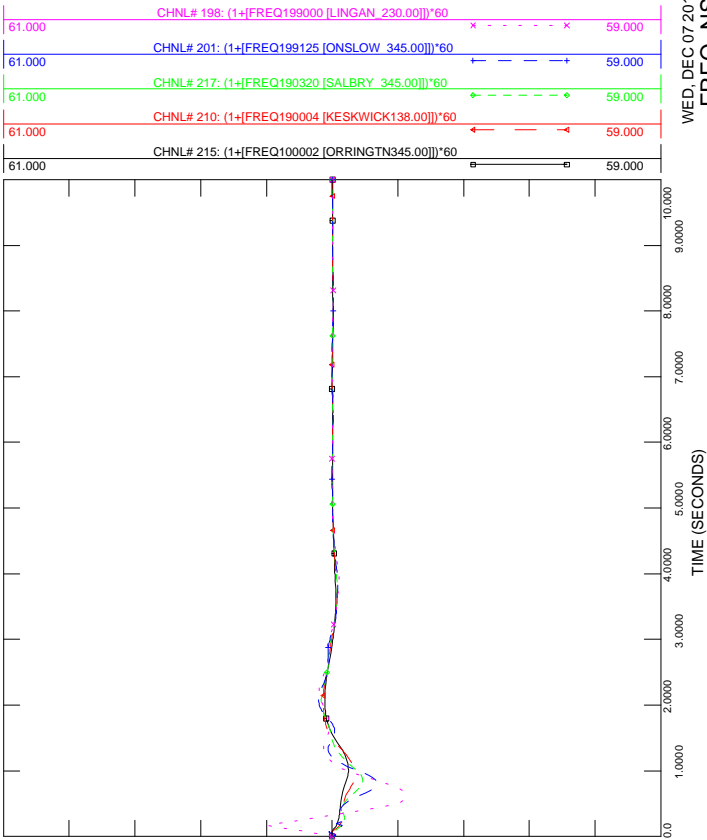
WED, DEC 07 2011 20:54
L8003 AT 79N-HOPEWELL

CHNL# 373: [R_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_L8004_101S801_g0_LL_D10.out

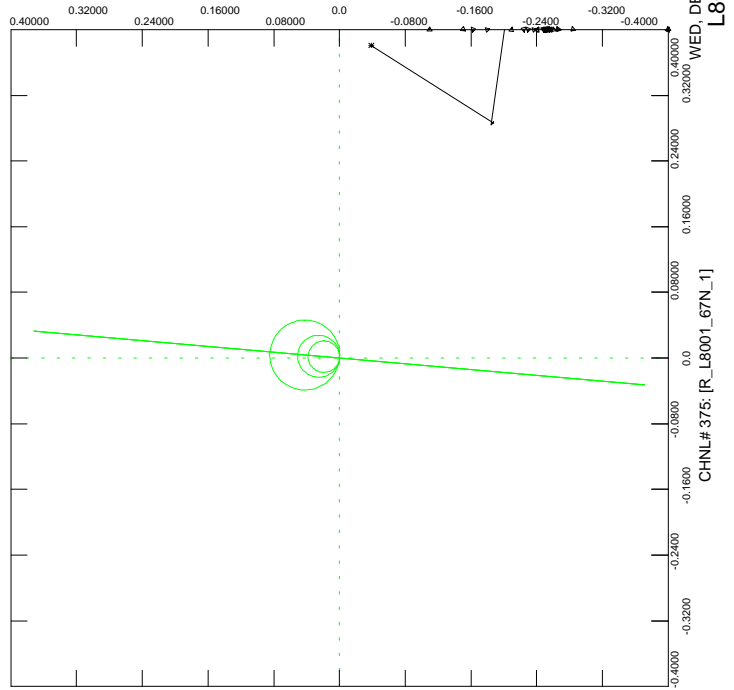


WED, DEC 07 2011 20:54
FREQ, NS, NB&NE



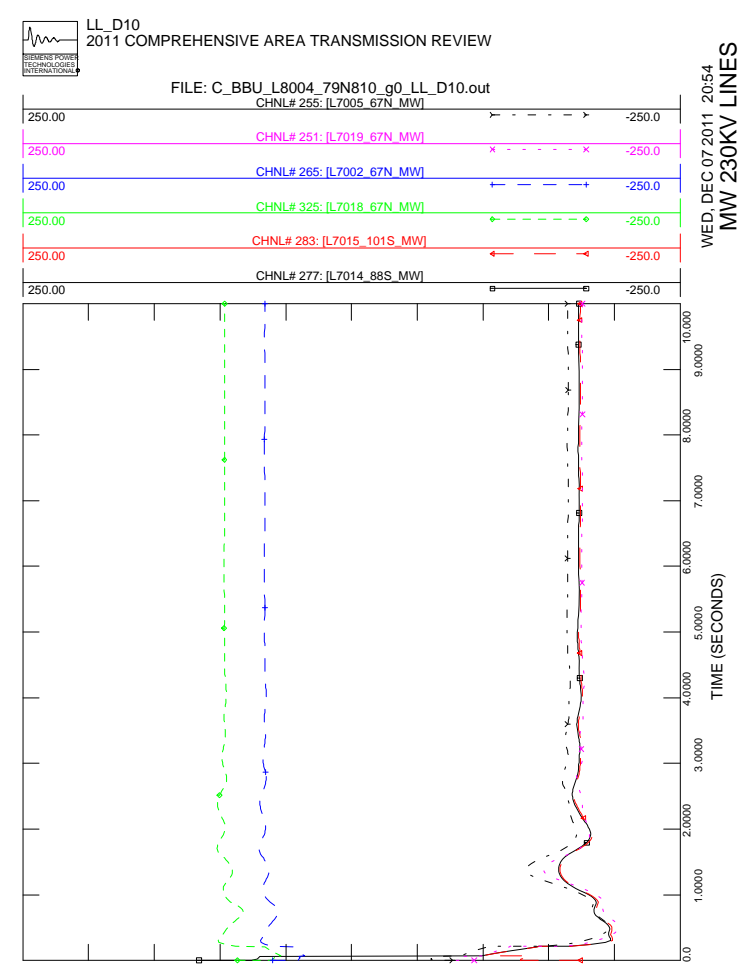
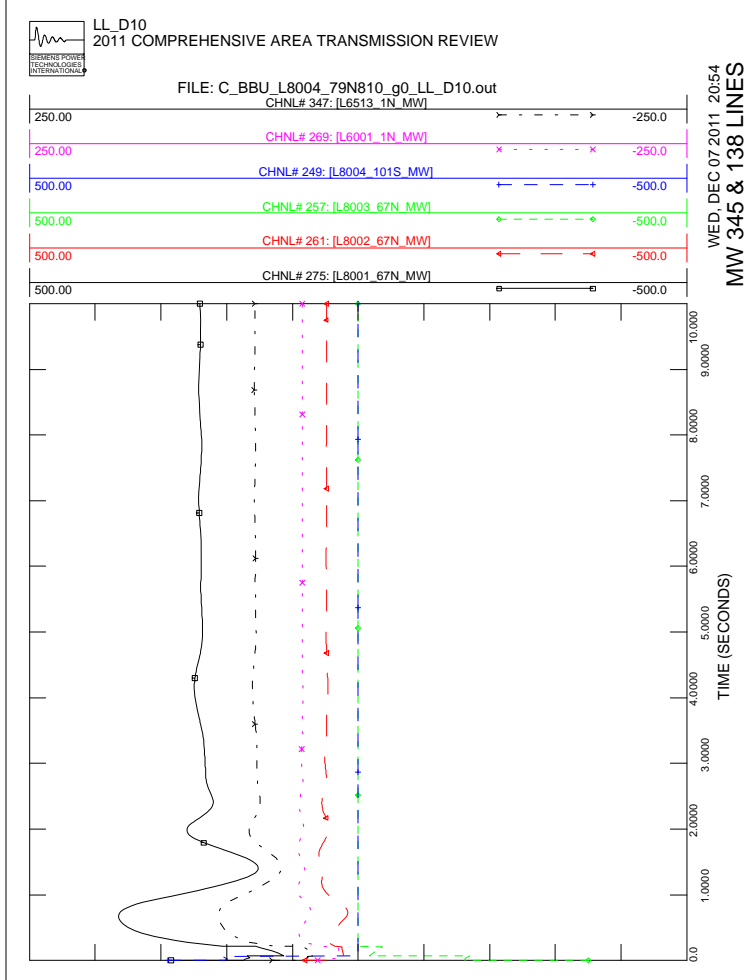
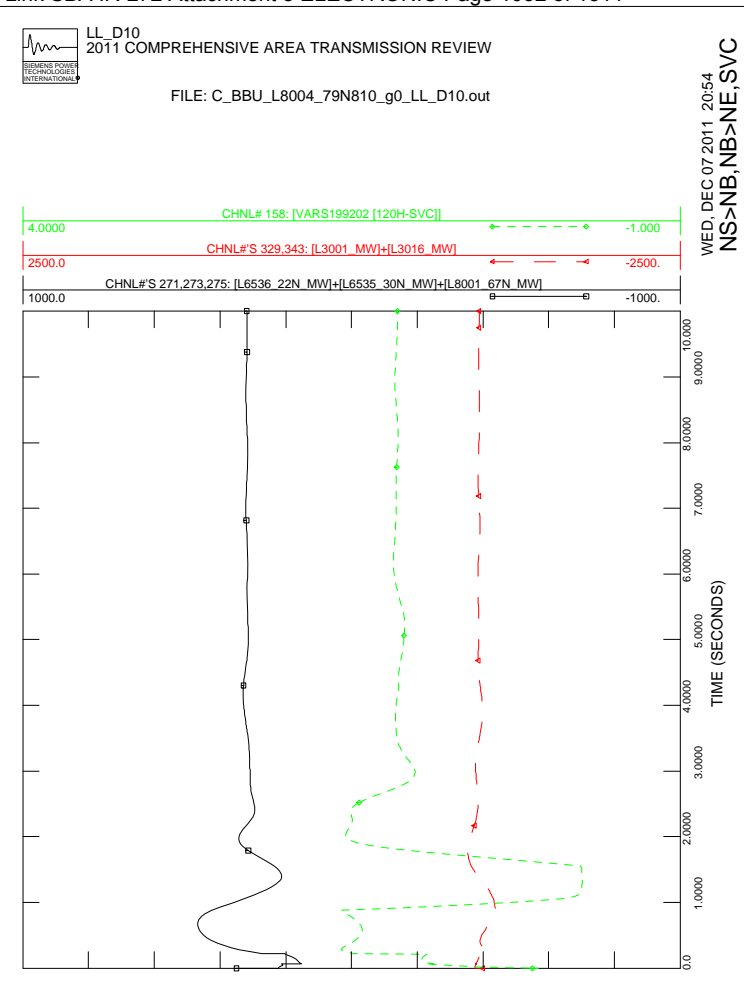
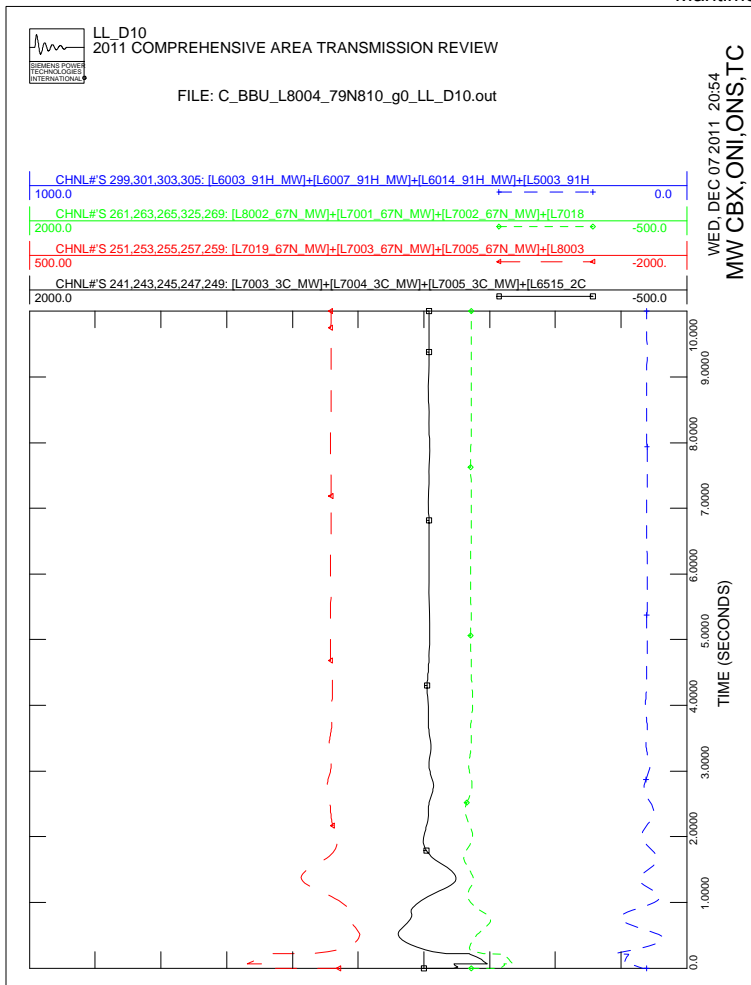
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

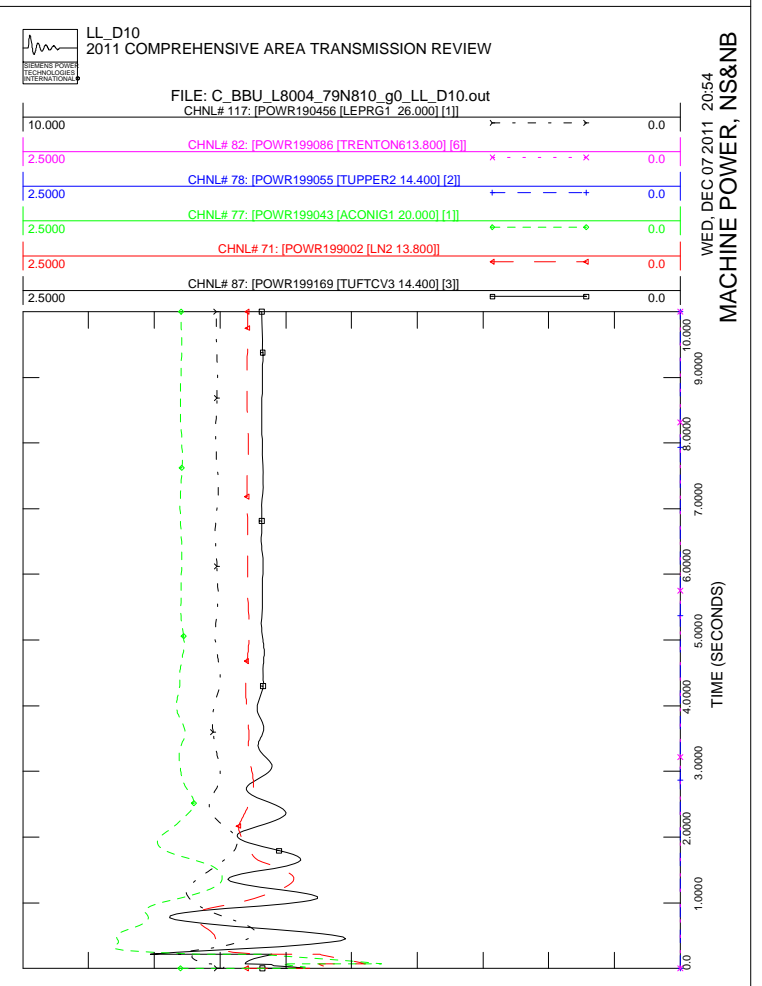
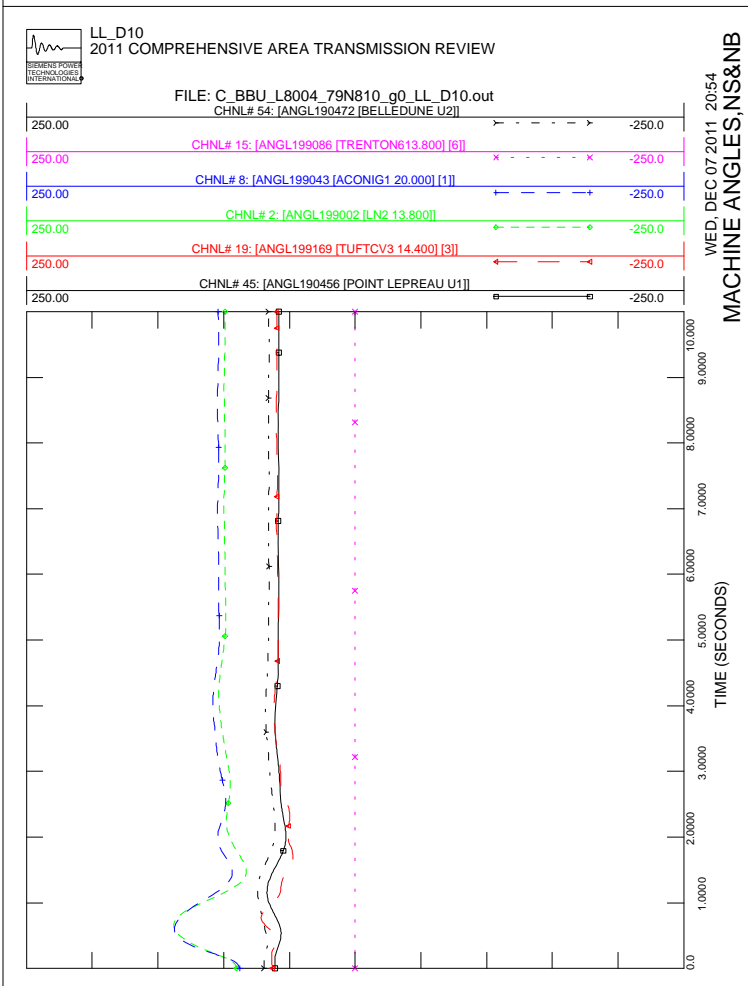
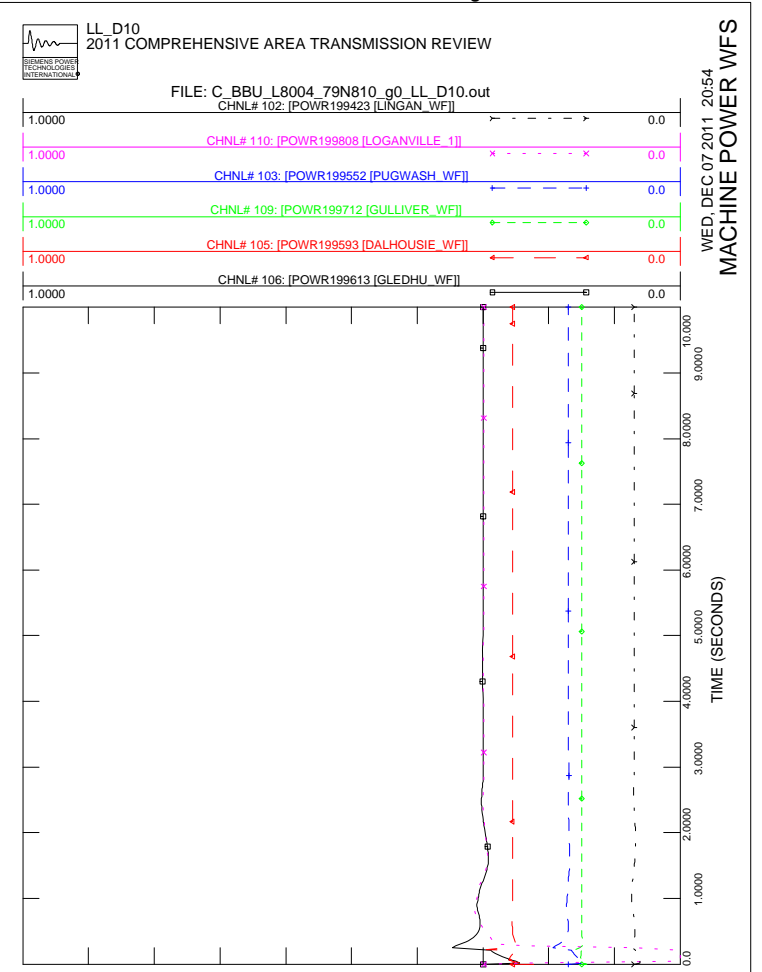
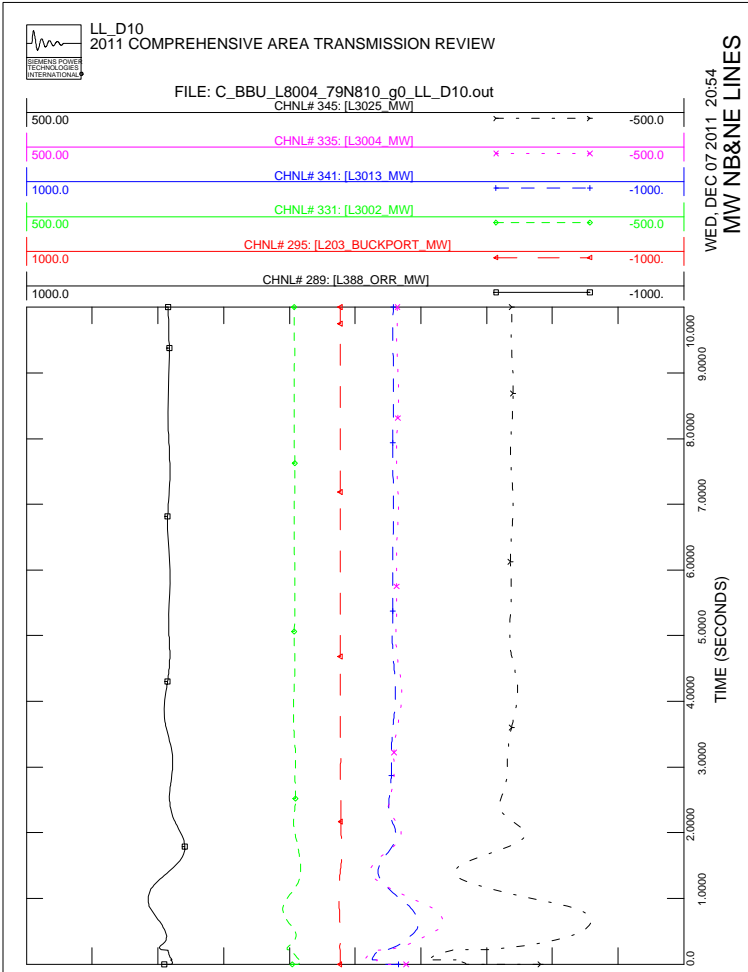
FILE: C_BBU_L8004_101S801_g0_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

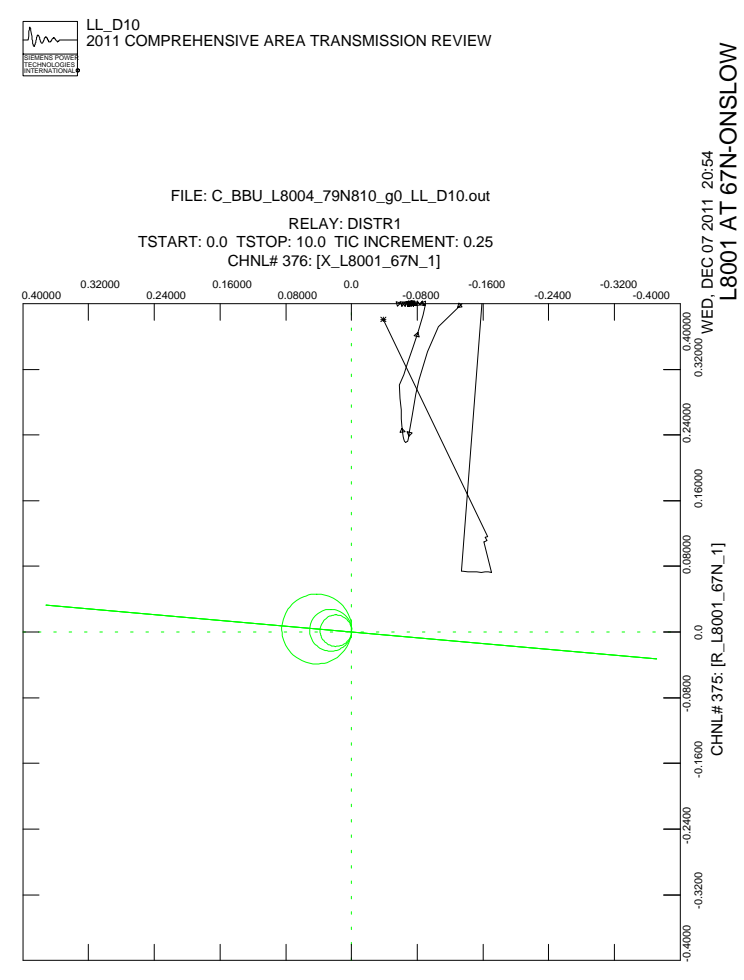
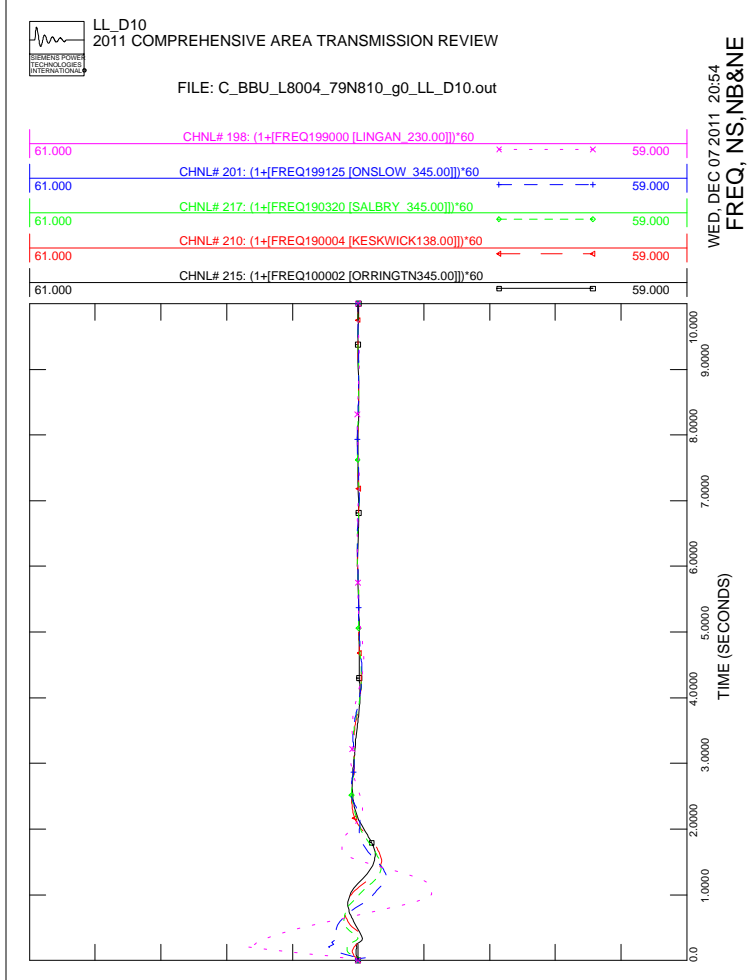
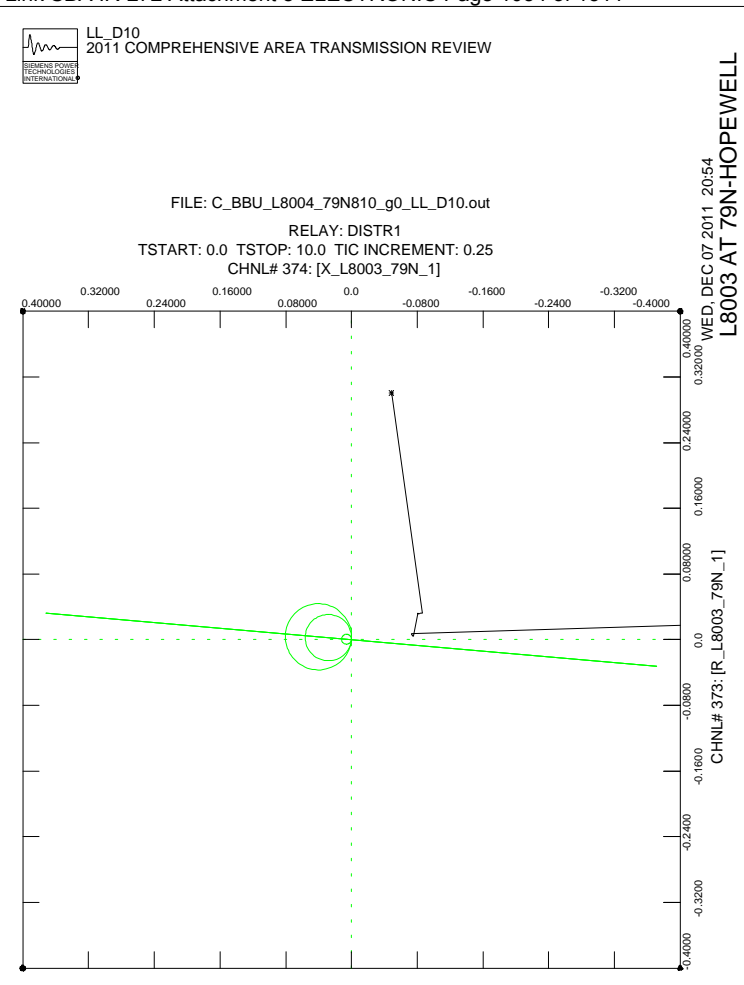
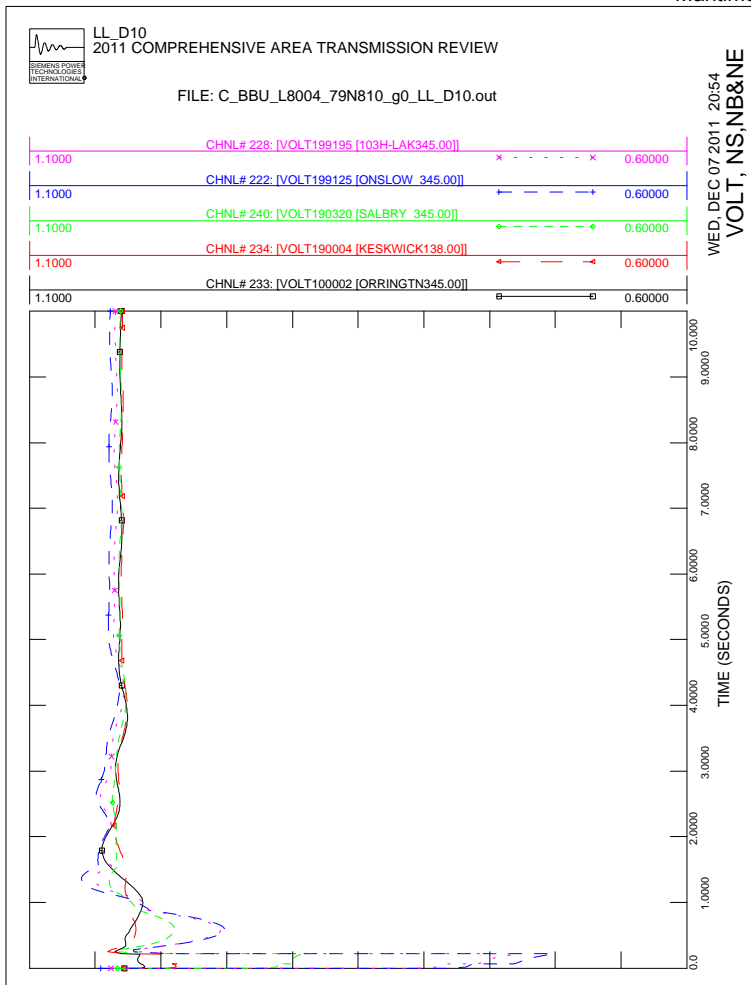


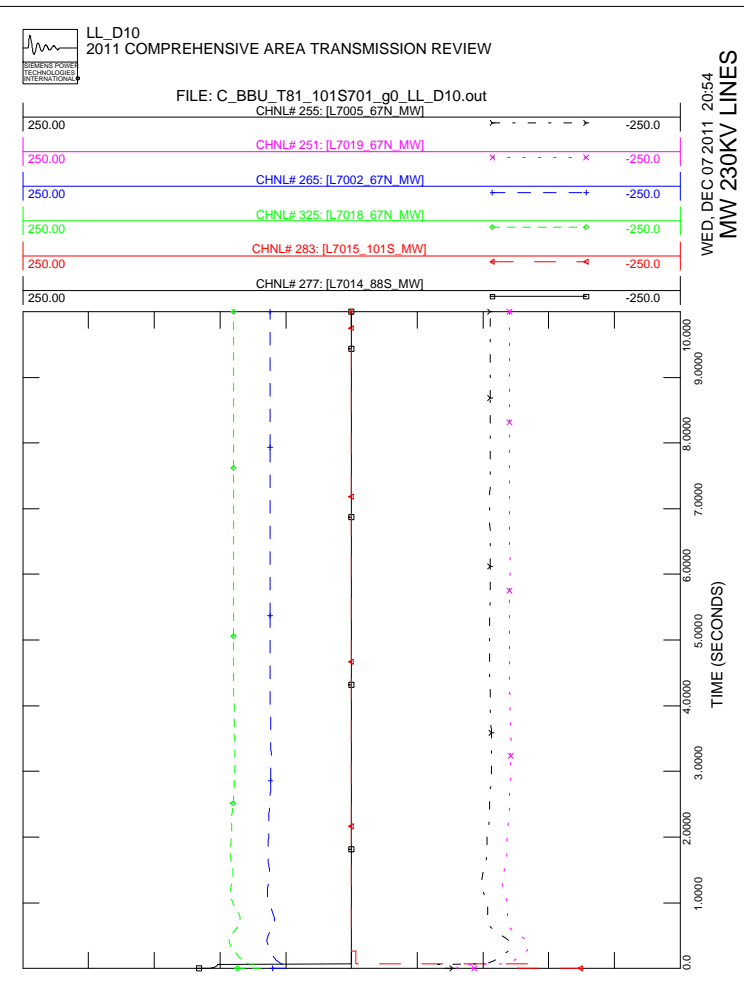
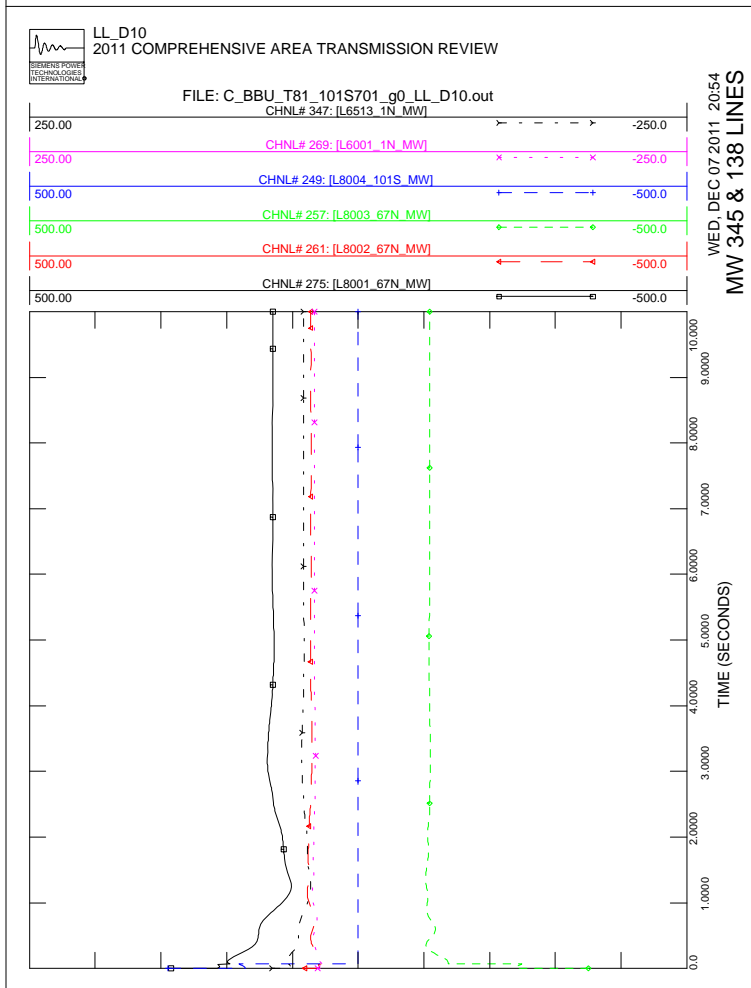
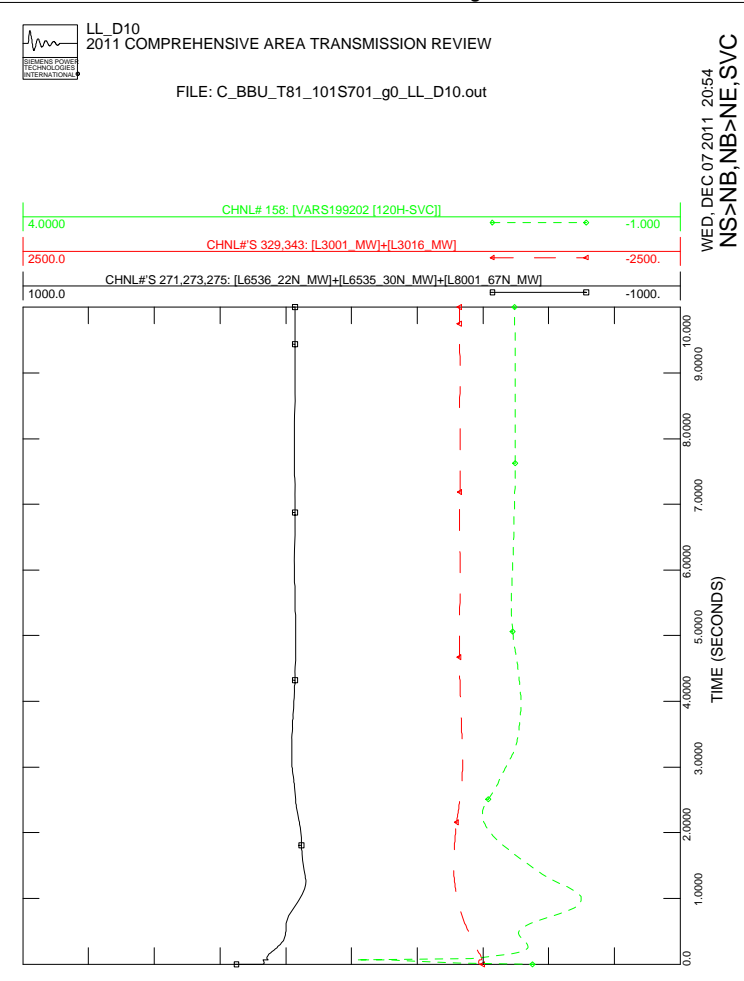
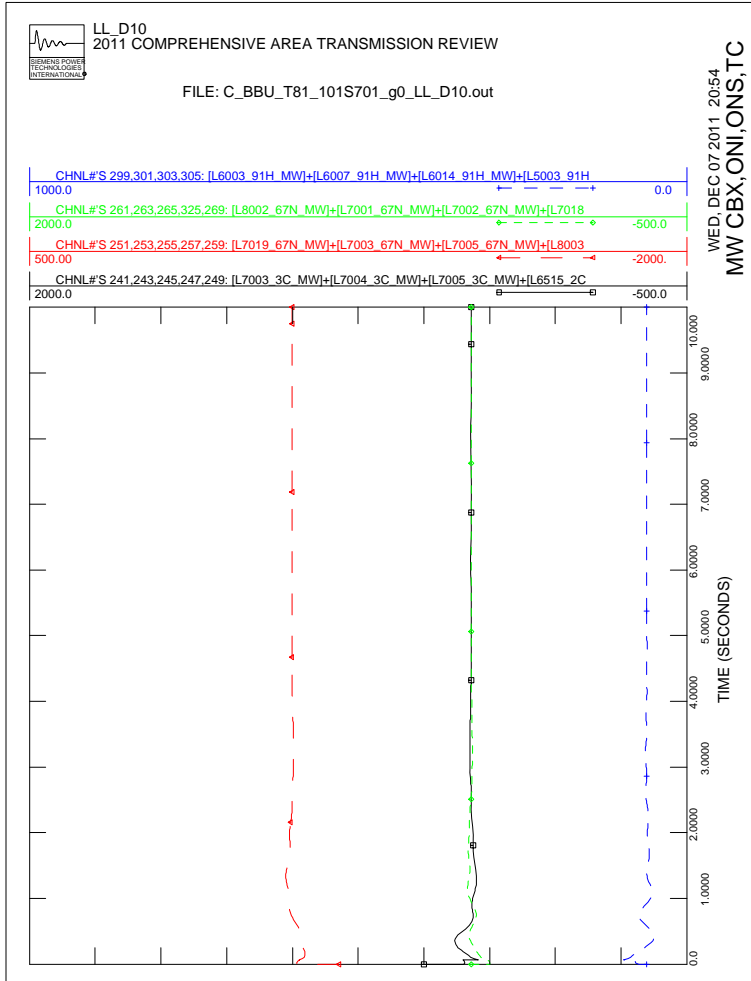
WED, DEC 07 2011 20:54
L8001 AT 67N-ONSLOW

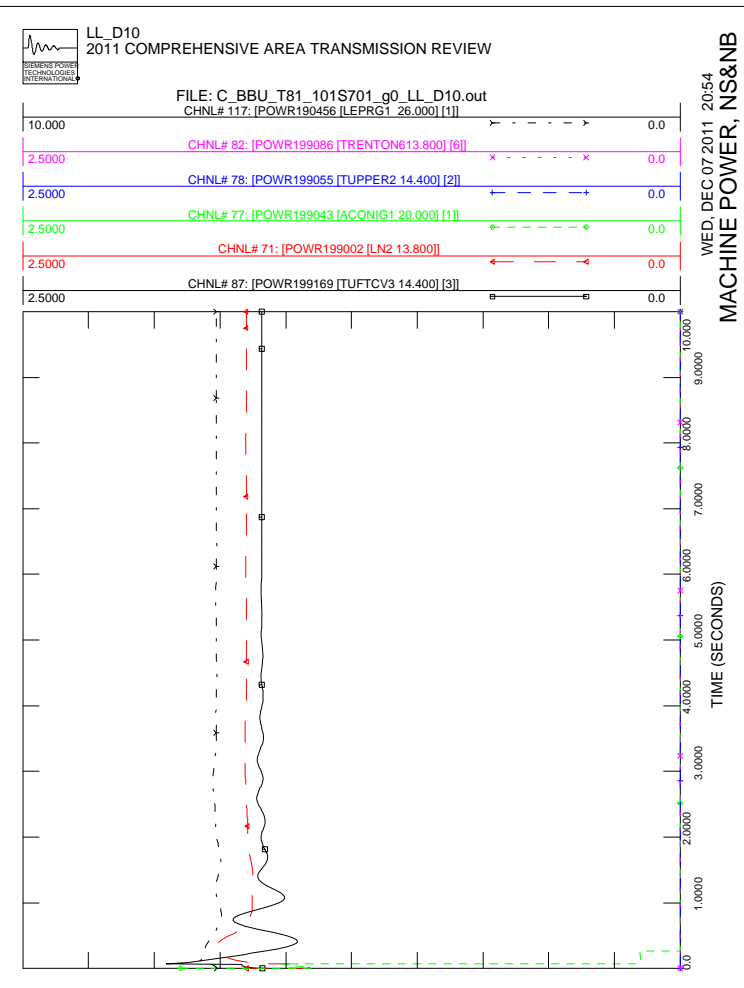
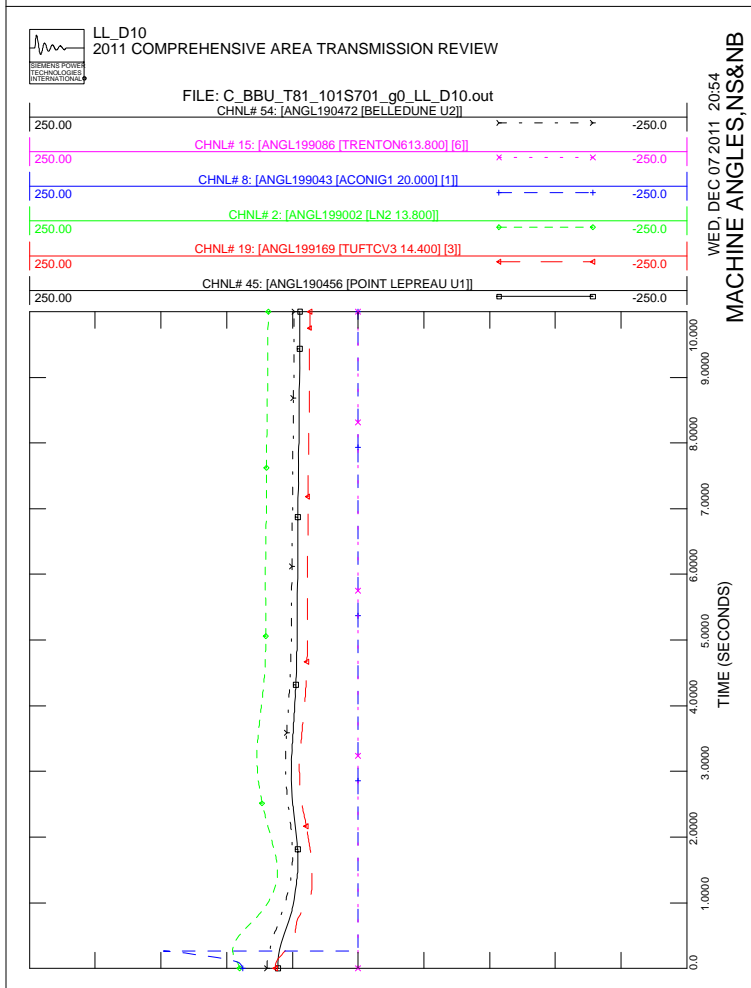
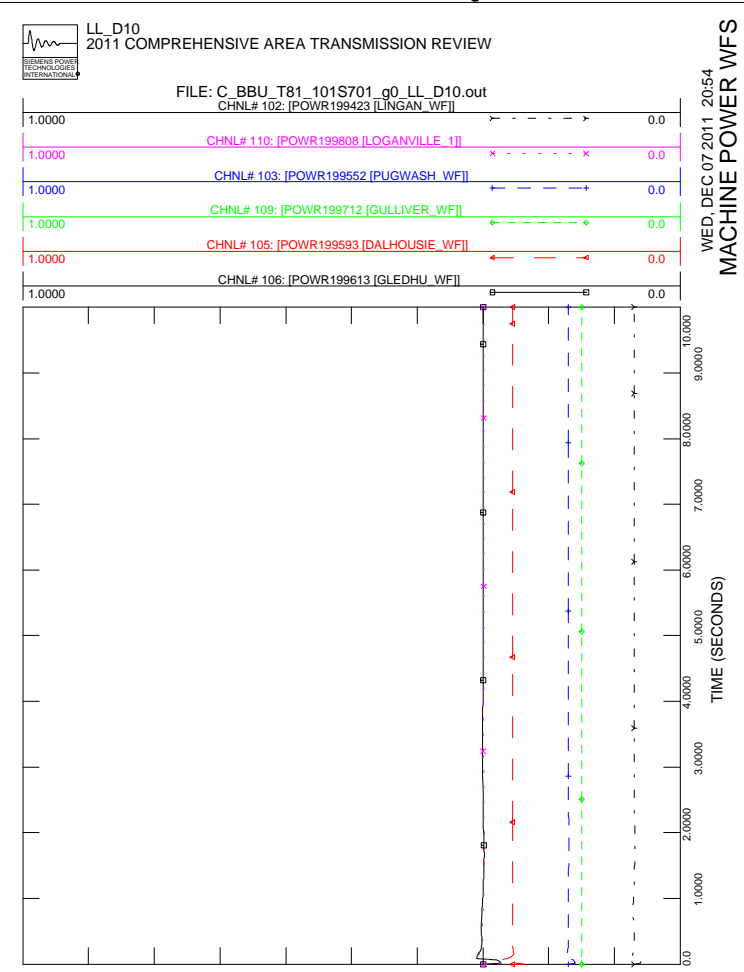
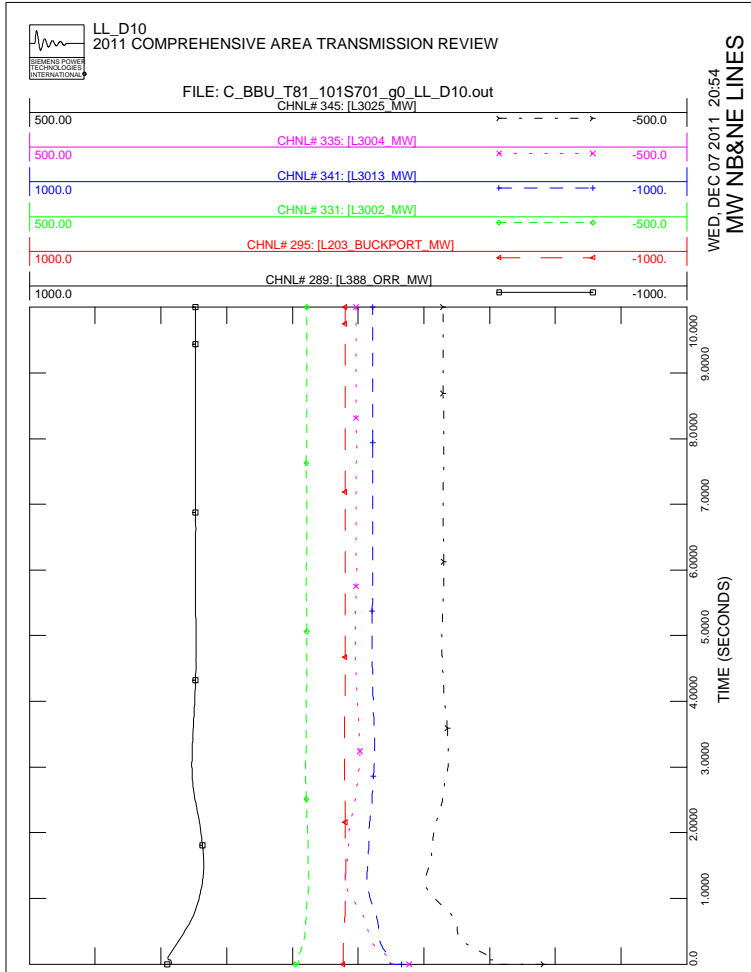
CHNL# 375: [R_L8001_67N_1]





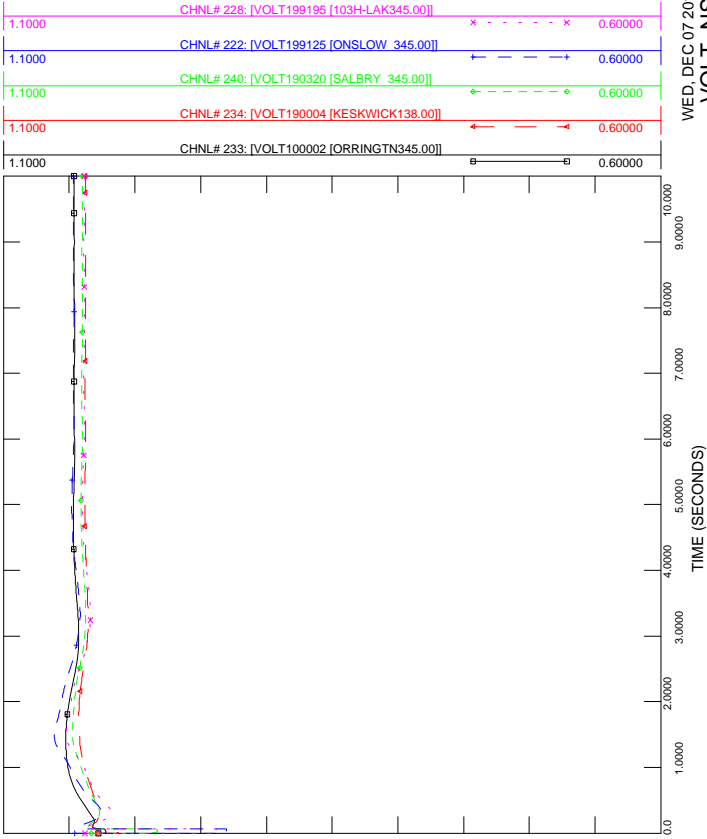






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

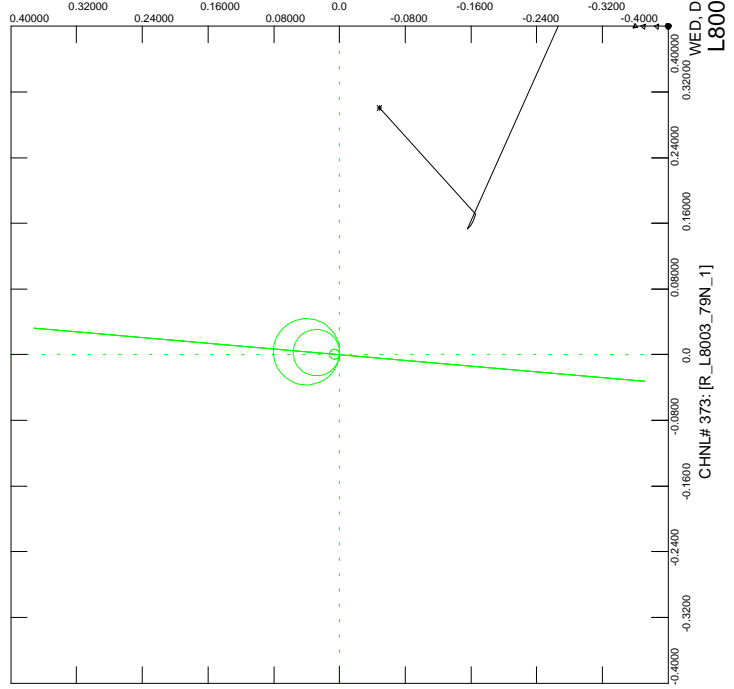
FILE: C_BBU_T81_101S701_g0_LL_D10.out



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

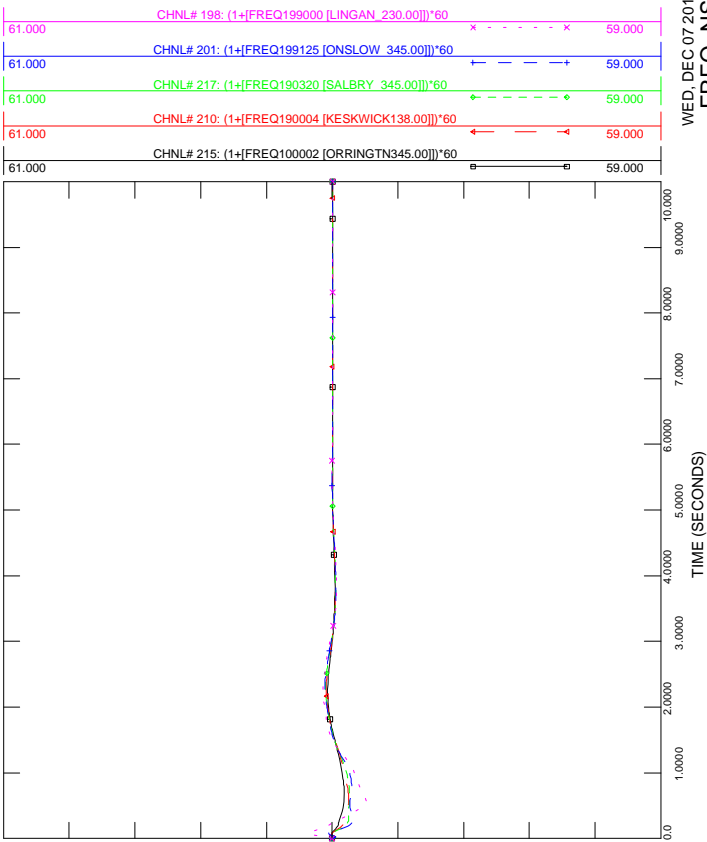
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

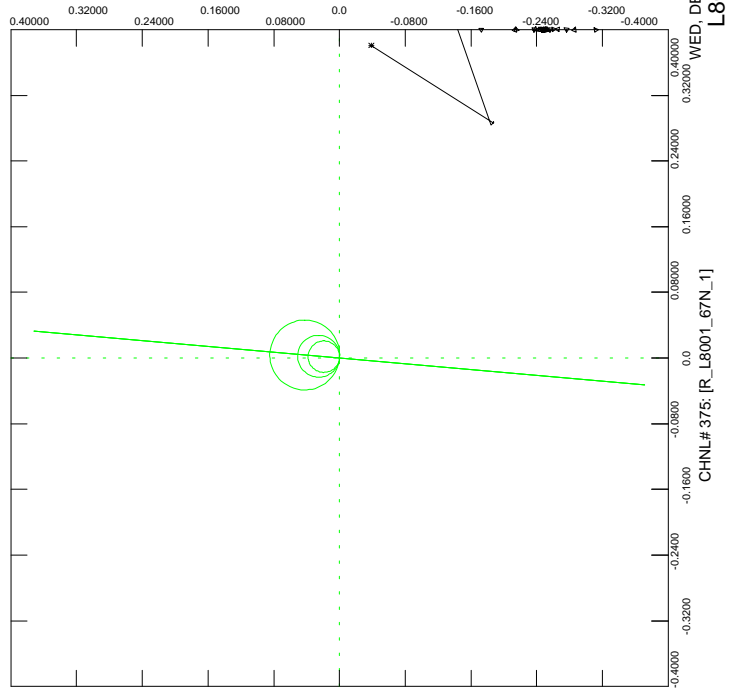
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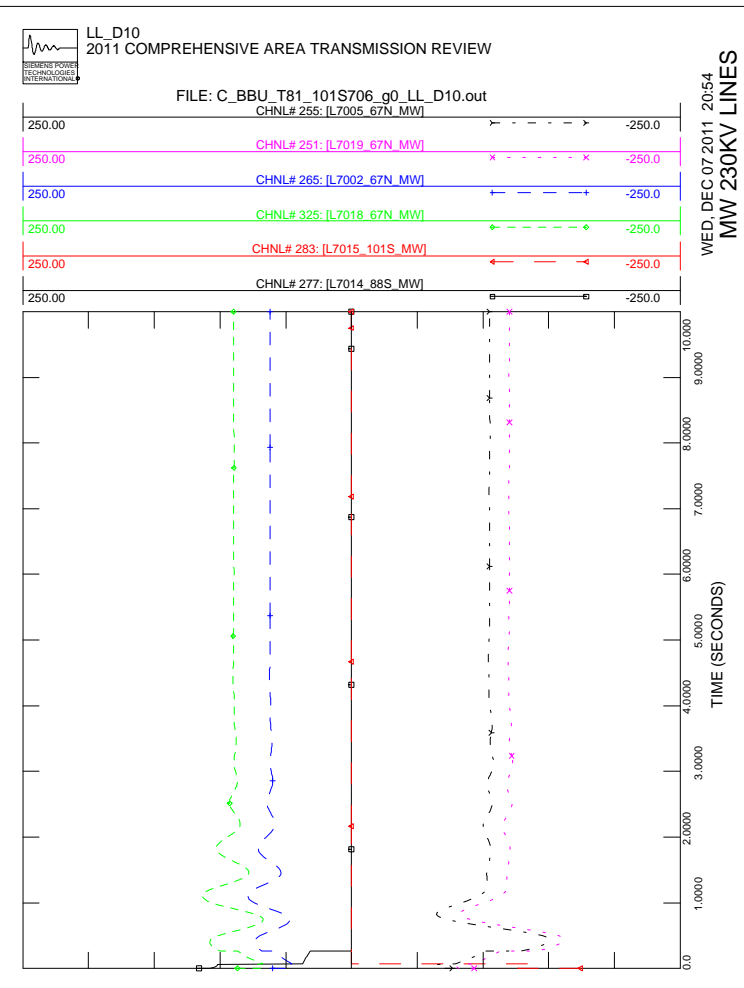
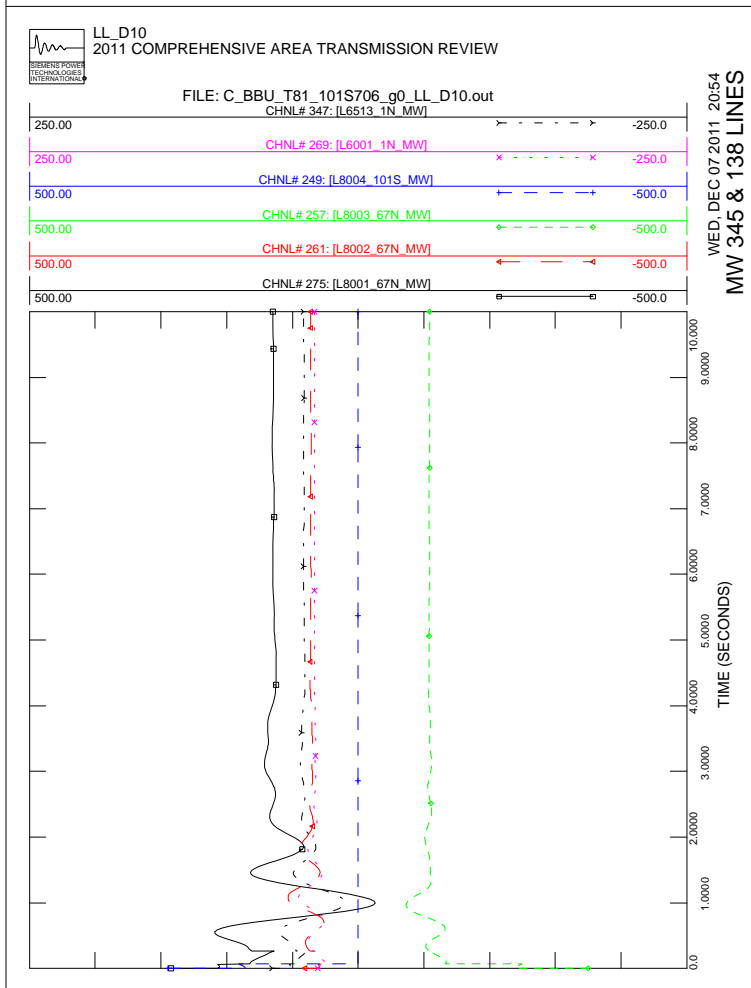
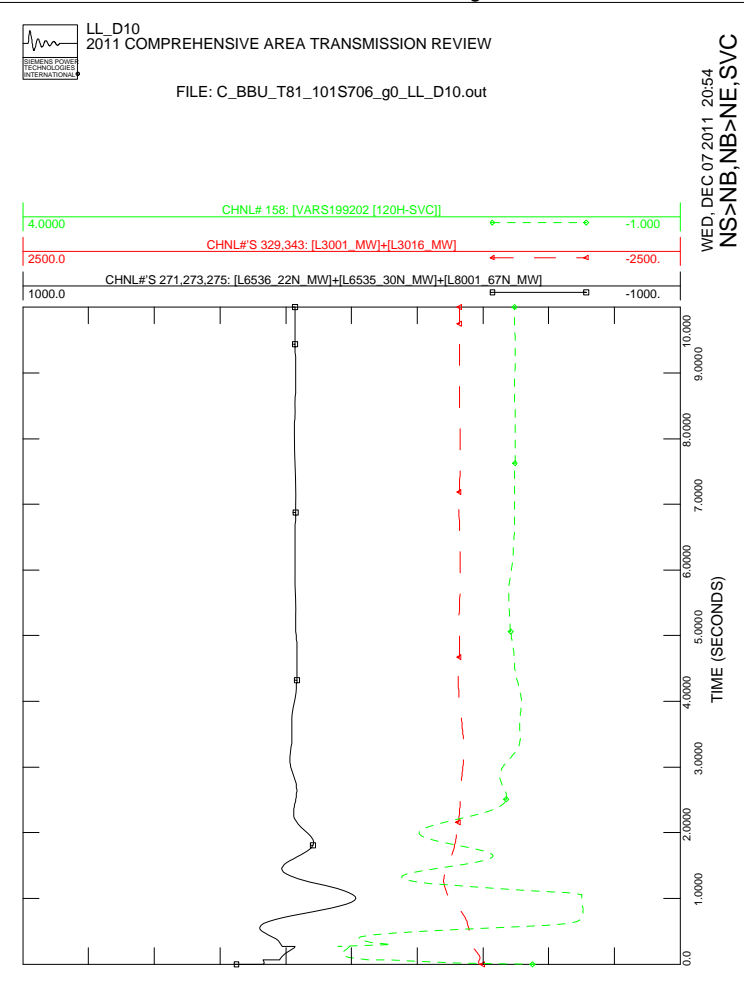
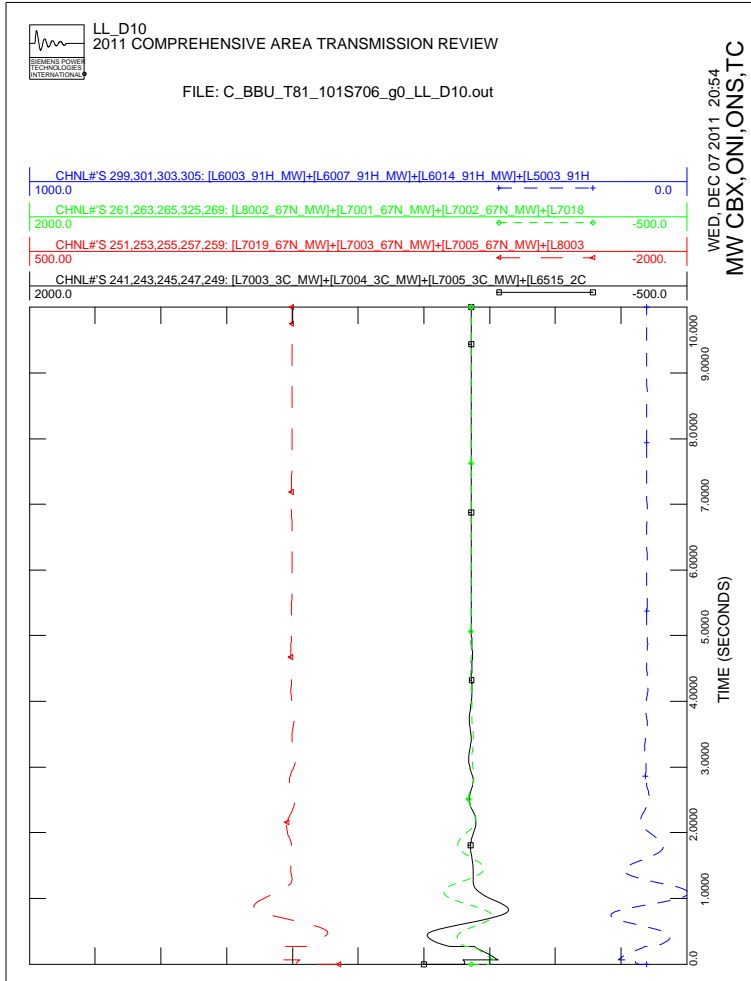


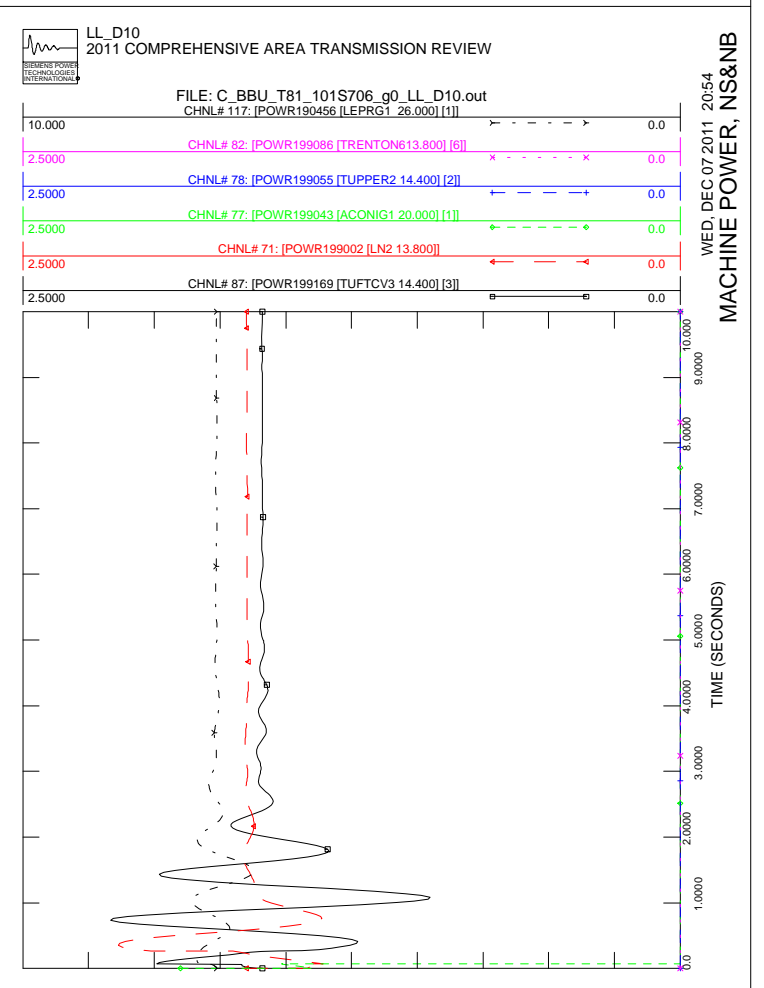
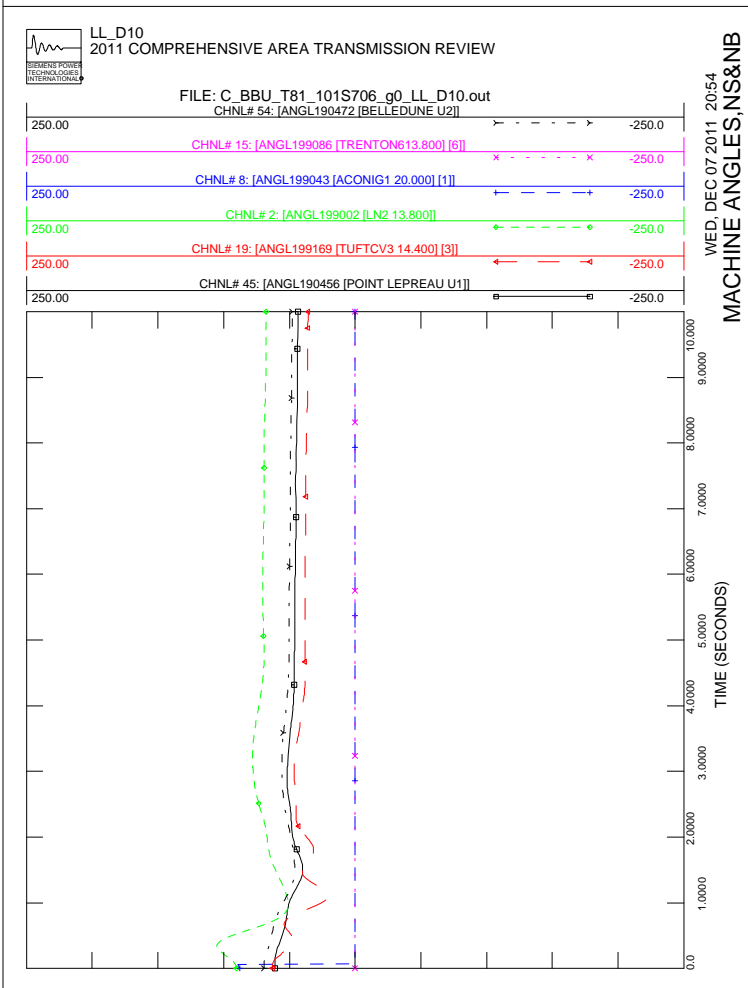
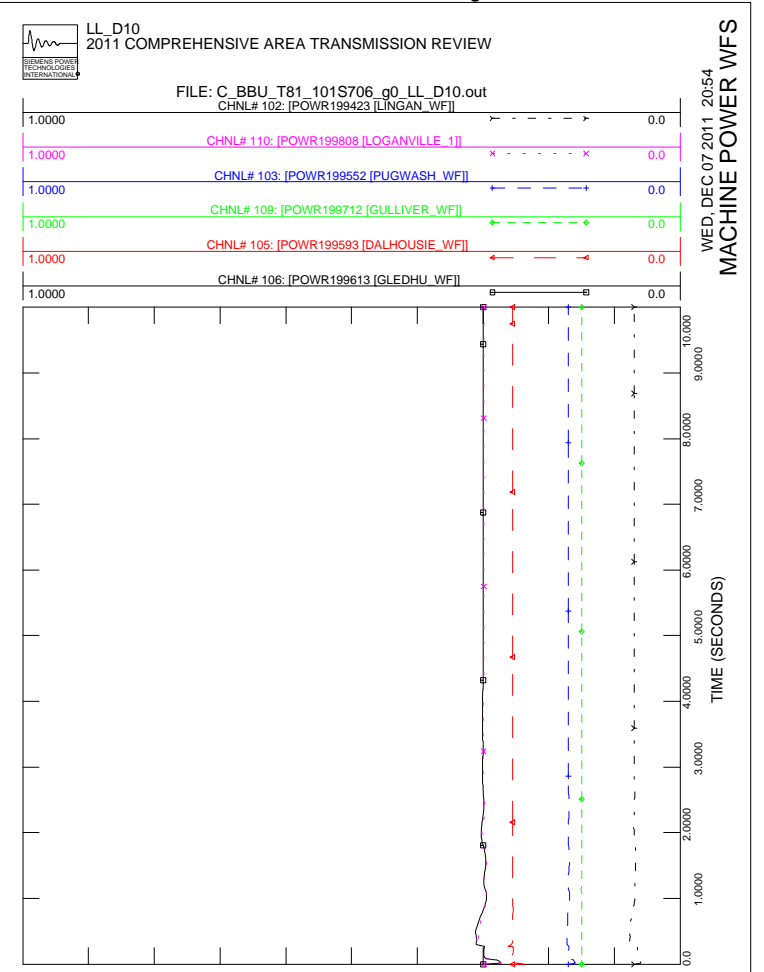
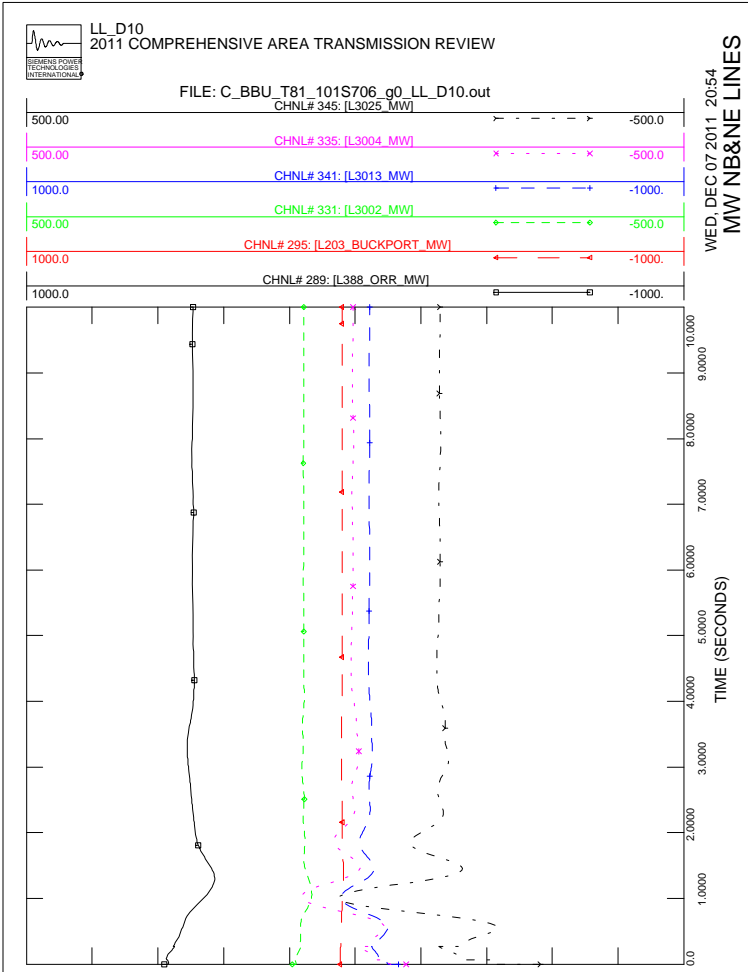
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S701_g0_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



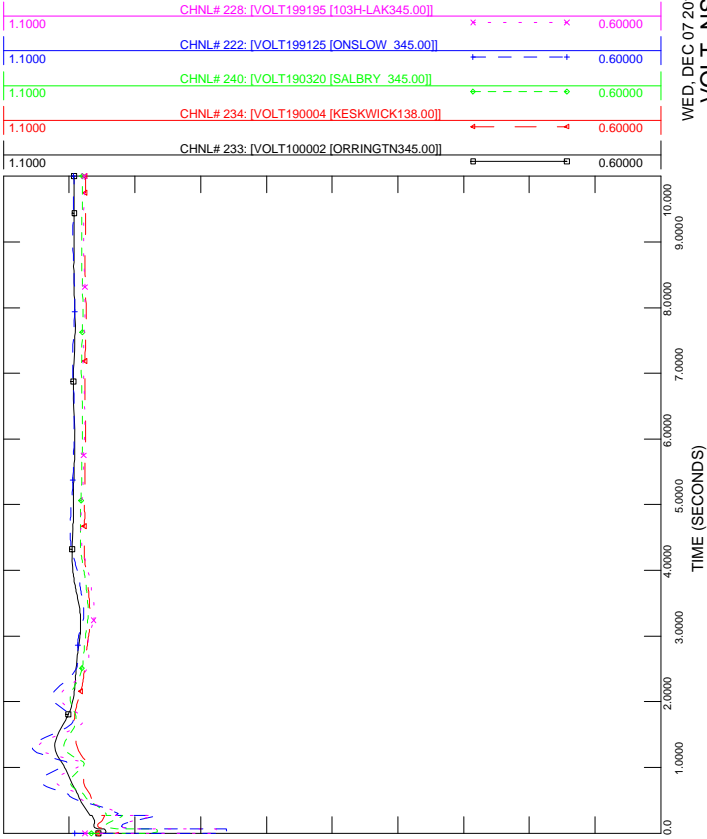






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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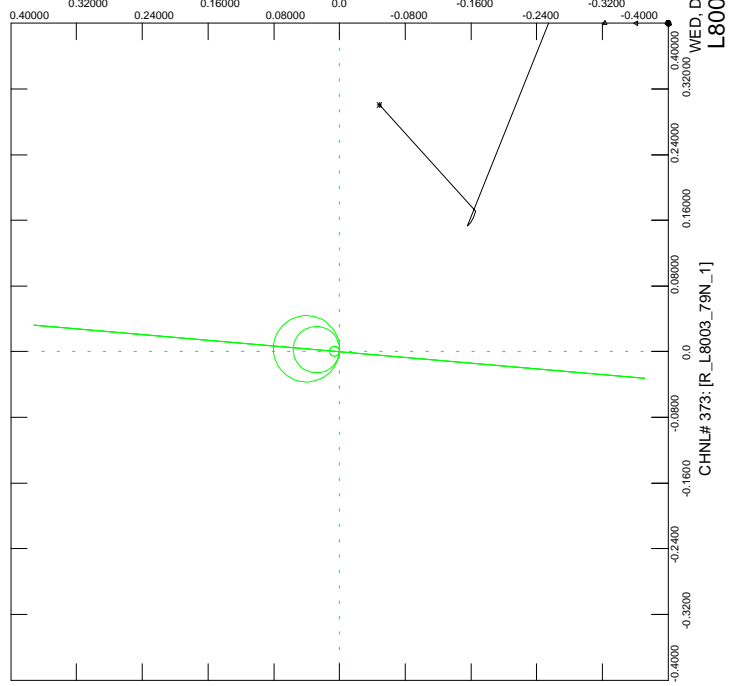


WED, DEC 07 2011 20:54
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S706_g0_LL_D10.out
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TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

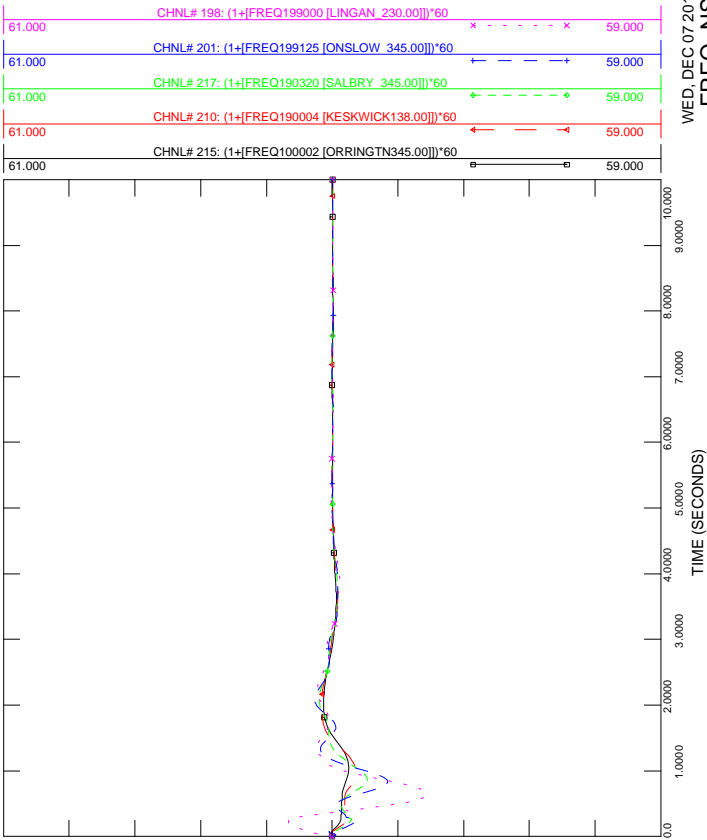


WED, DEC 07 2011 20:54
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S706_g0_LL_D10.out

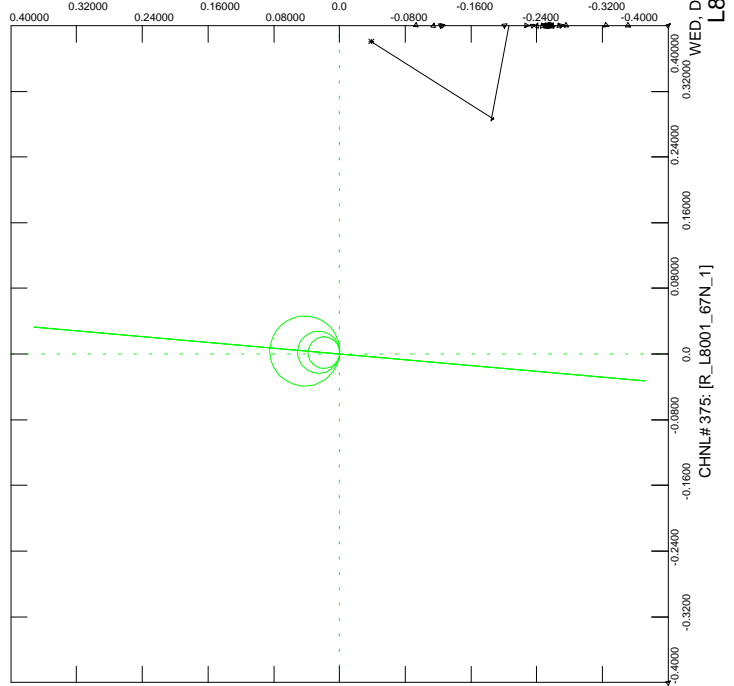


WED, DEC 07 2011 20:54
FREQ, NS, NB&NE

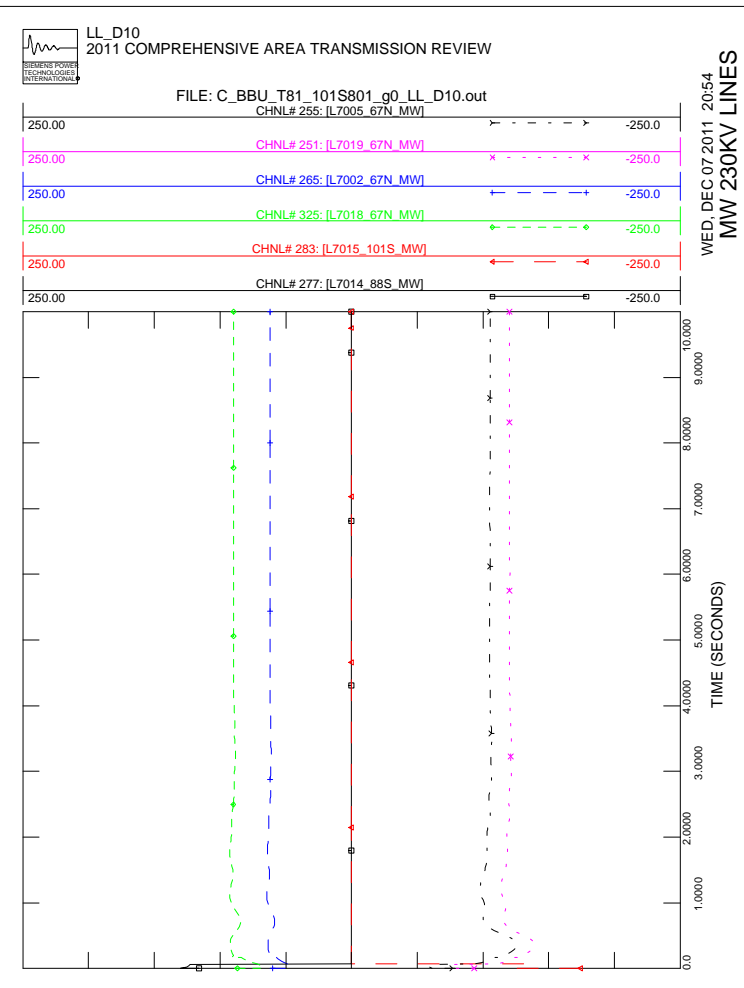
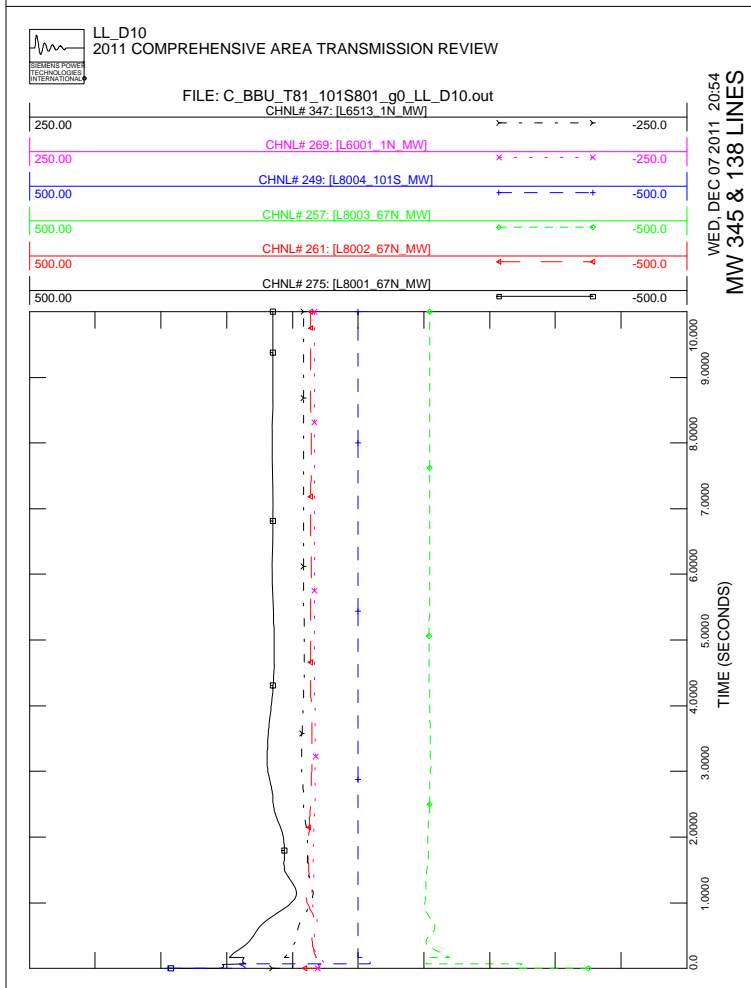
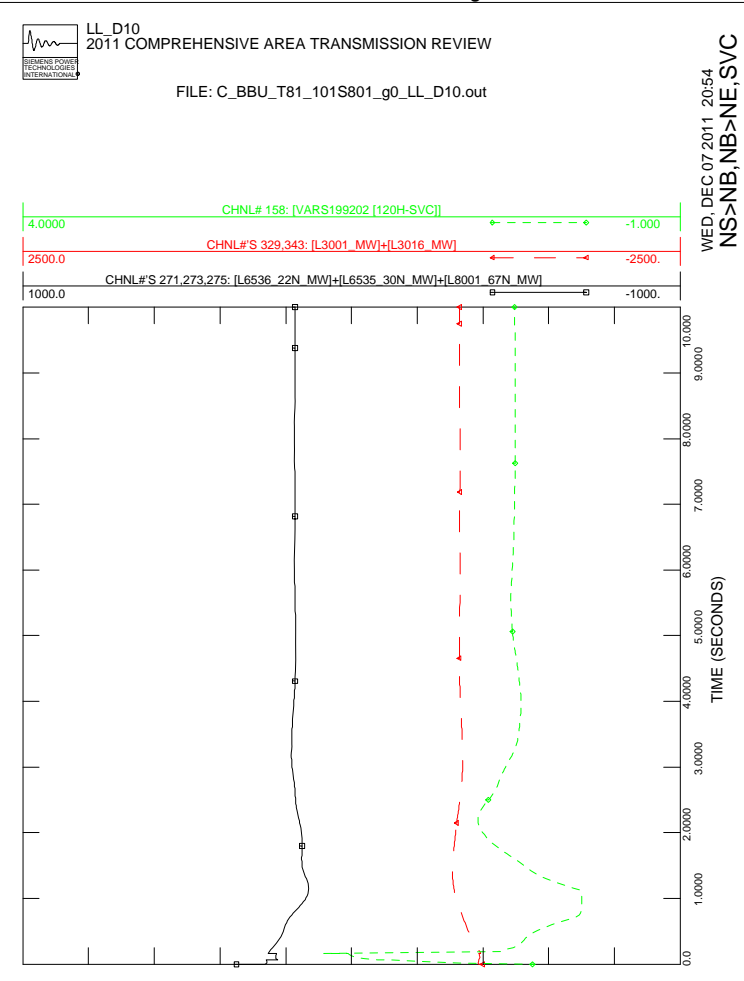
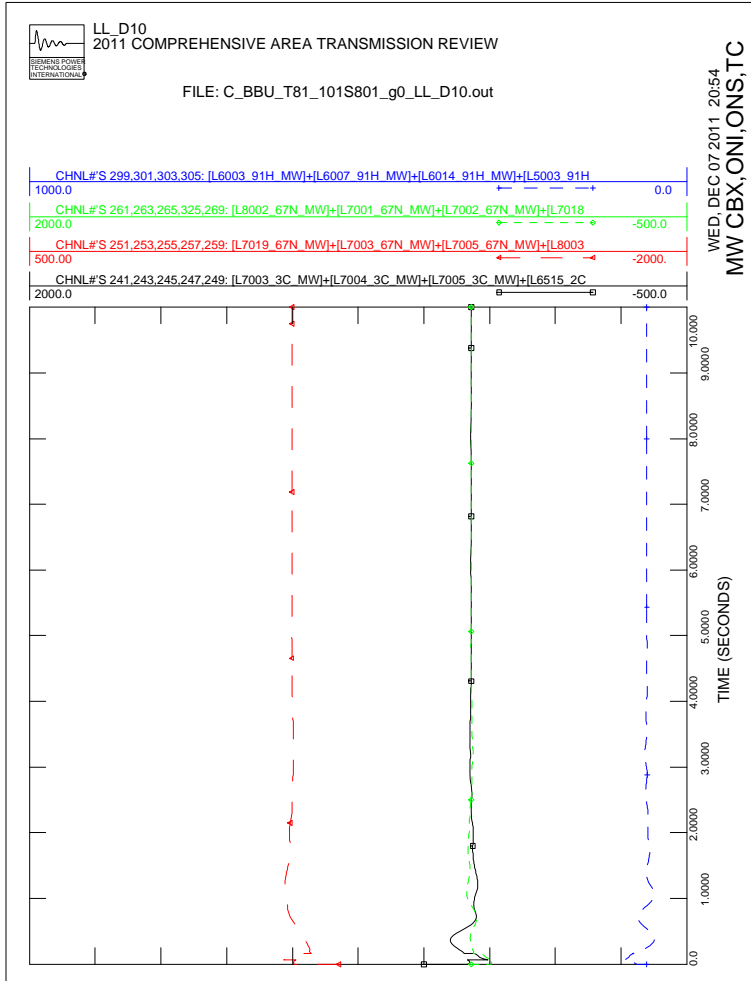


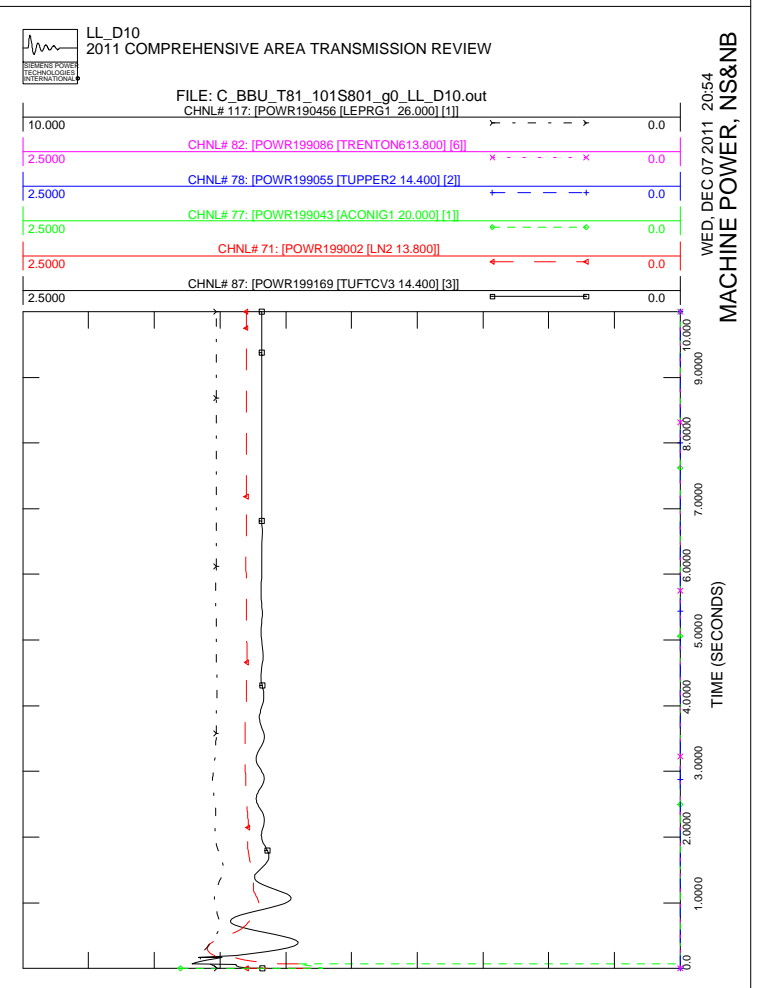
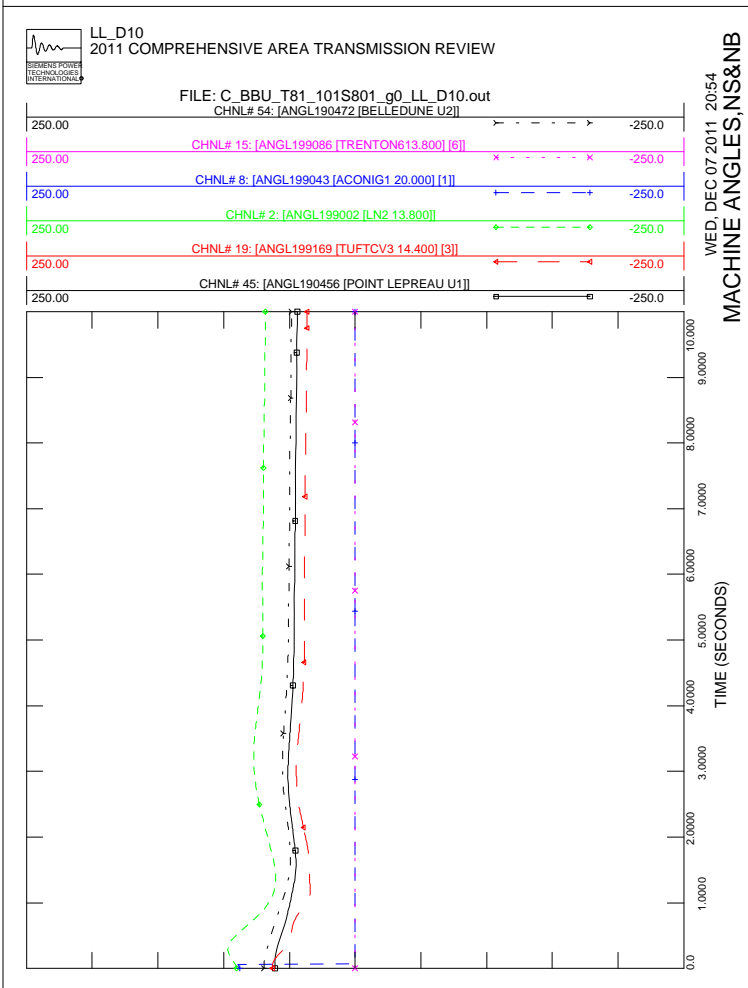
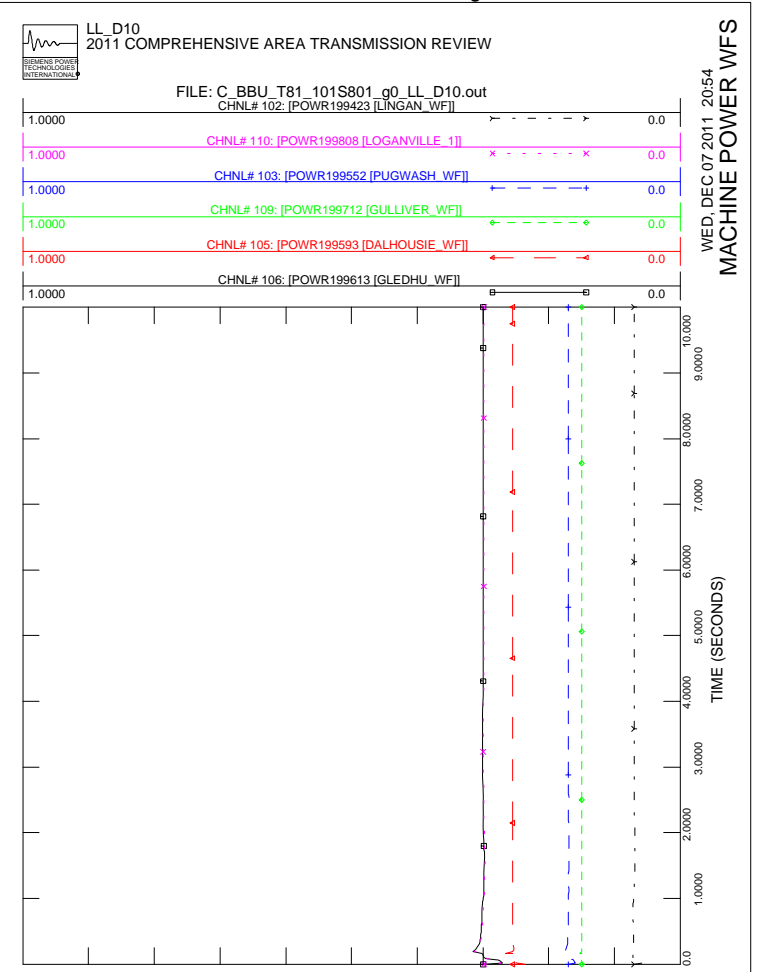
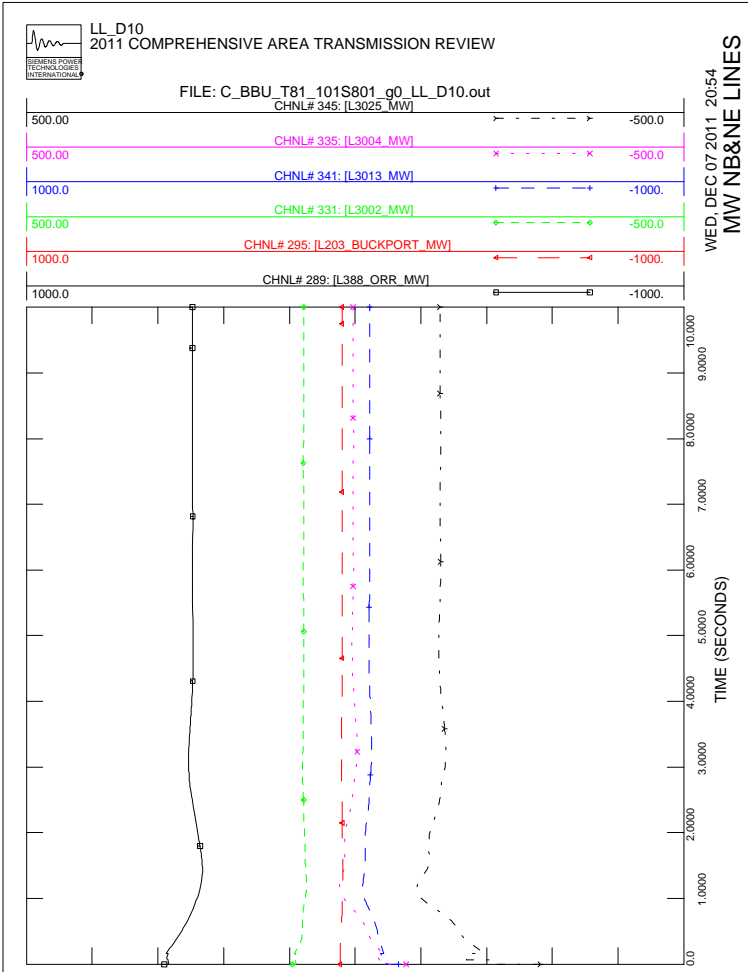
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S706_g0_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



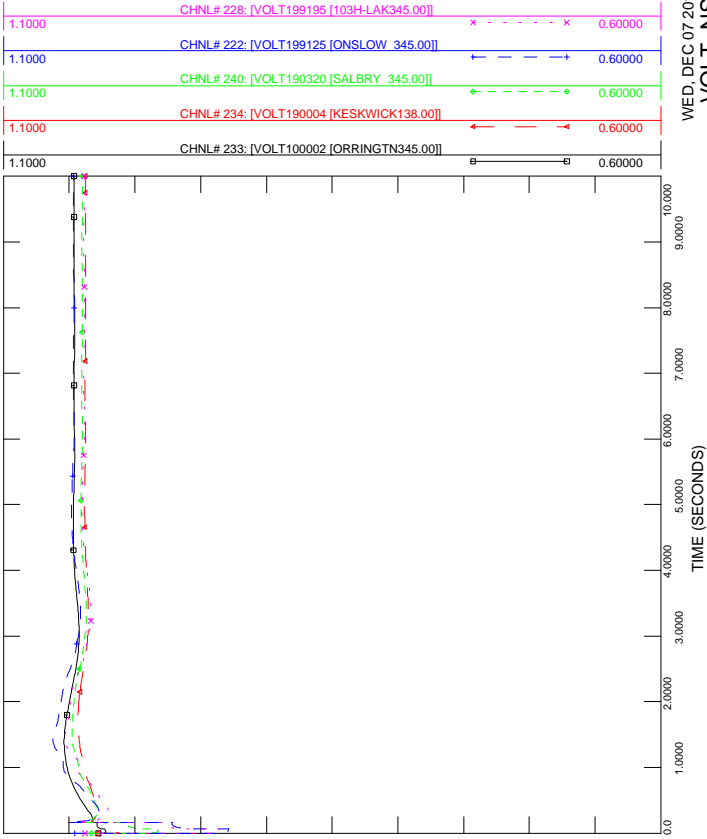
WED, DEC 07 2011 20:54
L8001 AT 67N-ONSLow





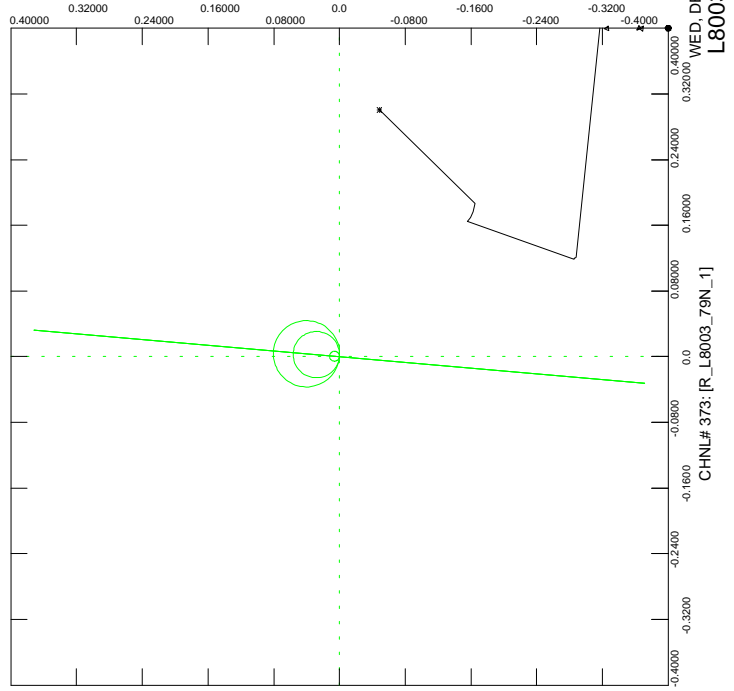
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g0_LL_D10.out



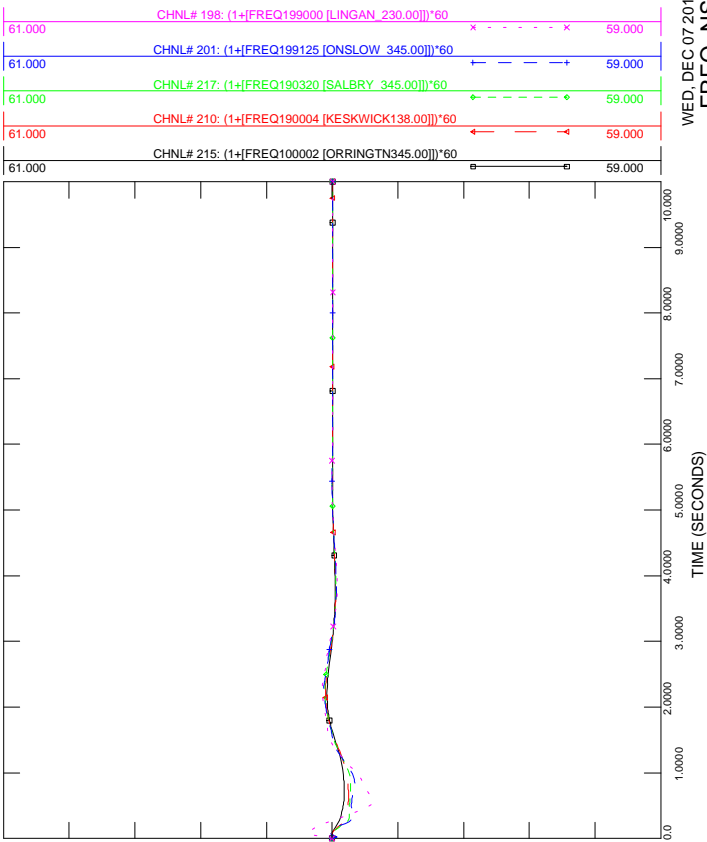
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g0_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



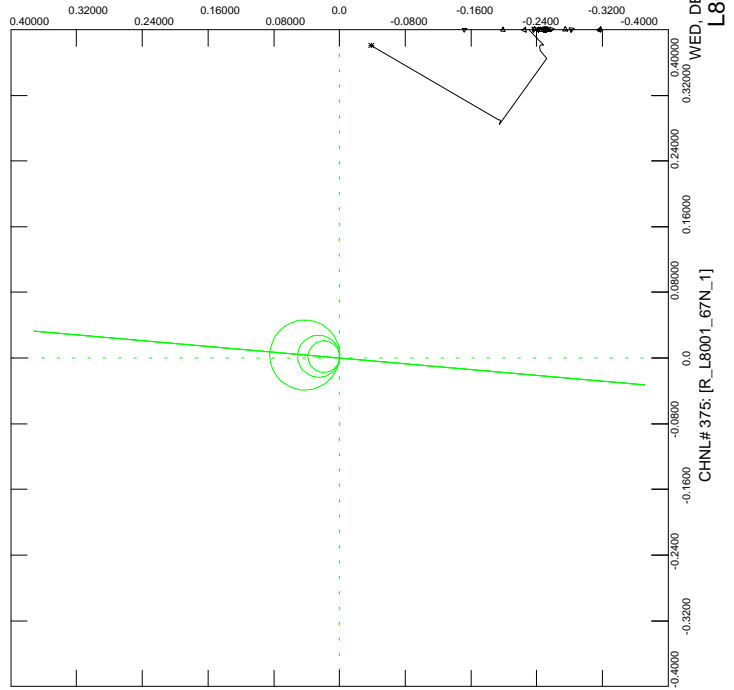
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

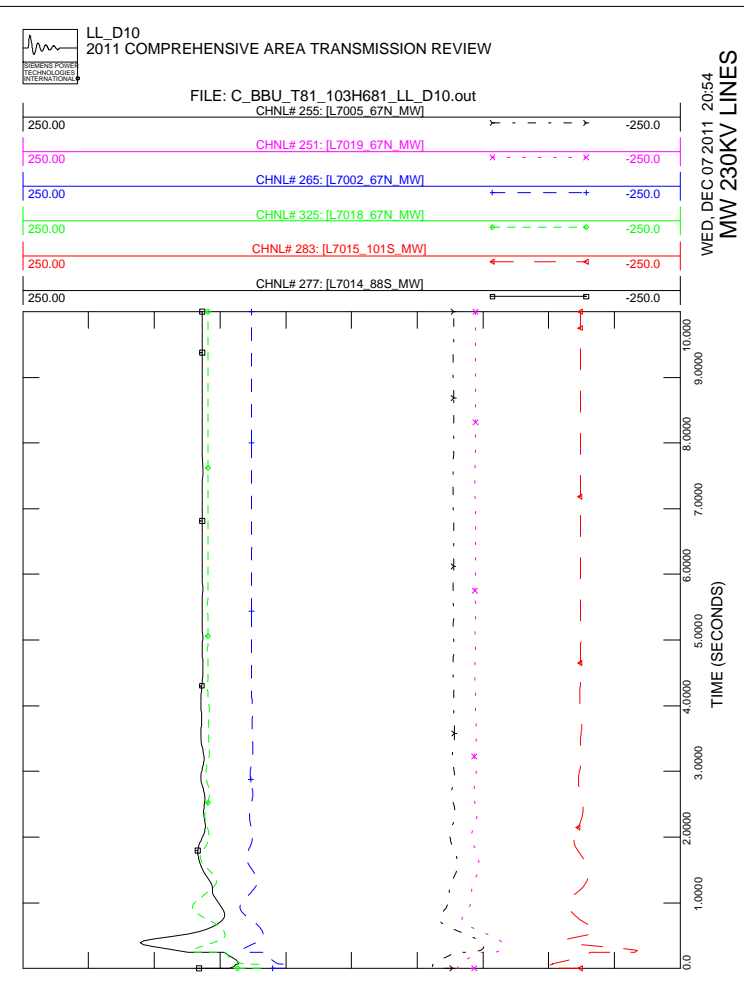
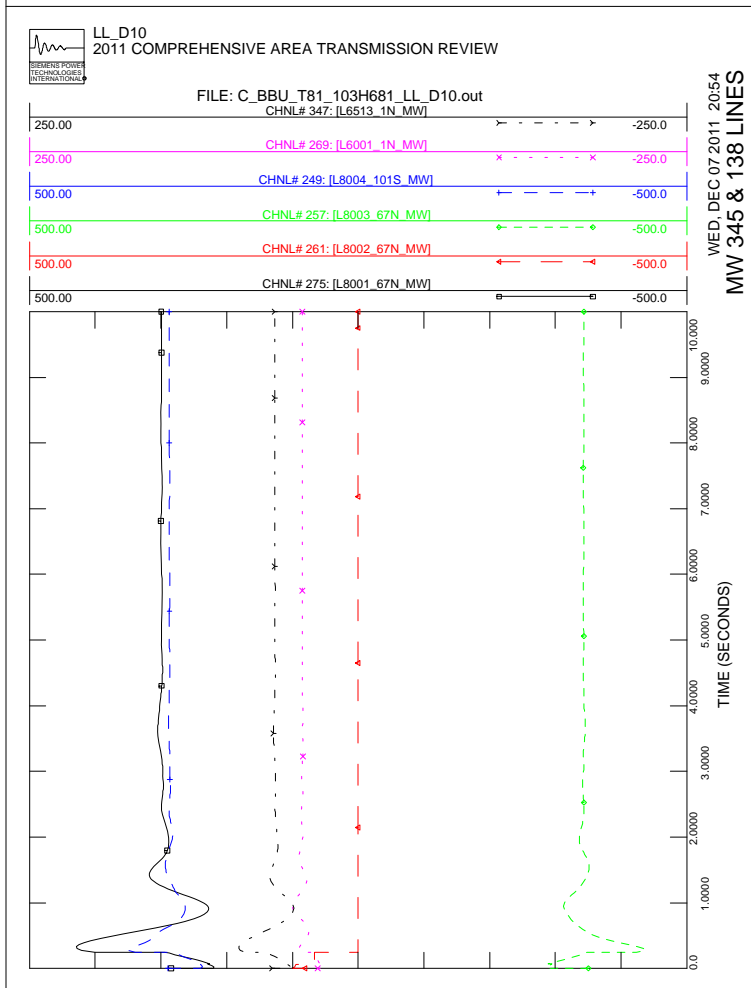
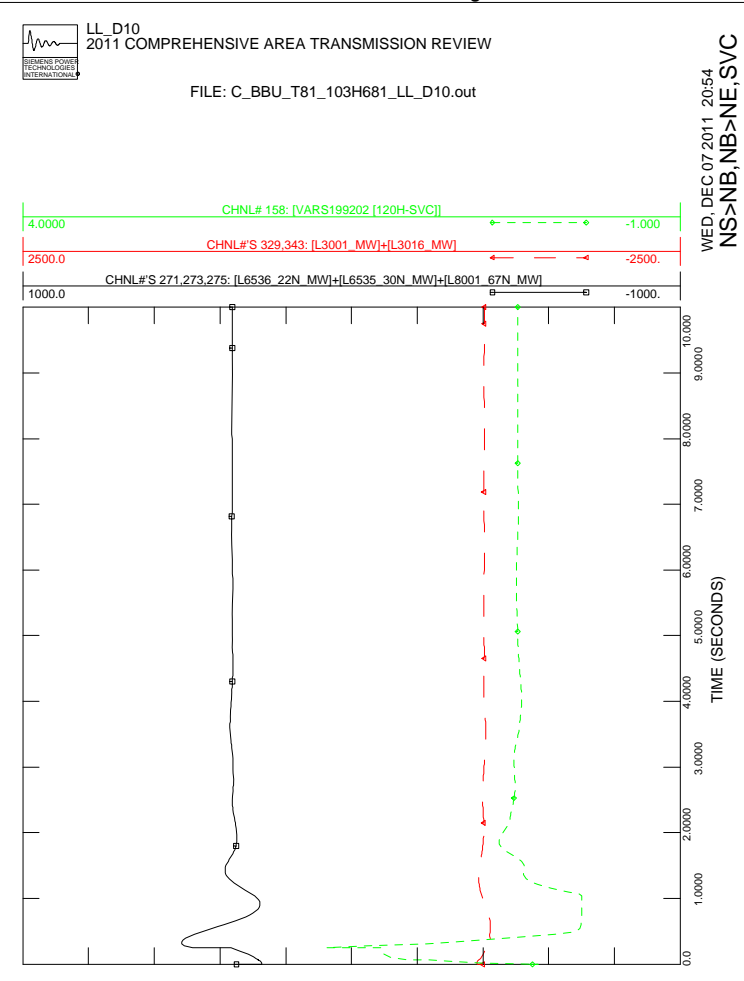
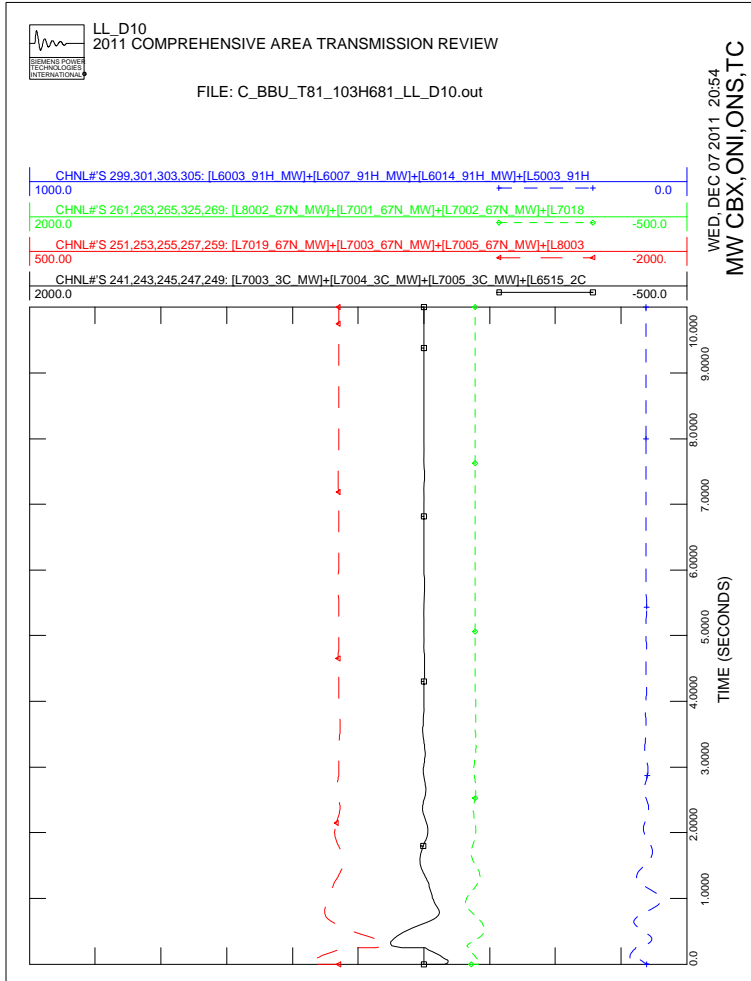
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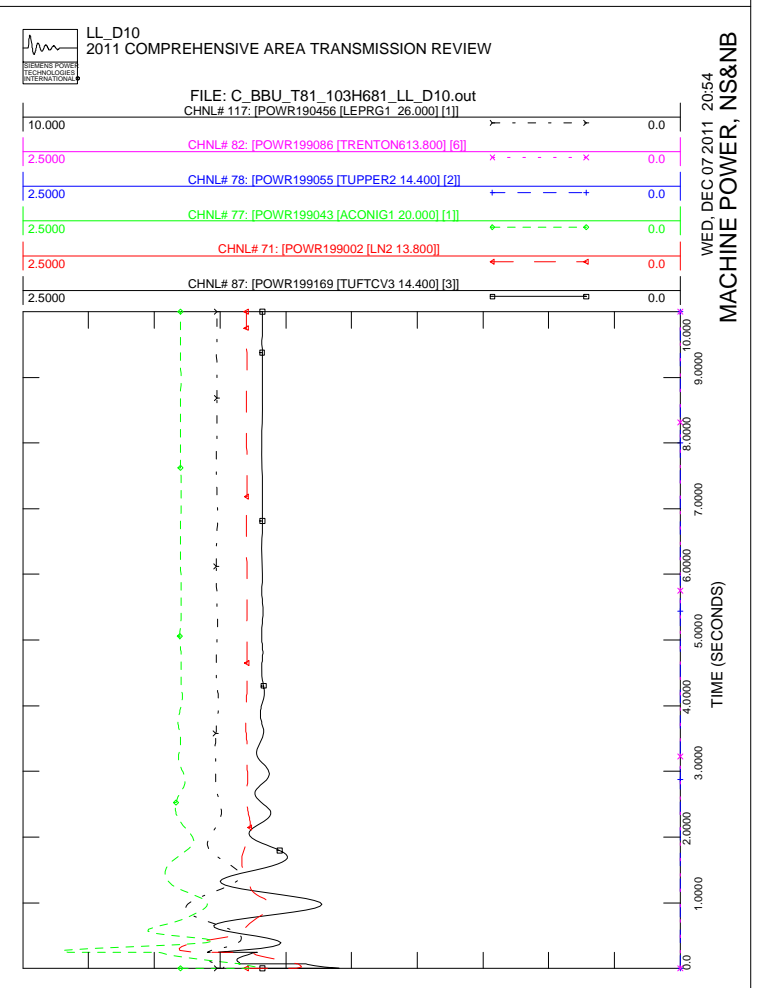
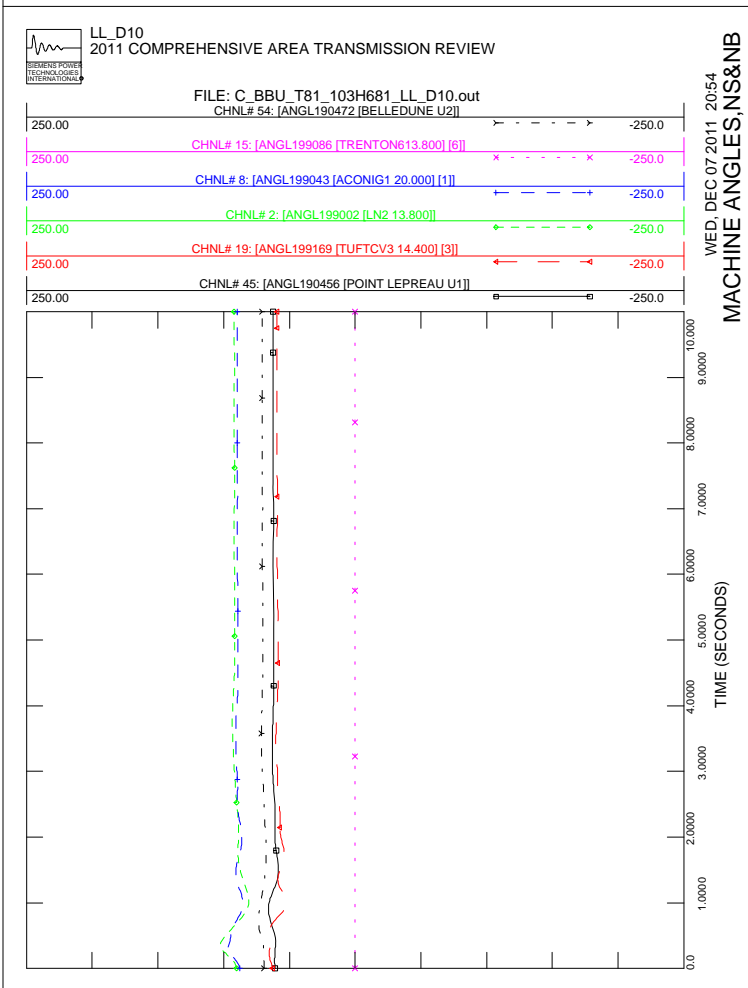
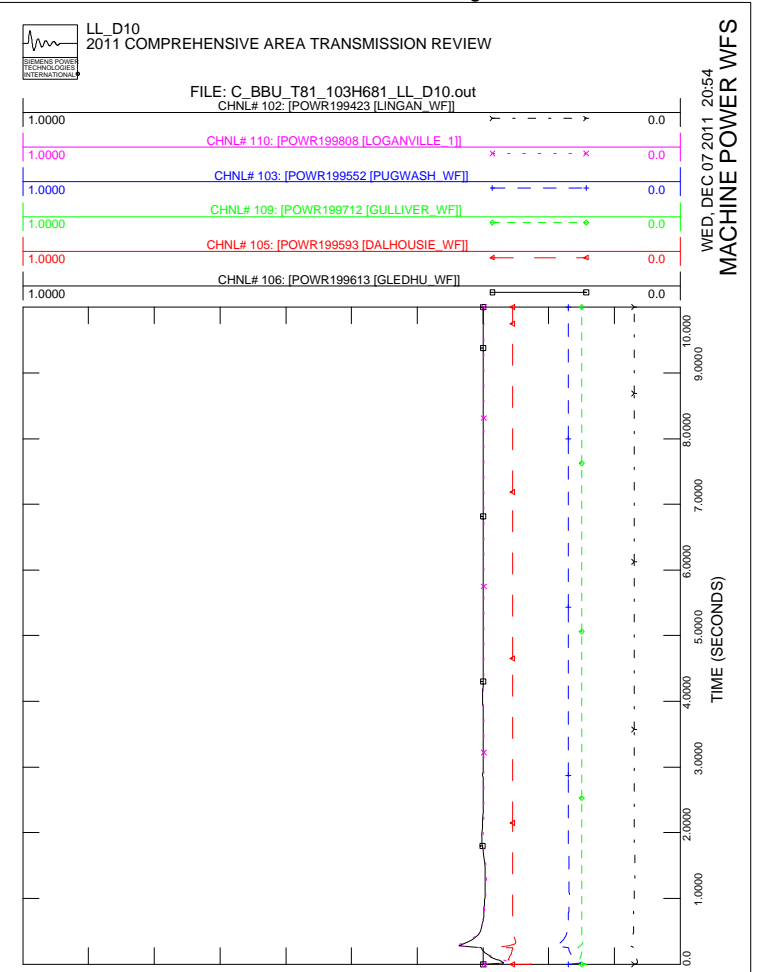
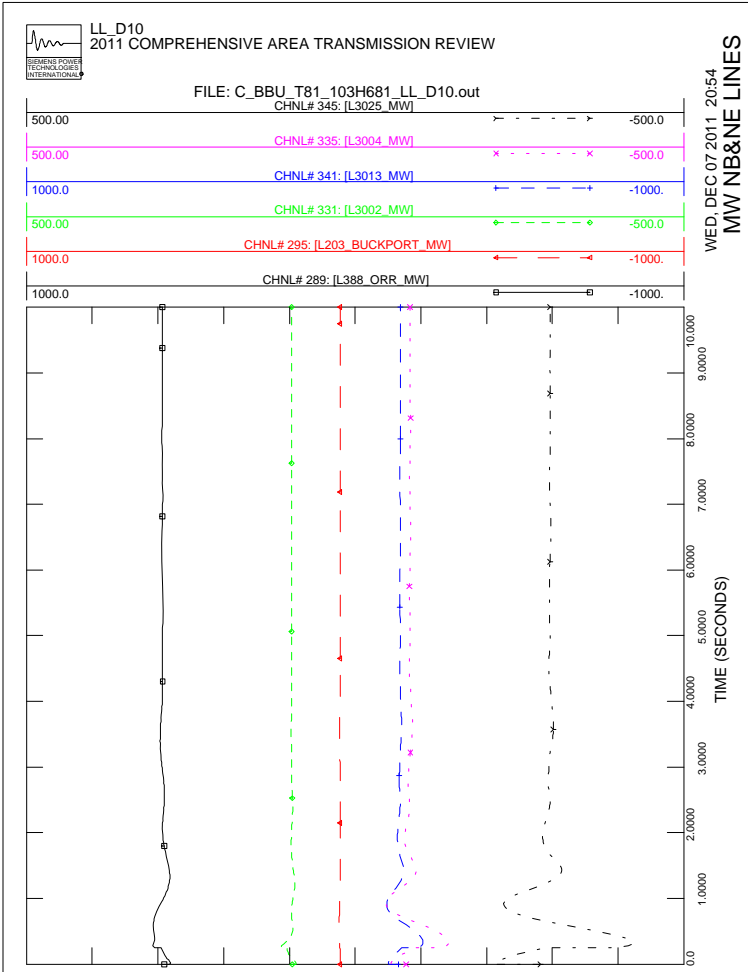


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_101S801_g0_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



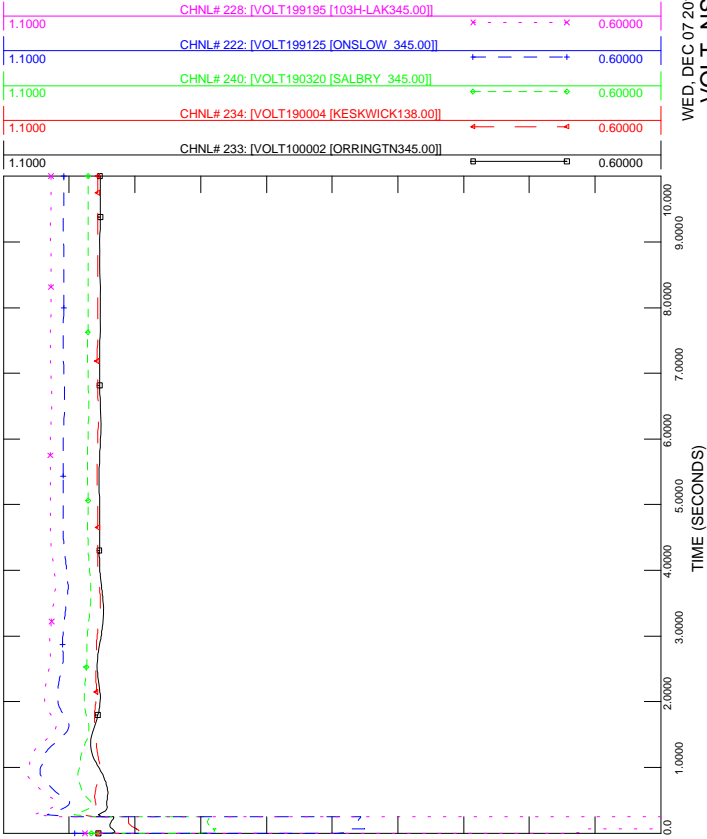






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_LL_D10.out



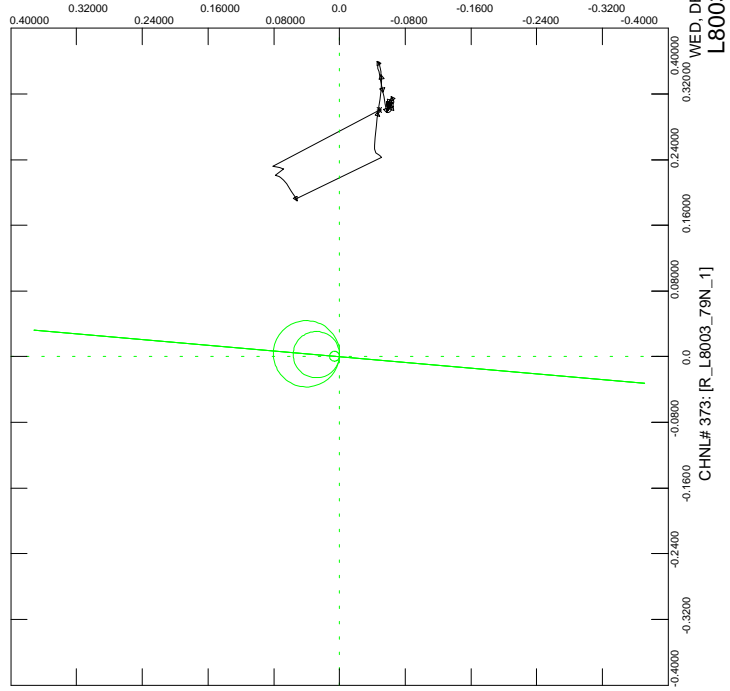
WED, DEC 07 2011 20:54
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

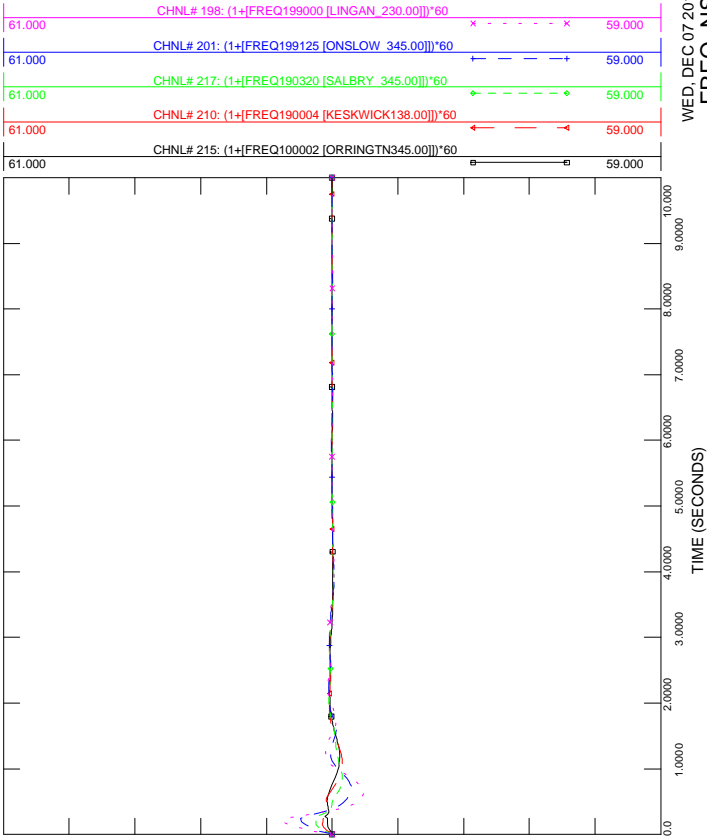


WED, DEC 07 2011 20:54
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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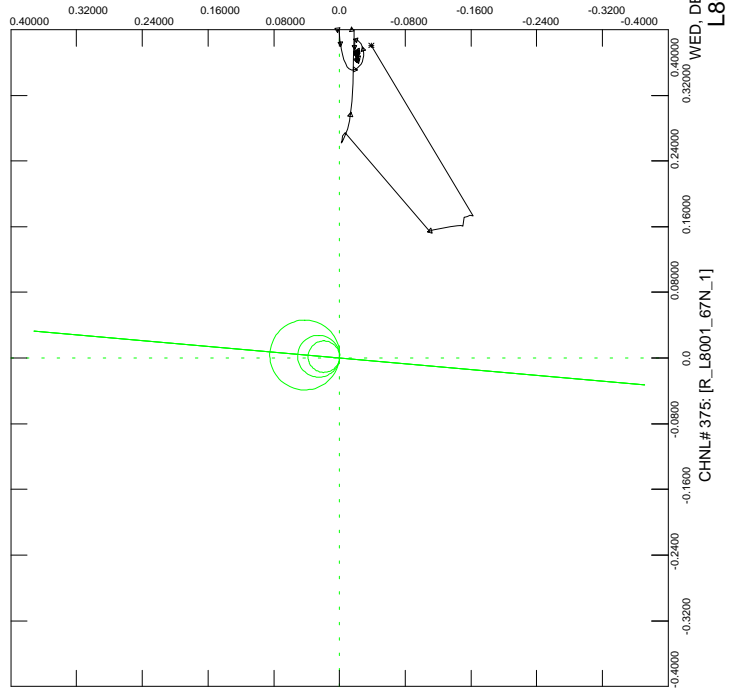
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FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BBU_T81_103H681_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]

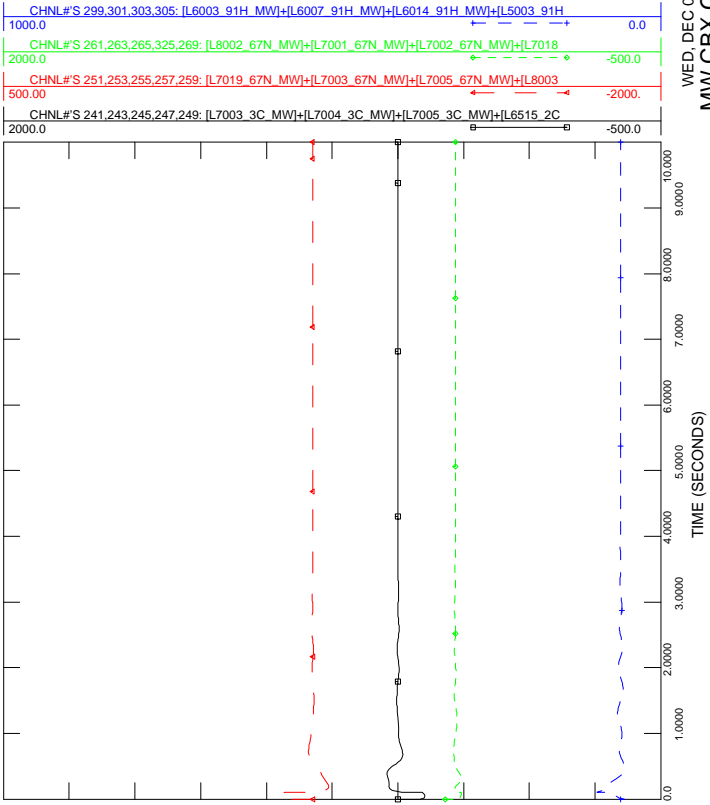


WED, DEC 07 2011 20:54
L8001 AT 67N-ONSLow



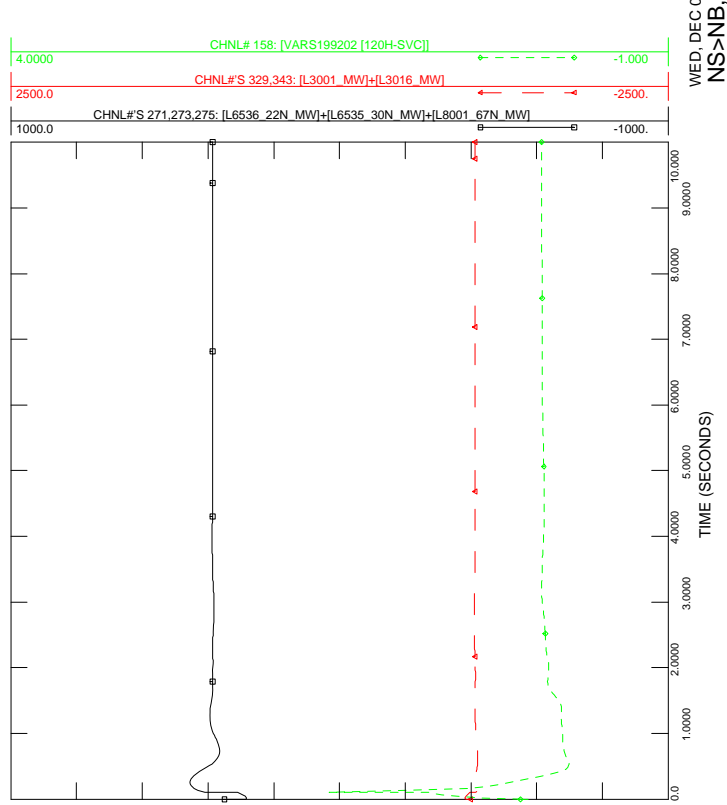
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_LL_D10.out



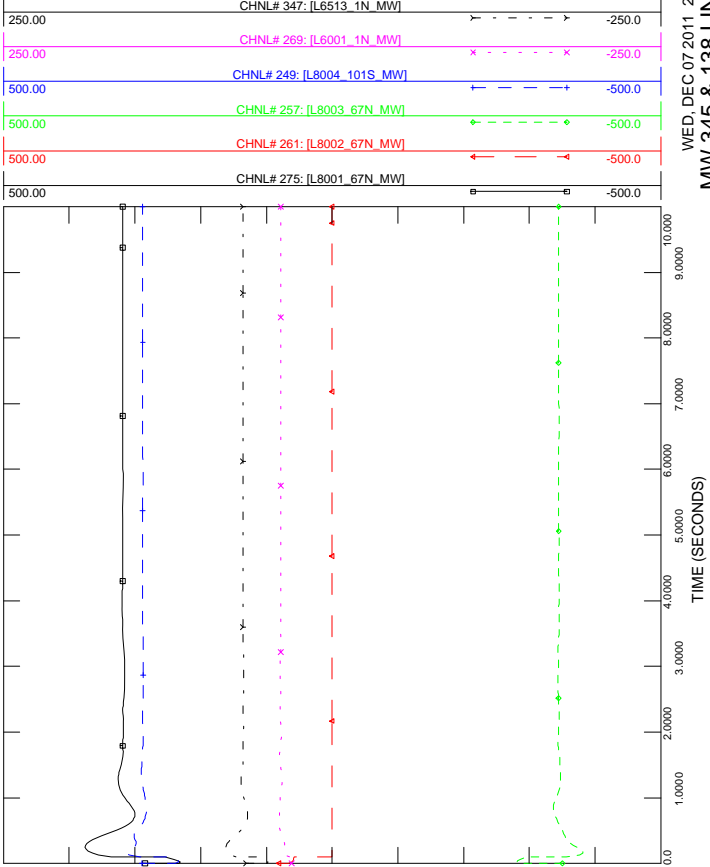
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_LL_D10.out



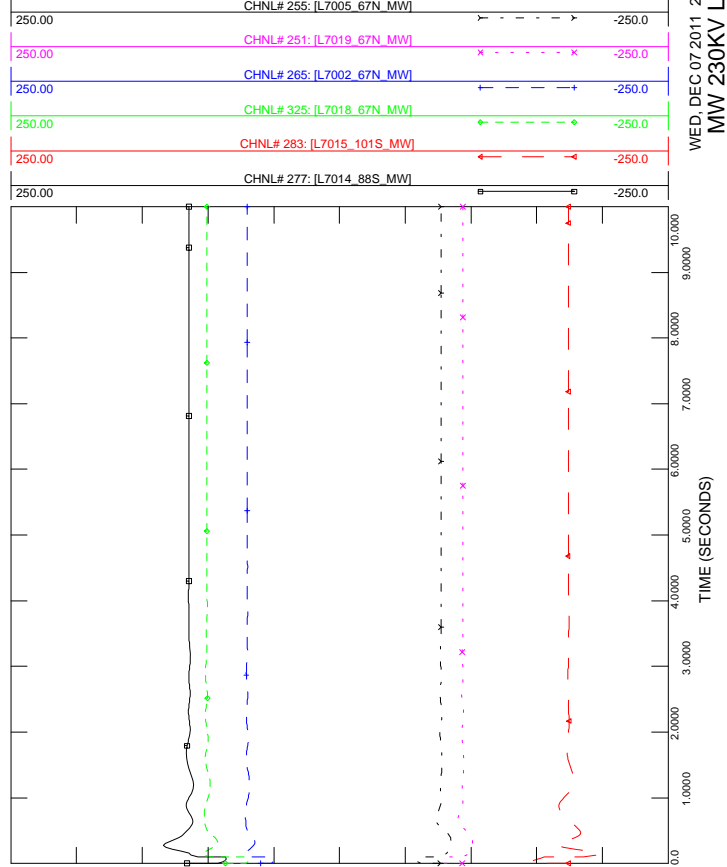
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

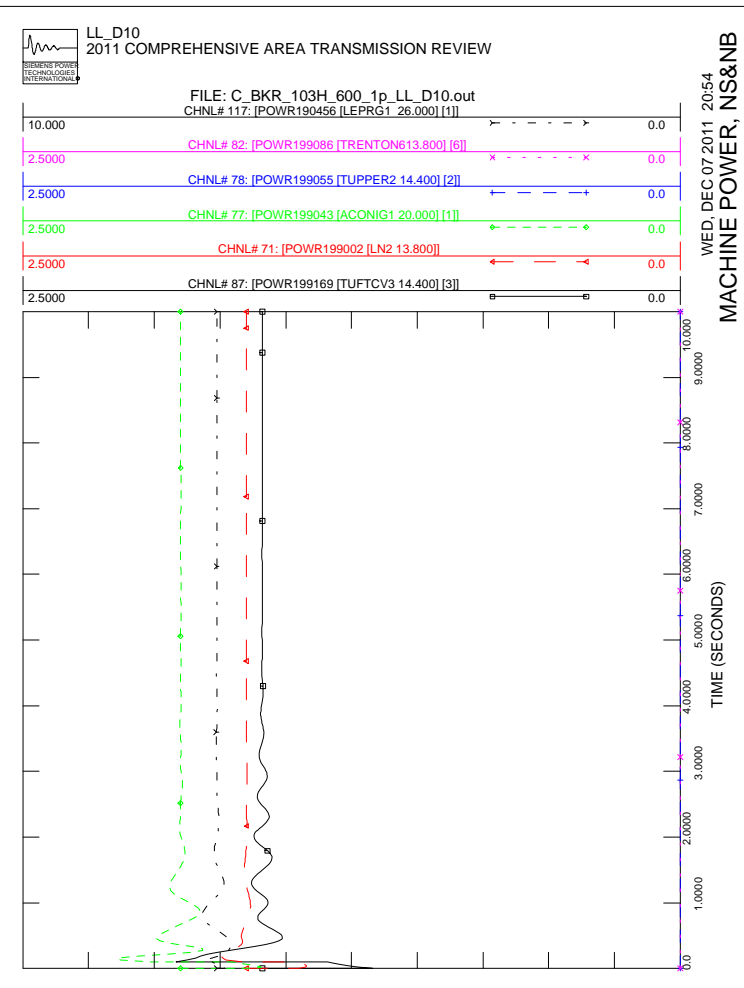
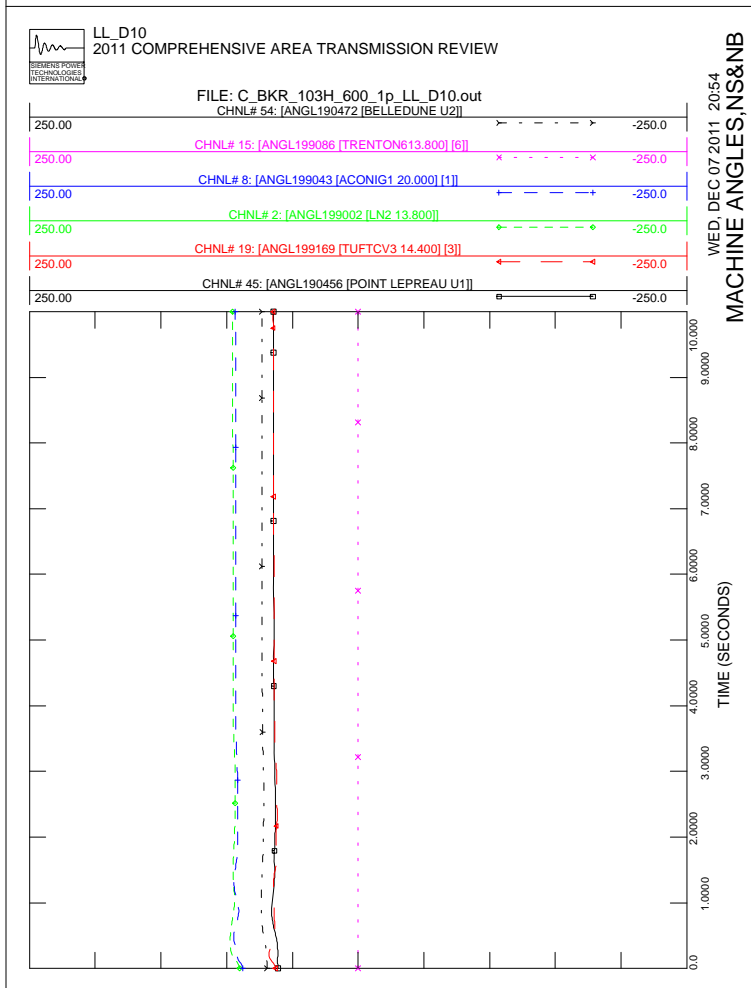
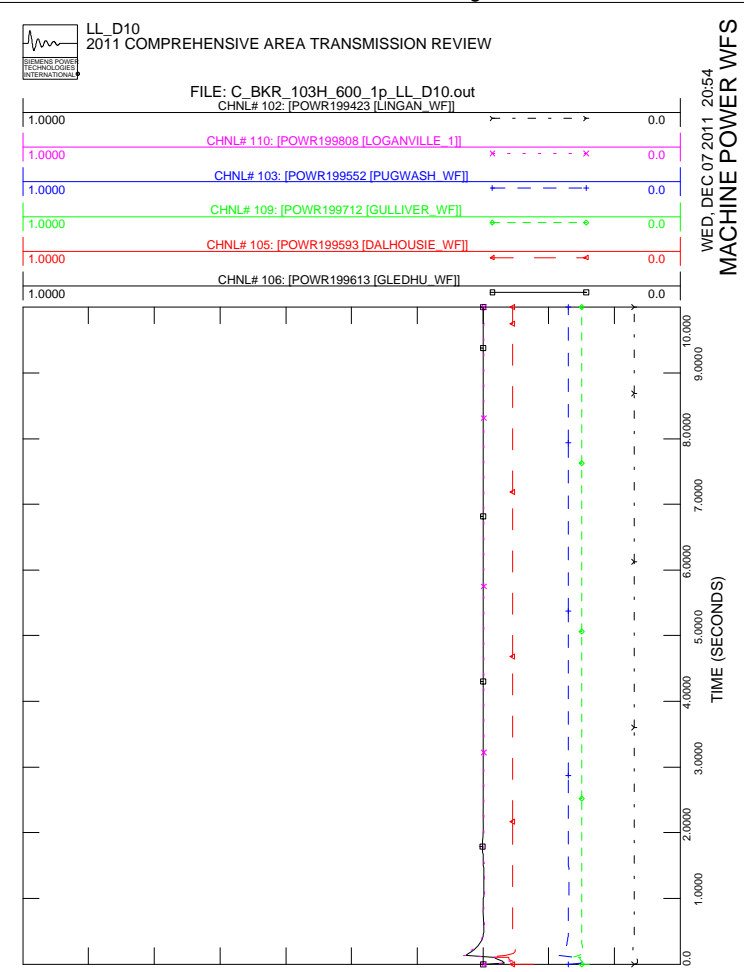
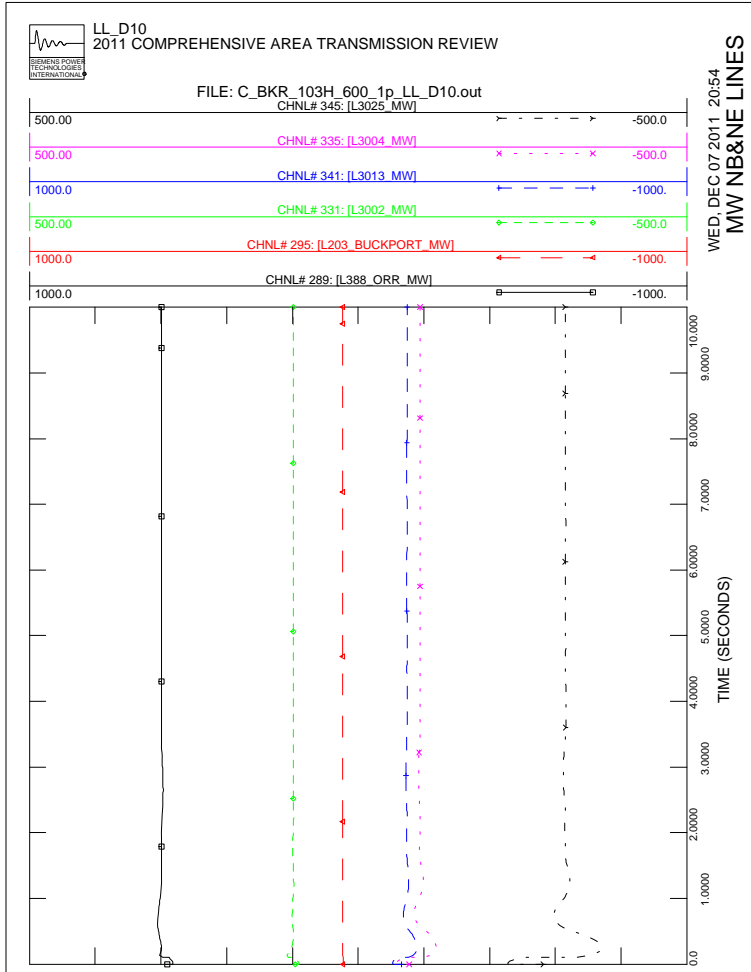
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

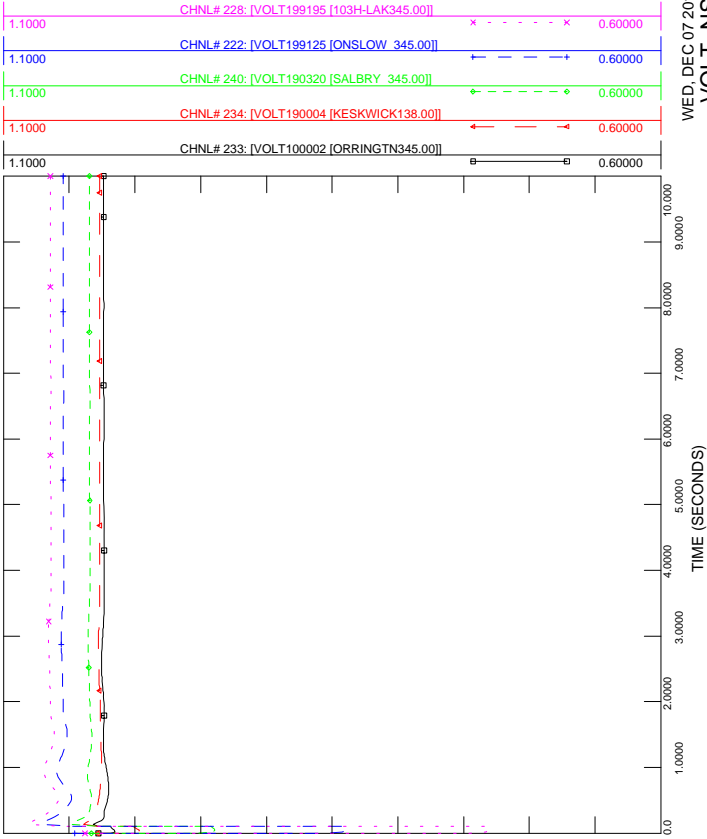
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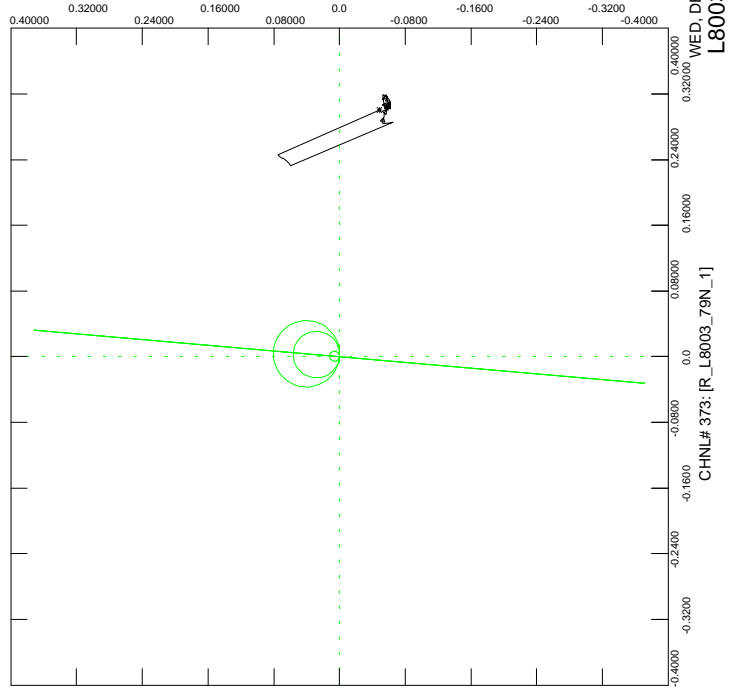
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_LL_D10.out



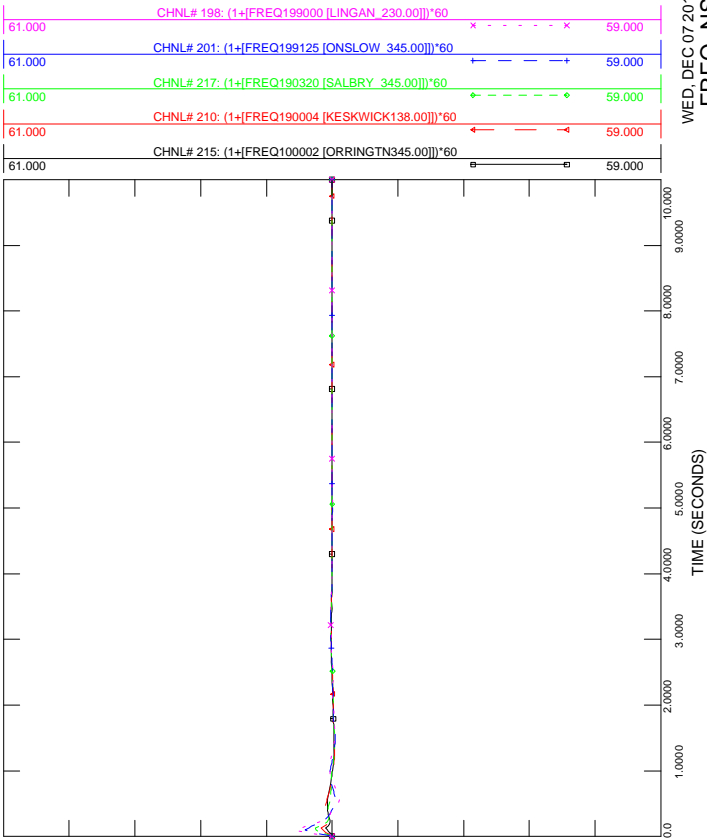
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_LL_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



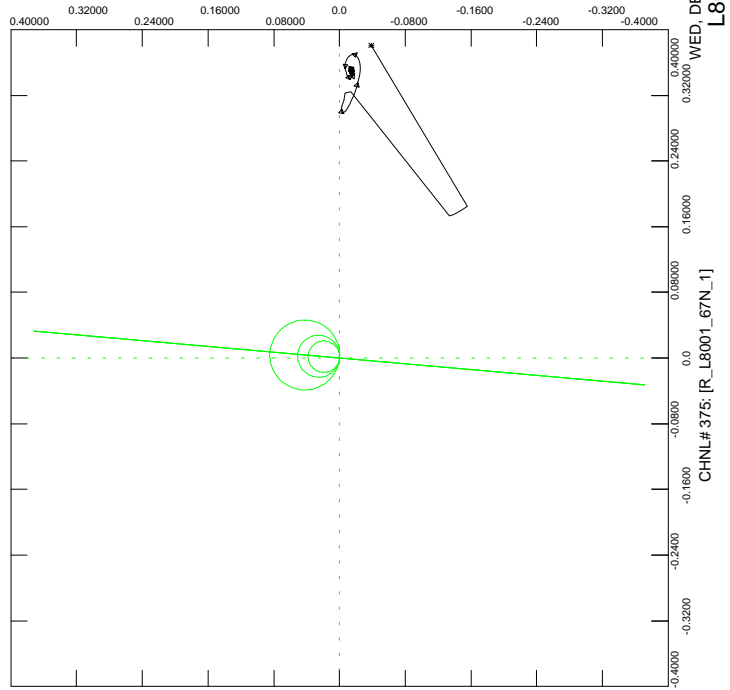
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

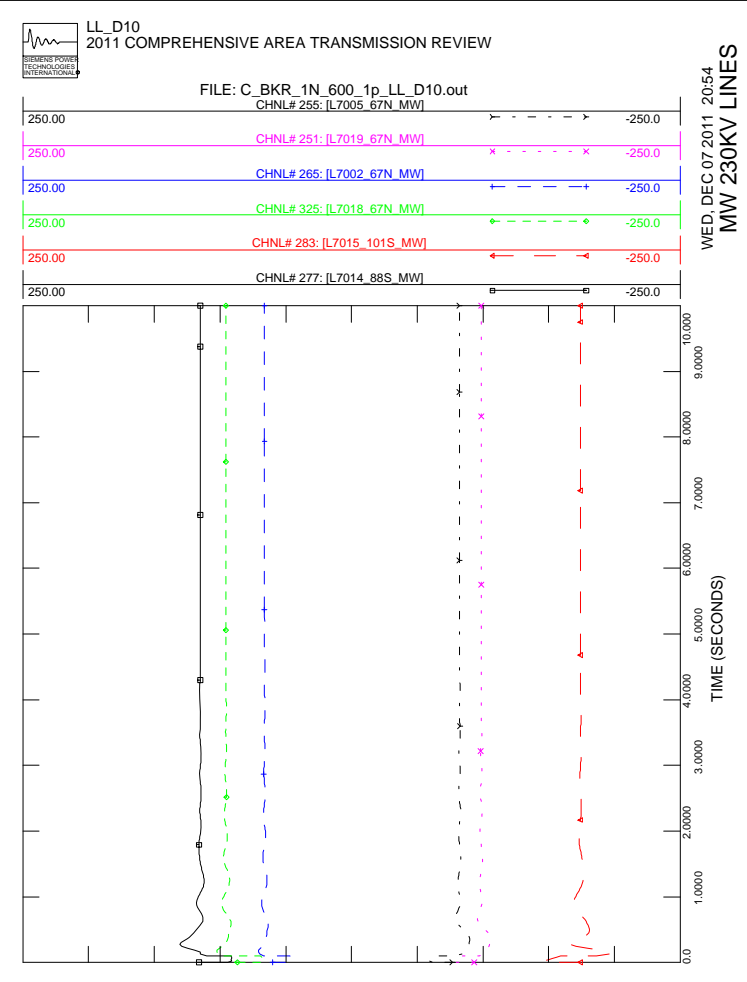
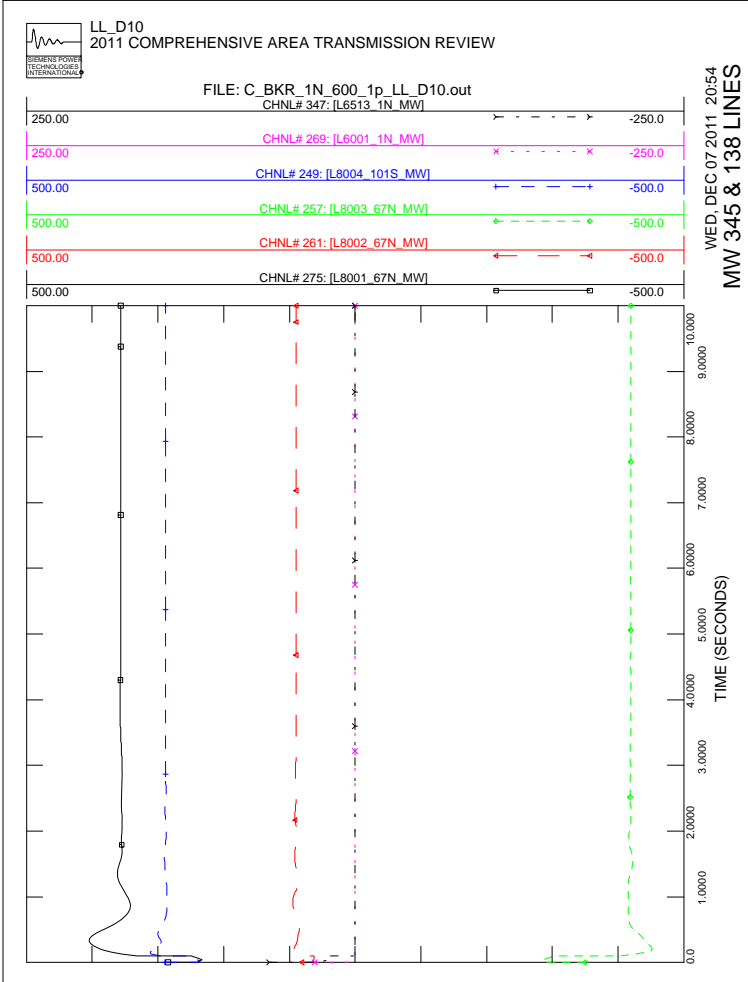
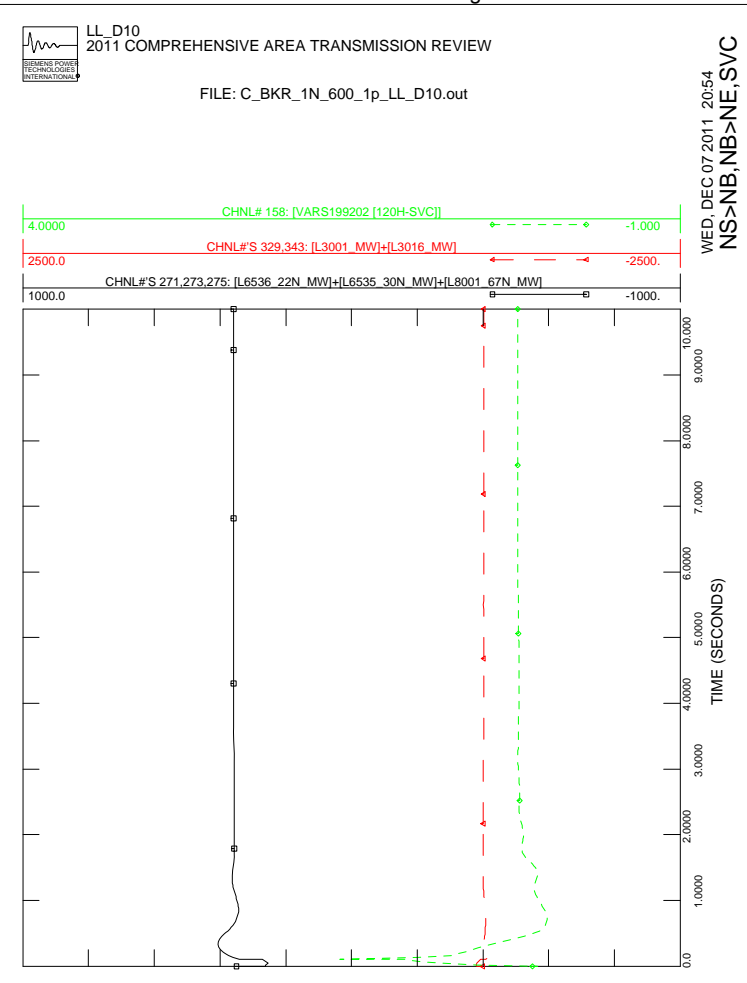
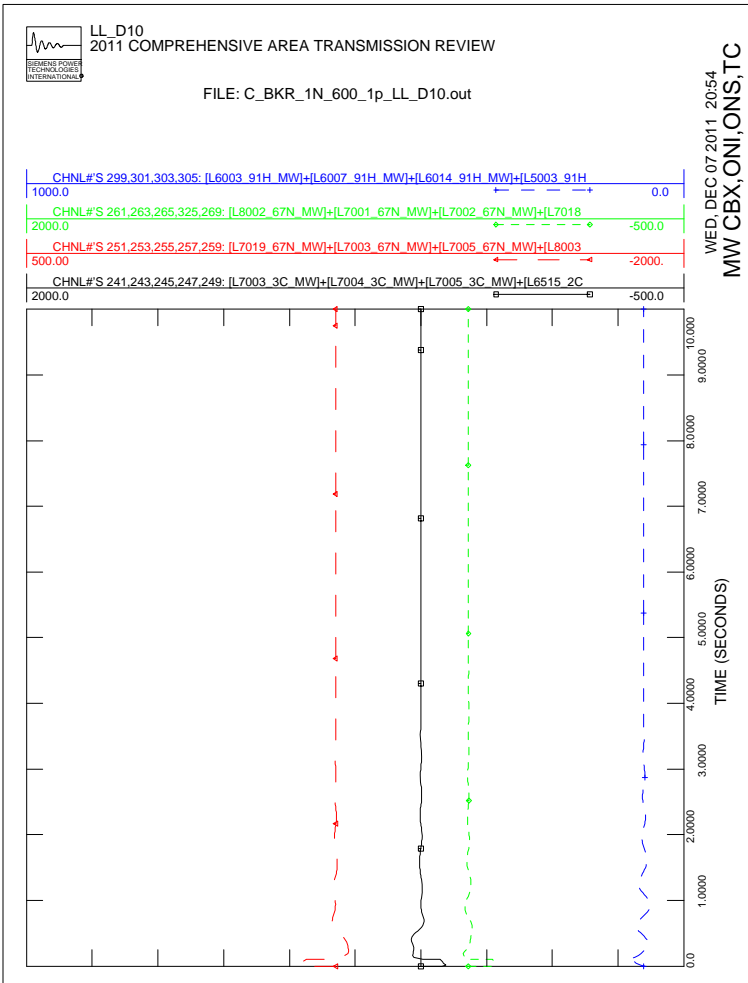
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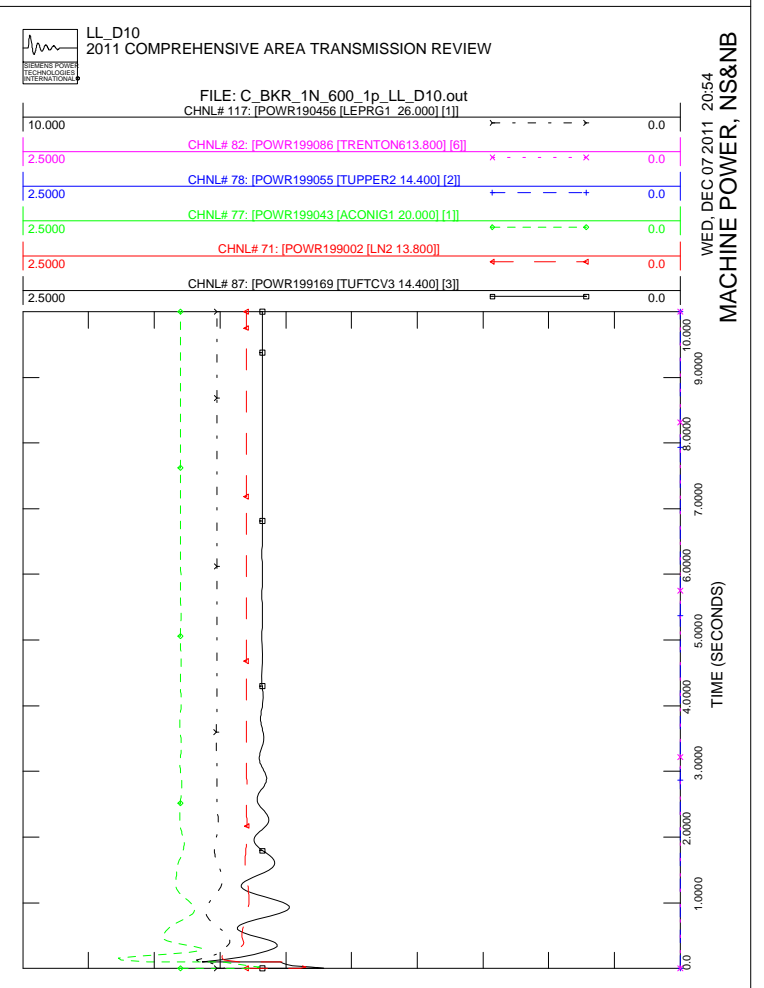
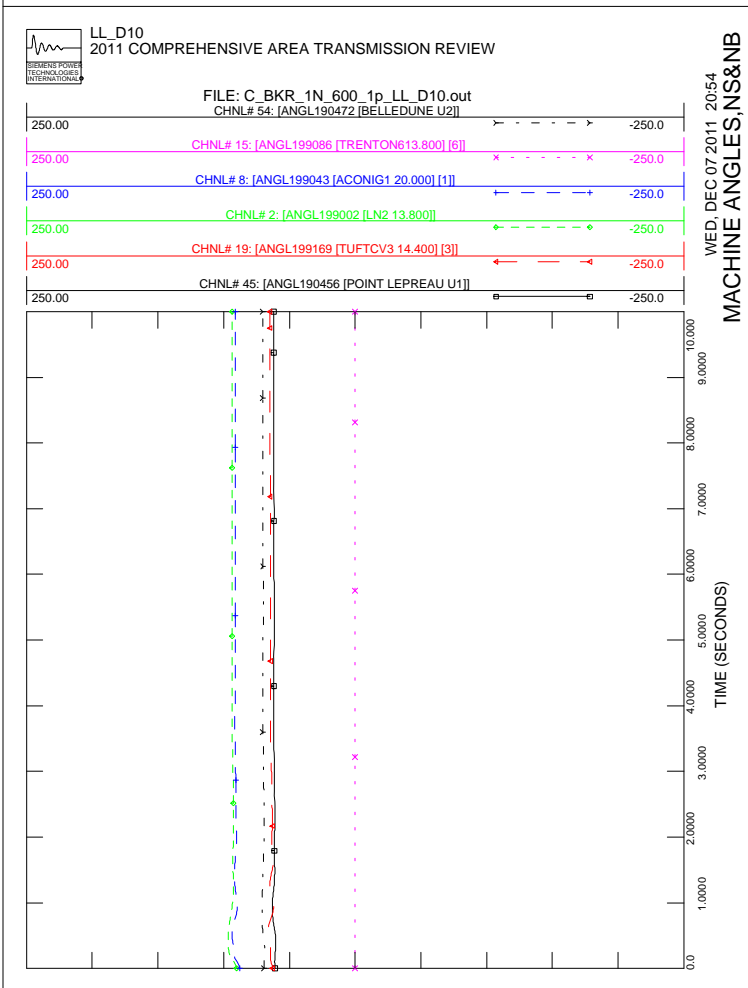
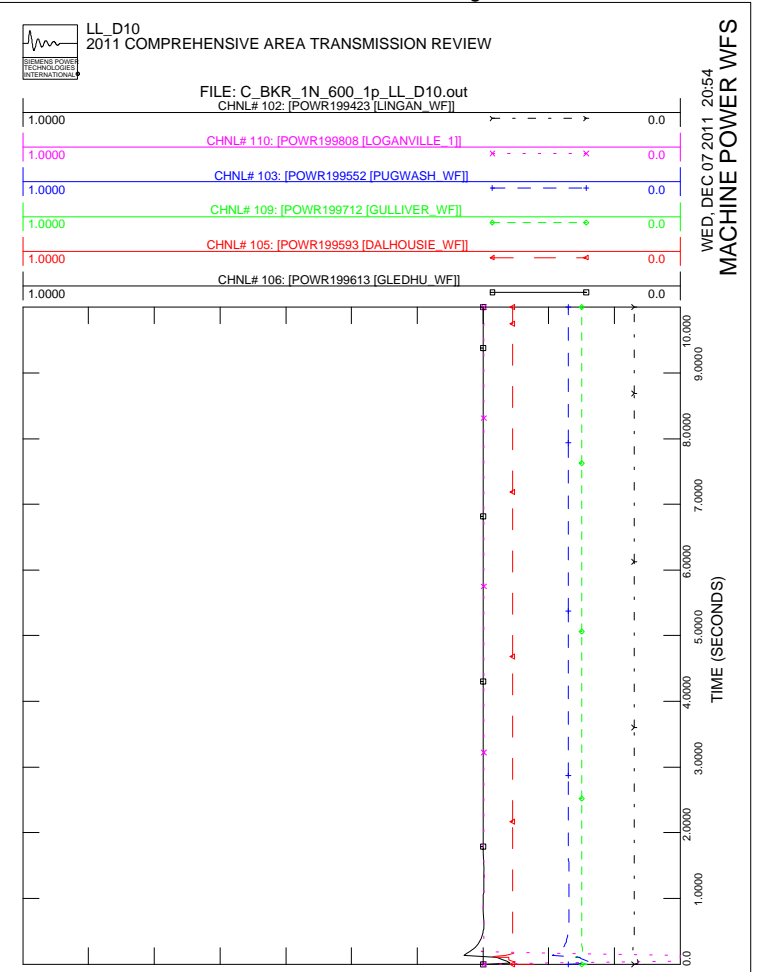
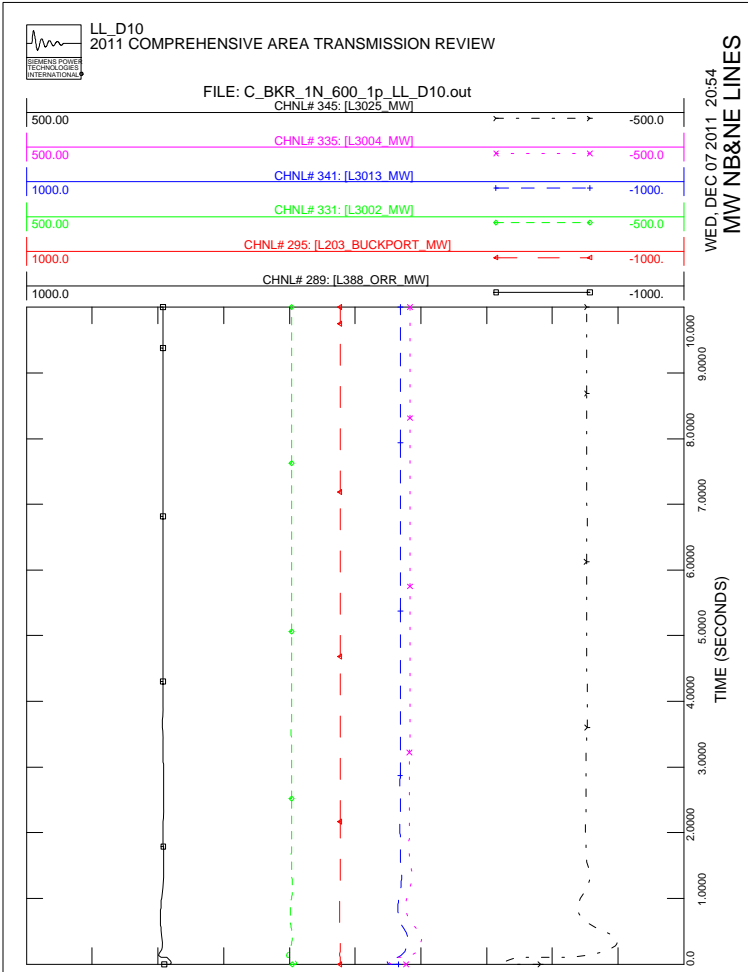


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_103H_600_1p_LL_D10.out
RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

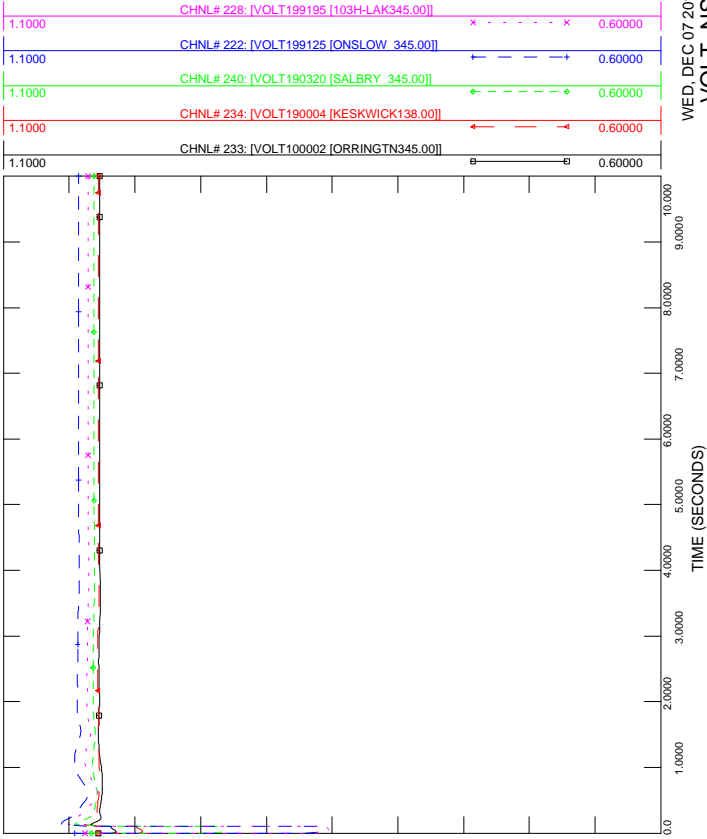






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

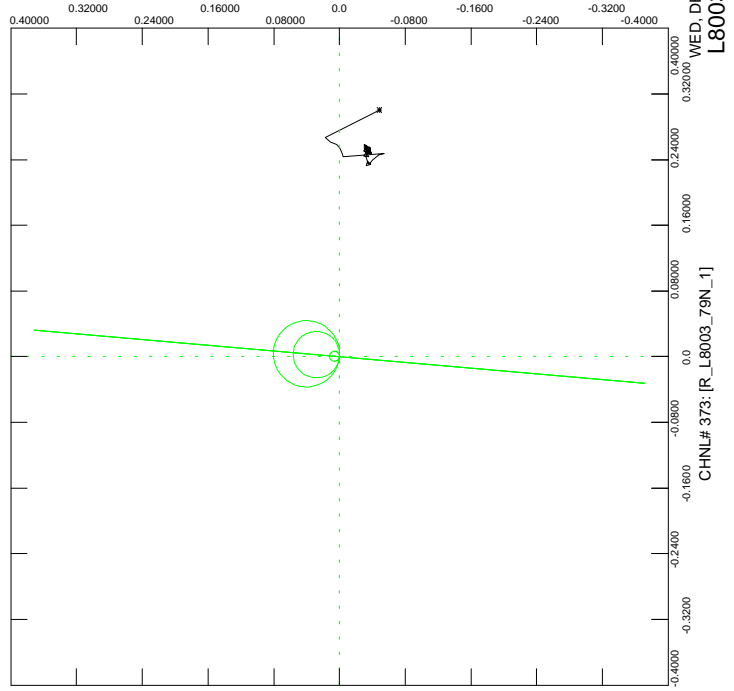
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

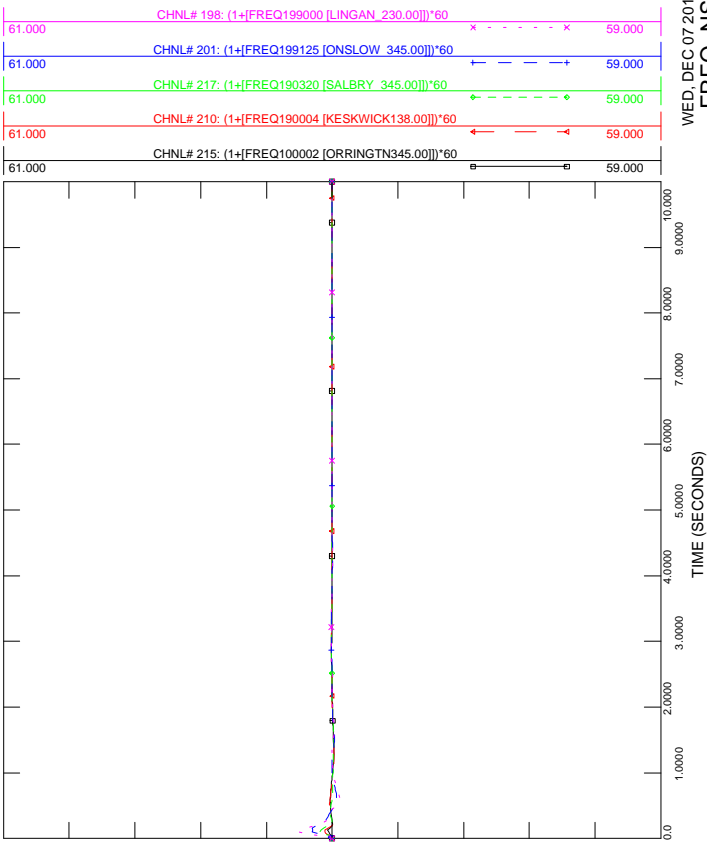
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

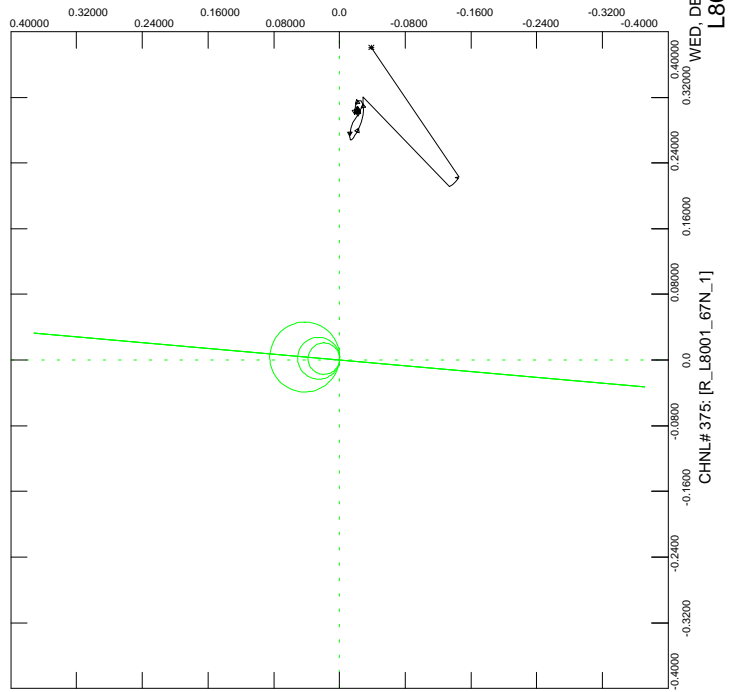
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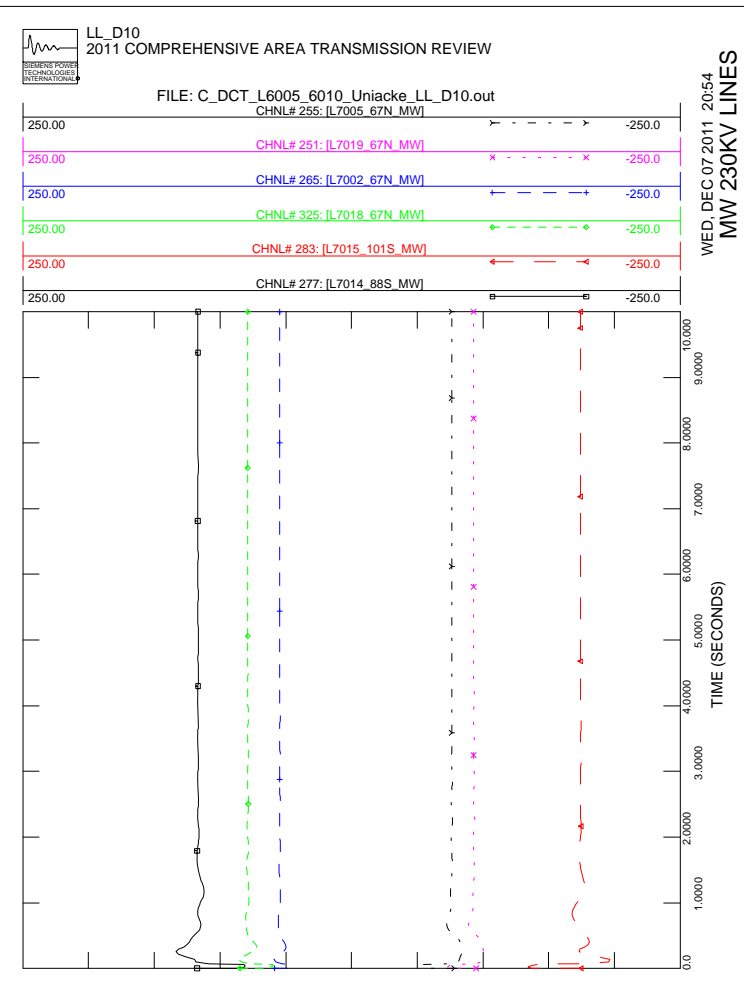
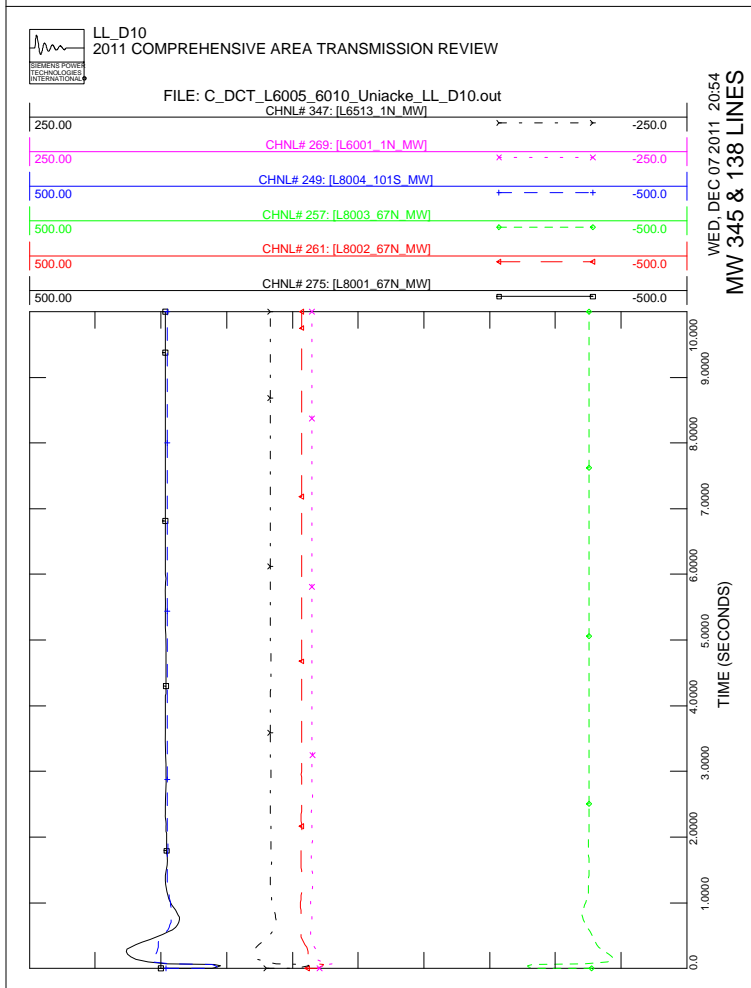
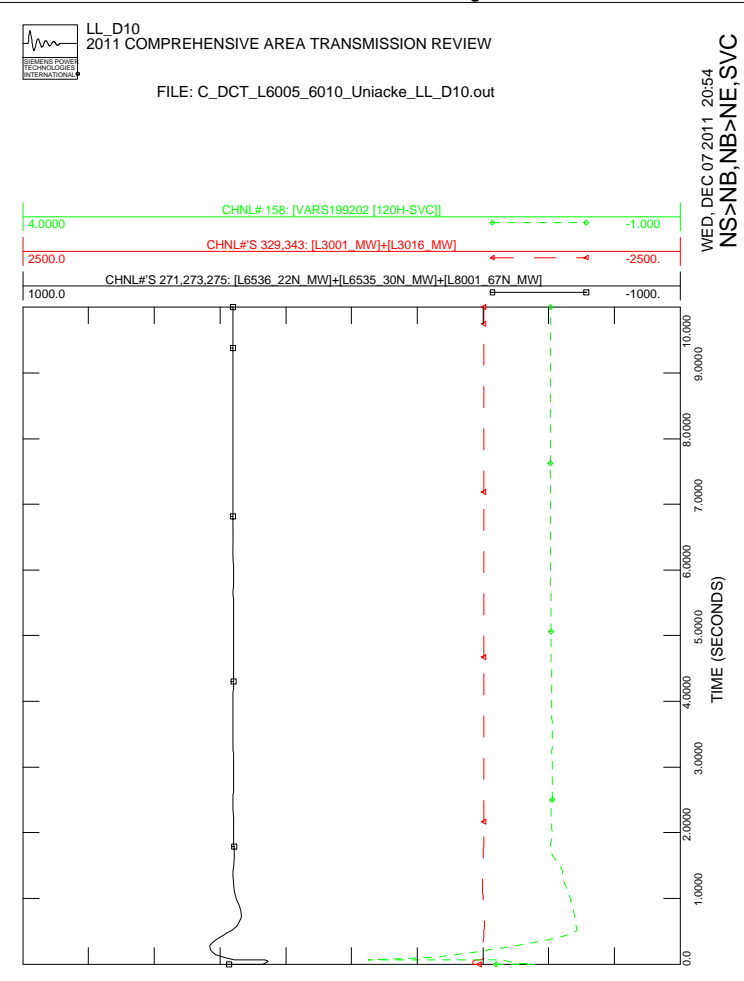
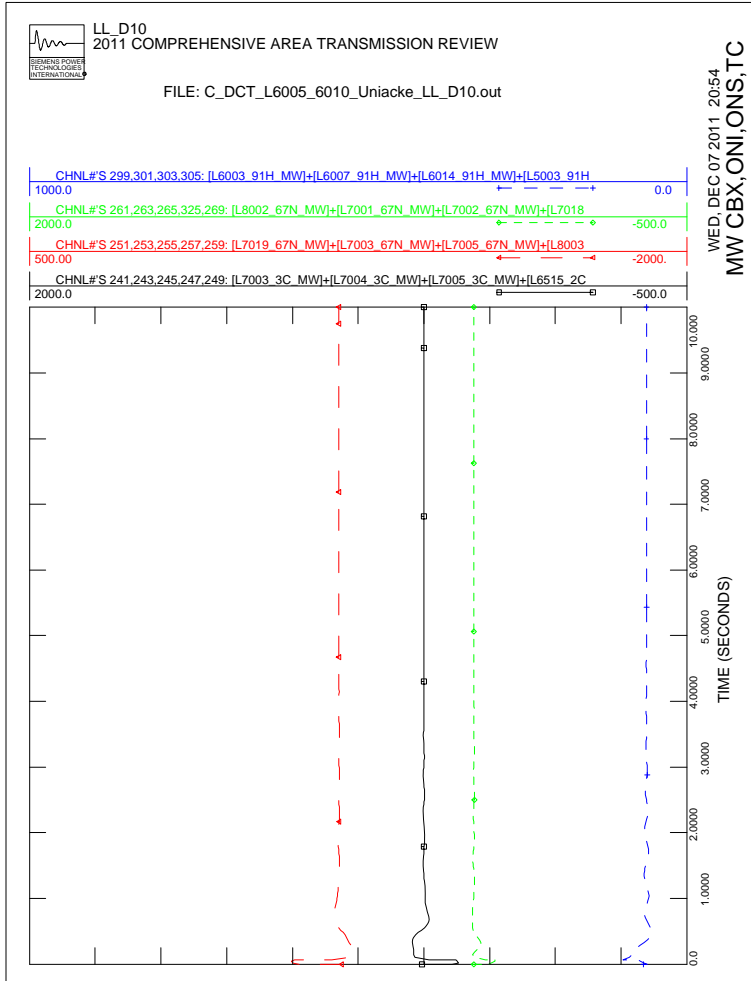


