

# Engineering Connection Assessment

## P2445 Homestead Solar Project


### Connection

KEC Homestead Solar GP Corp.

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 The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

**NOTE:**

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

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



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## Attachments

Attachment A: Engineering Connection Assessment Results

# 1 Introduction

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

Attached to this Engineering Connection Assessment are the results of the engineering studies (see Attachment A) and the scope and methodology used to perform the studies (see Attachment A1 to Attachment A). These attachments provide details regarding the technical criteria, assumptions, and methods for performing these engineering studies, and the results of the engineering studies.

## 1.1 Project Overview

KEC Homestead Solar GP Corp. (Market Participant) has submitted a request for system access service to the Alberta Electric System Operator (AESO) to connect its approved Homestead Solar Project (Facility) to the AIES. The Facility includes an approved collector substation, designated Homestead 1111S Substation.

The Market Participant's request includes: a request for a new system access service in the area, with a Rate STS, *Supply Transmission Service*, contract capacity of 400 MW and a Rate DTS, *Demand Transmission Service*, contract capacity of 1.5 MW; and a request for transmission development (collectively, the Project).

The scheduled in-service date (ISD) for the Project is November 1, 2024.

## 2 Assessment Scope

### 2.1 Objectives

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

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

### 2.2 Existing System

Geographically, the Project is located in the AESO planning area of Fort Macleod (Area 53), which is part of the AESO South planning region. Fort Macleod (Area 53) is surrounded by the planning areas of High River (Area 46), Stavely (Area 49), Lethbridge (Area 54), Glenwood (Area 55) and is connected to the BC Hydro transmission system.

From a transmission system perspective, Fort Macleod (Area 53) consists primarily of a 500 kV, 240 kV, 138 kV and 69 kV transmission system. Fort Macleod (Area 53) is connected to Stavely (Area 49) through one 138 kV transmission line and two 240 kV transmission lines, connected to Lethbridge (Area 54) through two 138 kV transmission lines and two 240 kV transmission lines, and connected to Glenwood (Area 55) through one 138 kV transmission line and one 69 kV transmission line. Fort Macleod area is also connected to the BC Hydro transmission system through one 138 kV transmission line.

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

### 2.3 Study Area

The Study Area for the Project consists of the AESO Planning area of Fort Macleod Planning Area (Area 53), Lethbridge (Area 54), Stavely (Area 49), and Brooks (Area 47), including the tie lines connecting these planning areas to the rest of the AIES. The 240 kV transmission lines 985L and 1003L in Calgary (Area 6) are also included as part of the Study Area.

All transmission facilities within the Study Area will be studied and monitored for violations of the Reliability Criteria (defined in Section 3.1 of Attachment A1).

## 3 Connection Alternatives

### 3.1 Overview

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

### 3.2 Connection Alternatives Examined

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

#### **Alternative 1 – T-tap connection to the 240 kV Transmission Line 1037L or 1038L**

This alternative included the following developments:

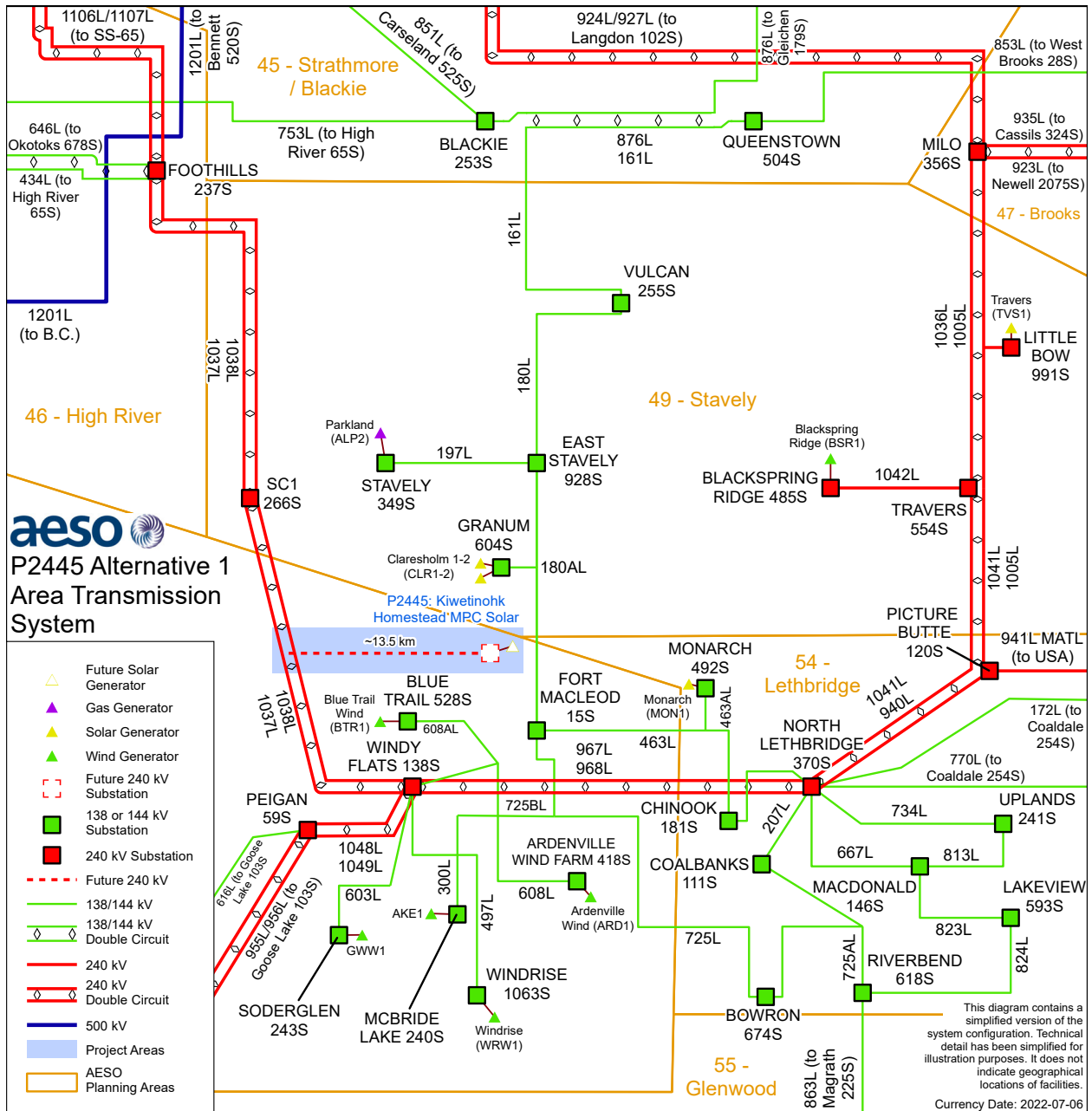
- Add one 240 kV circuit, approximately 13.5 km<sup>1</sup> in length, to connect the Facility to the existing 240 kV transmission line 1037L (between Windy Flats 138S and SC1 266S substations) using a T-tap configuration in addition to a line crossing; or
- Add one 240 kV circuit, approximately 13.5 km in length, to connect the Facility to the existing 240 kV transmission line 1038L (between Windy Flats 138S and SC1 266S substations) using a T-tap configuration; and
- Add or modify associated equipment as required for the above developments.

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

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<sup>1</sup> Exact line length to be determined by TFO

Figure 3-1: Connection Alternative 1



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### Alternative 2 – In-and-Out connection to 240 kV Transmission Line 1037L or 1038L

This alternative included the following developments:

- Add a new 240 kV switching substation including three 240 kV circuit breakers, connected to either of the existing 240 kV transmission lines 1037L or 1038L (between the SC1 266S and the Windy Flats 138S substations) using an in-and-out configuration;
- Add one 240 kV circuit, approximately 13.5 km<sup>2</sup> in length, to connect the Facility to the 240 kV switching substation; and
- Add or modify associated equipment as required for the above transmission developments.

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

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<sup>2</sup> Exact line length to be determined by TFO





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### Alternative 3 –T-Tap Connection to the 240 kV Transmission Line 967L or 968L

This alternative included the following developments:

- Add one 240 kV circuit, approximately 34 km<sup>3</sup> in length, to connect the Facility to either of the existing 240 kV transmission lines 967L or 968L (between North Lethbridge 370S and Windy Flats 138S substations) using a T-tap configuration; and
- Add or modify associated equipment as required for the above transmission developments.

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

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<sup>3</sup> Exact line length to be determined by TFO



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### Alternative 4 – In-and-out Connection to the 240 kV Transmission Line 967L or 968L

This alternative included the following developments:

- Add a new 240 kV switching substation including three 240 kV circuit breakers, connected to either of the existing 240 kV transmission line 967L or 968L (between North Lethbridge 370S and Windy Flats 138S substations) using an in-and-out configuration;
- Add one 240 kV circuit, approximately 34 km<sup>4</sup> in length, to connect the Facility to the 240 kV switching substation; and
- Add or modify associated equipment as required for the above transmission developments.

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

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<sup>4</sup> Exact line length to be determined by TFO



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### Alternative 5 –Radial 240 kV Connection to Windy Flats 138S Substation

This alternative included the following developments:

- Modify the existing Windy Flats 138S substation, including adding one 240 kV circuit breaker;
- Add one 240 kV circuit, approximately 35 km<sup>5</sup> in length, to connect the Facility to the existing Windy Flats 138S substation using a radial configuration; and
- Add or modify associated equipment as required for the above transmission developments.

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

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<sup>5</sup> Exact line length to be determined by TFO





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### Alternative 6 – Radial 240 kV Connection to North Lethbridge 370S Substation

This alternative included the following developments:

- Modify the existing North Lethbridge 370S substation, including adding one 240 kV circuit breaker;
- Add one 240 kV circuit, approximately 49 km<sup>6</sup> in length, to connect the Facility to the existing North Lethbridge 370S substation using a radial configuration; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 3-6.

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<sup>6</sup> Exact line length to be determined by TFO



### **Alternative 7 – Radial 138 kV Connection to Fort Macleod 15S Substation**

This alternative included the following developments:

- Modify the existing Fort Macleod 15S substation, including adding one 138 kV circuit breaker;
- Add one 138 kV circuit, approximately 29 km<sup>7</sup> in length, to connect the Facility to the existing Fort Macleod 15S substation using a radial configuration; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 3-7.

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<sup>7</sup> Exact line length to be determined by TFO



**Alternative 8 – In-and-out Connection to the 138 kV Transmission Line 180L**

This alternative included the following developments:

- Add a new 138 kV switching substation including three 138 kV circuit breakers, connected to the existing 138 kV transmission line 180L (between 180AL tap point and Fort Macleod 15S substations) using an in-and-out configuration;
- Add one 138 kV circuit, approximately 2.7 km<sup>8</sup> in length, to connect the Facility to the 138 kV switching substation; and
- Add or modify associated equipment as required for the above transmission developments.

The proposed connection configuration is shown in Figure 3-8.

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<sup>8</sup> Exact line length to be determined by TFO



### **Alternative 9 –T-Tap Connection to the 138 kV Transmission Line 180L**

This alternative included the following developments:

- Add one 138 kV circuit, approximately 2.7 km<sup>9</sup> in length, to connect the Facility to the existing 138 kV transmission line 180L (between 180AL tap point and Fort Macleod 15S substations) using a T-tap configuration; and
- Add or modify associated equipment as required for the above transmission developments.

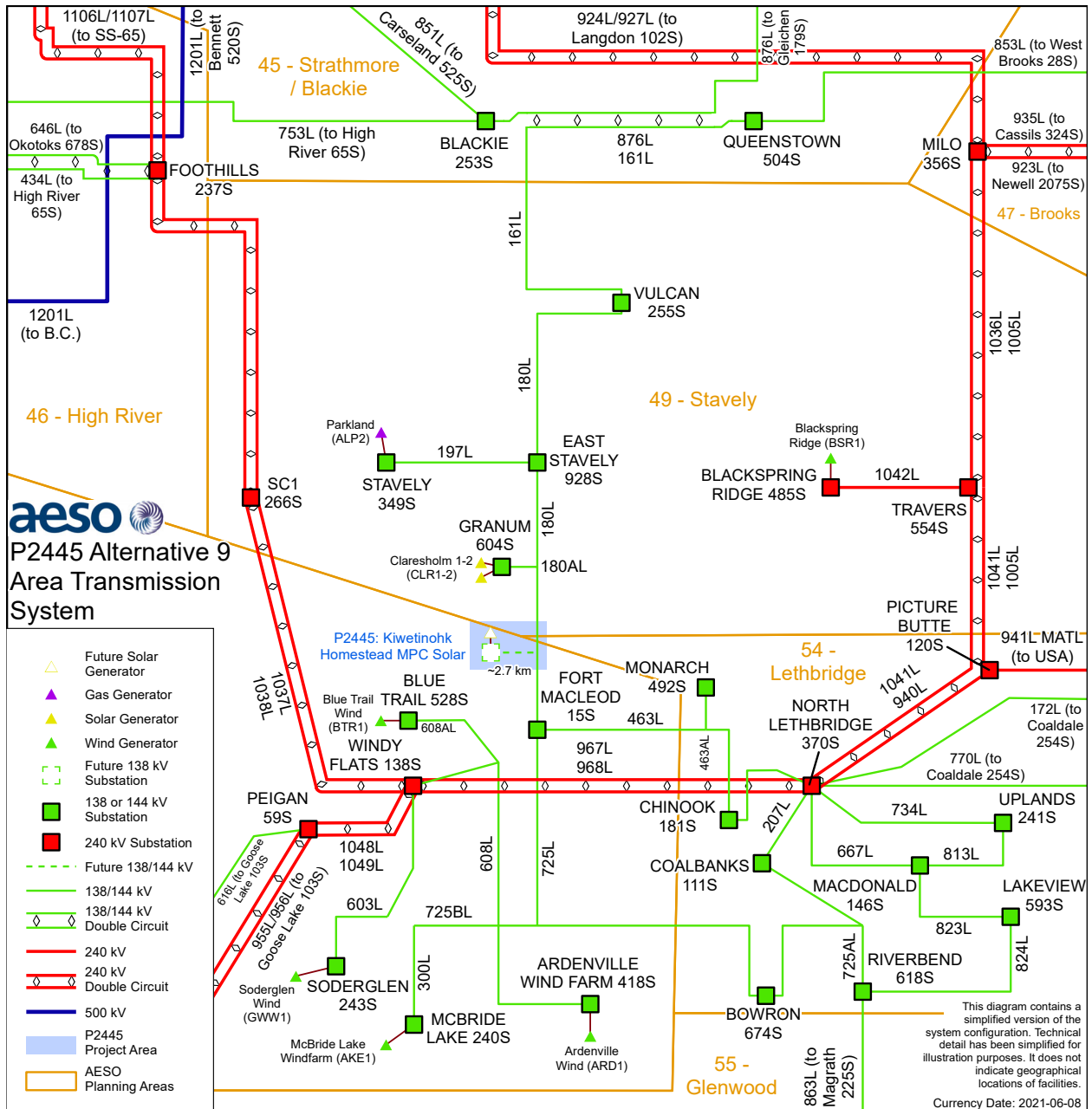
The proposed connection configuration is shown in Figure 3-9.

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<sup>9</sup> Exact line length to be determined by TFO



Figure 3-9: Connection Alternative 9



### **3.3 Connection Alternatives Selected for Further Study**

Alternative 1 is considered technically feasible and was selected for further study. The connection to the 240 kV transmission line 1038L was ruled out because this connection alternative is offered to another project more advanced in the connection process. Therefore, Alternative 1 is the T-tap connection to the 240 kV Transmission Line 1037L.

### **3.4 Connection Alternatives Not Selected for Further Study**

Alternatives 7, 8, and 9 were ruled out as the available capacity on the 138 kV transmission system would not accommodate an additional 400 MW. Alternative 2 would have similar system impacts and technical performance to Alternative 1 however, Alternative 2 involves increased transmission development and hence, increased cost, compared to Alternative 1. Therefore, Alternative 2 was not selected for further study. Alternatives 3, 4, 5, and 6 involve increased transmission development and hence, increased cost, compared to Alternative 1. Therefore, Alternatives 3, 4, 5, and 6 were not selected for further study.

## 4 Assessment Approach

### 4.1 Standards, Criteria and Assumptions

A detailed description of the standards, criteria, and assumptions that were used for the connection assessment is provided in Attachment A (see Attachment A1).

### 4.2 Studies Performed

The scheduled ISD for the Project is November 1, 2024. Therefore, studies were performed using scenarios for 2025 Summer Light (SL) and 2025 Summer Peak (SP).

In addition to studying the main scenarios (scenarios 1 to 4), the AESO also chose to run sensitivity studies to include two additional connection projects (i.e., P2373: Kirkcaldy MPC Solar and P2378: RESC Nova MPC Solar) in the Study Area (scenarios 6 to 9).

Short-circuit studies were performed using the 2025 SP pre-Project scenario, 2025 SP and 2031 winter peak (WP) post-Project scenarios.

Table 4-1 lists the study scenarios. Post-Project scenarios reflect the final requested Rate STS contract capacity of 400 MW at the Homestead 1111S substation.

**Table 4-1: Connection Study Scenarios**

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
<b>Pre-Project</b>					
1	2025 SL	High Generation	2025 SL Pre-Project	0	0
2	2025 SP	High Generation	2025 SP Pre-Project	0	0
<b>Post-Project</b>					
3	2025 SL	High Generation	2025 SL Post-Project	1.5	400
4	2025 SP	High Generation	2025 SP Post-Project	1.5	400
5	2031 WP	All machines in study area in service	2031 WP Post -Project	1.5	400
<b>Pre-Project Sensitivity with P2373 and P2378</b>					
6	2025 SL	High Generation	2025 SL Pre-Project Sensitivity	0	0
7	2025 SP	High Generation	2025 SP Pre-Project Sensitivity	0	0
<b>Post-Project Sensitivity with P2373 and P2378</b>					
8	2025 SL	High Generation	2025 SL Post-Project Sensitivity	1.5	400

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
9	2025 SP	High Generation	2025 SP Post-Project Sensitivity	1.5	400

The AESO Planning Region load forecasts used for the connection studies were based on the AESO's 2021 Long-term Outlook (2021 LTO).

#### 4.2.1 Power Flow Studies

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

In addition, power flow studies are also used to identify POD low voltage bus voltage deviations beyond the limits listed in Table 3-1 of Attachment A1.<sup>10</sup>

Power flow studies were performed for 2025 SL and 2025 SP pre-Project scenarios, and for 2025 SL and 2025 SP post-Project scenarios.

#### 4.2.2 Transient Stability Studies

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

Transient stability studies were performed for 2025 SL and 2025 SP post-Project scenarios.

#### 4.2.3 Short-Circuit Current Level Studies

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

Short circuit studies were performed for the 2025 SP pre-Project scenario, 2025 SP and 2031 WP post-Project scenarios.

### 4.3 Mitigation Measure Development and Evaluation

As explained in Section 6 of Attachment A1, mitigation measures were developed to address system performance issues that were identified in the post-Project scenarios. Studies performed to assess the effectiveness of mitigation measures are briefly outlined below.

#### 4.3.1 Post-Mitigation Studies

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

<sup>10</sup> The AESO's desired post-contingency voltage deviations for low voltage busses represent guidelines rather than criteria. A POD bus voltage deviation that exceeds the desired limits shown in Table 3-1 of Attachment A1 does not represent a Reliability Criteria violation. Mitigation measures would not be developed to specifically address POD bus voltage deviations that exceed the desired values in Table 3-1 of Attachment A1.

### ***4.3.2 Constraint Effective Factor Studies***

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

## **5 Interpretation of Results**

### **5.1 Results Overview**

This section provides an assessment of the impact of the Project on the performance of the AIES. The Reliability Criteria violations observed during the connection assessment studies, and the proposed mitigation measures are summarized in Table 5-1.

- Section 5.2 includes an overview of the pre-Project studies results.
- Section 5.3 includes an overview of the post-Project studies results.
- Section 5.4 includes a description of the proposed mitigation measures to address observed Reliability Criteria violations.
- Section 5.5 includes an overview of the post-mitigation studies results.

Detailed study results are provided in Attachment A.

Table 5-1: Summary of Reliability Criteria Violations, Project Impact and Mitigation Measures

Scenario	Type of Reliability Criteria Violation		Contingency (System Element Lost)	Details of Violation	Project Impact	Pre-Project Mitigation Measures	Post-Project Mitigation Measures
	Pre-Project	Post-Project					
2025 Summer Light (Scenario 1 and 3)	Thermal - above emergency rating	Thermal - above emergency rating	System Normal (N-0)	100L (485S Tilley to 895S Tilley)	Marginally reduces violation	Real-time operational practices (RTOPs)	RTOPs
	None	Thermal - below emergency rating	System Normal (N-0)	916L (5S East Calgary to 42SSarcee)	New violation	None	RTOPs
	Voltage	Voltage	1034L (244S Bowmanton to 324S Cassils)	Voltage Collapse	No impact	RAS 164	RAS 164
	Voltage	Voltage	1035L (244S Bowmanton to 2075S Newell)	Voltage Collapse	No impact	RAS 164	RAS 164
	None	Thermal - above emergency rating	1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	New violation	None	Modified planned RAS 193
	None	Thermal - below emergency rating	1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	Thermal - below emergency rating	Thermal - above emergency rating	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	Materially increases violation	RTOPs	Modified planned RAS 193
	Thermal - below emergency rating	Thermal - below emergency rating	1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	Materially reduces violation	RTOPs	RTOPs
	Thermal - below emergency rating	Thermal - above emergency rating	1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	Materially increases violation	RTOPs	Modified planned RAS 193
	Voltage	Voltage	1114L (520S Bennett to 102S Langdon)	Voltage Collapse	No impact	RTOPs	RTOPs
	Thermal - below emergency rating	None	770L (254S Coaldale to 370S North Lethbridge)	172L (254S Coaldale to 370S North Lethbridge)	Materially reduces violation	RTOPs	None
	None	Thermal - below emergency rating	918L (SS-162 Beddington to 281S Johnson)	916L (5S East Calgary to 42S Sarcee)	New violation	None	RTOPs
	Thermal - above emergency rating	Thermal - above emergency rating	924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
	Thermal - above emergency rating	Thermal - above emergency rating	927L (356S Milo to 102S Langdon)	924L (102S Langdon to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
	None	Thermal - above emergency rating	985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	New violation	None	Modified planned RAS 193
	Voltage	Voltage	EATL	Voltage Collapse	No impact	RTOPs	RTOPs
	Voltage	Voltage		Voltage Collapse	No impact	RTOPs	RTOPs
	Voltage	Voltage		Voltage Collapse	No impact	RTOPs	RTOPs
	Thermal - below emergency rating	Voltage	WATL	901L (74S Janet to Cross Field Tap)	New violation	RTOPs	RTOPs
	Thermal - above emergency rating	Voltage		916L (5S East Calgary to 42S Sarcee)	New violation	RTOPs	RTOPs
Thermal - below emergency rating	Voltage	918L (SS-162 Beddington to 281S Johnson)		New violation	RTOPs	RTOPs	
2025 Summer Peak (Scenario 2 and 4)	Thermal - below emergency rating	Thermal - below emergency rating	System Normal (N-0)	924L (Langdon 102S - P2396 Tap)	No impact	RTOPs	RTOPs
	Thermal - above emergency rating	Thermal - above emergency rating	System Normal (N-0)	100L (485S Tilley to 895S Suffield)	No impact	RTOPs	RTOPs
	Thermal - above emergency rating	Thermal - above emergency rating	1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	Materially increases violation	Planned RAS 193	Modified planned RAS 193
	Voltage	Voltage	1034L (244S Bowmanton to 324S Cassils)	Voltage Collapse	No impact	RAS 164	RAS 164
	Voltage	Voltage	1035L (244S Bowmanton to 2075S Newell)	Voltage Collapse	No impact	RAS 164	RAS 164
	Thermal - below emergency rating	Thermal - below emergency rating	1037L (138S Windy Flats to Homestead Tap to 266S SC1 to 237S Foothills)	924L (102S Langdon to 356S Milo)	Marginally reduces violation	RTOPs	RTOPs
	Thermal - below emergency rating	Thermal - below emergency rating	1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	Materially increases violation	RTOPs	RTOPs
	None	Thermal - below emergency rating		927L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	None	Thermal - below emergency rating	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
	Thermal - above emergency rating	Thermal - above emergency rating	1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	Materially reduces violation	Planned RAS 197	Planned RAS 197
	None	Thermal - below emergency rating	1106L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	None	Thermal - below emergency rating		927L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	None	Thermal - below emergency rating	1107L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	None	Thermal - below emergency rating		927L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	None	Thermal - below emergency rating	1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
	Thermal - above emergency rating	Thermal - below emergency rating	1114L (520S Bennett to 102S Langdon)	412L (396S Pincher Creek to 632S Russell)	Materially reduces violation	RTOPs	RTOPs
	Thermal - below emergency rating	Thermal - below emergency rating		613L (103S Goose Lake to 396S Pincher Creek)	Materially reduces violation	RTOPs	RTOPs
	Thermal - above emergency rating	Thermal - below emergency rating		786L/1L275 (799S Coleman to Natal)	Materially reduces violation	RTOPs	RTOPs
	None	Thermal - below emergency rating		924L (102S Langdon to 356S Milo)	New violation	None	RTOPs





	Thermal - above emergency rating	Thermal - above emergency rating	924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
	Thermal - above emergency rating	Thermal - above emergency rating	927L (356S Milo to 102S Langdon)	924L (102S Langdon to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
	Thermal - above emergency rating	Thermal - above emergency rating	985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	Materially increases violation	Planned RAS 193	Modified planned RAS 193
	Thermal - below emergency rating	Voltage	EATL	916L (5S East Calgary to 42S Sarcee)	New violation	RTOPs	RTOPs
	Thermal - below emergency rating	Voltage		923L (356S Milo to 2075 Newell)	New violation		
	Thermal - above emergency rating	Voltage		924L (102S Langdon to 356S Milo)	New violation		
	Thermal - above emergency rating	Voltage		927L (102S Langdon to 356S Milo)	New violation		
	Thermal - above emergency rating	Thermal - above emergency rating	WATL	916L (5S East Calgary to 42S Sarcee)	Materially increases violation	RTOPs	RTOPs
2025 Summer Light Sensitivity ( Scenario 6 and 8)	Thermal - above emergency rating	Thermal - above emergency rating	System Normal (N-0)	100L (485S Tilley to 895S Tilley)	No impact	RTOPs	RTOPs
	None	Thermal - below emergency rating	System Normal (N-0)	916L (5S East Calgary to 42SSarcee)	New violation	None	RTOPs
	None	Thermal - below emergency rating	System Normal (N-0)	1109L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
	None	Thermal - below emergency rating	System Normal (N-0)	1080L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
	None	Thermal - above emergency rating	1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	New violation	None	Modified planned RAS 193
	Voltage	Voltage	1034L (244S Bowmanton to 324S Cassils)	Voltage Collapse	No impact	RAS 164	RAS 164
	Voltage	Voltage	1035L (244S Bowmanton to 2075S Newell)	Voltage Collapse	No impact	RAS 164	RAS 164
	None	Thermal - below emergency rating	1037L (138S Windy Fits to Homestead Tap to 266S SC1 to 237S Foothills))	916L (5S East Calgary to 42S Sarcee)	New violation	None	RTOPs
	Thermal - below emergency rating	Thermal - above emergency rating	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	Materially increases violation	RTOPs	Modified planned RAS 193
	Thermal - below emergency rating	Thermal - below emergency rating	1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	Materially reduces violation	RTOPs	RTOPs
	None	Thermal - below emergency rating	1106L (SS-65 to 237S Foothills)	1107L (SS-68 to 237S Foothills)	New violation	None	RTOPs
	None	Thermal - below emergency rating	1107L (SS-65 to 237S Foothills)	1106L (SS-68 to 237S Foothills)	New violation	None	RTOPs
	Thermal - below emergency rating	Thermal - above emergency rating	1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	Materially increases violation	RTOPs	Modified planned RAS 193
	Voltage	Voltage	1114L (520S Bennett to 102S Langdon)	Voltage Collapse	No impact	RTOPs	RTOPs
	None	Thermal - below emergency rating	918L (SS-162 Beddington to 281S Johnson)	916L (5S East Calgary to 42S Sarcee)	New violation	None	RTOPs
	Thermal - below emergency rating	Thermal - above emergency rating	924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	Materially increases violation	RTOPs	Planned RAS 175
	Thermal - below emergency rating	Thermal - above emergency rating		927L (P2378 Tap to 356S Milo)	Materially increases violation	RTOPs	Planned RAS 175
	None	Thermal - below emergency rating	925L (63S Red Deer to 74S Janet)	916L (5S East Calgary to 42S Sarcee)	New violation	None	RTOPs
	Thermal - above emergency rating	Thermal - above emergency rating	927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
	None	Thermal - below emergency rating	929L (74S Janet to 287S Hazelwood)	916L (5S East Calgary to 42S Sarcee)	New violation	None	RTOPs
	None	Thermal - below emergency rating	932L (74S Janet to SS-162 Beddington)	916L (5S East Calgary to 42S Sarcee)	New violation	None	RTOPs
	None	Thermal - above emergency rating	985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	New violation	None	Modified planned RAS 193
	Voltage	Voltage	EATL	Voltage Collapse	No impact	RTOPs	RTOPs
	Voltage	Voltage		Voltage Collapse	No impact	RTOPs	RTOPs
	Voltage	Voltage		Voltage Collapse	No impact	RTOPs	RTOPs
	Voltage	Voltage		Voltage Collapse	No impact	RTOPs	RTOPs
Thermal - above emergency rating	Voltage	WATL	916L (5S East Calgary to 42S Sarcee)	No impact	RTOPs	RTOPs	
Thermal - below emergency rating	Voltage		918L (SS-162 Beddington to 281S Johnson)	No impact	RTOPs	RTOPs	
Thermal - below emergency rating	Voltage		901L (74S Janet to Cross Field Tap)	No impact	RTOPs	RTOPs	
2025 Summer Peak Sensitivity (Scenario 7 and 9)	Thermal - above emergency rating	Thermal - above emergency rating	System Normal (N-0)	100L (485S Tilley to 895S Suffield)	Materially reduces violation	RTOPs	RTOPs
	Thermal - below emergency rating	Thermal - below emergency rating	System Normal (N-0)	924L (102S Langdon to 356S Milo)	Materially increases violation	RTOPs	RTOPs
	Thermal - below emergency rating	Thermal - below emergency rating	System Normal (N-0)	927L (P2378 Project Tap to 356S Milo)	Marginally reduces violation	RTOPs	RTOPs
	Thermal - below emergency rating	Thermal - below emergency rating	System Normal (N-0)	927L (P2378 Project to 102S Langdon)	Materially increases violation	RTOPs	RTOPs
	Voltage	Voltage	1034L (244S Bowmanton to 324S Cassils)	Voltage Collapse	No impact	RAS 164	RAS 164
	Voltage	Voltage	1035L (244S Bowmanton to 2075S Newell)	Voltage Collapse	No impact	RAS 164	RAS 164
	Thermal - above emergency rating	Thermal - above emergency rating	1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	Materially increases violation	Planned RAS 193	Modified planned RAS 193
	Thermal - below emergency rating	Thermal - below emergency rating	1037L (138S Windy Fits to Homestead Tap to 266S SC1 to 237S Foothills)	924L (102S Langdon to 356S Milo)	Marginally reduces violation	RTOPs	RTOPs
	None	Thermal - below emergency rating	1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	New violation	None	RTOPs
	None	Thermal - below emergency rating	1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	927L (P2378 Tap to 356S Milo)	New violation	None	RTOPs
	Thermal - below emergency rating	Thermal - above emergency rating	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	Materially increases violation	RTOPs	Modified planned RAS 193
	Thermal - above emergency rating	Thermal - below emergency rating	1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	Materially reduces violation	Planned RAS 197	RTOPs



None	Thermal - above emergency rating	1106L (SS-65 to 237S Foothills)	1107L (SS-65 to 237S Foothills)	New violation	None	New RAS for 1106L or 1107L
Thermal - below emergency rating	Thermal - below emergency rating		924L (102S Langdon to 356S Milo)	Materially increases violation	RTOPs	RTOPs
None	Thermal - below emergency rating		927L (P2378 Tap to 102S Langdon)	New violation	None	RTOPs
None	Thermal - below emergency rating	1107L (SS-65 to 237S Foothills)	927L (P2378 Tap to 356S Milo)	New violation	None	RTOPs
None	Thermal - above emergency rating		1106L (SS-65 to 237S Foothills)	New violation	None	New RAS for 1106L or 1107L
Thermal - below emergency rating	Thermal - below emergency rating		924L (102S Langdon to 356S Milo)	Materially increases violation	RTOPs	RTOPs
None	Thermal - below emergency rating		927L (P2378 Tap to 102S Langdon)	New violation	None	RTOPs
None	Thermal - below emergency rating	1109L (SS-25 Shepard - SS-65)	927L (P2378 Tap to 356S Milo)	New violation	None	RTOPs
Thermal - below emergency rating	Thermal - above emergency rating		1080L (SS-25 Shepard to SS-65)	Materially increases violation	RTOPs	Modified planned RAS 193
Thermal - below emergency rating	Thermal - below emergency rating	1114L (520S Bennett to 102S Langdon)	412L (396S Pincher Creek to 632S Russell)	Materially reduces violation	RTOPs	RTOPs
None	Thermal - below emergency rating		924L (102S Langdon to 356S Milo)	New violation	None	RTOPs
Thermal - below emergency rating	None		786L/1L275 (799S Coleman to Natal)	Materially reduces violation	RTOPs	None
Thermal - below emergency rating	None		613L (103S Goose Lake to 396S Pincher Creek)	Materially reduces violation	RTOPs	None
None	Thermal - below emergency rating	924L (102S Langdon to 356S Milo)	1080L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
None	Thermal - below emergency rating		1109L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
Thermal - above emergency rating	Thermal - above emergency rating		927L (P2378 Tap to 102S Langdon)	Materially increases violation	Planned RAS 175	Planned RAS 175
Thermal - above emergency rating	Thermal - above emergency rating		927L (P2378 Tap to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
None	Thermal - below emergency rating	927L (356S Milo to 927AL Tap to 102S Langdon)	1080L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
None	Thermal - below emergency rating		1109L (SS-25 Shepard to SS-65)	New violation	None	RTOPs
Thermal - above emergency rating	Thermal - above emergency rating		924L (102S Langdon to 356S Milo)	Materially increases violation	Planned RAS 175	Planned RAS 175
Thermal - above emergency rating	Thermal - above emergency rating	985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	Materially increases violation	Planned RAS 193	Modified planned RAS 193
Voltage	Voltage	EATL	Voltage Collapse	No impact	RTOPs	RTOPs
Thermal - above emergency rating	Thermal - above emergency rating	WATL	916L (5S East Calgary to 42S Sarcee)	Materially increases violation	RTOPs	RTOPs
None	Thermal - below emergency rating		918L (SS-162 Beddington to 281S Johnson)	Materially increases violation	RTOPs	RTOPs
None	Thermal - below emergency rating		901L (74S Janet to Cross Field Tap)	Materially increases violation	RTOPs	RTOPs

Notes:

- Marginally increased (or marginally decreased) refers to a percent loading difference (post-Project percent loading minus pre-Project percent loading) between 0% and 3% (or -3%).
- Materially increased (or materially decreased) refers to a percent loading difference (post-Project percent loading minus pre-Project percent loading) above or equal to 3% (or below or equal to -3%).
- RAS No. 197 was proposed for the approved Brooks Solar Farm Connection Needs Identification Document Checklist. This RAS is referred to herein as "Planned RAS 197".
- Planned RAS No. 175 is a RAS proposed for P1927, P2247, P2378. This project will not be added to RAS 175.
- Planned RAS No. 193 is a RAS proposed for P2373 and P2422, P2503 and P2504.
- RAS No. 164 is an existing RAS.
- New RAS for 1106L and 1107L is expected to trip this project (P2445) when either of 1106L or 1107L overloads are above the emergency rating.
- In this table, "Modify" refers to adding the Project to the logic of the respective RAS.

## 5.2 Pre-Project Study Results

### 5.2.1 Category A Conditions

Thermal Reliability Criteria violations under Category A conditions (i.e., all elements in service) were observed on the 138 kV transmission line 100L in both Summer Light and Summer Peak Pre-Project scenarios (scenarios 1 and 2) and on the 240 kV transmission line 924L in Summer Peak Pre-Project scenario (scenario 2). The short-circuit fault levels were found to be within the typical capabilities of the nearby facilities.

### 5.2.2 Category B Conditions

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

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

## 5.3 Post-Project Study Results

### 5.3.1 Category A Conditions

Thermal Reliability Criteria violations under Category A conditions were observed on the 240 kV transmission line 916L and the 138 kV transmission line 100L in the Summer Light Post-Project scenario (scenario 3). In addition, Thermal Reliability Criteria violations under Category A conditions were observed on the 240 kV transmission line 924L and the 138 kV line 100L for the SP Post-Project scenario (scenario 4).

Post-Project short-circuit fault levels were not significantly higher than Pre-Project levels. The long-term short circuit levels were found to be within the designed capabilities of the nearby facilities.

### 5.3.2 Category B Conditions

Post-Project power flow studies identified a number of system performance issues under Category B conditions, namely: thermal and voltage criteria violations.

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

## 5.4 Pre-Project Sensitivity Study Results

### 5.4.1 Category A Conditions

Thermal Reliability Criteria violations under Category A conditions were observed on the 138 kV transmission line 100L in both Summer Light and Summer Peak Pre-Project sensitivity scenarios (scenarios 6 and 7). In addition, Thermal Reliability Criteria violations under the Category A conditions were observed on the 240 kV transmission lines 924L and 927L in the Summer Peak Pre-Project sensitivity scenario (scenario 7).

### 5.4.2 Category B Conditions

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

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

## 5.5 Post-Project Sensitivity Study Results

### 5.5.1 Category A Conditions

Thermal Reliability Criteria violations under Category A conditions were observed on the 240 kV transmission lines 916L, 1109L, 1080L and the 138 kV transmission line 100L in Summer Light Post-Project sensitivity scenario (scenario 8). In addition, Thermal Reliability Criteria violation under the Category A conditions were observed on the 240 kV transmission lines 924L and 927L and the 138 kV transmission line 100L in the SP Post-Project sensitivity scenario (scenario 9).

### 5.5.2 Category B Conditions

Post-Project power flow studies identified a number of system performance issues under Category B conditions, namely: thermal and voltage criteria violations.

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

## 5.6 Mitigation Measures

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

### 5.6.1 Pre-Project

Under Category A conditions, Thermal Reliability Criteria violations were observed on the 138 kV transmission line 100L and 240 kV transmission line 924L in the pre-Project scenarios. These Thermal Reliability Criteria violations can be managed by applying the TCM Rule to curtail generation as required until such a time that system developments or other mitigations are in place to alleviate congestion. If the AESO determines congestion is likely to occur, the AESO will file an application for an "exception" under Section 15(2) of the *Transmission Regulation*.

Prior to connection of the Project, voltage criteria violations can be managed under Category B conditions using real-time operational practices (RTOPs) and the existing RAS 164. Most of the observed Category B Thermal Reliability Criteria violations can be managed using RTOPs. The remaining Thermal Reliability Criteria violations observed under Category B conditions can be mitigated with the existing planned RAS 193, planned RAS 175 and planned RAS 197.

### 5.6.2 Post-Project

Under Category A conditions, Thermal Reliability Criteria violations were observed on the 240 kV transmission line 916L and 924L and the 138 kV transmission line 100L in the post-Project scenarios.. These Thermal Reliability Criteria violations can be managed by applying RTOPs as required until such a

time that system developments or other mitigations are in place to alleviate congestion. If the AESO determines congestion is likely to occur, the AESO will file an application for an “exception” under Section 15(2) of the *Transmission Regulation*.

After connection of the Project, voltage criteria violations can be managed under Category B conditions using RTOPs and existing RAS 164. Most of the observed Category B Thermal Reliability Criteria violations can be managed using RTOPs. The remaining Thermal Reliability Criteria violations observed under Category B conditions can be mitigated with the planned RAS 175, planned RAS 197, and modified planned RAS 193.

With the addition of the project, the total amount of generation tied to modified RAS 193 exceeds the MSSC limit of 466 MW. The post-Project studies indicate that in order to mitigate the thermal violations following certain contingencies, the actions of RAS 193 may result in generation curtailment in excess of the MSSC limit. Pre-contingency generation curtailment under the Category A condition may be required using real-time operational practices to prevent generation curtailment by RAS action above the MSSC level. The probability of pre-curtailment being required would be dependent on generation profiles and operating conditions.

### **5.6.3 Pre-Project Sensitivity**

Under Category A conditions, Thermal Reliability Criteria violations were observed on the 240 kV transmission lines 924L and 927L and the 138 kV transmission line 100L in the pre-Project Sensitivity scenarios, following the inclusion of two additional projects (P2373 and P2378) planning to connect in the South region. These Thermal Reliability Criteria violations can be managed by applying RTOPs as required until such a time that system projects are in place to alleviate congestion. If the AESO determines congestion is likely to occur, the AESO will file an application for an “exception” under Section 15(2) of the *Transmission Regulation*.

Prior to connection of the Project, voltage criteria violations can be managed under Category B conditions using RTOPs and existing RAS 164. Most of the observed Category B Thermal Reliability Criteria violations can be managed using RTOPs. The remaining Thermal Reliability Criteria violations observed under Category B conditions can be mitigated with the planned RAS 175, planned RAS 197, and planned RAS 193.

### **5.6.4 Post-Project Sensitivity**

Under Category A conditions, Thermal Reliability Criteria violations were observed on the 240 kV transmission lines 924L, 927L, 916L, 1109L, 1080L and the 138 kV transmission line 100L in the post-Project Sensitivity scenarios, following the inclusion of two additional projects (P2373 and P2378) planning to connect in the South region. These Thermal Reliability Criteria violations can be managed by applying RTOPs as required until such a time that system projects are in place to alleviate congestion. If the AESO determines congestion is likely to occur, the AESO will file an application for an “exception” under Section 15(2) of the *Transmission Regulation*.

After the connection of the Project, voltage criteria violations can be managed under Category B conditions using RTOPs and existing RAS 164. Most of the observed Category B Thermal Reliability Criteria violations can be managed using RTOPs. The remaining Thermal Reliability Criteria violations observed under Category B conditions can be mitigated with the planned RAS 175, planned RAS 197, modified planned RAS 193, and a new RAS for 1106L or 1107L overload.

## **6 Project Dependencies**

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



## 7 Conclusions and Recommendations

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

The connection assessment uses credible worst-case conditions to assess the impact of the Facility connecting on the Alberta interconnected electric system. Category A Thermal Reliability Criteria violations were observed under these credible worst-case load and generation forecast conditions. The probability of Category A Thermal Reliability Criteria violations materializing is highly dependent upon the production profile of the Facility and other generation facilities in the area.

Thermal and voltage criteria violations were observed under Category B conditions in pre- and post-Project cases. The identified system performance issues can be mitigated through RAS 164, planned RAS 175, planned RAS 197, planned RAS 193, modified planned RAS 193, new RAS for 1106L or 1107L overload, and real-time operational practices (RTOPs), alone or in combination, as appropriate. With implementation of these mitigation measures, connecting the project with the preferred alternative does not adversely affect the performance of the AIES.

The total amount of generation tied to modified RAS 193 exceeds the MSSC limit of 466 MW. The post-Project studies indicate that in order to mitigate the thermal violations following certain contingencies, the actions of RAS 193 may result in generation curtailment in excess of the MSSC limit. Pre-contingency generation curtailment under the Category A condition may be required using real-time operational practices to prevent generation curtailment by RAS action above the MSSC level. The probability of pre-curtailment being required would be dependent on generation profiles and operating conditions.

Closer to the ISD, if the AESO determines that congestion will arise under Category A conditions, the AESO may make an application to the AUC to obtain approval for an “exception” under Section 15(2) of the *Transmission Regulation*.

The AESO recommends proceeding with the Project using Alternative 1 as the preferred alternative to respond to the Market Participant’s request for system access service. RTOPs and the RASs mentioned above are recommended to mitigate the identified system performance issues.

Alternative 1 involves adding one 240 kV circuit, to connect the Facility to the existing 240 kV transmission line 1037L in a T-tap configuration. The conductor used for the 240 kV circuit shall have the minimum thermal rating no less than 487 MVA which is based on the proposed MARP of the Facility.

# Attachment A: Engineering Connection Assessment Results




# Engineering Connection Assessment: Study Results



## P2445 Kiwetinohk Homestead MPC Solar

Kiwetinohk Energy Corp.

**Date:** July 16, 2023

**Version:** Final

Role	Name	Date	Signature
Prepared	Pablo Argeñal, P.Eng.	July 16, 2023	

 <p><i>Pablo Argeñal</i> July 16, 2023</p> <p>APEGA Member ID:53180</p>	<p>Permit to Practice <b>Pablo Argeñal</b></p> <p>Signature: </p> <p>Date: <u>July 16, 2023</u></p> <p>PERMIT NUMBER: P7821</p> <p>The Association of Professional Engineers and Geoscientists of Alberta</p>
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**Engineering Connection Assessment: Study Results**

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## Attachments

Attachment A1 Engineering Connection Assessment: Study Scope

Attachment A2 Pre-Project Power Flow Diagrams

Attachment A3 Post-Project Power Flow Diagrams

Attachment A4 Post-Project Transient Stability Diagrams

Attachment A5 Dynamic Data and Assumptions

Attachment A6 Post-Mitigation Power Flow Diagrams

Attachment A7 Constraint Effective Factors Table

# 1 Introduction

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

The power system network analysis tool that was used for the studies in this connection assessment was PowerWorld version 22.

## 2 Pre-Project Study Results

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

### 2.1 Power Flow Studies

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

#### 2.1.1 Scenario 1: 2025 Summer Light (High Wind Generation) Pre-Project

##### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, the pre-project generation/intertie dispatches were adjusted to match the post-project dispatch to mitigate the N-0 violations. The following curtailments<sup>1</sup> were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>2</sup>
- For 100 L, dispatch down Dunmore Solar
- For 916L dispatch down Summerview, Old Man and Other Pincher Creek generation

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock	-466.4
Stavely (49)	Buffalo Plains	38.0
Fort Macleod (53)	Old Man River Hydro, Ardenville, Blue Trail, Castle River, Castle Rock Ridge, Cowley Ridge, Kettles Hill, McBride, Soderglen, Summerview, Old Man River Wind, Riverview, Wind Rise.	-93.4
Glenwood (55)	MATL	-300.0
	Total Curtailment	-821.9

<sup>1</sup> A generation rebalance listing and MW summary is provided in Scenario 3 Category A summary.

<sup>2</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 920 MW.

## Engineering Connection Assessment: Study Results

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### Thermal Criteria Violations

The thermal criteria violations that were observed for certain Category A conditions, prior to generation dispatch down according to AESO's guidance, are shown in Table 2-1.

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

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results		Post- Adjustment <sup>3</sup> Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	96.4	123.6	16.2	20.8

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

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<sup>3</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

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

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

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	496.4	101.9
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	627.0	114.6
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	496.1	101.9
770L (254S Coaldale to 370S North Lethbridge)	172L (254S Coaldale to 370S North Lethbridge)	119	131	120.9	101.6
924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	576	691	698.6	121.3
927L (356S Milo to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	696.0	127.2
WATL_CS	916L (5S East Calgary to 42S Sarcee)	408	490	646.7	158.5
WATL_CS	918L (SS-162 Beddington to 281S Johnson)	340	408	363.8	107.0
WATL_CS	901L (74S Janet to Cross Field Tap)	337	404	359.9	106.8

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, four (4) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- 1114L (520S Bennett to 102S Langdon)<sup>4</sup>
- EATLP1\_NH

### POD Bus Voltage Deviations

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

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<sup>4</sup> The import levels were reduced from 602 MW to 300 MW with a swing bus interchange from (1520) to (258) to test for power flow solution. No power flow solution was achieved.

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### 2.1.2 Scenario 2: 2025 Summer Peak (High Wind Generation) Pre-Project

#### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, the pre-project generation/intertie dispatches were adjusted to match the post-project dispatch to mitigate the N-0 violations. The following curtailments<sup>5</sup> were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>6</sup>
- For 100 L, dispatch down Dunmore Solar
- For 924L dispatch down Buffalo Plains and Solar Krafte Brooks

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock, Suffield	-270.1
Brooks (47)	Solar Krafte Brooks	-123.7
Stavely (49)	Buffalo Plains	-272.3
Glenwood (55)	MATL	-300.0
	Total Curtailment	-966.1

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<sup>5</sup> A generation rebalance listing and MW summary is provided in Scenario 3 Category A summary.

<sup>6</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 960 MW.



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### Thermal Criteria Violations

The thermal criteria violations that were observed for certain Category A conditions, prior to generation scale down according to AESO's guidance, are shown in Table 2-3.

**Table 2-3: Thermal Criteria Violations under Category A Conditions for Scenario 2**

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results		Post-Adjustment <sup>7</sup> Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	106.2	136.1	16.5	21.2
N-0 (System Normal Conditions)	924L (102S Langdon to 356S Milo)	547	656	558.0	102.0	509.3	93.1

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

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<sup>7</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

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

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

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	1080.3	111.0
1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	568.8	104.0
1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	568.9	104.0
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	696.3	127.3
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	412L (396S Pincher Creek to 632S Russell)	121	133	137.9	114.0
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	613L (103S Goose Lake to 396S Pincher Creek)	119	131	130.5	109.7
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	786L/1L275 (799S Coleman to Natal)	99	109	112.9	114.0
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	924L (102S Langdon to 356S Milo)	547	656	528.3	96.6
924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	576	691	748.6	130.0
927L (356S Milo to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	745.7	136.3
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1079.5	110.9
EATLP1_NH	916L (5S East Calgary to 42S Sarcee)	408	490	462.3	113.3
EATLP1_NH	923L (356S Milo to 2075S Newell)	547	656	574.9	105.1
EATLP1_NH	924L (102S Langdon to 356S Milo)	547	656	722.1	132.0
EATLP1_NH	927L (102S Langdon to 356S Milo)	576	691	726.9	126.2
WATL_CS	916L (5S East Calgary to 42S Sarcee)	408	490	496.0	121.6

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

<sup>b</sup> The results presented here are based on a swing bus interchange between (Bus:1520) to (Bus:258) to achieve a power flow solution.

### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, two (2) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)

### POD Bus Voltage Deviations

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

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### 2.1.3 Scenario 6: 2025 Summer Light (High Wind Generation) Pre-Project Sensitivity

#### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, the pre-project generation/intertie dispatches were adjusted to match the post-project dispatch to mitigate the N-0 violations. The following curtailments<sup>8</sup> were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitlea (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>9</sup>
- For 100 L, dispatch down Dunmore Solar

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock	-466.4
Fort Macleod (53)	Old Man River Hydro, Ardenville, Blue Trail, Castle River, Castle Rock Ridge, Cowley Ridge, Kettles Hill, McBride, Soderglen, Summerview, Old Man River Wind, Riverview, Wind Rise.	-372.0
Glenwood (55)	MATL	-300.0
	Total Curtailment	-1138.4

---

<sup>8</sup> A generation rebalance listing and MW summary is provided in Scenario 8 Category A summary.

<sup>9</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 920 MW.

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### Thermal Criteria Violations

Thermal criteria violations were observed for certain Category A conditions as shown in Table 2-5.

**Table 2-5: Thermal Criteria Violations under Category A Conditions for Scenario 6**

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results		Post- Adjustment <sup>10</sup> Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	96.3	123.4	16.1	20.6

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

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<sup>10</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whittla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 2-6.

**Table 2-6: Thermal Criteria Violations under Category B Conditions for Scenario 6**

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	555.0	114.0
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	620.8	113.5
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	554.6	113.9
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	576	691	660.2	114.6
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 356S Milo)	576	691	664.1	115.3
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	660.9	120.8
WATL_CS	916L (5S East Calgary to 42S Sarcee)	408	490	629.5	154.3
WATL_CS	918L (SS-162 Beddington to 281S Johnson)	340	408	359.0	105.6
WATL_CS	901L (74S Janet to Cross Field Tap)	337	404	356.2	105.7

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

#### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, four (4) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- 1114L (520S Bennett to 102S Langdon)<sup>11</sup>
- EATLP1\_NH

#### POD Bus Voltage Deviations

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

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<sup>11</sup> The import levels were reduced from 602 MW to 300 MW with a swing bus interchange from (1520) to (258) to test for power flow solution. No power flow solution was achieved.

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### 2.1.4 Scenario 7: 2025 Summer Peak (High Wind Generation) Pre-Project Sensitivity

#### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, the pre-project generation/intertie dispatches were adjusted to match the post-project dispatch to mitigate the N-0 violations. The following curtailments<sup>12</sup> were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>13</sup>
- For 100 L, dispatch down Dunmore Solar
- For 924L and 927L, dispatch down RESC Nova, Buffalo Plains and Solar Krafte Brooks

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock, Suffield	-270.1
Strathmore (45)		-75.0
Brooks (47)	Solar Krafte Brooks	-142.5
Stavely (49)	Buffalo Plains	-313.6
Glenwood (55)	MATL	-300.0
	Total Curtailment	-1101.2

<sup>12</sup> A generation rebalance listing and MW summary is provided in Scenario 9 Category A summary.

<sup>13</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 960 MW.

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### Thermal Criteria Violations

The thermal criteria violations that were observed for certain Category A conditions, prior to generation scale down according to AESO's guidance, are shown in Table 2-7.

**Table 2-7: Thermal Criteria Violations under Category A Conditions for Scenario 7**

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results		Post-Adjustment <sup>14</sup> Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	106.2	136.1	19.1	24.5
N-0 (System Normal Conditions)	924L (102S Langdon to 356S Milo)	547	656	561.8	102.7	510.4	93.3
N-0 (System Normal Conditions)	927L (P2378 Project Tap to 356S Milo)	576	691	593.3	103.0	514.4	89.3

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<sup>14</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whittla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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**Category B Conditions**

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

**Table 2-8: Thermal Criteria Violations under Category B Conditions for Scenario 7**

Contingency (System Element Lost)	Violation Location Details	Thermal Ratings <sup>a</sup> (MVA)		Pre-Project Results	
		Normal Rating	Emergency Rating	Power Flow (MVA)	% Loading
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	1242.2	127.7
1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	569.4	104.1
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	557.1	114.4
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	665.9	121.7
1106L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	549.2	100.4
1107L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	549.2	100.4
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	556.7	114.3
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	412L (396S Pincher Creek to 632S Russell)	121	133	132.5	109.5
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	613L (103S Goose Lake to 396S Pincher Creek)	119	131	124.5	104.6
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	786L/1L275 (799S Coleman to Natal)	99	109	107.2	108.3
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	576	691	749.8	130.2
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 356S Milo)	576	691	752.8	130.7
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	749.5	137.0
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1241.3	127.6
WATL_CS	916L (5S East Calgary to 42S Sarcee)	408	490	549.9	134.8

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

<sup>b</sup> Requires swing bus swapping, i.e., from bus (1520) to bus (258), and MATL tripping to solve post-RAS values shown.

**Voltage Criteria Violations**

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, three (3) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- EATLP1\_NH

**POD Bus Voltage Deviations**

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



### 3 Post-Project Study Results

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

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

#### 3.1 Power Flow Studies

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

##### **3.1.1 Scenario 3: 2025 Summer Light (High Wind Generation) Post-Project Alternative 1**

###### **Category A Conditions**

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO’s guidance, generation/intertie dispatches were adjusted to mitigate the N-0 violations. The following curtailments were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>15</sup>
- For 100 L, dispatch down Dunmore Solar
- For 916L dispatch down Summerview, Old Man and Other Pincher Creek generation

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock	-466.4
Stavely (49)	Buffalo Plains	38.0
Fort Macleod (53)	Old Man River Hydro, Ardenville, Blue Trail, Castle River, Castle Rock Ridge, Cowley Ridge, Kettles Hill, McBride, Soderglen, Summerview, Old Man River Wind, Riverview, Wind Rise.	-93.4
Glenwood (55)	MATL	-300
	Total Curtailment	-821.9

<sup>15</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 920 MW.

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

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Ratings <sup>s</sup> (MVA)	Emergency Rating (MVA)	Post-Project Results		Post-Adjustment <sup>16</sup> Results	
				Observed Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	96.3	123.4	16.3	20.9
N-0 (System Normal Conditions)	916L (5S East Calgary to 42SSarcee)	408	490	412.5	101.1	368.8	90.4

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<sup>16</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 3-2.

**Table 3-2: Thermal Criteria Violations under Category B Conditions for Scenario 3**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Ratings <sup>a</sup> (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	898.6	92.3	1081	111.0	18.7
1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	531.7	97.2	563.2	103.0	5.8
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	496.4	101.9	695	142.8	40.9
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	627.0	114.6	609.5	111.4	-3.2
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	496.1	101.9	695	142.7	40.8
770L (254S Coaldale to 370S North Lethbridge)	172L (254S Coaldale to 370S North Lethbridge)	119	131	120.9	101.6	93.4	92.0	-9.6
918L (SS-162 Beddington to 281S Johnson)	916L (5S East Calgary to 42S Sarcee)	408	490	346.4	84.9	413.1	101.3	16.4
924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	576	691	698.6	121.3	736.7	127.9	6.6
927L (356S Milo to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	696.0	127.2	733.9	134.2	6.9
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	898.0	92.3	1079.7	111.0	18.7

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, five (5) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- 1114L (520S Bennett to 102S Langdon) <sup>17</sup>
- EATLP1\_NH
- WATL\_CS

<sup>17</sup> The import levels were reduced from 602 MW to 300 MW with a swing bus interchange from (1520) to (258) to test for power flow solution. No power flow solution was achieved.

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*POD Bus Voltage Deviations*

Several POD bus voltage deviations were observed under certain Category B conditions as shown in Table 3-3.

**Table 3-3: Voltage Deviations at POD Low Voltage Busses under Category B Conditions for the Scenario 3**

Contingency (System Element Lost)	Voltage Deviation Location Details			Post-Project Results						
	Substation Name and Number	Bus No.	Nominal Bus Voltage (kV)	Initial Voltage <sup>a</sup> (kV)	Voltage Deviations at POD Low Voltage Buses					
					Post Transient (kV)	% Change	Post Auto Control (kV)	% Change	Post Manual (kV)	% Change
1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills))	674S Bowron	36981	13.8	13.553					14.366	6.00
1042L (485S Blackspring Ridge to 554S Travers)	674S Bowron	36981	13.8	13.553					14.338	5.79
EATLP1_NH	674S Bowron	36981	13.8	13.553					14.366	6.00

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### 3.1.2 Scenario 4: 2025 Summer Peak (High Wind Generation) Post-Project Alternative 1

#### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, generation/intertie dispatches were adjusted to mitigate the N-0 violations. The following curtailments were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>18</sup>
- For 100 L, dispatch down Dunmore Solar
- For 924L dispatch down Buffalo Plains and Solar Krafte Brooks

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock, Suffield	-270.1
Brooks (47)	Solar Krafte Brooks	-123.7
Stavely (49)	Buffalo Plains	-272.3
Glenwood (55)	MATL	-300
	Total Curtailment	-966.1

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<sup>18</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 960 MW.

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

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results		Post-Adjustment <sup>19</sup> Results	
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	106.2	136.1	16.7	21.4
N-0 (System Normal Conditions)	924L (102S Langdon to 356S Milo)	547	656	558.0	102.0	537.2	98.2

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<sup>19</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 3-5.

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

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	1080.3	111.0	1270	130.5	19.5
1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	568.8	104.0	553.2	101.1	-2.8
1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	568.9	104.0	603.2	110.3	6.3
1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	927L (102S Langdon to 356S Milo)	576	691	572.3	99.4	606.9	105.4	6.0
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	396.7	81.5	581.5	119.4	38.0
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	696.3	127.3	677	123.8	-3.5
1106L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	540.2	98.7	578.3	105.7	7.0
1106L (SS-65 to 237S Foothills)	927L (102S Langdon to 356S Milo)	576	691	543.4	94.3	581.8	101.0	6.7
1107L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	540.2	98.7	578.3	105.7	7.0
1107L (SS-65 to 237S Foothills)	927L (102S Langdon to 356S Milo)	576	691	543.4	94.3	581.7	101.0	6.7
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	396.4	81.4	581.1	119.3	37.9
1114L (520S Bennett to 102S Langdon) <sup>a</sup>	412L (396S Pincher Creek to 632S Russell)	121	133	137.9	114.0	129.2	106.8	-7.2
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	613L (103S Goose Lake to 396S Pincher Creek)	119	131	130.5	109.7	121.3	101.9	-7.8
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	786L/1L275 (799S Coleman to Natal)	99	109	112.9	114.0	104.2	105.3	-8.7
1114L (520S Bennett to 102S Langdon) <sup>b</sup>	924L (102S Langdon to 356S Milo)	547	656	528.3	96.6	556.9	101.8	5.2
924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	576	691	748.6	130.0	791	137.4	7.4
927L (356S Milo p to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	745.7	136.3	788	144.1	7.8
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1079.5	110.9	1269	130.5	19.5
WATL_CS	916L (SS East Calgary to 42S Sarcee)	408	490	496.0	121.6	576.6	141.3	19.8

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

<sup>b</sup> Requires swing bus swapping, i.e., from bus (1520) to bus (258), and MATL tripping to solve post-RAS values shown.

### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, three (3) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- EATLP1\_NH

### POD Bus Voltage Deviations

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

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### 3.1.3 Scenario 8: 2025 Summer Light (High Wind Generation) Post-Project Alternative 1 Sensitivity

#### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, generation/intertie dispatches were adjusted to mitigate the N-0 violations. The following curtailments were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>20</sup>
- For 100 L, dispatch down Dunmore Solar
- For 916L dispatch down Summerview, Oldman and Other Pincher Creek generation
- For 1109 and 1080L dispatch down Summerview, Oldman and Other Pincher Creek generation

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock	-466.4
Fort Macleod (53)	Old Man River Hydro, Ardenville, Blue Trail, Castle River, Castle Rock Ridge, Cowley Ridge, Kettles Hill, McBride, Soderglen, Summerview, Old Man River Wind, Riverview, Wind Rise.	-372.0
Glenwood (55)	MATL	-300
	Total Curtailment	-1138.4

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<sup>20</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 920 MW.



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**Table 3-6: Thermal Criteria Violations under Category A Conditions for Scenario 8**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results		Post-Adjustment <sup>21</sup> Results	
				Observed Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (495S Tilley to 895S Suffield)	78	86	96.3	123.4	16.1	20.7
N-0 (System Normal Conditions)	916L (5S East Calgary to 42SSarcee)	408	490	456.1	111.8	375.0	91.9
N-0 (System Normal Conditions)	1109L (SS-25 Shepard to SS-65)	487	584	542.5	111.4	411.5	84.5
N-0 (System Normal Conditions)	1080L (SS-25 Shepard to SS-65)	487	584	540.6	111.0	409.6	84.1

<sup>21</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 3-7.

**Table 3-7: Thermal Criteria Violations under Category B Conditions for Scenario 8**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	965.4	99.2	1149.1	118.1	18.9
1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)	916L (5S East Calgary to 42S Sarcee)	408	490	324.2	79.5	408.0	100.0	20.5
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	555.0	114.0	753.8	154.8	40.8
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	620.8	113.5	603.2	110.3	-3.2
1106L (SS-65 to 237S Foothills)	1107L (SS-65 to 237S Foothills)	971	1071	789.1	81.3	1011.0	104.1	22.9
1107L (SS-65 to 237S Foothills)	1106L (SS-65 to 237S Foothills)	971	1071	789.1	81.3	1011.0	104.1	22.9
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	554.6	113.9	753.3	154.7	40.8
918L (SS-162 Beddington to 281S Johnson)	916L (5S East Calgary to 42S Sarcee)	408	490	353.0	86.5	420.6	103.1	16.6
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	576	691	660.2	114.6	699.2	121.4	6.8
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 356S Milo)	576	691	664.1	115.3	703.2	122.1	6.8
925L (63S Red Deer to 74S Janet)	916L (5S East Calgary to 42S Sarcee)	408	490	347.6	85.2	414.9	101.7	16.5
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	660.9	120.8	700.1	128.0	7.2
929L (74S Janet to 287S Hazelwood)	916L (5S East Calgary to 42S Sarcee)	408	490	348.3	85.4	415.5	101.8	16.5
932L (74S Janet to SS-162 Beddington)	916L (5S East Calgary to 42S Sarcee)	408	490	350.0	85.8	413.4	101.3	15.5
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	964.6	99.1	1148.2	118.0	18.9

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, five (5) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- 1114L (520S Bennett to 102S Langdon)<sup>22</sup>
- EATLP1\_NH
- WATL\_CS

### POD Bus Voltage Deviations

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

<sup>22</sup> The import levels were reduced from 602 MW to 300 MW with a swing bus interchange from (1520) to (258) to test for power flow solution. No power flow solution was achieved.

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### 3.1.4 Scenario 9: 2025 Summer Peak (High Wind Generation) Post-Project Alternative 1 Sensitivity

#### Category A Conditions

Reliability Criteria (as defined in Section 3.1 of Attachment A1) violations were observed under Category A conditions. Following AESO's guidance, generation/intertie dispatches were adjusted to mitigate the N-0 violations. The following curtailments were exercised:

- Reduce the flow on the Cassils – Bowmanton – Whitlea (CBW) (1034L+1035L) by curtailing generators connected to the 983L or 964L to 1066MW<sup>23</sup>
- For 100 L, dispatch down Dunmore Solar
- For 916L dispatch down Summerview, Oldman and Other Pincher Creek generation
- For 924L and 927L dispatch down Buffalo Plains and Solar Krafte Brooks

The indicative generation rebalance is as follows:

Planning Area	Curtailed Generation	Curtailment Level (MW)
Medicine Hat (4)	Granlea, Dunmore, Wild Rose 2, EDF Cypress Wind, Shamrock, Suffield	-270.1
Strathmore (45)		-75.0
Brooks (47)	Solar Krafte Brooks	-142.5
Stavely (49)	Buffalo Plains	-313.6
Glenwood (55)	MATL	-300.0
	Total Curtailment	-1101.2

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<sup>23</sup> The effective area aggregate generation on 983L & 964L, following AESO's curtailment instructions, is 960 MW.

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**Table 3-8: Thermal Criteria Violations under Category A Conditions for Scenario 9**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Post-Project Results		Post-Adjustment <sup>24</sup> Results	
				Observed Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
N-0 (System Normal Conditions)	100L (498S Tilley to 895S Suffield)	78	86	102.9	131.9	20.0	25.7
N-0 (System Normal Conditions)	924L (102S Langdon to 356S Milo)	547	656	600.1	109.7	538.2	98.4
N-0 (System Normal Conditions)	927L (P2378 Project Tap to 356S Milo)	576	691	584.6	101.5	539.1	93.6
N-0 (System Normal Conditions)	927L (P2378 Project Tap to 102S Langdon)	576	691	637.6	110.7	542.6	94.2

<sup>24</sup> Cumulative effect from post-Project curtailment which include rescheduling MATL zero flow (reactive support only), as well as, active power flow and voltage control management for Cassils – Bowmanton – Whitla (CBW) (1034L+1035L) to prevent voltage collapse for contingencies on line 1034L or 1035L.

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### Category B Conditions

Thermal criteria violations were observed under certain Category B conditions as shown in Table 3-9.

**Table 3-9: Thermal Criteria Violations under Category B Conditions for Scenario 9**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Normal Rating (MVA)	Emergency Rating (MVA)	Pre-Project Results		Post-Project Results		% Loading Difference (Post-Pre)
				Observed Power Flow (MVA)	% Loading	Observed Power Flow (MVA)	% Loading	
1003L (SS-25 Shepard to 745 Janet)	985L (SS-25 Shepard to 745 Janet)	973	1017	1242.2	127.7	1429	146.8	19.2
1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	569.4	104.1	554	101.4	-2.7
1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	539.2	98.6	573	104.8	6.2
1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	927L (P2378 Tap to 356S Milo)	576	691	543.3	94.3	578	100.3	5.9
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	557.1	114.4	757	155.5	41.1
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	665.9	121.7	647	118.4	-3.4
1106L (SS-65 to 237S Foothills)	1107L (SS-65 to 237S Foothills)	971	1071	901.7	92.9	1125	115.9	23.0
1106L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	549.2	100.4	587	107.4	7.0
1106L (SS-65 to 237S Foothills)	927L (P2378 Tap to 102S Langdon)	576	691	550.1	95.5	588	102.1	6.6
1106L (SS-65 to 237S Foothills)	927L (P2378 Tap to 356S Milo)	576	691	553.5	96.1	592	102.8	6.7
1107L (SS-65 to 237S Foothills)	1106L (SS-65 to 237S Foothills)	971	1071	901.7	92.9	1125	115.9	23.0
1107L (SS-65 to 237S Foothills)	924L (102S Langdon to 356S Milo)	547	656	549.2	100.4	587	107.4	7.0
1107L (SS-65 to 237S Foothills)	927L (P2378 Tap to 102S Langdon)	576	691	550.1	95.5	588	102.1	6.6
1107L (SS-65 to 237S Foothills)	927L (P2378 Tap to 356S Milo)	576	691	553.5	96.1	592	102.8	6.7
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	556.7	114.3	757	155.4	41.1
1114L (520S Bennett to 102S Langdon)	*412L (396S Pincher Creek to 632S Russell)	121	133	132.5	109.5	124.0	102.5	-7.0
1114L (520S Bennett to 102S Langdon)	*613L (103S Goose Lake to 396S Pincher Creek)	119	131	124.5	104.6	115.5	97.1	-7.5
1114L (520S Bennett to 102S Langdon)	*786L/1127S (799S Coleman to Natal)	99	109	107.2	108.3	99.0	100.0	-8.3
1114L (520S Bennett to 102S Langdon)	*924L (102S Langdon to 356S Milo)	547	656	529.6	96.8	558.5	102.1	5.3
924L (102S Langdon to 356S Milo)	1080L (SS-25 Shepard to SS-65)	487	584	381.6	78.4	498	102.3	23.9
924L (102S Langdon to 356S Milo)	1109L (SS-25 Shepard to SS-65)	487	584	383.2	78.7	500	102.7	24.0
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	576	691	749.8	130.2	793	137.8	7.6
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 356S Milo)	576	691	752.8	130.7	797	138.3	7.6
927L (356S Milo to 927AL Tap to 102S Langdon)	1080L (SS-25 Shepard to SS-65)	487	584	382.4	78.5	499	102.4	23.9
927L (356S Milo to 927AL Tap to 102S Langdon)	1109L (SS-25 Shepard to SS-65)	487	584	383.9	78.8	501	102.9	24.0
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	749.5	137.0	793	145.0	8.0
985L (SS-25 Shepard to 745 Janet)	1003L (SS-25 Shepard to 745 Janet)	973	1017	1241.3	127.6	1428	146.8	19.2
WATL_CS	916L (5S East Calgary to 42S Sarcee)	408	490	549.9	134.8	647.1	158.6	23.8
WATL_CS	901L (74S Janet to Cross Field Tap)	337	404	294.2	87.3	361.6	107.3	20.0
WATL_CS	918L (SS-162 Beddington to 281S Johnson)	340	408	283.4	83.4	355.3	104.5	21.2

Notes:

<sup>a</sup> The facility ratings shown in Attachment A1 have been adjusted from a [72/144] kV voltage base to a [69/138] kV voltage base, as is used by the power system network analysis tool.

\* Requires swing bus swapping, i.e., from bus (1520) to bus (258), and MATL tripping to solve post-RAS values shown.

### Voltage Criteria Violations

No voltage criteria violations were observed under Category B conditions for the contingencies that resulted in a stable solution.

However, three (3) contingencies resulted in No Solution; hence, are suspect of initiating a local voltage collapse for the stressed system conditions modelled. AESO is aware of this condition and is investigating with the local TFO the required reactive power support and voltage control strategy to manage the predicted generation and voltage conditions following the identified contingencies. The following contingencies are suspect:

- 1034L (244S Bowmanton to 324S Cassils)
- 1035L (244S Bowmanton to 2075S Newell)
- EATLP1\_NH

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*POD Bus Voltage Deviations*

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

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### 3.2 Transient Stability Studies

Transient stability studies were completed for *Scenario 3: 2025 Summer Light (High Wind Generation) Post-Project*, *Scenario 4: 2025 Summer Peak (High Wind Generation) Post-Project*, *Scenario 8: 2025 Summer Light (High Wind Generation) (Post-Project) Sensitivity* and, *Scenario 9: 2025 Summer Peak (High Wind Generation) (Post-Project) Sensitivity*.

The results did not indicate any transient stability concerns, and the system showed acceptable dynamic response to all Category B conditions studied, as shown in Table 3-10. The post-Project transient stability plots are provided in Attachment A4. The dynamic data and assumptions of all equipment proposed for the Facility are provided in Attachment A5.

**Table 3-10: Transient Stability Study Results under Category B Conditions for Scenarios 3, 4, 8 and 9**

Studied Contingency	Fault Description and Location	Results
00 - NERC Cat A	N-0	Stable
967L (North Lethbridge 370S - Windy Flats 138S)	North Lethbridge 370S	Stable
	Windy Flats 138S	Stable
968L (North Lethbridge 370S - Windy Flats 138S)	North Lethbridge 370S	Stable
	Windy Flats 138S	Stable
1038L (Windy Flats 138S - Foothills 237S)	Windy Flats 138S	Stable
	Foothills 237S	Stable
1037L (Windy Flats 138S - Foothills 237S)	Windy Flats 138S	Stable
	Foothills 237S	Stable
940L (North Lethbridge 370S - Picture Butte 120S)	North Lethbridge 370S	Stable
	Picture Butte 120S	Stable
1041L (Travers 554S - North Lethbridge 370S)	Travers 554S	Stable
	North Lethbridge 370S	Stable
1048L (Windy Flats 138S - Peigan 59S)	Windy Flats 138S	Stable
	Peigan 59S	Stable
1049L (Windy Flats 138S - Peigan 59S)	Windy Flats 138S	Stable
	Peigan 59	Stable
1106L (Foothills 237S -SS 65)	SS 65	Stable
	Foothills 237S	Stable
1107L (Foothills 237S -SS 65)	SS 65	Stable
	Foothills 237S	Stable

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# 4 Short Circuit Studies

## 4.1 Pre-Project Results

Pre-Project short-circuit current levels are provided in Table 4-1<sup>25</sup>.

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

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3- $\Phi$ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1- $\Phi$ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
SC1 266S	240	253.02	10.4	0.00477 + j0.02384	8.1	0.00747 +j0.04438
Foothills 237S	240	250.14	13.0	0.00325 + j0.01908	10.5	0.00392 +j0.03265
Foothills 237S	138	141.71	13.4	0.00415 + j0.03169	12.1	0.00425 +j0.04225
Windy Flats 138S	240	257.20	11.7	0.00374 + j0.02166	10.1	0.00496 +j0.03225
Windy Flats 138S	138	146.61	8.7	0.0037 + j0.05107	8.4	0.00563 +j0.05689
North Lethbridge 370S	240	256.26	11.2	0.00449 + j0.02259	11.1	0.00279 +j0.02307
North Lethbridge	138	139.84	13.5	0.00705 + j0.03071	14.7	0.00305 +j0.02313
SS 65	240	251.51	20.1	0.00258 + j0.01229	18.8	0.00143 +j0.01501
SS 65	138	140.49	23.3	0.00366 + j0.01795	18.2	0.0039 +j0.03357
Peigan 59S	240	257.89	11.1	0.00396 + j0.02299	9.4	0.00557 +j0.03578
Peigan 59S	138	143.16	7.8	0.0082 + j0.05529	6.9	0.01 +j0.07717
Picture Butte 120S	240	259.03	9.0	0.00495 + j0.0285	8.2	0.00429 +j0.03749
Traverse 554S	240	256.34	8.1	0.00543 + j0.03139	6.1	0.00914 +j0.0617

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<sup>25</sup> Short-circuit current studies were based on modeling information provided to the AESO by third parties. The authenticity of the modeling information has not been validated. Fault levels could change as a result of system developments, new customer connections, or additional generation in the area. It is recommended that these changes be monitored and fault levels reviewed to ensure that the fault levels are within equipment operating limits. The information provided in this study should not be used as the sole source of information for electrical equipment specifications or for the design of safety-grounding systems.

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## 4.2 Post-Project Results

### 4.2.1 Scenario 4:2025 Summer Peak, High Wind Generation, Post-Project

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

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

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3- $\Phi$ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1- $\Phi$ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Homestead 1111S	240	256.03	8.0	0.00421 + j0.03167	5.8	0.01049 +j0.06901
SC1 266S	240	250.96	11.2	0.0042 + j0.02203	8.5	0.00737 +j0.04328
Foothills 237S	240	246.99	13.6	0.00297 + j0.0179	10.8	0.00408 +j0.03222
Foothills 237S	138	143.31	13.7	0.00402 + j0.03146	12.2	0.00459 +j0.04324
Windy Flats 138S	240	257.04	12.7	0.00328 + j0.02007	10.6	0.00504 +j0.03211
Windy Flats 138S	138	146.54	8.9	0.0033 + j0.04969	8.5	0.00565 +j0.05675
North Lethbridge 370S	240	256.32	11.6	0.00423 + j0.0218	11.3	0.00302 +j0.02363
North Lethbridge	138	140.07	13.7	0.00679 + j0.03023	14.9	0.00331 +j0.02361
SS 65	240	249.64	20.4	0.00249 + j0.012	18.9	0.00155 +j0.01514
SS 65	138	140.42	23.3	0.00362 + j0.01788	18.1	0.00403 +j0.03384
Peigan 59S	240	257.75	11.9	0.00352 + j0.02148	9.7	0.00565 +j0.03565
Peigan 59S	138	143.21	7.9	0.0078 + j0.05412	7.0	0.01004 +j0.07704
Picture Butte 120S	240	259.20	9.2	0.00474 + j0.02787	8.2	0.0045 +j0.03802
Traverse 554S	240	256.26	8.2	0.00529 + j0.031	6.1	0.00929 +j0.06206

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**4.2.1 Scenario 5: 2031 Winter Peak, Post-Project**

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

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

Substation Name and Number	Base Voltage (kV)	Pre-Fault Voltage (kV)	3- $\Phi$ Fault (kA)	Positive Sequence Thevenin Source Impedance (R1+jX1) (pu)	1- $\Phi$ Fault (kA)	Zero Sequence Thevenin Source Impedance (R0+jX0) (pu)
Homestead 1111S	240	253.56	8.2	0.00386 + j0.03057	5.8	0.01086 +j0.06801
SC1 266S	240	251.21	11.7	0.00385 + j0.02115	7.9	0.00934 +j0.05142
Foothills 237S	240	249.12	14.4	0.00266 + j0.01711	10.6	0.00833 +j0.03515
Foothills 237S	138	139.36	14.2	0.00361 + j0.02961	11.7	0.00872 +j0.04749
Windy Flats 138S	240	247.70	13.8	0.00265 + j0.01782	12.8	0.00428 +j0.02175
Windy Flats 138S	138	138.86	8.9	0.00268 + j0.04709	8.4	0.00542 +j0.05492
North Lethbridge 370S	240	247.90	11.4	0.00413 + j0.02138	11.0	0.00411 +j0.02408
North Lethbridge	138	143.64	12.3	0.00761 + j0.03462	13.5	0.00417 +j0.0253
SS 65	240	250.35	21.9	0.00214 + j0.01126	17.8	0.00427 +j0.01896
SS 65	138	138.67	24.4	0.0032 + j0.0169	15.1	0.00952 +j0.04842
Peigan 59S	240	247.59	12.9	0.00283 + j0.01901	11.4	0.00619 +j0.02634
Peigan 59S	138	139.32	8.0	0.0072 + j0.05222	7.3	0.00859 +j0.06718
Picture Butte 120S	240	249.66	8.7	0.00489 + j0.02847	7.1	0.00939 +j0.04743
Traverse 554S	240	250.09	8.2	0.00491 + j0.03004	5.3	0.01751 +j0.07791
Homestead 1111S	240	253.56	8.2	0.00386 + j0.03057	5.8	0.01086 +j0.06801

## 5 Mitigation Measure Development and Evaluation

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

As part of this Project, mitigation measures will not be specifically developed for the POD bus voltage deviations observed under certain Category B conditions during pre-Project and post-Project scenarios.<sup>26</sup>

### 5.1 Pre-Project

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

**Table 5-1: Pre-Project Mitigation Measures**

Mitigation Measure	Location of Observed Violation	Contingency
Planned RAS 193	1003L (SS-25 Shepard to 745 Janet)	985L (SS-25 Shepard to 745 Janet)
	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard - SS-65)
	1109L (SS-25 Shepard to SS-65)	1080L (SS-25 Shepard to SS-65)
	985L (SS-25 Shepard to 745 Janet)	1003L (SS-25 Shepard to 745 Janet)
Planned RAS 175	924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)
	927L (102S Langdon to 356S Milo)	924L (102S Langdon to 356S Milo)
Planned RAS 197	1087L (324S Cassils to 2075S Newell)	1088L (324S Cassils to 2075S Newell)
RAS 164 (Logic 2)	Voltage Collapse	1034L (244S Bowmanton to 324S Cassils)
		1035L (244S Bowmanton to 2075S Newell)
Real Time Operating Practices	412L (396S Pincher Creek to 632S Russell)	1114L (520S Bennett to 102S Langdon)
	901L (74S Janet to Cross Field Tap)	WATL_CS
	918L (SS-162 Beddington to 281S Johnson)	WATL_CS
	923L (356S Milo to 2075S Newell)	EATLP1_NH
	1087L (324S Cassils to 2075S Newell)	1088L (324S Cassils to 2075S Newell)
	172L (254S Coaldale to 370S North Lethbridge)	770L (254S Coaldale to 370S North Lethbridge)
	916L (5S East Calgary to 42S Sarcee)	918L (SS-162 Beddington to 281S Johnson)
		EATLP1_NH
	924L (102S Langdon to 356S Milo)	WATL_CS
		1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)
		1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)
		1106L (SS-65 to 237S Foothills)
		1107L (SS-65 to 237S Foothills)
EATLP1_NH		
EATLP1_NH		
RAS 136	<b>No Solution<sup>27</sup></b>	1114L (520S Bennett to 102S Langdon)
	170L (632S Russel to 799S Coleman)	
	412L (396S Pincher Creek to 632S Russell)	
	613L (103S Goose Lake to 396S Pincher Creek)	
	786L/1L275 (799S Coleman to Natal)	

Notes:

- Planned RAS 193: Monitors 985L , 1003L, 1109L, 1080L , (1080L & 1109L LTO)
- Planned RAS 175: 924L or 927L >=100 of line continuous seasonal rating for 10 secs with direction into 102S
- Planned RAS 197: Monitor loading on 1087L at Cassils
- RAS 164: Monitor 1034L AND 1035L tripped (Logic 1, Logic 2 or Logic 3)
- RAS 136: Transfer trip MATL under loss of 1201L/1114L

### 5.2 Post-Project

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

<sup>26</sup> The AESO's desired post-contingency voltage deviations for low voltage busses represent guidelines rather than criteria. A POD bus voltage deviation that exceeds the desired limits shown in Table 3-1 of Attachment A1 does not represent a Reliability Criteria violation.

<sup>27</sup> For some scenarios, this contingency may results in (or remain) a non-solution.

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**Table 5-2: Post-Project Mitigation Measures**

Mitigation Measure	Location of Observed Violation	Contingency
Modified planned RAS 193	1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)
	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard - SS-65)
	1109L (SS-25 Shepard to SS-65)	1080L (SS-25 Shepard to SS-65)
	985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)
Planned RAS 175	924L (102S Langdon to 356S Milo)	927L (356S Milo to 927AL Tap to 102S Langdon)
	927L (P2378 Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)
	927L (P2378 Tap to 356S Milo)	
New RAS for 1106L or 1107L	1106L (SS-65 to 237S Foothills)	1107L (SS-65 to 237S Foothills)
	1107L (SS-65 to 237S Foothills)	1106L (SS-65 to 237S Foothills)
Planned RAS 197	1087L (324S Cassils to 2075S Newell)	1088L (324S Cassils to 2075S Newell)
RAS 164 (Logic 2)	Voltage Collapse	1034L (244S Bowmanton to 324S Cassils)
		1035L (244S Bowmanton to 2075S Newell)
Real Time Operating Practices	1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard - SS-65)
		924L (102S Langdon to 356S Milo)
		927L (356S Milo to 927AL Tap to 102S Langdon)
	1087L (324S Cassils to 2075S Newell)	1088L (324S Cassils to 2075S Newell)
		1107L (SS-65 to 237S Foothills)
	1106L (SS-65 to 237S Foothills)	1107L (SS-65 to 237S Foothills)
		1106L (SS-65 to 237S Foothills)
	1109L (SS-25 Shepard to SS-65)	1080L (SS-25 Shepard to SS-65)
		924L (102S Langdon to 356S Milo)
		927L (356S Milo to 927AL Tap to 102S Langdon)
	916L (5S East Calgary to 42S Sarcee)	1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)
		918L (SS-162 Beddington to 281S Johnson)
		925L (63S Red Deer to 74S Janet)
		929L (74S Janet to 287S Hazelwood)
		932L (74S Janet to SS-162 Beddington)
		EATLP1_NH
		WATL_CS
	924L (102S Langdon to 356S Milo)	1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)
		1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)
		1106L (SS-65 to 237S Foothills)
		1107L (SS-65 to 237S Foothills)
	927L (P2378 Tap to 102S Langdon)	EATLP1_NH
		1106L (SS-65 to 237S Foothills)
		1107L (SS-65 to 237S Foothills)
927L (P2378 Tap to 356S Milo)	EATLP1_NH	
	1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)	
	1106L (SS-65 to 237S Foothills)	
	1107L (SS-65 to 237S Foothills)	
RAS 136	170L (632S Russel to 799S Coleman)	1114L (520S Bennett to 102S Langdon)
	412L (396S Pincher Creek to 632S Russell)	
	613L (103S Goose Lake to 396S Pincher Creek)	
	786L/1L275 (799S Coleman to Natal)	
	924L (102S Langdon to 356S Milo)	
	<b>No Solution<sup>28</sup></b>	

Notes:

- Modified Planned RAS 193: Monitors 985L , 1003L, 1109L, 1080L , (1080L & 1109L LTO)
- Planned RAS 175: 924L or 927L >=100 of line continuous seasonal rating for 10 secs with direction into 102S.
- New RAS for 1106L or 1107L: Monitors 1106L or 1107L line loading ,
- Planned RAS 197: Monitor loading on 1087L at Cassils,
- RAS 164: Monitor 1034L AND 1035L tripped (Logic 1, Logic 2 or Logic 3).
- RAS 136: Transfer trip MATL under loss of 1201L/1114L

<sup>28</sup> For some scenarios, this contingency may result in (or remain) a non-solution.

### 5.3 Evaluation of Mitigation Measures

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

The post-mitigation measures studies were performed under Category B conditions for *Scenario 3: 2025 Summer Light (High Wind Generation) Post-Project Alternative 1*, *Scenario 4: 2025 Summer Peak (High Wind Generation) Post-Project Alternative 1*, *Scenario 8: Summer Light (High Wind Generation) Post-Project Alternative 1 (Sensitivity)* and *Scenario 9: Summer Peak (High Wind Generation) Post-Project Alternative 1 (Sensitivity)* and the RASs described in the previous section.

The post-mitigation power flow diagrams for selected Category B conditions are provided in Attachment A6. Post-mitigation power flow diagrams present only those post-Project contingencies that result in thermal criteria violations that require RAS mitigation. Post-Project contingencies that result in thermal criteria violations that can be mitigated by real-time operational practices or TFO capital maintenance projects were not studied.

#### 5.3.1 Scenario 3: 2025 Summer Light (High Wind Generation) Post-Project Alternative 1

##### Category B Conditions

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

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

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	1080.6	111.0	898	92.3
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	695.4	142.8	501	102.9 <sup>a</sup>
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	694.9	142.7	501	102.8 <sup>a</sup>
924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	576	691	736.7	127.9	531.7	92.3
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	733.9	134.2	529.8	96.9
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1079.7	111.0	897	92.2
1034L (244S Bowmanton to 324S Cassils)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations
1035L (244S Bowmanton to 2075S Newell)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations

**Notes:**

<sup>a</sup> Lines 1080L & 1109L (SS-25 Shepard to SS-65) will have a minor residual thermal violations following RAS which will be mitigated via Real Time Operating Practices.

### 5.3.2 Scenario 4: 2025 Summer Peak (High Wind Generation) Post-Project Alternative 1

#### Category B Conditions

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

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

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	1270.3	130.5	1084	111.4
1088L (324S Cassils to 2075S Newell)	1087L (324S Cassils to 2075S Newell)	547	656	677.3	123.8	659	120.5
924L (102S Langdon to 356S Milo)	927L (102S Langdon to 356S Milo)	576	691	791.2	137.4	704.7	122.3
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	788.1	144.1	702.0	128.3
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1269.4	130.5	1083	111.3
1114L (520S Bennett to 102S Langdon)	412L (396S Pincher Creek to 632S Russell)	121	133	-	No Solution	129.2	106.8
1114L (520S Bennett to 102S Langdon)	613L (103S Goose Lake to 396S Pincher Creek)	119	131	-	No Solution	121.3	101.9
1114L (520S Bennett to 102S Langdon)	786L/1L275 (799S Coleman to Natal)	99	109	-	No Solution	104.2	105.3
1114L (520S Bennett to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	-	No Solution	556.9	101.8
1034L (244S Bowmanton to 324S Cassils)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations
1035L (244S Bowmanton to 2075S Newell)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations

**Notes:**

<sup>a</sup> Violation remained after RAS actions were complete, the following lines will require Real Time Operating Practice:

- 985L (SS-25 Shepard to 74S Janet)
- 1087L (324S Cassils to 2075S Newell)
- 927L (102S Langdon to 356S Milo)
- 924L (102S Langdon to 356S Milo)
- 1003L (SS-25 Shepard to 74S Janet)
- 412L (396S Pincher Creek to 632S Russell)
- 613L (103S Goose Lake to 396S Pincher Creek)
- 786L/1L275 (799S Coleman to Natal)

### 5.3.1 Scenario 8: 2025 Summer Light (High Wind Generation) Post-Project Alternative 1(Sensitivity)

#### Category B Conditions

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

**Table 5-5: Post-RAS Power Flow Study Results for Scenario 8**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1003L (SS-25 Shepard to 74S Janet) <sup>b</sup>	985L (SS-25 Shepard to 74S Janet)	973	1017	1149.1	118.1	778.2	80.0
1080L (SS-25 Shepard to SS-65) <sup>b</sup>	1109L (SS-25 Shepard to SS-65)	487	584	753.8	154.8	380.5	78.1
1109L (SS-25 Shepard - SS-65) <sup>b</sup>	1080L (SS-25 Shepard to SS-65)	487	584	753.3	154.7	380.2	78.1
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	576	691	699.2	121.4	515.0	89.4
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 356S Milo)	576	691	703.2	122.1	517.8	89.9
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	700.1	128.0	515.5	94.2
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1148.2	118.0	777.5	79.9
1034L (244S Bowmanton to 324S Cassils)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations
1035L (244S Bowmanton to 2075S Newell)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations

**Notes:**

<sup>a</sup> Power flow No Solution conditions occurred following RAS actions. Real Time Operational Practices will be required to the thermal violations on lines:

- 985L (SS-25 Shepard to 74S Janet)
- 1109L (SS-25 Shepard to SS-65)
- 1080L (SS-25 Shepard to SS-65)
- 927L (P2378 Tap to 102S Langdon)
- 927L (P2378 Tap to 356S Milo)
- 924L (102S Langdon to 356S Milo)
- 1003L (SS-25 Shepard to 74S Janet)
- BC-Imports may require curtailment

<sup>b</sup> Modified RAS 193 triggered a non-solution to the power flow. For these contingencies, the RAS was divided in two components (a) for the first part of the RAS project P2445 was tripped and swing bus 1520 allowed to provide the make-up power difference, (b) for the second component on the RAS, a bus swap from 1520 to bus 258 (located in central Alberta) was required, followed by tripping P2373 where new swing bus 258 provides the make-up power.

### 5.3.1 Scenario 9: 2025 Summer Peak High Wind Post-Project Alternative 1(Sensitivity)

#### Category B Conditions

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

**Table 5-6: Post-RAS Power Flow Study Results for Scenario 9**

Contingency (System Element Lost)	Details of Violation (Violation Observed On)	Seasonal Continuous Rating (MVA)	Short-term (Emergency) Rating (MVA)	Post-Project Results		Post-RAS Action Results	
				Power Flow (MVA)	% Loading	Power Flow (MVA)	% Loading
1003L (SS-25 Shepard to 74S Janet)	985L (SS-25 Shepard to 74S Janet)	973	1017	1429.0	146.8	1060	108.9
1080L (SS-25 Shepard to SS-65)	1109L (SS-25 Shepard to SS-65)	487	584	757.4	155.5	386	79.2
1106L (SS-65 to 237S Foothills)	1107L (SS-65 to 237S Foothills)	971	1071	1125.3	115.9	906	93.3
1107L (SS-65 to 237S Foothills)	1106L (SS-65 to 237S Foothills)	971	1071	1125.3	115.9	906	93.3
1109L (SS-25 Shepard - SS-65)	1080L (SS-25 Shepard to SS-65)	487	584	756.9	155.4	385	79.1
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 102S Langdon)	576	691	793.5	137.8	731.3	127.0
924L (102S Langdon to 356S Milo)	927L (P2378 Tap to 356S Milo)	576	691	796.5	138.3	734.8	127.6
927L (356S Milo to 927AL Tap to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	793.0	145.0	731.6	133.7
985L (SS-25 Shepard to 74S Janet)	1003L (SS-25 Shepard to 74S Janet)	973	1017	1427.9	146.8	1059	108.8
1114L (520S Bennett to 102S Langdon)	412L (396S Pincher Creek to 632S Russell)	121	133	-	No Solution	124.0	102.5
1114L (520S Bennett to 102S Langdon)	924L (102S Langdon to 356S Milo)	547	656	-	No Solution	558.5	102.1
1114L (520S Bennett to 102S Langdon)	786L/1L275 (799S Coleman to Natal)	99	109	-	No Solution	99.0	100.0
1114L (520S Bennett to 102S Langdon)	613L (103S Goose Lake to 396S Pincher Creek)	119	131	-	No Solution	115.5	97.1
1034L (244S Bowmanton to 324S Cassils)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations
1035L (244S Bowmanton to 2075S Newell)	The previous Non-Solution, Solved. No thermal Violations (RAS 164 – Logic 2)	-	-	-	No Solution	-	No Thermal Violations

**Notes:**

<sup>a</sup> Violation remained after RAS actions were complete, the following lines will require Real Time Operating Practice:

- 985L (SS-25 Shepard to 74S Janet)
- 927L (P2378 Tap to 102S Langdon)
- 927L (P2378 Tap to 356S Milo)
- 924L (102S Langdon to 356S Milo)
- 1003L (SS-25 Shepard to 74S Janet)
- 412L (396S Pincher Creek to 632S Russell)
- 786L/1L275 (799S Coleman to Natal)



## **5.4 Constraint Effective Factor Studies**

Constraint effective factor studies were conducted for all post-Project scenarios. The constraint effective factors were calculated for all Category B conditions when the loadings of the monitored transmission elements in the Study Area exceeded 100% (i.e., for all of the contingencies that resulted in thermal criteria violations). The results of the constraint effective factor studies are provided in Attachment A7.

# Attachment A1

## Engineering Connection Assessment: Study Scope

# Study Scope


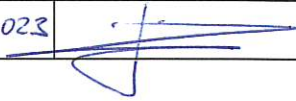
## P2445 Kiwetinohk Homestead MPC Solar

Kiwetinohk Resources Corp.

**Date:** Jan 18, 2023

**Version:** V1

**Classification:** Public

Company Name	Name and Credentials	Date	Signature
NICAN International Consulting Ltd.	Pablo Argeñal, P. Eng.	Jan. 19, 2023	
AESO	Mahmoud Ahmed, P.Eng.	Jan. 23, 2023	Mahmoud Ahmed
Market Participant	Dobromir Filip, P.Eng.	Jan. 19, 2023	

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## Attachments

Attachment A: Transmission Planning Criteria – Basis and Assumptions

# 1 Introduction

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

## 1.1 Project Overview

Kiwetinohk Resources Corp. (Market Participant) has submitted a request for system access service to the Alberta Electric System Operator (AESO) to connect its proposed Kiwetinohk Homestead MPC Solar (Facility) to the AIES.

The Market Participant's request includes: a request for a new system access service in the area, with a Rate STS, *Supply Transmission Service*, contract capacity of 400 MW and a Rate DTS, *Demand Transmission Service*, contract capacity of 1.5 MW; and a request for transmission development (collectively, the Project).

The Project in-service date (ISD) used for the purpose of the studies is November, 2024.

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

**Table 1-1: Project Load and Generation Details**

Project Component		Description
Load	Existing Rate DTS, <i>Demand Transmission Service</i> , contract capacity	No existing contract
	Requested Rate DTS	1.5 MW
	Type	Station service
	Motors (number and size)	N/A
	Power factor	0.9
	Future load expansion plans	No
Generation	Generation type	Solar
	Existing Rate STS, <i>Supply Transmission Service</i> , contract capacity	No existing contract
	Requested Rate STS	400 MW
	Number and size of generating units	Number of Inverters
	Maximum authorized real power (MARP)	400 MW
	Maximum capability (MC)	400 MW
	Reactive power capability	
		0.9 pf producing

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Project Component	Description
-------------------	-------------

### Note:

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

## 1.2 Existing System Overview

### 1.2.1 Study Area

Geographically, the Project is located in the AESO planning area of Fort Macleod (Area 53).

The Study Area consists of the AESO planning areas of Stavely (Area 49), Brooks (Area 47), Lethbridge (Area 54), and Fort Macleod (Area 53) including the tie lines connecting these planning areas to the rest of the AIES. Also, the 240 kV system in Calgary (Area 6) will be included as part of the study area.

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

### 1.2.2 Existing Constraints

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

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

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

RAS 36: Garden City 226s WAGF Trip Scheme

RAS 37: Peigan 59s - 616L Overload Mitigation Scheme

RAS 40: Coleman 799s - 786L Overload Mitigation Scheme

RAS 129: Goose Lake 103s 613L Overload Mitigation Scheme

RAS 136: Direct Transfer Trip to MATL on Loss of 1201L

RAS 137: MATL Local Detection Scheme

RAS 141: 498S Voltage Instability Mitigation

RAS 157: Chestermere 419S Overload and Voltage Stability Mitigation

RAS 604: Windy Point/Oldman River Tripping Scheme

RAS 605: Summerview Tripping Scheme





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## 2 Connection Alternative to be Studied

The following alternative will be studied.

### 2.1 Alternative 1 – T-tap connection to the 240 kV transmission line 1037L

This alternative included the following developments:

- Connect the Market Participant's proposed facility to the existing 240 kV transmission line 1037L through a T-Tap configuration between the existing Windy Flats 138S and SC1 266S substations;
- Add one (1) 240 kV circuit, approximately 13.5 km in length to connect the Facility to the T-Tap junction; and
- Add or modify associated equipment as required for the above developments

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

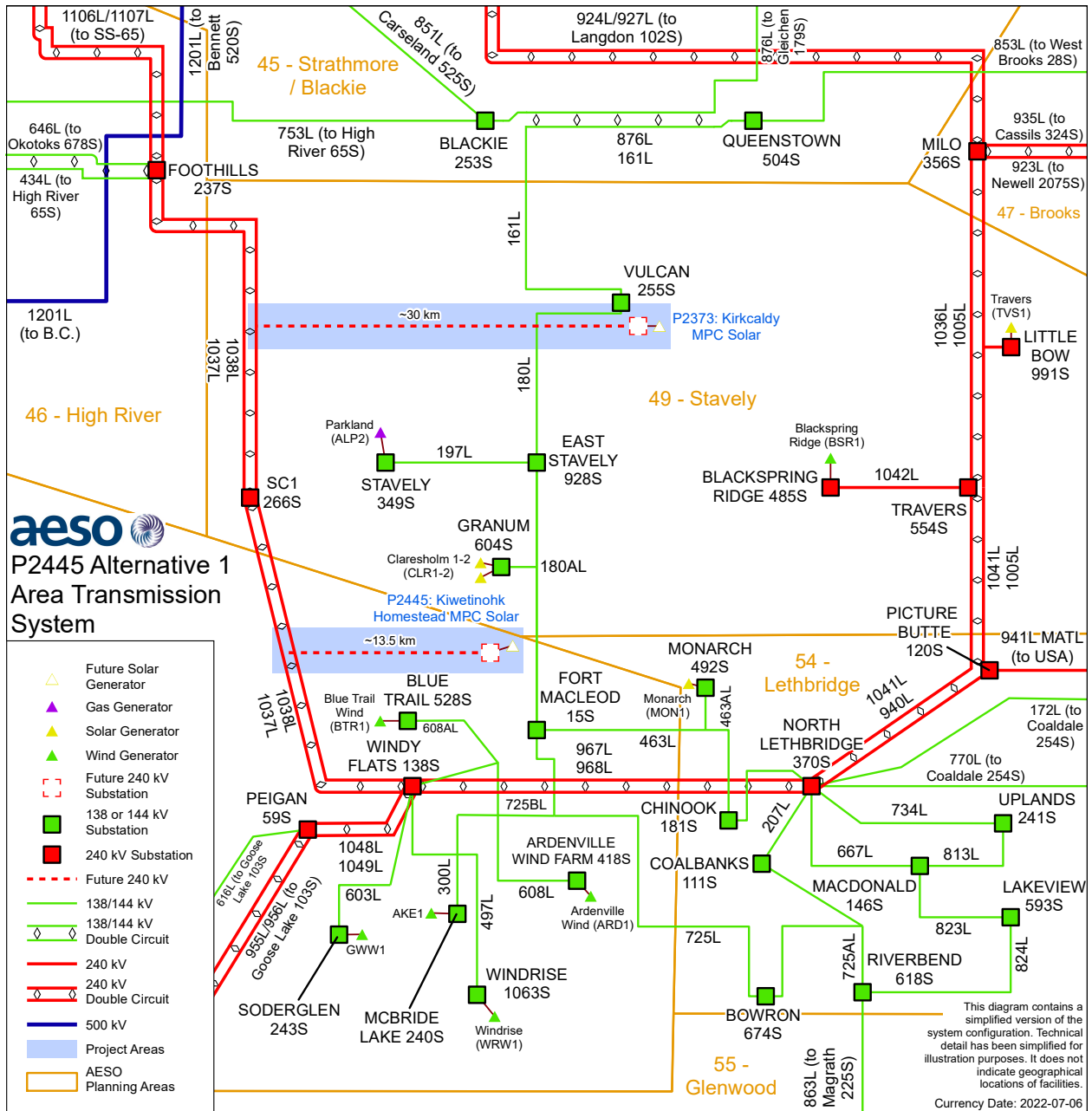
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**Figure 2-1: Connection Alternative 1**



## 3 Criteria, Standards and Requirements

### 3.1 AESO Reliability Criteria

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

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

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

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

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

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

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

### 3.2 ISO Rules and Information Documents

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

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

- The AESO's *Connection Study Requirements*;
- Section 502.1 of the ISO rules, Aggregated Generating Facilities Technical Requirements;
- Section 502.16 of the ISO rules, Aggregated Generating Facilities Operating Requirements.

## 4 Scenarios and Assumptions

### 4.1 Scenarios

The following section describes the scenarios to be studied and the assumptions to be used in the studies. Connection scenarios must be studied as outlined in Table 4-1.

**Table 4-1: Connection Study Scenarios**

Scenario No.	Year/Season	System Generation Dispatch Conditions	Scenario Name	Project Load (MW)	Project Generation (MW)
<b>Pre-Project</b>					
1	2025 Summer Light (SL)	High Generation	2025 SL Pre-Project	0	0
2	2025 Summer Peak (SP)	High Generation	2025 SP Pre-Project	0	0
<b>Post-Project</b>					
3	2025 Summer Light (SL)	High Generation	2025 SL Post-Project	1.5	400
4	2025 Summer Peak (SP)	High Generation	2025 SP Post-Project	1.5	400
5	2031 Winter Peak (WP)	All machines in study area in service	2031 WP Post -Project	1.5	400
<b>Pre-Project Sensitivity - with P2373, P2378 In Service</b>					
6	2025 Summer Light (SL)	High Generation	2025 SL Pre-Project Sensitivity	0	0
7	2025 Summer Peak (SP)	High Generation	2025 SP Pre-Project Sensitivity	0	0
<b>Post-Project Sensitivity - with P2373, P2378 In Service</b>					
8	2025 Summer Light (SL)	High Generation	2025 SL Post-Project Sensitivity	1.5	400
9	2025 Summer Peak (SP)	High Generation	2025 SP Post-Project Sensitivity	1.5	400

### 4.2 Assumptions

#### 4.2.1 System Project Assumptions

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

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### 4.2.2 Connection Project Assumptions

Table 4-2 summarizes the connection projects in the Study Area that should be included as a sensitivity analysis in the studies in addition to the planned renewable projects listed in Table 4-2.

**Table 4-2: Planned Connection Projects Included in the Studies**

AESO Project No.	AESO Project Name	AESO Planning Area No.	Generation (MW)	Load (MW)	Scheduled ISD
P2373	Kirkcaldy MPC Solar	49-Stavely	350	2	ISD Under Review
P2378	RESC Nova MPC Solar	45-Strathmore/Blackie	150	1	July 14, 2023

### 4.2.3 Load Assumptions

The load forecast to be used for the studies is shown in Table 4-3 and is a forecast for the AESO South Planning Region peak based on the *AESO 2021 Long-term Outlook (2021 LTO)*<sup>1</sup> with modifications to incorporate the latest forecast intelligence. For the post-Project studies, when the Study Area loads are modified to align with the regional load forecast, the active power to reactive power ratio in the base case scenarios shall be maintained.

**Table 4-3: Forecast Load (at AESO South Planning Region Peak)**

AESO Planning Area / Region Name	Forecast Peak Load by Year/Season (MW)	
	2025 SL	2025 SP
South Planning Region <sup>1</sup>	891.3	1,614.5

**Note:**

<sup>1</sup> The South Region comprises the following AESO planning areas: 4, 43, 44, 45, 46, 47, 48, 49, 52, 53, 54, and 55

### 4.2.4 Generation Assumptions

The generation forecast to be used for the studies is based on the 2021 LTO with modifications to incorporate the latest forecast intelligence. The generation assumptions for the studies will assume high generation dispatch conditions. Additional studies may be required in the event of changes to the AESO's corporate forecast.

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

<sup>1</sup> The 2021 LTO is available on the AESO website.

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**Table 4-4: Existing Generation (excluding Wind and Solar) Dispatch Conditions**

Facility Name	Bus No.	MC (MW)	AESO Planning Area No.	Unit Net Generation <sup>a</sup> (MW) by Scenario (High Wind)	
				2025 SL	2025 SL
Chin Chute (CHIN)	407	15	54	8.0	9.4
Irrican Hydro (ICP1)	450	7	54	4.6	6.4
Bantry (ALP1)	4275	7	47	0	5.1
Parkland (ALP2)	4235	10	49	0	9.1
Lethbridge Coaldale (ME04)	4690	6	54	0	5.8
Coaldale (COD1)	557690	5	54	1.5	5.1

**Notes:**

<sup>a</sup> "Unit Net Generation" refers to gross generating unit output (MW) less unit service load.

The wind and solar generation facilities will be dispatched to the high wind dispatch scenario presented in Table 4-5, Table 4-6, Table 4-7 and Table 4-8. The Pre-Project dispatch scenarios for the existing wind and solar generation facilities are shown in Table 4-5 and **Error! Reference source not found.**

**Table 4-5: Dispatch Conditions for Existing and Under Construction Wind Generation Facilities**

Facility Name and Code	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
				SL HW	SP HW
Ardenville Wind (ARD1)	4735, 4740	53	68	62.6	57.8
Fortis Bull Creek Phases 1 and 2 (BUL1 & BUL2)	550003, 550004	37	29	26.7	24.7
Blackspring Ridge (BSR1)	61736, 61737	49	300	276.0	255.0
Blue Trail Wind (BTR1)	66328, 67328	53	66	60.7	56.1
Castle River #1 (CR1)	2234, 3234	53	39	35.9	33.2
Castle Rock Ridge 2 (CRR2)	567221	53	30.6	28.2	26.0
Castle Rock Wind Farm (CRR1)	67221	53	77	70.8	65.5
Cowley Ridge (CRE3)	4264	53	20	18.4	17.0
Enmax Taber (TAB1)	15343, 16343	52	81	74.5	68.9
Ghost Pine (NEP1)	2621, 2622, 2623, 2624, 2625	42	82	75.4	69.7
Halkirk (HAL1)	66435, 67435	42	150	138.0	127.5
Kettles Hill (KHW1)	2402, 3402	53	63	58.0	53.6

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McBride Lake Windfarm (AKE1)	2901, 3901, 4901	53	73	67.2	62.1
Old Man River Wind (OWF1)	61543	53	46	42.3	39.1
Rattlesnake Ridge Wind (RTL1)	60873	4	130	119.6	110.5
Riverview Wind (RIV1)	69221	53	115	105.8	97.8
Soderglen Wind (GWW1)	12358, 13358	53	71	65.3	60.4
Summerview 1 (IEW1)	2338, 3338	53	66	60.7	56.1
Summerview 2 (IEW2)	4339, 5337	53	66	60.7	56.1
Suncor Chin Chute (SCR3)	2389	54	30	27.6	25.5
Suncor Magrath (SCR2)	11002	53	30	27.6	25.5
Wheatland Wind (WHE1)	61632, 60632	43	120	110.4	102.0
Capital Power Whitla Wind Power Facility Phase 1 (WHT1)	60990	4	201.6	201.6	201.6
Capital Power Whitla Wind Power Facility Phase 2 & 3 (WHT2)	61990	4	151	151	151
TransAlta Windrise (WRW1)	567031	53	207	190.4	176.0
Suncor Wintering Hills (SCR4)	60789, 60791, 60793, 60846, 60848, 60850	43	88	81.0	74.8

**Table 4-6: Dispatch Conditions for Existing and Under Construction Solar Generation Facilities**

Facility Name and Code	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
				SL HW	SP HW
Burdett (BRD1)	2269	52	10.5	0	5.25
Burdett (BUR1)	557269	52	20	0	10
Brooks Solar (BSC1)	553257	47	15	0	7.5
Brooks Solar 1 (BRK1)	553256	47	13	0	6.5
Brooks Solar 2 (BRK2)	554257	47	14	0	7
Coaldale Solar (COL1)	554691	54	22	0	11
Claresholm 1 (CLR1)	60894	49	58	0	29
Claresholm 2 (CLR2)	61894	49	75	0	37.5
Conrad 1 (CRD1)	554291	52	23	0	11.5
Conrad 2 (CRD2)	553291	52	18	0	9
East Strathmore Namaka (NMK1)	553340	45	20	0	10
Hays (HYS1)	554401	52	24	0	12



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Hull (HUL1)	2401	52	24.5	0	12.25
Innisfail Solar (INF1)	557120	39	22	0	11
Jenner (JER1)	554986	48	21	0	10.5
Monarch (MON1)	554400	54	24	0	12
Strathmore 1 (STR1)	557259	45	18	0	9
Strathmore 2 (STR2)	558259	45	23	0	11.5
Suffield (SUF1)	3270	52	23	0	11.5
Travers (TVS1)	560026, 561026, 562026	49	400	0	200
Vauxhall Solar (VXH1)	4274	52	22	0	11
Westfield Yellow Lake (WEF1)	557277	52	19	0	9.5
Kisikaw-pisim 1&2 (KKP1& KKP2)	995214, 995220	60	14	0	7

Table 4-7 and **Error! Reference source not found.** list the pre-Project dispatch levels for the planned wind and solar generation projects in the AESO South and Central planning regions that are included in the study scenarios.

**Table 4-7: Dispatch Conditions for Planned Wind Generation Projects**

Project Number	Project Name	Planned ISD	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
						SL HW	SP HW
P0693	Wild Rose 2 Wind Farm	15-Aug-2022	3462, 3463	4	192	192	192
P1250	Wild Run Grizzly Bear Wind	1-Oct-2022	67308	13	120	110.4	102.0
P1533	Joss MPC WAGF	30-Jun-2022	60798, 60799	47	122.4	112.6	104.0
P1698	Joss Jenner WAGF - Phase 2	30-Jun-2022	61798	47	71.4	65.7	60.7
P1704	Paintearth Wind Power	1-Jul-2023	61418	42	150	138.0	127.5
P1719	Stirling WAGF Project	30-Jun-2023	61630	54	113	104.0	96.1
P1812	Suncor Forty Mile Granlea WAGF	2-May-2022	61994, 62994	4	200	200	200
P1853	Fortis Buffalo Atlee Cluster 1 WAGF	1-Sep-2022	553260	47	17.25	15.9	14.7
P1892	Fortis Buffalo Atlee Cluster 3 WAGF	1-Sep-2022	552260	47	17.25	15.9	14.7

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P1898	Pattern Lanfine North Wind	30-Sep-2022	60996	42	145	133.4	123.3
P1909	TransAlta Garden Plain Wind	30-Jun-2022	565002	42	130	119.6	110.5
P2065	Wild Run Grizzly Bear Wind Phase 2	1-Oct-2022	67308	13	24	22.1	20.4
P2122	EDF Cypress Wind	1-Nov-2022	560003, 561003	4	195.9	195.9	195.9
P2199	Buffalo Atlee Wind Farm 2	1-Sep-2022	557261	47	13.8	12.7	11.7
P2234	Joss Jenner WAGF - Phase 3	30-Jun-2022	61799	47	111.2	102.3	94.5
P2247	Buffalo Plains MPC Wind	17-Apr-2023	560041, 560042	47	466	428.7	396.1
P2263	BER Hand Hills MPC Wind	1-Sep-2022	560045	42	145	133.4	123.3
P2413	EDF Cypress Wind 2	Aug 31 2022	560003, 561003	4	45.8	45.8	45.8

**Table 4-8: Dispatch Conditions for Planned Solar Generation Projects**

Project Number	Project Name	Planned ISD	Bus No.	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
						SL HW	SP HW
P1831	Fortis 255S Vulcan Faribault Farms DG PV	1-Sep-2022	4244	49	22	0.0	11.0
P1862	Fortis Spring Coulee 385S Solar DG	15-Oct-2021	553246, 554246	55	29.5	0.0	14.8
P1870	Fortis Stavely 349S DER Solar	24-May-2021	2004	49	16.5	0.0	8.3
P1927	Solar Krafte Brooks	1-Feb-2023	60434, 61434	47	360	0.0	180.0
P1978	ATCO Michichi DER Solar	1-Nov-2022	552448, 553448, 552450	42	75	0.0	37.5
P2059	ATCO Three Hills 770S DER Solar	1-May-2022	552433	42	25	0.0	12.5
P2061	ATCO Michichi Creek 802S DER Solar	1-May-2022	554448	42	25	0.0	12.5
P2194	FortisAlberta East Crossifield 64S DER Solar	1-Apr-2022	994312	57	5.65	0.0	2.8
P2195	FortisAlberta Bassano 435S DER Solar	1-Feb-2023	557399	47	9.25	0.0	4.6
P2249	FortisAlberta Empress 394S DER Solar 1	1-May-2022	557316	48	22.5	0.0	11.3
P2250	FortisAlberta Empress 394S DER Solar 2	1-May-2022	557016	48	16	0.0	8.0

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P2254	RESC Hilda MPC Wind	7-Oct-2023	567004	48	100	0.0	50.0
P2300	RESC Enterprise MPC Solar	1-Apr-2022	563070	49	65	0.0	32.5
P2335	FortisAlberta Vulcan 255S DER Solar	1-May-2022	990003	52	15	0.0	7.5
P2337	Dunmore Solar	1-Apr-2023	560044	4	216	216	216
P2341	Greengate Travers Solar Phase 2	24-Mar-2022	560026, 561026, 562026	49	65	0.0	32.5
P2347	Forty Mile Granlea Solar Phase 2	17-Nov-2023	65994	4	220	220	220
P2362	FortisAlberta Enchant 447S DER Solar	8-Jul-2022	993286	52	23	0.0	11.5
P2363	FortisAlberta Enchant 447S DER Solar	17-Jun-2022	993288	52	17.9	0.0	9.0
P2364	FortisAlberta Enchant 447S DER Solar	17-Jun-2022	994286	52	10	0.0	5.0
P2365	FortisAlberta Enchant 447S DER Solar	17-Jun-2022	994288	52	24	0.0	12.0
P2424	ATCO Oyen 767S DER Solar	1-Dec-2022	88888	42	15	0.0	7.5
P2459	ENMAX Barlow Park DER Solar	8-Dec-2022	4590	6	27	0.0	13.5
P2475	EPC SS-24 DER Solar	22-Dec-2022	4590, 3590	6	37	0.0	18.5

The post-Project scenario wind and solar generation dispatch levels are identical to the pre-Project scenario dispatch levels shown in Table 4-5, Table 4-6, Table 4-7 and Table 4-8. The Facility is dispatched to 400 MW in all post-Project scenarios. In the sensitivity studies, projects included for sensitivity will be dispatched as shown in Table 4-9 in all pre- and post-Project scenarios.

**Table 4-9: Dispatch Conditions for Planned Connection Projects Included in the Sensitivity Studies**

AESO Project No.	AESO Project Name	AESO Planning Area No.	MC (MW)	Unit Net Generation Dispatch (MW)	
				SL HW	SP HW
P2373	Kirkcaldy MPC Solar	49-Stavely	350	350	350
P2378	RESC Nova MPC Solar	45-Strathmore/Blackie	150	0	75

### 4.2.5 Intertie Flow Assumptions

The intertie flow assumptions for the Alberta-British Columbia (AB-BC), Alberta-Saskatchewan (AB-SK), and Alberta-Montana (MATL) interties are shown in Table 4-10.

For the 2031 SP scenario, the intertie flow values should be set to the AESO planning base cases.

**Table 4-10: Intertie Flows by Scenario**

Scenario Number	Scenario Name	Import (-) / Export (+) (MW) by Intertie		
		High Wind		
		AB-BC	AB-SK	MATL
1	2025 SL Pre-Project	-602	0	-300
2	2025 SP Pre-Project	-181	0	-300
3	2025 SL Post-Project	-602	0	-300
4	2025 SP Post -Project	-181	0	-300
6	2025 SL Pre-Project Sensitivity	-602	0	-300
7	2025 SP Pre-Project Sensitivity	-181	0	-300
8	2025 SL Post -Project Sensitivity	-602	0	-300
9	2025 SP Post -Project Sensitivity	-181	0	-300

#### 4.2.6 HVDC Power Order Assumptions

The Western Alberta Transmission Line (WATL) and the Eastern Alberta Transmission Line (EATL) are high-voltage direct current (HVDC) transmission lines. The HVDC power order assumptions for the studies will be set to minimize losses for the pre-Project and post-Project study scenarios as shown in Table 4-11. For the 2031 WP scenario, the HVDC power order should be as per the AESO base cases and will not be adjusted.

**Table 4-11: HVDC Power Order by Scenario**

Scenario Number	Scenario Name	WATL (MW)*	EATL (MW)*
1	2023 SL Pre-Project	TBD	TBD
2	2023 SP Pre-Project	TBD	TBD
3	2023 SL Post-Project	TBD	TBD
4	2023 SP Post-Project	TBD	TBD
6	2023 SL Pre-Project Sensitivity	TBD	TBD
7	2023 SP Pre-Project Sensitivity	TBD	TBD
8	2023 SL Post-Project Sensitivity	TBD	TBD
9	2023 SP Post-Project Sensitivity	TBD	TBD

*N → S: HVDC flow direction is North to South*  
*S → N: HVDC flow direction is South to North*

The reactive power limits of the MVar exchanges between the HVDC terminals (WATL and EATL) and the connected alternating current (AC) transmission systems are shown in Table 4-12. These limits must be maintained when performing the studies.

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HVDC Facility	North Terminal Reactive Power Limit (MVar)	South Terminal Reactive Power Limit (MVar)
EATL	-85 to 75	-35 to 35
WATL	-75 to 75	-35 to 35

**4.2.7 Transmission Facility Ratings**

The legal owner(s) of transmission facilities (TFO(s)) provided the thermal ratings assumptions for the existing transmission lines in the Study Area. Table 4-13 shows the normal ratings and emergency ratings for the key transmission lines in the Study Area, which will be used to perform the engineering studies.

**Table 4-13: Thermal Rating Assumptions for Key Transmission Lines in the Study Area**

Line ID	Line Description	Voltage Class (kV)	Summer Normal Rating (MVA)	Summer Emergency Rating (MVA)
1042L	Travers 554S - Blackspring Ridge 485S	240	488	586
1036L	Travers 554S - Milo 356S	240	481	577
1041L	North Lethbridge 370S - Travers 554S	240	444 TD-L	533 TD-L
1005L	Milo 356S - Picture Butte 120S	240	490	588
940L	North Lethbridge 370S - Picture Butte 120S	240	481	577
935L	Milo 356S - Cassils 324S	240	547	656
923L	Milo 356S - Newell 2075S	240	547	656
924L	Milo 356S - Langdon 102S	240	547	656
927L	Milo 356S - Langdon 102S	240	576	691
853L	Queenstown 504S - Bassano 432S - West Brooks 28S	138	121	133
161L	Vulcan 255S - Queenstown 504S	138	117	129
180L	Vulcan 255S - East Stavely 928S	138	118	130
180L	East Stavely 928S - Fort Macleod 15S	138	120	132
725AL	Riverbend 618S - 725L	138	120	132
725L	Bowron 674S - 725AL tap	138	122	134
725L	725AL tap - Coalbanks 111S	138	122	134
725L	McBride tap - Fort Macleod 15S	138	119	131
725L	McBride tap - Bowron 674S	138	118	130
207L	Coalbanks 111S - N. Leth 370S	138	120	132
734L	Uplands 241S t - N. Leth 370S	138	167M	184M
824L	Lakeview 593S - Riverbend 618S	138	167	184M

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Line ID	Line Description	Voltage Class (kV)	Summer Normal Rating (MVA)	Summer Emergency Rating (MVA)
823L	Macdonald 146S - Lakeview 593S	138	142	142
667L	Macdonald 146S - N. Leth 370S	138	174	191
820L	Stirling 67S - Coaldale 254S	138	120	132
770L	N. Leth 370S - Coaldale 254S	138	120	132
892L	Suffield 895S - Bowmanton 244S	138	80	88
1034L	Bowmanton 244S - Cassils 324S	240	931M	1024M
1035L	Bowmanton 244S - Newell 2075S	240	952M	1047M
507L	Hull 257S - Taber 83S	138	120	132
172L	North Lethbridge 370S - Coaldale 254S	138	119	131
172L	Chinook 181S - North Lethbridge 370S	138	85	94
172L	Coaldale 254S - Taber 83S	138	119	131
100L	Tilley 498S - Suffield 895S	138	78	86
612L	Fincastle 336S - Burdett 368S	138	85	94
610L	Taber 83S - Fincastle 336S	138	85	94
763L	West Brooks 28S - Vauxhall 158S	138	120	132
763L	Vauxhall 158S - Hull 257S	138	120	132
821L	Hays 421S - Vauxhall 158S	138	85	94
795L	Hays 421S - Brooks 121S	138	119	131
814L	Brooks 121S - West Brooks 28S	138	167M	184M
879L	Burdett 368S - Bowmanton 244S	138	85	94
1087L	Cassils 324S - Newell 2075S	240	547	656
197L	East Stavely 928S to Stavely 349S	138	112M	124M
463L	Lethbridge 463L - Jct. 463AL, Jct. 464AL - Monarch 492S	138	107	118
608L	Windy Flats 138S - Jct. 608AL	138	172	189
608L	Jct. 608AL - Ardenville 418S	138	119	131
603L	Windy Flats 138S - Soderglen 243S	138	121	133
616L	Goose Lake 103S - Jct. 616AL	138	153	168
616L	Jct. 616AL - Peigan 59S	138	111 TD-L	122 TD-L
613L	Goose Lake 103S - Pincher Creek 396S	138	119	131
412L	Russell 632S - Pincher Creek 396S	138	121	133
170L	Coleman 799S - Russell 632S	138	121	133

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Line ID	Line Description	Voltage Class (kV)	Summer Normal Rating (MVA)	Summer Emergency Rating (MVA)
786L	BCH 1L275 - Cloeman 799S	138	99	109
666L	West Brooks 28 S - Tilley 498S	138	120CT	133
1053L	Cassils 324S - Ware Junction 132S	240	831CT	1047M
931L	West Brooks 28S - Ware Junction 132S	240	592	654M
1075L	West Brooks 28S - Ware Junction 132S	240	592	654M
967L	Windy Flats 138S - North Lethbridge 370S	240	499M	599M
968L	Windy Flats 138S - North Lethbridge 370S	240	499CT	733
1037L	Foothills 237S-SC1 266S - Windy Flats 138S	240	973	1071M
1038L	Foothills 237S-SC1 266S - Windy Flats 138S	240	973	1071M
1048L	Peigan 59S - Windy Flats 138S	240	611	751
1049L	Peigan 59S - Windy Flats 138S	240	611	751
955L	Peigan 59S - Goose Lake 103S	240	611	751
956L	Peigan 59S - Goose Lake 103S	240	611	751
1071L	Fidler 312S - Castle Rock Ridge 205S	240	952M	1047M
1072L	Goose Lake 103S - Castle Rock Ridge 205S	240	967	1160
994L	Goose Lake 103S - Fidler 312S	240	831CT	1047M
1106L	Foothills 237S - ENMAX #65 Sub	240	971	1071M
1107L	Foothills 237S - ENMAX #65 Sub	240	971	1071M
646L	Foothills 237S – Okotoks 678S	138	280	308
434L	Foothills 237S - High River 65S	138	279	307
812L	High River 65S - JCT 812AL	138	48CT	72CT
812L	Black Diamond 392S - JCT 812AL	138	85	94
753L	High River 65S - Blackie 253S	138	121	133
727L	Foothills 237S - JCT 727AL	138	119	131
727L	Okotoks 678S - JCT 727AL	138	119	131
876L	Blackie 253S - Gleichen 179S	138	110	121
851L	Blackie 253S - Carseland 525S	138	85	94
850L	Okotoks 678S - Carseland 525S	138	89	98

### Note:

“CT” indicates that the transmission line is limited by current transformer.

“P” indicates that the transmission line rating is limited by protection equipment

“M” indicates that the transmission line rating is limited for reasons other than protection equipment, transformer, current transformer, line, ganged switch, circuit breaker, or regulator.

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“TD-L” temporarily derated from LiDAR surveys.

The TFO(s) provided the details of the substation transformers in the Study Area. The key transformers in the Study Area are shown in Table 4-14.

**Table 4-14: Summary of Key Transformer Ratings in the Study Area**

Substation Name and Number	Transformer ID	Transformer Voltages (kV)	Transformer Normal Rating (MVA)	
			Summer	Winter
Fort Macleod – 15S	T1	138/25	25	25
	T2	138/25	25	25
Windy Flats – 138S	T2	240/138	400	400
Foothills – 237S	T1	240/138	400	400
	T2	240/138	400	400
West Brooks – 28S	T1	240/138	400	400
	T2	240/138	400	400
	T3	138/25	25	25
Vulcan – 255S	T1	138/25	20	20
	T2	138/25	25	25
North Lethbridge – 370S	T1	138/25	30.3	36.4
	T3	240/138	193.6	224
	T4	138/25	25	25
	T5	240/138	200	200
	T6	240/138	200	200
Goose Lake – 103S	T1	240/138	400	400
Peigan – 59S	T1	240/138	179	179

The TFO(s) provided the details of the shunt elements in the Study Area. The key shunt elements in the Study Area are shown in Table 4-15.

**Table 4-15: Summary of Key Shunt Elements in the Study Area**

Substation Name and Number	Voltage Class (kV)	Capacitors		Reactors	
		Number of Switched Shunt Blocks	Total at Nominal Voltage (MVar)	Number of Switched Shunt Blocks	Total at Nominal Voltage (MVar)
Hillridge - 139S	25	1	1.8	-	-
West Brooks - 28S	240	-	-	1	50
Strathmore - 151S	138	1	24.35	-	-



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Substation Name and Number	Voltage Class (kV)	Capacitors		Reactors	
		Number of Switched Shunt Blocks	Total at Nominal Voltage (MVar)	Number of Switched Shunt Blocks	Total at Nominal Voltage (MVar)
Blackie - 253S	138	1	24.46	-	-
Hussar - 431S	138	1	9.17	-	-
Magcan - 142S	138	1	24.46	-	-
Tilley - 498S	138	1	27.17	-	-
Burdett - 368S	138	1	24.46	-	-
		1	24.5	-	-
Hays - 421S	138	1	22.96	-	-
Taber - 83S	138	1	24.46	-	-
		1	24.5	-	-

### 4.2.8 Protection Fault Clearing Times

The transient stability studies will be performed using the actual fault clearing times for the selected contingencies, as provided by the TFO(s) and as shown in Table 4-16. Only those contingencies shown in Table 4-16 will be studied for transient stability studies. If the TFO(s) did not specify the fault clearing times (e.g. for new transmission lines) for a selected contingency, then the studies for that contingency will be performed using the standard fault clearing times that are specified in Table 2-3 of the AESO's *Transmission Planning Criteria – Basis and Assumptions*.

**Table 4-16: Protection Fault Clearing Times**

Contingency (System Element Lost)	Fault Location	Clearing Times (Cycles)	
		Near End	Far End
967L (North Lethbridge 370S - Windy Flats 138S)	North Lethbridge 370S	5.5	6.5
967L (North Lethbridge 370S - Windy Flats 138S)	Windy Flats 138S	5.5	6.5
968L (North Lethbridge 370S - Windy Flats 138S)	North Lethbridge 370S	5.5	6.5
968L (North Lethbridge 370S - Windy Flats 138S)	Windy Flats 138S	5.5	6.5
1038L (Windy Flats 138S - Foothills 237S)	Windy Flats 138S	5.5	6.5
1038L (Windy Flats 138S - Foothills 237S)	Foothills 237S	5.5	6.5
1037L (Windy Flats 138S - Foothills 237S)	Windy Flats 138S	5.5	6.5
1037L (Windy Flats 138S - Foothills 237S)	Foothills 237S	5.5	6.5
940L (North Lethbridge 370S - Picture Butte 120S)	North Lethbridge 370S	5.5	6.5
940L (North Lethbridge 370S - Picture Butte 120S)	Picture Butte 120S	5.5	6.5

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1041L (Travers 554S - North Lethbridge 370S)	Travers 554S	5.5	6.5
1041L (Travers 554S - North Lethbridge 370S)	North Lethbridge 370S	5.5	6.5
1048L (Windy Flats 138S – Peigan 59S)	Windy Flats 138S	5.5	6.5
1048L (Windy Flats 138S - Peigan 59S)	Peigan 59S	5.5	6.5
1049L (Windy Flats 138S – Peigan 59S)	Windy Flats 138S	5.5	6.5
1049L (Windy Flats 138S - Peigan 59S)	Peigan 59S	5.5	6.5
1106L (Foothills 237S –SS 65)	SS 65	5.5	6.5
1106L (Foothills 237S –SS 65)	Foothills 237S	5.5	6.5
1107L (Foothills 237S –SS 65)	SS 65	5.5	6.5
1107L (Foothills 237S –SS 65)	Foothills 237S	5.5	6.5

### 4.2.9 Project Dynamic Data

Dynamic data for the Project will be based on the Stage 1 Project Data Update Package (PDUP-1).

### 4.2.10 Voltage Profile Assumption

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

## 5 Study Methodology

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

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

Scenario No. and Name		Power Flow		Voltage Stability		Transient Stability		Motor Starting		Short Circuit
		Category		Category		Category		Category		Category A
		A	B	A	B	A	B	A	B	
<b>Pre-Project</b>										
1	2025 SL Pre-Project	X	X			X*	X*			
2	2025 SP Pre-Project	X	X			X*	X*			X
<b>Post-Project</b>										
3	2025 SL Post-Project	X	X			X	X			
4	2025 SP Post-Project	X	X			X	X			X
5	2031 WP Post-Project									X
<b>Pre-Project Sensitivity</b>										
6	2025 SL Sensitivity Pre-Project	X	X			X*	X*			
7	2025 SP Sensitivity Pre-Project	X	X			X*	X*			
<b>Post-Project Sensitivity</b>										
8	2025 SL Sensitivity Post-Project	X	X			X	X			
9	2025 SP Sensitivity Post-Project	X	X			X	X			

\*Only required if post-Project studies show potential transient stability issues

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

### 5.1 Study Case Validation

The study will be conducted on the AIES system model using the AESO’s planning base cases. The seasonal light/peak scenarios will be studied as required. The base cases will be modified by the AESO to include the corresponding load and generation forecast information. The resulting cases, or seed cases, along with the project IDEVs, will be provided by the AESO to the Studies Consultant. These cases are provided in PSS/E v34 and/or v33 format. Upon request, the AESO can provide RAW and SEQ files.

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Software used by the Studies Consultant must be able to read and write these file types. Manual adjustments may be required to ensure full alignment with the details outlined in this Study Scope, as described in the process outlined below. The AESO will provide guidance to the Studies Consultant with regard to the setup of the study cases should any questions arise.

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

1. The AESO provides seed cases and the appropriate incremental IDEVs to use and any other applicable information required to the Studies Consultant.
2. The Studies Consultant applies the identified IDEVs to the seed cases to create the study cases. The Studies Consultant verifies and makes adjustments as required to ensure the study cases represent the assumptions outlined within the Study Scope.
3. Upon creating the study cases, all the study cases are forwarded to the AESO for approval.
4. The Studies Consultant proceeds with the required engineering studies only after the study cases are approved by the AESO.

## 5.2 Power Flow Studies

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

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

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

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

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

### 5.2.1 Contingencies to be Studied

Power flow studies will be performed for the Category A and all Category B conditions in the Study Area. EATL and WATL outage will be carried out as well.

## 5.3 Transient Stability Studies

The Genesee generating unit 3 in Wabamun (Area 40) will be used as the reference for the studies.

The report presenting the results of the transient stability studies must provide response plots for several variables, including rotor angle, and active and reactive power output for the study area generating units. The results report must also provide the 500 kV, 240 kV and 138 kV bus voltage levels for substations near

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the point of connection. Other busses will be monitored and will be reported as determined by the results. The results report must also provide the key branch active and reactive power flow surrounding the Facility.

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

### 5.3.1 Contingencies to be Studied

Transient stability studies will be performed for the contingencies shown in Table 4-16

## 5.4 Short-Circuit Current Level Studies

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

Winter peak scenarios will be used for the short-circuit studies because winter peak scenarios generally produce higher short-circuit current levels than summer peak scenarios.

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

- The proposed collector substation of the Facility (Homestead 1111S substation)
- SC1 266S
- FootHills 237S
- Windy flats 138S
- North Lethbridge 370S
- SS 65
- Peigan 59S
- Picture Butte 120S
- Travers 554S

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

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

## 5.5 Sub-Synchronous Interaction (SSI) Studies

The proposed Project is in the electrical vicinity of an HVDC converter station and the series capacitors connected to the 240 kV transmission lines 1037L and 1038L. Once the type and model of the generation units are known, a detailed assessment will be carried out by the Market Participant to address the potential for sub-synchronous interaction (SSI) between the Project and the HVDC converter station and the series

**Study Scope**

P2445 Kiwetinohk Homestead MPC Solar

V1



compensated transmission lines. This assessment will determine if any mitigation and/or protection is required to protect the facility and avoid negative impact on the AIES.

## 6 Mitigation Measures

### 6.1 Development

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

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

- Develop tables showing the constraint effective factors<sup>2</sup> for generation or load based on thermal criteria violations that are observed.
- Collaborate with the AESO to propose changes, if any, to the connection alternatives that could remove the requirement for a RAS.
- Collaborate with the AESO to study modifications to existing and/or planned RASs, proposed by the AESO, to ensure the coordination of existing protection schemes with the addition of any proposed protection schemes.
- Collaborate with the AESO to identify and study new RASs, if any, that may be required to ensure system reliability is maintained after connecting the Project to the AES.

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

### 6.2 Evaluation

#### 6.2.1 Post-Mitigation Studies

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

#### 6.2.2 Constraint Effective Factor Studies

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

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<sup>2</sup> Constraint effective factor studies are performed to determine the generator- and load- constraint effective factors. Constraint effective factors are used to estimate the ability of generators and loads to manage transmission constraints. A generator's or load's constraint effective factor is defined as the change in power flow over a specific transmission line following a change in the generator's energy production or in the load's energy consumption. The greater the constraint effective factor, the more effective a generator or load can be in managing a thermal criteria violation on the specific transmission line.

**Study Scope**

P2445 Kiwetinohk Homestead MPC Solar

V1



## 7 Changes to Study Assumptions

This study will utilize the AESO's planning base cases, which are based on the AESO's current corporate forecast (2021 LTO) with modifications to incorporate the latest forecast intelligence. Sensitivity studies or restudy may be required in the event of revisions to the AESO's corporate forecast, forecast intelligence, or other study assumptions. Additional engineering studies may also be required to assess new connection alternatives, changes to project ISD, or delays in proposed system developments. Any additional or revised study requirements shall be captured in a signed Study Scope Amendment document.



# Attachment A: Transmission Planning Criteria – Basis and Assumptions

# Transmission Planning Criteria – Basis and Assumptions

**Date:** July 9, 2019

**Version:** V1.2

## 1. Introduction

This document presents the reliability standards, criteria, and assumptions to be used as the basis for planning the Alberta Transmission System. The criteria, standards and assumptions identified in this document supersede those previously established.

## 2. Transmission Reliability Standards and Criteria<sup>1</sup>

The AESO applies the following Alberta Reliability Standards to ensure that the transmission system is planned to meet applicable performance requirements under a defined set of system conditions and contingencies. A brief description of each of these standards is given below:

### 1. TPL-001-AB-0: System Performance Under Normal Conditions

Category A represents a normal system condition with all elements in service (N-0). All equipment must be within its applicable rating, voltages must be within their applicable ratings and the system must be stable with no cascading outages. Under Category A, electric supply to load cannot be interrupted and generating units cannot be removed from service.

### 2. TPL-002-AB1-0: System Performance Following Loss of a Single BES Element

Category B events result in the loss of any single element (N-1) under specified fault conditions with normal clearing. The specified elements are a generating unit, a transmission circuit, a transformer or a single pole of a direct current transmission line. The acceptable impact on the system is the same as Category A with the exception that radial customers or some local network customers, including loads or generating units, are allowed to be disconnected from the system if they are connected through the faulted element. The loss of opportunity load or opportunity interchanges is allowed. No cascading can occur.

### 3. TPL-003-AB-0: System Performance Following Loss of Two or More BES Elements

Category C events result in the loss of two or more bulk electric system elements (sequential, N-1-1 or concurrent, N-2) under specified fault conditions and include both normal and delayed fault clearing. All of the system limits for Category A and B events apply with the exception that planned and controlled loss of firm load, firm transfers and/or generation is acceptable provided there is no cascading.

### 4. TPL-004-AB-0: System Performance Following Extreme BES Events

Category D represents a wide variety of extreme, rare and unpredictable events, which may result in the loss of load and generation in widespread areas. The system may not be able to reach a new stable steady state, which means a blackout is a possible outcome. The AESO needs to evaluate these events, at its discretion, for risks and consequences prior to creating mitigation plans.

### 5. FAC-014-AB1-2: Establishing and Communicating System Operating Limits

The AESO is required to establish system operating limits where a contingency is not mitigated through construction of transmission facilities

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<sup>1</sup> A complete description of the *Alberta Reliability Standards* can be found on the AESO's website: <https://www.aeso.ca/rules-standards-and-tariff/alberta-reliability-standards/>

## 2.1 Thermal Loading Criteria

The AESO Thermal Loading Criteria require that the continuous thermal rating of any transmission element is not exceeded under normal and post-contingency operating conditions. Thermal limits are assumed to be 100% of the respective normal summer and winter ratings. Emergency limits are not considered in the planning evaluations.

## 2.2 Voltage Range and Voltage Stability Criteria

The normal minimum and maximum voltage limits as specified in the following table are used to identify Category A system voltage violations, while the extreme minimum and maximum limits are used to identify Category B and C system violations. Table 2-1 presents the acceptable steady state and contingency state voltage ranges for the AIES. Table 2-2 provides voltage stability criteria used to test the system performance.

**Table 2-1: Acceptable Range of Steady State Voltage (kV)**

Nominal Voltage	Extreme Minimum	Normal Minimum	Normal Maximum	Extreme Maximum
500	475	500	525	550
240	216	234	252	264
260 (Northeast & Northwest)*	234	247	266	275
144	130	137	151	155
138	124	135	145	150
72	65	68.5	75.5	79
69	62	65.5	72.5	76

**Table 2-2: Voltage Stability Criteria**

Performance Level	Disturbance (1)(2)(3)(4) Initiated by: Fault or No Fault DC Disturbance	MW Margin (P-V method) (5)(6)(7)	MVAr Margin (V-Q method) (6)(7)
A	Any element such as: One Generator One Circuit One Transformer One Reactive Power Source One DC Monopole	≥5%	Worst Case Scenario(8)
B	Bus Section	≥5%	50% of Margin Requirement in Level A
C	Any combination of two elements such as: A Line and a Generator A Line and a Reactive Power Source Two Generators Two Circuits Two Transformers Two Reactive Power Sources DC Bipole	≥2.5%	50% of Margin Requirement in Level A
D	Any combination of three or more elements such as: Three or More Circuits on ROW Entire Substation Entire Plant Including Switchyard	> 0	> 0

## 2.3 Transient Stability Analysis Assumptions

Standard fault clearing times as shown in Table 2-3 are used for the new facilities or when the actual clearing times are not available for the existing facilities. Double line-to-ground faults are applied for the Category C5 events with normal clearing times. Single line-to-ground faults are applied for Category C6 to C9 events with delayed clearing times as depicted in Table 2-4 and Table 2-5.

**Table 2-3: Fault Clearing Times**

Nominal (kV)	Near End (Cycles)	Far End (Cycles)
500	4	5
240	5	6
144/138 with telecommunications	6	8
144/138 without telecommunications	6	30

**Table 2-4: Stuck Breaker Clearing Times for Lines**

Voltage (kV)	Fault Clearing Times (Cycles)		
	Near End	Far End	2 <sup>nd</sup> Ckt (C5 and C7 only)
138/144	15	24	24
240	12	6	14
500	9	5	11

**Table 2-5: Stuck Breaker Clearing Times for Transformers**

Voltage (kV)	Fault Location	Fault Clearing Times (Cycles)		
		High Side	Low Side	2 <sup>nd</sup> Ckt (breaker fail)
240/138	240 kV side	12	6	14
	138 kV side	5	15	24
500/240	500 kV side	9	5	11
	240 kV side	4	12	14

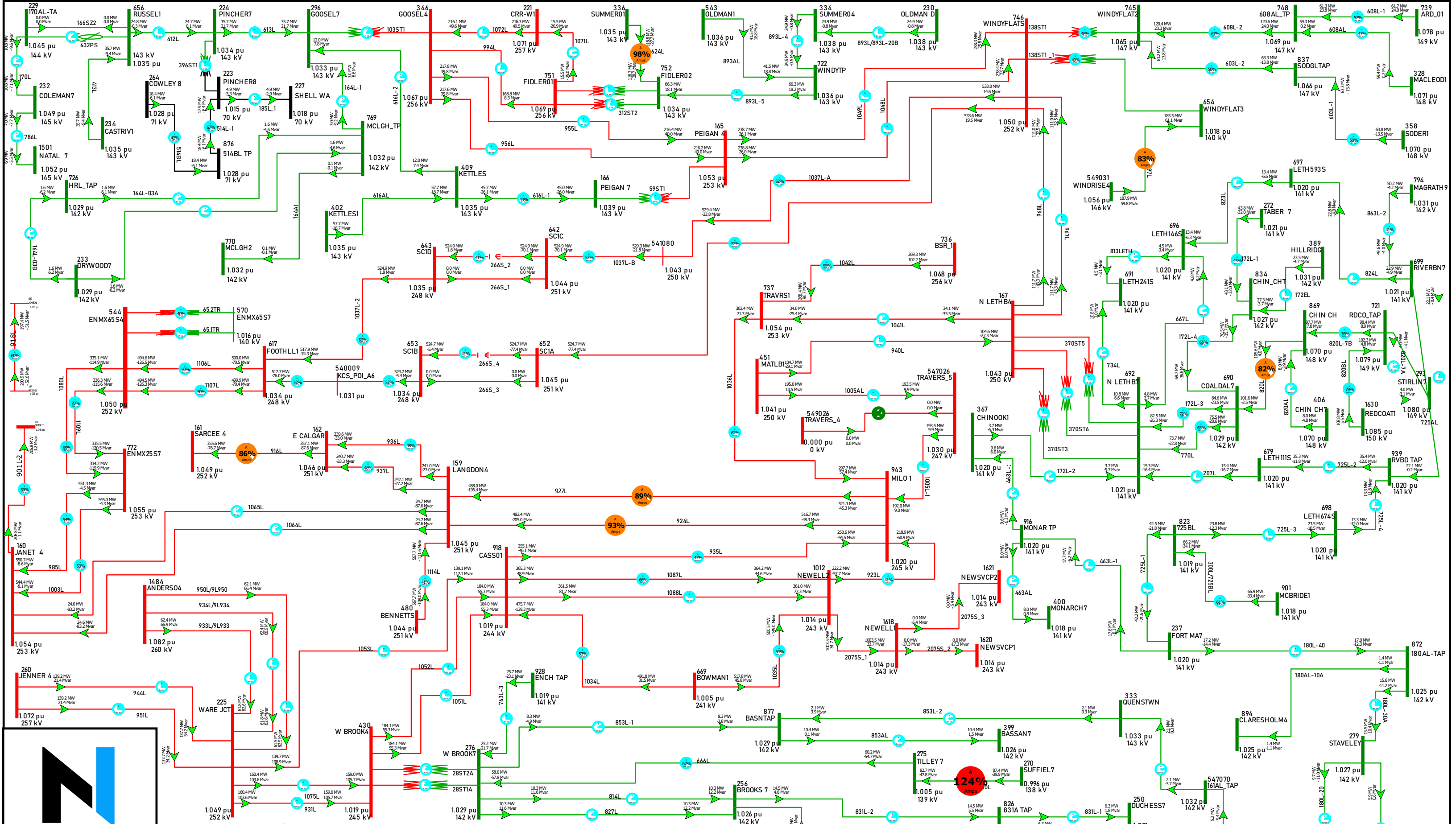
# Attachment A2

## Pre-Project Power Flow Diagrams

# **2025 SUMMER LIGHT**

Single Line Diagrams  
P2445 - PRE-PROJECT  
POWER FLOW SC01





<b>Homestead Solar</b>	<b>SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL / Pre-Curtailment</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

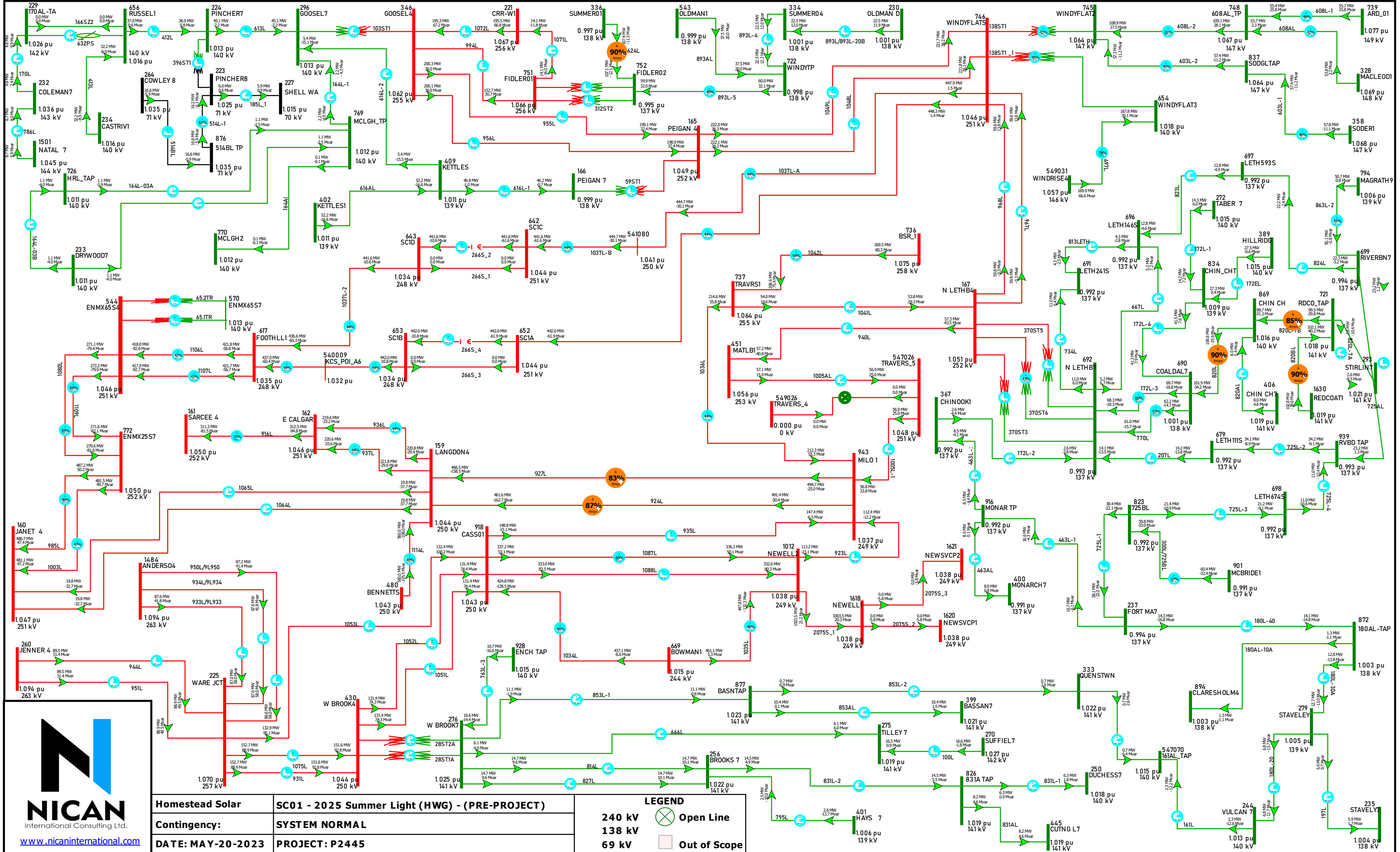
<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

**LEGEND**

**Open Line**

**Out of Scope**





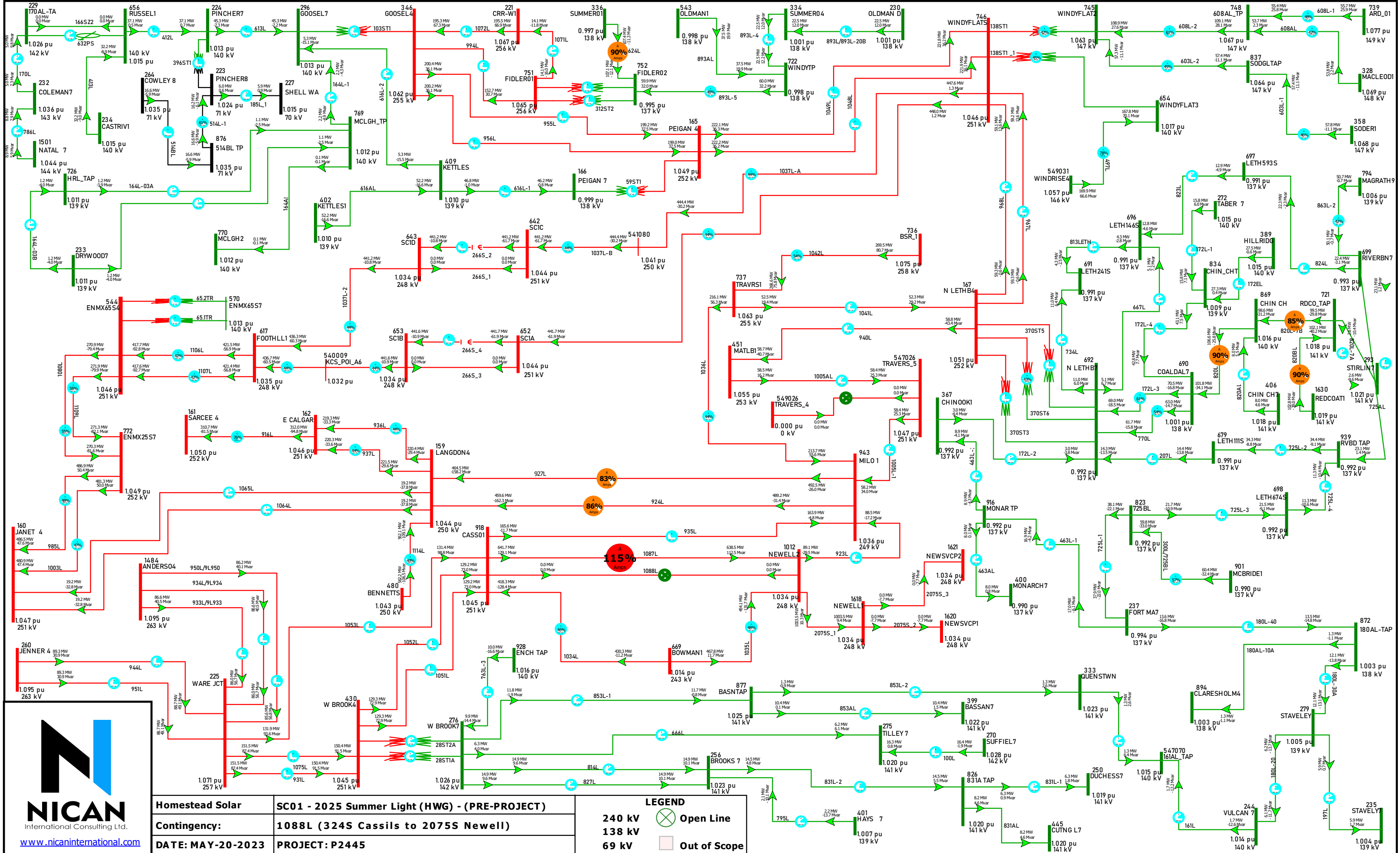
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Homestead Solar	SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)
Contingency:	SYSTEM NORMAL
DATE: MAY-20-2023	PROJECT: P2445

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	





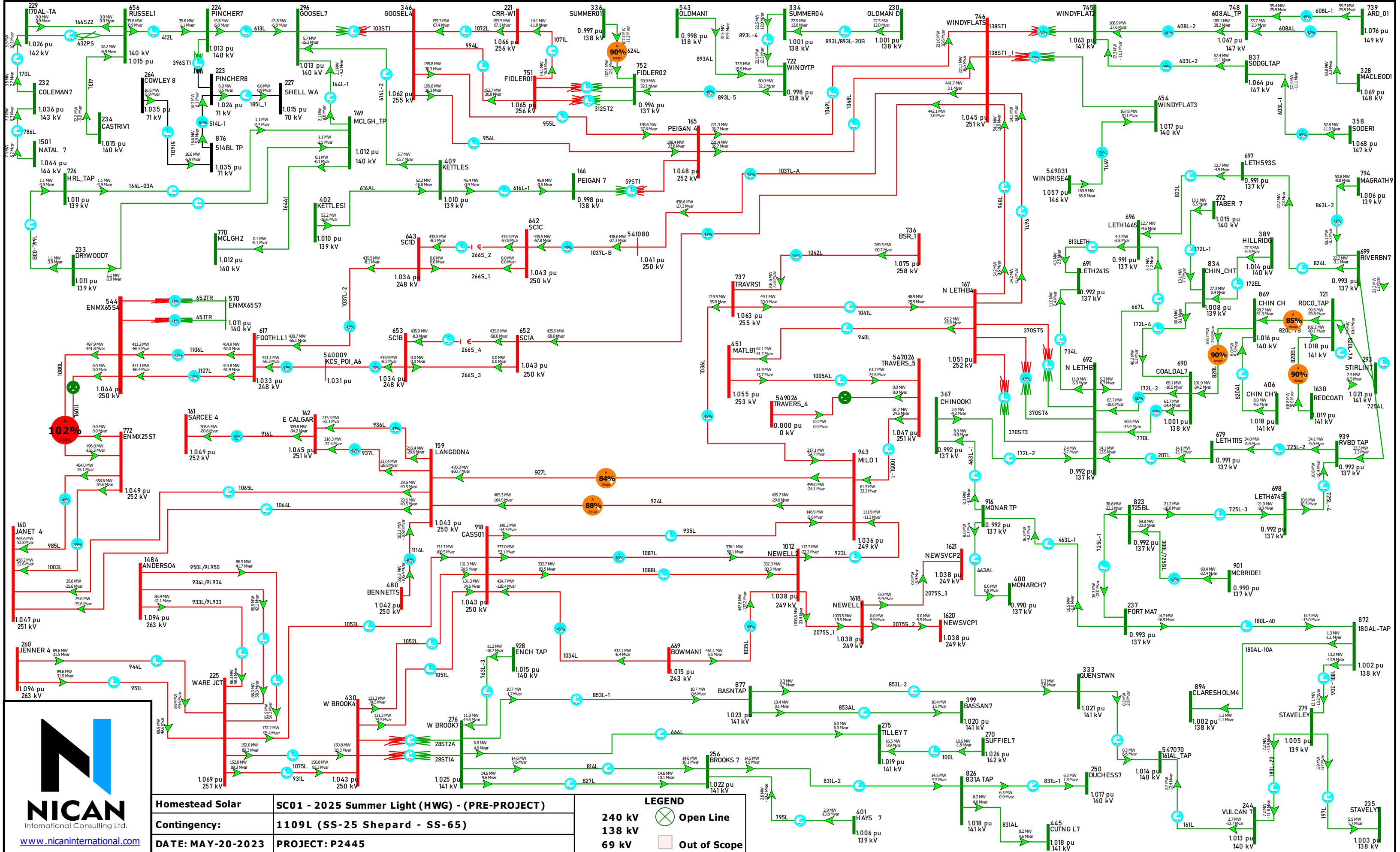


<b>Homestead Solar</b>	<b>SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

**LEGEND**

- ⊗ **Open Line**
- **Out of Scope**

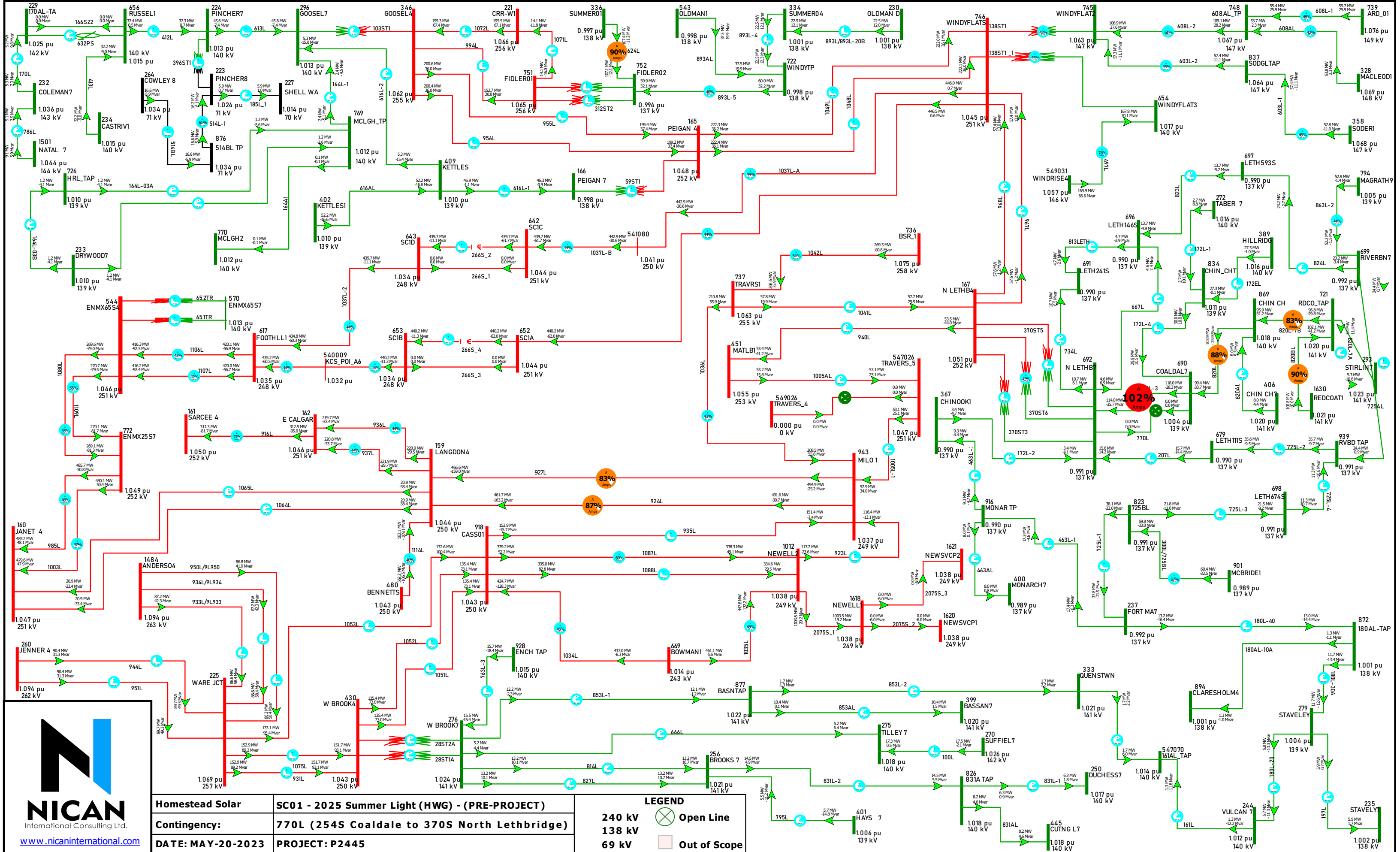
240 kV  
138 kV  
69 kV



<b>Homestead Solar</b>	<b>SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1109L (SS-25 Shepard - SS-65)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

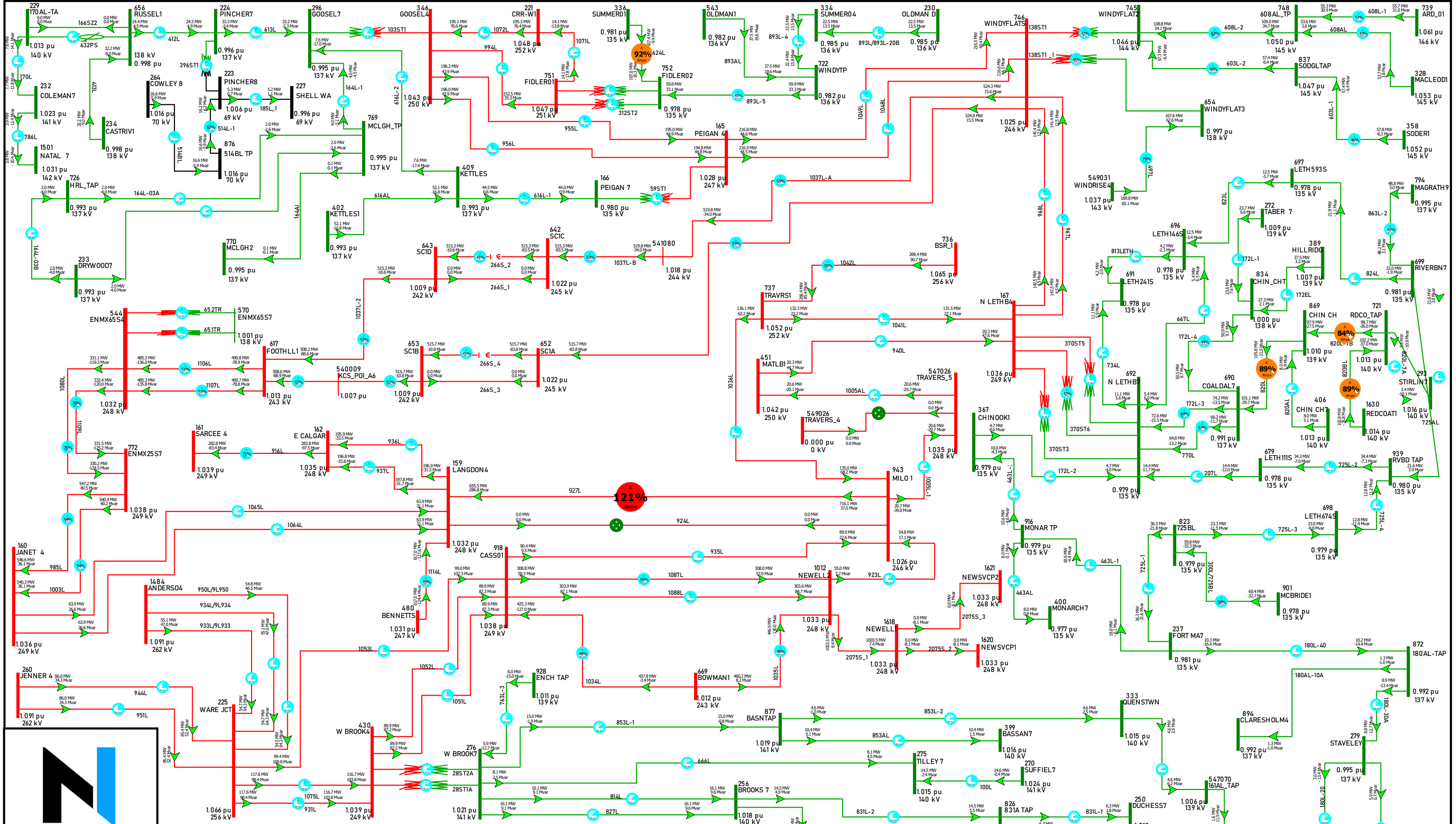
<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		
<b>69 kV</b>		<b>Out of Scope</b>





<b>Homestead Solar</b>	<b>SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>770L (254S Coaldale to 370S North Lethbridge)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

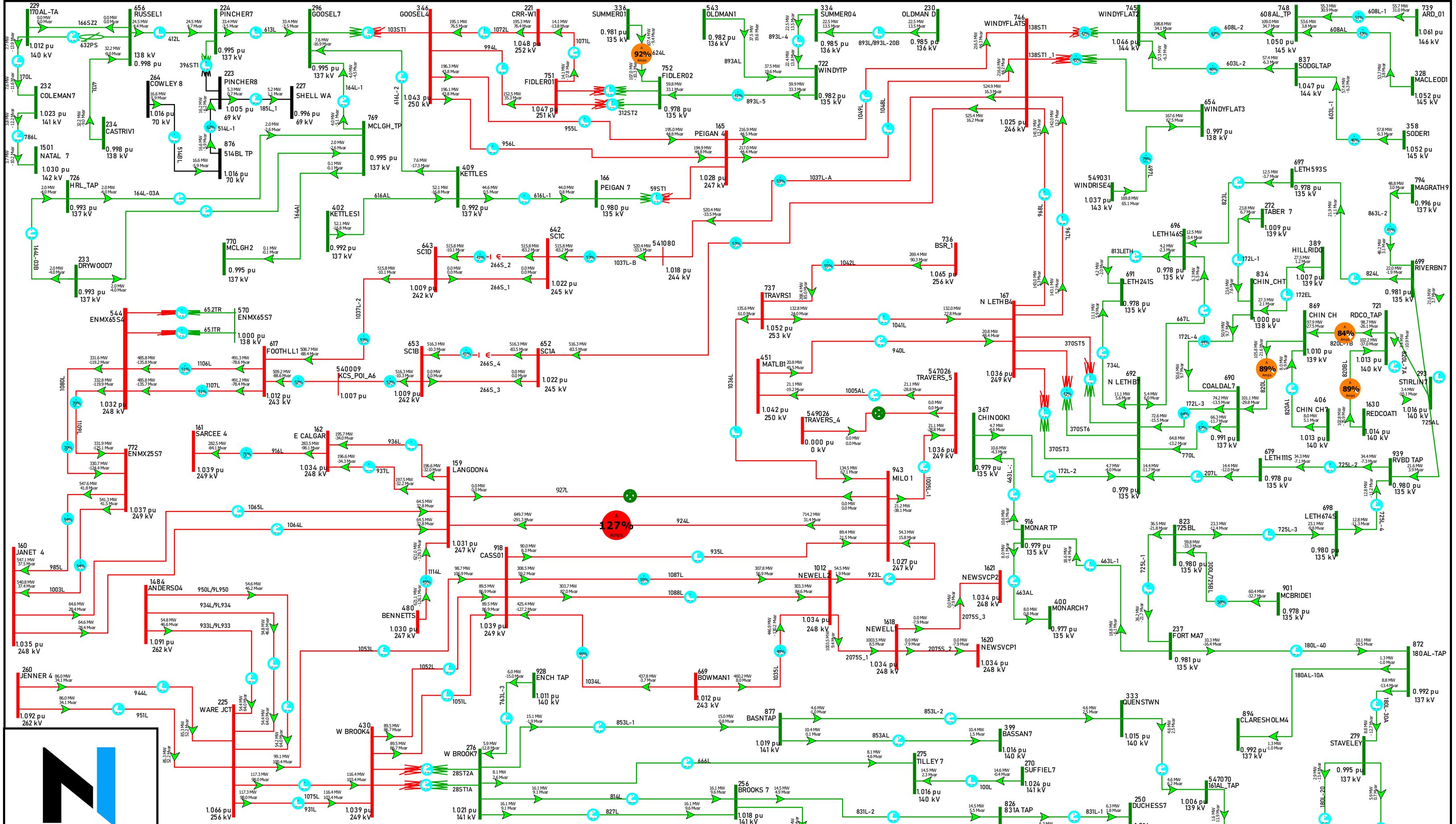


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Homestead Solar	SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)
Contingency:	924L (102S Langdon to 356S Milo)
DATE: MAY-20-2023	PROJECT: P2445

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

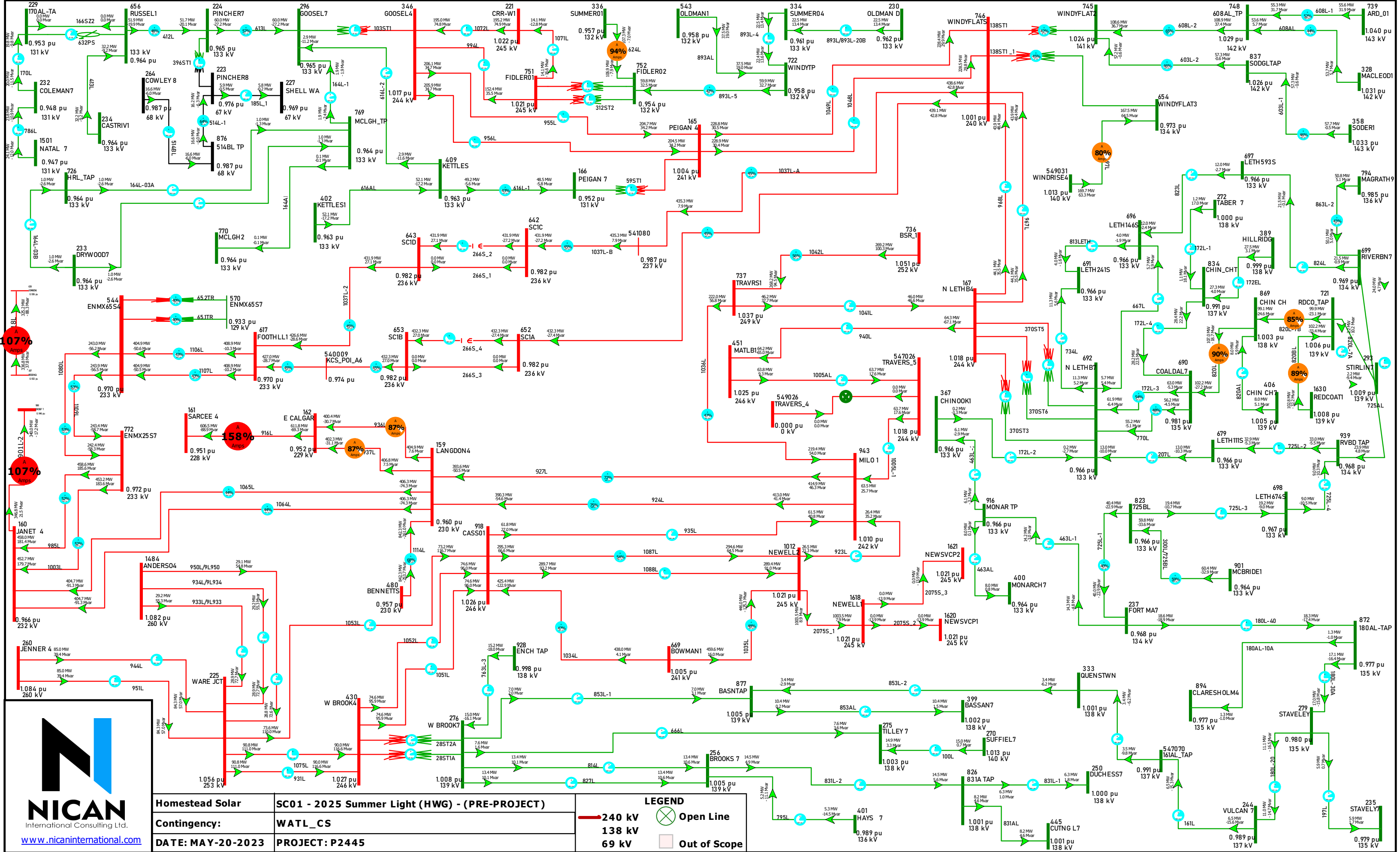




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Homestead Solar	SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)
Contingency:	927L (356S Milo to 102S Langdon)
DATE: MAY-20-2023	PROJECT: P2445

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	



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Homestead Solar	SC01 - 2025 Summer Light (HWG) - (PRE-PROJECT)
Contingency:	WATL_CS
DATE: MAY-20-2023	PROJECT: P2445

240 kV	Open Line
138 kV	Out of Scope
69 kV	

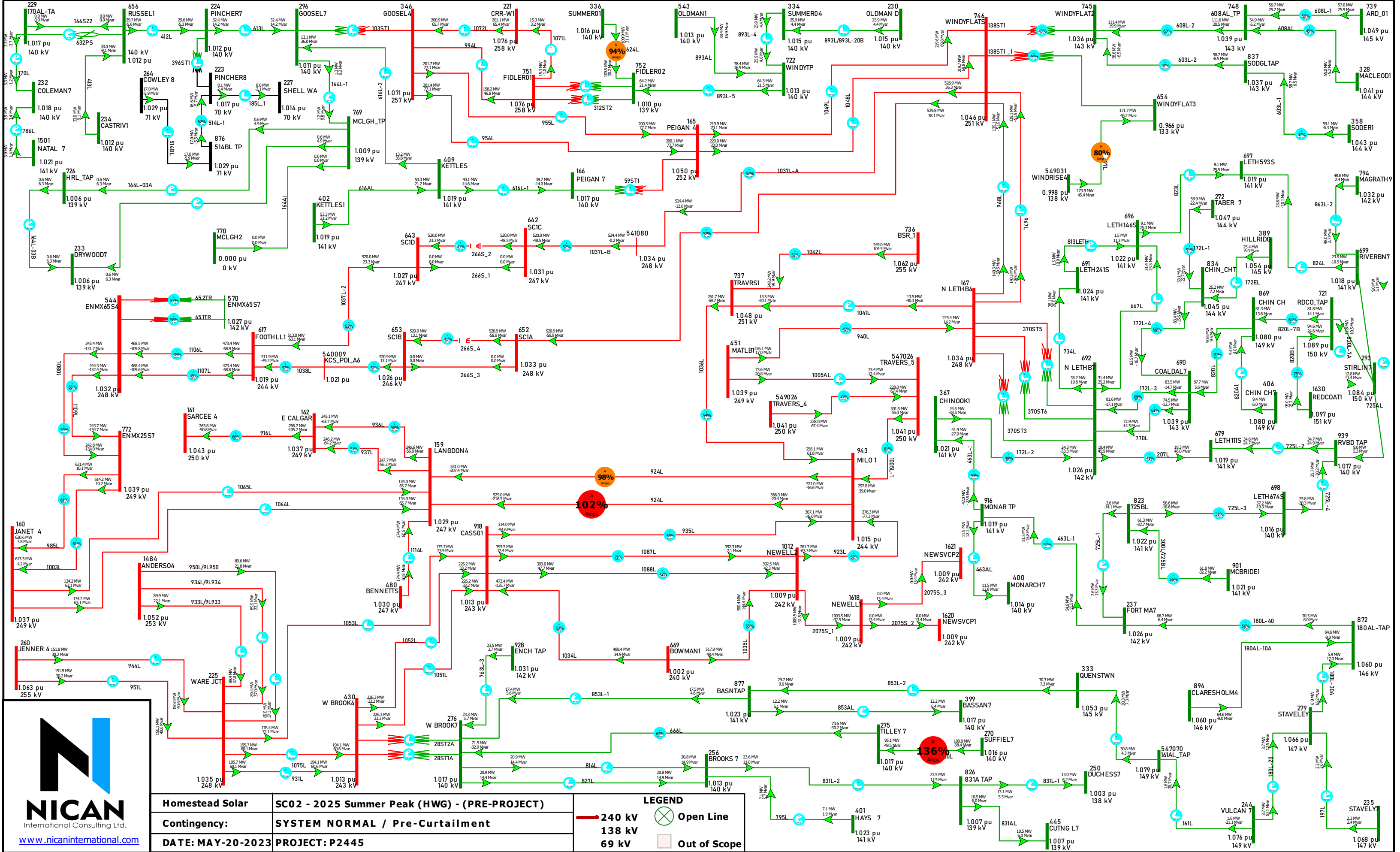
**LEGEND**  
 Open Line  
 Out of Scope



# **2025 SUMMER PEAK**

Single Line Diagrams  
P2445 - PRE-PROJECT  
POWER FLOW SC02

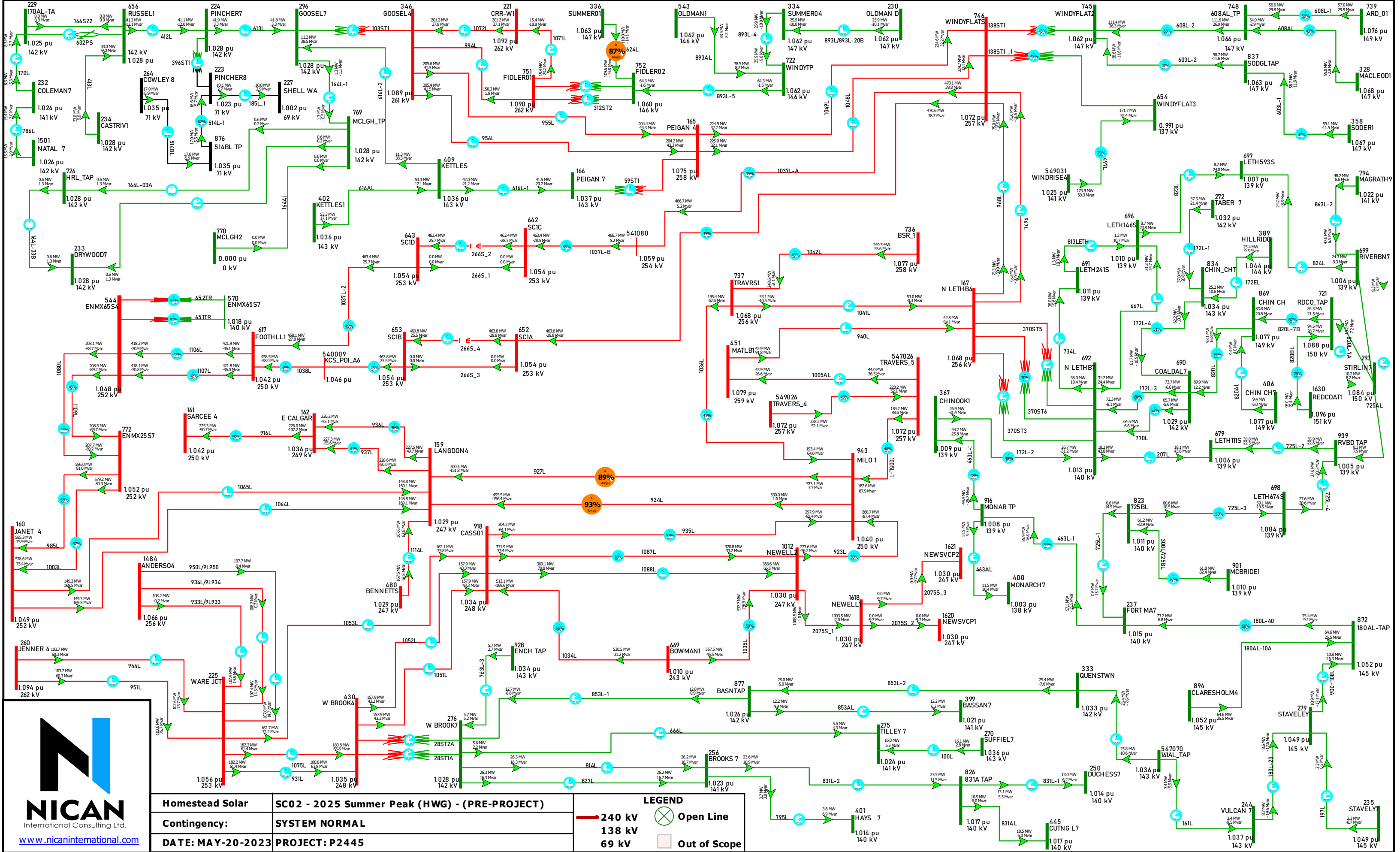




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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL / Pre-Curtailment</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

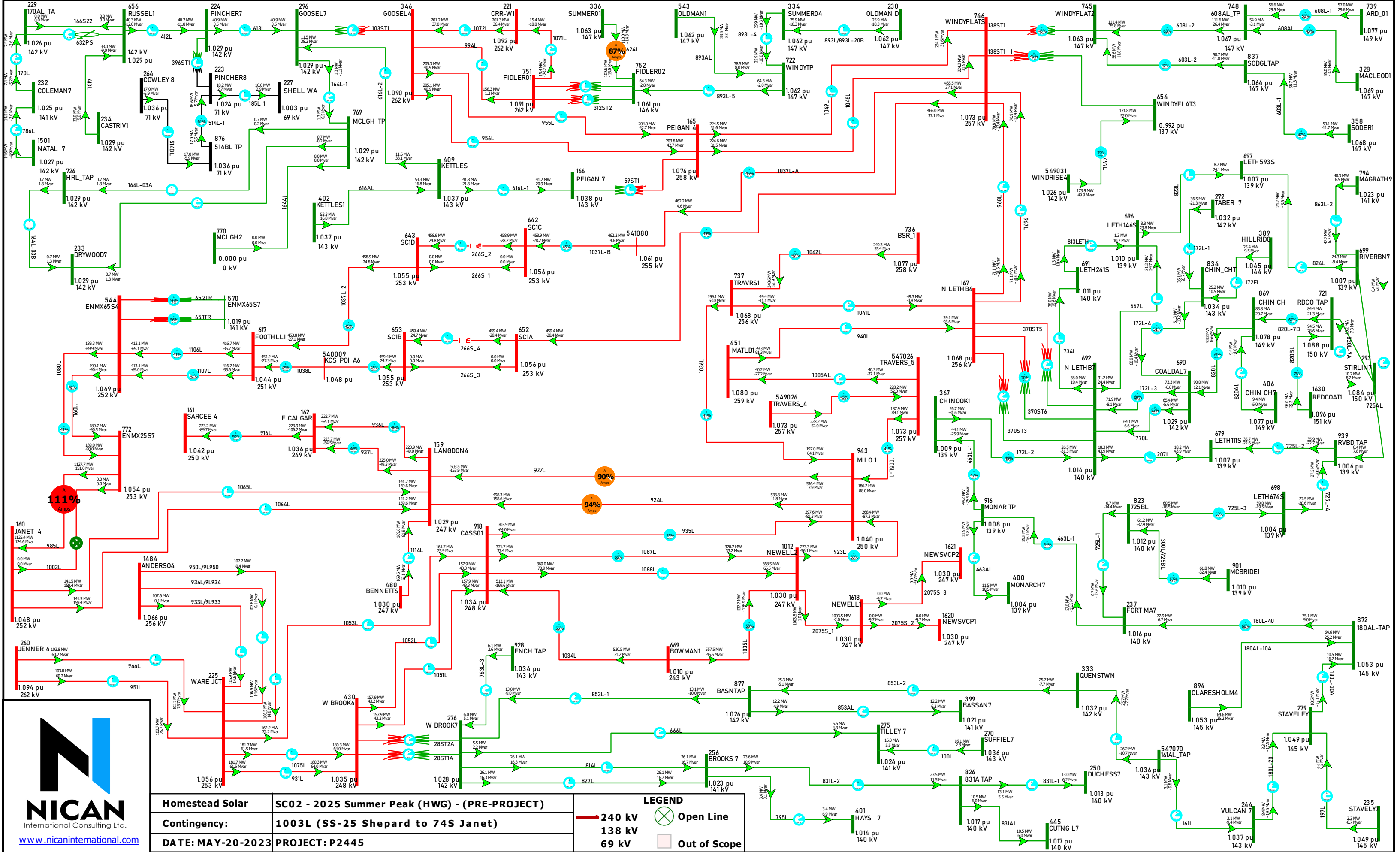


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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

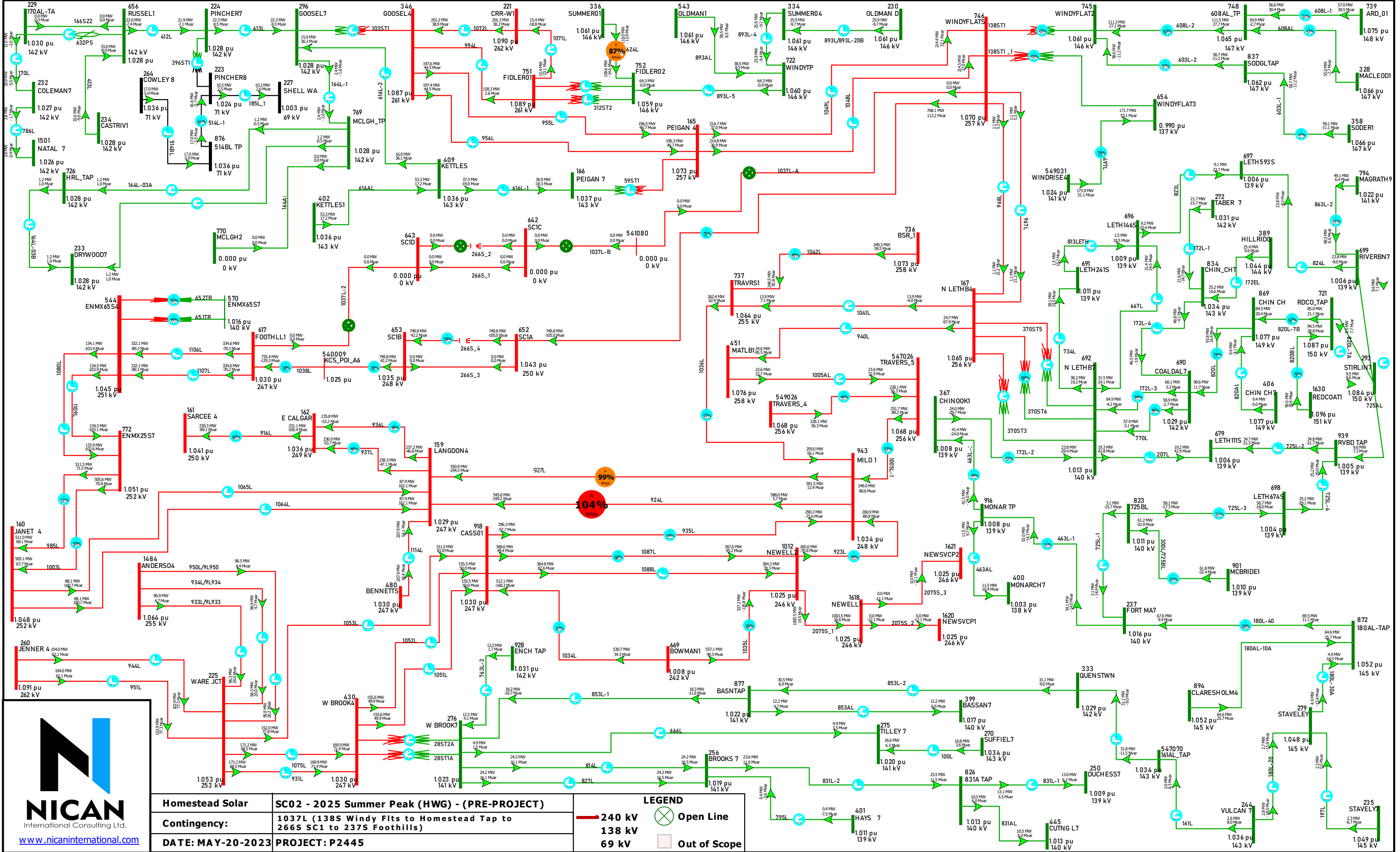
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

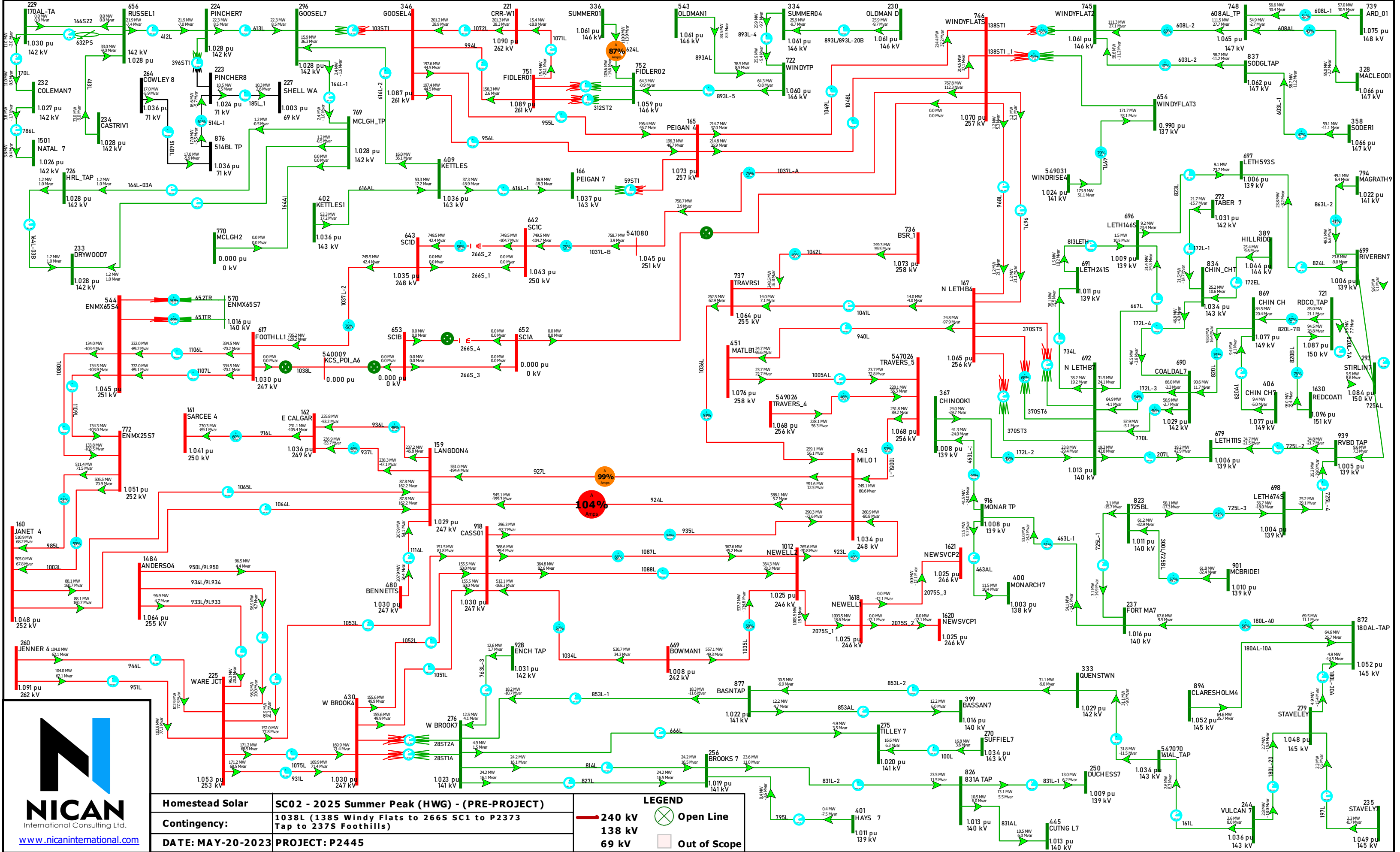


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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1037L (138S Windy Fits to Homestead Tap to 266S SC1 to 237S Foothills)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





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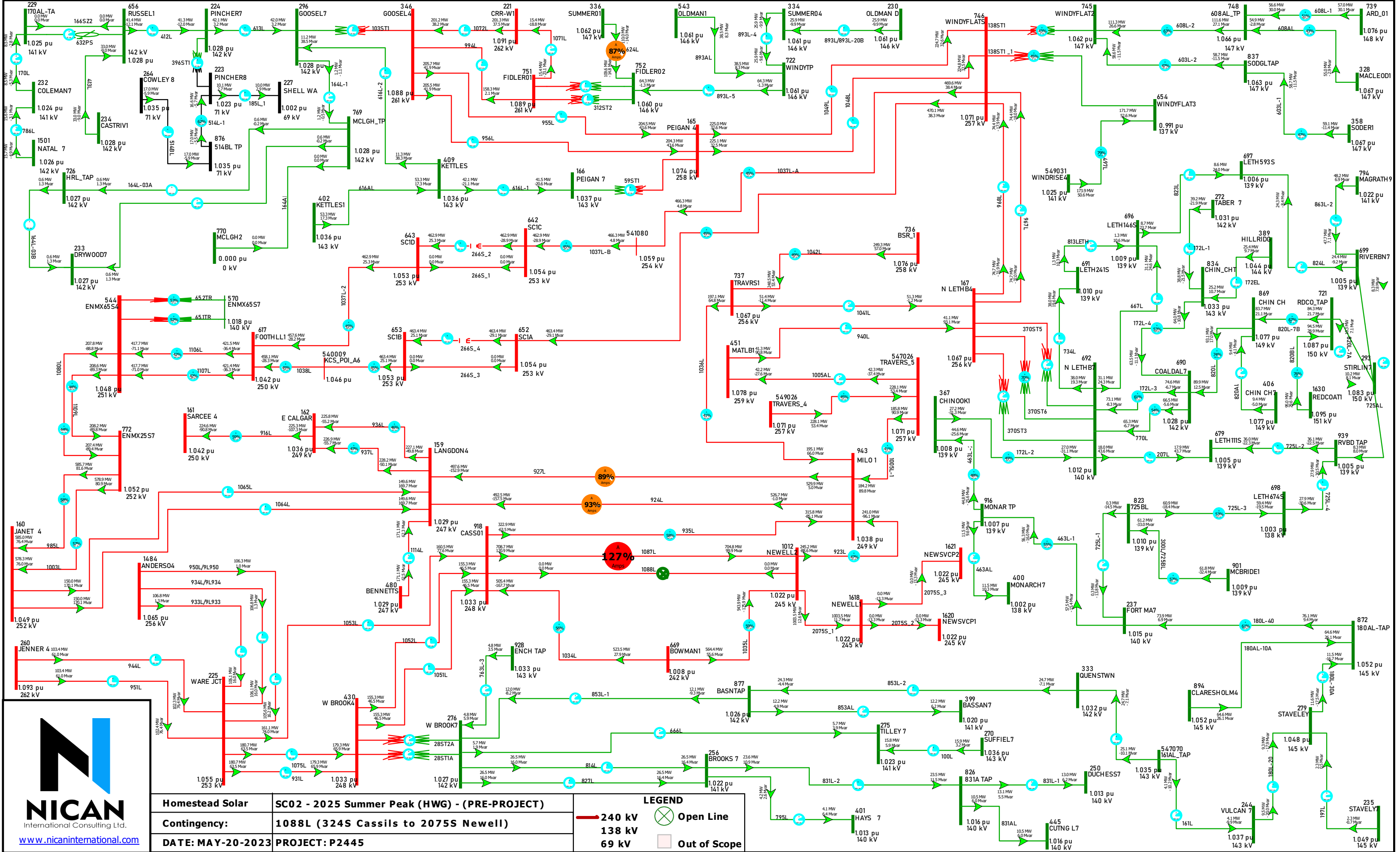
<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

**104%**  
Amps

**99%**  
Amps

**87%**  
Amps

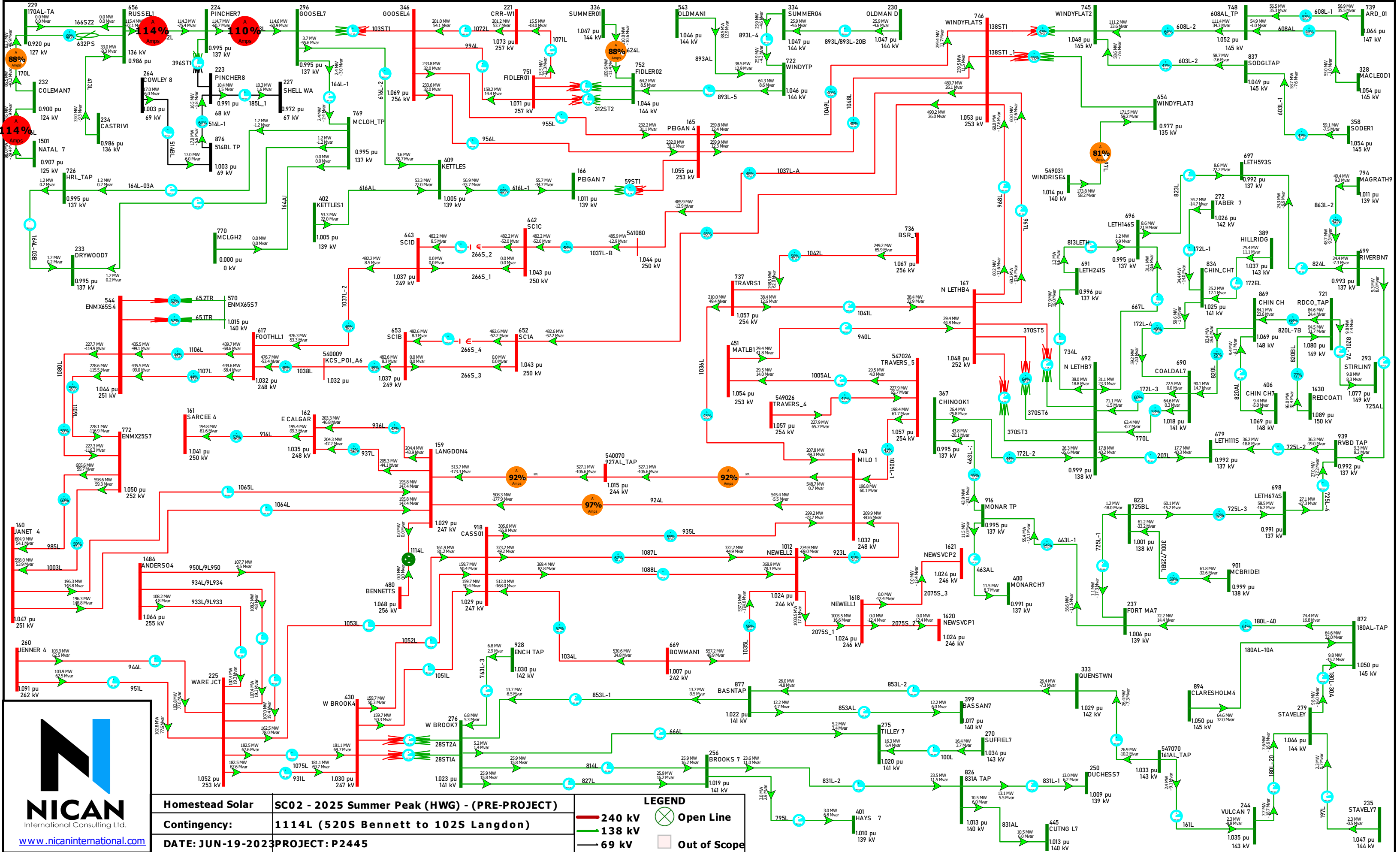


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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



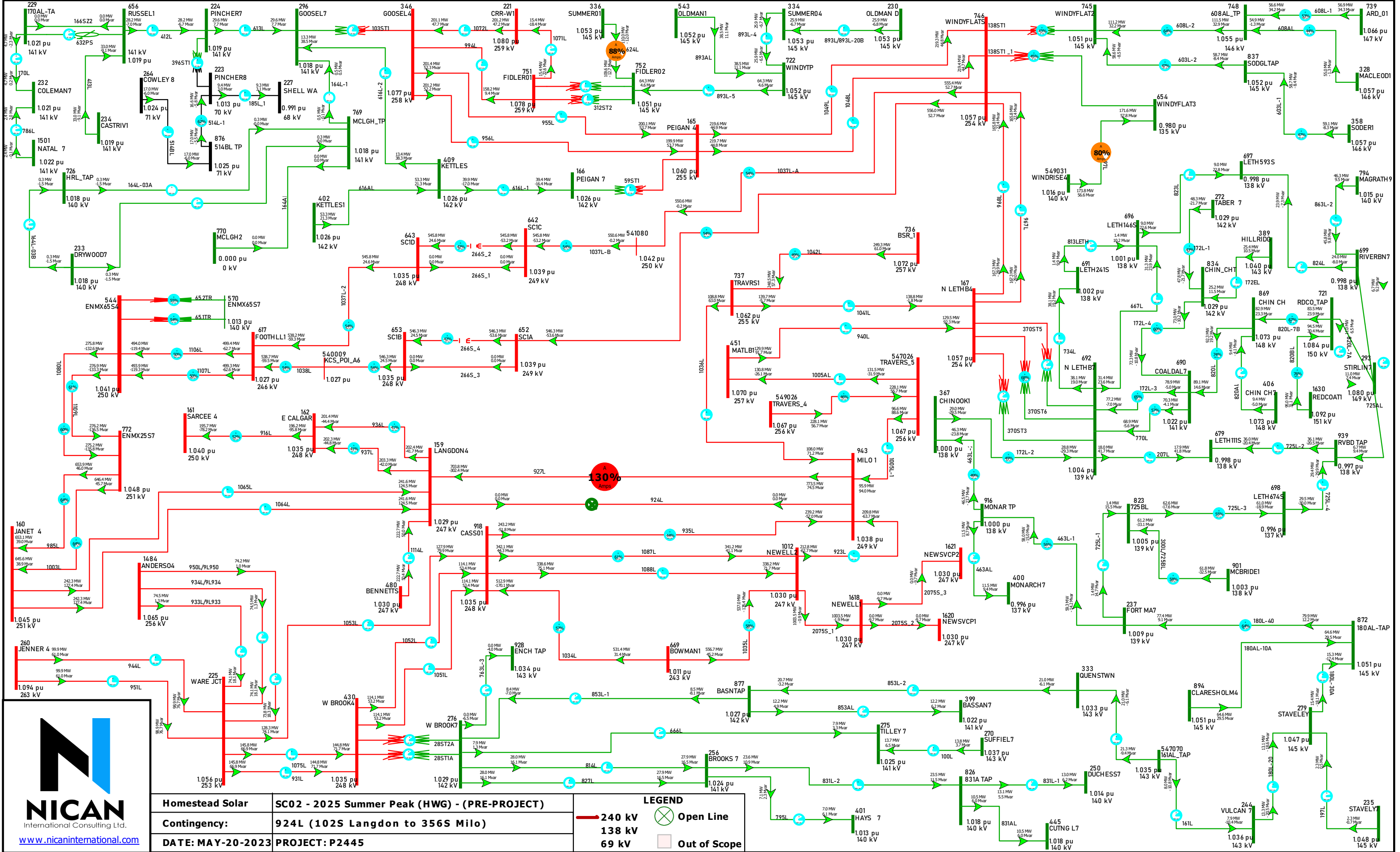


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Homestead Solar	SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)
Contingency:	1114L (520S Bennett to 102S Langdon)
DATE: JUN-19-2023	PROJECT: P2445

240 kV	138 kV	69 kV	Open Line	Out of Scope
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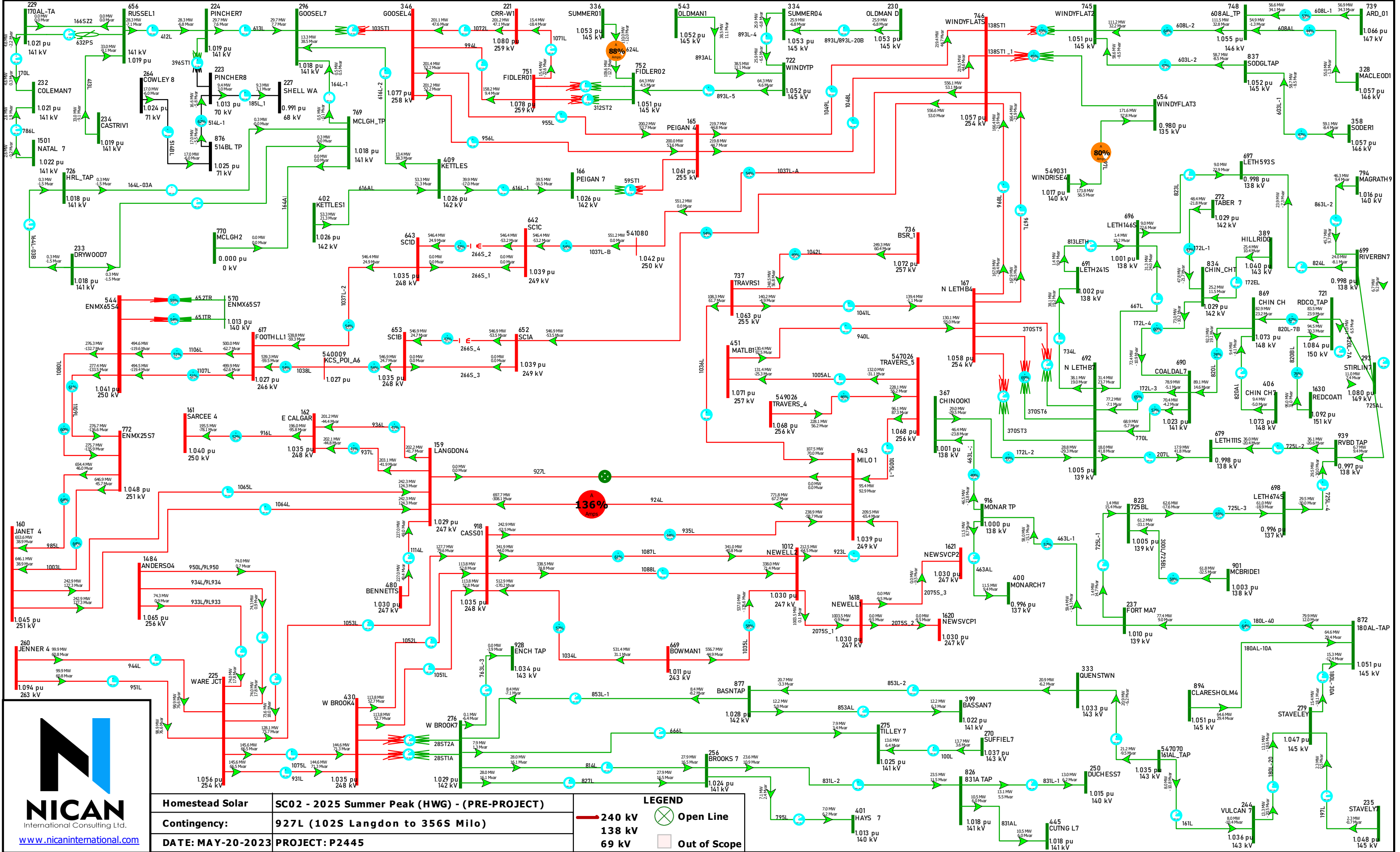




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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>924L (102S Langdon to 356S Milo)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

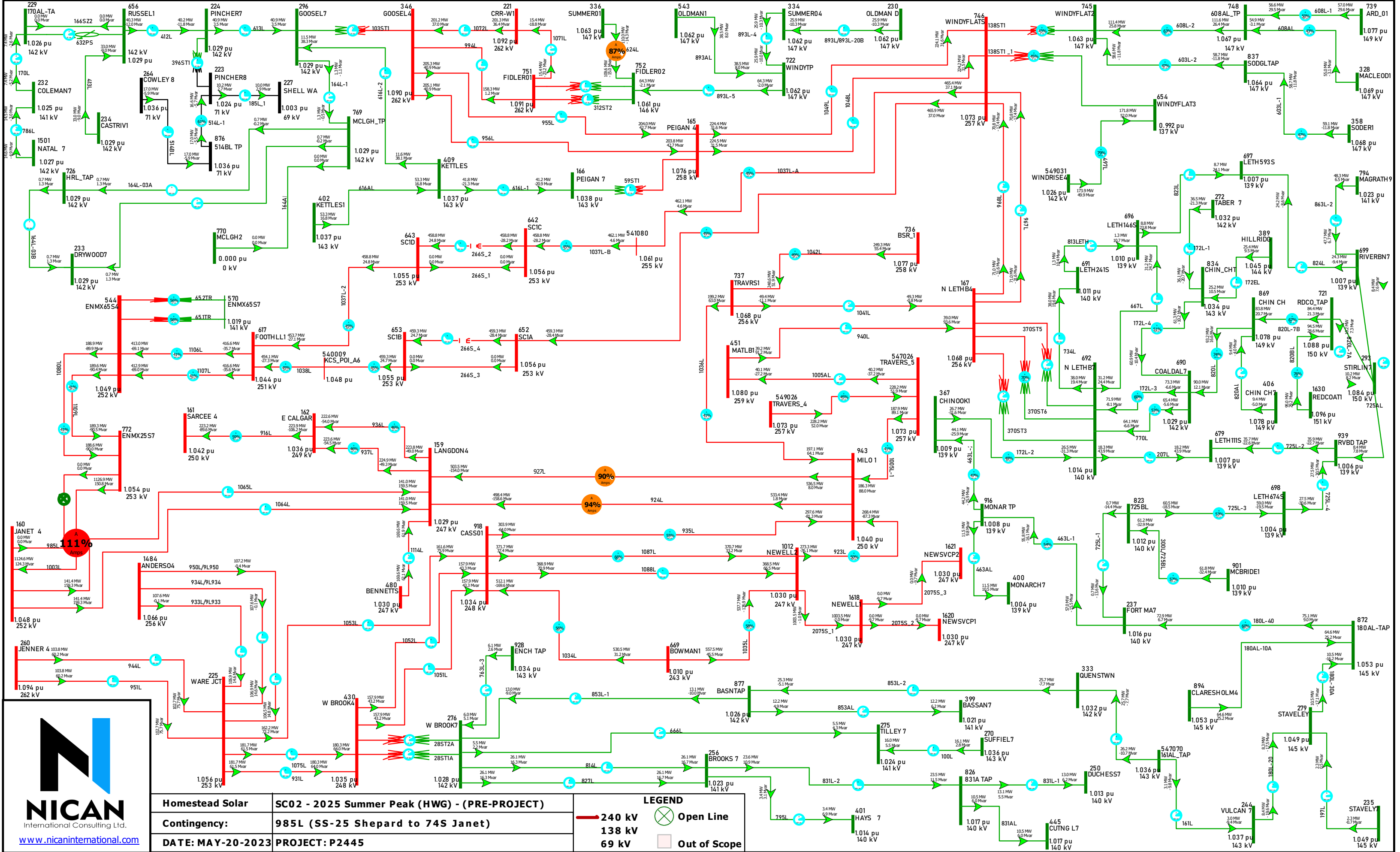
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>927L (102S Langdon to 356S Milo)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>Out of Scope</b>
<b>138 kV</b>	
<b>69 kV</b>	

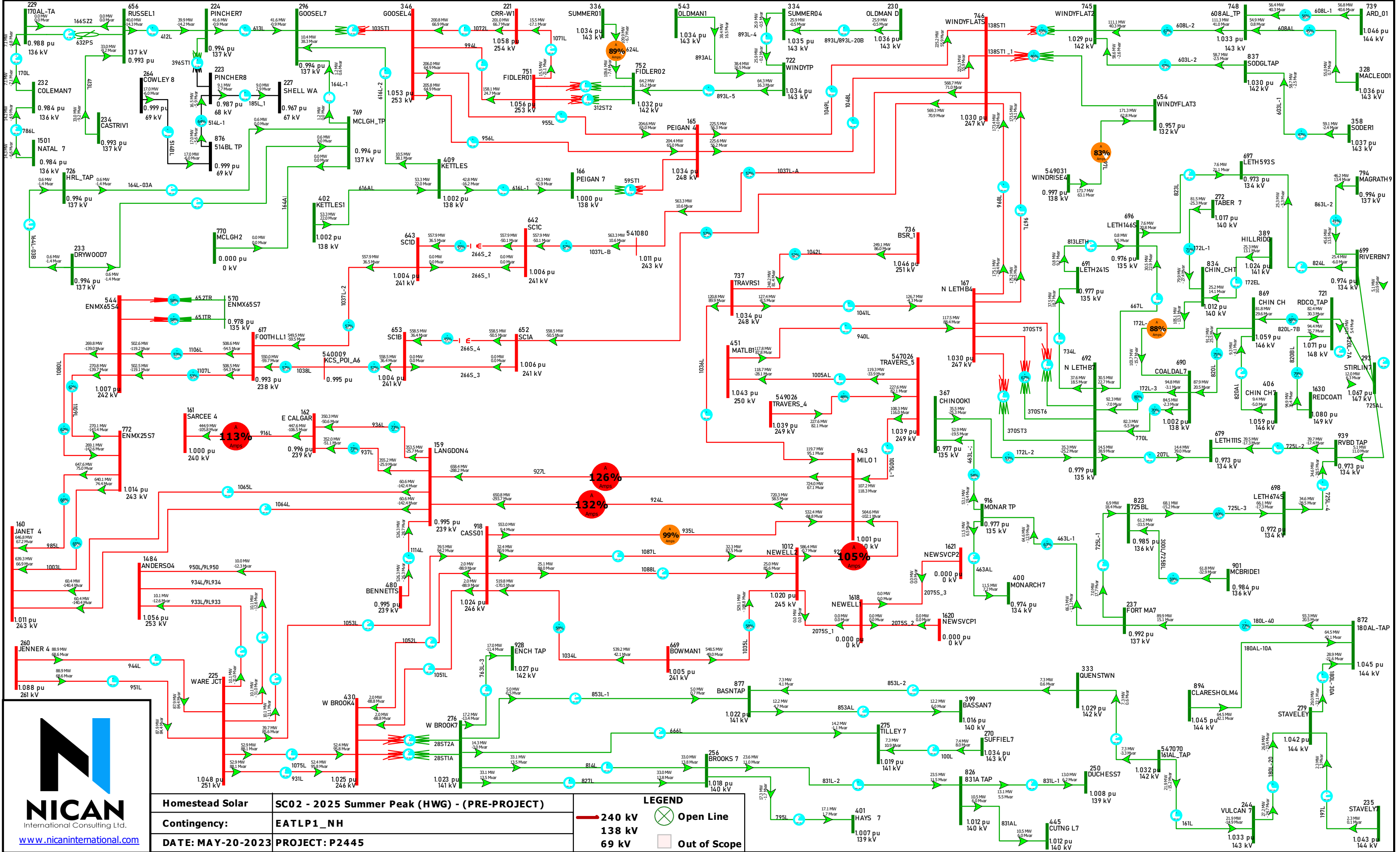




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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

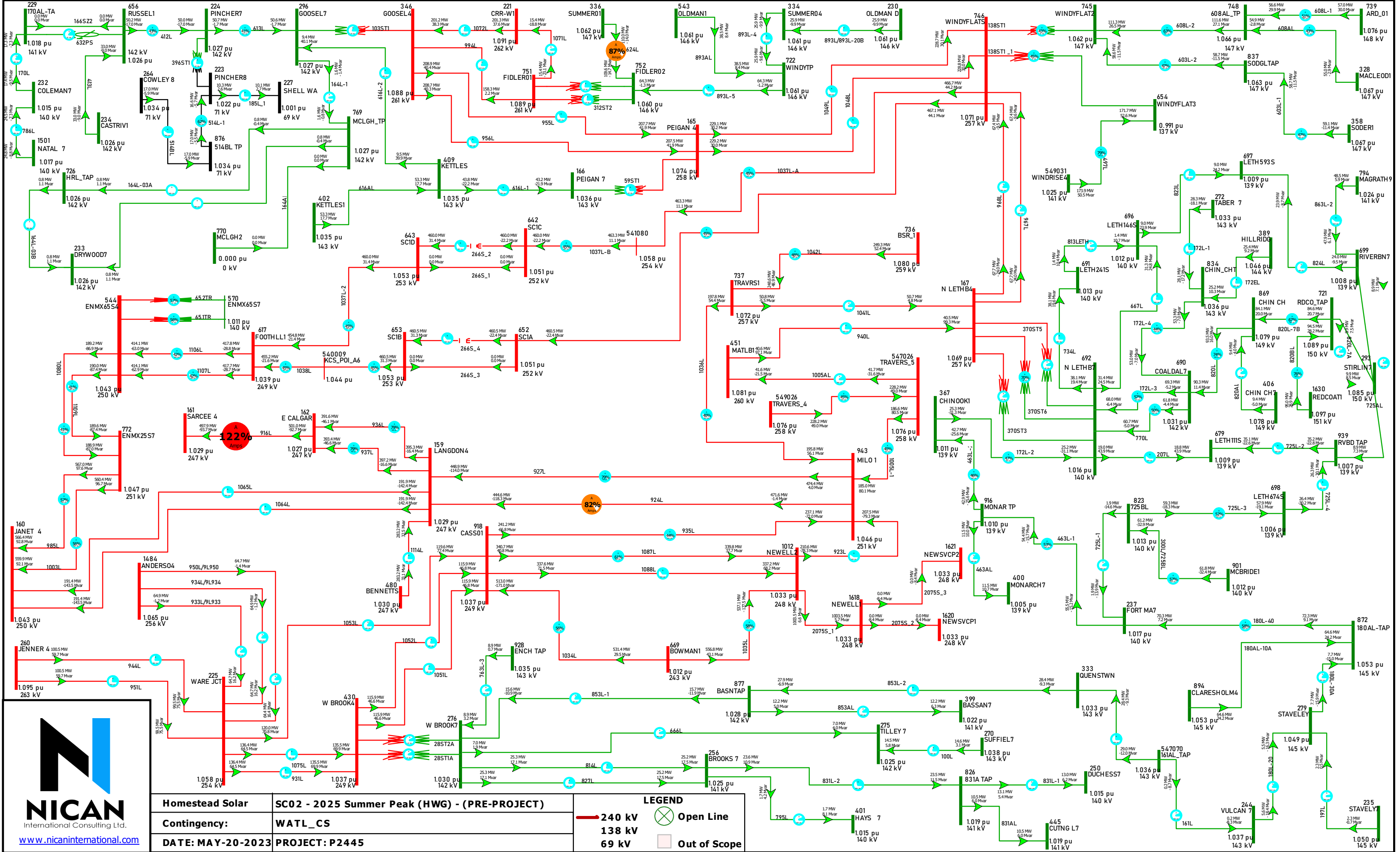


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<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>EATLP1_NH</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





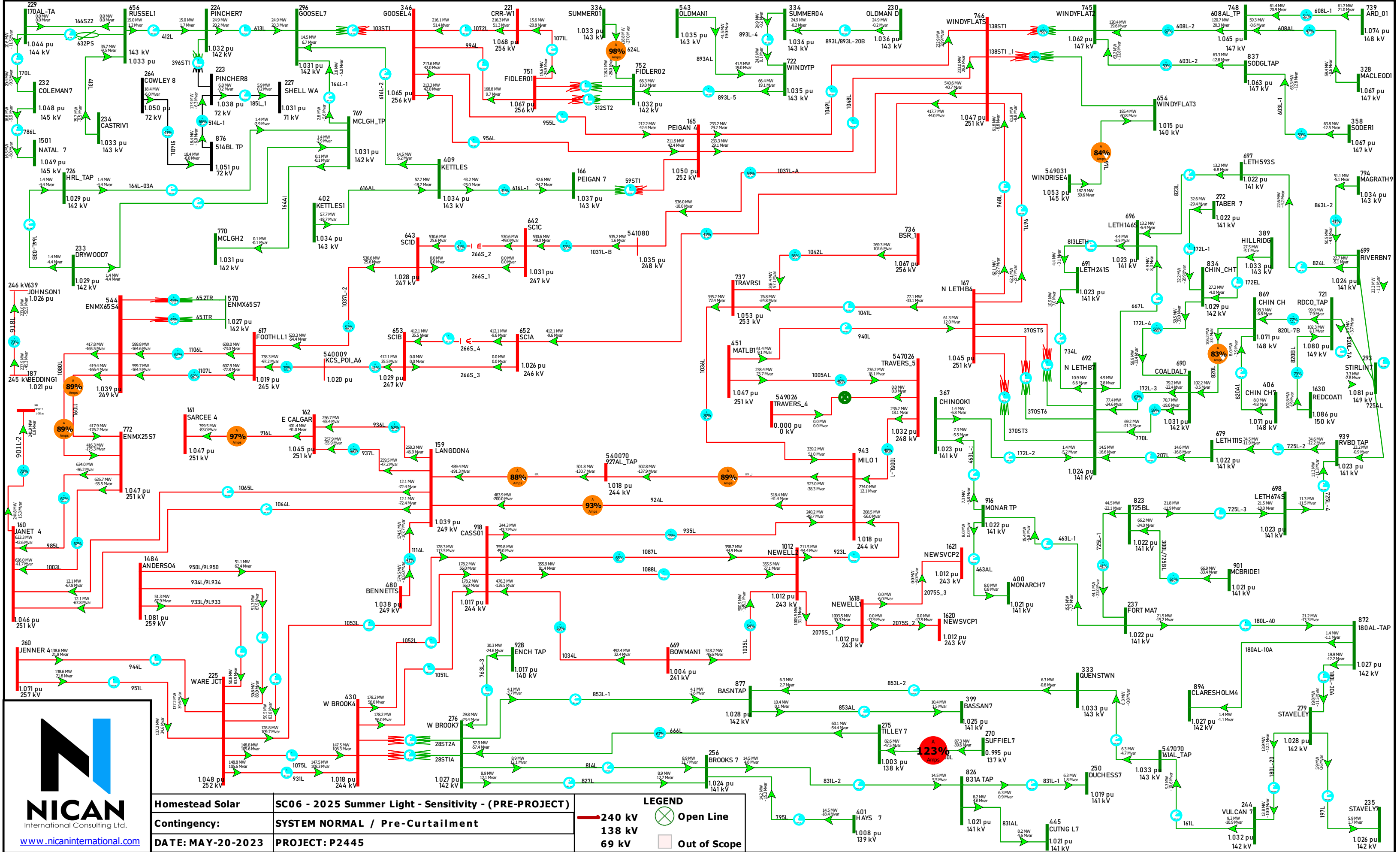
<b>Homestead Solar</b>	<b>SC02 - 2025 Summer Peak (HWG) - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>WATL_CS</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

# **2025 SUMMER LIGHT SENSITIVITY**

Single Line Diagrams  
P2445 - PRE-PROJECT  
POWER FLOW SC06





Homestead Solar	SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)
Contingency:	SYSTEM NORMAL / Pre-Curtailment
DATE: MAY-20-2023	PROJECT: P2445

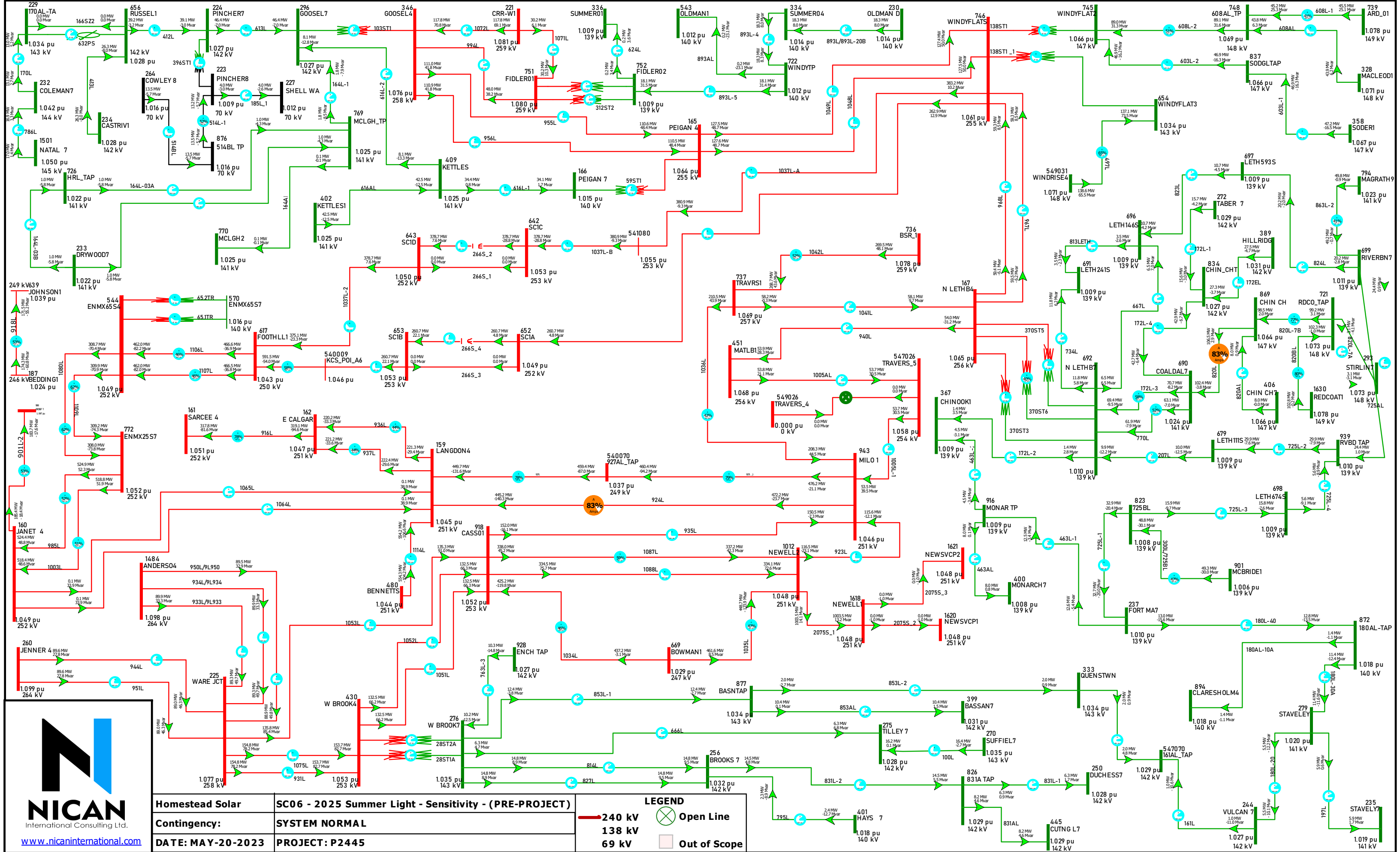
240 kV	Open Line
138 kV	
69 kV	Out of Scope

**LEGEND**

⊗ Open Line

□ Out of Scope



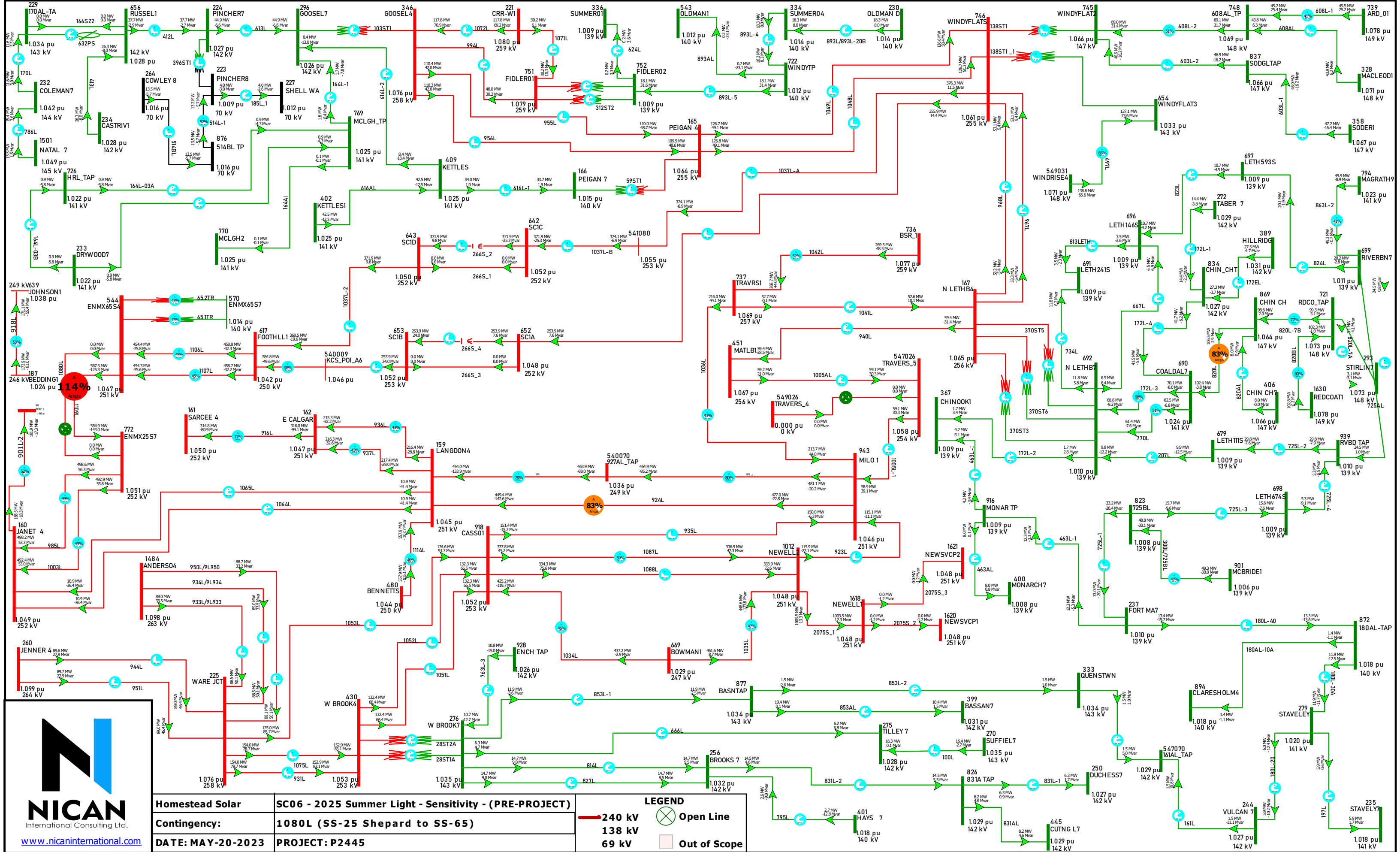


**Homestead Solar**  
**Contingency:**  
**DATE: MAY-20-2023**

**SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)**  
**SYSTEM NORMAL**  
**PROJECT: P2445**

**LEGEND**  
— 240 kV  
— 138 kV  
— 69 kV  
 Open Line  
 Out of Scope

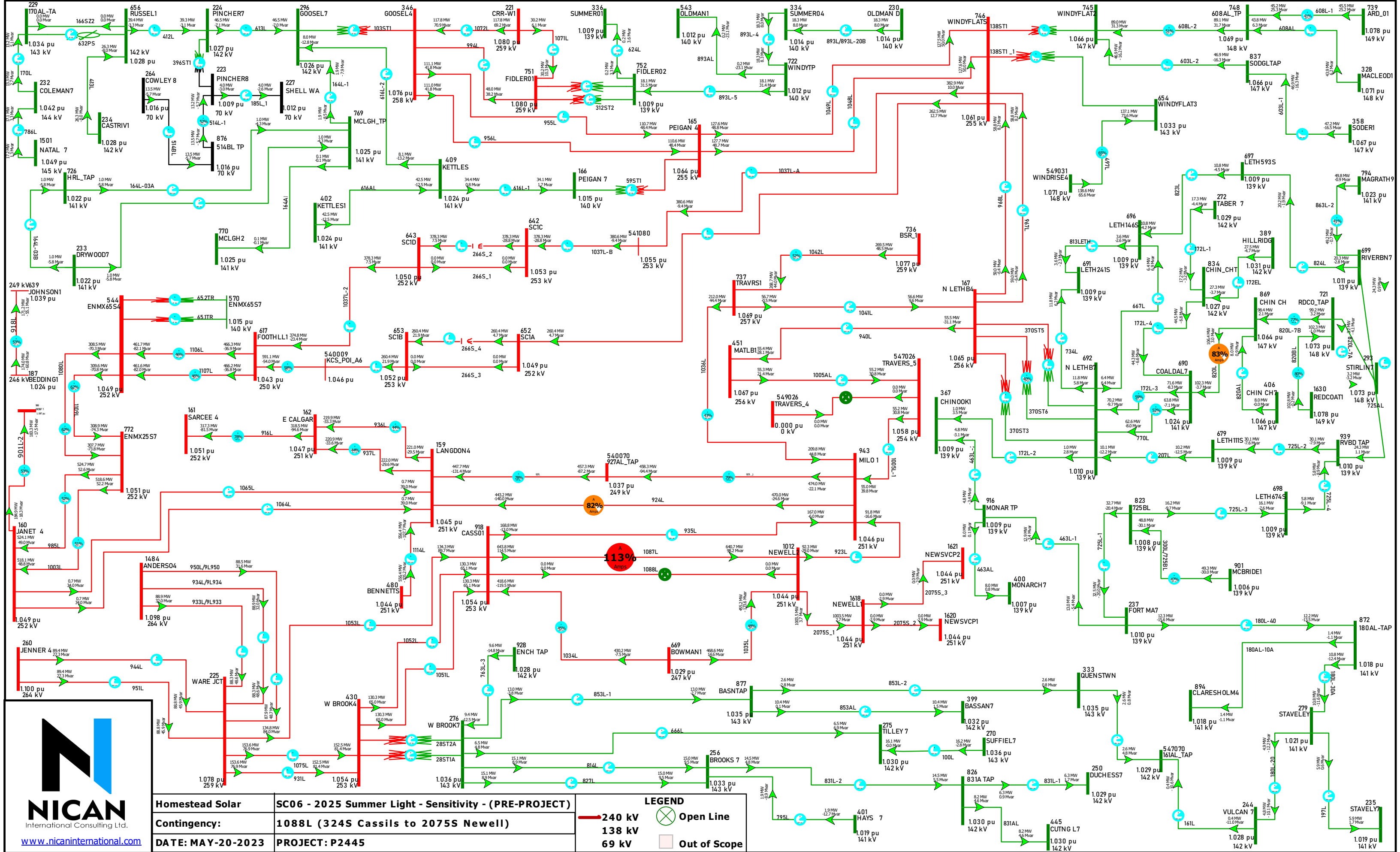




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Homestead Solar	SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)
Contingency:	1080L (SS-25 Shepard to SS-65)
DATE: MAY-20-2023	PROJECT: P2445

240 kV	Open Line
138 kV	Out of Scope
69 kV	

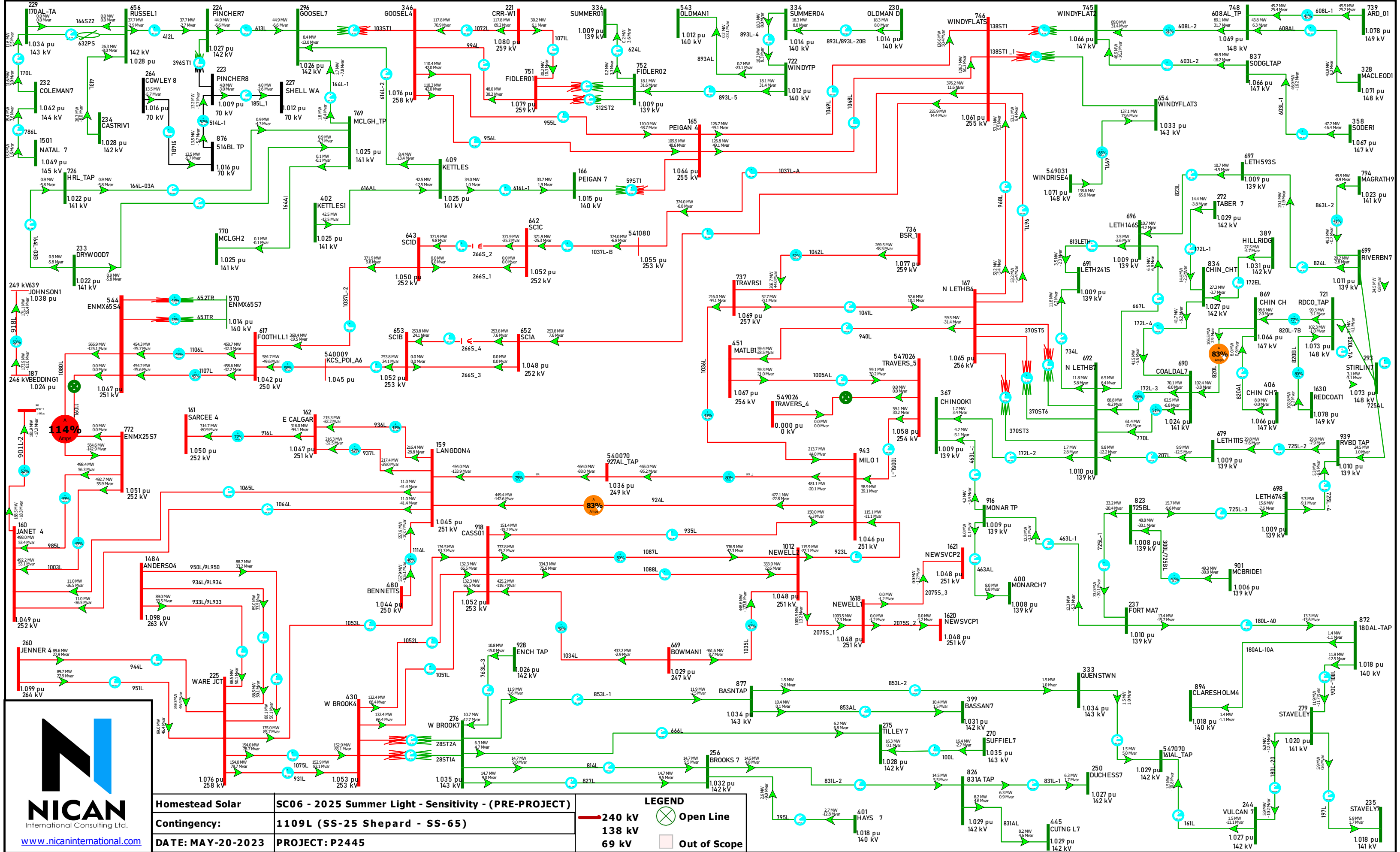


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Homestead Solar	SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)
Contingency:	1088L (324S Cassils to 2075S Newell)
DATE: MAY-20-2023	PROJECT: P2445

240 kV 138 kV 69 kV	Open Line Out of Scope
---------------------------	---------------------------

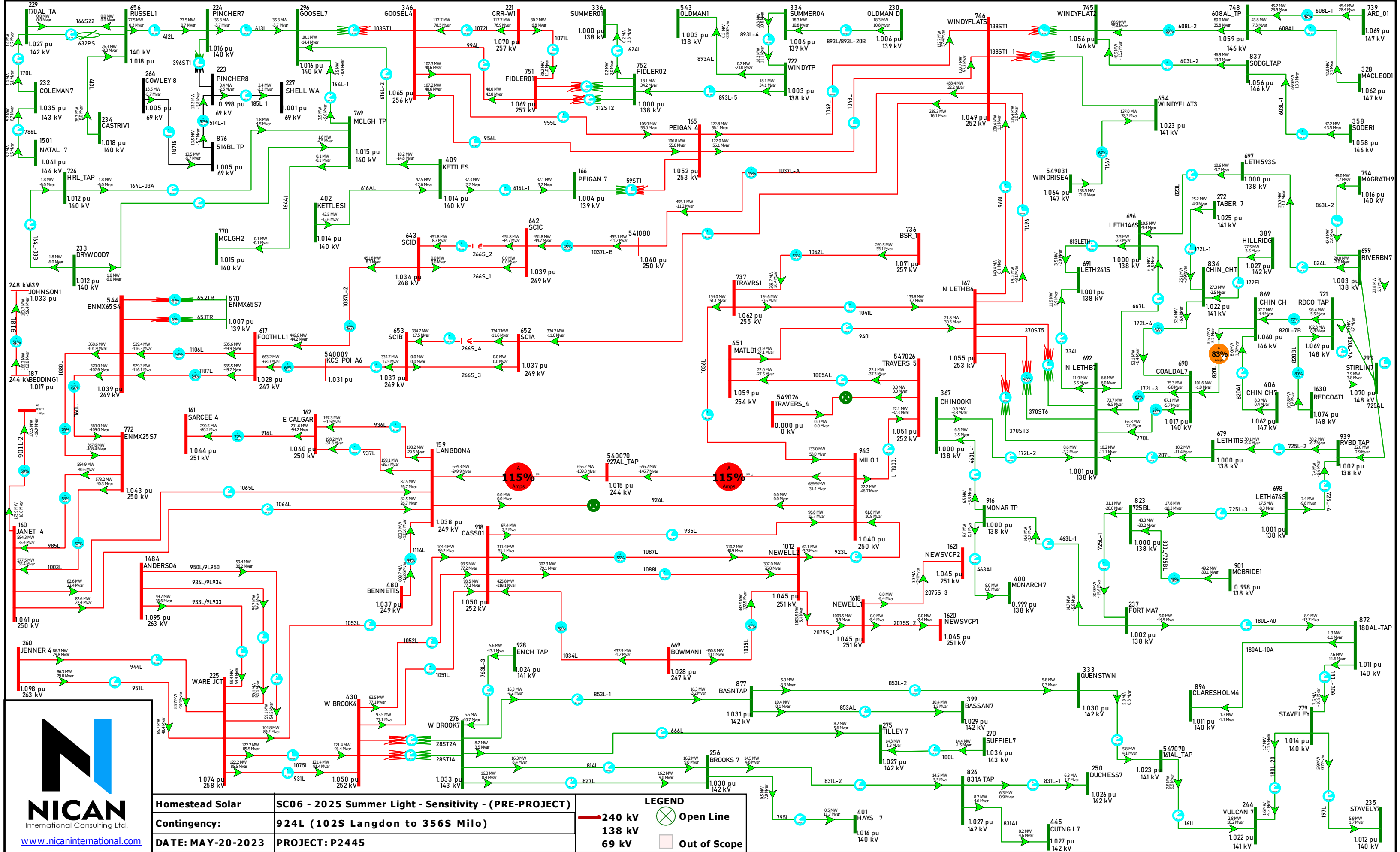




Homestead Solar	SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)
Contingency:	1109L (SS-25 Shepard - SS-65)
DATE: MAY-20-2023	PROJECT: P2445