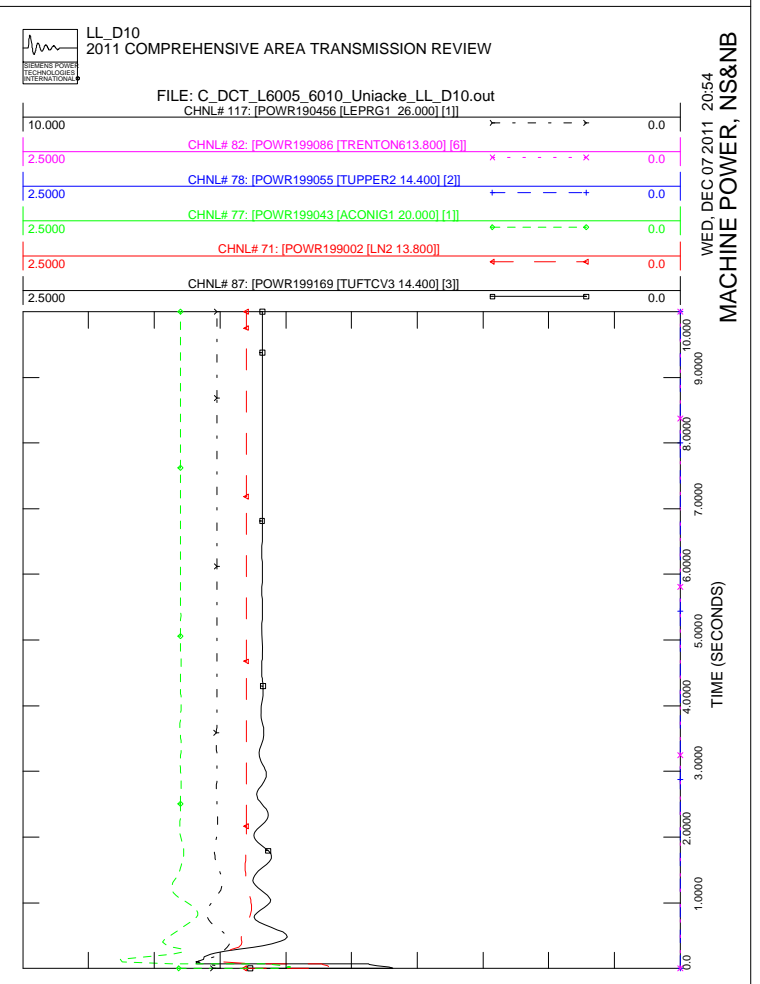
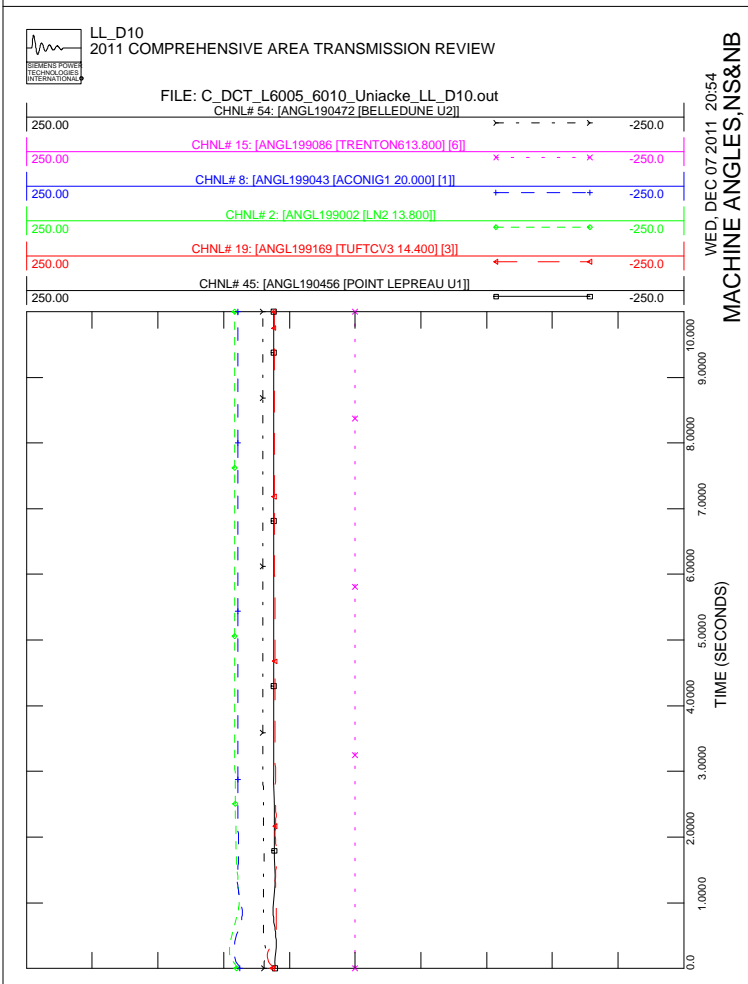
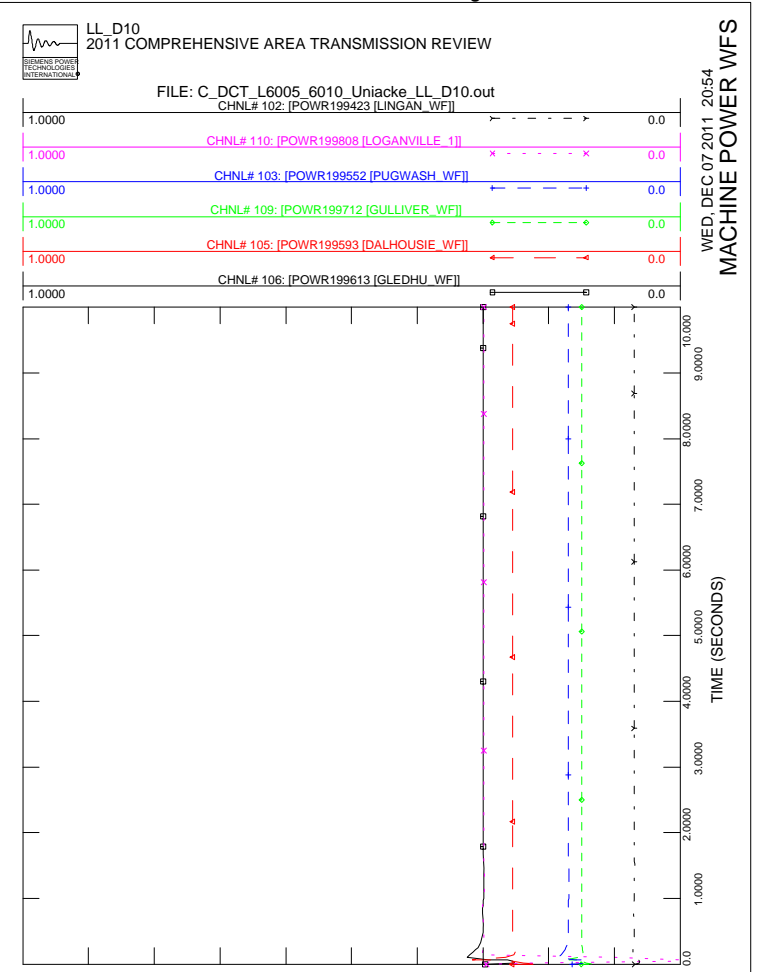
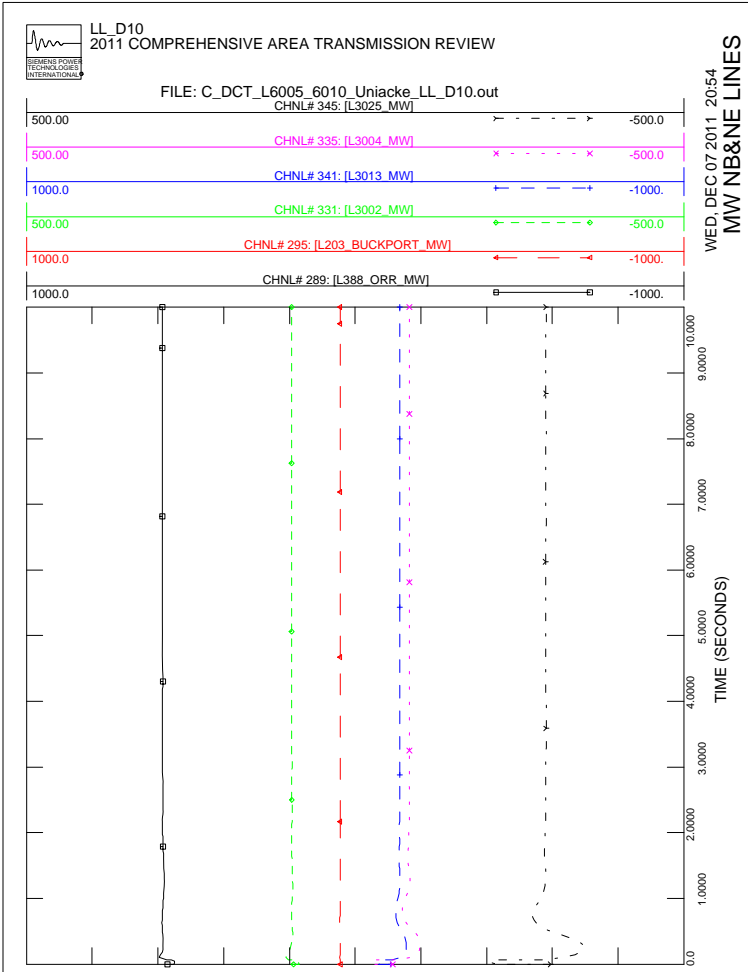
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_BKR_1N_600_1p_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



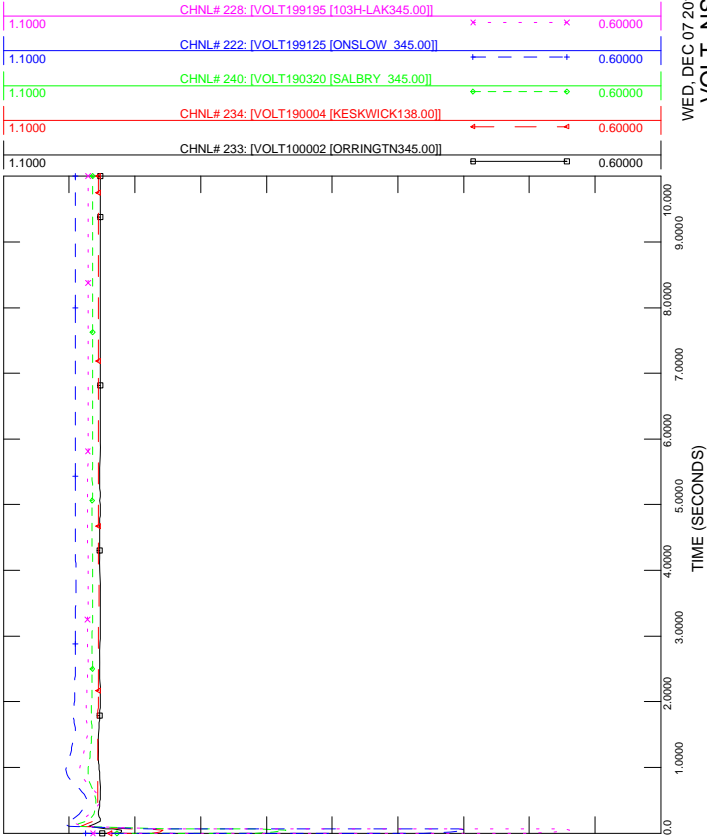






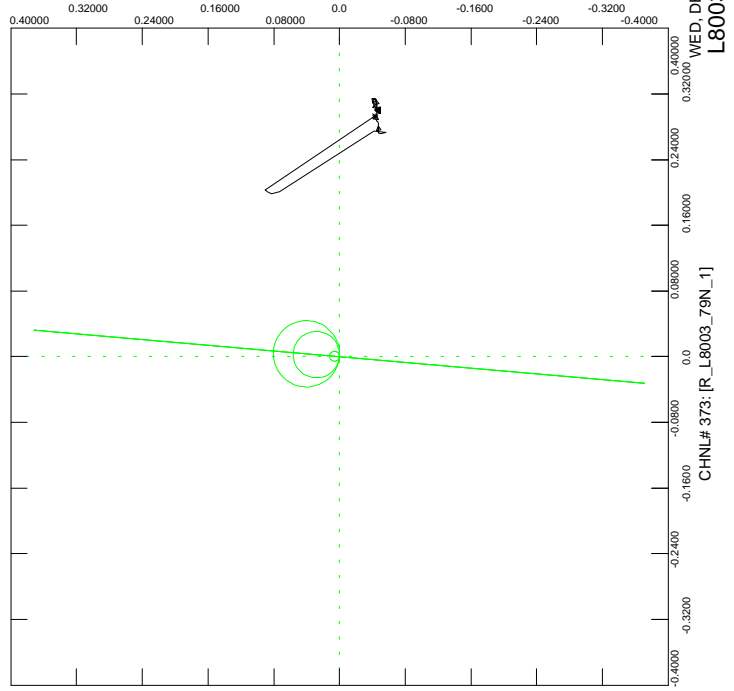
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_LL_D10.out



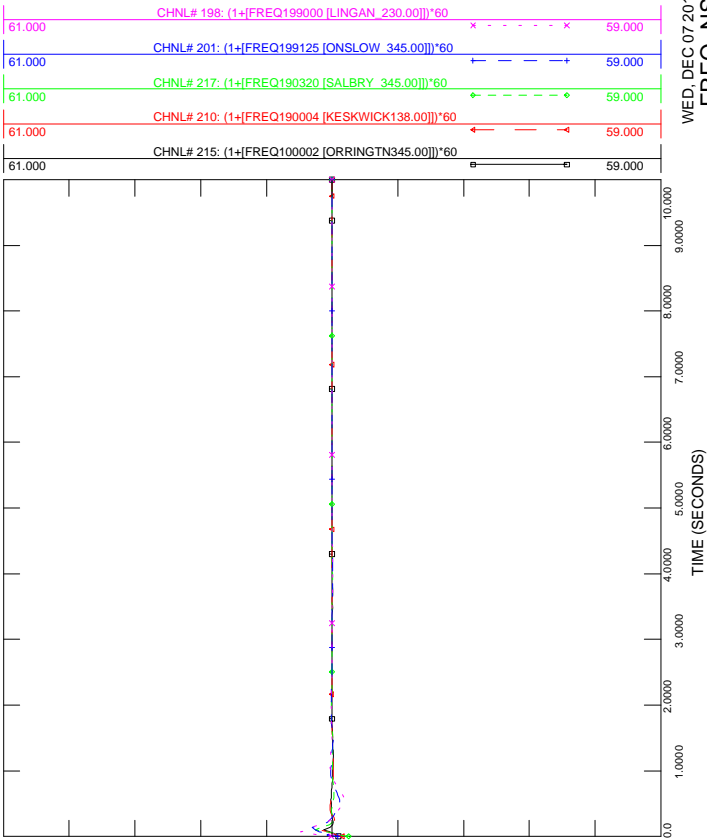
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_LL_D10.out
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CHNL# 374: [X_L8003_79N_1]



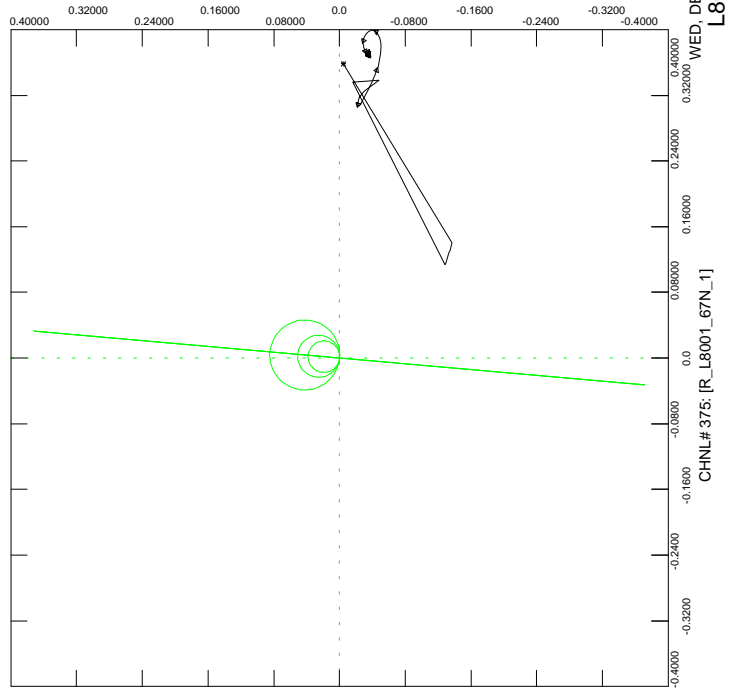
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

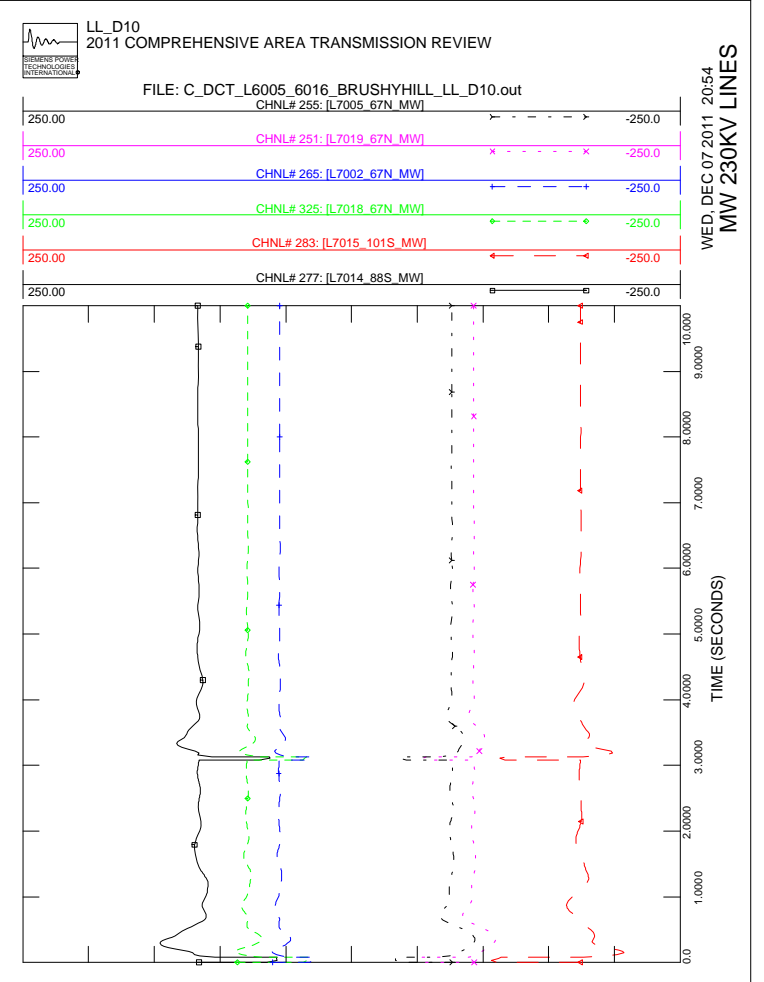
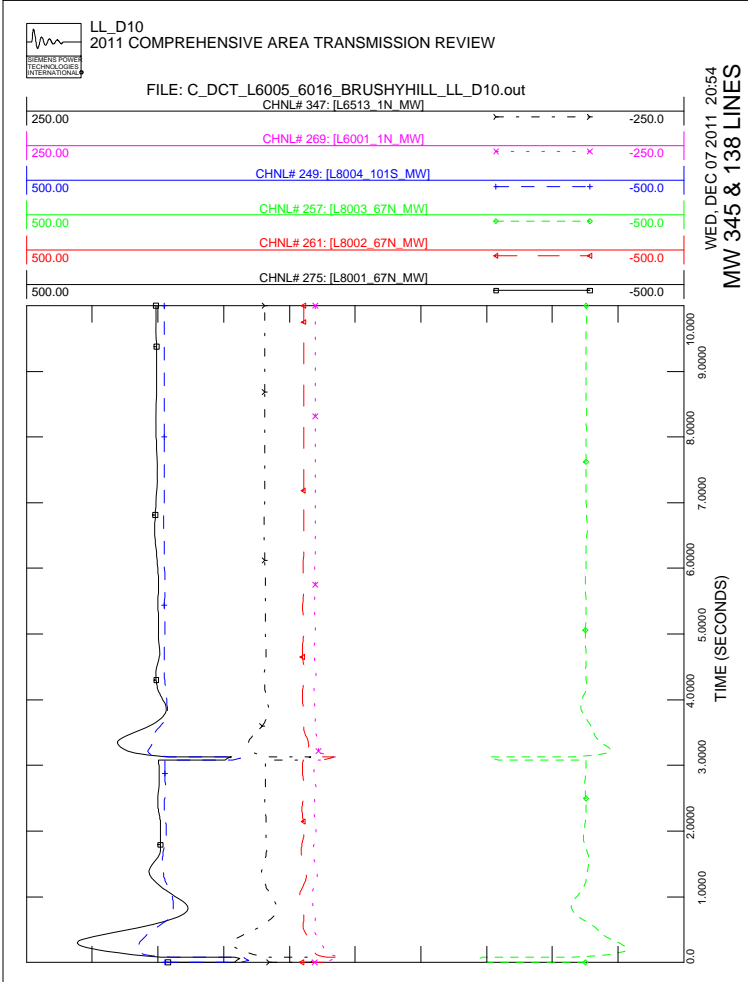
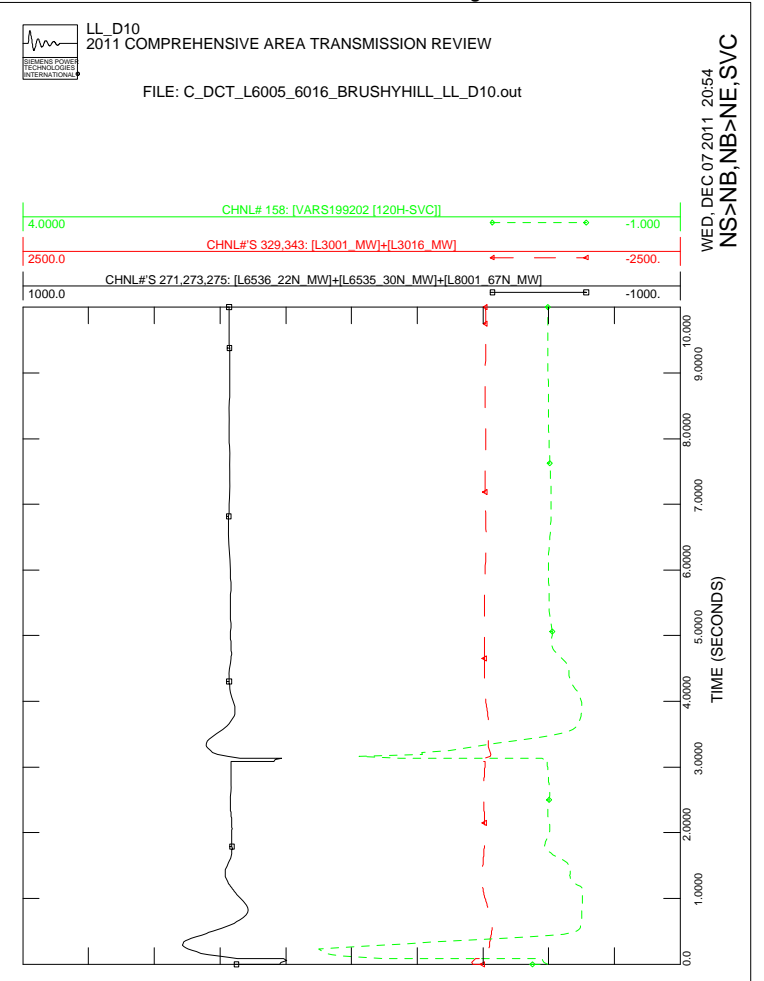
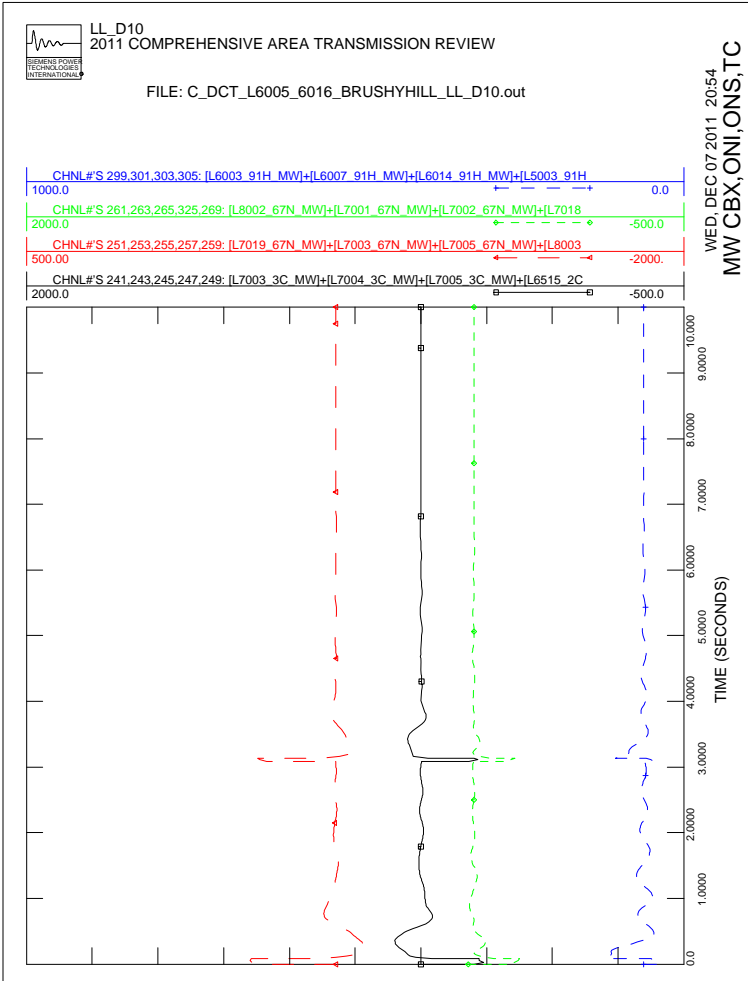
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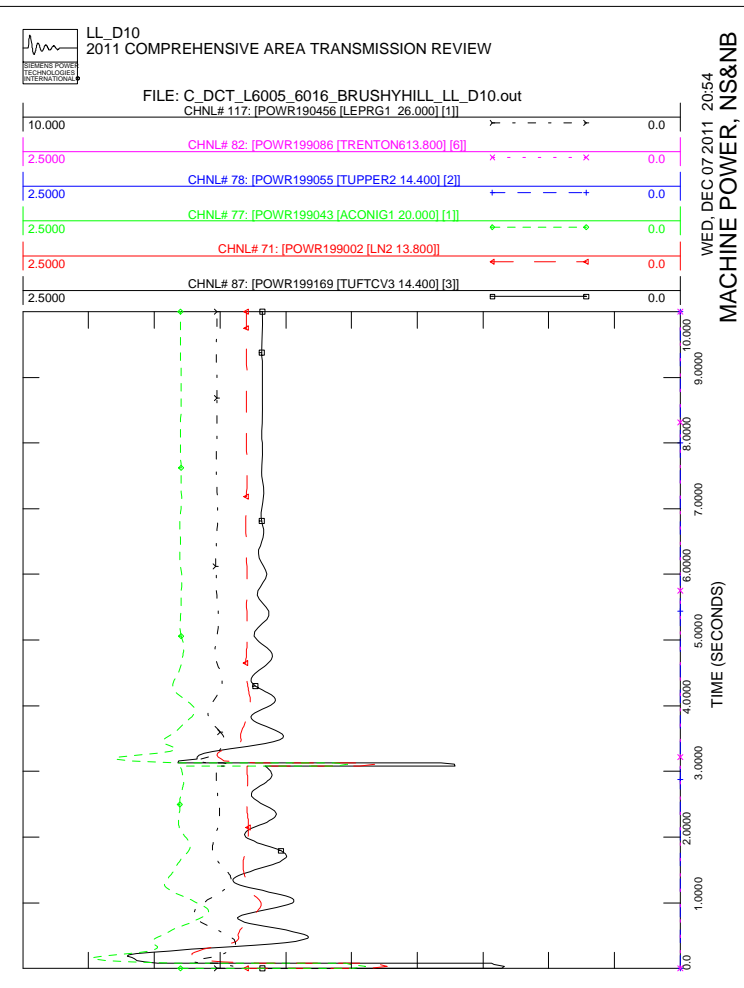
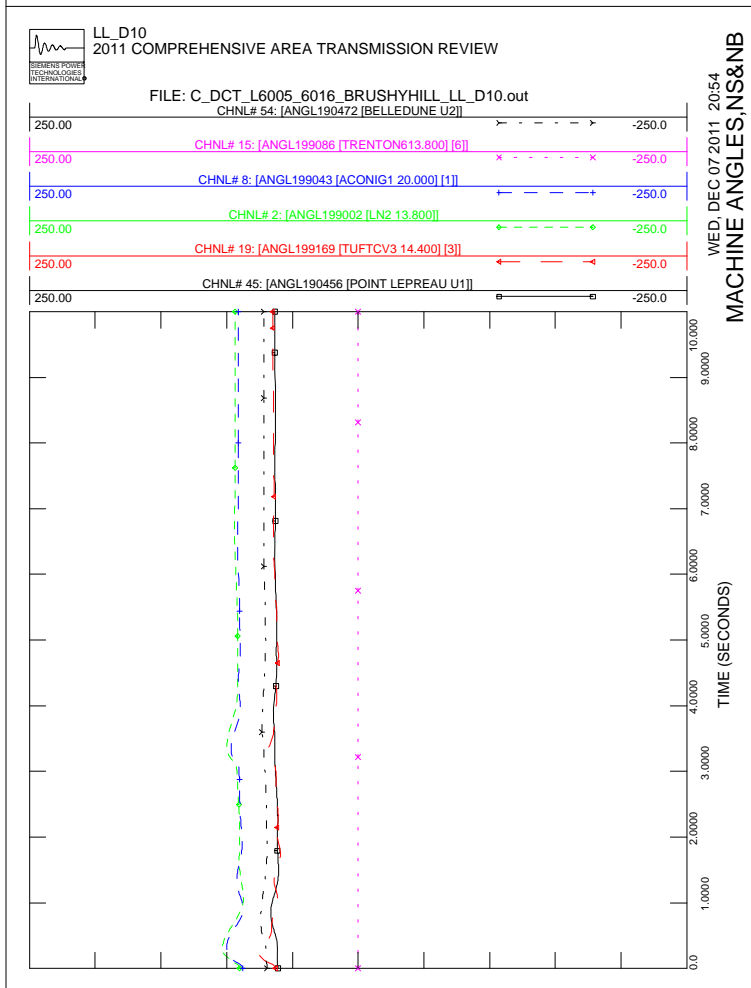
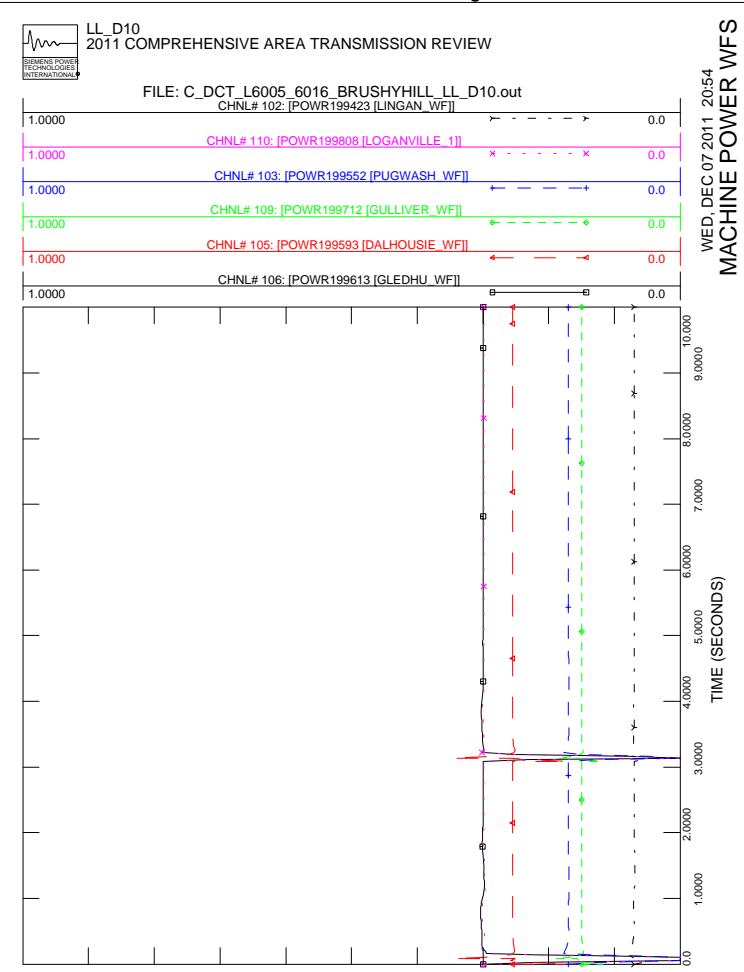
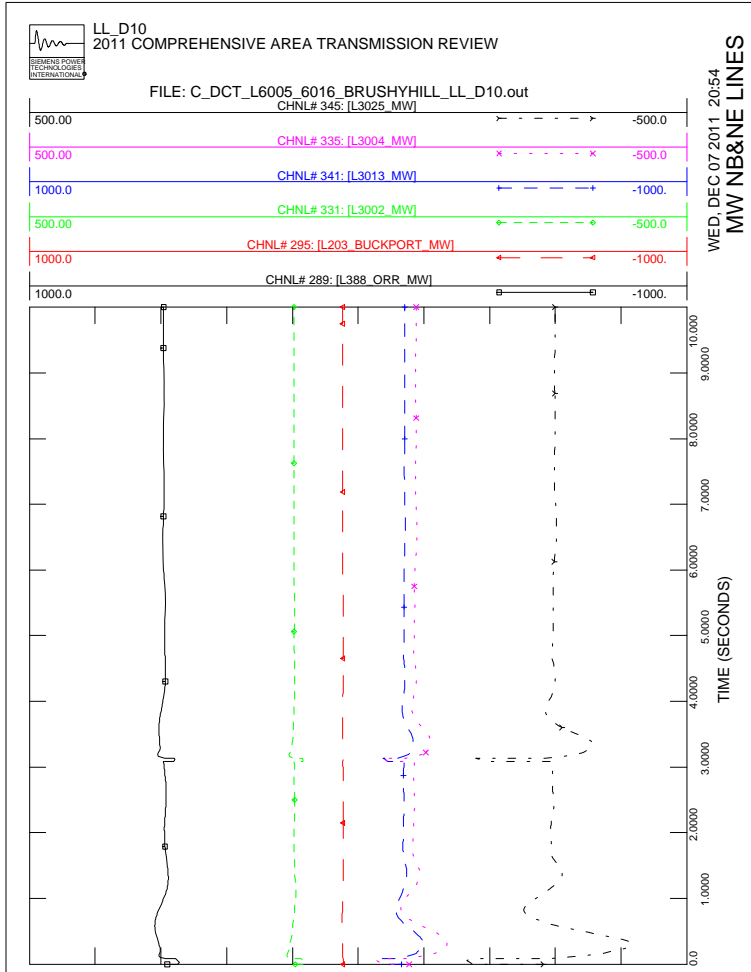


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6010_Uniacke_LL_D10.out
RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



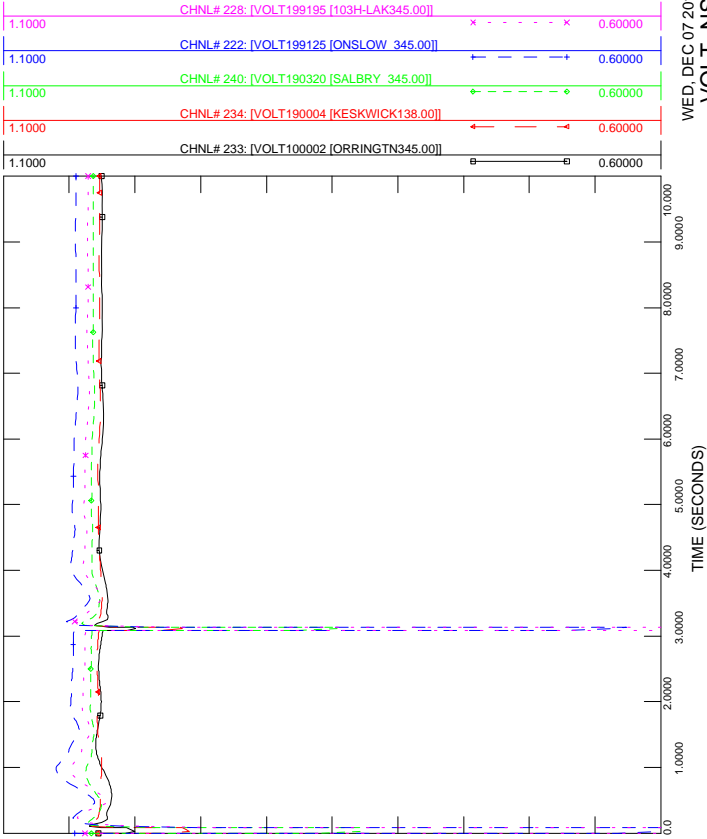






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

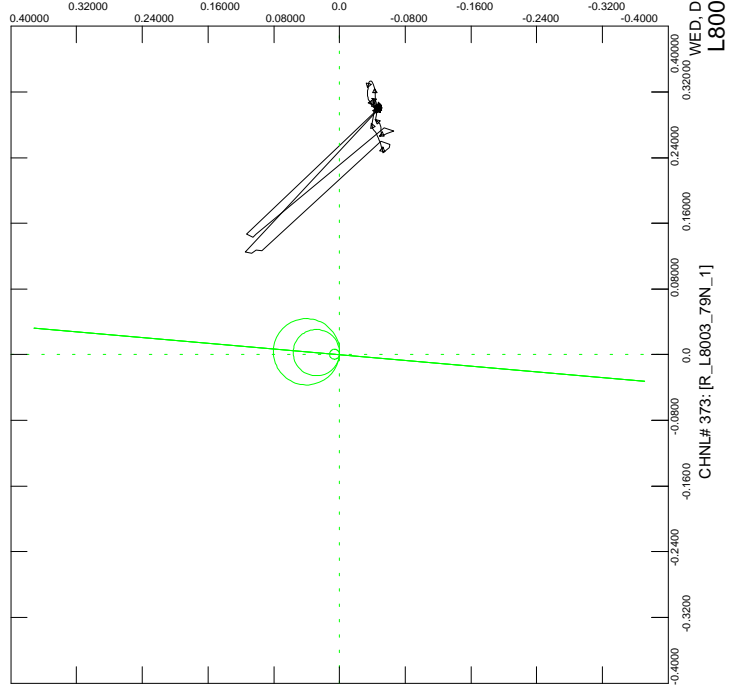
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

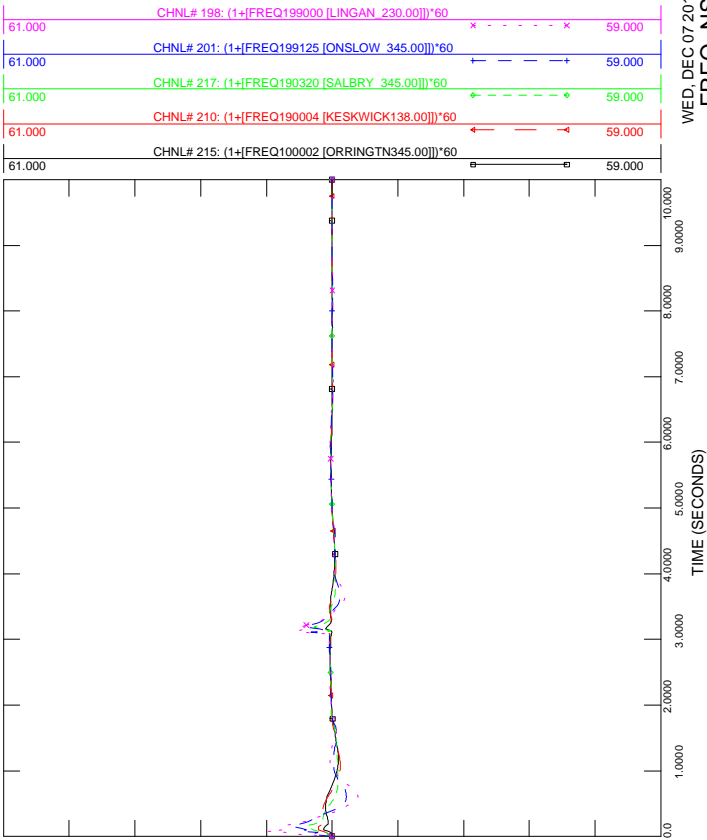
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

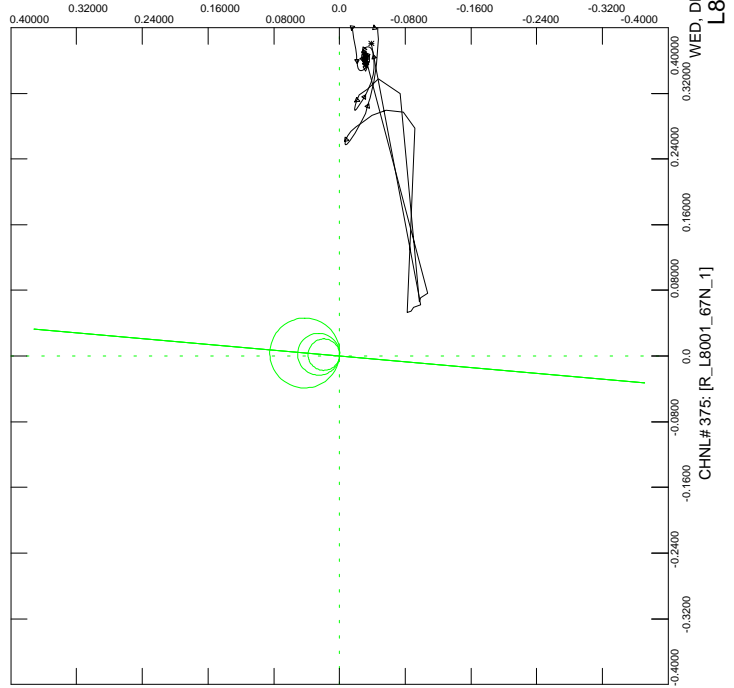
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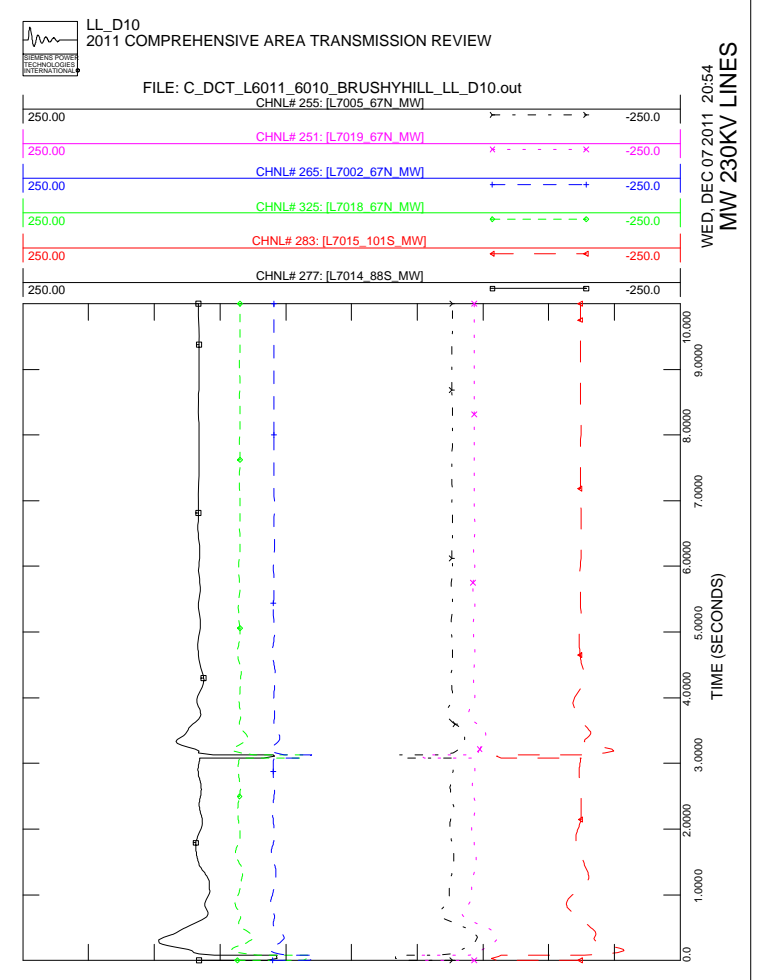
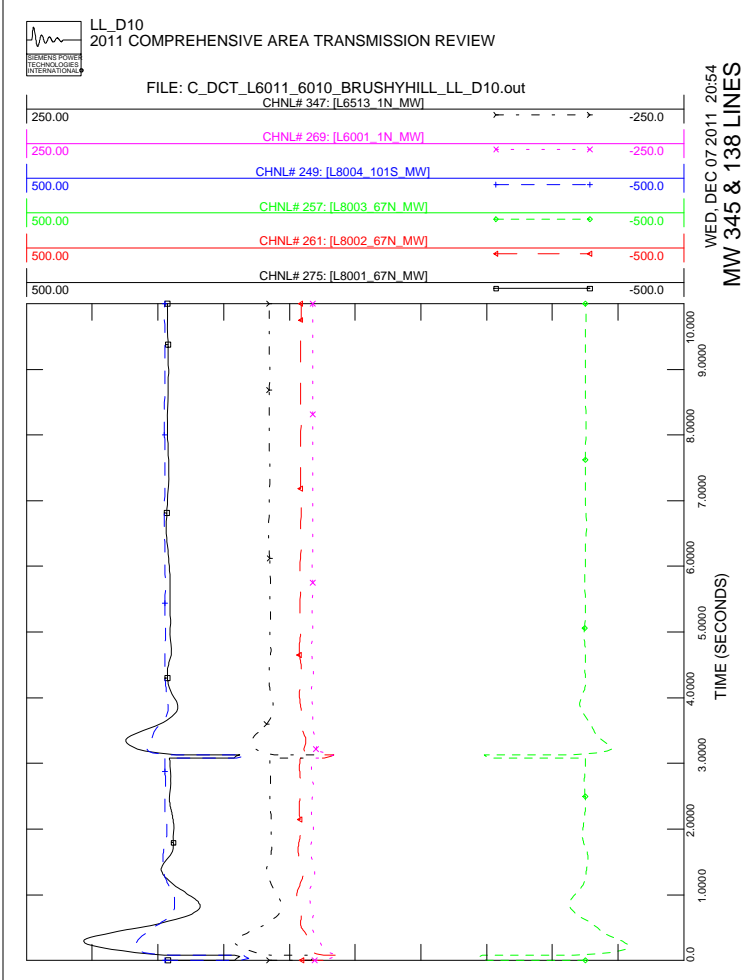
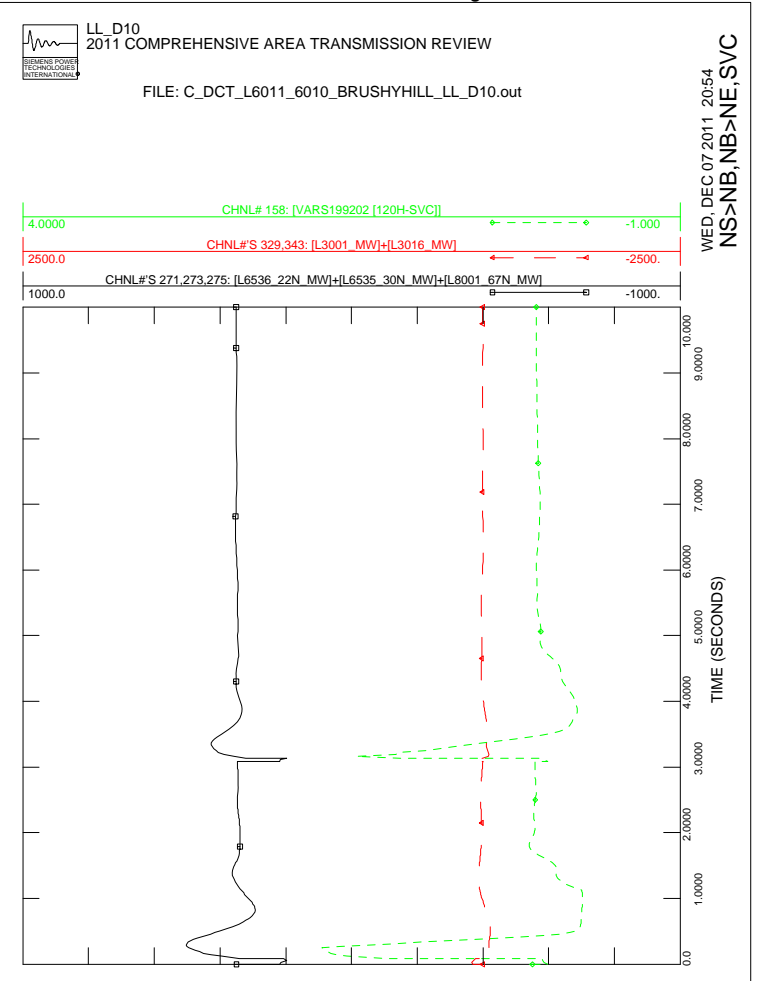
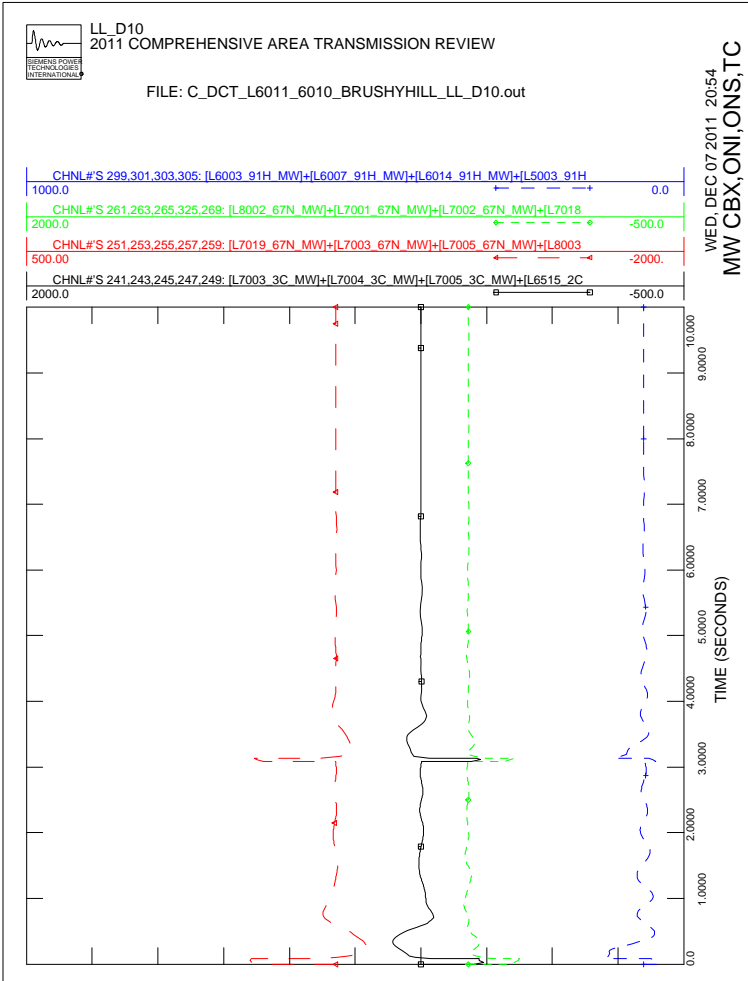


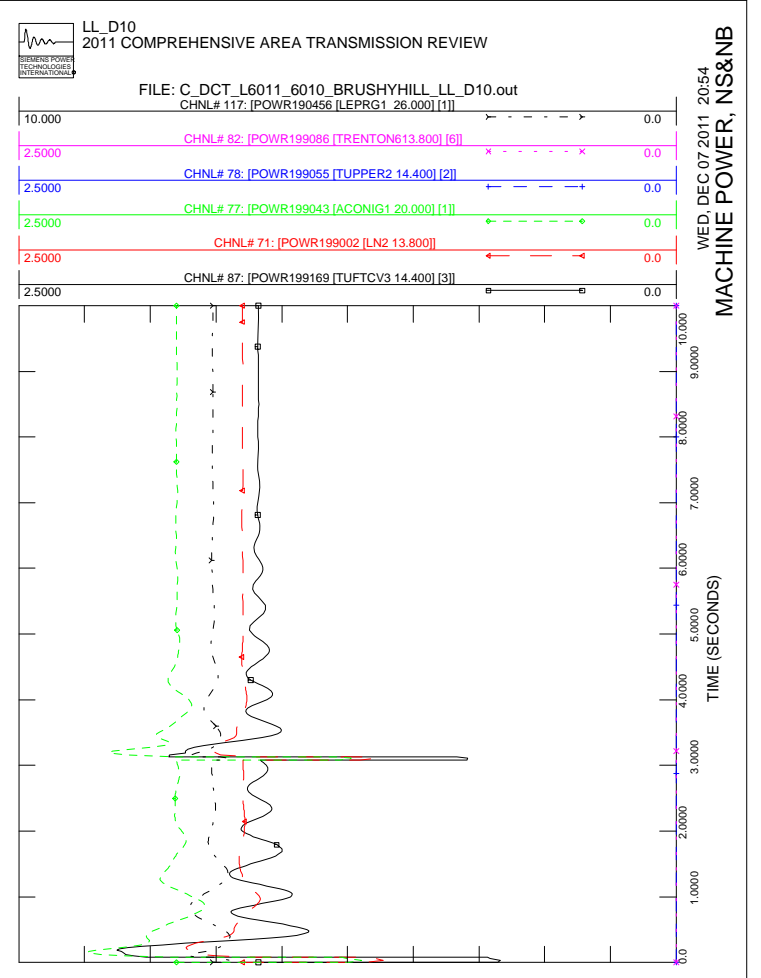
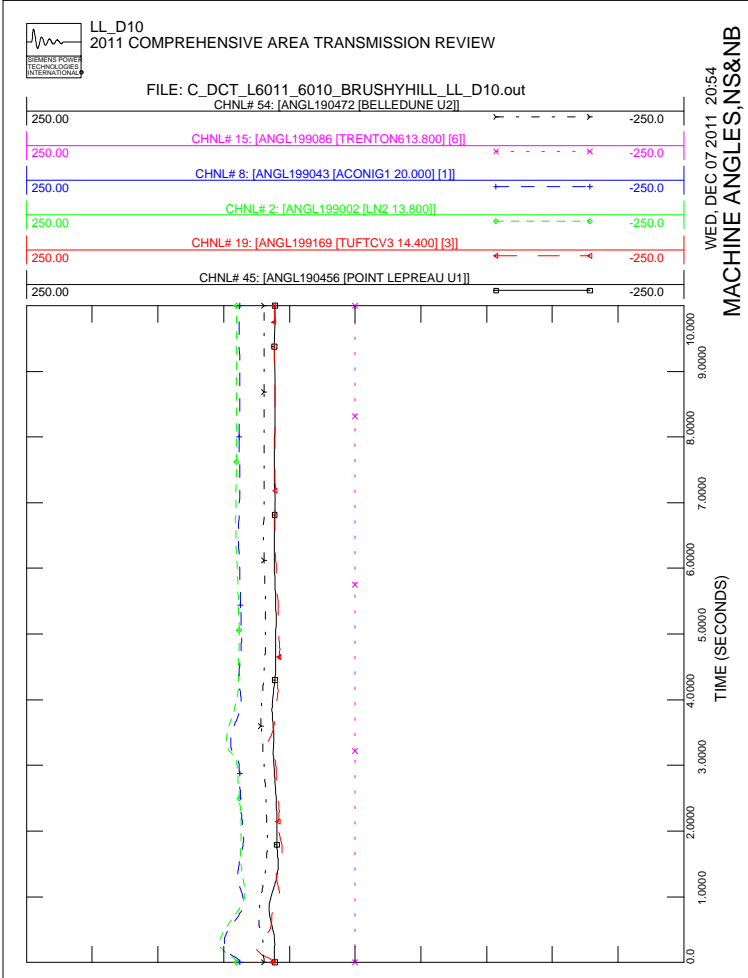
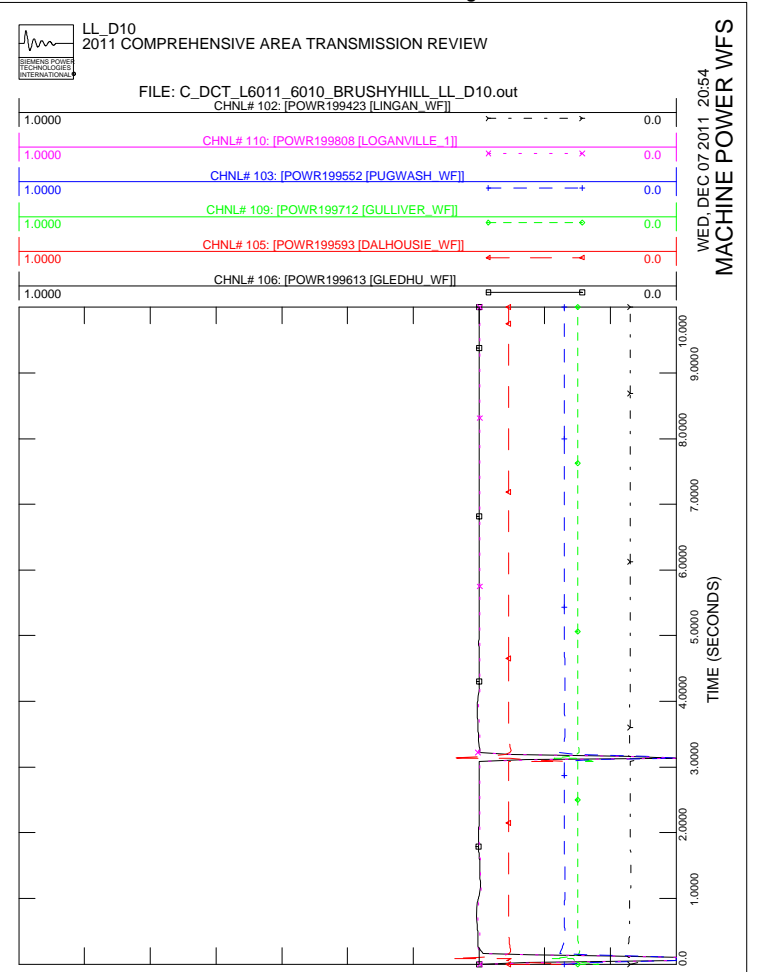
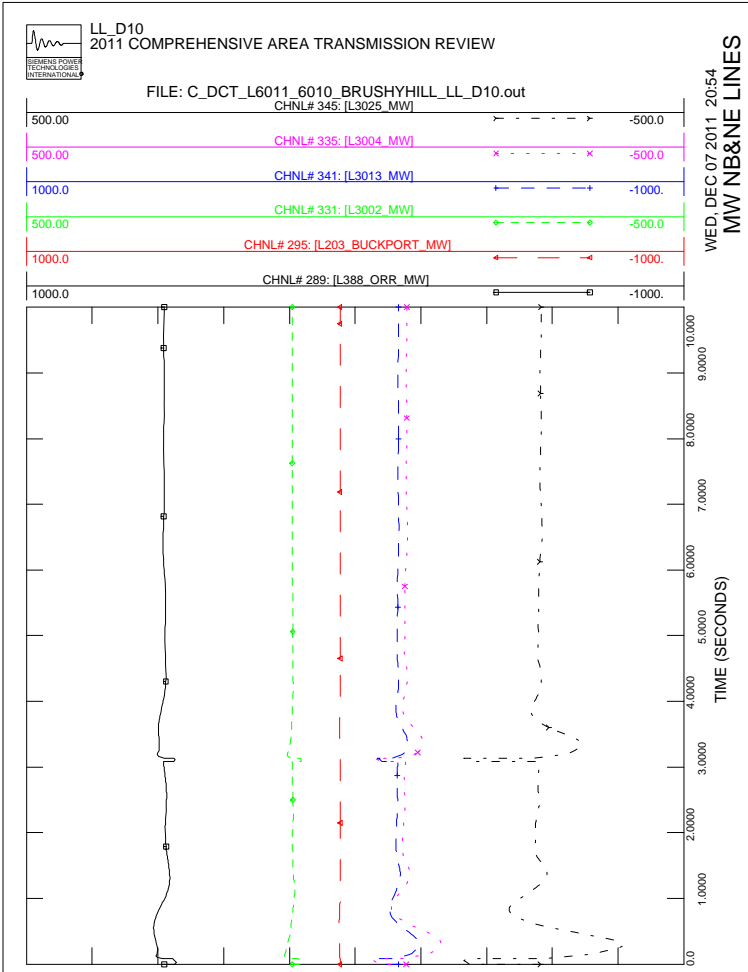
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6005_6016_BRUSHYHILL_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



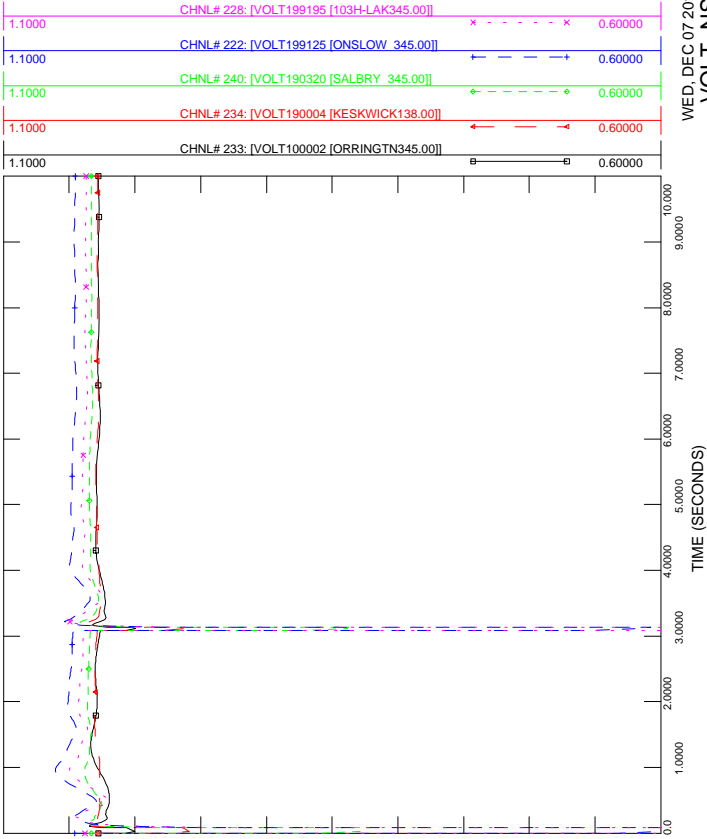






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

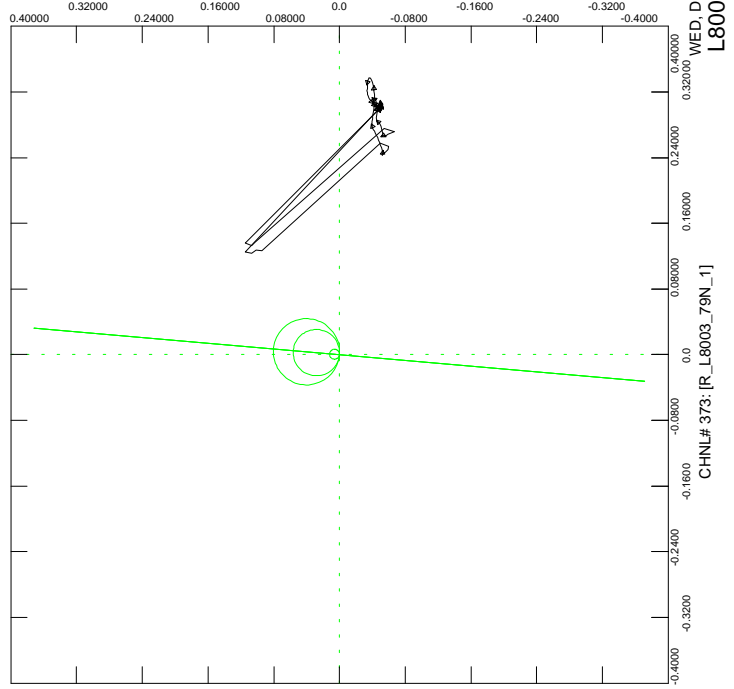
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

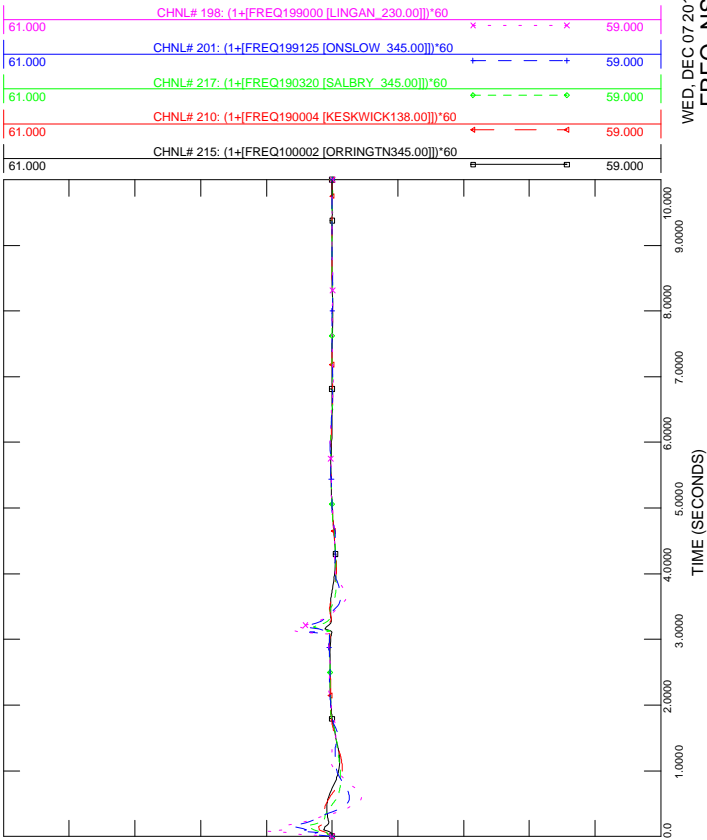
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

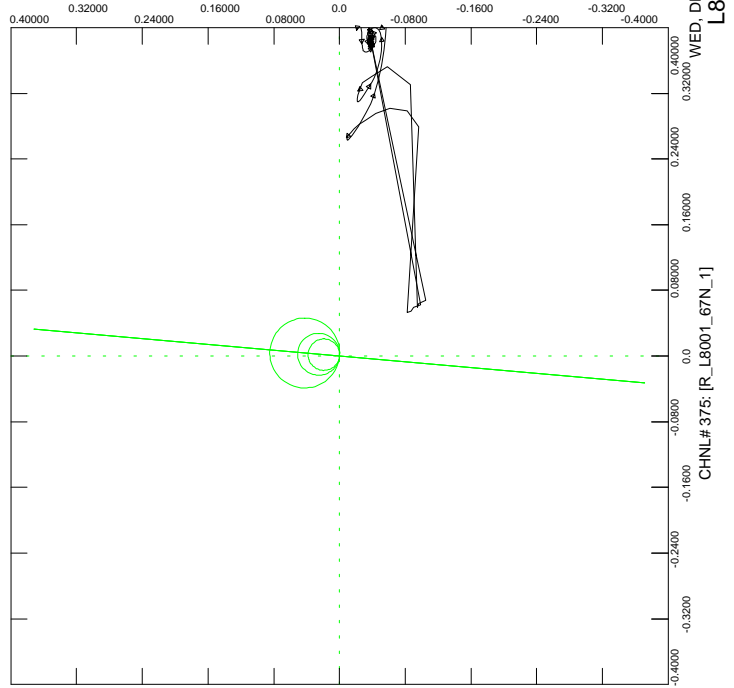
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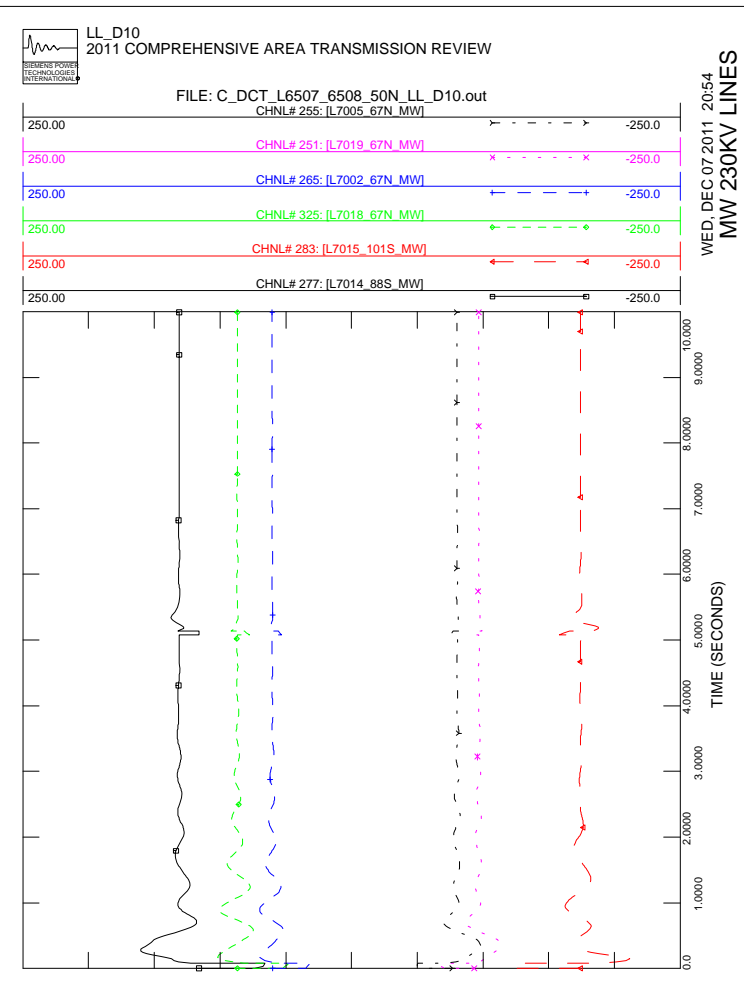
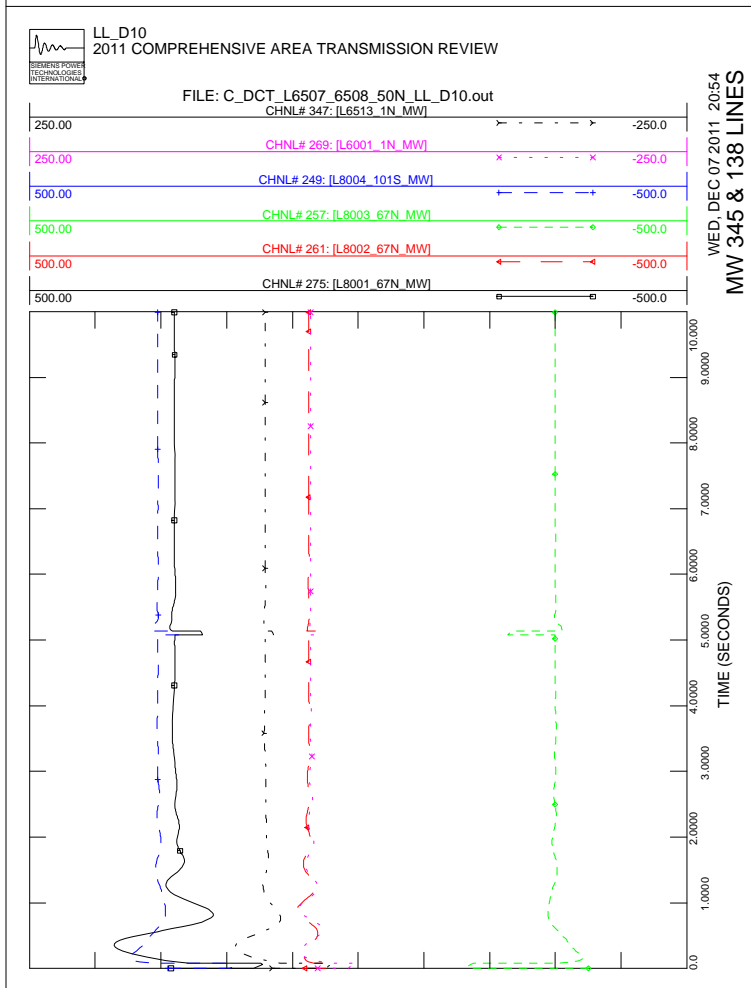
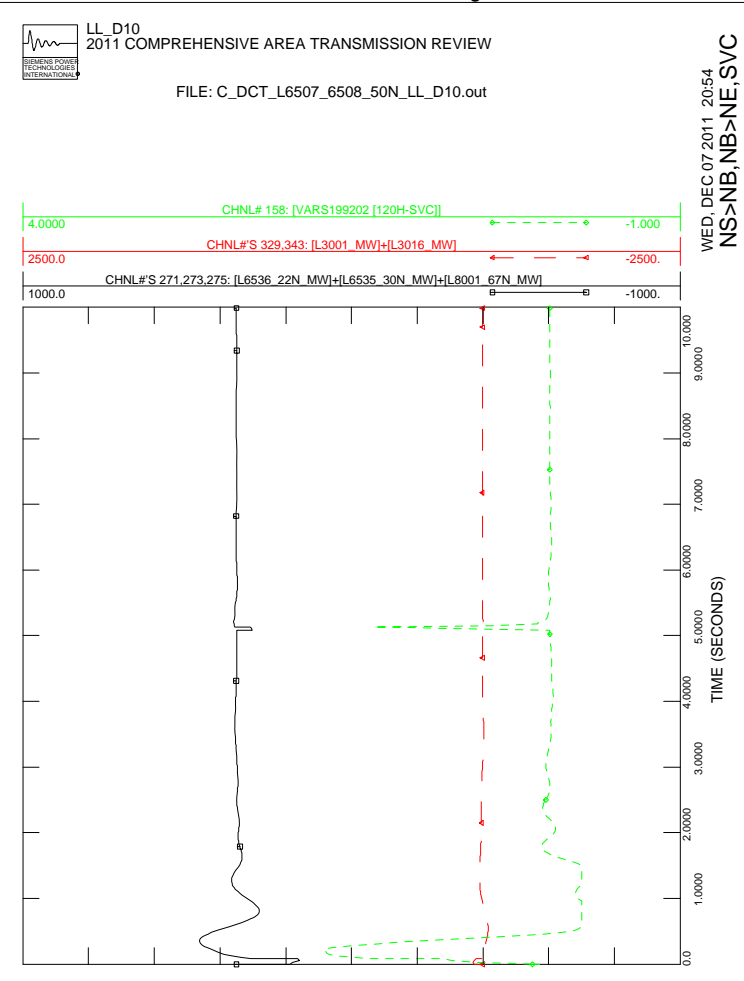
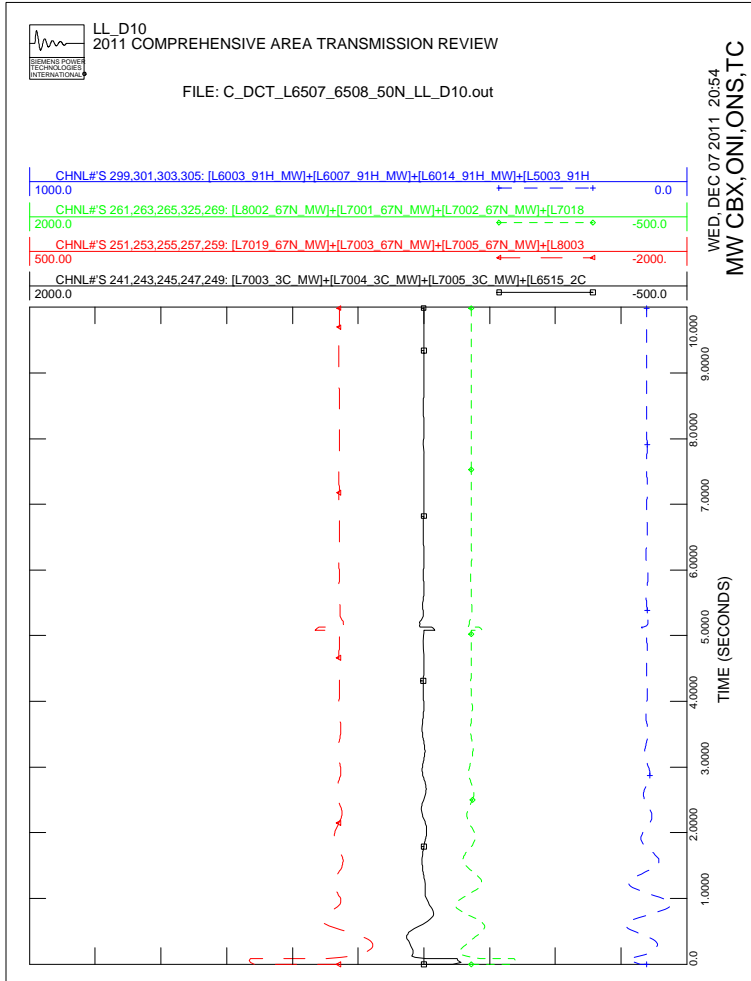


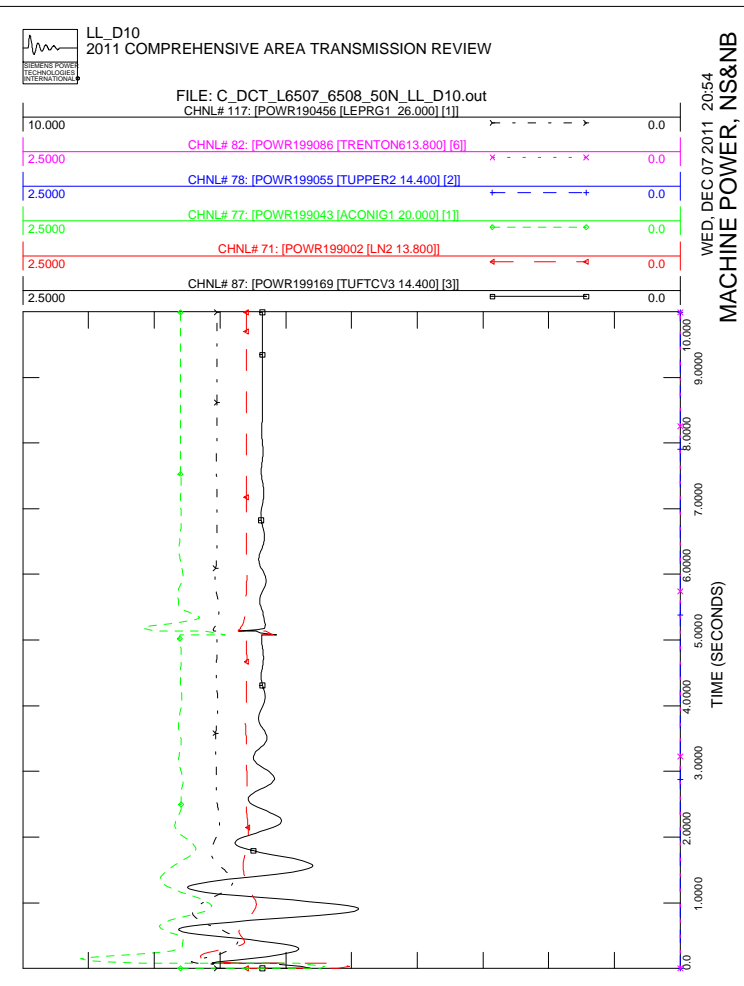
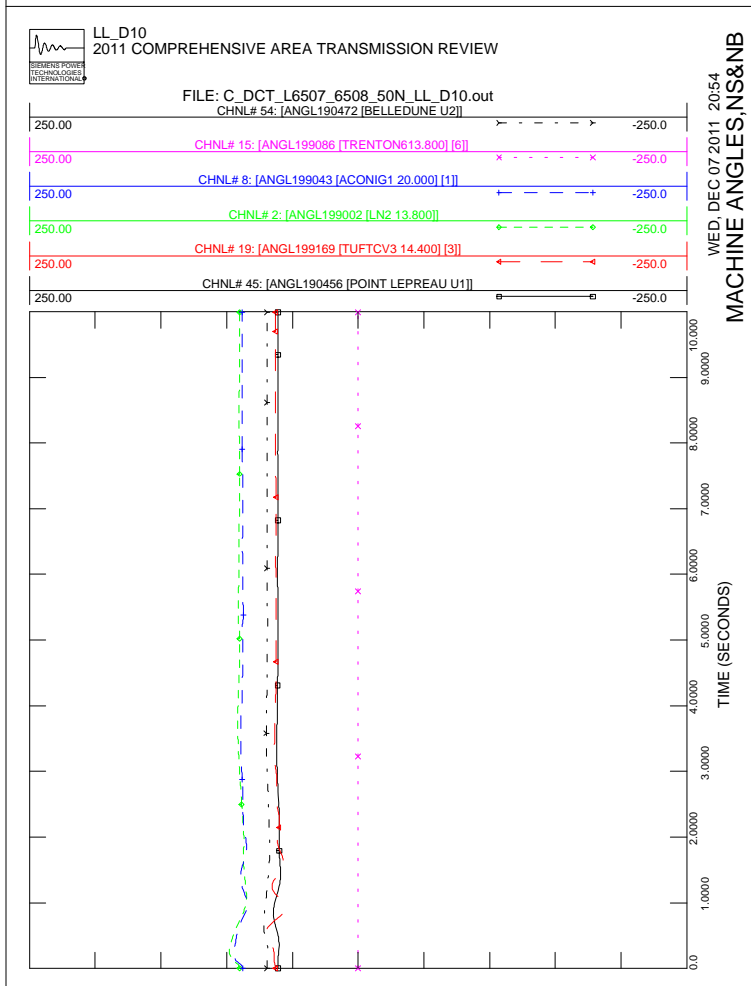
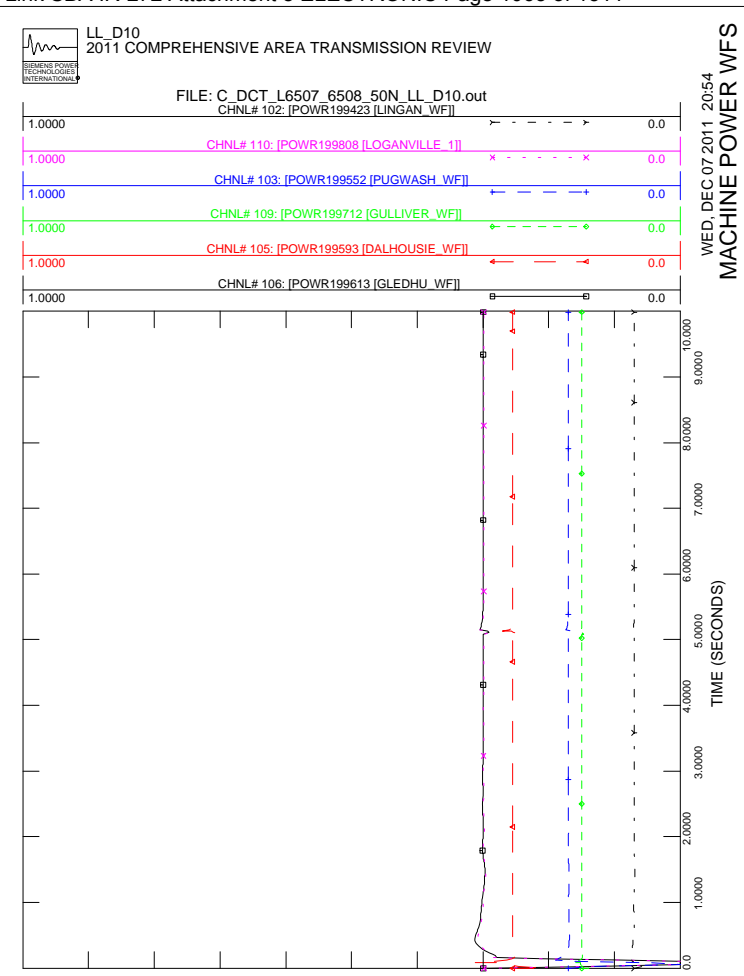
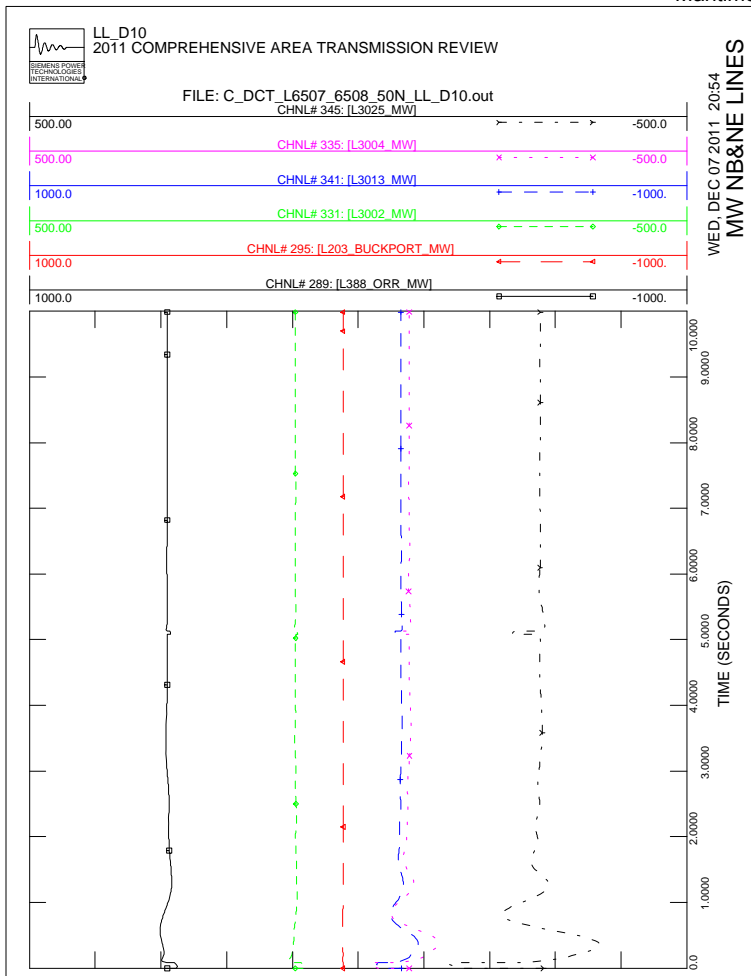
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

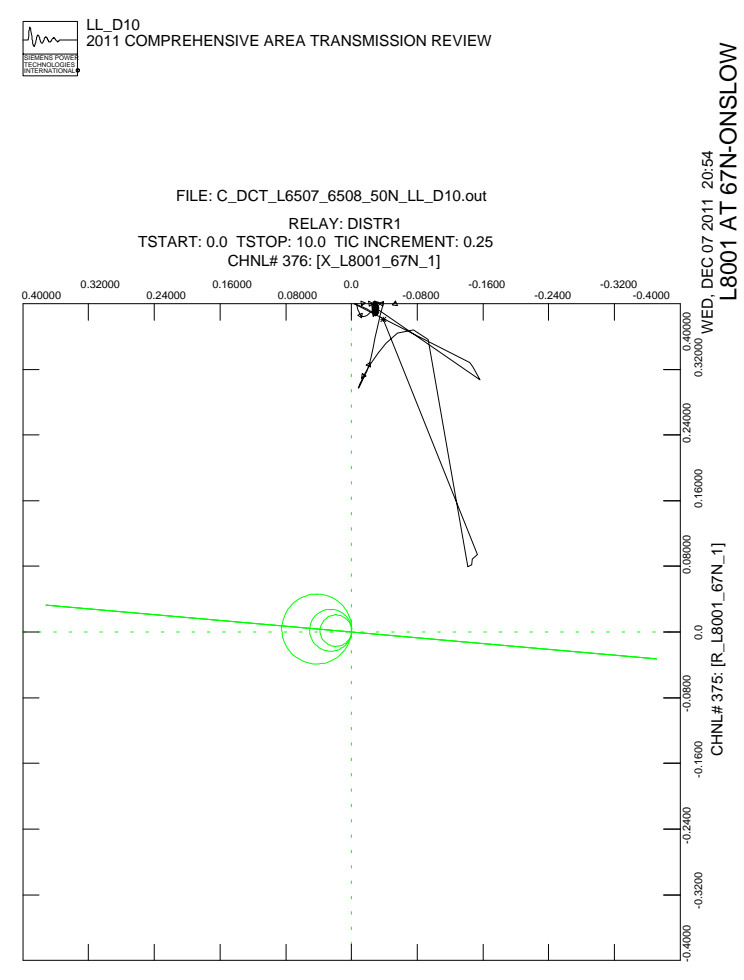
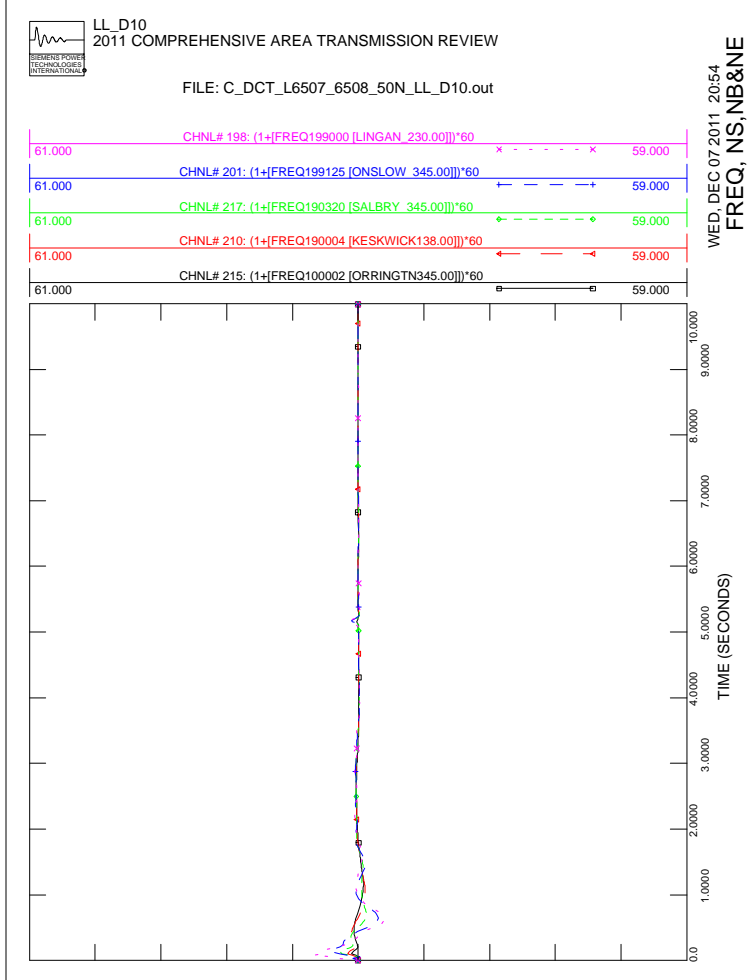
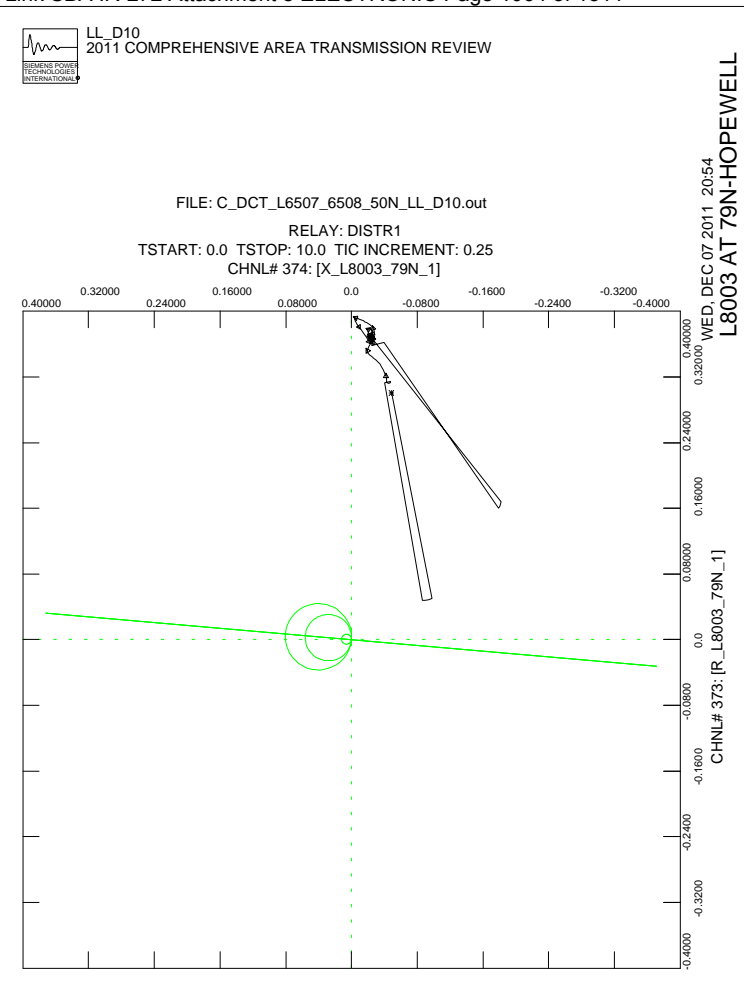
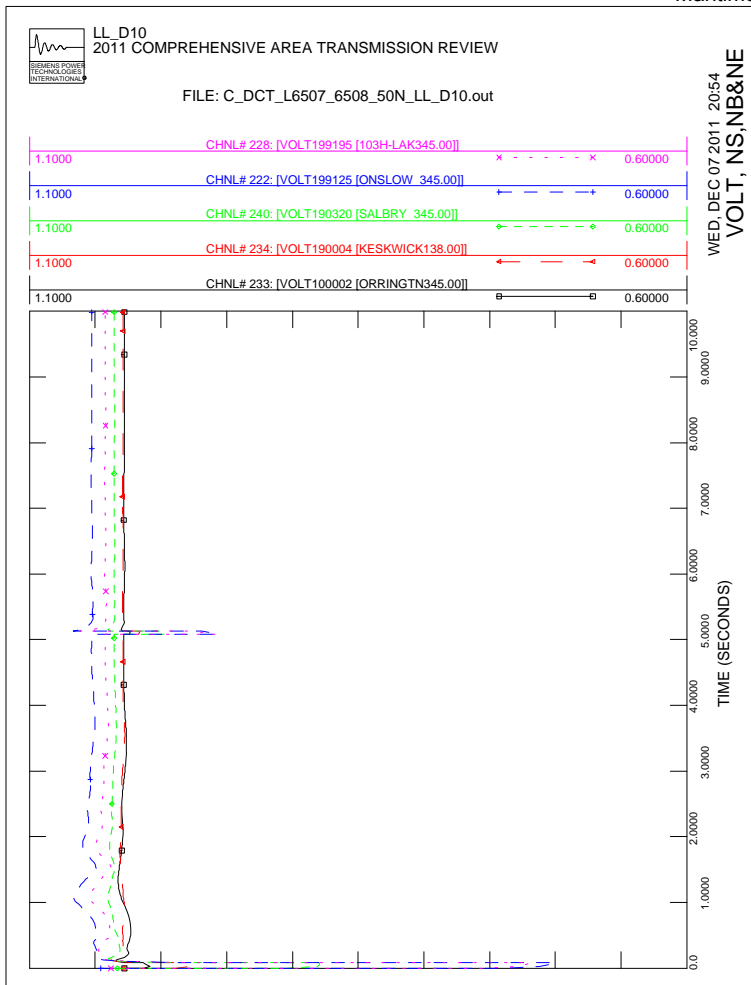
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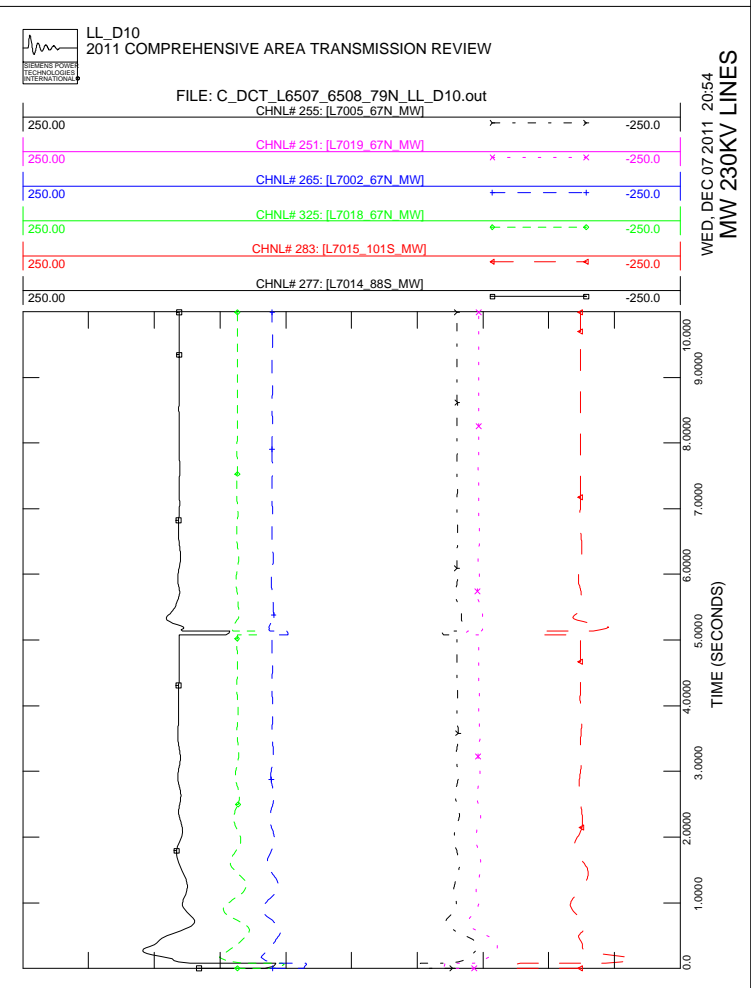
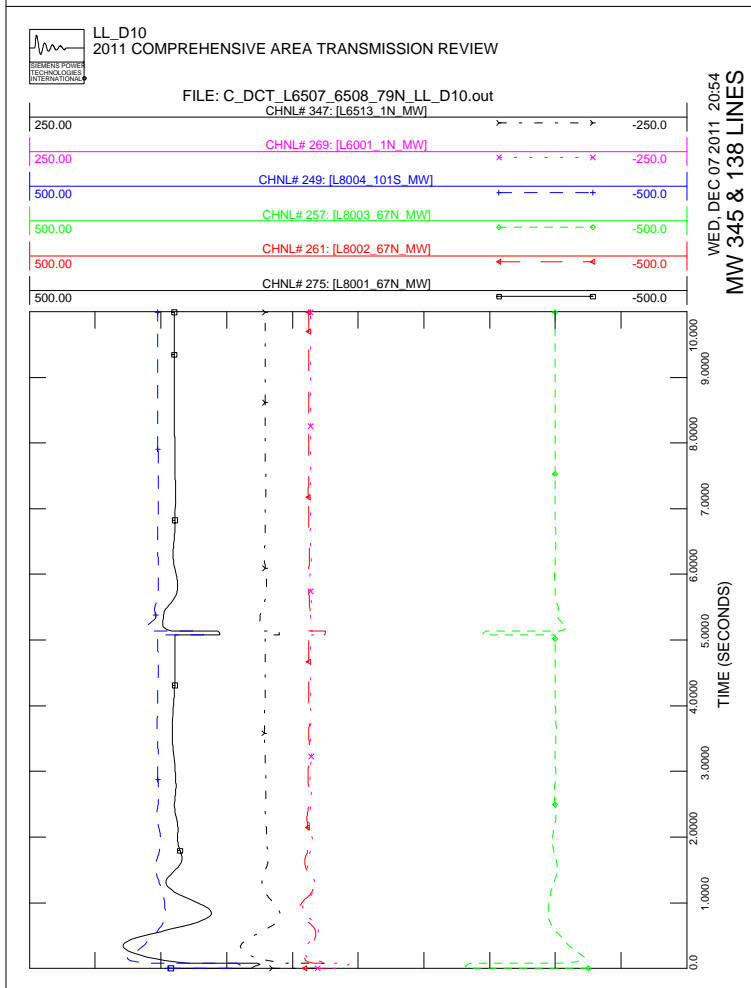
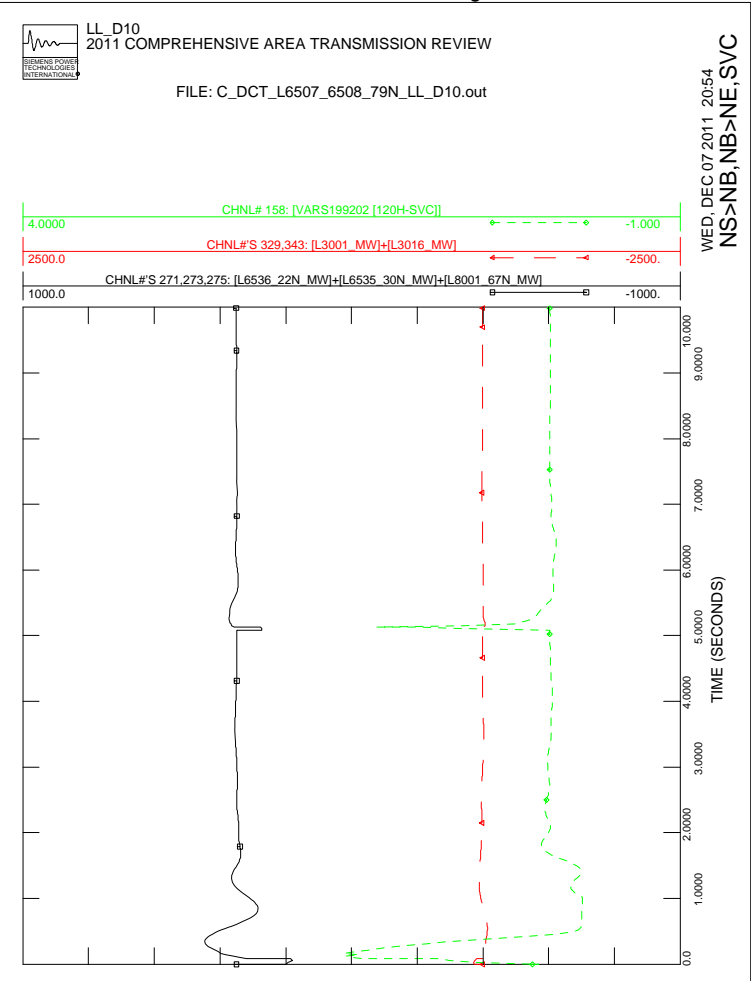
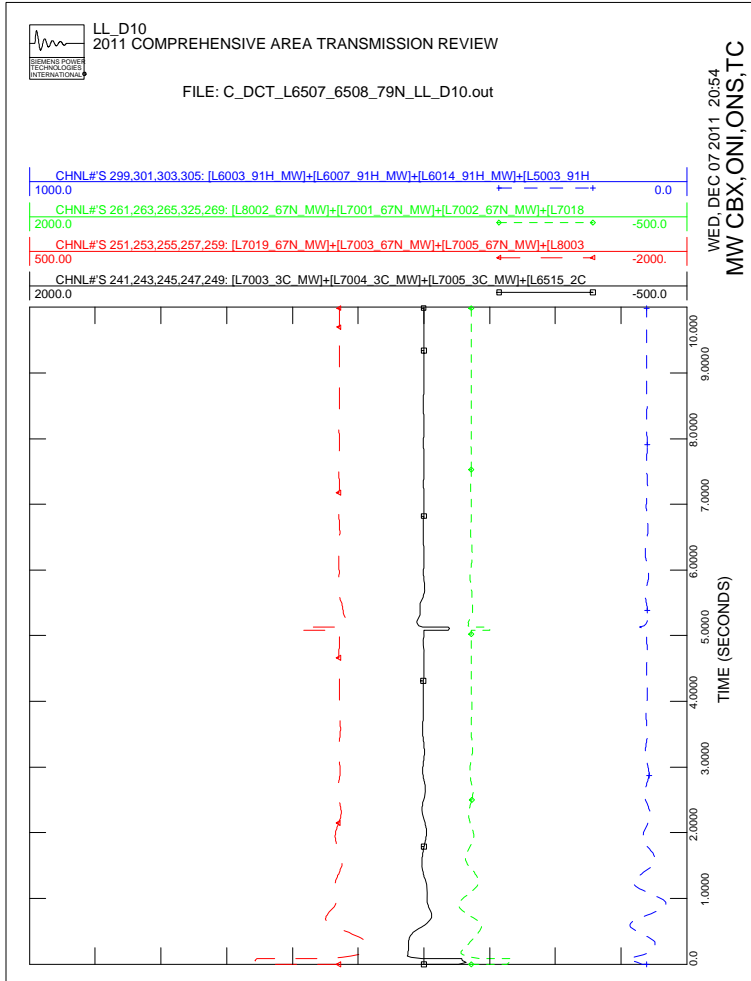
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CHNL# 376: [X_L8001_67N_1]

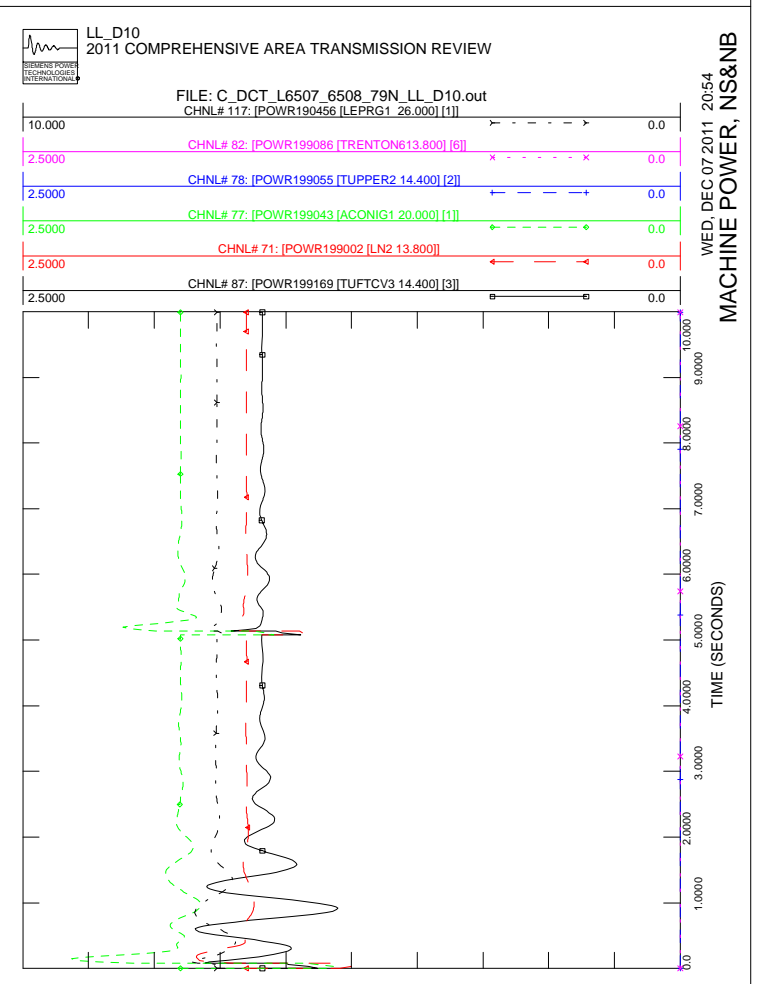
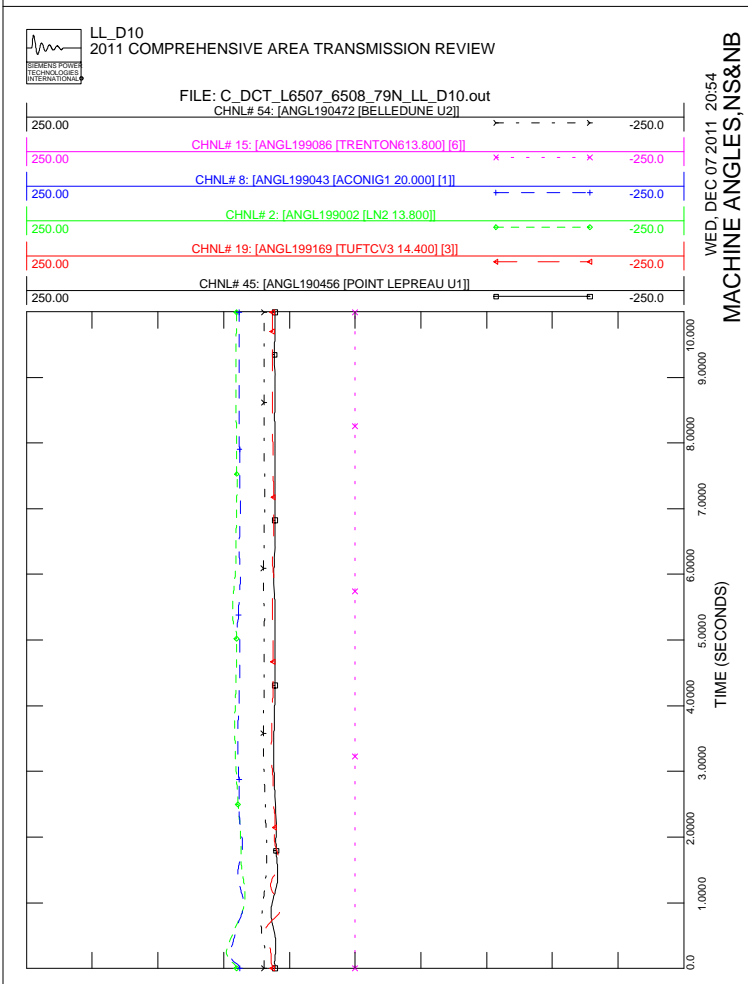
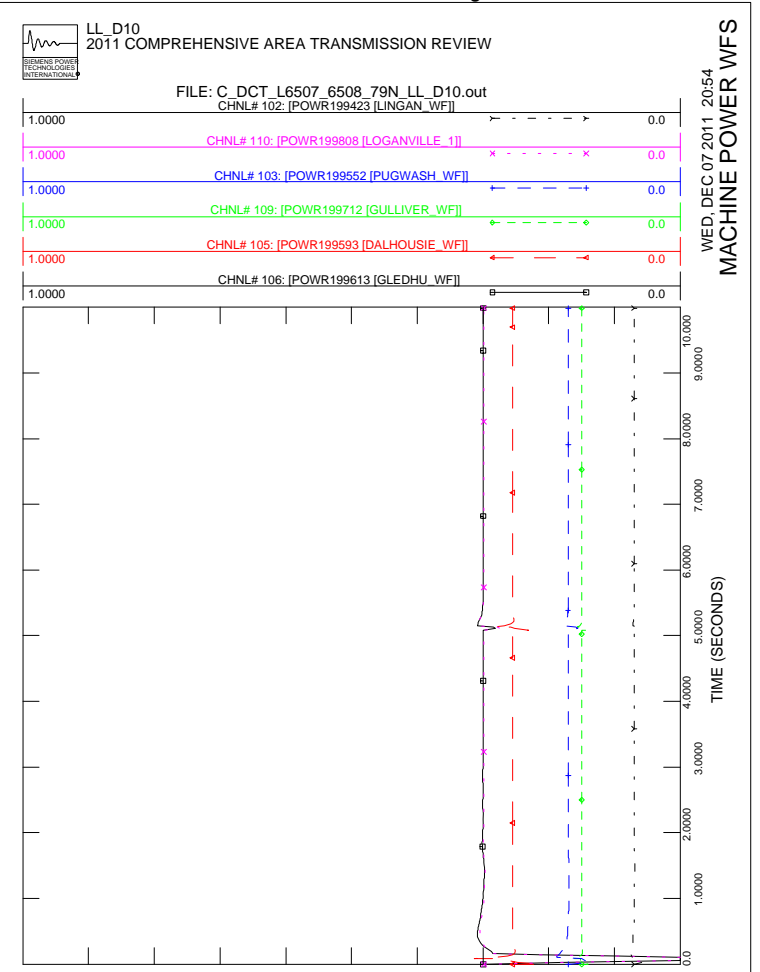
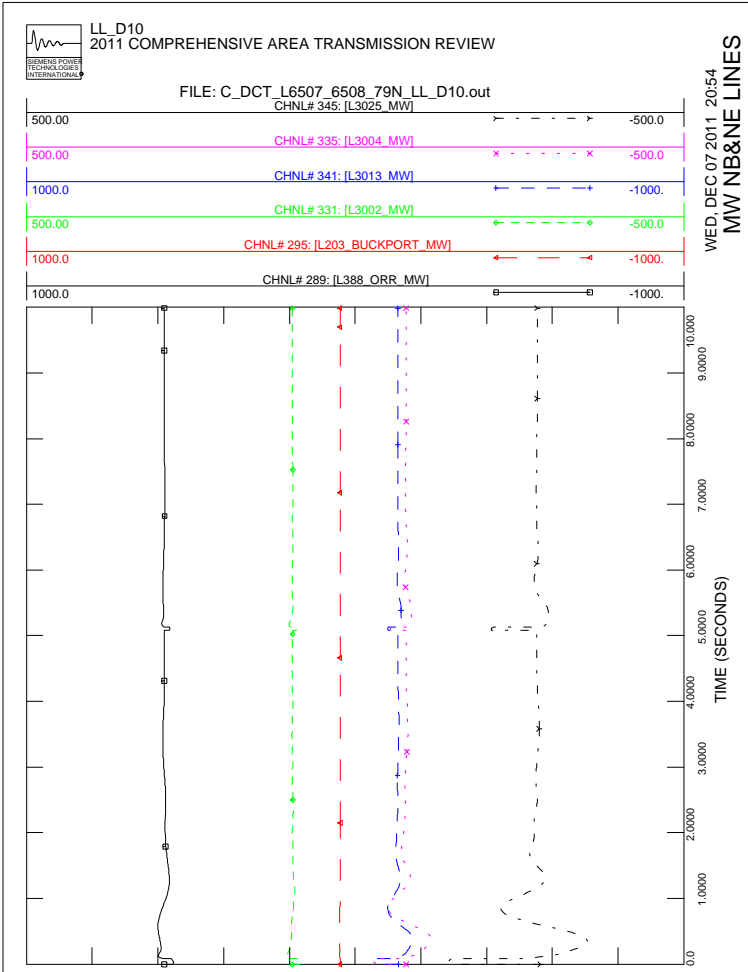








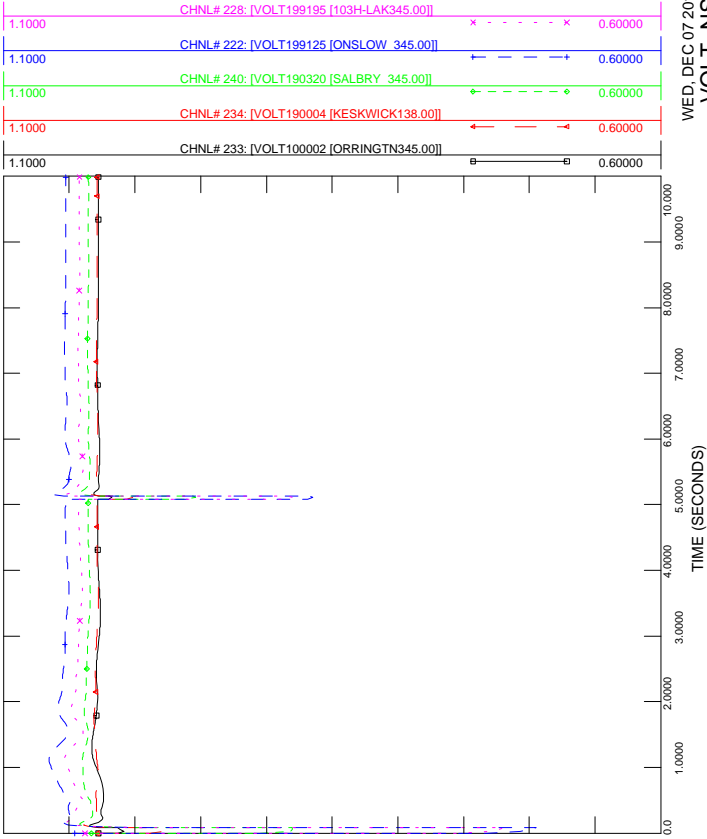






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_LL_D10.out

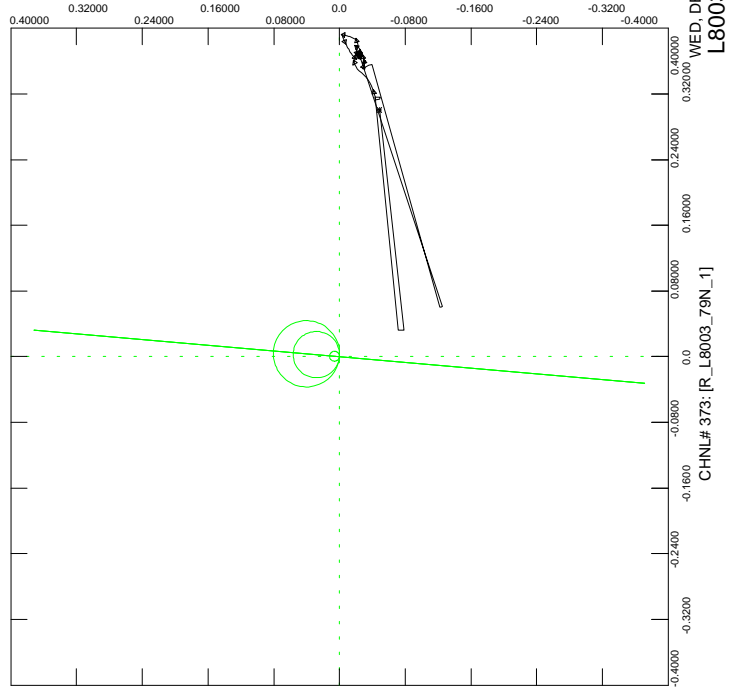


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VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_LL_D10.out
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CHNL# 374: [X_L8003_79N_1]

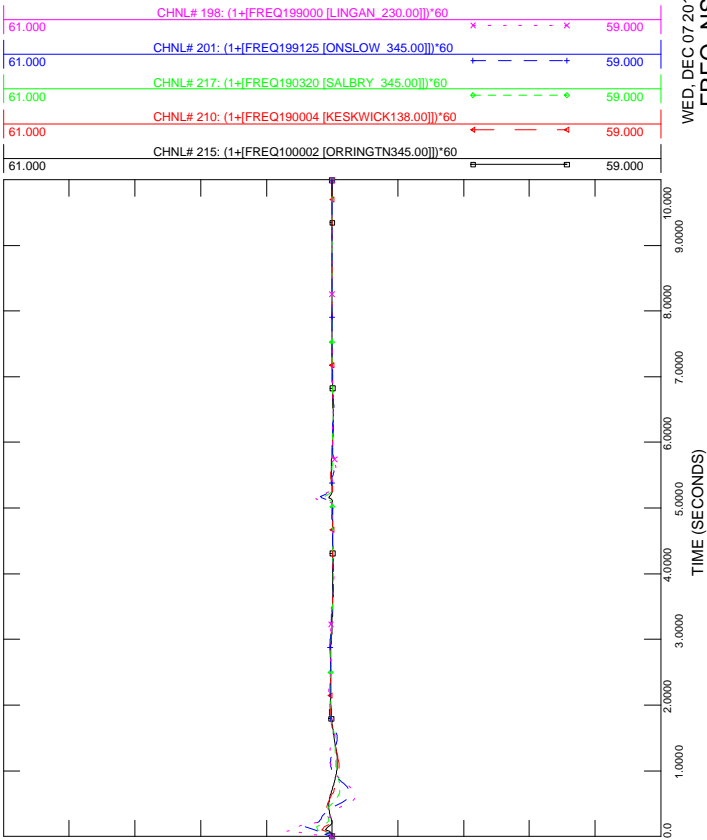


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L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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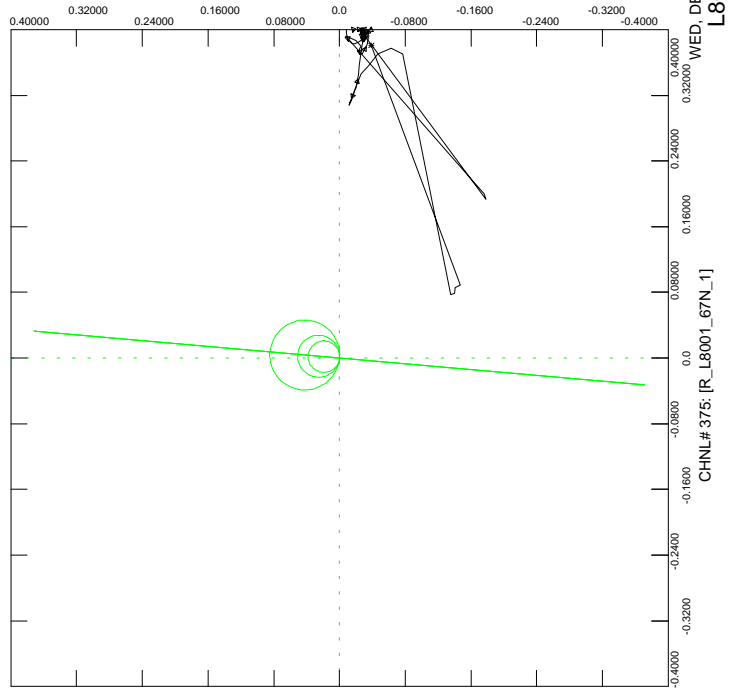


WED, DEC 07 2011 20:54
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6507_6508_79N_LL_D10.out
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CHNL# 376: [X_L8001_67N_1]

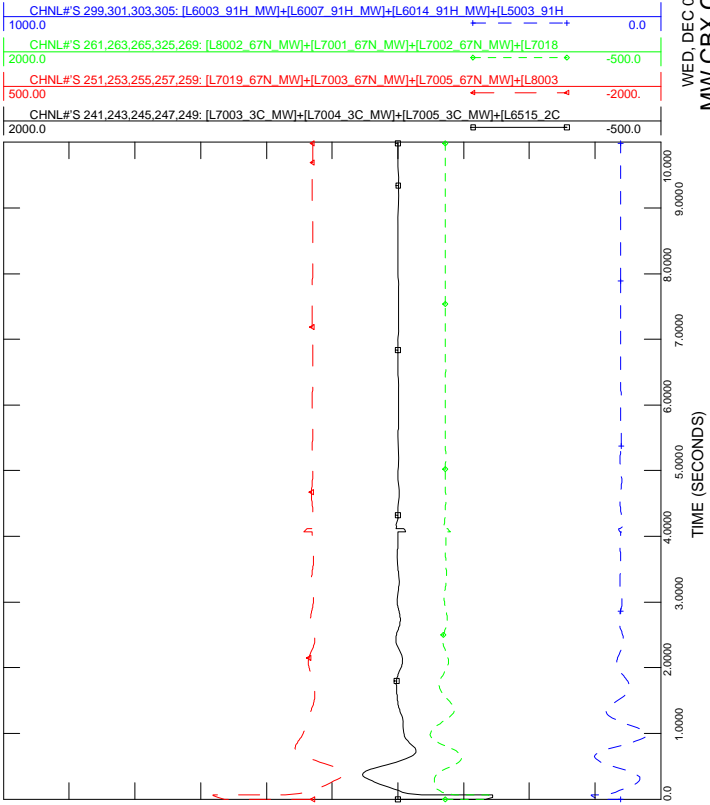


WED, DEC 07 2011 20:54
L8001 AT 67N-ONSLow



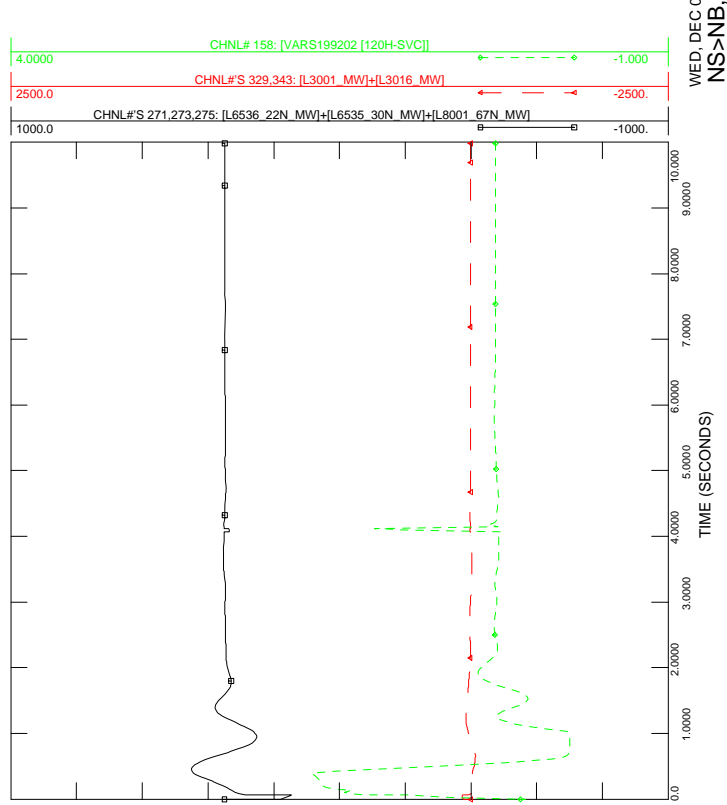
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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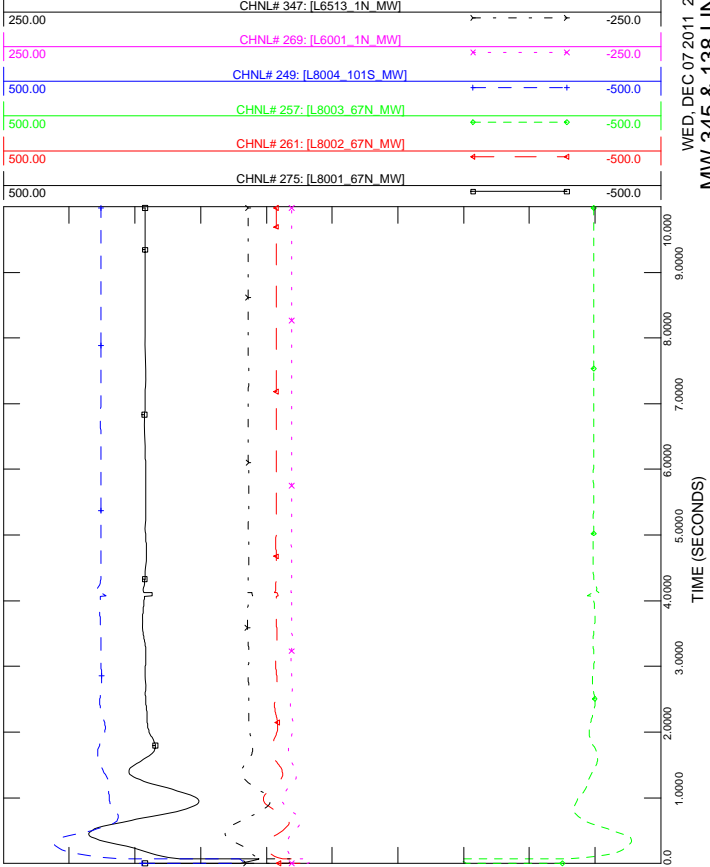
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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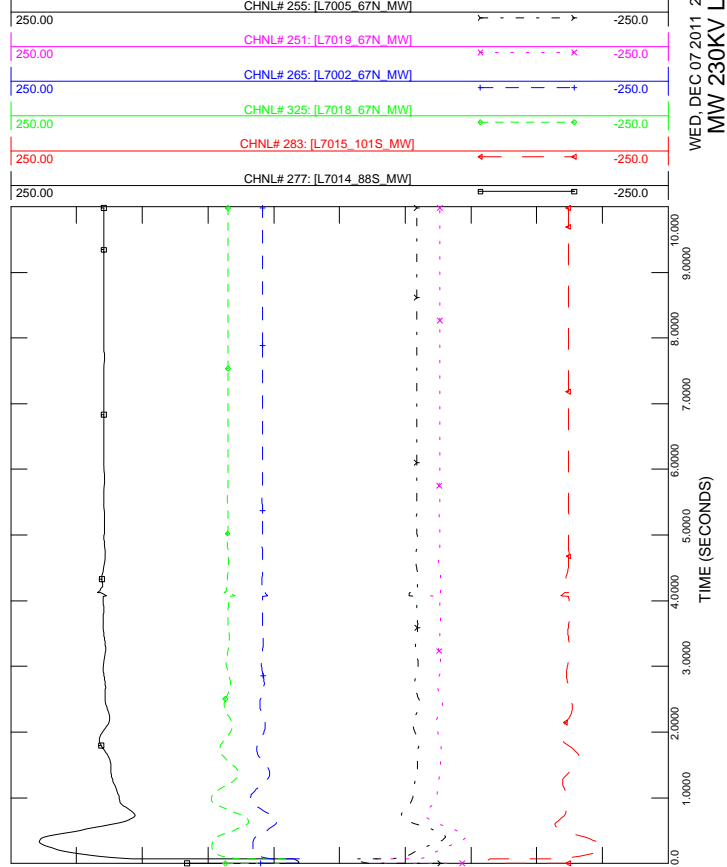
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

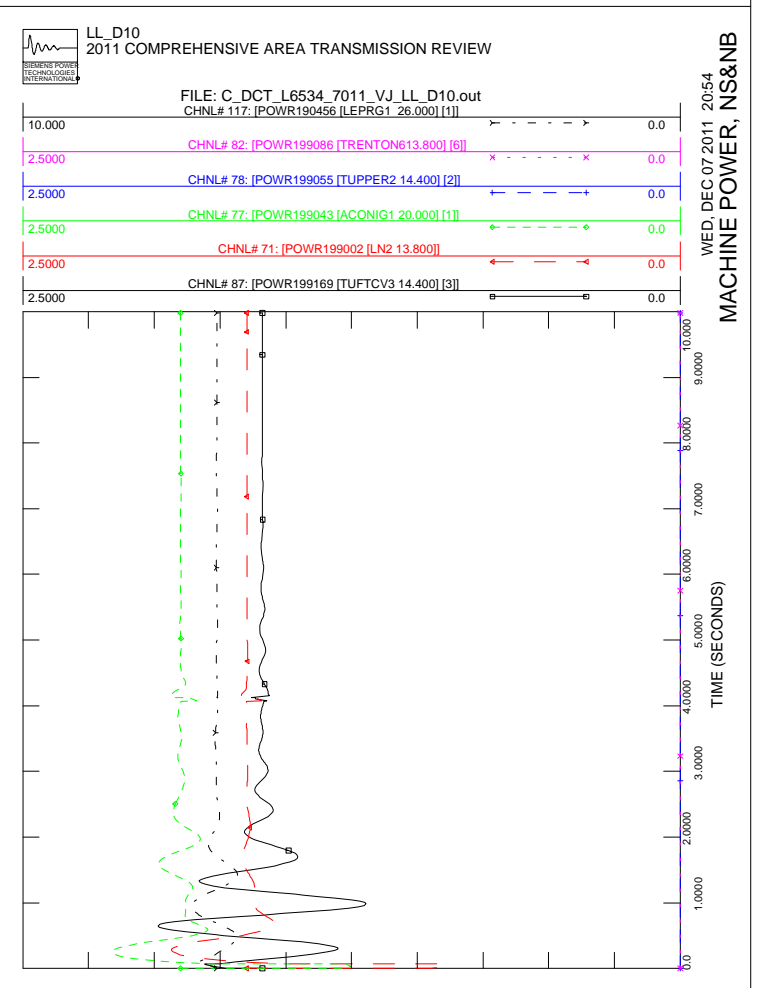
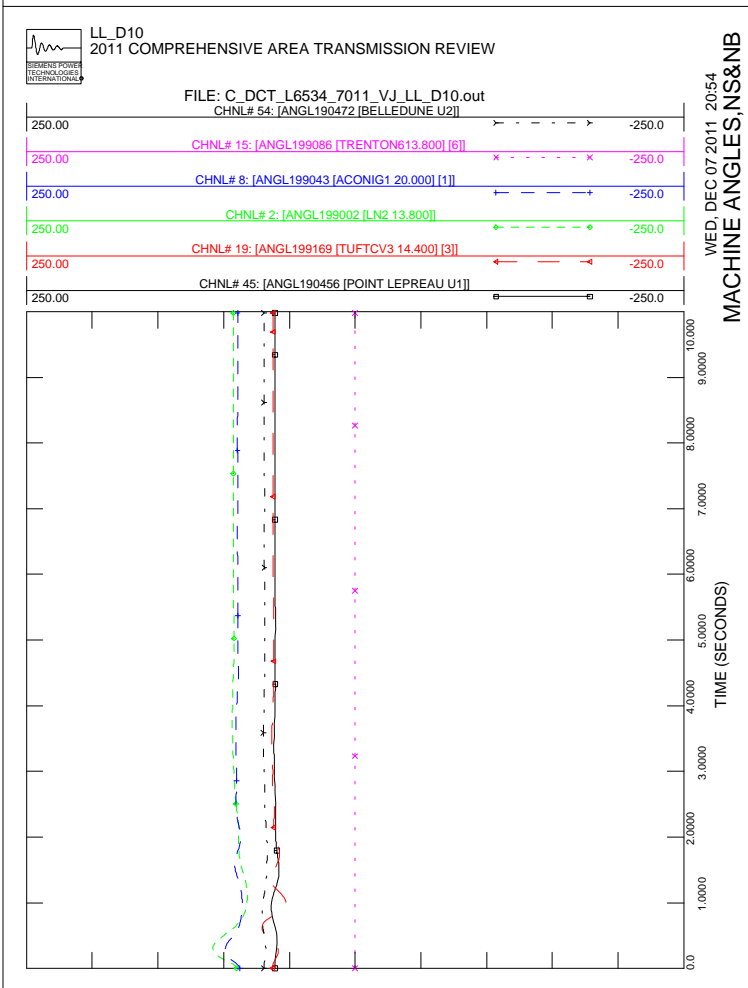
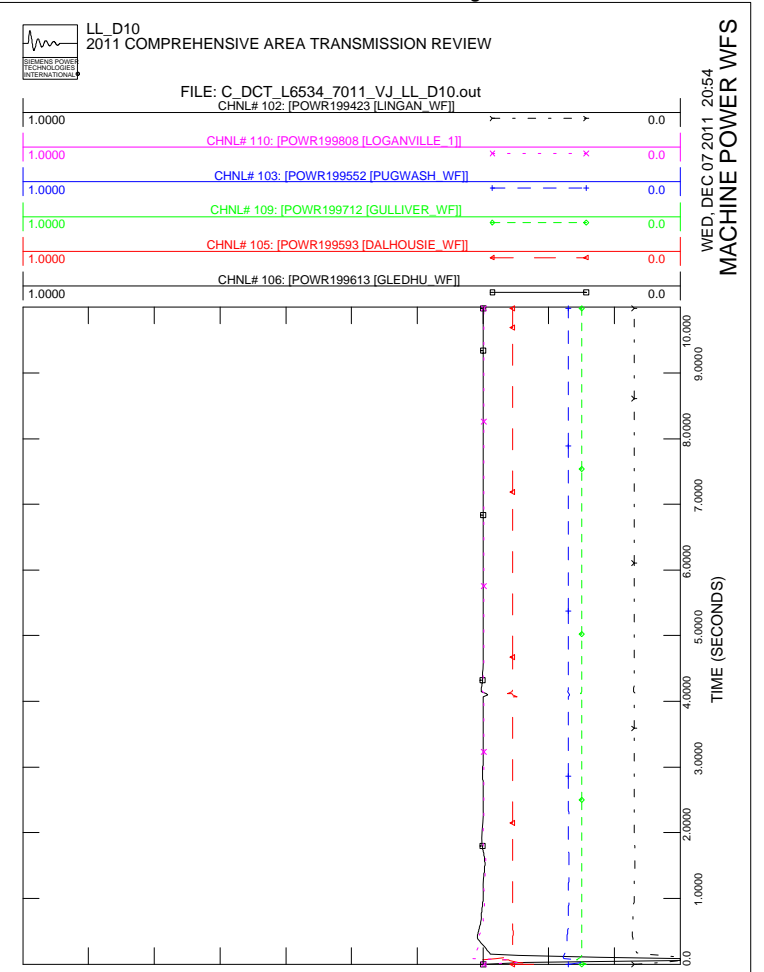
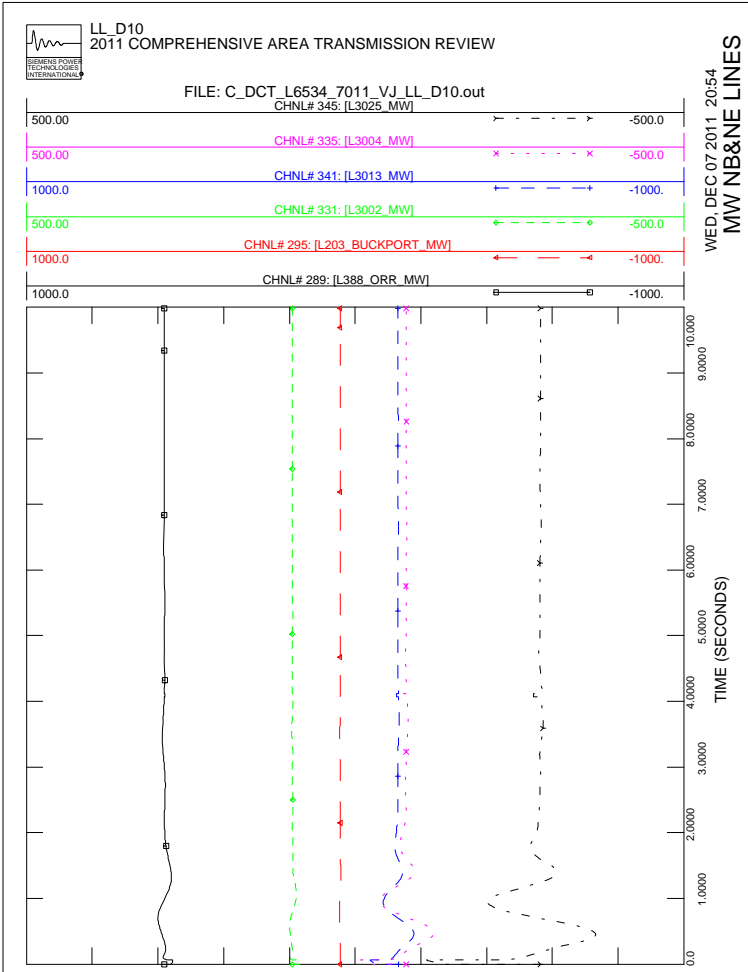
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6534_7011_VJ_LL_D10.out

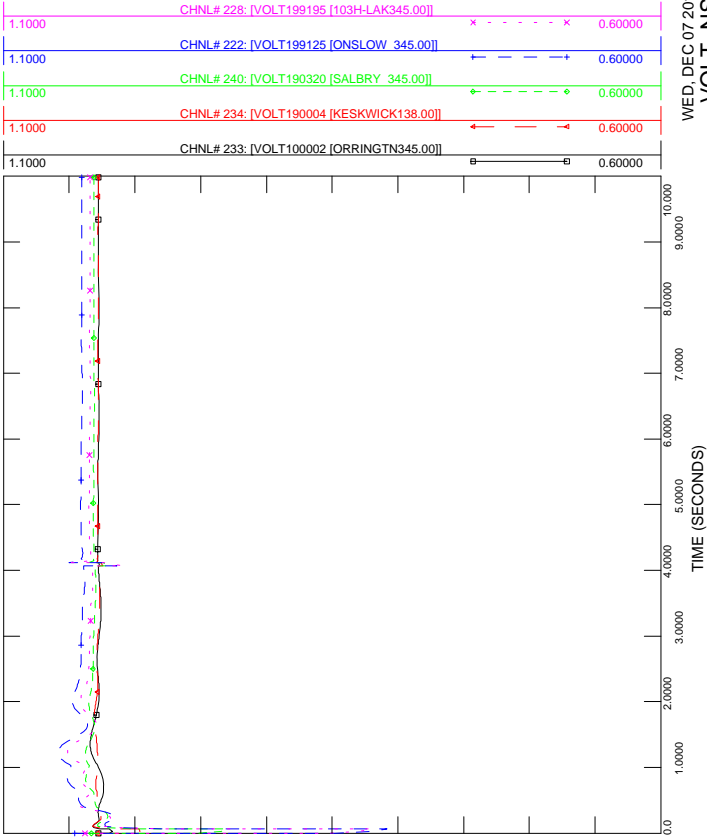






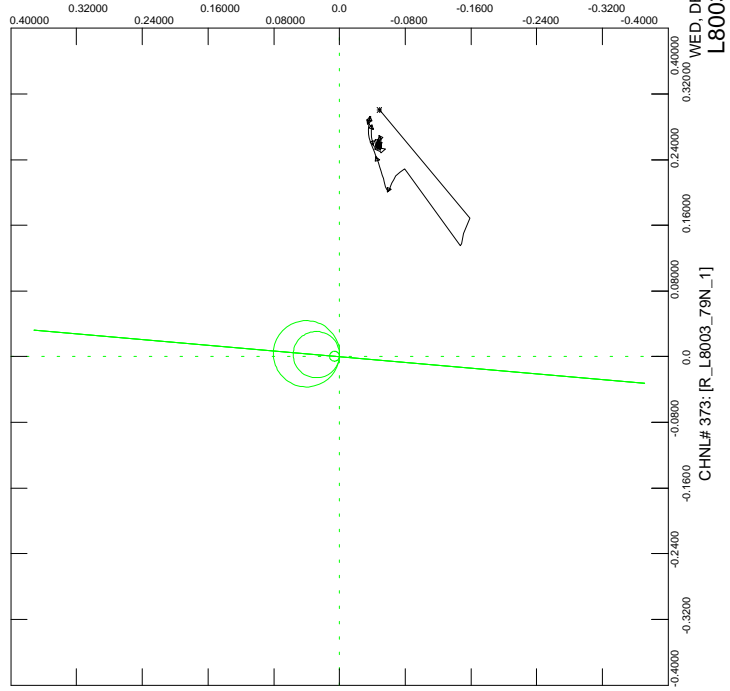
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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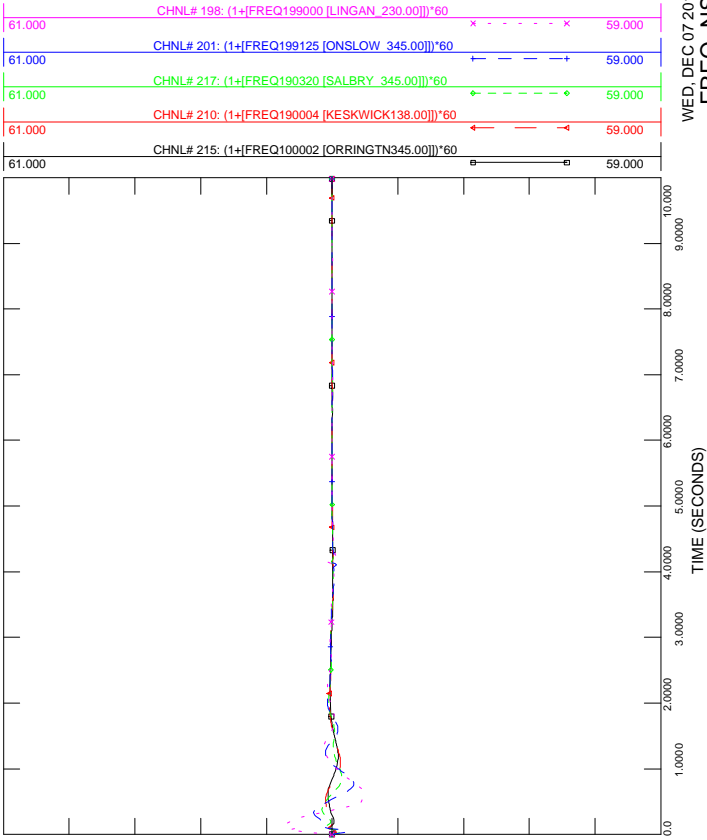
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L6534_7011_VJ_LL_D10.out
RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]



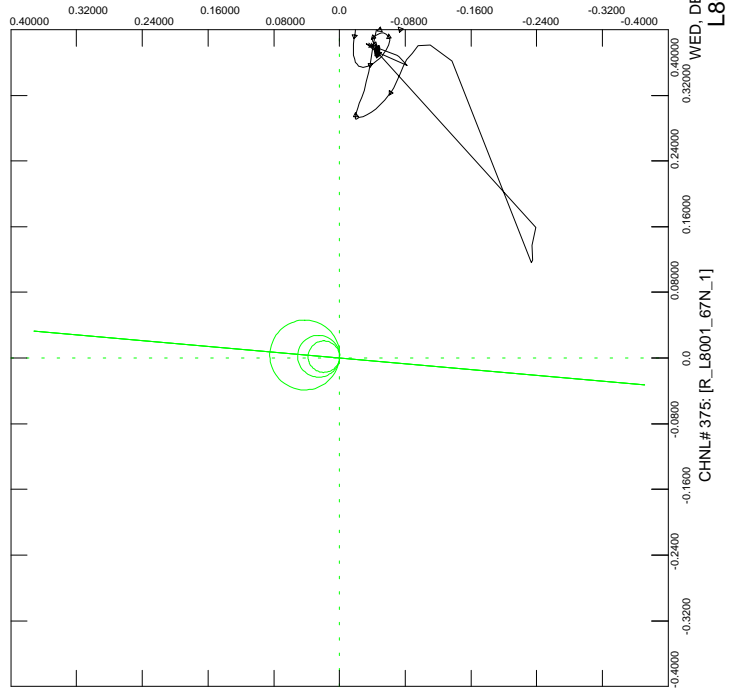
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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LL_D10
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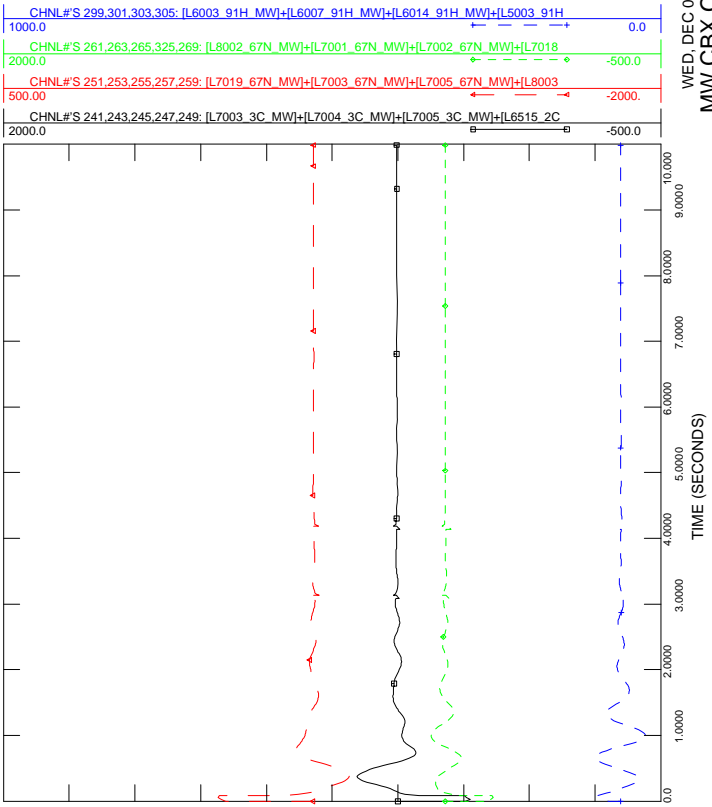
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CHNL# 376: [X_L8001_67N_1]





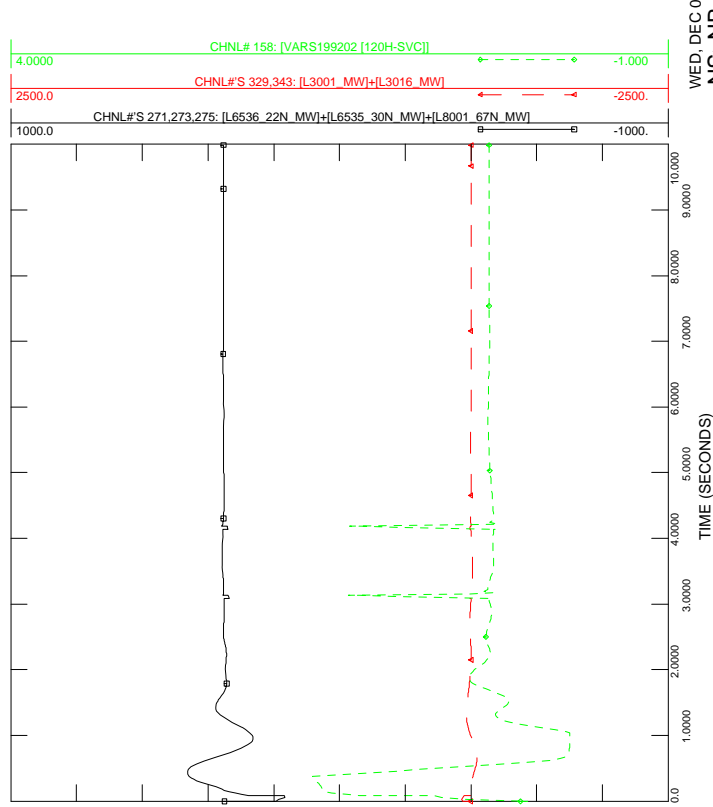
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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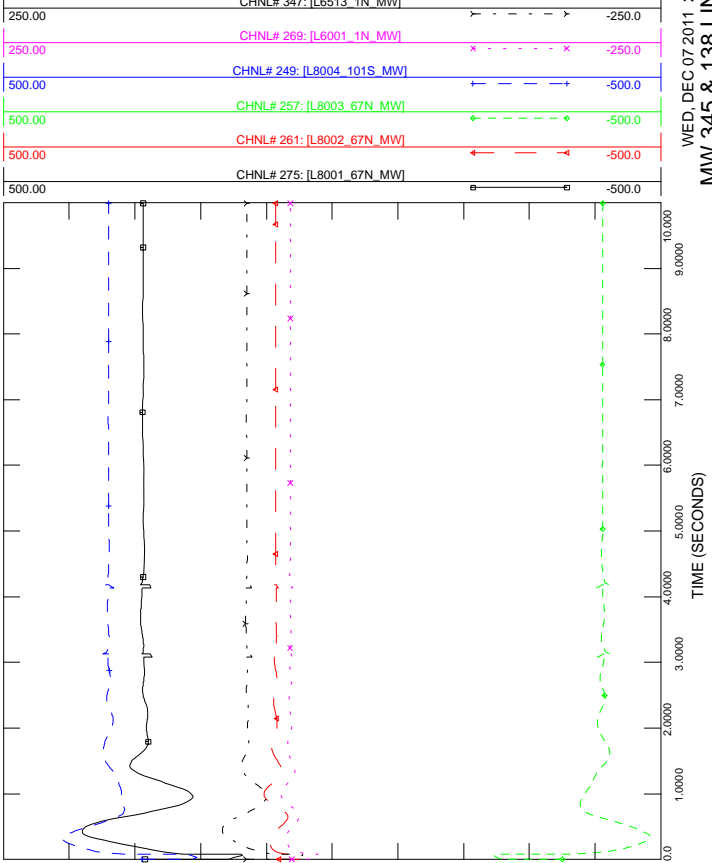
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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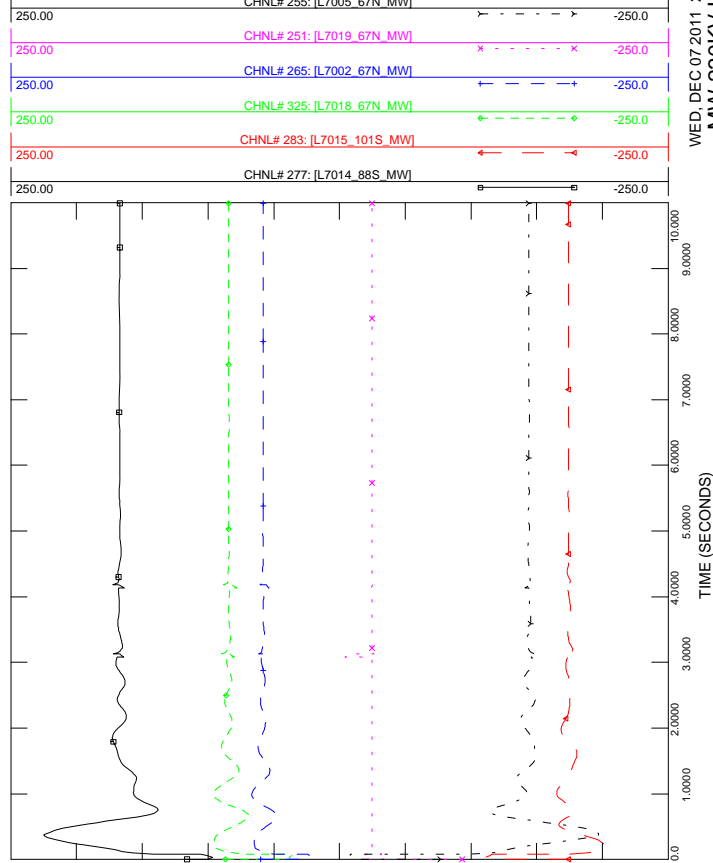
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

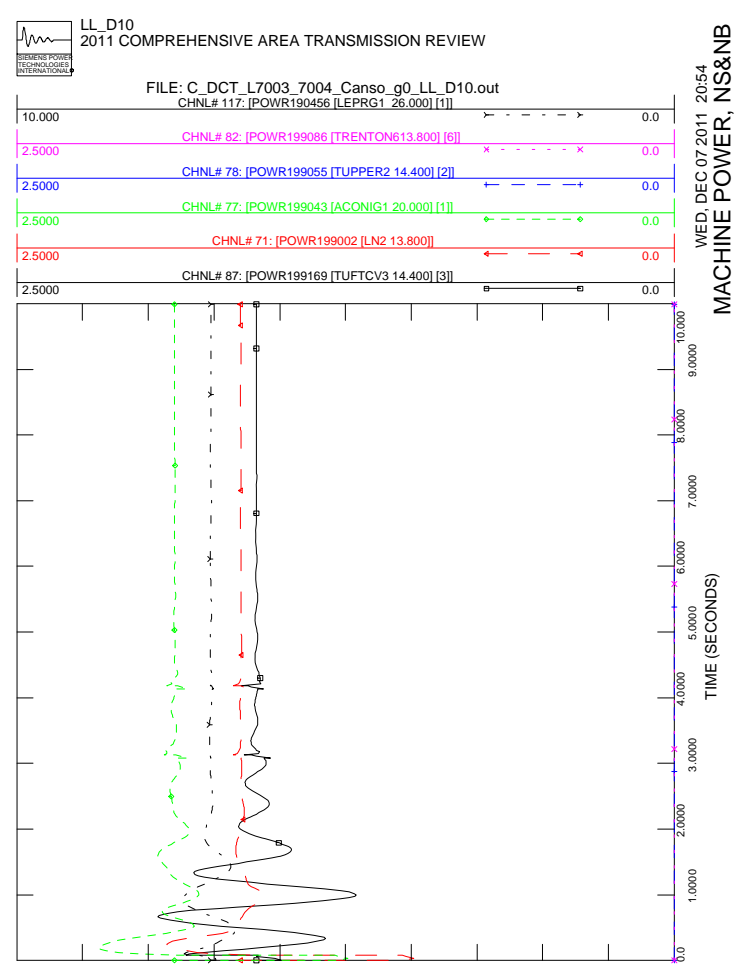
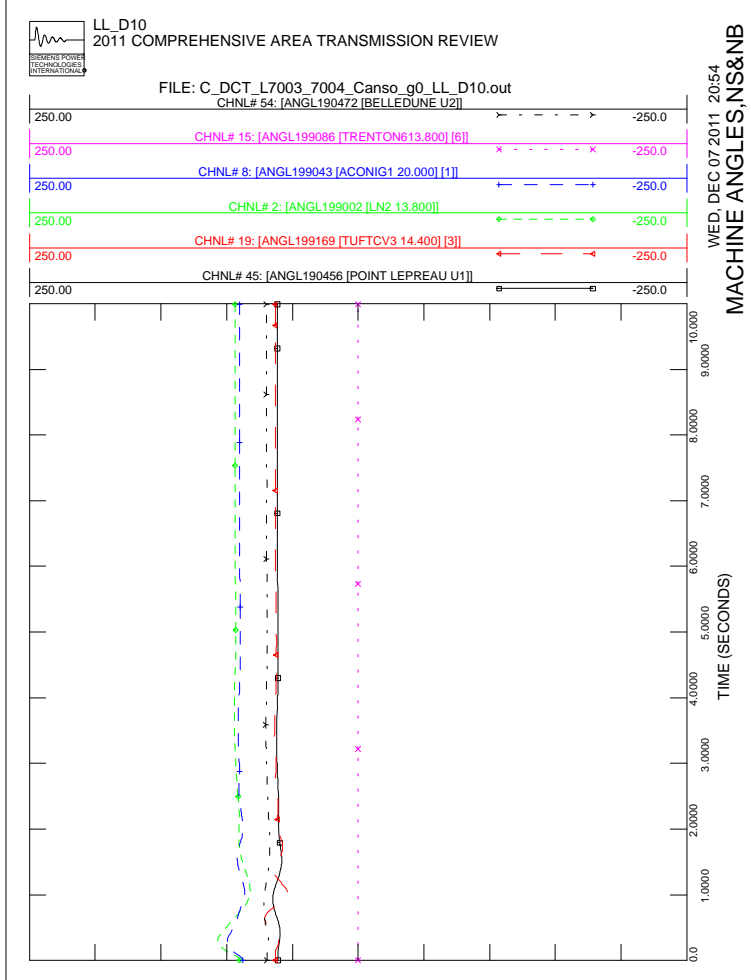
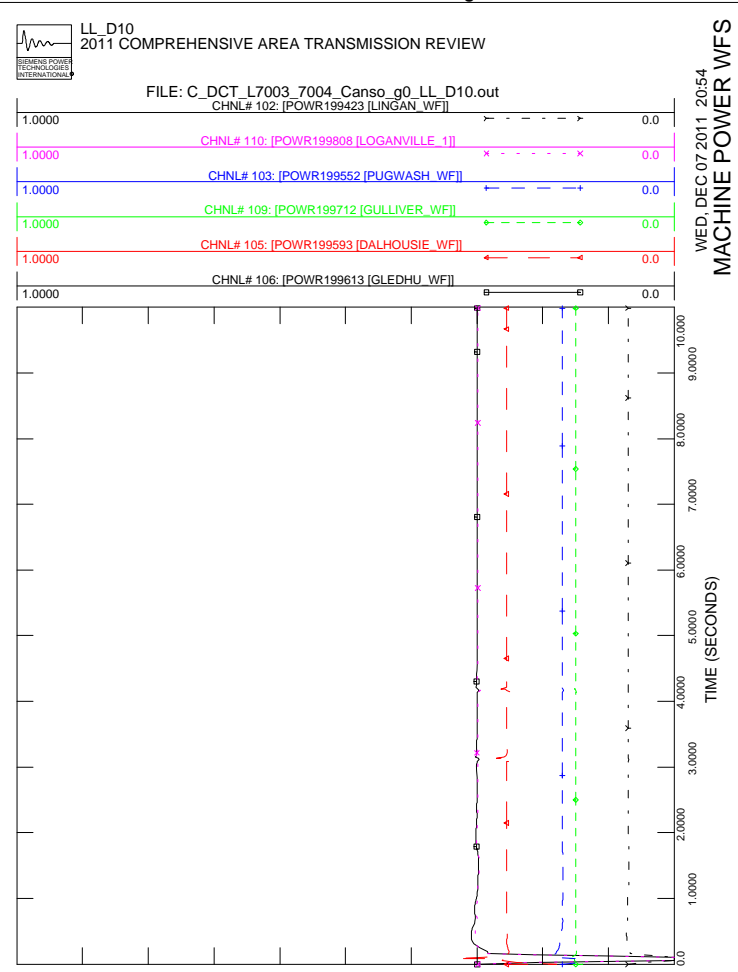
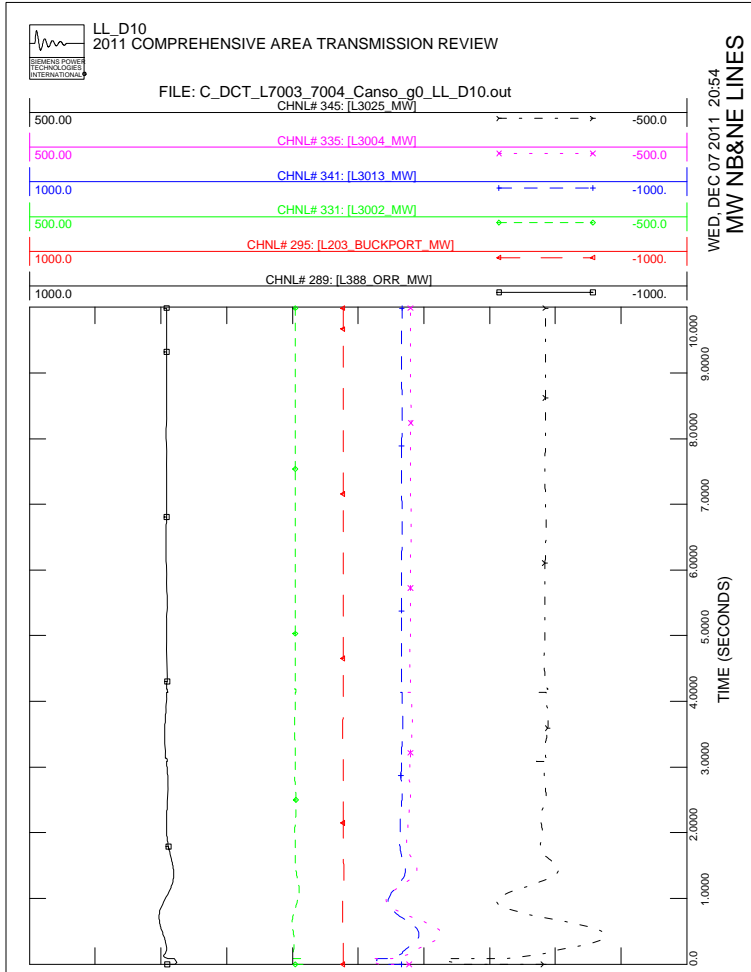
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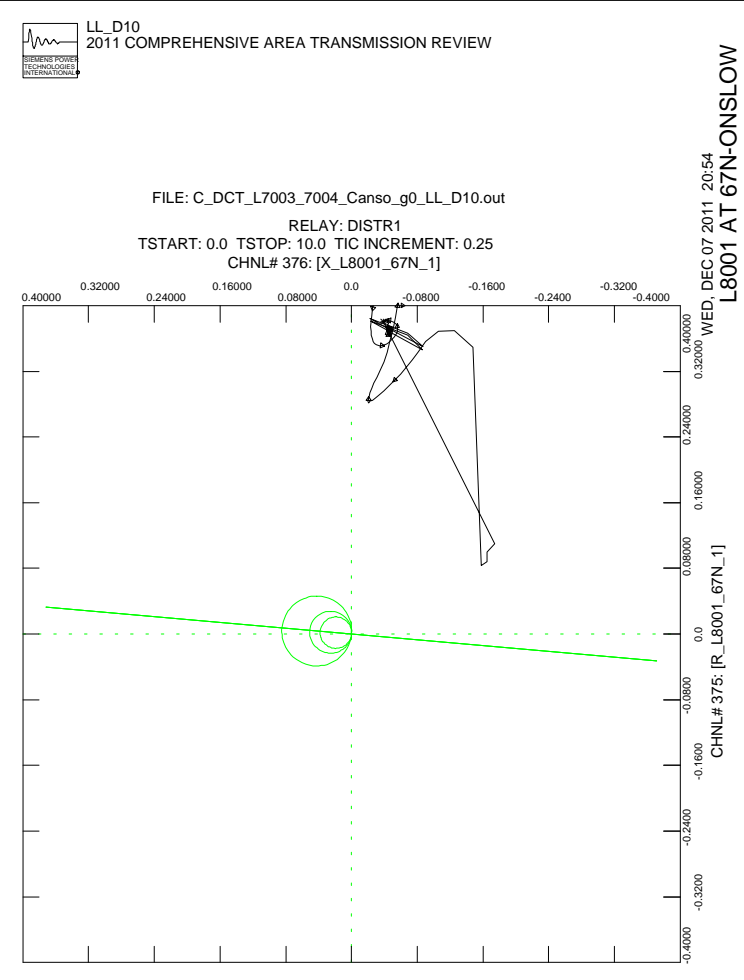
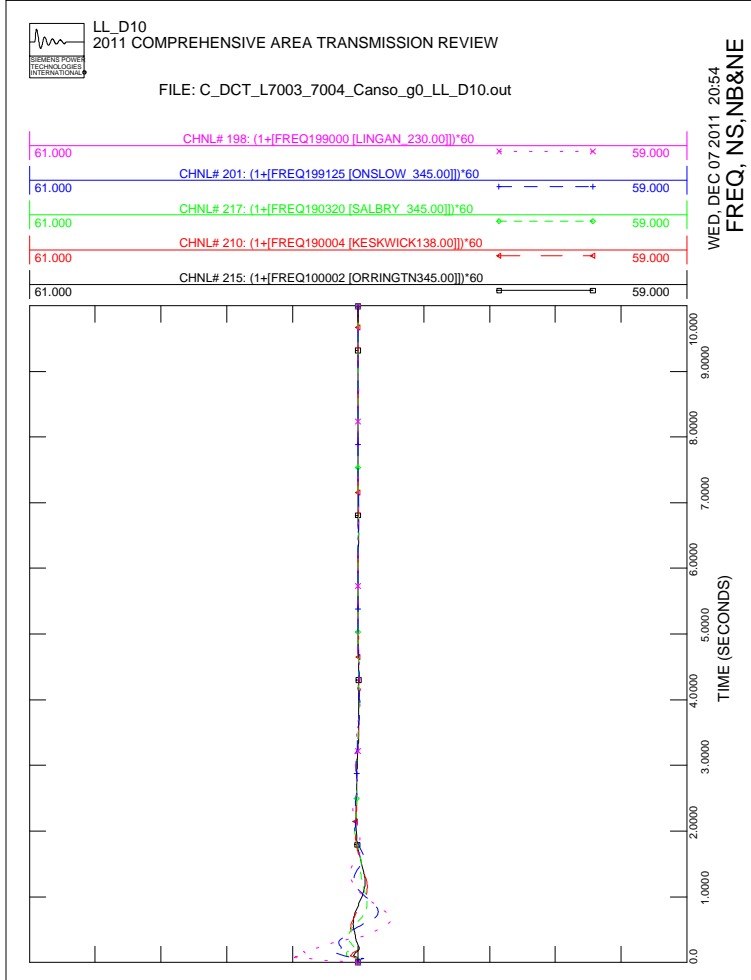
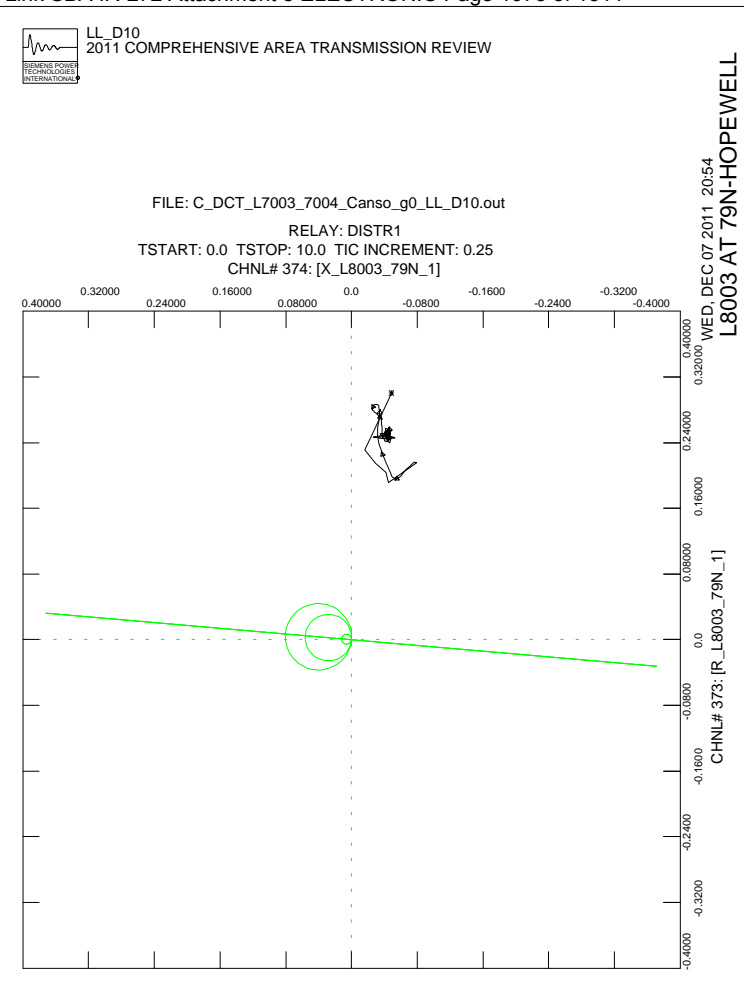
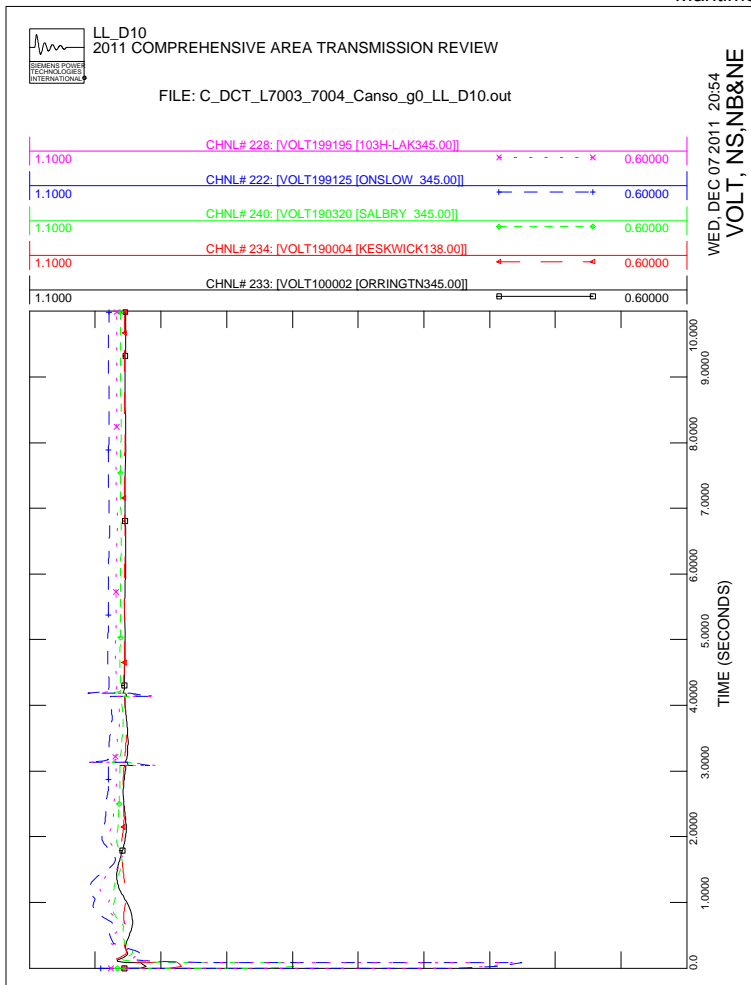


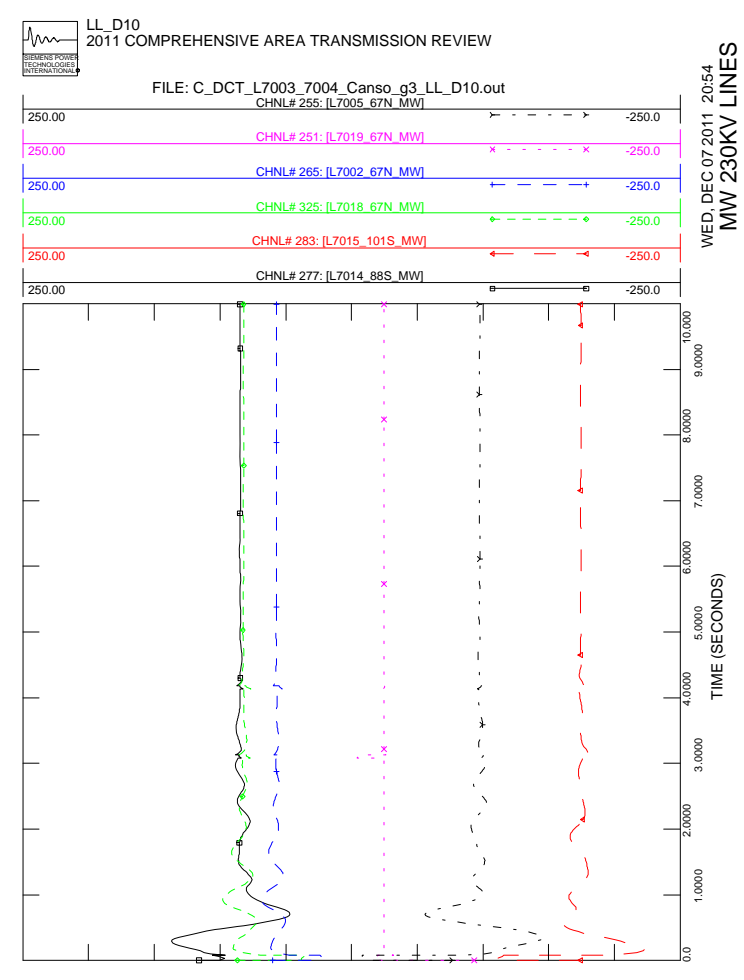
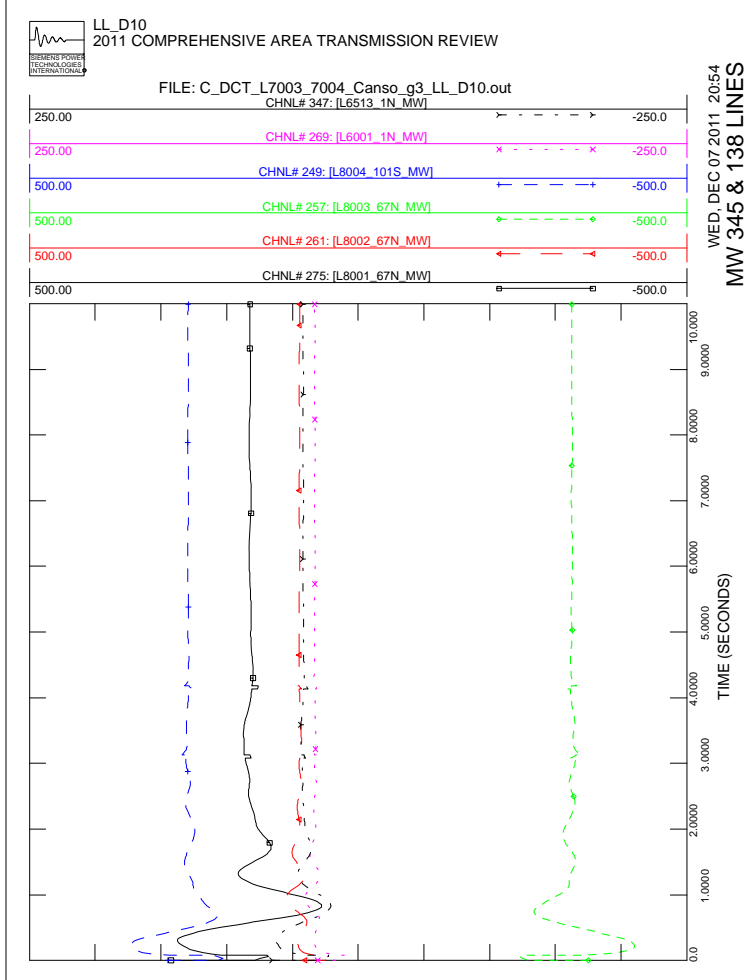
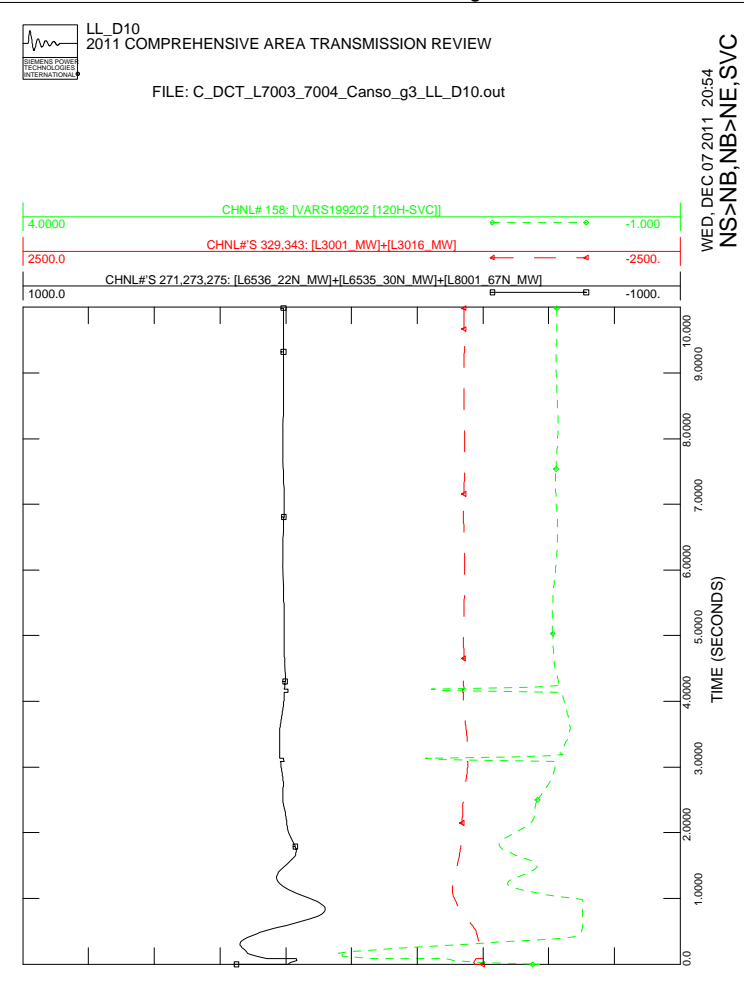
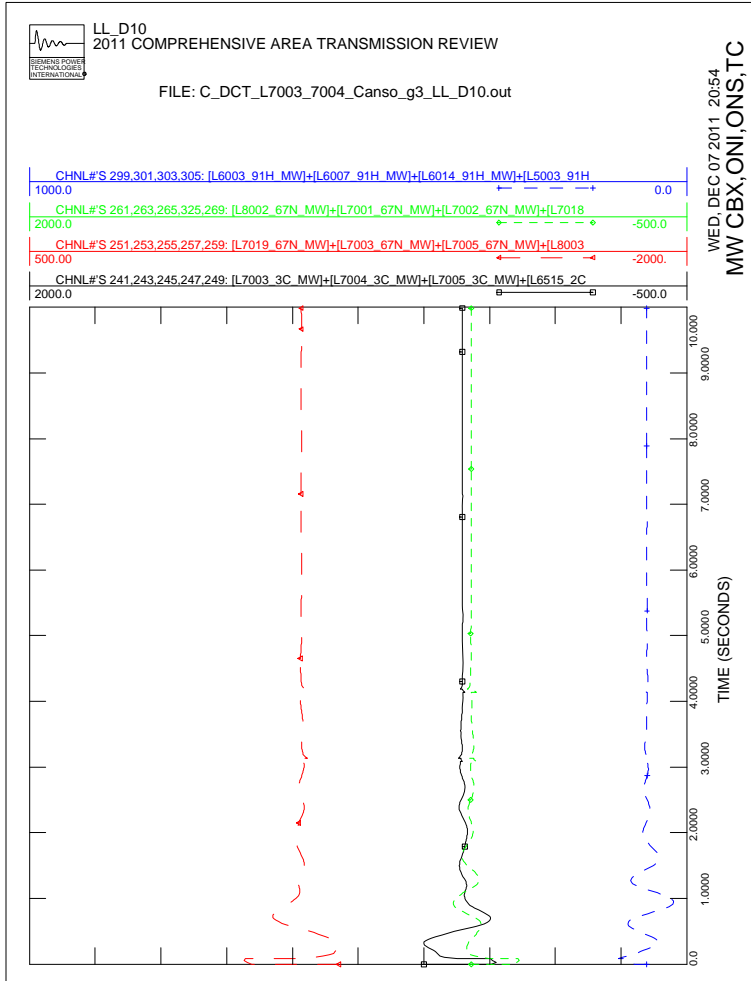
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

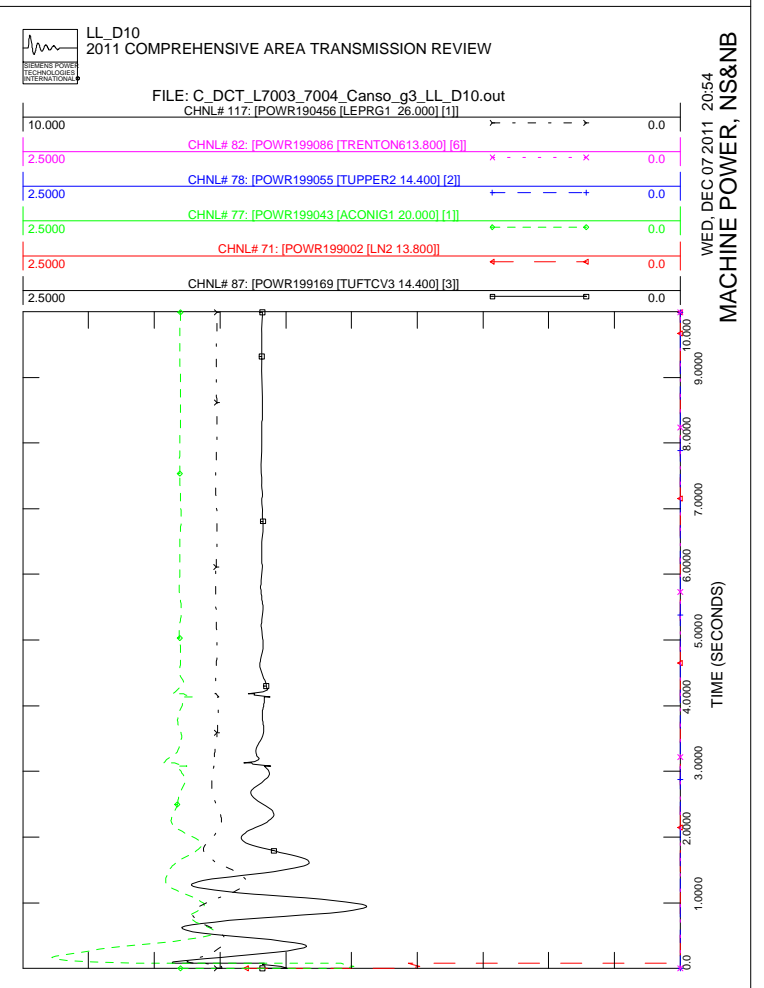
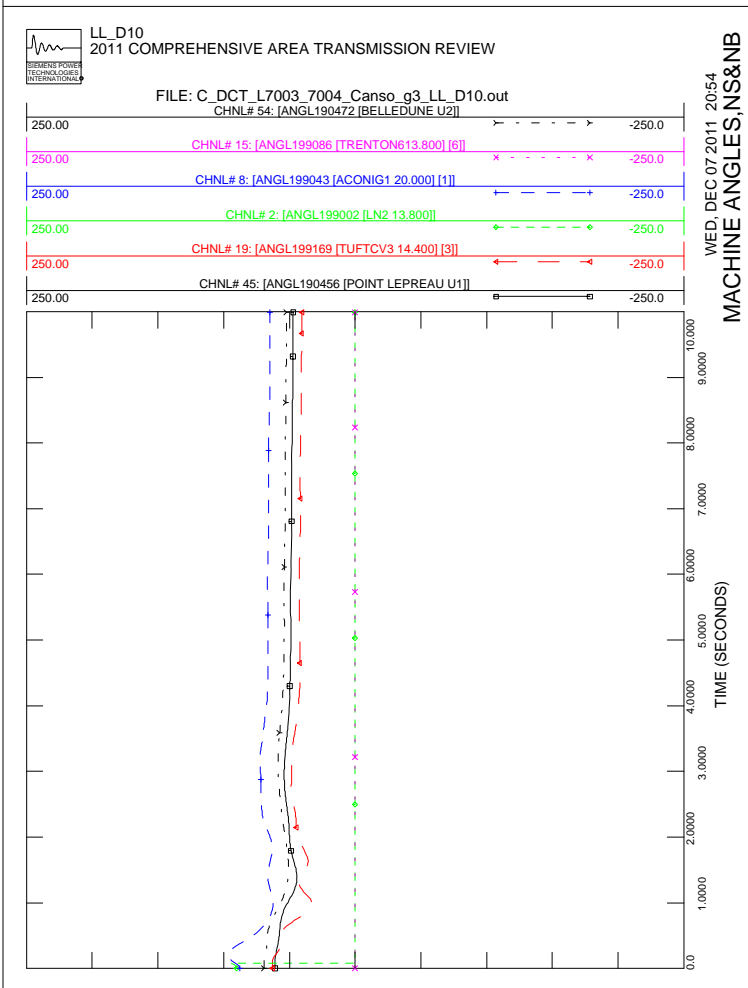
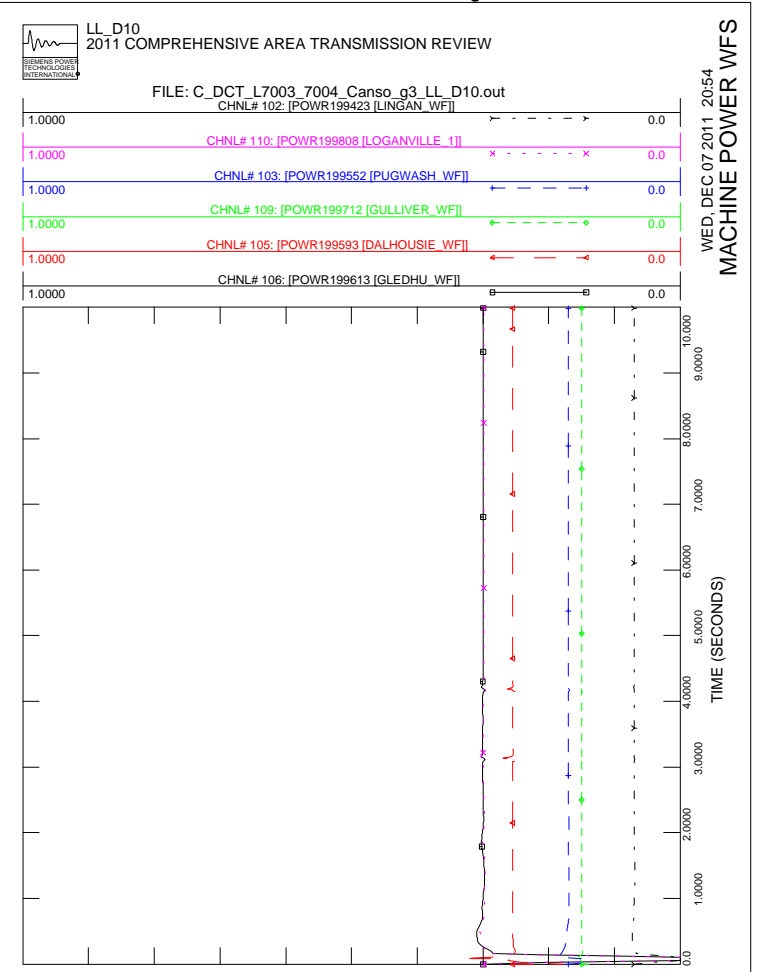
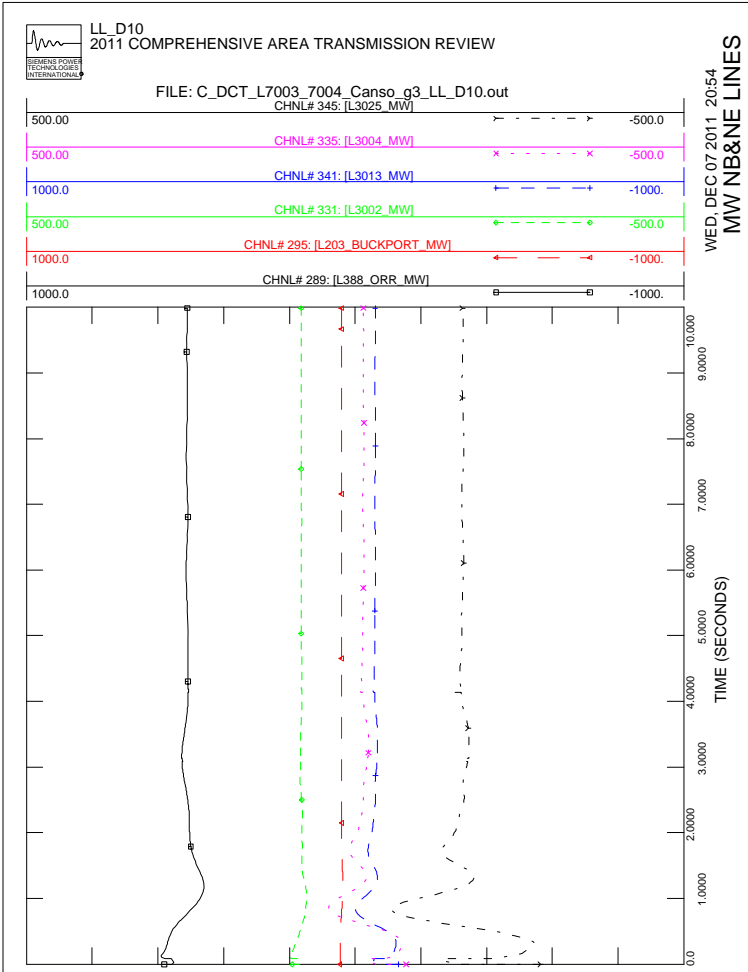
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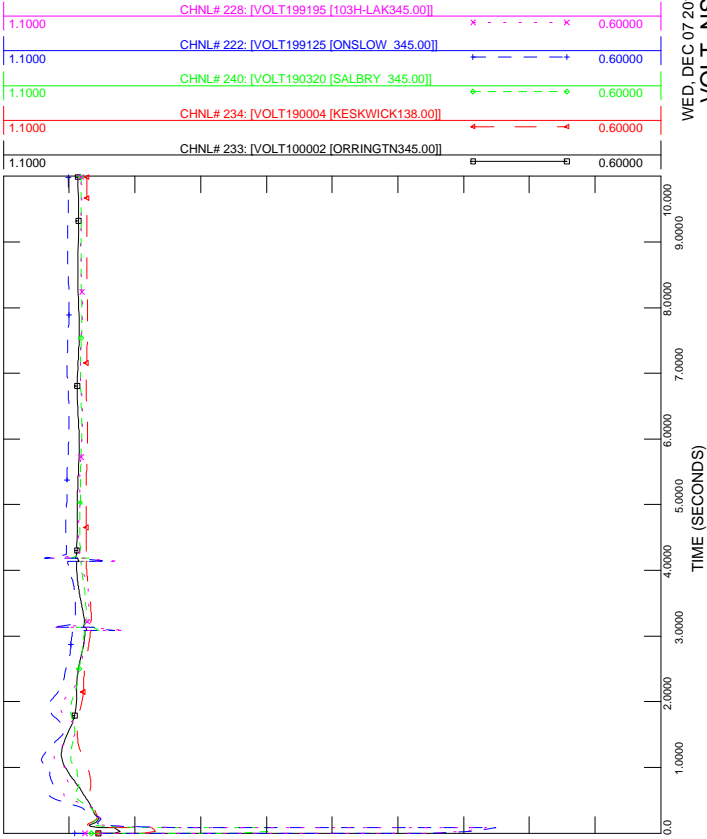






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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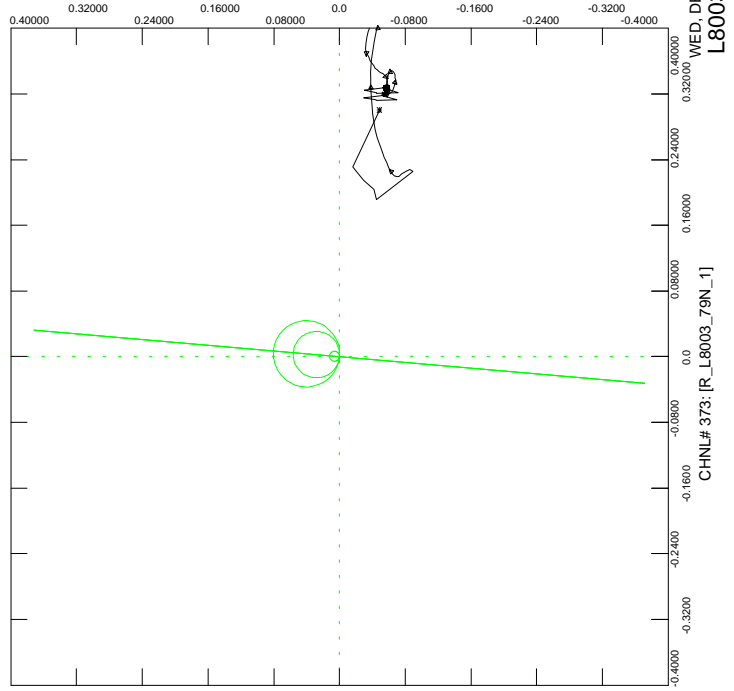


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VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_Canso_g3_LL_D10.out
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CHNL# 374: [X_L8003_79N_1]

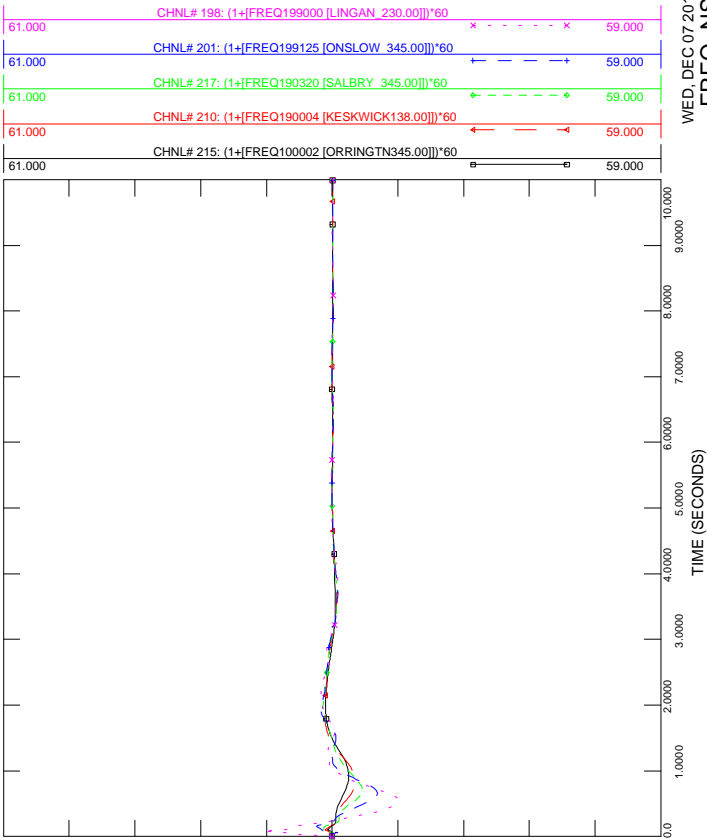


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L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_Canso_g3_LL_D10.out