240 kV	138 kV	69 kV	Open Line
			Out of Scope

**LEGEND**



**Homestead Solar**  
**Contingency:**  
**DATE: MAY-20-2023**

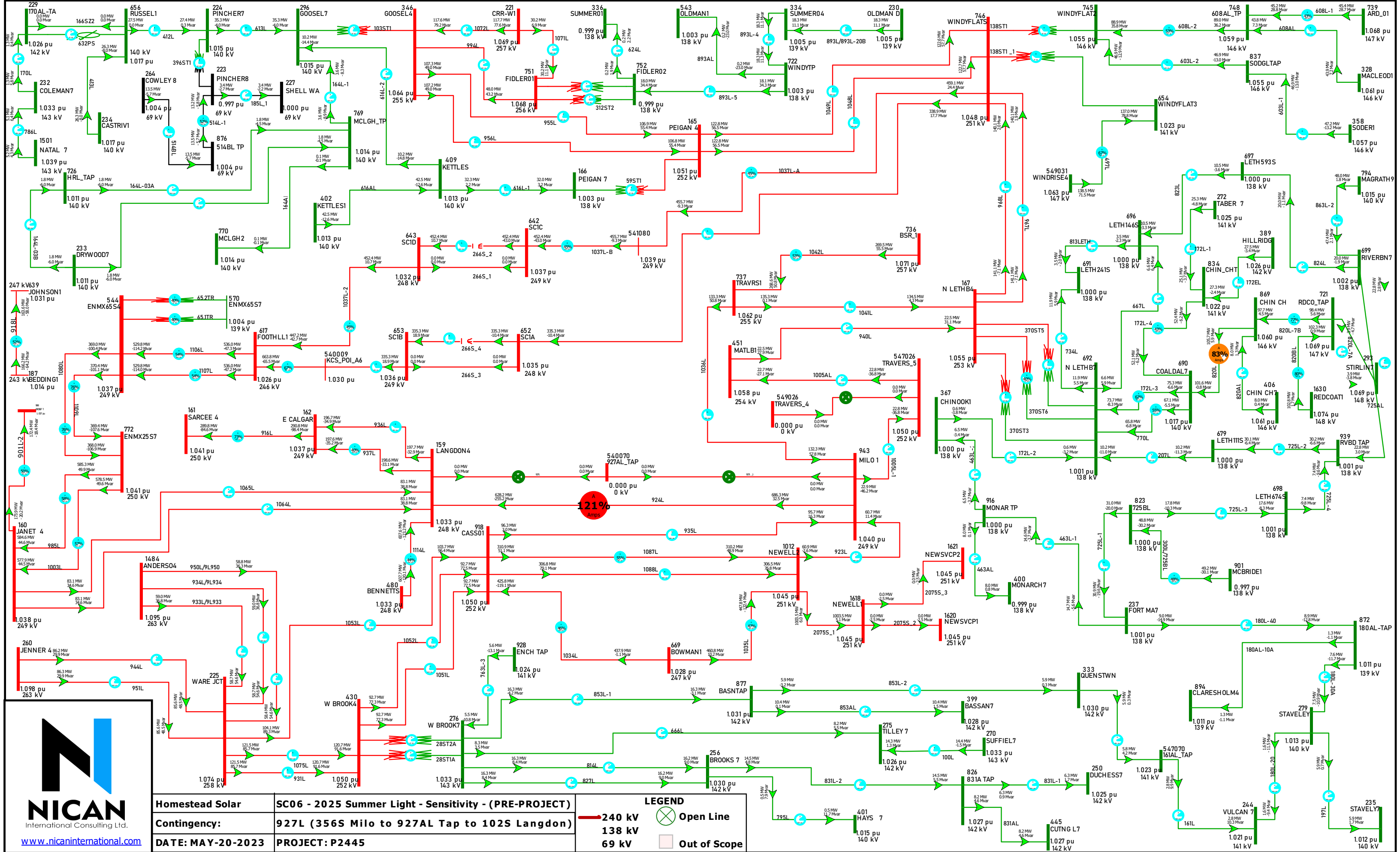
**SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)**  
**924L (102S Langdon to 356S Milo)**  
**PROJECT: P2445**

**LEGEND**

- 240 kV
- 138 kV
- 69 kV
- Open Line
- Out of Scope

235 STAVELEY7  
1.012 pu  
140 kV

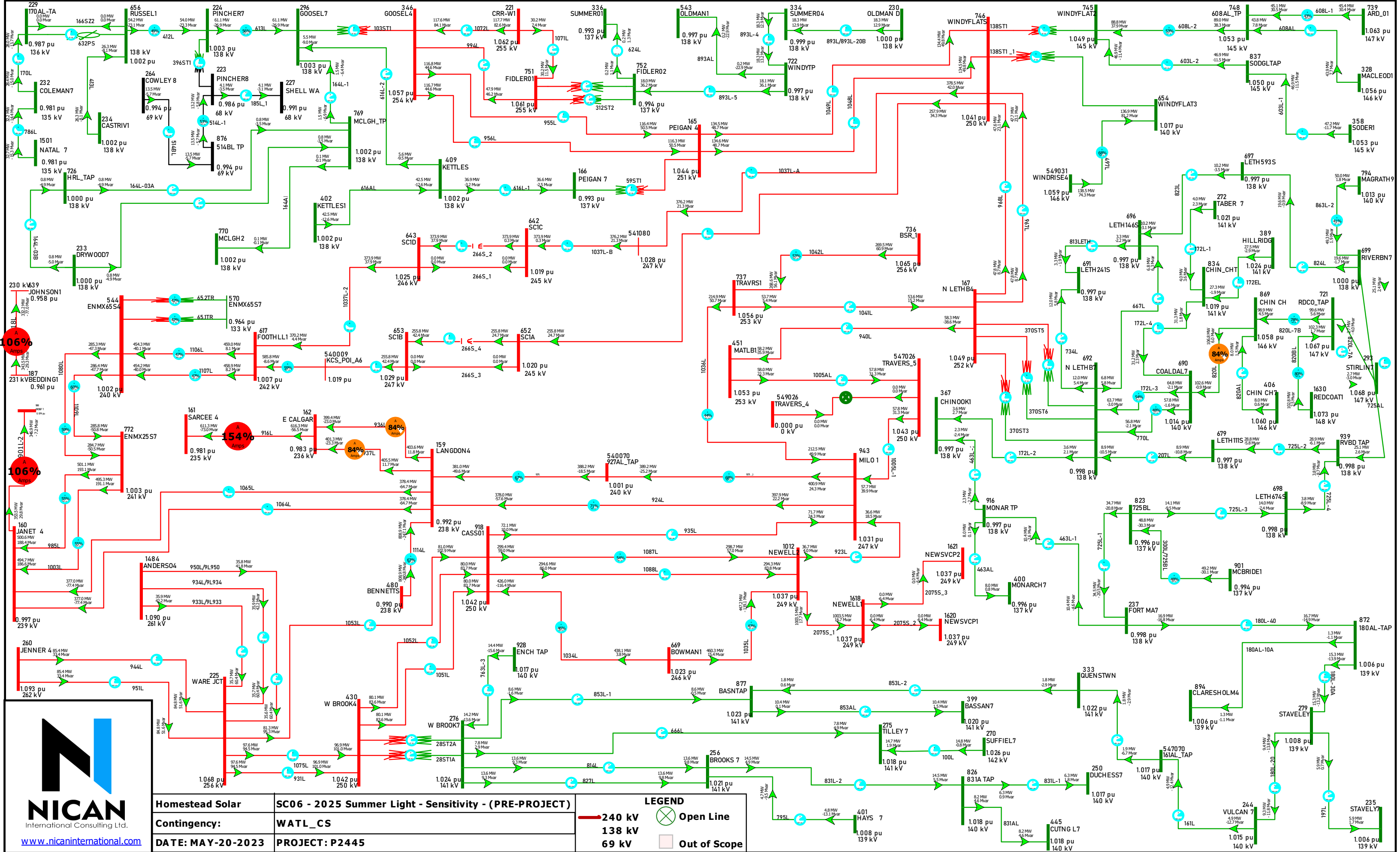




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<b>Homestead Solar</b>	<b>SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>927L (356 Milo to 927AL Tap to 102S Langdon)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



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Homestead Solar	SC06 - 2025 Summer Light - Sensitivity - (PRE-PROJECT)
Contingency:	WATL_CS
DATE: MAY-20-2023	PROJECT: P2445

240 kV	Open Line
138 kV	Out of Scope
69 kV	

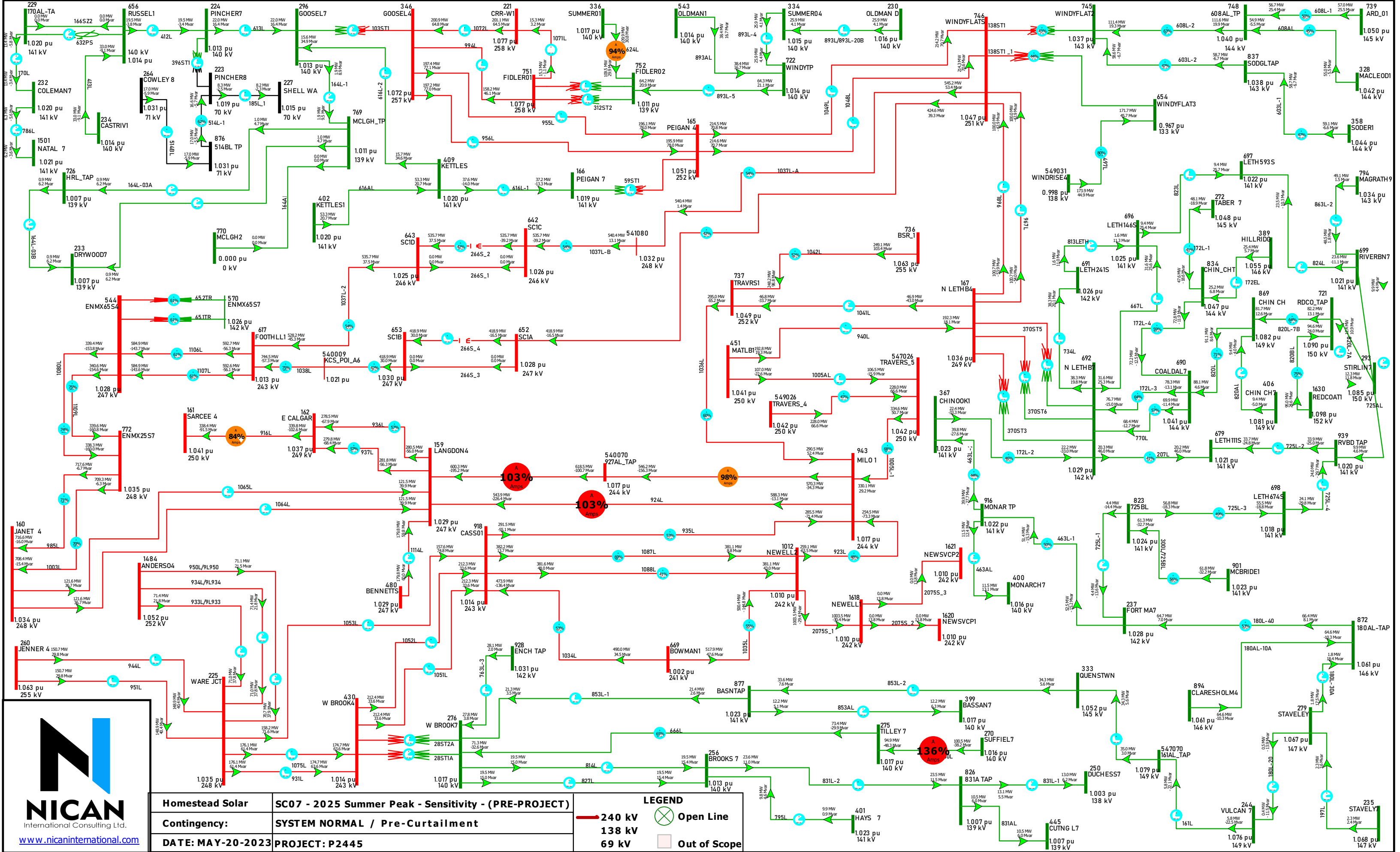
**LEGEND**  
 Open Line  
 Out of Scope

# **2025 SUMMER PEAK SENSITIVITY**

Single Line Diagrams  
P2445 - PRE-PROJECT  
POWER FLOW SC07



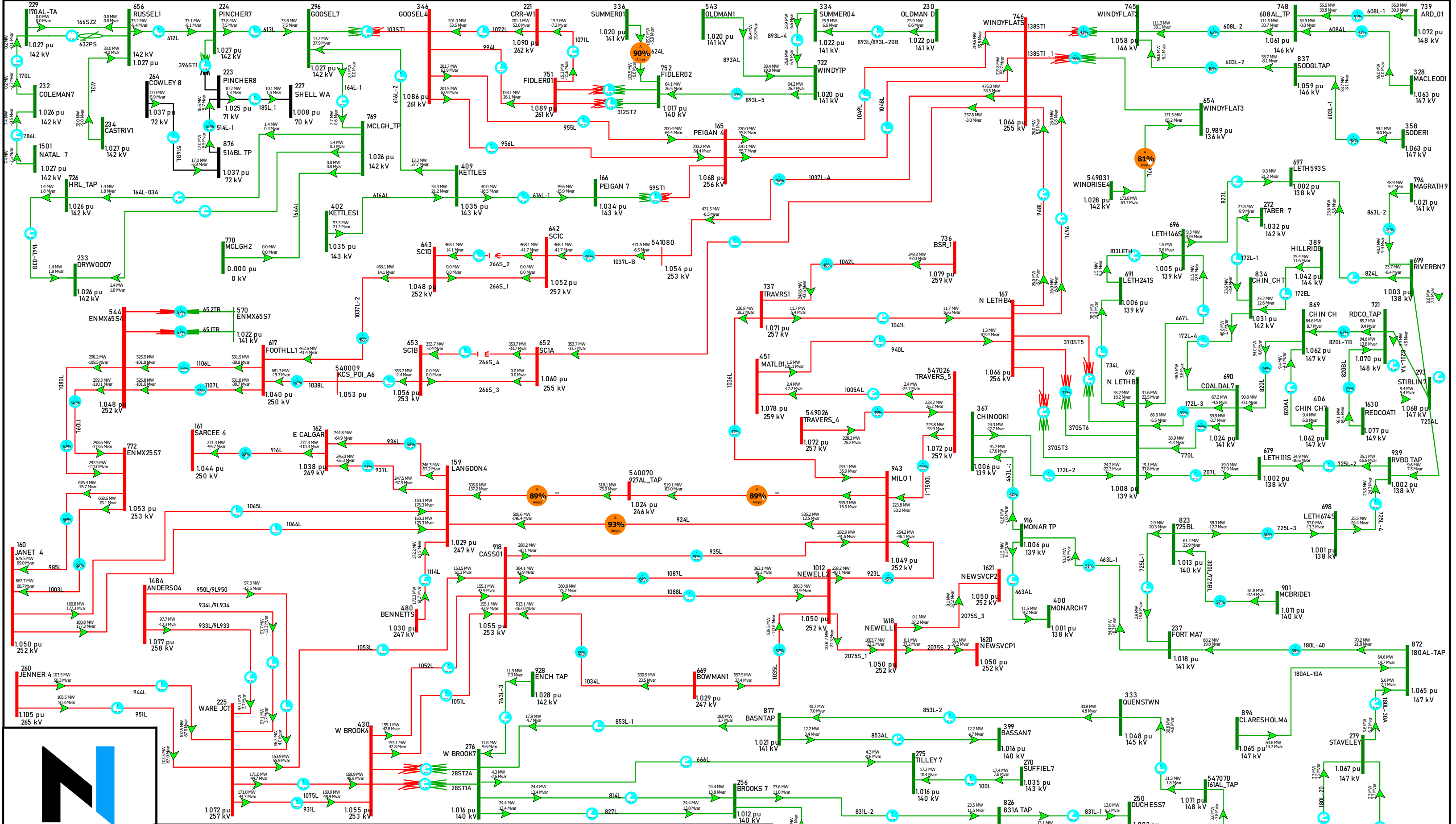




<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL / Pre-Curtailment</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	⊗ <b>Open Line</b>
— <b>240 kV</b>	□ <b>Out of Scope</b>
— <b>138 kV</b>	
— <b>69 kV</b>	



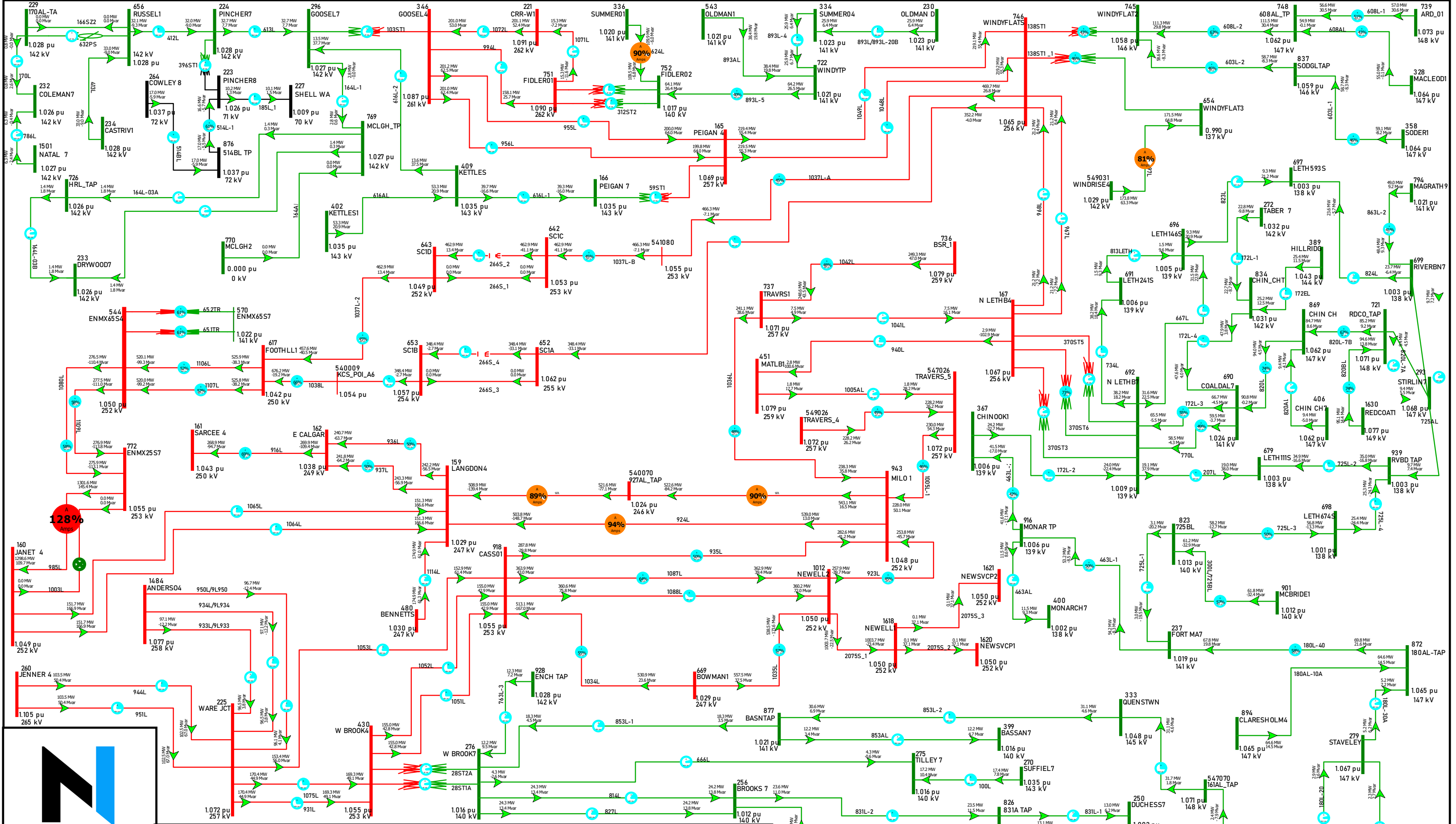


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<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

235 STAVELY 1.069 pu 147 kV

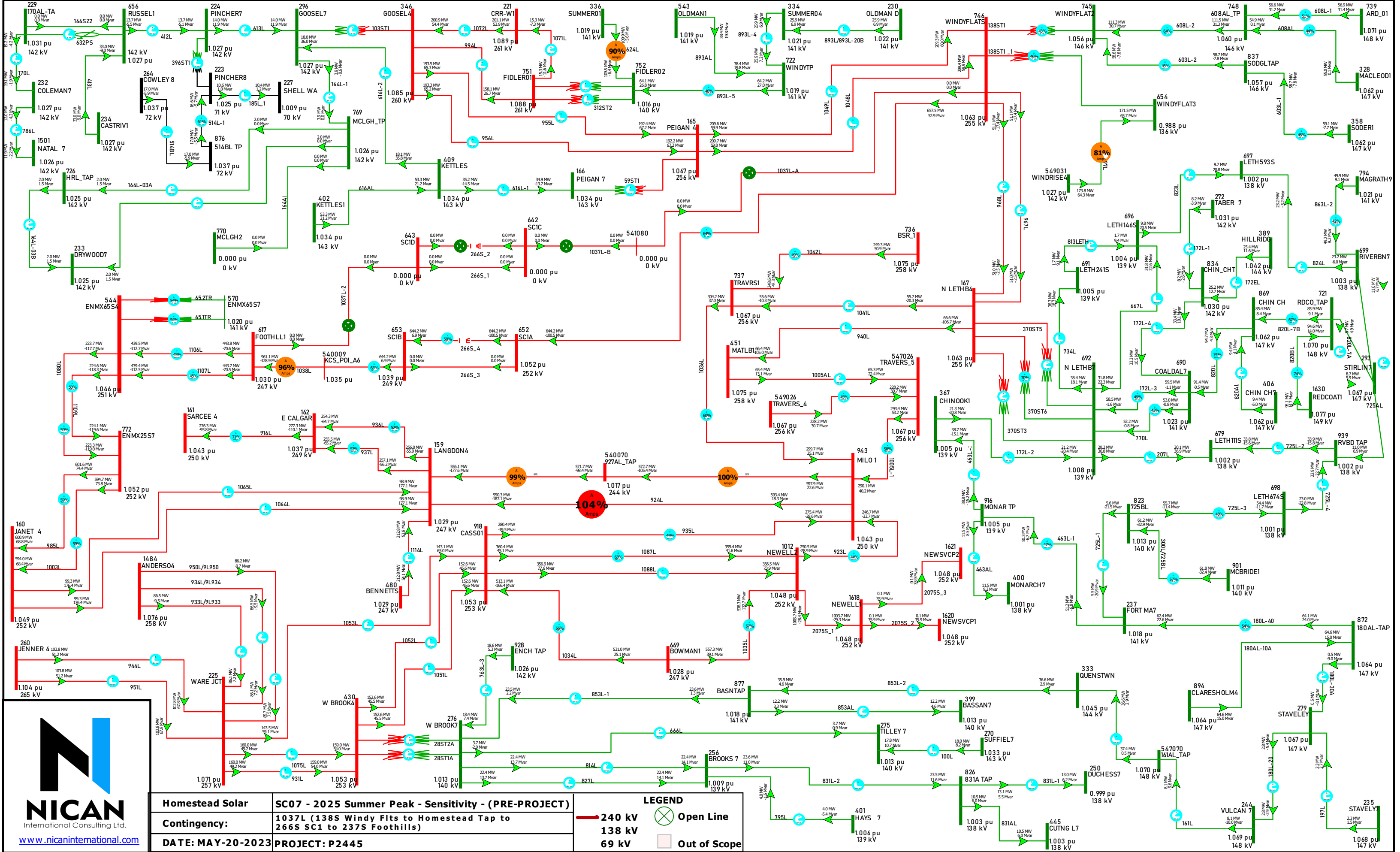


<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>Out of Scope</b>
<b>138 kV</b>	
<b>69 kV</b>	

235 STAVELEY 1.069 pu 147 kV





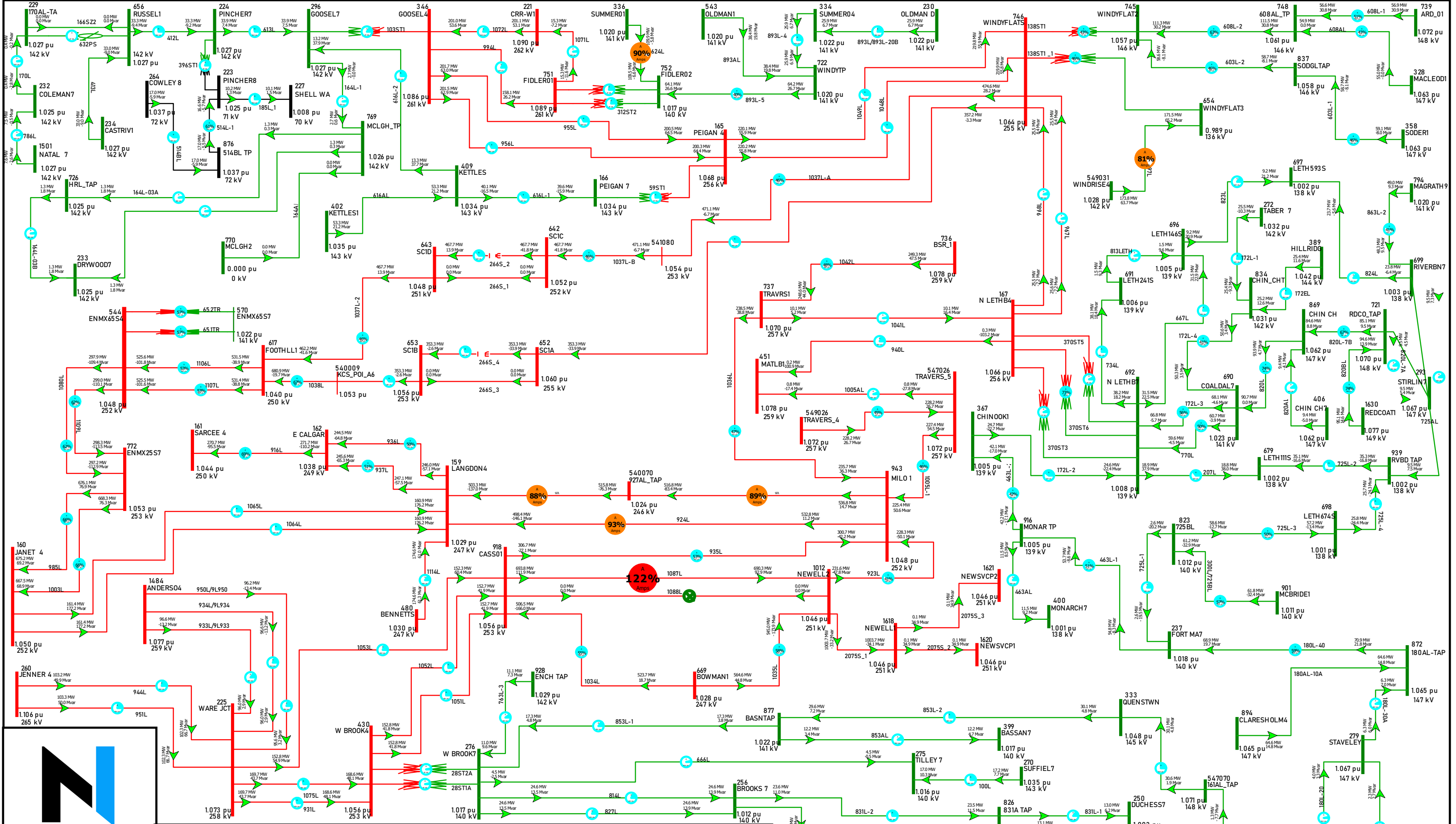
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<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1037L (138S Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>	<b>Open Line</b>
	<b>Out of Scope</b>			





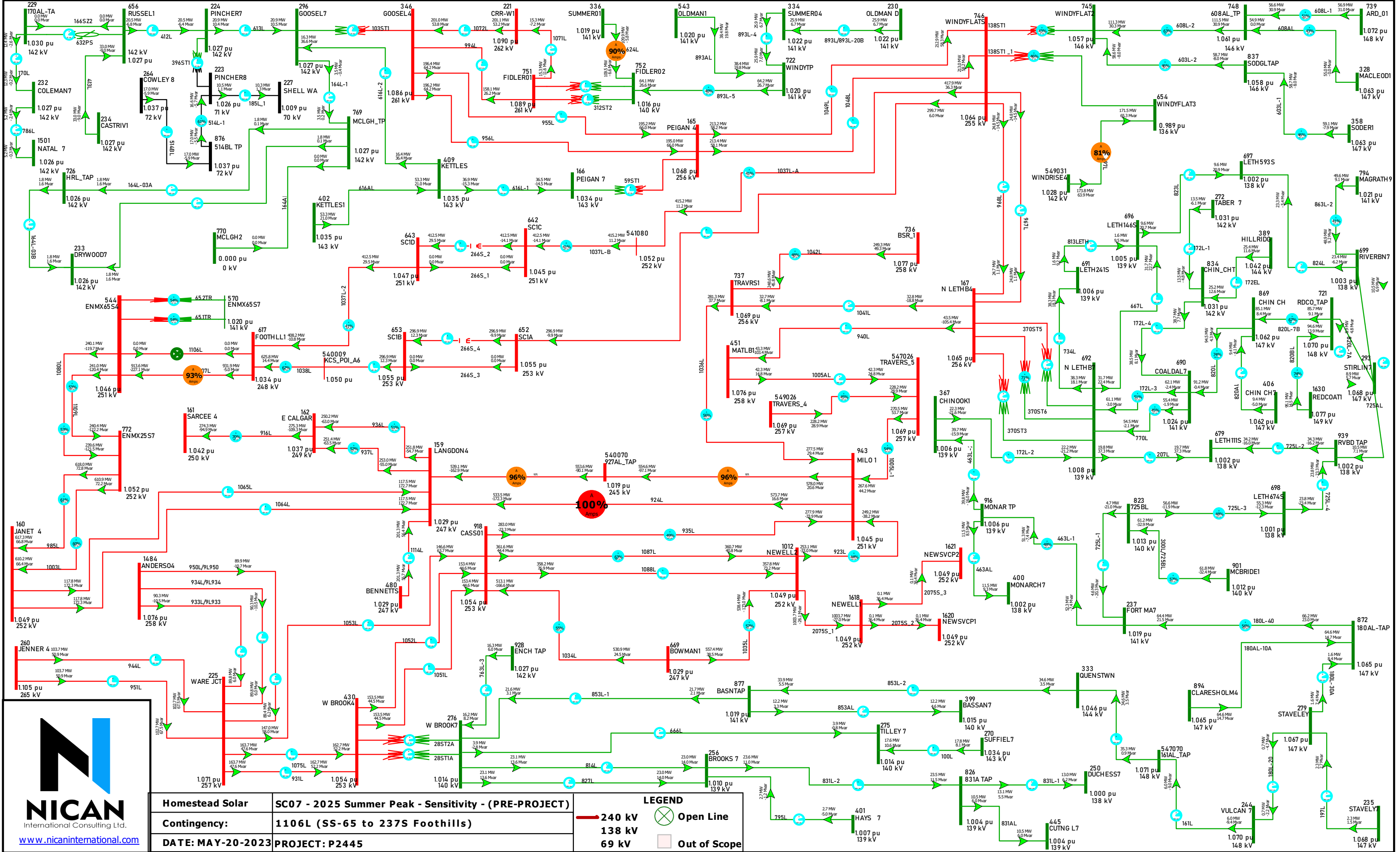


Homestead Solar	SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)
Contingency:	1088L (324S Cassils to 2075S Newell)
DATE: MAY-20-2023	PROJECT: P2445

— 240 kV	⊗ Open Line
— 138 kV	□ Out of Scope
— 69 kV	

**LEGEND**

235 STAVELEY7  
1.069 pu  
147 kV

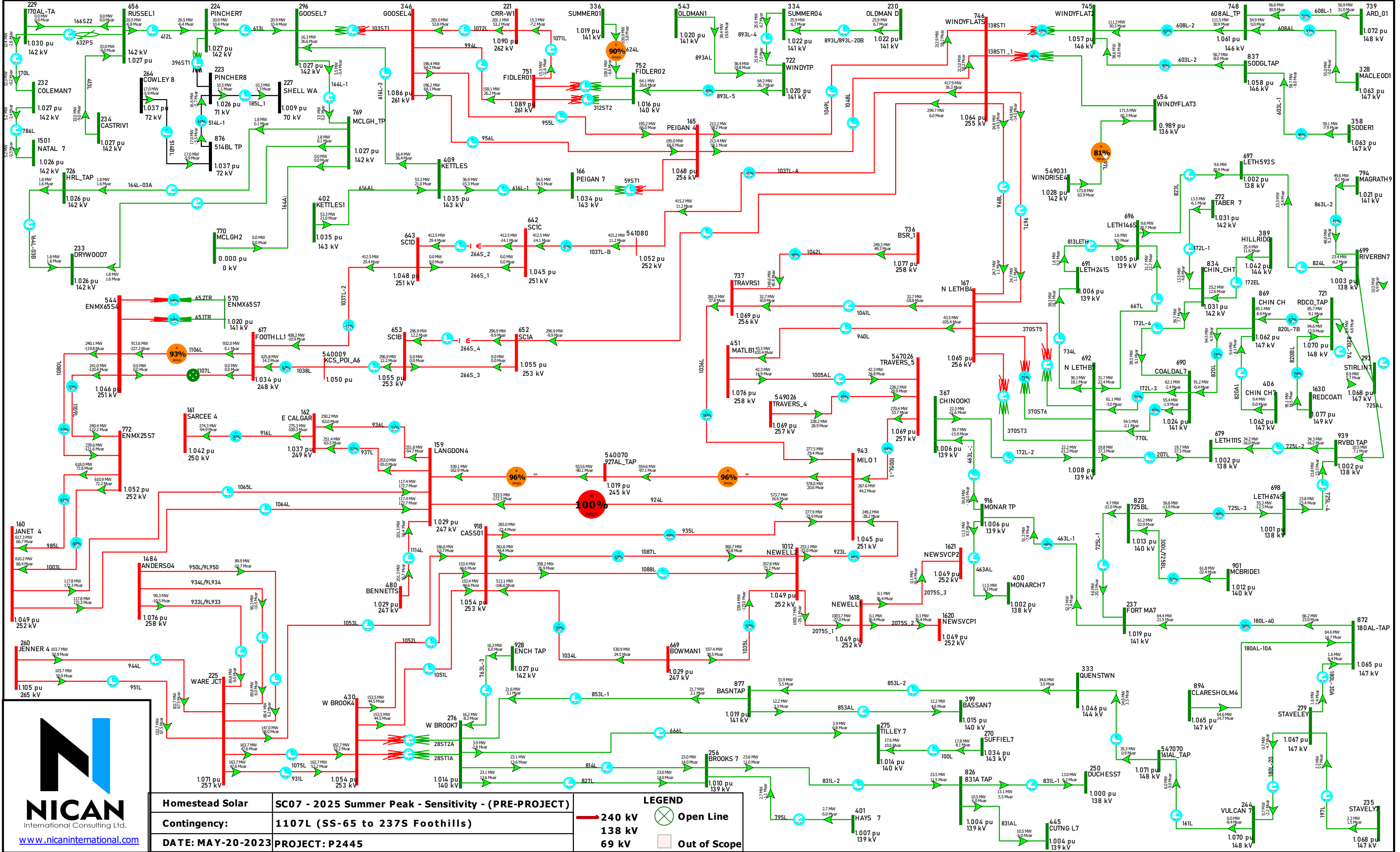


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<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1106L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



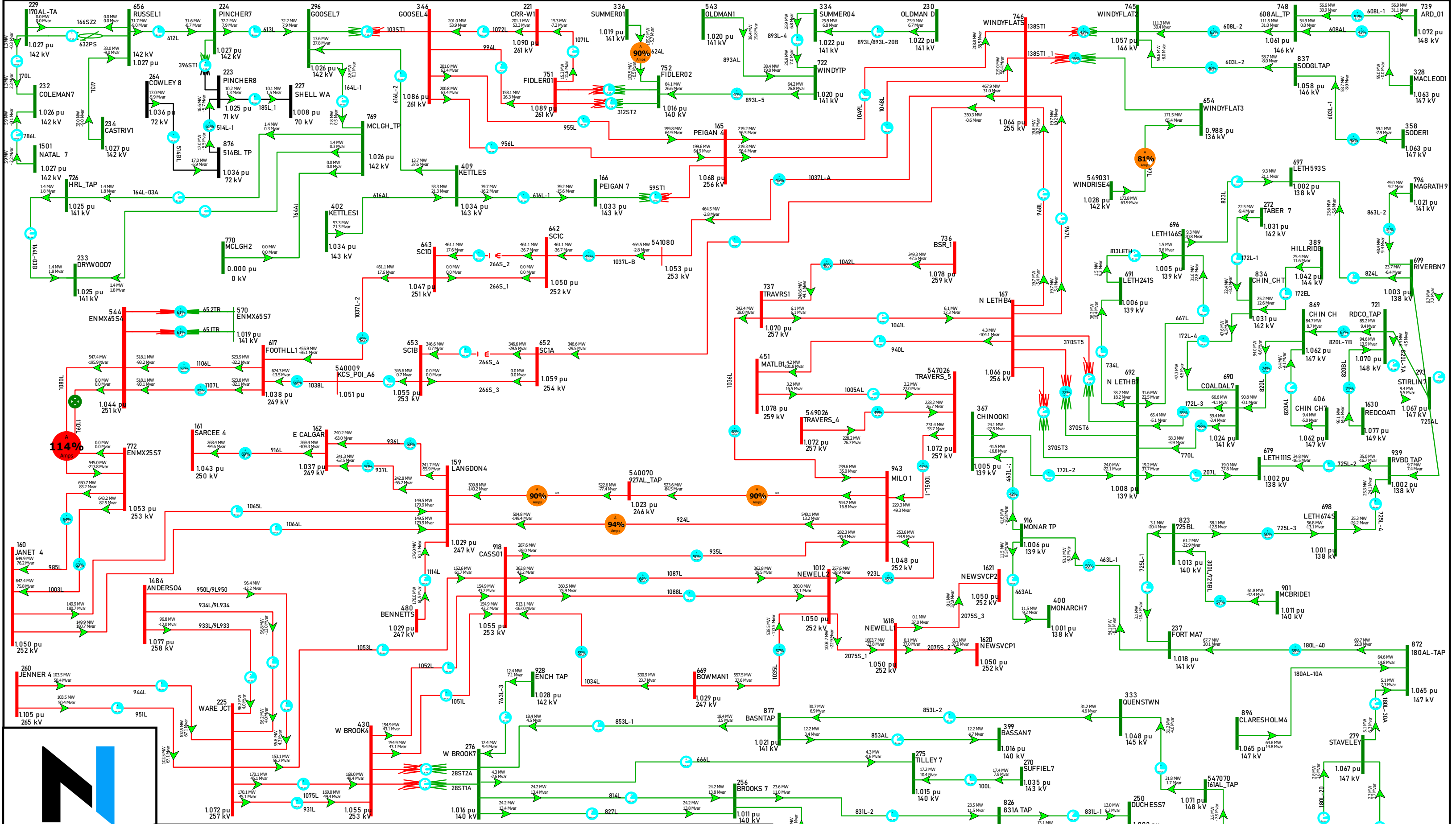


<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1107L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

240 kV	138 kV	69 kV	Open Line
Out of Scope			

872 180AL-TAP 1.065 pu 147 kV  
894 CLARESHOLM4 1.065 pu 147 kV  
823 725BL 1.013 pu 140 kV  
823L 1.013 pu 140 kV  
823L-1 1.013 pu 140 kV  
823L-2 1.013 pu 140 kV  
823L-3 1.013 pu 140 kV  
823L-4 1.013 pu 140 kV  
823L-5 1.013 pu 140 kV  
823L-6 1.013 pu 140 kV  
823L-7 1.013 pu 140 kV  
823L-8 1.013 pu 140 kV  
823L-9 1.013 pu 140 kV  
823L-10 1.013 pu 140 kV  
823L-11 1.013 pu 140 kV  
823L-12 1.013 pu 140 kV  
823L-13 1.013 pu 140 kV  
823L-14 1.013 pu 140 kV  
823L-15 1.013 pu 140 kV  
823L-16 1.013 pu 140 kV  
823L-17 1.013 pu 140 kV  
823L-18 1.013 pu 140 kV  
823L-19 1.013 pu 140 kV  
823L-20 1.013 pu 140 kV  
823L-21 1.013 pu 140 kV  
823L-22 1.013 pu 140 kV  
823L-23 1.013 pu 140 kV  
823L-24 1.013 pu 140 kV  
823L-25 1.013 pu 140 kV  
823L-26 1.013 pu 140 kV  
823L-27 1.013 pu 140 kV  
823L-28 1.013 pu 140 kV  
823L-29 1.013 pu 140 kV  
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823L-33 1.013 pu 140 kV  
823L-34 1.013 pu 140 kV  
823L-35 1.013 pu 140 kV  
823L-36 1.013 pu 140 kV  
823L-37 1.013 pu 140 kV  
823L-38 1.013 pu 140 kV  
823L-39 1.013 pu 140 kV  
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823L-44 1.013 pu 140 kV  
823L-45 1.013 pu 140 kV  
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823L-49 1.013 pu 140 kV  
823L-50 1.013 pu 140 kV  
823L-51 1.013 pu 140 kV  
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823L-55 1.013 pu 140 kV  
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823L-57 1.013 pu 140 kV  
823L-58 1.013 pu 140 kV  
823L-59 1.013 pu 140 kV  
823L-60 1.013 pu 140 kV  
823L-61 1.013 pu 140 kV  
823L-62 1.013 pu 140 kV  
823L-63 1.013 pu 140 kV  
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823L-65 1.013 pu 140 kV  
823L-66 1.013 pu 140 kV  
823L-67 1.013 pu 140 kV  
823L-68 1.013 pu 140 kV  
823L-69 1.013 pu 140 kV  
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823L-93 1.013 pu 140 kV  
823L-94 1.013 pu 140 kV  
823L-95 1.013 pu 140 kV  
823L-96 1.013 pu 140 kV  
823L-97 1.013 pu 140 kV  
823L-98 1.013 pu 140 kV  
823L-99 1.013 pu 140 kV  
823L-100 1.013 pu 140 kV





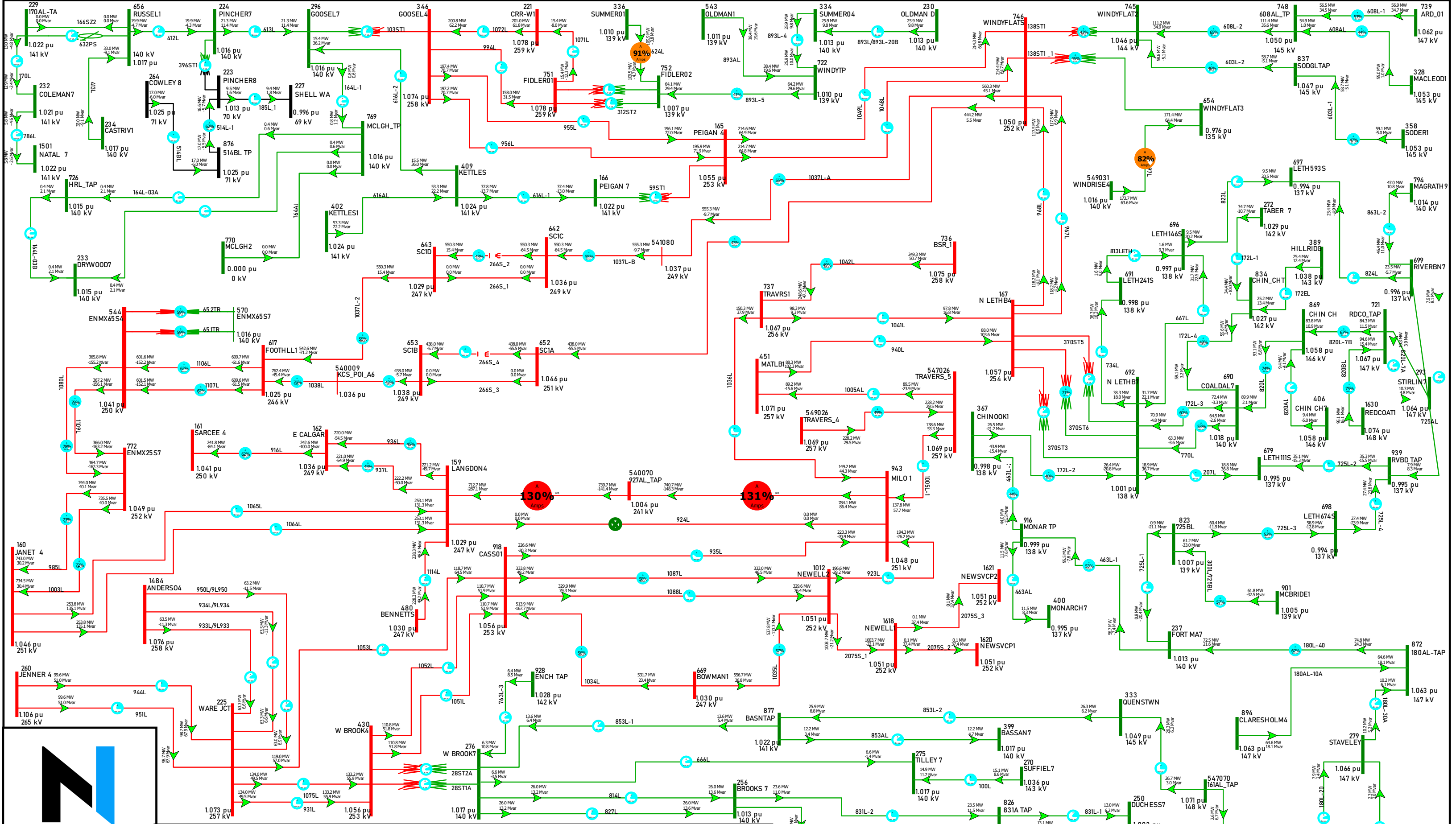
<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>1109L (SS-25 Shepard - SS-65)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	

872 180AL-TAP 1.065 pu 147 kV  
894 CLARESHOLM4 1.065 pu 147 kV  
823 725BL 1.013 pu 140 kV  
823L 1.013 pu 140 kV  
823L-1 1.013 pu 140 kV  
823L-2 1.013 pu 140 kV  
823L-3 1.013 pu 140 kV  
823L-4 1.013 pu 140 kV  
823L-5 1.013 pu 140 kV  
823L-6 1.013 pu 140 kV  
823L-7 1.013 pu 140 kV  
823L-8 1.013 pu 140 kV  
823L-9 1.013 pu 140 kV  
823L-10 1.013 pu 140 kV  
823L-11 1.013 pu 140 kV  
823L-12 1.013 pu 140 kV  
823L-13 1.013 pu 140 kV  
823L-14 1.013 pu 140 kV  
823L-15 1.013 pu 140 kV  
823L-16 1.013 pu 140 kV  
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823L-98 1.013 pu 140 kV  
823L-99 1.013 pu 140 kV  
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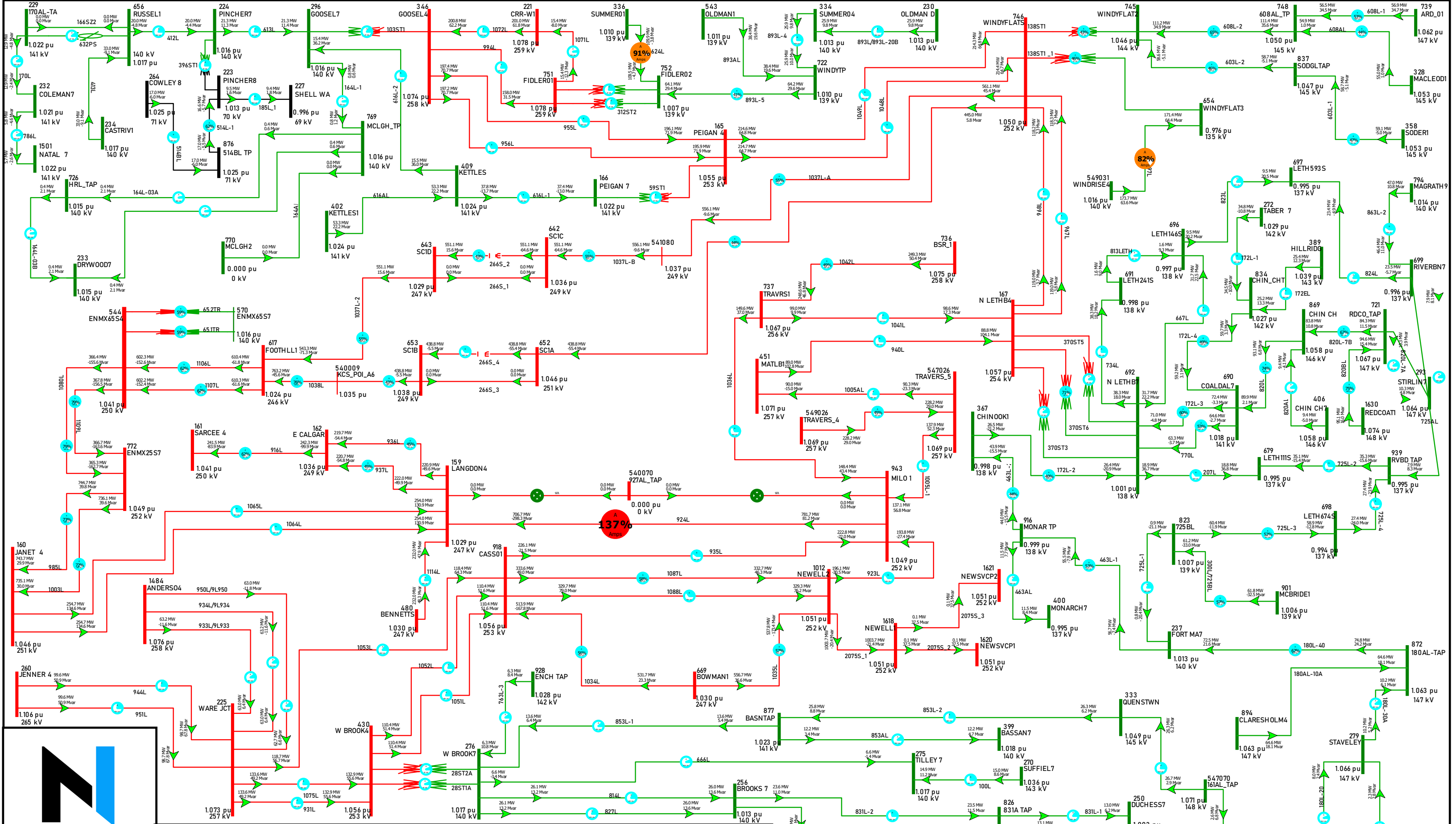


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Homestead Solar	SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)
Contingency:	924L (102S Langdon to 356S Milo)
DATE: MAY-20-2023	PROJECT: P2445

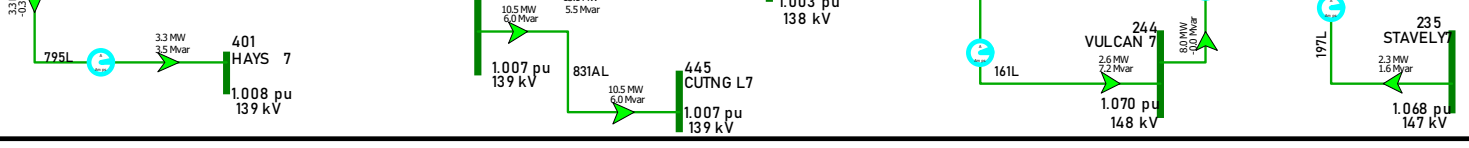
240 kV	Open Line
138 kV	
69 kV	Out of Scope

LEGEND

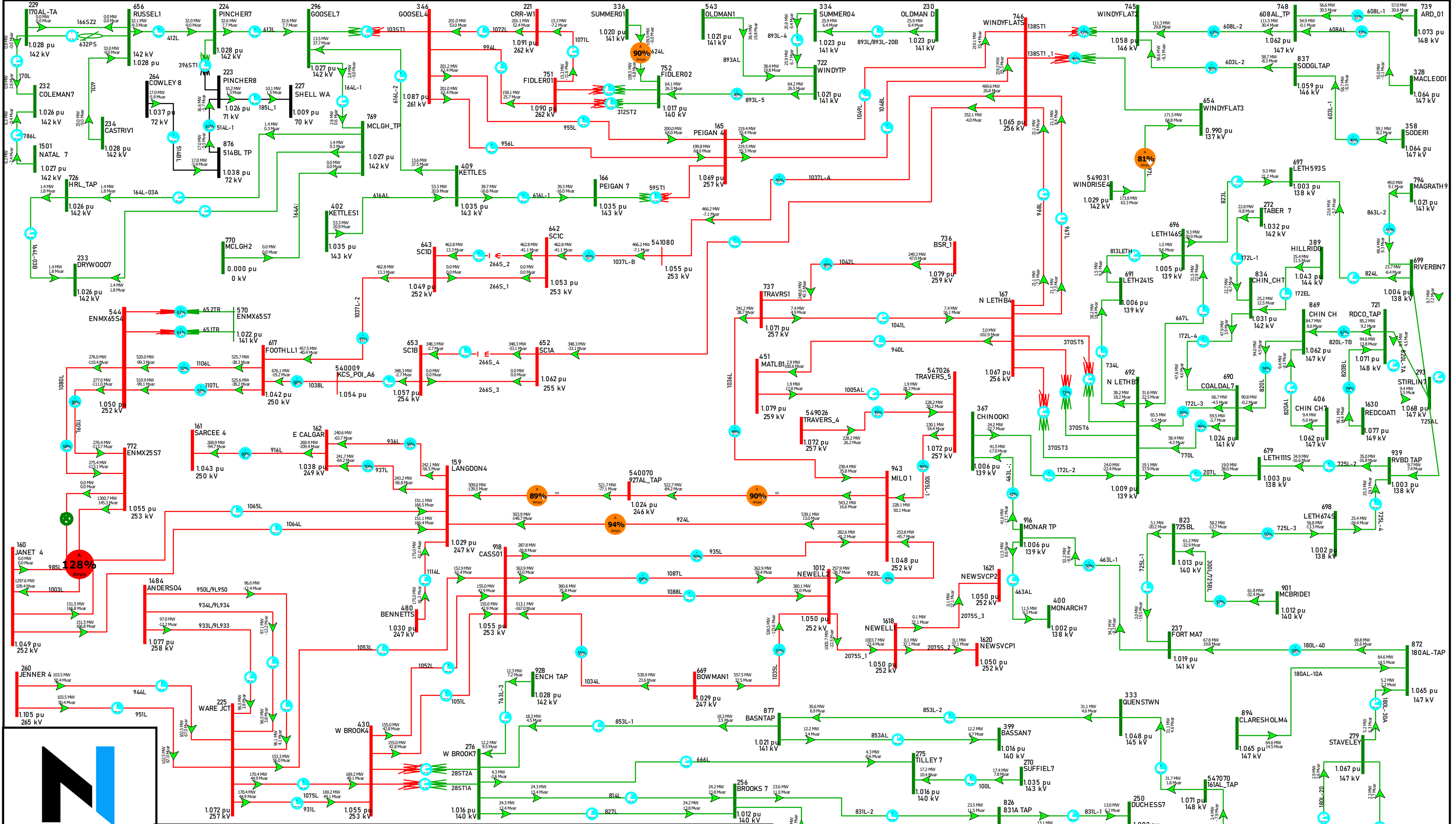


<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>927L (356S Milo to 927AL Tap to 102S Langdon)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

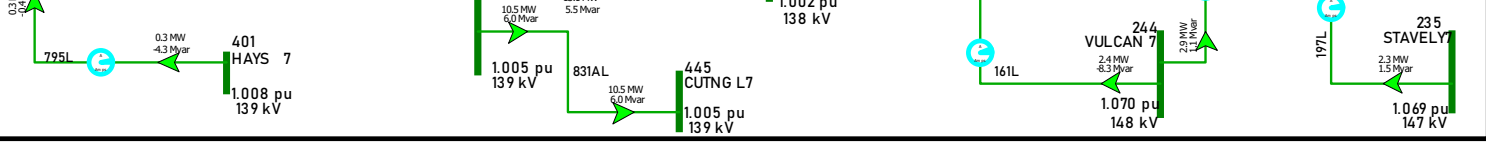


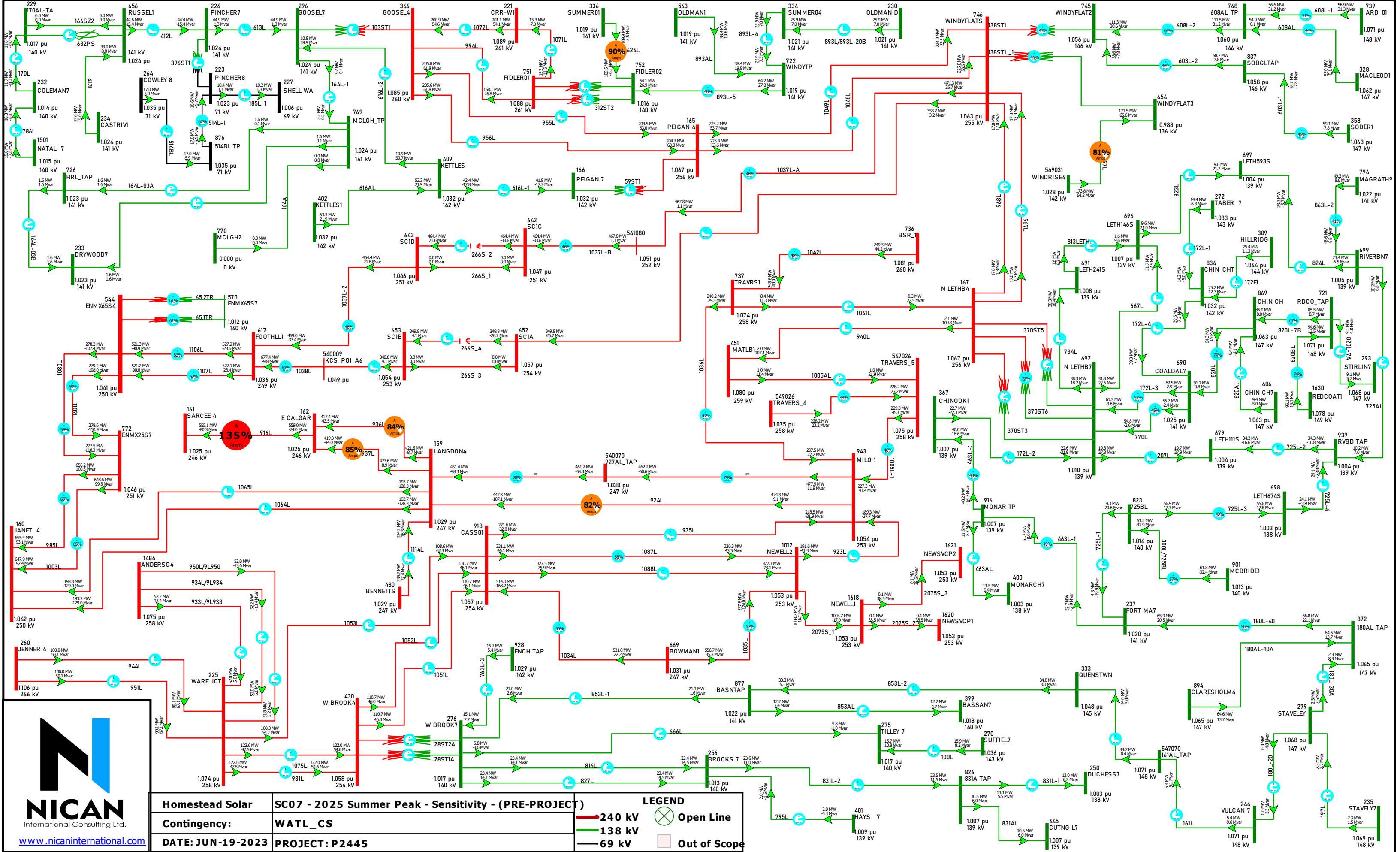




<b>Homestead Solar</b>	<b>SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-20-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





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Homestead Solar	SC07 - 2025 Summer Peak - Sensitivity - (PRE-PROJECT)
Contingency:	WATL_CS
DATE: JUN-19-2023	PROJECT: P2445

240 kV	138 kV	69 kV	Open Line
	Out of Scope		

LEGEND

# Attachment A3

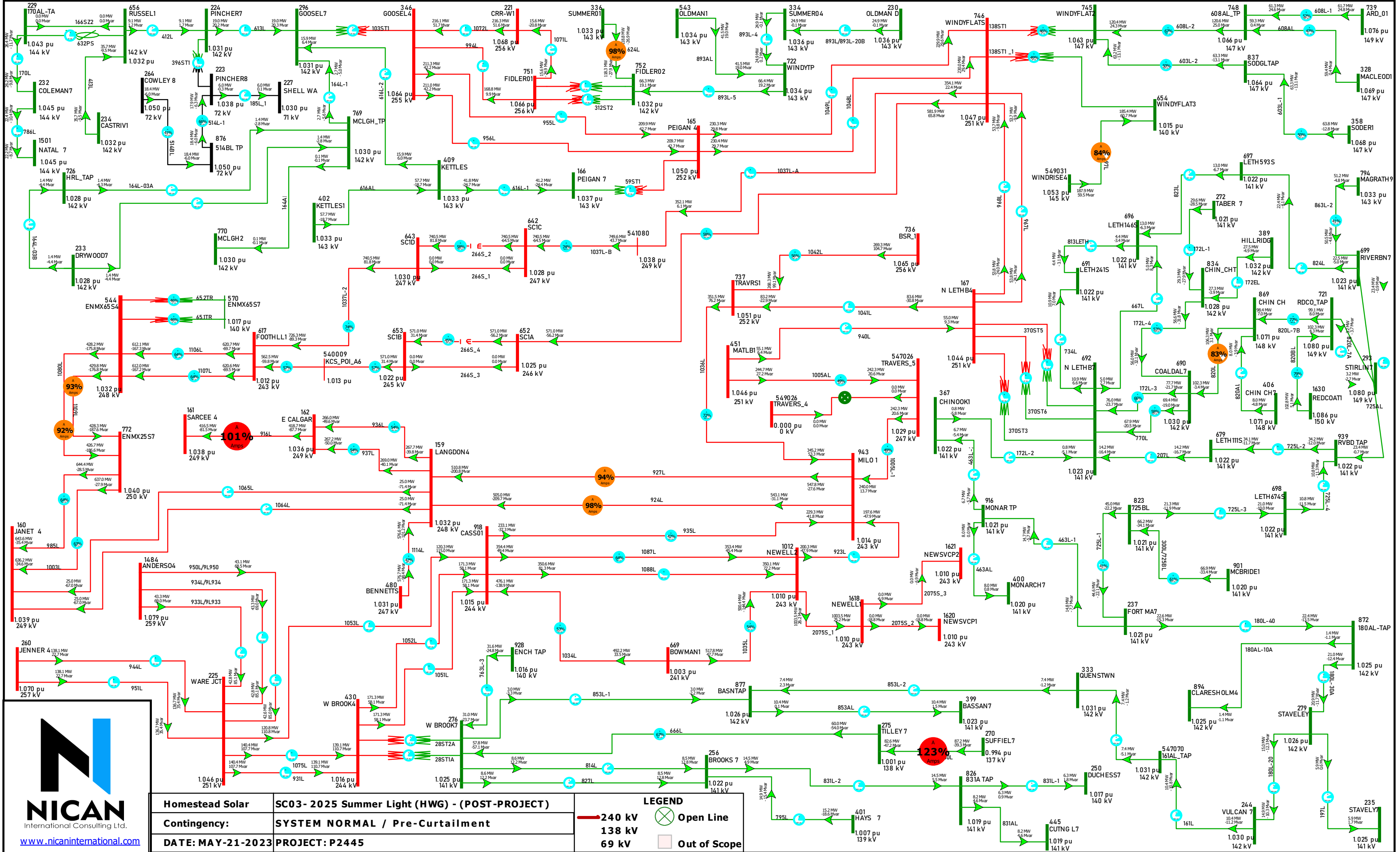
## Post-Project Power Flow Diagrams



# **2025 SUMMER LIGHT**

Single Line Diagrams  
P2445 - POST-PROJECT  
POWER FLOW SC03

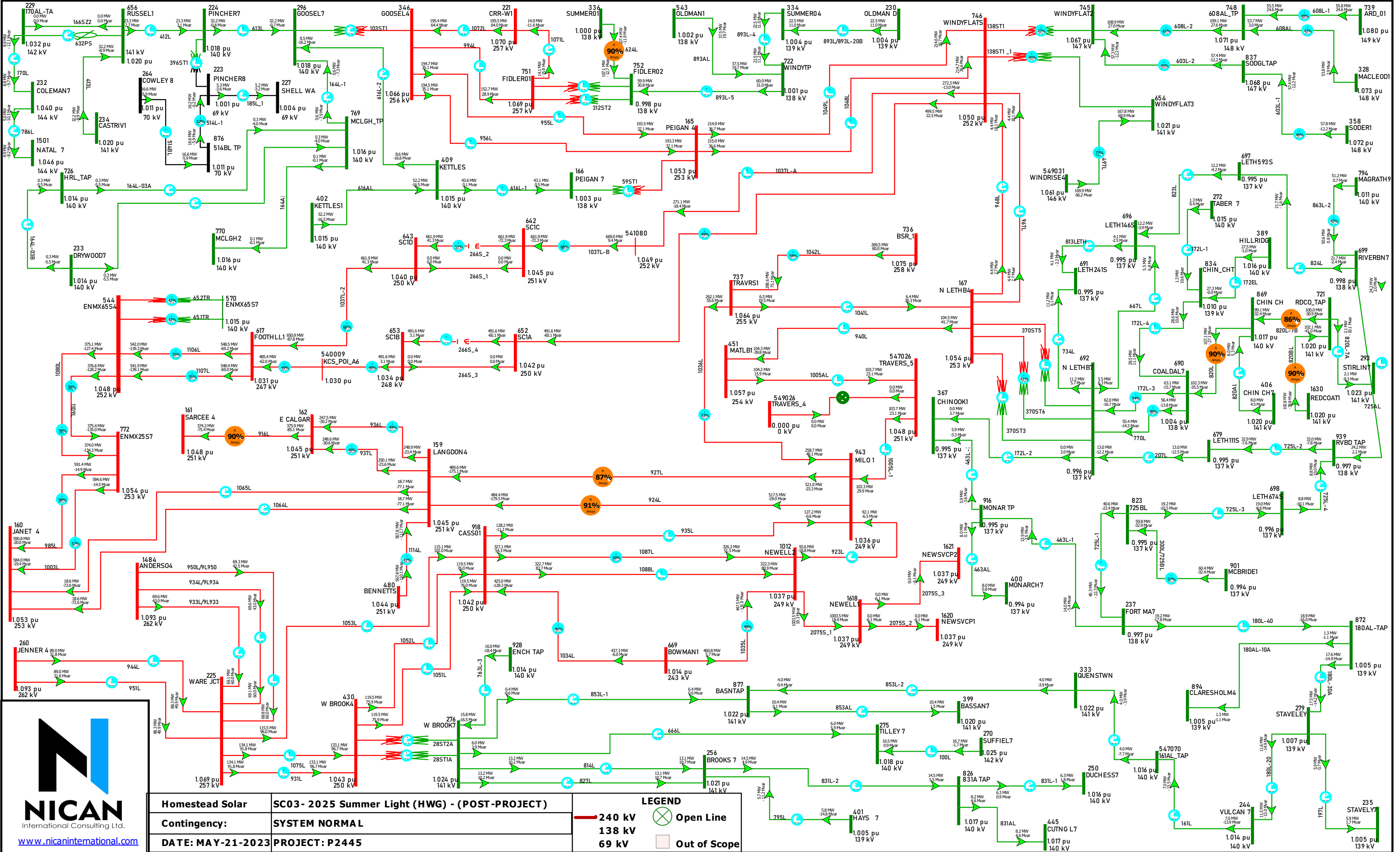




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<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL / Pre-Curtailment</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



<b>Homestead Solar</b>	<b>SC03 - 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

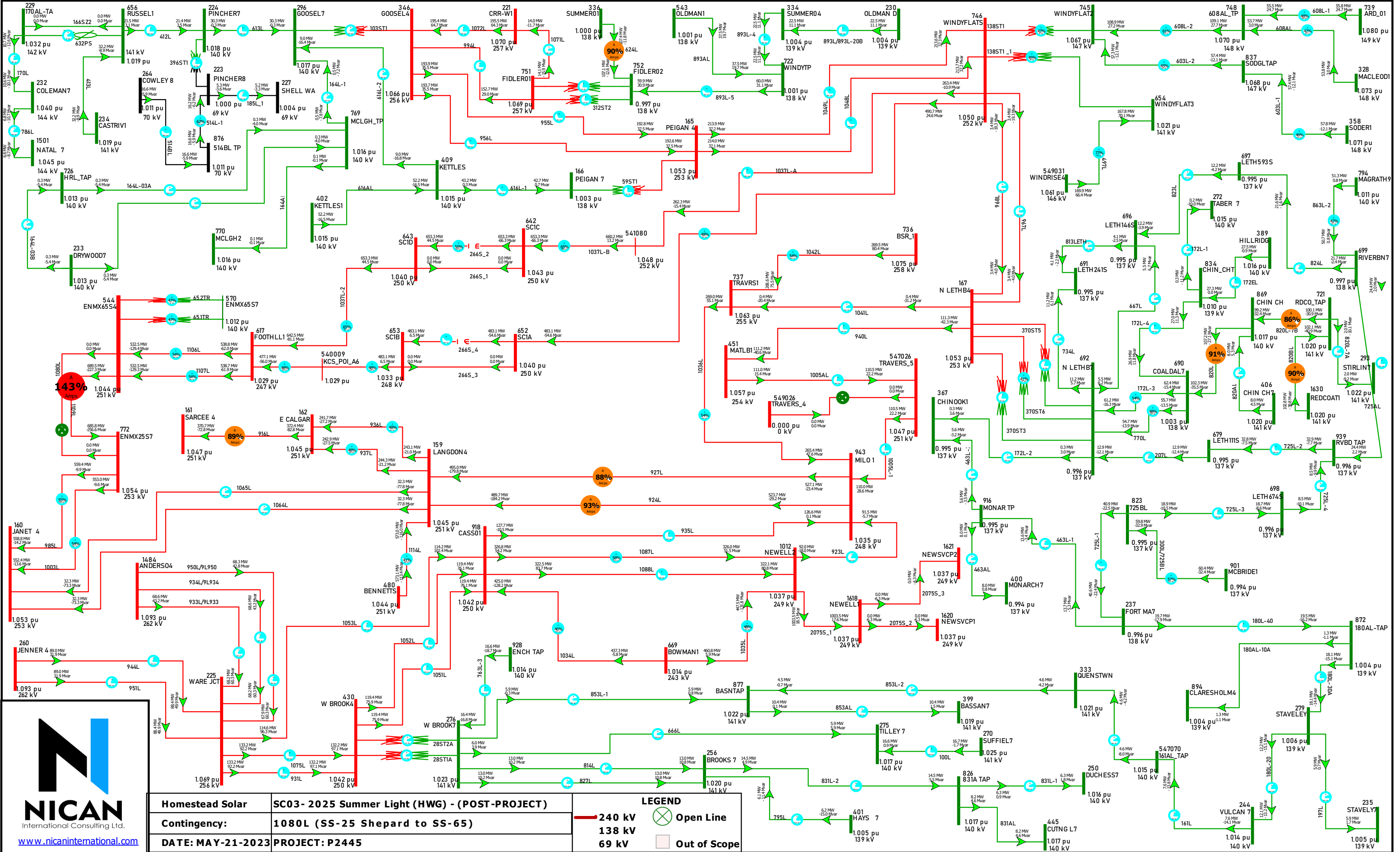
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>







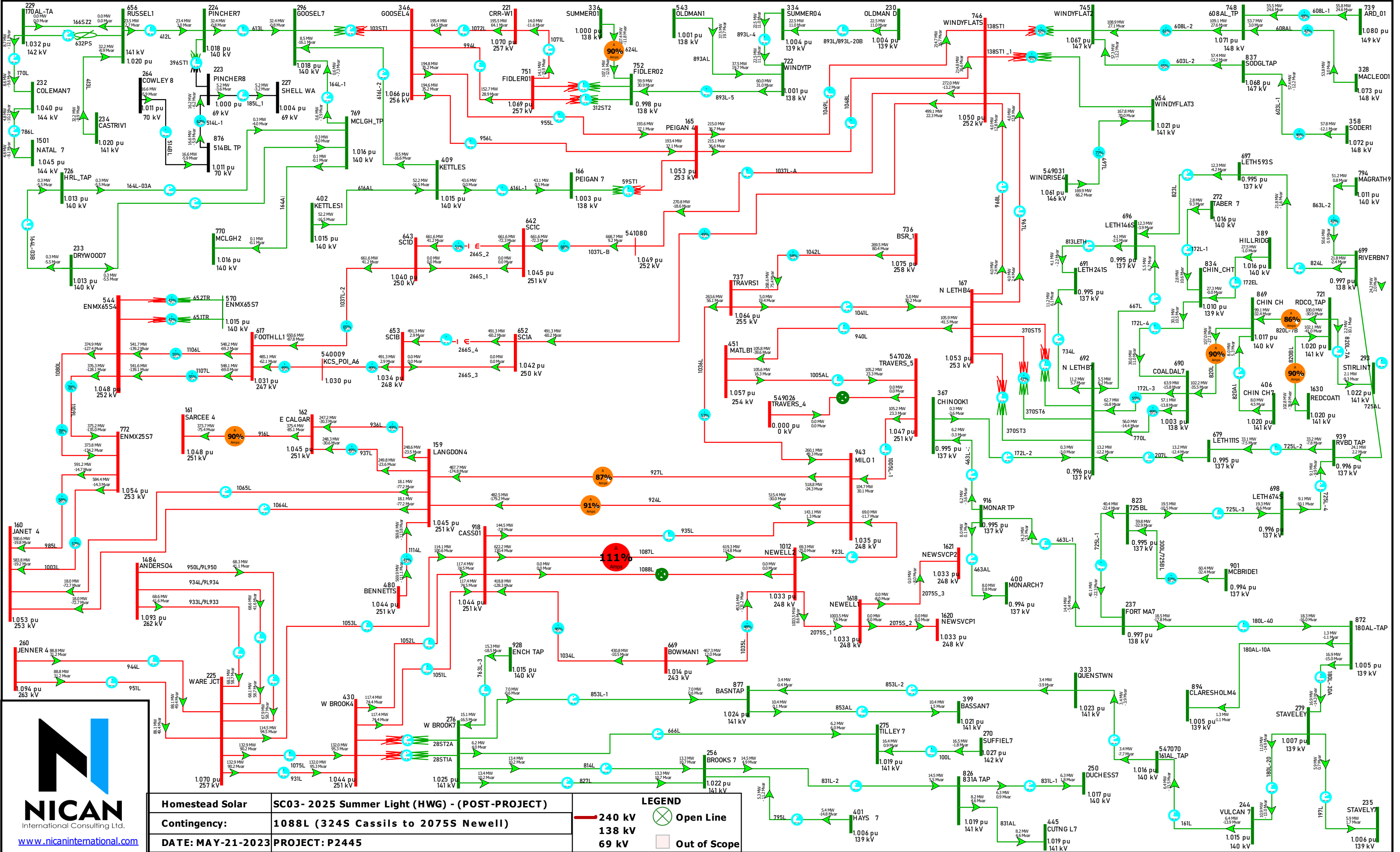




<b>Homestead Solar</b>	<b>SC03 - 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1080L (SS-25 Shepard to SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

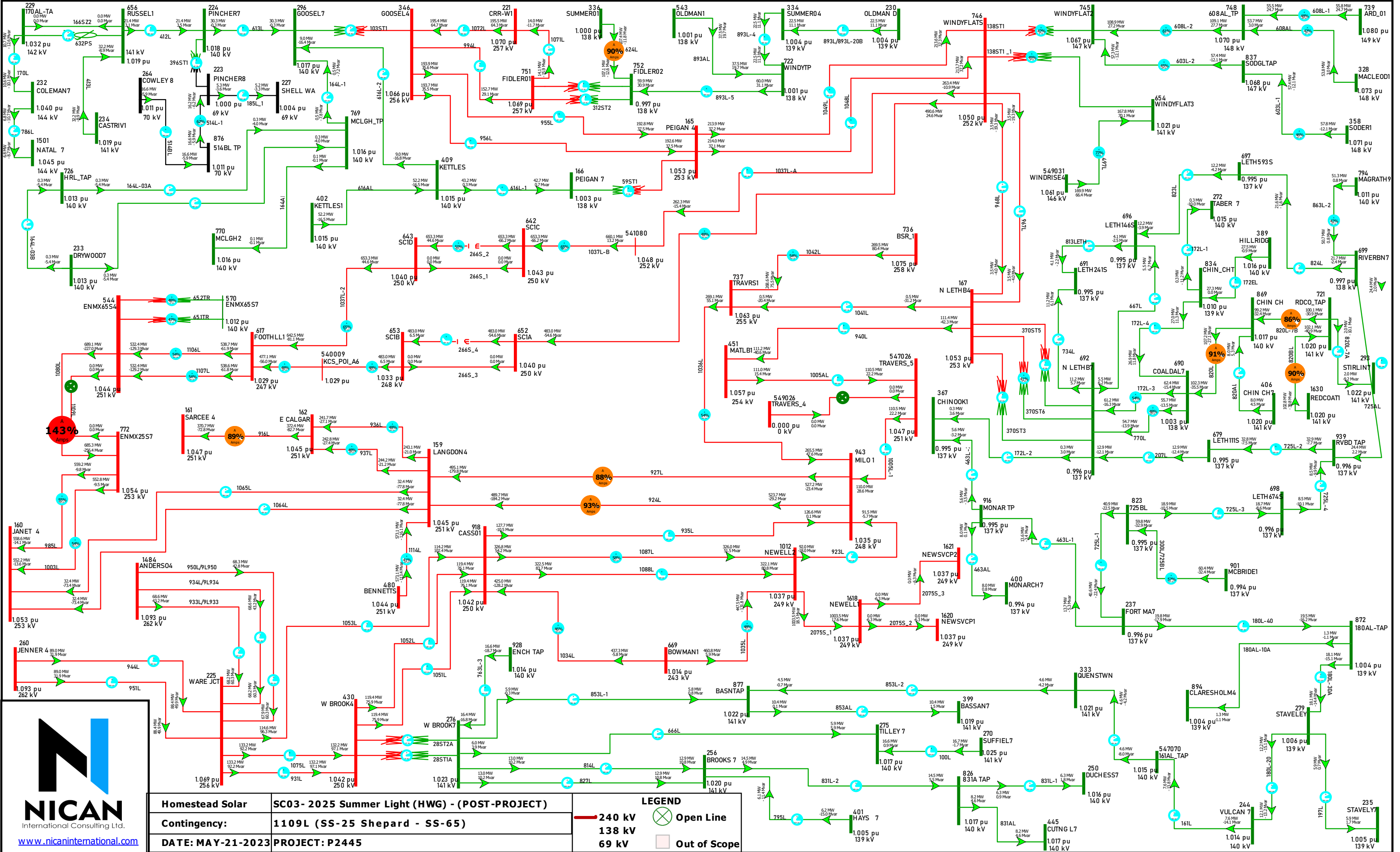
<b>LEGEND</b>		<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>
		<b>Out of Scope</b>





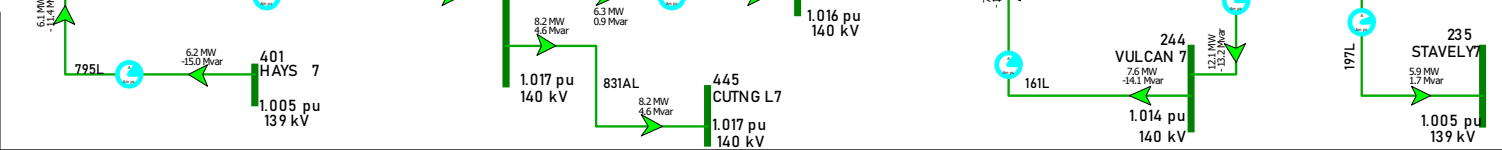
<b>Homestead Solar</b>	<b>SC03 - 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>Out of Scope</b>
<b>138 kV</b>	
<b>69 kV</b>	

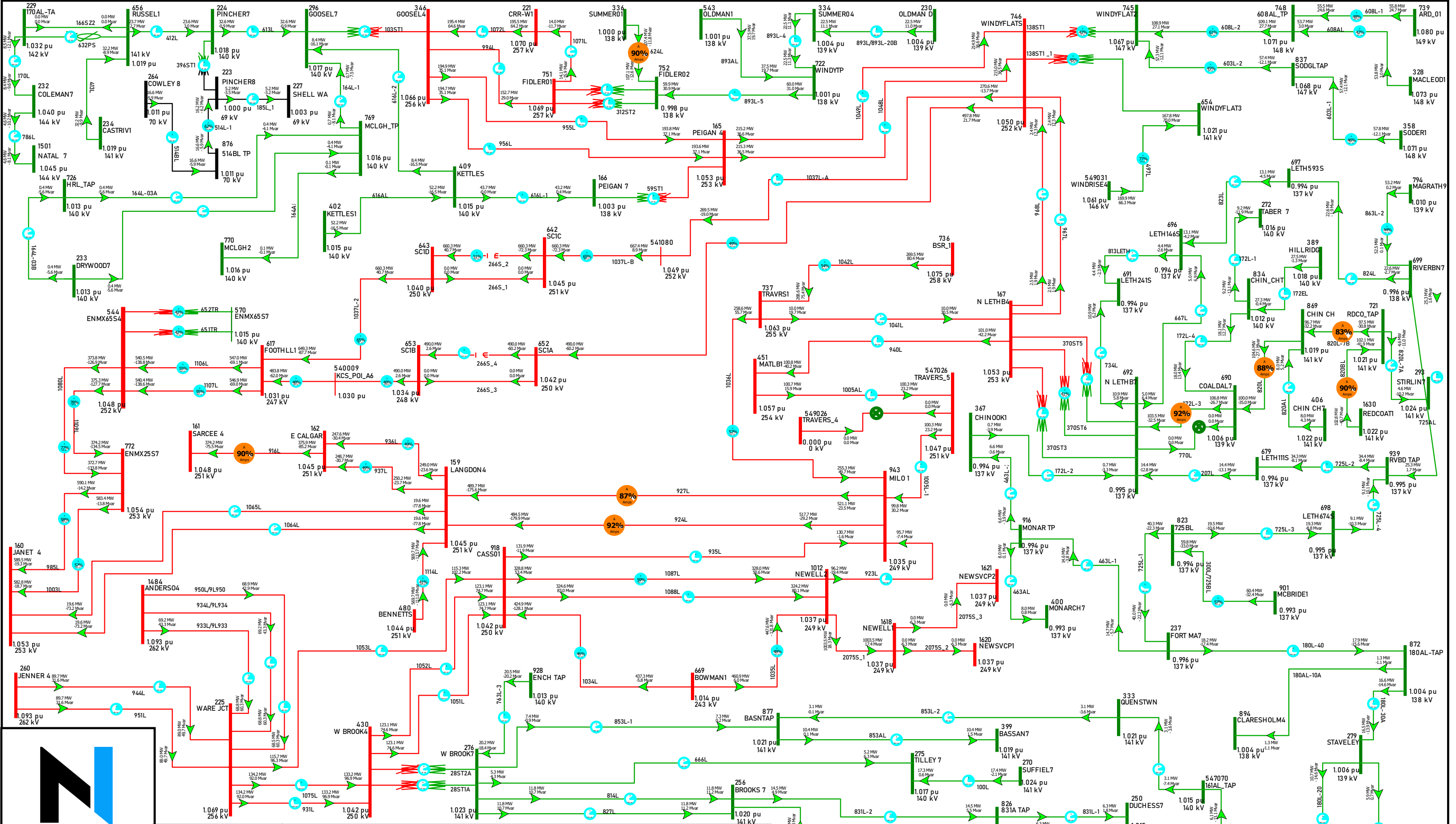


<b>Homestead Solar</b>	<b>SC03 - 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1109L (SS-25 Shepard - SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>
		<b>Out of Scope</b>



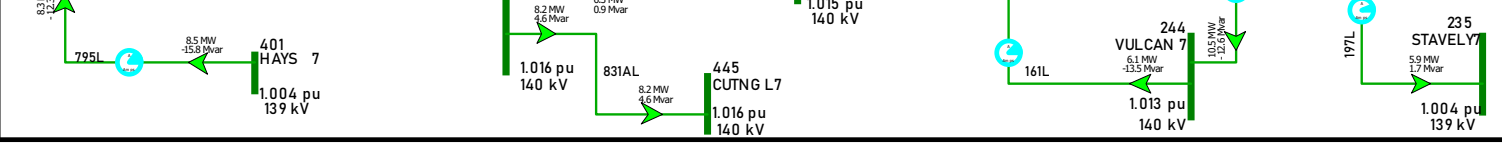


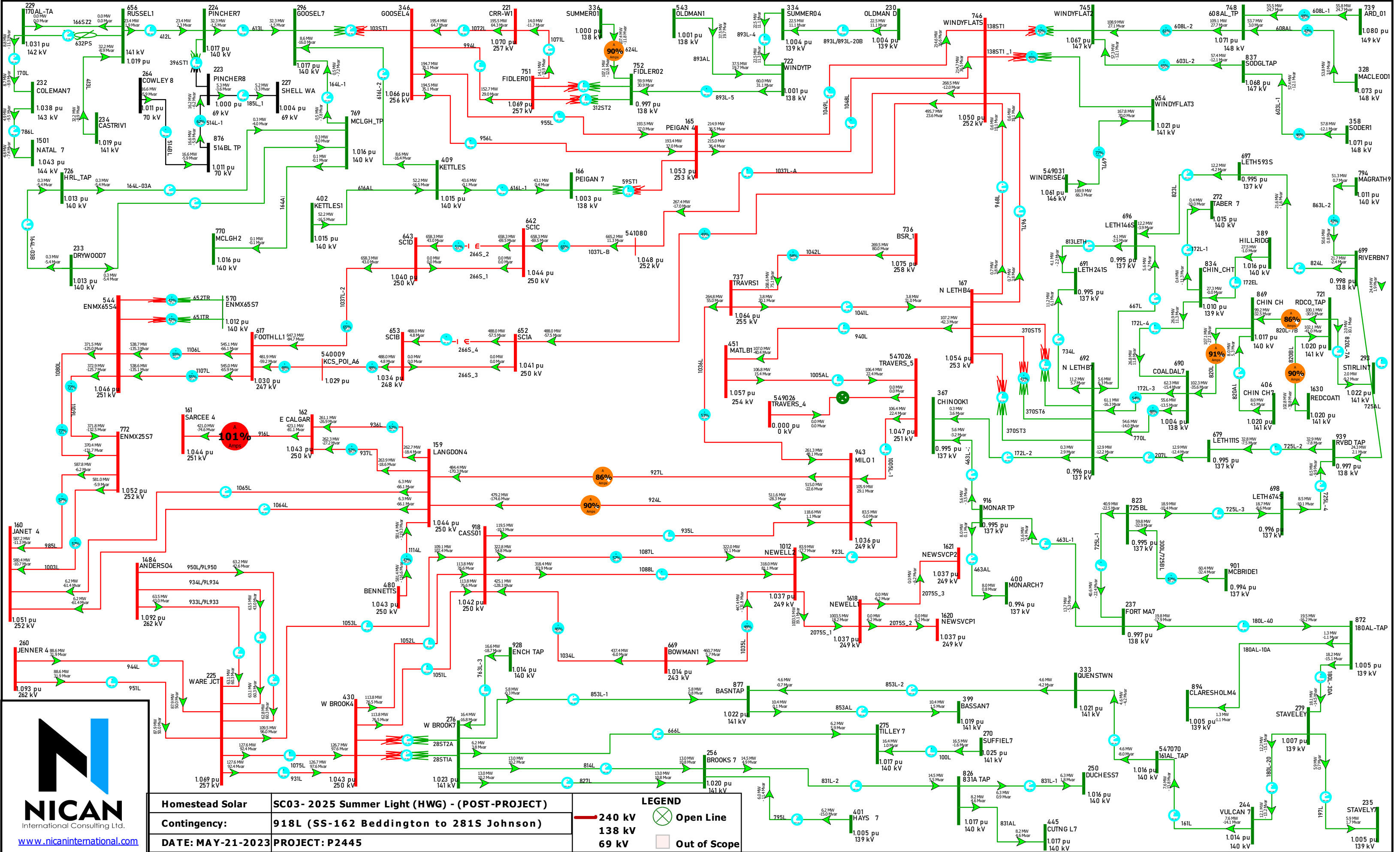


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<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>770L (254S Coaldale to 370S North Lethbridge)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	⊗ <b>Open Line</b>
— <b>240 kV</b>	□ <b>Out of Scope</b>
— <b>138 kV</b>	
— <b>69 kV</b>	

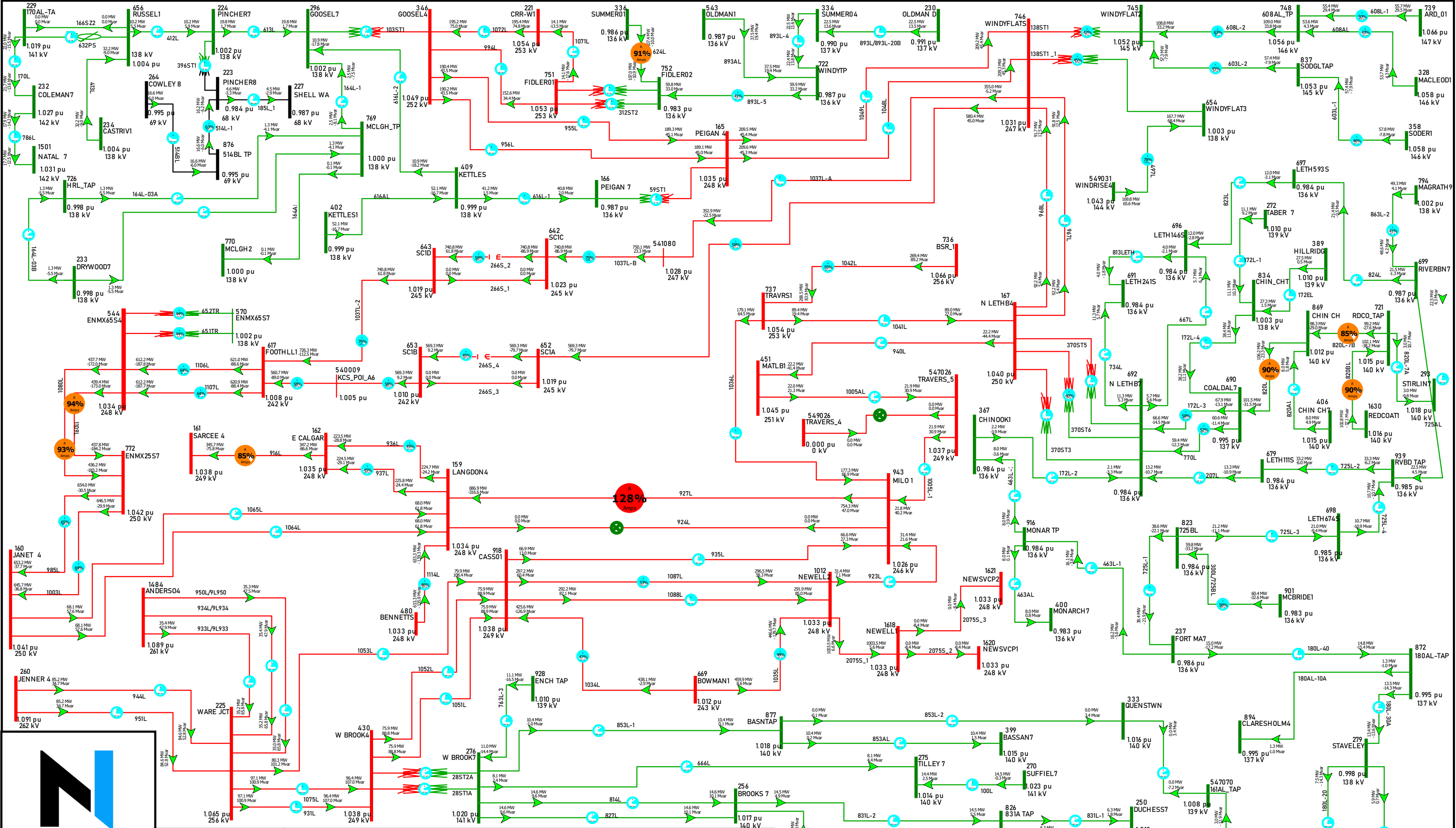




<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>918L (SS-162 Beddington to 281S Johnson)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	⊗ <b>Open Line</b>
— (Red)	<b>240 kV</b>
— (Green)	<b>138 kV</b>
— (Blue)	<b>69 kV</b>
□ (Grey)	<b>Out of Scope</b>





Homestead Solar	SC03- 2025 Summer Light (HWG) - (POST-PROJECT)
Contingency:	924L (102S Langdon to 356S Milo)
DATE: MAY-21-2023	PROJECT: P2445

240 kV	Open Line
138 kV	Out of Scope
69 kV	

**A 128% Amps**

**A 85% Amps**

**A 93% Amps**

**A 94% Amps**

**A 91% Amps**

**A 90% Amps**

**A 85% Amps**

**A 90% Amps**

**A 90% Amps**

**A 91% Amps**

**A 91% Amps**

**A 91% Amps**

**A 93% Amps**

**A 85% Amps**

**A 93% Amps**

**A 94% Amps**

**A 93% Amps**

**A 93% Amps**

**A 93% Amps**

**A 93% Amps**

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**A 93% Amps**

**A 93% Amps**

**A 93% Amps**

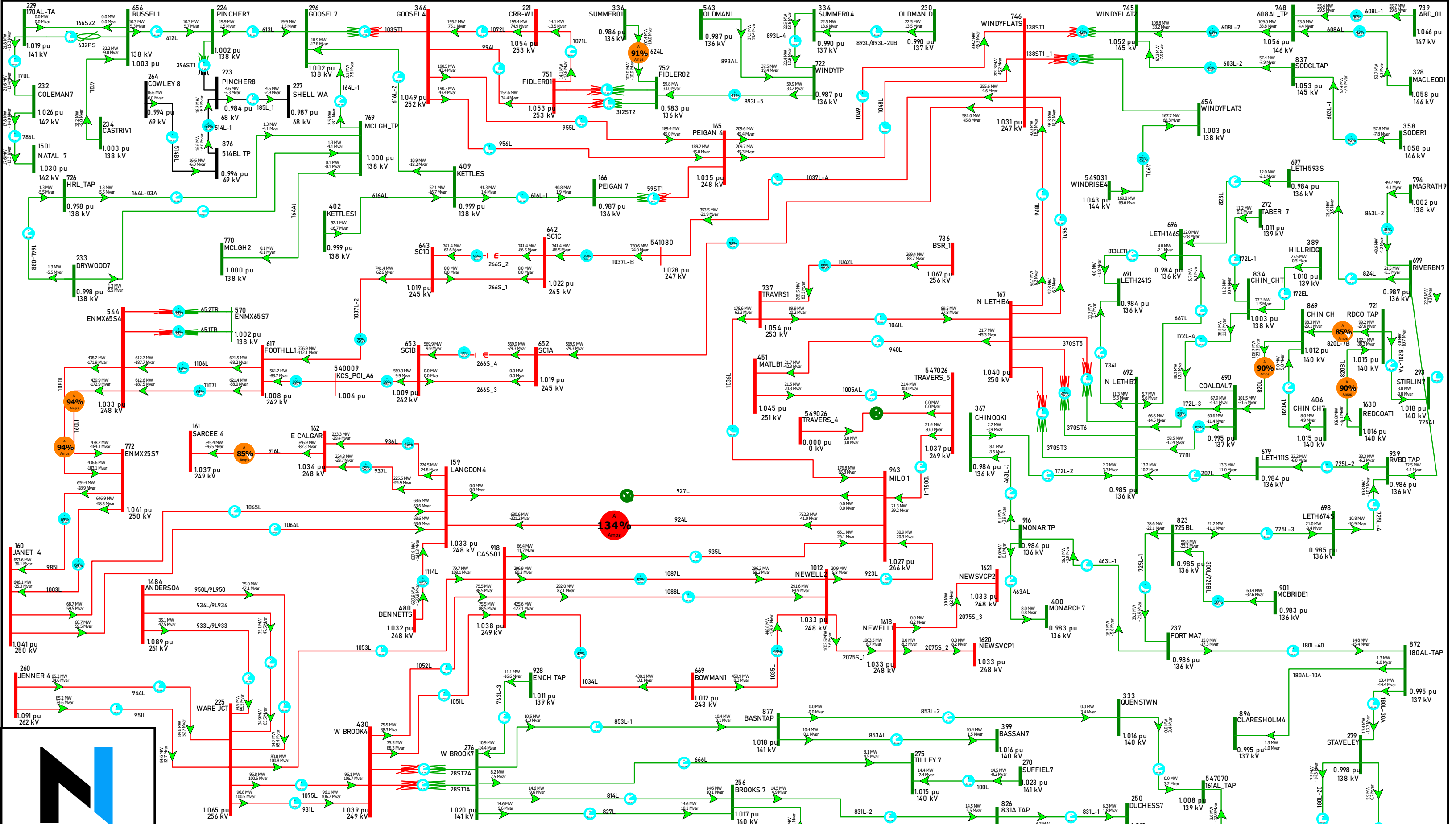
**A 93% Amps**

**A 93% Amps**

**A 93% Amps**

**A 93% Amps**

**A 93% Amps**



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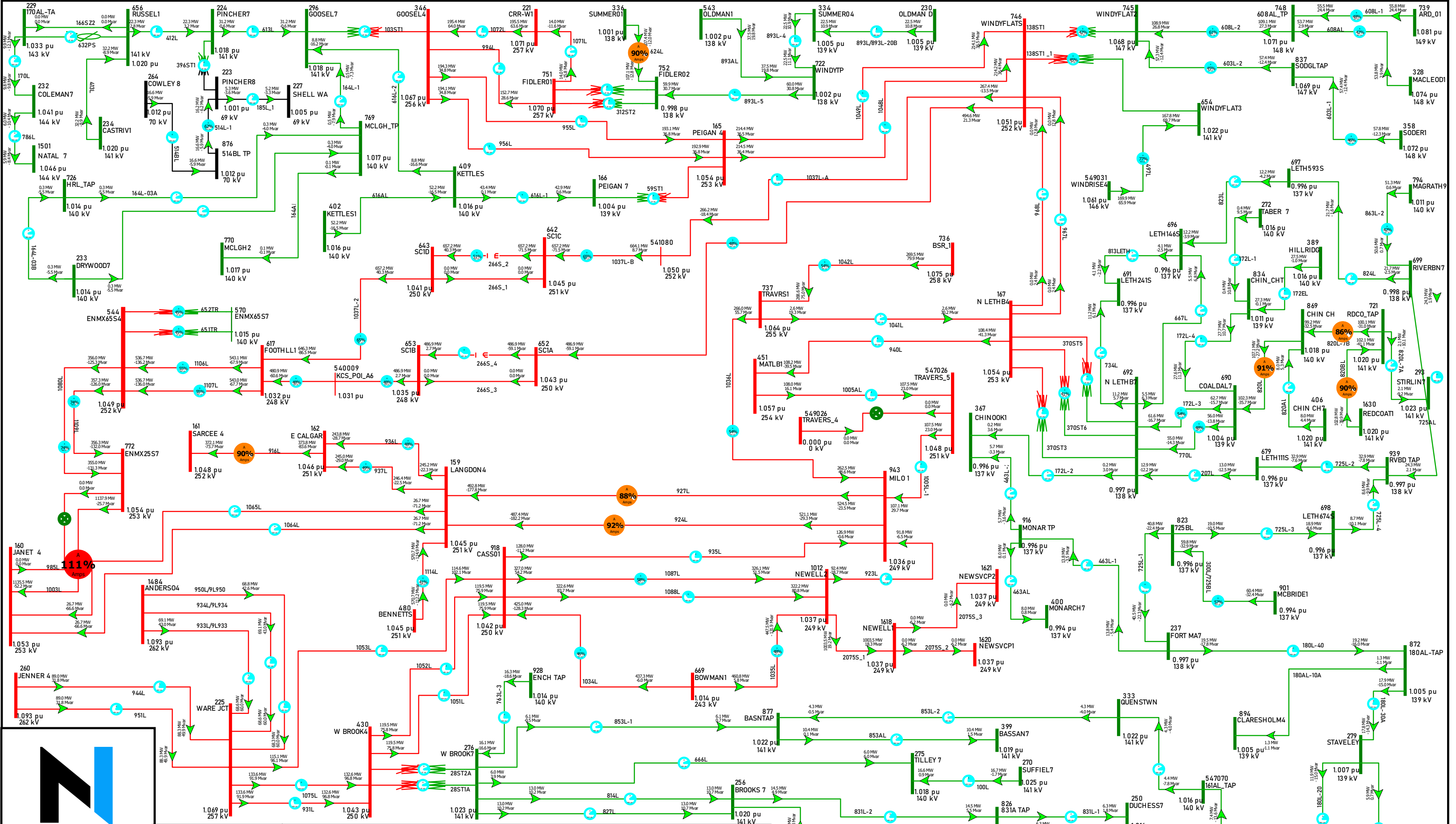
Homestead Solar	SC03- 2025 Summer Light (HWG) - (POST-PROJECT)
Contingency:	927L (356S Milo to 927AL Tap to 102S Langdon)
DATE: MAY-21-2023	PROJECT: P2445

240 kV	Open Line
138 kV	
69 kV	Out of Scope

LEGEND

235 STAVELY7  
0.996 pu  
138 kV





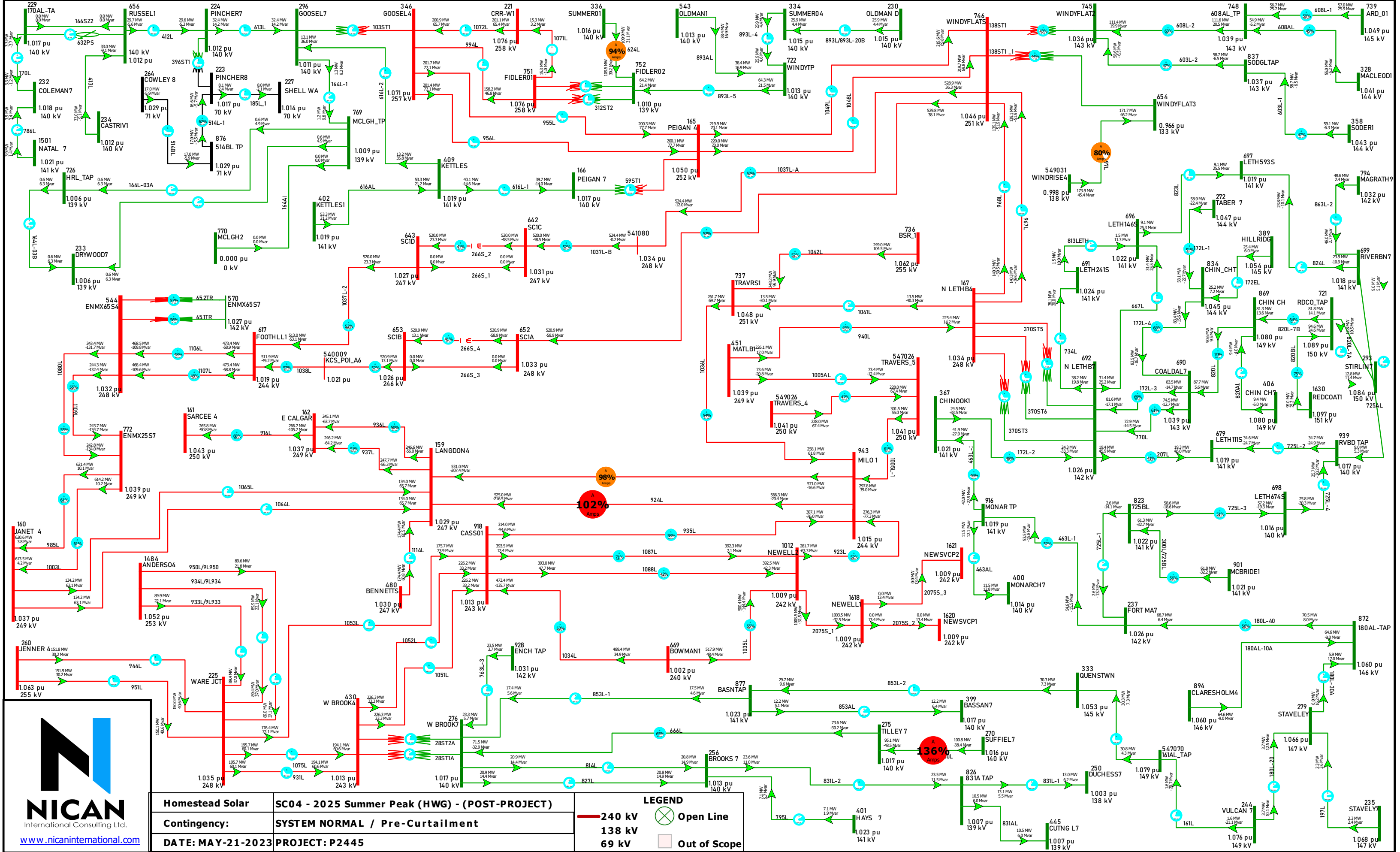
<b>Homestead Solar</b>	<b>SC03 - 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>
		<b>Out of Scope</b>

# **2025 SUMMER PEAK**

Single Line Diagrams  
P2445 - POST-PROJECT  
POWER FLOW SC04

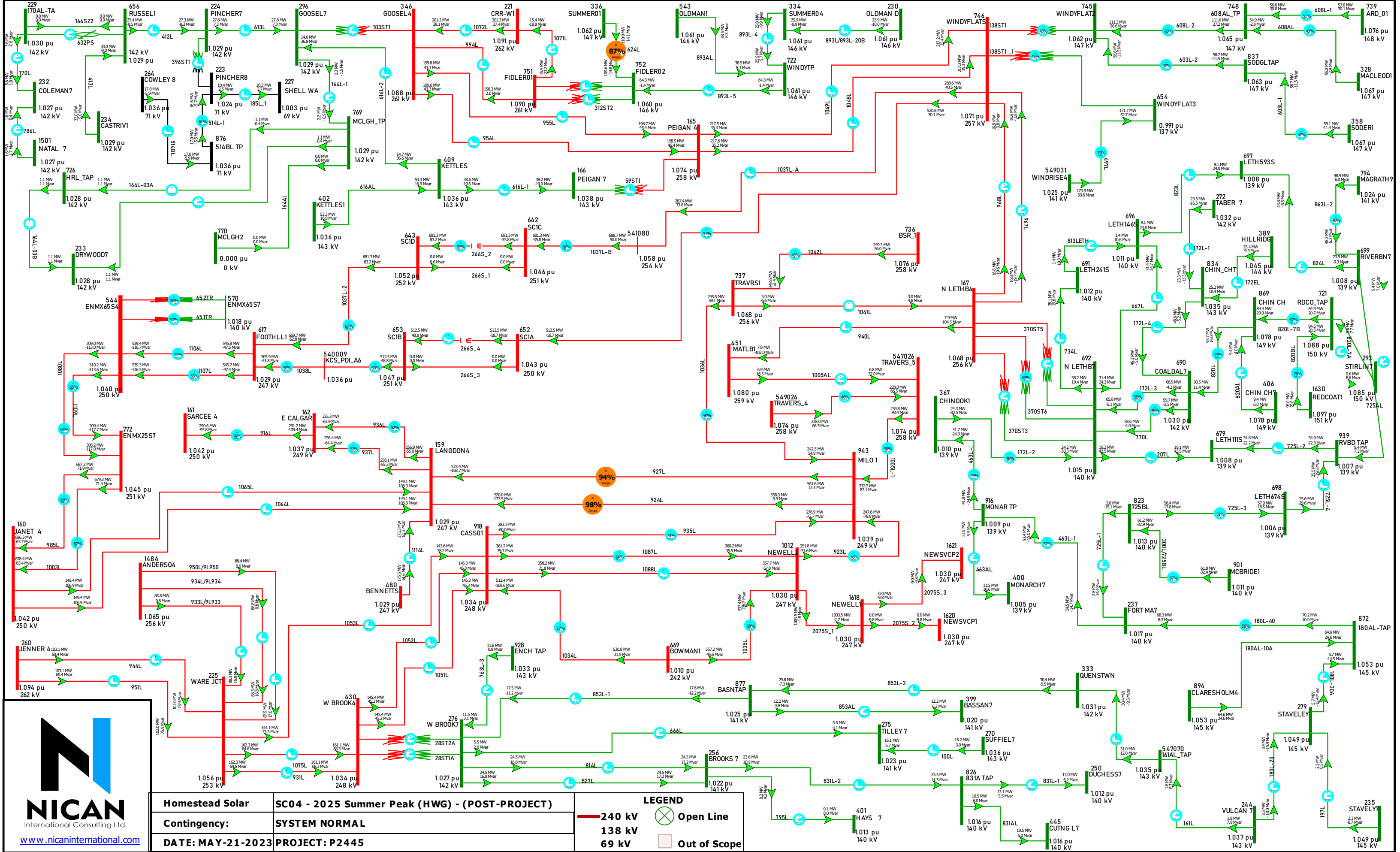




<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL / Pre-Curtailment</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	

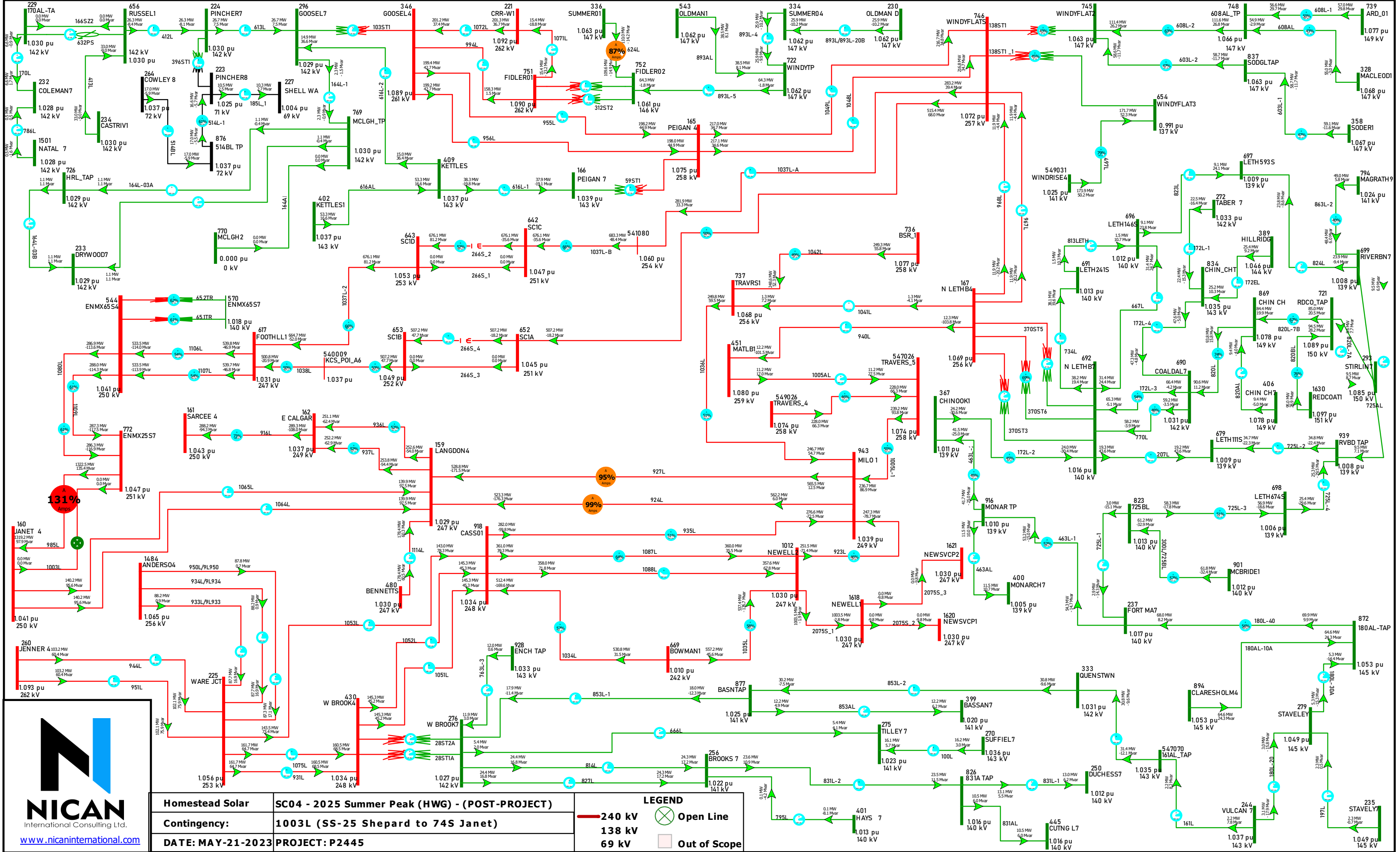




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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

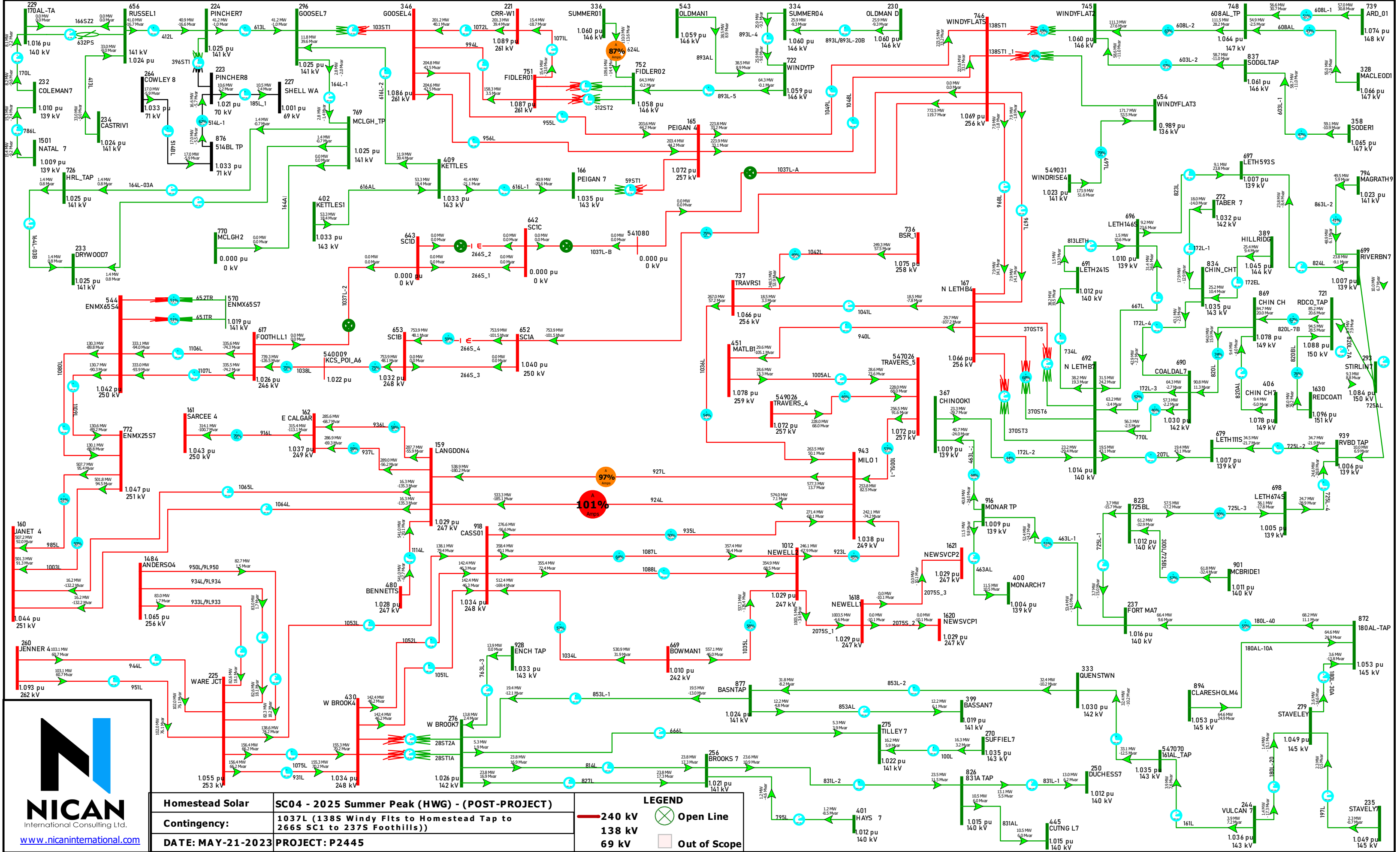
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

LEGEND	
<span style="color: red;">—</span>	240 kV
<span style="color: green;">—</span>	138 kV
<span style="color: blue;">—</span>	69 kV
	Open Line
	Out of Scope



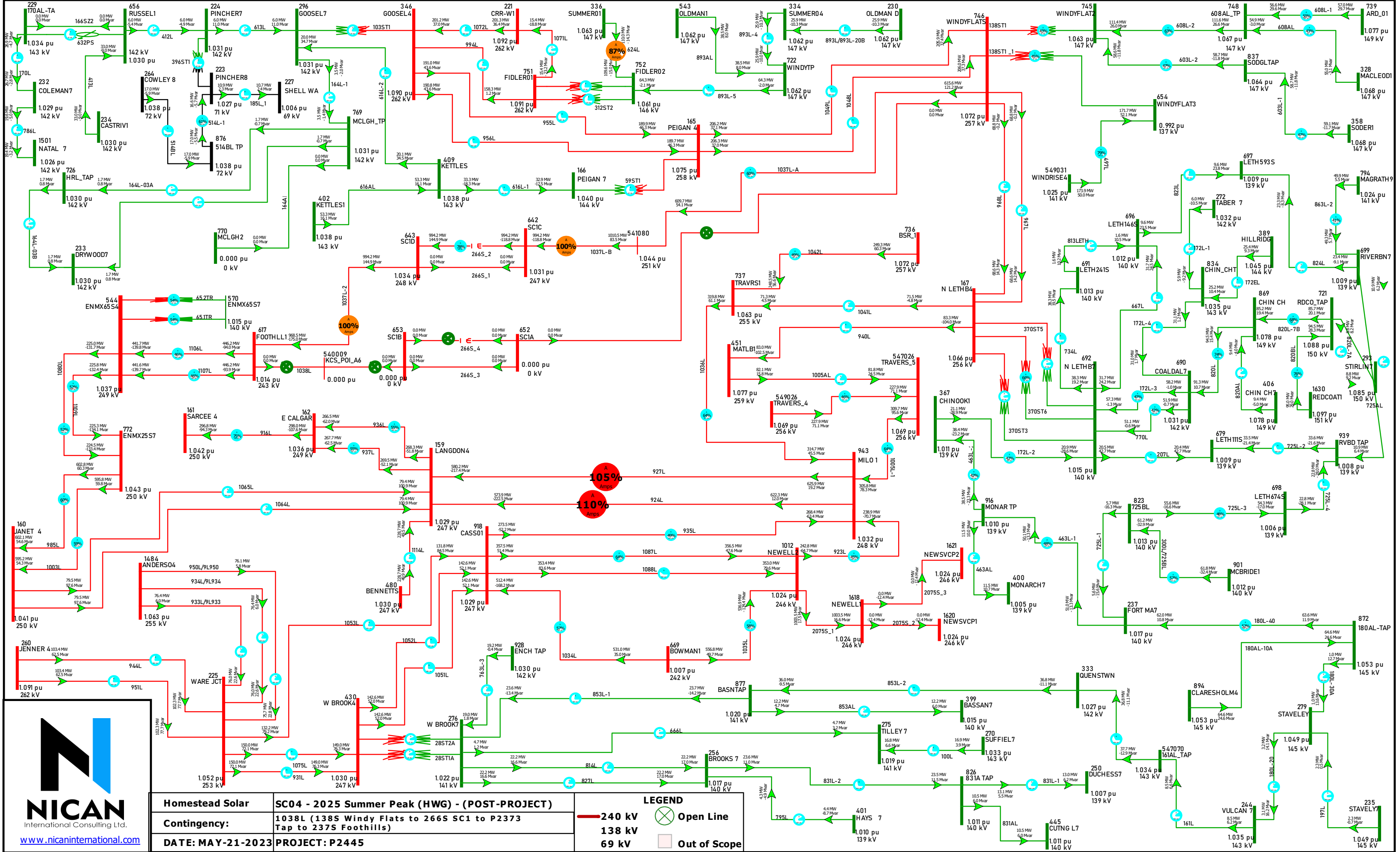


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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1037L (138S Windy Fits to Homestead Tap to 266S SC1 to 237S Foothills))</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>
		<b>Out of Scope</b>

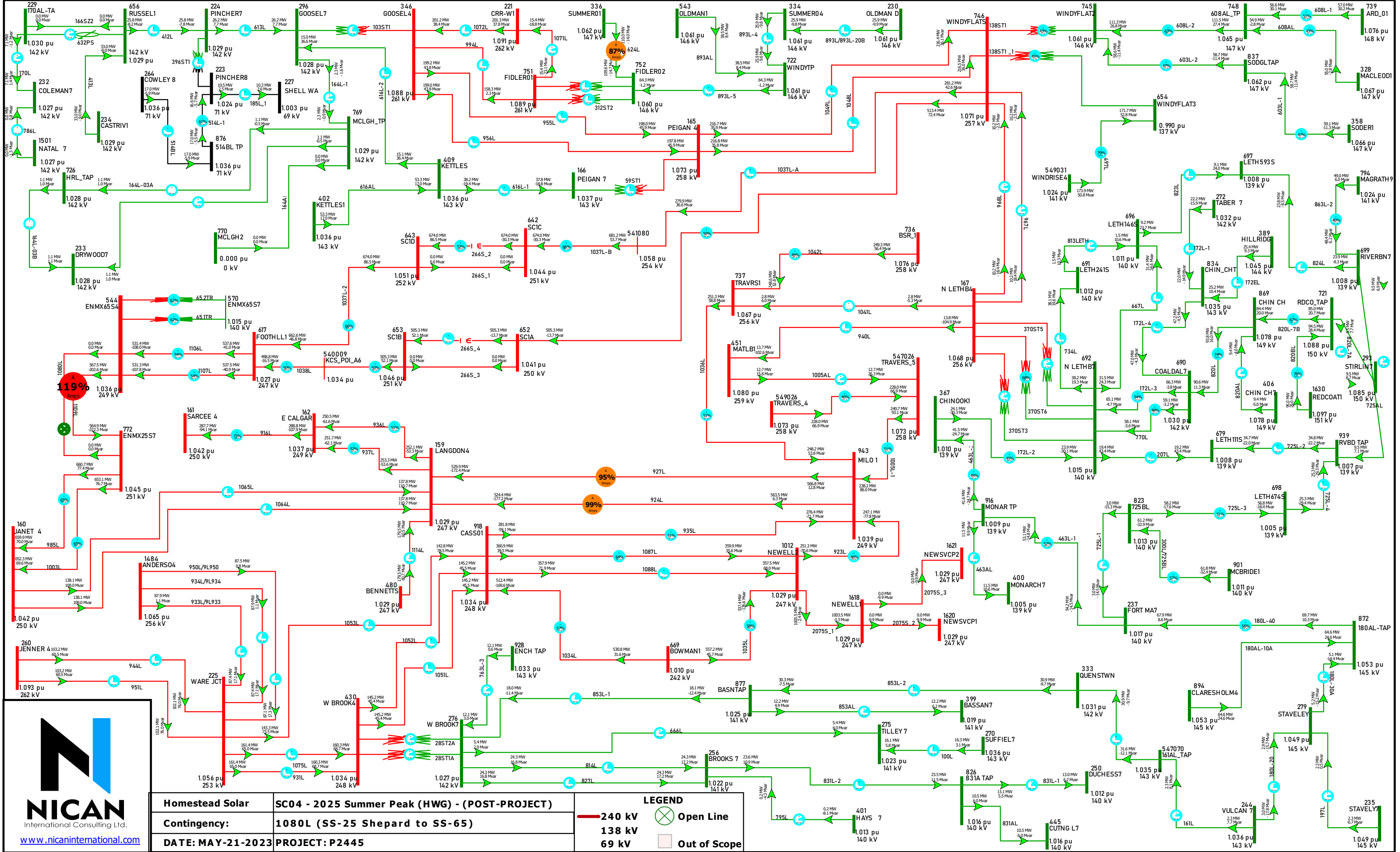




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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



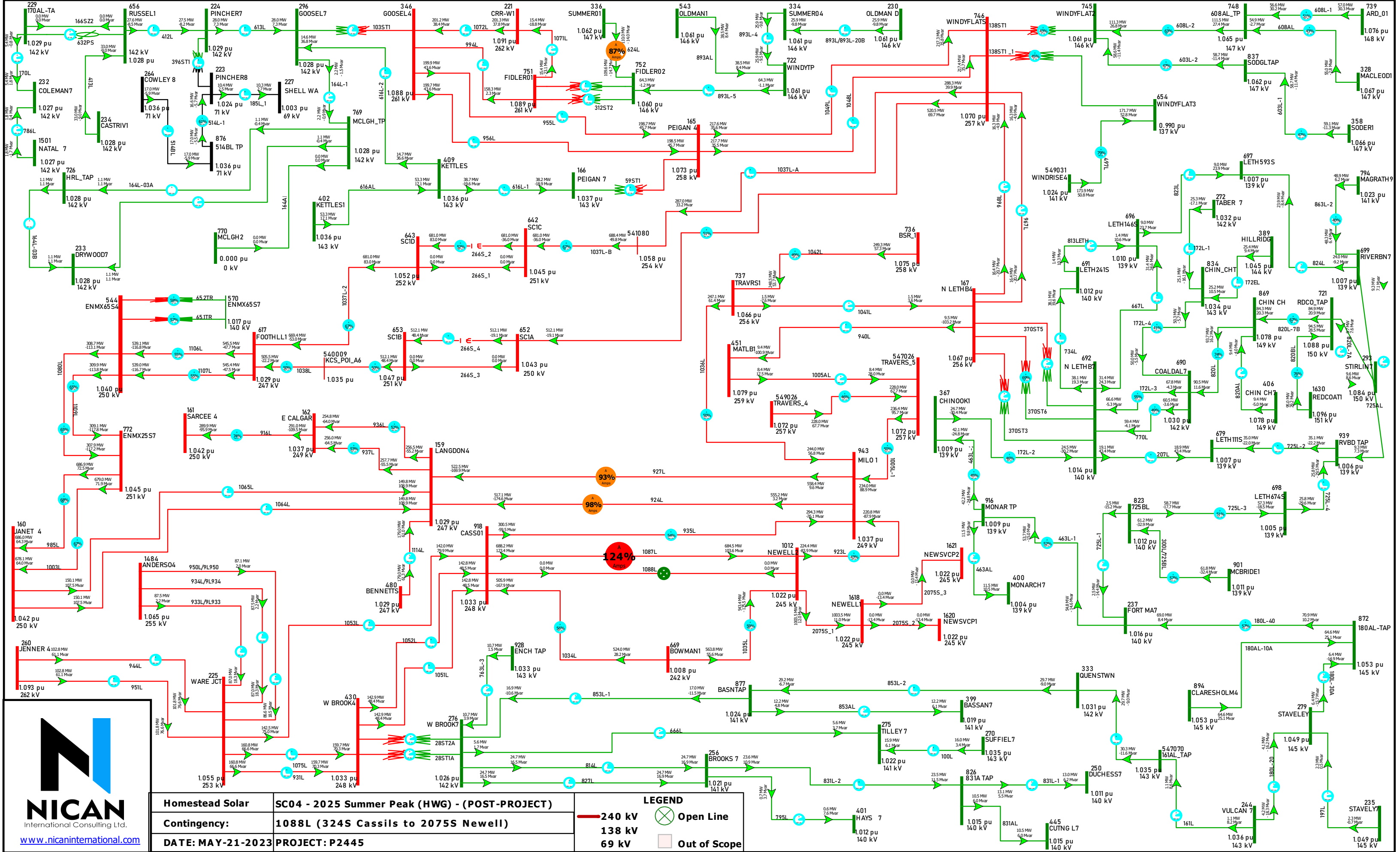
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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1080L (SS-25 Shepard to SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>

**LEGEND**

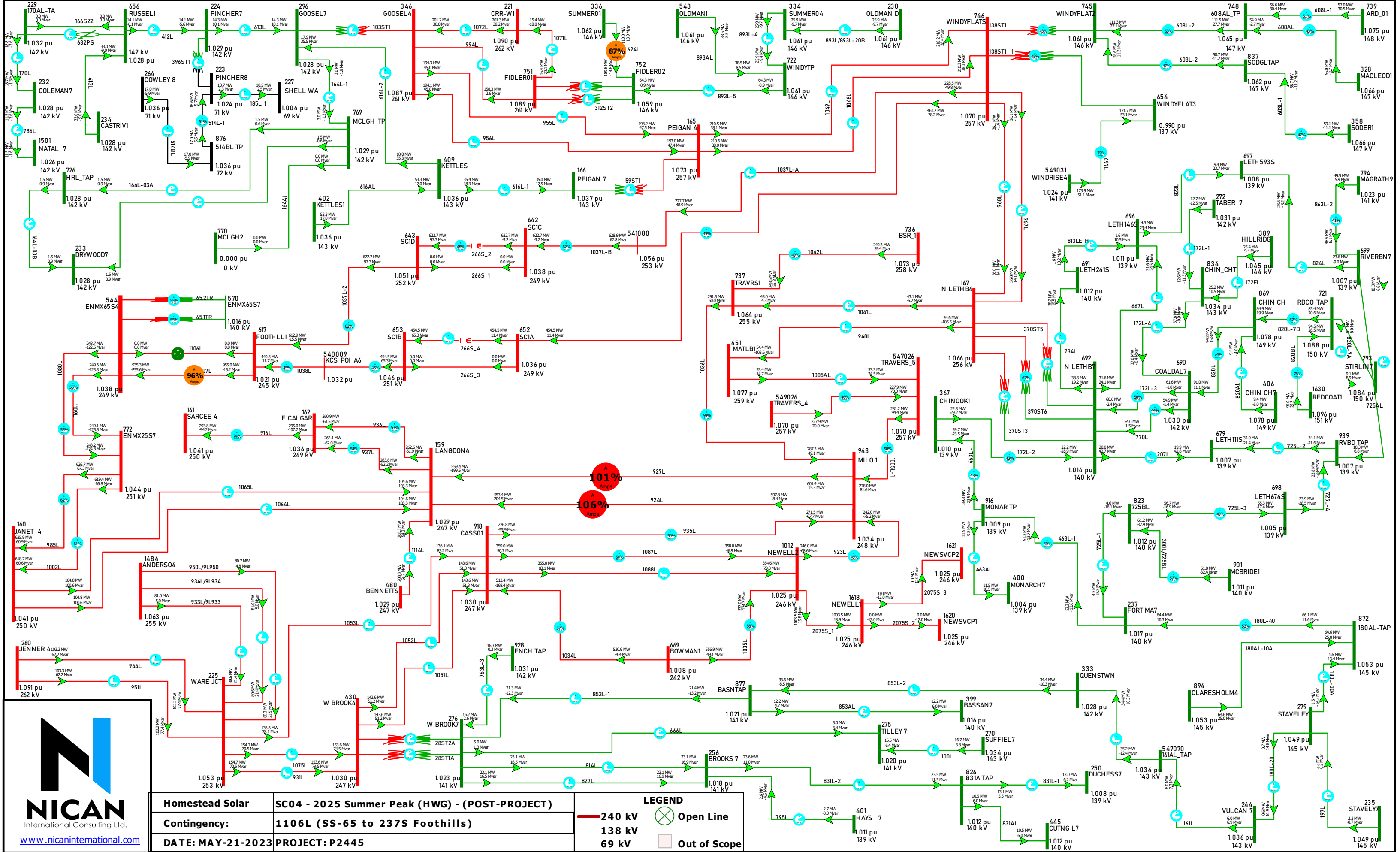




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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



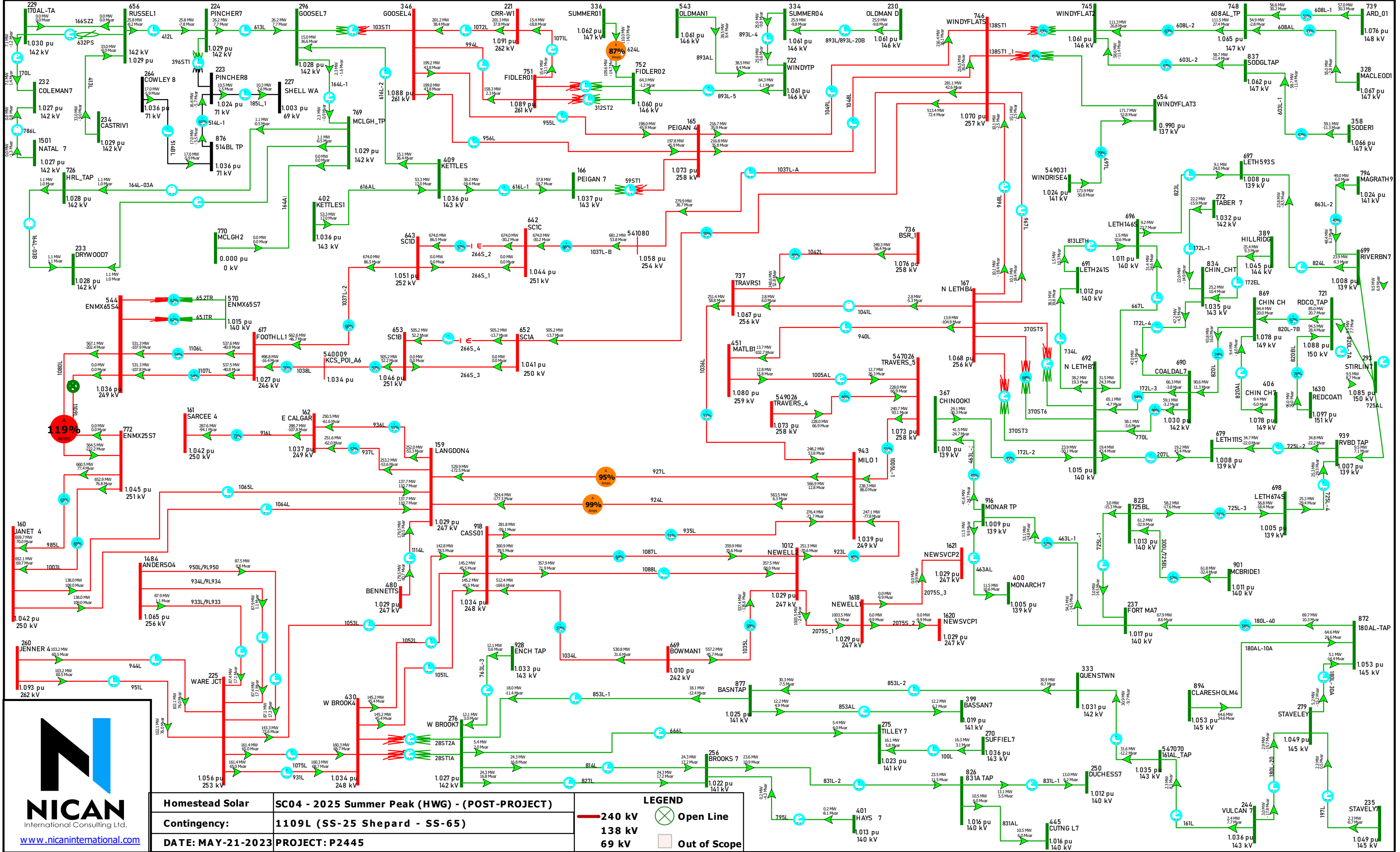
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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1106L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





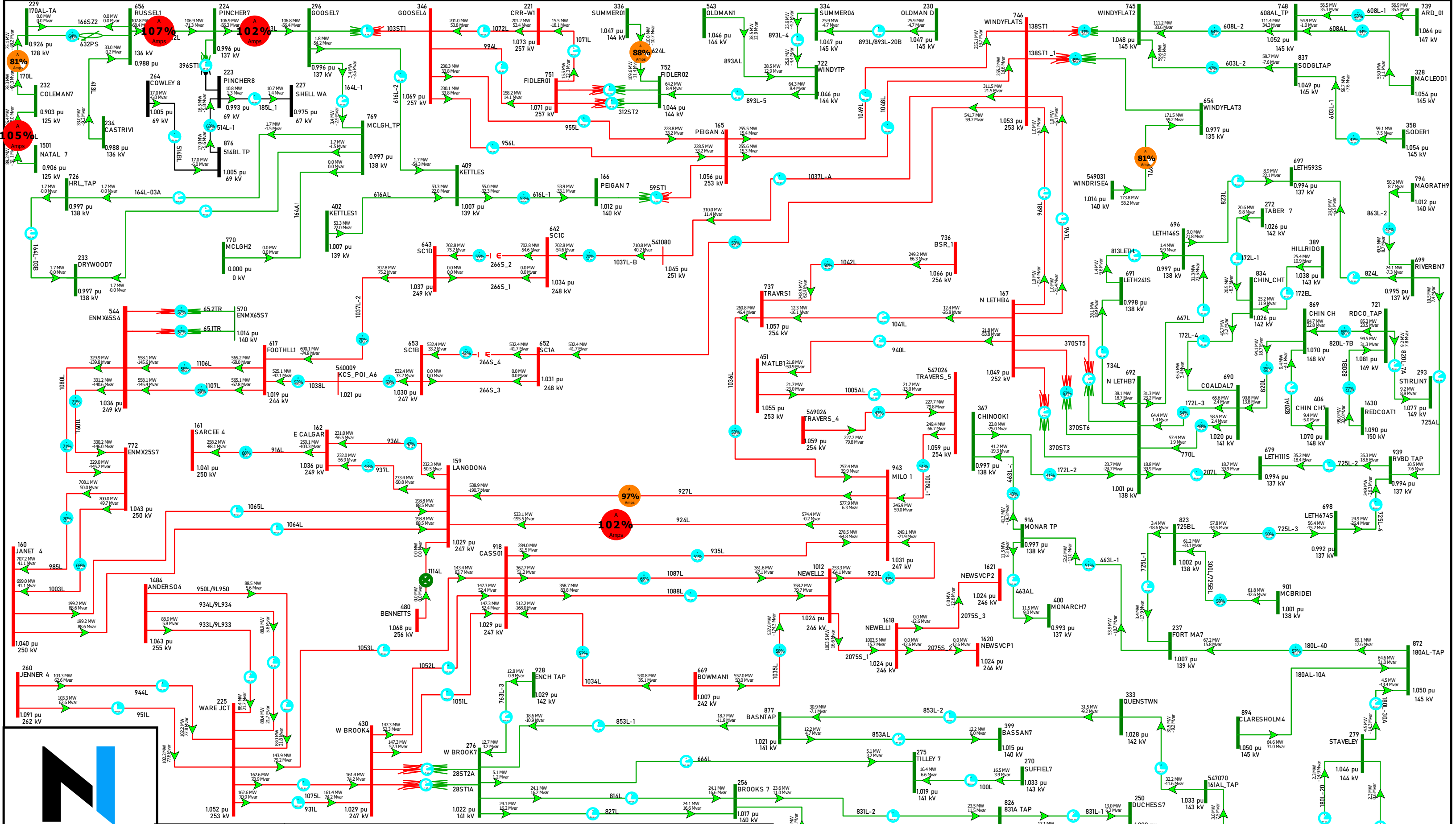


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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1109L (SS-25 Shepard - SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>
		<b>Out of Scope</b>

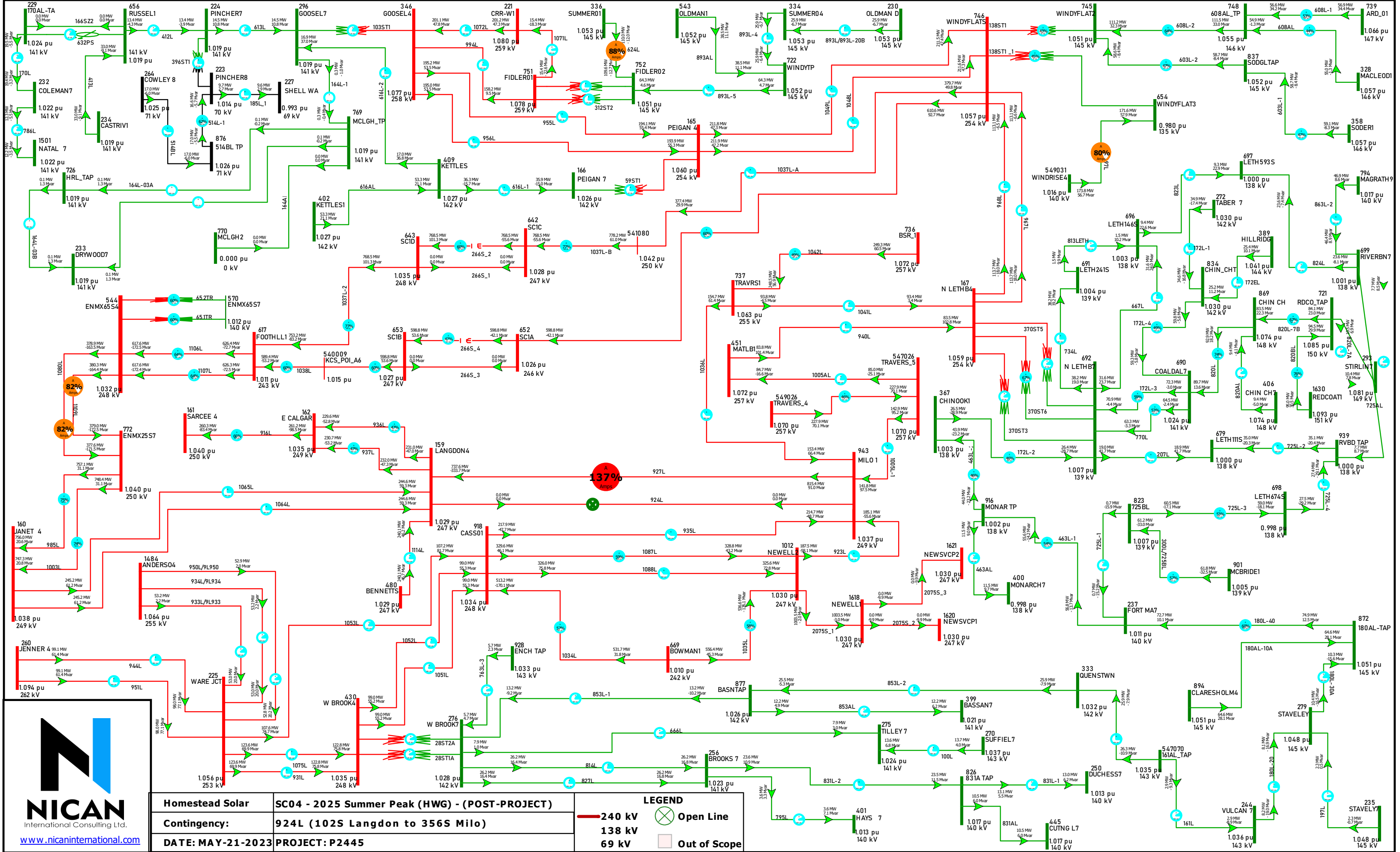




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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1114L (520S Bennett to 102S Langdon)</b>
<b>DATE: JUN-19-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



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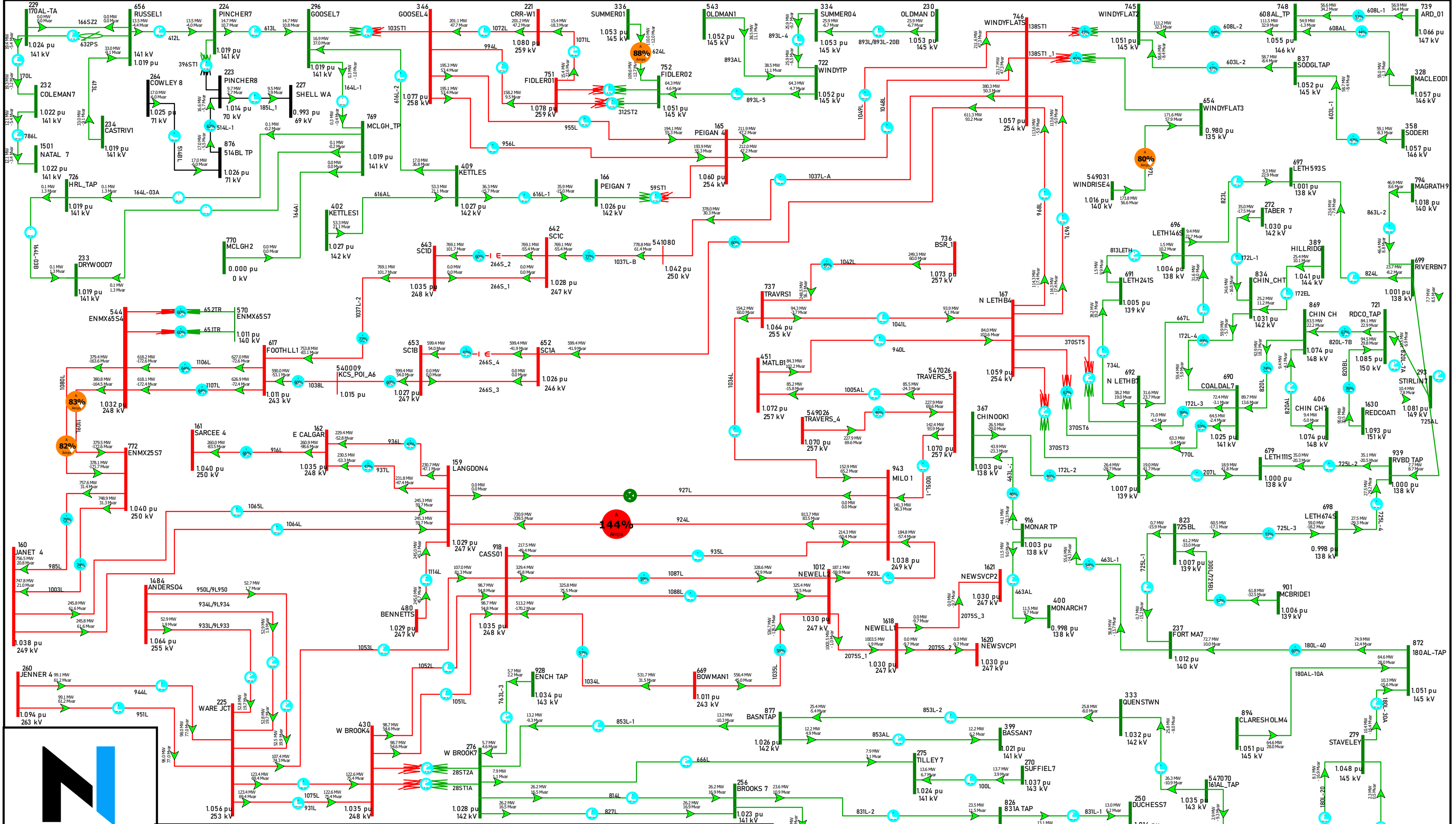
<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>924L (102S Langdon to 356S Milo)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

**LEGEND**

- 240 kV
- 138 kV
- 69 kV
- Open Line
- Out of Scope



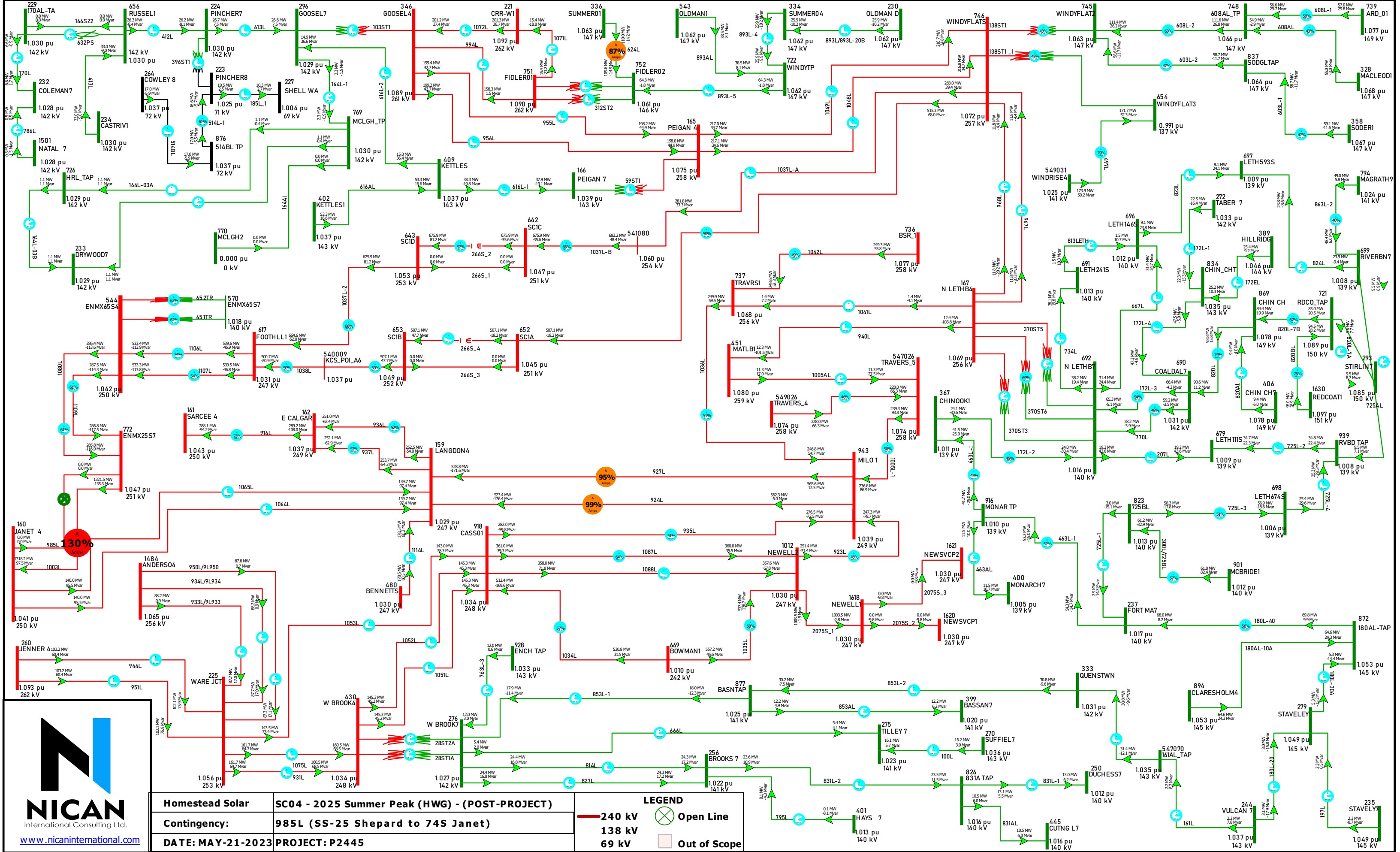


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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>927L (356S Milo to 927AL Tap to 102S Langdon)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

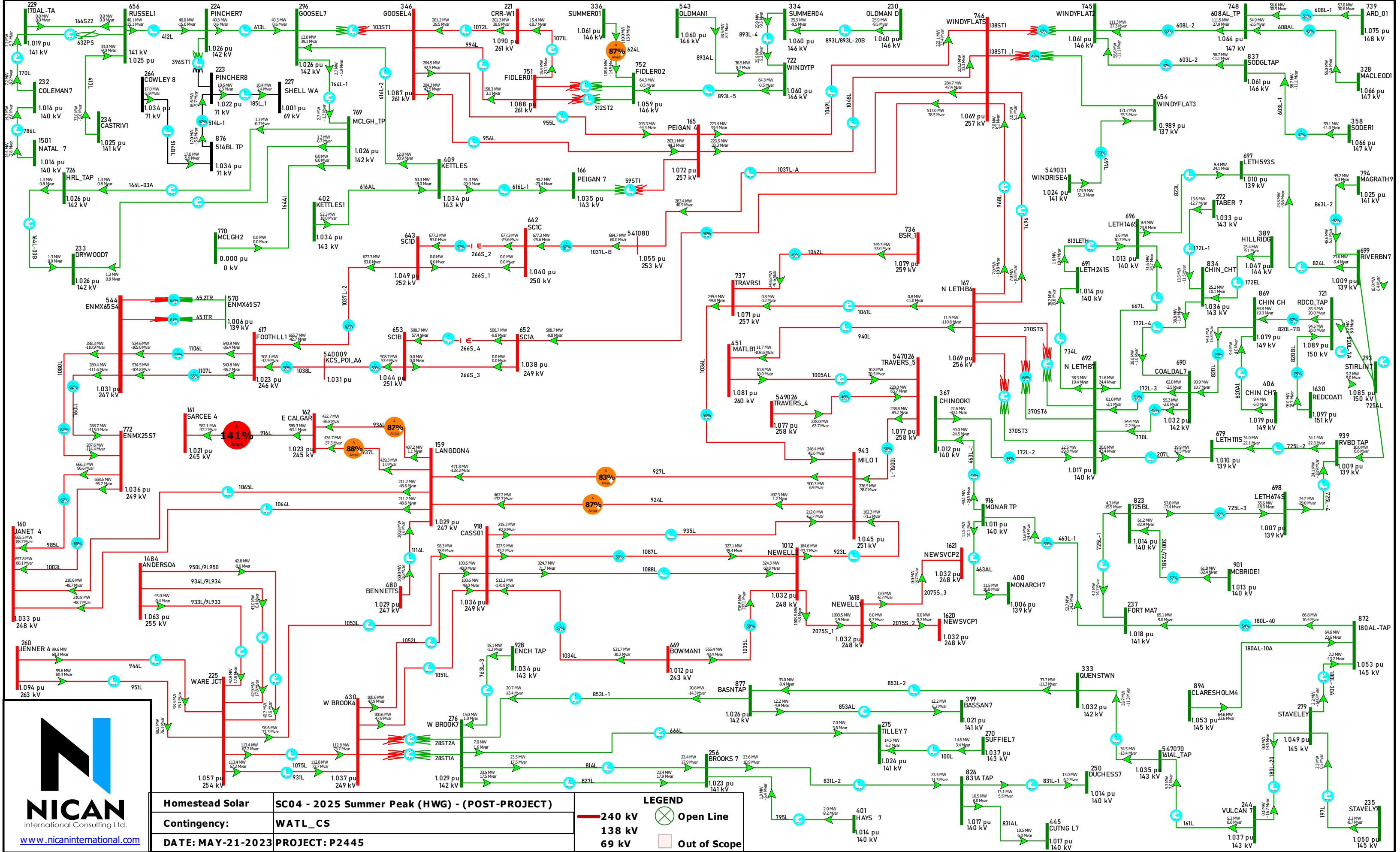
235 STAVELY7  
1.048 pu  
145 kV



<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	





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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>WATL_CS</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

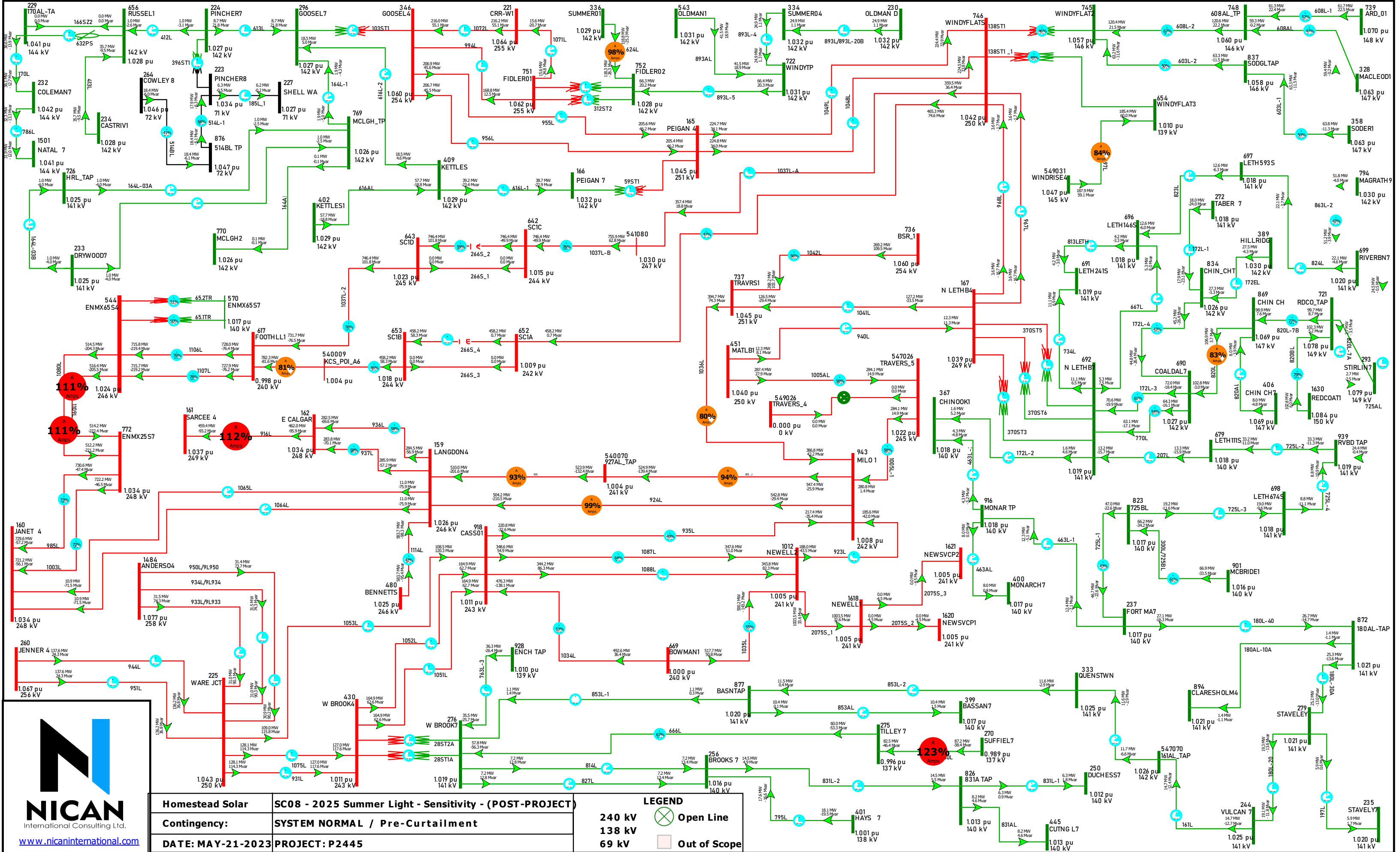
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>Out of Scope</b>
<b>138 kV</b>	
<b>69 kV</b>	



# **2025 SUMMER LIGHT SENSITIVITY**

Single Line Diagrams  
P2445 - POST-PROJECT  
POWER FLOW SC08

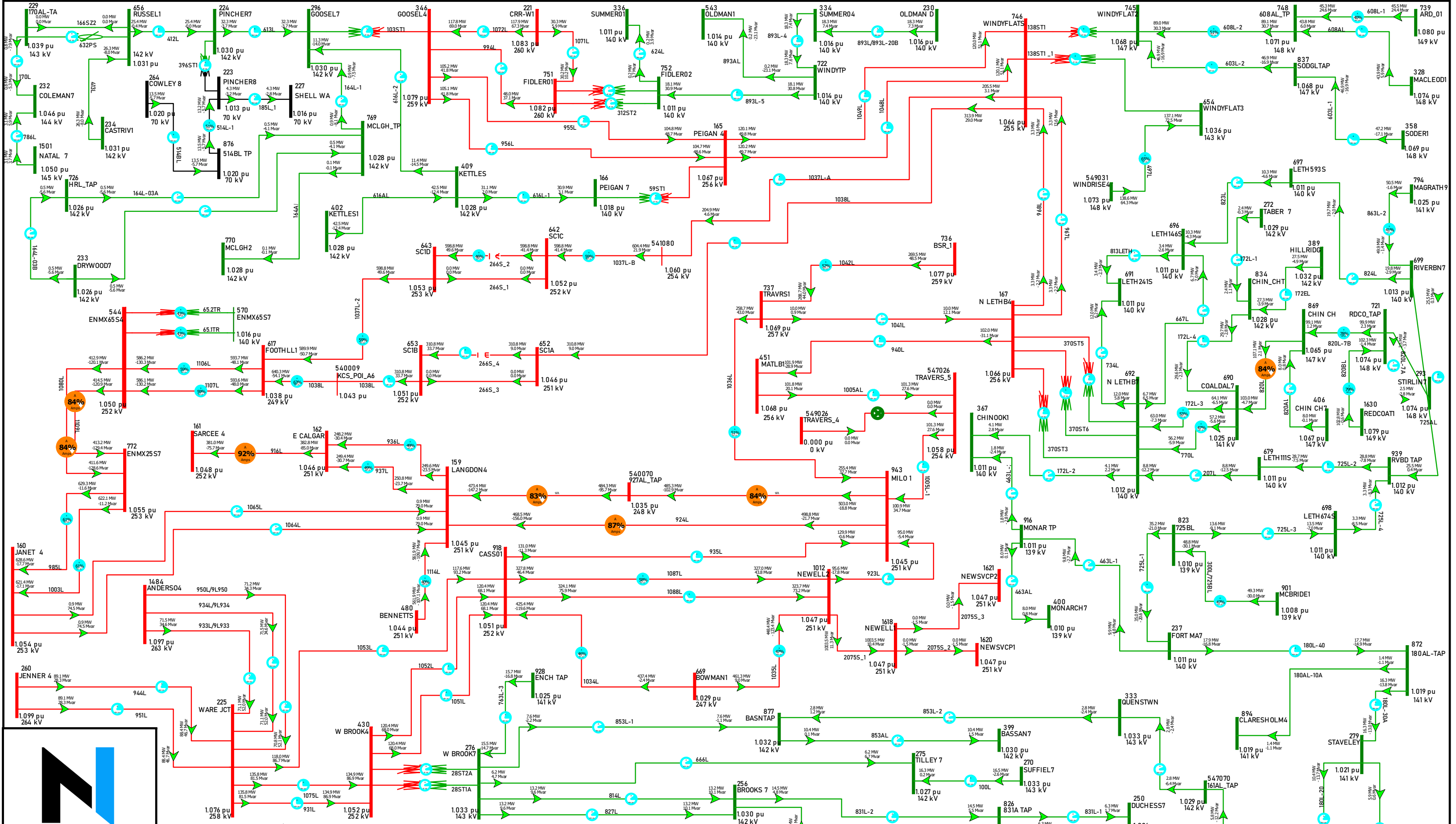




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Homestead Solar	SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)
Contingency:	SYSTEM NORMAL / Pre-Curtailment
DATE: MAY-21-2023	PROJECT: P2445

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	



<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>SYSTEM NORMAL</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

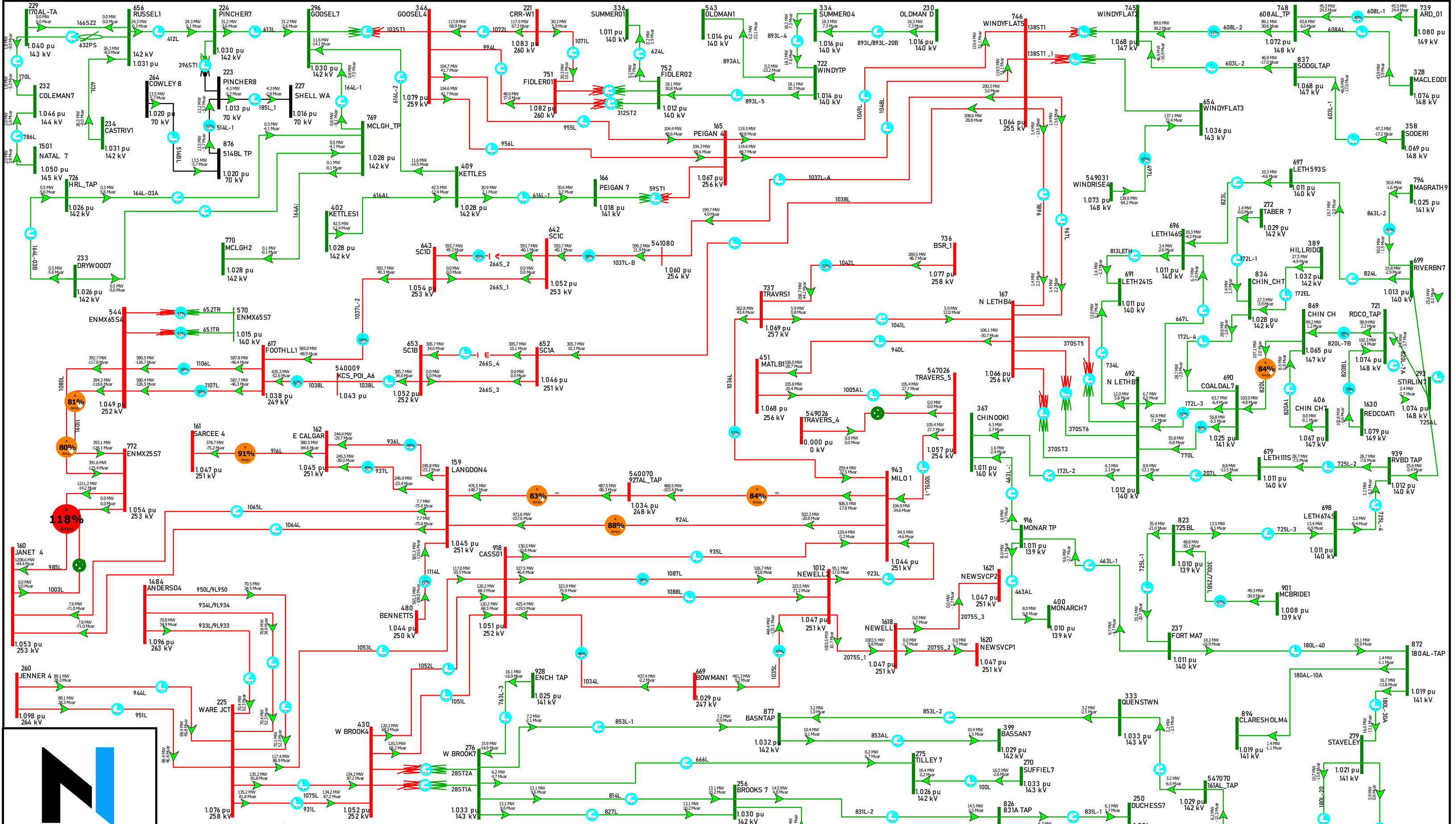
**LEGEND**

**Open Line**

**Out of Scope**

240 kV  
138 kV  
69 kV



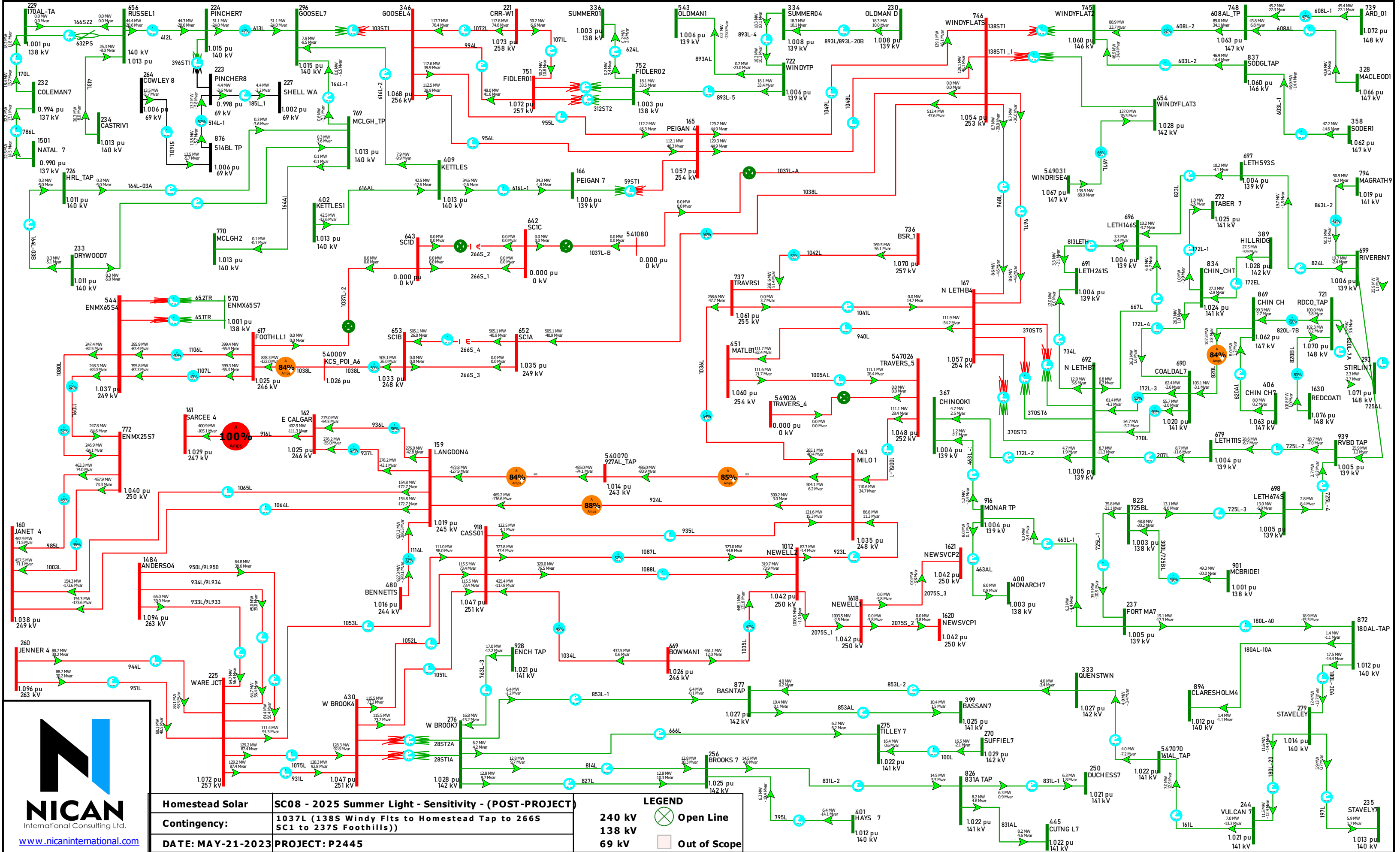


<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**

235 STAVELEY  
1.019 pu  
141 kV



<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1037L (1385 Windy Flits to Homestead Tap to 2665 SC1 to 2375 Foothills))</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

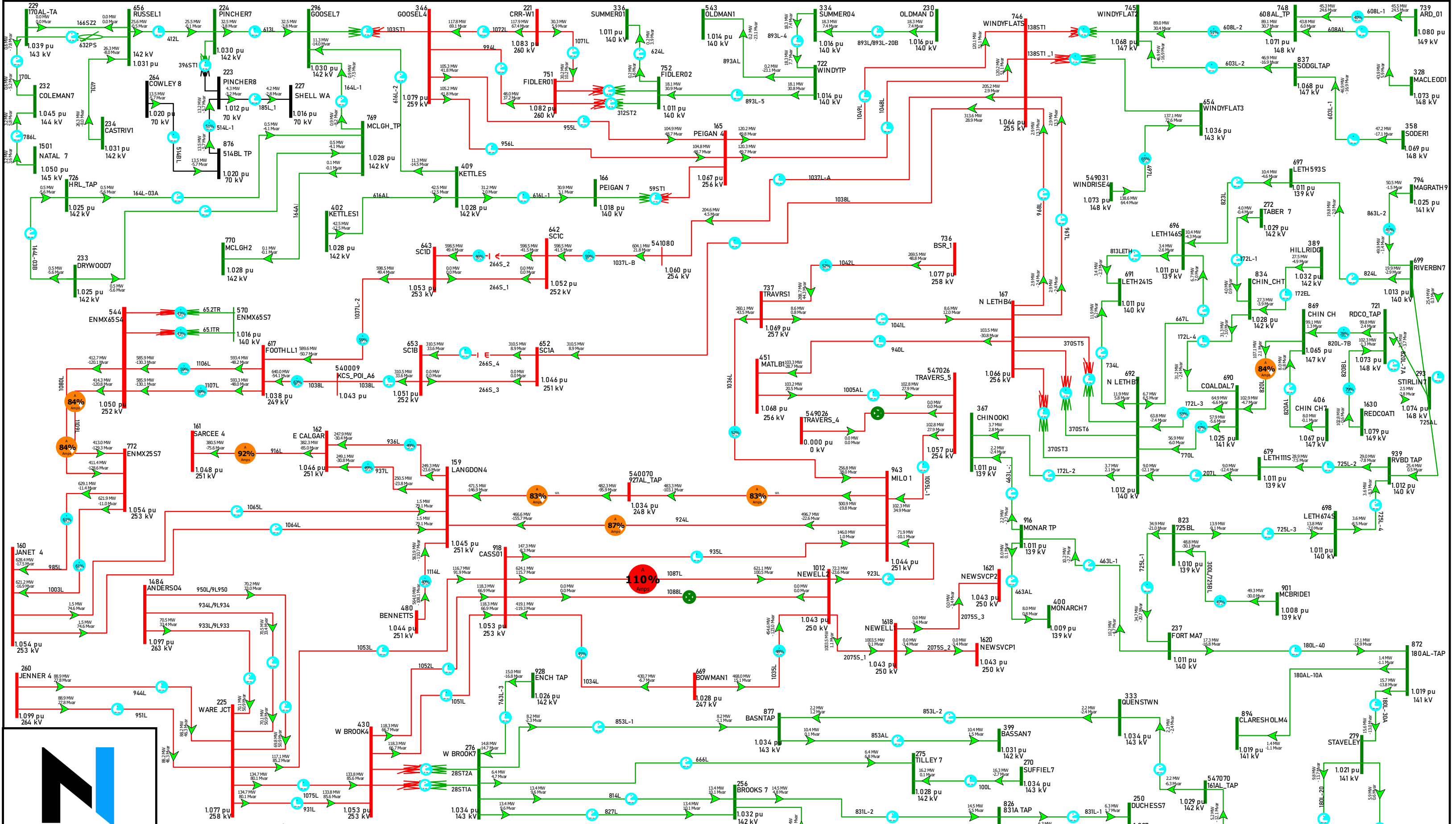
**LEGEND**

**Open Line**

**Out of Scope**





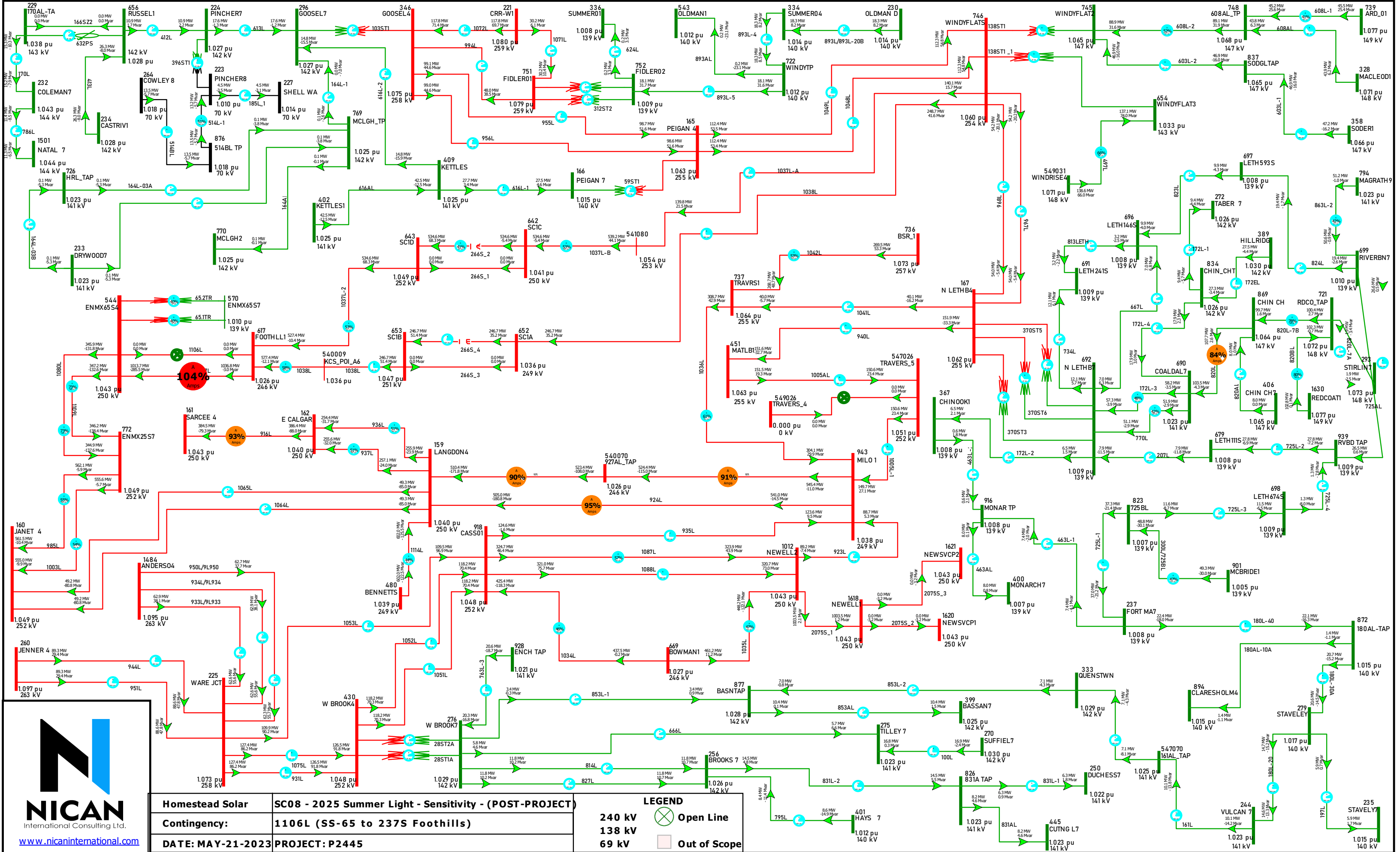


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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	



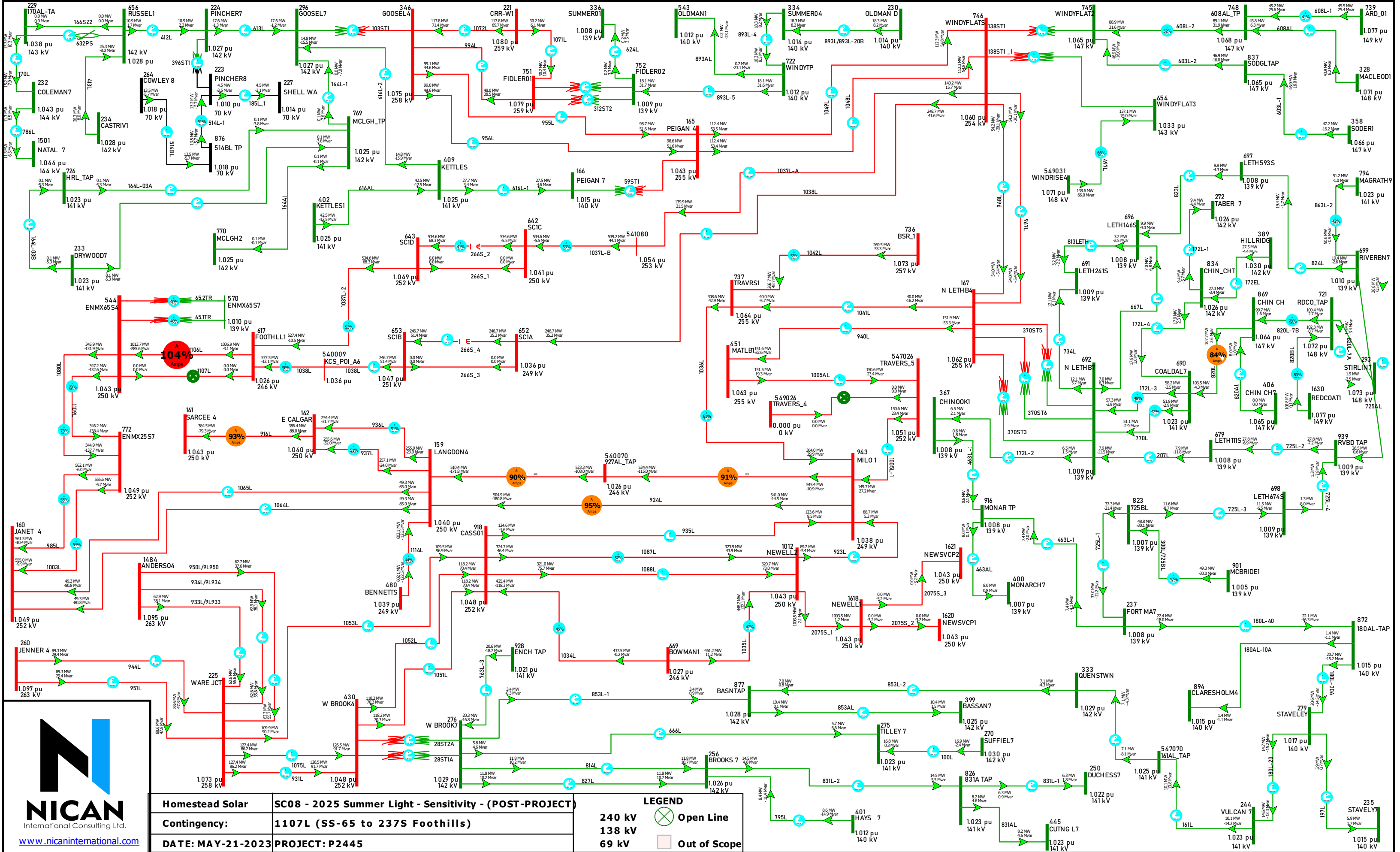


<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1106L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**

235 STAVELEY  
1.015 pu  
140 kV



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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1107L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

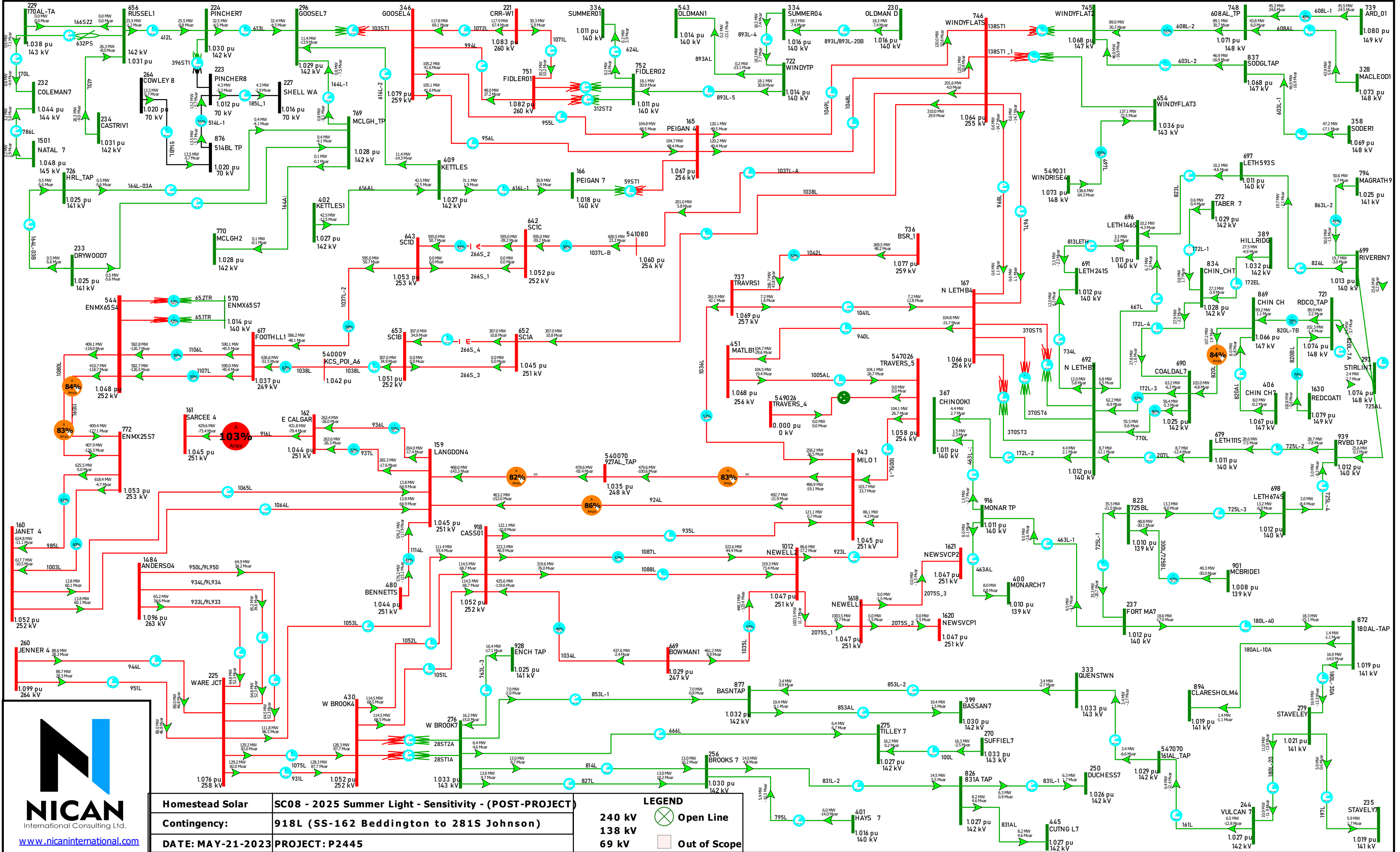
<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**







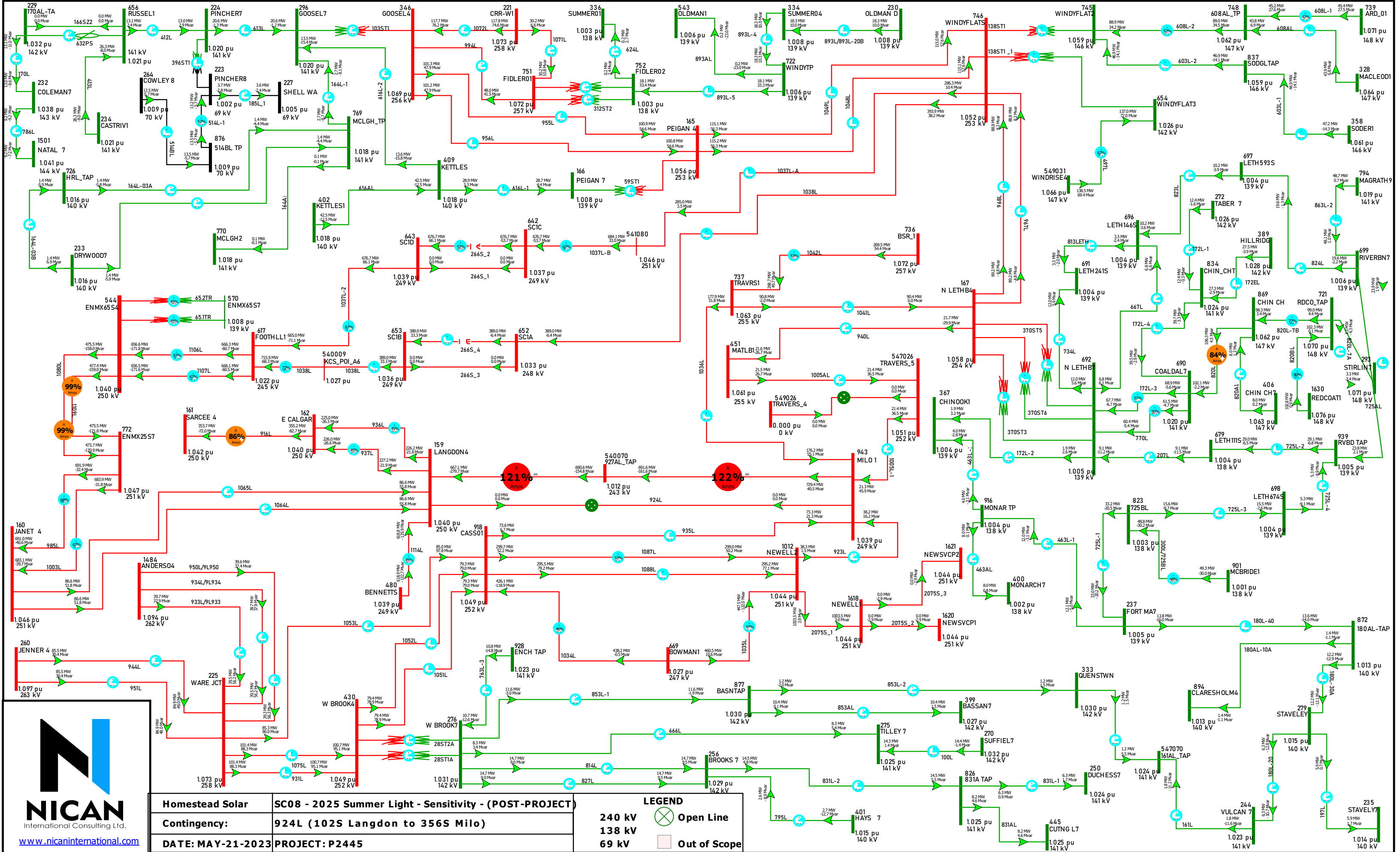


www.nicaninternational.com

<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>918L (SS-162 Beddington to 281S Johnson)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**



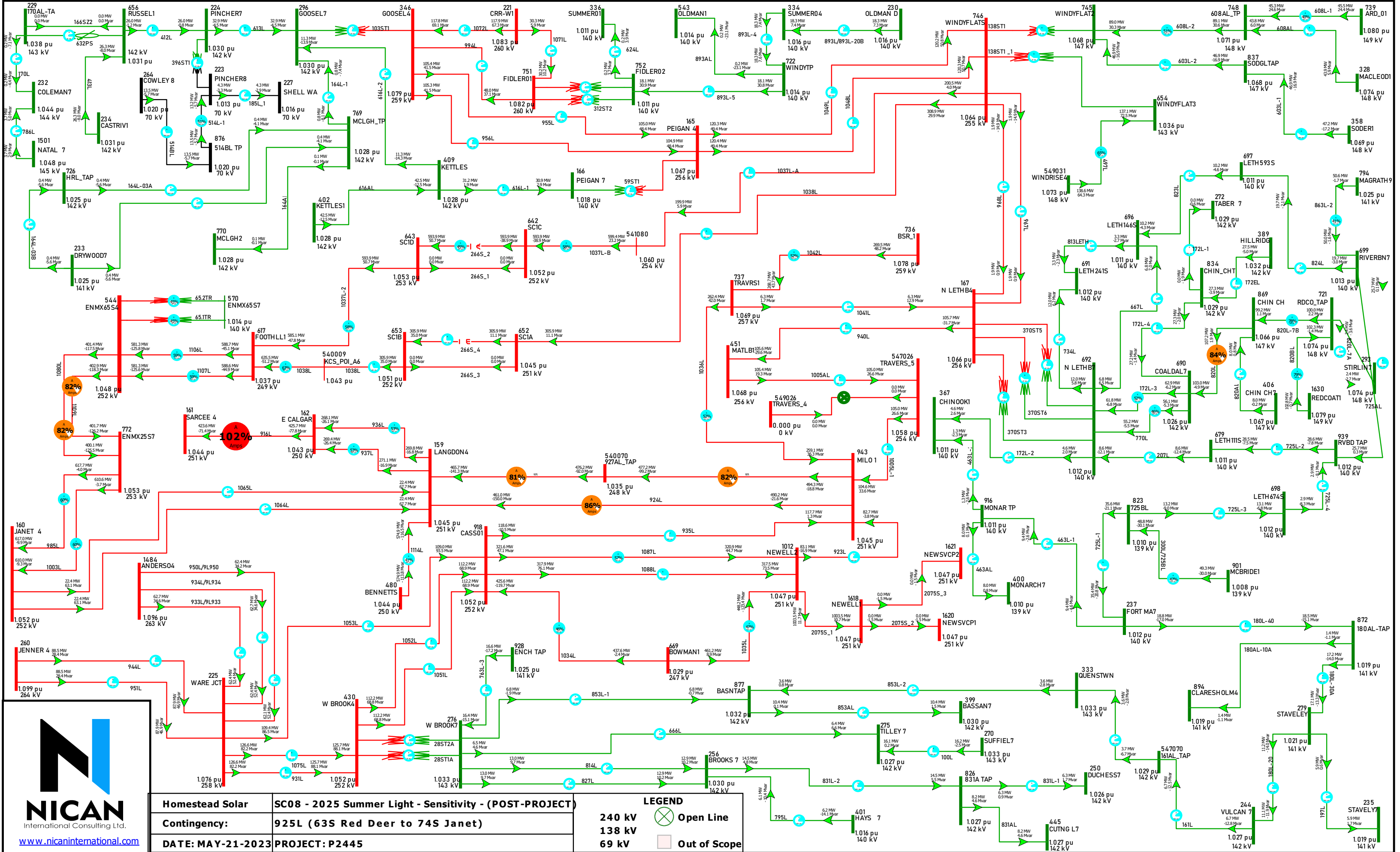
www.nicaninternational.com

<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>924L (102S Langdon to 356S Milo)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**



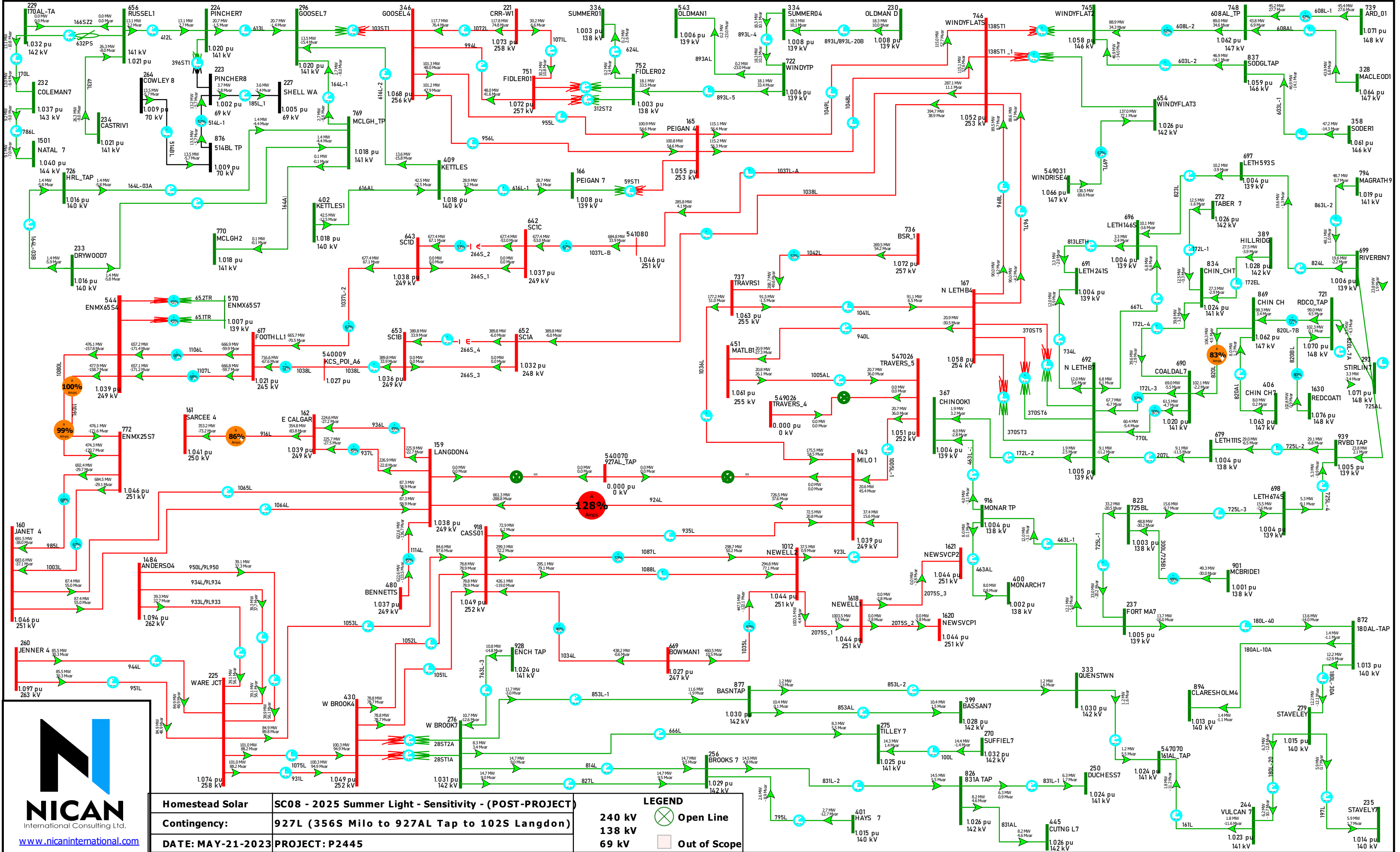


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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>925L (63S Red Deer to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**



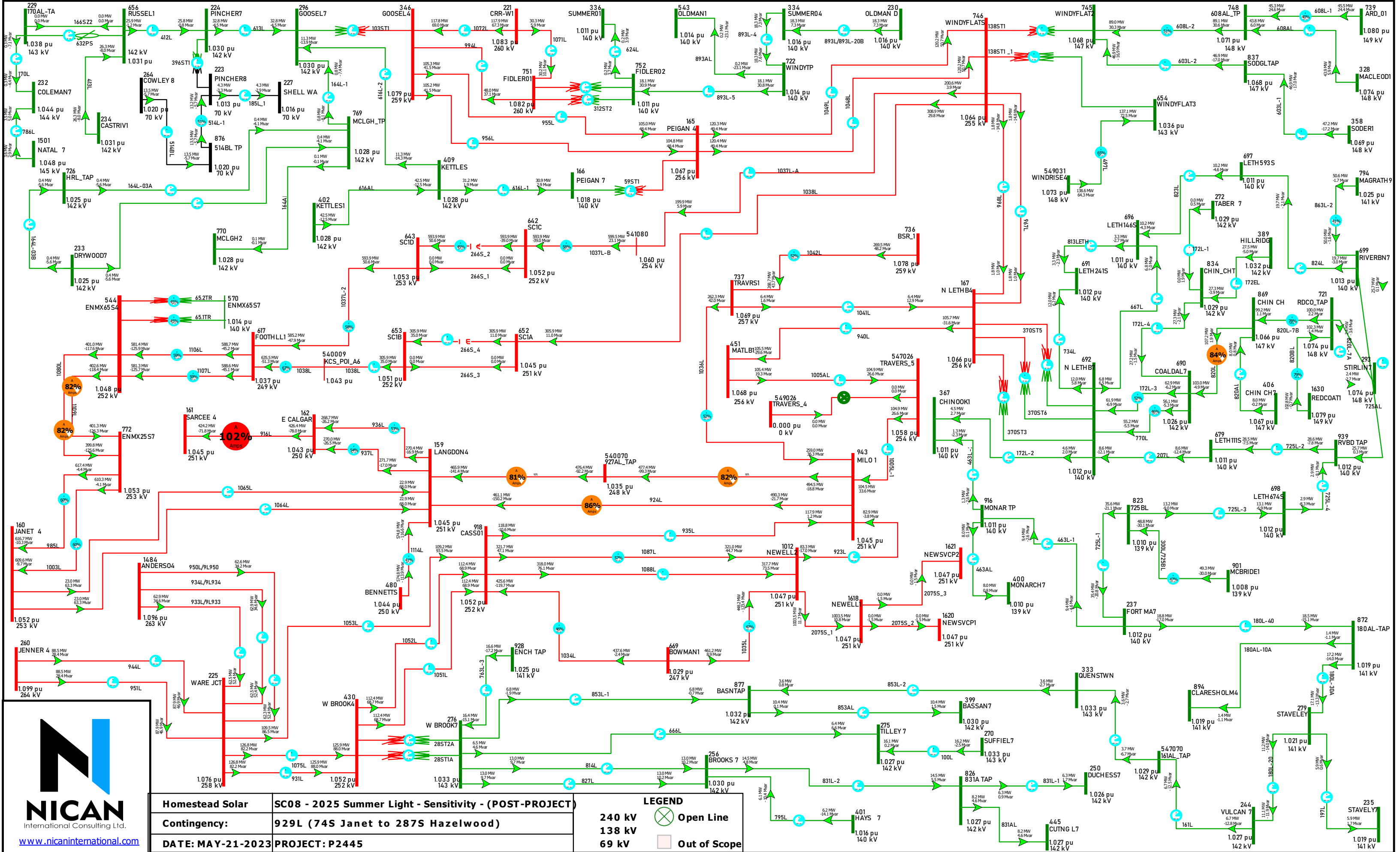
www.nicaninternational.com

Homestead Solar	SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)
Contingency:	927L (356S Milo to 927AL Tap to 102S Langdon)
DATE: MAY-21-2023	PROJECT: P2445

240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

**LEGEND**



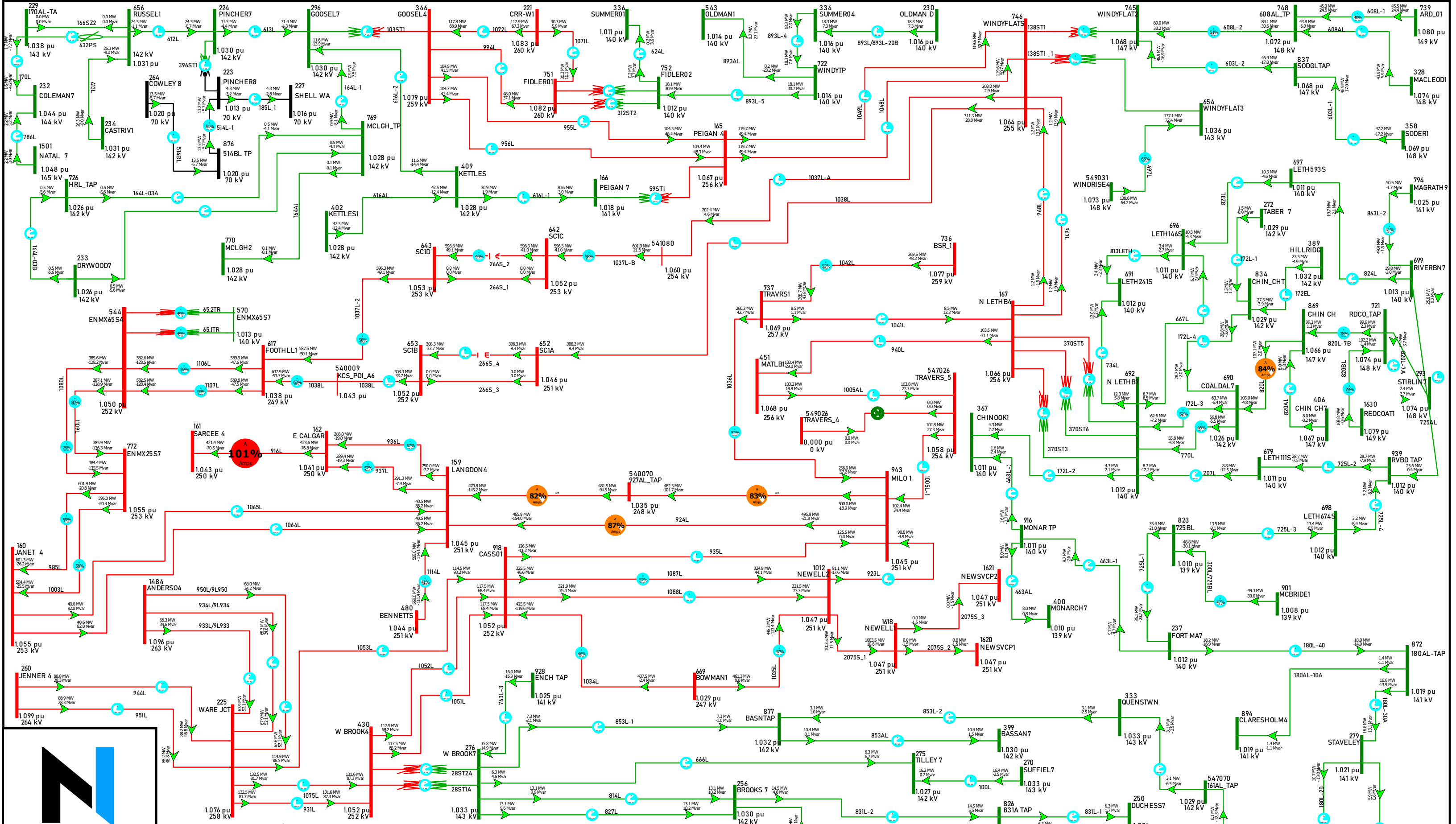


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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>929L (74S Janet to 287S Hazelwood)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

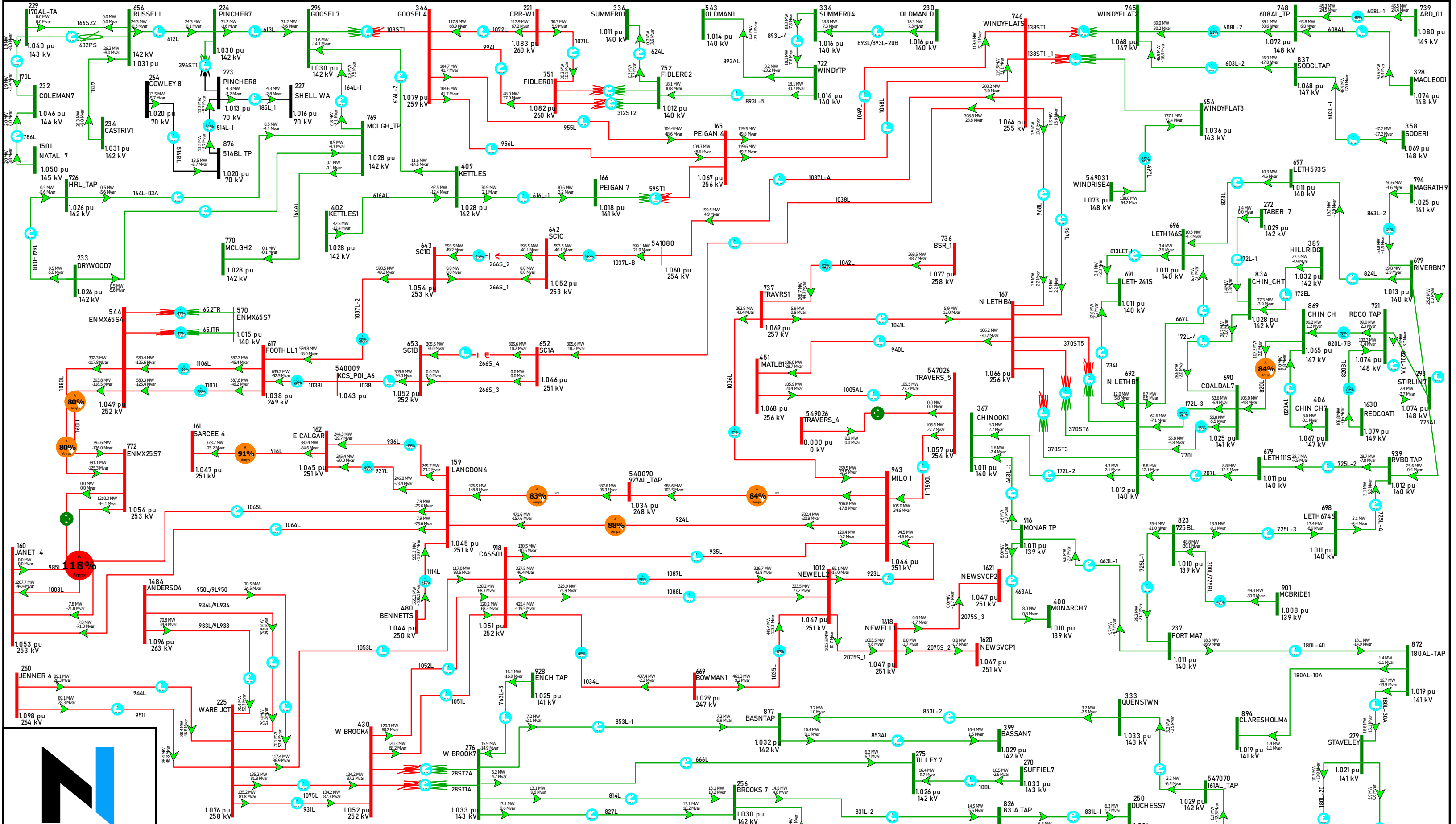




<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>932L (74S Janet to SS-162 Beddington)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

**LEGEND**



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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**

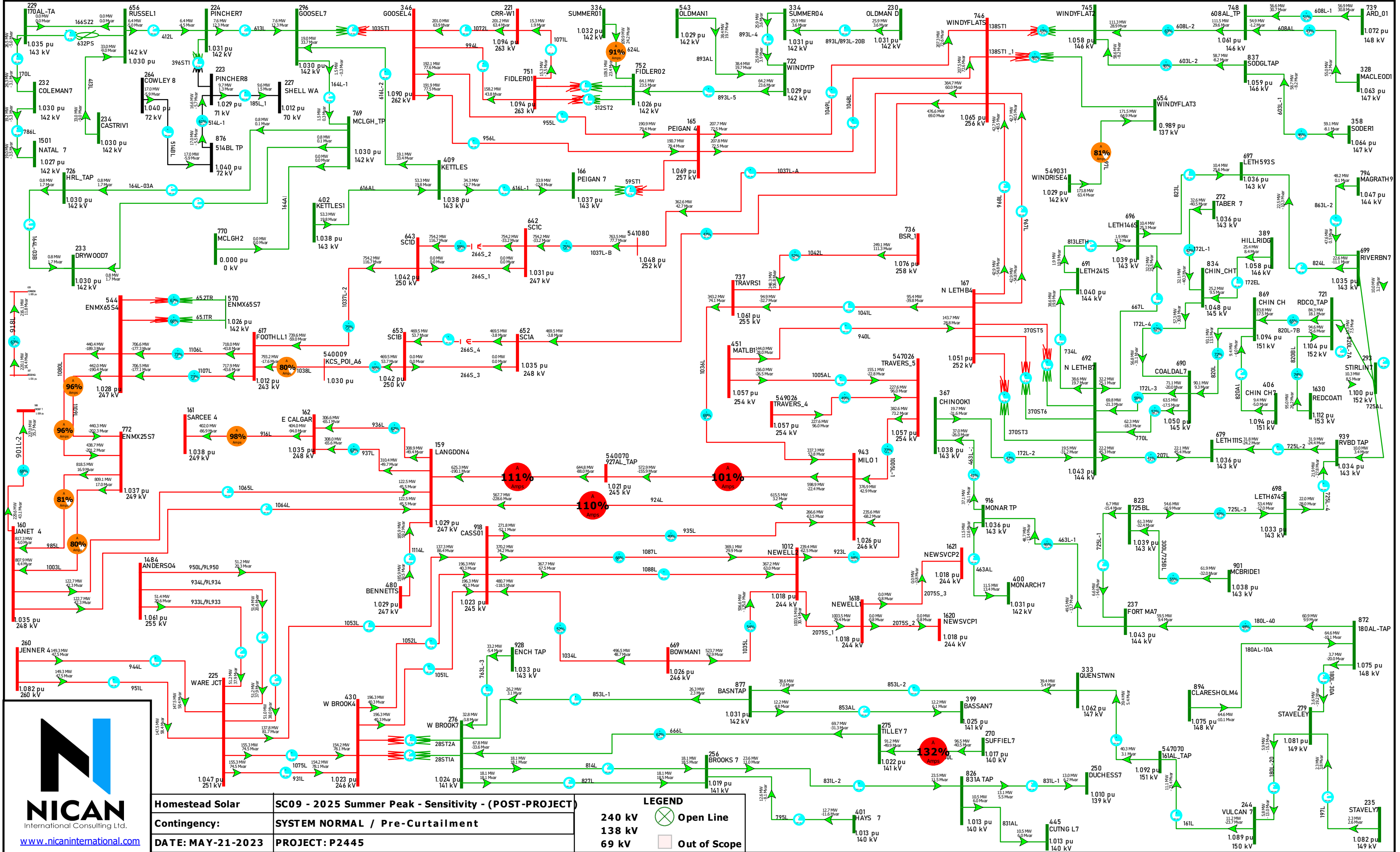
235 STAVELEY  
1.019 pu  
141 kV

# **2025 SUMMER PEAK SENSITIVITY**

Single Line Diagrams  
P2445 - POST-PROJECT  
POWER FLOW SC09







Homestead Solar	SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)
Contingency:	SYSTEM NORMAL / Pre-Curtailment
DATE: MAY-21-2023	PROJECT: P2445

240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

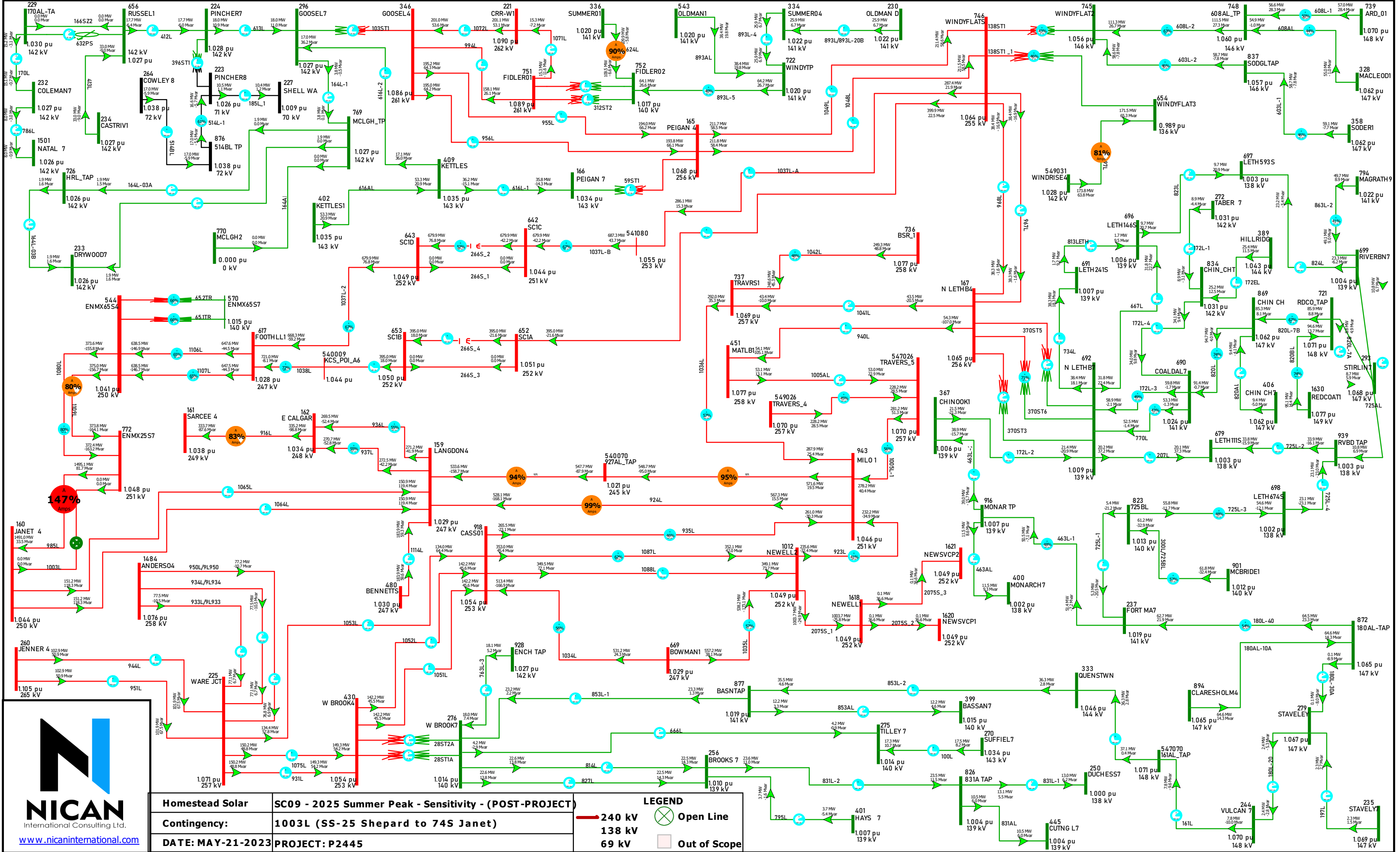
**LEGEND**

⊗ Open Line

□ Out of Scope



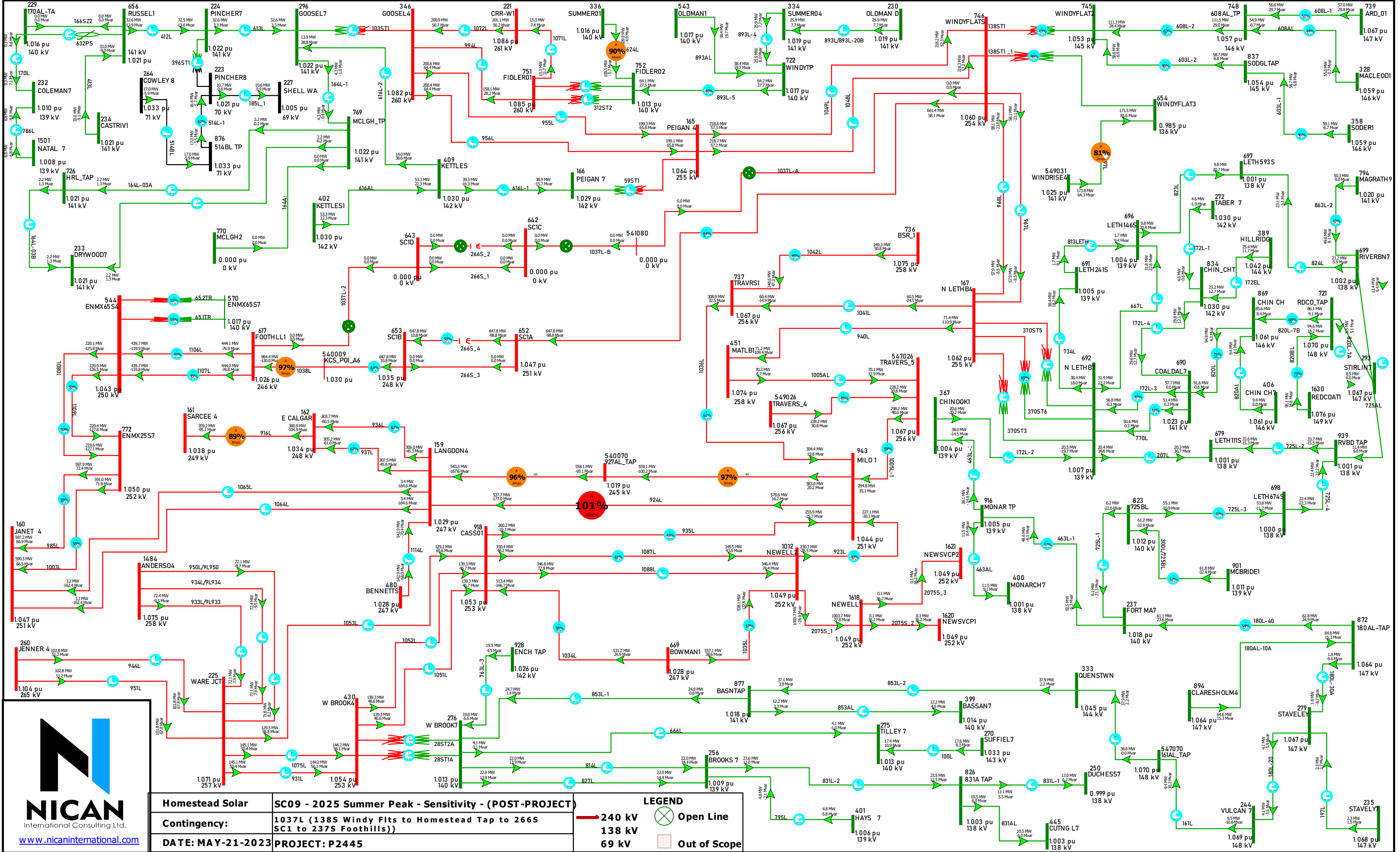




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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

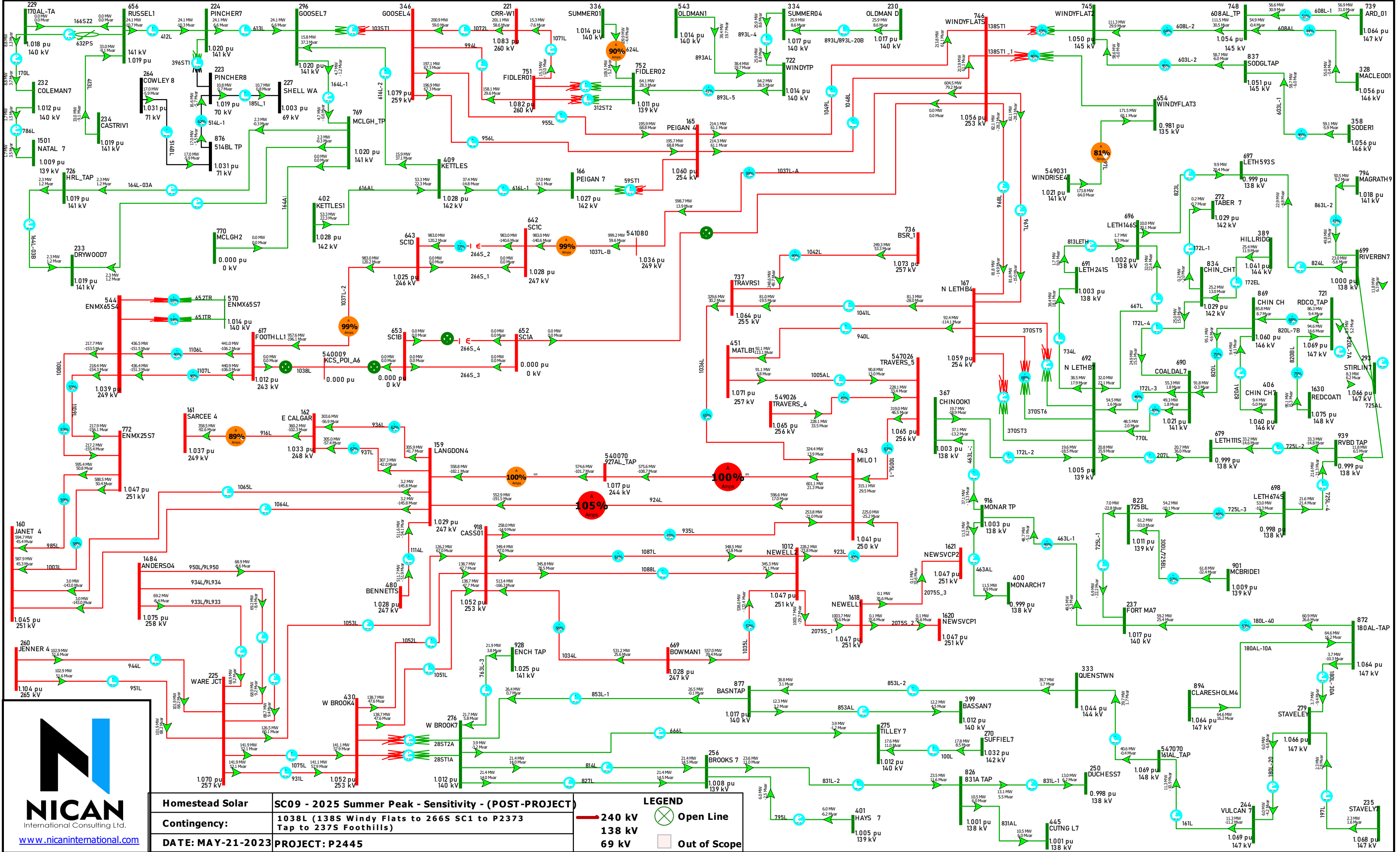
<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	



<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	1037L (1385 Windy Flts to Homestead Tap to 266S SC1 to 237S Foothills))
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	⊗ Open Line
— 240 kV	□ Out of Scope
— 138 kV	
— 69 kV	

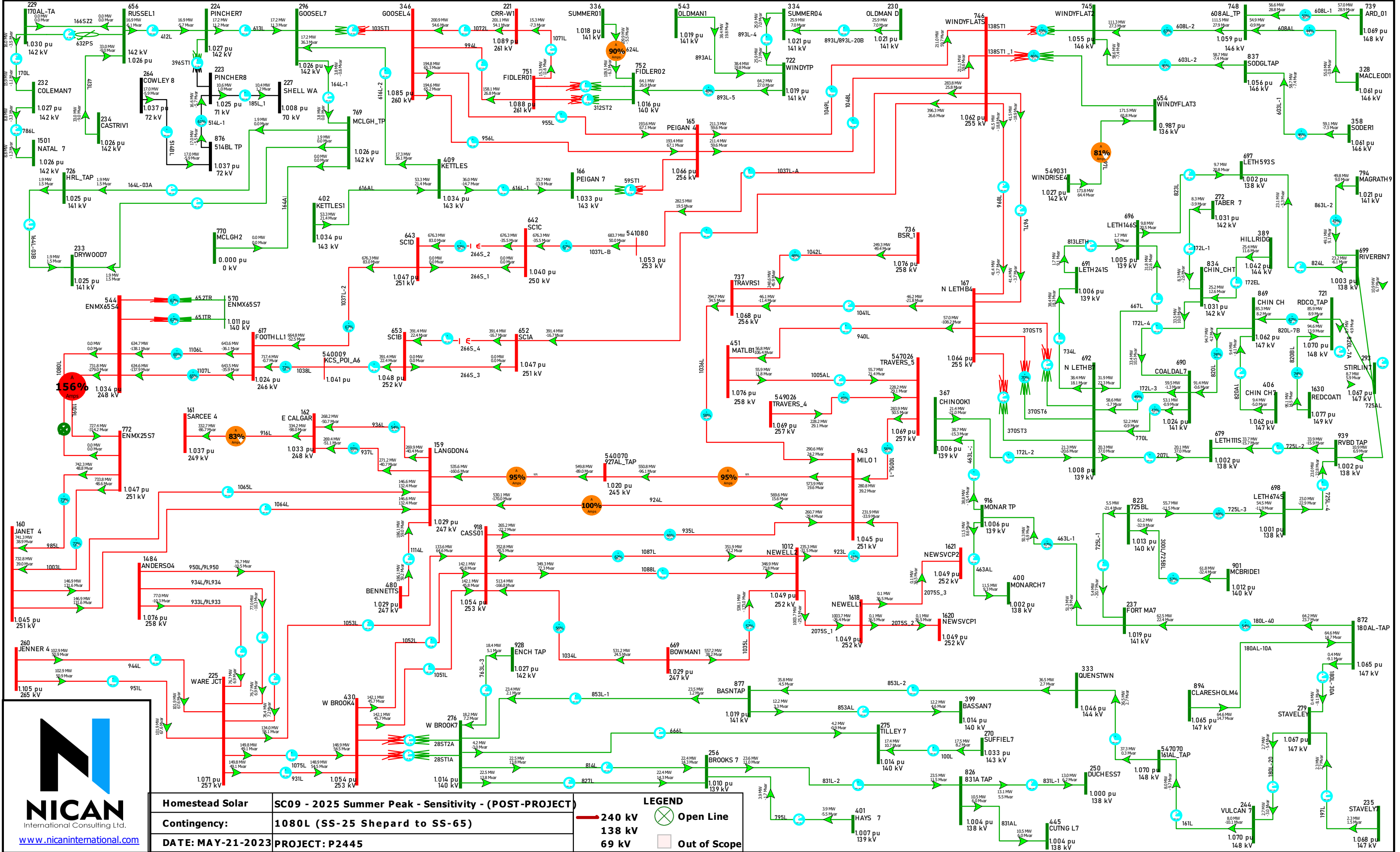




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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1038L (138S Windy Flats to 266S SC1 to P2373 Tap to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>240 kV</b>	<b>138 kV</b>	<b>69 kV</b>	<b>Open Line</b>
	<b>Out of Scope</b>			



**Homestead Solar**    **SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)**

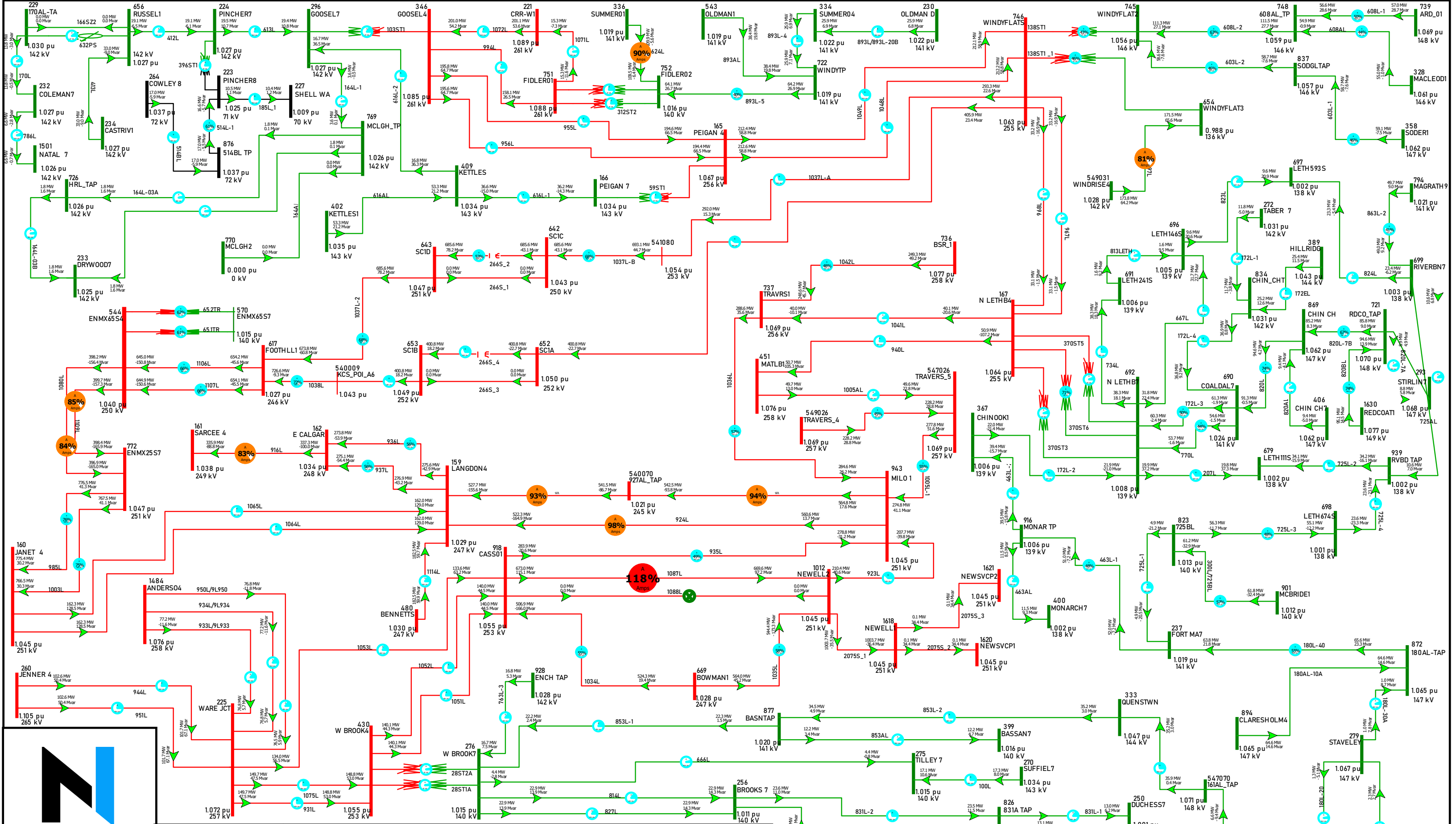
**Contingency:**    **1080L (SS-25 Shepard to SS-65)**

**DATE: MAY-21-2023**    **PROJECT: P2445**

**LEGEND**

- 240 kV
- 138 kV
- 69 kV
- Open Line
- Out of Scope





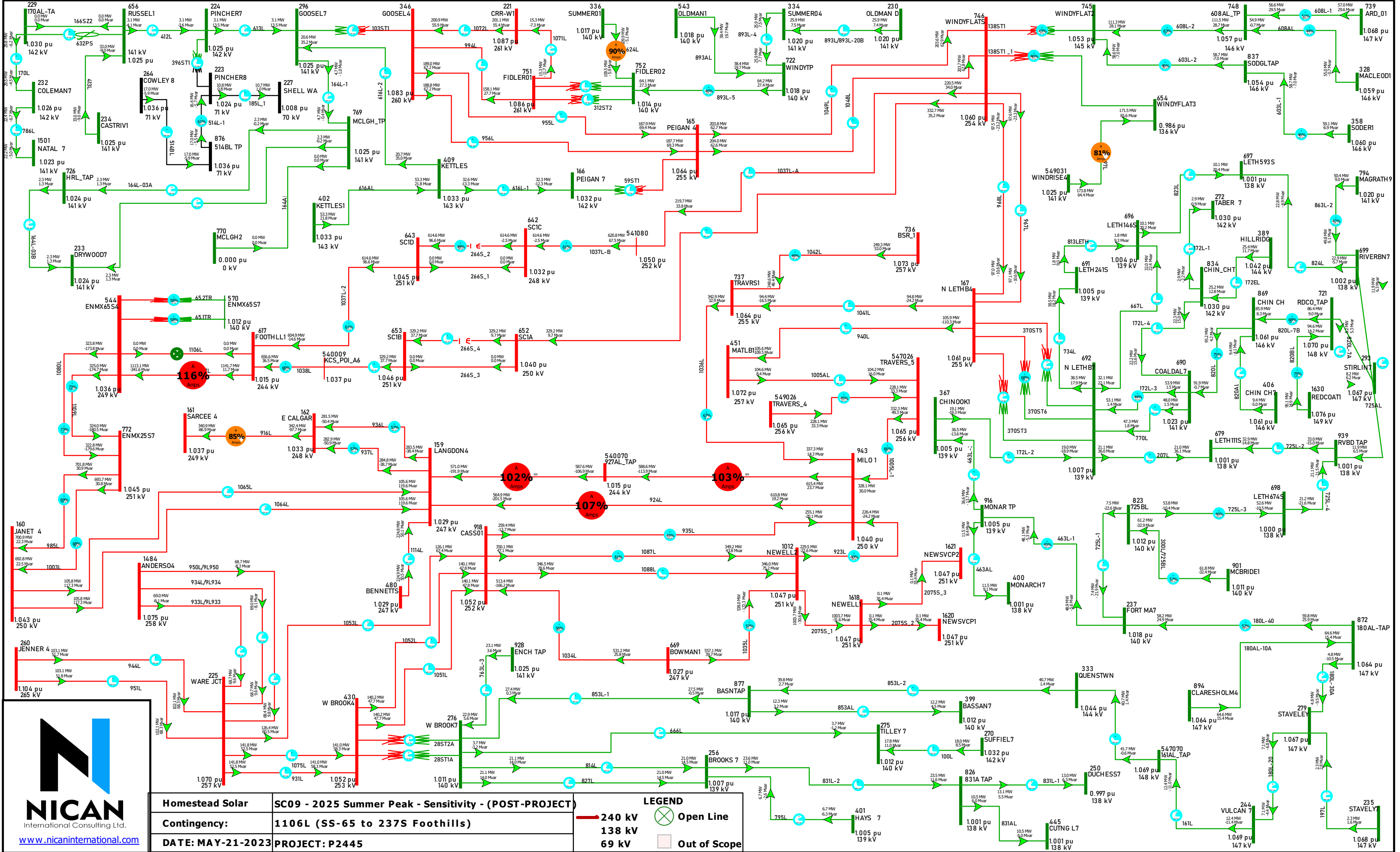
<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

**LEGEND**

- 240 kV
- 138 kV
- 69 kV
- Out of Scope
- Open Line

235 STAVELY 1.069 pu 147 kV

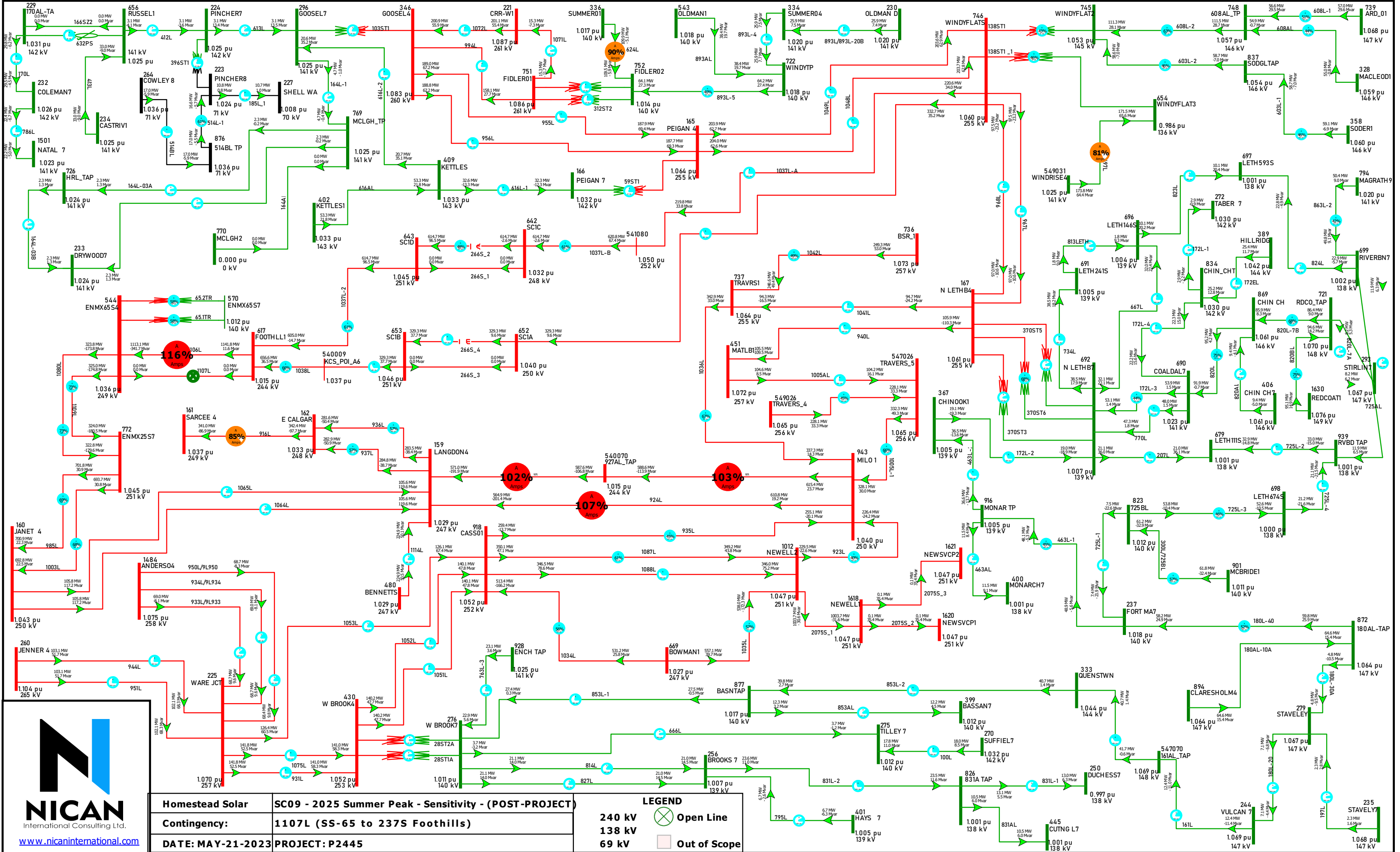




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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1106L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



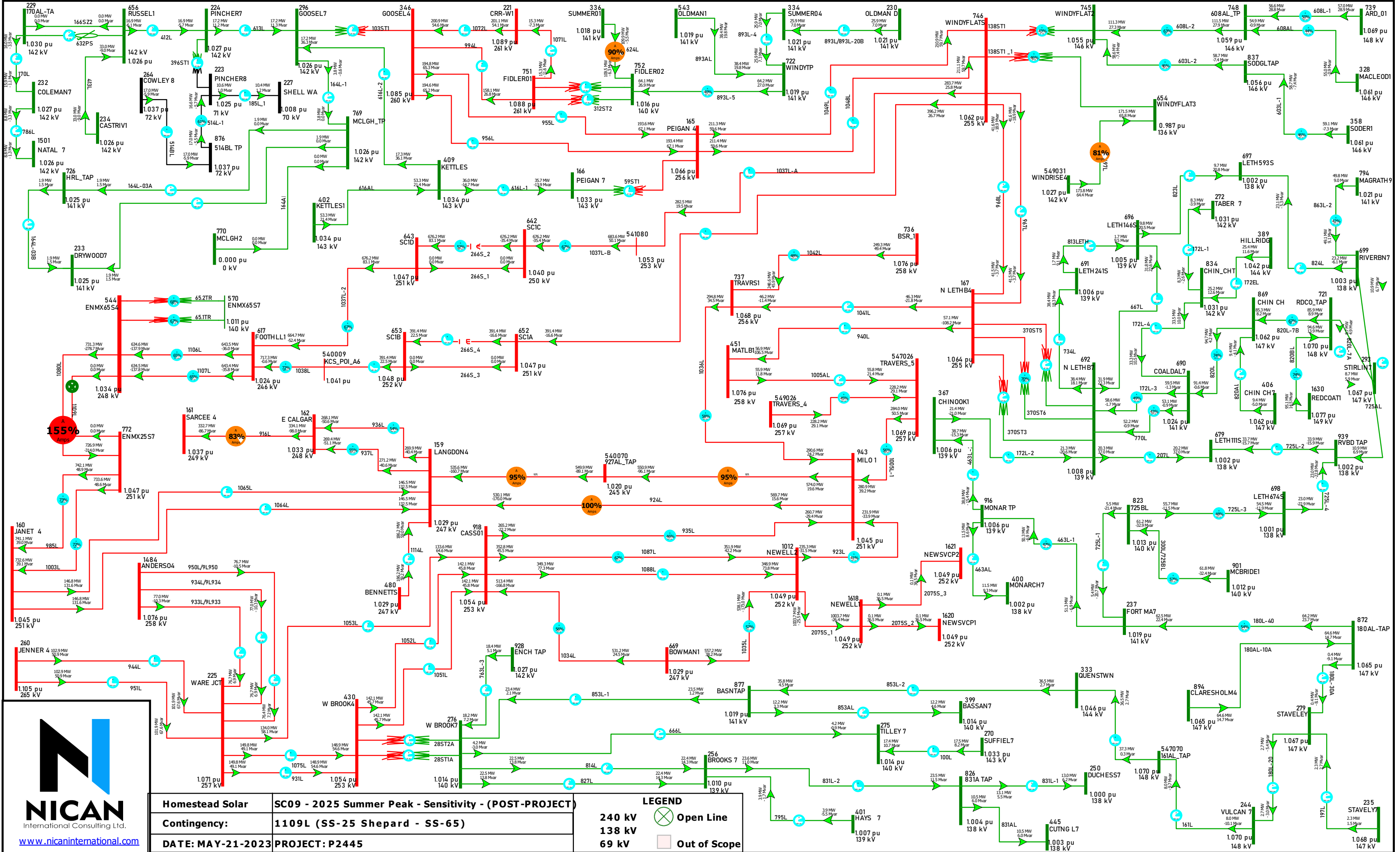
www.nicaninternational.com

<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1107L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

**LEGEND**

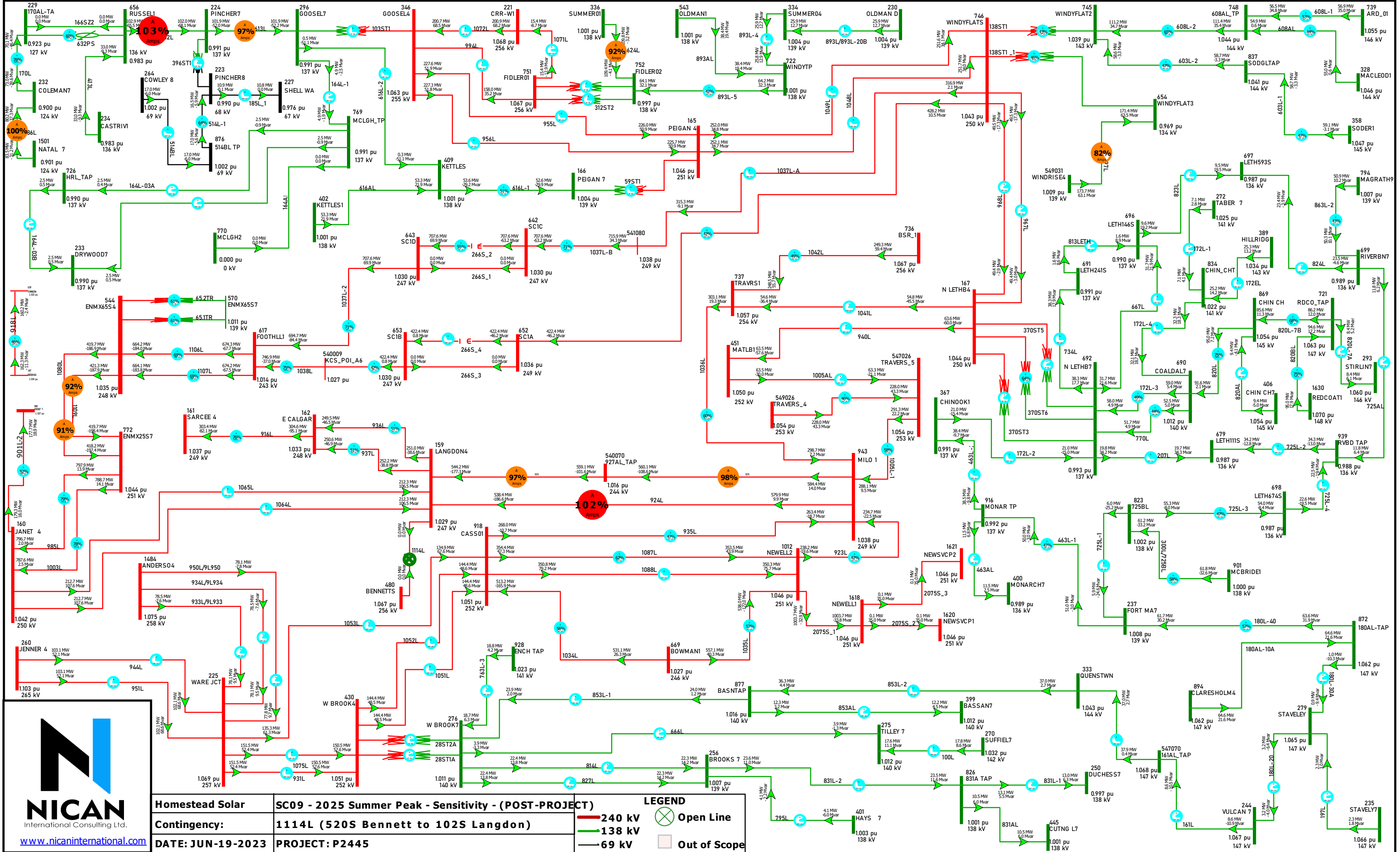




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Homestead Solar	SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)
Contingency:	1109L (SS-25 Shepard - SS-65)
DATE: MAY-21-2023	PROJECT: P2445

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

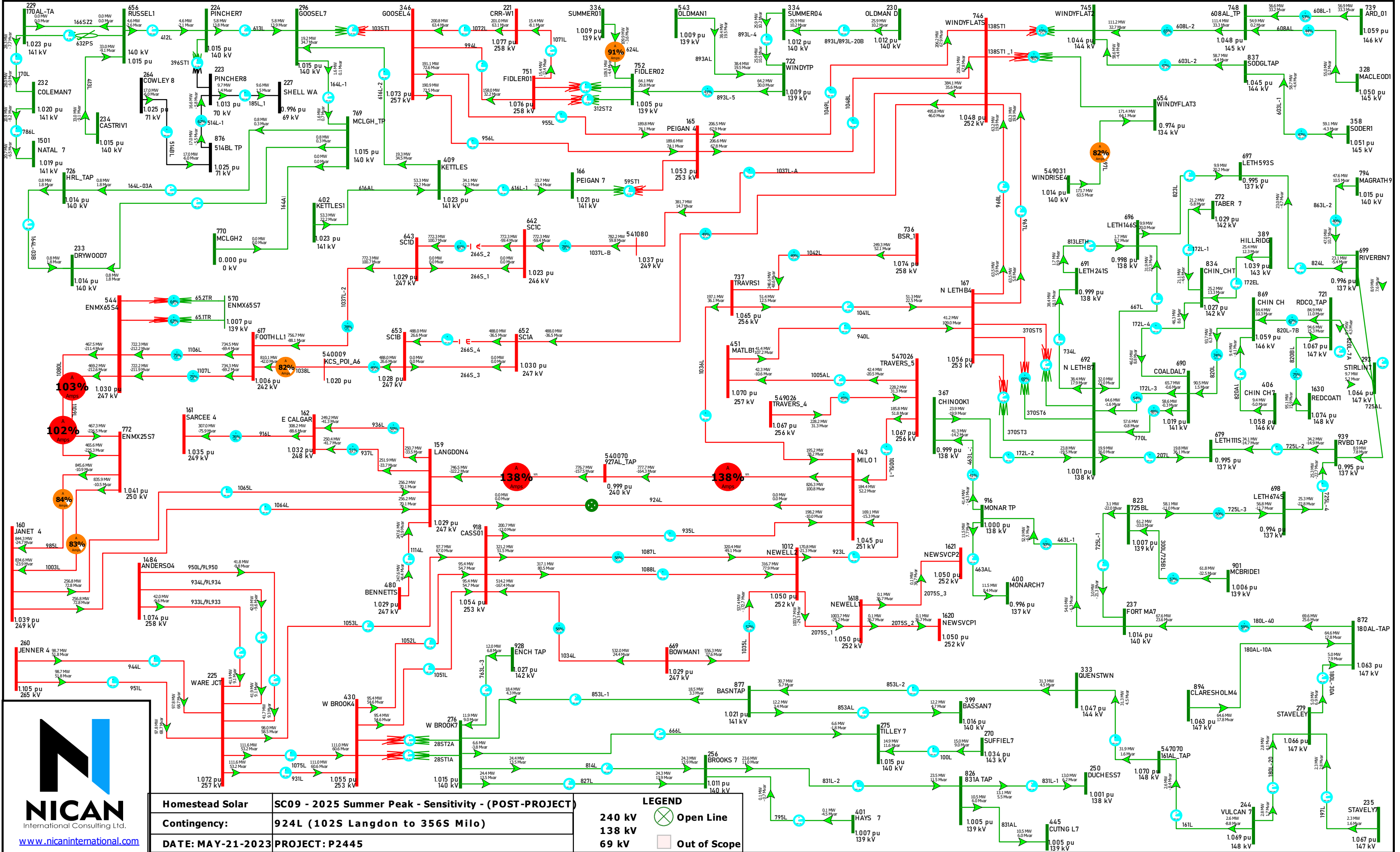


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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1114L (520S Bennett to 102S Langdon)</b>
<b>DATE: JUN-19-2023</b>	<b>PROJECT: P2445</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



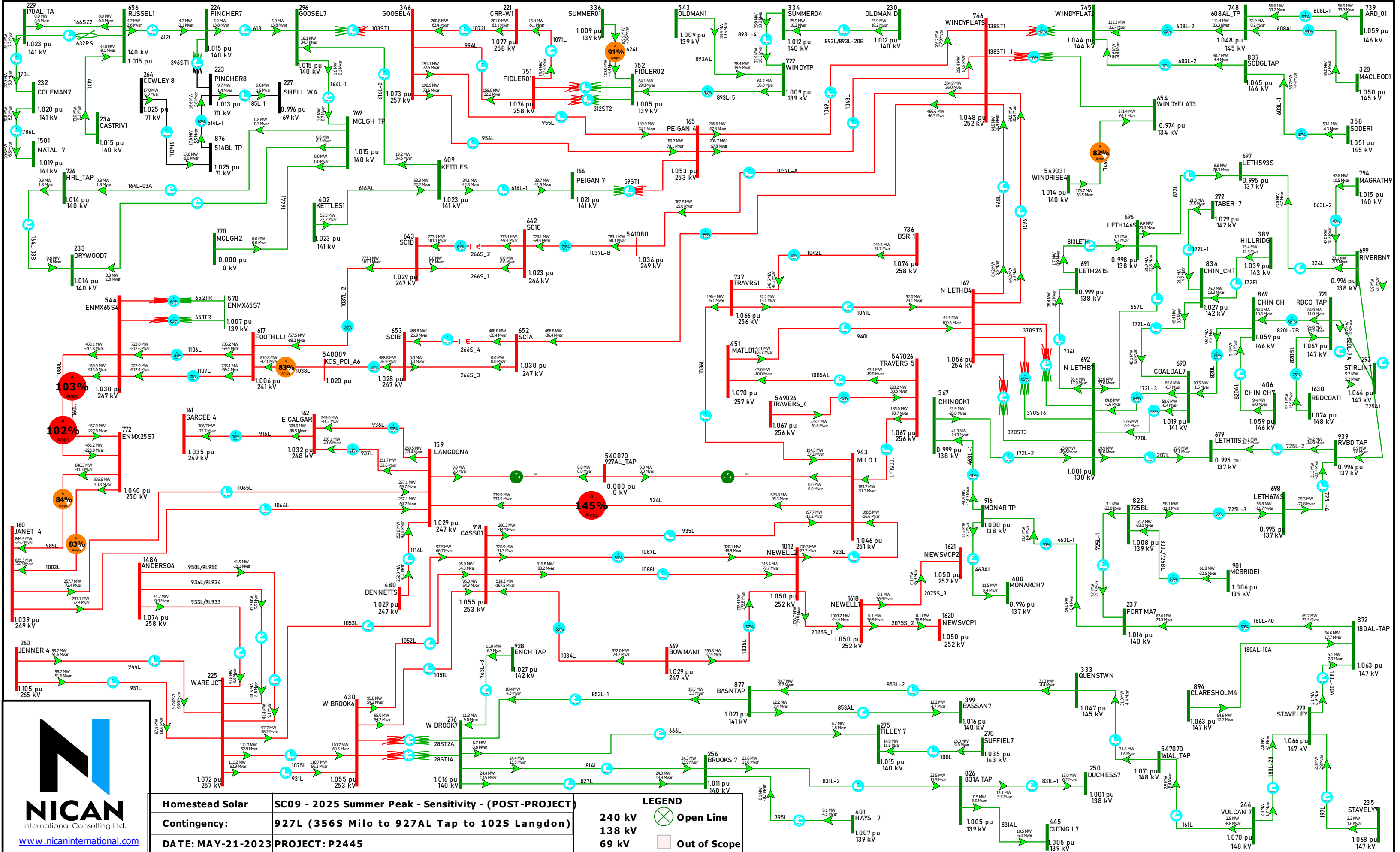


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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>924L (102S Langdon to 356S Milo)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	





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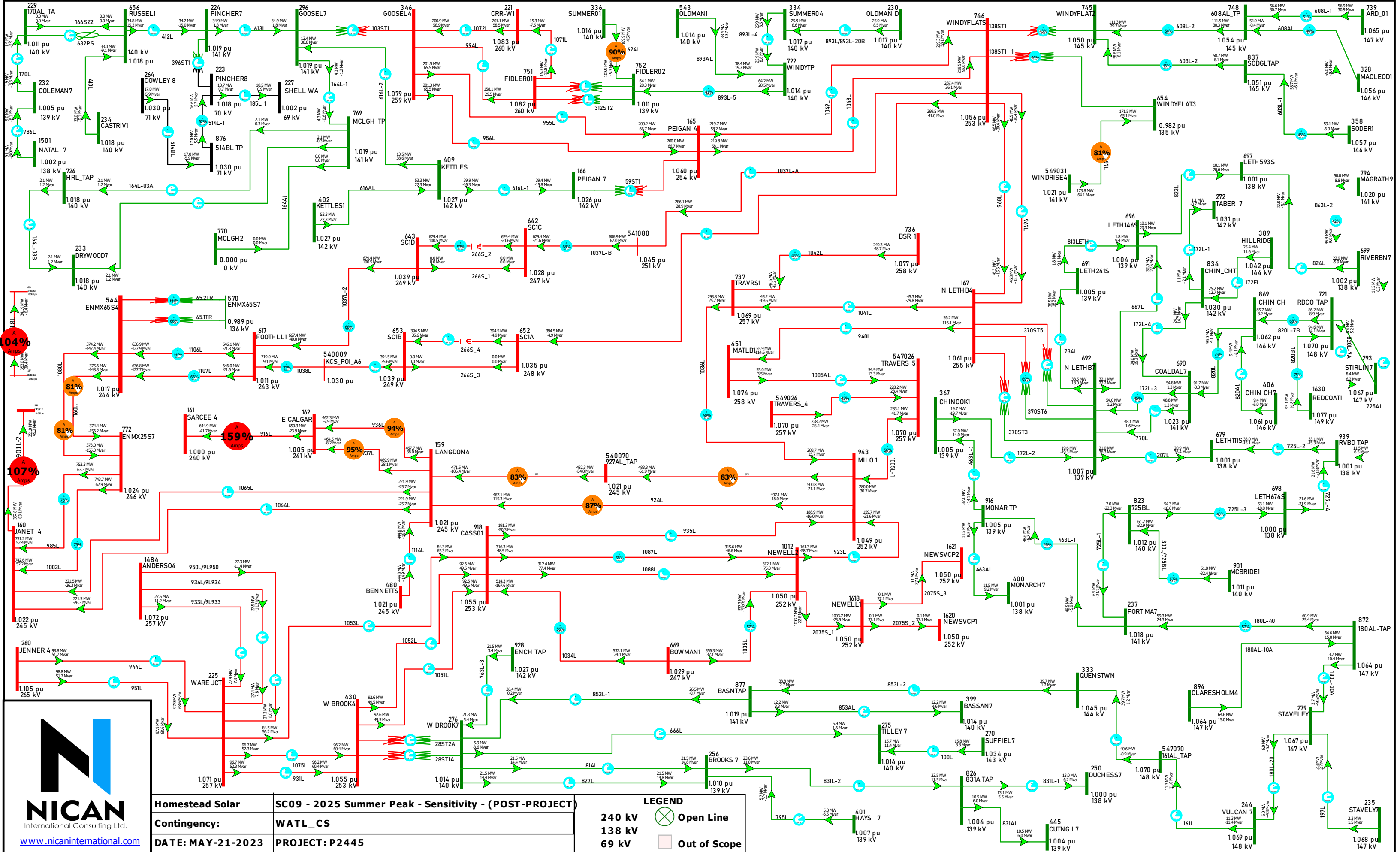
<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>927L (356S Milo to 927AL Tap to 102S Langdon)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**







Homestead Solar	SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)
Contingency:	WATL_CS
DATE: MAY-21-2023	PROJECT: P2445

240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

**LEGEND**

⊗ Open Line

□ Out of Scope

# Attachment A4

## Post-Project Transient Stability Diagrams

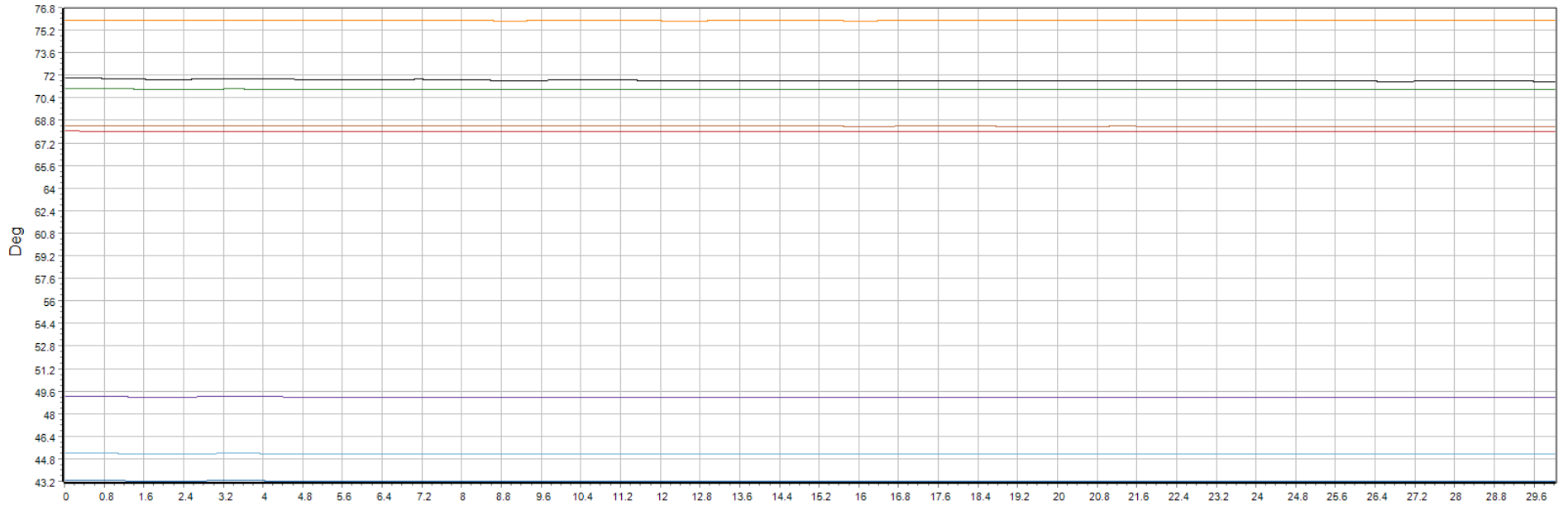
# 2025 SUMMER LIGHT

Single Line Diagrams  
P2445 - POST-PROJECT  
Transient Stability Response  
SC03

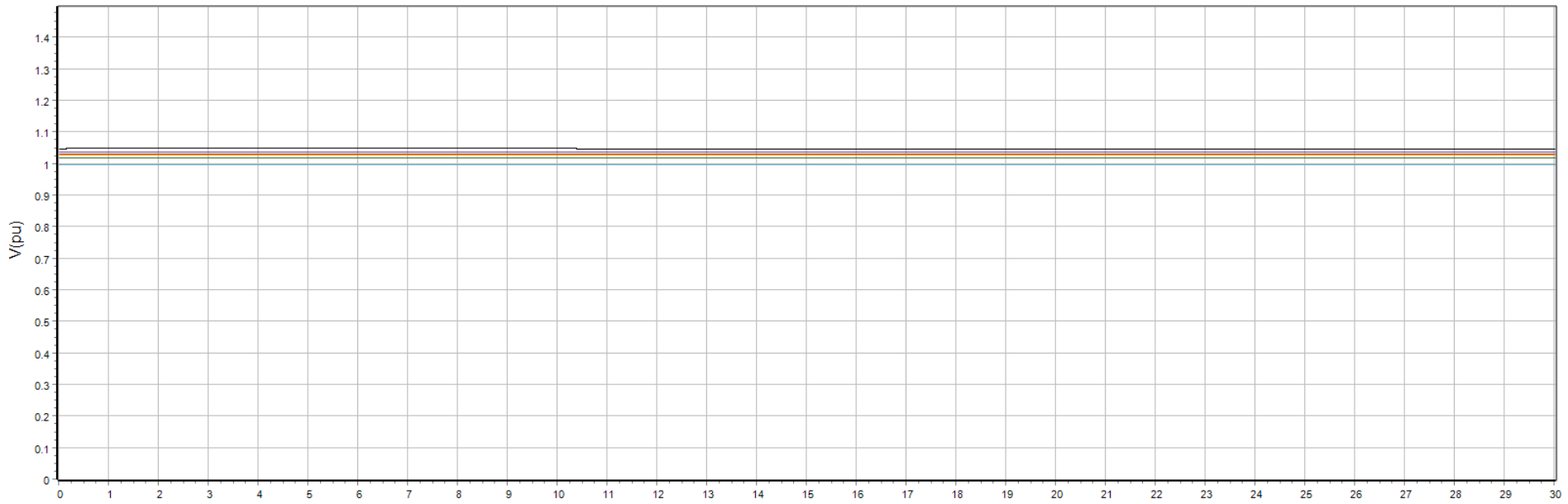




Monitor Gens. Q1



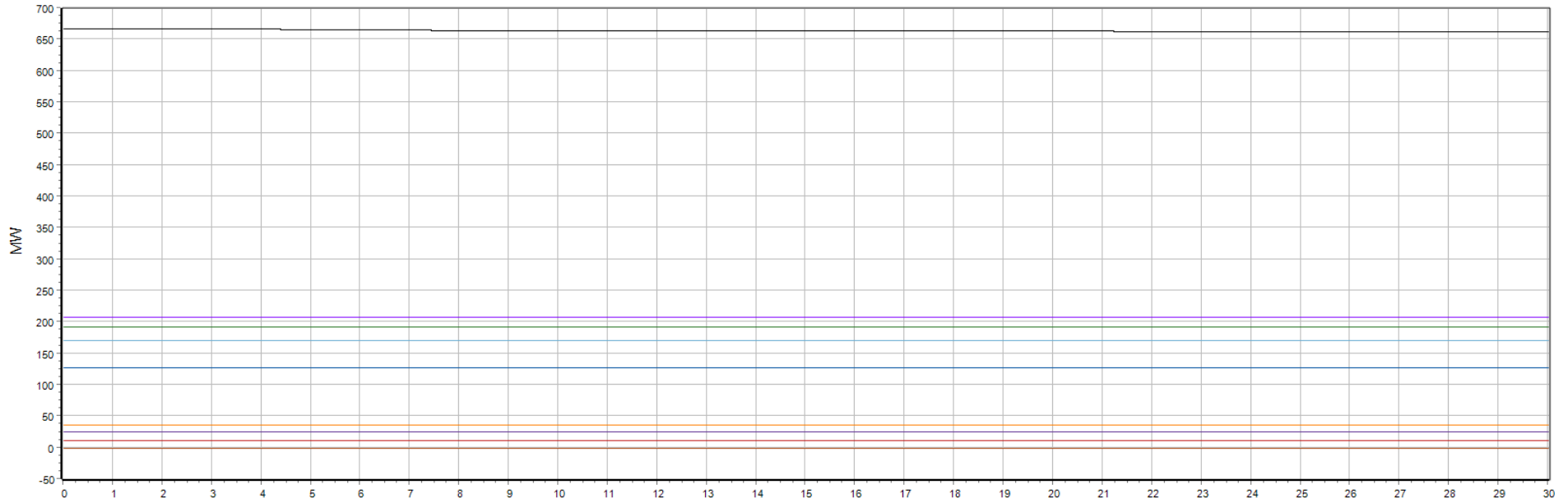
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



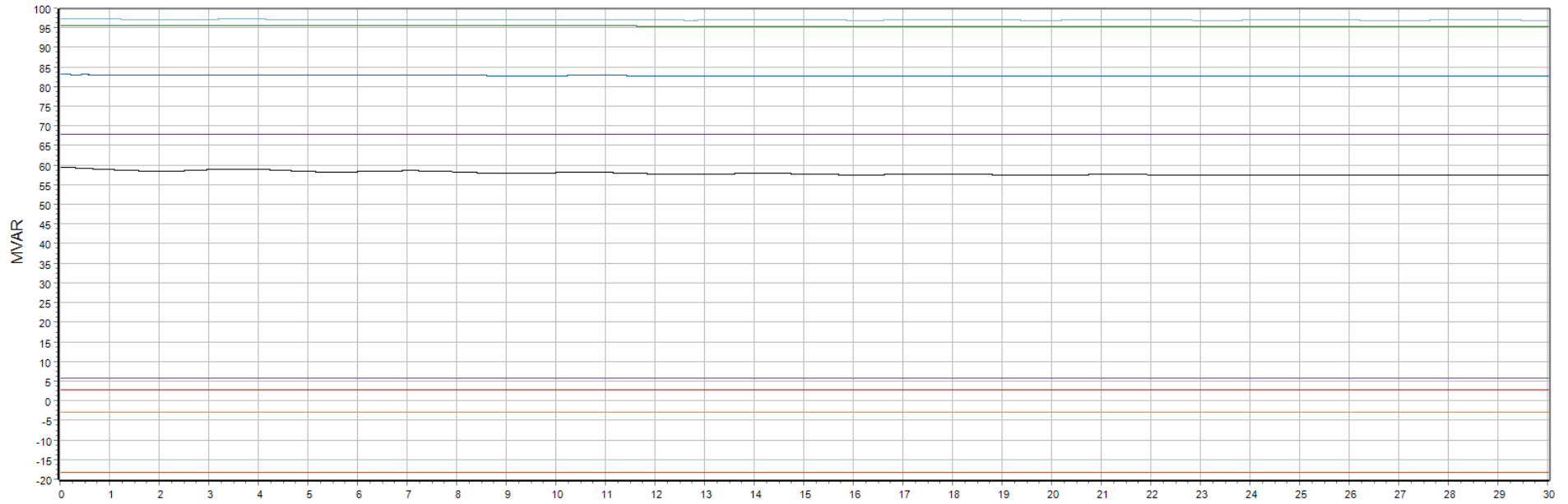
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



Monitor Gens. Q2



- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



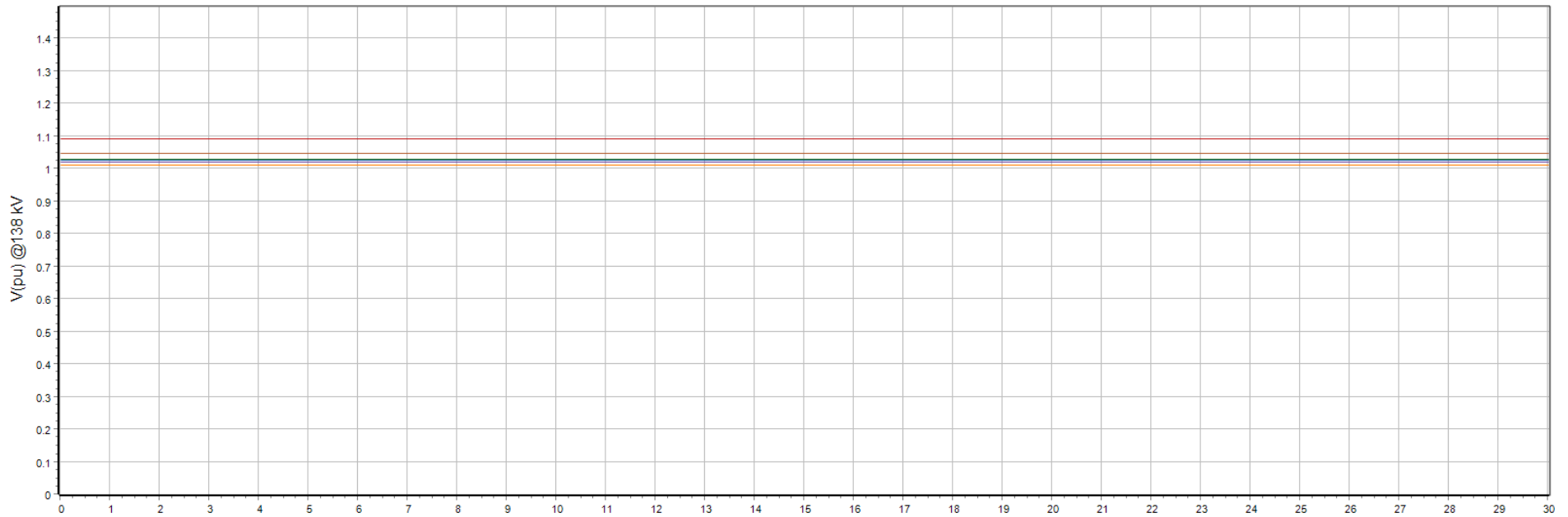
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



Monitor Bus Volts Q3



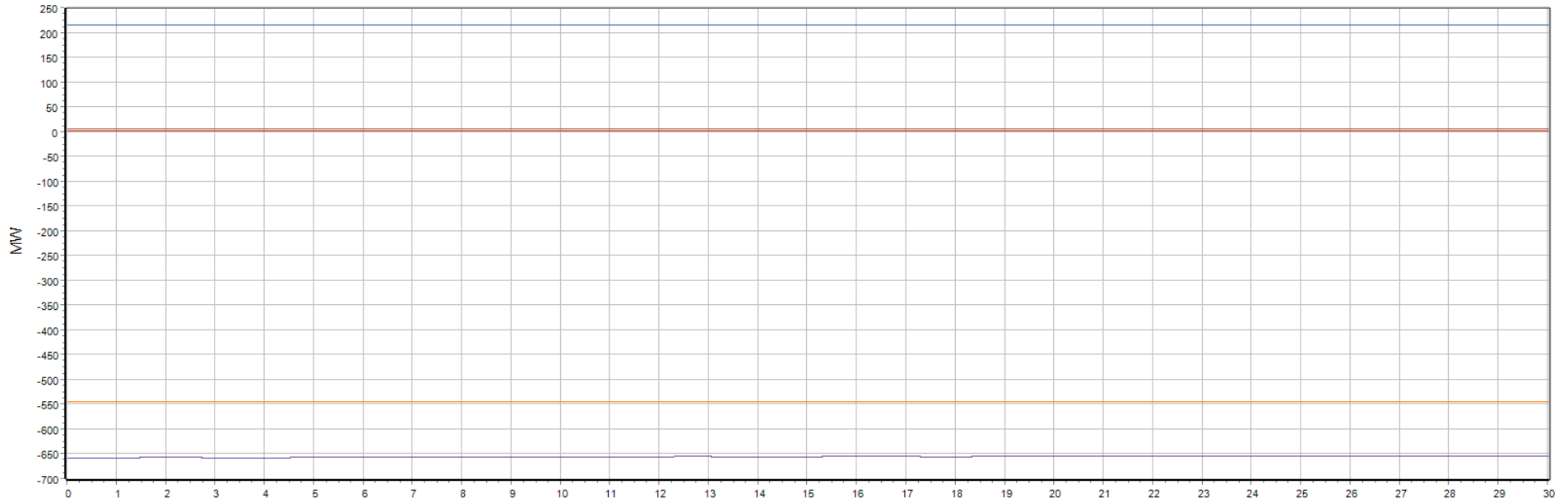
V pu, Bus PEIGAN 4\_240.0 (165)  V pu, Bus WINDYFLATS\_240.0 (746)  V pu, Bus FOOTHLL1\_240.0 (617)  V pu, Bus N LETHB4\_240.0 (167)  V pu, Bus W BROOK4\_240.0 (430)  V pu, Bus MILO 1\_240.0 (943)



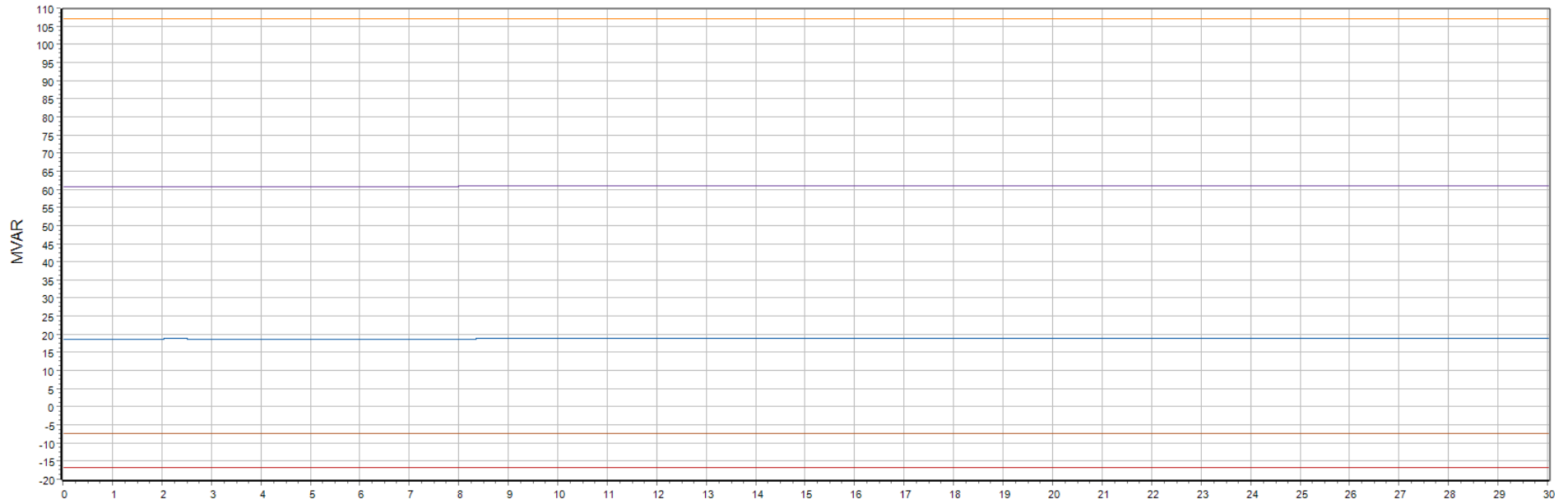
V pu, Bus PEIGAN 7\_138.0 (166)  V pu, Bus WINDYFLAT2\_138.0 (745)  V pu, Bus FOOTHLL2\_138.0 (640)  V pu, Bus N LETHB7\_138.0 (692)  V pu, Bus W BROOK7\_138.0 (276)  V pu, Bus 170AL-TA\_138.0 (229)



Monitor Line MW & MVAR. Q4



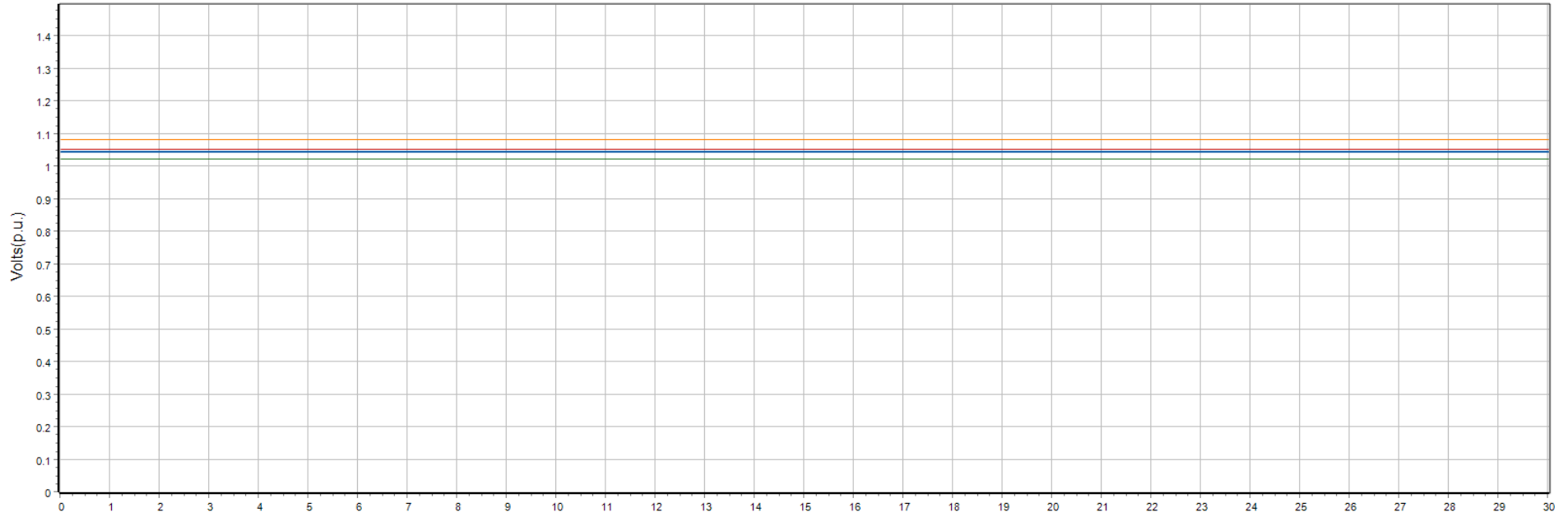
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



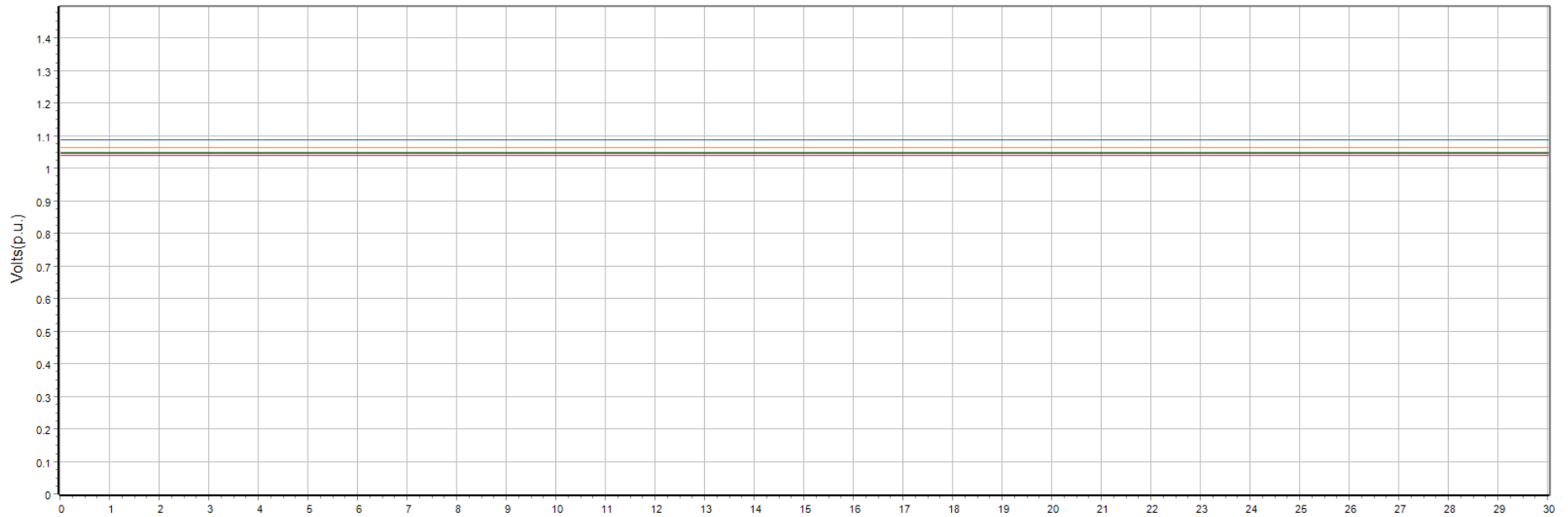
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



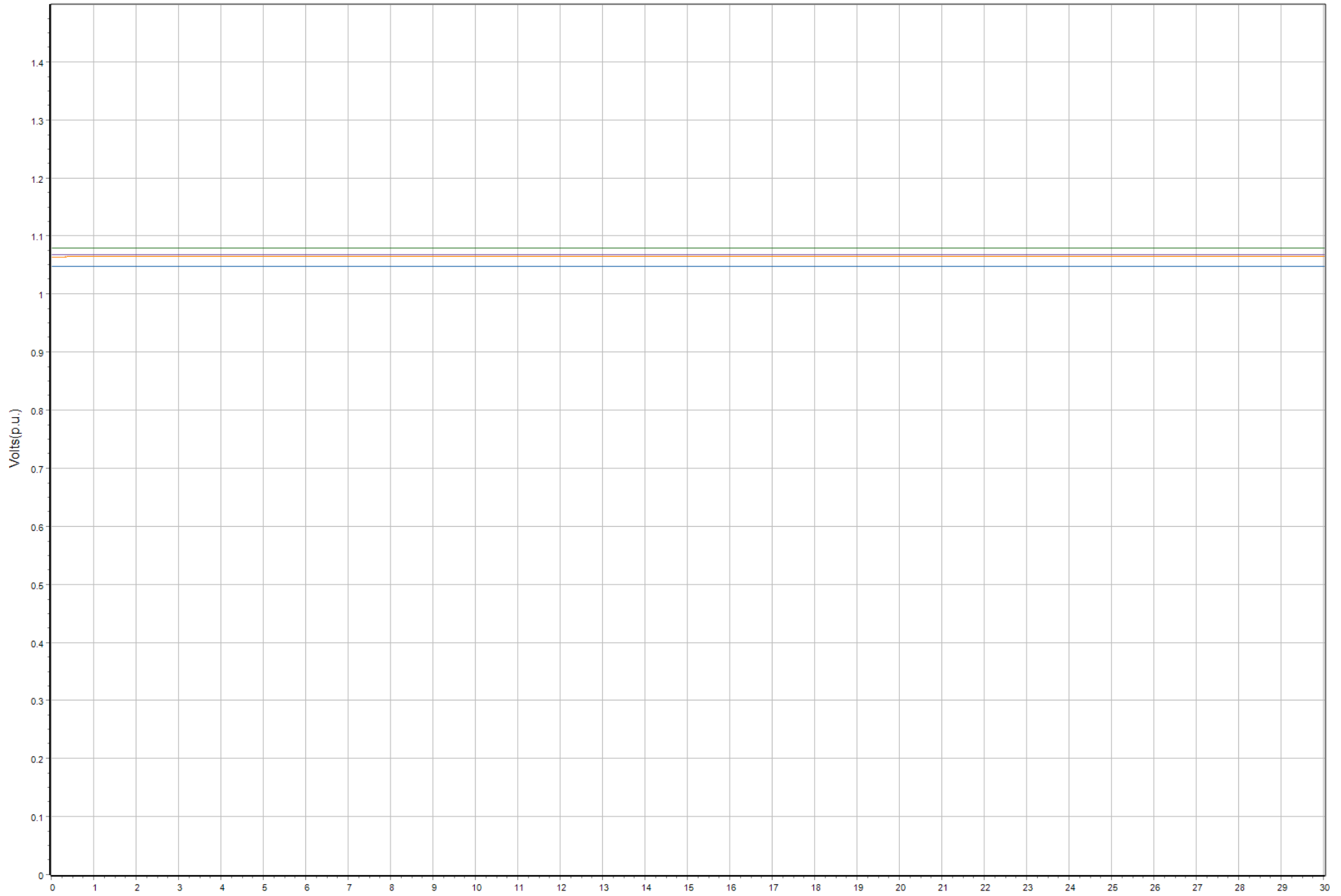
V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



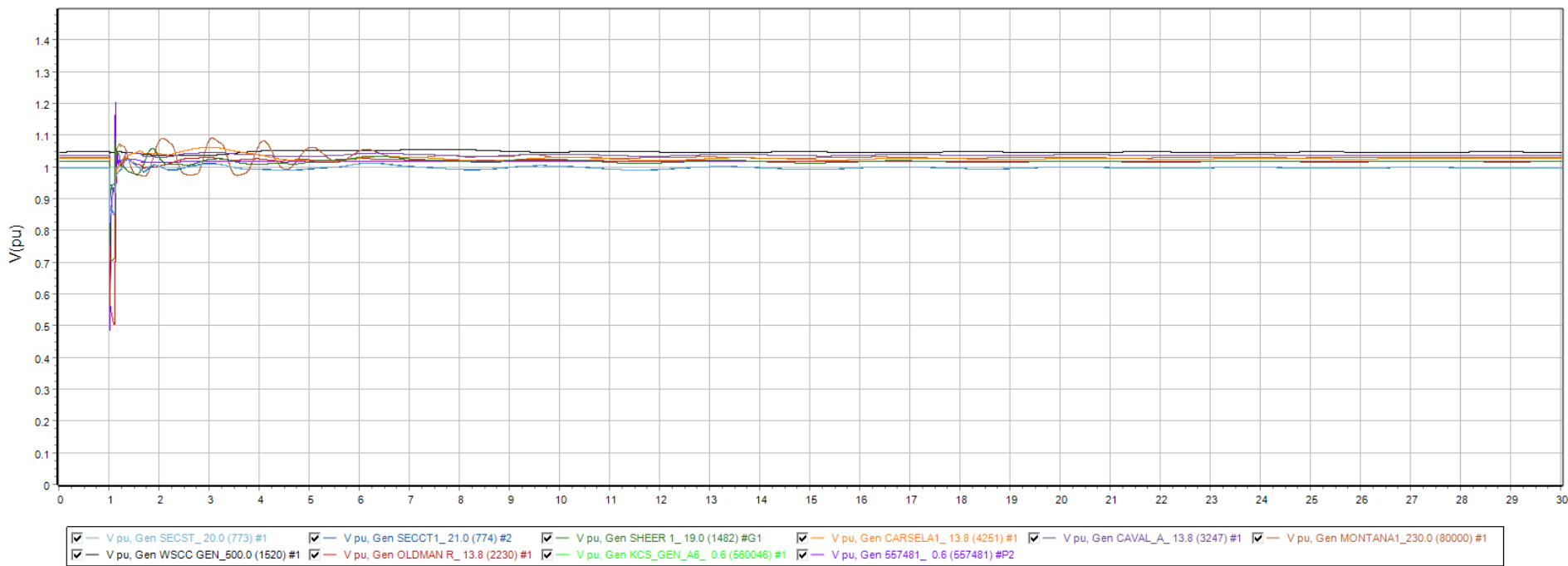
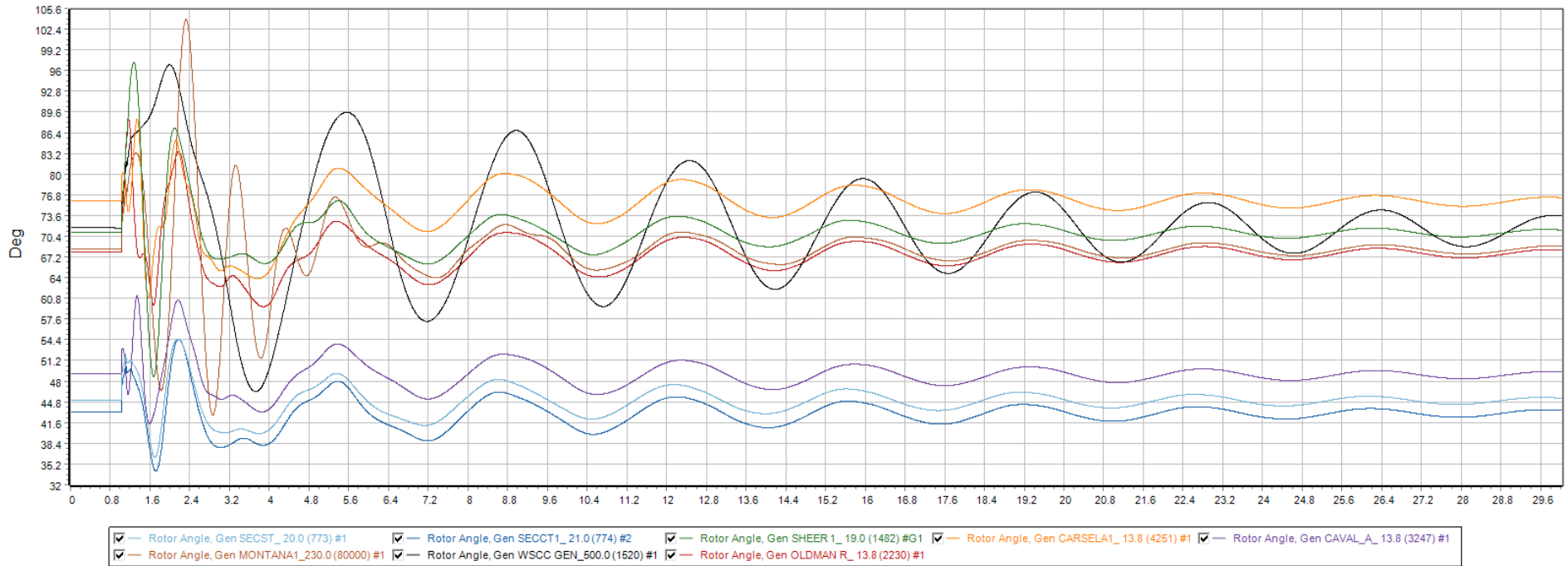




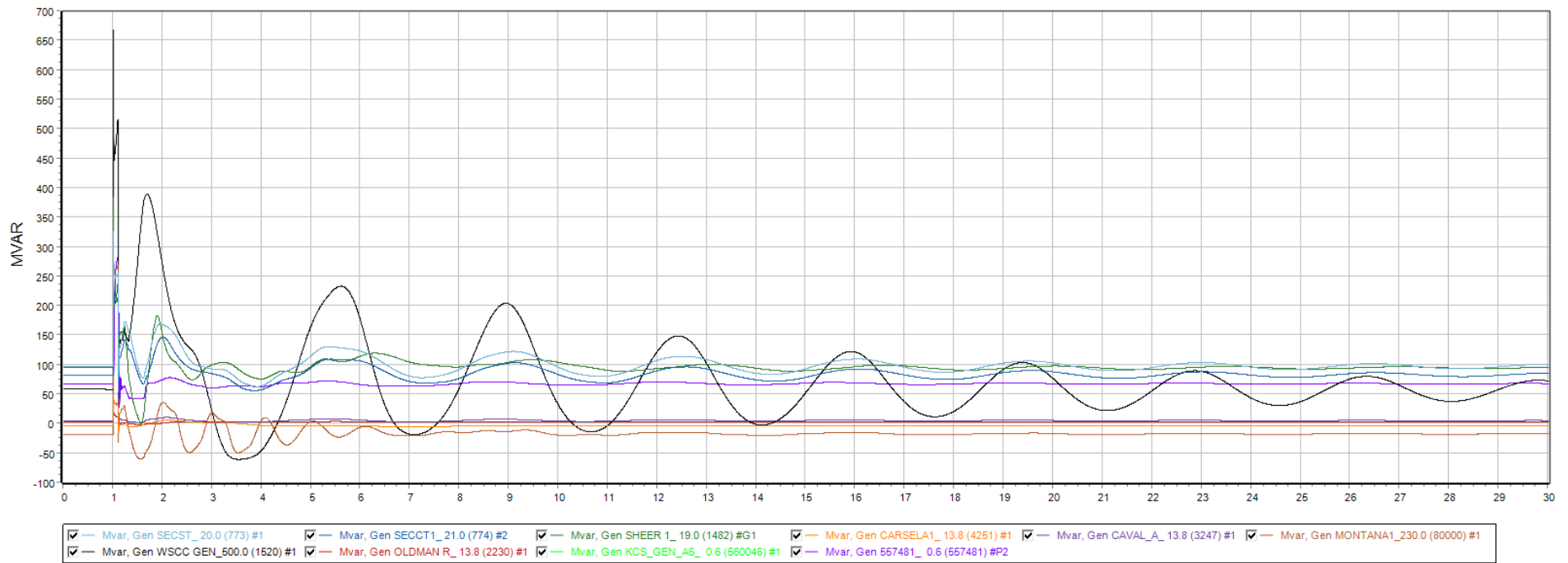
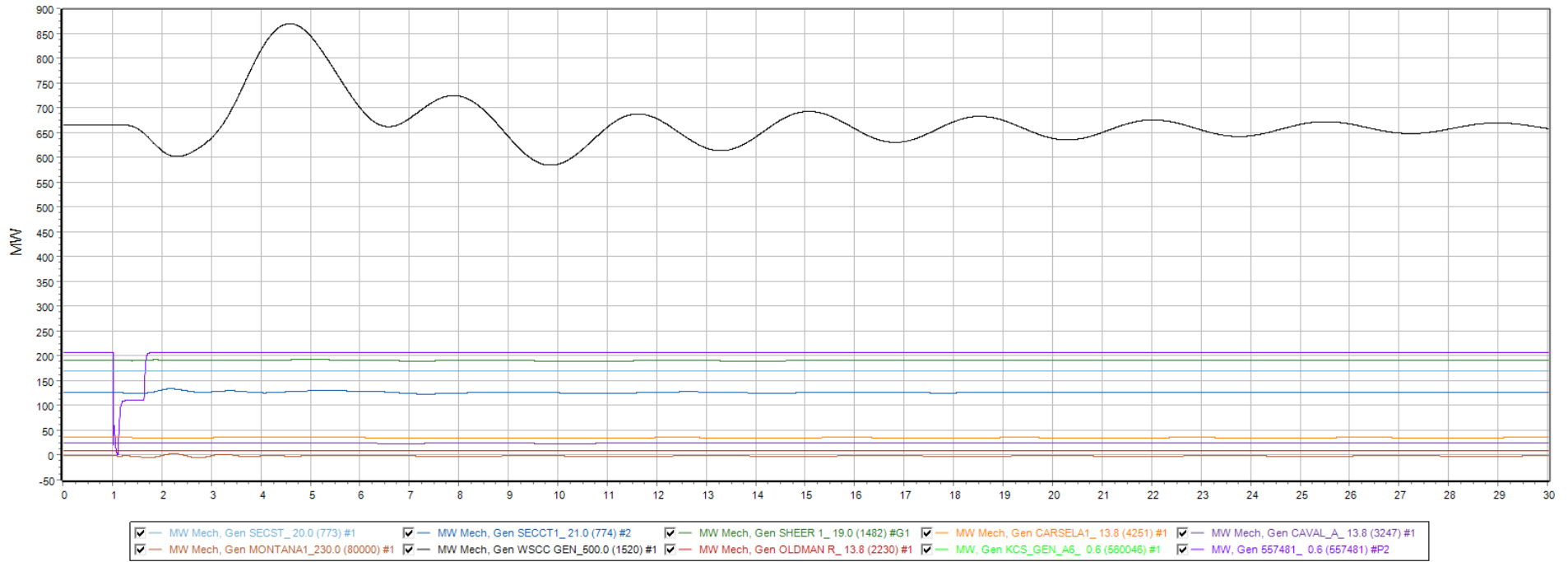
— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)



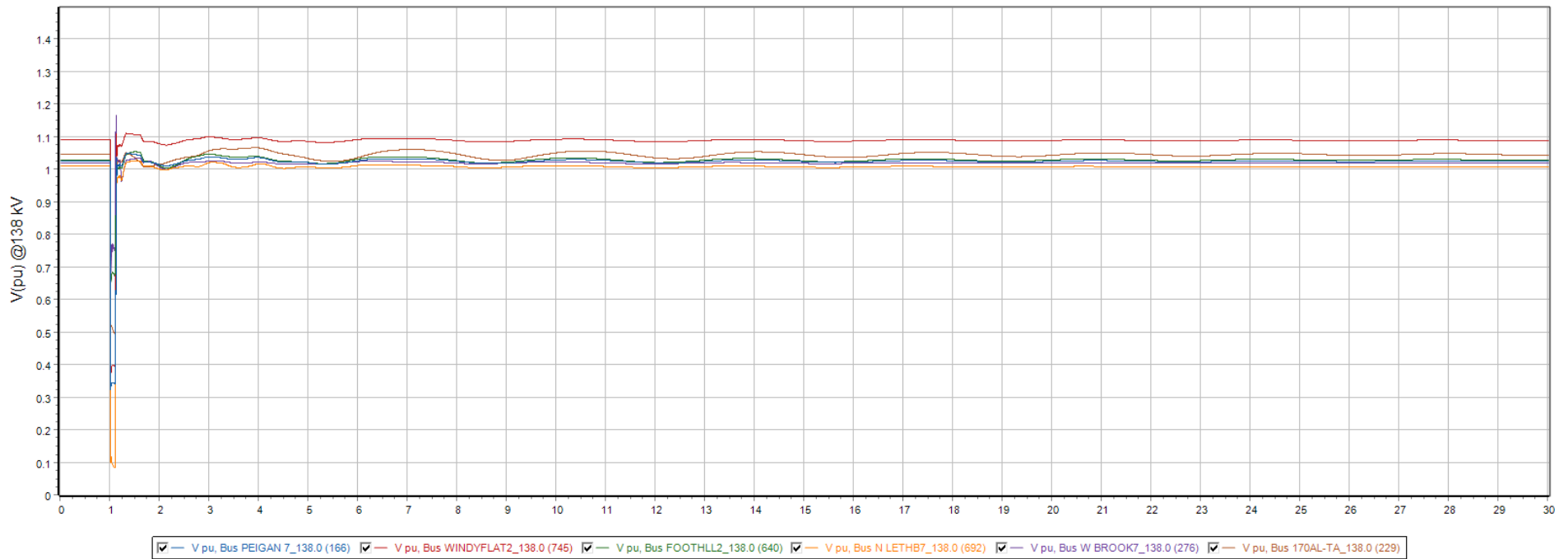
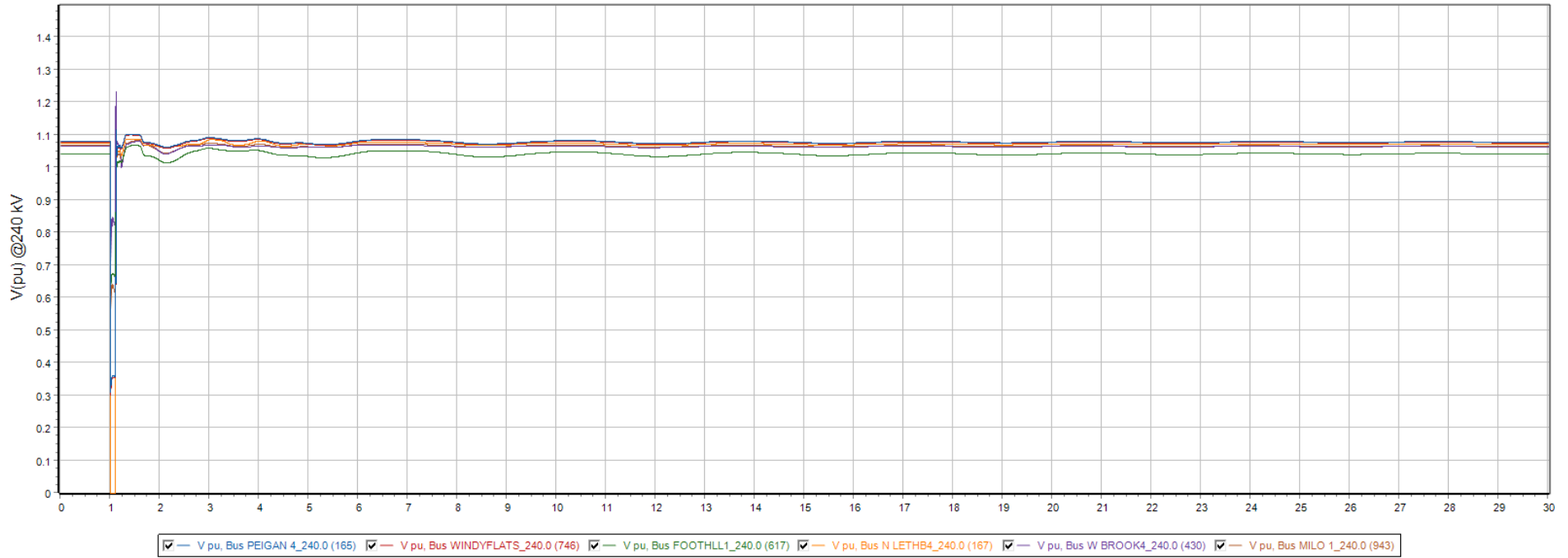
Monitor Gens. Q1



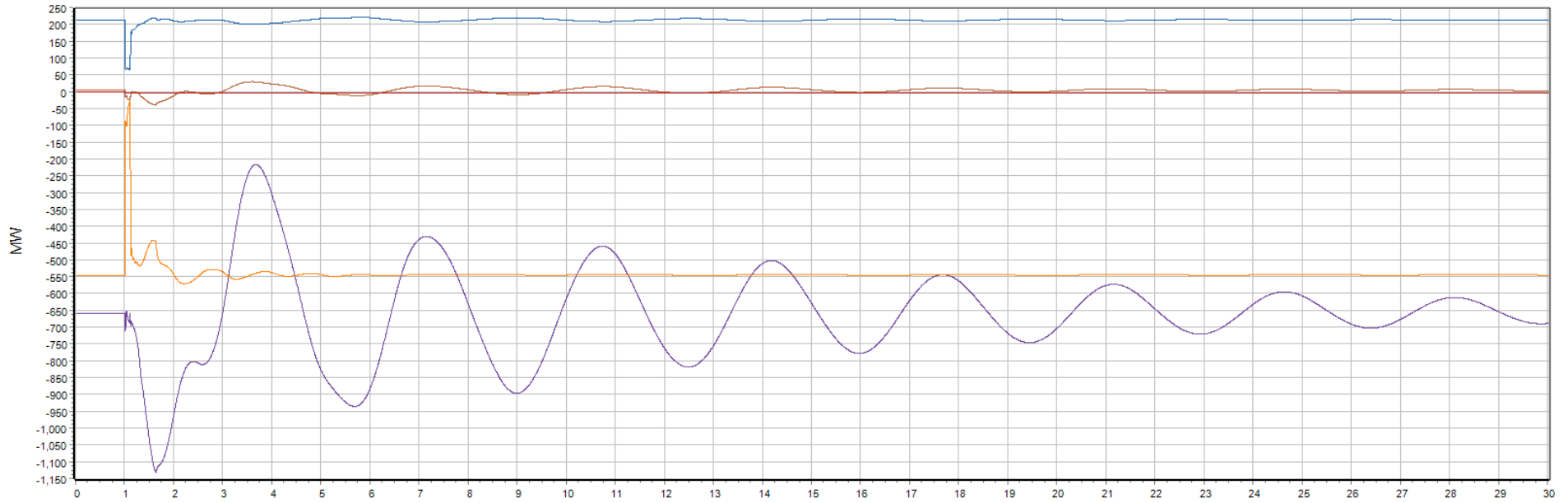
Monitor Gens. Q2



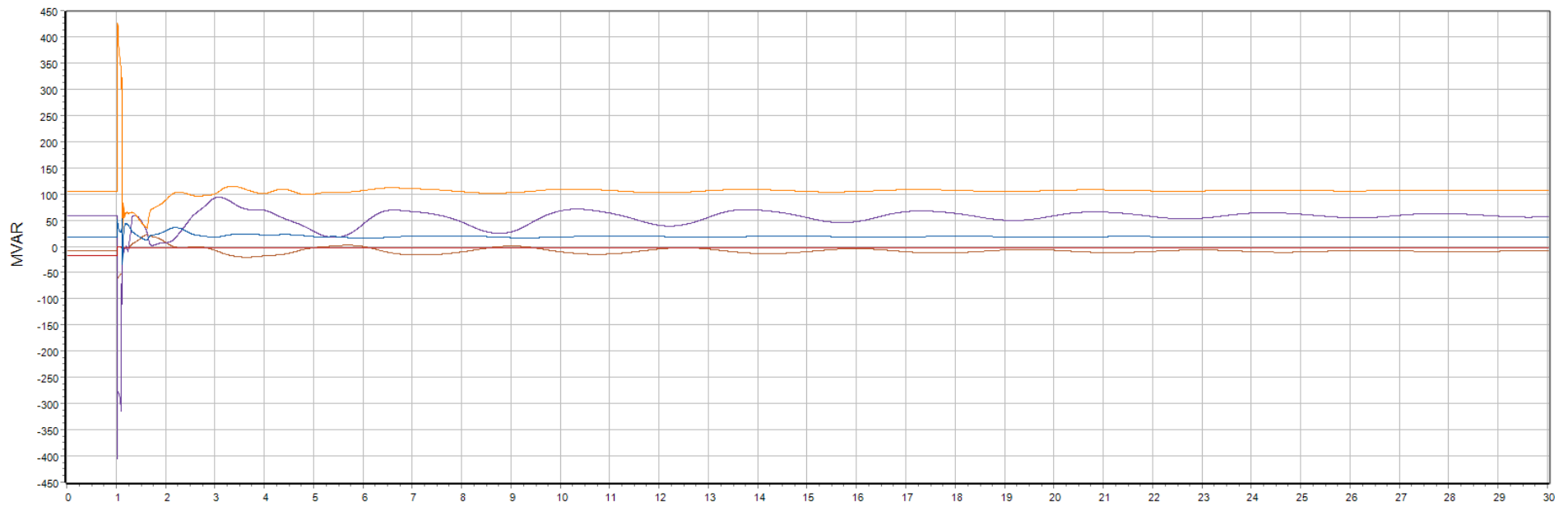
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

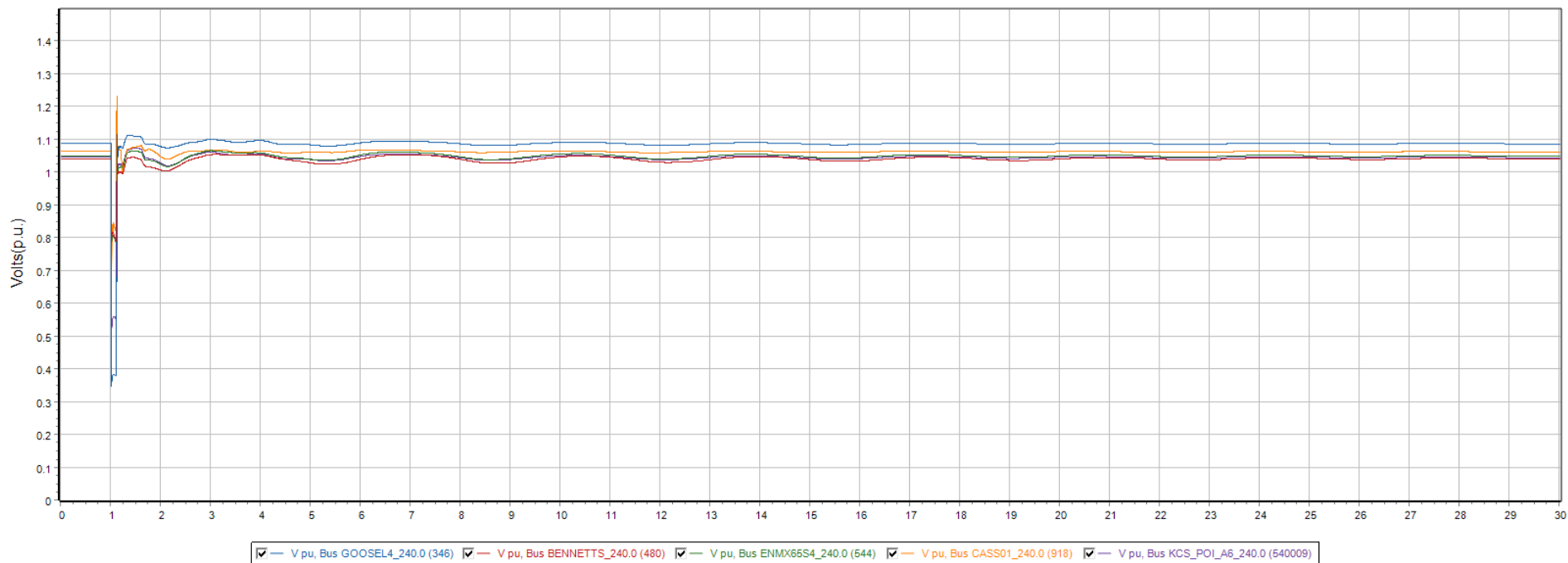
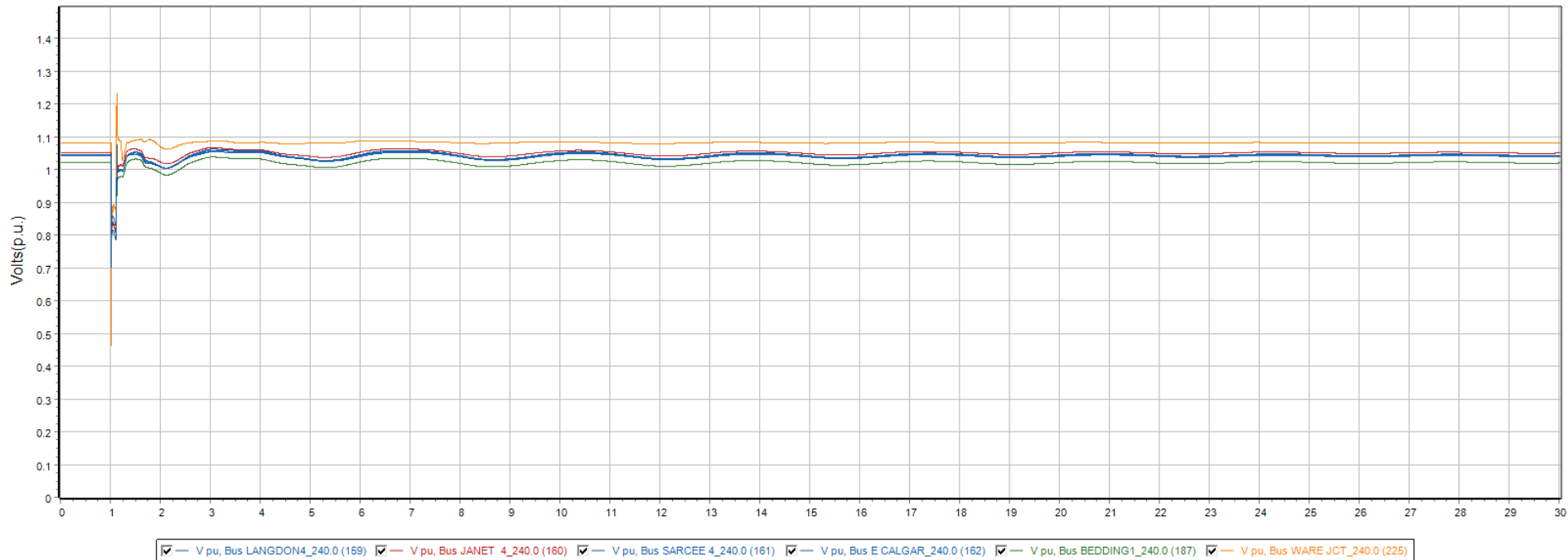


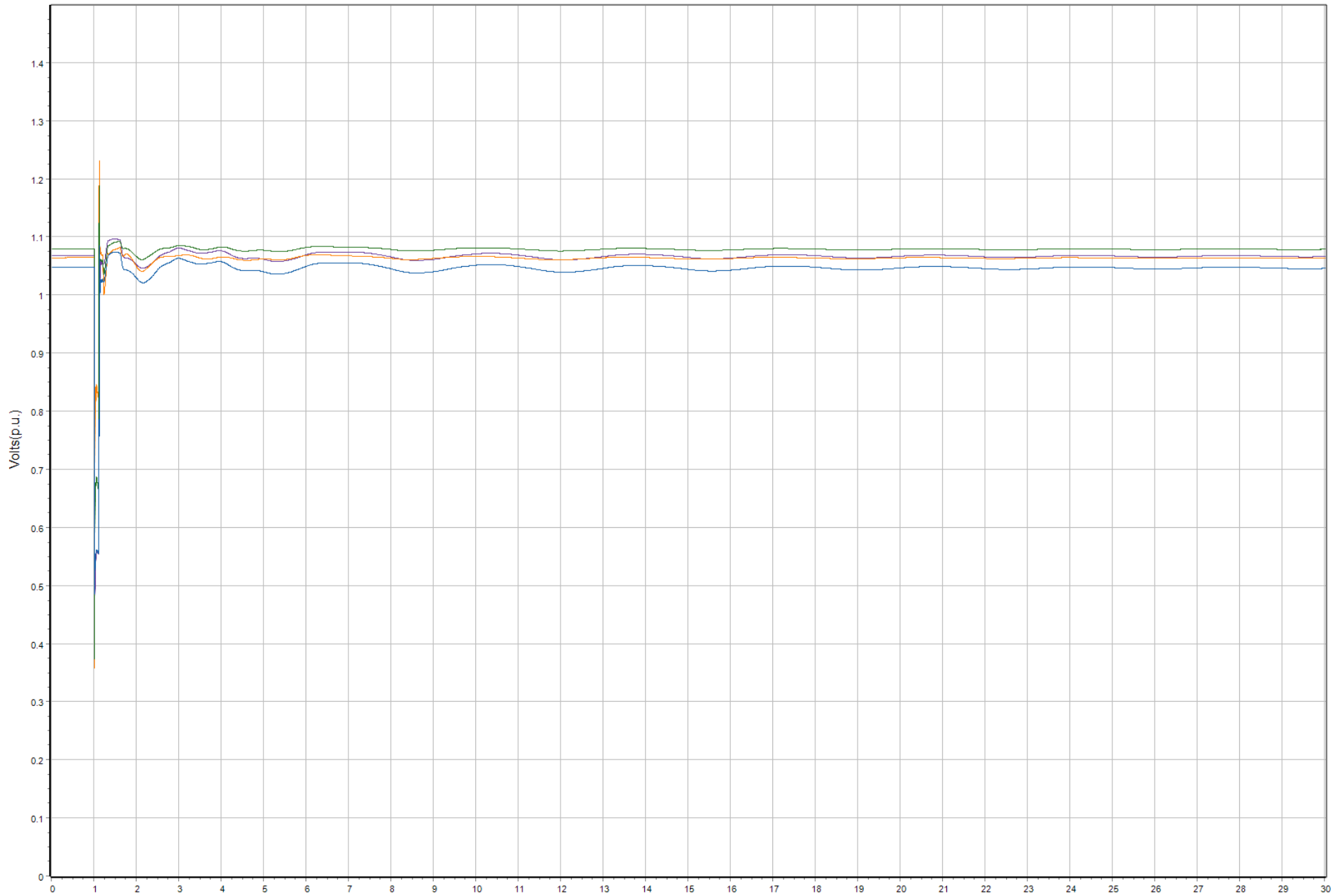
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70





Additional 240 kV Bus Volts

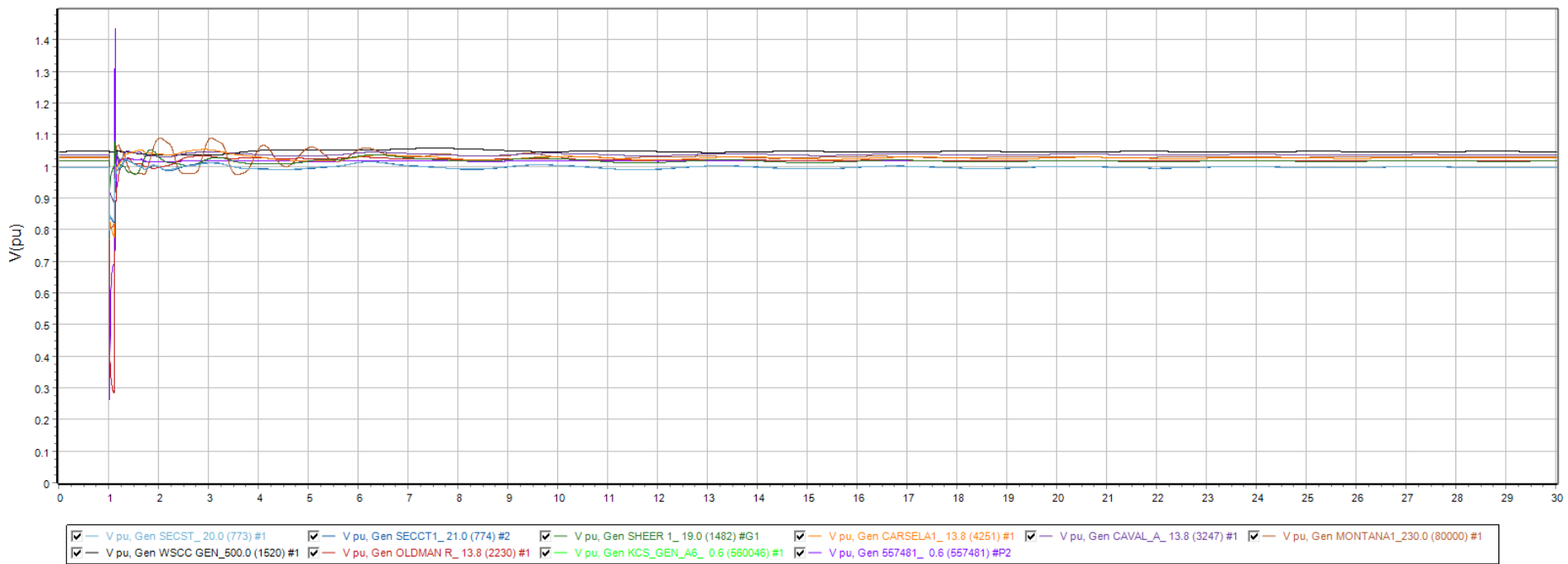
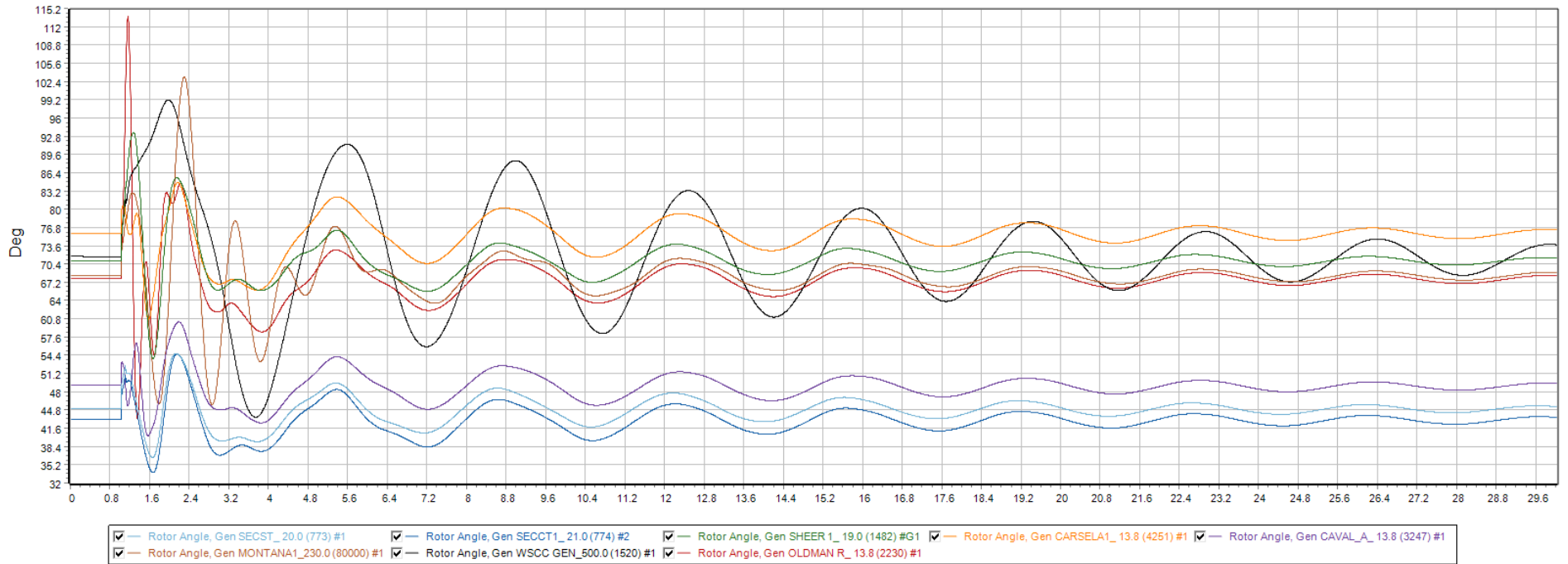




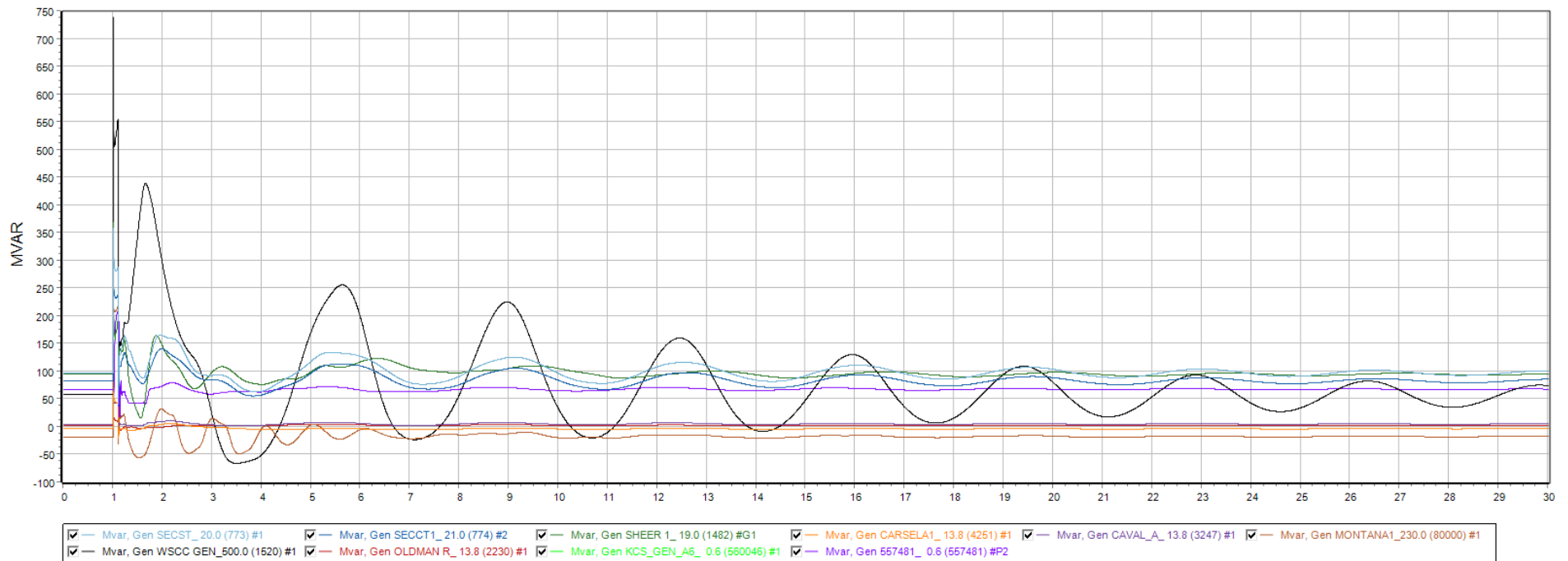
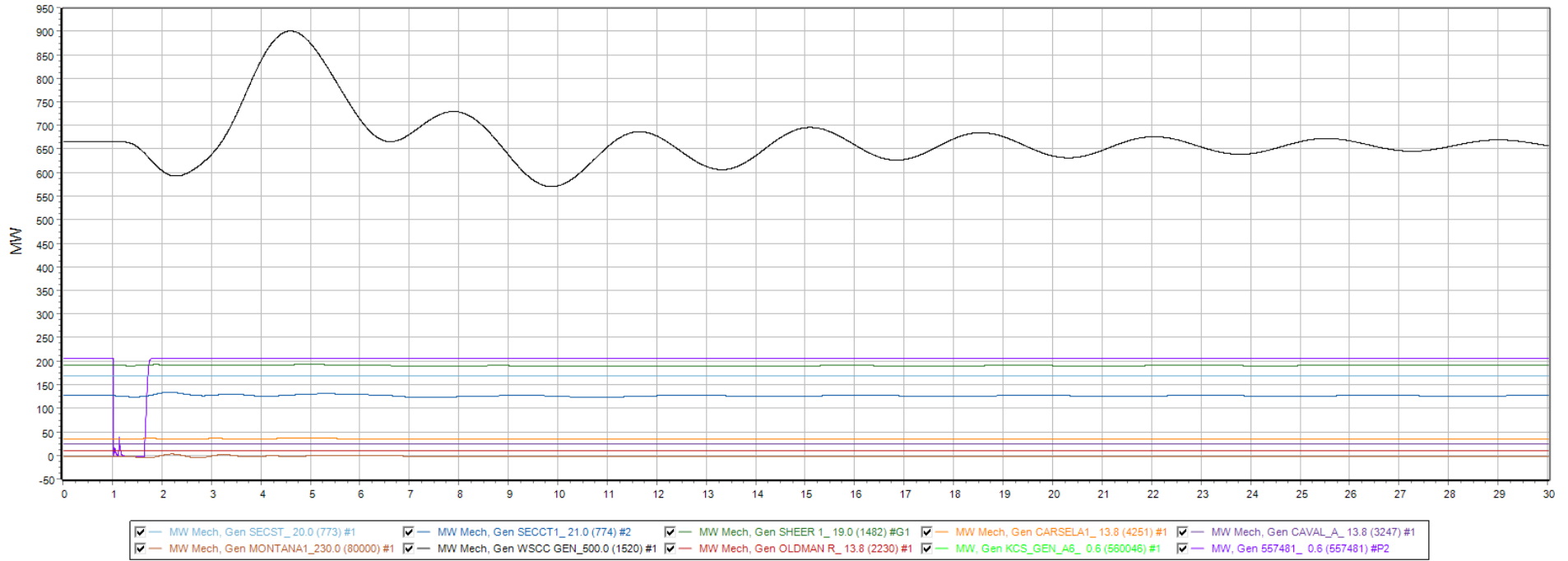
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



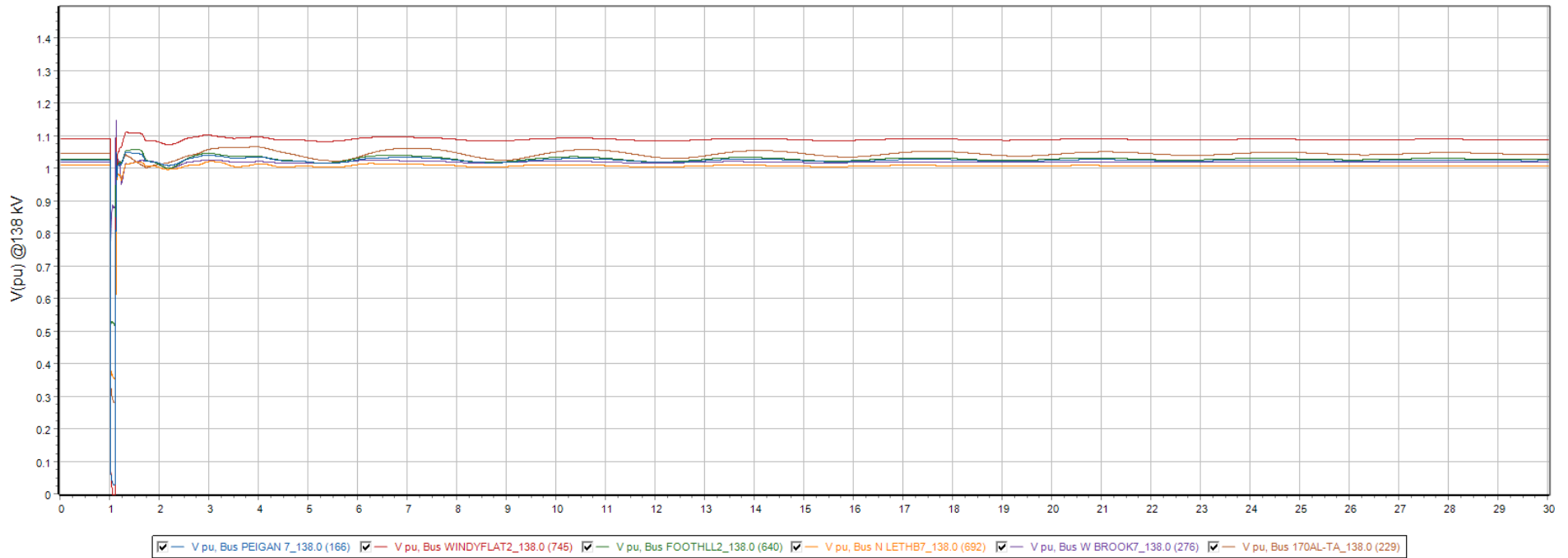
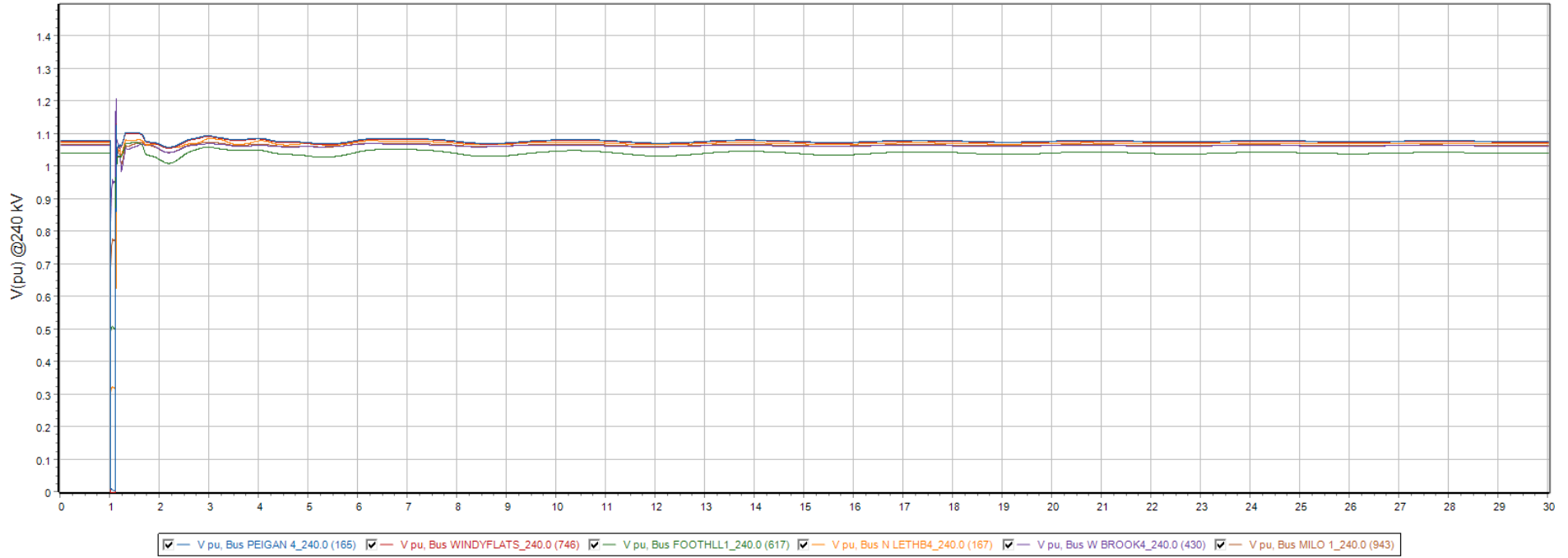
Monitor Gens. Q1



Monitor Gens. Q2

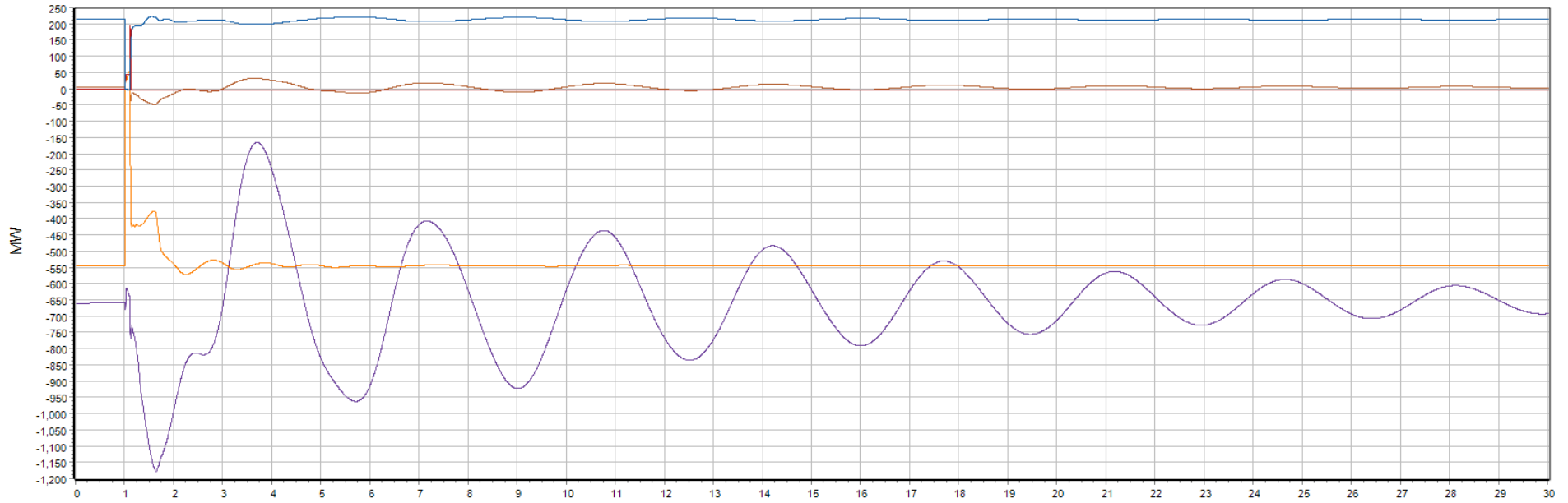


Monitor Bus Volts Q3

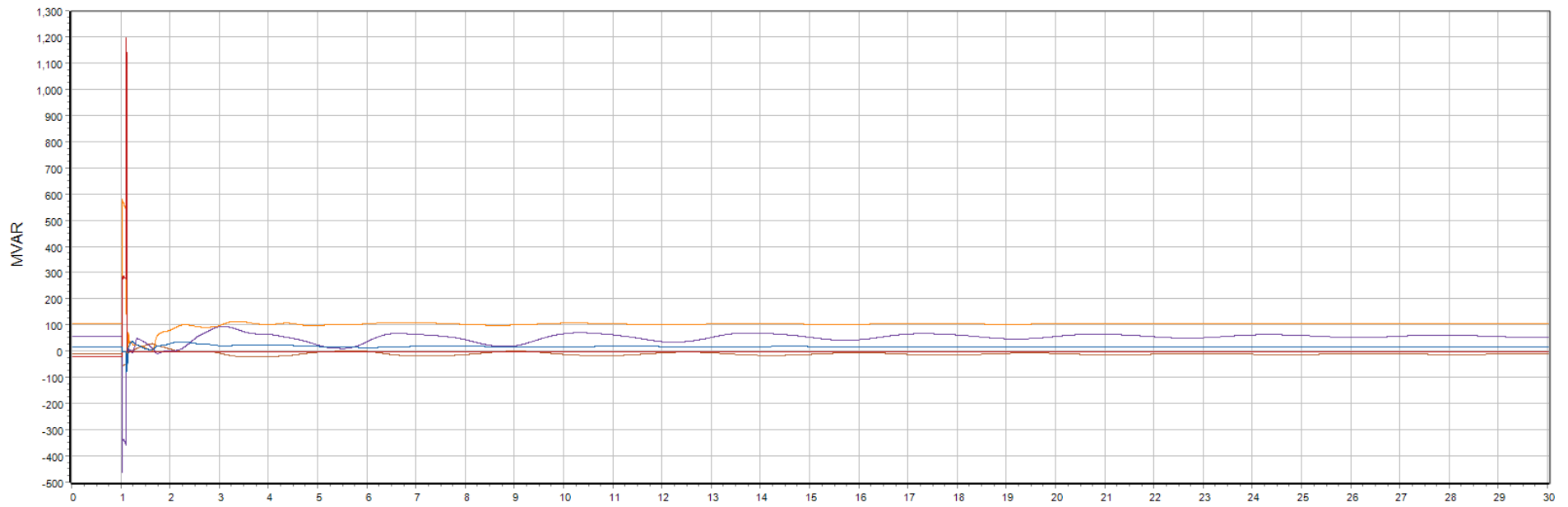




Monitor Line MW & MVAR. Q4



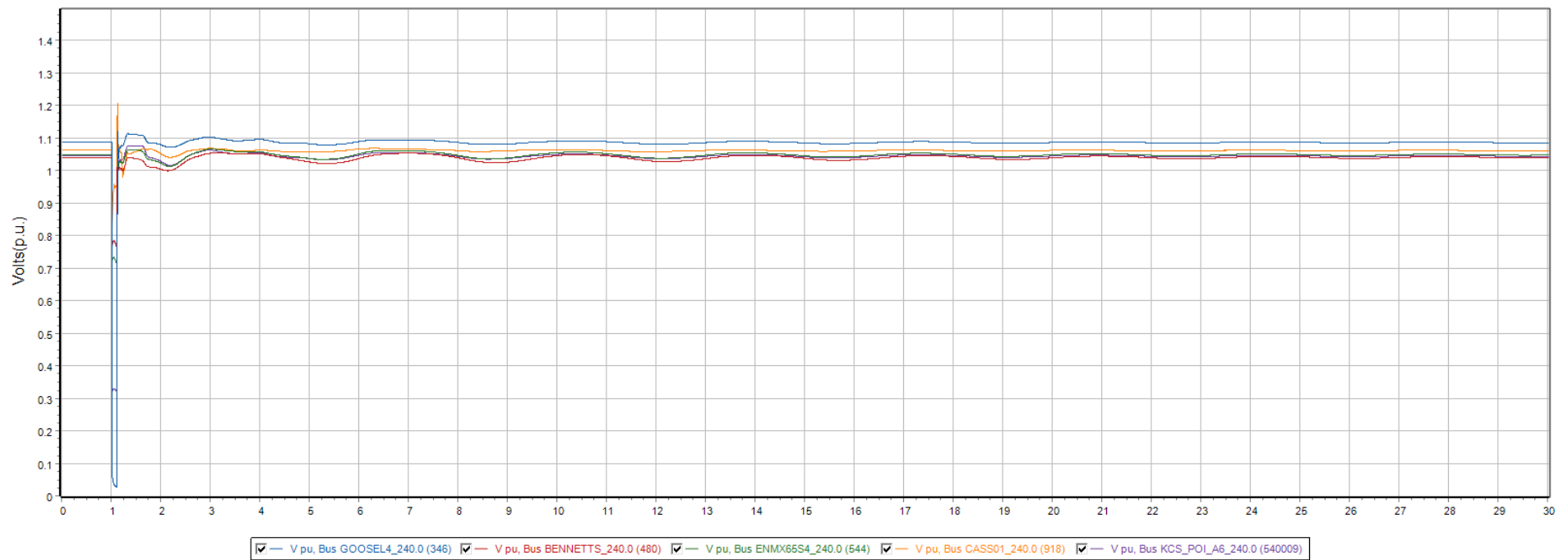
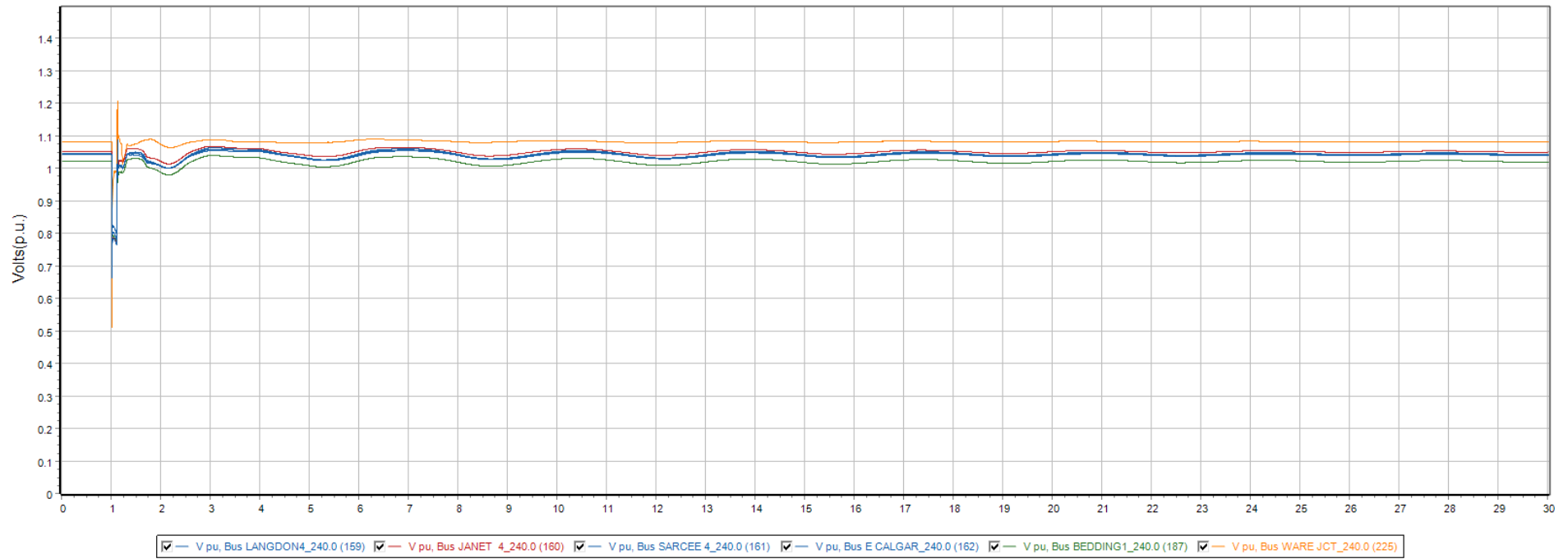
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

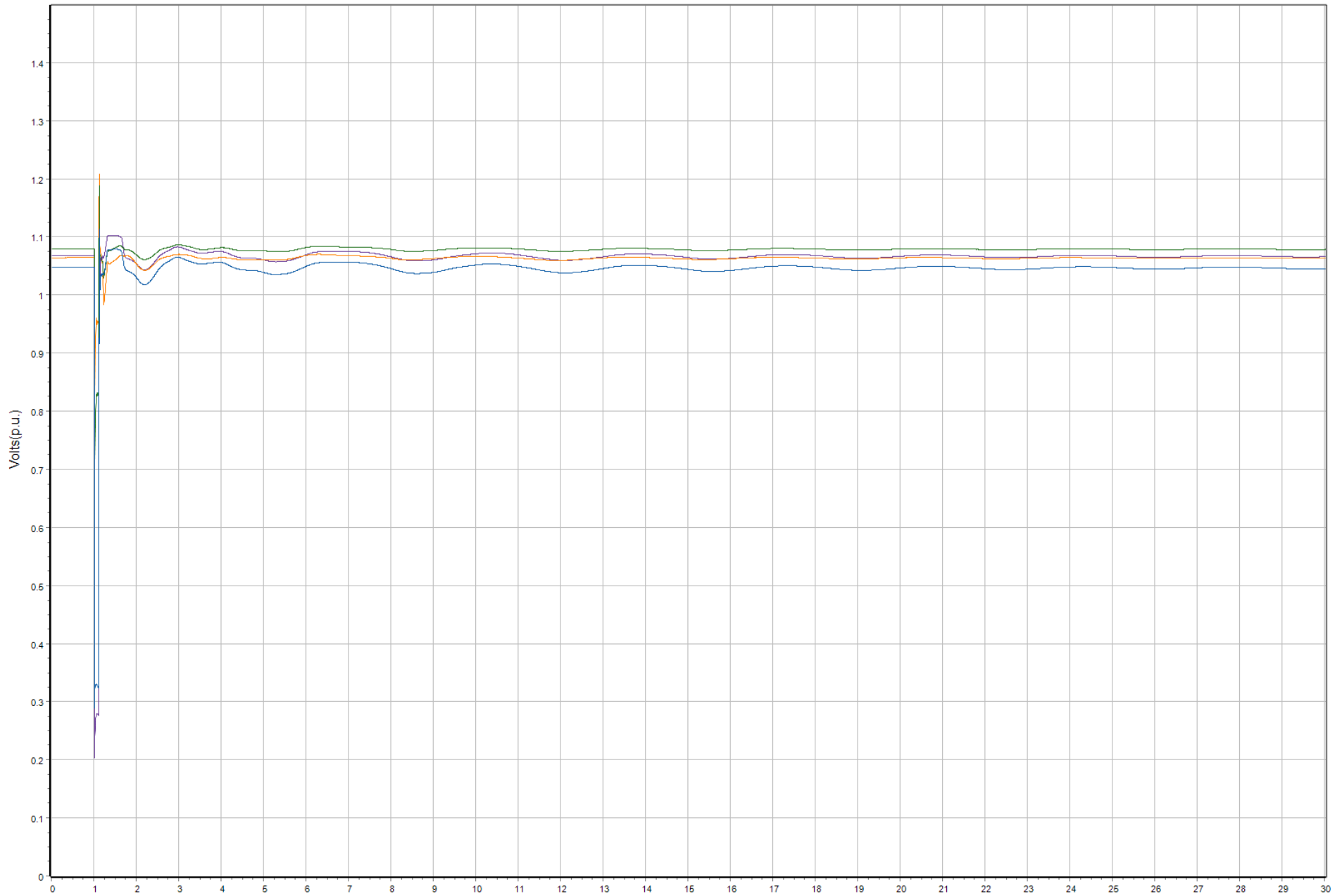


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

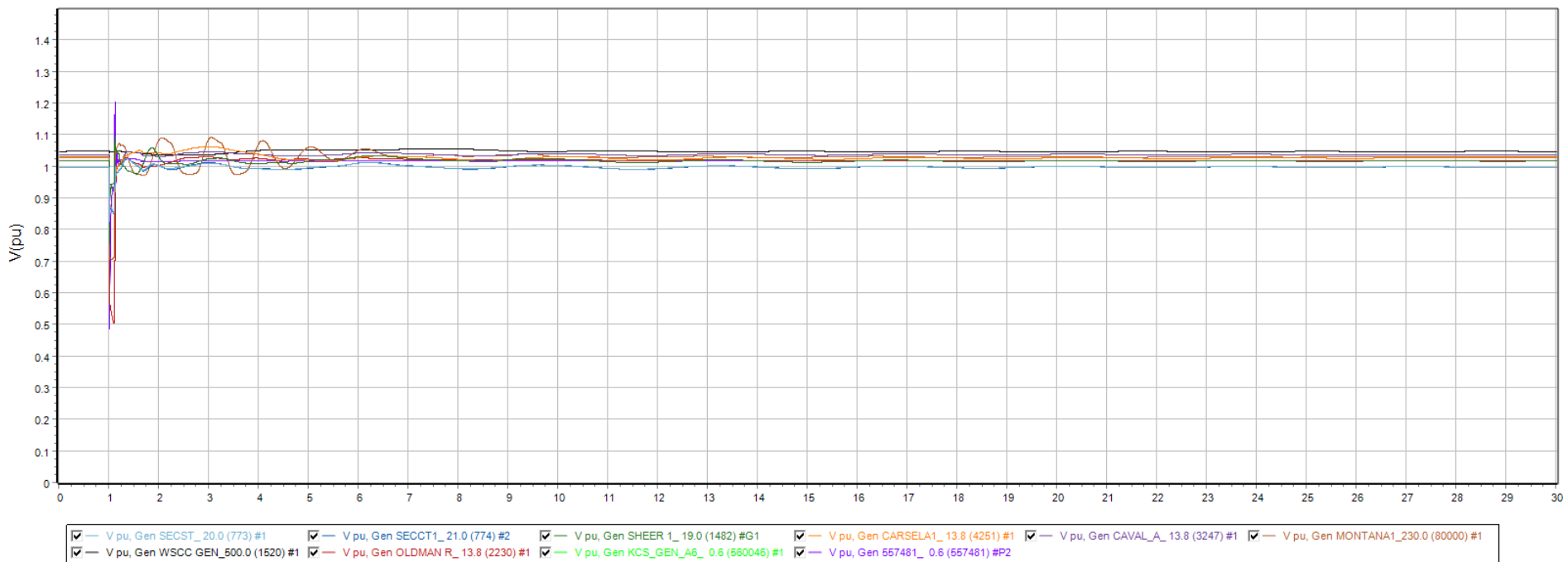
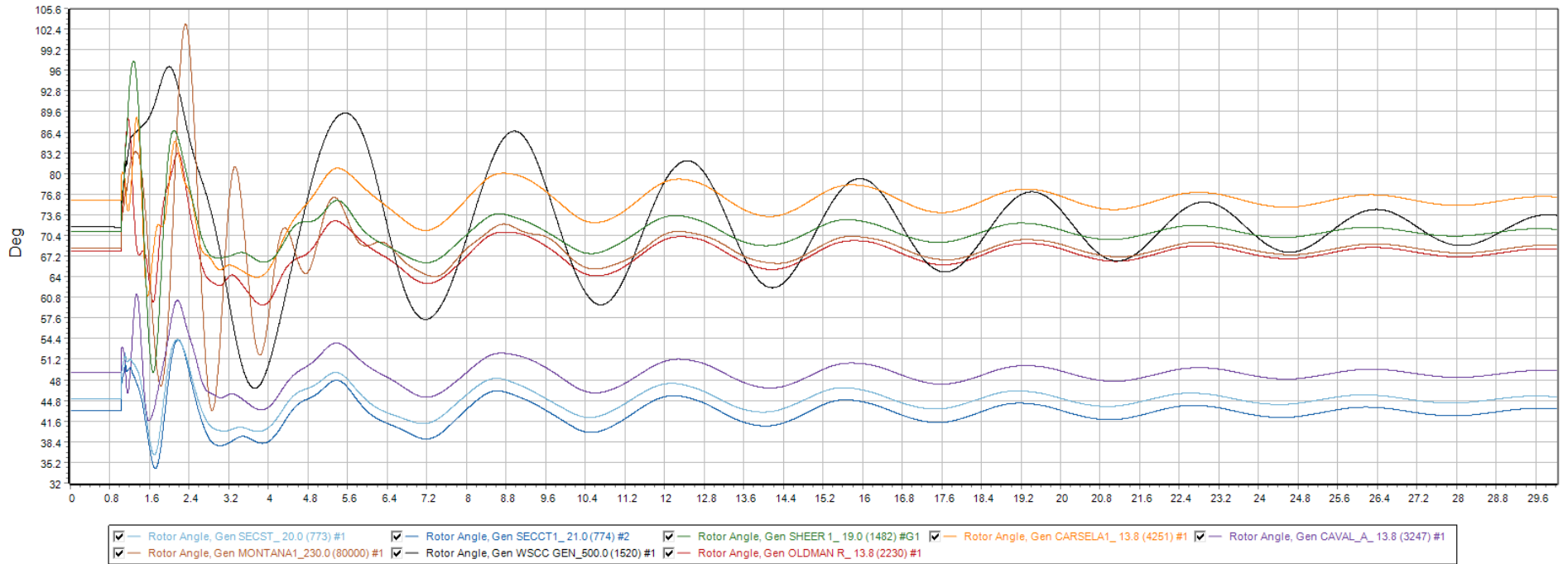




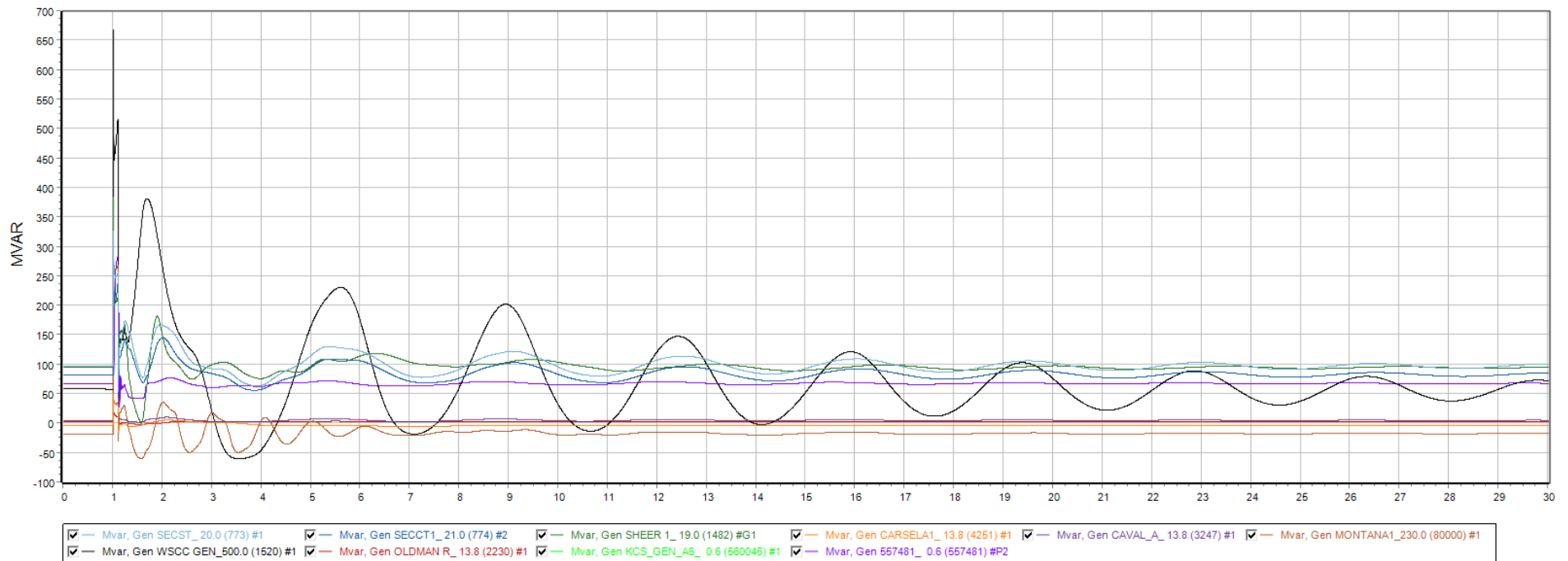
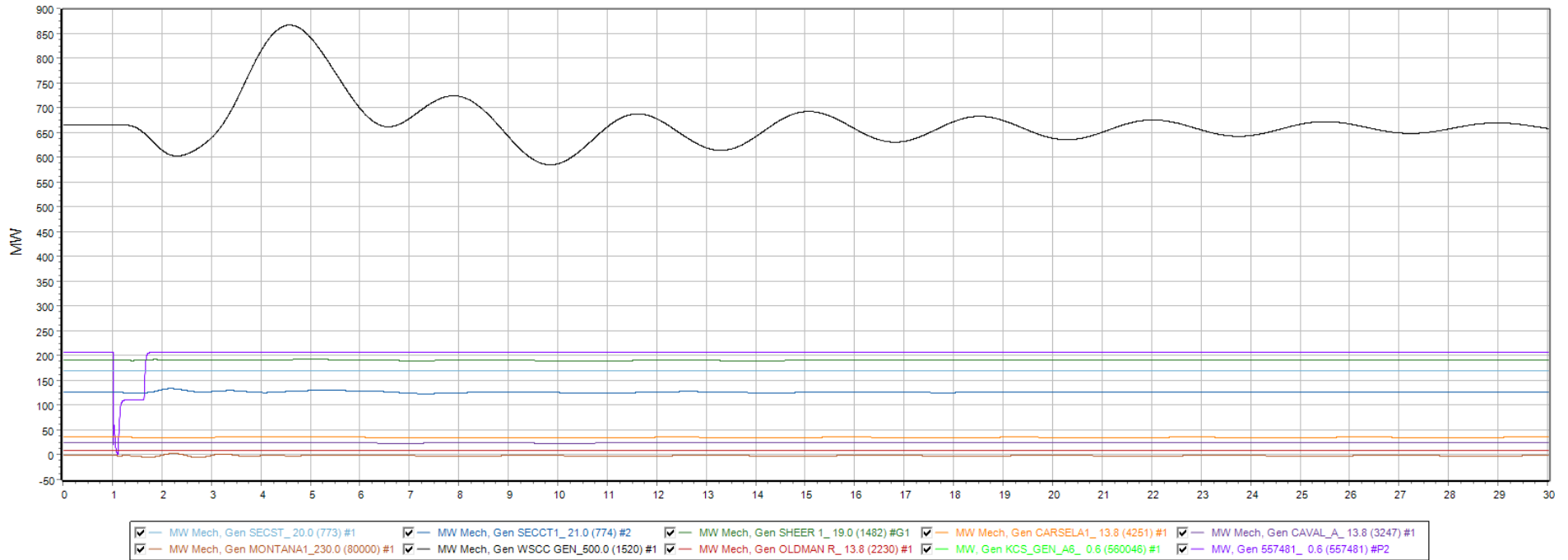
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1

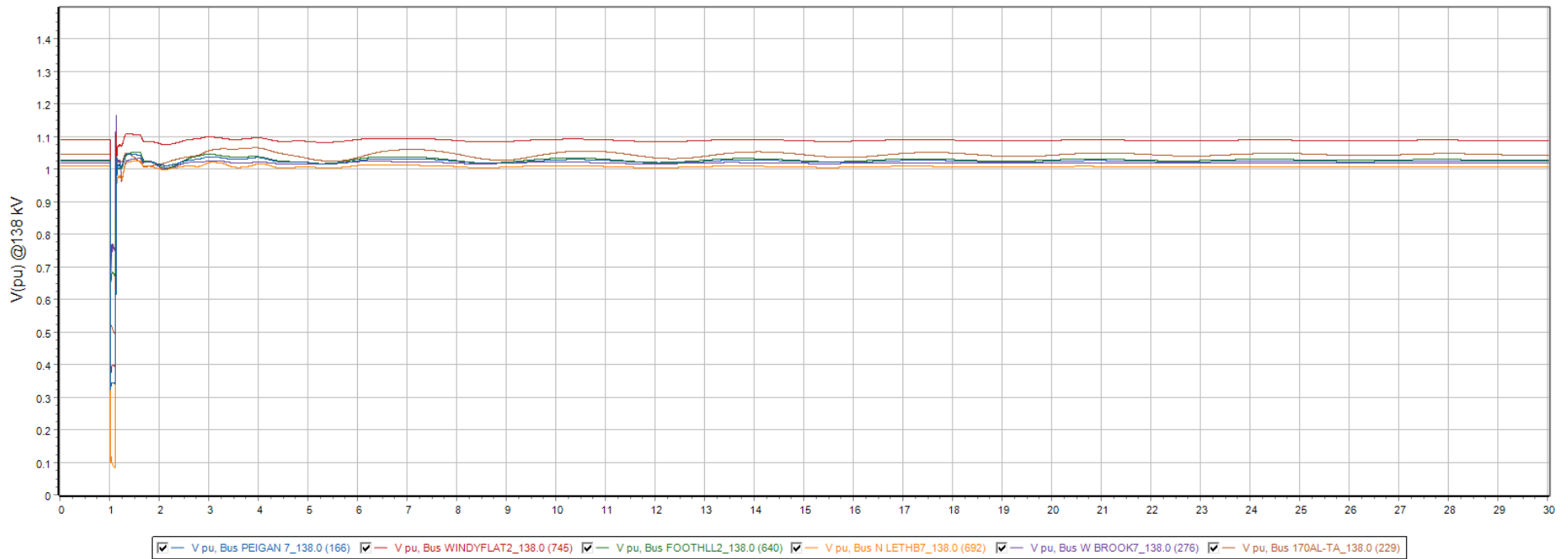
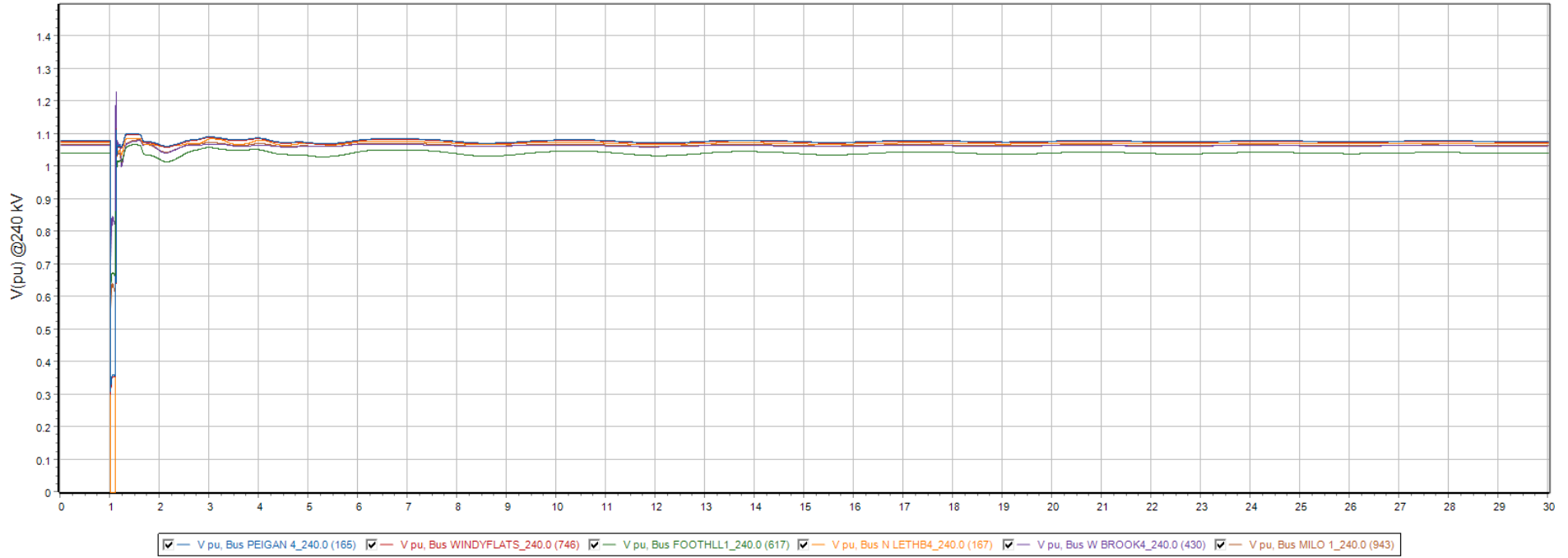


Monitor Gens. Q2

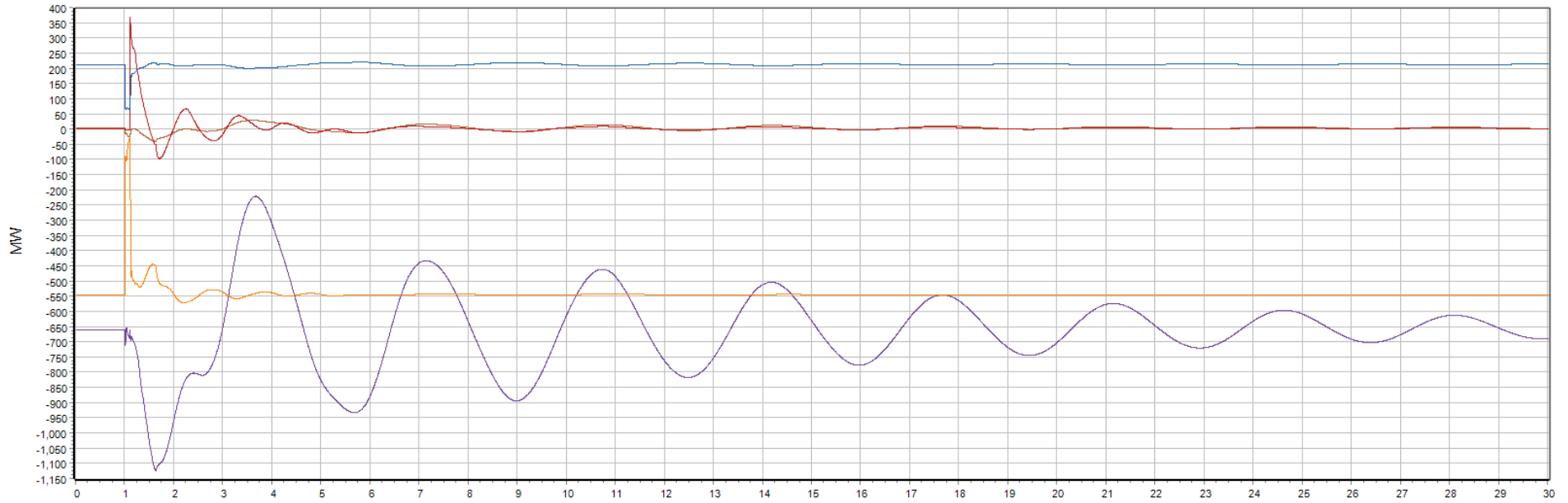




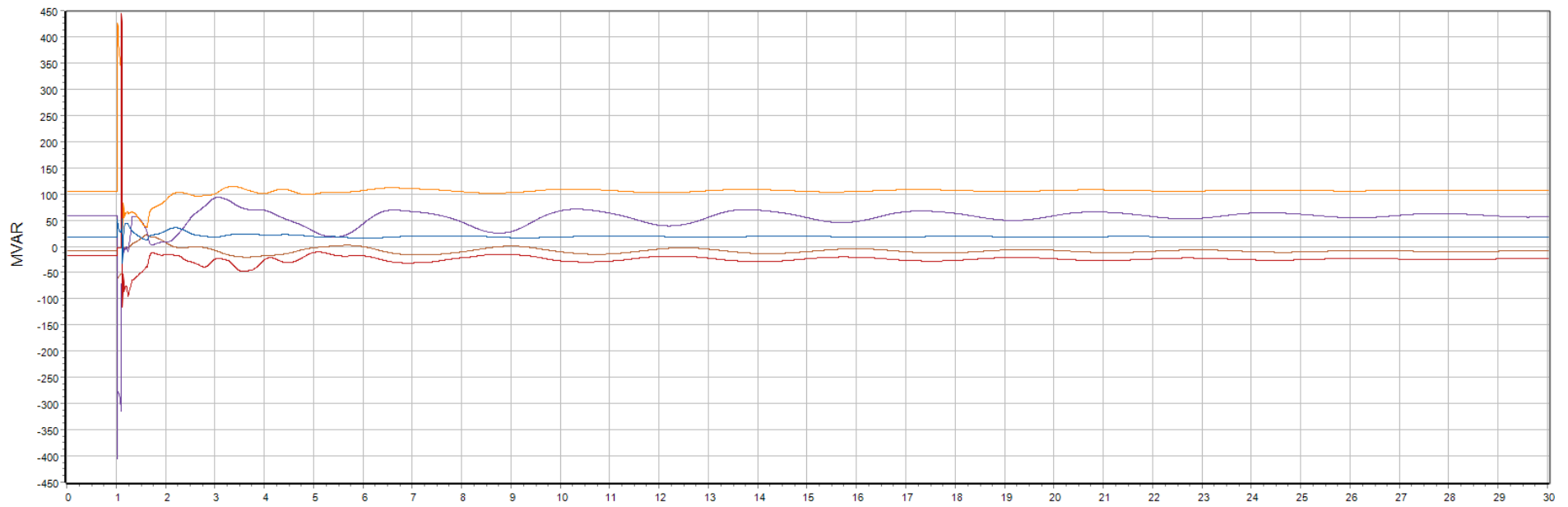
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



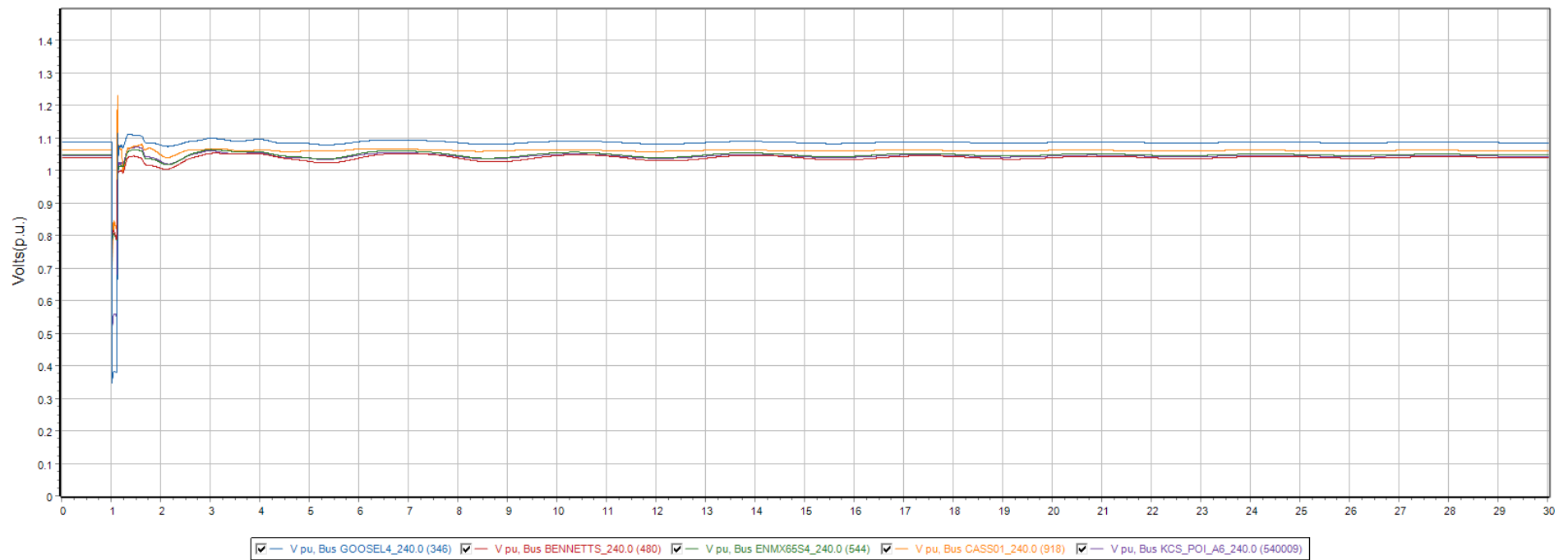
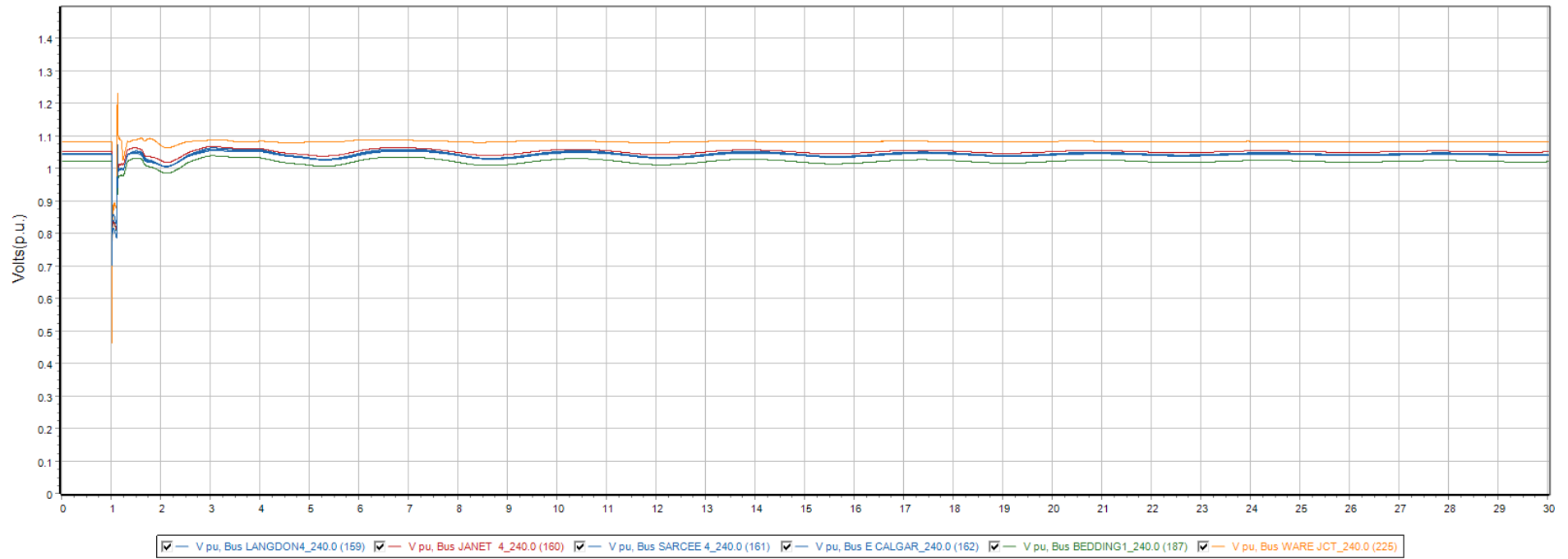
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

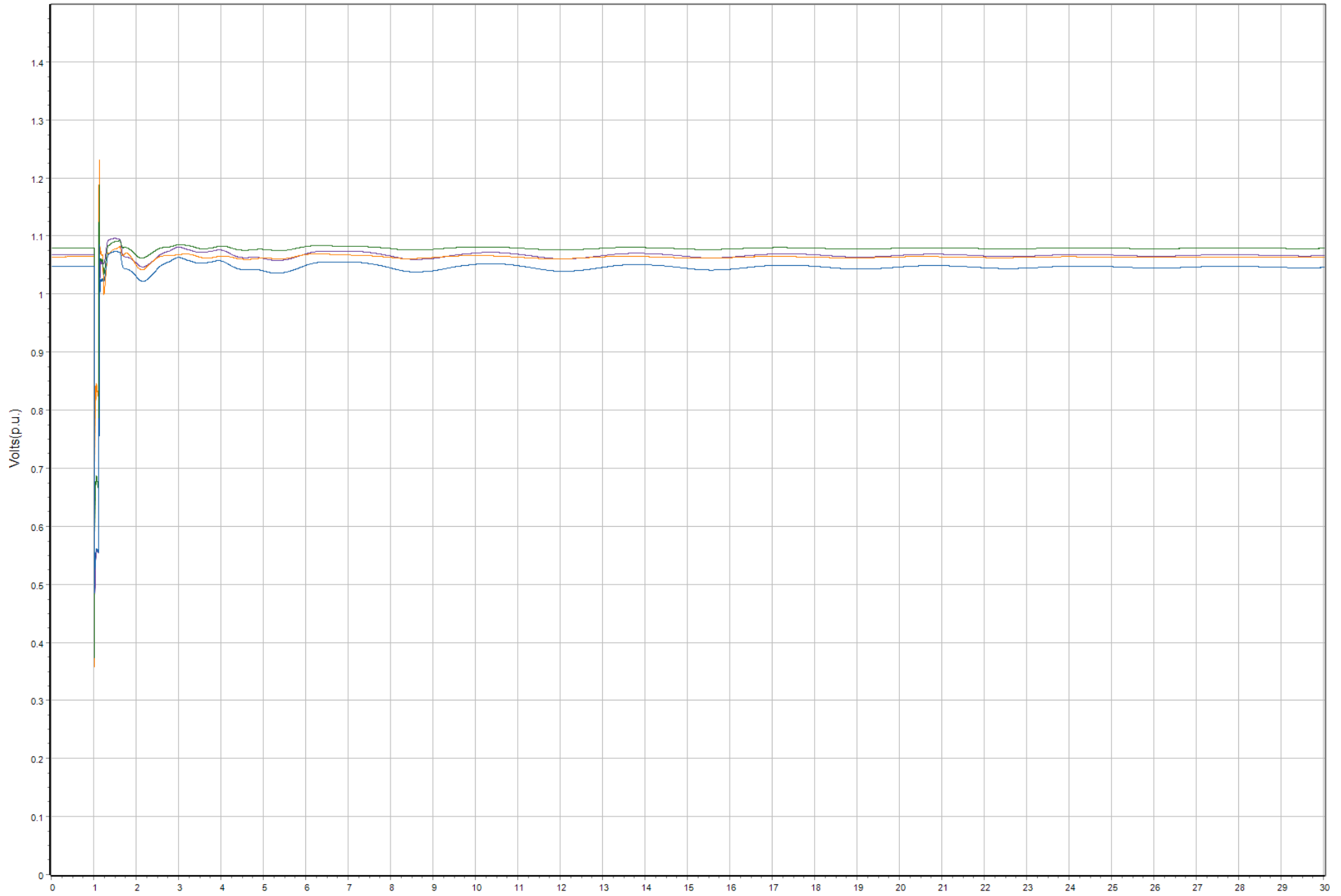


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

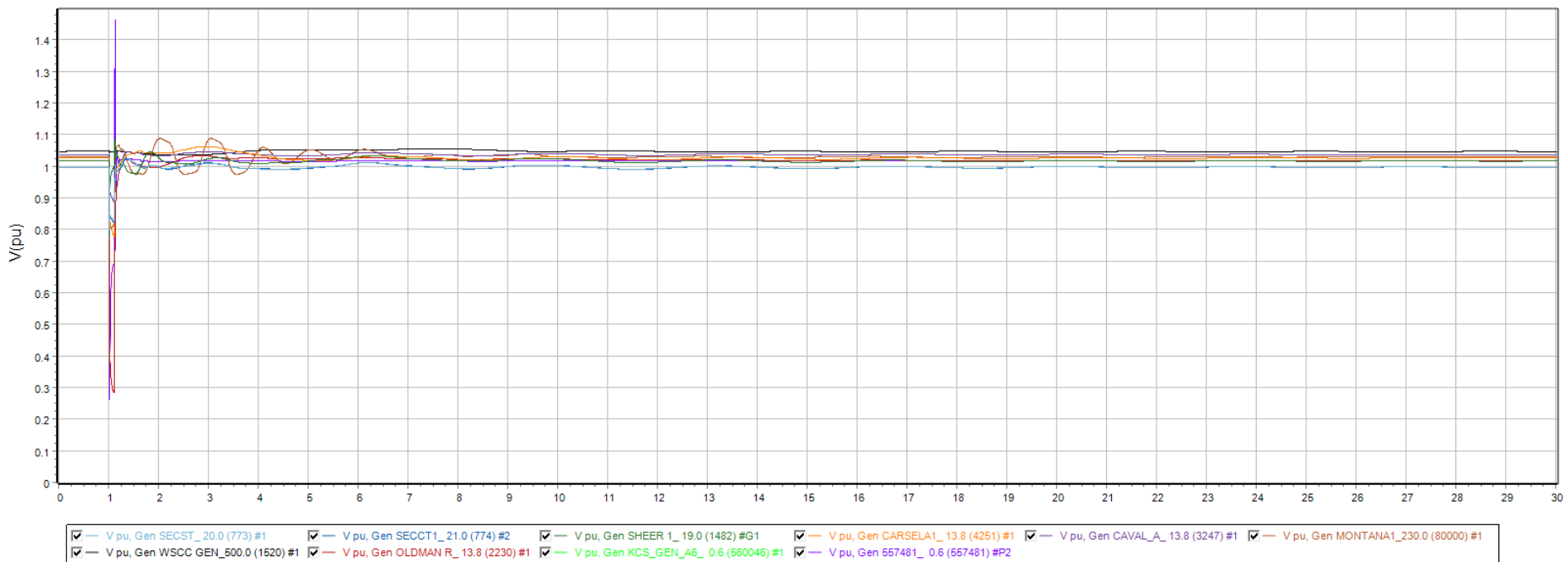
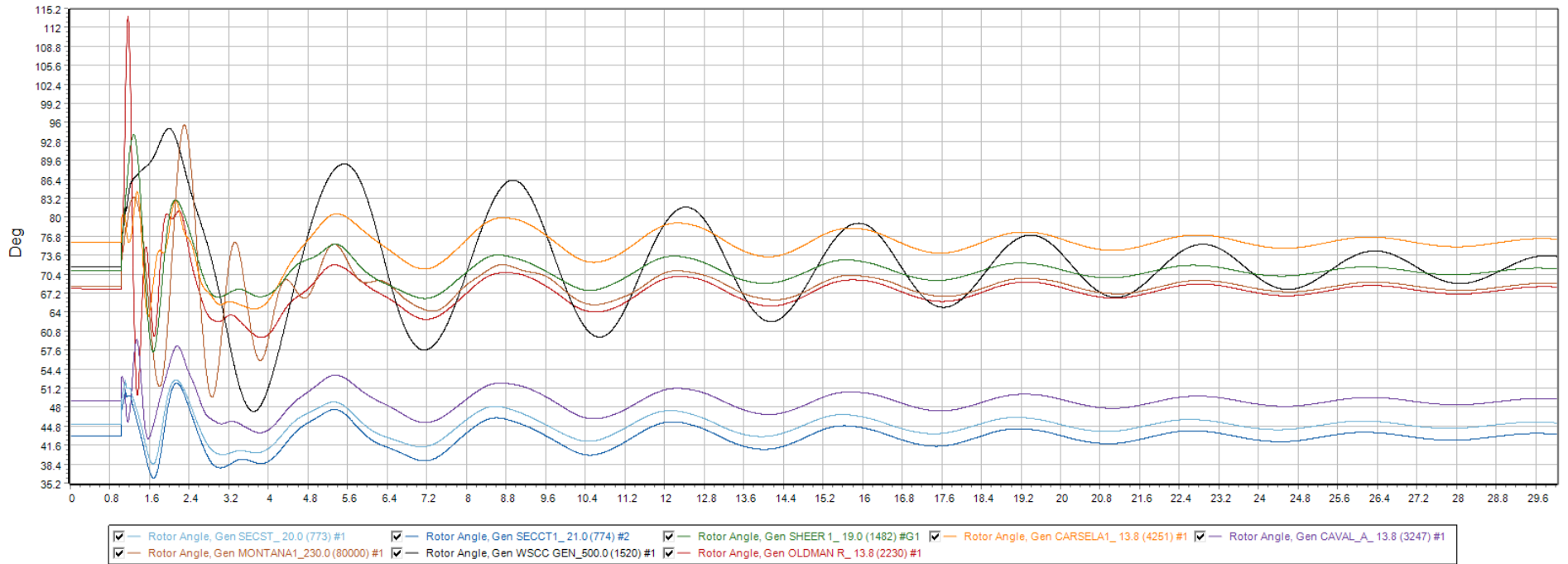




— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)

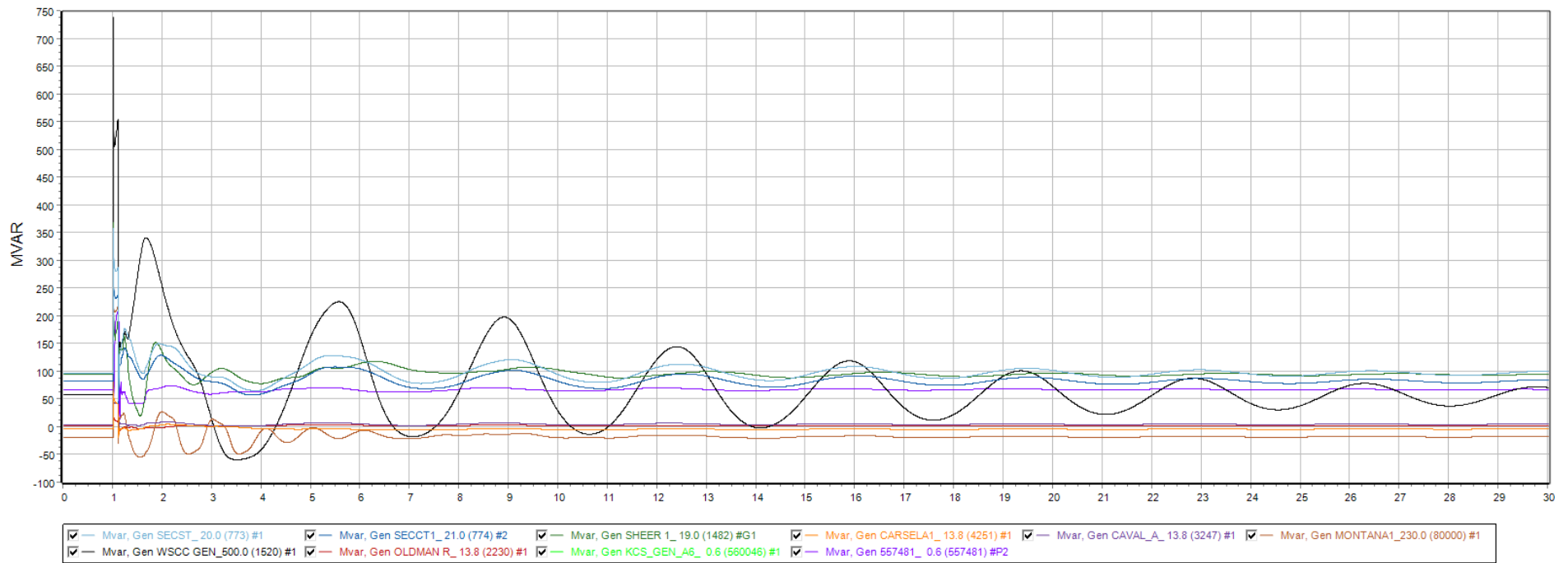
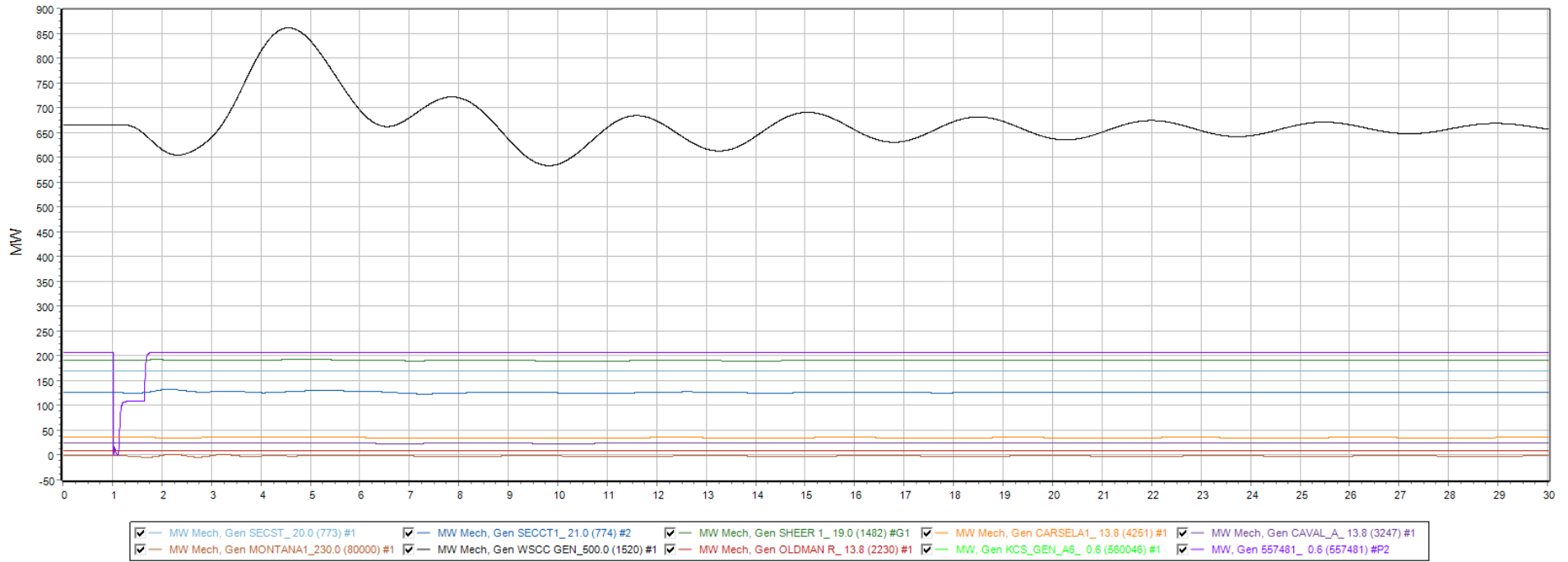


Monitor Gens. Q1

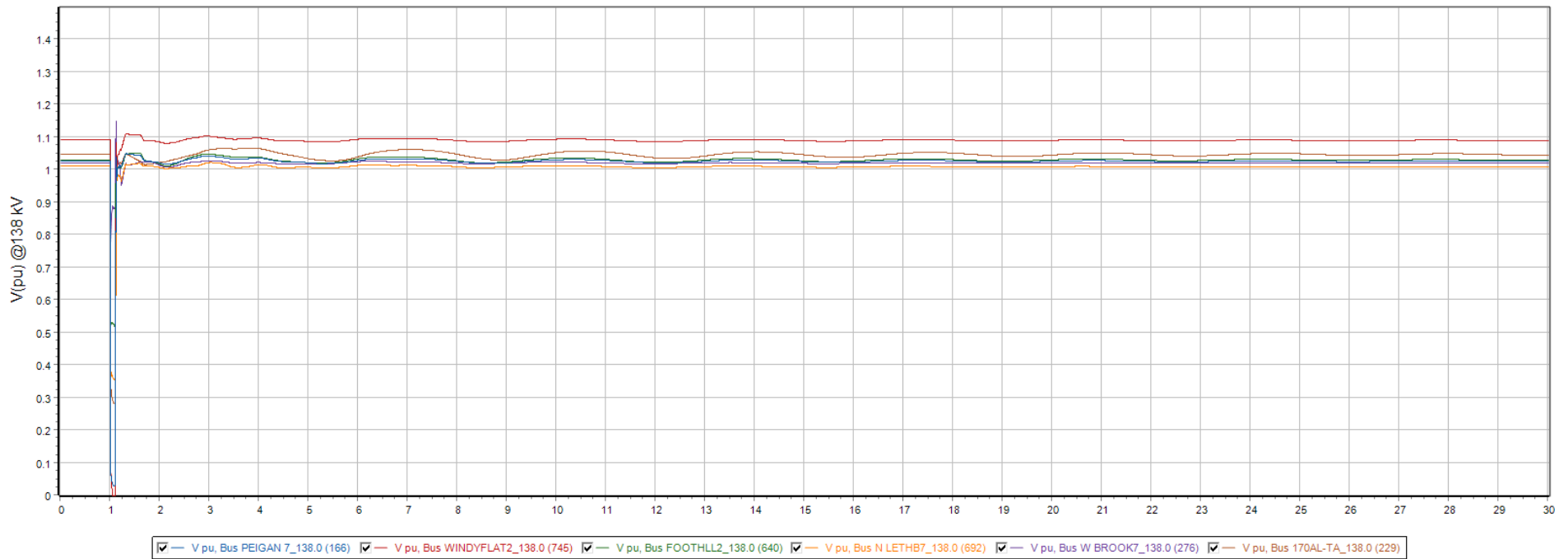
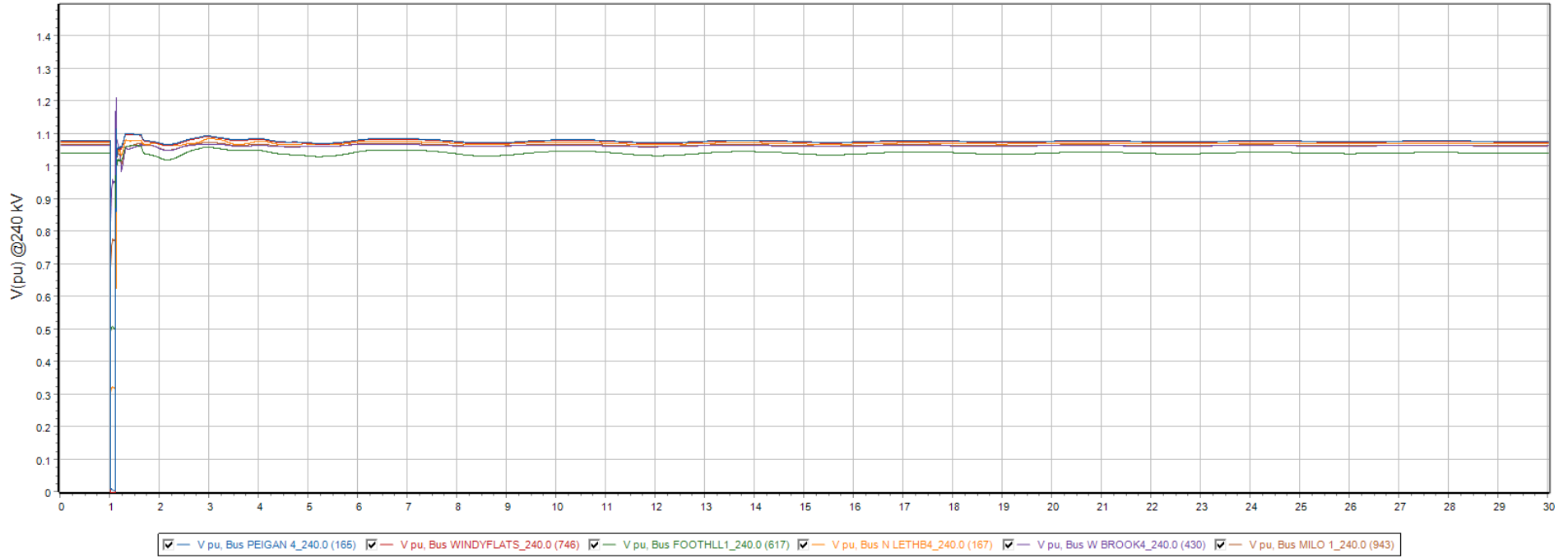




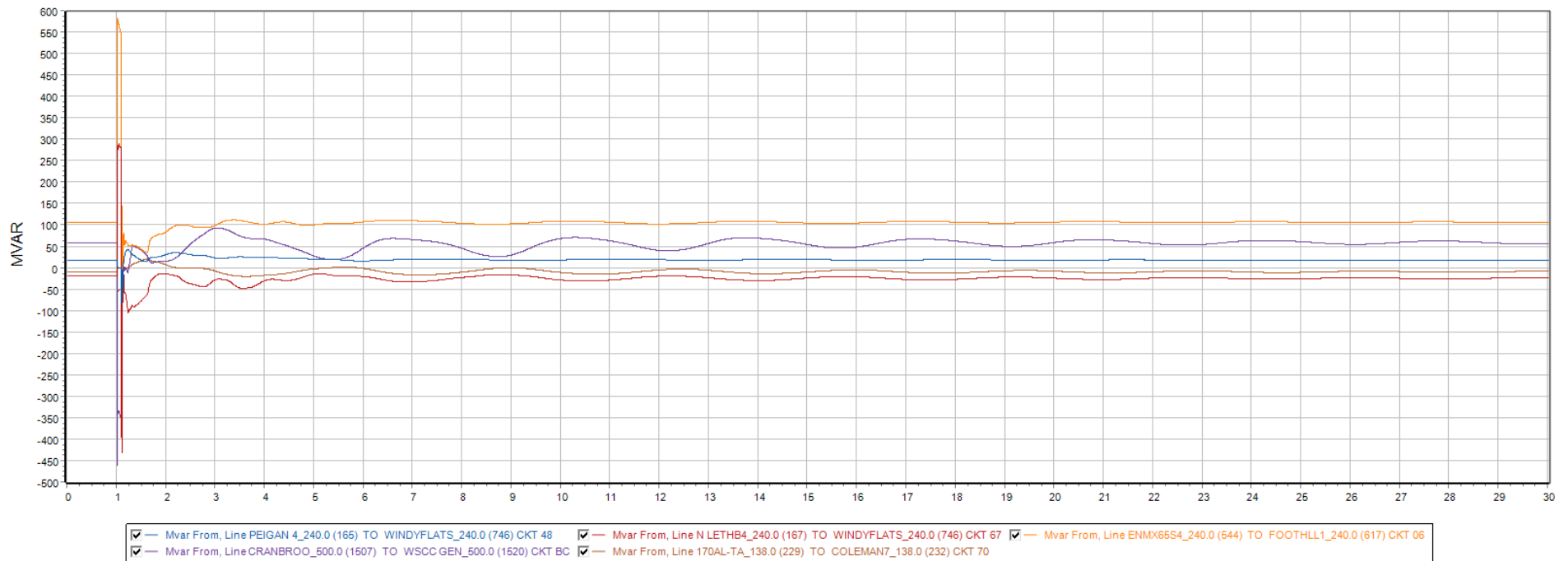
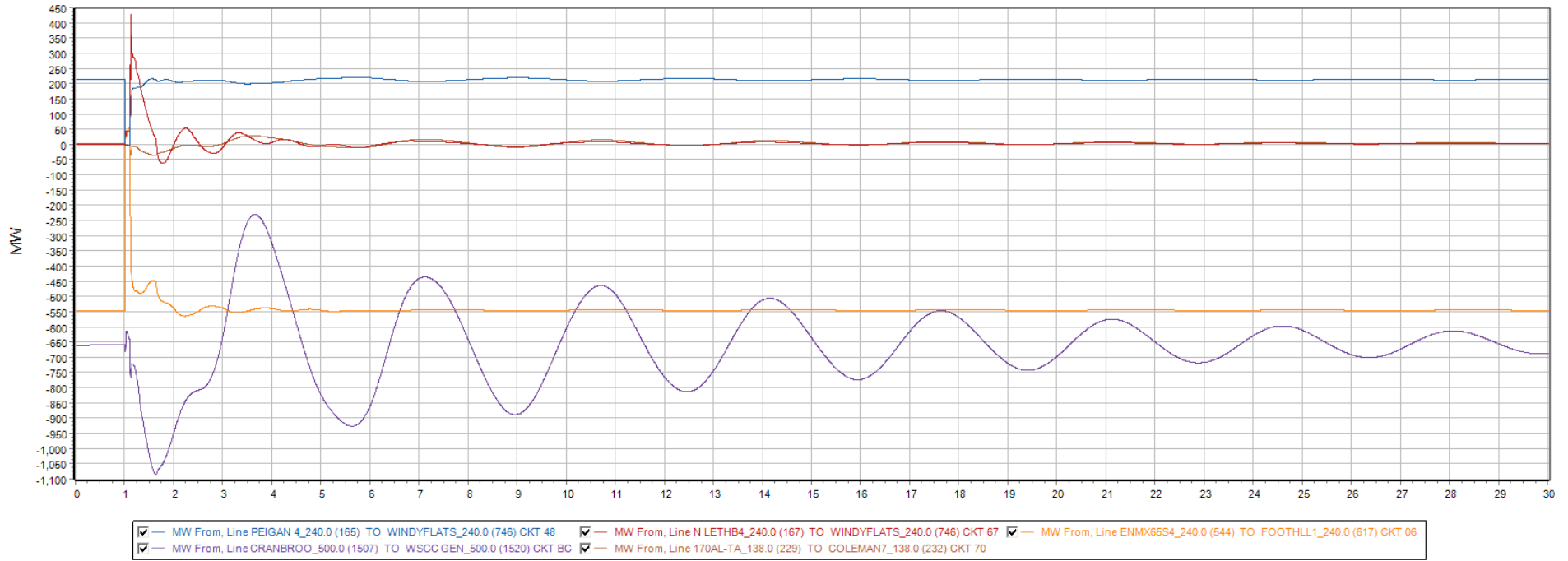
Monitor Gens. Q2



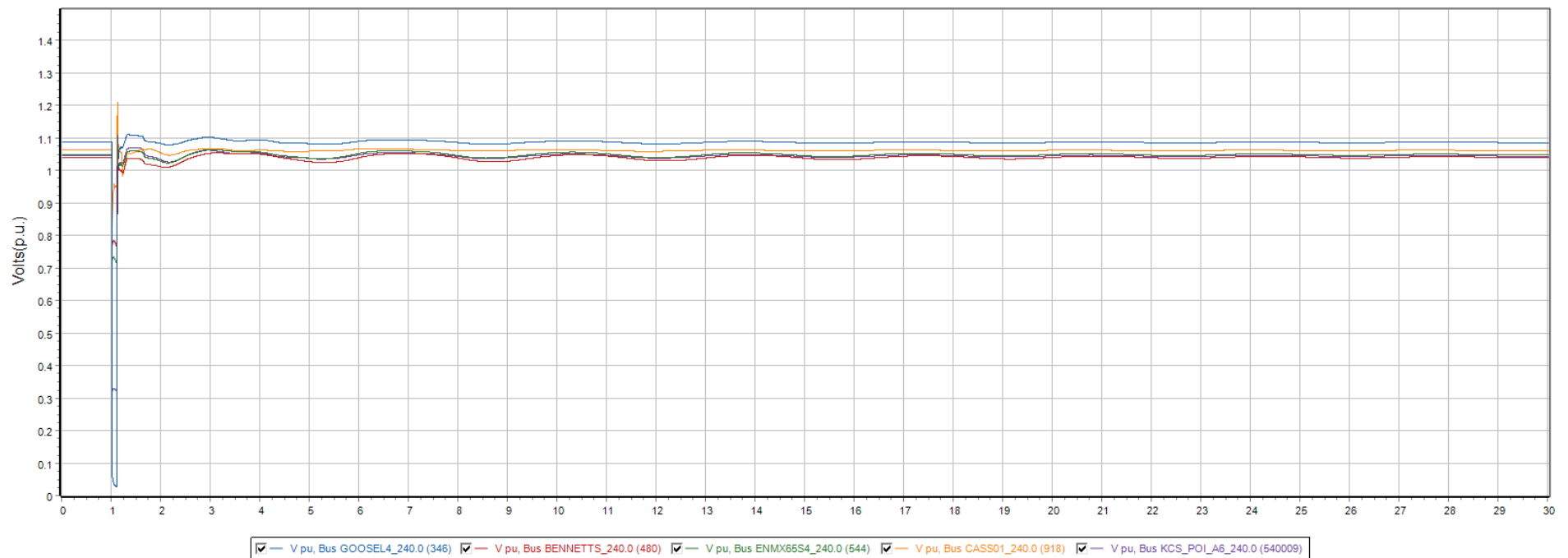
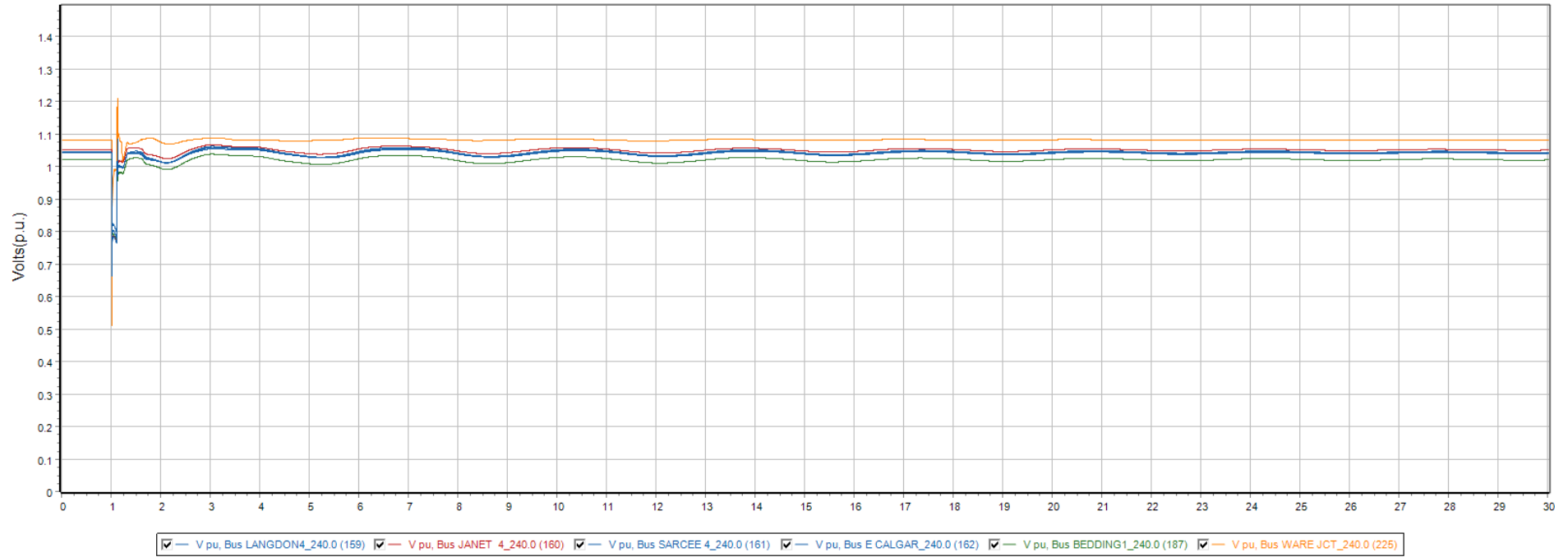
Monitor Bus Volts Q3

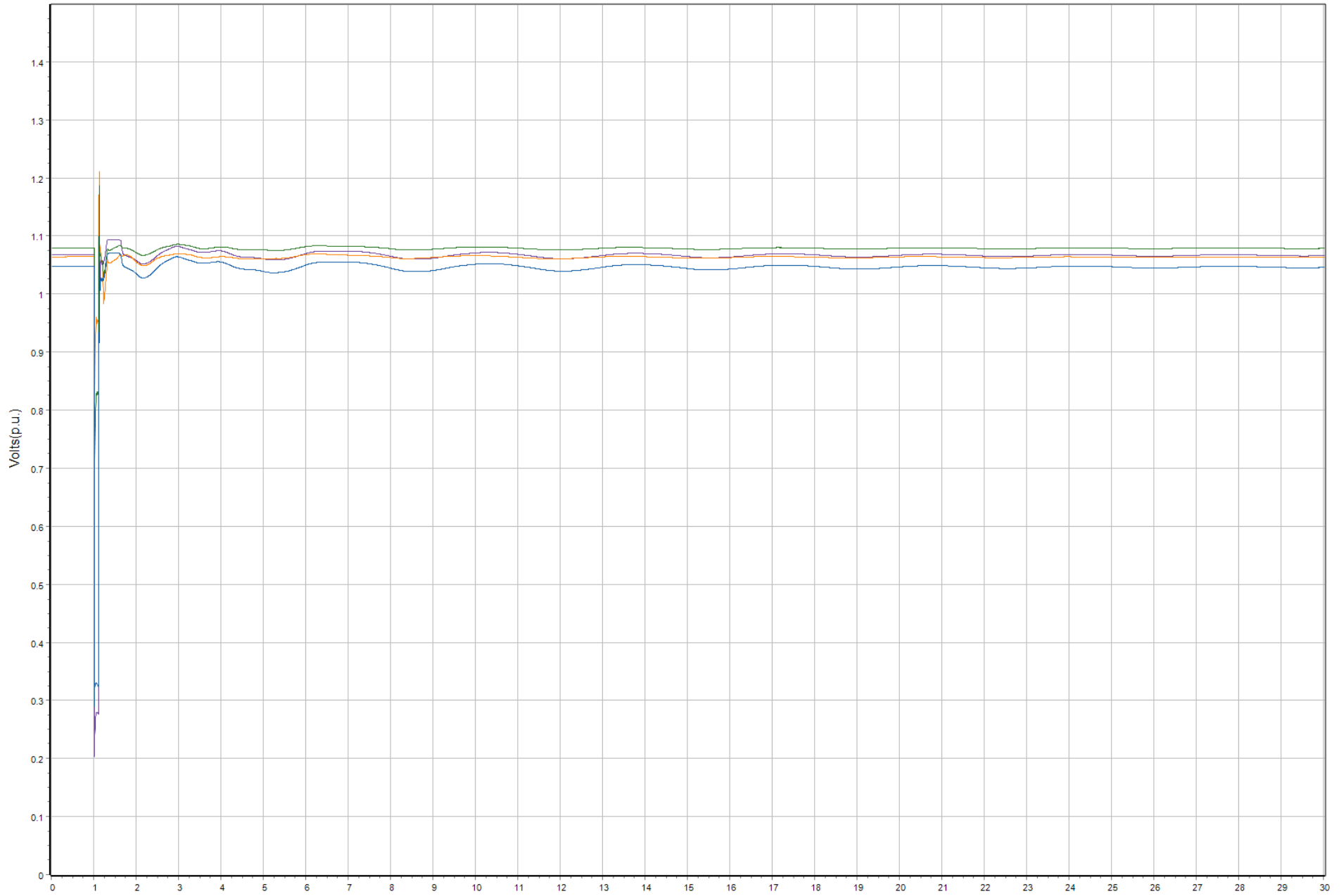


Monitor Line MW & MVAR. Q4



Additional 240 kV Bus Volts



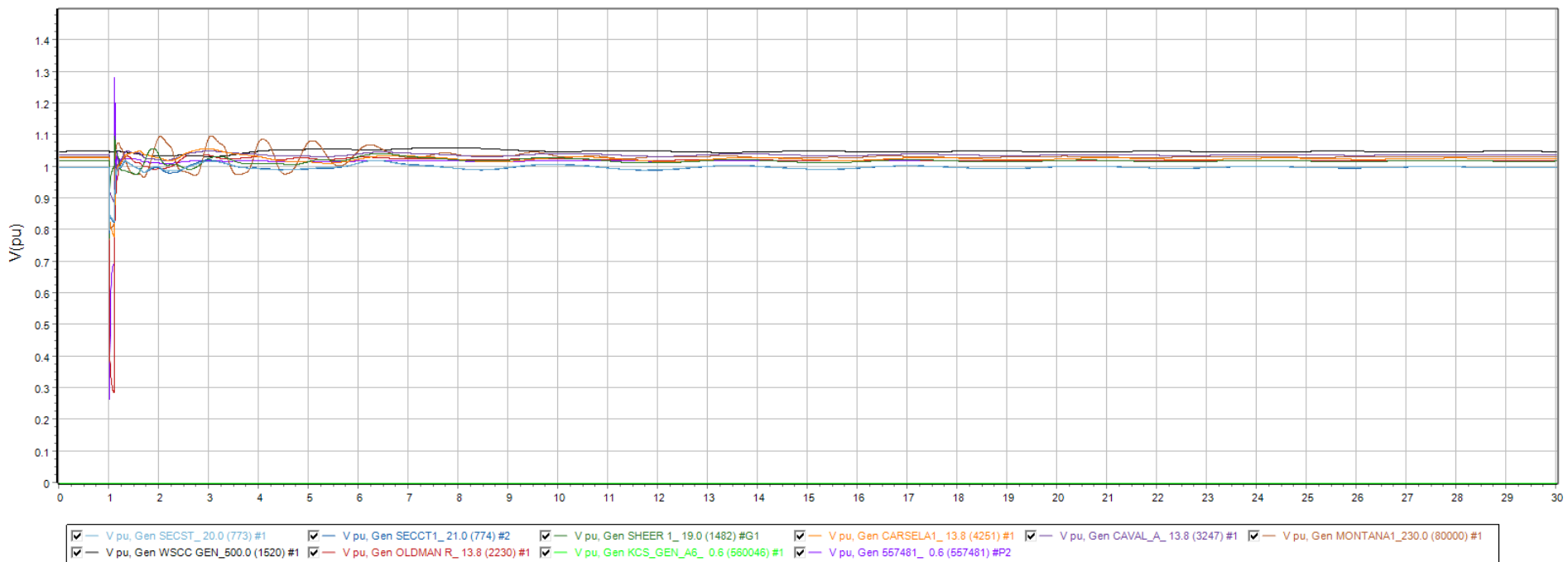
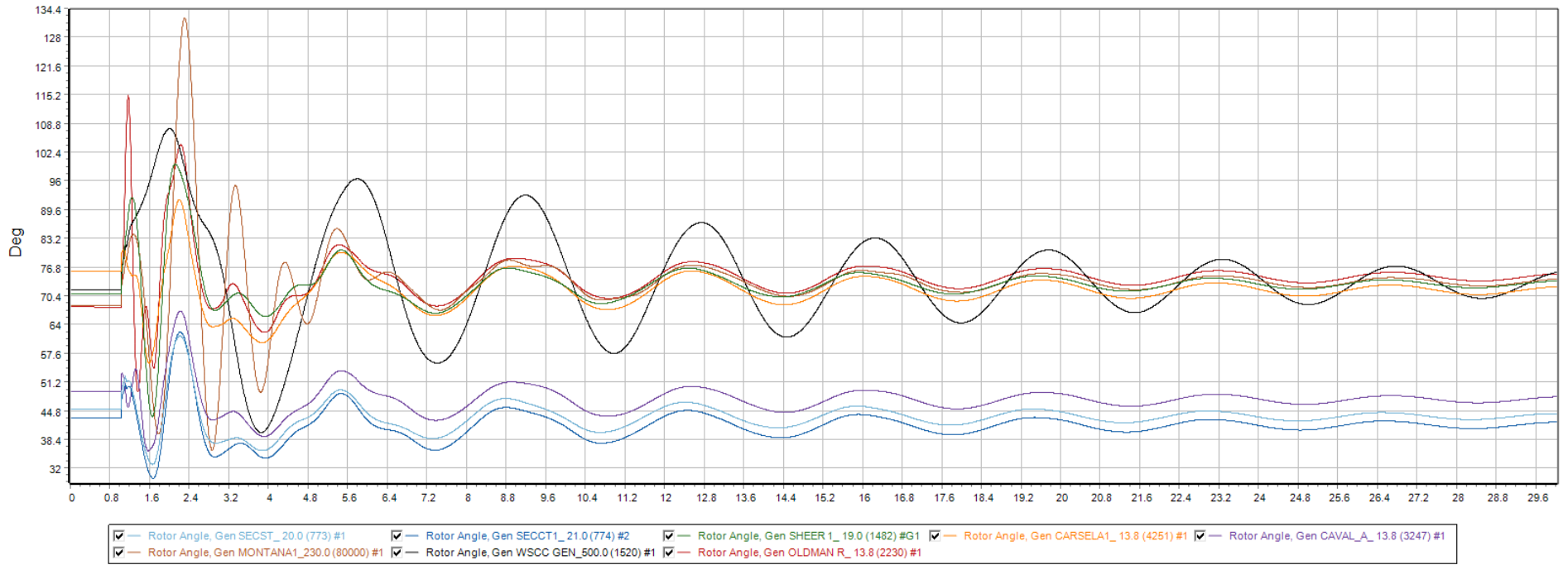


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

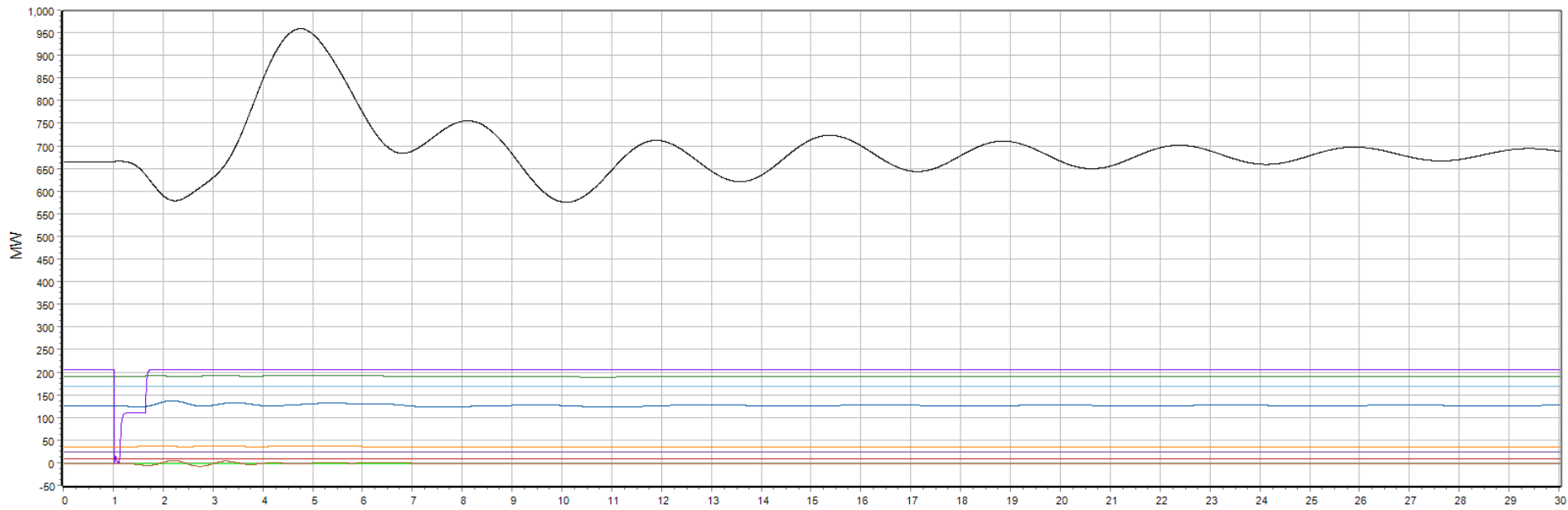




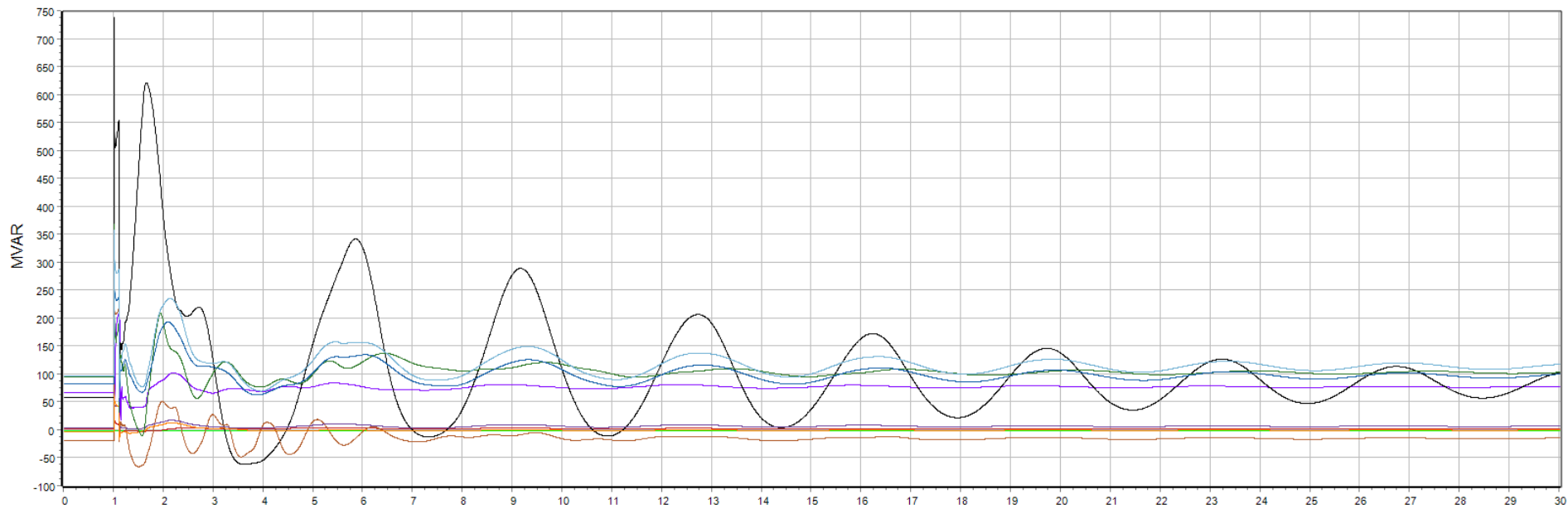
Monitor Gens. Q1



Monitor Gens. Q2



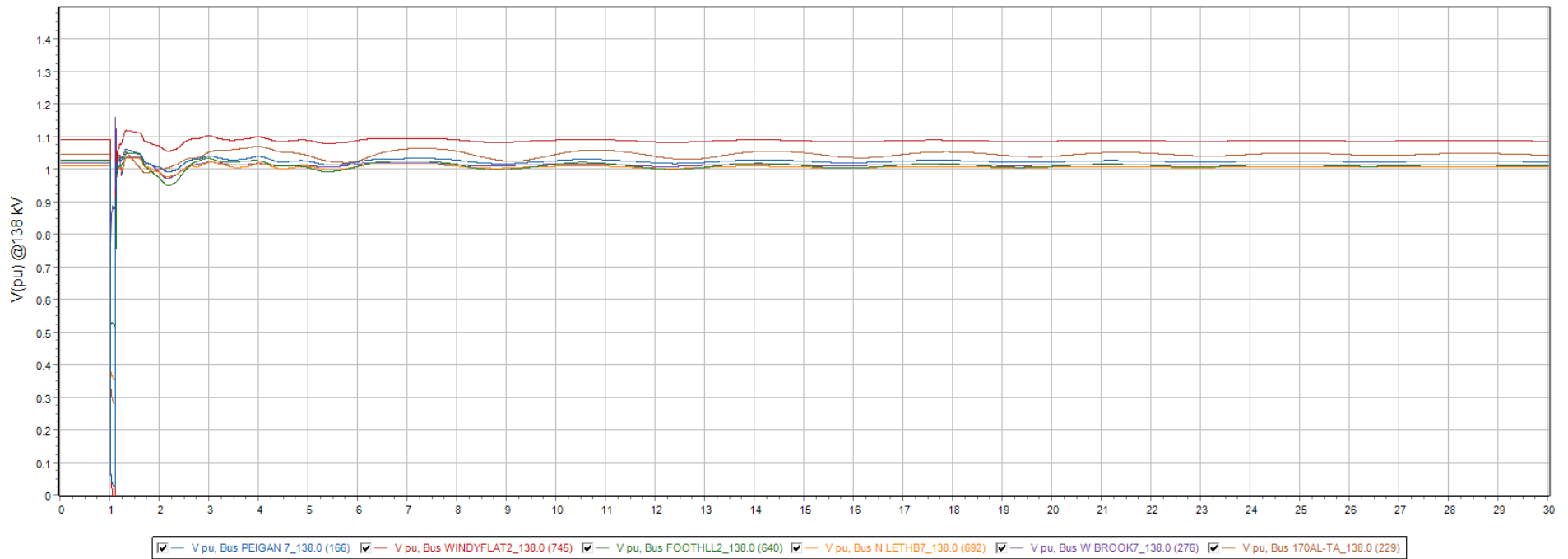
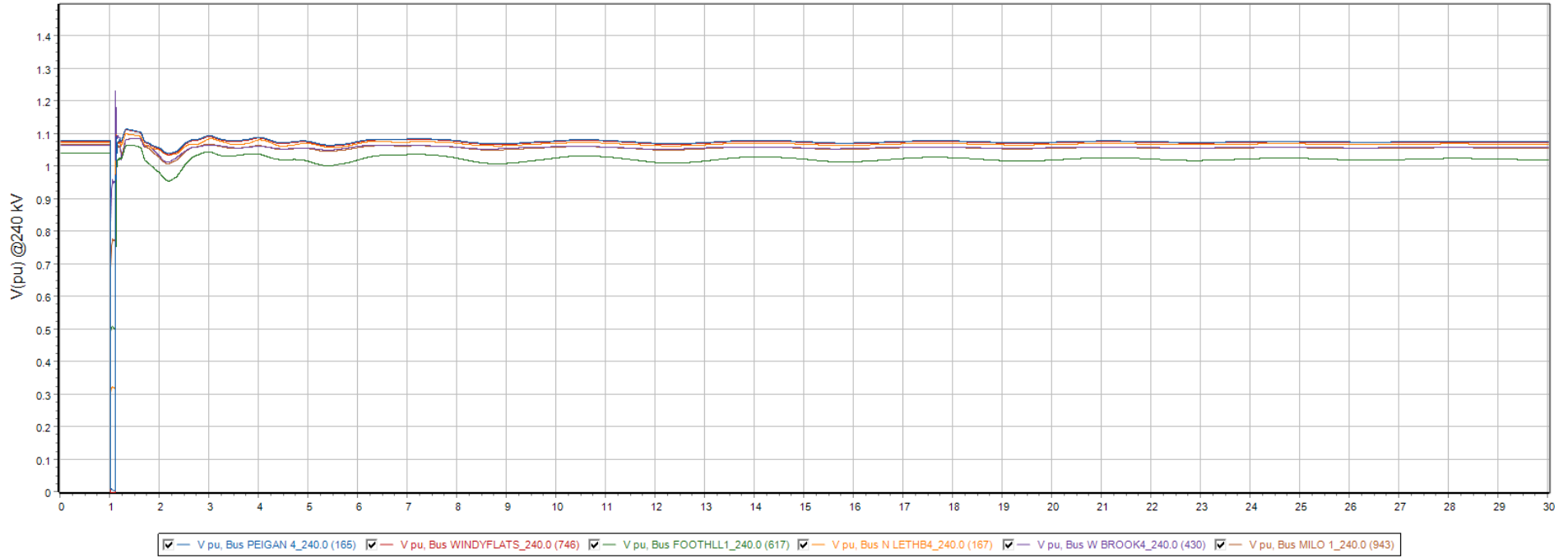
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



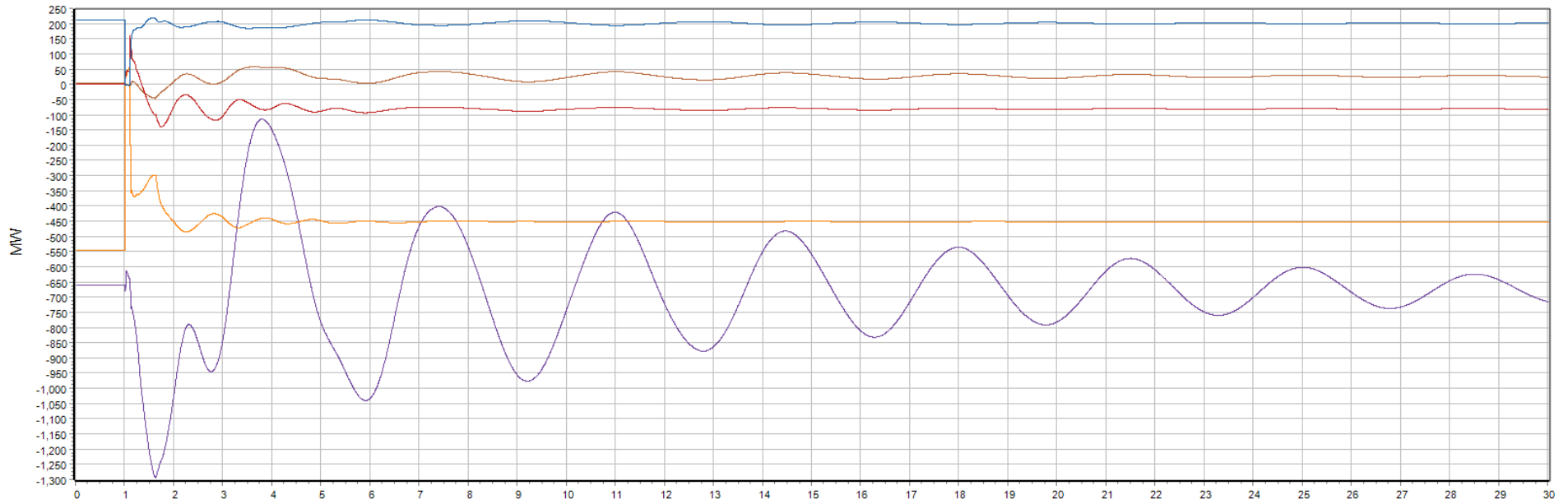
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



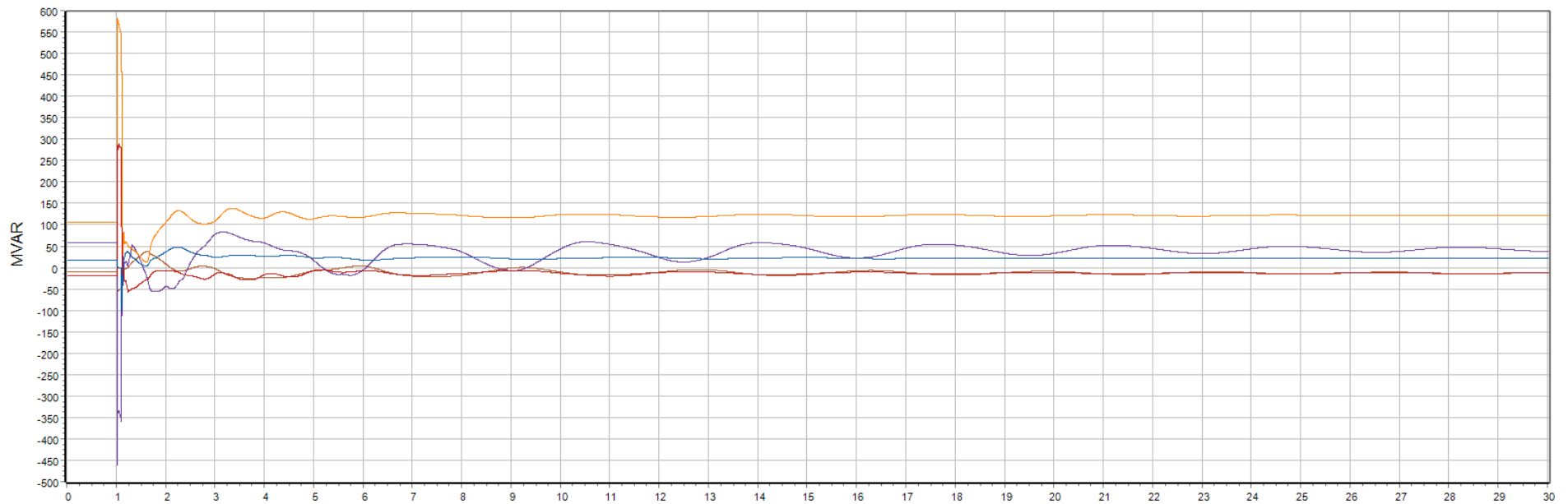
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



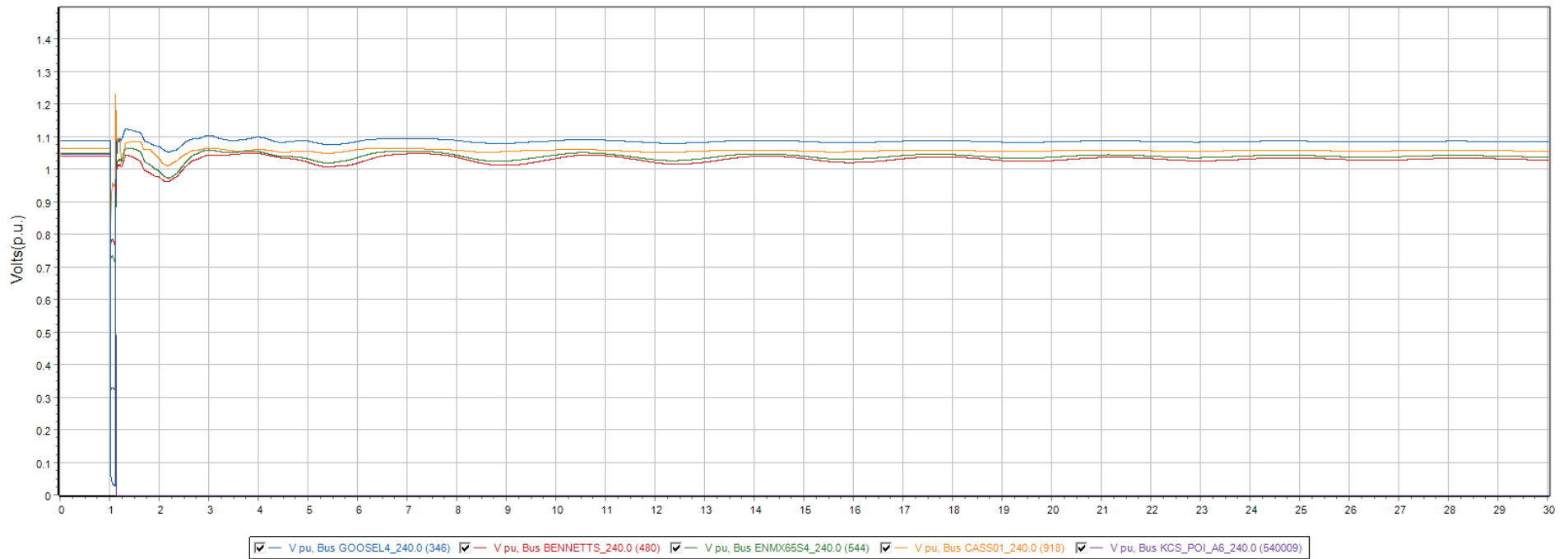
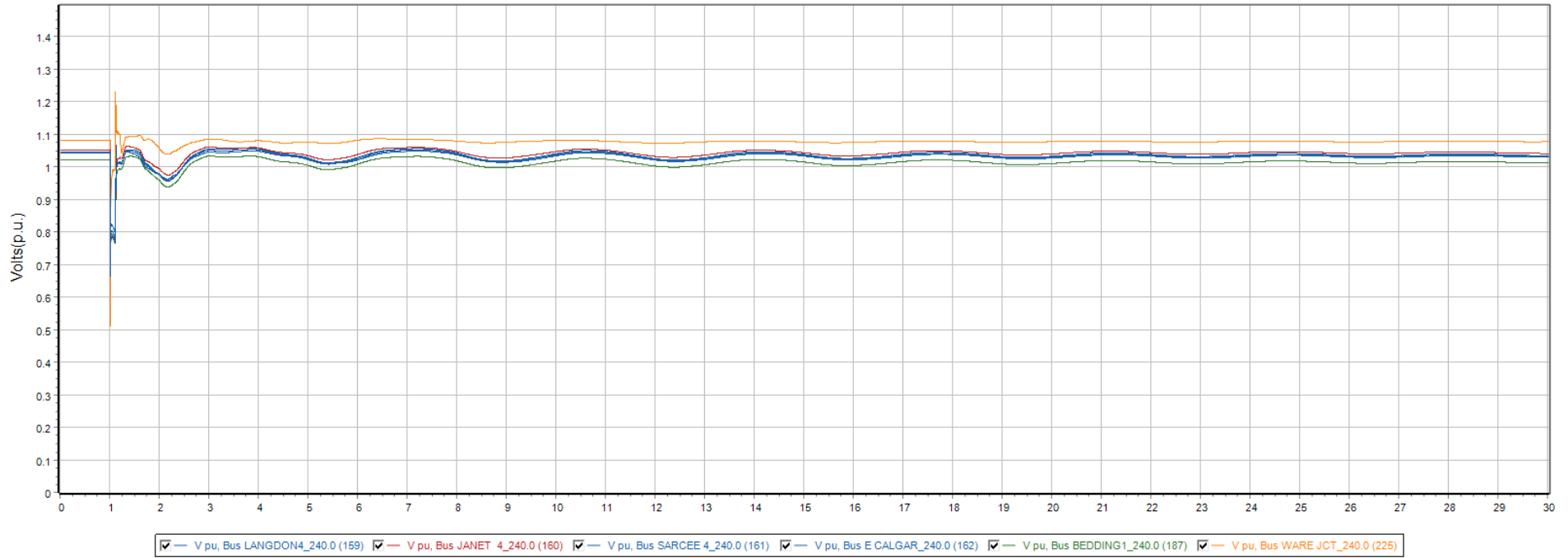
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



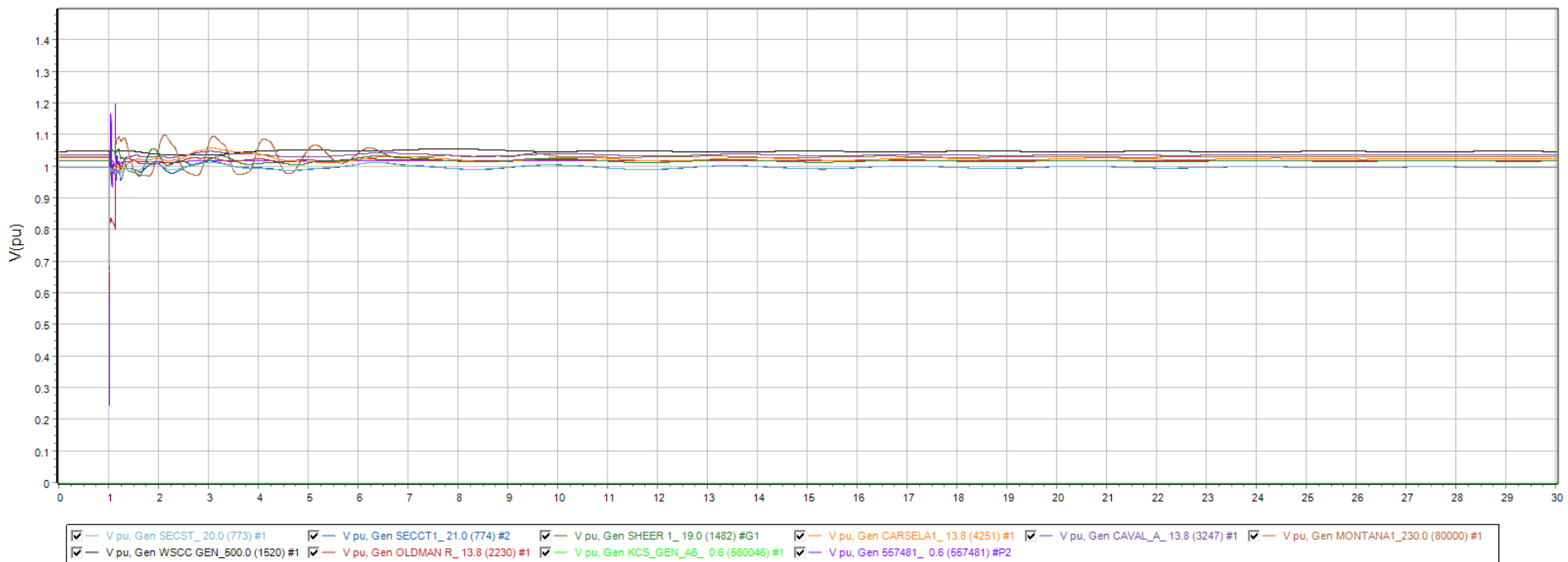
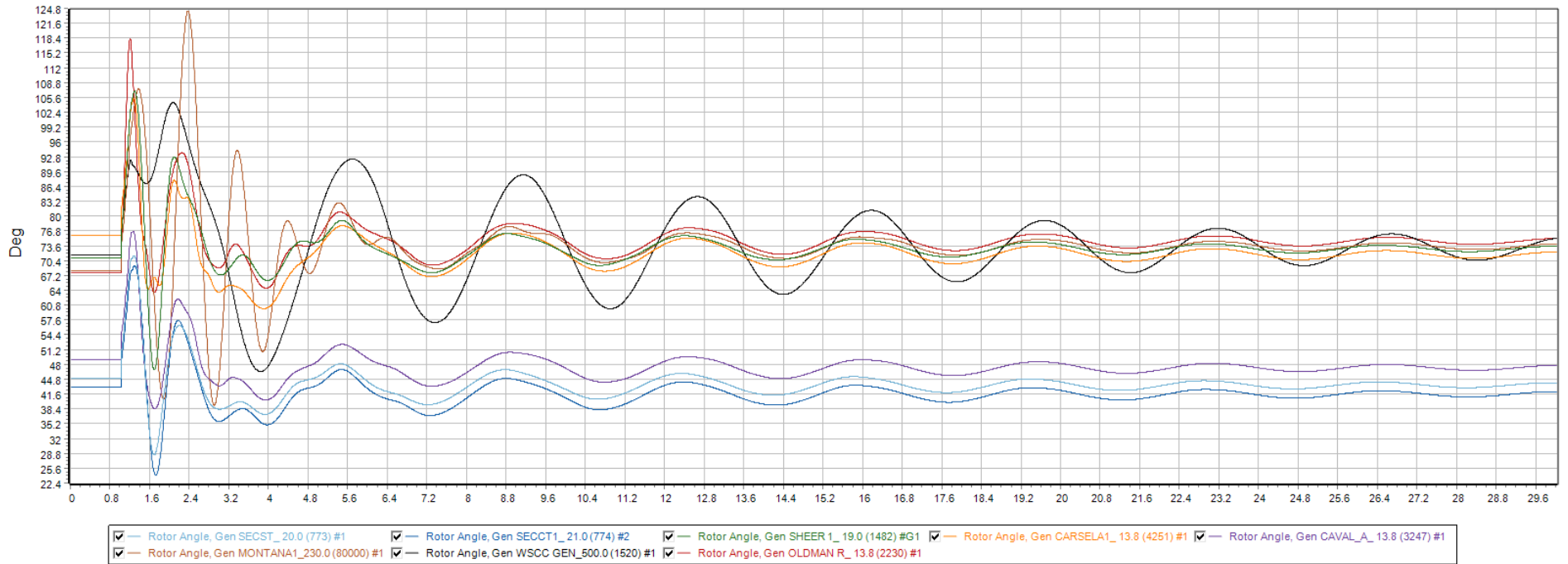




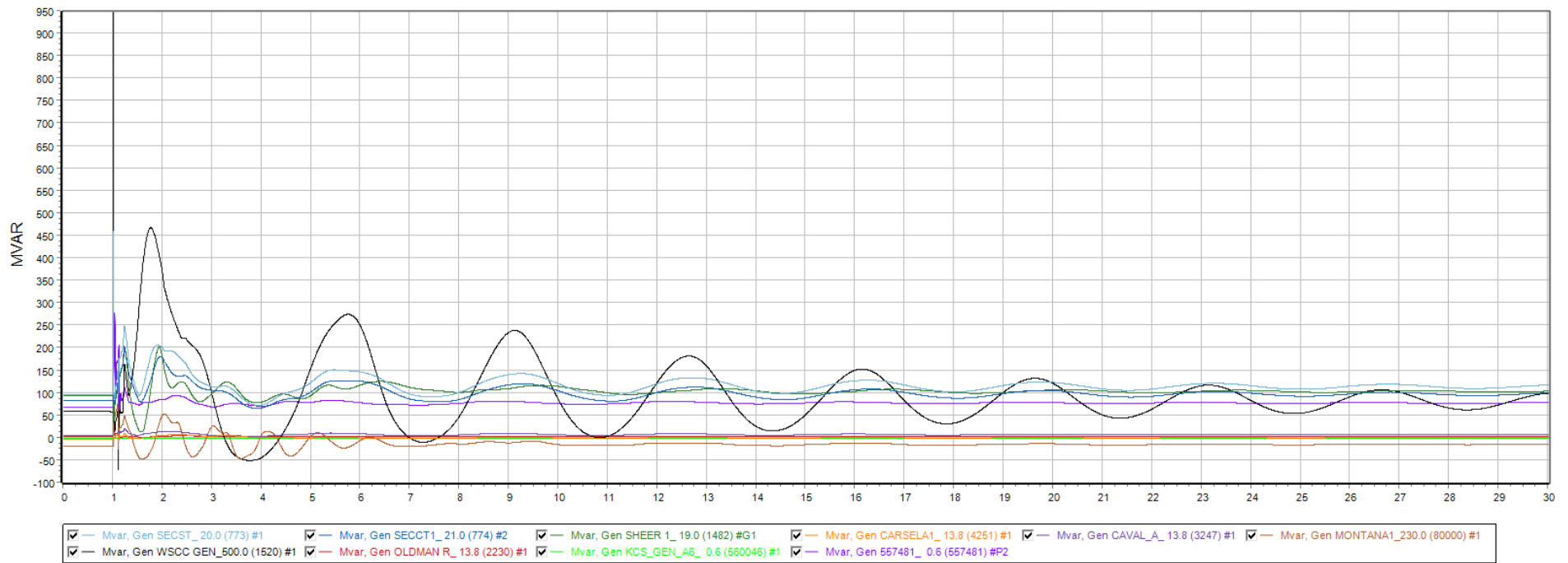
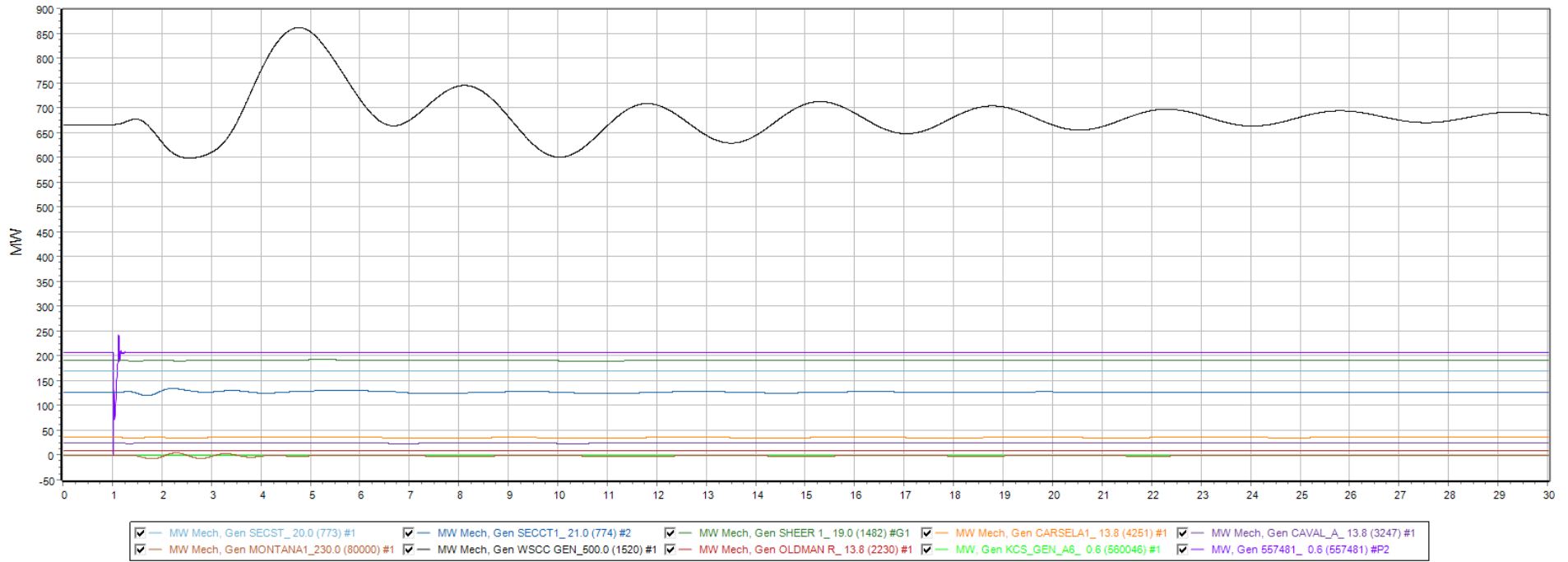
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



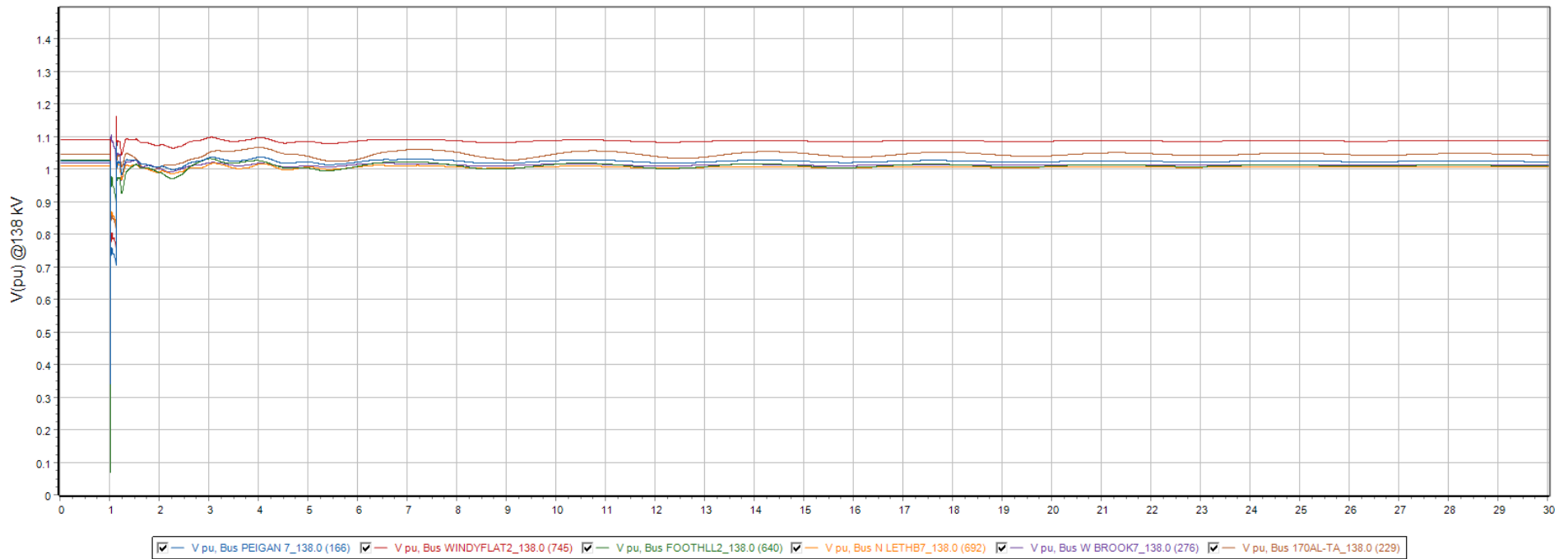
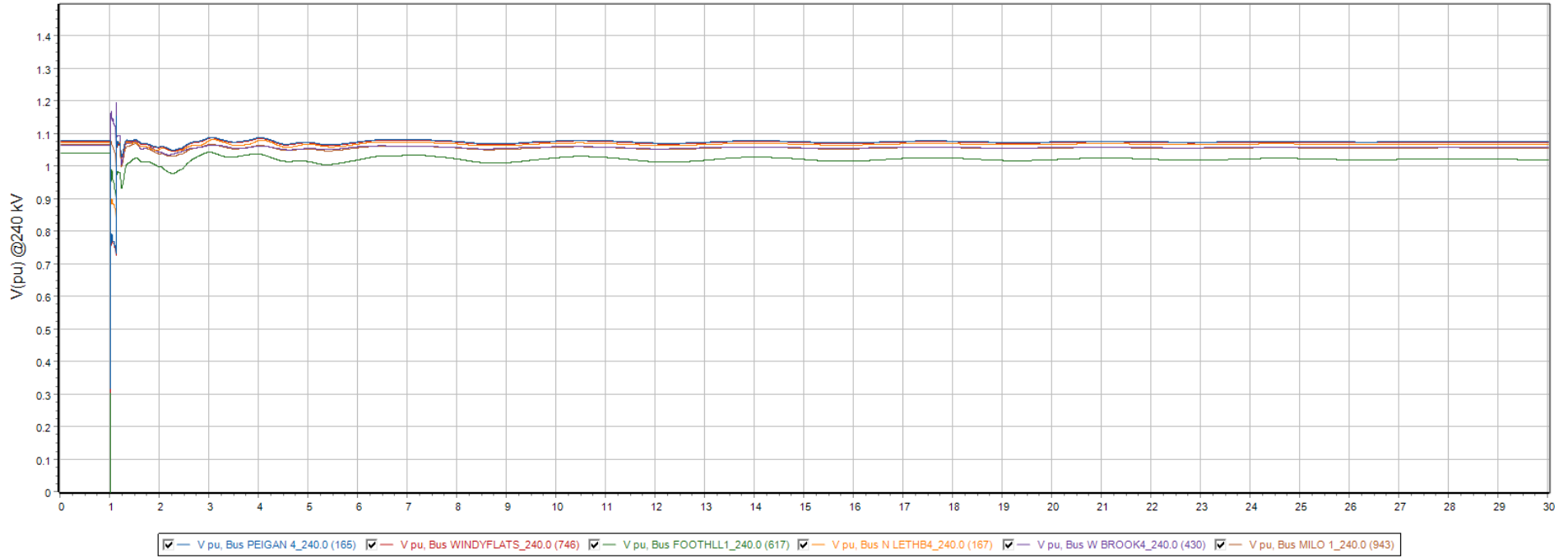
Monitor Gens. Q1



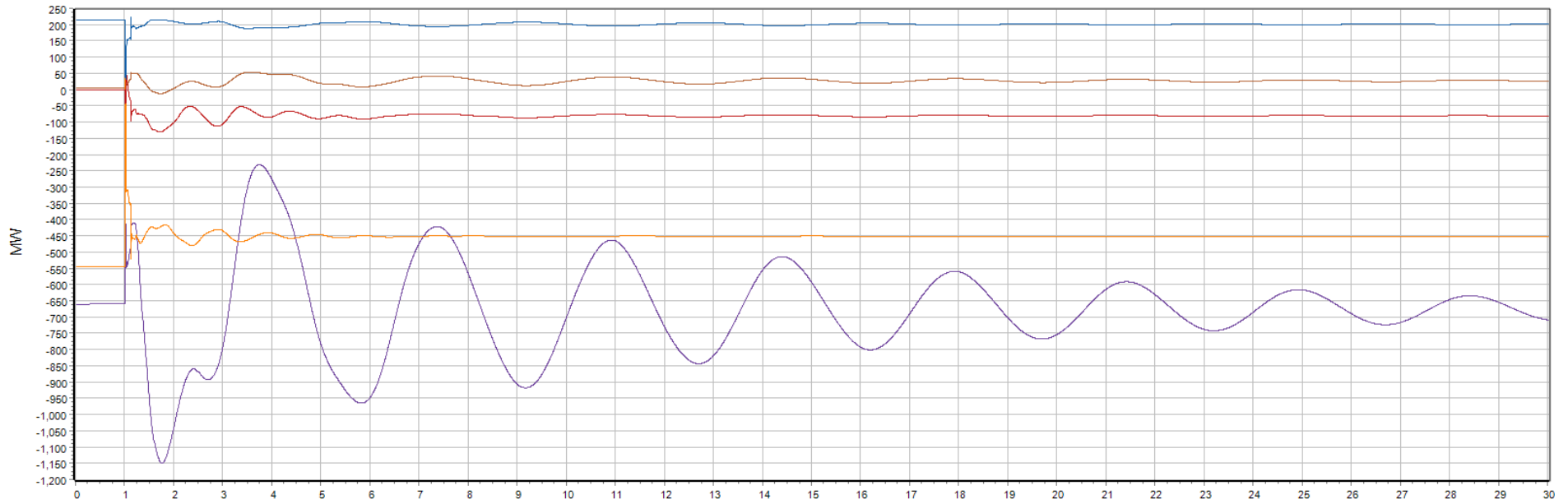
Monitor Gens. Q2



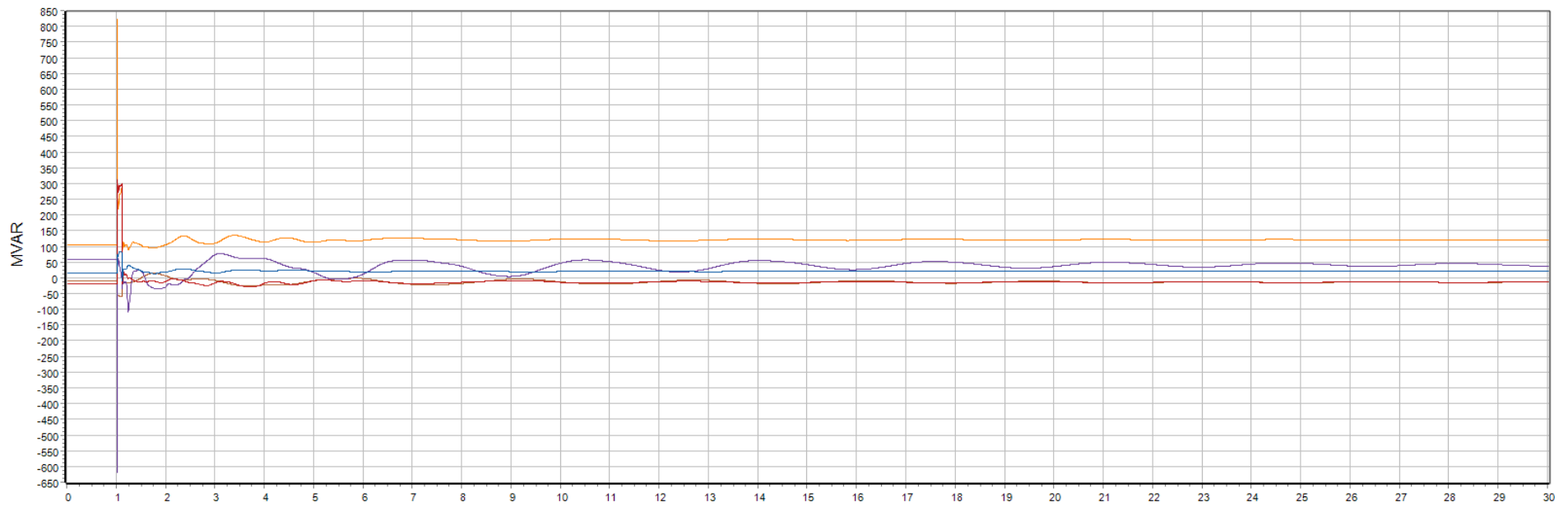
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

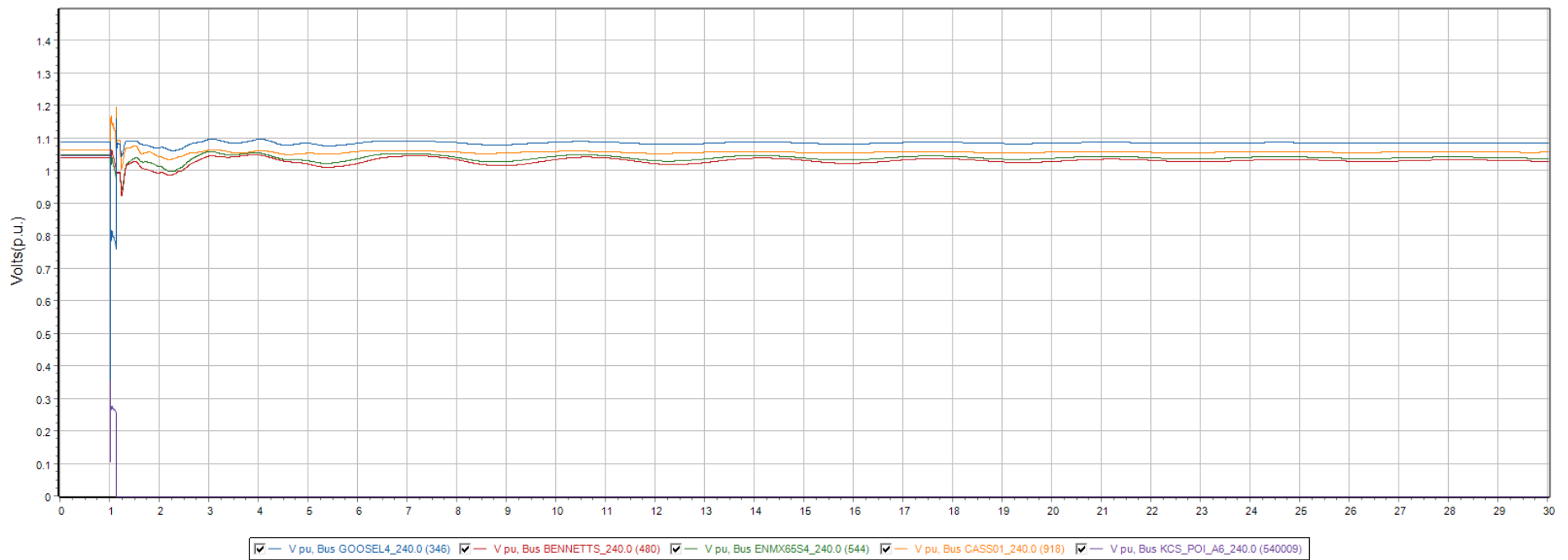
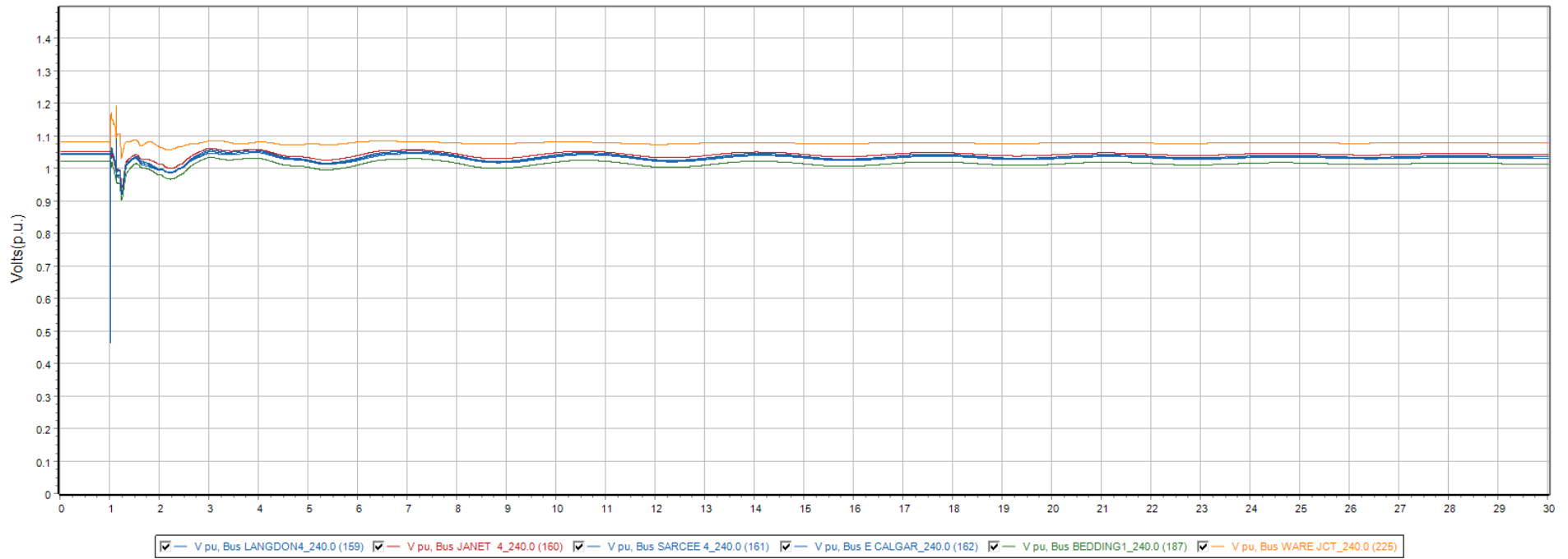


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70





Additional 240 kV Bus Volts

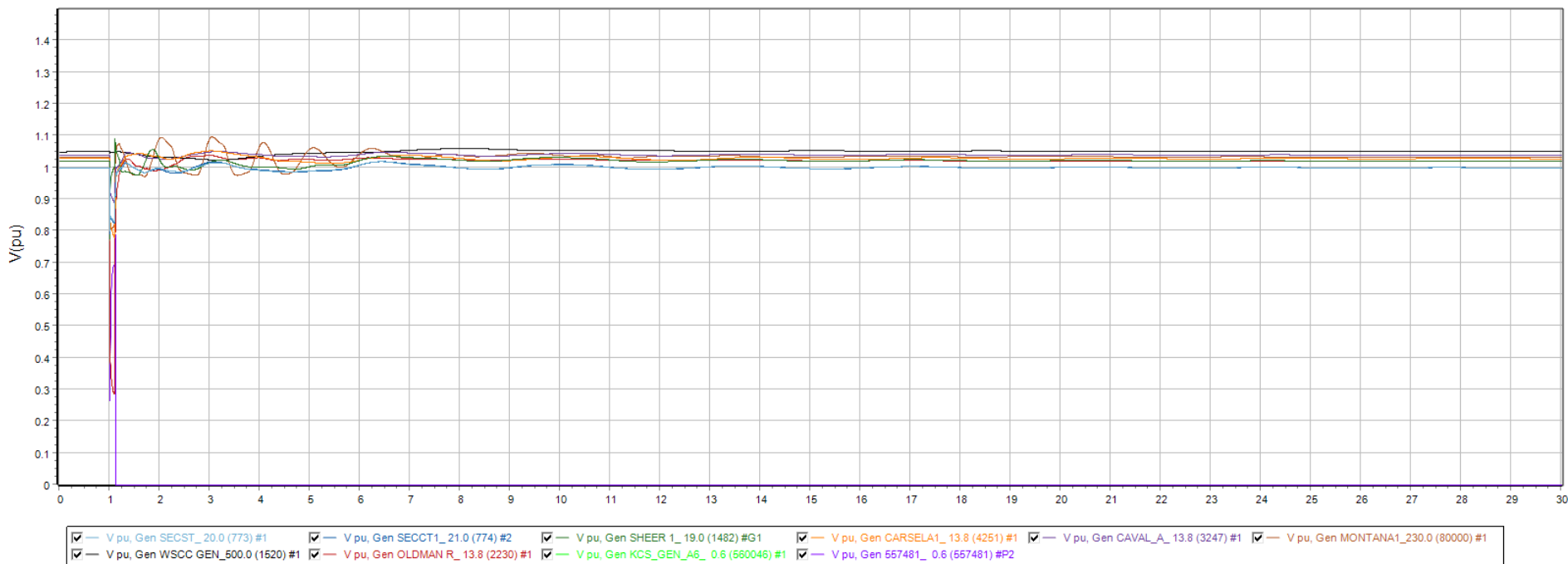
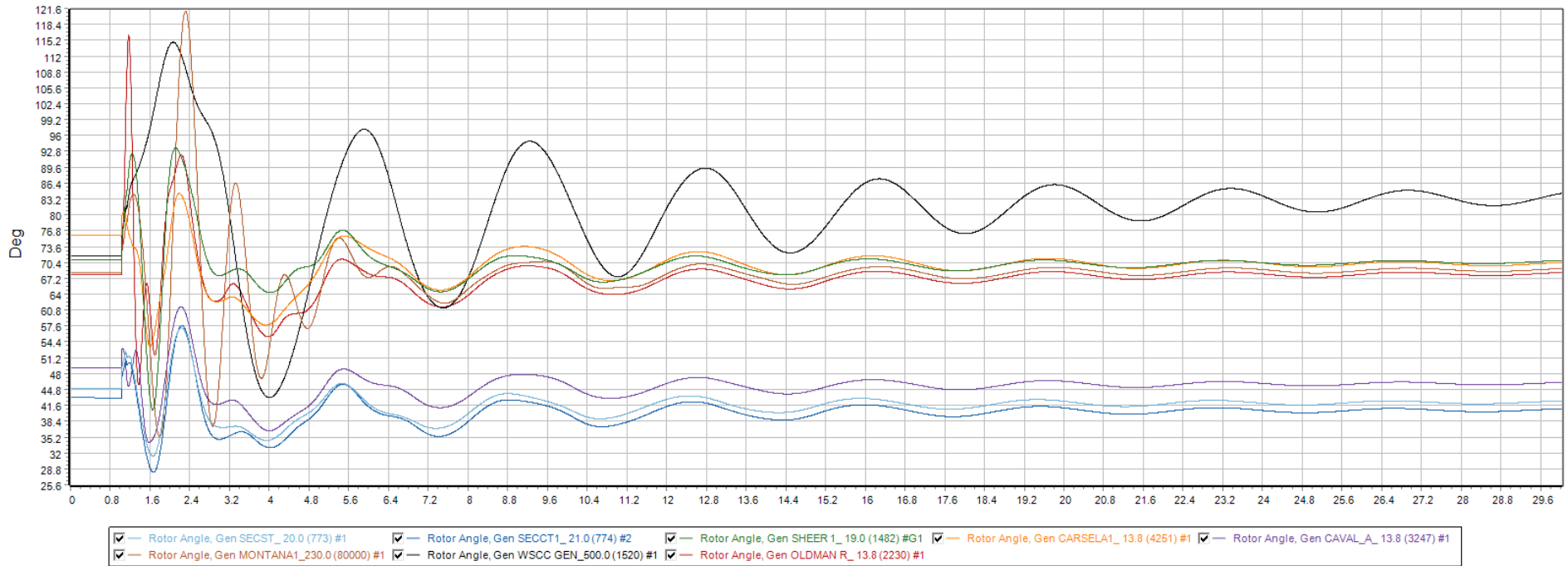




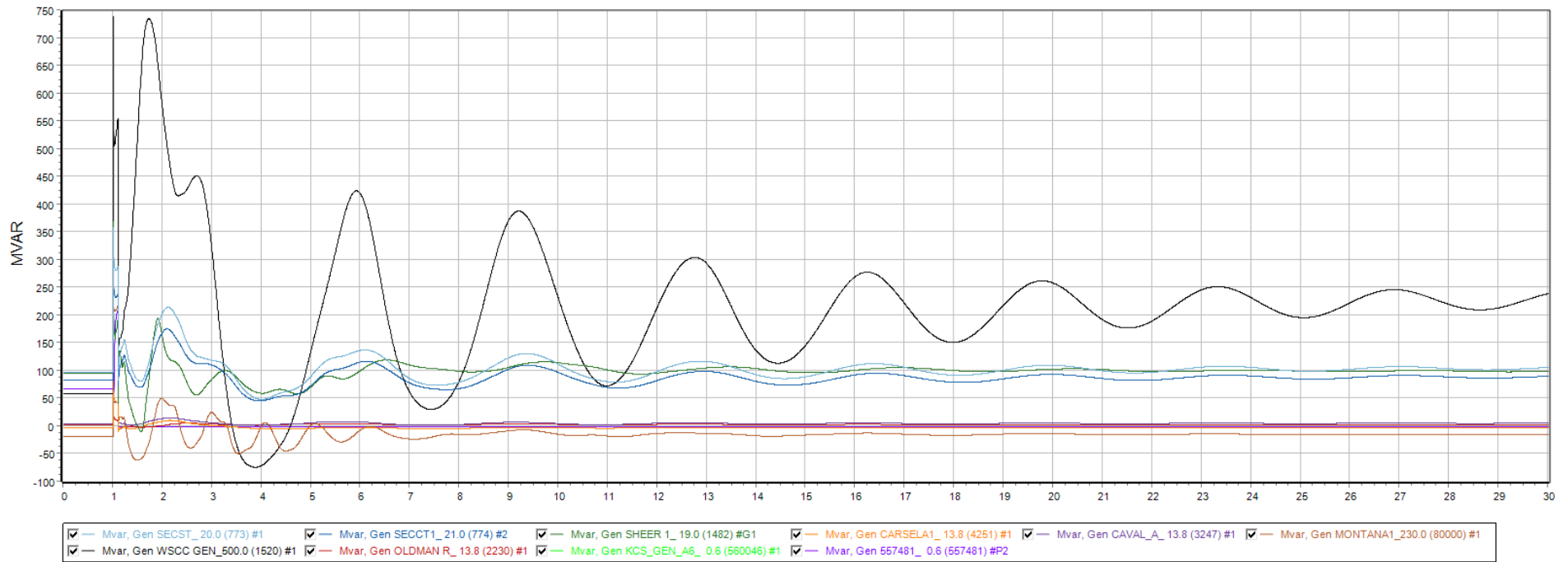
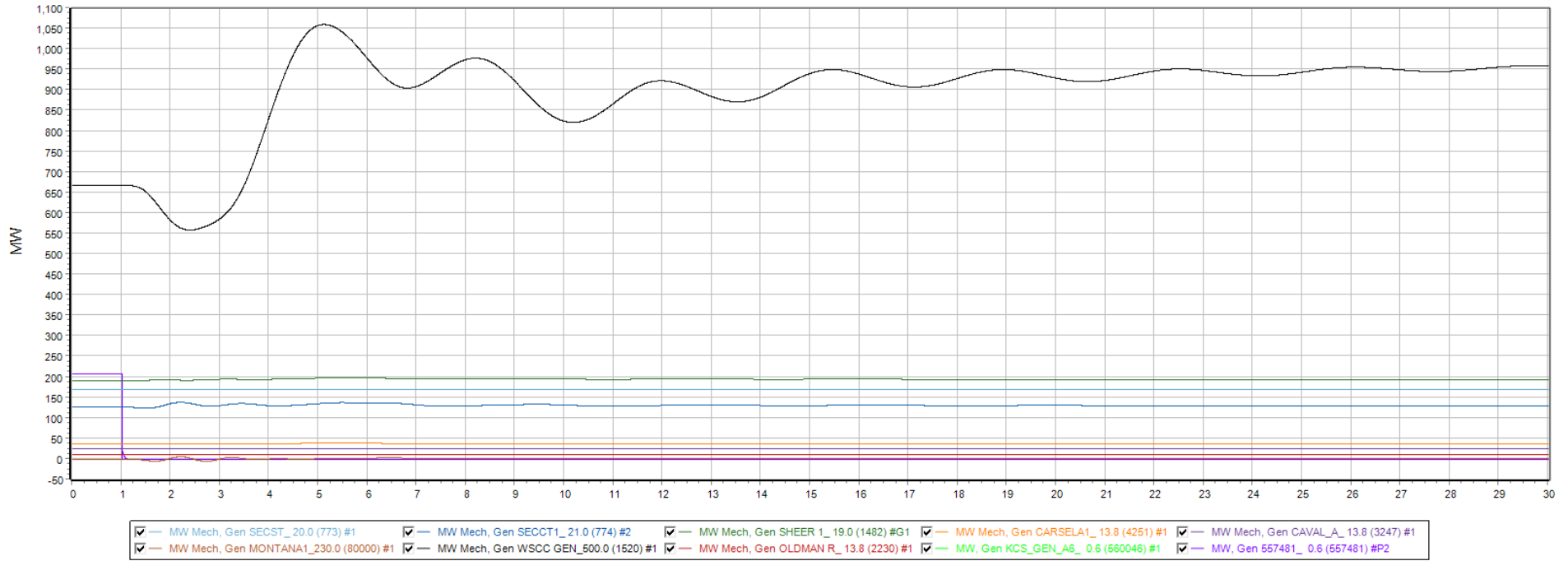
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



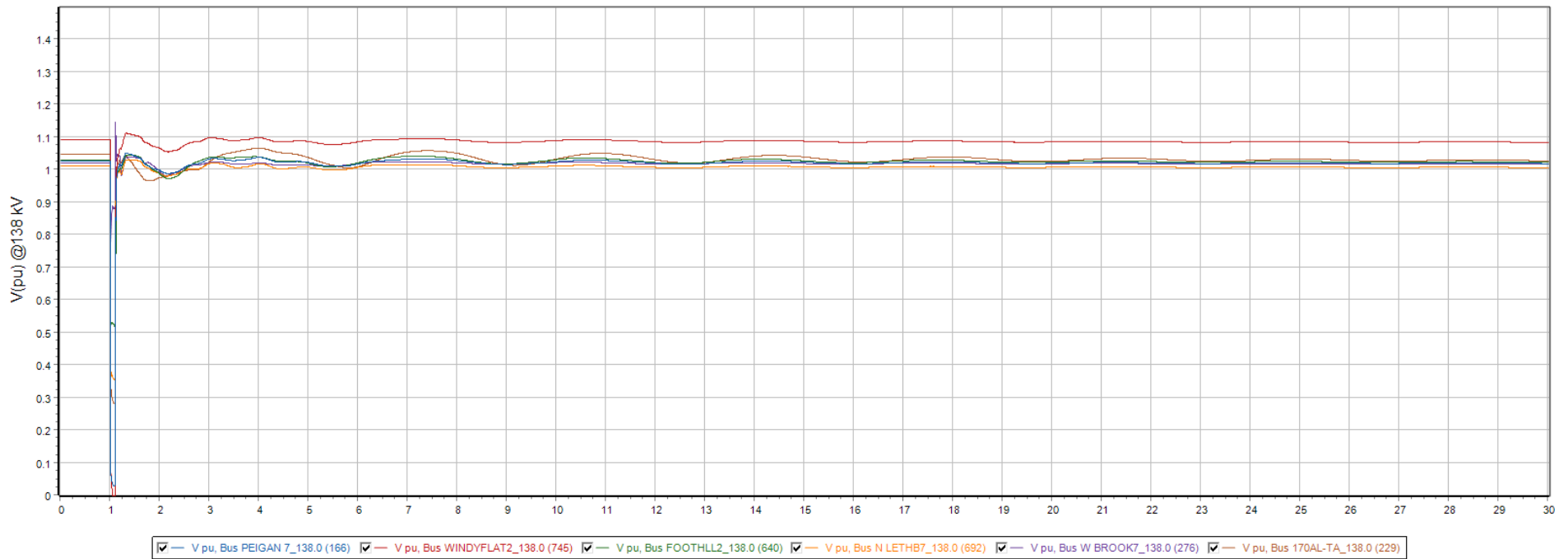
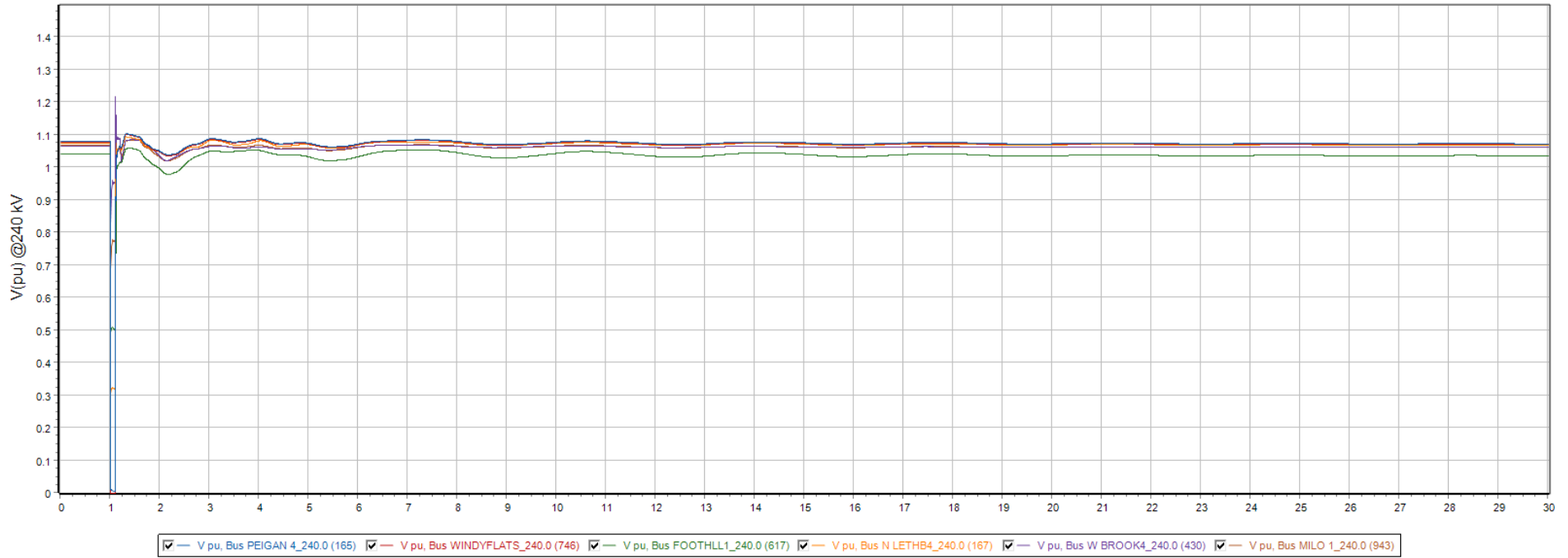
Monitor Gens. Q1



Monitor Gens. Q2

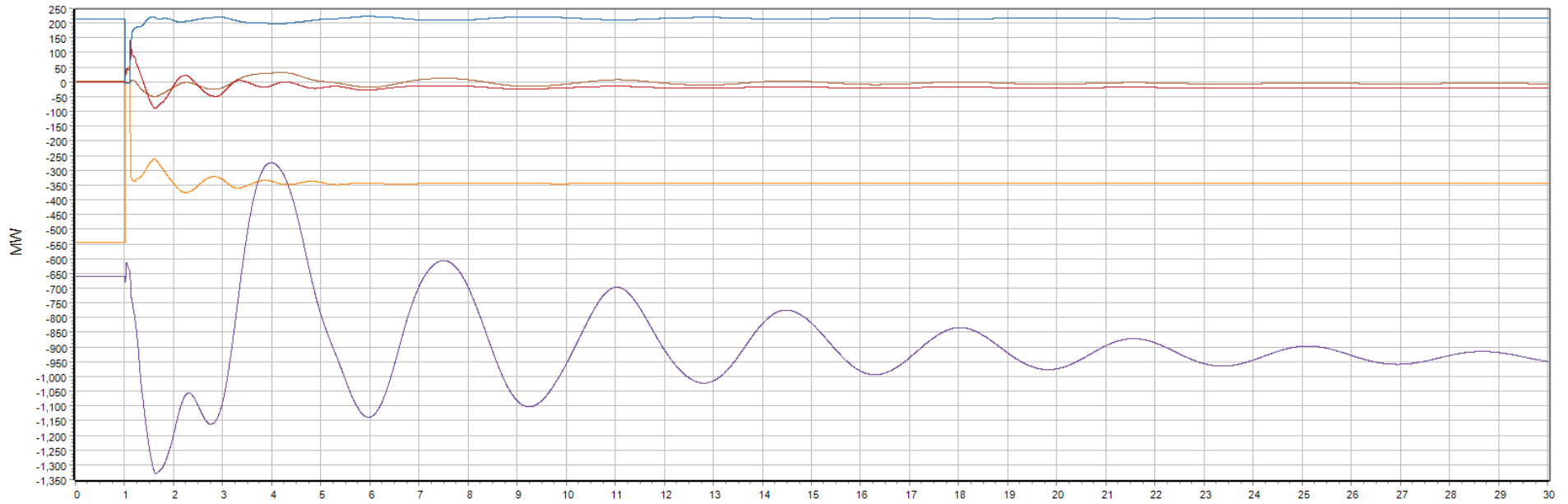


Monitor Bus Volts Q3

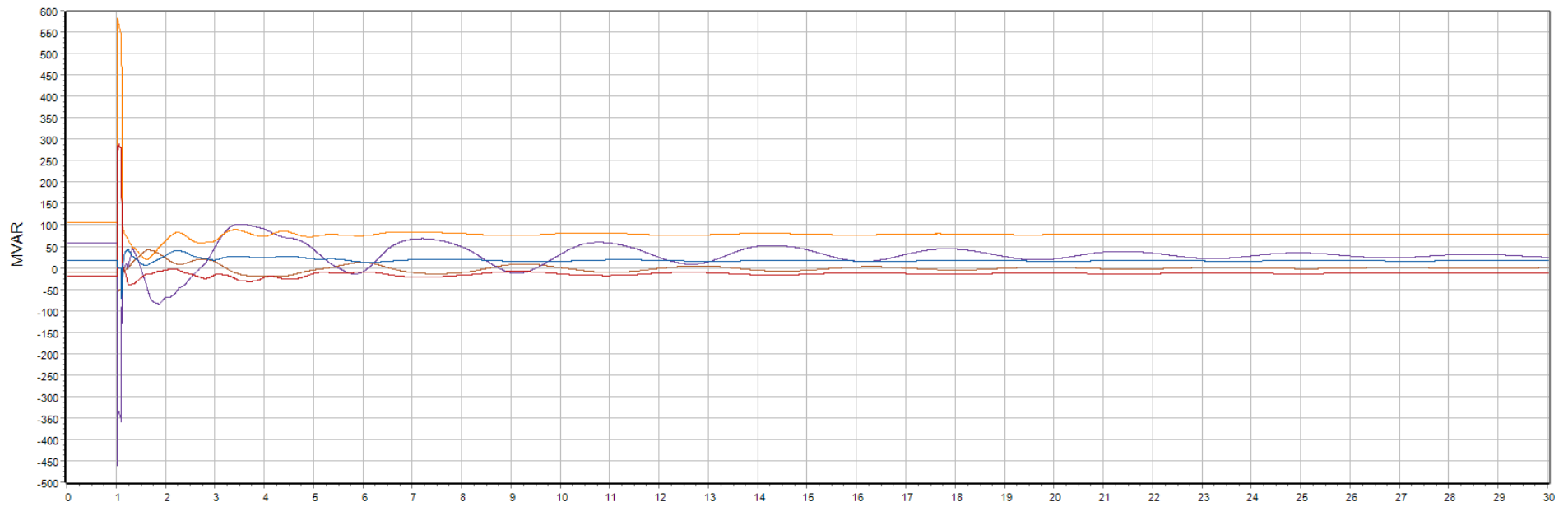




Monitor Line MW & MVAR. Q4



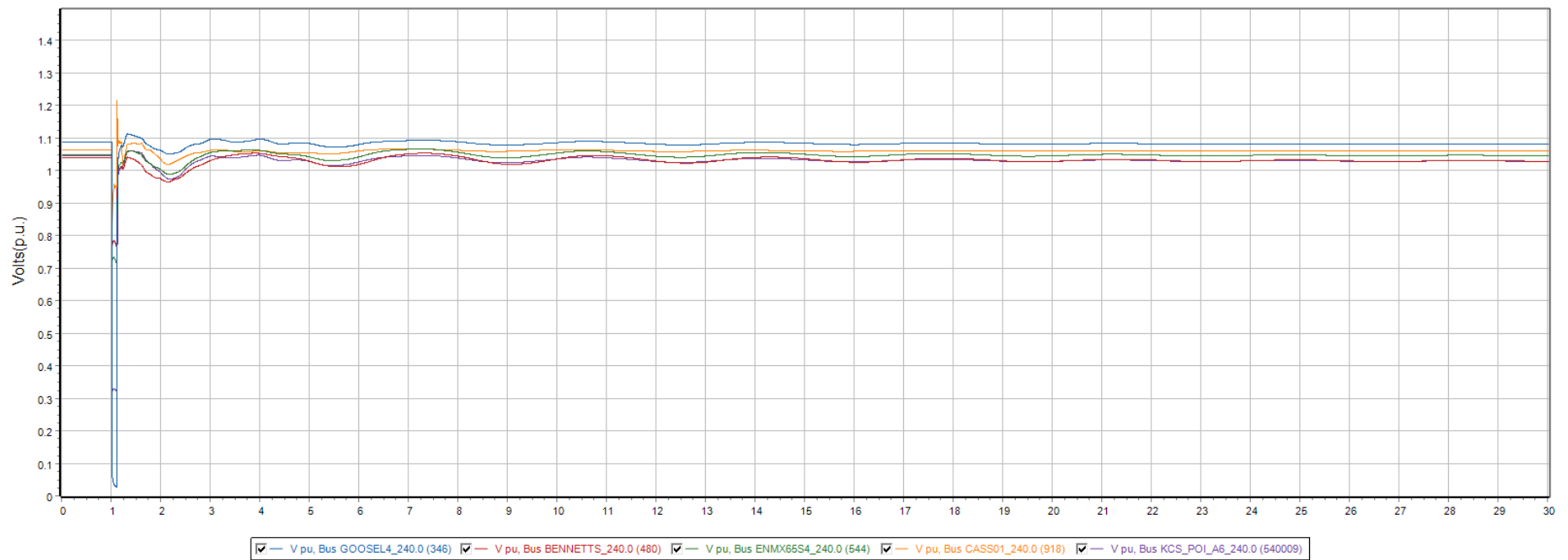
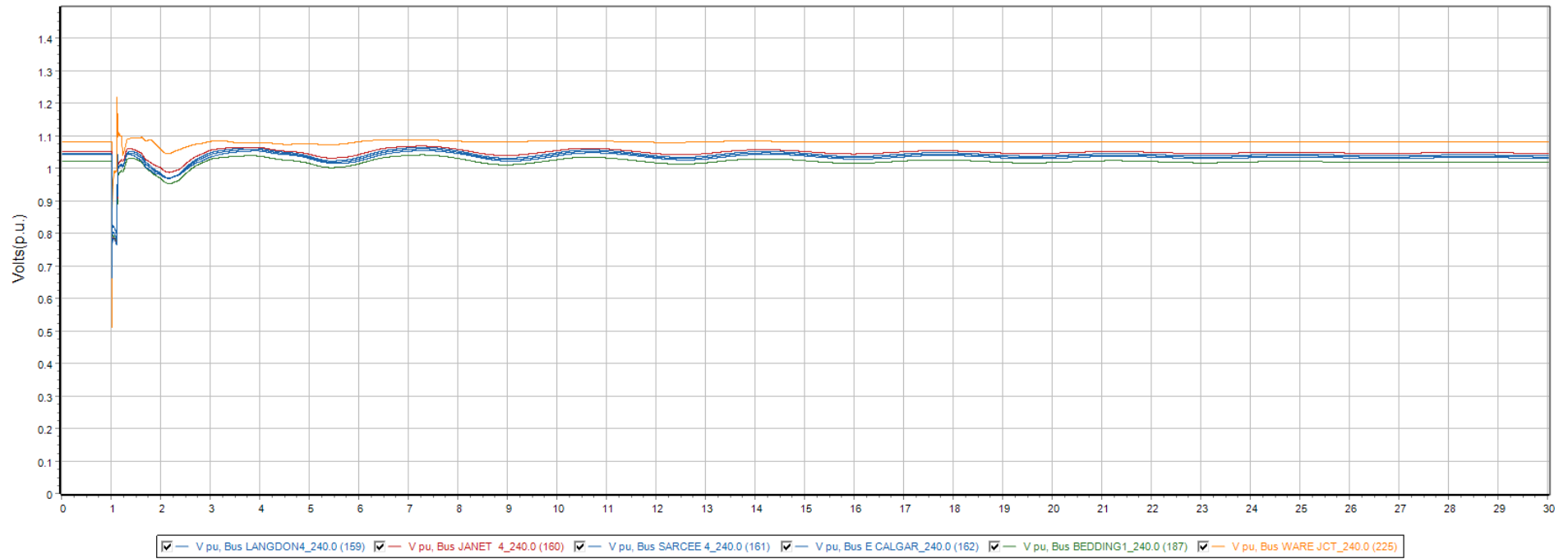
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