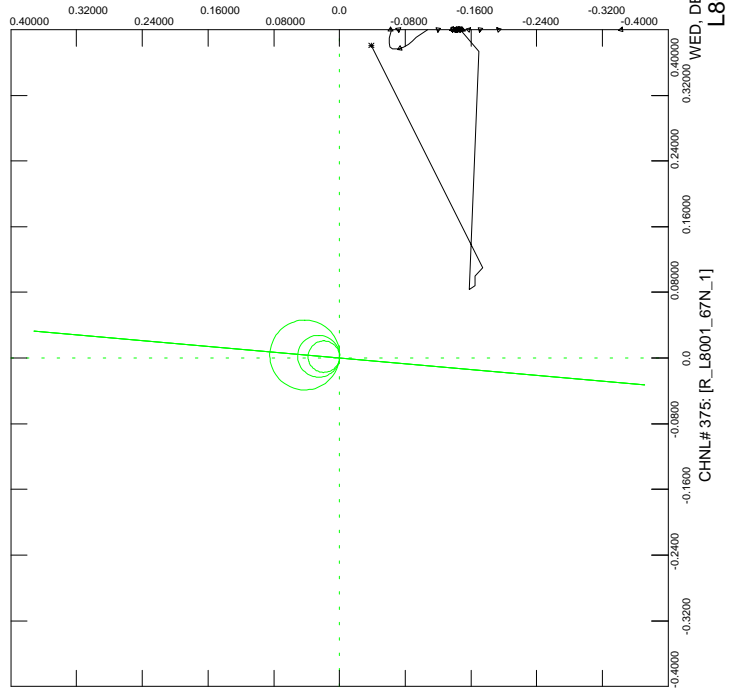


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FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_Canso_g3_LL_D10.out
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CHNL# 376: [X_L8001_67N_1]

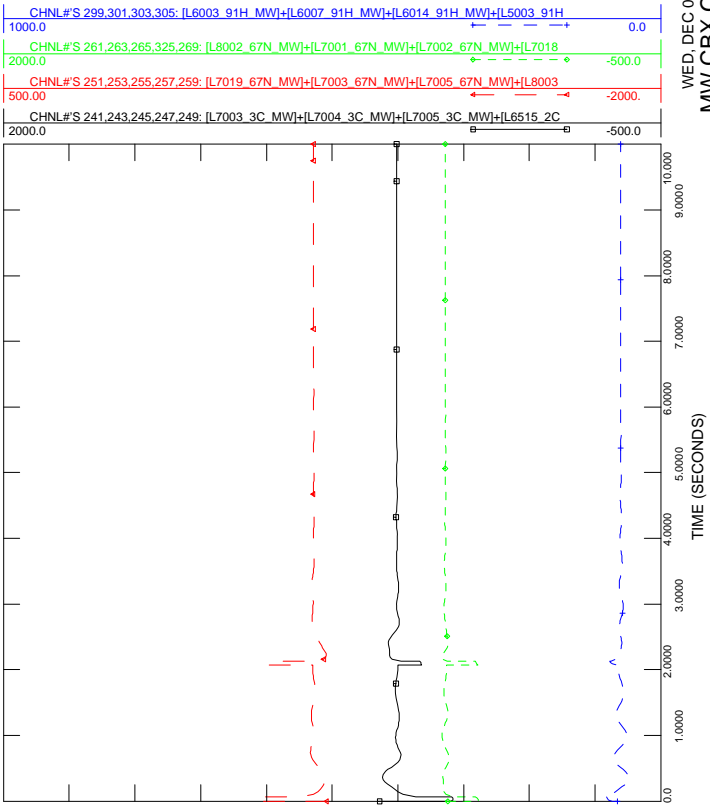


WED, DEC 07 2011 20:54
L8001 AT 67N-ONSLOW



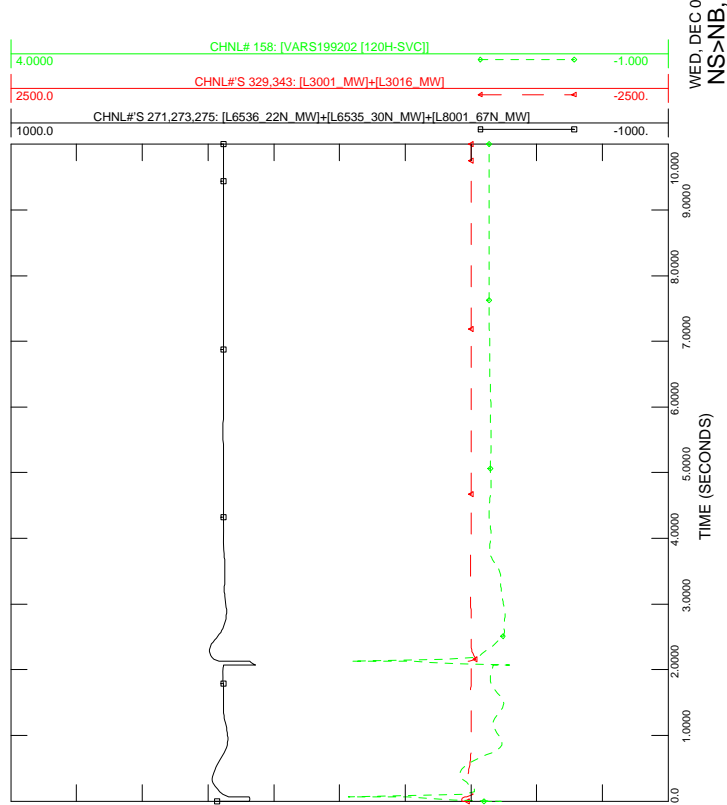
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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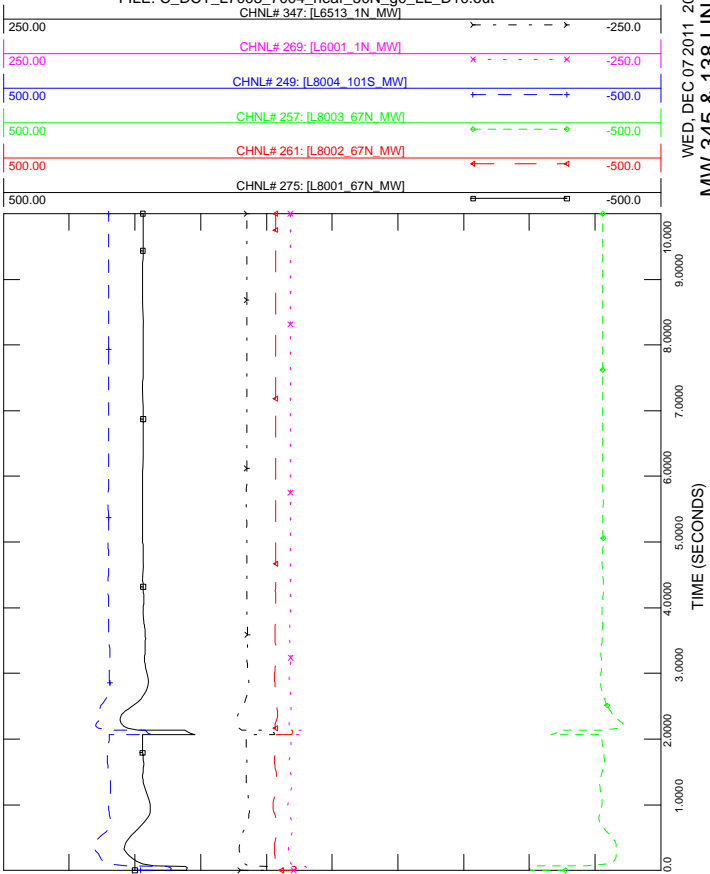
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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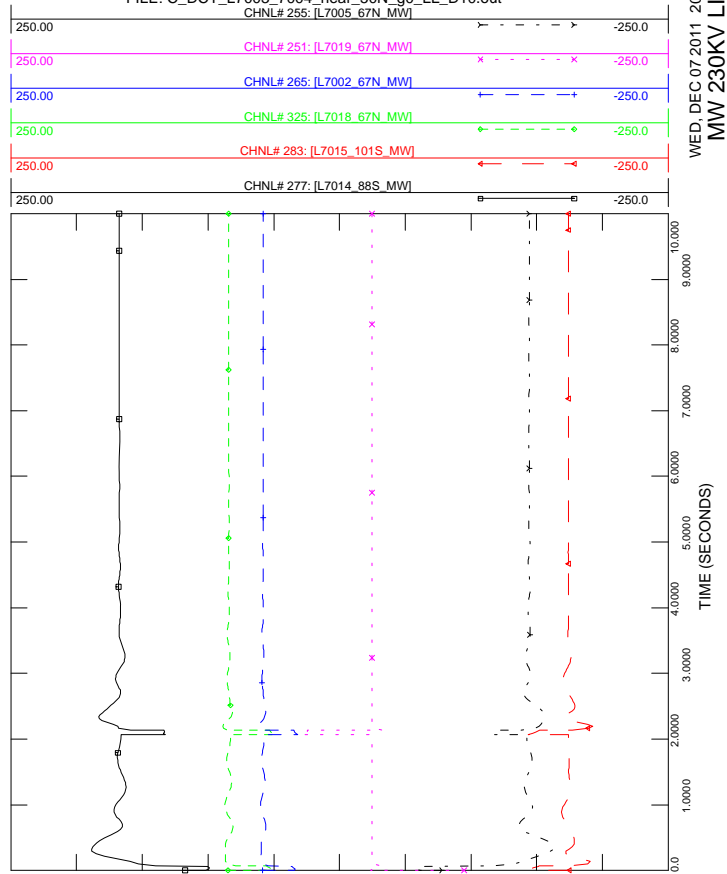
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

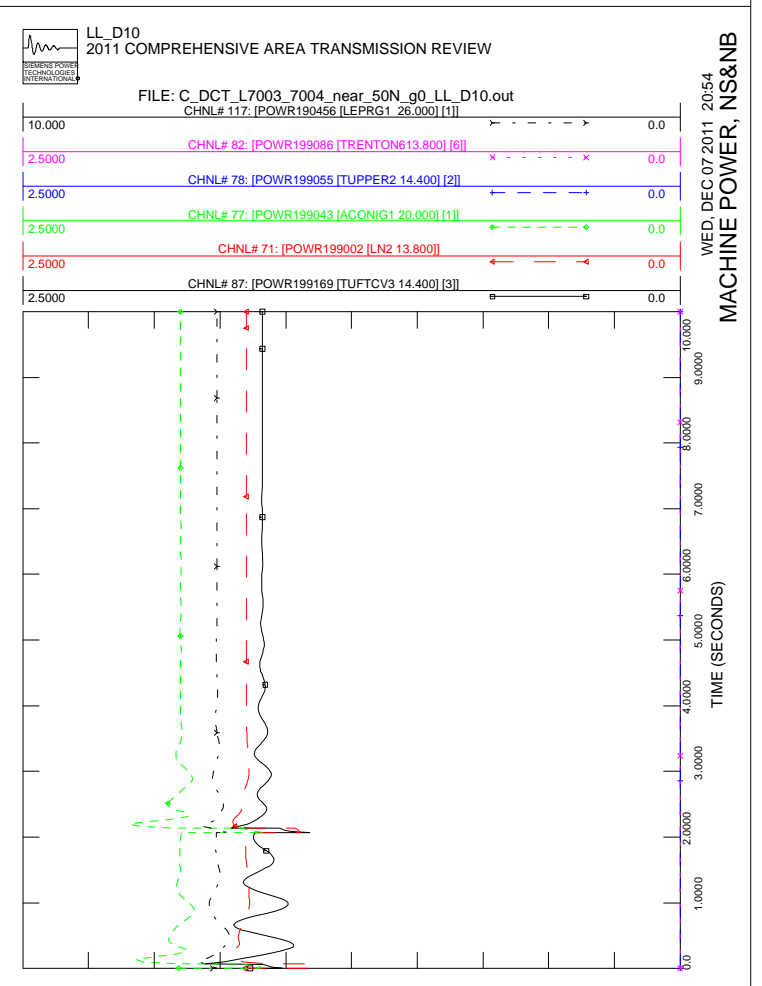
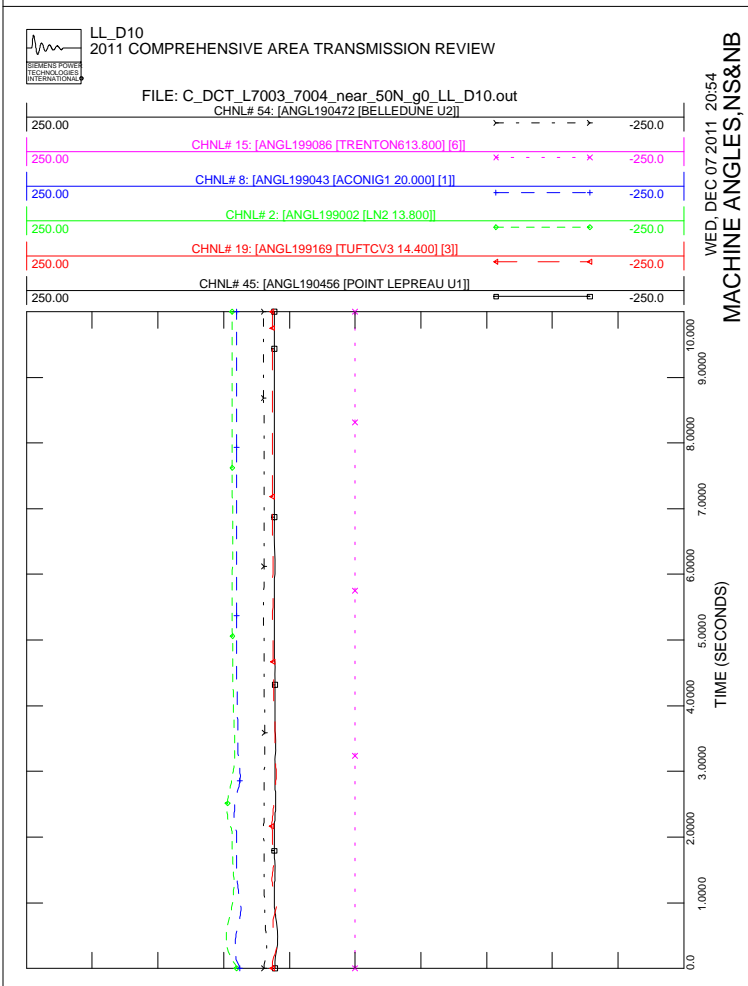
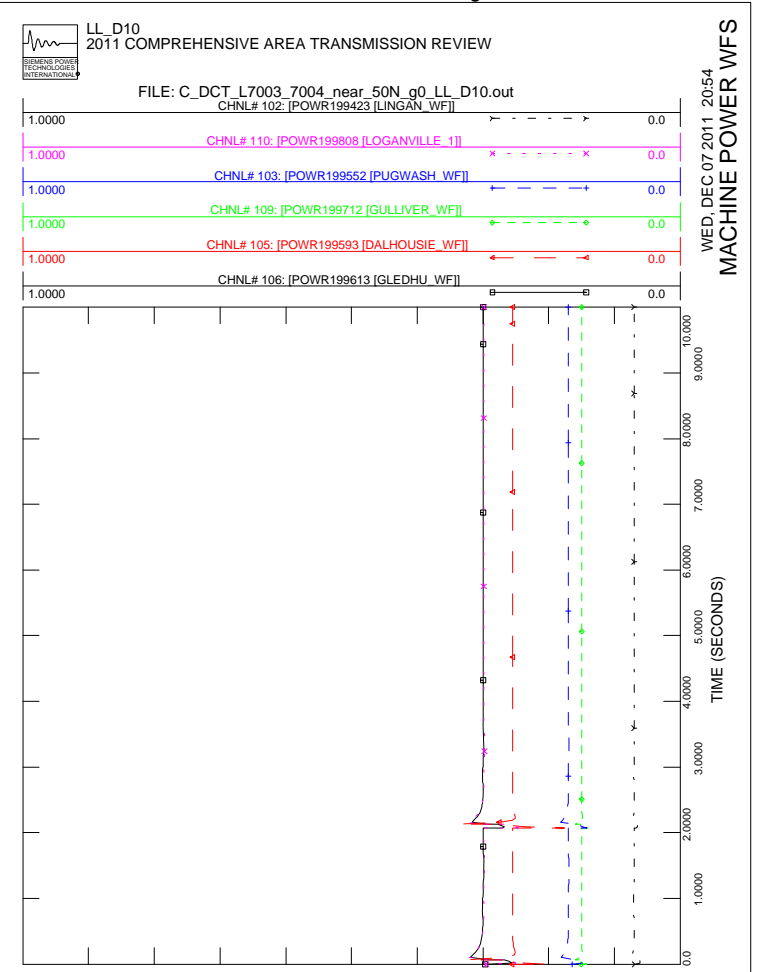
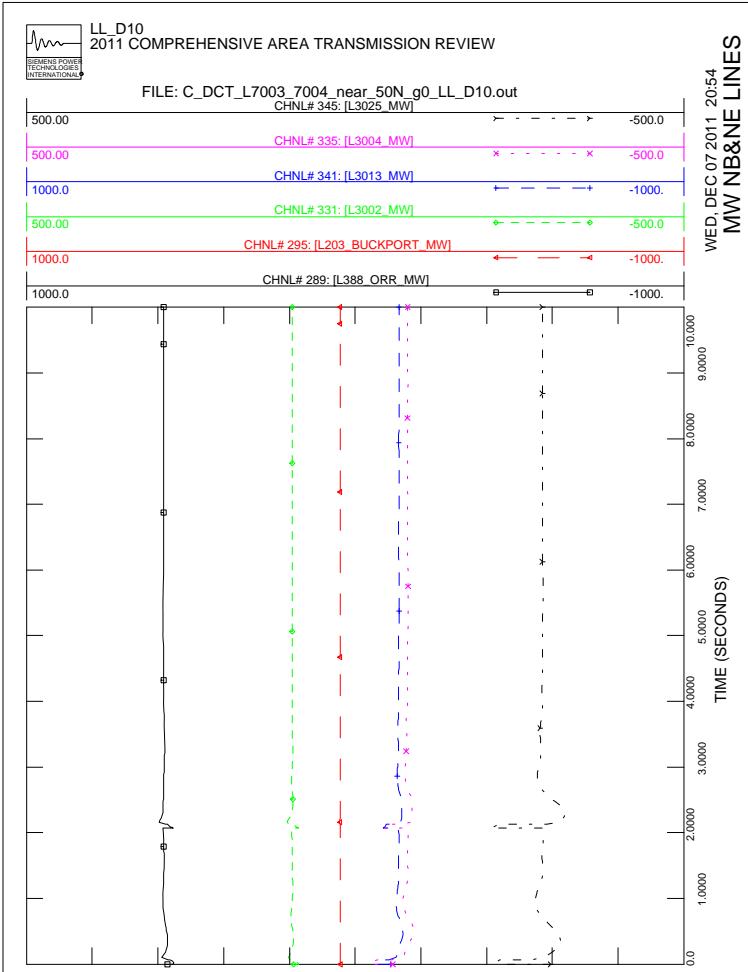
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g0_LL_D10.out

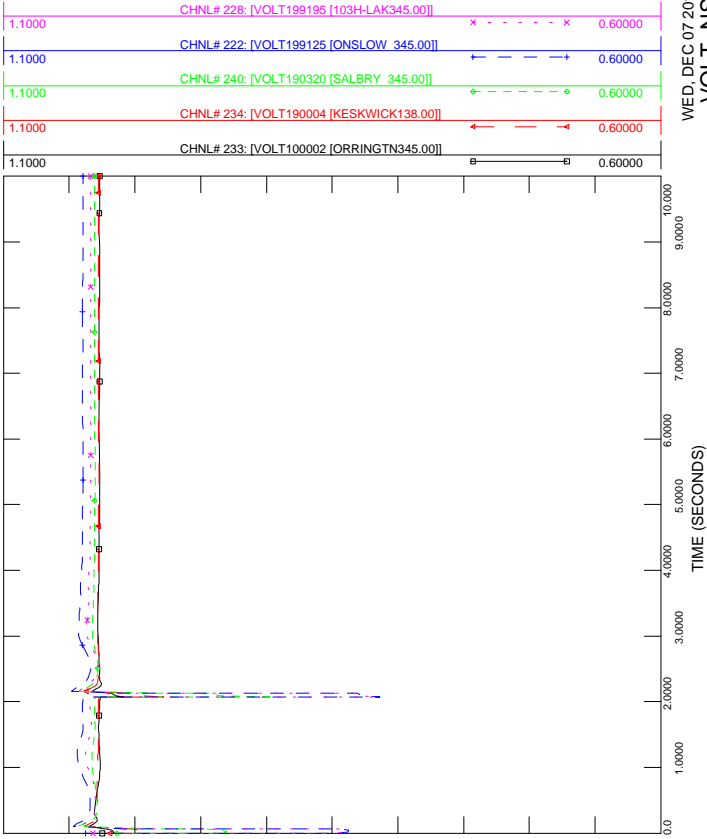






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g0_LL_D10.out



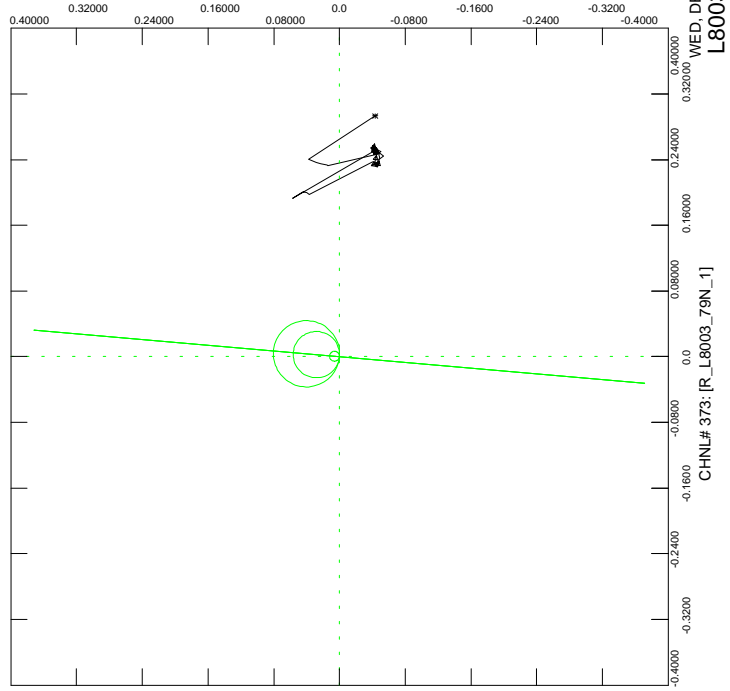
WED, DEC 07 2011 20:54
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g0_LL_D10.out

RELAY: DISTR1
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CHNL# 374: [X_L8003_79N_1]

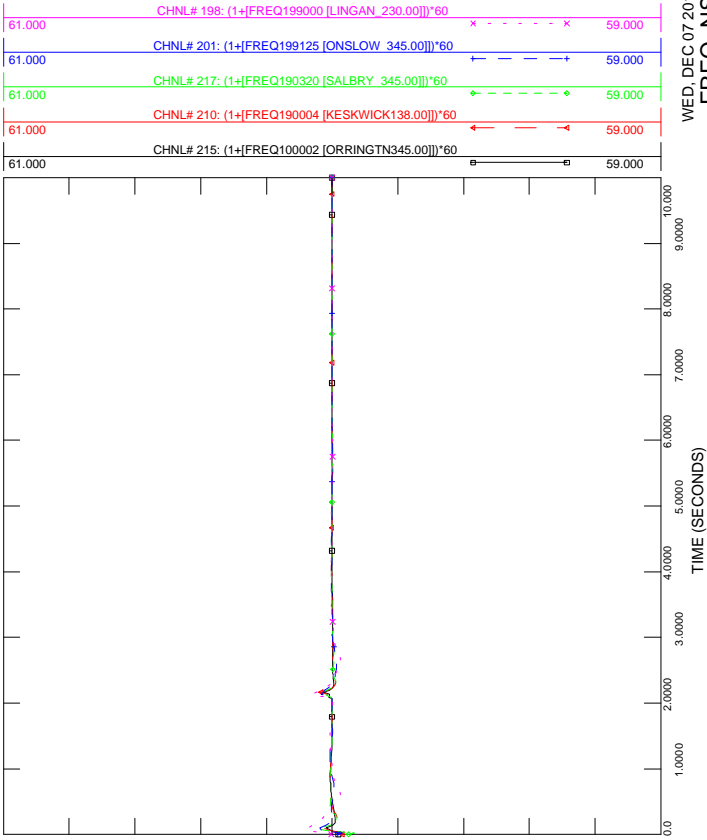


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L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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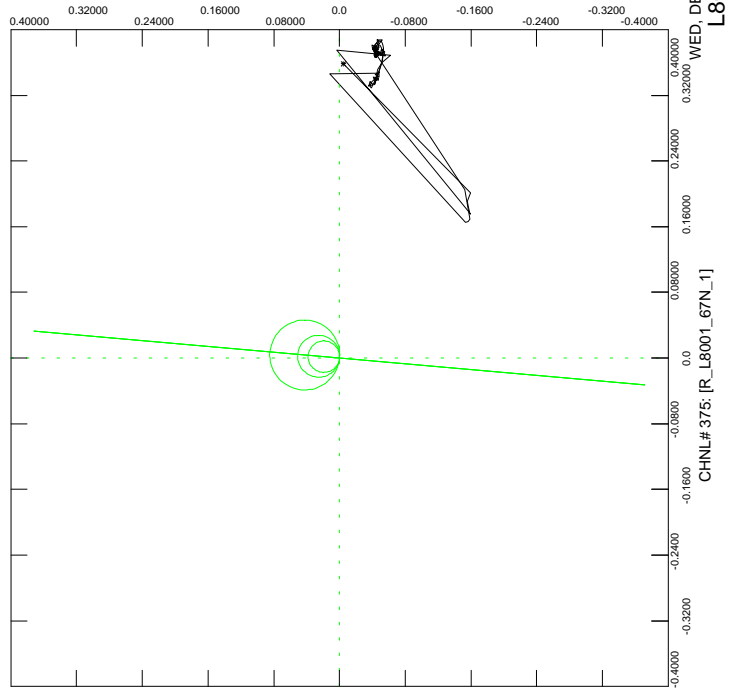
WED, DEC 07 2011 20:54
FREQ, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g0_LL_D10.out

RELAY: DISTR1
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CHNL# 376: [X_L8001_67N_1]

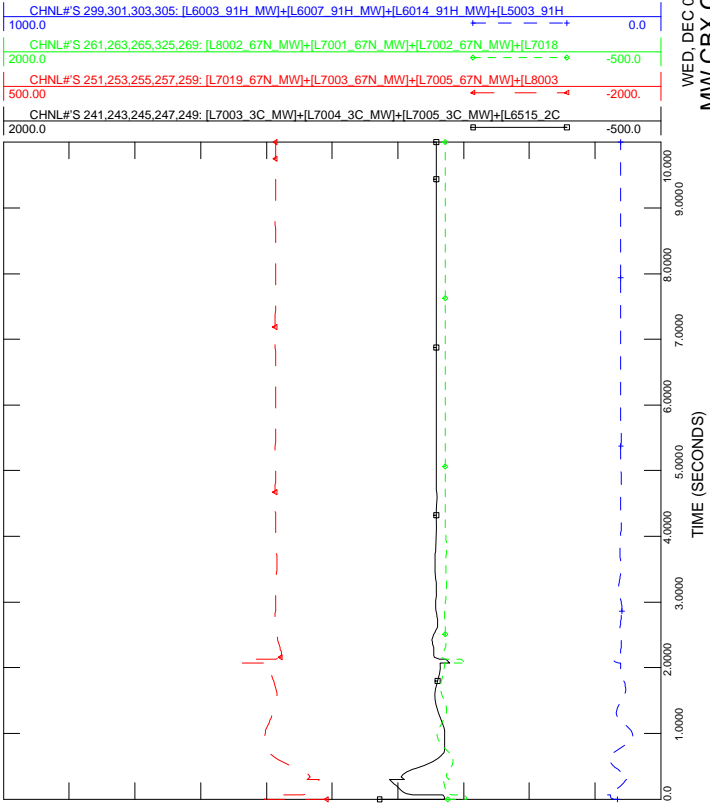


WED, DEC 07 2011 20:54
L8001 AT 67N-ONSLow



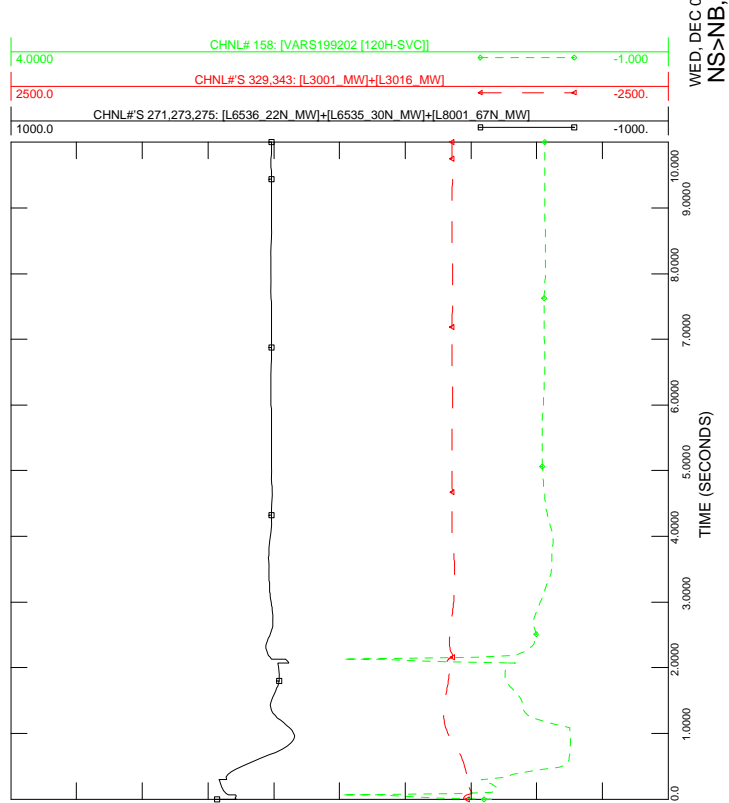
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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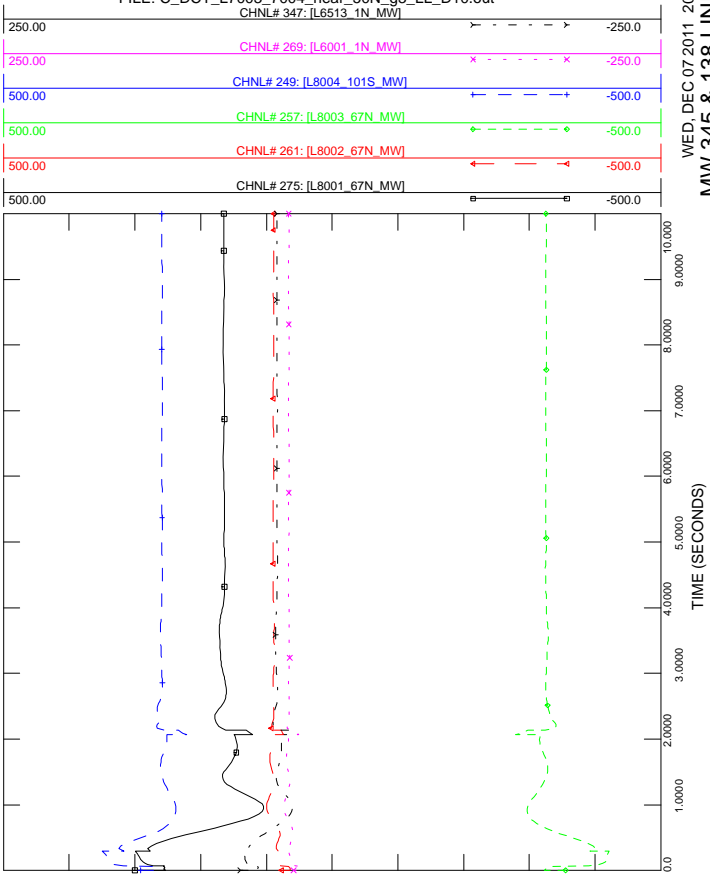
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g3_LL_D10.out



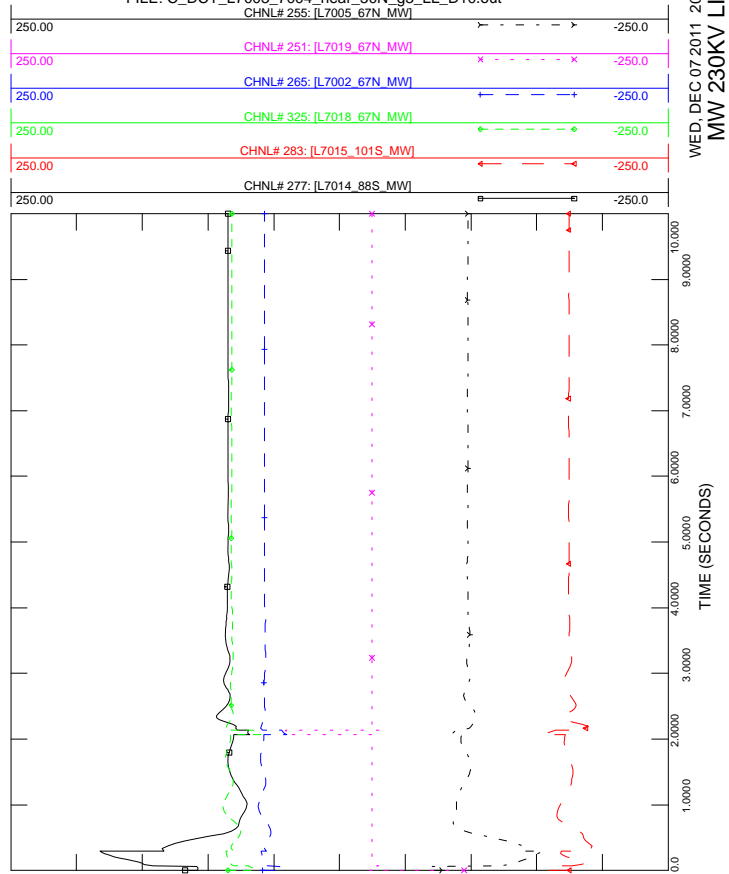
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

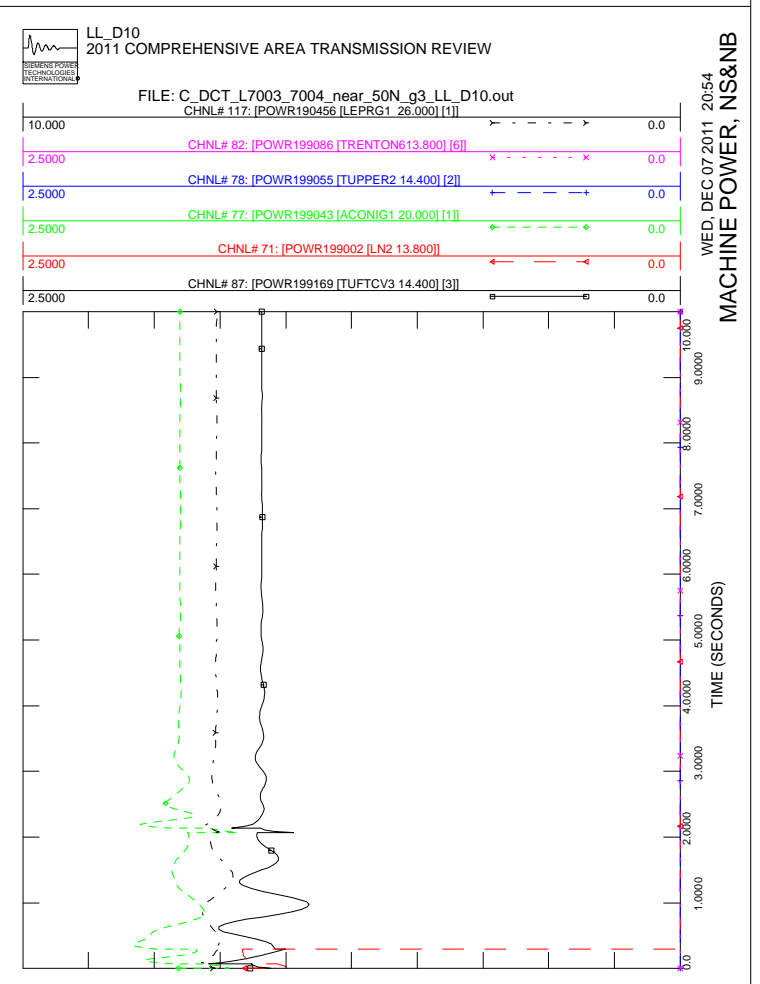
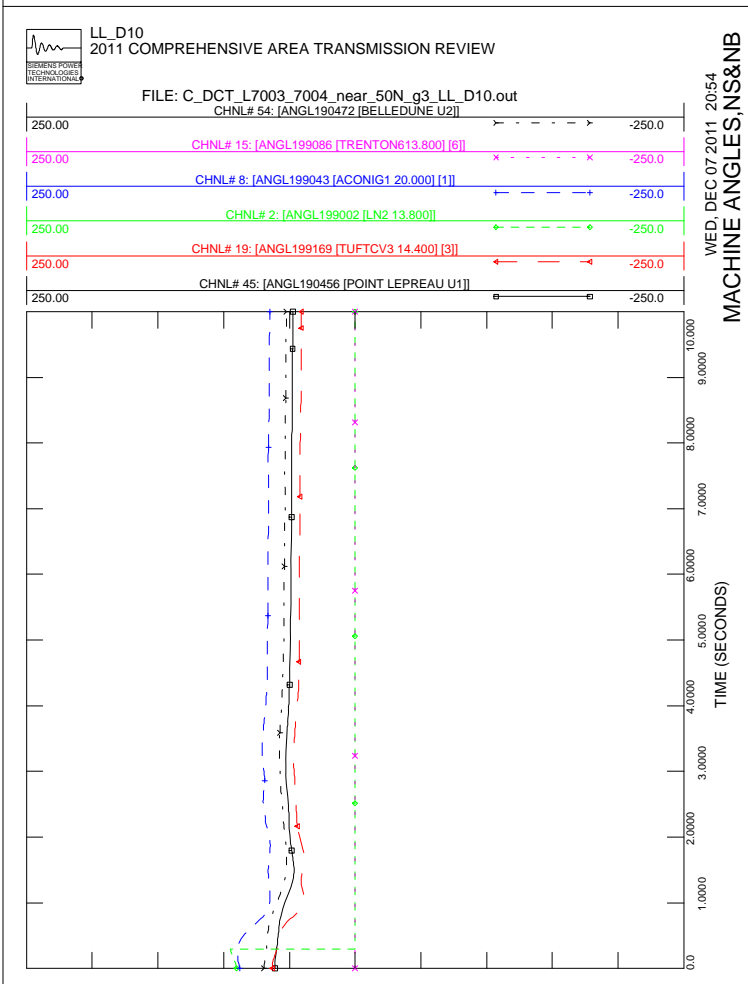
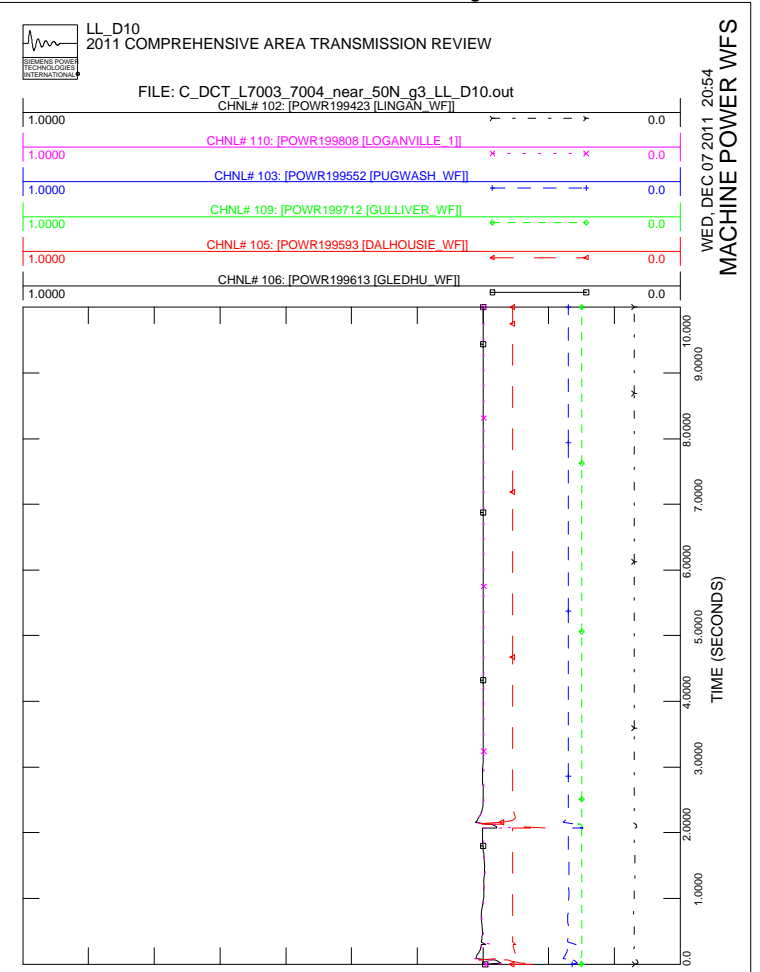
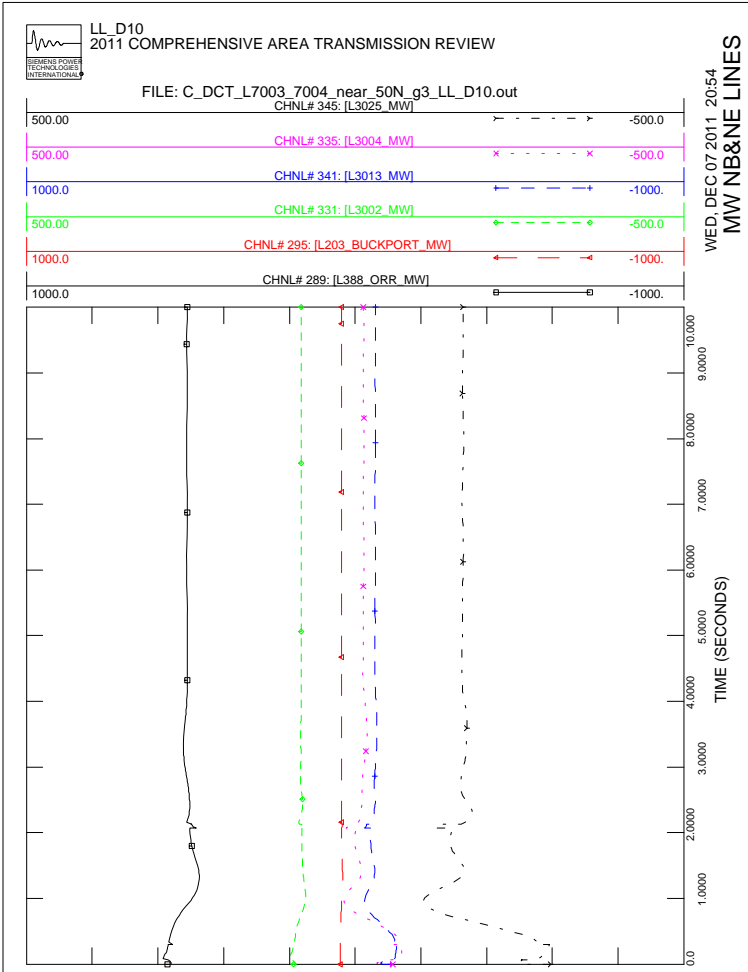
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g3_LL_D10.out

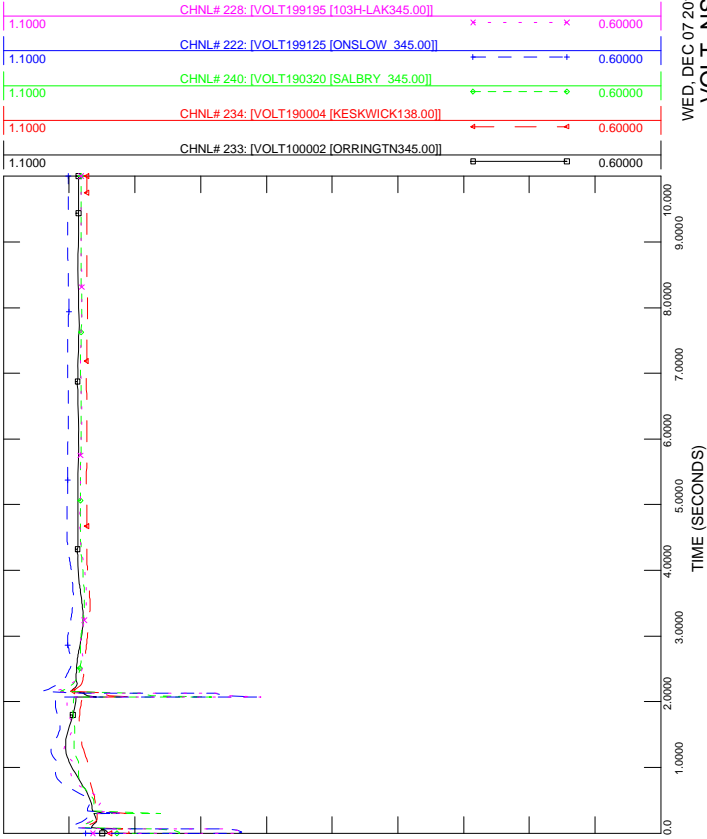






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

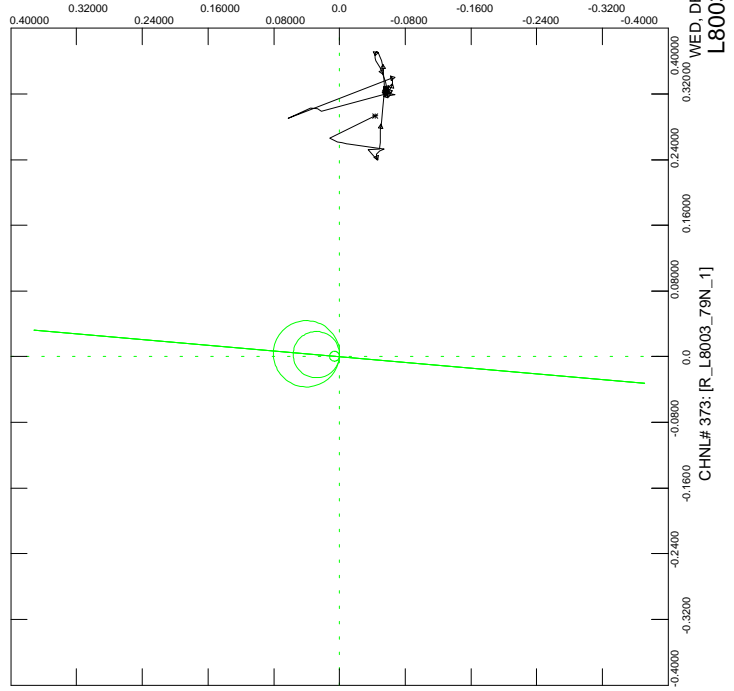
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

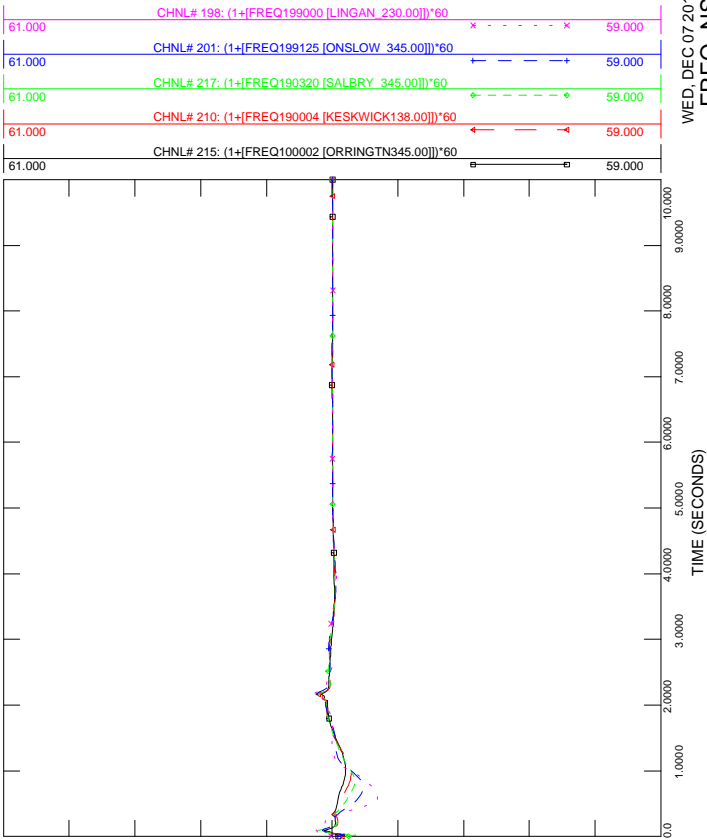
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RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

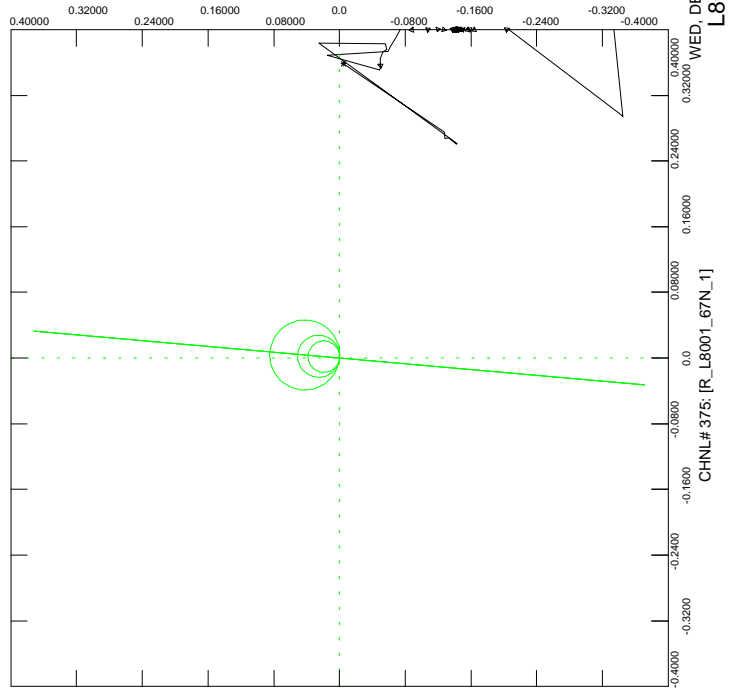
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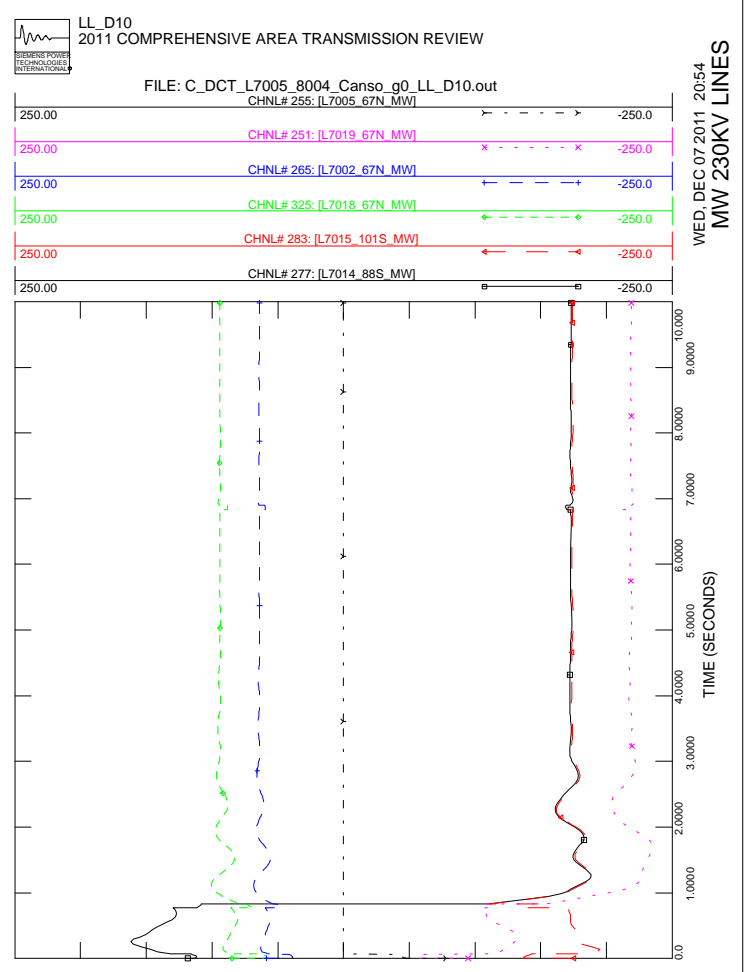
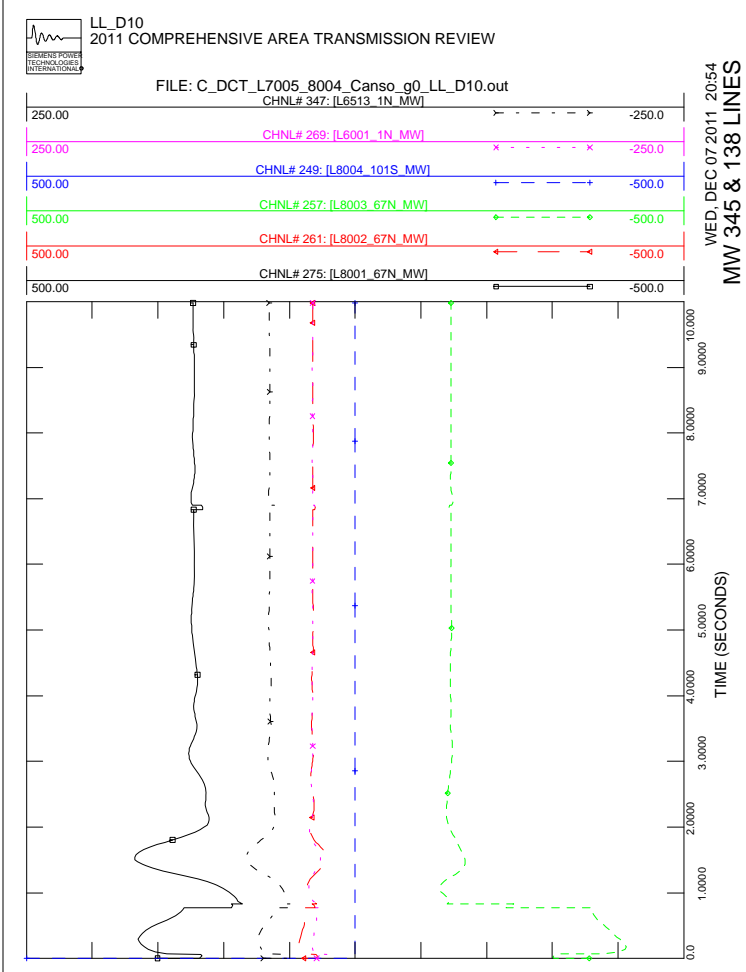
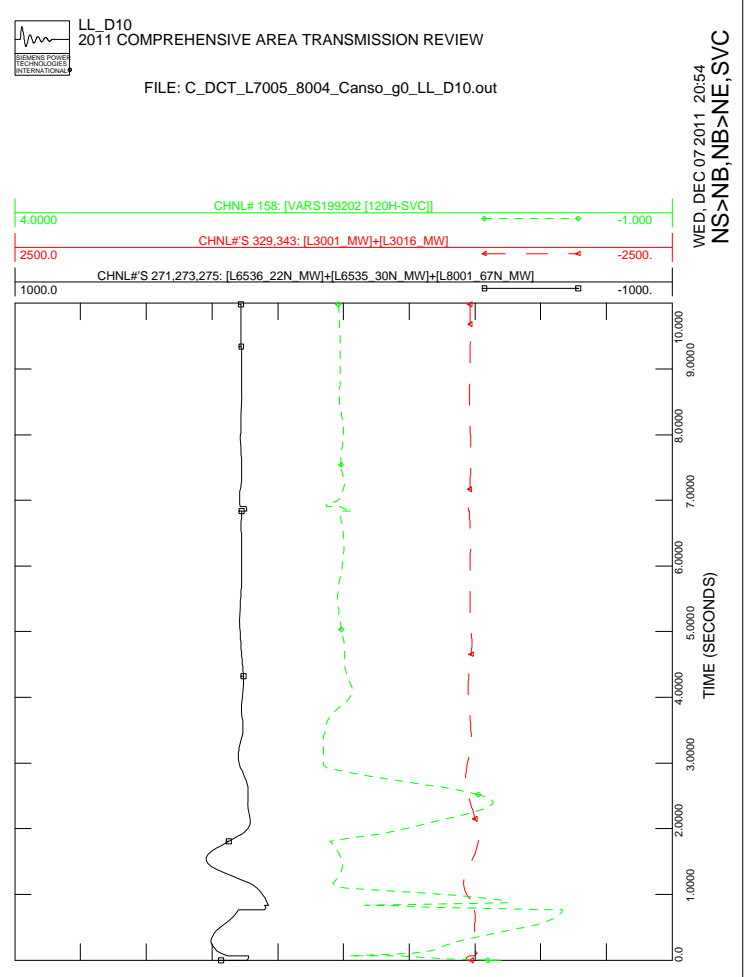
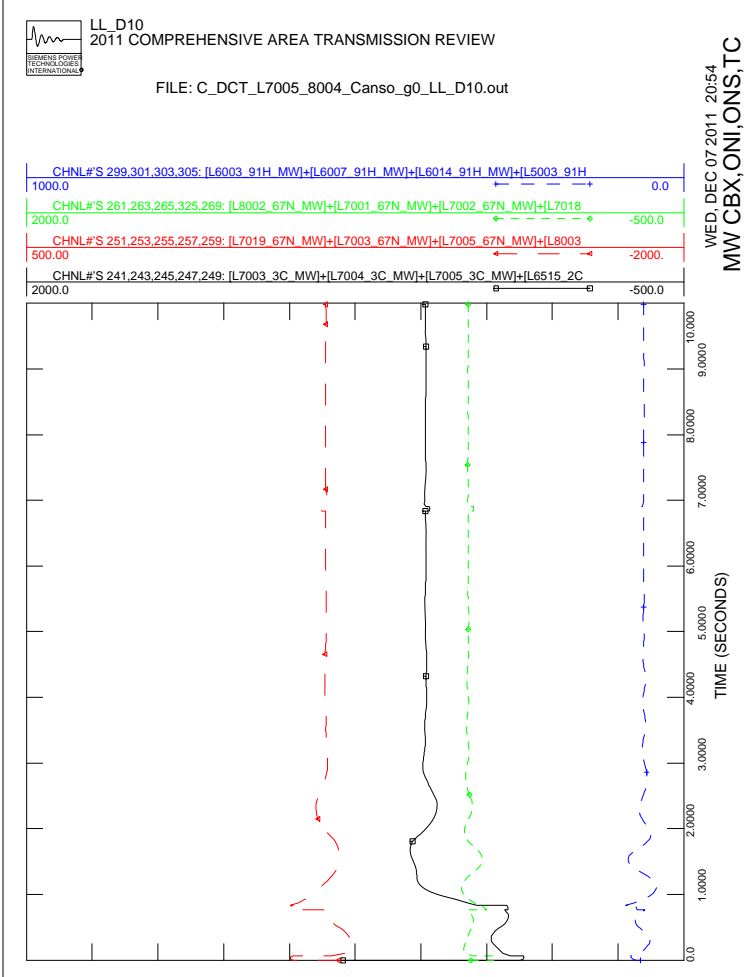


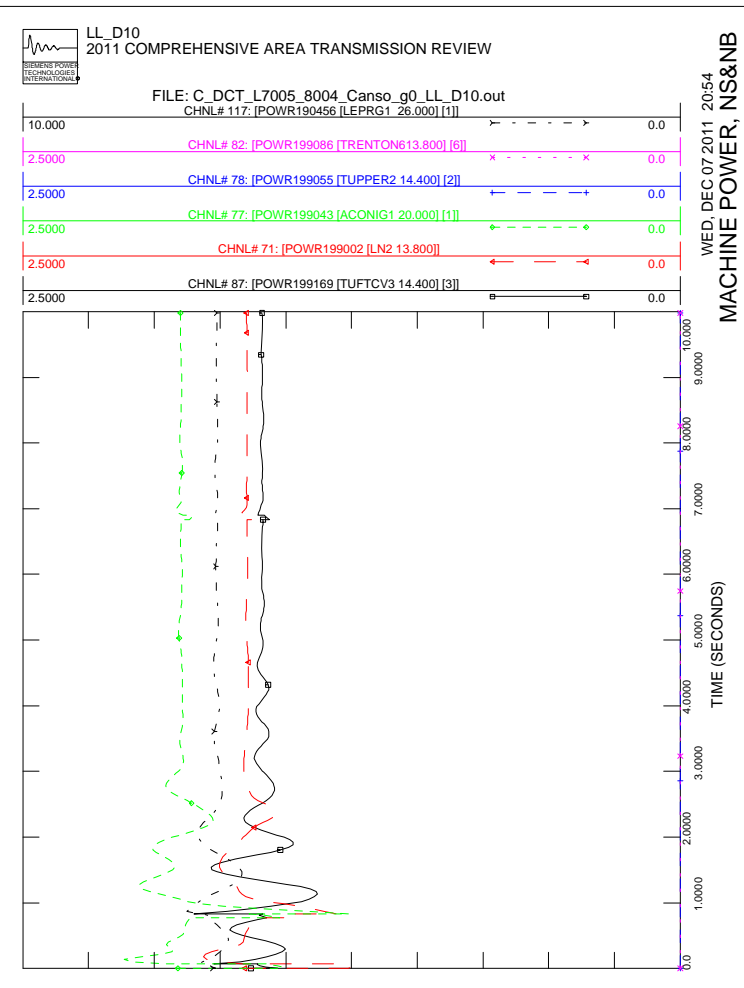
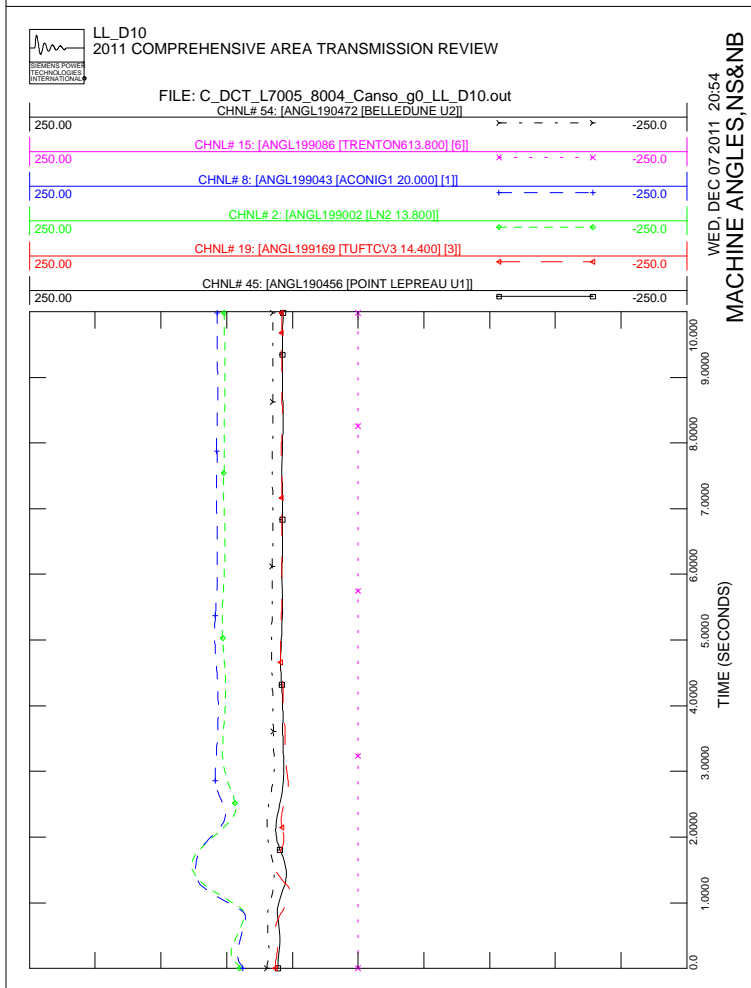
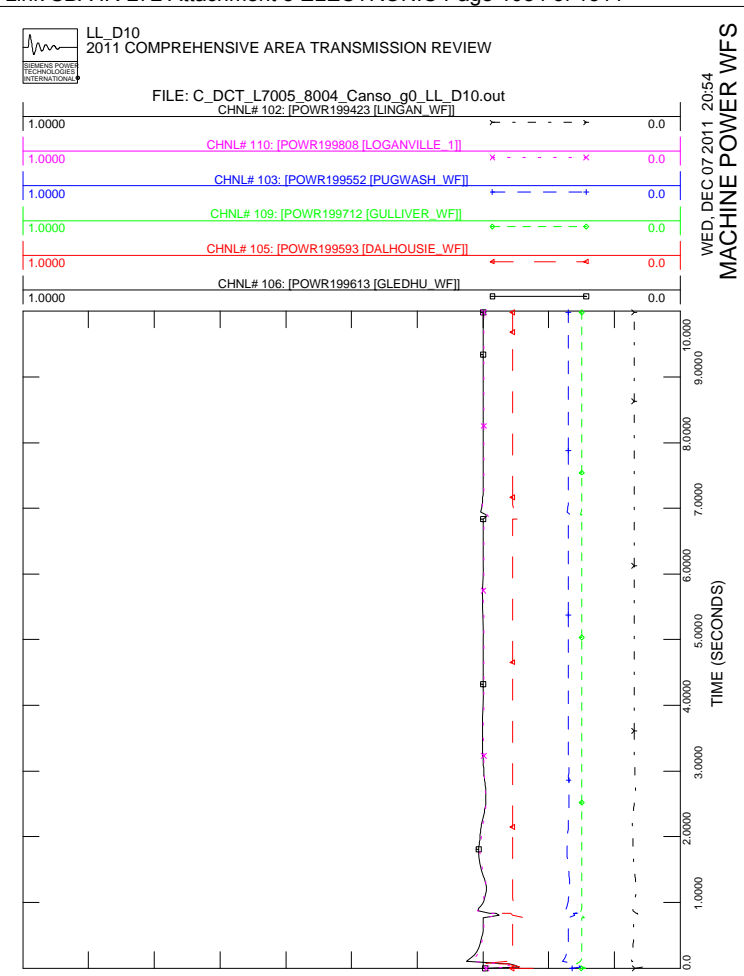
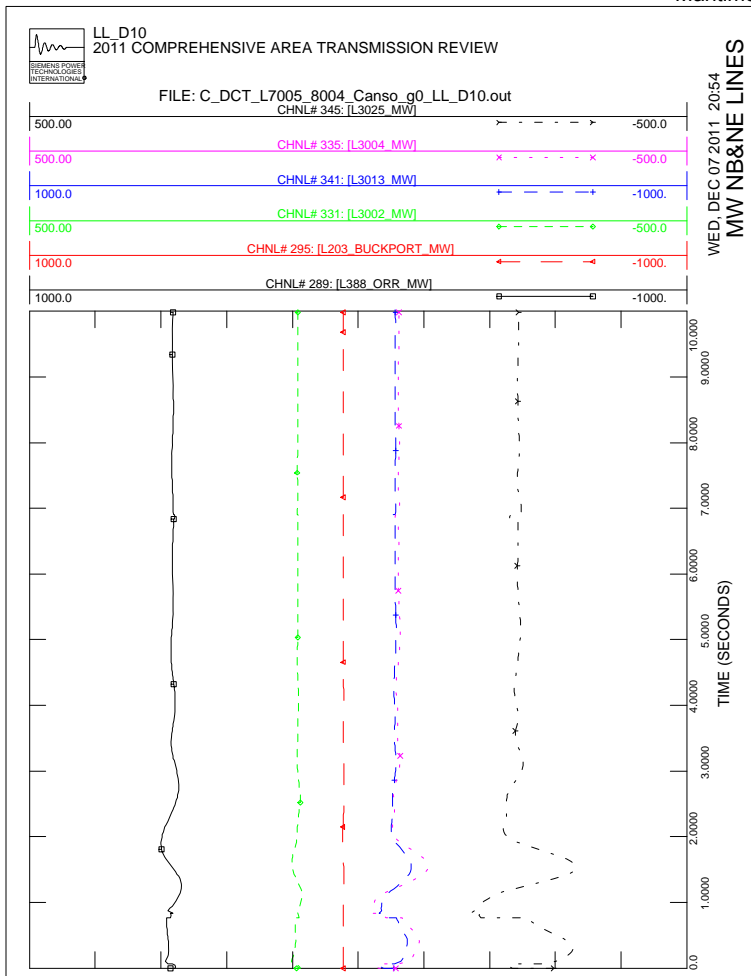
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7003_7004_near_50N_g3_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



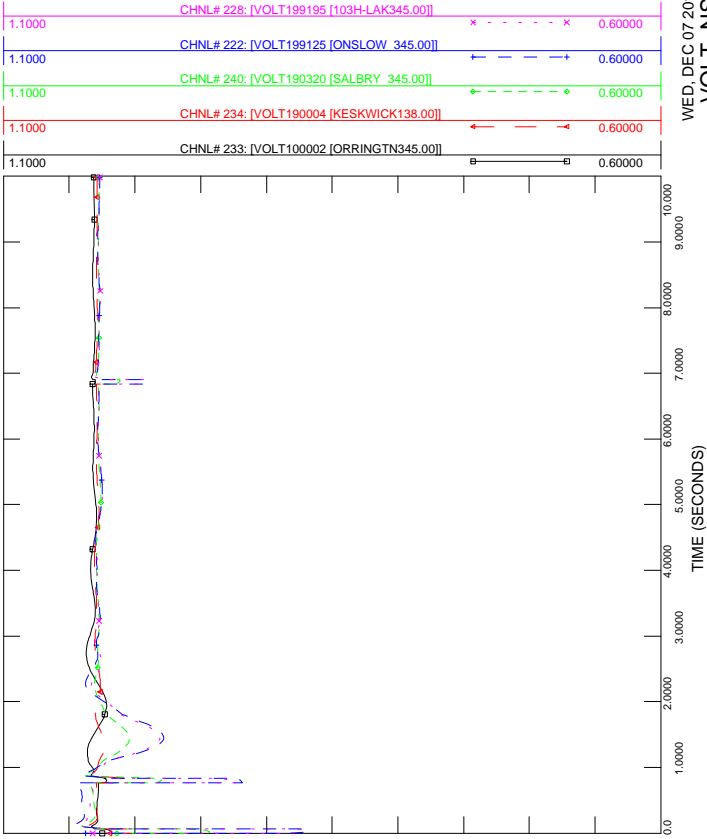






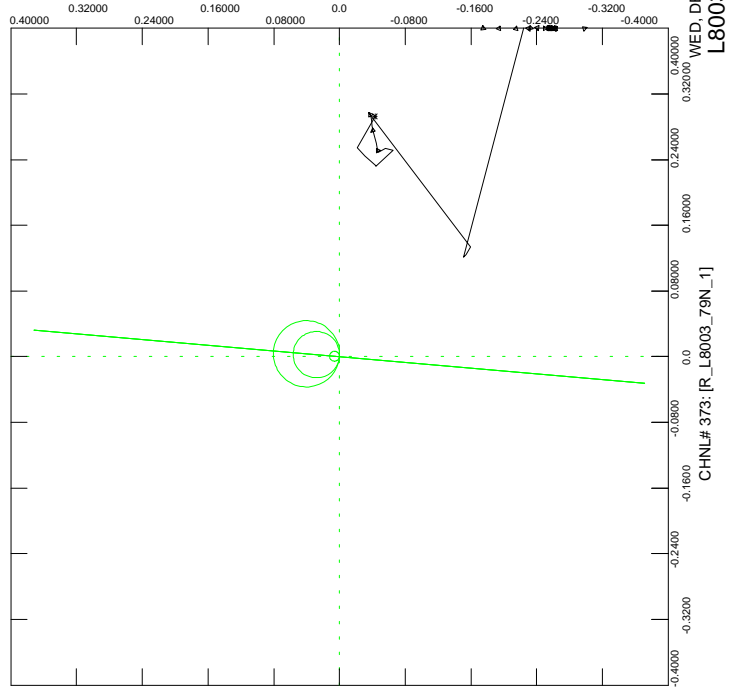
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7005_8004_Canso_g0_LL_D10.out



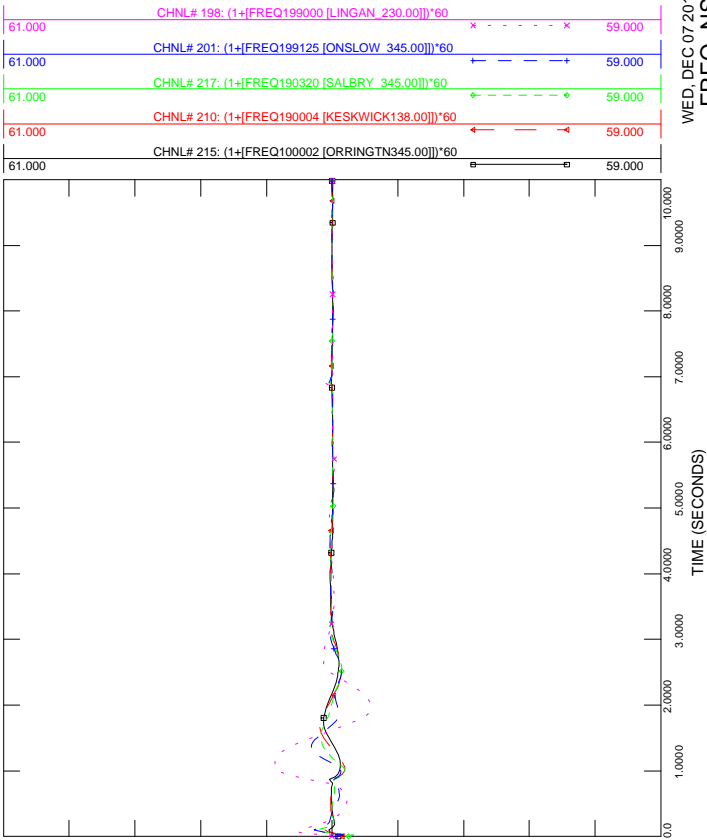
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



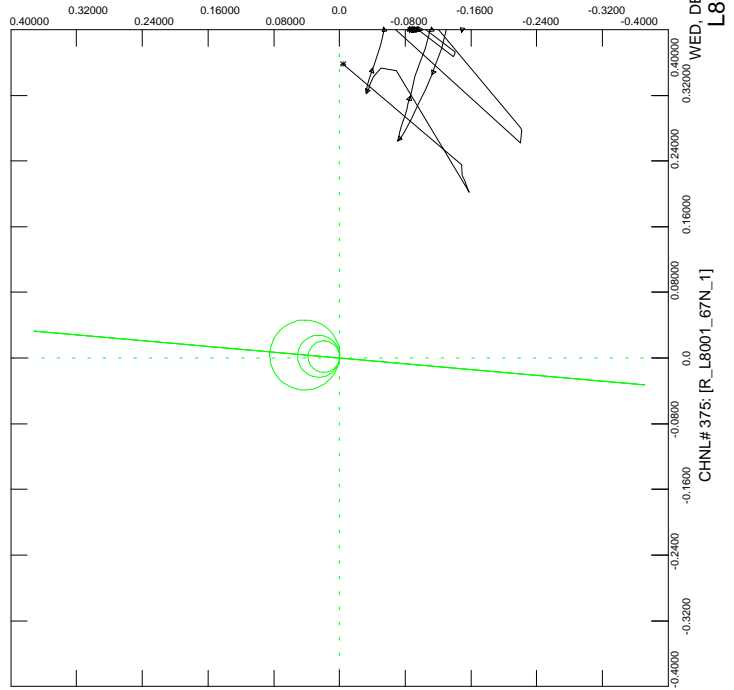
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

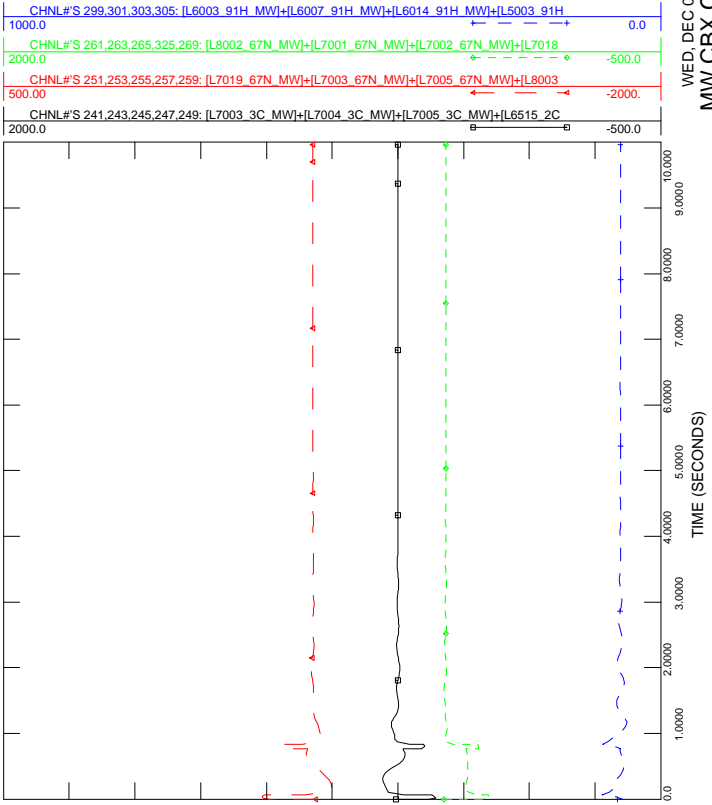
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TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]





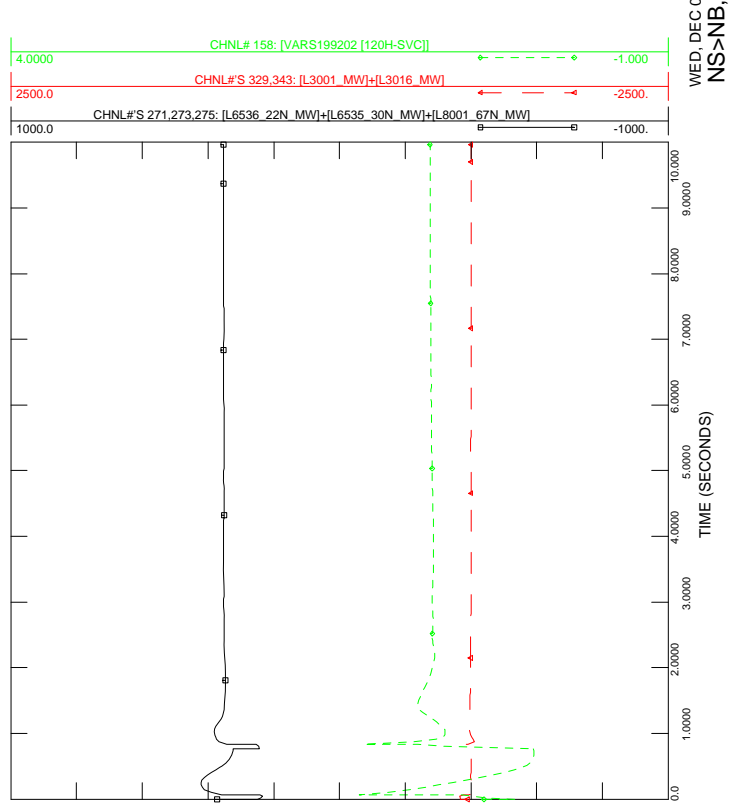
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out



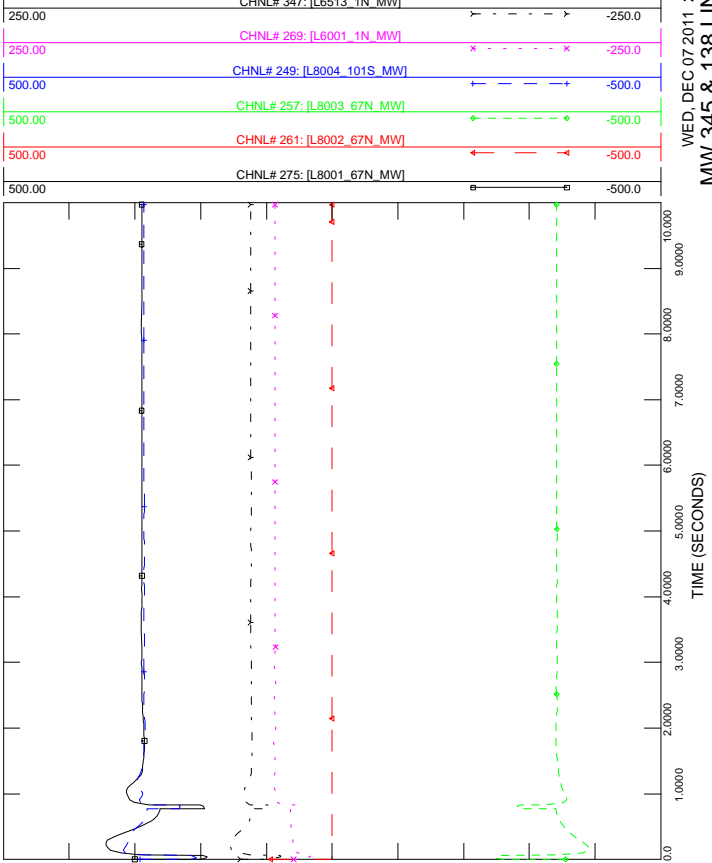
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out



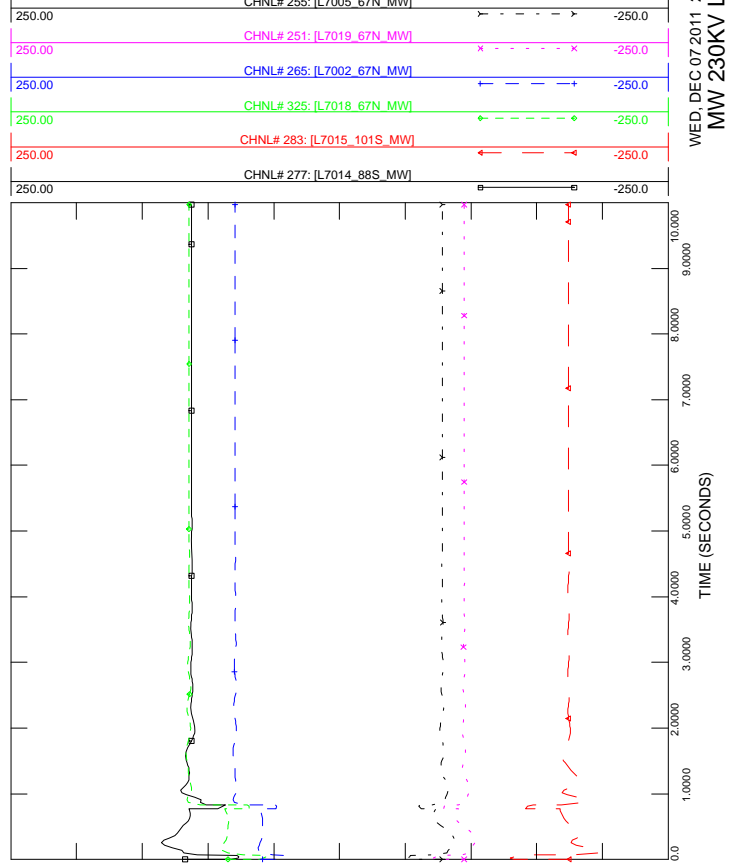
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2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

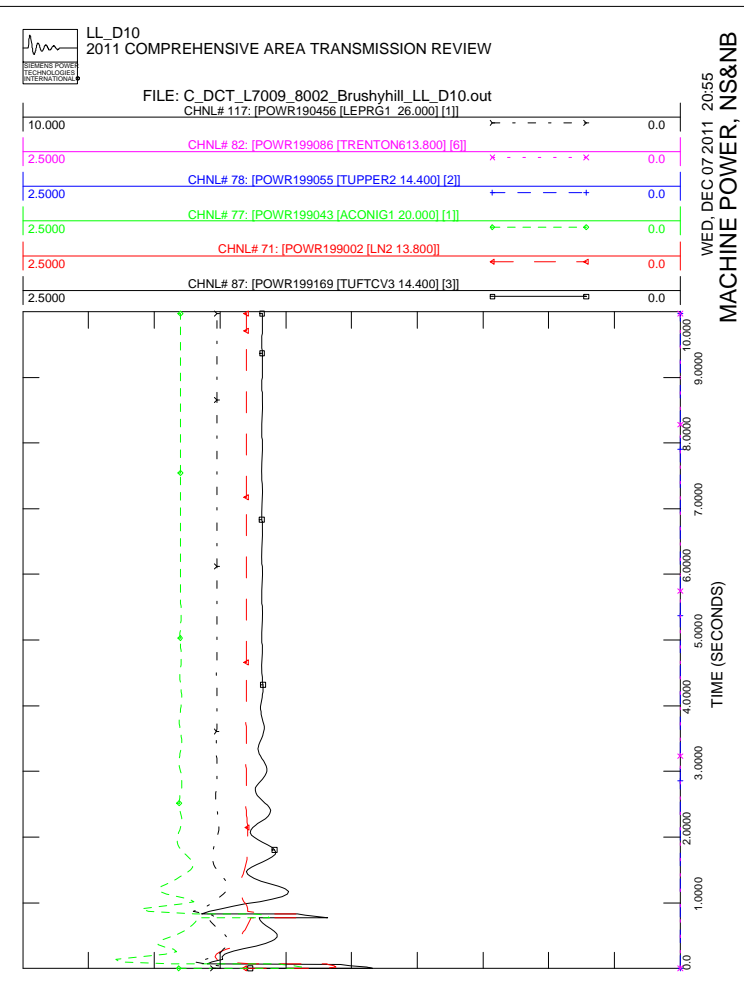
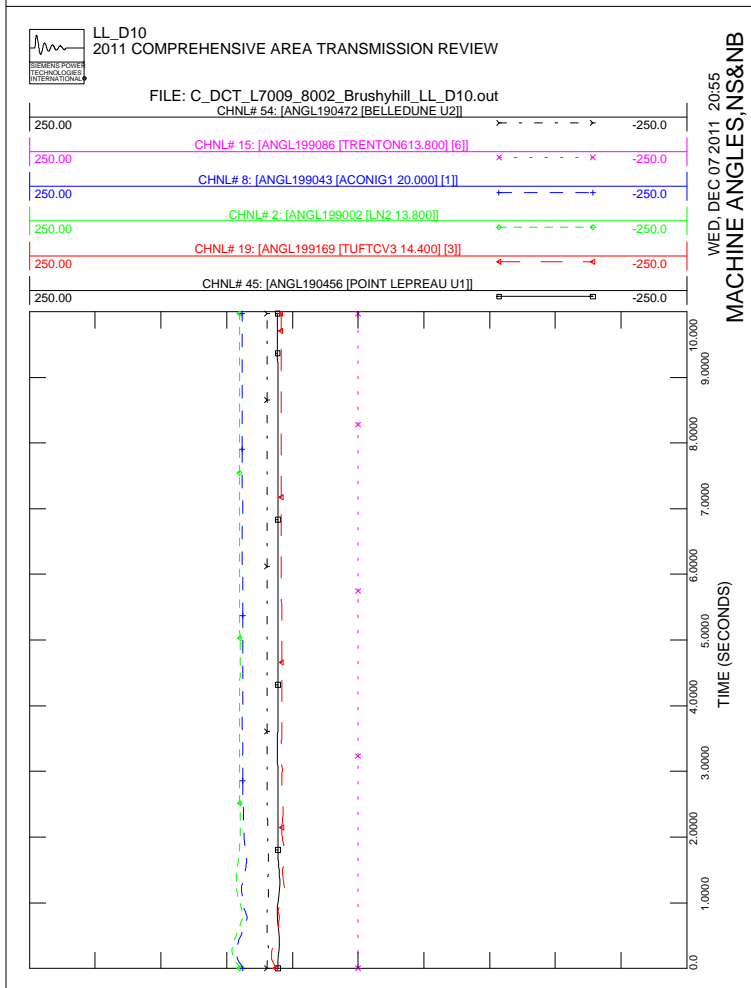
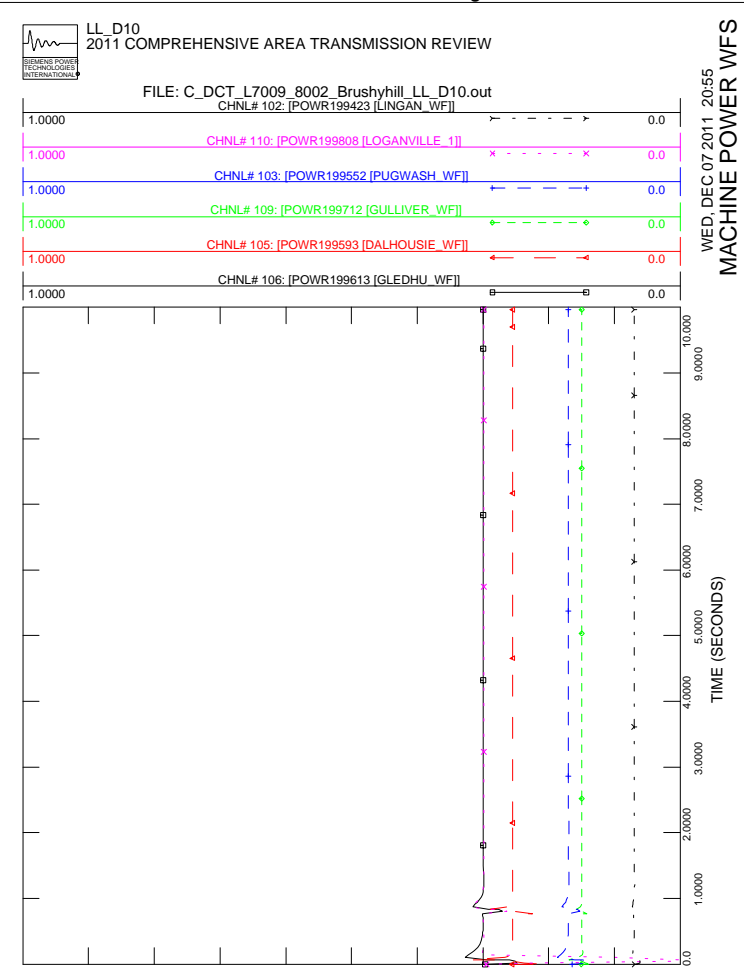
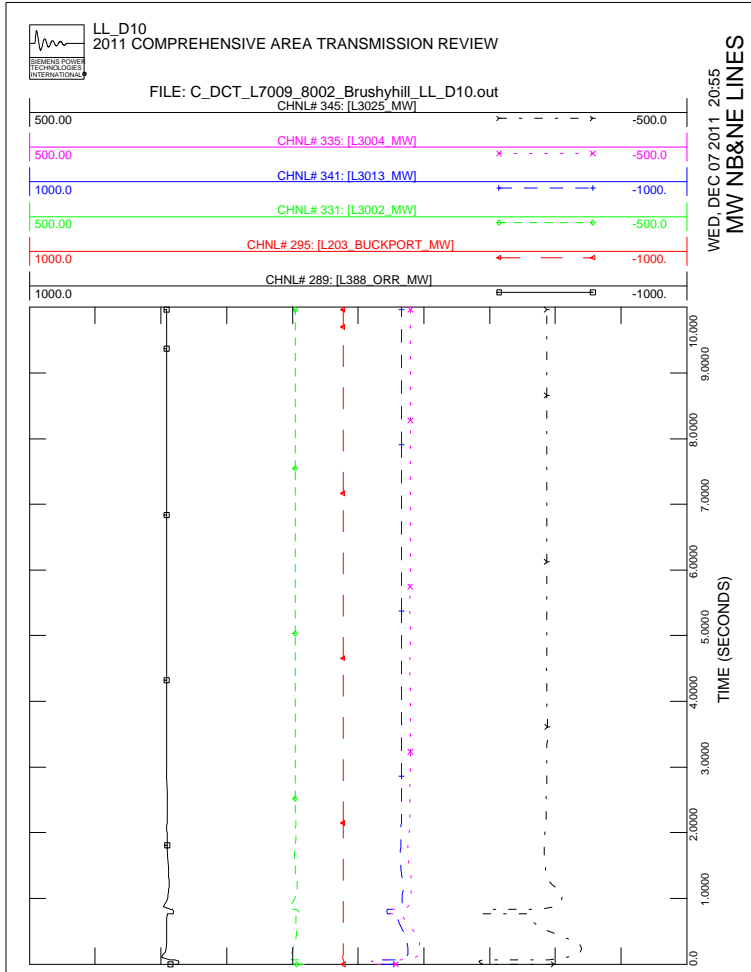
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out

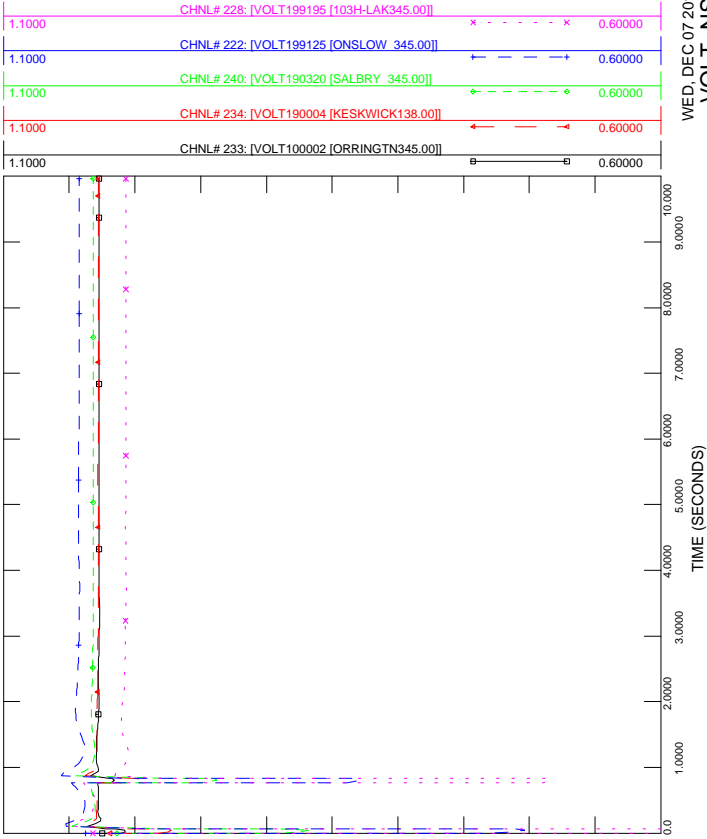






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out



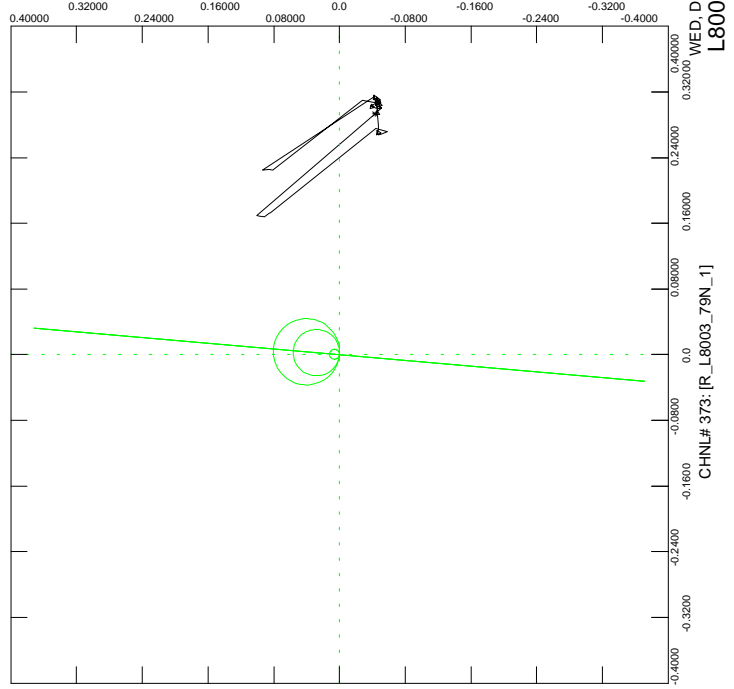
WED, DEC 07 2011 20:55
VOLT, NS, NB&NE



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]

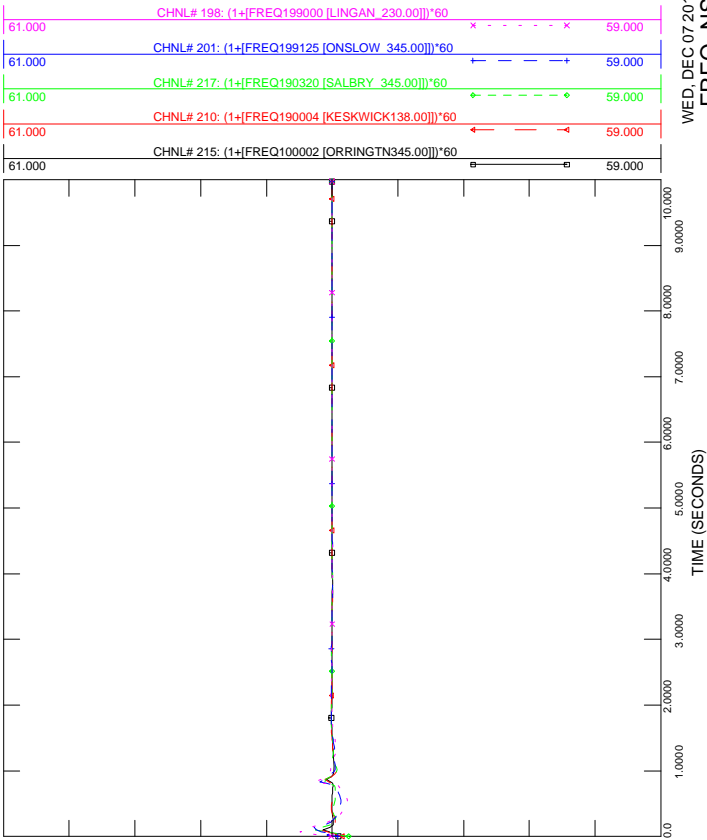


WED, DEC 07 2011 20:55
L8003 AT 79N-HOPEWELL



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out



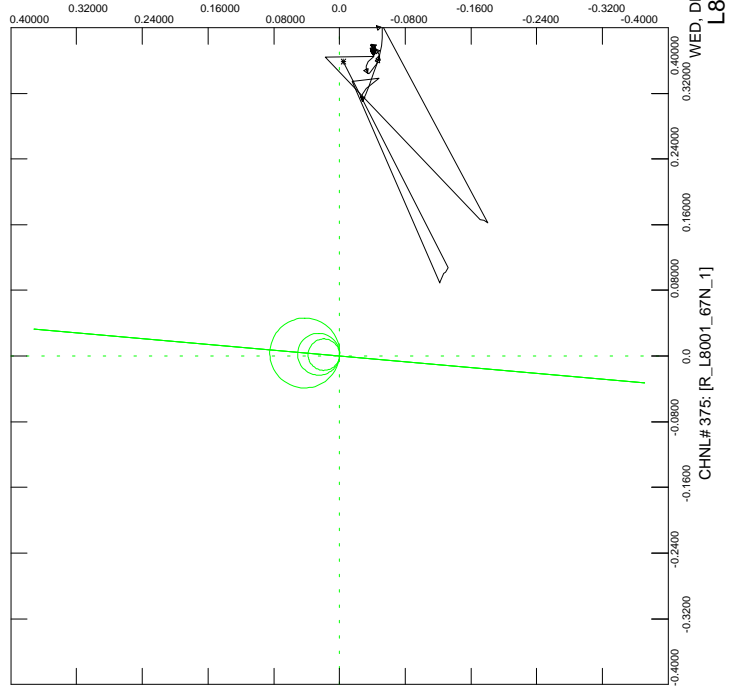
WED, DEC 07 2011 20:55
FREQ, NS, NB&NE



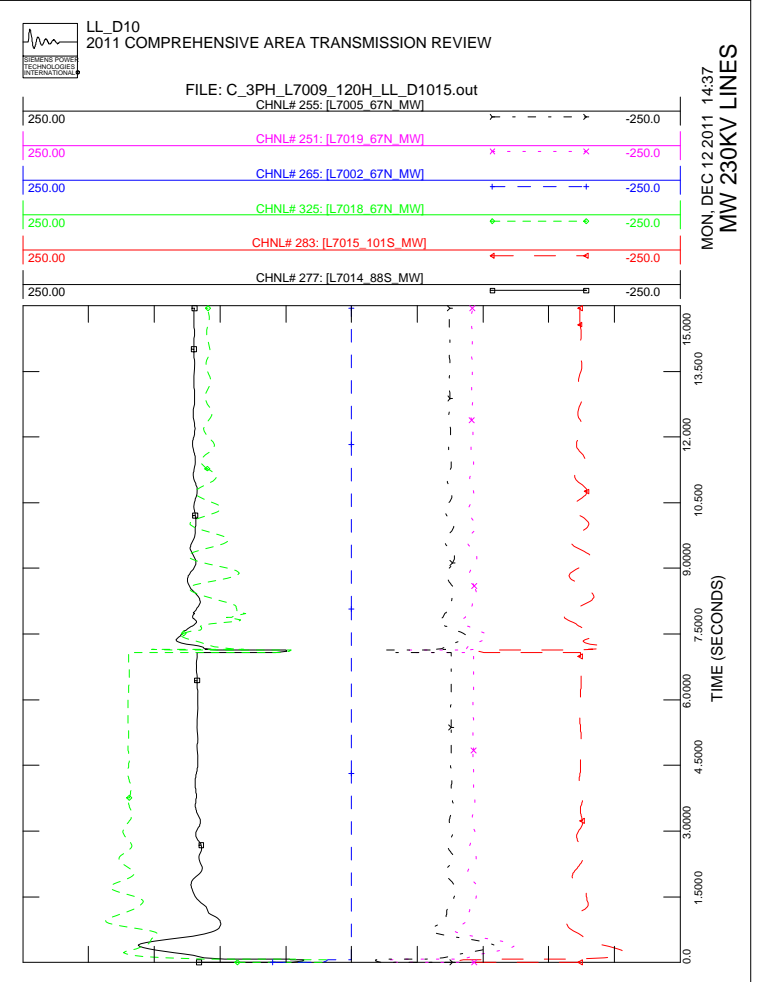
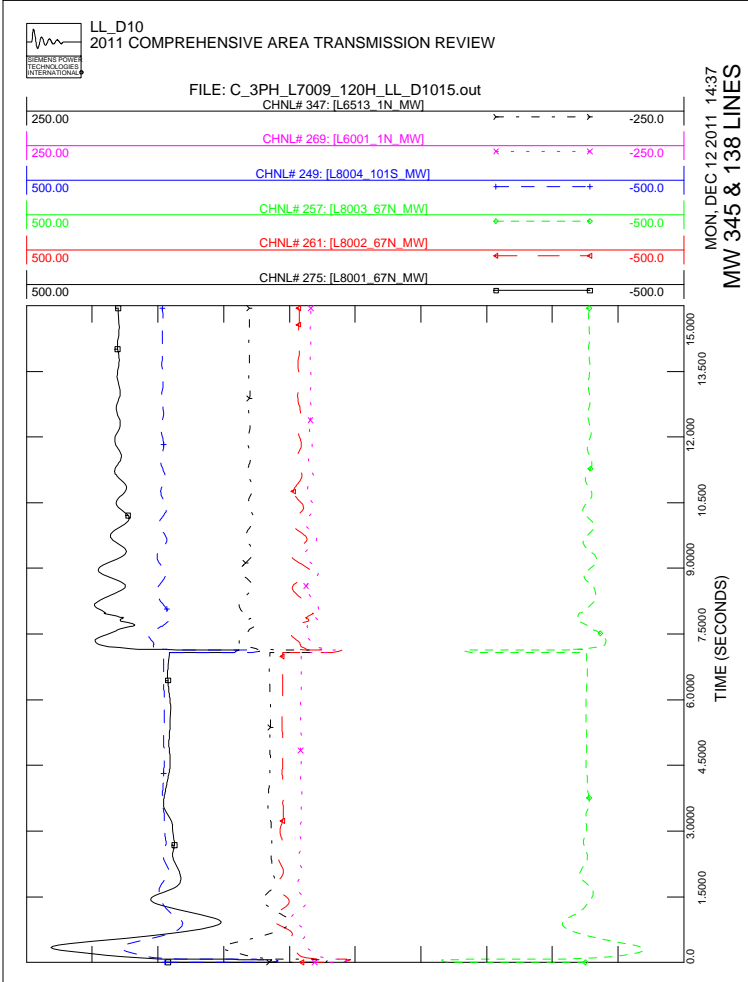
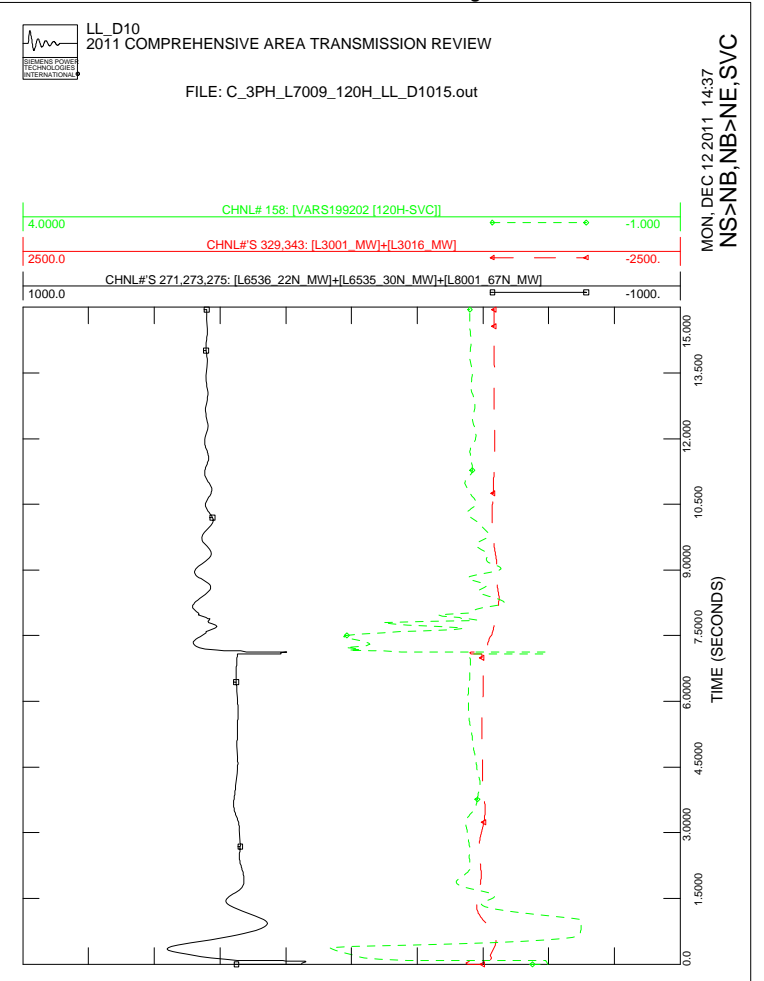
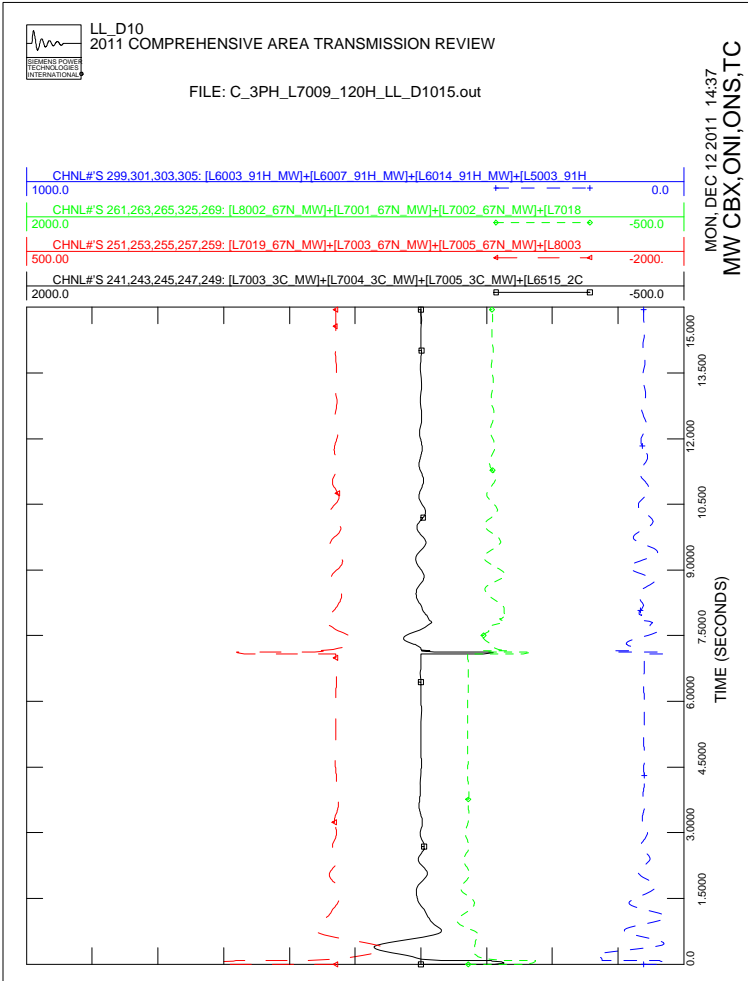
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

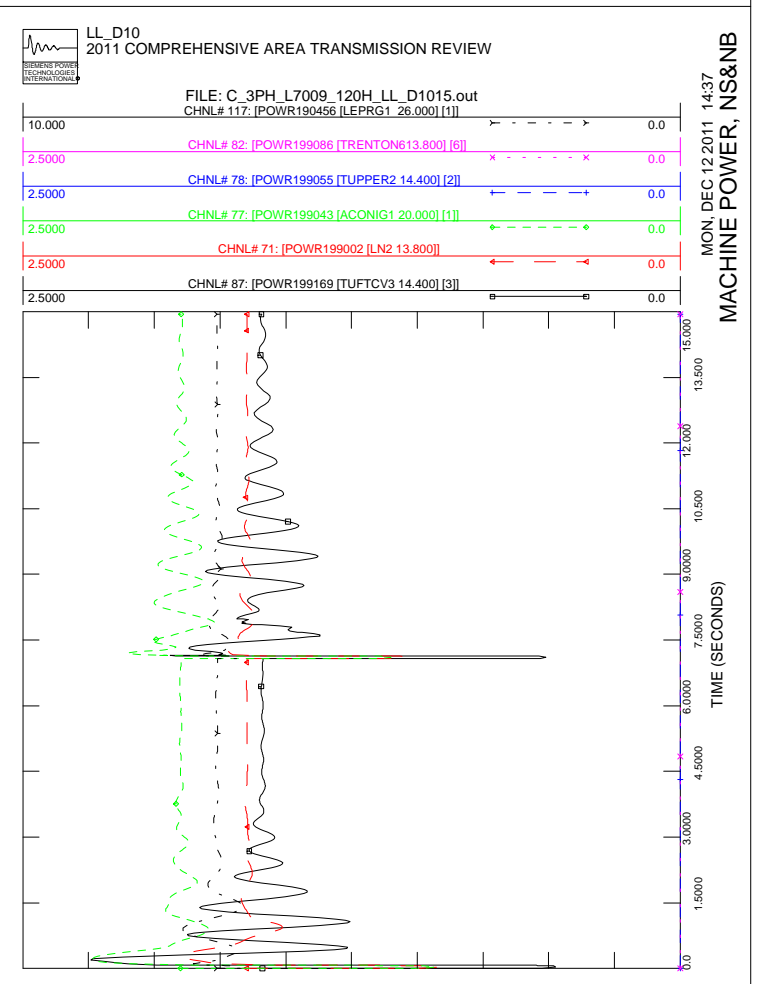
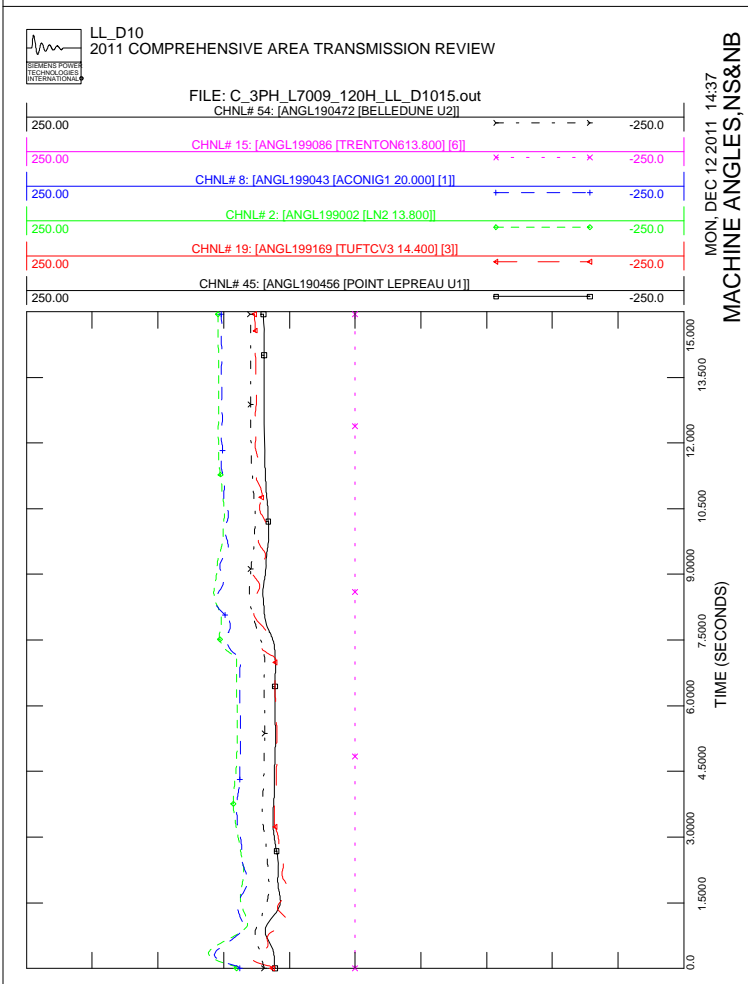
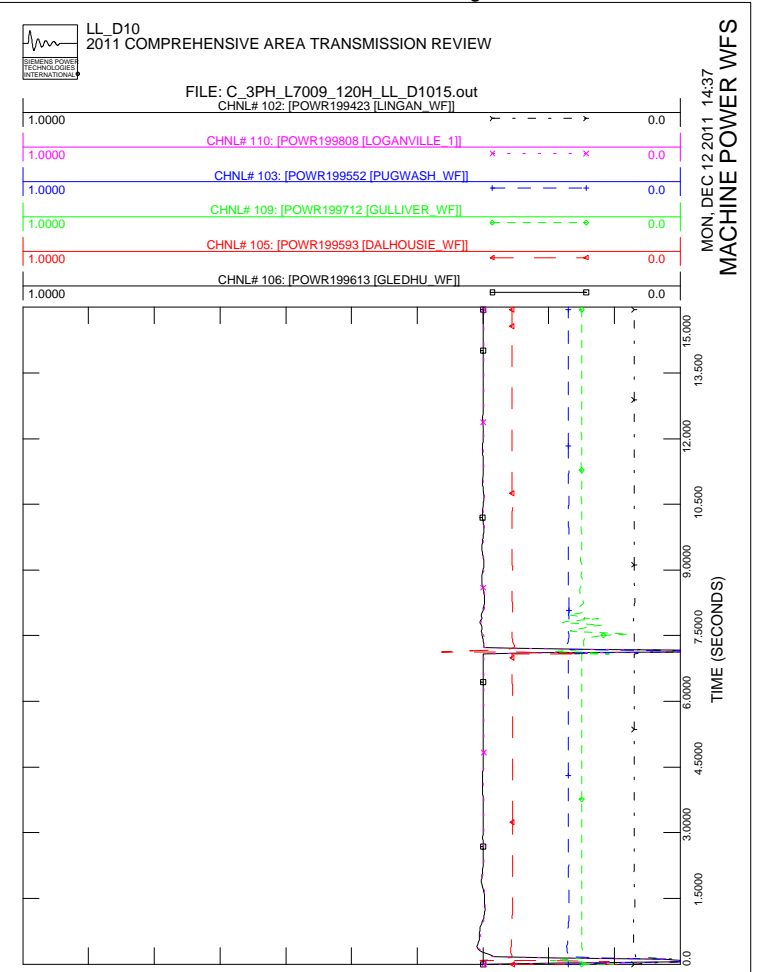
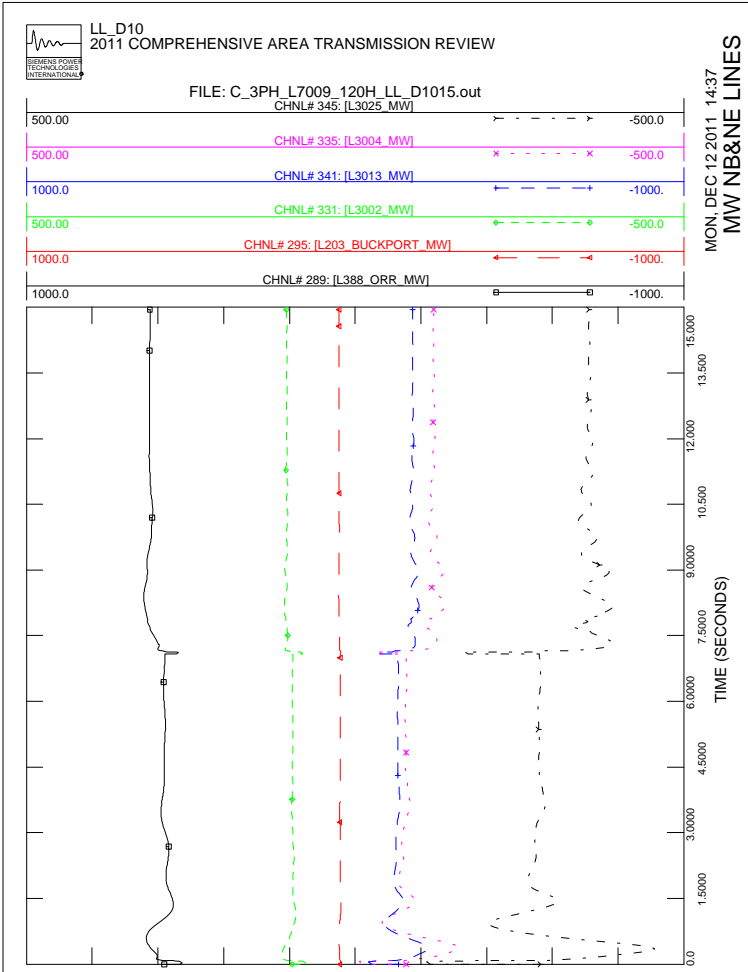
FILE: C_DCT_L7009_8002_Brushyhill_LL_D10.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 10.0 TIC INCREMENT: 0.25
CHNL# 376: [X_L8001_67N_1]



WED, DEC 07 2011 20:55
L8001 AT 67N-ONSLow

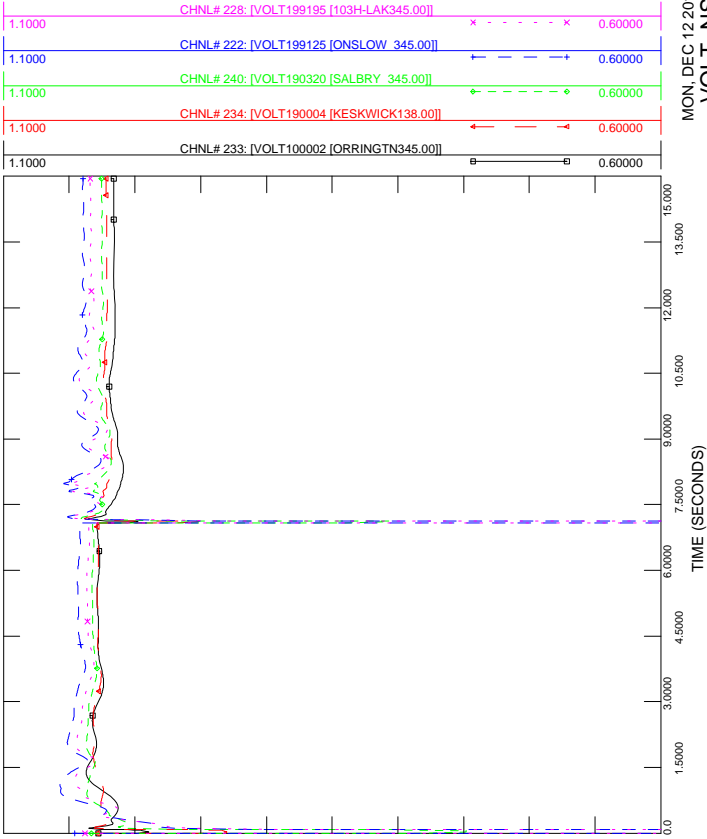






LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

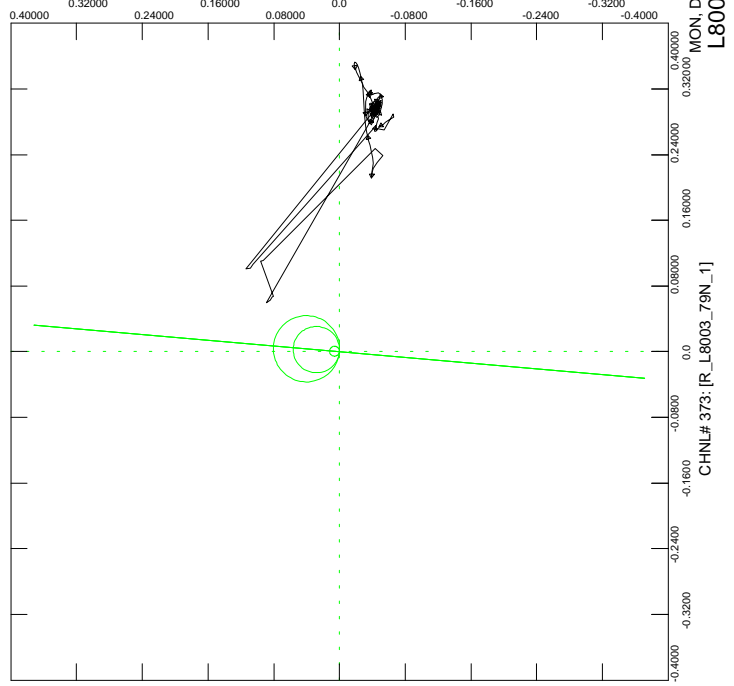
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

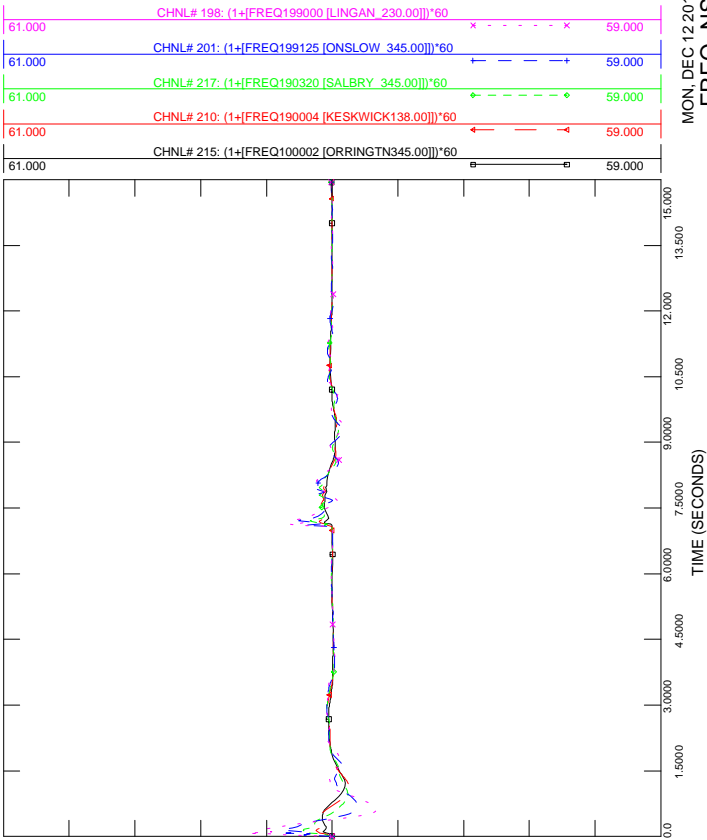
FILE: C_3PH_L7009_120H_LL_D1015.out

RELAY: DISTR1
TSTART: 0.0 TSTOP: 15.0 TIC INCREMENT: 0.25
CHNL# 374: [X_L8003_79N_1]



LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

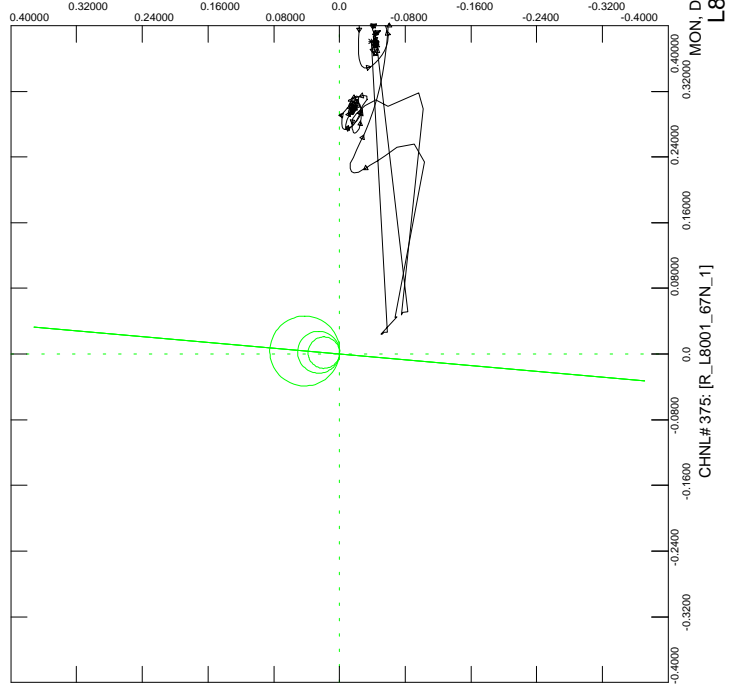
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LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_3PH_L7009_120H_LL_D1015.out

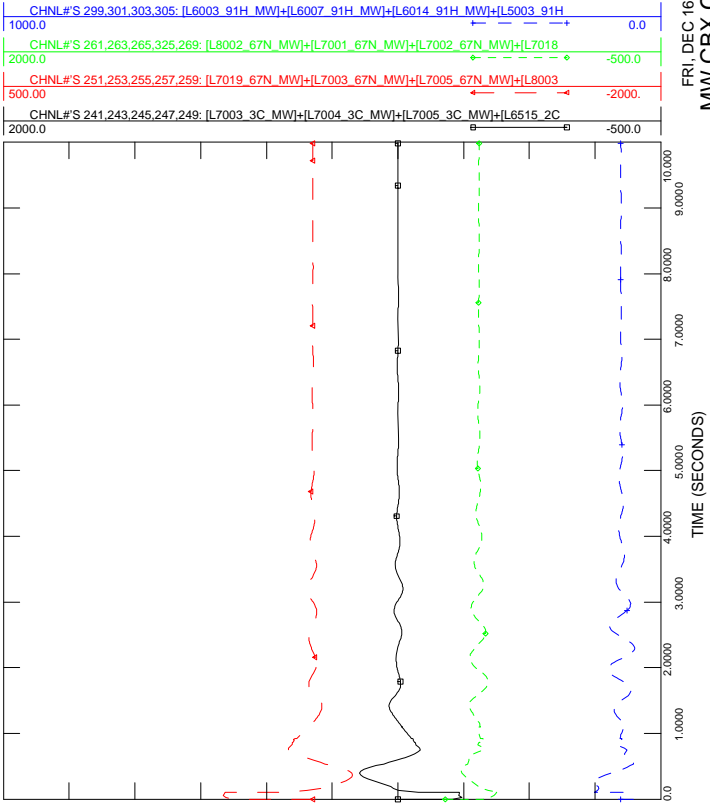
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CHNL# 376: [X_L8001_67N_1]





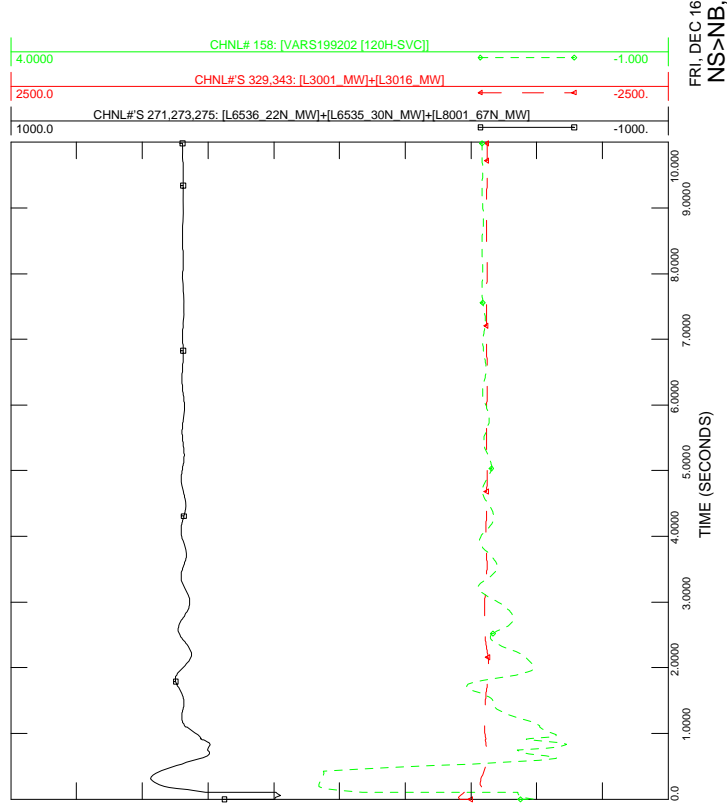
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_LL_D10.out



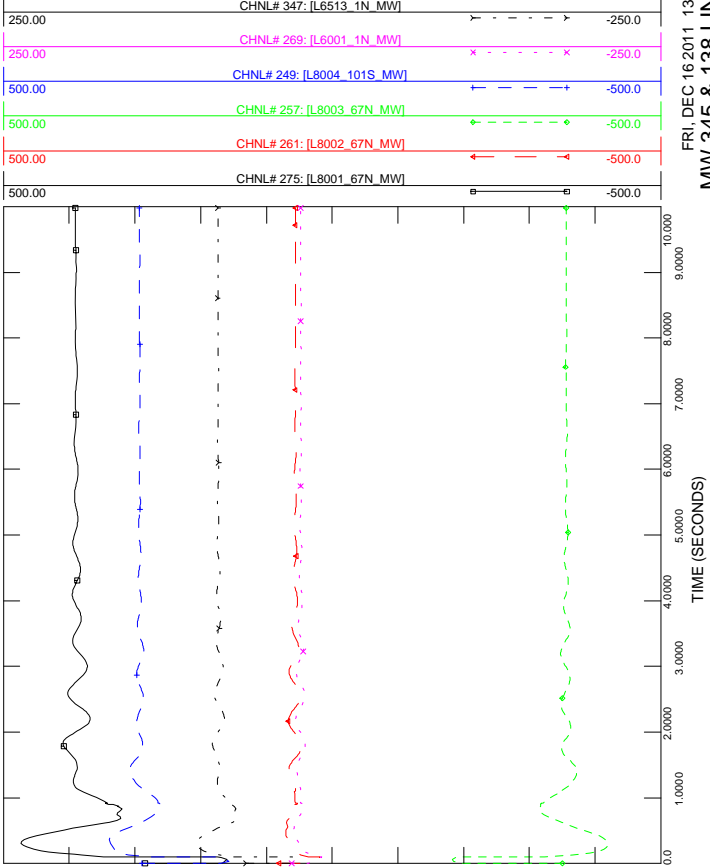
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_LL_D10.out



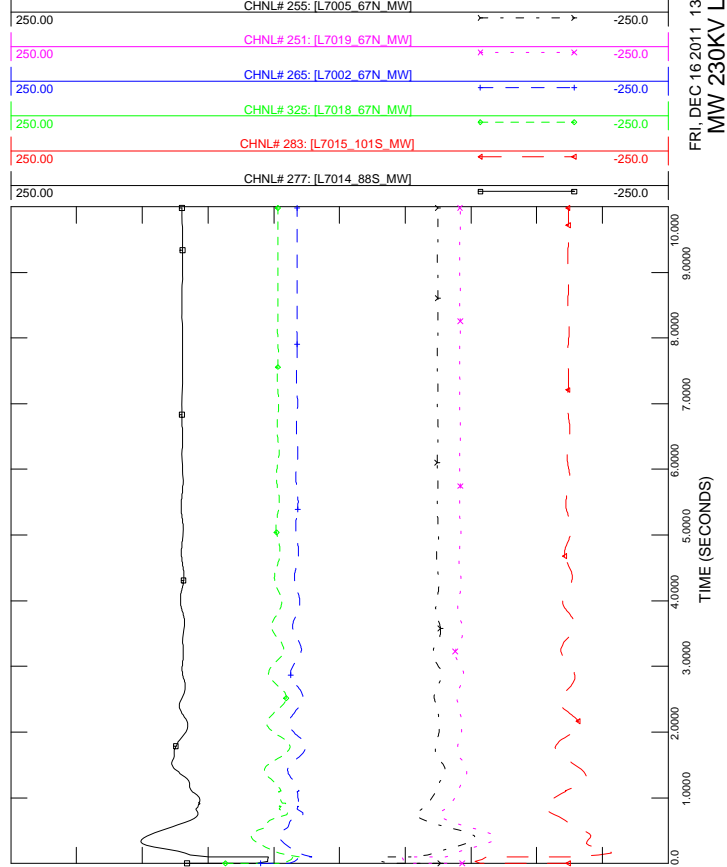
LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

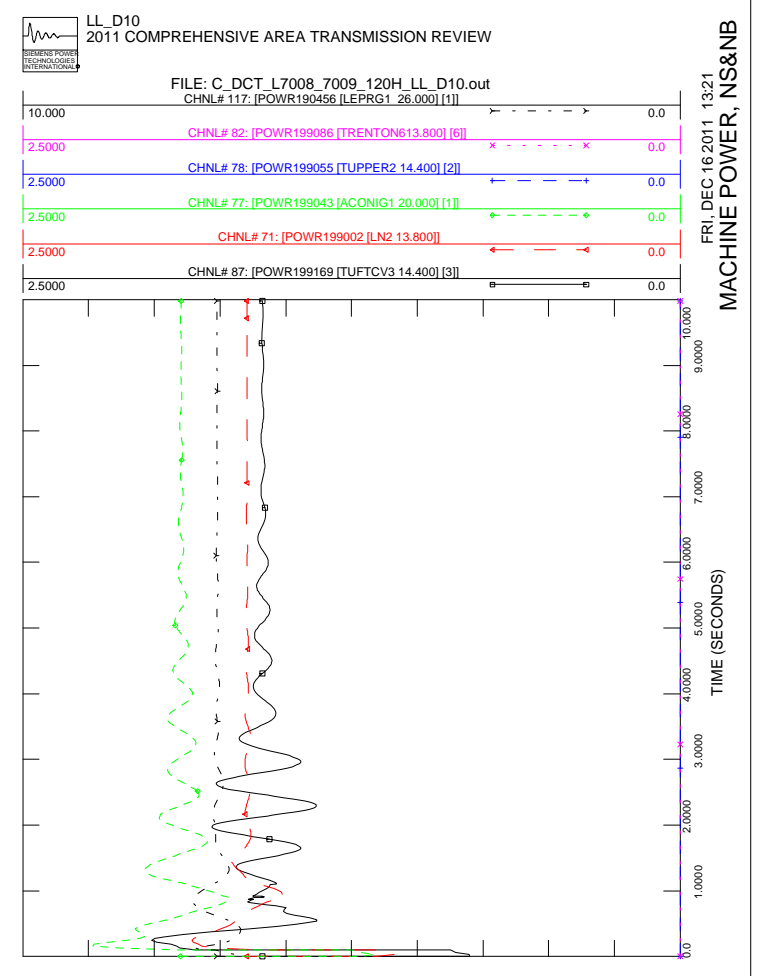
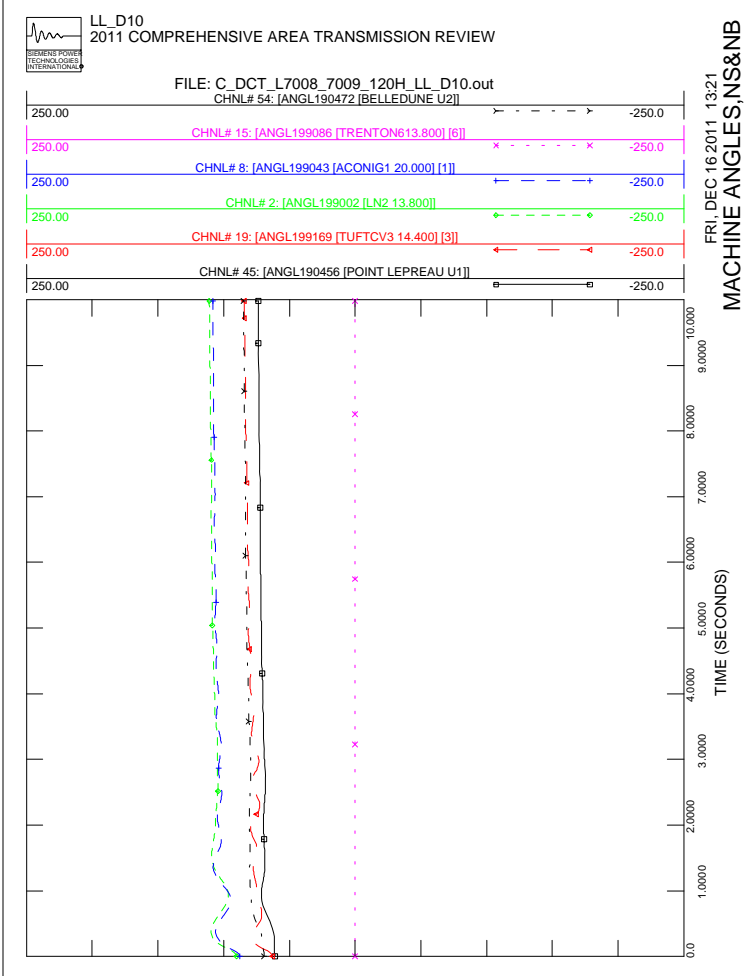
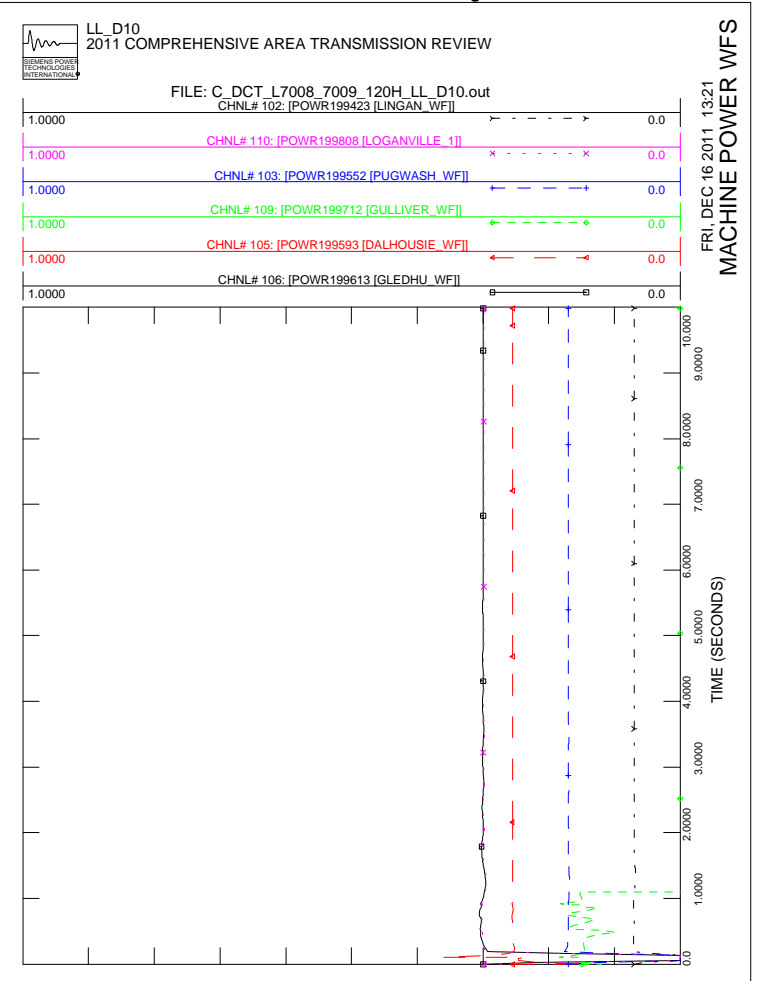
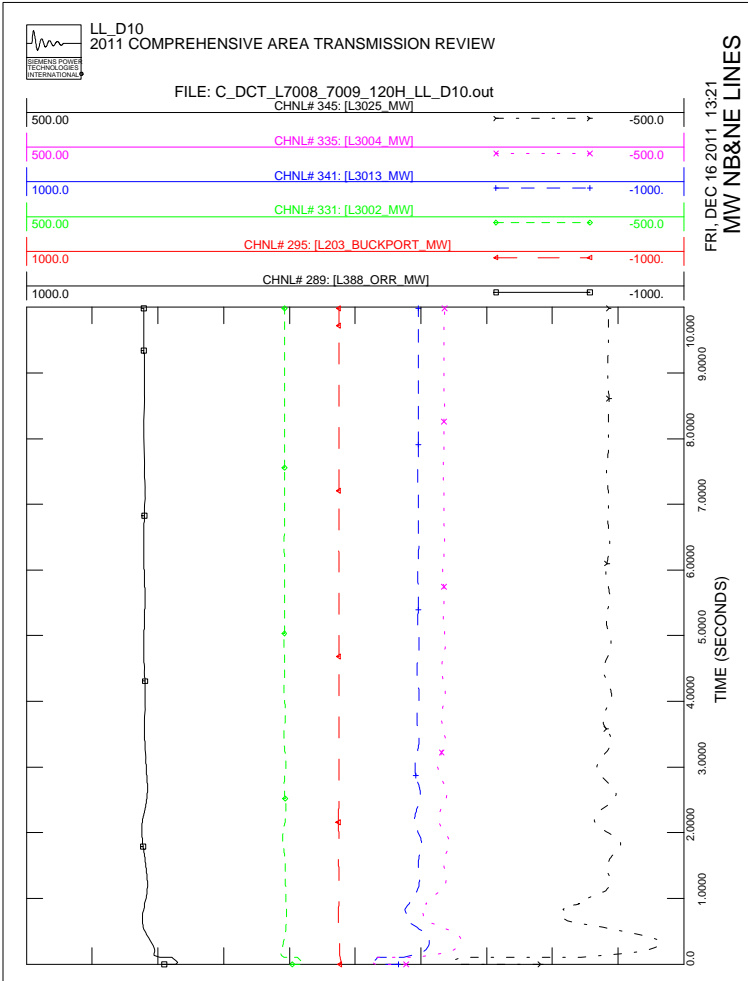
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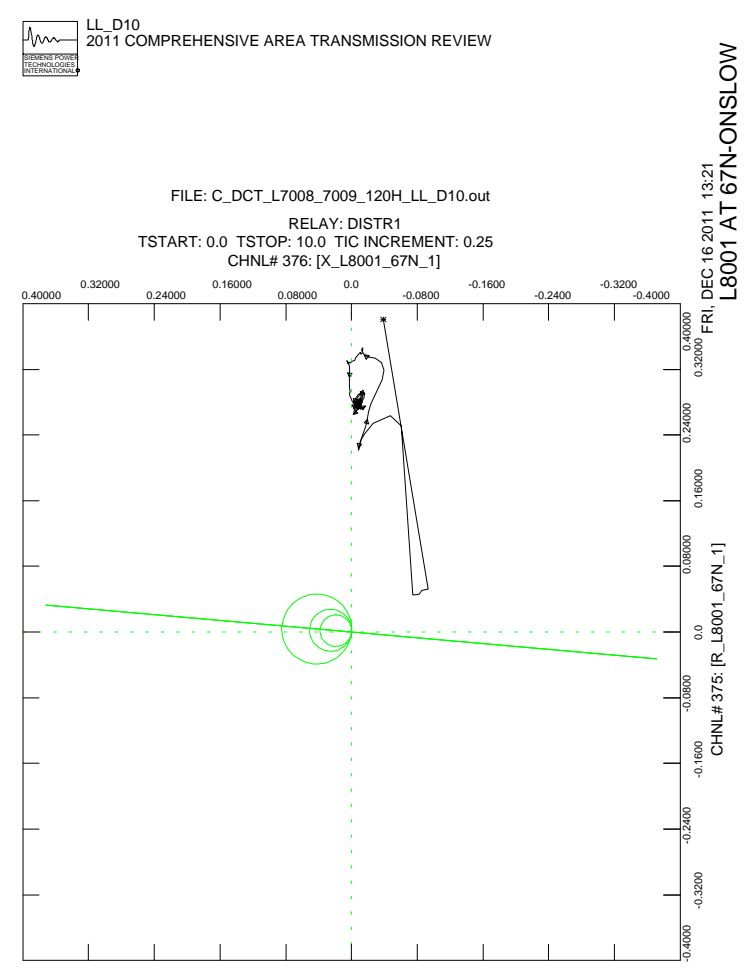
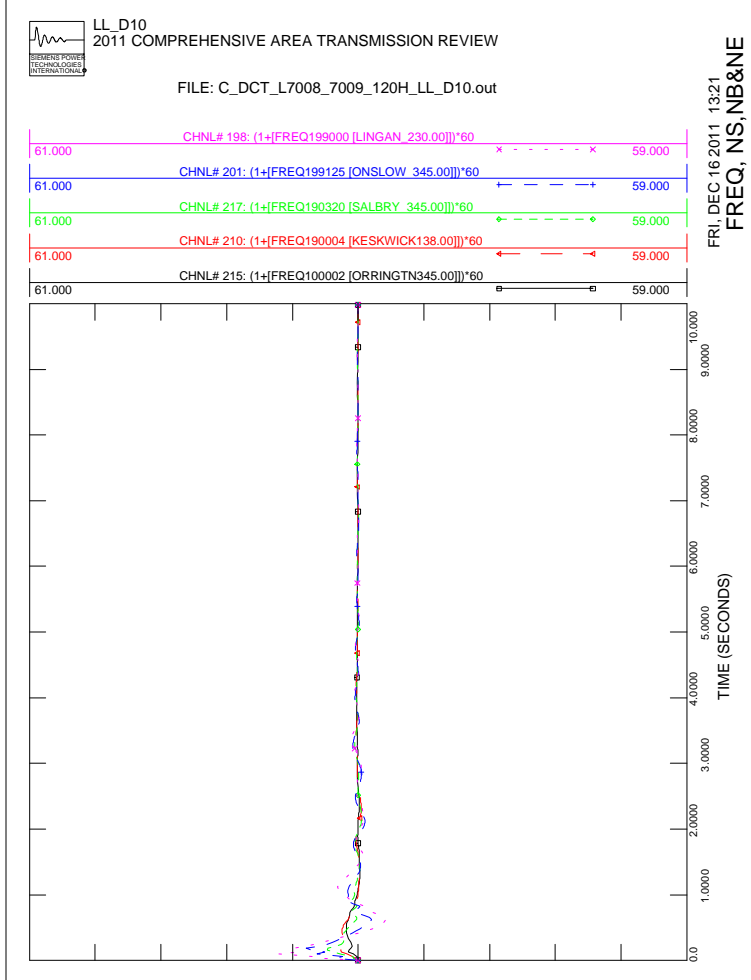
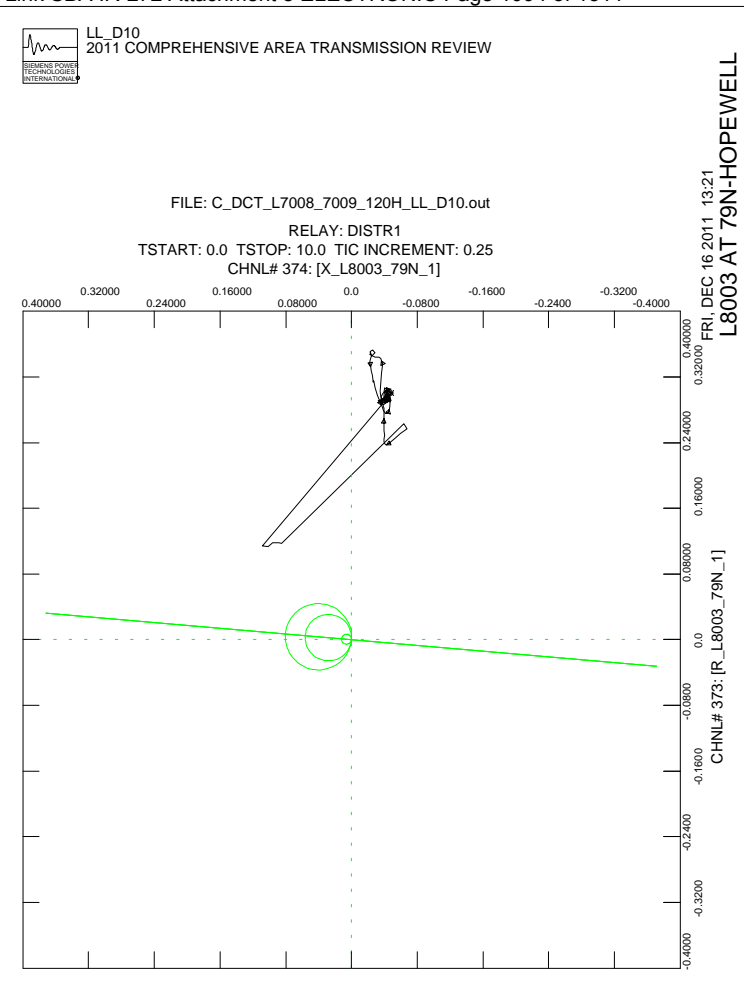
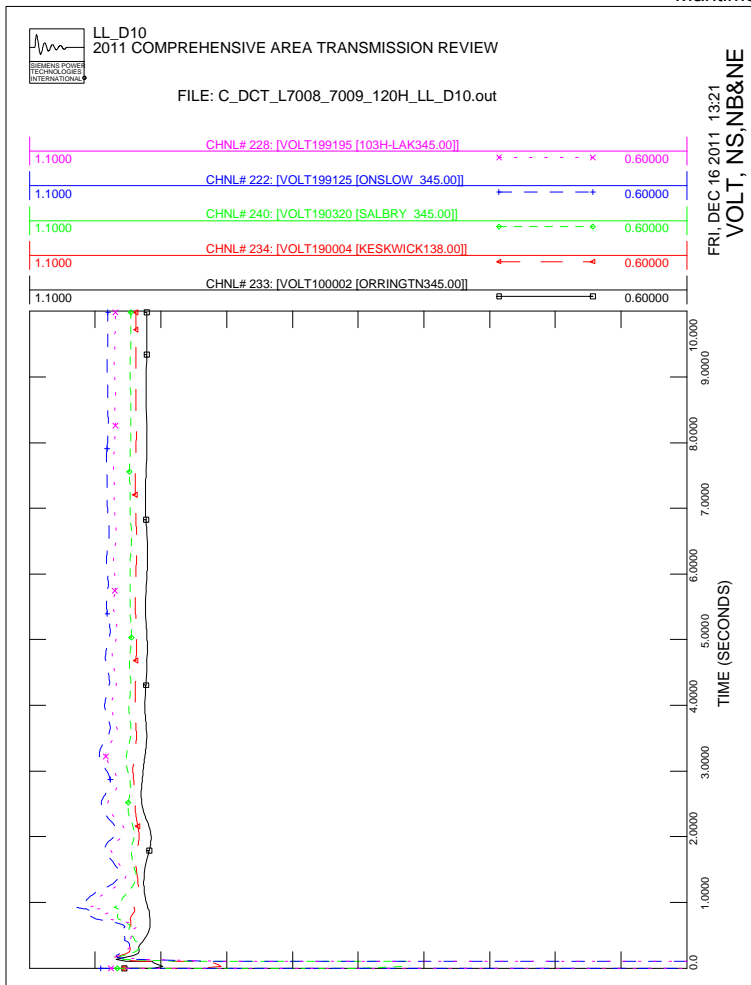


LL_D10
2011 COMPREHENSIVE AREA TRANSMISSION REVIEW

FILE: C_DCT_L7008_7009_120H_LL_D10.out







2011 Comprehensive Area Transmission Review

Appendix I

Thermal and Voltage Results for n-1

WED, DEC 28 2011 11:03

CATR N-1
1N, L-6503AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2037.7	1960.2	0.0	0.0	0.0	0.3	77.3	0.0	
NS	407.3	576.5	-326.5	0.0	634.9	46.8	745.4		
TOTALS	2037.7	1960.2	0.0	0.0	0.0	0.3	77.3	0.0	
	407.3	576.5	-326.5	0.0	634.9	46.8	745.4		

no issues

FRI, DEC 02 2011 15:09

CATR N-1
3C, L-7004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1258.3	852.5	0.0	0.0	0.0	348.1	57.8	225.0	
NS	202.6	290.2	42.5	0.0	616.0	-23.9	509.8		
TOTALS	1258.3	852.5	0.0	0.0	0.0	348.1	57.8	225.0	
	202.6	290.2	42.5	0.0	616.0	-23.9	509.8		

No issues

FRI, DEC 02 2011 15:13

CATR N-1
3C, L-7004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1125.8	1395.4	0.0	0.0	0.0	-302.3	32.7	0.0	
NS	305.4	406.3	110.7	0.0	599.0	25.2	362.1		
TOTALS	1125.8	1395.4	0.0	0.0	0.0	-302.3	32.7	0.0	
	305.4	406.3	110.7	0.0	599.0	25.2	362.1		

No issues

FRI, DEC 02 2011 15:19

CATR N-1
3C, L-7004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1462.0	1407.2	0.0	0.0	0.0	0.0	54.8	0.0	
NS	175.6	411.6	-100.4	0.0	620.7	-7.7	492.8		
TOTALS	1462.0	1407.2	0.0	0.0	0.0	0.0	54.8	0.0	
	175.6	411.6	-100.4	0.0	620.7	-7.7	492.8		

NO Issues

FRI, DEC 02 2011 15:23

CATR N-1
3C, L-7004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2063.7	1977.2	0.0	0.0	0.0	0.4	86.1	0.0	
NS	447.3	581.0	-381.2	0.0	606.3	37.0	816.8		
TOTALS	2063.7	1977.2	0.0	0.0	0.0	0.4	86.1	0.0	
	447.3	581.0	-381.2	0.0	606.3	37.0	816.8		

no issues

THU, NOV 17 2011 16:34

CATR N-1
67N, L-8002AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1259.3	852.5	0.0	0.0	0.0	346.6	60.2	225.0	
NS	215.6	290.2	11.5	0.0	581.7	-23.1	518.8		
TOTALS	1259.3	852.5	0.0	0.0	0.0	346.6	60.2	225.0	
	215.6	290.2	11.5	0.0	581.7	-23.1	518.8		

No Issues

MON, NOV 21 2011 10:16

CATR N-1
67N, L-8002AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1131.3	1395.4	0.0	0.0	0.0	-301.7	37.7	0.0	
NS	288.7	406.3	13.6	0.0	572.1	43.9	396.9		
TOTALS	1131.3	1395.4	0.0	0.0	0.0	-301.7	37.7	0.0	
	288.7	406.3	13.6	0.0	572.1	43.9	396.9		

No issues

THU, NOV 17 2011 16:57

CATR N-1
67N, L-8002

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1474.6	1407.2	0.0	0.0	0.0	3.2	64.2	0.0	
NS	260.9	411.6	-122.7	0.0	577.9	-17.1	567.0		
TOTALS	1474.6	1407.2	0.0	0.0	0.0	3.2	64.2	0.0	
	260.9	411.6	-122.7	0.0	577.9	-17.1	567.0		

no issues

THU, NOV 17 2011 17:11

CATR N-1
67N, L-8002

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2061.7	1977.2	0.0	0.0	0.0	7.4	77.2	0.0	
NS	454.1	581.0	-339.6	0.0	576.9	15.2	774.5		
TOTALS	2061.7	1977.2	0.0	0.0	0.0	7.4	77.2	0.0	
	454.1	581.0	-339.6	0.0	576.9	15.2	774.5		

no issues

THU, DEC 29 2011 10:48

2010 SERIES, ERAG/MMWG BASE CASE LIBRARY
 2016/17 WINTER PEAK CASE, FINAL; FOR DYN

AREA TOTALS
 IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2066.7	1977.2	0.0	0.0	0.0	-0.4	89.9	0.0	
NS	439.4	581.0	-364.4	0.0	628.6	18.6	832.8		
TOTALS	2066.7	1977.2	0.0	0.0	0.0	-0.4	89.9	0.0	
	439.4	581.0	-364.4	0.0	628.6	18.6	832.8		

no issues

MON, MAR 26 2012 16:35

CATR N-1
79N, L-8003AREA TOTALS
IN MW/MVAR

X--	AREA	--X	FROM GENERATION	TO LOAD	TO BUS SHUNT	TO LINE SHUNT	FROM CHARGING	TO NET INT	LOSSES	DESIRED NET INT
	106		999.4	748.3	0.0	0.0	0.0	213.9	37.2	225.0
	NS		106.9	235.4	184.6	0.0	614.7	-12.4	313.9	
	TOTALS		999.4	748.3	0.0	0.0	0.0	213.9	37.2	225.0
			106.9	235.4	184.6	0.0	614.7	-12.4	313.9	

□

LL10, 79N, L-8003 redispached to curtail non-firm tie transaction by one Ligan unit - no Issues

MON, NOV 21 2011 14:17

CATR N-1
79N, L-8003AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1133.3	1395.4	0.0	0.0	0.0	-302.0	40.0	0.0	
NS	338.0	406.3	112.0	0.0	591.7	14.8	396.6		
TOTALS	1133.3	1395.4	0.0	0.0	0.0	-302.0	40.0	0.0	
	338.0	406.3	112.0	0.0	591.7	14.8	396.6		

no Issues

MON, NOV 21 2011 14:21

CATR N-1
79N, L-8003

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA	--X GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1497.6	1419.3	0.0	0.0	0.0	-0.2	78.5	0.0	
NS	201.4	417.0	-231.7	0.0	614.6	-11.1	641.8		
TOTALS	1497.6	1419.3	0.0	0.0	0.0	-0.2	78.5	0.0	

MON, NOV 21 2011 14:23

1N, 1N-601

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)					
BUS# X--	NAME --X	BASKV	AREA	BUS# X--	NAME --X	BASKV	AREA	CKT	LOADING	RATING	
PERCENT											
199110	1N-ONSLOW	138.00*	106	199134	81N-DEBERT	138.00	106	1	134.7	110.0	122.5
199134	81N-DEBERT	138.00*	106	199135	74N-SPRNGHIL	138.00	106	1	125.2	110.0	113.9

MON, NOV 21 2011 14:23

MON, NOV 21 2011 14:23

1N, 1N-619

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X-----	FROMBUS	-----X	X-----	TO BUS	-----X	CURRENT(MVA)					
BUS# X--	NAME --X	BASKV	AREA	BUS# X--	NAME --X	BASKV	AREA	CKT	LOADING	RATING	
PERCENT											
199110	1N-ONSLOW	138.00*	106	199134	81N-DEBERT	138.00	106	1	130.8	110.0	118.9
199134	81N-DEBERT	138.00*	106	199135	74N-SPRNGHIL	138.00	106	1	121.3	110.0	110.3

MON, NOV 21 2011 14:23

REPORT NAME

1N, 1N-619

MON, NOV 21 2011 14:25

DCT, L-7005][L-8004

BRANCH LOADINGS ABOVE 100.0 % OF RATING SET A:

X----- FROMBUS -----X X----- TO BUS -----X CURRENT(MVA)
 BUS# X-- NAME --X BASKV AREA BUS# X-- NAME --X BASKV AREA CKT LOADING RATING
 PERCENT
 199050 3C-HASTINGS 230.00* 106 199130 67N-ONSLOW 230.00 106 1 245.4 233.0 105.3
 199050 3C-HASTINGS 230.00* 106 199590 91N-DALHOUS 230.00 106 2 241.7 233.0 103.7
 199130 67N-ONSLOW 230.00 106 199590 91N-DALHOUS 230.00* 106 2 280.2 233.0 120.2
 MON, NOV 21 2011 14:25

DCT, L-7005][L-8004

MON, NOV 21 2011 14:25

DCT, L-7005][L-8004 W GR 5

MON, NOV 21 2011 14:25

DCT, L-7005][L-8004 W GR 5

MON, NOV 21 2011 14:25

CATR N-1
79N, L-8003AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2094.7	1981.3	0.0	0.0	0.0	0.9	112.5	0.0	
NS	538.5	582.3	-413.9	0.0	595.9	3.7	962.3		
TOTALS	2094.7	1981.3	0.0	0.0	0.0	0.9	112.5	0.0	
	538.5	582.3	-413.9	0.0	595.9	3.7	962.3		

no issues

THU, JAN 05 2012 21:16

CATR N-1
79N, L-8003

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1486.6	1411.3	0.0	0.0	0.0	-0.1	75.4	0.0	
NS	214.7	413.0	-190.6	0.0	613.1	-10.3	615.6		
TOTALS	1486.6	1411.3	0.0	0.0	0.0	-0.1	75.4	0.0	
	214.7	413.0	-190.6	0.0	613.1	-10.3	615.6		

No issues

SUN, JAN 08 2012 17:48

CATR N-1
101S, L-8004AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1163.3	843.6	0.0	0.0	0.0	270.2	49.6	225.0	
NS	166.5	285.7	17.9	0.0	530.6	-14.5	408.1		
TOTALS	1163.3	843.6	0.0	0.0	0.0	270.2	49.6	225.0	
	166.5	285.7	17.9	0.0	530.6	-14.5	408.1		

No issues

FRI, DEC 02 2011 15:08

CATR N-1
101S, L-8004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1134.3	1395.4	0.0	0.0	0.0	-301.8	40.8	0.0	
NS	366.1	406.3	54.2	0.0	511.8	11.9	405.4		
TOTALS	1134.3	1395.4	0.0	0.0	0.0	-301.8	40.8	0.0	
	366.1	406.3	54.2	0.0	511.8	11.9	405.4		

No issues

WED, JAN 04 2012 9:08

CATR N-1
101S, L-8004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1319.0	1264.7	0.0	0.0	0.0	1.9	52.4	0.0	
NS	184.6	347.1	-89.4	0.0	529.2	22.4	433.6		
TOTALS	1319.0	1264.7	0.0	0.0	0.0	1.9	52.4	0.0	
	184.6	347.1	-89.4	0.0	529.2	22.4	433.6		

NO Issues

FRI, DEC 02 2011 15:17

CATR N-1
101S, L-8004

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2084.7	1977.2	0.0	0.0	0.0	0.3	107.2	0.0	
NS	602.4	581.0	-423.8	0.0	500.7	18.2	927.6		
TOTALS	2084.7	1977.2	0.0	0.0	0.0	0.3	107.2	0.0	
	602.4	581.0	-423.8	0.0	500.7	18.2	927.6		

No Issues

MON, JAN 02 2012 15:52

CATR N-1
120H, SVC

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	1259.3	852.5	0.0	0.0	0.0	348.0	58.9	225.0	
NS	179.0	290.2	42.8	0.0	644.1	-20.3	510.4		
TOTALS	1259.3	852.5	0.0	0.0	0.0	348.0	58.9	225.0	
	179.0	290.2	42.8	0.0	644.1	-20.3	510.4		

no issues

MON, JAN 02 2012 15:56

CATR N-1
120H, SVC

AREA TOTALS
IN MW/MVAR

	FROM	TO	TO BUS	TO LINE	FROM	TO	DESIRED		
X-- AREA --X	GENERATION	LOAD	SHUNT	SHUNT	CHARGING	NET INT	LOSSES	NET INT	
106	2039.7	1960.2	0.0	0.0	0.0	-0.4	80.0	0.0	
NS	386.6	576.5	-374.8	0.0	634.8	37.4	782.4		
TOTALS	2039.7	1960.2	0.0	0.0	0.0	-0.4	80.0	0.0	
	386.6	576.5	-374.8	0.0	634.8	37.4	782.4		

no issues

2011 Comprehensive Area Transmission Review

Appendix J

Fault Current Assessment Results



Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
366	AKERLEY BLVD	69	AKERLEY	11478.4	-83.59	8360.9	-83.21
367	ALBRO LAKE	69	ALBRO LK	12891.9	-84.66	12146	-82.69
387	ARMDALE	138	SWITCH	10133.1	-84.94	10293.7	-83.93
315	BAYERS RD.	138	BYERS RD	10523	-85.07	10500.4	-83.80
329	BRUSHY	230	BRUSHY	8787.7	-85.53	9545	-85.28
327	BRUSHY HILL	138	BRUSHY	14186.5	-85.73	16775.5	-85.60
340	BURNSIDE	138	BURNSIDE	14093.5	-85.60	15662.6	-85.07
344	COBEQUID	138	COBEQUID	13098.5	-84.66	12057.1	-81.75
370	DART. EAST	138	E.DART S	7222	-74.05	5958.1	-75.26
360	FARRELL ST.	69	FARRELL	17635.6	-88.11	20645.2	-87.75
407	GRANTON TAP	138	GRANTON	9015	-86.08	8687	-83.86
4032	HOPEWELL	138	79N	10195.3	-86.77	10614.2	-85.46
363	IMPERIAL OIL	69	IMP.OIL	8224.1	-82.20	5102.8	-82.60
309	KEARNEY LAKE	138	KEARNEY	8436.2	-84.45	6874.1	-81.38
348	LAKESIDE	138	LAKESIDE	11631.8	-85.53	12125.2	-84.40
439	LINGAN	230	LINGAN	9870	-87.46	12061.5	-87.61
435	LINGAN A	138	LINGAN A	8560.3	-86.69	9883.6	-86.89
436	LINGAN B	138	LINGAN B	8592.9	-87.02	10033.4	-87.19
487	LUCASVILLE	138	LUCASVIL	12873.2	-85.07	11230	-81.63
364	MAPLE ST	69	MAPLE ST	12188.1	-84.56	9219.2	-83.99
902	MICH.GRANTON	138	MICH.GRA	7462.3	-83.44	6675.6	-82.30
108	NuStar	138	Tupper	9137	-84.45	10951.8	-83.80
405	ONSLow	138	ONSLow	9546.5	-85.24	10383	-85.39
417	ONSLow	230	67N	10499.4	-85.86	11671.9	-85.31
418	ONSLow	345	67N	7060.7	-86.19	7520.7	-85.28
908	ONSLow EHV	138	ONSLow E	9611.5	-85.57	10895	-85.97
362	PENHORN	69	PENHORN	9757.5	-82.96	6393.9	-83.05
475	PORCUPINE	138	PORCUPIN	9933	-84.17	9521.7	-83.66
404	PT. HASTINGS	138	HASTINGS	11764.1	-85.43	13369.8	-85.35
424	PT. HASTINGS	230	HASTINGS	7865.2	-84.90	7654.8	-85.07
425	PT. TUPPER	138	TUPPER	9835.3	-84.99	12729.4	-85.11
328	SACKVILLE	69	SACKVILL	9987.7	-85.39	11197	-85.86
342	SACKVILLE	138	SACKVILL	14679.9	-85.57	14011.9	-82.79
428	STORA	138	STORA	9754.5	-84.85	12887.1	-85.16
45	TAR PONDS	69	TAR POND	7247.8	-77.20	6746.7	-80.05
46	TARPONDS TAP	69	TAR TAP	7921.5	-78.47	7324.4	-80.69
479	TERRACE ST	69	TERRACE	6042.5	-81.51	4805.3	-82.60
480	TOWNSEND ST	69	TOWNSEND	7845.8	-78.23	7083.7	-80.54
461	TRENTON	69	TRENTON	9284.7	-88.70	10843.2	-88.84
408	TRENTON	138	TRENTON	11599.6	-86.87	14390.4	-87.09
333	TUFTS COVE	69	TUFTS CV	18241.3	-88.50	23139.6	-88.67
341	TUFTS COVE	138	TUFTS CV	15289.7	-86.80	18679.3	-86.87
43	V.J. DIST.	69	V.J.DIST	10536.8	-84.45	12543.6	-83.93

Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
430	VCT.JUNCTION	69	VICT.JCT	11154	-86.00	14474.1	-85.89
429	VCT.JUNCTION	138	VICT.JCT	9180.8	-85.60	10067.7	-84.51
350	WATER ST	138	WATER ST	9677.4	-84.71	9442.7	-84.23
4035	WOODBINE	230	101S	6779.2	-86.53	6816.8	-84.81
361	WOODLAWN	69	WOODLAWN	7722.8	-82.69	4947.3	-82.79
453	1N-B52	69	ONSLow	5251.7	-88.69	6110.8	-88.70
454	1N-B54	69	ONSLow	5232.4	-88.69	6132.5	-88.80
457	ABERCROMBIE	69	ABERCROM	6011.4	-82.30	4523.9	-81.63
390	AERO TAP	138	AERO TAP	6334.7	-81.12	4224.2	-79.32
392	AEROTECH	138	AEROTECH	5522.2	-81.12	3693.2	-78.91
565	AUBURNDA	69	AUBURNDA	4888.1	-86.59	4156.9	-87.62
562	B_ WATER	69	BRIDGEWT	5260.3	-88.02	4804.4	-89.32
2063	BOWATER	138	BOWATERS	6039.9	-85.89	5140.9	-85.50
456	BRIDGEAVE B4	69	BRIDGE	5045.8	-75.96	3955	-77.20
560	BRIDGEWATER	138	BRIDGEWT	6832.6	-85.79	8450.6	-85.63
2071	BUS 2071	138	BUS 207	5846	-85.60	5118.7	-85.57
504	CANAAN ROAD	69	CANAAN R	6588.6	-82.30	7973.9	-83.13
355	CHURCH TAP	138	CHURCHST	4761	-79.32	3678.5	-80.69
981	COWIE FL	69	COWIE FL	5271.2	-83.93	5621.7	-84.51
464	DEBERT	138	DEBERT	6454.1	-81.87	4977.8	-81.87
989	DEEP BRK	69	DEEP BRK	4935.7	-82.41	4815.4	-82.87
24	DONKIN TAP	69	DONKIN T	4816.9	-73.14	3228.7	-76.29
343	ELMSDALE	138	ELMSDALE	5334.6	-80.38	3441.7	-78.91
437	GANNON ROAD	138	GANNON R	4879.1	-81.51	4001.8	-81.87
414	GLENTOSH	138	GLENTOSH	5495.7	-82.79	3953.7	-82.20
522	HELLS GATE	69	HELLS GA	4061.9	-84.17	5079.7	-84.17
4030	HOPEWELL	345	79N	5646.6	-86.47	5514.5	-83.99
459	KIMB. CLARK	69	K.CLARK	5427.4	-80.54	3877.2	-80.22
406	LOCHABER RD	138	LOCHABER	4745.8	-80.05	3790.3	-81.75
521	LUMSDEN	69	LUMSDEN	5348.4	-78.69	5780.4	-77.99
974	MICH.BWT	138	MICH.BWT	6407.1	-85.16	7266.4	-84.85
982	MICHELIN TAP	138	MICH.TAP	6820.7	-85.70	8433.2	-85.53
570	MILTON	138	MILTON	6372.4	-85.67	5670.9	-85.86
483	N.WATERFORD	69	N.WATERF	3522.7	-73.61	1839.9	-81.87
2061	POLSKY	138	POLSKY	5987.1	-85.73	5220.7	-85.63
335	PORTERS LAKE	138	PORTERS	4397.7	-75.62	2828.9	-77.74
485	RESERVE ST.	69	RESERVE	5418.5	-76.61	3721.7	-78.47
486	SEABOARD	69	SEABOARD	5273.5	-75.26	3611.5	-77.47
462	SPRINGHILL	138	SPRINGHI	4957.9	-79.32	4493.3	-81.25
445	SYSCO SOUTH	138	SYSCO S.	6660.1	-83.66	6437.7	-81.87
26	TERRACE ST 1	69	TERRACE	6092.5	-81.87	4832.1	-82.87
28	TERRACE ST 2	69	TERRACE	6637	-82.30	5420.1	-82.96
932	TIDEWATER	138	TIDEWATR	4858.7	-79.70	3630.5	-80.54

Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
357	TIDEWATERTAP	138	TIDE.TAP	4993.8	-79.88	3791.9	-80.84
484	WHITNEY PIER	69	WHITNEY	6023.6	-78.47	4329.9	-79.70
516	WOLFVILLETAP	69	WOLF.TAP	5056.1	-77.74	4447.1	-79.11
415	WRECK COVE	138	WRECK CV	5671.6	-85.94	7037.4	-86.59
319	3 MILEPLAINS	69	3MILEPLN	5559.6	-80.38	4978.5	-80.54
514	3MILE PLAINS	69	MOUNT.RD	4890.3	-75.96	4167.6	-77.20
581	B. FALLS	69	B. FALLS	3695.1	-75.26	3770.4	-78.47
609	B_ WATER B71	230	BRIDGWT	3441.4	-84.90	3639	-85.46
561	B_ WATER B72	230	BRIDGEWT	4125	-85.94	3959.7	-85.63
567	B_ WATER EAST	69	BWATER E	3883.1	-82.79	2785.8	-84.05
536	BERWICK TAP	69	BERWICK	3591.5	-74.05	2731.4	-76.29
574	BIG FALLS	69	BIG FALL	3696	-75.26	3770.8	-78.47
907	BRIDGEAVE B1	69	BRIDGE	3809.9	-78.91	2569.4	-79.70
964	BRIDGEWATER	69	BWATER	4380.7	-84.66	3406.6	-85.67
502	CANAAN ROAD	138	CANAAN R	4951.9	-80.54	5109.6	-81.98
356	CHURCH ST.	138	CHURCH	4318.7	-79.11	3204.2	-80.54
515	FIVE POINTS	69	FIVE PTS	4602.2	-76.91	4621.6	-79.70
942	GREENWOOD	69	GREENWOO	4469.9	-77.47	4682.2	-78.69
906	HALIBURTON	69	HALIBURT	4425.9	-76.29	3025.2	-77.74
984	HIGH STREET	69	HIGH ST.	3995	-83.21	2918.3	-84.40
526	HOLLOW BRIDG	69	HOLLOW B	4243.4	-74.48	4275.3	-74.48
550	HUBBARDS	138	HUBBARDS	3644.6	-78.91	2741.2	-80.22
481	KELTIC DR. 2	69	KELTIC D	3435.2	-80.05	2034.8	-81.51
573	L.GRT.BK	69	L.GRT.BK	4437.4	-78.69	3934.8	-79.88
963	L.GRT.BK 1	69	L.GRT.BK	4361.8	-78.47	3806	-79.70
301	LAKESIDE	345	LAKESIDE	3966.6	-86.11	3943.4	-84.66
577	LIVERPOOL	69	LIVERPOO	3492	-78.91	3058	-81.38
401	MACCAN	138	MACCAN	4453.2	-79.51	4040.6	-80.84
509	MICH.W_VILLE	69	MICH.WAT	3759.8	-76.29	2745.4	-77.99
538	MIDDLETON TO	69	MIDDLETO	3897.8	-79.88	3666.2	-81.51
393	MUSQ.HARBOUR	138	MUSQ.HBR	3203.1	-75.96	1885.1	-78.47
519	NEWMINAS	69	NEWMINAS	4658.4	-76.29	4186.4	-77.47
533	NICTAUX	69	NICTAUX	3945.6	-79.88	3762.5	-81.63
905	PICTOU TOWN	69	PICTOU T	3710.1	-73.61	2443	-76.29
4036	PT. ACONI	230	ACONI	4175.2	-86.38	4899.9	-86.67
305	ROCKINGHAM	69	ROCKIHAM	4613.5	-80.22	2844.4	-81.63
2062	SPRINGHILL	69	SPRINGHI	3381.1	-86.40	4127.7	-86.61
512	ST CROIX	69	ST CROIX	6909.9	-85.24	8265.2	-85.57
107	ST PETERS	138	ST PETER	4421.5	-80.22	2701.5	-80.98
510	St. Croix	138	ST.CROIX	7486.1	-83.05	6822.7	-82.79
532	TREMONT	69	TREMONT	5178.5	-80.84	6262	-82.20
592	TUSKET	69	TUSKET	4279.1	-80.54	5388.2	-81.75
960	TUSKET GT	69	TUSK GT	3870.7	-79.11	4469.7	-80.54

Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
520	W_VILLE TAP	69	WATERVIL	3673.5	-75.62	2726.6	-77.20
952	WATERVILLE	69	WATERVIL	3473.7	-74.48	2509.3	-76.91
978	WEST ELB	138	WEST ELB	4819.4	-83.05	4514.8	-83.52
909	WESTRAY TAP	69	WESTRAY	3898.6	-79.11	2646.6	-79.88
473	WHYCOC TAP	138	WHYCOC.T	4280.4	-80.84	3149.5	-81.12
922	WILLOW LANE	69	WILLOW L	4176.1	-84.61	3896.5	-83.80
936	WOLF. RIDGE	69	WOLF.RID	4402.6	-76.61	3560.5	-78.23
4033	WOODBINE	345	101S	4042.2	-86.84	3811.2	-85.07
466	ABERDEEN ST.	69	ABERDEEN	3055	-83.99	3412	-83.86
540	ANNA. TIDAL	69	HOG IS.	2967	-78.69	3124	-81.12
946	ANNA.TAP	69	ANNA.TAP	3318.8	-78.23	3400.5	-80.69
589	ARGYLE	69	ARGYLE	2275.4	-75.62	1846.7	-78.69
517	AVON #1	69	AVON #1	2685.8	-67.38	1917.6	-73.61
929	B_TOWN RURAL	69	B'TOWN	2786.1	-77.74	2261.6	-80.05
928	B_TOWN TAP	69	B'TOWN	3096.9	-78.69	2692.1	-80.84
951	BERWICK 1	69	BERWICK	3280.3	-72.65	2396.5	-75.62
919	BLACK RIVER	69	SPRNHIL	2712.8	-81.38	2764.9	-81.25
586	BROAD RIVER	69	BROADRIV	3046.9	-70.97	2102.9	-75.26
455	CAN.CEMENT	69	C.CEMENT	2497.1	-78.23	1661.5	-79.51
598	CARLETON	69	CARLETON	2796.8	-65.56	2108.2	-70.97
616	CORN.TAP	69	CORN.TAP	3493	-75.26	2841.9	-78.23
617	CORNWALLIS	69	CORNWALI	3073.4	-69.68	2407	-74.05
438	GANNON ROAD	69	GANNON R	3228.9	-84.99	3946.6	-84.90
92	GOLD RIVER	138	ROBSCORN	2476	-77.99	1731.9	-77.74
544	GULCH	69	GULCH	3945.8	-73.14	3267.7	-76.29
970	HEBRON	69	HEBRON	2833.2	-72.65	2388.5	-75.62
465	HICKMAN	69	HICKMAN	2490.8	-83.21	1865.1	-82.20
941	HILLATON	69	HILLATON	3024.9	-71.57	2254.7	-74.48
971	KING STREET	69	KING ST	2240.8	-65.56	1699.8	-70.97
994	KINGSTON	69	KINGSTON	3933.2	-76.61	3678.9	-77.74
518	KLONDIKE	69	KLONDIKE	2781	-68.96	2585.4	-69.68
569	L.LAKE FALLS	69	L.LAKE F	3162.5	-73.61	3212.3	-77.74
972	L.LAKEFALLS	69	L.LK.FLS	3128.1	-73.61	3175	-77.74
507	LEQUILLE	69	LEQUILLE	3335.2	-78.23	3380.7	-80.69
451	MACCAN	69	MACCAN	3047.3	-86.45	3655.9	-86.71
973	MAHONE BAY	69	MAHONE B	2479.5	-78.91	2312.2	-79.32
554	MAHONE TAP	69	MAHONE B	2589.1	-80.54	2528.4	-80.69
939	METHALS	69	METHALS	2804.8	-69.68	2398.5	-74.05
553	MIDDLEFIELD	69	MIDDLEFI	2521.9	-63.43	1900.6	-70.97
944	MIDDLETON	69	MIDDLETO	3342.5	-77.99	2793.2	-79.88
966	MOBILE CONN	69	LTAP	2315.4	-66.50	1772.5	-71.57
534	PARADISE	69	PARADISE	3160.4	-78.91	2871.7	-81.25
802	PLEASANT ST	69	PLEASANT	2331.3	-66.50	1790	-71.57

Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
705	PTACONI PUMP	69	PUMP	2355.9	-80.98	2405.3	-80.05
918	QUEEN STREET	69	QUEEN ST	2912.9	-82.96	3152.3	-82.87
545	RIDGE	69	RIDGE	2988.5	-65.56	2485.2	-72.65
606	SIFTO SALT	69	NAPPAN	2302.2	-78.91	2018.1	-79.51
594	SISSIBOO	69	SISSIBOO	2687.1	-65.56	2861.9	-70.97
582	SOURIQUOIS	69	SOURIQUO	2428.7	-78.69	2609.4	-81.12
580	SOURQUOIS	138	SOURQUOI	2559.8	-76.61	2141.3	-80.22
530	TREMONT	138	TREMONT	3415.8	-79.70	3573.9	-81.75
513	U.BURLINGTON	69	BURLINGT	3066.6	-57.99	2388.1	-63.43
977	U.LAKEFALLS	69	U.LK.FLS	2928.1	-72.65	2807.4	-77.20
979	WEST ELB	69	WEST ELB	3093.7	-87.77	3612.8	-87.87
986	WESTHAVERS	69	WESE ELB	3081.9	-87.57	3596.6	-87.63
83	WHYCOCOMA	138	WHYCOCMA	3212	-80.05	2431.6	-80.98
947	4TH LAKE	69	FOURTH L	1718.2	-64.54	1555.3	-71.57
477	ABERDEEN	69	ABERDEEN	1502.1	-77.99	1364.8	-78.47
489	ALBERTBRIDGE	69	ALBERT B	2030.6	-59.53	1255.6	-68.96
801	BARRINGTON	69	BARRINGT	980.9	-71.57	673.9	-77.20
803	BARRINGTON 1	69	BARRINGT	981.4	-68.20	622.2	-74.88
917	BROWNELL AVE	69	BROWNELL	2349	-80.98	1581.8	-80.22
551	CALEDONIA	69	CALEDONI	1969.8	-59.53	1482.6	-69.68
559	CANEXEL	69	CANEXEL	1689.1	-83.29	1477.2	-83.13
444	CANSO	69	CANSO	478.1	-64.54	359.2	-70.97
80	CHETICAMP	69	CHETICMP	668.2	-74.48	418.9	-77.74
585	CLYDE RIVER	69	CLYDE RI	1346.2	-70.97	948	-75.96
543	CONWAY	69	CONWAY	3203.6	-72.65	2323.4	-76.29
700	DICKIE BROOK	69	DICKIE B	736.8	-74.88	676.9	-77.47
587	E.GREEN HARB	69	E.GR.HBR	2183.3	-71.57	1648.7	-75.62
318	EAST RIV	69	EAST RIV	1823.2	-84.45	1718.1	-84.17
568	GLODES FALLS	69	GLODES F	1807.1	-60.95	1257.1	-69.68
549	HARMONY	69	HARMONY	1845.5	-59.53	1329	-68.96
548	HARMONY TAP	69	HARMNY T	1934.8	-59.53	1410	-69.68
914	HICKMAN 1	69	HICKMAN	2482.5	-83.05	1860.4	-82.09
552	HUBBARDS	69	HUBBARDS	2100.4	-86.84	2362.9	-86.84
539	INDIAN PATH	69	INDIAN P	1577.2	-70.35	1174.4	-74.88
66	KELTIC DR. 1	69	KELTIC D	3419	-79.70	2029.1	-81.38
666	L5029-SW	69	L5029-SW	1667.6	-74.05	1294.5	-75.96
422	LOCHABER	69	LOCHABER	1272	-88.70	1670.5	-88.77
985	LOCKPORT	69	LOCKPORT	1864.4	-69.68	1228.1	-74.05
804	LTAP	69	LTAP	2202.1	-70.35	1635.3	-74.88
556	LUNENBURG	69	LUNENBUR	1966.4	-71.57	1675.6	-75.26
566	LUNENBURG T	69	79W	2040.2	-72.65	1755.1	-75.96
547	MAITLAND	69	MAITLAND	1925.3	-59.53	1351.8	-69.68
412	MALAY FALLS	69	MALAY FA	1199.2	-75.96	1433.5	-79.32

Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
555	MARTINSBROOK	69	MARTIN B	2170.9	-74.48	1907.7	-76.91
924	MIDDLE RIVER	69	MIDDLE R	1503.9	-81.75	1196.1	-81.98
557	NATIONAL SEA	69	NAT SEA	1784.6	-69.68	1437.2	-74.05
467	OXFORD JCT	69	OXFORD J	2220.2	-83.44	2271.8	-83.99
916	PARK STREET	69	PARK ST.	2470.5	-82.87	1832.4	-81.98
90	PARRSBORO	69	PARRSBOR	1376.1	-81.75	980.1	-81.63
65	PRINCE MINE	69	PRINCE M	2117.1	-79.88	2117.3	-79.51
703	PT.ACONI	69	PT.ACONI	1986	-78.69	1989.9	-79.32
702	PT.ACONI TAP	69	ACONITAP	2129.5	-79.88	2139.2	-79.51
588	PUBNICO	69	PUBNICO	1362.9	-73.61	1082.3	-78.47
468	PUGWASH	69	PUGWASH	1287.5	-81.12	1186.3	-82.69
610	RIOALGOM TAP	69	RIO/AL T	2289.9	-60.95	1588	-68.96
558	ROBNSONSCNR	69	ROBNSONS	1374.1	-78.23	1052.3	-79.51
492	RUTH FALLS	69	RUTH FLS	1115.1	-74.88	1422.3	-78.23
423	SALMON RIVER	69	SALMON R	827.6	-78.23	769.4	-79.11
948	SAULNIERVILL	69	SAULNIER	1412	-69.68	1132.5	-75.26
583	SHELBURNE	69	SHELBURN	2199.9	-76.91	2119	-79.51
307	SPRYFIELD	69	SPRYFIEL	1145.2	-87.77	1229.4	-86.38
495	STEWIACKE	69	STEW	1910.6	-75.96	1175	-78.47
478	SW MARGAREE	69	SW MARGA	1019.5	-76.91	727.8	-78.47
470	TATAMAGOUCHE	69	TATAMAGO	1432.2	-74.88	1066.6	-77.99
490	TRAFALGAR	69	TRAFALGA	1894.4	-74.48	1442.7	-77.47
590	TUSKET A	138	TUSKET A	1910.3	-78.47	2005.9	-81.38
992	TUSKET B	138	TUSKET B	1956.8	-82.79	2014.1	-84.66
491	UPPER MUSQ.	69	UP.MUSQ.	991.7	-63.43	643.7	-70.97
912	W. EARLTOWN	69	EARLTOWN	2094.5	-76.61	2040.7	-79.51
597	WEYMOUTH	69	WEYMOUTH	2213.8	-64.54	2500.5	-70.35
496	WHYCOCOMA	69	WHYCOCOM	1939	-83.05	2182.7	-83.29
800	WOODS HBR	69	WOODSHBR	1135.7	-73.14	830.3	-78.23
103	Lakeside	69	LAKESIDE	1295.3	-89.75	1707.2	-89.76
351	Kempt Rd	138	KEMPT RD	11842.9	-85.57	12470.1	-84.40
482	Lingan Wind	69	LINGAN	4456	-77.74	3880	-80.54
611	RIO ALGOM	69	RIO/ALGO	1456.7	-64.54	917.2	-68.96
765	Baddeck 104S	138	BADDECK	4439.3	-81.75	3052.4	-81.51
667	Geizers Hill	69	GEIZERS HILL	1218.6	-89.12	1447.3	-88.10
572	MILTON	69	MILTON	5431.3	-84.66	6057.6	-85.43
2080	Logan138	138	LOGANVILLE	6533.5	-85.10	5621.6	-82.82
2089	Prospect	138	NEW MINAS	3143	-79.51	3056	-81.51
2090	Shearwater	138	DARTMOUTH	5078.8	-74.88	3612.9	-76.91
0	Glen Dhu	138	GLEN DHU	5020.5	-80.22	4393.5	-82.30
9998	Gullivers Cove	69	DIGBY	3280.1	-80.05	2835	-83.05
9753	Dalhousie Mnt	230	DALHOUSIE	5792.5	-83.05	4870.7	-83.13
9997	Nutby Moutain	69	TATAMAGO	2283.7	-77.47	2438.7	-80.05

Maximum Bus Fault Current 2011							
NO	BUS	KV	LOCATION	3 Phase		1 Phase	
				Amps	Angle	Amps	Angle
410	Cleveland	138	CLEVELAND	6995.3	-81.98	5075	-81.87
2891	Amherst	138	BORDER	4583.3	-79.51	3850.7	-79.32
9999	Hammonds P	138	DARTMOUTH	9601.6	-85.28	7539.7	-81.38

Breaker Duty Assessment -2011

STATION ID & EQUIPMENT NO.	INTERUPTING_RATING	MANUFACTURER	MODEL	BUS	NAME	VOLT	3Ph CURRENT	ANGLE	1Ph CURRENT	ANGLE	CHECK
1H-600	29	ITE	145 GB-29-20C	350	WATER ST	138	9677.4	-84.71	9442.7	-84.23	OK
1H-633	29	ITE	145 GB-29-20C	350	WATER ST	138	9677.4	-84.71	9442.7	-84.23	OK
1H-635	29	ITE	145 GB-29-20C	350	WATER ST	138	9677.4	-84.71	9442.7	-84.23	OK
89H-511	8.4	GE	KSO-69-1000	490	TRAFALGAR	69	1894.4	-74.48	1442.7	-77.47	OK
90H-601	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-602	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-603	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-604	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-605	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-606	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-607	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-608	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-609	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-610	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-611	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-612	21	GE	KSO	342	SACKVILLE	138	14679.9	-85.57	14011.9	-82.79	OK
90H-501	31.5	GE	KSO	328	SACKVILLE	69	9987.7	-85.39	11197	-85.86	OK
90H-502	31.5	ASEA	HPL 145/2501	328	SACKVILLE	69	9987.7	-85.39	11197	-85.86	OK
90H-503	31.5	GE	KSO	328	SACKVILLE	69	9987.7	-85.39	11197	-85.86	OK
90H-506	31.5	GE	KSO	328	SACKVILLE	69	9987.7	-85.39	11197	-85.86	OK
91H-604	20	GE	KSO	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-605	20	GE	KSO	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-606	20	GE	KSO	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-607	20	GE	KSO	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-608	20	GE	KSO	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-609	20	GE	KSO	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-611	20	Alstom	DT1-145F1	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-613	40	Mitsubishi	120-SFMT-40E	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-621	40	ASEA	HPL 145/25A1	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-640	21	AEG	DT1-145F1	341	TUFTS COVE	138	15289.7	-86.80	18679.3	-86.87	OK
91H-511	31.5	GE	KSO	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-513	31.5	GE	KSO	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-515	31.5	GE	KSO	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-516	31.5	GE	KSO	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-518	31.5	GE	KSO	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-520	31.5	GE	KSO	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-523	31.5	GE	FKP	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-525	31.5	GE	FKP	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-526	31.5	Westinghouse	690 GS 3500	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-528	31.5	Mitsubishi	70-SFMT-32F	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-530	31.5	Mitsubishi	70-SFMT-32F	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
91H-562	31.5	GE	FKP	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OK
95H-510	31.5	Siemens	SPS2-72.5	412	MALAY FALLS	69	1199.2	-75.96	1433.5	-79.32	OK
96H-512	8.4	GE	KSO-69-1000	492	RUTH FALLS	69	1115.1	-74.88	1422.3	-78.23	OK
99H-501	29	GE	KSO	360	FARRELL ST.	69	17635.6	-88.11	20645.2	-87.75	OK
99H-502	29	Westinghouse	690 GS 3500	360	FARRELL ST.	69	17635.6	-88.11	20645.2	-87.75	OK
99H-506	29	GE	KSO	360	FARRELL ST.	69	17635.6	-88.11	20645.2	-87.75	OK
99H-507	29	GE	KSO	360	FARRELL ST.	69	17635.6	-88.11	20645.2	-87.75	OK
99H-510	29	Westinghouse	690 GS 3500	360	FARRELL ST.	69	17635.6	-88.11	20645.2	-87.75	OK
99H-514	29	GE	KSO	360	FARRELL ST.	69	17635.6	-88.11	20645.2	-87.75	OK
101H-600	21	GE	KSO	344	COBEQUID	138	13098.5	-84.66	12057.1	-81.75	OK
103H-881	25	Siemens	3AQ2	301	LAKESIDE	345	3966.6	-86.11	3943.4	-84.66	OK
103H-600	25	Mitsubishi	120-SFM-32B	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-608	21	GE	KSO	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-610	21	GE	KSO	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-616	21	GE	KSO	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-632	21	GE	KSO	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-638	40	ASEA	HPL 145/25A1	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-663	15	GE	KSO	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-681	40	ABB	HPL 170T 25A1	348	LAKESIDE	138	11631.8	-85.53	12125.2	-84.40	OK
103H-563	21	GE	FKP	103	Lakeside	69	1295.3	-89.75	1707.2	-89.76	OK
104H-600	14.6	GE	KSO	351	Kempt Rd	138	11842.9	-85.57	12470.1	-84.40	OK
104H-614	20	Alstom	DT1-145F1	351	Kempt Rd	138	11842.9	-85.57	12470.1	-84.40	OK
104H-635	25	Mitsubishi	120-SFM-32B	351	Kempt Rd	138	11842.9	-85.57	12470.1	-84.40	OK
108H-600	21	GE	KSO	340	BURNSIDE	138	14093.5	-85.60	15662.6	-85.07	OK
108H-607	21	GE	KSO	340	BURNSIDE	138	14093.5	-85.60	15662.6	-85.07	OK
108H-609	21	GE	KSO	340	BURNSIDE	138	14093.5	-85.60	15662.6	-85.07	OK
108H-651	21	GE	KSO	340	BURNSIDE	138	14093.5	-85.60	15662.6	-85.07	OK
113H-600	25	Mitsubishi	120-SFM-32B	370	DART. EAST	138	7222	-74.05	5958.1	-75.26	OK
113H-601	25	Mitsubishi	120-SFM-32B	370	DART. EAST	138	7222	-74.05	5958.1	-75.26	OK
113H-642	25	Mitsubishi	120-SFM-32B	370	DART. EAST	138	7222	-74.05	5958.1	-75.26	OK
113H-643	25	Mitsubishi	120-SFM-32B	370	DART. EAST	138	7222	-74.05	5958.1	-75.26	OK
120H-710	25	Toshiba	GSL-200PIA	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-711	25	Toshiba	GSL-200PIA	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-712	25	Toshiba	GSL-200PIA	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-713	25	Siemens	3AQ1E	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-714	25	Toshiba	GSL-200PIA	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK