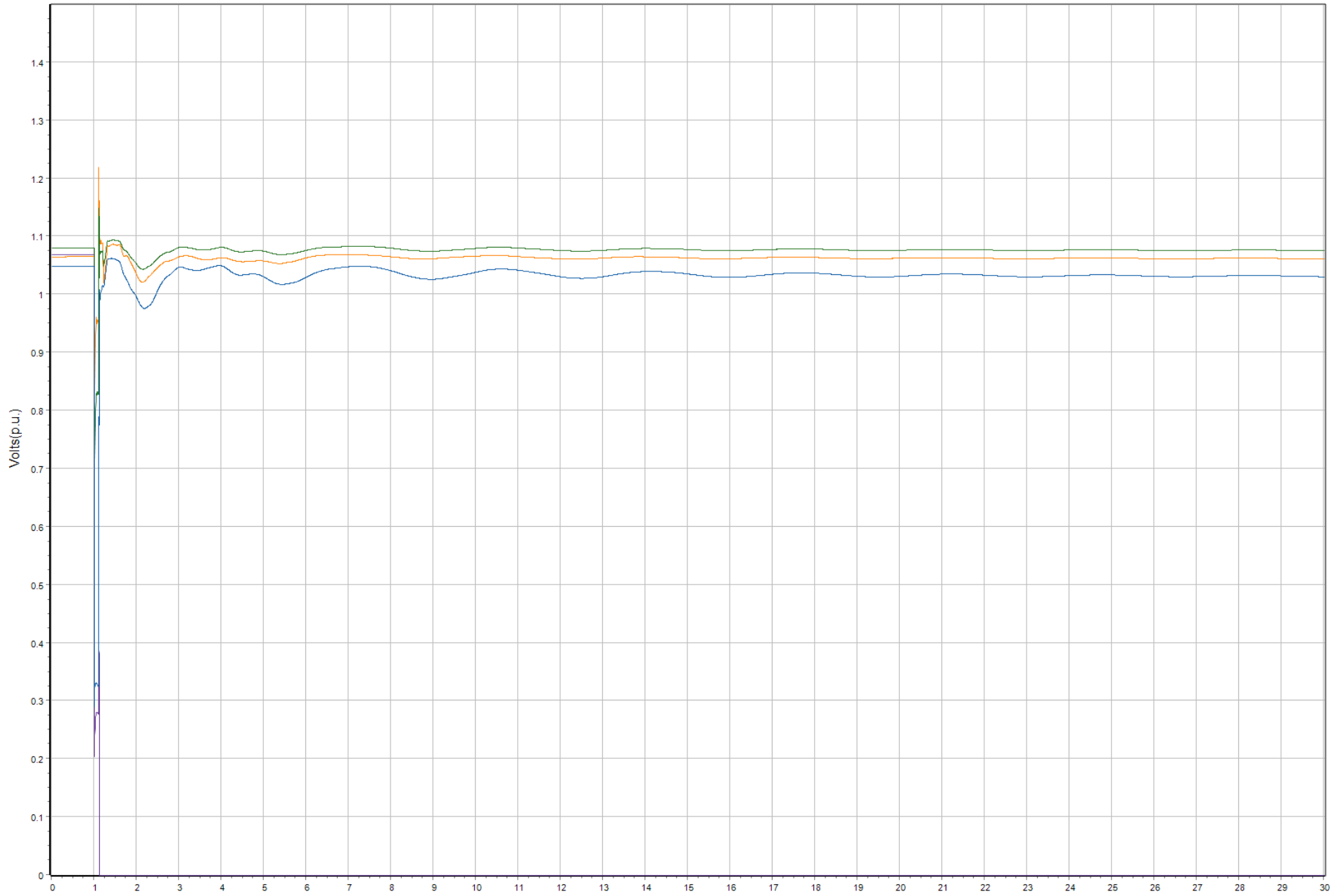


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

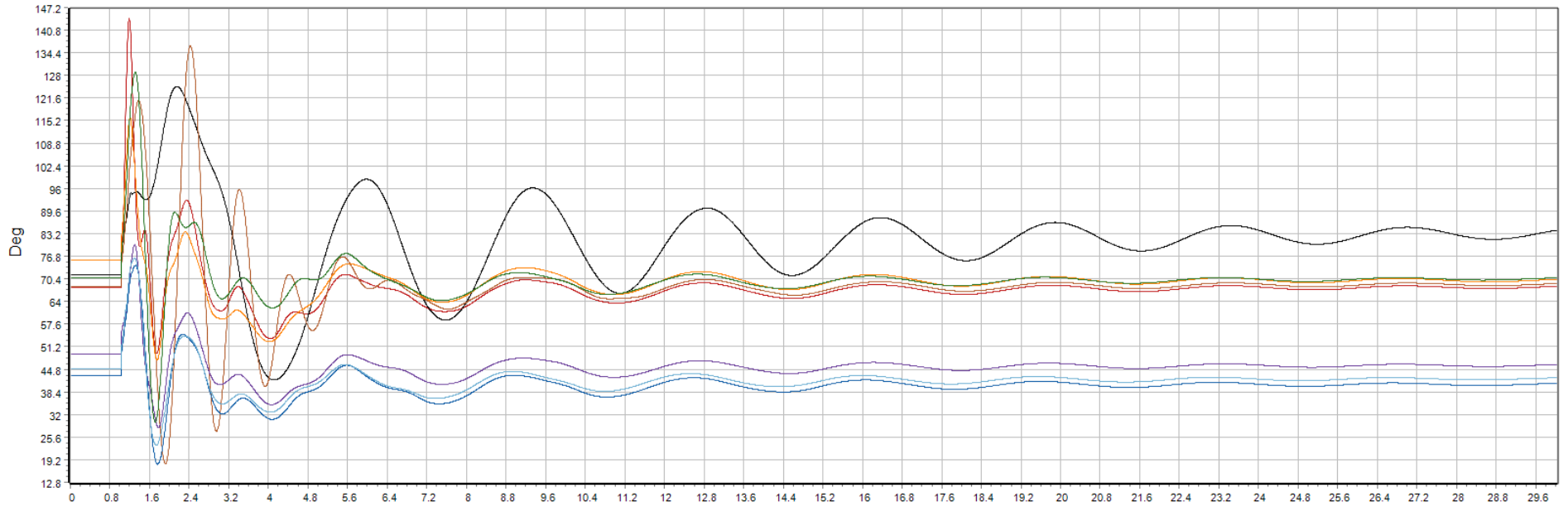




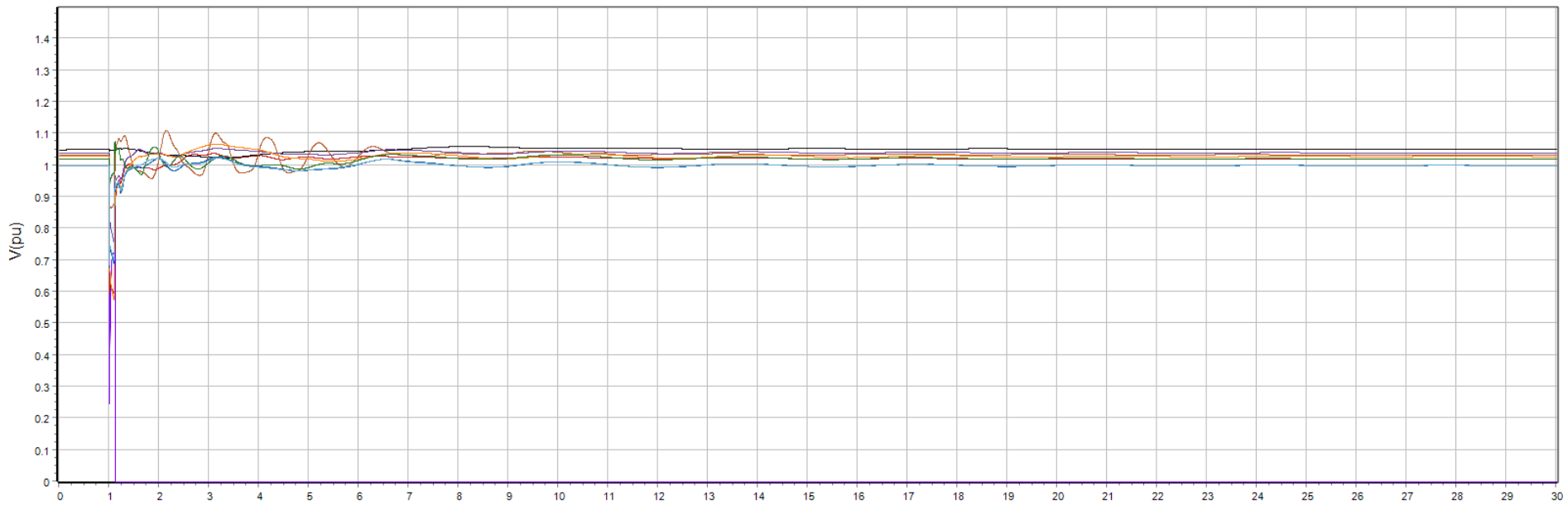
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



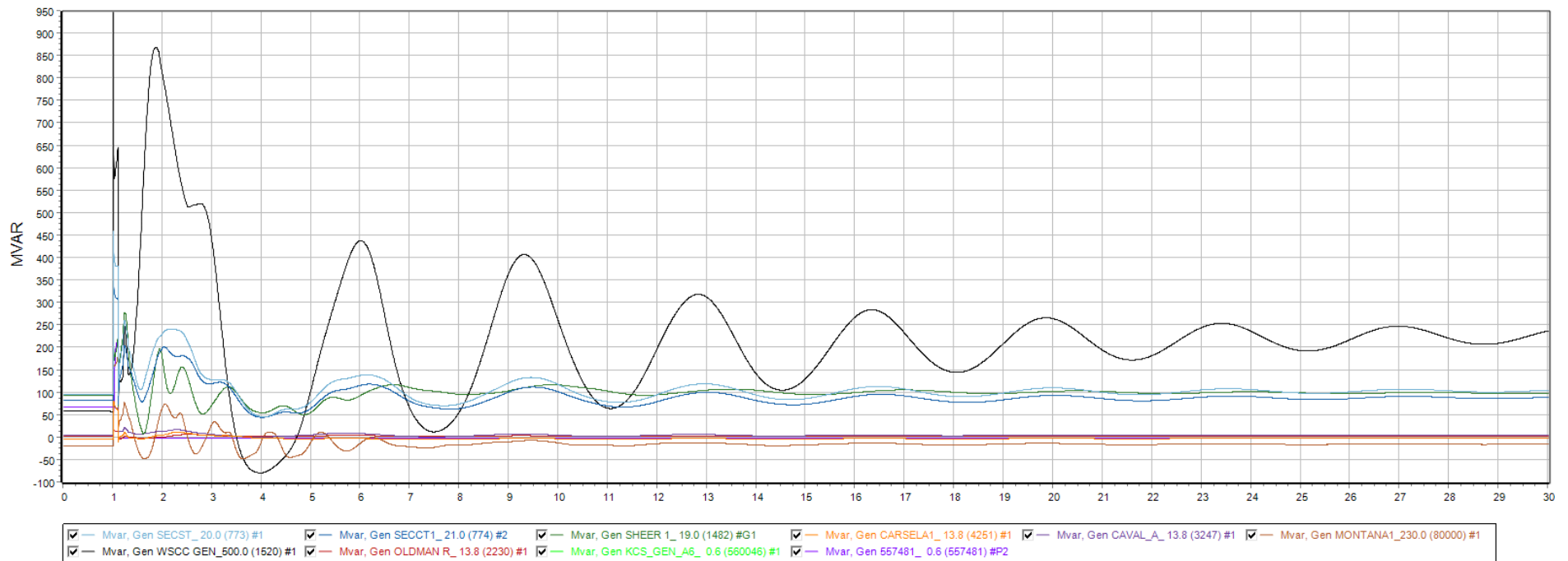
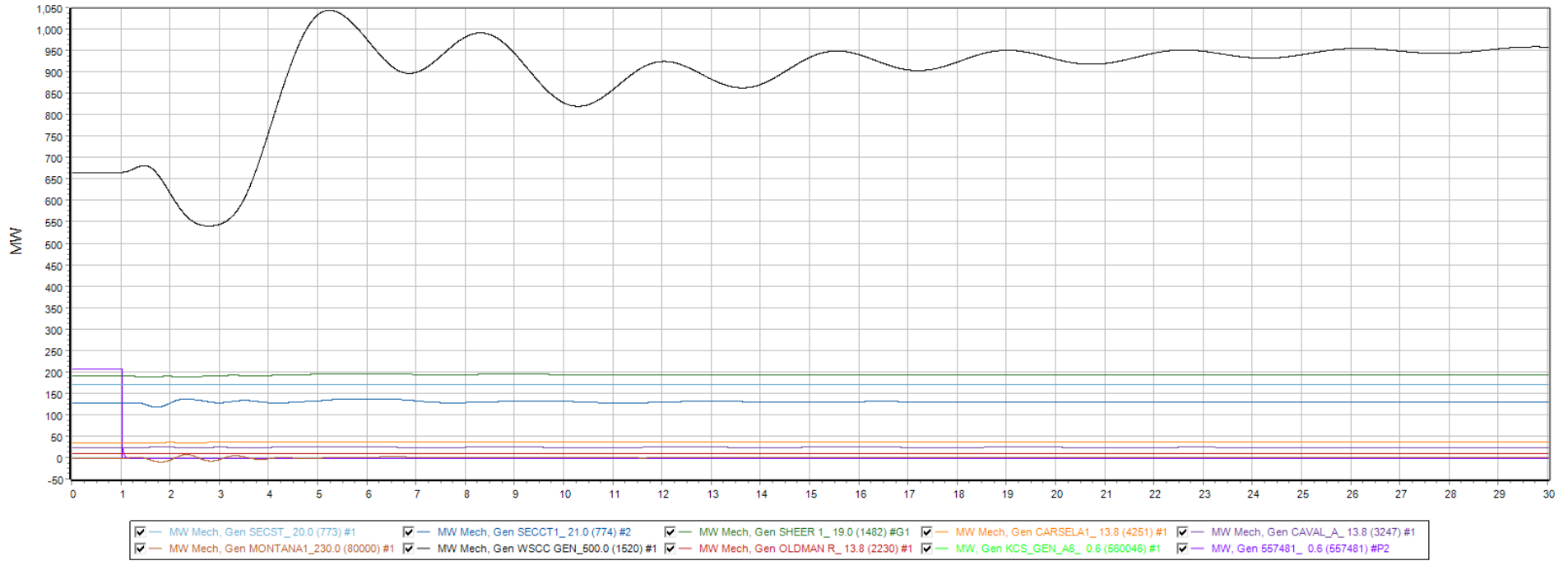
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2

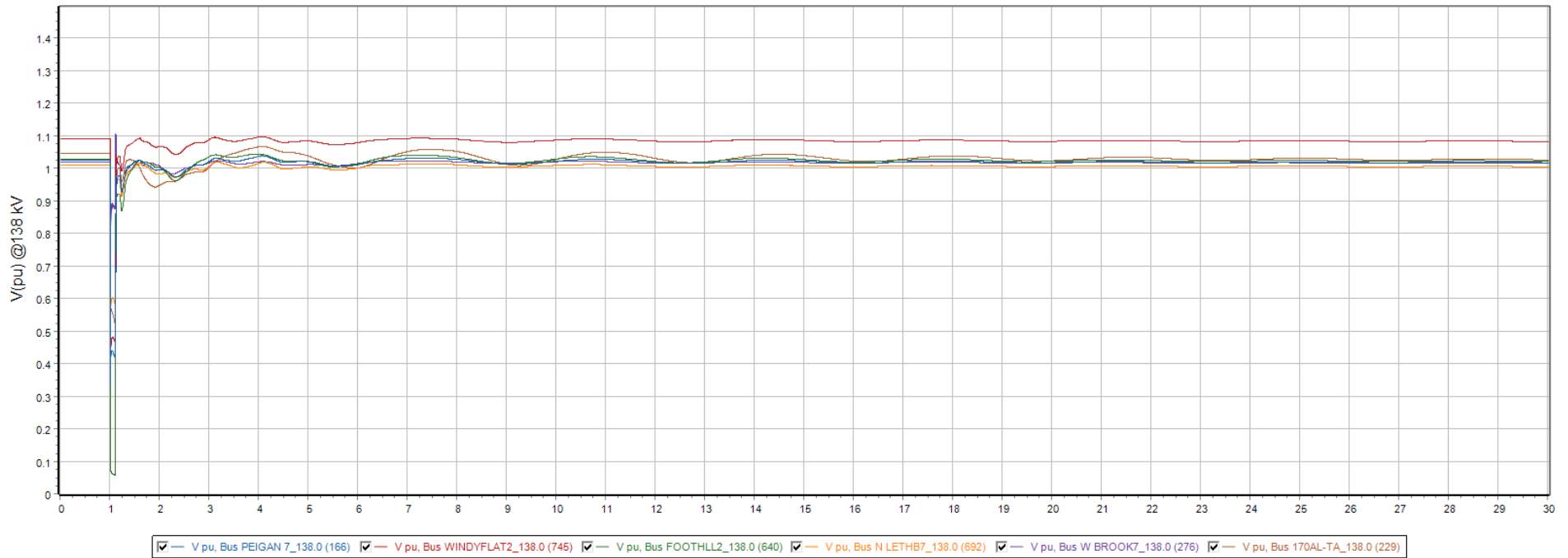
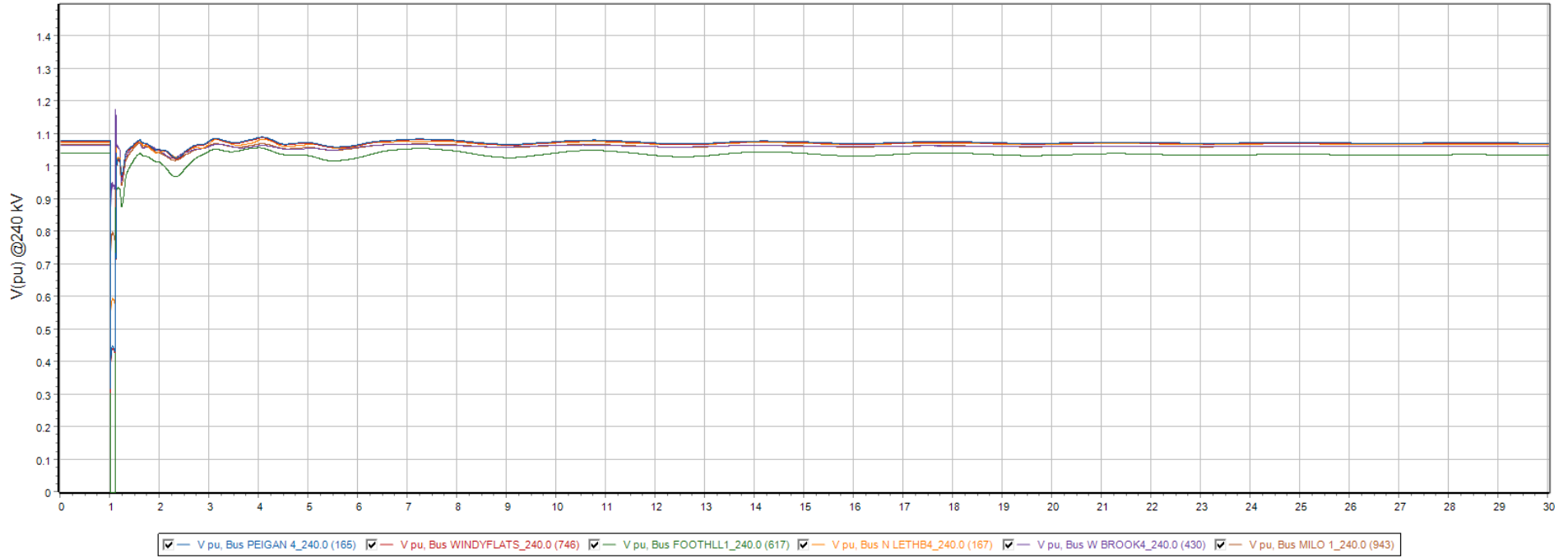


Monitor Gens. Q2

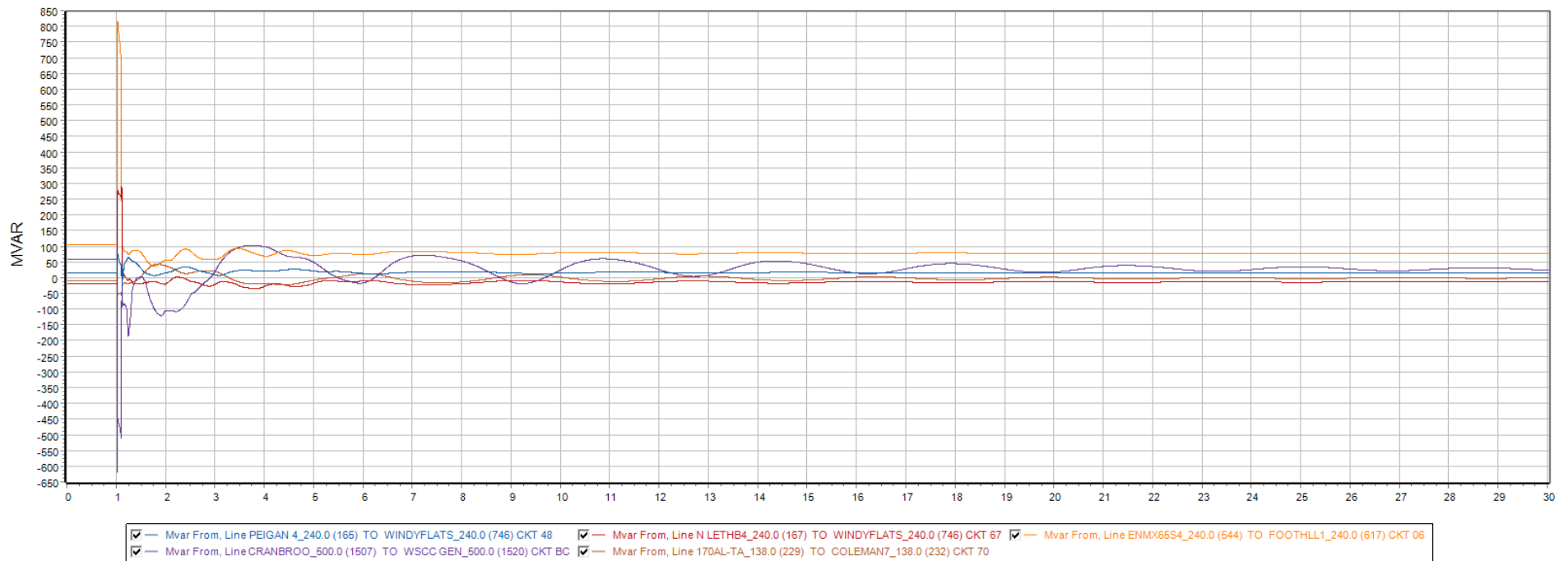
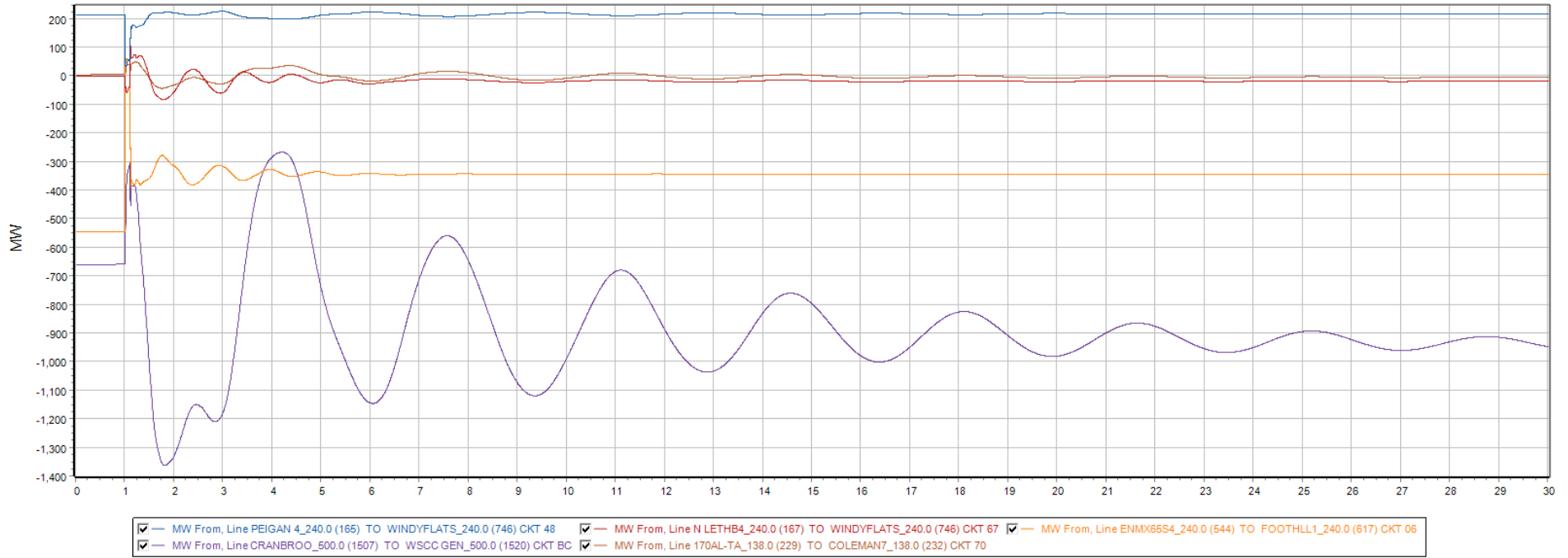




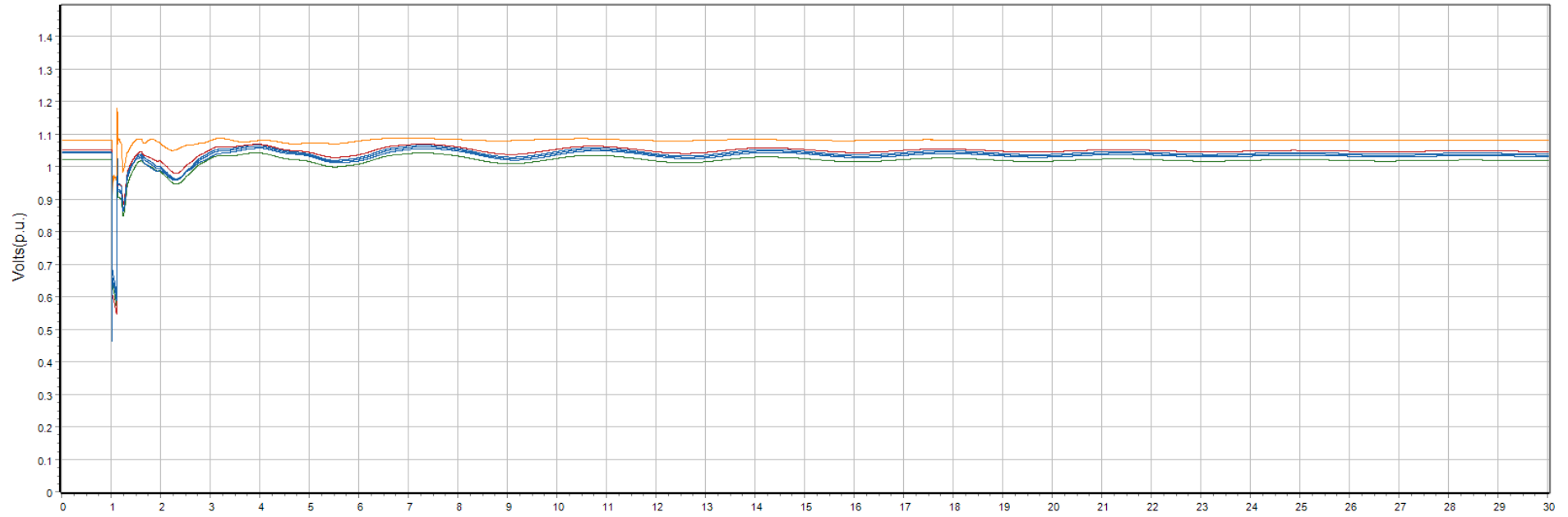
Monitor Bus Volts Q3



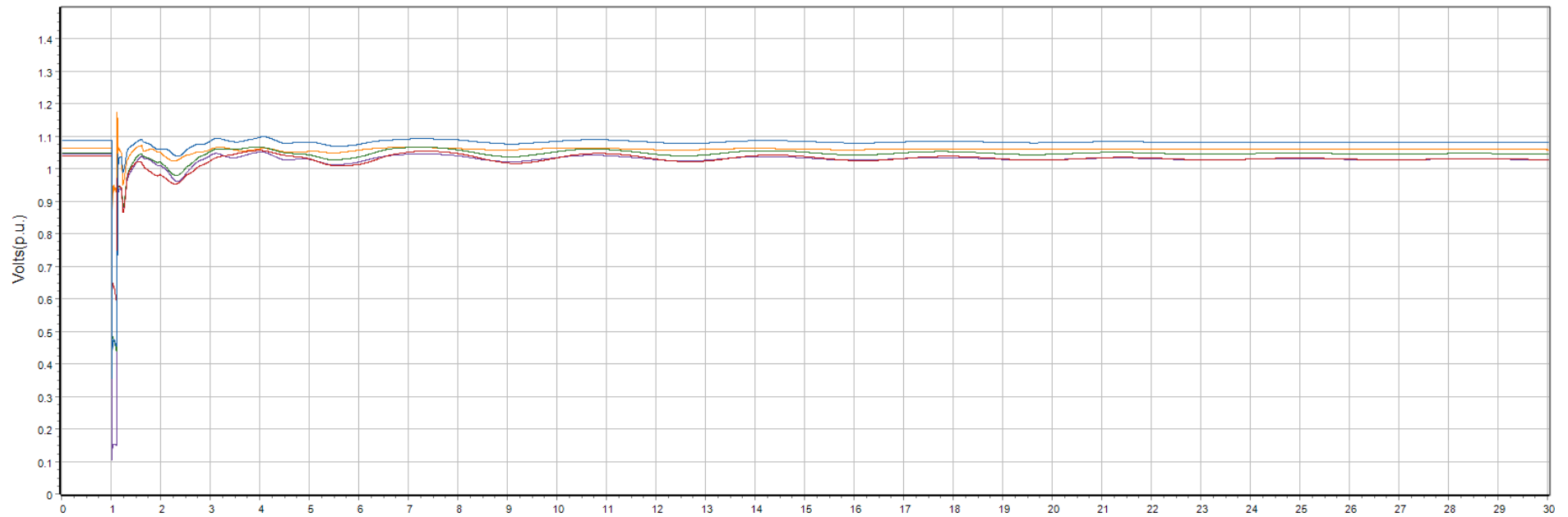
Monitor Line MW & MVAR. Q4



Additional 240 kV Bus Volts

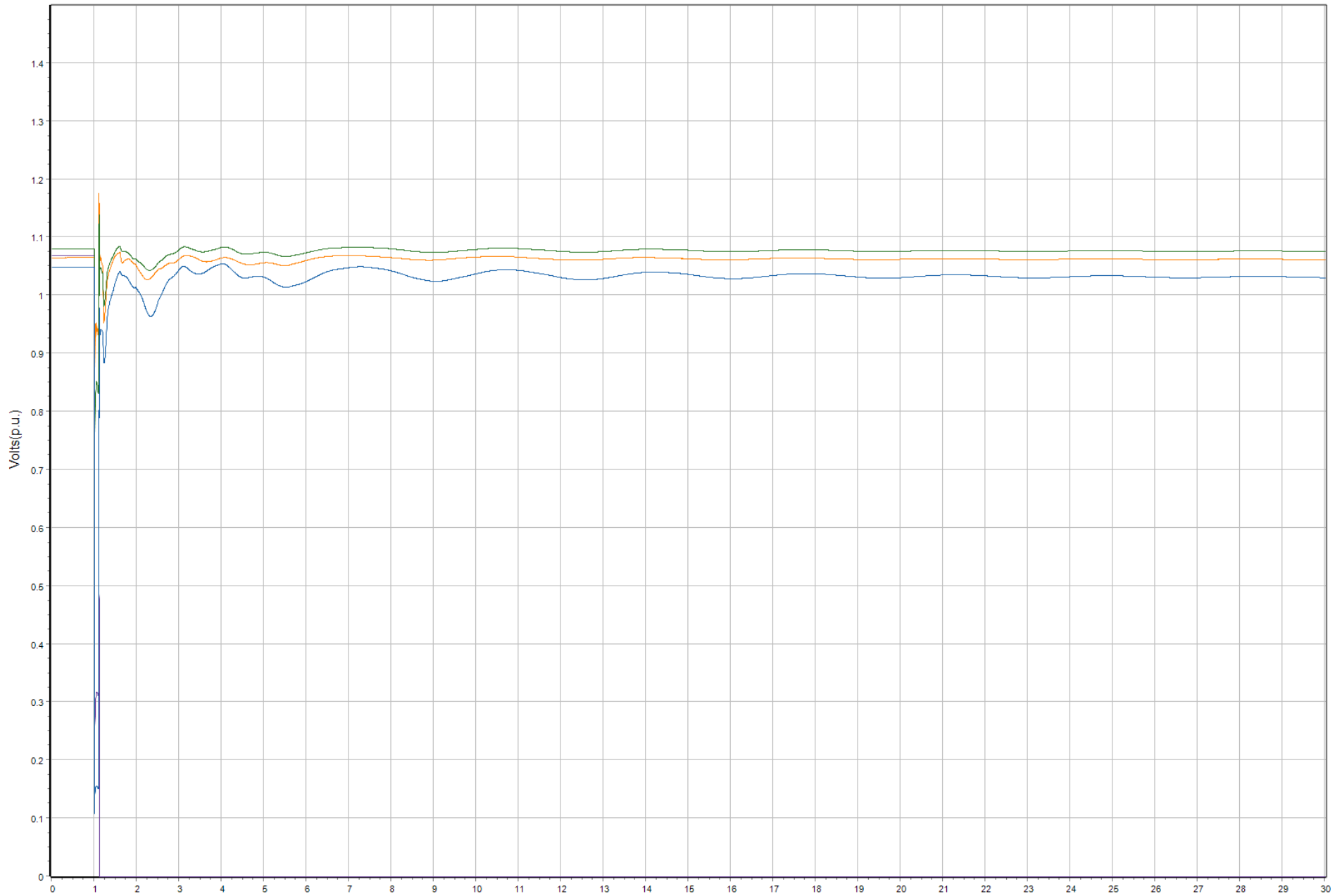


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

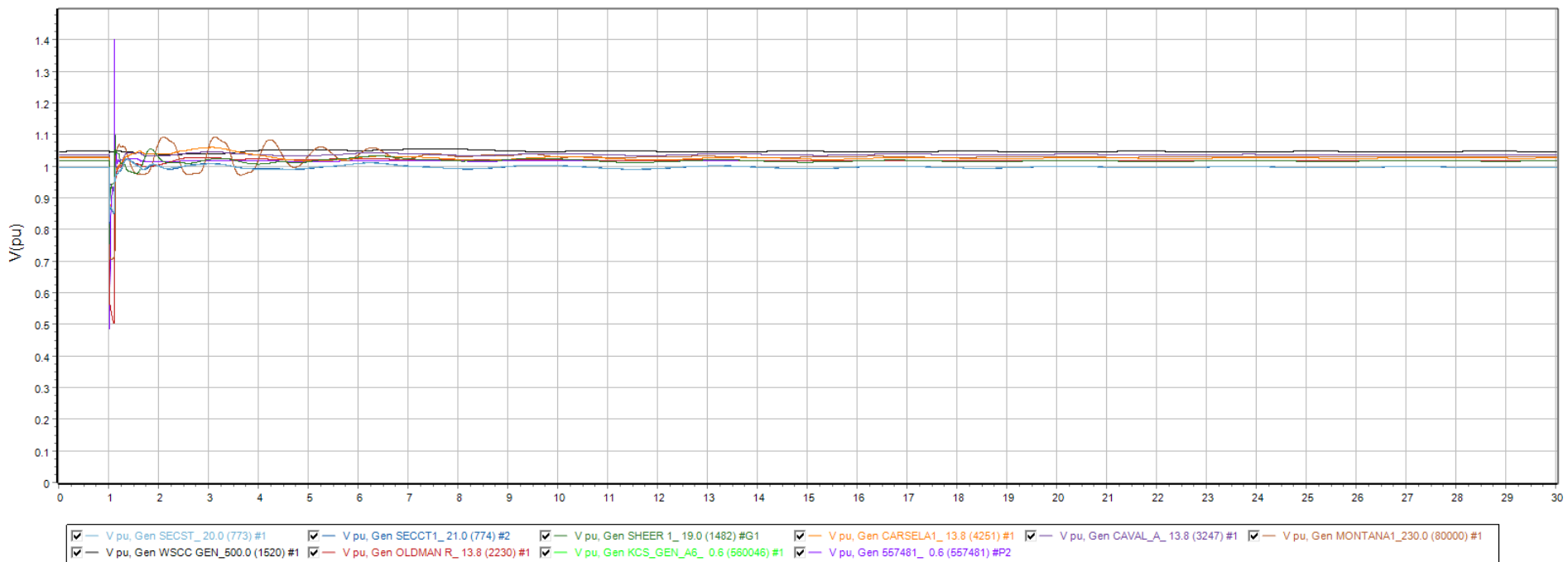
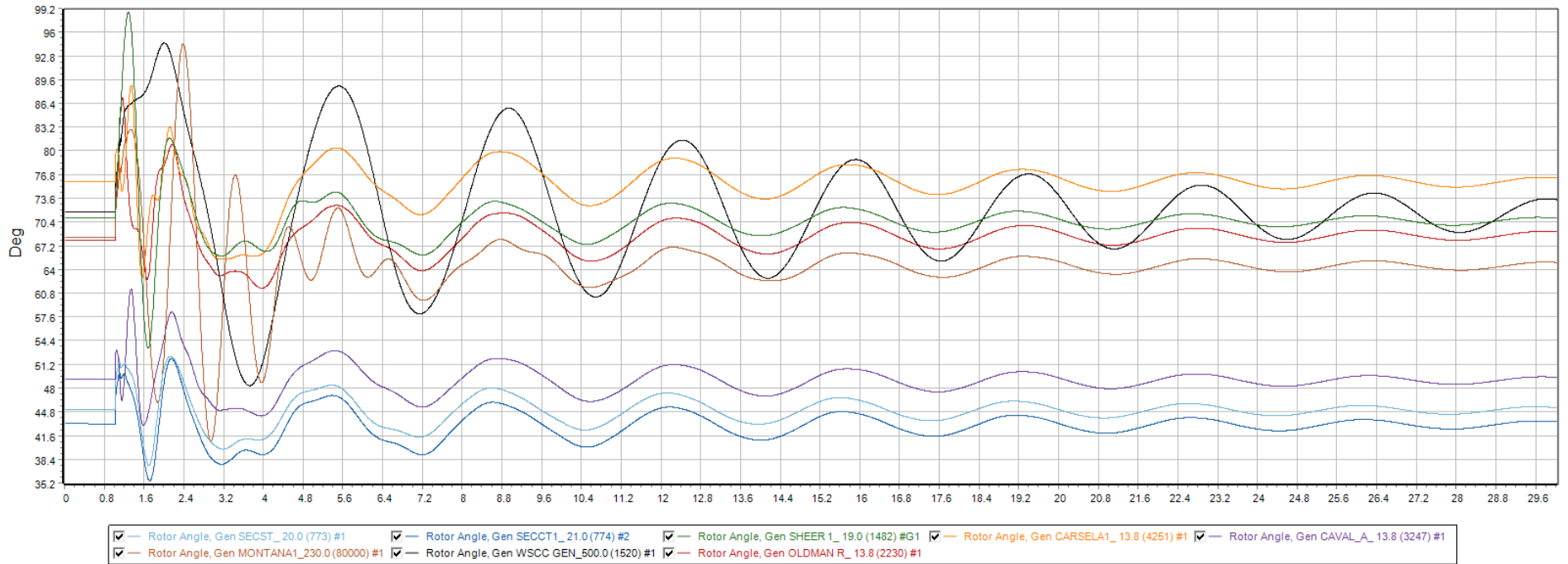




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

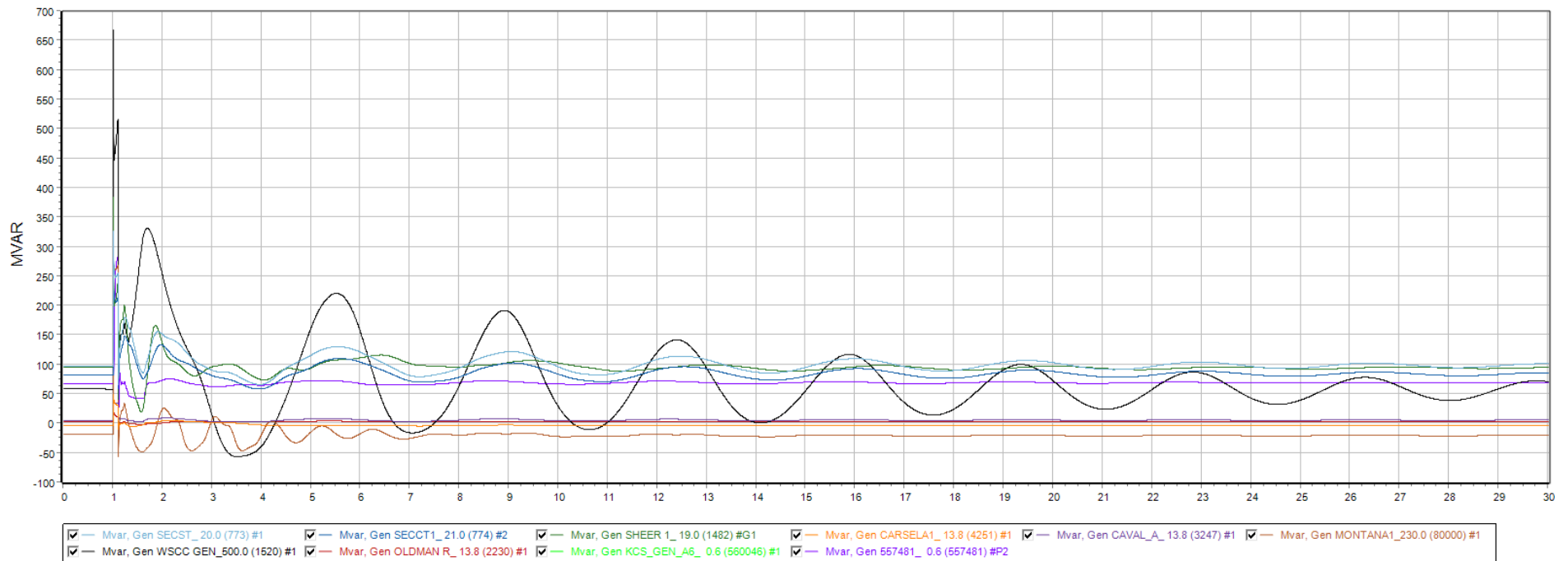
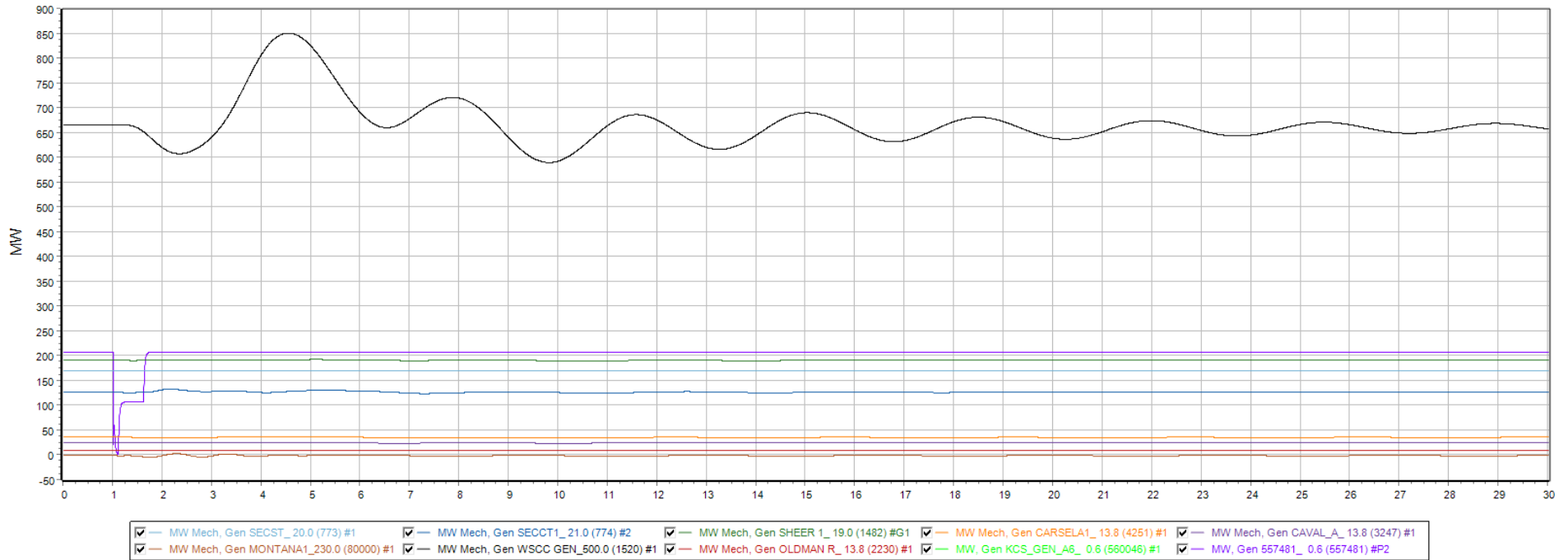


Monitor Gens. Q1

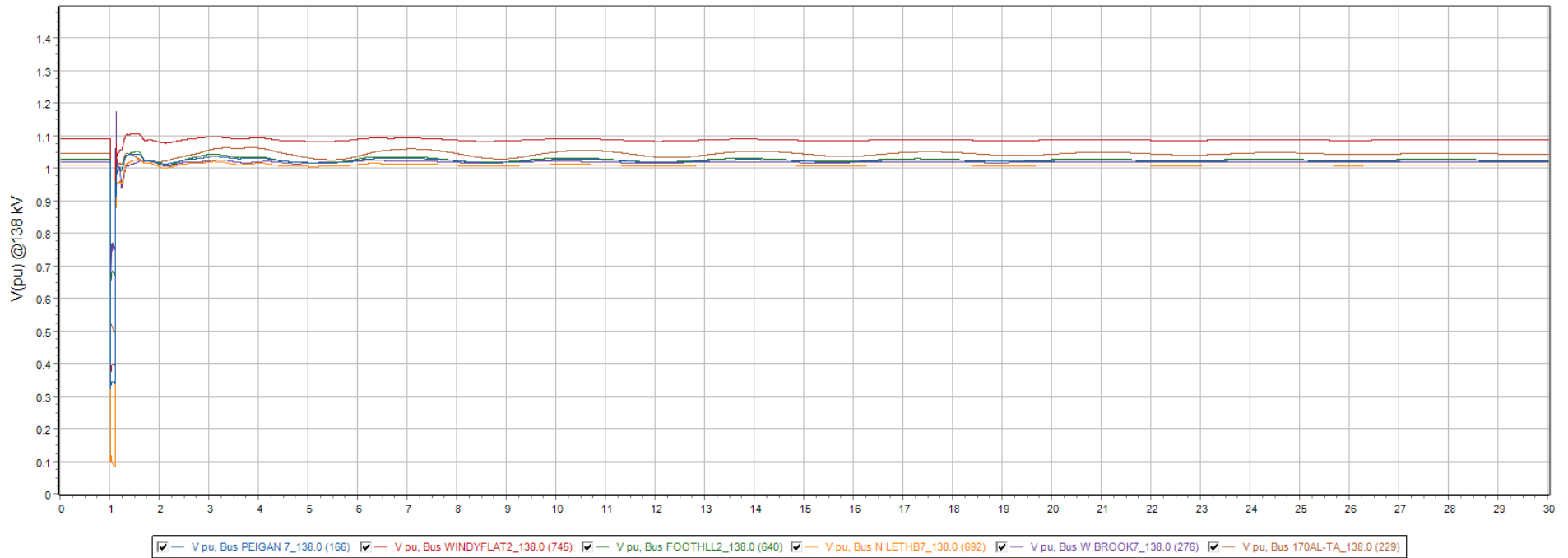
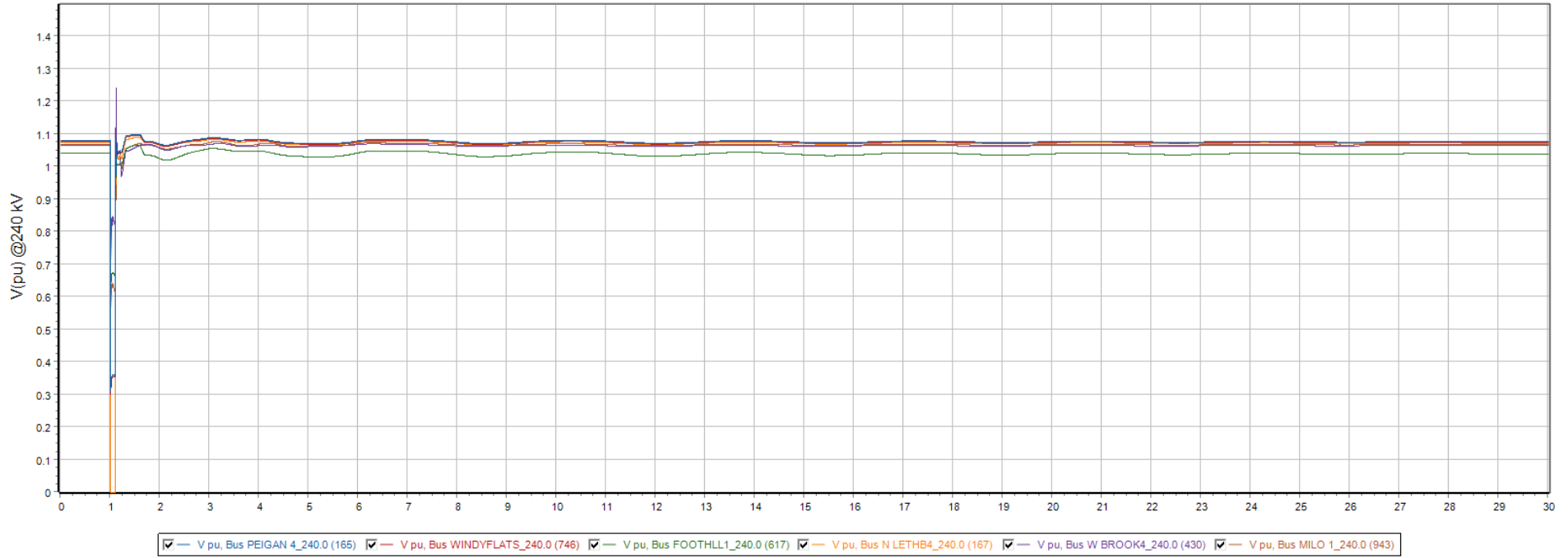




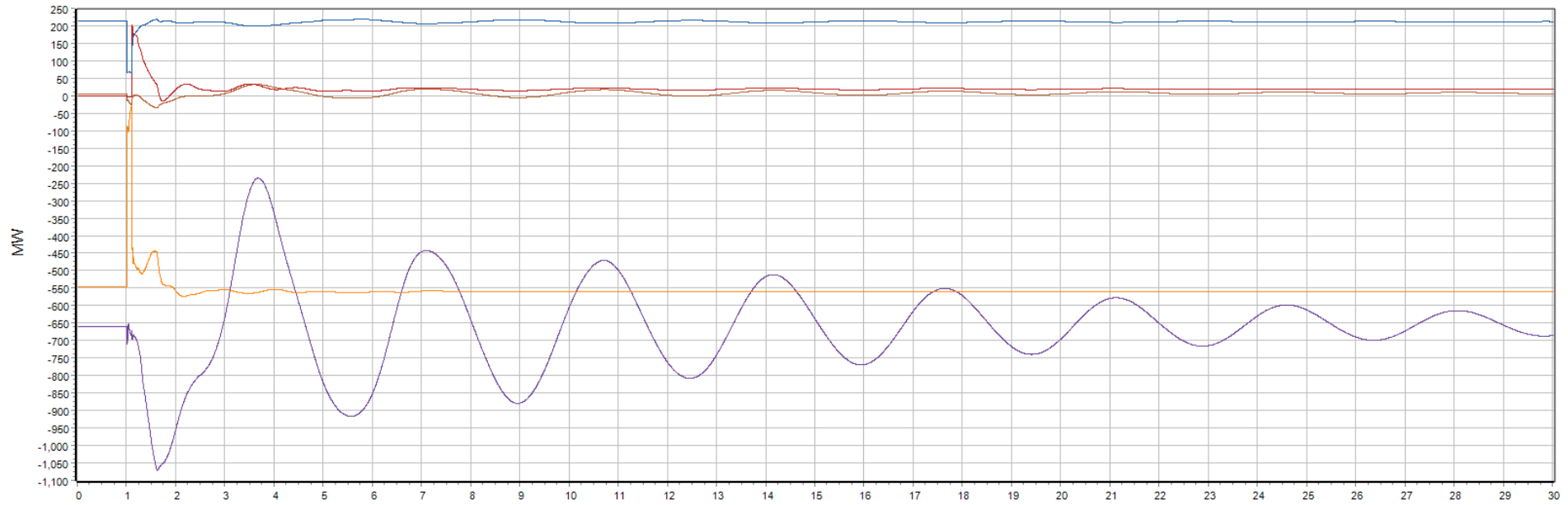
Monitor Gens. Q2



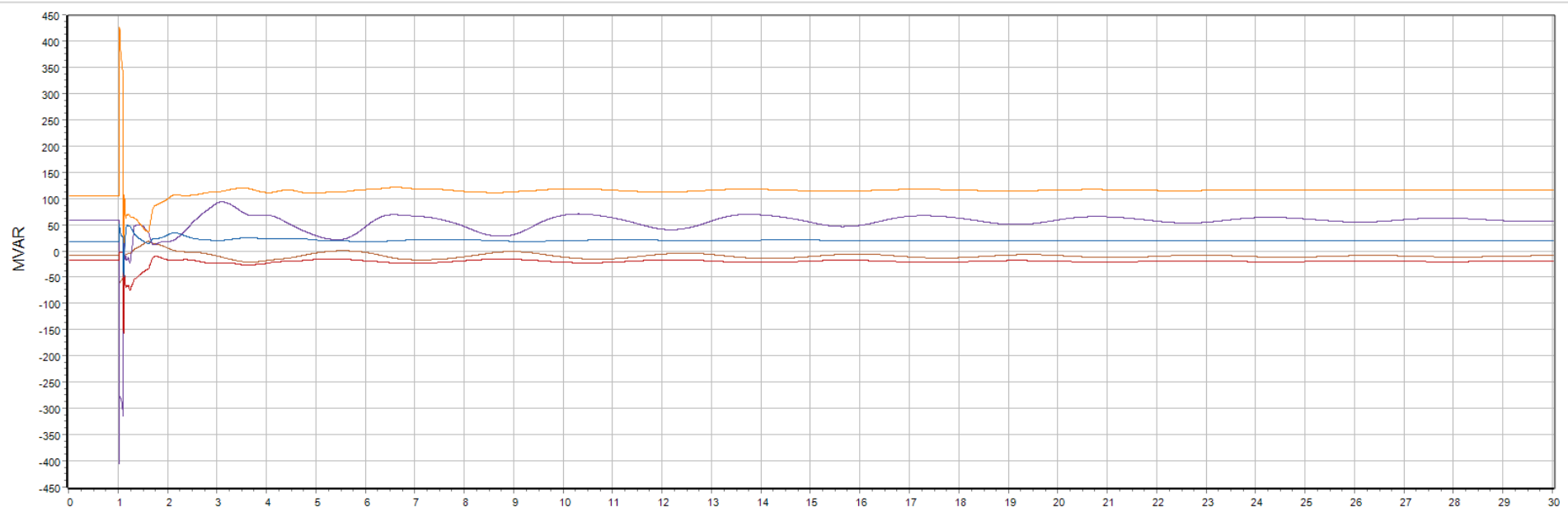
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



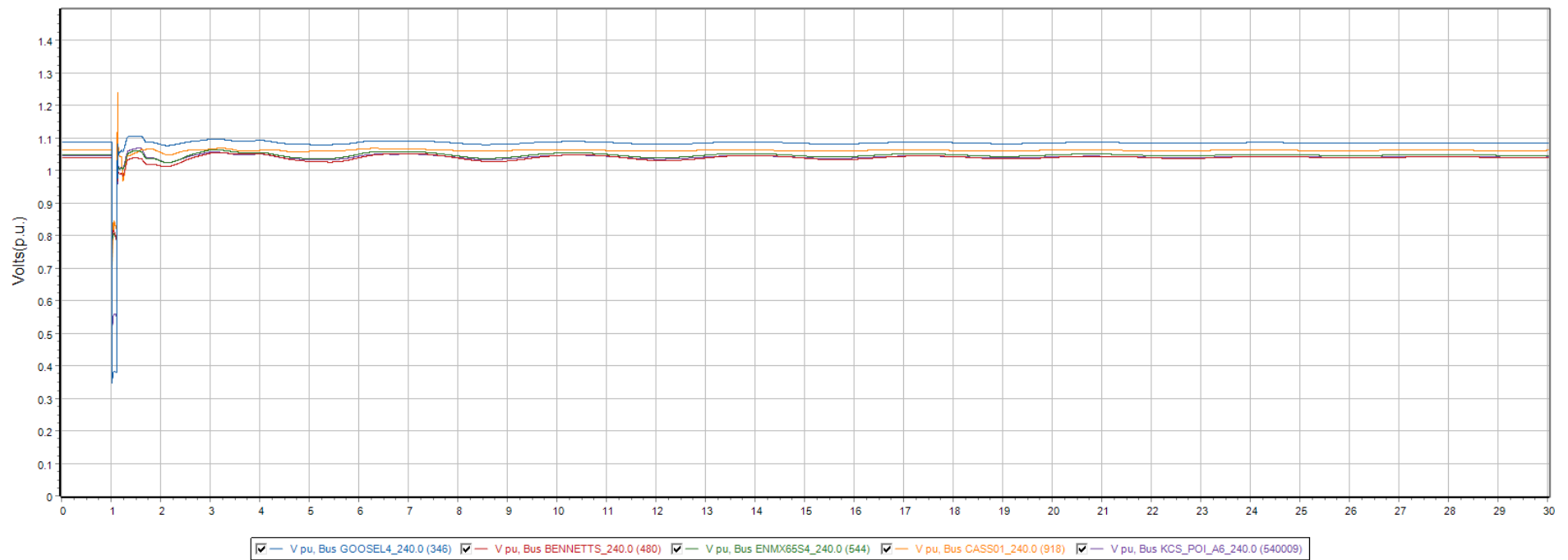
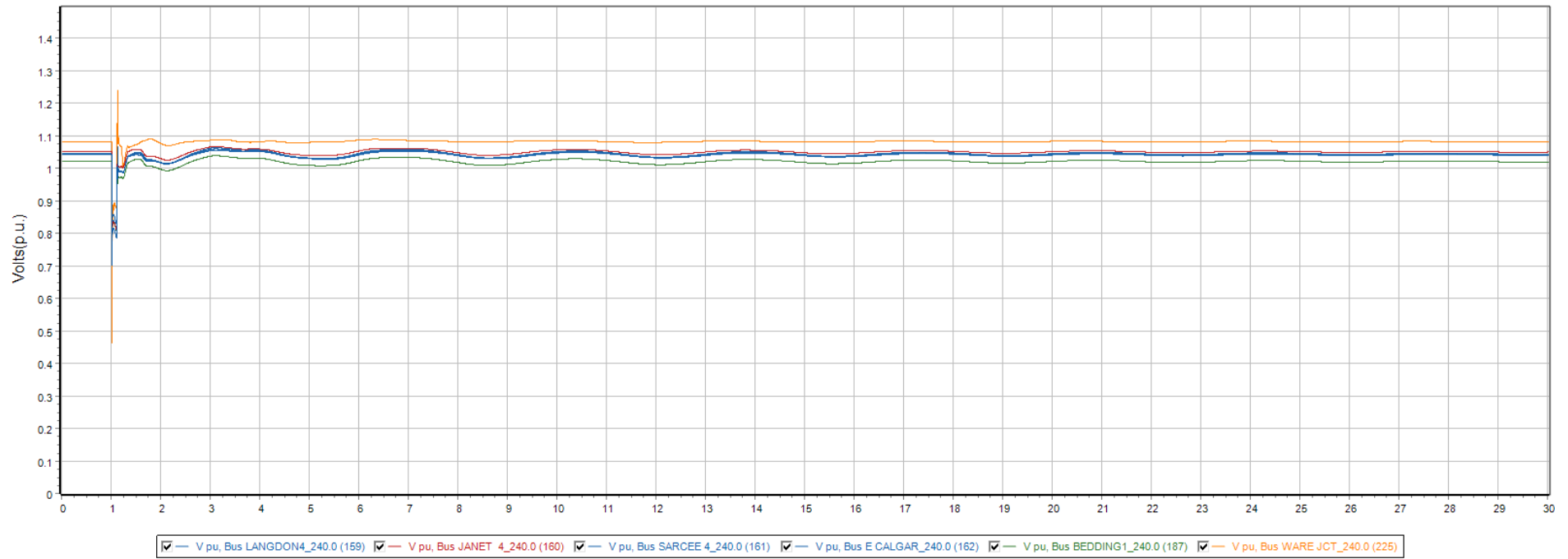
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

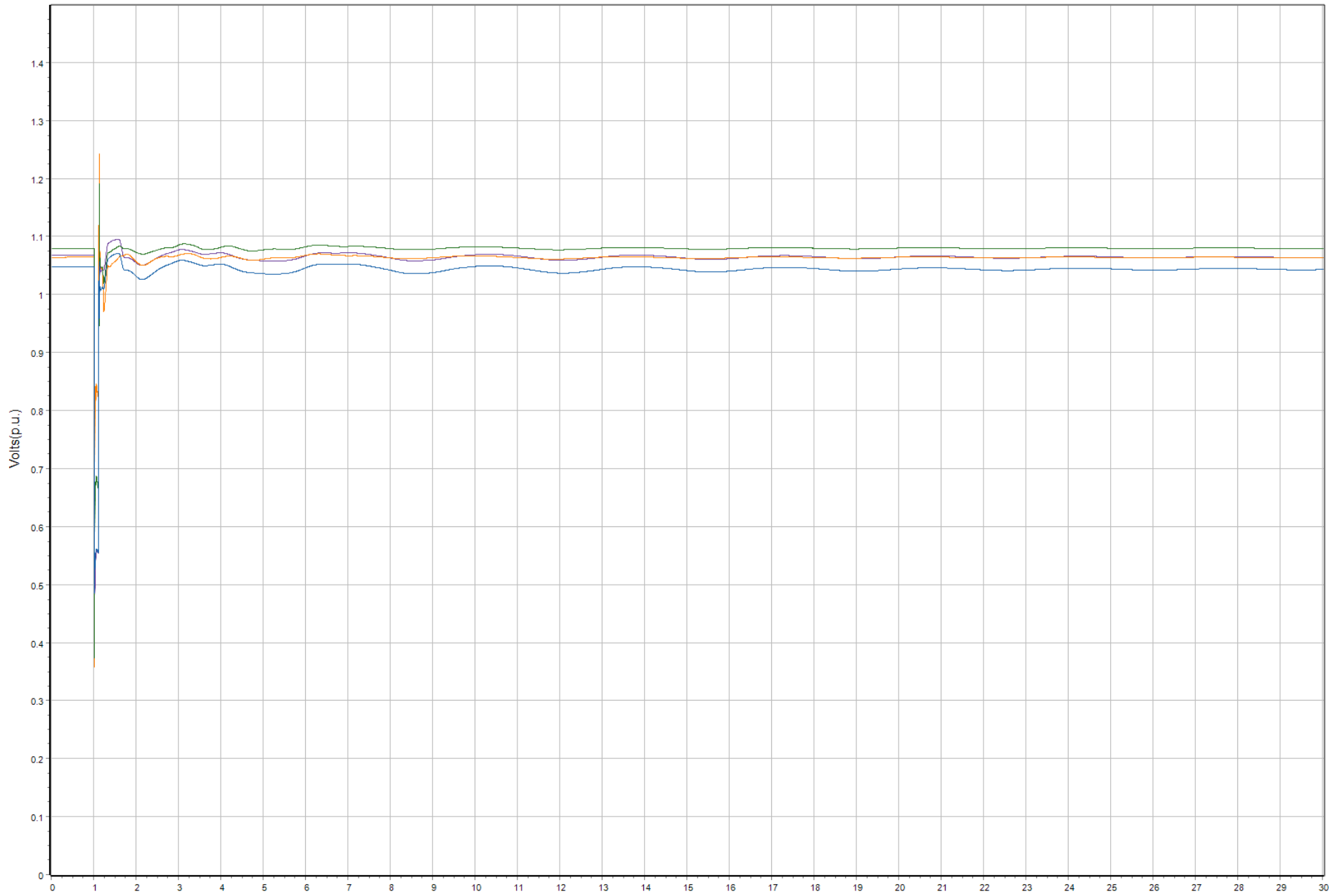


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



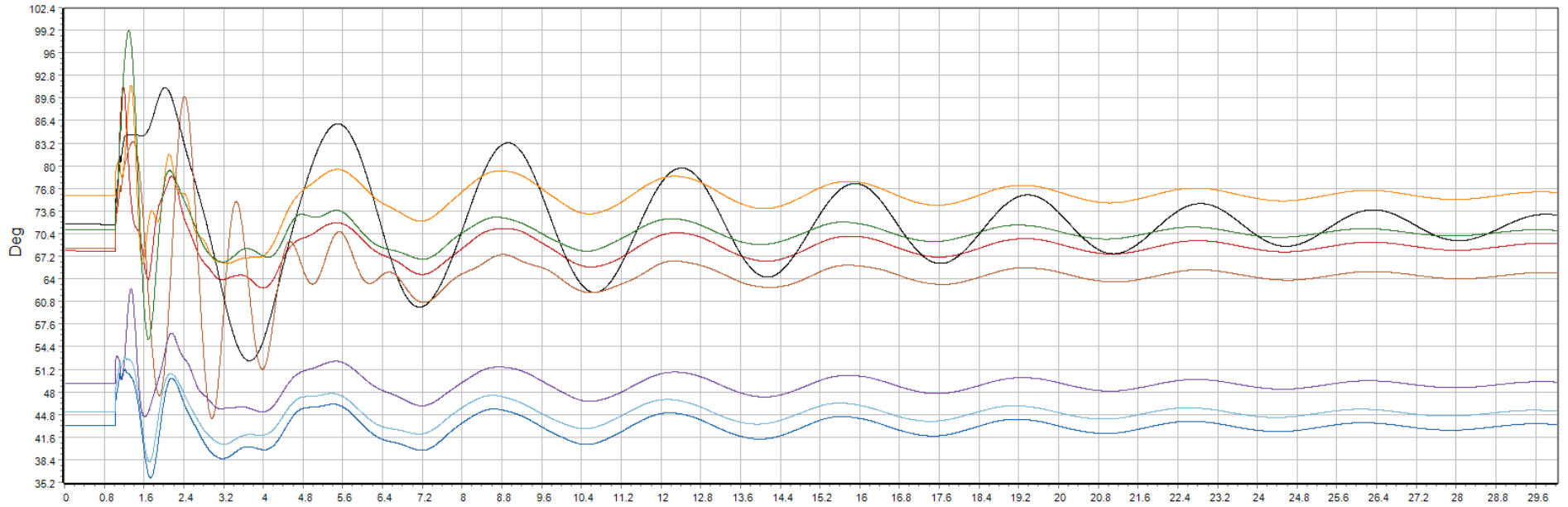


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

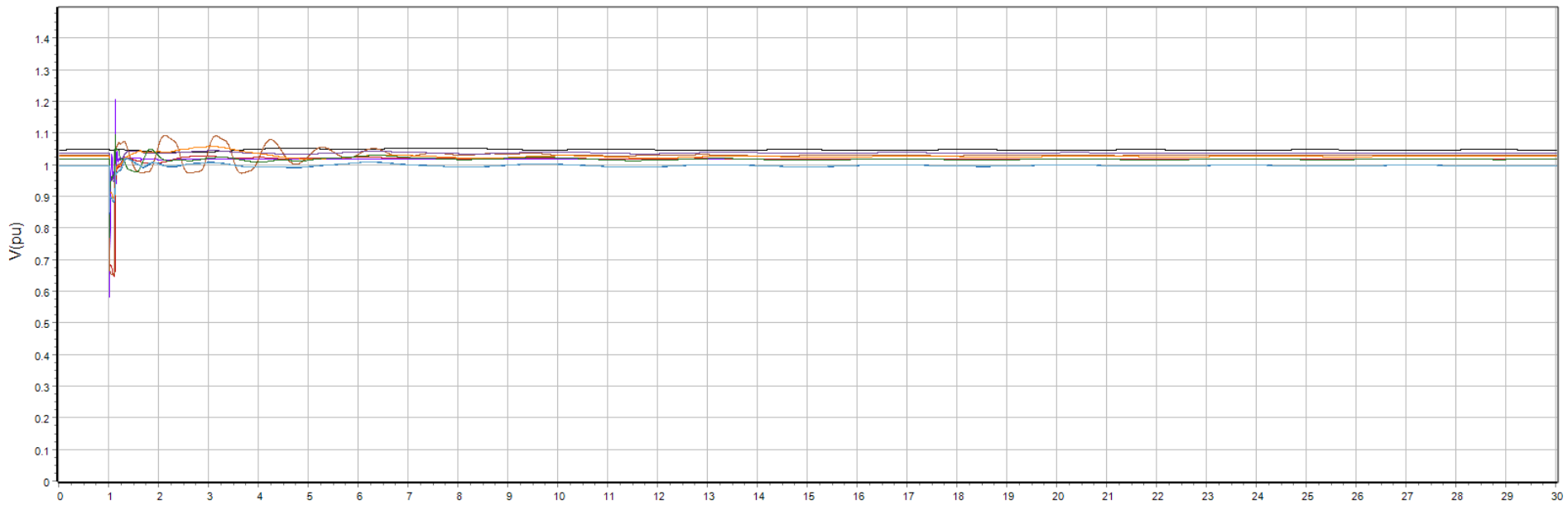




Monitor Gens. Q1



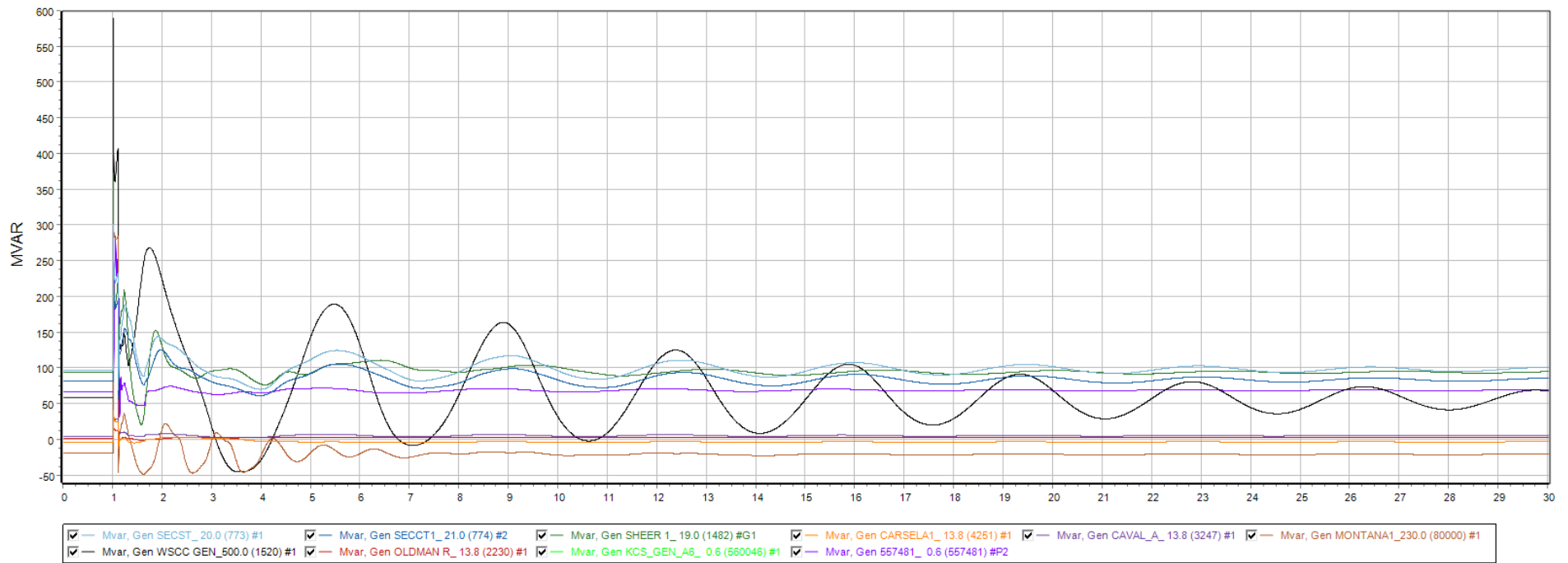
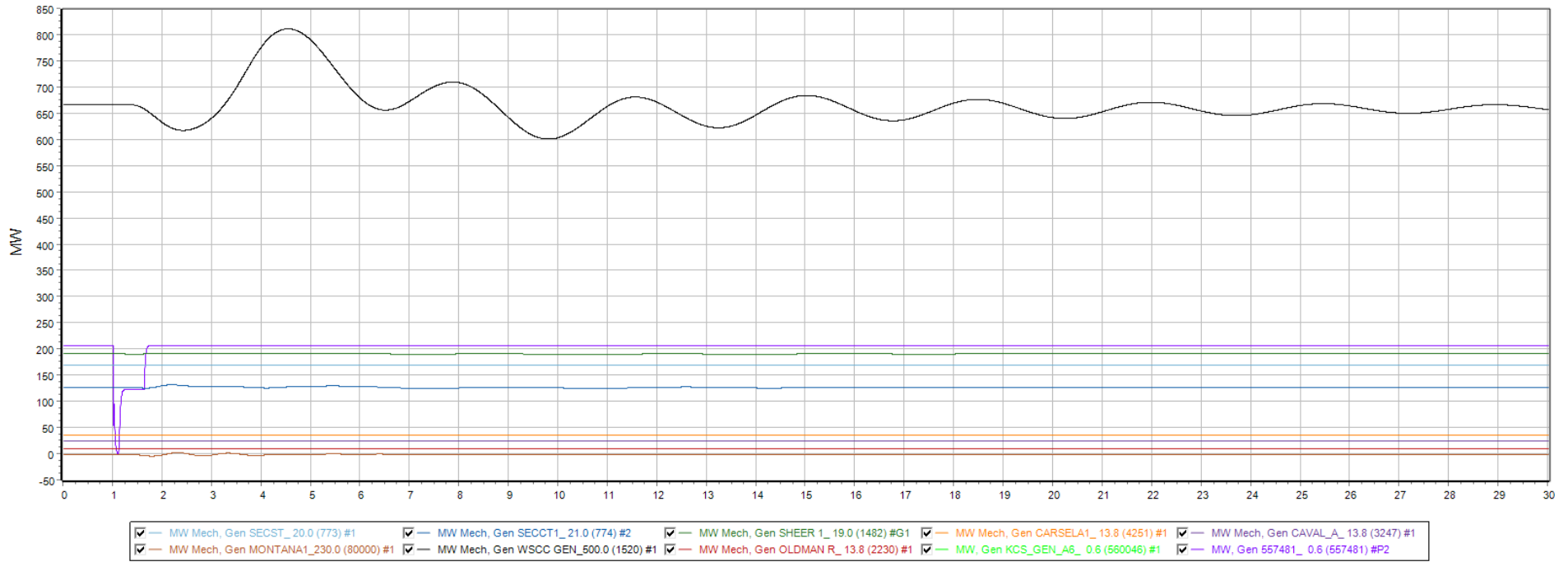
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECST\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_ 19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_ 13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_ 13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN R\_ 13.8 (2230) #1



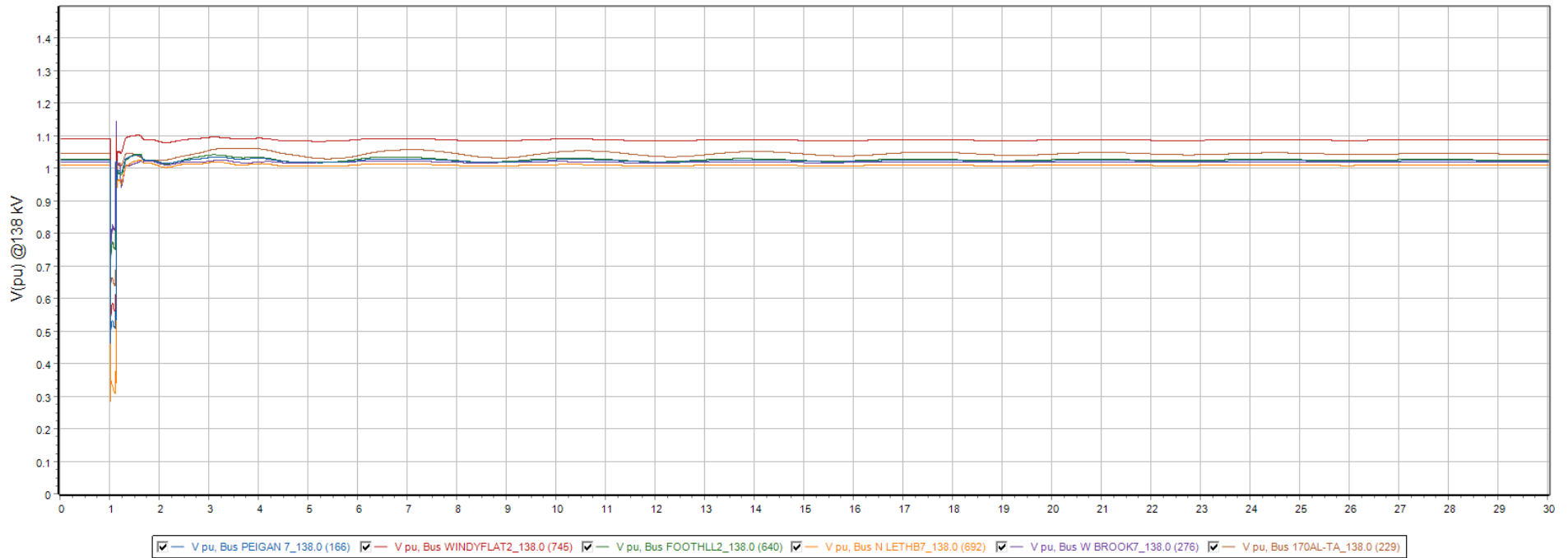
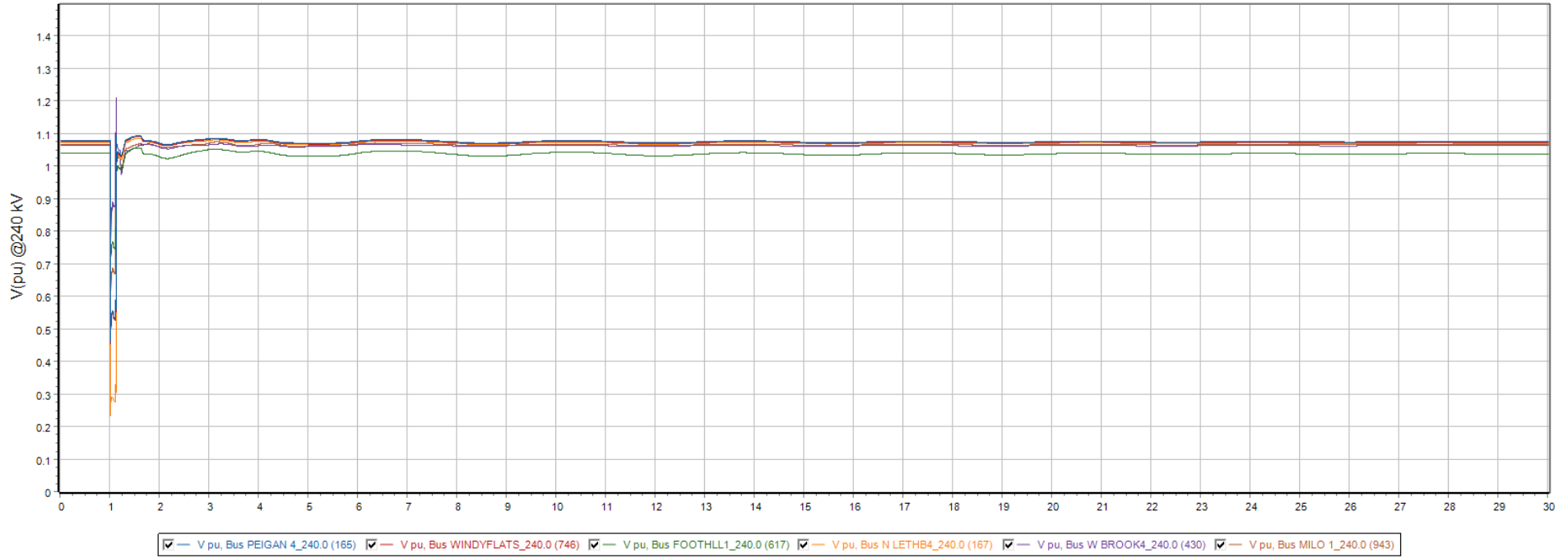
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECST\_21.0 (774) #2
- V pu, Gen SHEER 1\_ 19.0 (1482) #G1
- V pu, Gen CARSELA1\_ 13.8 (4251) #1
- V pu, Gen CAVAL\_A\_ 13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN R\_ 13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_ 0.6 (560046) #1
- V pu, Gen 557481\_ 0.6 (557481) #P2



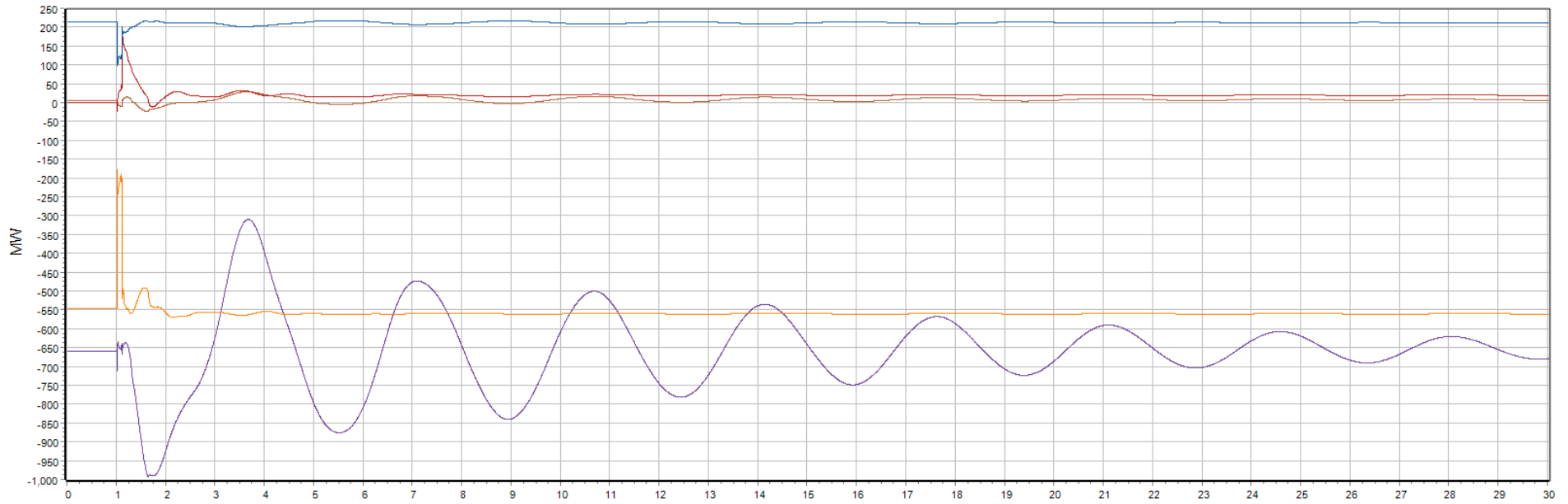
Monitor Gens. Q2



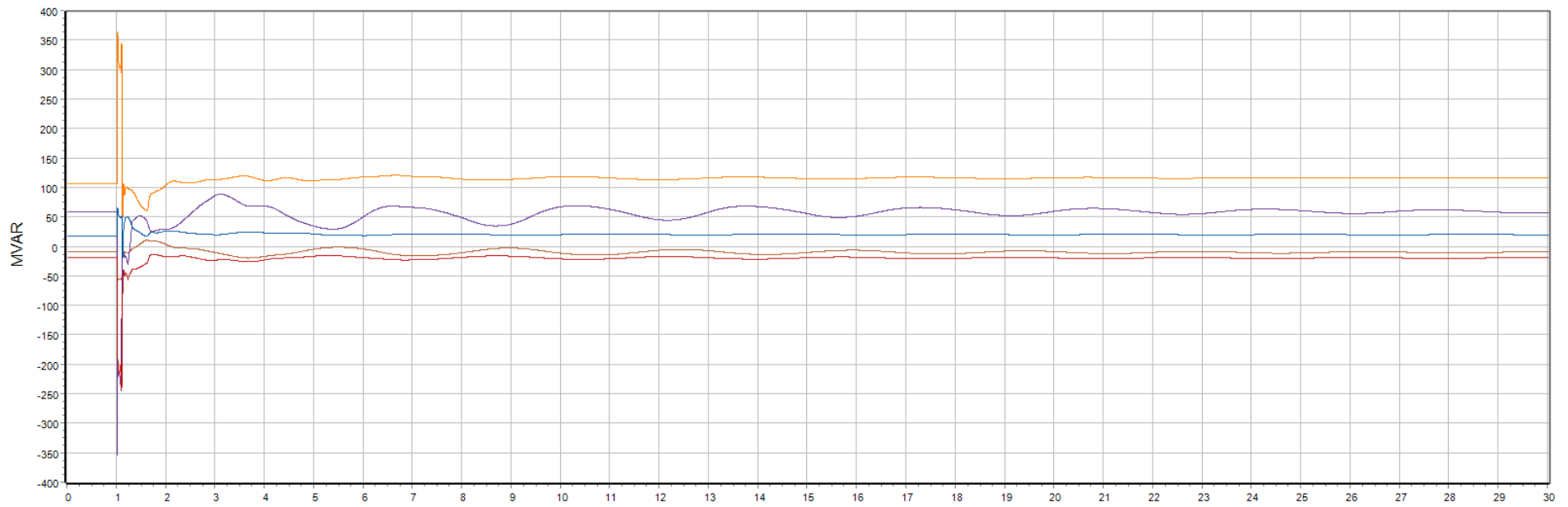
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



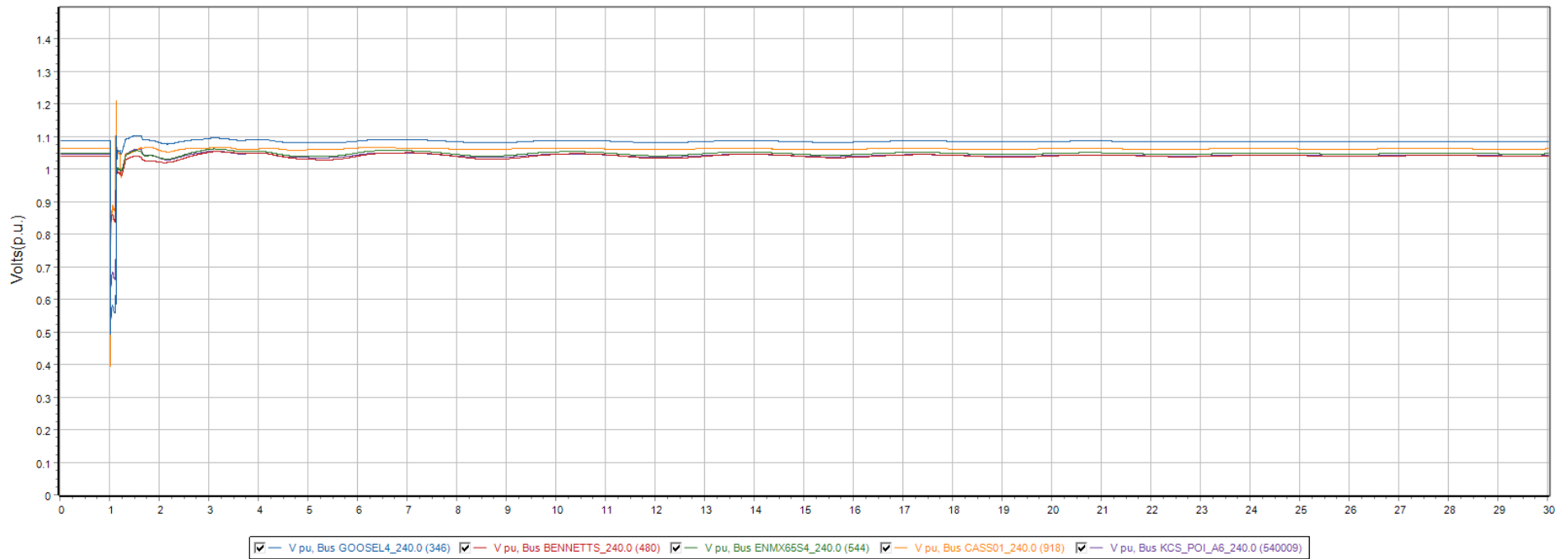
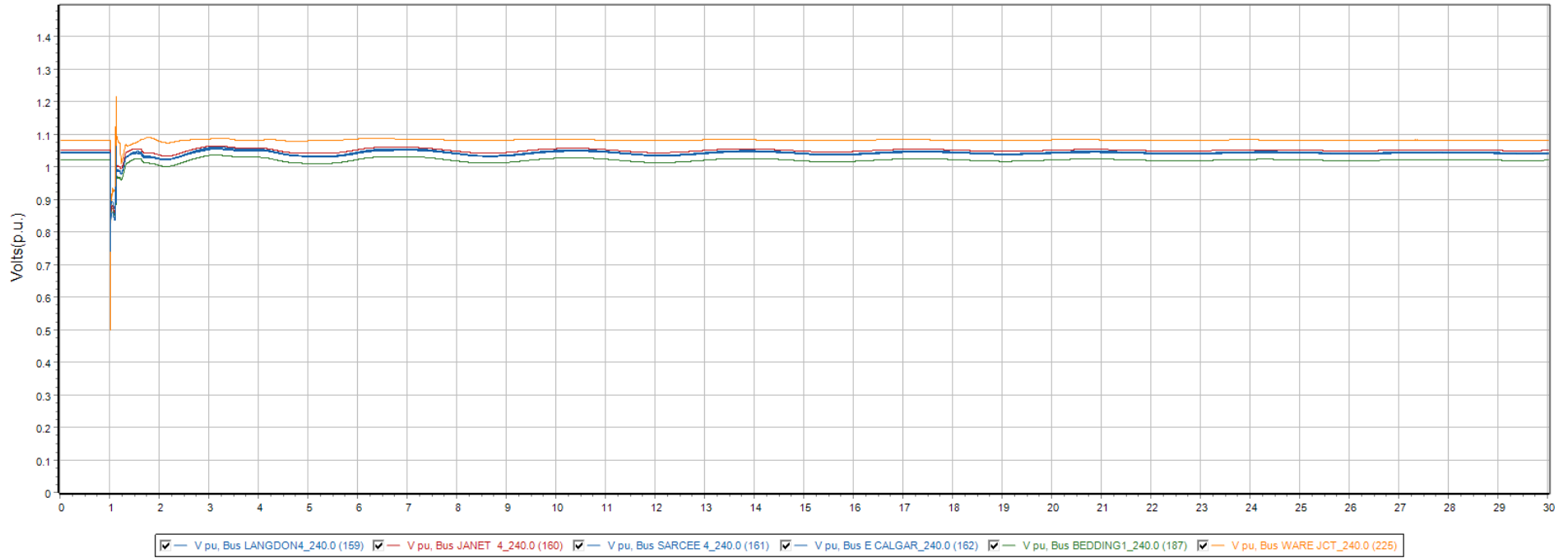
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



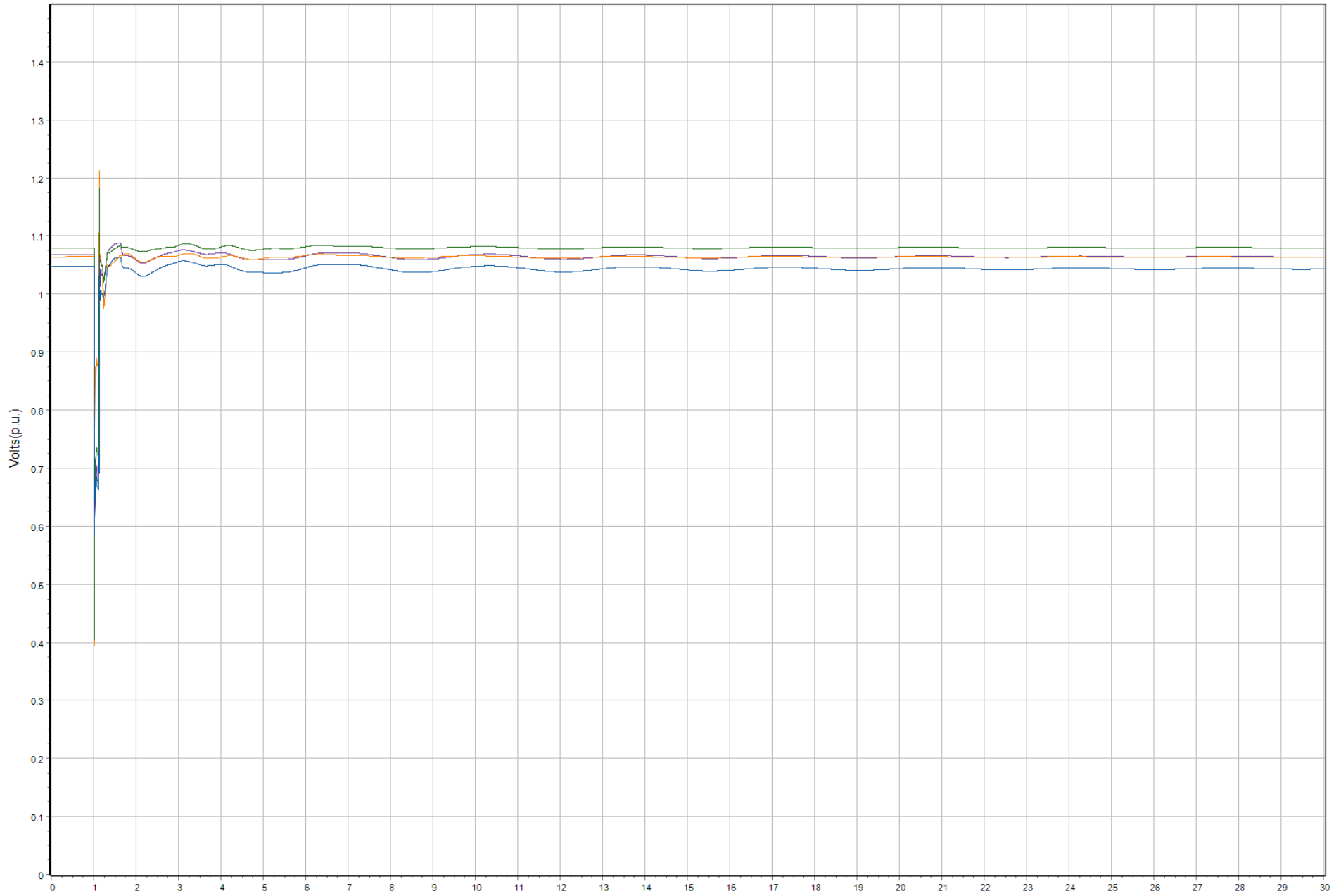
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



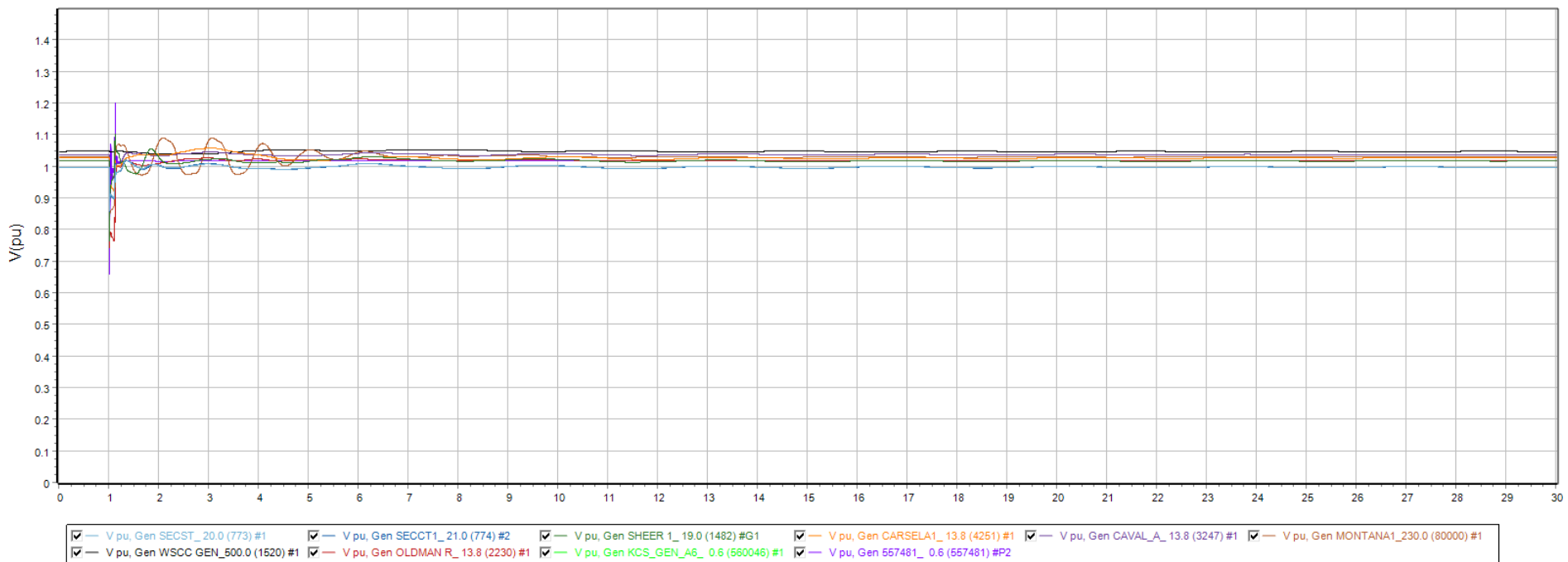
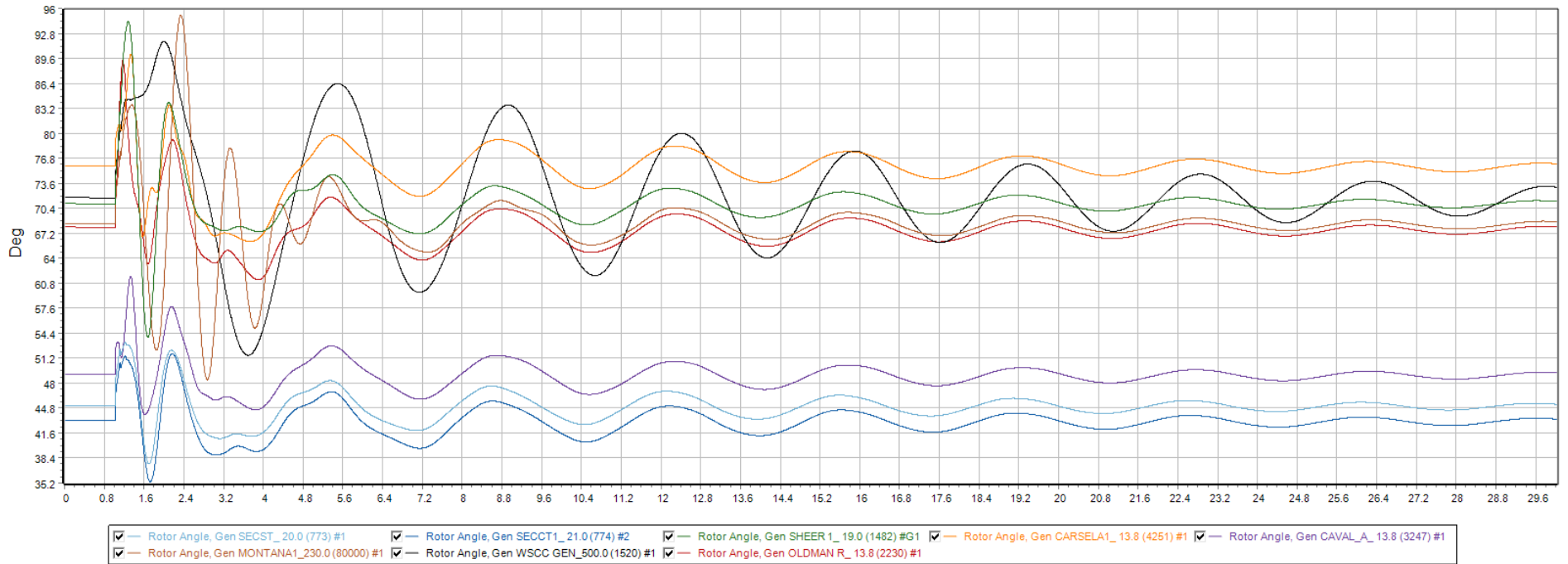




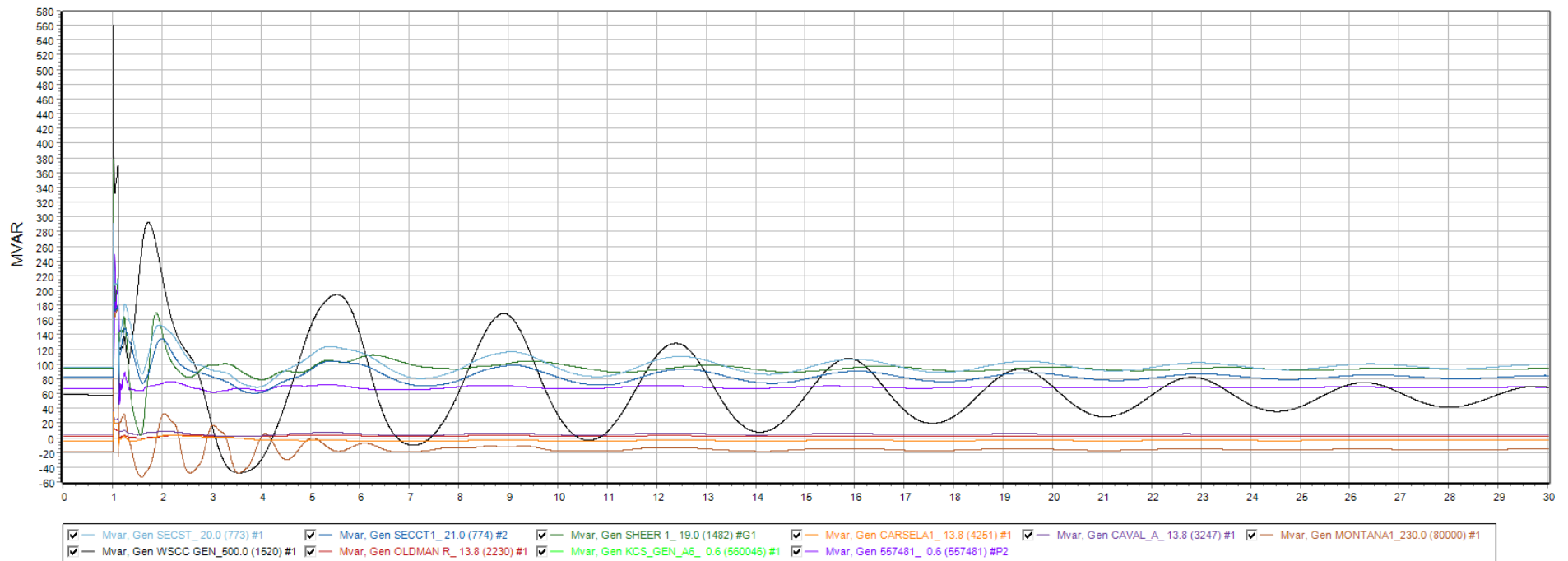
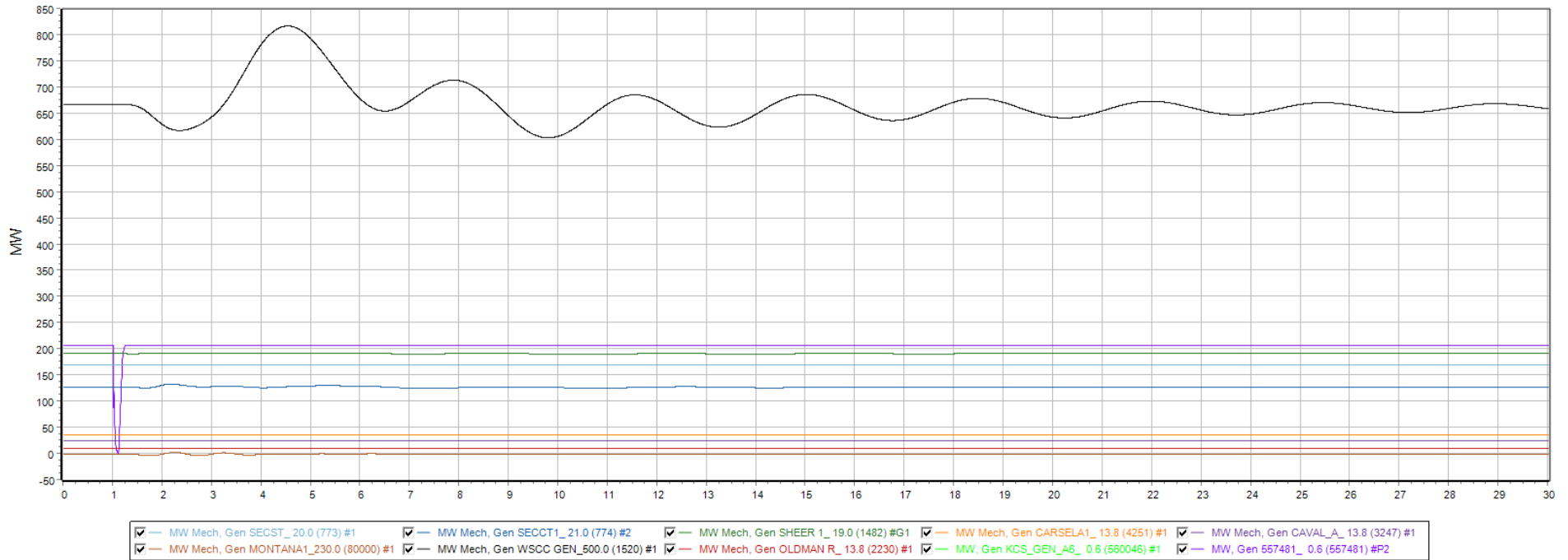
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



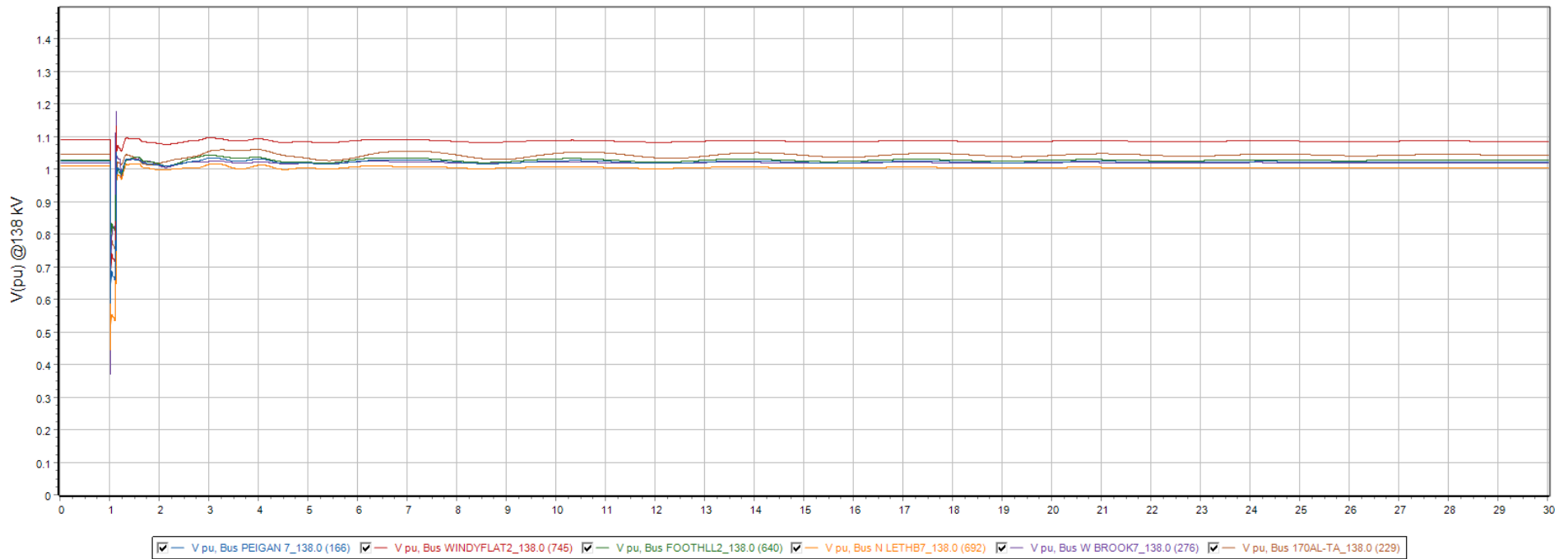
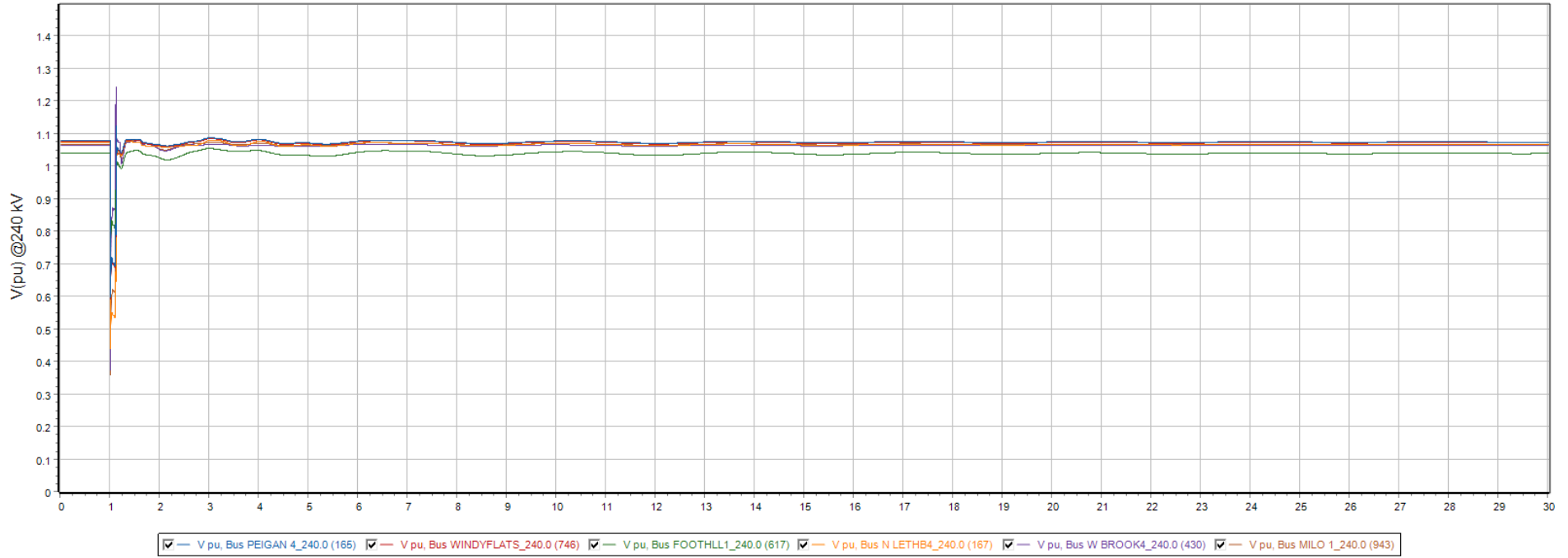
Monitor Gens. Q1



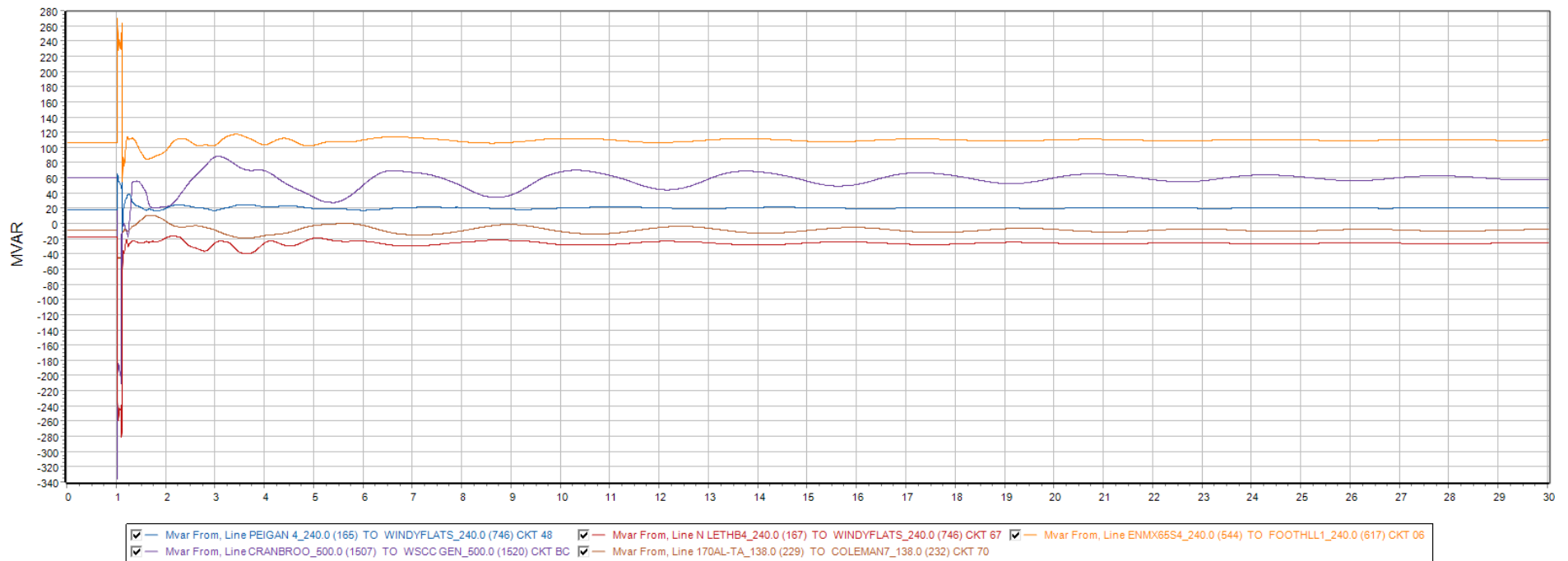
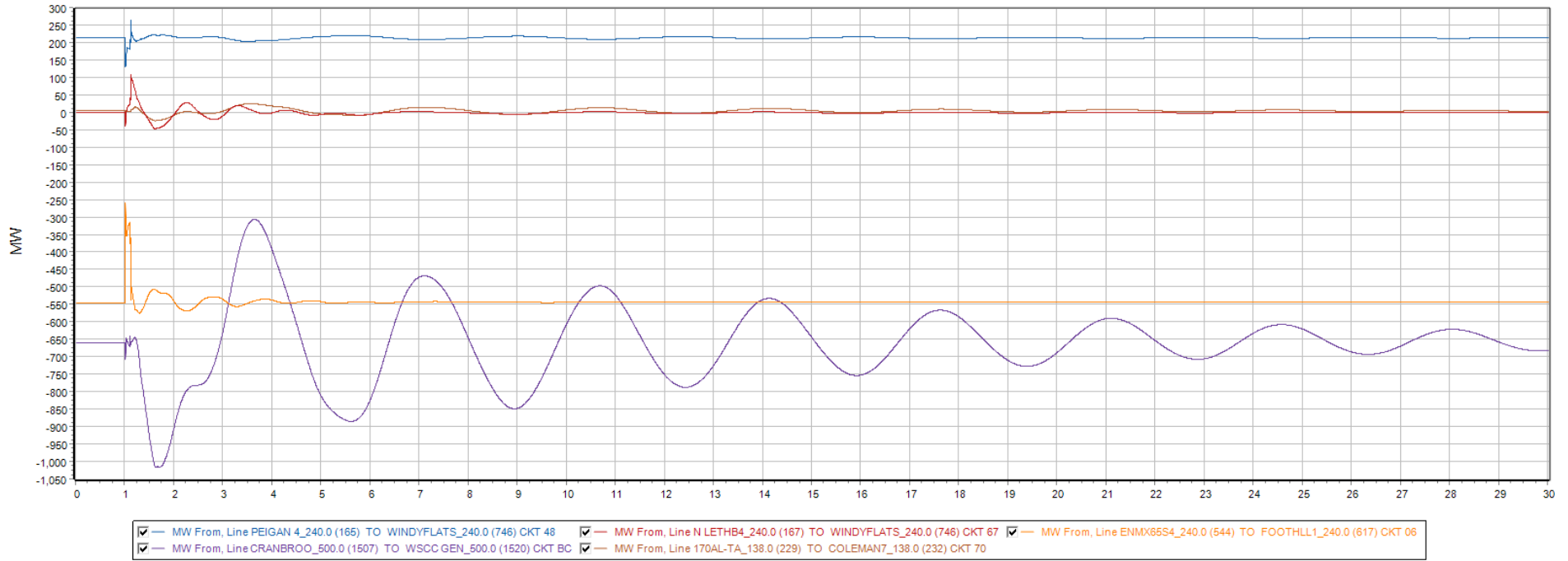
Monitor Gens. Q2



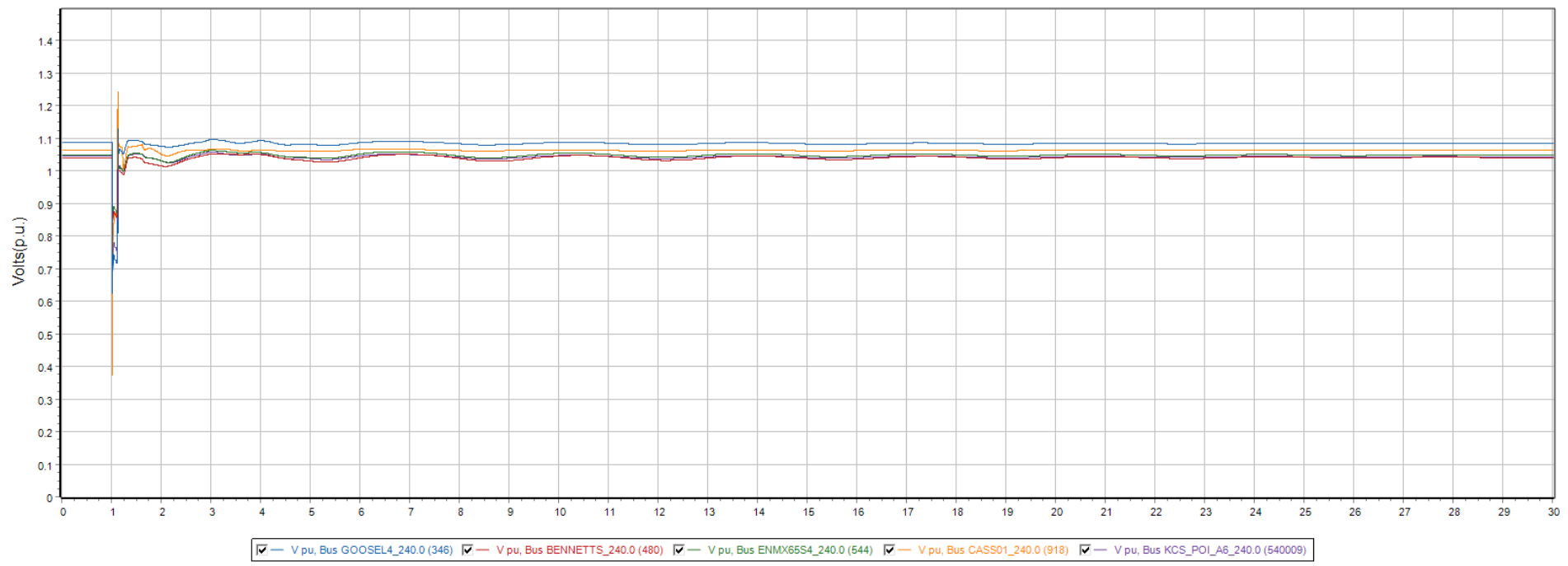
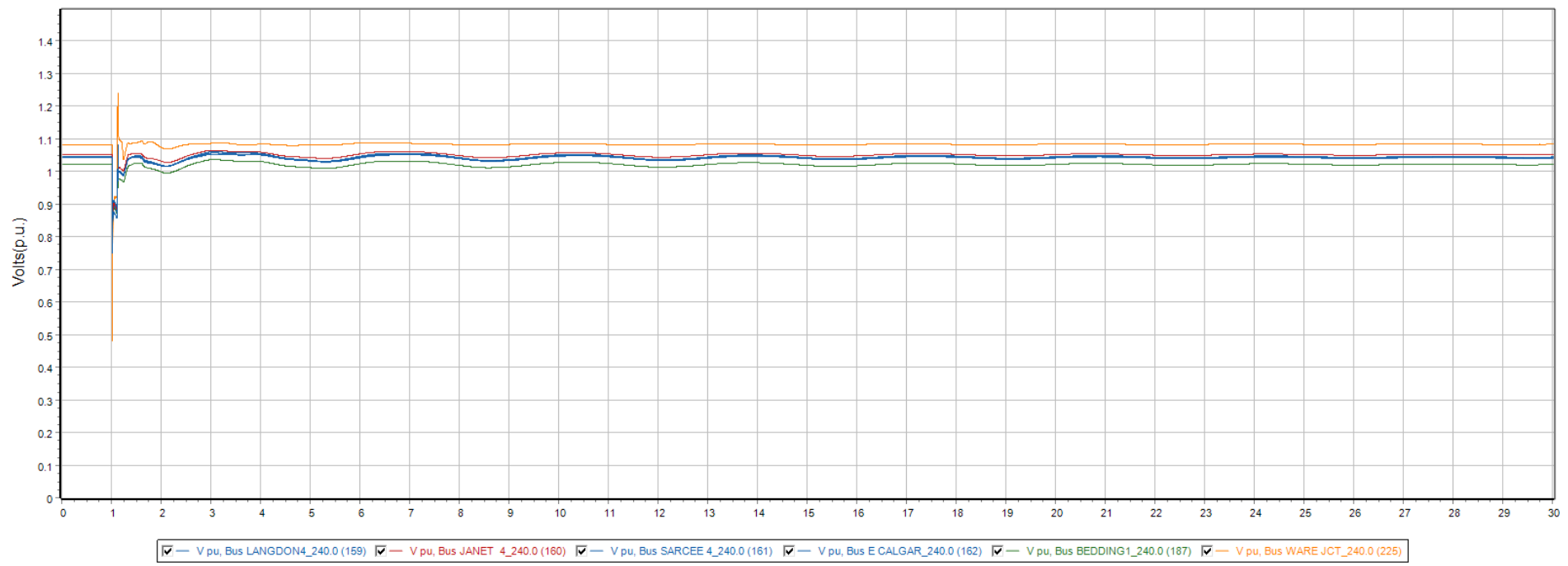
Monitor Bus Volts Q3



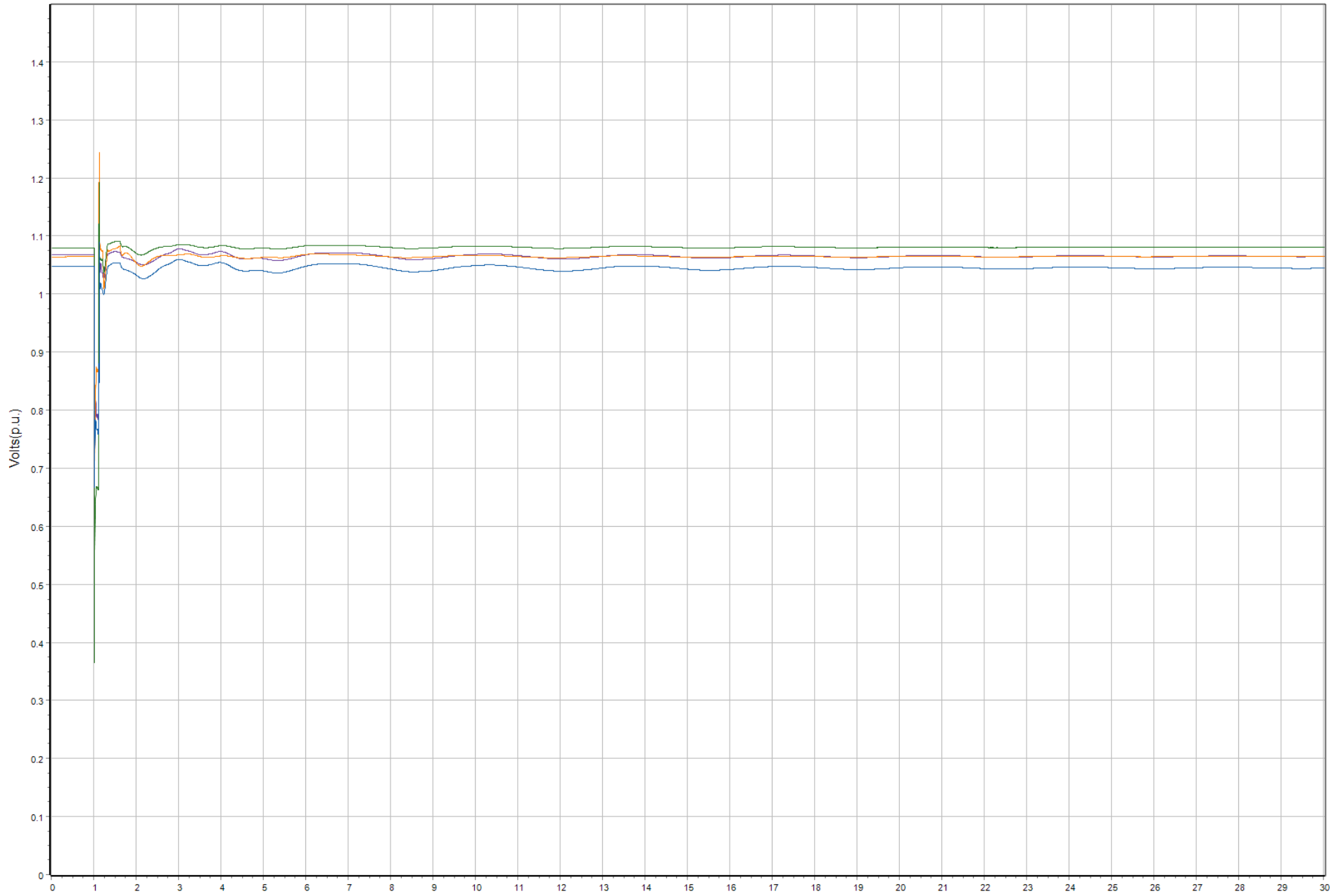
Monitor Line MW & MVAR. Q4



Additional 240 kV Bus Volts



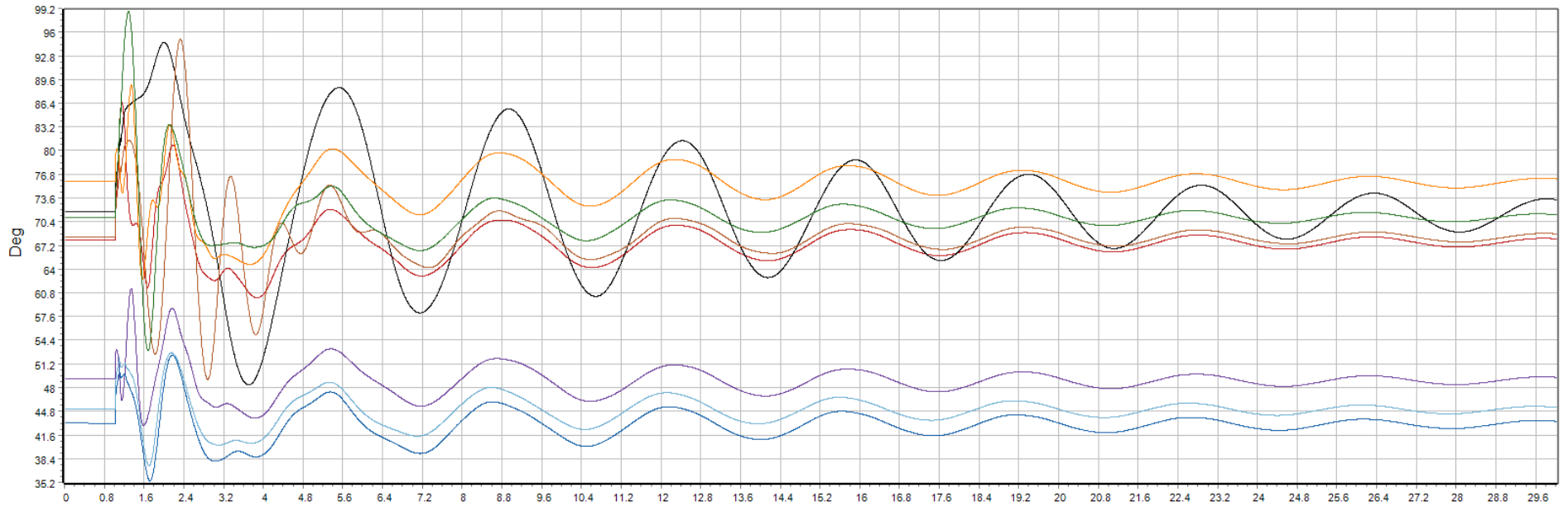




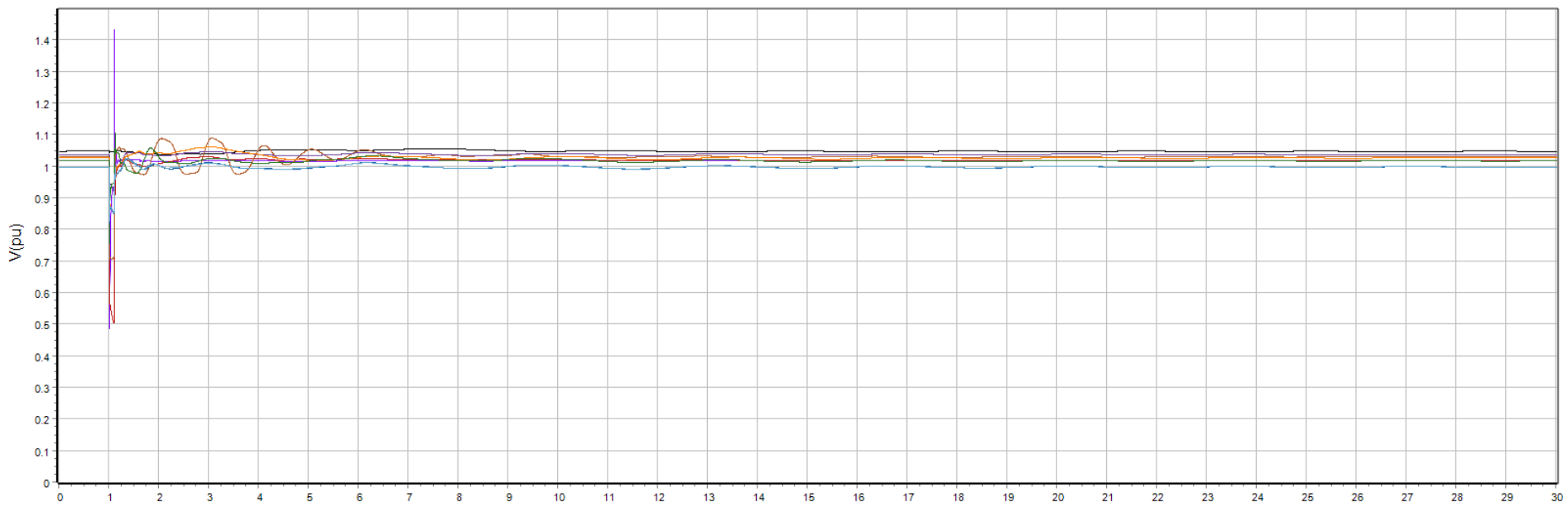
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



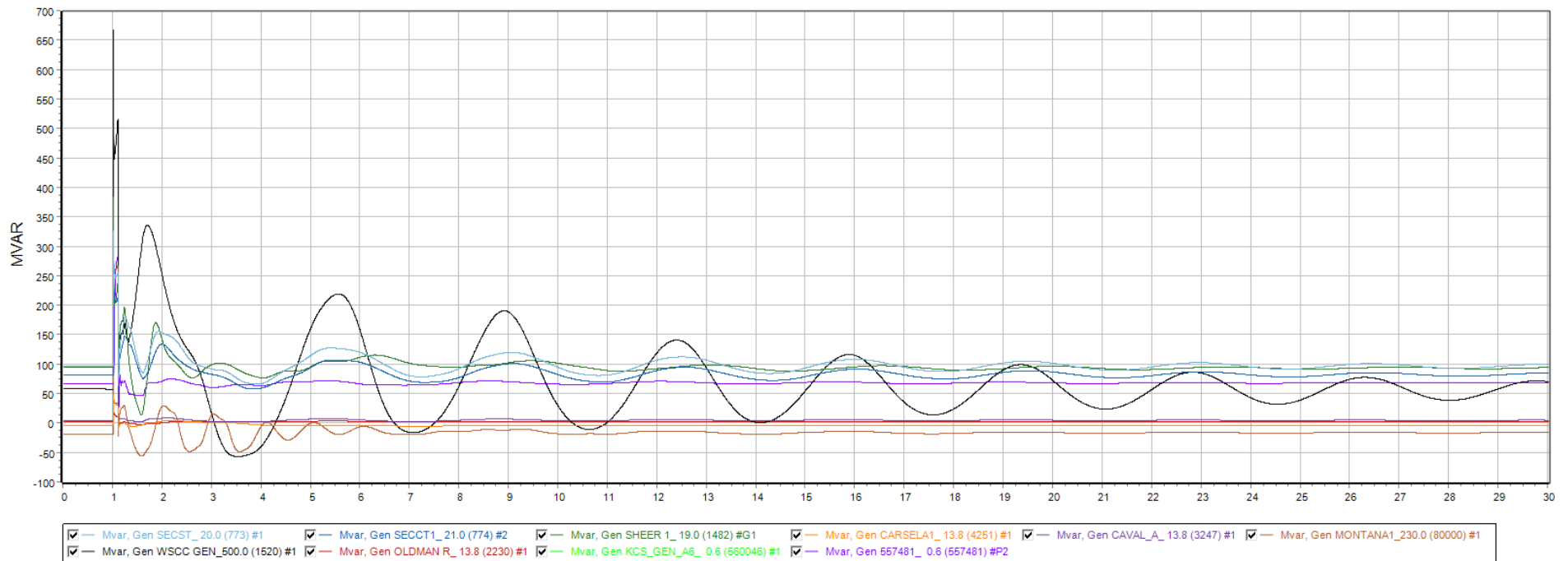
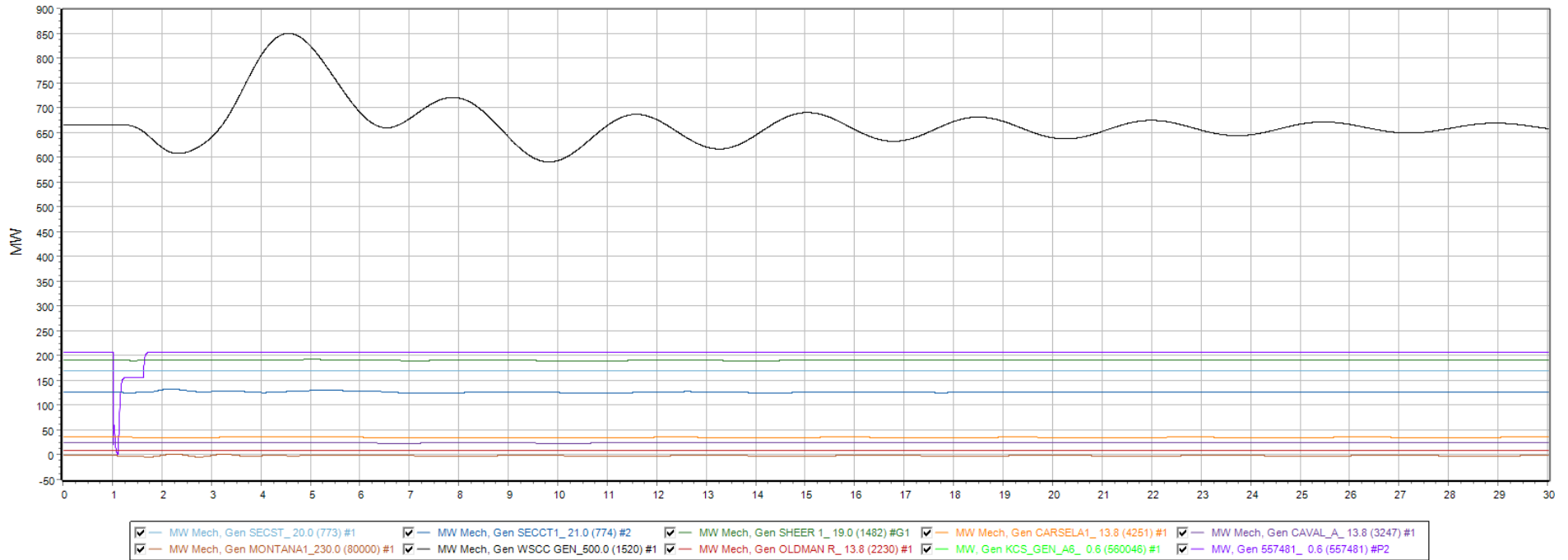
- Rotor Angle, Gen SECST\_20.0 (773) #1   
  Rotor Angle, Gen SECCT1\_21.0 (774) #2   
  Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1   
  Rotor Angle, Gen CARSELA1\_13.8 (4251) #1   
  Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1  
 Rotor Angle, Gen MONTANA1\_230.0 (80000) #1   
  Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1   
  Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



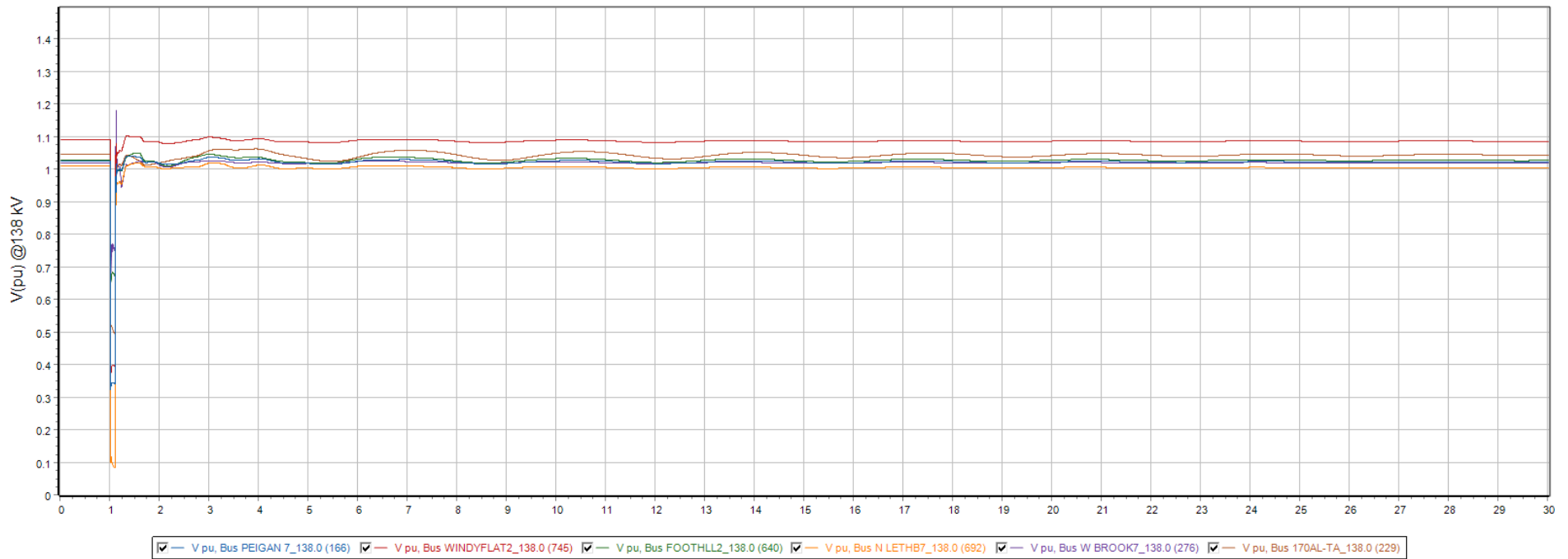
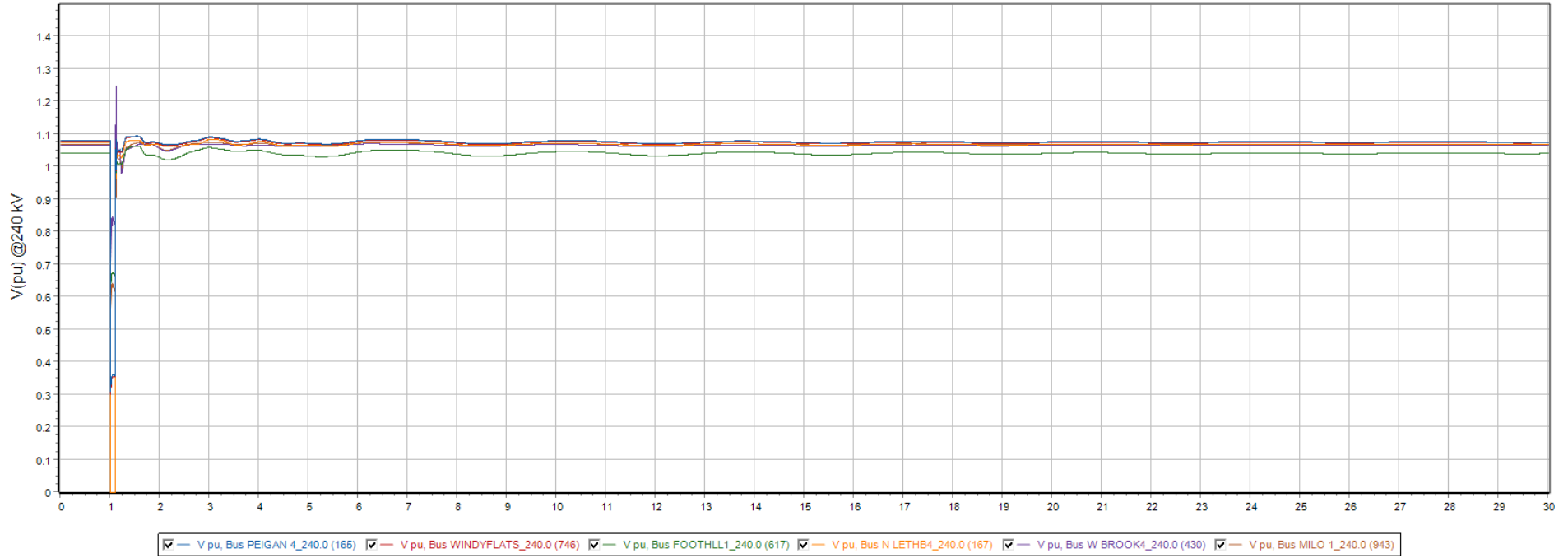
- V pu, Gen SECST\_20.0 (773) #1   
  V pu, Gen SECCT1\_21.0 (774) #2   
  V pu, Gen SHEER 1\_19.0 (1482) #G1   
  V pu, Gen CARSELA1\_13.8 (4251) #1   
  V pu, Gen CAVAL\_A\_13.8 (3247) #1   
  V pu, Gen MONTANA1\_230.0 (80000) #1  
 V pu, Gen WSCC GEN\_500.0 (1520) #1   
  V pu, Gen OLDMAN\_R\_13.8 (2230) #1   
  V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1   
  V pu, Gen 557481\_0.6 (557481) #P2



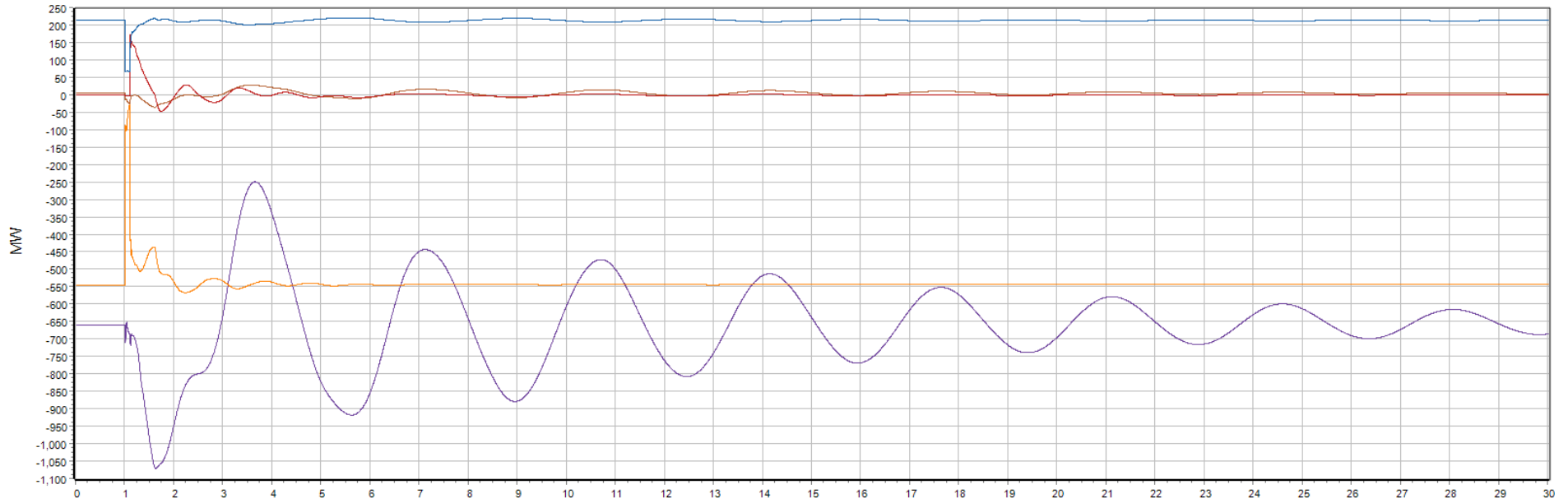
Monitor Gens. Q2



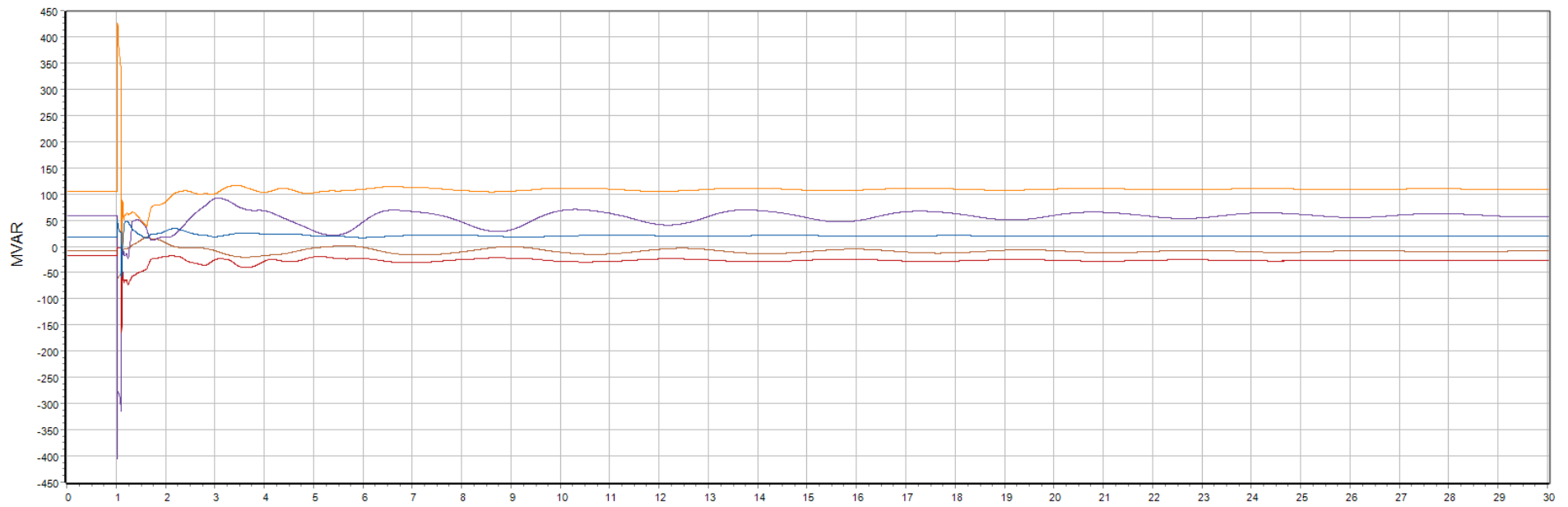
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



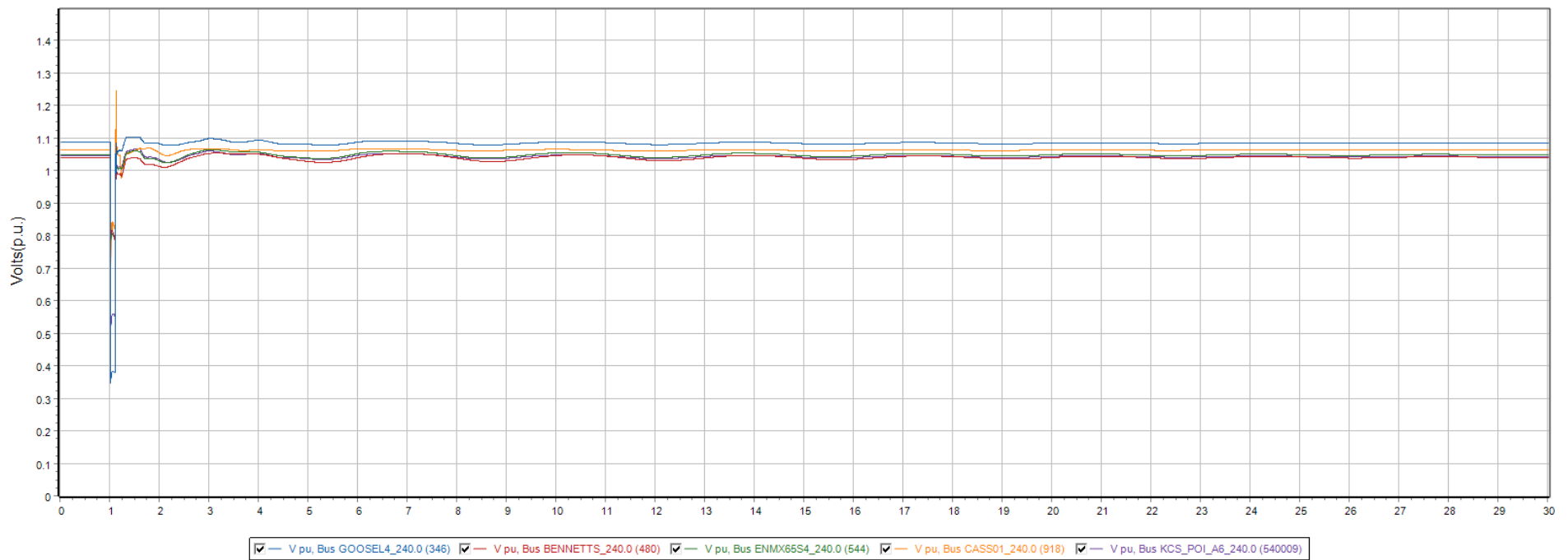
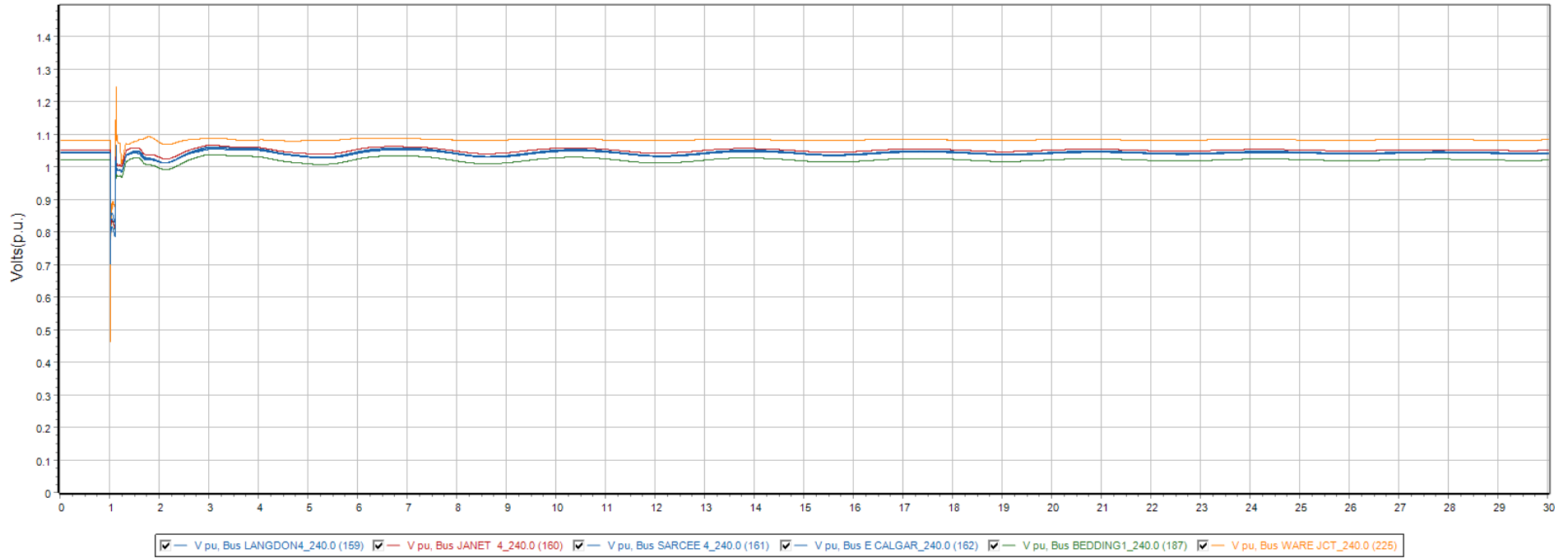
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



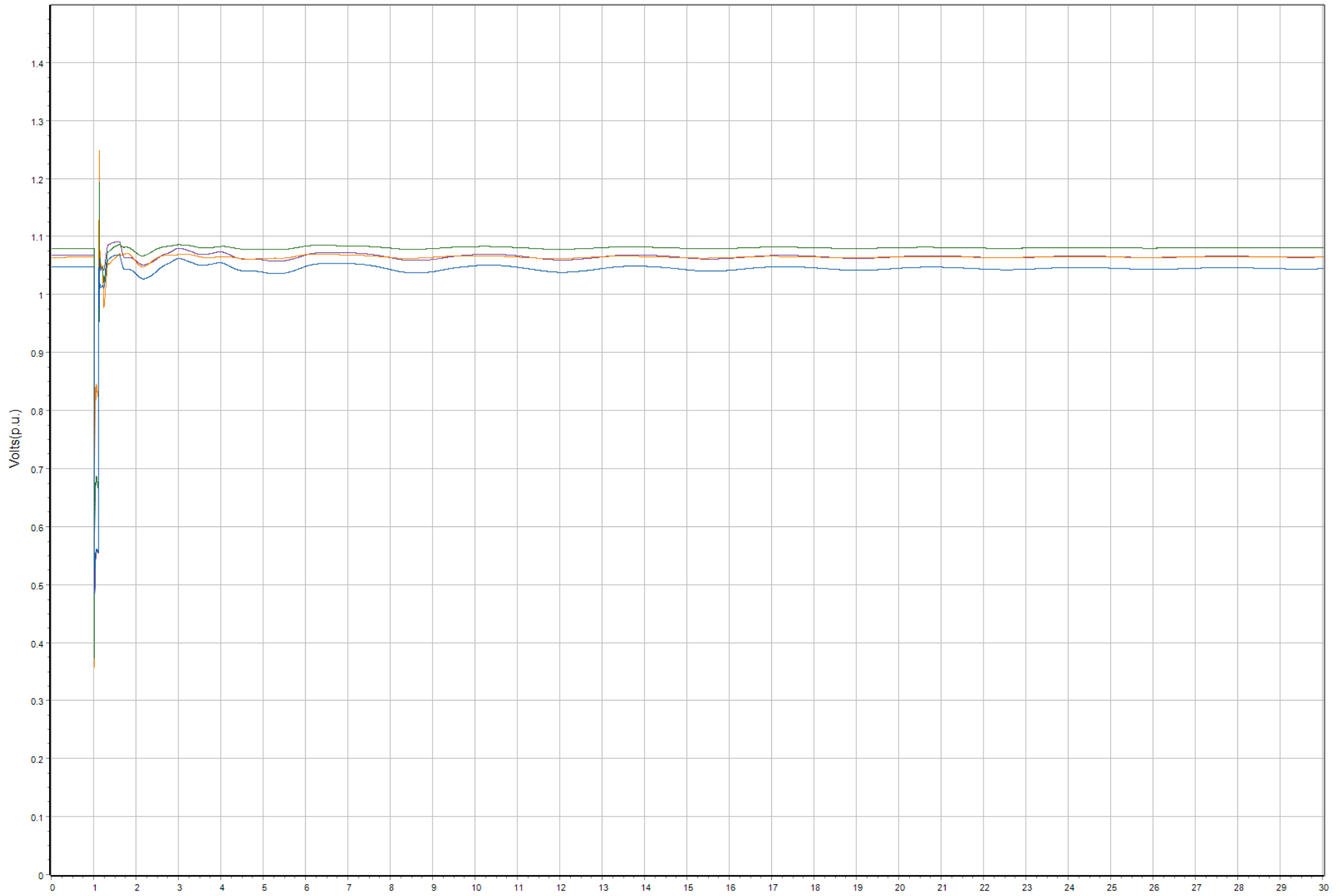
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



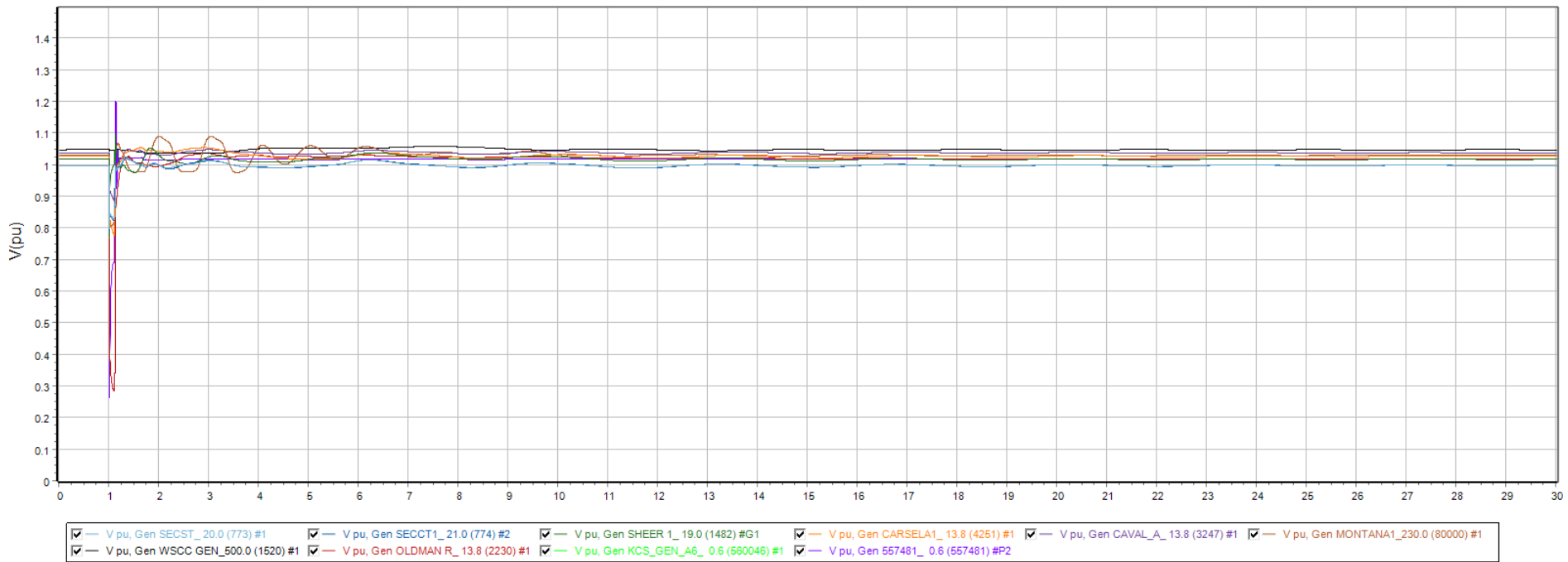
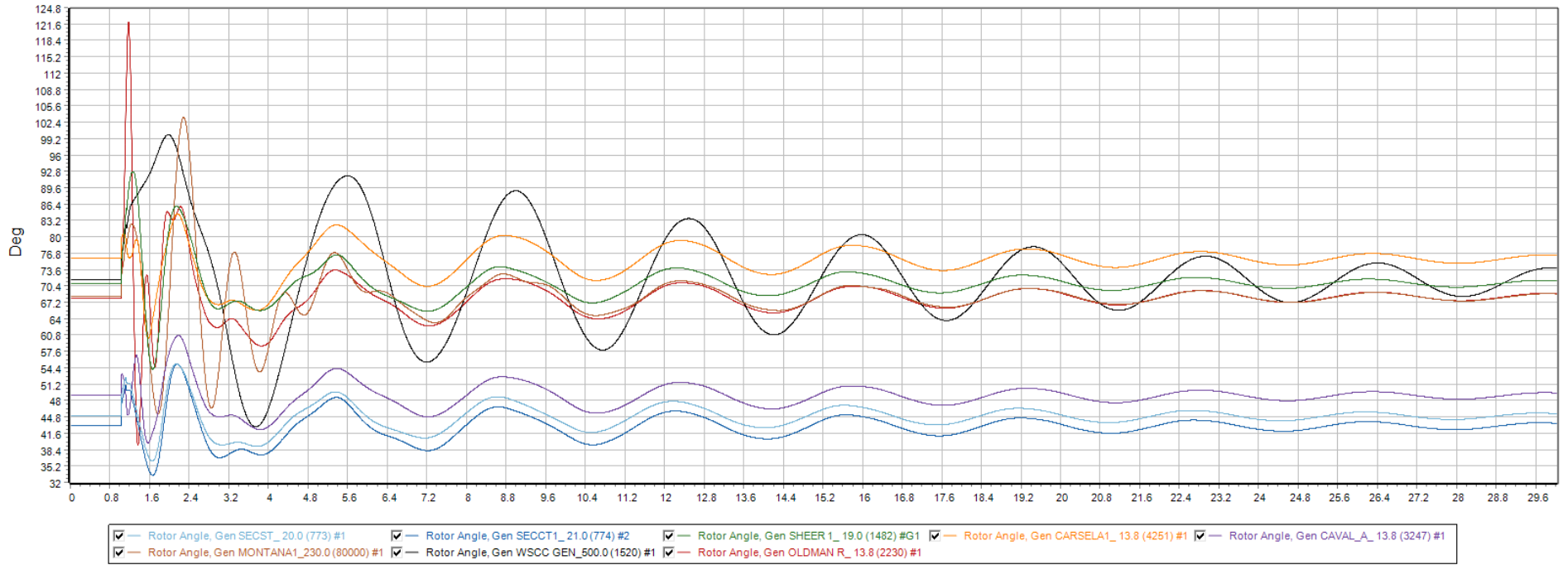




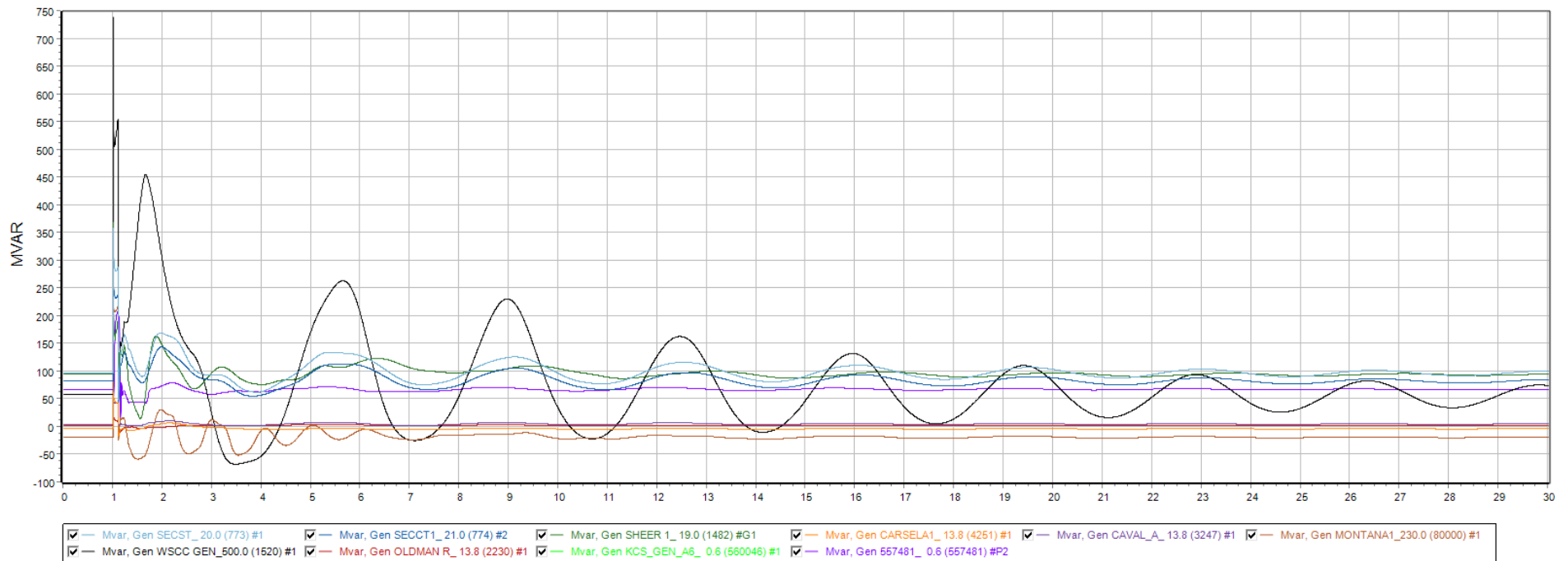
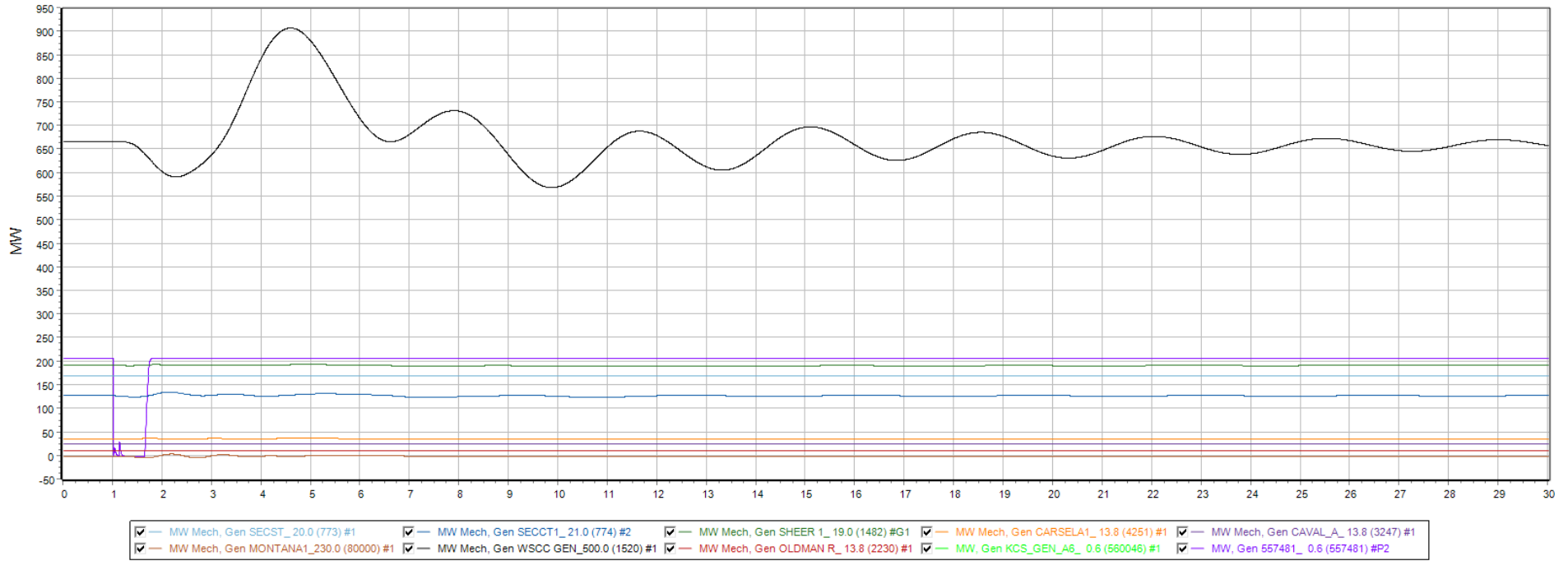
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



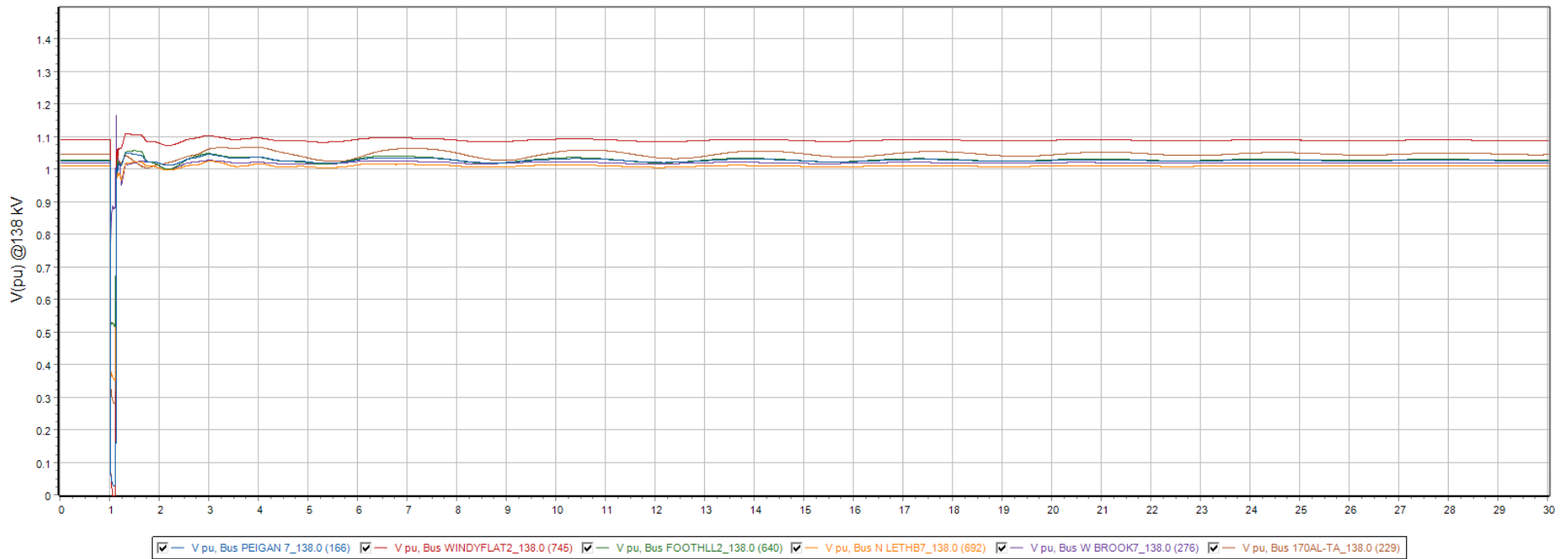
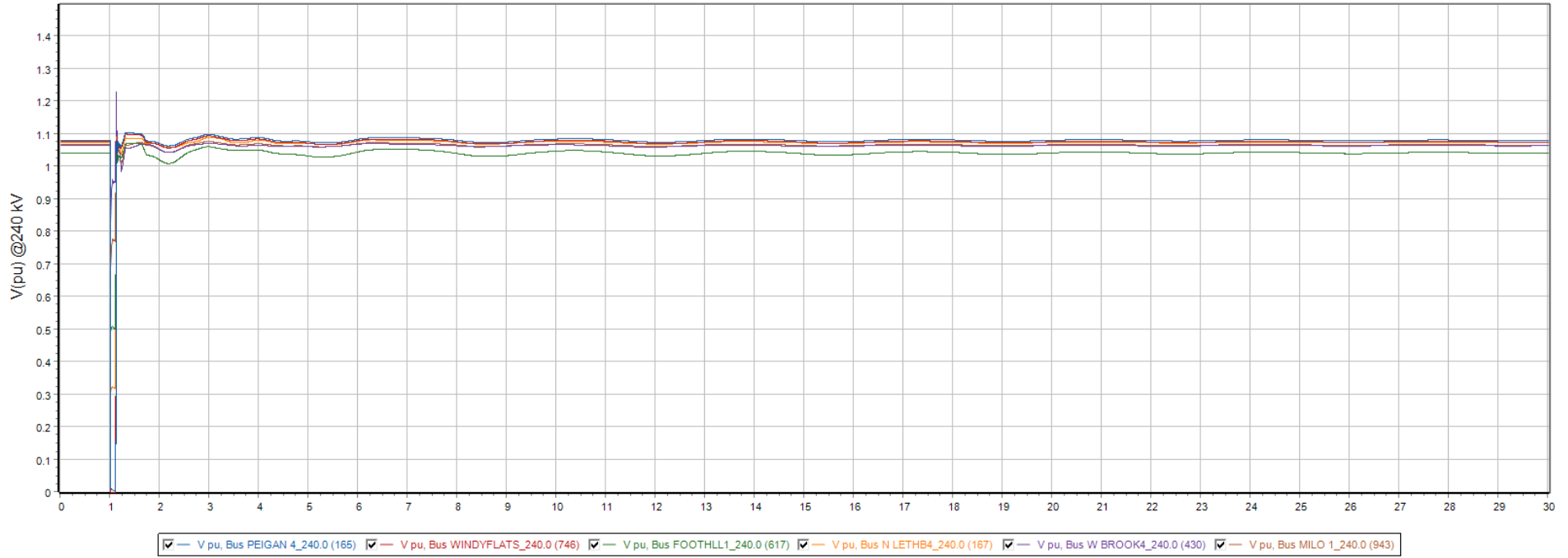
Monitor Gens. Q1



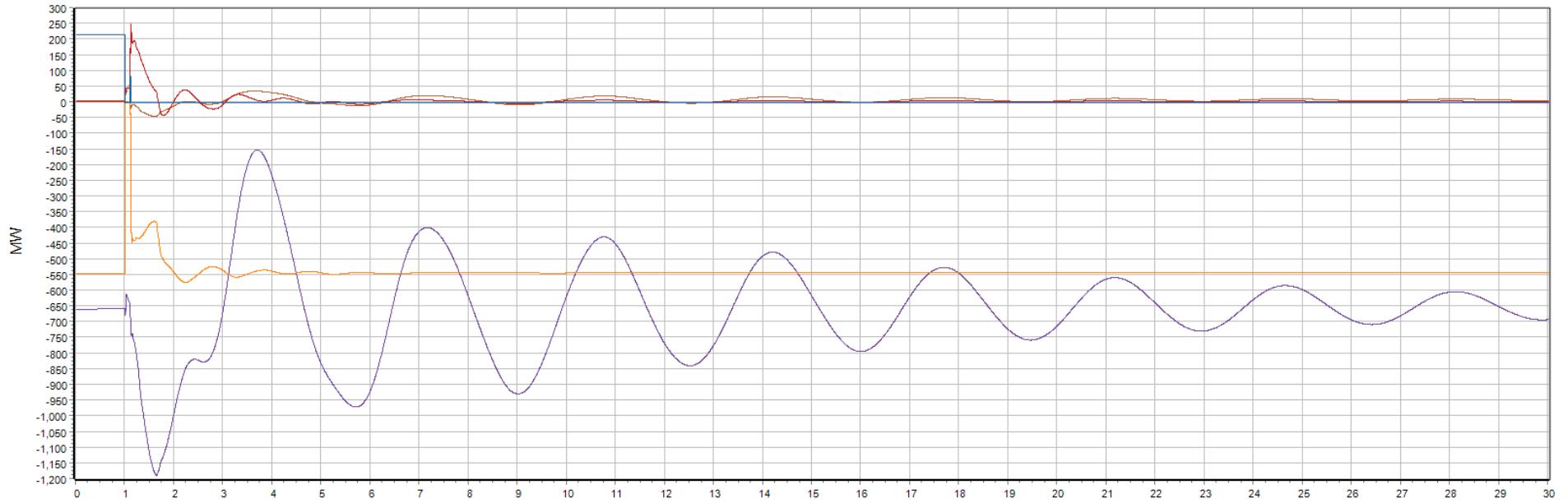
Monitor Gens. Q2



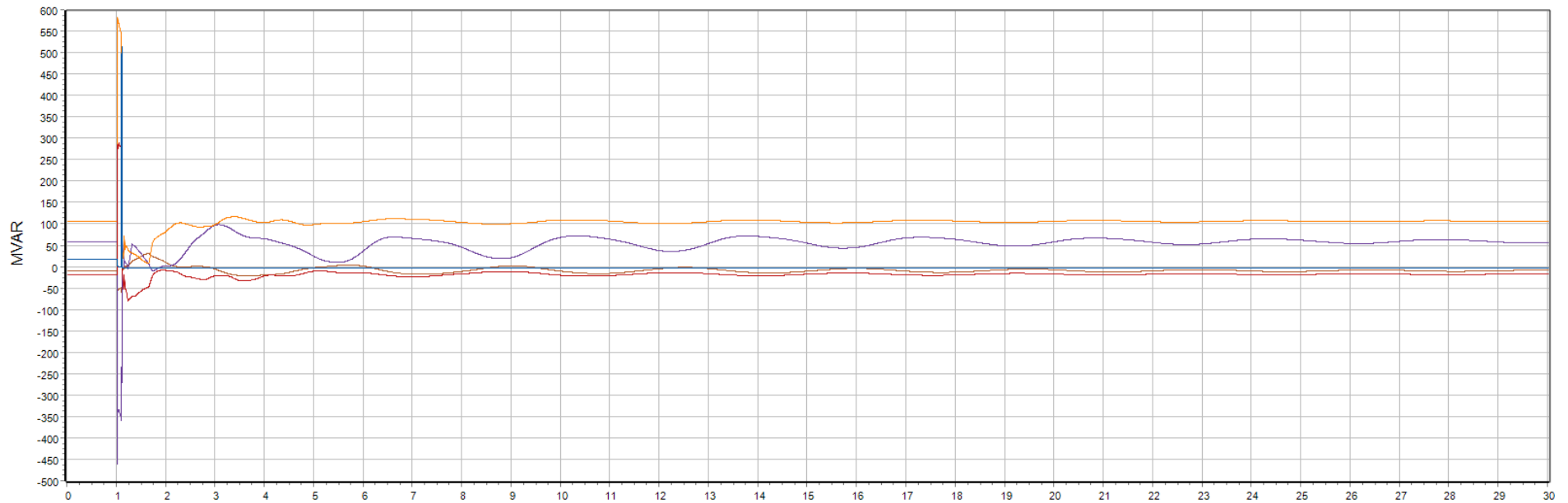
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



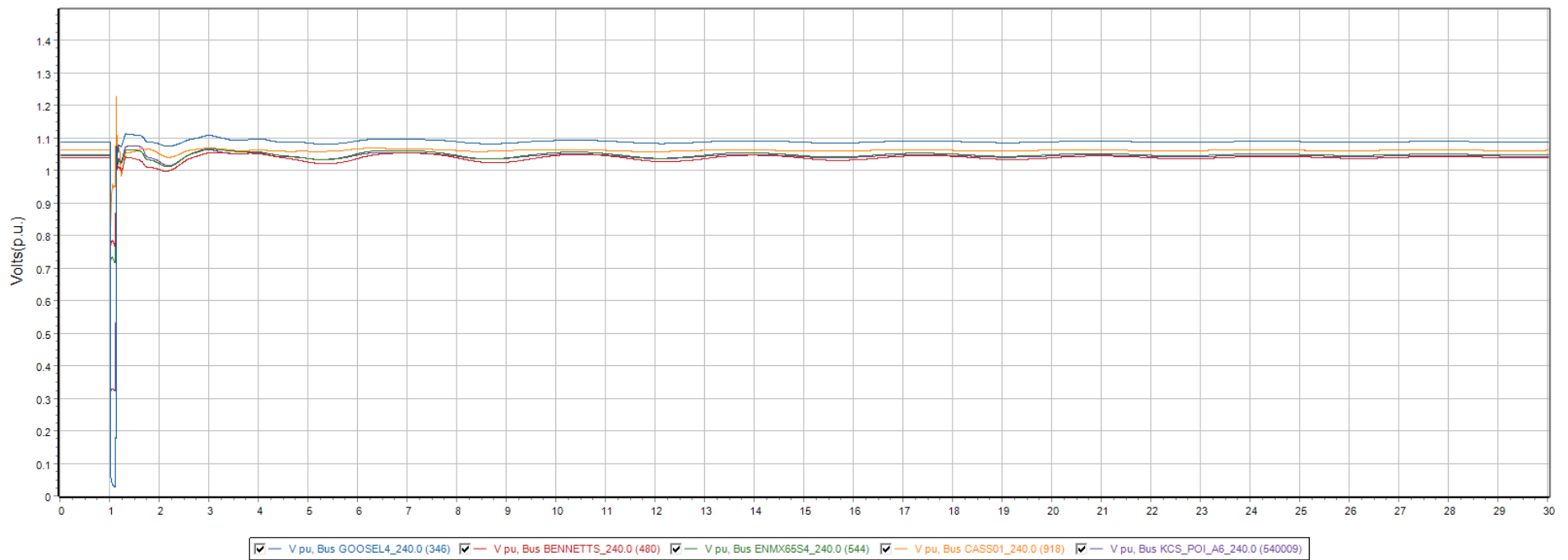
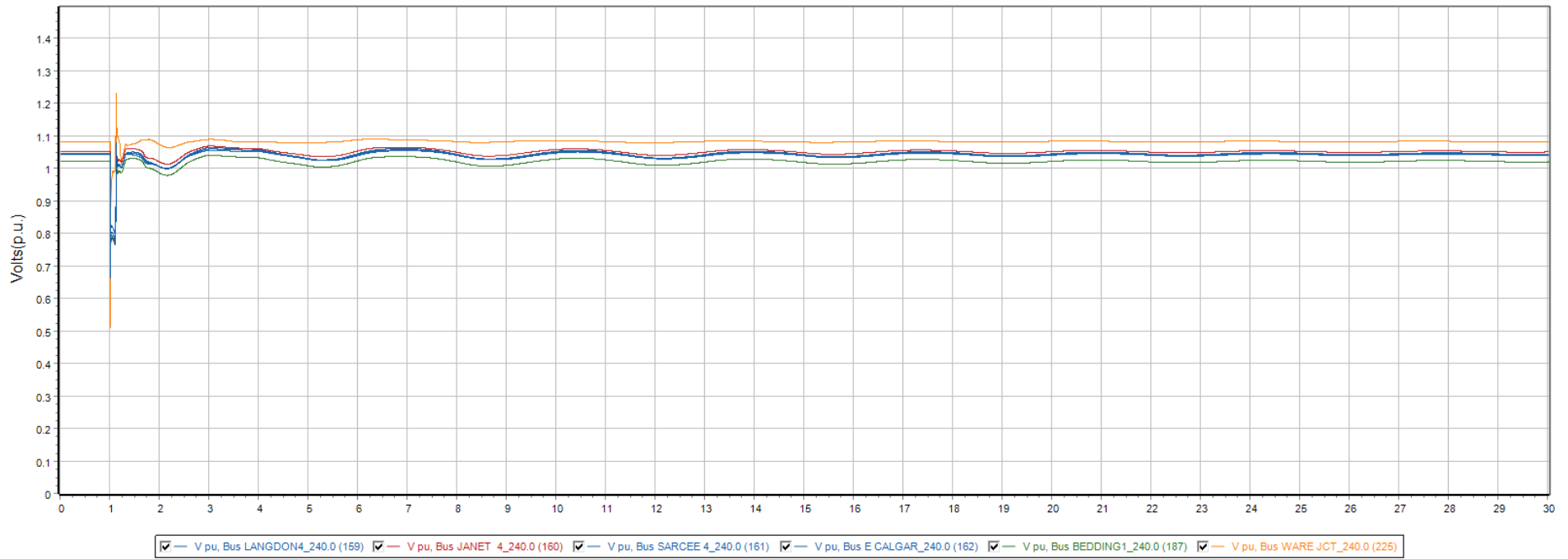
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



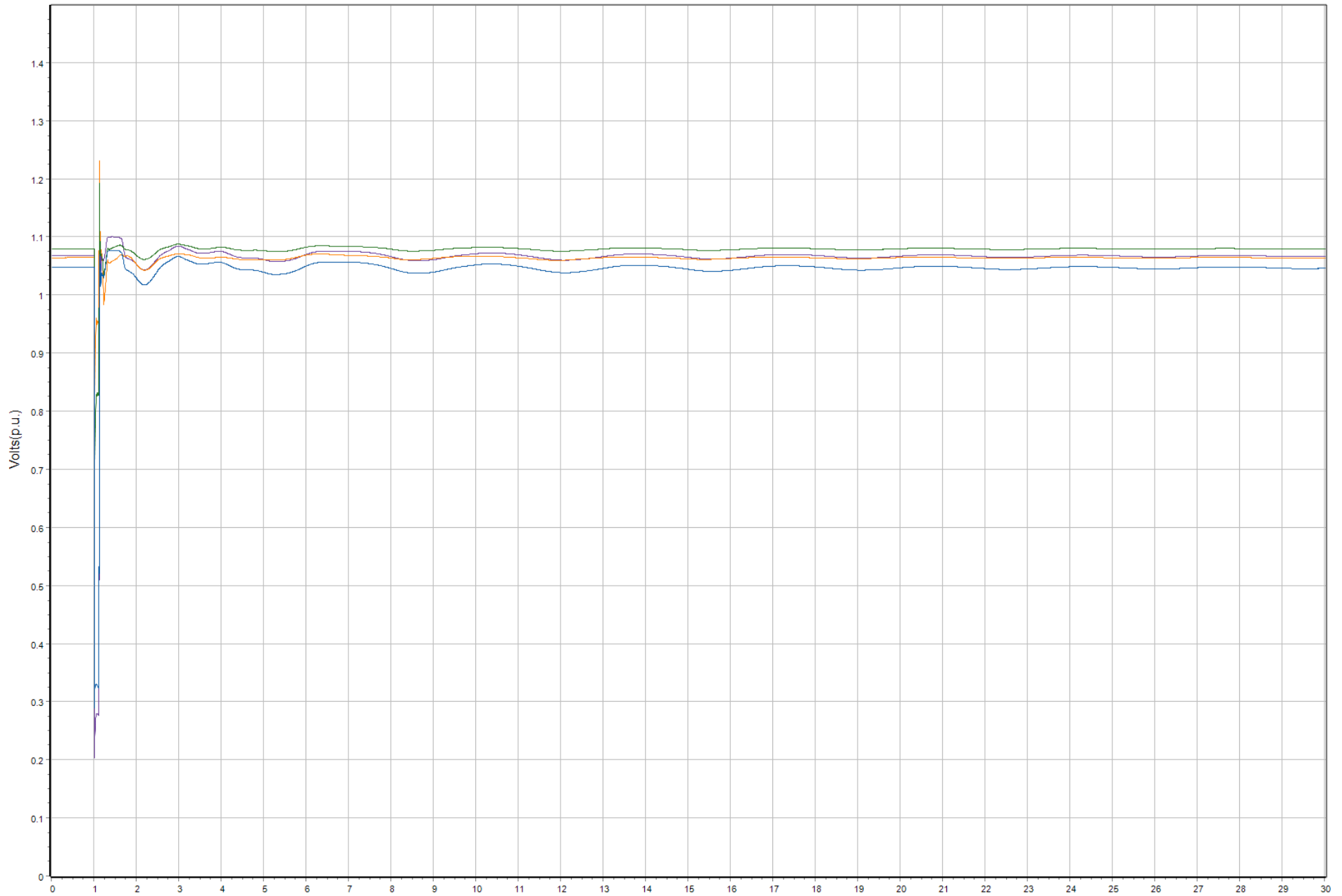
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



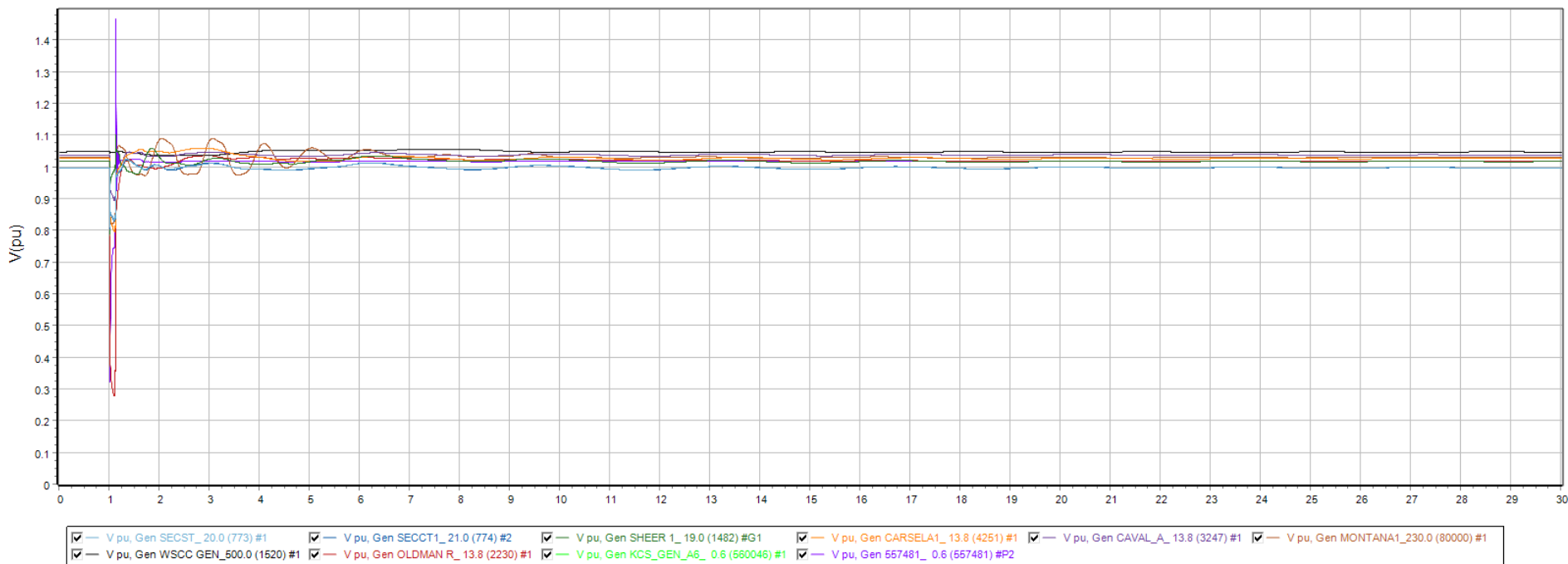
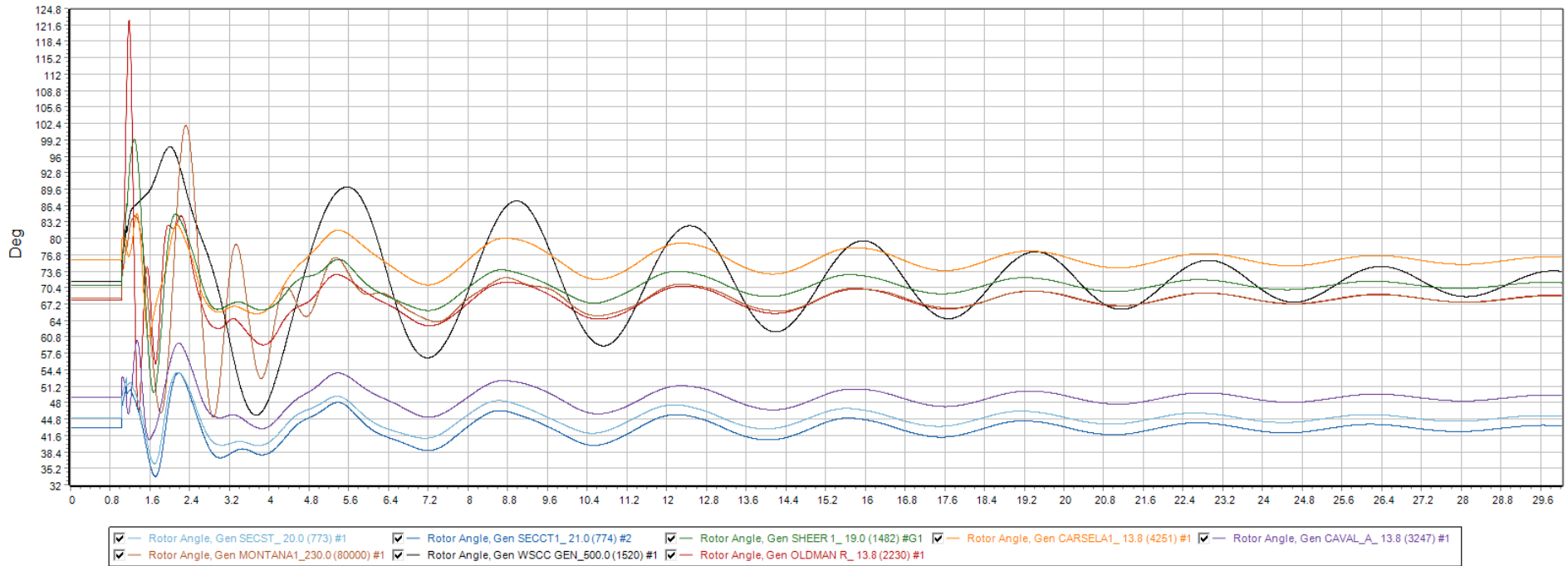




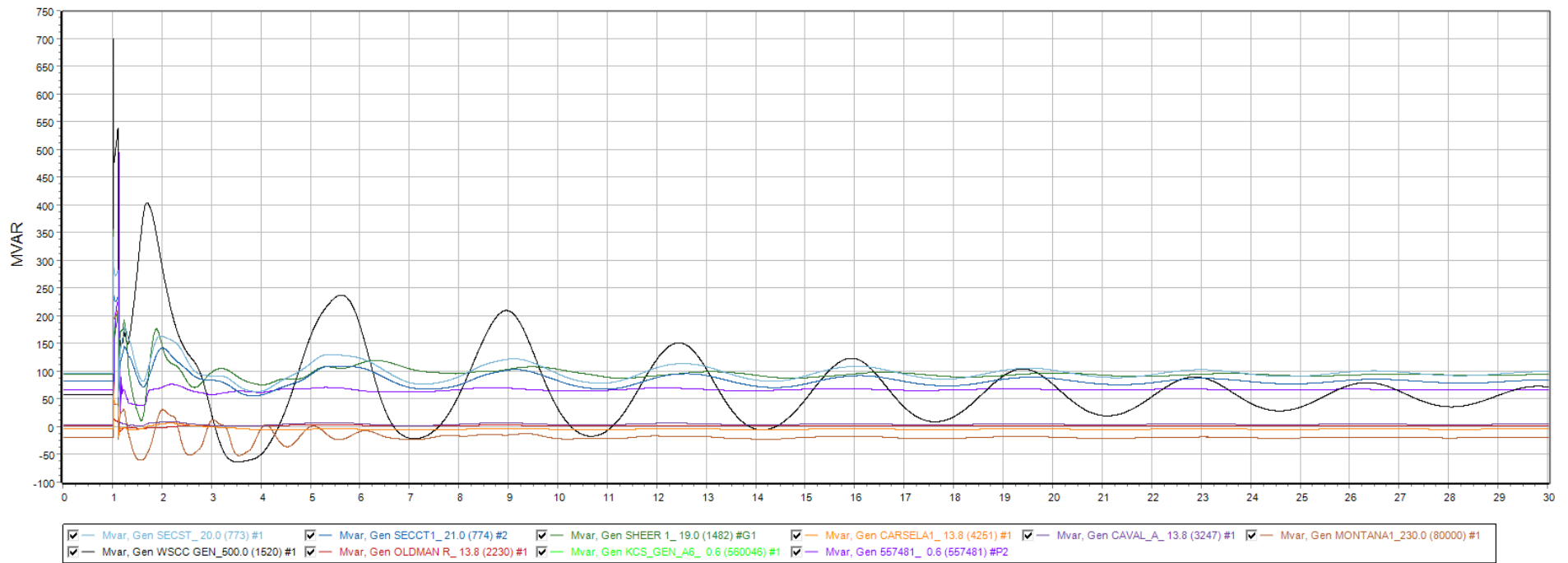
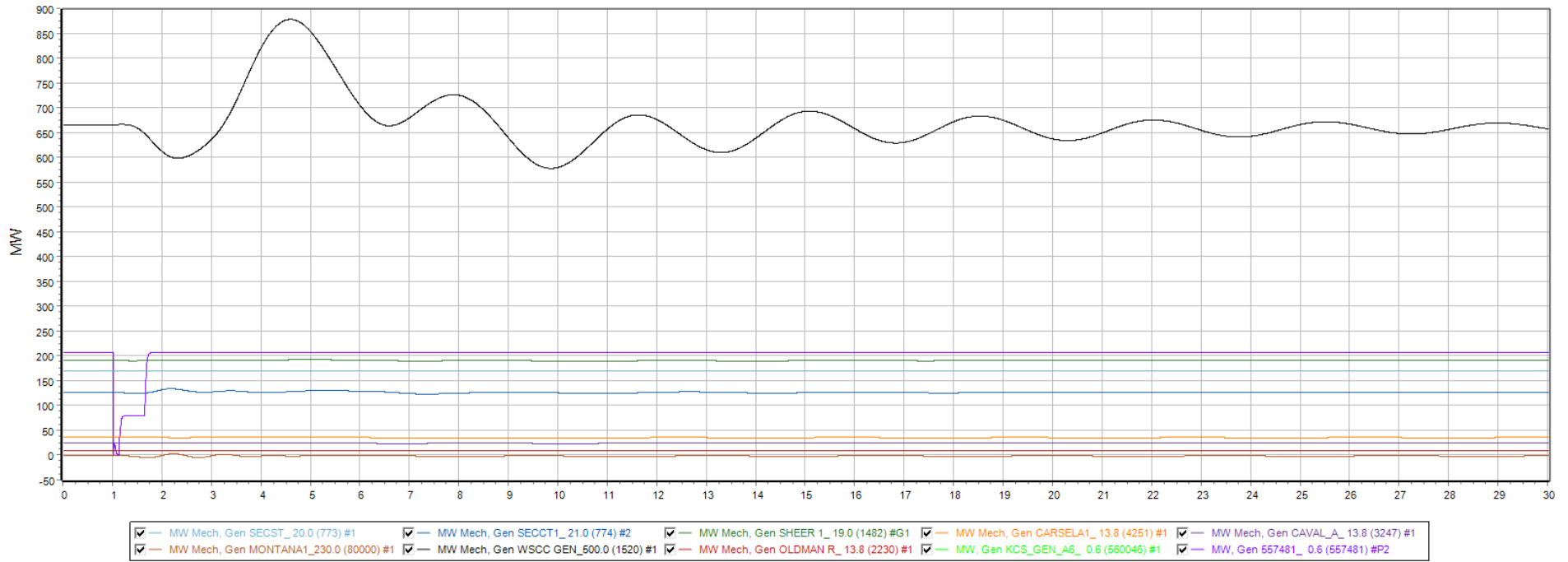
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



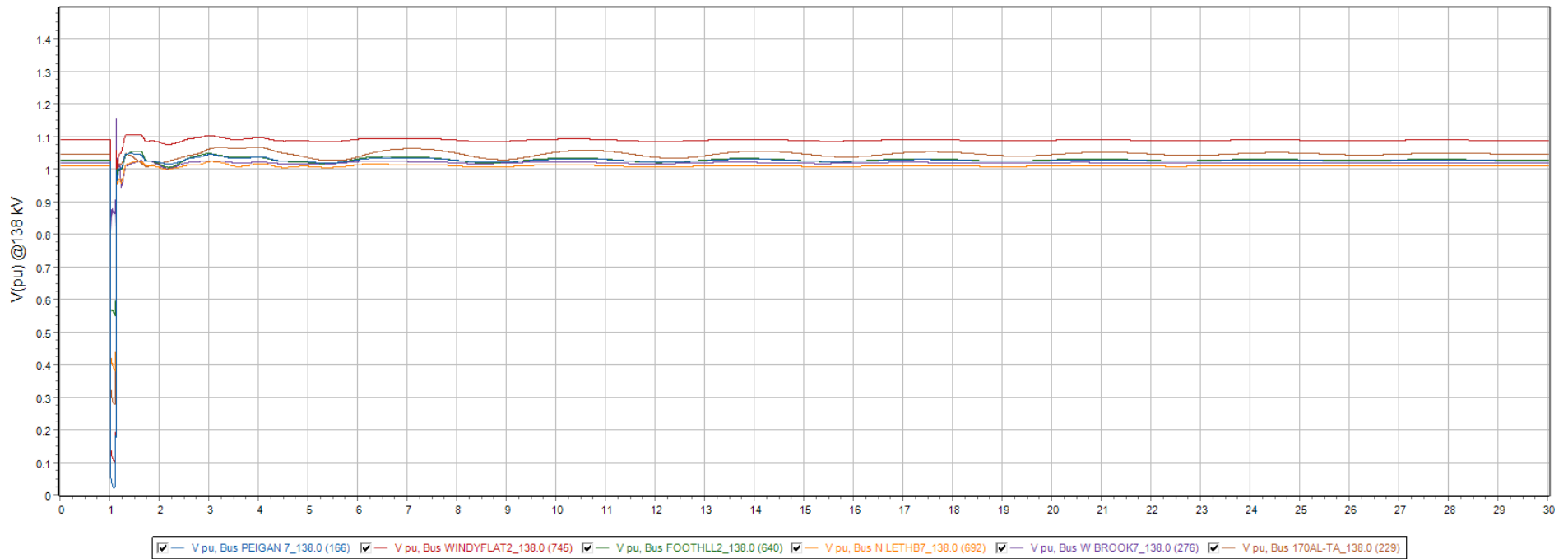
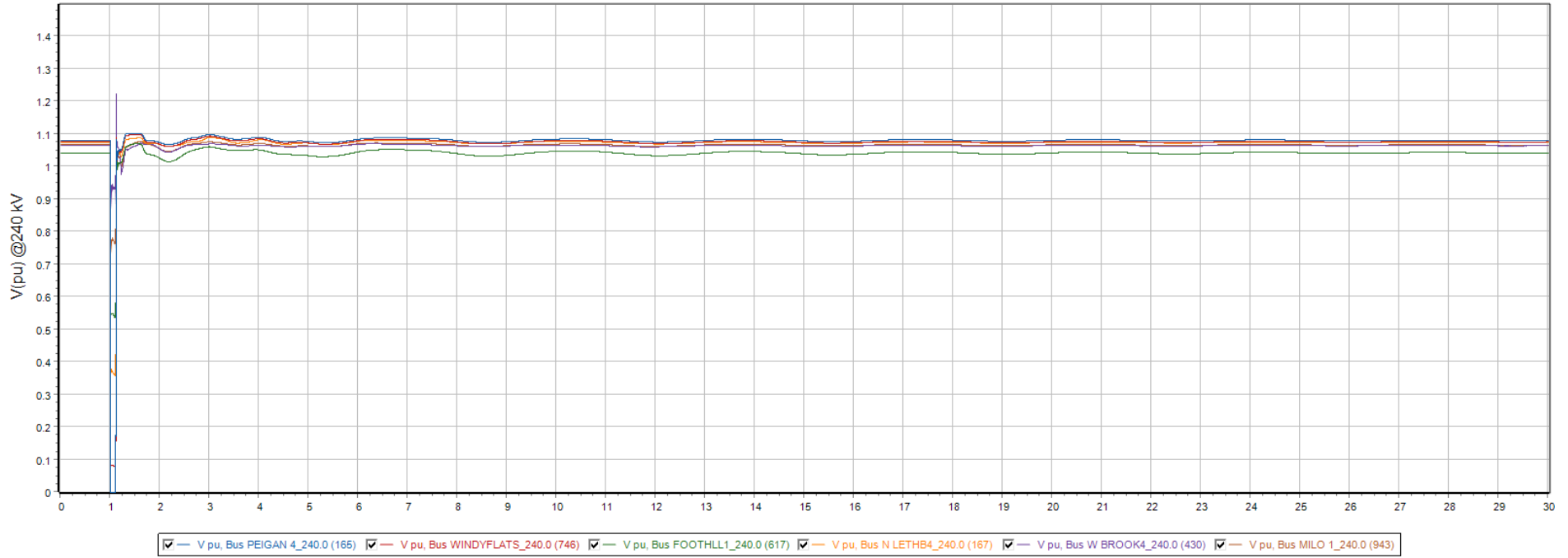
Monitor Gens. Q1



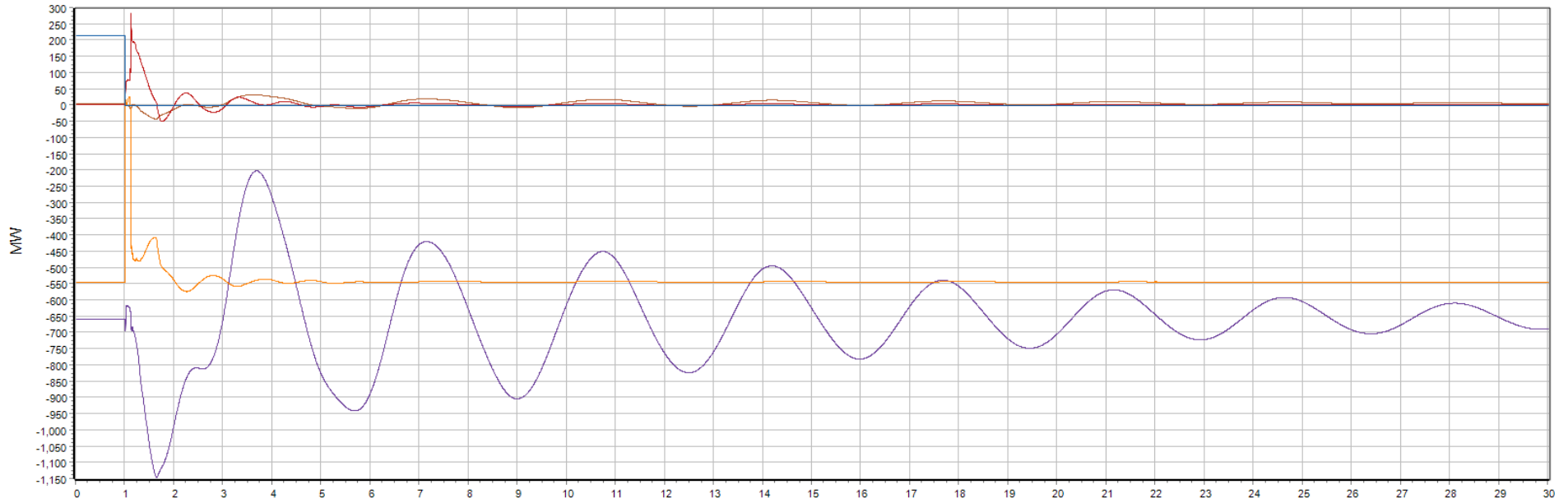
Monitor Gens. Q2



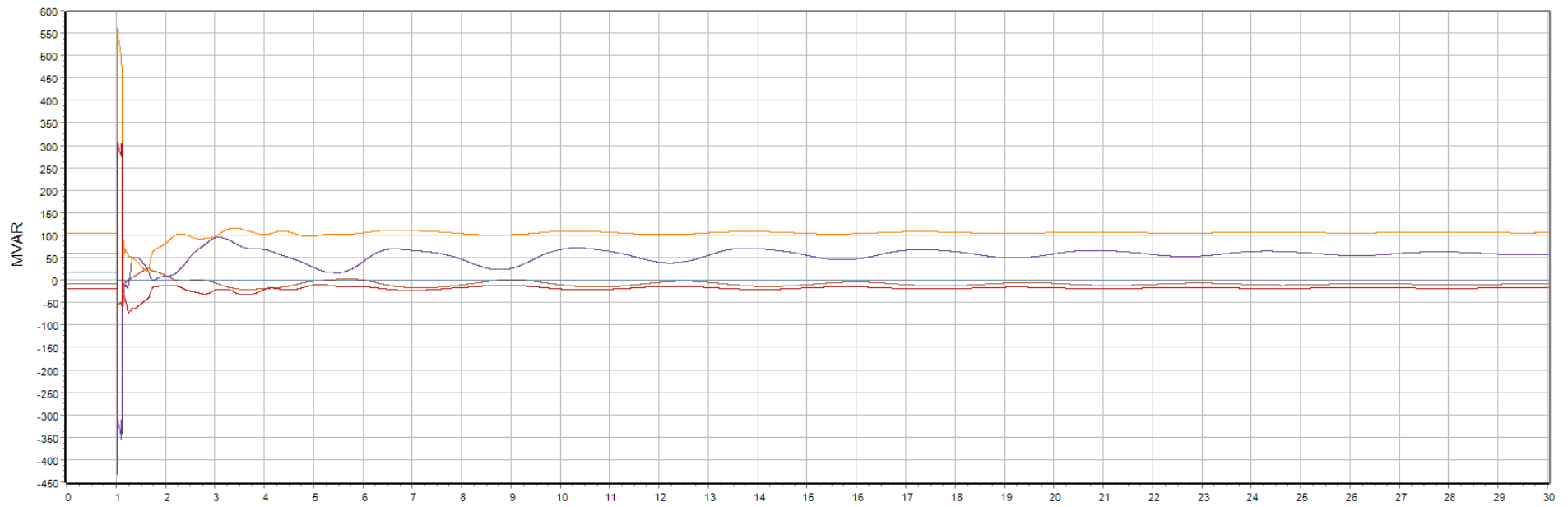
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



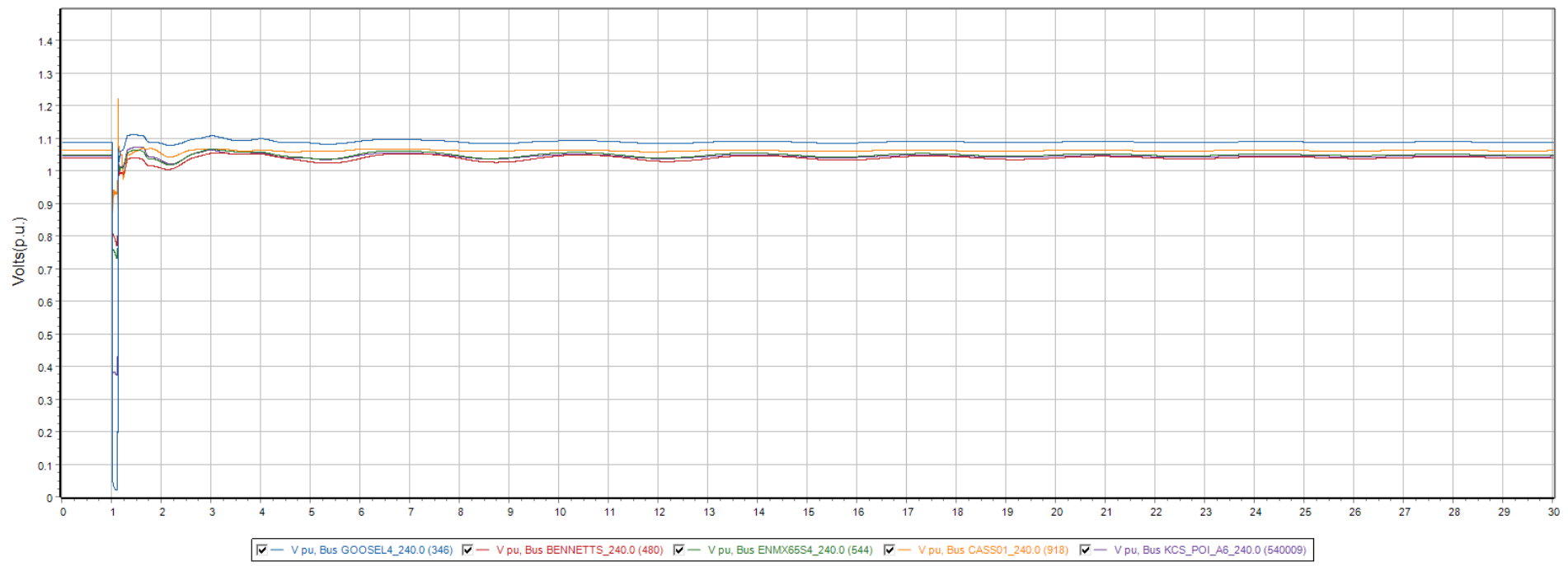
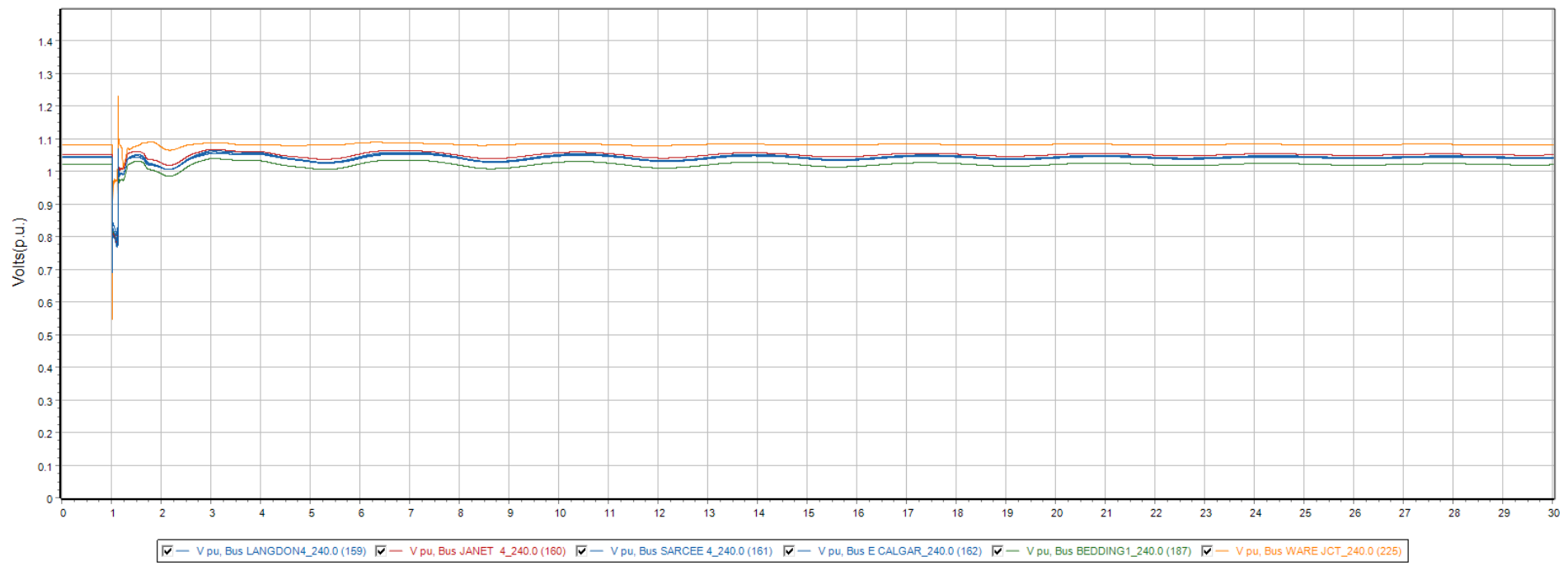
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



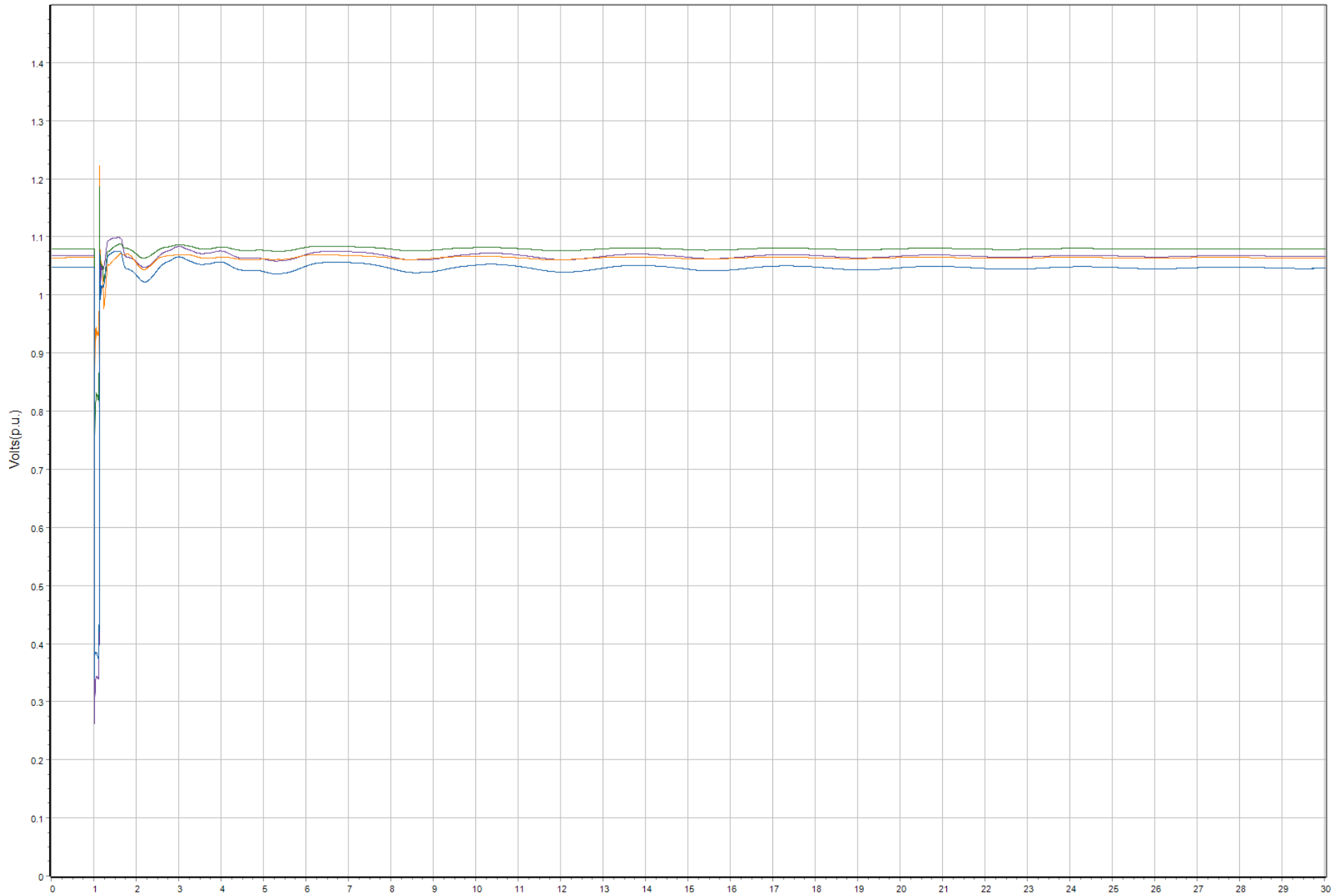
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



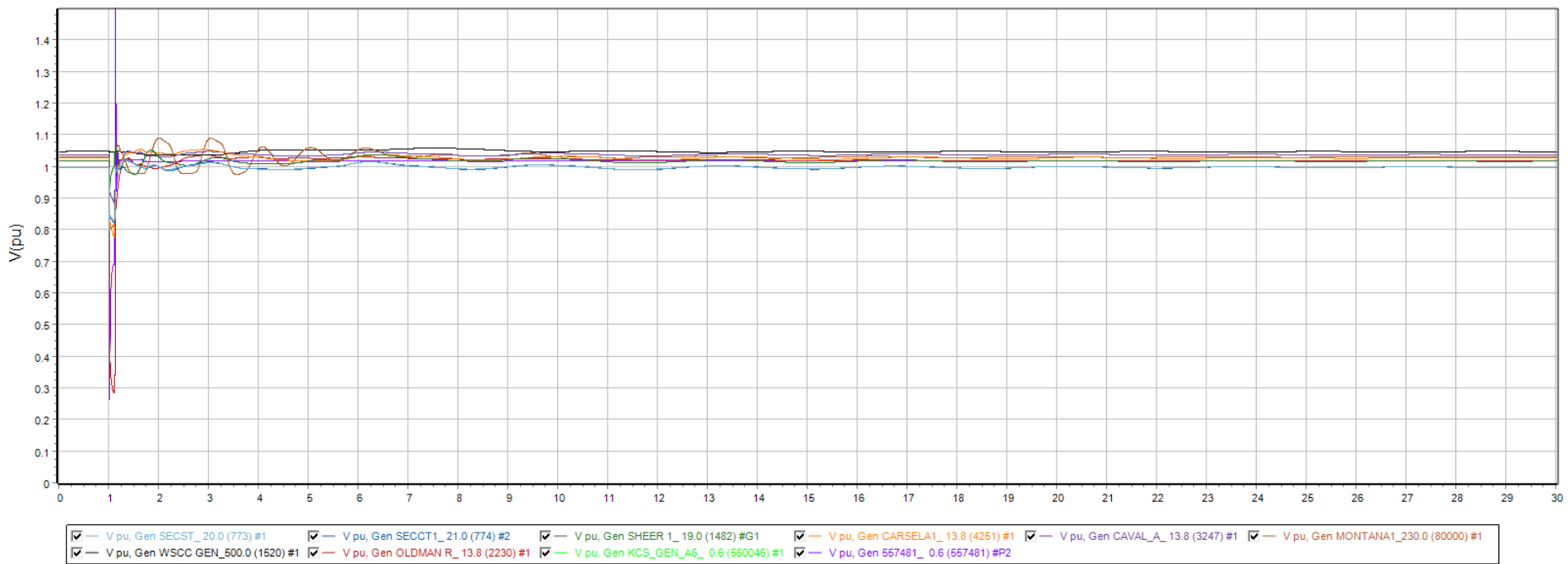
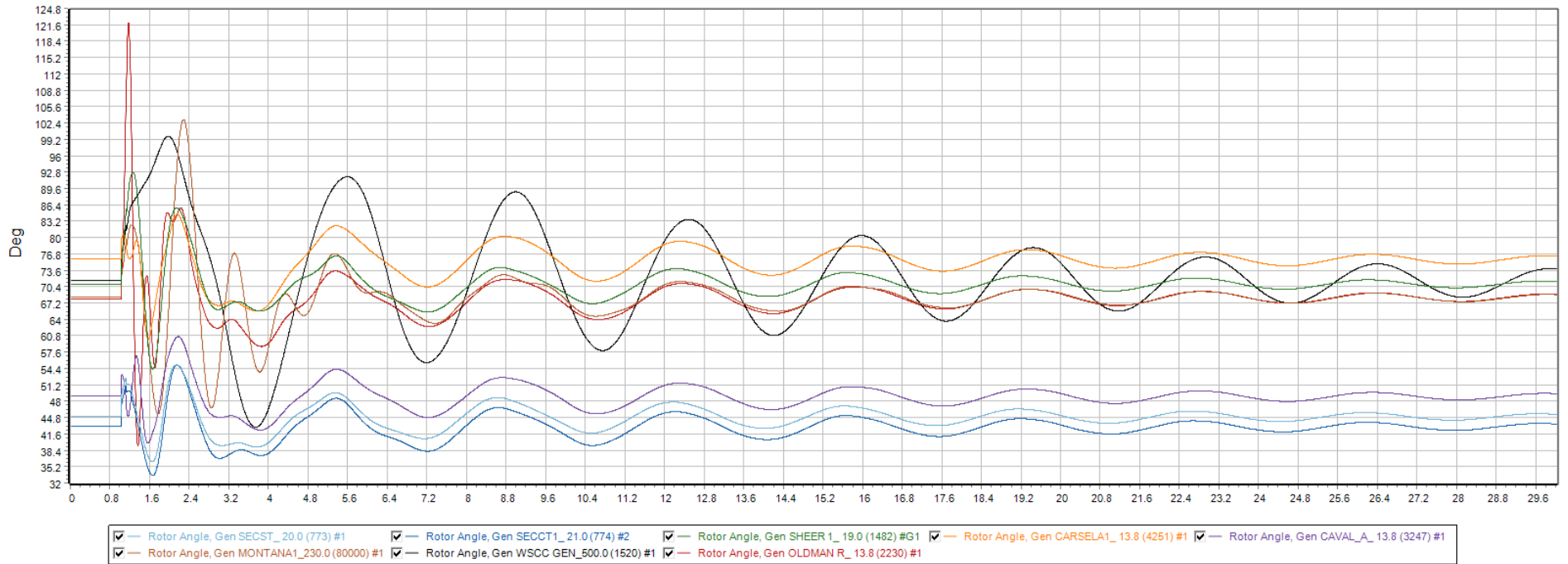




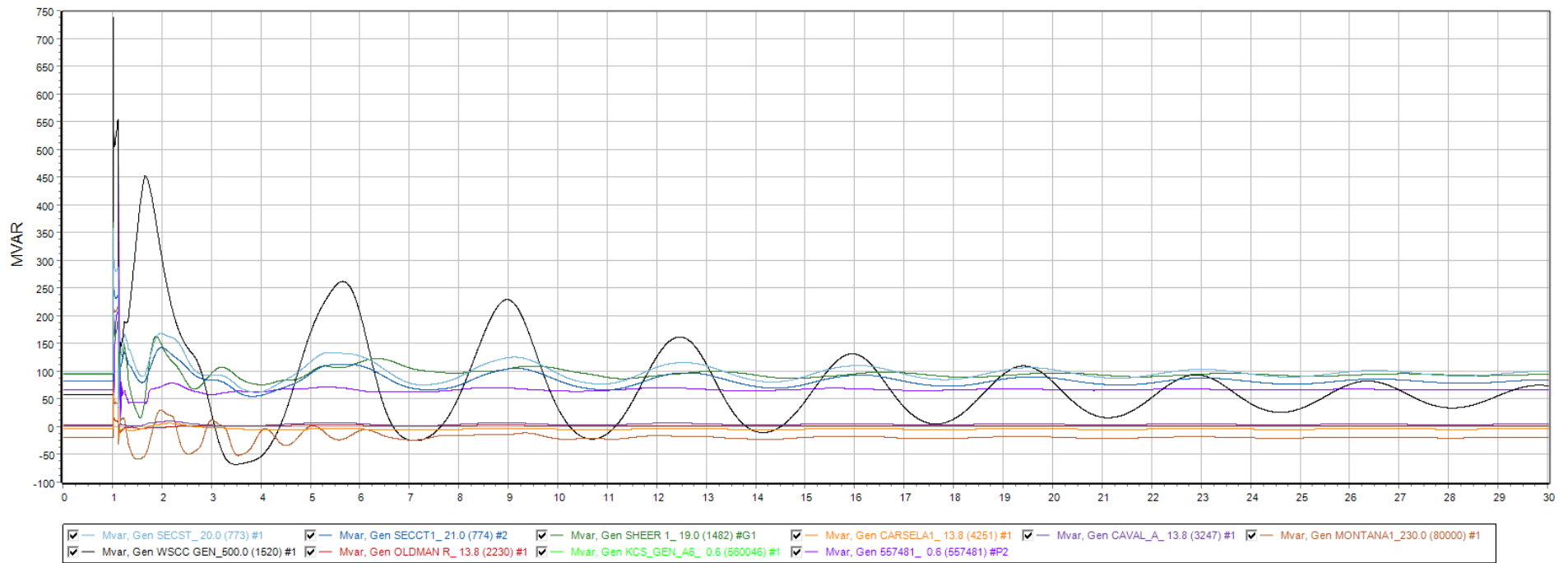
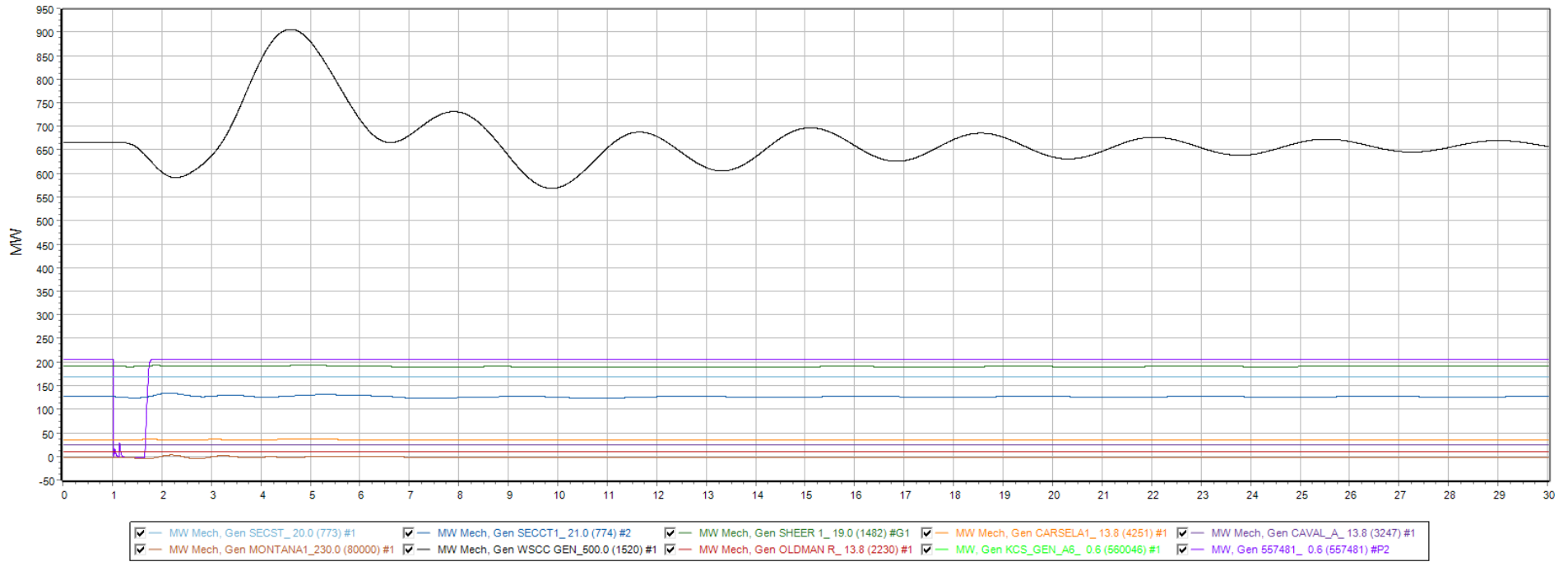
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



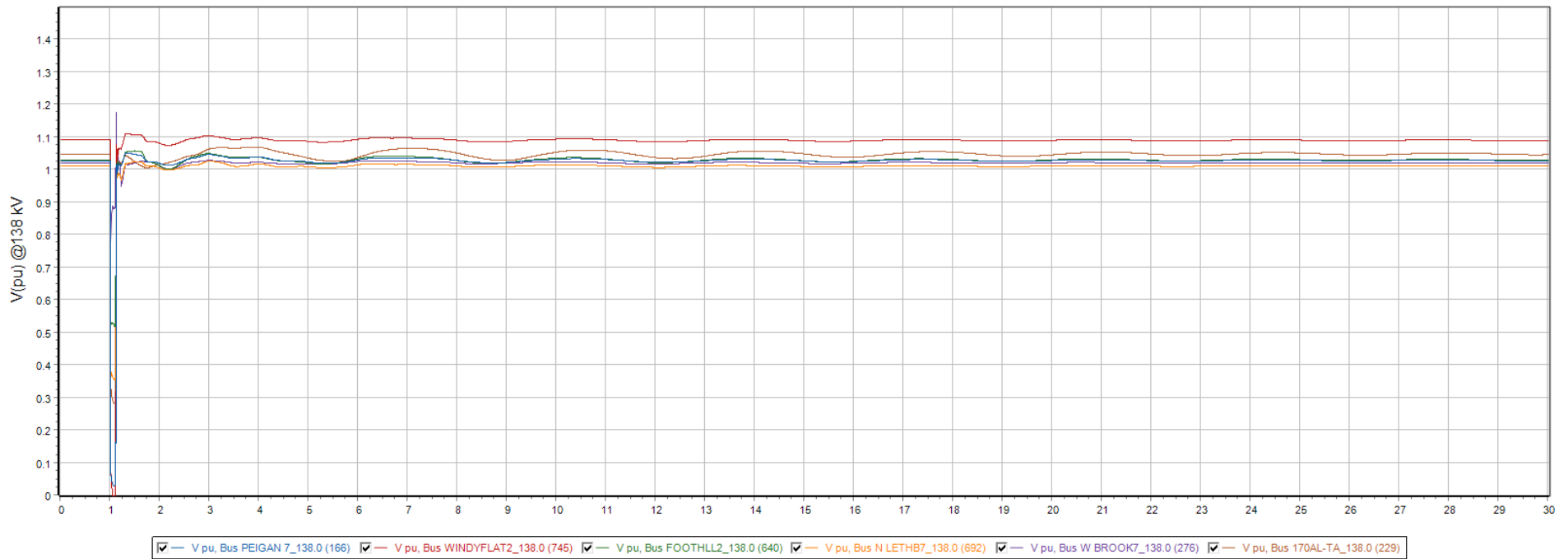
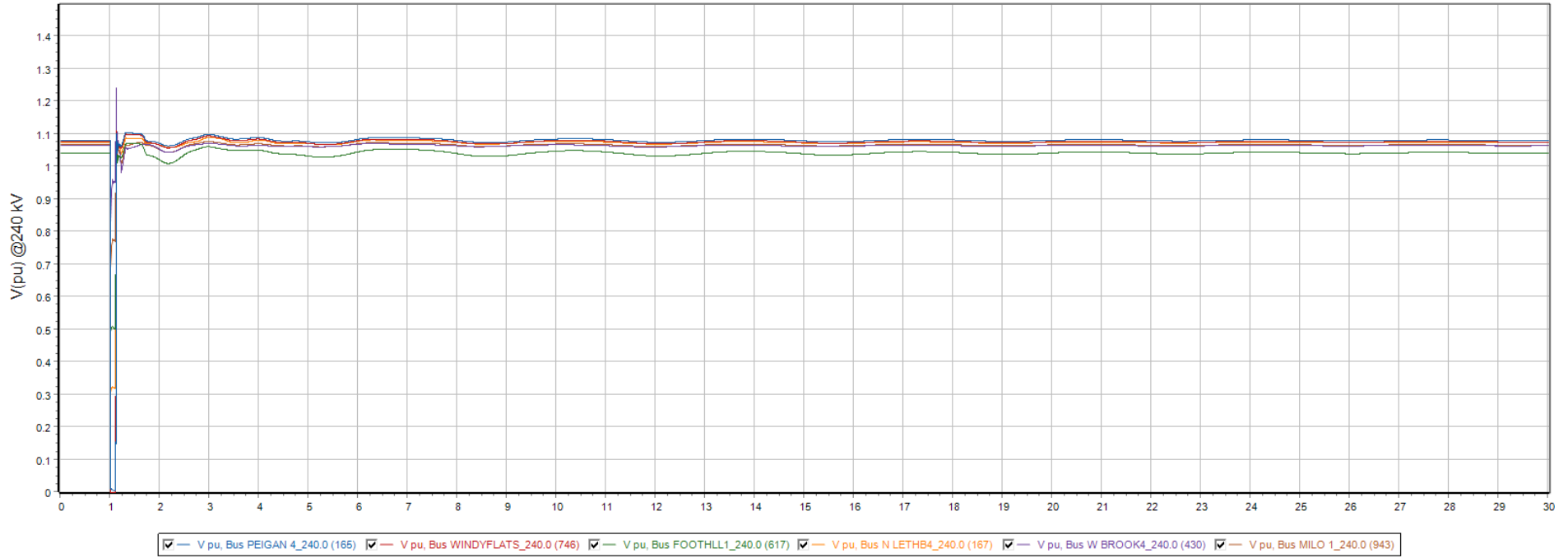
Monitor Gens. Q1



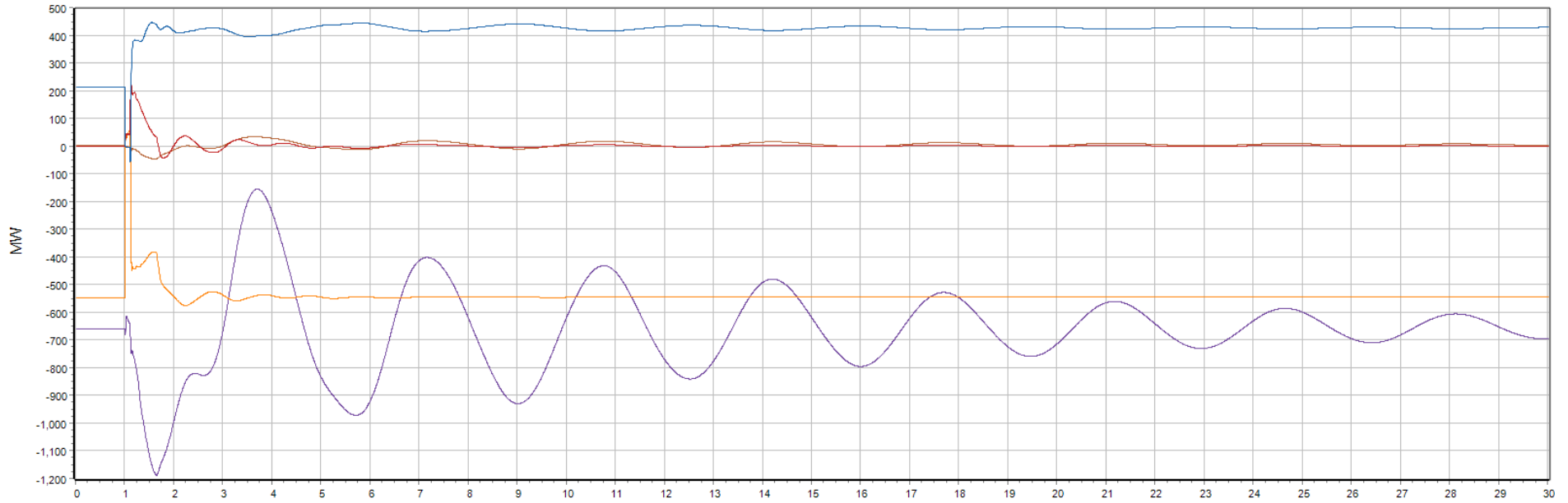
Monitor Gens. Q2



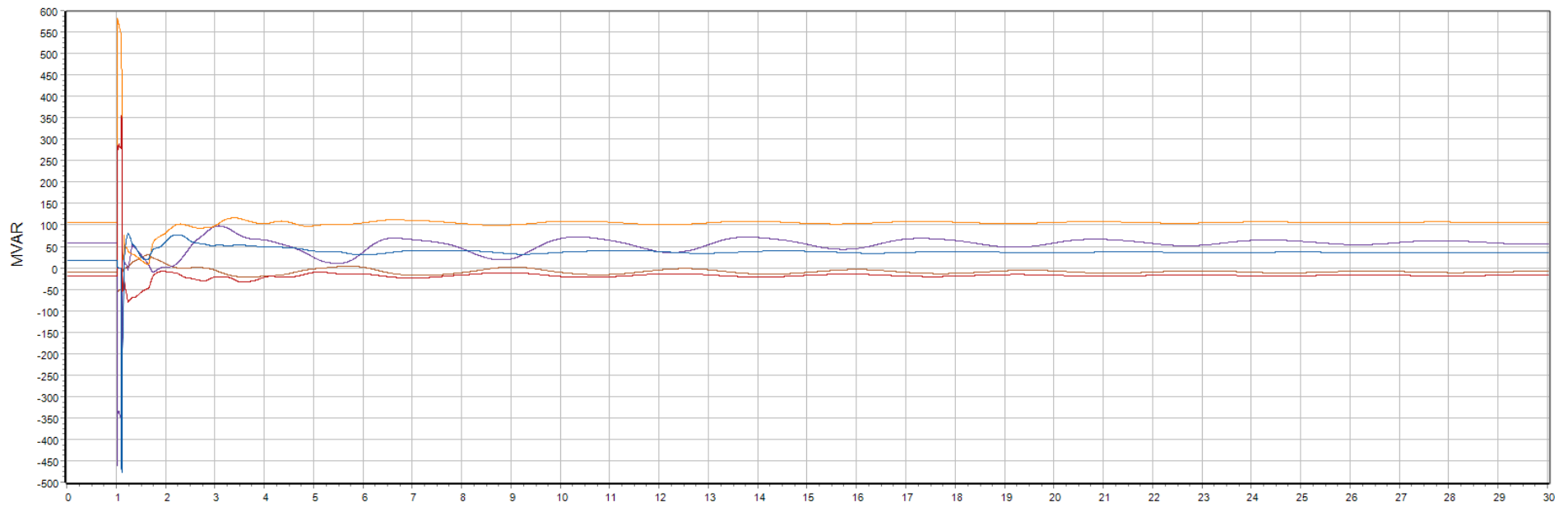
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



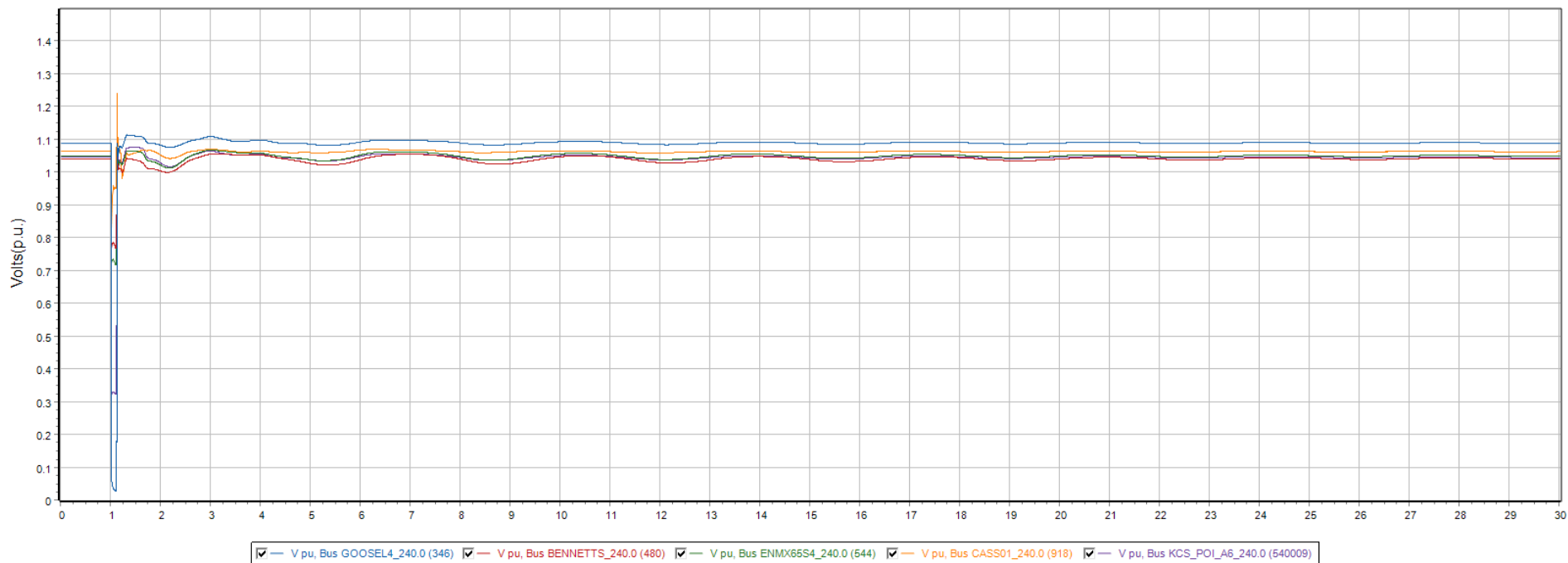
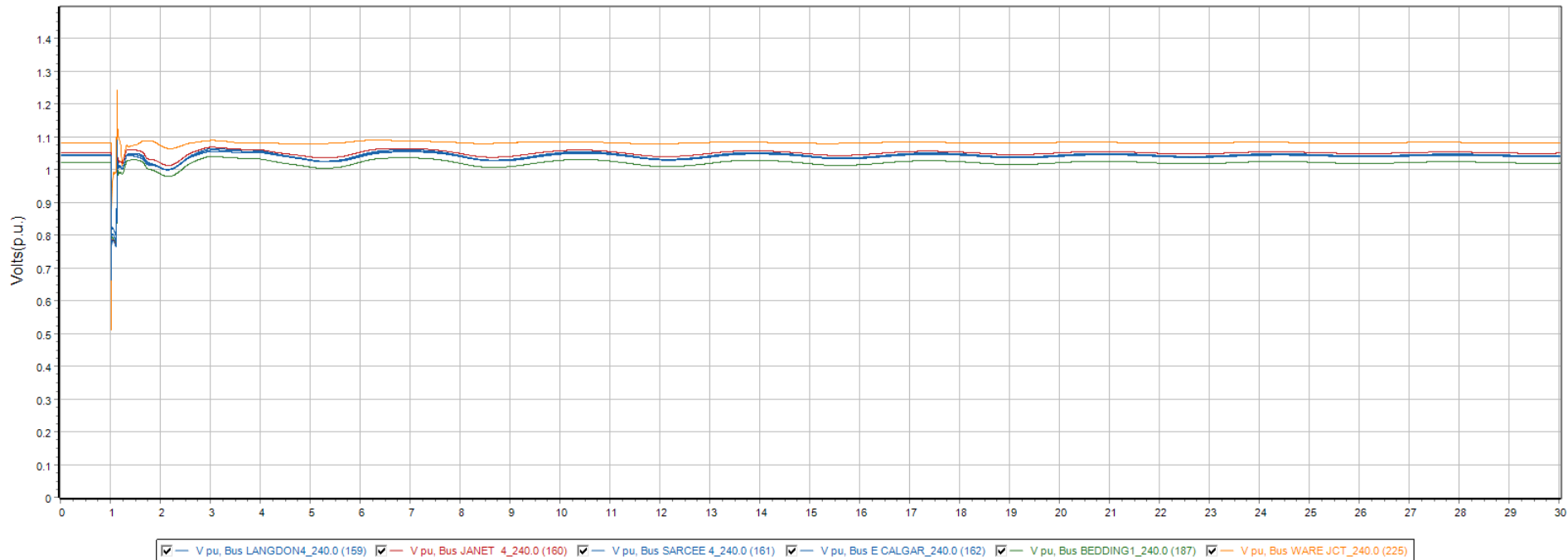
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



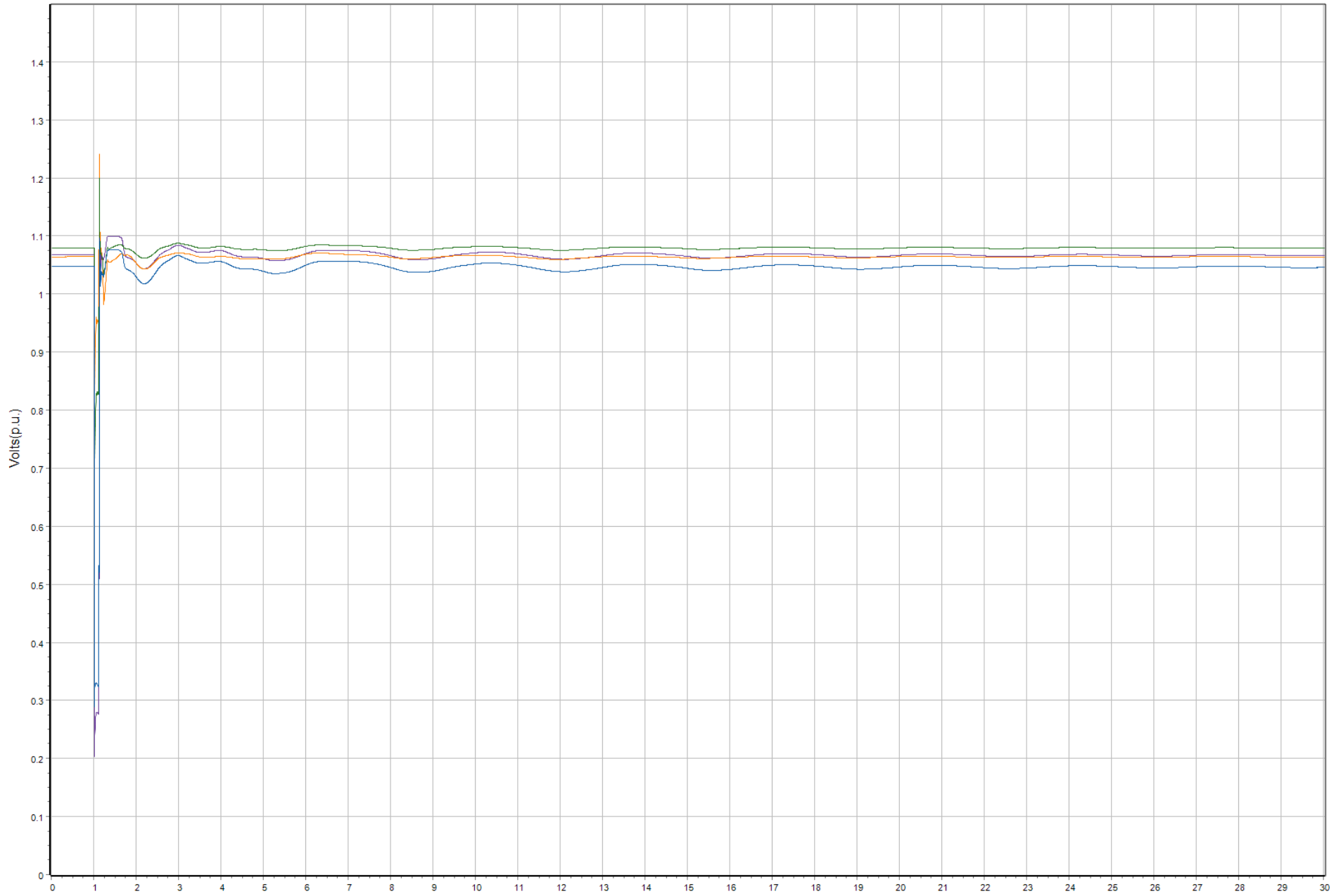
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



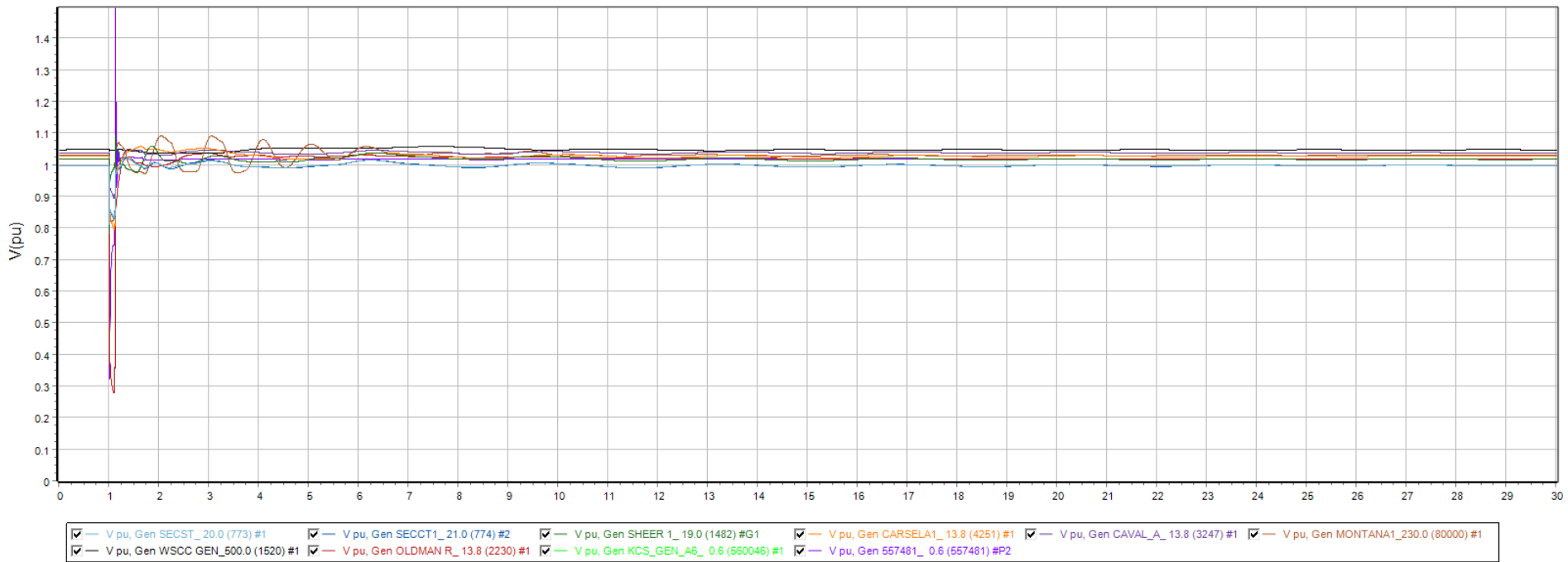
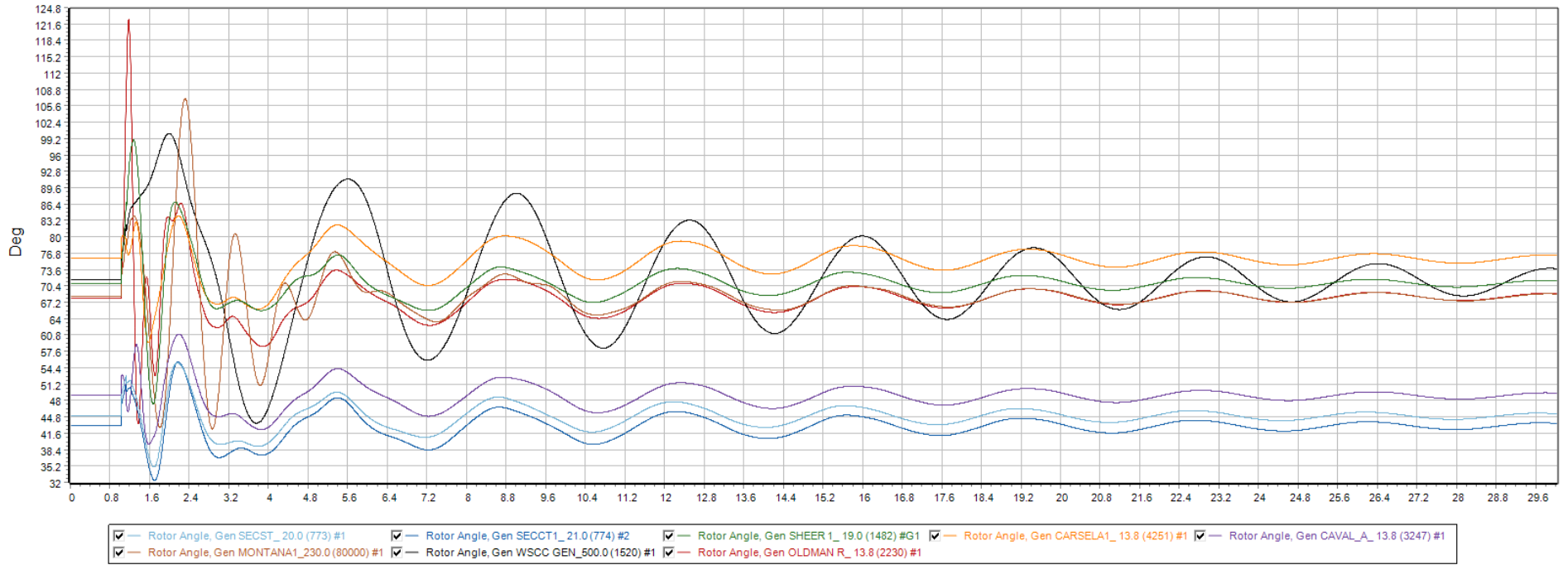




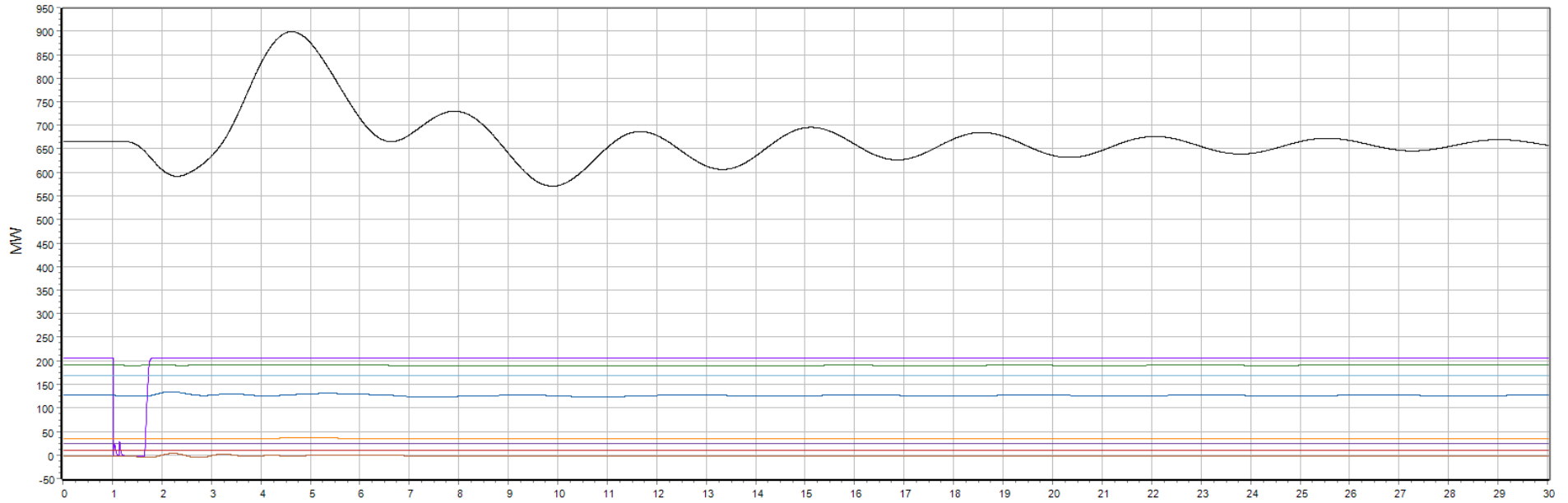
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



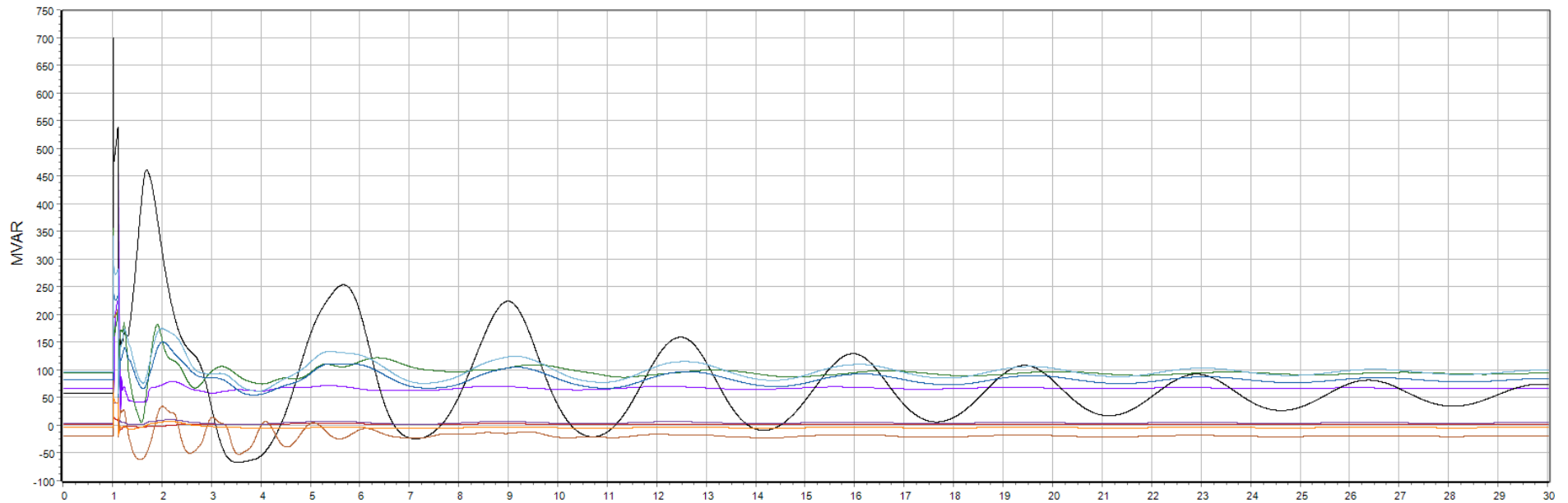
Monitor Gens. Q1



Monitor Gens. Q2



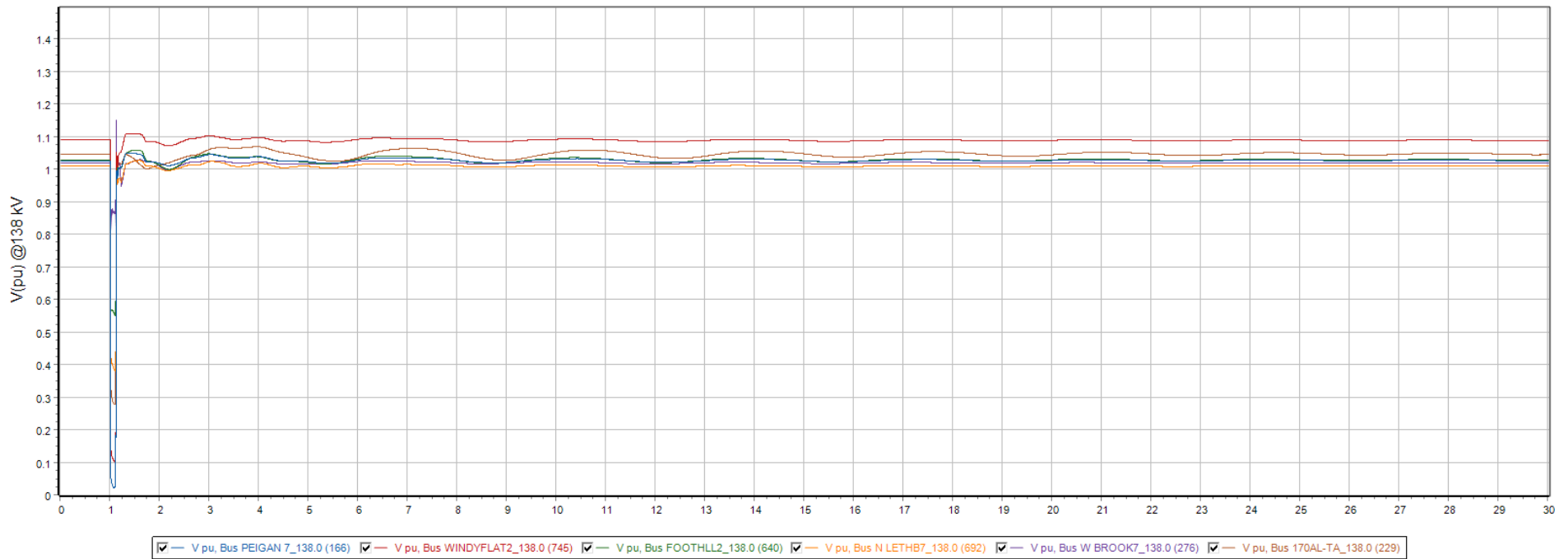
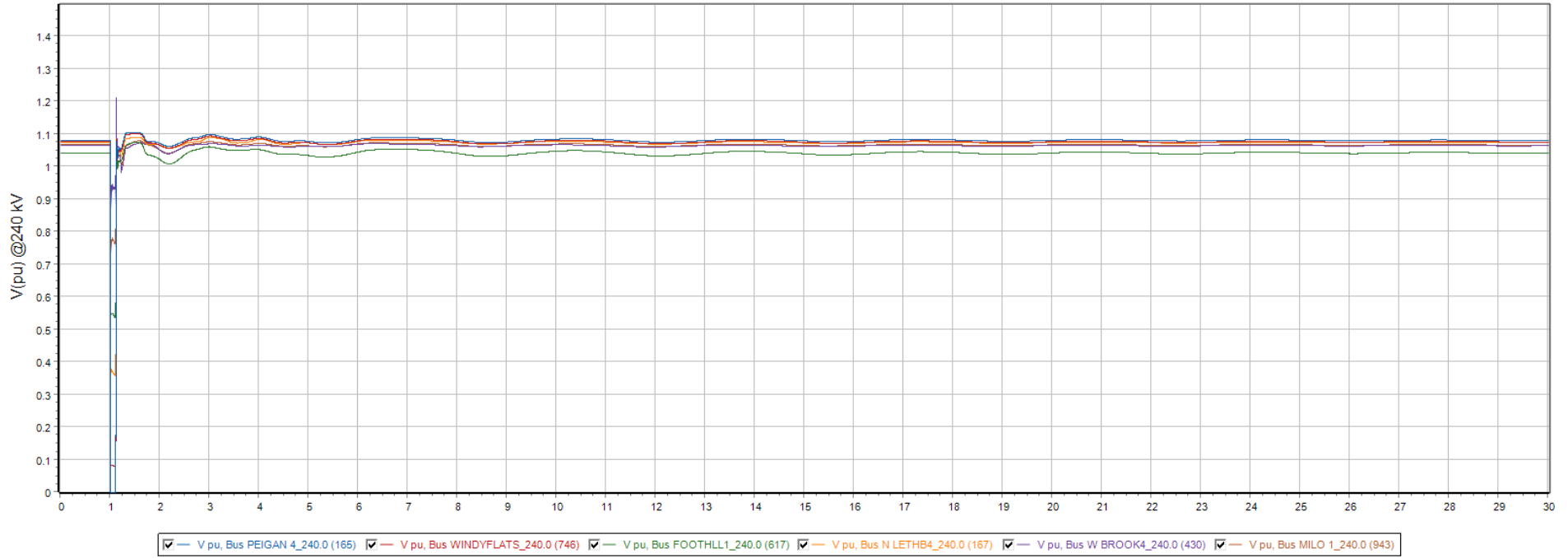
- MW Mech, Gen SECT\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



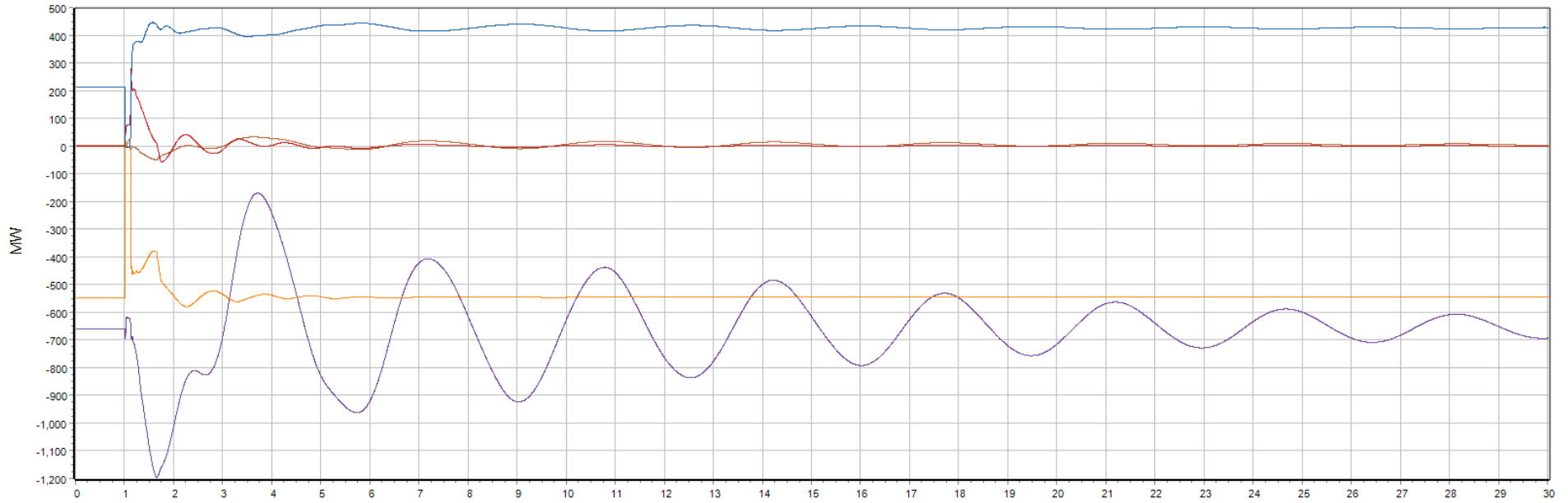
- Mvar, Gen SECT\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



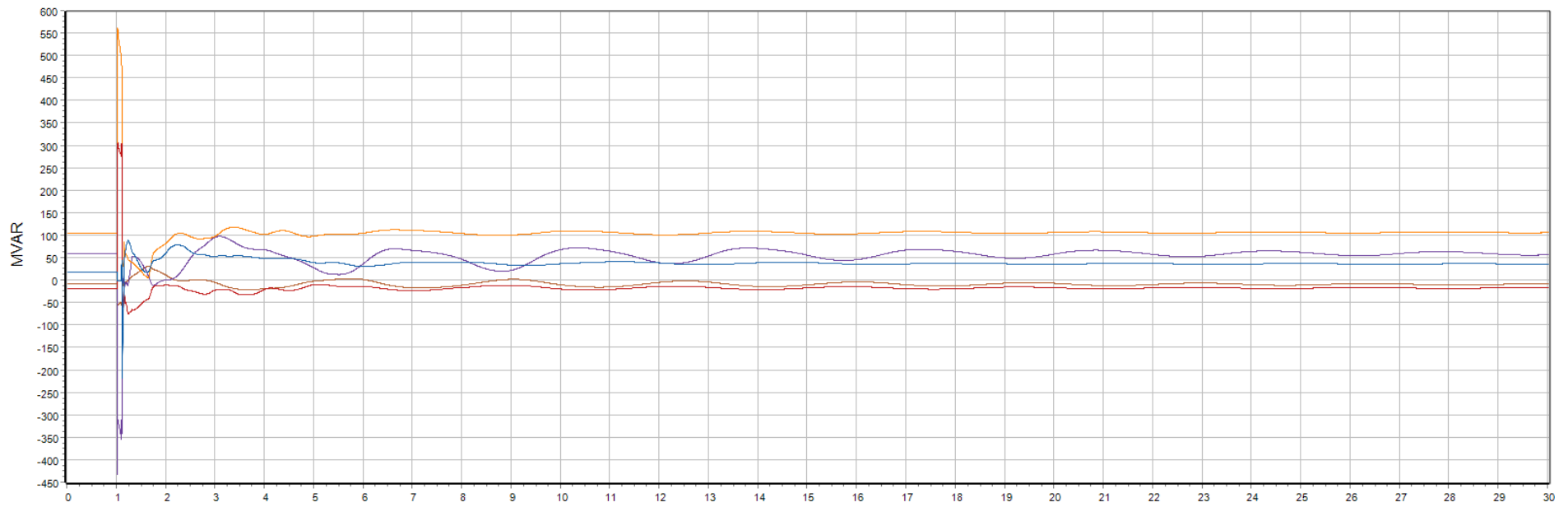
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



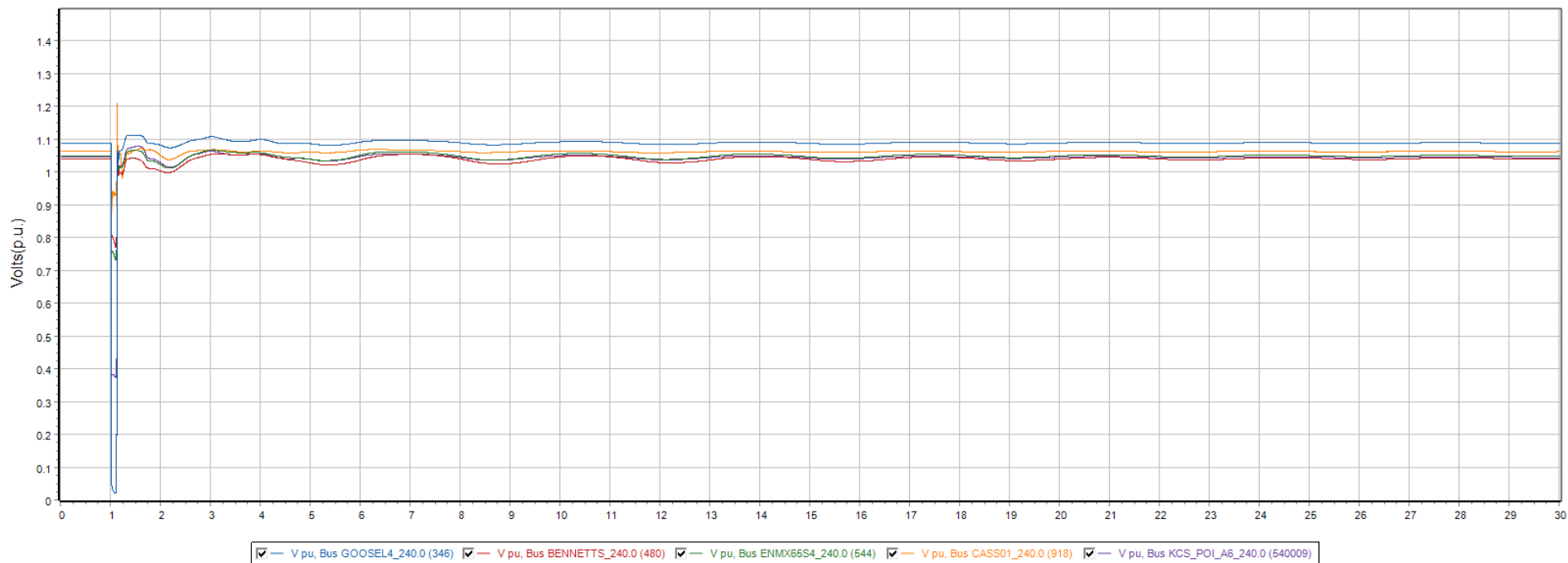
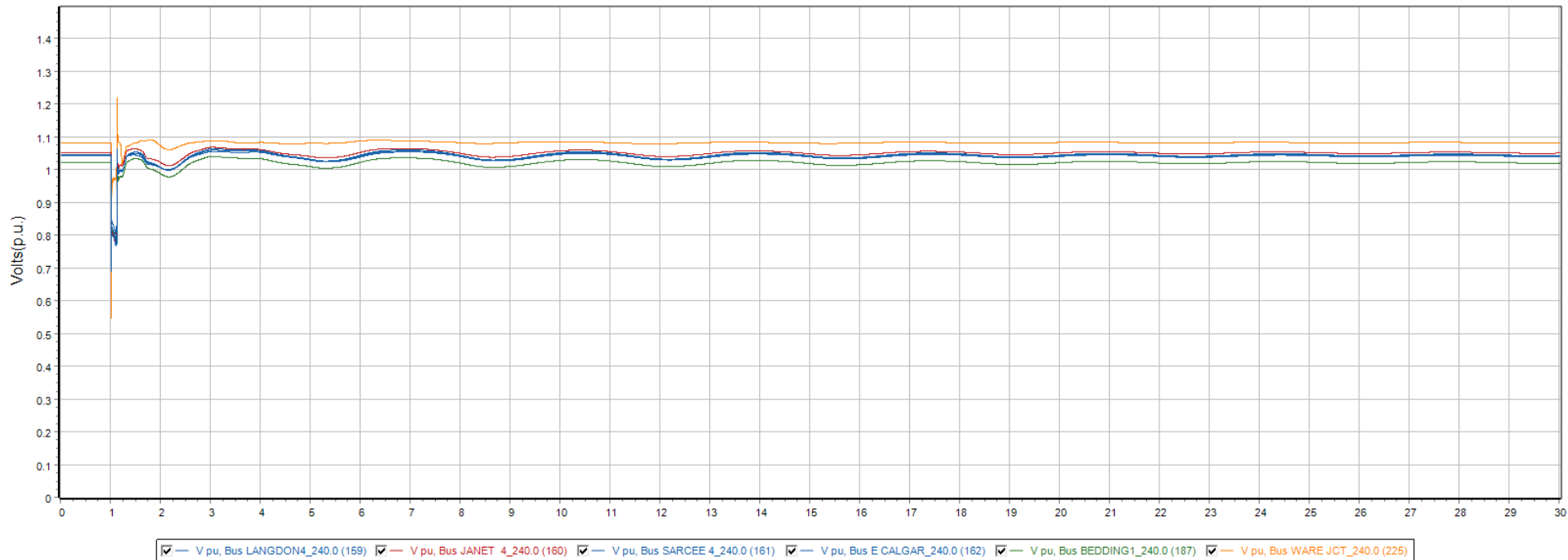
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



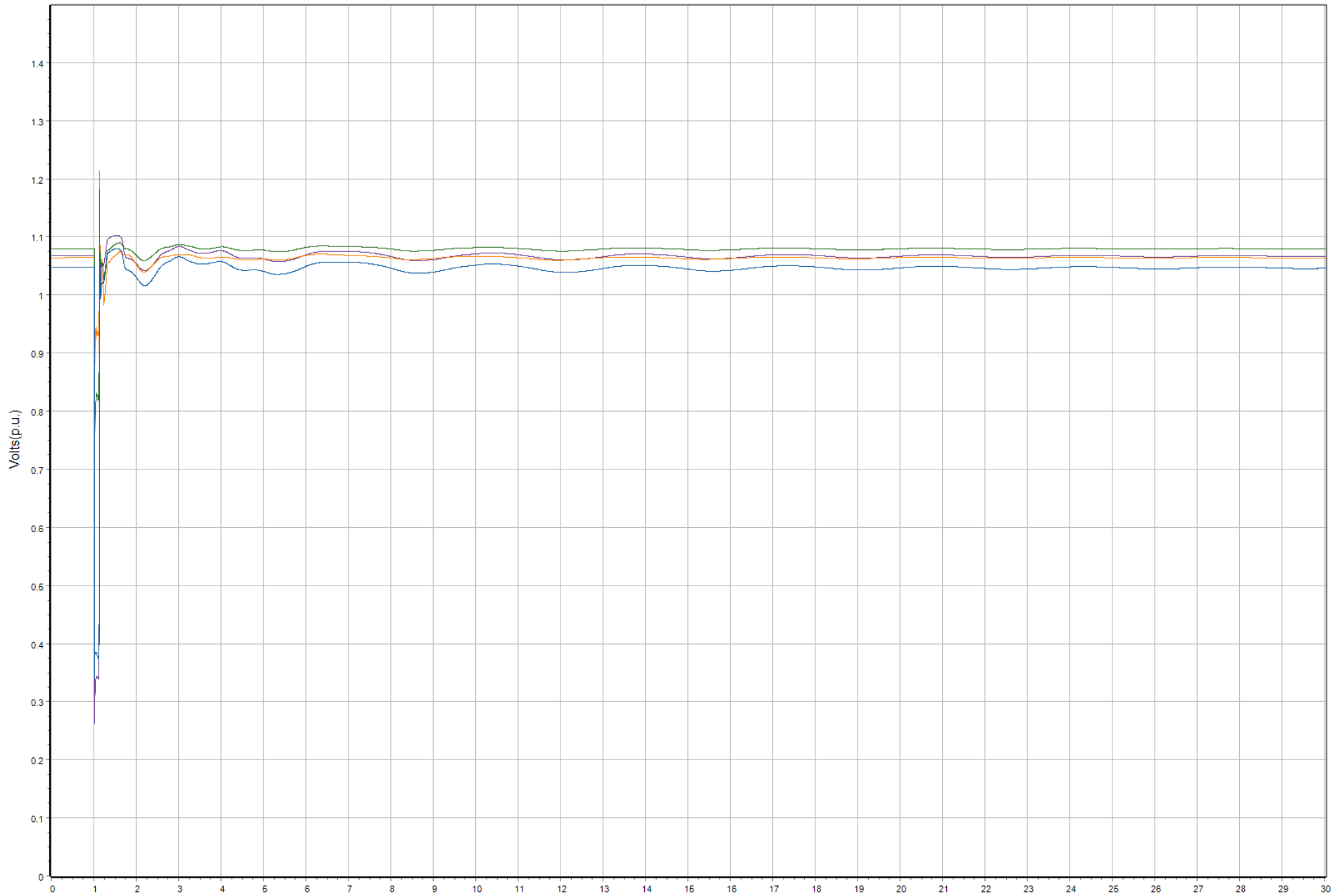
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



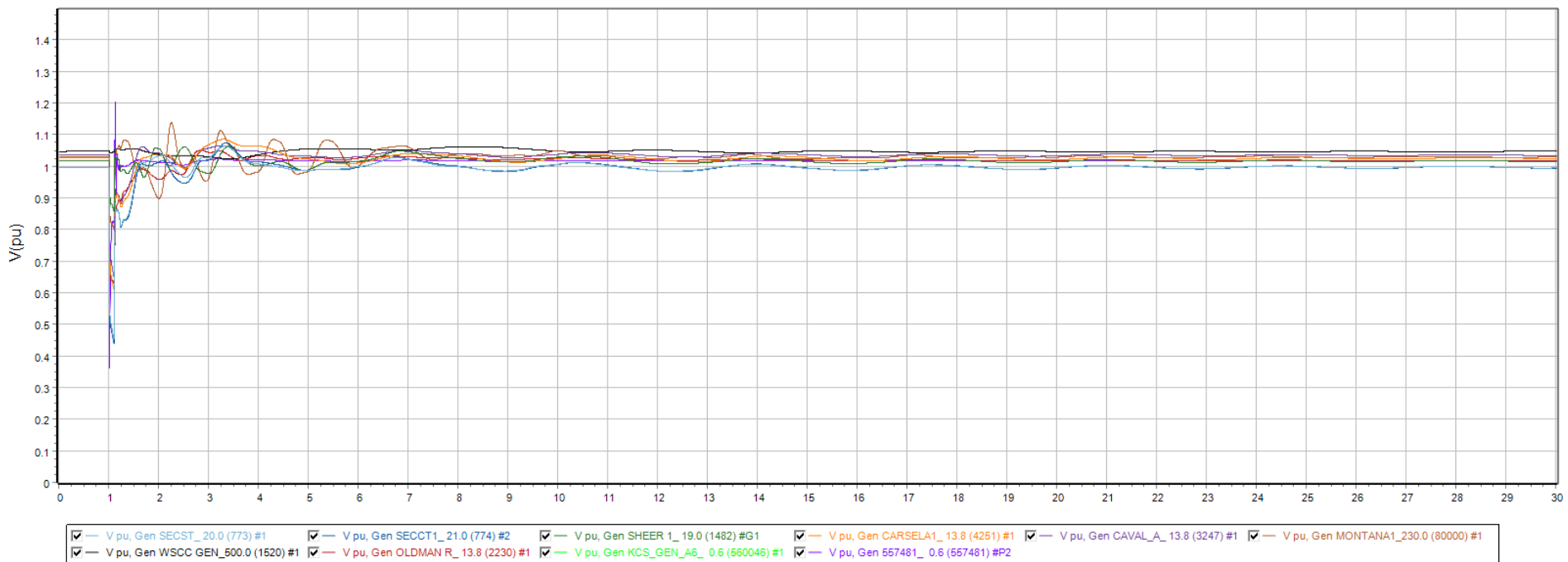
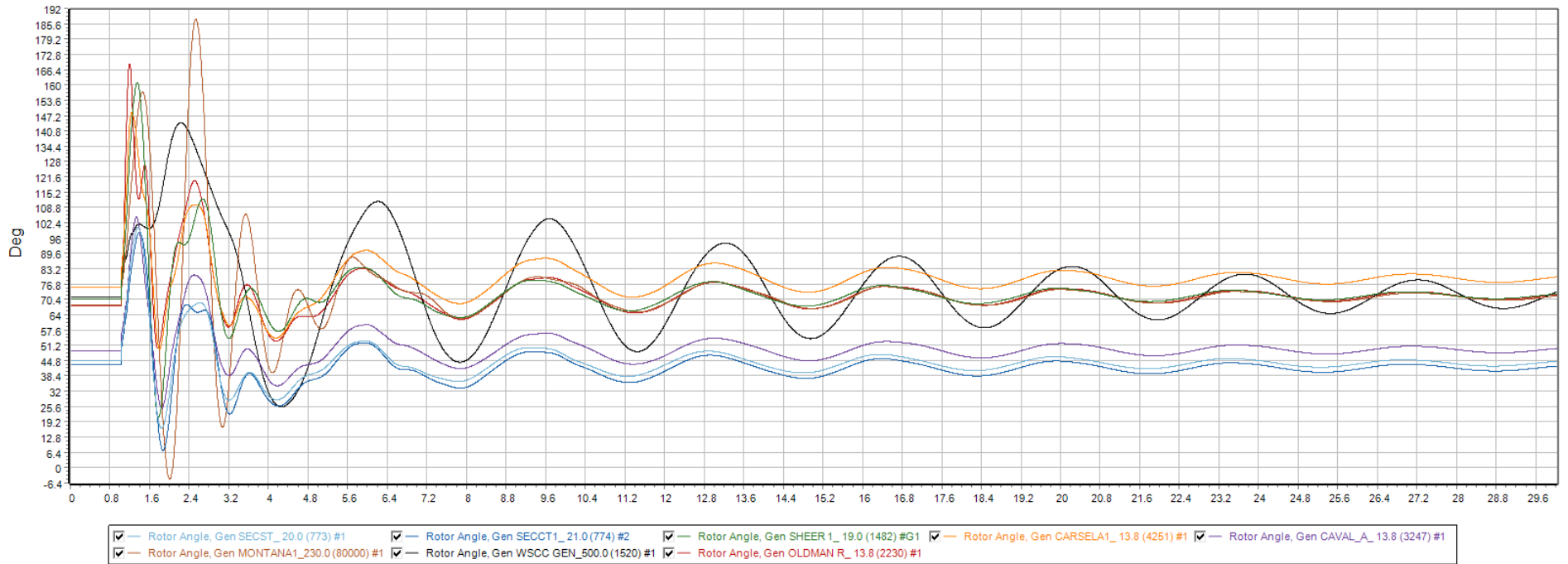




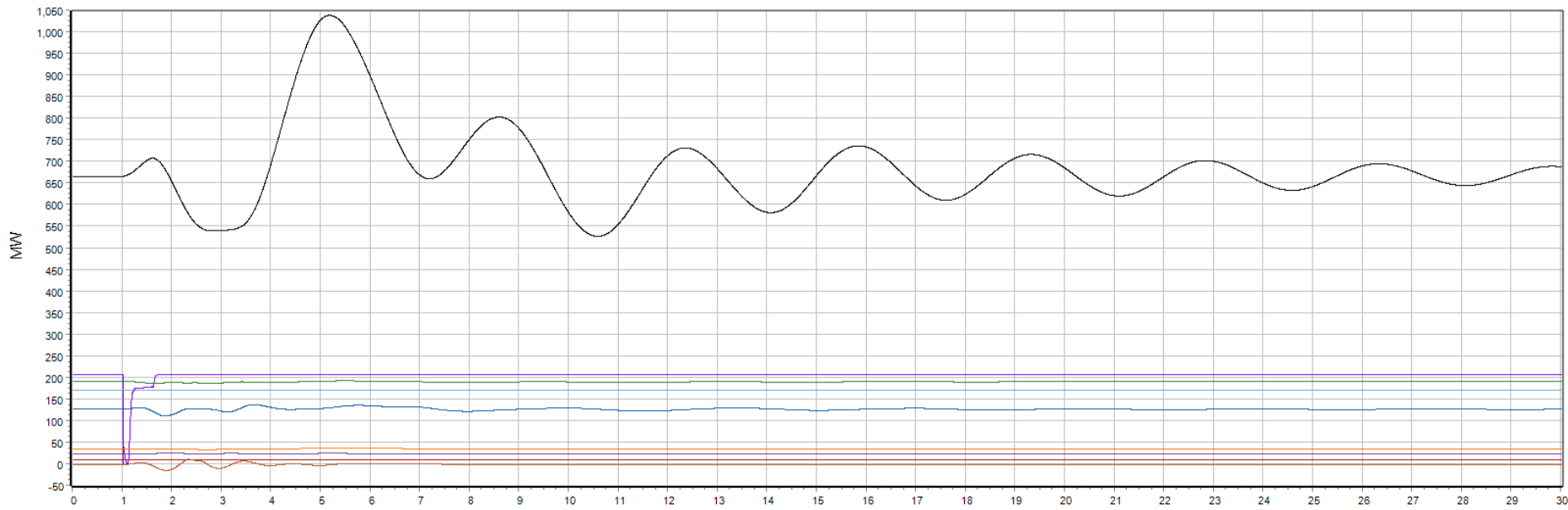
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



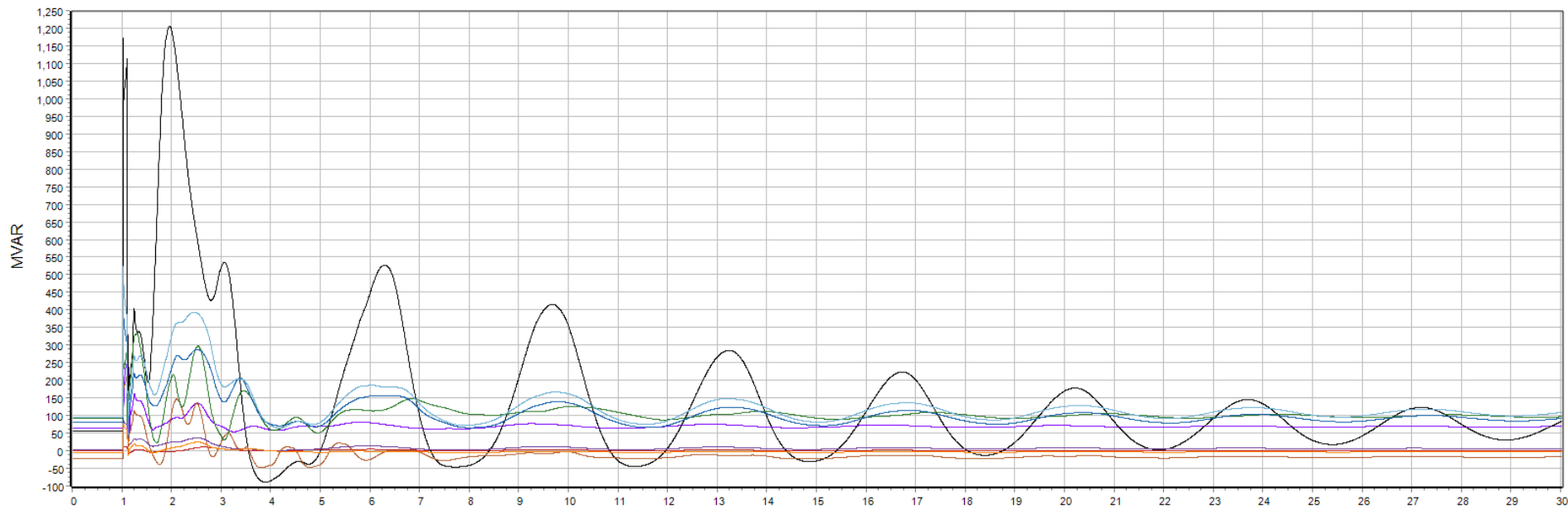
Monitor Gens. Q1



Monitor Gens. Q2



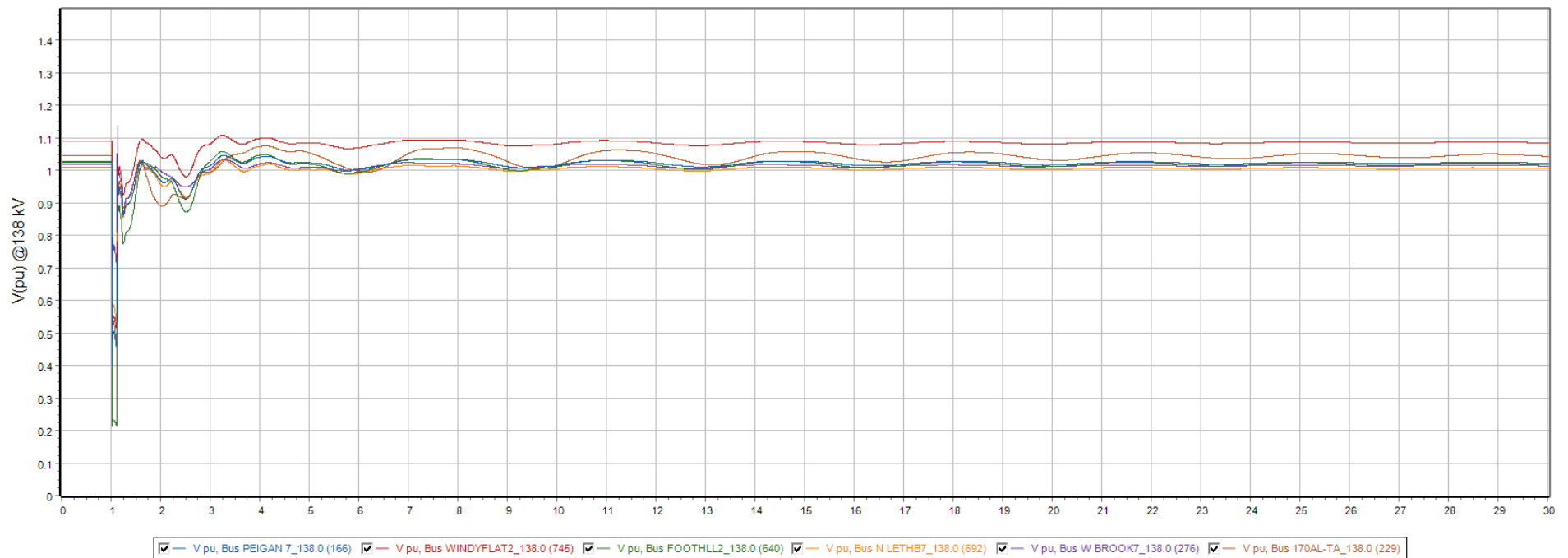
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



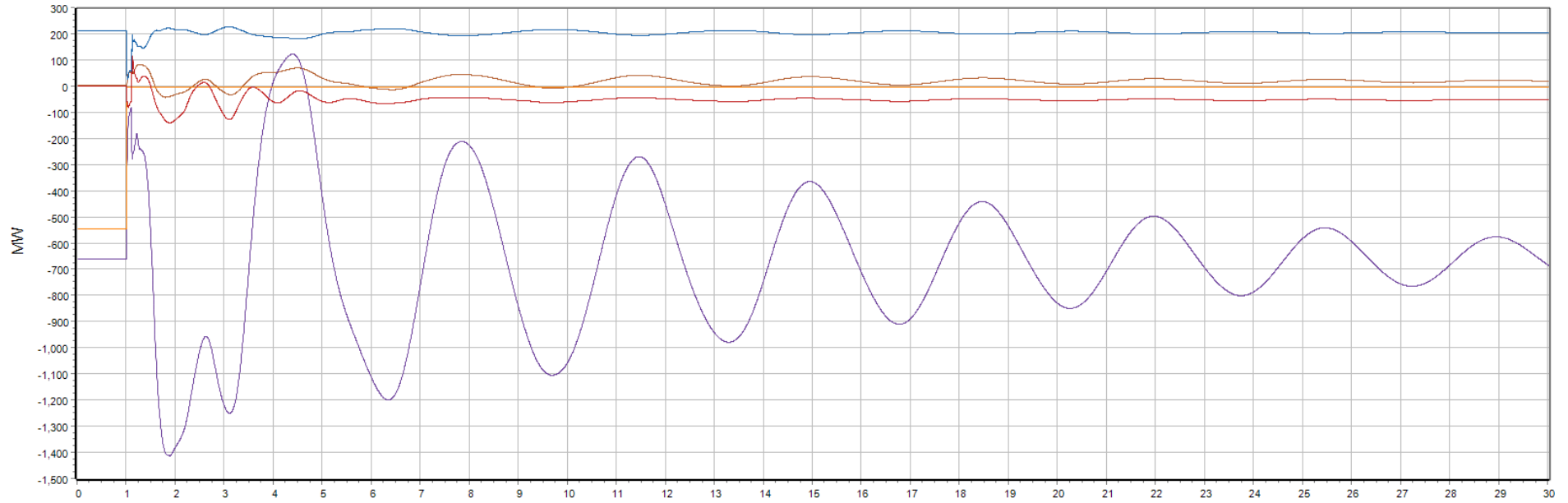
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



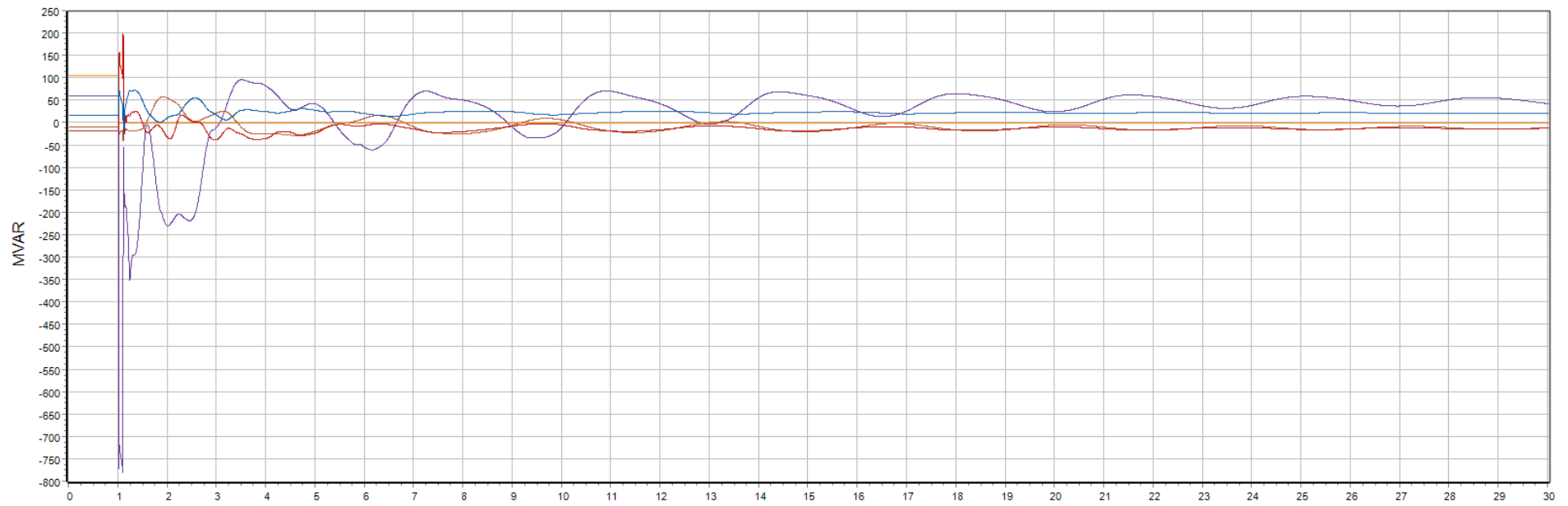
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



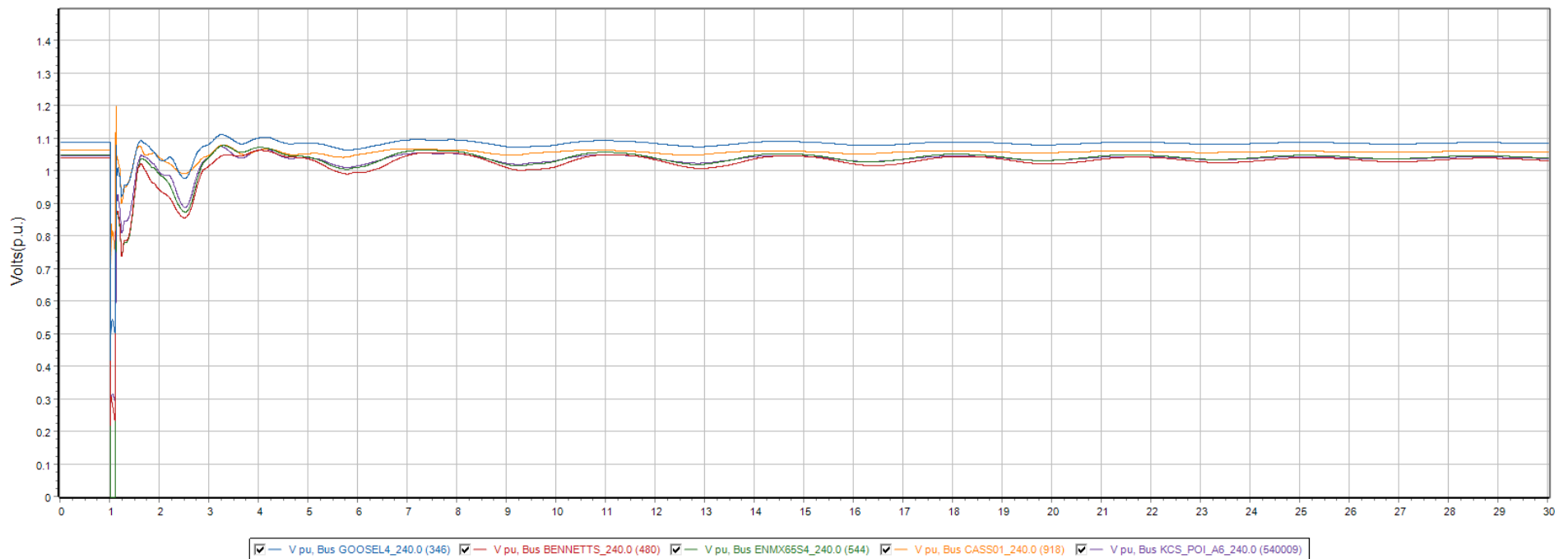
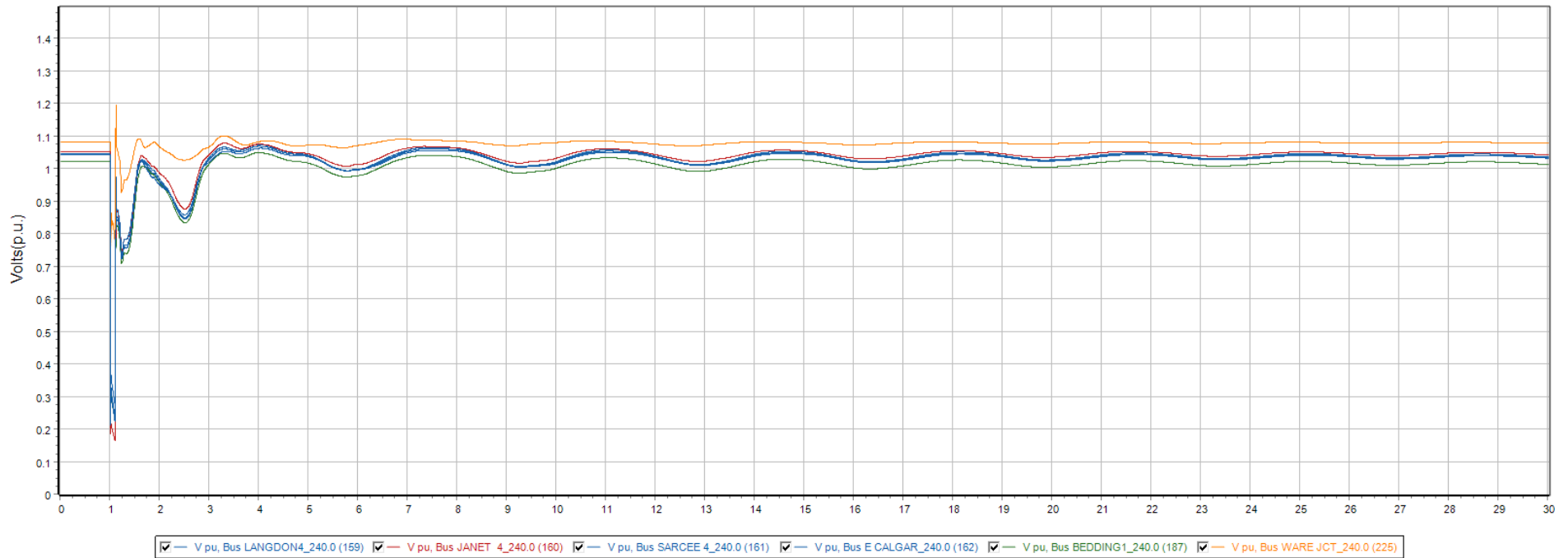
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



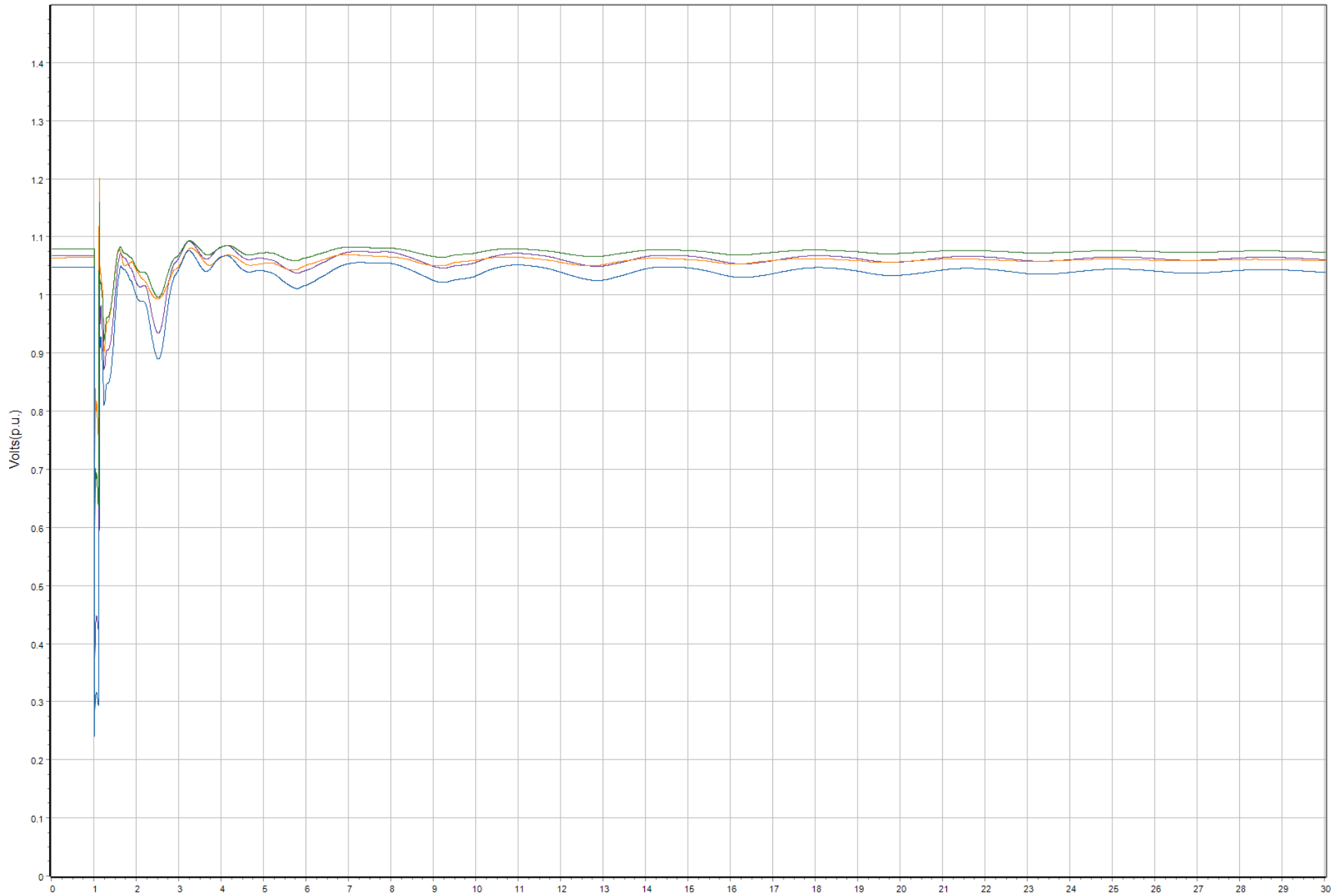
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



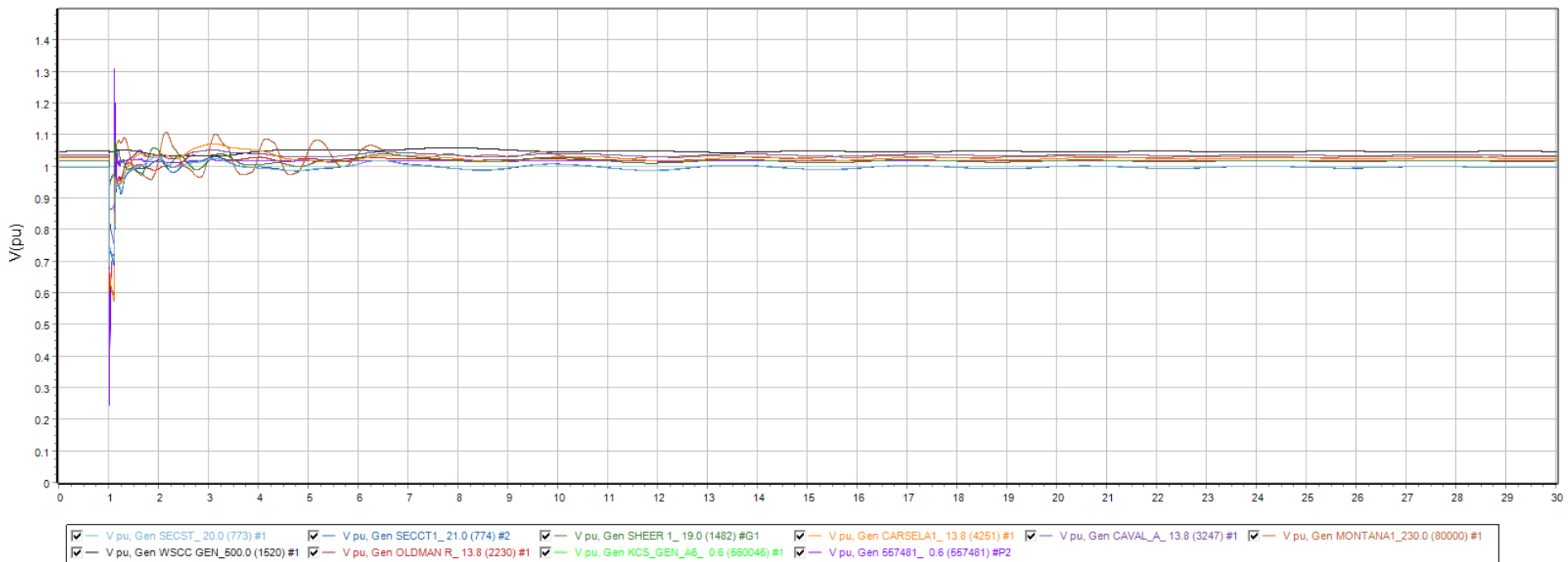
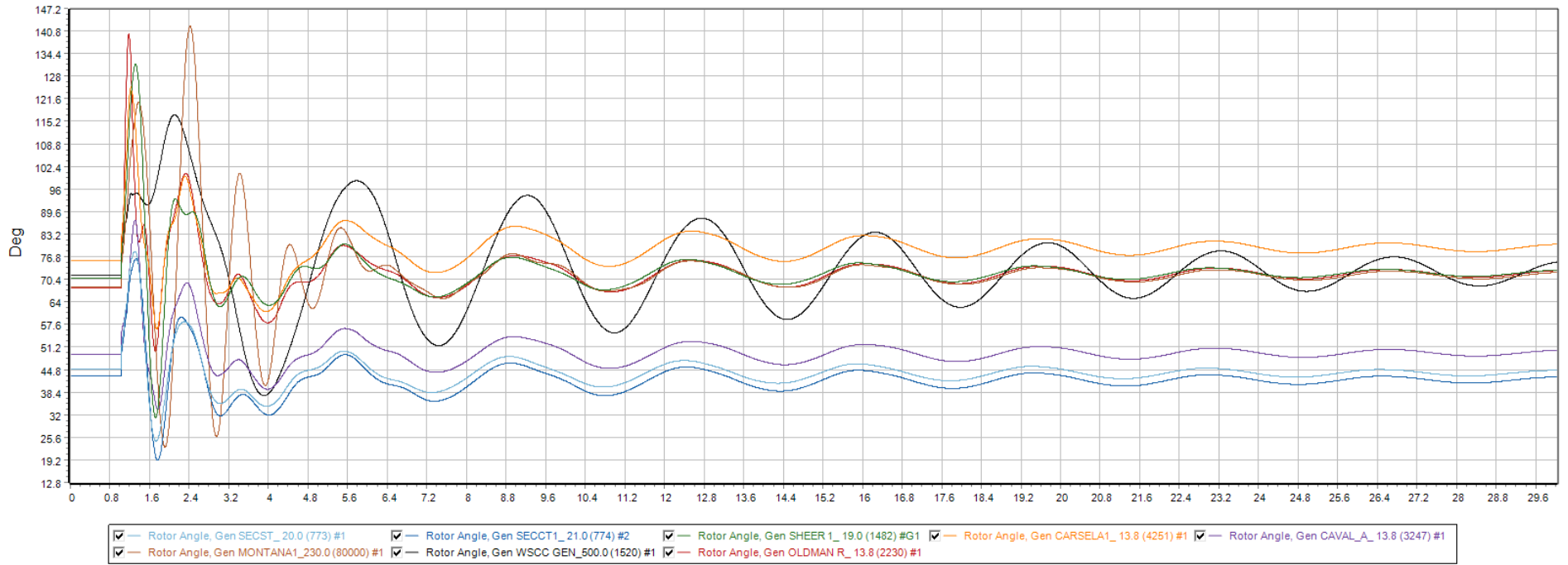




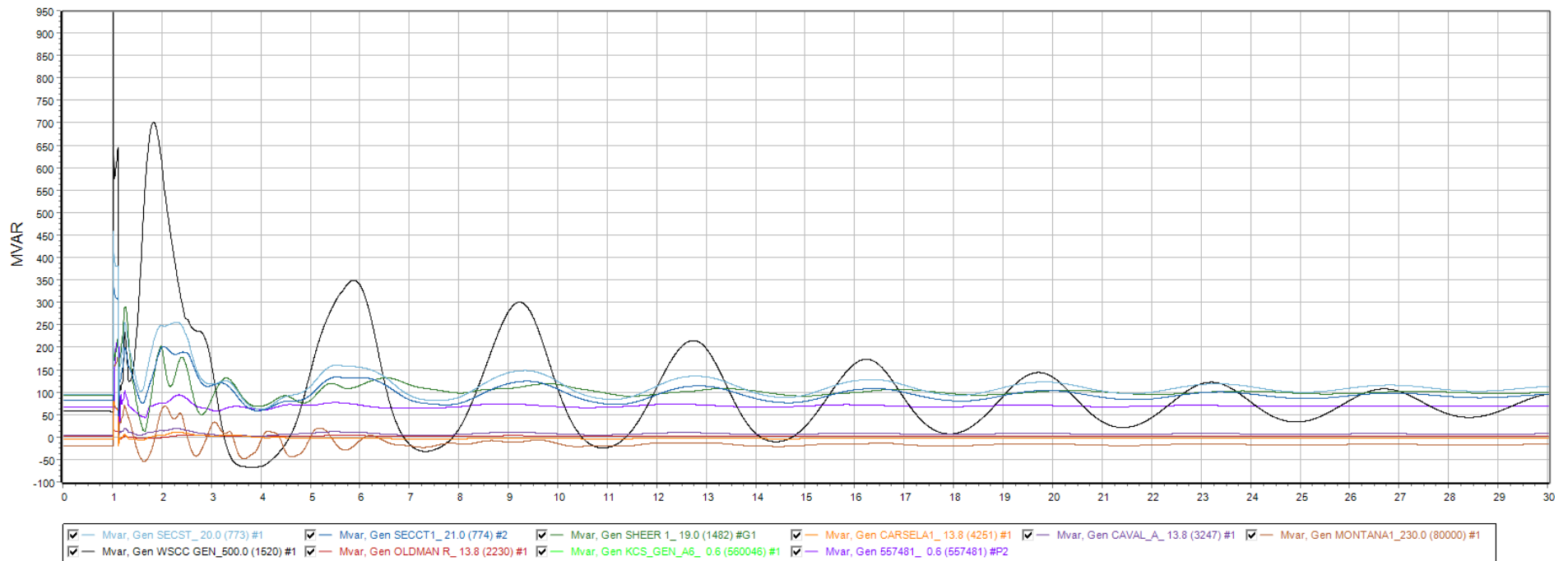
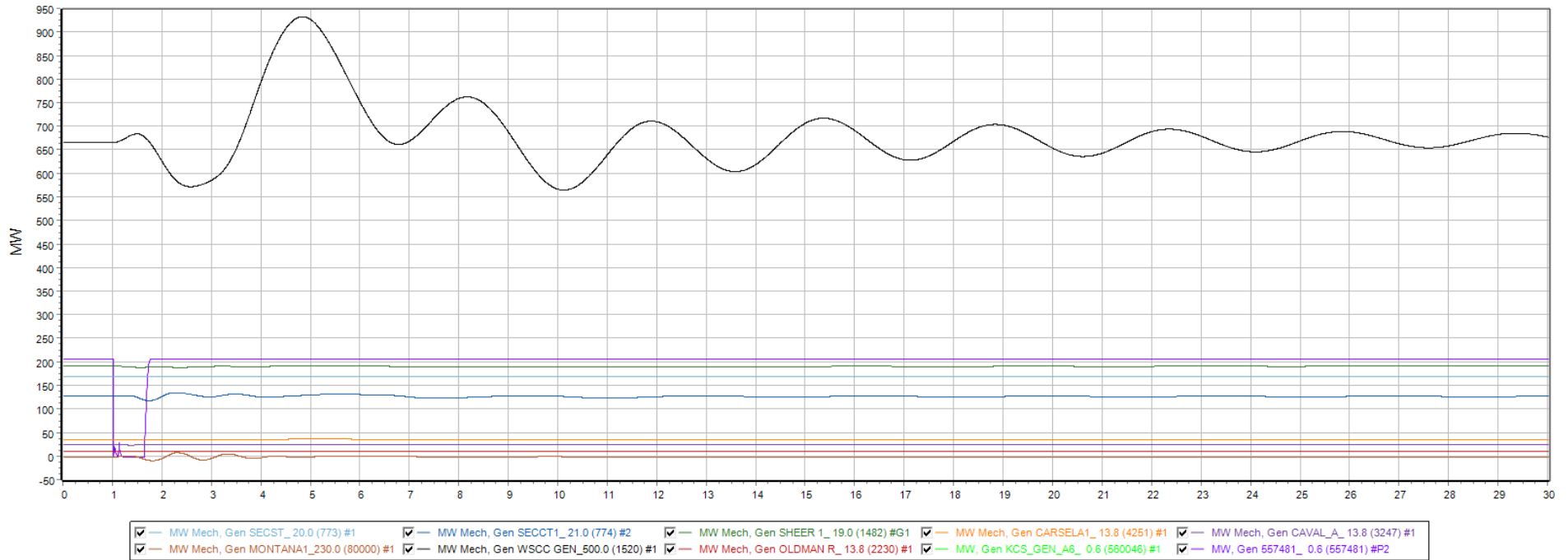
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



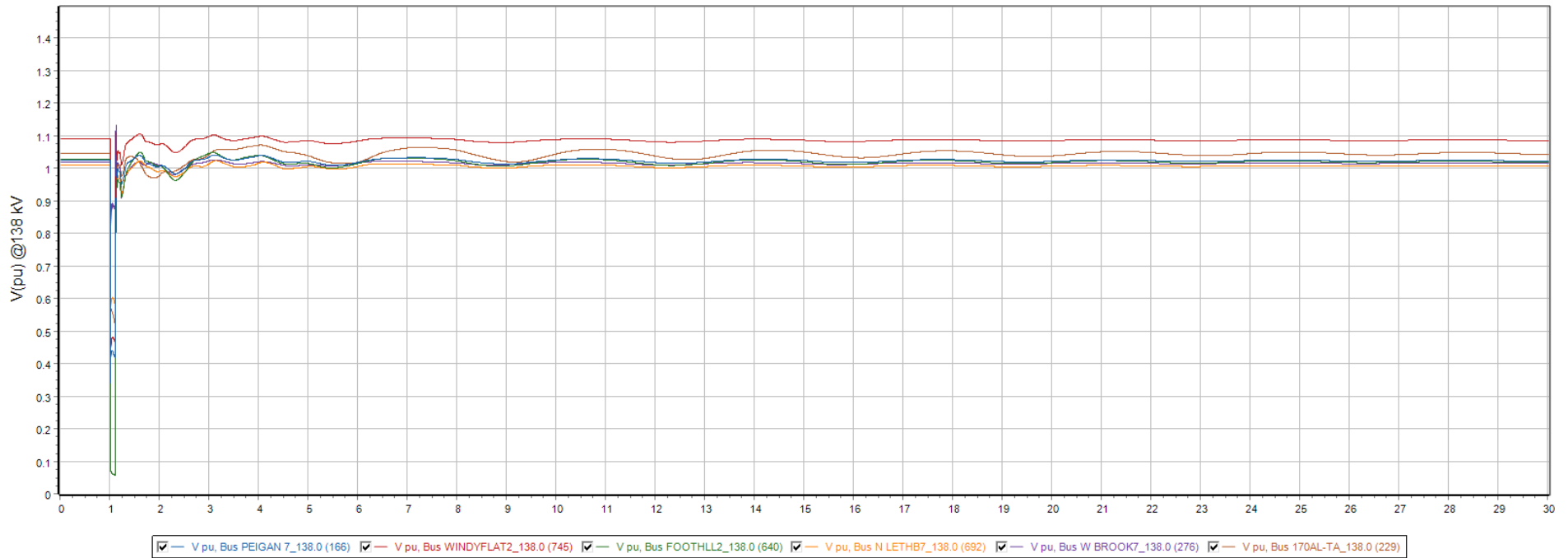
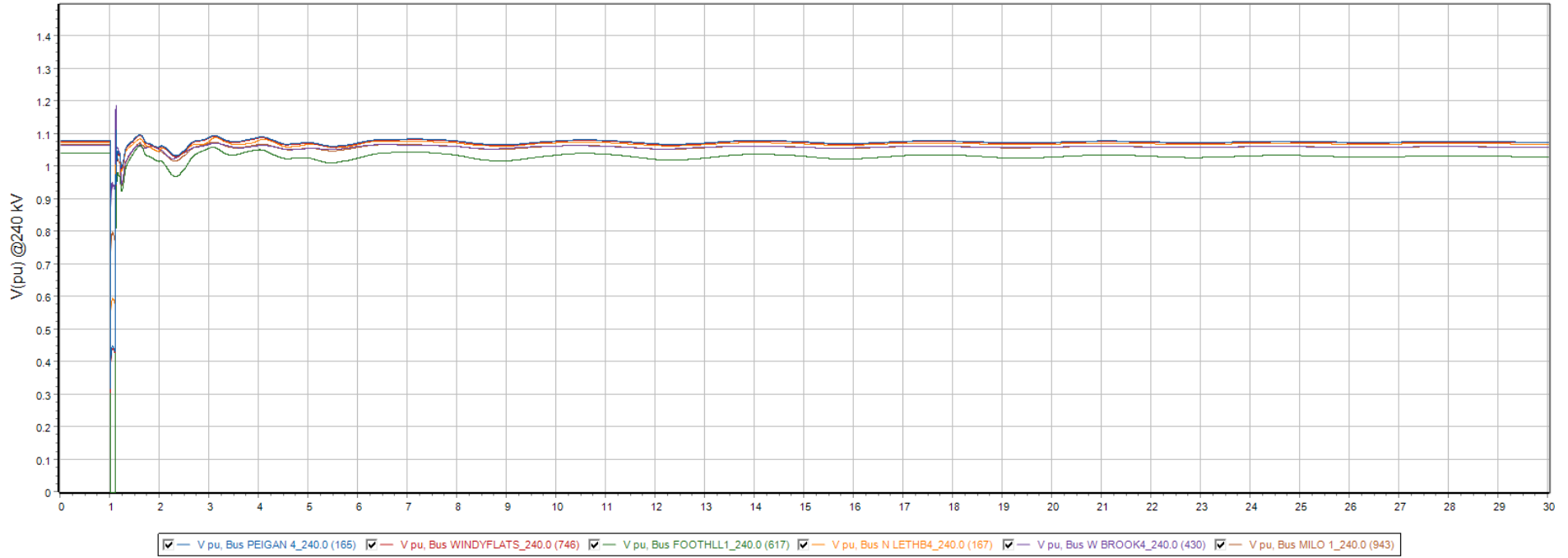
Monitor Gens. Q1



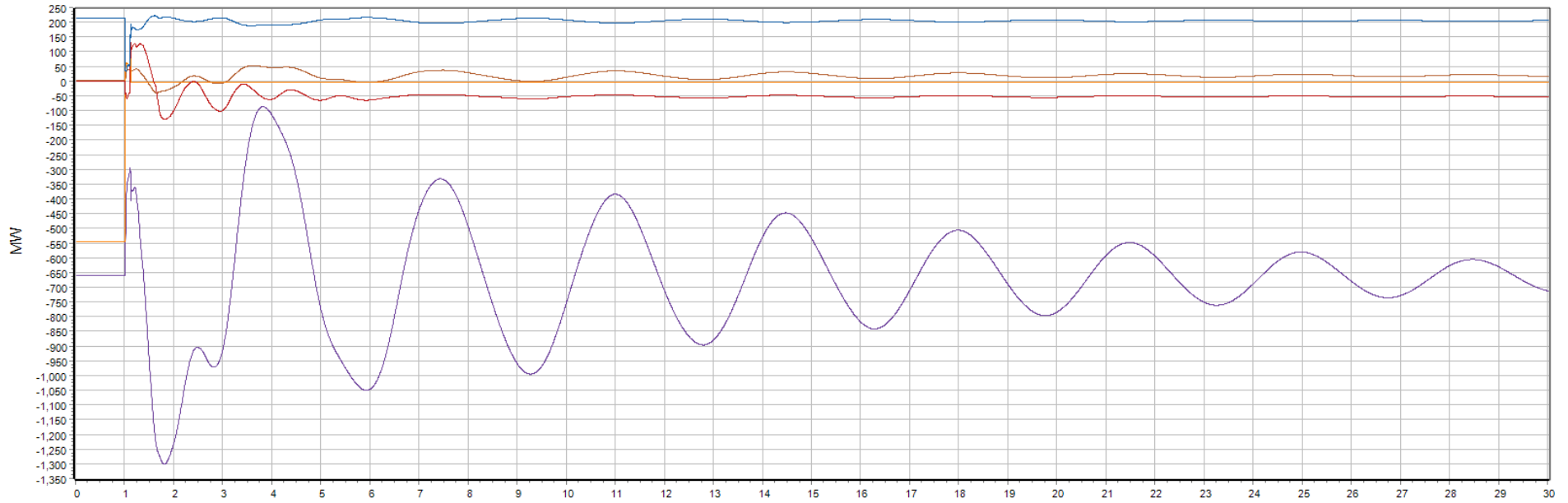
Monitor Gens. Q2



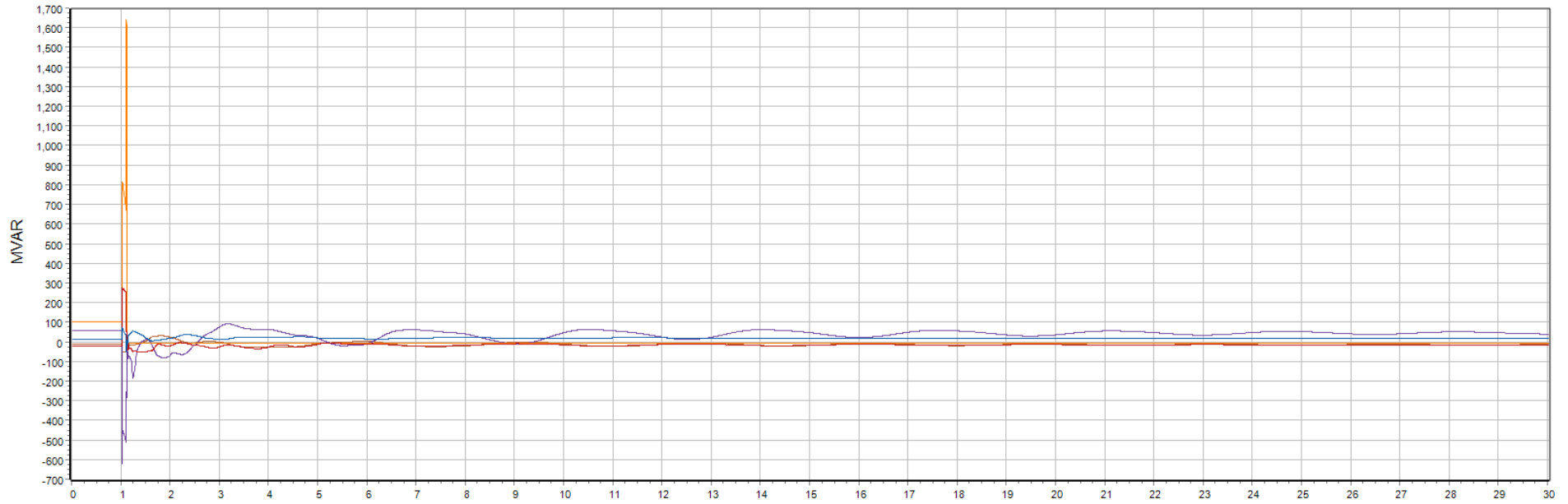
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



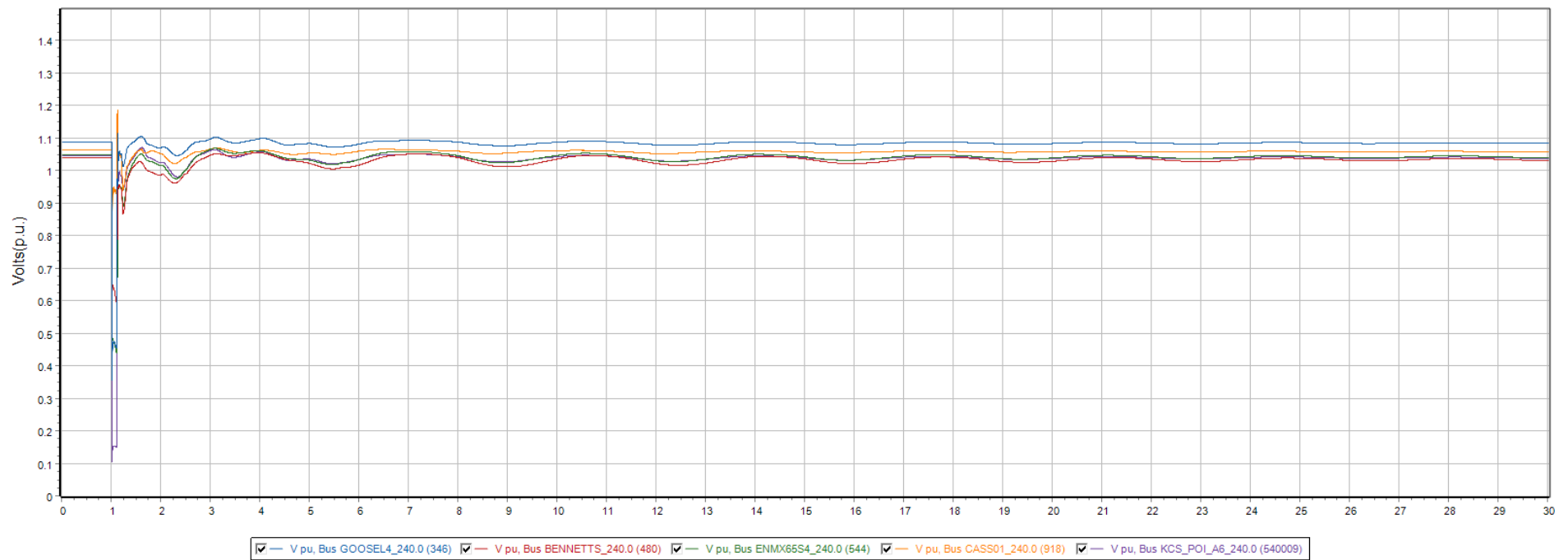
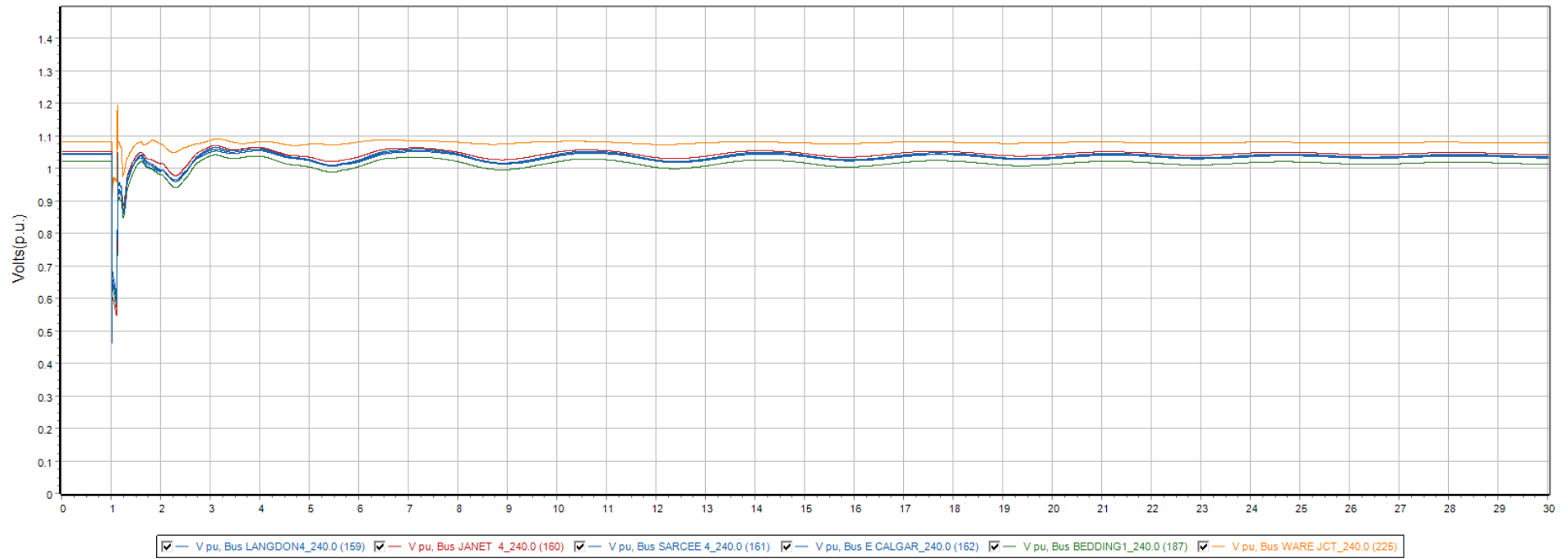
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



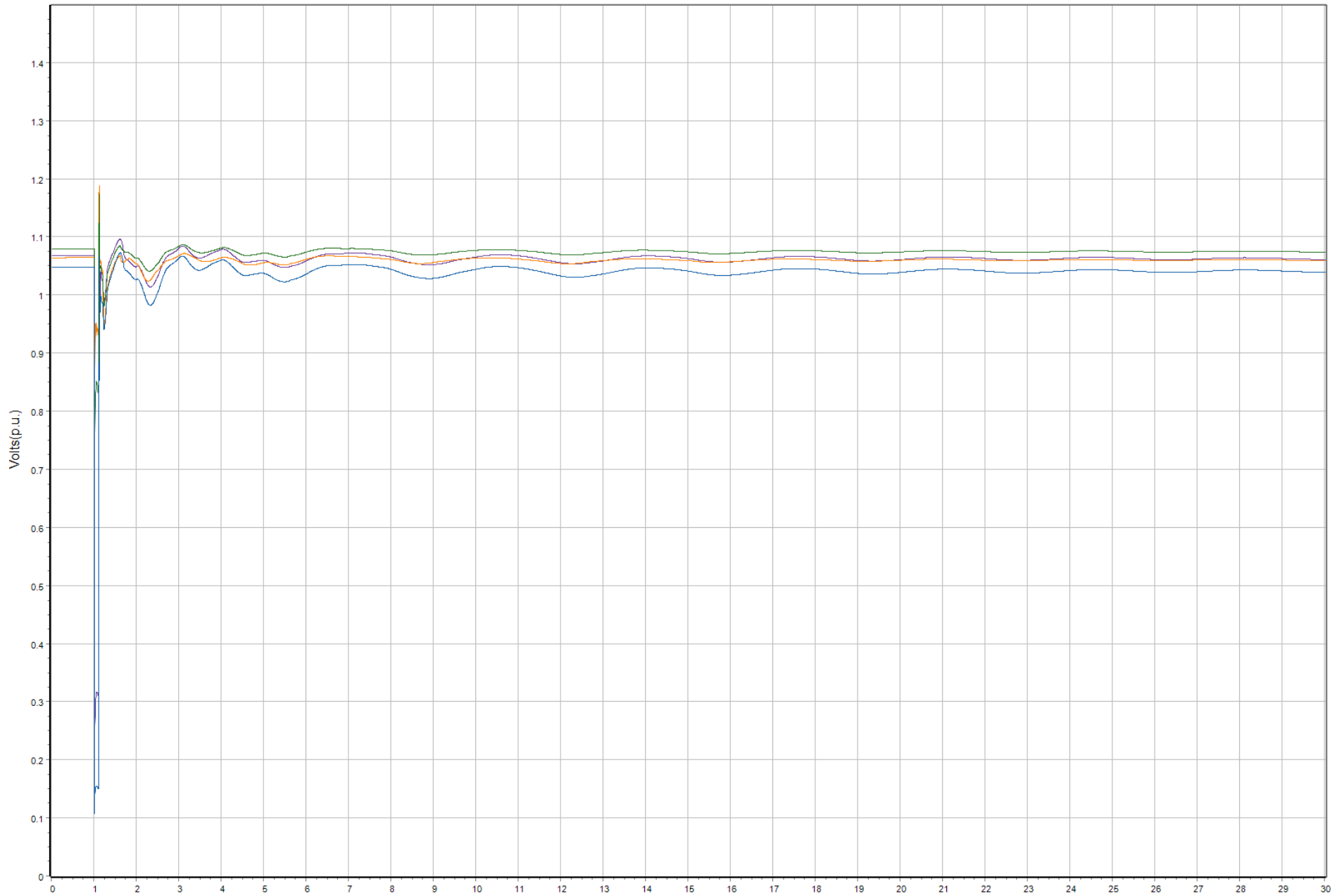
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



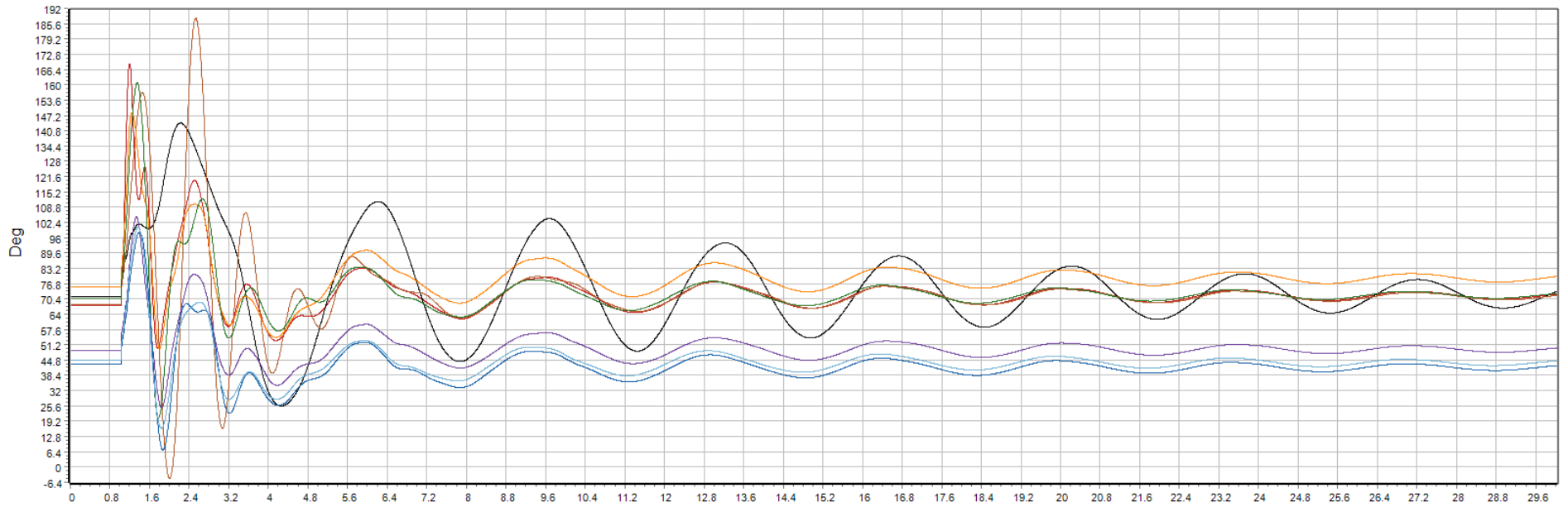




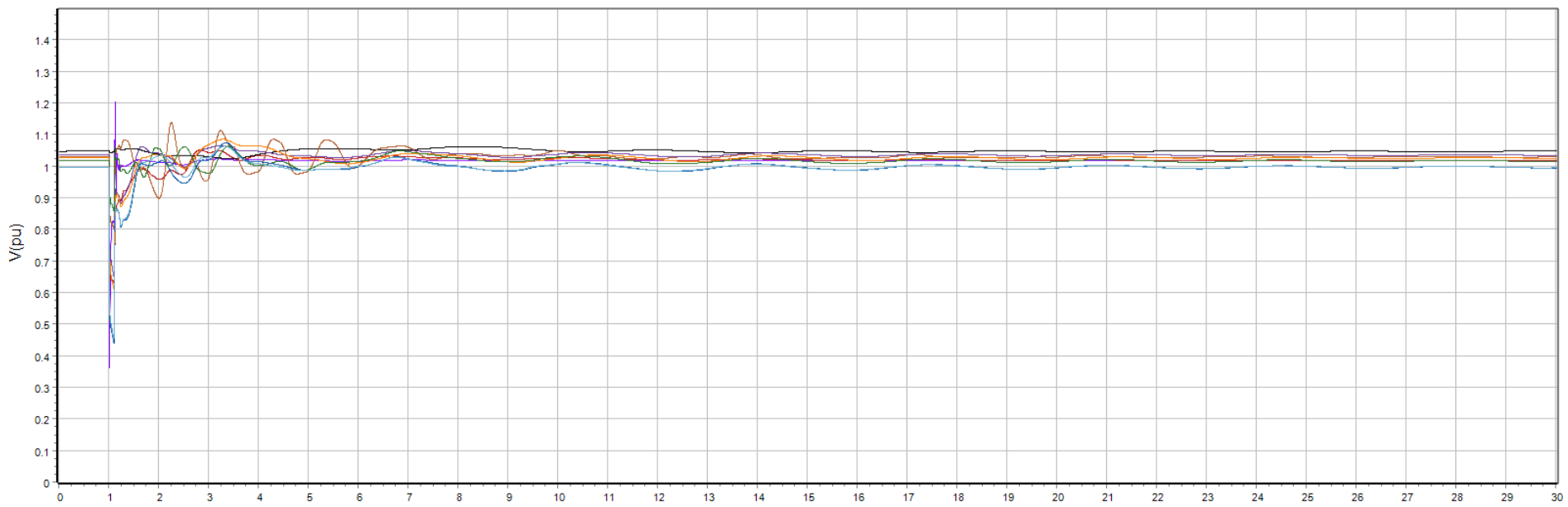
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



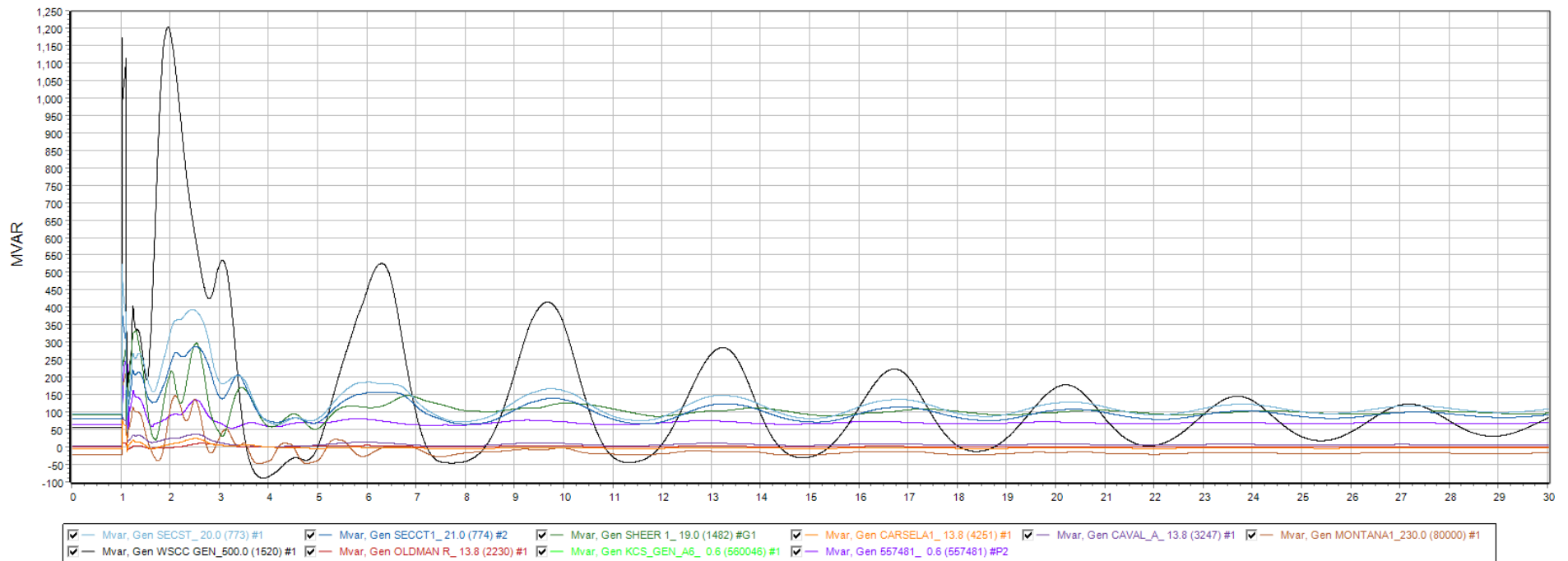
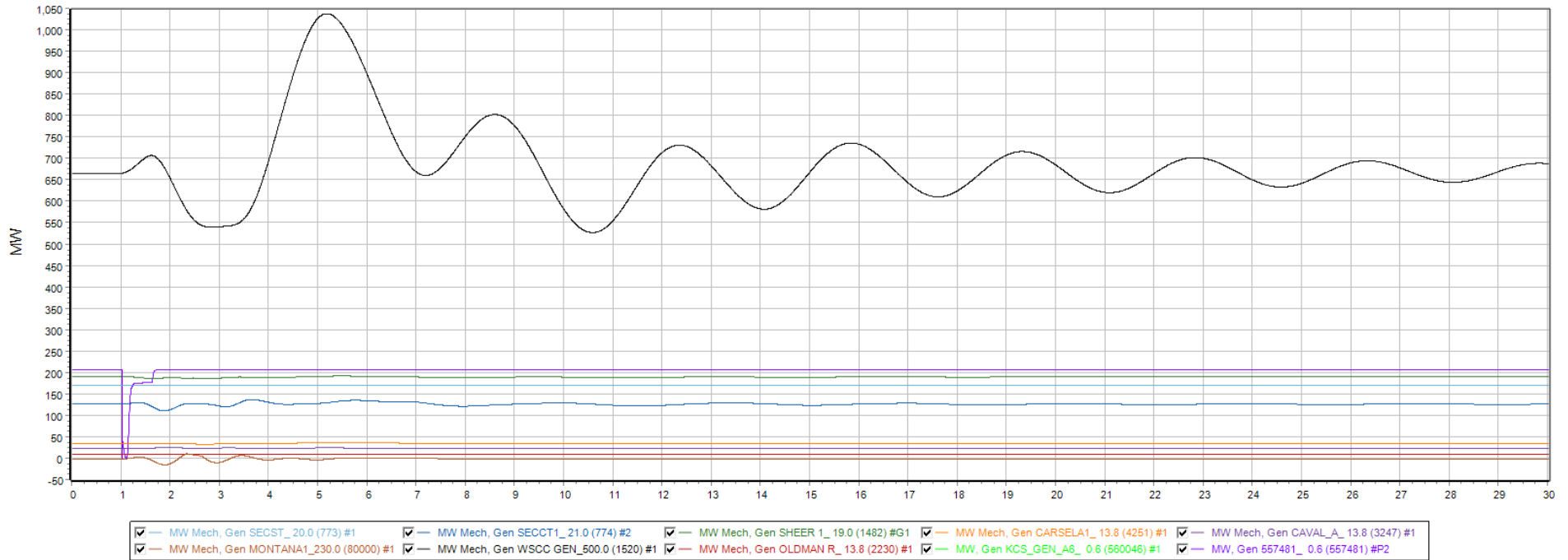
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



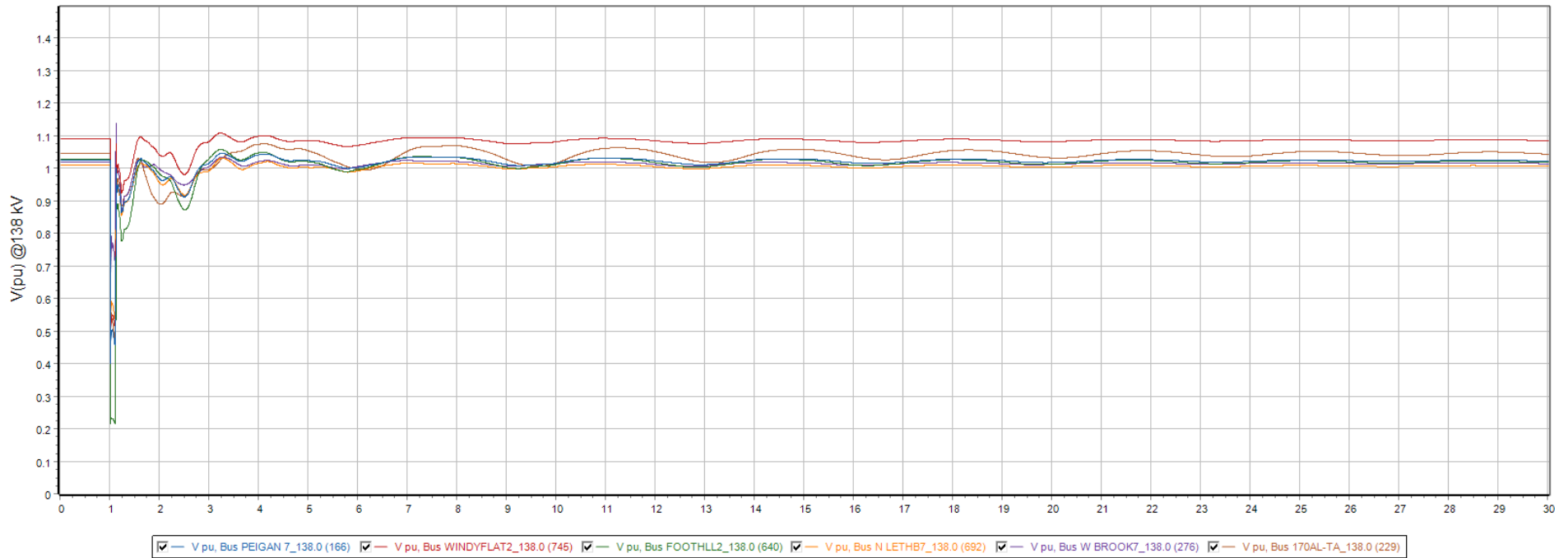
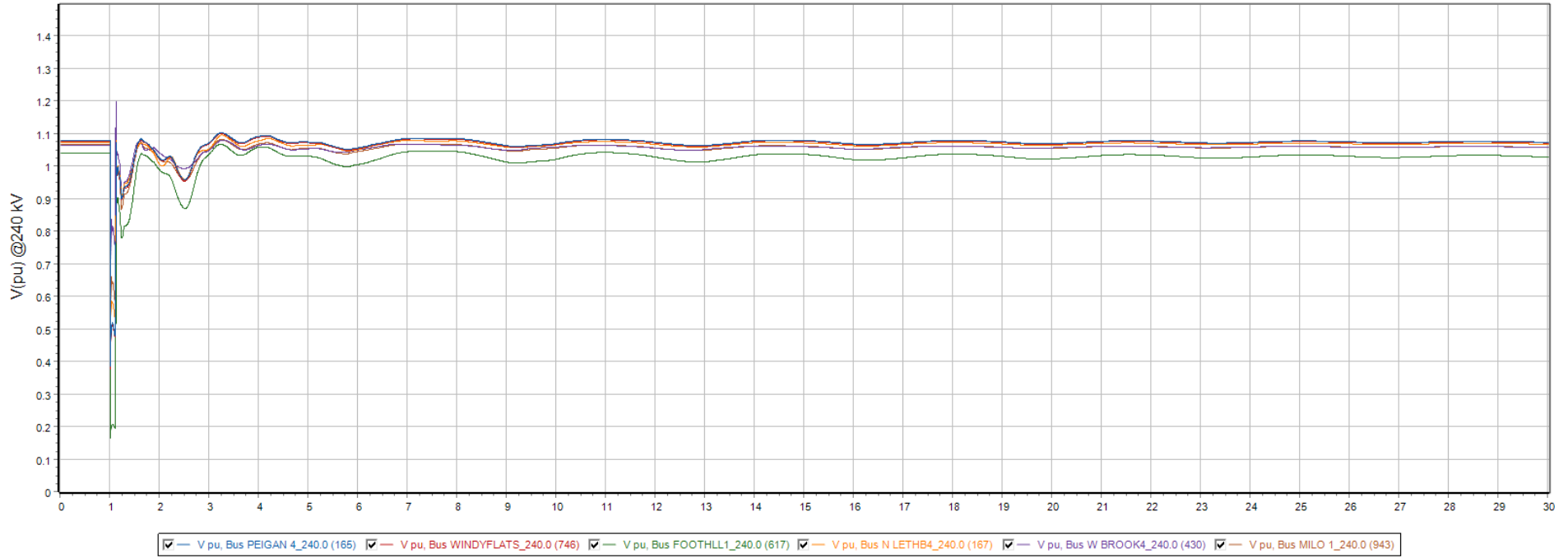
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



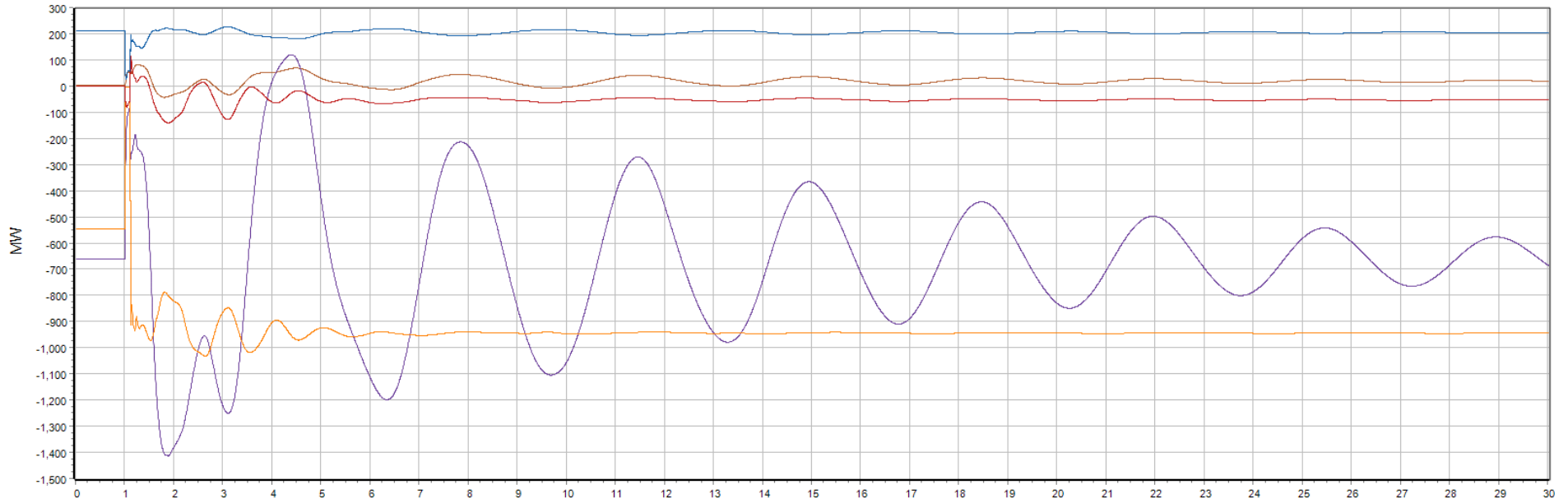
Monitor Gens. Q2



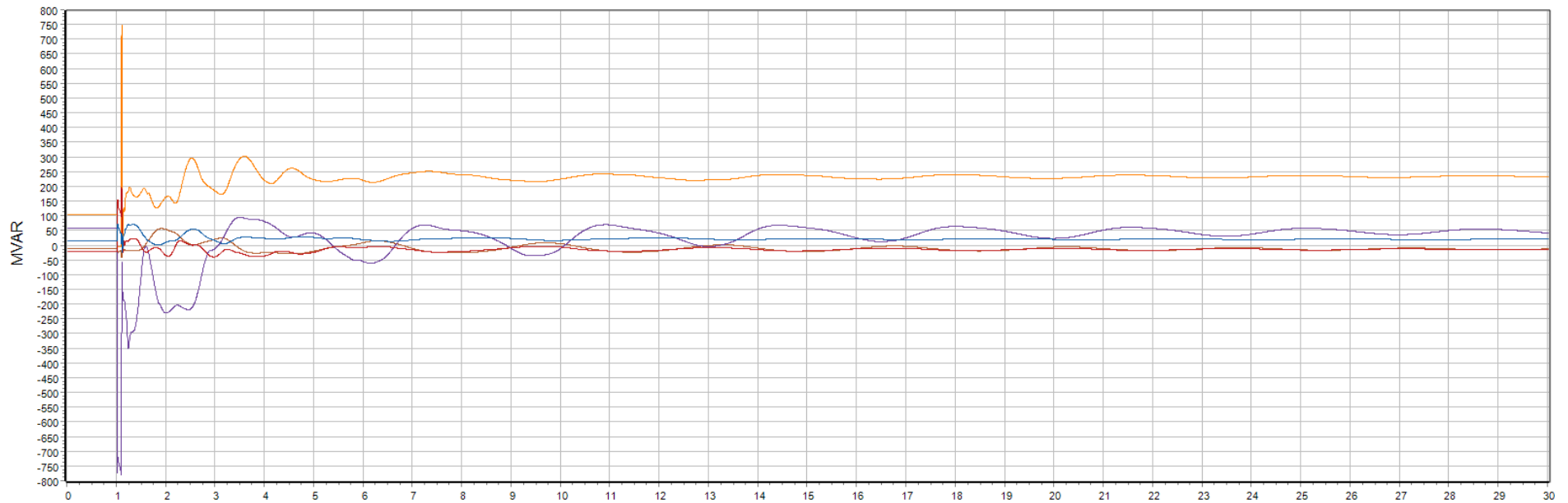
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



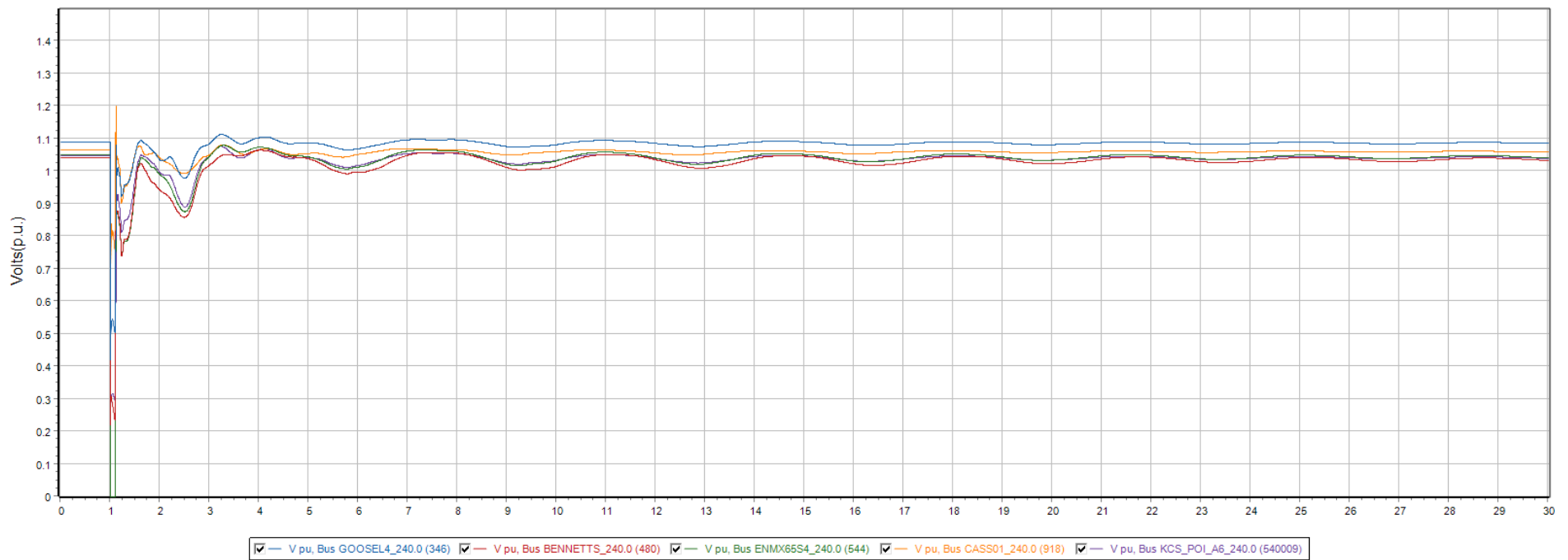
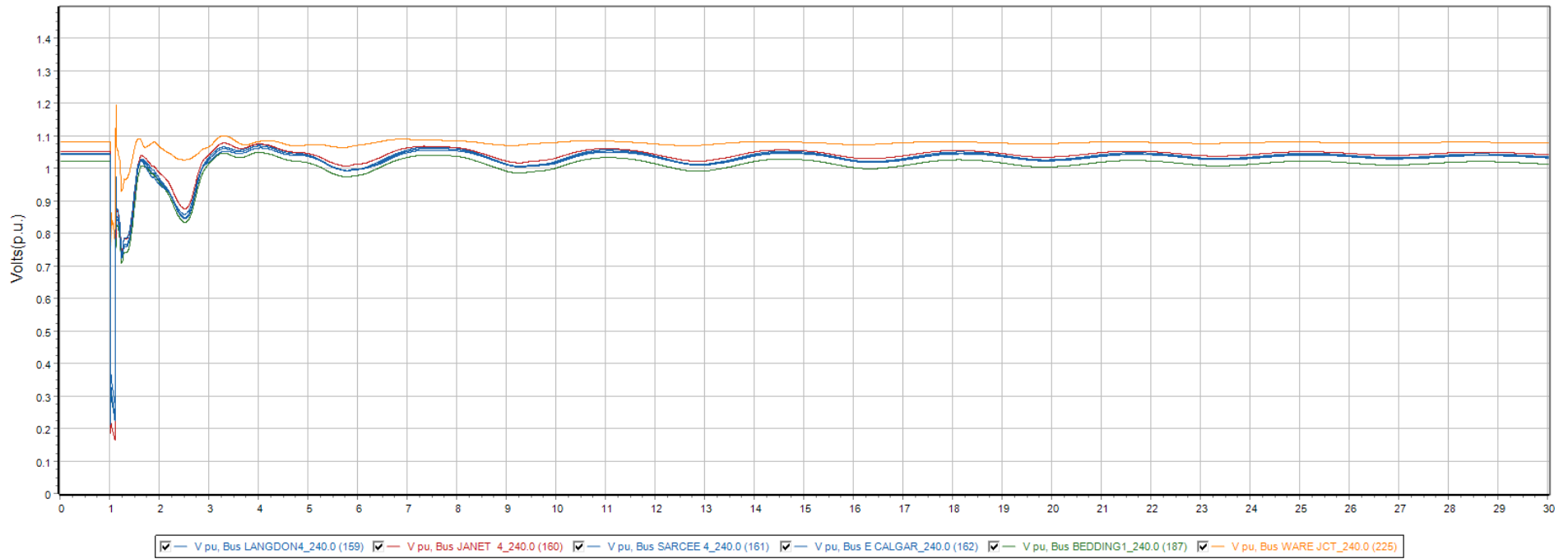
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



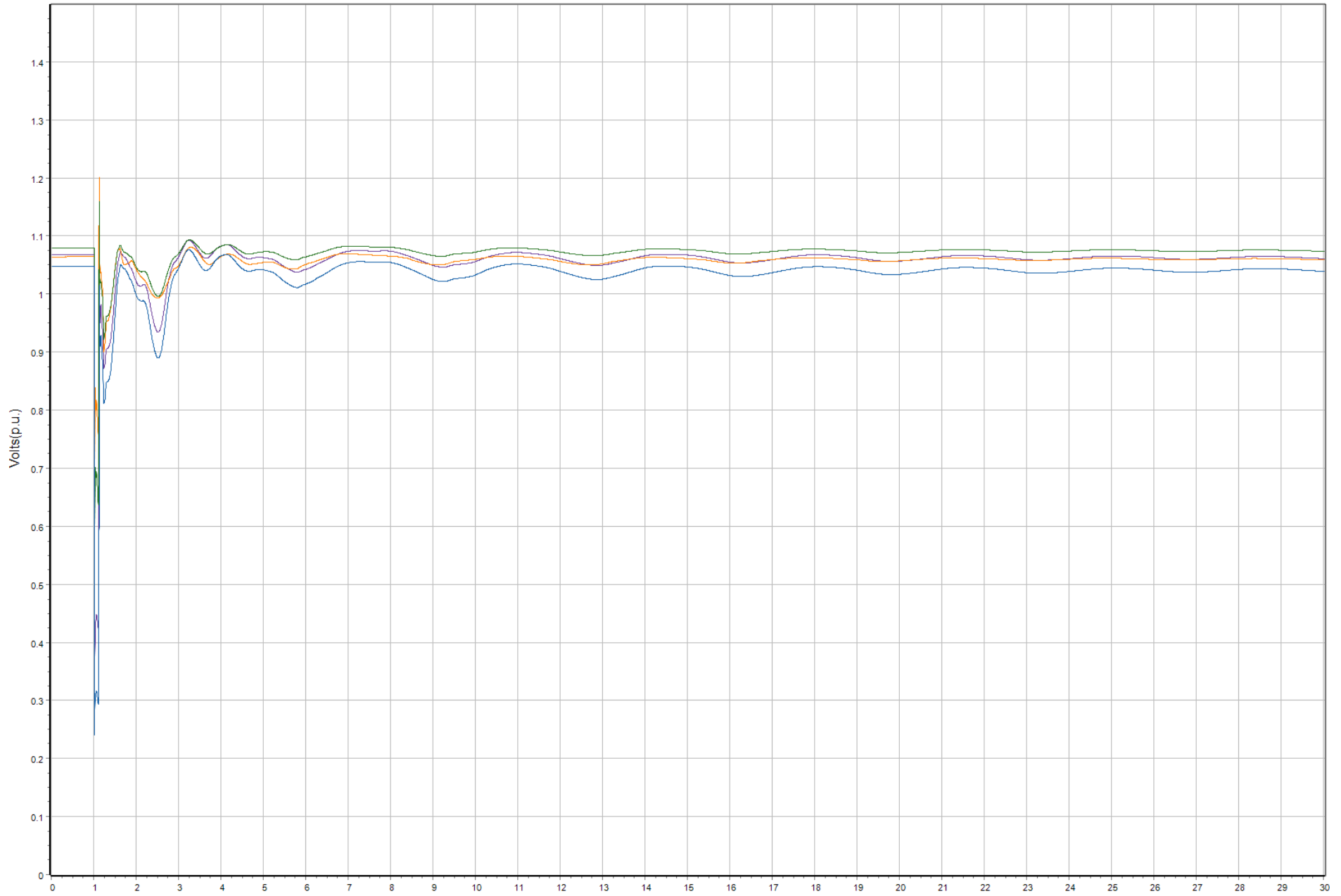
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



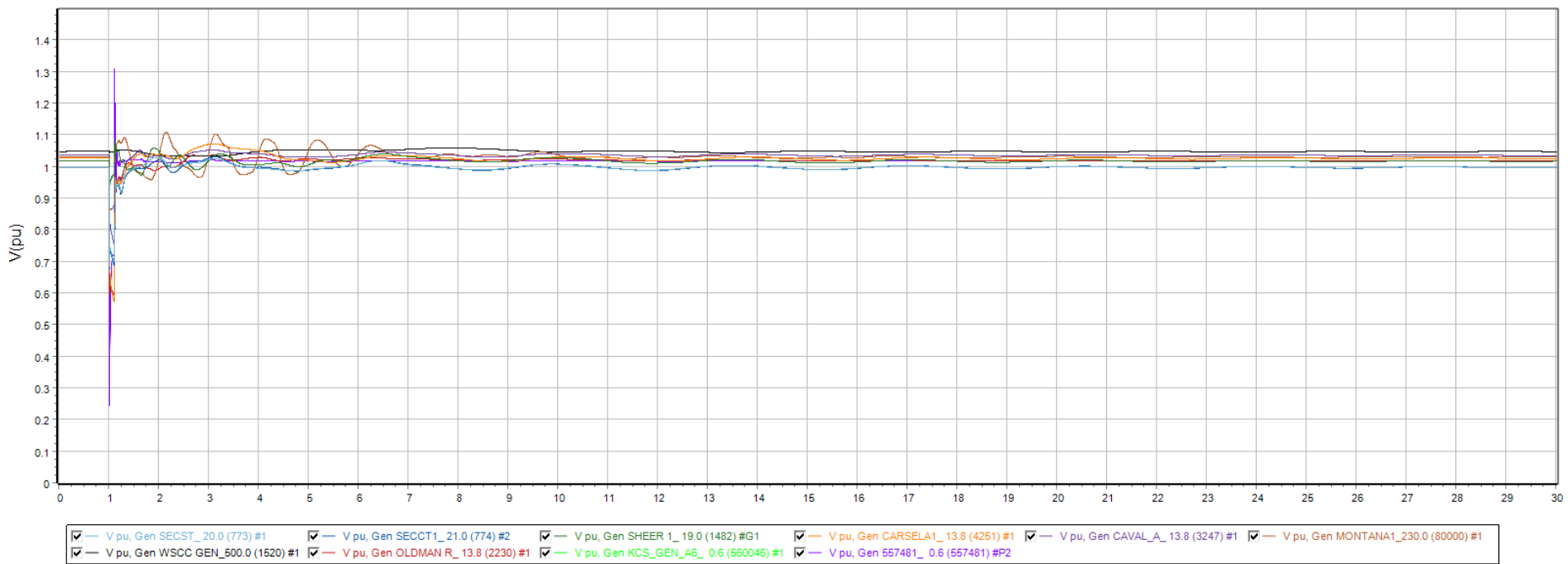
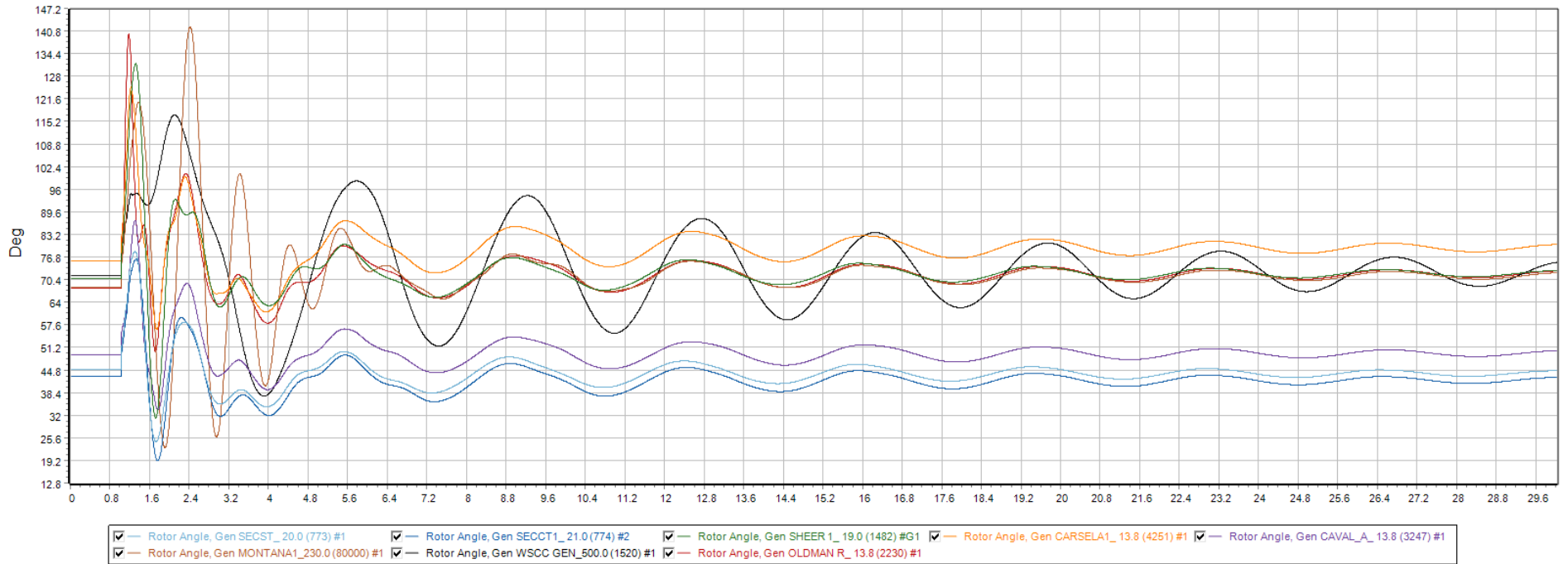




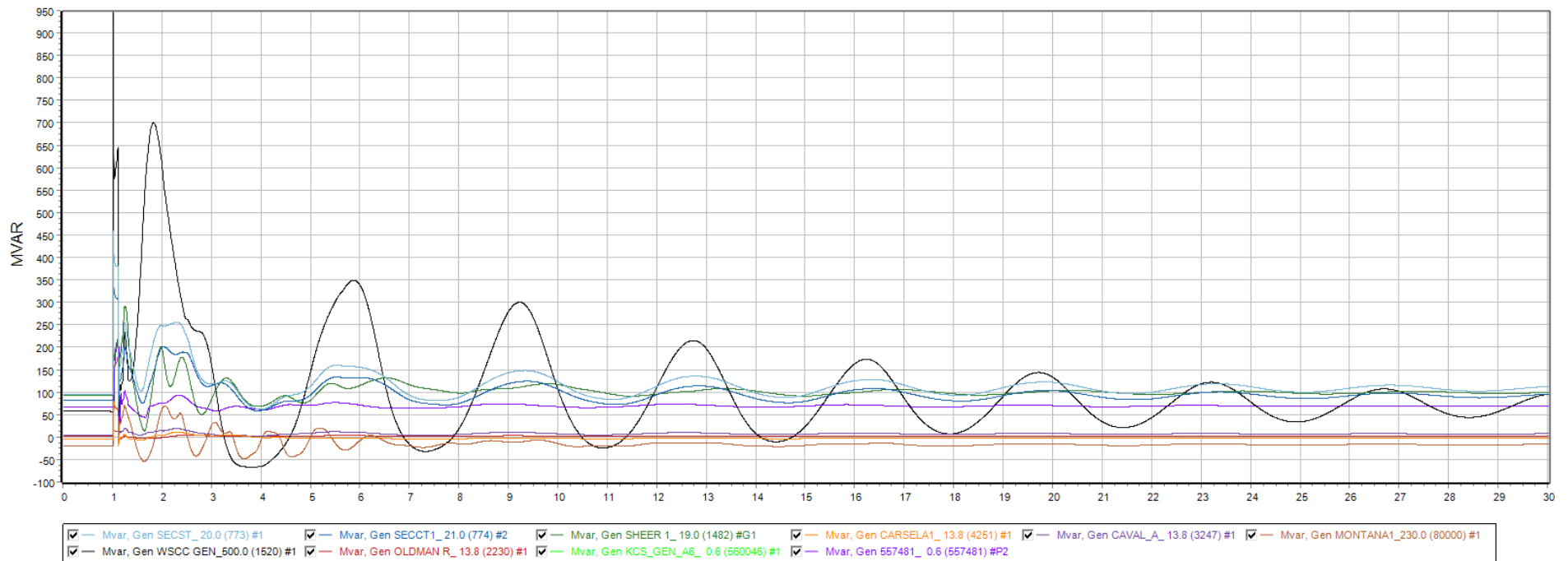
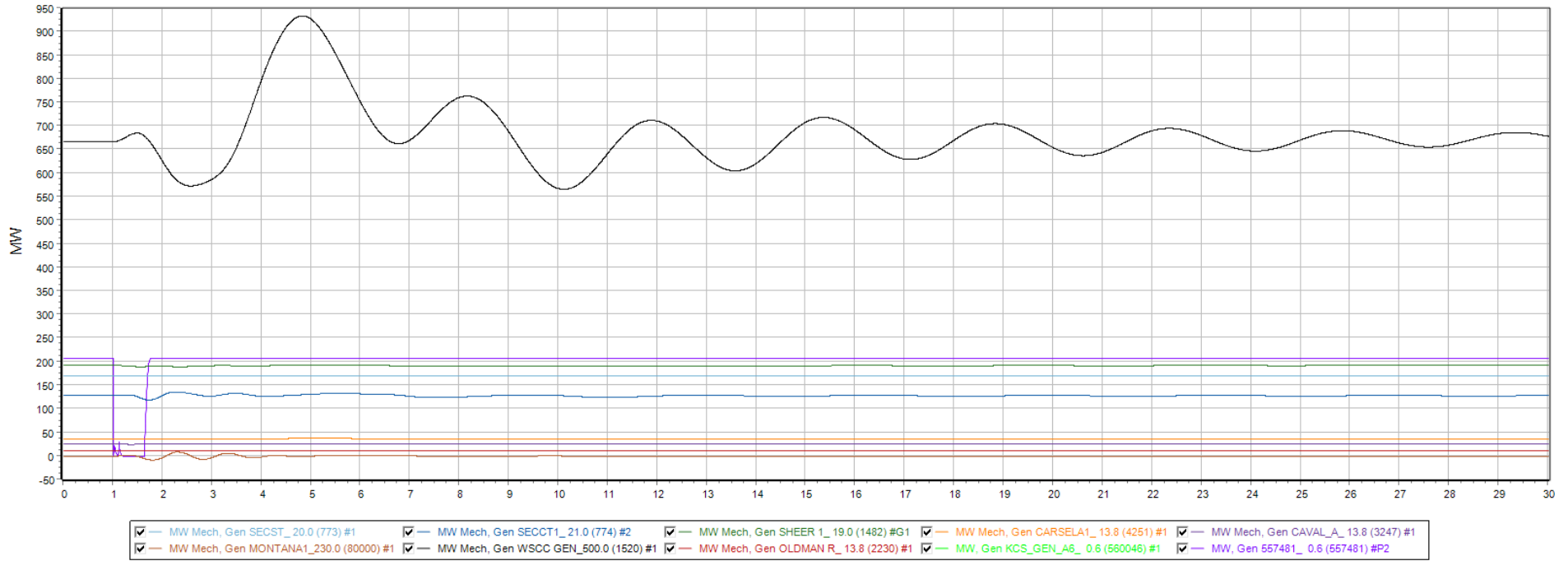
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



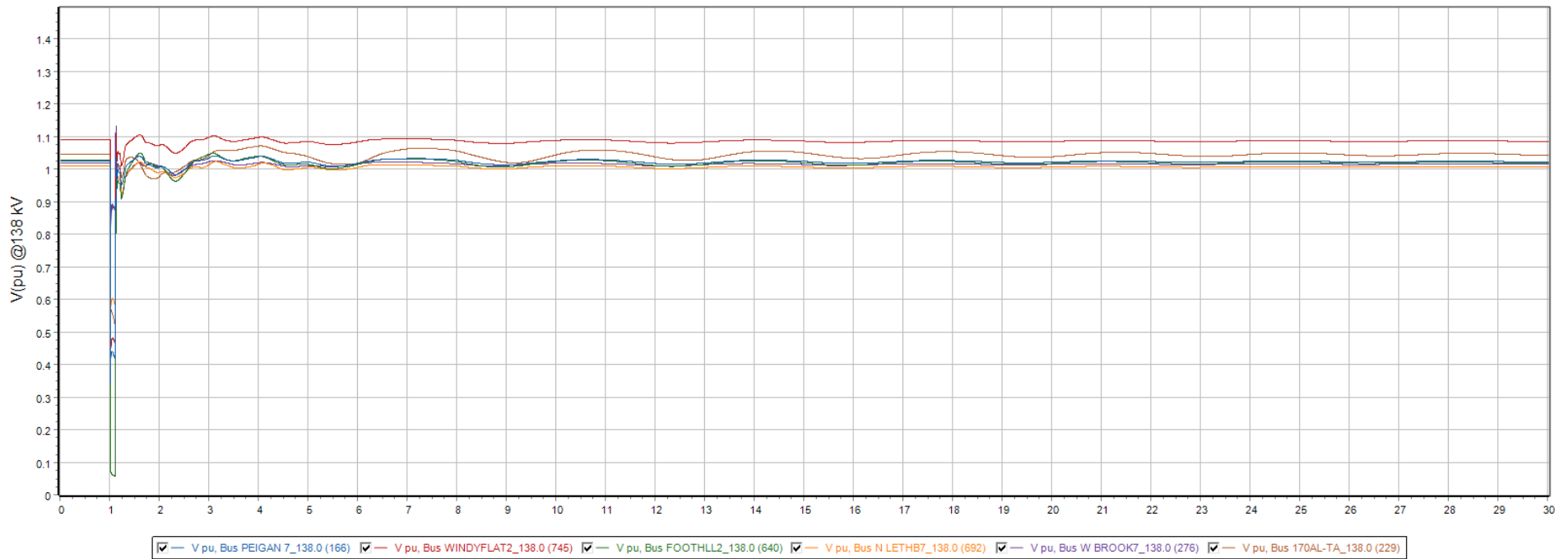
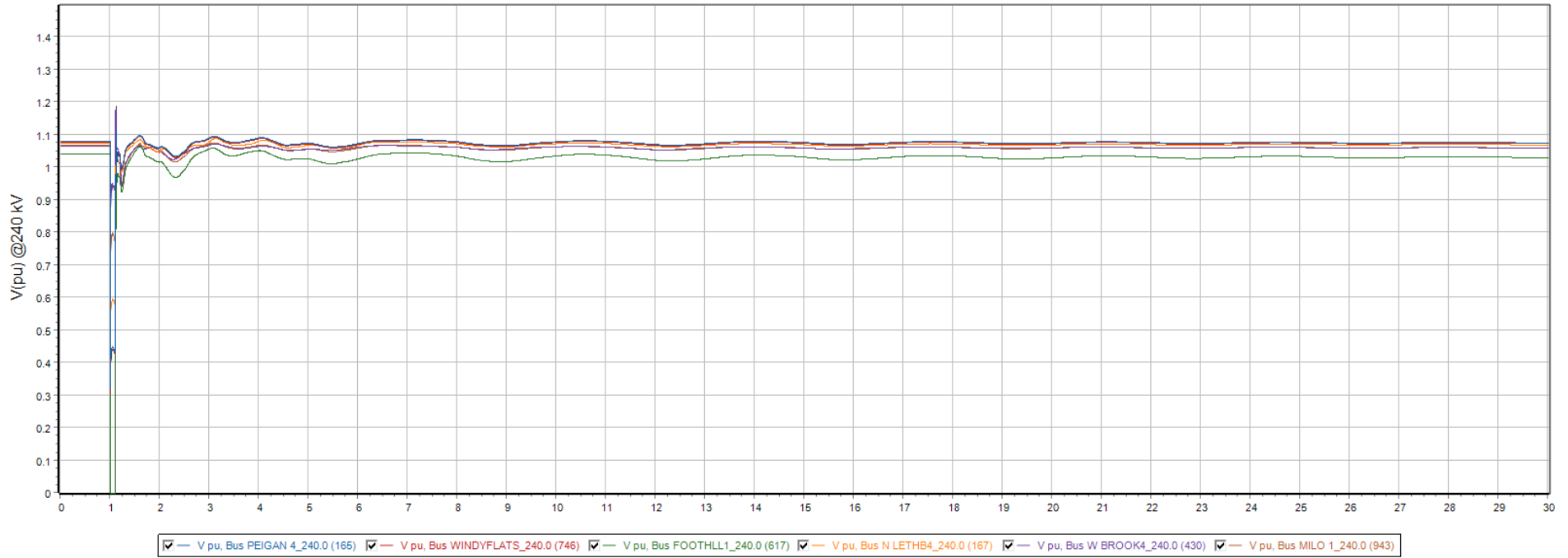
Monitor Gens. Q1



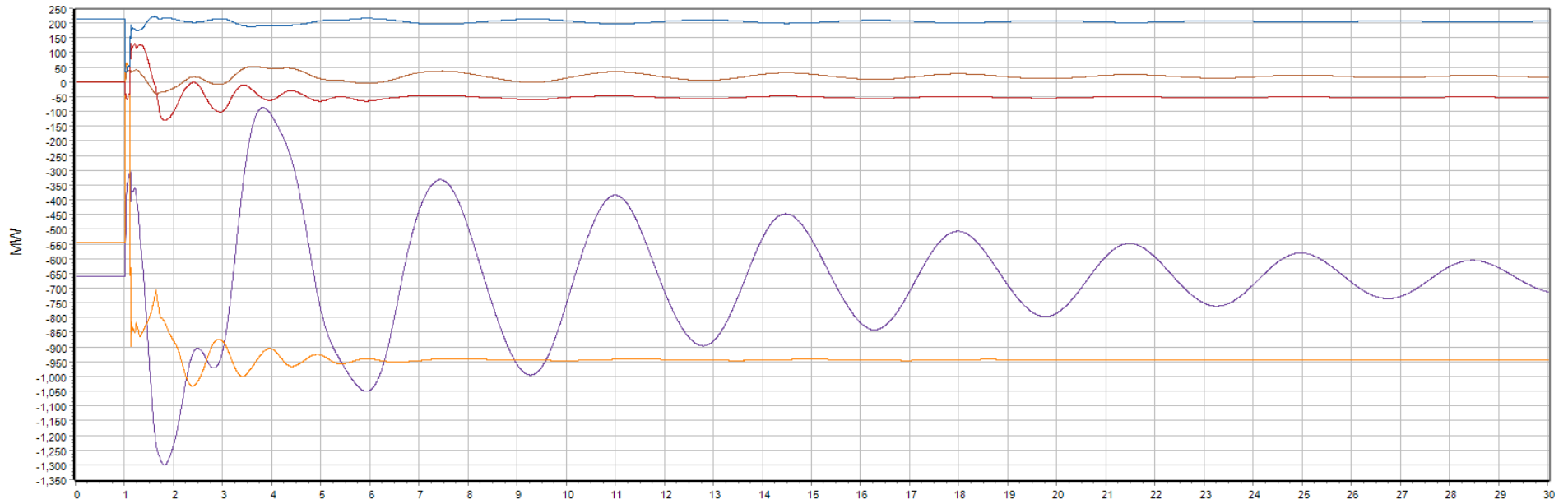
Monitor Gens. Q2



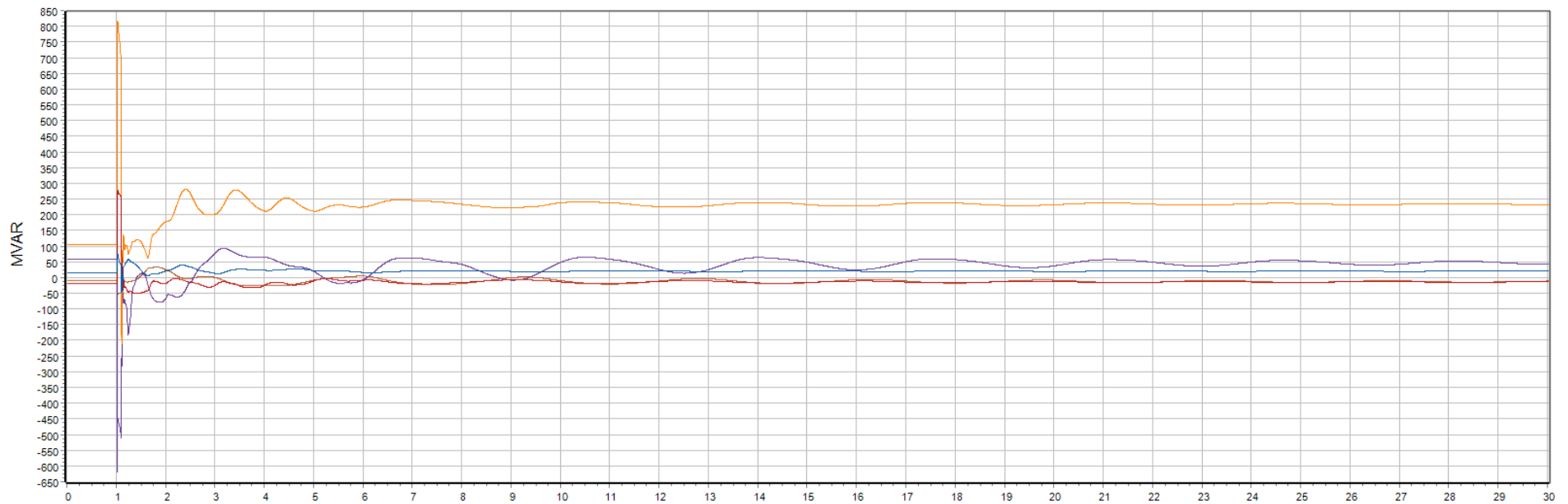
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



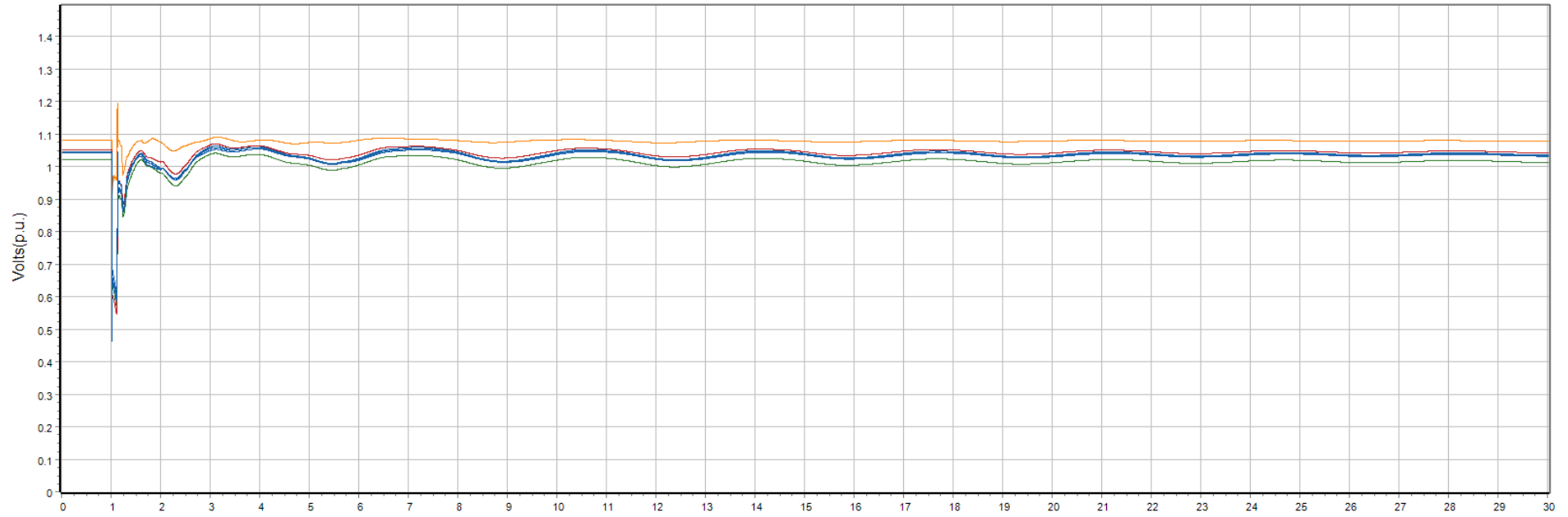
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



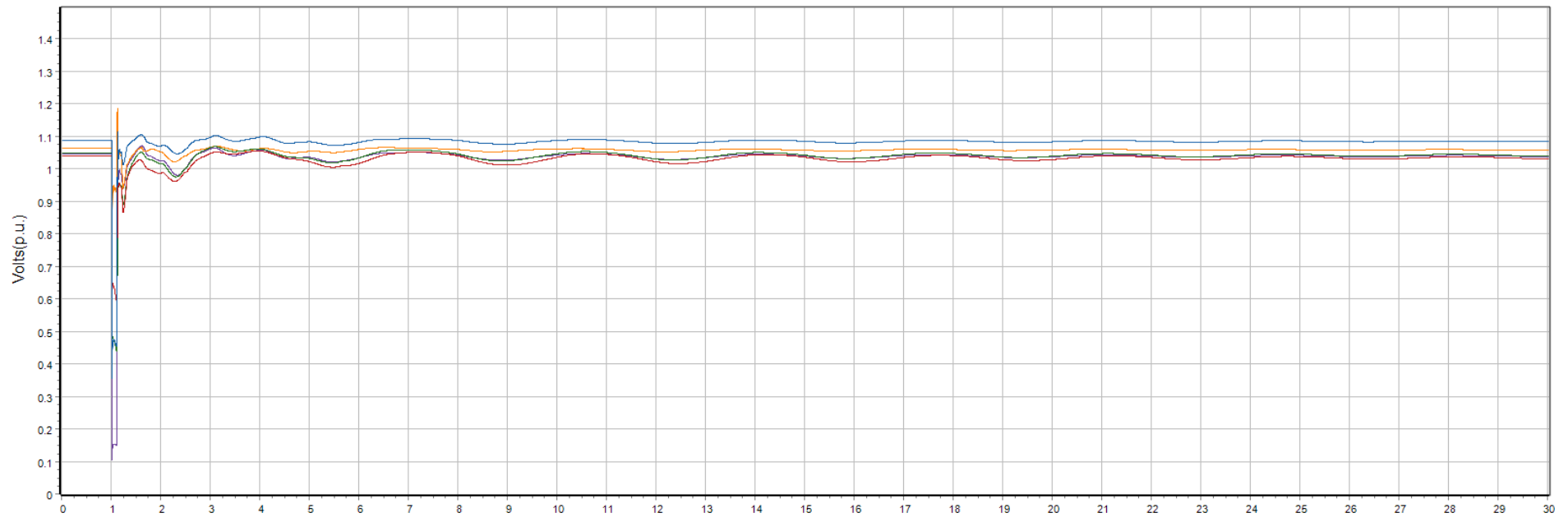
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



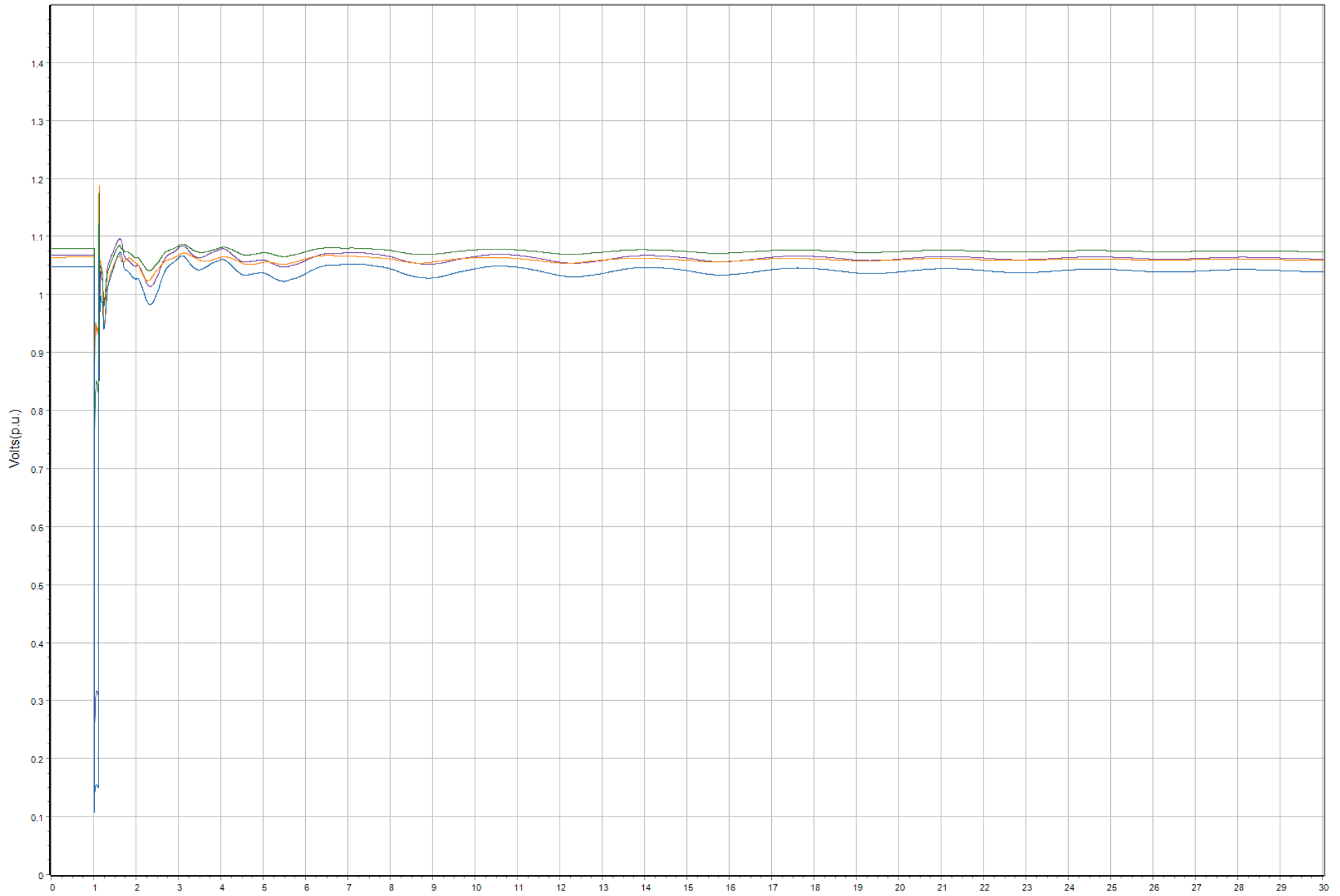
V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)







V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

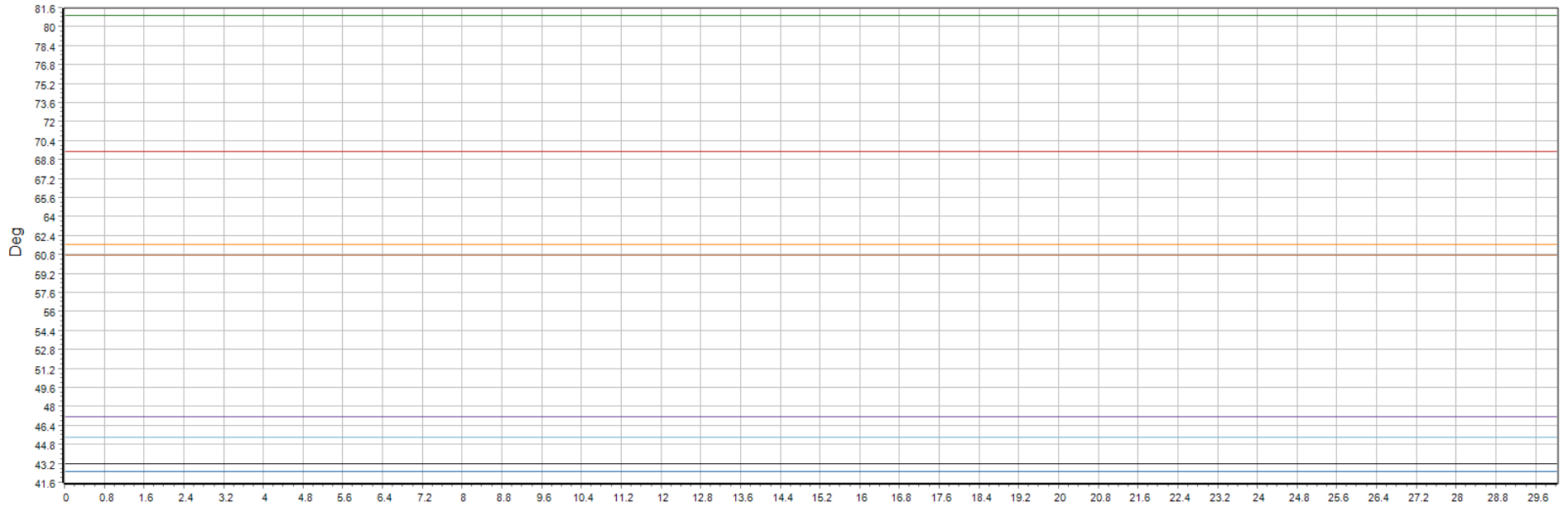


# **2025 SUMMER PEAK**

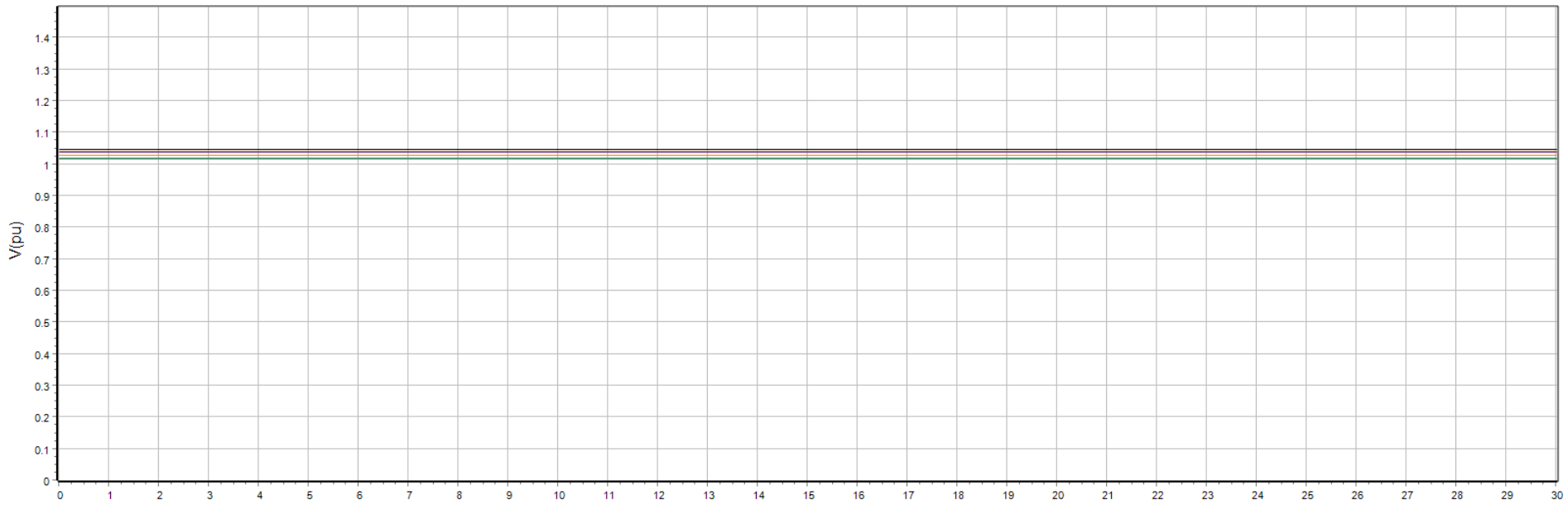
Single Line Diagrams  
P2445 - POST-PROJECT  
Transient Stability Response  
SC04



Monitor Gens. Q1



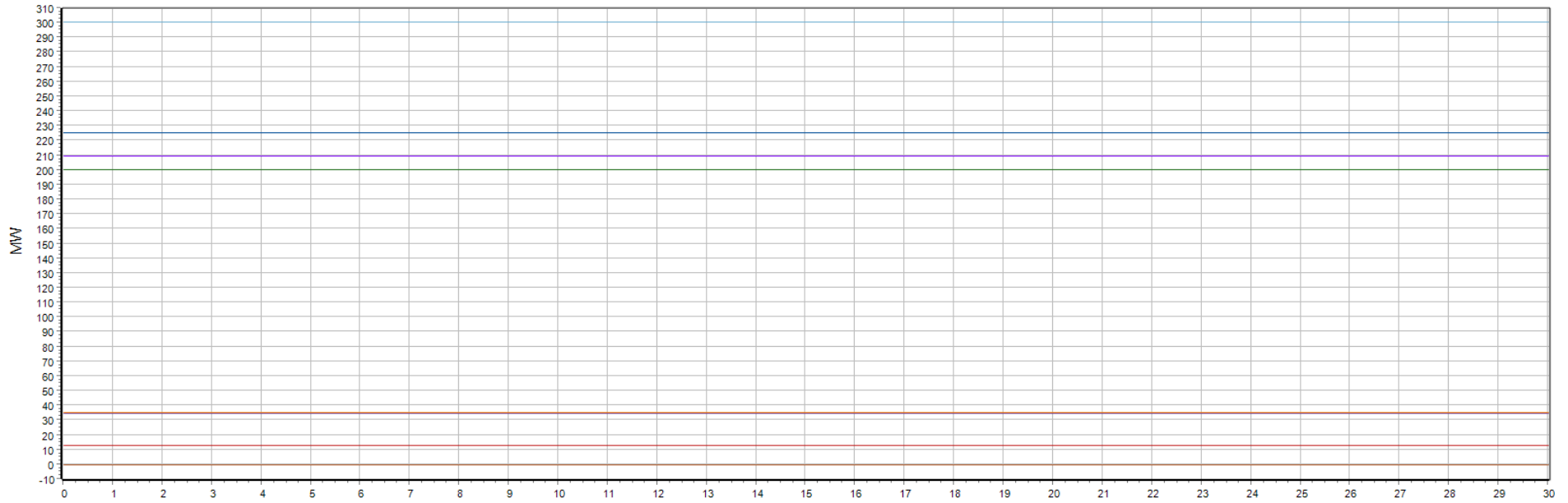
- Rotor Angle, Gen SECST\_ 20.0 (773) #1
- Rotor Angle, Gen SECCT1\_ 21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_ 19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_ 13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_ 13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_ 13.8 (2230) #1



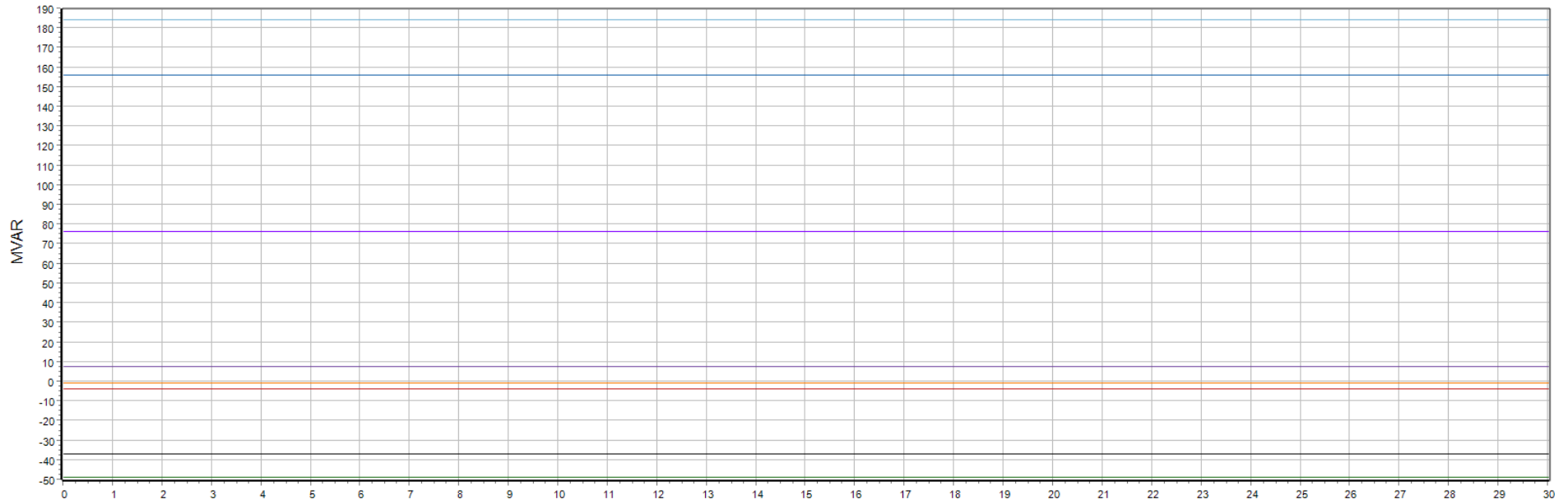
- V pu, Gen SECST\_ 20.0 (773) #1
- V pu, Gen SECCT1\_ 21.0 (774) #2
- V pu, Gen SHEER 1\_ 19.0 (1482) #G1
- V pu, Gen CARSELA1\_ 13.8 (4251) #1
- V pu, Gen CAVAL\_A\_ 13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_ 13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_ 0.6 (560046) #1
- V pu, Gen 557481\_ 0.6 (557481) #P2



Monitor Gens. Q2



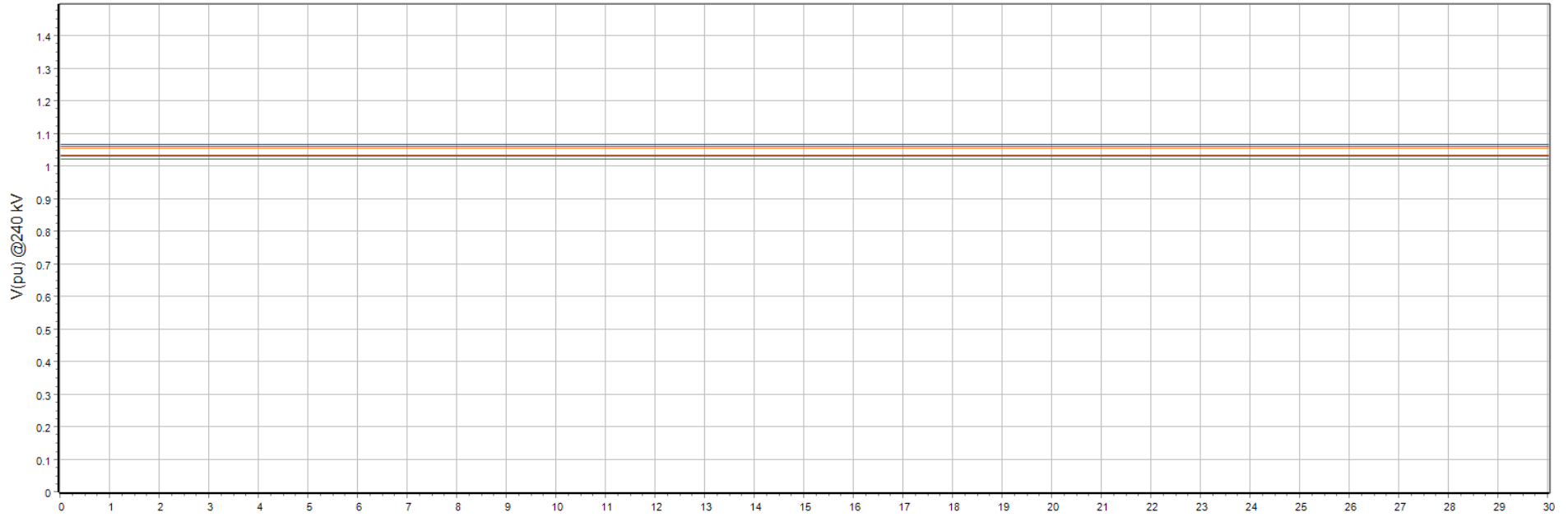
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



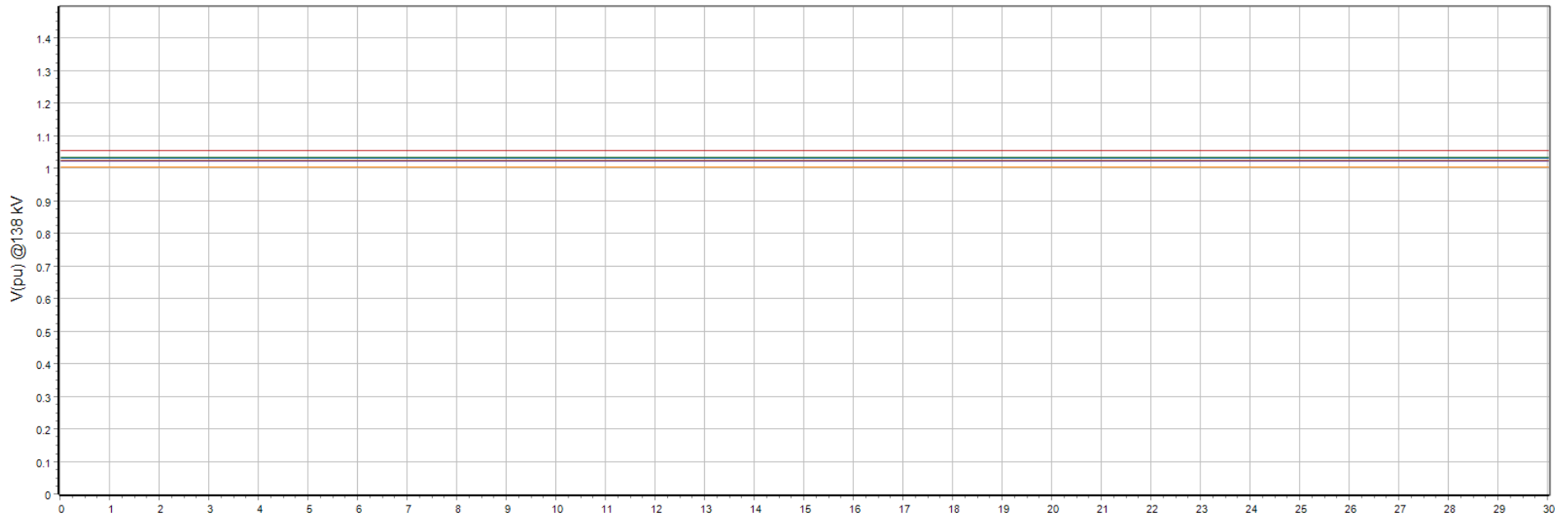
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



Monitor Bus Volts Q3



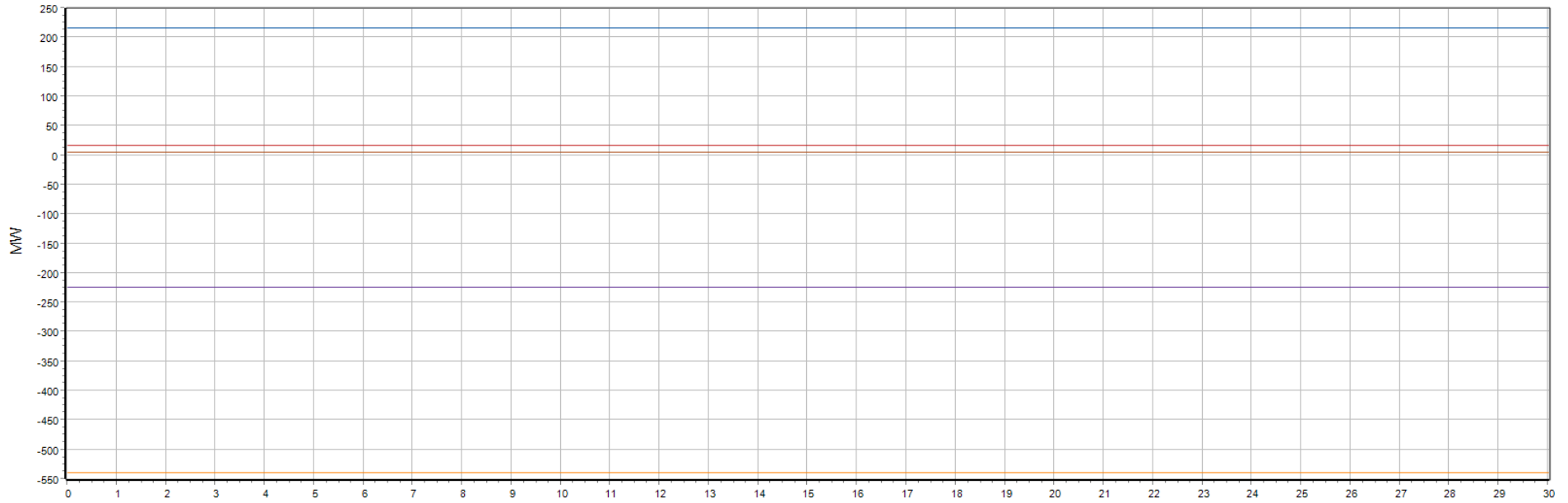
V pu, Bus PEIGAN 4\_240.0 (165)  V pu, Bus WINDYFLATS\_240.0 (746)  V pu, Bus FOOTHLL1\_240.0 (617)  V pu, Bus N LETHB4\_240.0 (167)  V pu, Bus W BROOK4\_240.0 (430)  V pu, Bus MILO 1\_240.0 (943)



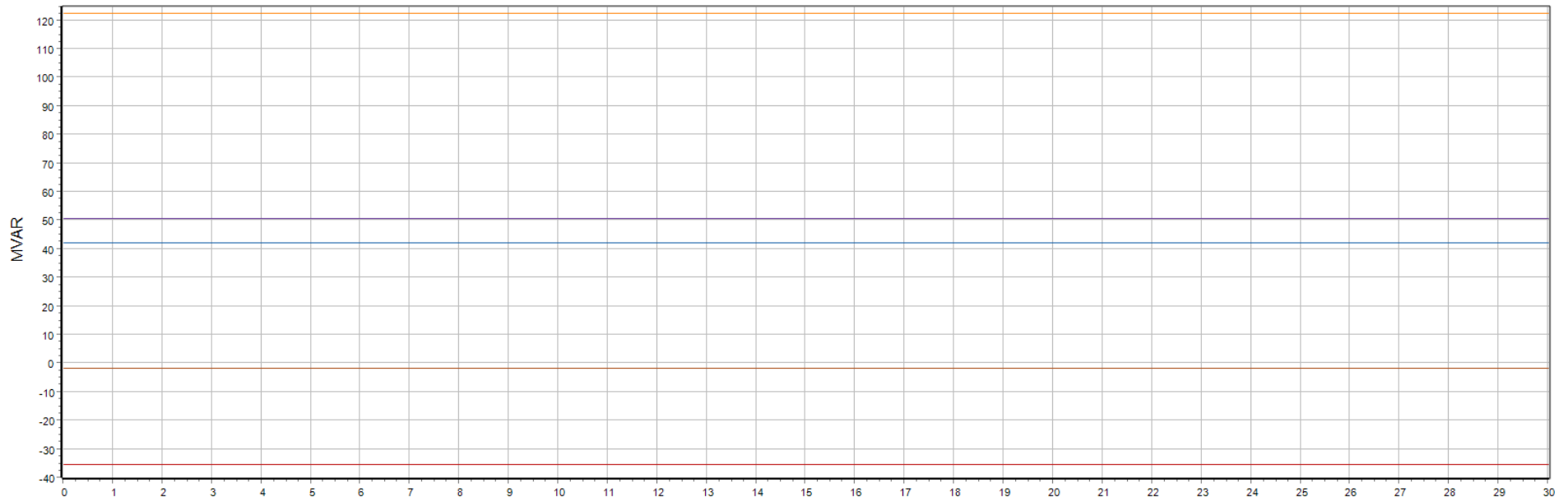
V pu, Bus PEIGAN 7\_138.0 (166)  V pu, Bus WINDYFLAT\_138.0 (745)  V pu, Bus FOOTHLL2\_138.0 (640)  V pu, Bus N LETHB7\_138.0 (692)  V pu, Bus W BROOK7\_138.0 (276)  V pu, Bus 170AL-TA\_138.0 (229)



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX66S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

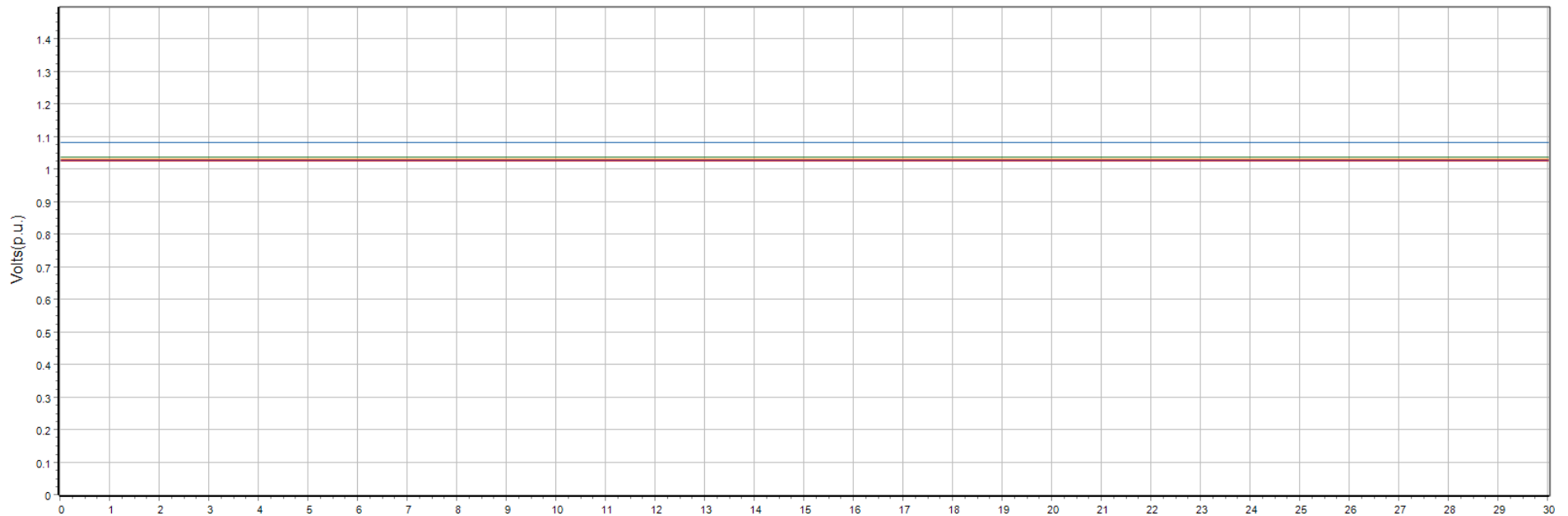
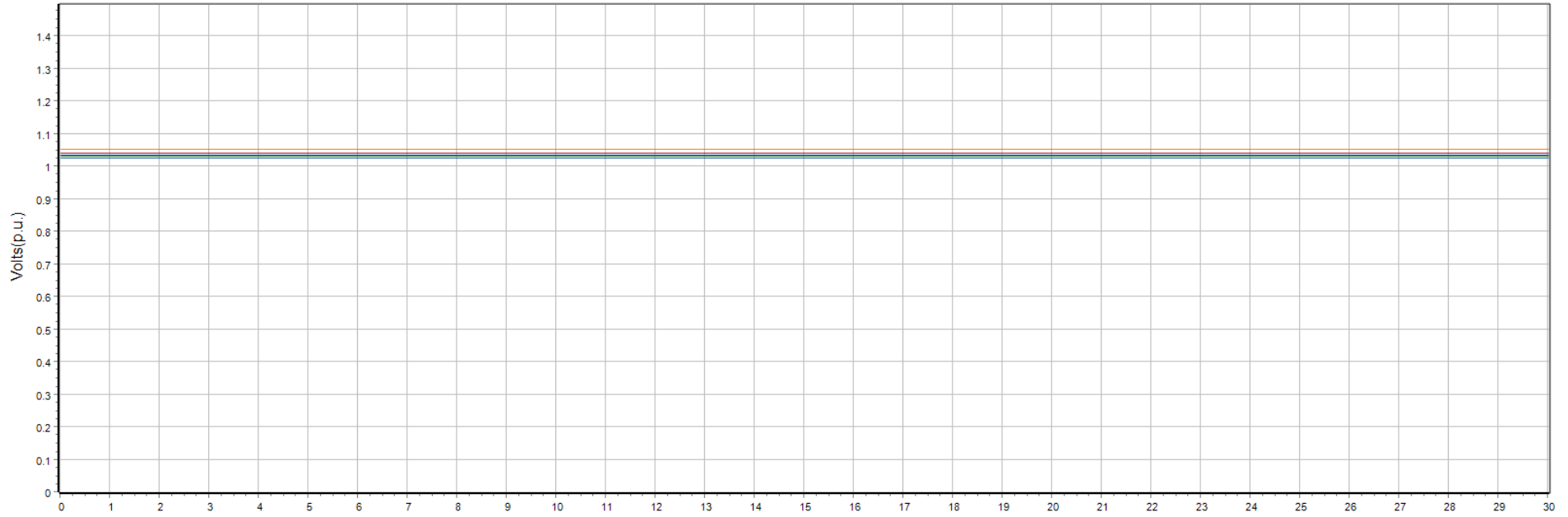


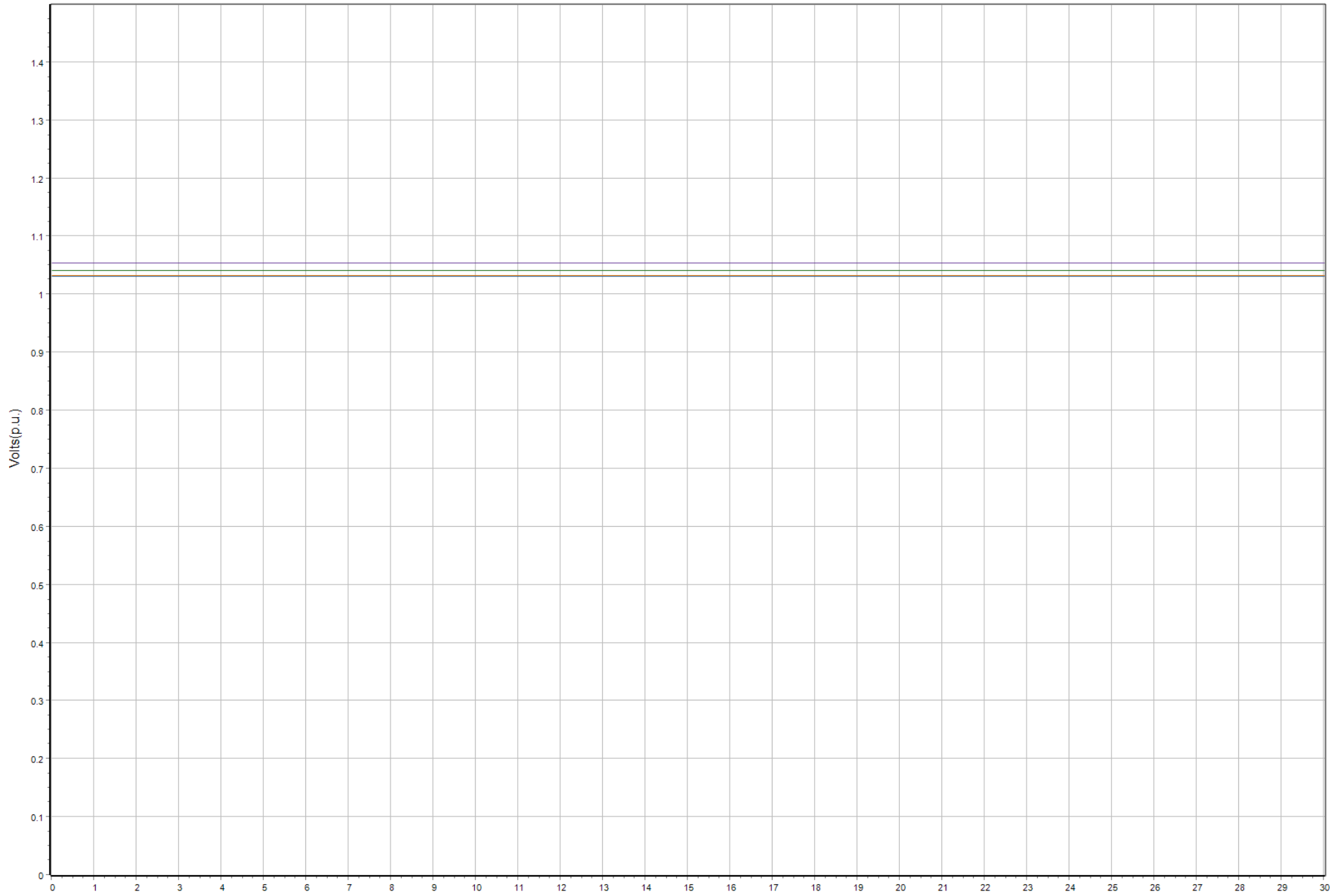
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX66S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70





Additional 240 kV Bus Volts

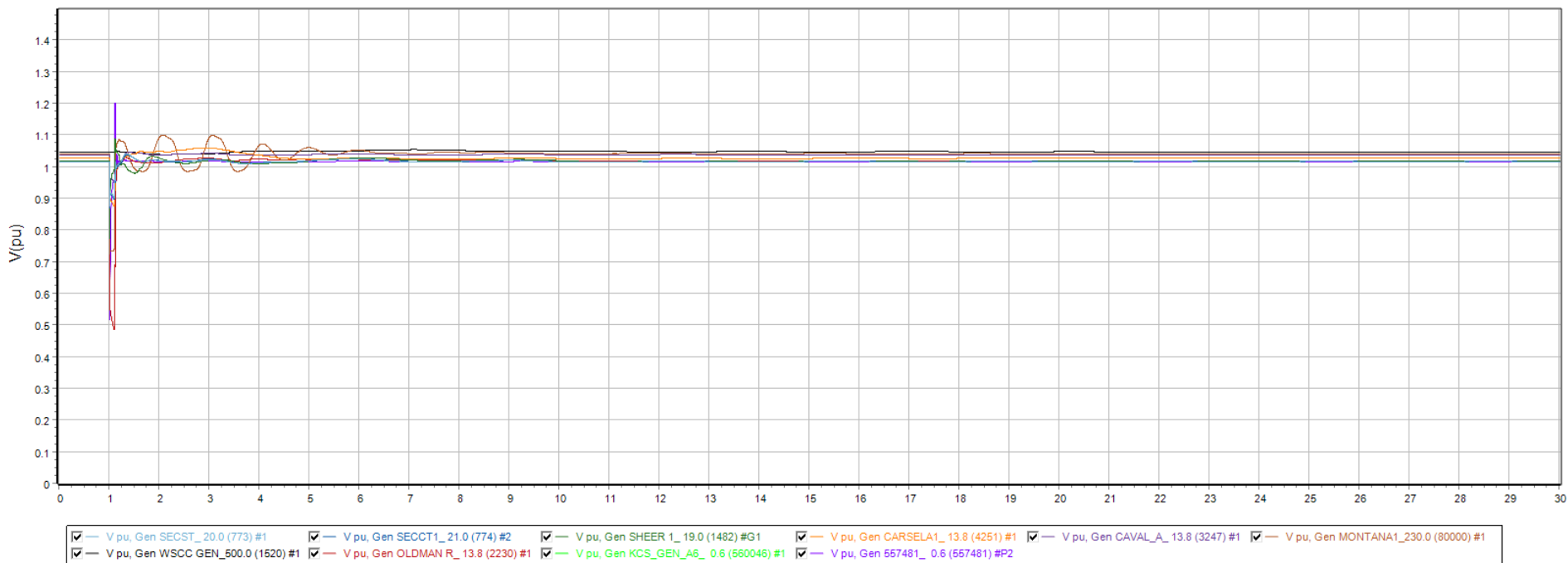
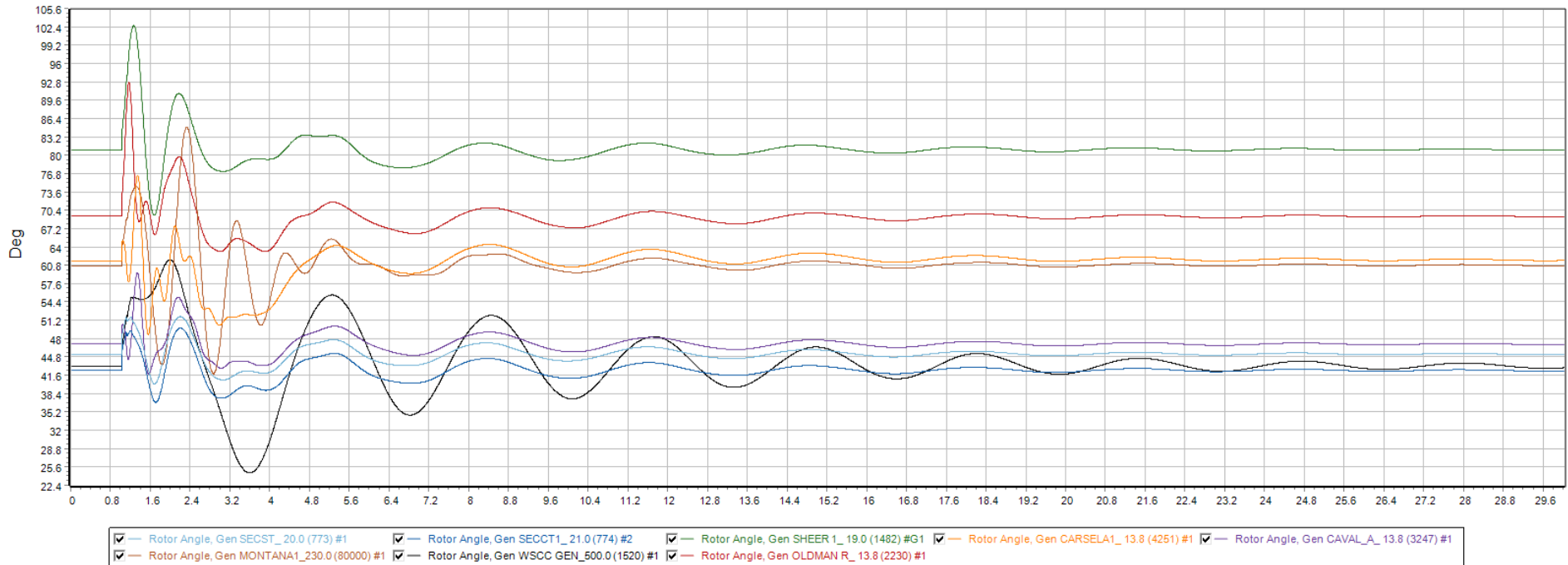




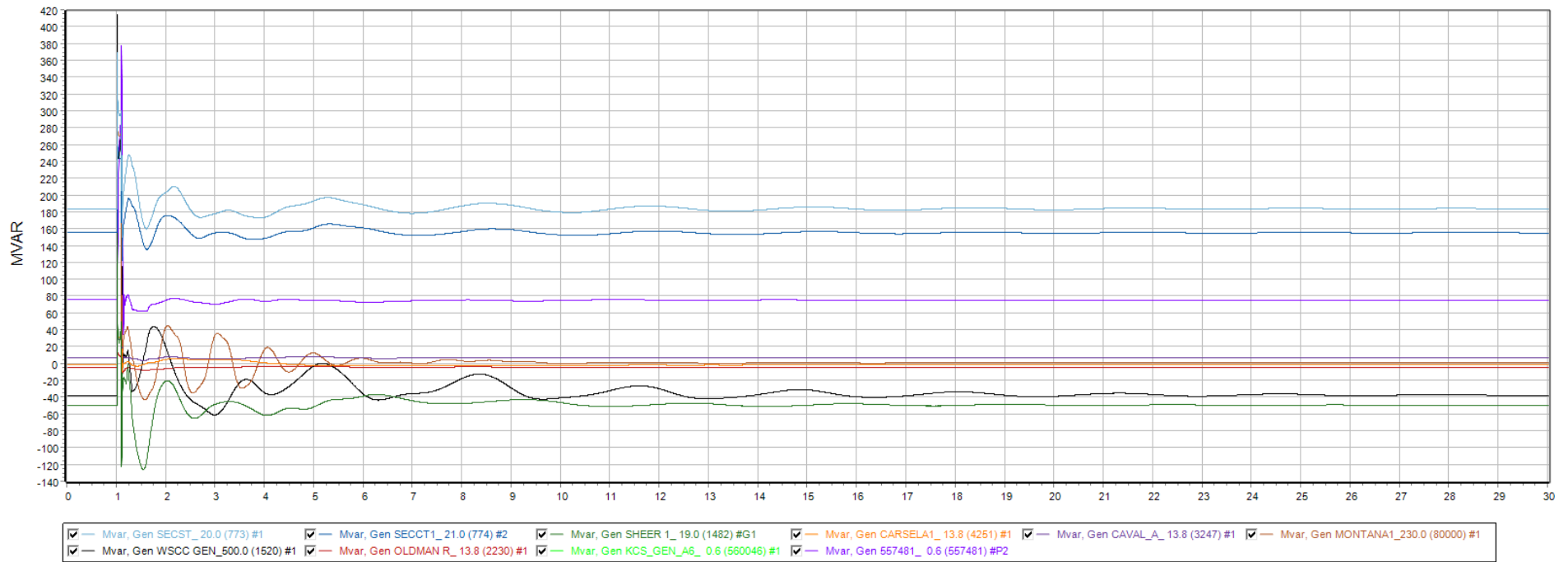
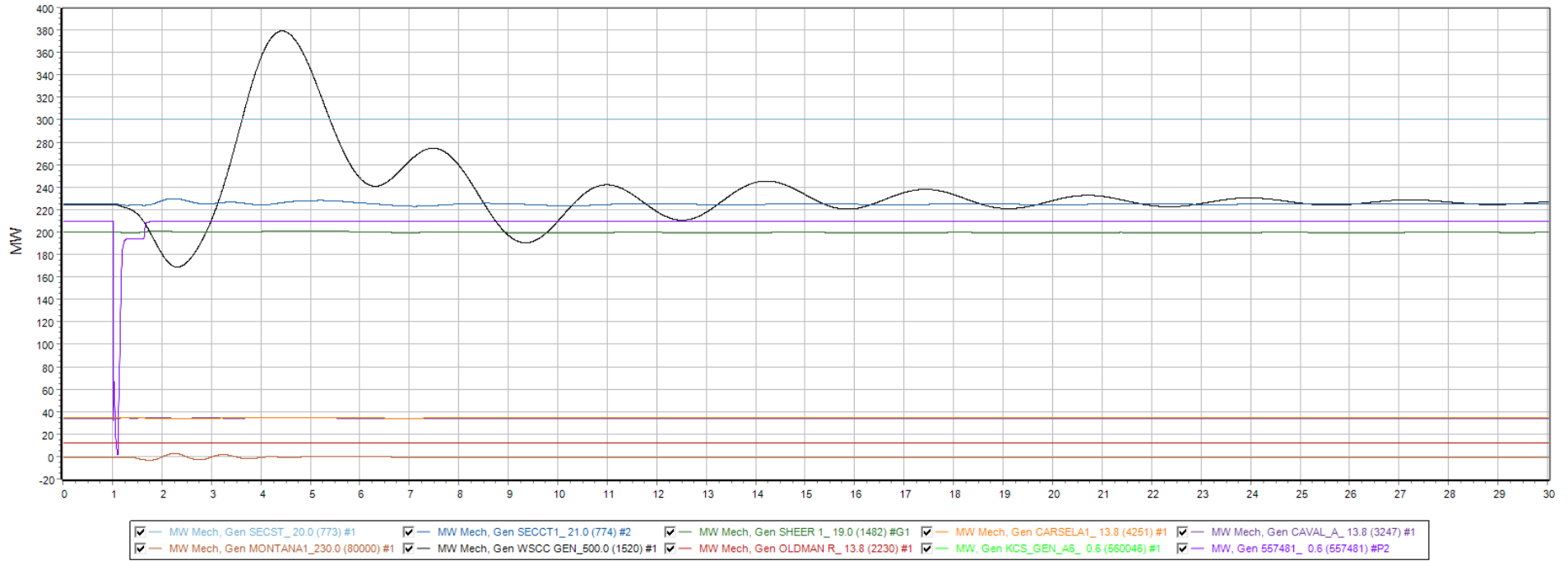
— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)



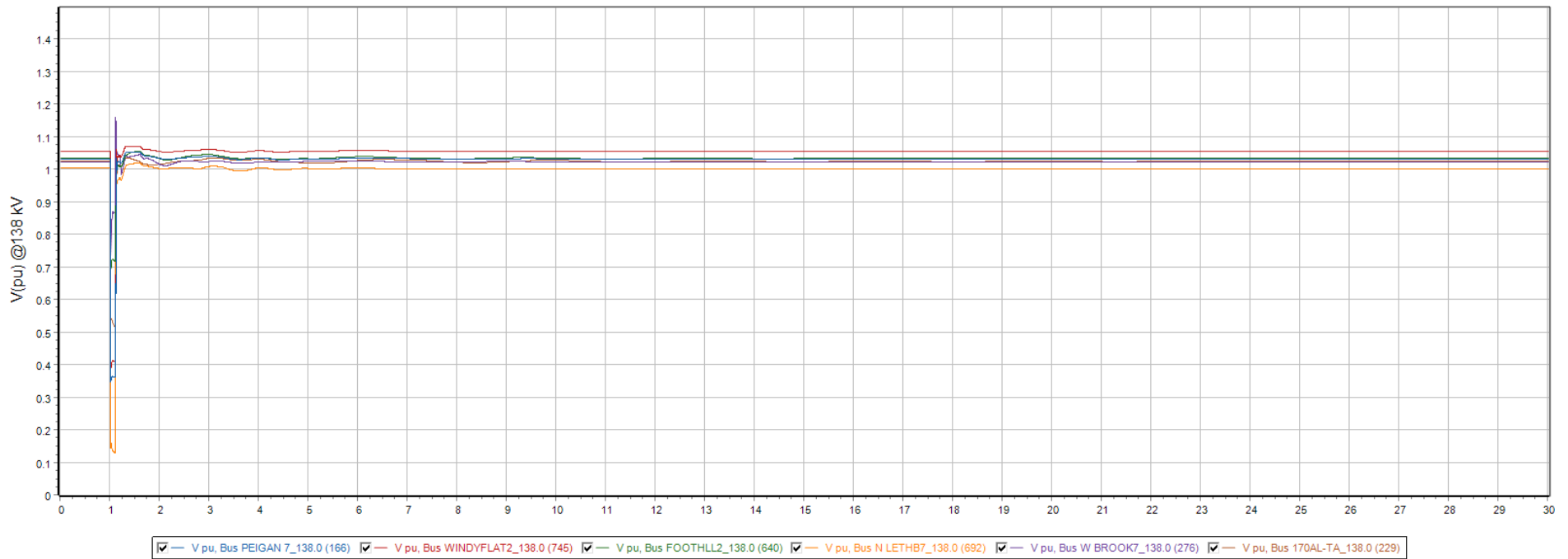
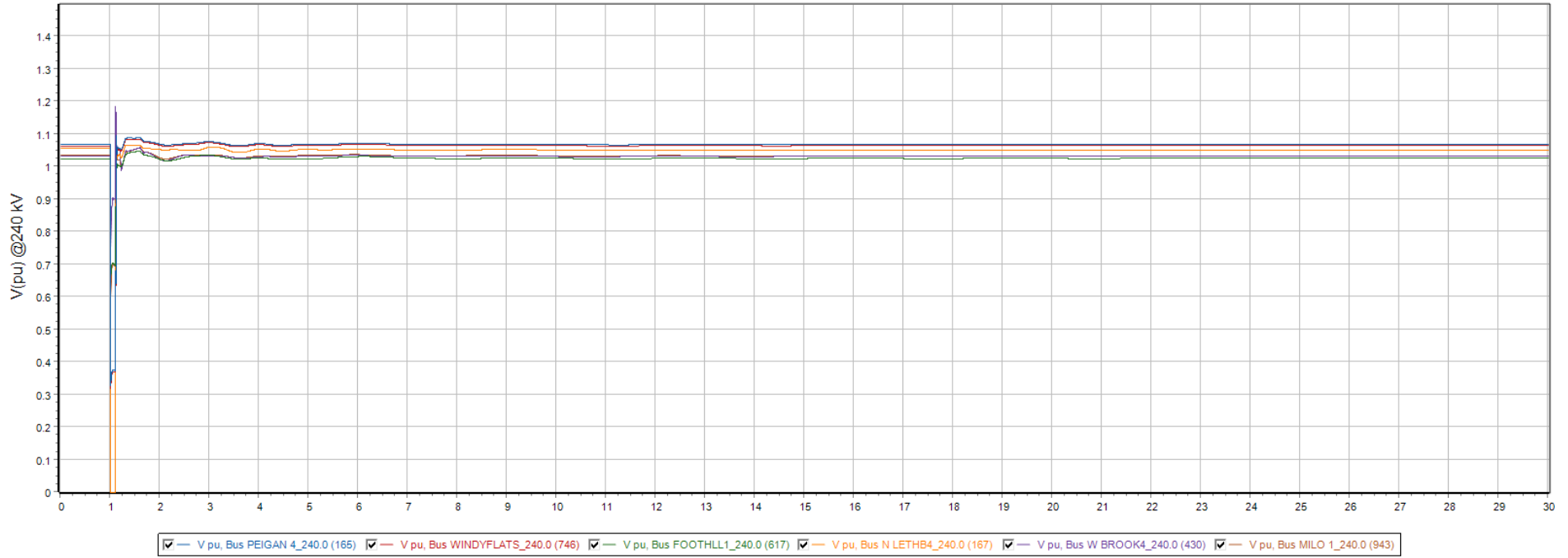
Monitor Gens. Q1



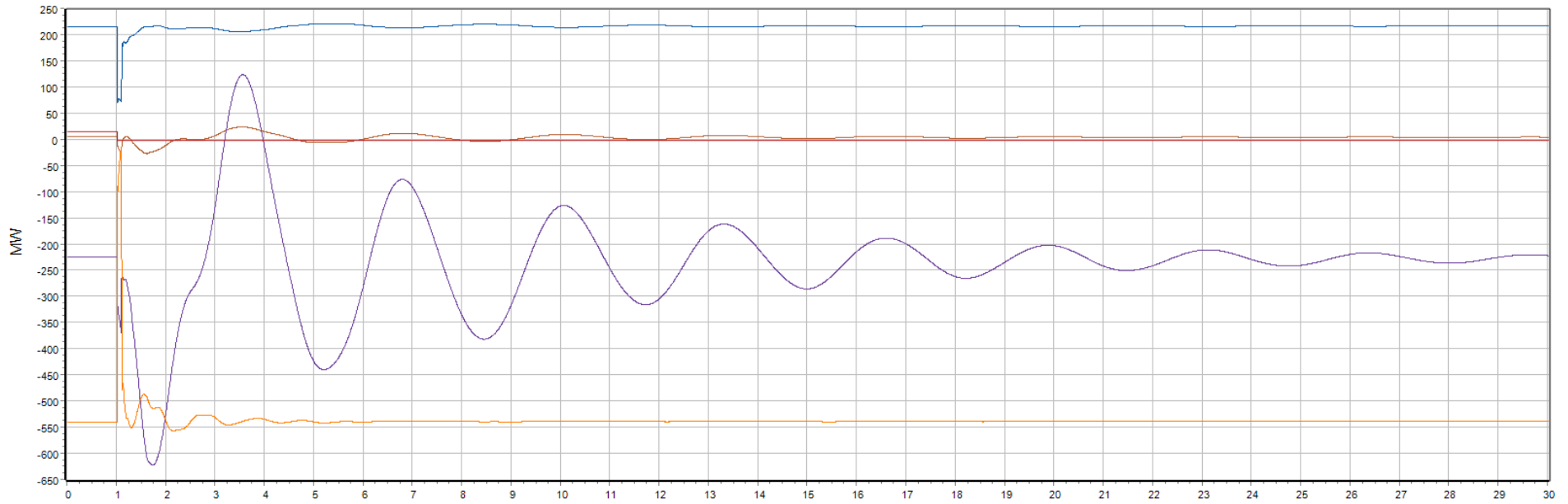
Monitor Gens. Q2



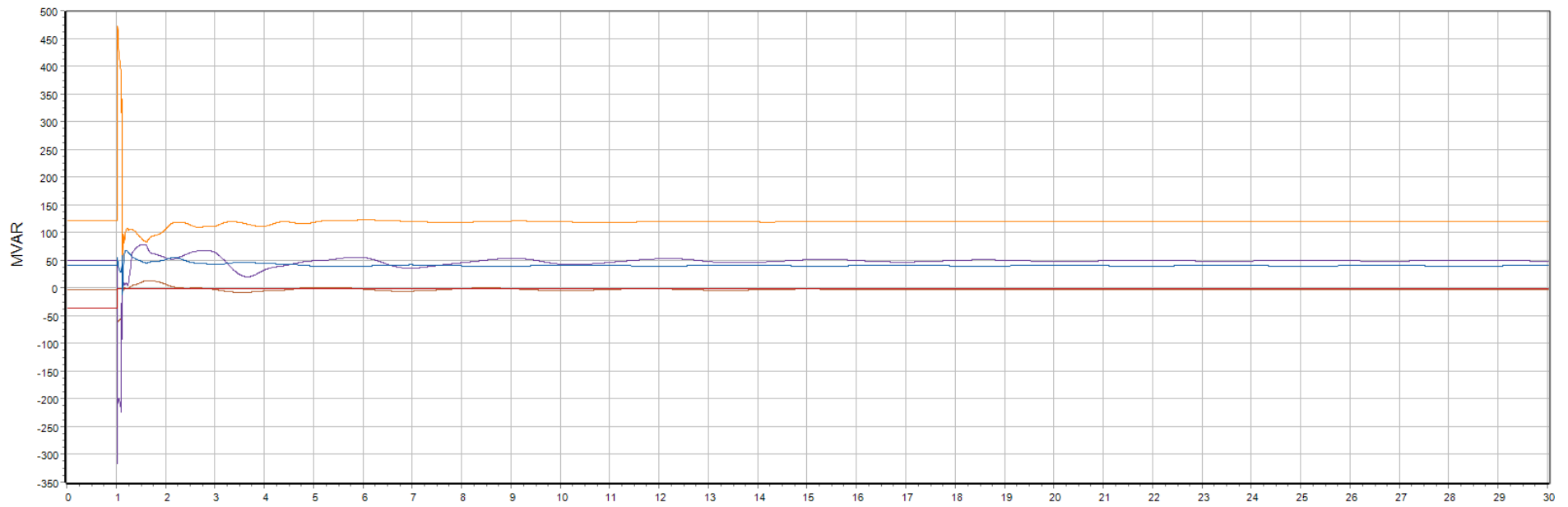
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

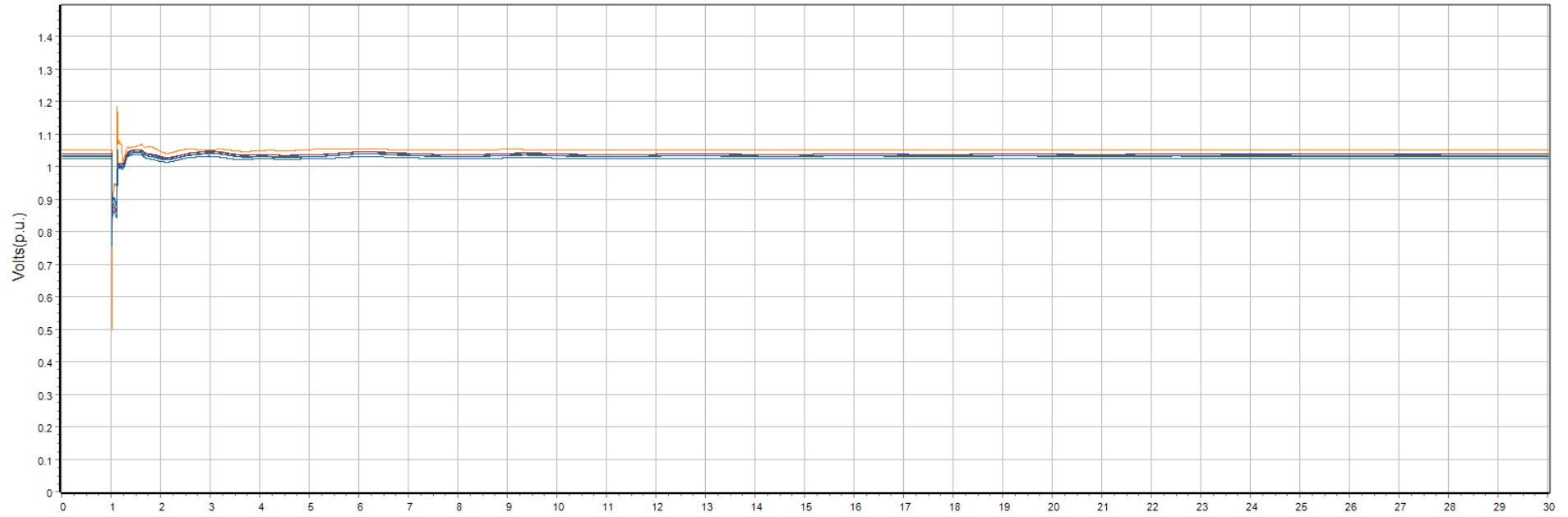


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

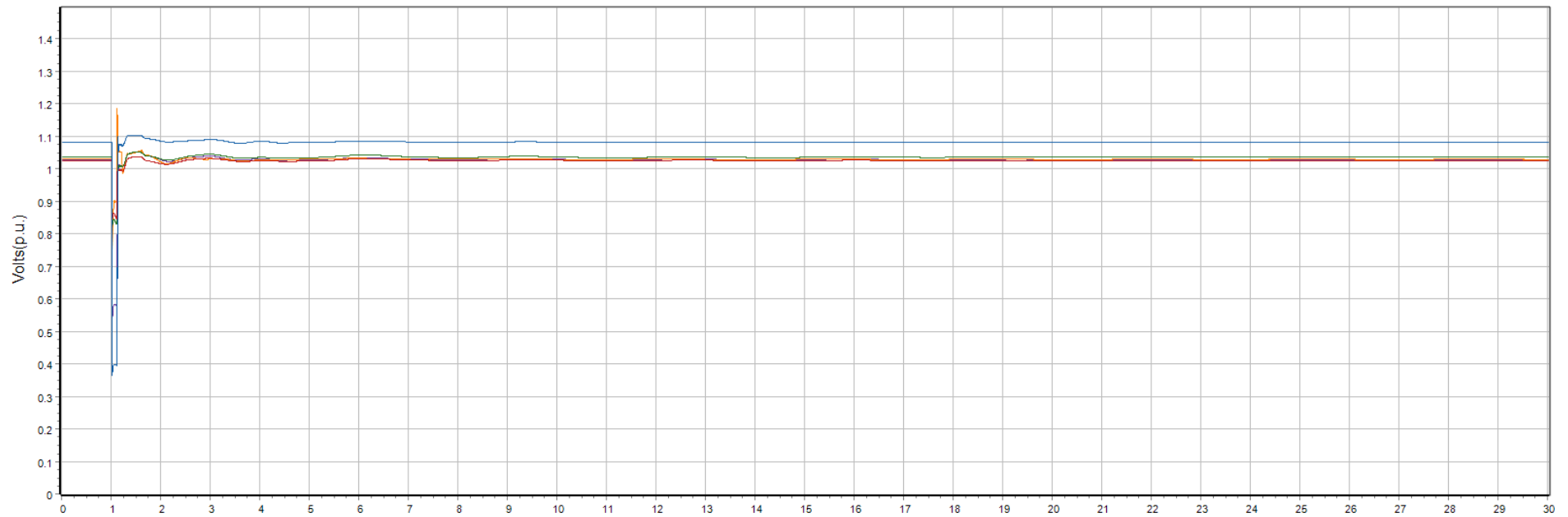




Additional 240 kV Bus Volts

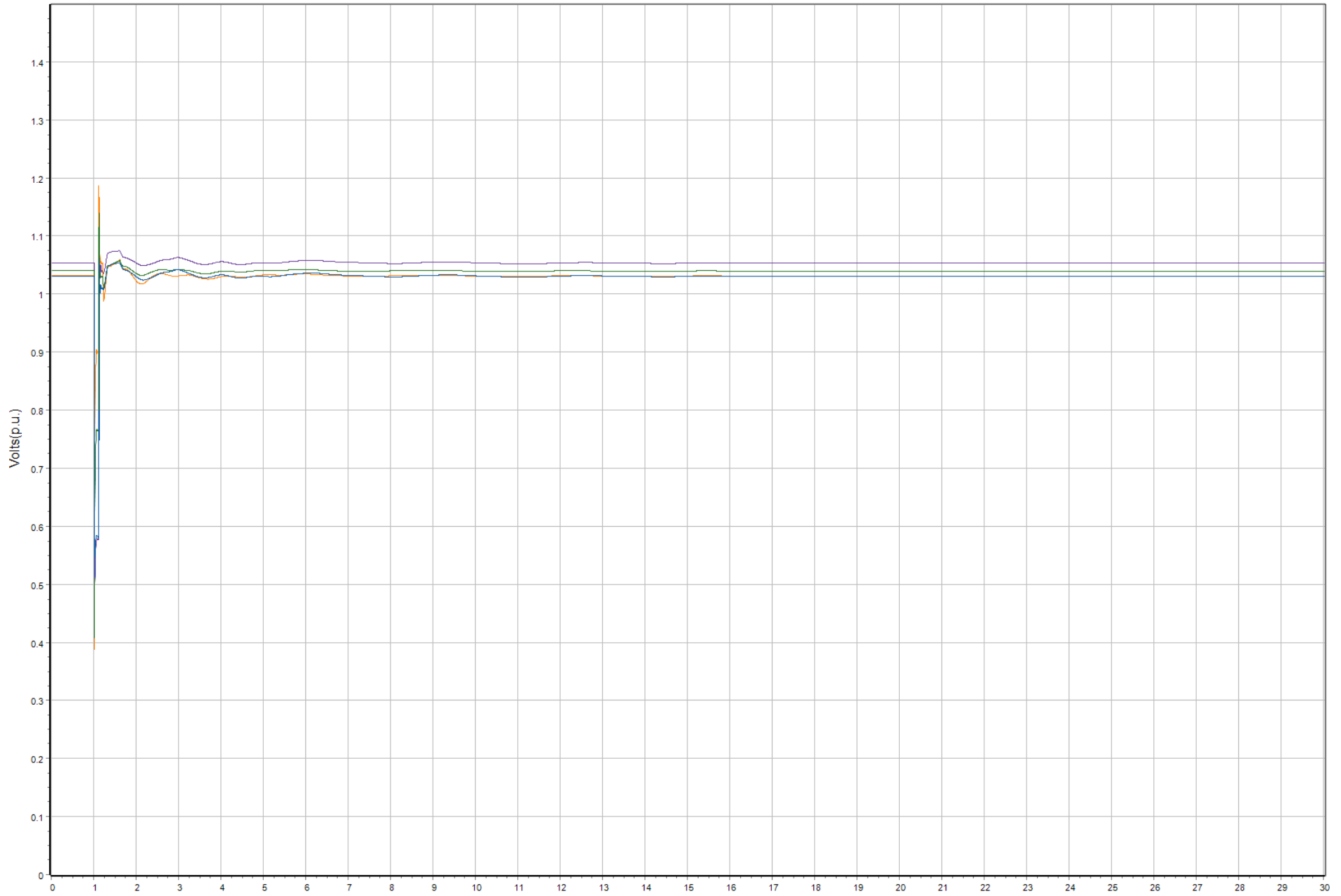


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

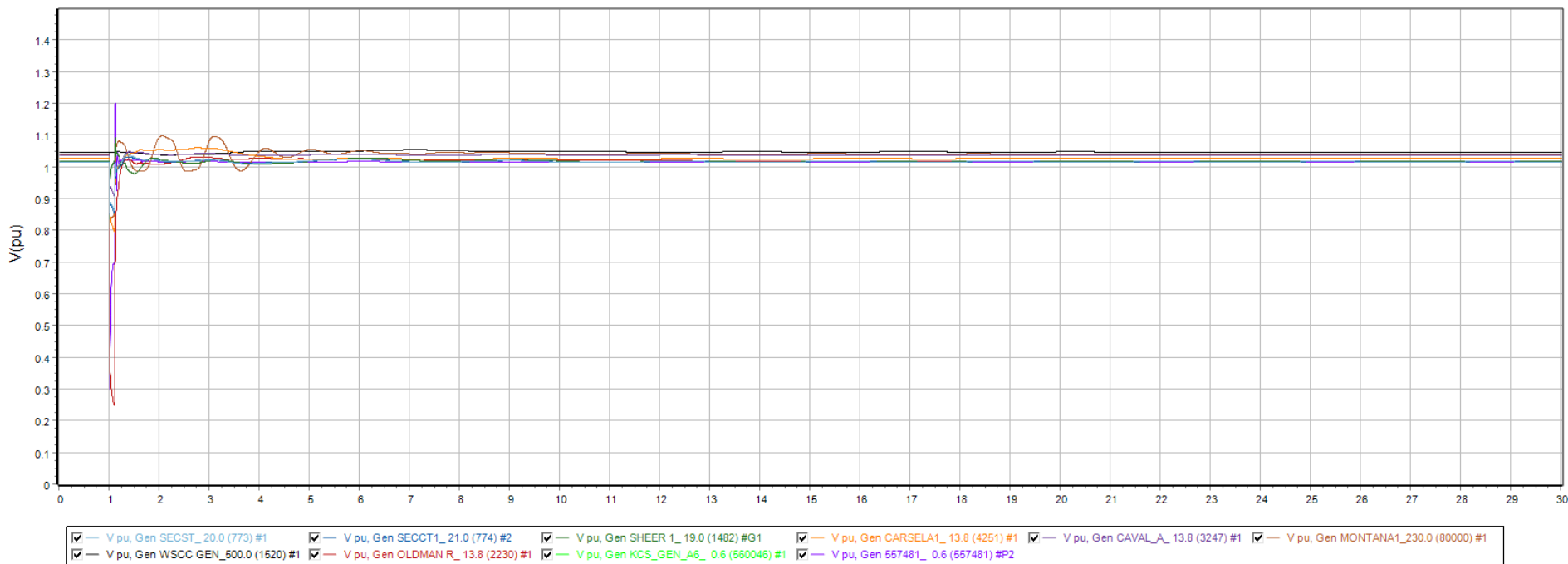
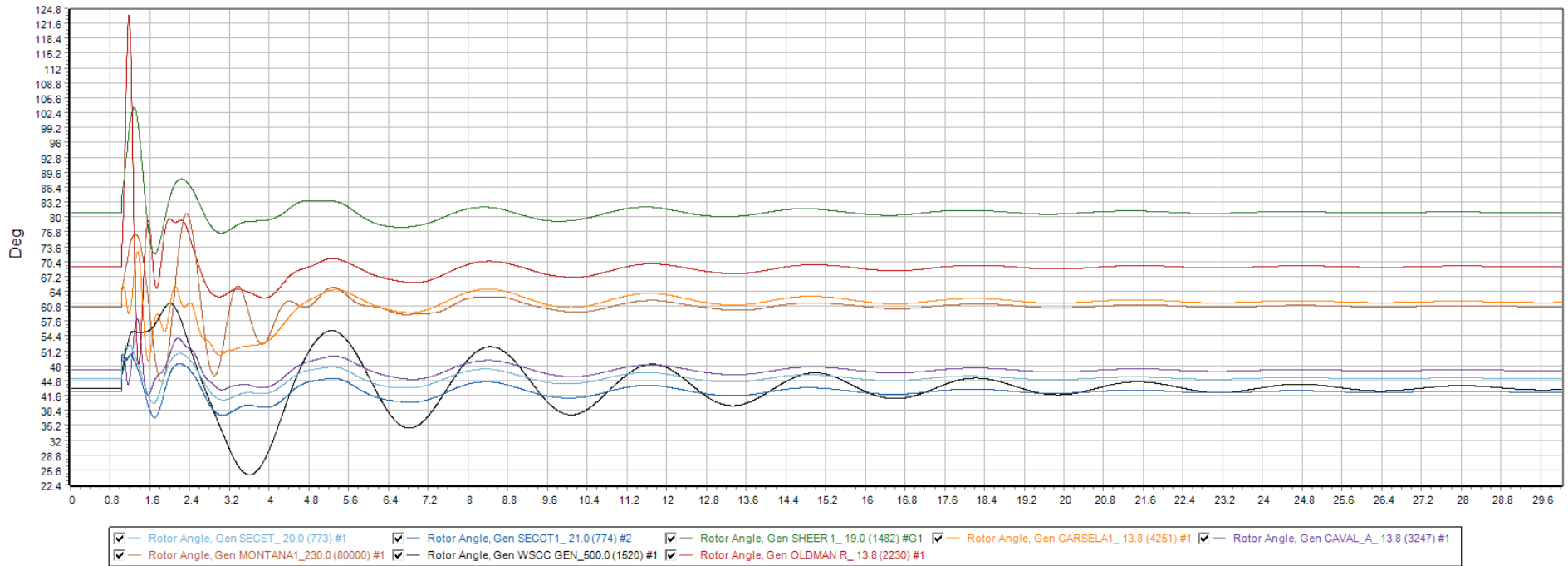




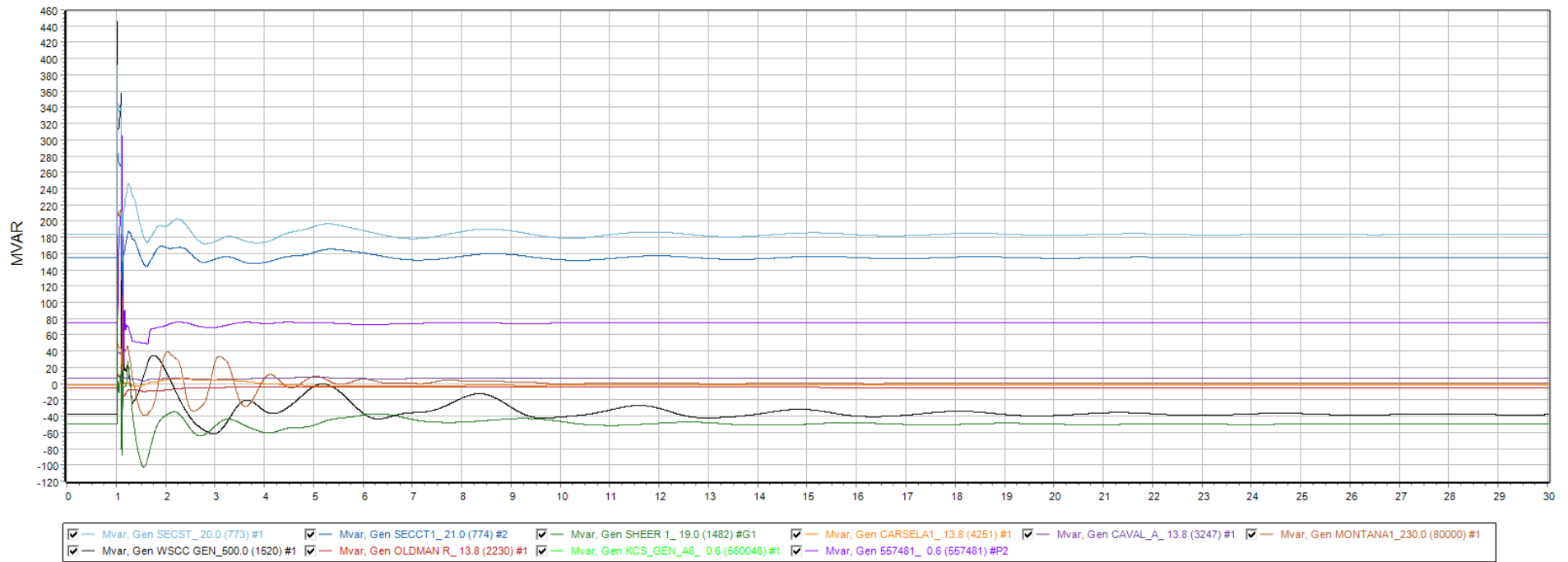
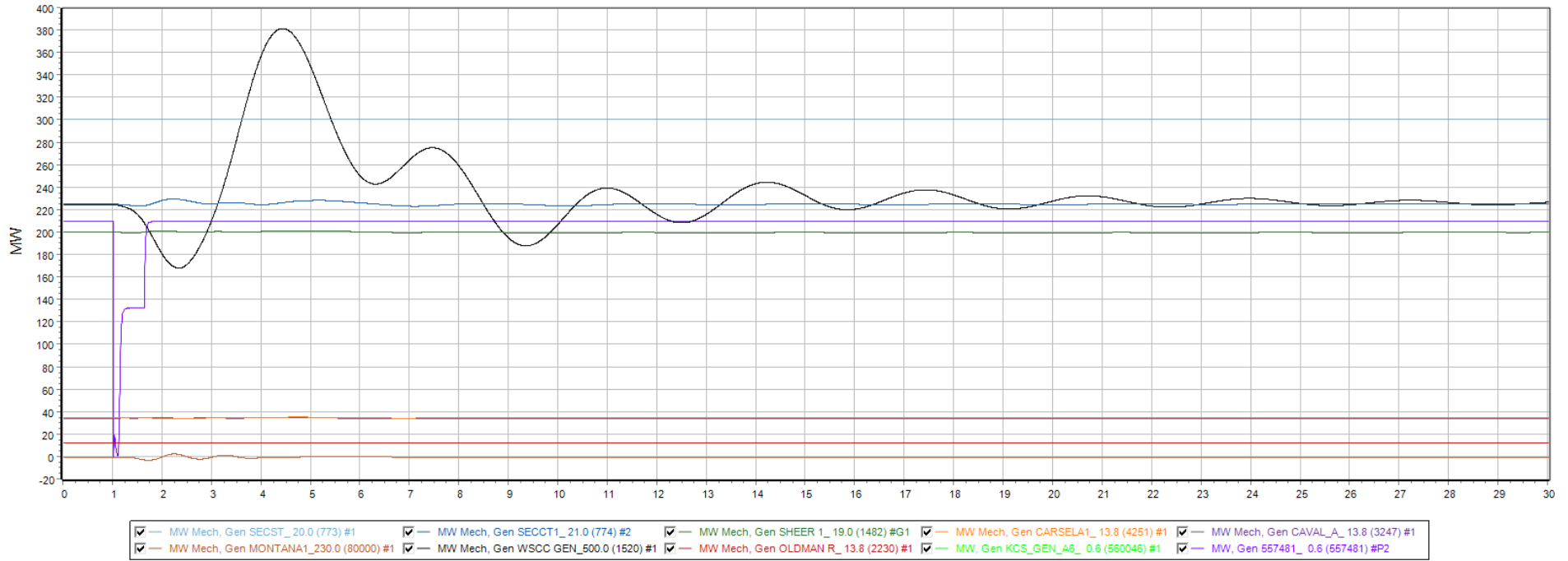
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



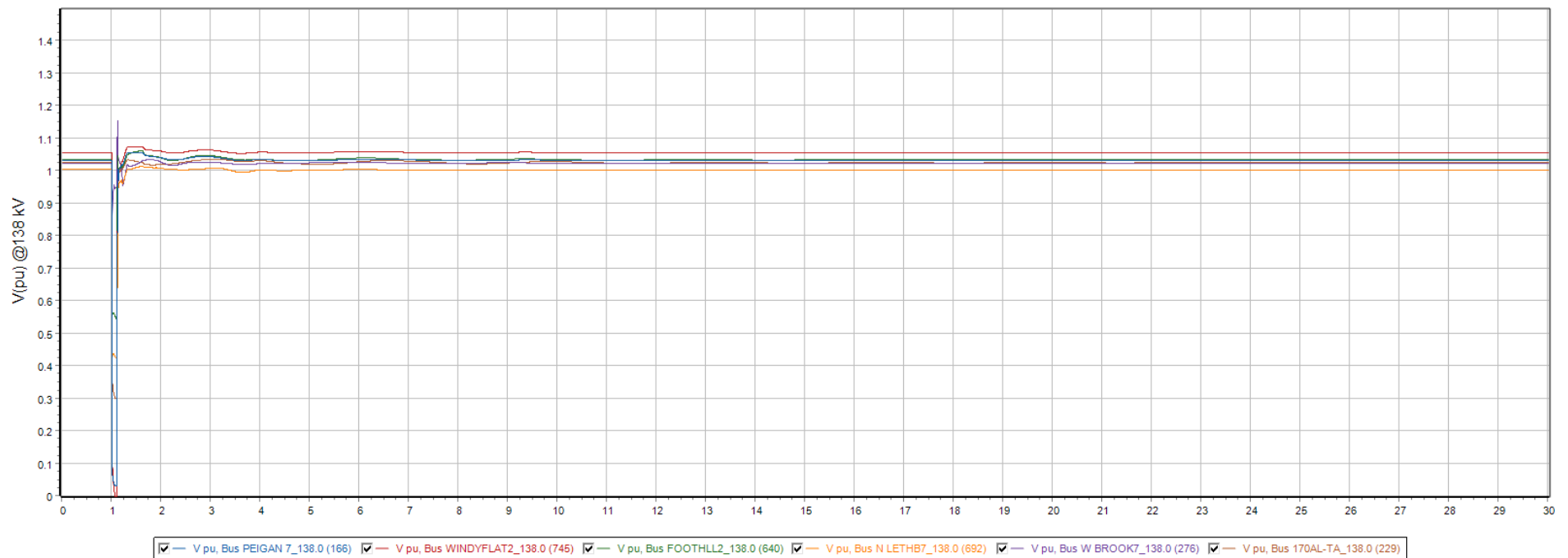
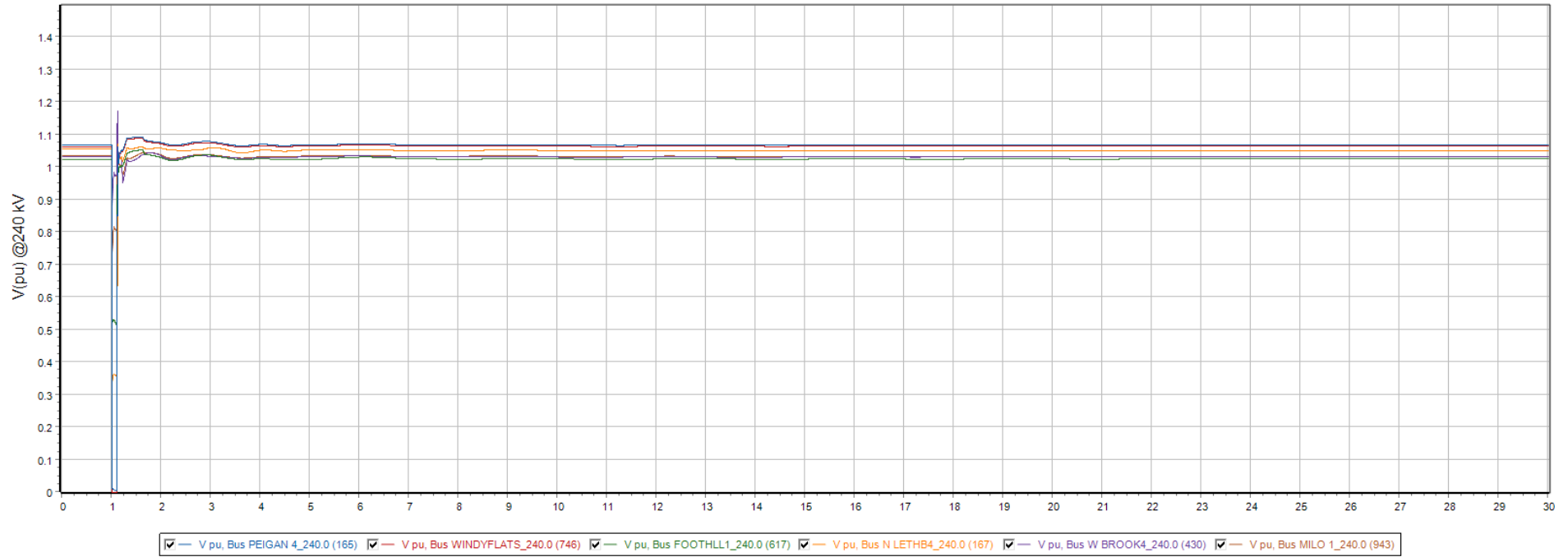
Monitor Gens. Q1



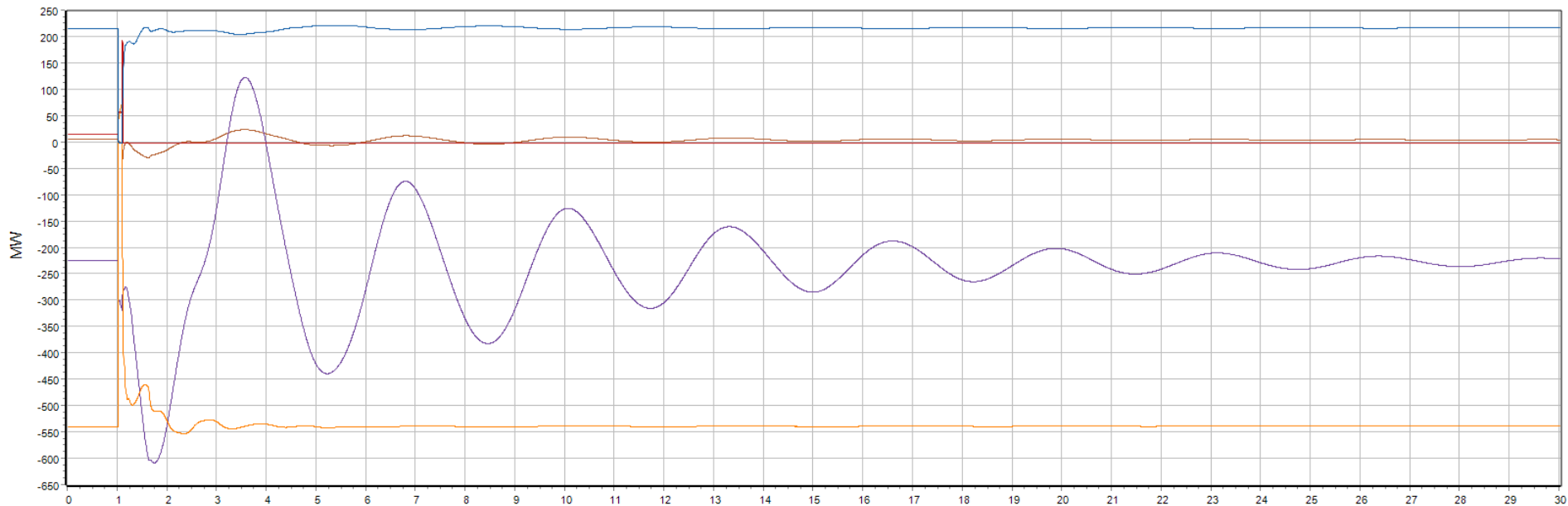
Monitor Gens. Q2



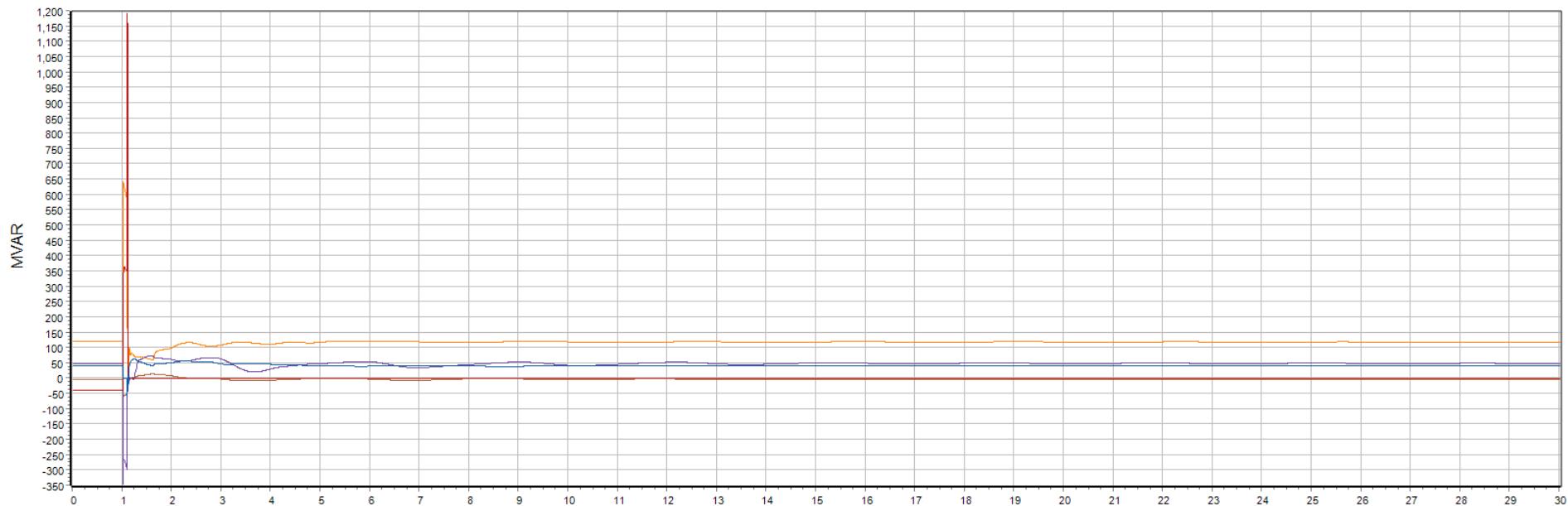
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