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STATION ID & EQUIPMENT NO.	INTERUPTING_RATING	MANUFACTURER	MODEL	BUS	NAME	VOLT	3Ph CURRENT	ANGLE	1Ph CURRENT	ANGLE	CHECK
120H-715	31.5	Mitsubishi	200-SFMT-40F	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-716	25	Toshiba	GSL-200PIA	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-720	25	Toshiba	GSL-200PIA	329	BRUSHY	230	8787.7	-85.53	9545	-85.28	OK
120H-621	21	GE	KSO	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-622	21	GE	KSO	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-623	40	GE	KSO	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-624	21	GE	KSO	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-625	21	GE	KSO	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-626	21	GE	KSO	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-627	21	AEG	DT-121/170-1M	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-628	31.5	ASEA	HPL 145/2501	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
120H-629	31.5	ASEA	HPL 145/2501	327	BRUSHY HILL	138	14186.5	-85.73	16775.5	-85.60	OK
131H-662	40	S&C Electric	Model 2030	487	LUCASVILLE	138	12873.2	-85.07	11230	-81.63	OK
137H-661	25	S&C Electric	Model 2030	9999	Hammonds P	138	9601.6	-85.28	7539.7	-81.38	OK
1N-600	40	ASEA	HPL 145T 25A1	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-601	40	ASEA	HPL 145T 25A1	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-613	20	ASEA	HLD 145/1200B	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-619	40	Mitsubishi	120-SFMT-40SE	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-621	15	ASEA	HLE-145/1000	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-623	15	CGE	KSO	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-624	40	ASEA	HPL 145T 25A1	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-627	15	CGE	KSO	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-665	40	Mitsubishi	120-SFMT-40E	405	ONSLow	138	9546.5	-85.24	10383	-85.39	OK
1N-521	21	CGE	FKP	453	ONSLow	69	5251.7	-88.69	6110.8	-88.70	OK
1N-522	21	CGE	FKP	453	ONSLow	69	5251.7	-88.69	6110.8	-88.70	OK
1N-528	21	ASEA	HKEYC 70/8005	453	ONSLow	69	5251.7	-88.69	6110.8	-88.70	OK
1N-540	13.4	ASEA	HKEYB 70/8005	453	ONSLow	69	5251.7	-88.69	6110.8	-88.70	OK
11N-500	8.4	GE	KSO	455	CAN.CEMENT	69	2497.1	-78.23	1661.5	-79.51	OK
30N-614	12.5	Oerlikon	TOFD 150.12	401	MACCAN	138	4453.2	-79.51	4040.6	-80.84	OK
30N-635	40	ASEA	HPL 125T25A1	401	MACCAN	138	4453.2	-79.51	4040.6	-80.84	OK
30N-529	12.5	GE	KSO	451	MACCAN	69	3047.3	-86.45	3655.9	-86.71	OK
30N-548	8.4	GE	KSO	451	MACCAN	69	3047.3	-86.45	3655.9	-86.71	OK
30N-549	12.5	GE	KSO	451	MACCAN	69	3047.3	-86.45	3655.9	-86.71	OK
49N-600	15	GE	KSO	407	GRANTON TAP	138	9015	-86.08	8687	-83.86	OK
50N-601	25	Mitsubishi	120-SFM-32B	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-604	19	ASEA	HLD 145/1200	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-606	15	GE	KSO-138-5000	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-607	25	Mitsubishi	120-SFM-32B	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-612	15	GE	KSO	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-614	15	GE	KSO	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-621	25	Mitsubishi	120-SFM-32B	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-622	25	Mitsubishi	120-SFM-32B	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-666	25	Mitsubishi	120-SFM-32B	908	ONSLow EHV	138	9611.5	-85.57	10895	-85.97	OK
50N-500	21	GE	FKP	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-505	21	GE	KSO	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-508	21	Reyrolle	SPEC B53938	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-511	16.7	ASEA	HKEYC 60/800	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-512	21	GE	FKP	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-513	31.5	Mitsubishi	100-SFMT-40E	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-521	21	GE	FKP	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-522	16.7	ASEA	HKEYC 60/800	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-530	31.5	Siemens	SP52-72.5	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
50N-567	23	Siemens	SP-72.5-23.0	453	1N-852	69	5251.7	-88.69	6110.8	-88.70	OK
54N-501	21	Reyrolle	66OSM/OX/	457	ABERCROMBIE	69	6011.4	-82.30	4523.9	-81.63	OK
54N-503	21	Reyrolle	66OSM/OX/	457	ABERCROMBIE	69	6011.4	-82.30	4523.9	-81.63	OK
62N-510	8.4	Westinghouse	BPOB	456	BRIDGEAVE B4	69	5045.8	-75.96	3955	-77.20	OK
67N-811	25	Siemens	3AT3	418	ONSLow	345	7060.7	-86.19	7520.7	-85.28	OK
67N-812	25	Siemens	3AT3	418	ONSLow	345	7060.7	-86.19	7520.7	-85.28	OK
67N-813	25	Siemens	3AT3	418	ONSLow	345	7060.7	-86.19	7520.7	-85.28	OK
67N-814	25	Siemens	3AT3	418	ONSLow	345	7060.7	-86.19	7520.7	-85.28	OK
67N-815	25	Siemens	3AT3	418	ONSLow	345	7060.7	-86.19	7520.7	-85.28	OK
67N-701	36	Siemens	3AS2	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-702	36	Siemens	3AS2	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-703	36	Siemens	3AS2	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-704	36	Siemens	3AS2	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-705	36	Siemens	3AS2	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-706	36	Siemens	3AS2	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-710	25	Siemens	3AQ1E	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-711	25	Toshiba	GSL-200PIA	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-712	25	Toshiba	GSL-200PIA	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
67N-713	25	Toshiba	GSL-200PIA	417	ONSLow	230	10499.4	-85.86	11671.9	-85.31	OK
74N-600	20	GE	KSO	462	SPRINGHILL	138	4957.9	-79.32	4493.3	-81.25	OK
74N-613	20	GE	KSO	462	SPRINGHILL	138	4957.9	-79.32	4493.3	-81.25	OK
74N-619	50	ABB	HPL 145A1	462	SPRINGHILL	138	4957.9	-79.32	4493.3	-81.25	OK
74N-636	20	GE	KSO	462	SPRINGHILL	138	4957.9	-79.32	4493.3	-81.25	OK
74N-511	29	GE	KSO	2062	SPRINGHILL	69	3381.1	-86.40	4127.7	-86.61	OK
74N-512	29	GE	KSO	2062	SPRINGHILL	69	3381.1	-86.40	4127.7	-86.61	OK
79N-803	25	Siemens	3AQ2	4030	HOPEWELL	345	5646.6	-86.47	5514.5	-83.99	OK
79N-810	25	Siemens	3AT3	4030	HOPEWELL	345	5646.6	-86.47	5514.5	-83.99	OK

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STATION ID & EQUIPMENT NO.	INTERUPTING_RATING	MANUFACTURER	MODEL	BUS	NAME	VOLT	3Ph CURRENT	ANGLE	1Ph CURRENT	ANGLE	CHECK
79N-601	40	ABB	HPL 170T 25A1	4032	HOPEWELL	138	10195.3	-86.77	10614.2	-85.46	OK
79N-606	40	ABB	HPL 170T 25A1	4032	HOPEWELL	138	10195.3	-86.77	10614.2	-85.46	OK
91N-701	31.5	Mitsubishi	200-SFMT-40LF	9753	Dalhousie Mnt	230	5792.5	-83.05	4870.7	-83.13	OK
91N-702	31.5	Mitsubishi	200-SFMT-40LF	9753	Dalhousie Mnt	230	5792.5	-83.05	4870.7	-83.13	OK
91N-703	31.5	Mitsubishi	200-SFMT-40LF	9753	Dalhousie Mnt	230	5792.5	-83.05	4870.7	-83.13	OK
93N-601	25		PB145-4-2000Amp	0	Glen Dhu	138	5020.5	-80.22	4393.5	-82.30	OK
93N-602	25		PB145-4-2000Amp	0	Glen Dhu	138	5020.5	-80.22	4393.5	-82.30	OK
93N-603	25		PB145-4-2000Amp	0	Glen Dhu	138	5020.5	-80.22	4393.5	-82.30	OK
1C-684	19	ASEA	HLD 145/1200B	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-685	14.6	GE	KSO	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-686	40	Mitsubishi	120-SFMT-40E	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-687	14.6	GE	KSO	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-688	19	ASEA	HLD 145/1200B	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-689	14.6	GE	KSO	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-690	14.6	GE	KSO	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
1C-691	14.6	GE	KSO	425	PT. TUPPER	138	9835.3	-84.99	12729.4	-85.11	OK
3C-710	25	Toshiba	GSL-200PIA	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-711	36	Siemens	3AS2	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-712	36	Siemens	3AS2	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-713	36	Siemens	3AS2	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-714	36	Siemens	3AS2	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-715	36	Siemens	3AS2	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-716	36	Siemens	3AS2	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
3C-720	25	Toshiba	GSL-200PIA	424	PT. HASTINGS	230	7865.2	-84.90	7654.8	-85.07	OK
2C-601	40	Mitsubishi	120-SFMT-40F	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-602	40	Mitsubishi	120-SFMT-40F	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-640	15	CGE	KSO	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-643	15	CGE	KSO	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-646	15	CGE	KSO	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-647	15	CGE	KSO	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-648	15	CGE	KSO	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-649	15	CGE	KSO	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-650	40	Mitsubishi	120-SFMT-40E	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
2C-651	40	ASEA	HPL 145T 25A1	404	PT. HASTINGS	138	11764.1	-85.43	13369.8	-85.35	OK
4C-620	14.6	GE	KSO	406	LOCHABER RD	138	4745.8	-80.05	3790.3	-81.75	OK
4C-621	14.6	GE	KSO-138-2500	406	LOCHABER RD	138	4745.8	-80.05	3790.3	-81.75	OK
4C-622	14.6	GE	KSO-138-2500	406	LOCHABER RD	138	4745.8	-80.05	3790.3	-81.75	OK
4C-623	14.6	GE	KSO	406	LOCHABER RD	138	4745.8	-80.05	3790.3	-81.75	OK
4C-532	16	GE	KSO-69-2000	422	LOCHABER	69	1272	-88.70	1670.5	-88.77	OK
4C-533	19	GE	FKP	422	LOCHABER	69	1272	-88.70	1670.5	-88.77	OK
46C-628	14.6	GE	KSO	108	NuStar	138	9137	-84.45	10951.8	-83.80	OK
47C-601	40	Mitsubishi	120-SFMT-40E	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-602	40	Mitsubishi	120-SFMT-40E	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-603	40	Mitsubishi	120-SFMT-40E	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-604	40	Mitsubishi	120-SFMT-40E	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-605	40	Mitsubishi	120-SFMT-40E	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-673	14.6	GE	KSO	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-674	21	GE	KSO	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
47C-675	14.6	GE	KSO	428	STORA	138	9754.5	-84.85	12887.1	-85.16	OK
57C-527	19	GE	FKP	423	SALMON RIVER	69	827.6	-78.23	769.4	-79.11	OK
67C-661	40	S&C Electric	Model 2030	83	WHYCOCOMA	138	3212	-80.05	2431.6	-80.98	OK
67C-505	19	GE	FKP	496	WHYCOCOMA	69	1939	-83.05	2182.7	-83.29	OK
67C-559	19	GE	FKP	496	WHYCOCOMA	69	1939	-83.05	2182.7	-83.29	OK
2S-600	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-601	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-602	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-603	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-604	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-605	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-606	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-607	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-608	15	GE	KSO	429	VCT.JUNCTION	138	9180.8	-85.60	10067.7	-84.51	OK
2S-500	21	GE	KSO	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-501	21	GE	FKP	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-503	21	GE	FKP	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-504	21	GE	KSO	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-505	21	GE	KSO	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-506	21	GE	FKP	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-511	21	GE	KSO	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-513	21	GE	FKP	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-531	21	GE	KSO	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-532	21	GE	KSO	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-572	21	Siemens	SP 72.5	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
2S-573	21	Siemens	SP 72.5	430	VCT.JUNCTION	69	11154	-86.00	14474.1	-85.89	OK
3S-628	15	GE	KSO	437	GANNON ROAD	138	4879.1	-81.51	4001.8	-81.87	OK
3S-629	15	GE	KSO	437	GANNON ROAD	138	4879.1	-81.51	4001.8	-81.87	OK
3S-517	21	GE	FKP	438	GANNON ROAD	69	3228.9	-84.99	3946.6	-84.90	OK
3S-518	21	GE	FKP	438	GANNON ROAD	69	3228.9	-84.99	3946.6	-84.90	OK
3S-523	21	GE	FKP	438	GANNON ROAD	69	3228.9	-84.99	3946.6	-84.90	OK
3S-524	21	GE	FKP	438	GANNON ROAD	69	3228.9	-84.99	3946.6	-84.90	OK
4S-500	21	GE	KSO	480	TOWNSEND ST	69	7845.8	-78.23	7083.7	-80.54	OK

Breaker Duty Assessment -2011

STATION ID & EQUIPMENT NO.	INTERUPTING_RATING	MANUFACTURER	MODEL	BUS	NAME	VOLT	3Ph CURRENT	ANGLE	1Ph CURRENT	ANGLE	CHECK
4S-508	21	GE	KSO	480	TOWNSEND ST	69	7845.8	-78.23	7083.7	-80.54	OK
4S-509	21	GE	FKP	480	TOWNSEND ST	69	7845.8	-78.23	7083.7	-80.54	OK
5S-604	15	GE	KSO	414	GLENTOSH	138	5495.7	-82.79	3953.7	-82.20	OK
5S-606	15	GE	KSO	414	GLENTOSH	138	5495.7	-82.79	3953.7	-82.20	OK
5S-607	15	GE	KSO	414	GLENTOSH	138	5495.7	-82.79	3953.7	-82.20	OK
5S-608	15	GE	KSO	414	GLENTOSH	138	5495.7	-82.79	3953.7	-82.20	OK
81S-501	19	GE	FKP	485	RESERVE ST.	69	5418.5	-76.61	3721.7	-78.47	OK
81S-502	31.5	Mitsubishi	70-SFMT-32F	485	RESERVE ST.	69	5418.5	-76.61	3721.7	-78.47	OK
85S-601	40	Mitsubishi	120-SFMT-40E	415	WRECK COVE	138	5671.6	-85.94	7037.4	-86.59	OK
85S-602	40	Mitsubishi	120-SFMT-40E	415	WRECK COVE	138	5671.6	-85.94	7037.4	-86.59	OK
85S-615	14.6	GE	KSO	415	WRECK COVE	138	5671.6	-85.94	7037.4	-86.59	OK
85S-629	14.6	GE	KSO	415	WRECK COVE	138	5671.6	-85.94	7037.4	-86.59	OK
88S-710	25	Toshiba	GSL-200PIA	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-711	40	Westinghouse	242SP	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-712	40	Westinghouse	242SP	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-713	40	Westinghouse	242SP	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-714	40	Westinghouse	242SP	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-715	40	Westinghouse	242SP	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-720	25	Toshiba	GSL-200PIA	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-721	25	Toshiba	GSL-200PIA	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-722	25	Toshiba	GSL-200PIA	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
88S-723	25	Toshiba	GSL-200PIA	439	LINGAN	230	9870	-87.46	12061.5	-87.61	OK
89S-701	25	Siemens	3AQ1E	4036	PT. ACONI	230	4175.2	-86.38	4899.9	-86.67	OK
89S-771	25	Siemens	3AQ1E	4036	PT. ACONI	230	4175.2	-86.38	4899.9	-86.67	OK
89S-551	23	Siemens	SP 72.5	702	PT.ACONI TAP	69	2129.5	-79.88	2139.2	-79.51	OK
101S-801	25	Siemens	3AT3	4033	WOODBINE	345	4042.2	-86.84	3811.2	-85.07	OK
101S-701	25	Siemens	3AQ1E	4035	WOODBINE	230	6779.2	-86.53	6816.8	-84.81	OK
101S-706	25	Siemens	3AQ1E	4035	WOODBINE	230	6779.2	-86.53	6816.8	-84.81	OK
11V-503	13.4	ASEA	HKEYB 70/800S	534	PARADISE	69	3160.4	-78.91	2871.7	-81.25	OK
11V-504	31.5	Alstom	DTI-72.5 F1	534	PARADISE	69	3160.4	-78.91	2871.7	-81.25	OK
13V-511	8.4	GE	KSO-69-1000	544	GULCH	69	3945.8	-73.14	3267.7	-76.29	OK
13V-512	8.4	GE	KSO-69-1000	544	GULCH	69	3945.8	-73.14	3267.7	-76.29	OK
13V-513	8.4	GE	KSO-69-1000	544	GULCH	69	3945.8	-73.14	3267.7	-76.29	OK
13V-516	19	GE	FKP	544	GULCH	69	3945.8	-73.14	3267.7	-76.29	OK
15V-505	8.4	Westinghouse	BPOB	594	SISSIBOO	69	2687.1	-65.56	2861.9	-70.97	OK
15V-508	8.4	Westinghouse	BPOB	594	SISSIBOO	69	2687.1	-65.56	2861.9	-70.97	OK
15V-511	8.4	Westinghouse	BPOB	594	SISSIBOO	69	2687.1	-65.56	2861.9	-70.97	OK
15V-550	8.4	GE	KSO-69-1000	594	SISSIBOO	69	2687.1	-65.56	2861.9	-70.97	OK
16V-554	21	GE	FKP	597	WEYMOUTH	69	2213.8	-64.54	2500.5	-70.35	OK
17V-610	21	GE	KSO	510	St. Croix	138	7486.1	-83.05	6822.7	-82.79	OK
17V-611	21	GE	KSO	510	St. Croix	138	7486.1	-83.05	6822.7	-82.79	OK
17V-502	13.4	ASEA	HKEYB 70/800S	512	ST CROIX	69	6909.9	-85.24	8265.2	-85.57	OK
17V-503	21	ASEA	HLE	512	ST CROIX	69	6909.9	-85.24	8265.2	-85.57	OK
17V-504	13.4	ASEA	HKEYB 70/800S	512	ST CROIX	69	6909.9	-85.24	8265.2	-85.57	OK
17V-505	31.5	Alstom	DTI-72.5 F1	512	ST CROIX	69	6909.9	-85.24	8265.2	-85.57	OK
17V-512	19	GE	FKP	512	ST CROIX	69	6909.9	-85.24	8265.2	-85.57	OK
17V-519	31.5	ABB	72 PMI31-12	512	ST CROIX	69	6909.9	-85.24	8265.2	-85.57	OK
20V-503	8.4	GE	KSO-69-1000	515	FIVE POINTS	69	4602.2	-76.91	4621.6	-79.70	OK
20V-504	8.4	GE	KSO-69-1000	515	FIVE POINTS	69	4602.2	-76.91	4621.6	-79.70	OK
43V-600	25	Mitsubishi	120 SFM-32B	502	CANAAN ROAD	138	4951.9	-80.54	5109.6	-81.98	OK
43V-604	40	ASEA	HPL 145/25A1	502	CANAAN ROAD	138	4951.9	-80.54	5109.6	-81.98	OK
43V-612	40	ASEA	HPL 145/25A1	502	CANAAN ROAD	138	4951.9	-80.54	5109.6	-81.98	OK
43V-613	40	ASEA	HPL 145/25A1	502	CANAAN ROAD	138	4951.9	-80.54	5109.6	-81.98	OK
43V-619	40	ASEA	HPL 145/25A1	502	CANAAN ROAD	138	4951.9	-80.54	5109.6	-81.98	OK
43V-501	13.4	ASEA	HKEYB 70/800S	504	CANAAN ROAD	69	6588.6	-82.30	7973.9	-83.13	OK
43V-502	8.4	GE	KSO-69-1000	504	CANAAN ROAD	69	6588.6	-82.30	7973.9	-83.13	OK
43V-503	21	ASEA	HKEYB 70/800S	504	CANAAN ROAD	69	6588.6	-82.30	7973.9	-83.13	OK
43V-504	21	GE	KSO	504	CANAAN ROAD	69	6588.6	-82.30	7973.9	-83.13	OK
43V-505	21	ASEA	HLC	504	CANAAN ROAD	69	6588.6	-82.30	7973.9	-83.13	OK
43V-506	8.4	GE	KSO	504	CANAAN ROAD	69	6588.6	-82.30	7973.9	-83.13	OK
51V-501	31.5	Siemens	SPS 72.5-31.5-1	532	TREMONT	69	5178.5	-80.84	6262	-82.20	OK
51V-502	31.5	Siemens	SPS 72.5-31.5-1	532	TREMONT	69	5178.5	-80.84	6262	-82.20	OK
51V-503	31.5	Siemens	SPS 72.5-31.5-1	532	TREMONT	69	5178.5	-80.84	6262	-82.20	OK
51V-519	31.5	ABB	HPL 72.5/25A1	532	TREMONT	69	5178.5	-80.84	6262	-82.20	OK
51V-521	21	GE	FKP	532	TREMONT	69	5178.5	-80.84	6262	-82.20	OK
81V-501	31.5	Mitsubishi	70-SFMT-32F	946	ANNA.TAP	69	3318.8	-78.23	3400.5	-80.69	OK
82V-600	21	GE	KSO	343	ELMSDALE	138	5334.6	-80.38	3441.7	-78.91	OK
92V-522	21	GE	FKP	509	MICH.W_VILLE	69	3759.8	-76.29	2745.4	-77.99	OK
92V-553	21	GE	FKP	509	MICH.W_VILLE	69	3759.8	-76.29	2745.4	-77.99	OK
3W-502	16	GE	KSO-69-2000	574	BIG FALLS	69	3696	-75.26	3770.8	-78.47	OK
3W-504	16	GE	KSO-69-2000	574	BIG FALLS	69	3696	-75.26	3770.8	-78.47	OK
3W-511	21	GE	KSO-69-2500	574	BIG FALLS	69	3696	-75.26	3770.8	-78.47	OK
9W-500	29	GE	FKP	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-501	21	GE	KSO-69-2500	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-511	21	GE	KSO-69-2500	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-512	29	GE	FKP	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-513	21	GE	KSO-69-2500	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-514	29	GE	FKP	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-515	16	GE	KSO-69-2000	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-516	29	GE	FKP	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
9W-517	21	GE	KSO-69-2500	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK

Breaker Duty Assessment -2011

STATION ID & EQUIPMENT NO.	INTERUPTING_RATING	MANUFACTURER	MODEL	BUS	NAME	VOLT	3Ph CURRENT	ANGLE	1Ph CURRENT	ANGLE	CHECK
9W-563	21	GE	KSO-69-2500	592	TUSKET	69	4279.1	-80.54	5388.2	-81.75	OK
30W-620	19	ASEA	HLD 145/1200	580	SOURQUOIS	138	2559.8	-76.61	2141.3	-80.22	OK
30W-503	16	GE	KSO	582	SOURQUOIS	69	2428.7	-78.69	2609.4	-81.12	OK
30W-507	21	GE	KSO	582	SOURQUOIS	69	2428.7	-78.69	2609.4	-81.12	OK
30W-508	16	GE	KSO	582	SOURQUOIS	69	2428.7	-78.69	2609.4	-81.12	OK
50W-600	14.6	GE	KSO	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-612	14.6	GE	KSO	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-614	14.6	GE	KSO	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-615	21	GE	KSO	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-624	31.5	ASEA	HPL-145/2501	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-625	25	Mitsubishi	120-SFM-32B	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-647	25	Mitsubishi	120-SFM-32B	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-648	25	Mitsubishi	120-SFM-32B	570	MILTON	138	6372.4	-85.67	5670.9	-85.86	OK
50W-500	21	GE	FKP	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
50W-501	21	GE	FKP	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
50W-503	16	ASEA	HKEYC 60/800	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
50W-513	21	GE	FKP	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
50W-514	31.5	Siemens	SPS2-72.5	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
50W-515	31.5	Mitsubishi	70-SFMT-32F	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
50W-517	31.5	Alstom	DTI-725 F1	572	MILTON	69	5431.3	-84.66	6057.6	-85.43	OK
75W-603	14.6	ASEA	HLE 145/1000A	978	WEST ELB	138	4819.4	-83.05	4514.8	-83.52	OK
75W-604	14.6	ASEA	HLE 145/1000A	978	WEST ELB	138	4819.4	-83.05	4514.8	-83.52	OK
75W-501	21	GE	FKP	979	WEST ELB	69	3093.7	-87.77	3612.8	-87.87	OK
75W-502	8.4	Westinghouse	BPOB	979	WEST ELB	69	3093.7	-87.77	3612.8	-87.87	OK
85W-501	20	Areva	DT1-72.5 F1	318	EAST RIV	69	1823.2	-84.45	1718.1	-84.17	OK
85W-502	20	Areva	DT1-72.5 F1	318	EAST RIV	69	1823.2	-84.45	1718.1	-84.17	OK
87W-601	21	GE	KSO	550	HUBBARDS	138	3644.6	-78.91	2741.2	-80.22	OK
87W-502	13.4	ASEA	HKEYB 70/800	552	HUBBARDS	69	2100.4	-86.84	2362.9	-86.84	OK
99W-708	25	Toshiba	GSL-200PIA	561	B_WATER B72	230	4125	-85.94	3959.7	-85.63	OK
99W-709	25	Siemens	3AQ1E	561	B_WATER B72	230	4125	-85.94	3959.7	-85.63	OK
99W-600	25	Mitsubishi	120-SFM-32B	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-601	25	Mitsubishi	120-SFM-32B	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-602	25	Siemens	3AR1	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-606	25	Mitsubishi	120-SFM-32B	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-619	40	Mitsubishi	120-SFMT 40SE	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-622	25	Siemens	3AR1	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-625	25	Mitsubishi	120-SFM-32B	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-631	25	Siemens	3AR1	560	BRIDGEWATER	138	6832.6	-85.79	8450.6	-85.63	OK
99W-501	21	Westinghouse	690-SP-2500	562	B_WATER	69	5260.3	-88.02	4804.4	-89.32	OK
99W-545	21	Westinghouse	690-SP-2500	562	B_WATER	69	5260.3	-88.02	4804.4	-89.32	OK
99W-546	21	Westinghouse	690-SP-2500	562	B_WATER	69	5260.3	-88.02	4804.4	-89.32	OK
99W-562	21	GE	FKP	562	B_WATER	69	5260.3	-88.02	4804.4	-89.32	OK
101W-600	25	Mitsubishi	120-SFM-32B	2063	BOWATER	138	6039.9	-85.89	5140.9	-85.50	OK
101W-647	25	Mitsubishi	120-SFM-32B	2063	BOWATER	138	6039.9	-85.89	5140.9	-85.50	OK
101W-648	25	Mitsubishi	120-SFM-32B	2063	BOWATER	138	6039.9	-85.89	5140.9	-85.50	OK
91H-521	21	GE	FKP	333	TUFTS COVE	69	18241.3	-88.50	23139.6	-88.67	OVERDUTY

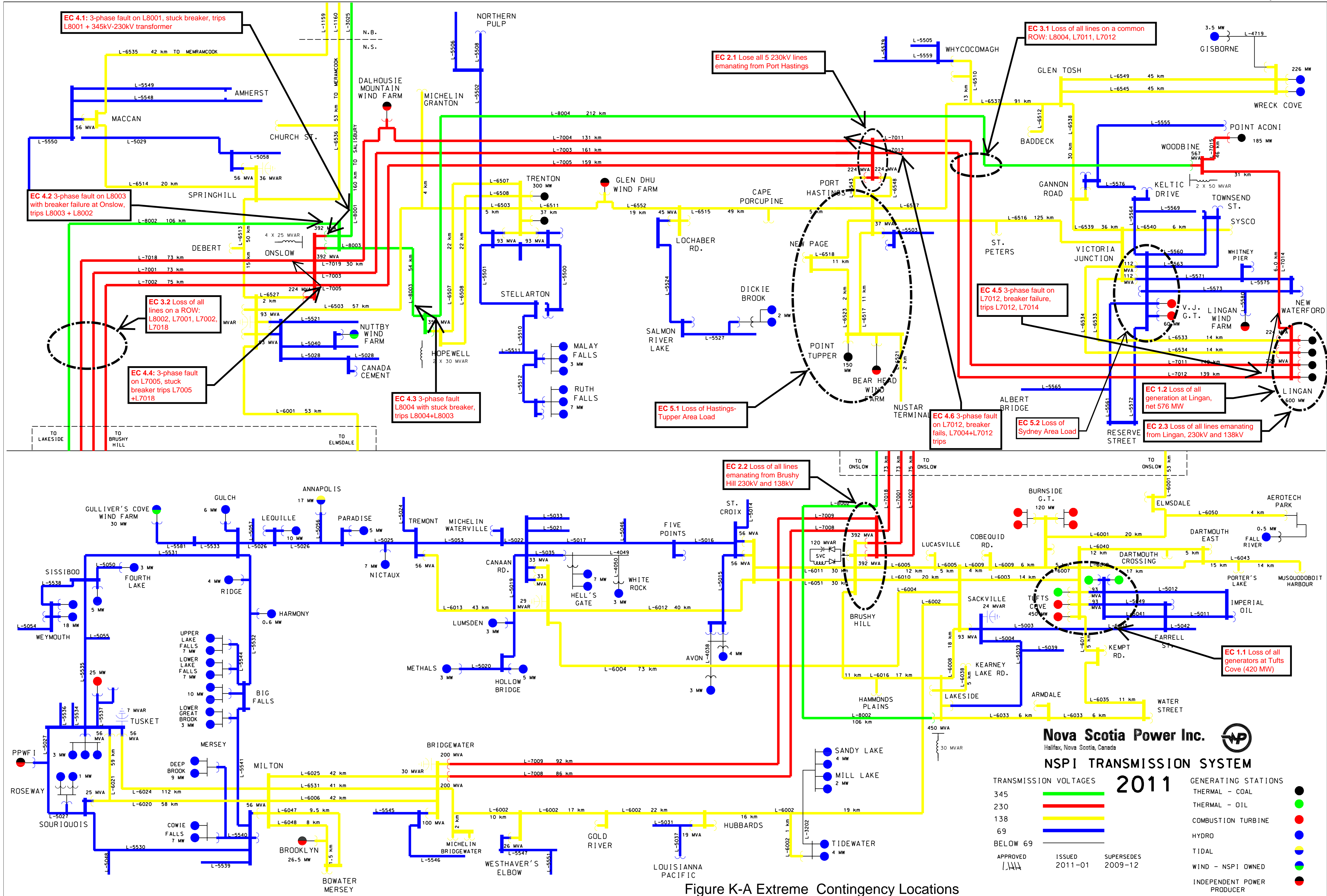
2011 Comprehensive Area Transmission Review

Appendix K

Extreme Contingency Locations



Y 1 0 0 P 3 0 0 0 0 0 0 1



Nova Scotia Power Inc.
Halifax, Nova Scotia, Canada

NSPI TRANSMISSION SYSTEM

2011

TRANSMISSION VOLTAGES	GENERATING STATIONS
345	THERMAL - COAL
230	THERMAL - OIL
138	COMBUSTION TURBINE
69	HYDRO
BELOW 69	TIDAL
	WIND - NSPI OWNED
	INDEPENDENT POWER PRODUCER

Figure K-A Extreme Contingency Locations

2011 Comprehensive Area Transmission Review

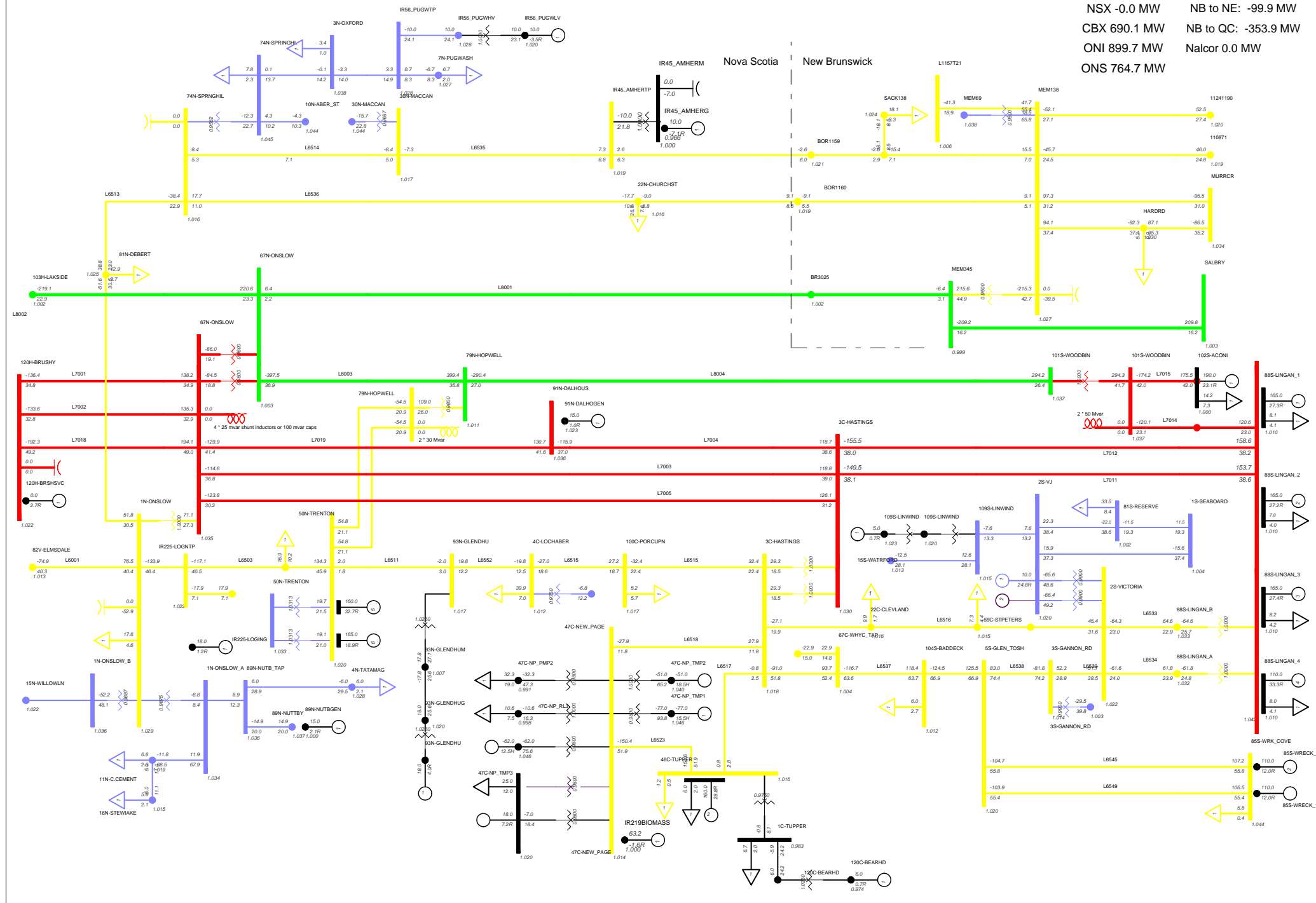
Appendix L

Extreme Contingency Results

Table L-1: Extreme Contingencies, Stability Results					
Contingency File Prefix	Fault Type	Fault Location	Element(s) Triped	Comments	Results
EC1-1	Lose all units at one station	No fault - Tuft's Cove plant trips	420 net MW Tuft's Cove units 1- 6	Stresses Onslow-South interface	OK
EC1-2	Lose all units at one station	No fault - Lingan plant trips	576 net MW Lingan units 1 - 4	Stresses NB-NS transfers	OK
EC2-1	Trip all lines emanating from bus	No fault-Hastings 230 kV	L7011, L7012, L7003, L7004, L7005, 3C-T71, 3CT72	Place flows on L7014 and L8004	OK
EC2-2	Trip all lines emanating from bus	No fault-Brushyhill 230 kV	L7001, L7002, L7018, L7008, L7009, 120H-T71, 120H-T72	Isolates western NS, place Halifax on 345 kV L8002	OK
EC2-3	Trip all lines emanating from bus	No fault-Lingan 230 kV	L7011, L7012, L7014, L6533,L6534	Isolates Lingan generation	OK
EC3-1	Trip all lines on common ROW	No fault ROW east of Hastings	L8004, L7011, L7012	Isolates eastern Cape Breton with tripping of L6516, L6537	OK, low voltage Memramcook
EC3-2	Trip all lines on common ROW	No fault ROW west of Onslow	L8002, L7001, L7002, L7018	Isolates metro and western NS with tripping of L6001, L5532 and L5535	Ok, L6513 thermal load 113% of normal
EC4-1	3-phase fault with stuck breaker	Onslow 345 kV	L8001, 67N-T81	Breaker 67N-814 fails, devolves to slg	OK
EC4-2	3-phase fault with stuck breaker	Onslow 345 kV	L8003, L8002	Breaker 67N-812 fails, devolves to slg	OK
EC4-3	3-phase fault with stuck breaker	Hopewell 345 kV	L8003, L8004	Breaker 79N-803 fails, devolves to slg	OK
EC4-4	3-phase fault with stuck breaker	Onslow 230 kV	L7005, L7018	Breaker 67N-712 fails, devolves to slg, with tripping of L7001 and L7002	OK, L6001 thermal load 111% of normal
EC4-5	3-phase fault with stuck breaker	Lingan 230 kV	L7012, L7014	Breaker 88S-723 fails, devolves to slg, isolates east Cape Breton	OK

Table L-1: Extreme Contingencies, Stability Results					
Contingency File Prefix	Fault Type	Fault Location	Element(s) Triped	Comments	Results
EC4-6	3-phase fault with stuck breaker	Lingan 230 kV	L7012, L7004	Breaker 3C-715 fails, devolves to slg	OK
EC5-1	Drop large load center	No fault drop Stora	175 MW at 47C	Clear ring bus with 7 transformers	OK
EC5-2	Drop large load center	No fault drop Sydney	150 MW at Victoria Junction	Trip transformers 2S-T1 and T2	OK
EC6-1	Large external disturbance	No fault-Millstone	Loss of entire Millstone 345 kV		NS damped stable
EC6-2	Large external disturbance	3-phase fault Millstone 345 kV 10 cycles	Trip all Millstone lines and 2185 MW generation		NS damped stable
EC6-3	Large external disturbance	3-phase fault Pleasant Valley (NY) 345 kV 20 cycles	Trip entire bus		NS damped stable
EC7-1	Mis-operation of SPS during event	3-phase fault Woodbine 230 kV	Isolates Aconi 190 MW	Assume SPS mis-operates and trips 2 Lingan units	OK
EC8-1	Failure of SPS for 3-phase line fault	3-phase fault at Woodbine	L8004	SPS armed but failed to operate	OK
EC8-2	Failure of SPS for 3-phase line fault	3-phase fault at Hopewell	L8004	SPS armed but failed to operate	OK
EC8-3	Failure of SPS for 1-phase line fault with stuck breaker	1-phase fault at Lingan 230 kV	L7012, L7014	SPS armed but failed to operate	OK
EC8-4	Failure of SPS for 1-phase line fault with stuck breaker	1-phase fault near Hopewell 345 kV	L8004, L8003, 79N-T81	SPS armed but failed to operate	OK
EC8-5	Failure of SPS for DKT fault	DKT Line-Line-ground fault	L8004, L7005	SPS armed but failed to operate	OK

NSX -0.0 MW NB to NE: -99.9 MW
 CBX 690.1 MW NB to QC: -353.9 MW
 ONI 899.7 MW Nalcor 0.0 MW
 ONS 764.7 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 BASECASE TUE, DEC 20 2011 15:18

Total Wind Gen: 121.2 MW
 Gross Lingan 605.0 MW
 Gross Pt Aconi 190.0 MW

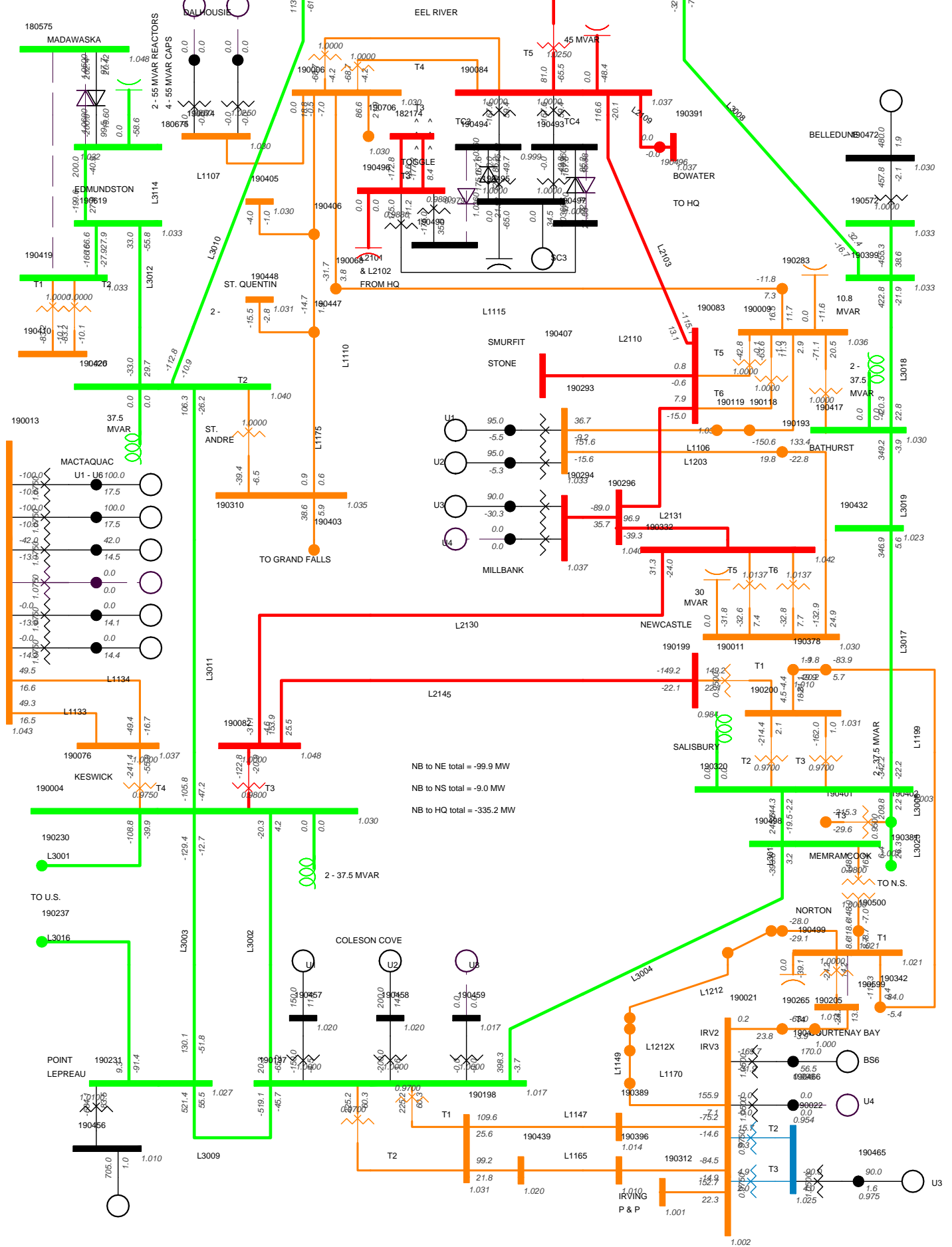
Gross Tupper 160.0 MW
 Gross Trenton 325.0 MW
 Gross Tuft's Cove 420.0 MW

Gross Wreck Cove 220.0 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 178.3 MW
 Net NewPage Load 241.5 MW
 Total BMPC Load 75.5 MW

Winter Ratings

Figure

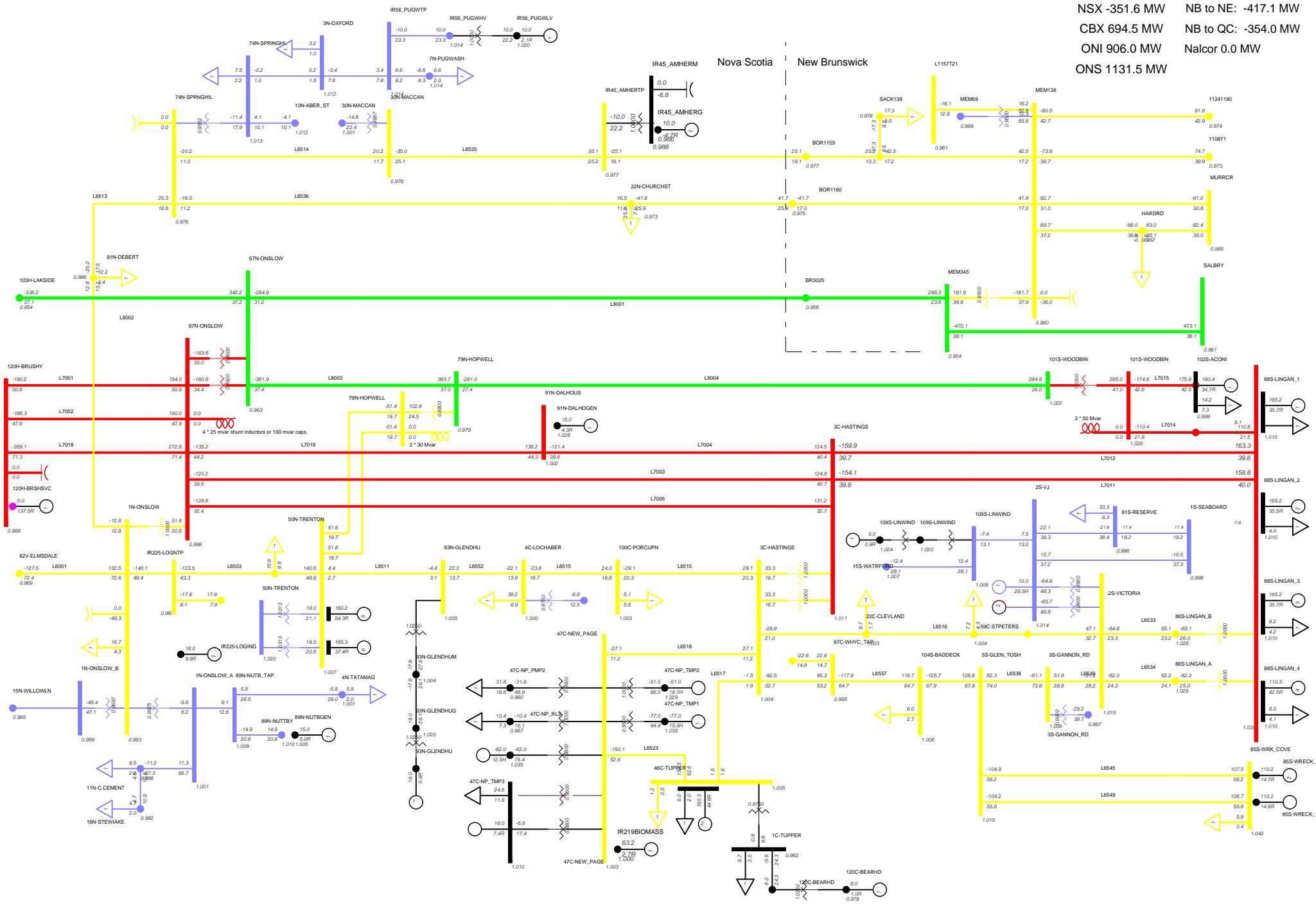


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power TUE, DEC 20 2011 15:19

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

Figure

NSX -351.6 MW NB to NE: -417.1 MW
 CBX 694.5 MW NB to QC: -354.0 MW
 ONI 906.0 MW Nalcor 0.0 MW
 ONS 1131.5 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC1.1_POSTCONTINGENCY TUE, DEC 13 2011 16:32

Total Wind Gen: 121.2 MW
 Gross Lingan 605.9 MW
 Gross Pt Aconi 190.4 MW

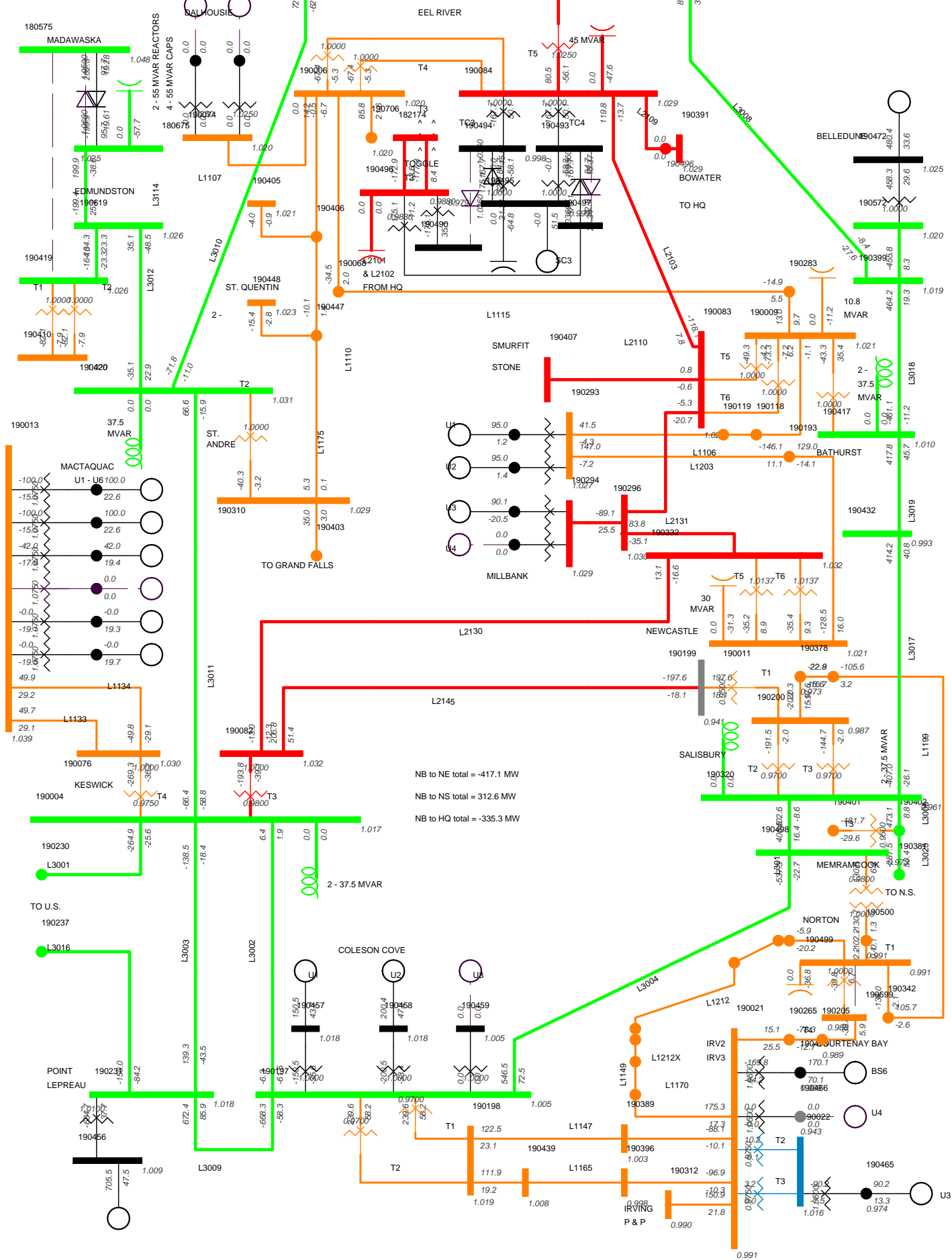
Gross Tupper 160.3 MW
 Gross Trenton 325.5 MW
 Gross Tutl's Cove 0.0 MW

Gross Wreck Cove 220.5 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.5 MW

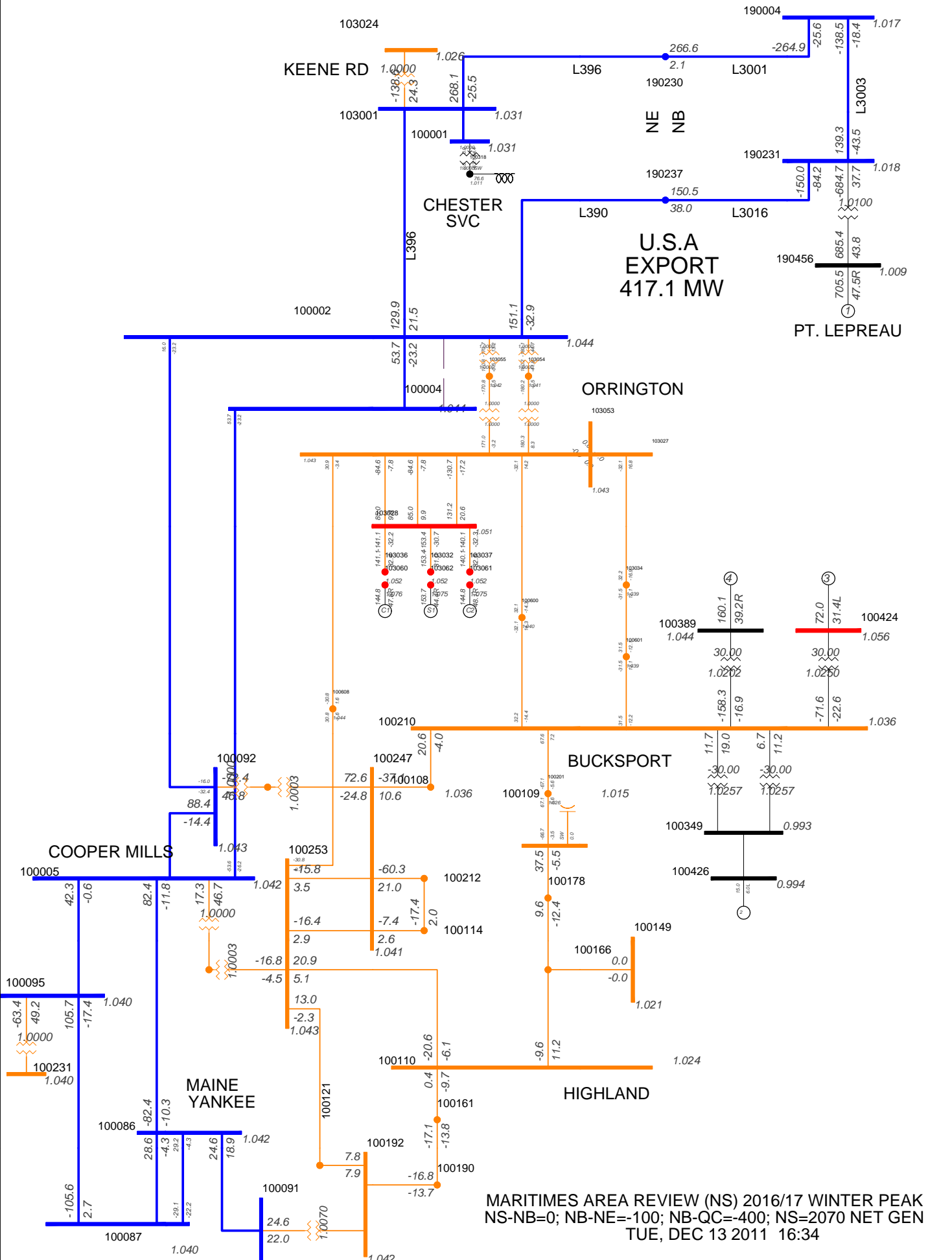
Net NewPage Load 177.2 MW
 Net NewPage Load 240.4 MW
 Total BMPC Load 75.3 MW

Winter Ratings

Figure

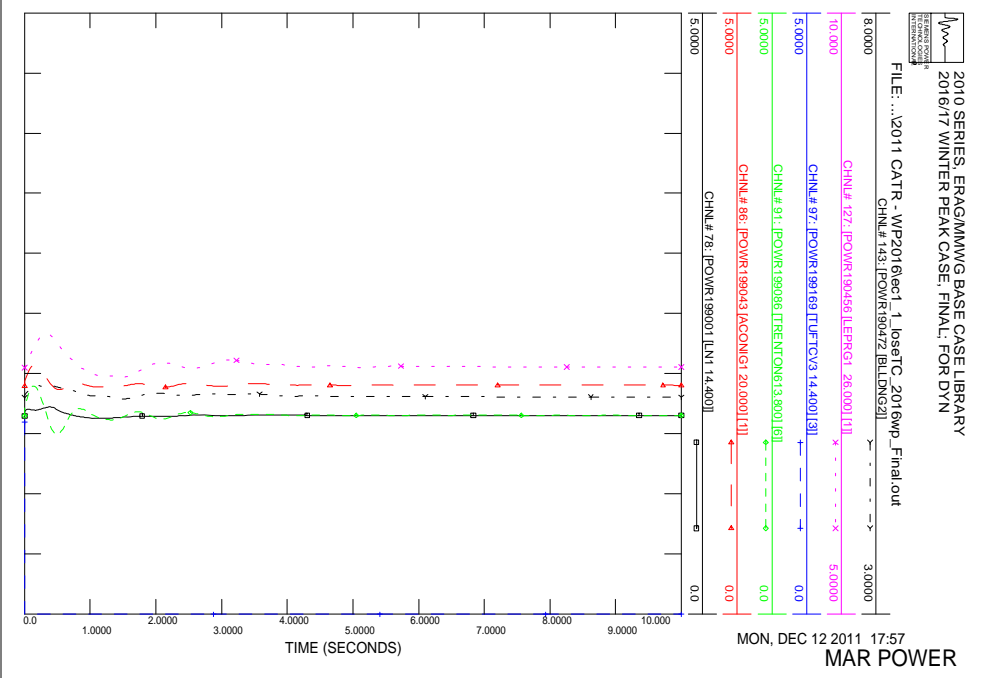
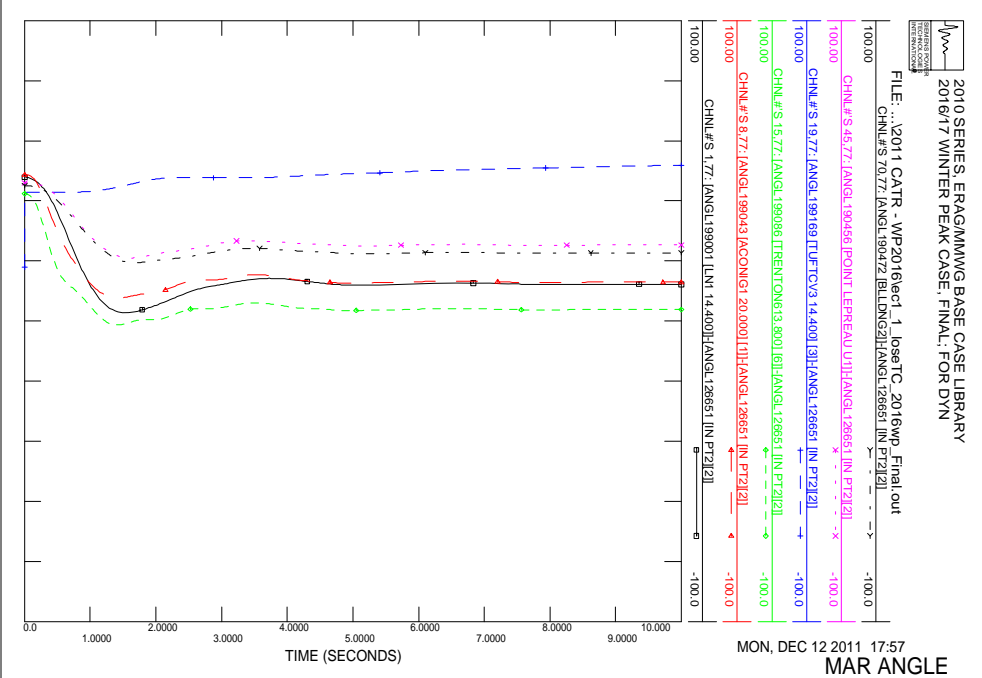
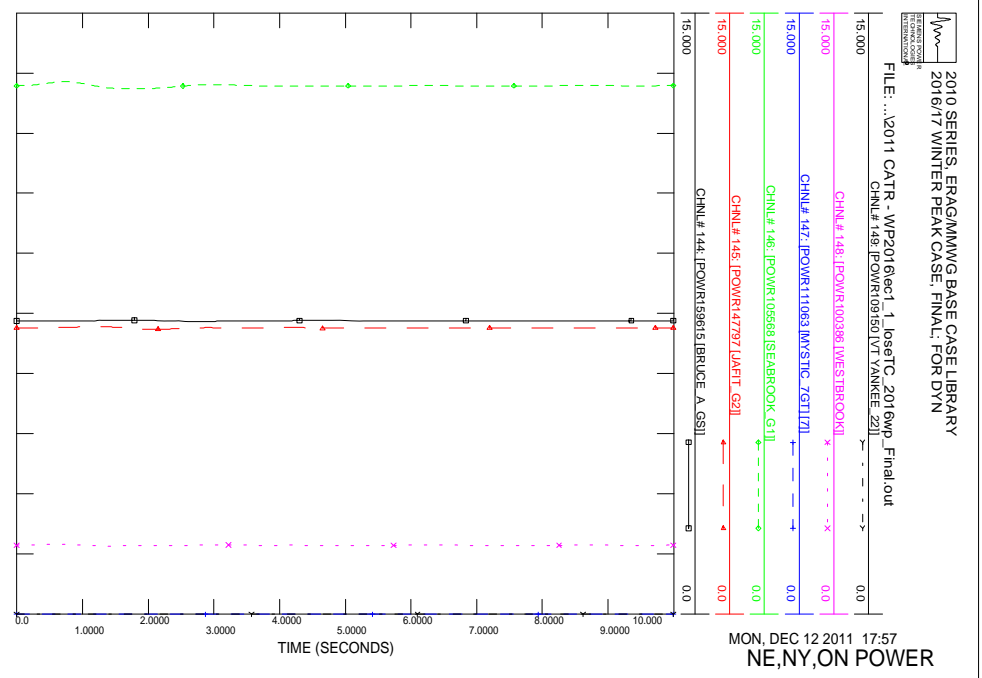
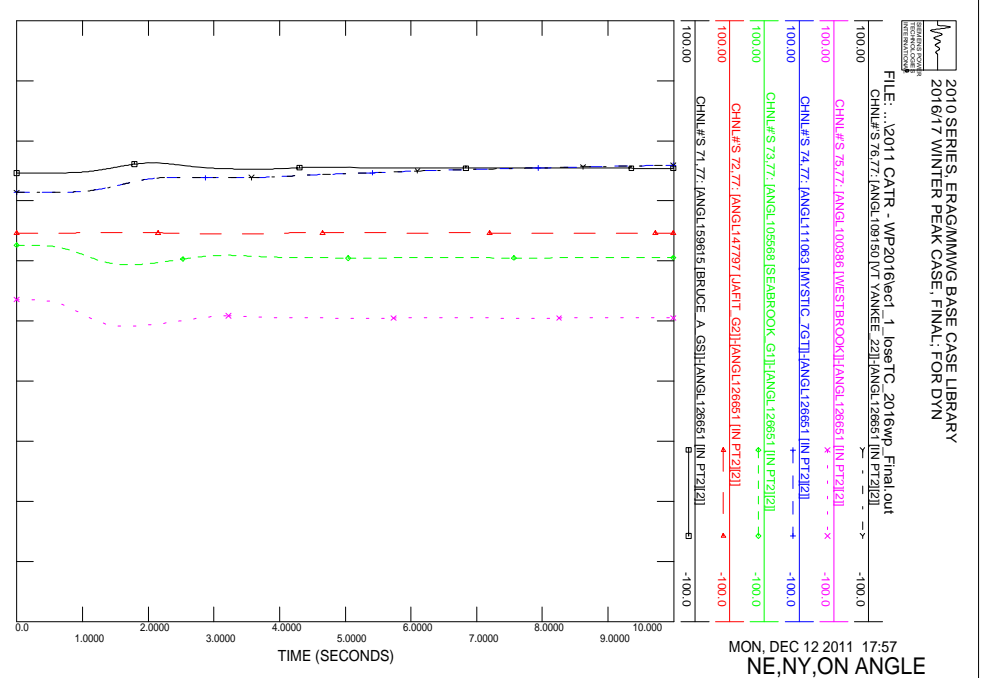


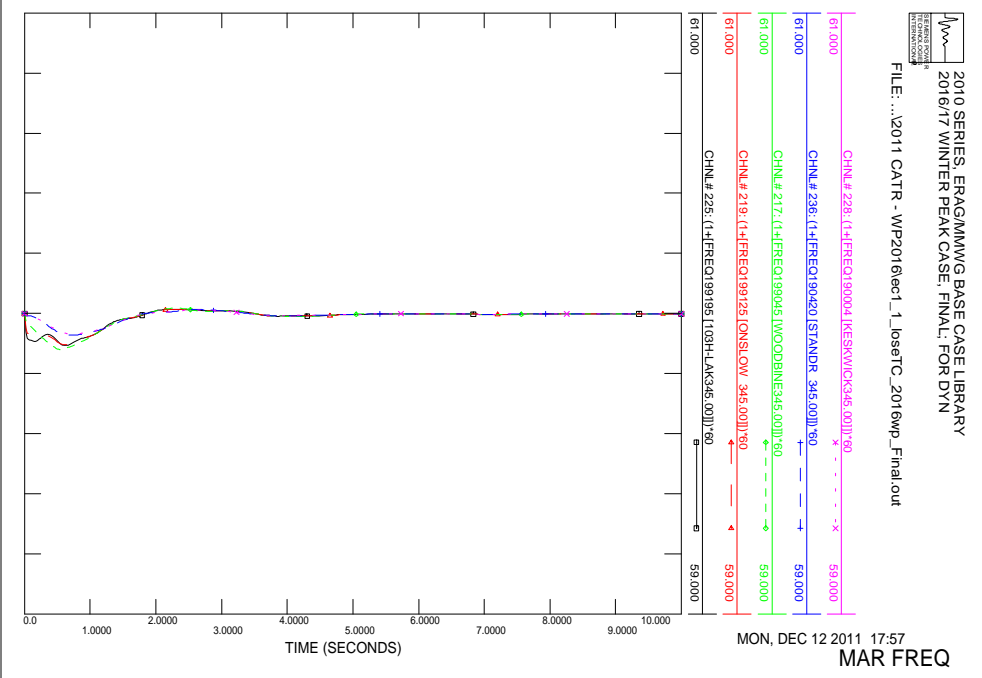
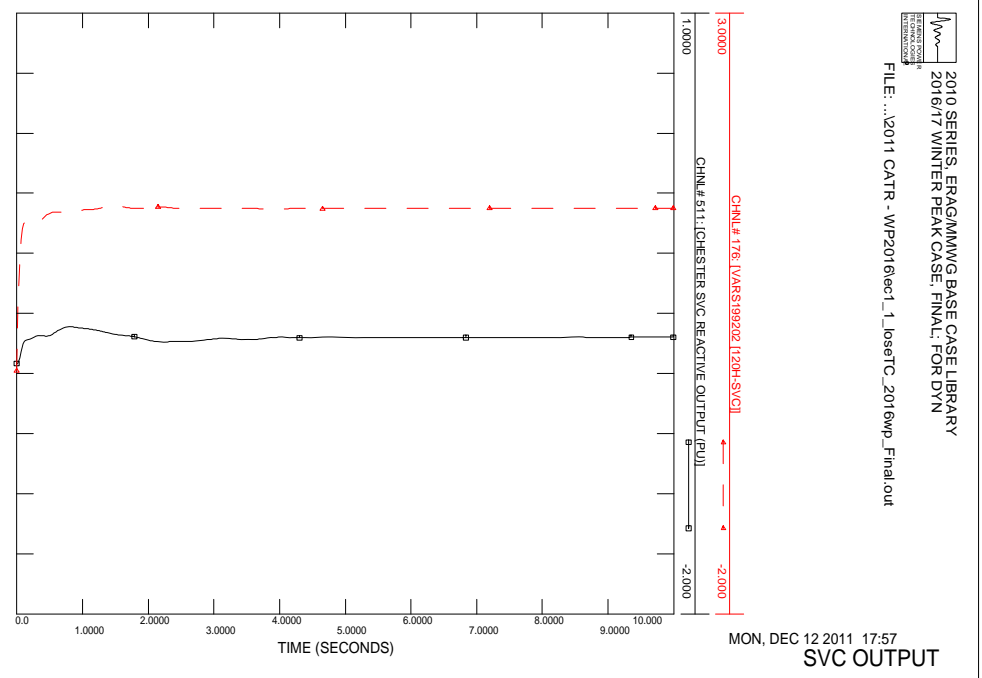
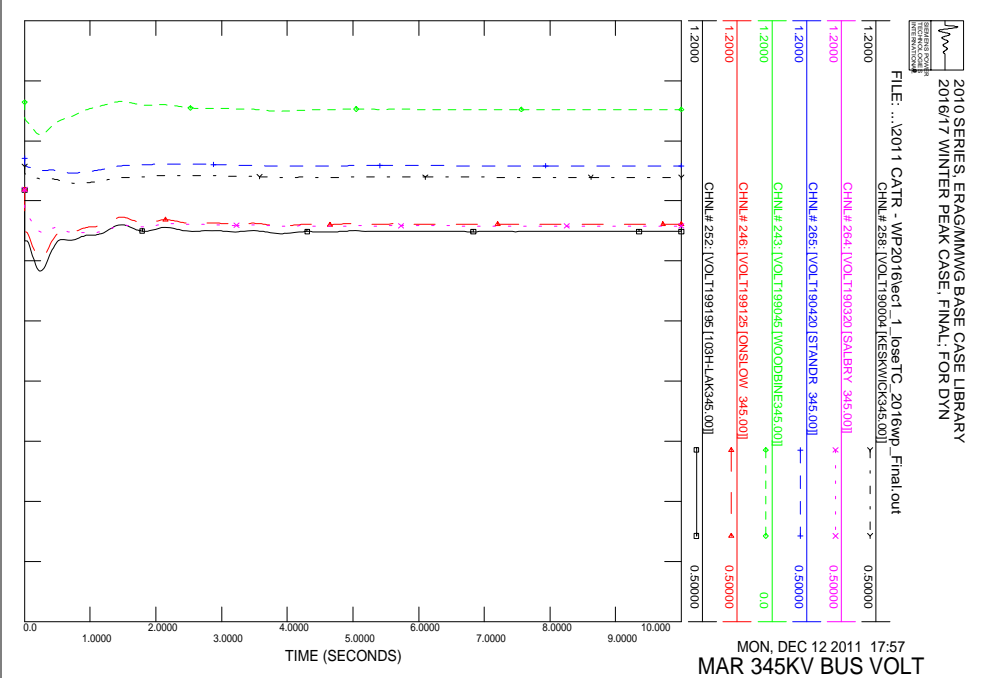
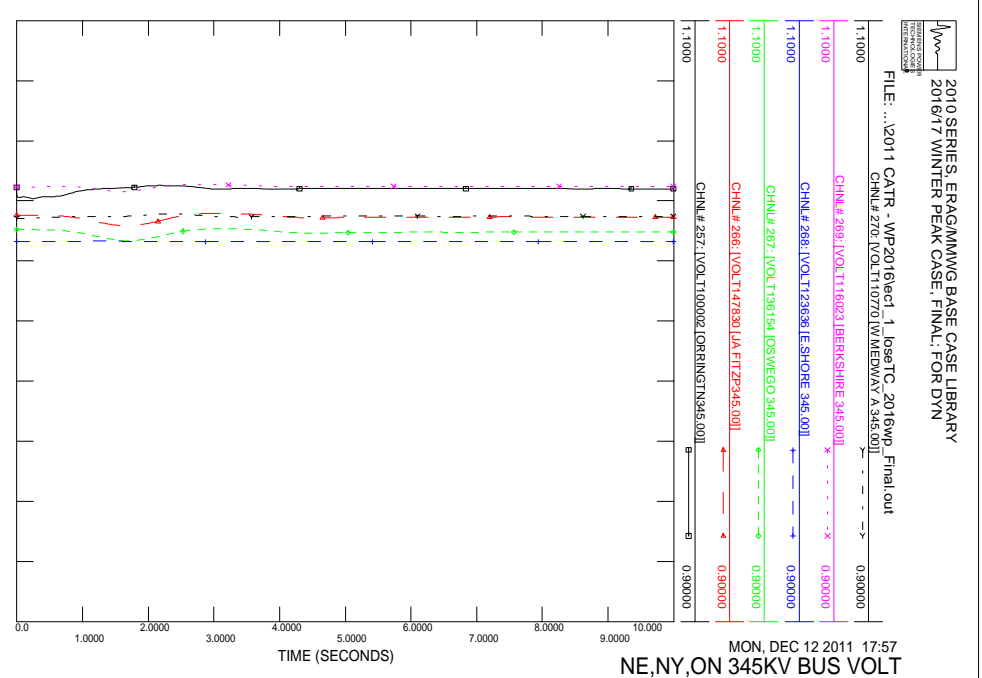
RESWORK

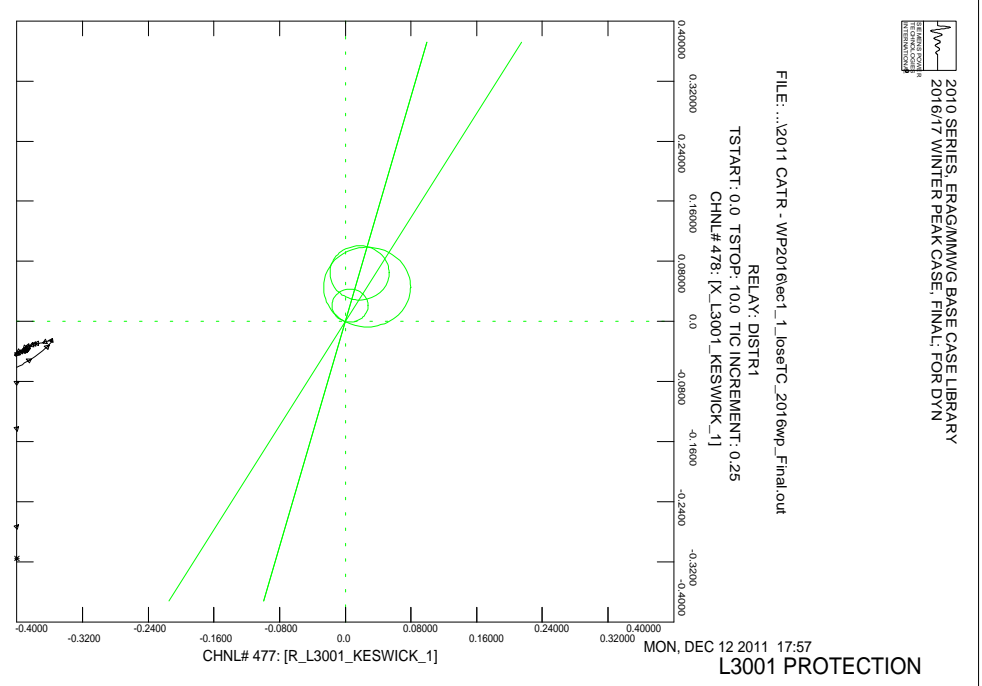
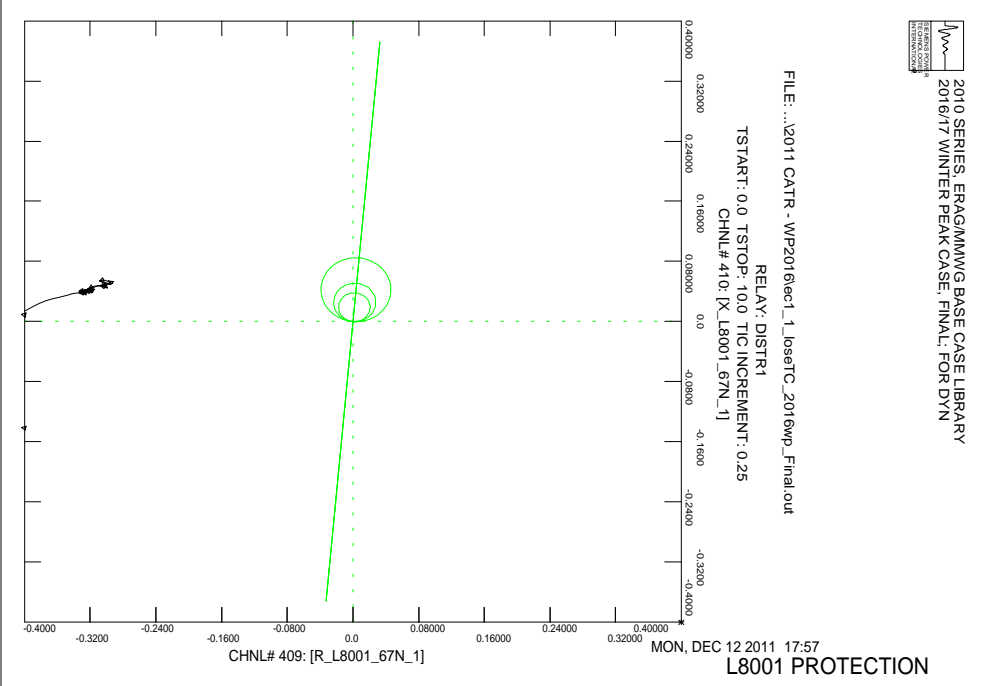
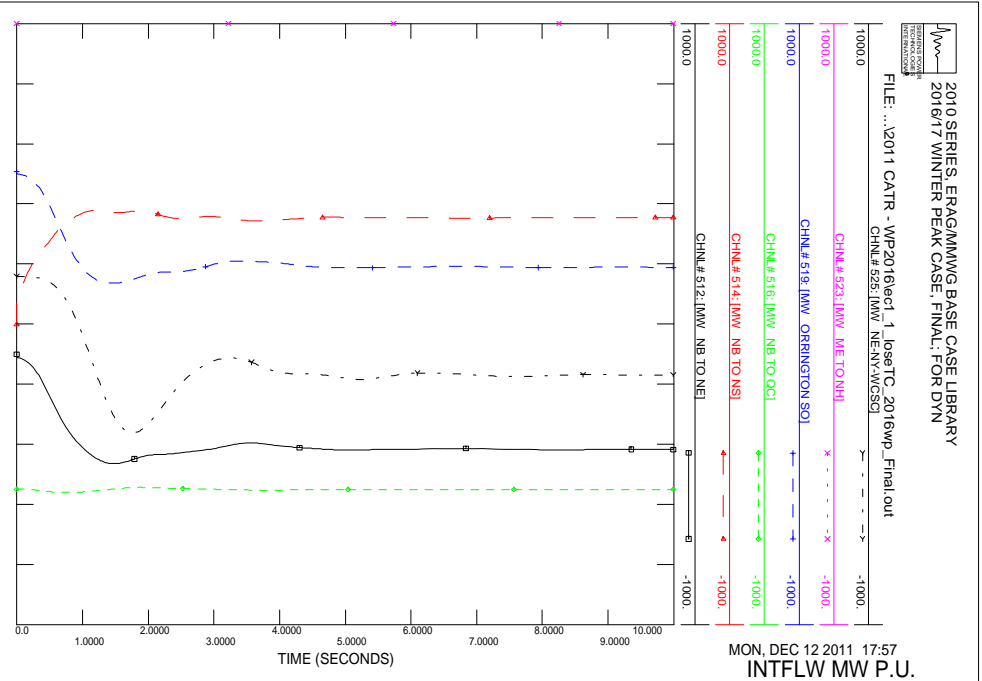
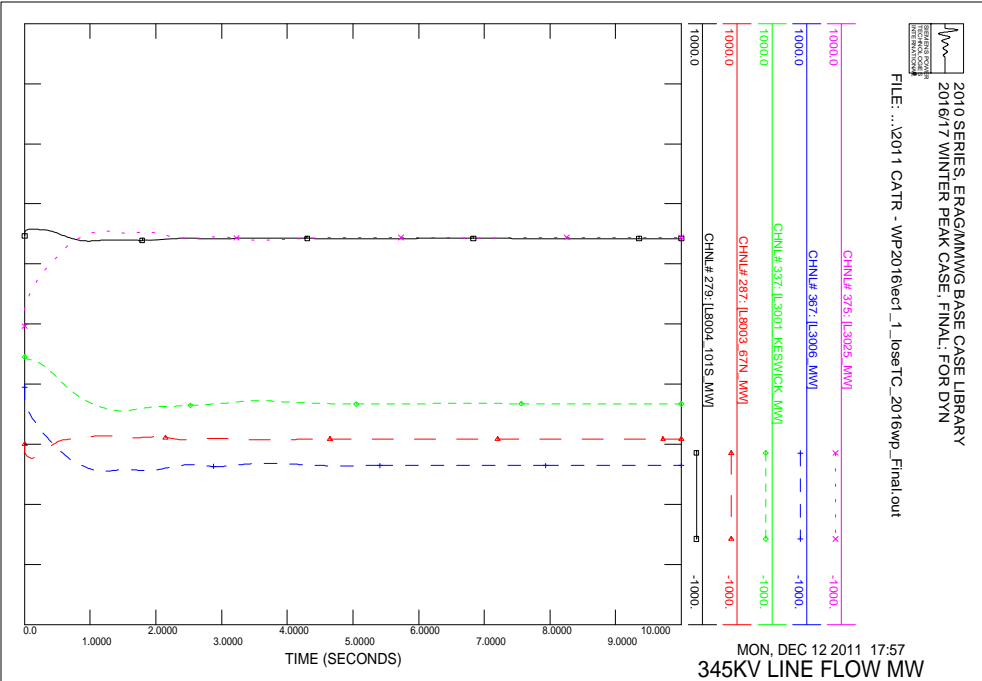


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 TUE, DEC 13 2011 16:34

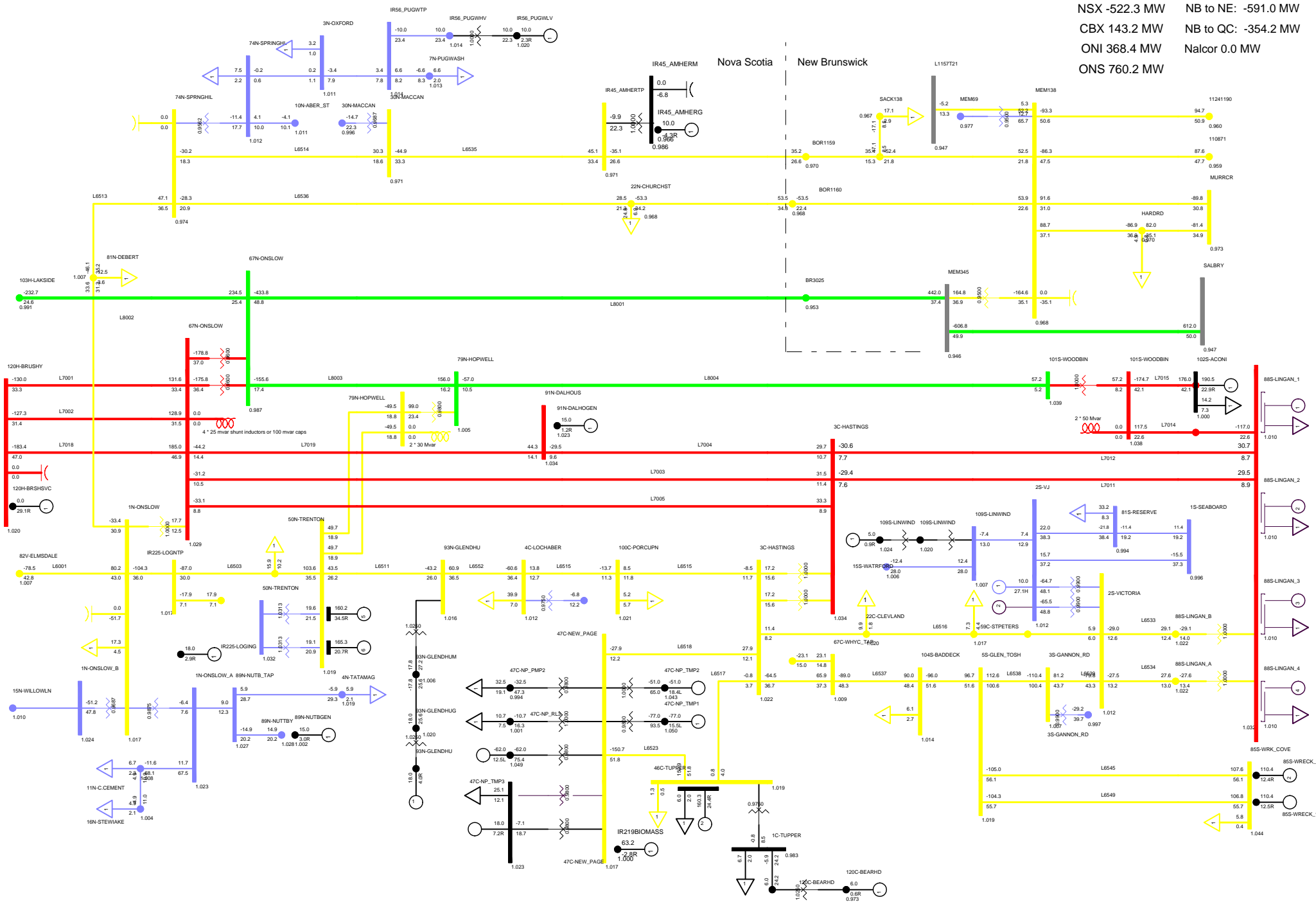
Figure ____







NSX -522.3 MW NB to NE: -591.0 MW
 CBX 143.2 MW NB to QC: -354.2 MW
 ONI 368.4 MW Nalcor 0.0 MW
 ONS 760.2 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC1.2_POSTCONTINGENCY TUE, DEC 13 2011 16:49

Total Wind Gen: 121.2 MW
 Gross Lingan 0.0 MW
 Gross Pt Aconi 190.5 MW

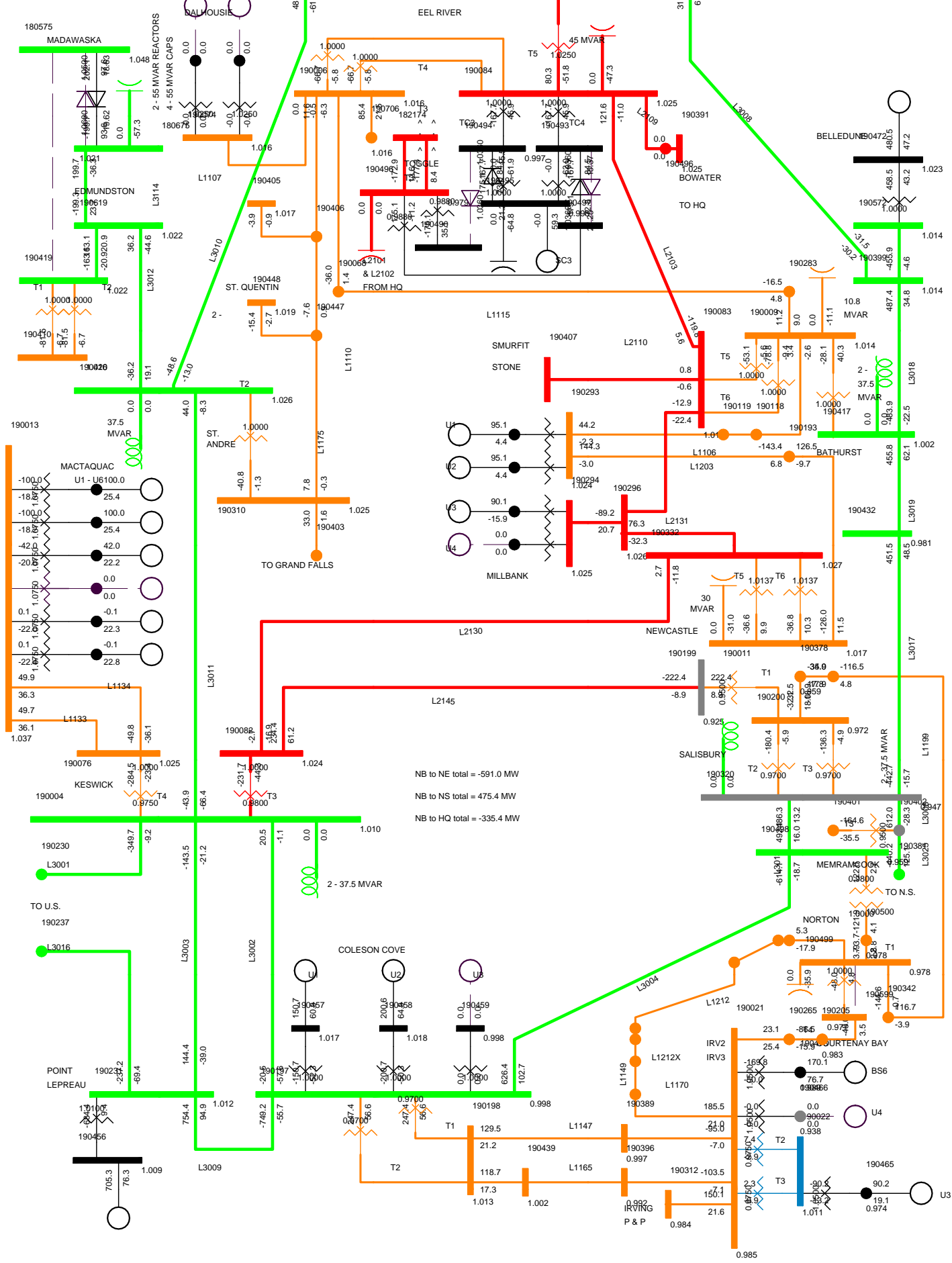
Gross Tupper 160.3 MW
 Gross Trenton 325.5 MW
 Gross Tuft's Cove 420.5 MW

Gross Wreck Cove 220.7 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.5 MW

Net NewPage Load 178.6 MW
 Net NewPage Load 241.8 MW
 Total BMPC Load 75.5 MW

Winter Ratings

Figure



NB to NE total = -591.0 MW
 NB to NS total = 475.4 MW
 NB to HQ total = -335.4 MW

Figure

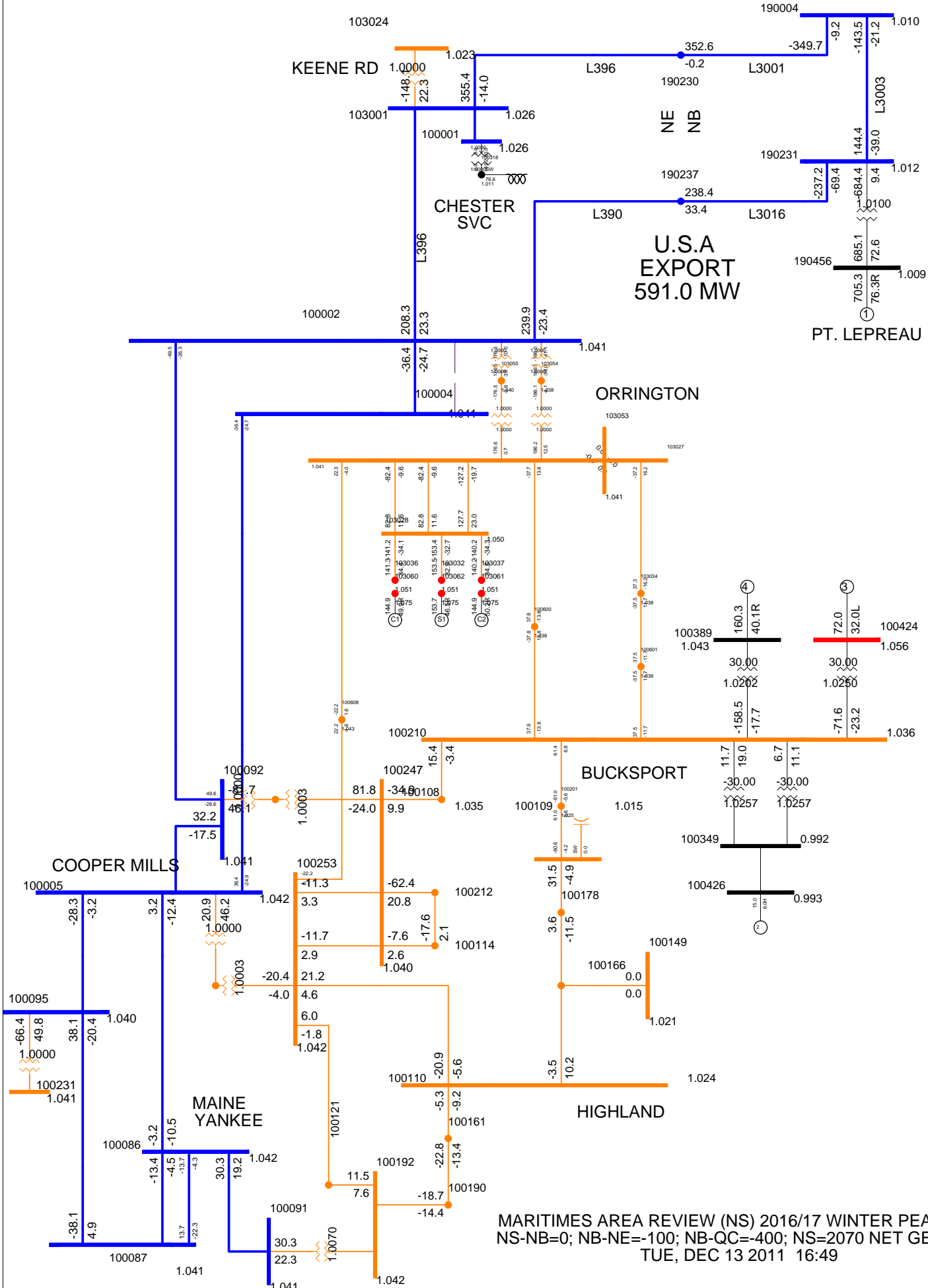
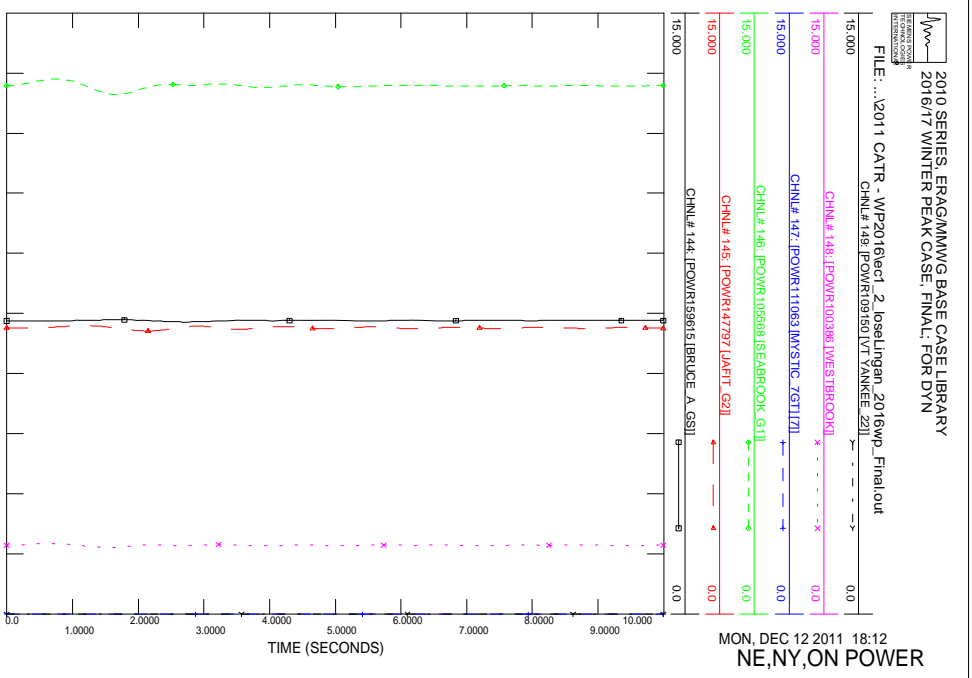
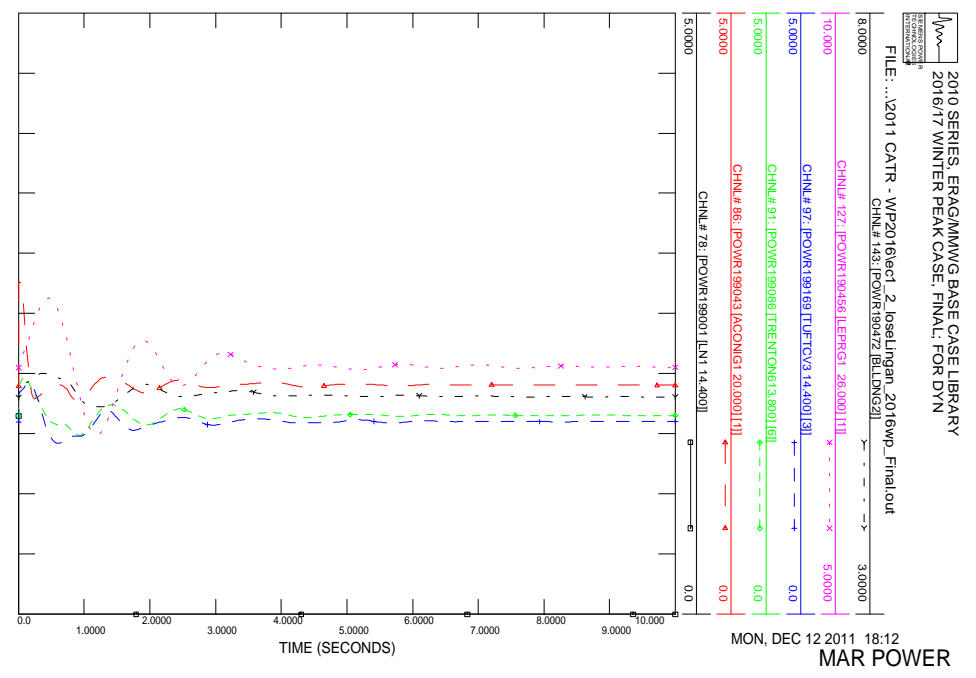
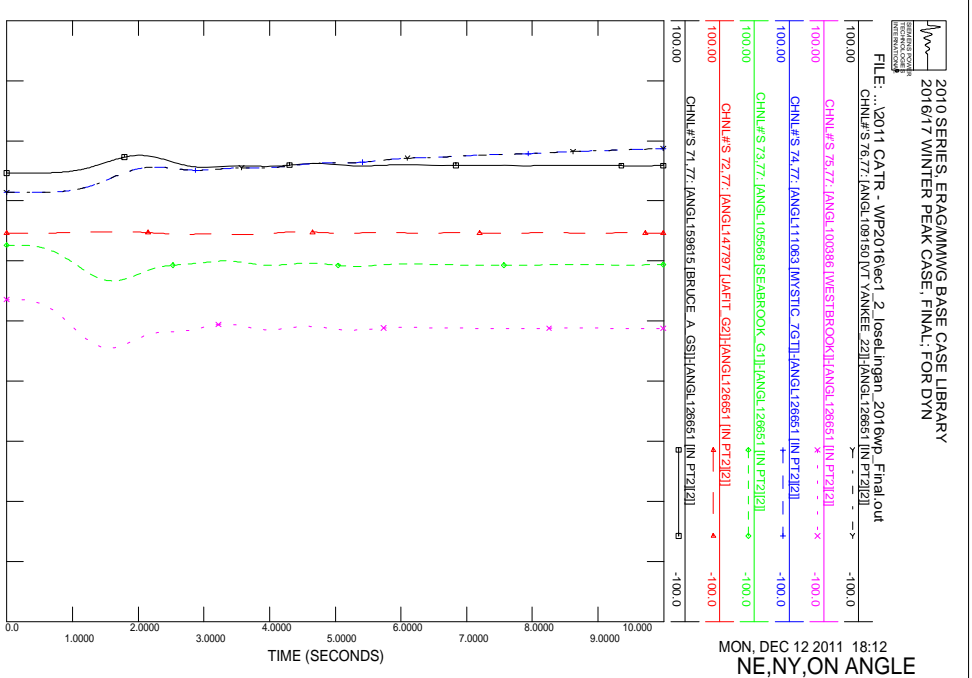
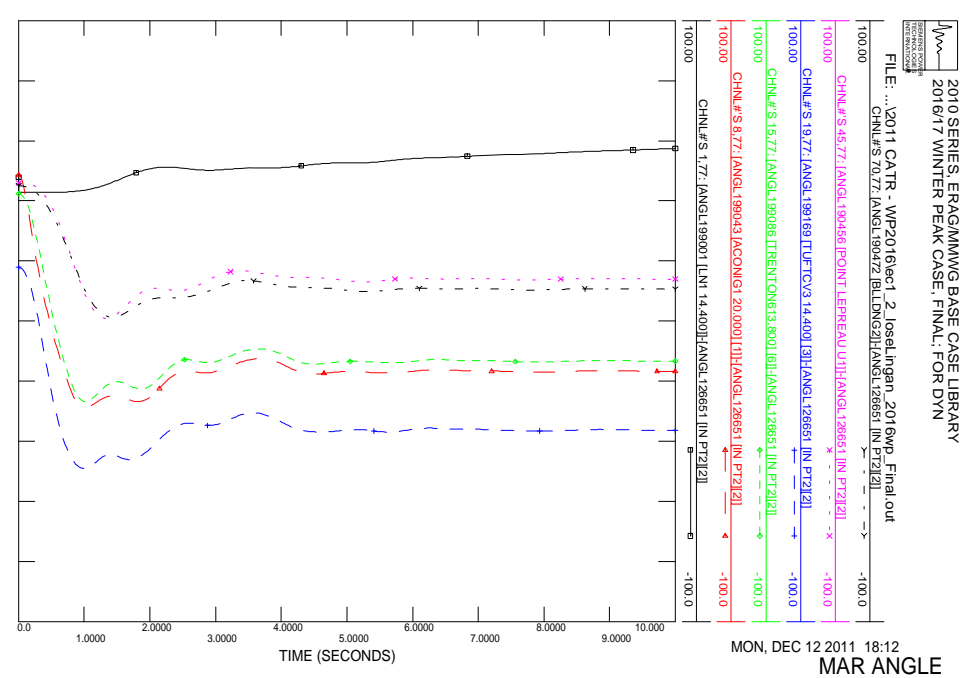
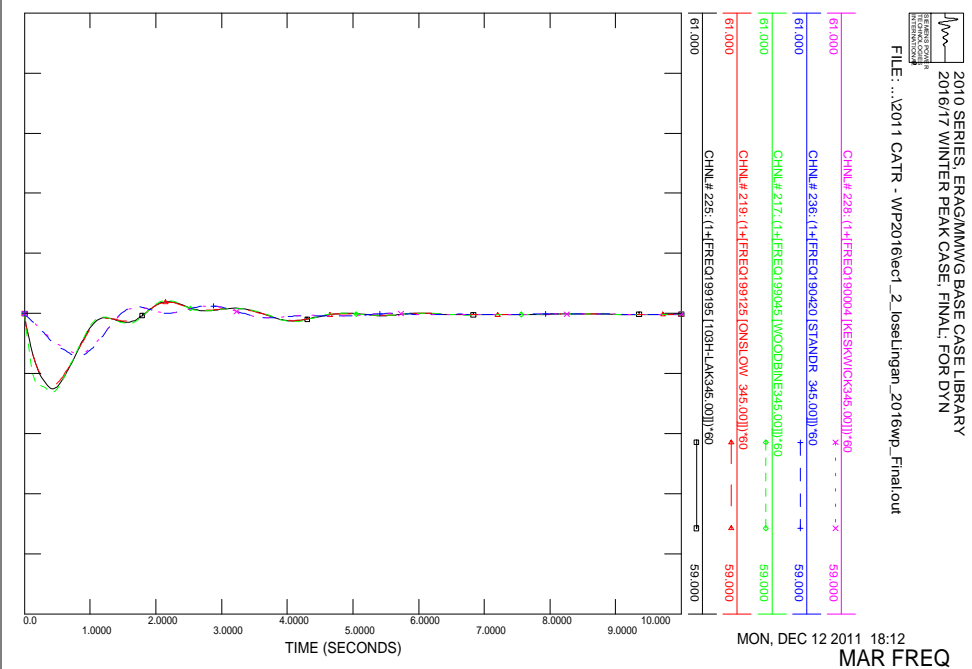
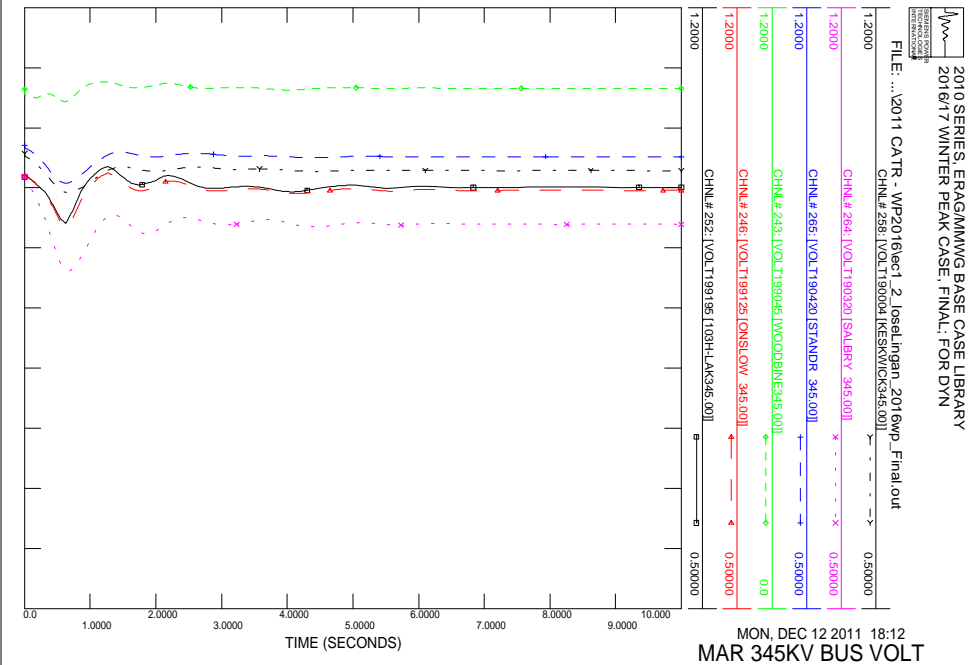
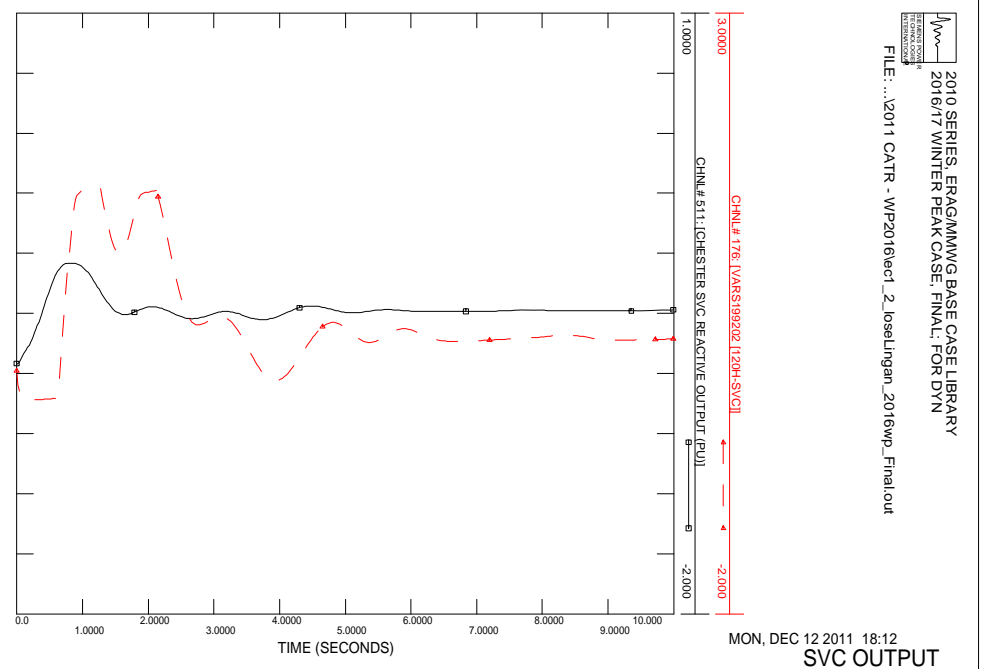
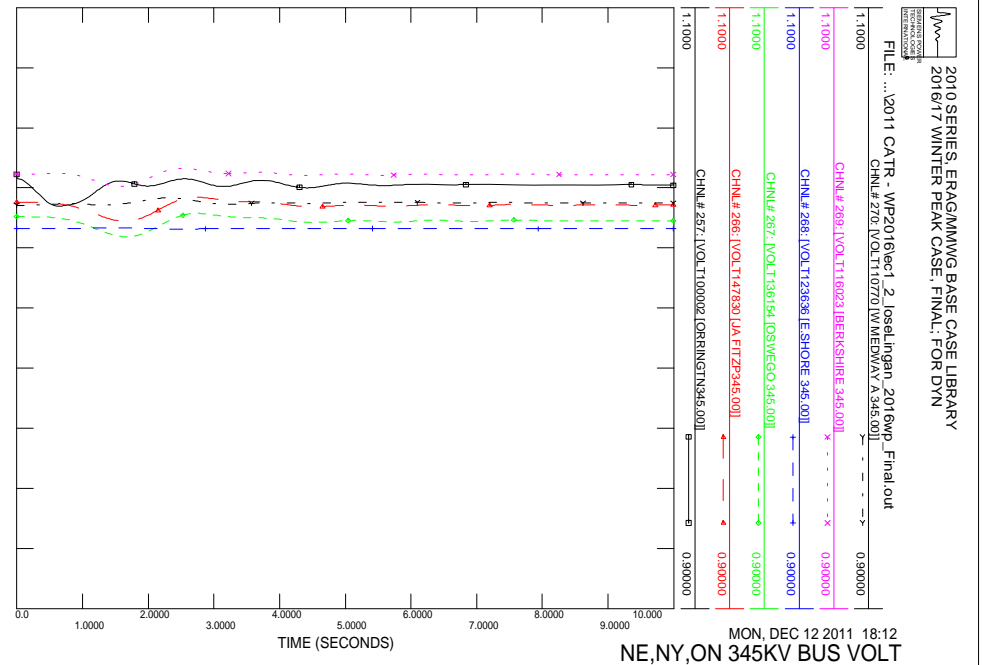
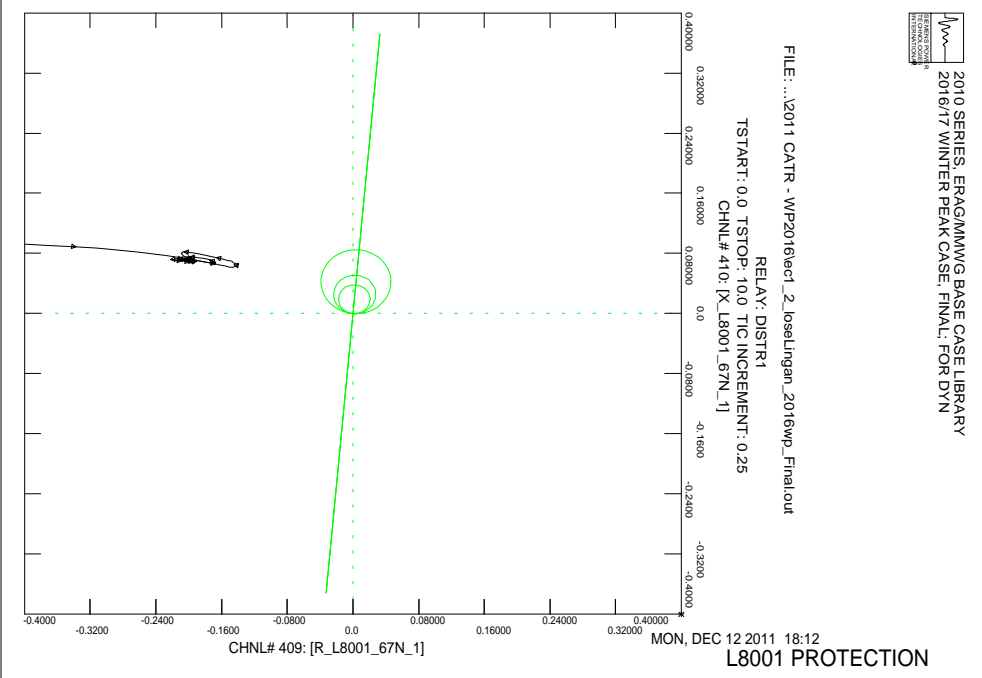
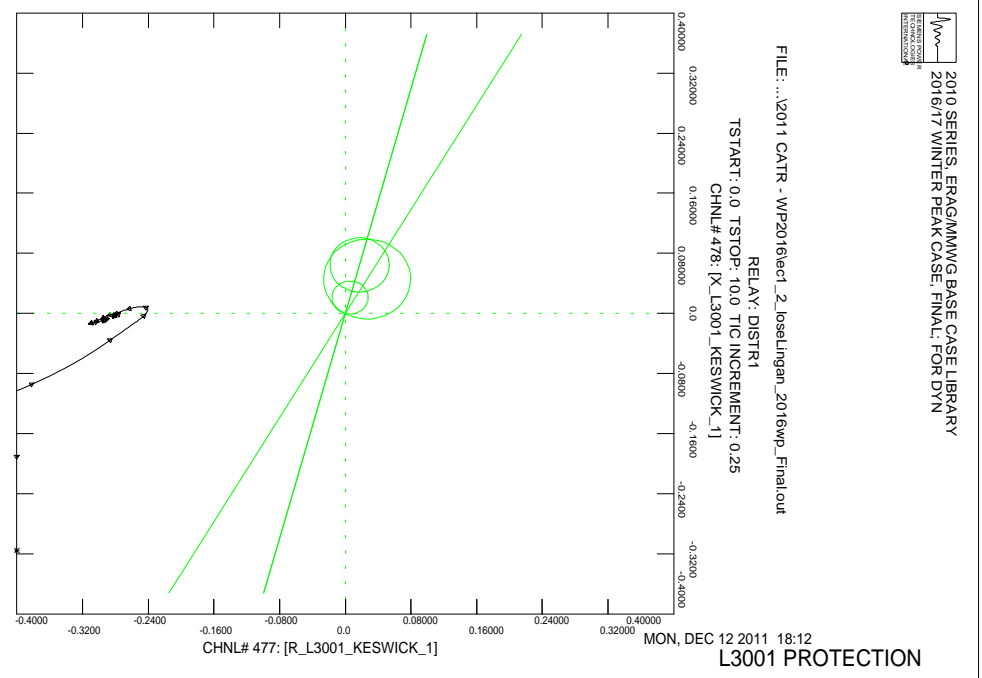
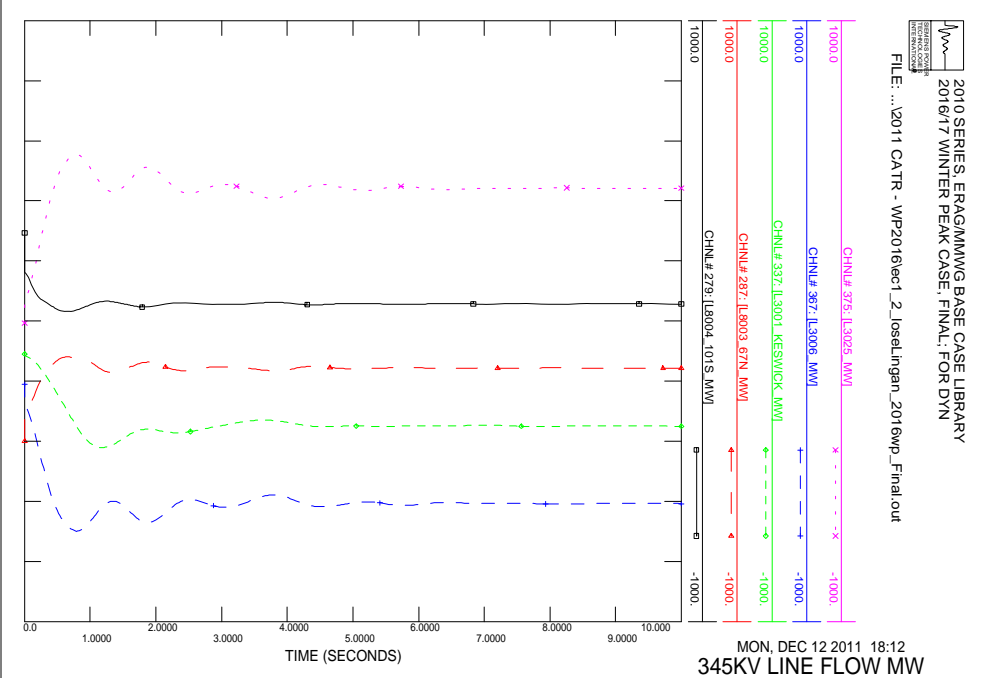
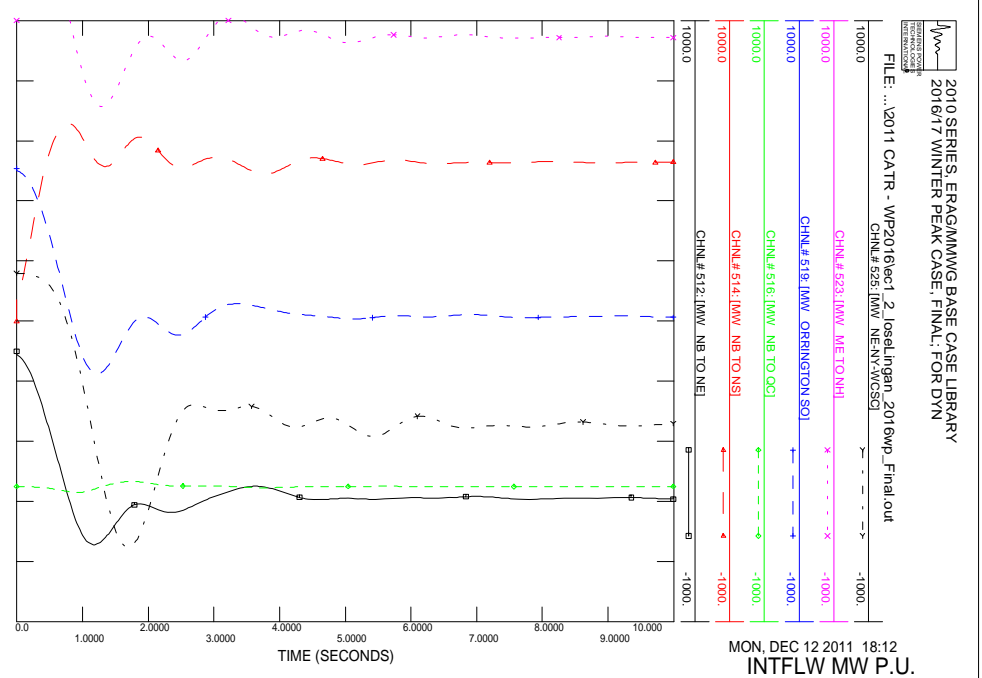


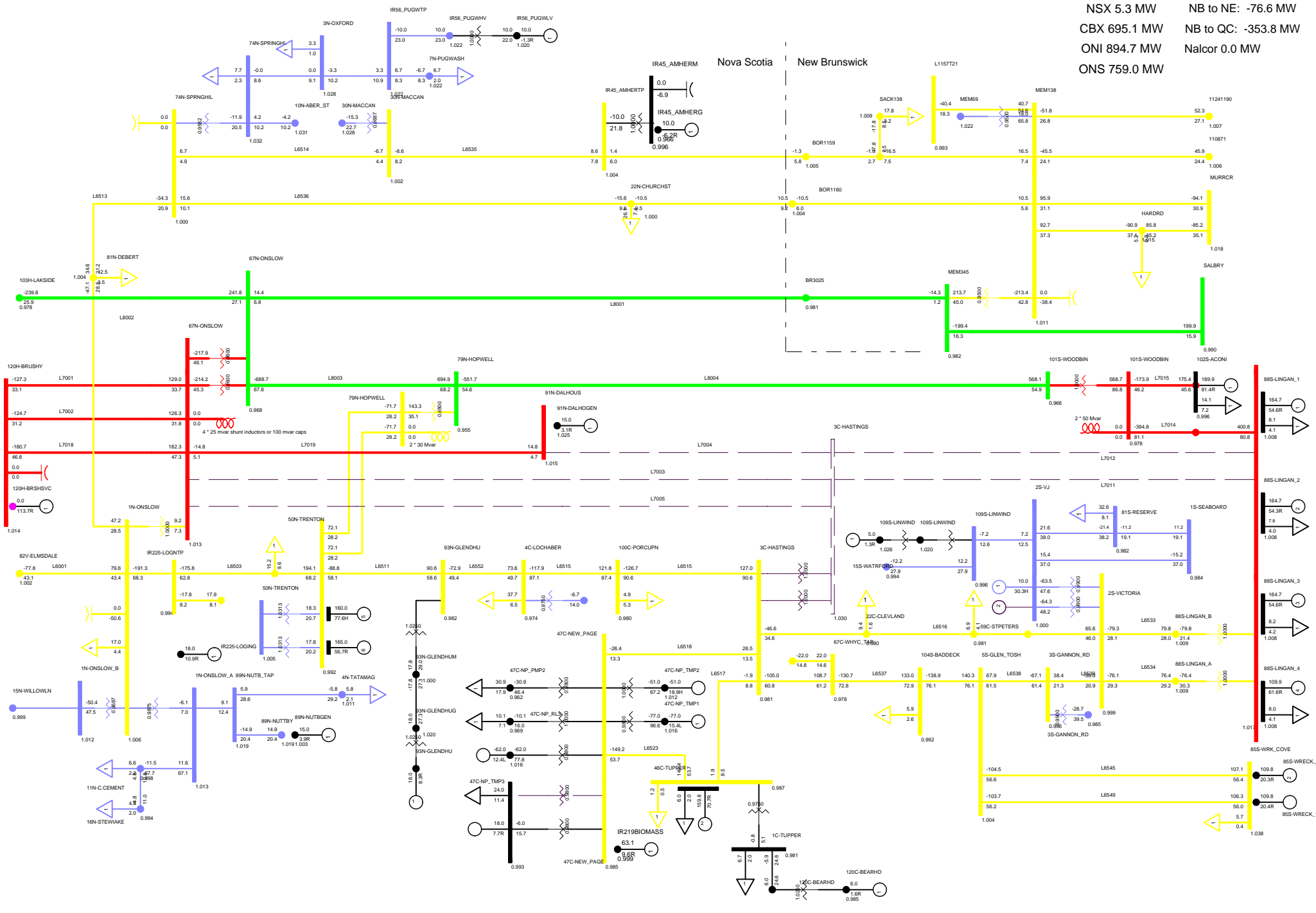
Figure ____







NSX 5.3 MW NB to NE: -76.6 MW
 CBX 695.1 MW NB to QC: -353.8 MW
 ONI 894.7 MW Nalcor 0.0 MW
 ONS 759.0 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC2.1_POSTCONTINGENCY TUE, DEC 13 2011 17:02

Total Wind Gen: 121.2 MW
 Gross Lingan 604.1 MW
 Gross Pt Aconi 189.9 MW

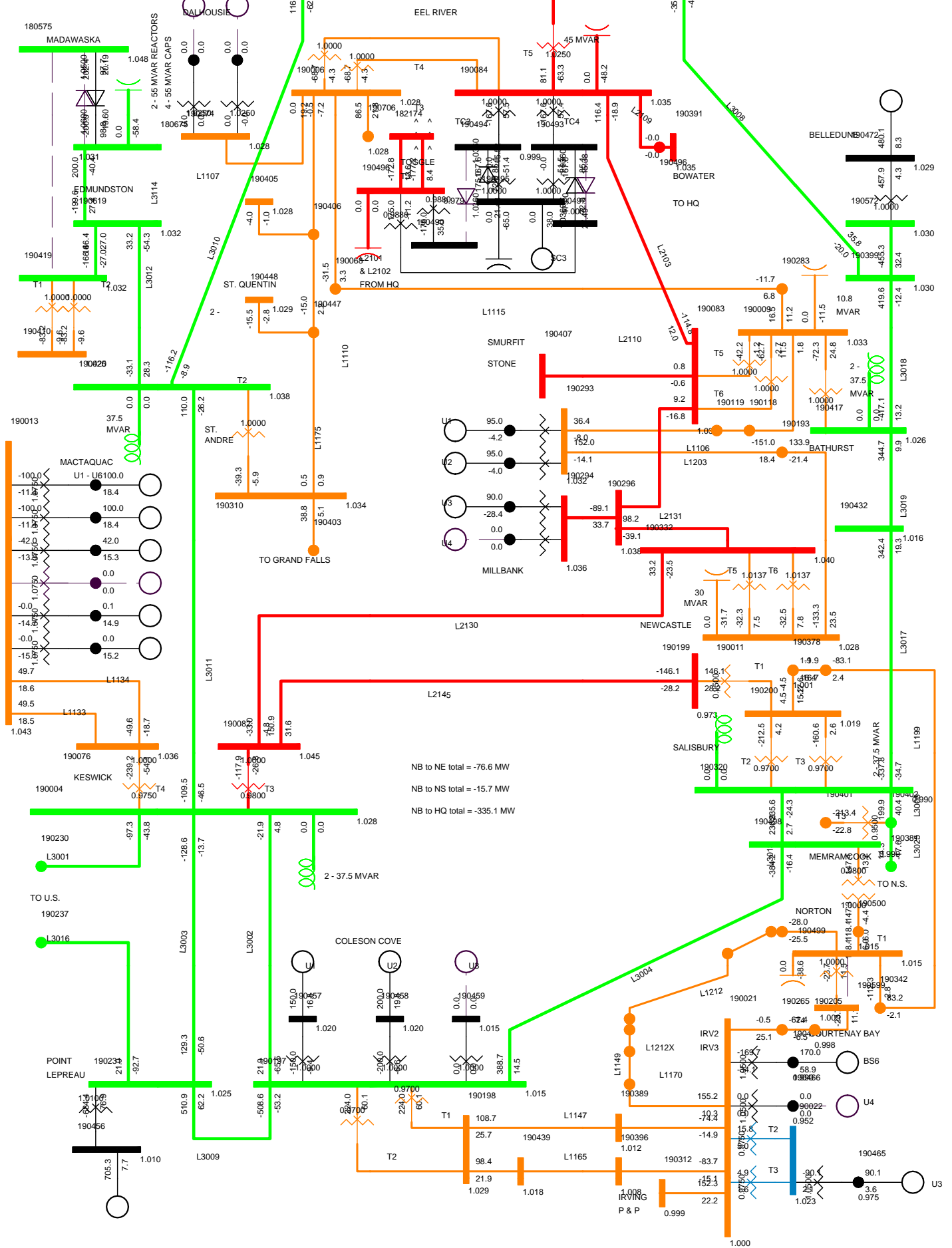
Gross Tupper 159.8 MW
 Gross Trenton 325.0 MW
 Gross Tuft's Cove 420.1 MW

Gross Wreck Cove 219.7 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

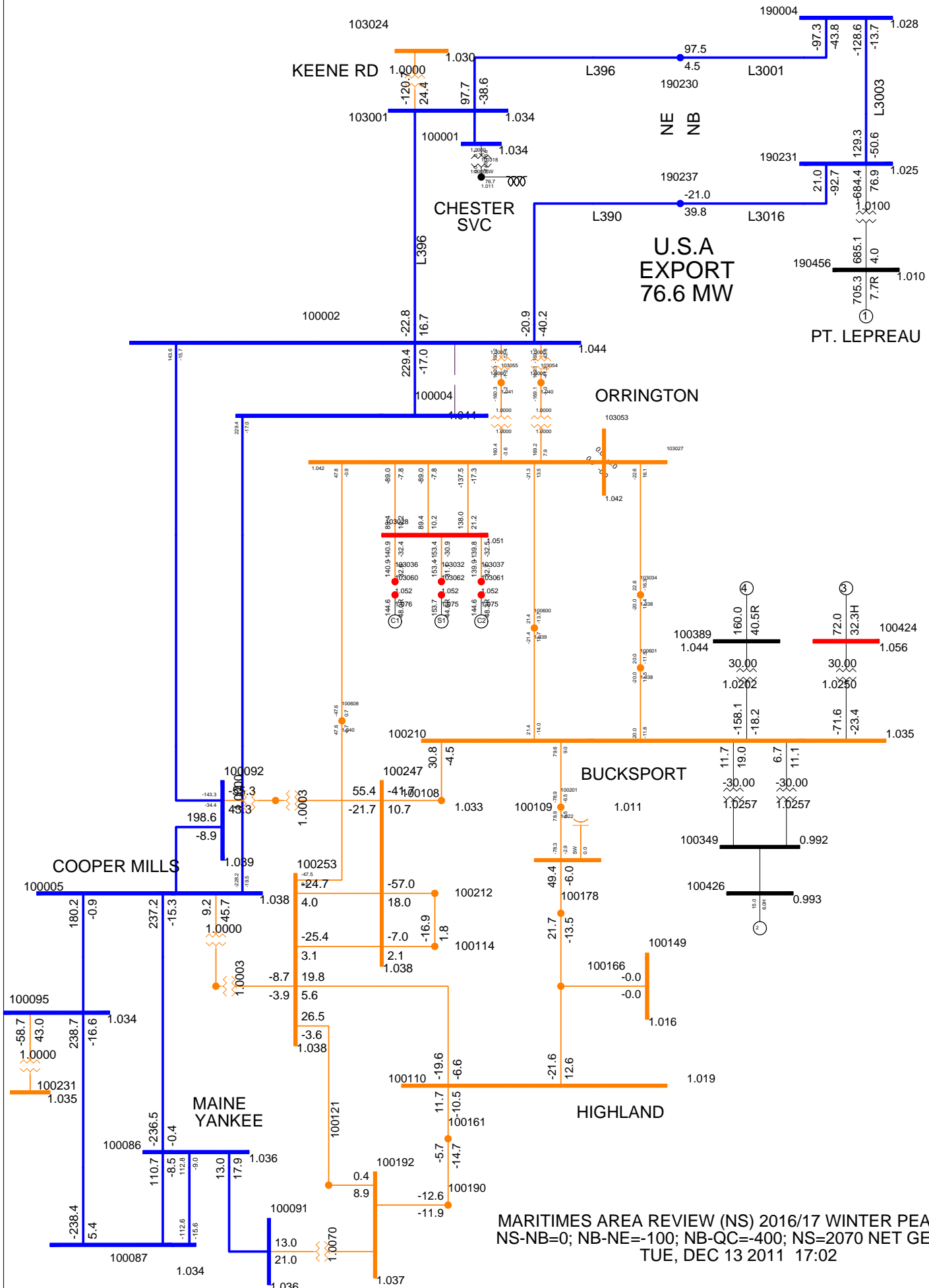
Net NewPage Load 175.6 MW
 Net NewPage Load 238.7 MW
 Total BMPC Load 75.5 MW

Winter Ratings

Figure

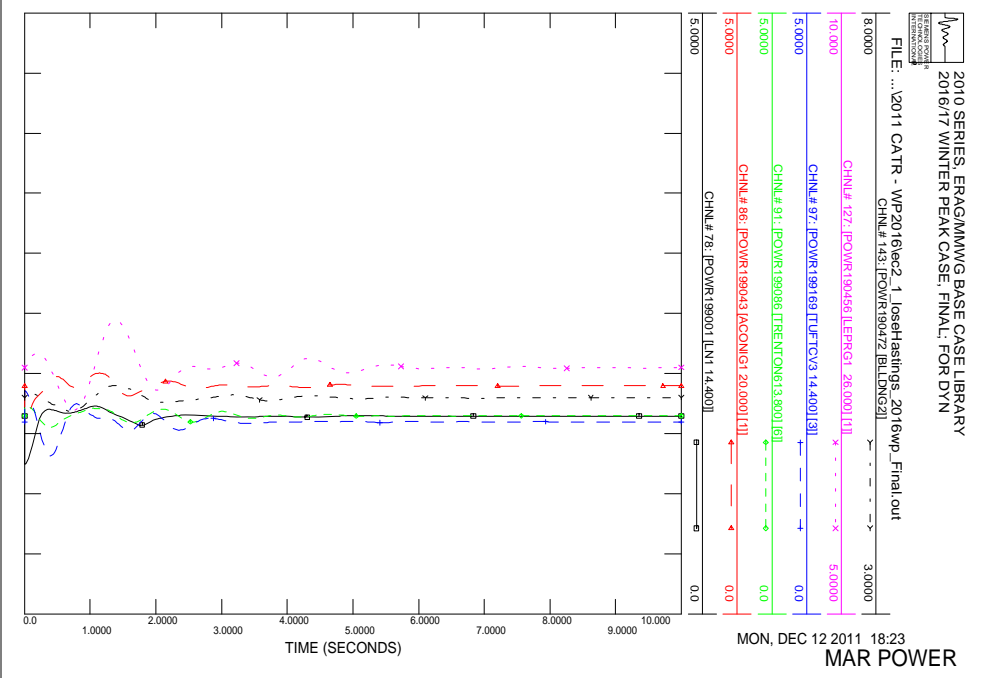
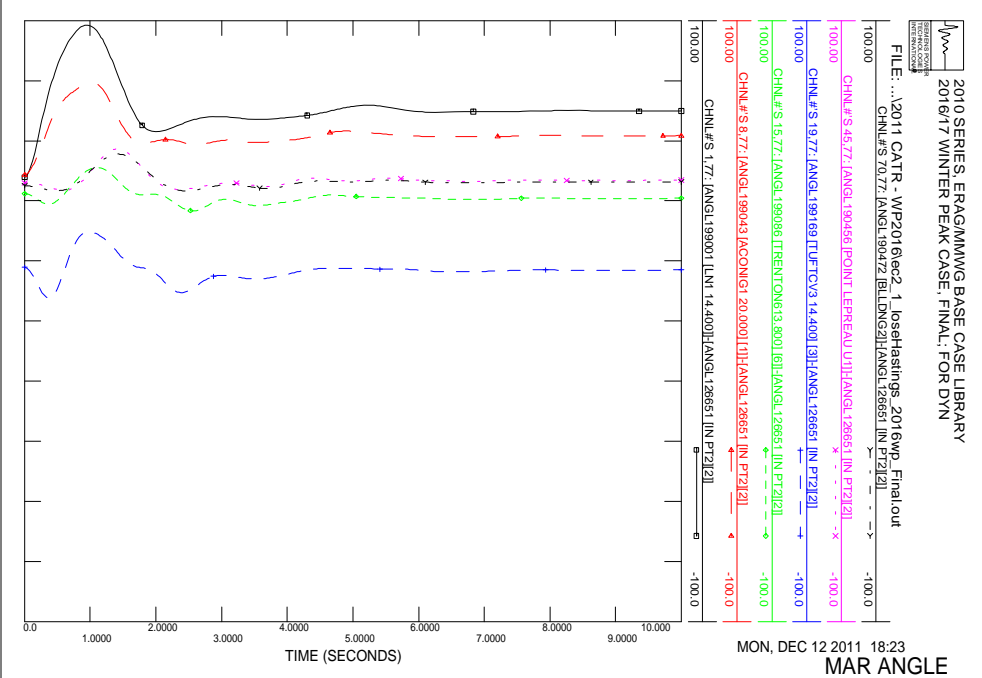
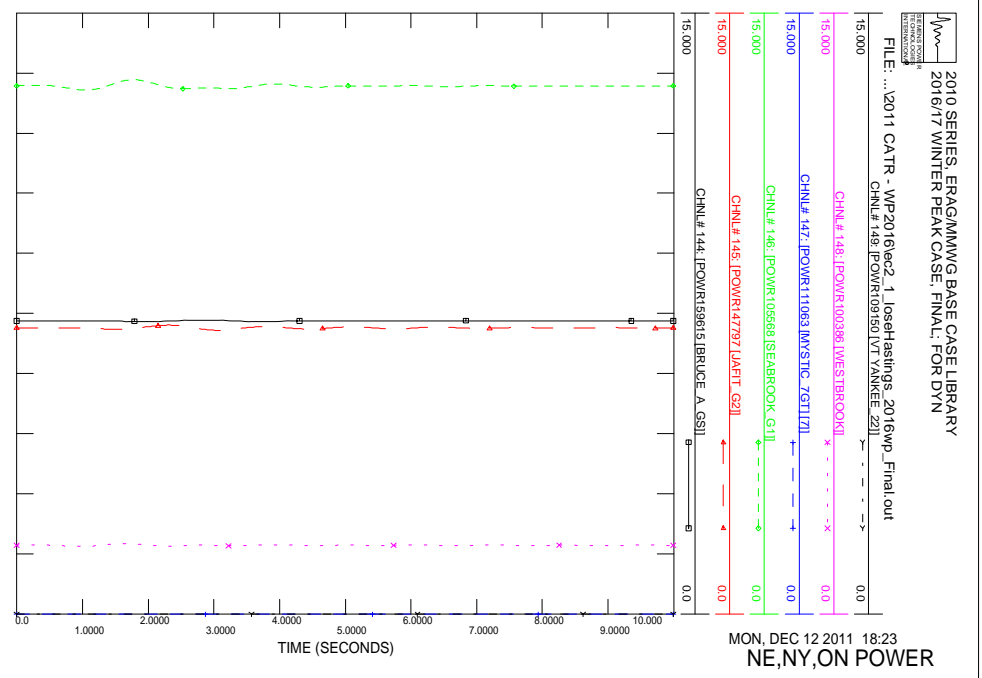
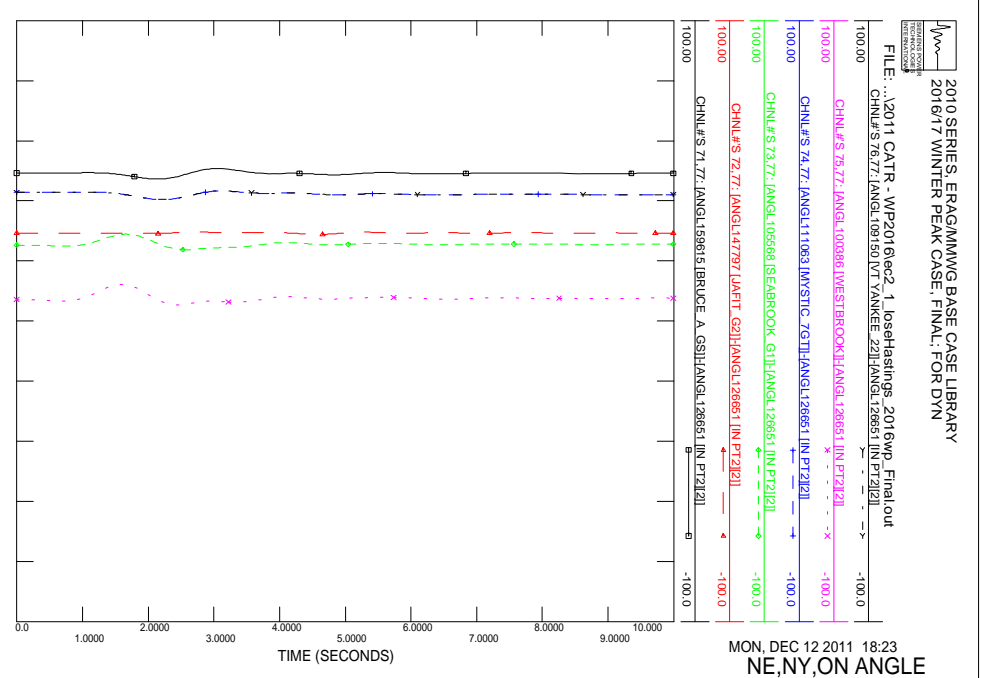


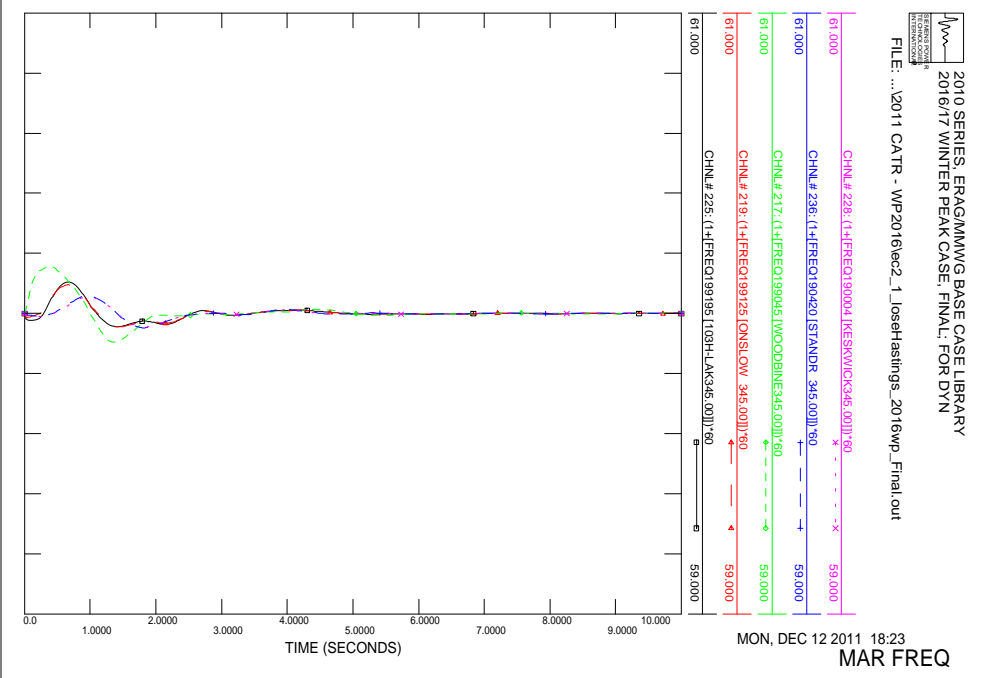
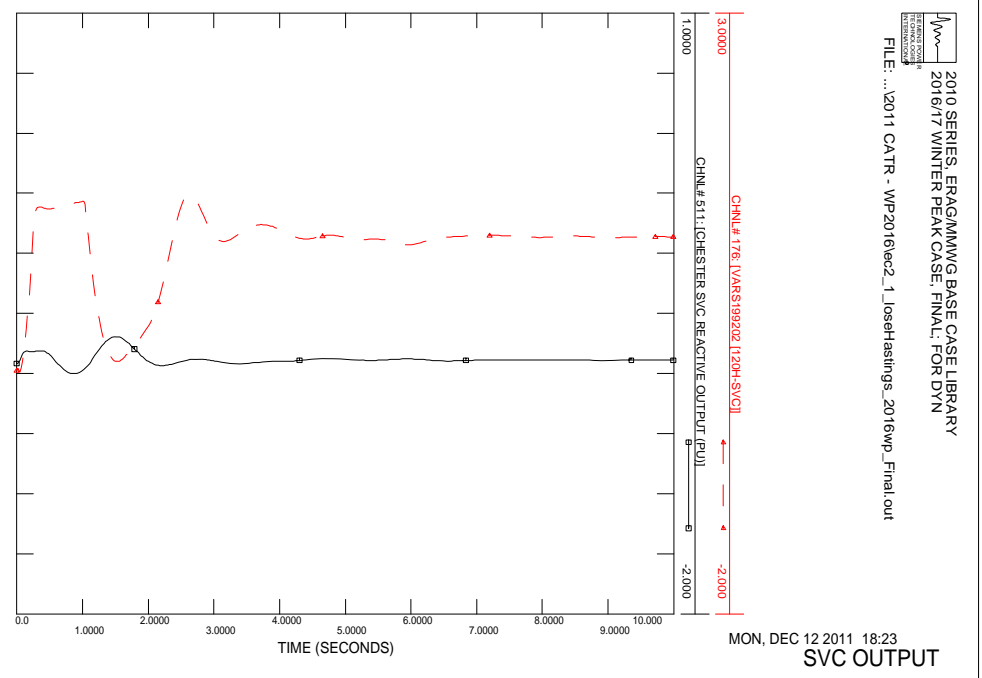
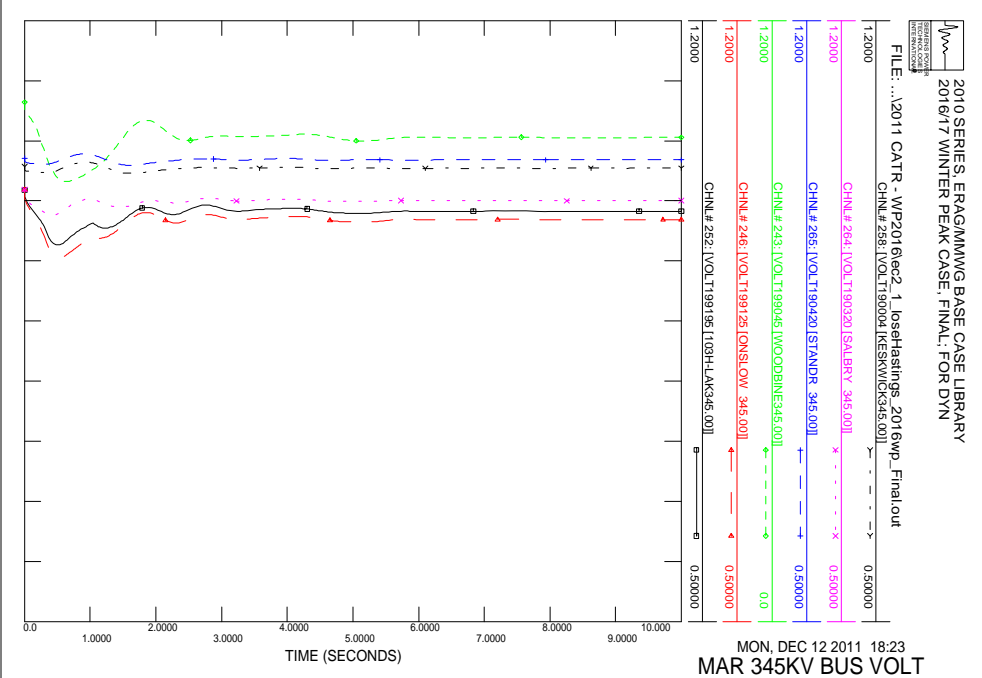
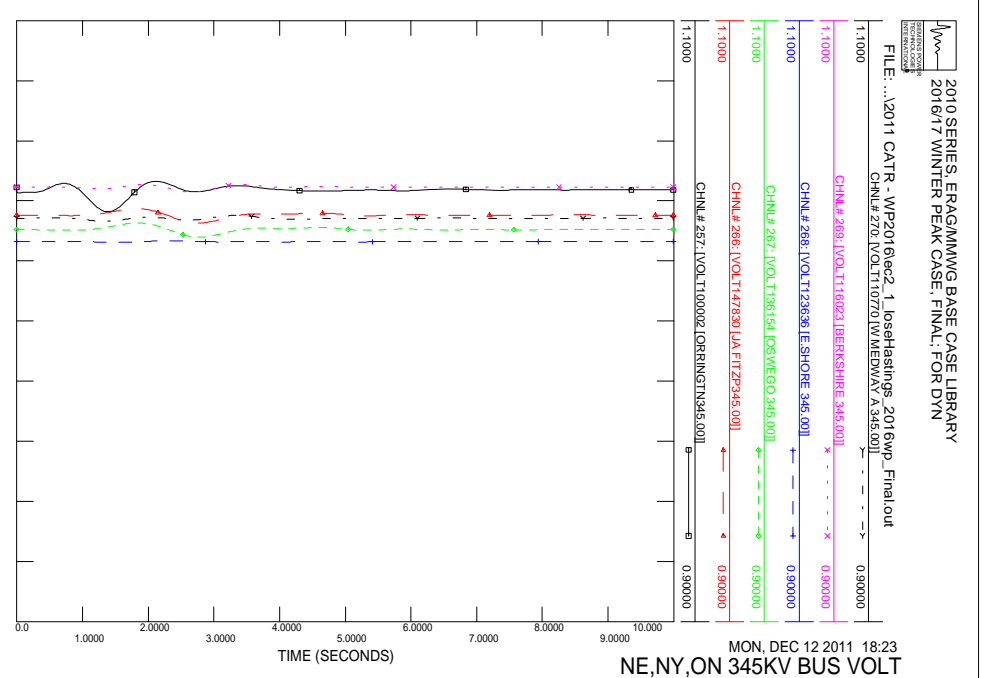
Figure

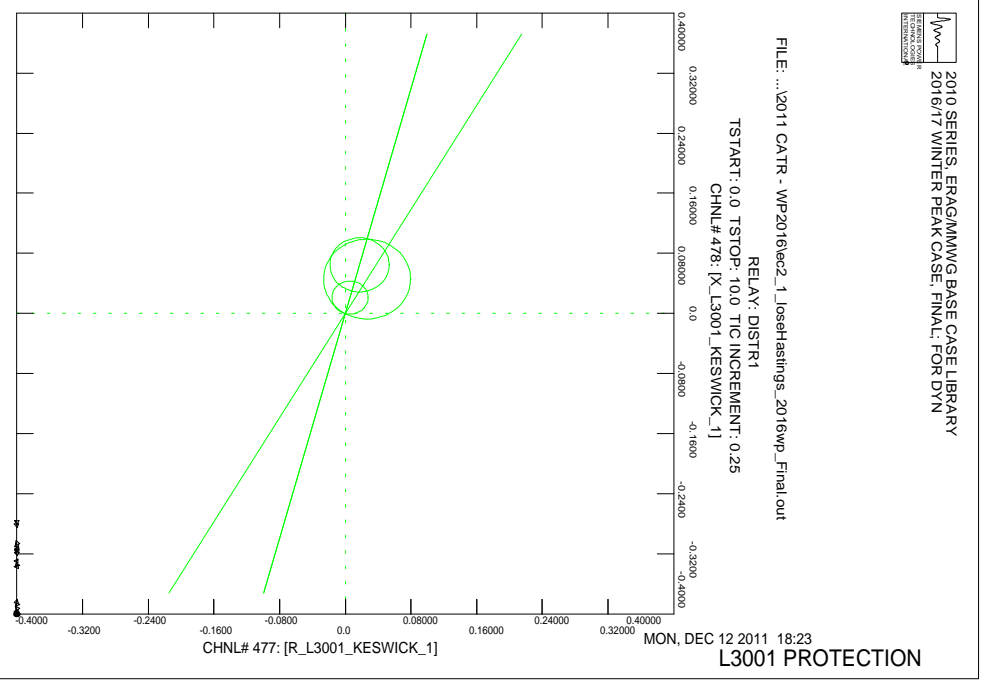
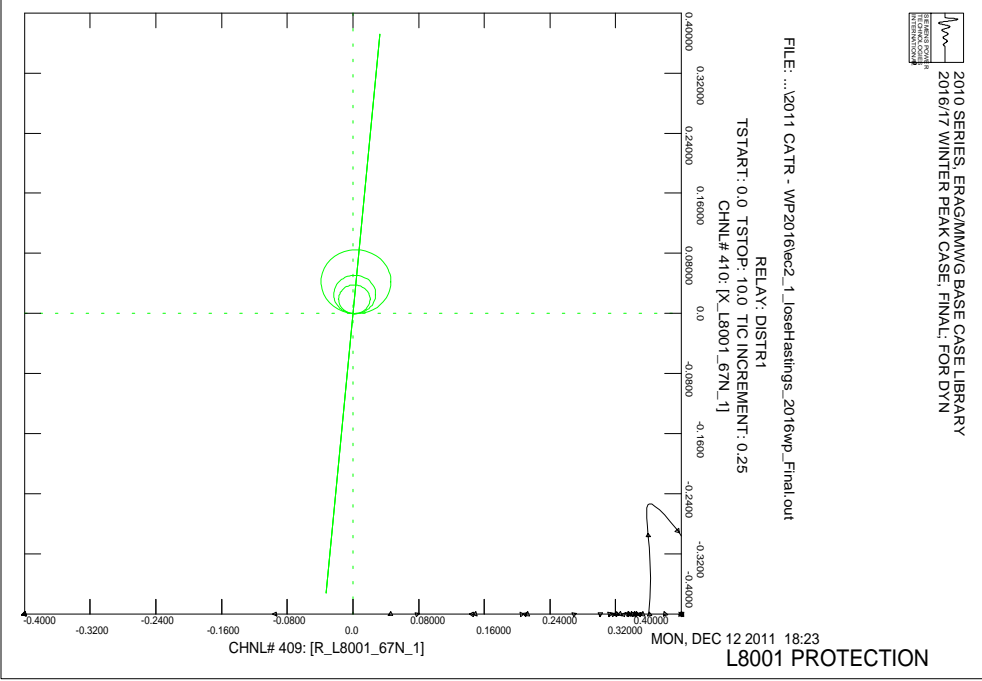
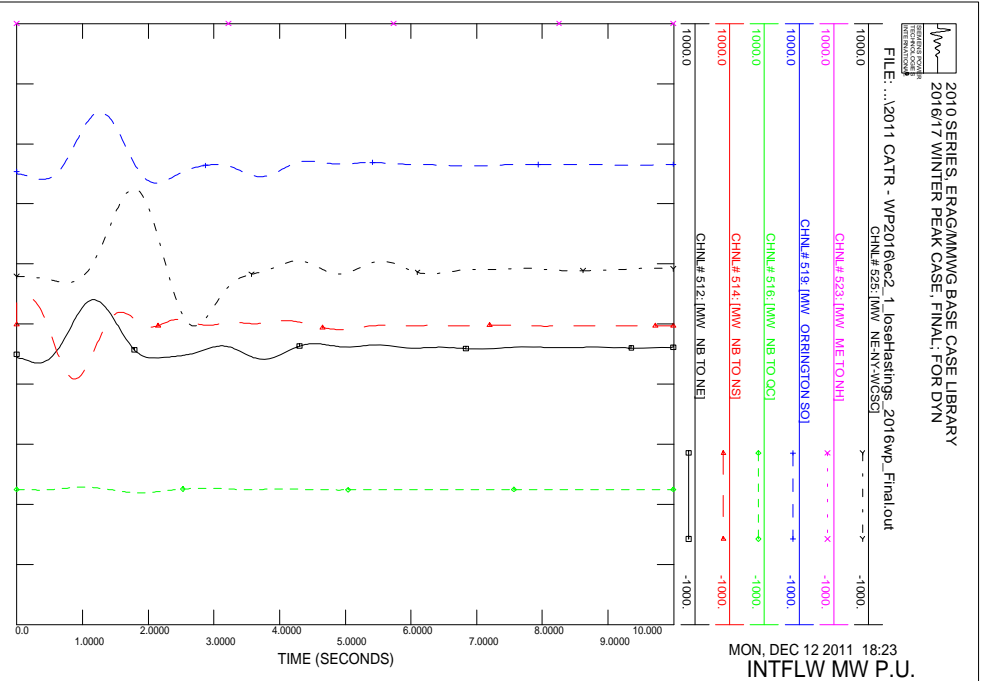
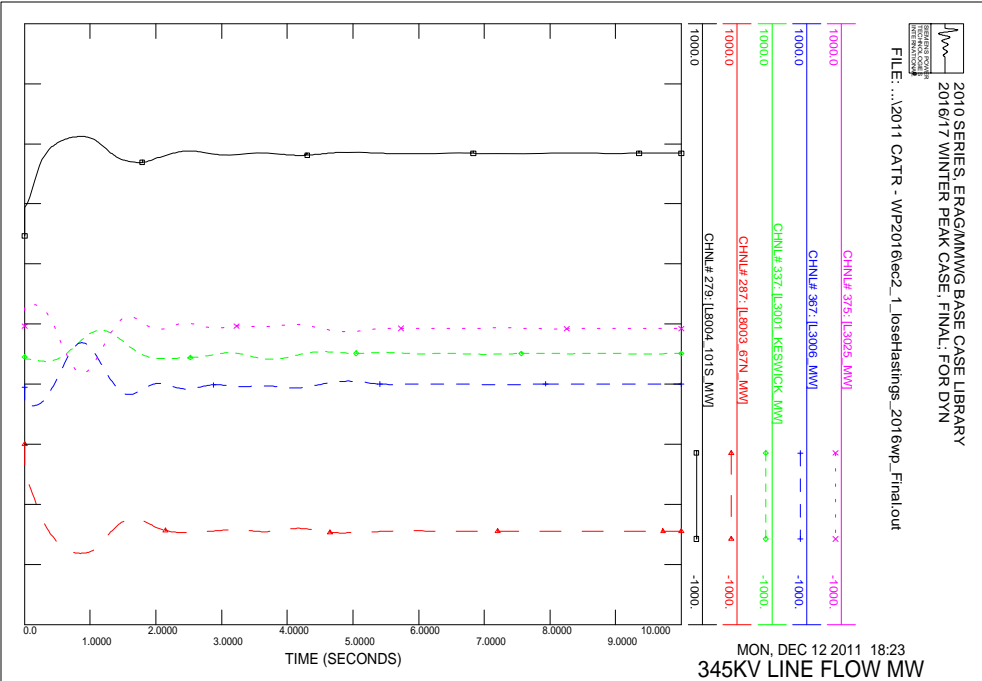


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
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 TUE, DEC 13 2011 17:02

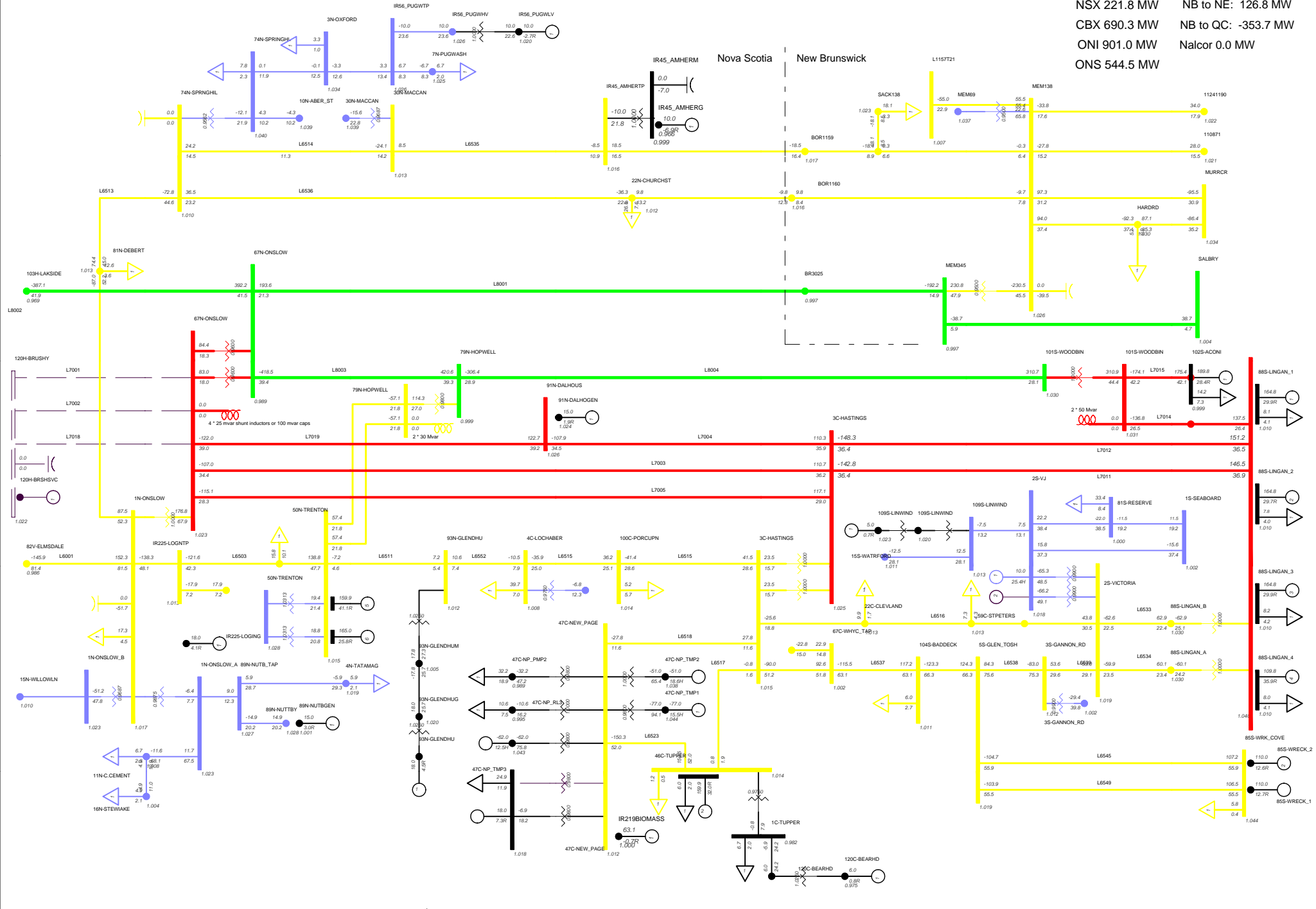
Figure _____







NSX 221.8 MW NB to NE: 126.8 MW
 CBX 690.3 MW NB to QC: -353.7 MW
 ONI 901.0 MW Nalcor 0.0 MW
 ONS 544.5 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC2.2_POSTCONTINGENCY THU, DEC 15 2011 17:12

Total Wind Gen: 111.2 MW
 Gross Lingan 604.1 MW
 Gross Pt Aconi 189.8 MW

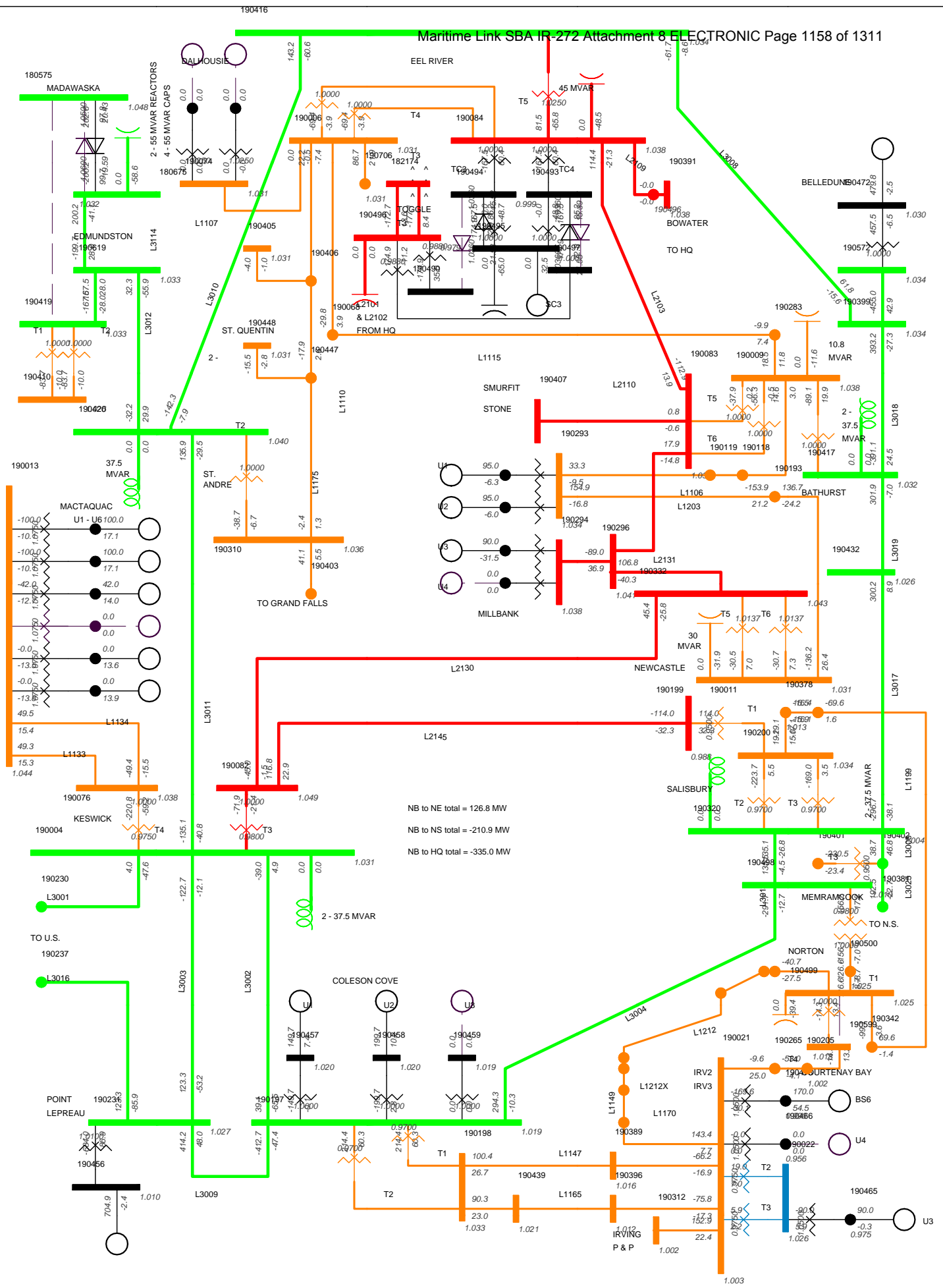
Gross Tupper 159.9 MW
 Gross Trenton 324.8 MW
 Gross Tufts Cove 418.1 MW

Gross Wreck Cove 220.1 MW
 Gross Gas Turbine 9.9 MW
 Gross Small Hydro 91.1 MW

Net NewPage Load 178.1 MW
 Net NewPage Load 241.2 MW
 Total BMPC Load 0.0 MW

Winter Ratings

Figure

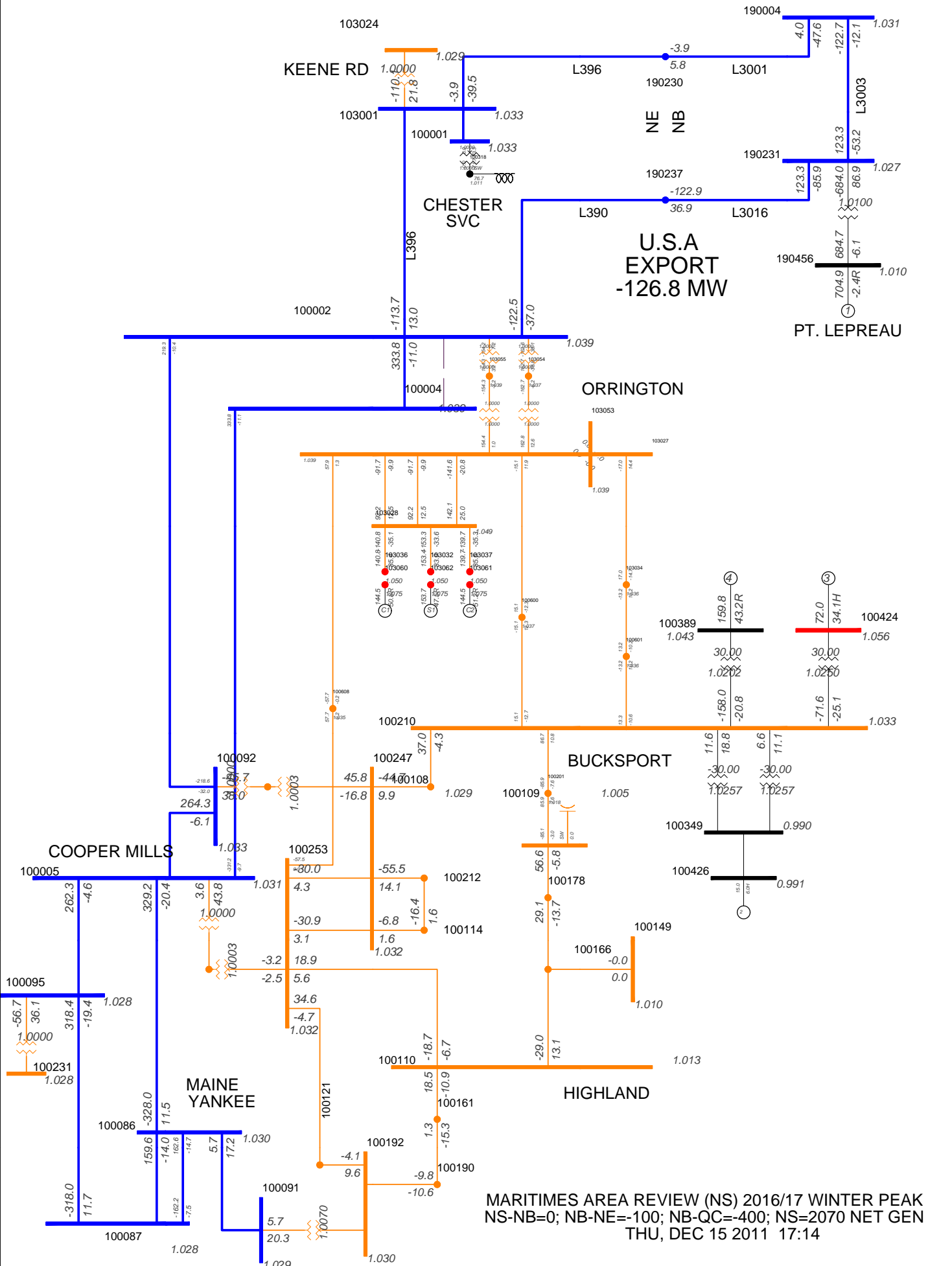


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power THU, DEC 15 2011 17:12

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0% RATEA
 1.0500V 0.950UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

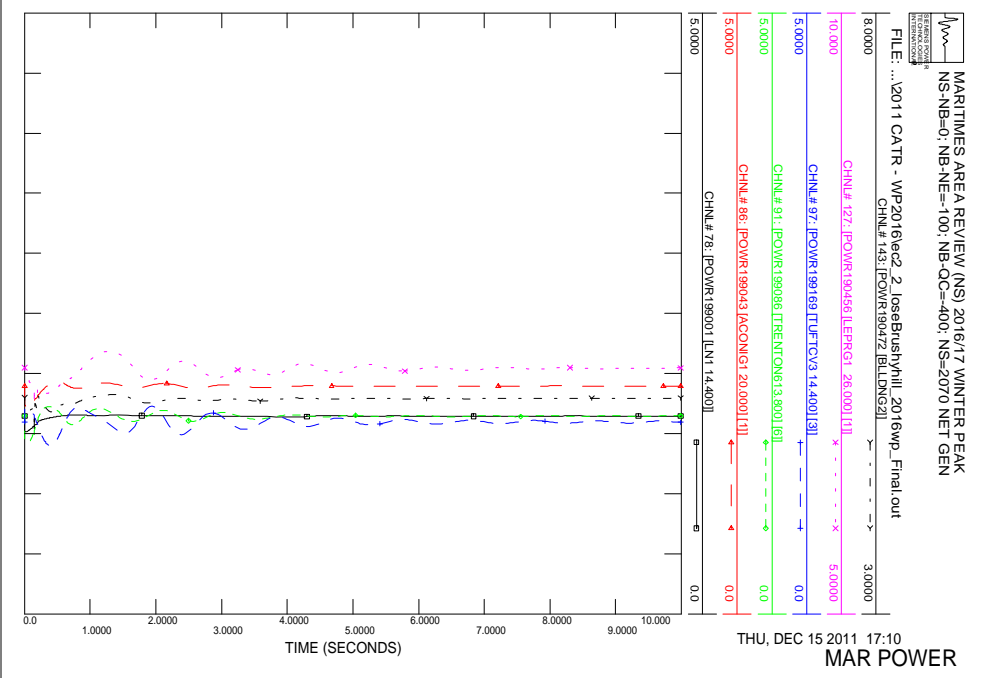
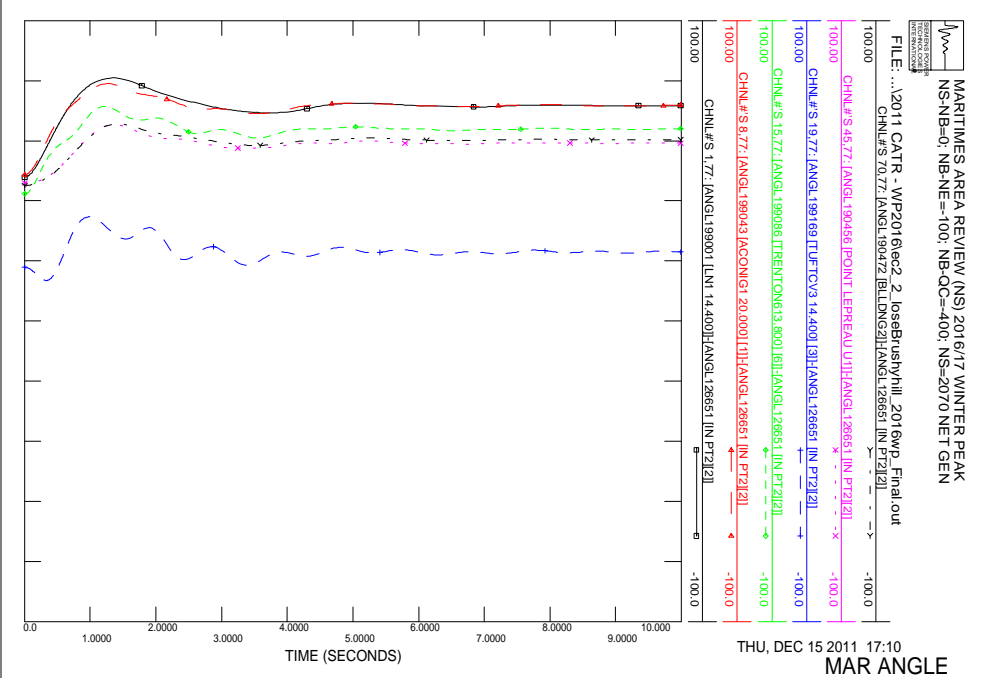
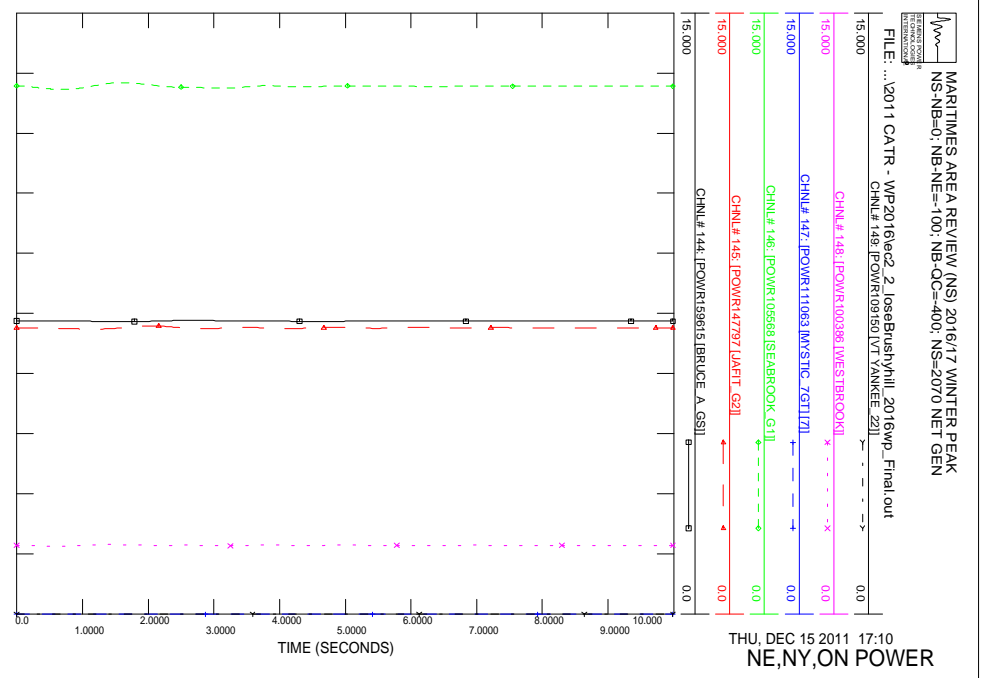
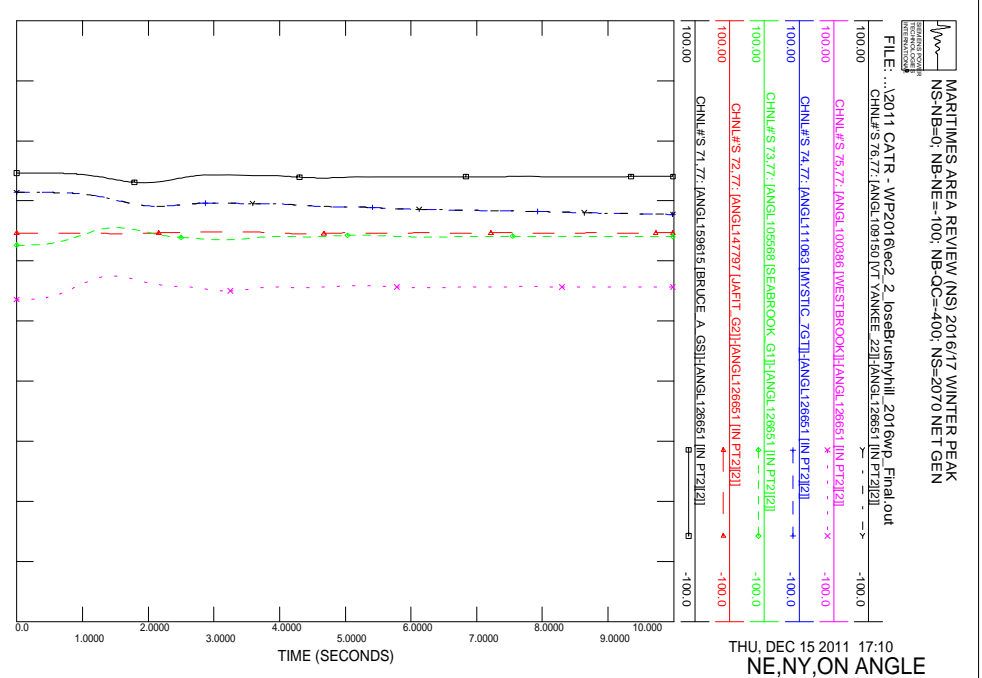
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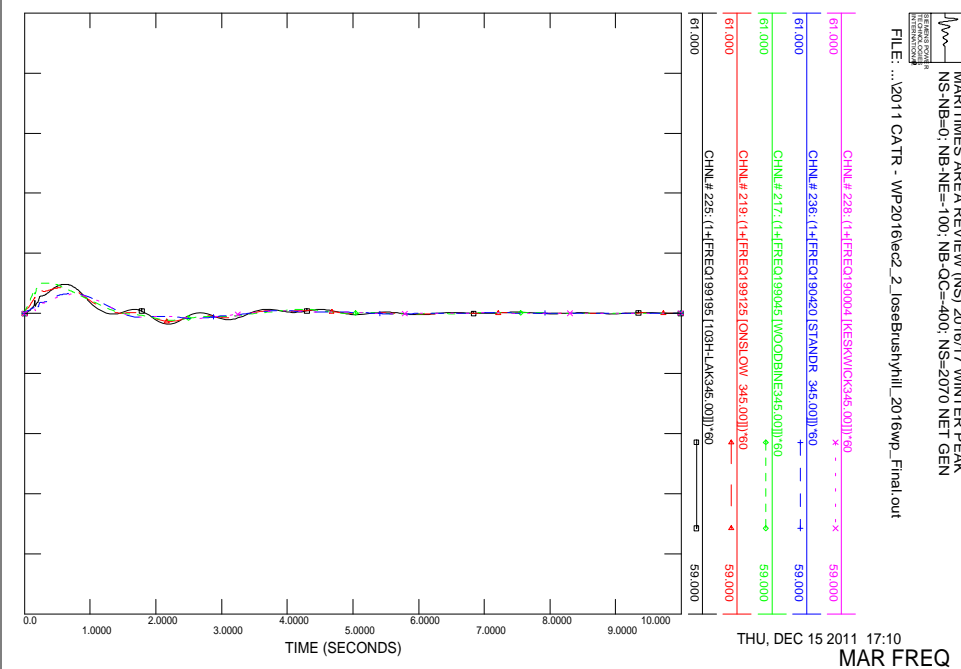
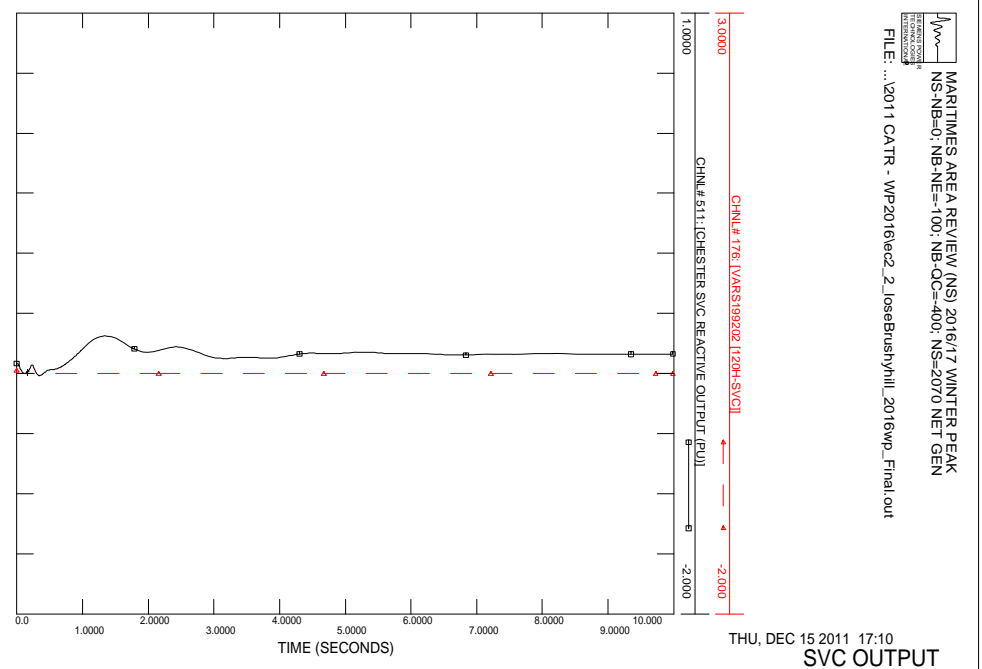
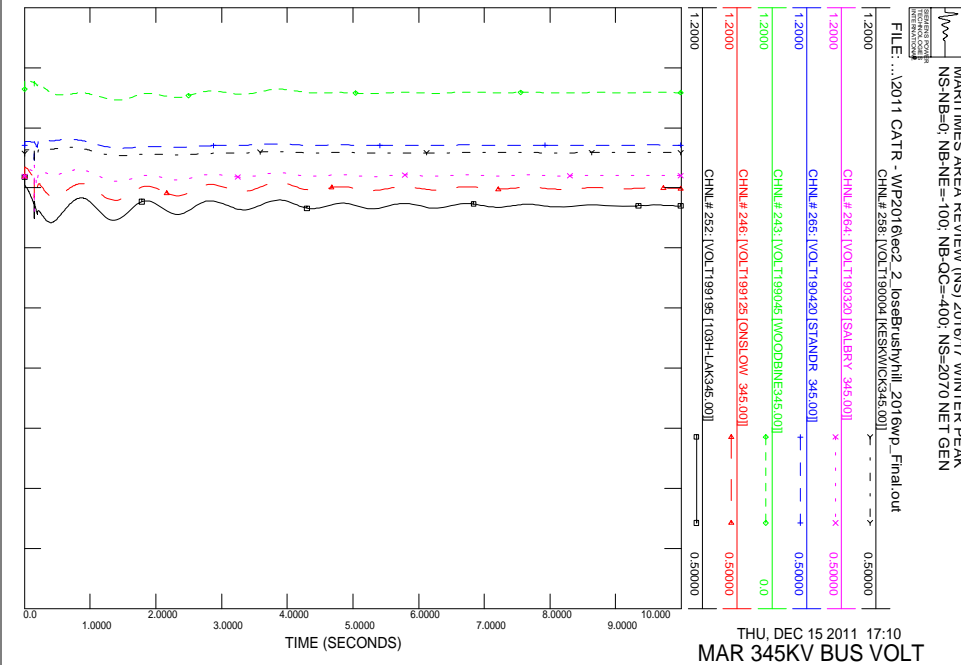
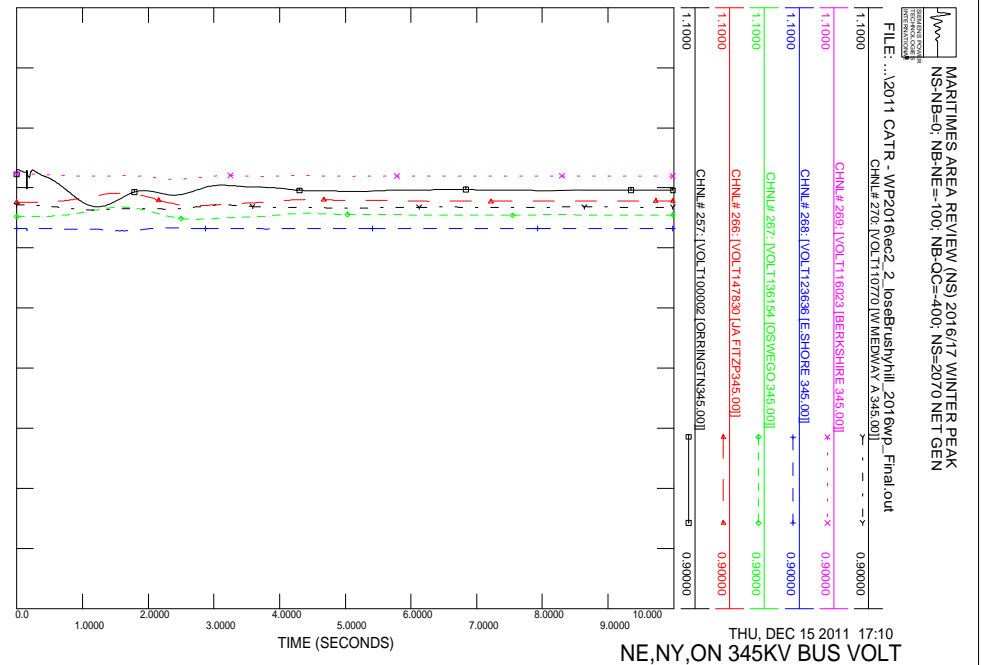
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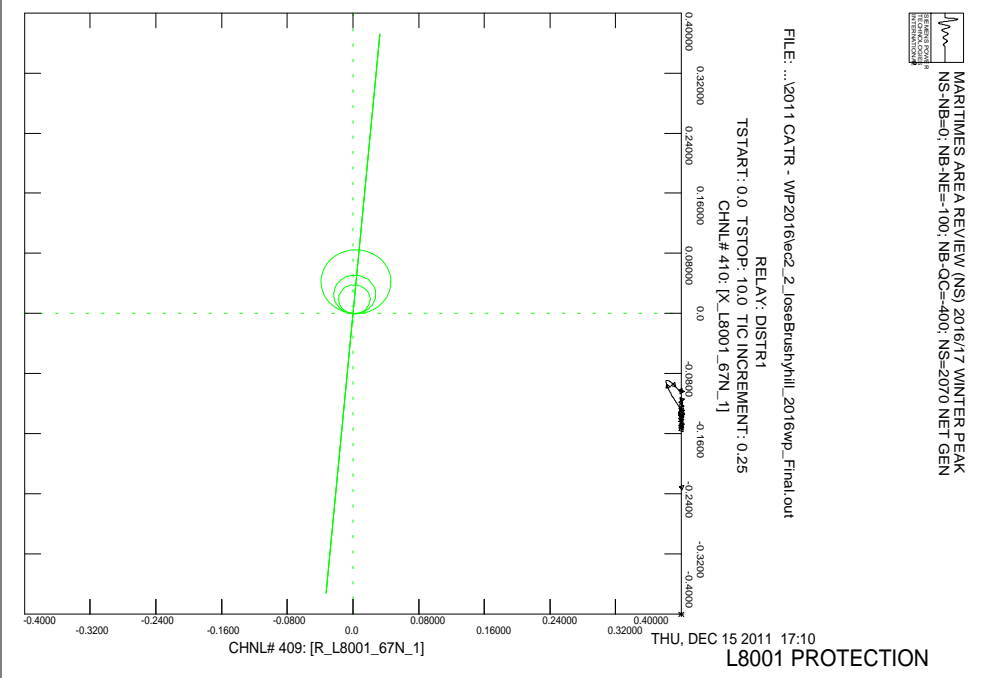
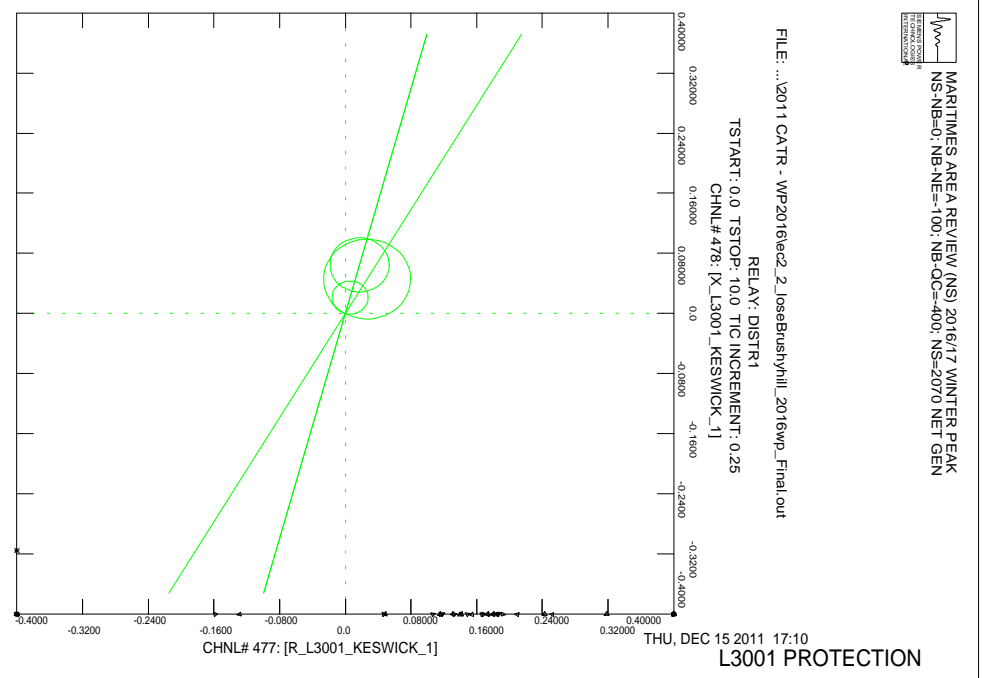
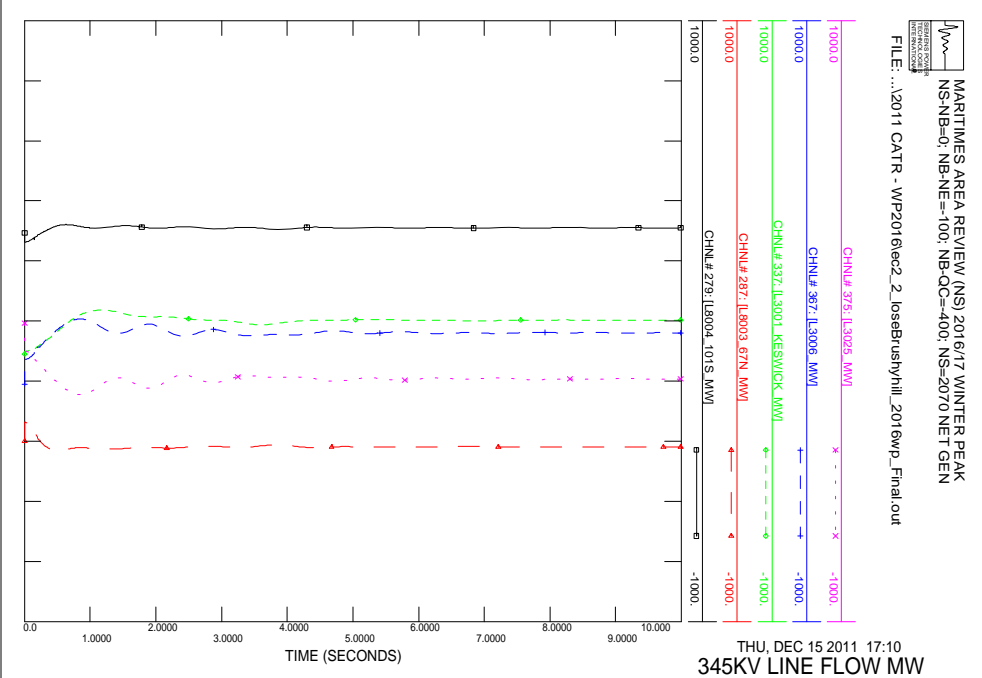
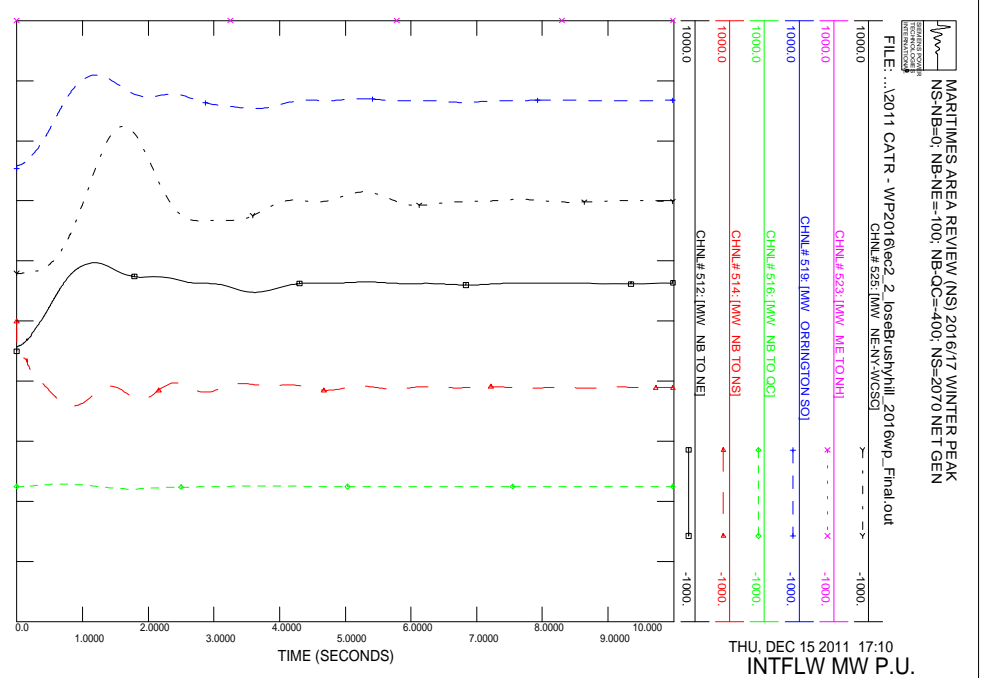


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
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 THU, DEC 15 2011 17:14