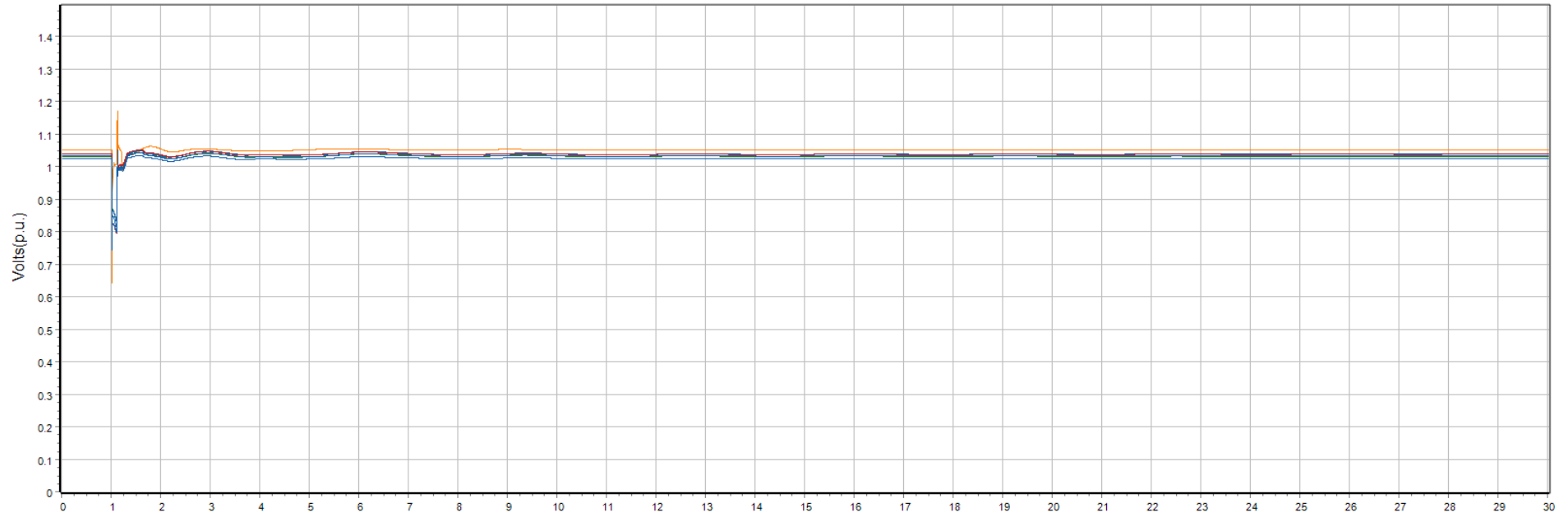


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

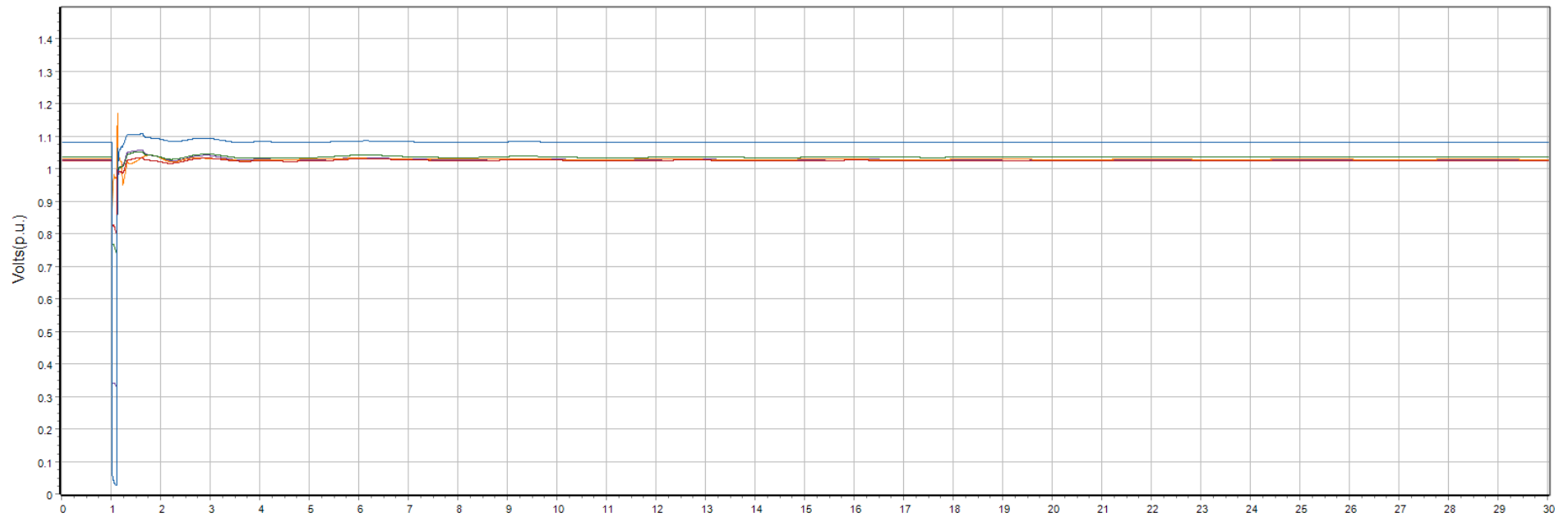




Additional 240 kV Bus Volts

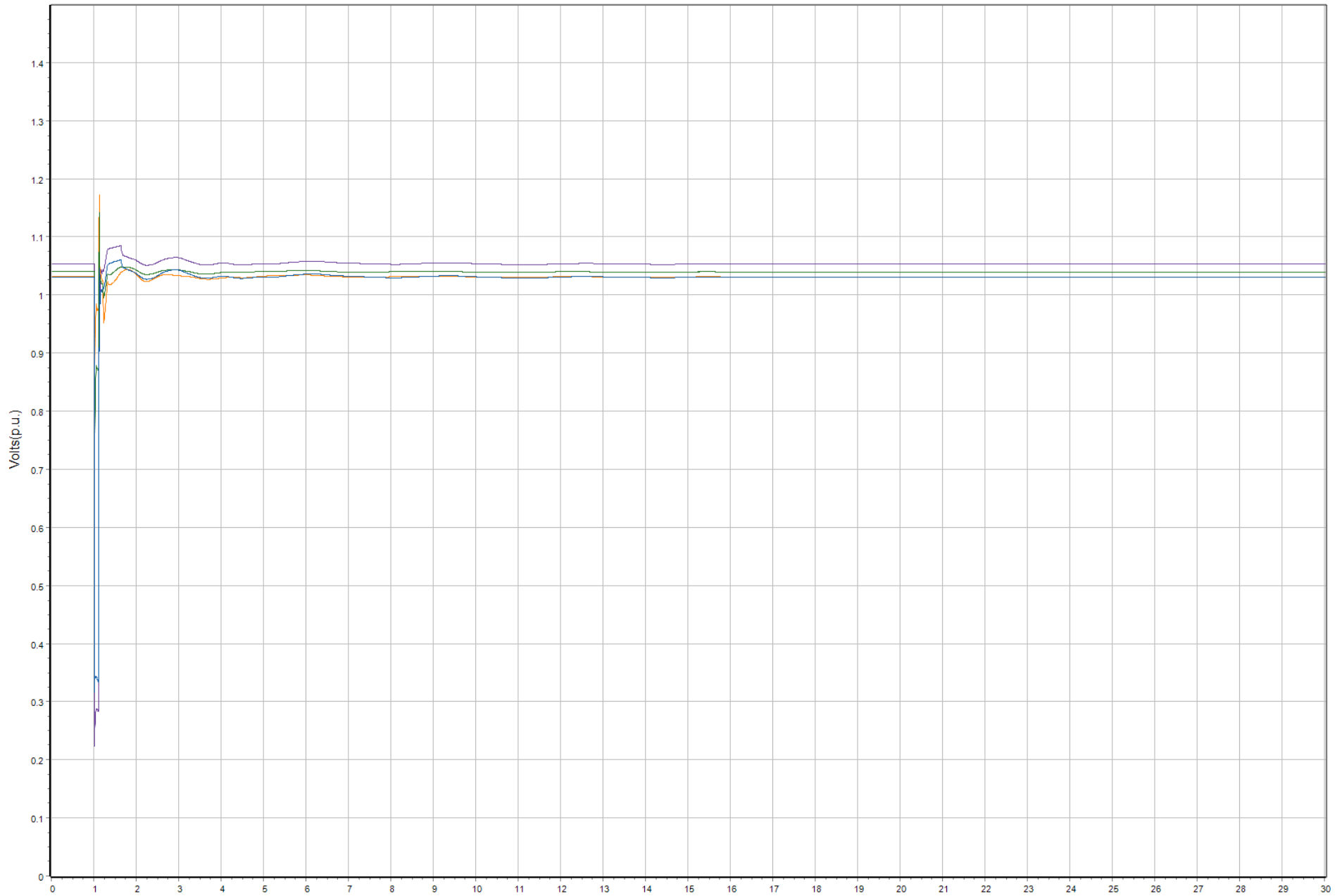


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

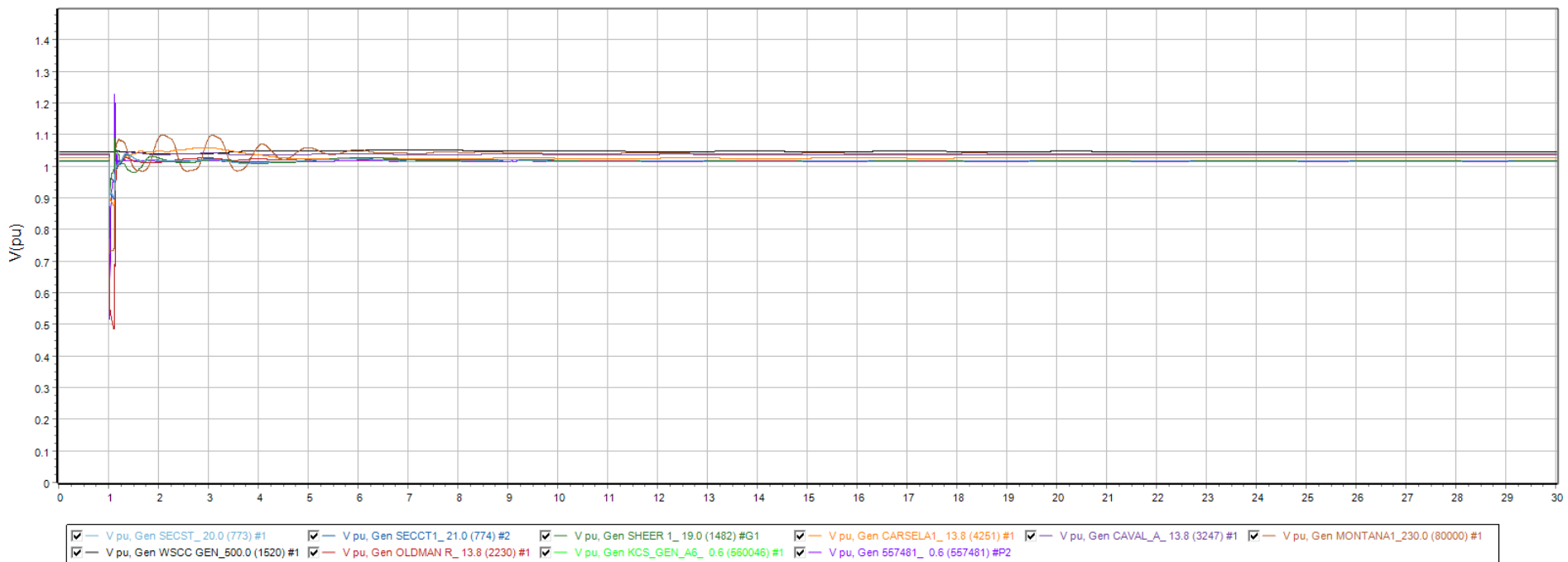
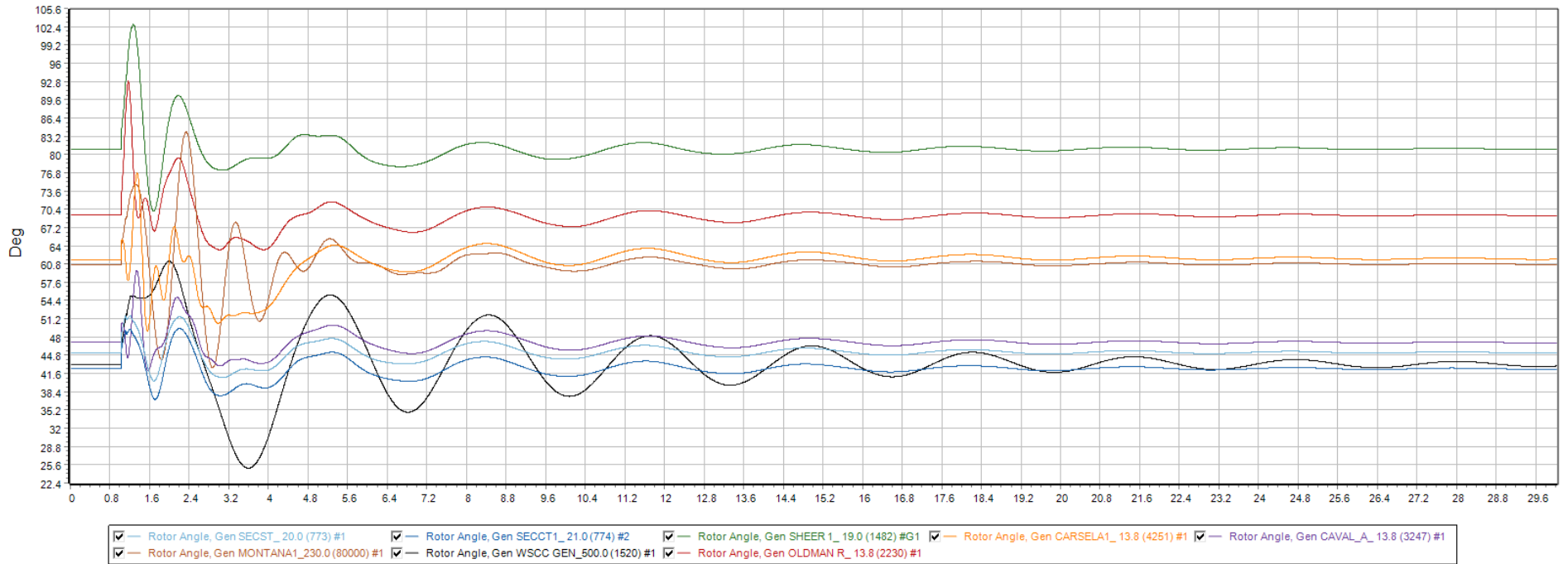




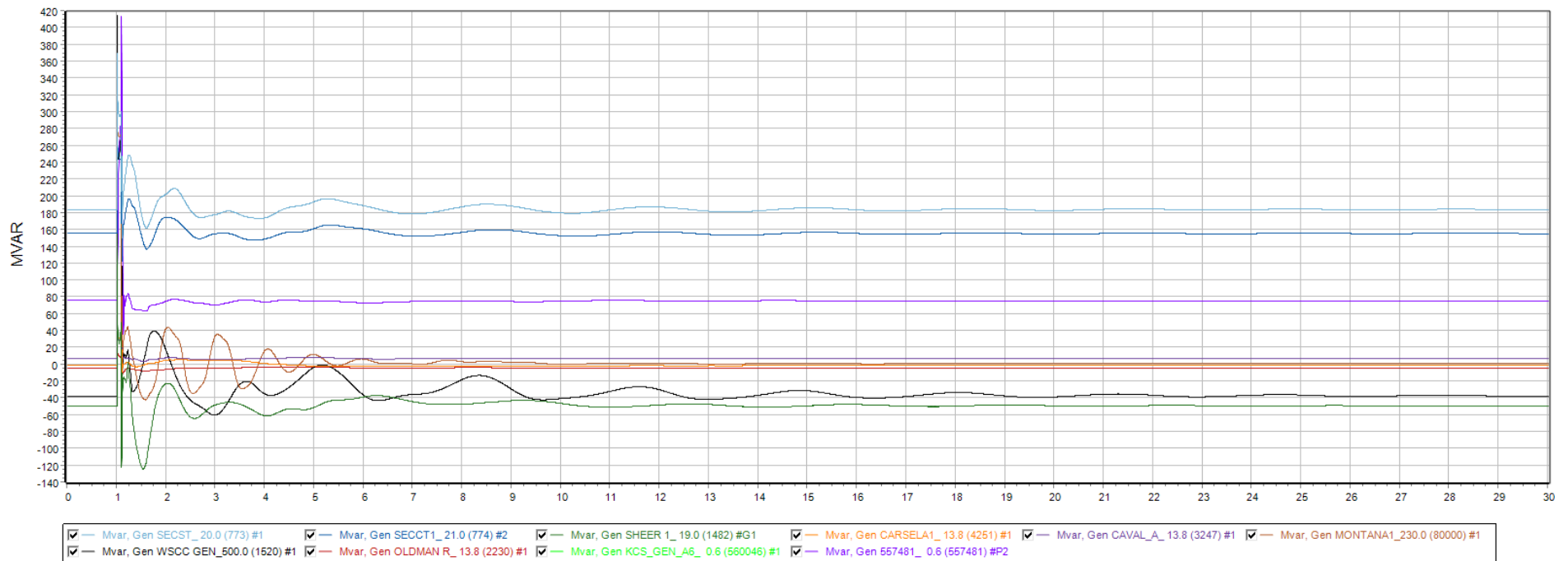
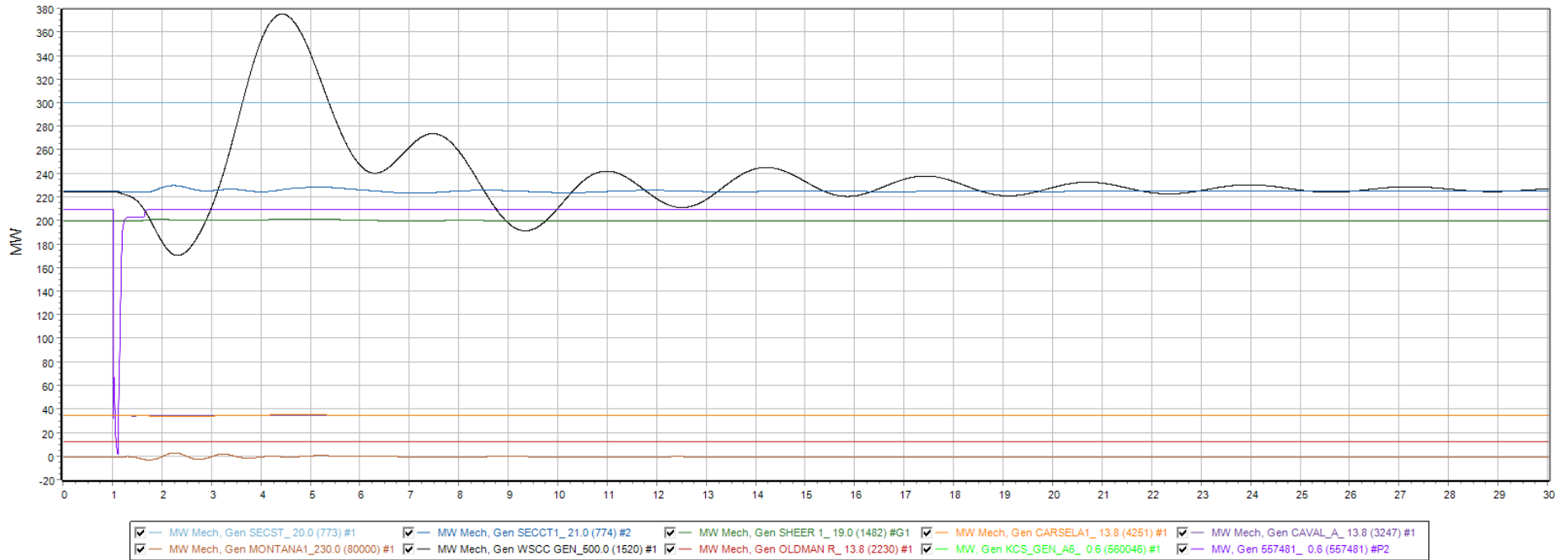
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



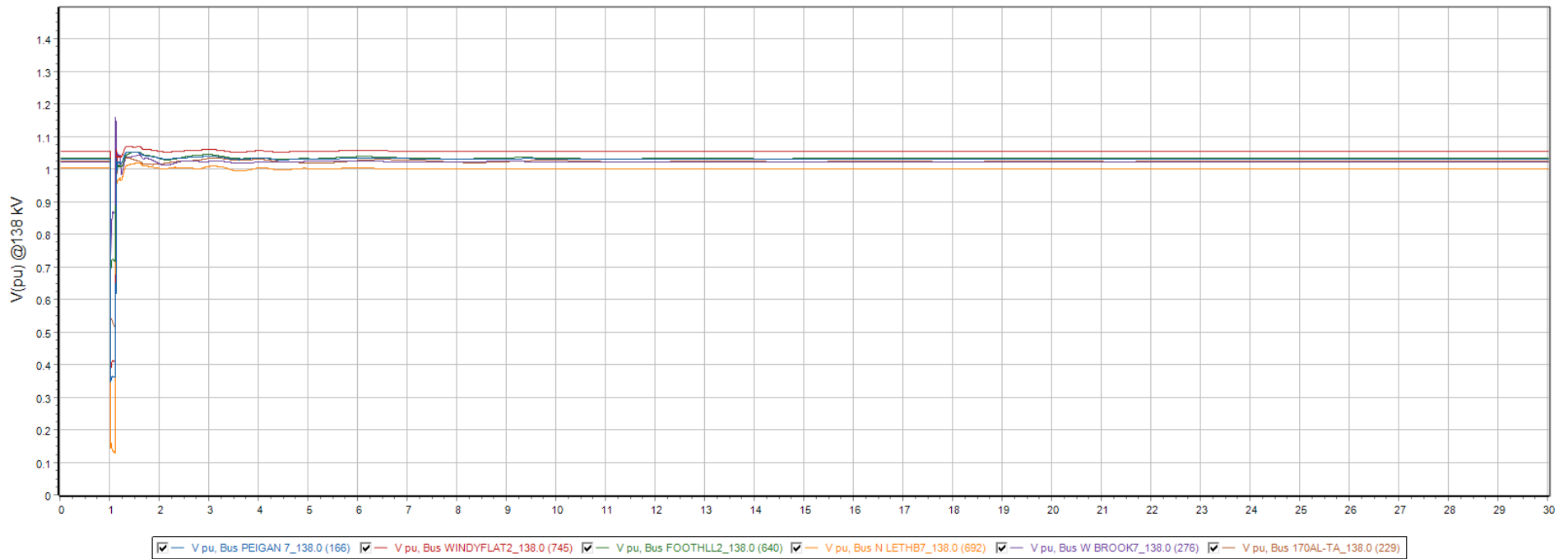
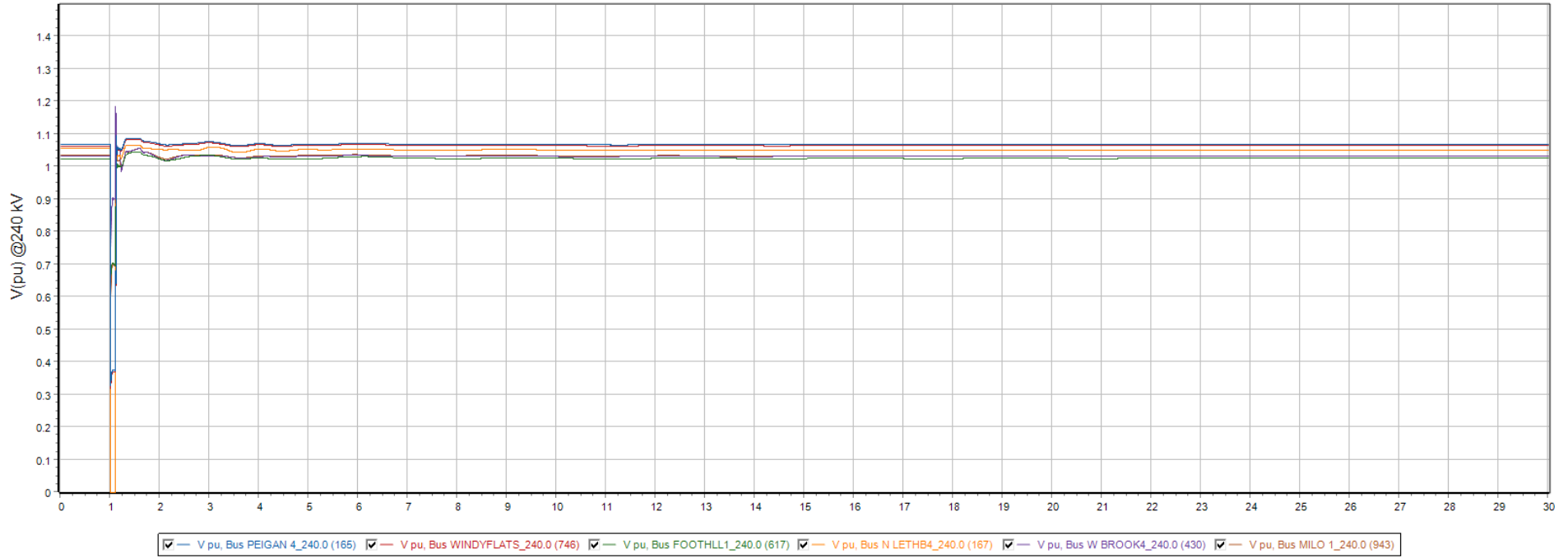
Monitor Gens. Q1



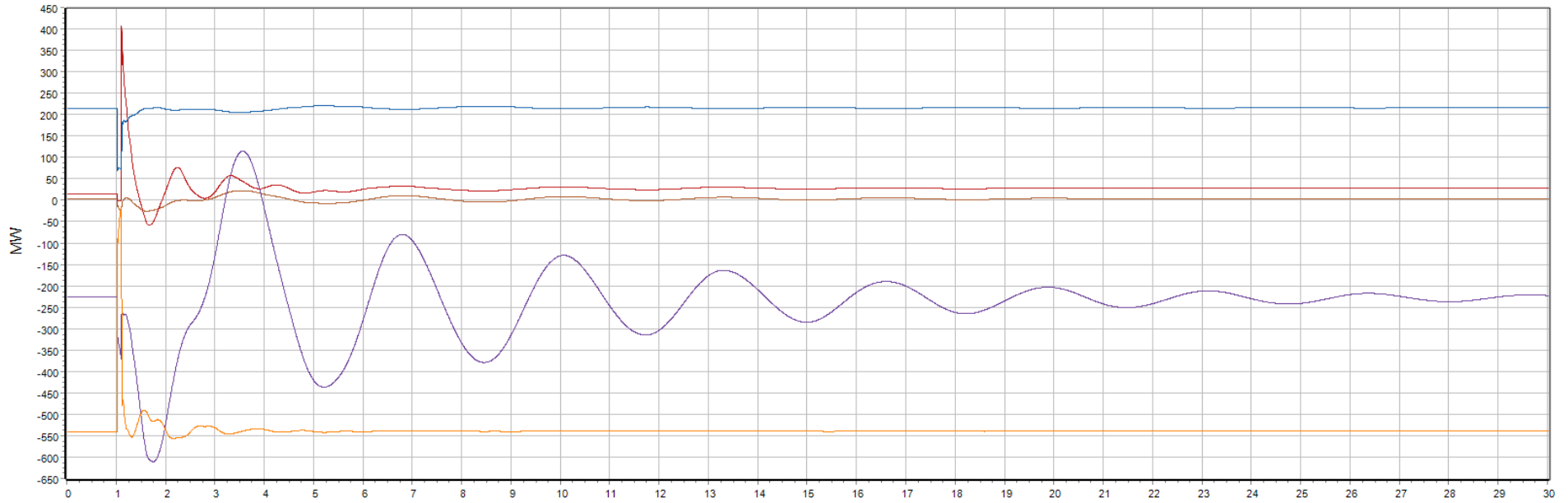
Monitor Gens. Q2



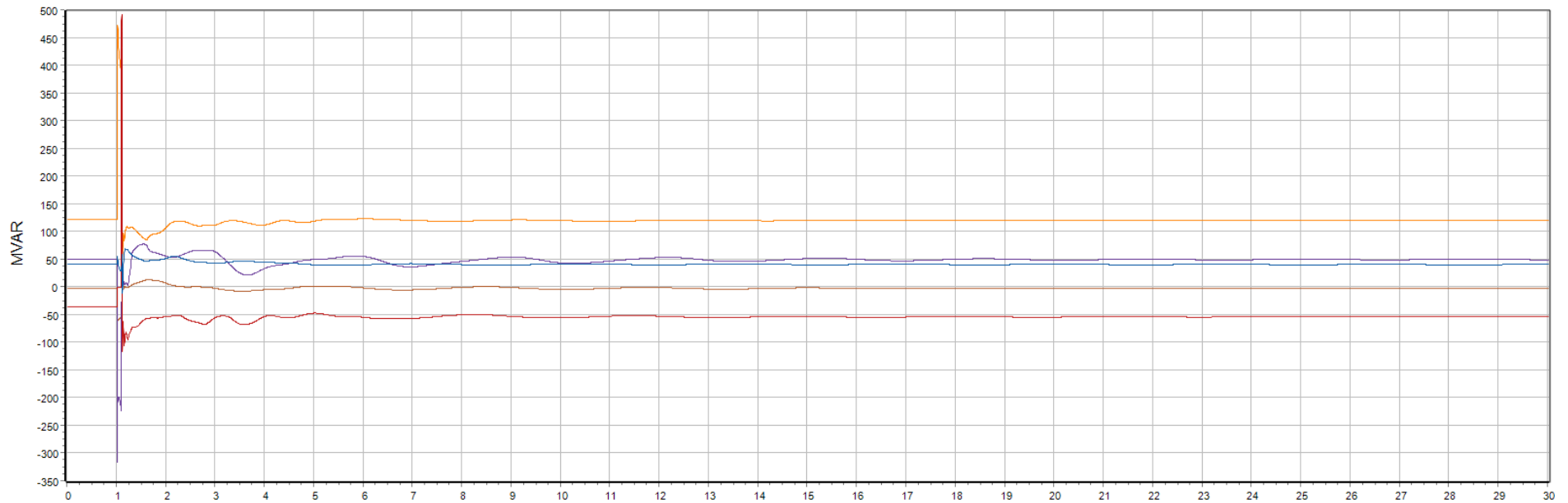
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

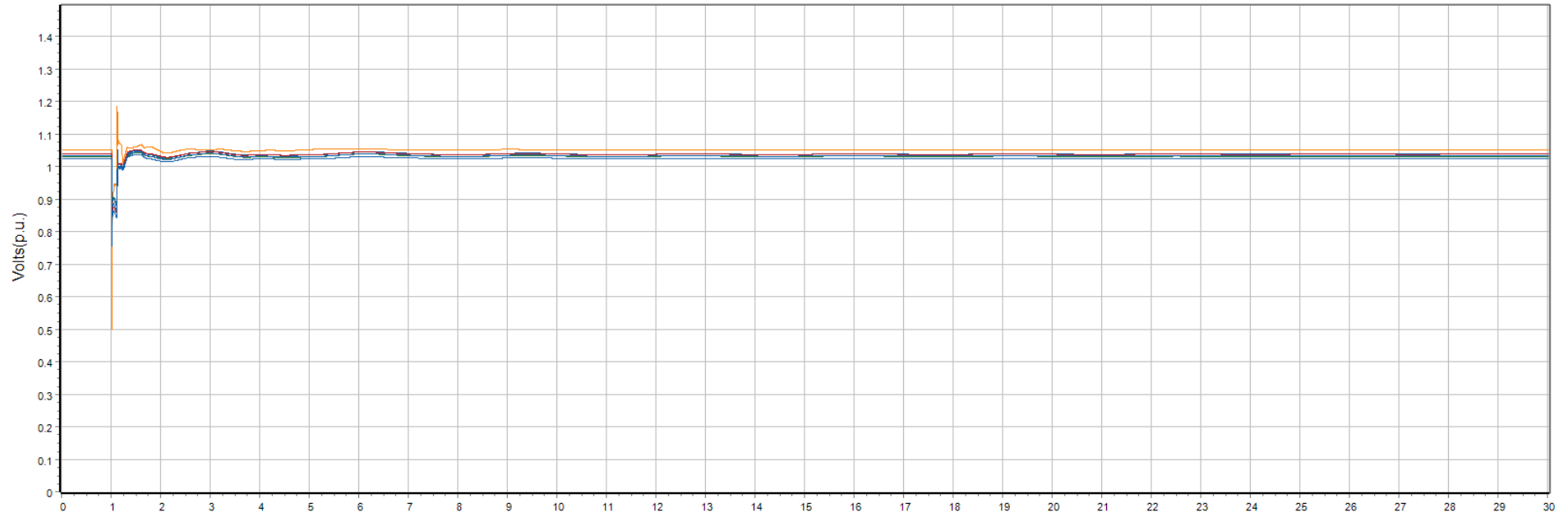


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

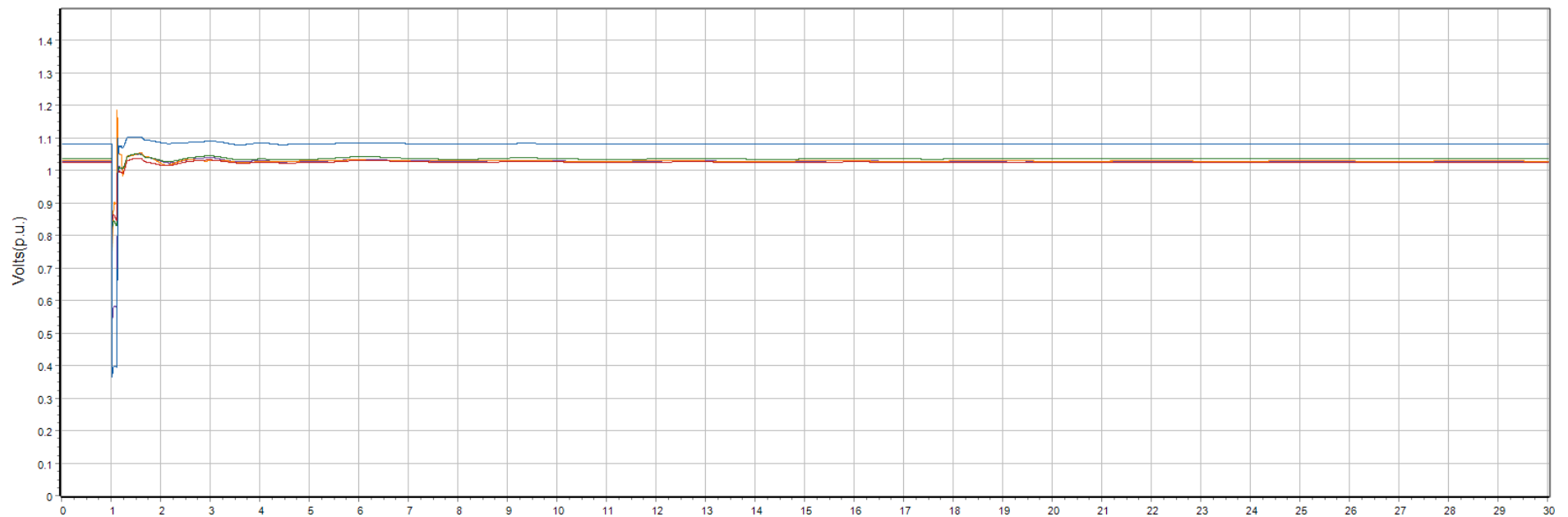




Additional 240 kV Bus Volts

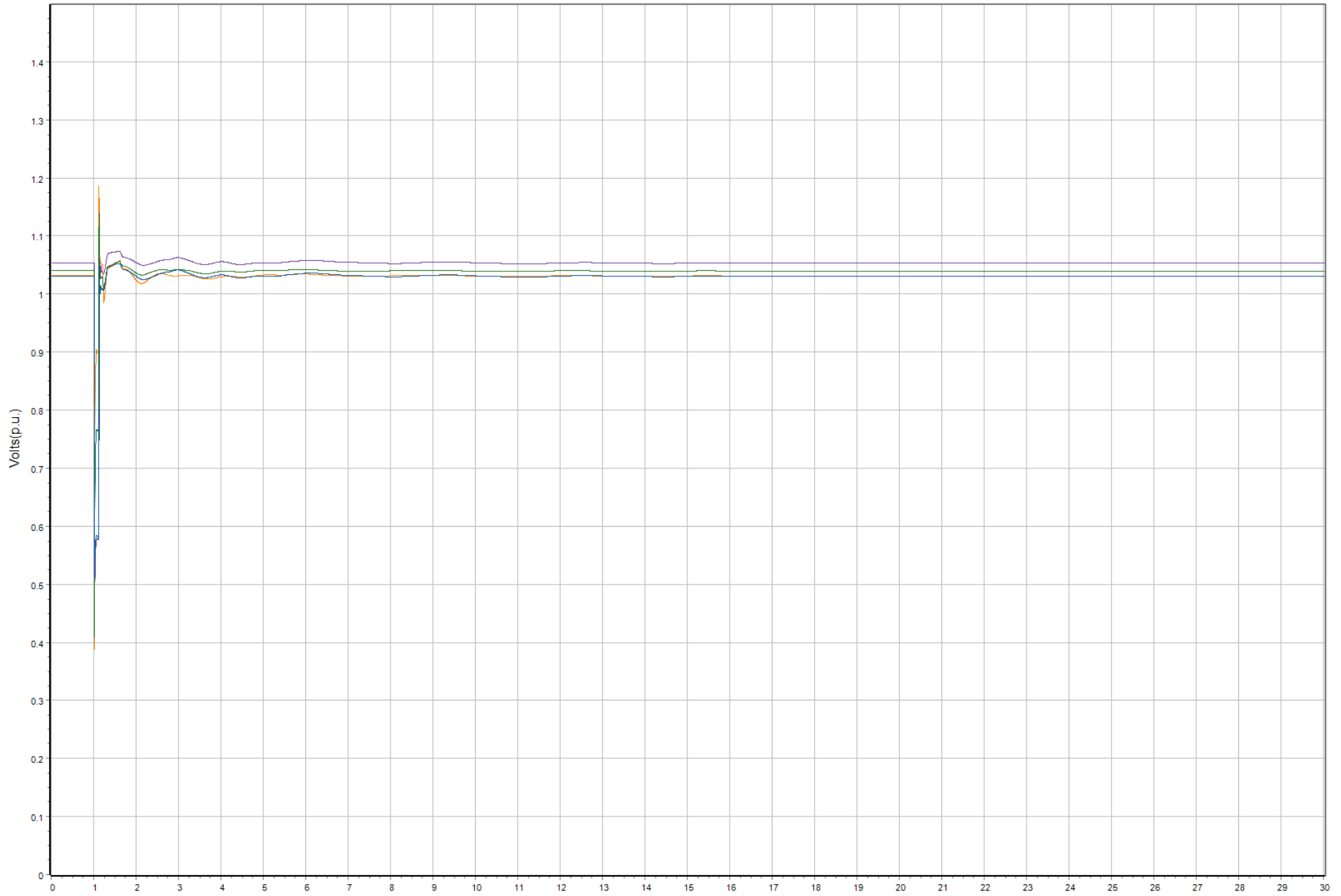


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

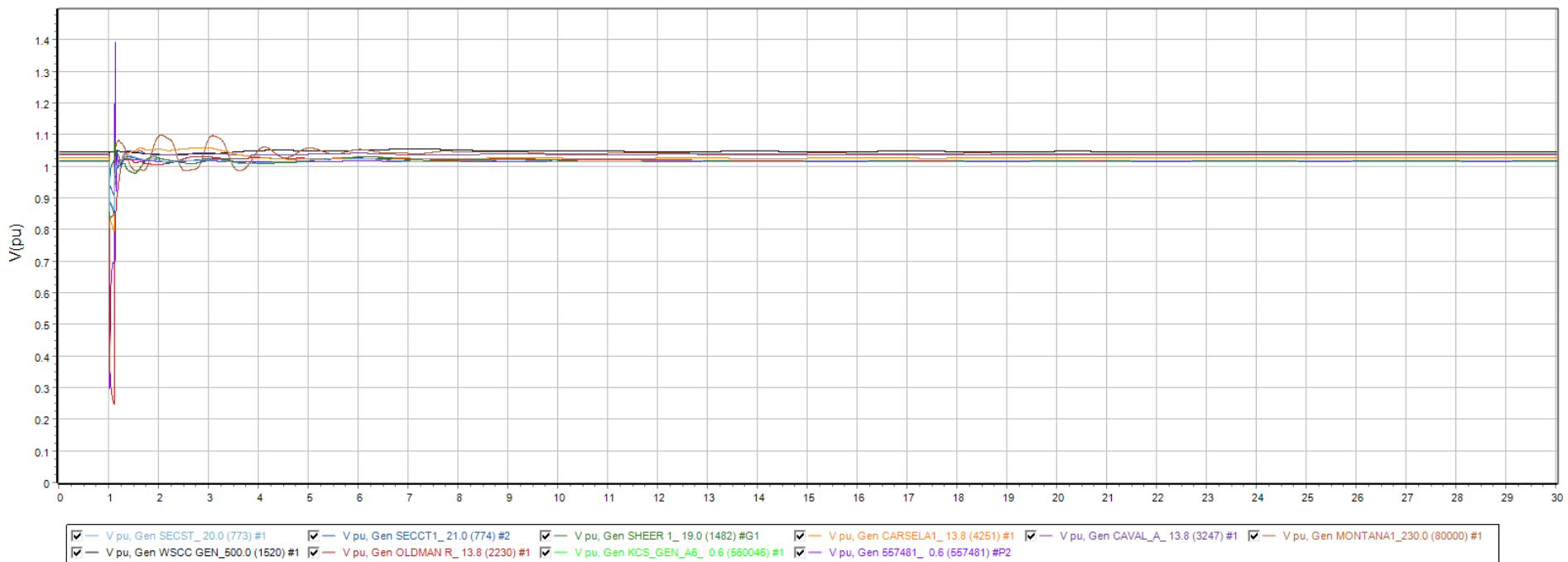
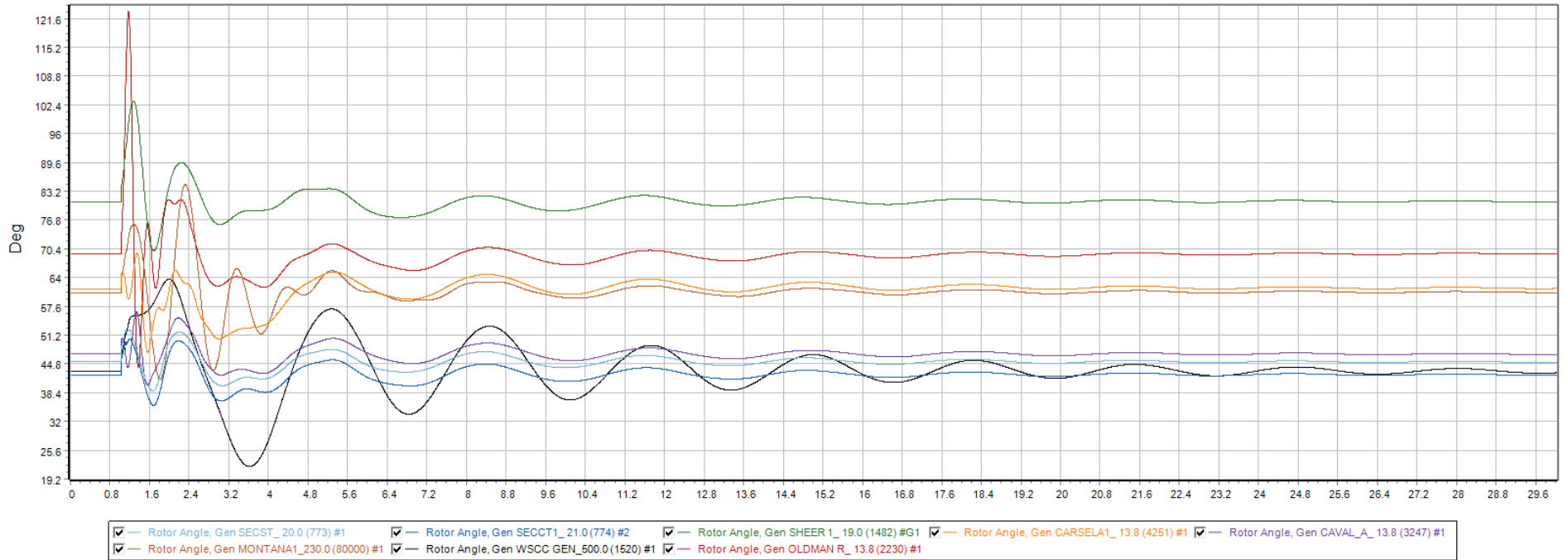




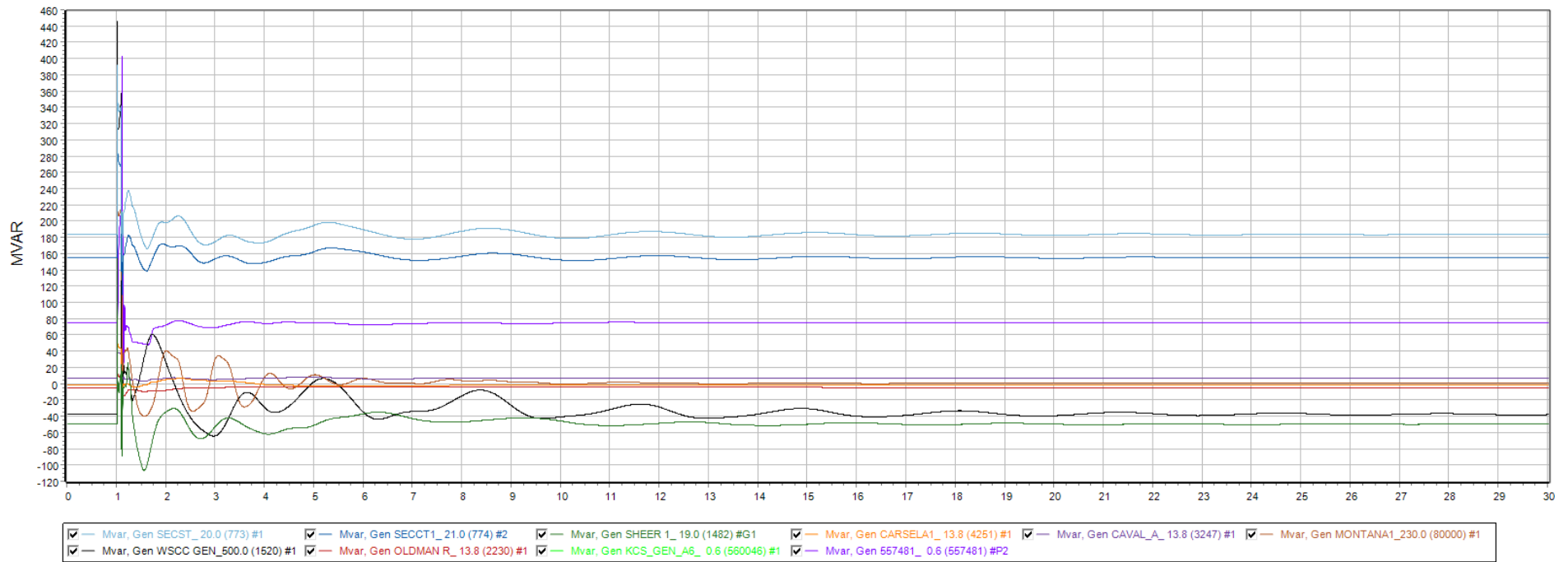
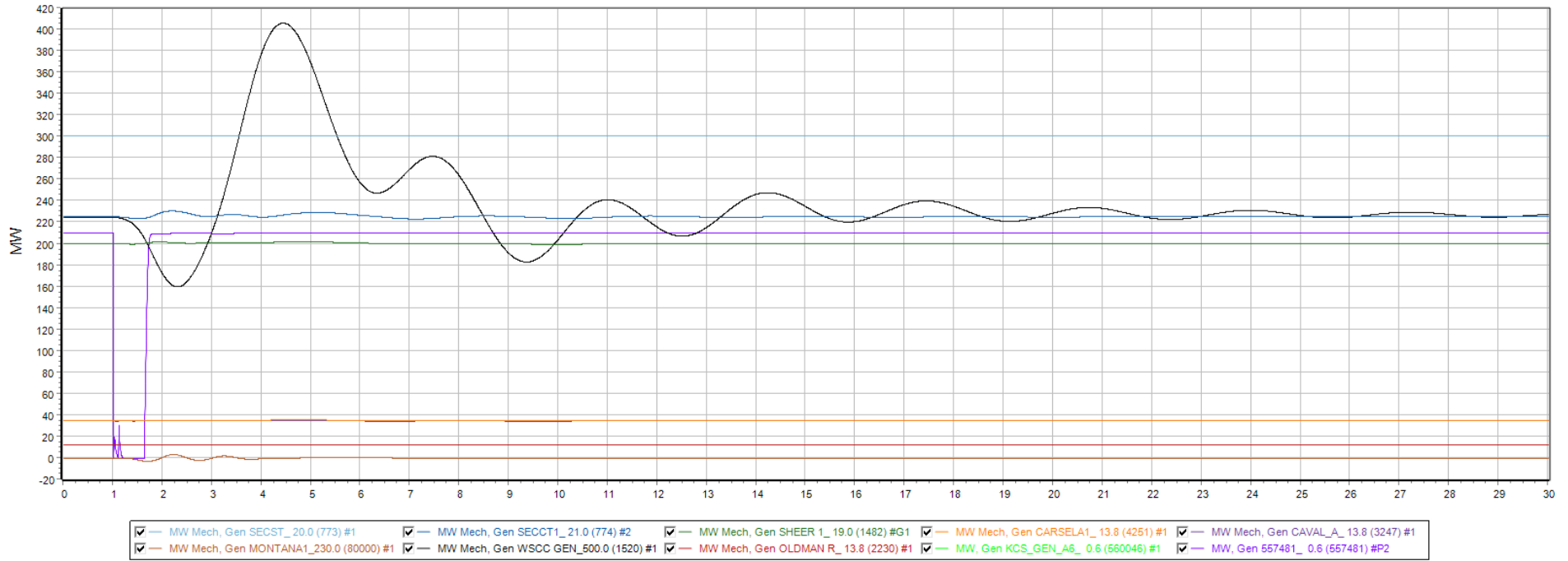
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



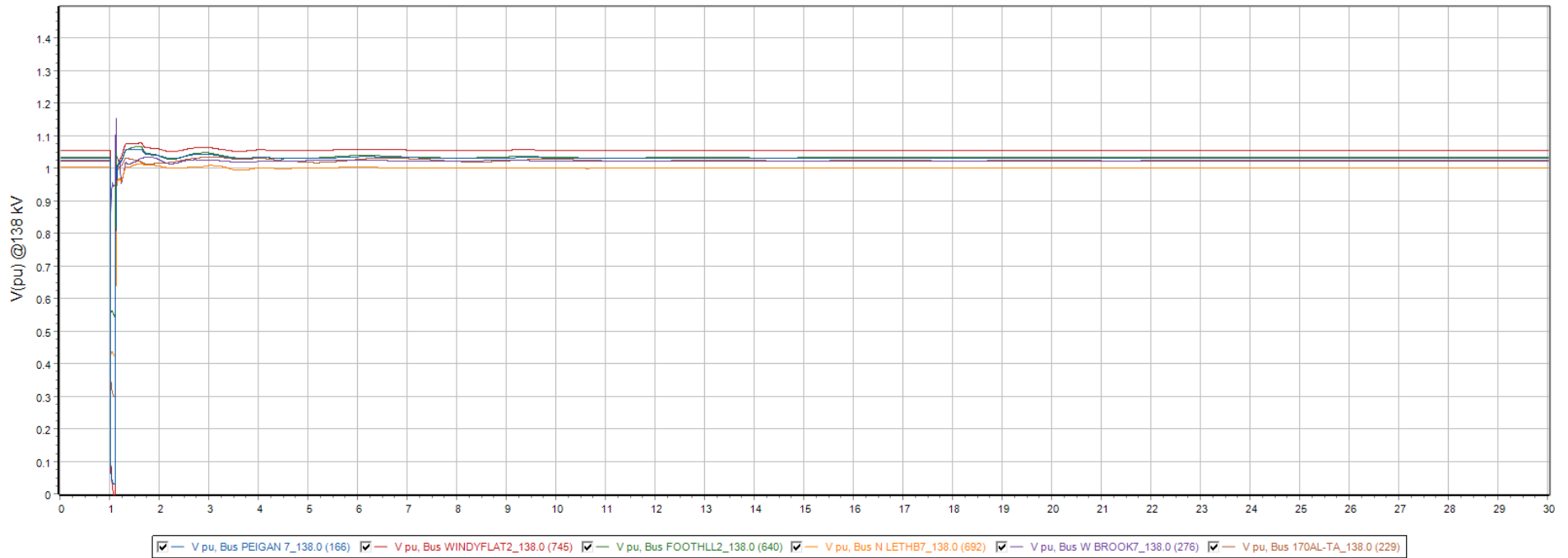
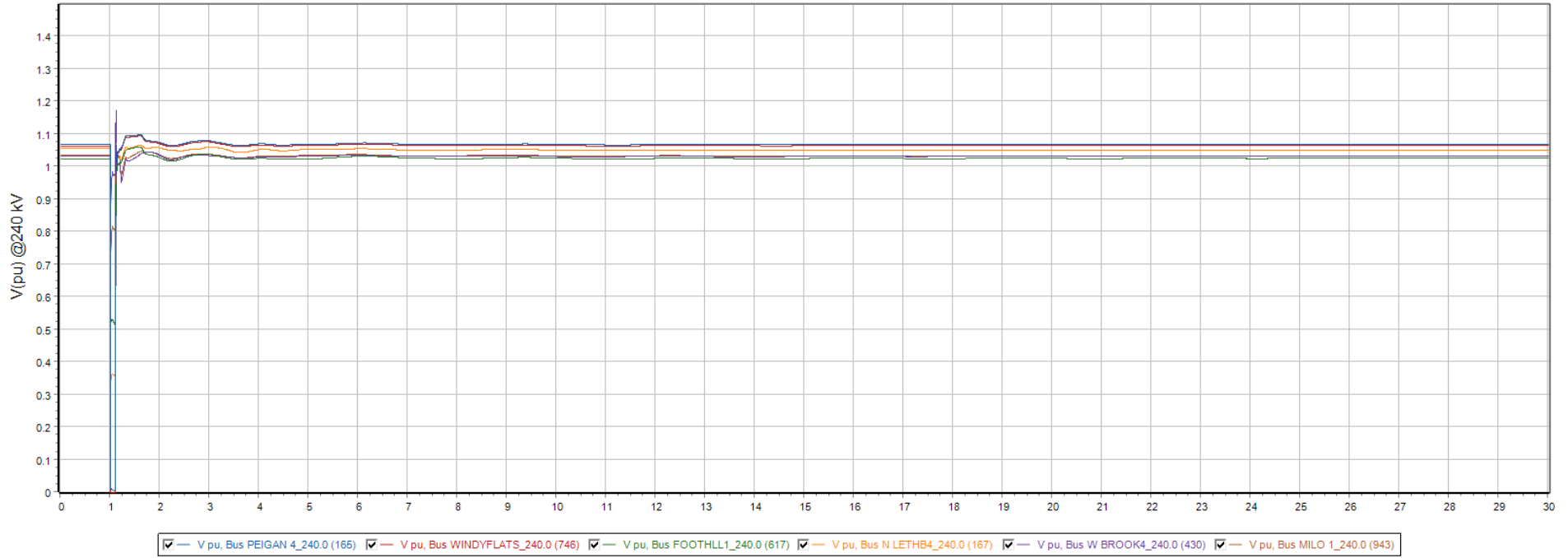
Monitor Gens. Q1



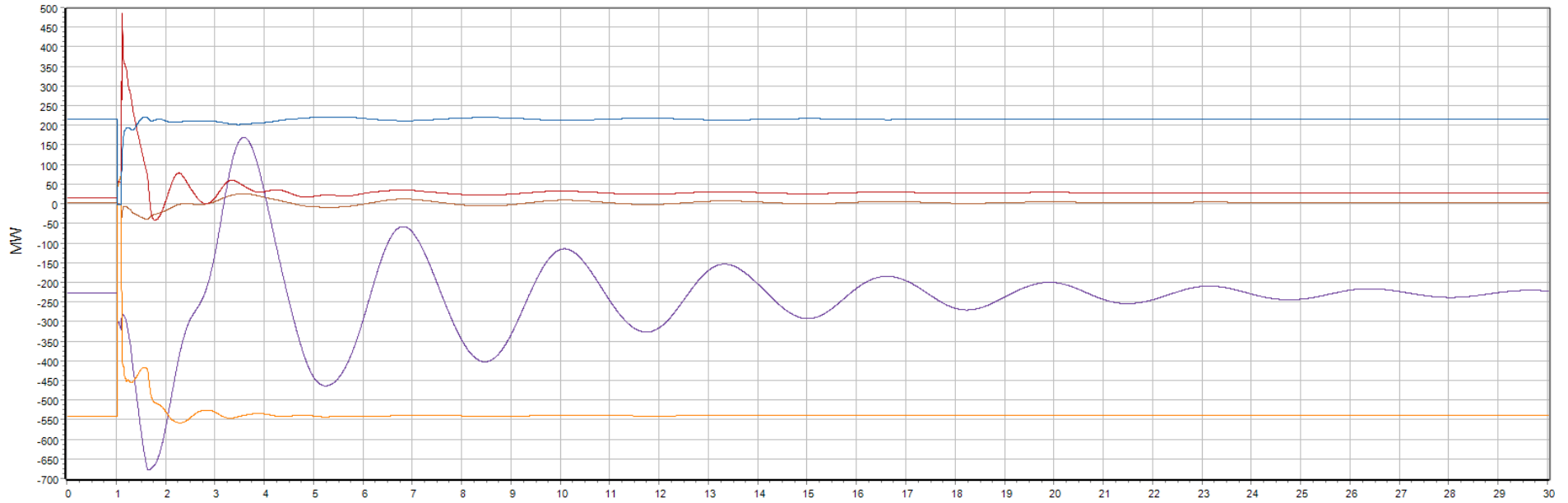
Monitor Gens. Q2



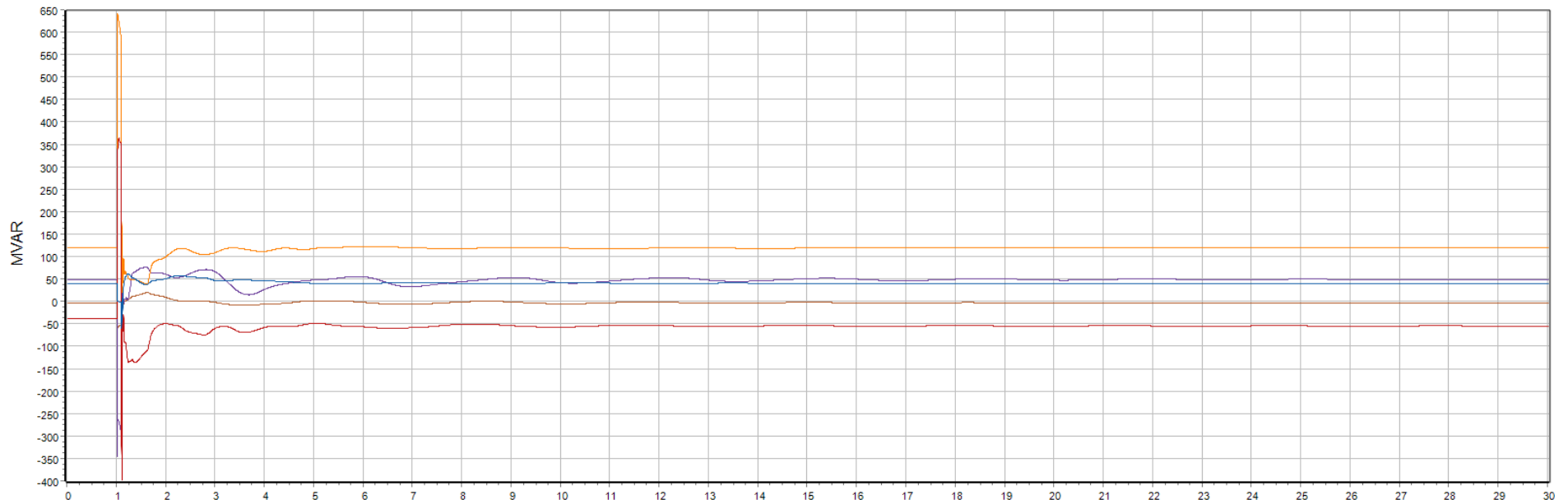
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

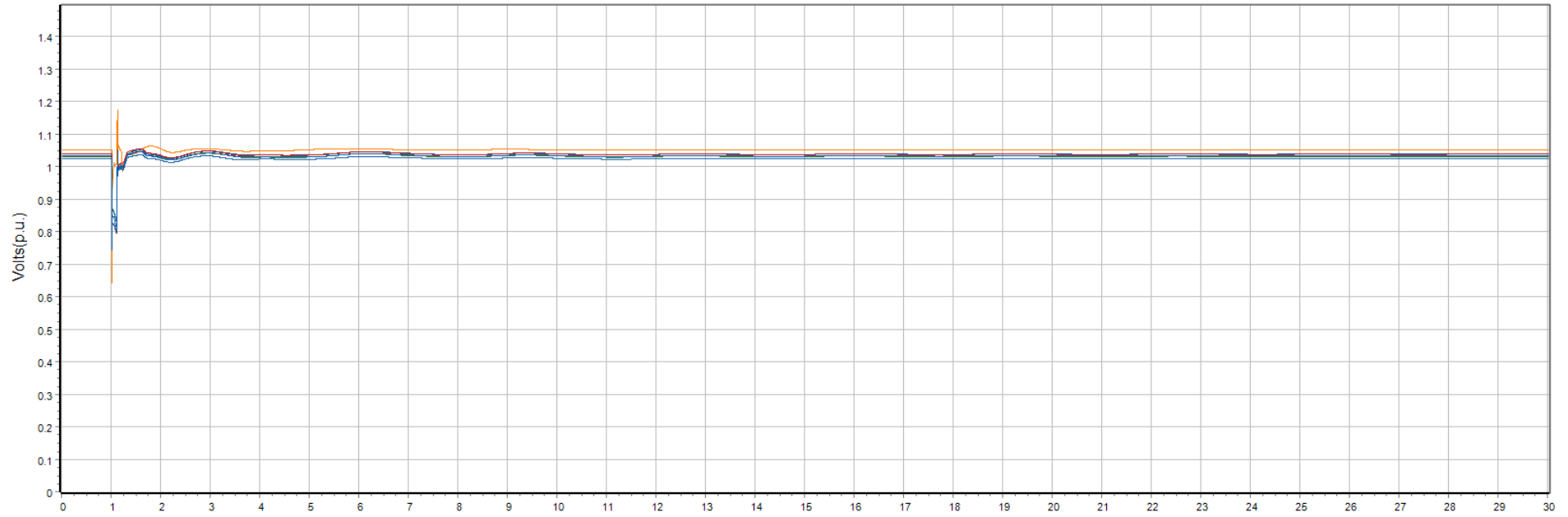


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

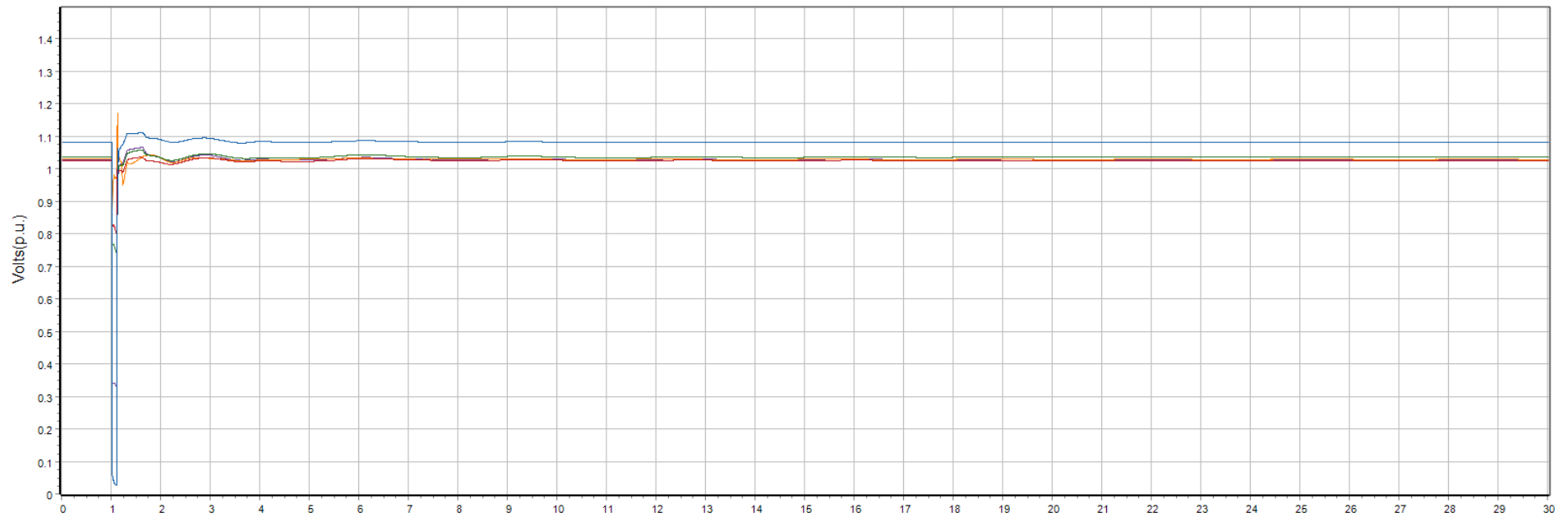




Additional 240 kV Bus Volts

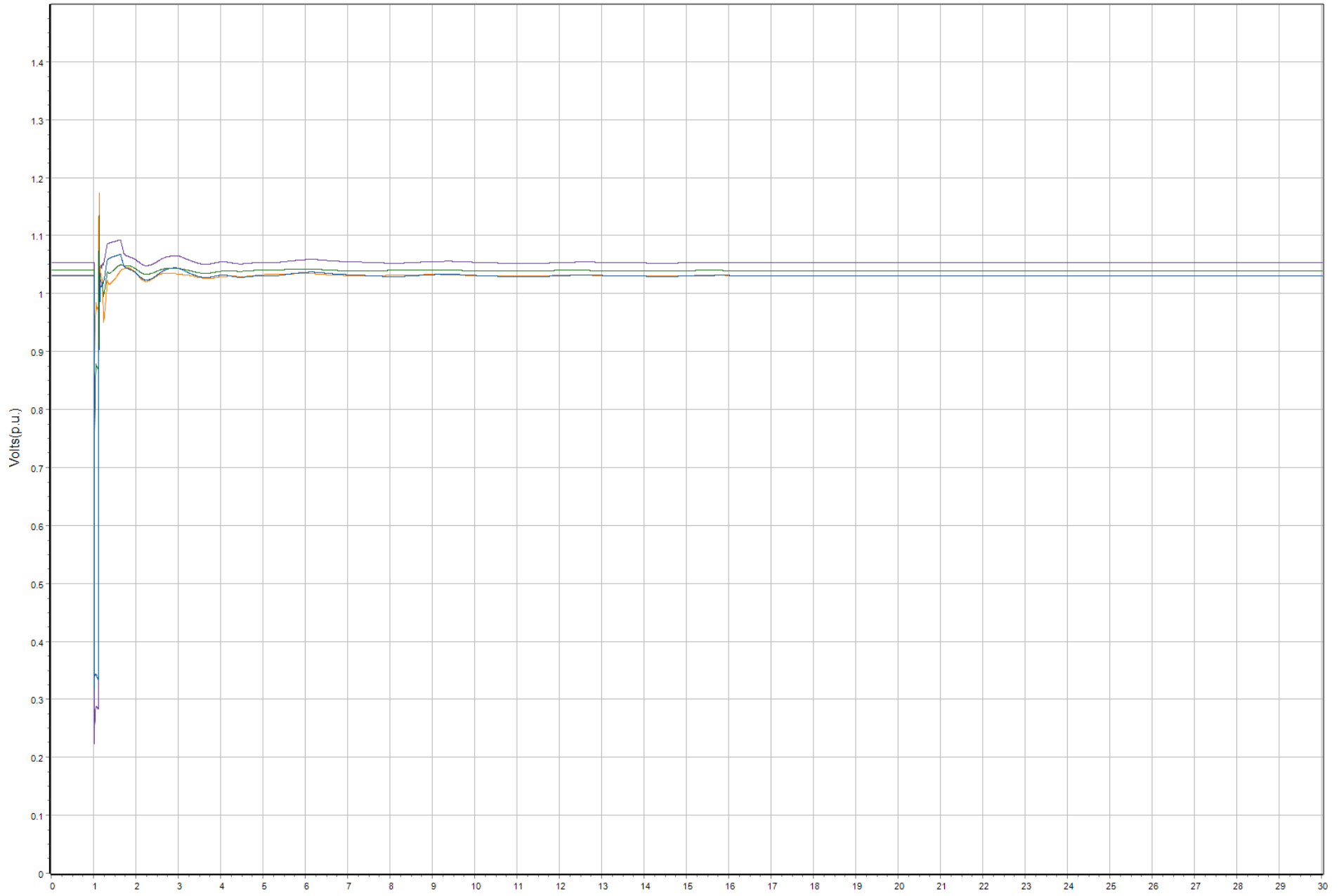


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

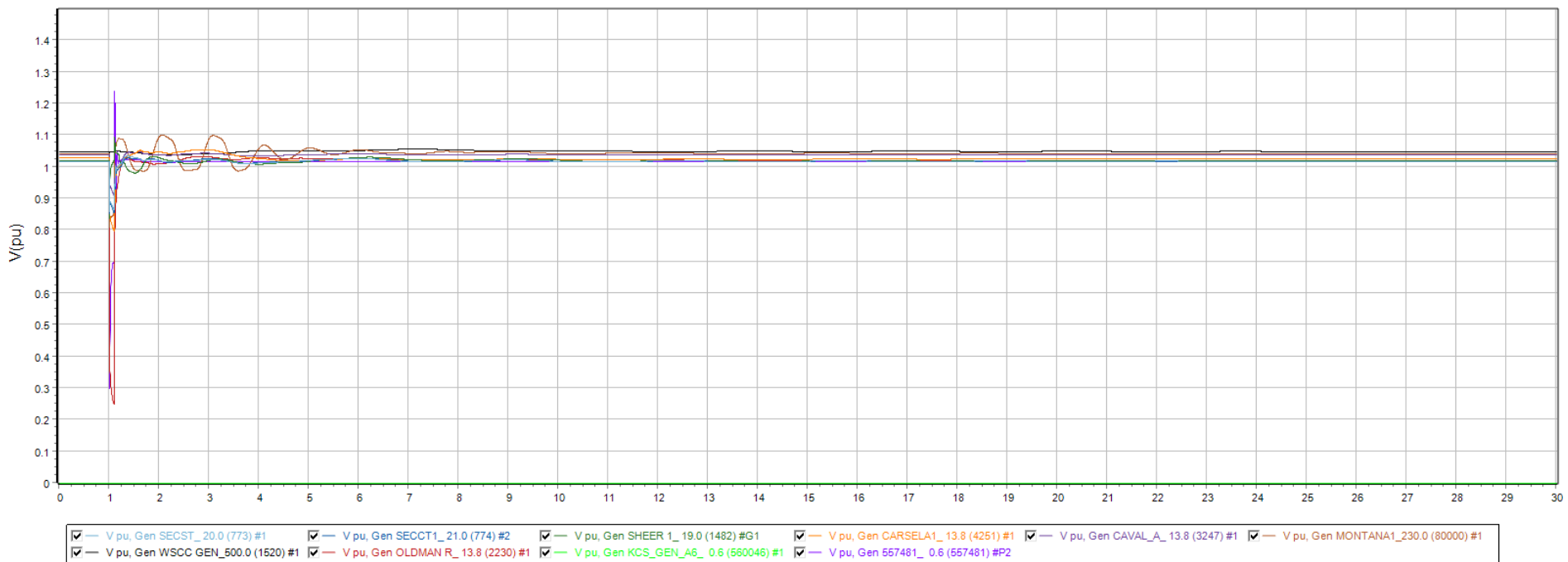
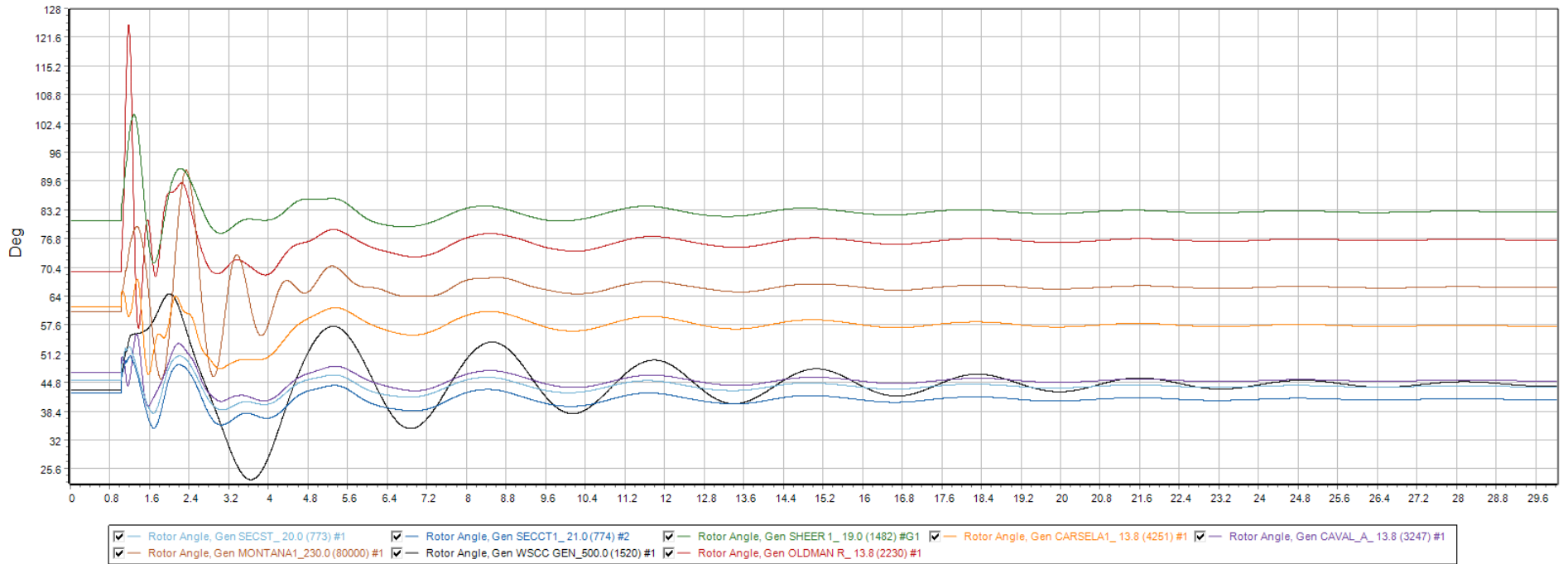




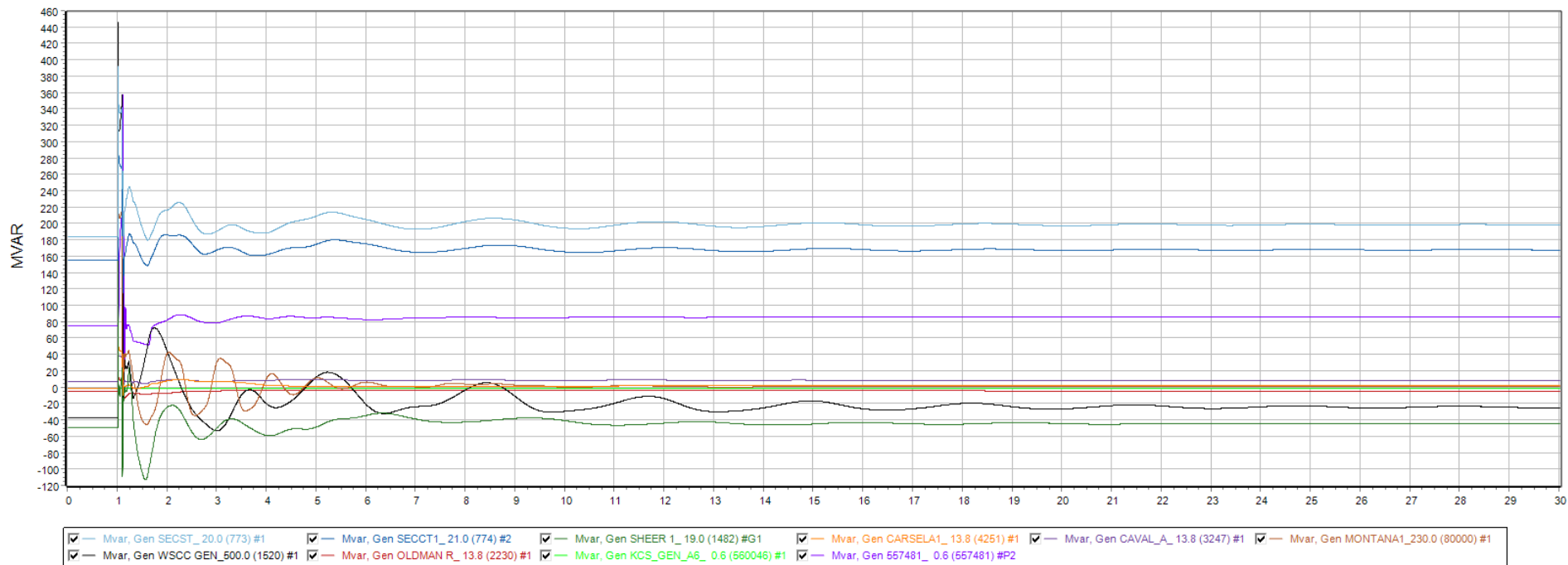
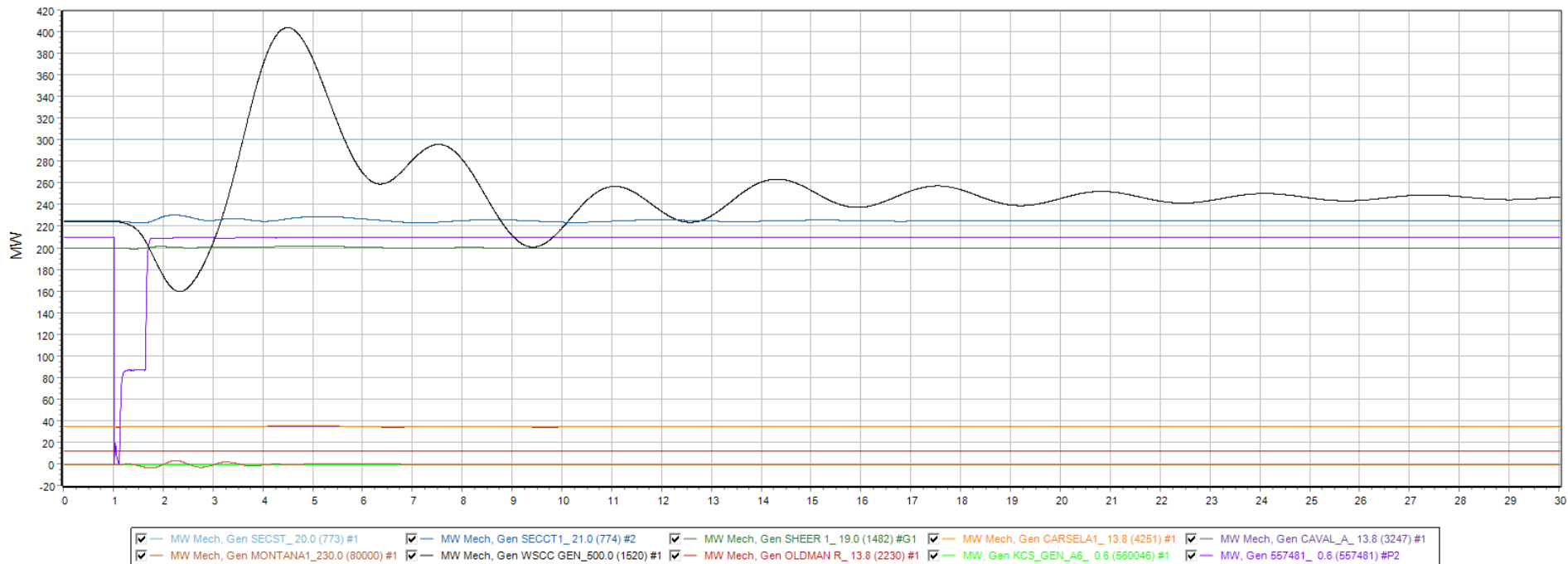
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



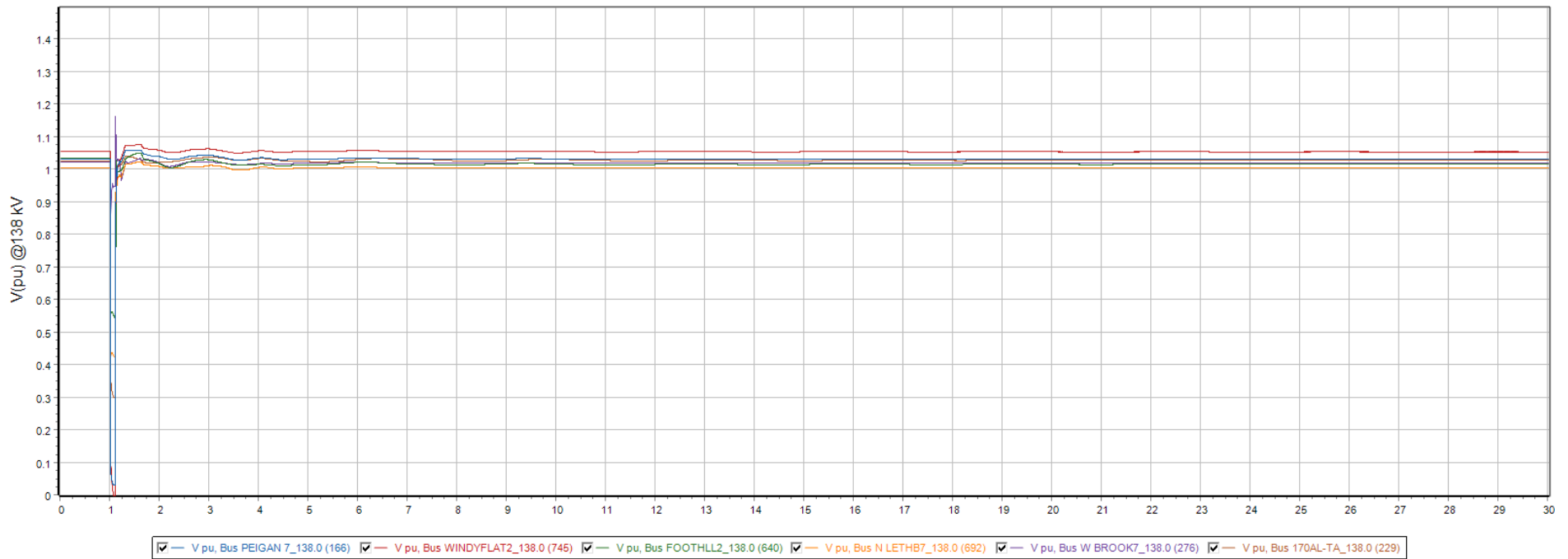
Monitor Gens. Q1



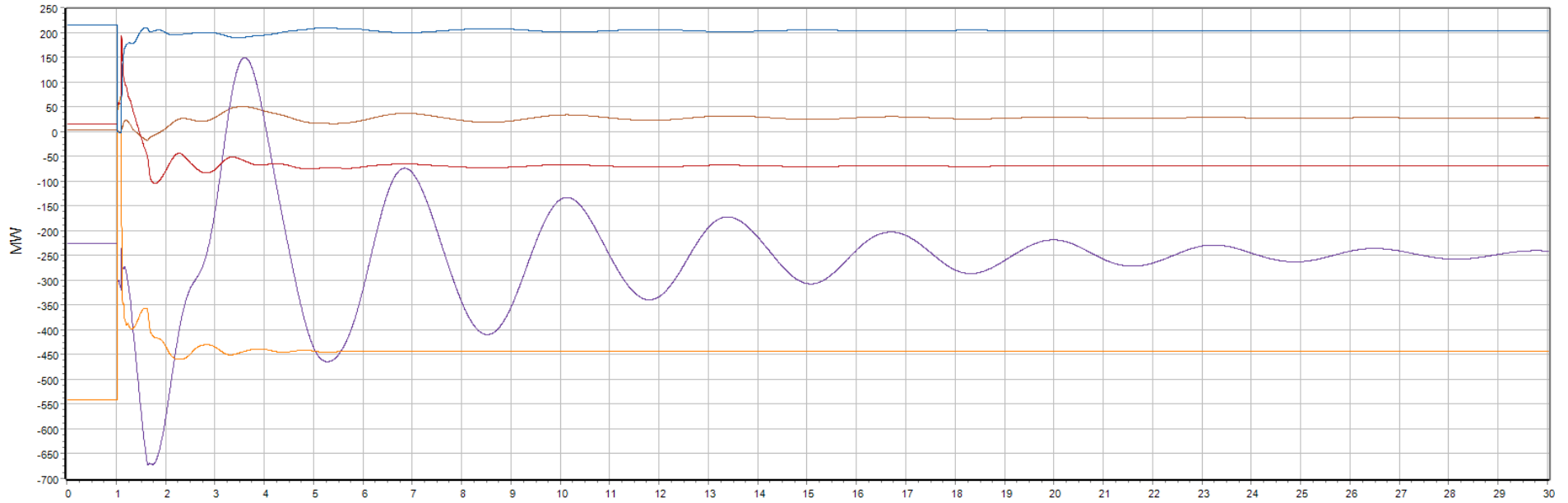
Monitor Gens. Q2



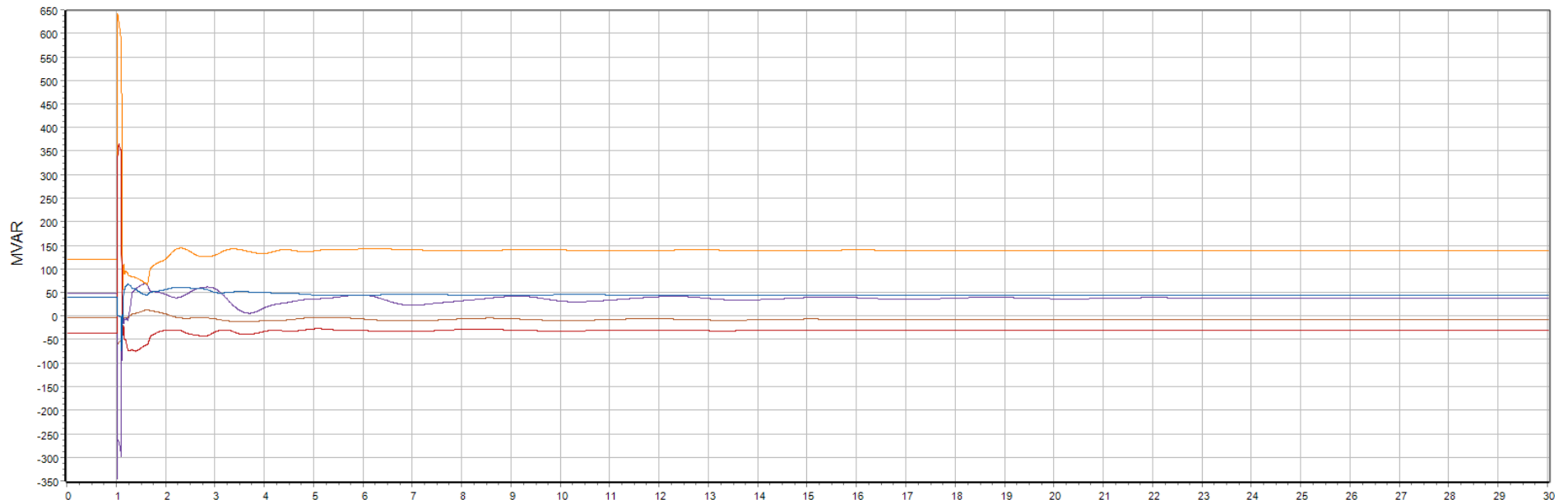
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



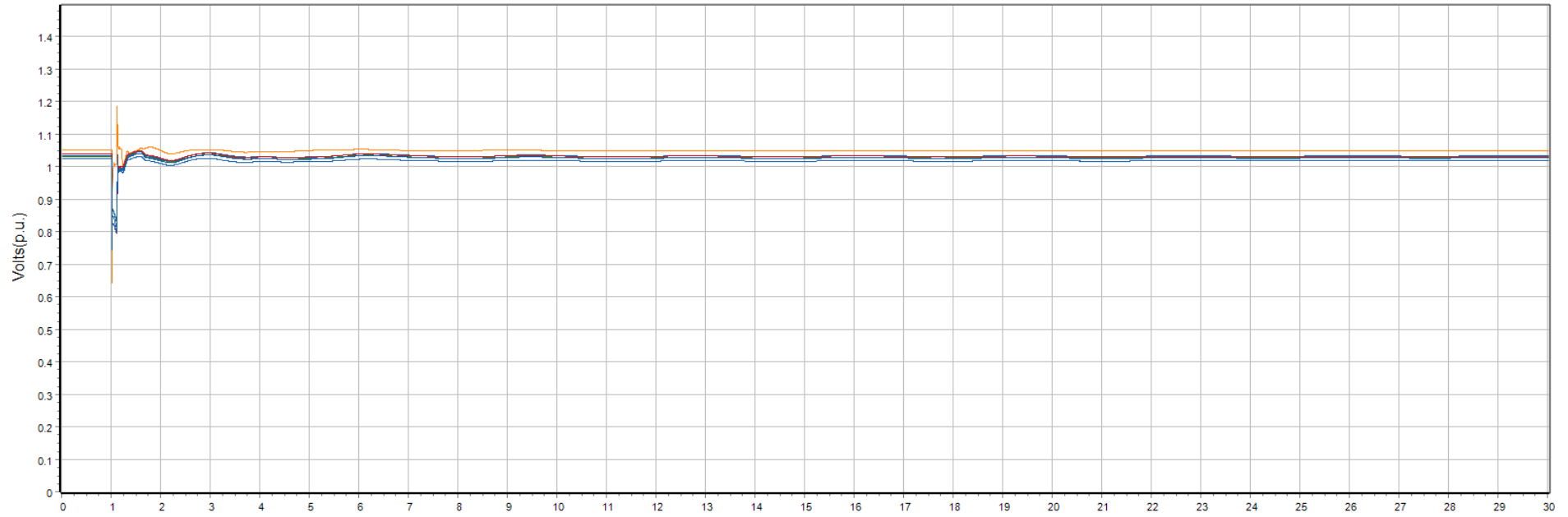
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



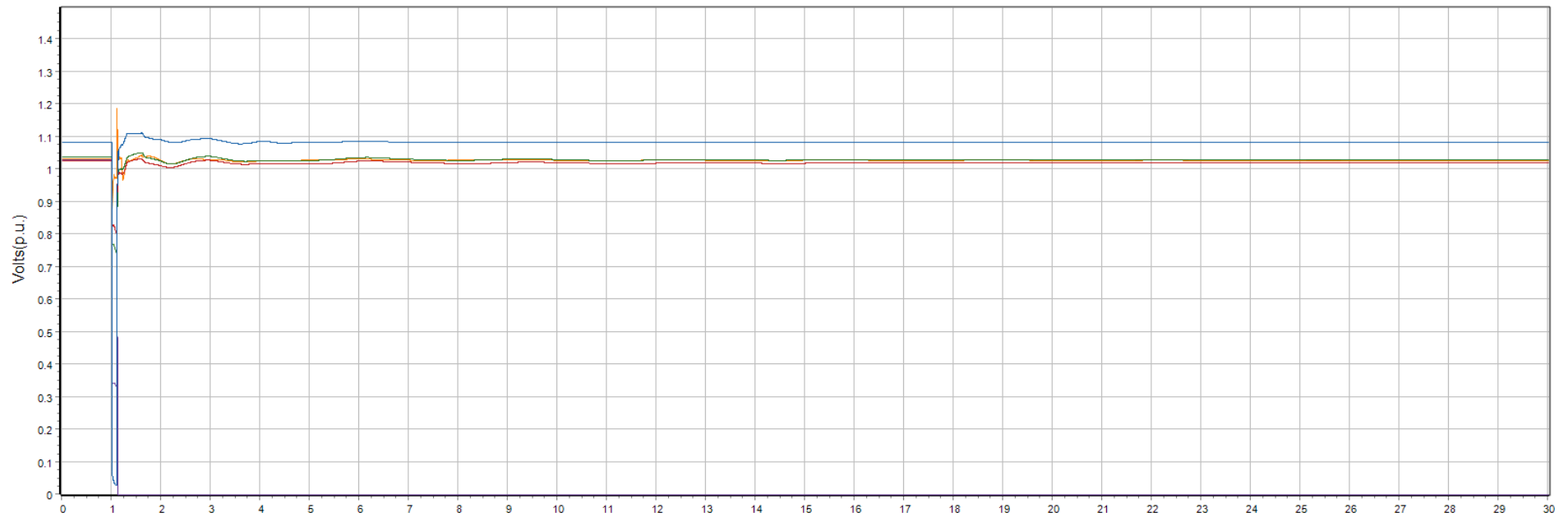
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



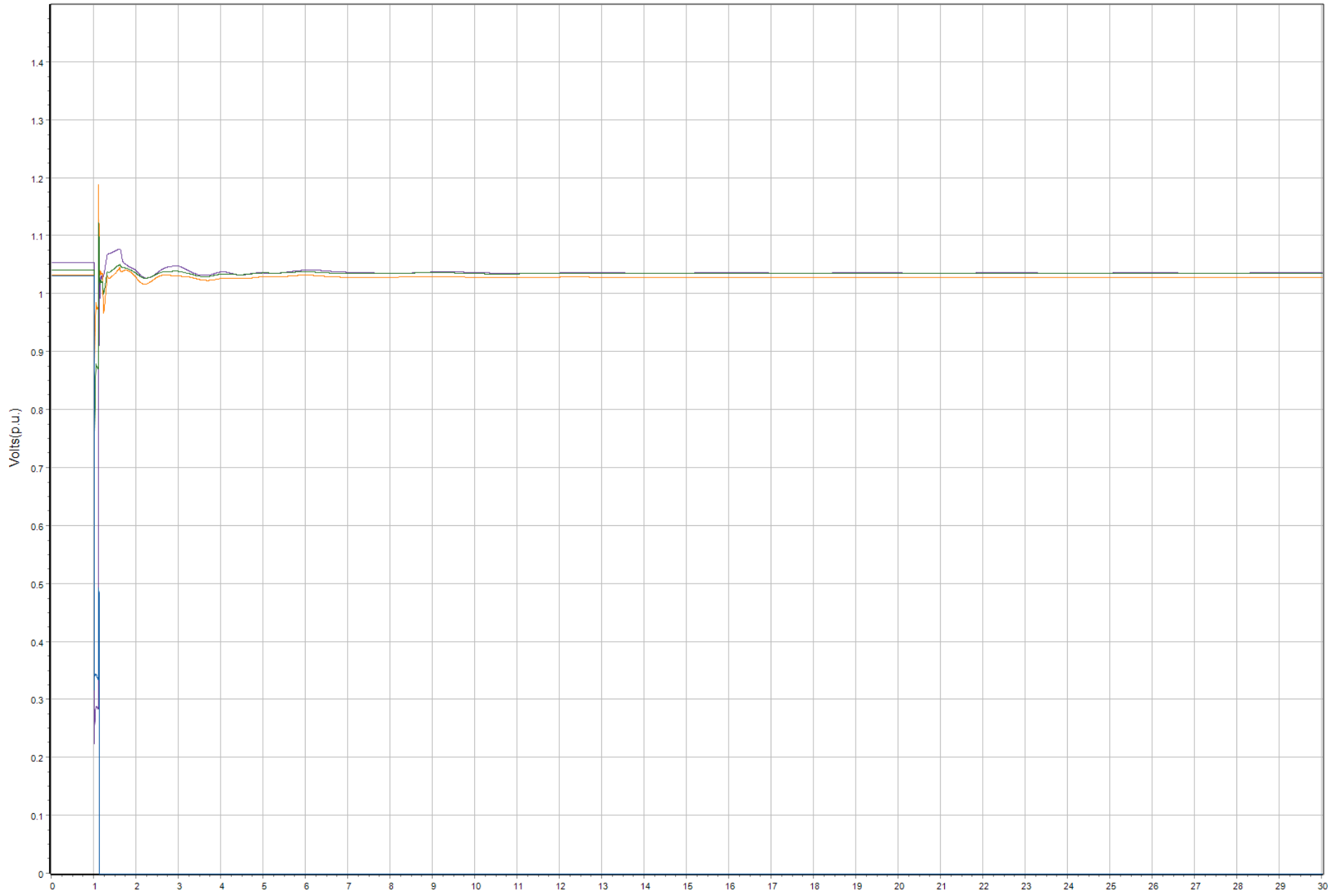
V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



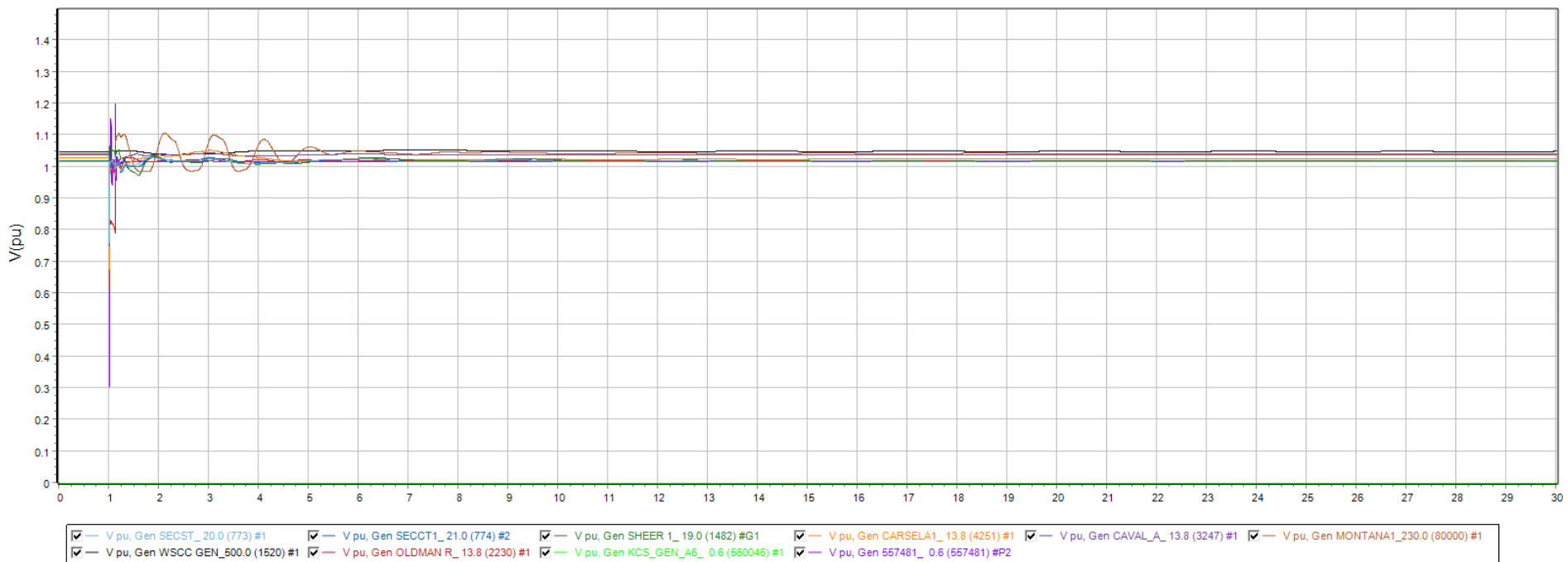
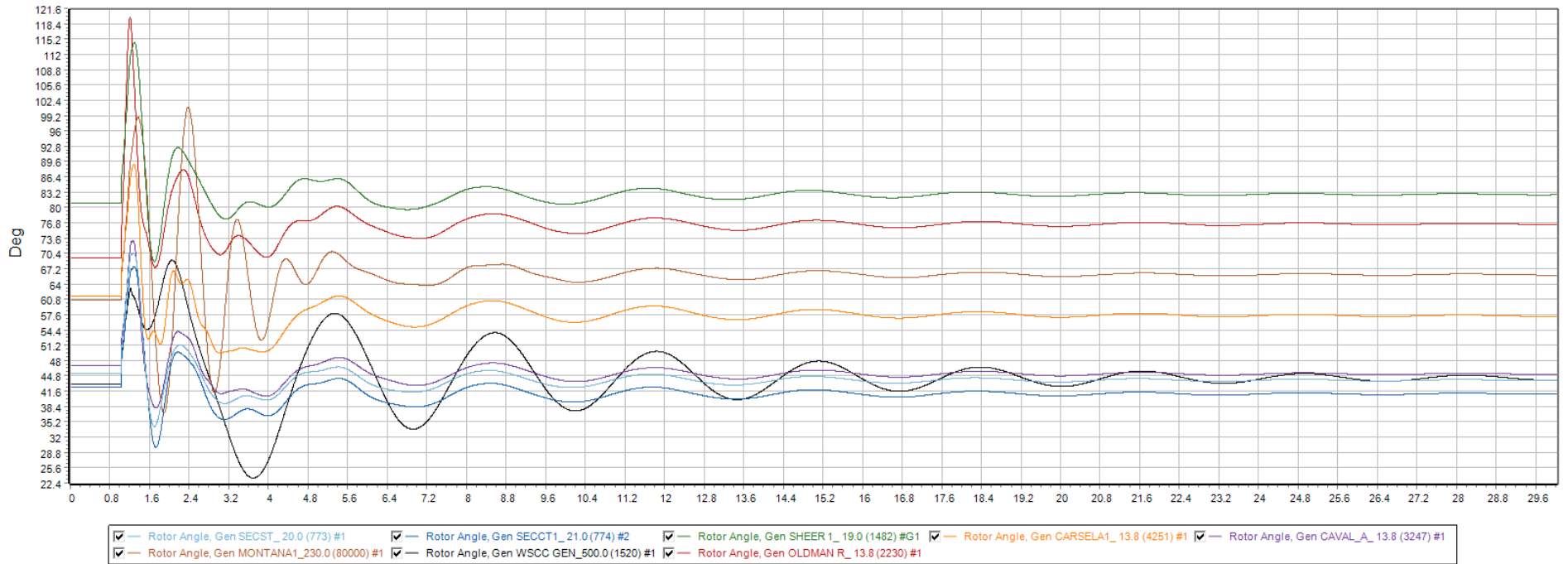




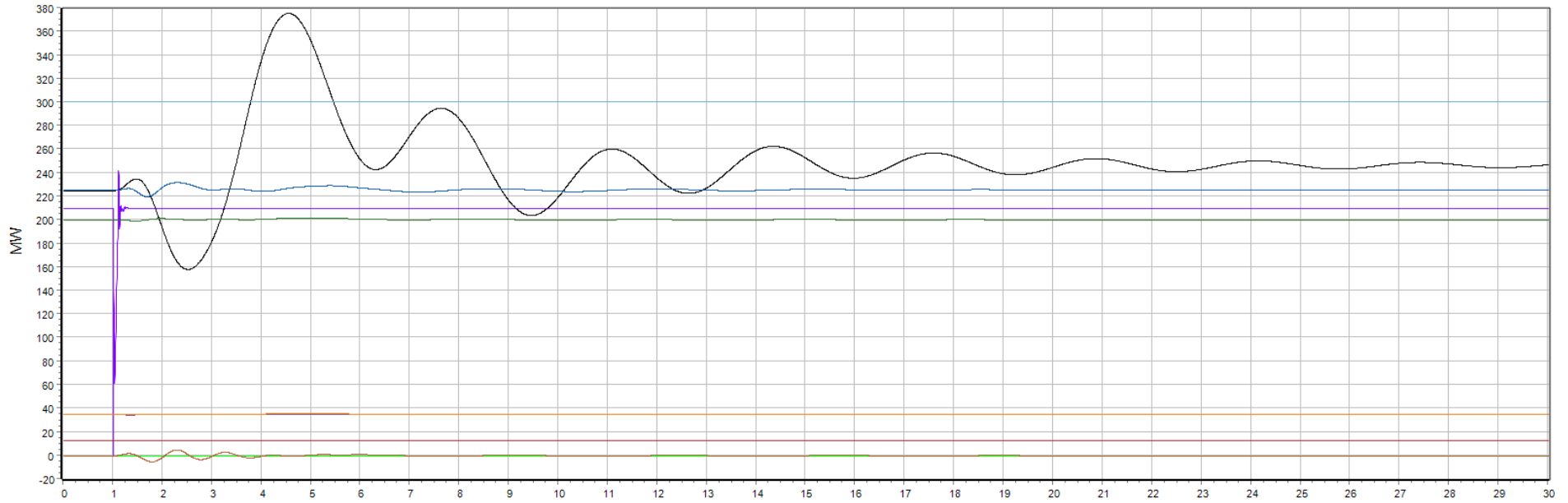
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



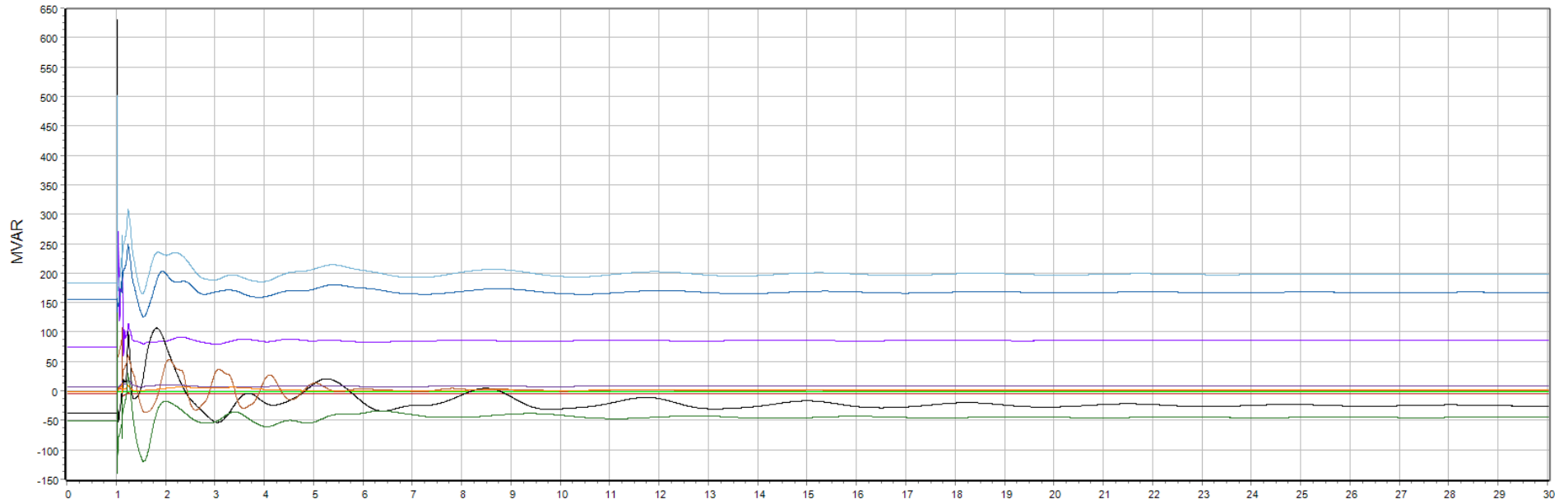
Monitor Gens. Q1



Monitor Gens. Q2



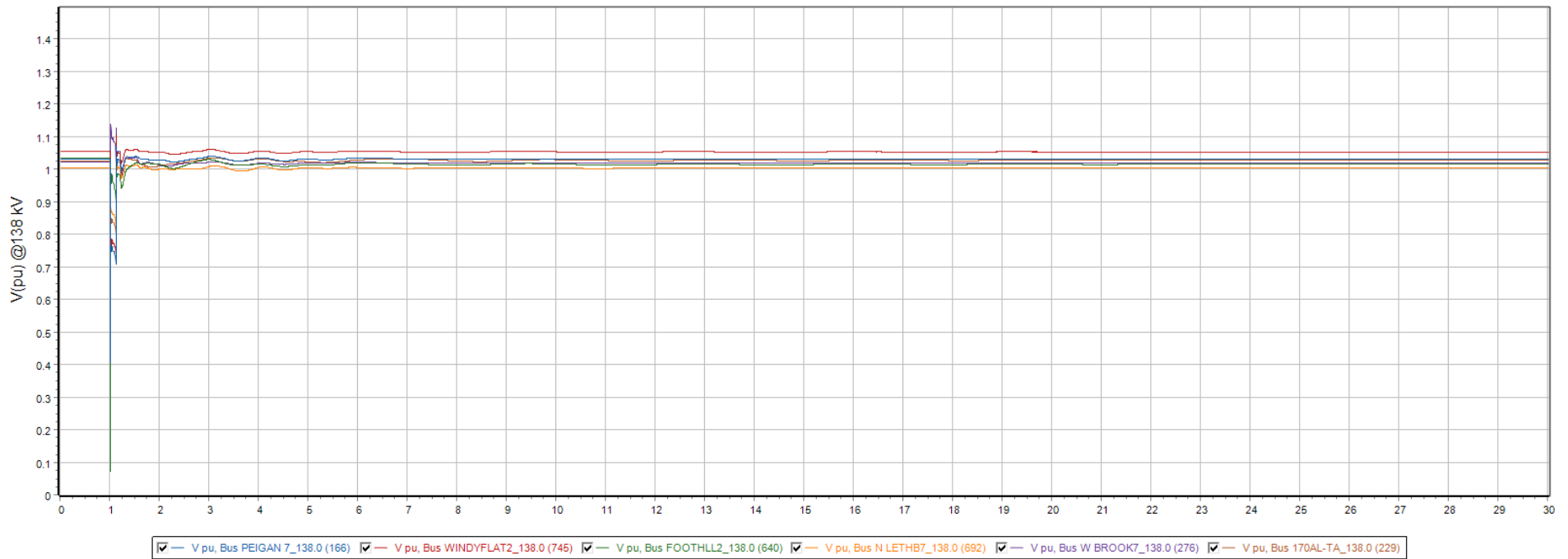
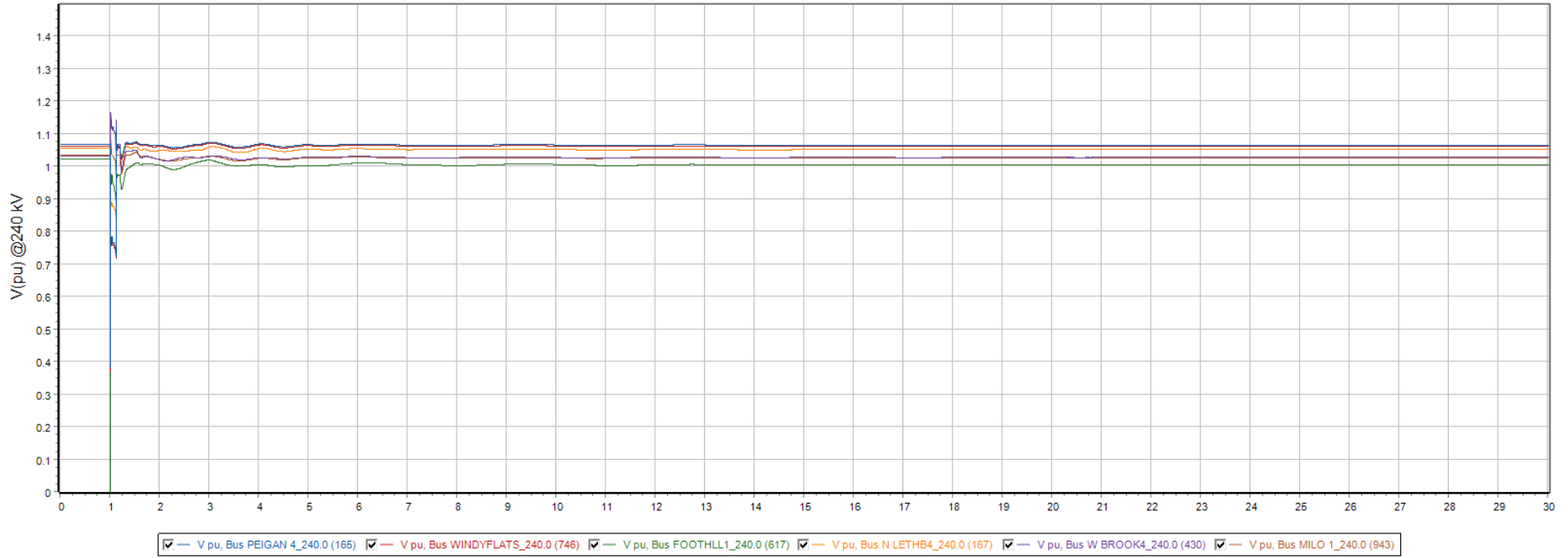
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



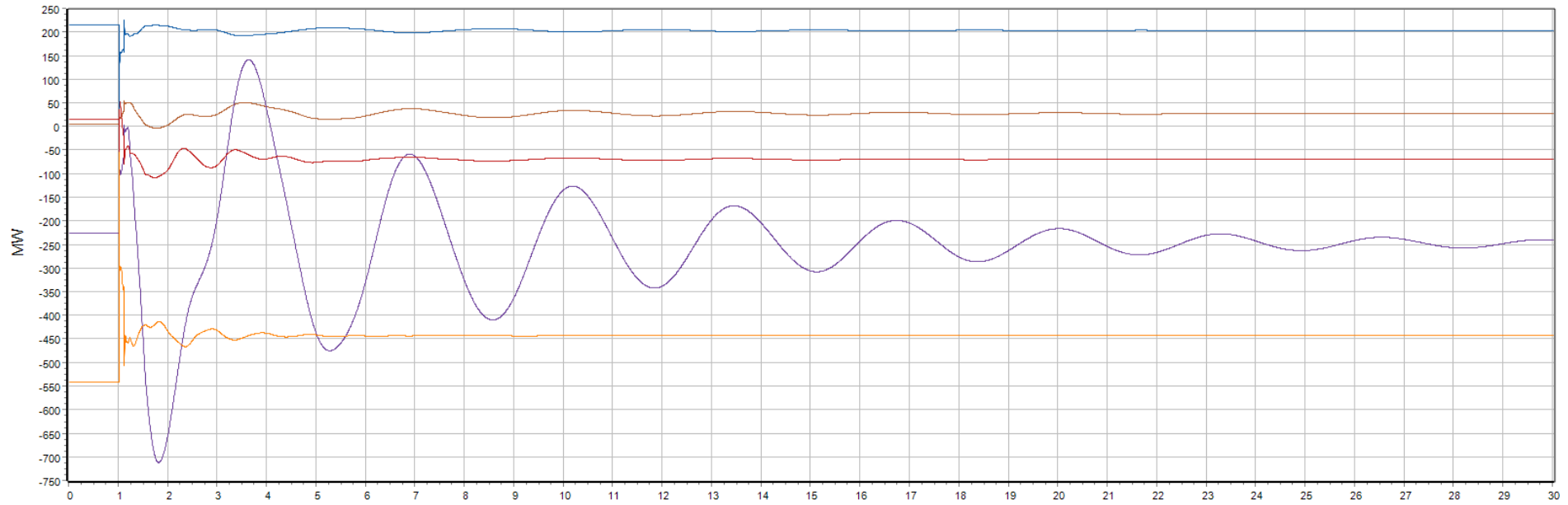
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



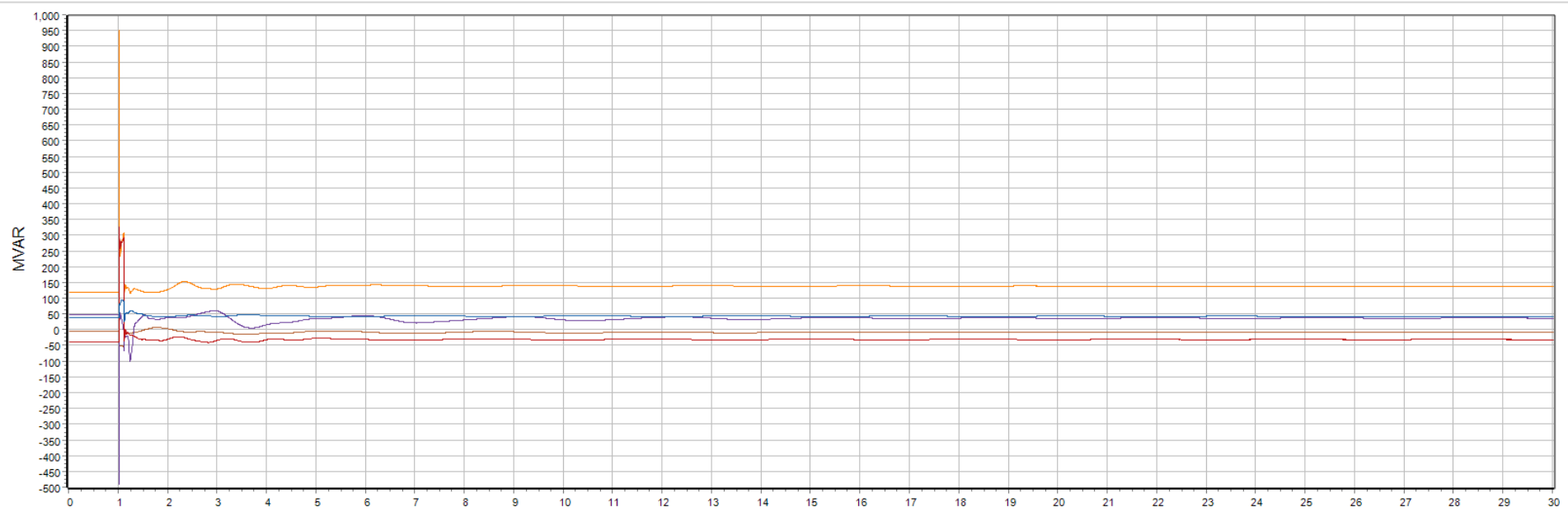
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



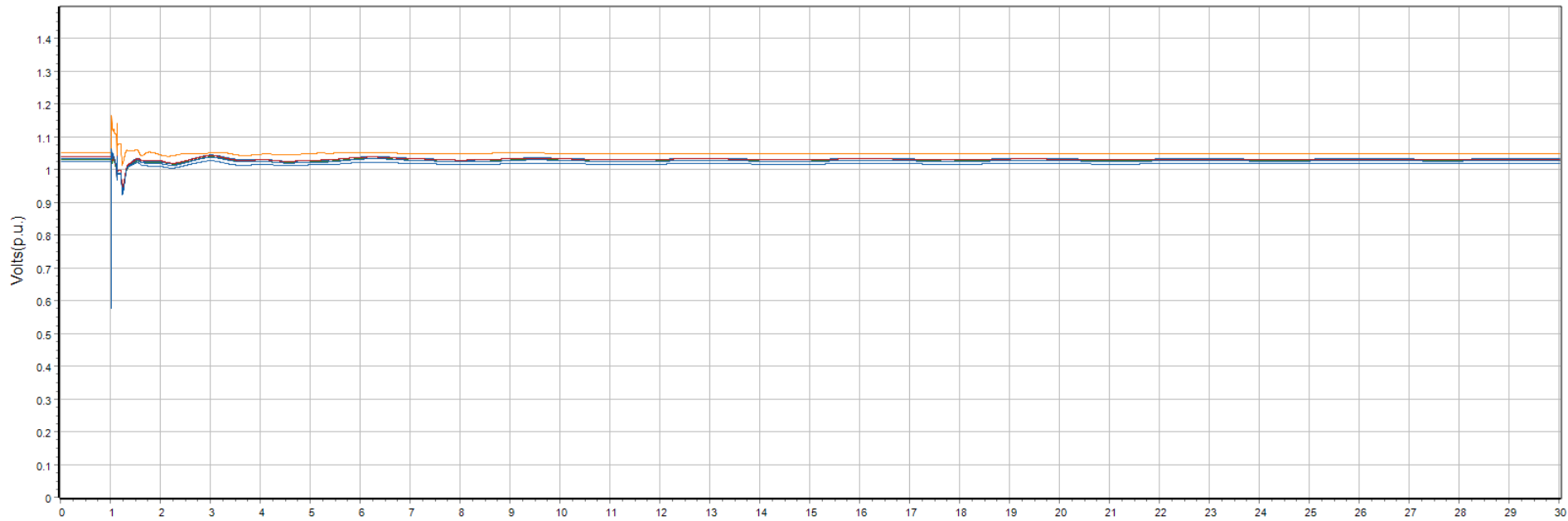
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



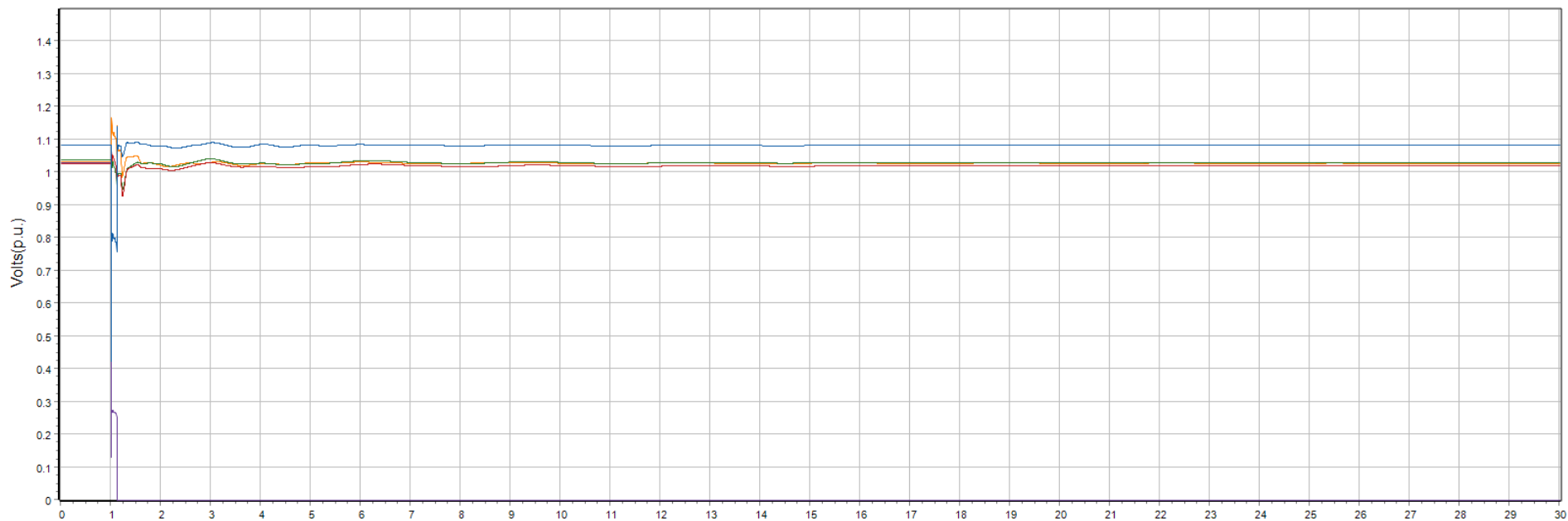
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

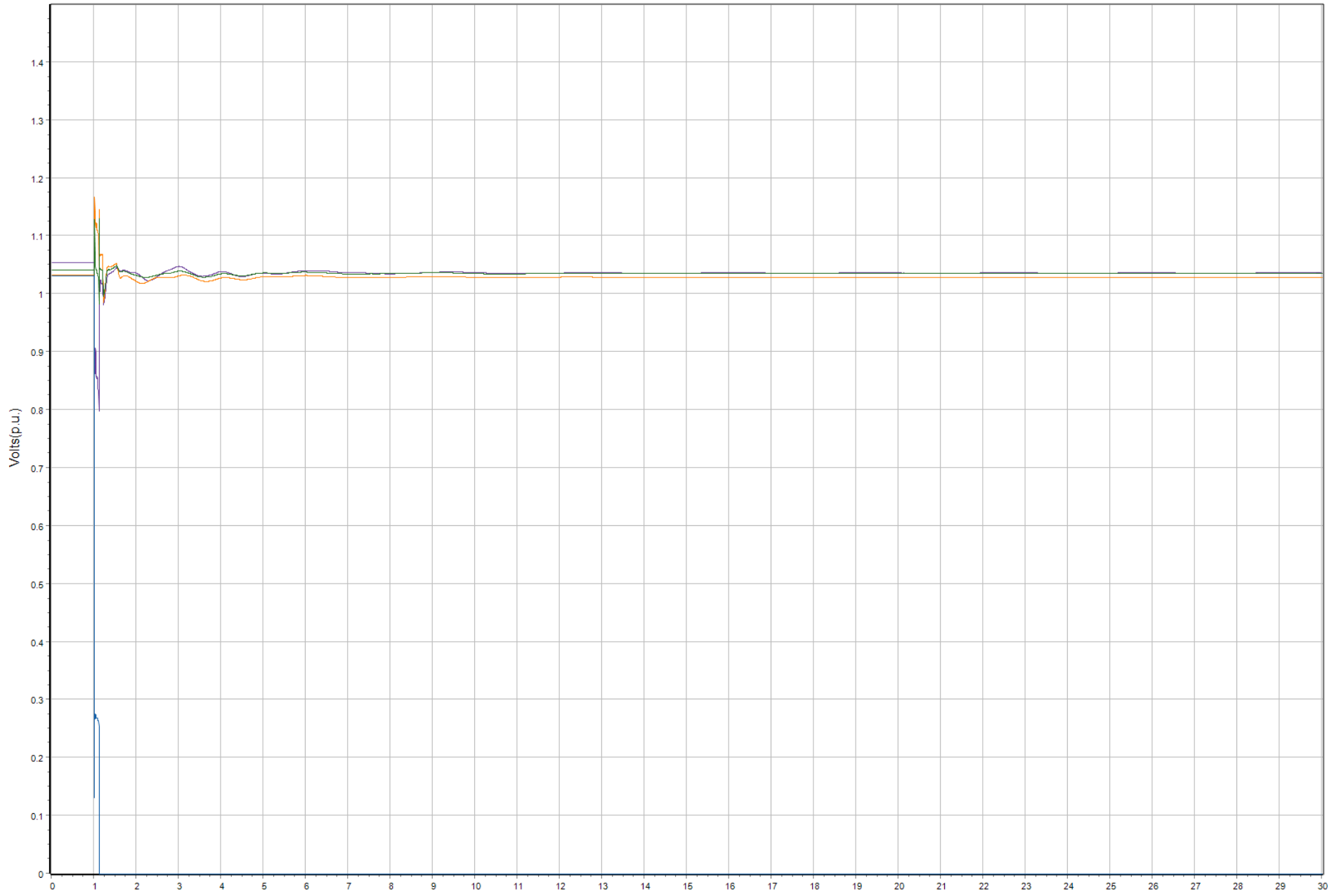


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



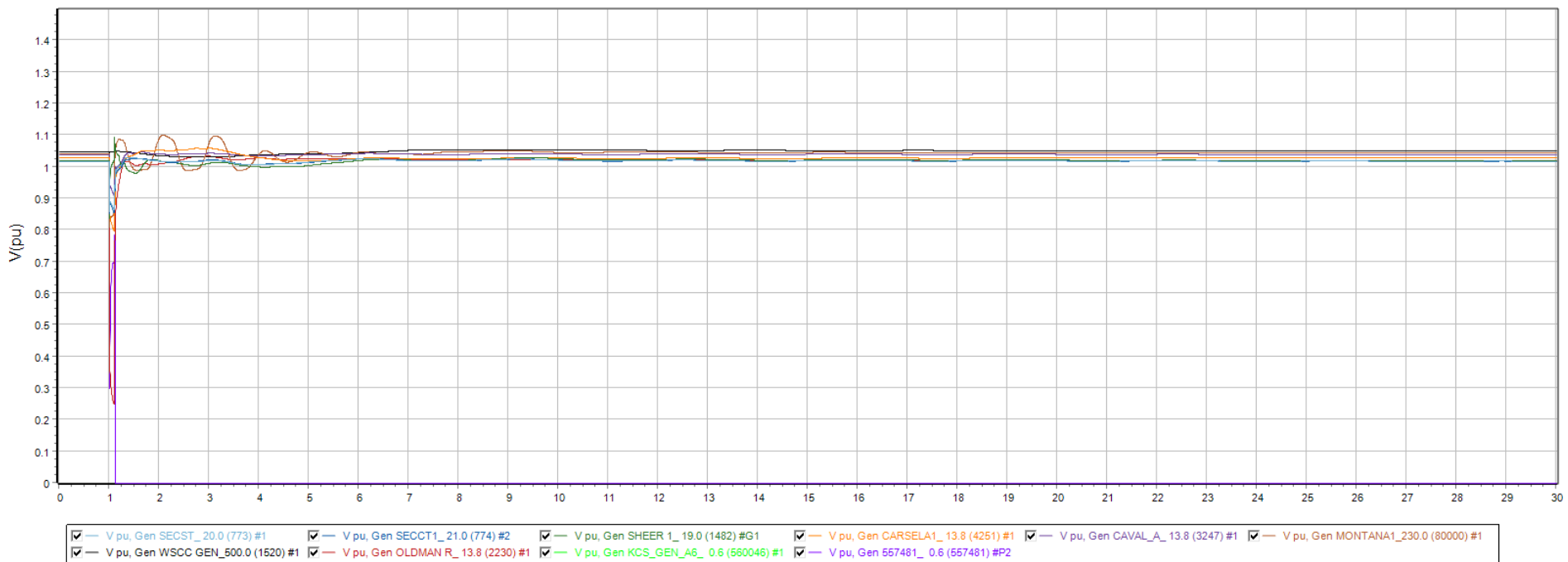
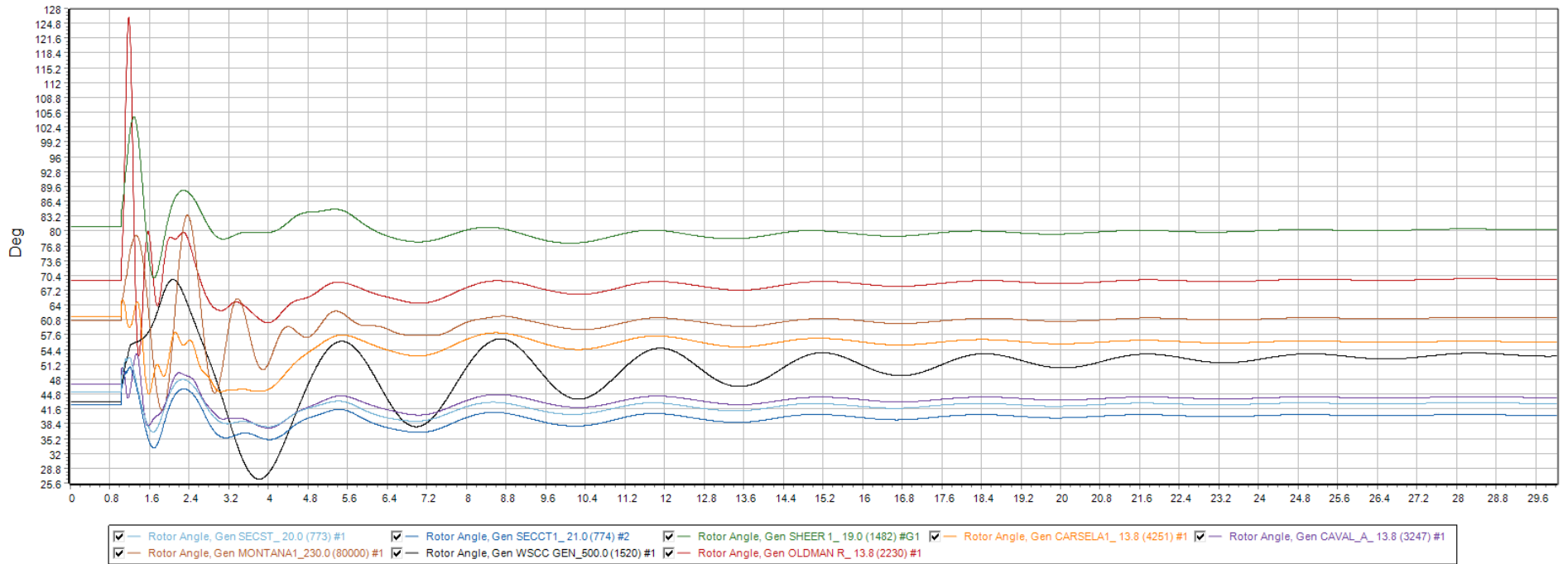


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

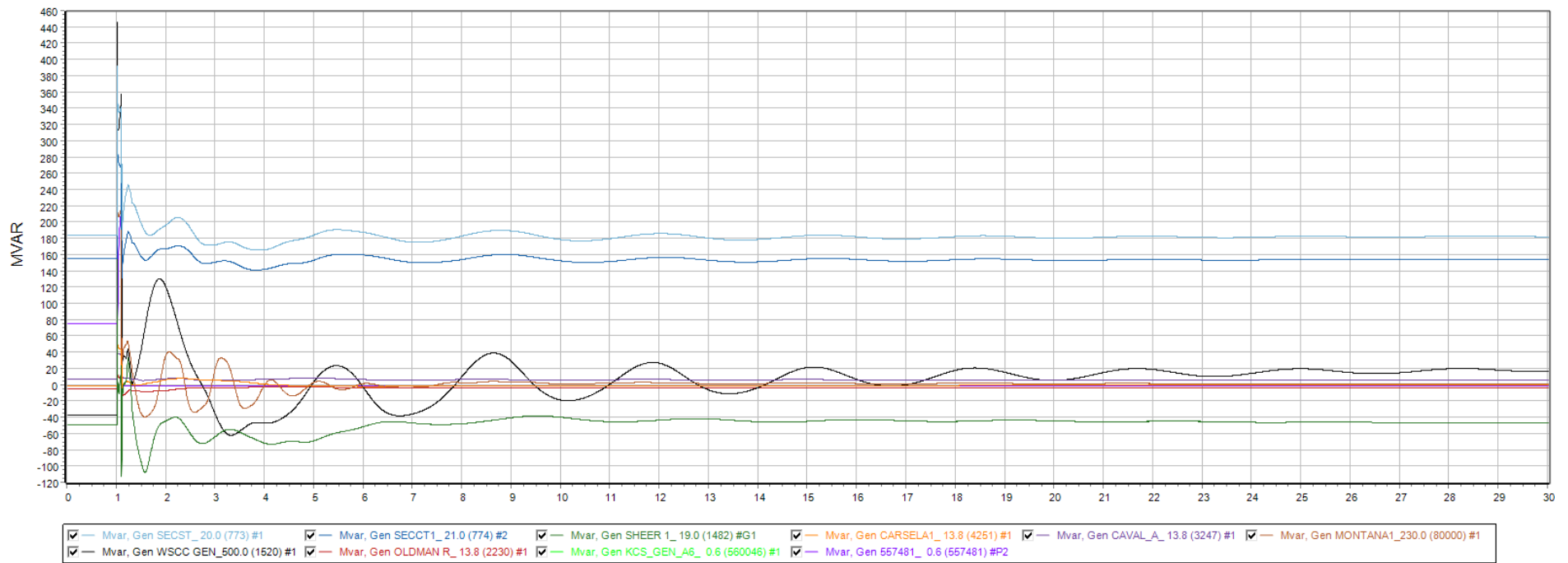
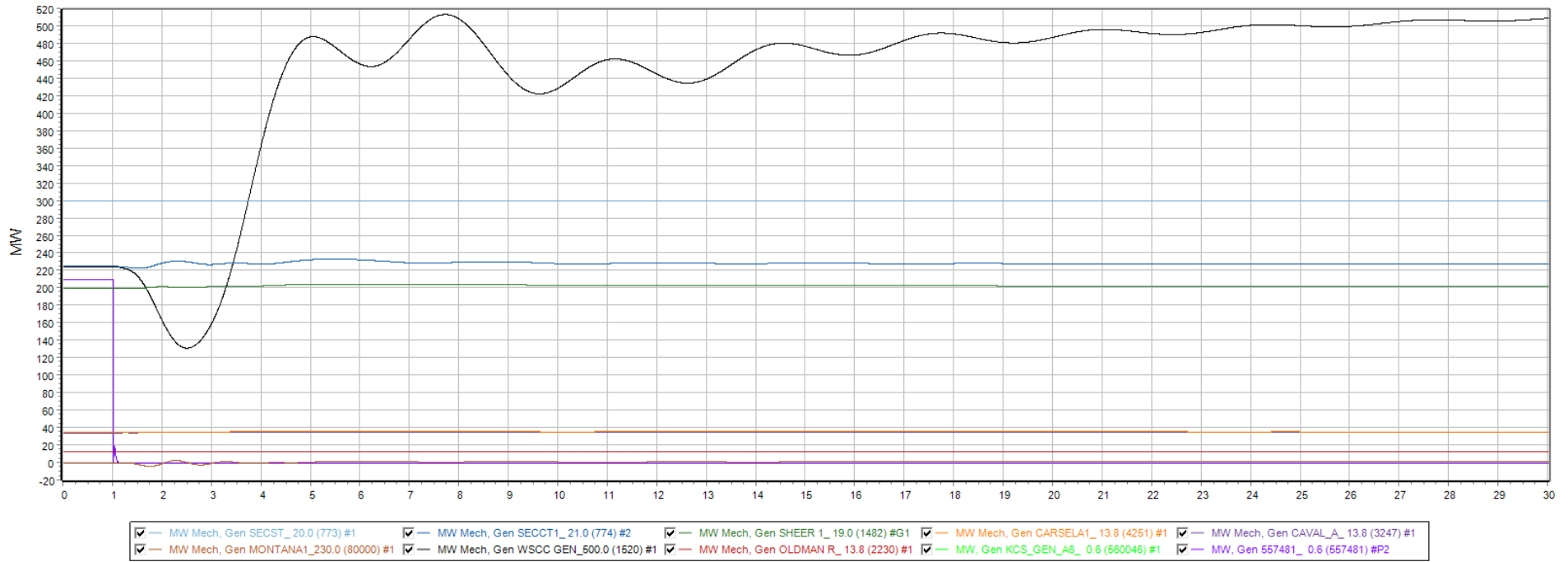




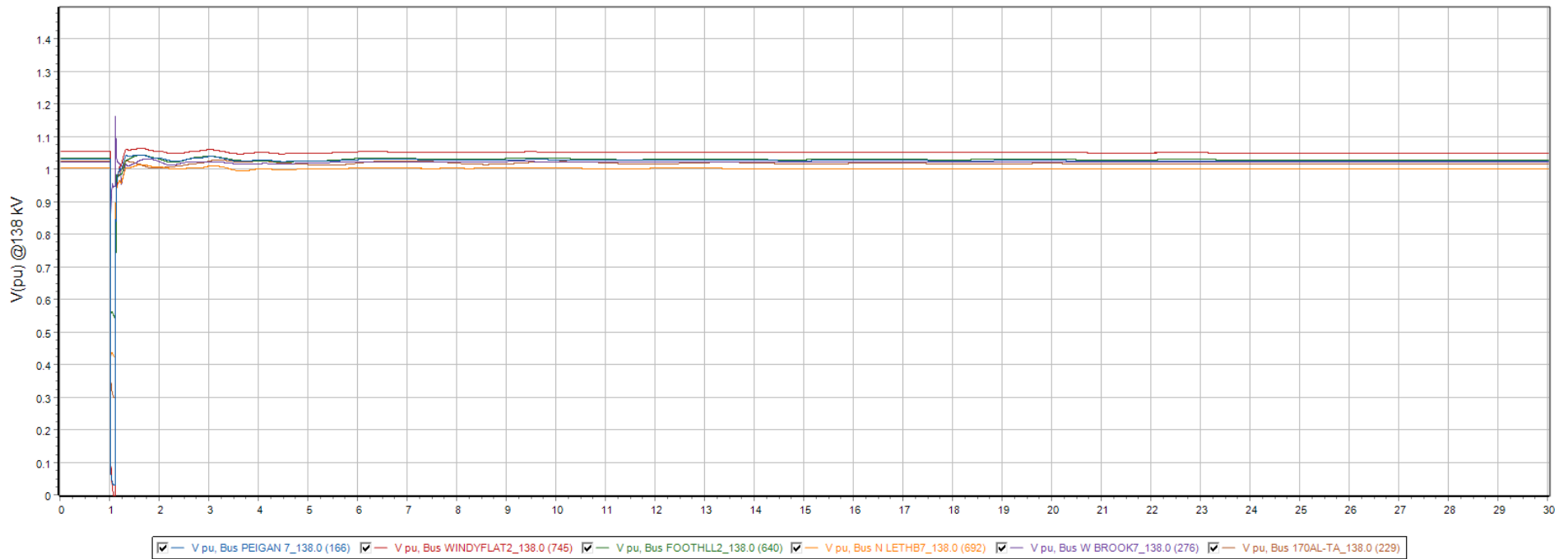
Monitor Gens. Q1



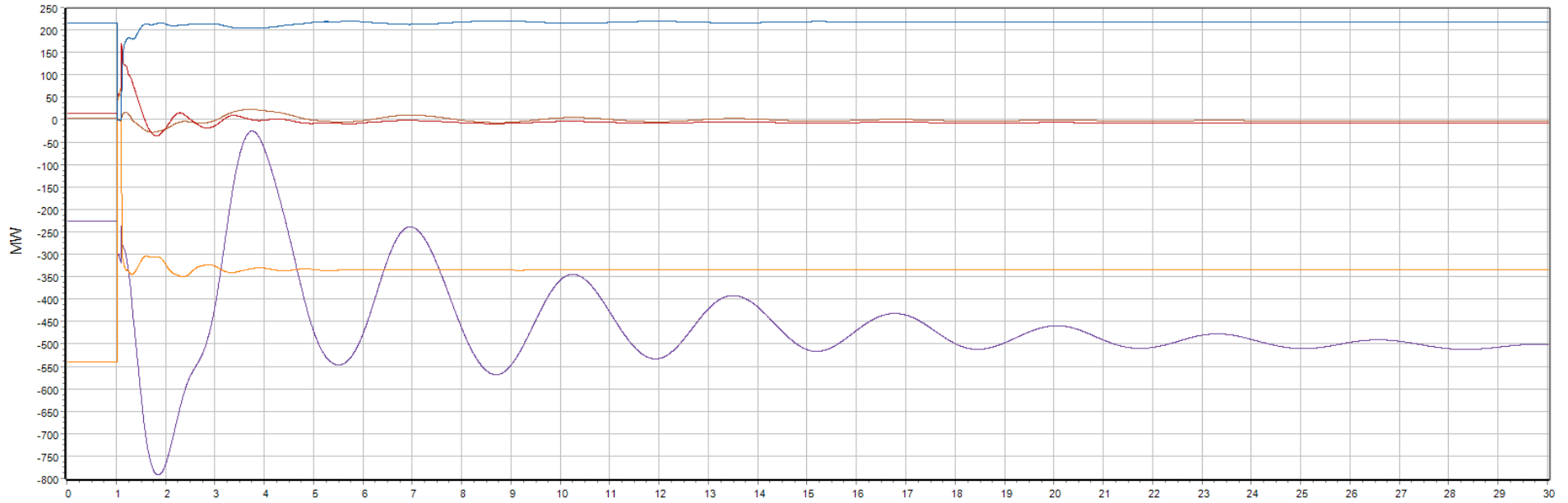
Monitor Gens. Q2



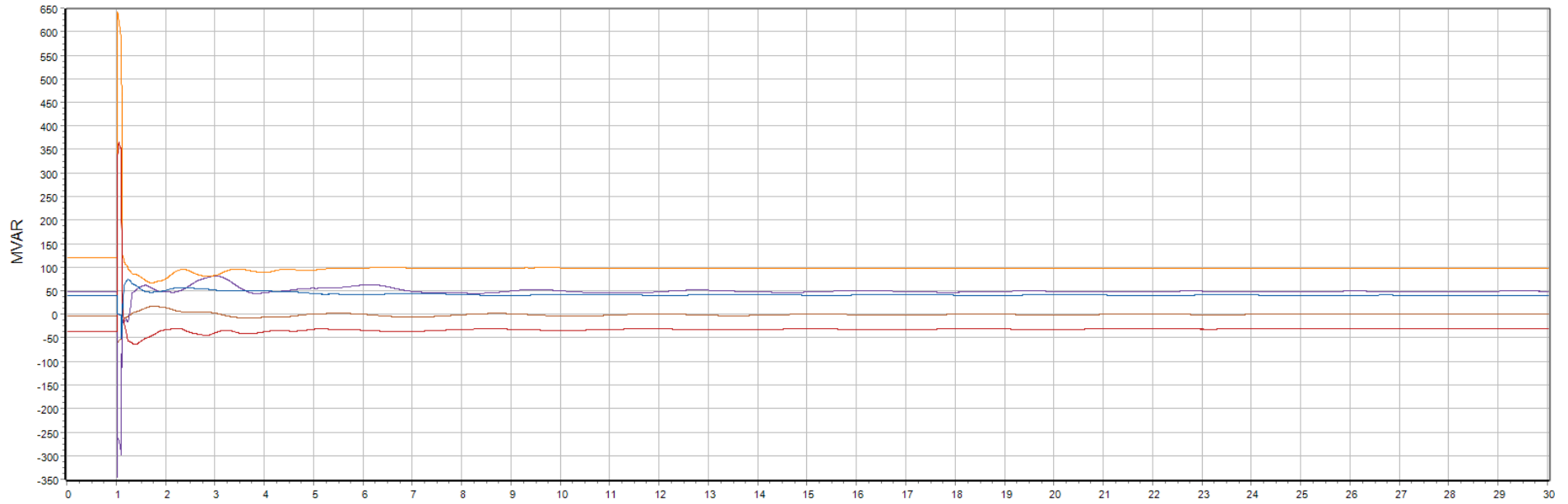
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



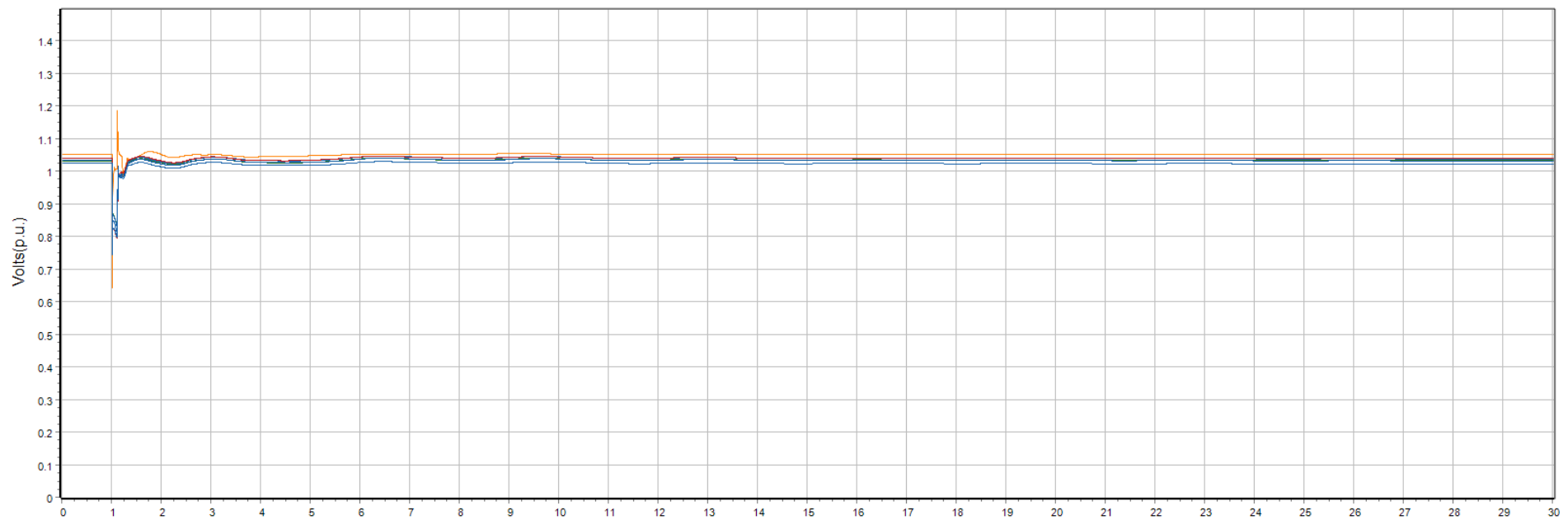
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



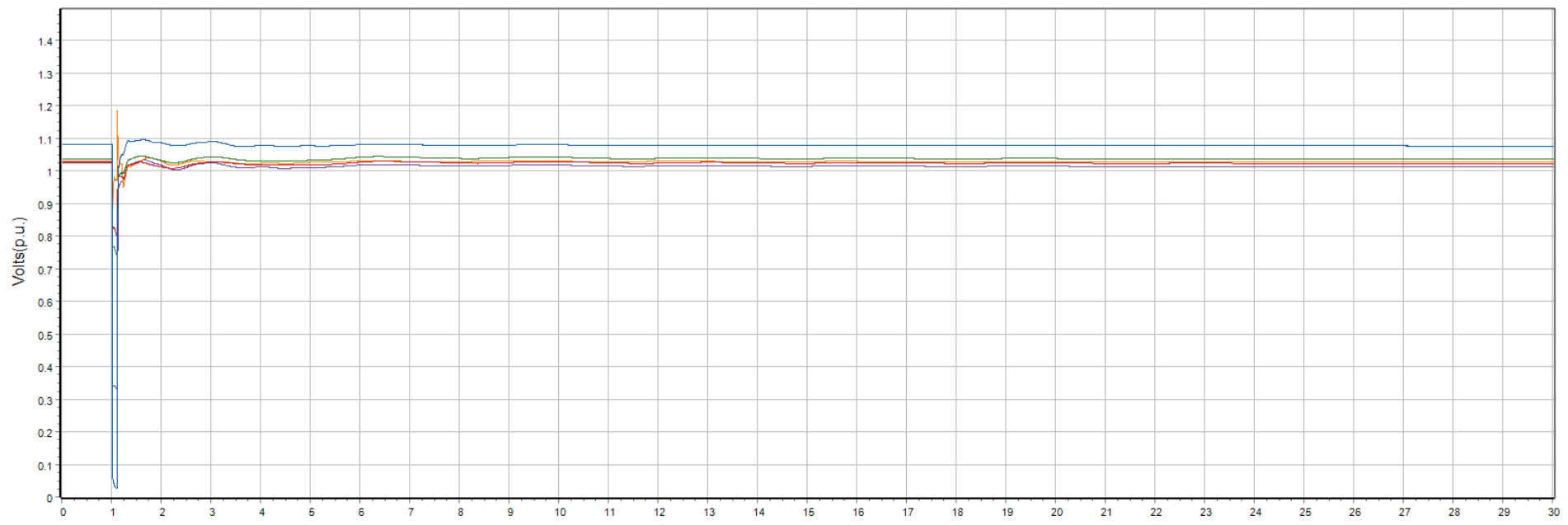
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

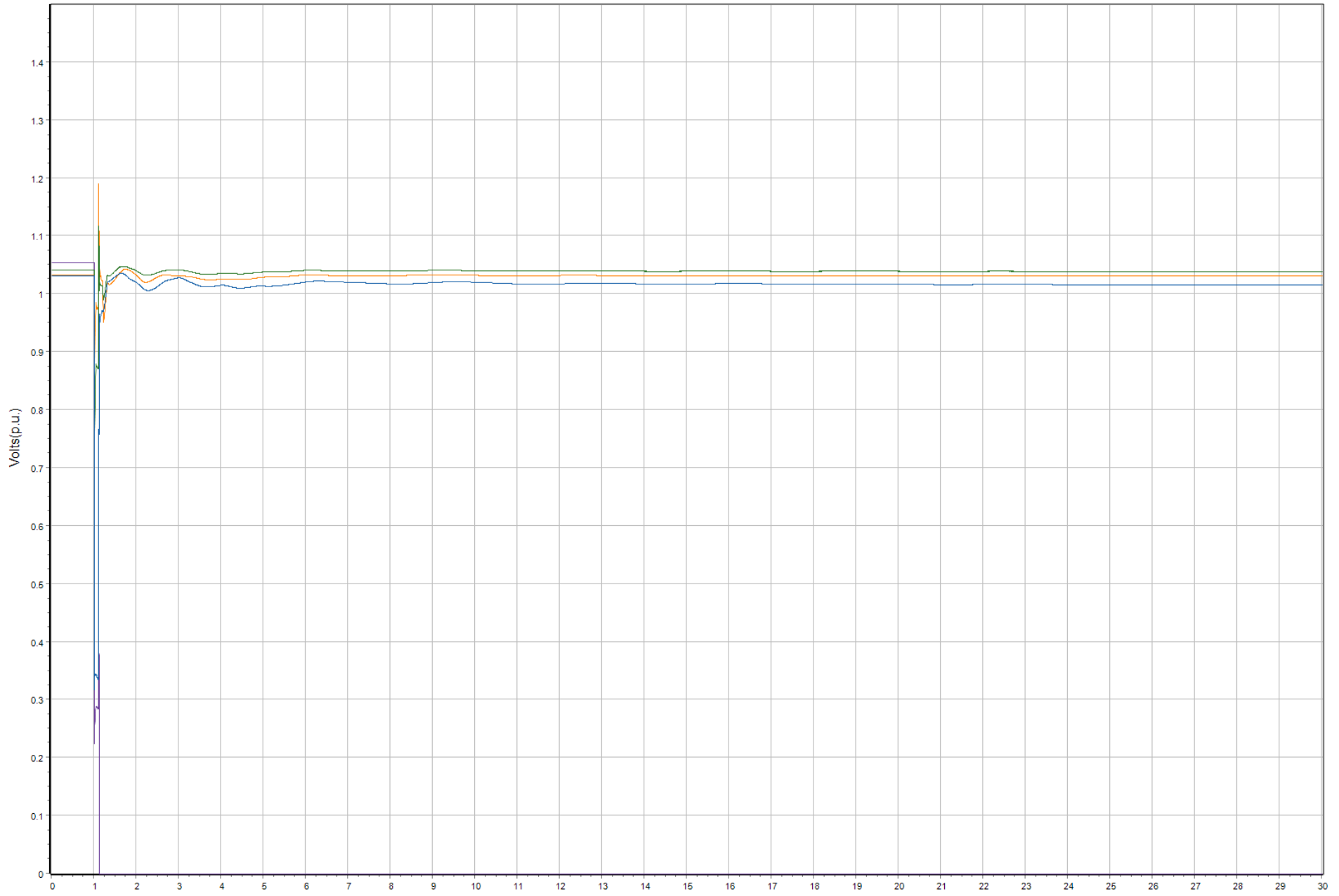


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

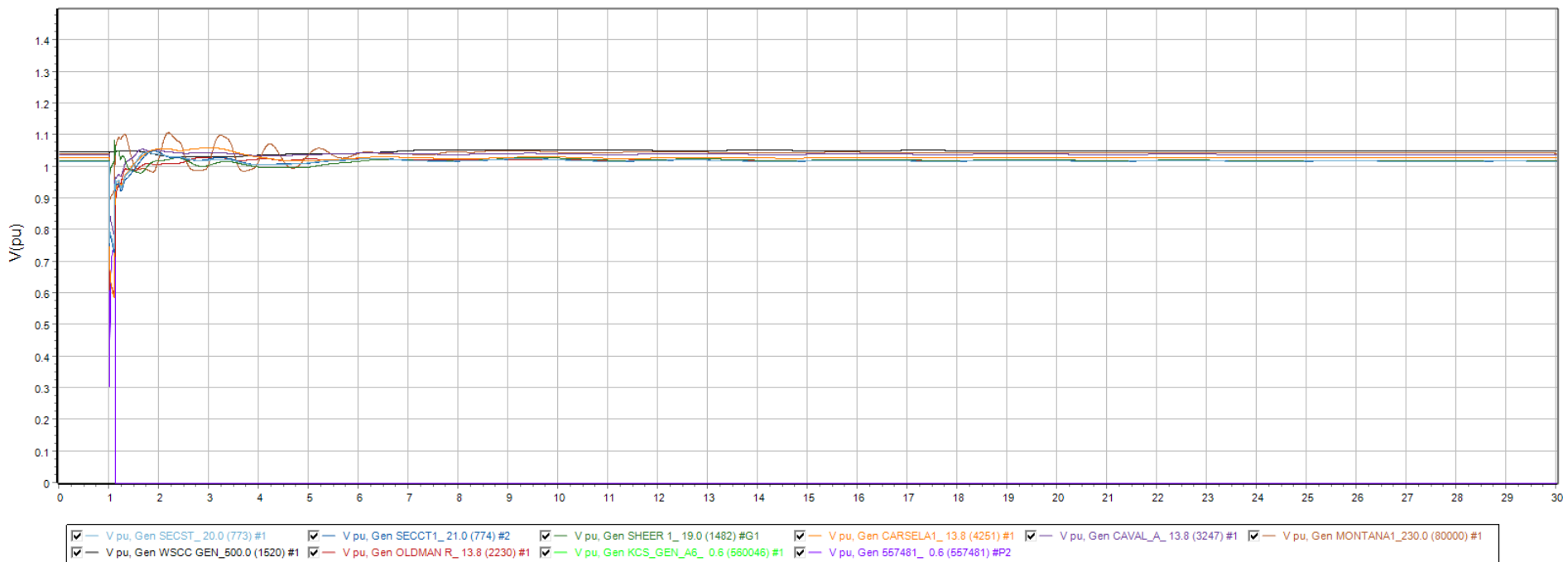
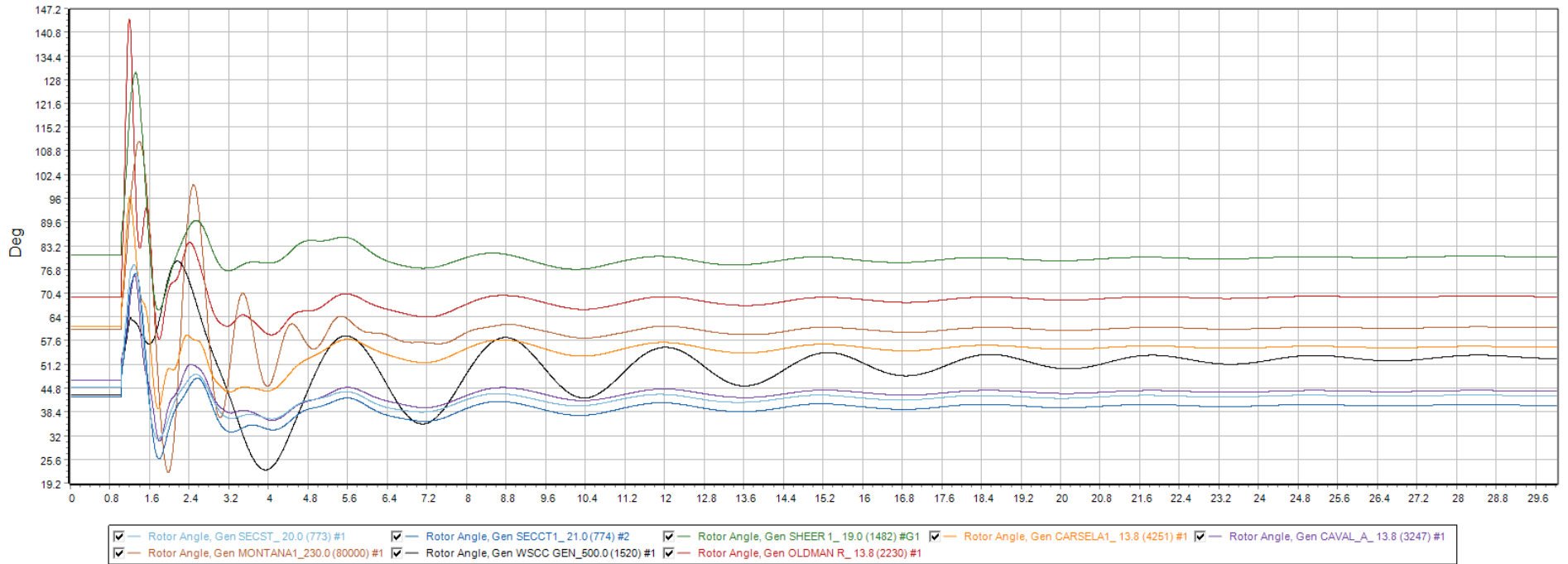




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

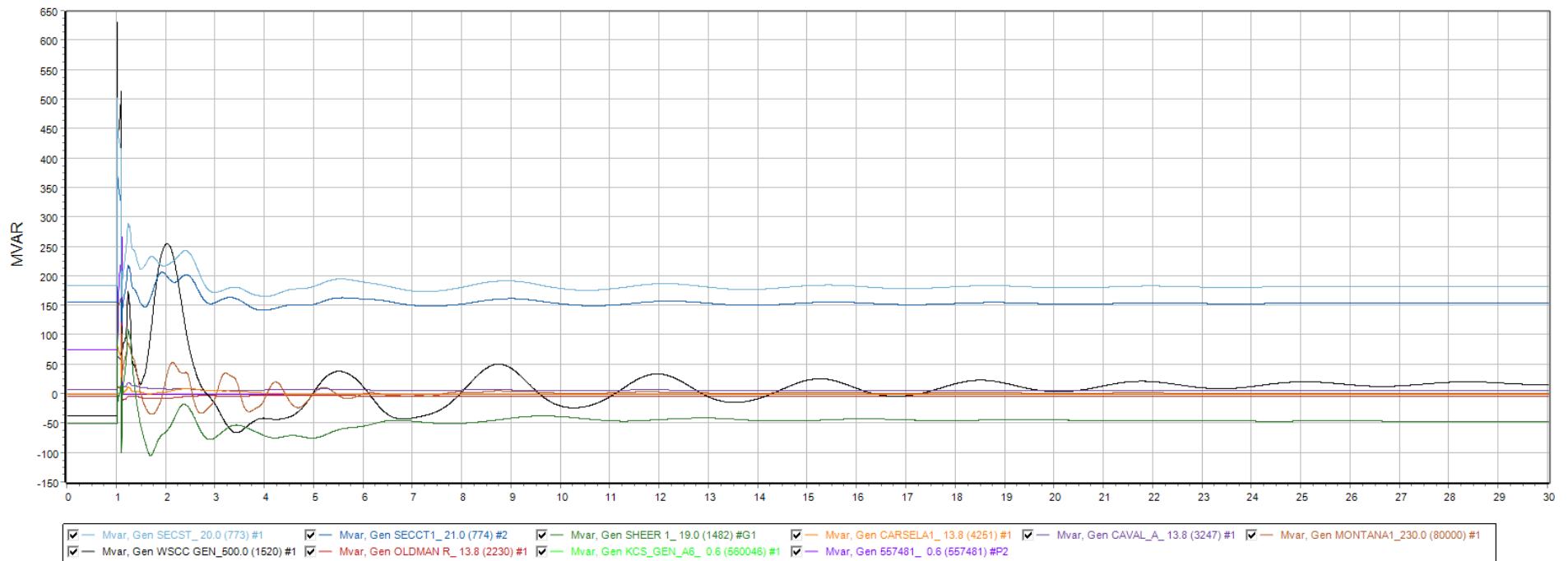
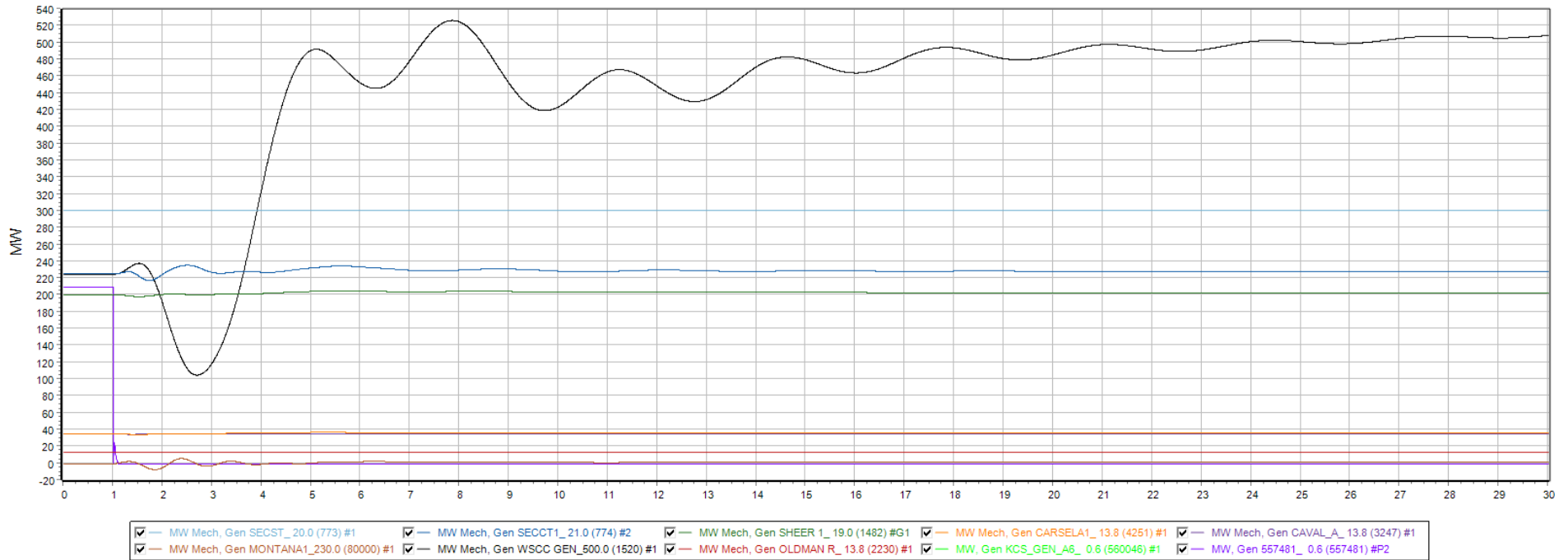


Monitor Gens. Q1

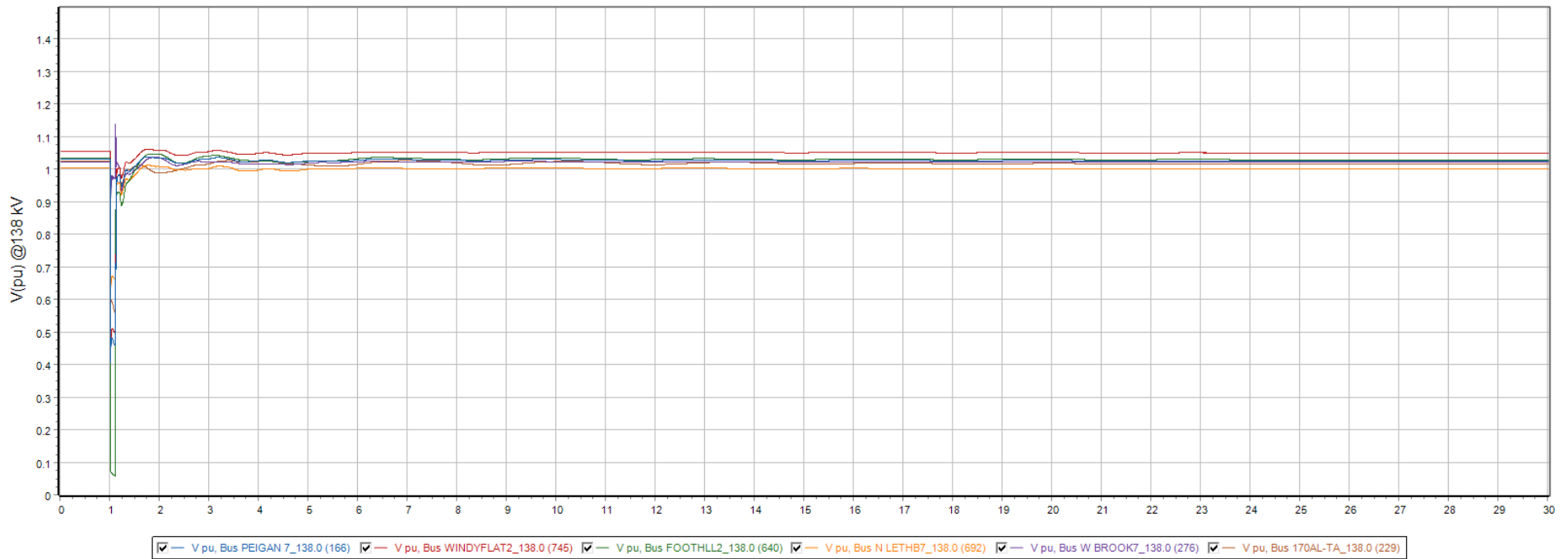
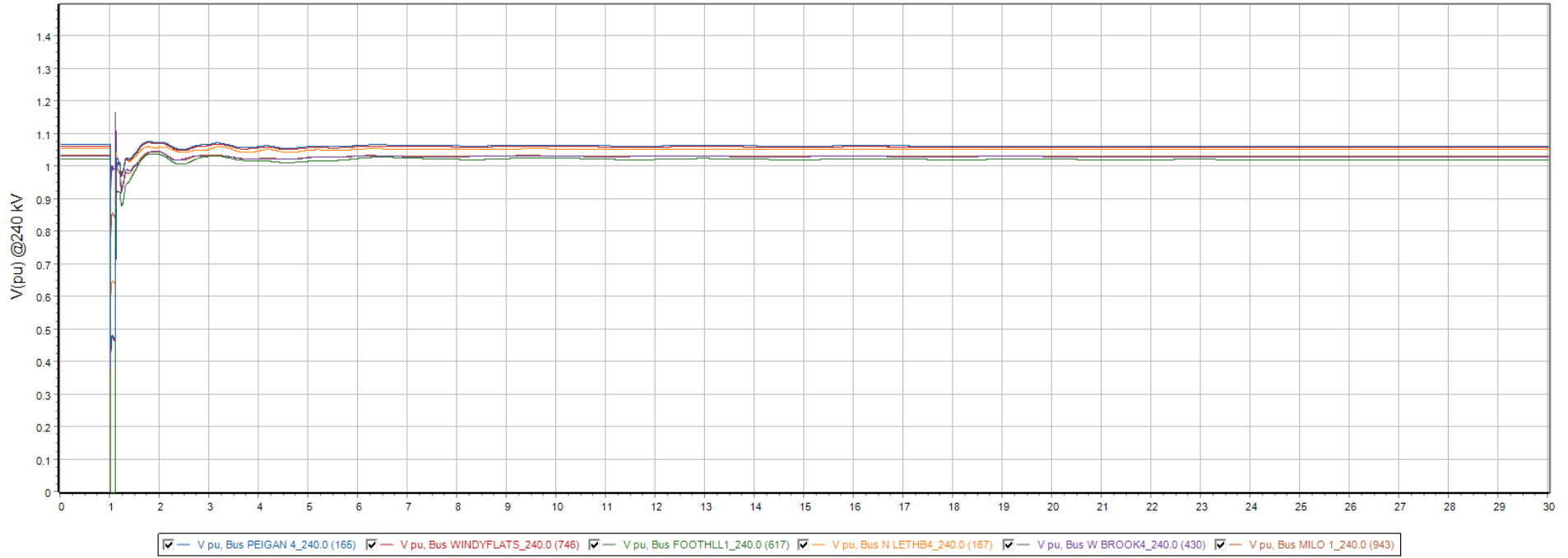




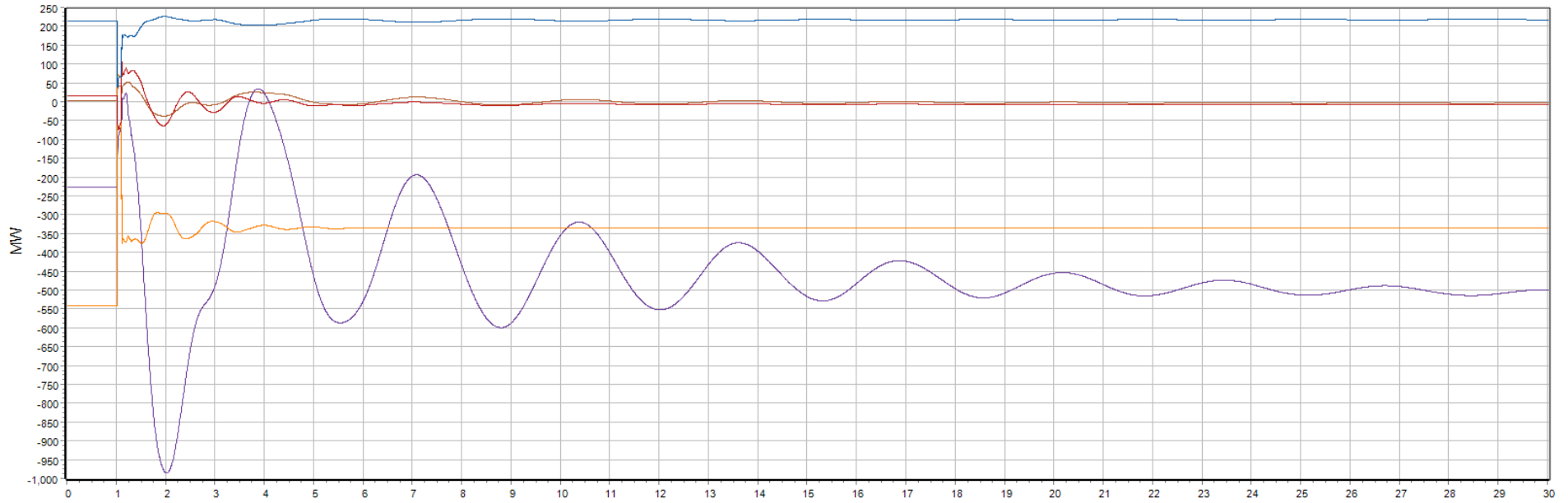
Monitor Gens. Q2



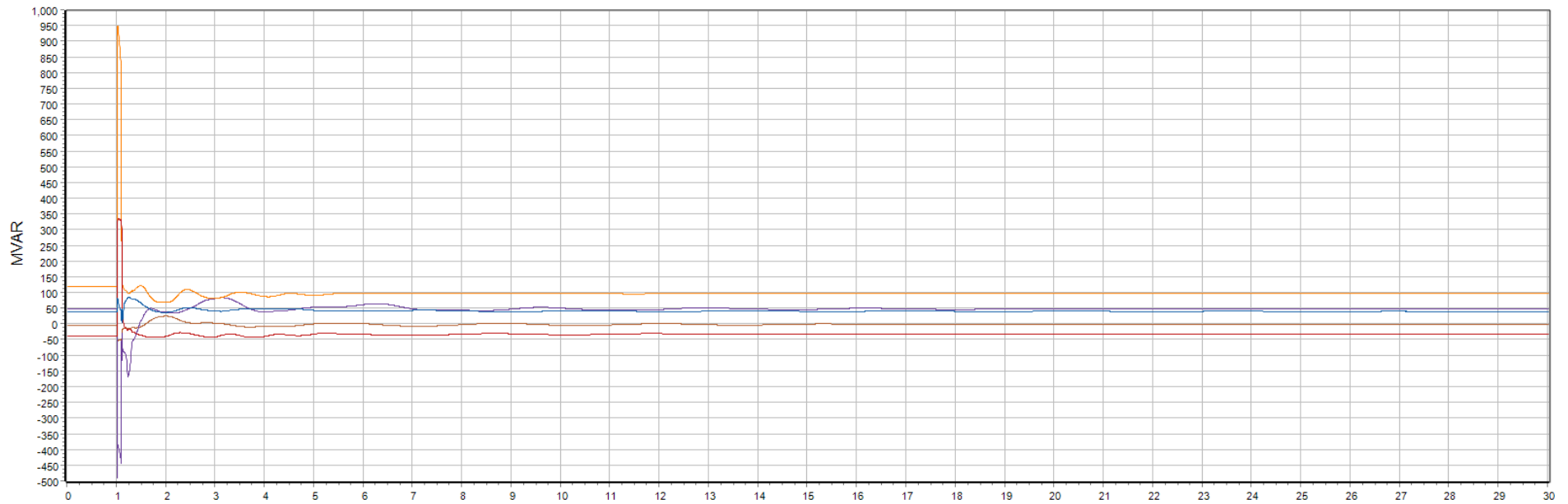
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



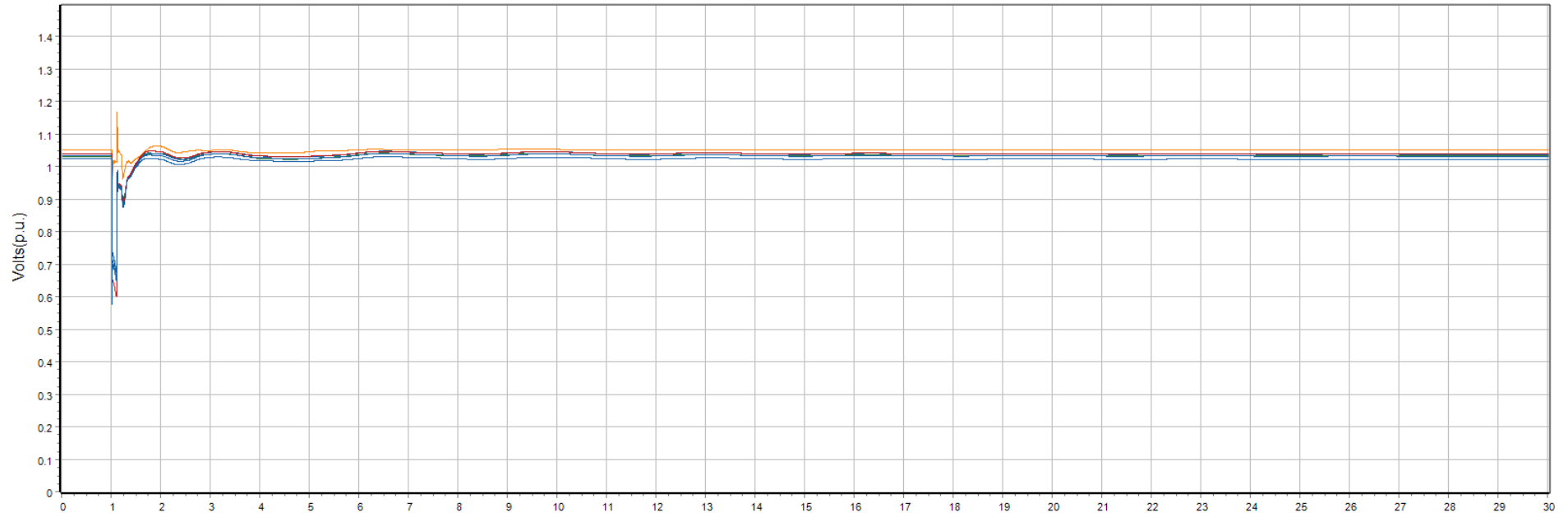
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



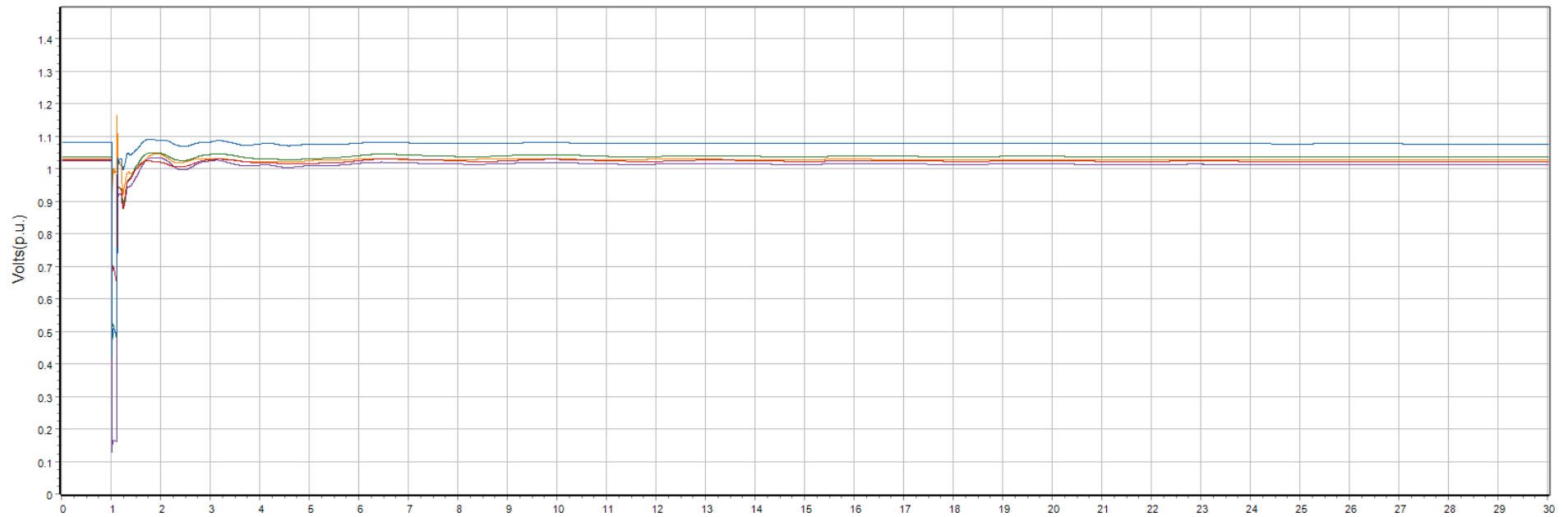
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

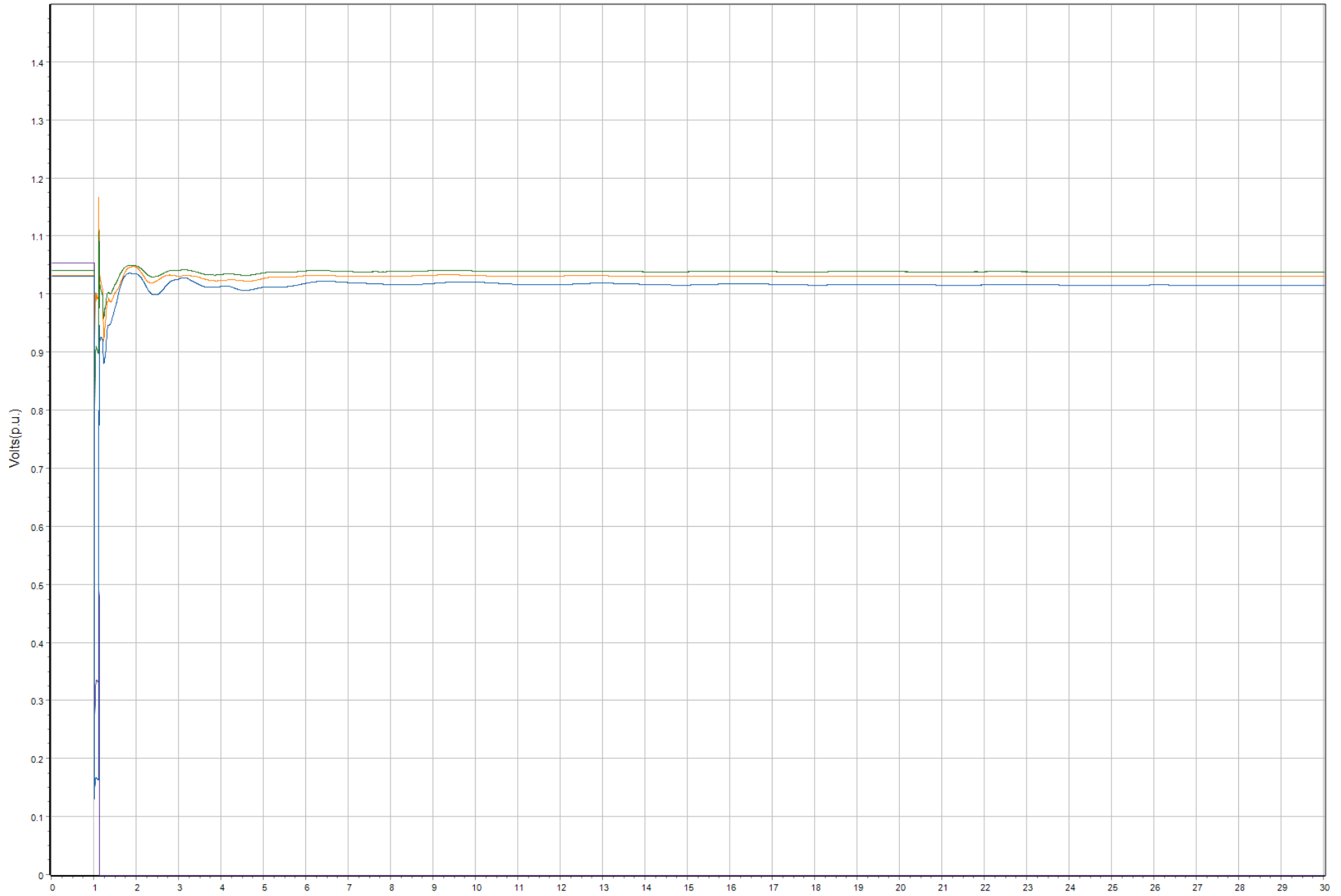


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

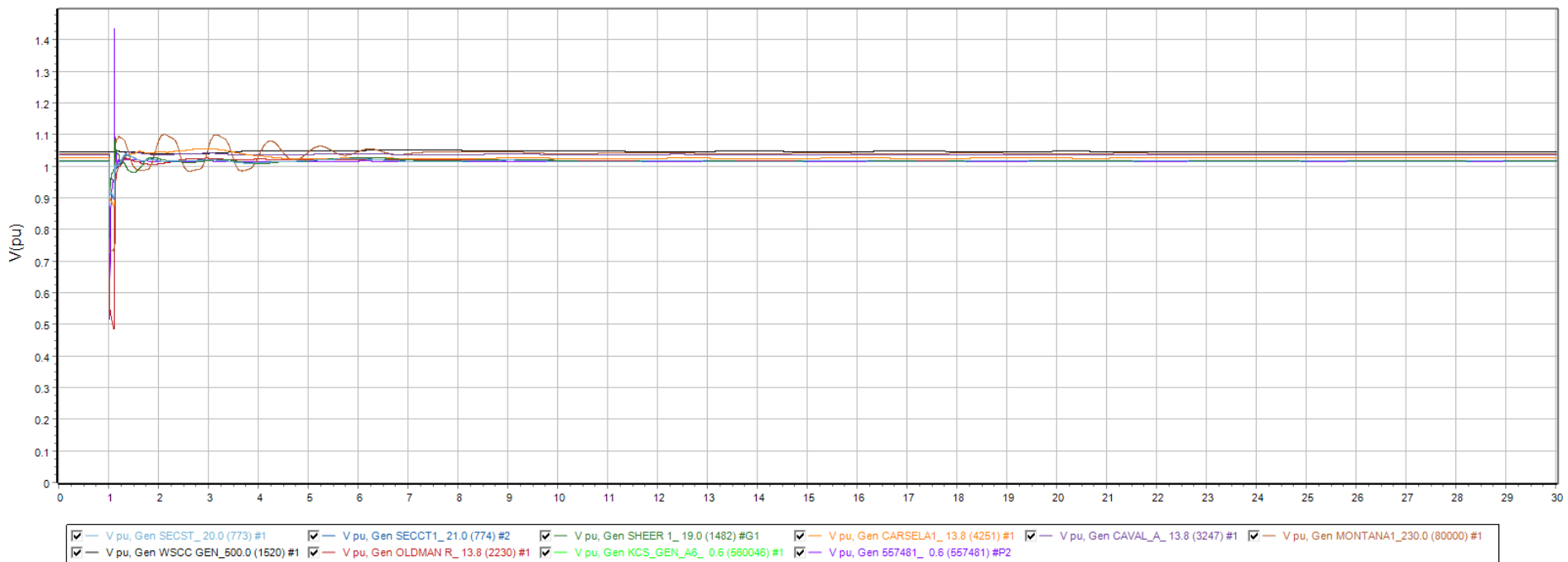
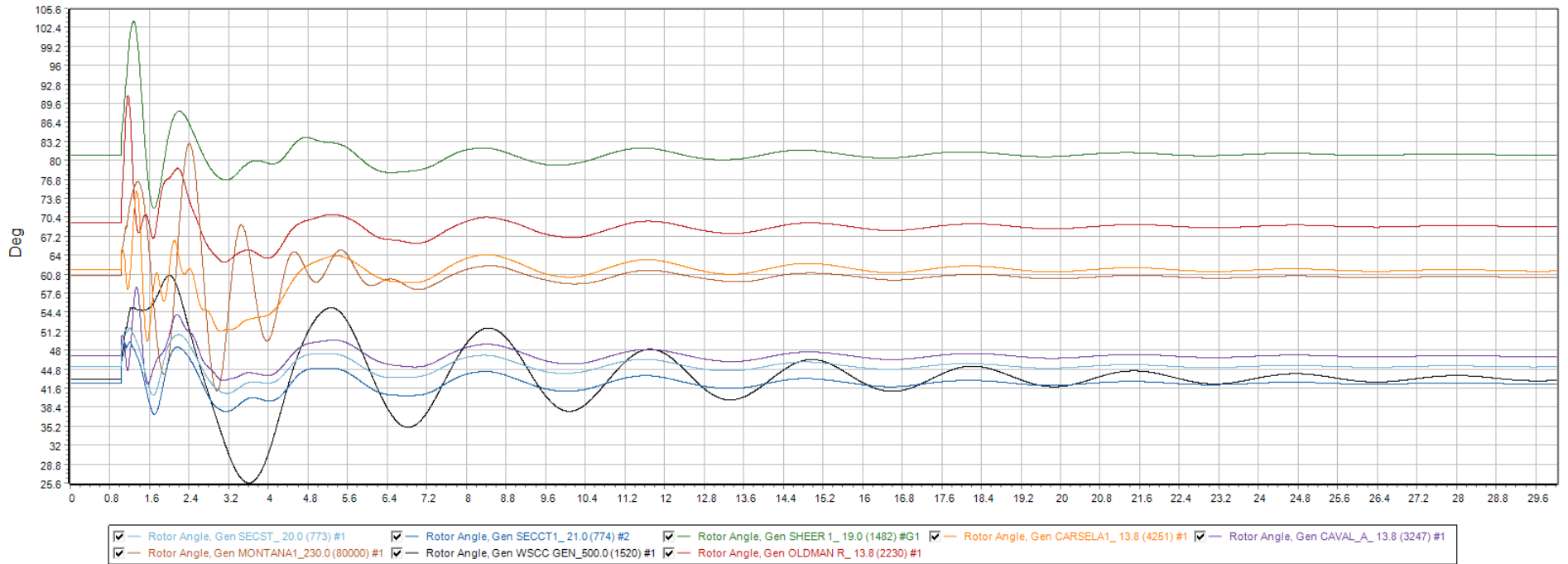




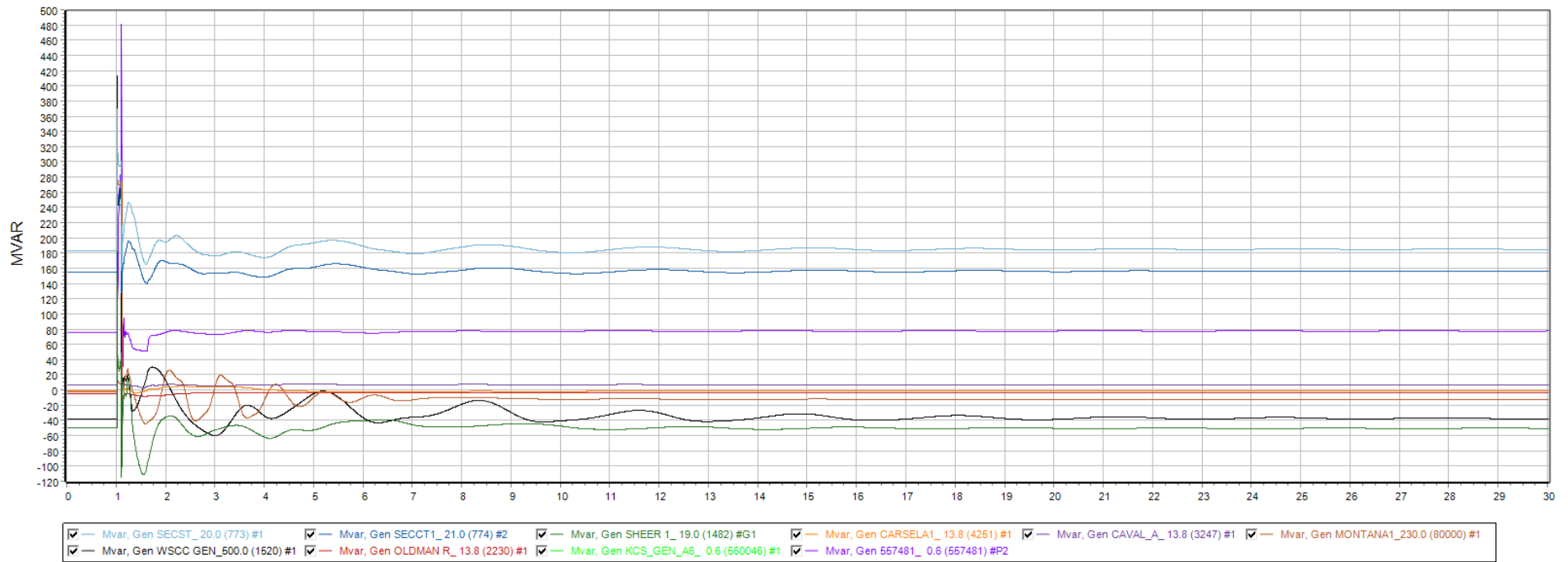
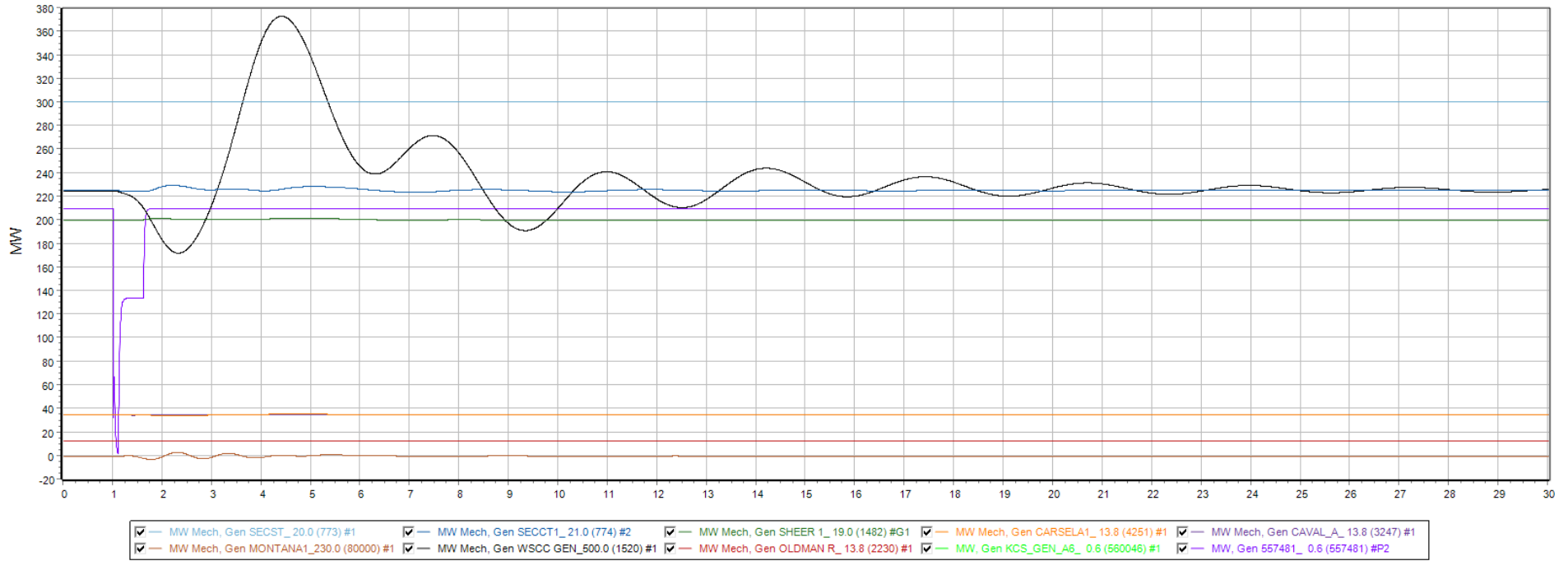
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1

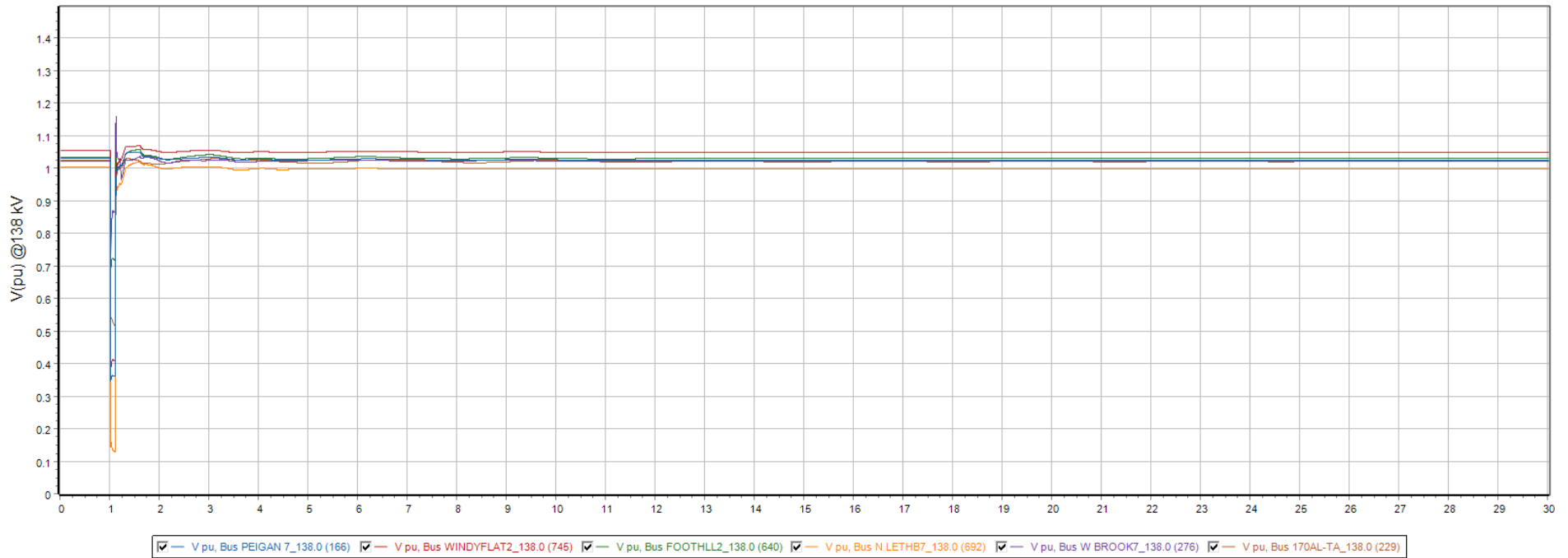


Monitor Gens. Q2

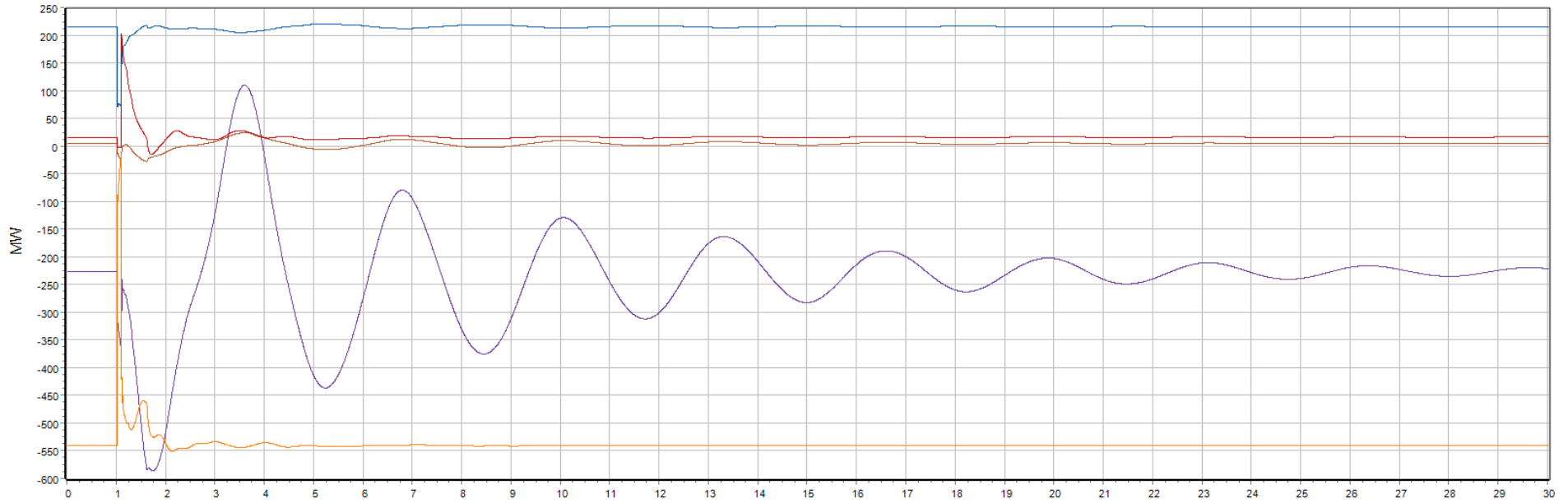




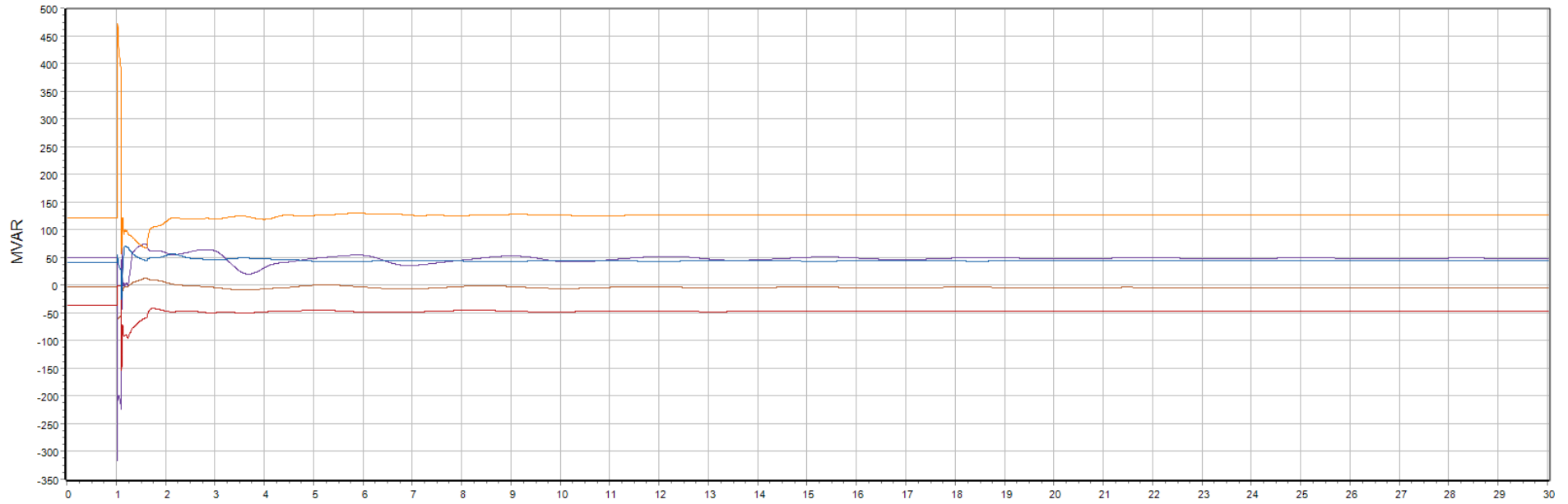
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



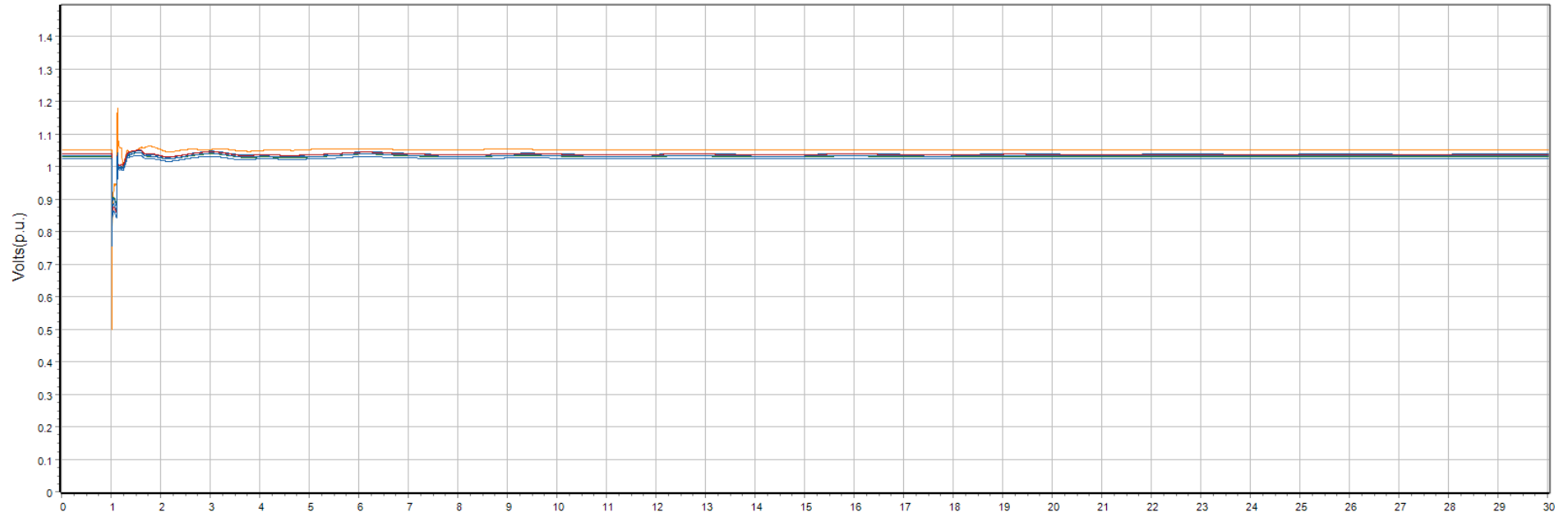
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



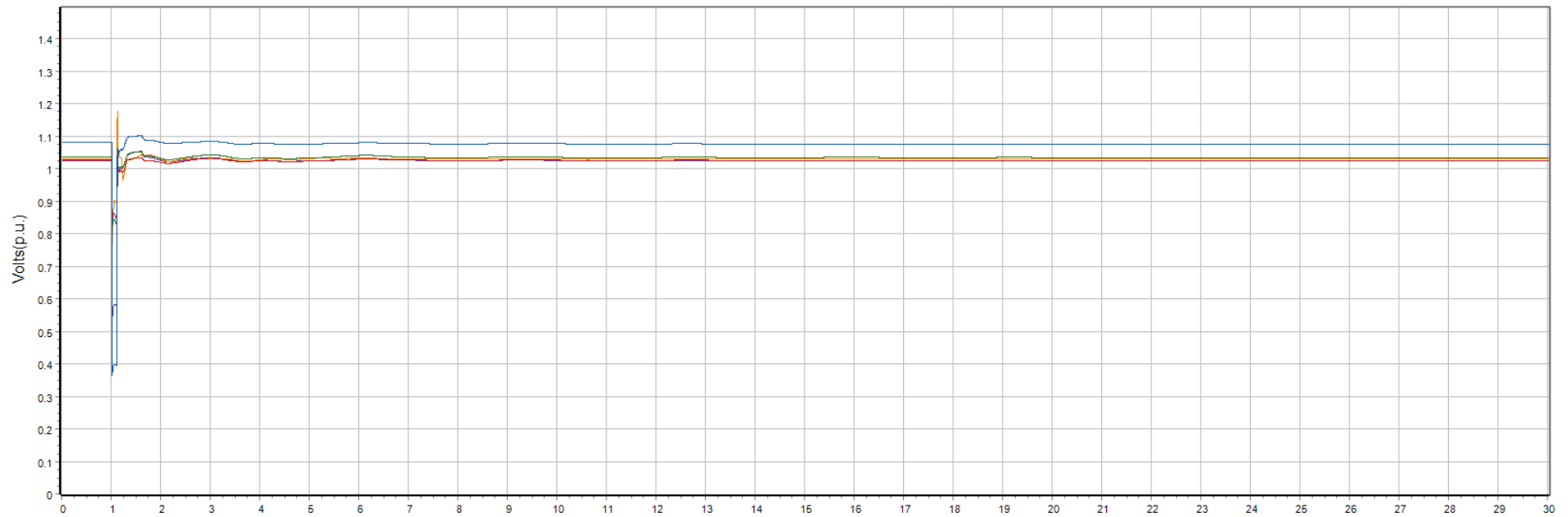
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

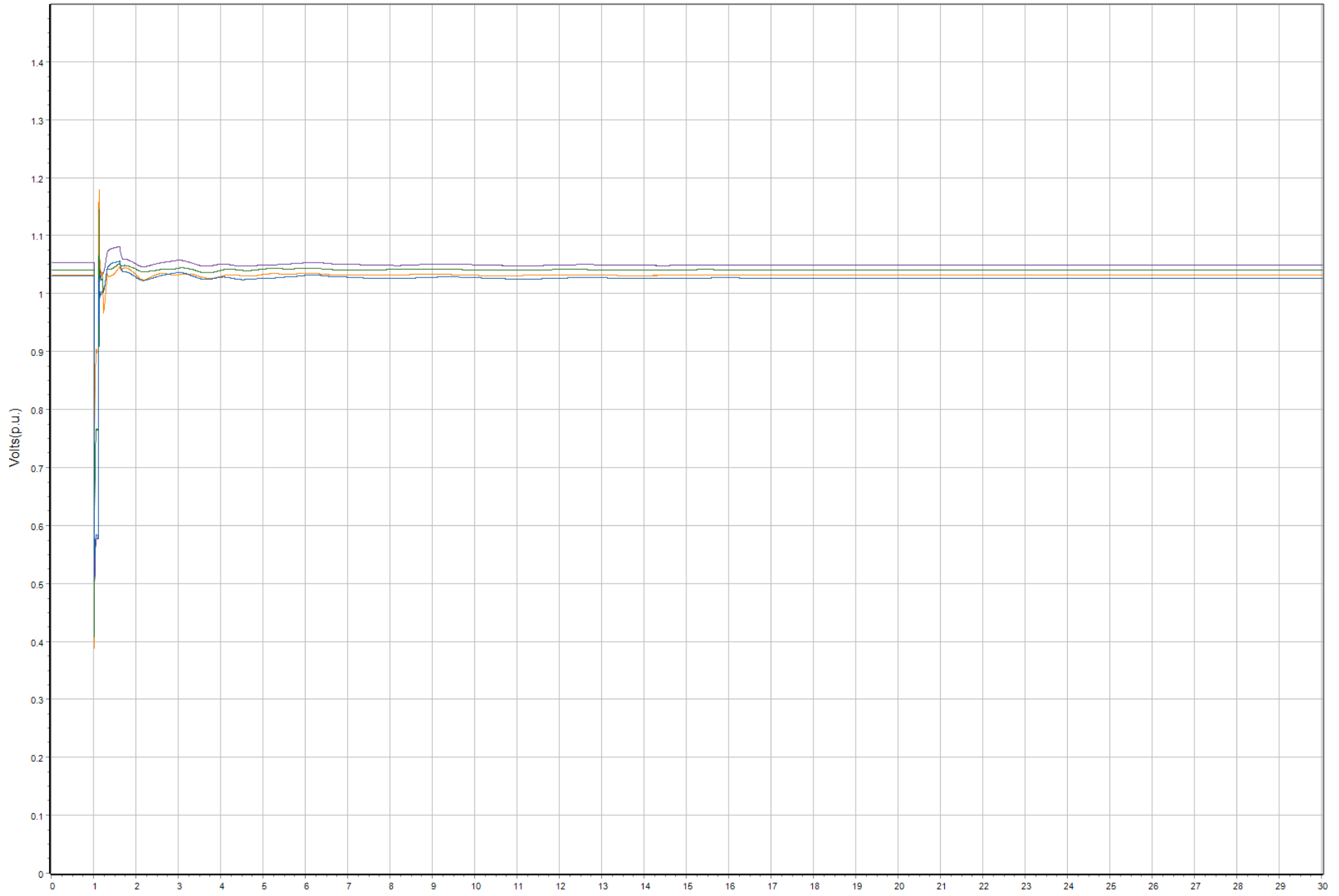


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

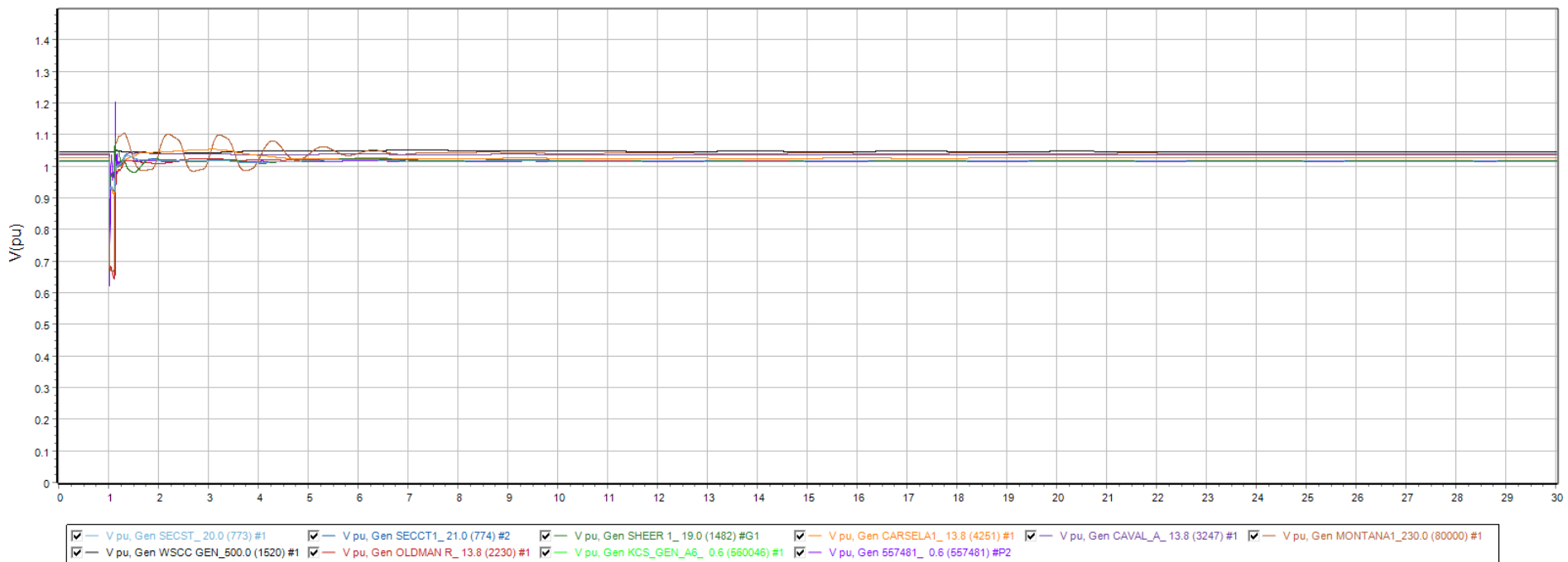
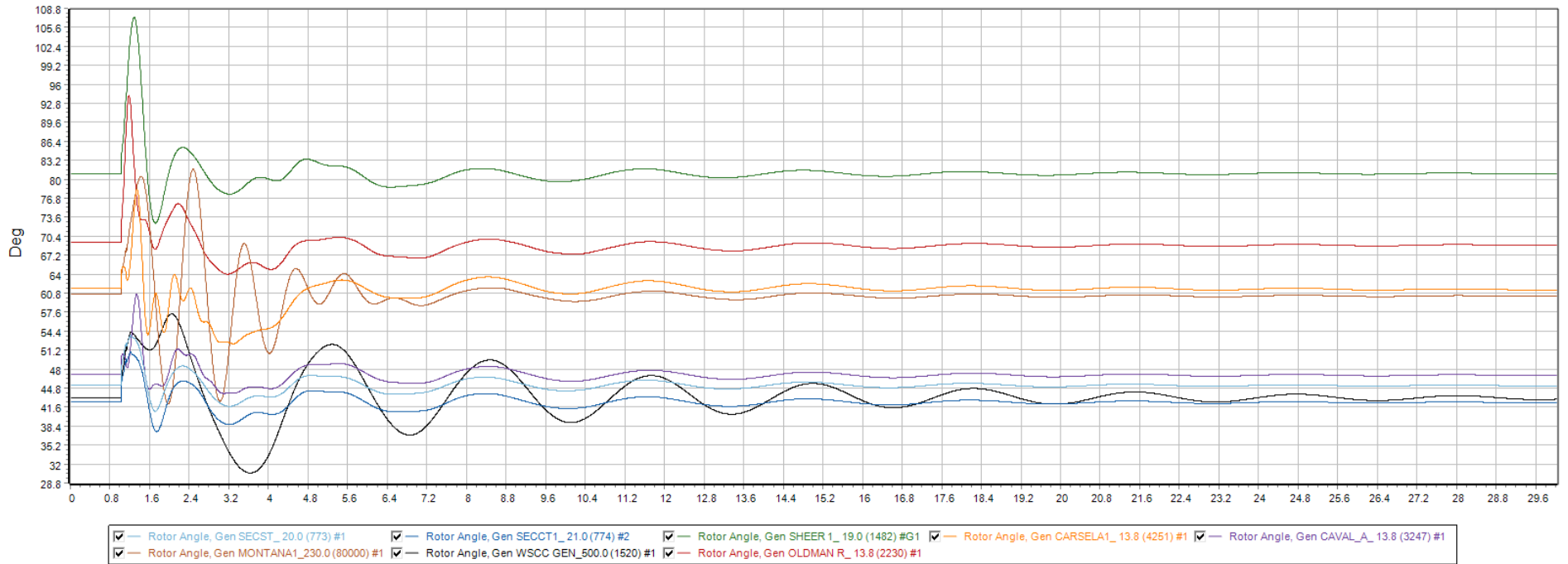




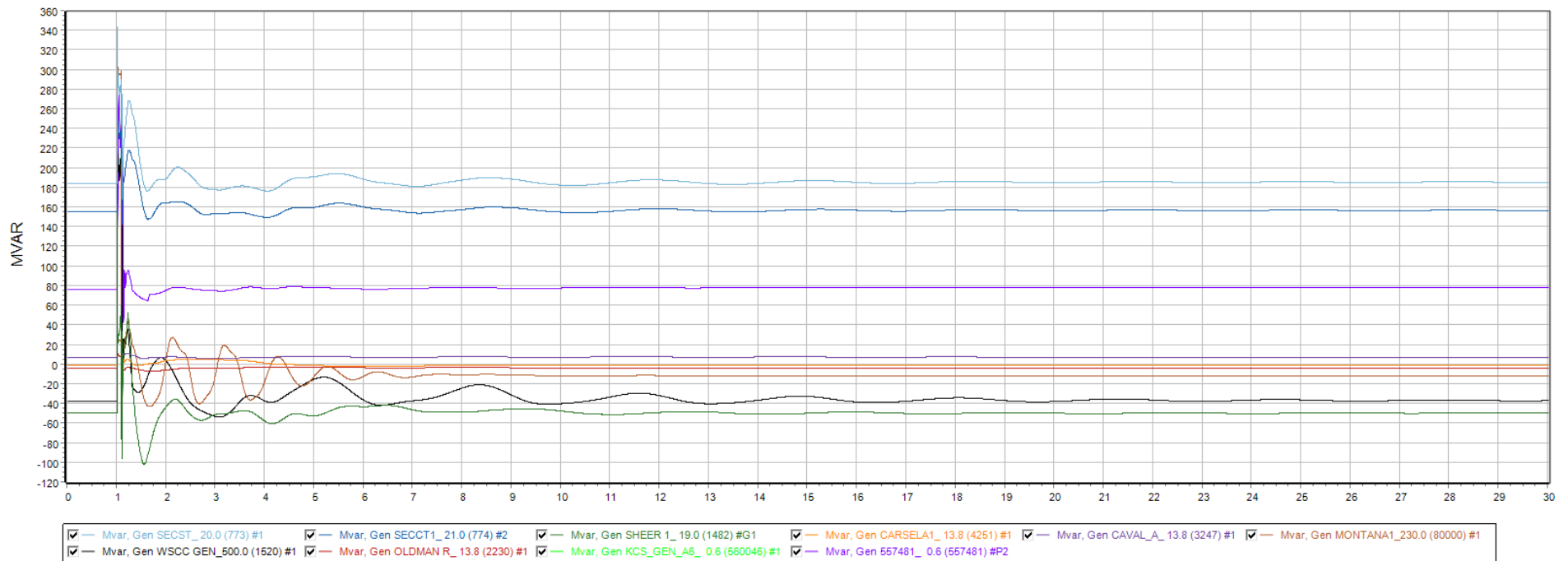
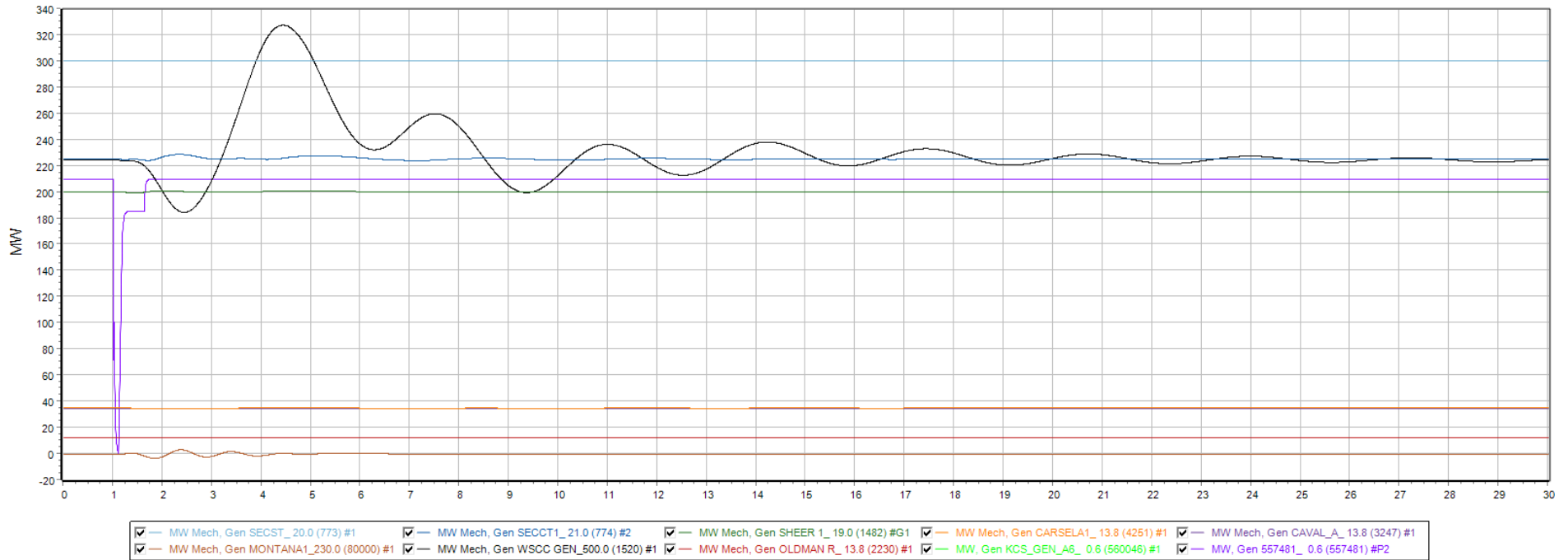
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



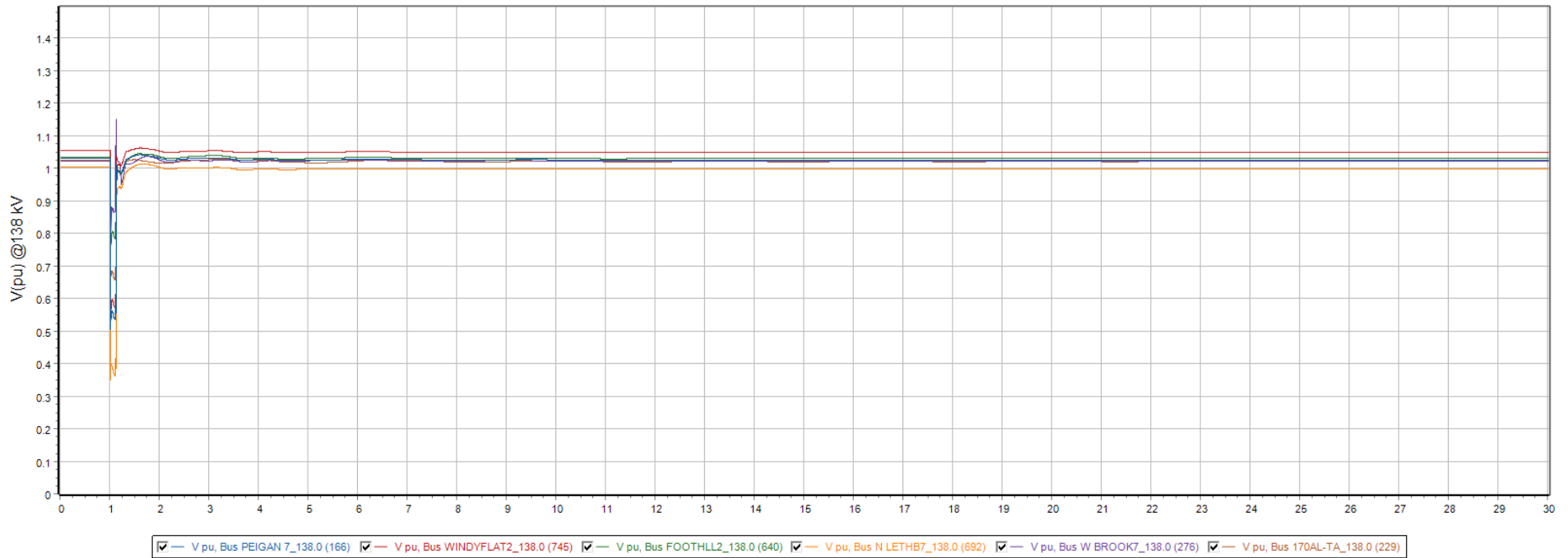
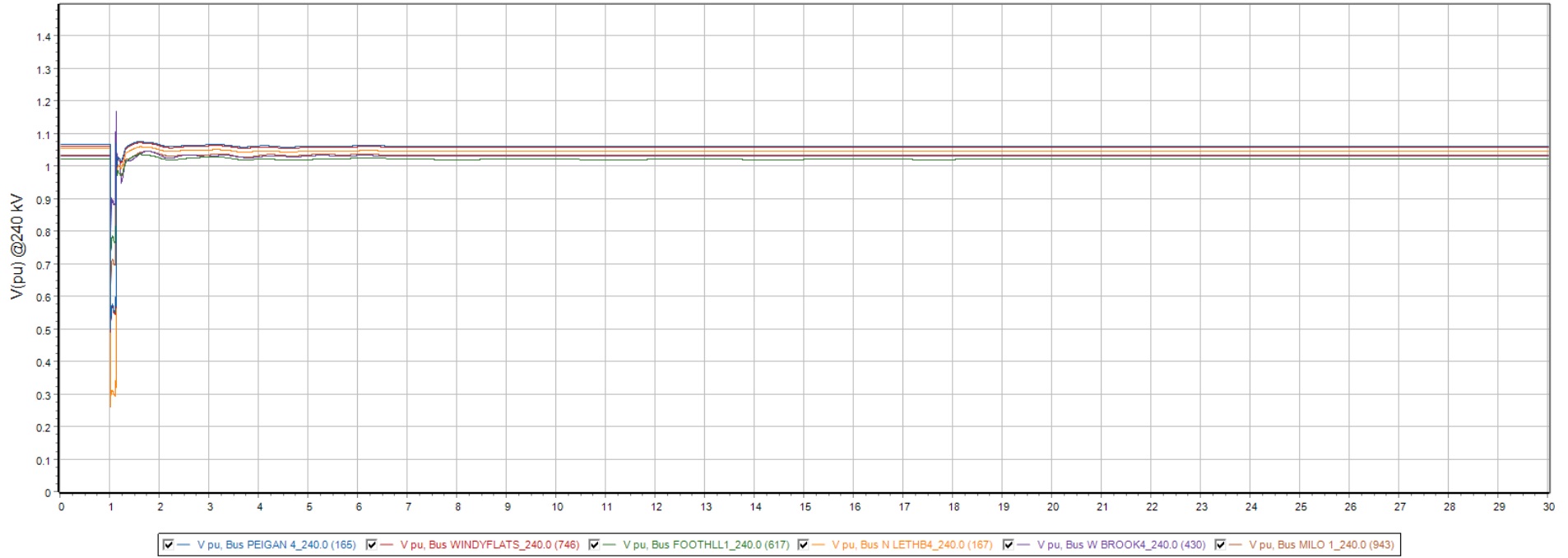
Monitor Gens. Q1



Monitor Gens. Q2

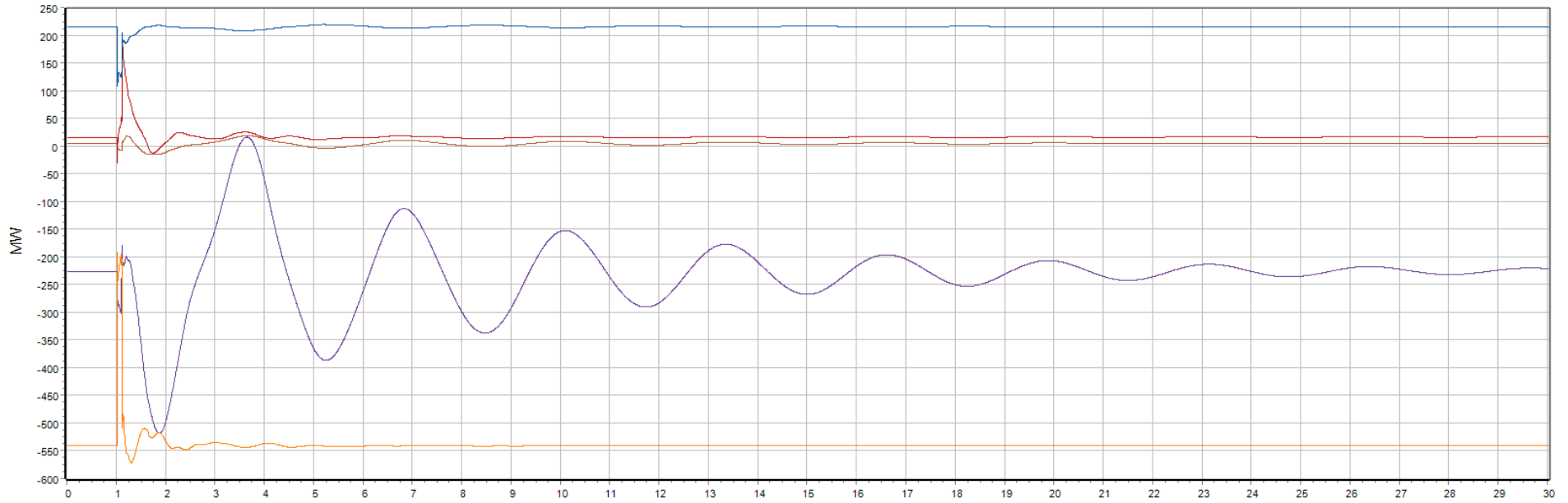


Monitor Bus Volts Q3

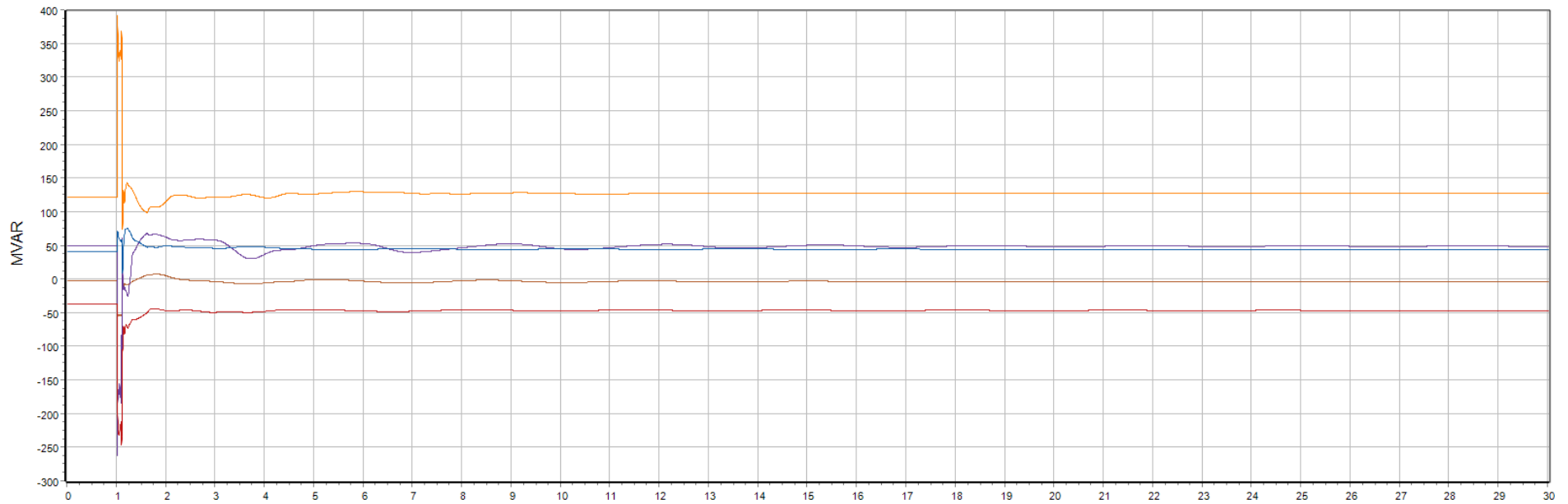




Monitor Line MW & MVAR. Q4



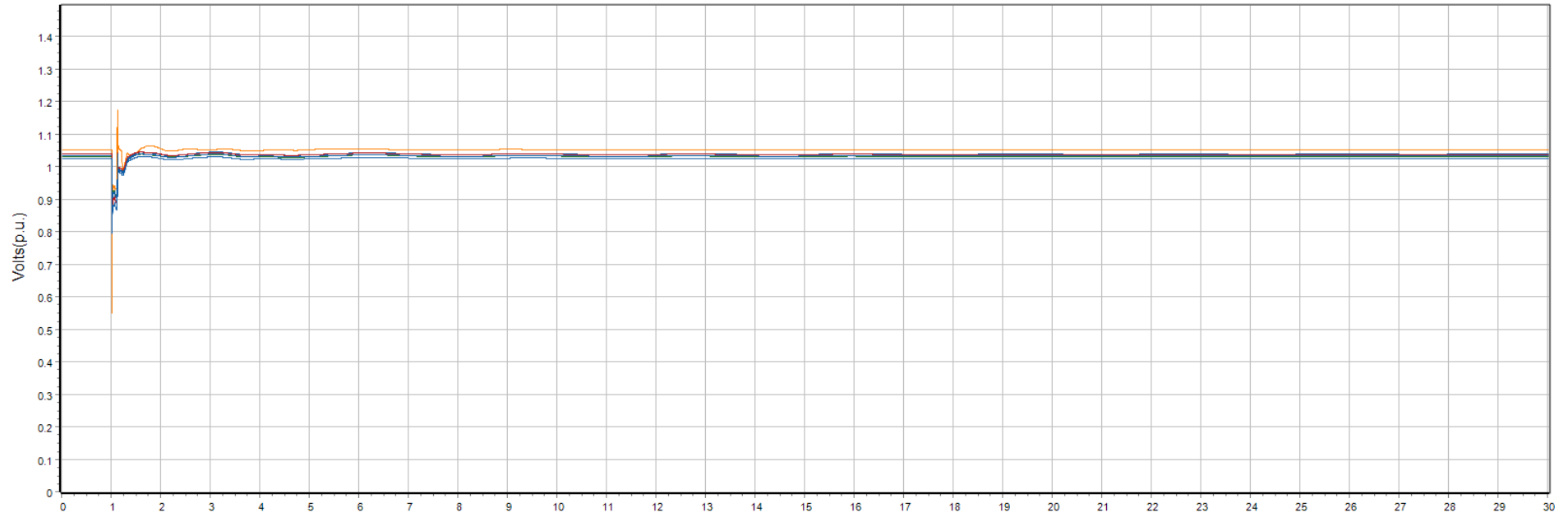
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



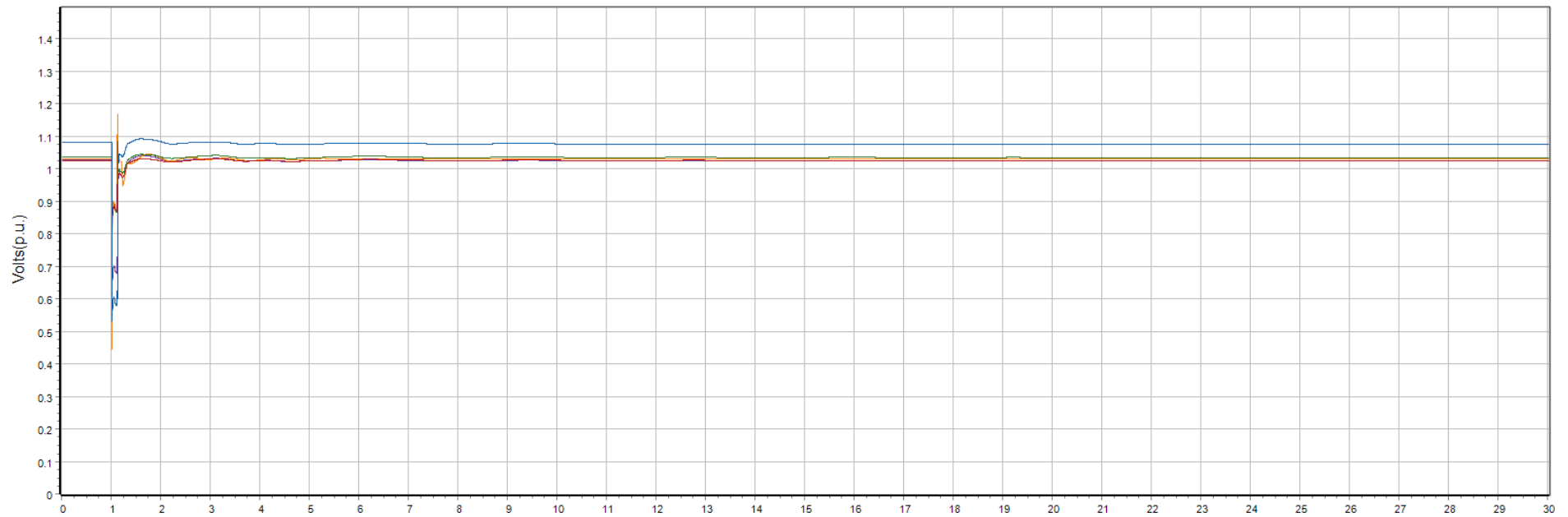
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

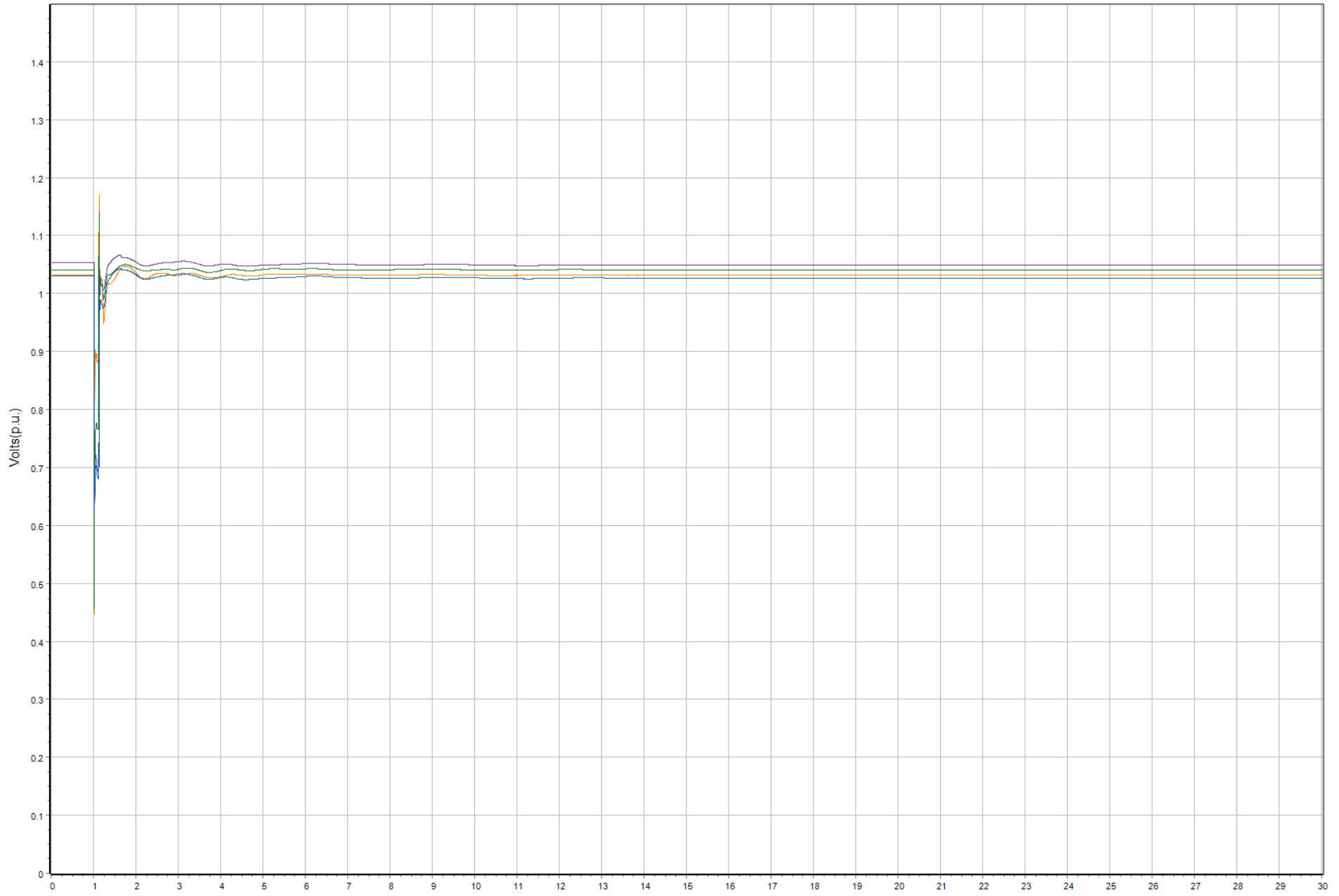


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

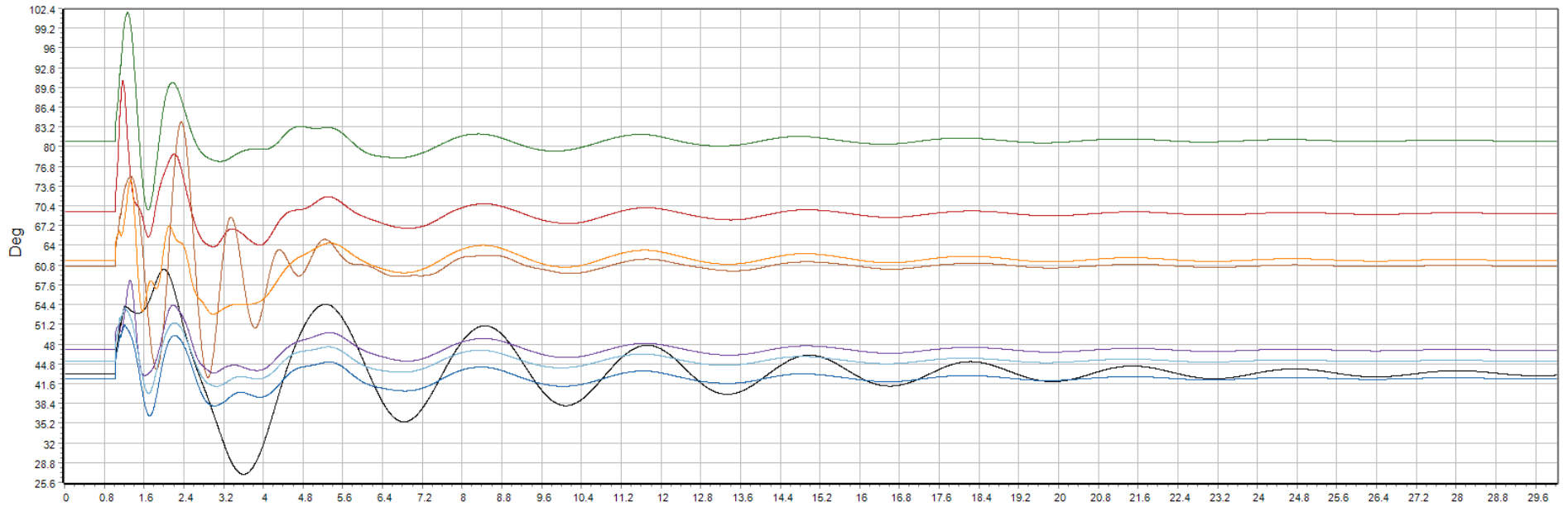




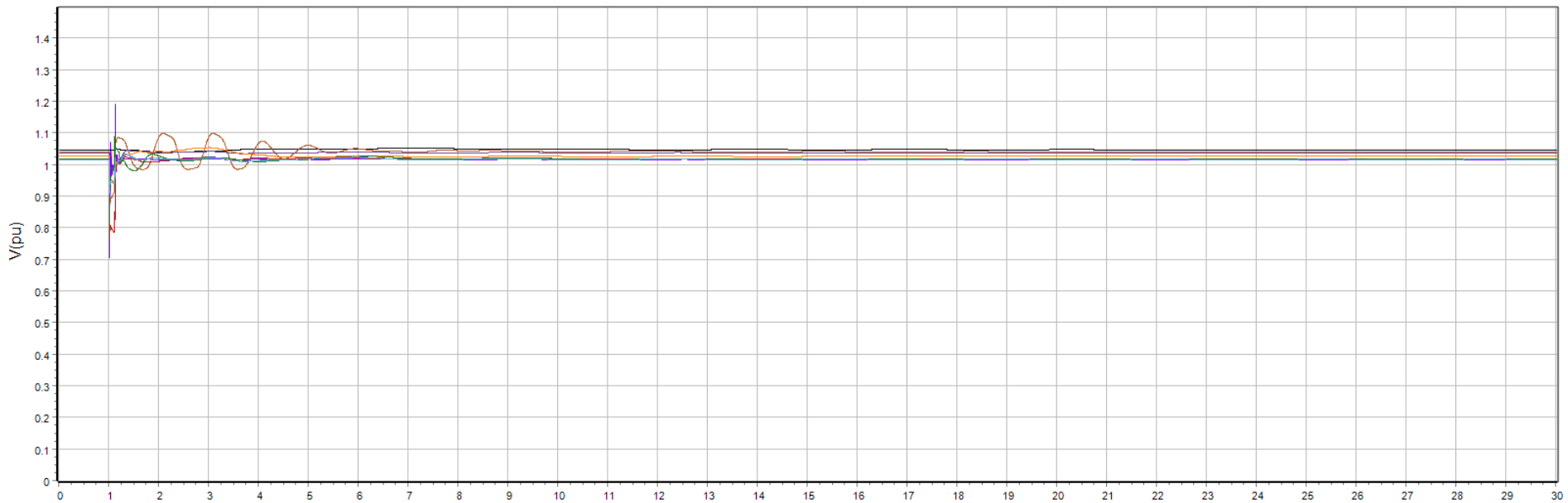
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