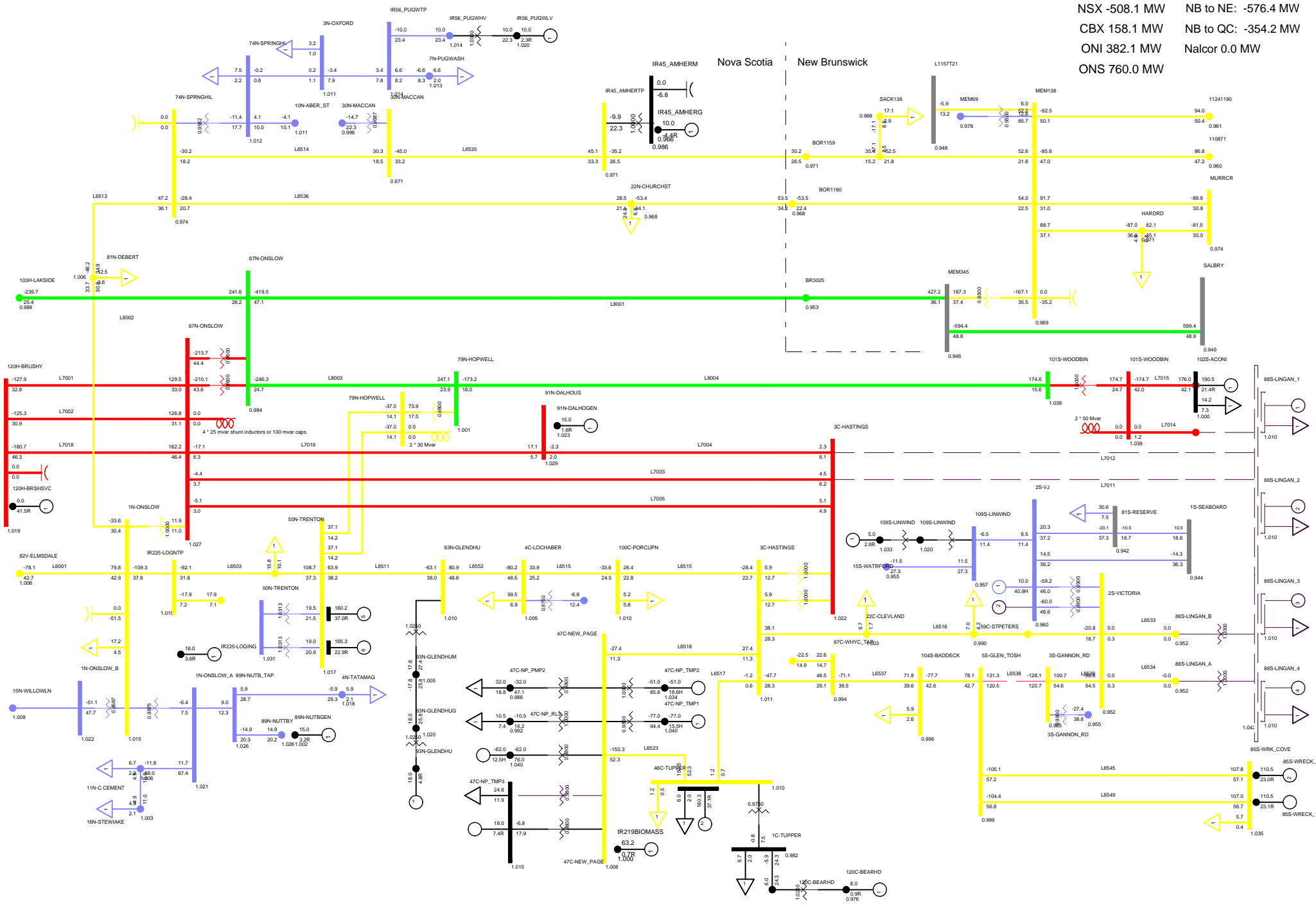
Figure _____







NSX -508.1 MW NB to NE: -576.4 MW
 CBX 158.1 MW NB to QC: -354.2 MW
 ONI 382.1 MW Nalcor 0.0 MW
 ONS 760.0 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC2.3_POSTCONTINGENCY WED, DEC 14 2011 10:21

Total Wind Gen: 121.2 MW
 Gross Lingan 0.0 MW
 Gross Pt Aconi 190.5 MW

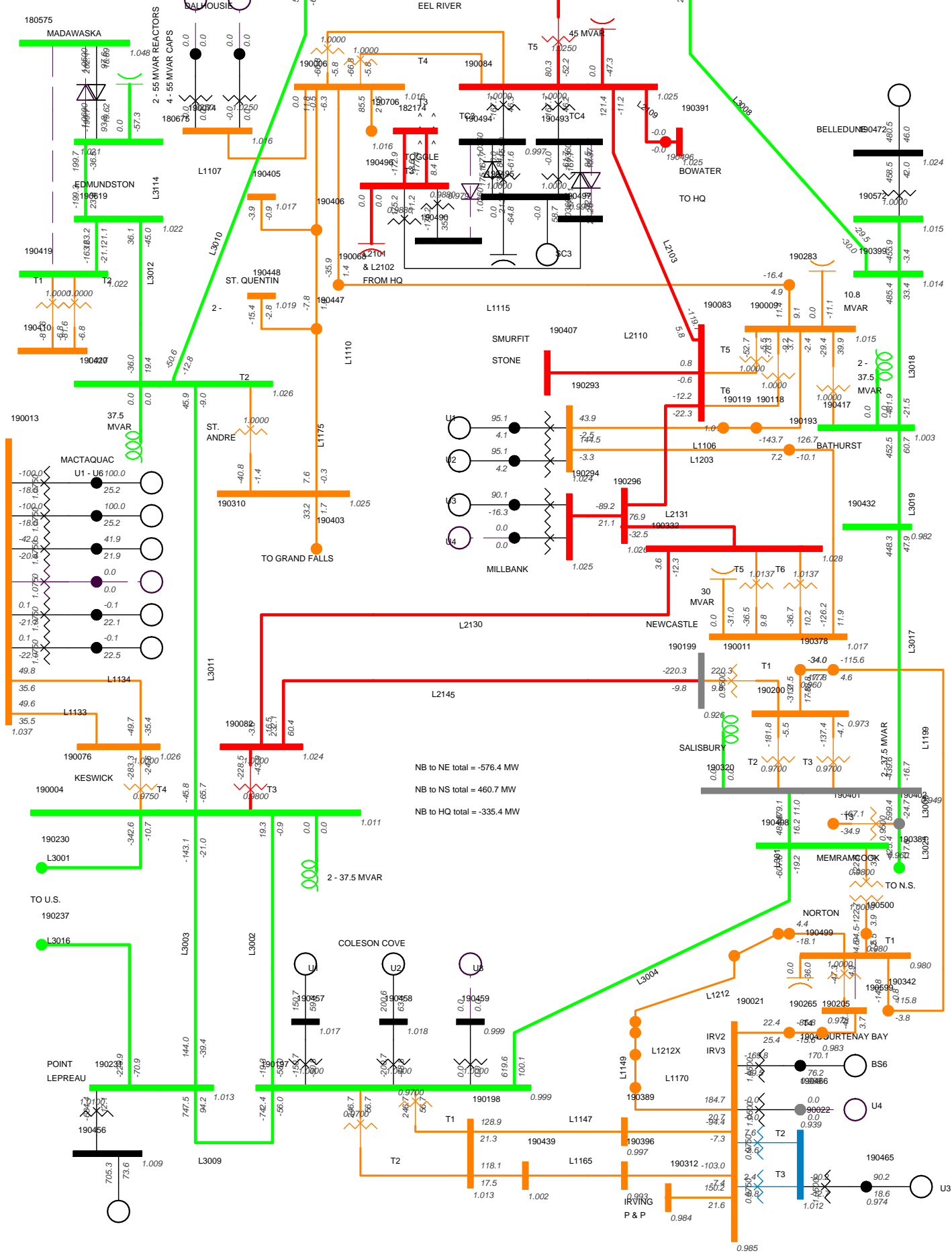
Gross Tupper 160.3 MW
 Gross Trenton 325.5 MW
 Gross Tuft's Cove 420.4 MW

Gross Wreck Cove 221.1 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 177.7 MW
 Net NewPage Load 240.9 MW
 Total BMPC Load 75.5 MW

Winter Ratings

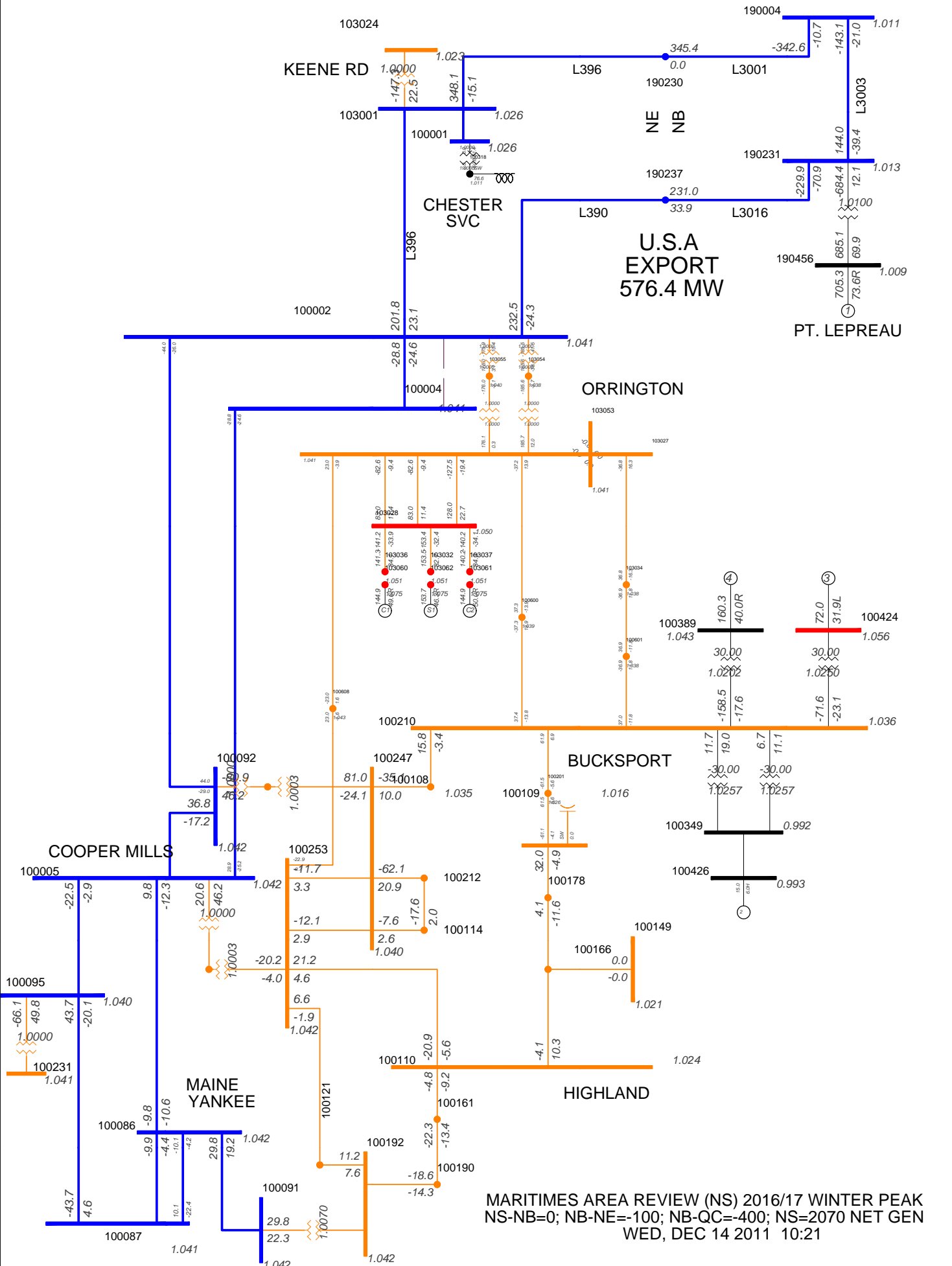
Figure



NB to NE total = -576.4 MW
 NB to NS total = 460.7 MW
 NB to HQ total = -335.4 MW

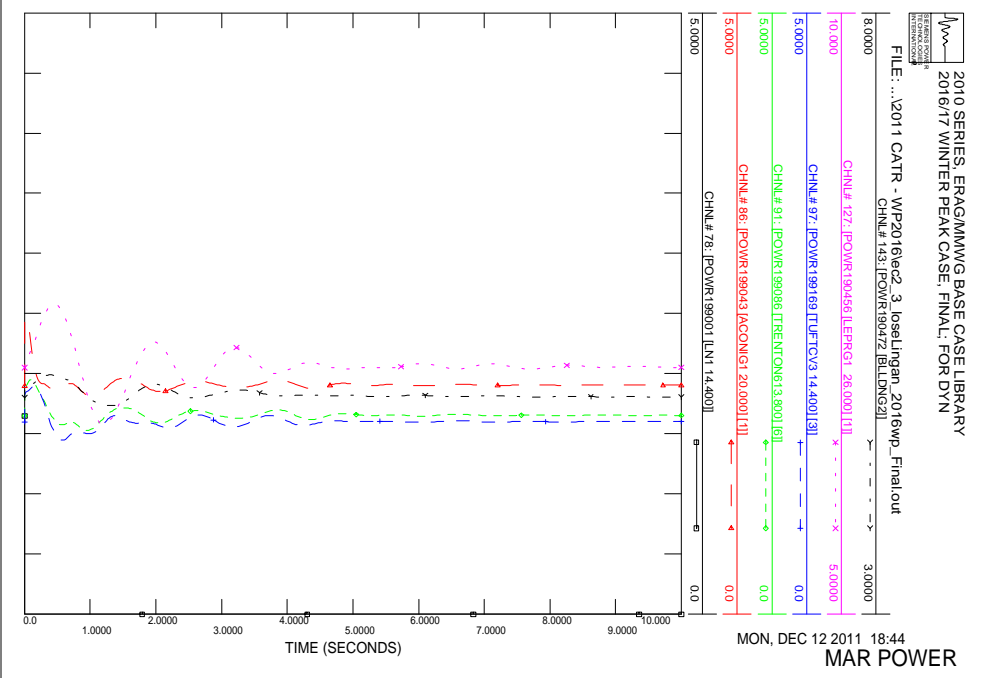
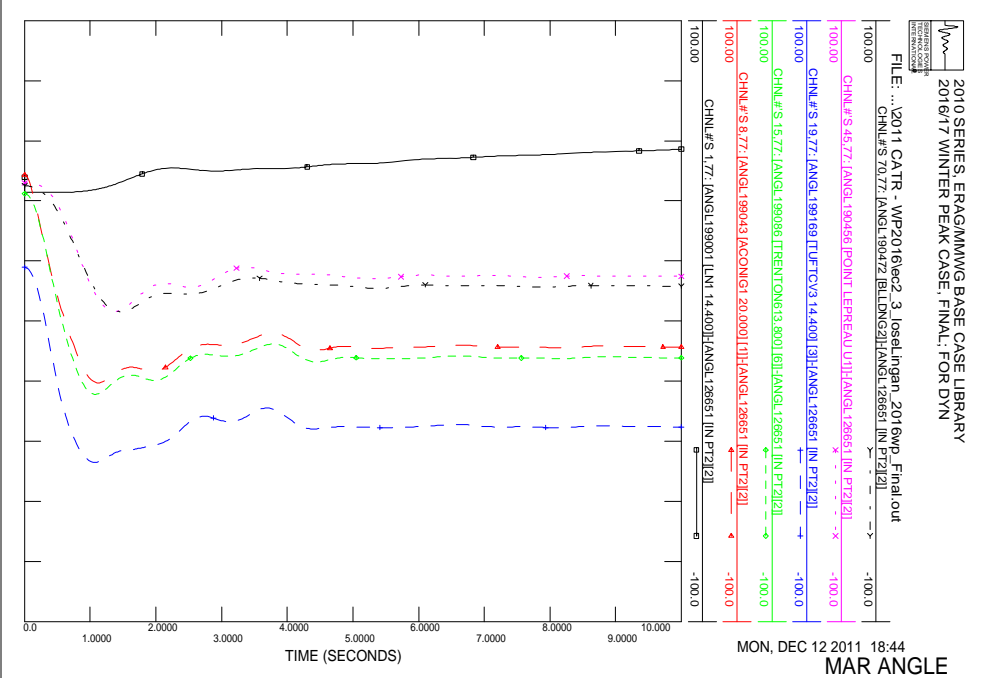
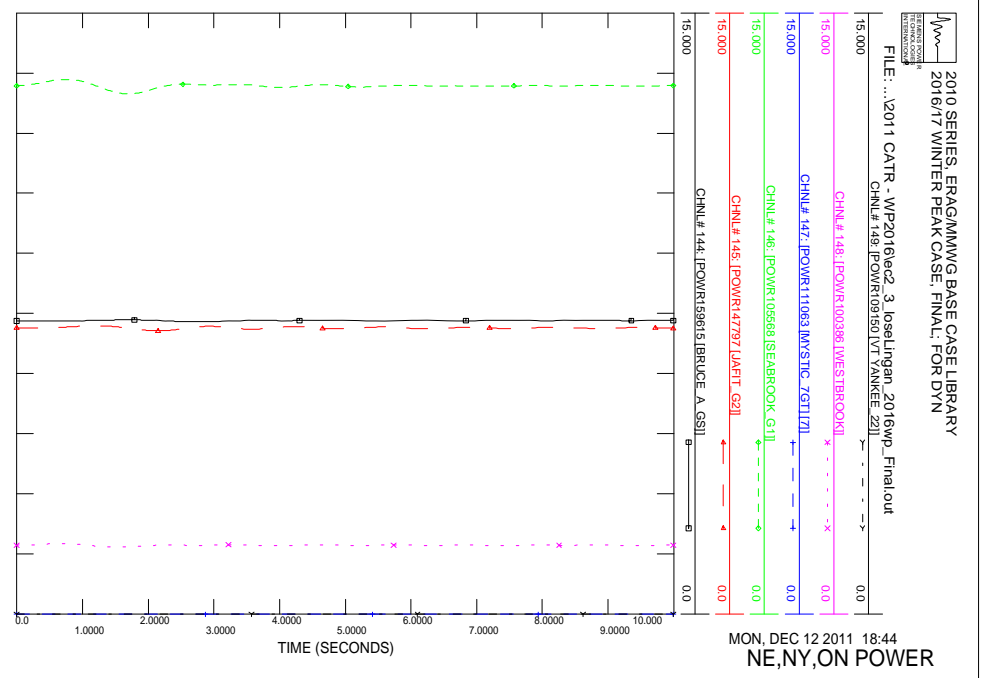
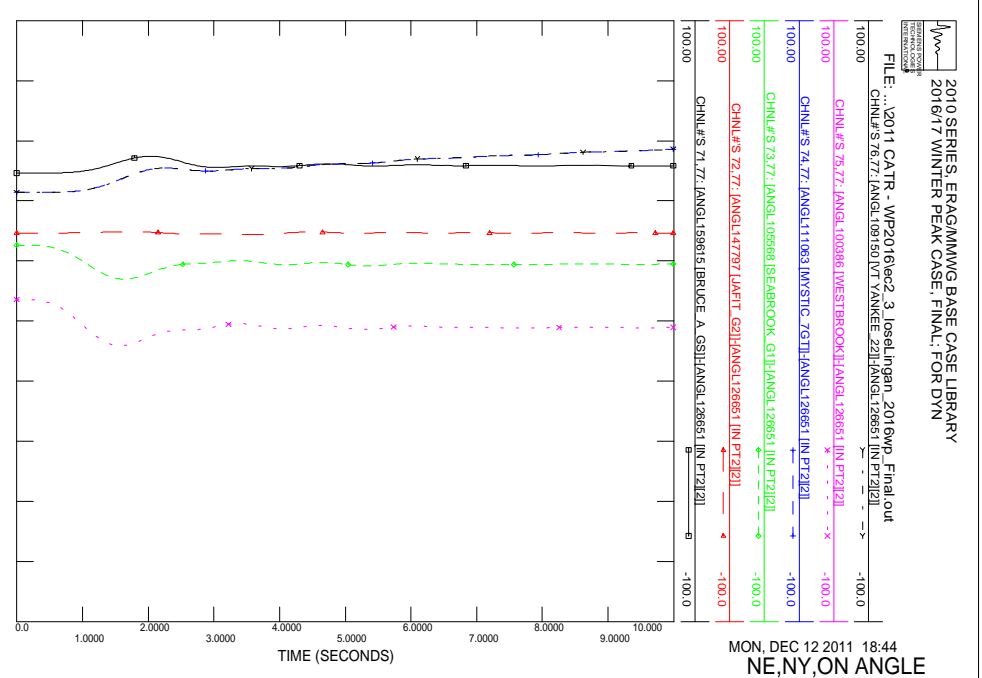
Figure

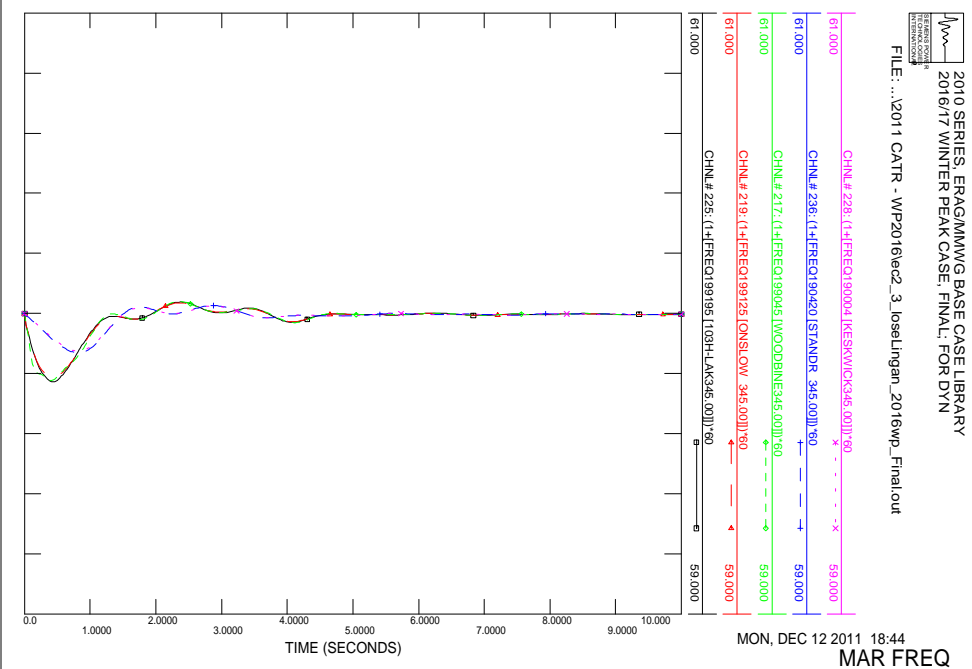
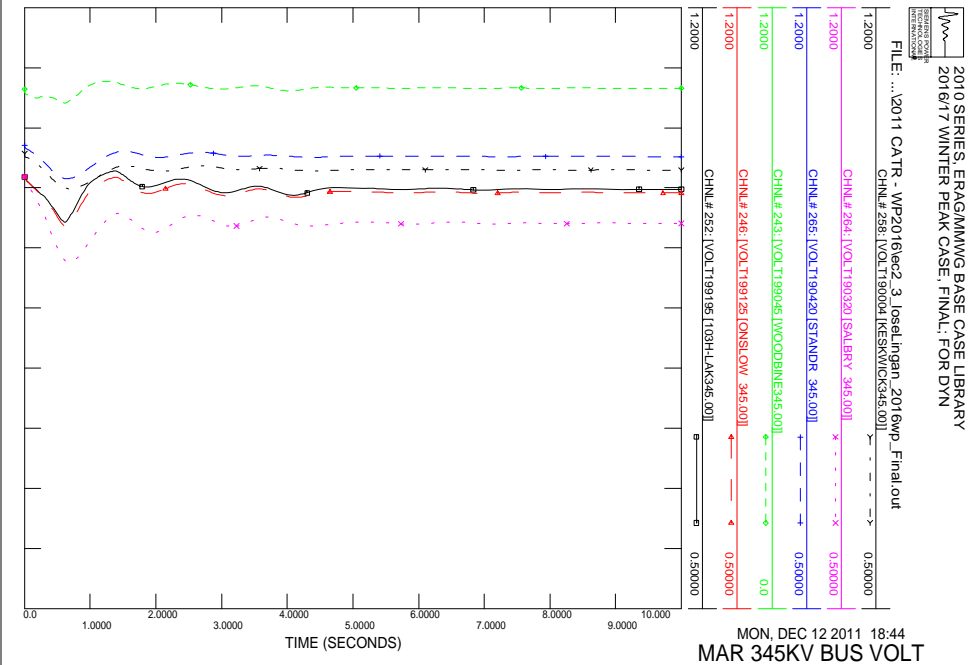
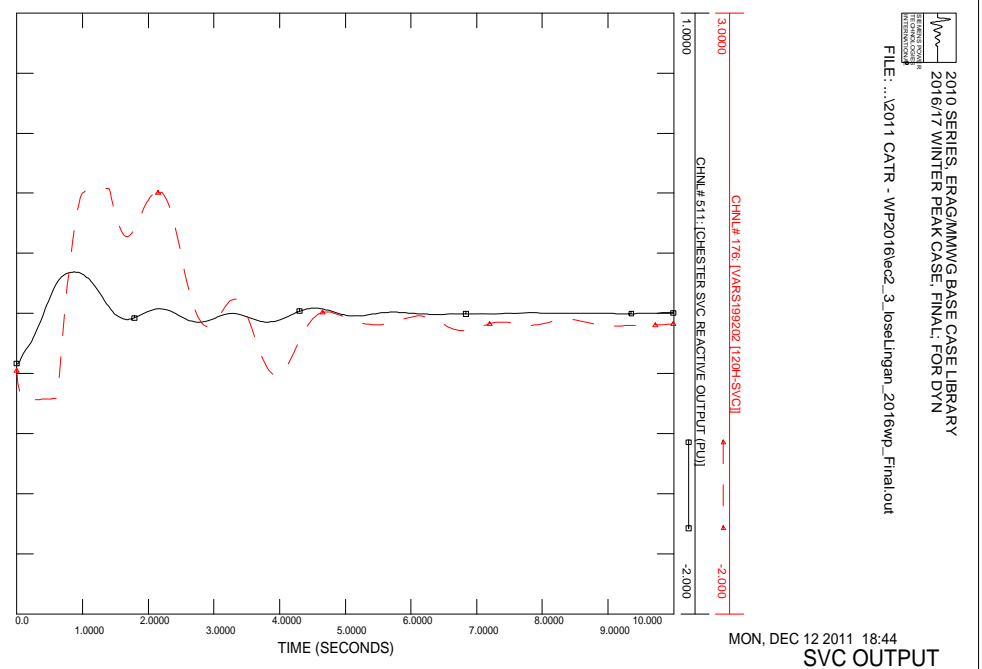
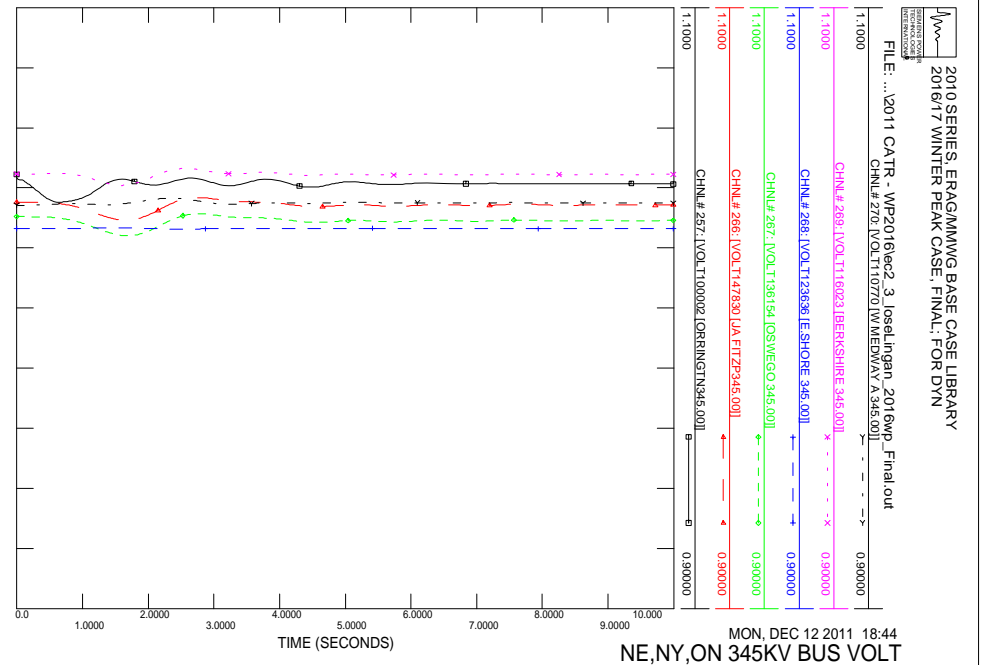
RESWORK

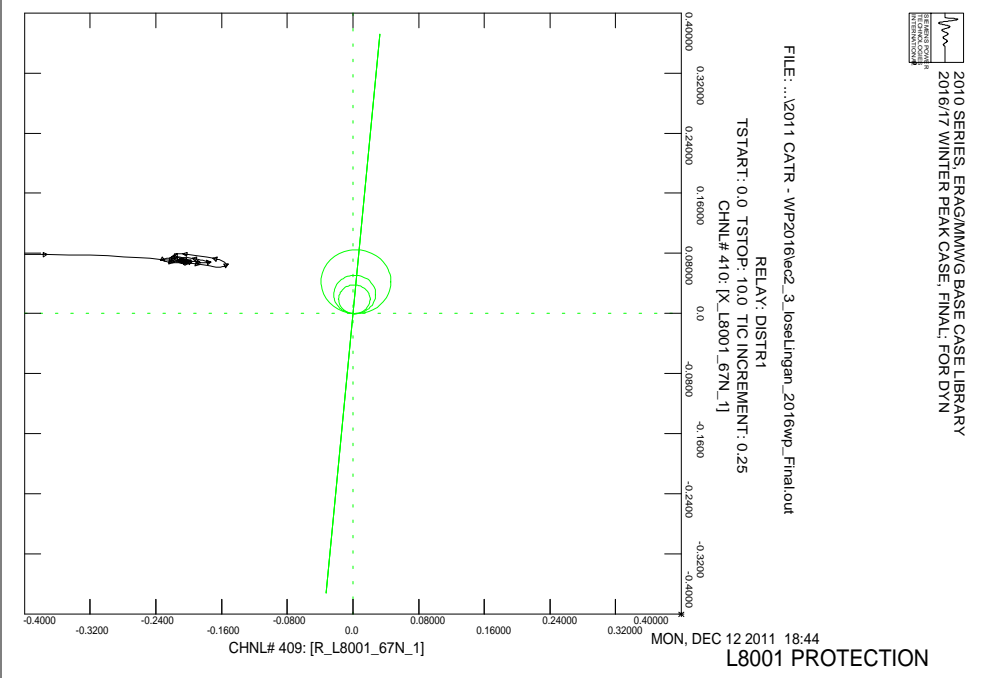
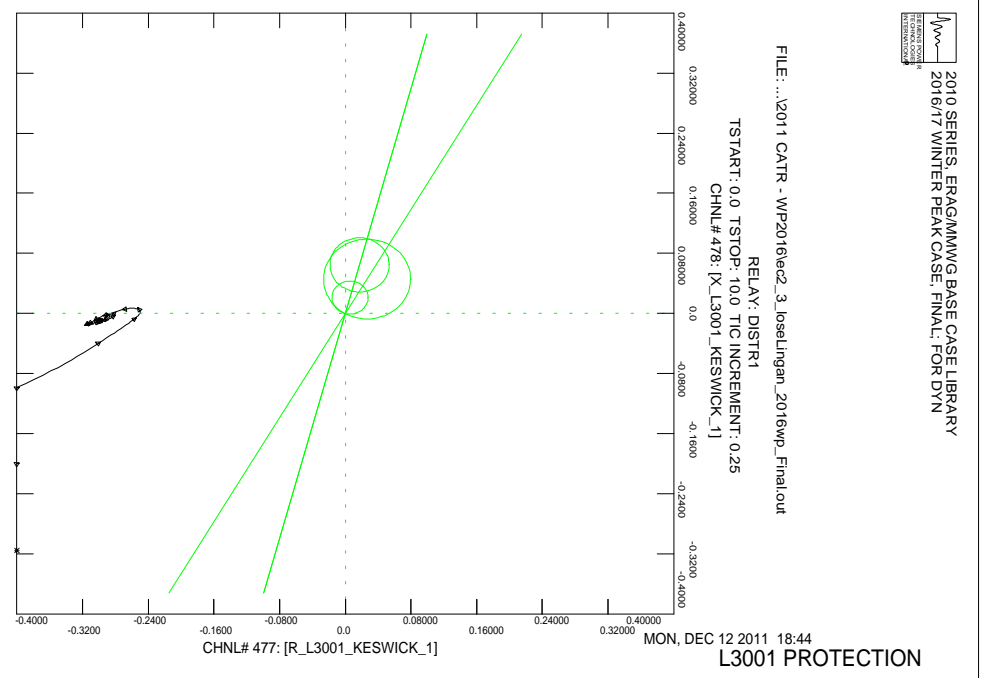
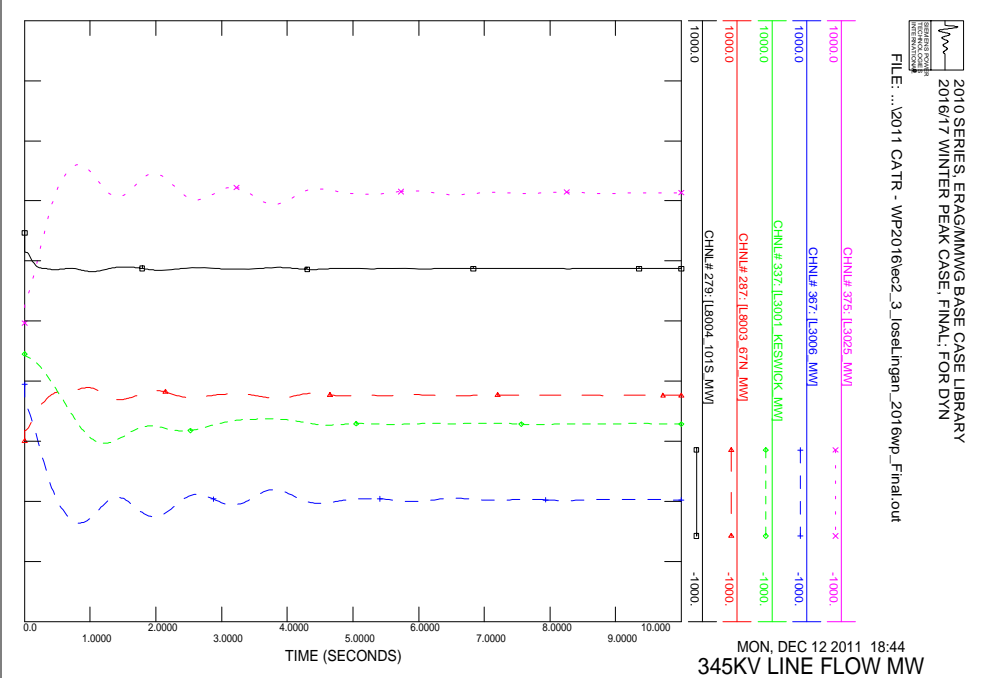
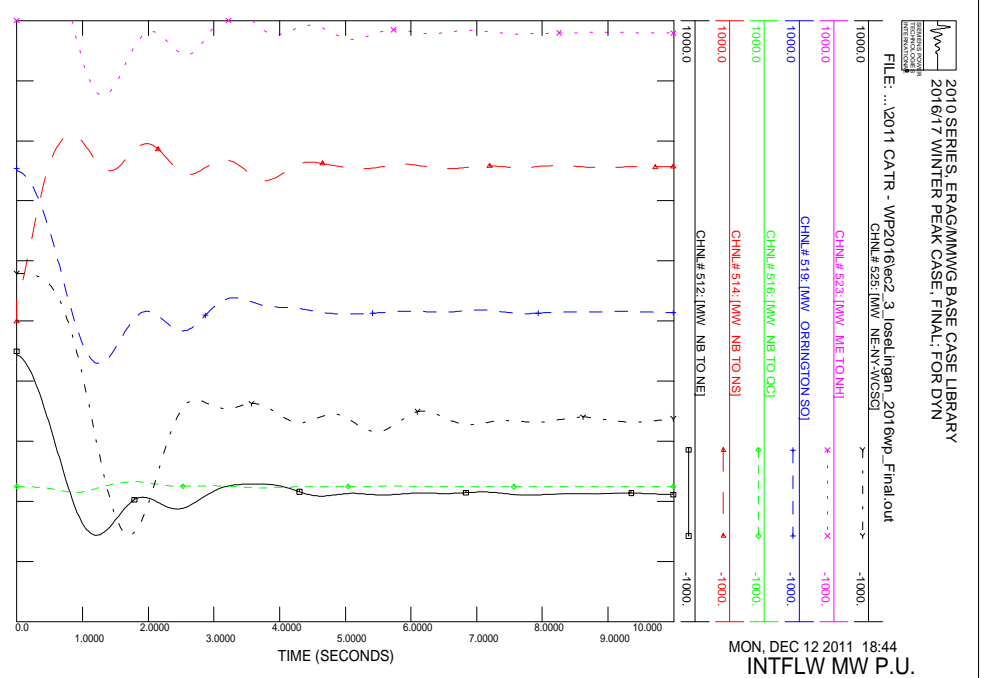


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
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 WED, DEC 14 2011 10:21

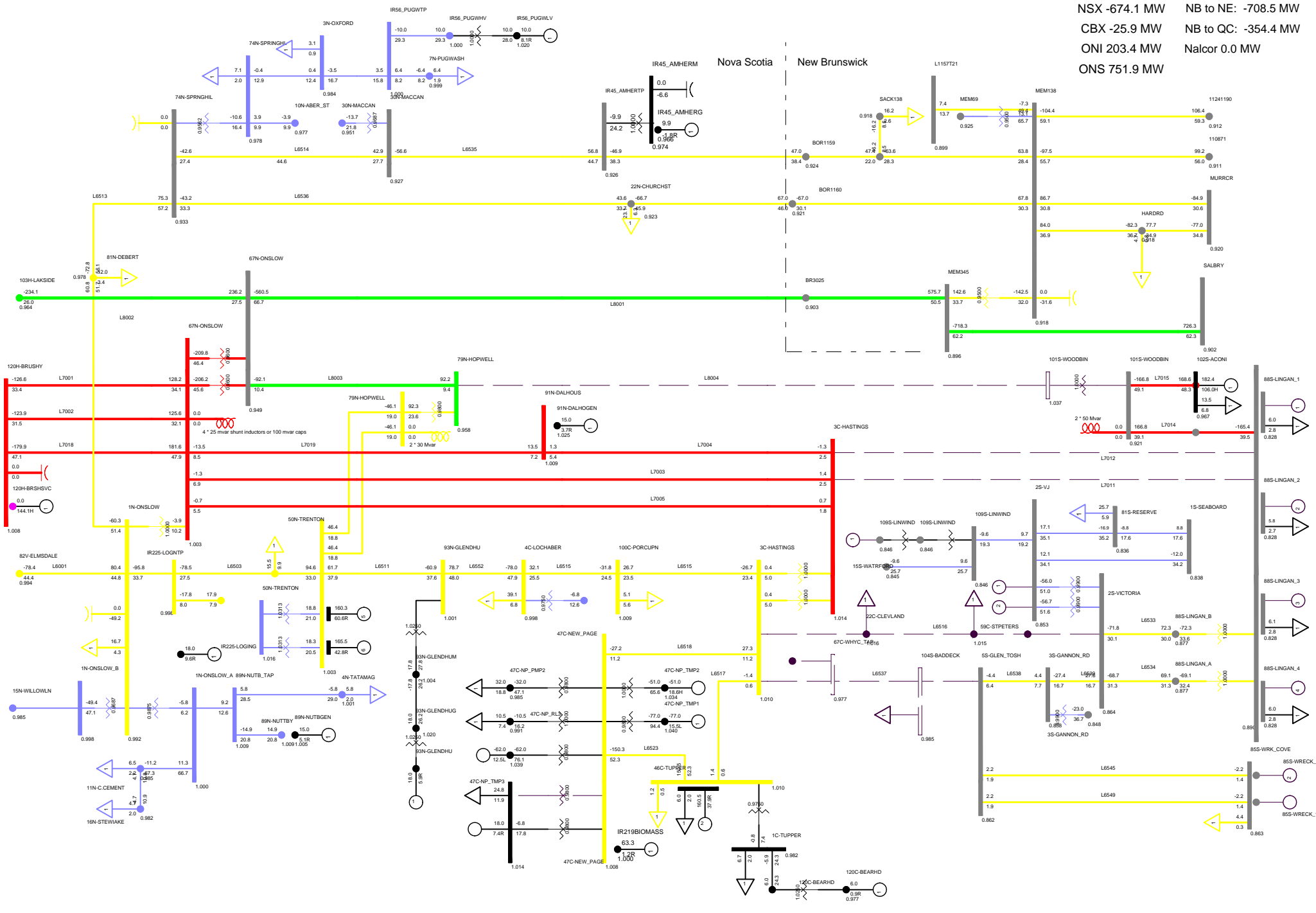
Figure ____







NSX -674.1 MW NB to NE: -708.5 MW
 CBX -25.9 MW NB to QC: -354.4 MW
 ONI 203.4 MW Nalcor 0.0 MW
 ONS 751.9 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC3.1_POSTCONTINGENCY WED, DEC 14 2011 11:30

Total Wind Gen: 116.2 MW
 Gross Lingan 0.0 MW
 Gross Pt Aconi 182.4 MW

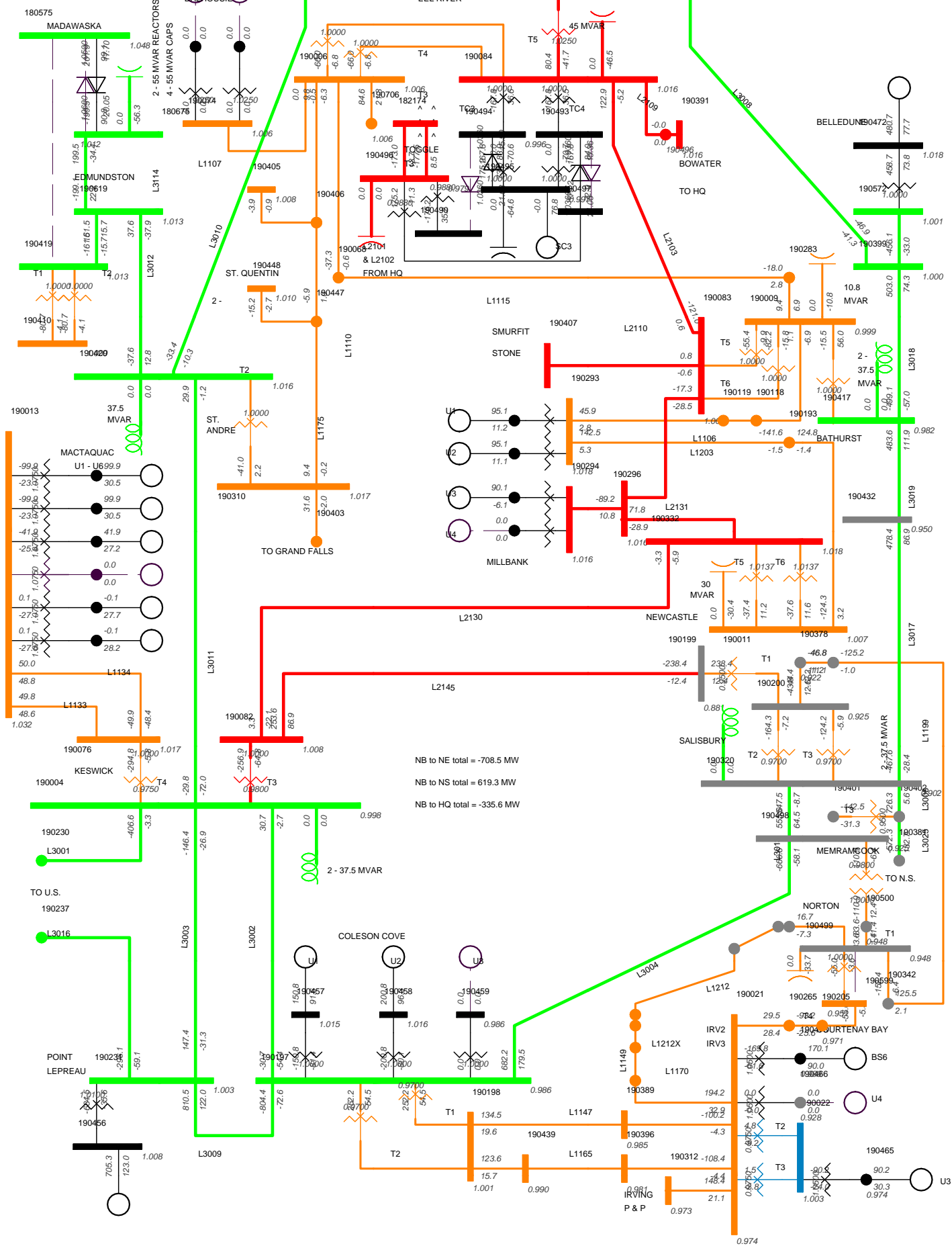
Gross Tupper 160.5 MW
 Gross Trenton 325.9 MW
 Gross Tuft's Cove 420.8 MW

Gross Wreck Cove 0.0 MW
 Gross Gas Turbine 12.0 MW
 Gross Small Hydro 135.6 MW

Net NewPage Load 177.6 MW
 Net NewPage Load 240.8 MW
 Total BMPC Load 75.4 MW

Winter Ratings

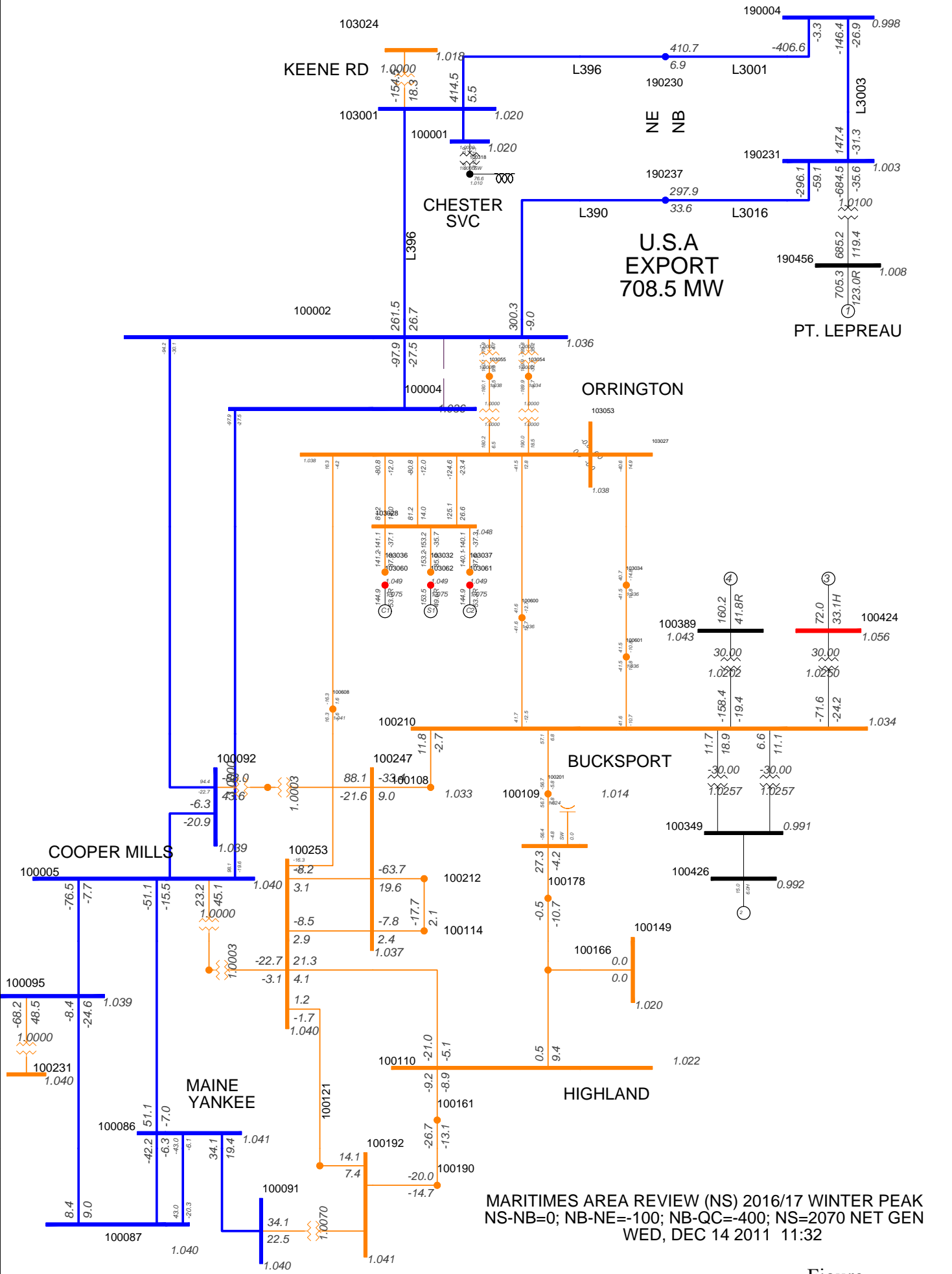
Figure



Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.950UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

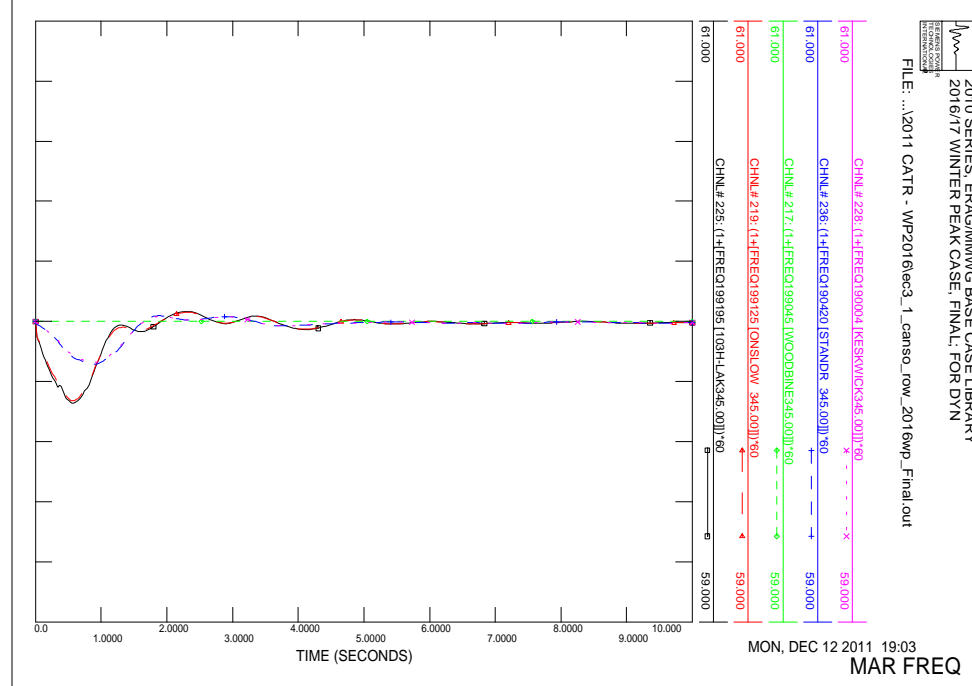
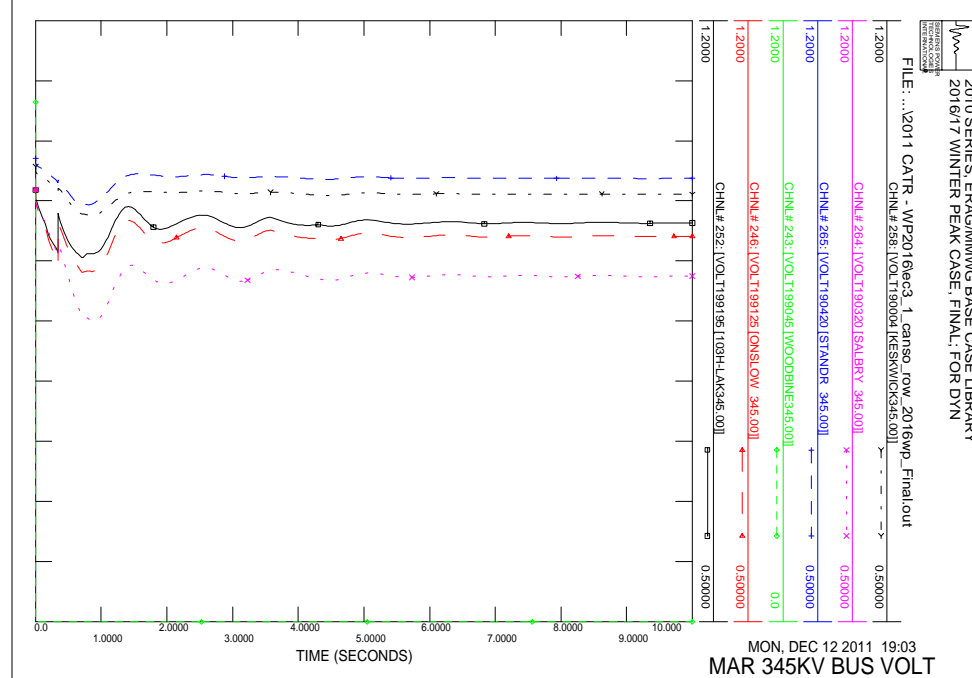
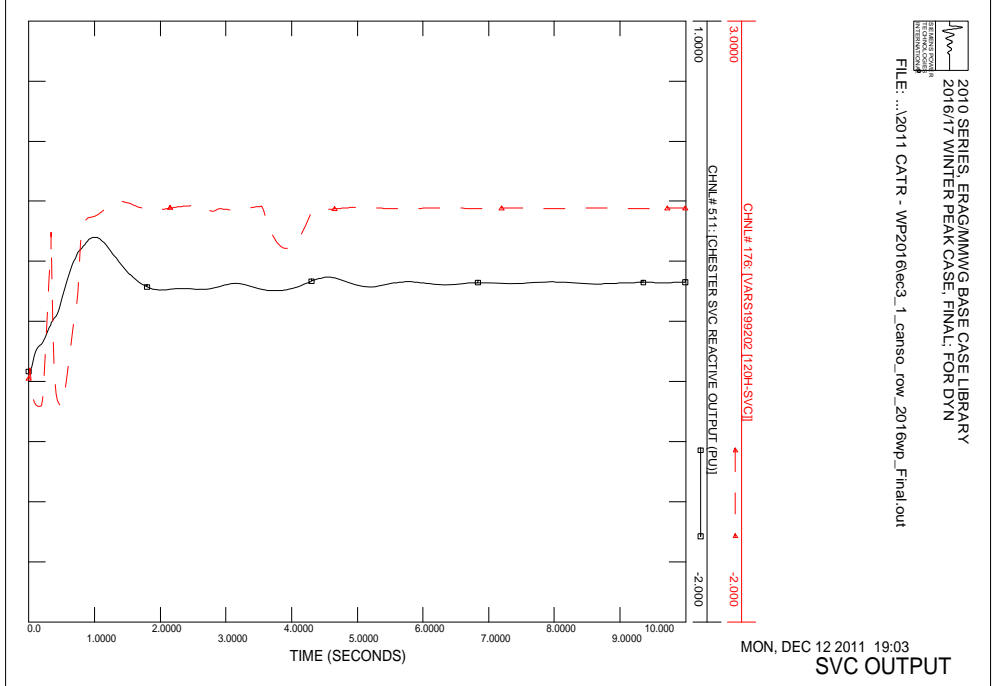
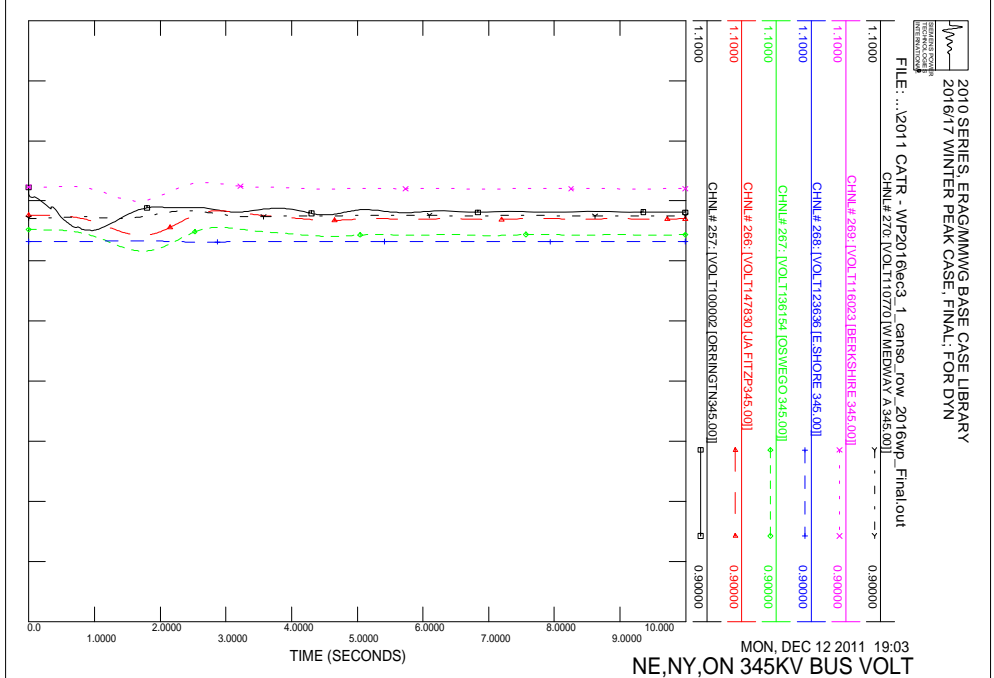
MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power WED, DEC 14 2011 11:33

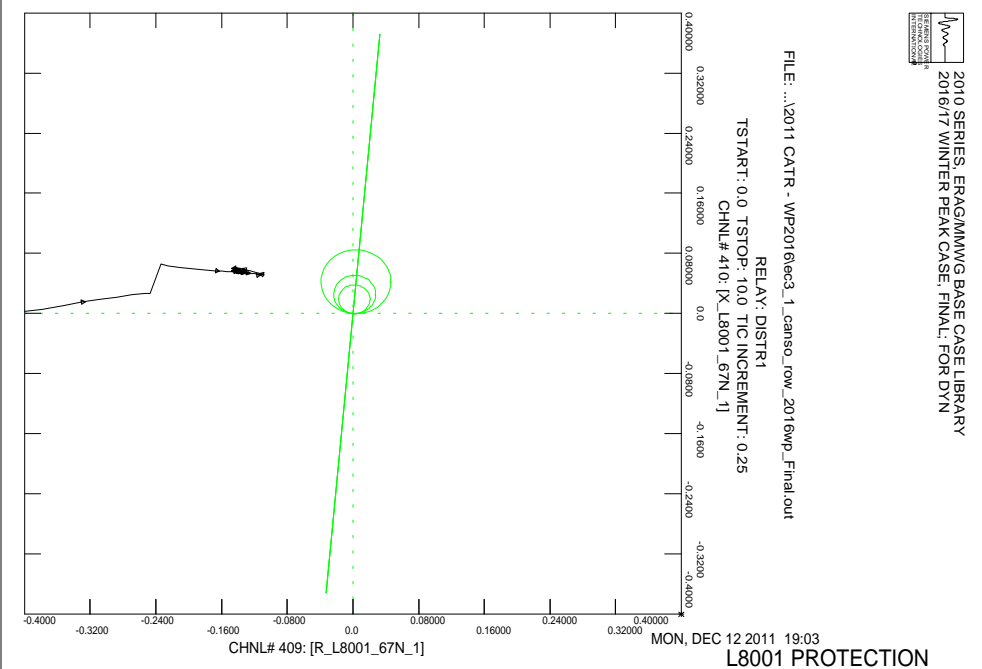
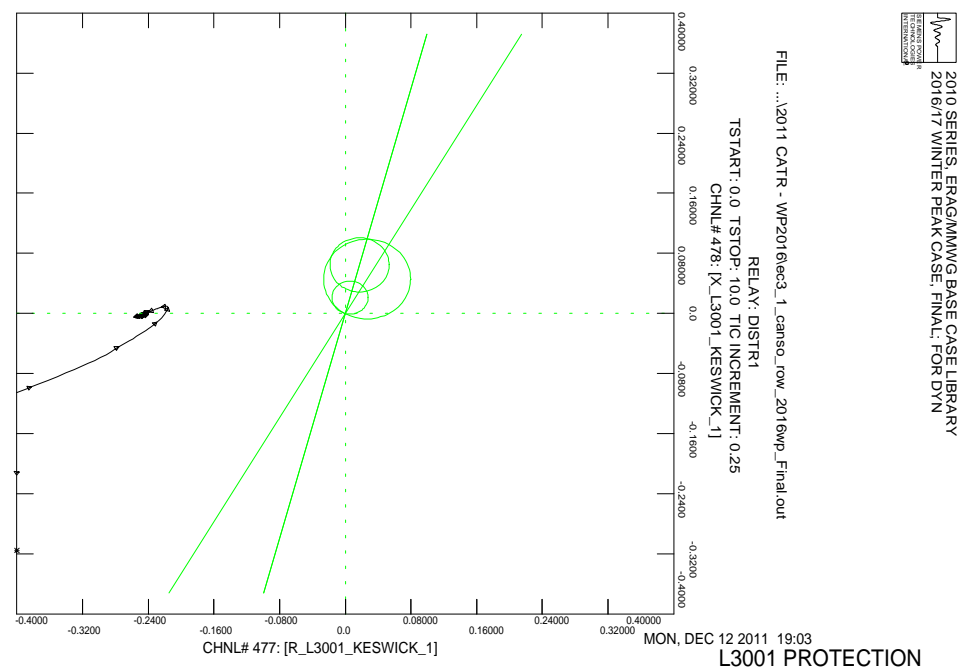
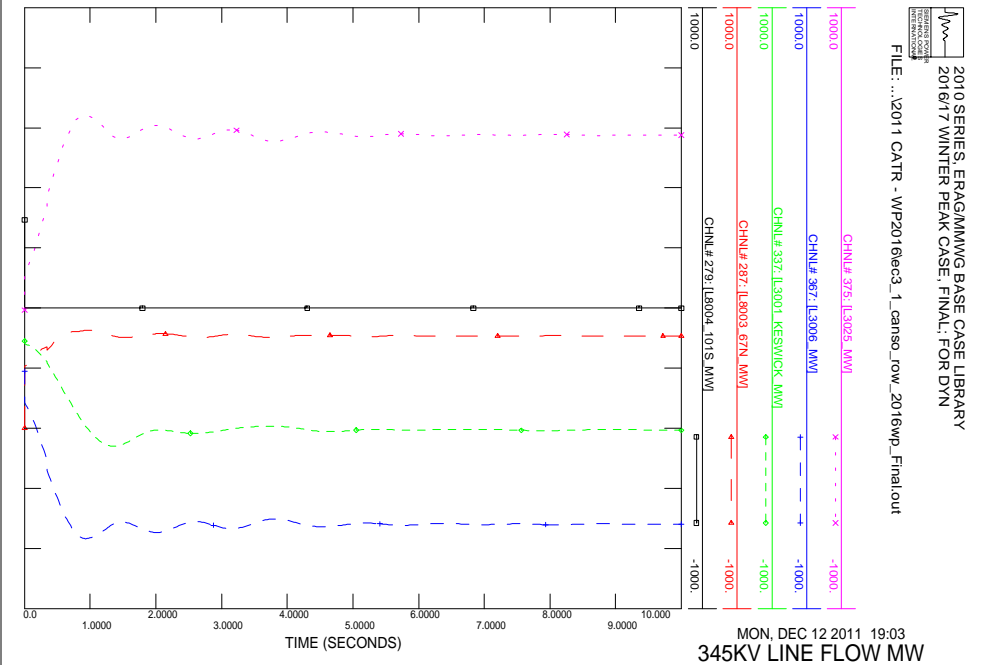
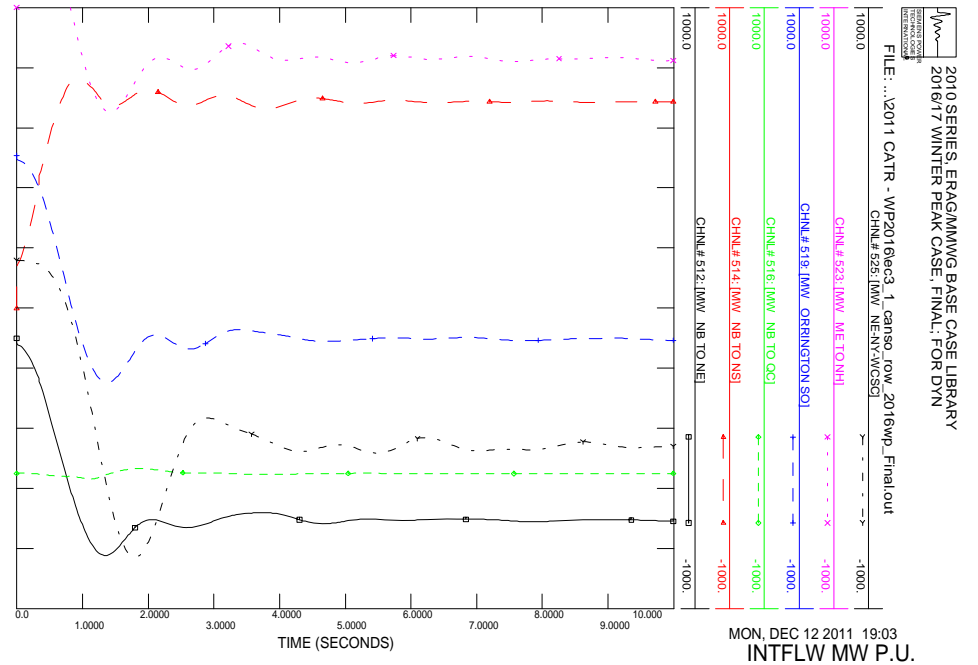
Figure _____



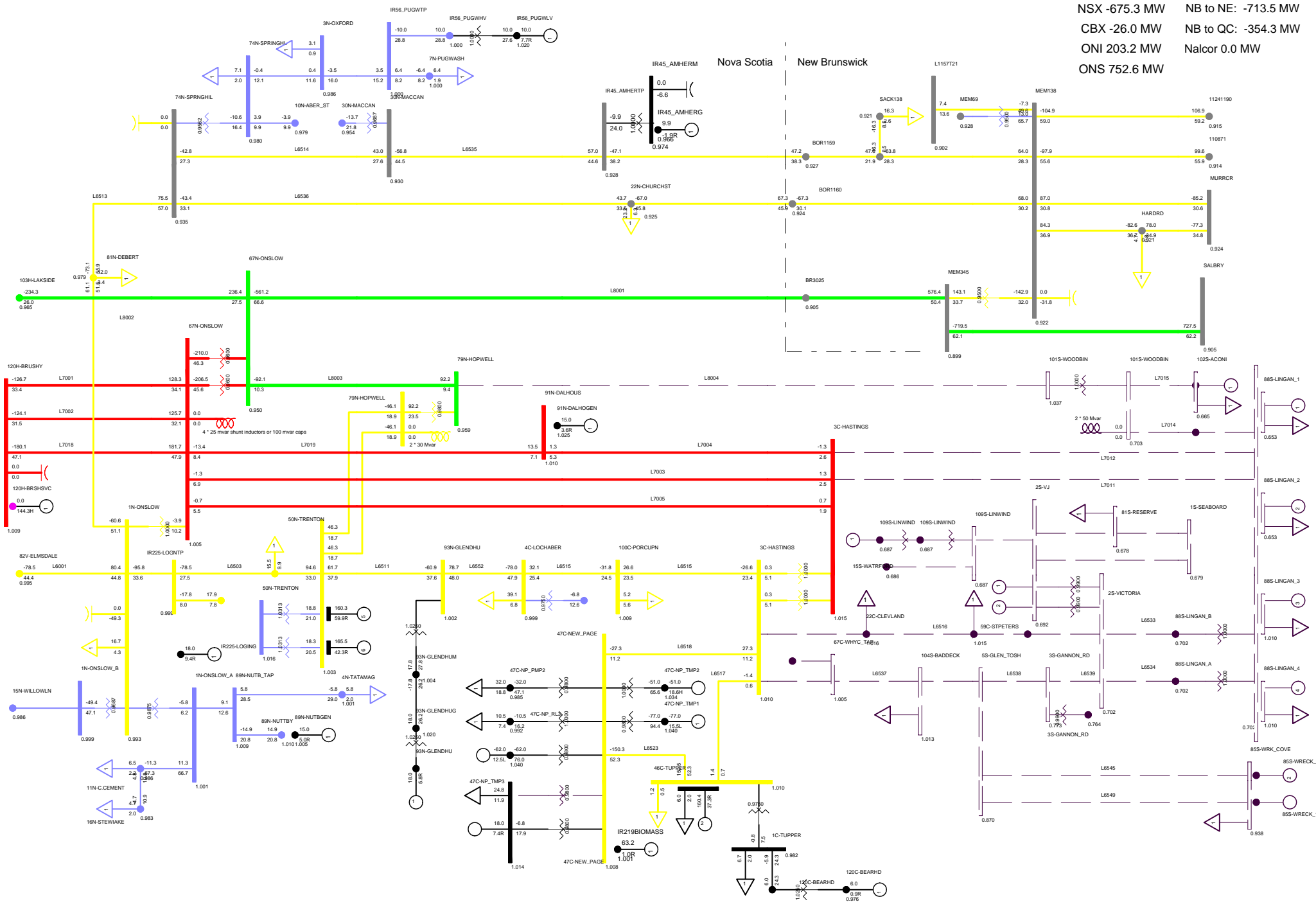
MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 WED, DEC 14 2011 11:32

Figure ____





NSX -675.3 MW NB to NE: -713.5 MW
 CBX -26.0 MW NB to QC: -354.3 MW
 ONI 203.2 MW Nalcor 0.0 MW
 ONS 752.6 MW

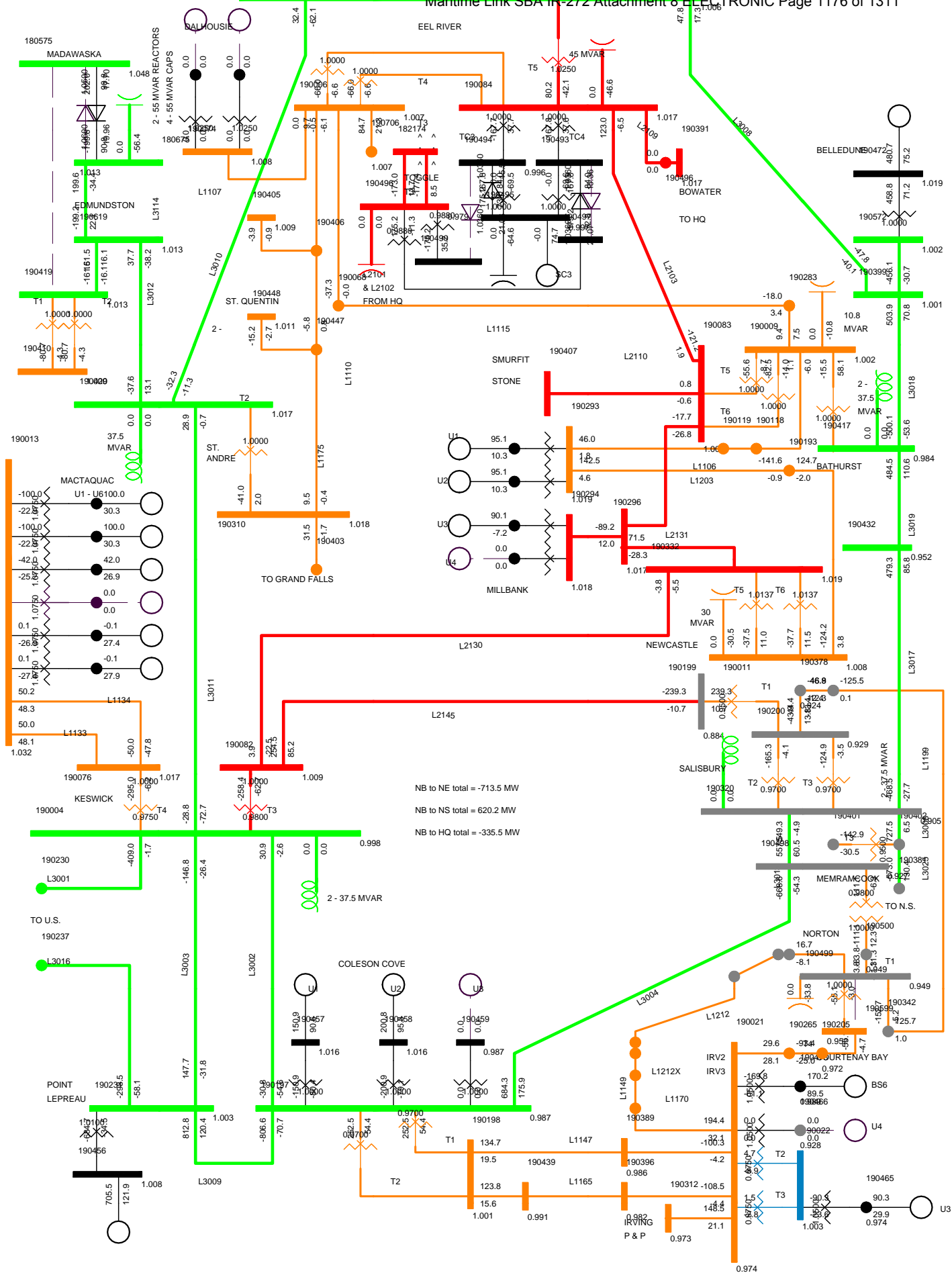


MARITIME AREA REVIEW 2016/17 WINTER PEAK
 NS-NB=0, NB-NE=-100, NB-HQ=400, NS NET GEN 2070
 EC3.1_POSTCONTINGENCY THU, JAN 12 2012 12:54

Total Wind Gen: 116.2 MW	Gross Tupper 160.4 MW	Gross Wreck Cove 0.0 MW	Net NewPage Load 177.6 MW
Gross Lingan 0.0 MW	Gross Trenton 325.8 MW	Gross Gas Turbine 12.0 MW	Net NewPage Load 240.8 MW
Gross Pt Aconi 0.0 MW	Gross Tuft's Cove 420.8 MW	Gross Small Hydro 135.5 MW	Total BMPC Load 75.4 MW

Winter Ratings

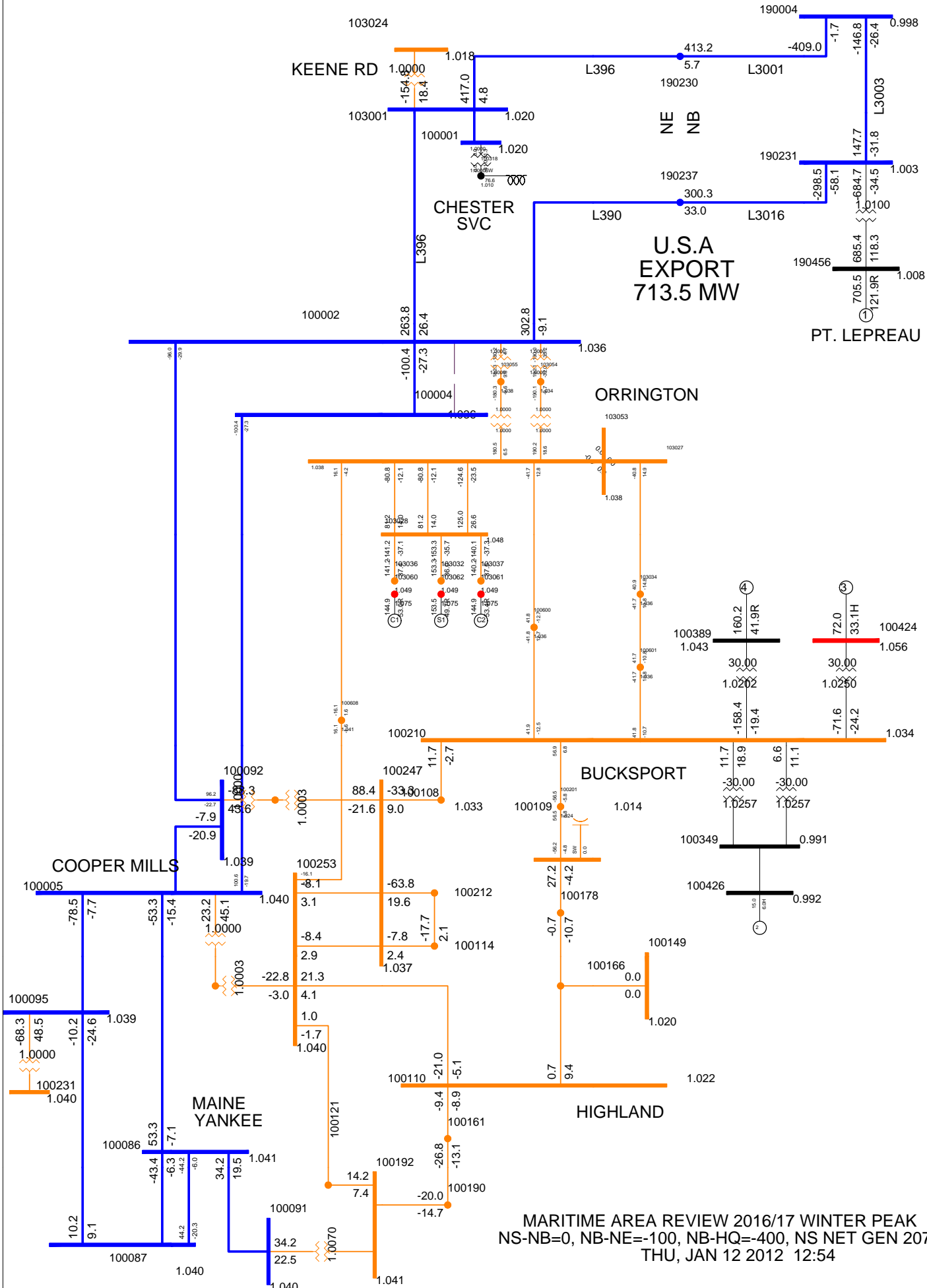
Figure



MARITIME AREA REVIEW 2016/17 WINTER PEAK
 NS-NB=0, NB-NE=100, NB-HQ=400, NS NET GEN 2070
 NB Power THU, JAN 12 2012 12:54

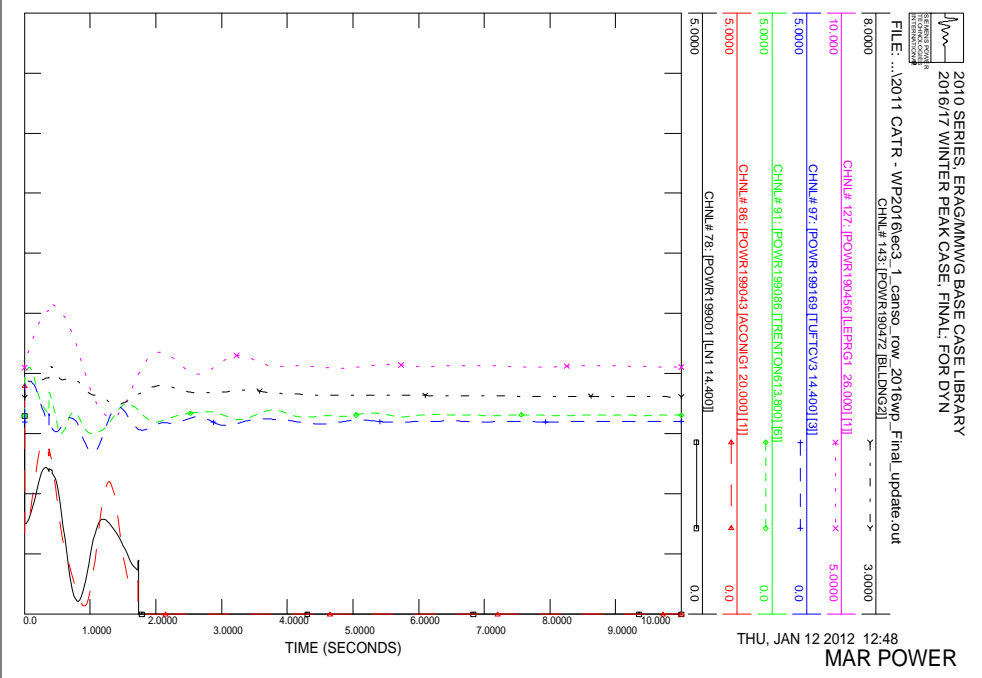
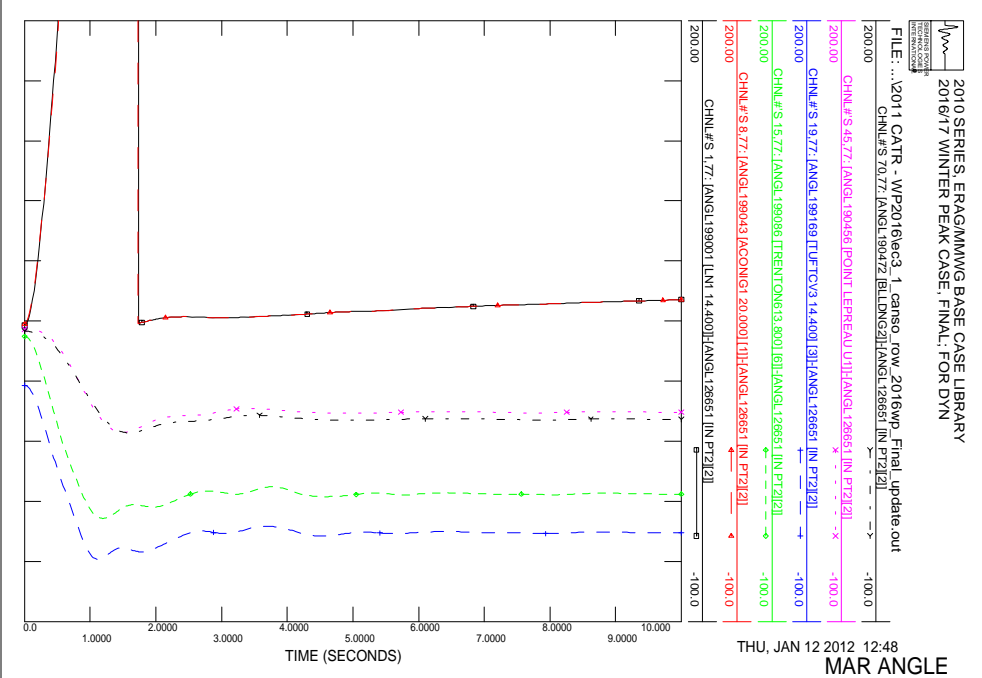
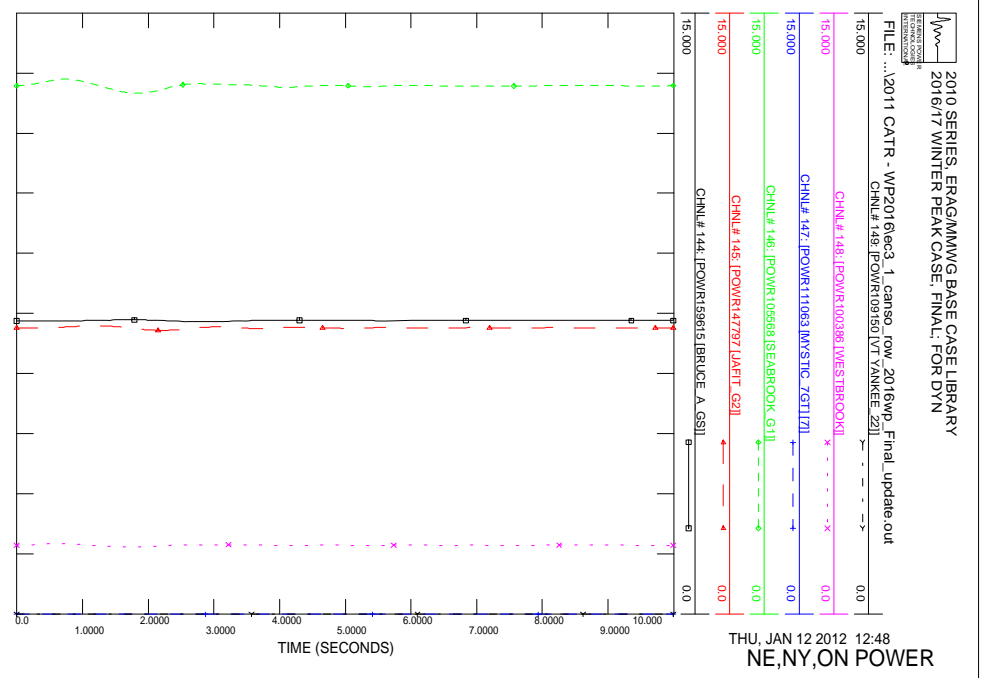
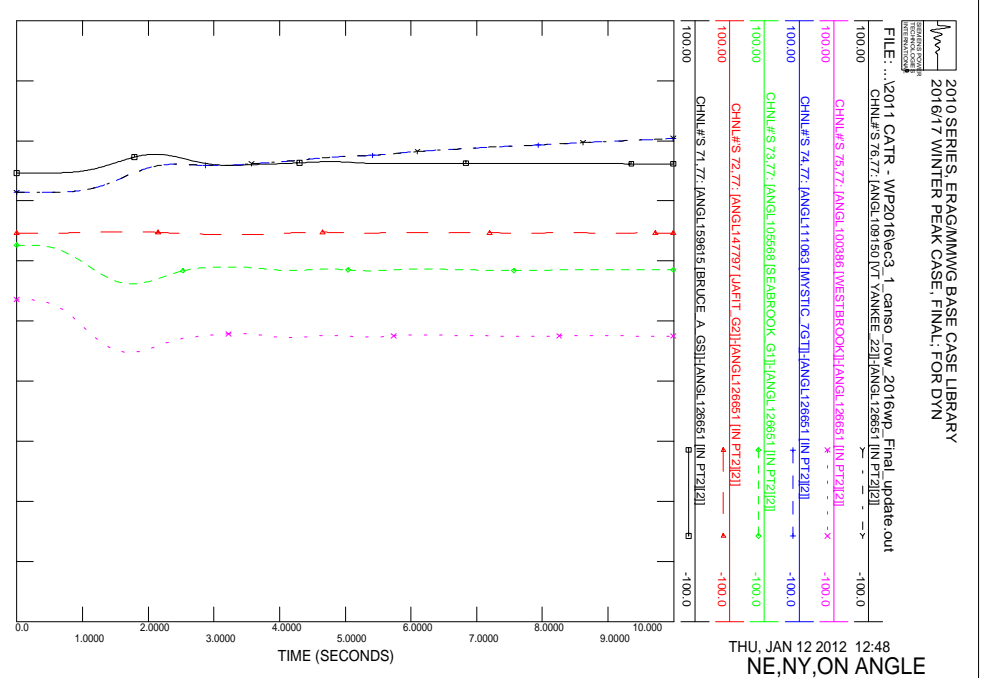
Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500V
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >=345.000

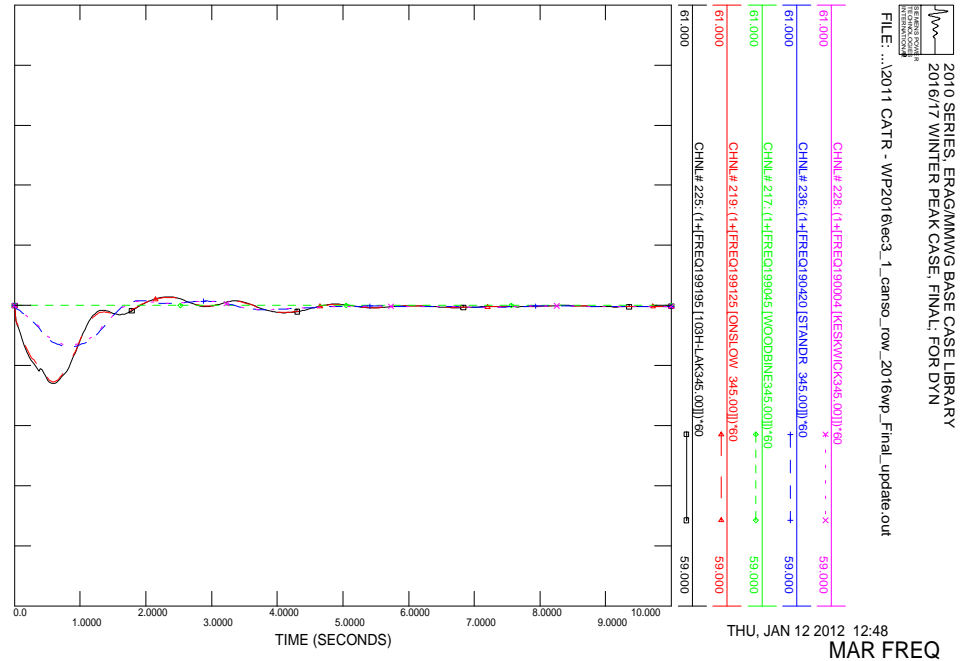
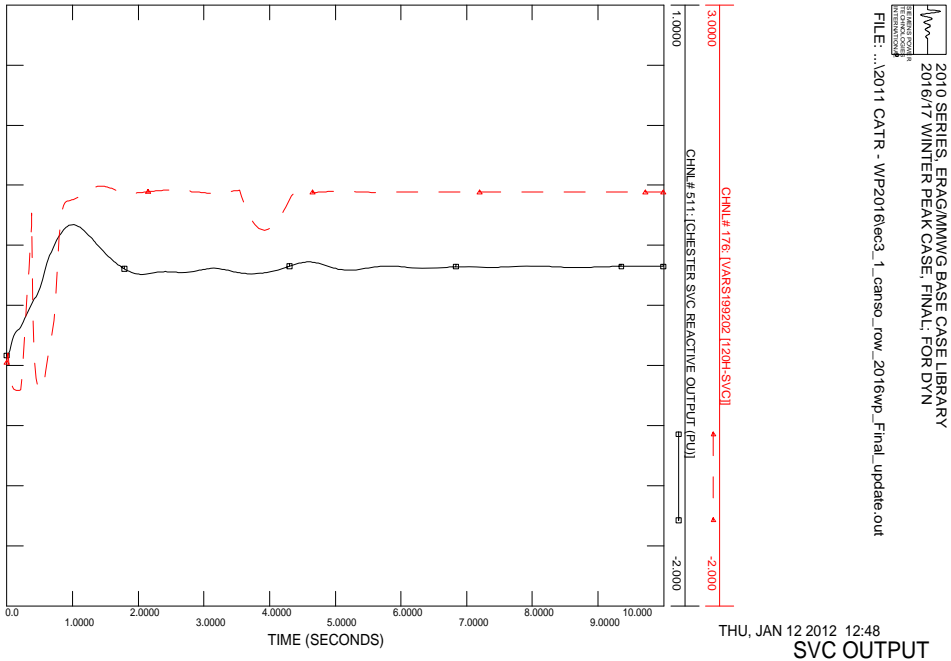
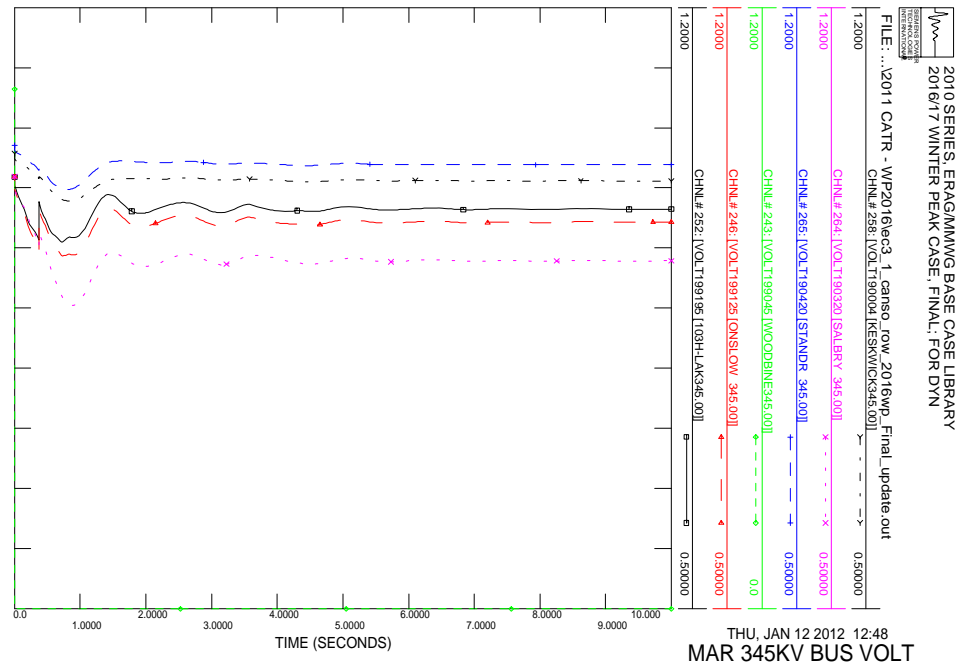
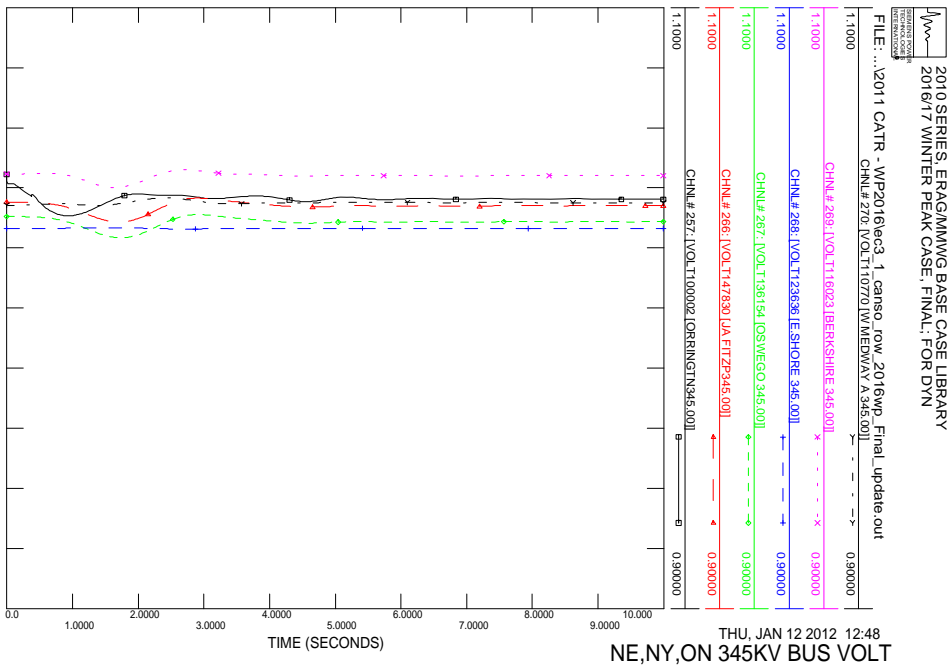
Figure



MARITIME AREA REVIEW 2016/17 WINTER PEAK
 NS-NB=0, NB-NE=-100, NB-HQ=-400, NS NET GEN 2070
 THU, JAN 12 2012 12:54

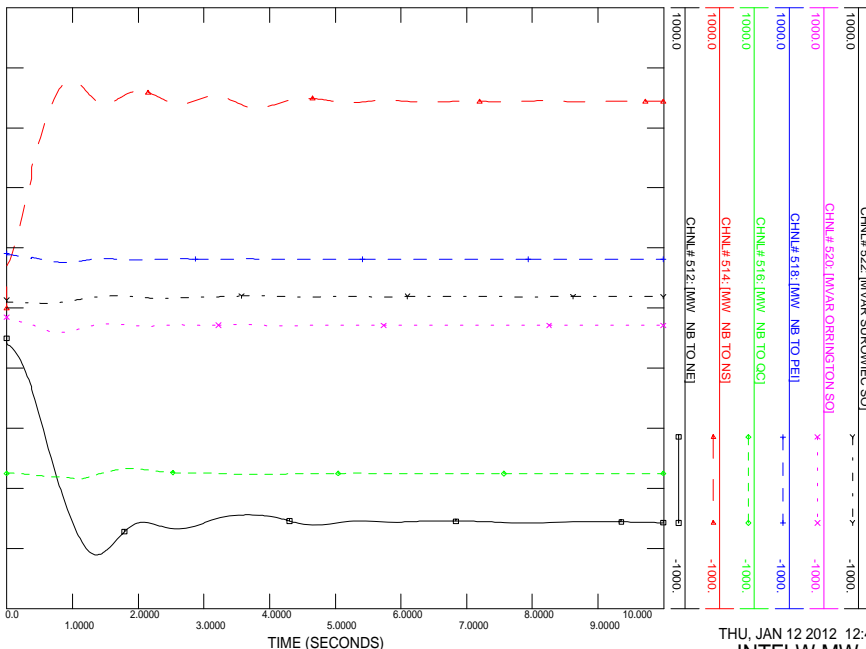
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2010 SERIES, ERAGMMWG BASE CASE LIBRARY
2016/17 WINTER PEAK CASE, FINAL; FOR DYN

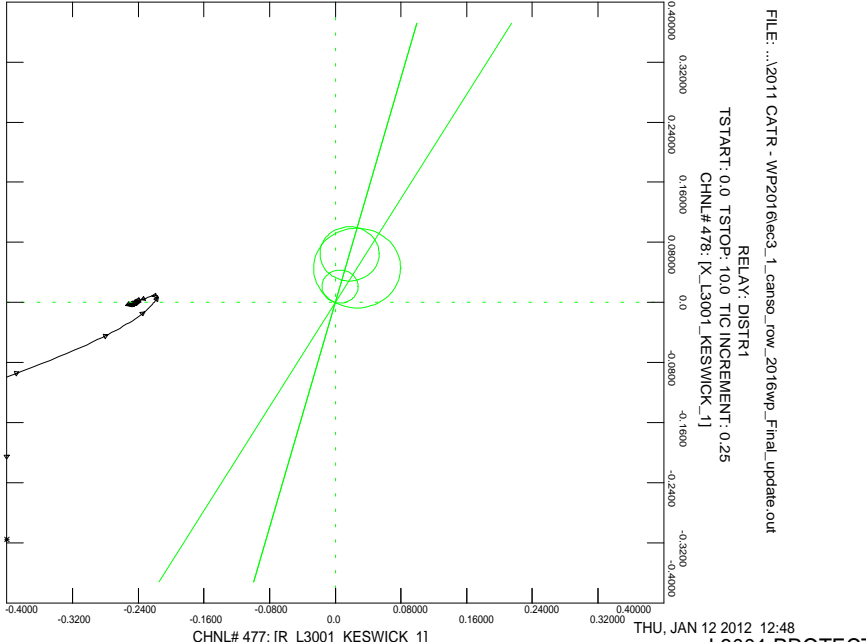
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CHNL# 522: MVAR SURVEG SQI



THU, JAN 12 2012 12:48
INTFLW MW P.U.

2010 SERIES, ERAGMMWG BASE CASE LIBRARY
2016/17 WINTER PEAK CASE, FINAL; FOR DYN

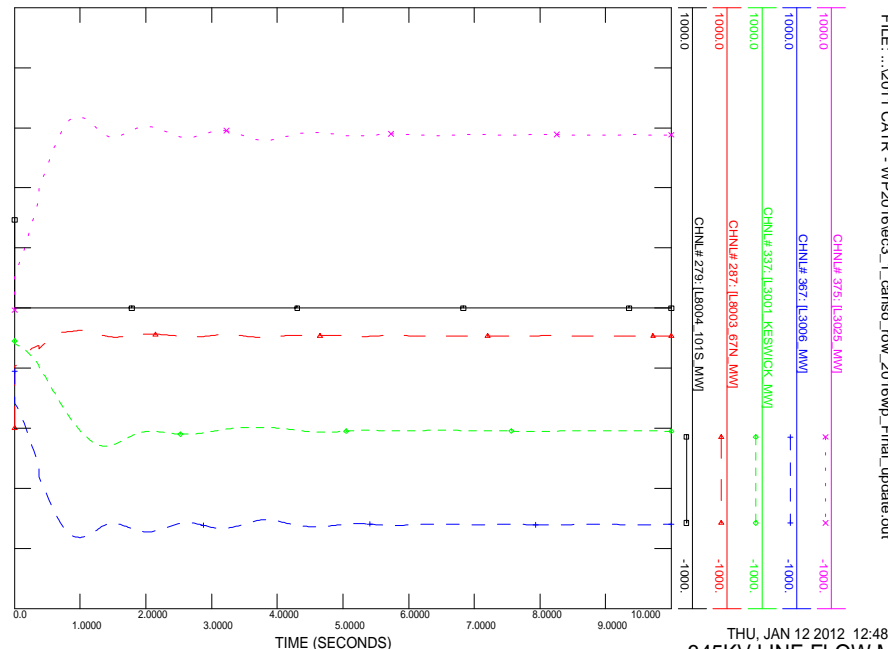
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CHNL# 478: IX_L3001_KESWICK_1



THU, JAN 12 2012 12:48
L3001 PROTECTION

2010 SERIES, ERAGMMWG BASE CASE LIBRARY
2016/17 WINTER PEAK CASE, FINAL; FOR DYN

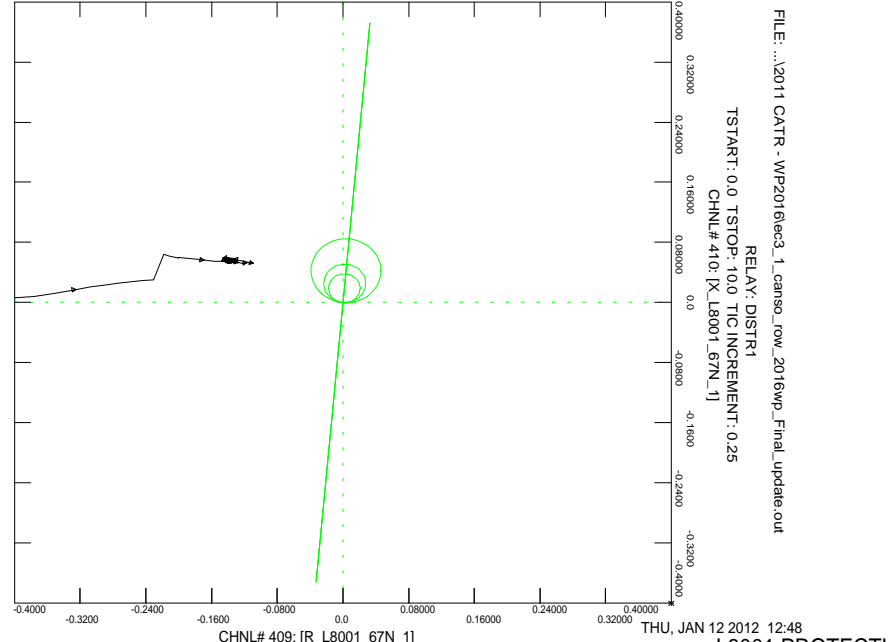
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THU, JAN 12 2012 12:48
345KV LINE FLOW MW

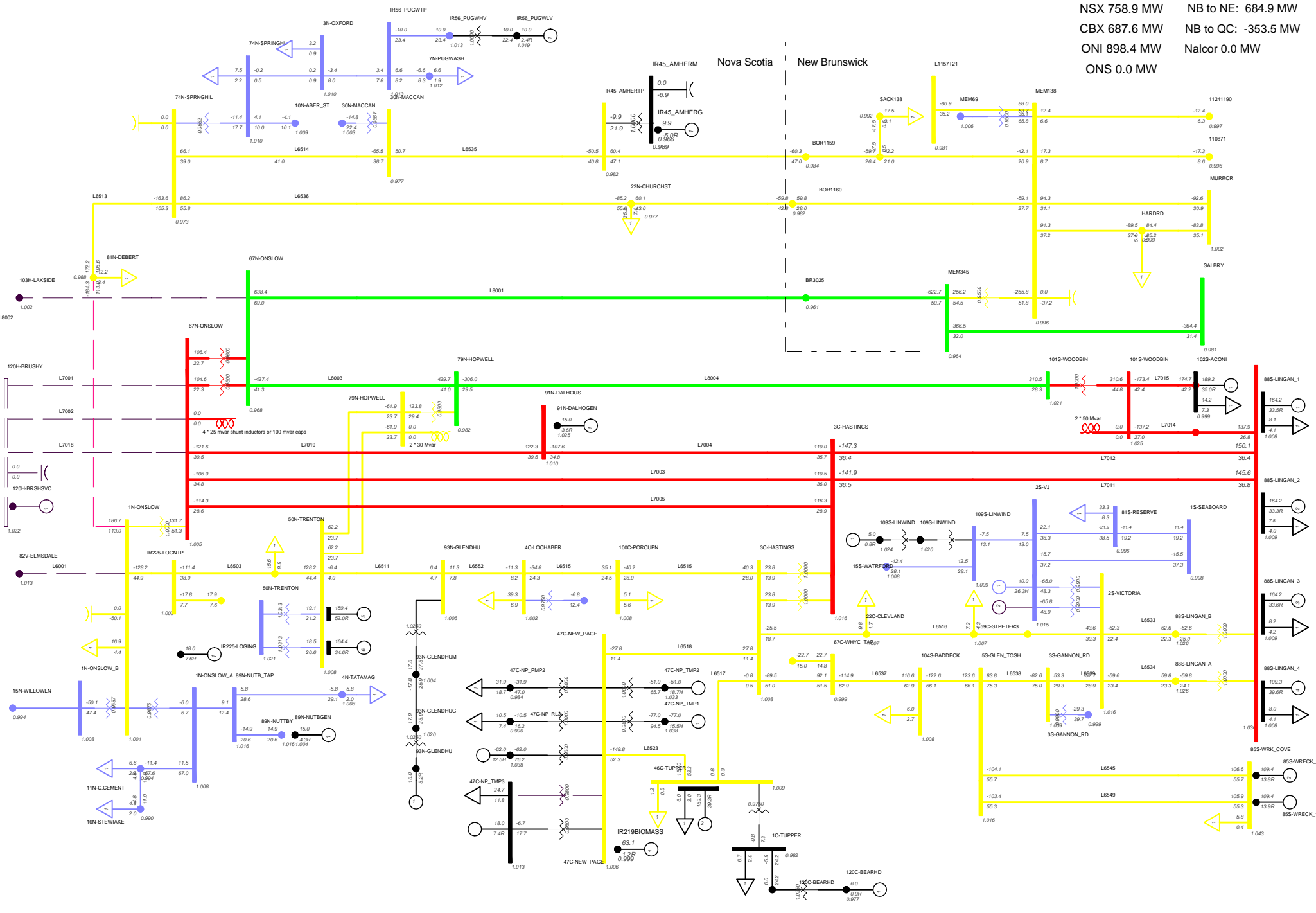
2010 SERIES, ERAGMMWG BASE CASE LIBRARY
2016/17 WINTER PEAK CASE, FINAL; FOR DYN

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CHNL# 410: IX_L8001_67N_1



THU, JAN 12 2012 12:48
L8001 PROTECTION

NSX 758.9 MW NB to NE: 684.9 MW
 CBX 687.6 MW NB to QC: -353.5 MW
 ONI 898.4 MW Nalcor 0.0 MW
 ONS 0.0 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC3.2_POSTCONTINGENCY SAT, DEC 17 2011 16:02

Total Wind Gen: 100.9 MW
 Gross Lingan 601.9 MW
 Gross Pt Aconi 189.2 MW

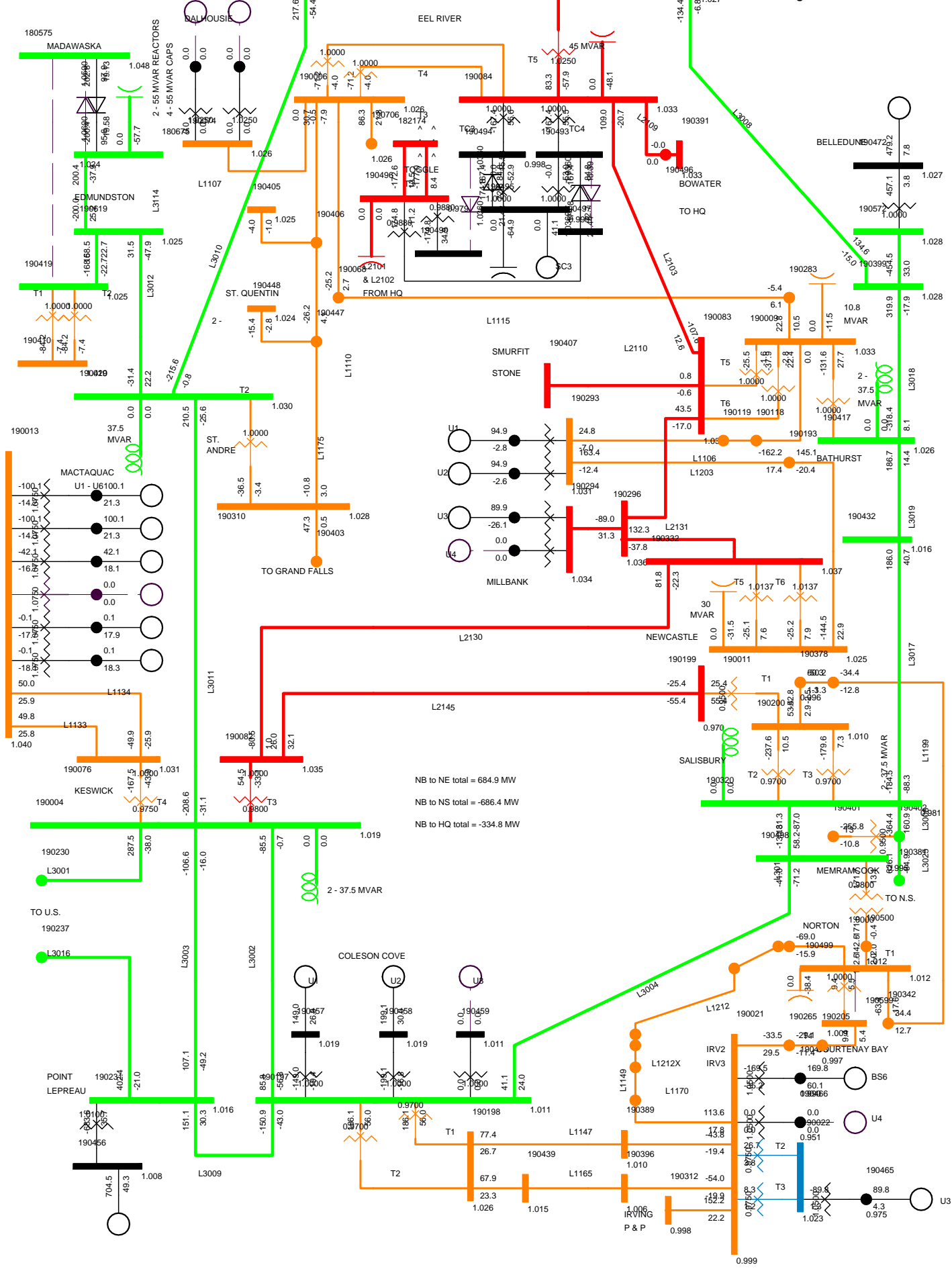
Gross Tupper 159.3 MW
 Gross Trenton 323.7 MW
 Gross Tutl's Cove 0.0 MW

Gross Wreck Cove 218.8 MW
 Gross Gas Turbine 10.0 MW
 Gross Small Hydro 2.5 MW

Net NewPage Load 177.6 MW
 Net NewPage Load 240.7 MW
 Total BMPC Load 0.0 MW

Winter Ratings

Figure

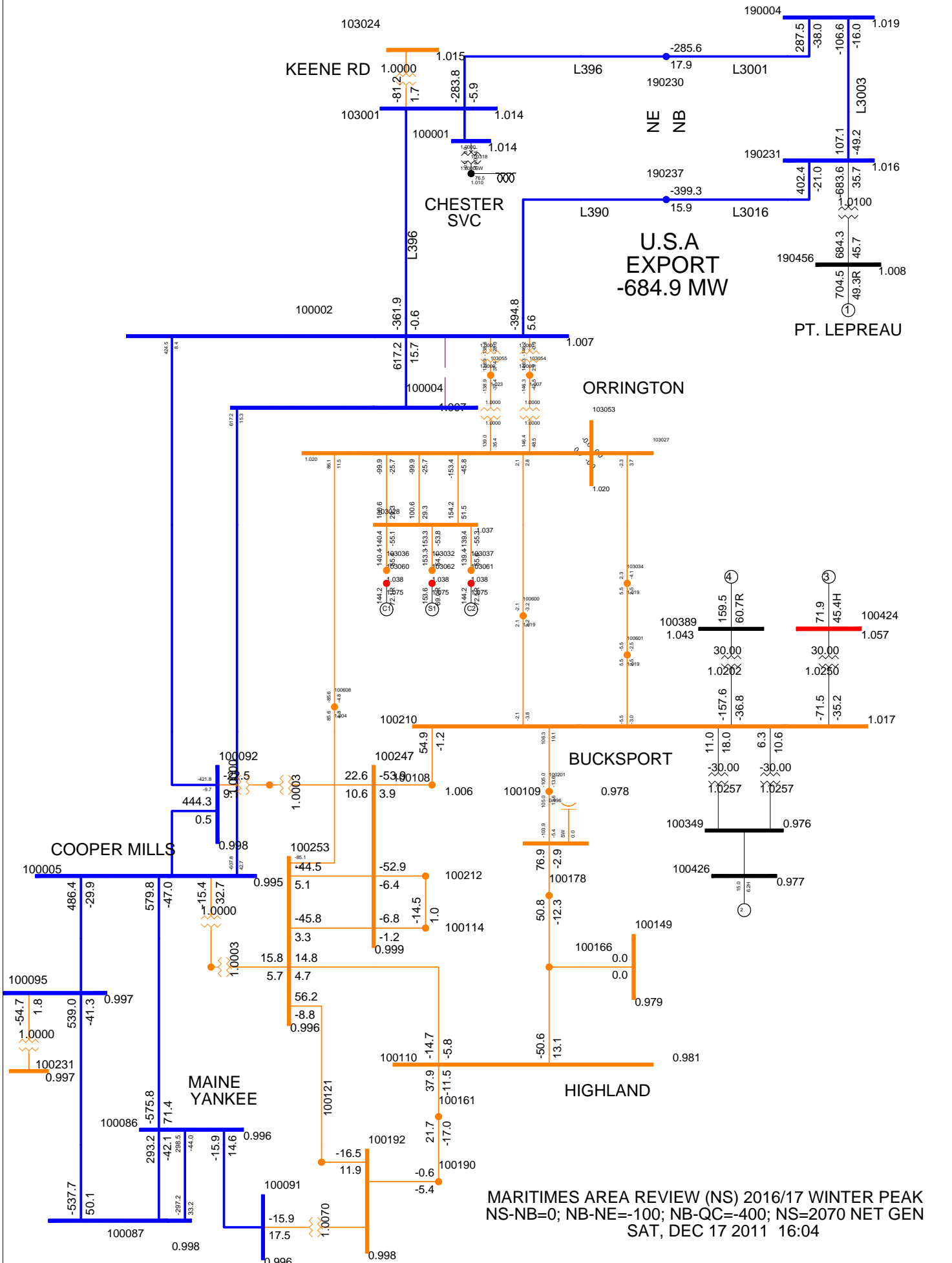


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power SAT, DEC 17 2011 16:04

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

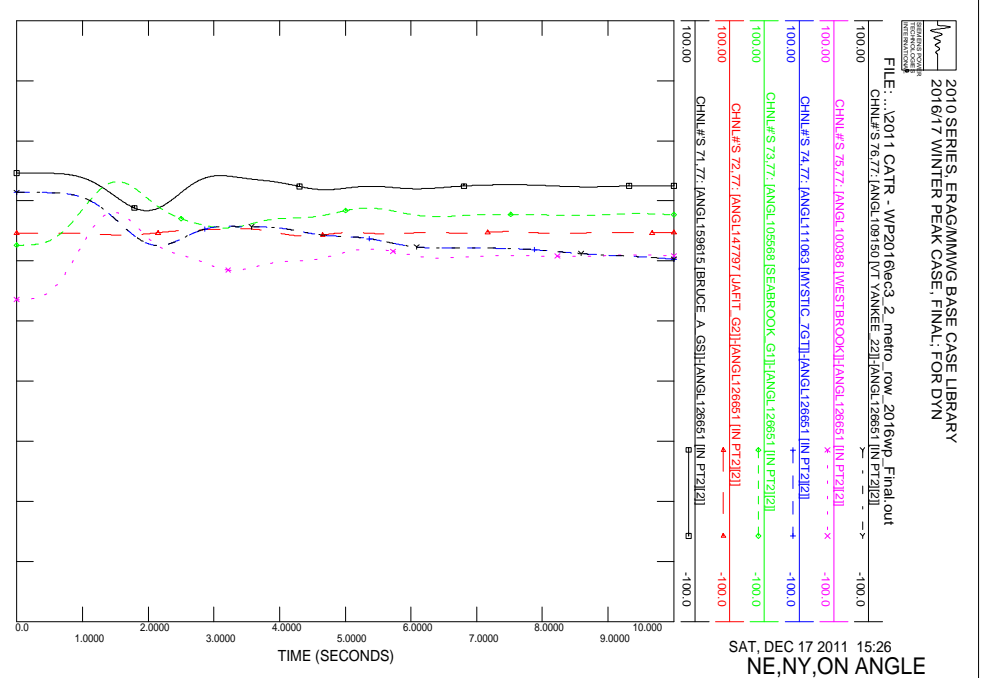
Figure

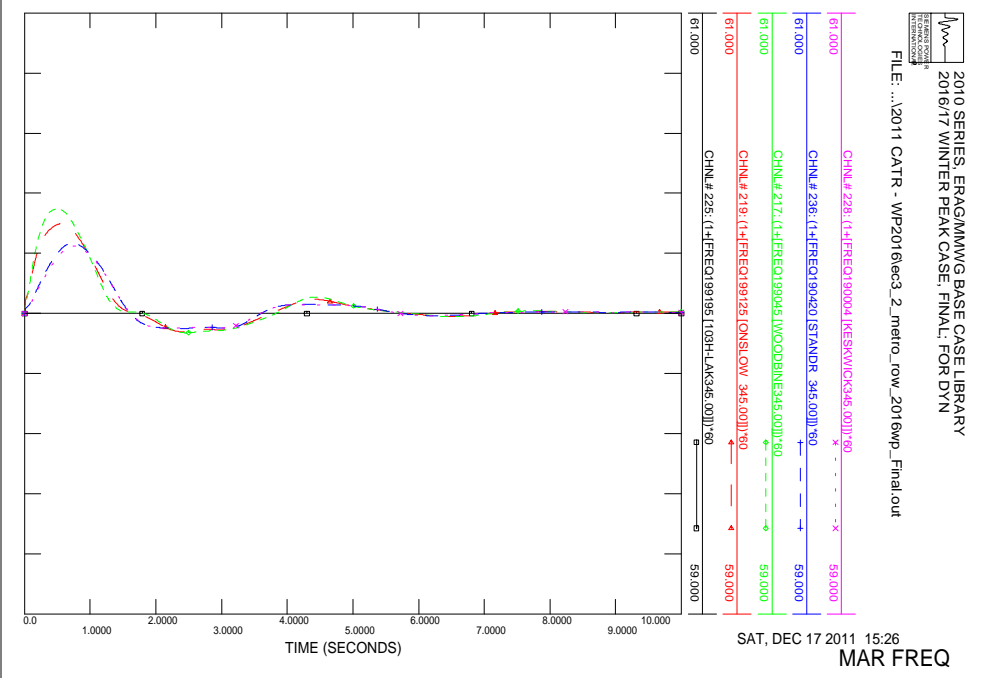
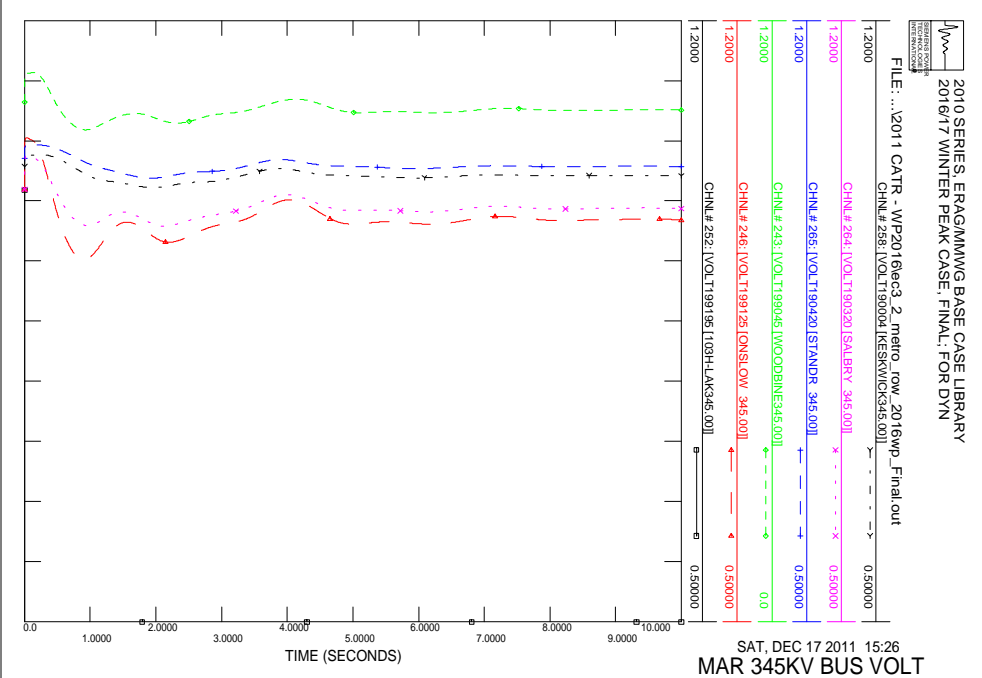
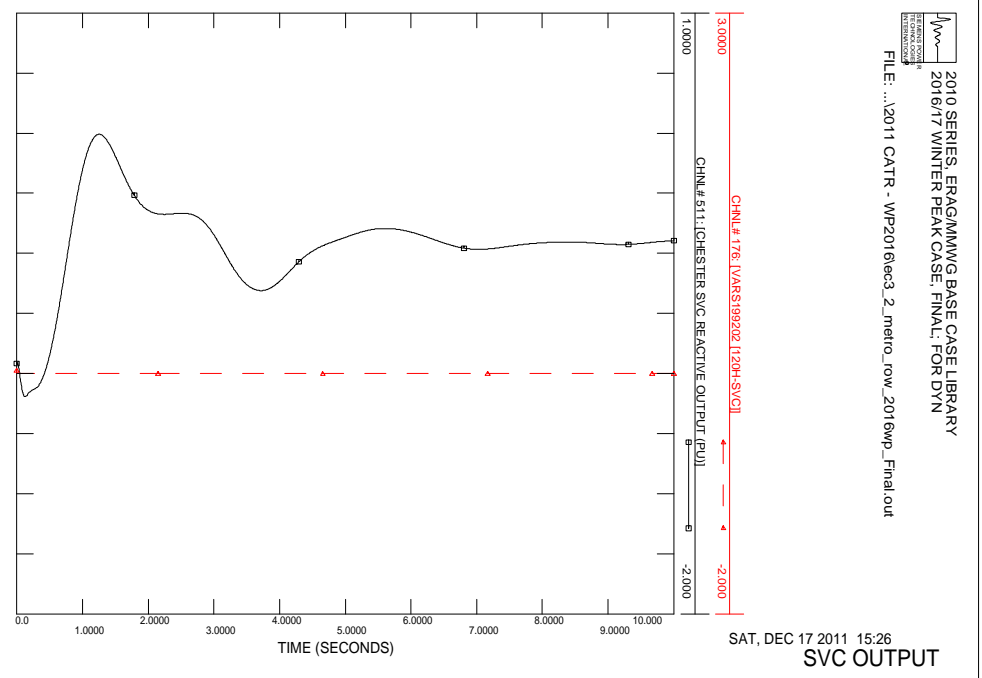
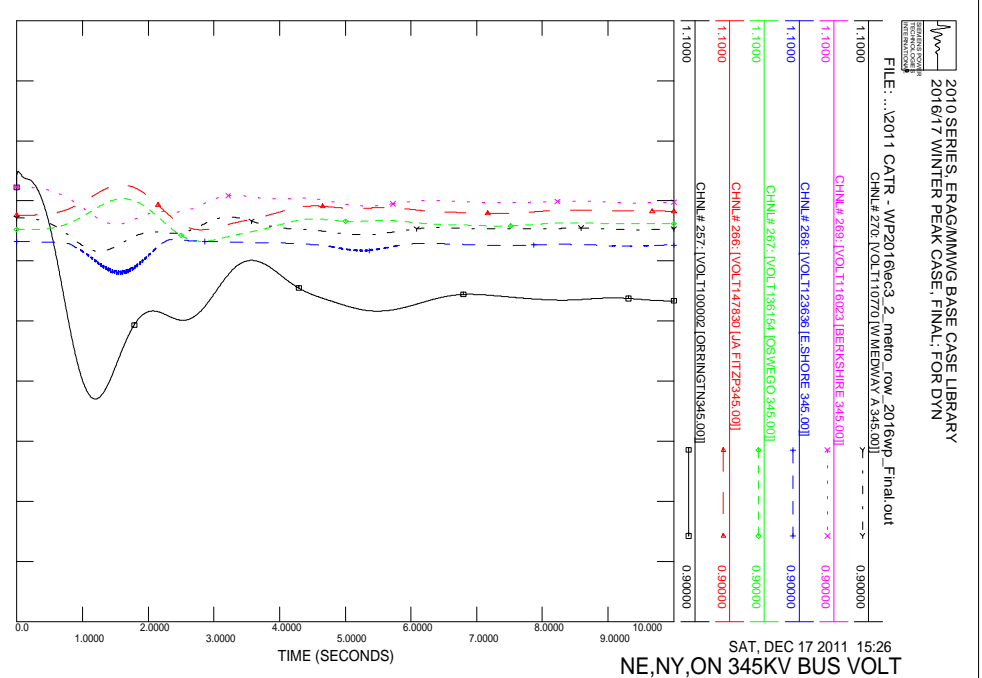
RESWORK

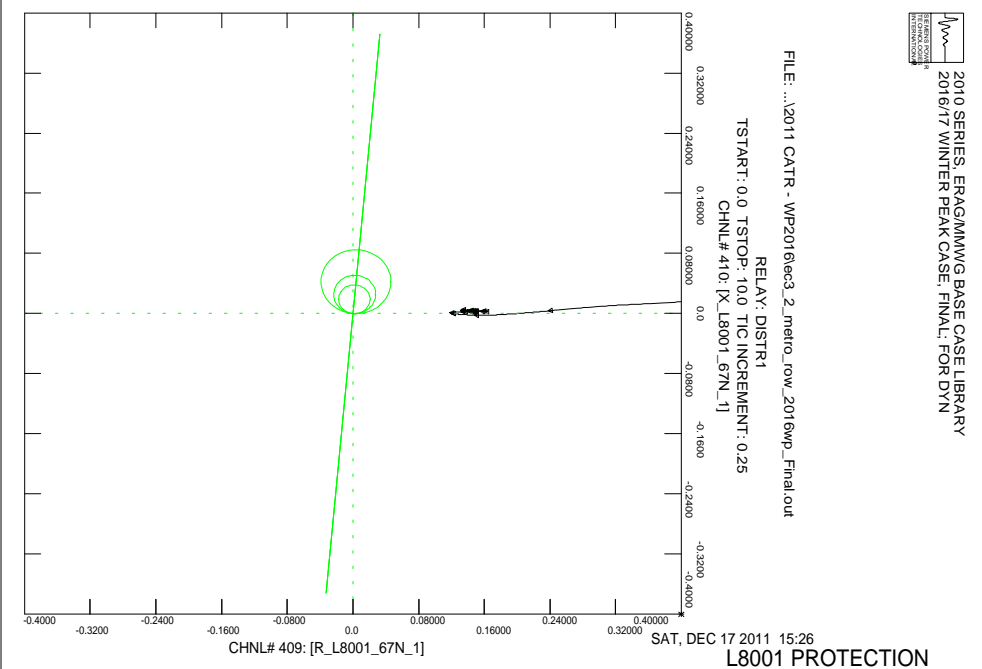
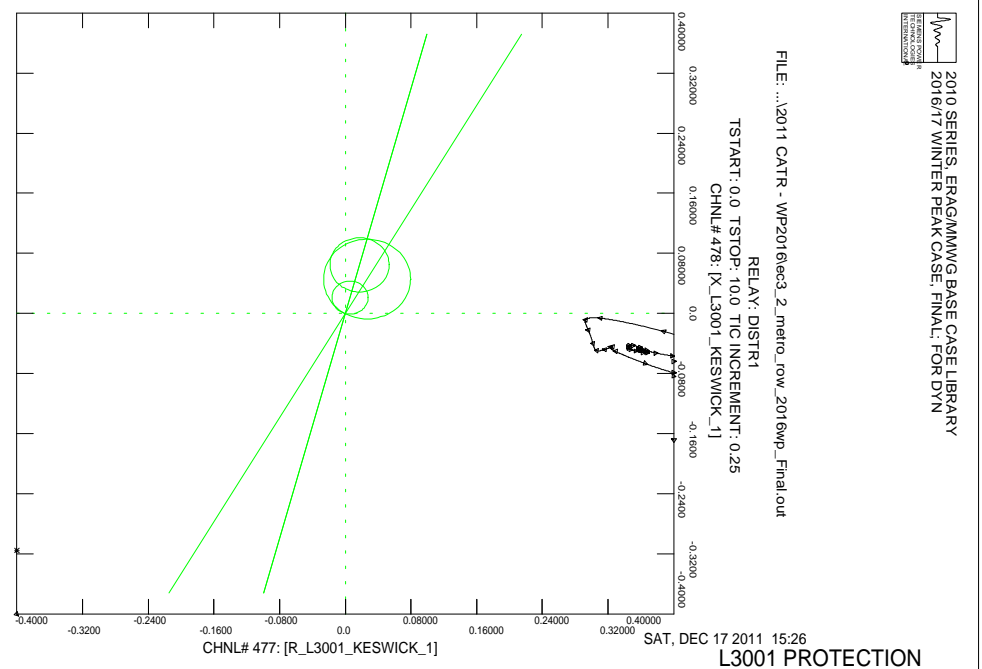
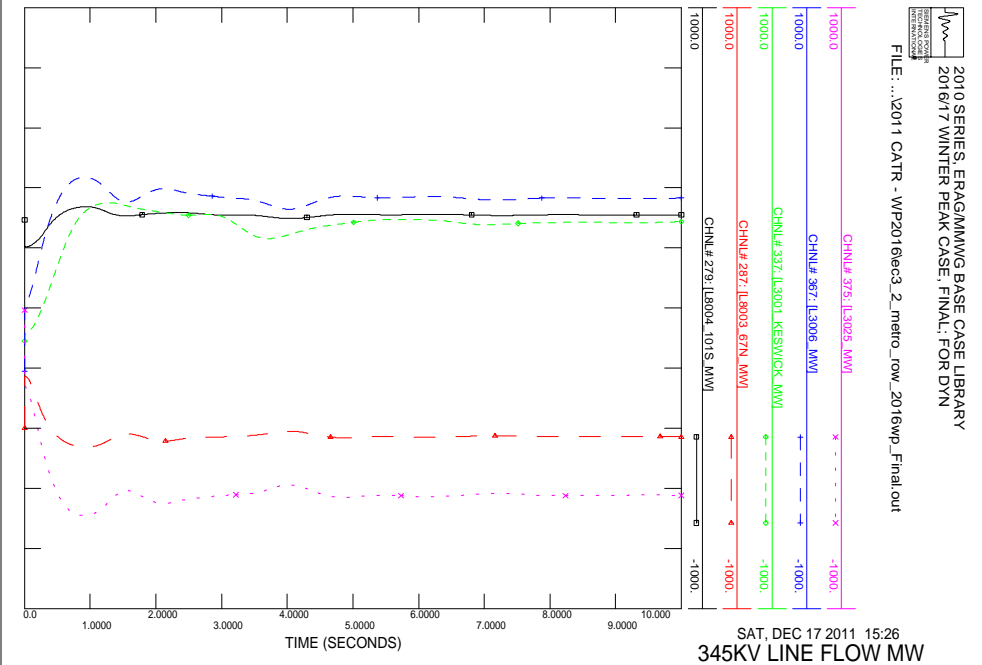
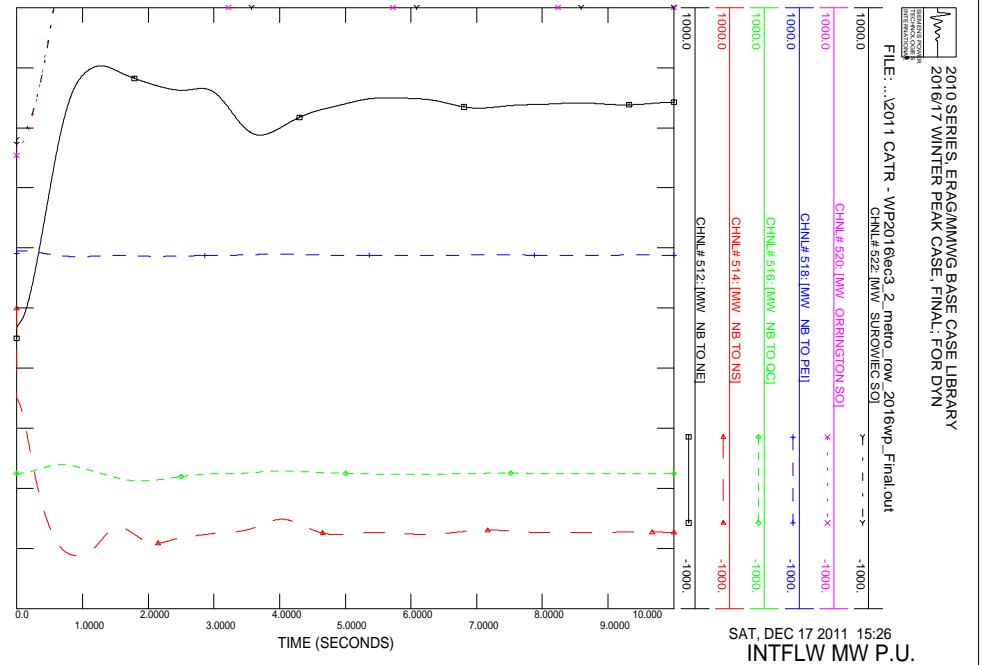


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 SAT, DEC 17 2011 16:04

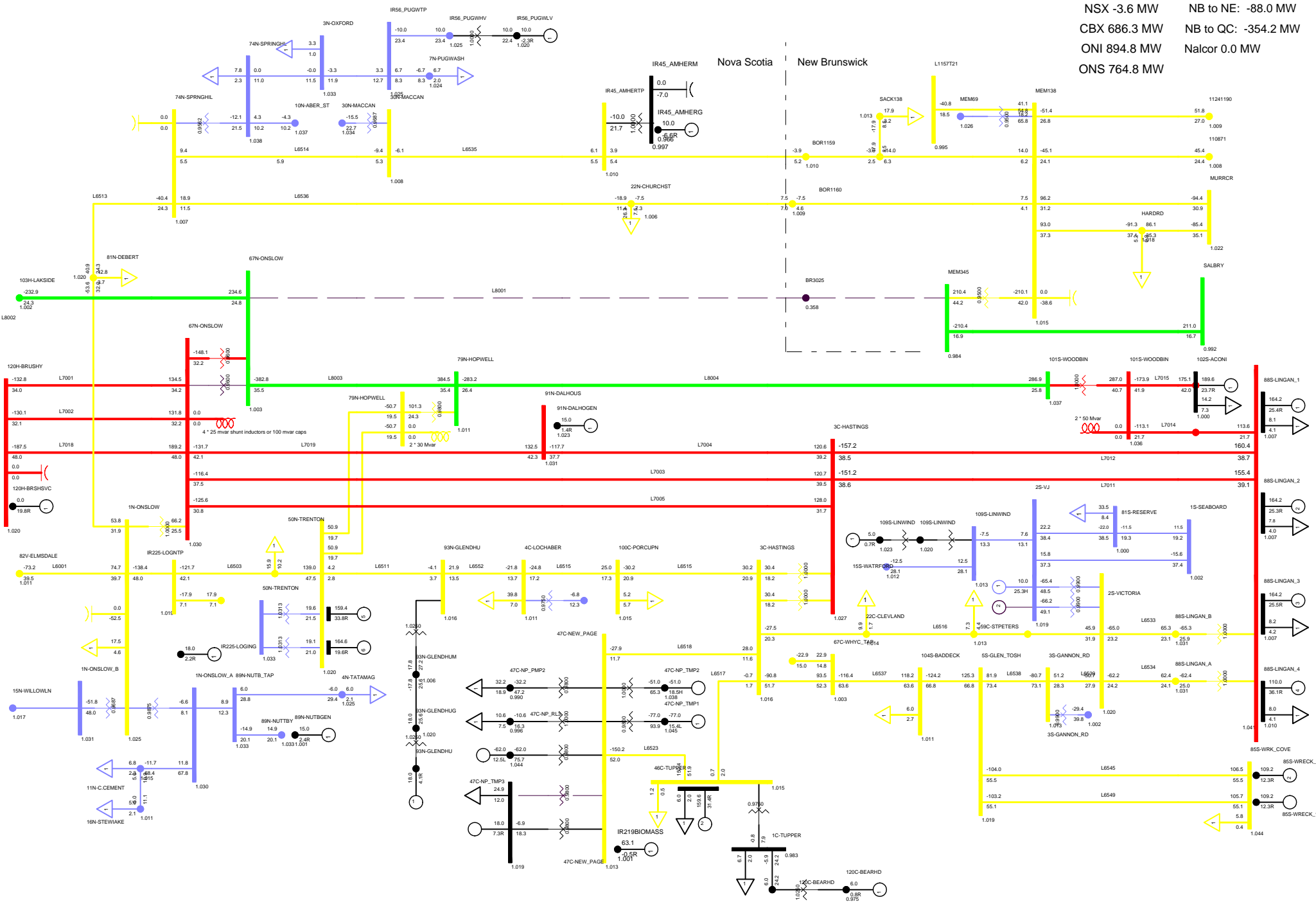
Figure _____







NSX -3.6 MW NB to NE: -88.0 MW
 CBX 686.3 MW NB to QC: -354.2 MW
 ONI 894.8 MW Nalcor 0.0 MW
 ONS 764.8 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC4.1_POSTCONTINGENCY WED, DEC 14 2011 14:33

Total Wind Gen: 121.2 MW
 Gross Lingan 602.7 MW
 Gross Pt Aconi 189.6 MW

Gross Tupper 159.6 MW
 Gross Trenton 324.0 MW
 Gross Tuft's Cove 419.3 MW

Gross Wreck Cove 218.5 MW
 Gross Gas Turbine 22.1 MW
 Gross Small Hydro 135.5 MW

Net NewPage Load 178.1 MW
 Net NewPage Load 241.3 MW
 Total BMPC Load 75.5 MW

Winter Ratings

Figure

RESWORK

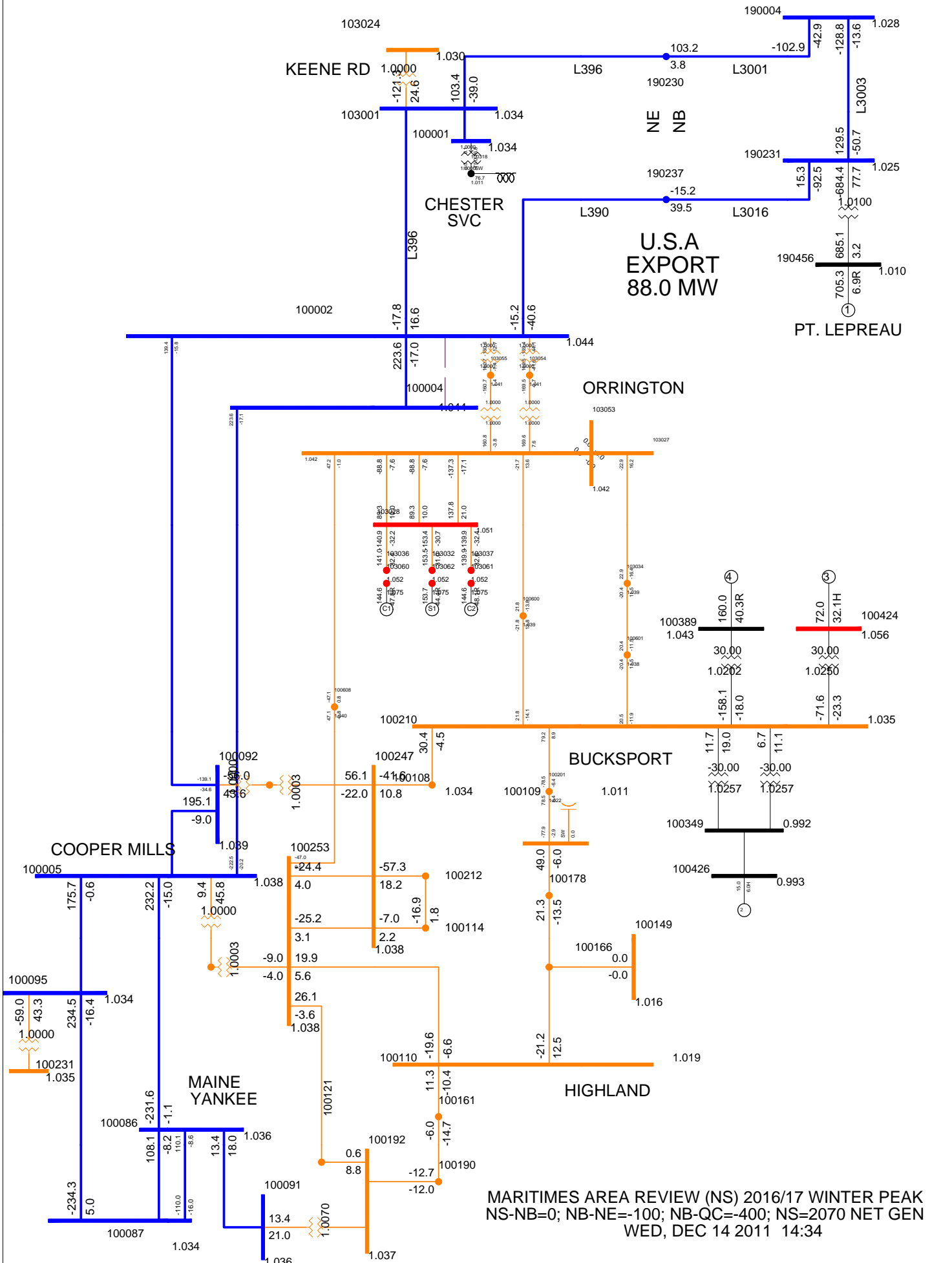
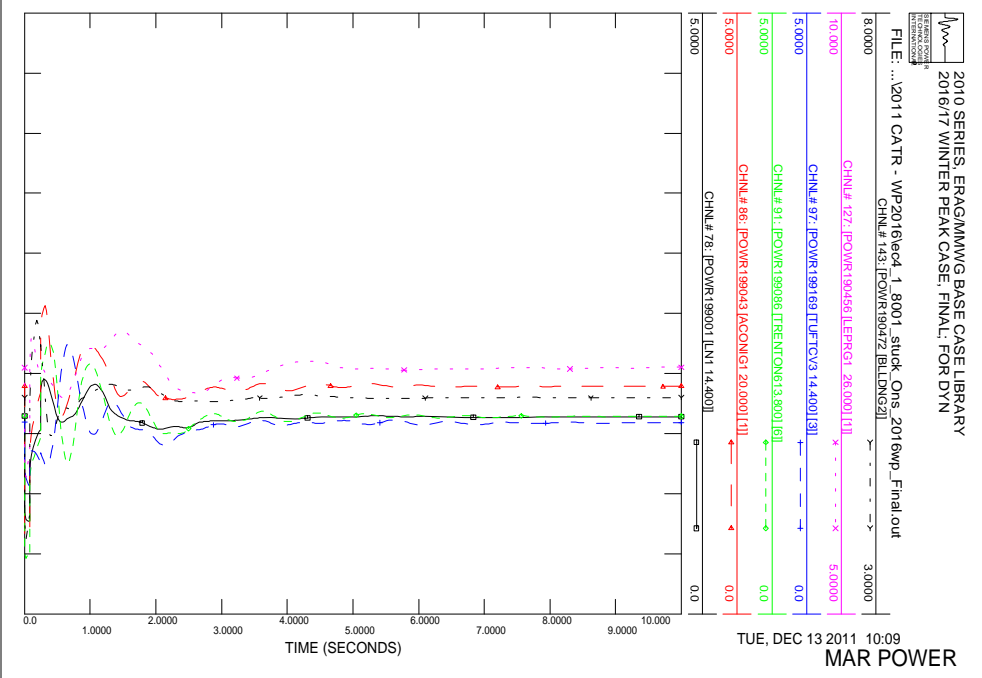
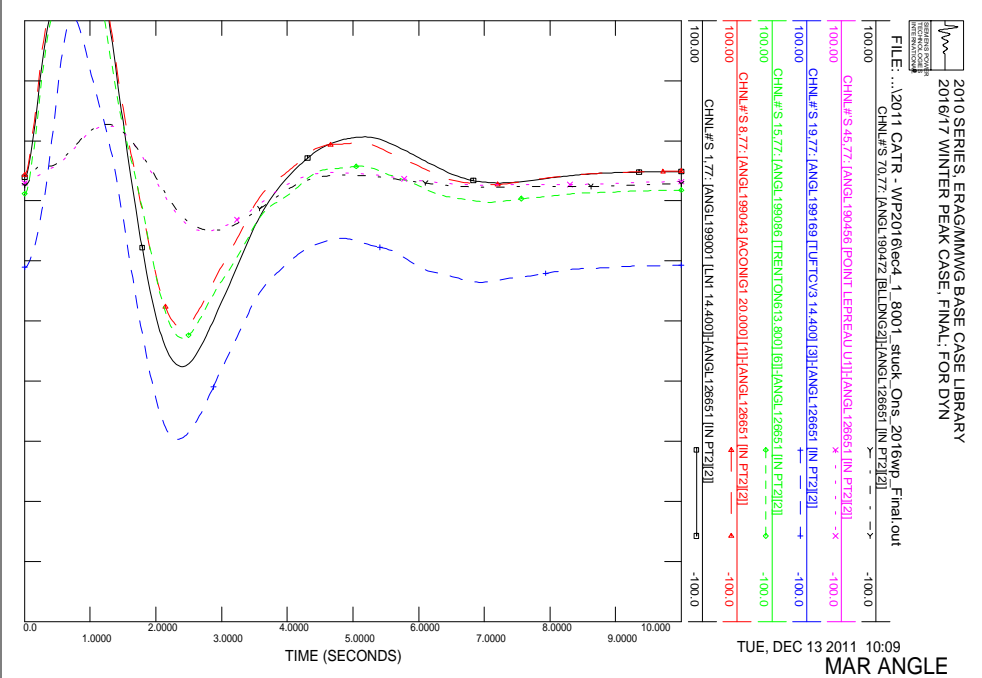
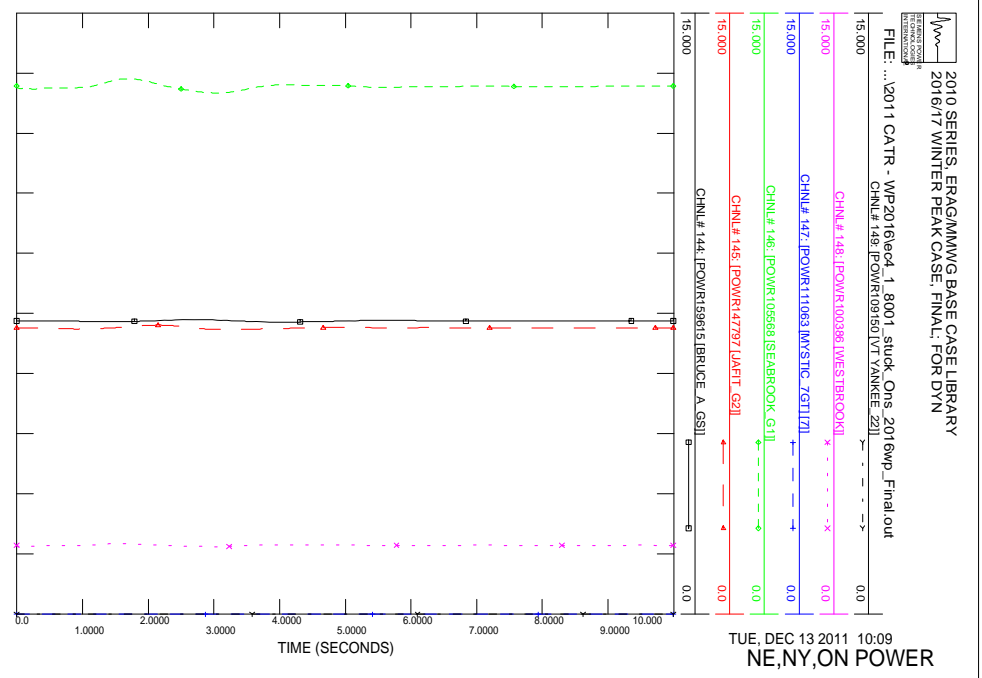
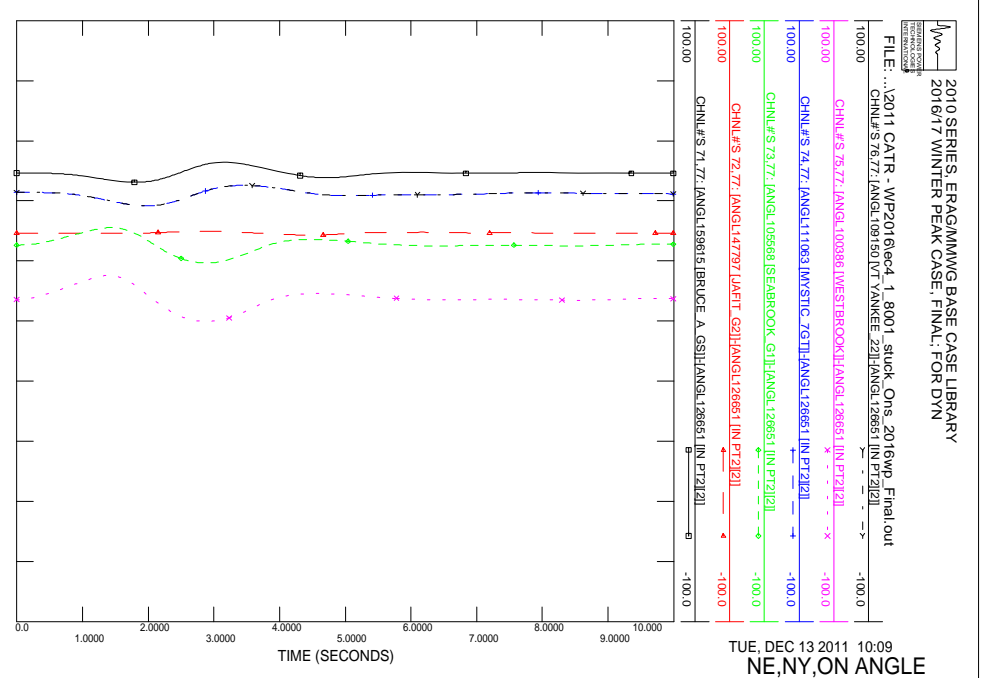
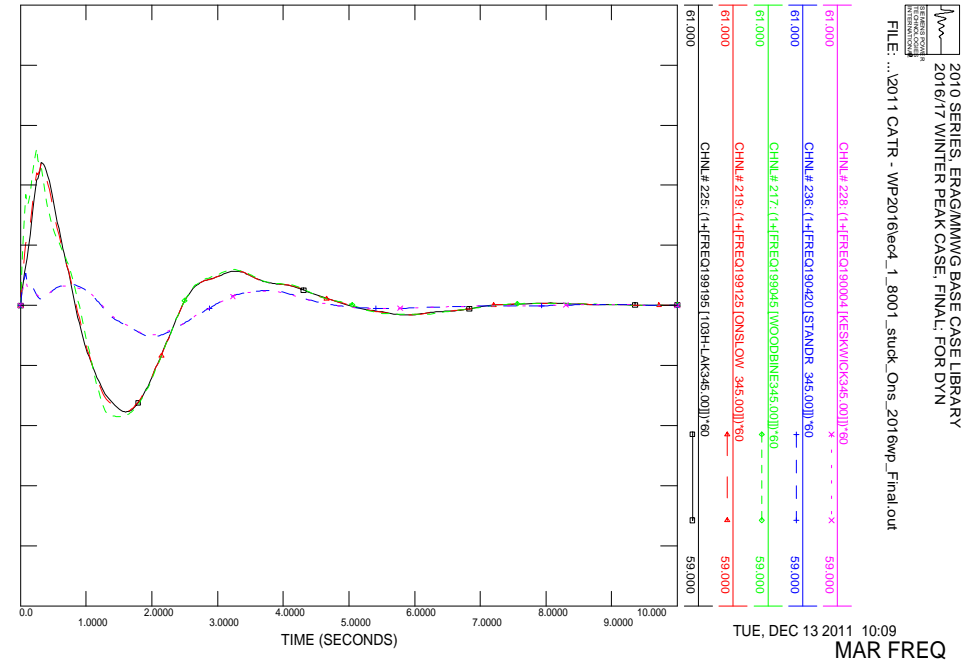
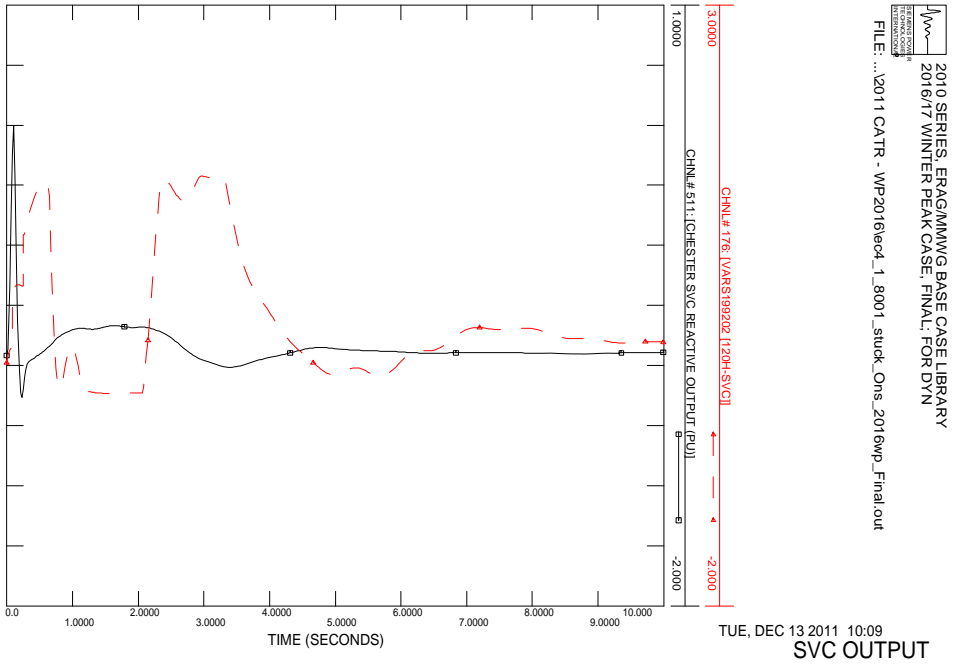
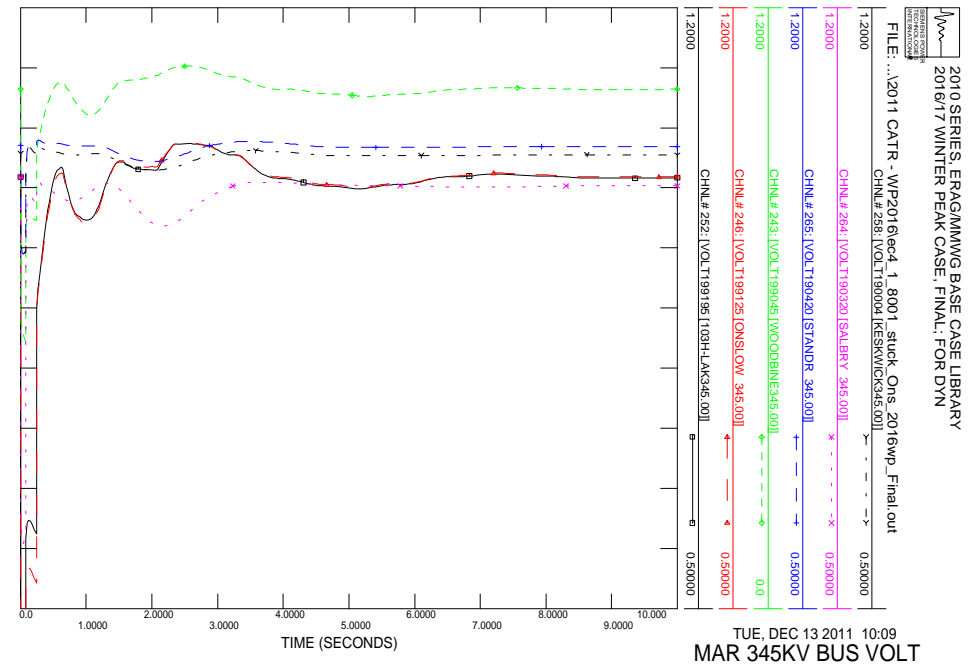
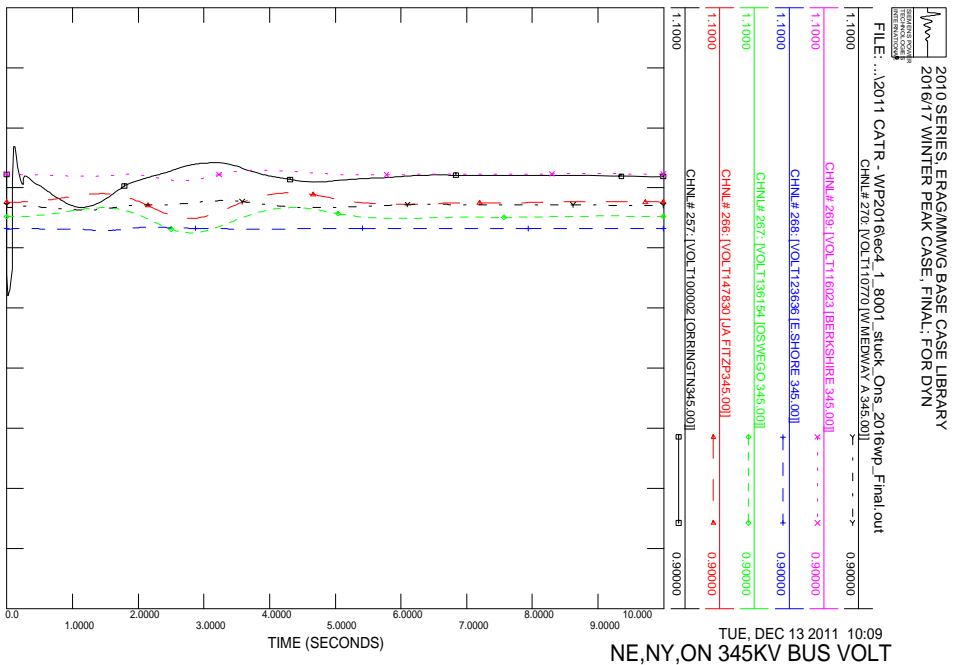
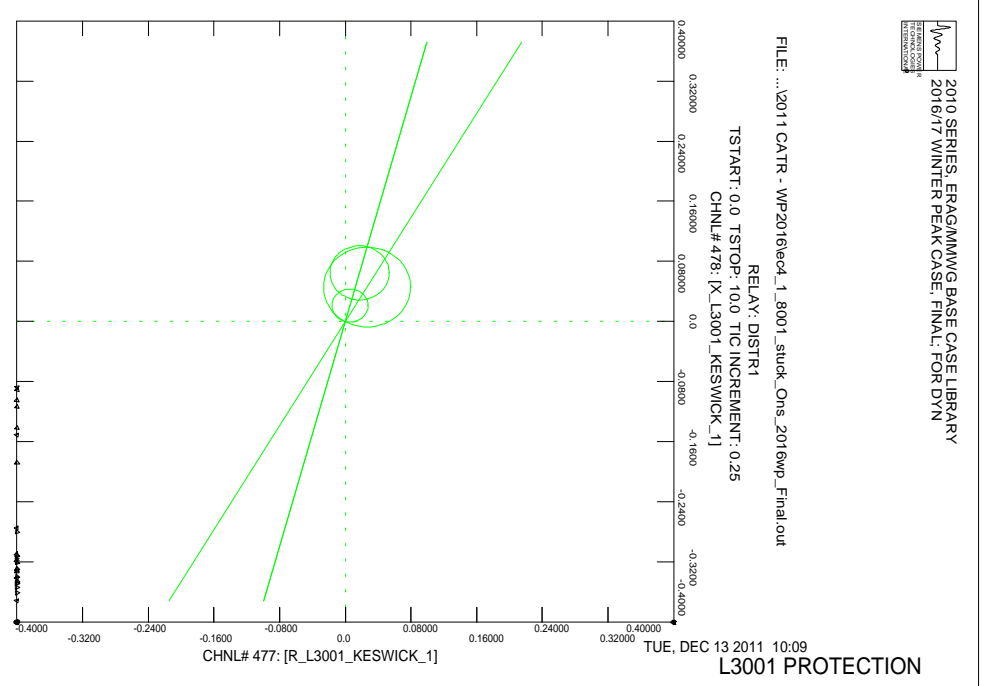
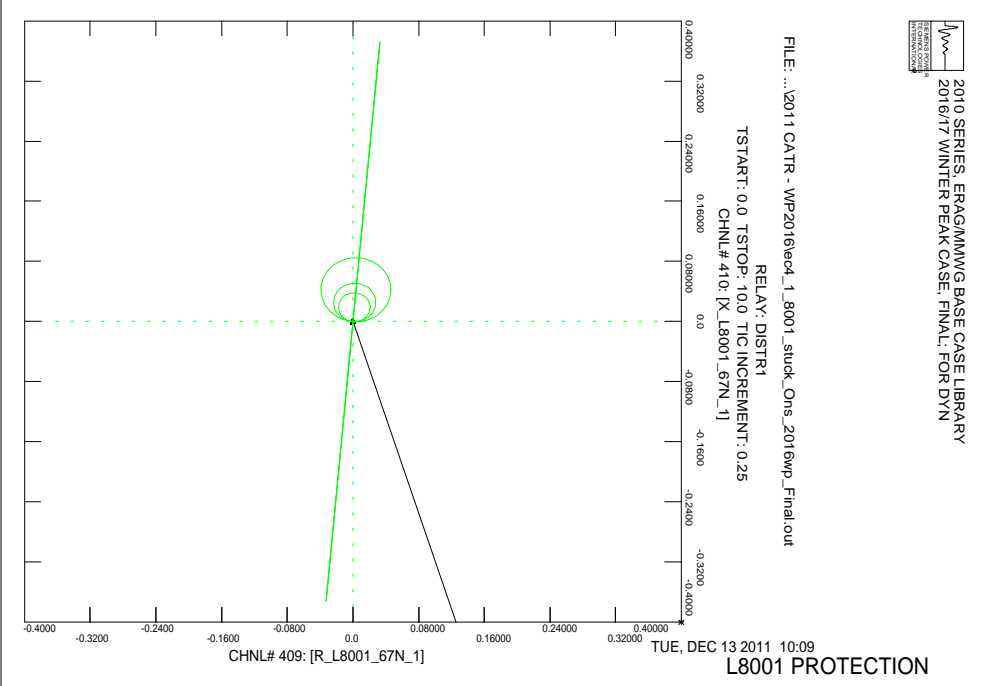
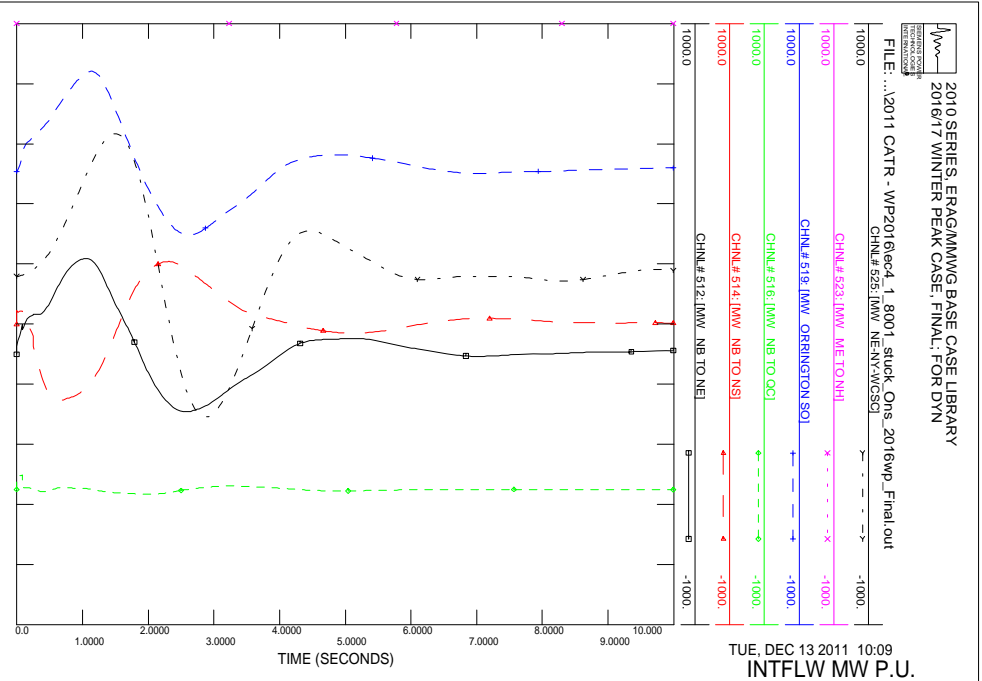
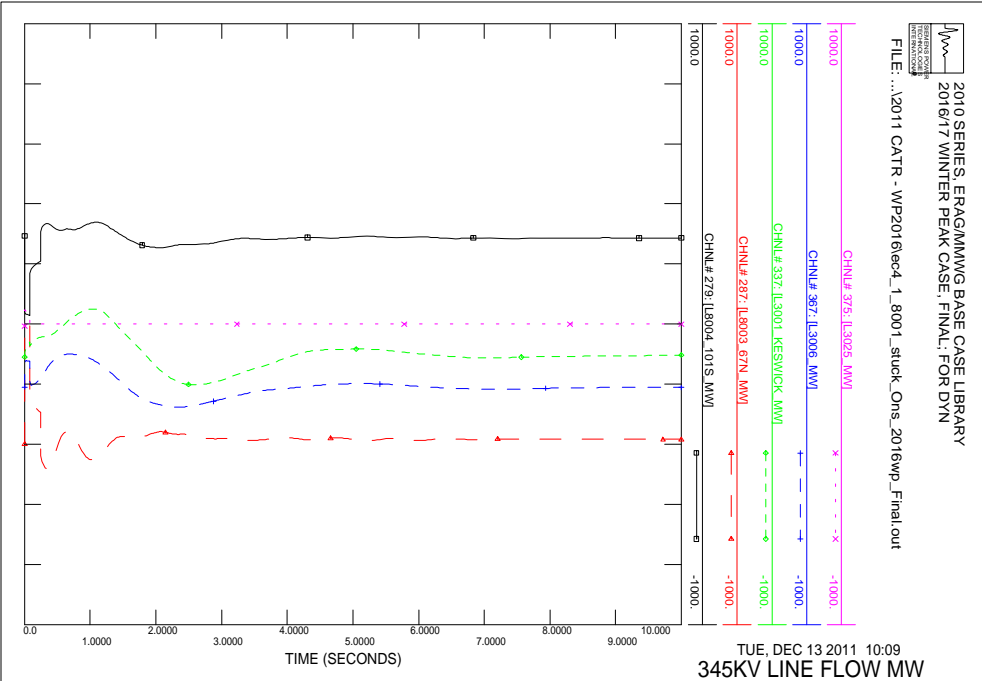
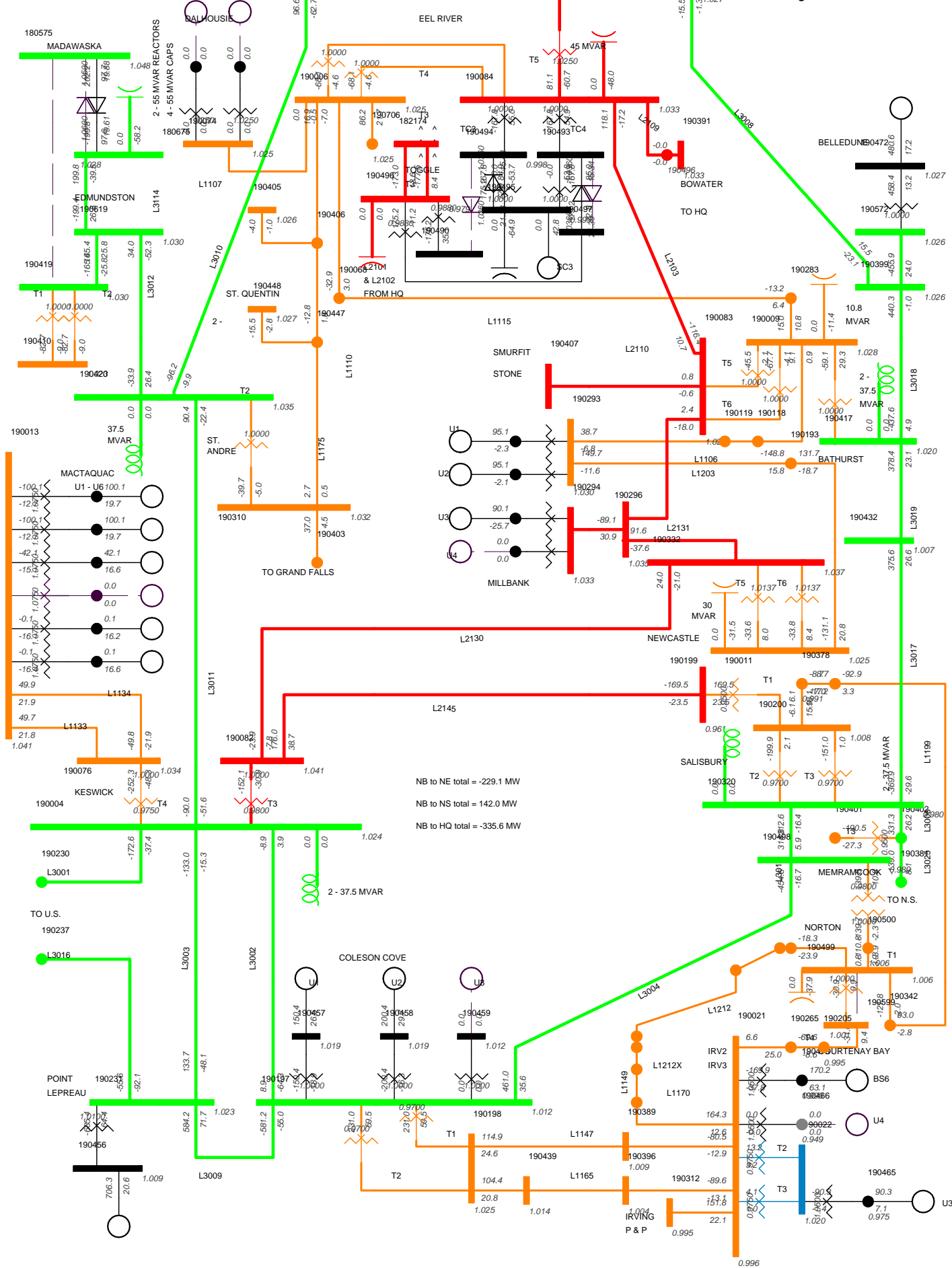


Figure _____

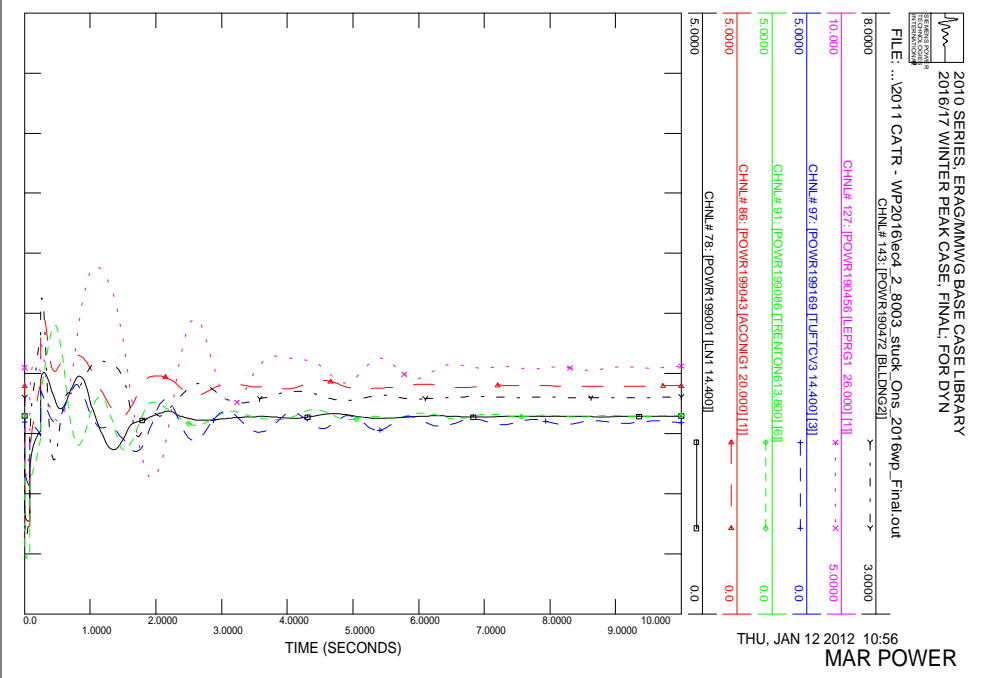
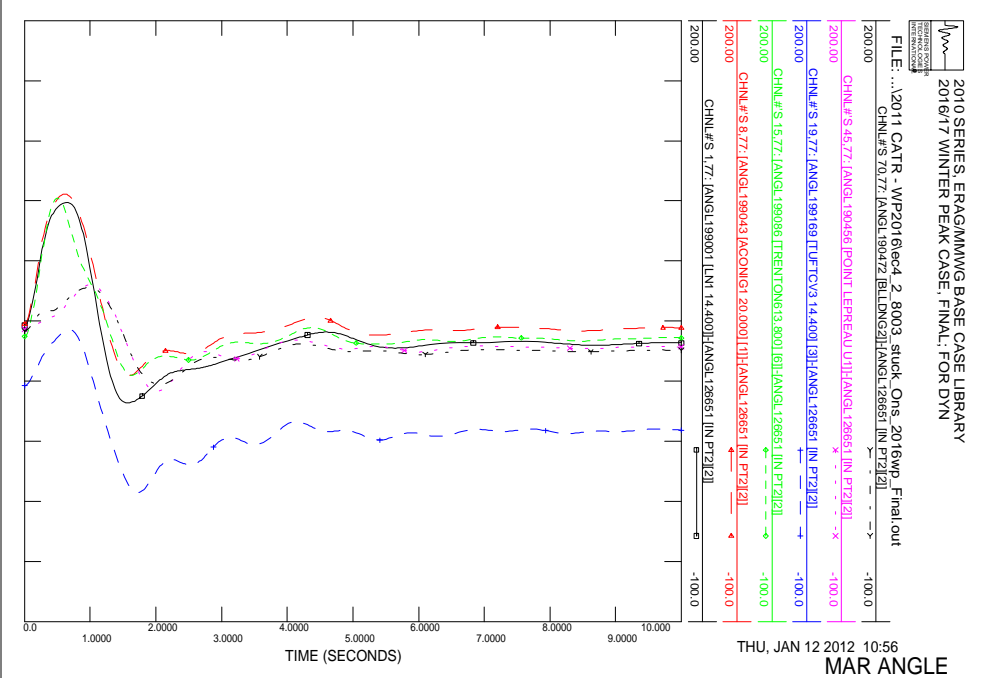
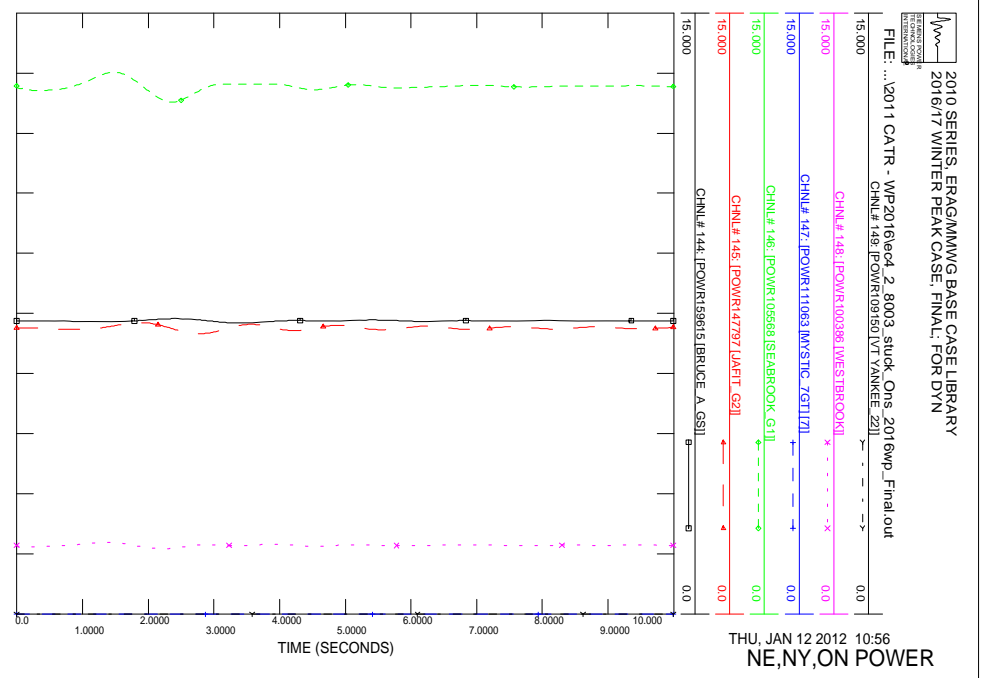
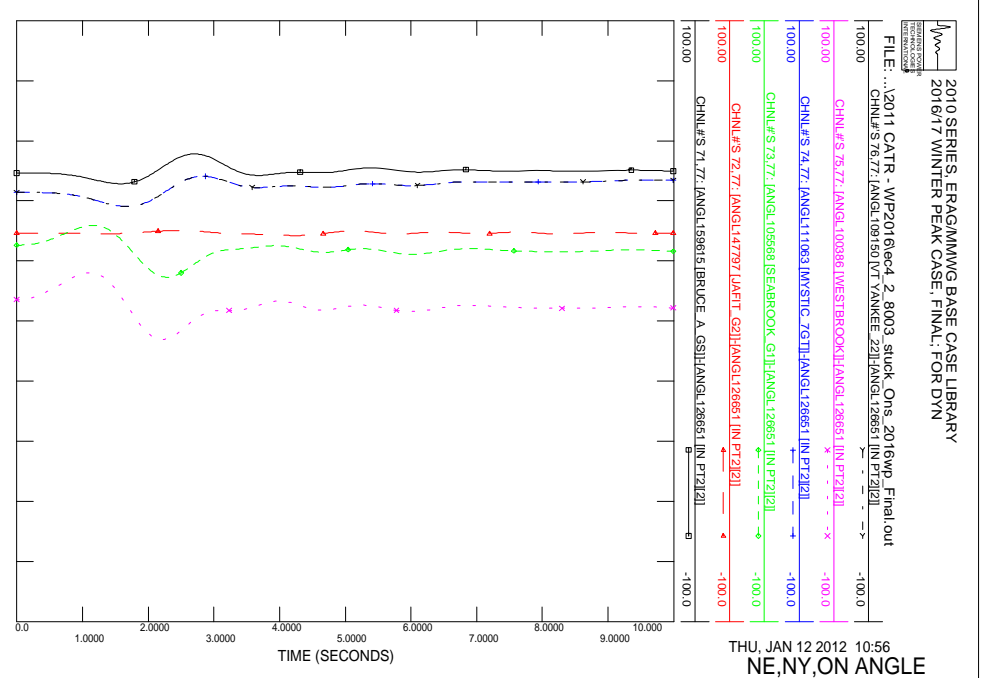


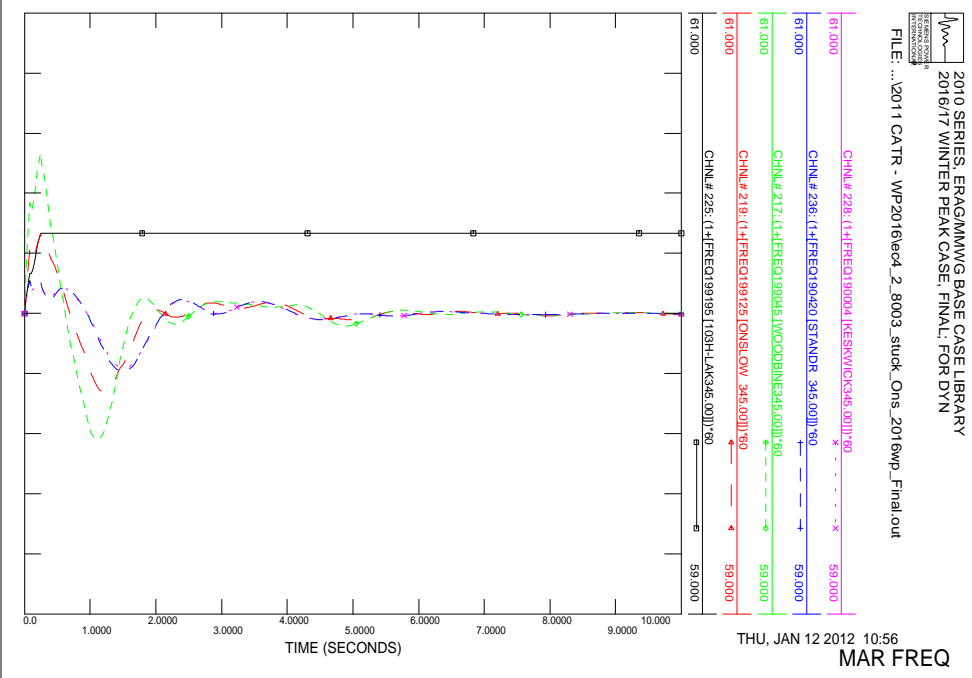
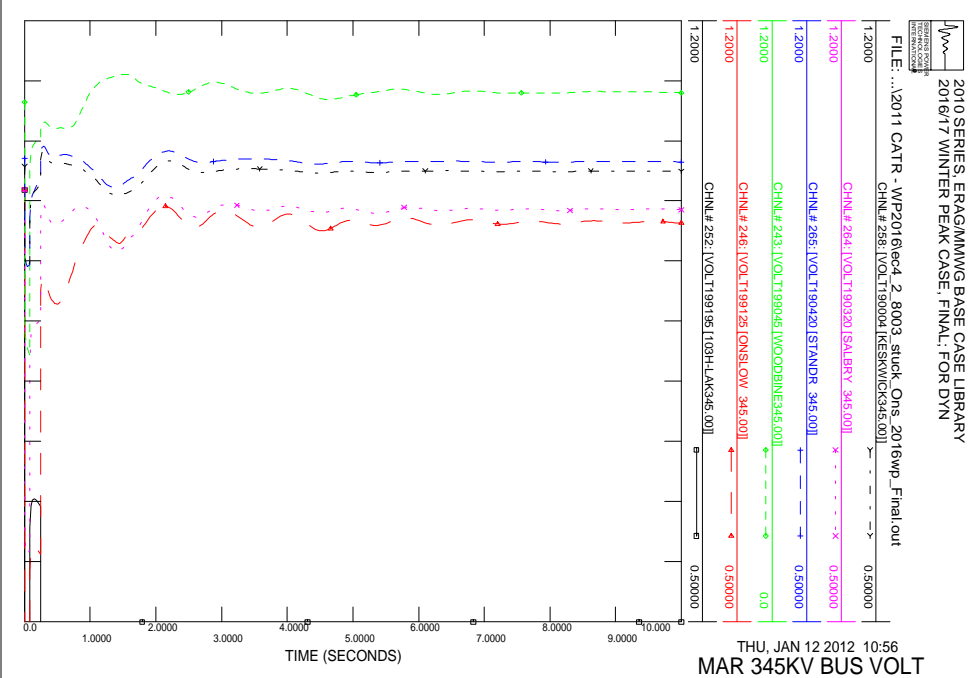
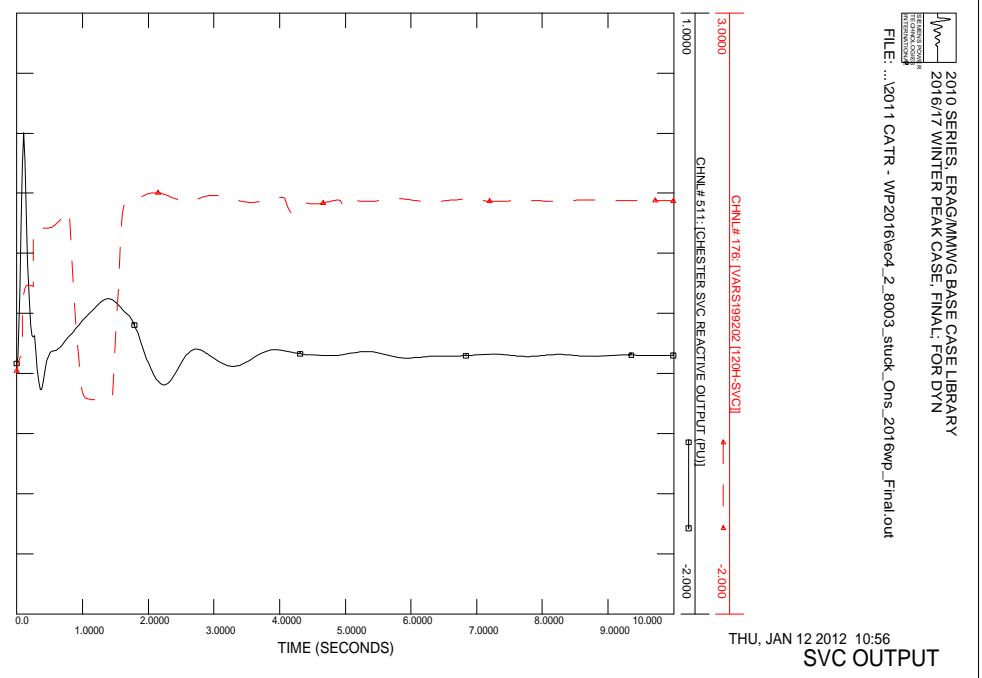
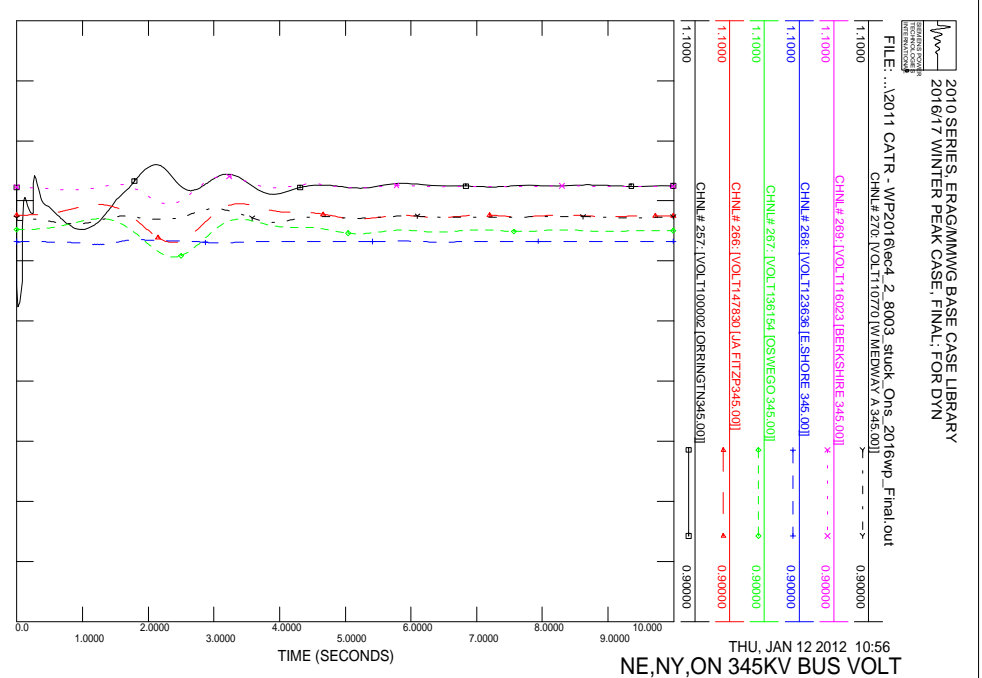


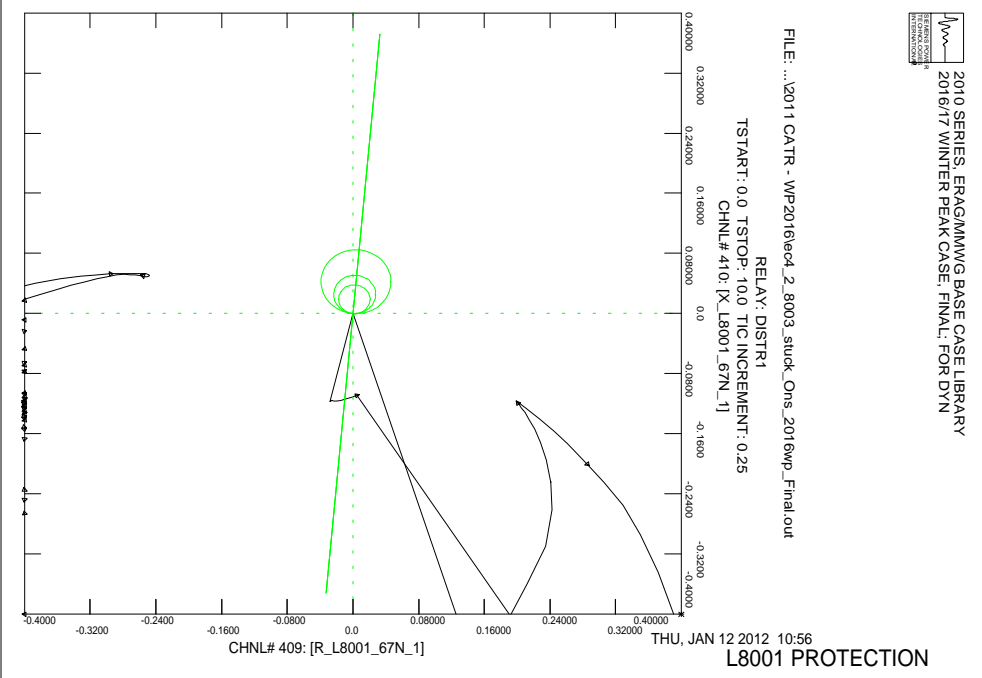
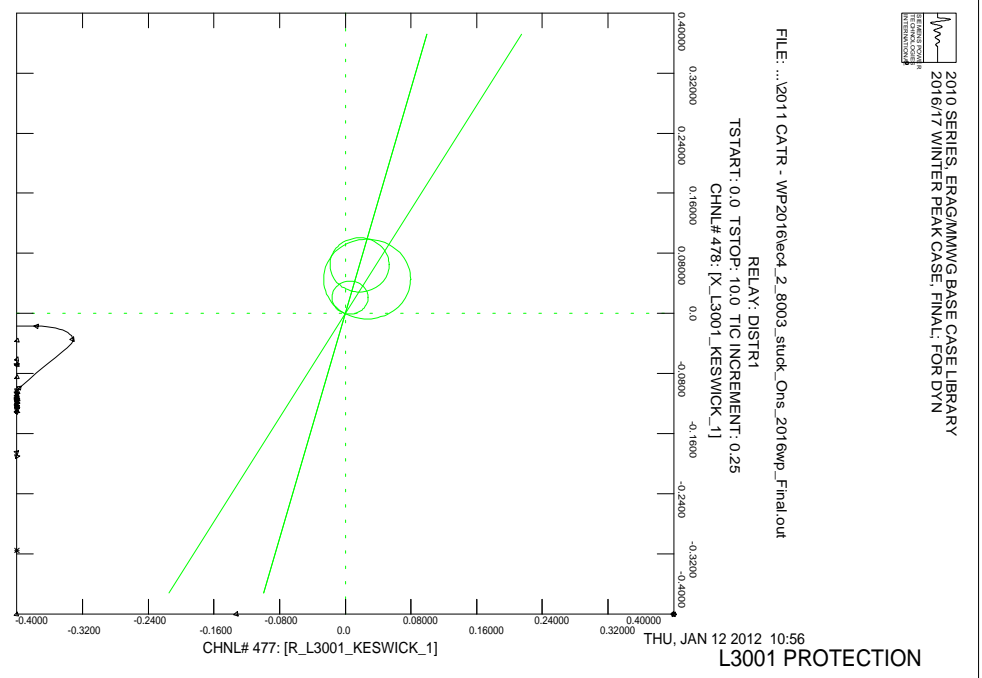
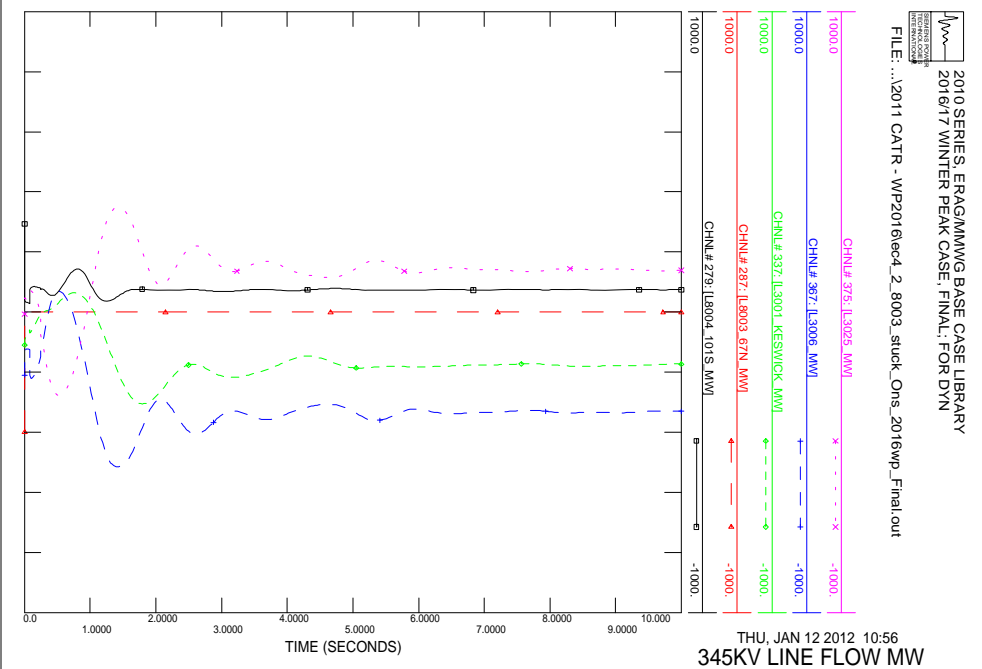
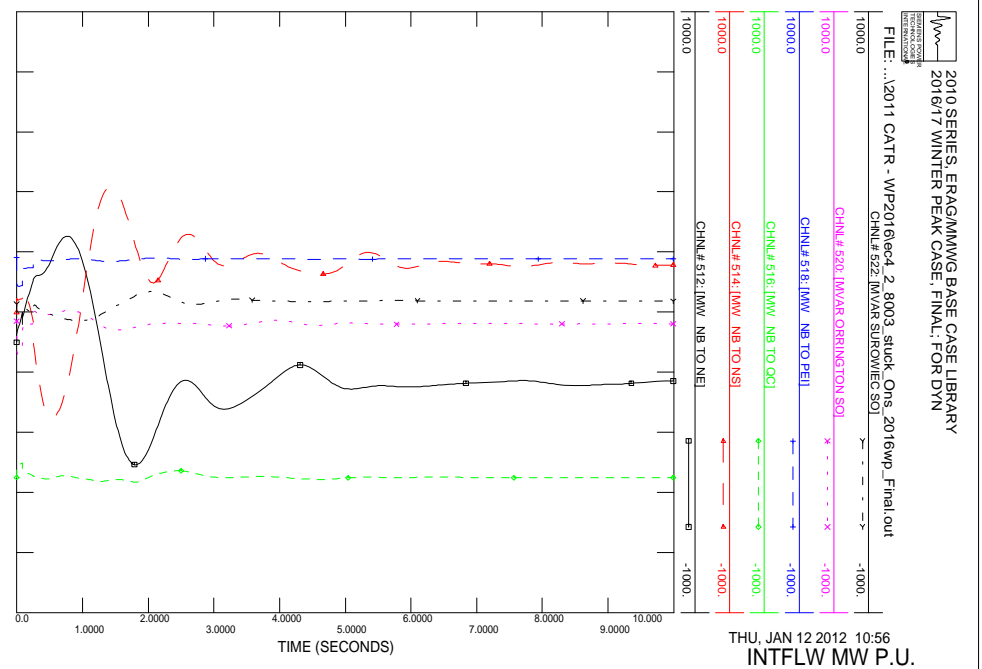




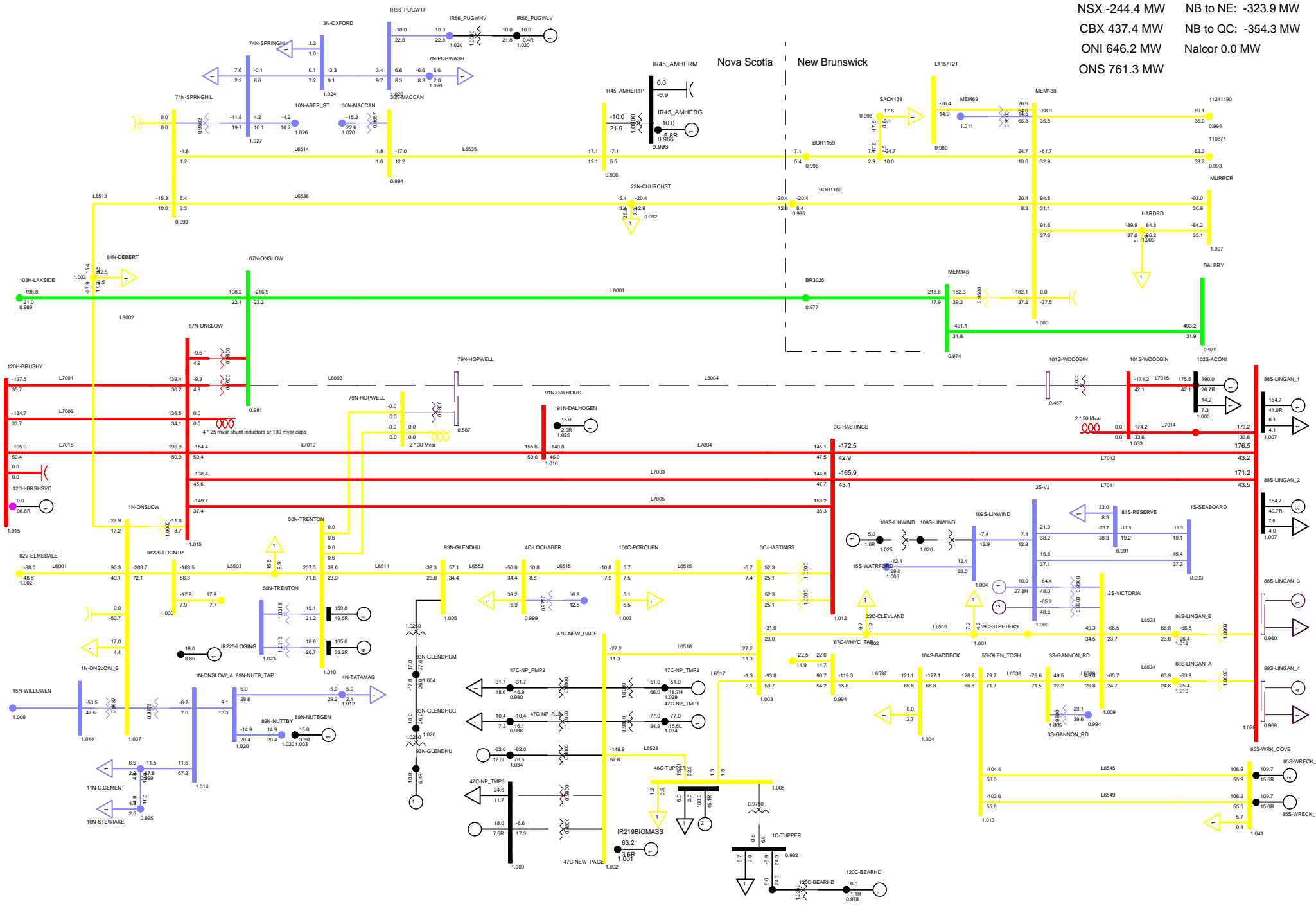
NB to NE total = -229.1 MW
 NB to NS total = 142.0 MW
 NB to HQ total = -335.6 MW

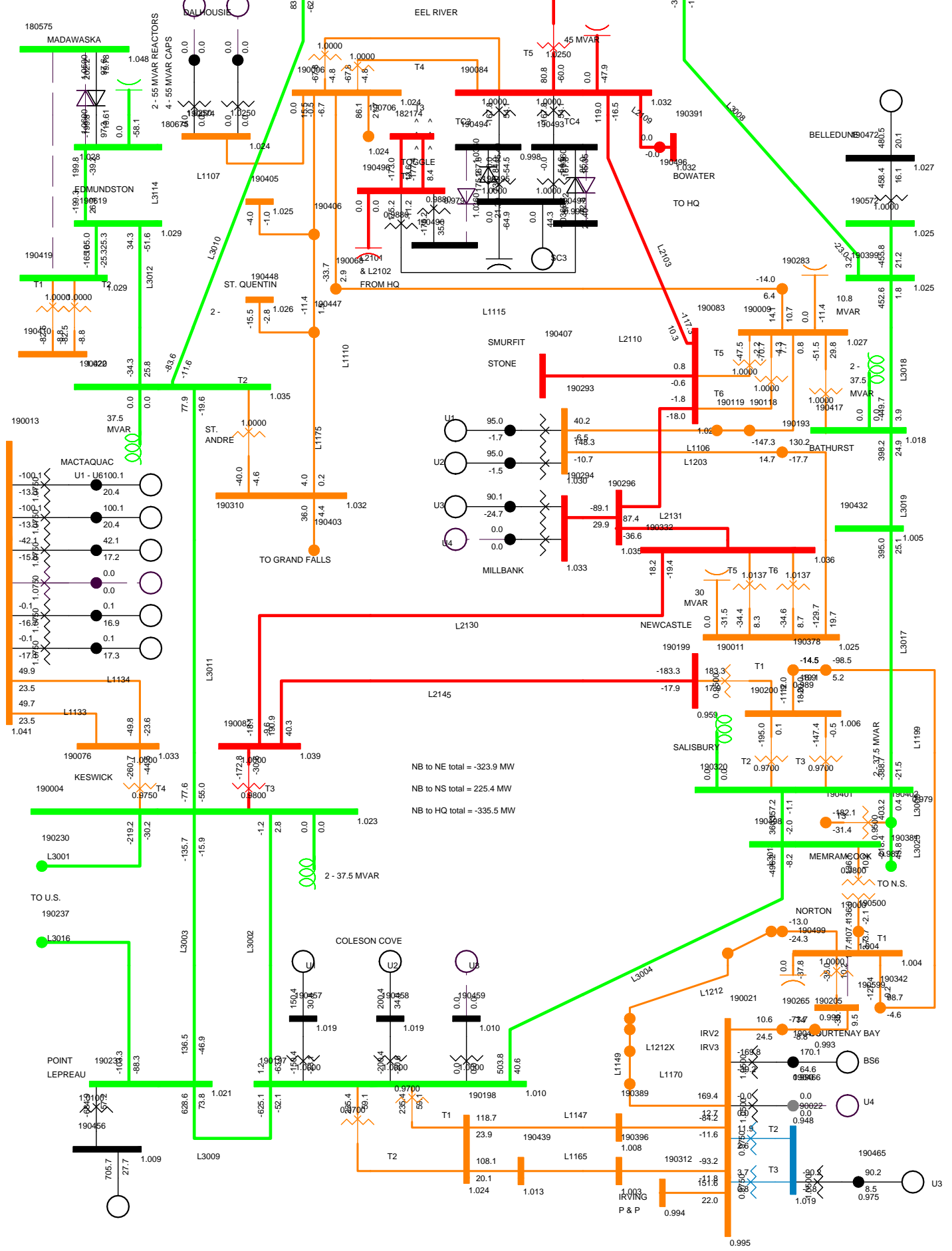






NSX -244.4 MW NB to NE: -323.9 MW
 CBX 437.4 MW NB to QC: -354.3 MW
 ONI 646.2 MW Nalcor 0.0 MW
 ONS 761.3 MW



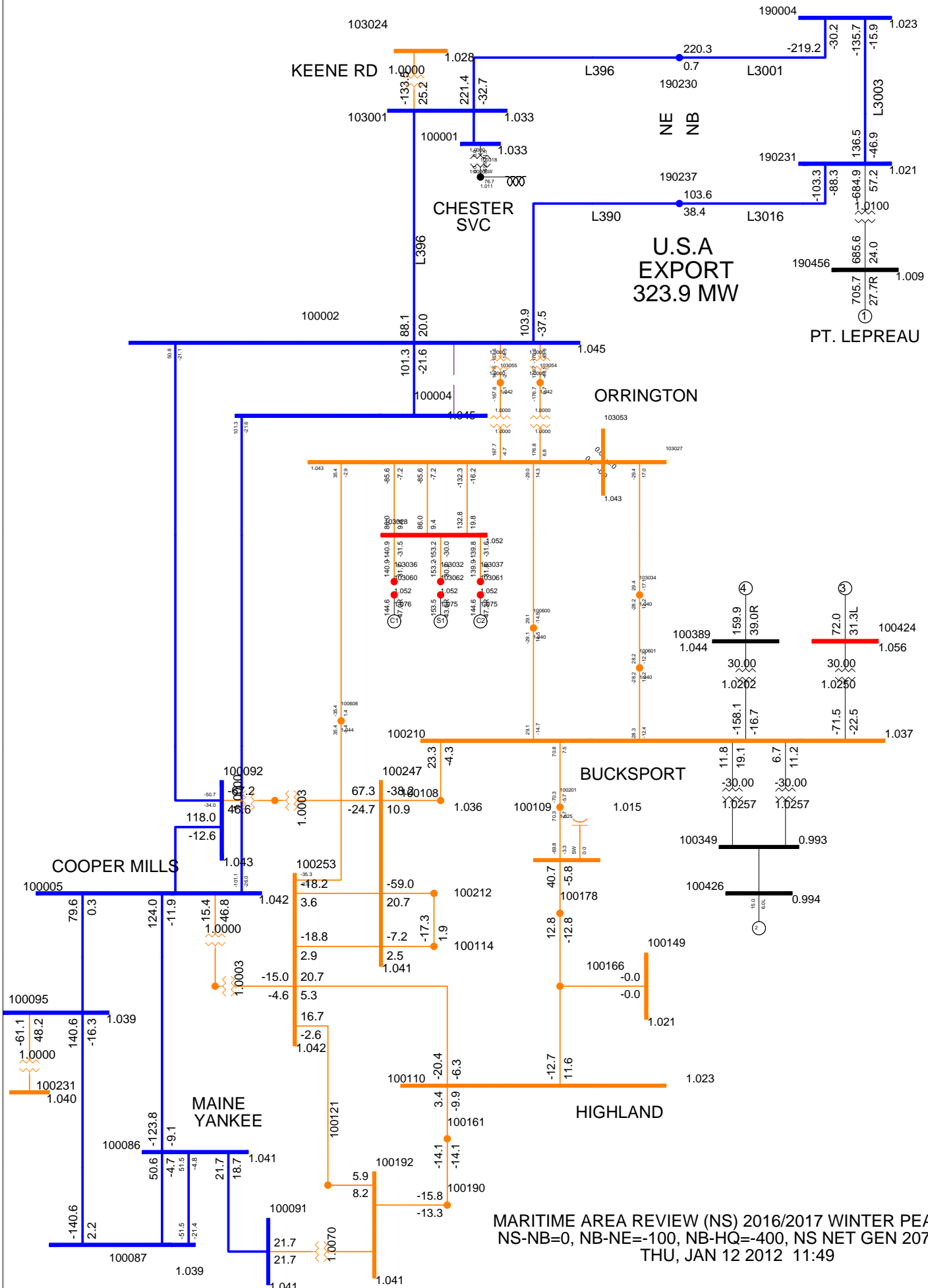


MARITIME AREA REVIEW (NS) 2016/2017 WINTER PEAK
 NS-NB=0, NB-NE=100, NB-HQ=400, NS NET GEN 2070
 NB Power THU, JAN 12 2012 11:51

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500V
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >=345.000

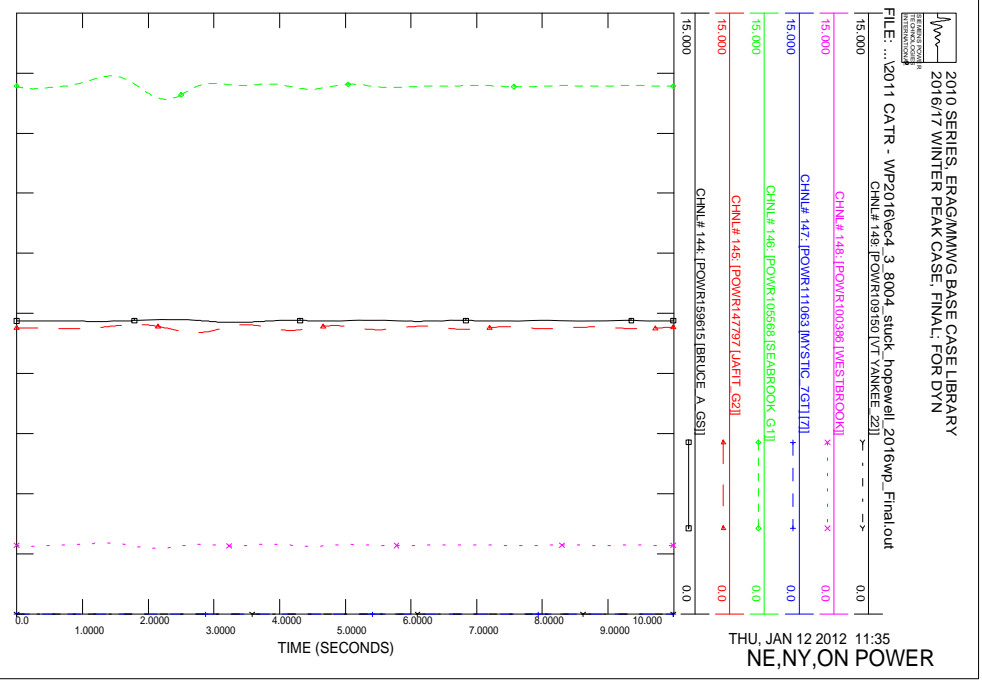
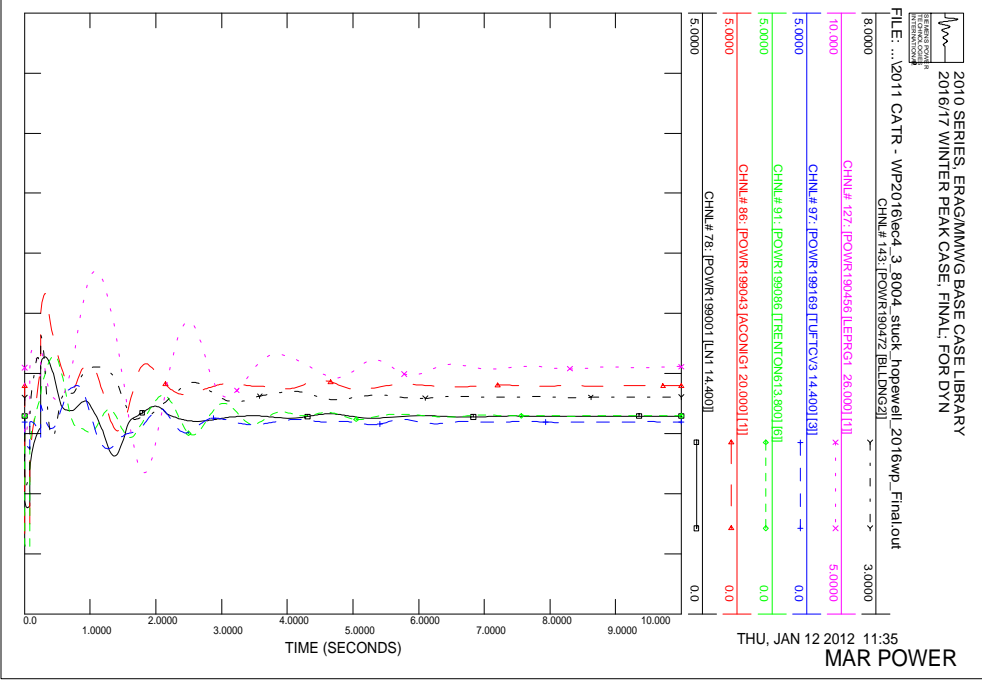
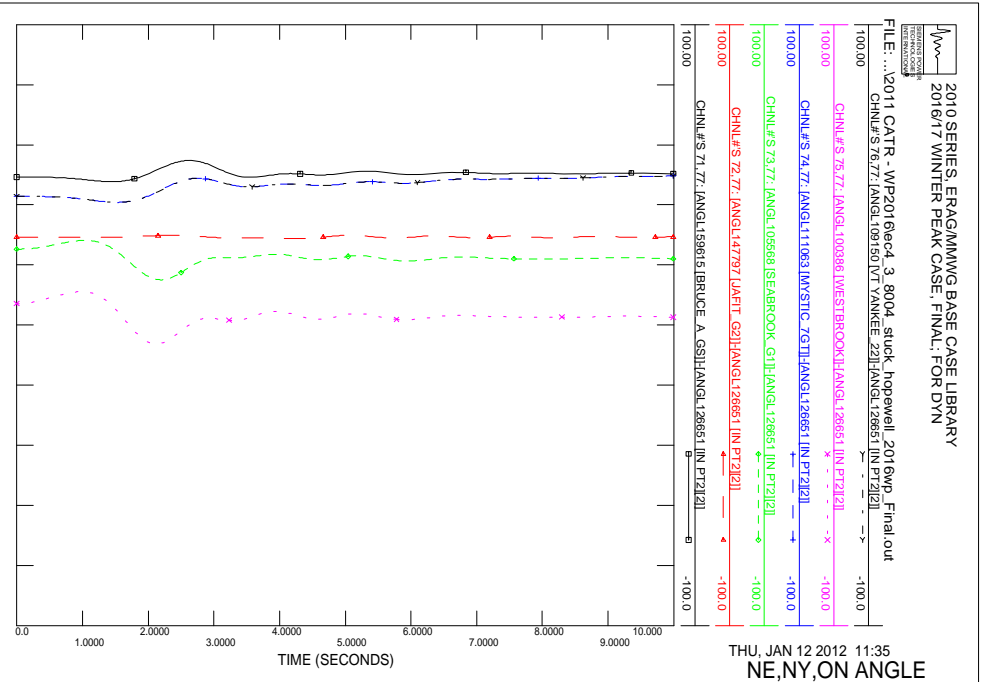
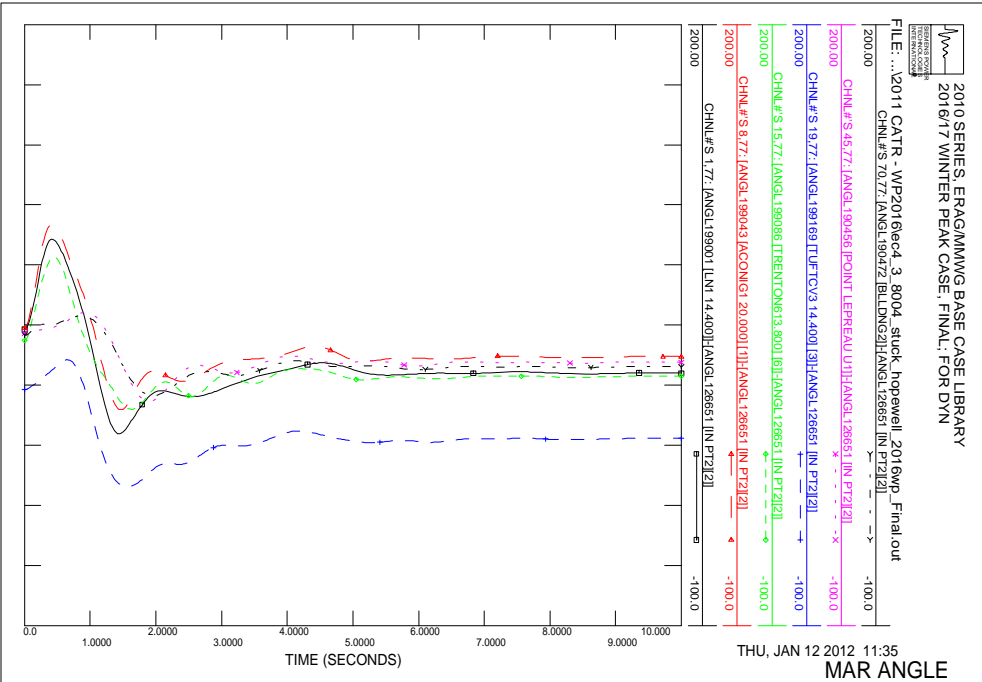
Figure

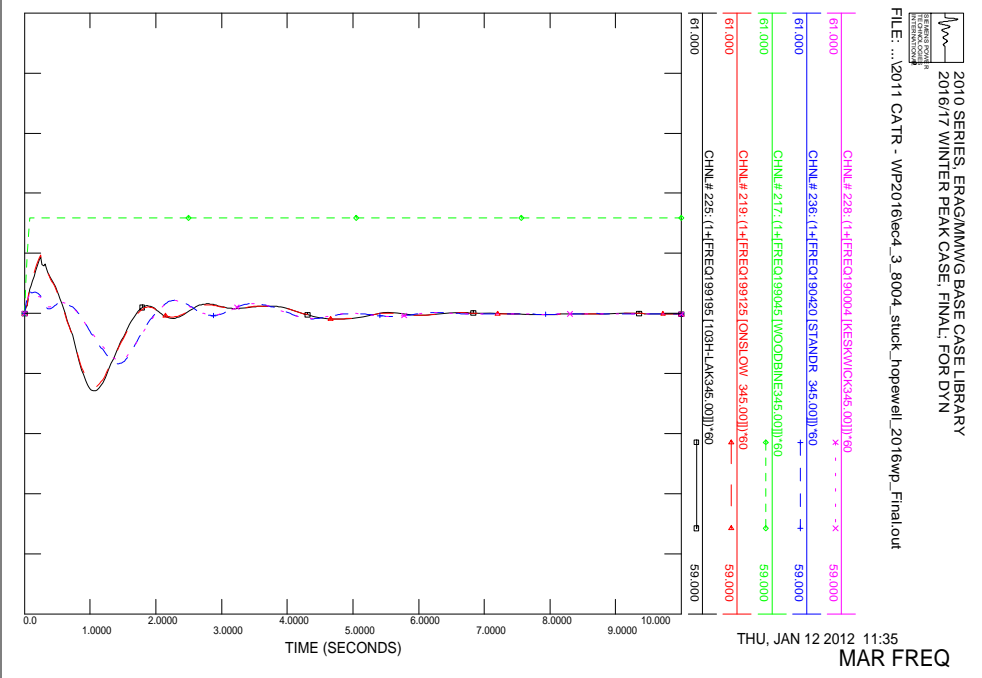
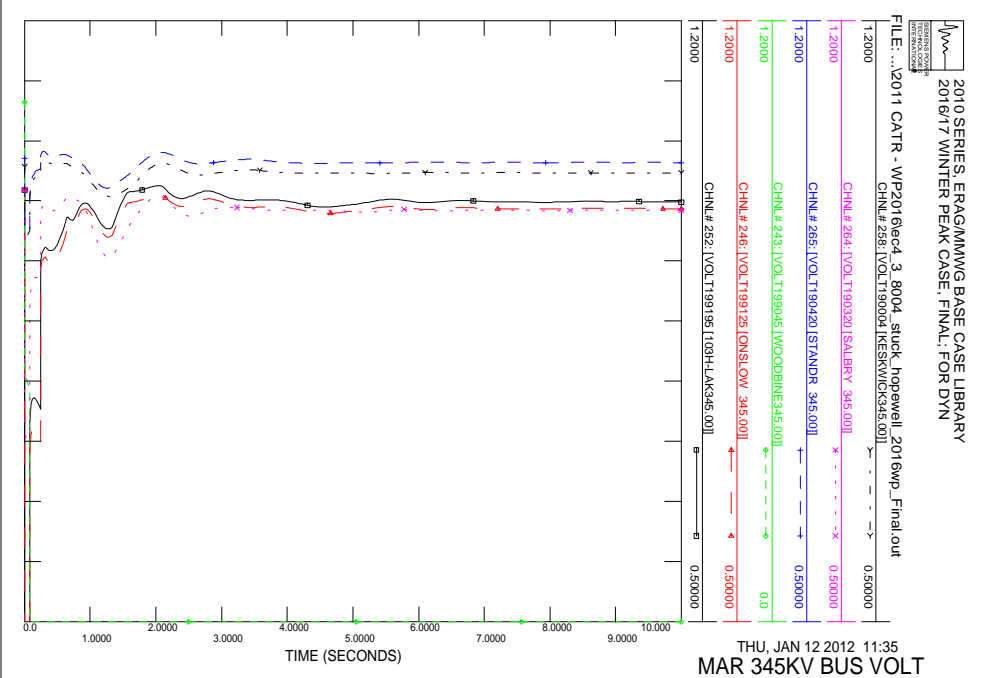
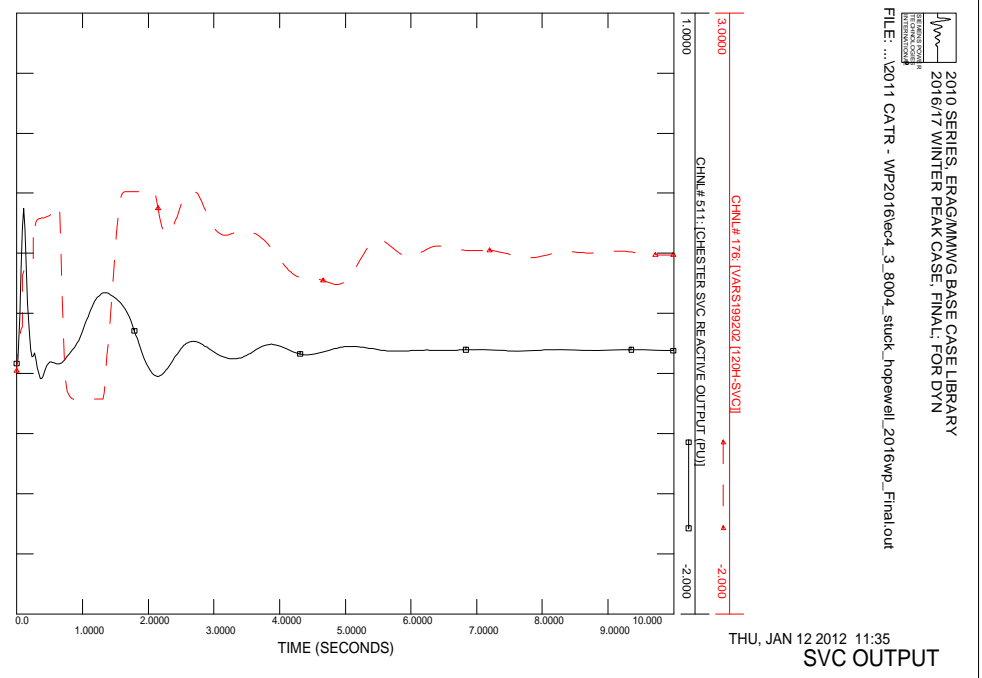
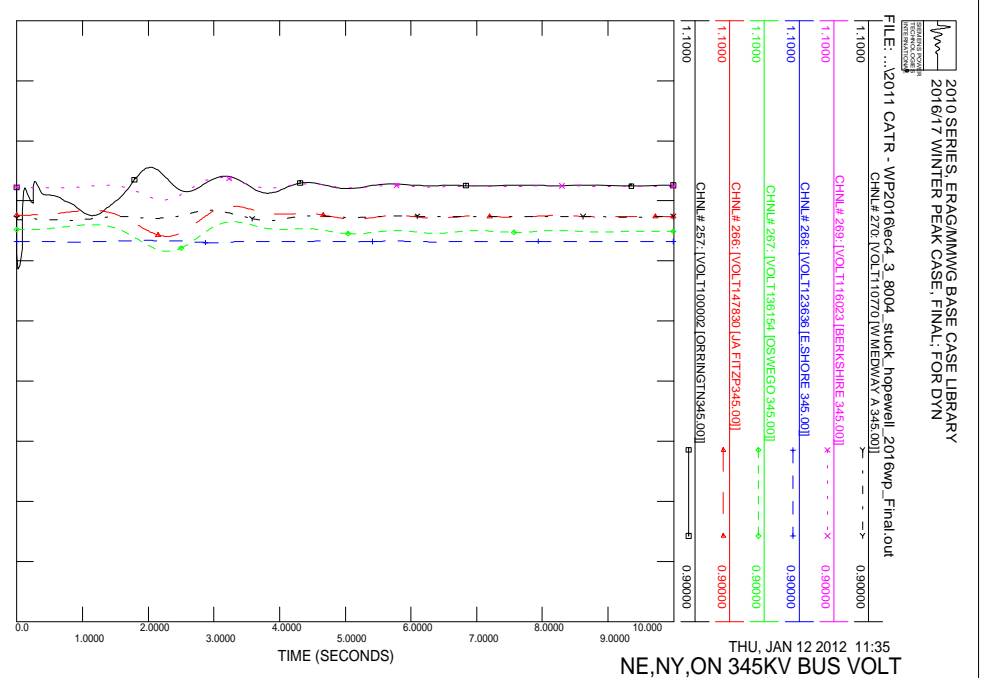
KESWICK

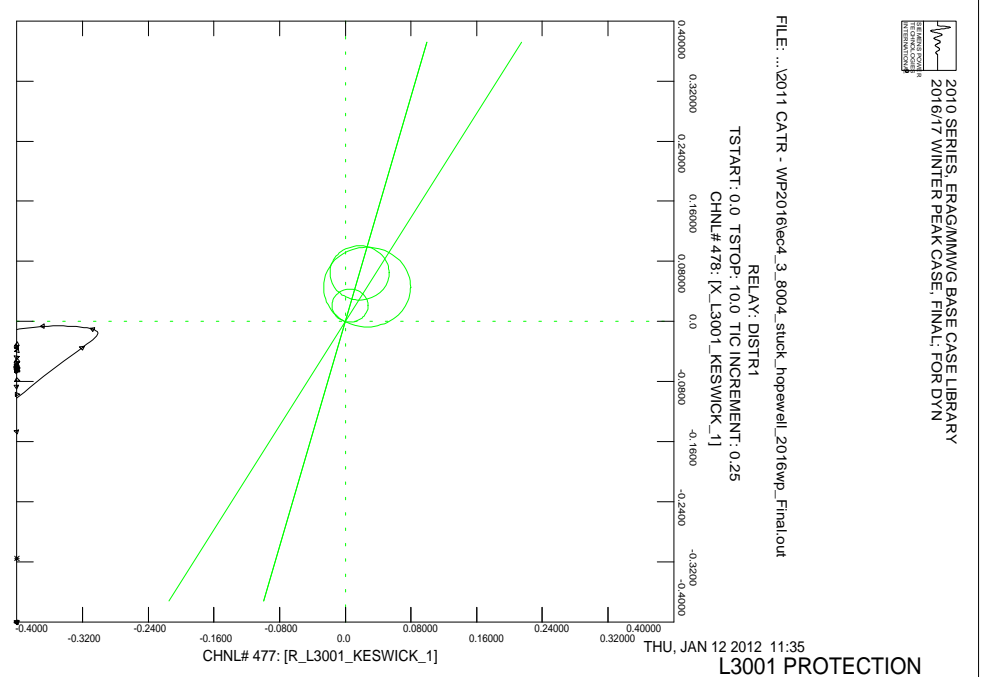
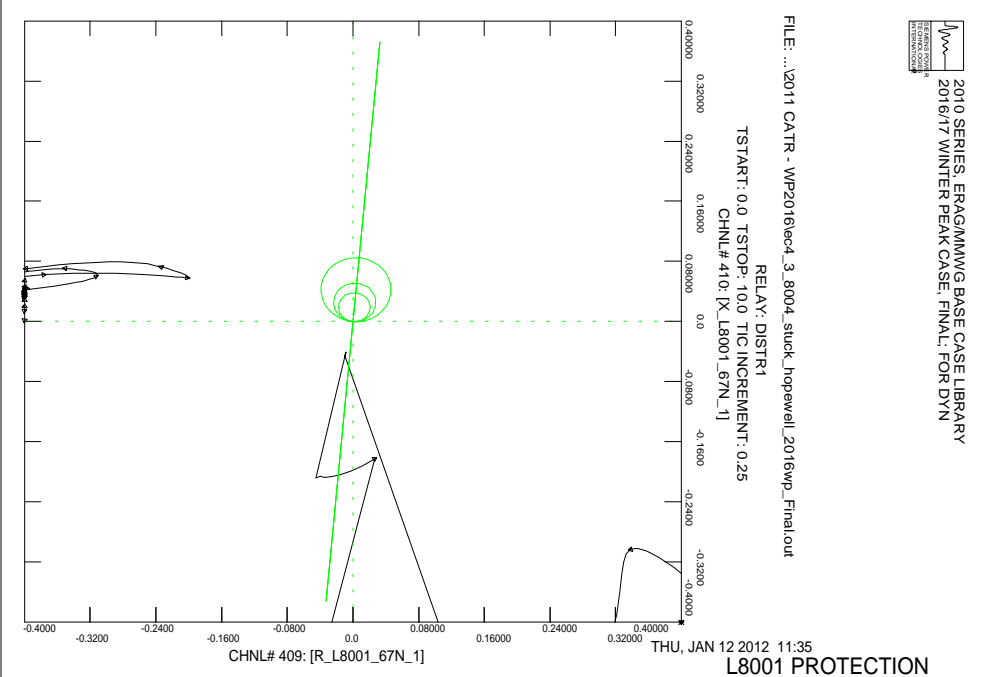
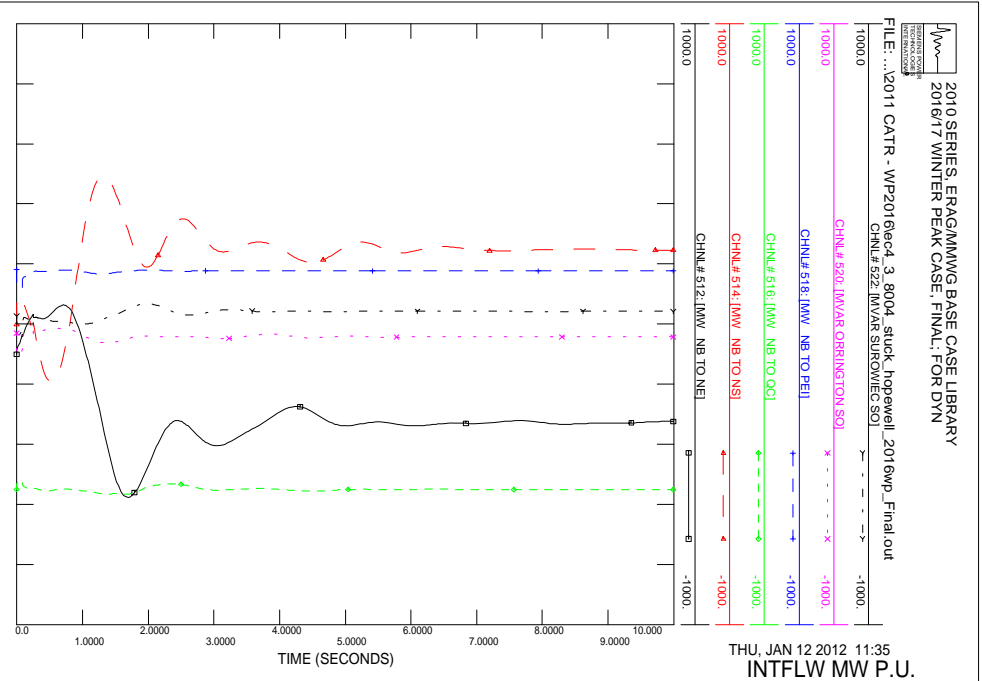
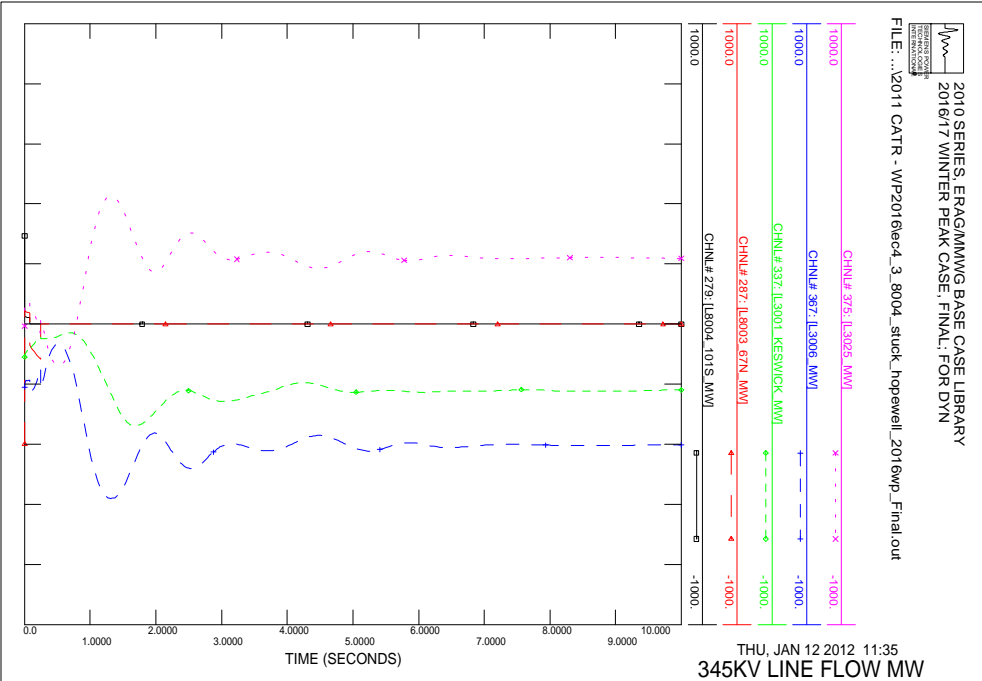


MARITIME AREA REVIEW (NS) 2016/2017 WINTER PEAK
 NS-NB=0, NB-NE=-100, NB-HQ=-400, NS NET GEN 2070
 THU, JAN 12 2012 11:49

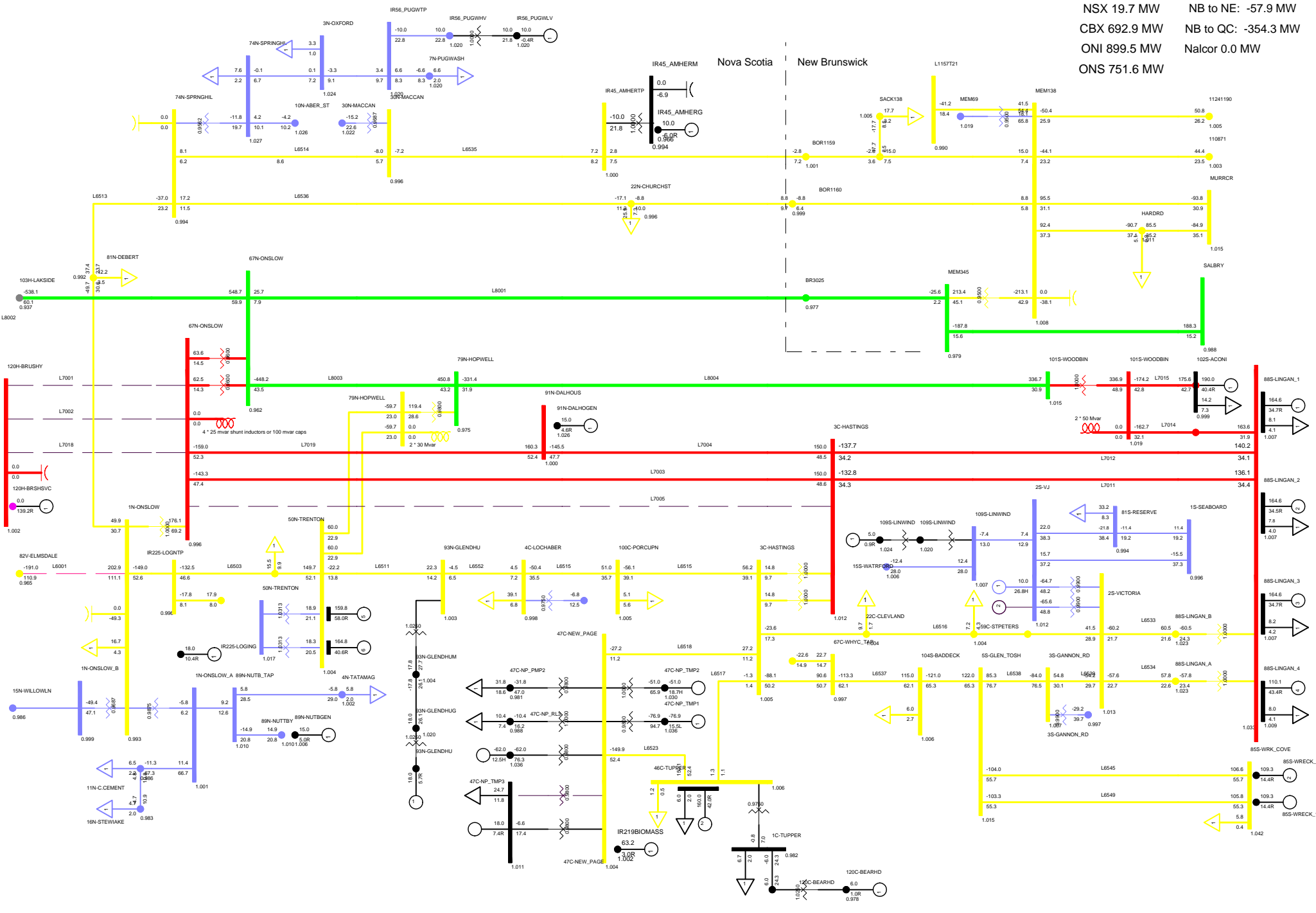
Figure _____







NSX 19.7 MW NB to NE: -57.9 MW
 CBX 692.9 MW NB to QC: -354.3 MW
 ONI 899.5 MW Nalcor 0.0 MW
 ONS 751.6 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC4.4_POSTCONTINGENCY WED, DEC 14 2011 16:26

Total Wind Gen: 121.3 MW
 Gross Lingan 604.1 MW
 Gross Pt Aconi 190.0 MW

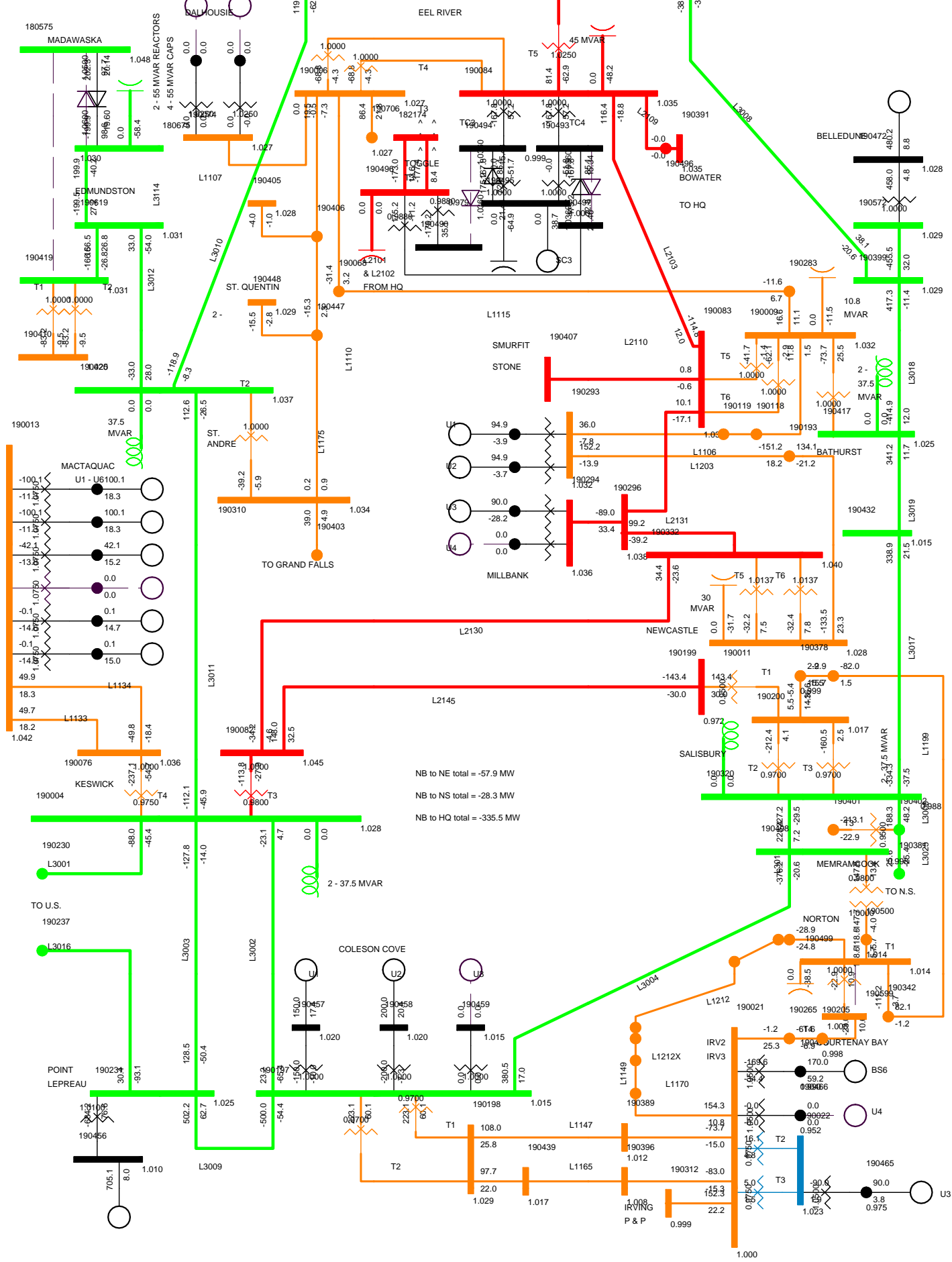
Gross Tupper 160.0 MW
 Gross Trenton 324.6 MW
 Gross Tuft's Cove 420.5 MW

Gross Wreck Cove 218.7 MW
 Gross Gas Turbine 22.1 MW
 Gross Small Hydro 135.6 MW

Net NewPage Load 177.1 MW
 Net NewPage Load 240.3 MW
 Total BMPC Load 75.3 MW

Winter Ratings

Figure



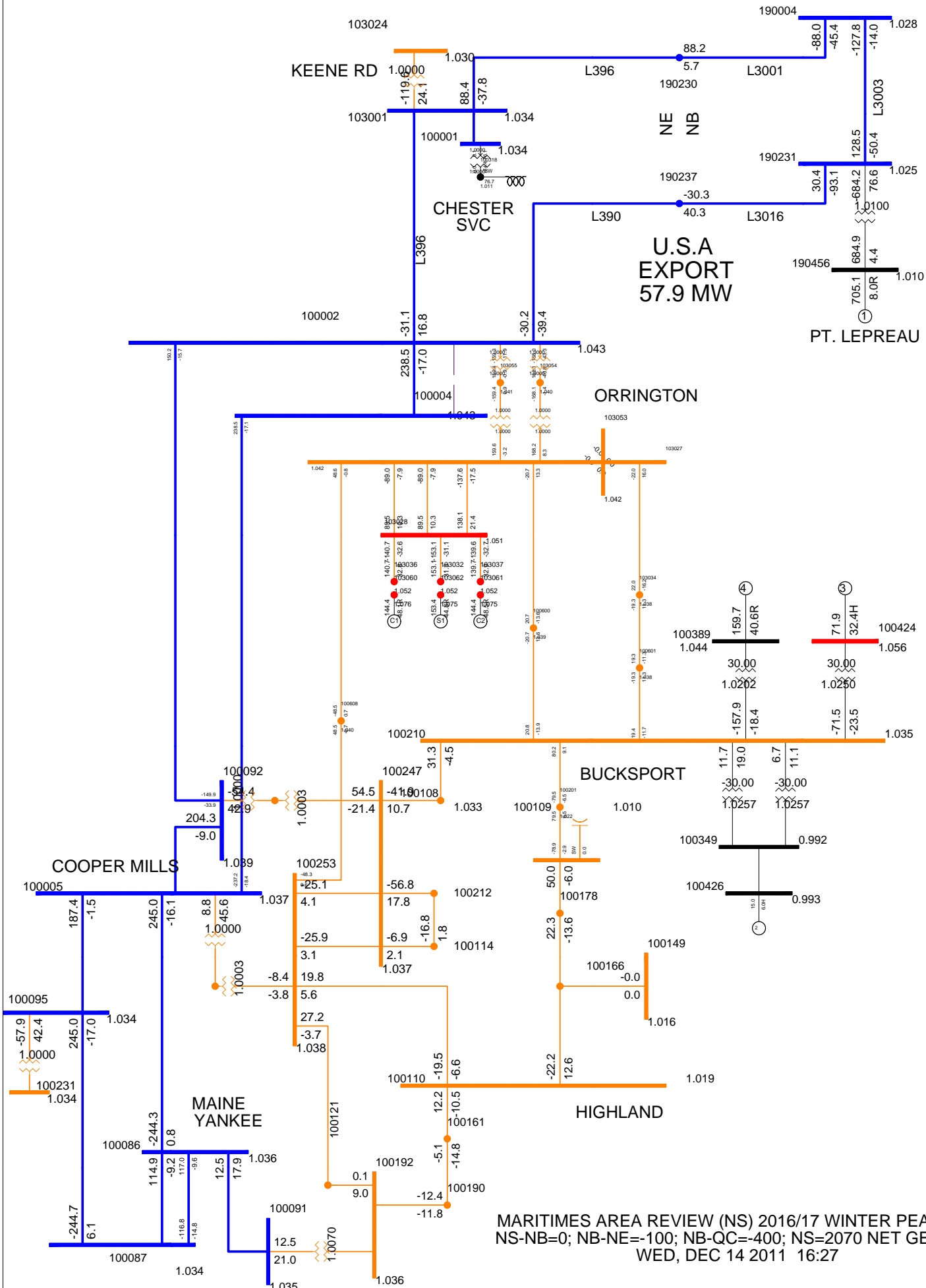
NB to NE total = -57.9 MW
 NB to NS total = -28.3 MW
 NB to HQ total = -335.5 MW

MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power WED, DEC 14 2011 16:27

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >=345.000

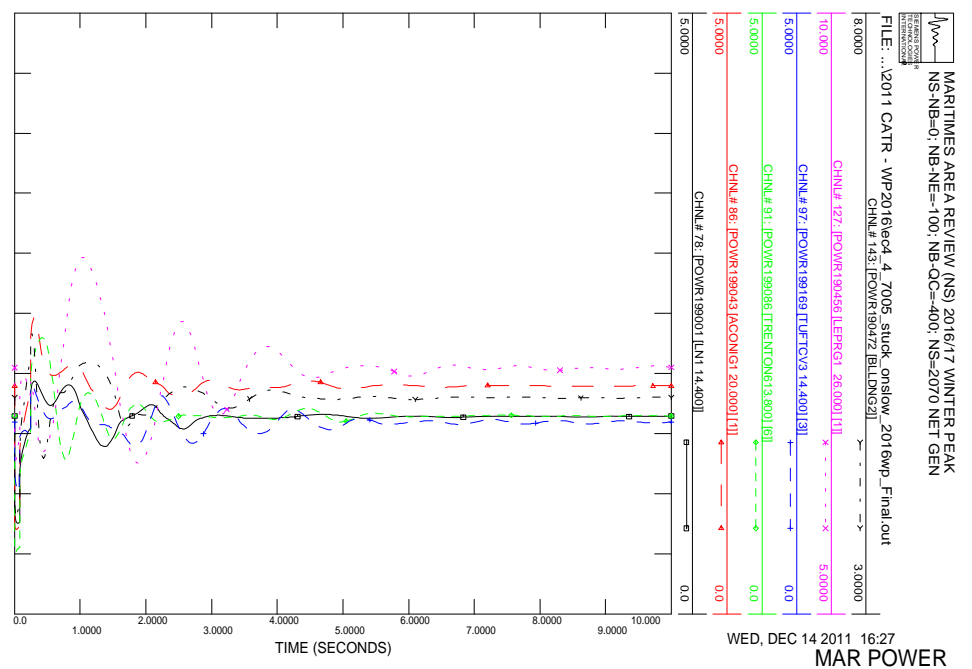
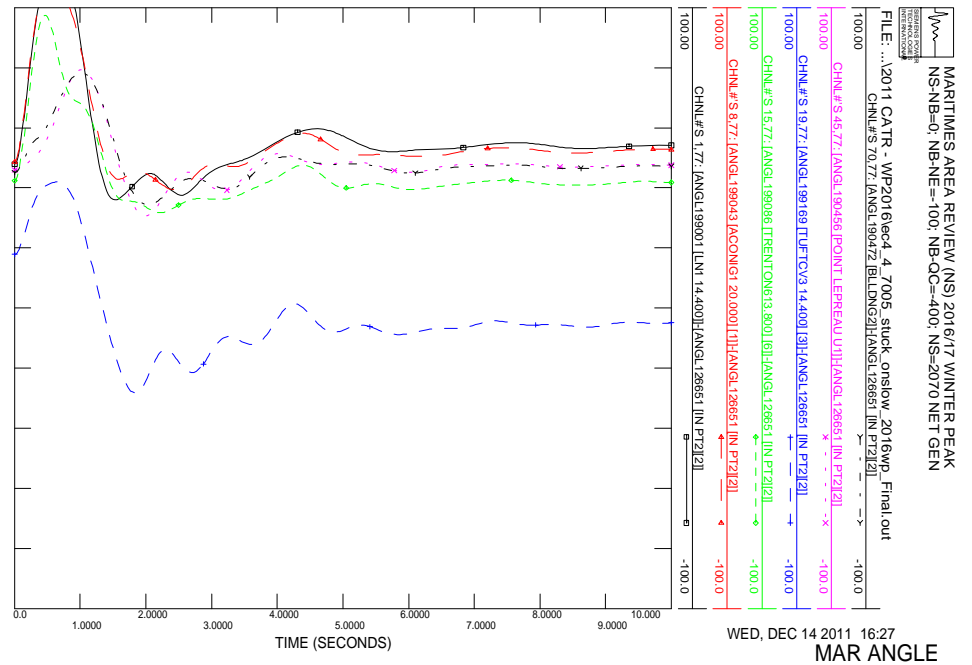
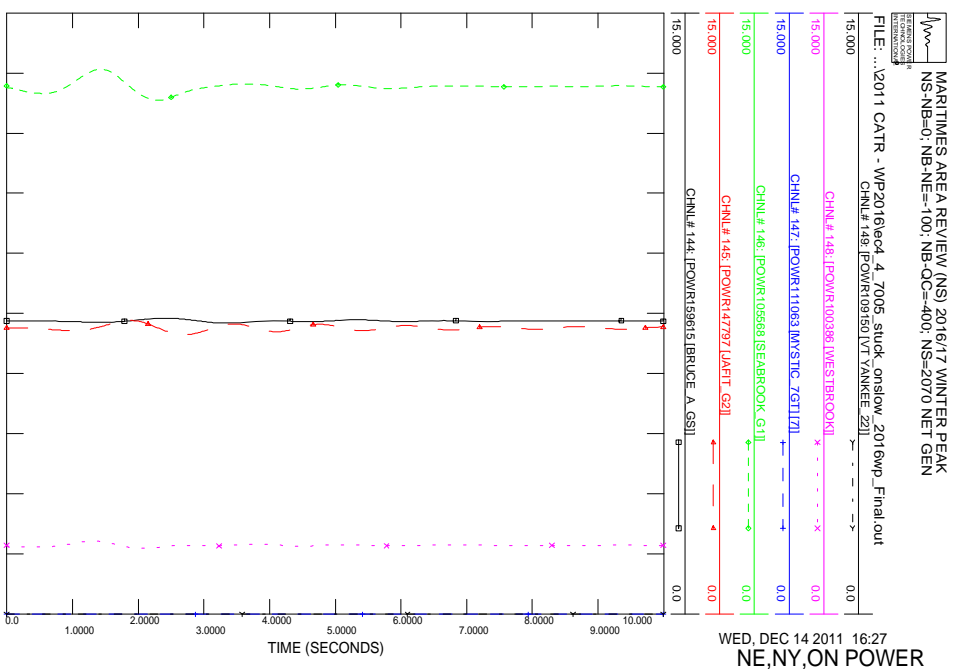
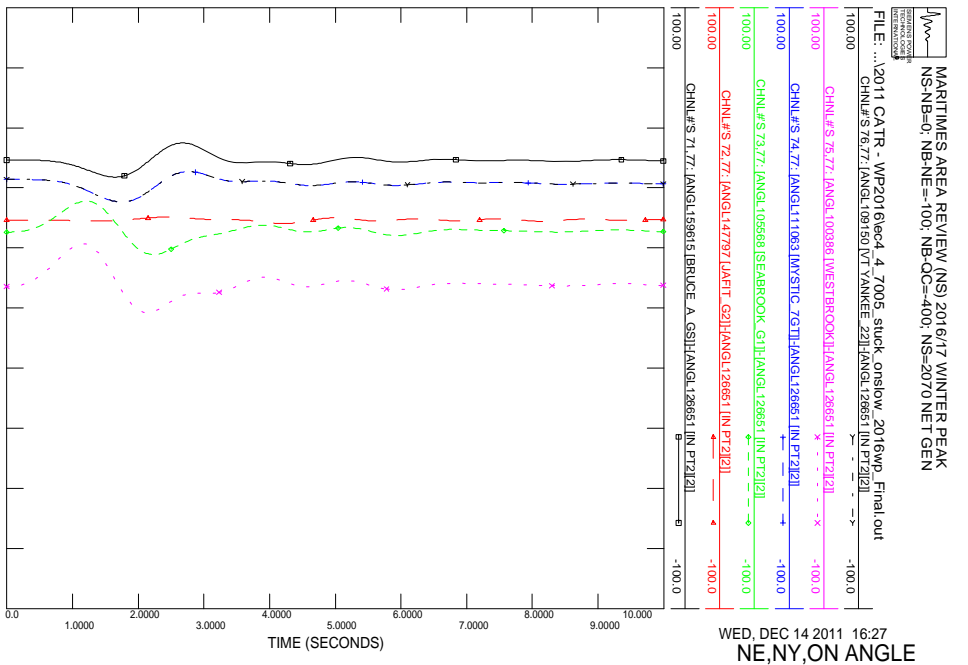
Figure _____

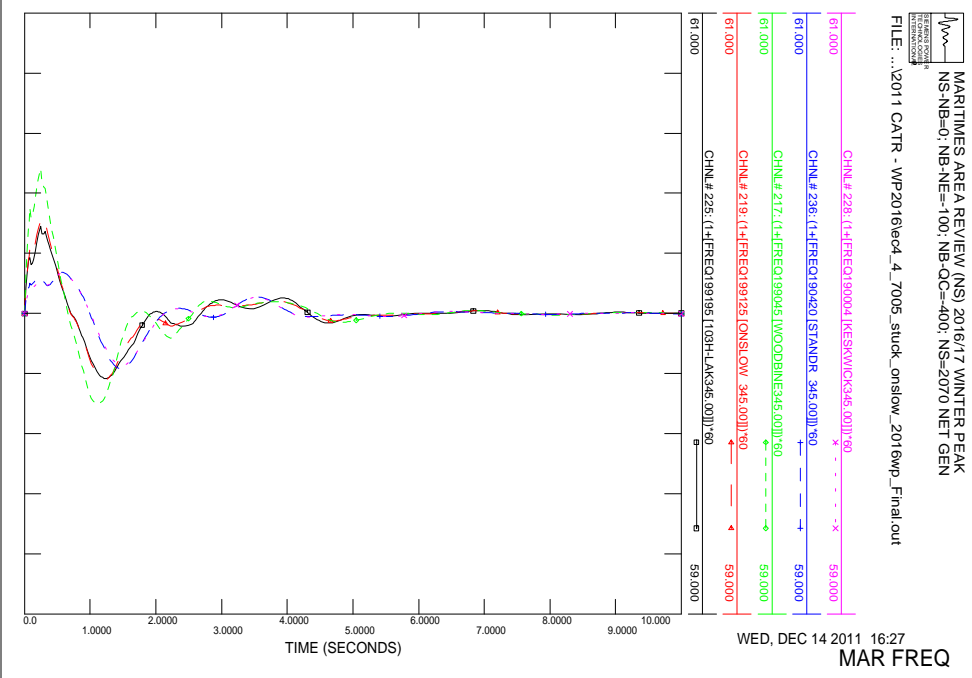
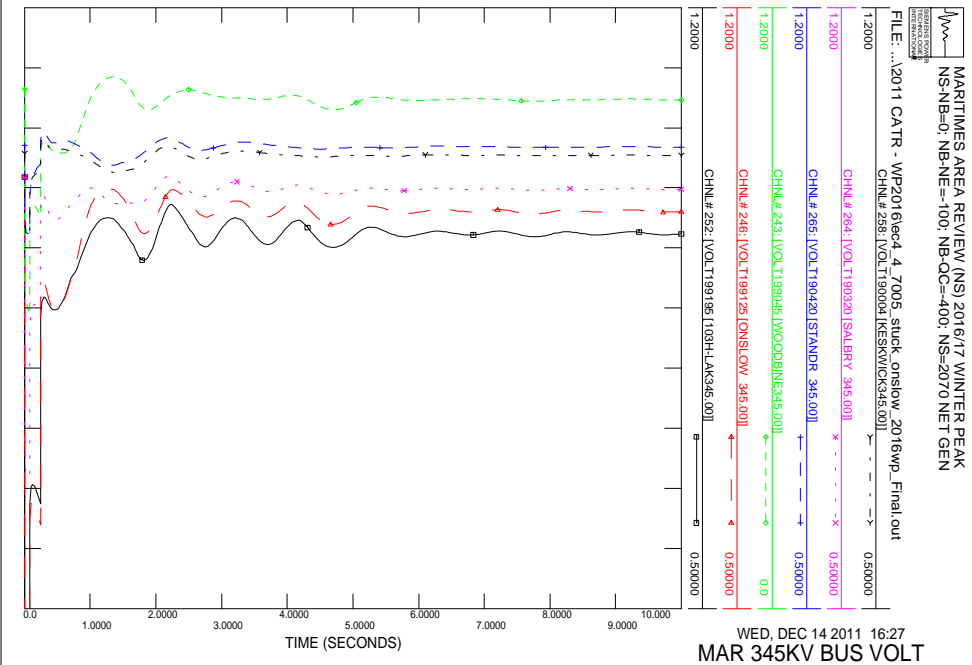
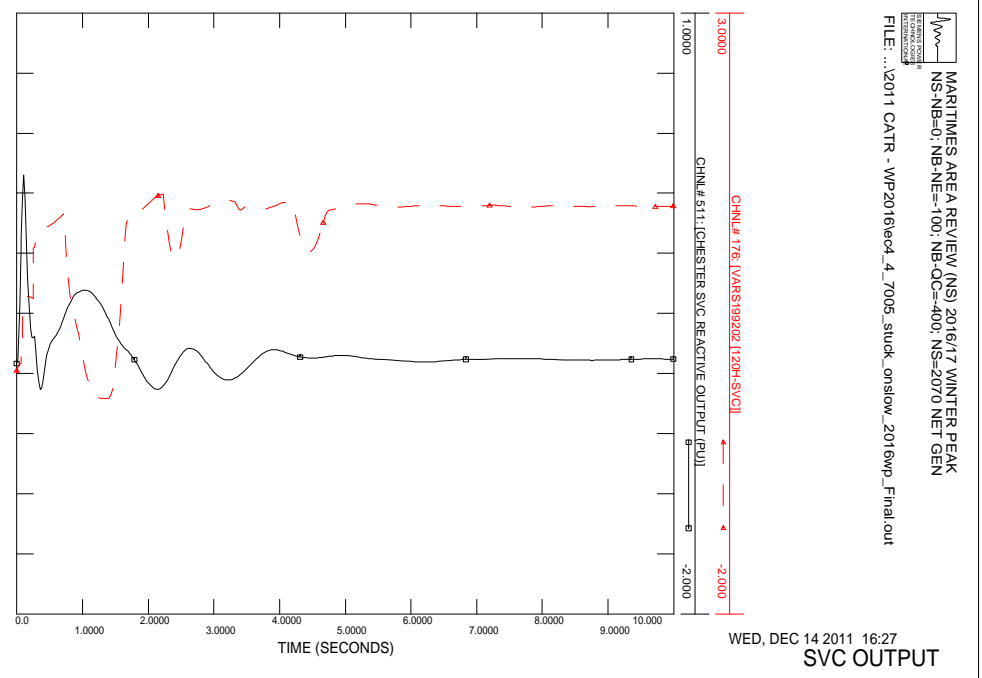
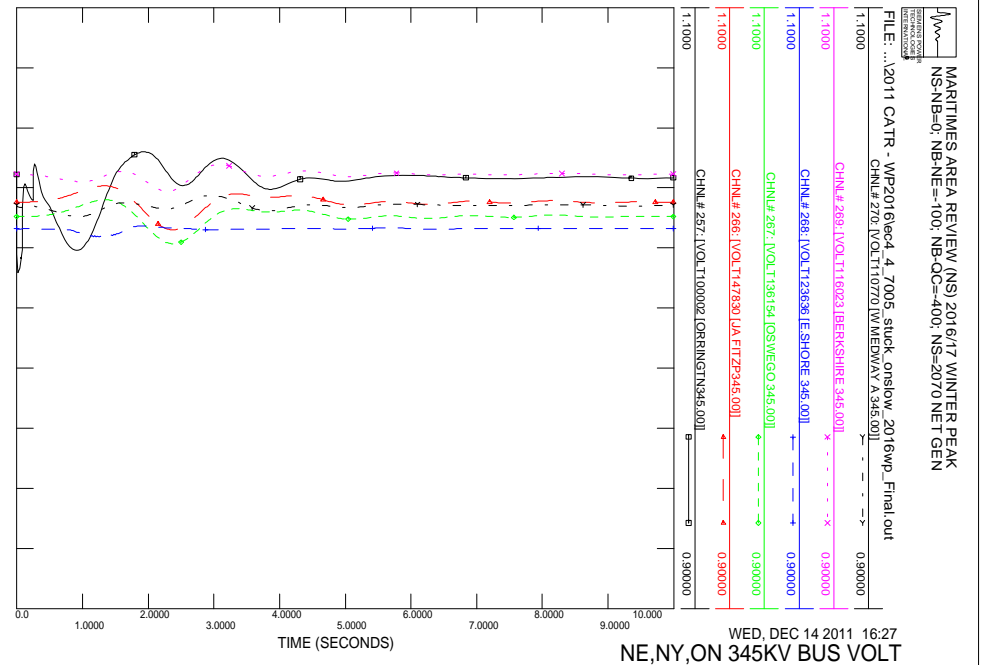
RESWORK

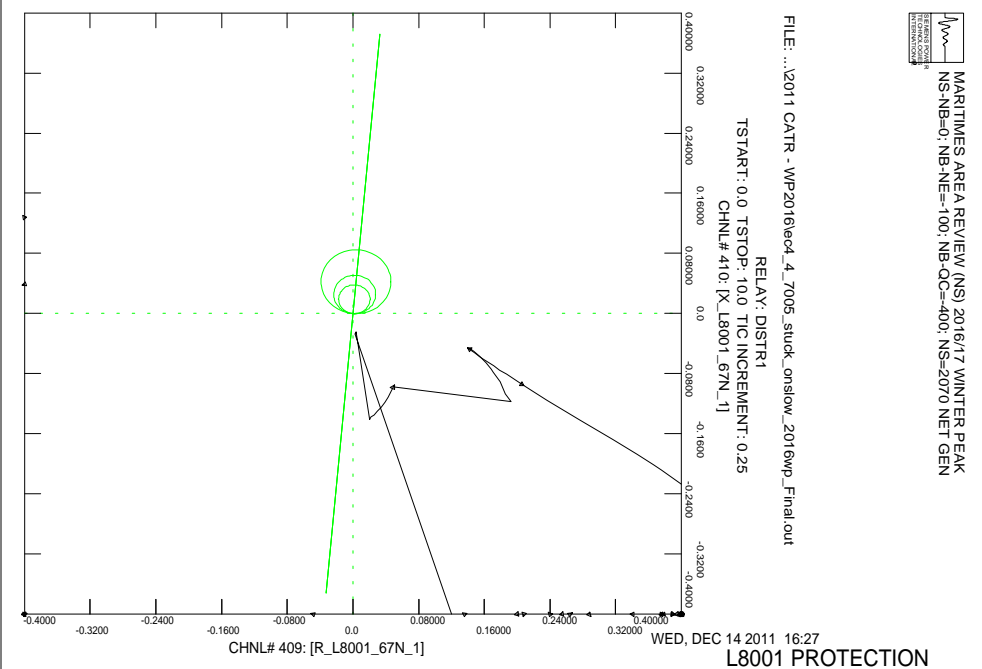
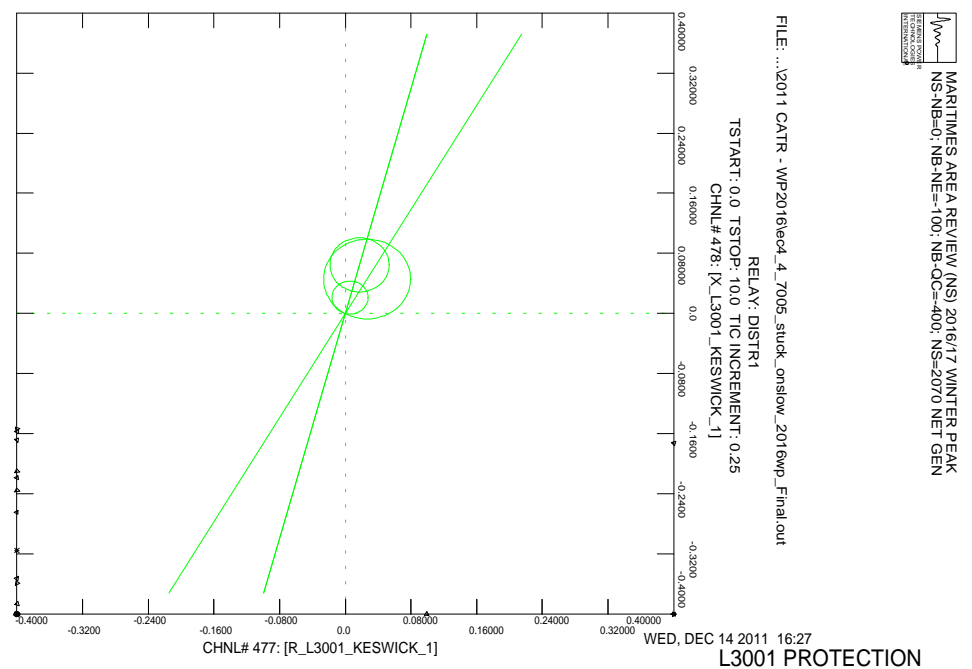
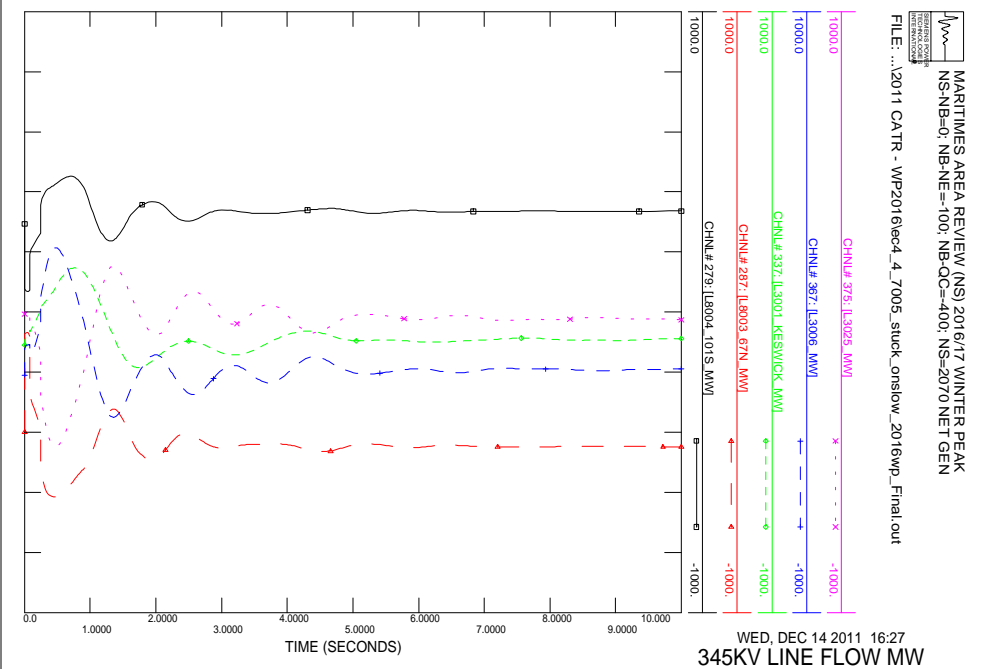
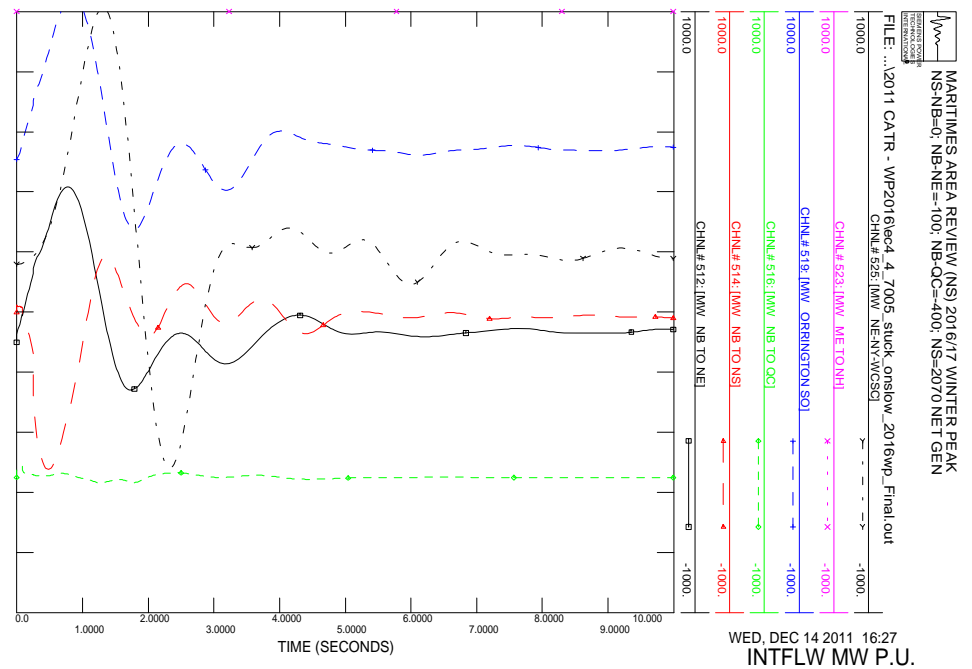


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 WED, DEC 14 2011 16:27

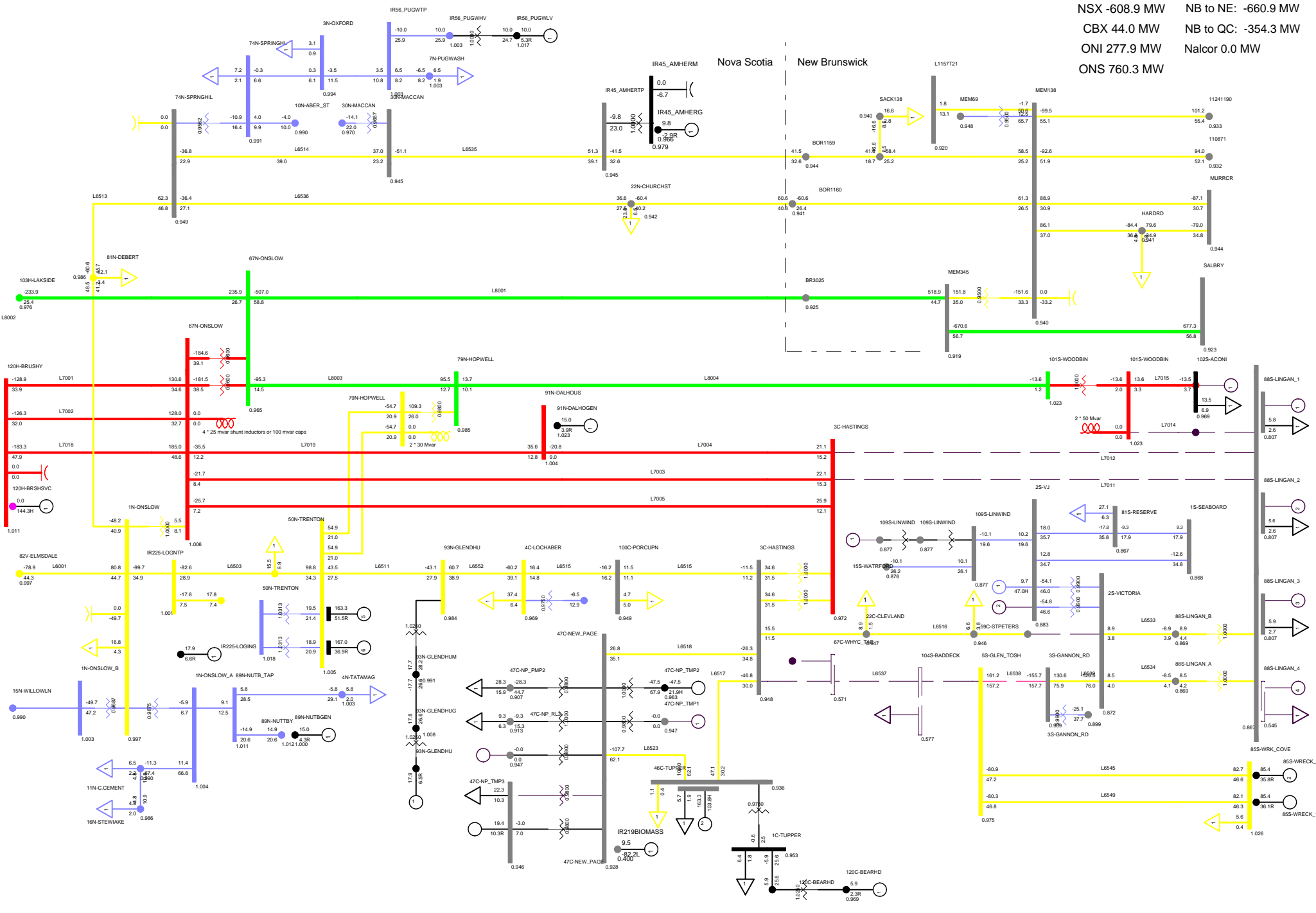
Figure _____

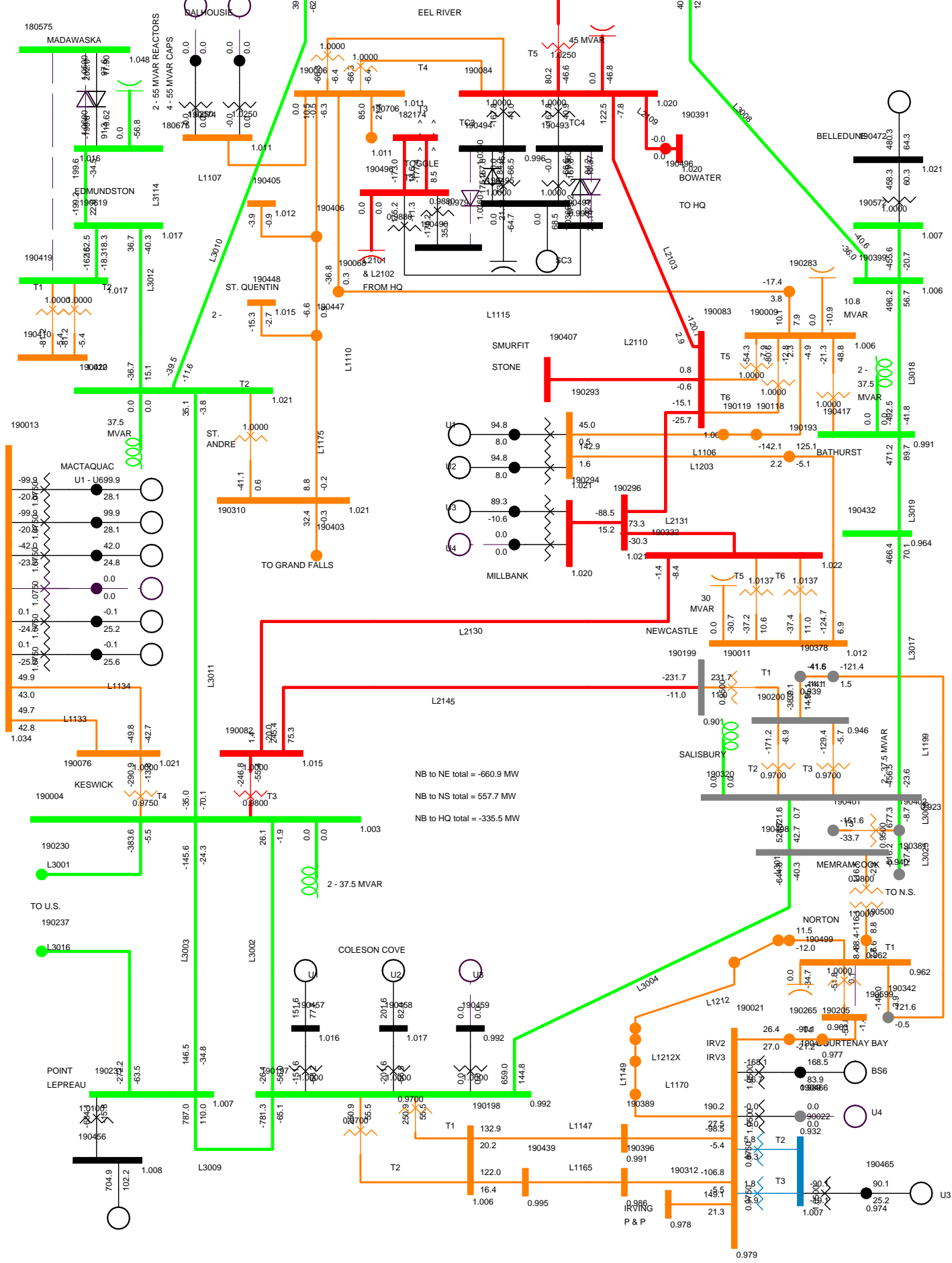




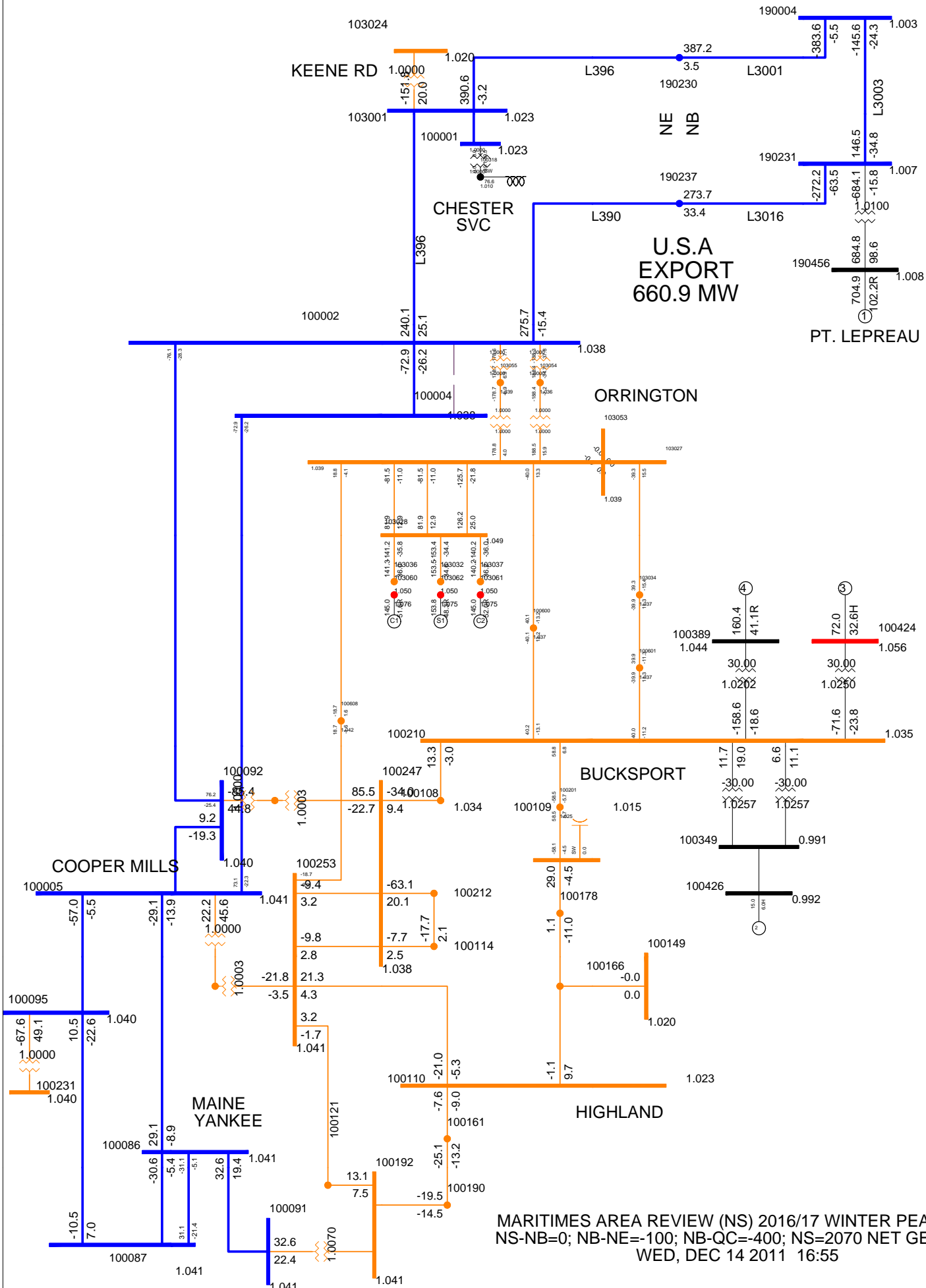


NSX -608.9 MW NB to NE: -660.9 MW
 CBX 44.0 MW NB to QC: -354.3 MW
 ONI 277.9 MW Nalcor 0.0 MW
 ONS 760.3 MW



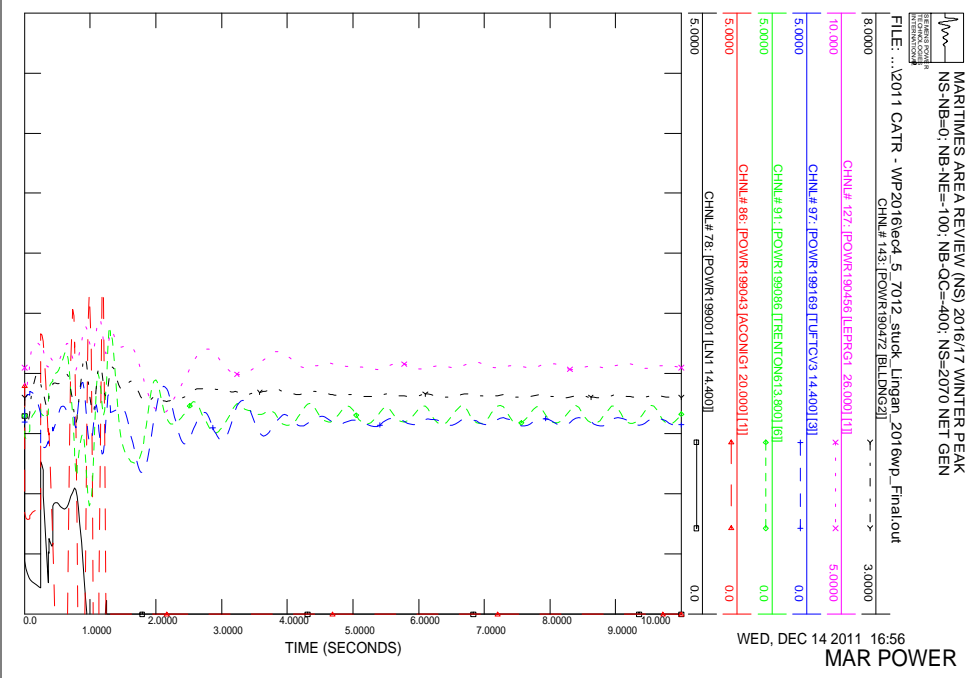
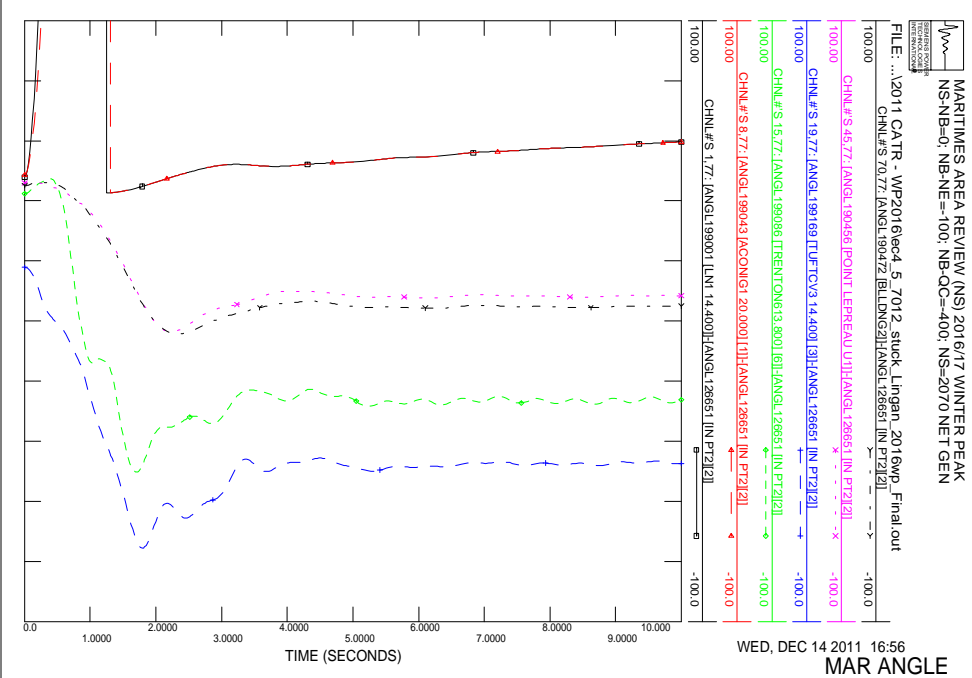
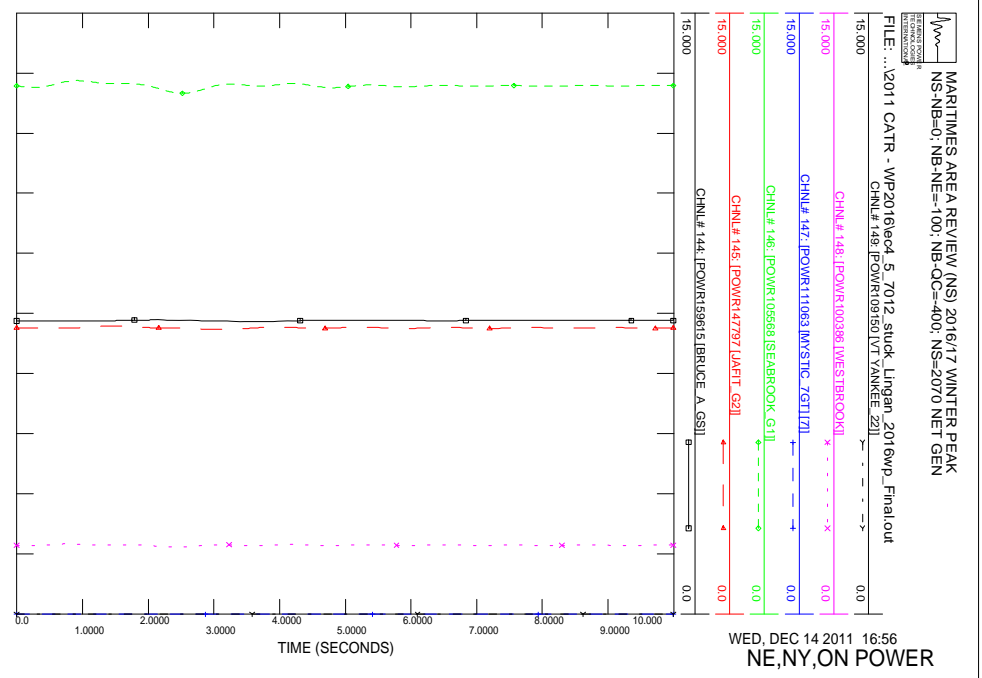
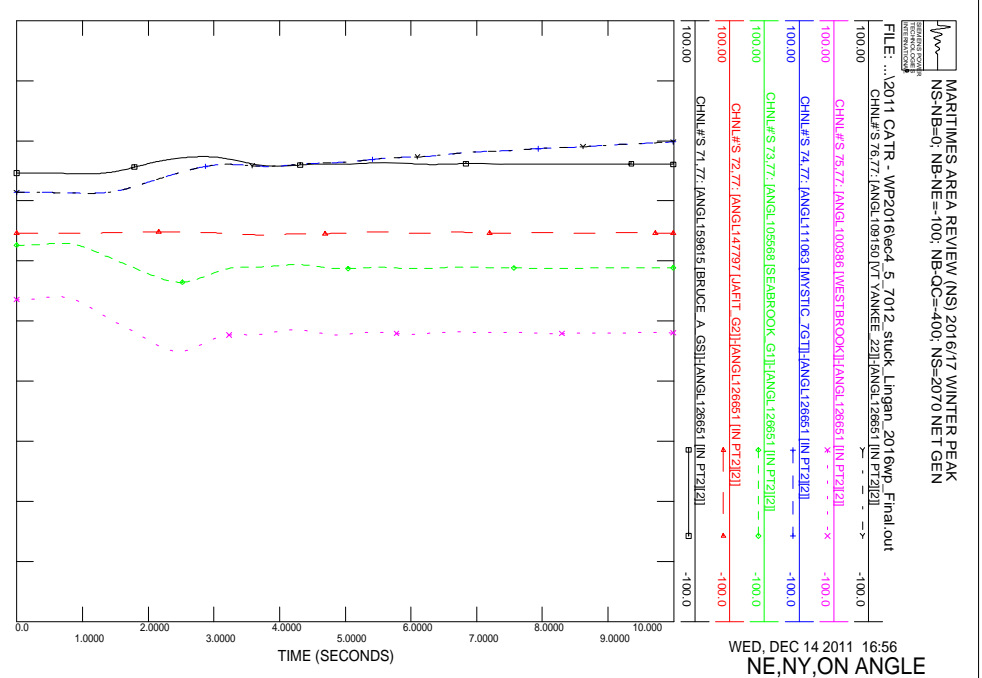


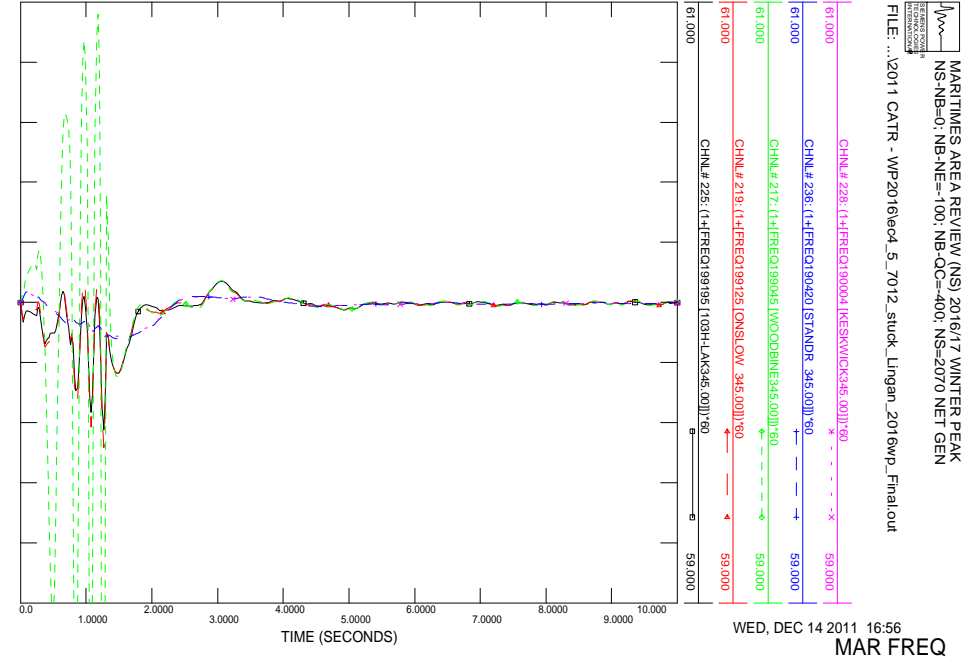
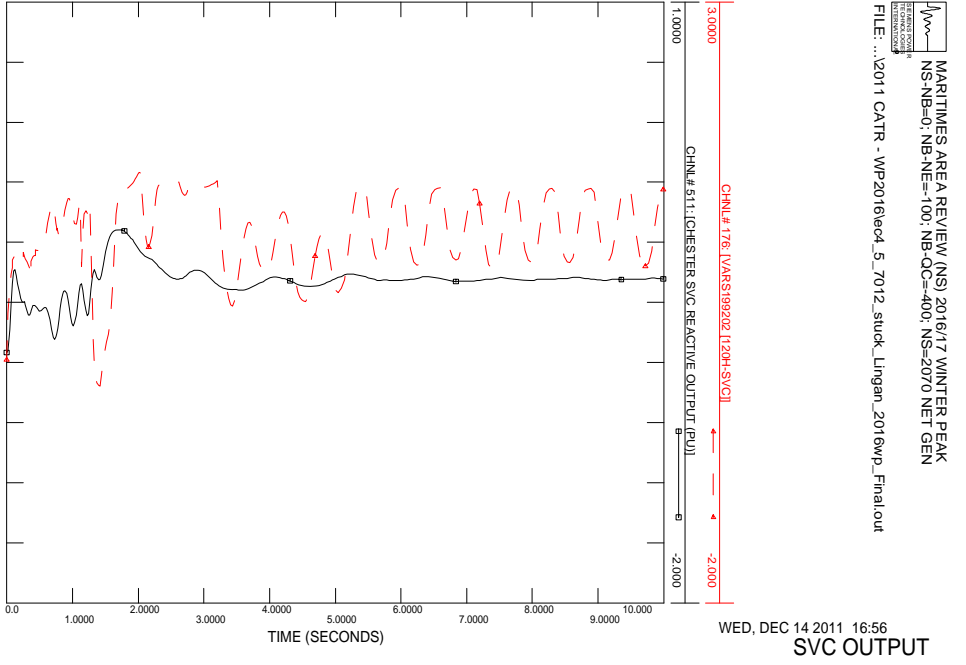
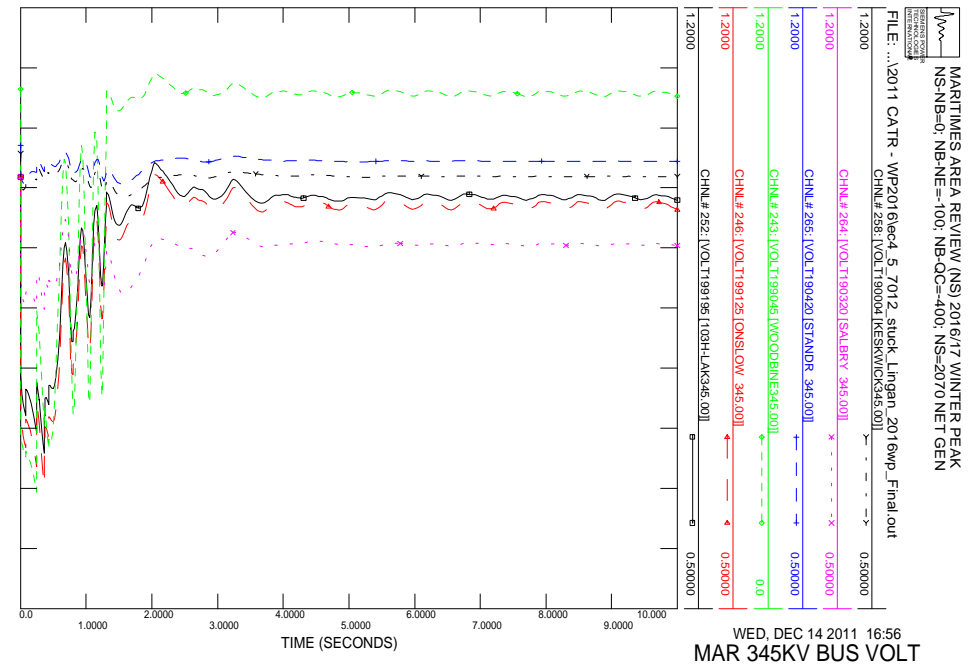
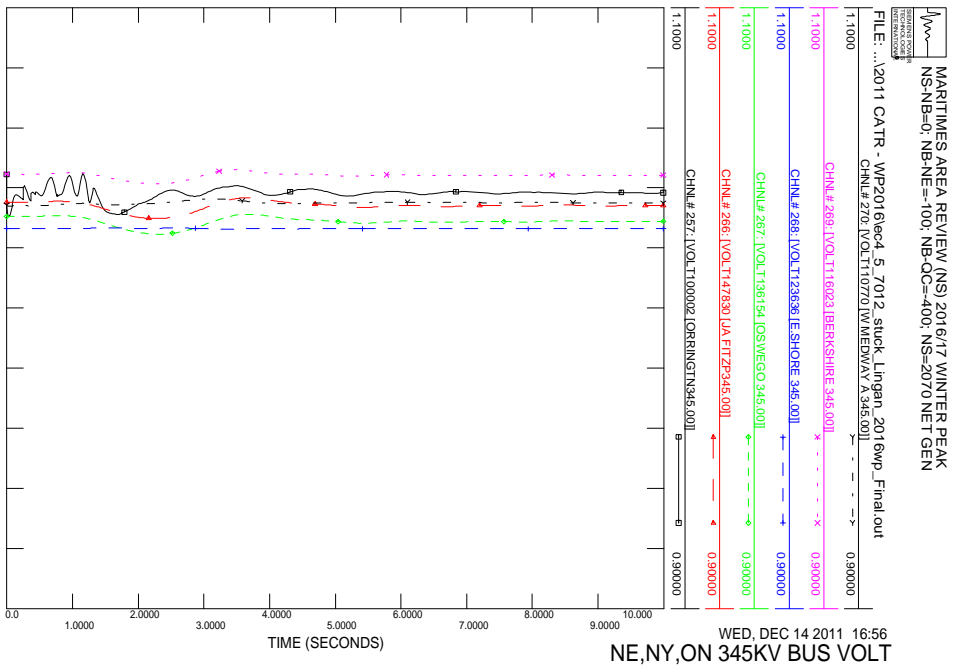
Figure

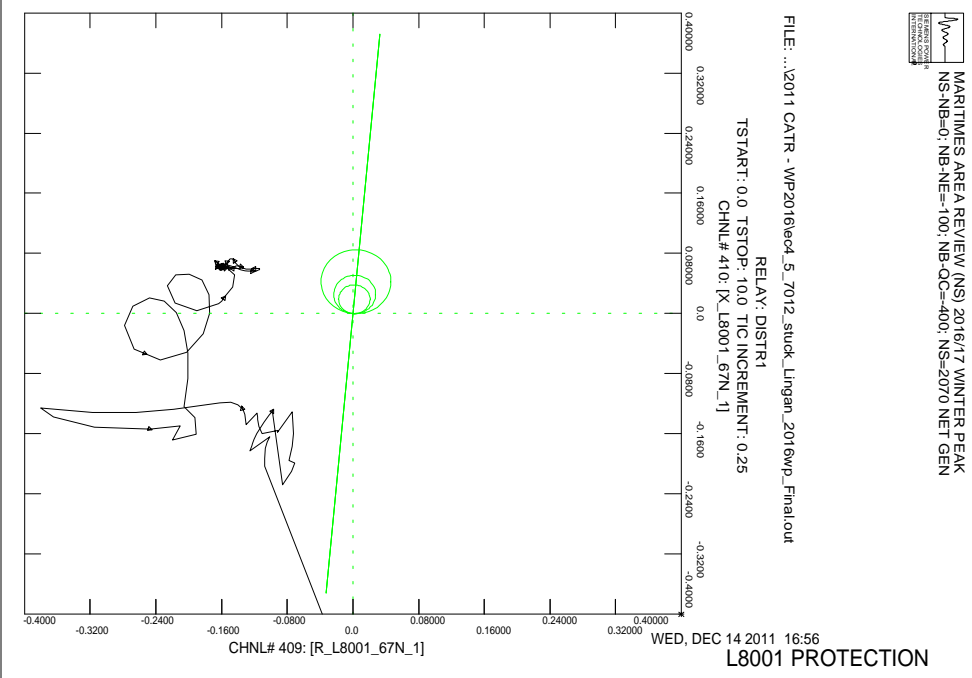
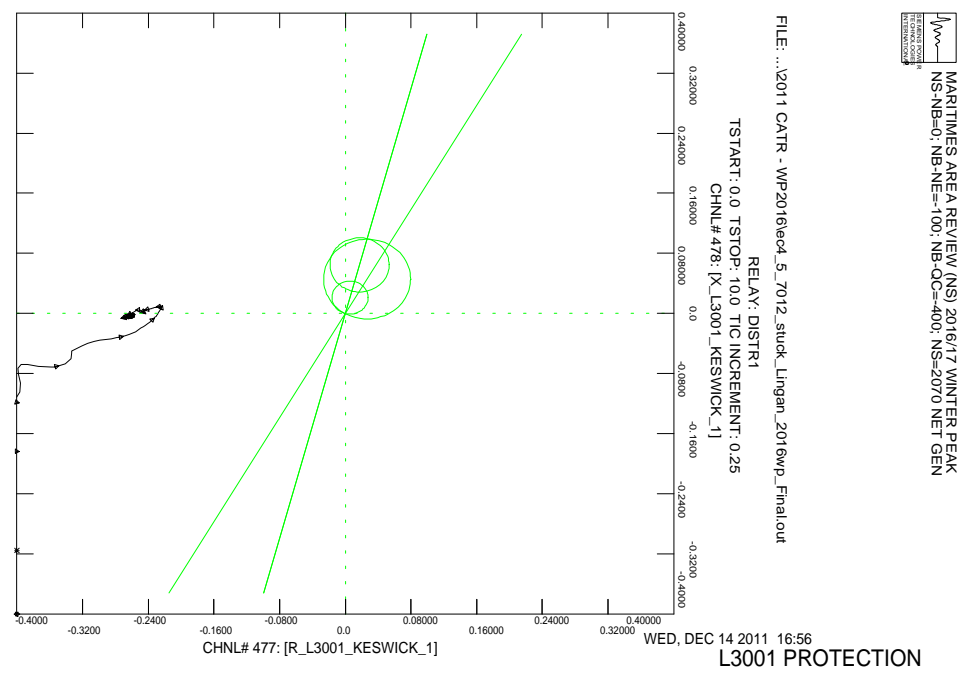
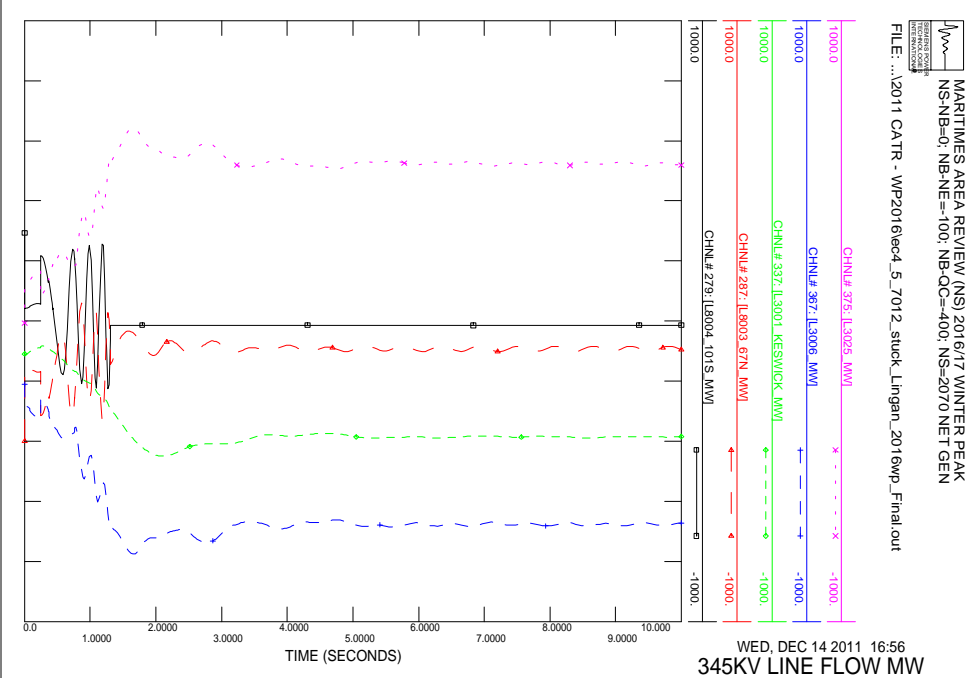
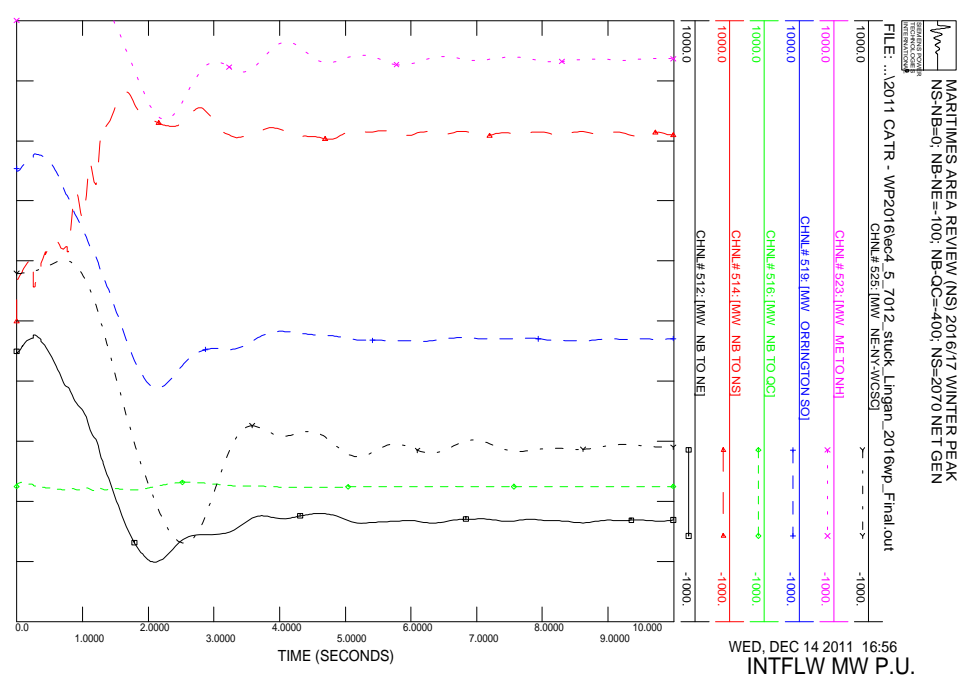


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
WED, DEC 14 2011 16:55

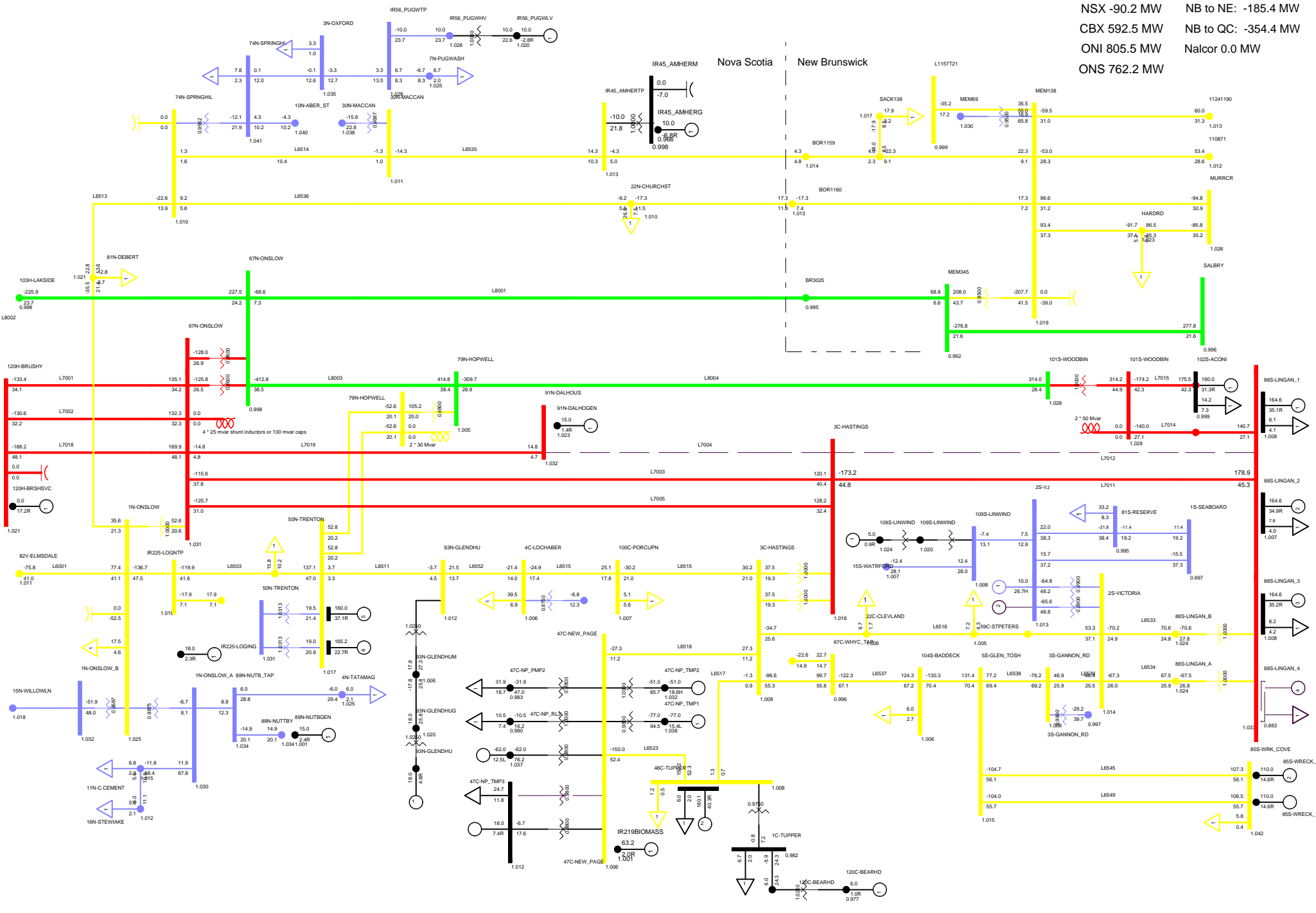
Figure _____







NSX -90.2 MW NB to NE: -185.4 MW
 CBX 592.5 MW NB to QC: -354.4 MW
 ONI 805.5 MW Nalcor 0.0 MW
 ONS 762.2 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC4.6_POSTCONTINGENCY WED, DEC 14 2011 17:11

Total Wind Gen: 121.3 MW
 Gross Lingan 493.9 MW
 Gross Pt Aconi 190.0 MW

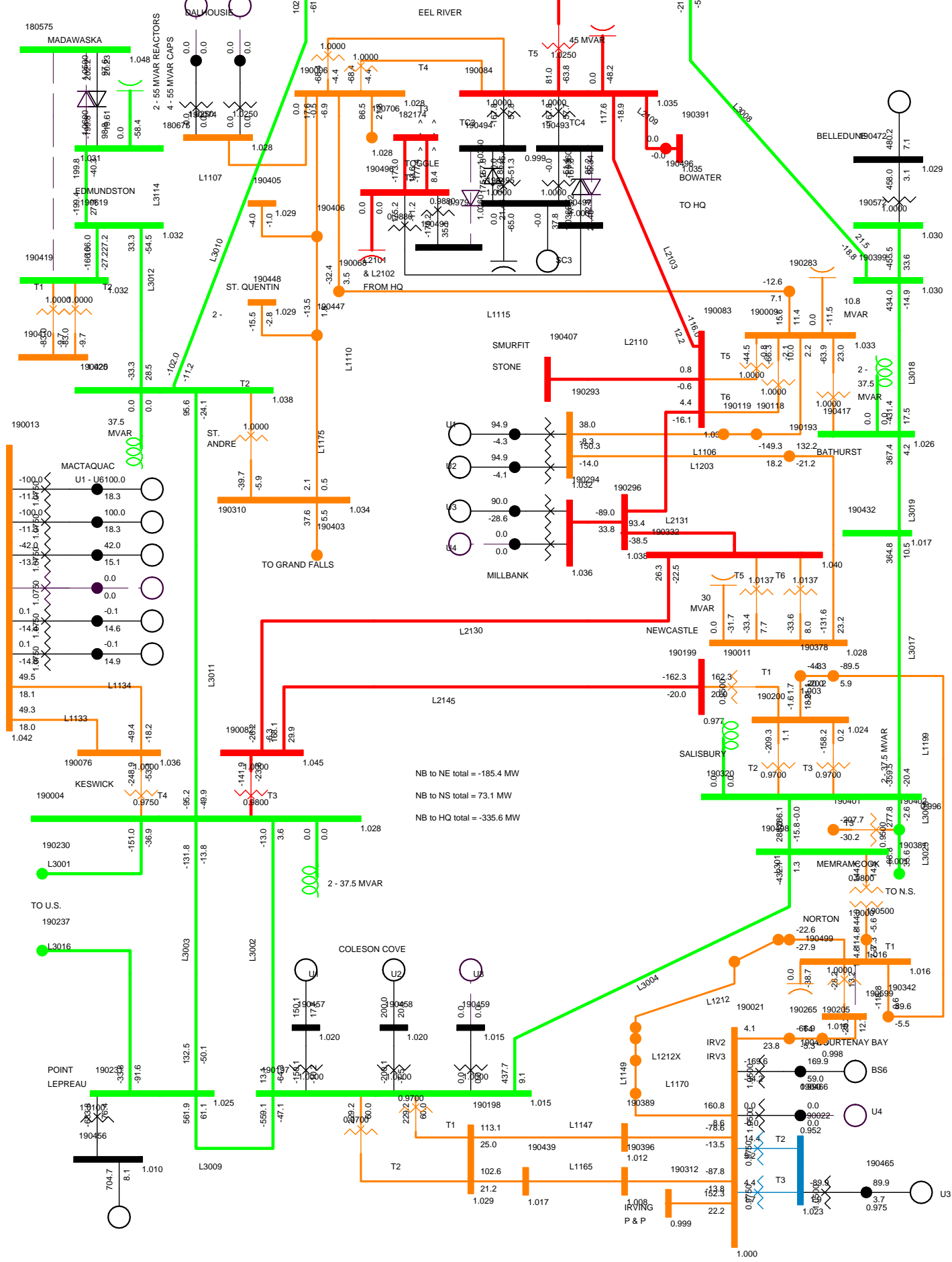
Gross Tupper 160.1 MW
 Gross Trenton 325.2 MW
 Gross Tuft's Cove 420.7 MW

Gross Wreck Cove 220.1 MW
 Gross Gas Turbine 22.1 MW
 Gross Small Hydro 135.6 MW

Net NewPage Load 177.3 MW
 Net NewPage Load 240.5 MW
 Total BMPC Load 75.5 MW

Winter Ratings

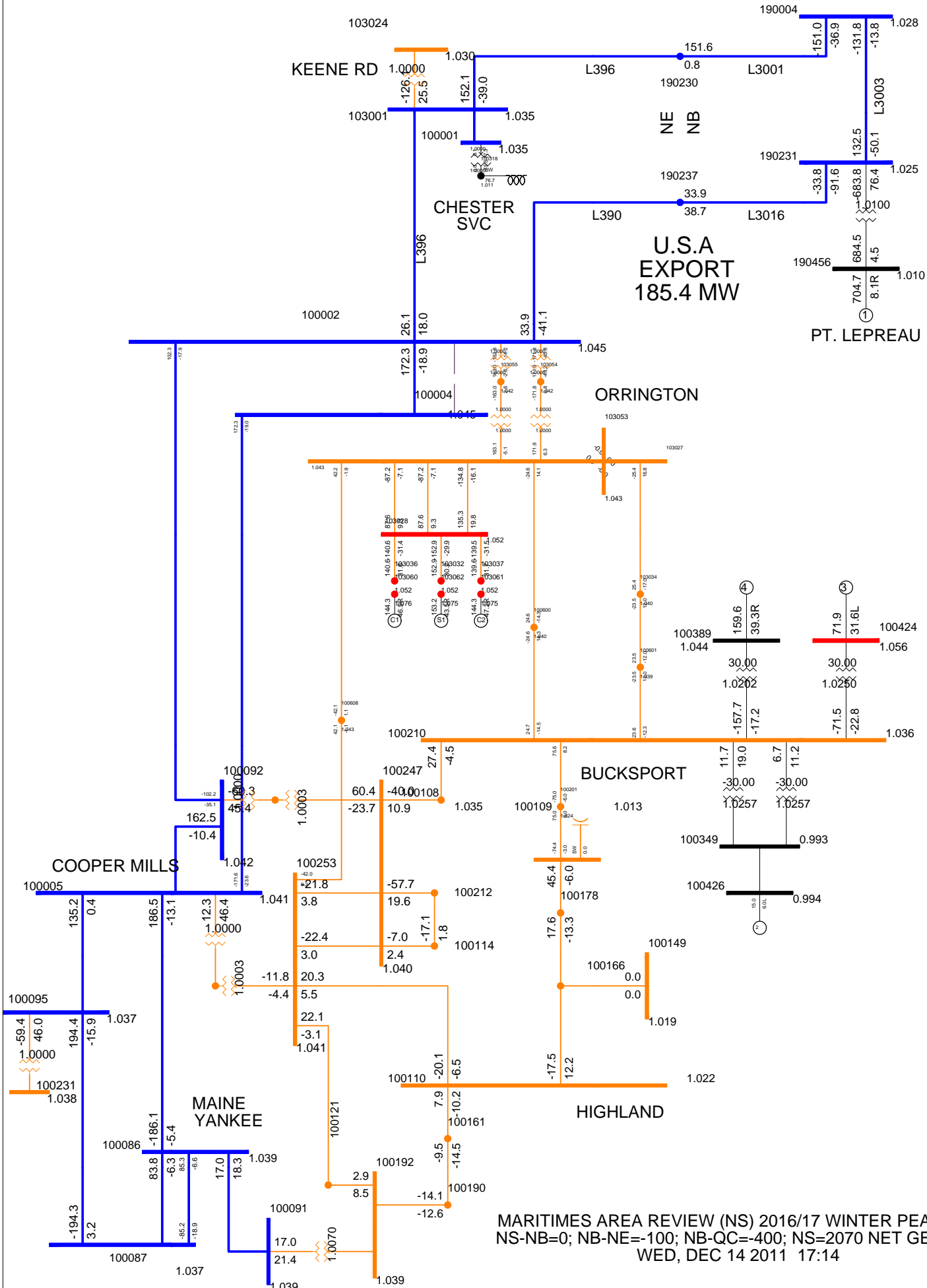
Figure



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power WED, DEC 14 2011 17:13

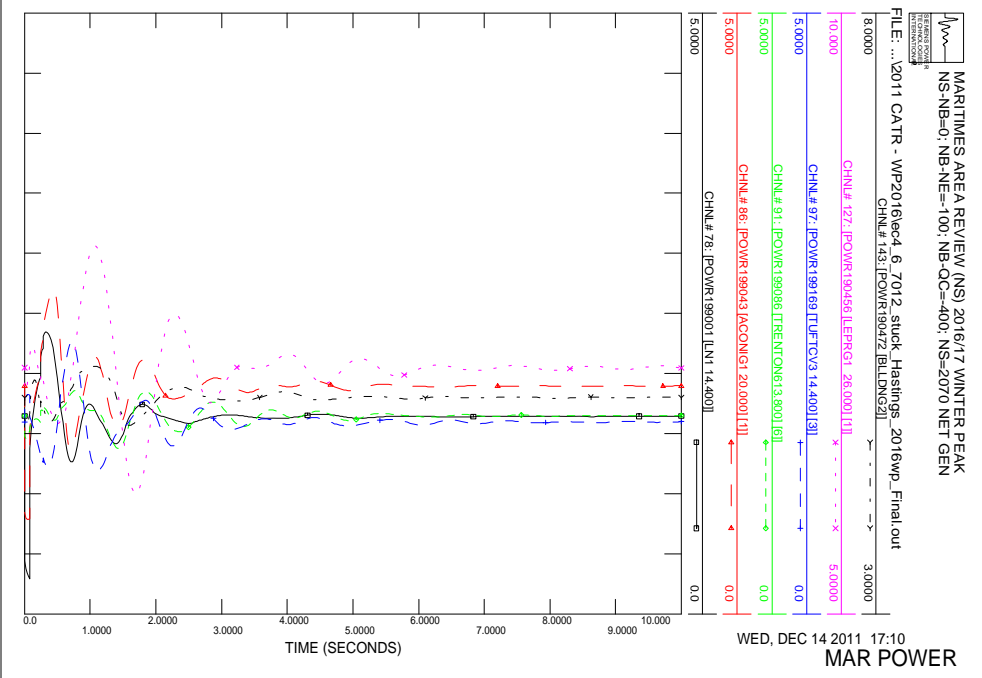
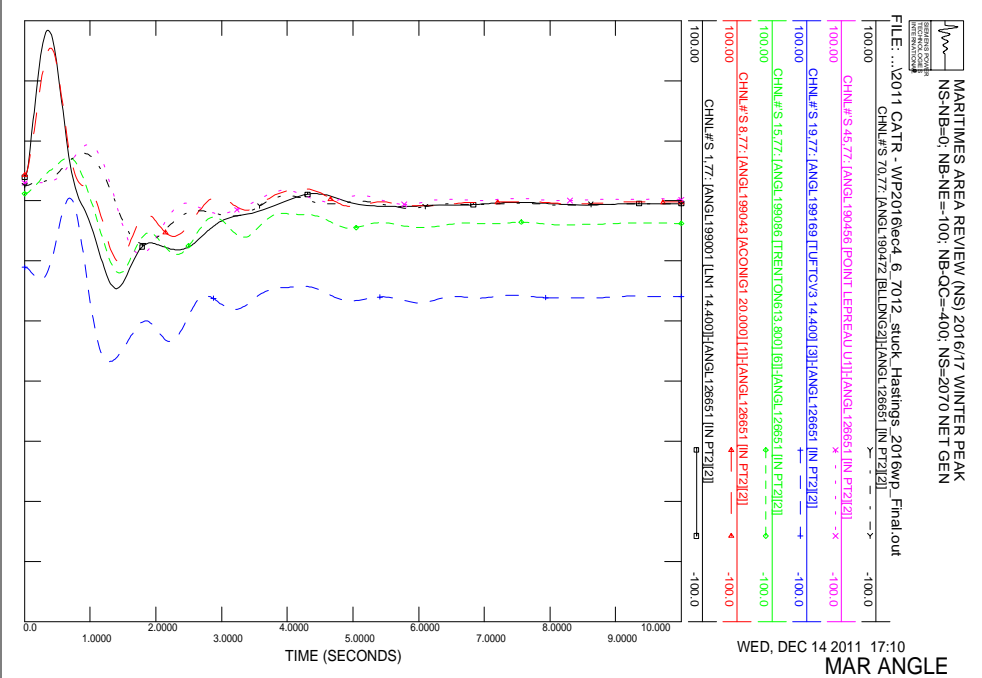
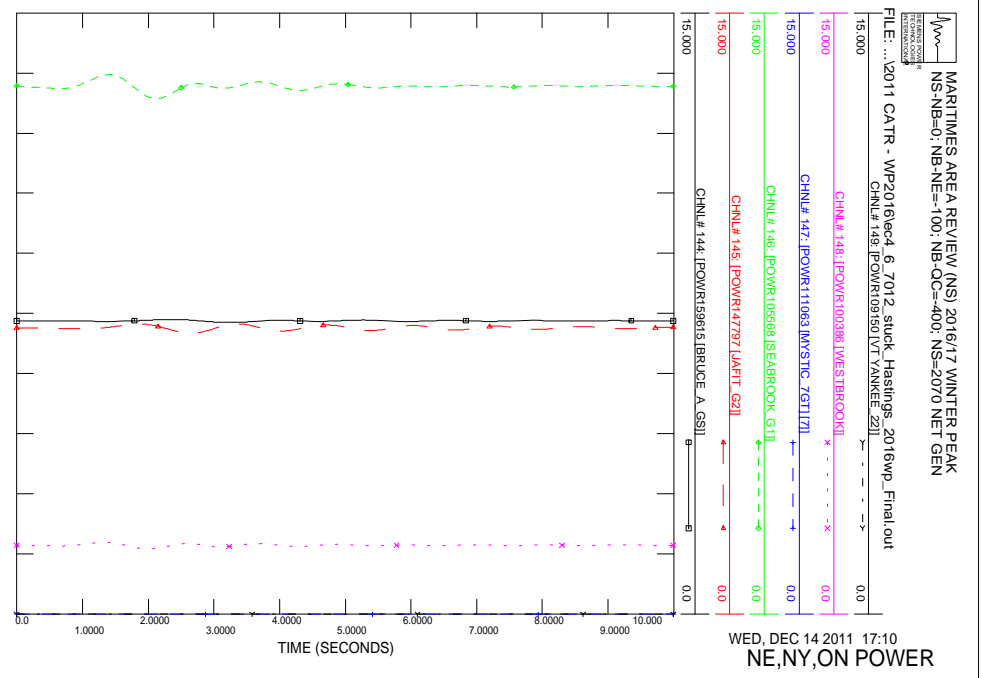
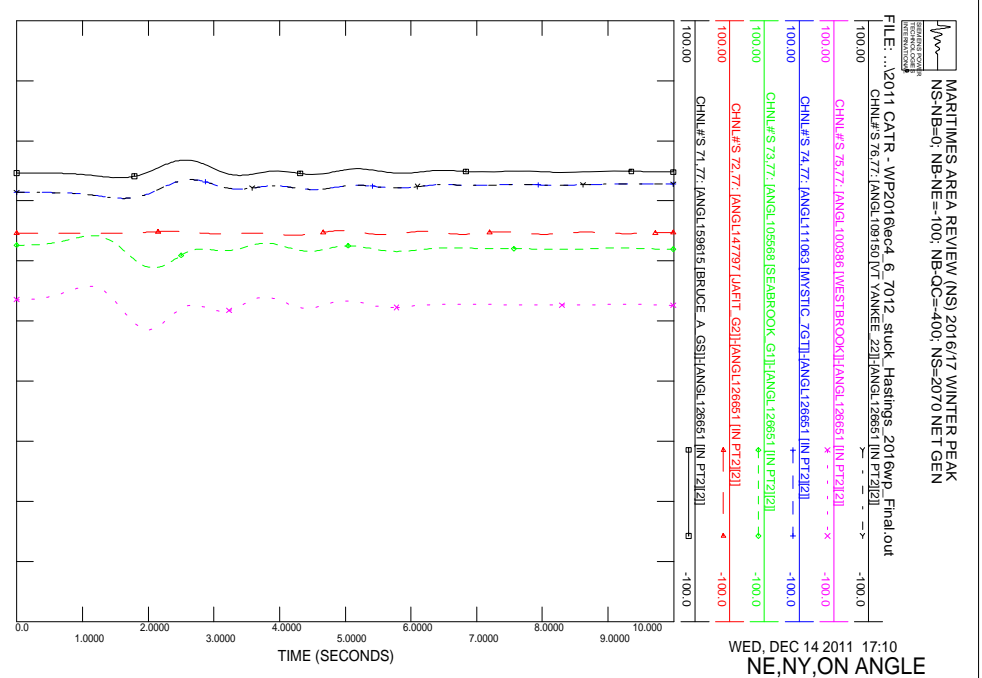
Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500V
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

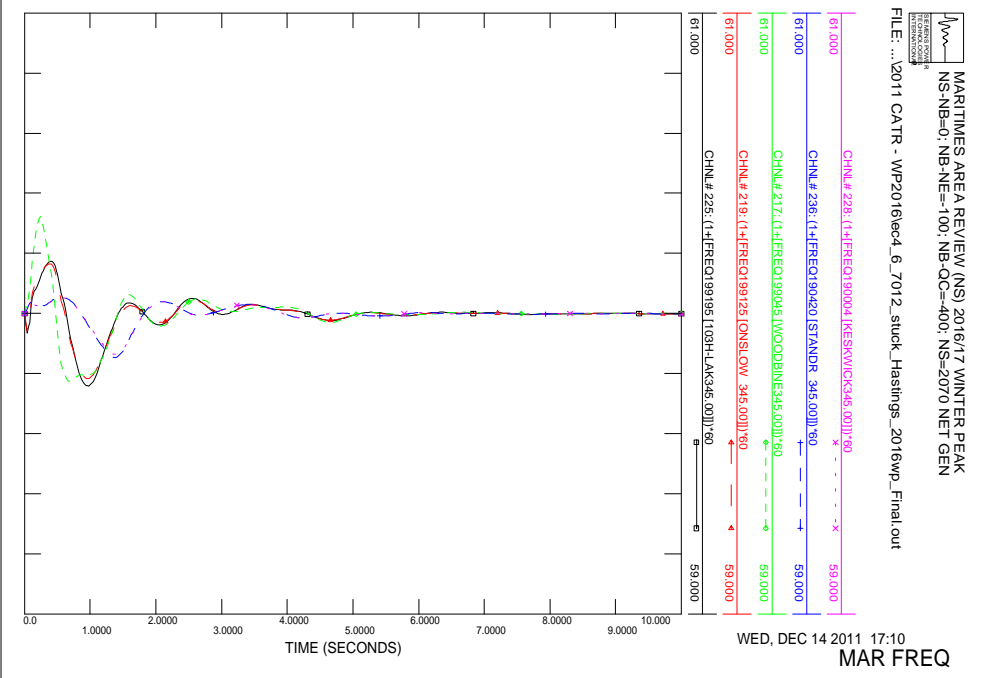
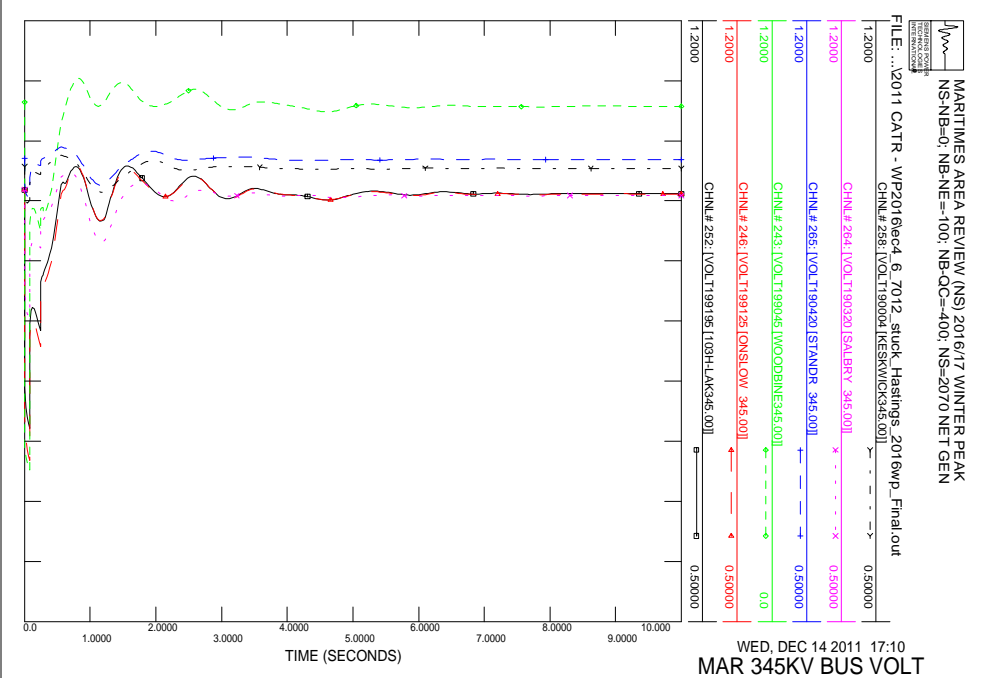
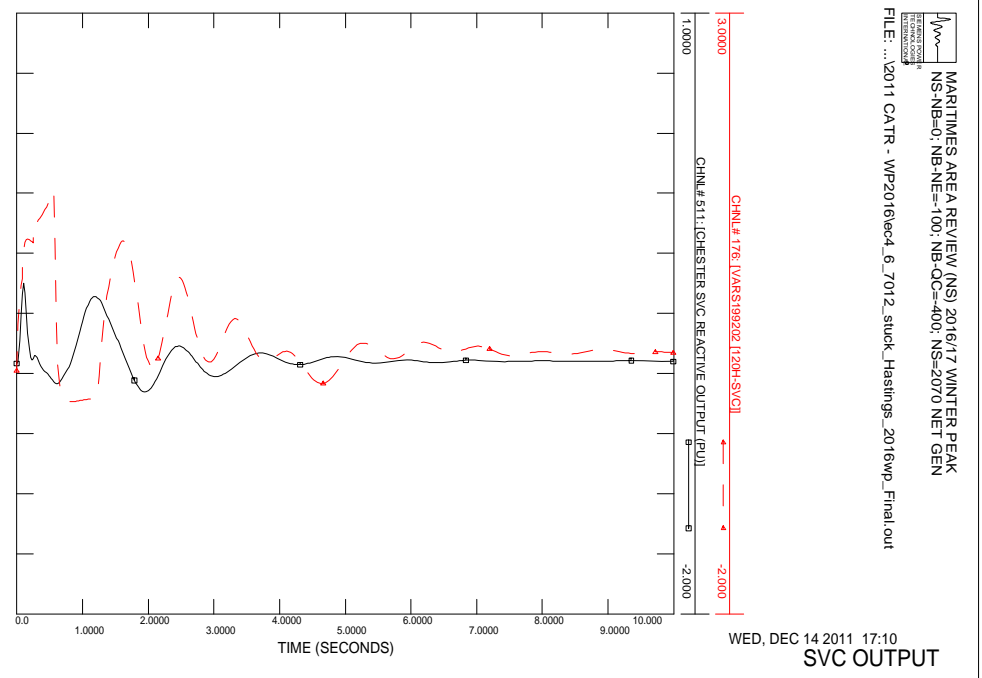
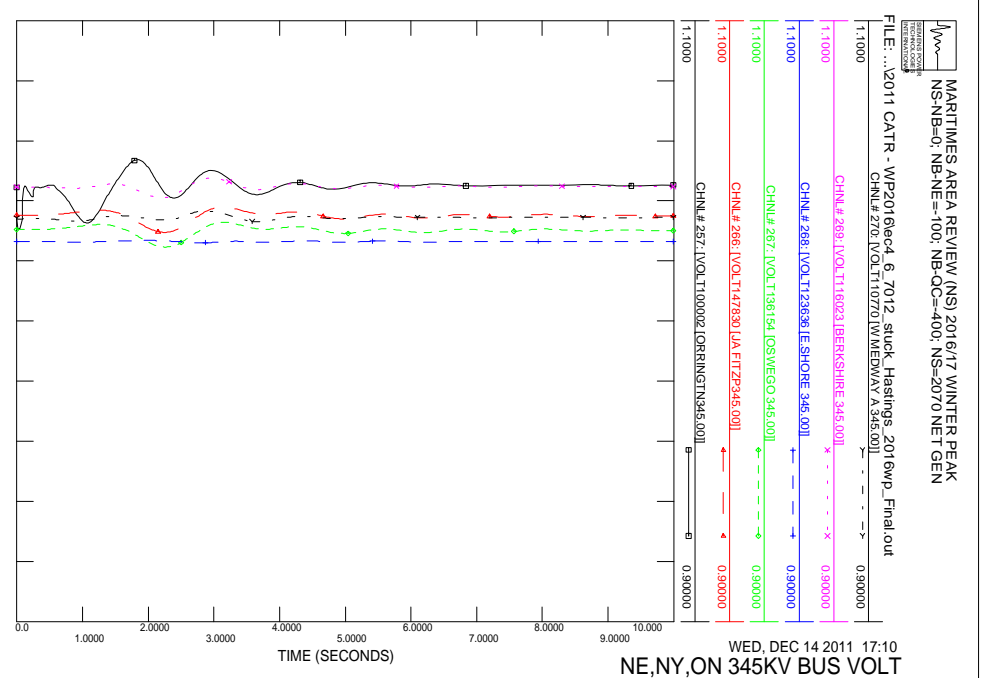
Figure

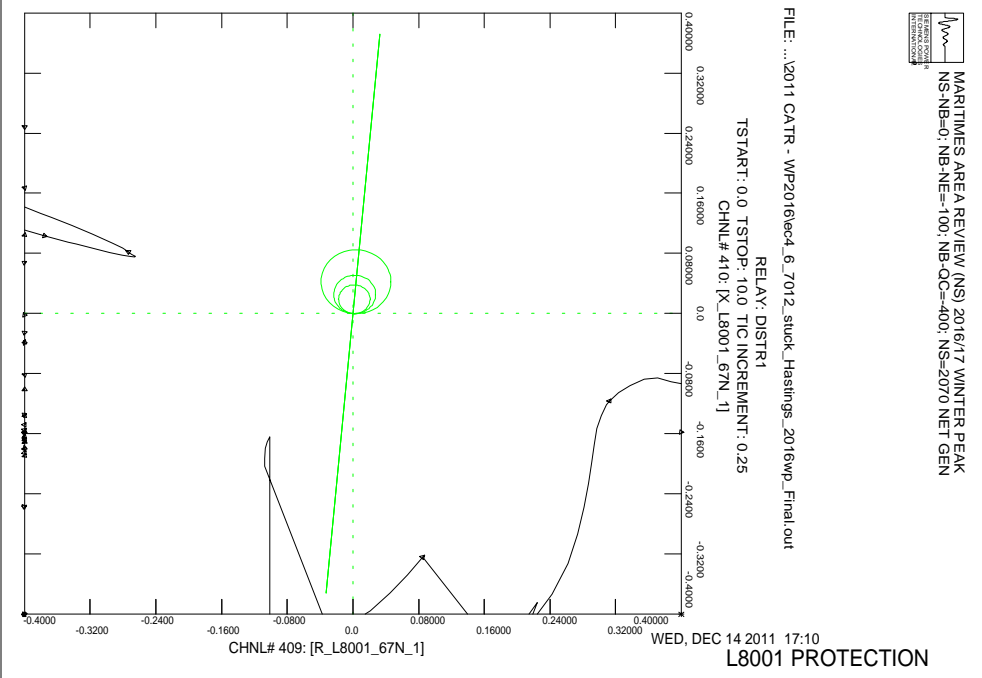
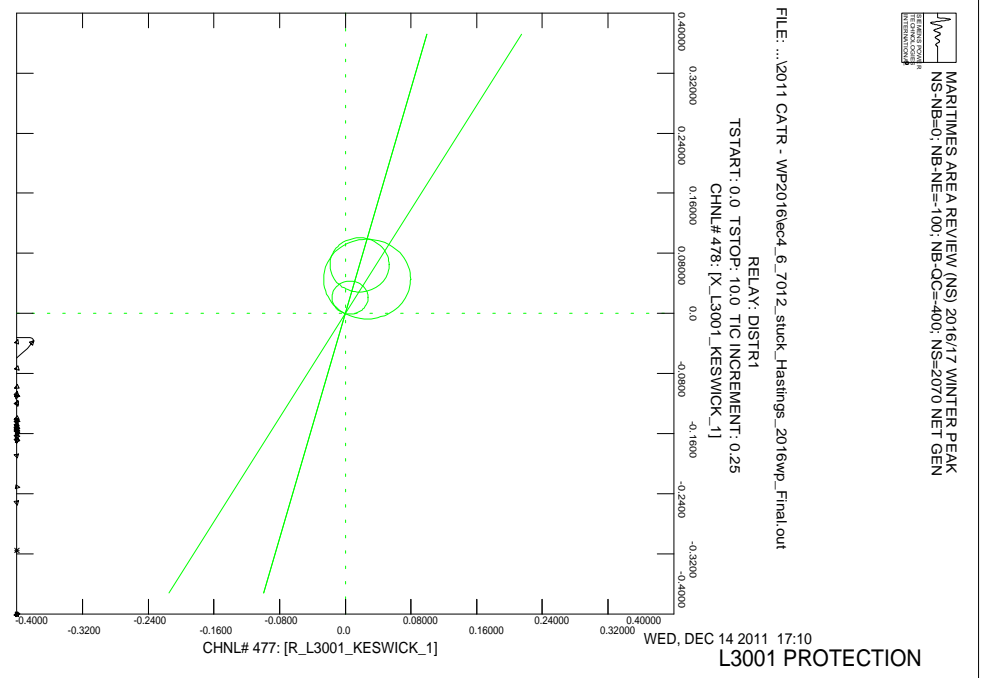
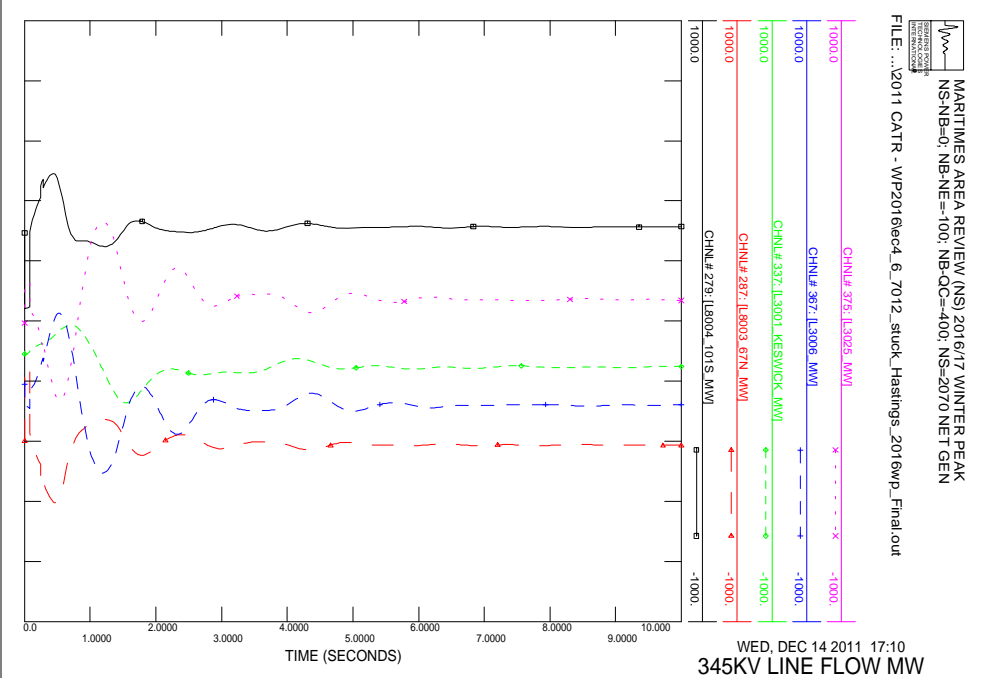
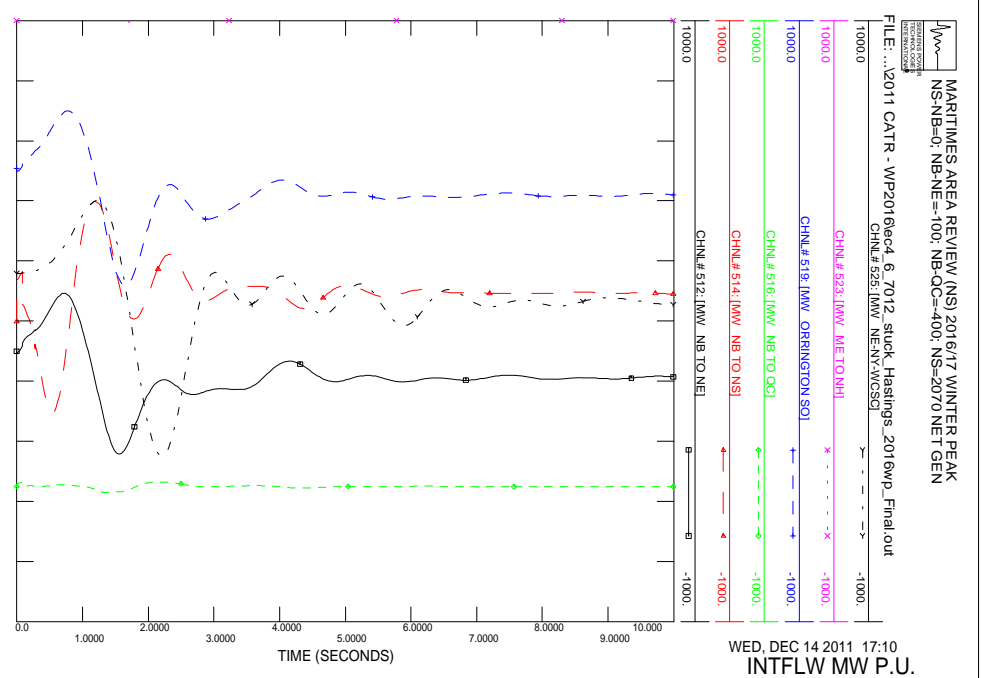


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
WED, DEC 14 2011 17:14

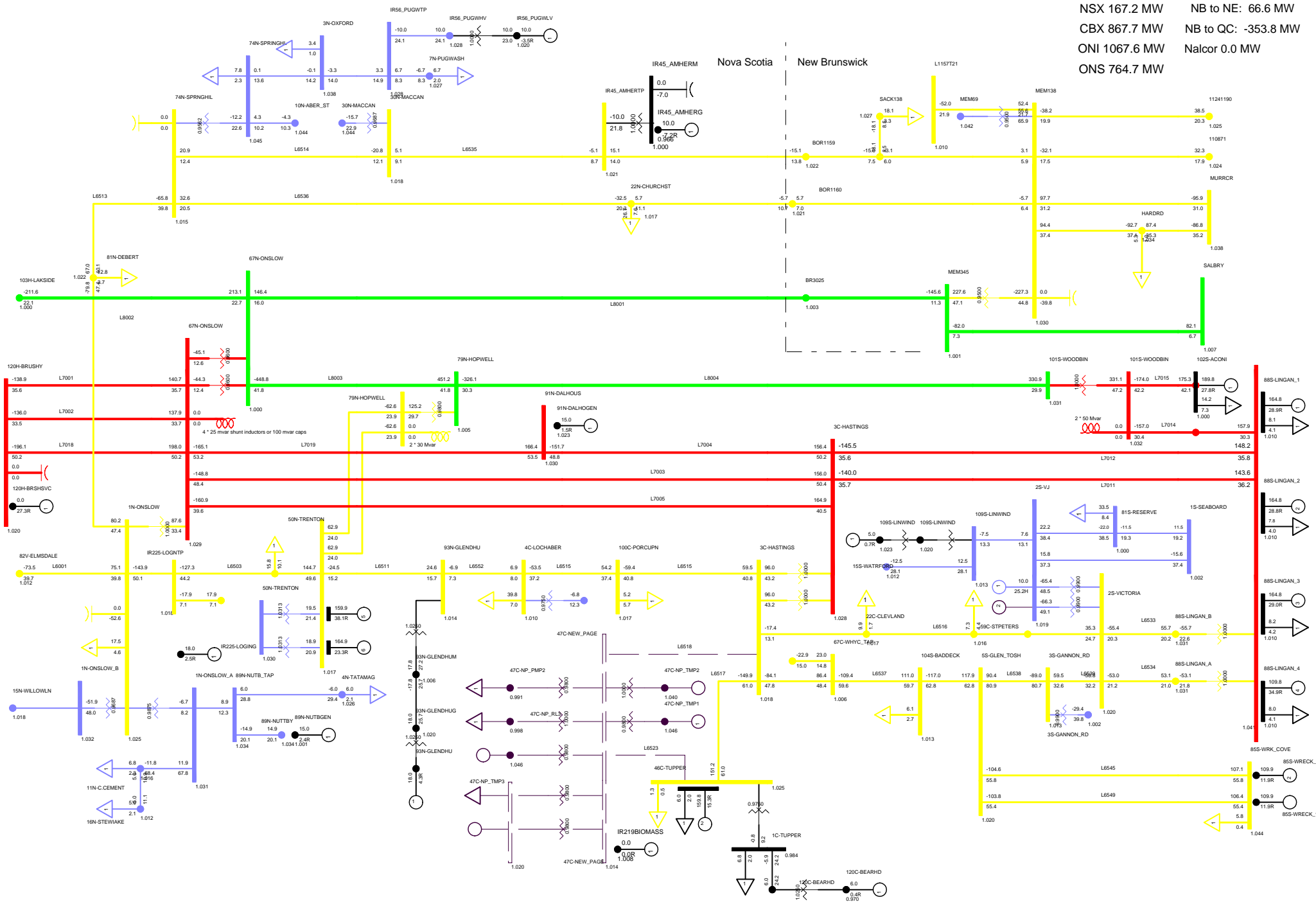
Figure _____







NSX 167.2 MW NB to NE: 66.6 MW
 CBX 867.7 MW NB to QC: -353.8 MW
 ONI 1067.6 MW Nalcor 0.0 MW
 ONS 764.7 MW



MARITIMES AREA REVIEW (NS) 2016/2017 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS= 2070 NET GEN
 EC5.1_POSTCONTINGENCY TUE DEC 13, 2011 15:45

Total Wind Gen: 121.2 MW
 Gross Lingan 604.3 MW
 Gross Pt Aconi 189.8 MW

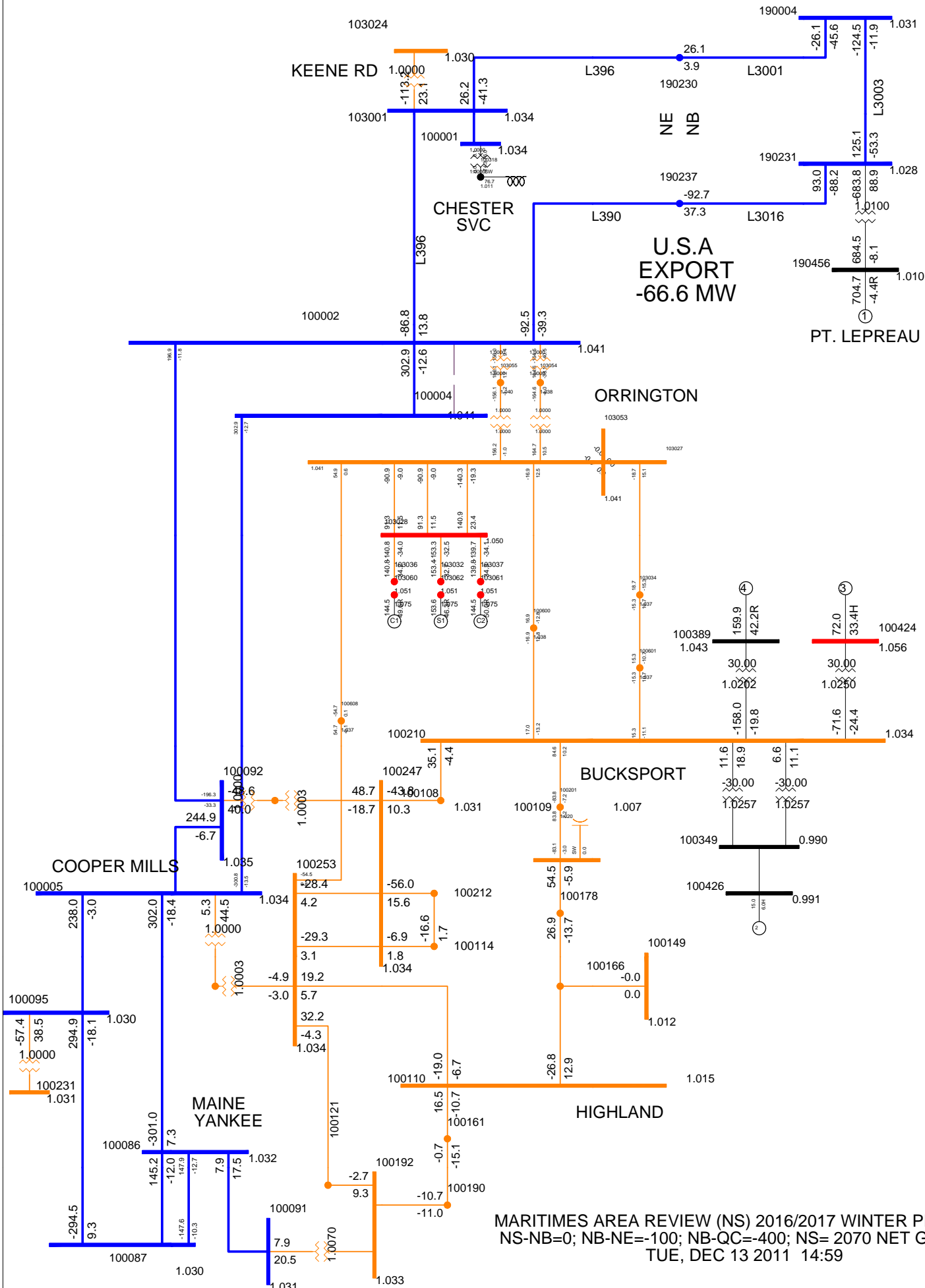
Gross Tupper 159.8 MW
 Gross Trenton 324.7 MW
 Gross Tuft's Cove 419.7 MW

Gross Wreck Cove 219.8 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 0.0 MW
 Net NewPage Load Winter Ratings
 Total BMPC Load 75.5 MW

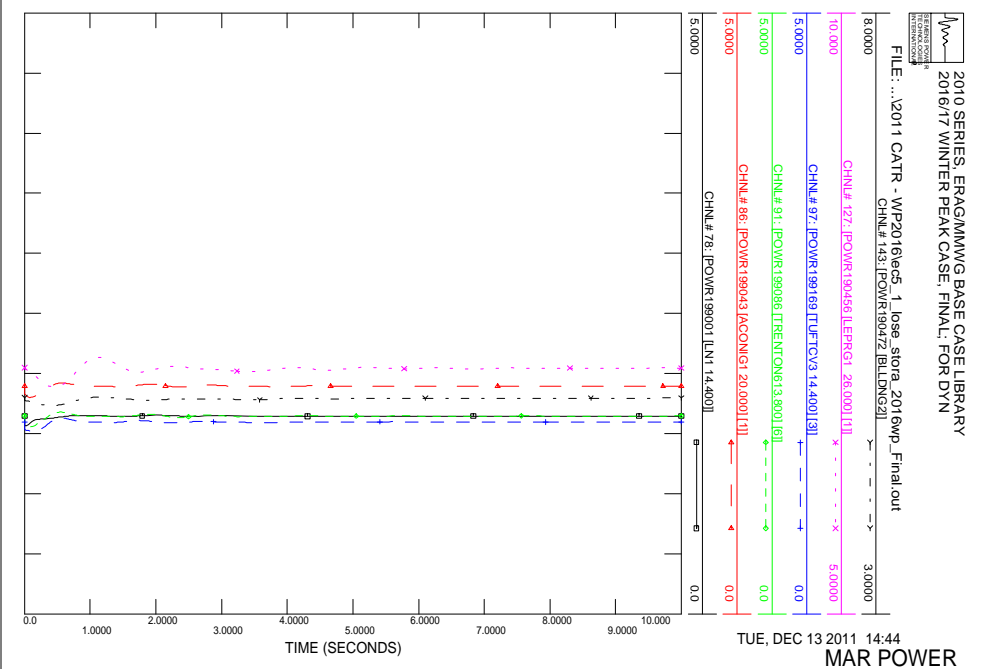
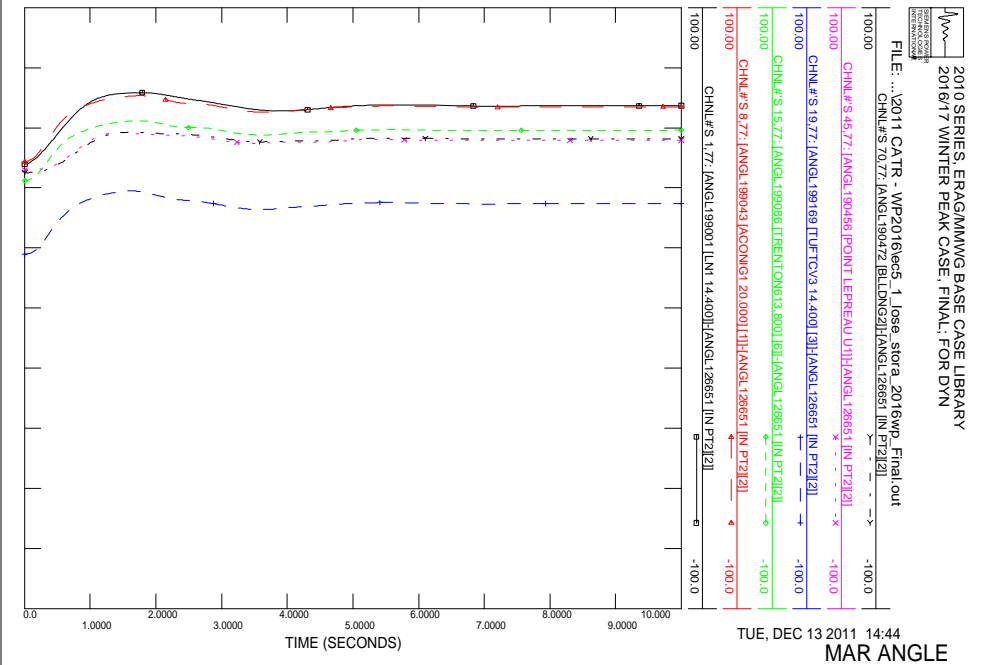
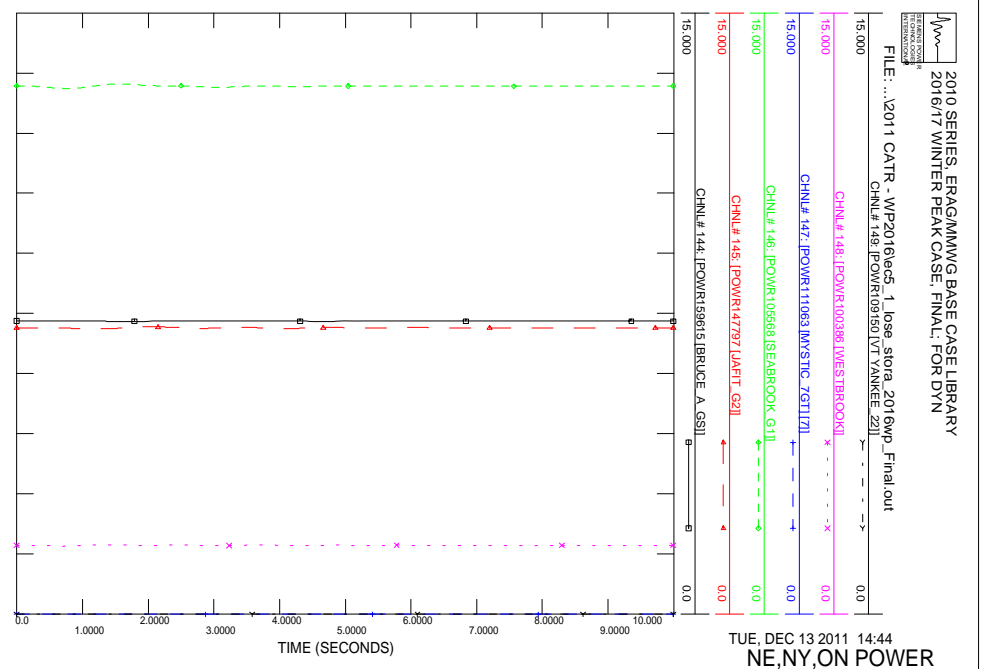
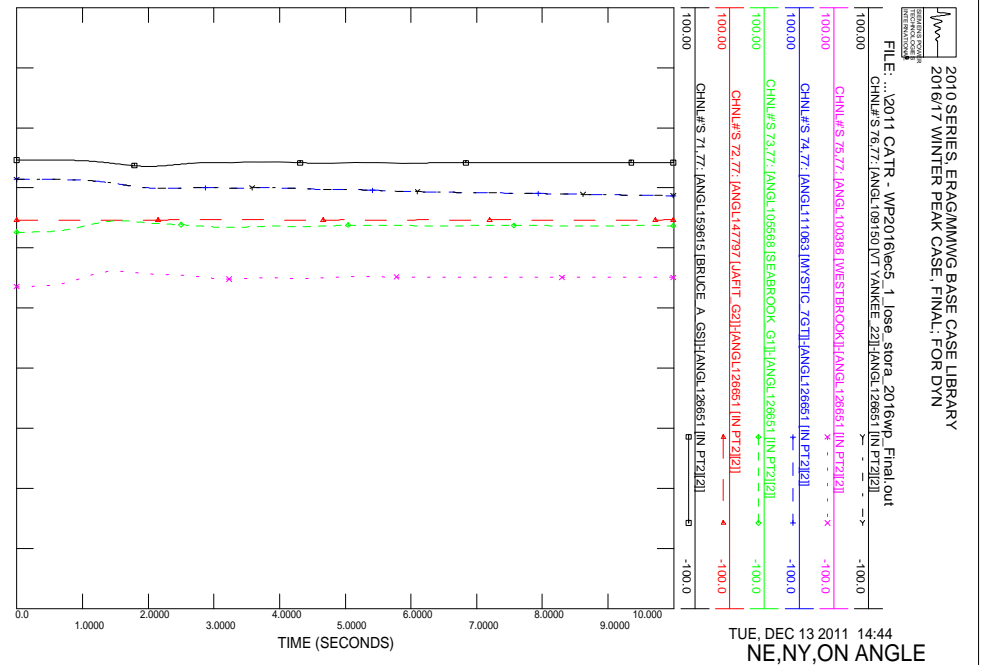
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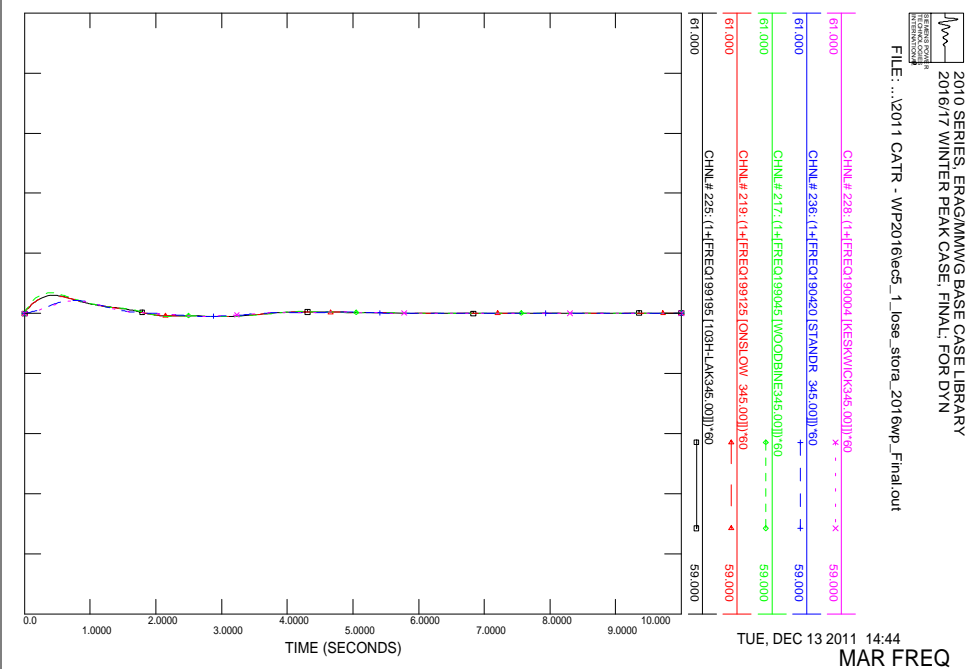
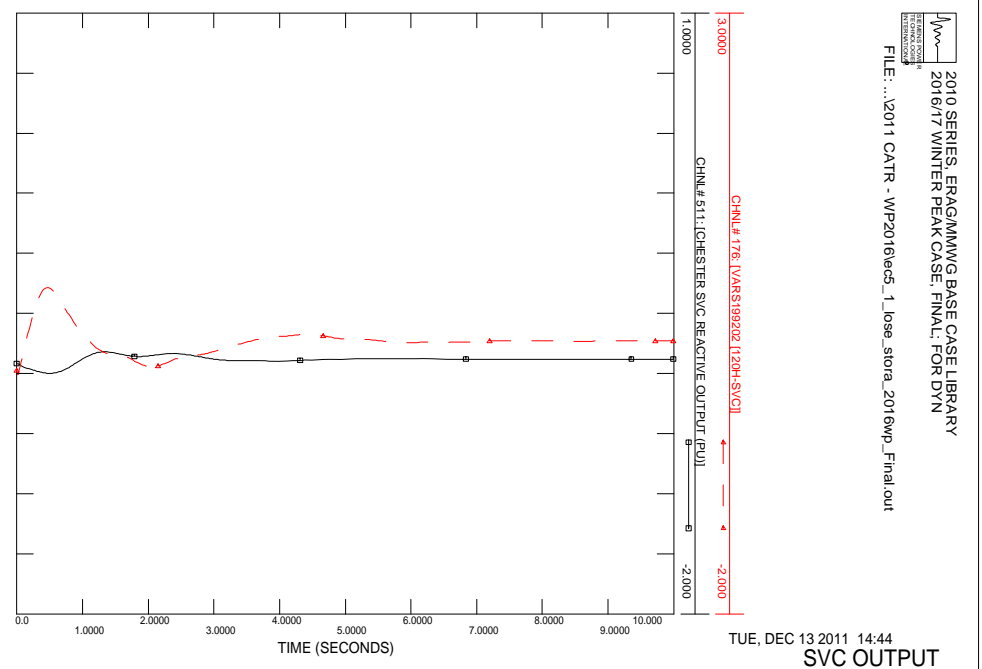
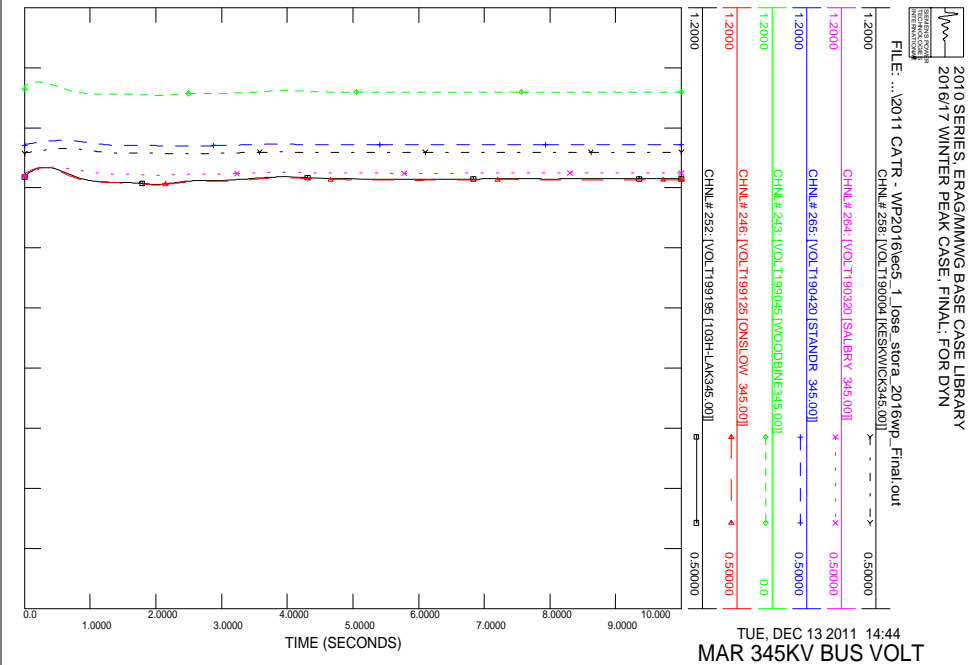
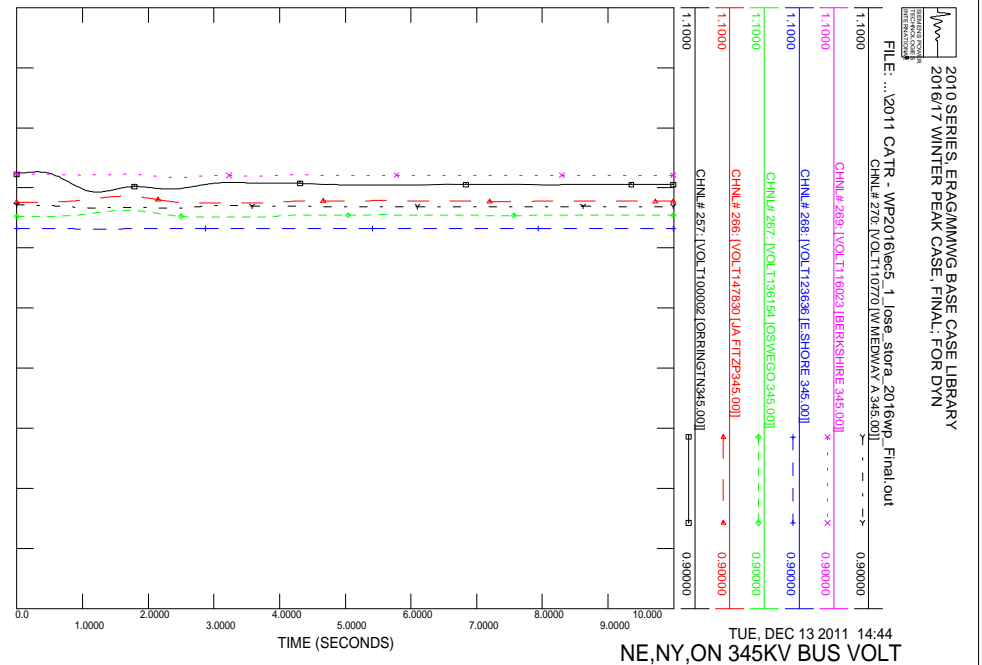
RESWORK

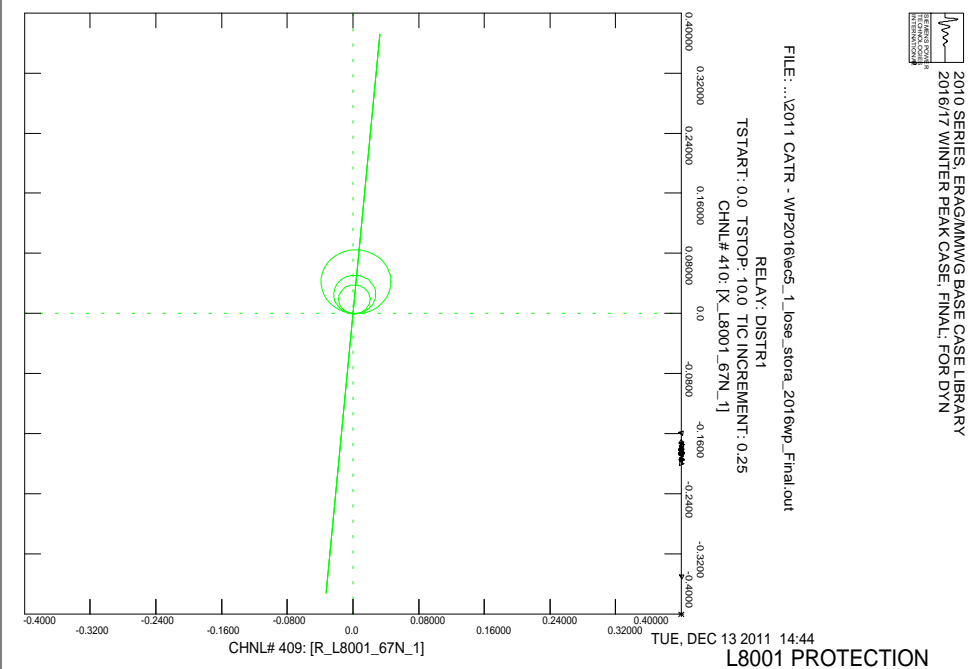
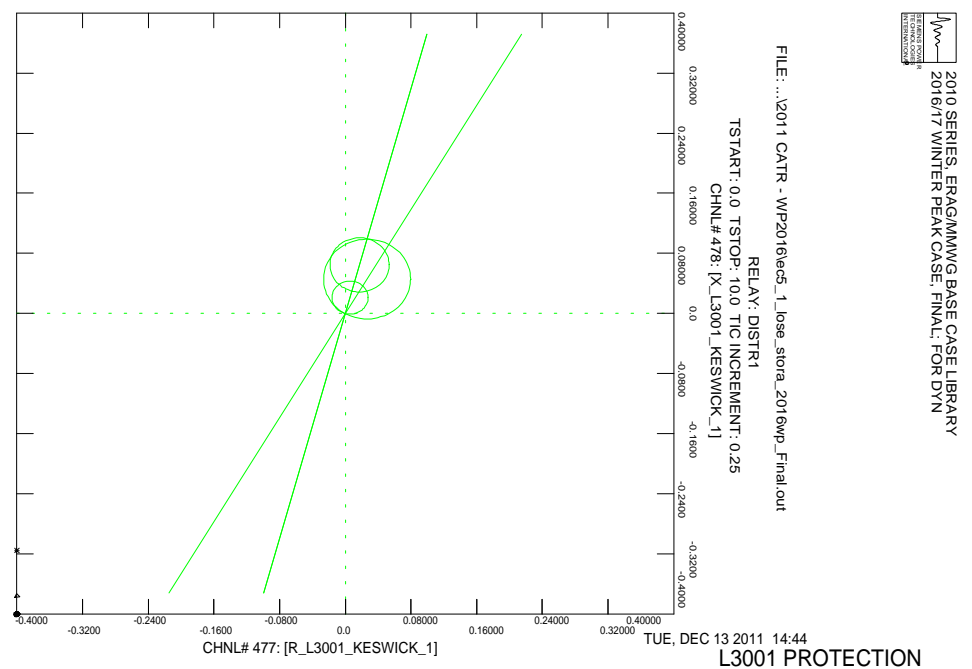
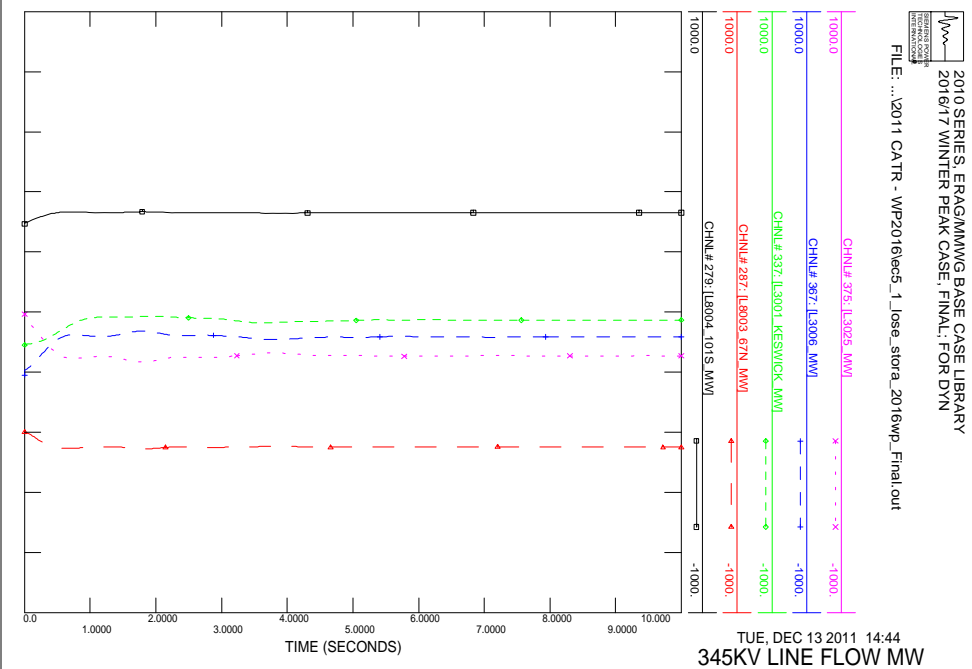
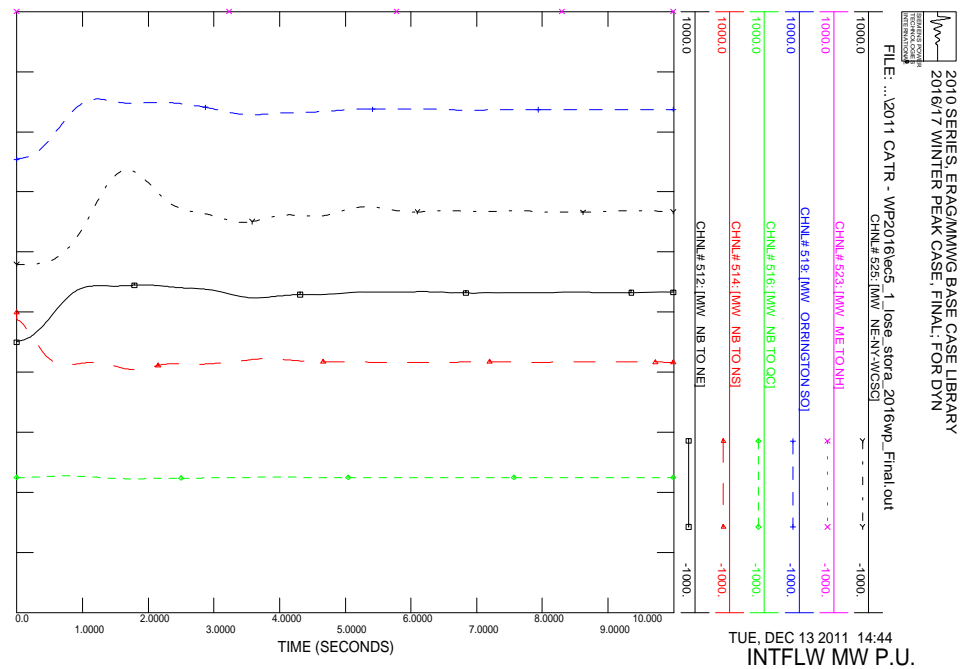


MARITIMES AREA REVIEW (NS) 2016/2017 WINTER PEAK
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 TUE, DEC 13 2011 14:59

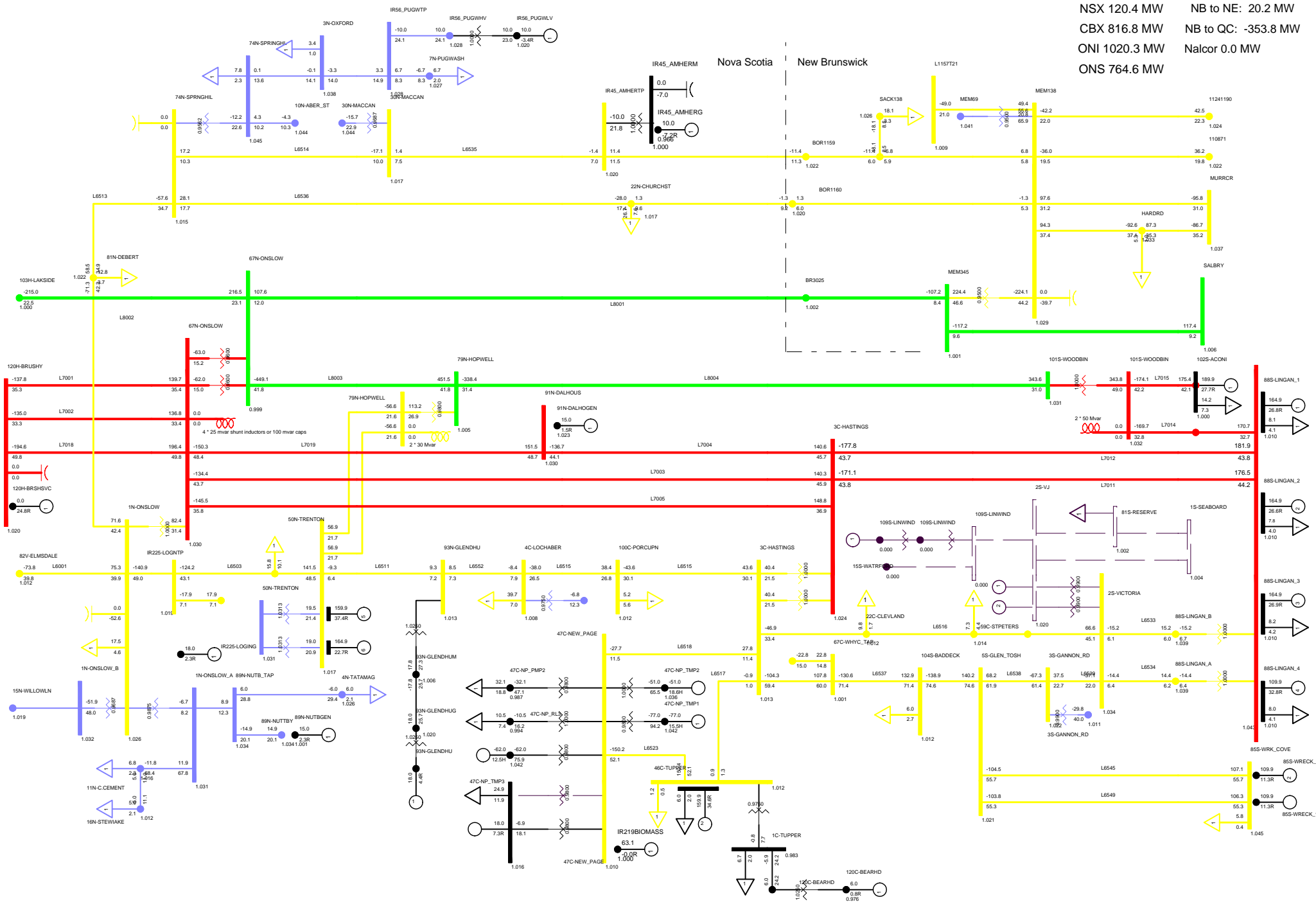
Figure _____







NSX 120.4 MW NB to NE: 20.2 MW
 CBX 816.8 MW NB to QC: -353.8 MW
 ONI 1020.3 MW Nalcor 0.0 MW
 ONS 764.6 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK CASE
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS= 2070 MW NET GEN
 EC5.2_POSTCONTINGENCY TUE DEC 13, 2011, 15:45

Total Wind Gen: 116.2 MW
 Gross Lingan 604.5 MW
 Gross Pt Aconi 189.9 MW

Gross Tupper 159.9 MW
 Gross Trenton 324.8 MW
 Gross Tuft's Cove 419.8 MW

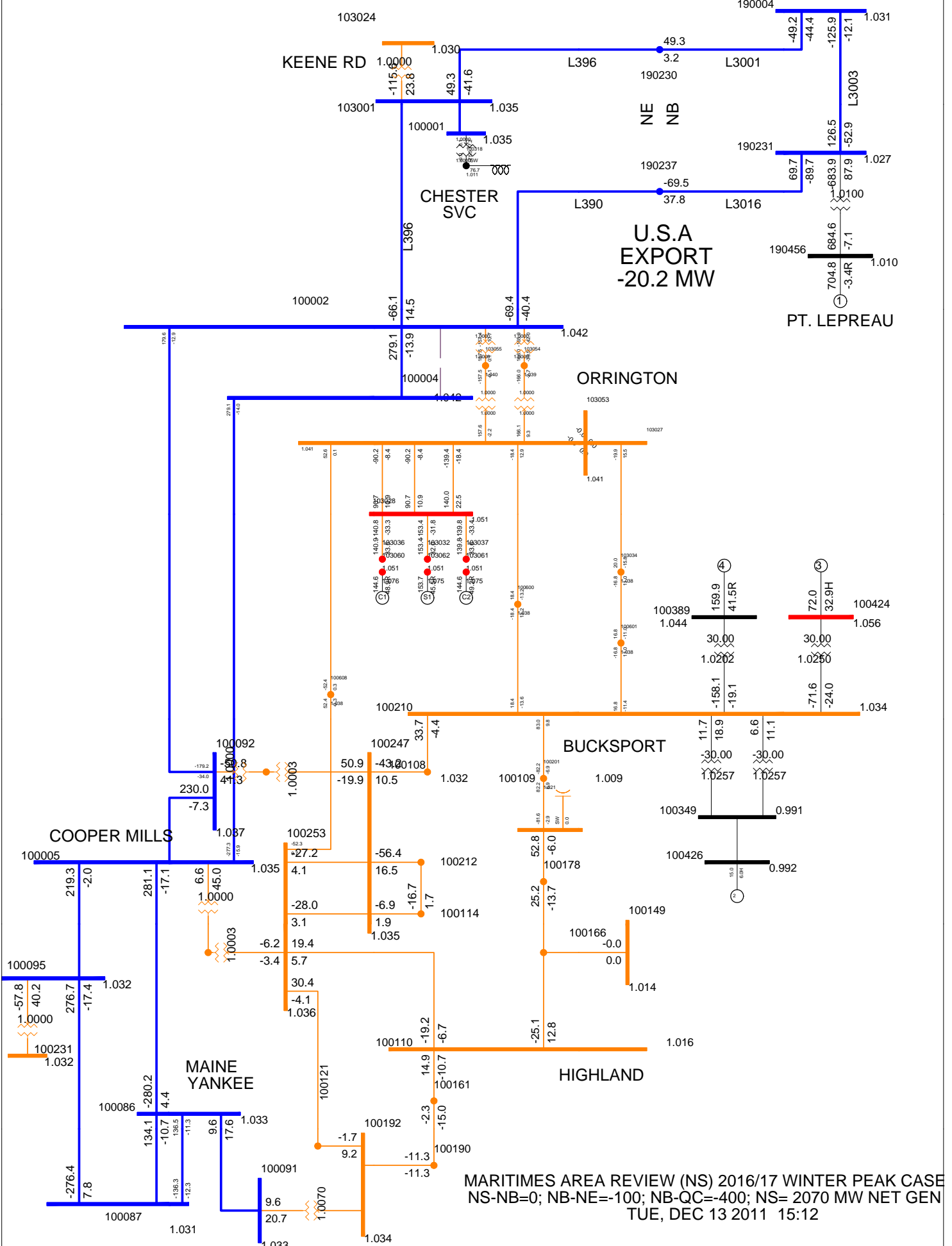
Gross Wreck Cove 219.8 MW
 Gross Gas Turbine 12.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 177.9 MW
 Net NewPage Load 241.1 MW
 Total BMPC Load 75.5 MW