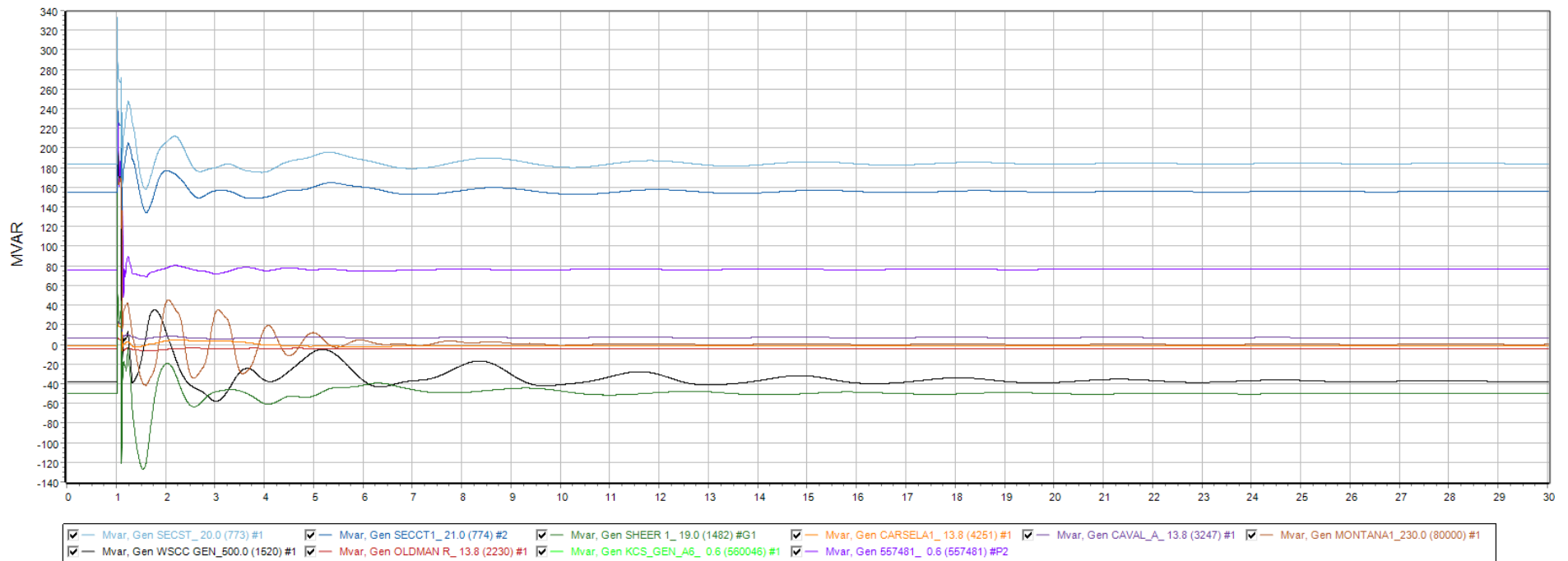
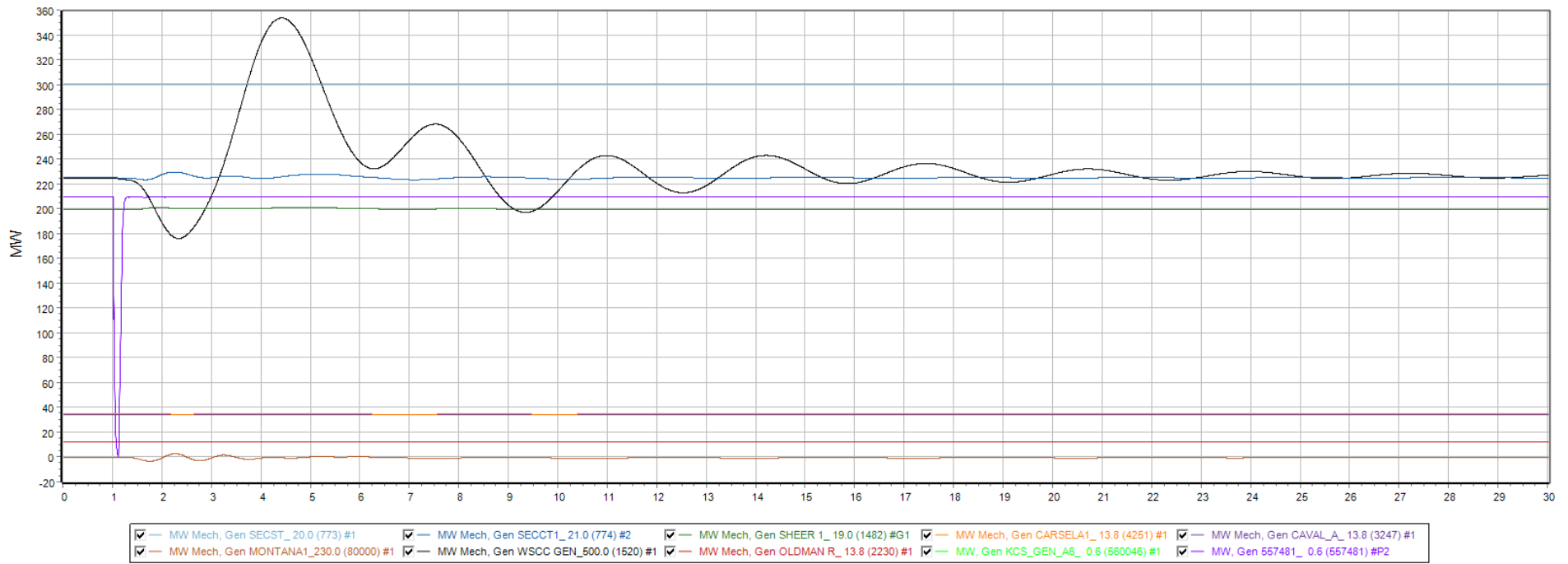
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



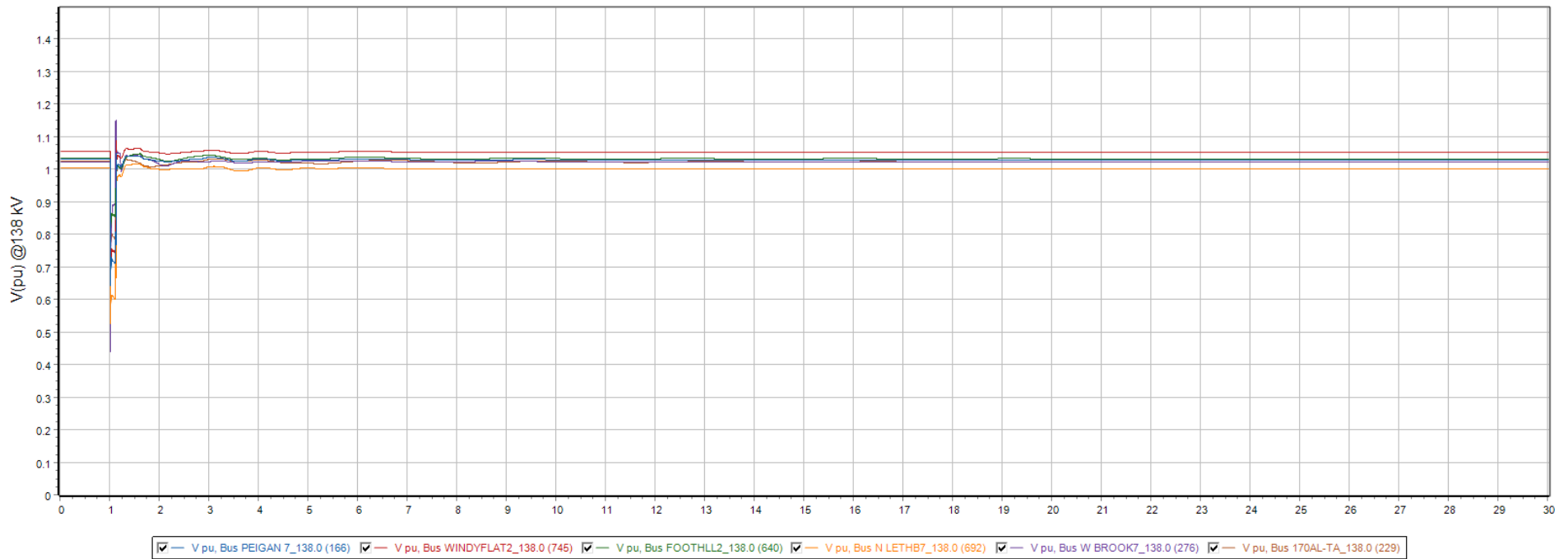
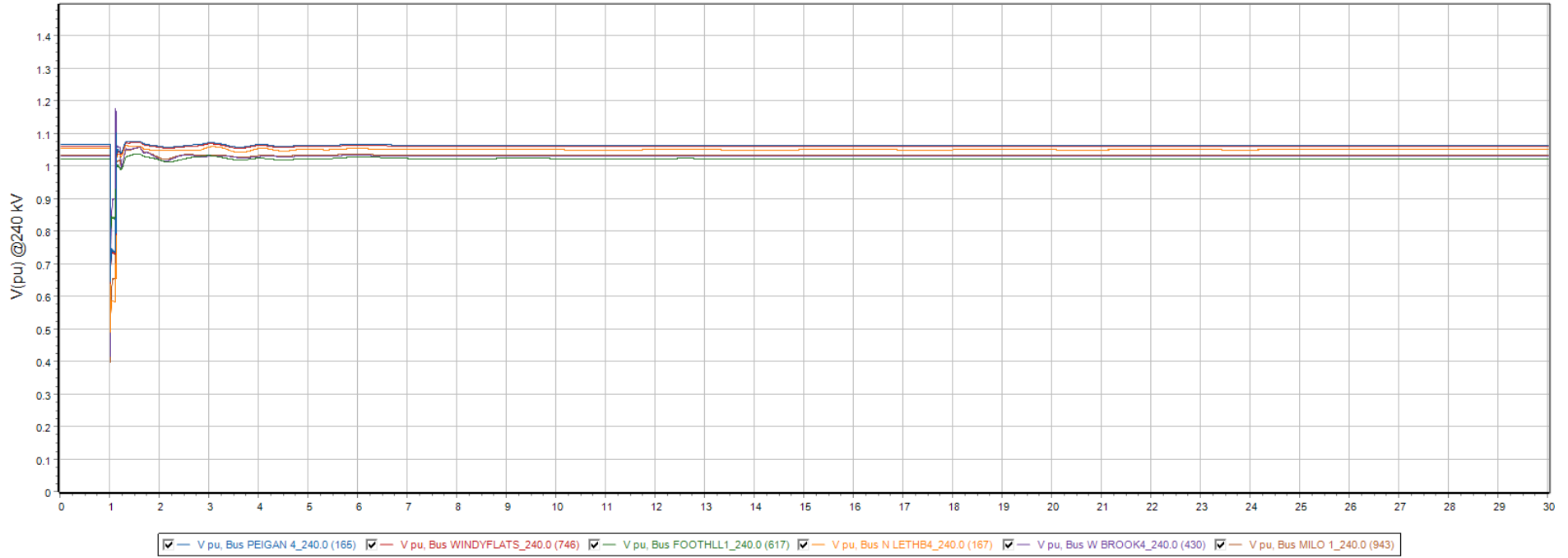
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



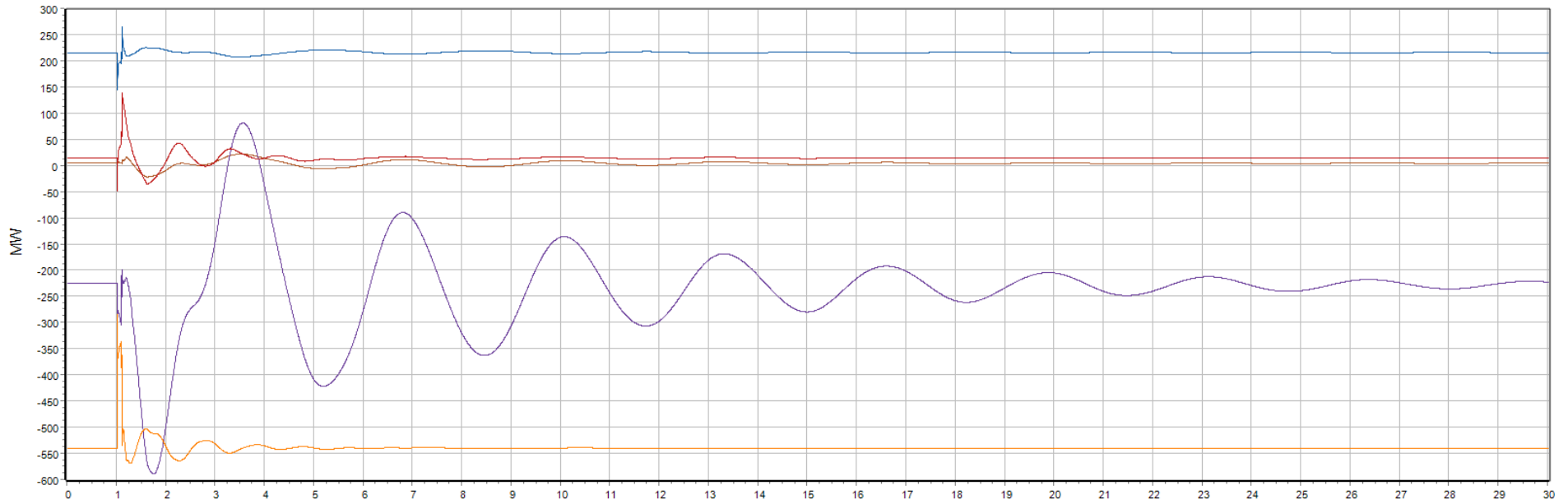
Monitor Gens. Q2



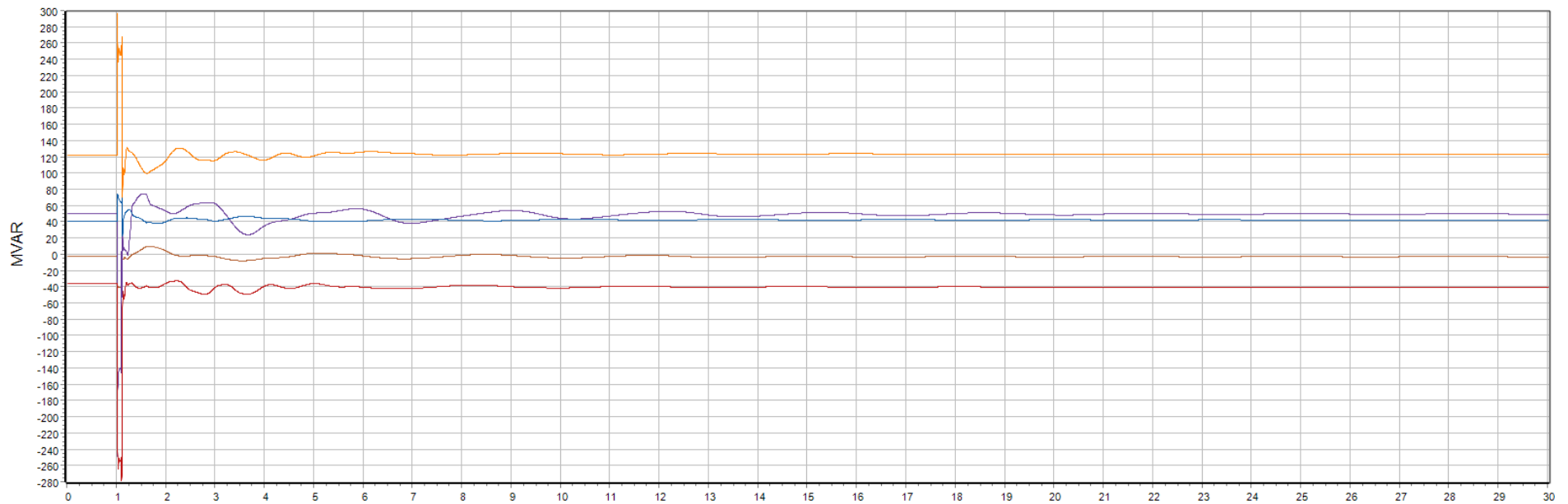
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

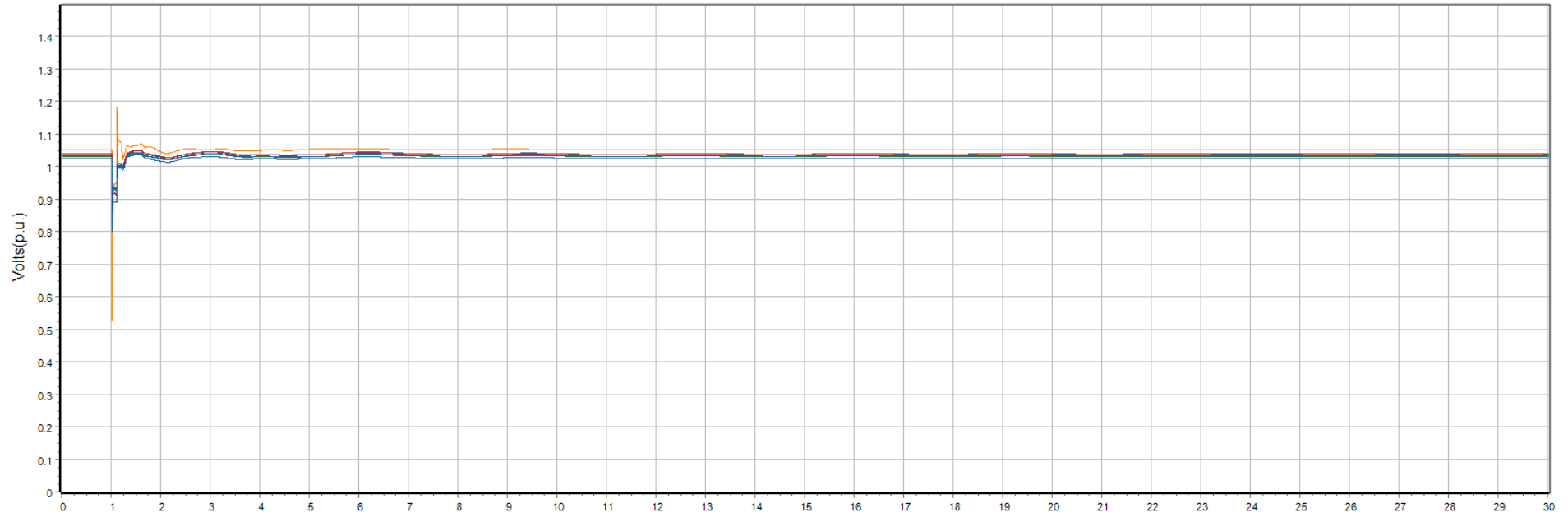


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

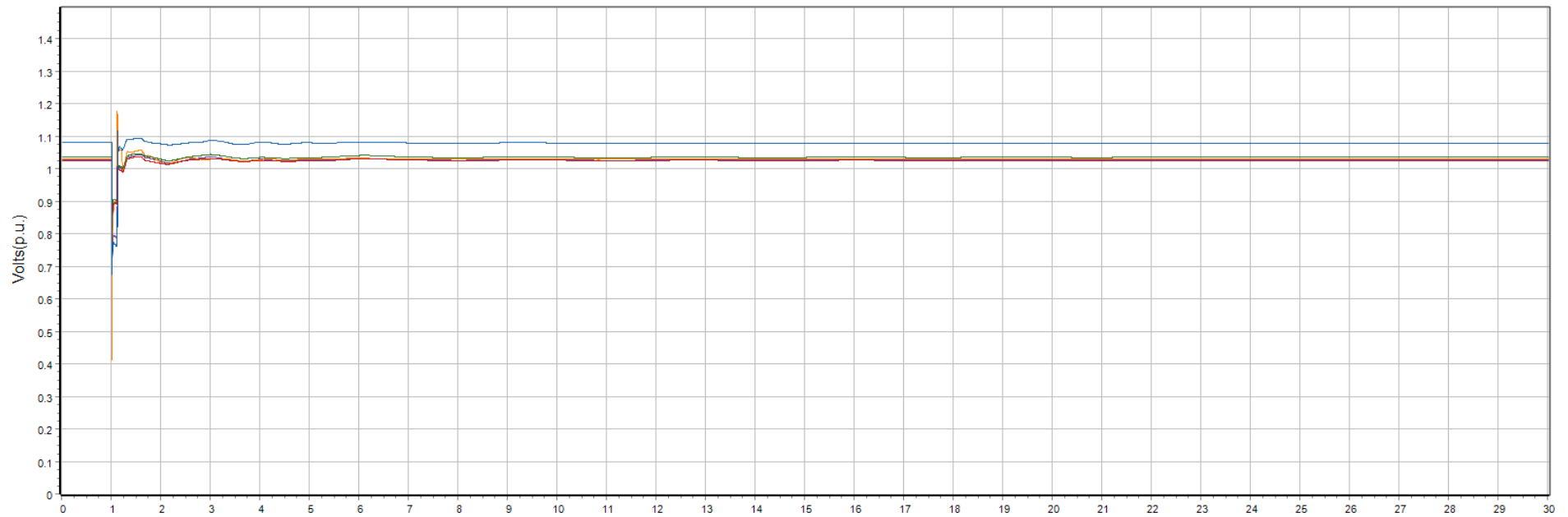




Additional 240 kV Bus Volts

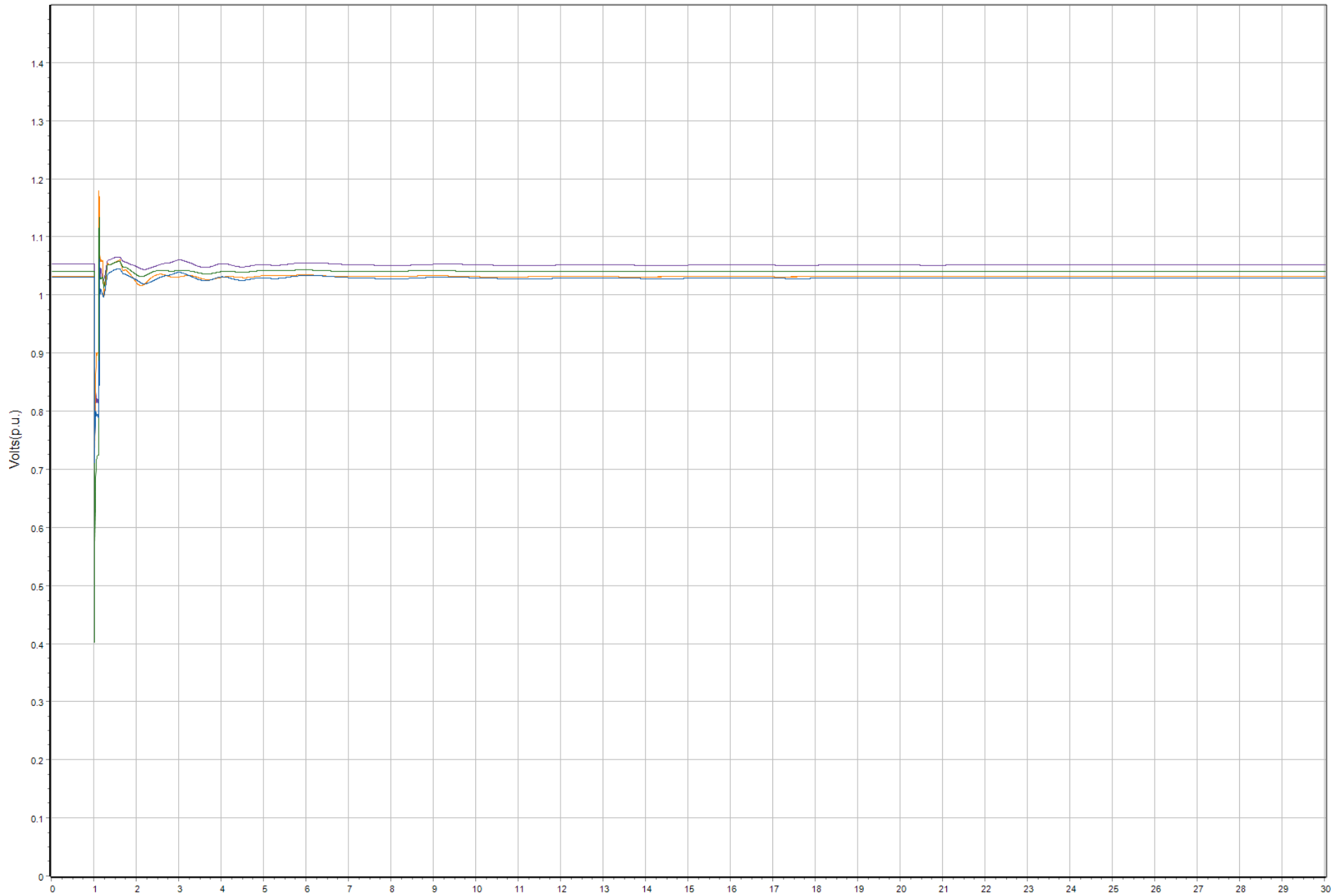


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

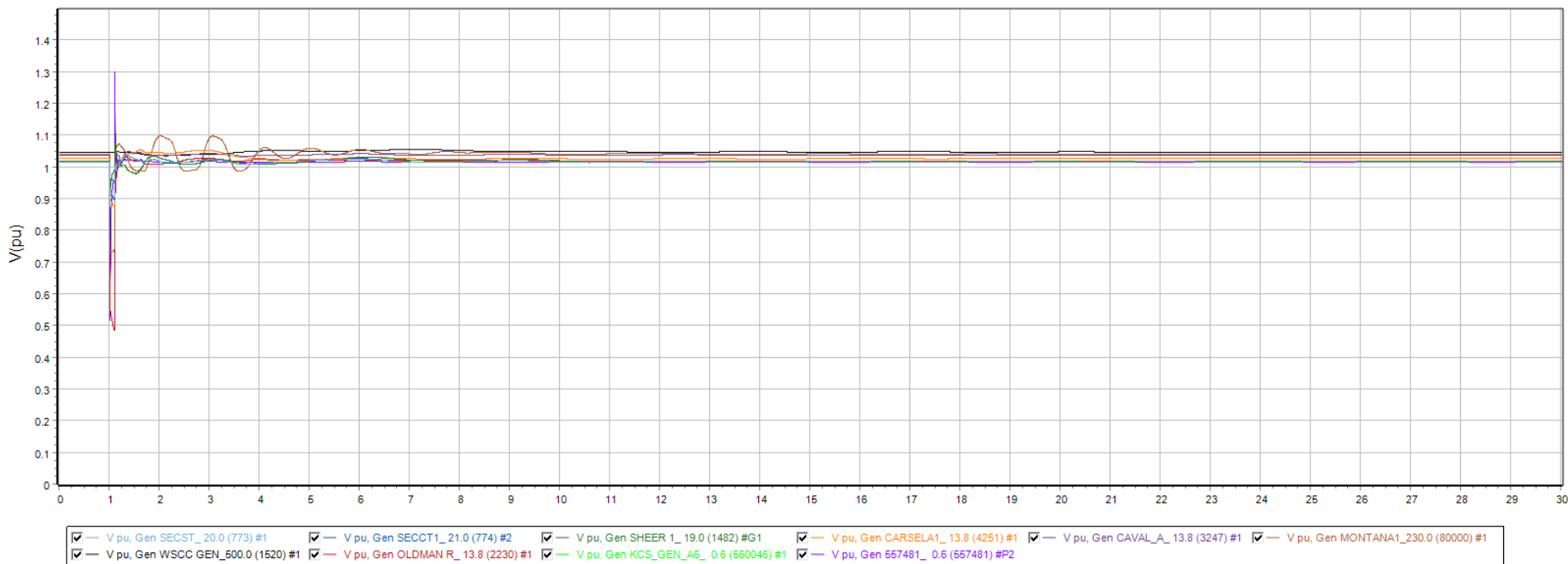
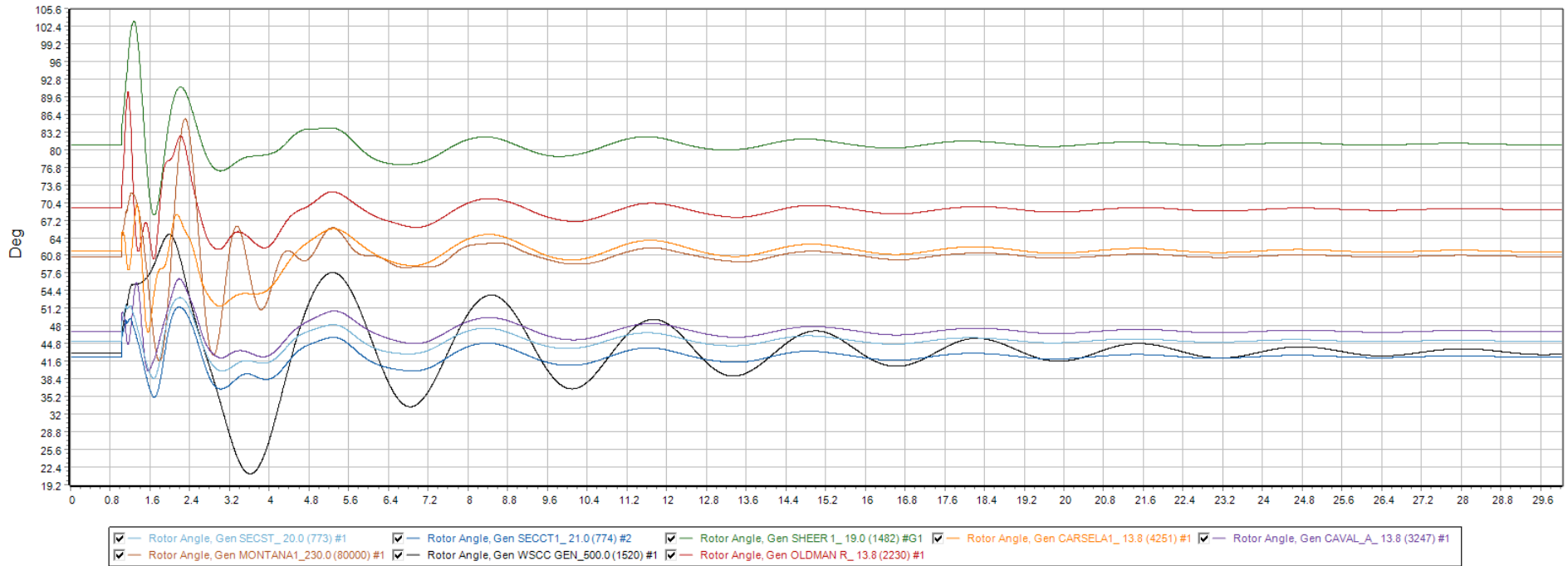




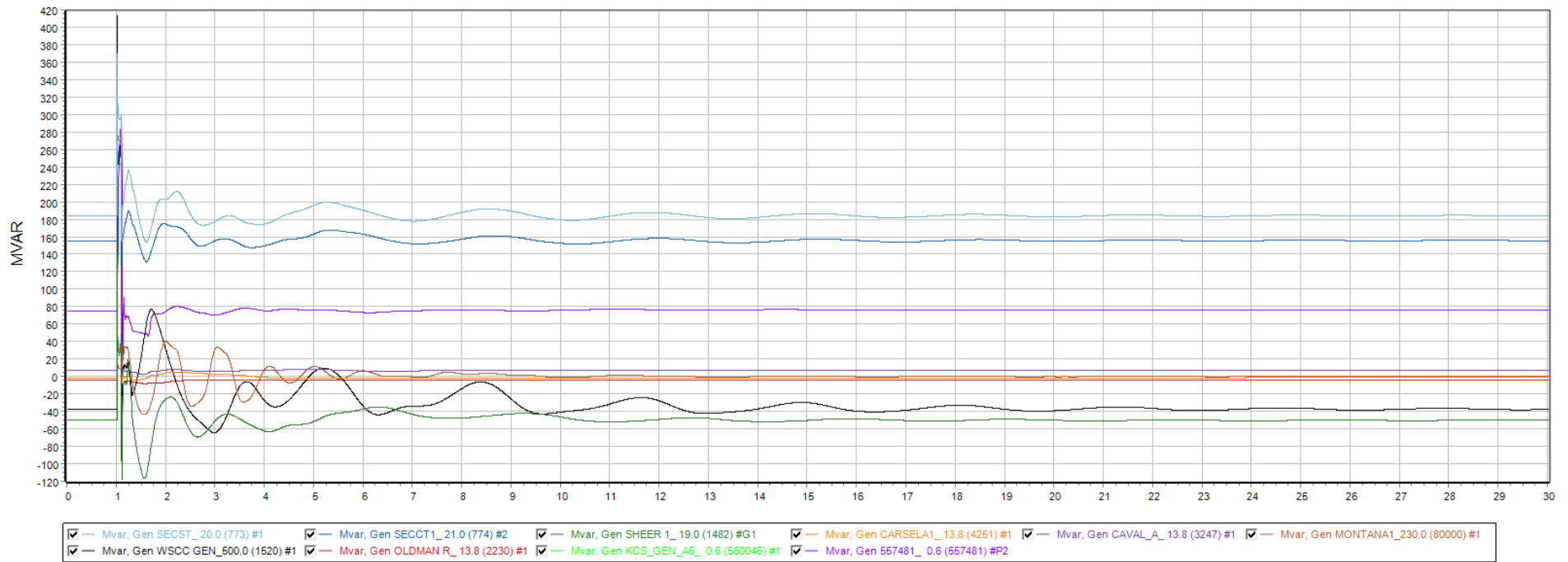
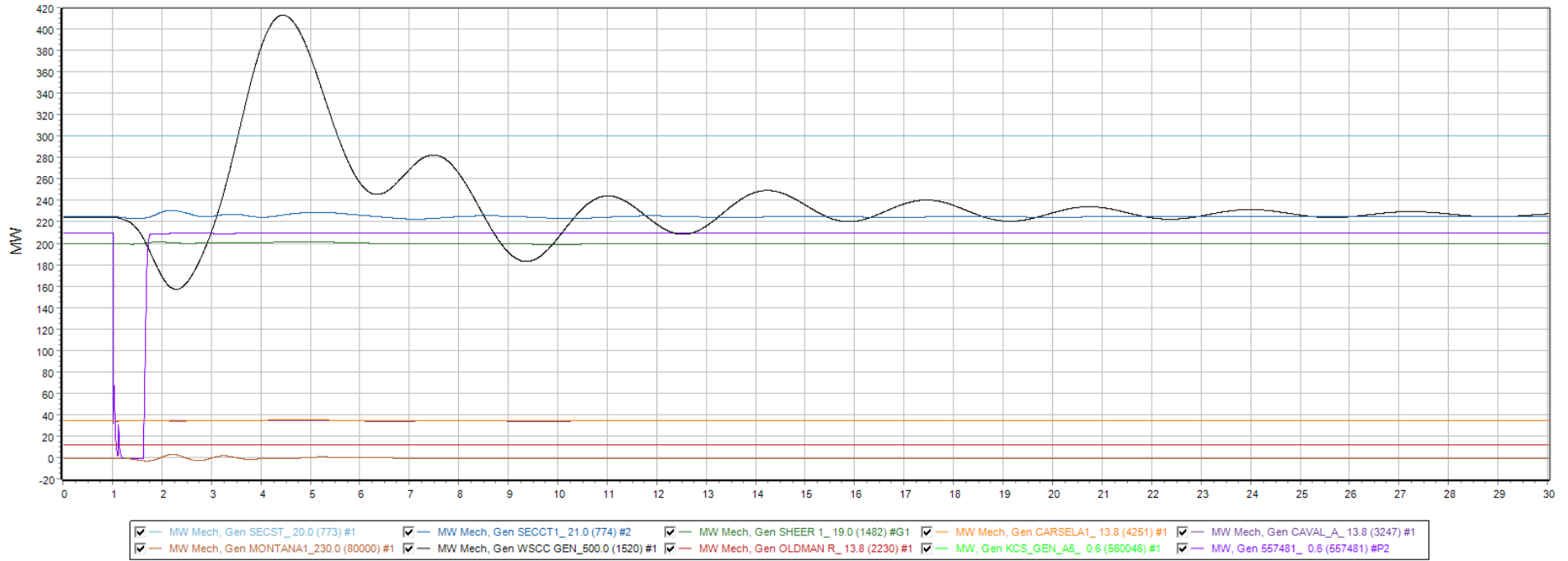
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



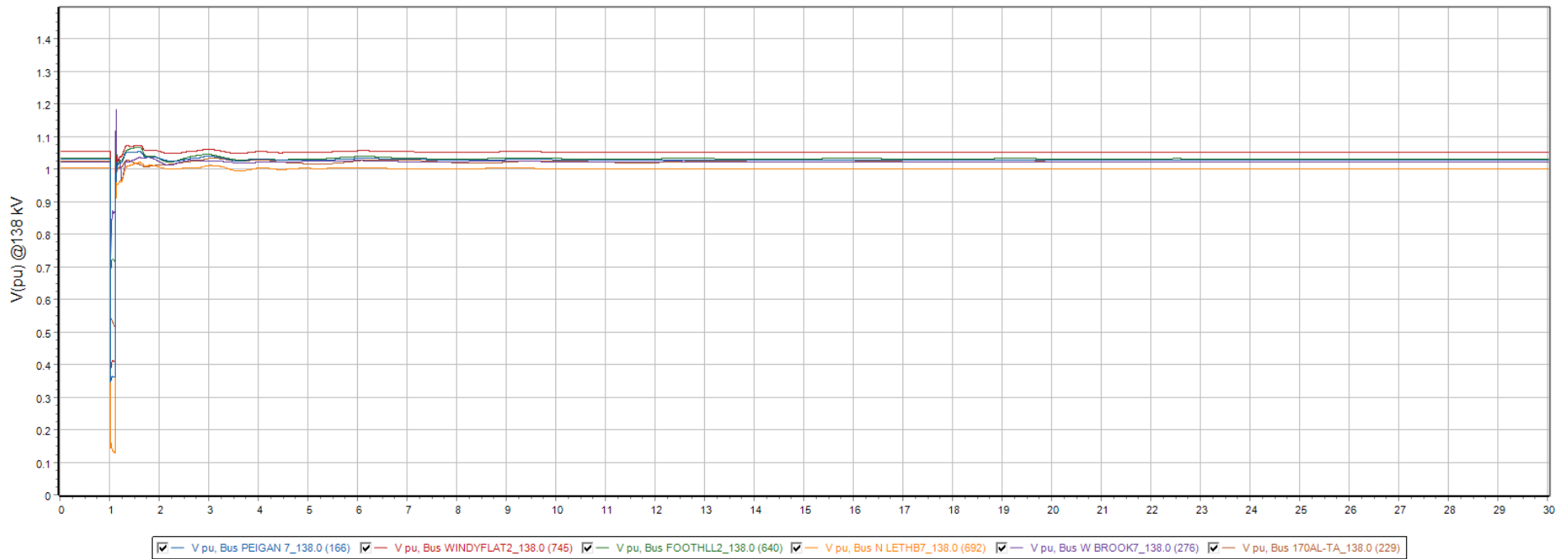
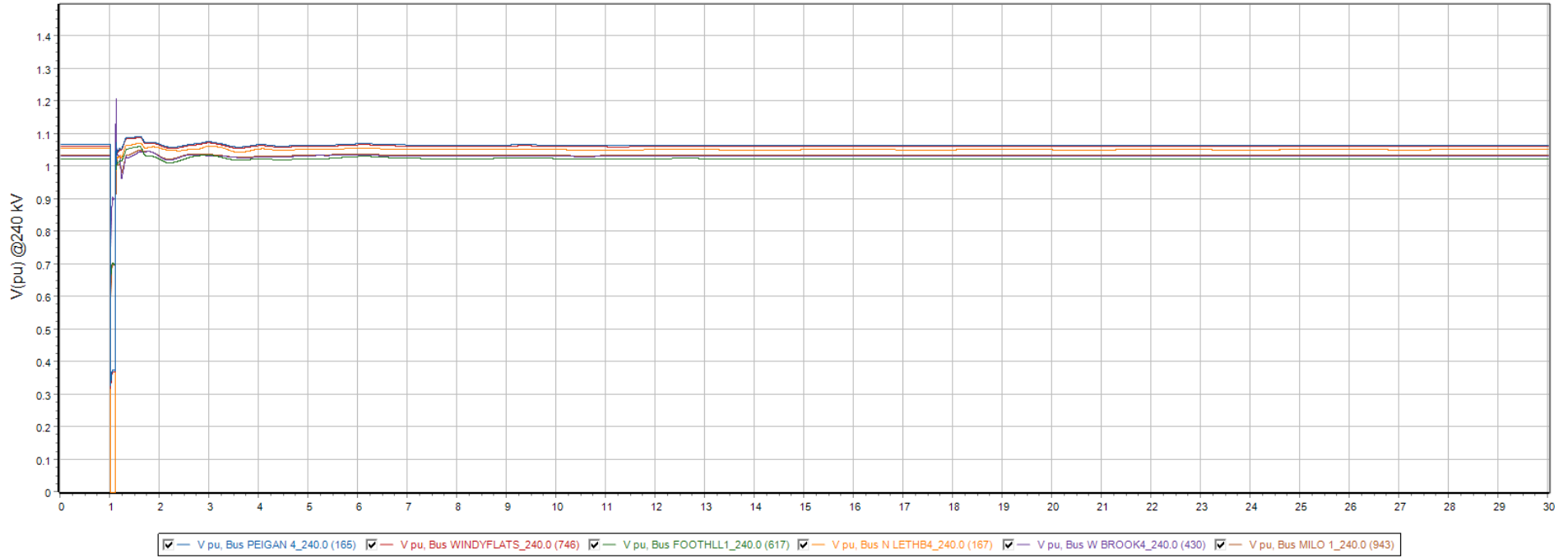
Monitor Gens. Q1



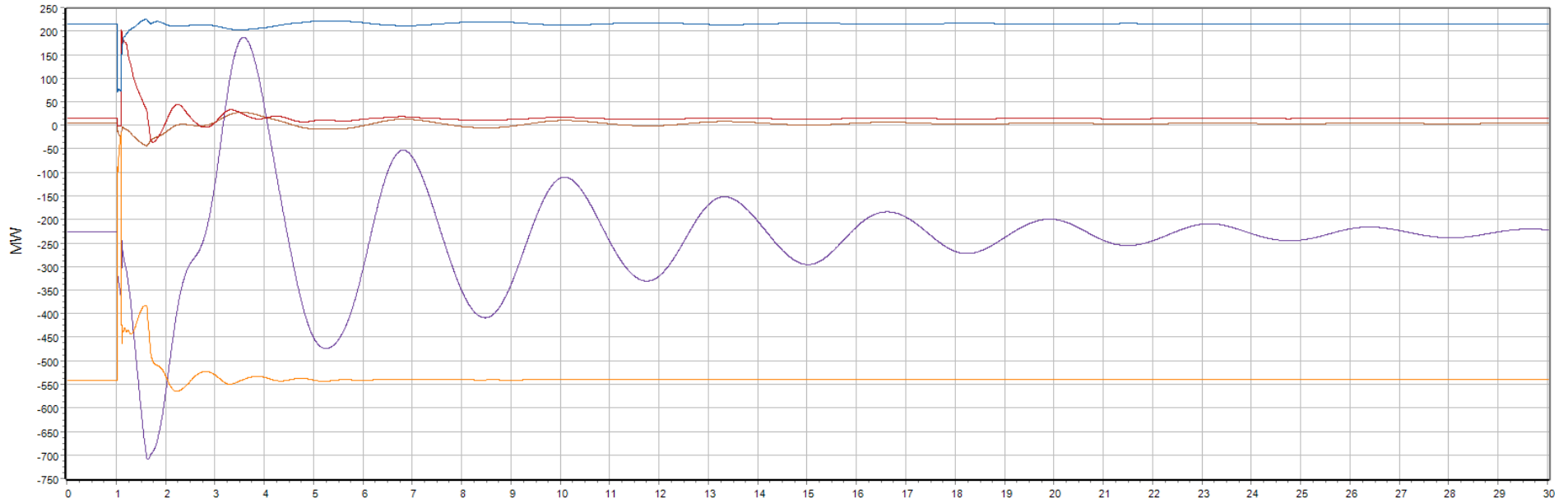
Monitor Gens. Q2



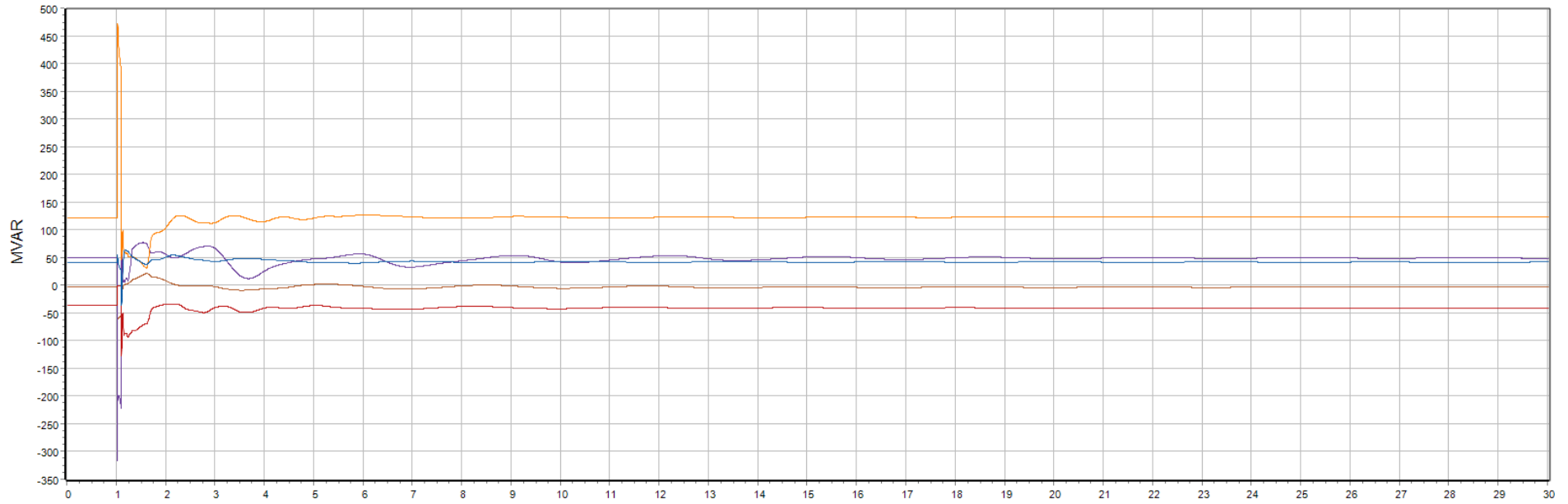
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



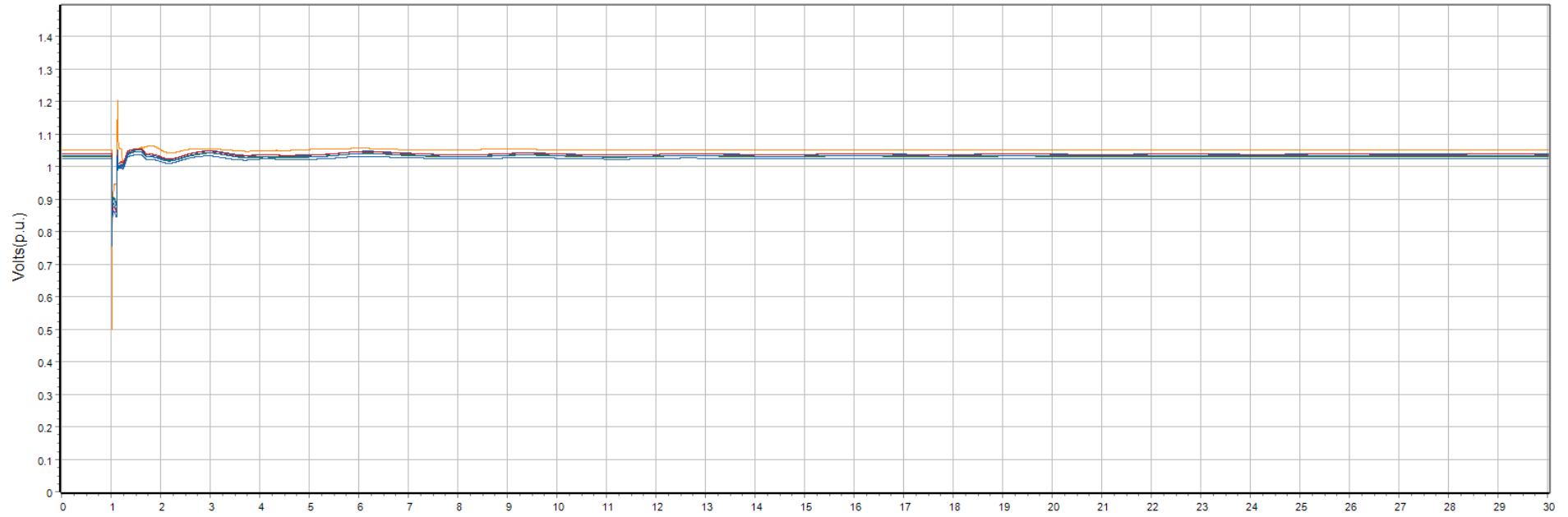
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



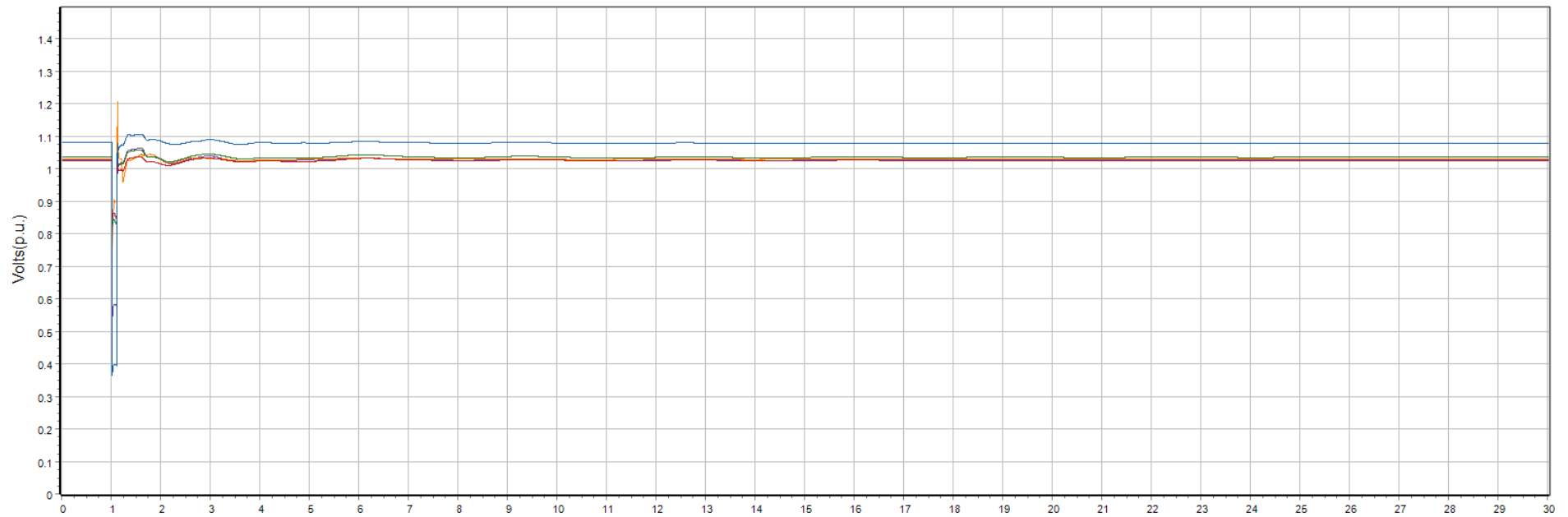
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



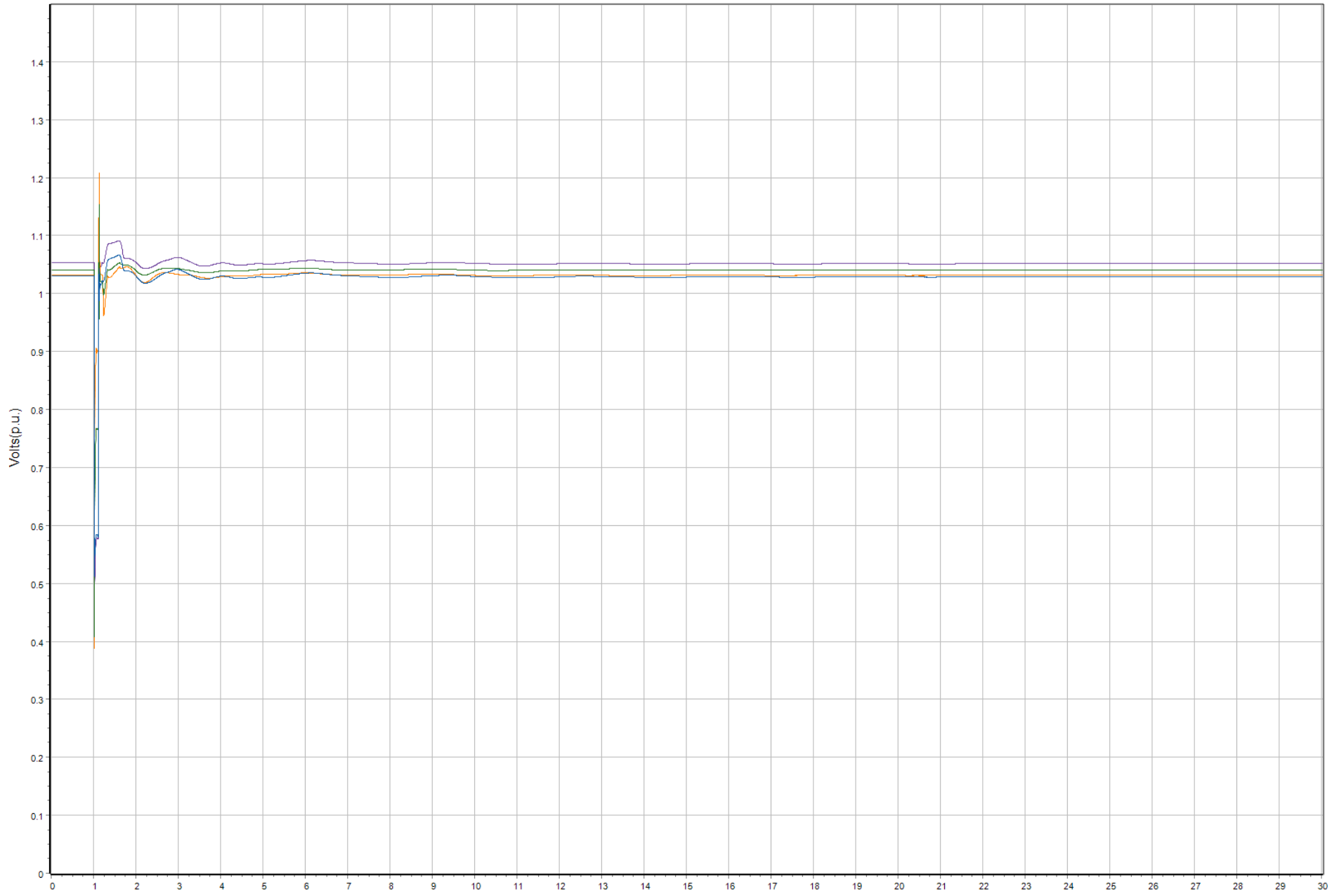
V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



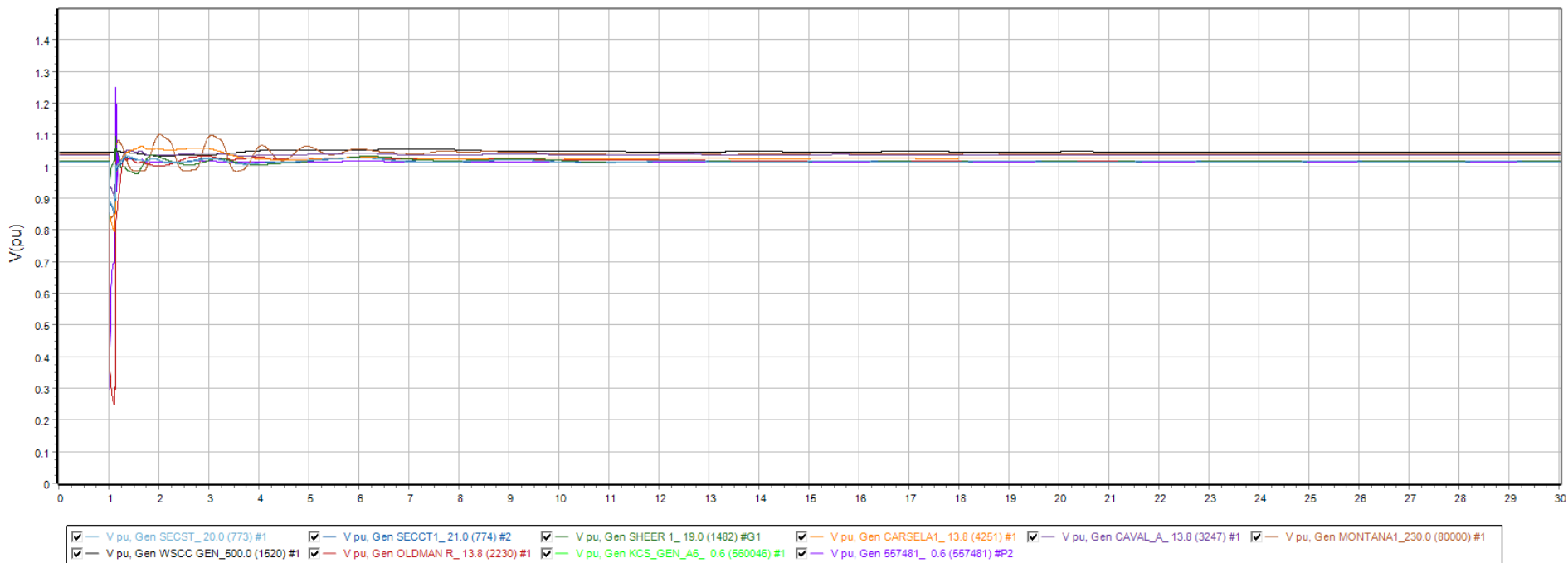
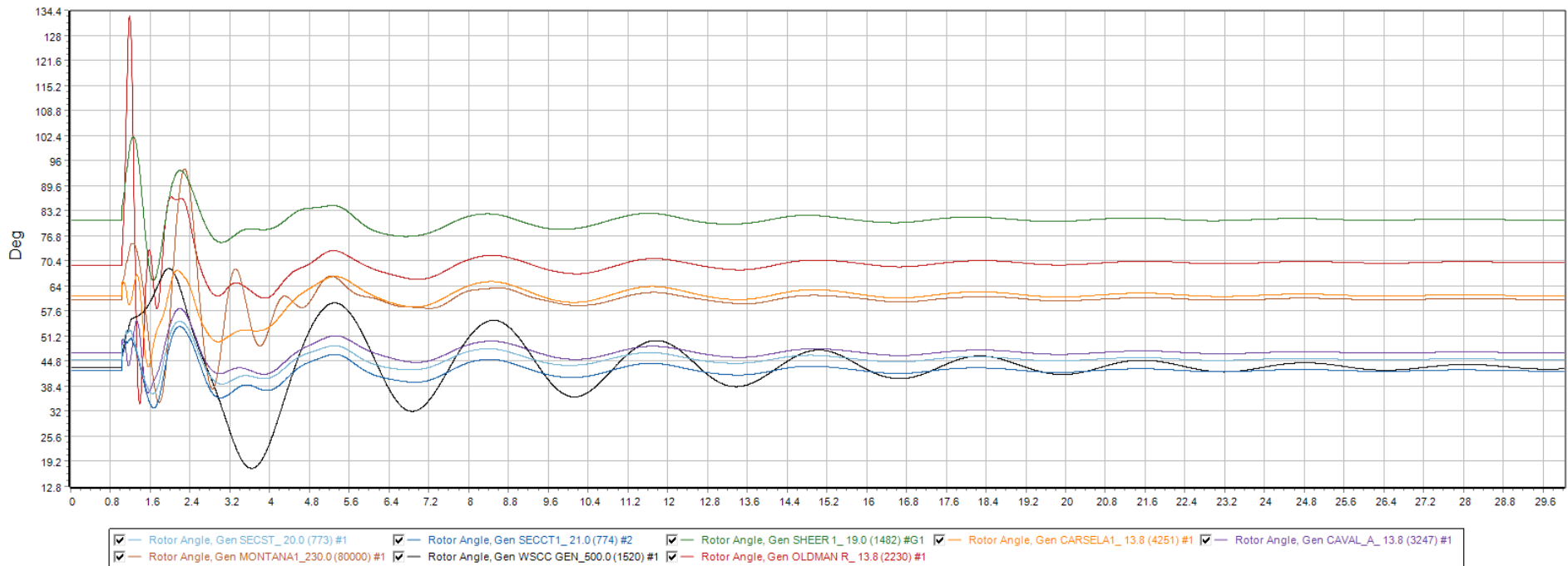




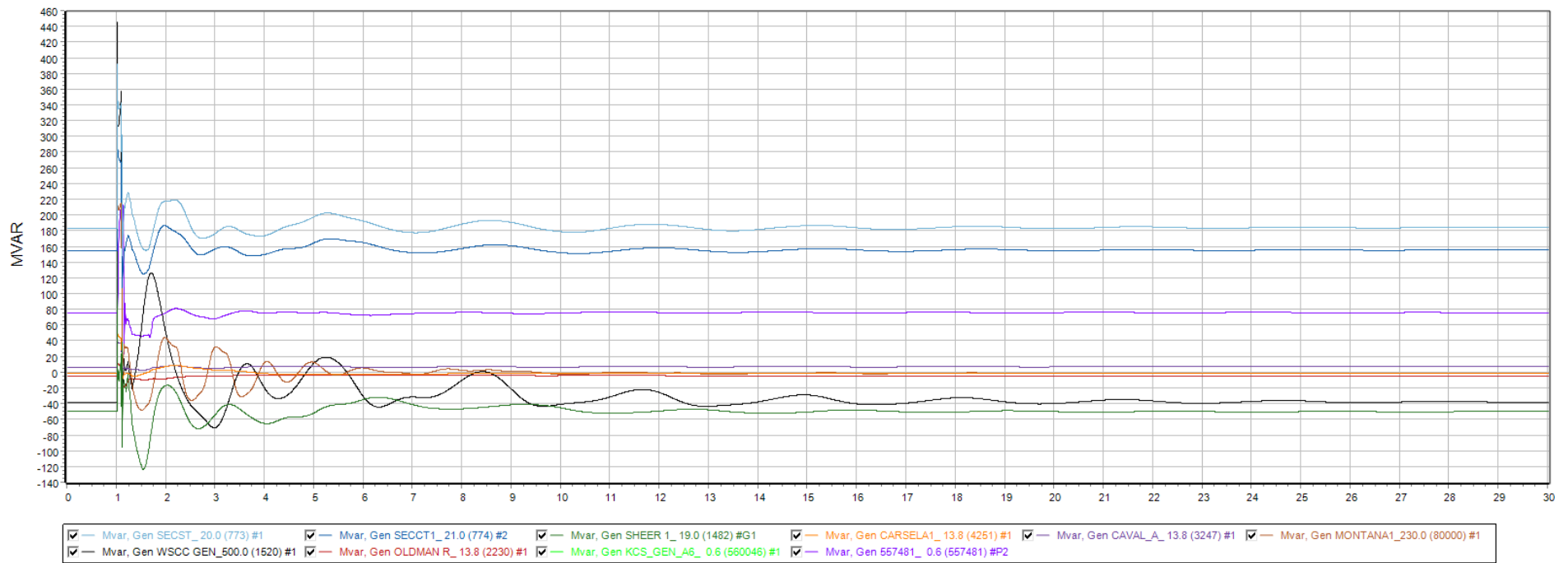
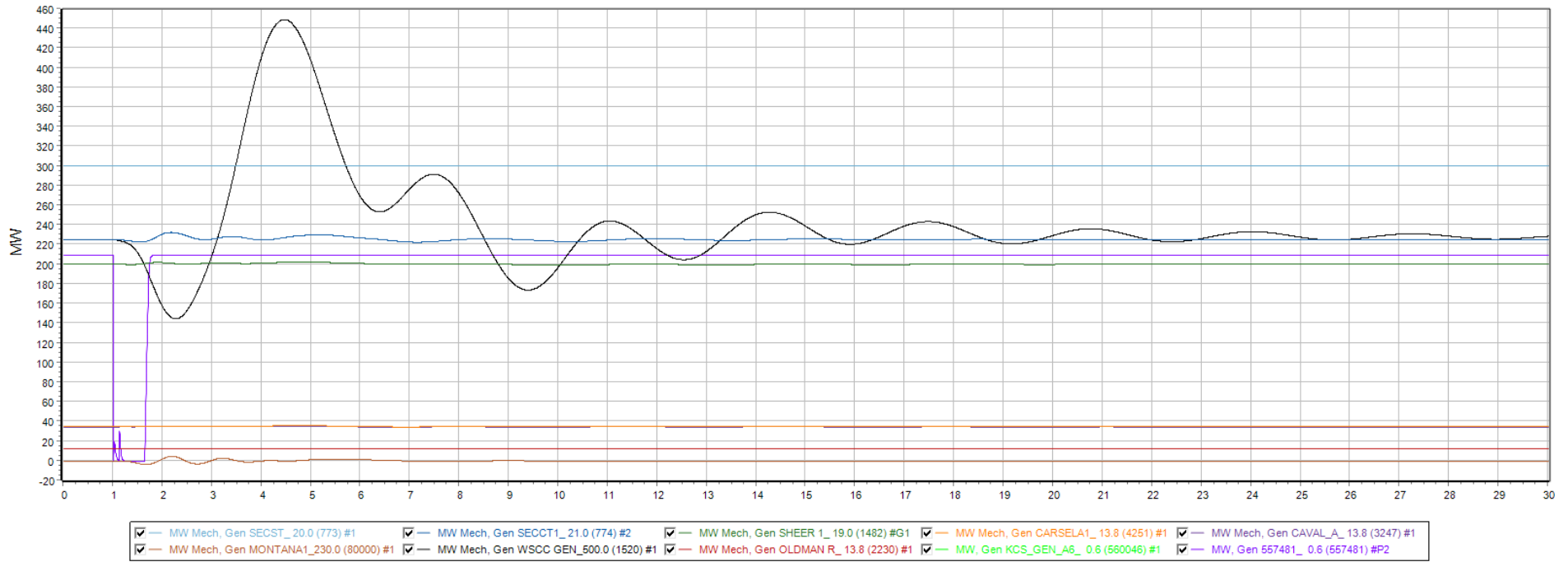
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



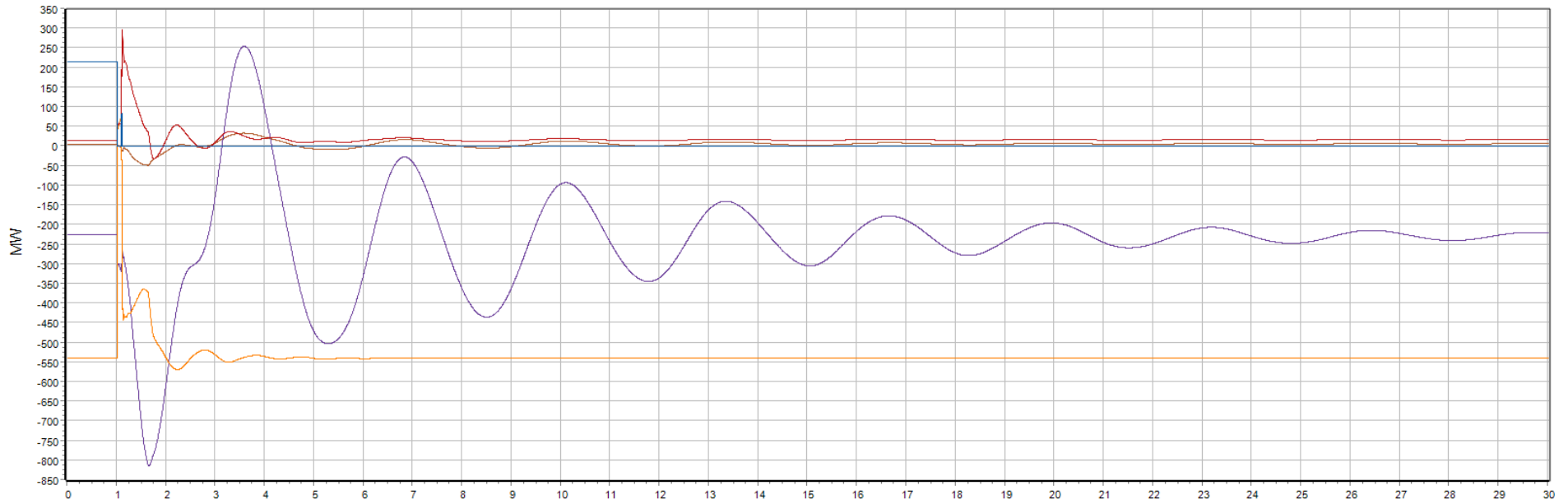
Monitor Gens. Q2



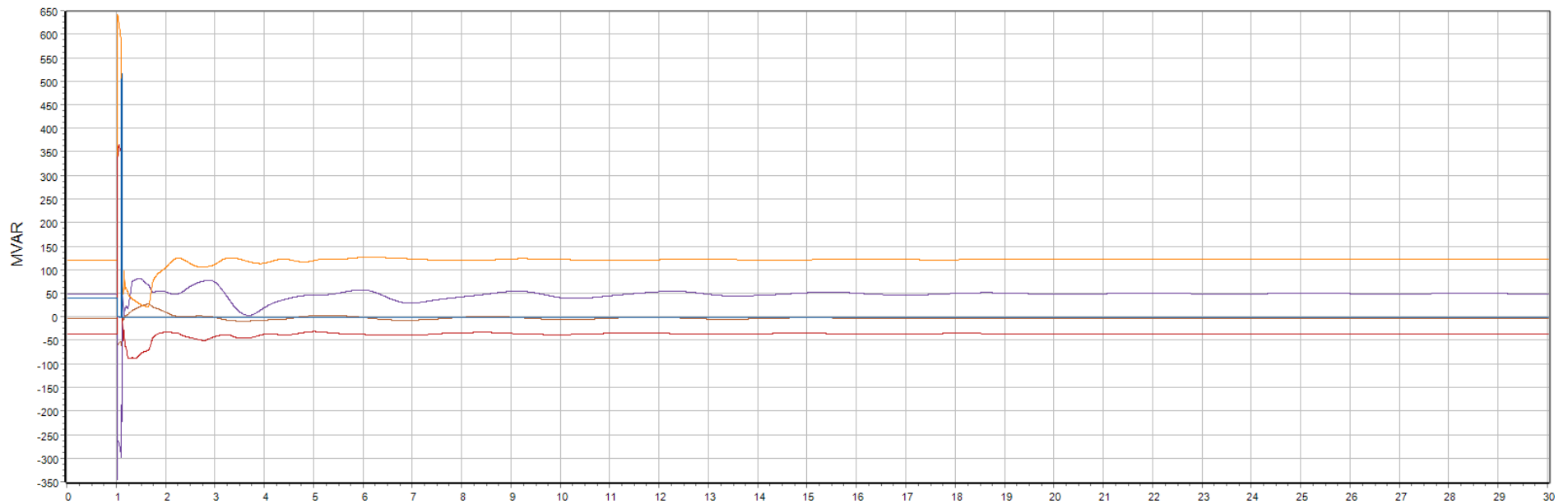
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



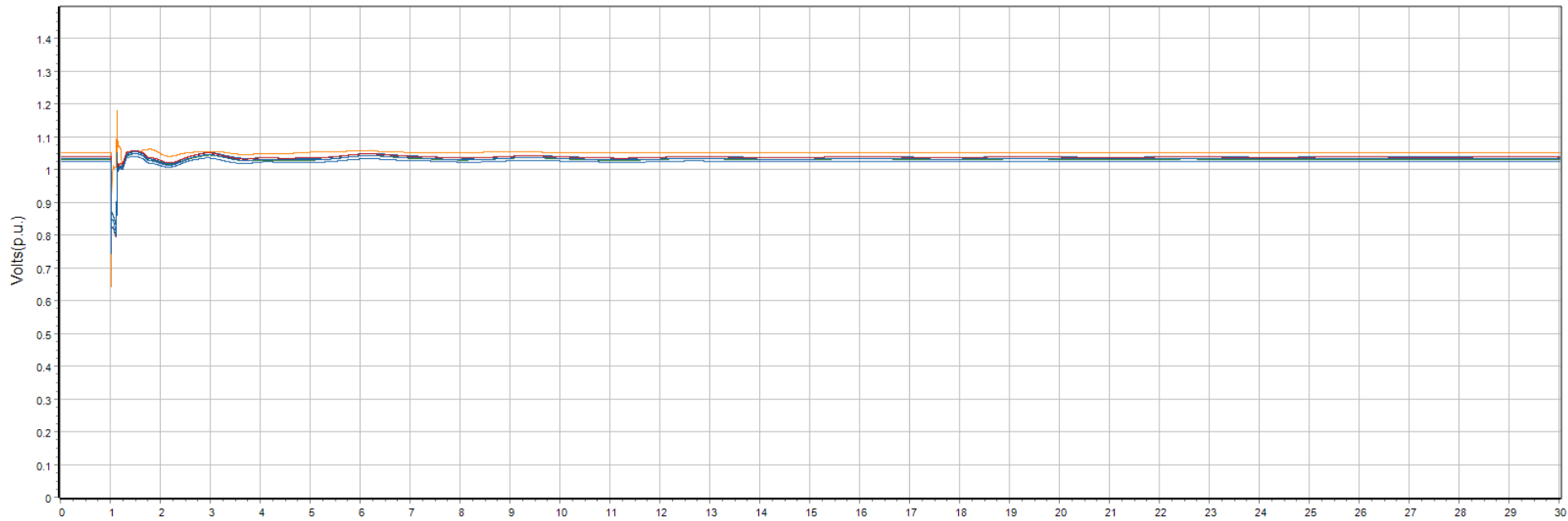
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



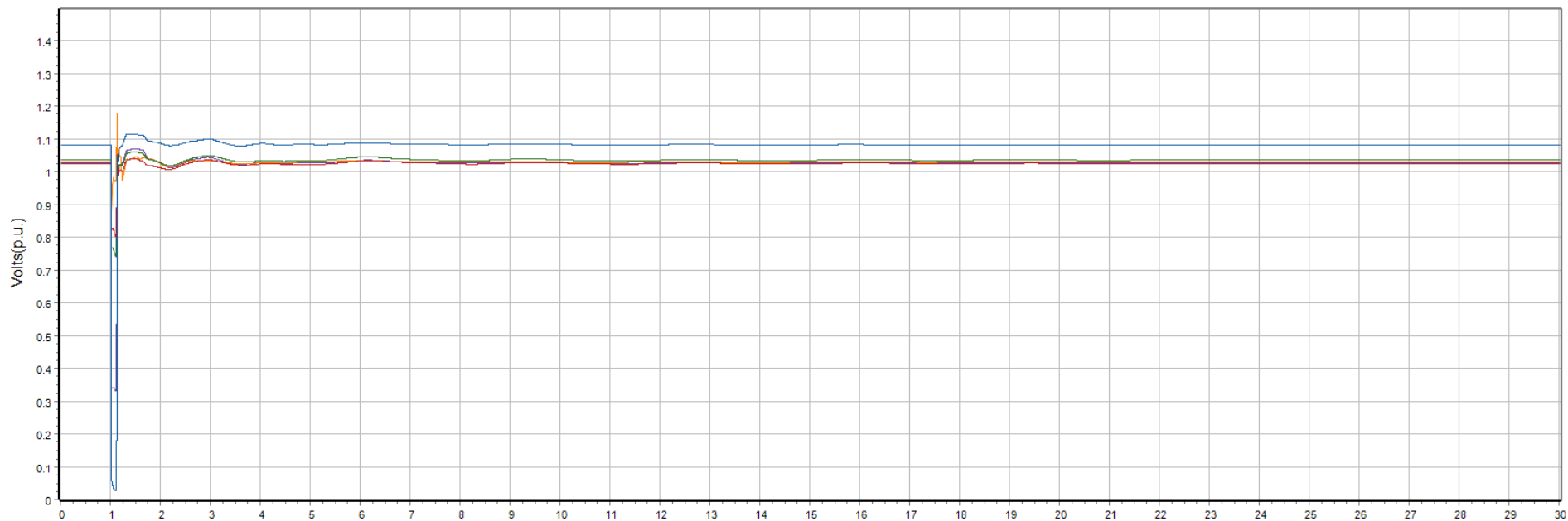
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

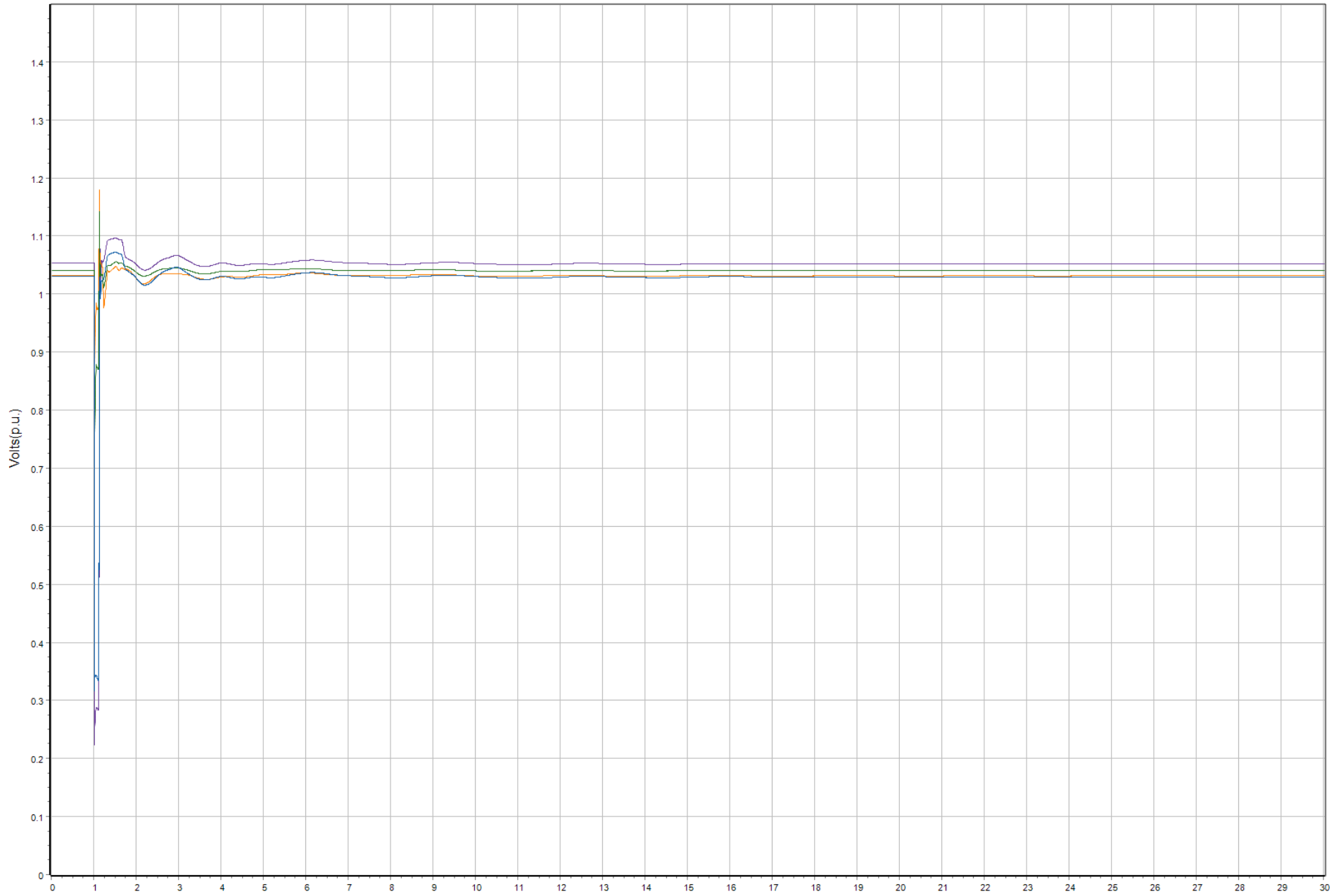


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



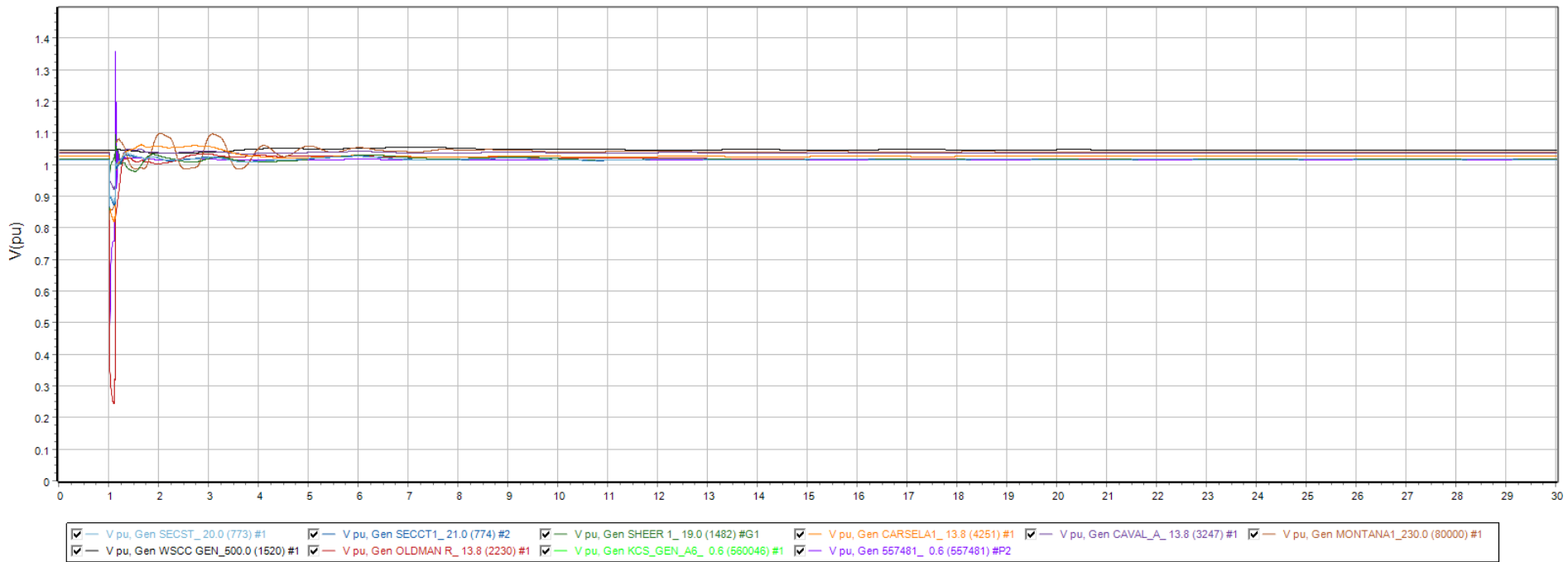
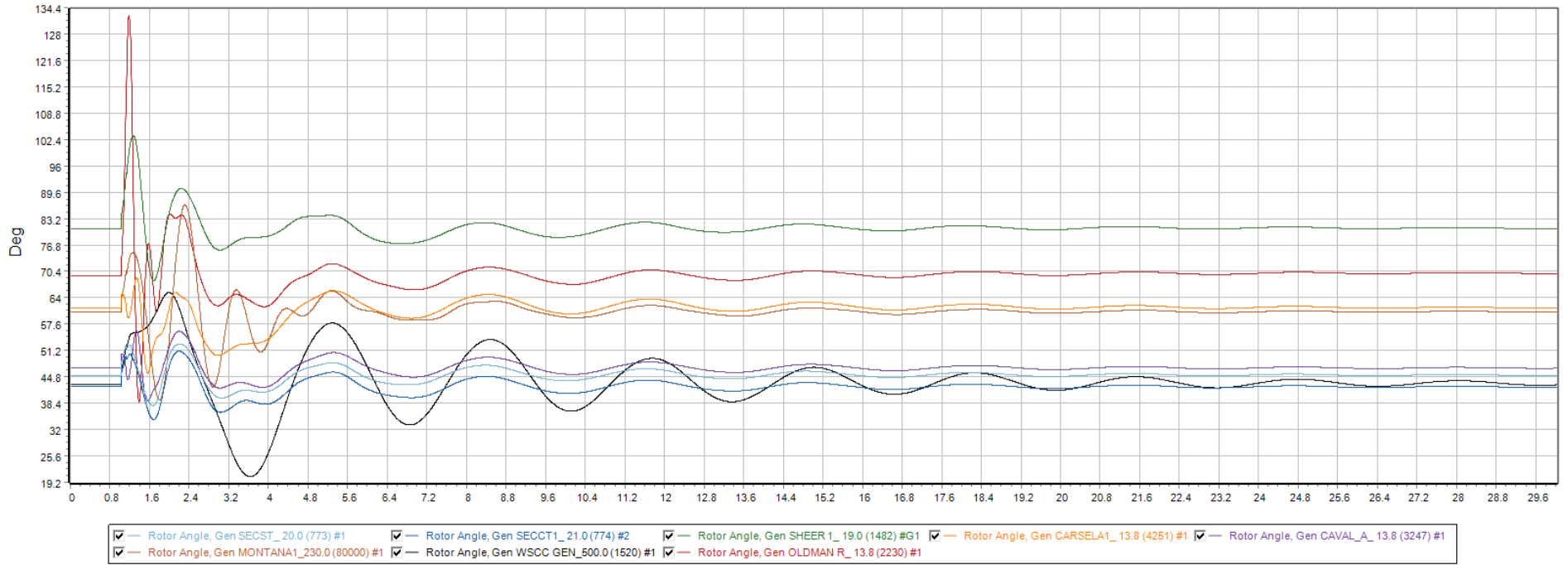


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

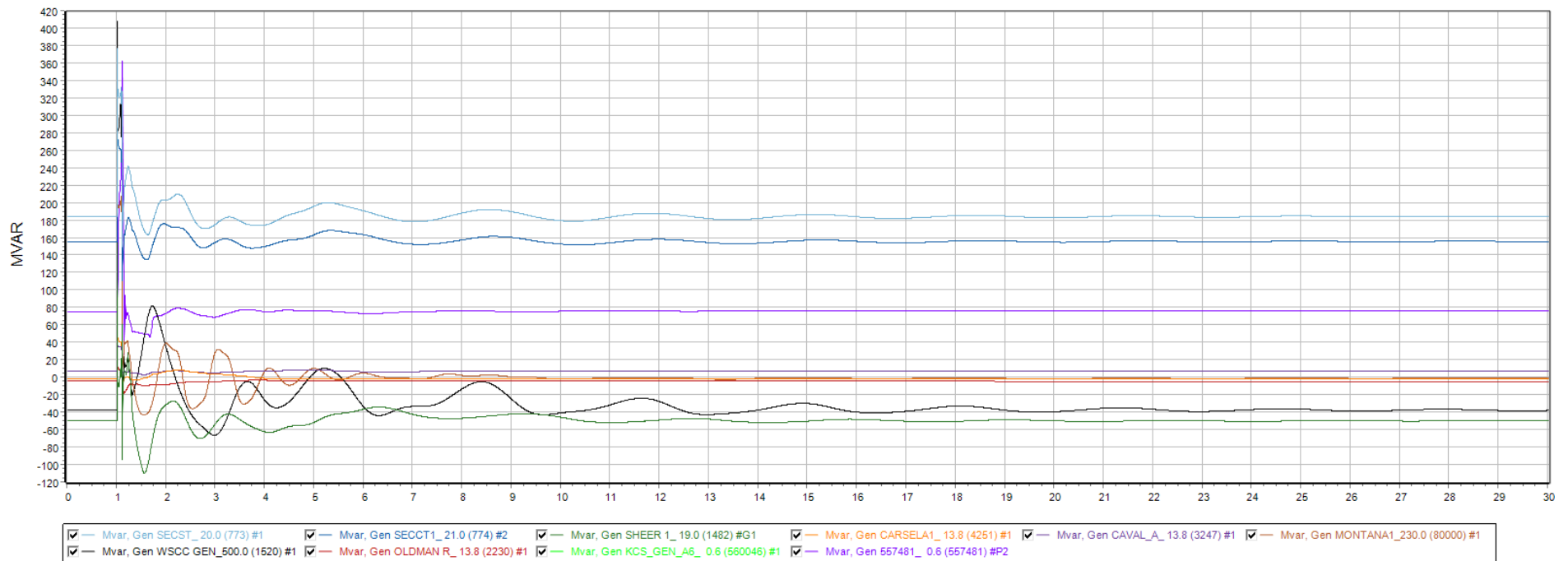
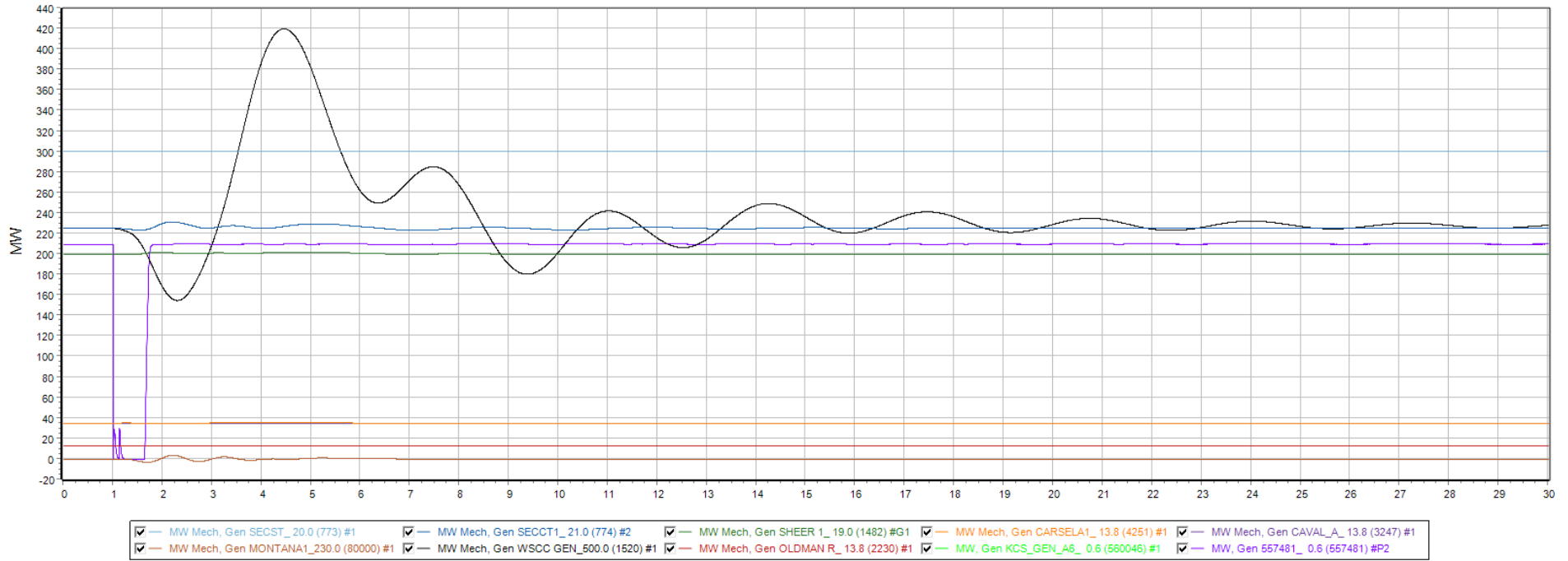




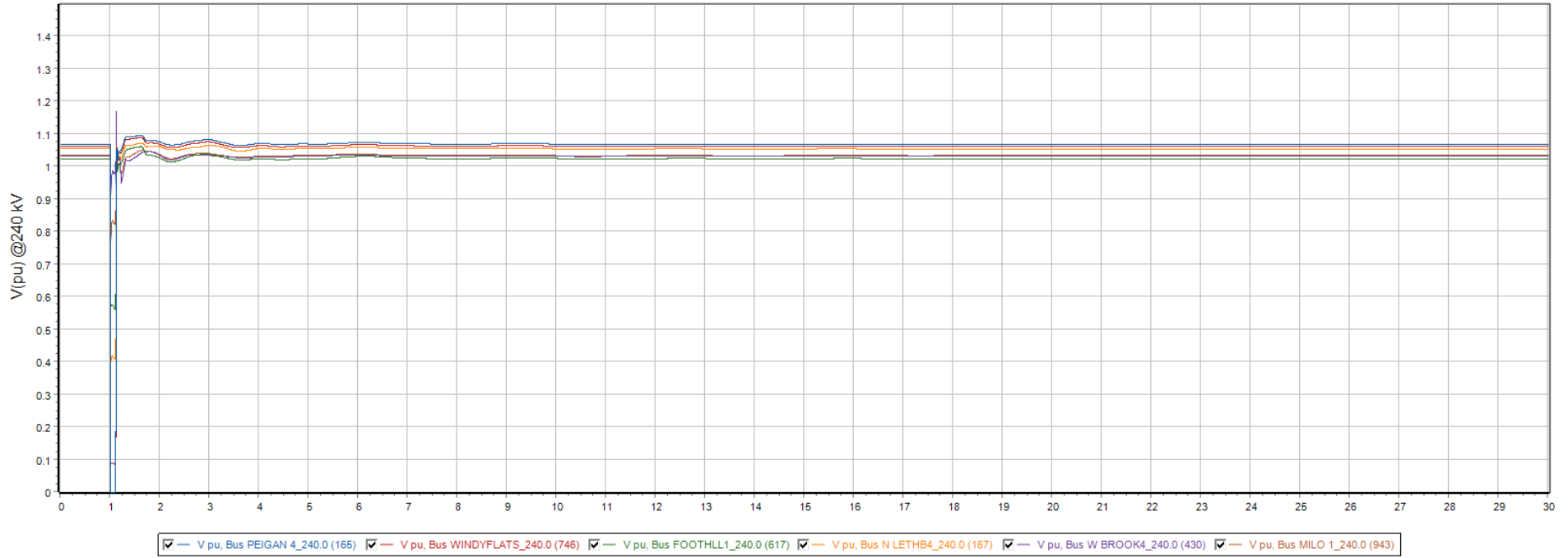
Monitor Gens. Q1



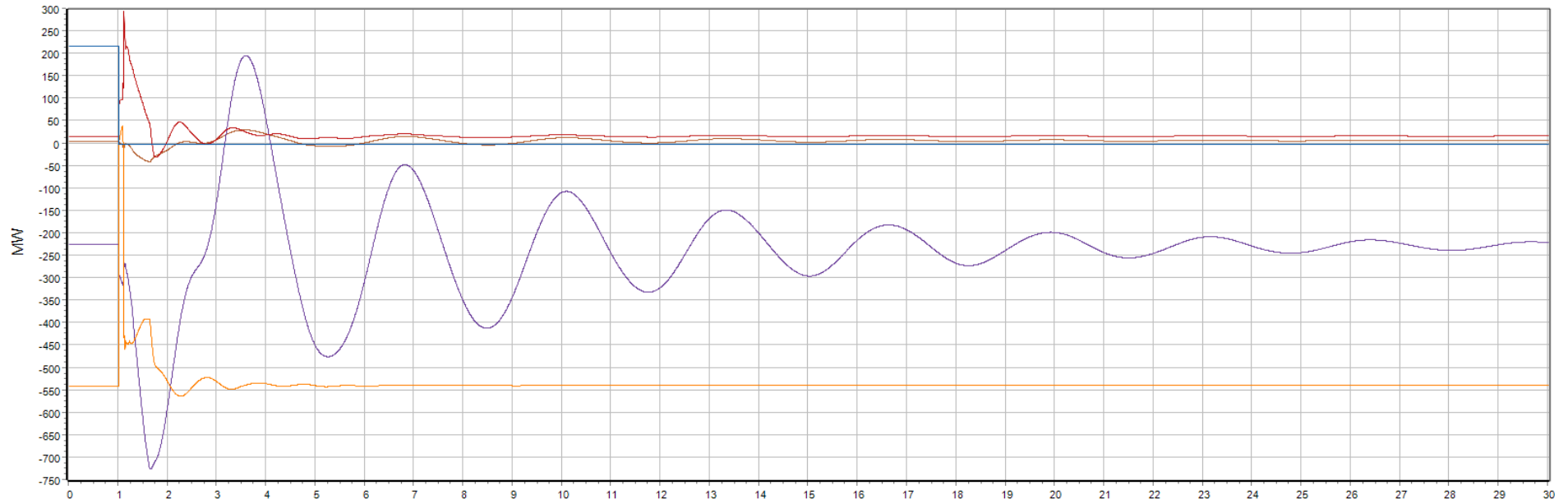
Monitor Gens. Q2



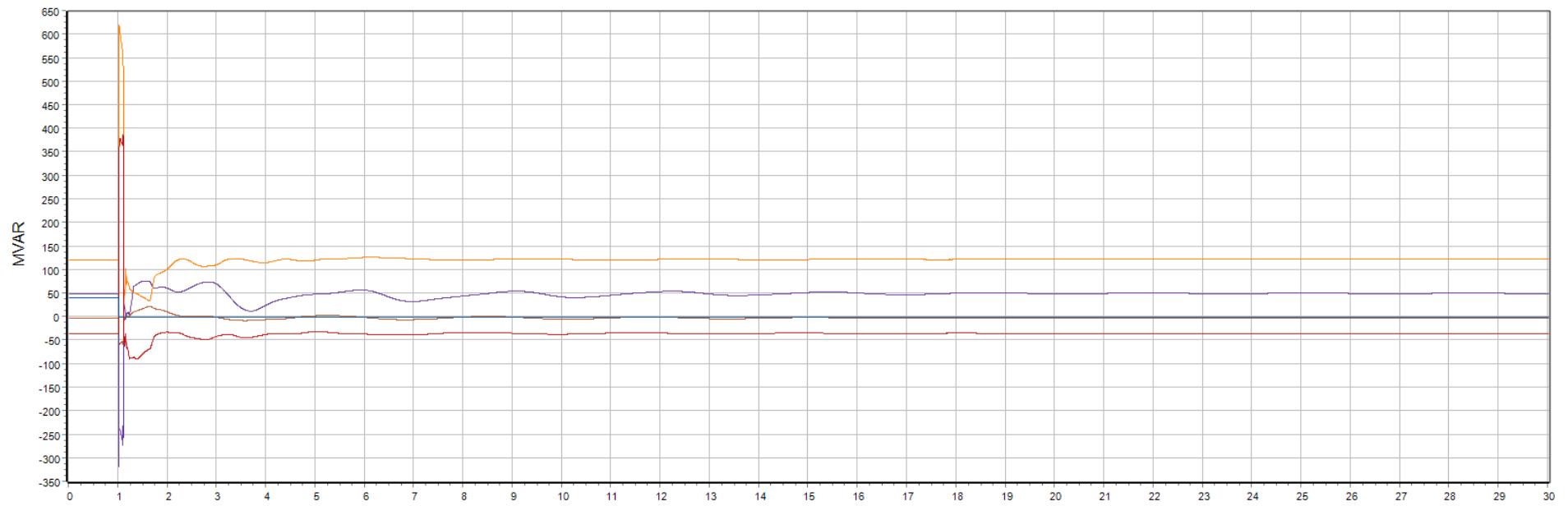
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



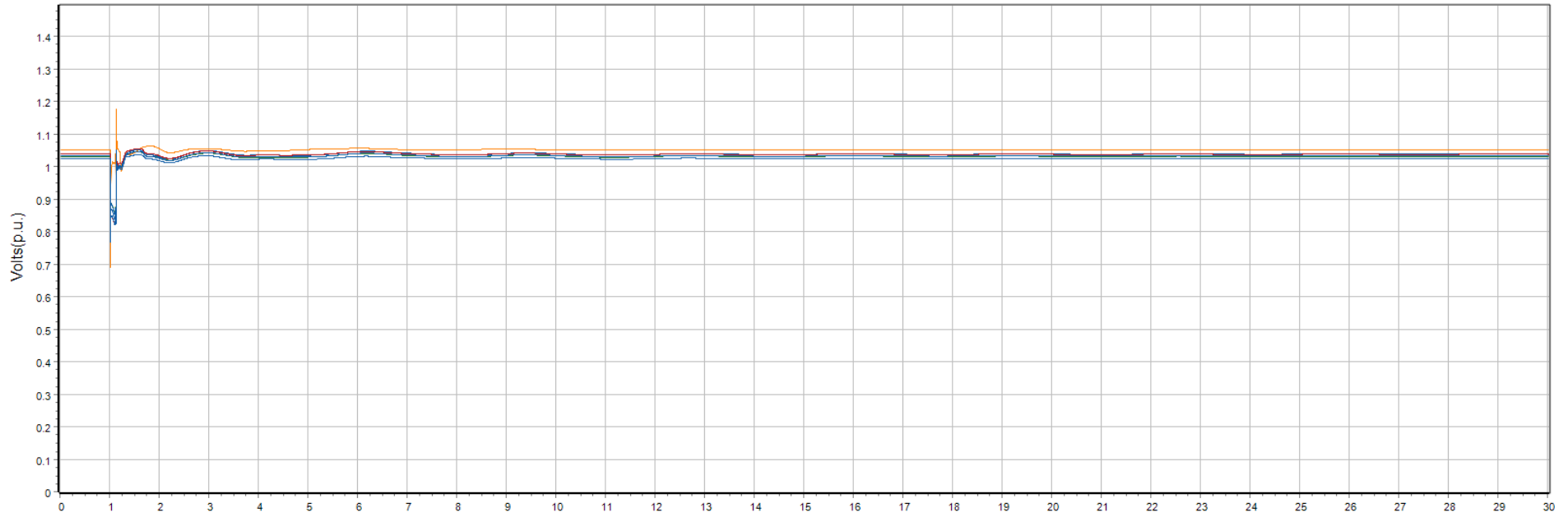
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



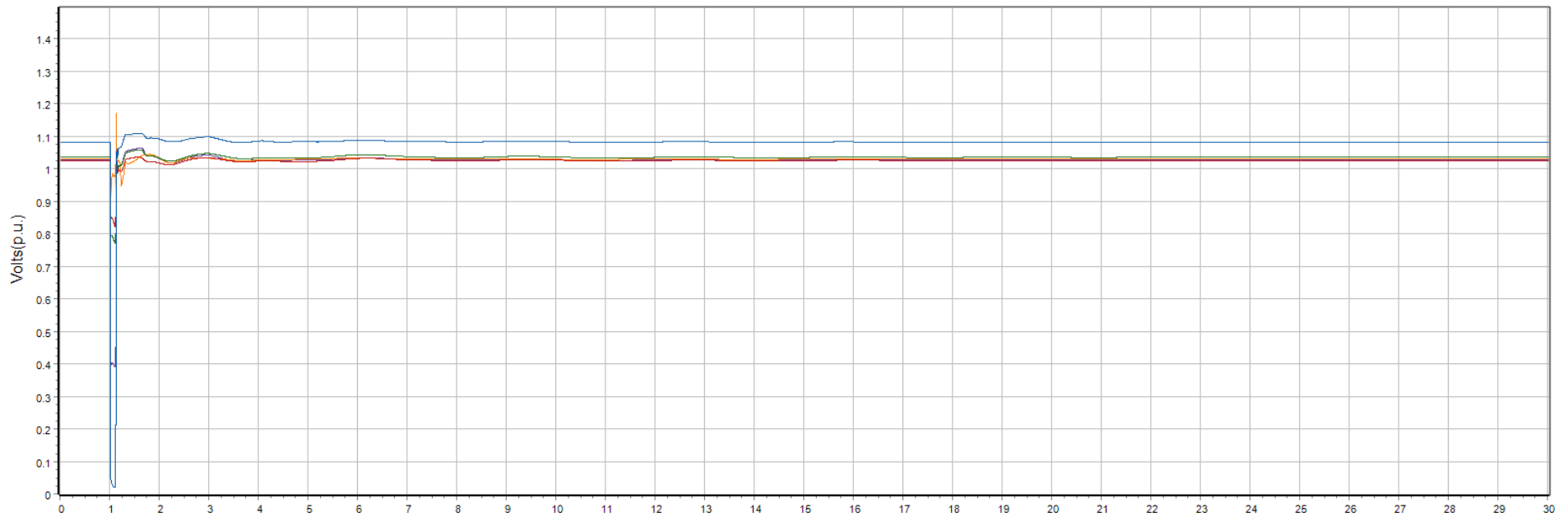
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

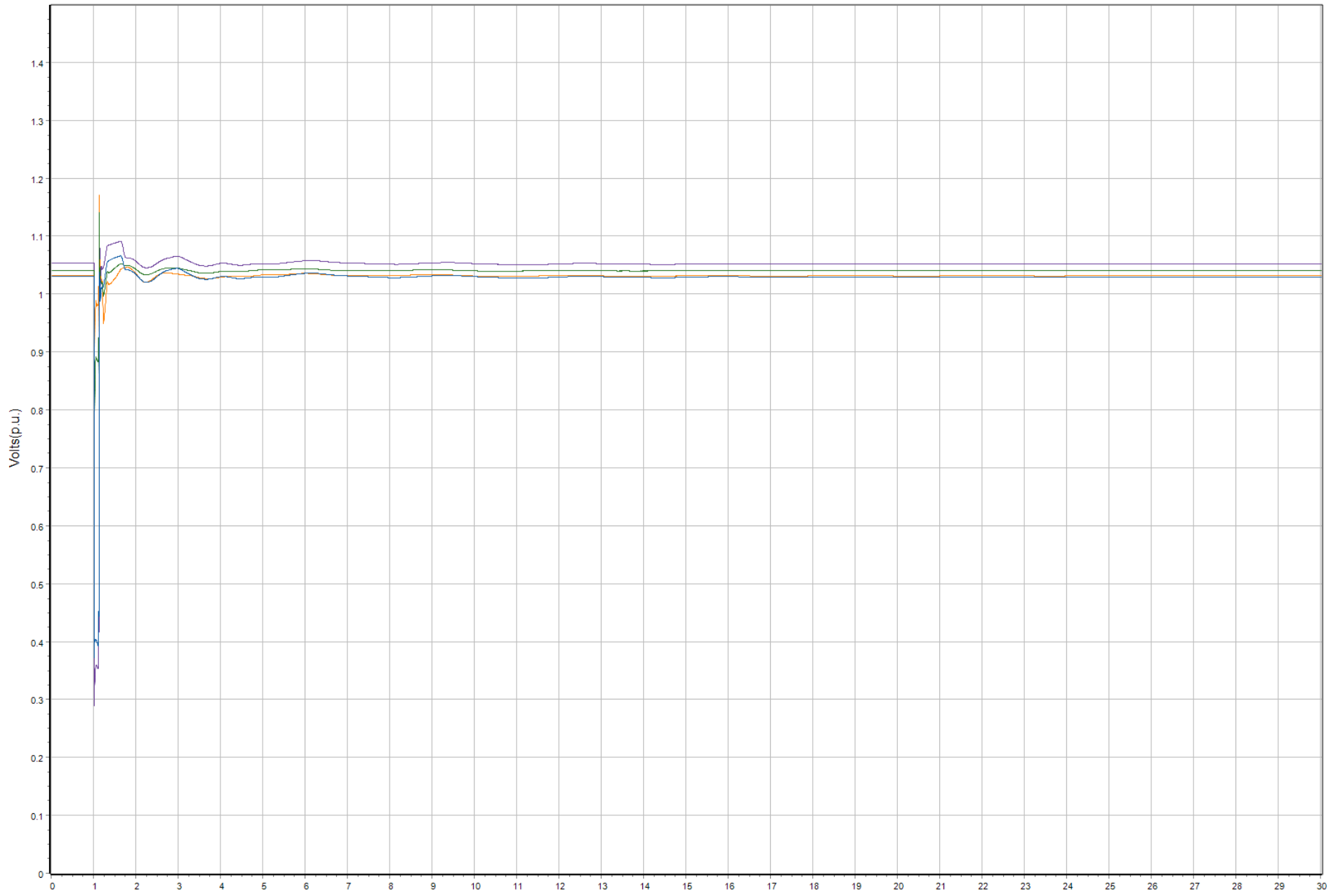


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

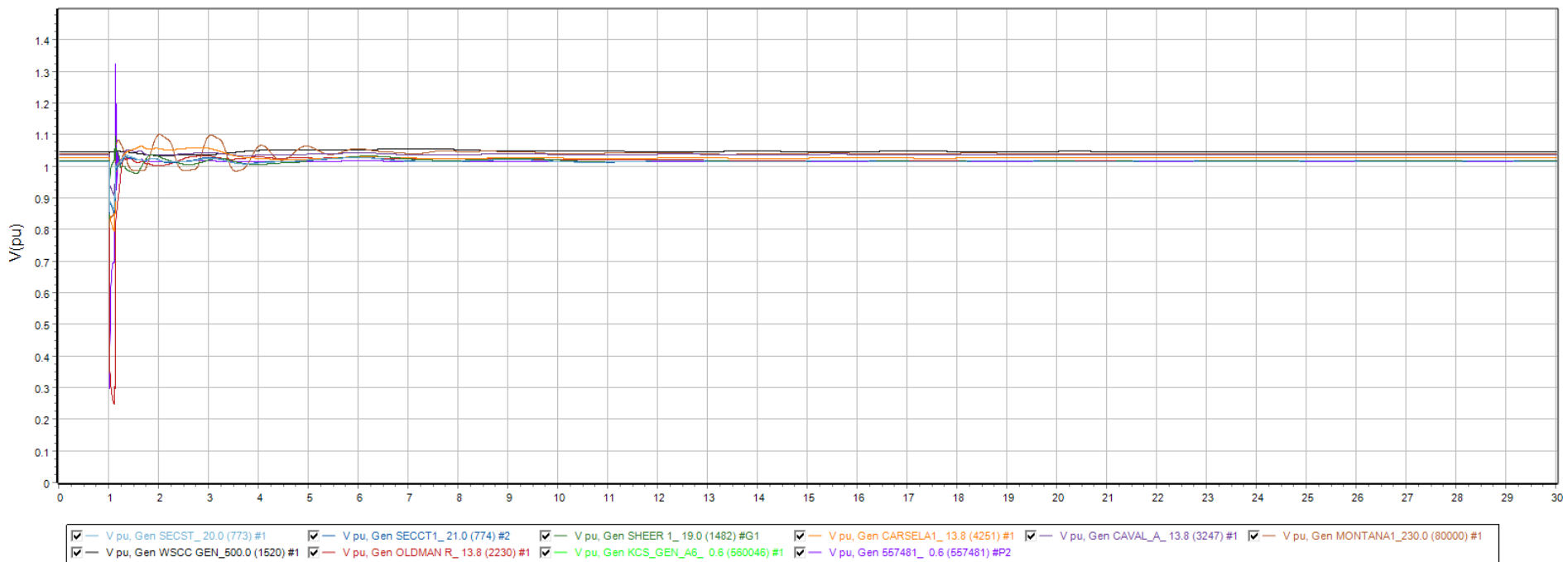
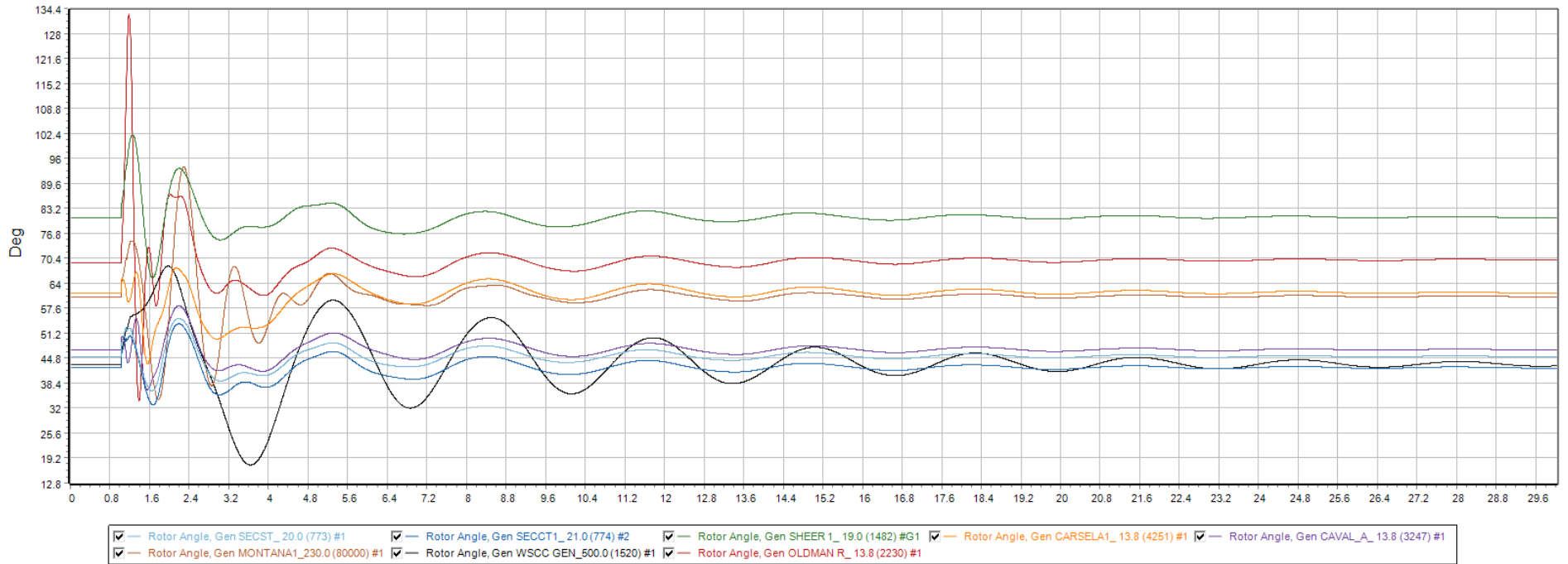




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

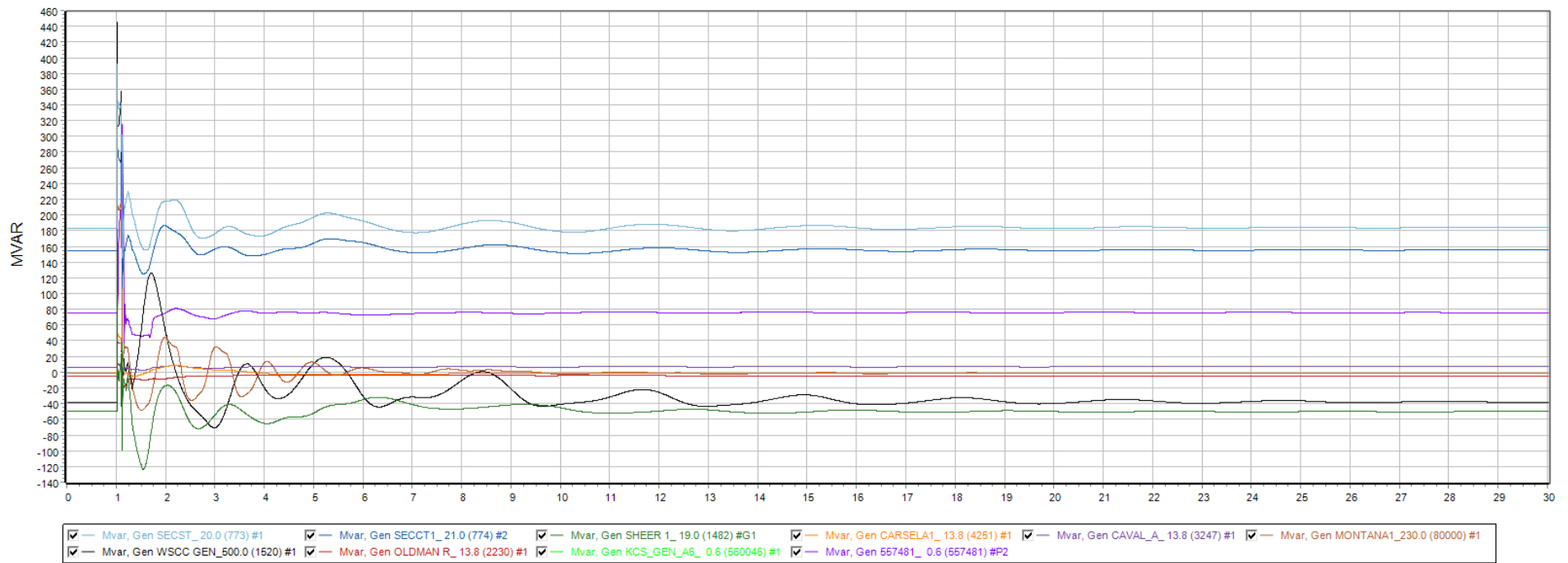
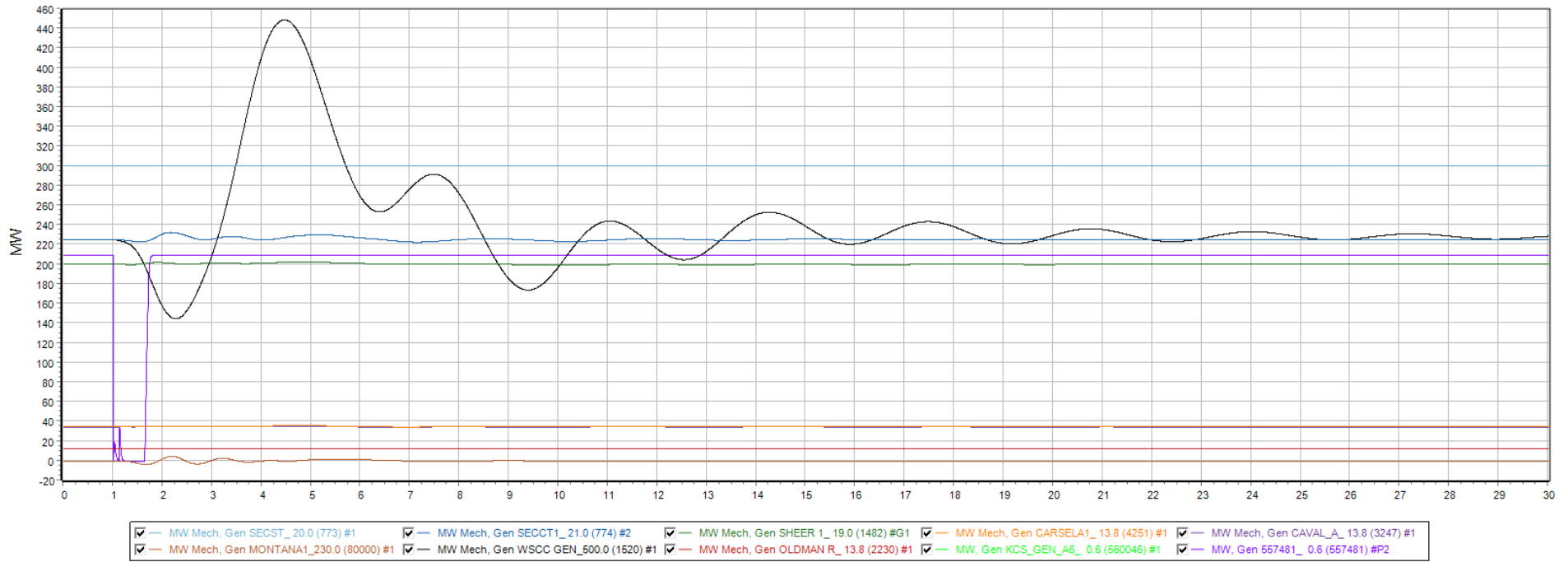


Monitor Gens. Q1

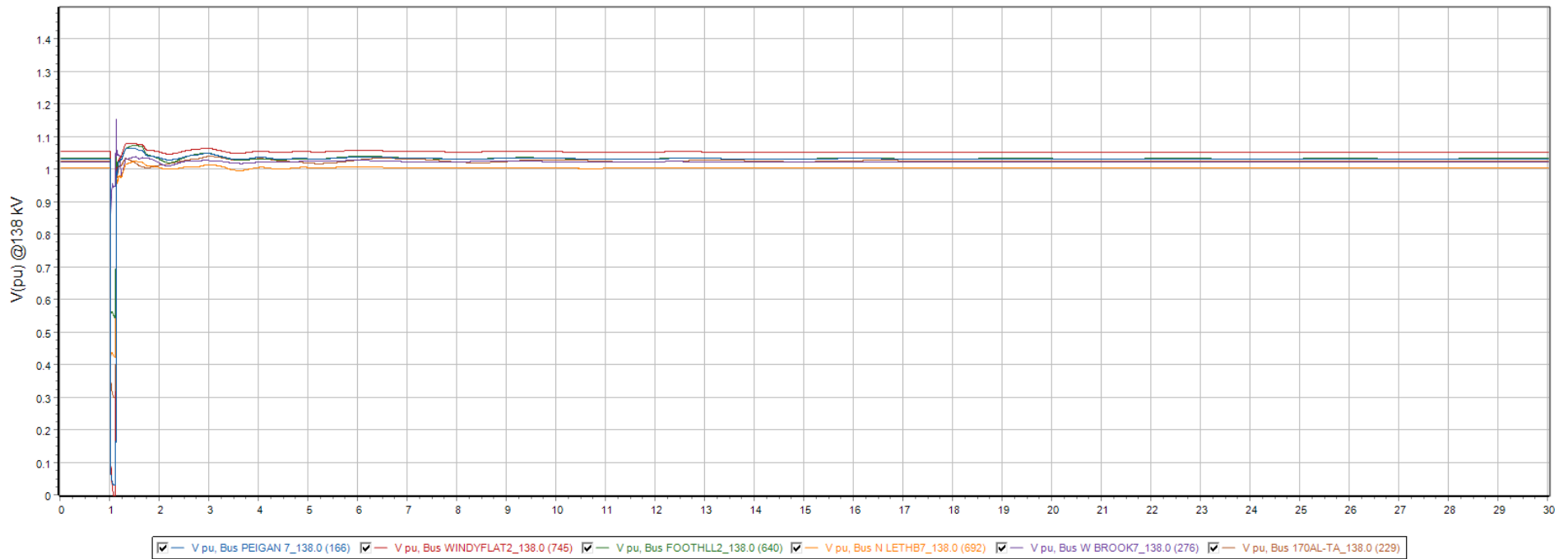
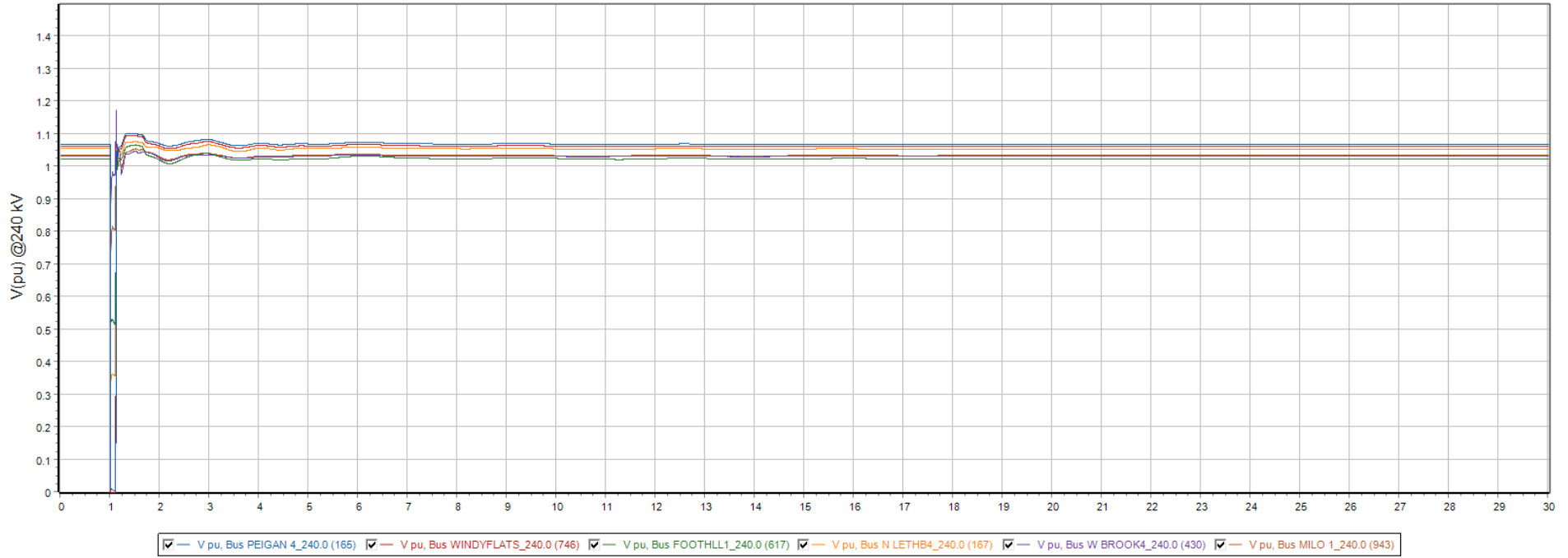




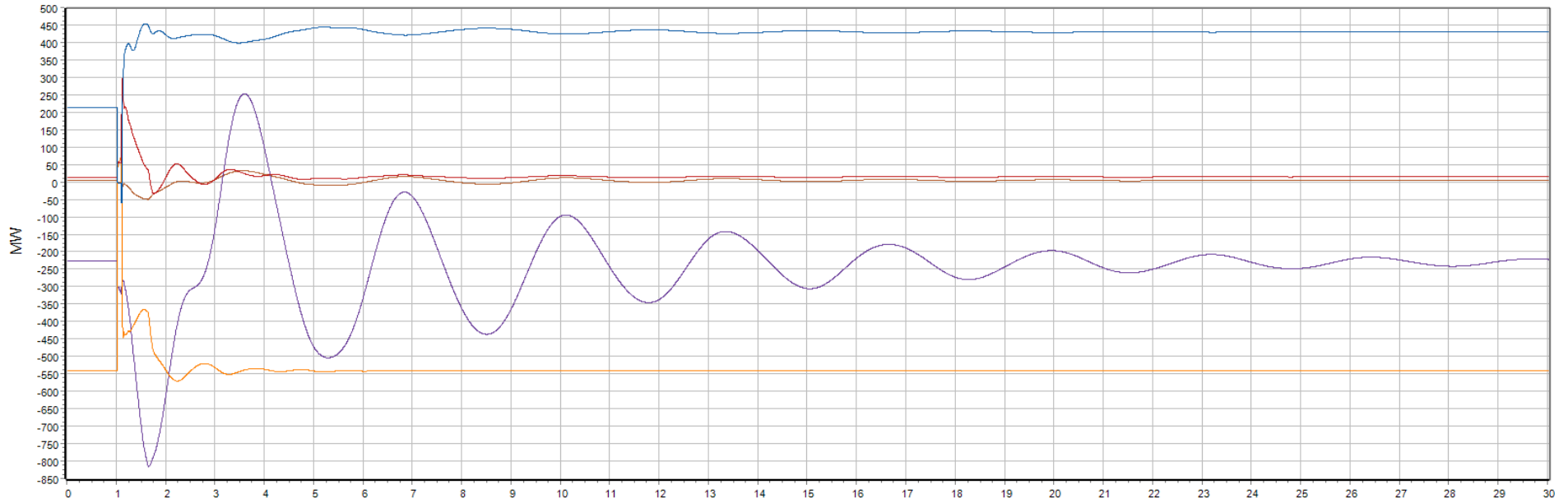
Monitor Gens. Q2



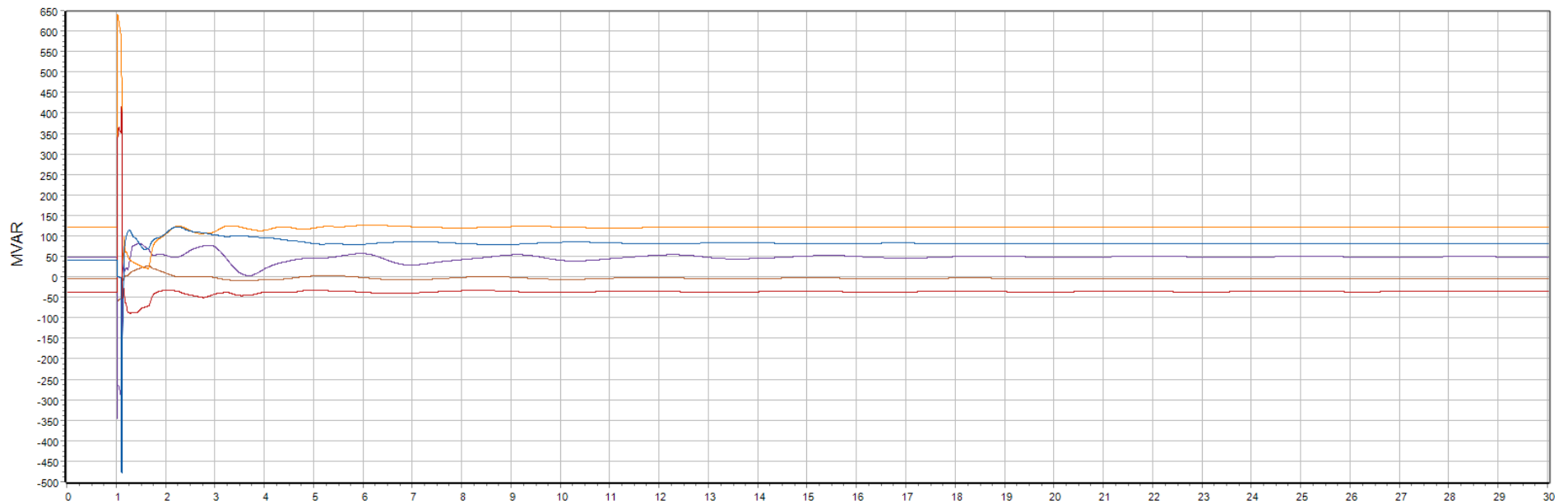
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



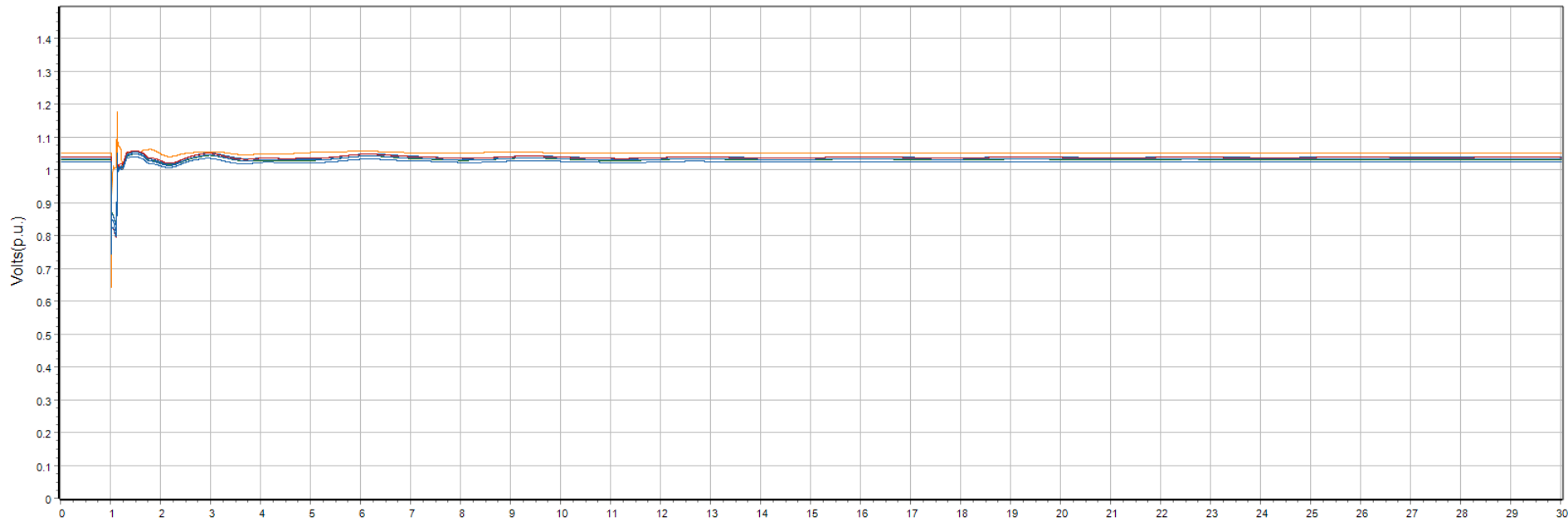
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



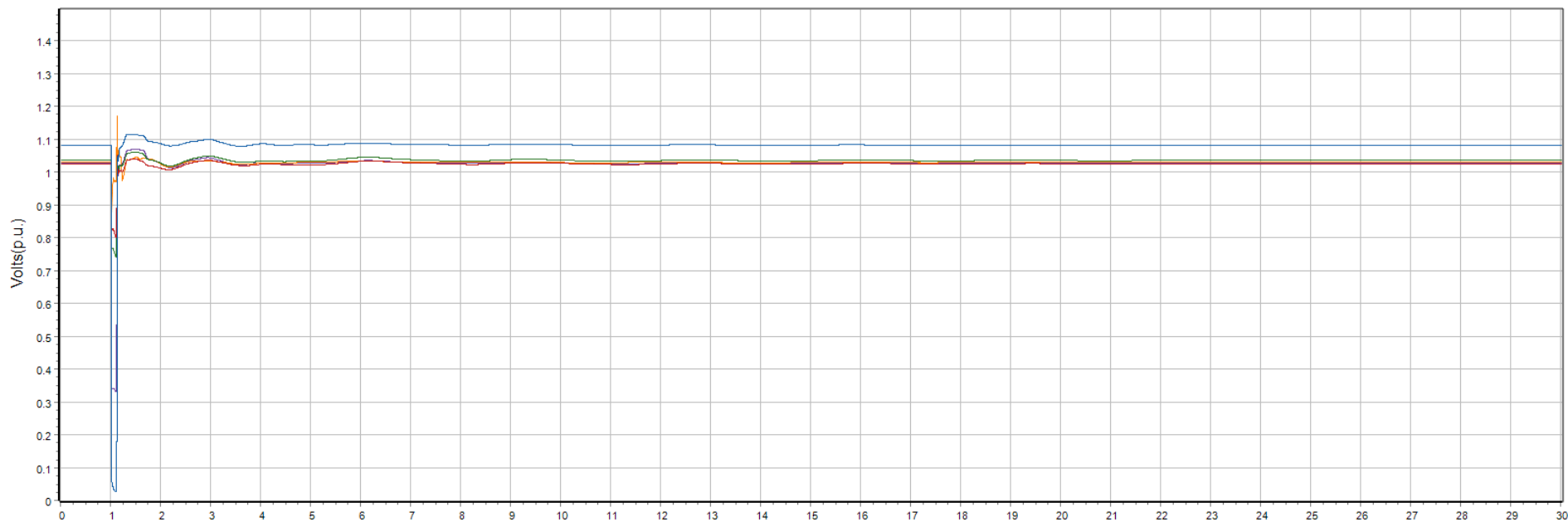
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

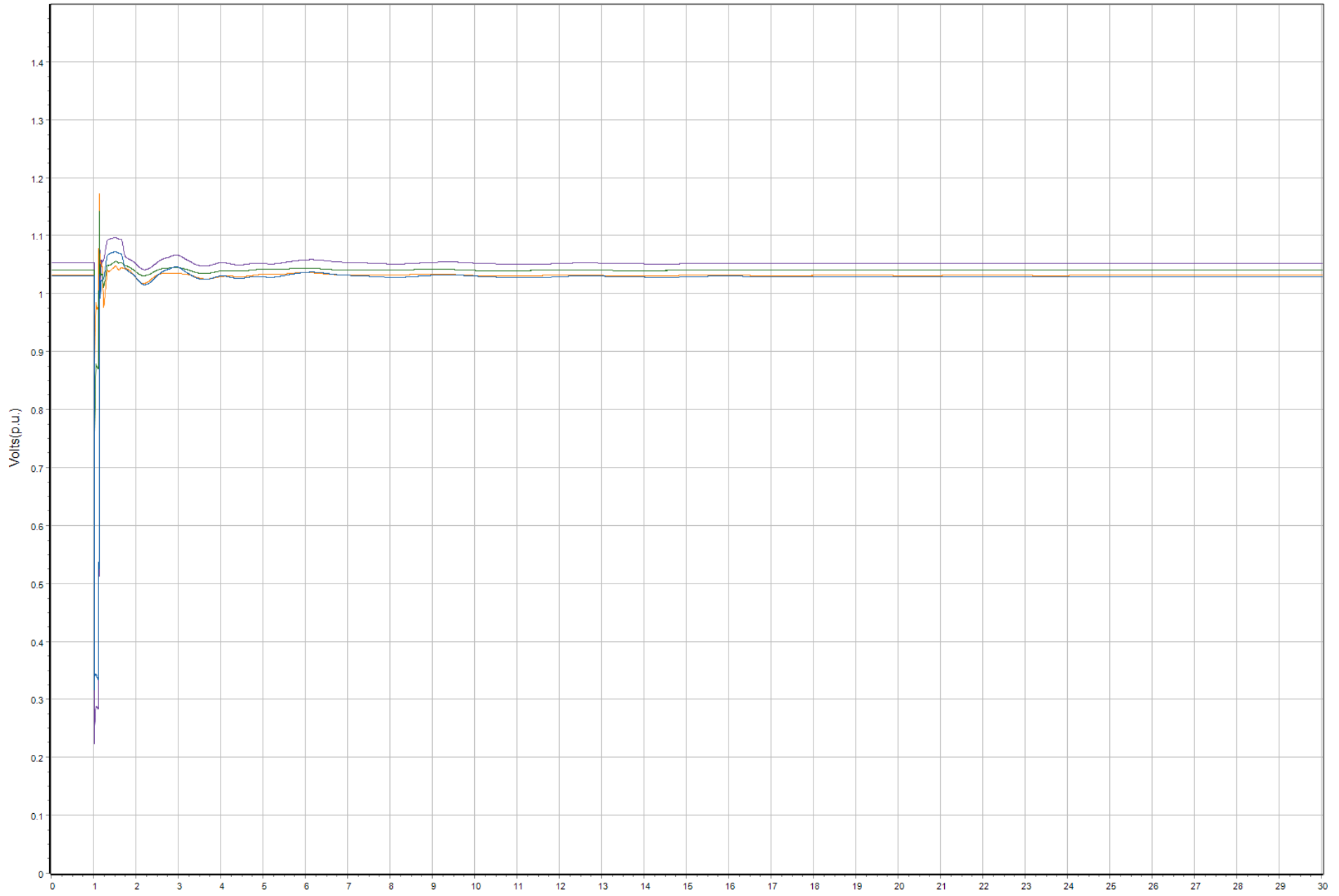


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

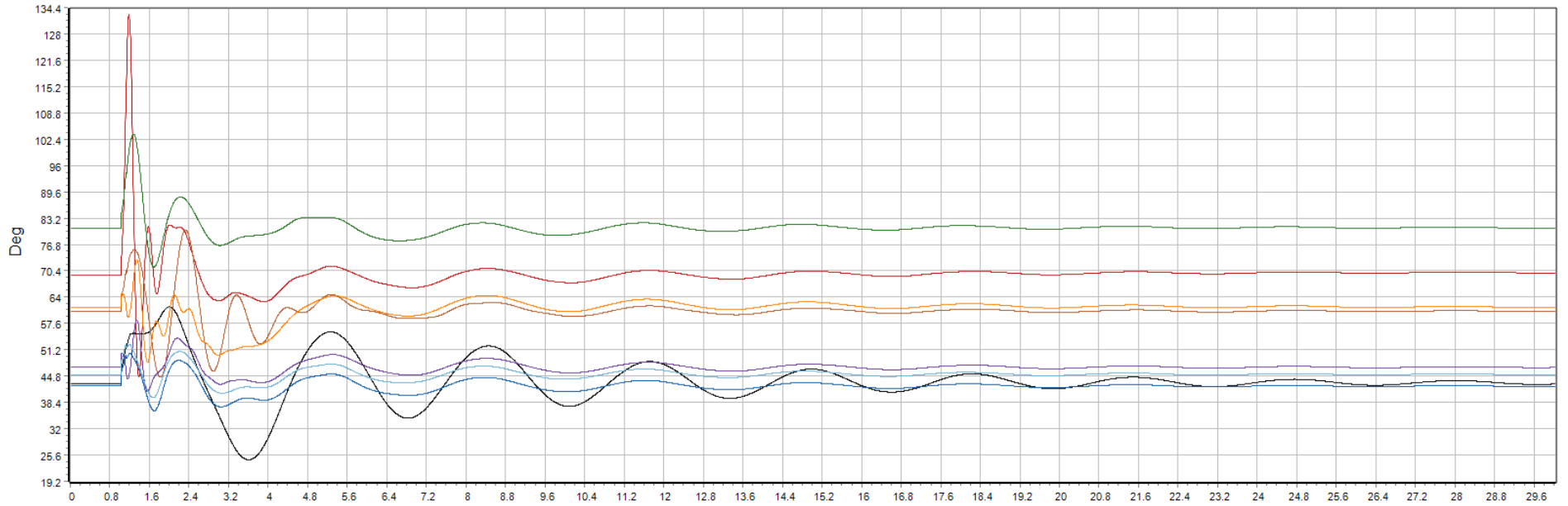




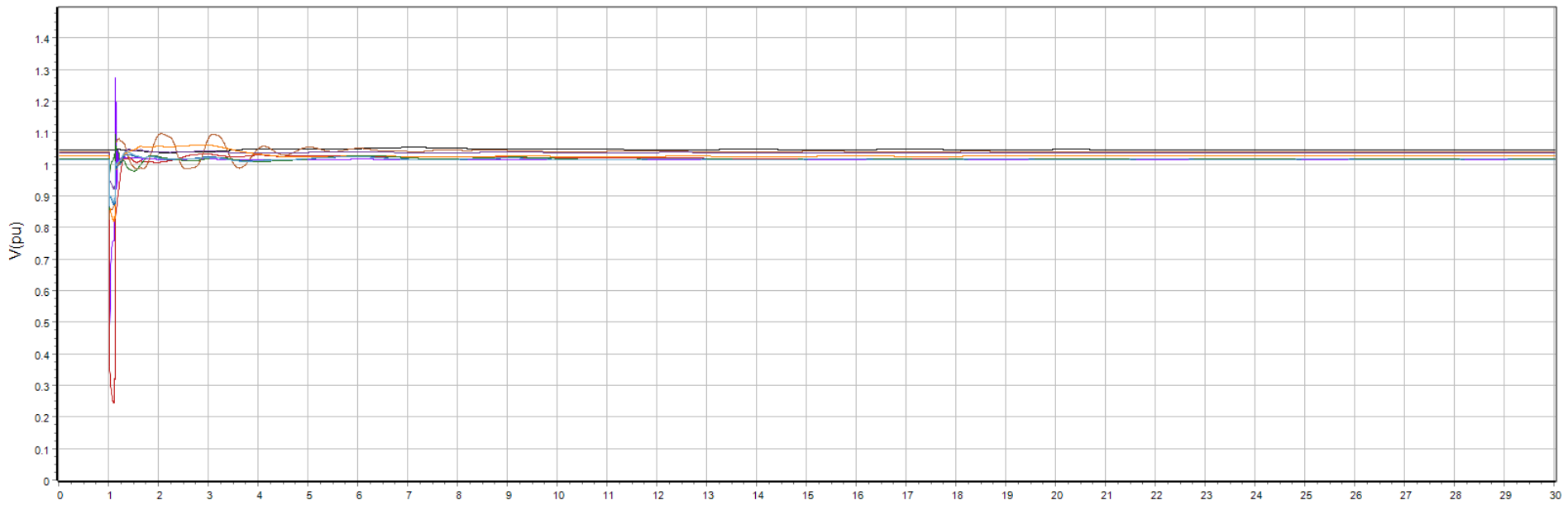
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN R\_13.8 (2230) #1



- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



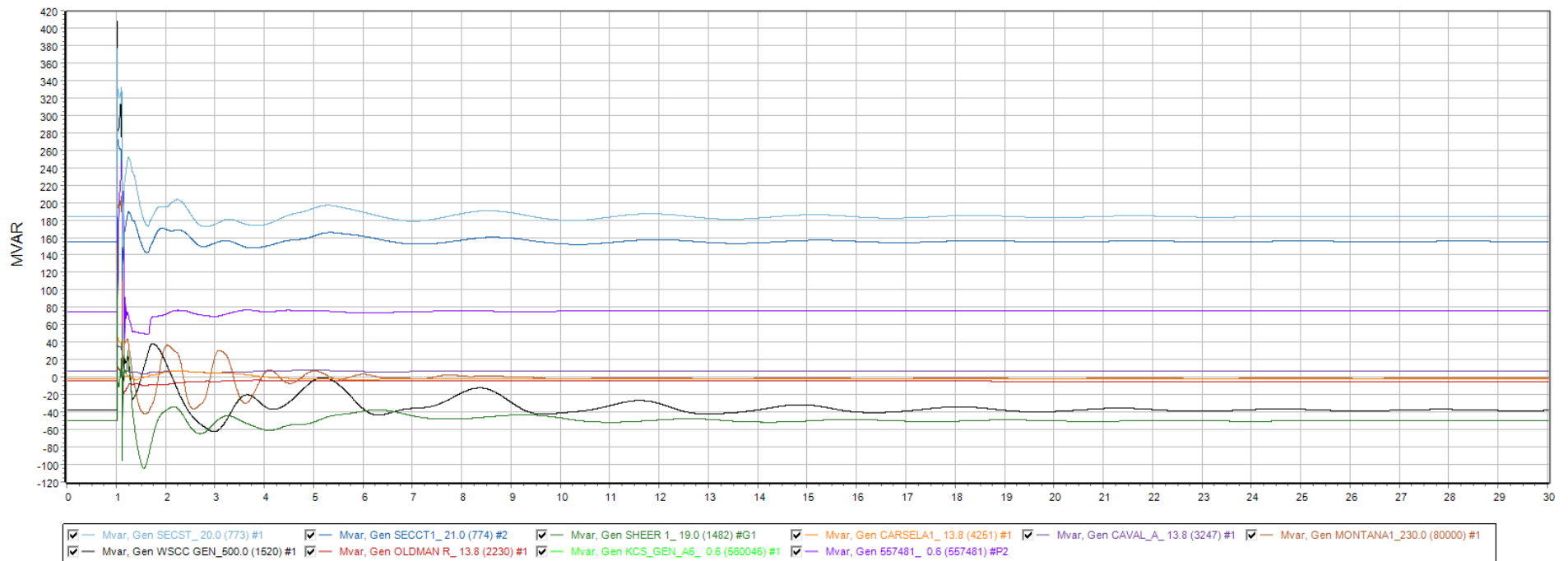
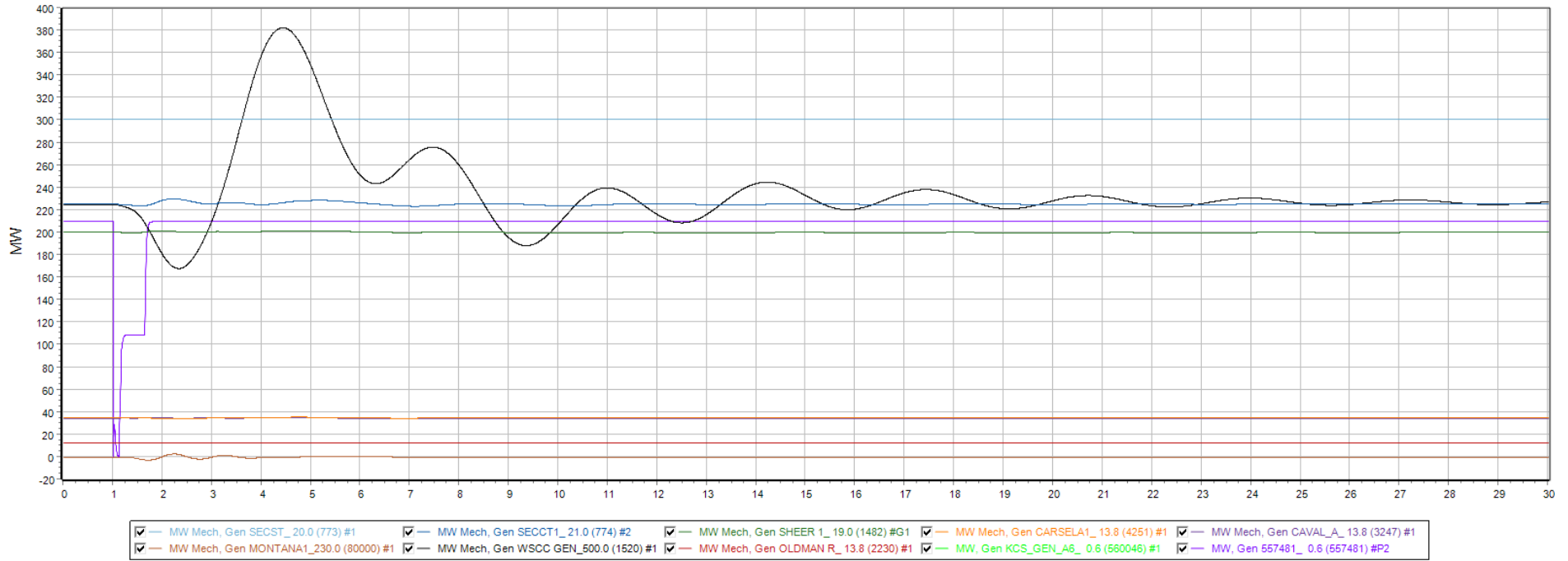
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Contingency: 07B - 1049L (Windy Flats 138S - Peigan 59S) @ Peigan 59

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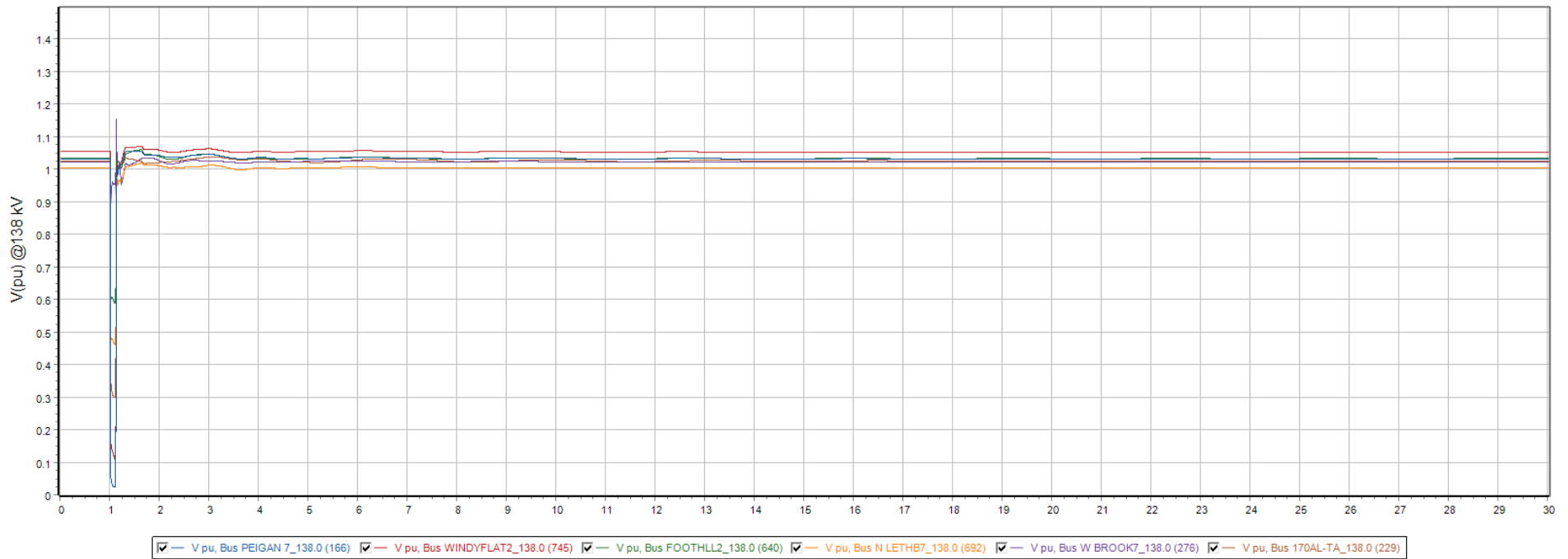
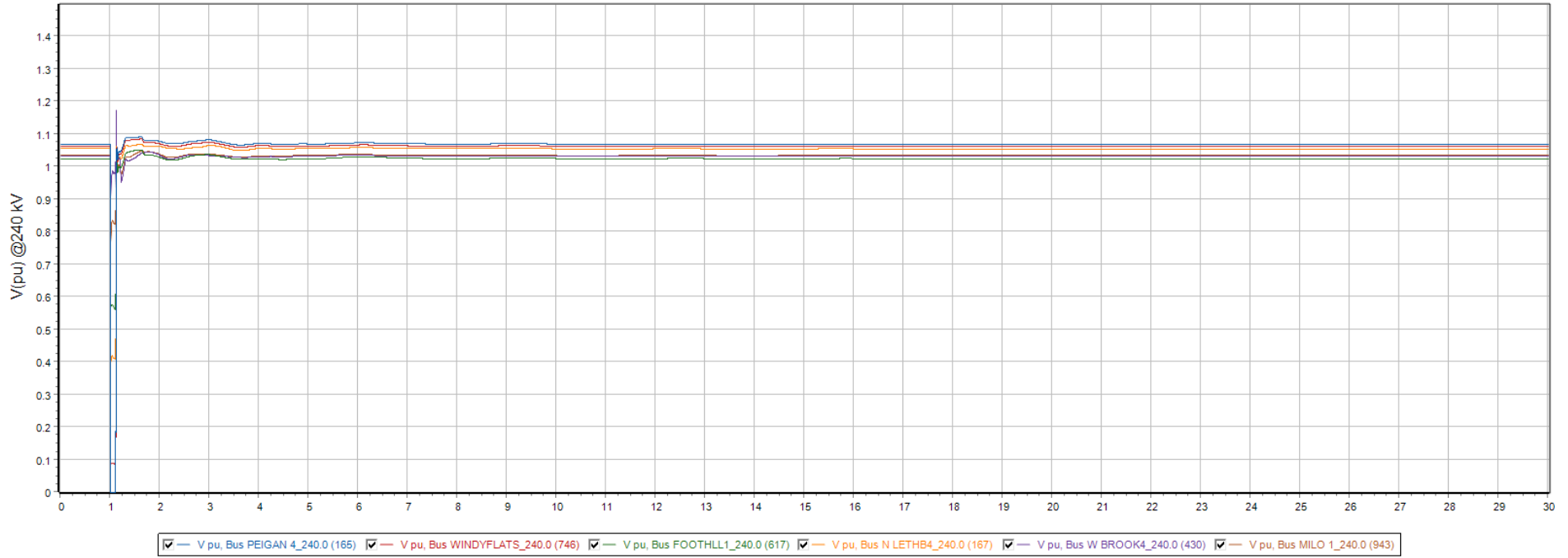
May 16, 2023 22:51:44

Monitor Gens. Q2

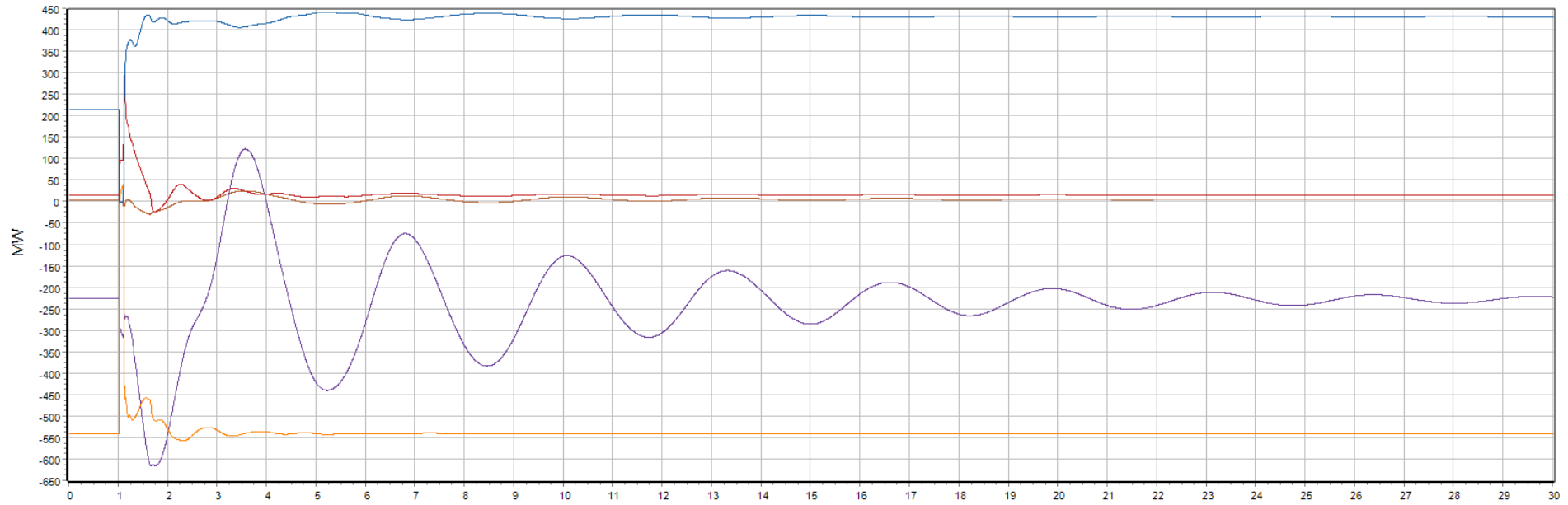




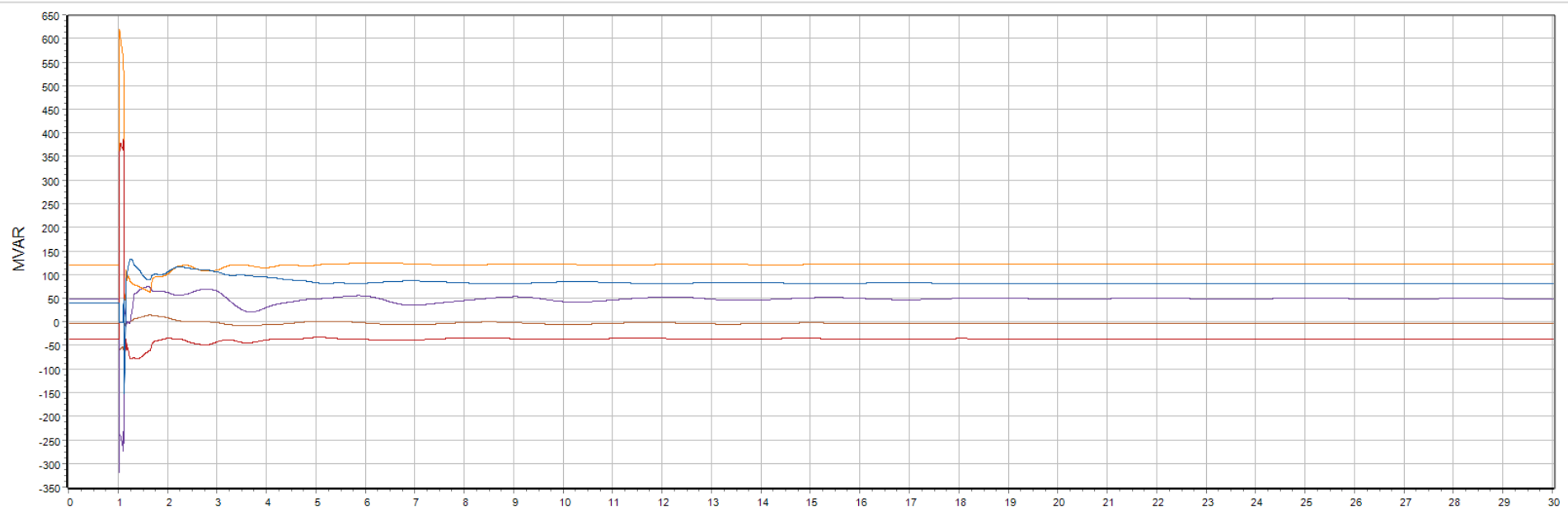
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



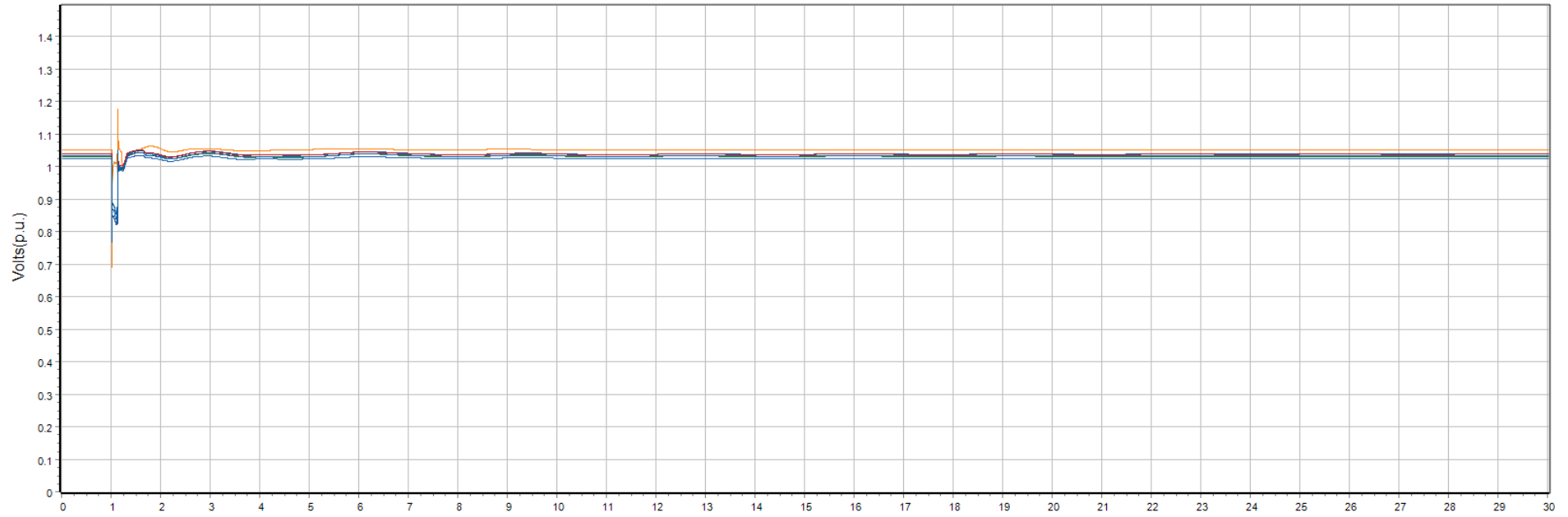
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



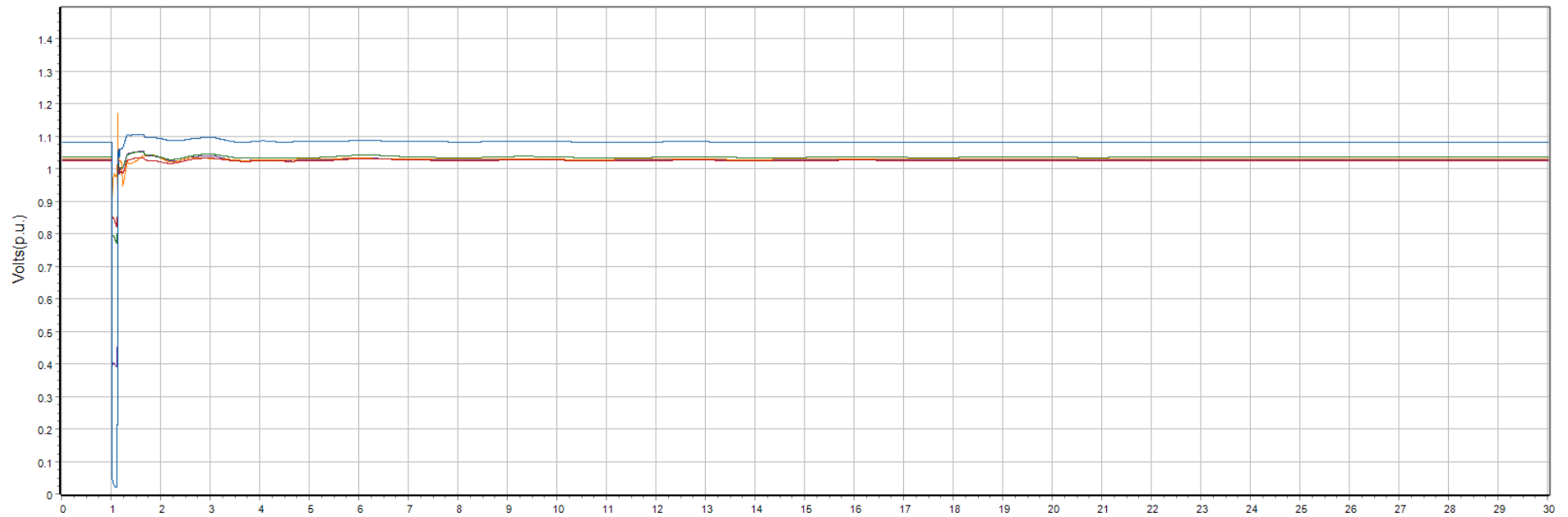
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

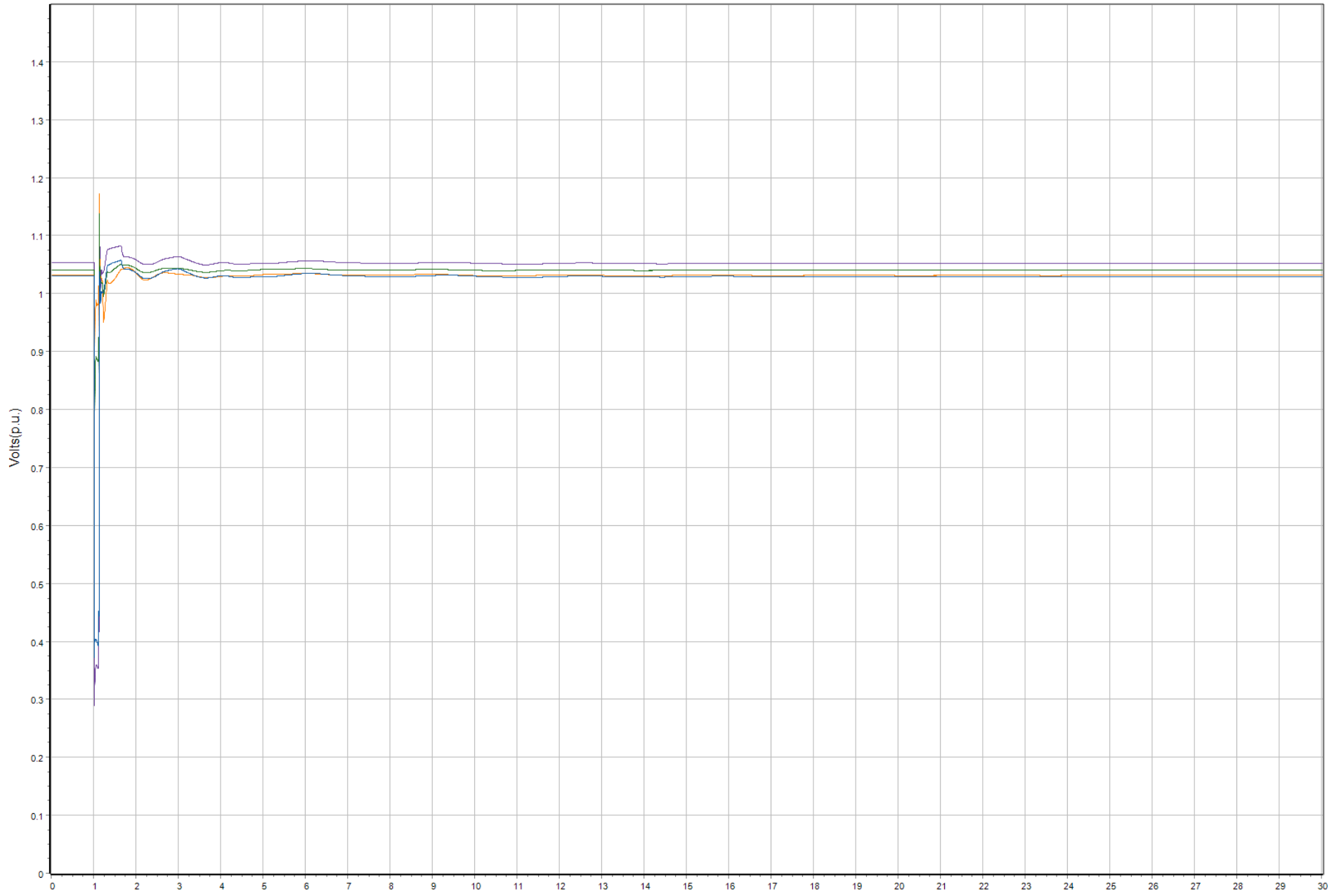


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

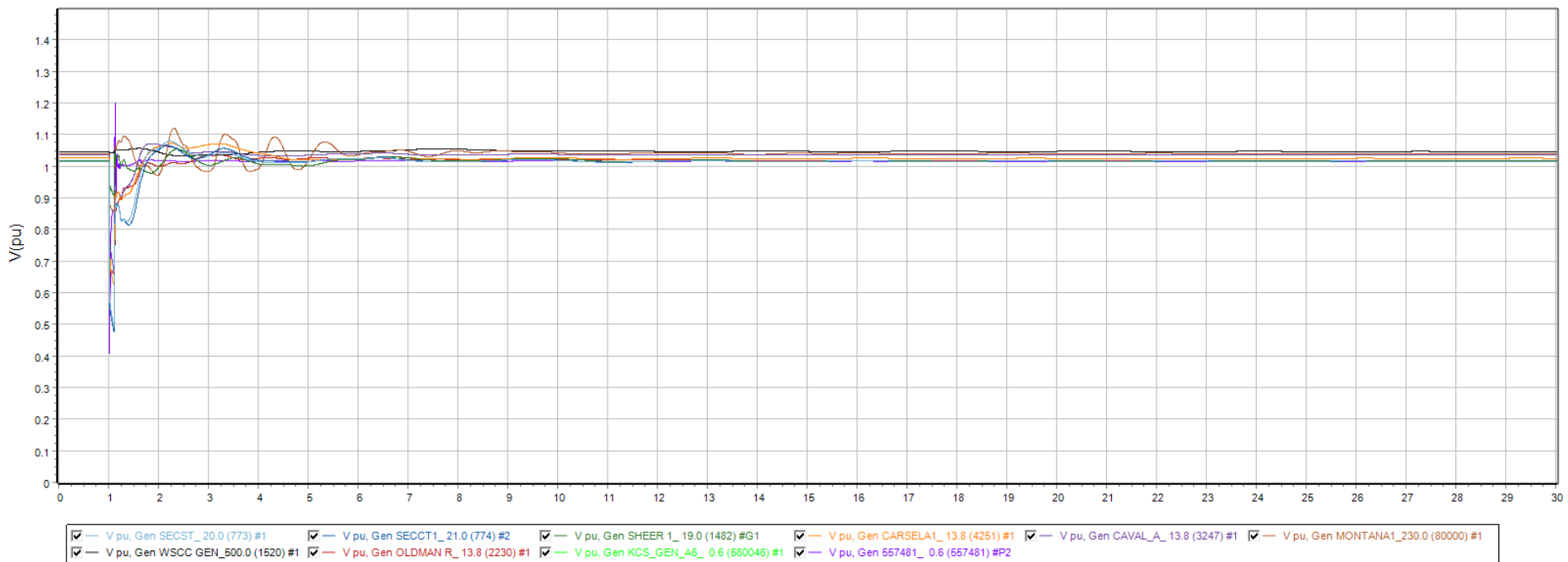
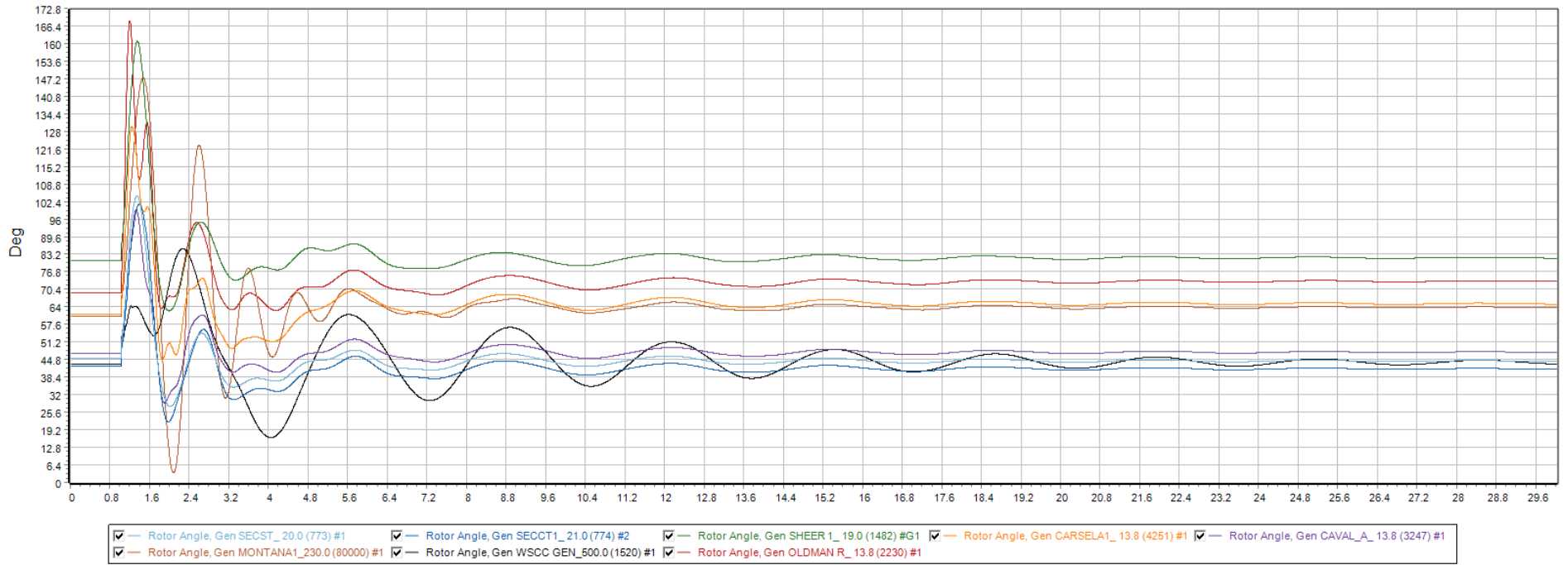




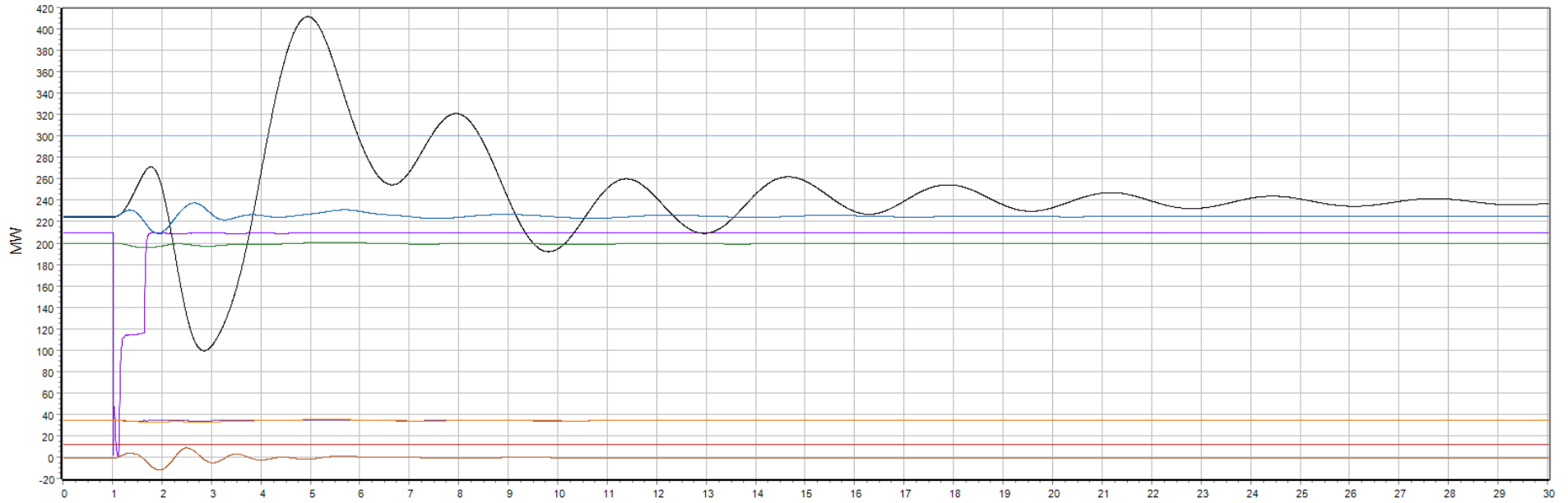
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



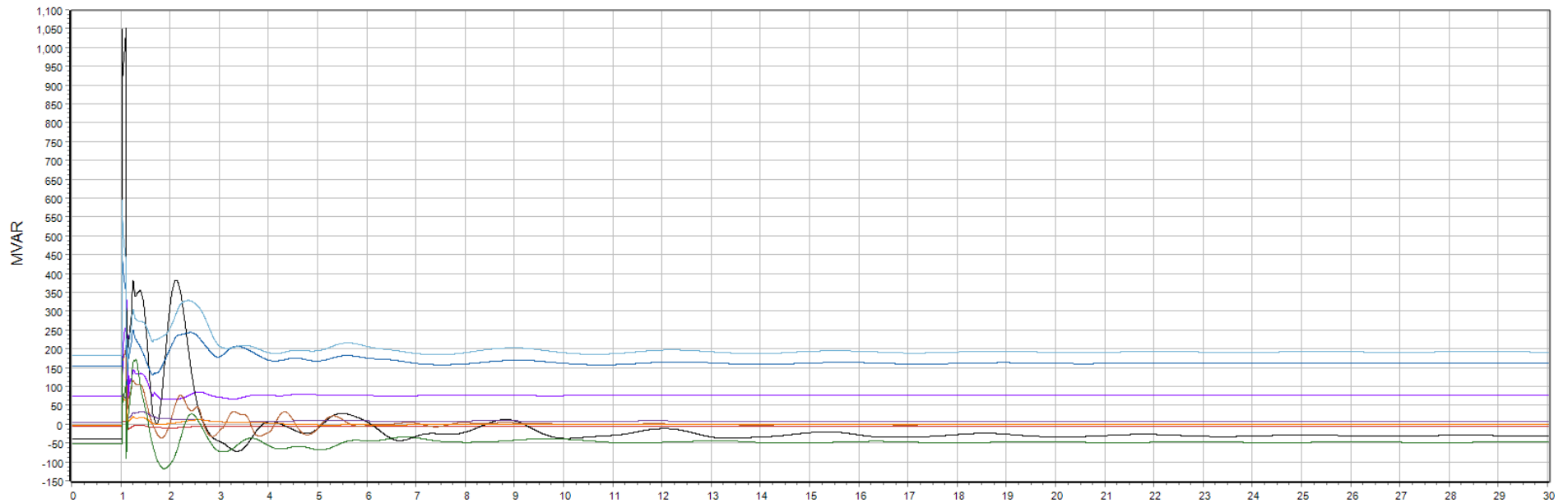
Monitor Gens. Q1



Monitor Gens. Q2



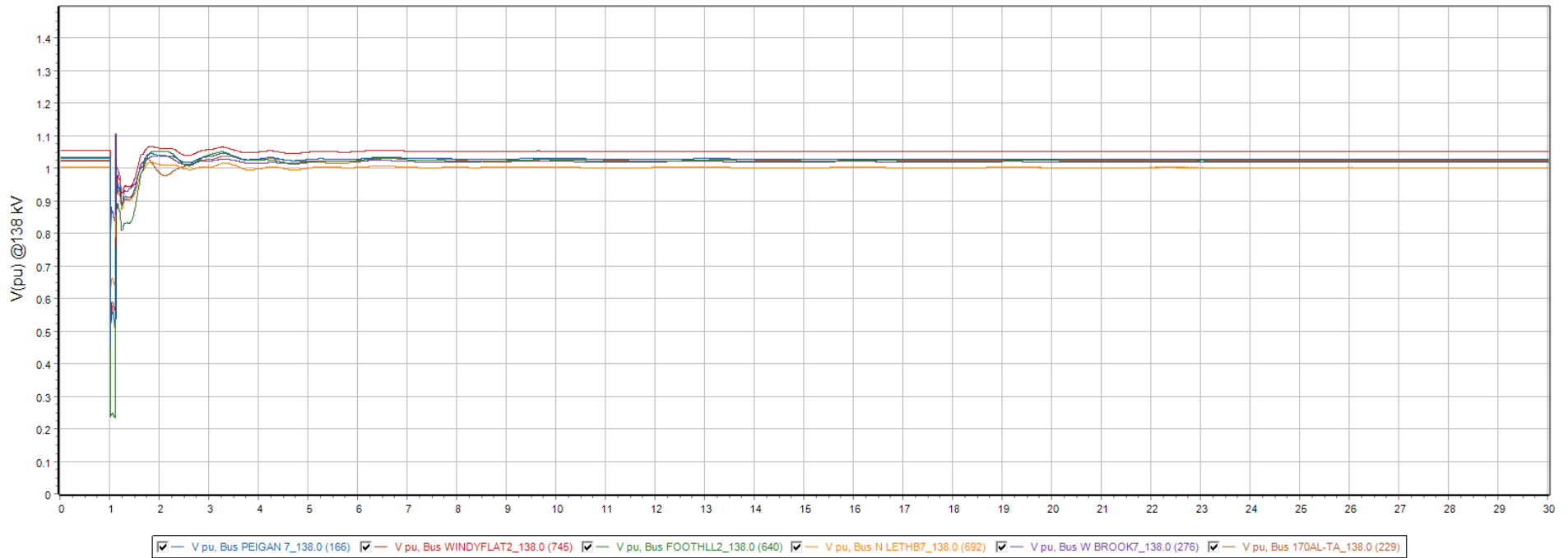
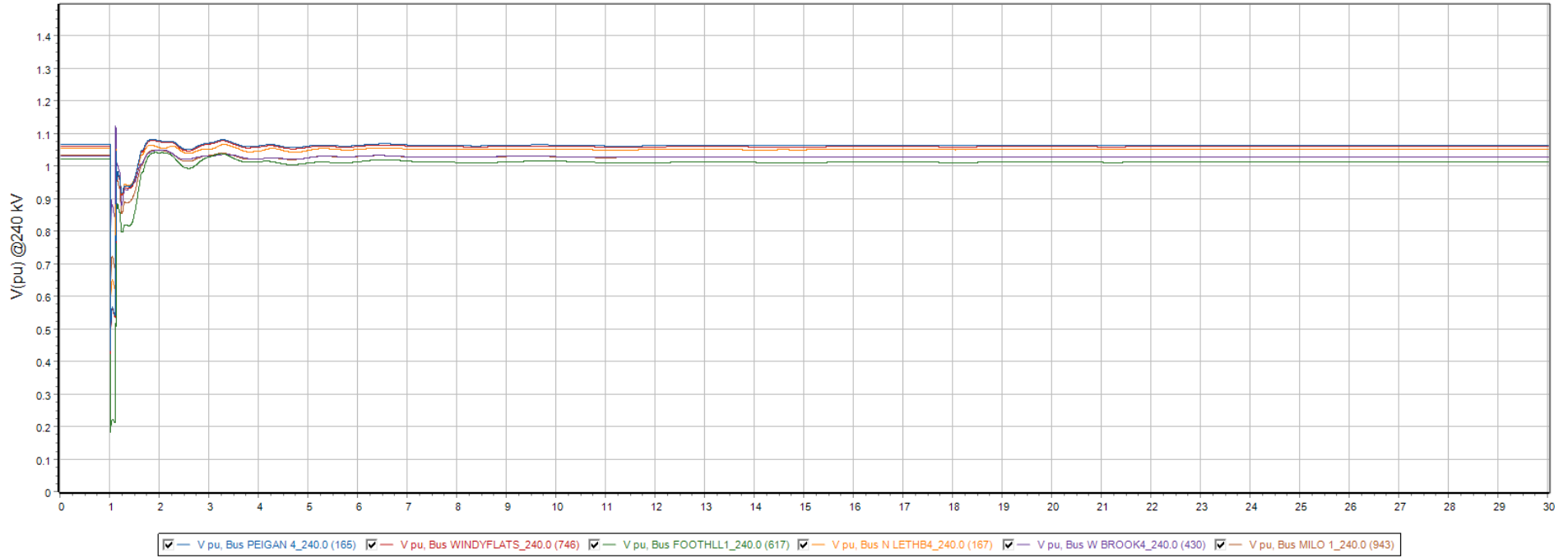
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

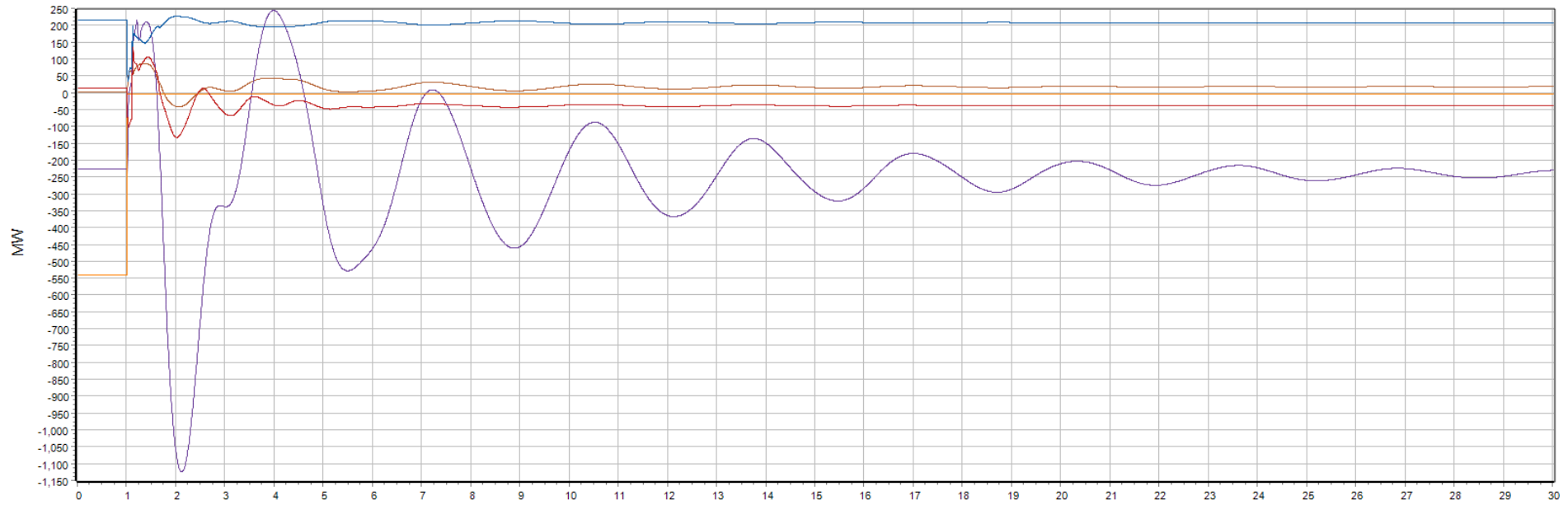


Monitor Bus Volts Q3

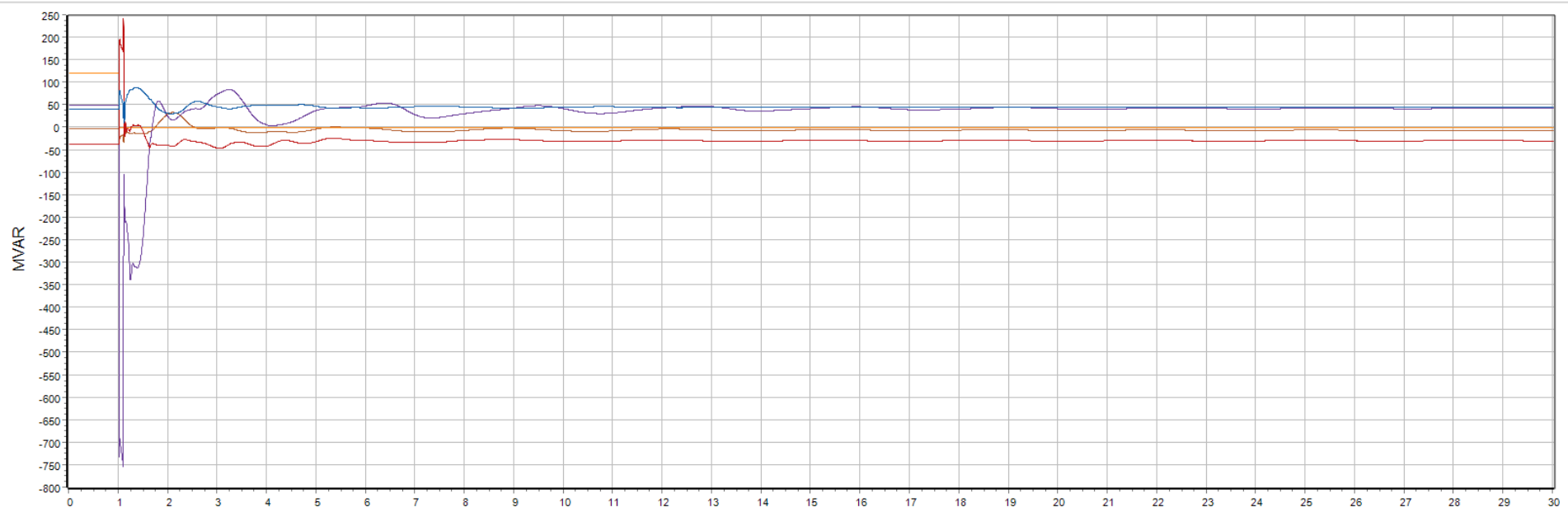




Monitor Line MW & MVAR. Q4



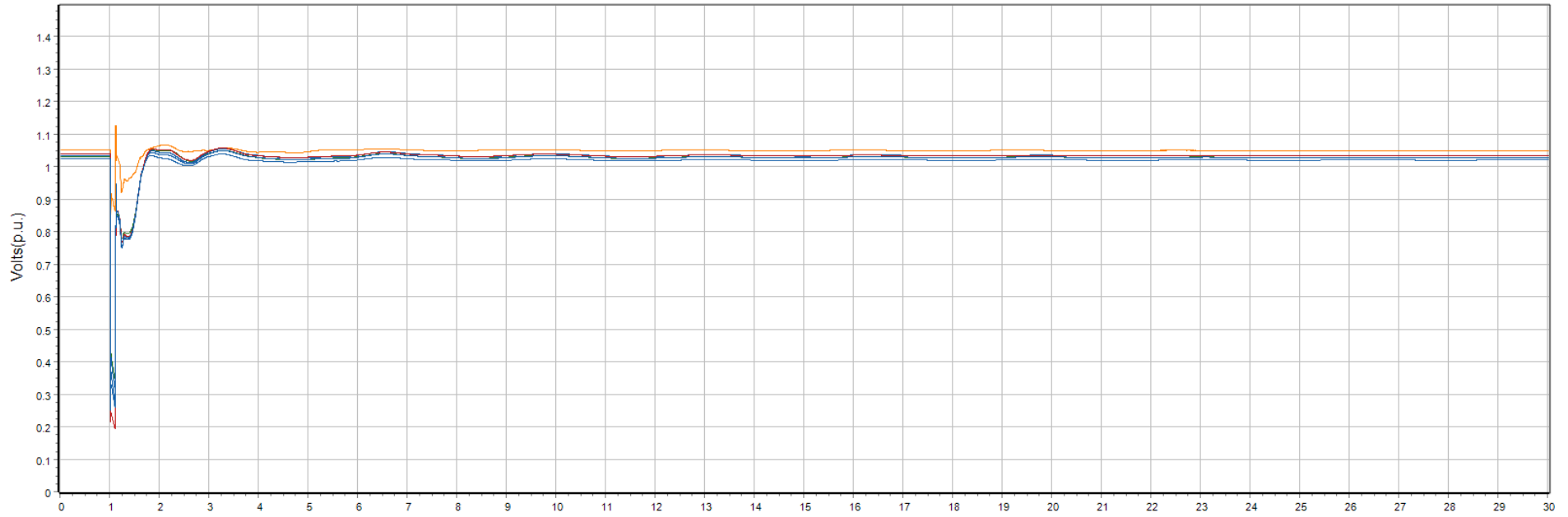
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



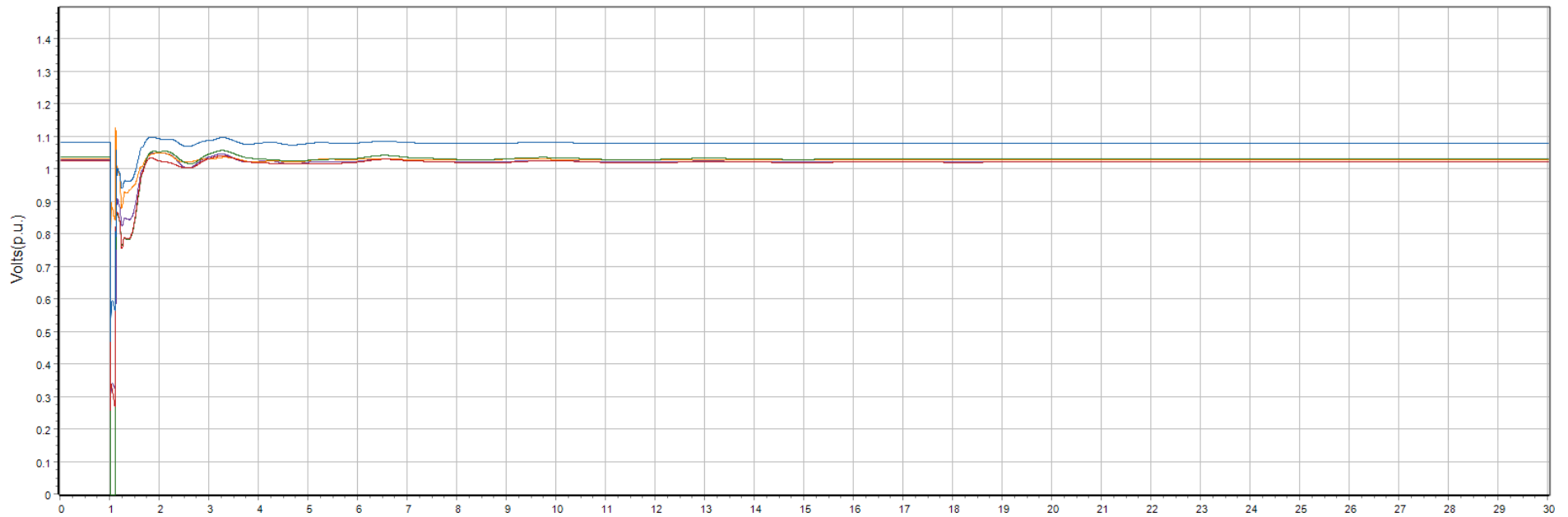
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

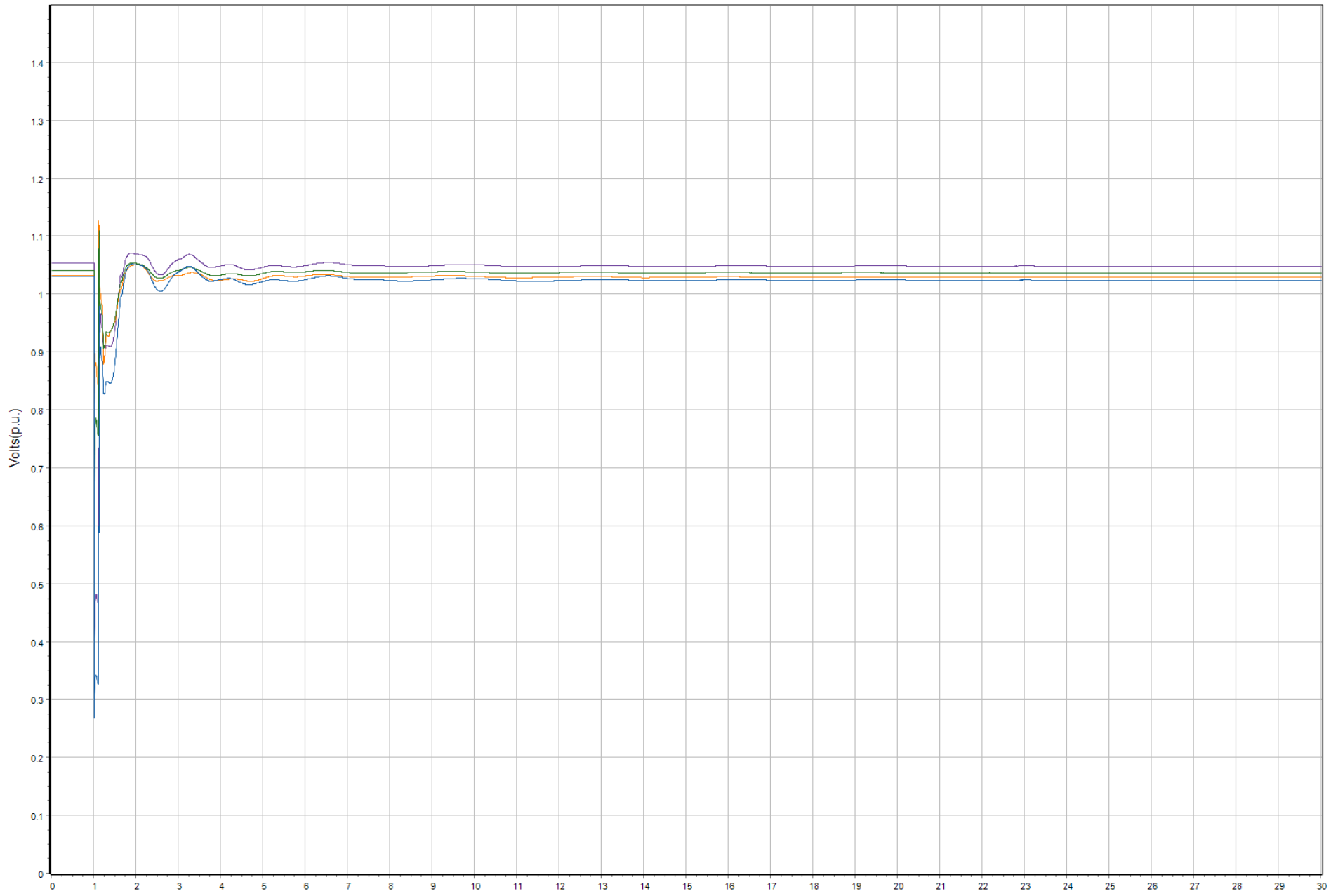


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

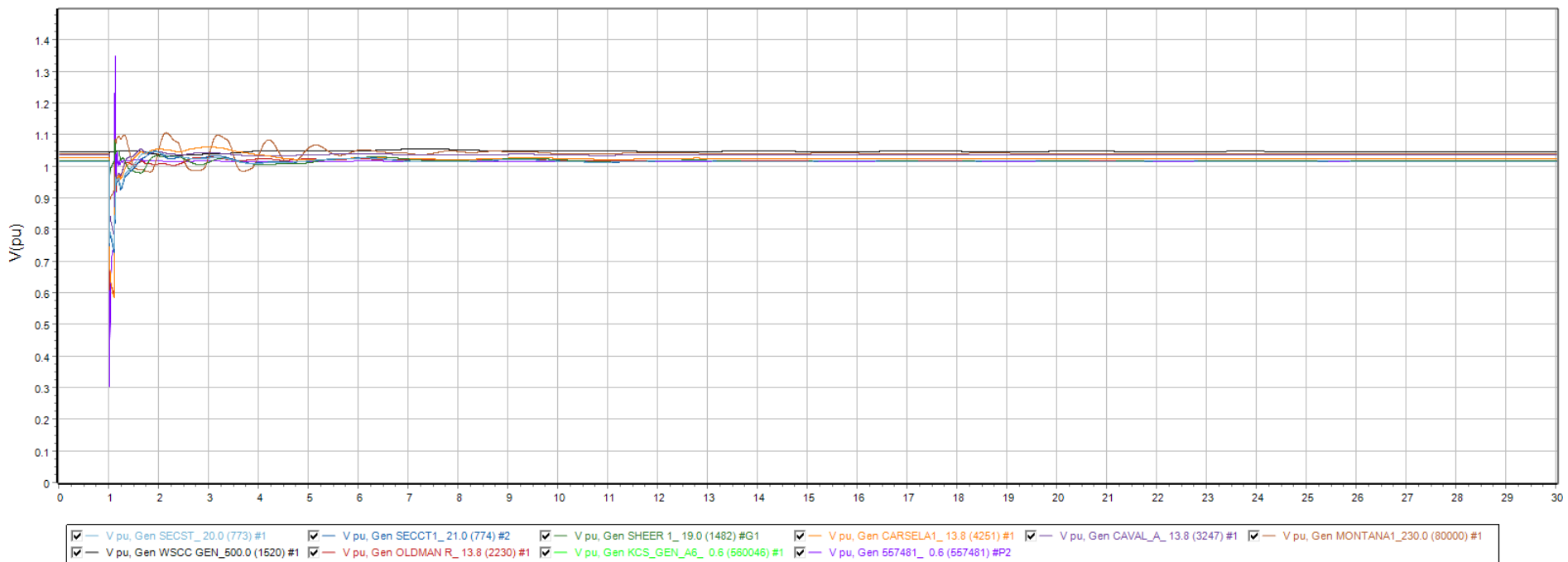
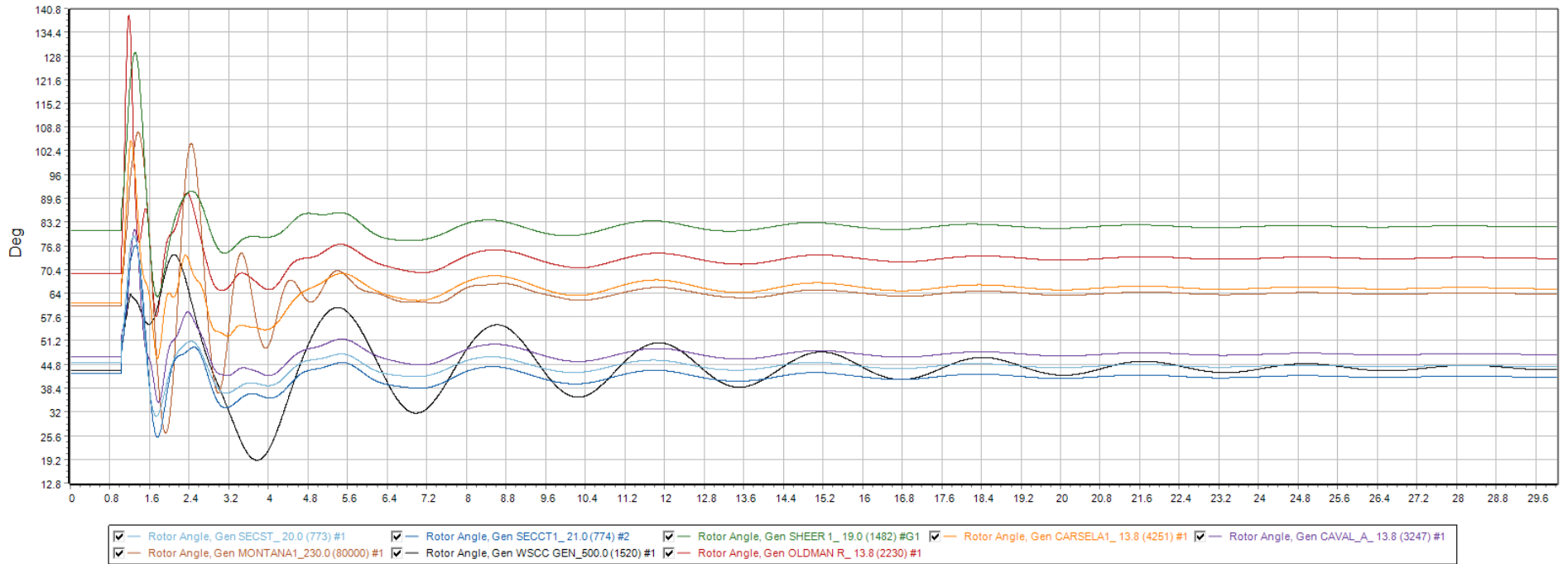




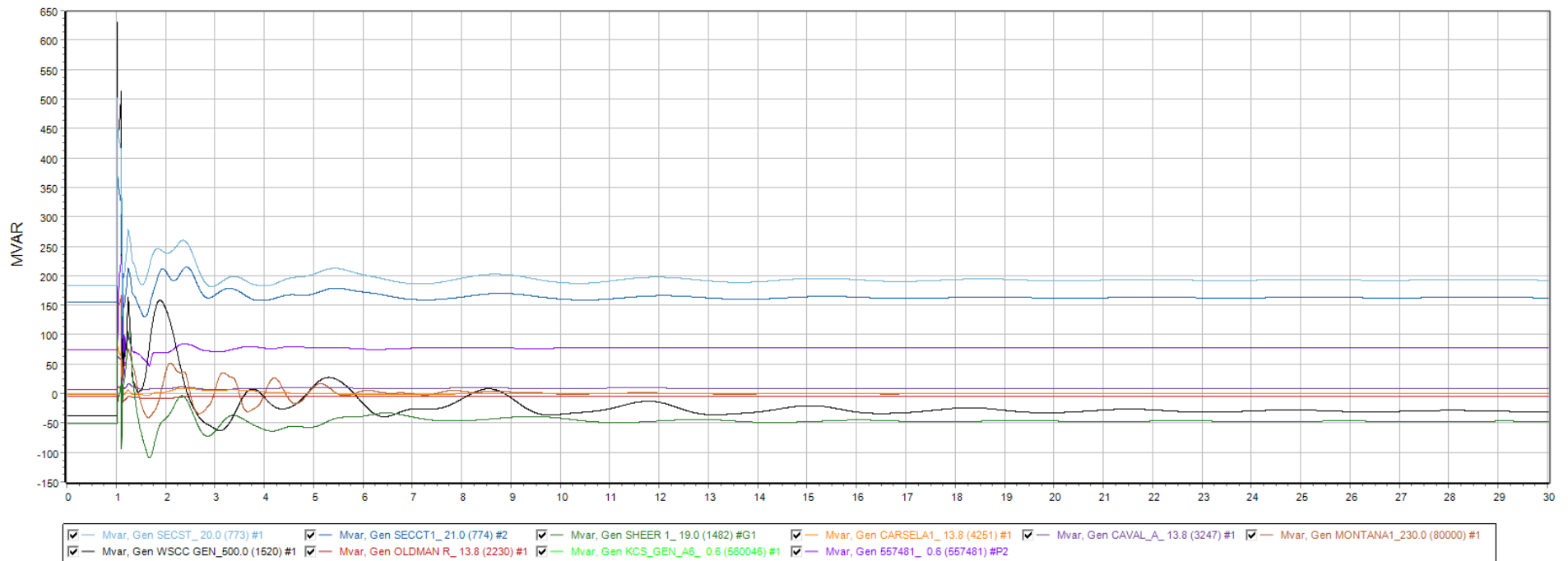
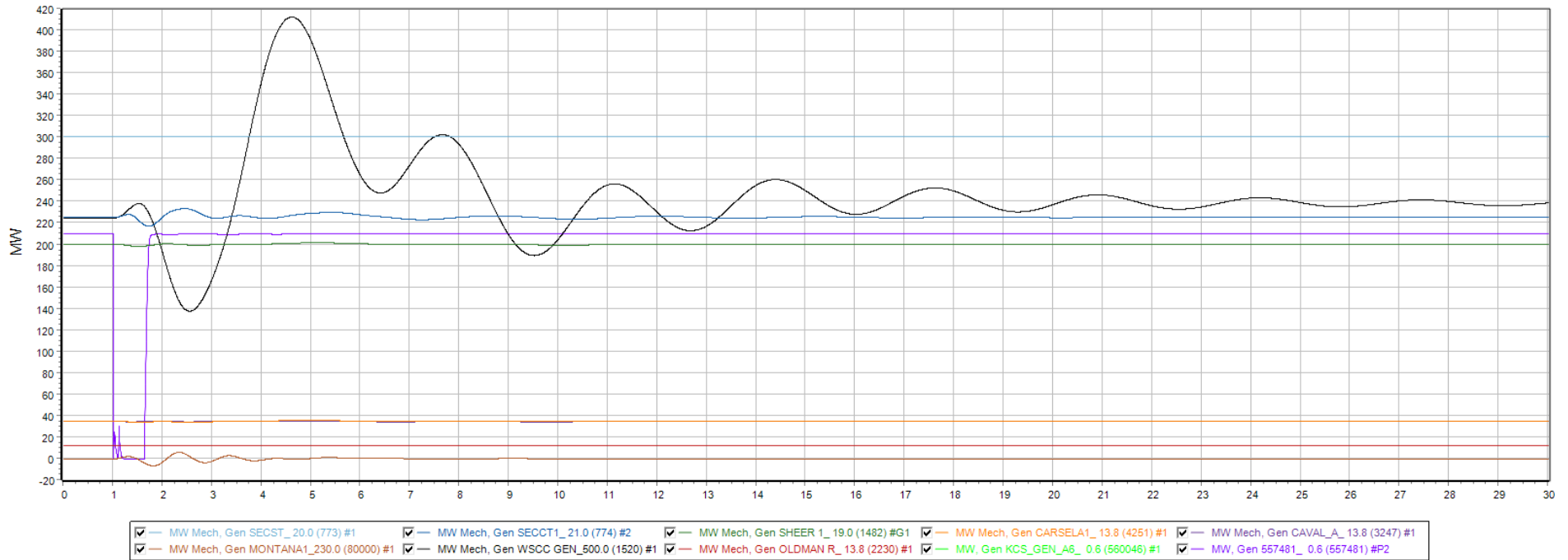
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



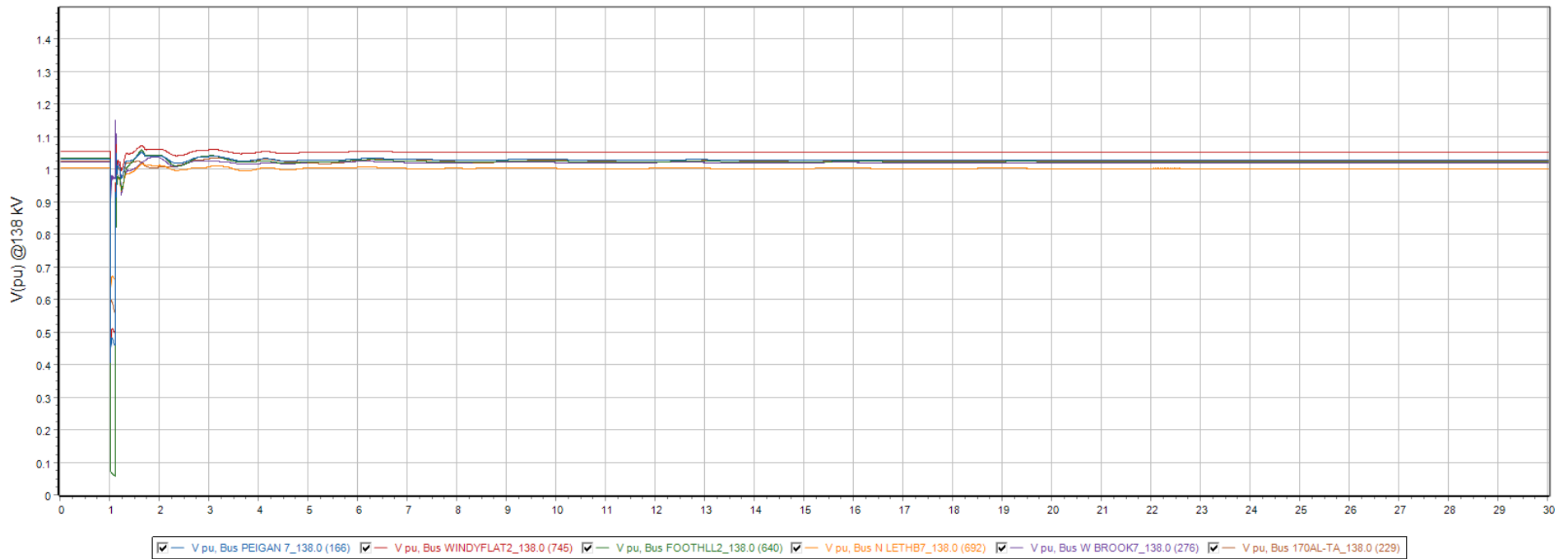
Monitor Gens. Q1



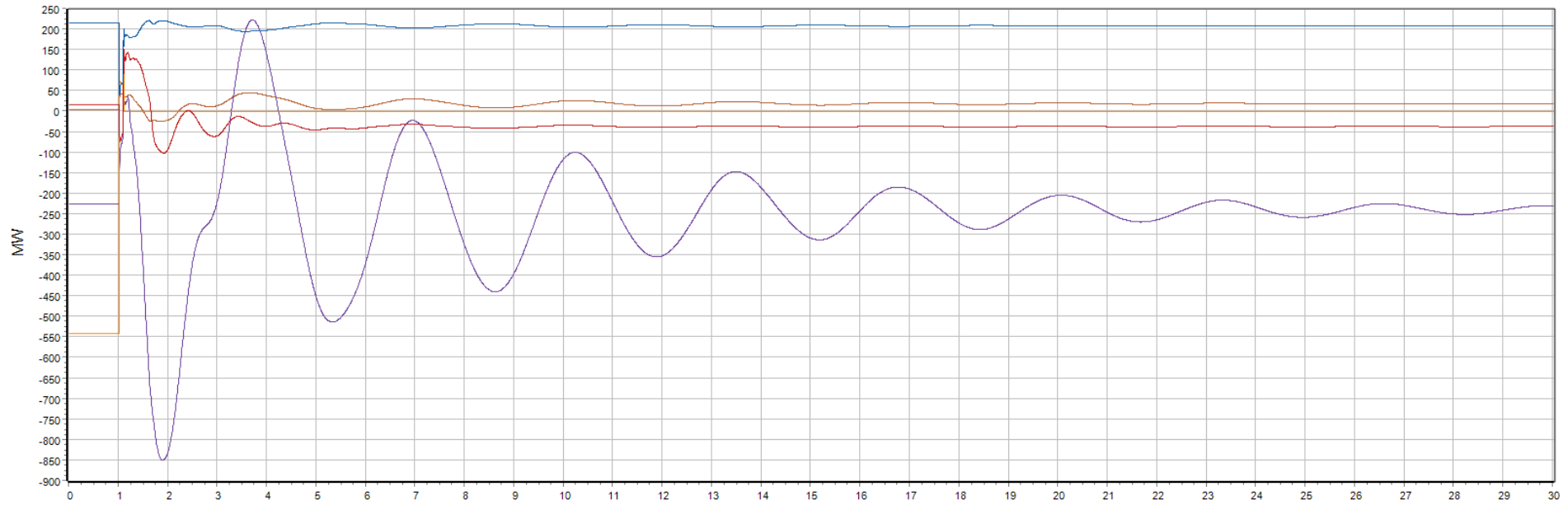
Monitor Gens. Q2



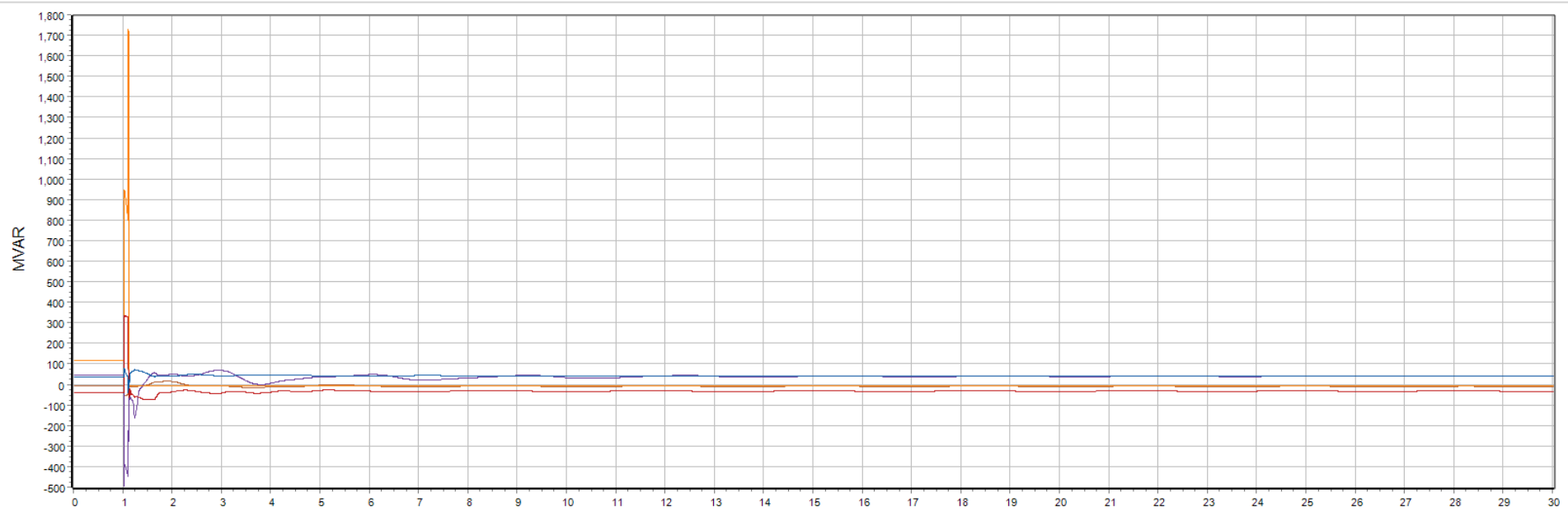
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

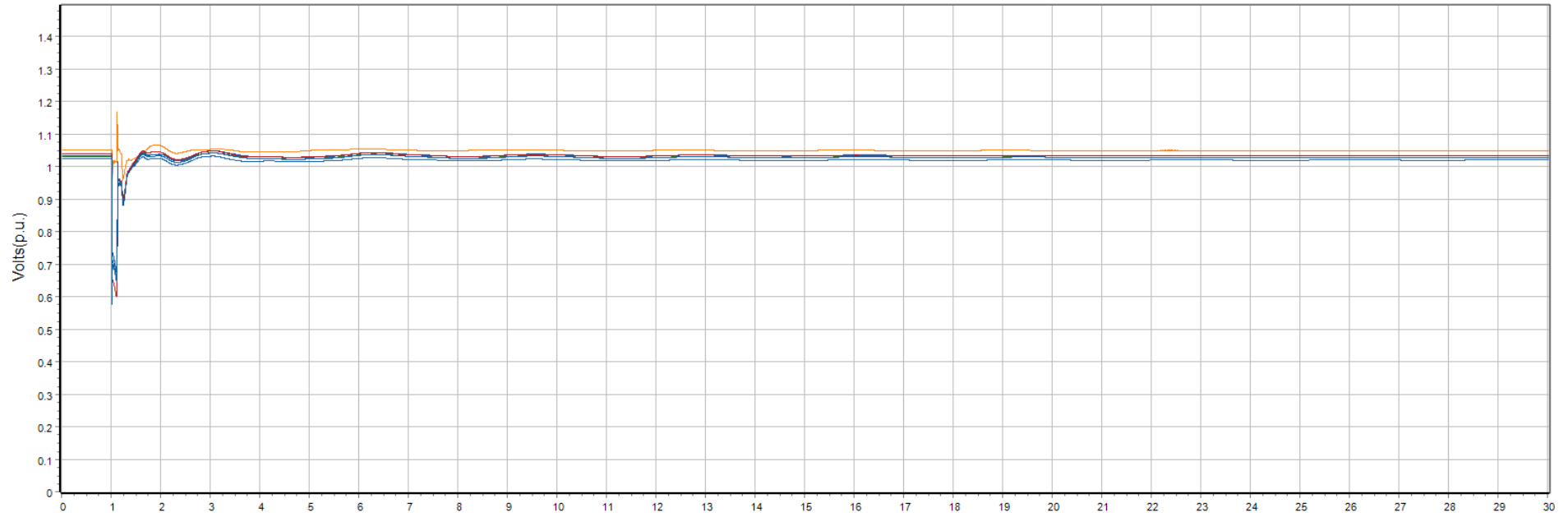


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

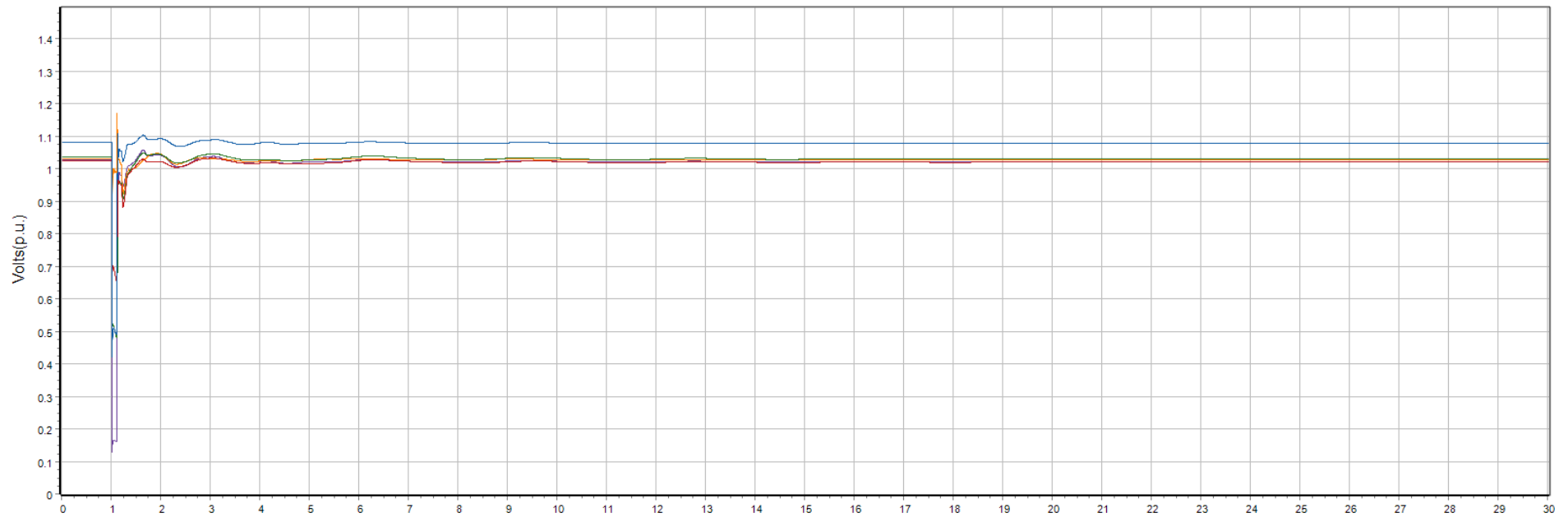




Additional 240 kV Bus Volts

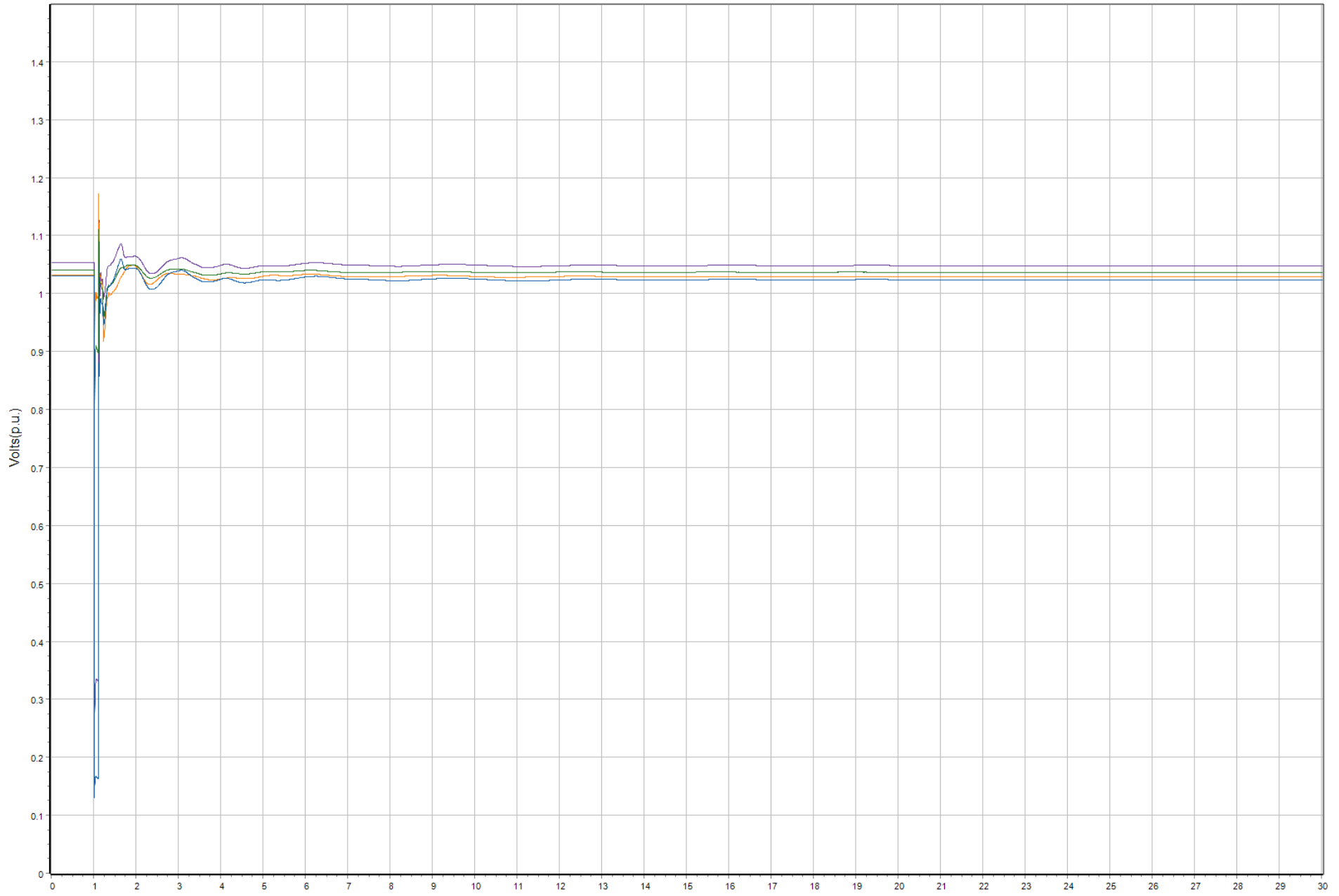


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

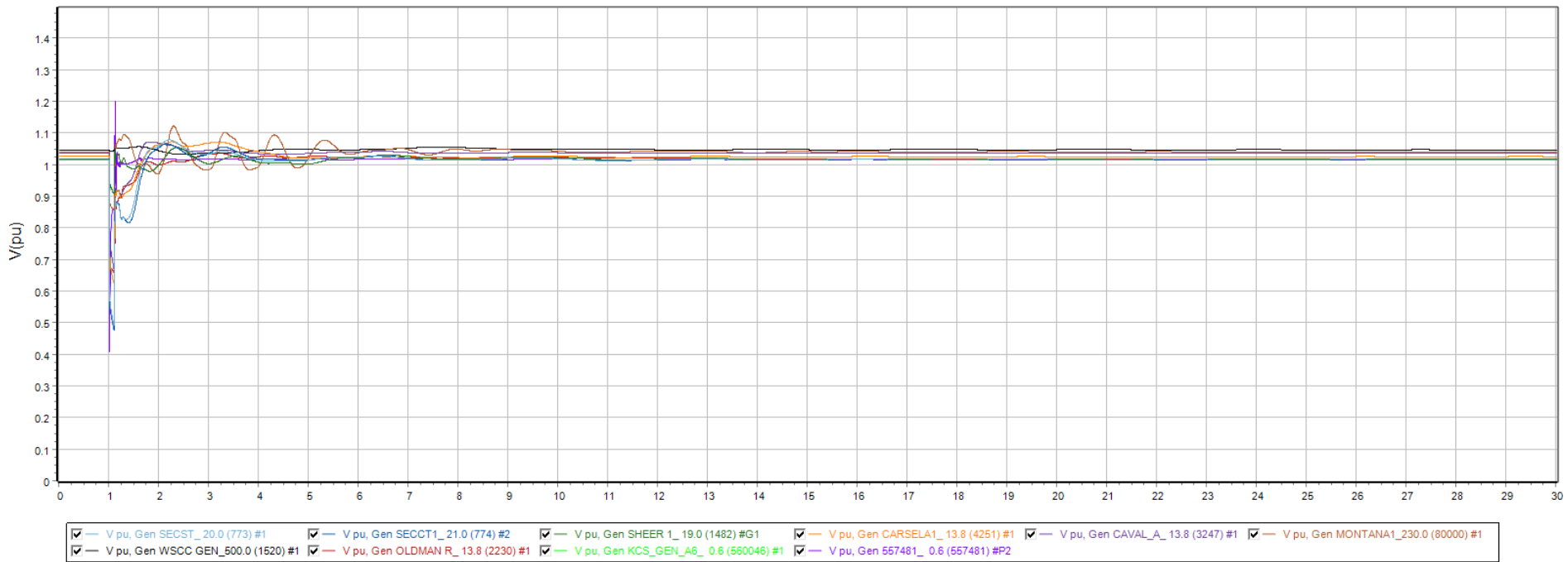
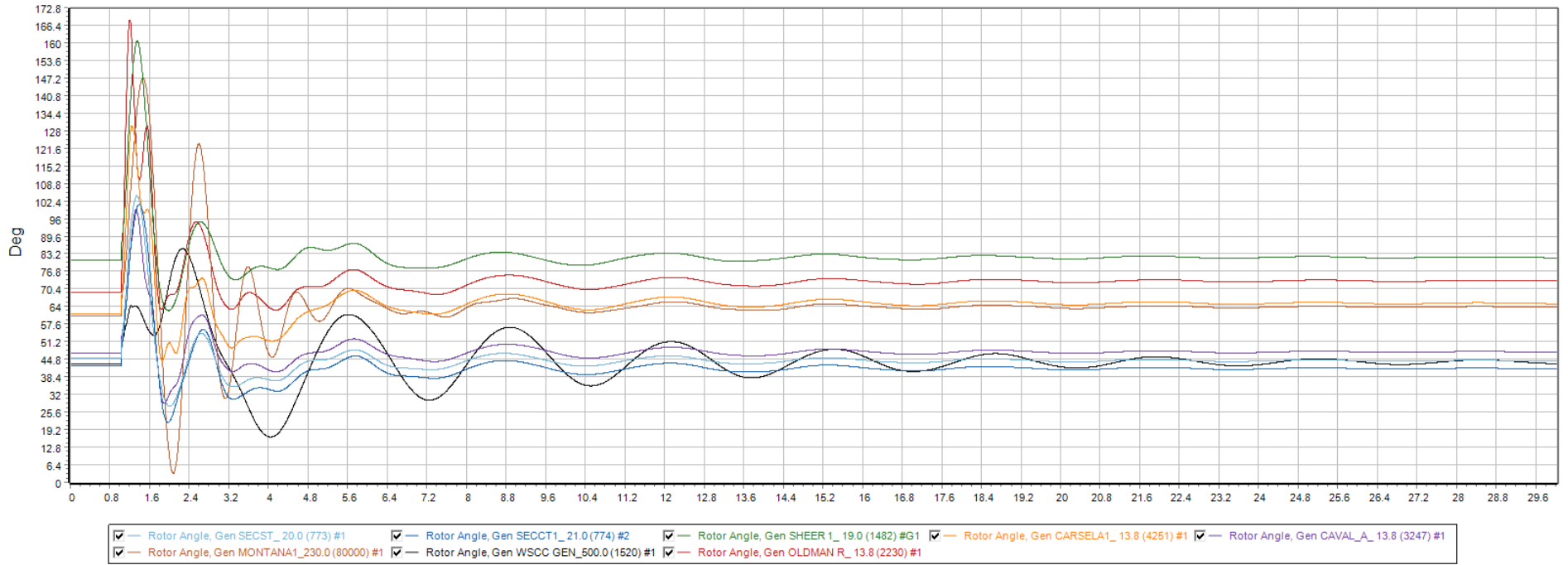




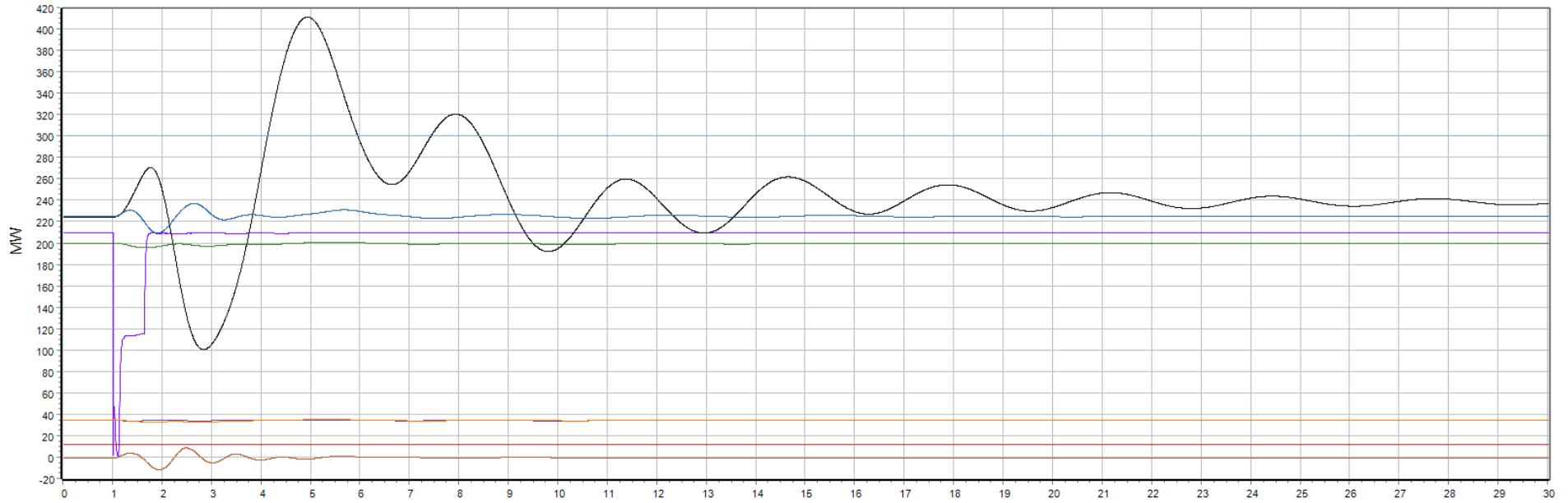
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



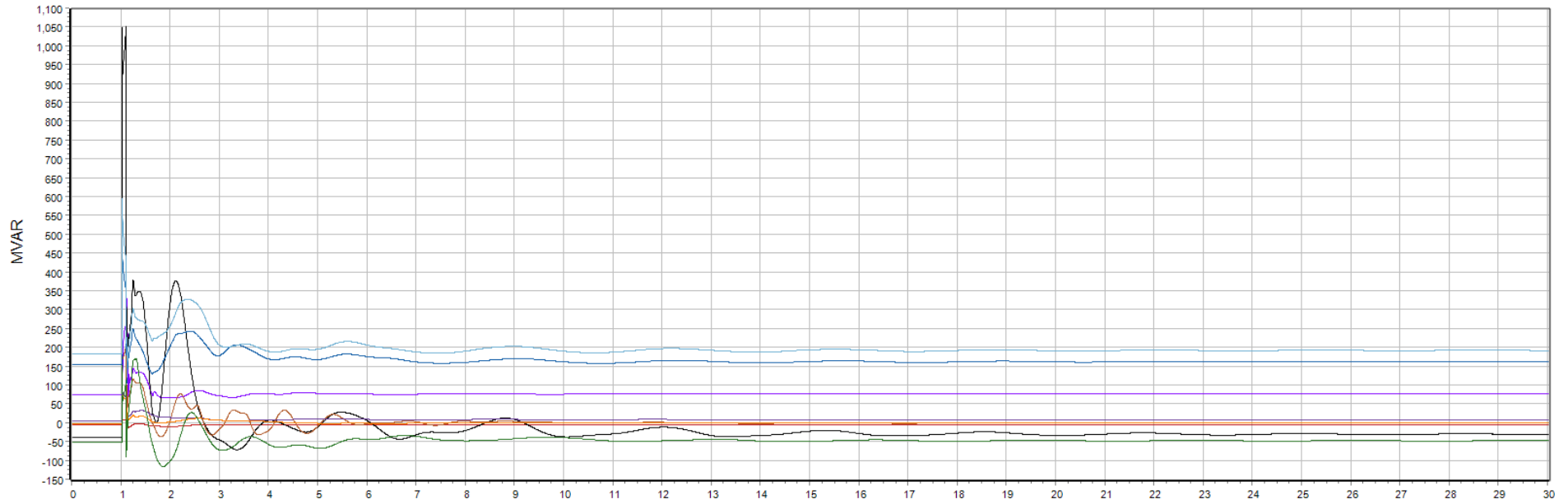
Monitor Gens. Q1



Monitor Gens. Q2



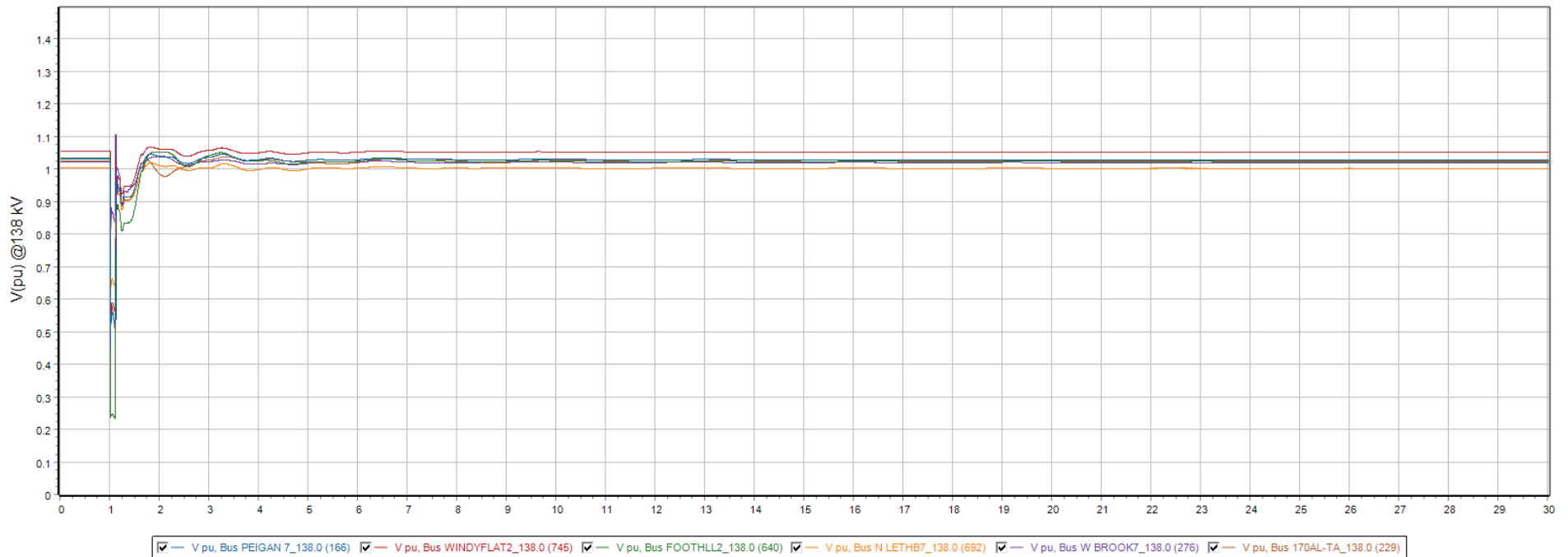
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



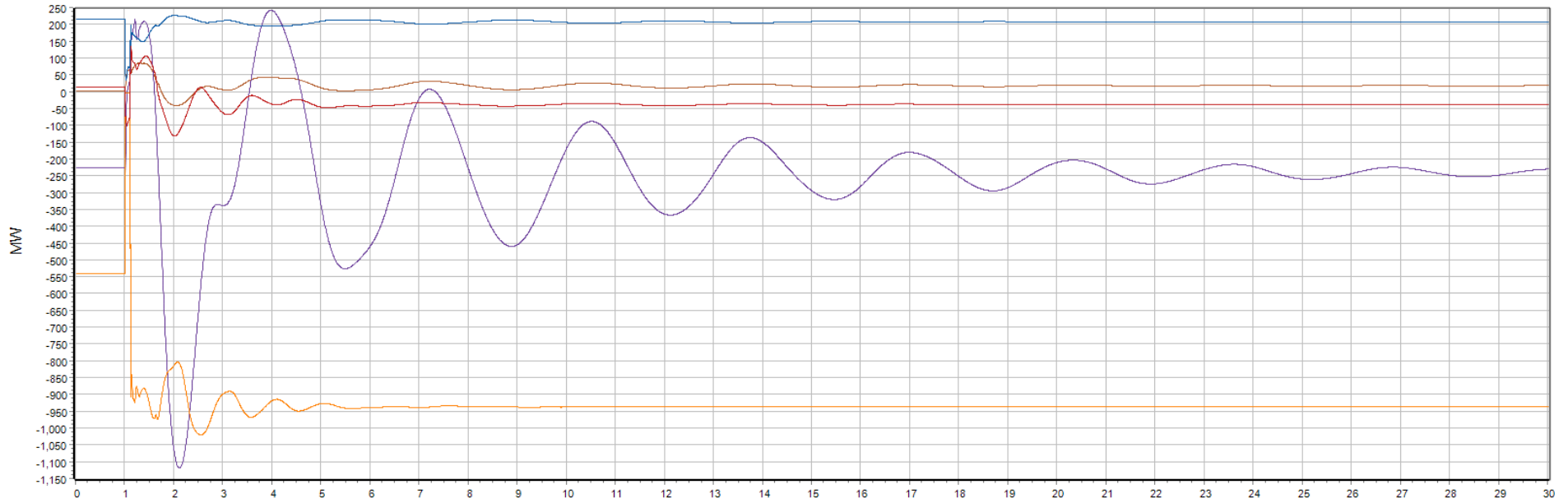
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