Winter Ratings

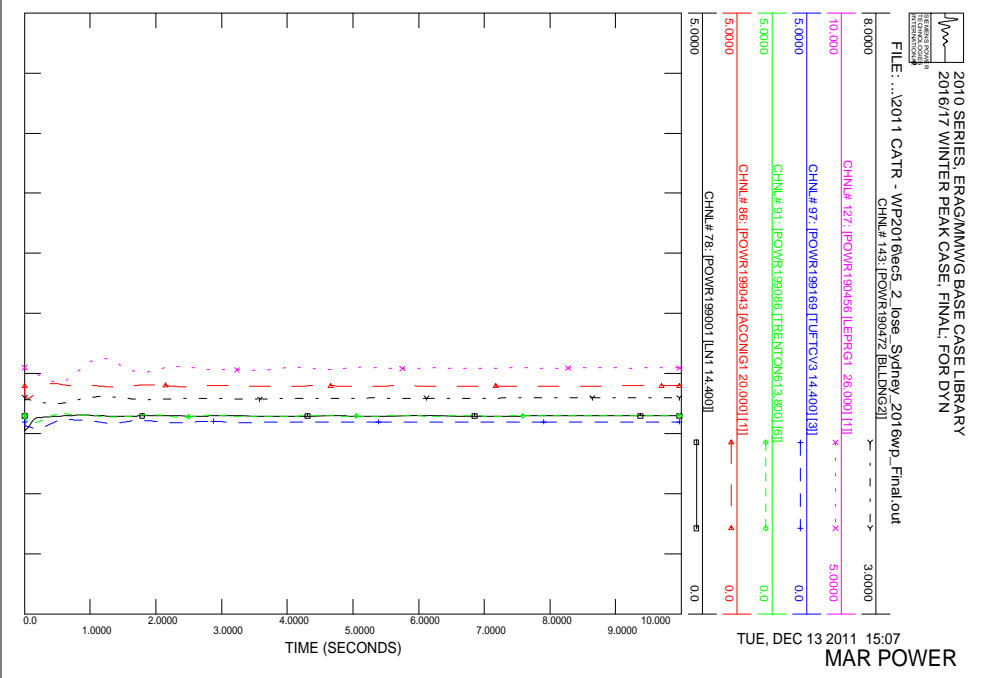
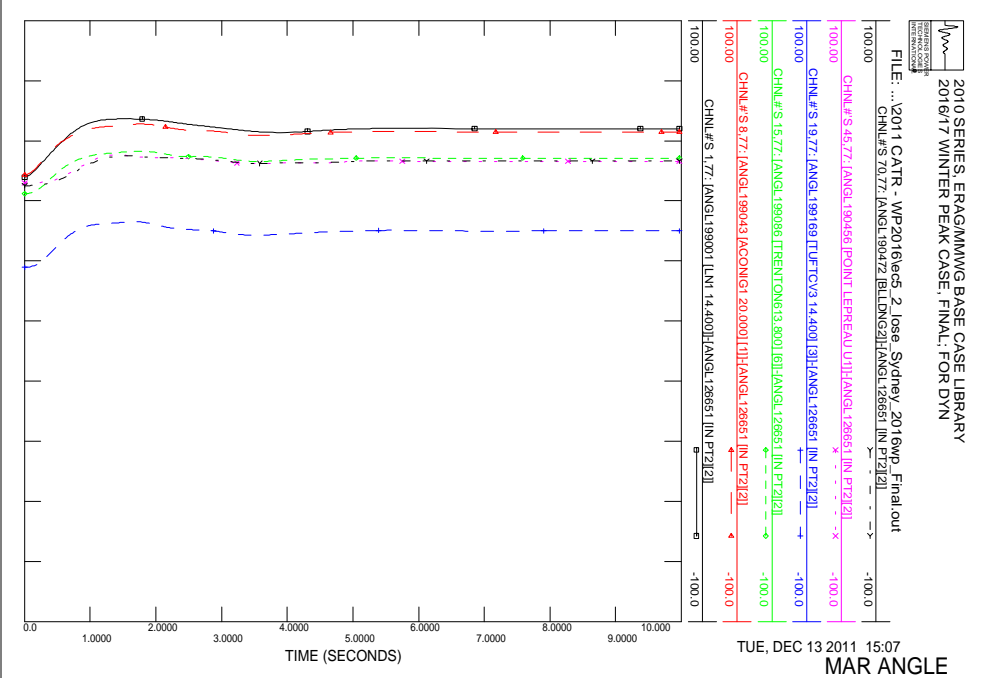
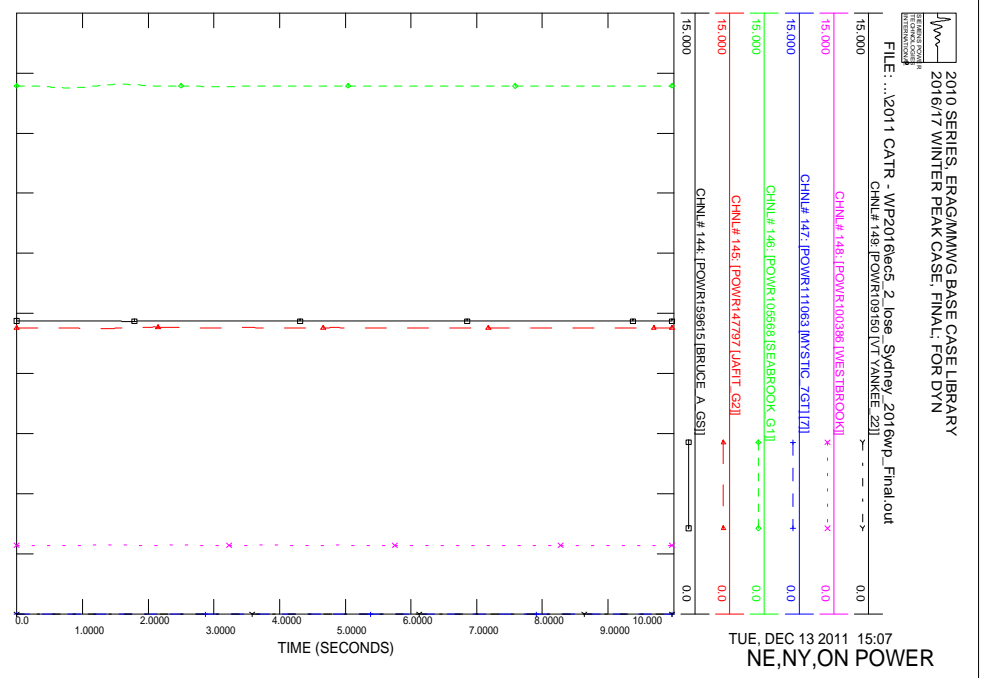
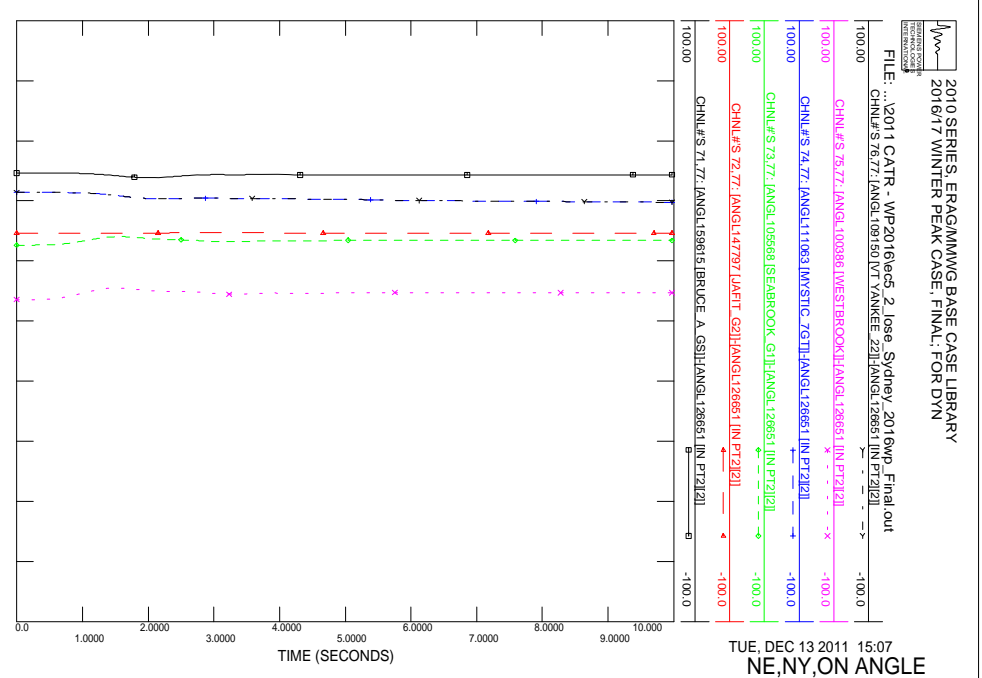
Figure ___

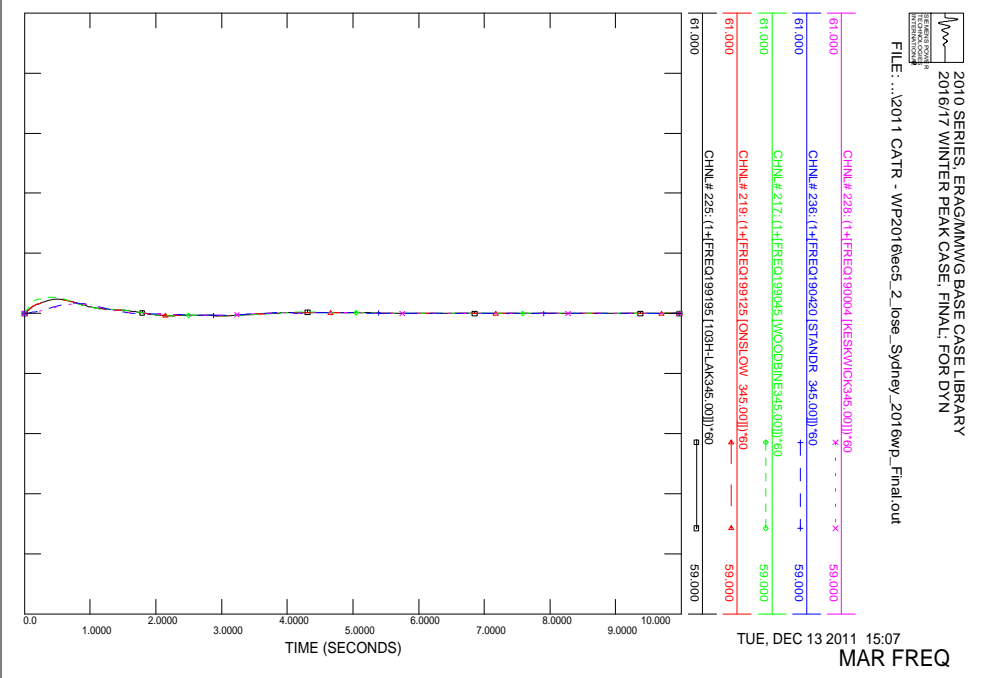
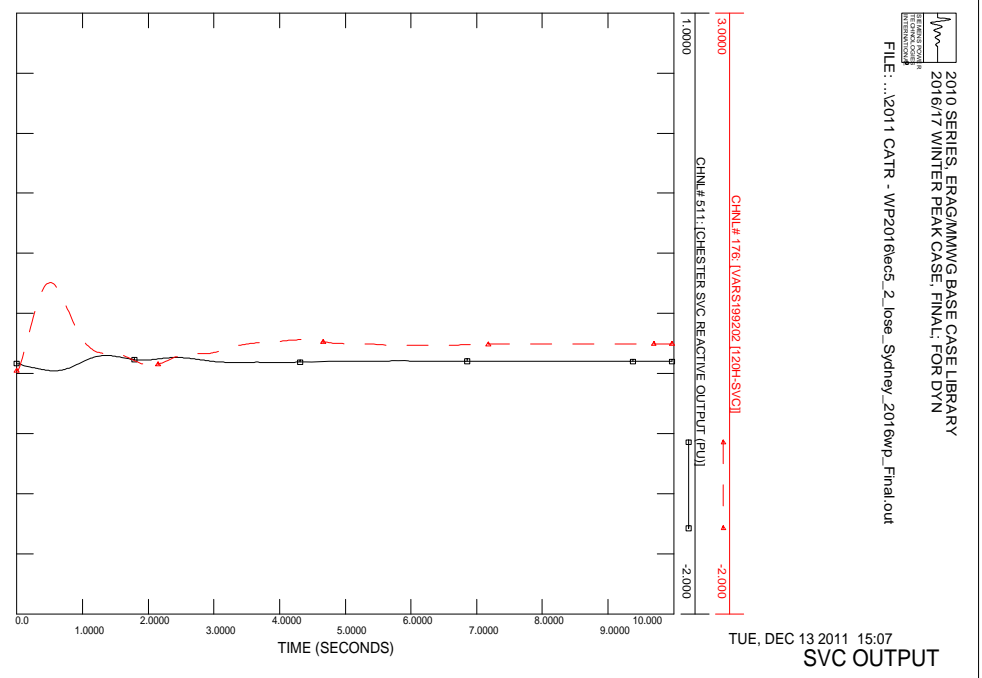
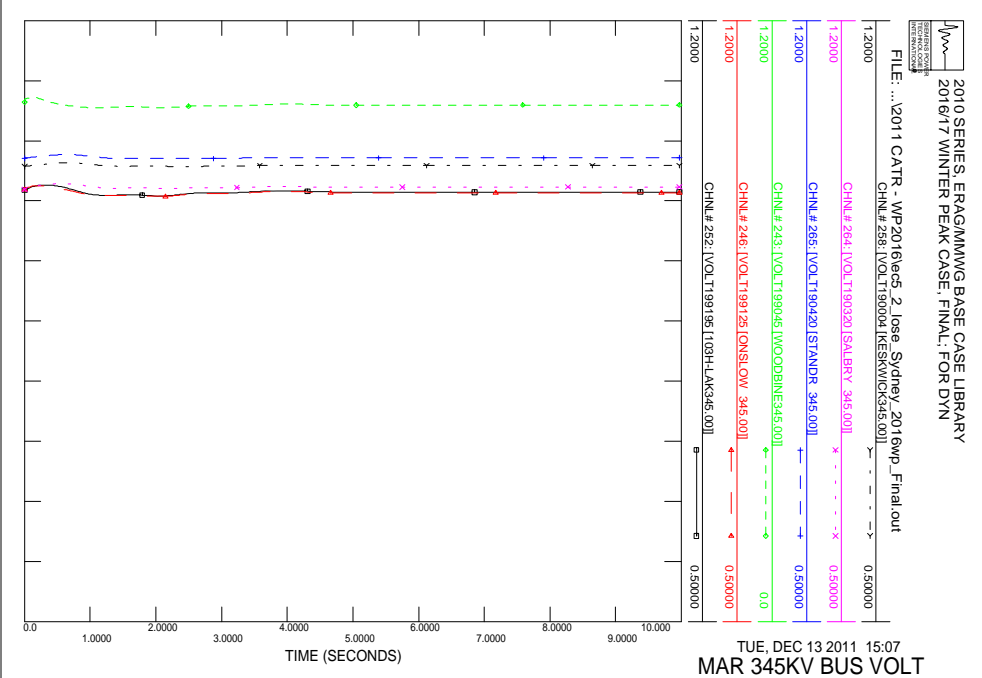
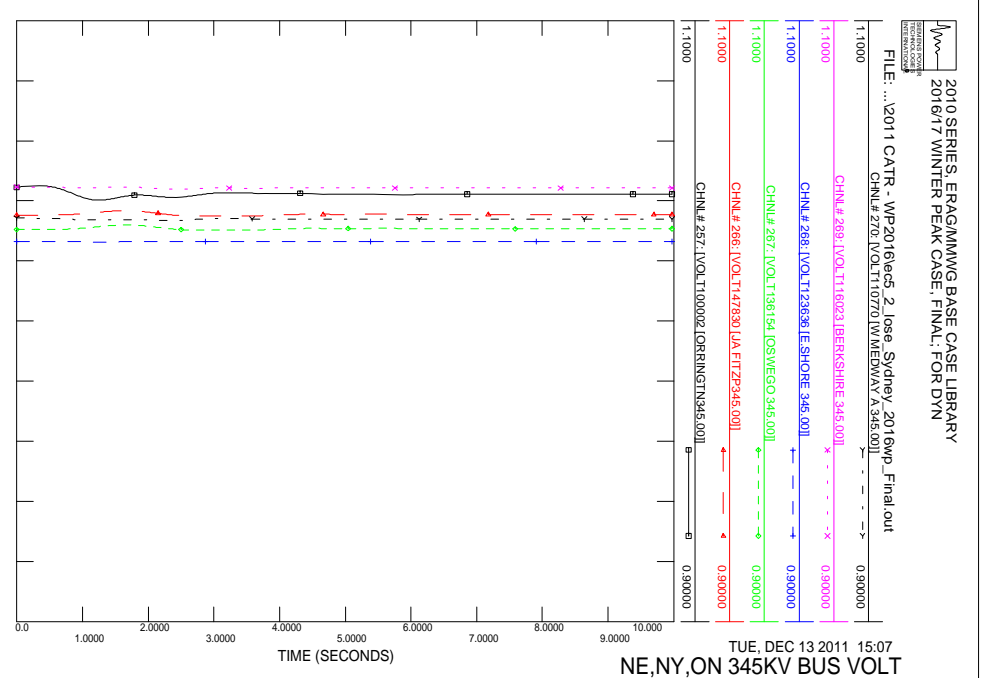
RESWICK

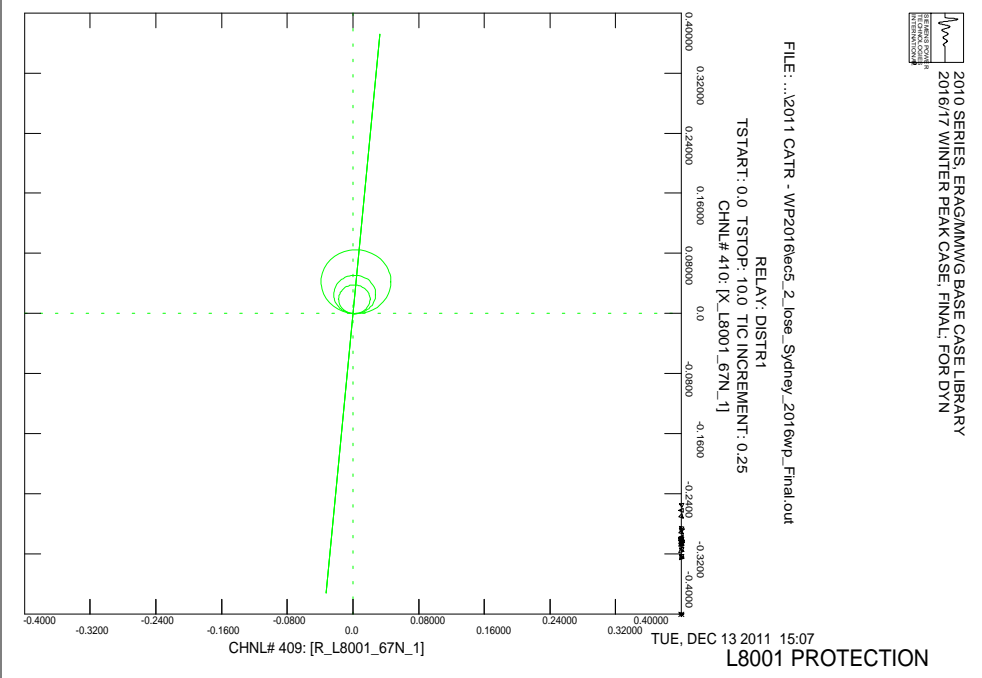
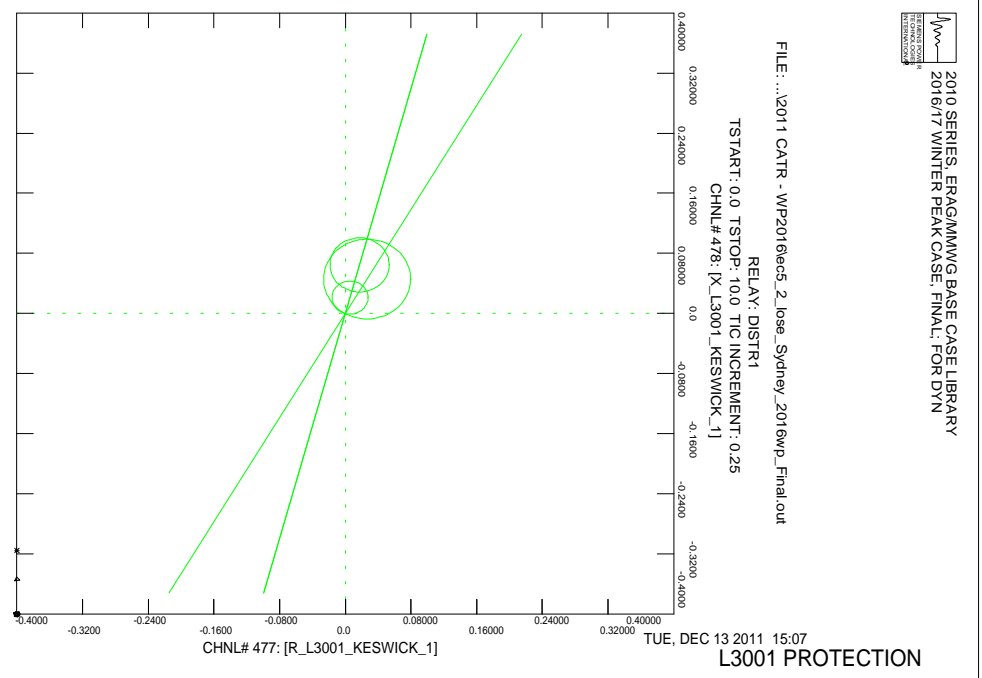
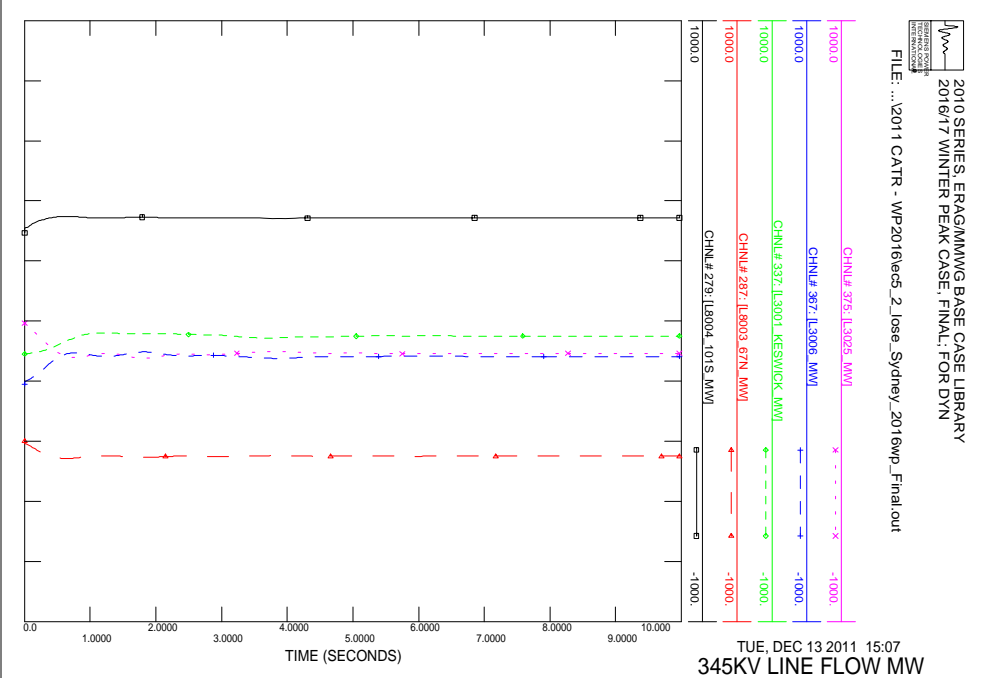
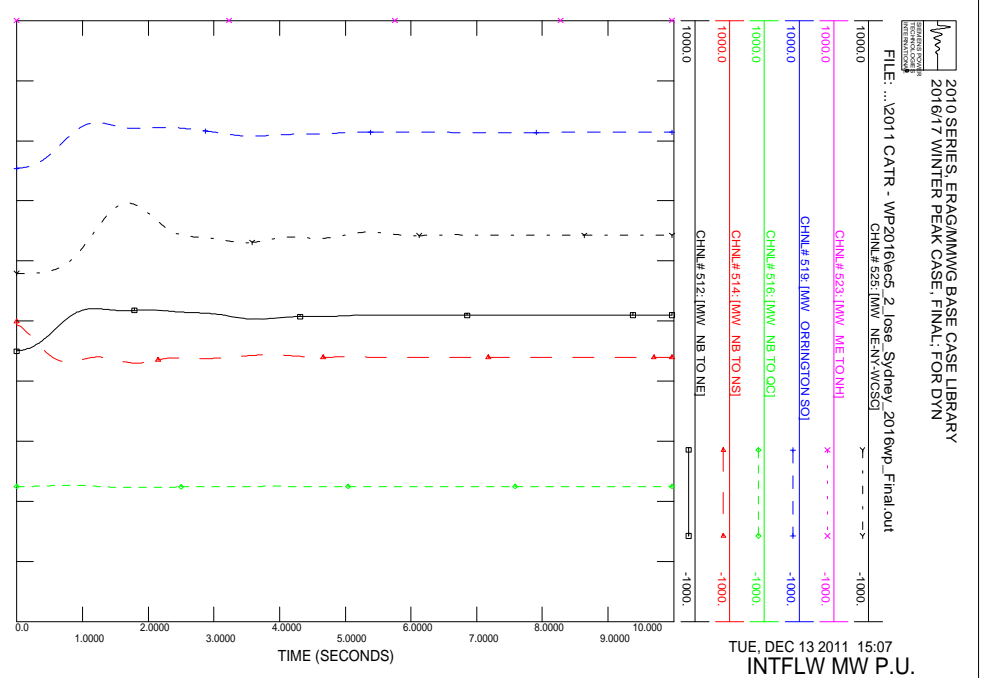


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK CASE NS-NB=0; NB-NE=-100; NB-QC=-400; NS= 2070 MW NET GEN TUE, DEC 13 2011 15:12

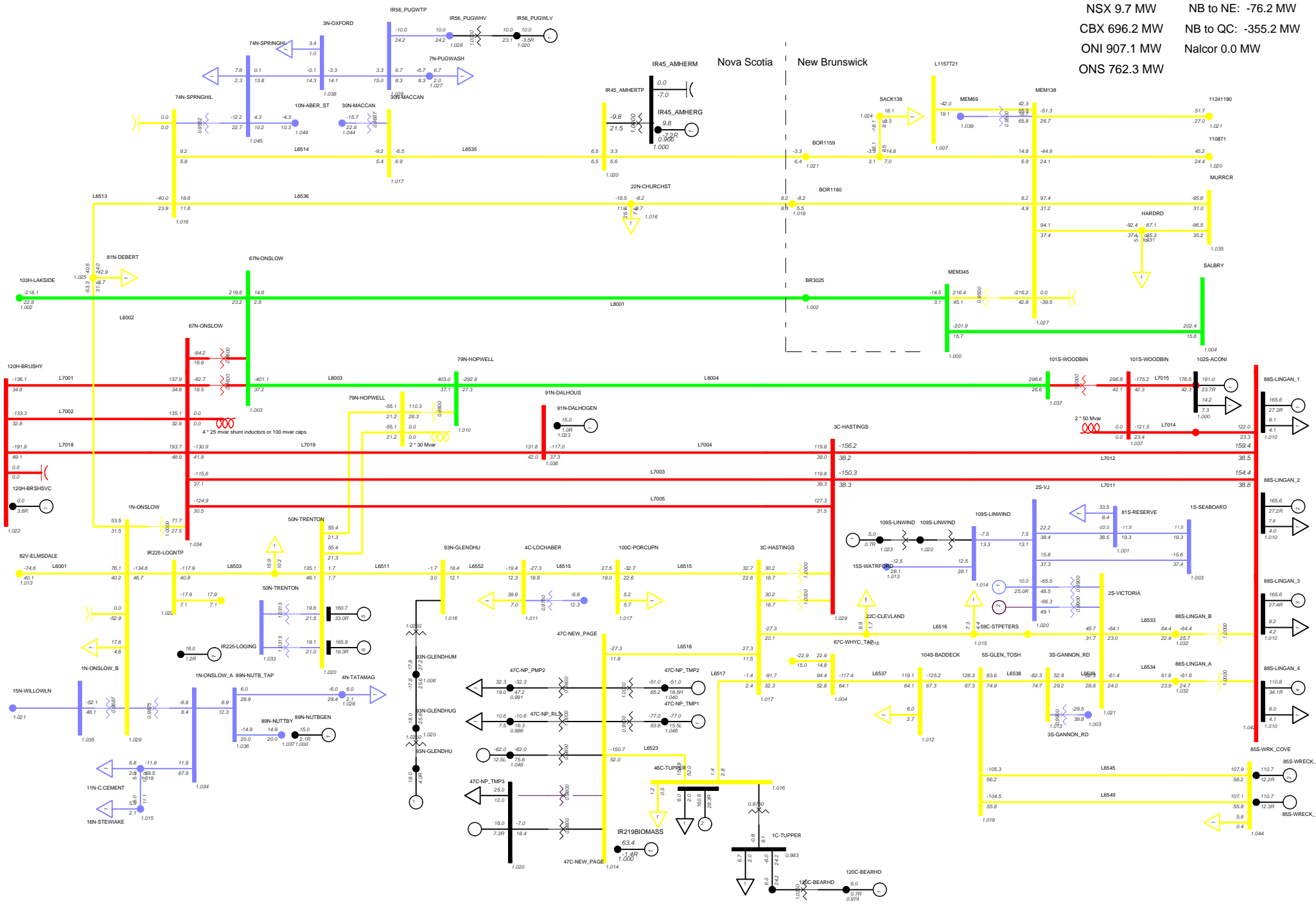
Figure ___







NSX 9.7 MW NB to NE: -76.2 MW
 CBX 696.2 MW NB to QC: -355.2 MW
 ONI 907.1 MW Nalcor 0.0 MW
 ONS 762.3 MW

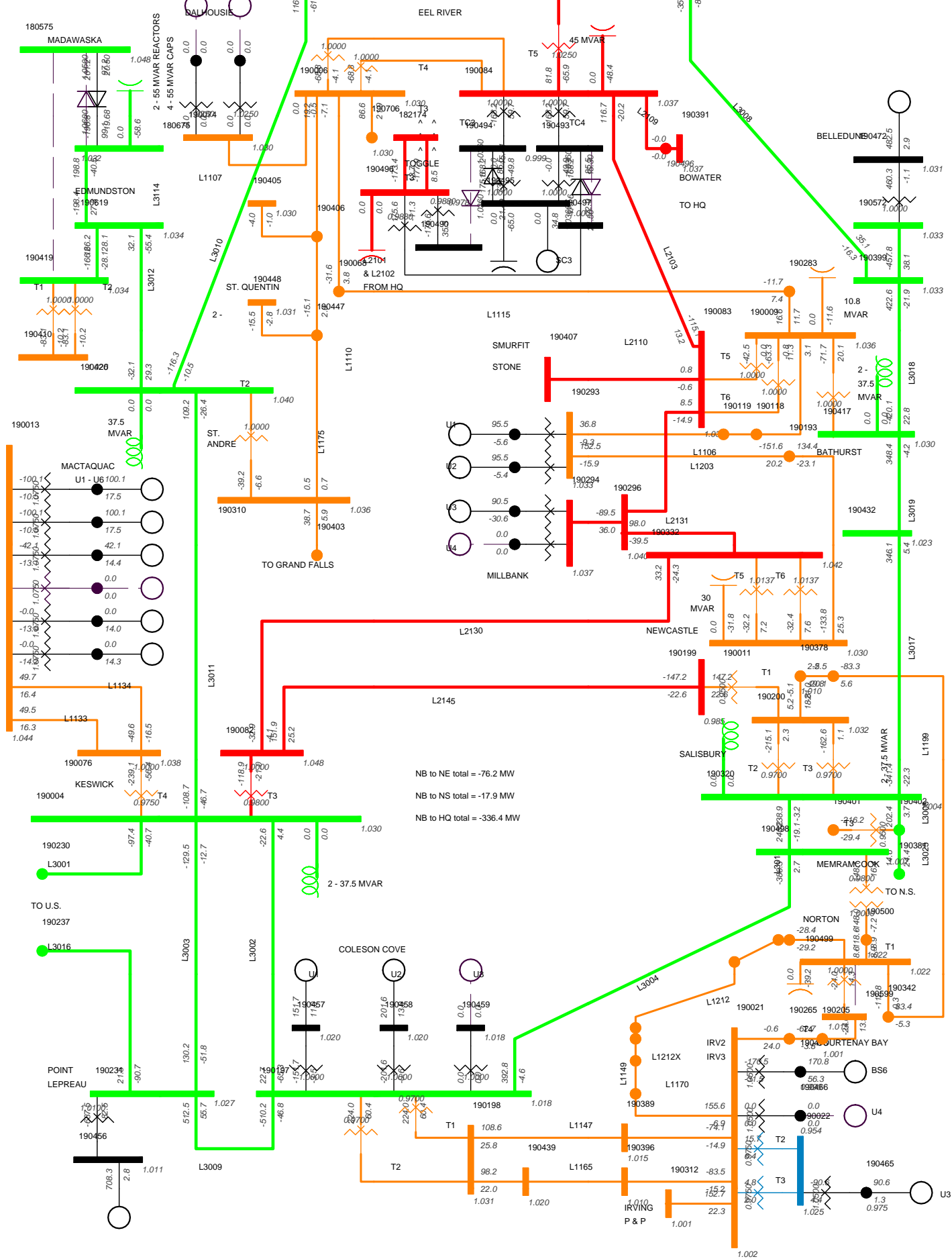


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK CASE
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS= 2070 MW NET GEN
 EC6.1_POSTCONTINGENCY TUE DEC13,2011 15:35

Total Wind Gen: 121.1 MW	Gross Tupper 160.8 MW	Gross Wreck Cove 221.3 MW	Net NewPage Load 178.0 MW
Gross Lingan 607.7 MW	Gross Trenton 326.6 MW	Gross Gas Turbine 22.0 MW	Net NewPage Load 241.4 MW
Gross Pt Aconi 191.0 MW	Gross Tuft's Cove 421.9 MW	Gross Small Hydro 135.5 MW	Total BMPC Load 75.5 MW

Winter Ratings

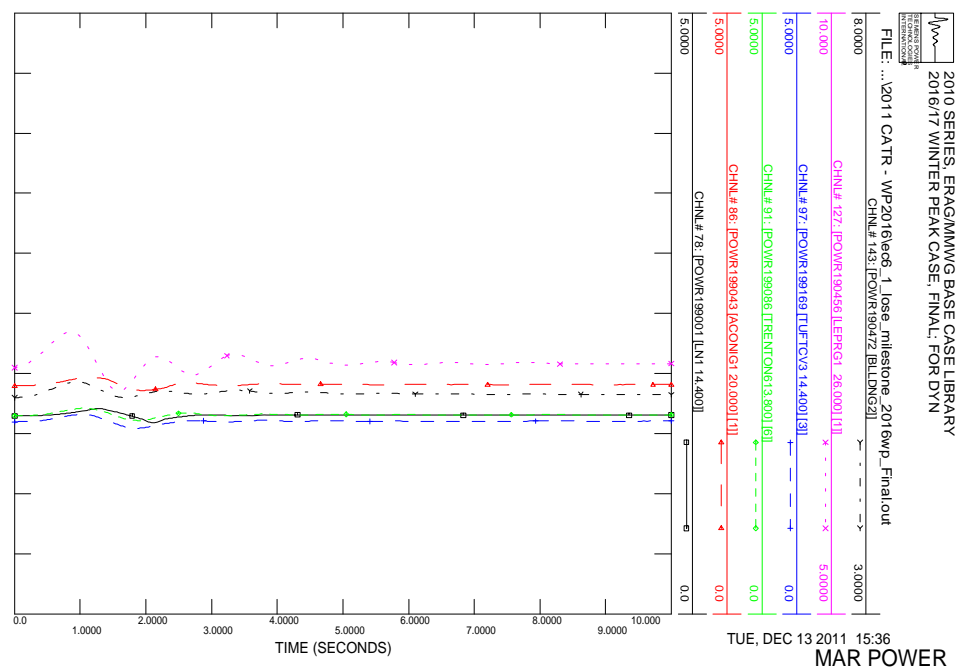
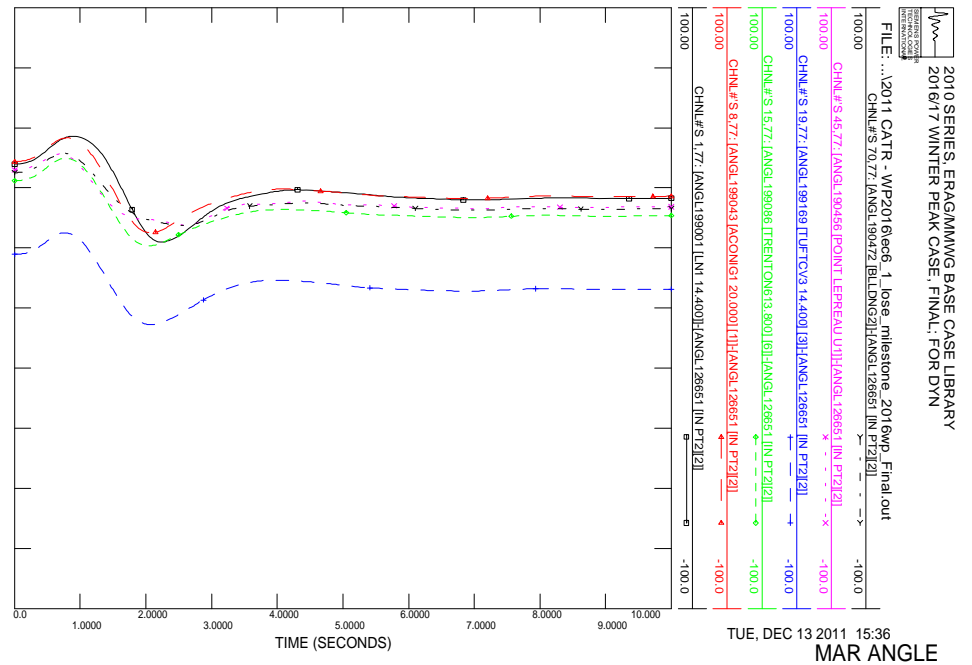
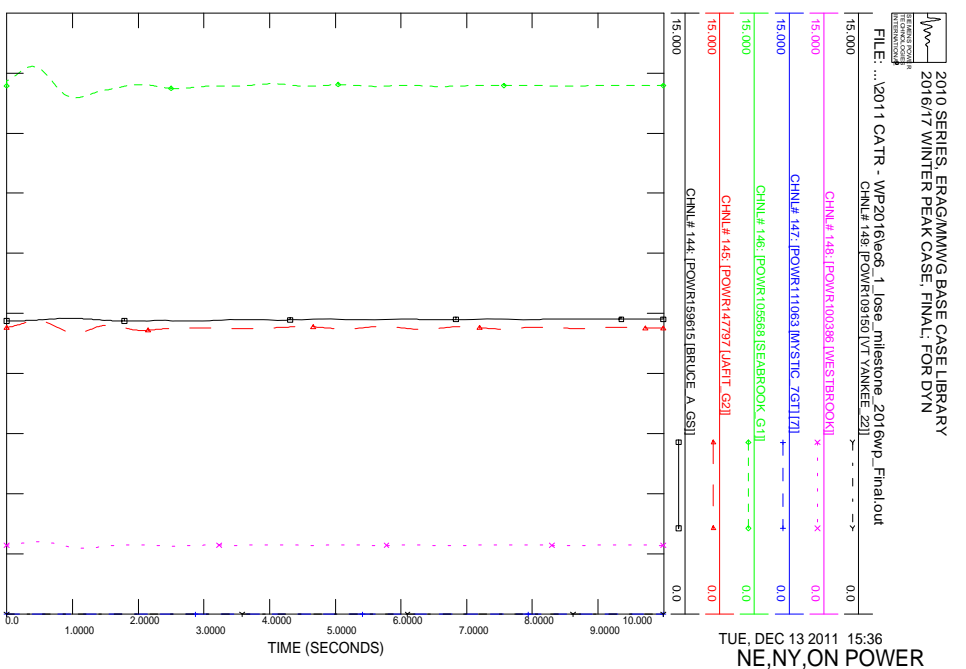
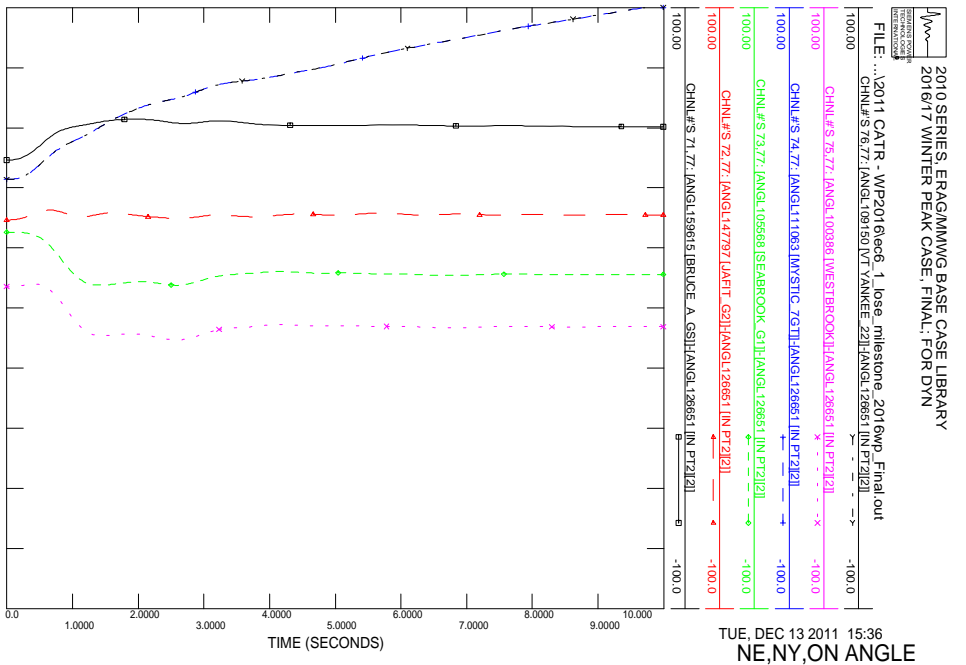
Figure ____

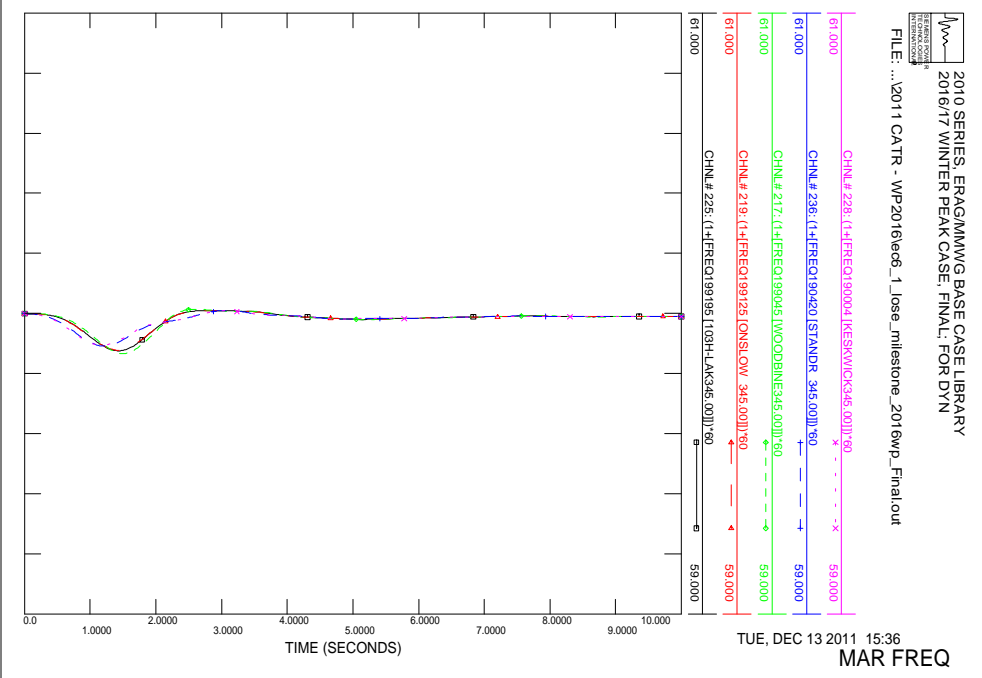
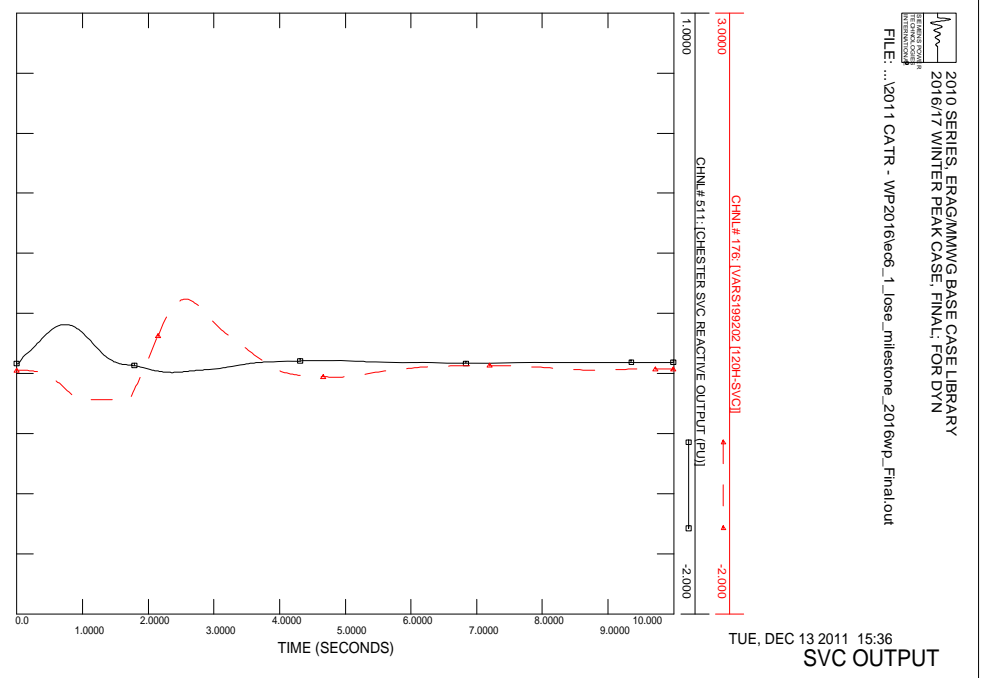
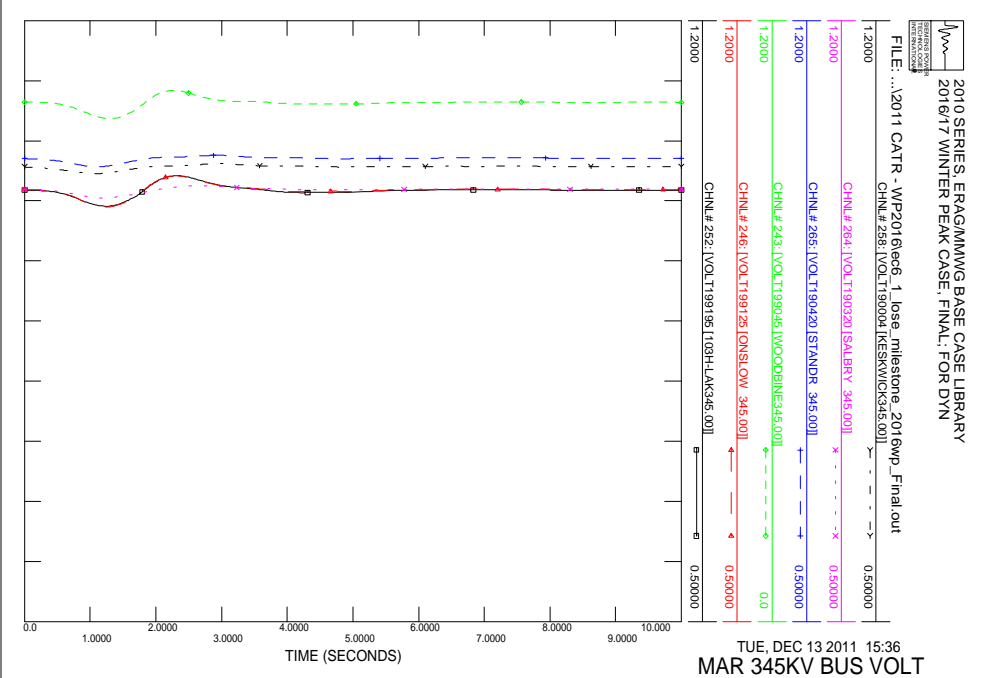
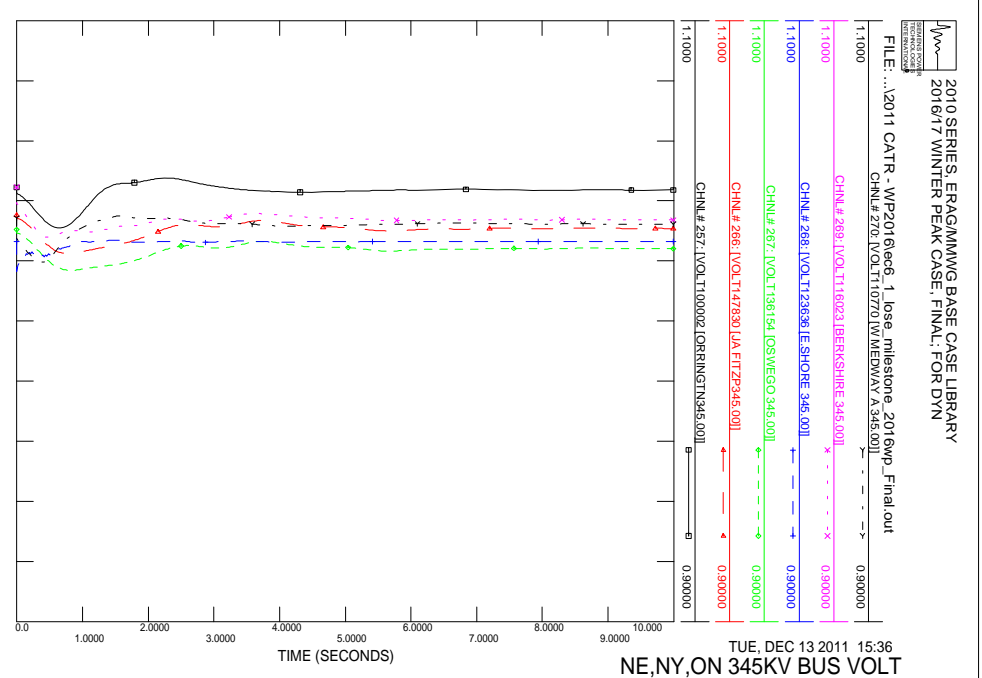


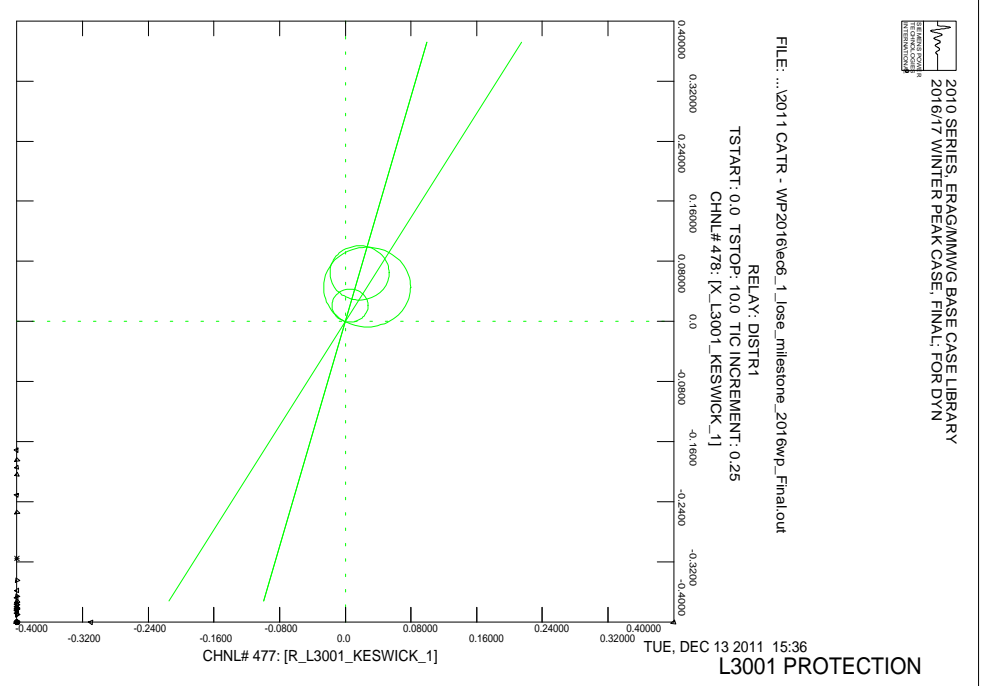
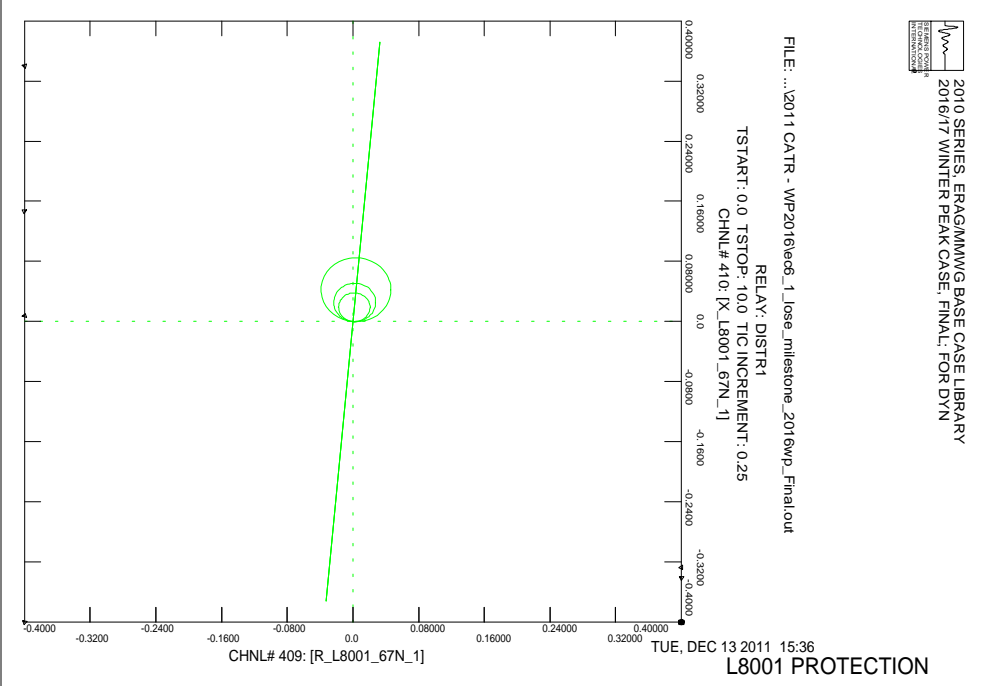
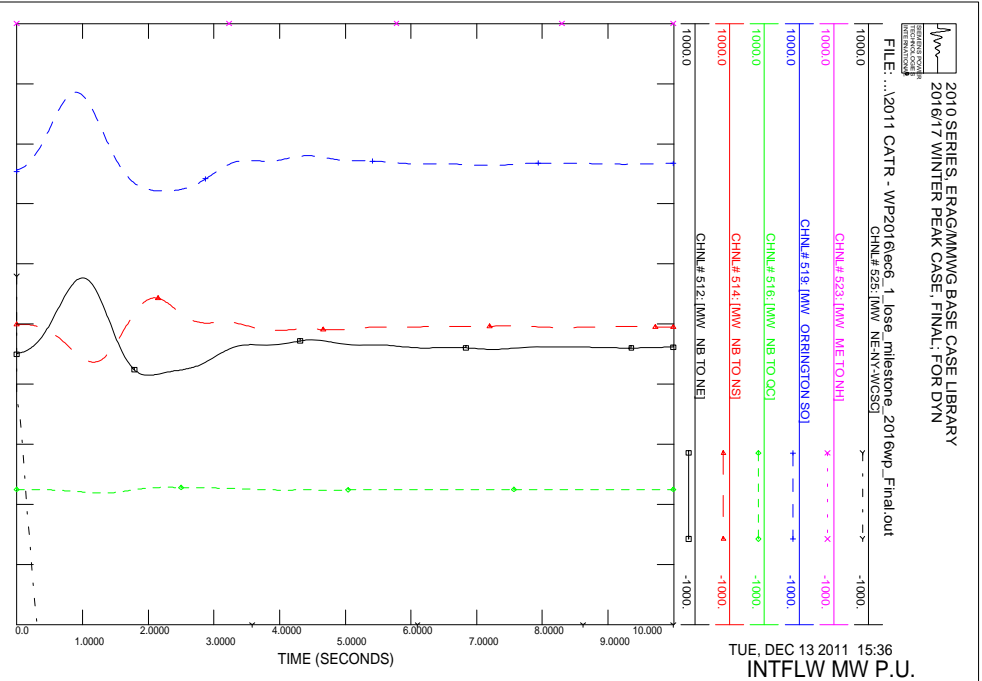
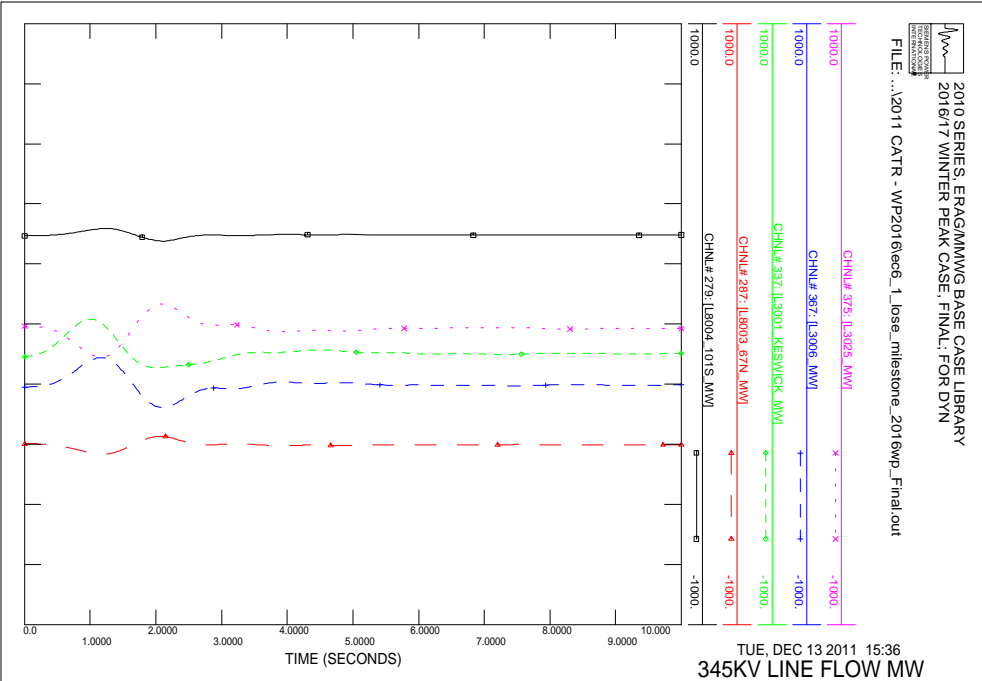
MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK CASE
 NS-NB=0; NB-NE=100; NB-QC=400; NS= 2070 MW NET GEN
 NB Power TUE, DEC 13 2011 15:43

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MWM/MVAR
 100.0%RATEA
 1.0500V 0.9500UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >=345.000

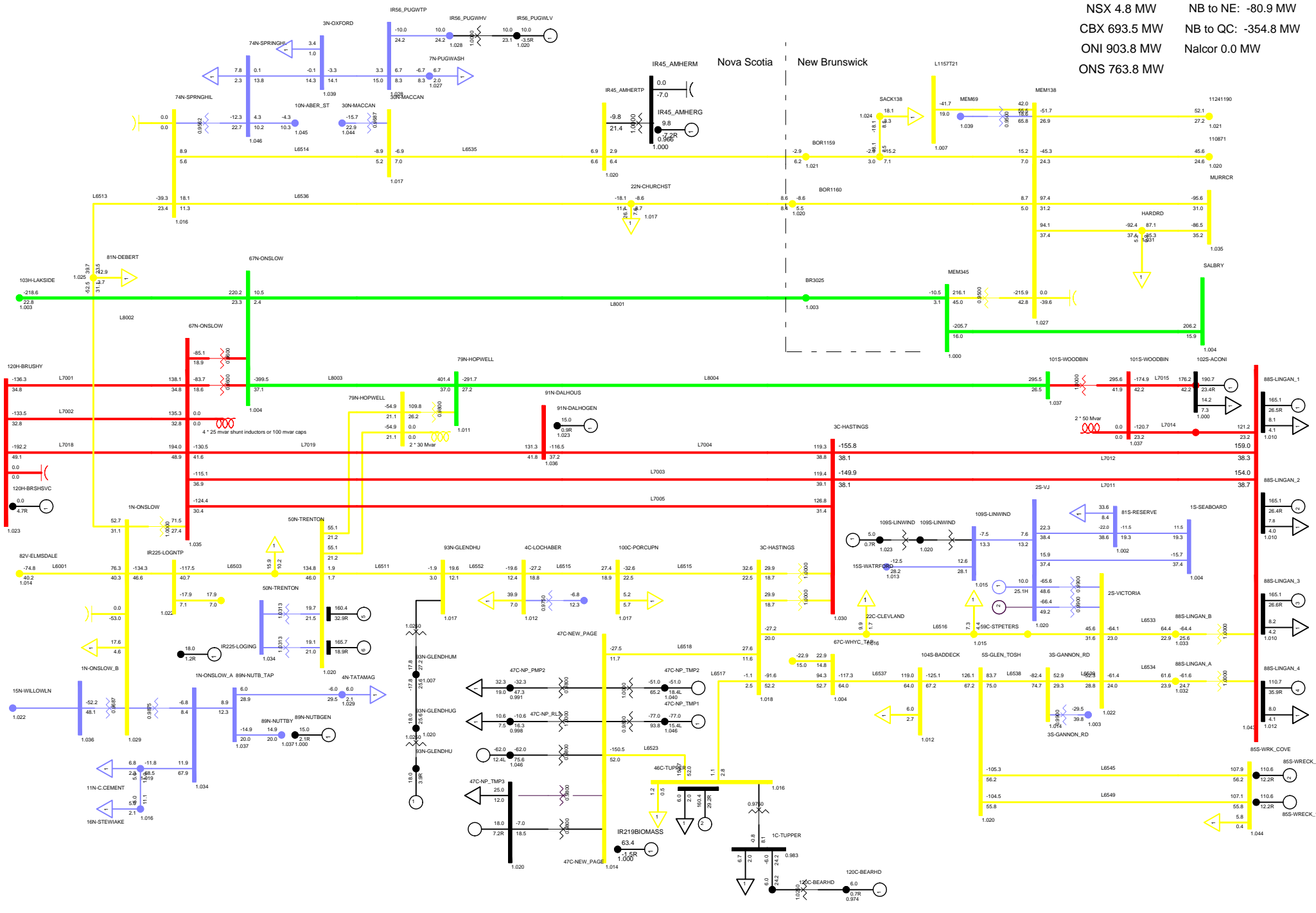
Figure _____

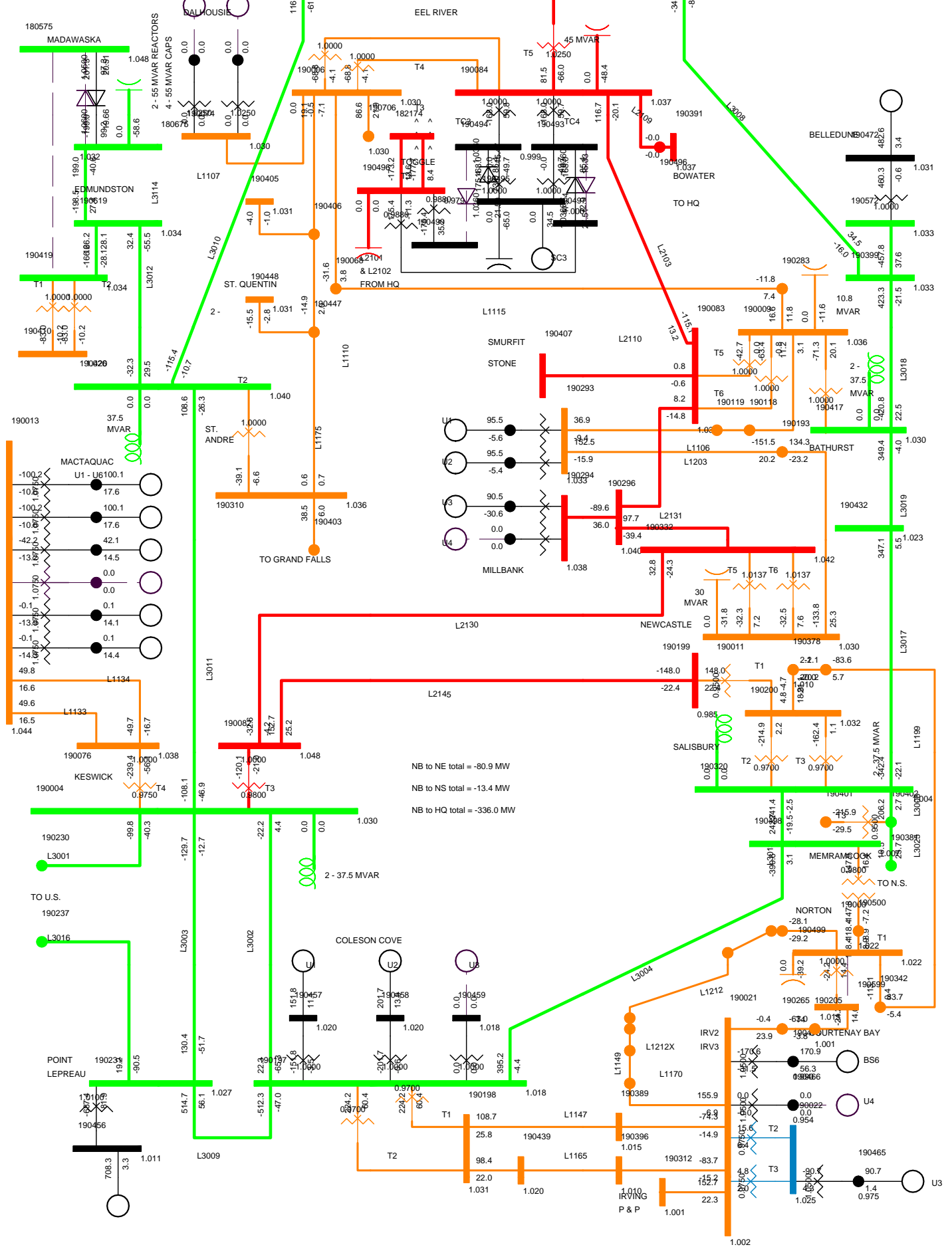




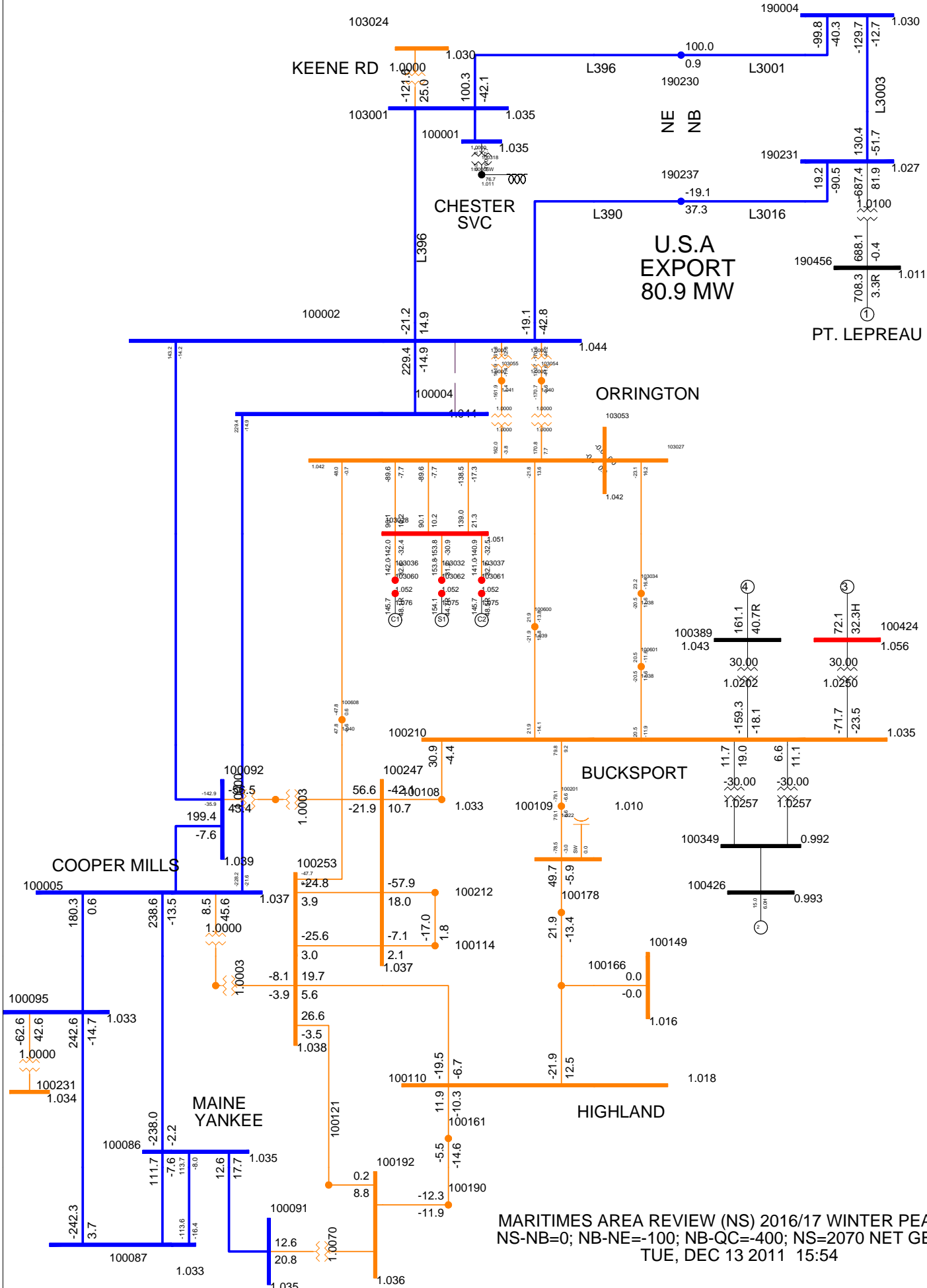


NSX 4.8 MW NB to NE: -80.9 MW
 CBX 693.5 MW NB to QC: -354.8 MW
 ONI 903.8 MW Nalcor 0.0 MW
 ONS 763.8 MW



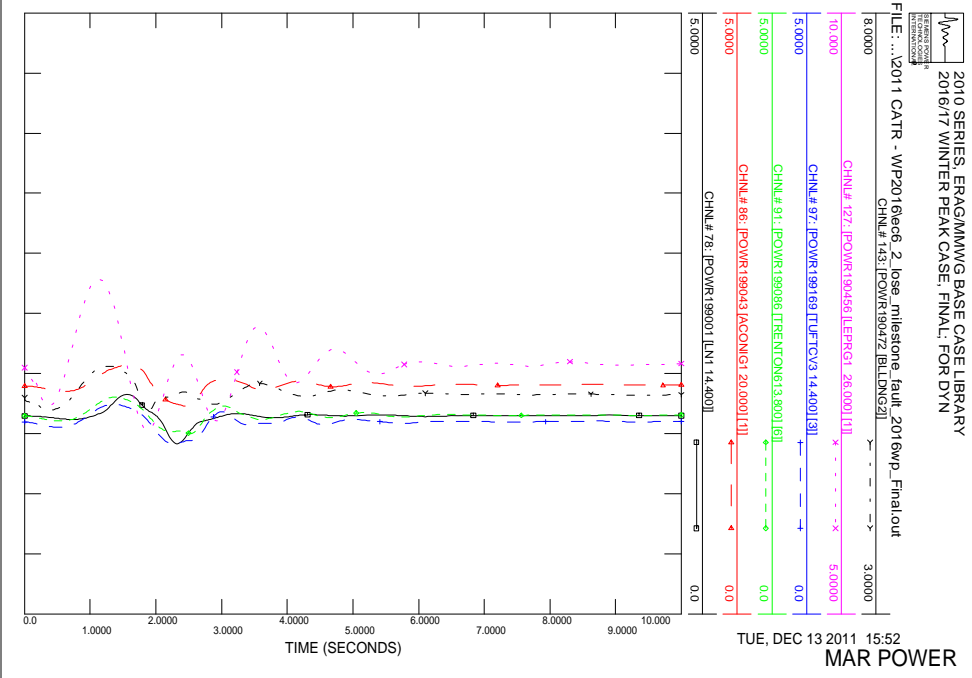
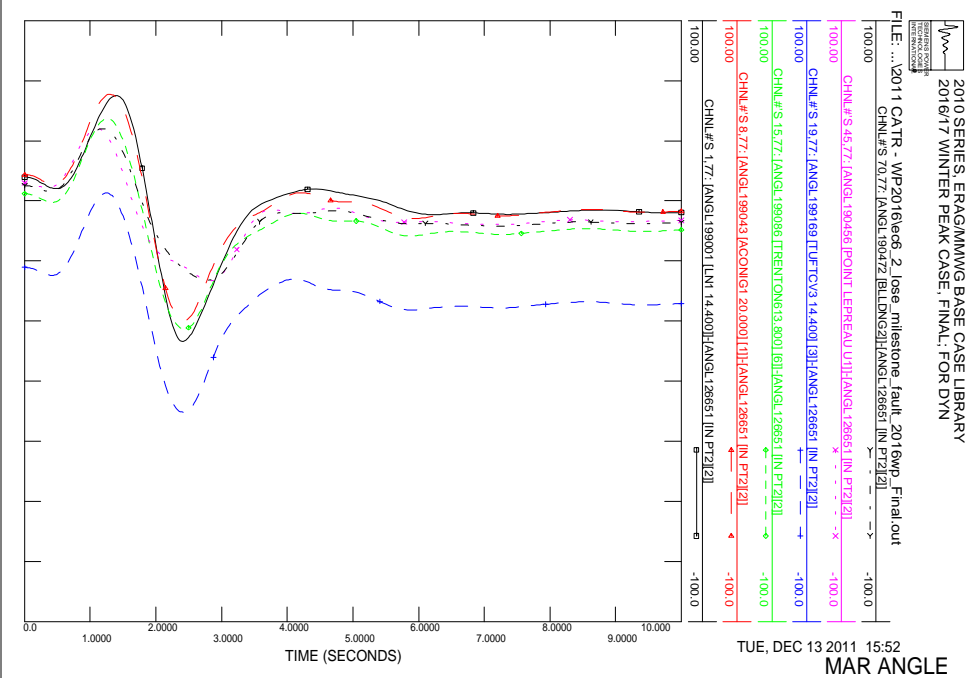
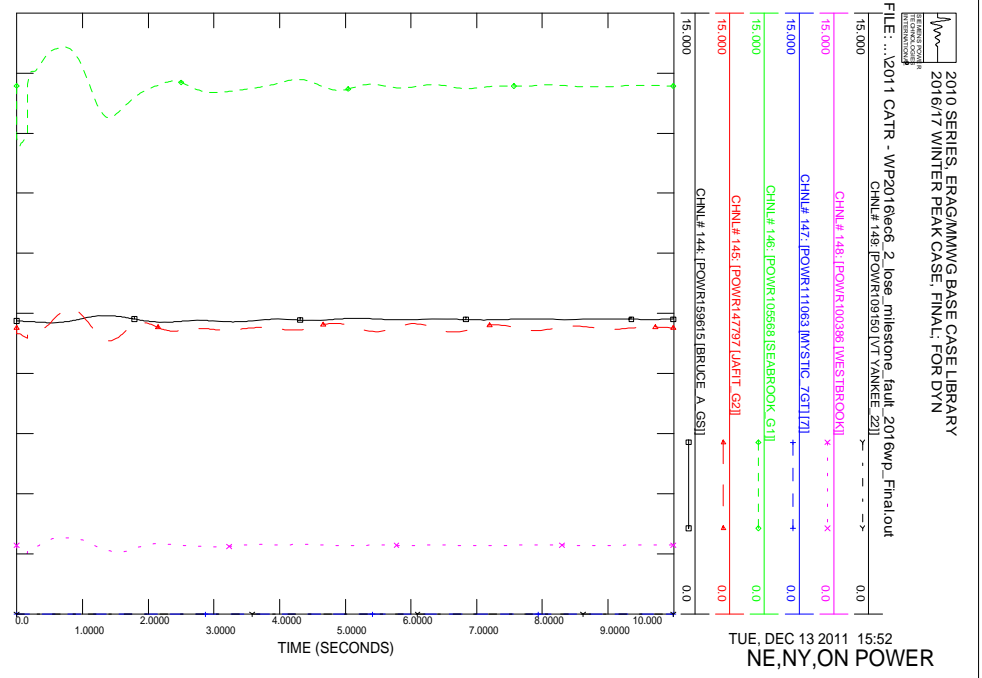
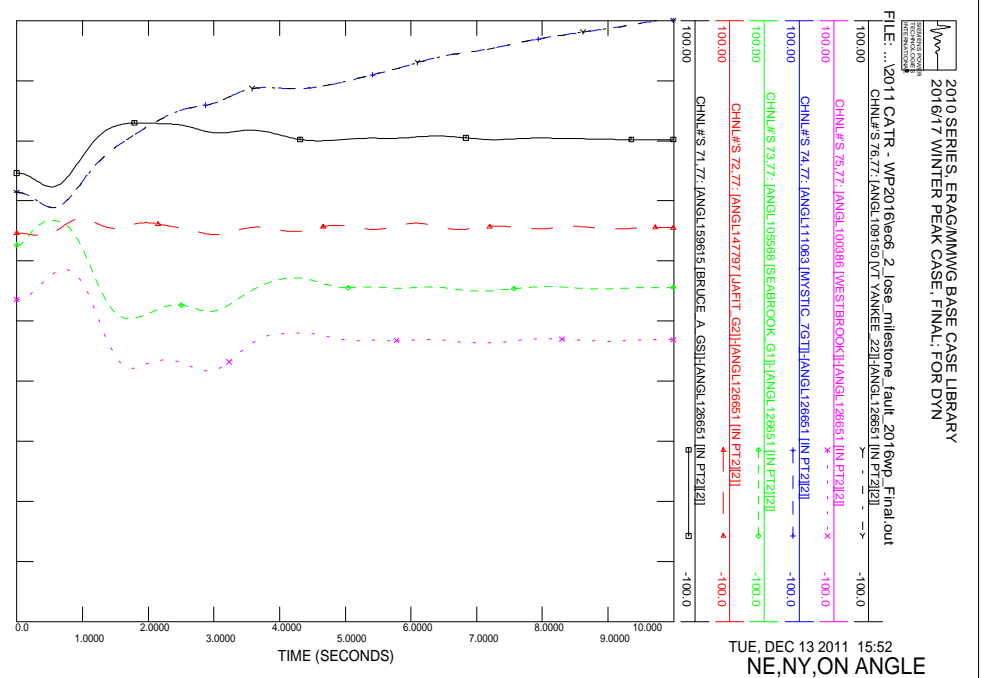


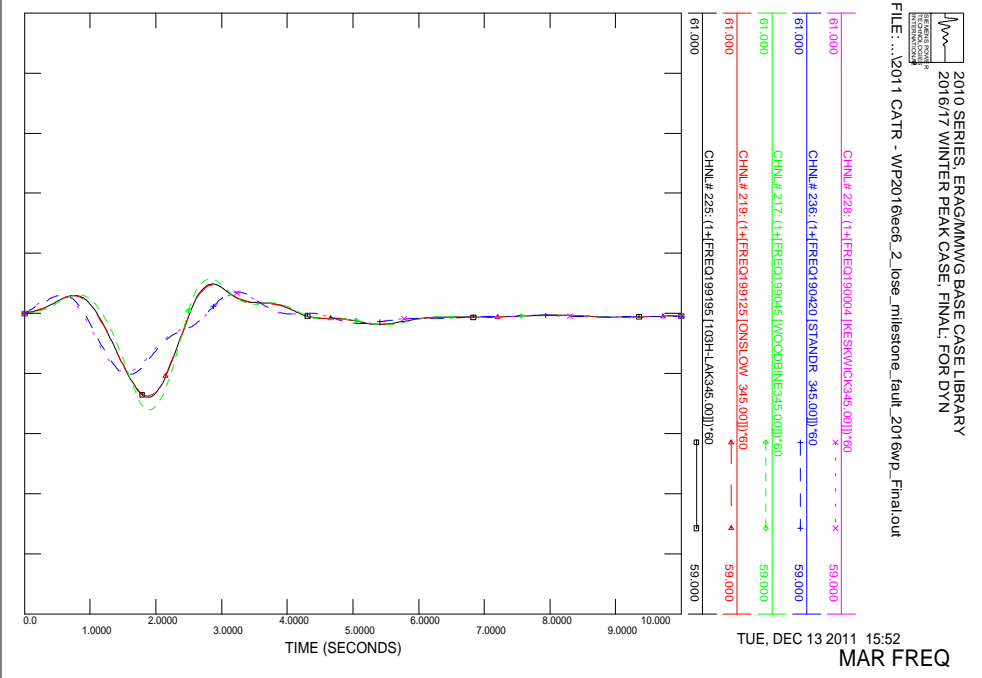
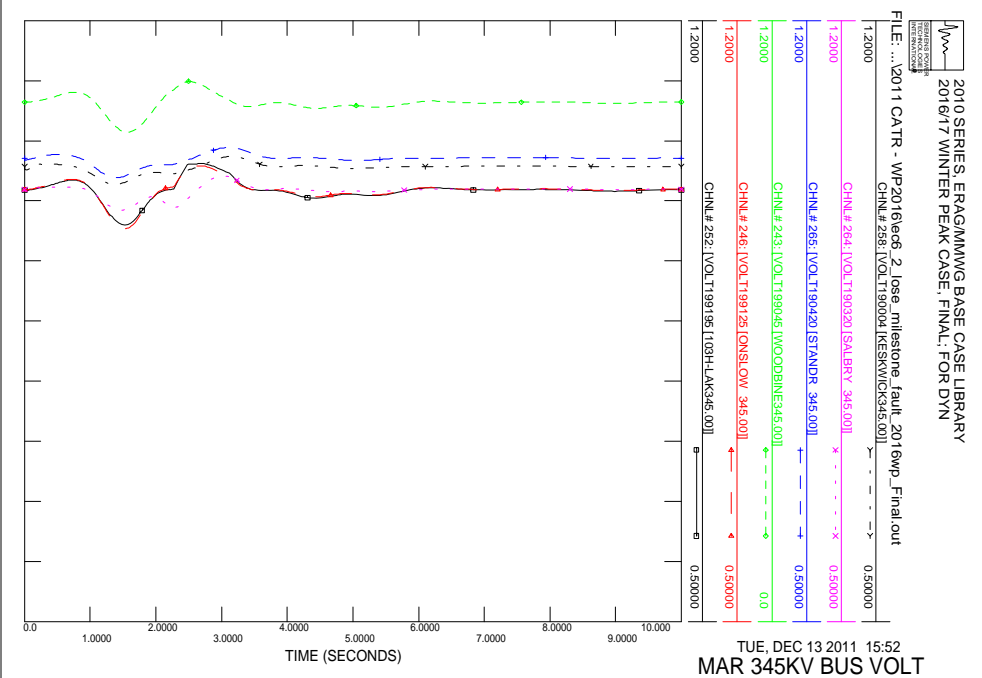
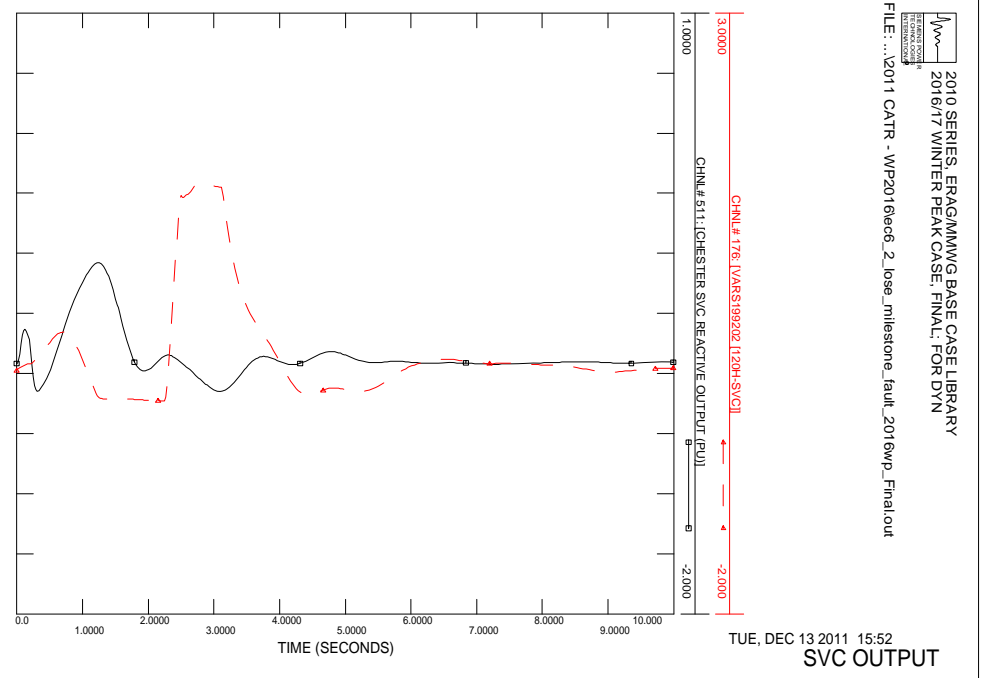
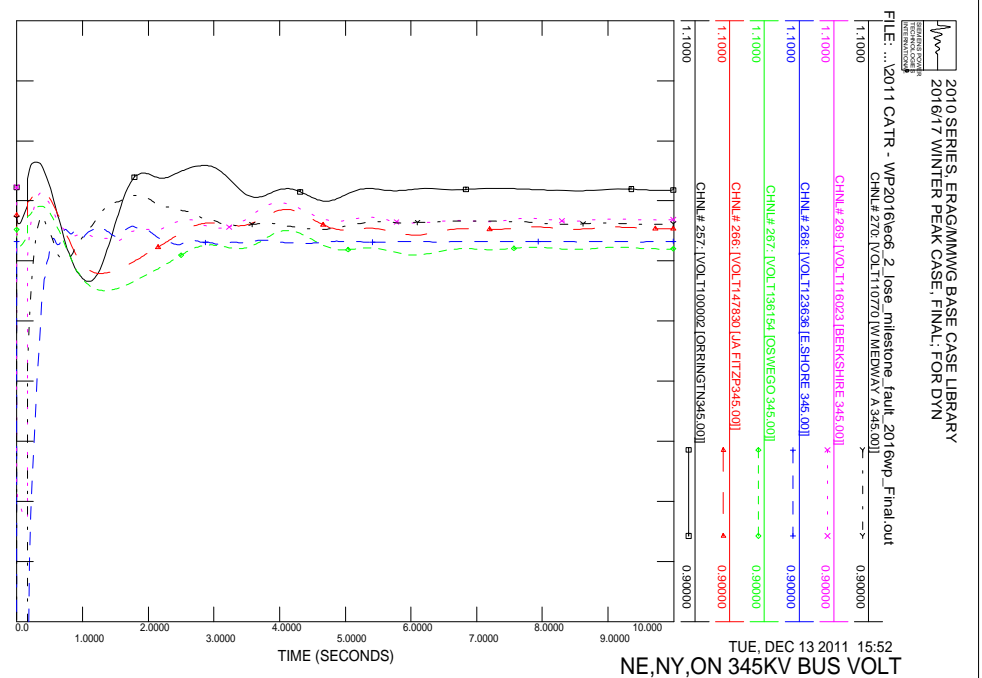
RESWORK

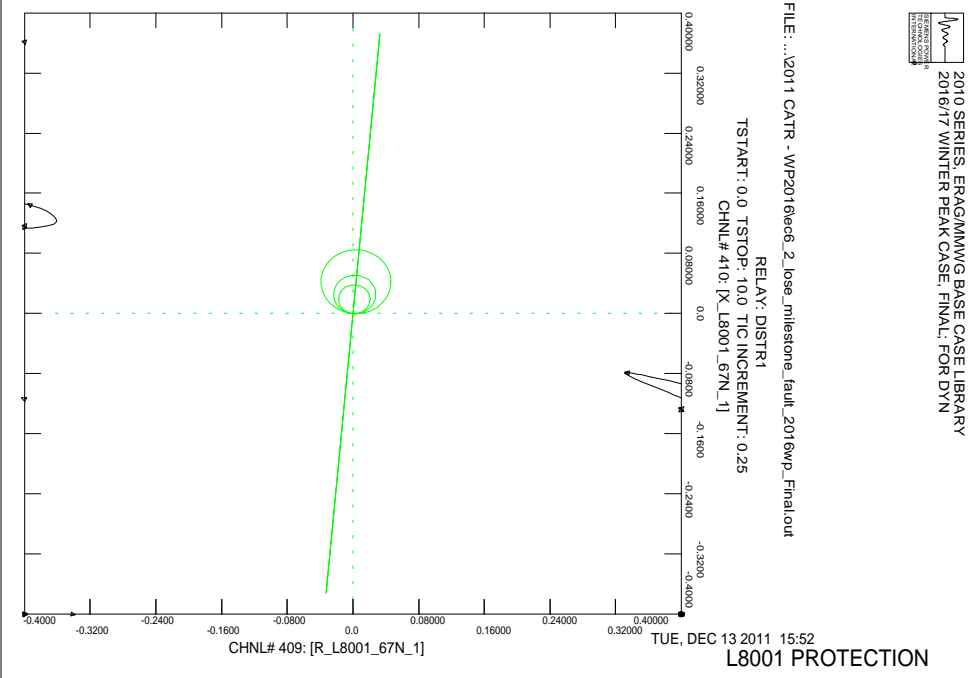
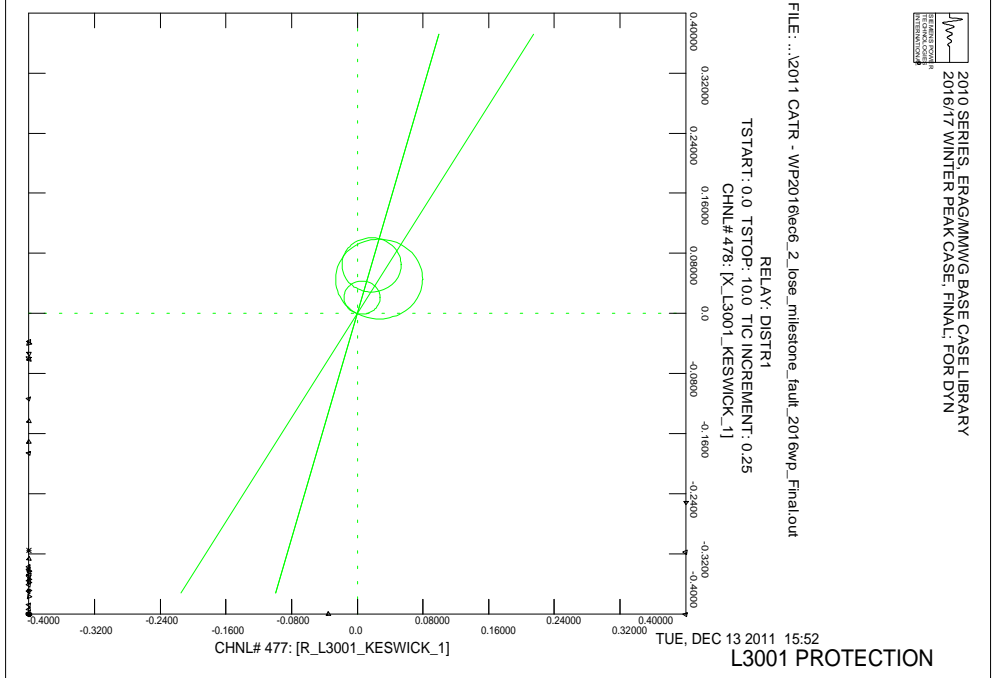
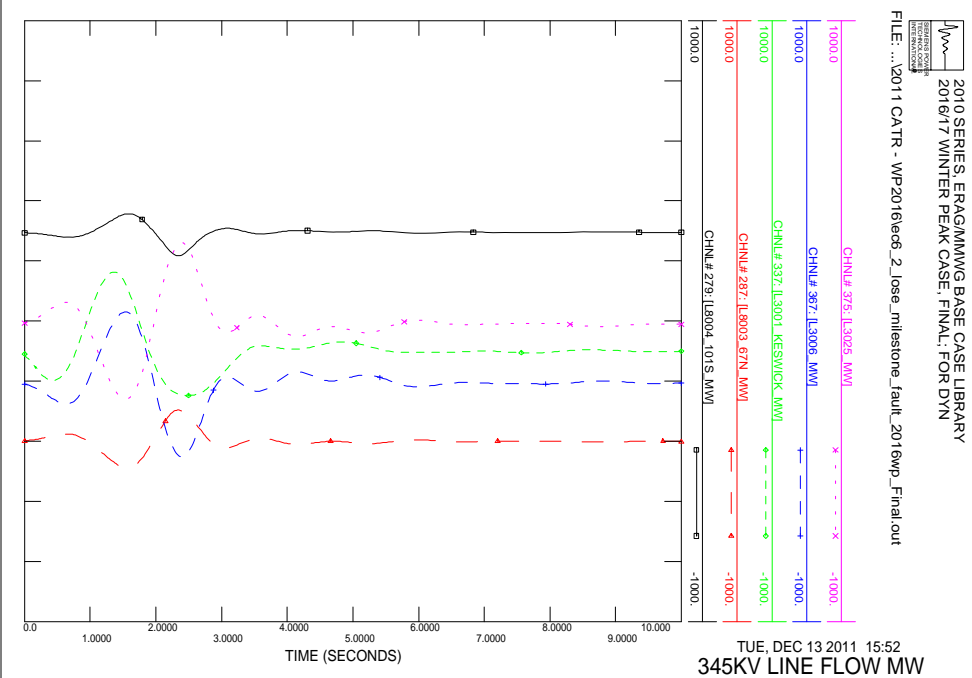
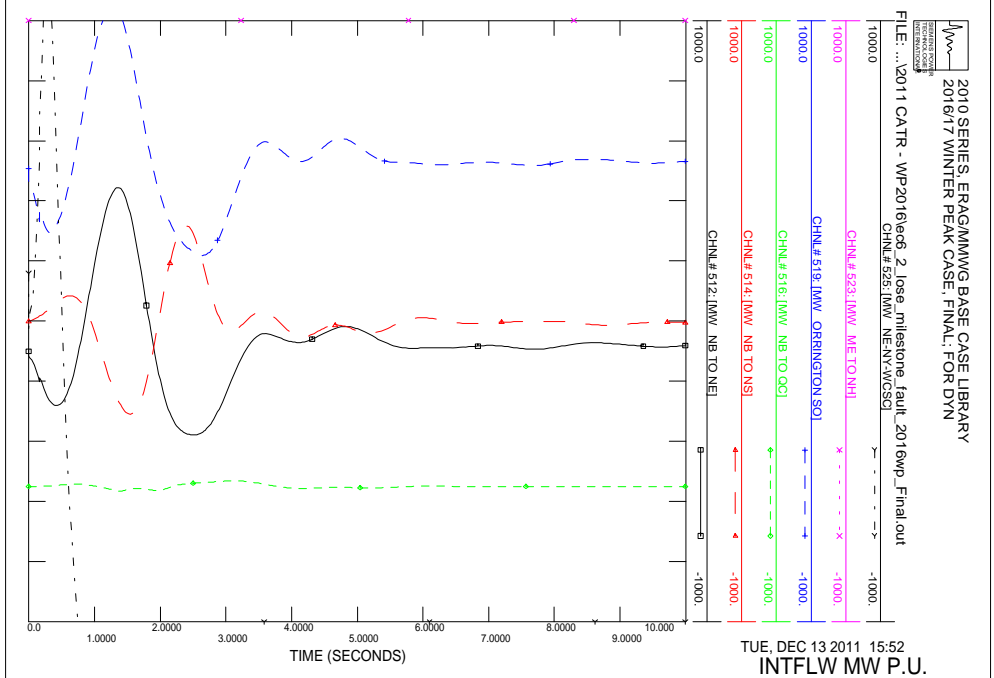


MARITIME AREA REVIEW (NS) 2016/17 WINTER PEAK
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TUE, DEC 13 2011 15:54

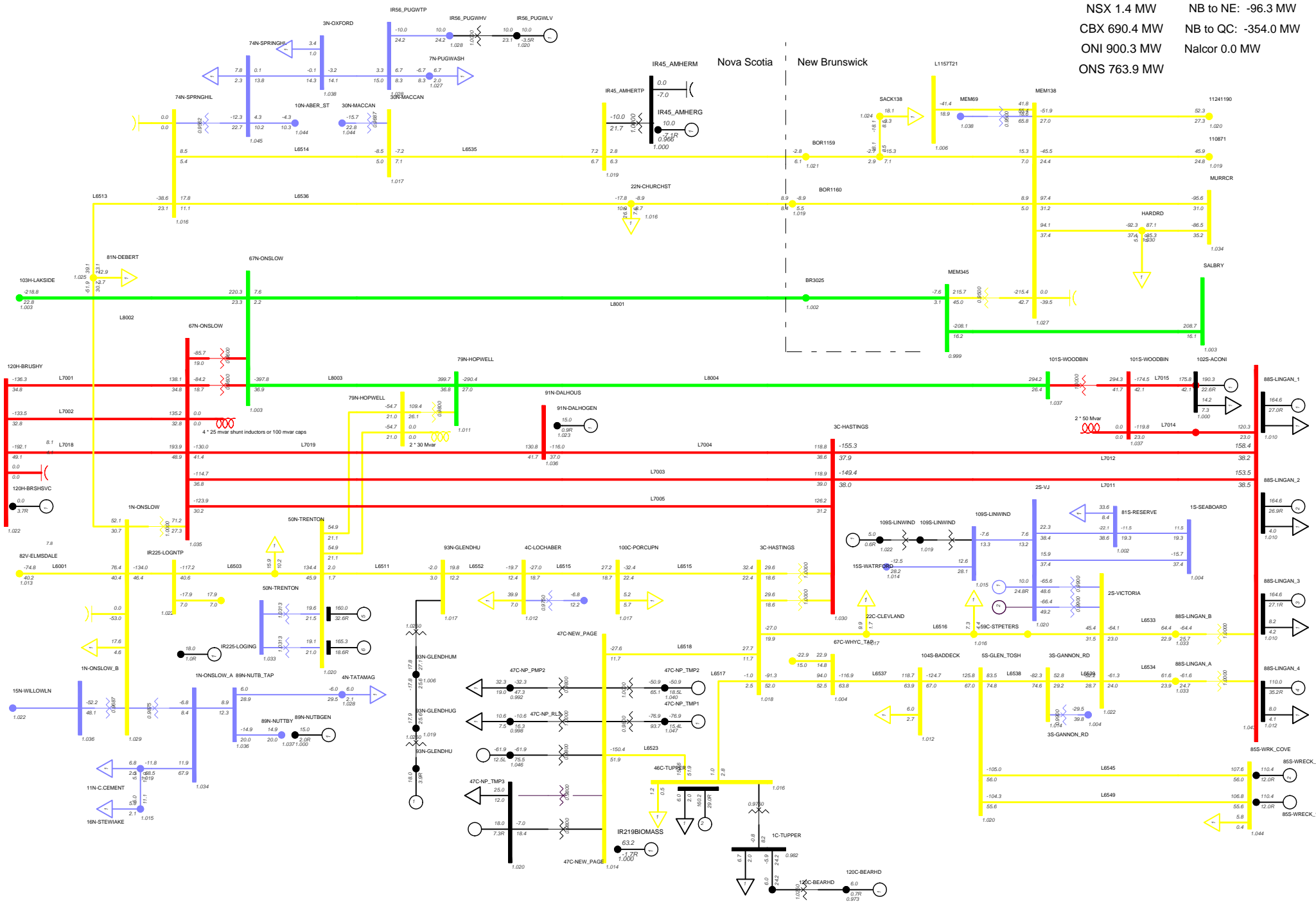
Figure _____







NSX 1.4 MW NB to NE: -96.3 MW
 CBX 690.4 MW NB to QC: -354.0 MW
 ONI 900.3 MW Nalcor 0.0 MW
 ONS 763.9 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC6.3_POSTCONTINGENCY TUE, DEC 13 2011 16:10

Total Wind Gen: 121.2 MW
 Gross Lingan 603.9 MW
 Gross Pt Aconi 190.3 MW

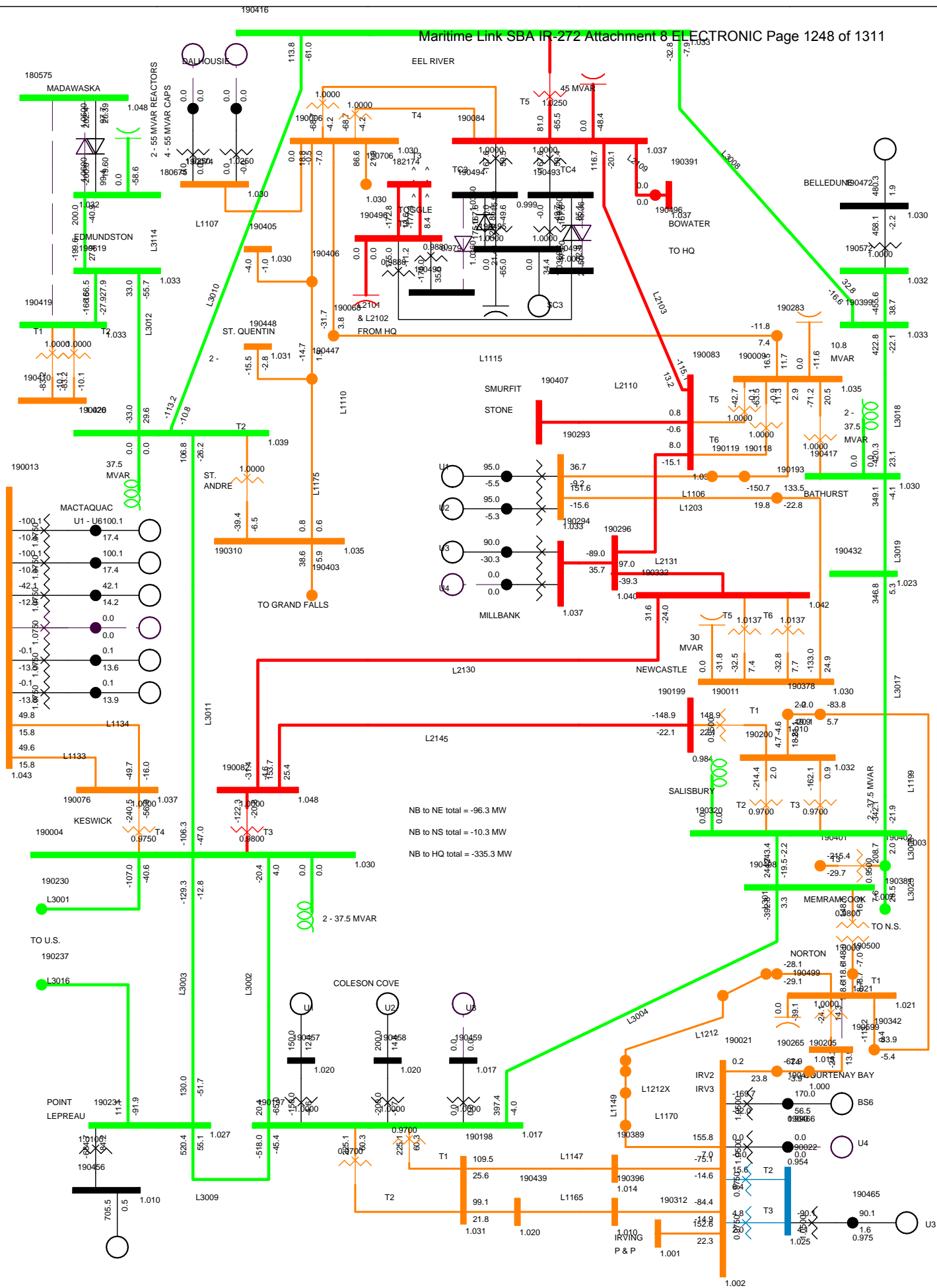
Gross Tupper 160.2 MW
 Gross Trenton 325.4 MW
 Gross Tuft's Cove 420.8 MW

Gross Wreck Cove 220.8 MW
 Gross Gas Turbine 22.2 MW
 Gross Small Hydro 135.6 MW

Net NewPage Load 178.0 MW
 Net NewPage Load 241.3 MW
 Total BMPC Load 75.5 MW

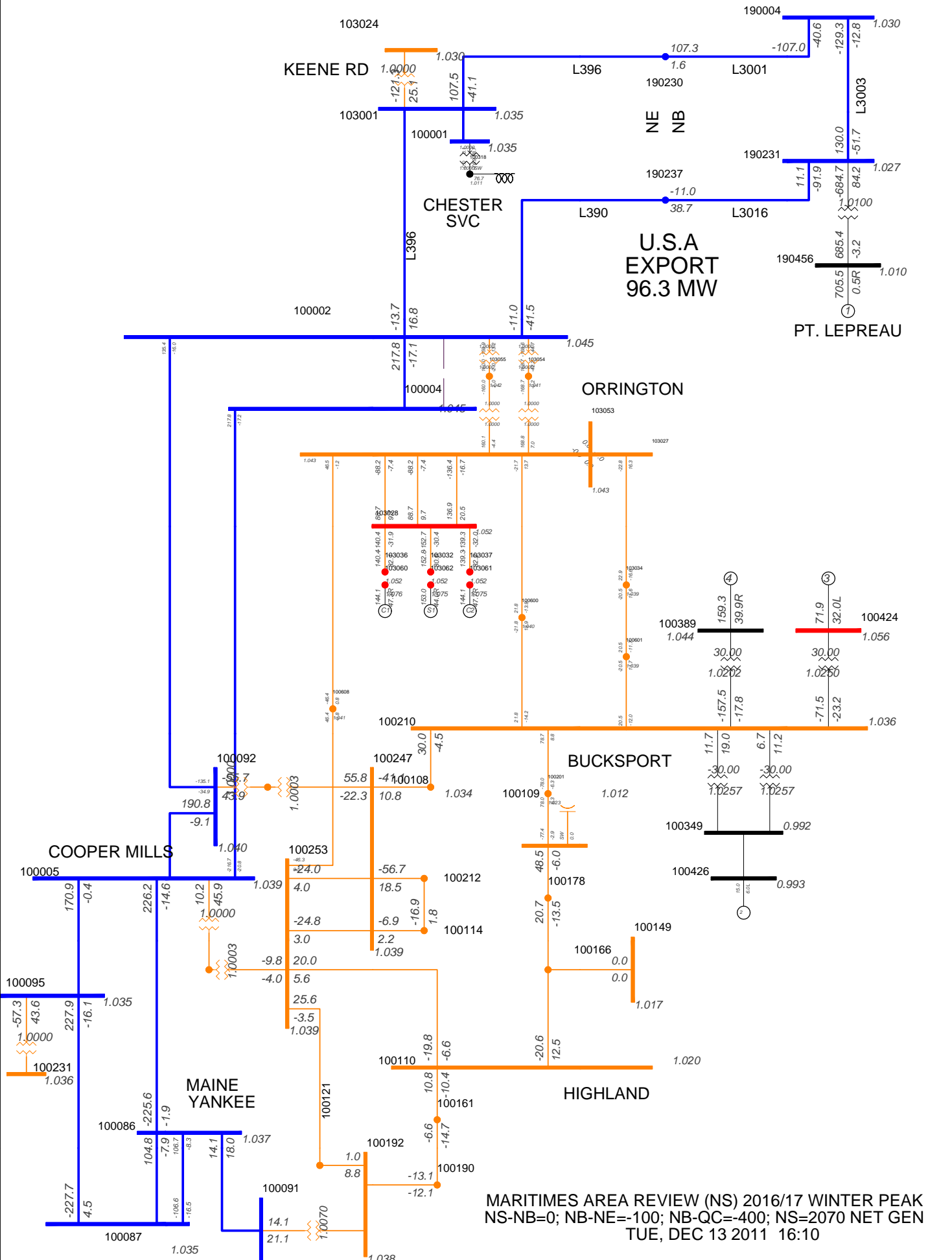
Winter Ratings

Figure



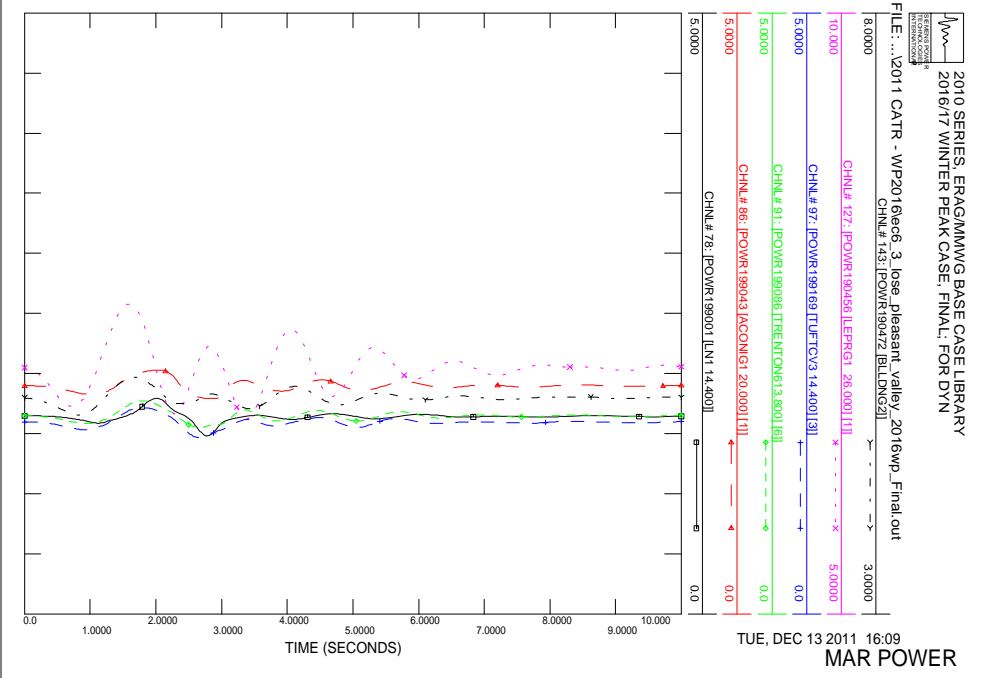
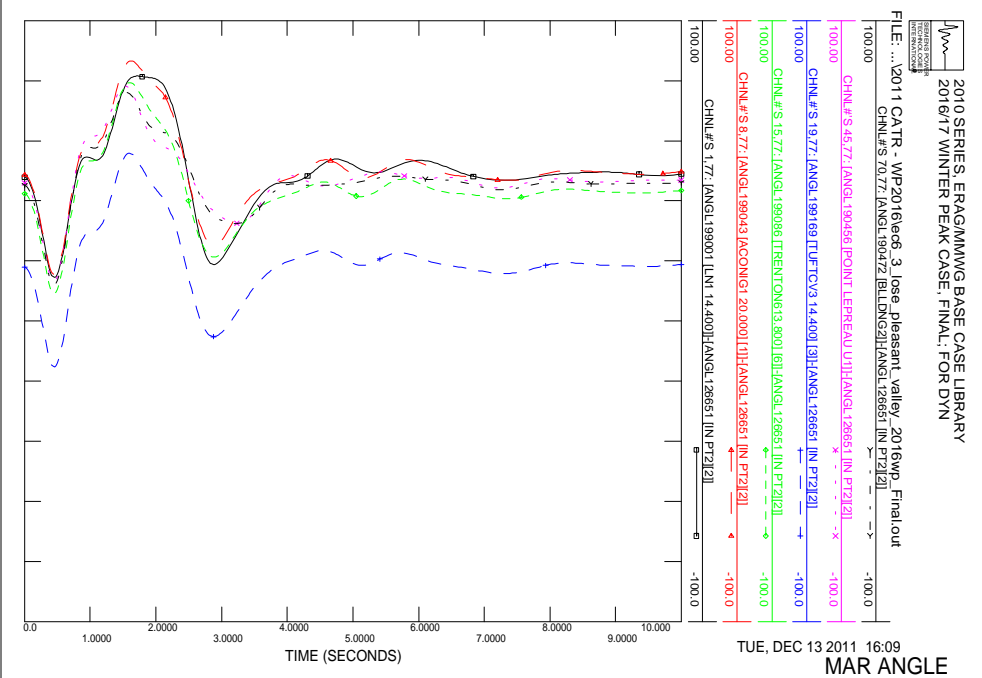
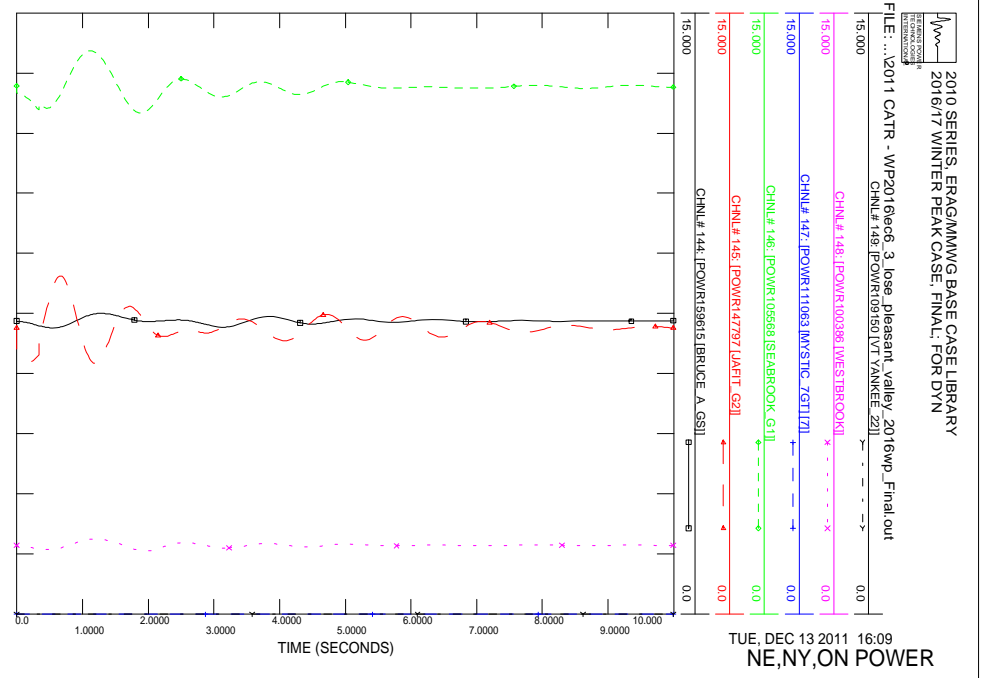
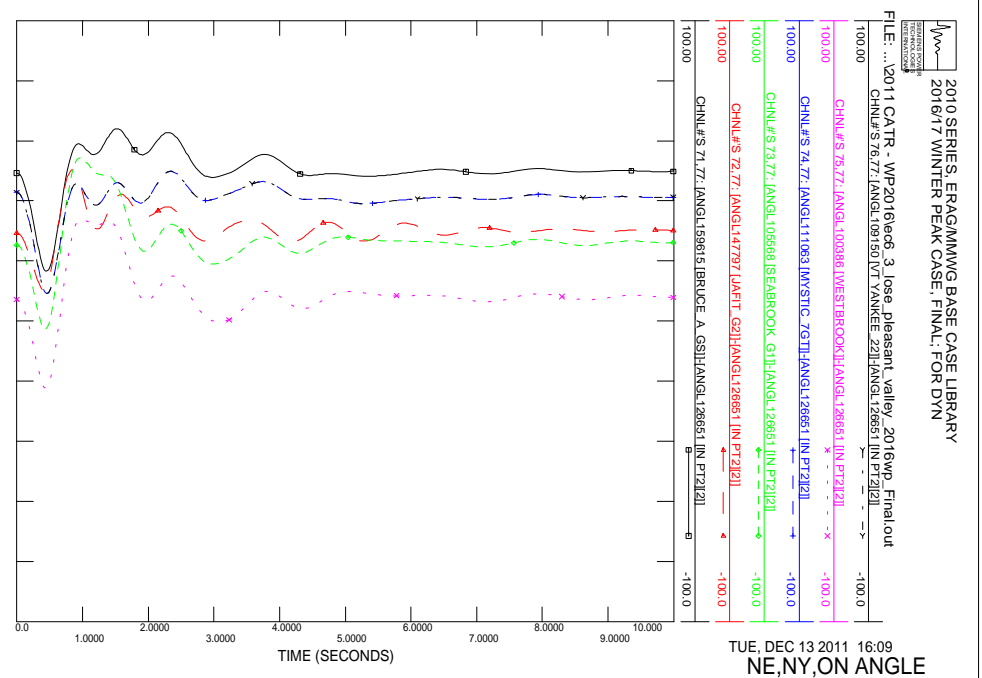
Figure

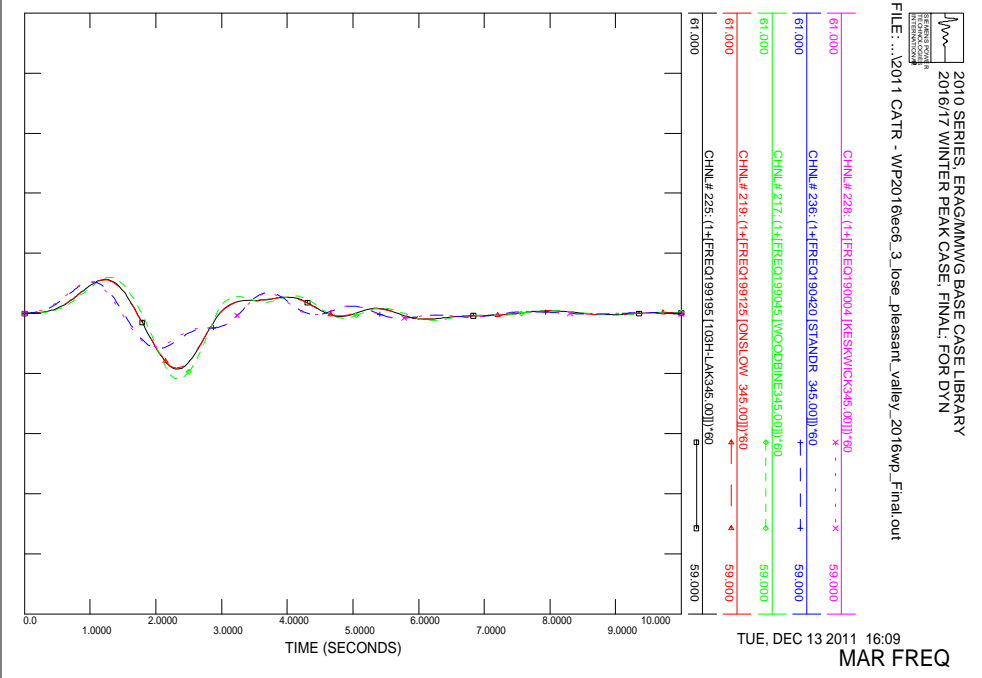
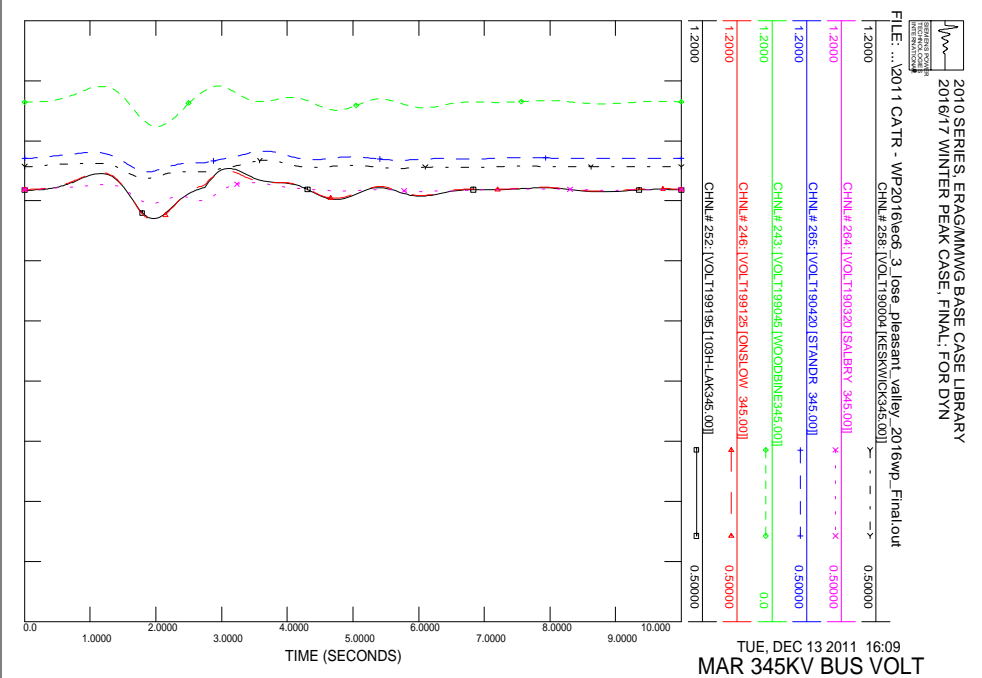
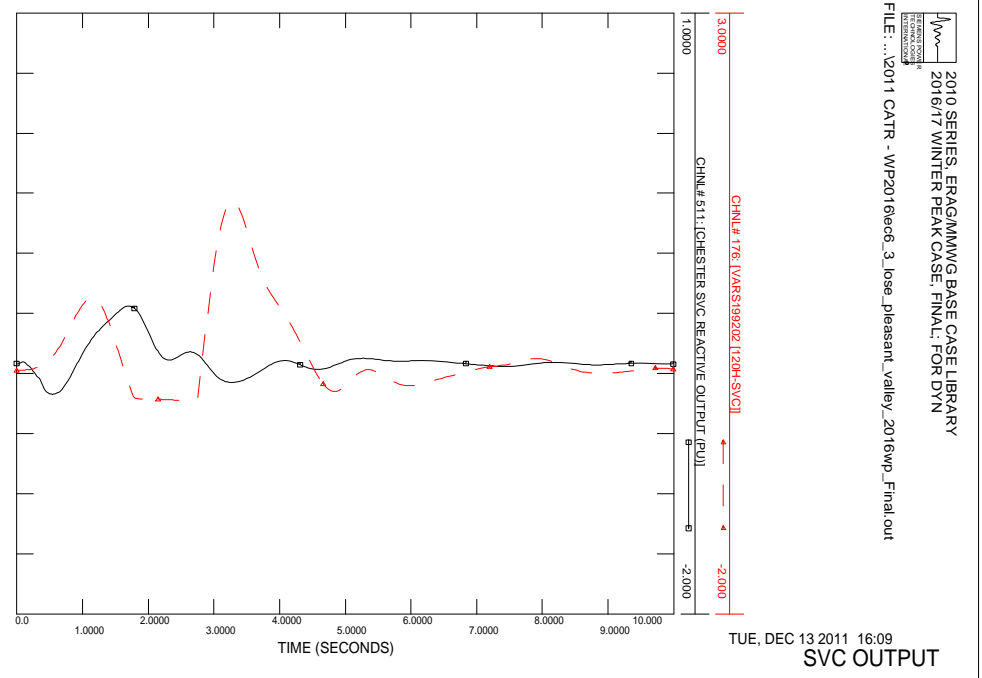
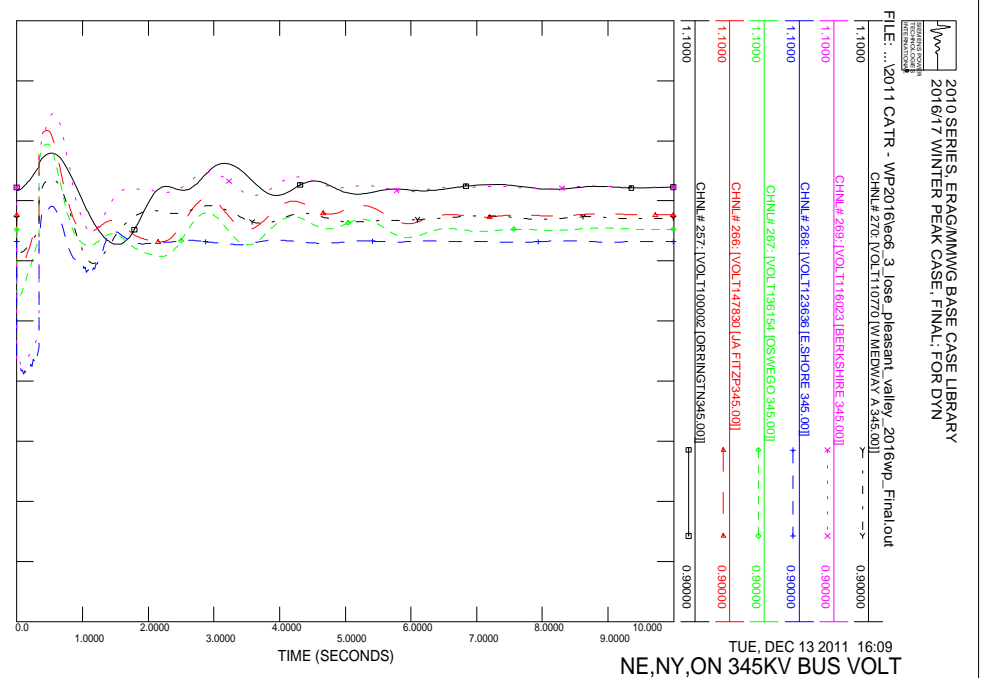
RESWORK

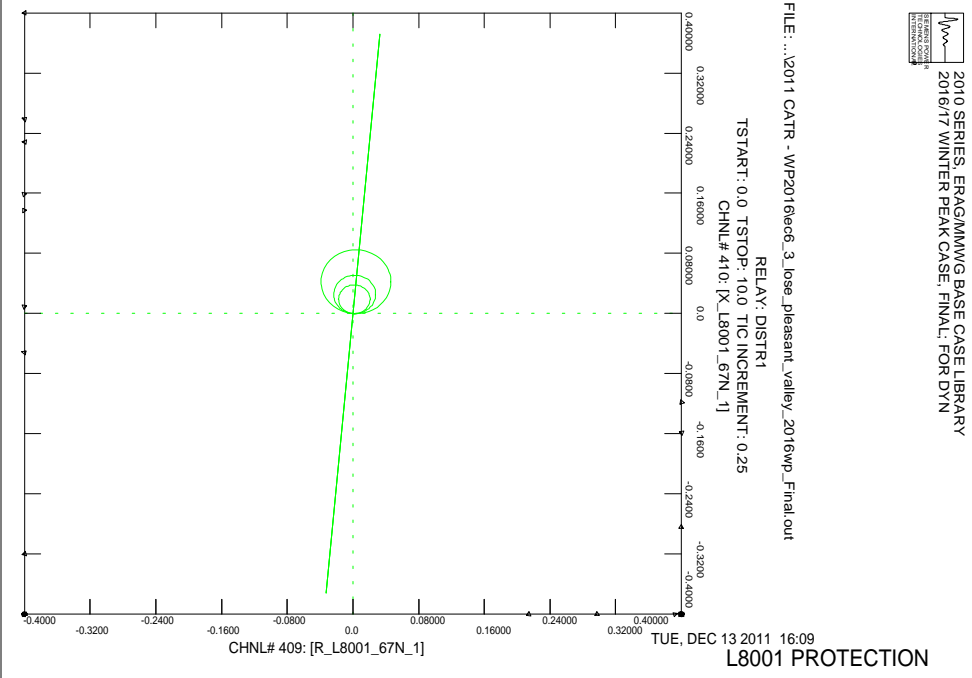
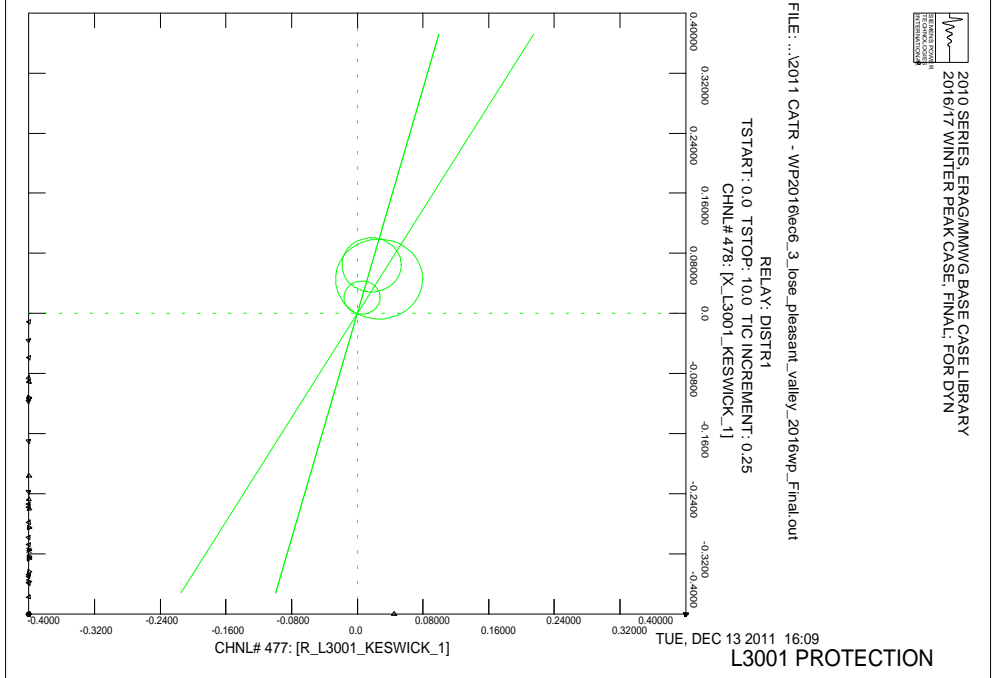
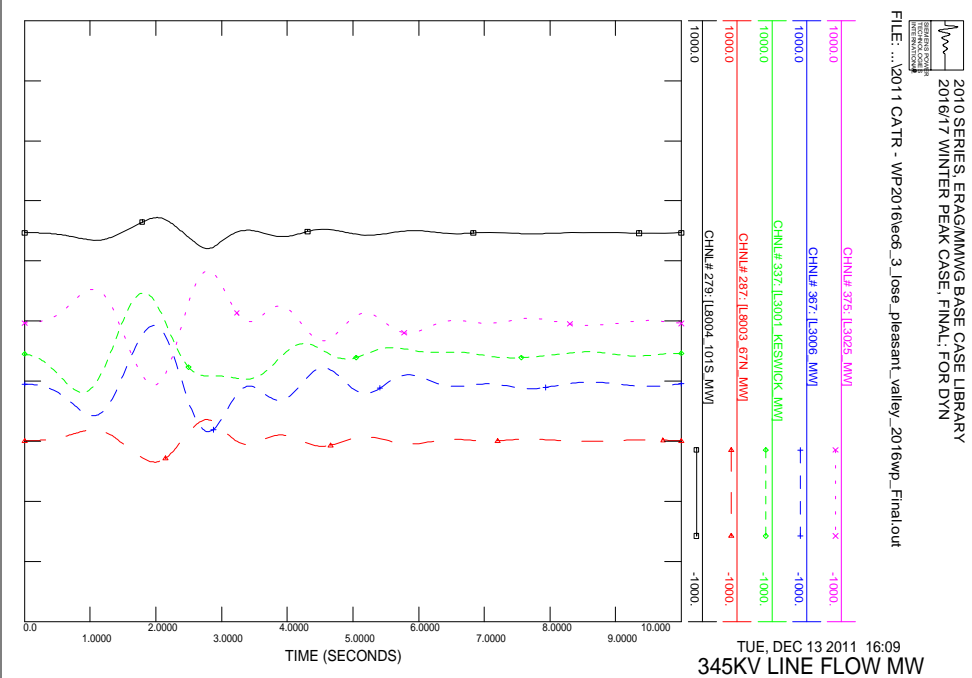
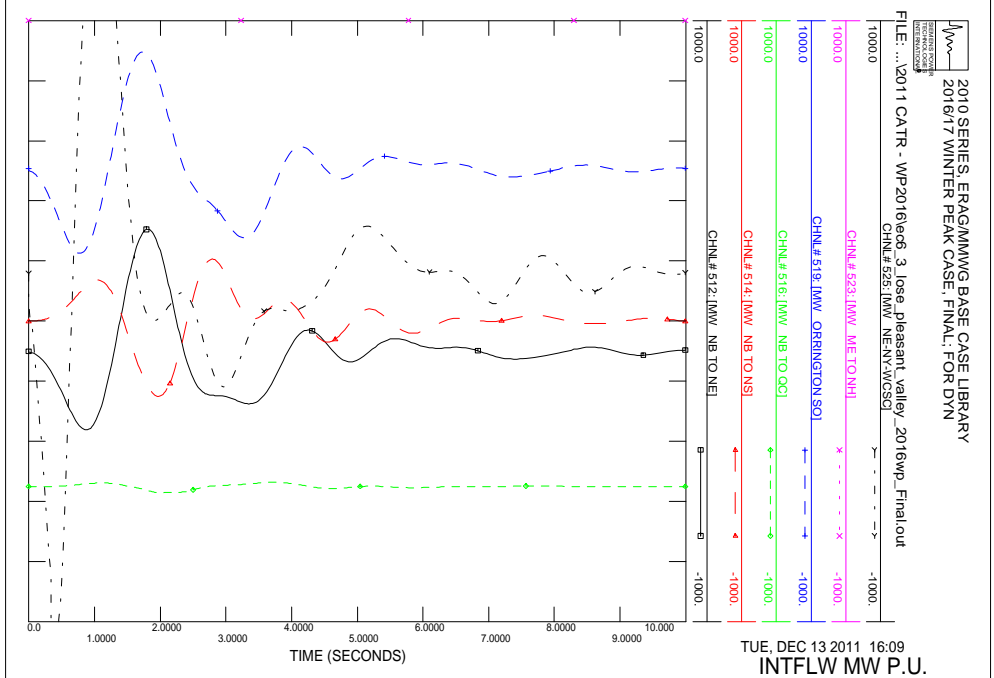


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 TUE, DEC 13 2011 16:10

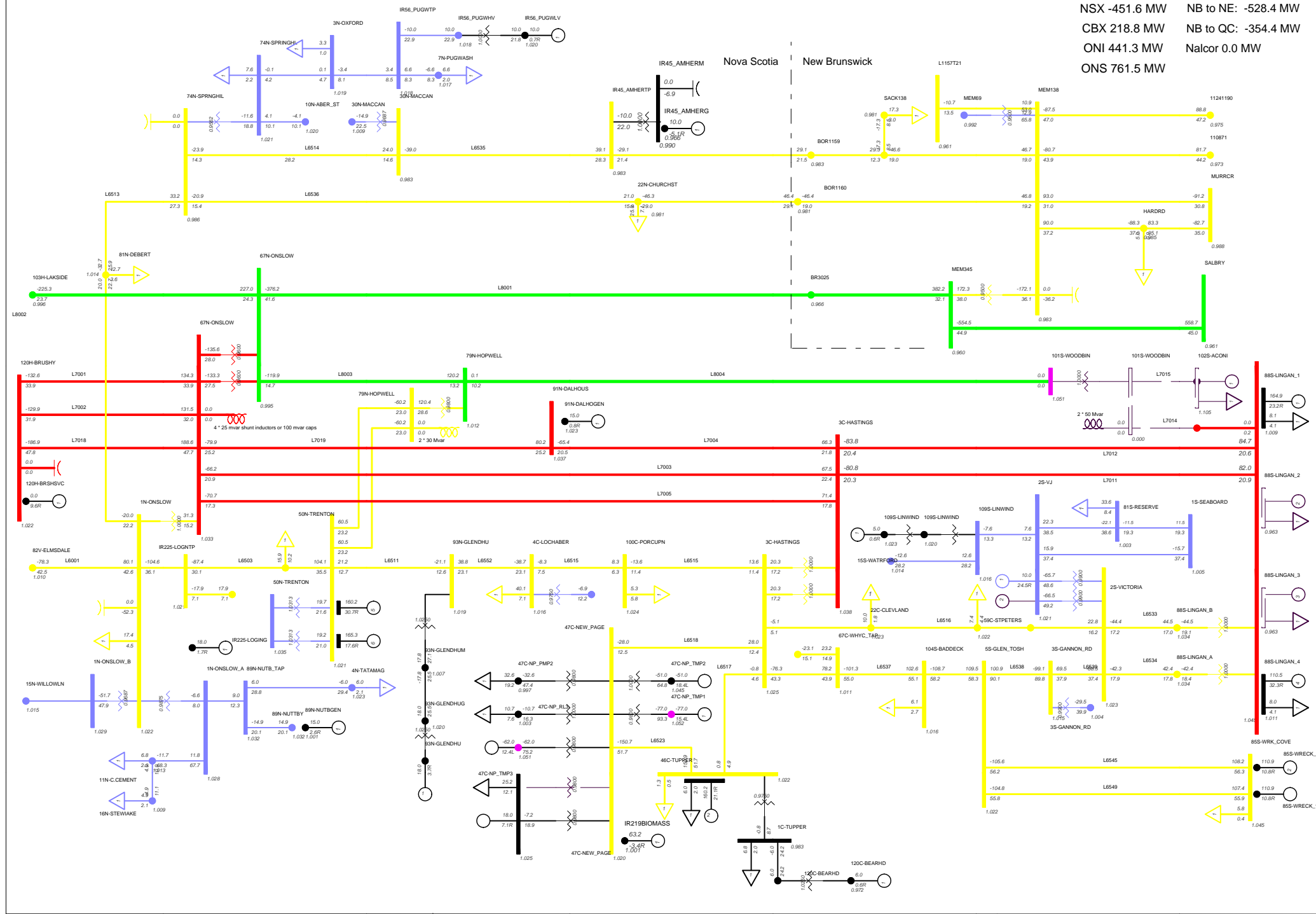
Figure ____







NSX -451.6 MW NB to NE: -528.4 MW
 CBX 218.8 MW NB to QC: -354.4 MW
 ONI 441.3 MW Nalcor 0.0 MW
 ONS 761.5 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC7.1_POSTCONTINGENCY SAT, DEC 17 2011 17:02

Total Wind Gen: 121.2 MW
 Gross Lingan 275.4 MW
 Gross Pt Aconi 0.0 MW

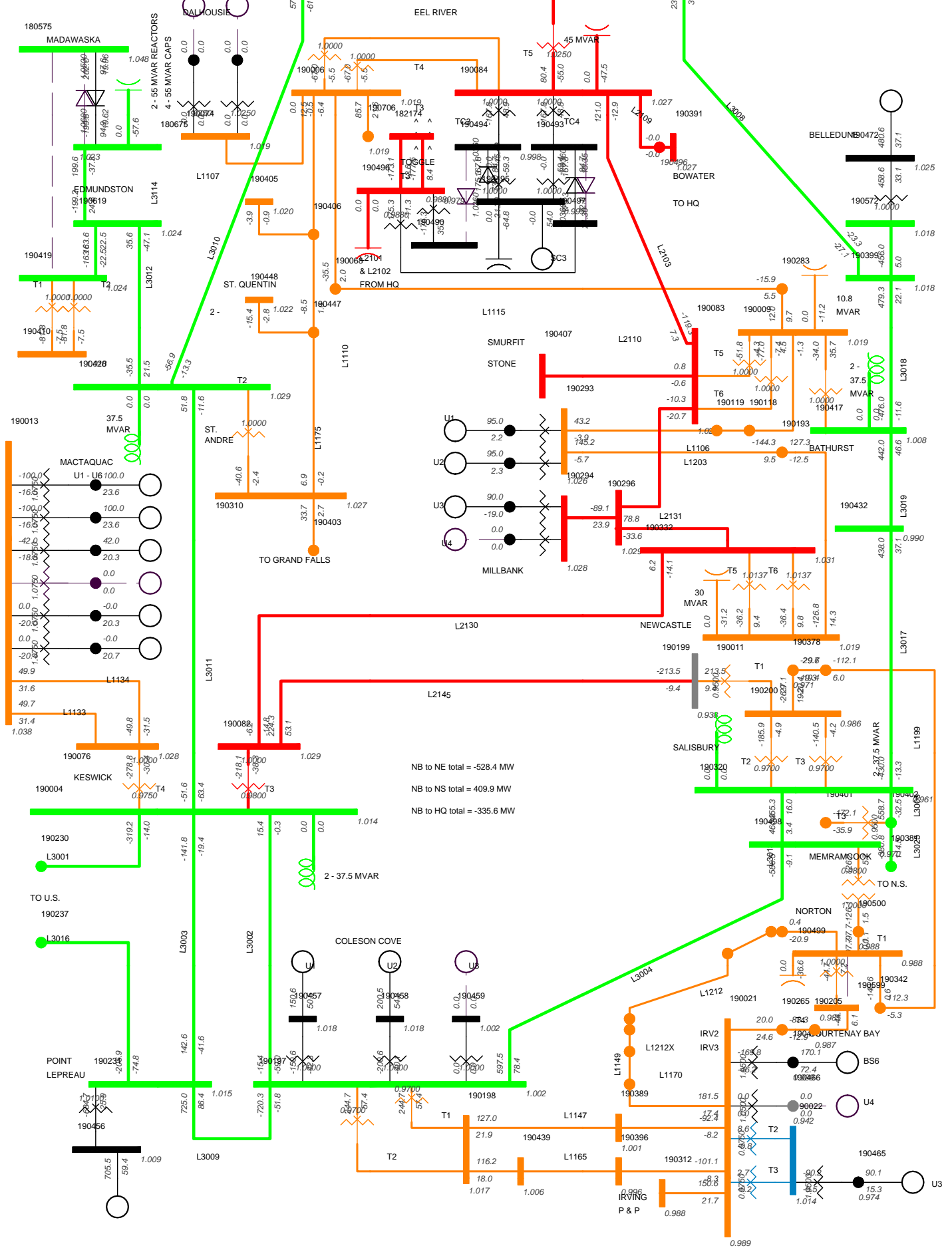
Gross Tupper 160.2 MW
 Gross Trenton 325.5 MW
 Gross Tuft's Cove 420.9 MW

Gross Wreck Cove 221.9 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.5 MW

Net NewPage Load 178.7 MW
 Net NewPage Load 241.9 MW
 Total BMPC Load 75.5 MW

Winter Ratings

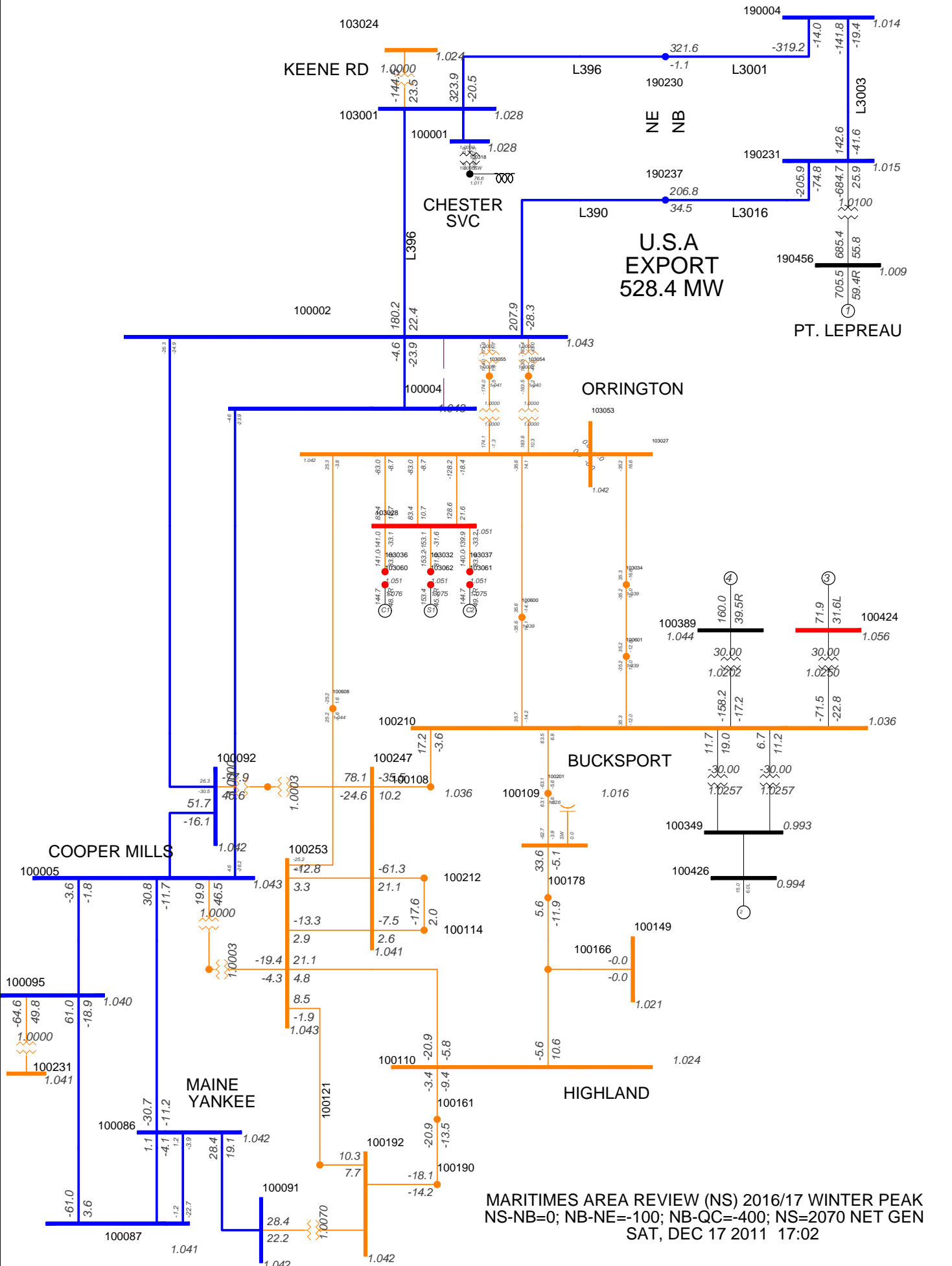
Figure



NB to NE total = -528.4 MW
 NB to NS total = 409.9 MW
 NB to HQ total = -335.6 MW

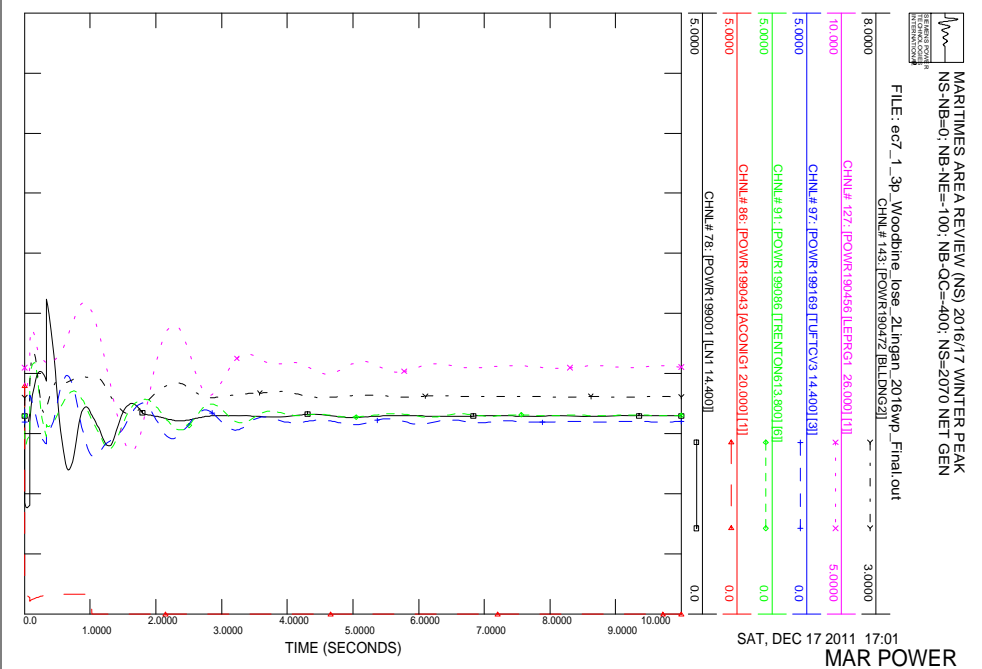
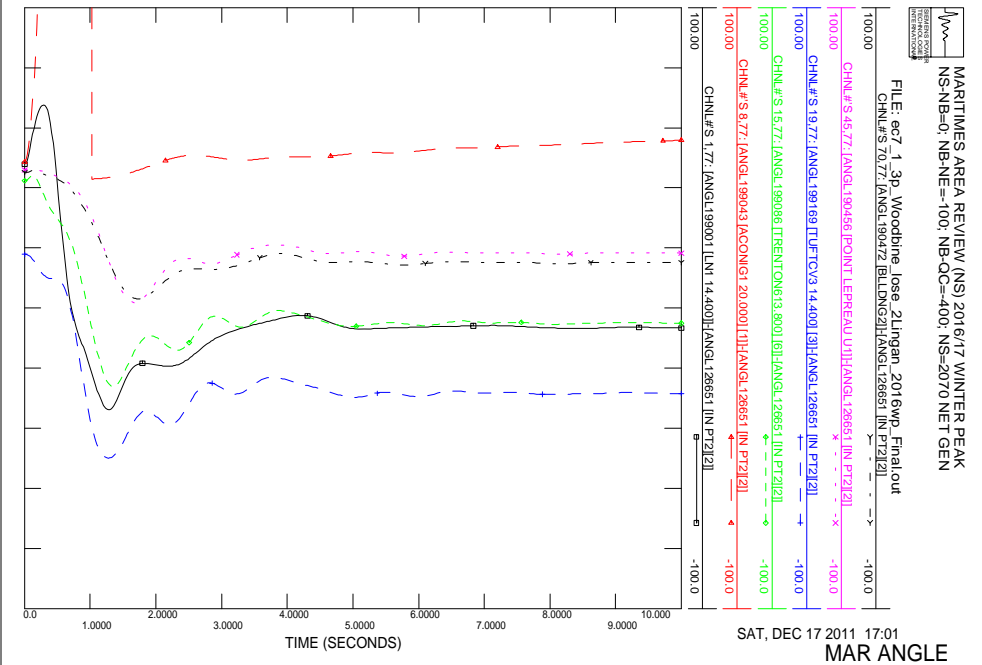
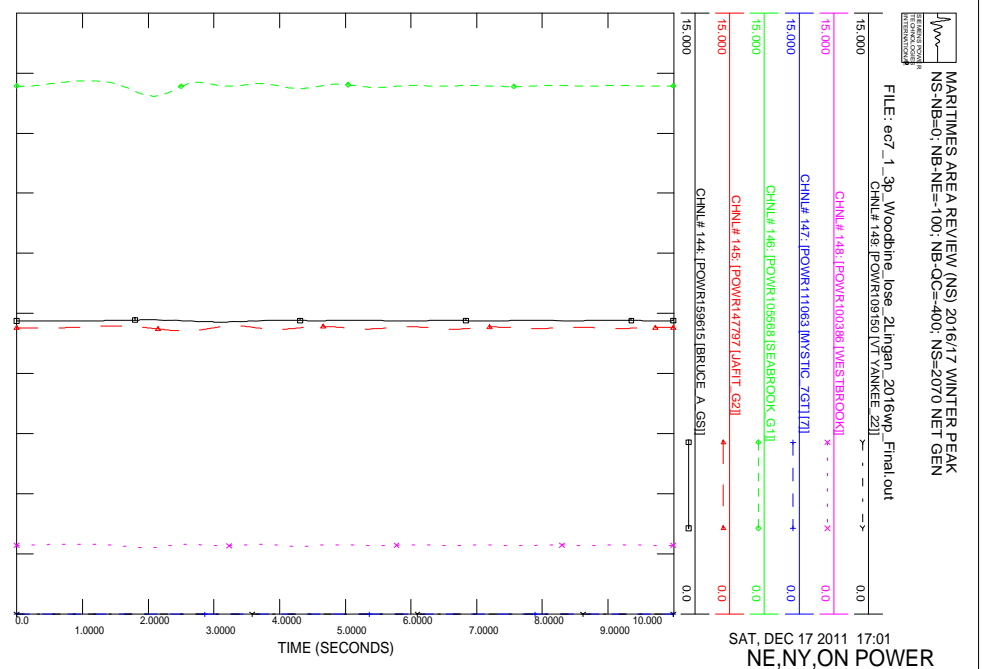
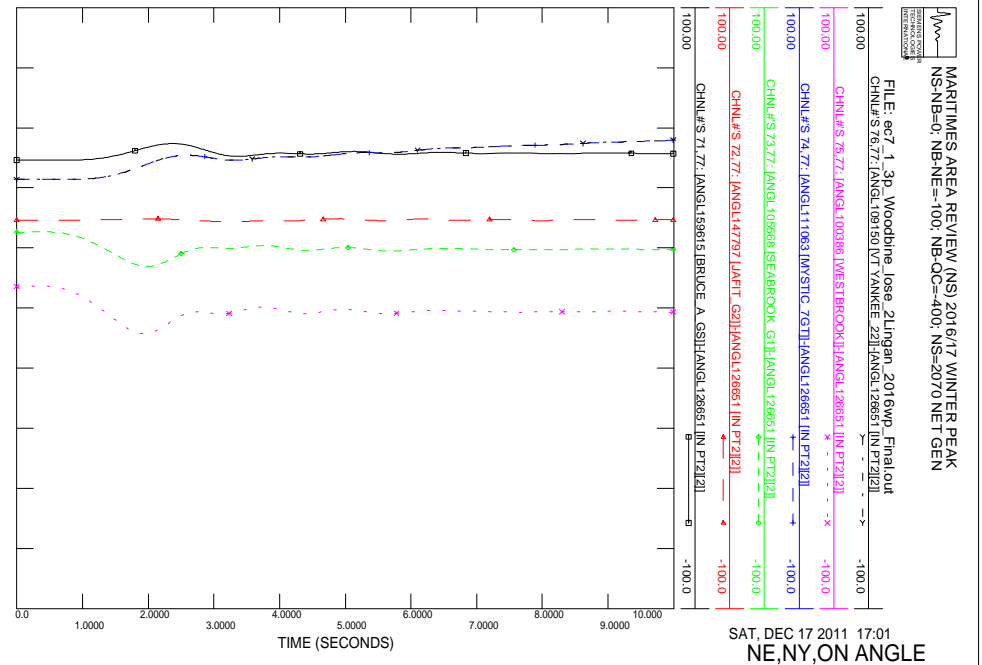
Figure _____

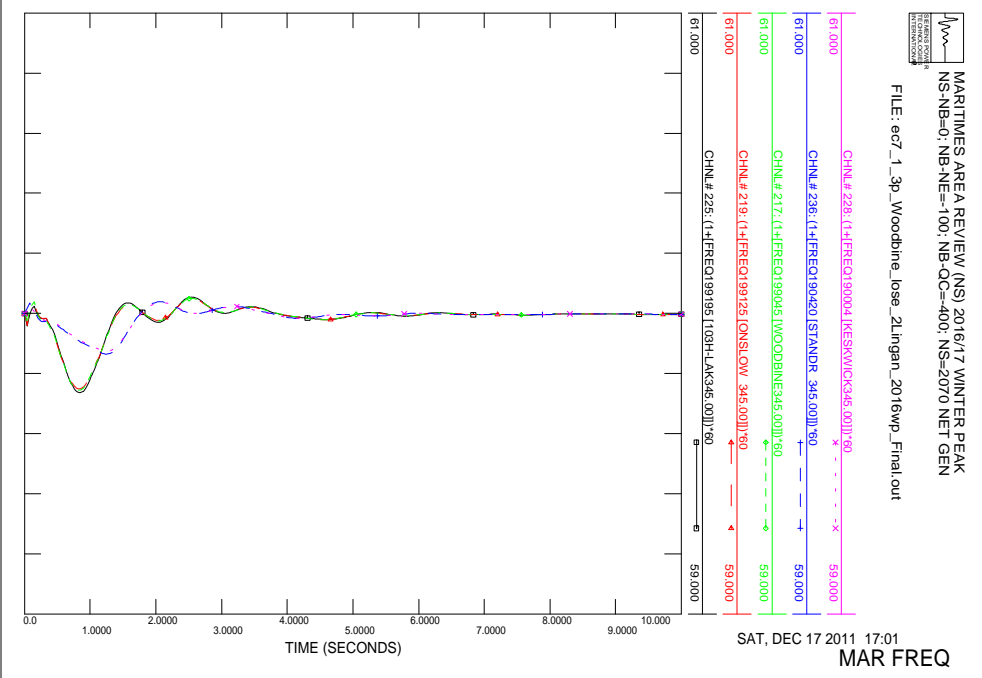
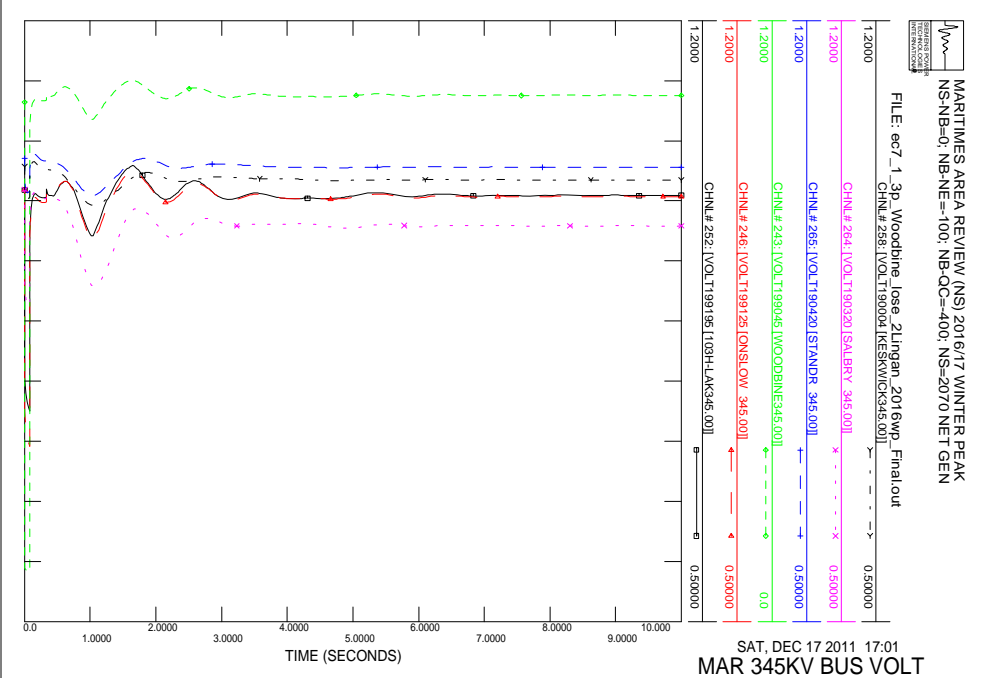
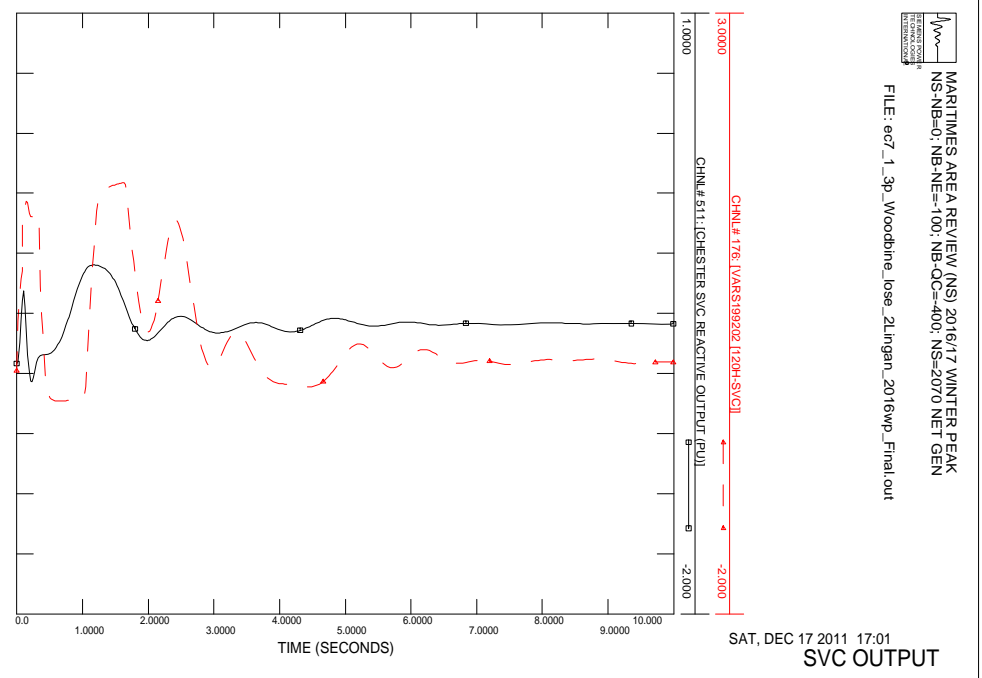
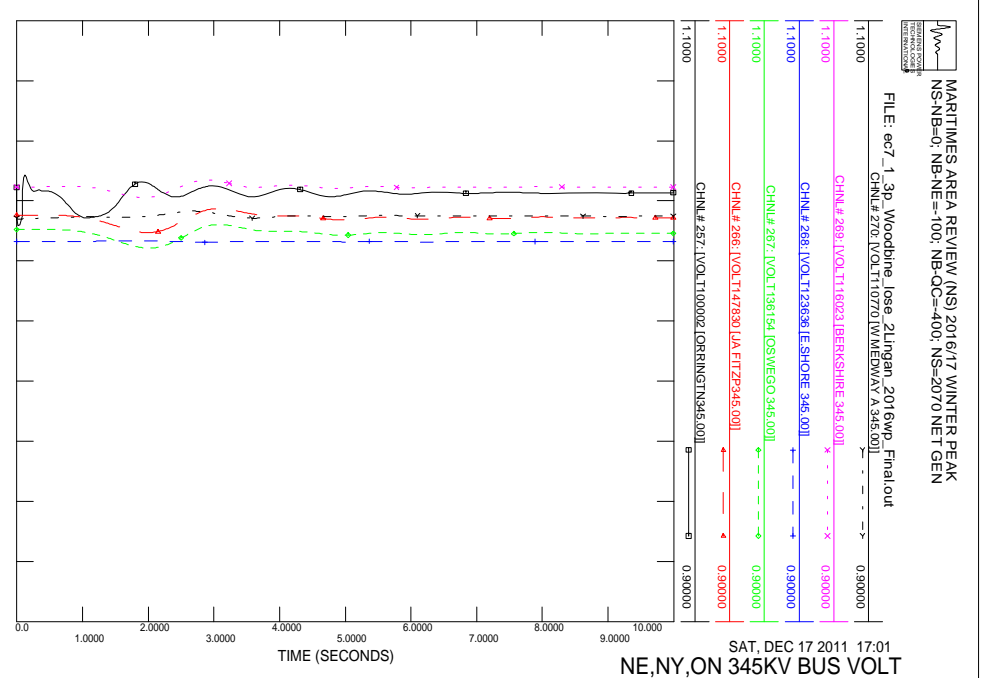
KESWICK



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
SAT, DEC 17 2011 17:02

Figure ____

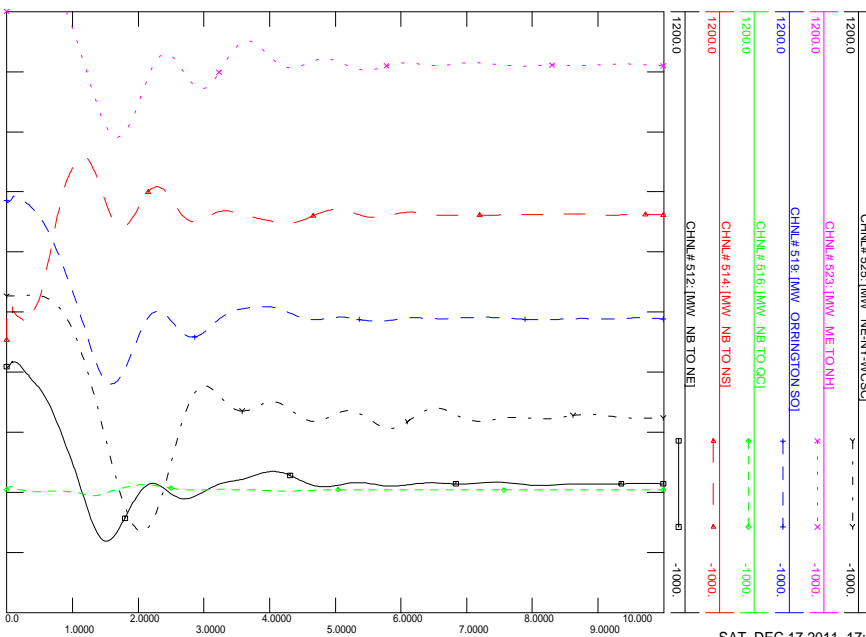




MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK

NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN

FILE: ec7_1_3p_Woodbine_Jose_2LIngan_2016wp_Final.out

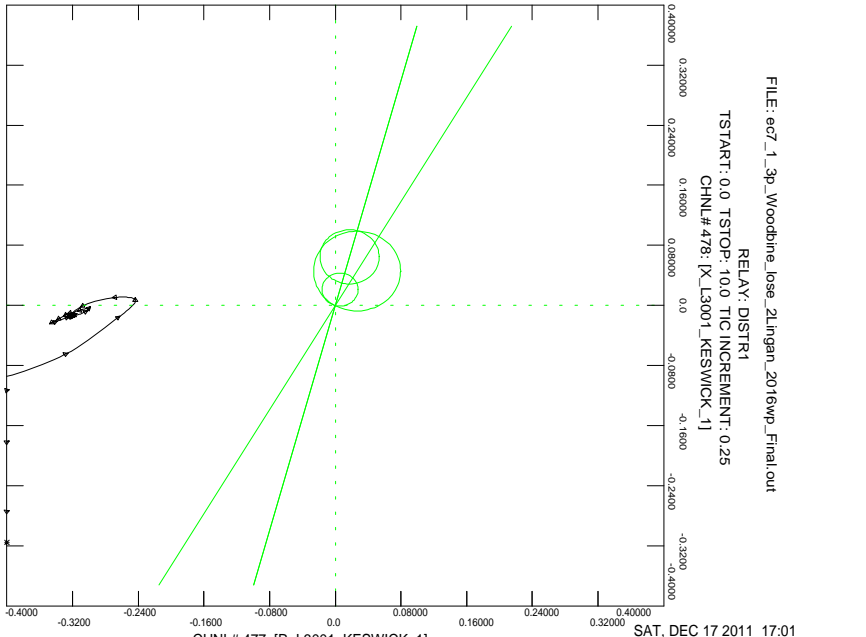


SAT, DEC 17 2011 17:01 INTFLW MW P.U.

MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK

NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN

FILE: ec7_1_3p_Woodbine_Jose_2LIngan_2016wp_Final.out

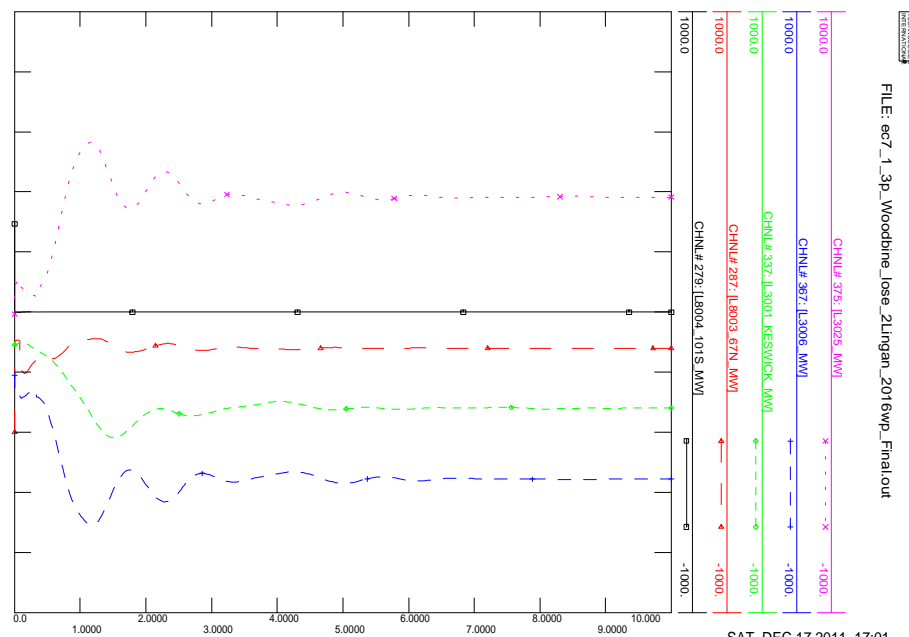


SAT, DEC 17 2011 17:01 L3001 PROTECTION

MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK

NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN

FILE: ec7_1_3p_Woodbine_Jose_2LIngan_2016wp_Final.out

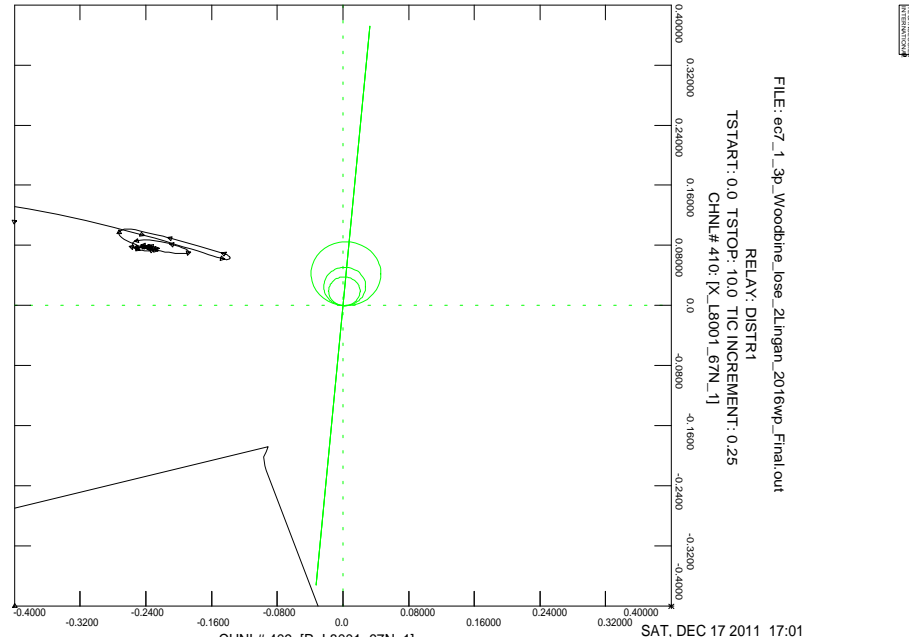


SAT, DEC 17 2011 17:01 345KV LINE FLOW MW

MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK

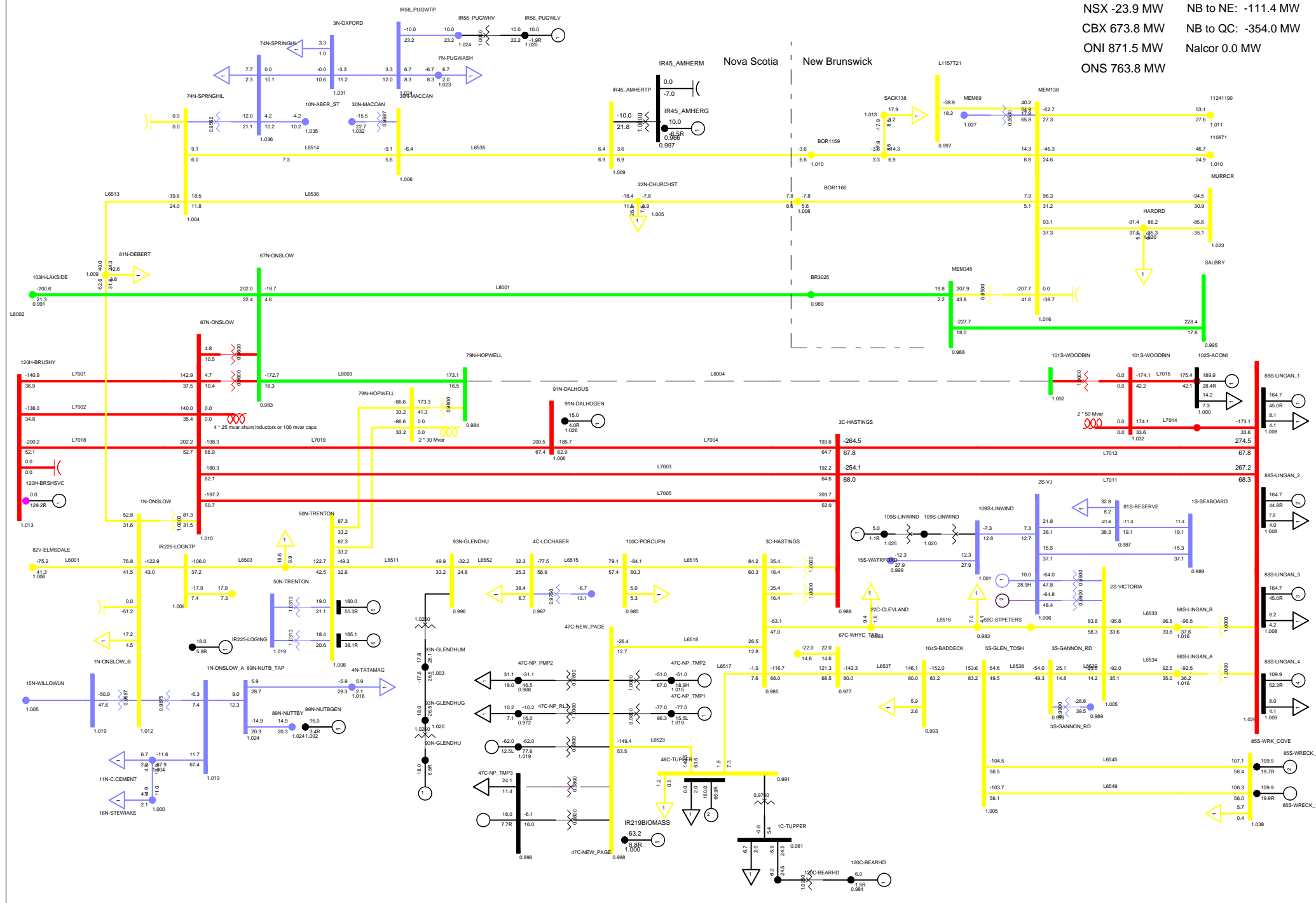
NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN

FILE: ec7_1_3p_Woodbine_Jose_2LIngan_2016wp_Final.out



SAT, DEC 17 2011 17:01 L8001 PROTECTION

NSX -23.9 MW NB to NE: -111.4 MW
 CBX 673.8 MW NB to QC: -354.0 MW
 ONI 871.5 MW Nalcor 0.0 MW
 ONS 763.8 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC8.1_POSTCONTINGENCY FRI, DEC 16 2011 14:24

Total Wind Gen: 121.2 MW
 Gross Lingan 604.1 MW
 Gross Pt Aconi 189.9 MW

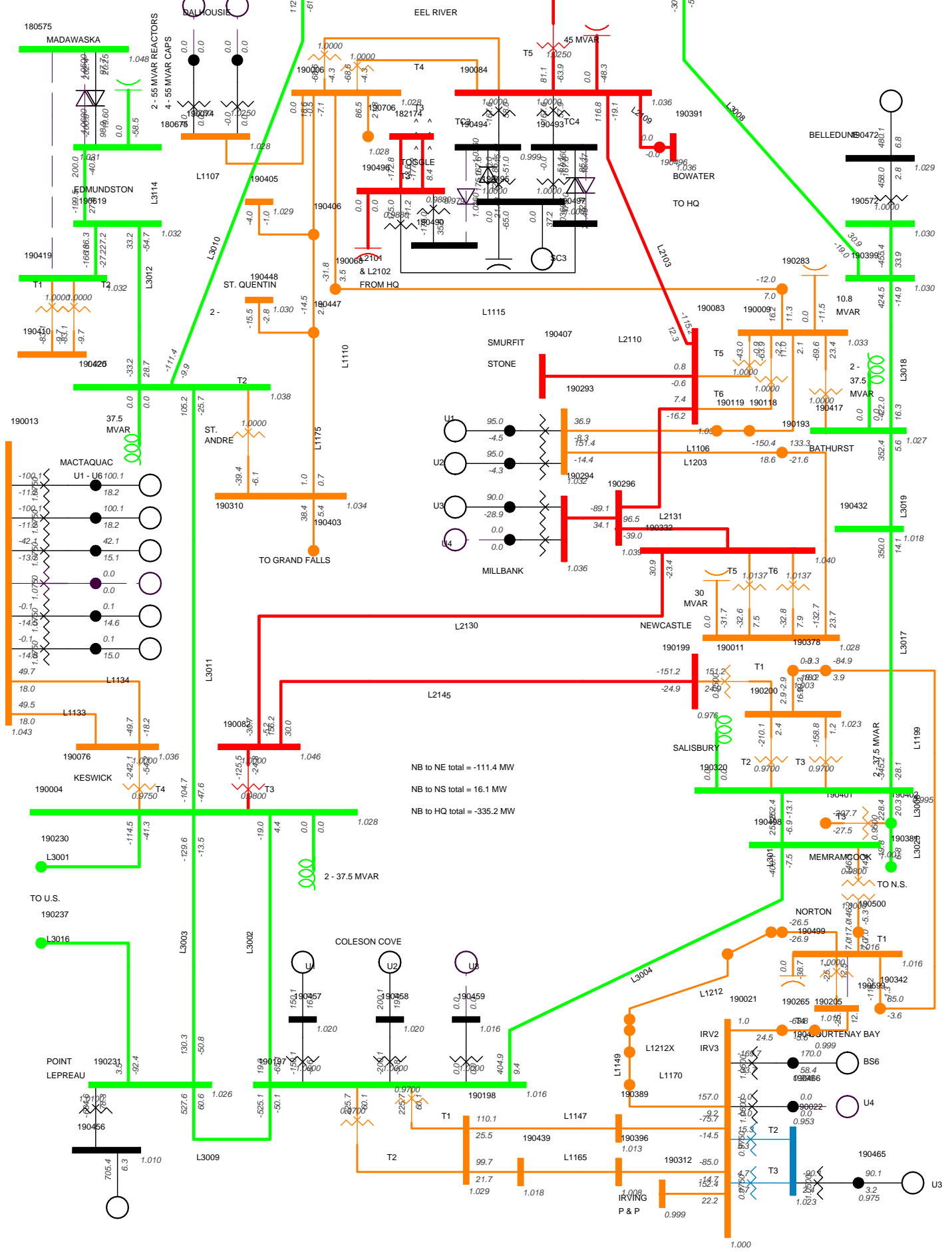
Gross Tupper 160.0 MW
 Gross Trenton 325.1 MW
 Gross Tuft's Cove 419.9 MW

Gross Wreck Cove 219.7 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 175.8 MW
 Net NewPage Load 239.0 MW
 Total BMPC Load 75.5 MW

Winter Ratings

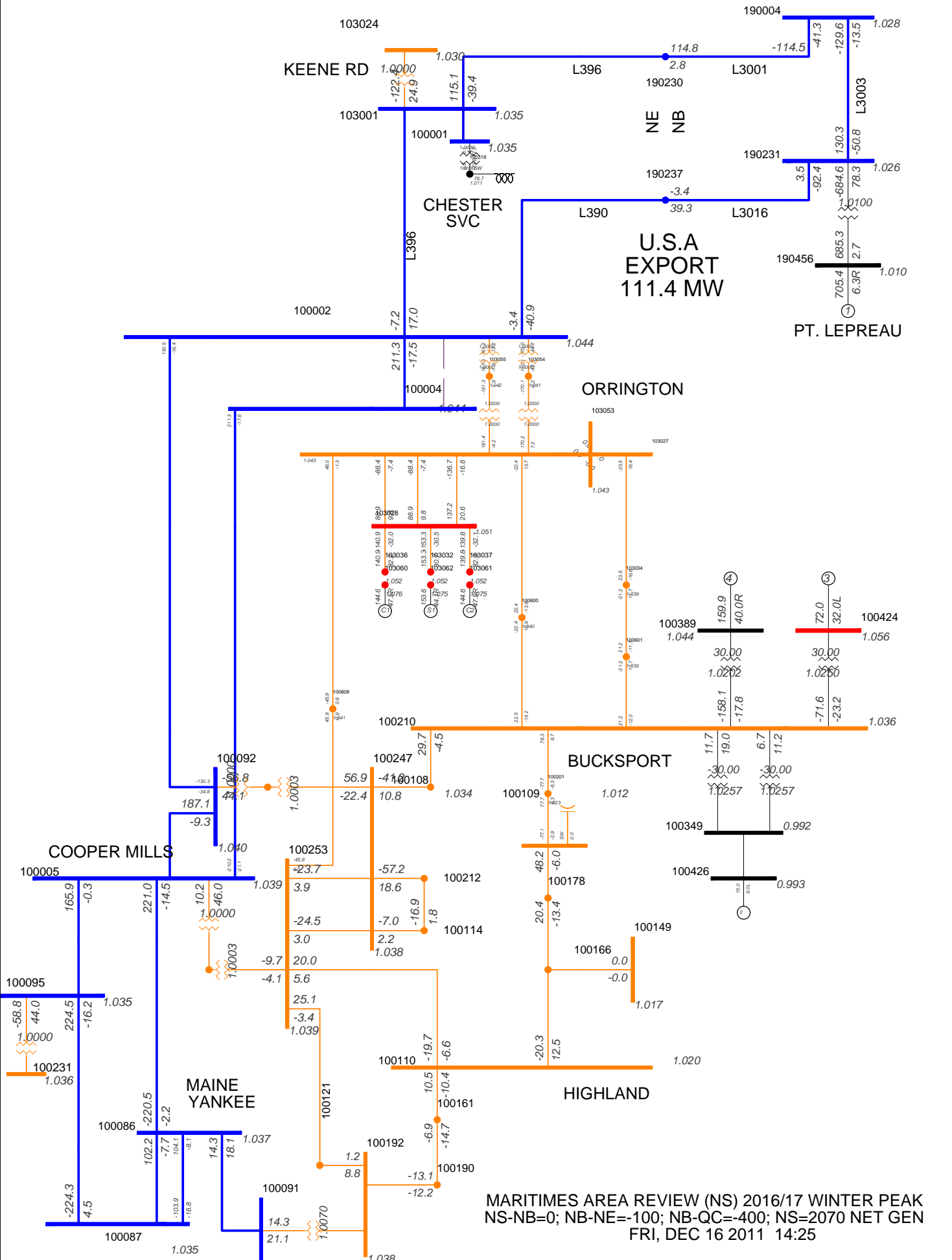
Figure



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power FRI, DEC 16 2011 14:26

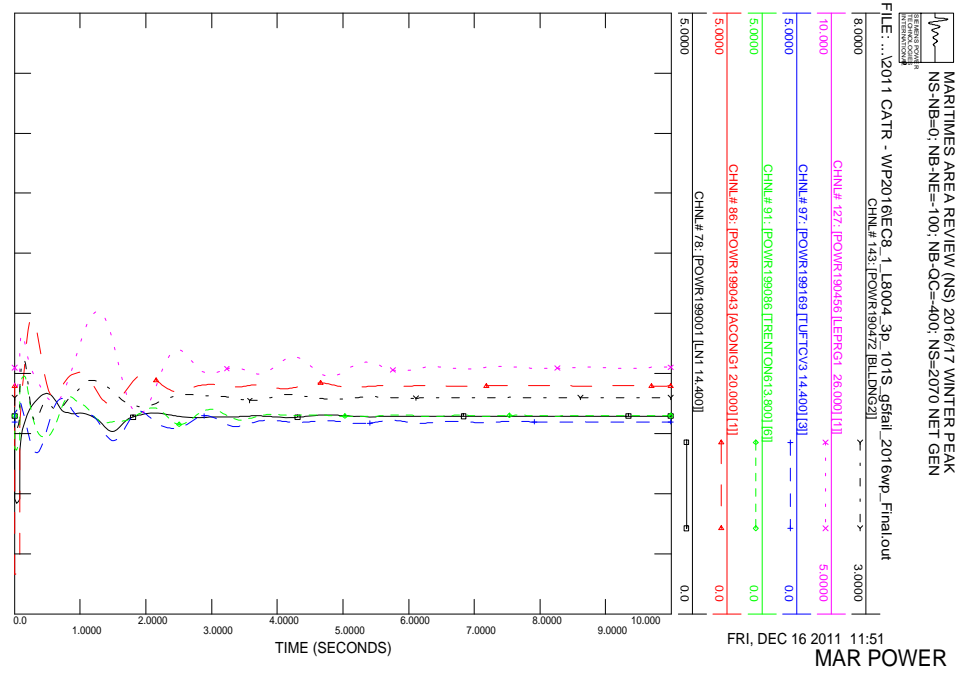
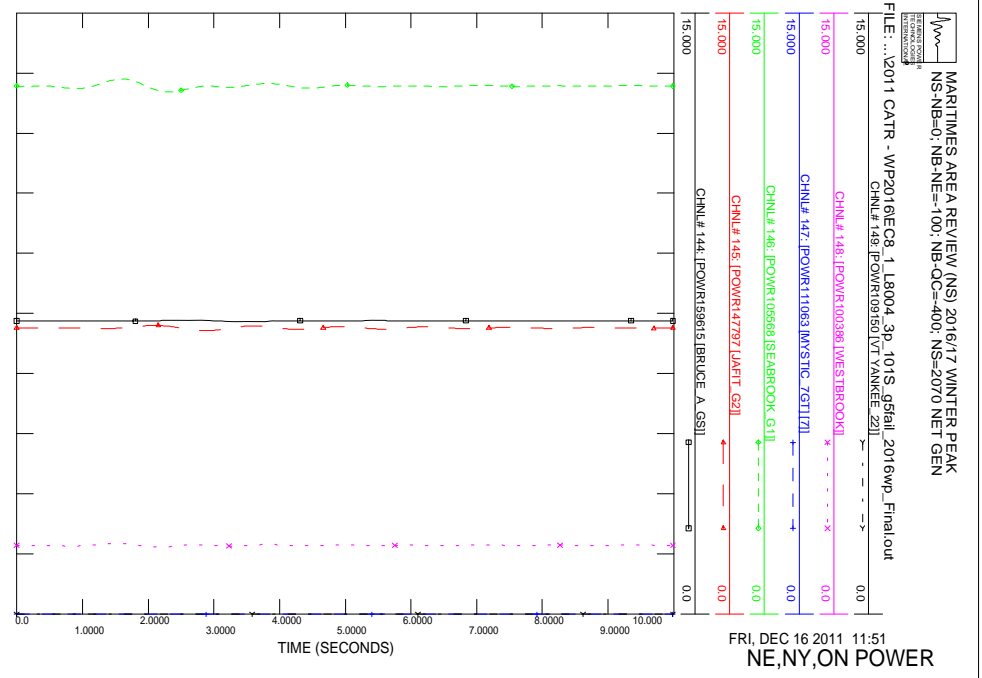
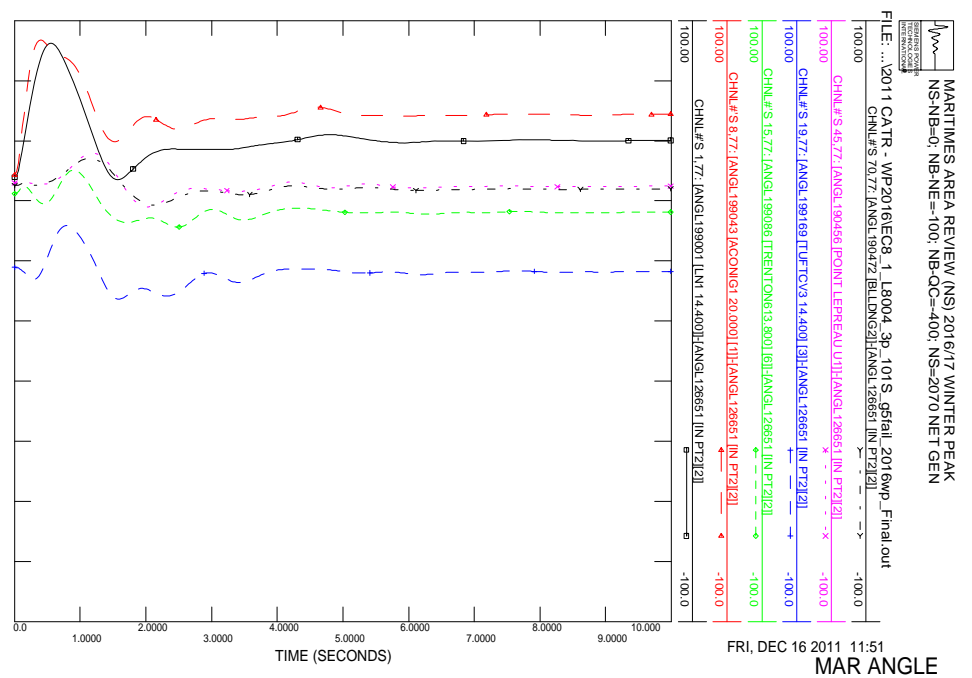
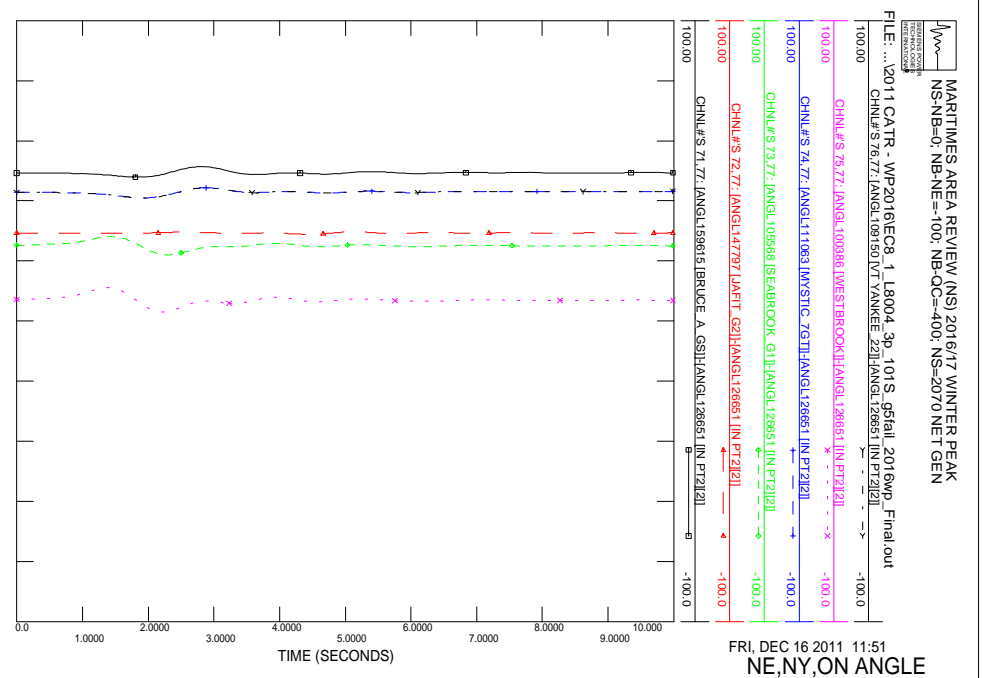
Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0% RATEA
 1.0500V 0.9500V
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

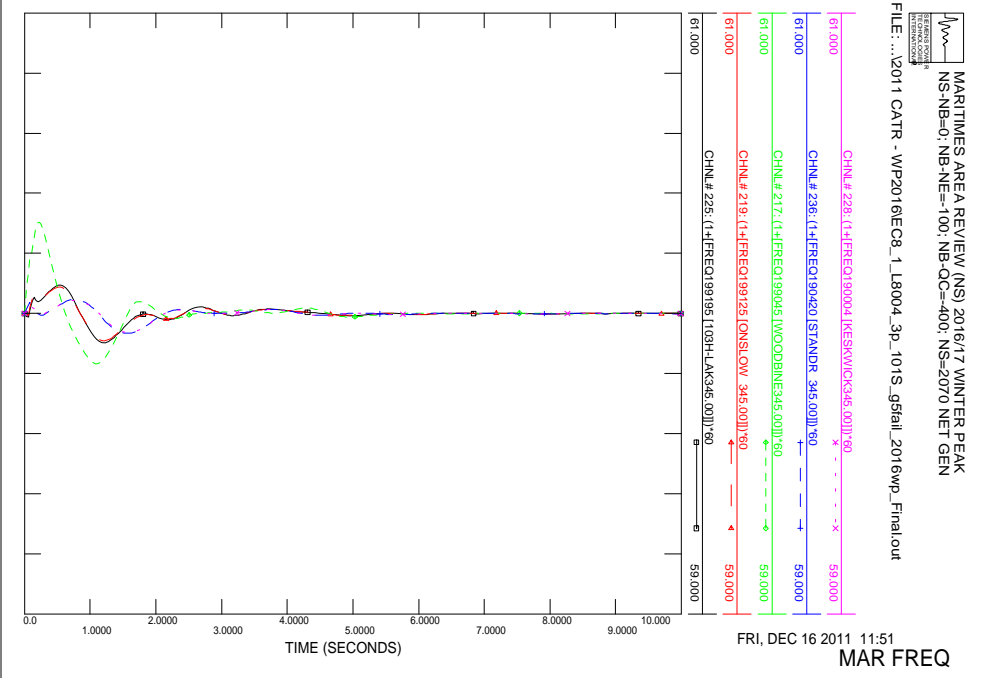
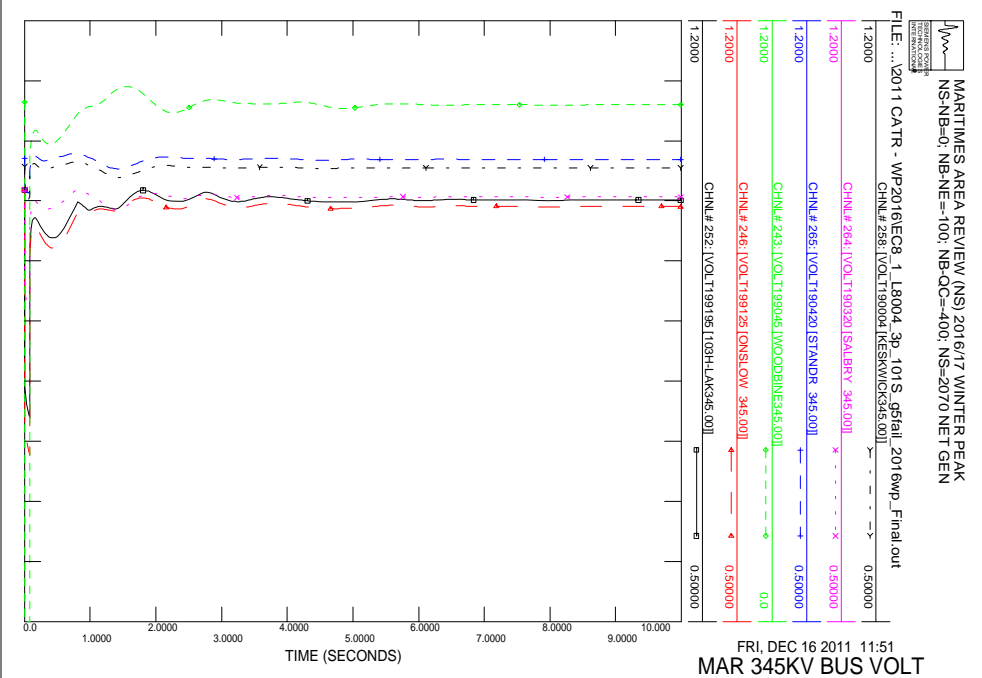
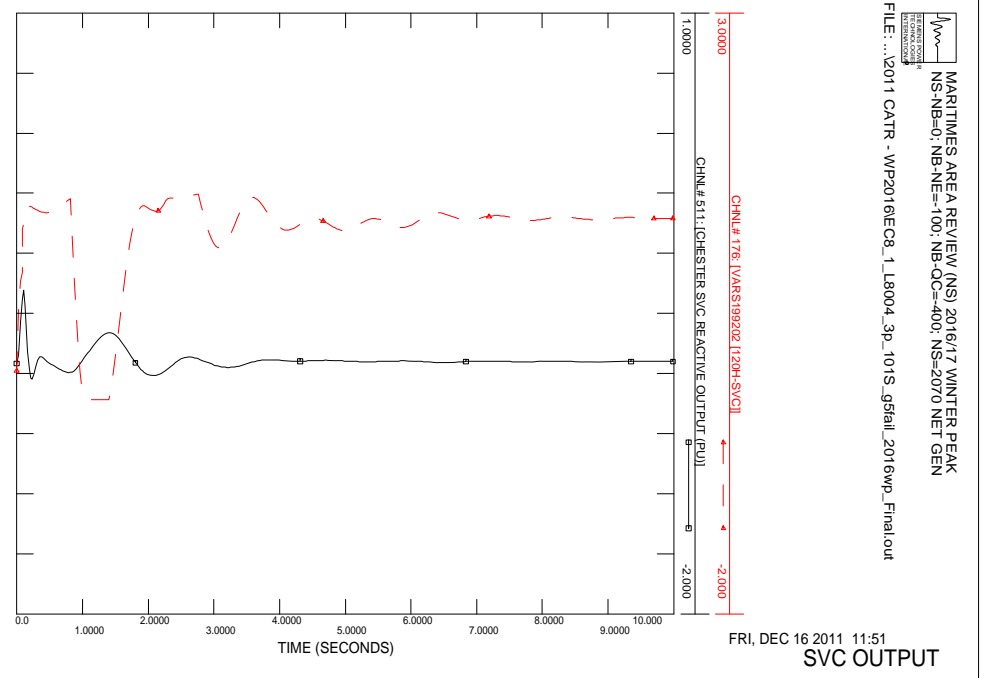
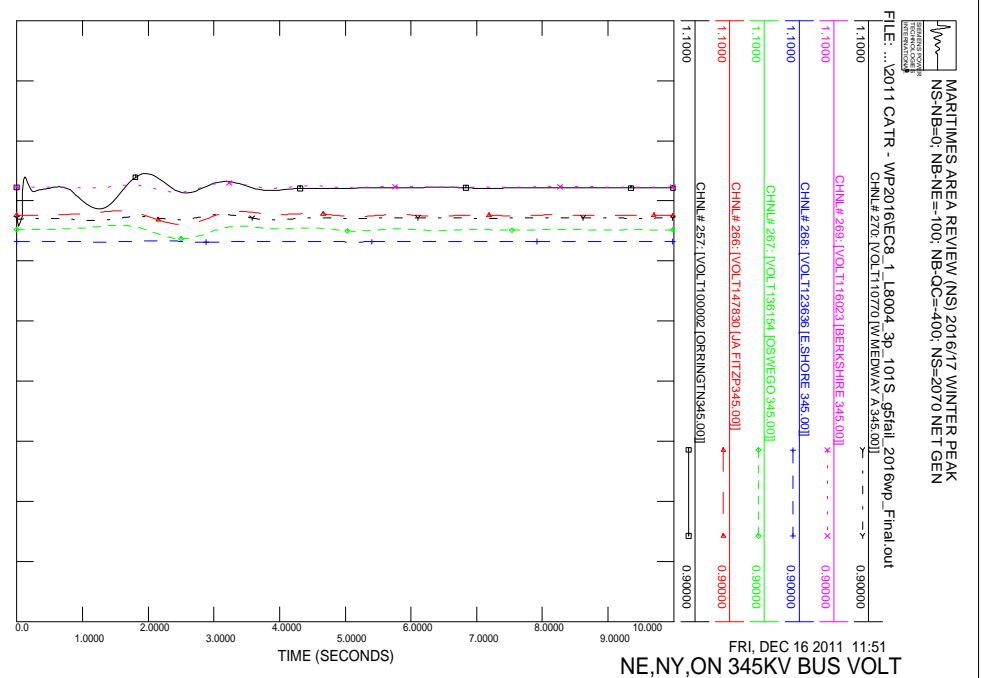
Figure

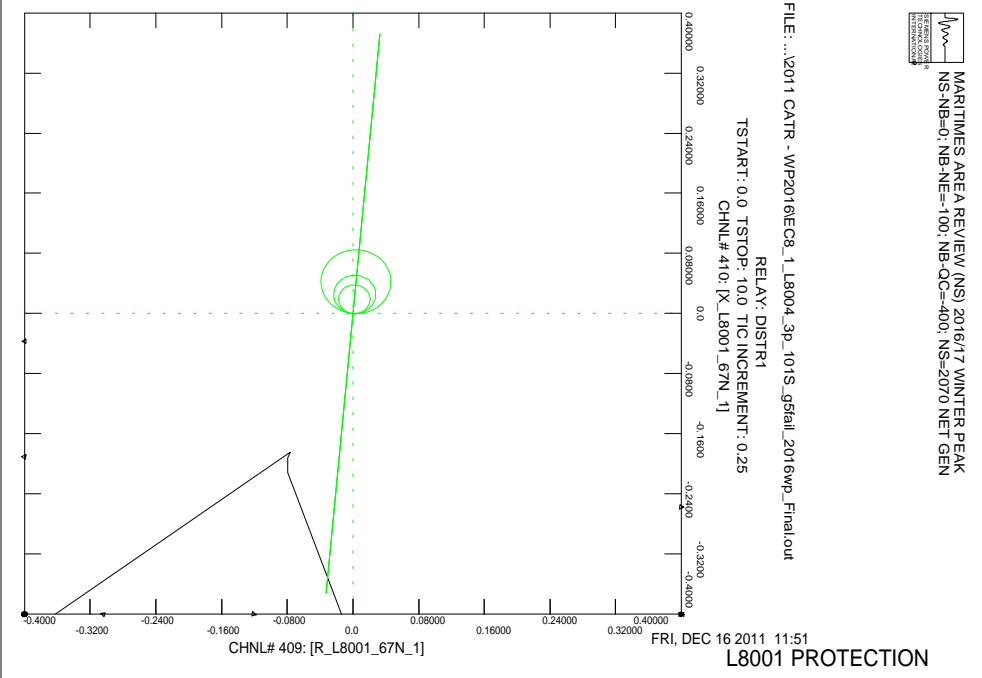
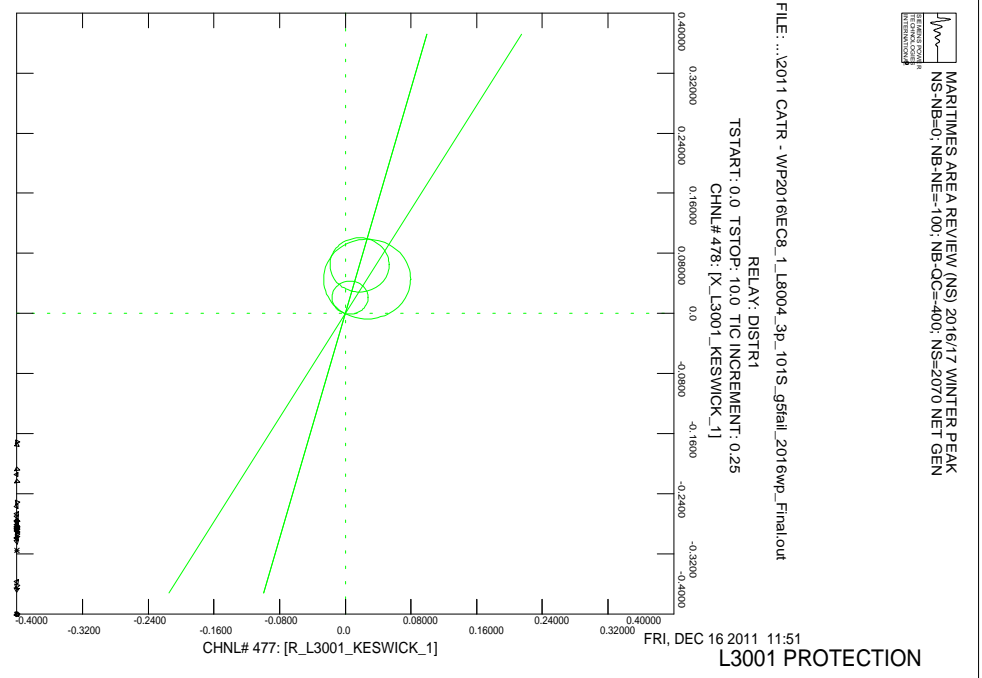
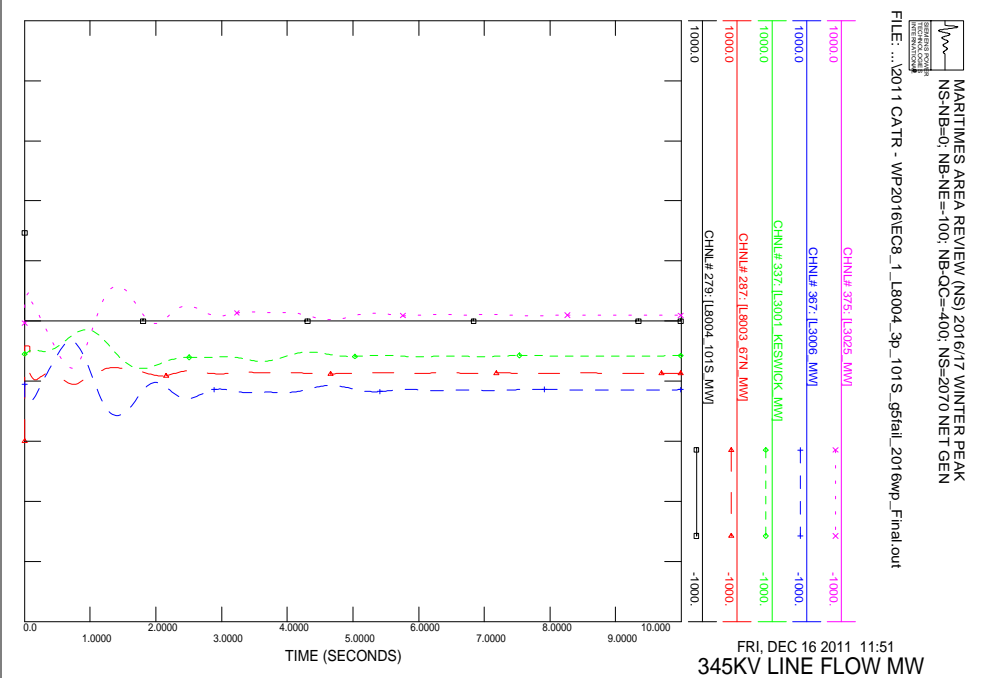
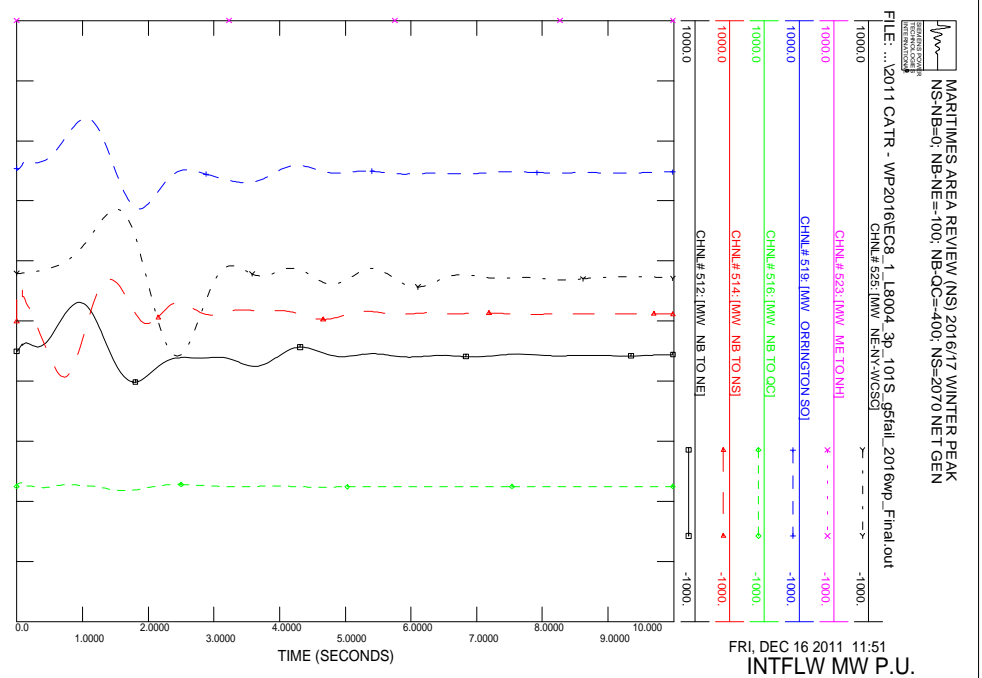


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 FRI, DEC 16 2011 14:25

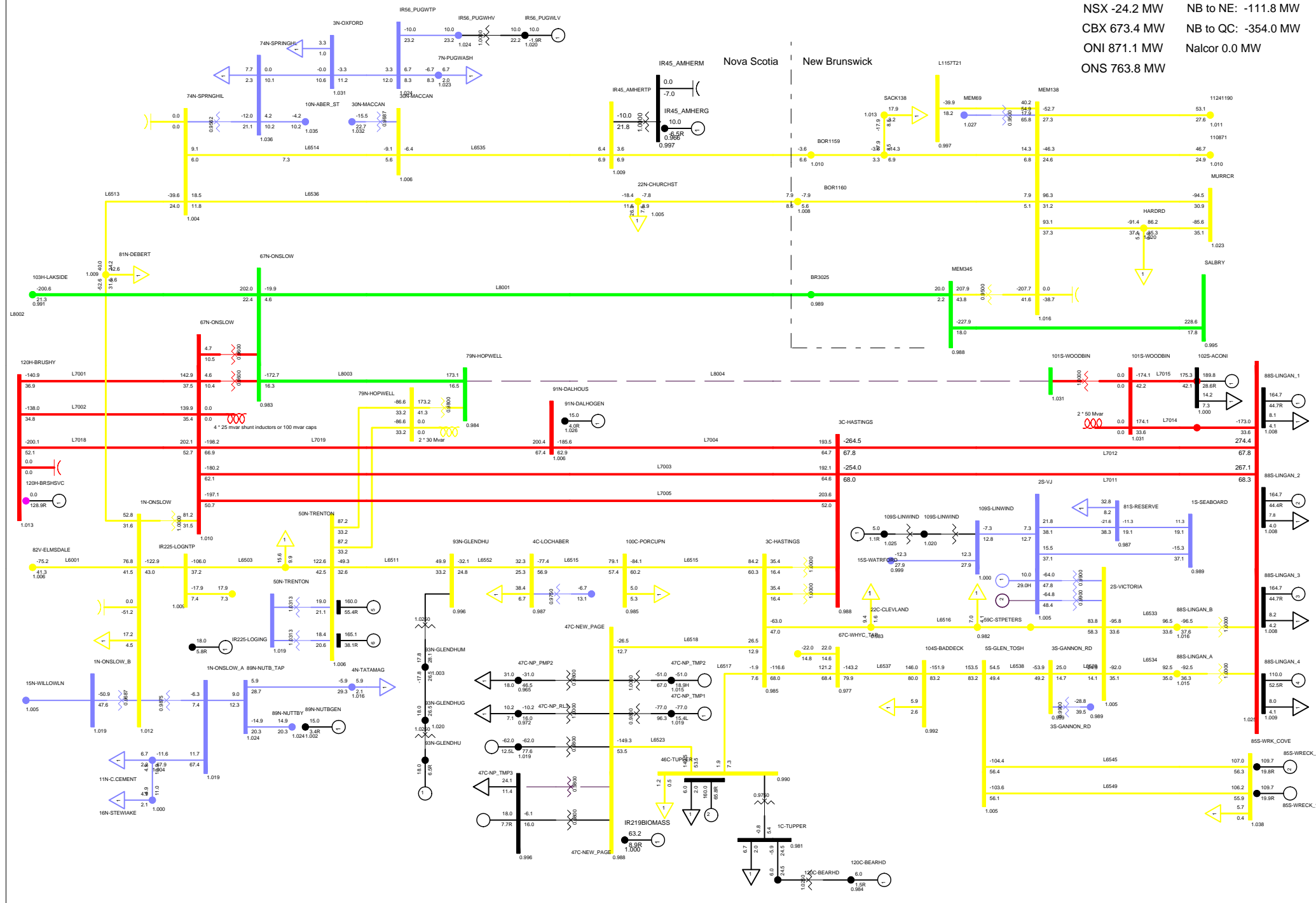
Figure ____







NSX -24.2 MW NB to NE: -111.8 MW
 CBX 673.4 MW NB to QC: -354.0 MW
 ONI 871.1 MW Nalcor 0.0 MW
 ONS 763.8 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC8.2_POSTCONTINGENCY FRI, DEC 16 2011 14:34

Total Wind Gen: 121.2 MW
 Gross Lingan 603.9 MW
 Gross Pt Aconi 189.8 MW

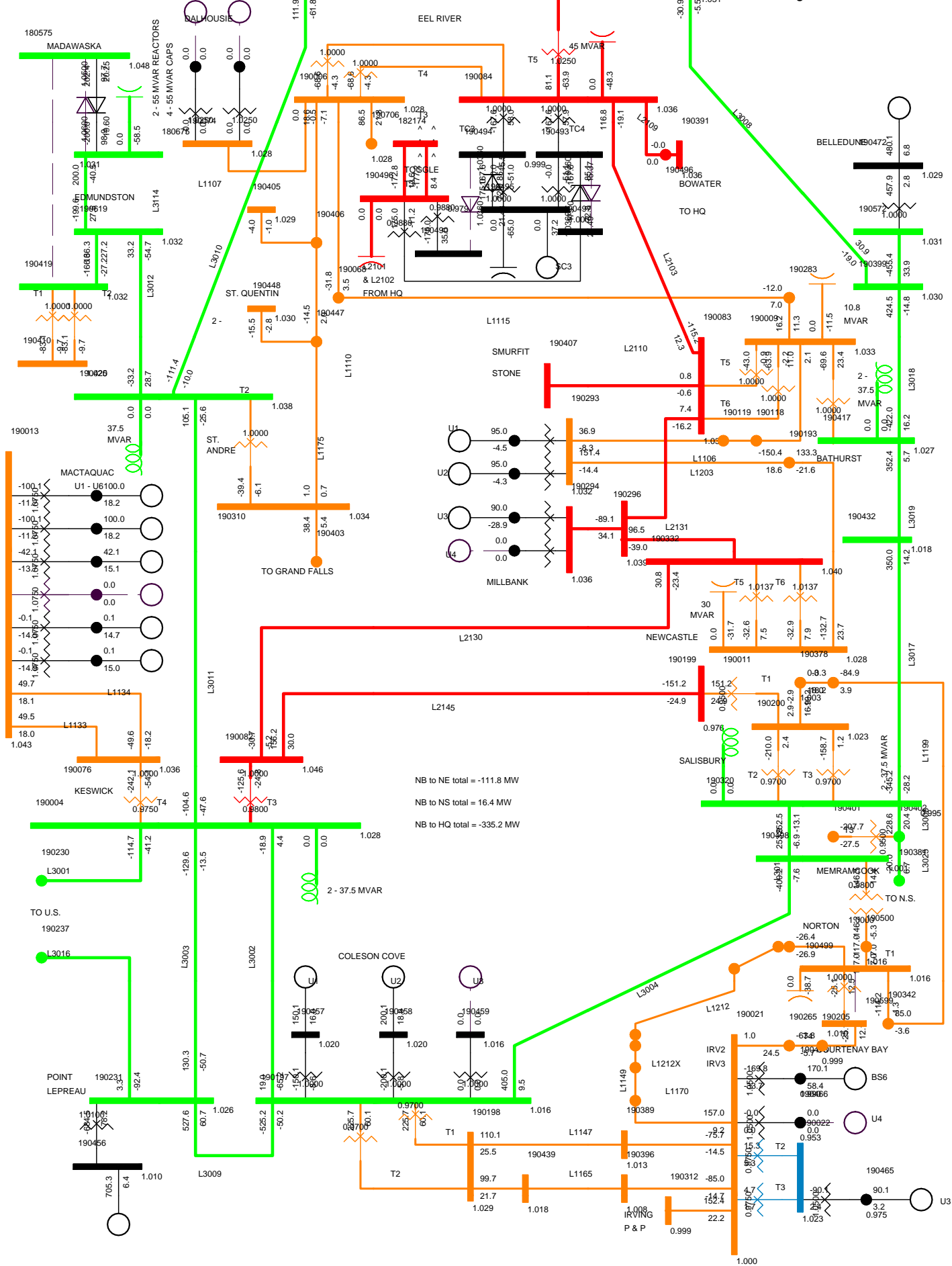
Gross Tupper 160.0 MW
 Gross Trenton 325.1 MW
 Gross Tuft's Cove 419.9 MW

Gross Wreck Cove 219.5 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 175.8 MW
 Net NewPage Load 239.0 MW
 Total BMPC Load 75.5 MW

Winter Ratings

Figure

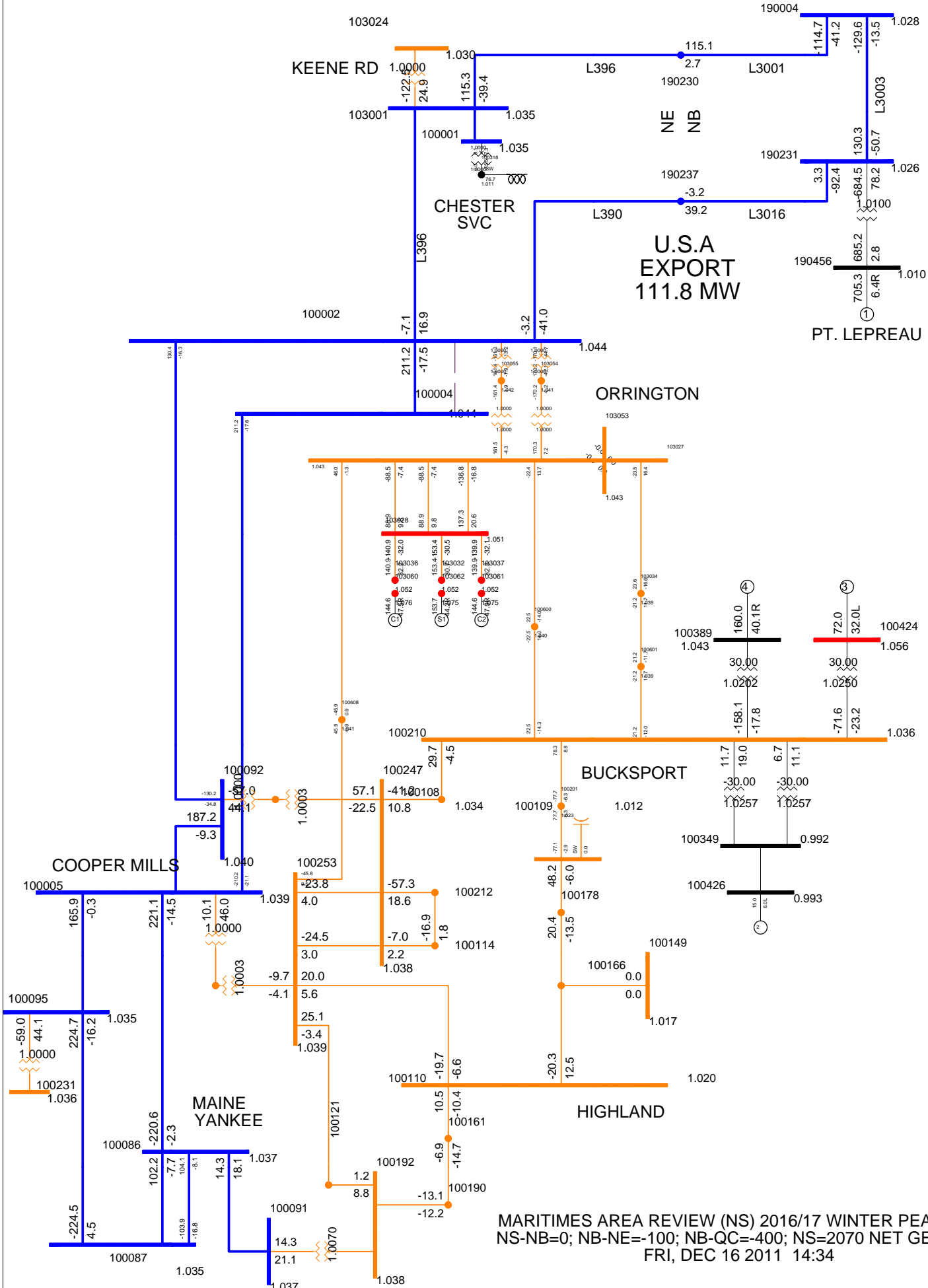


Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500V
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=100; NB-QC=400; NS=2070 NET GEN
 NB Power FRI, DEC 16 2011 14:34

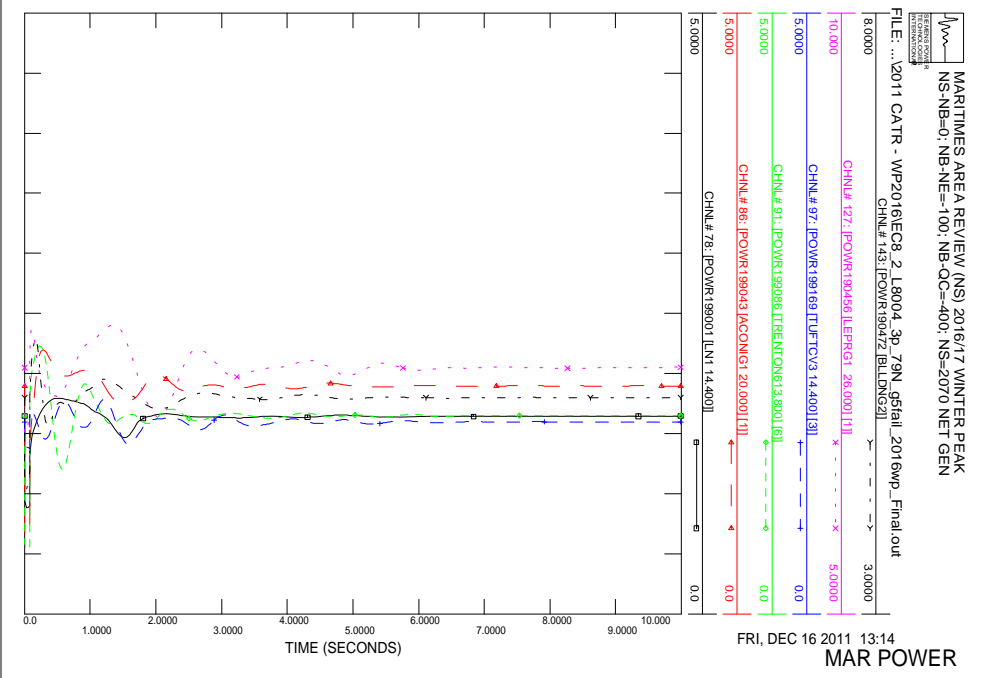
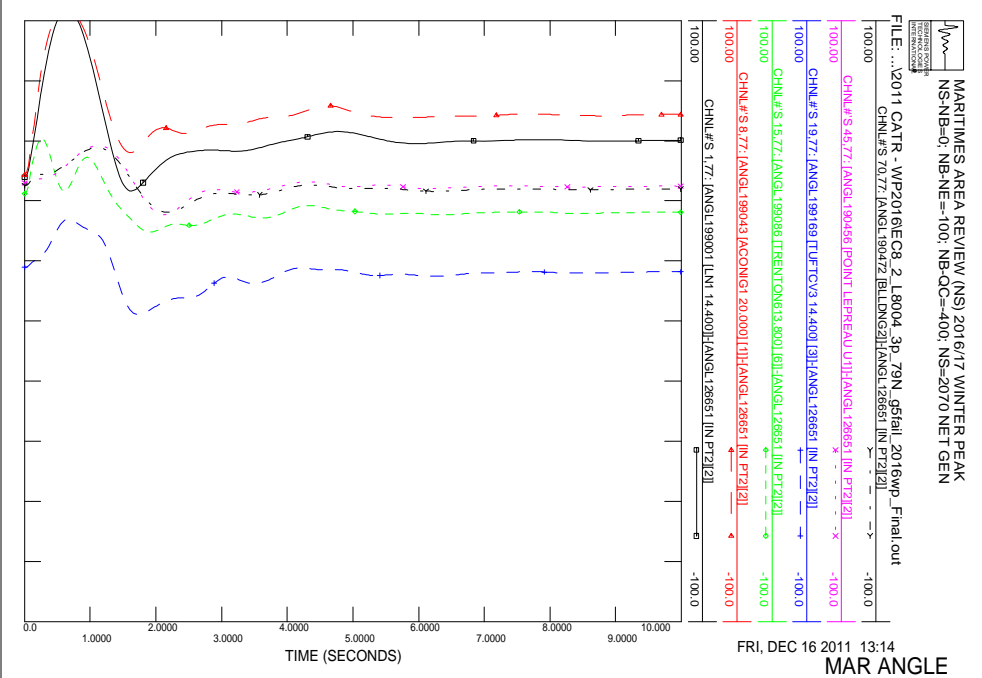
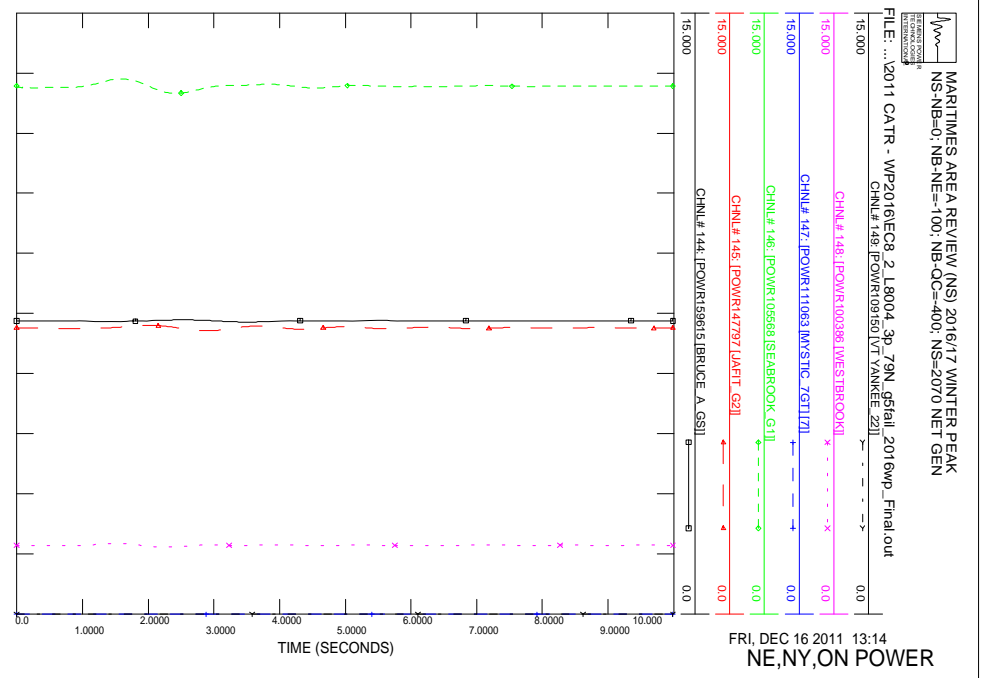
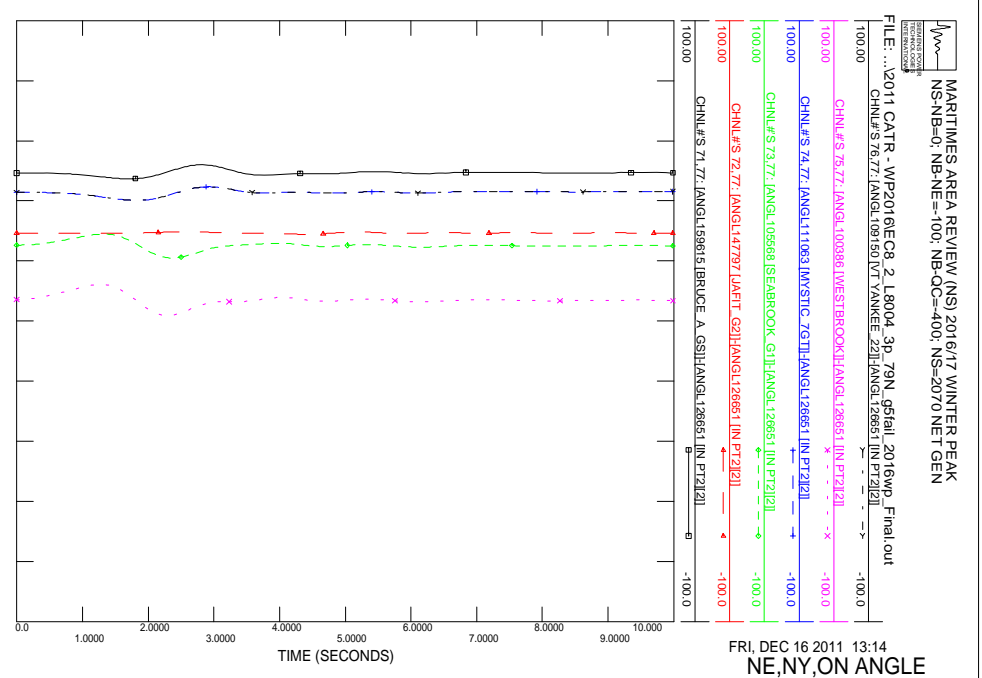
Figure _____

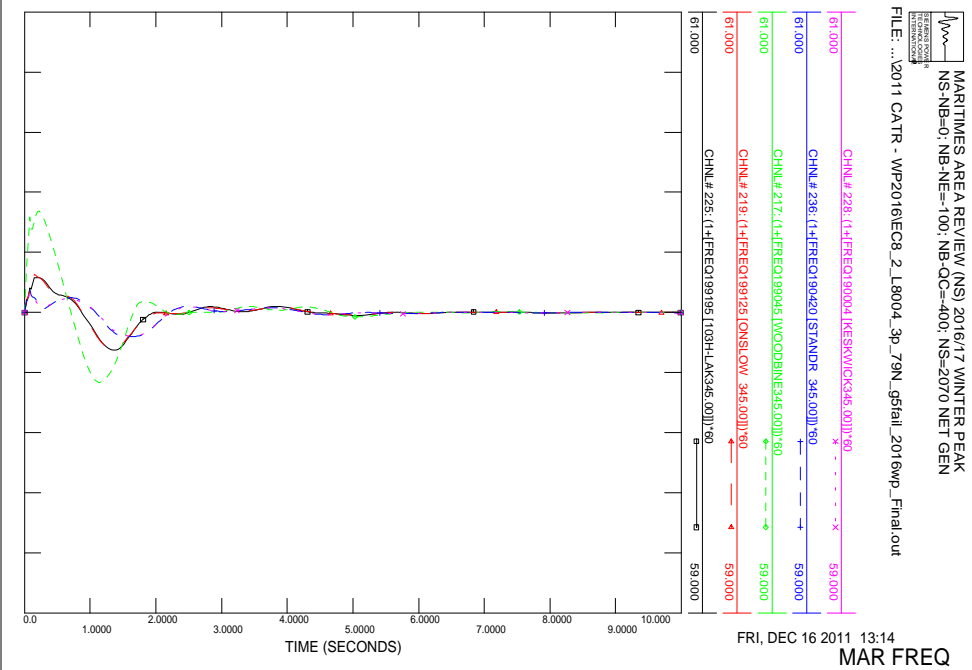
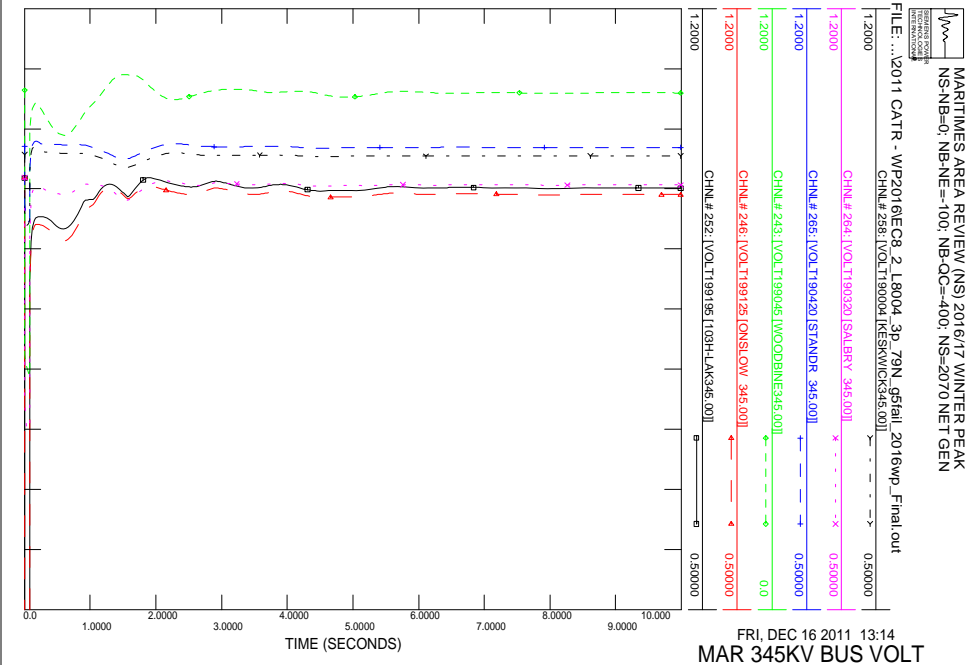
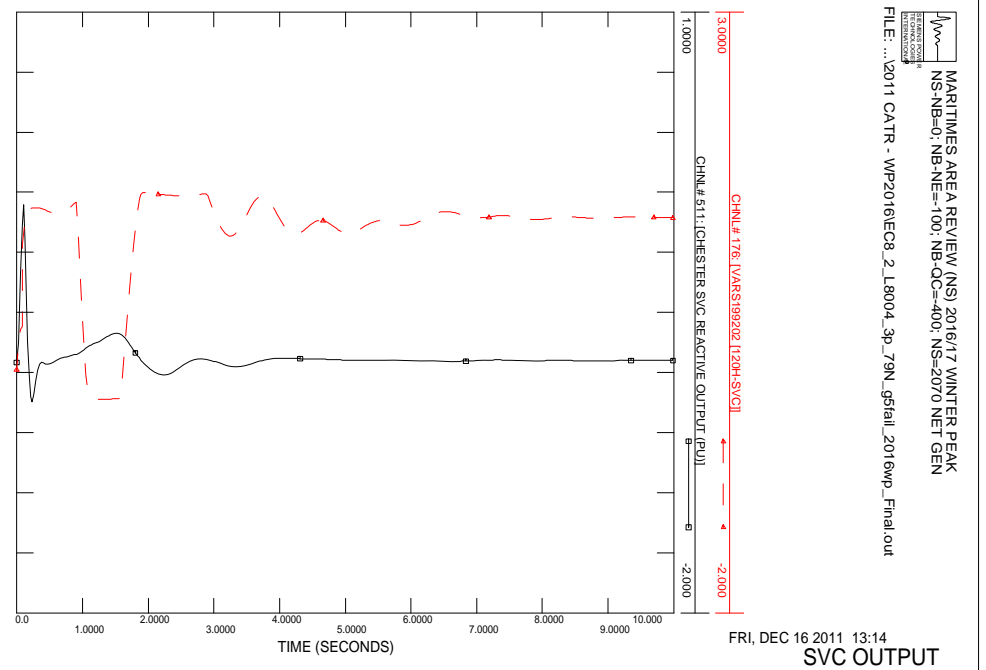
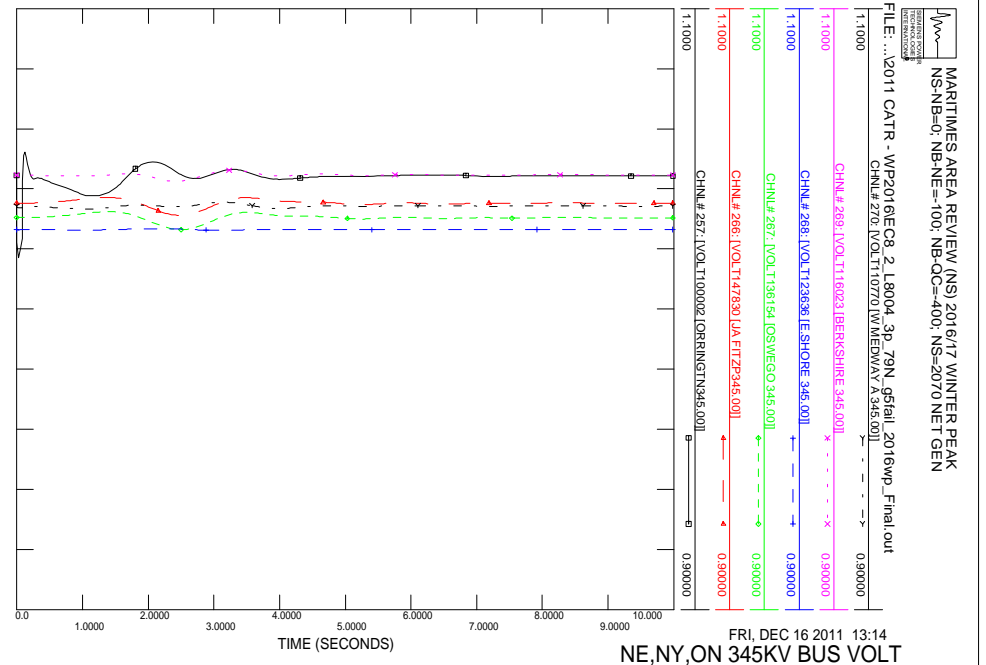
KESWICK

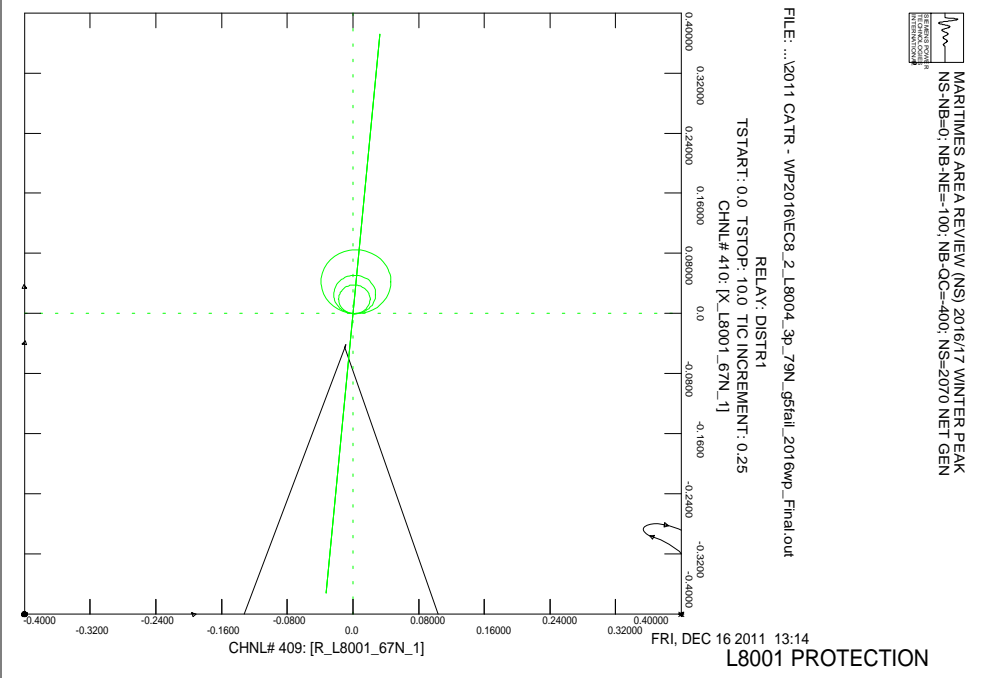
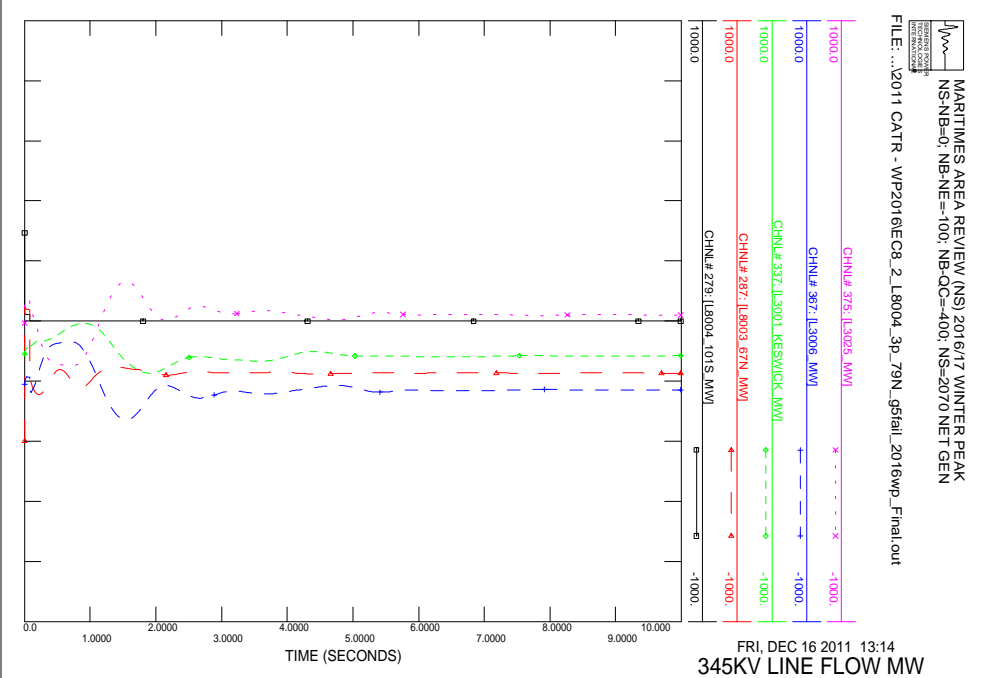
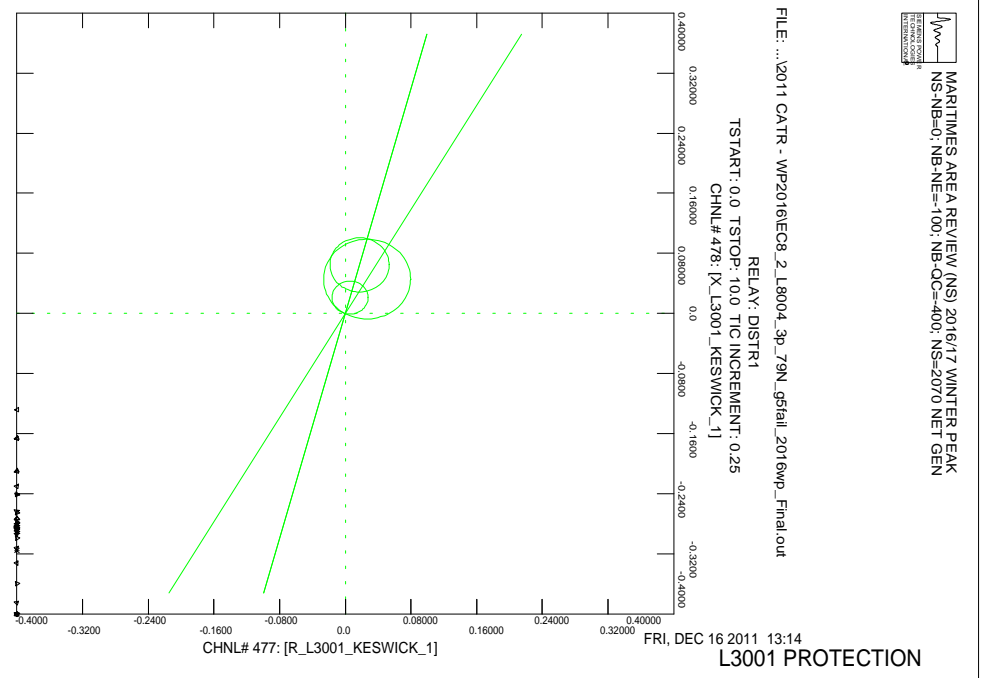
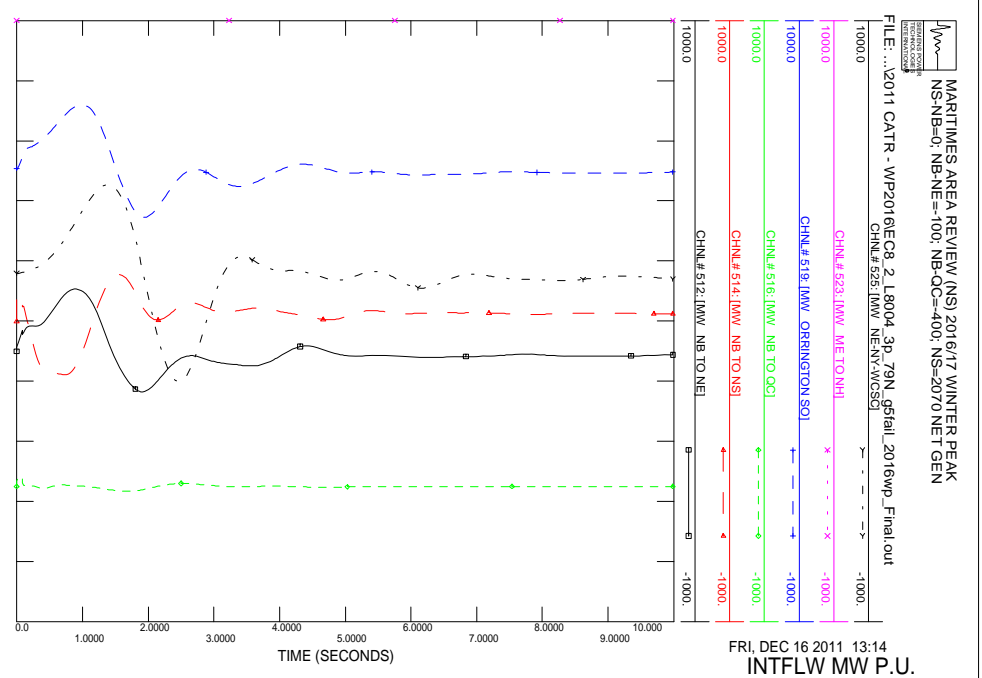


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 FRI, DEC 16 2011 14:34

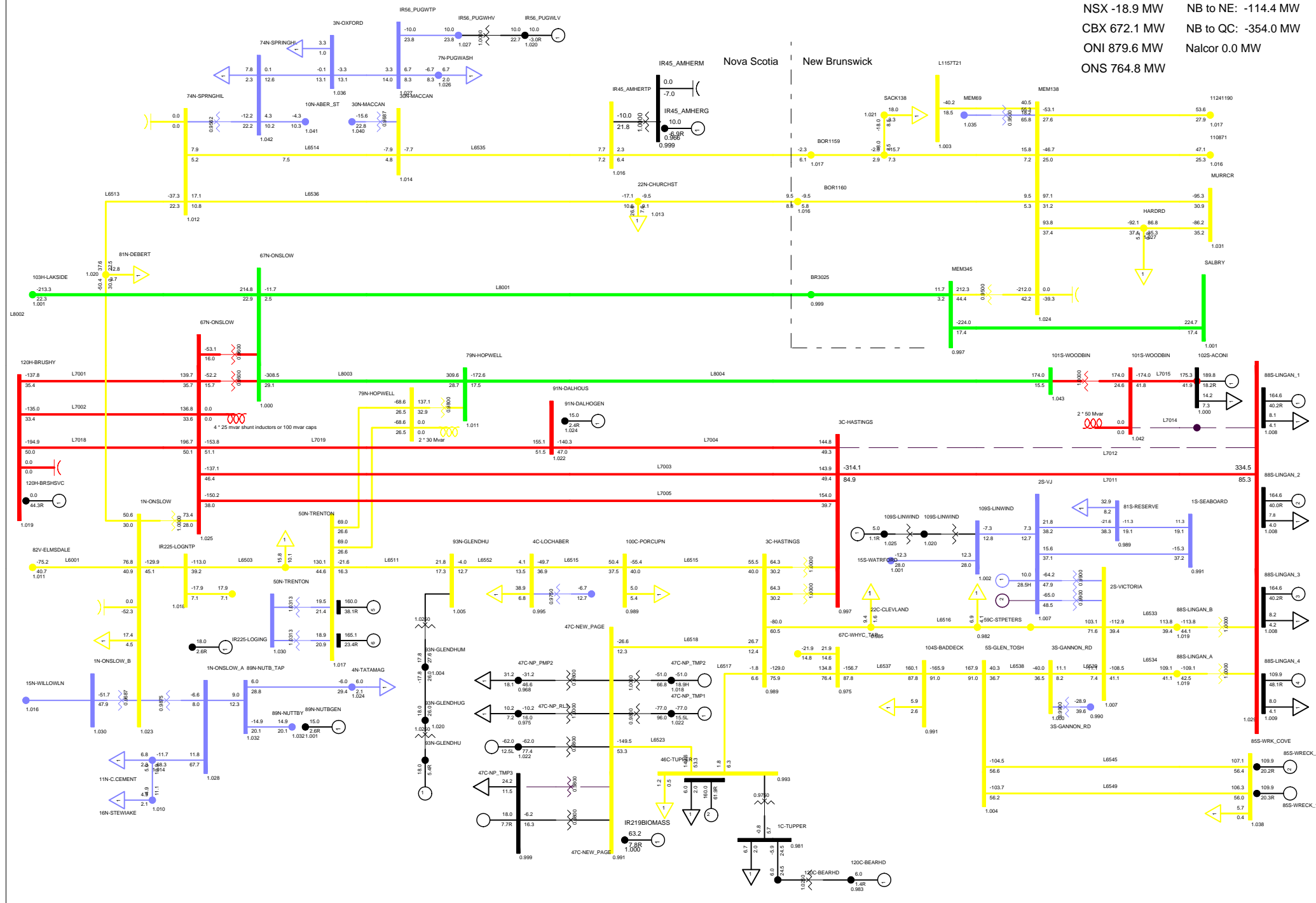
Figure _____







NSX -18.9 MW NB to NE: -114.4 MW
 CBX 672.1 MW NB to QC: -354.0 MW
 ONI 879.6 MW Nalcor 0.0 MW
 ONS 764.8 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC8.3_POSTCONTINGENCY FRI, DEC 16 2011 14:40

Total Wind Gen: 121.2 MW
 Gross Lingan 603.8 MW
 Gross Pt Aconi 189.8 MW

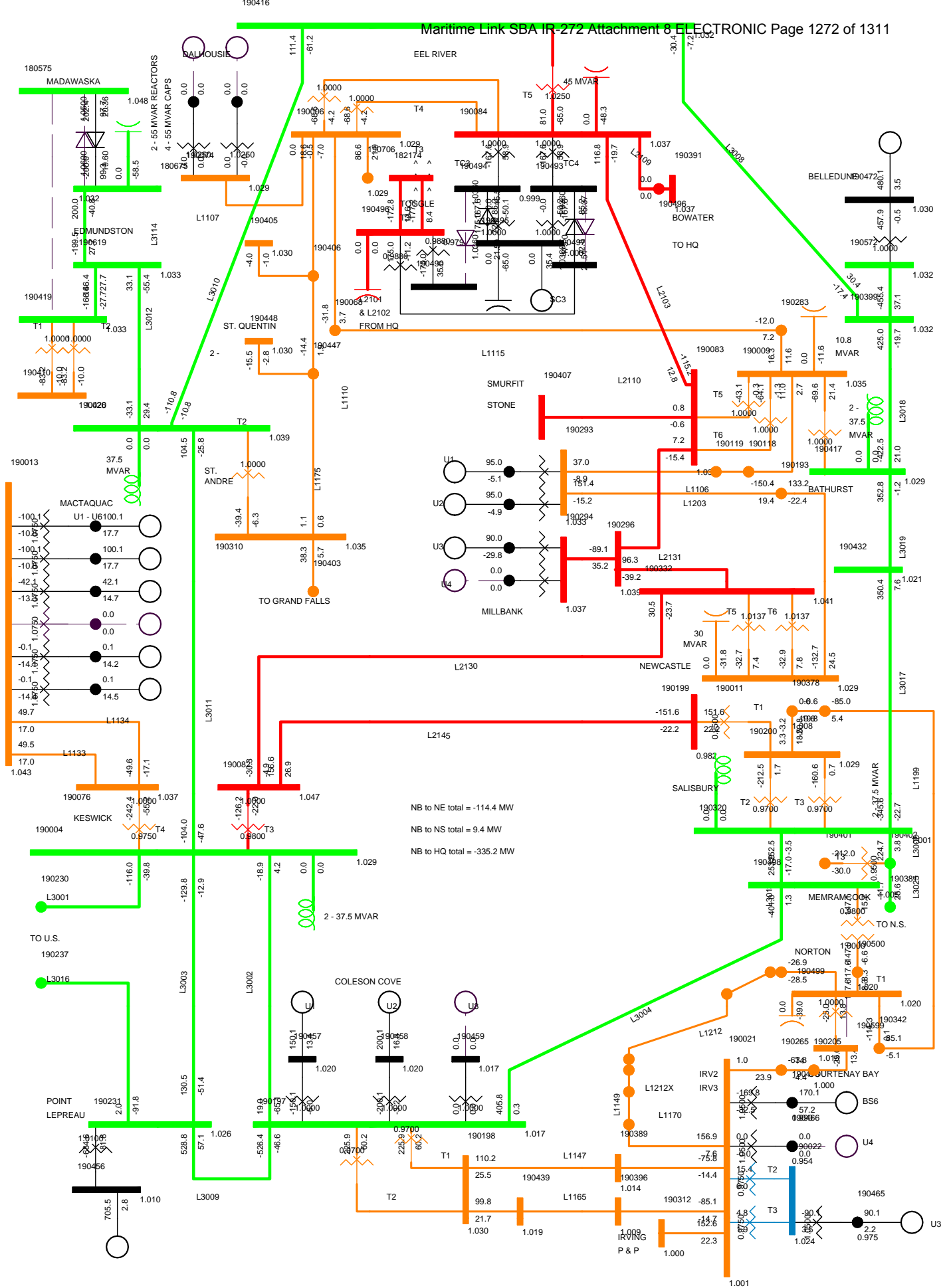
Gross Tupper 160.0 MW
 Gross Trenton 325.0 MW
 Gross Tuft's Cove 419.8 MW

Gross Wreck Cove 219.8 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 176.1 MW
 Net NewPage Load 239.2 MW
 Total BMPC Load 75.5 MW

Winter Ratings

Figure

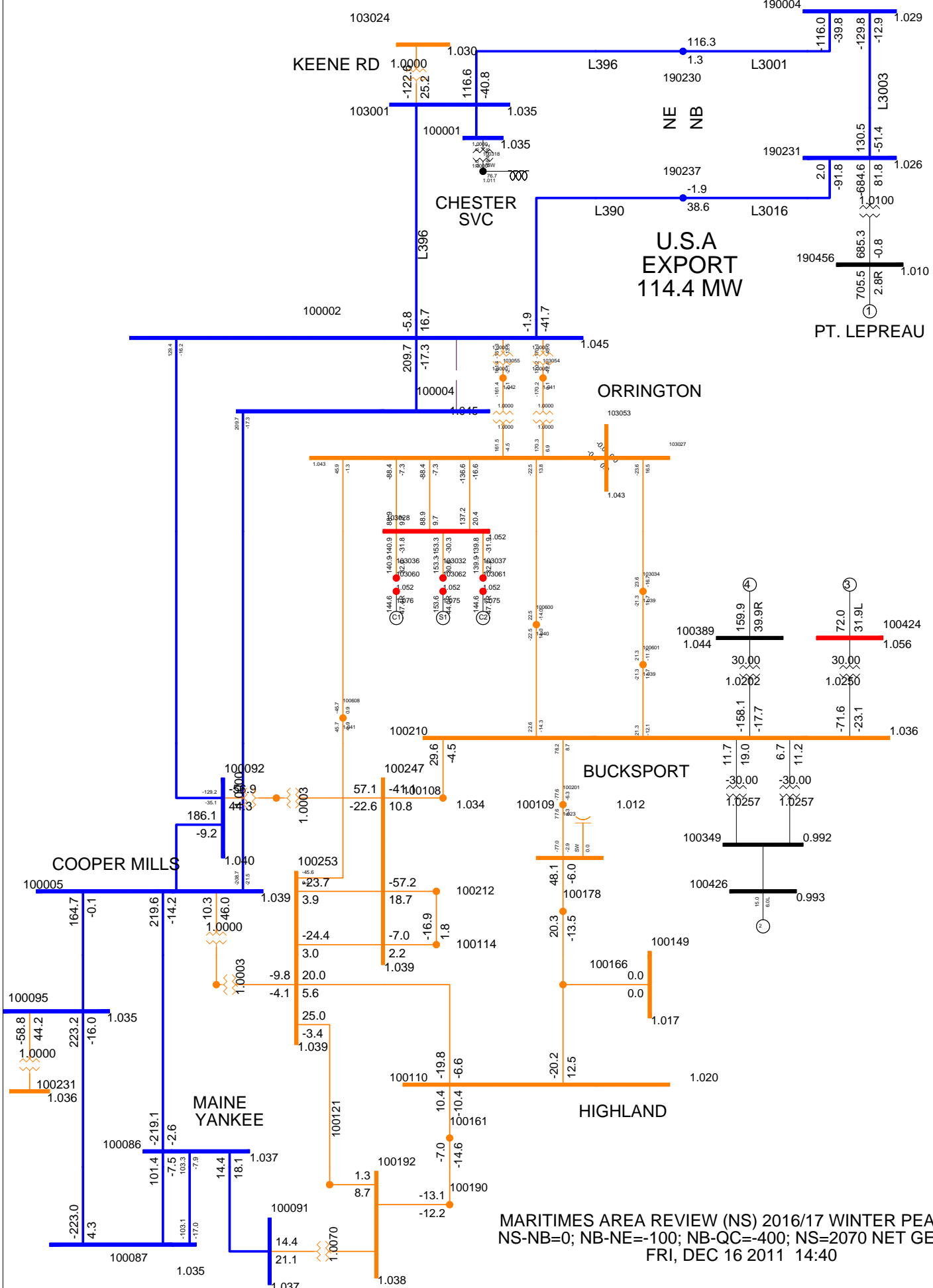


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 NB Power FRI, DEC 16 2011 14:40

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0%RATEA
 1.0500V 0.9500UV
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

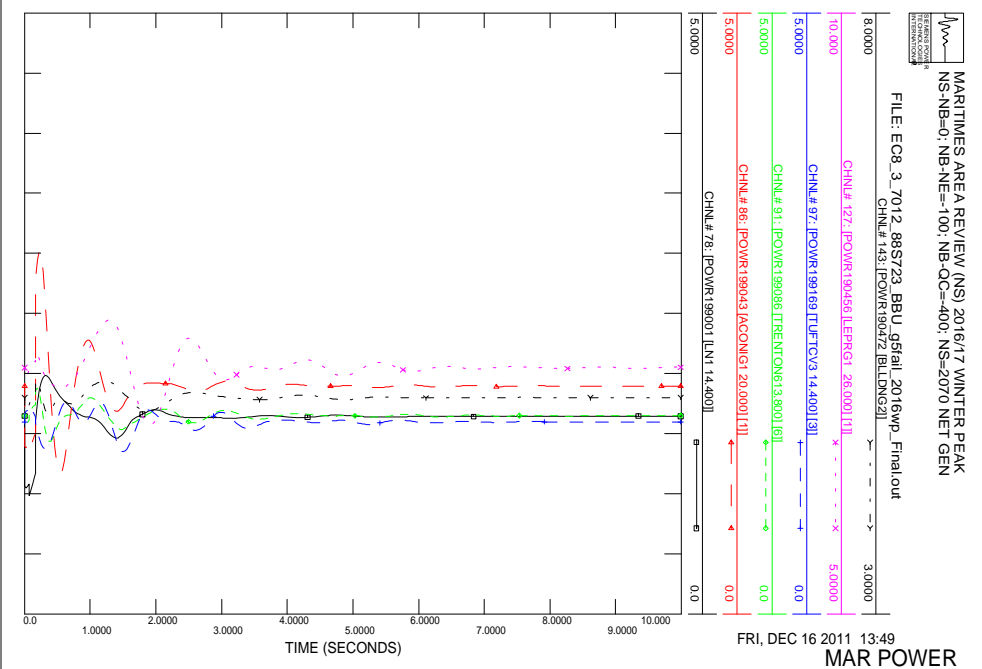
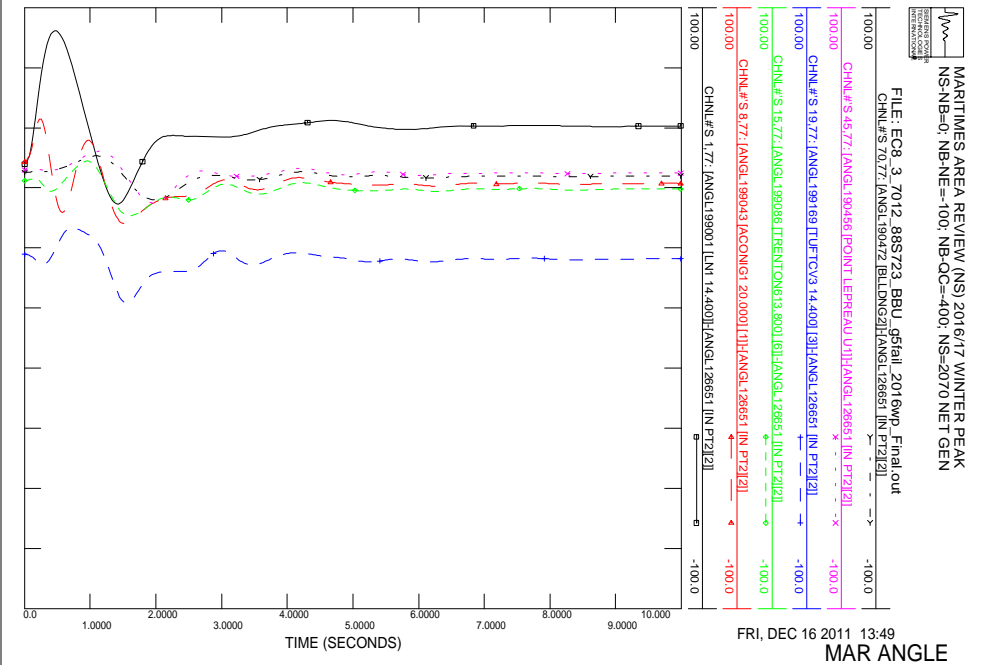
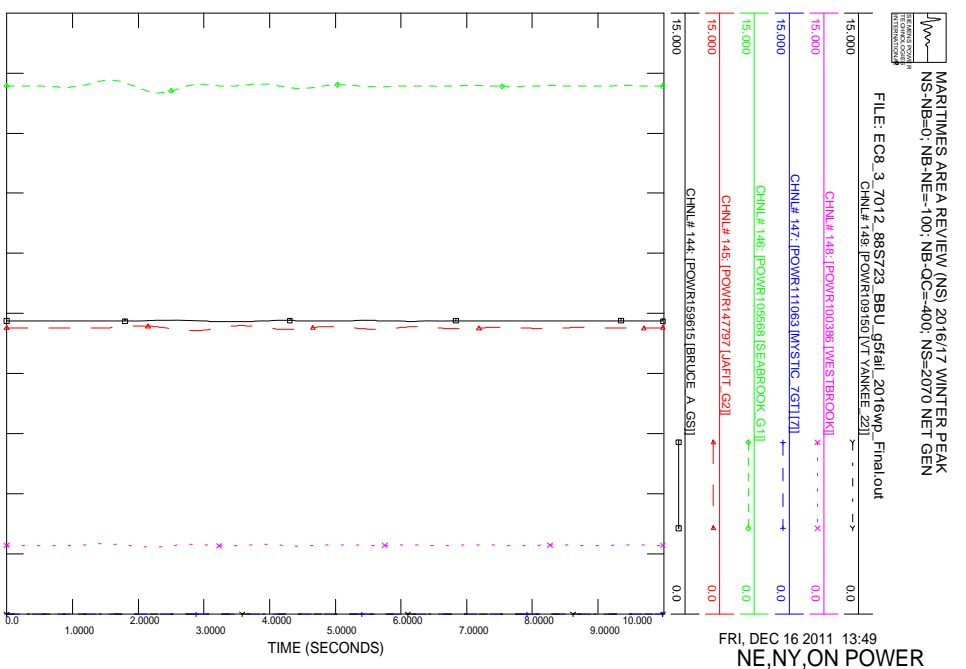
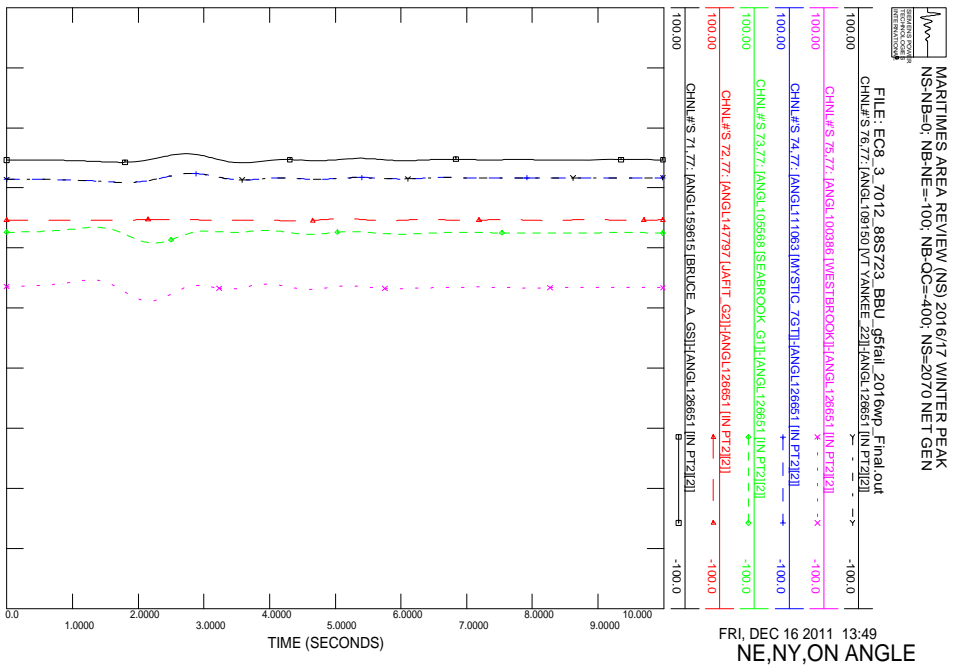
Figure _____

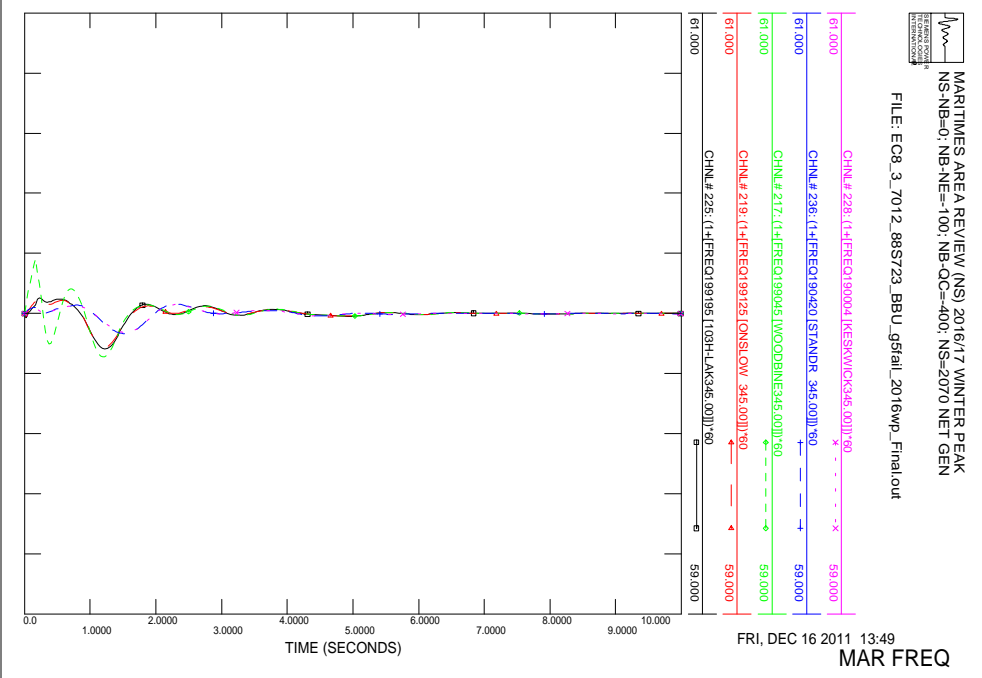
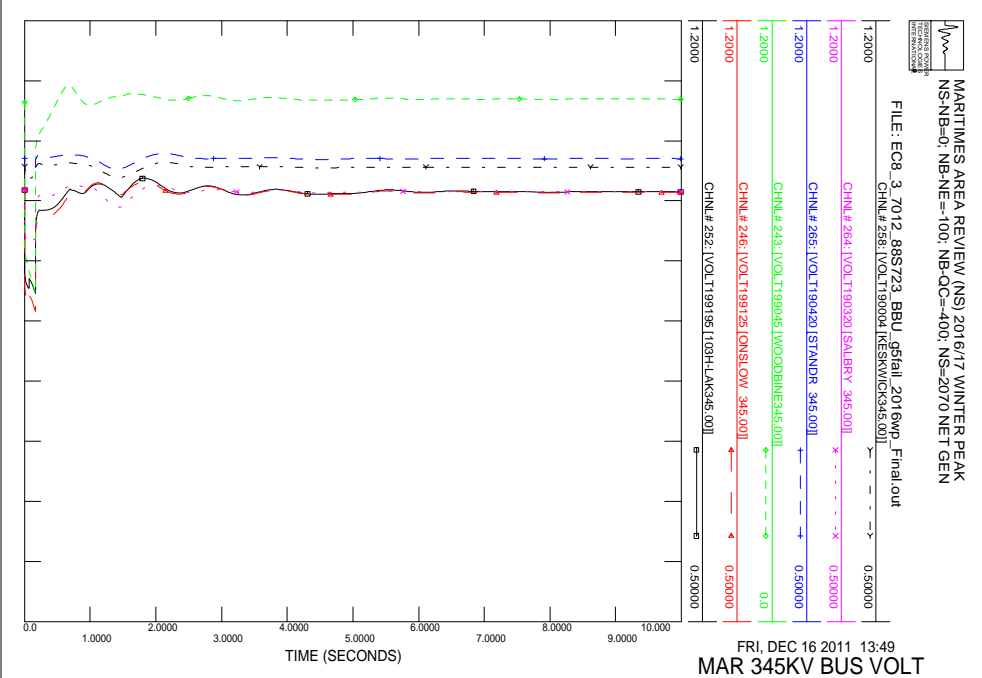
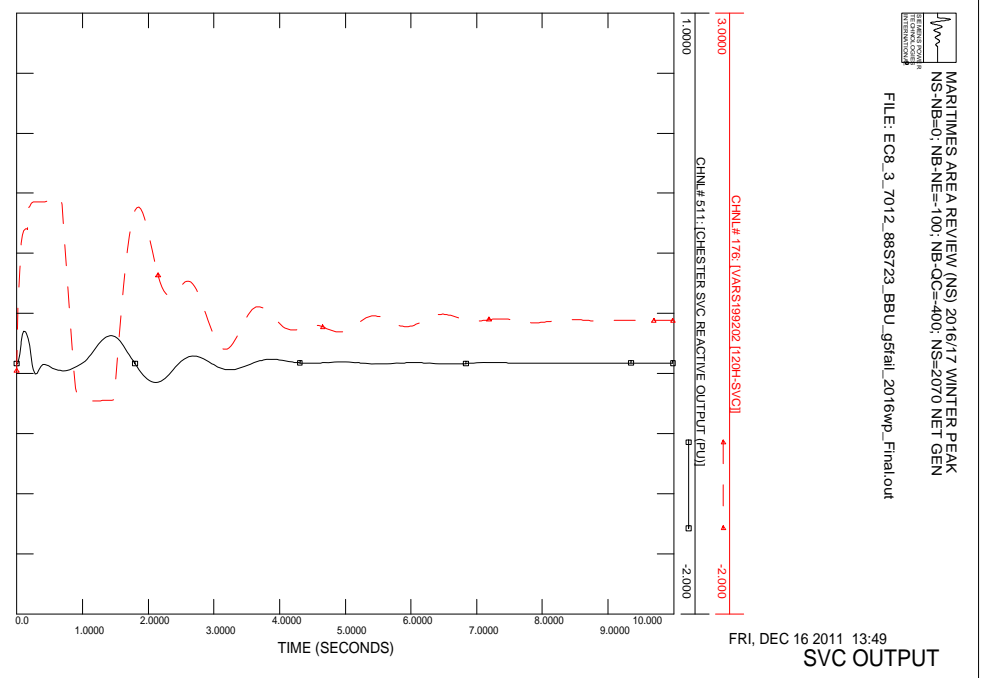
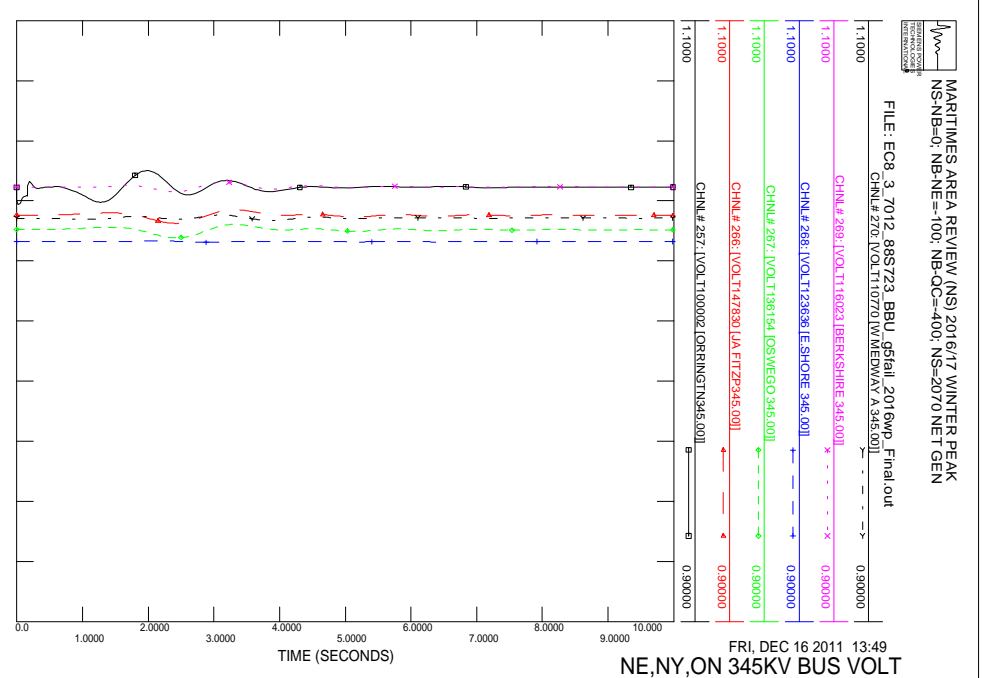
RESWORK

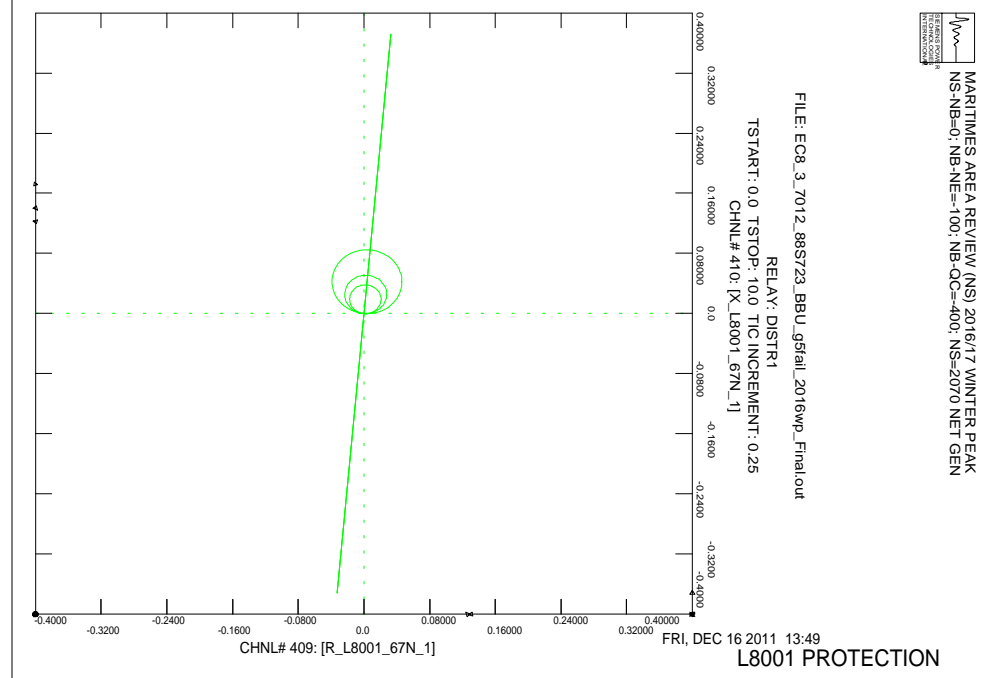
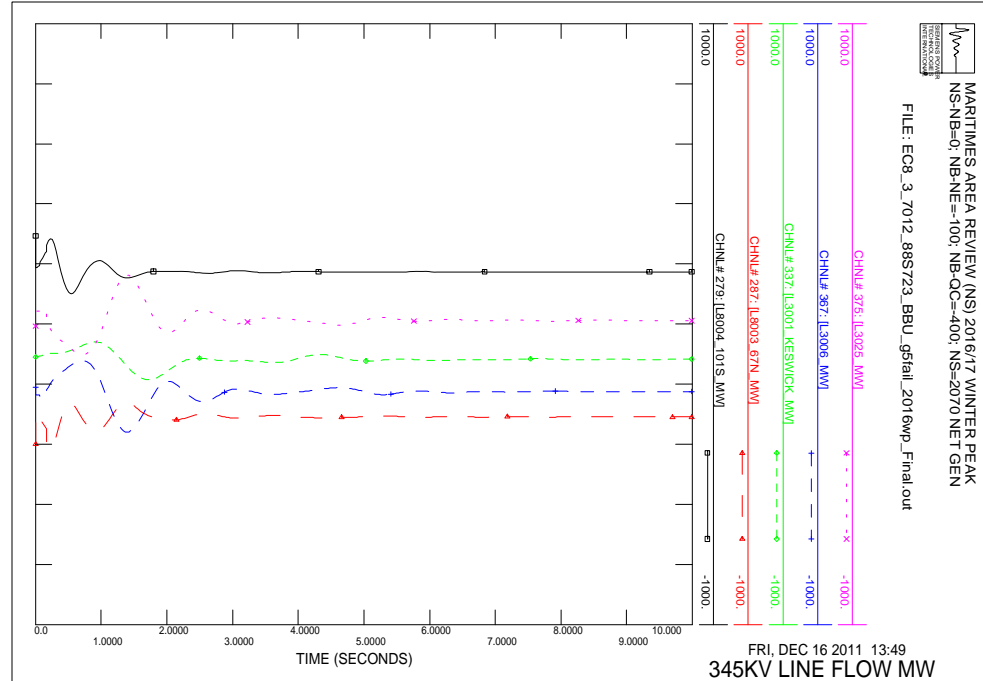
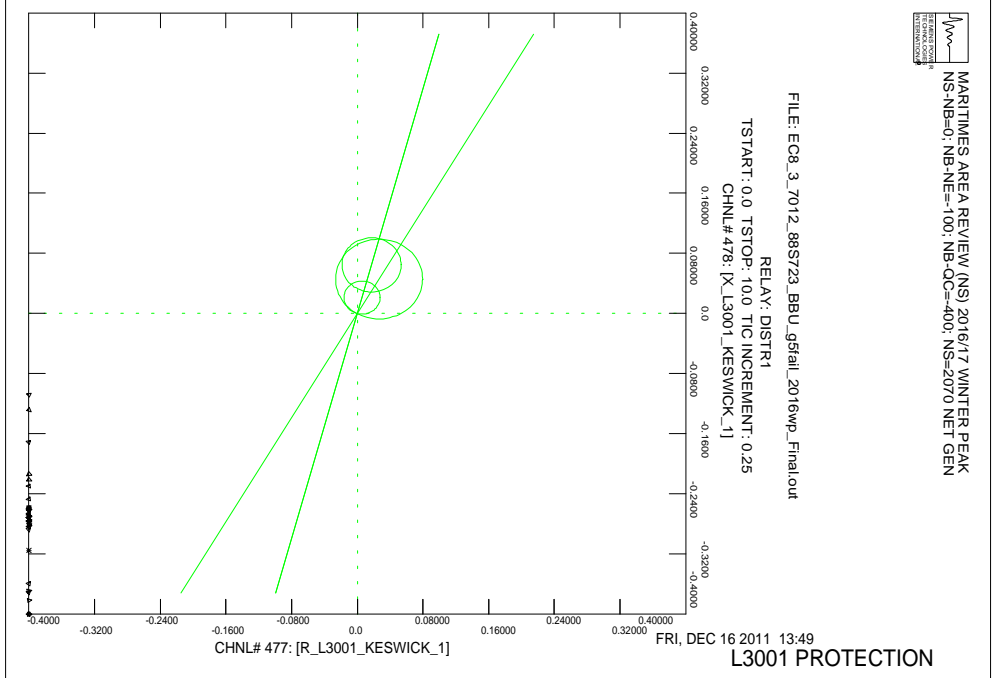
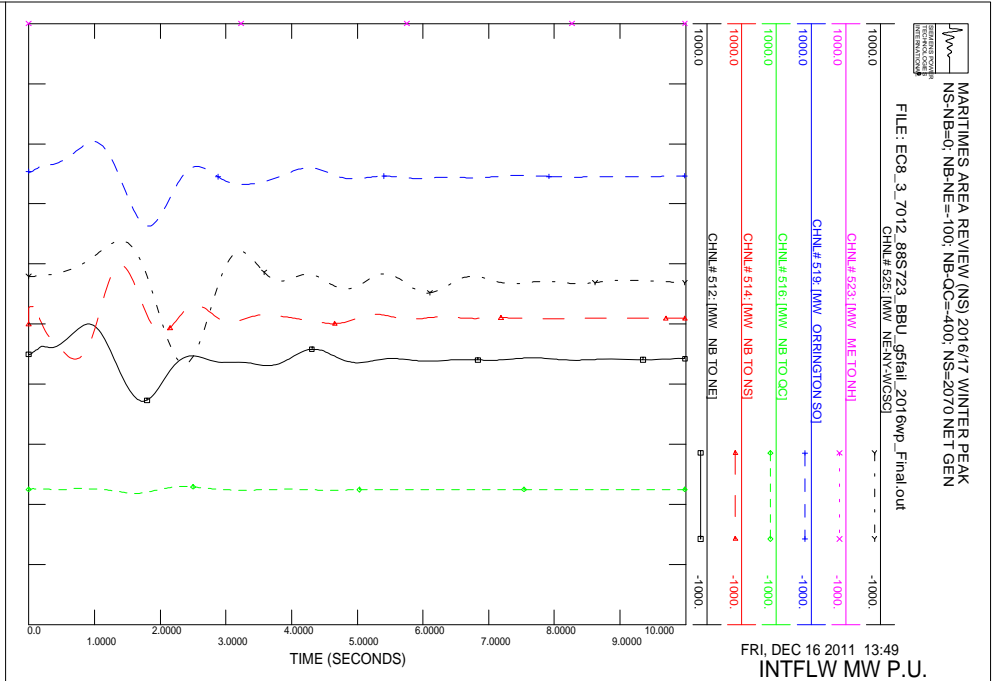


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 FRI, DEC 16 2011 14:40

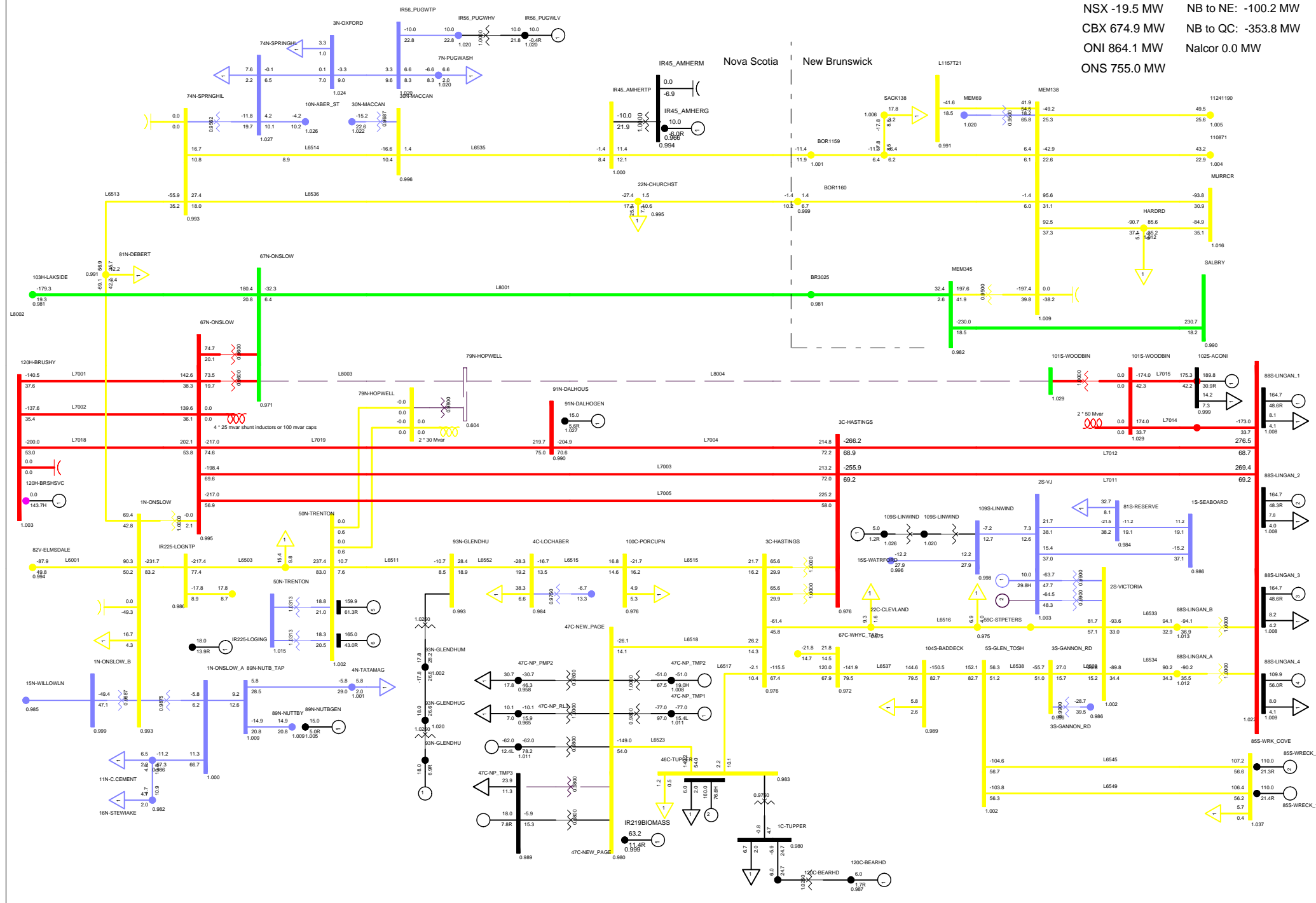
Figure ___







NSX -19.5 MW NB to NE: -100.2 MW
 CBX 674.9 MW NB to QC: -353.8 MW
 ONI 864.1 MW Nalcor 0.0 MW
 ONS 755.0 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC8.4_POSTCONTINGENCY FRI, DEC 16 2011 14:46

Total Wind Gen: 121.2 MW
 Gross Lingan 604.0 MW
 Gross Pt Aconi 189.8 MW

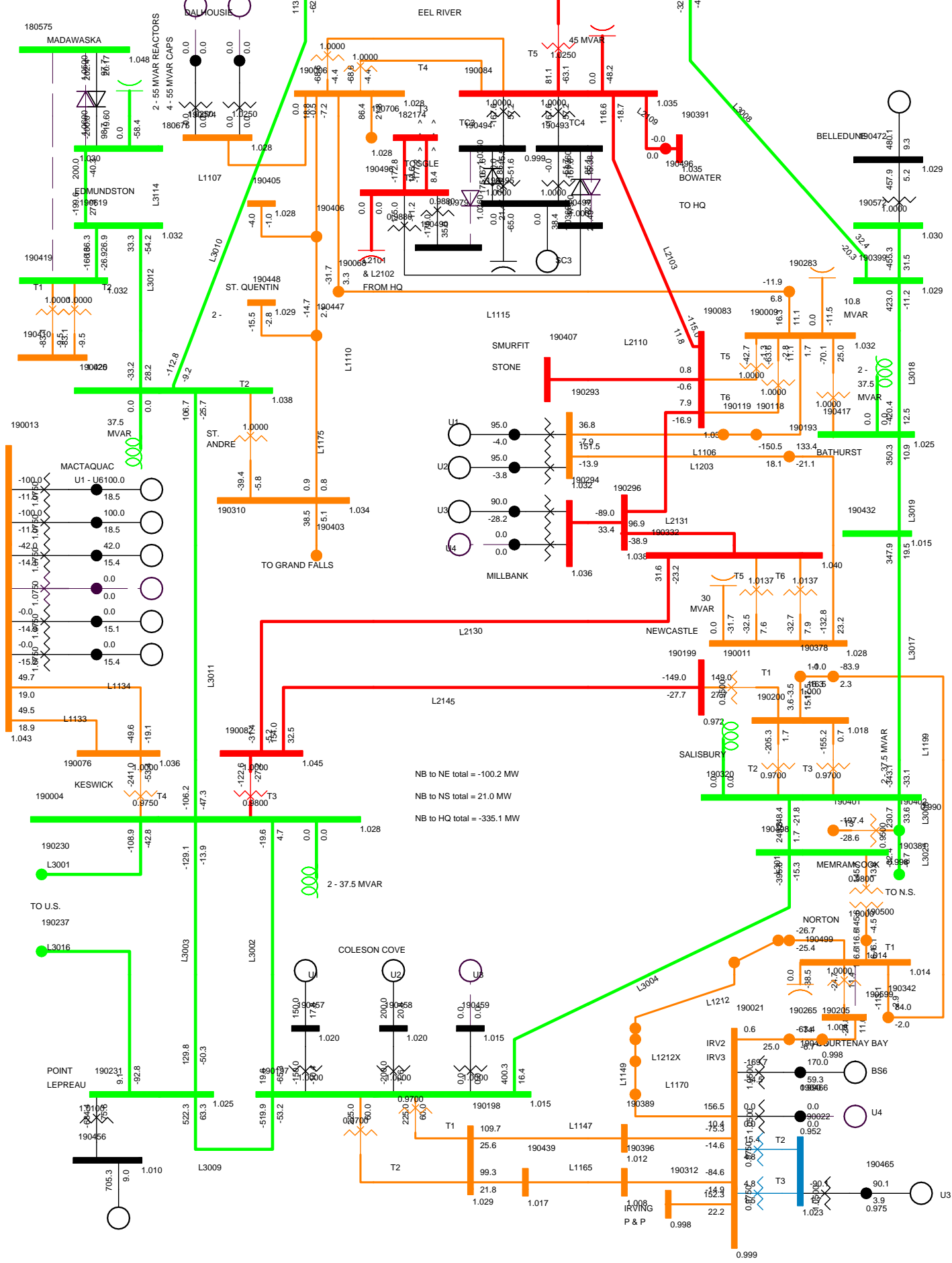
Gross Tupper 160.0 MW
 Gross Trenton 324.9 MW
 Gross Tuft's Cove 419.9 MW

Gross Wreck Cove 219.9 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 175.1 MW
 Net NewPage Load 238.3 MW
 Total BMPC Load 75.4 MW

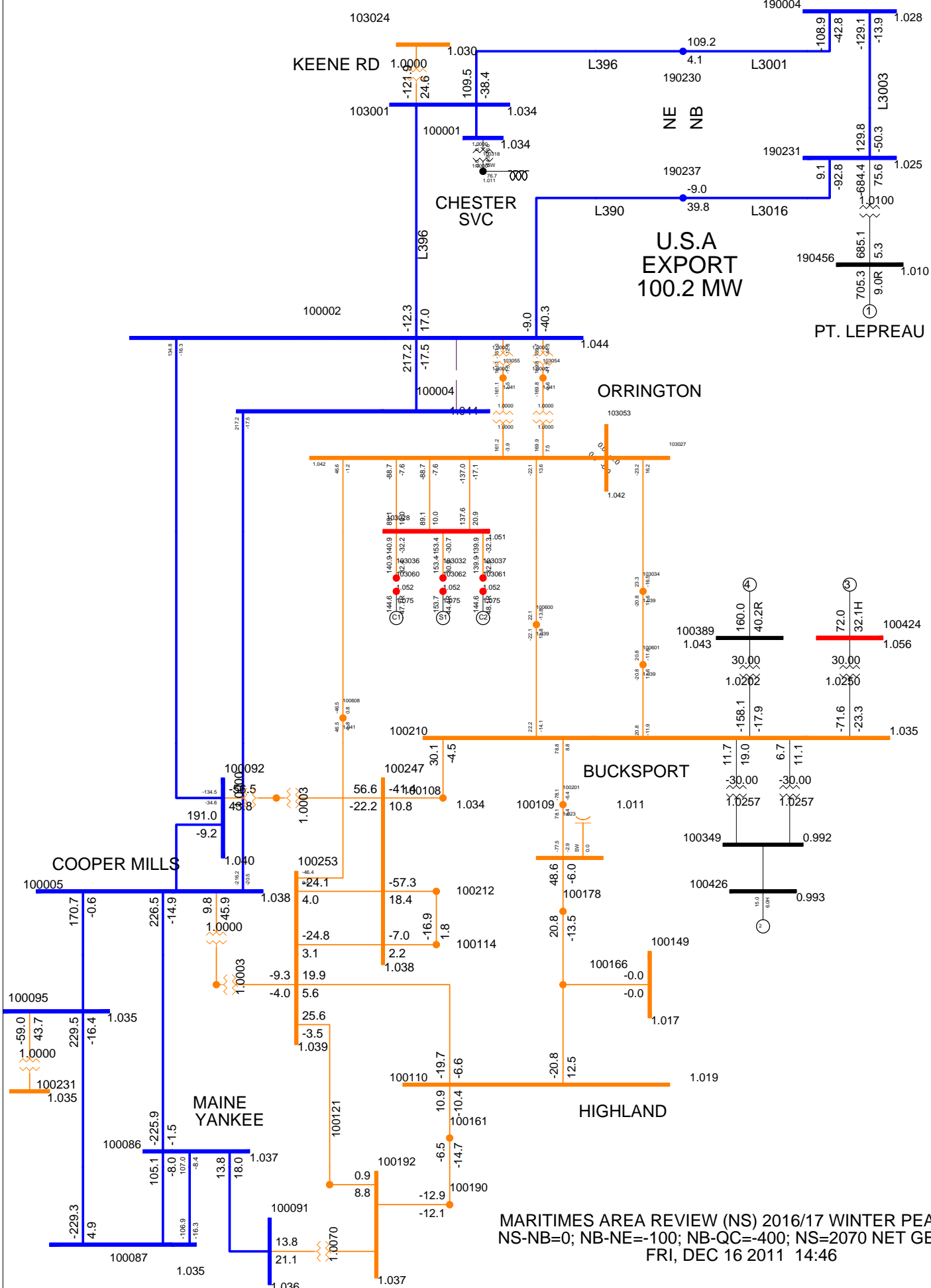
Winter Ratings

Figure



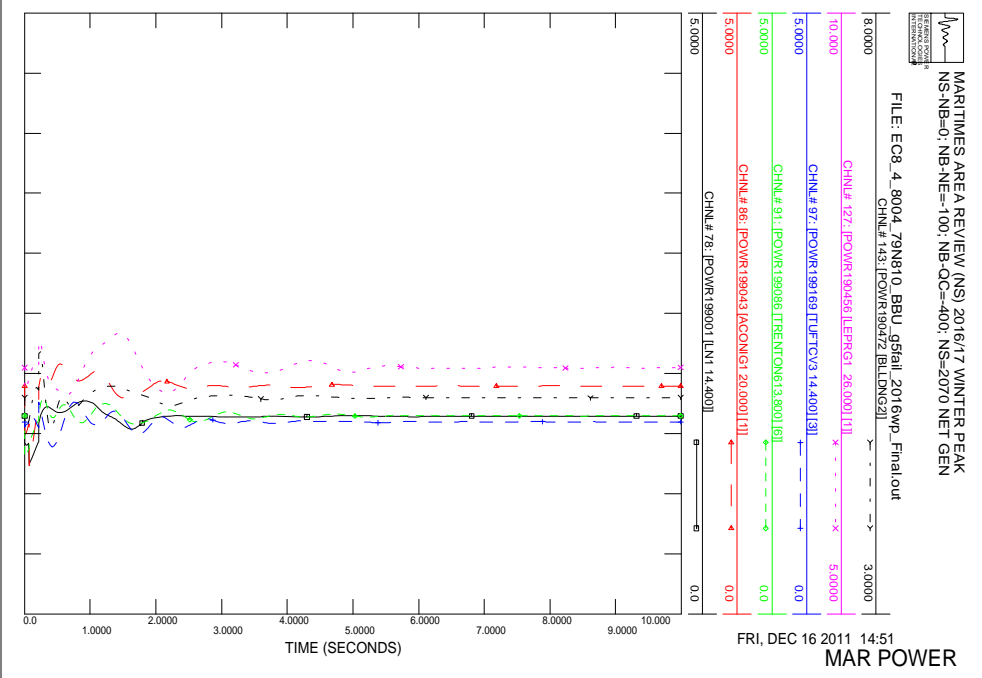
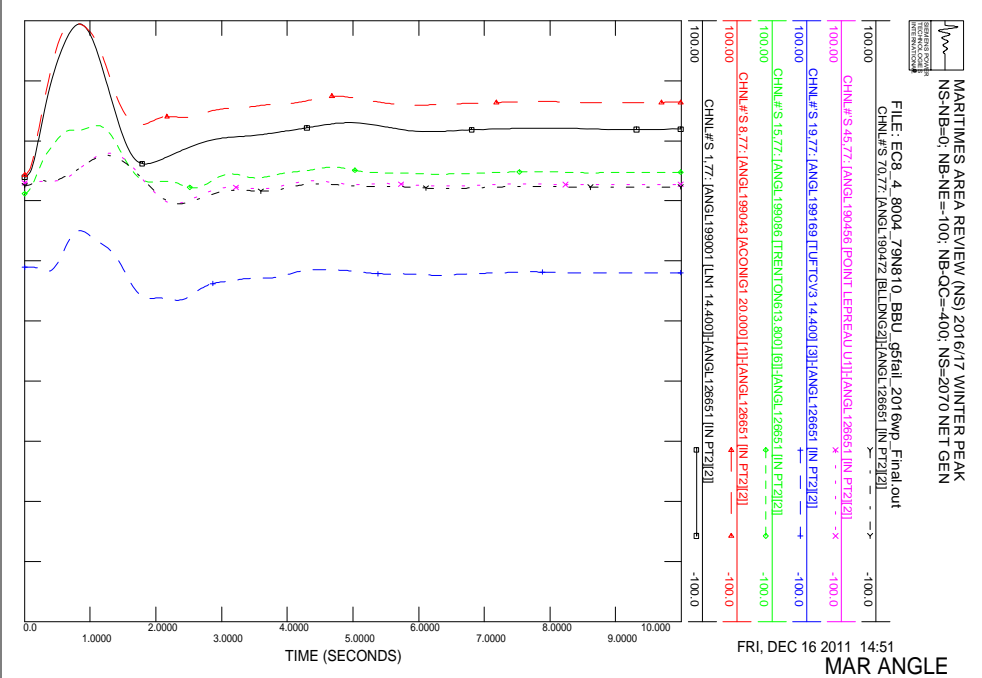
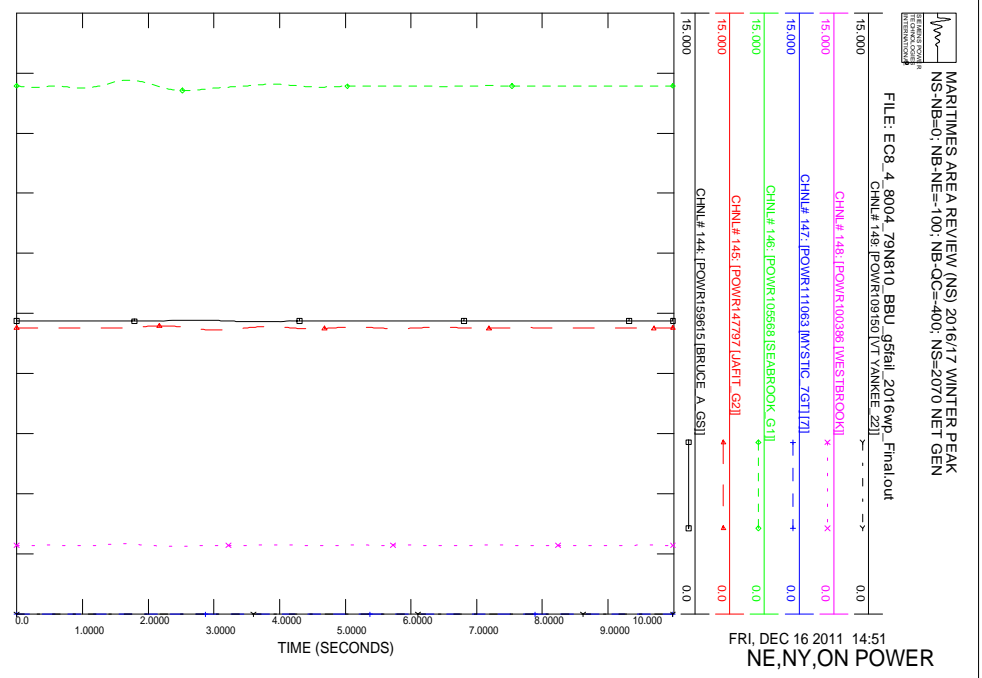
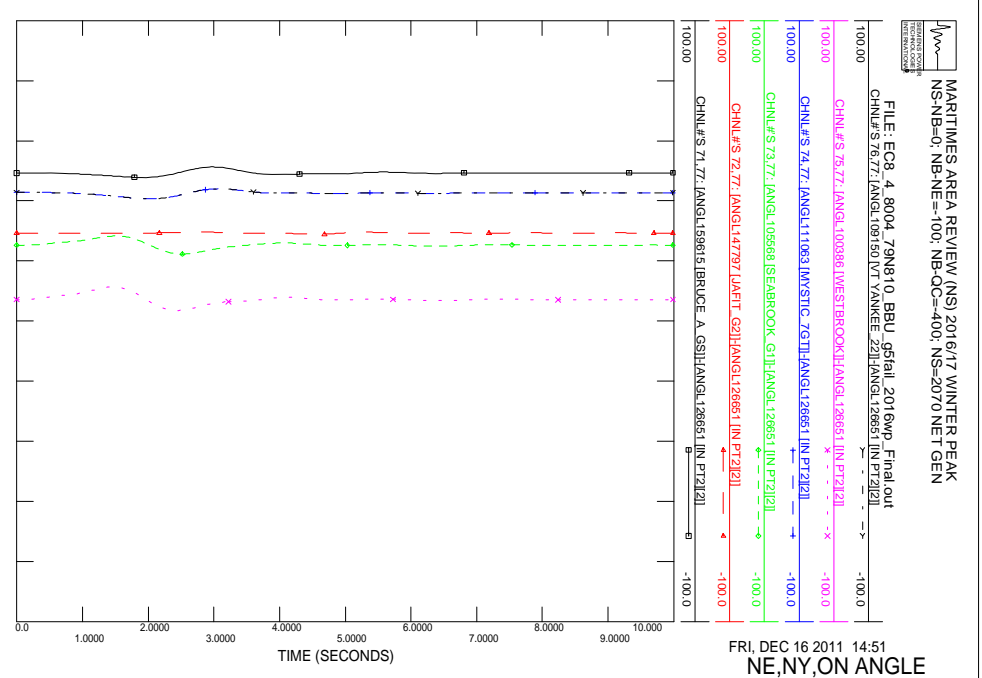
NB to NE total = -100.2 MW
NB to NS total = 21.0 MW
NB to HQ total = -335.1 MW

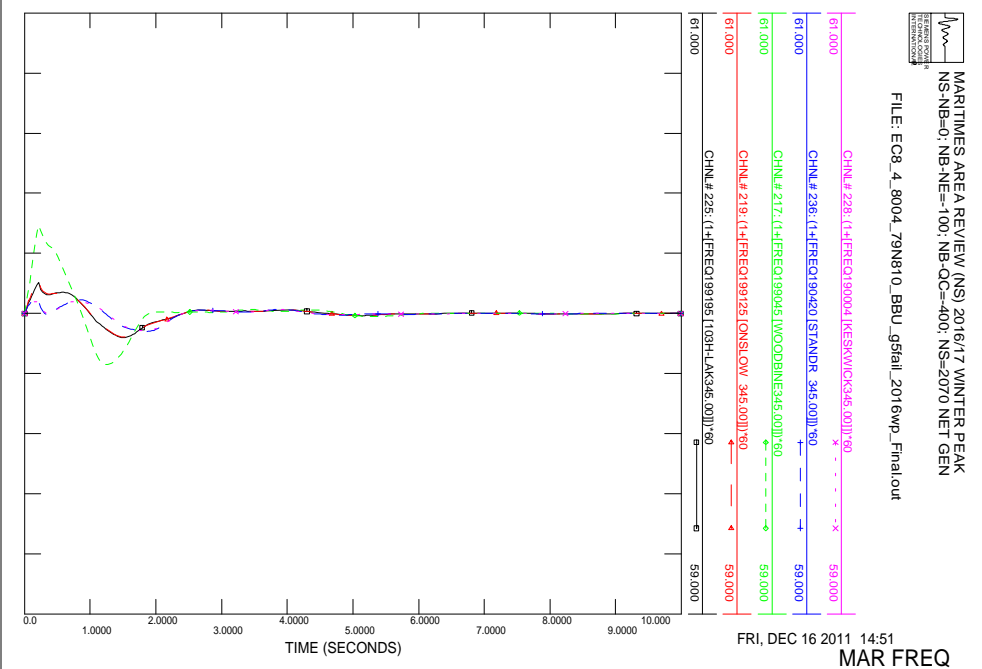
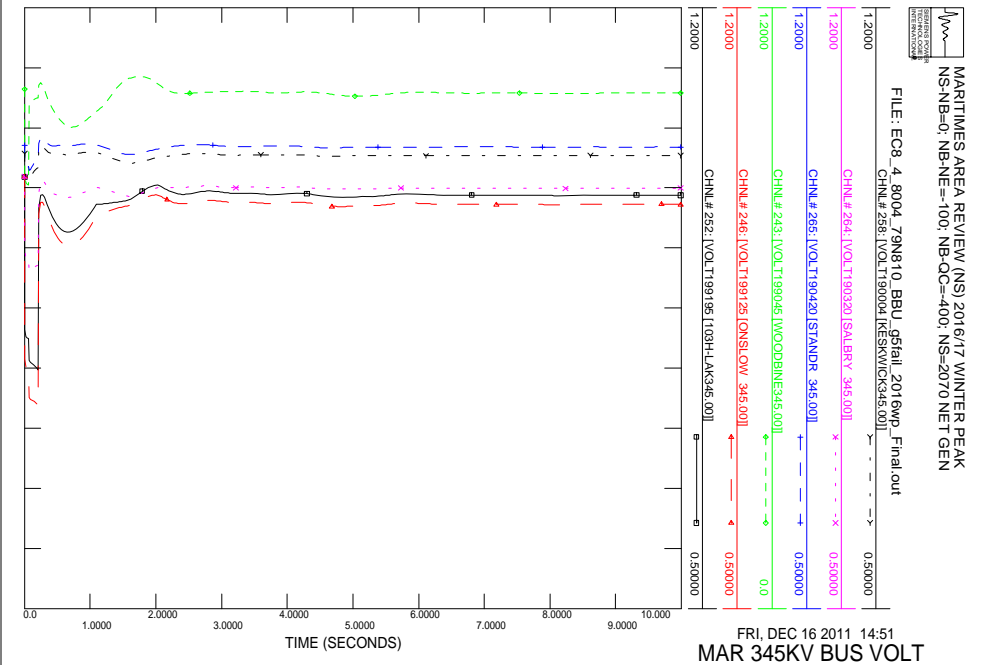
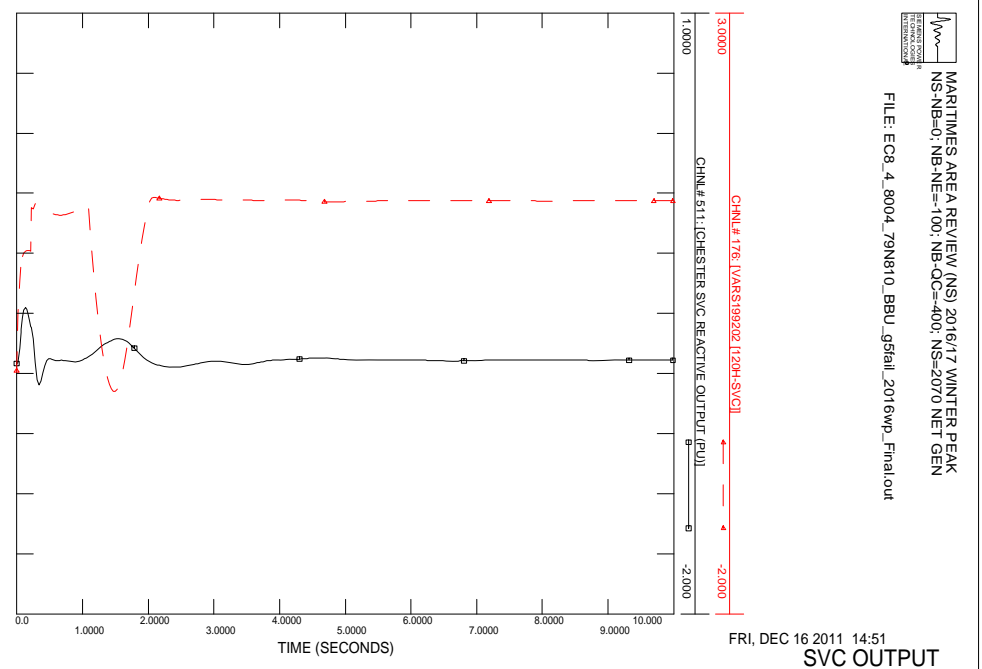
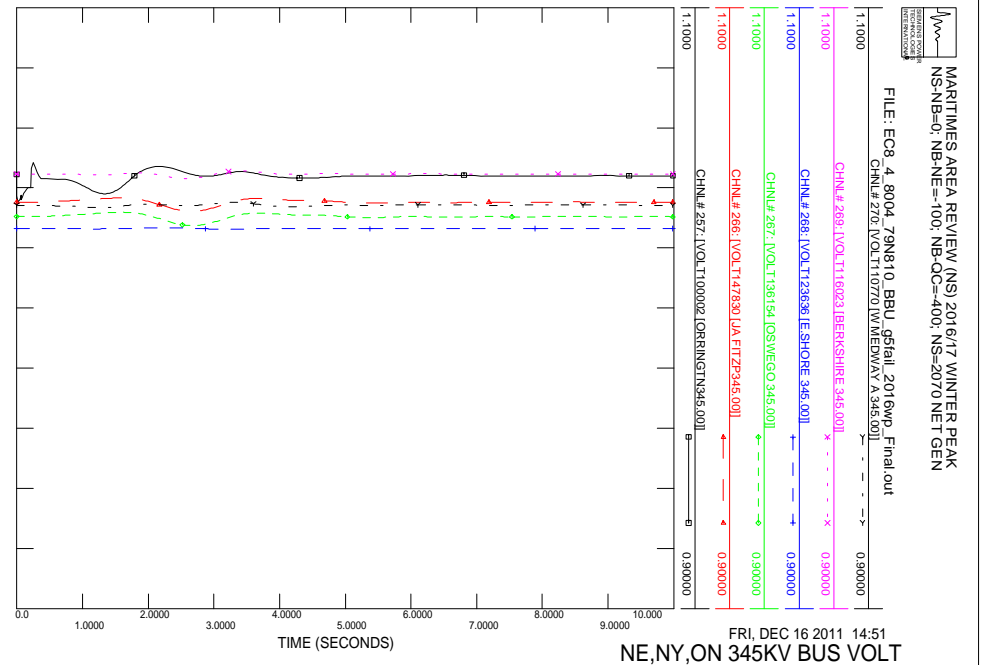
KESWICK

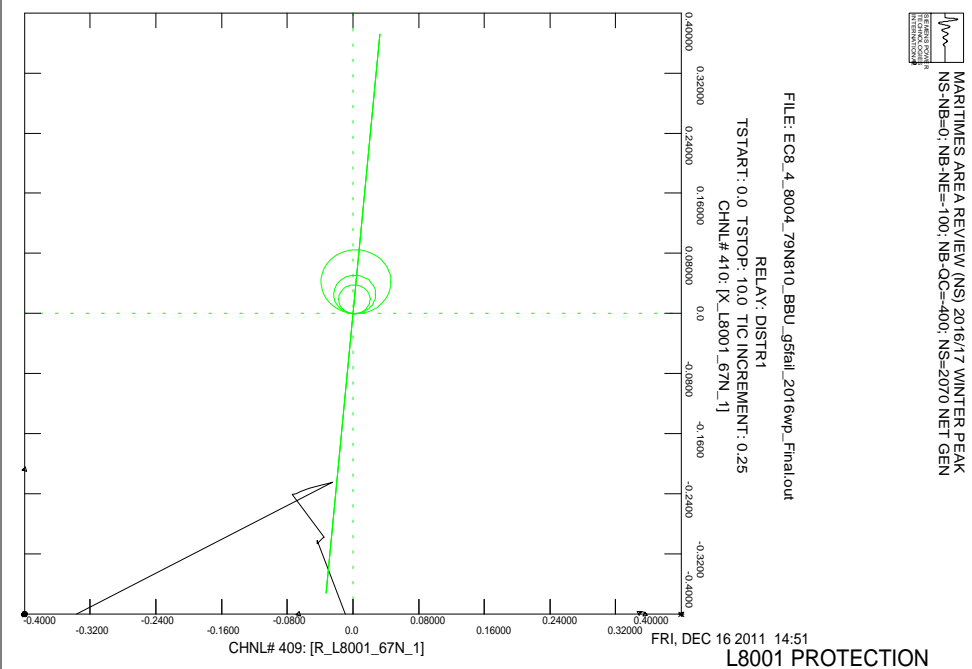
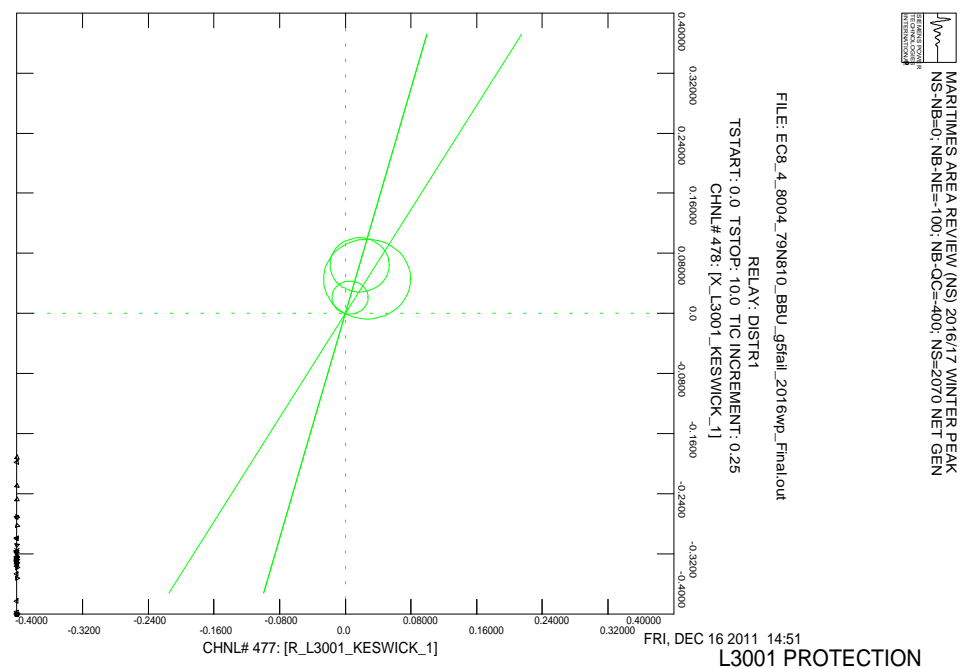
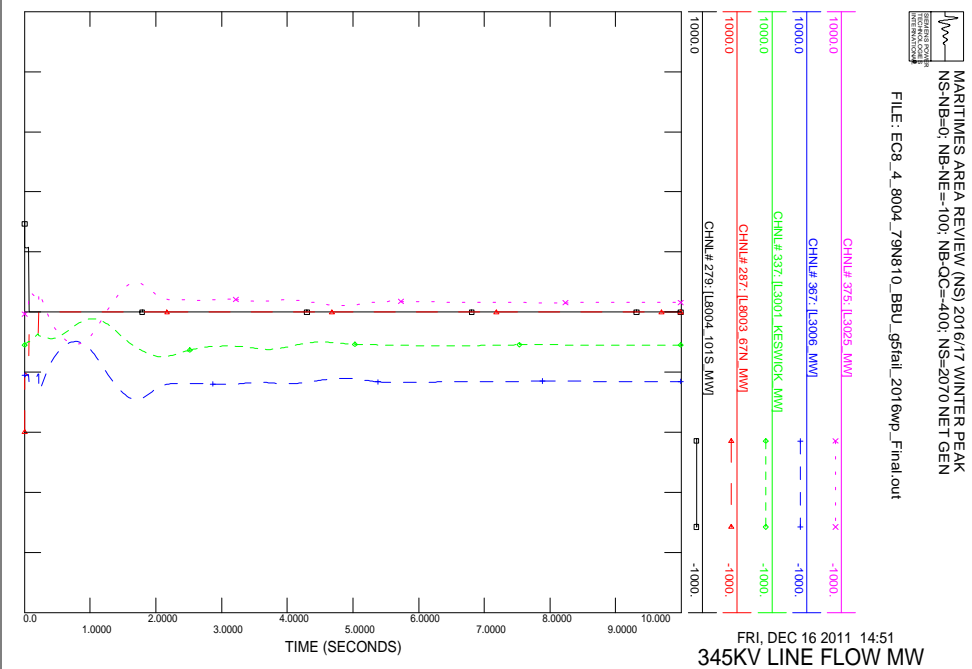
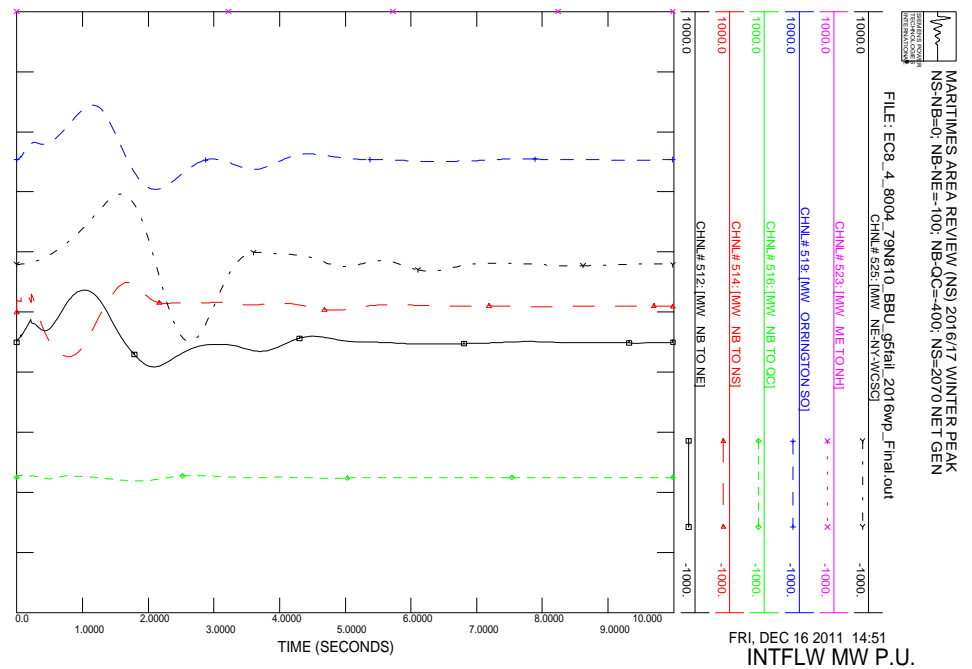


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 FRI, DEC 16 2011 14:46

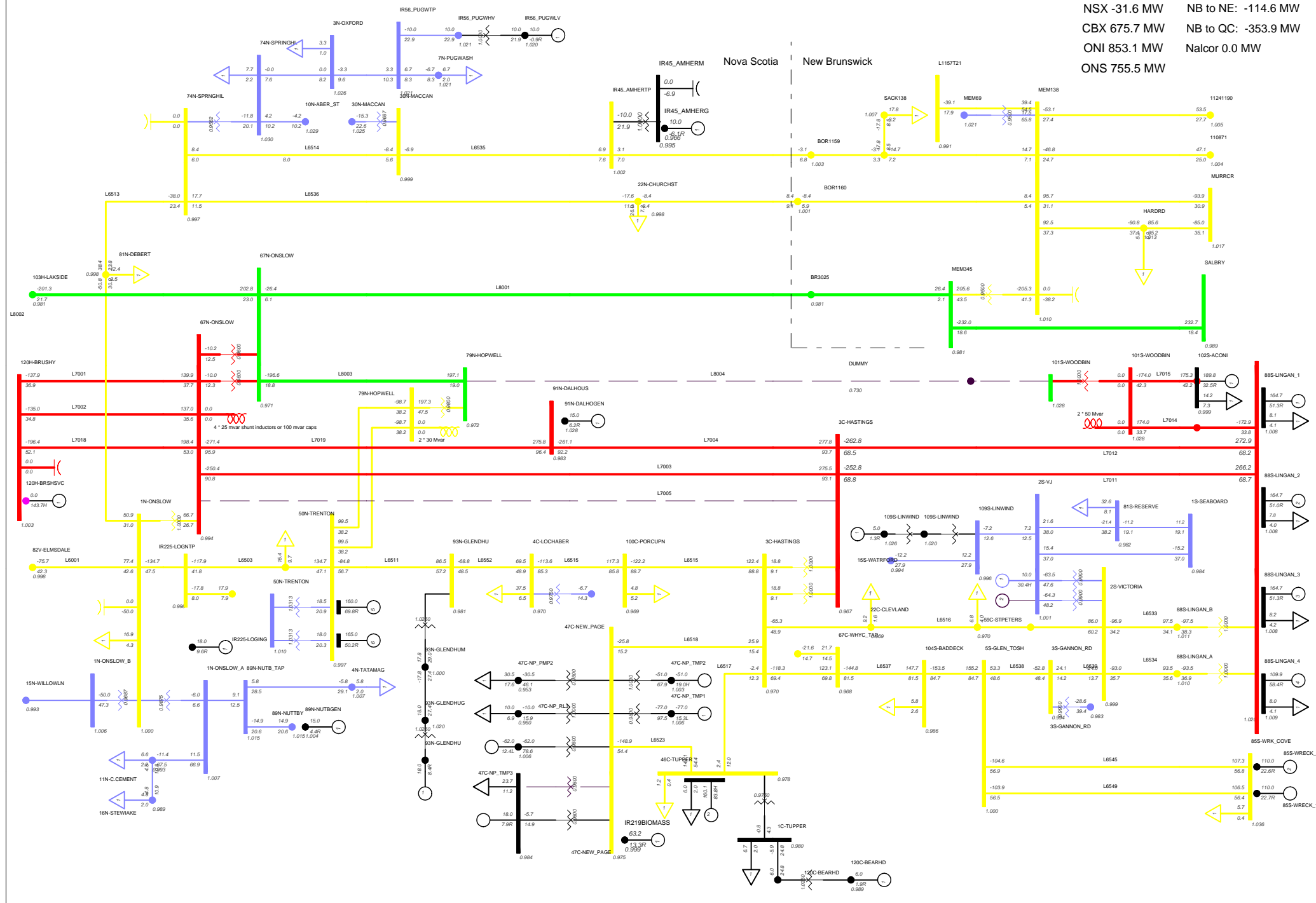
Figure _____







NSX -31.6 MW NB to NE: -114.6 MW
 CBX 675.7 MW NB to QC: -353.9 MW
 ONI 853.1 MW Nalcor 0.0 MW
 ONS 755.5 MW



MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 EC8.5_POSTCONTINGENCY FRI, DEC 16 2011 14:55

Total Wind Gen: 121.2 MW
 Gross Lingan 604.1 MW
 Gross Pt Aconi 189.8 MW

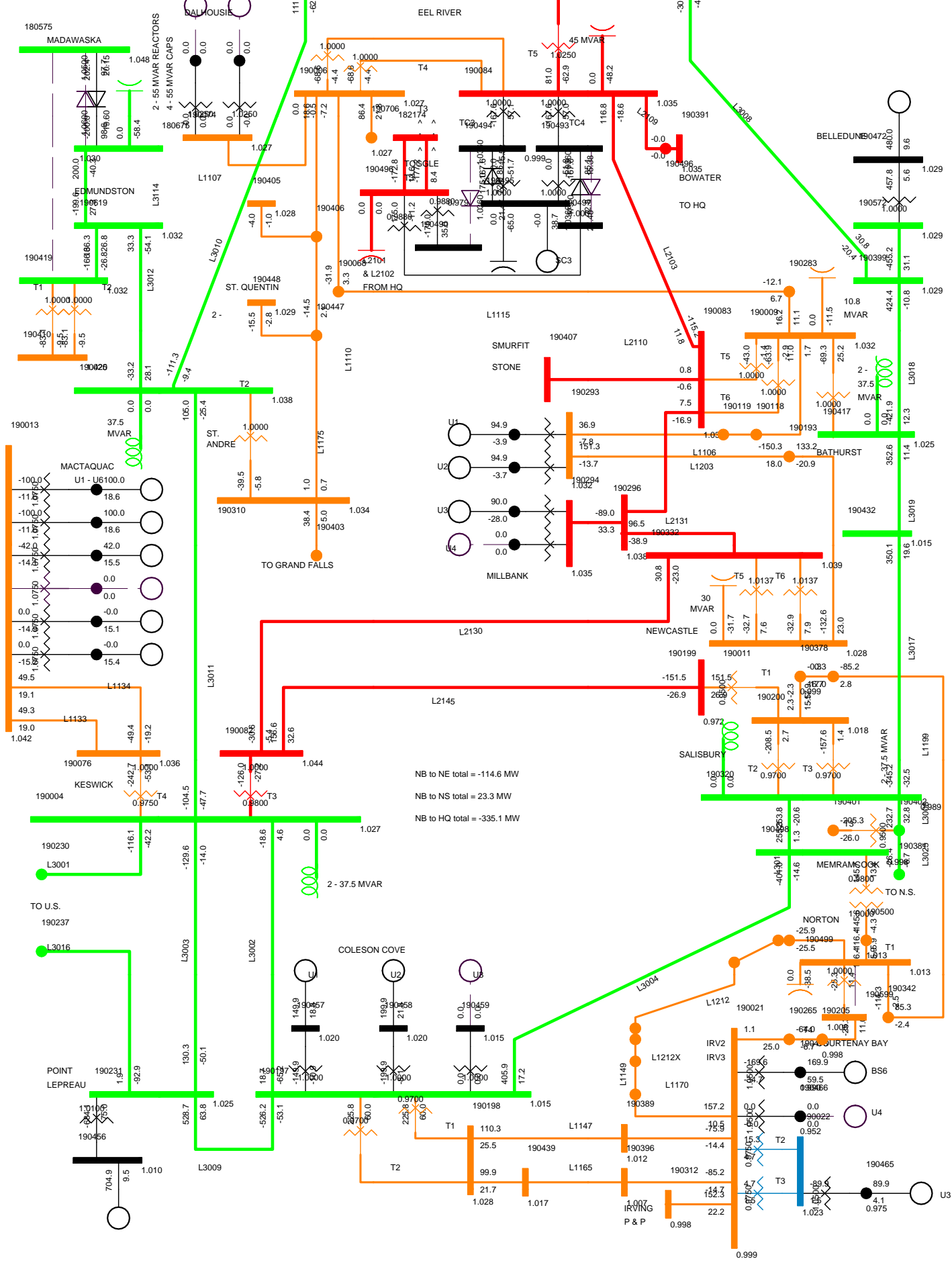
Gross Tupper 160.1 MW
 Gross Trenton 325.0 MW
 Gross Tuft's Cove 419.5 MW

Gross Wreck Cove 220.0 MW
 Gross Gas Turbine 22.0 MW
 Gross Small Hydro 135.4 MW

Net NewPage Load 174.7 MW
 Net NewPage Load 237.8 MW
 Total BMPC Load 75.4 MW

Winter Ratings

Figure

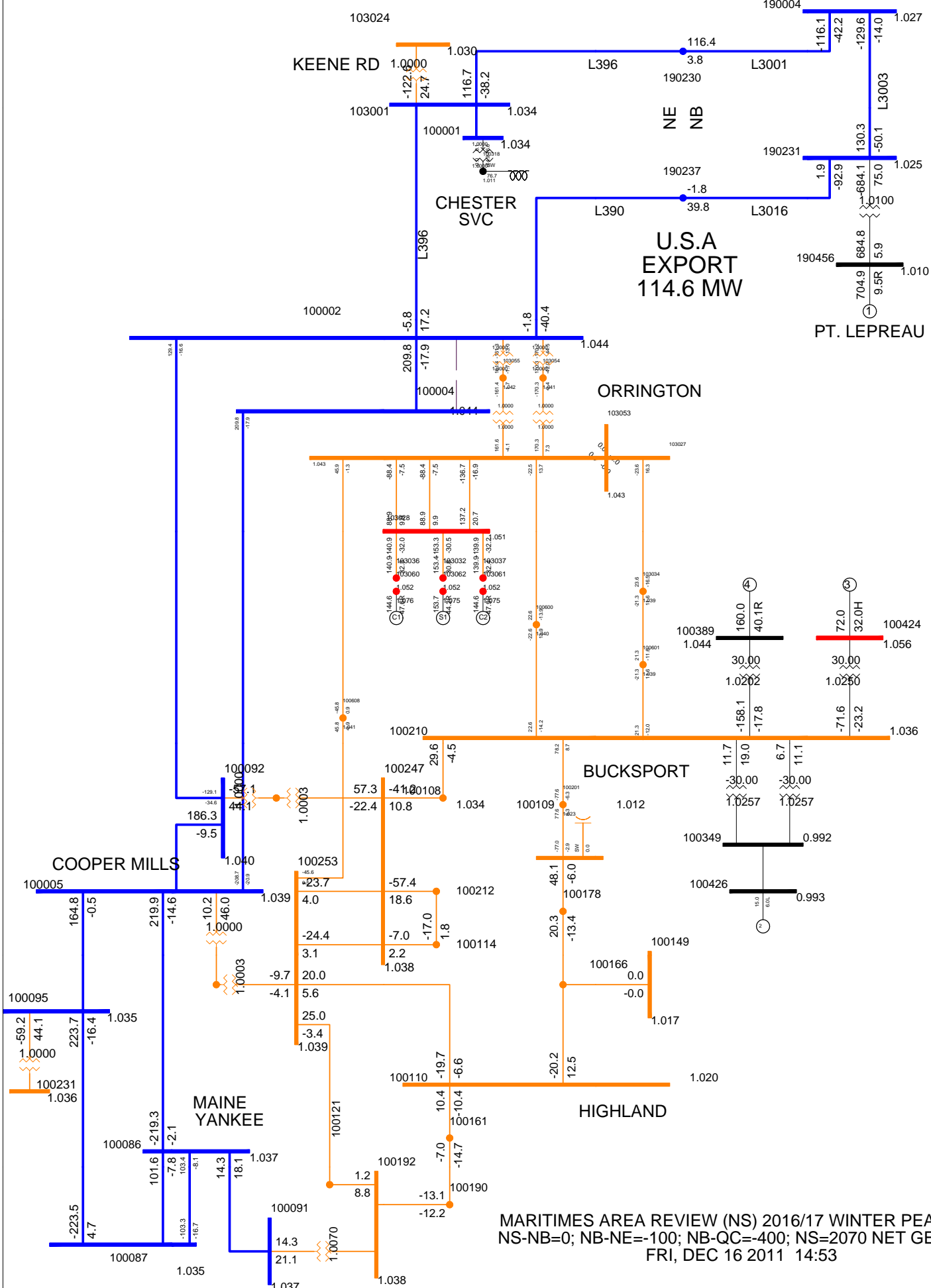


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
 NS-NB=0; NB-NE=-100; NB-QC=-400; NS=2070 NET GEN
 NB Power FRI, DEC 16 2011 14:54

Bus - VOLTAGE (PU)
 Branch - MW/MVAR
 Equipment - MW/MVAR
 100.0% RATEA
 1.0500V 0.9500V
 KV: <=35.000 <=69.000 <=138.000 <=230.000 <=345.000 >345.000

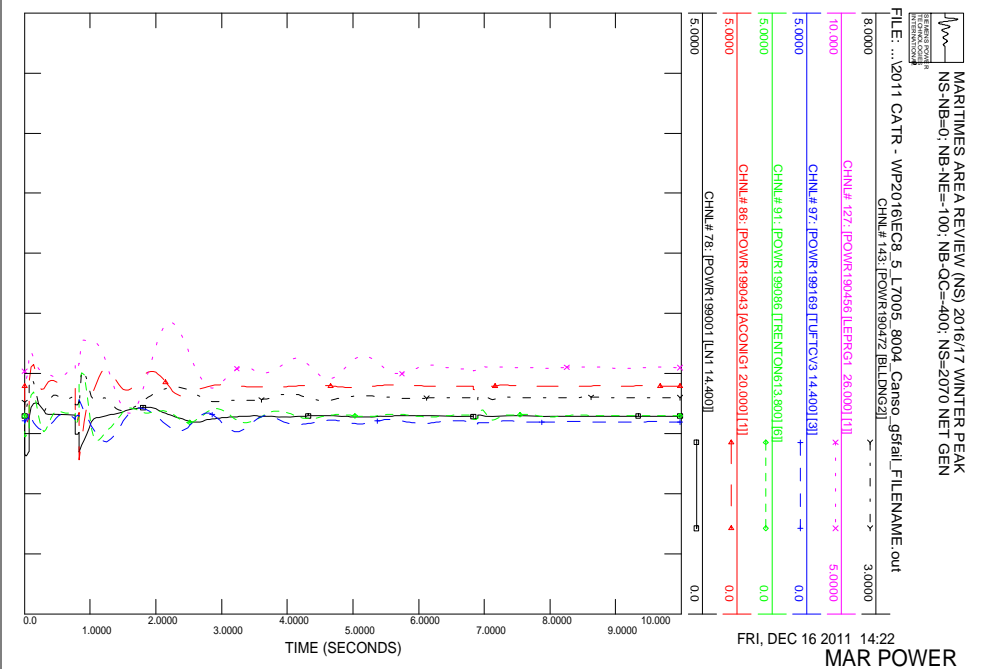
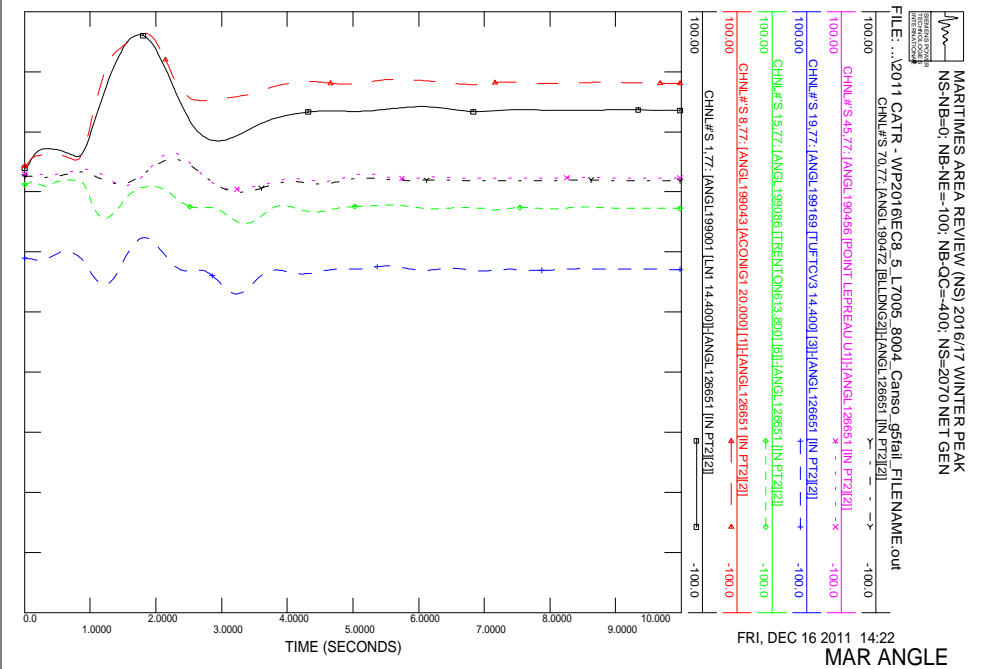
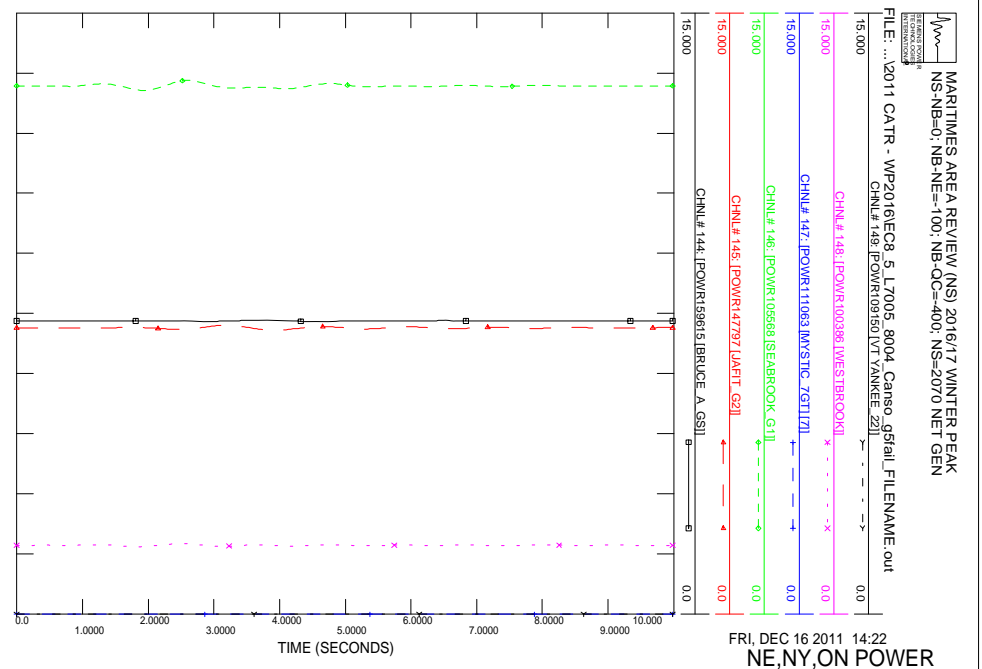
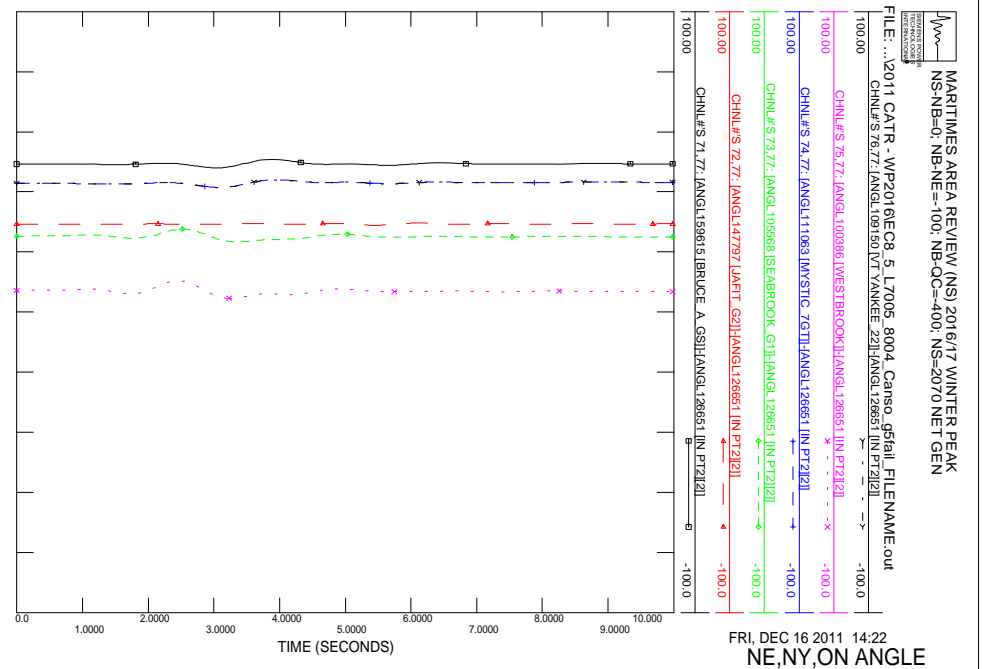
Figure _____

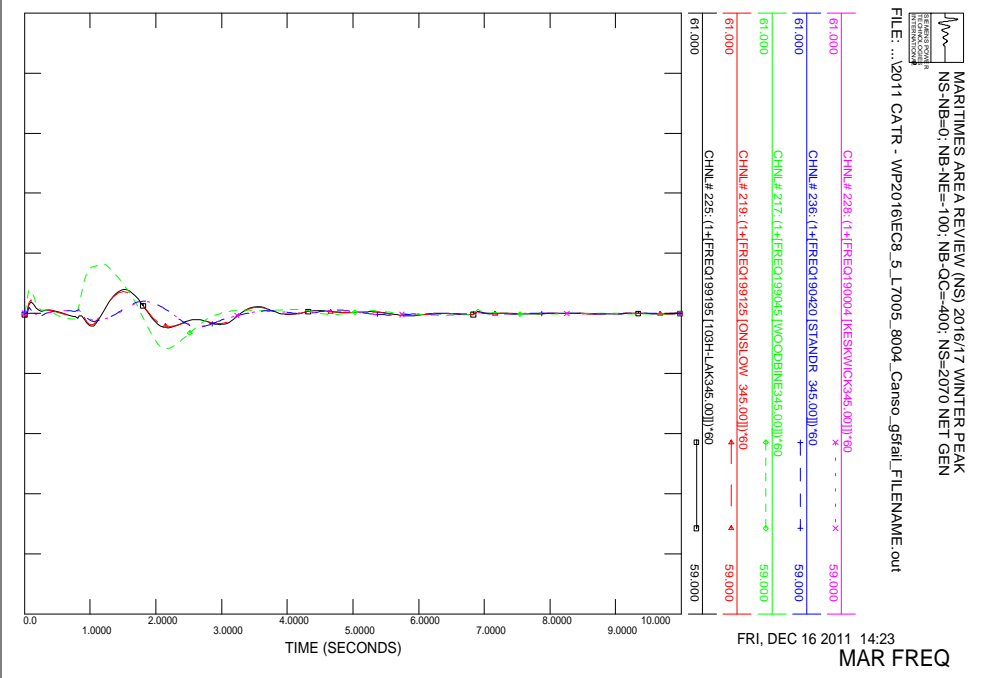
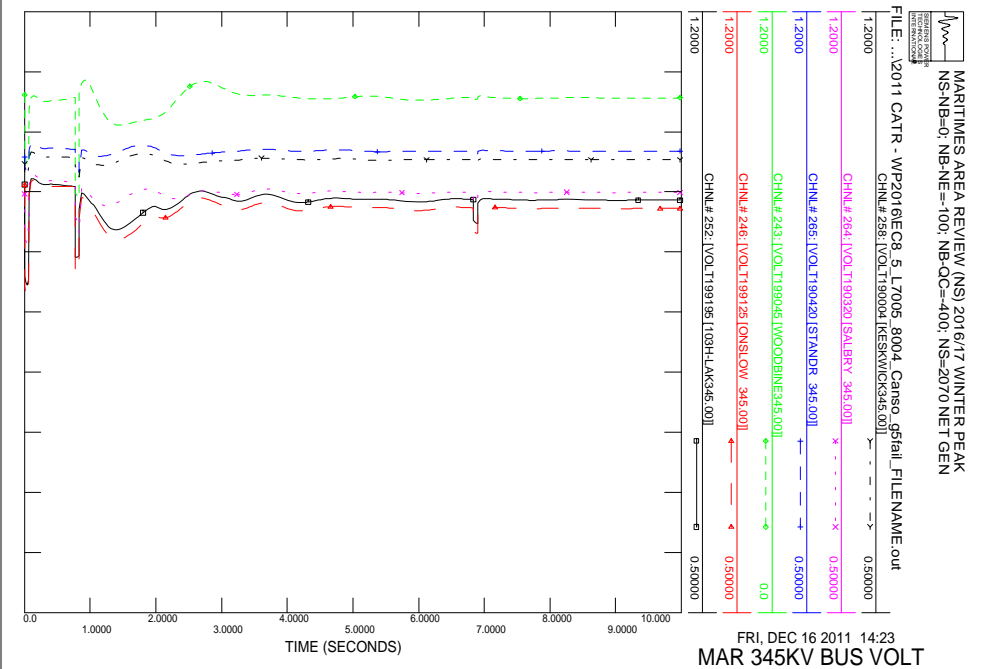
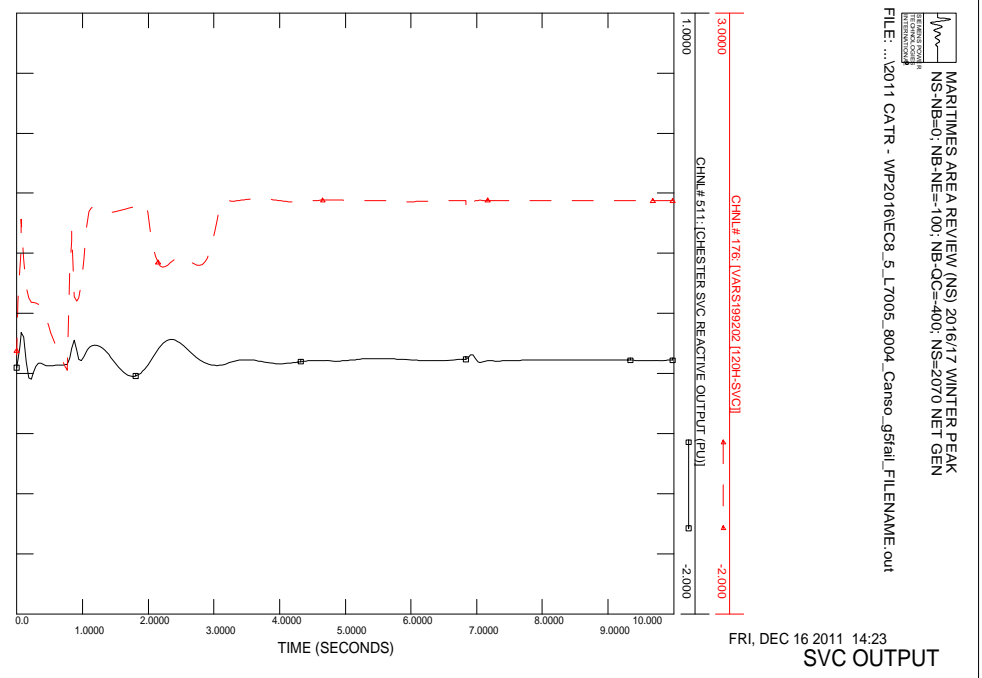
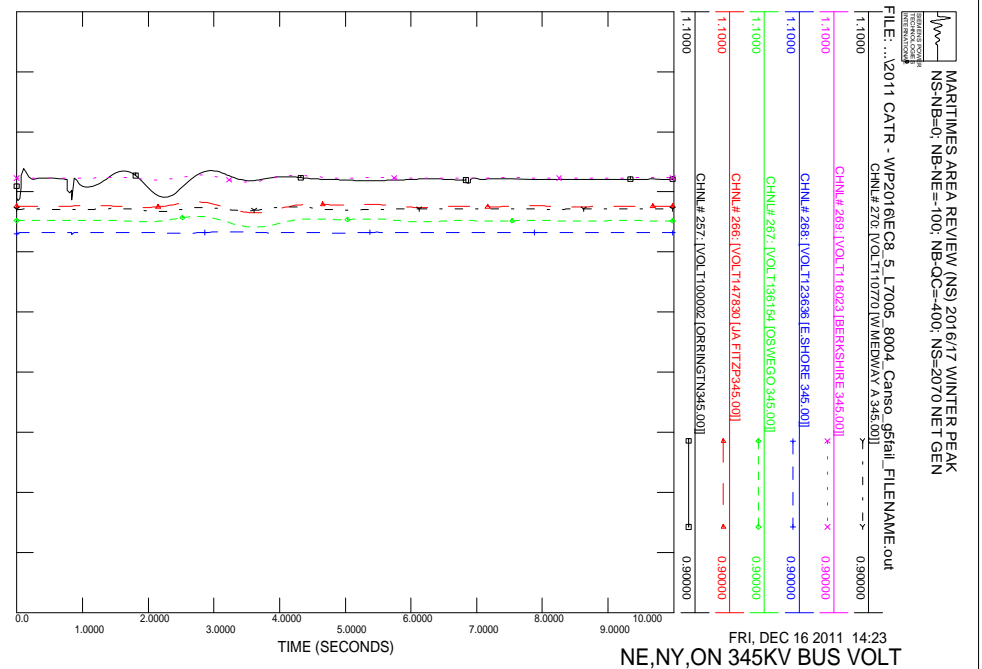
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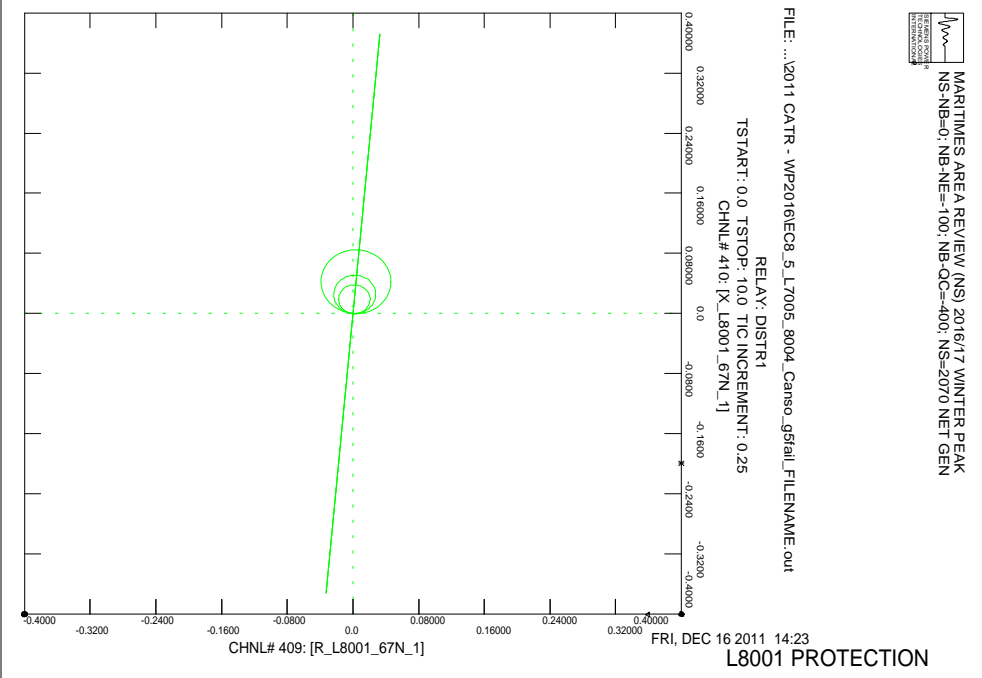
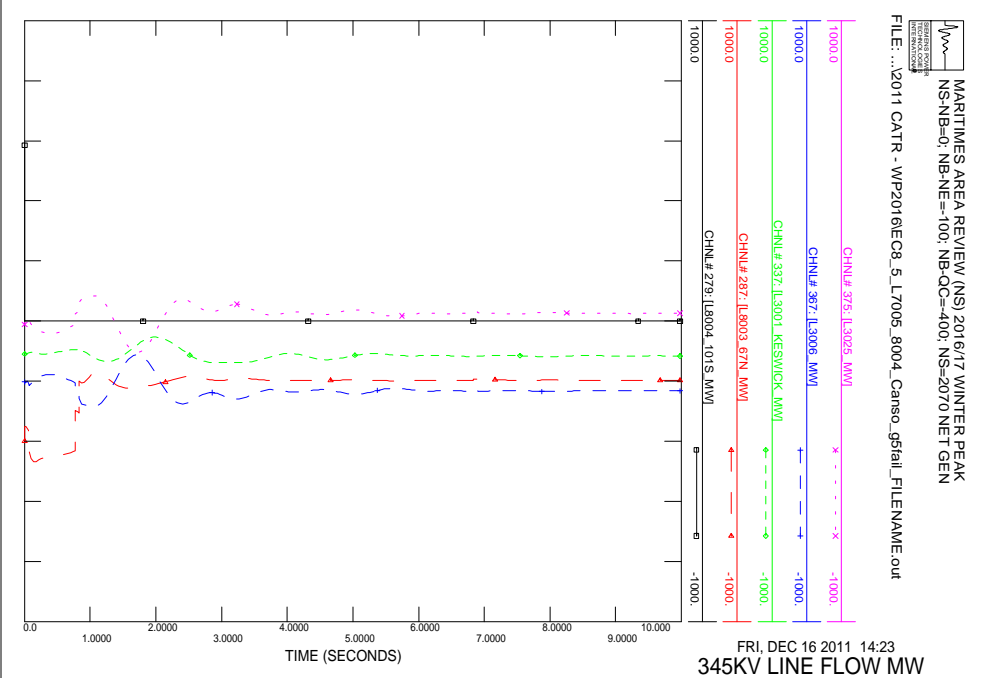
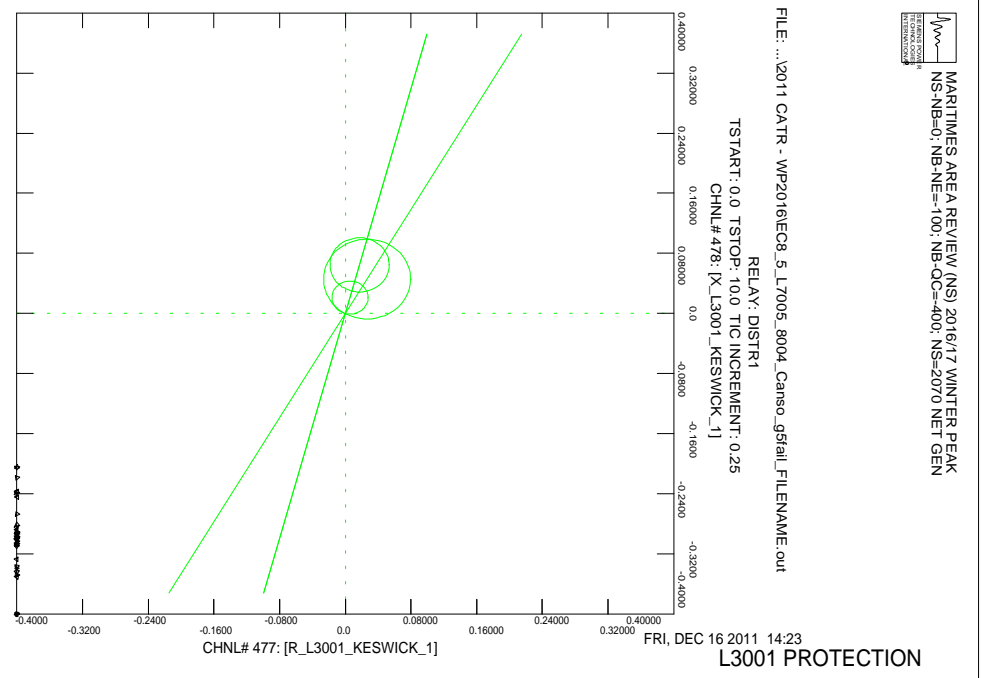
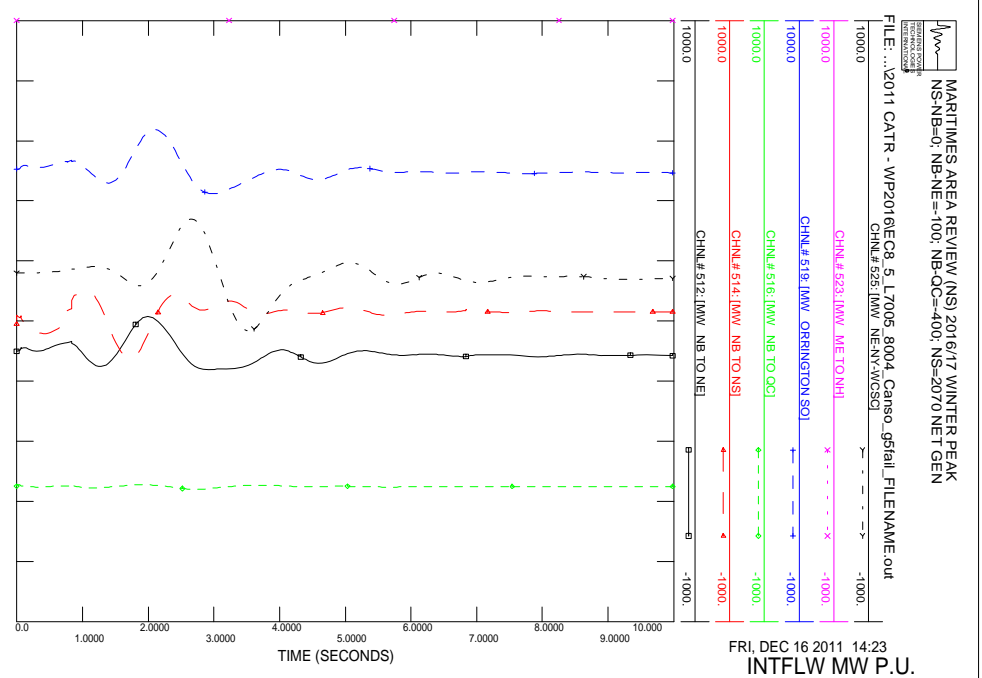


MARITIMES AREA REVIEW (NS) 2016/17 WINTER PEAK
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FRI, DEC 16 2011 14:53

Figure _____







2011 Comprehensive Area Transmission Review

Appendix M

List of NSPI Special Protection Systems

Table 1: NSPI Type I Special Protection Systems

SPS #	Identification	Initiating Condition	Action(s) Resulting	Reason for Installation	Comments, Explanation
133	Lingan BBU SPS	Breaker backup operation of the common breaker (88S-723) between L7012 and L7014 at Lingan	Trip one of four units at Lingan (pre-selected by the operator)	To prevent instability of eastern NS system for any fault on L7012 or L7014 coincident with specific breaker failure	*Armed when all four units at Lingan are on-line. Type I due to possibility of large voltage swings in Maine if SPS fails.
119	NS 345 kV SPS	The SPS will operate following a specific system event or a sequence of events at the Hopewell or Onslow substations and/or lines L-8003 and L-8004	Depending on the level of NS internal East - West transfers, either one or two 150 MW units will be rejected at Lingan. These units will be pre-selected by the operator at flow levels determined by operating studies.	Maintain stability.	*Arming Levels vary by system operating conditions, such as lines out for maintenance and number of thermal units on-line.

Table 2: NSPI Type III Special Protection Systems

SPS #	Identification	Initiating Condition	Action(s) Resulting	Reason for Installation	Comments, Explanation
15	NB - NS (Import Power Monitor)	Total exports from NB to NS exceeds 100 MW* and 345 kV Line 3025/8001 opens.	Cross-trip 138kV line L6513 to force an island of Nova Scotia	To prevent uncontrolled separation of NS, thereby limiting exposure to UFLS	*Arming level varies by season
139	Strait Area Overload Protection System	Loss of 138 kV line with high local load and high ambient temperature	Automatic reduction of load at 47C-Stora	Prevent thermal overload of lines supplying 47C-Stora load	Breakers automatically tripped if load is not reduced within one minute
113	230 PHLO	Any multiphase fault on the Onslow Lingan 230 kV circuits or the loss of one or more circuits when power flows are above certain levels.	Trip selected units at Lingan. (150 -300 MW)	System stability and prevent thermal overload.	Supceded by SPS #119, except when 345 kV line L8004 is on maintenance.
130	NS Export to NB (Export power monitor)	Loss of L-8001(or NB Lines L-3006 or L-3025) with exports from NS to NB in excess of a thermal limit on L-6513.	Rejection of up to 300 MW of NS generation.	To prevent thermal overloading of line L6513, and separation of Nova Scotia from New Brunswick.	

Table 2: NSPI Type III Special Protection Systems

SPS #	Identification	Initiating Condition	Action(s) Resulting	Reason for Installation	Comments, Explanation
168	Strait area Transformer Overload Protection	High load in Strait of Canso Area with high ambient temperature, no generation at Pt. Tupper, followed by loss of one 230-138 kV transformer, or loss of generation at Tupper with one transformer out	Send signal to rapidly curtail non-firm load at Stora plant on detection of transformer overload	Prevent post contingency thermal overload of Port Hastings 230-138 kV transformer	Load increased without increased transmission capacity addition. Failure to operate when needed may activate SPS #11 or SPS #12.
169	Lingan Overfrequency SPS	Auto arm if load at Stora exceeds 15% of total load, loss of load as an island	Trip one unit at Lingan (150 MW) if frequency exceeds 60.8 Hz for 100 ms.	Limit overfrequency when NS or Maritimes is operating as an island and a large block of load is lost.	Could also operate for contingency which separates NS and causes Stora load loss
170	Lingan N-1 SPS	Transmission element out of service, loss of one or more additional elements.	Trip one or two units (150 MW each) at Lingan.	Provide increased east-west transfer capability when transmission elements are out of service or forced outages greater than 30 min.	Failure results in separation of portions of eastern NS.
193	Wreck Cove L6538 Overload	Line L6538 load over 114 MVA for more than 10 minutes.	Trip one Wreck Cove unit (100 MW).	To prevent overload of steel conductor water crossing for loss of L6537 when total Wreck Cove output is above 120 MW.	It only trips if the operator does not respond to an alarm within 10 minutes.

Table 2: NSPI Type III Special Protection Systems

SPS #	Identification	Initiating Condition	Action(s) Resulting	Reason for Installation	Comments, Explanation
196	IR141_GR	Loss of 69 kV line L-5025, or 69 kV bus 11V-Paradise or 51V-Tremont	Reject IR141 Digby 30 MW wind farm	To avoid overload of local 69 kV lines	Total export from the local 69 kV Valley system exceeds the arming level, the SPS would reject Digby 30 MW windfarm for fault or loss of L-5025 or Paradise or Tremont 69kV bus
To be assigned	L-6517 & L-6518 GR	Loss of 138 kV line L-6517 or L-6518 under high local generation and low local load.	Reject local 63 MW biomass generator	To avoid L-6518 overload for loss of L-6517 or vice versa.	
To be assigned	3C-T71 GR	Loss of 138 kV bus 2C-B62 under high local generation and low local load.	Reject local 63 MW biomass generator	To avoid 3C-T71 overload for loss of 138 kV bus 2C-B62.	

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Appendix N

Summary of SPS Assessment

Legend:

g = no issues

NA = Not Applicable

TO = Thermal overload

CB = Cape Breton

H6/O5 = Hopewell armed for Group 6, Onslow Armed for Group 5

H6/O6 = Hopewell armed for Group 6, Onslow Armed for Group 6

Table N-1: Type I SPS Load Flow Assessment					
	Misoperate		Fails to operate		
Season	LL	SP	LL	SP	WP
Case	10	10	11	40	31
Arming	none	none	H6/O5	H6/O6	H6/O6
SPS# 133, Lingan BBU SPS					
BBU_L7012_88S723_g0	NA	NA	g	g	g
BBU_L7012_88S723_g5	NA	g	NA	NA	NA
SPS# 119, NS345kV SPS					
BBU_g3_88S721	g	g	NA	NA	NA
79N_T81_HV_g0	NA	NA	g	g	g
79N_T81_HV_g5	g	g	g	g	g
79N_T81_HV_g6	g	g	NA	NA	NA
L8003_67N_g0	NA	NA	g	TO L-7019 to, 111%	g
L8003_67N_g5	g	g	g	g	g
L8003_67N_g6	g	g	NA	NA	NA
L8004_101S_g0	NA	NA	g	g	g
L8004_101S_g5	g	g	g	g	g
L8004_101S_g6	g	g	NA	NA	NA
BBU_L7014_101S706_g0	NA	NA	g	g	g
BBU_L7014_101S706_g5	g	g	g	g	g
BBU_L7014_101S706_g6	g	g	NA	NA	NA
BBU_L7015_101S701_g0	NA	NA	g	g	g
BBU_L7015_101S701_g5	g	g	g	g	g
BBU_L7015_101S701_g6	g	g	NA	NA	NA
BBU_L8003_67N811_g0	NA	NA	g	TO L-7019 to, 111%	g
BBU_L8003_67N811_g5	g	g	NA	g	g
BBU_L8003_67N811_g6	g	g	NA	NA	NA
BBU_L8003_67N812_g0	NA	NA	g	TO L-7019 to, 112%	g
BBU_L8003_67N812_g5	g	g	NA	g	g
BBU_L8003_67N812_g6	g	g	NA	NA	NA
BBU_L8003_79N803_g0	NA	NA	g	TO L-7019 to 119%	g

Table N-1: Type I SPS Load Flow Assessment					
BBU_L8003_79N803_g5	g	g	g	g	g
BBU_L8003_79N803_g6	g	g	NA	NA	NA
BBU_L8004_101S801_g0	NA	NA	g	g	g
BBU_L8004_101S801_g5	g	g	g	g	g
BBU_L8004_101S801_g6	g	g	NA	NA	NA
BBU_L8004_79N810_g0	NA	NA	g	TO L-7019 to 119%	g
BBU_L8004_79N810_g5	g	g	g	g	g
BBU_L8004_79N810_g6	g	g	NA	NA	NA
BBU_T81_101S701_g0	NA	NA	g	g	g
BBU_T81_101S701_g5	g	g	g	g	g
BBU_T81_101S701_g6	g	g	NA	NA	NA
BBU_T81_101S706_g0	NA	NA	g	g	g
BBU_T81_101S706_g5	g	g	g	g	g
BBU_T81_101S706_g6	g	g	NA	NA	NA
BBU_T81_101S801_g0	NA	NA	g	g	g
BBU_T81_101S801_g5	g	g	g	g	g
BBU_T81_101S801_g6	g	g	NA	NA	NA
DCT_L7005_8004_Canso_g0	NA	NA	TO L-6515, 6511, 6552 & 7019 up to 137%	TO L-6515, 6511, 6552, 7003, 7004 & 7019 up 150%	TO L-6515, 7003, 7004 & 7019 up 139%
DCT_L7005_8004_Canso_g5	g	g	g	TO L-6511, 7003, 7004 & 7019 up 123%	g
DCT_L7005_8004_Canso_g6	g	g	NA	NA	NA

Type I SPS Stability Assessment					
	Misoperate		Fails to operate		
Season	LL	SP	LL	SP	WP
Case	D10	D10	D11	D21	D11
Arming	none	none	H6/O5	H6/O6	H6/O6
SPS# 133, Lingan BBU SPS					
C_BBU_L7012_88S723_g0	Loss of CB	g	Halt – resolved with Lg restriction	g	g
C_BBU_L7012_88S723_g5	g	g	g	g	g
SPS# 119, NS345kV SPS					
345kV event	119	Trip 1 or 2 Lg units			
C_BBU_g3_88S721	g	g	g	NA	NA
C_3PH_79N_T81_HV_g0	NA	NA	g	Lose Lg and Trenton,	Halt
C_3PH_79N_T81_HV_g5	g	g	g		g
C_3PH_79N_T81_HV_g6	g	g	NA	NA	NA
C_3PH_L8003_67N_g0	NA	NA	Halt (Cape Breton separates in D13)	unstable NS, okay NE	g
C_3PH_L8003_67N_g0a	NA	NA	Halt	unstable NS, okay NE	g
C_3PH_L8003_67N_g5	g	g	NA	g	g
C_3PH_L8003_67N_g5a	g	g	NA	g	g
C_3PH_L8003_67N_g6	g	g	NA	NA	NA
C_3PH_L8003_67N_g6a	g	g	NA	NA	NA
C_3PH_L8003_79N_g0	NA	NA	g	unstable NS, okay NE	g
C_3PH_L8003_79N_g0a	NA	NA	g	unstable NS, okay NE	g
C_3PH_L8003_79N_g5	g	g	g	g	g
C_3PH_L8003_79N_g5a	g	g	g	g	g
C_3PH_L8003_79N_g6	g	g	NA	NA	NA
C_3PH_L8003_79N_g6a	g	g	NA	NA	NA
C_3PH_L8004_101S_g0	NA	NA	Cape Breton Separates,	Cape Breton Separates	Cape Breton separates
C_3PH_L8004_101S_g5	g	g	g	g	g
C_3PH_L8004_101S_g6	g	g	NA	NA	NA

Type I SPS Stability Assessment					
			Cape Breton Separates,	Cape Breton Separates	Cape Breton separates
C_3PH_L8004_79N_g0	NA	NA			
C_3PH_L8004_79N_g5	g	g	g	g	g
C_3PH_L8004_79N_g6	g	g	NA	NA	NA
C_BBU_L7014_101S706_g0	NA	NA	g	g	g
C_BBU_L7014_101S706_g5	UF-or	g	g	g	g
C_BBU_L7014_101S706_g6	g	g	NA	NA	NA
C_BBU_L7015_101S701_g0	NA	NA	g	g	g
C_BBU_L7015_101S701_g5	g	g	g	g	g
C_BBU_L7015_101S701_g6	g	g	NA	NA	NA
C_BBU_L8003_67N811_g0	NA	NA	g	g	g
C_BBU_L8003_67N811_g5	g	g	NA	g	g
C_BBU_L8003_67N811_g6	g	g	NA	NA	NA
C_BBU_L8003_67N812_g0	NA	NA	g	g	g
C_BBU_L8003_67N812_g5	g	g	NA	g	g
C_BBU_L8003_67N812_g6	g	g	NA	NA	NA
C_BBU_L8003_79N803_g0	NA	NA	g	g	g
C_BBU_L8003_79N803_g5	g	g	g	g	g
C_BBU_L8003_79N803_g6	g	g	NA	NA	NA
C_BBU_L8004_101S801_g0	NA	NA	g	g	g
C_BBU_L8004_101S801_g5	g	g	g	g	g
C_BBU_L8004_101S801_g6	g	g	NA	NA	NA
C_BBU_L8004_79N810_g0	NA	NA	Halt	g	Halt
C_BBU_L8004_79N810_g5	g	g	g	instability in NS	g
C_BBU_L8004_79N810_g6	g	g	NA	NA	NA
C_BBU_T81_101S701_g0	NA	NA	g	g	g
C_BBU_T81_101S701_g5	g	g	g	g	g
C_BBU_T81_101S701_g6	g	g	NA	NA	NA
C_BBU_T81_101S706_g0	NA	NA	g	g	g
C_BBU_T81_101S706_g5	g	g	g	g	g
C_BBU_T81_101S706_g6	g	g	NA	NA	NA
C_BBU_T81_101S801_g0	NA	NA	g	g	g
C_BBU_T81_101S801_g5	g	g	g	g	g
C_BBU_T81_101S801_g6	g	g	NA	NA	NA
C_DCT_L7005_8004_Canso_g0	NA	NA	g	instability in NS	Halt
C_DCT_L7005_8004_Canso_g5	g	g	g	g	g
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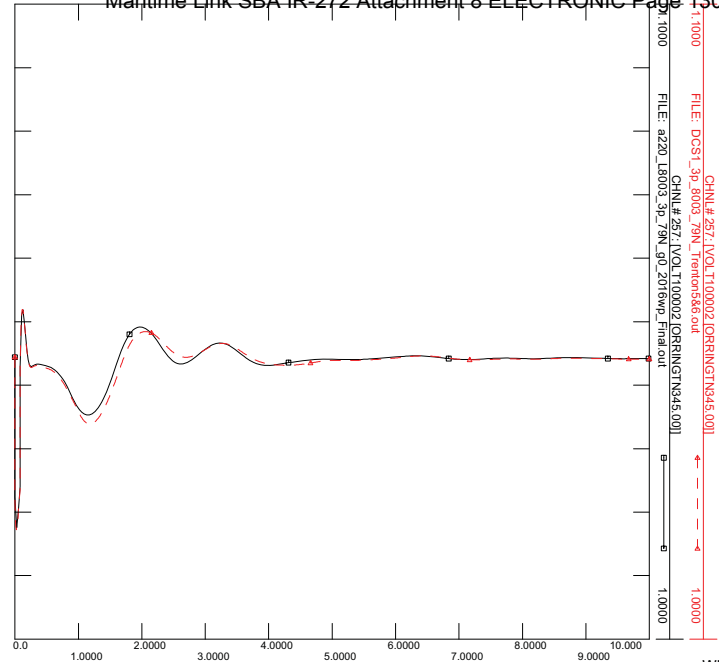
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Appendix O

Dynamic Control Systems Stability Plots



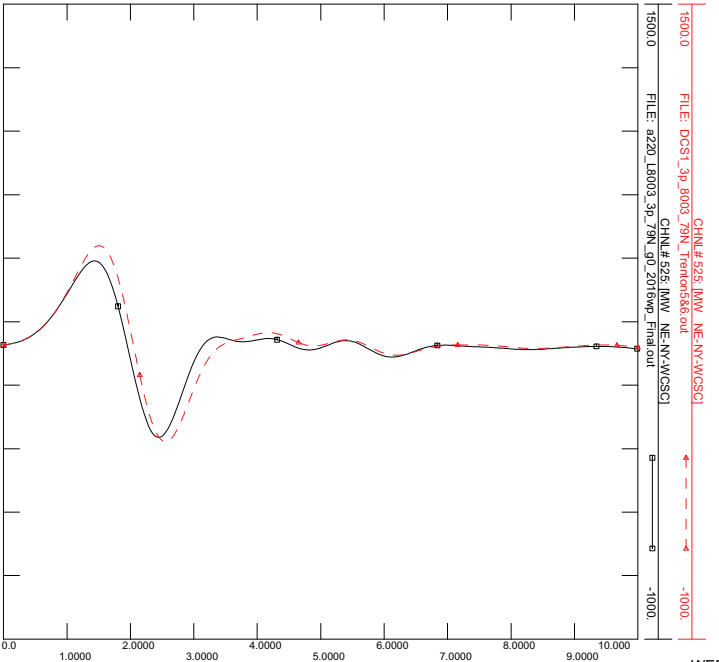
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AT TRENTON 5 AND 6, 3PH FAULT ON L8003



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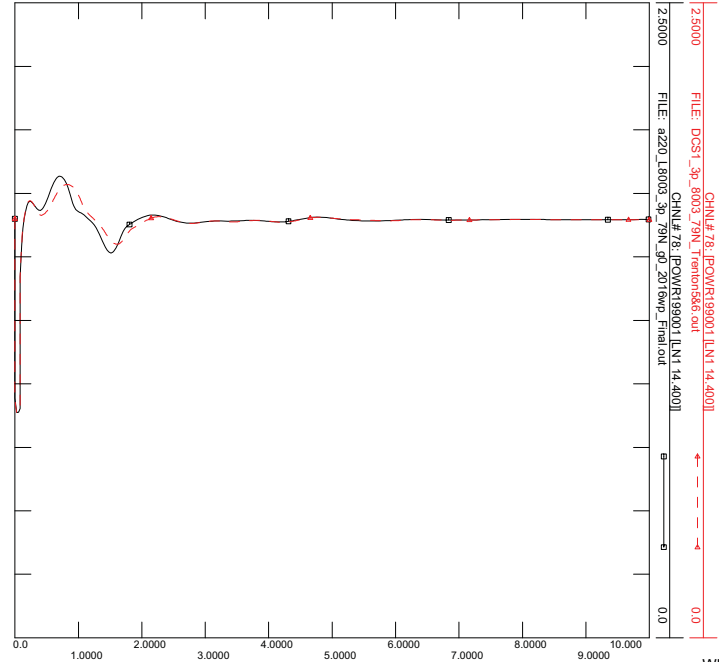
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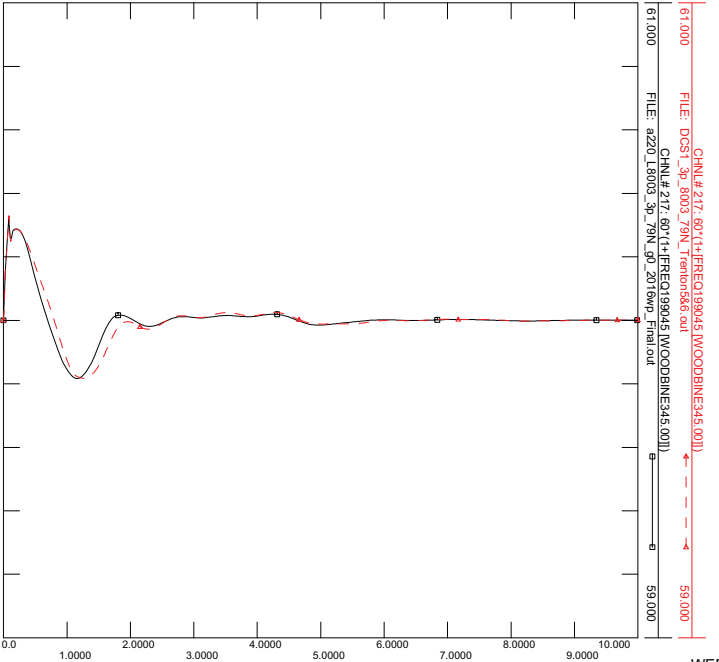
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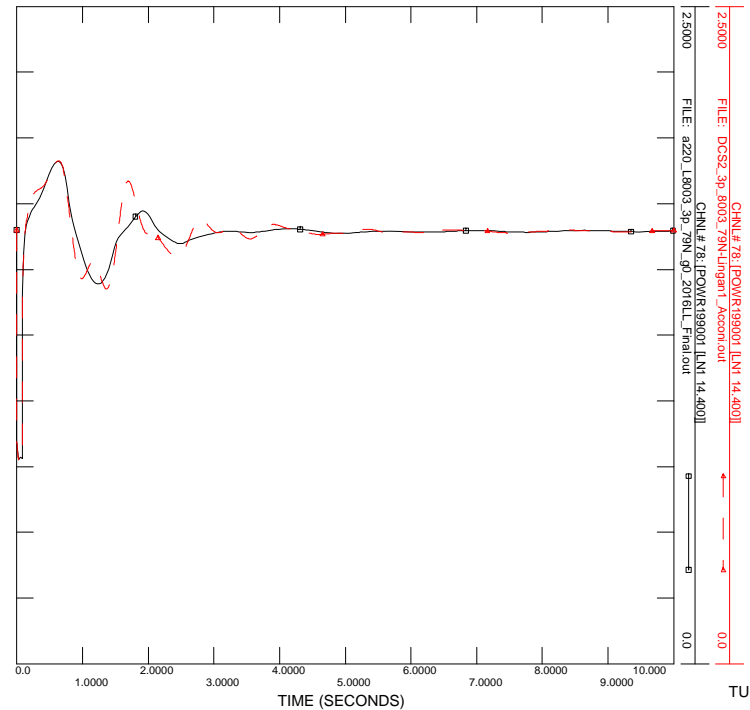


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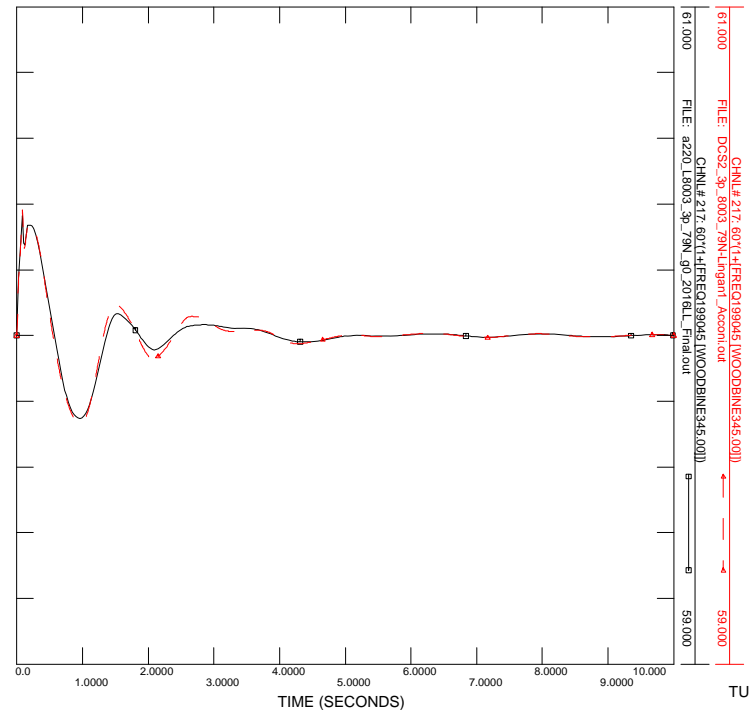
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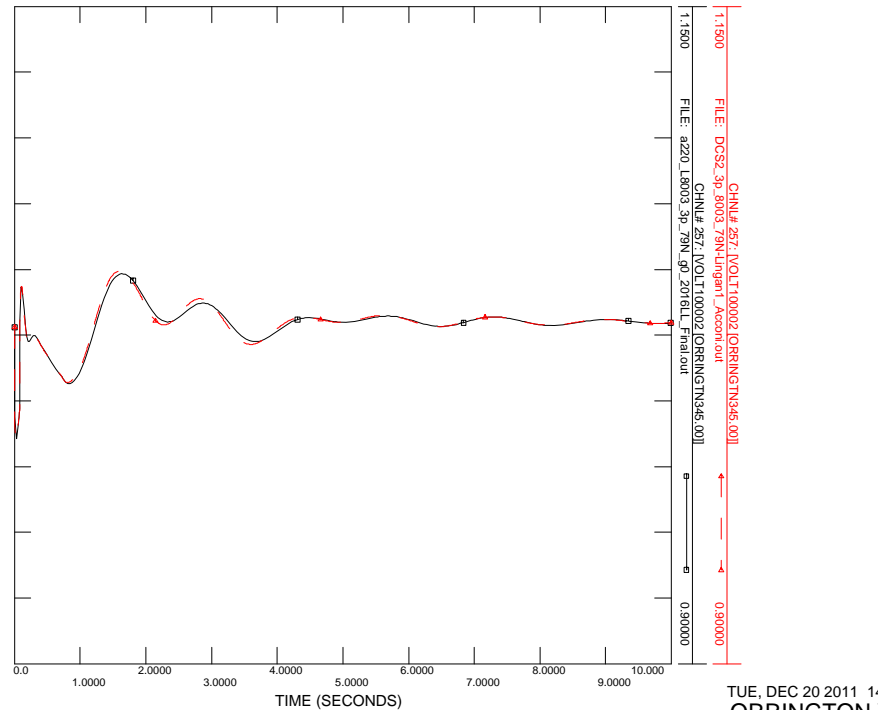
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 LINGAN POWER

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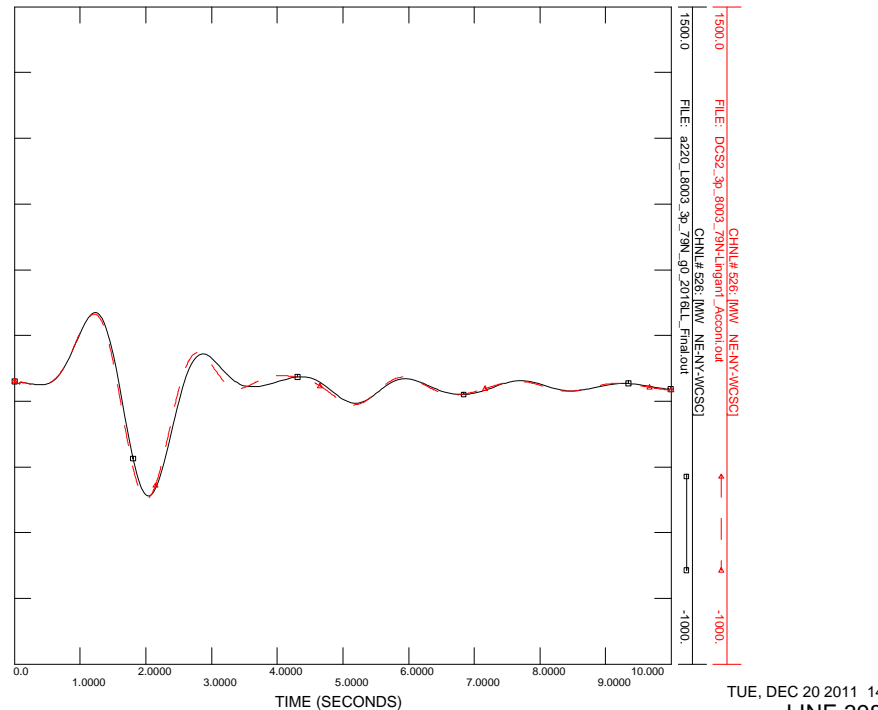
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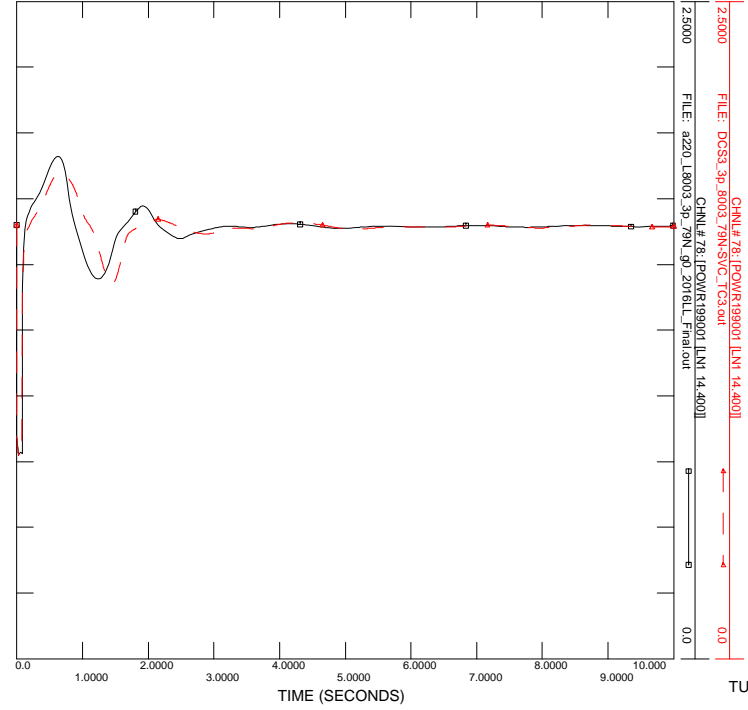
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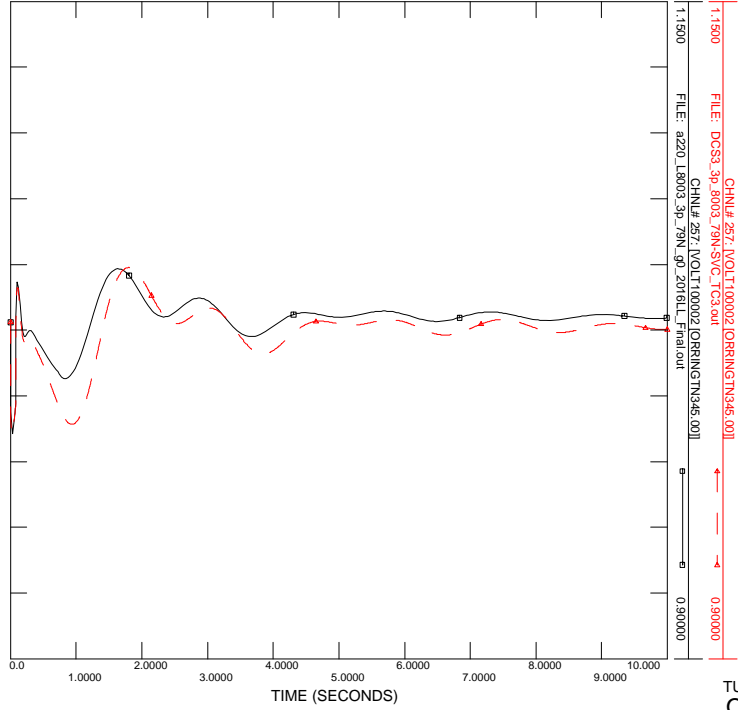


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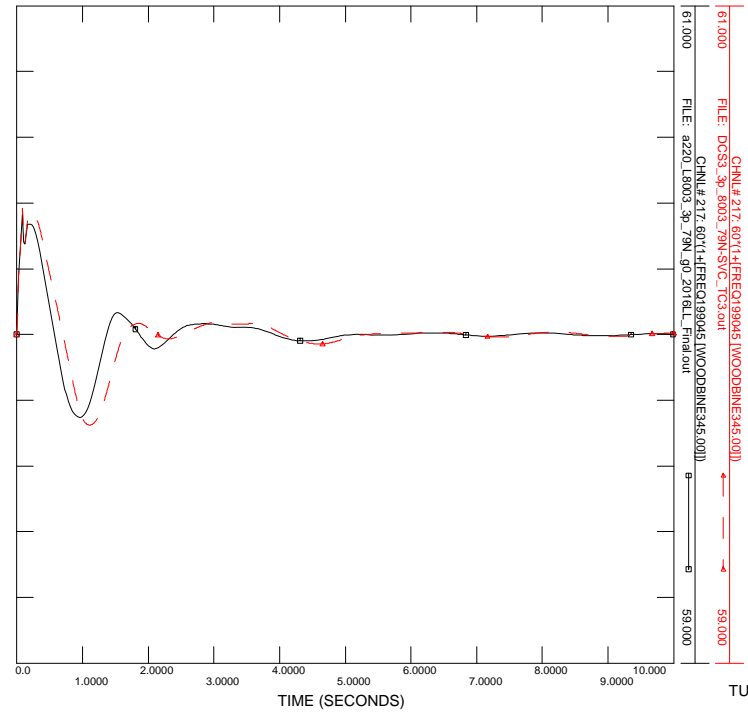
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MARTIMES AREA REVIEW (NS) 2016 LIGHT LOAD
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 3PH FAULT ON L8003 AT HOPEWELL



MARTIMES AREA REVIEW (NS) 2016 LIGHT LOAD
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 3PH FAULT ON L8003 AT HOPEWELL



MARTIMES AREA REVIEW (NS) 2016 LIGHT LOAD
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 3PH FAULT ON L8003 AT HOPEWELL