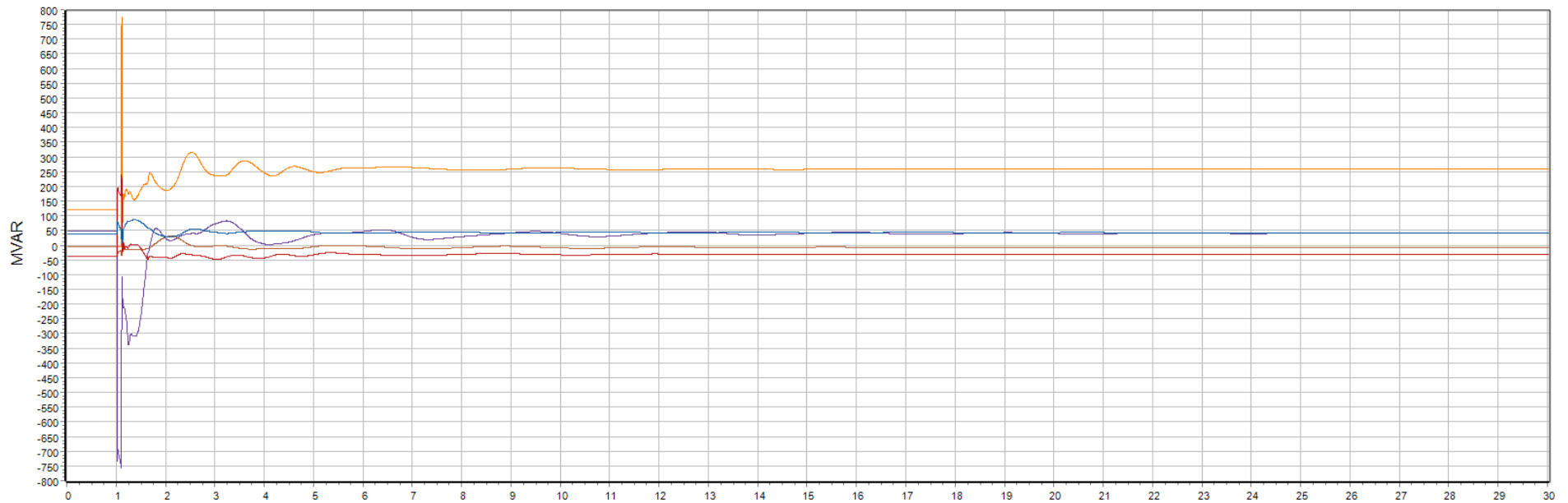
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



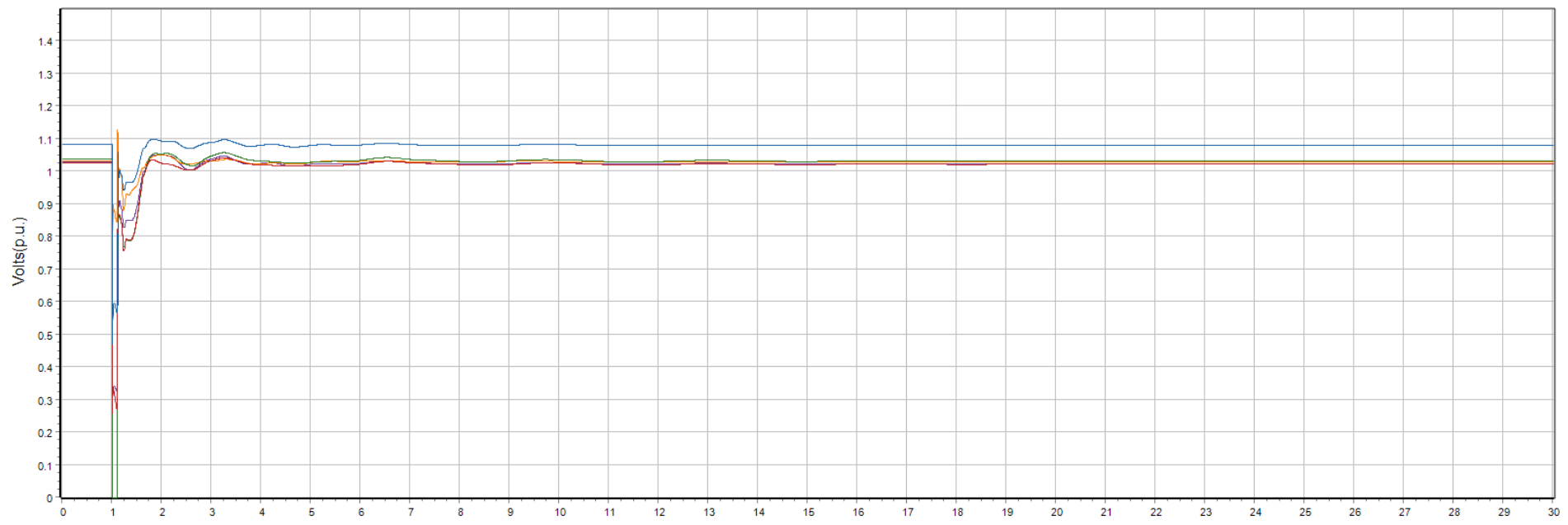
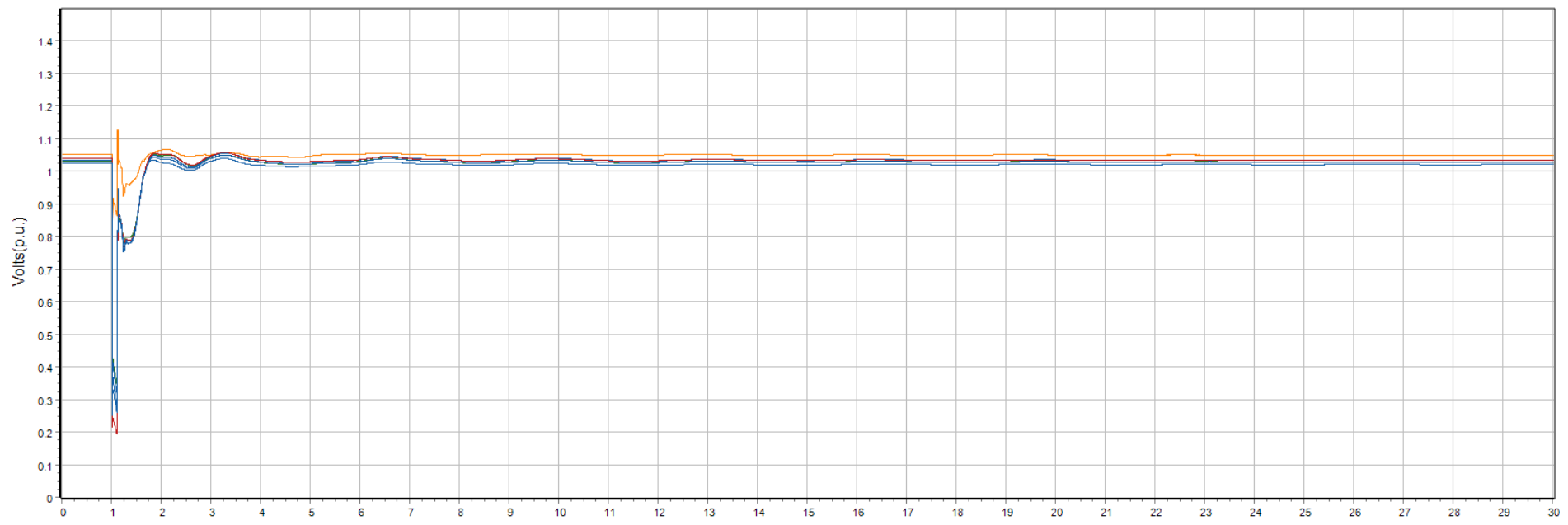
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line LEHNB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



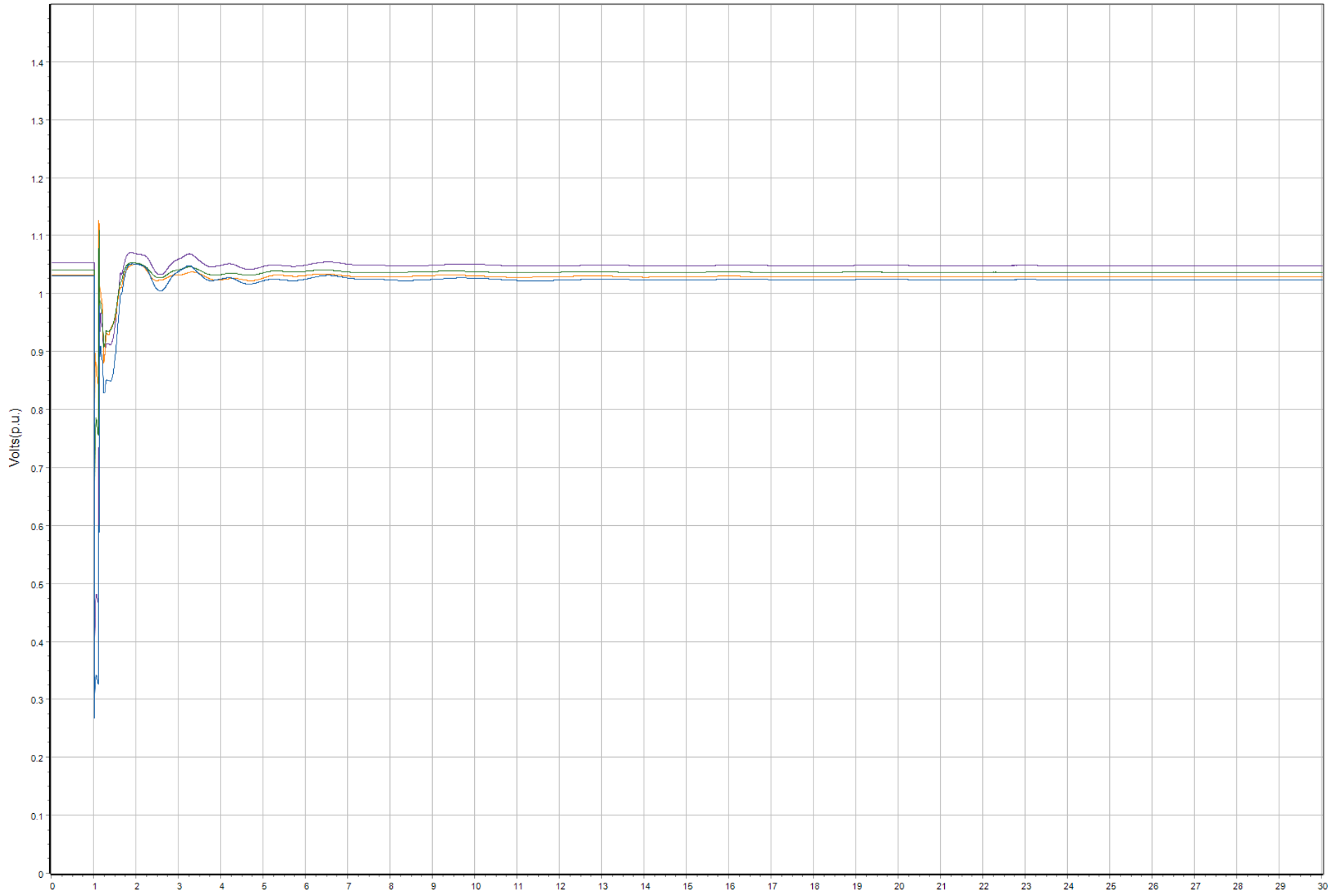
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line LEHNB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



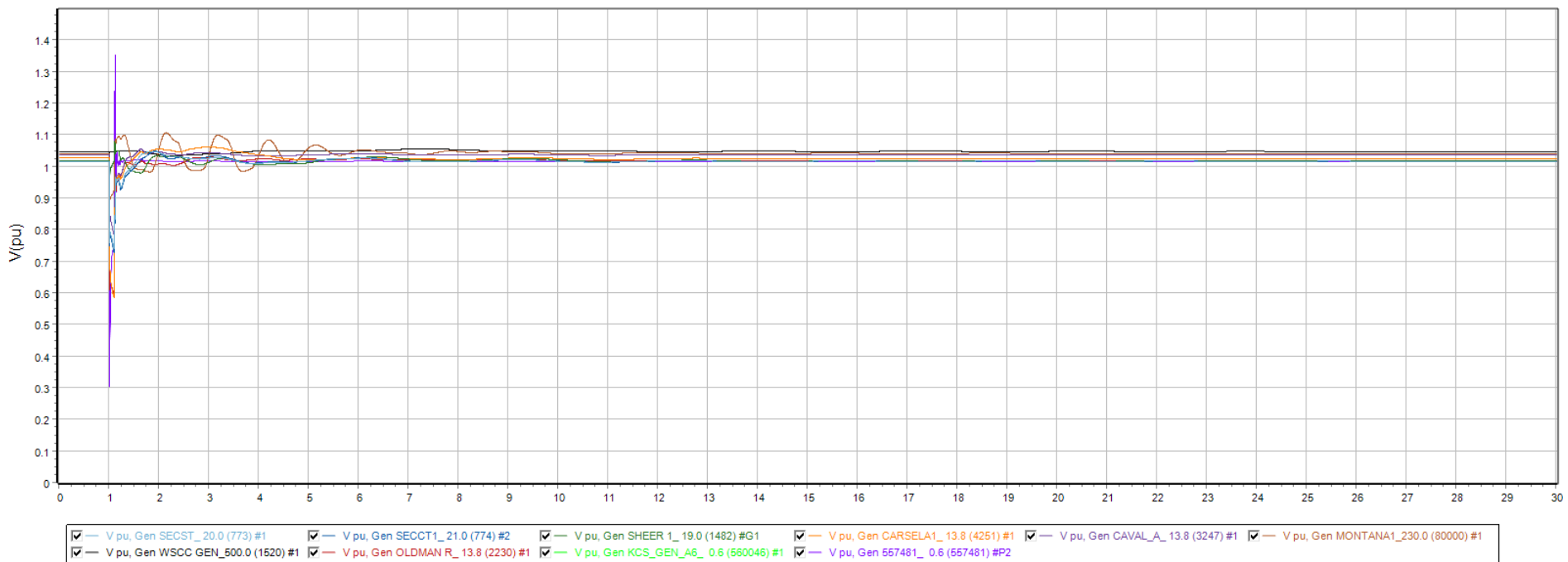
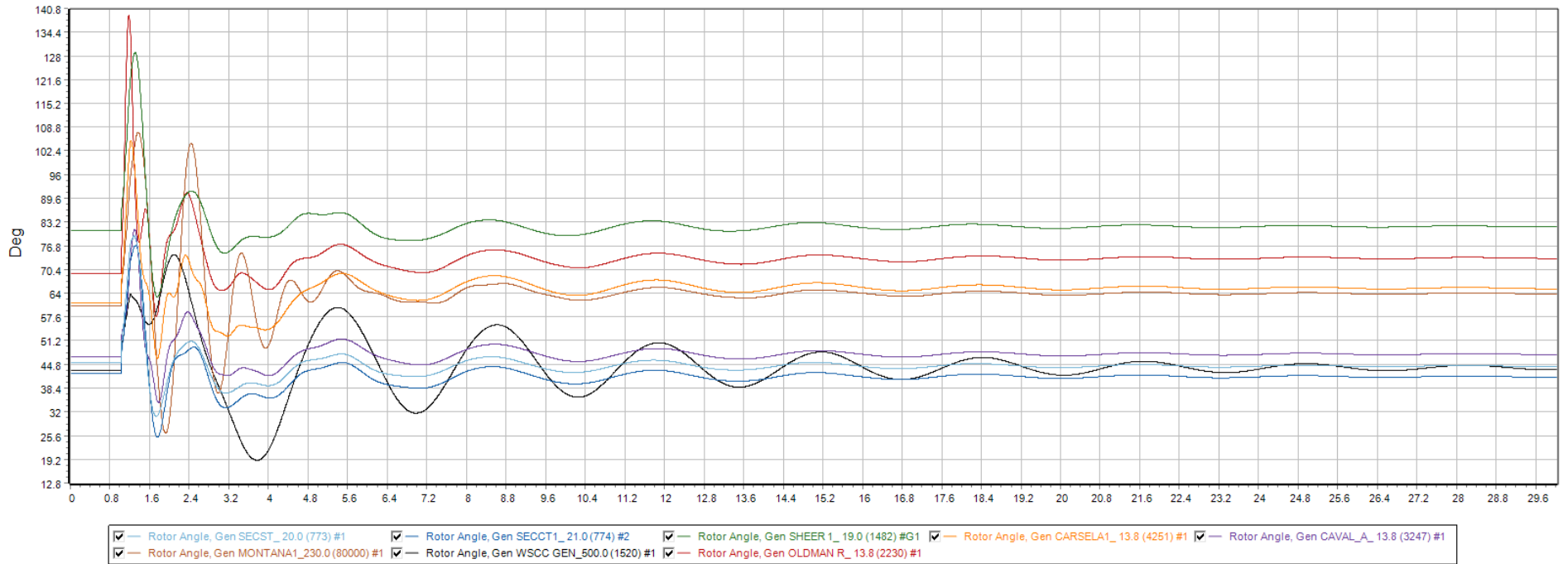




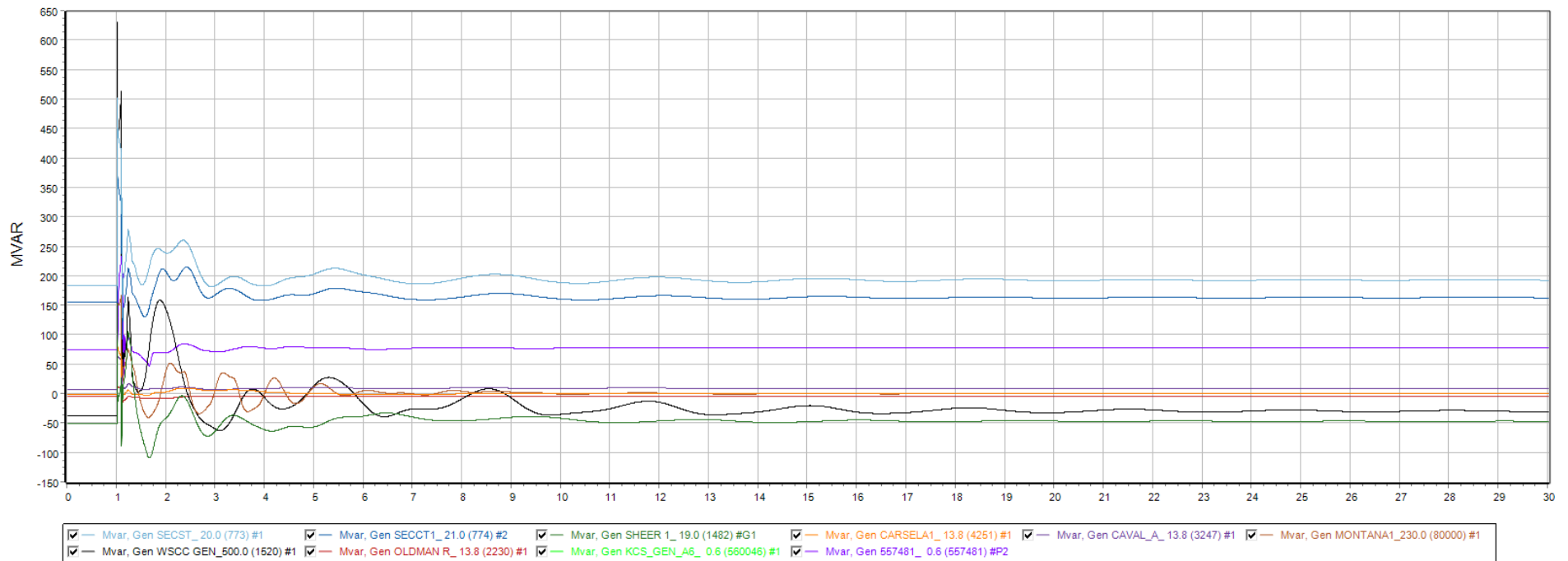
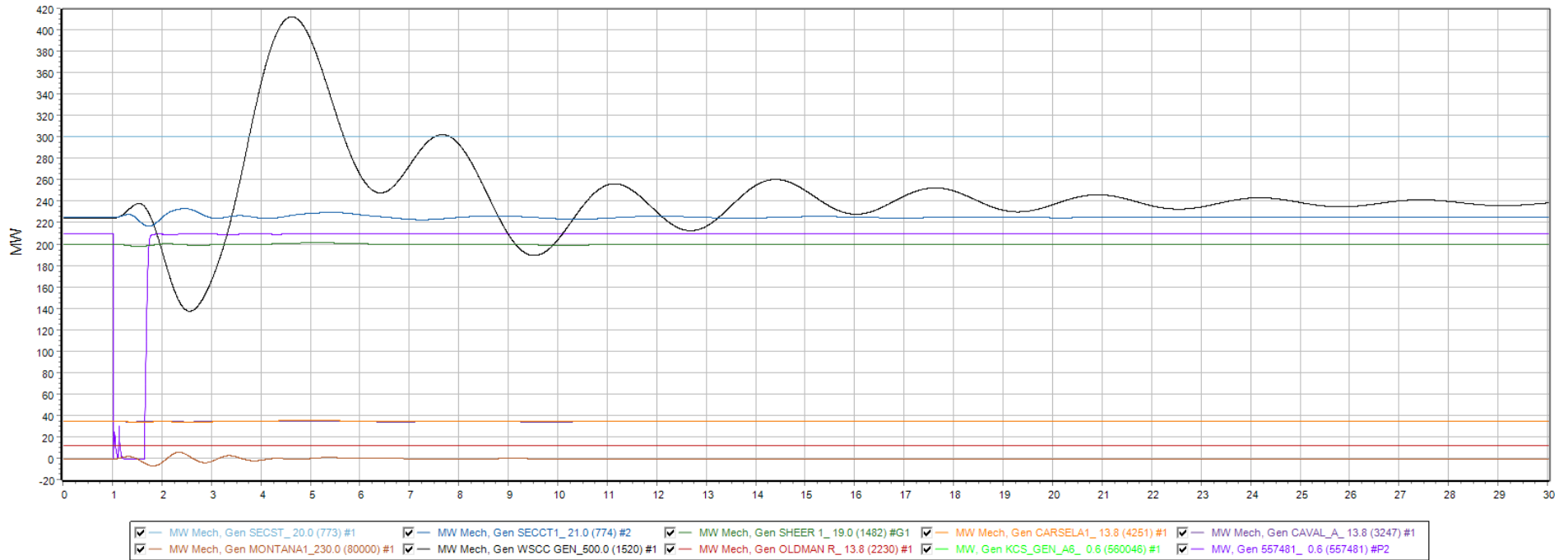
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



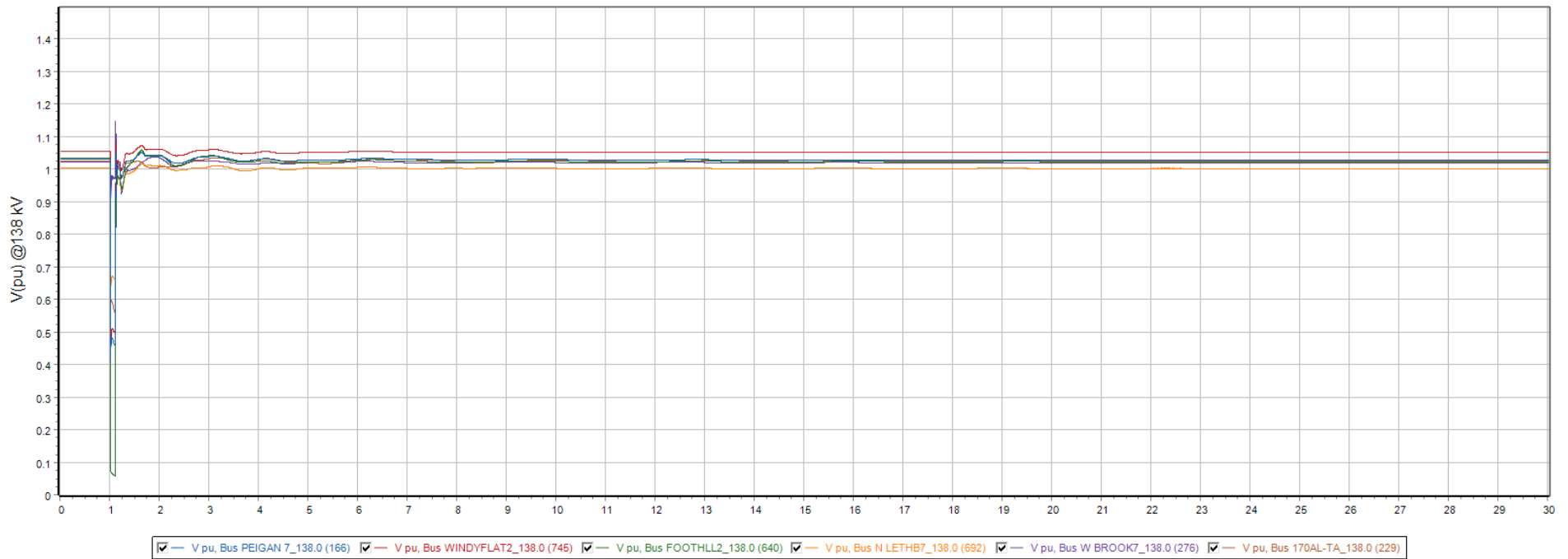
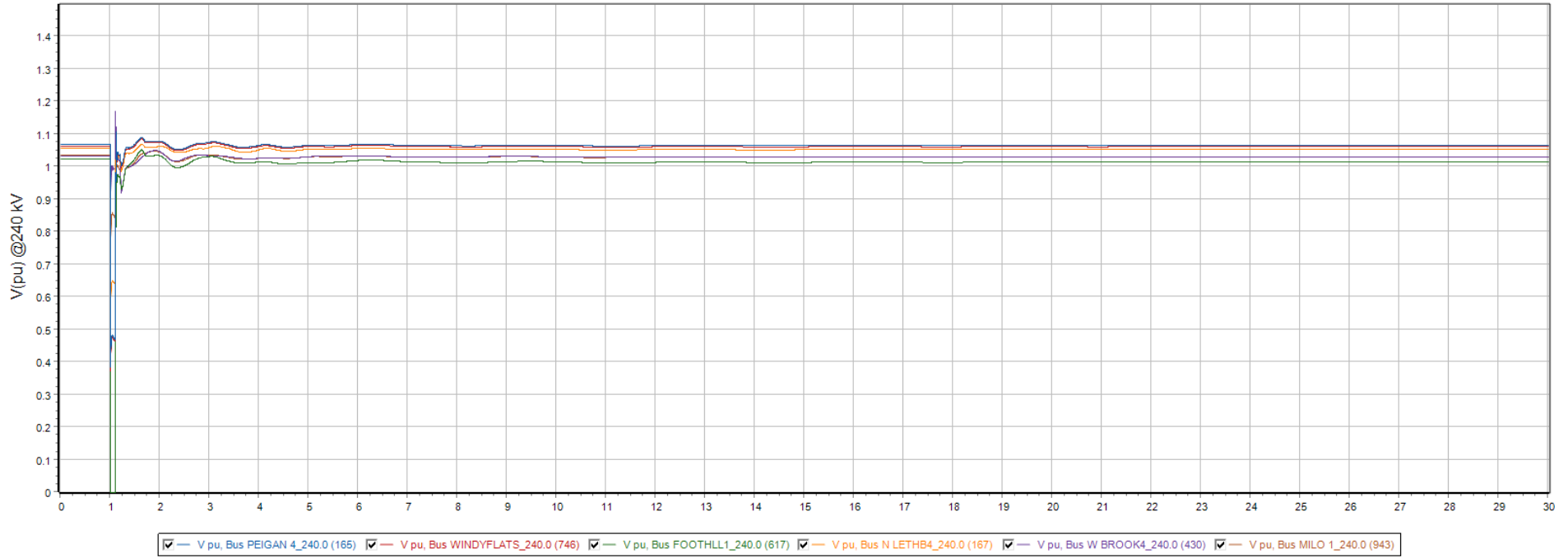
Monitor Gens. Q1



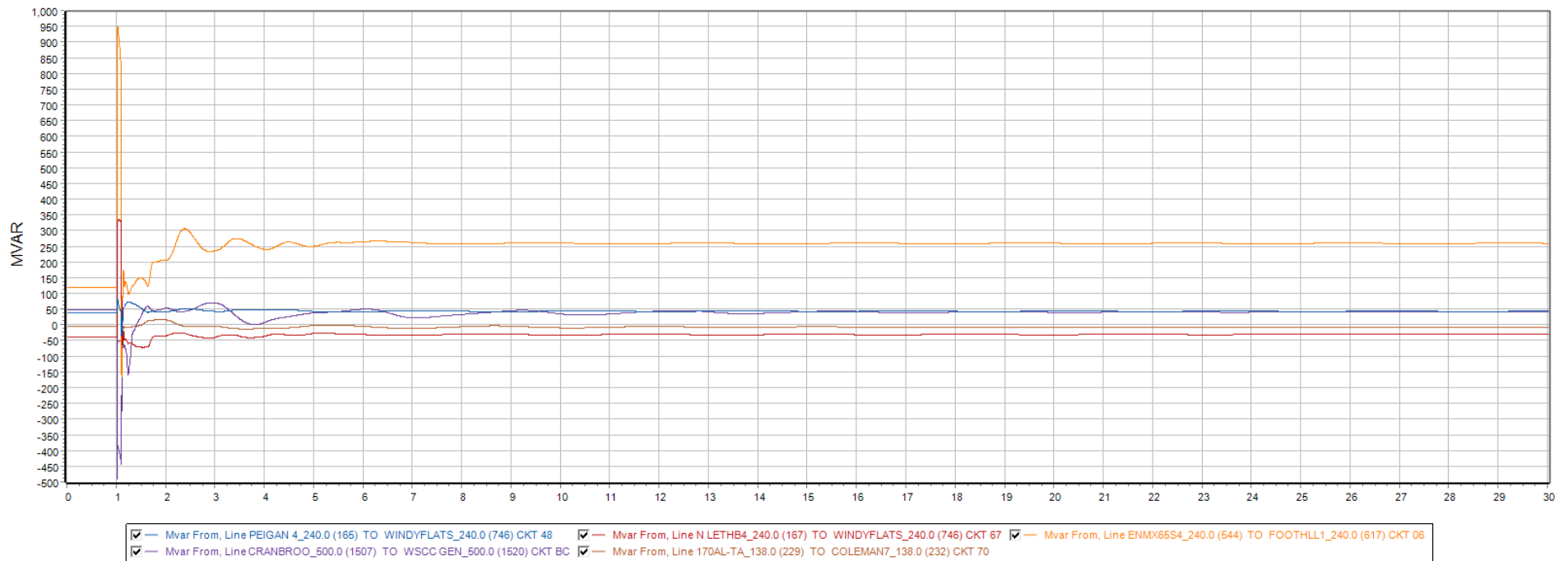
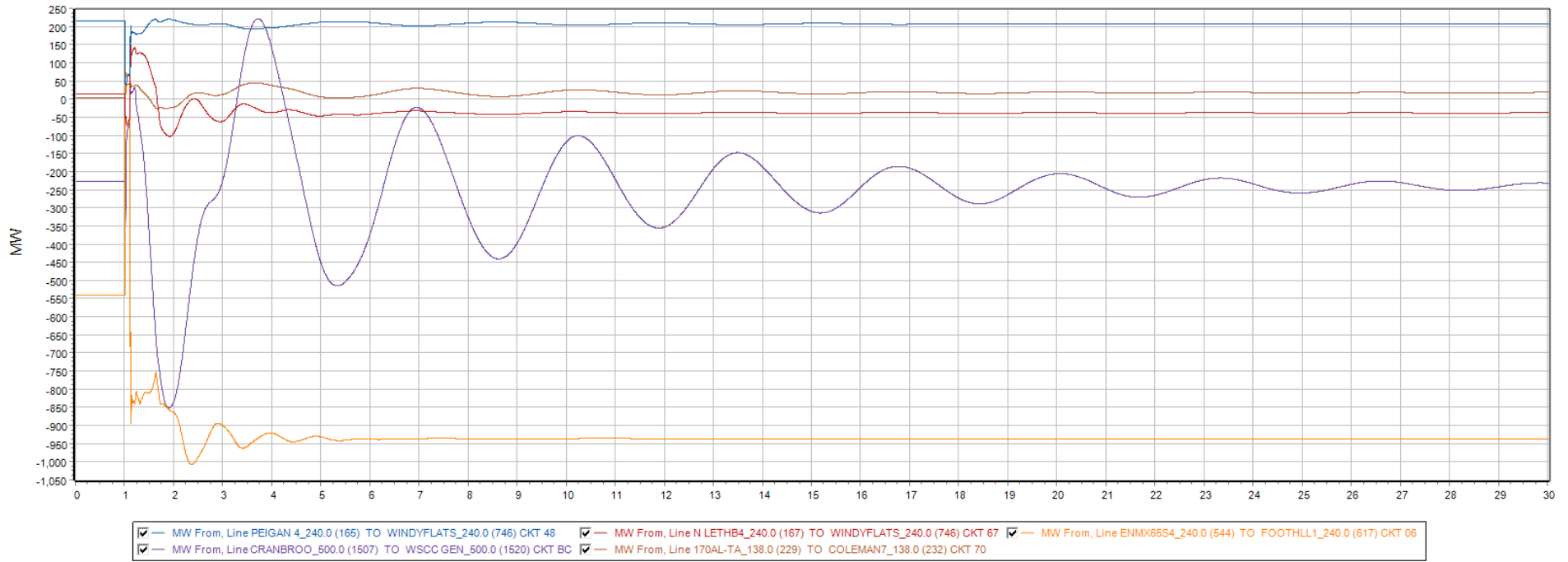
Monitor Gens. Q2



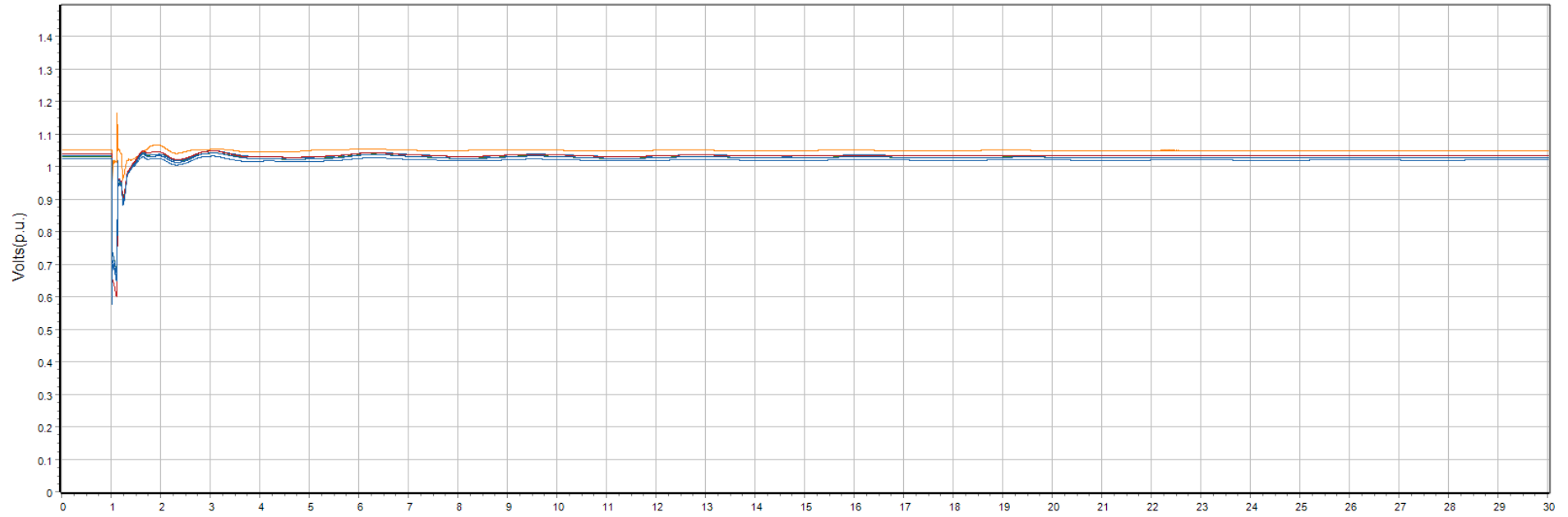
Monitor Bus Volts Q3



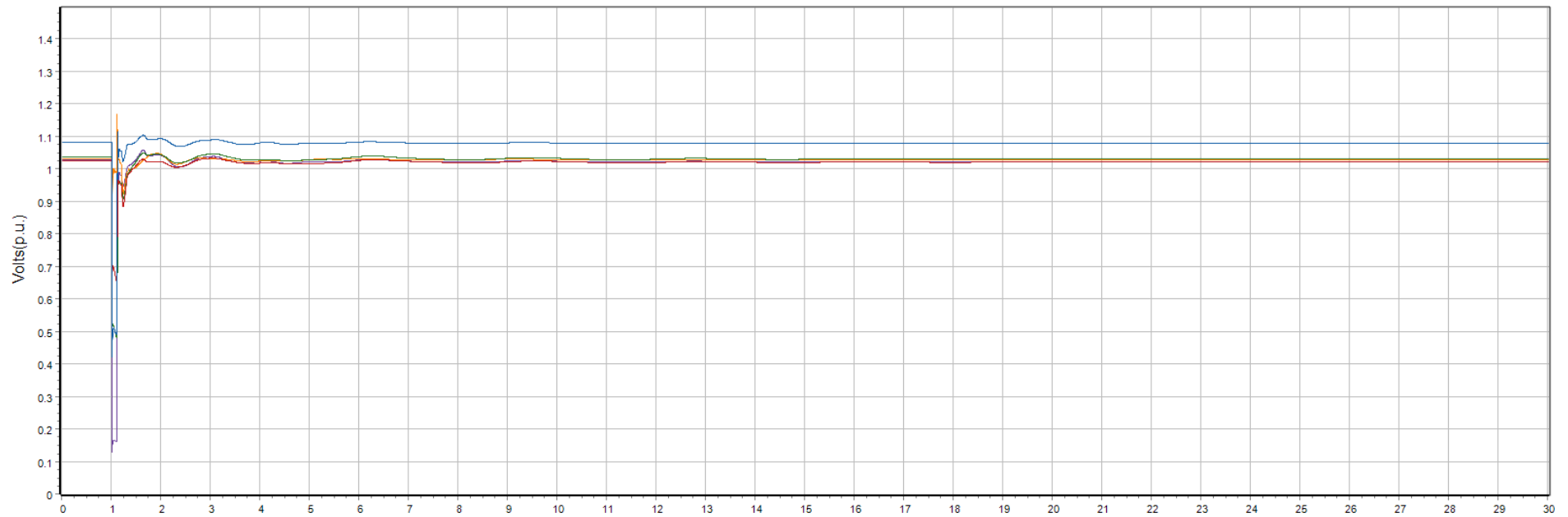
Monitor Line MW & MVAR. Q4



Additional 240 kV Bus Volts

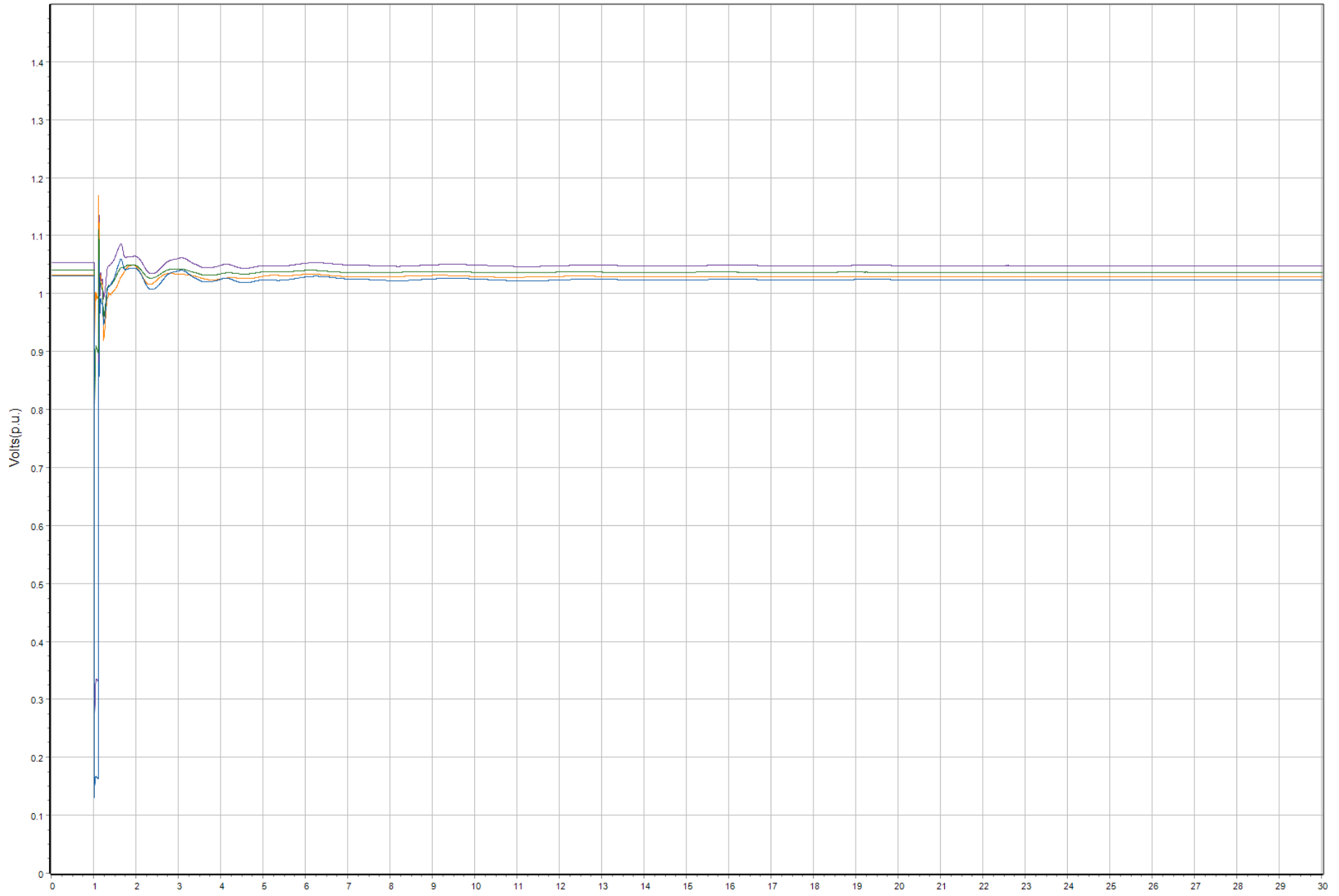


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)





— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)



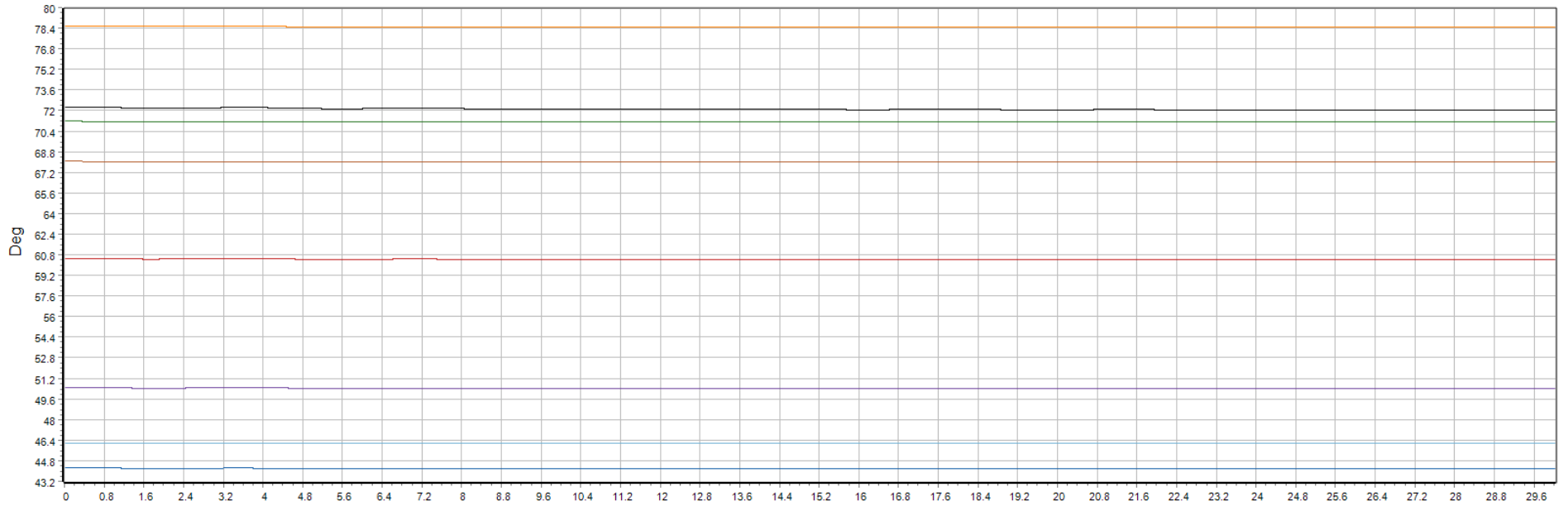


# **2025 SUMMER LIGHT SENSITIVITY**

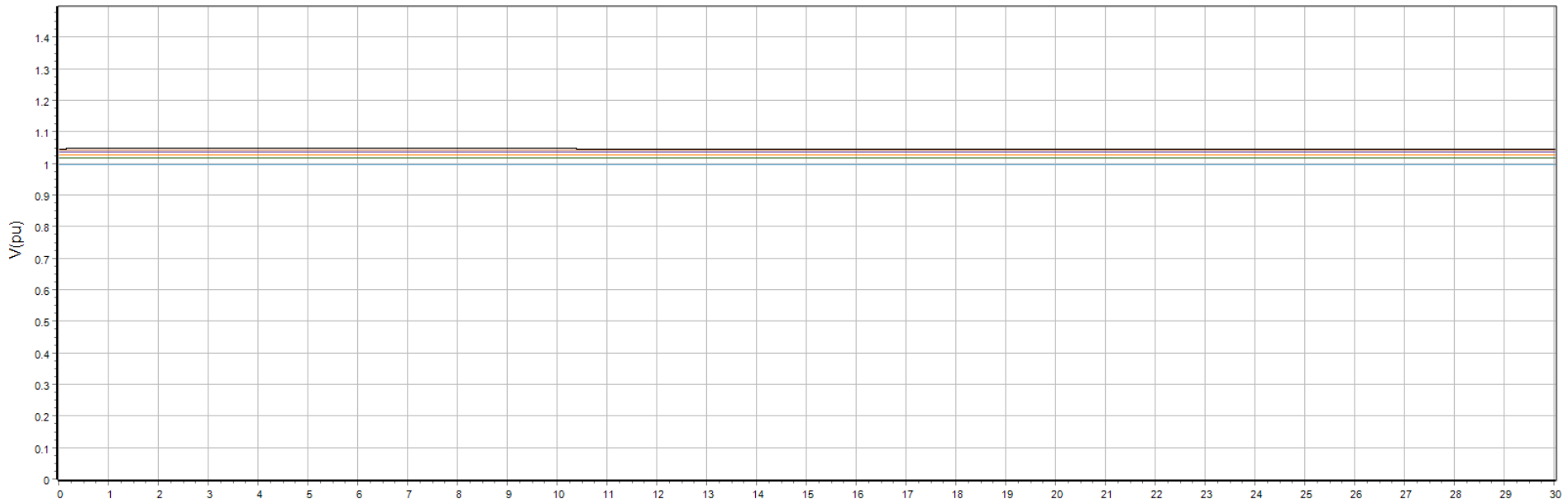
Single Line Diagrams P2445  
POST-PROJECT Transient  
Stability Response SC08



Monitor Gens. Q1



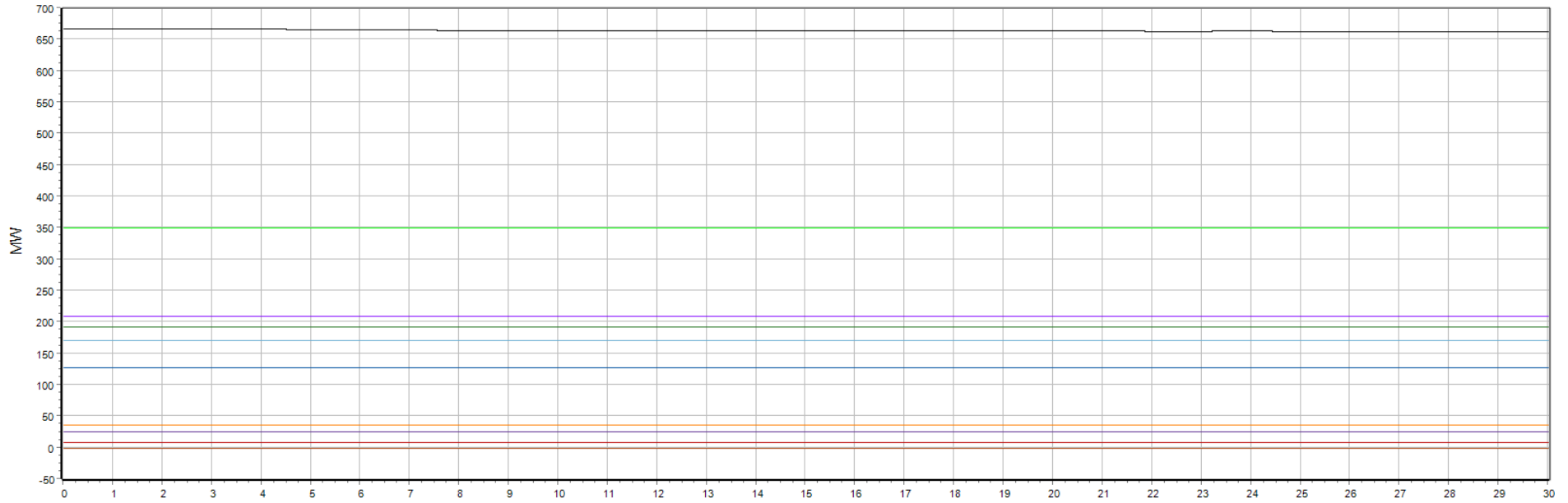
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN R\_13.8 (2230) #1



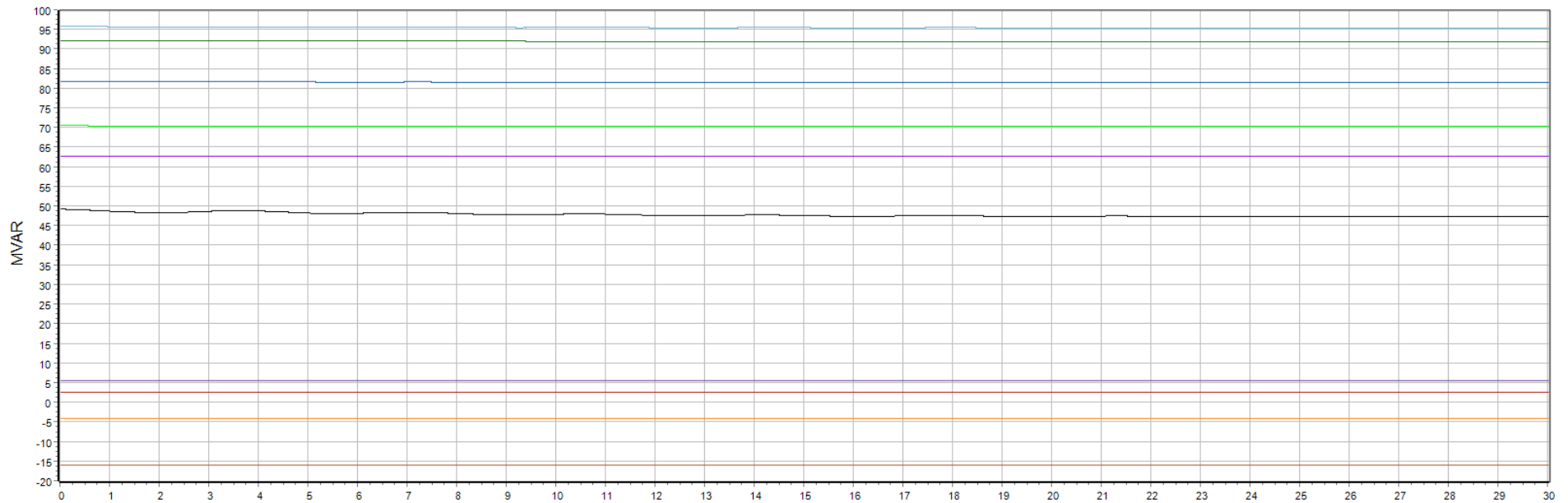
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



Monitor Gens. Q2



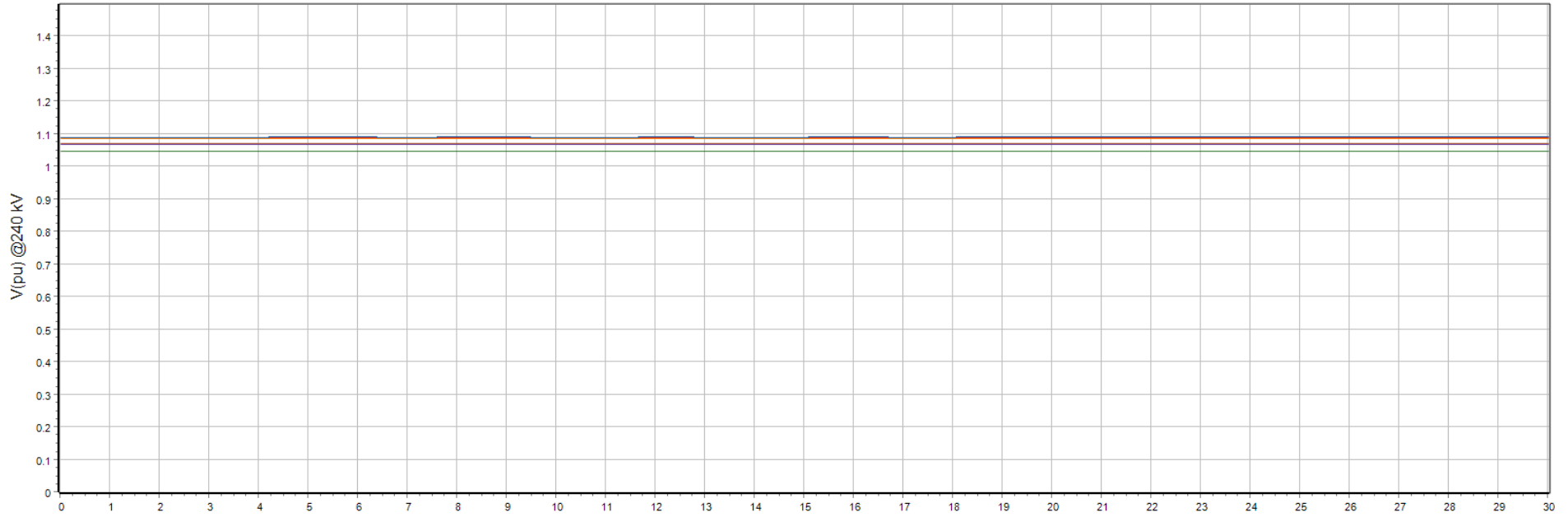
- MW Mech, Gen SECT\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



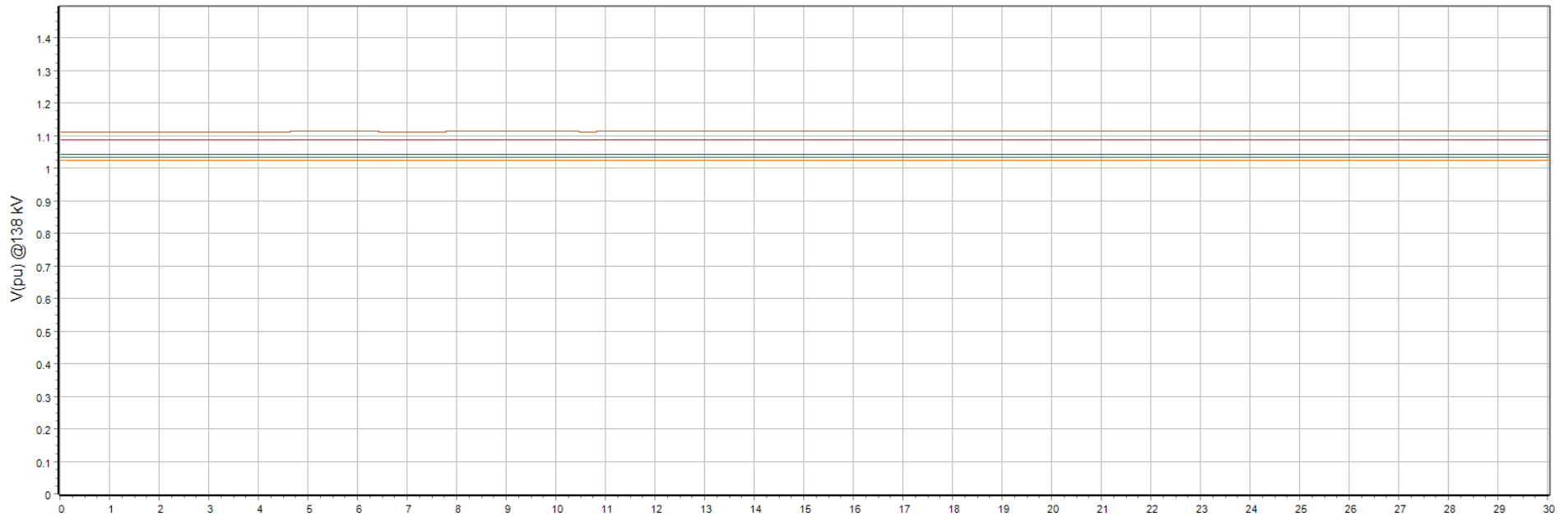
- Mvar, Gen SECT\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



Monitor Bus Volts Q3



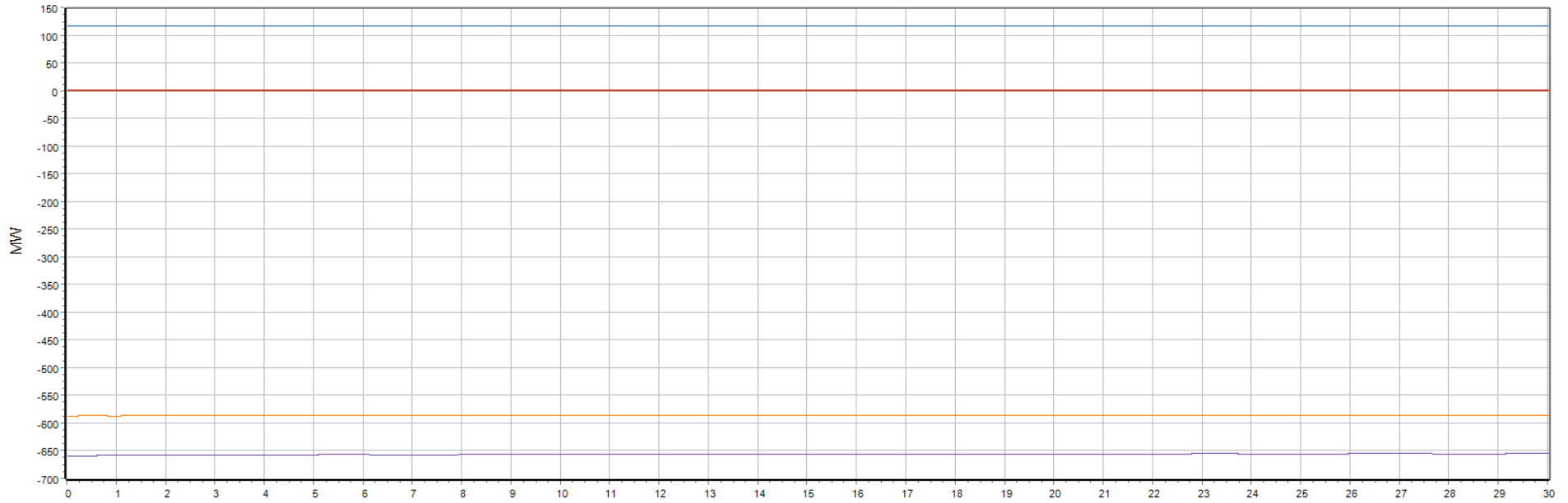
V pu, Bus PEIGAN 4\_240.0 (165)  V pu, Bus WINDYFLATS\_240.0 (746)  V pu, Bus FOOTHLL1\_240.0 (617)  V pu, Bus N LETHB4\_240.0 (167)  V pu, Bus W BROOK4\_240.0 (430)  V pu, Bus MILO 1\_240.0 (943)



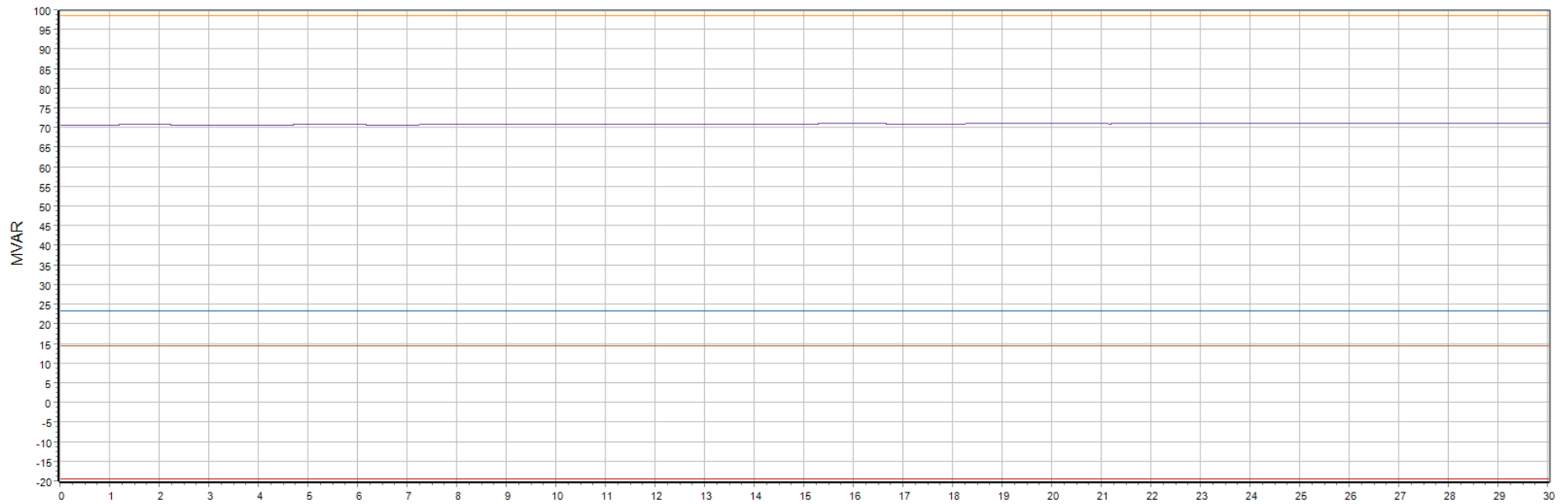
V pu, Bus PEIGAN 7\_138.0 (166)  V pu, Bus WINDYFLAT2\_138.0 (745)  V pu, Bus FOOTHLL2\_138.0 (640)  V pu, Bus N LETHB7\_138.0 (692)  V pu, Bus W BROOK7\_138.0 (276)  V pu, Bus 170AL-TA\_138.0 (229)



Monitor Line MW & MVAR. Q4



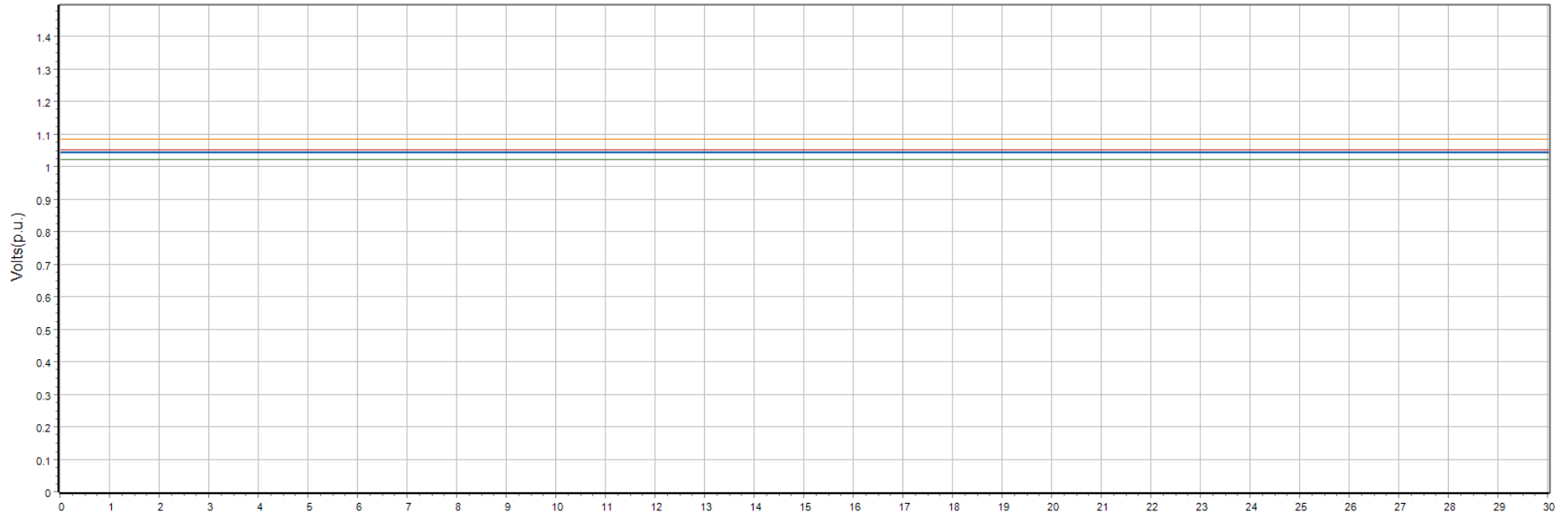
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



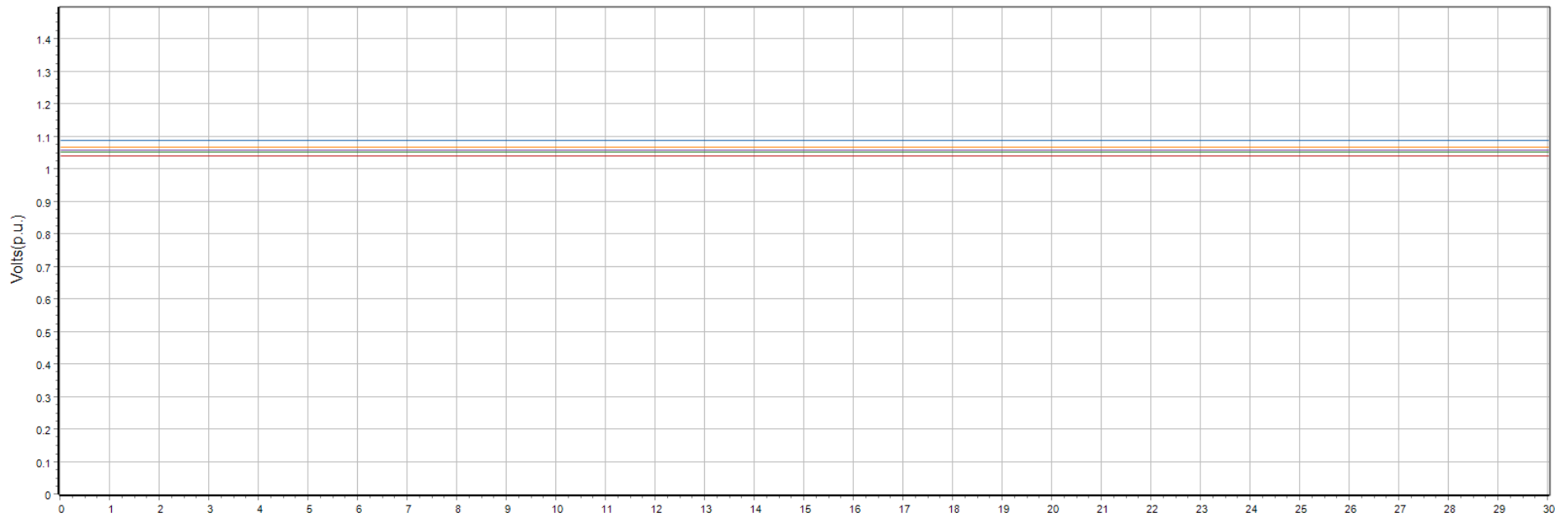
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

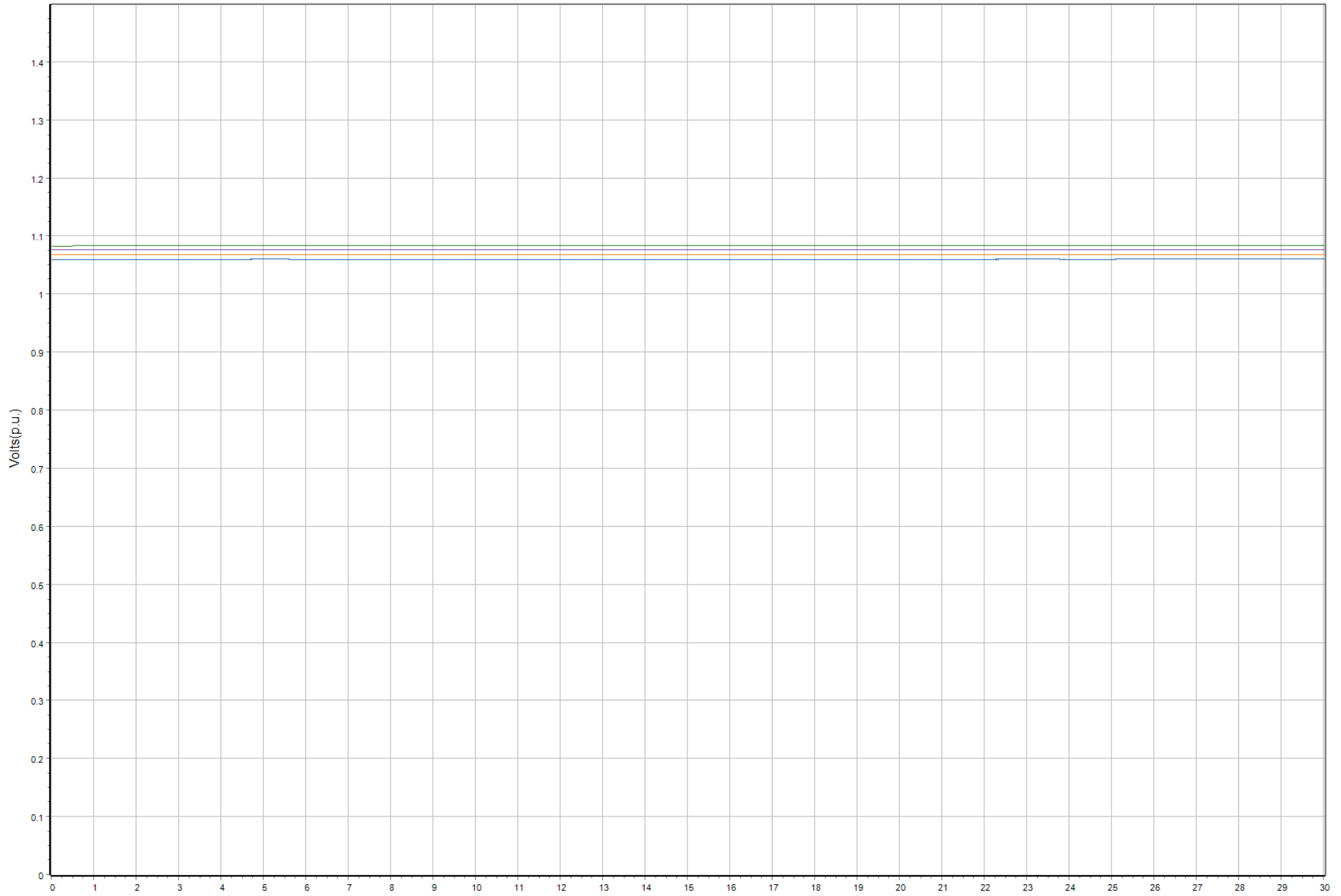


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



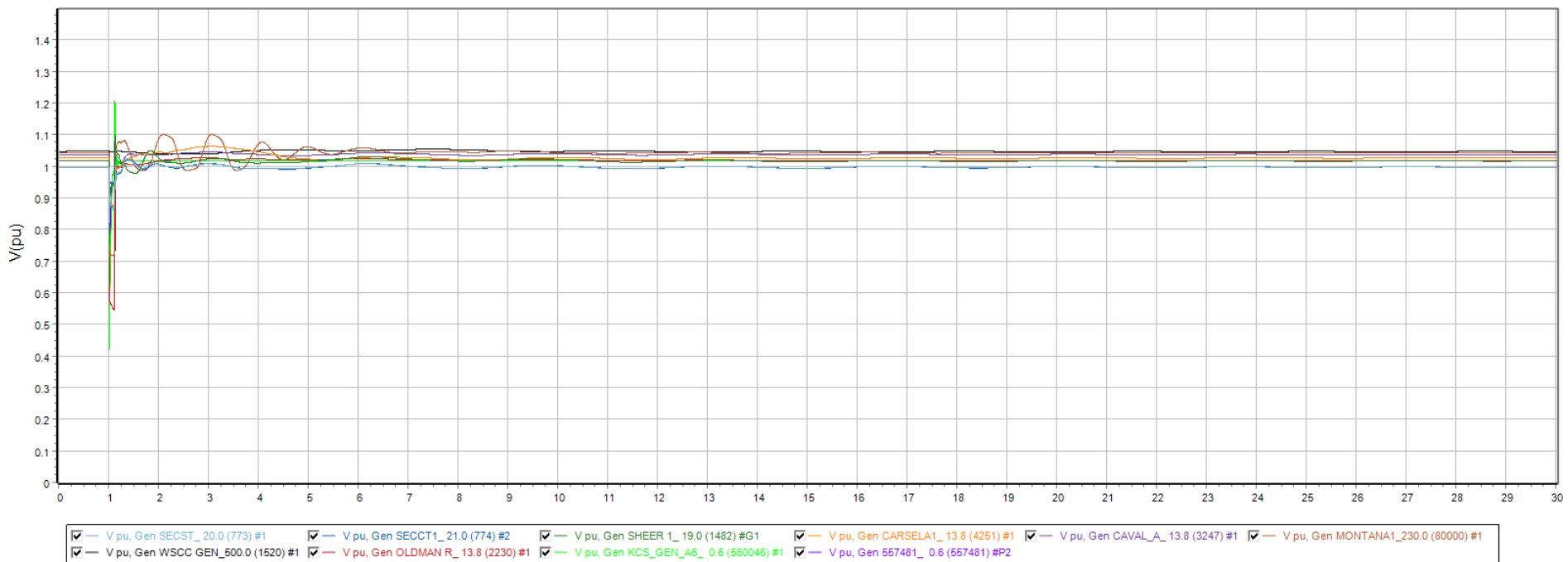
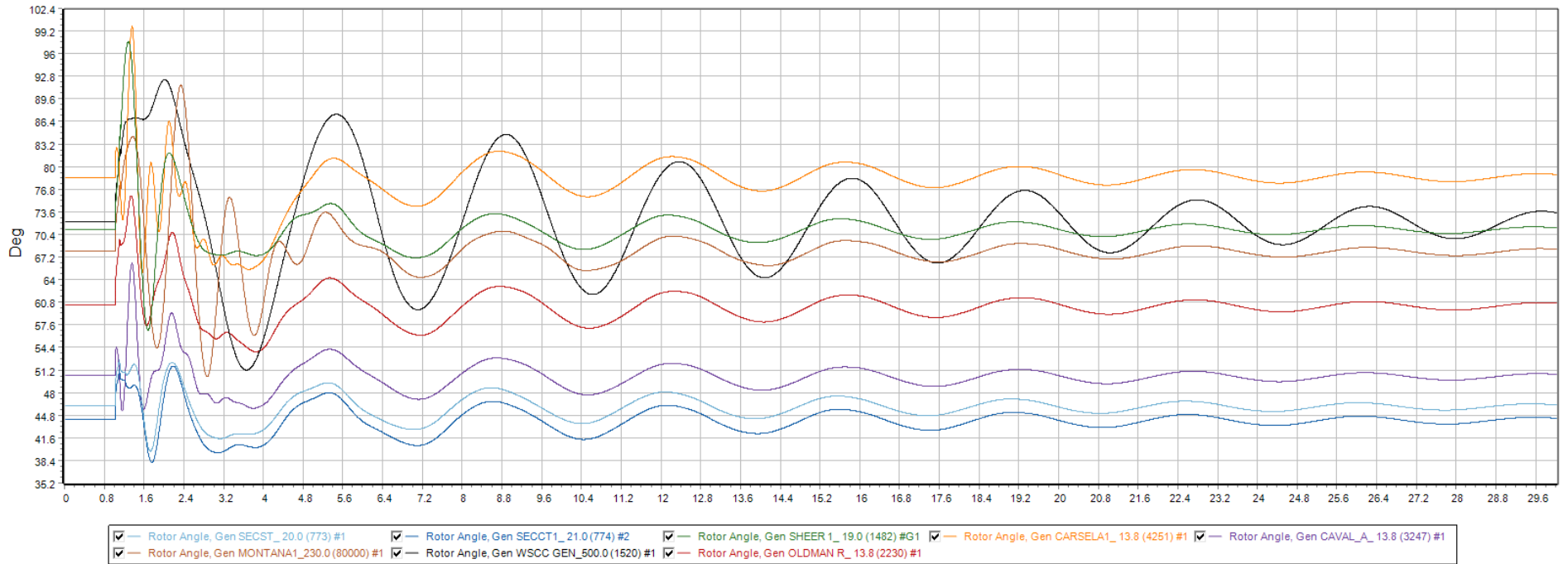


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

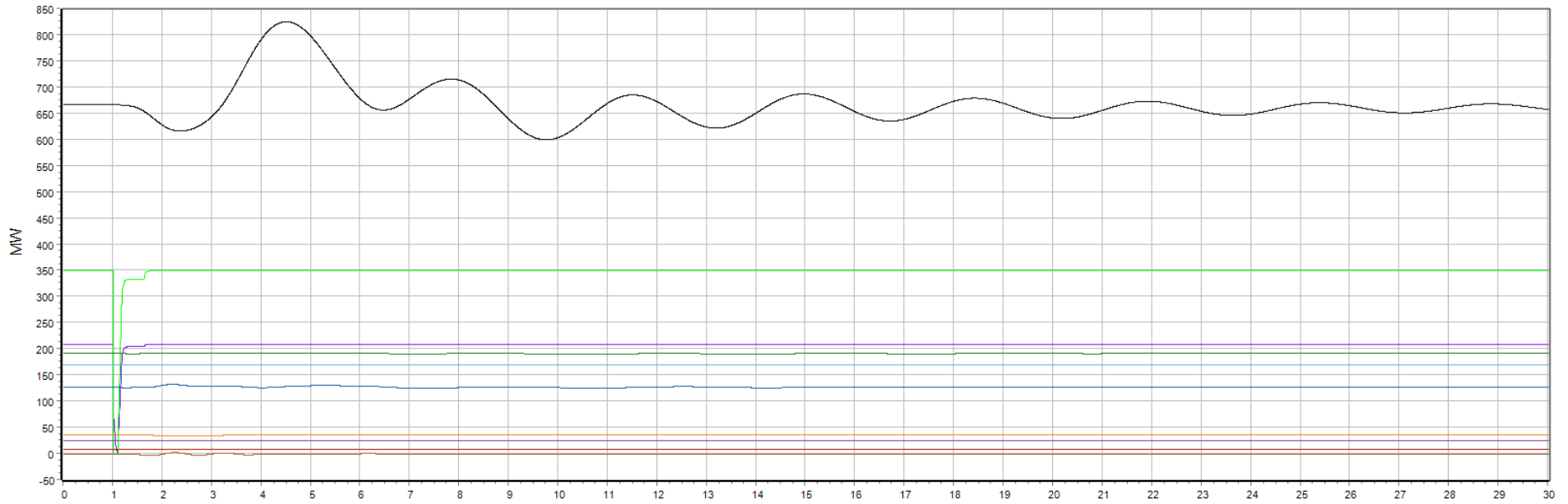




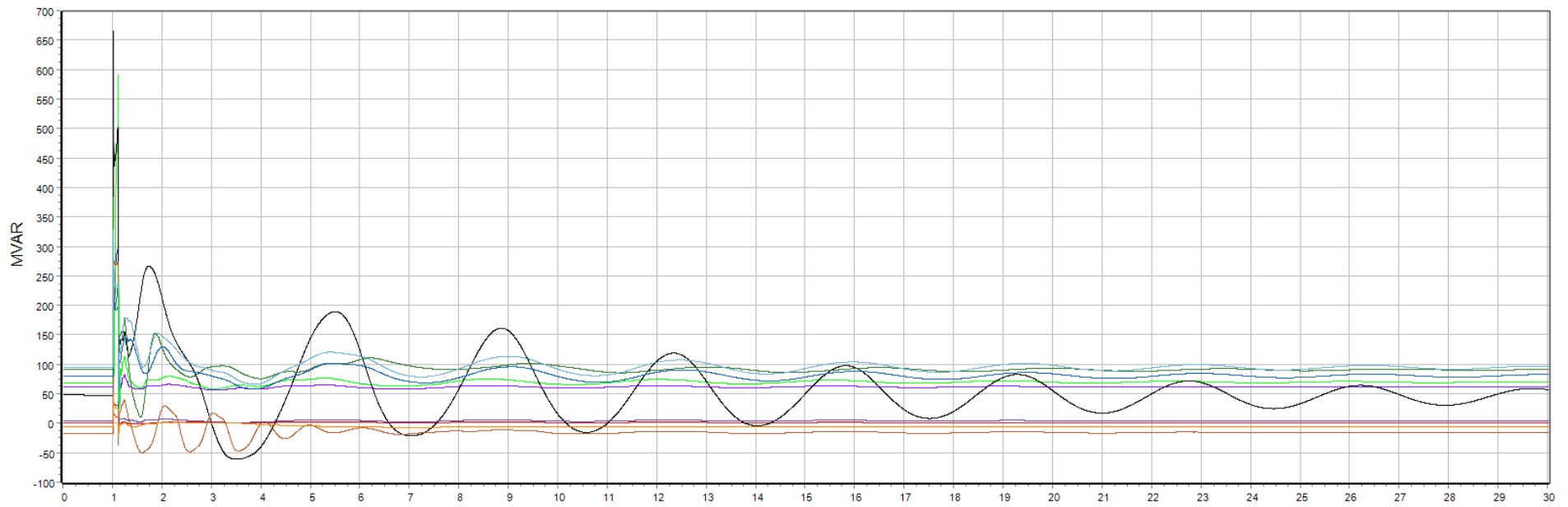
Monitor Gens. Q1



Monitor Gens. Q2



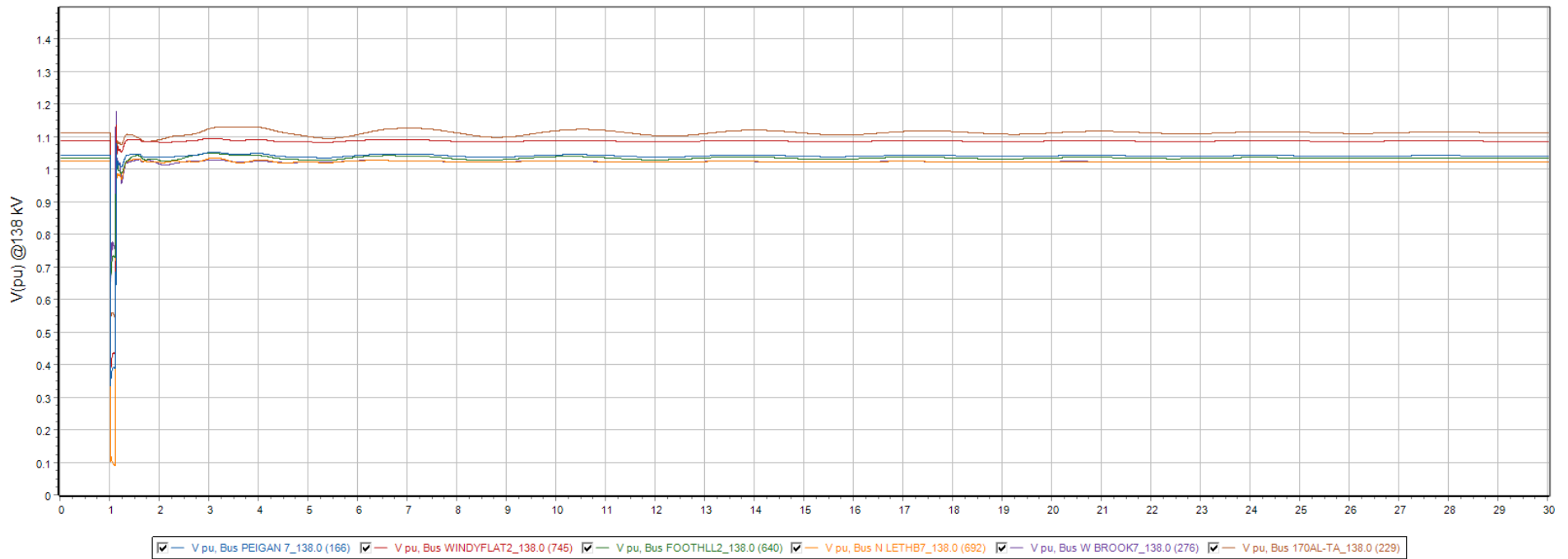
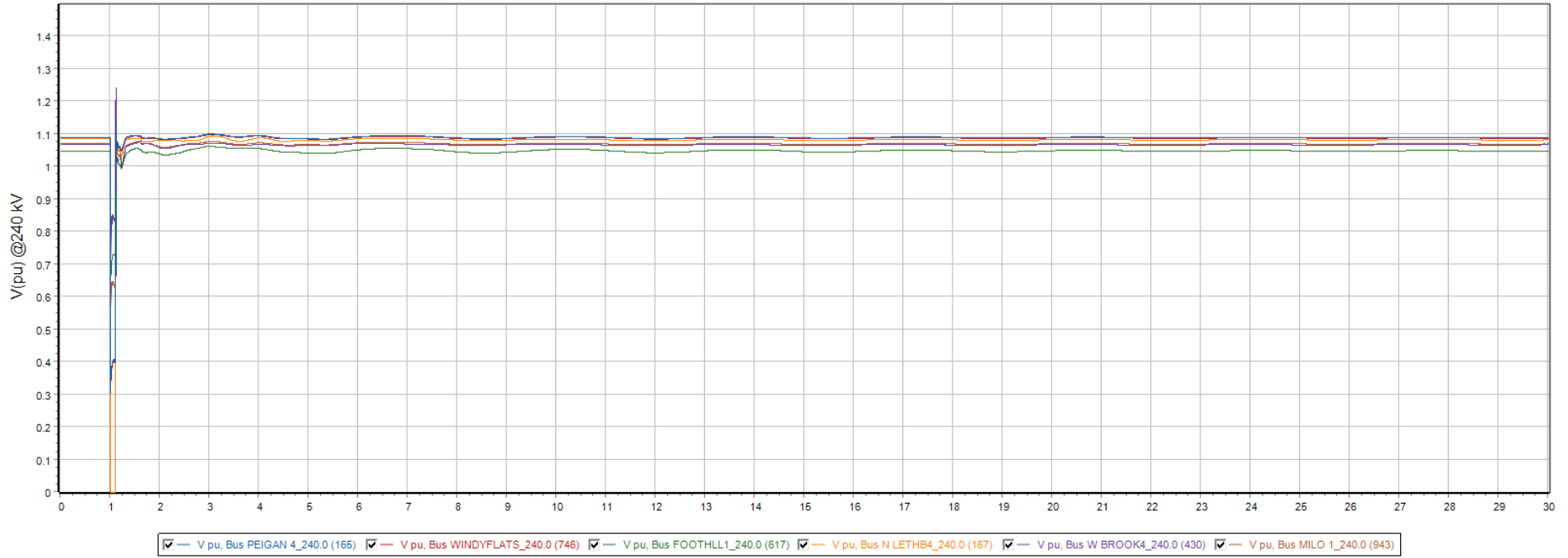
- MW Mech, Gen SECT\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



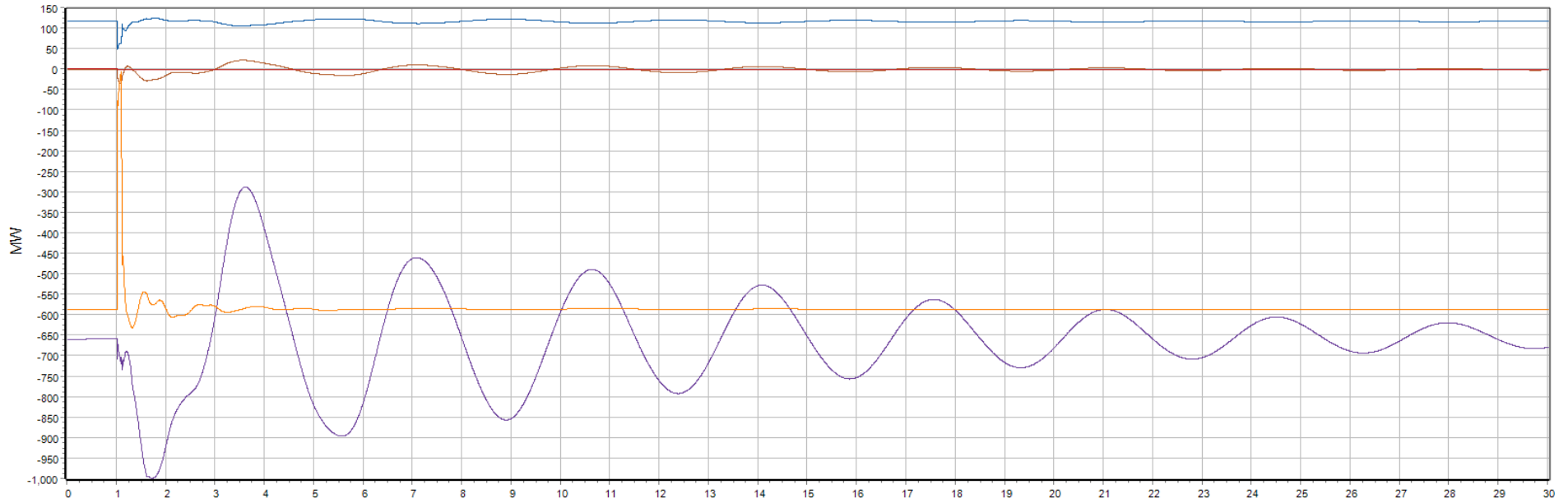
- Mvar, Gen SECT\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



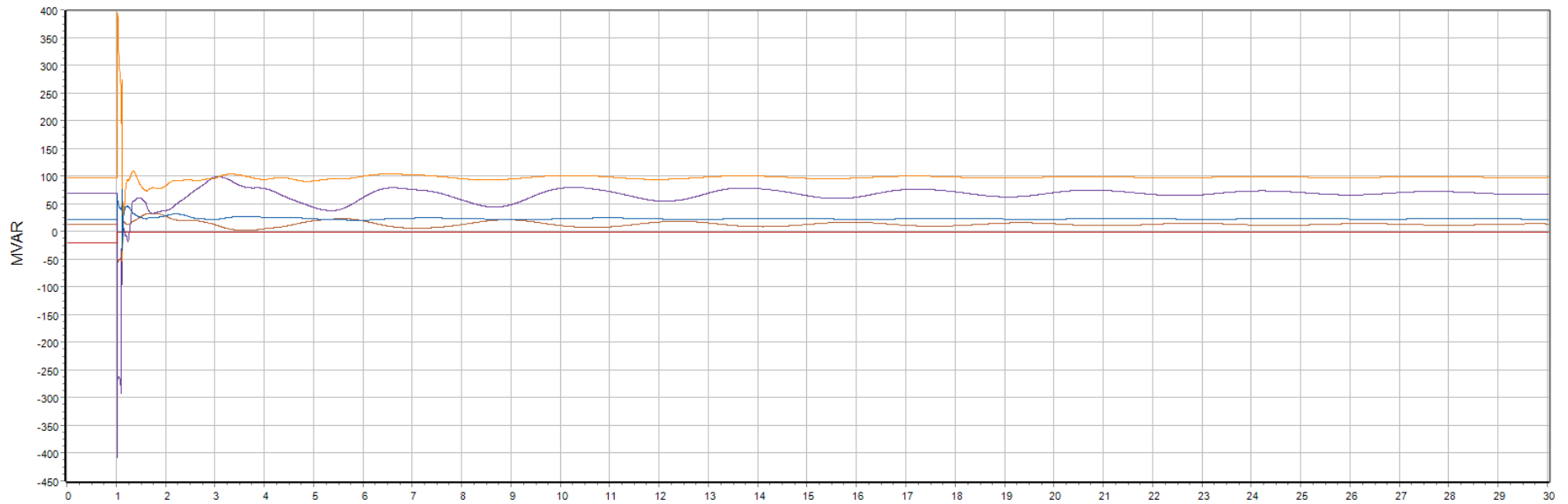
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



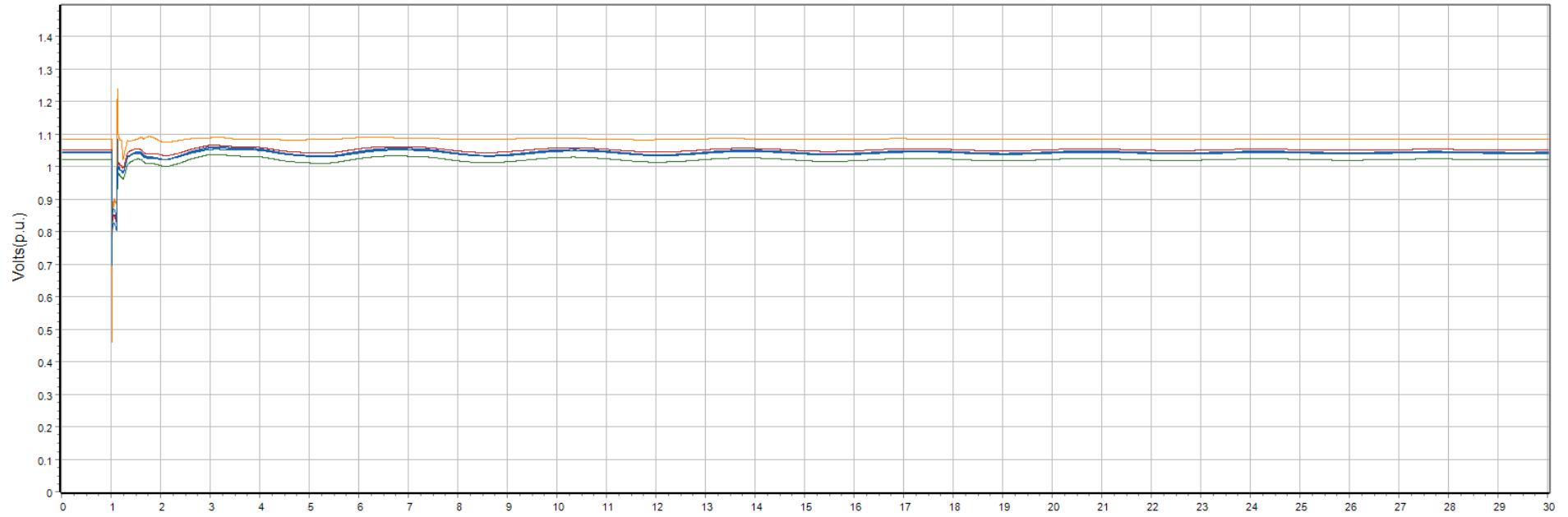
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



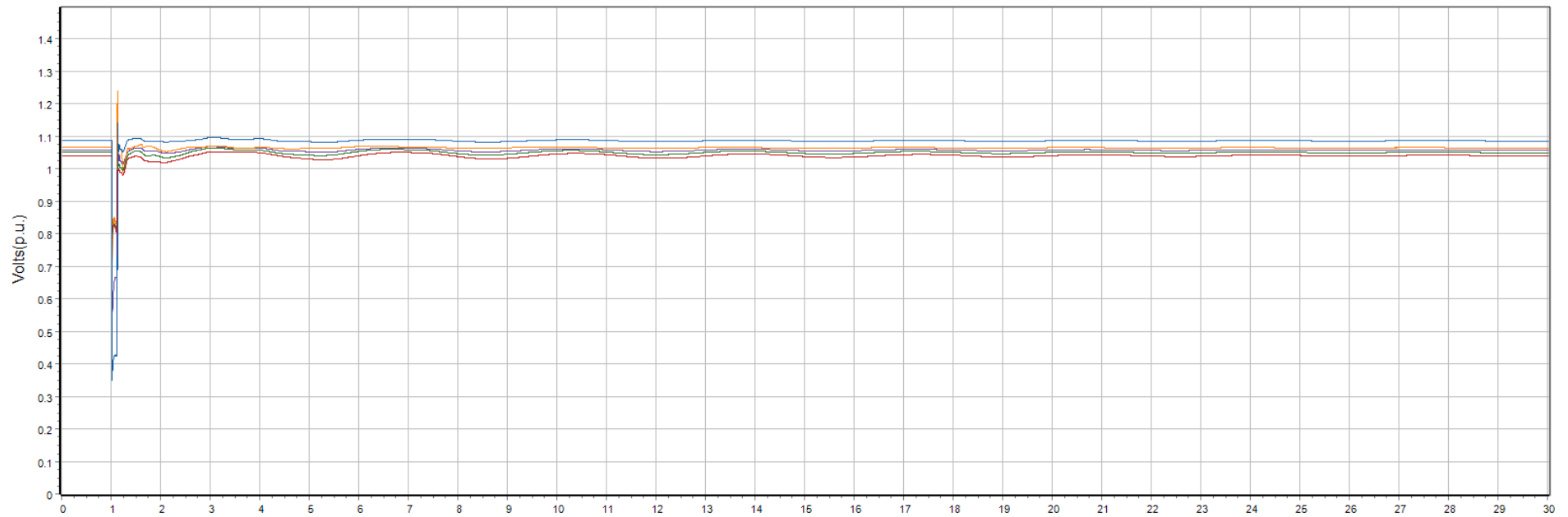
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

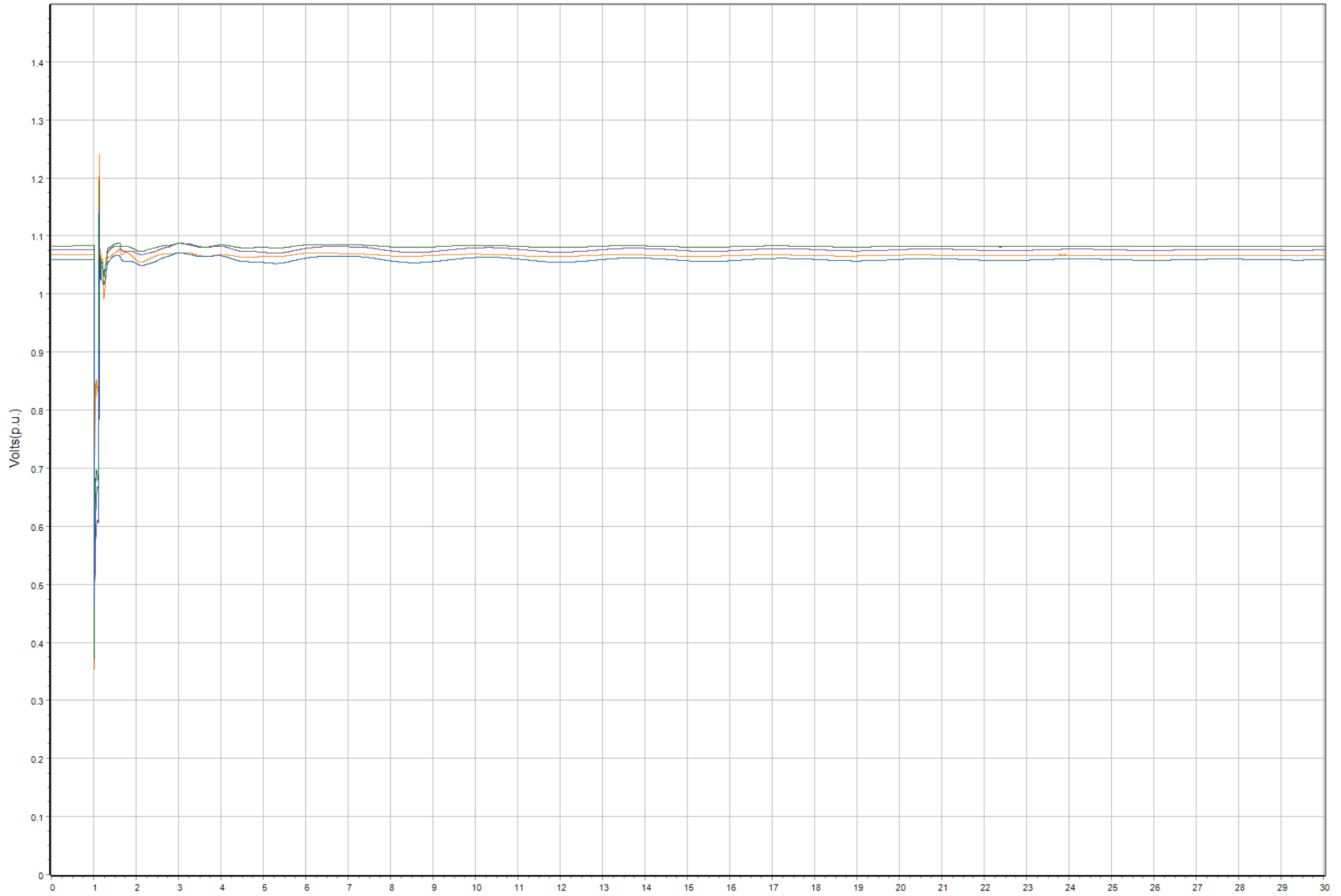


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

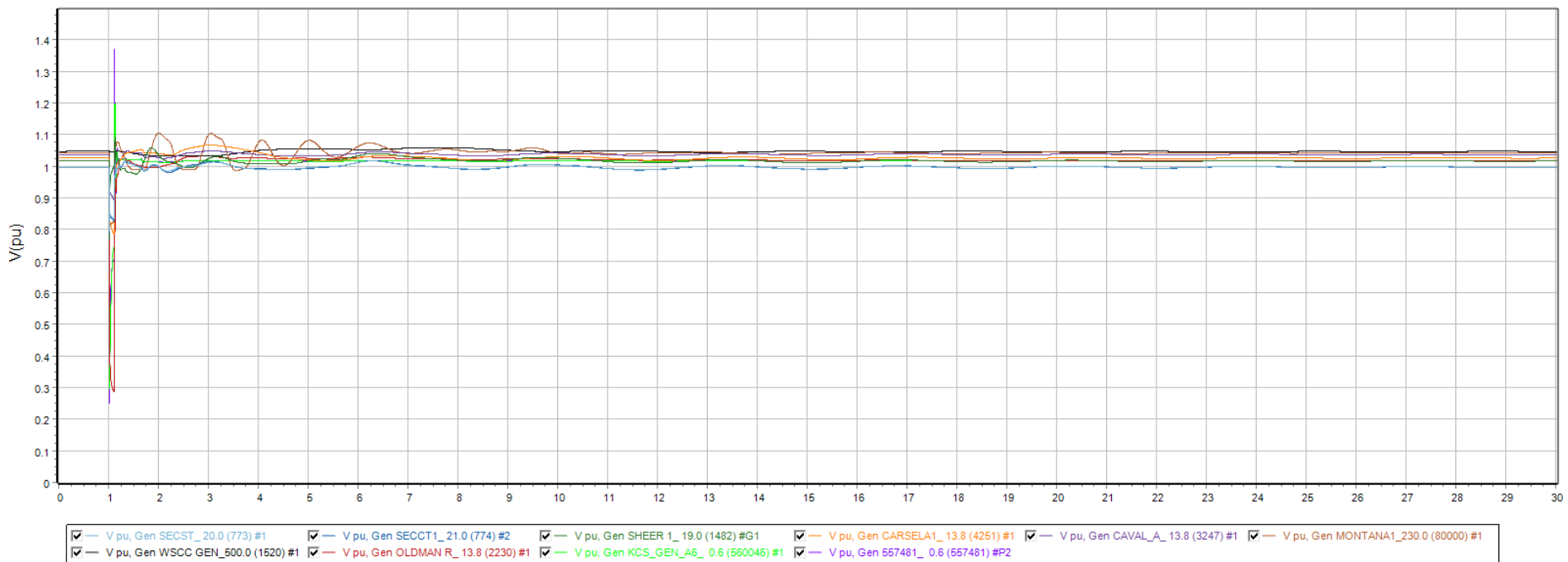
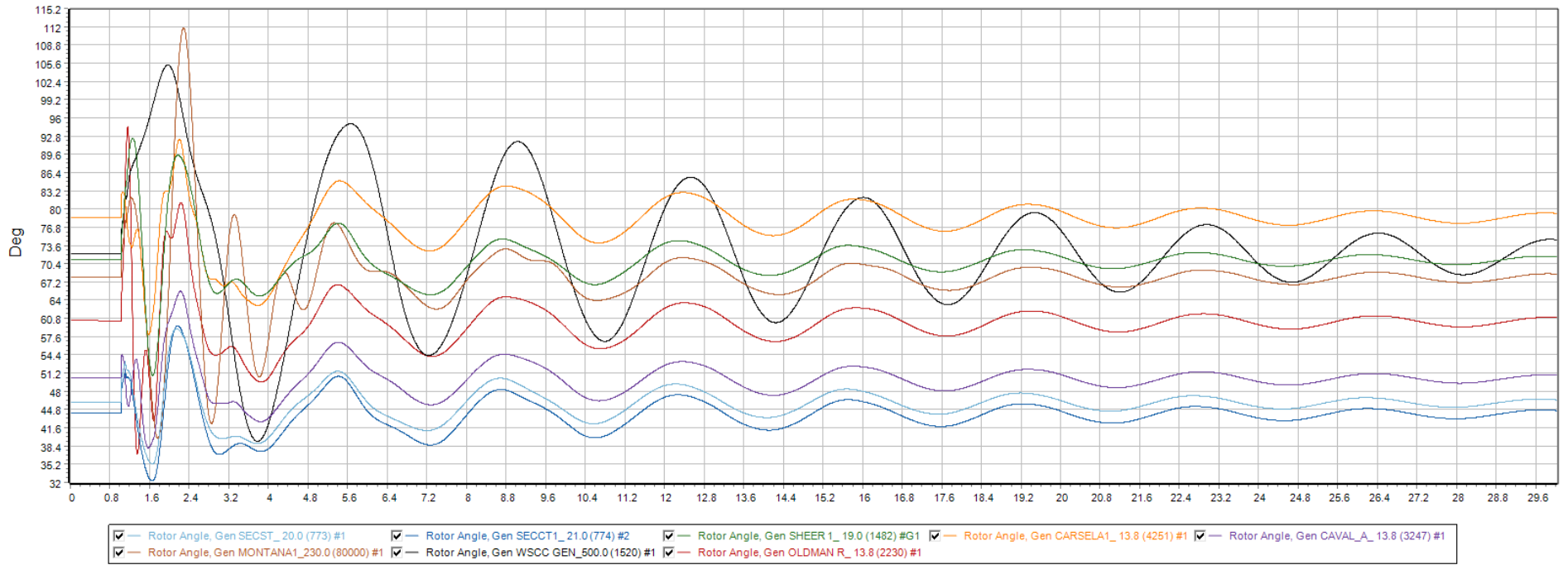




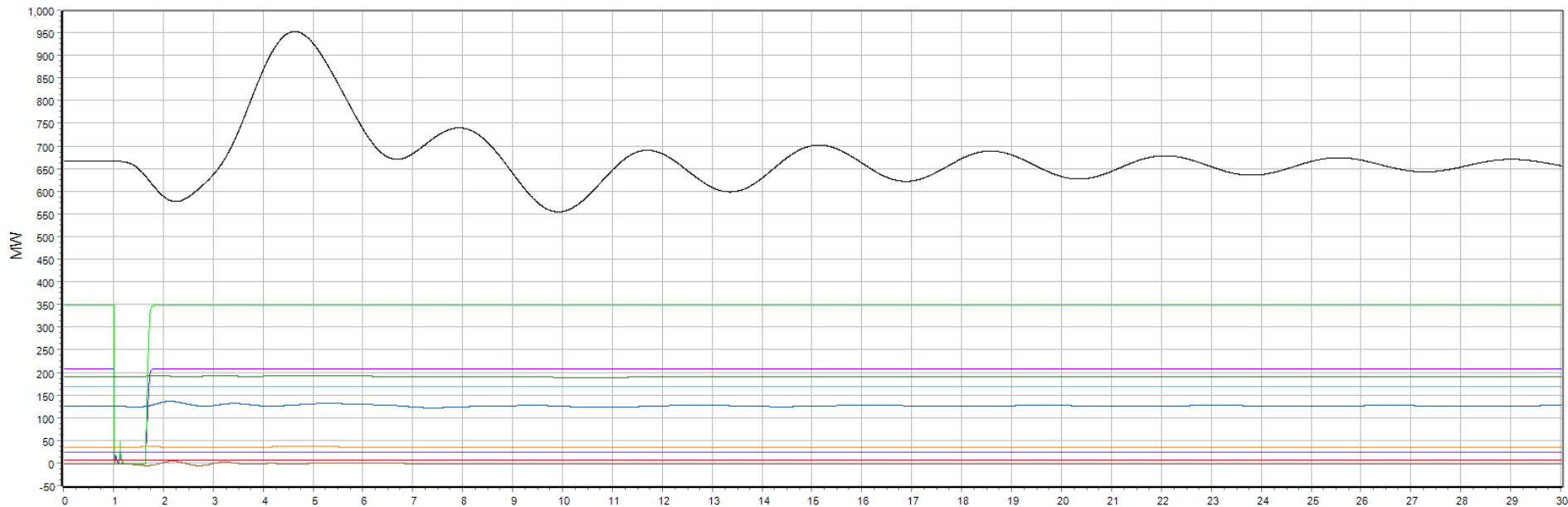
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



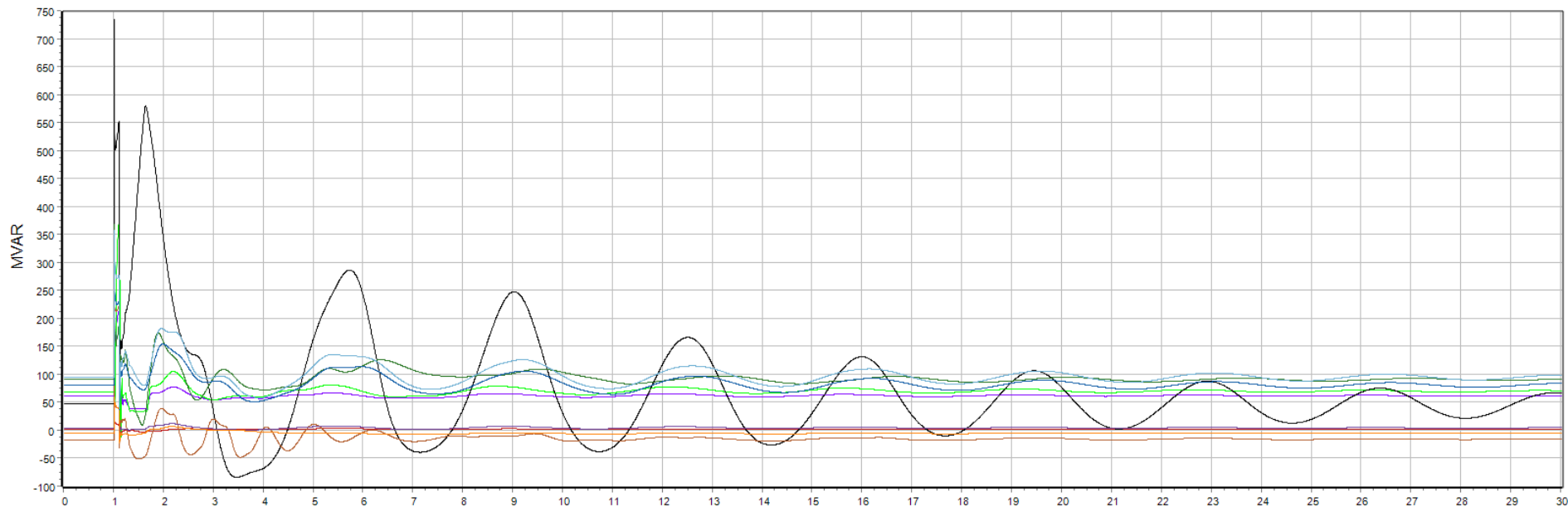
Monitor Gens. Q1



Monitor Gens. Q2



- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2

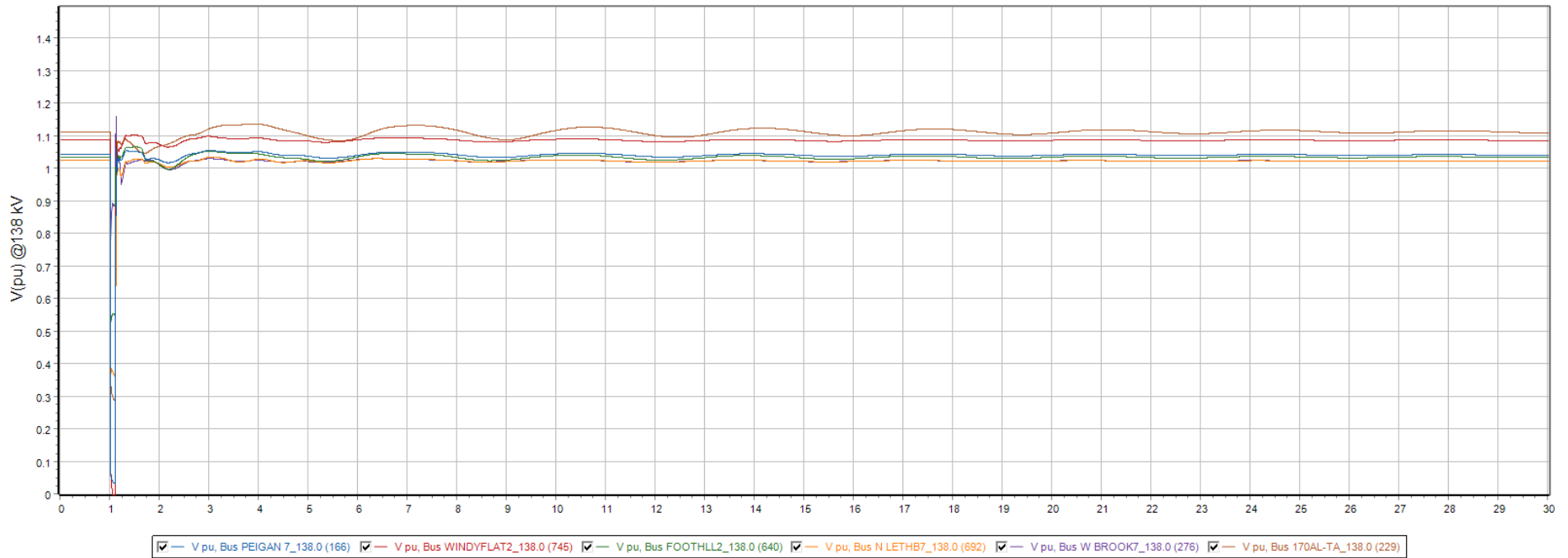
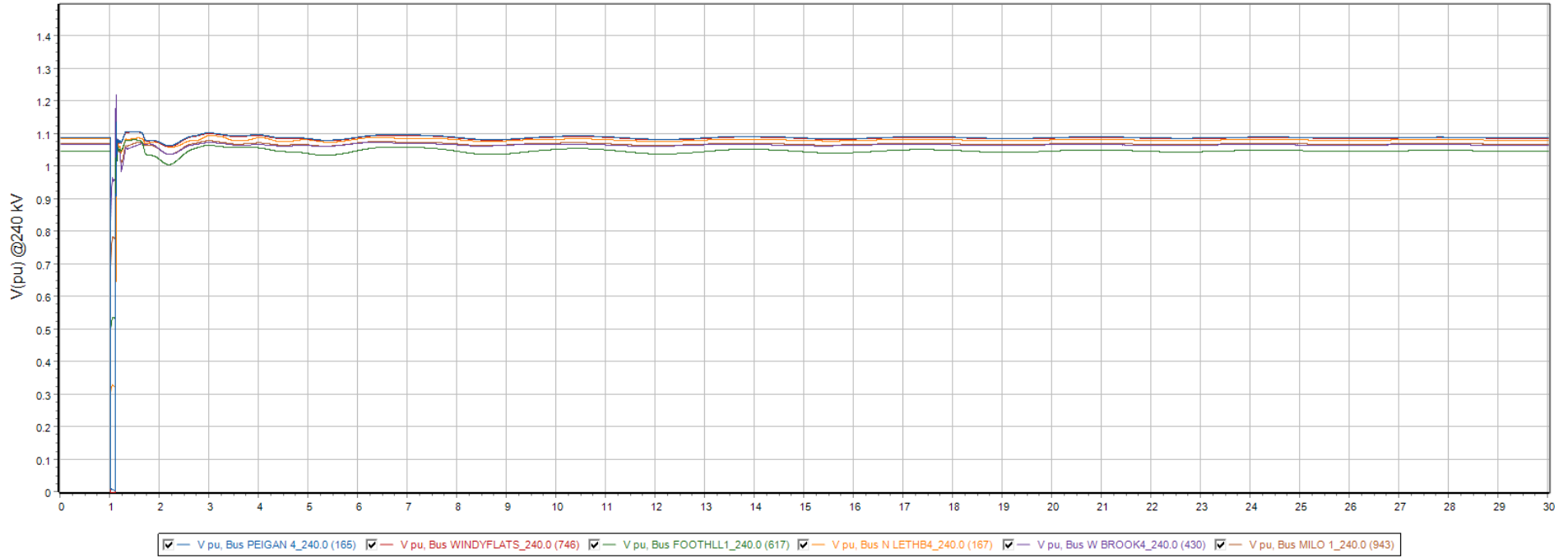


- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

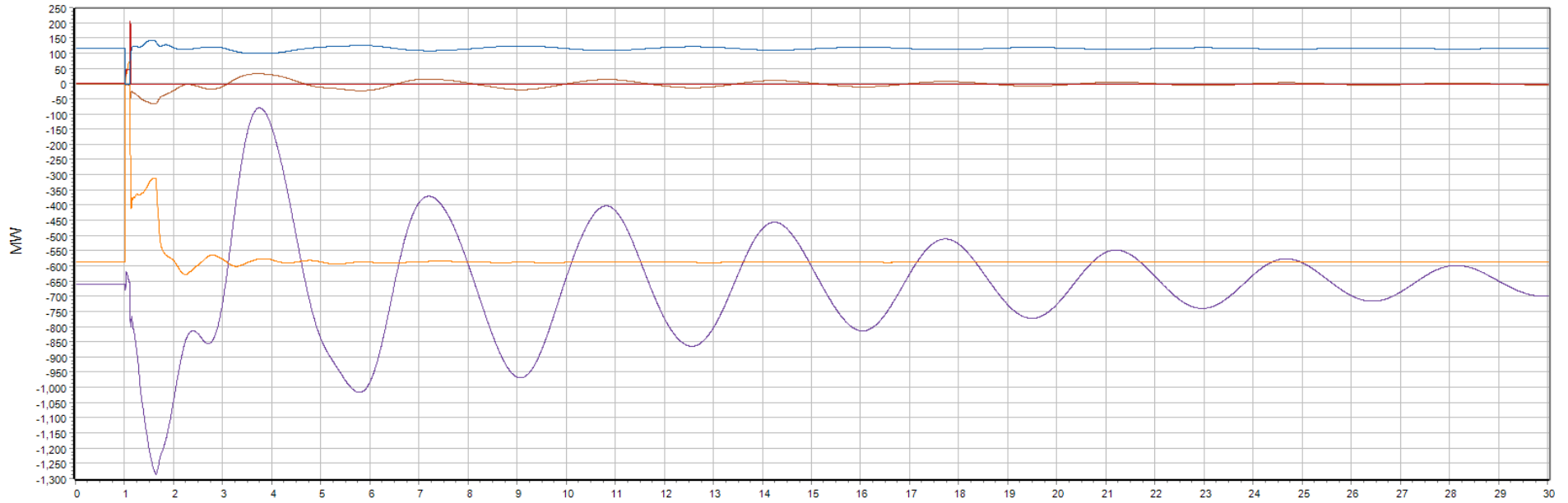




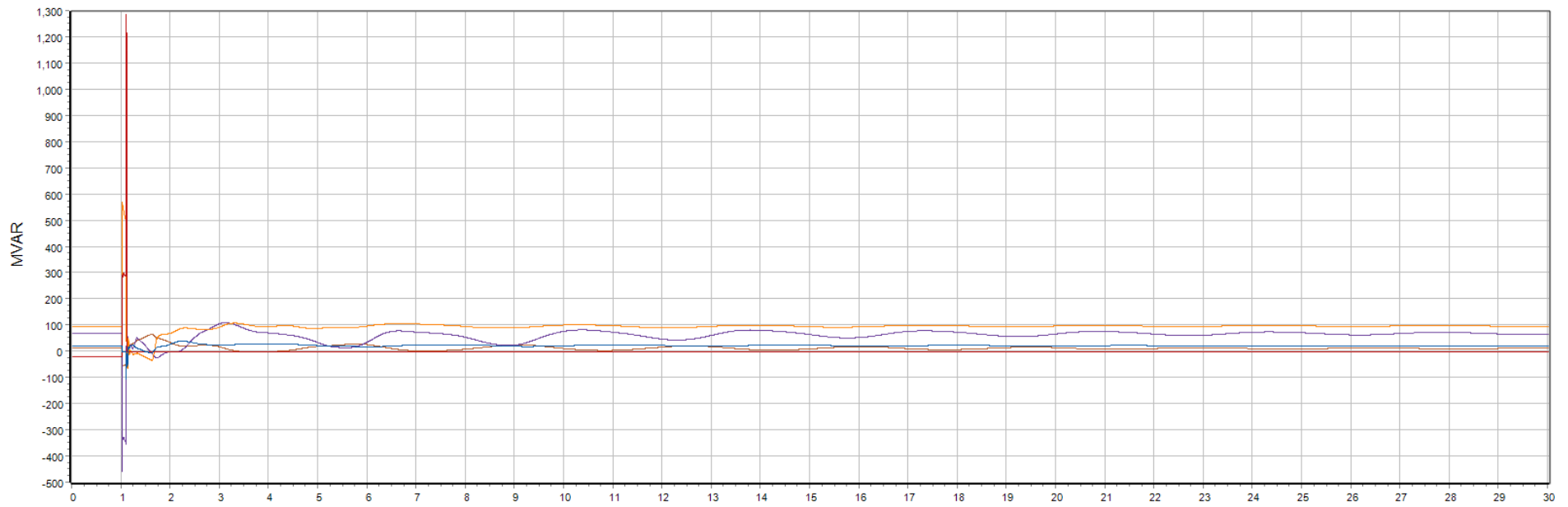
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



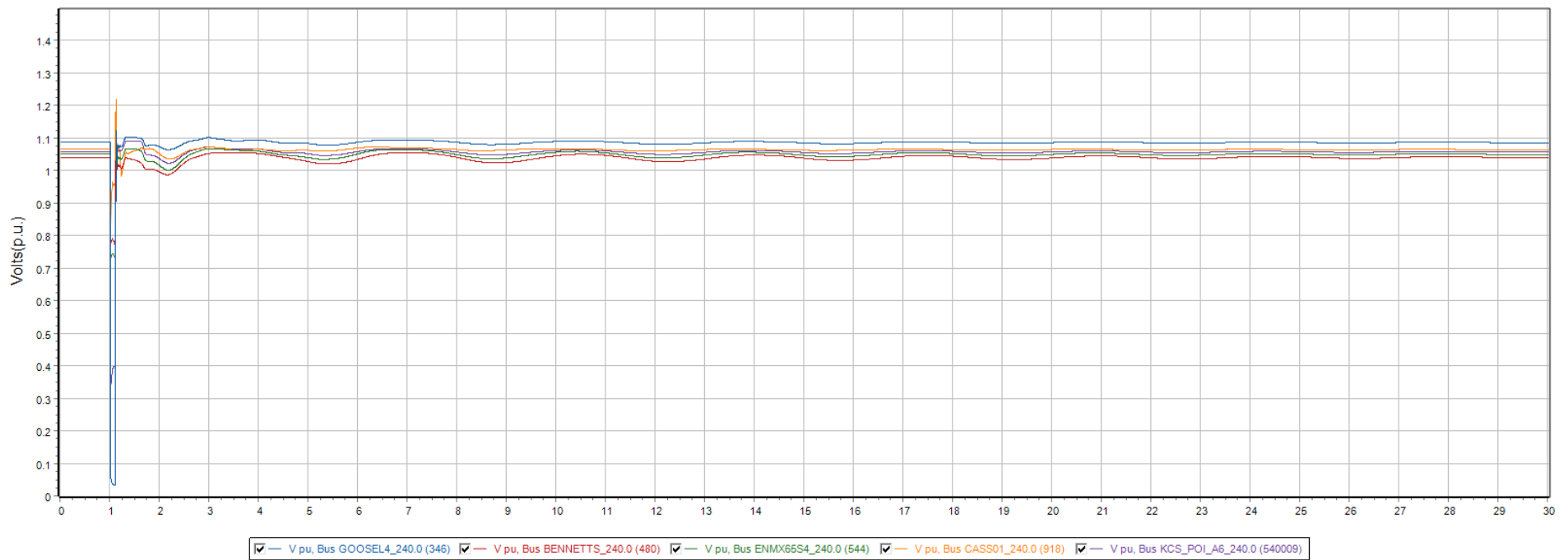
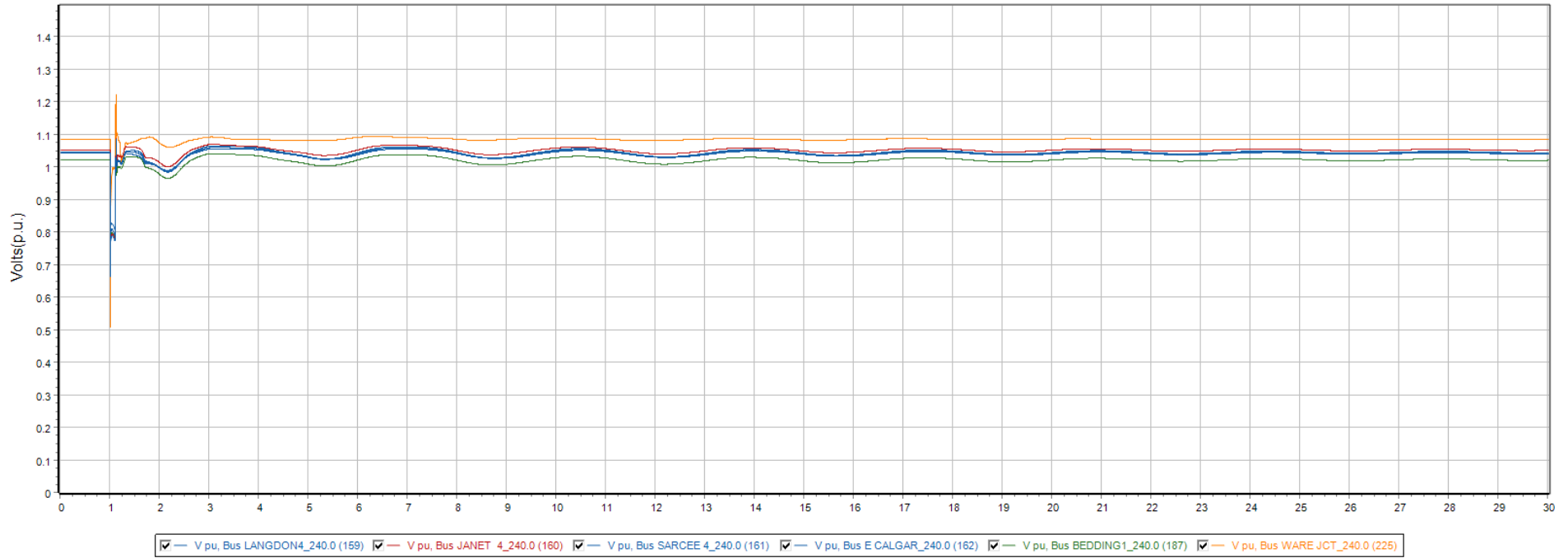
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

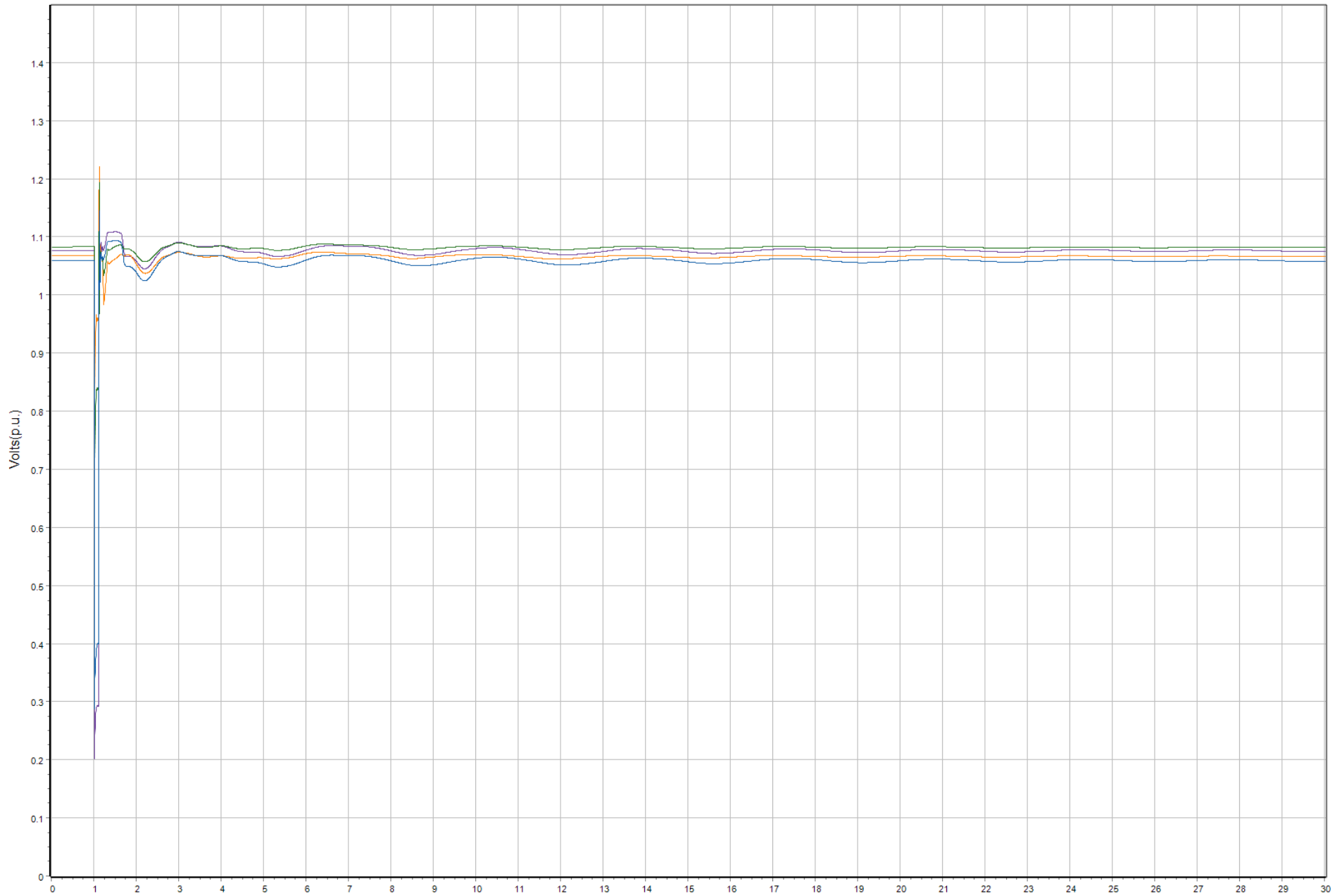


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

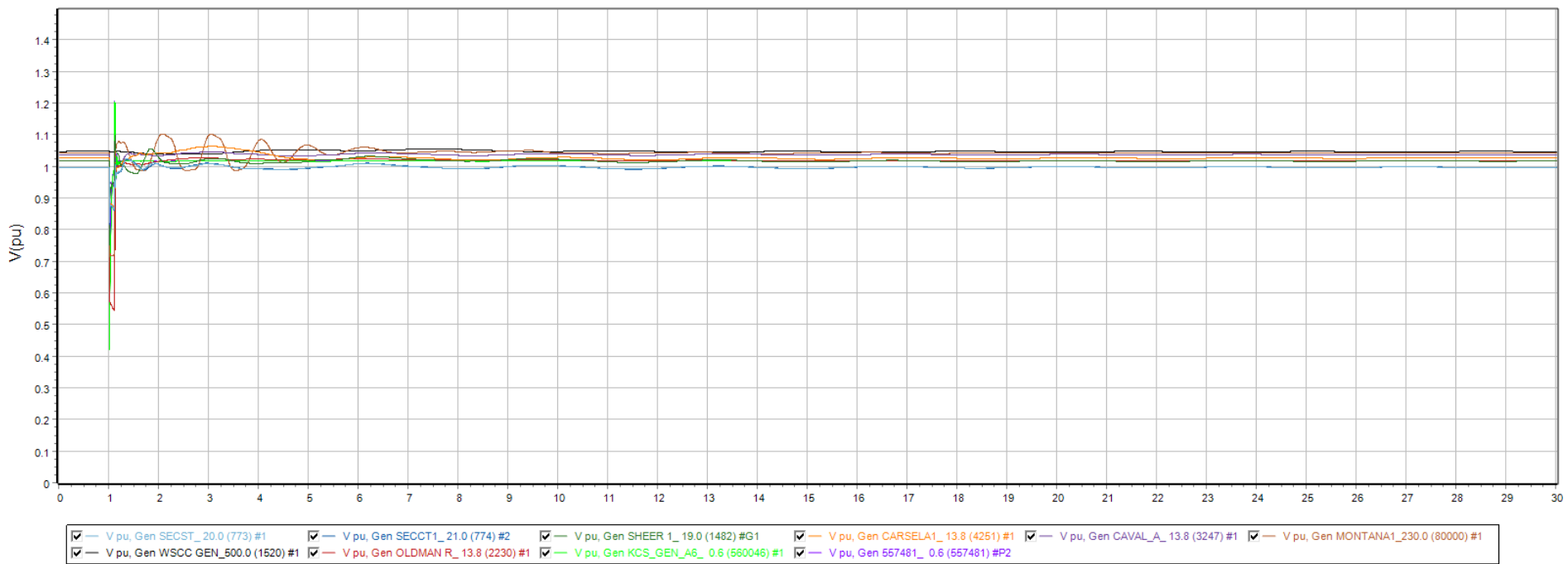
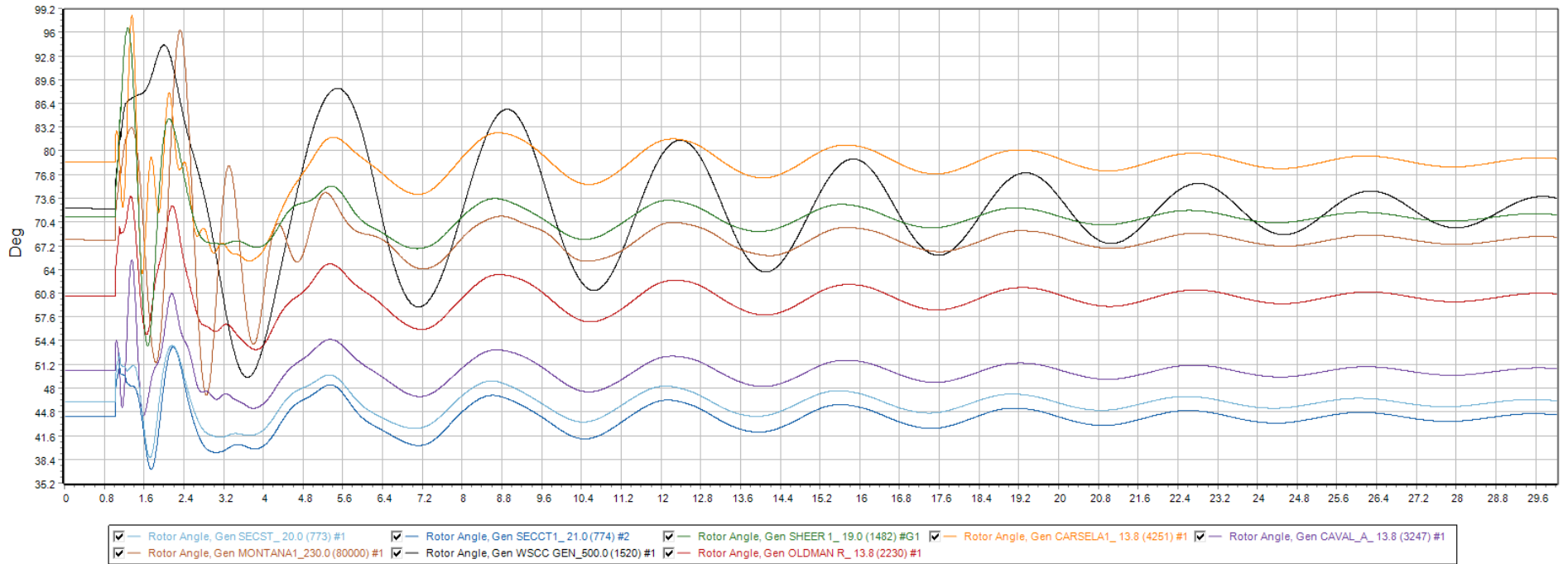




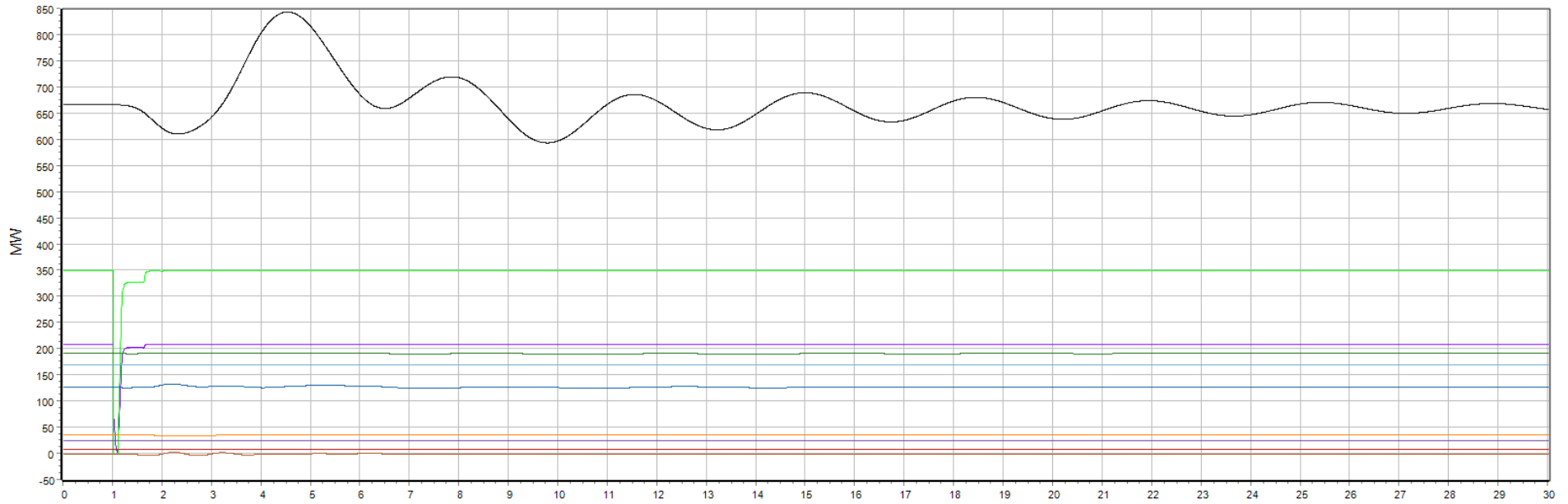
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



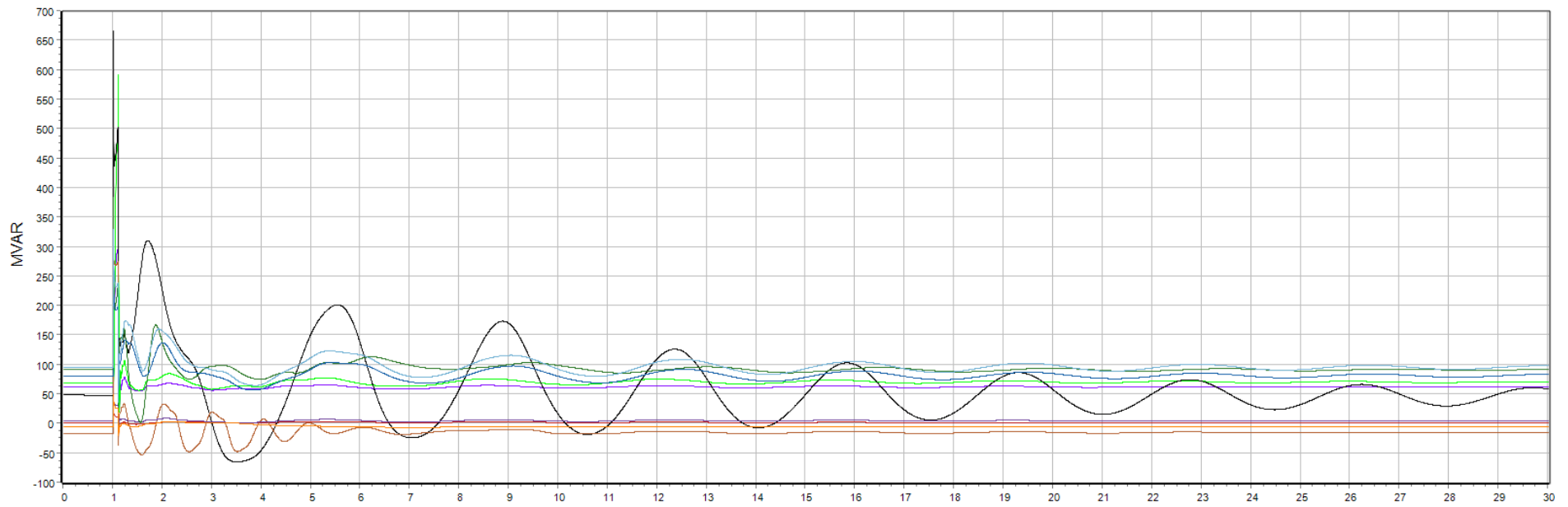
Monitor Gens. Q1



Monitor Gens. Q2



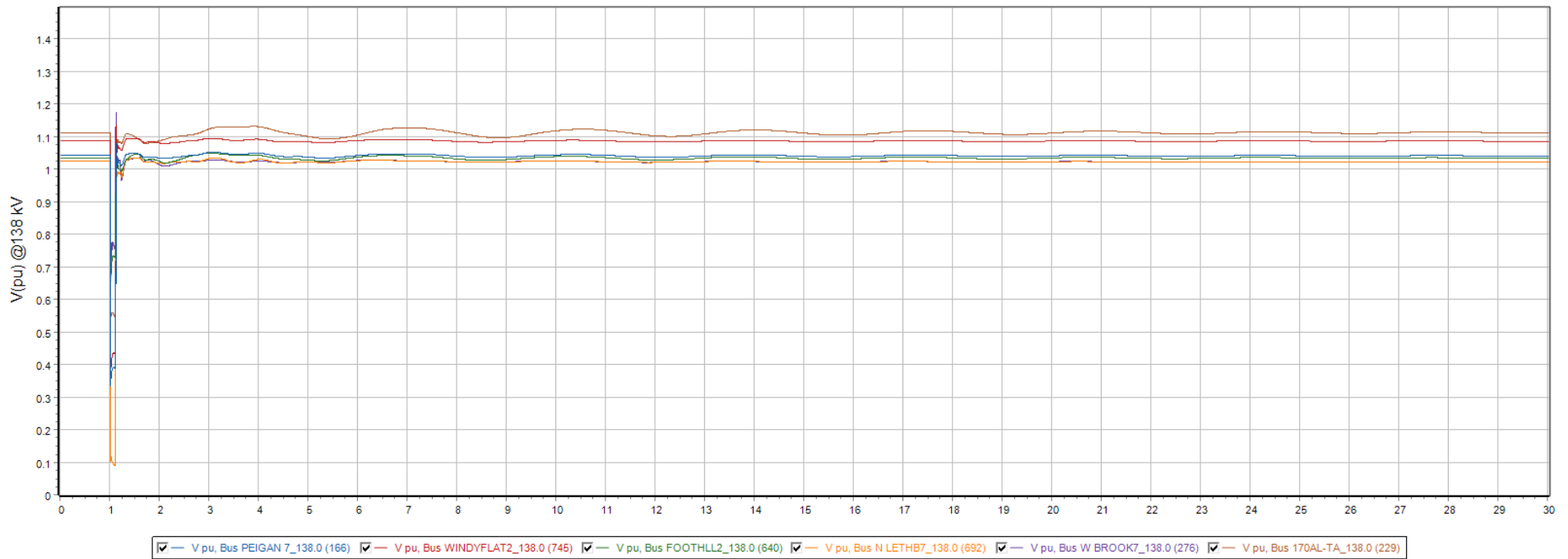
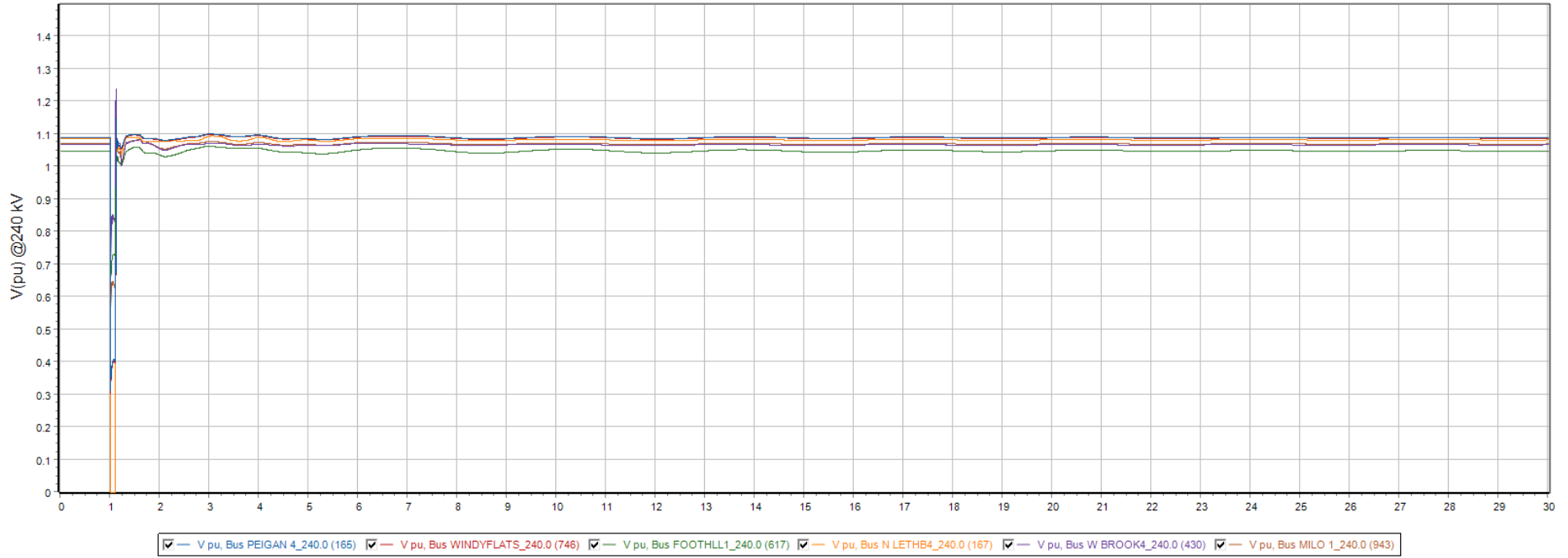
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



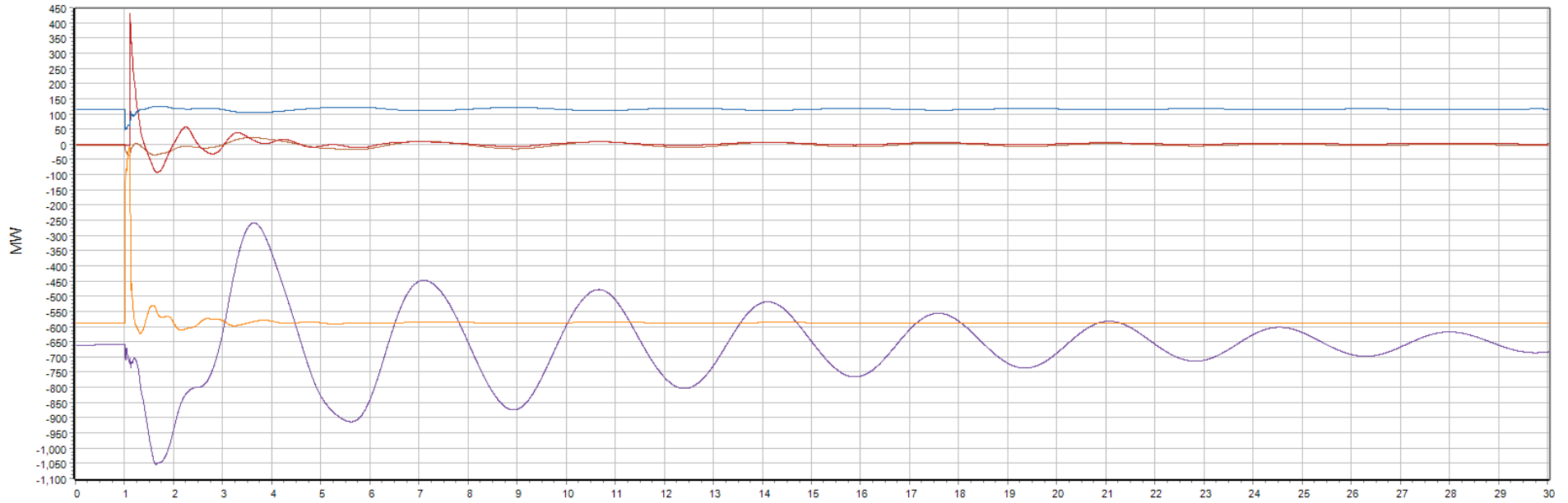
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



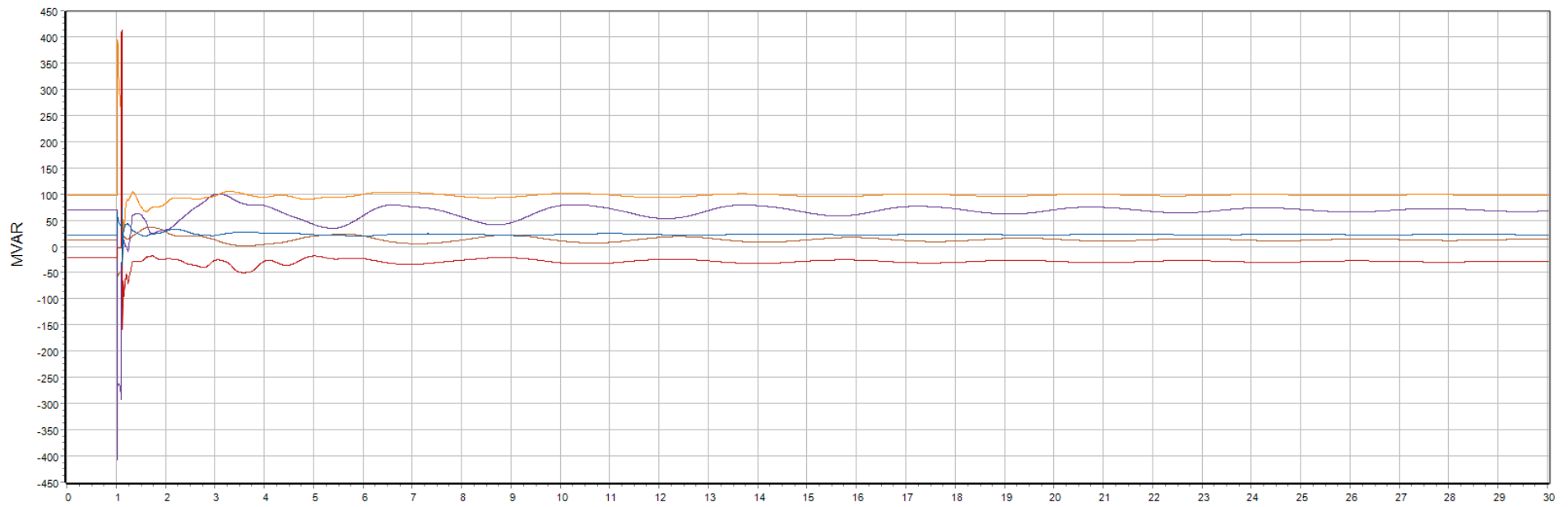
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

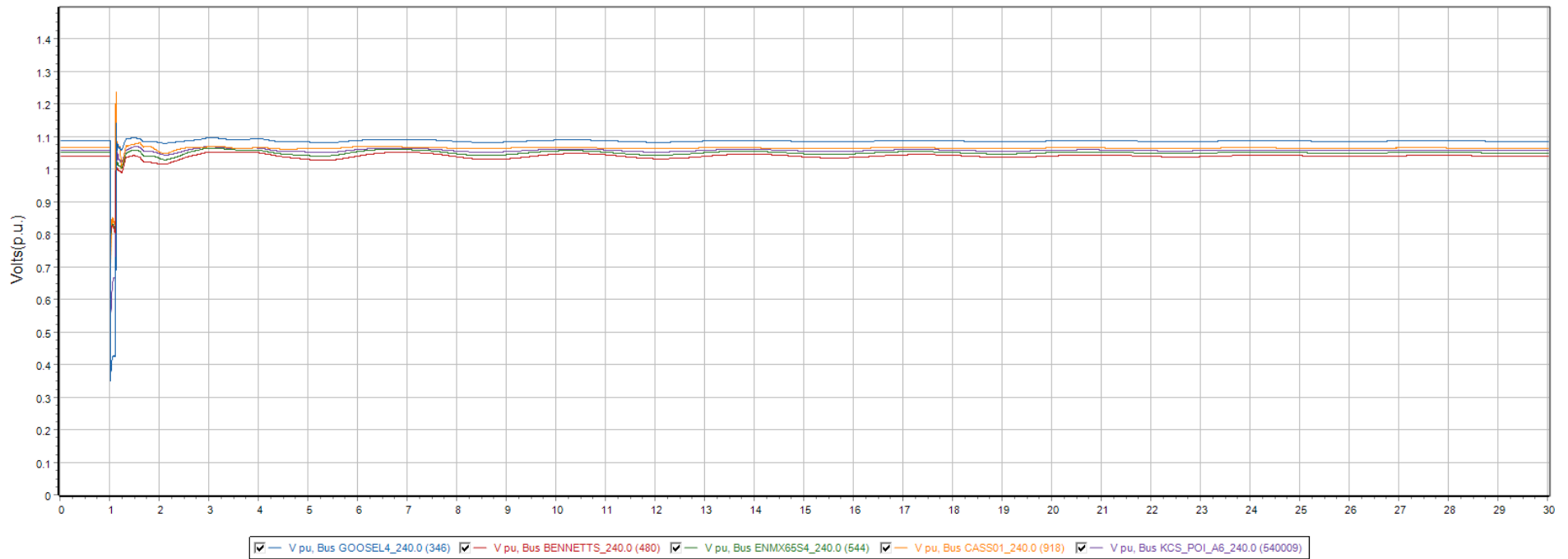
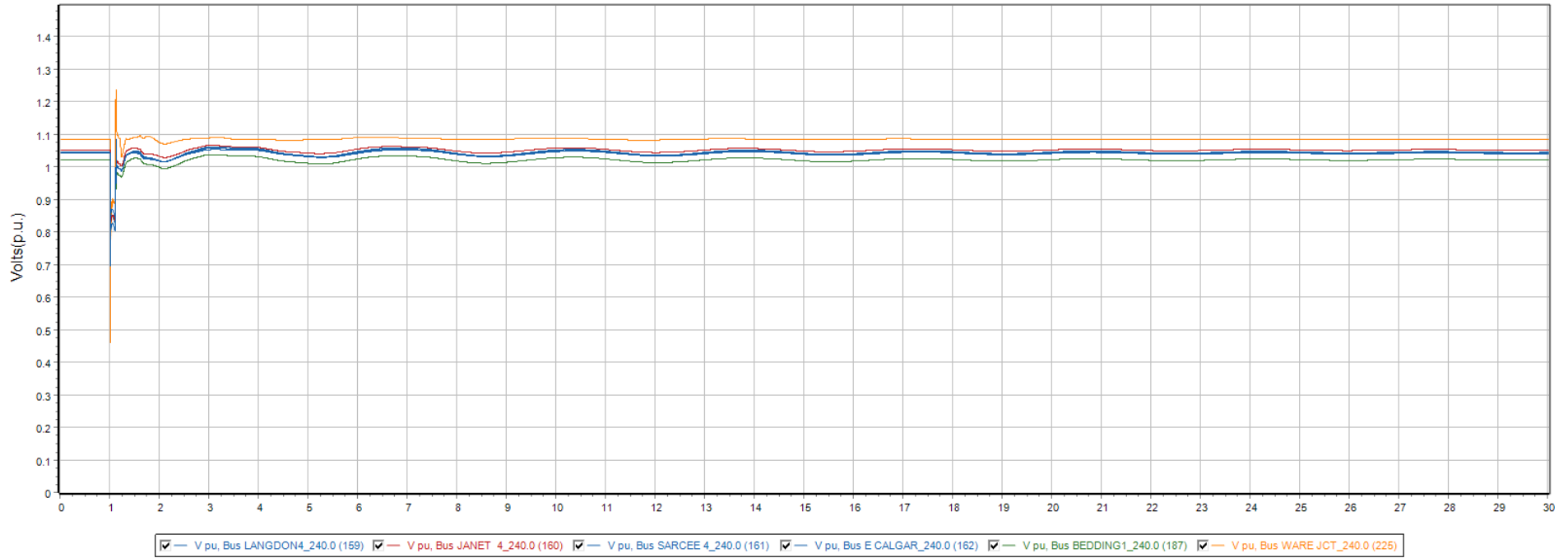


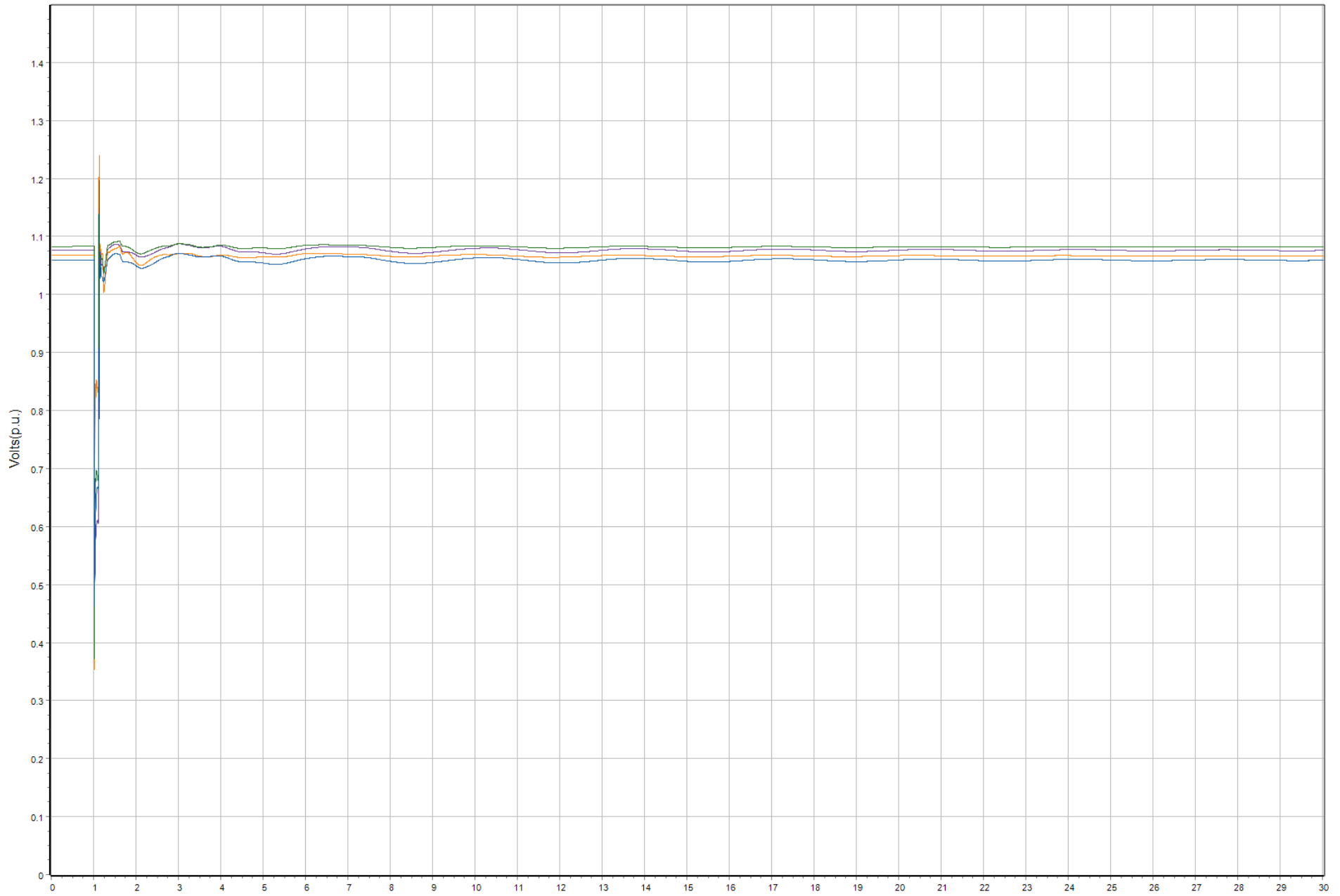
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70





Additional 240 kV Bus Volts

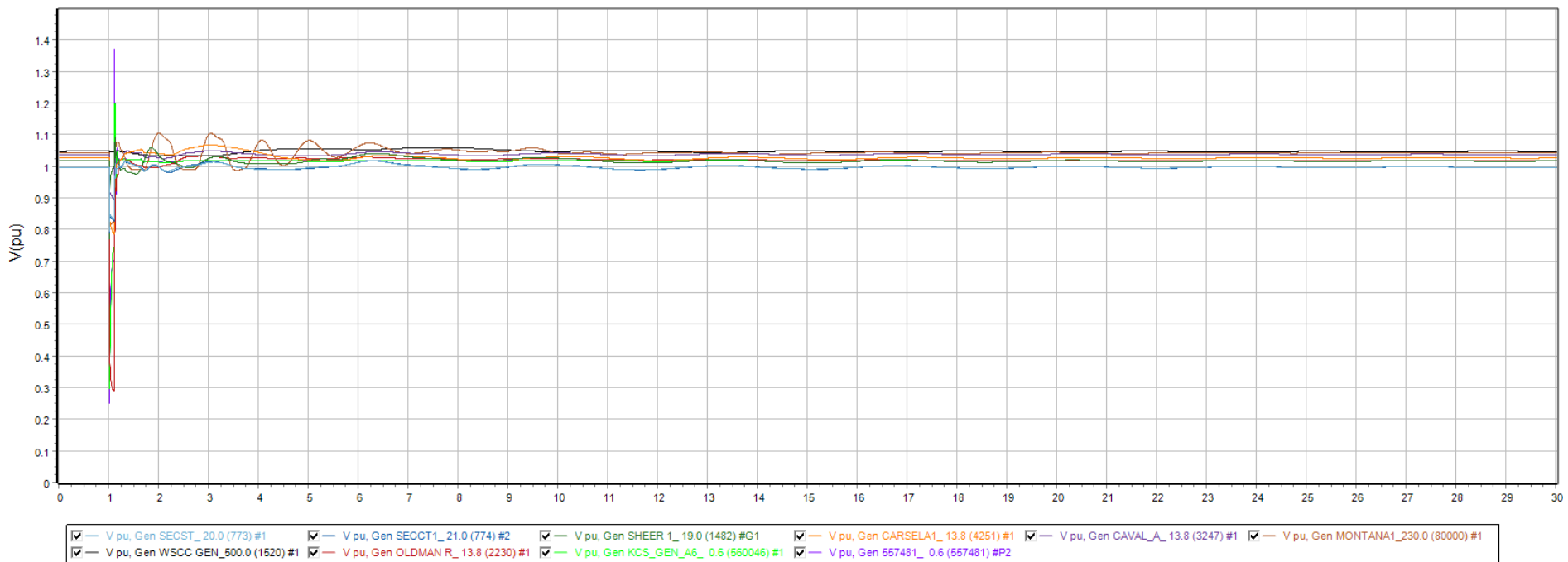
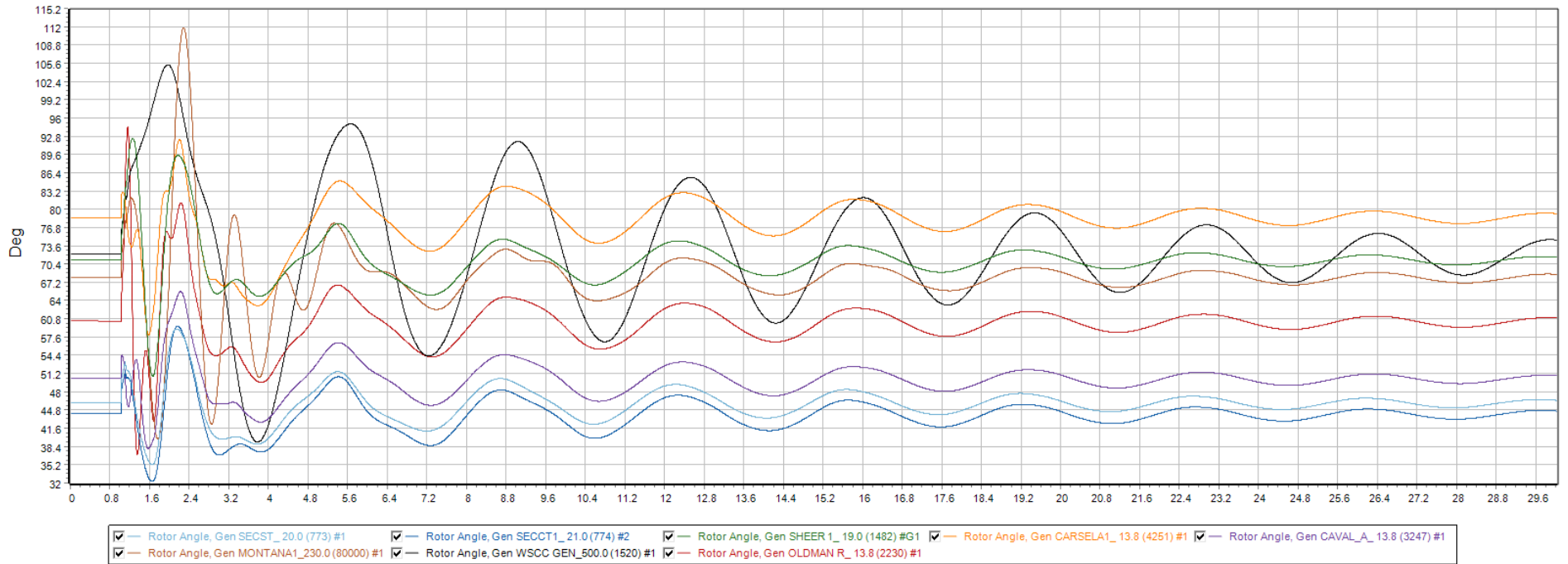




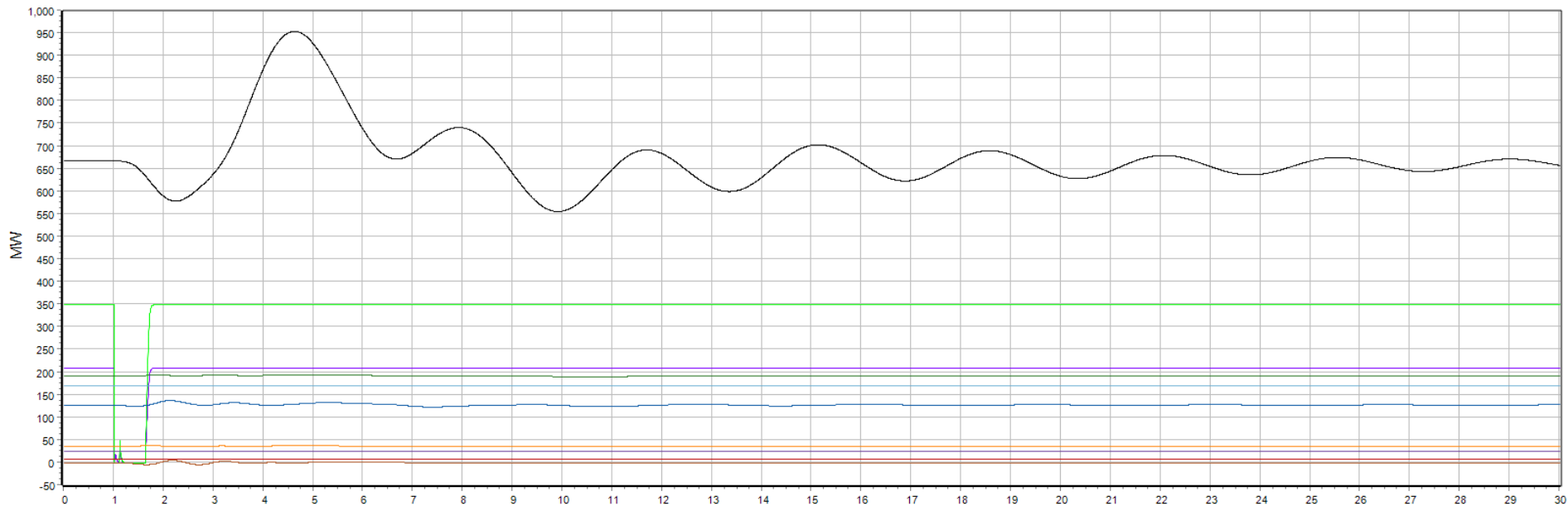
— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)



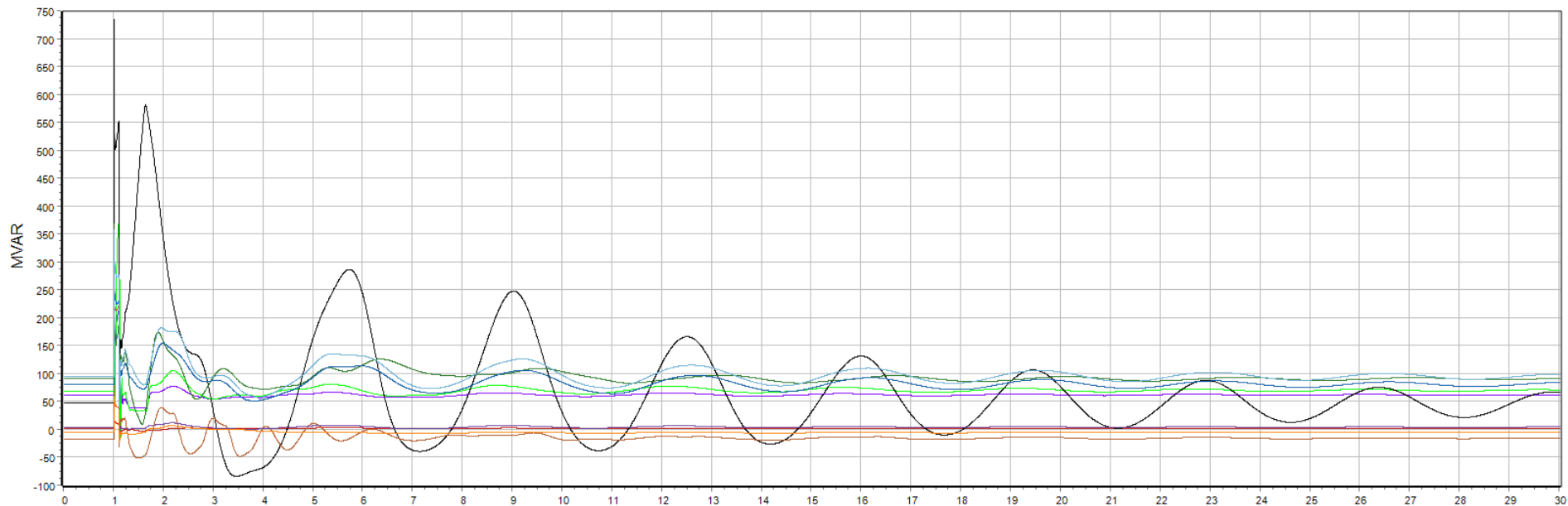
Monitor Gens. Q1



Monitor Gens. Q2



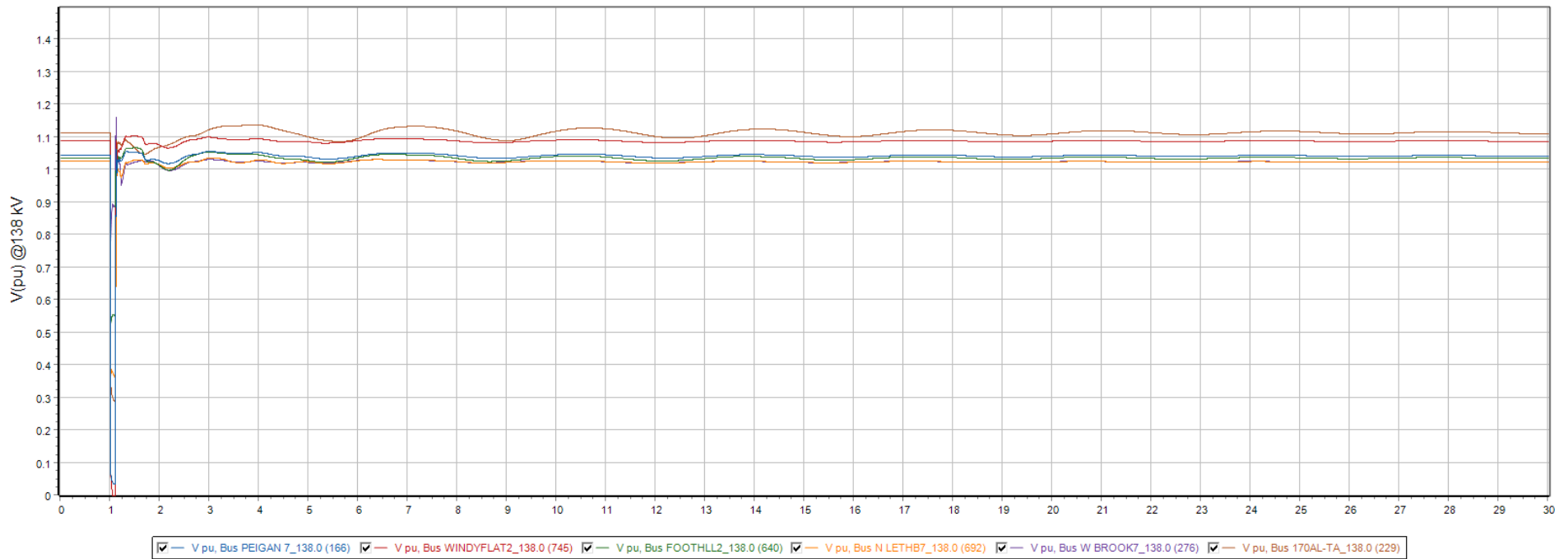
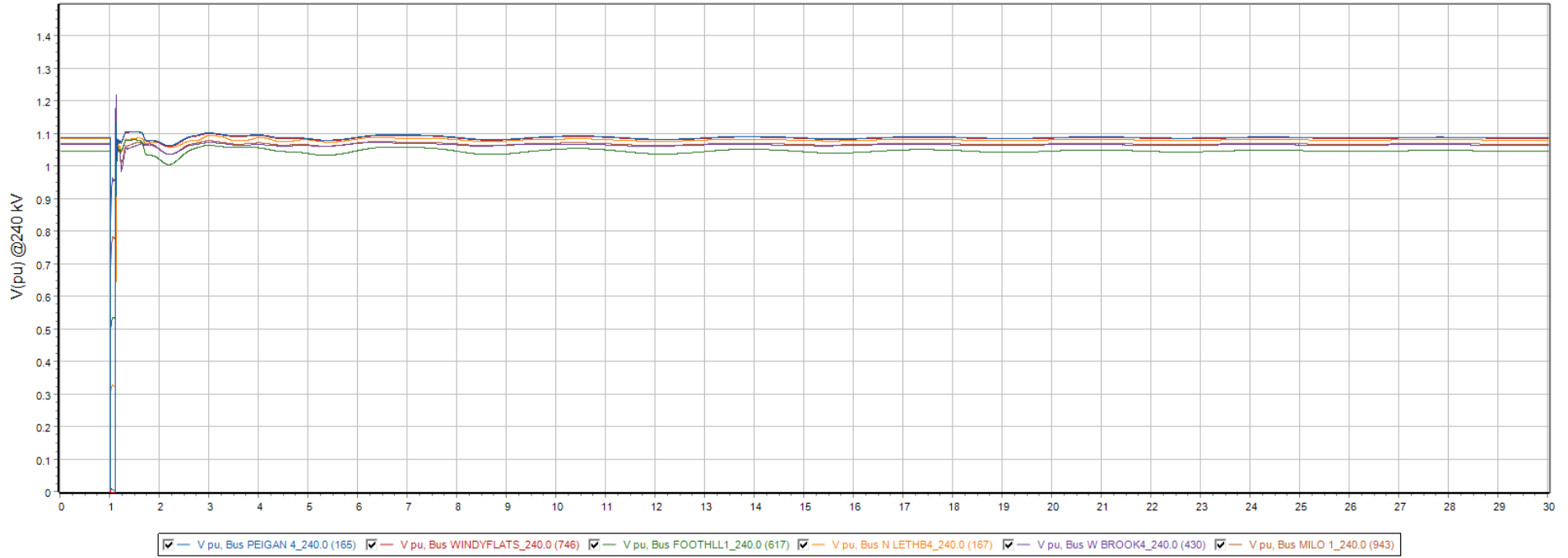
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



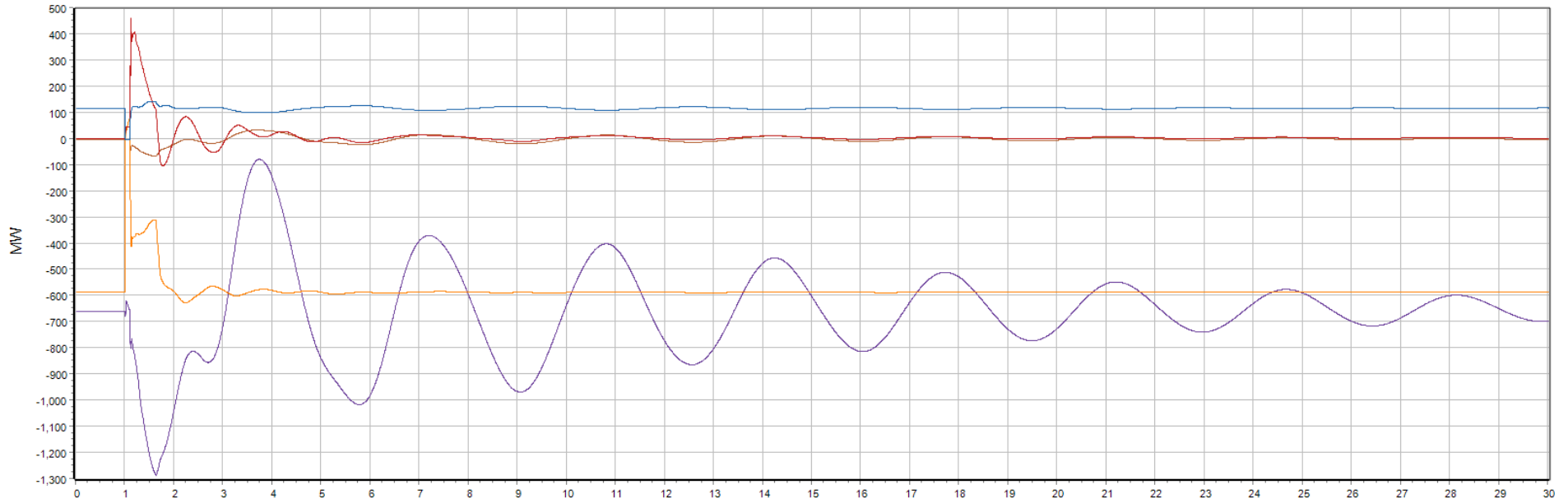
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



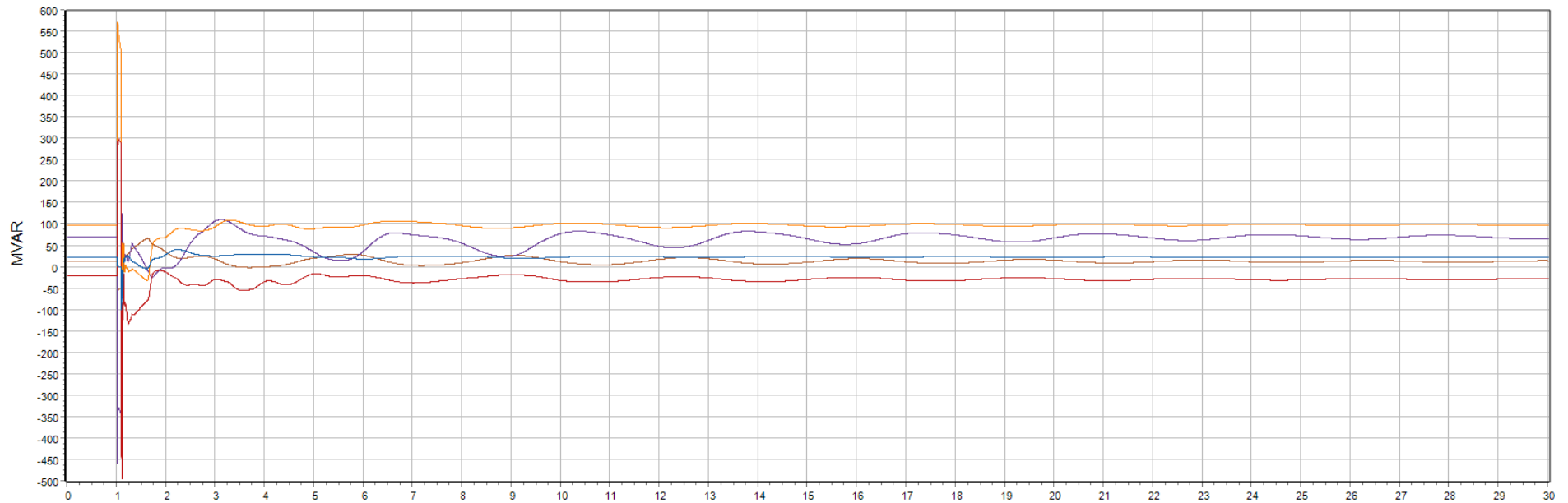
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



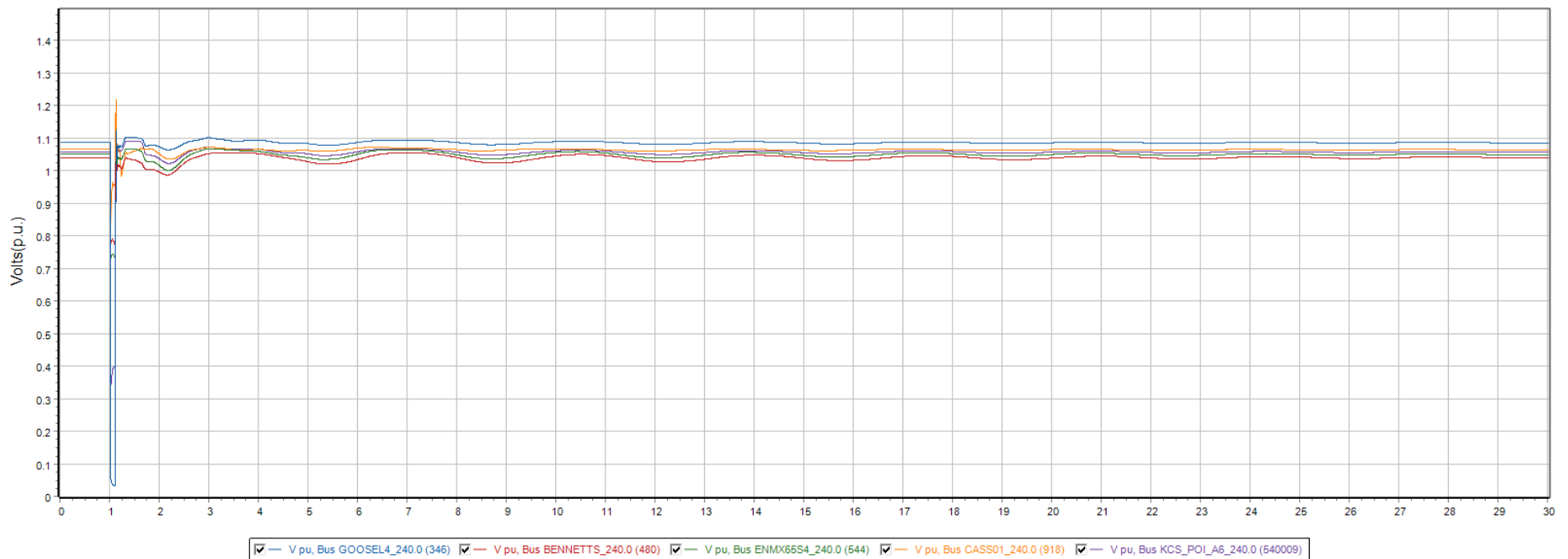
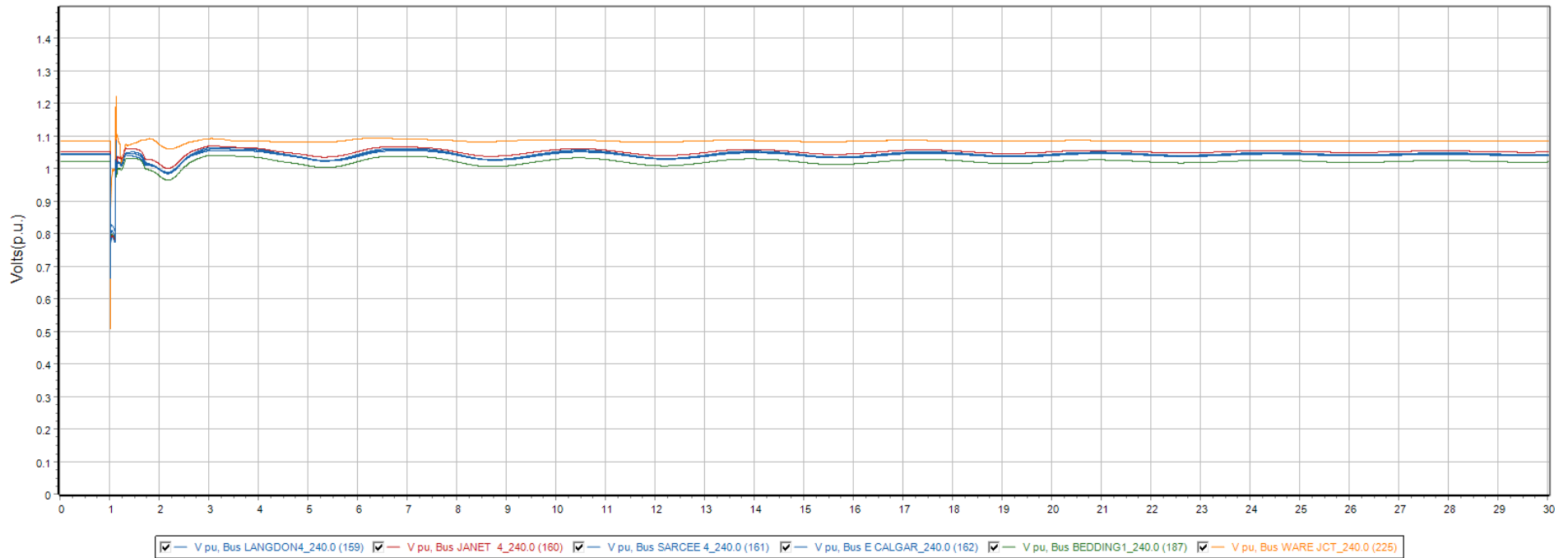
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

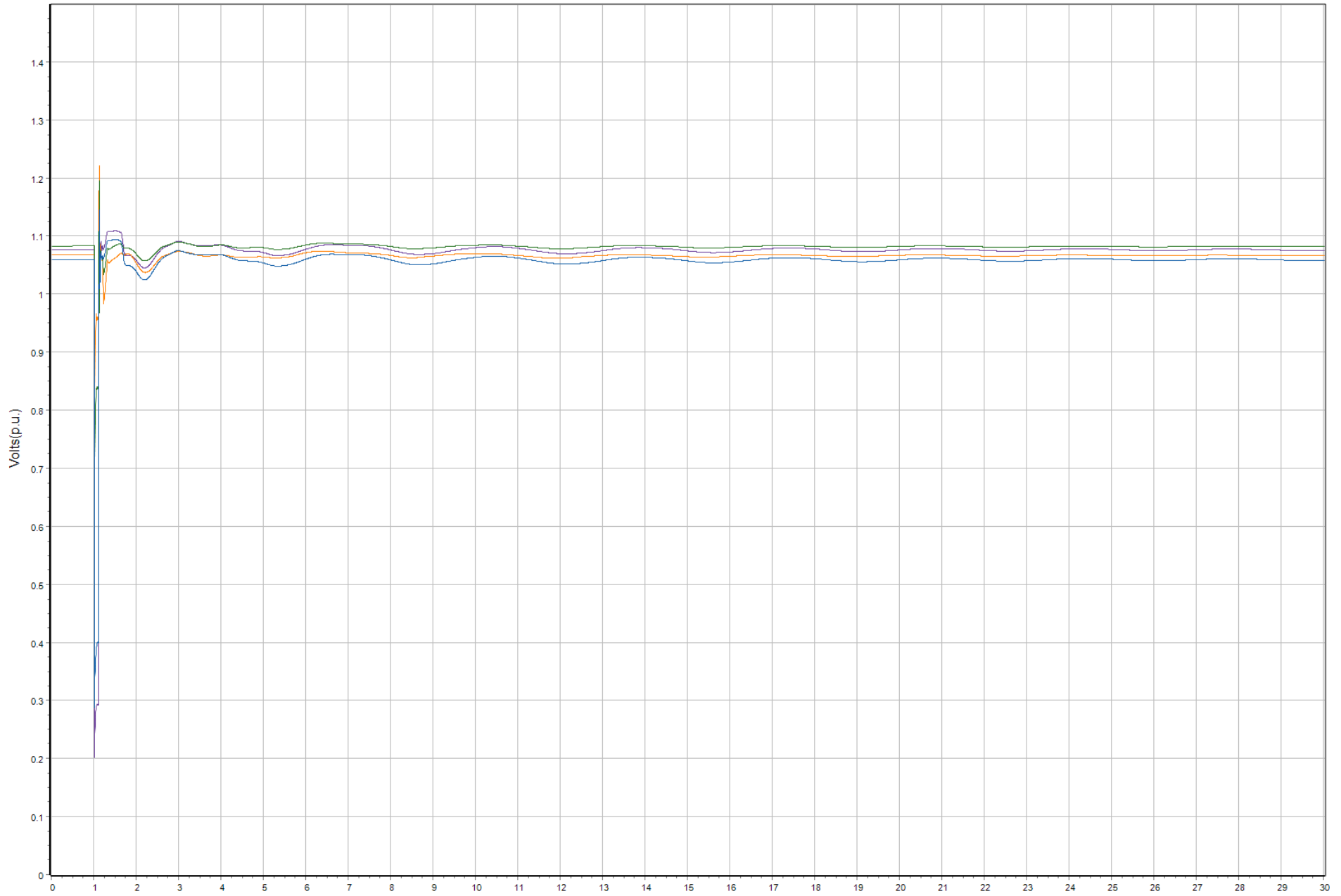


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



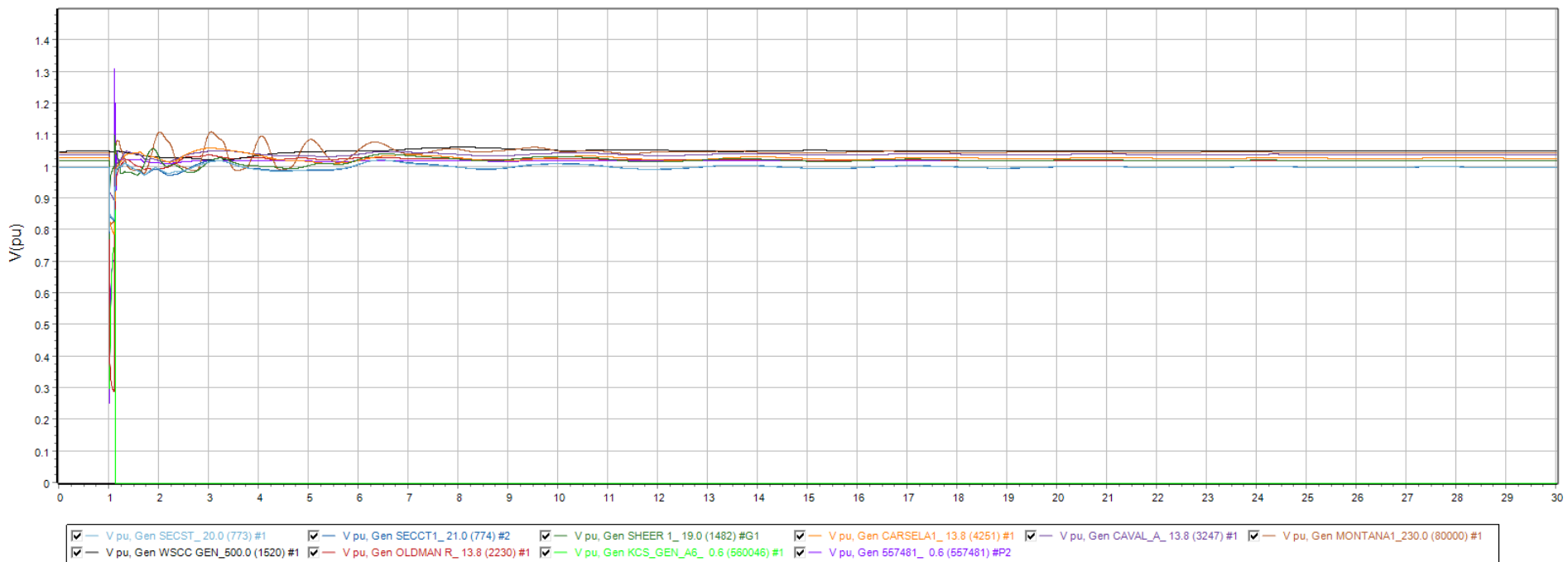
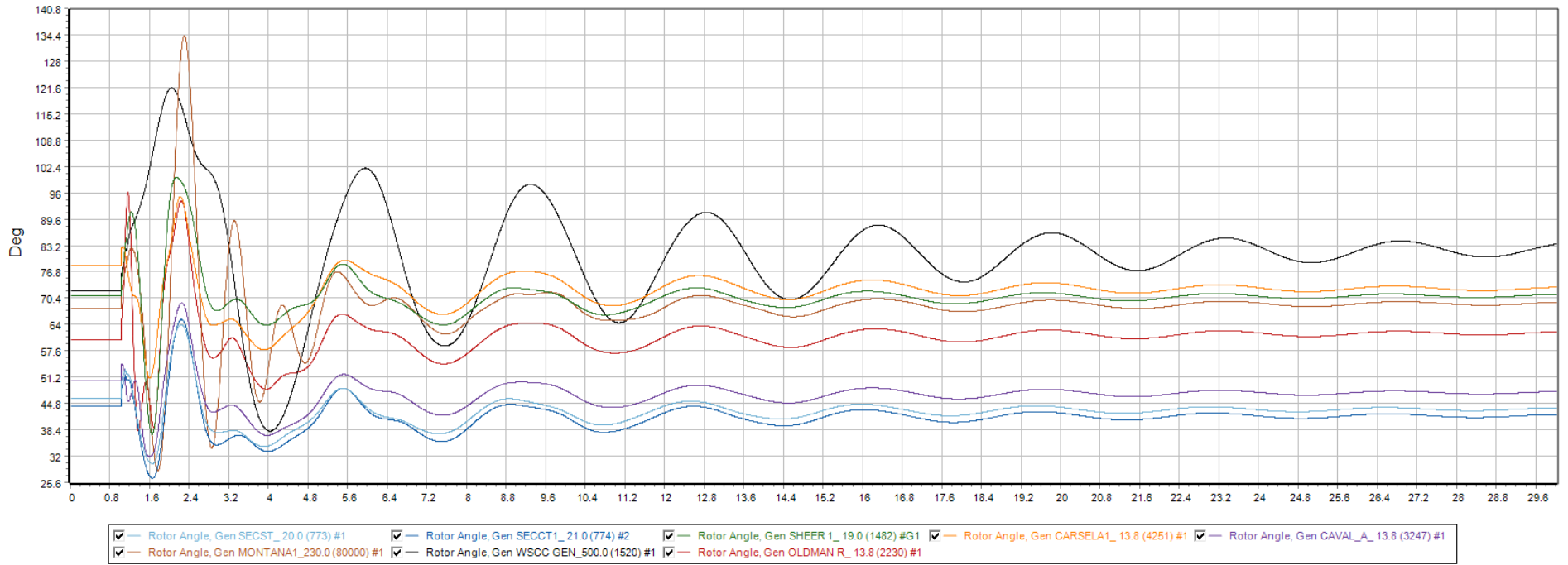


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

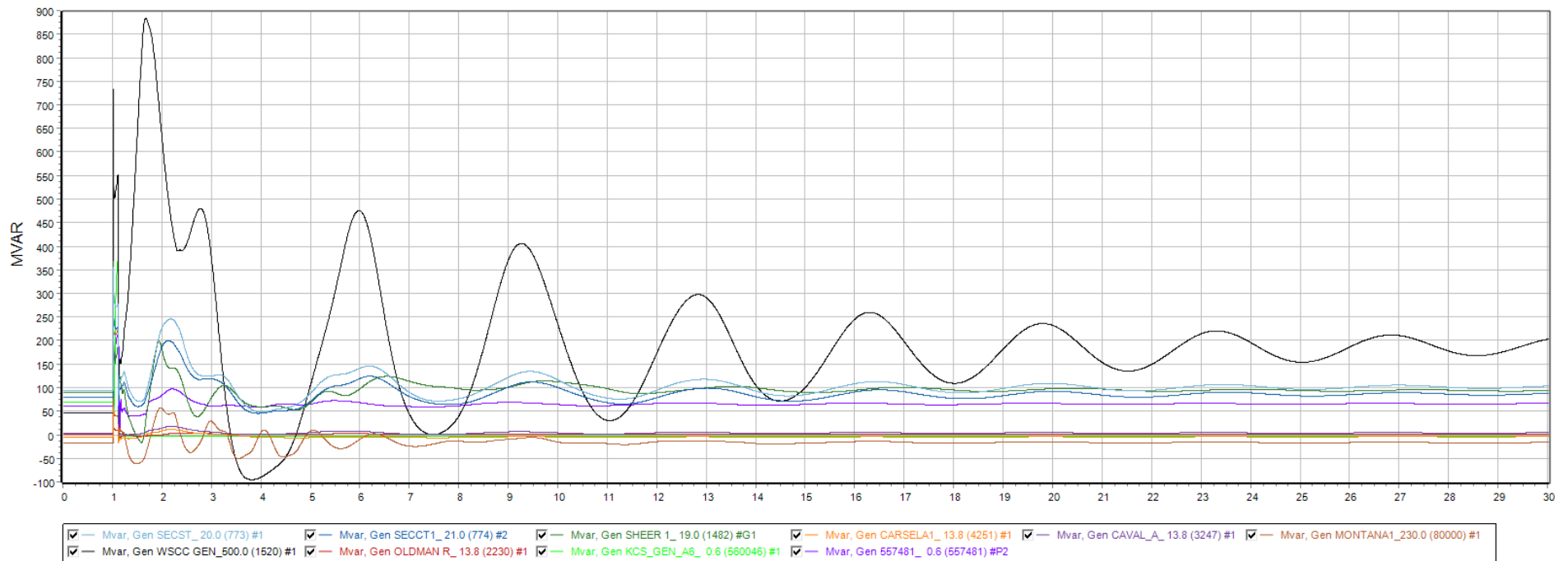
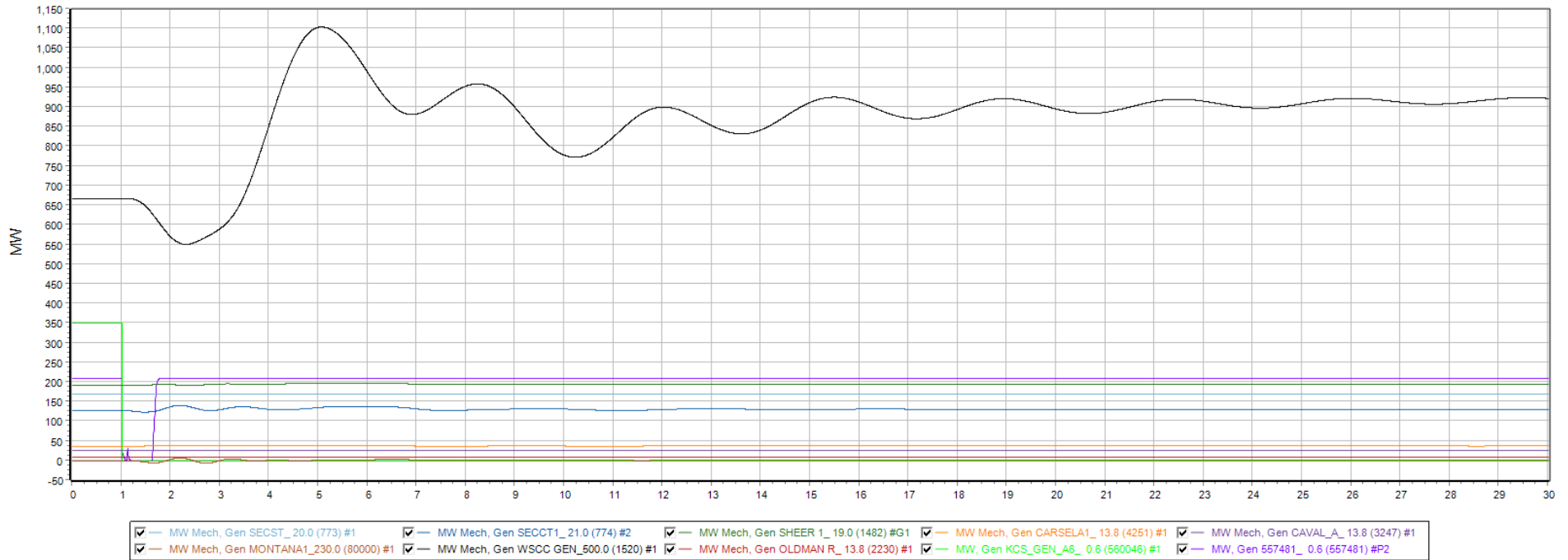




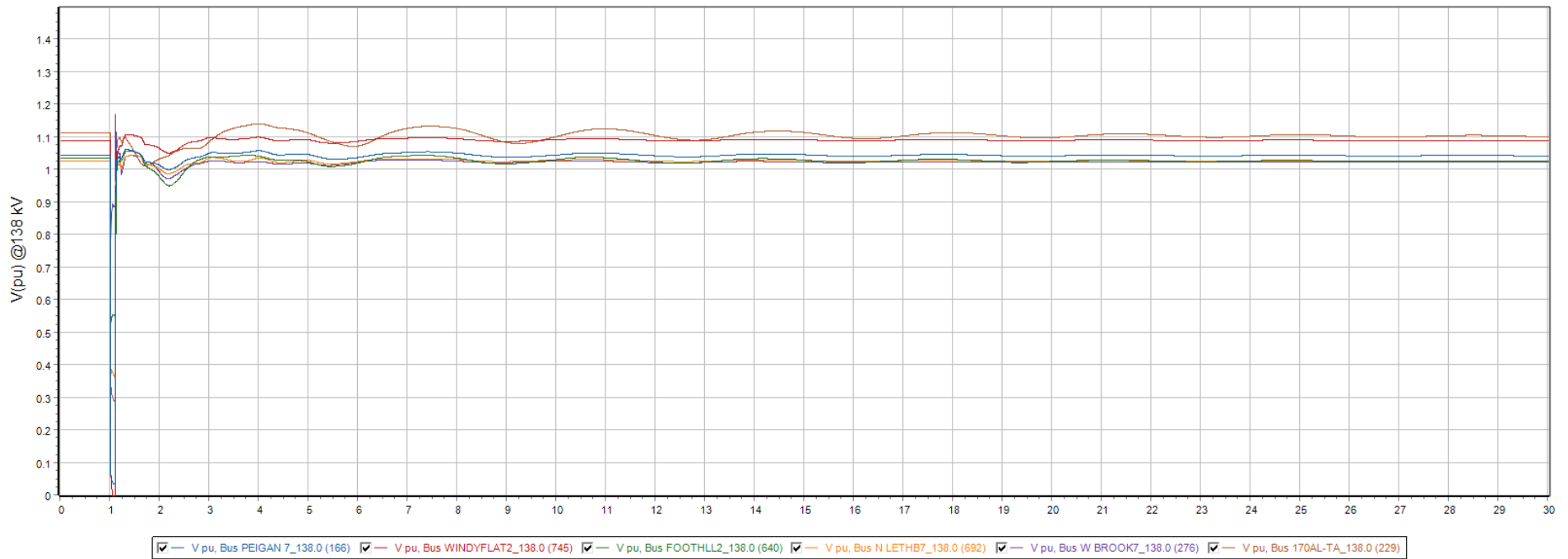
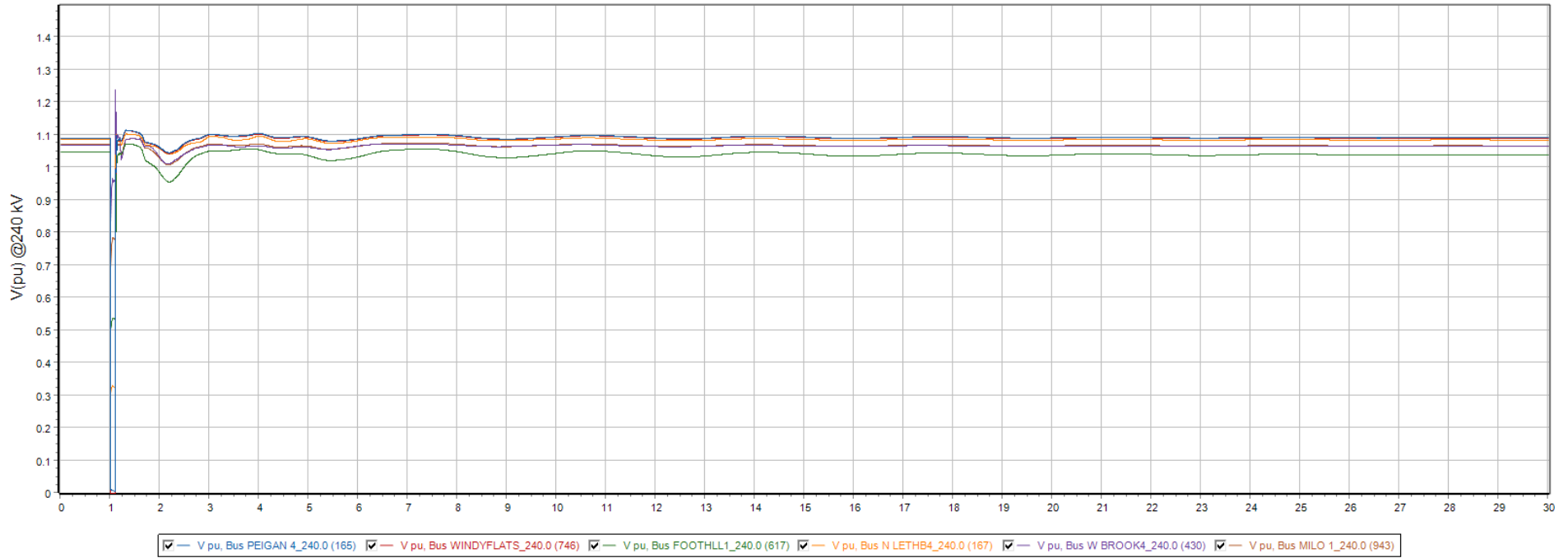
Monitor Gens. Q1



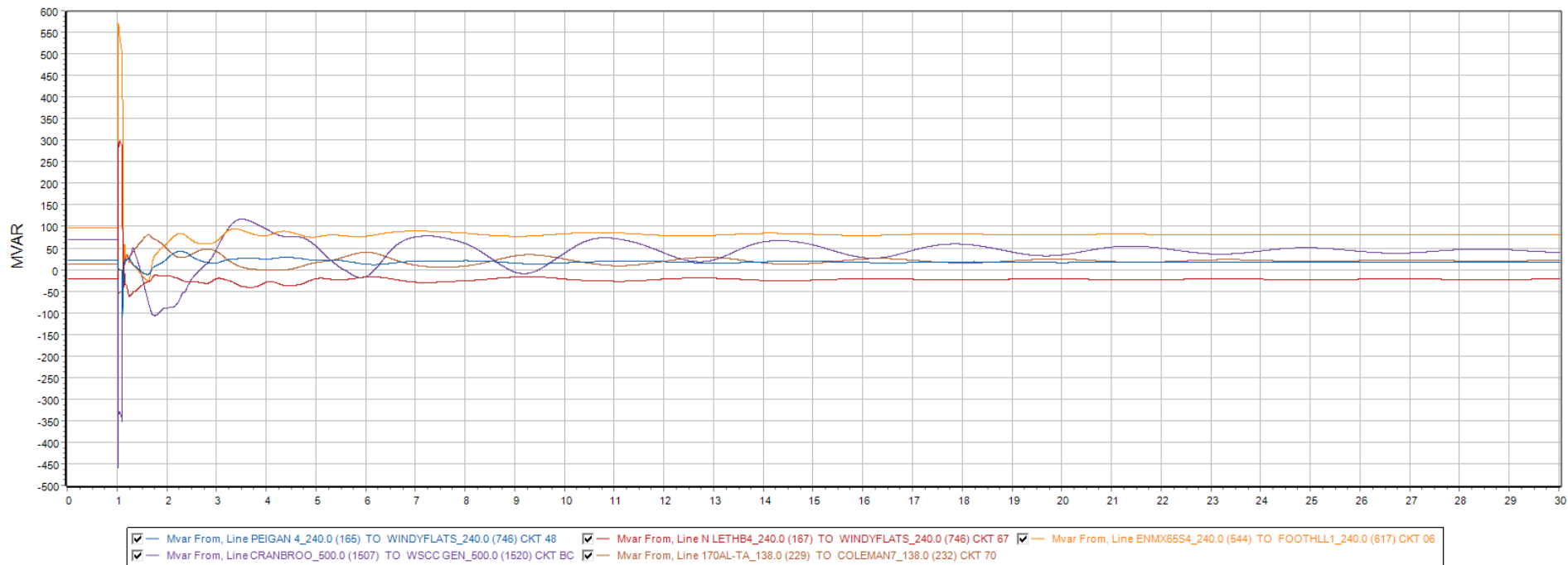
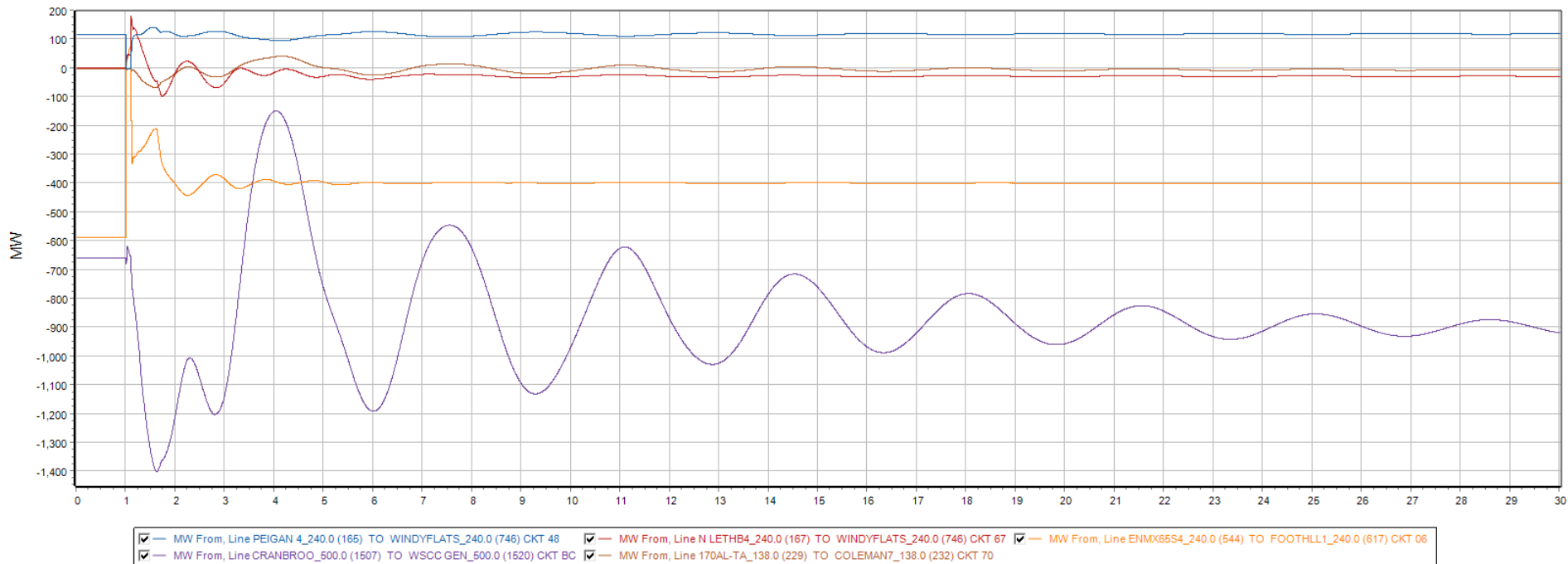
Monitor Gens. Q2



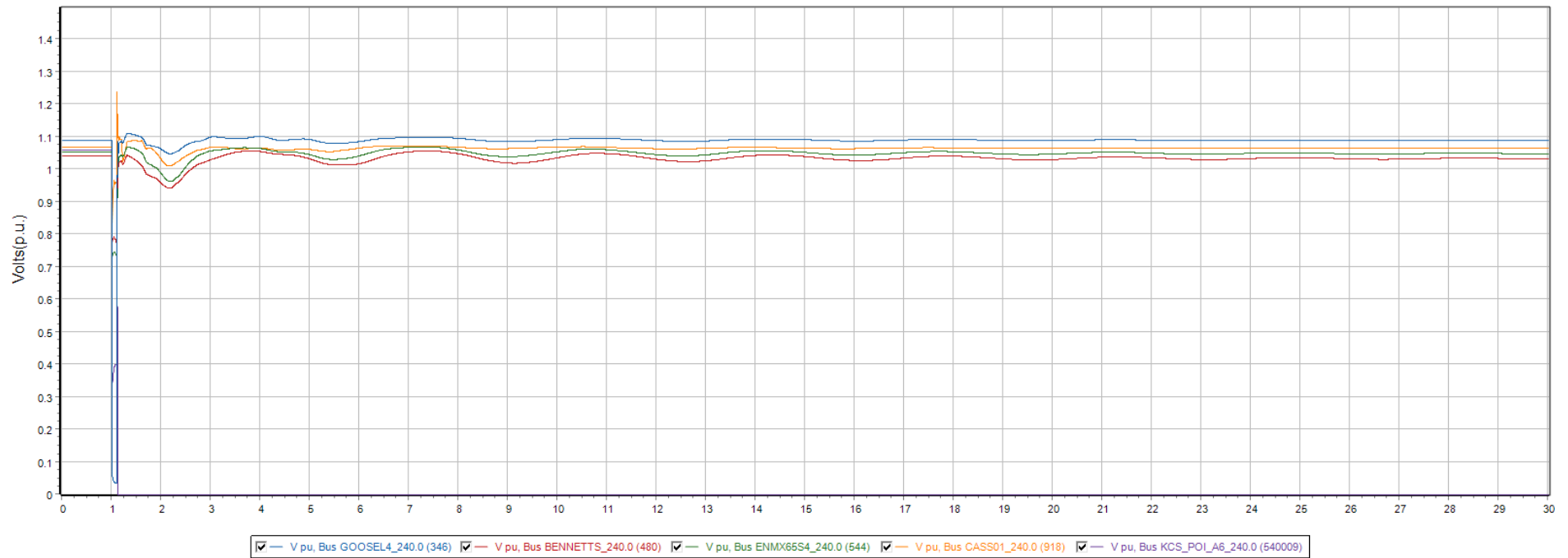
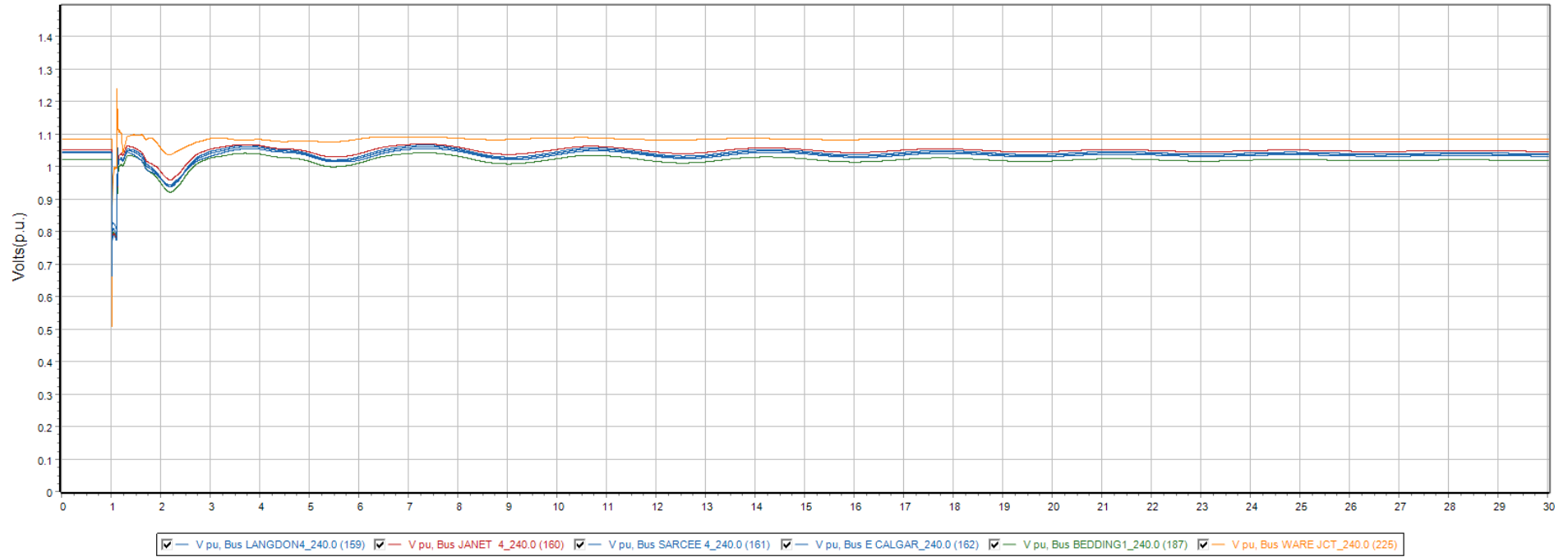
Monitor Bus Volts Q3

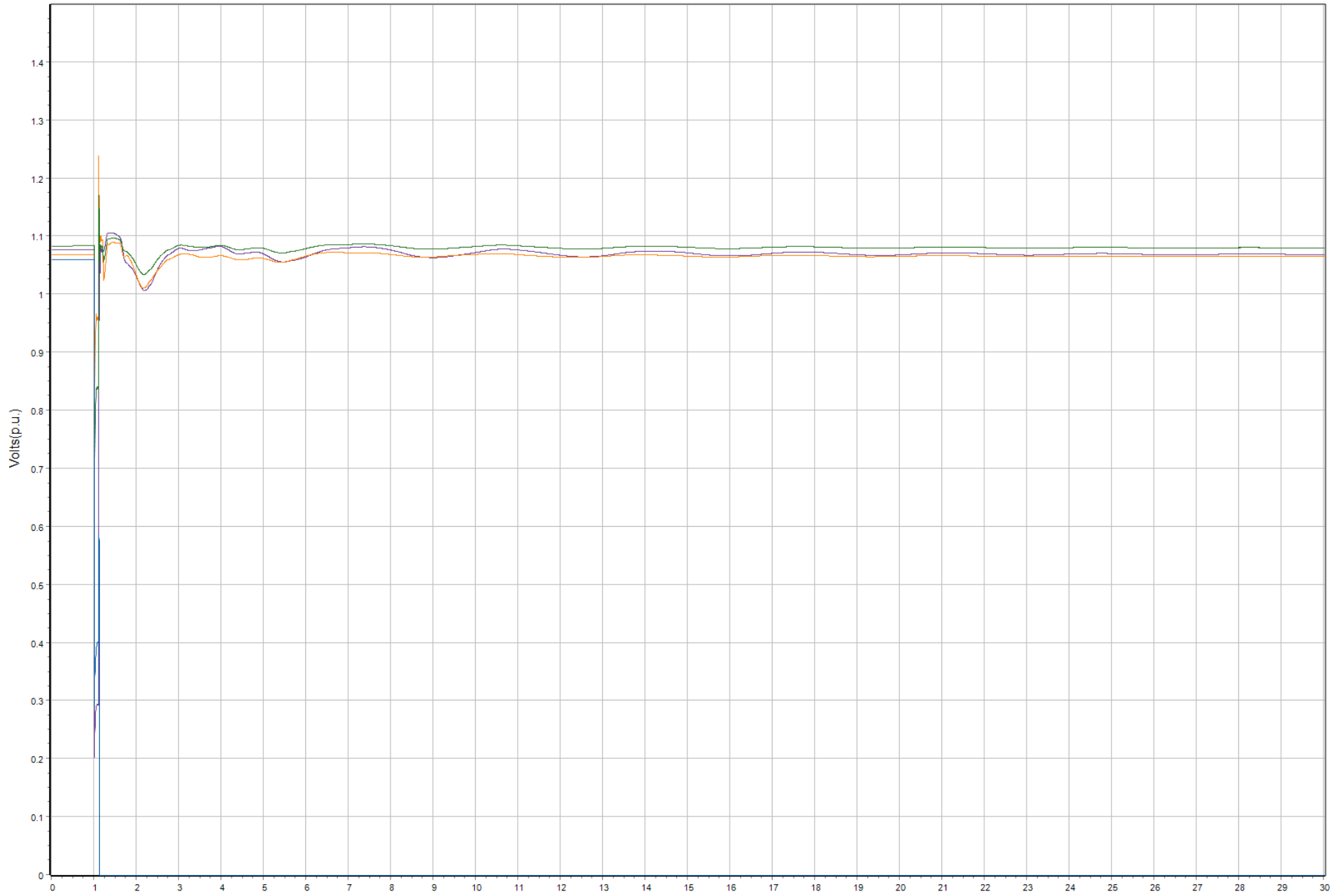


Monitor Line MW & MVAR. Q4



Additional 240 kV Bus Volts

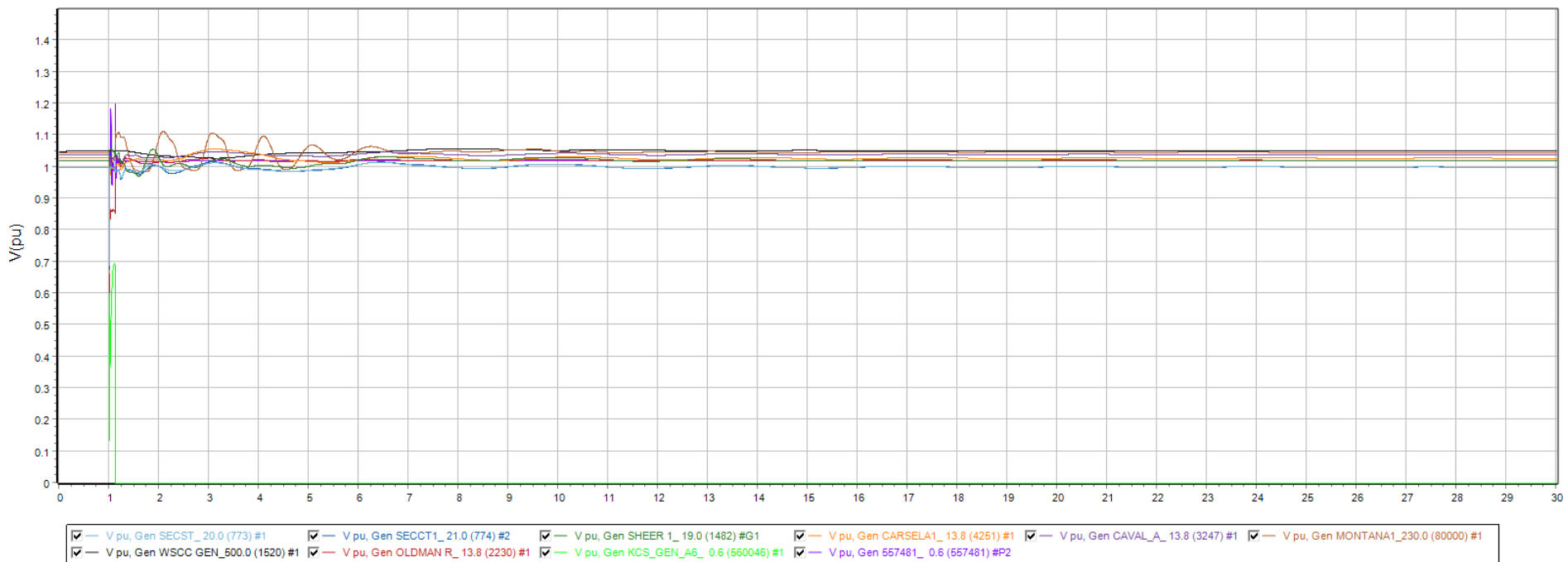
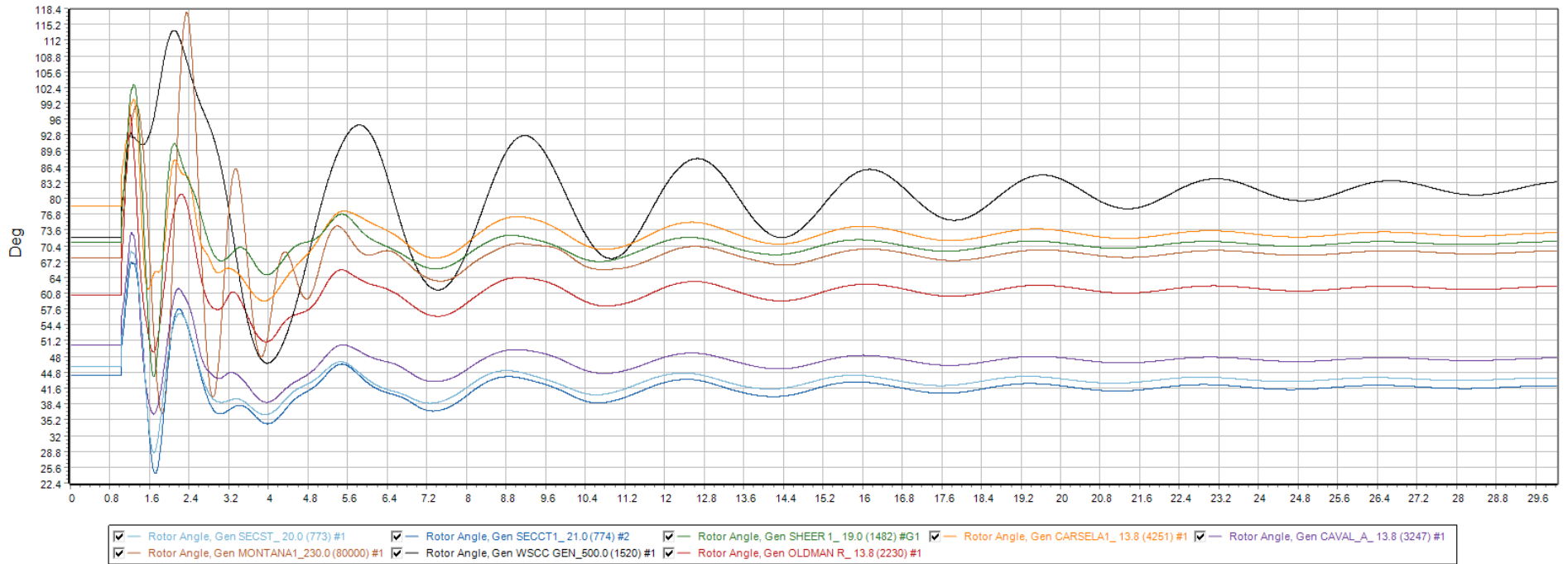




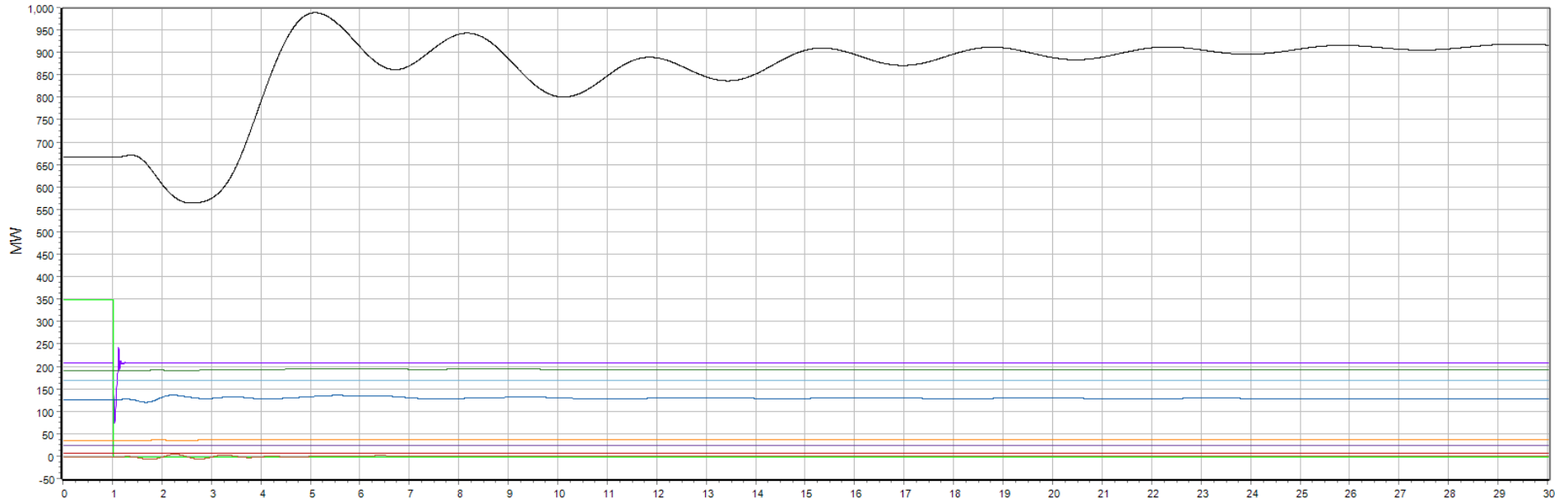
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



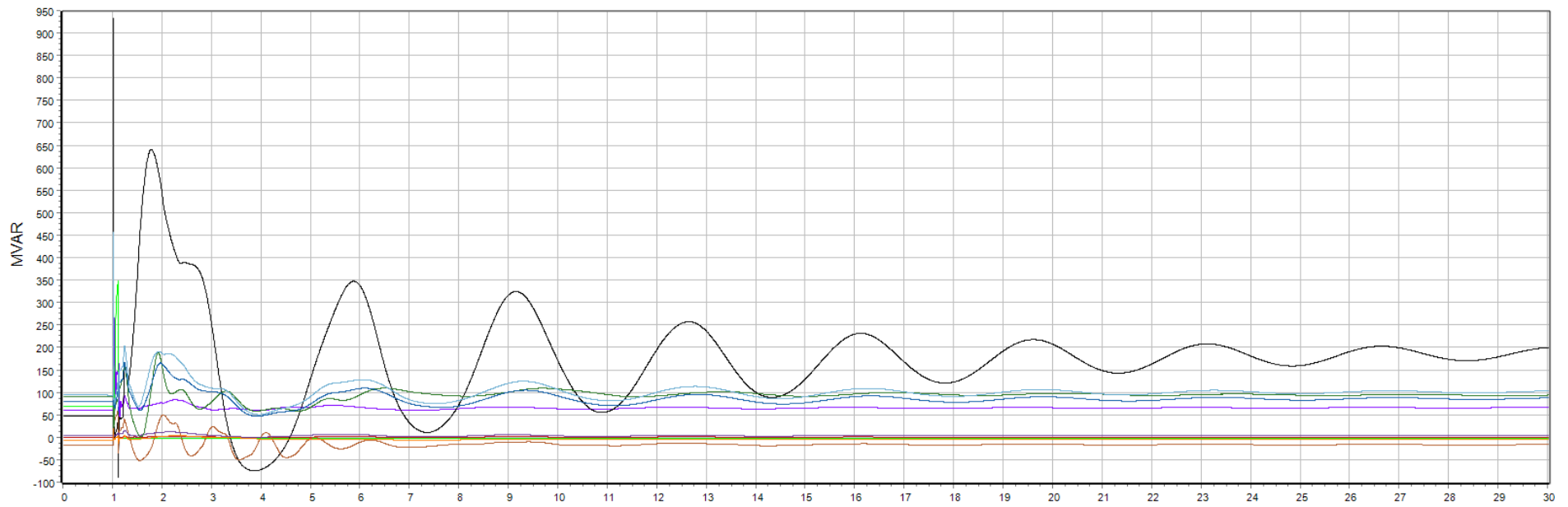
Monitor Gens. Q1



Monitor Gens. Q2



- MW Mech, Gen SECT\_20.0 (773) #1
- MW Mech, Gen SECT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2

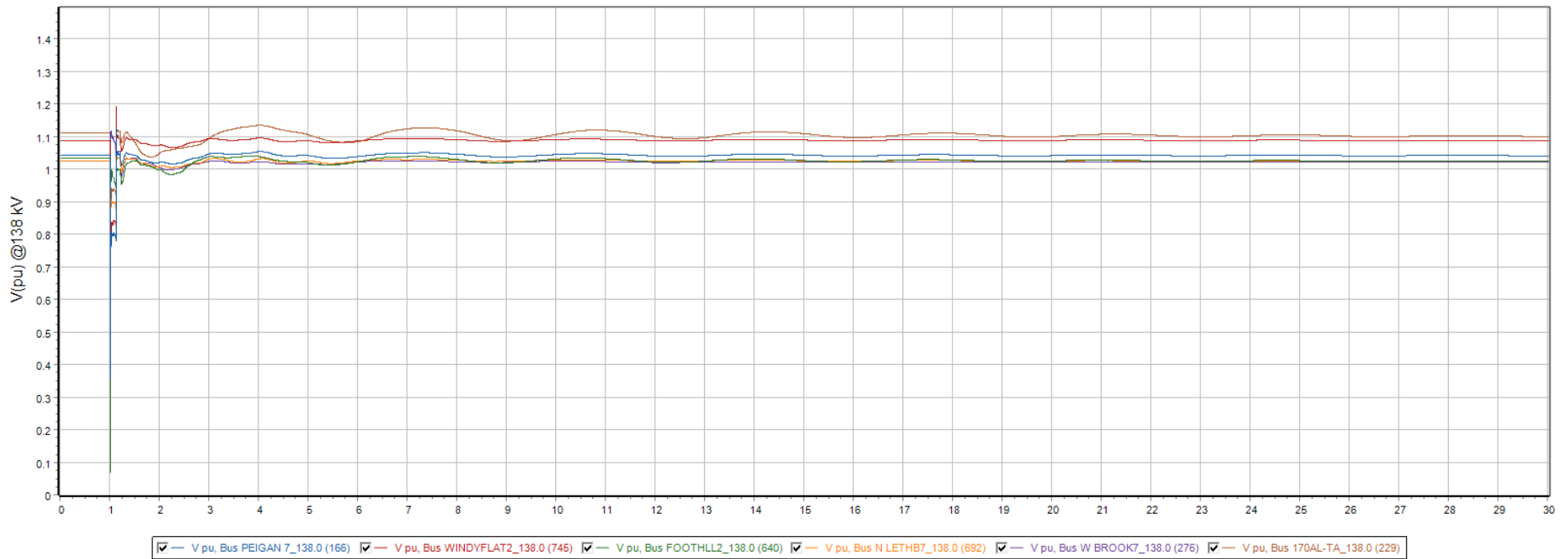
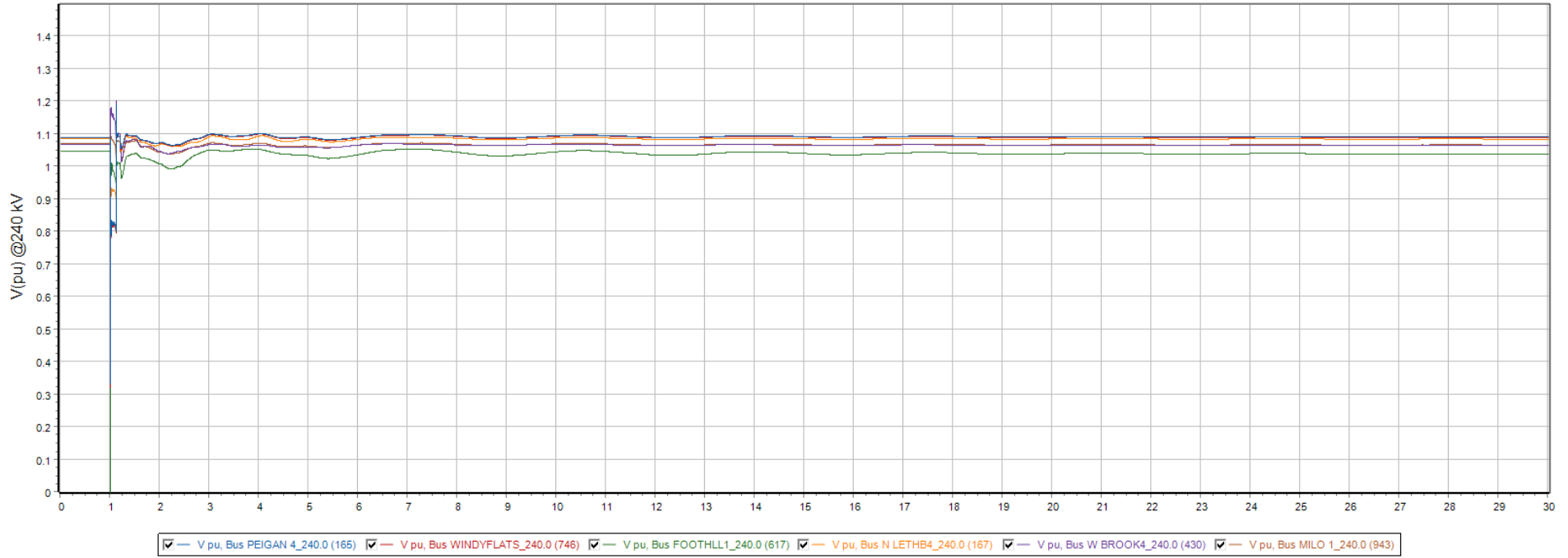


- Mvar, Gen SECT\_20.0 (773) #1
- Mvar, Gen SECT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

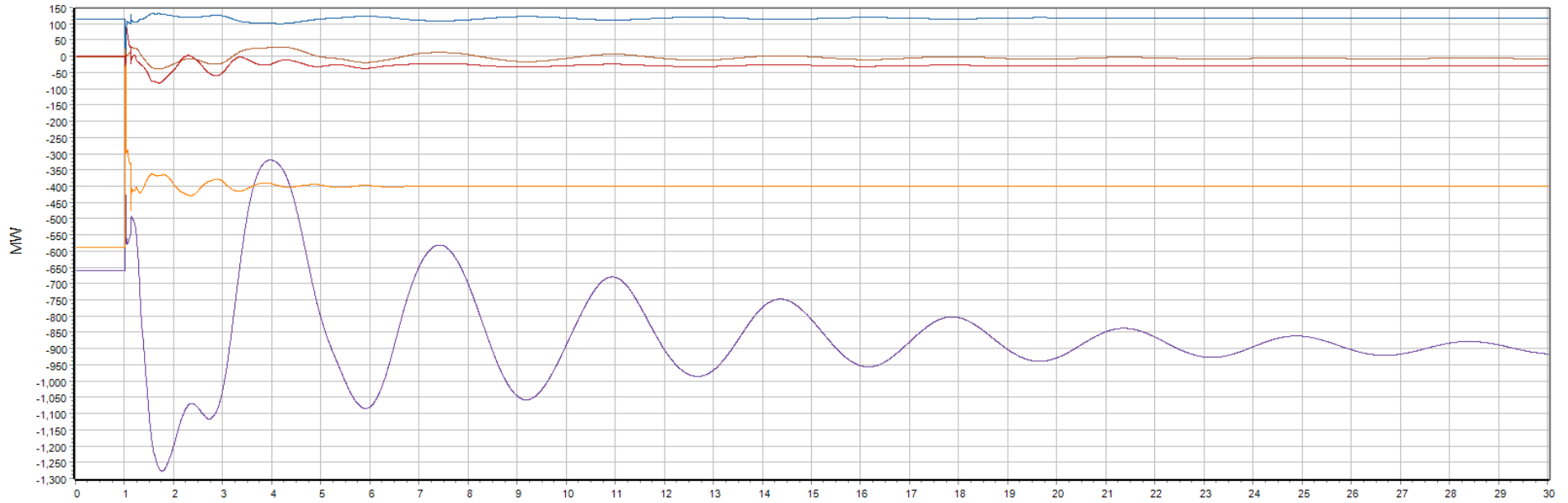




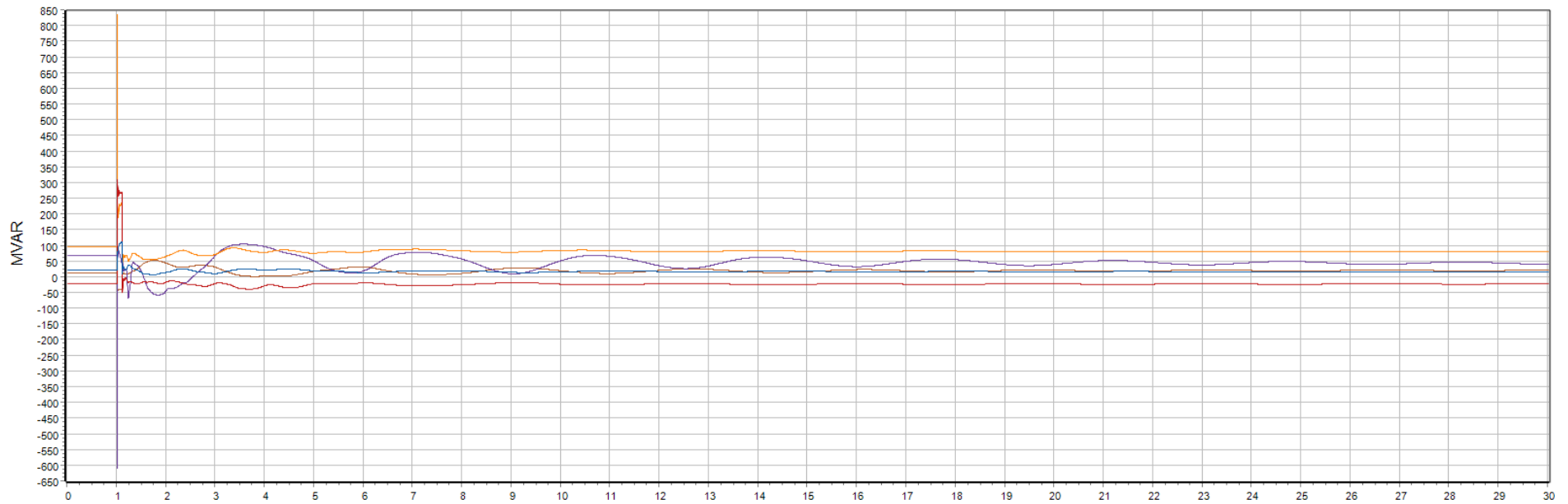
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



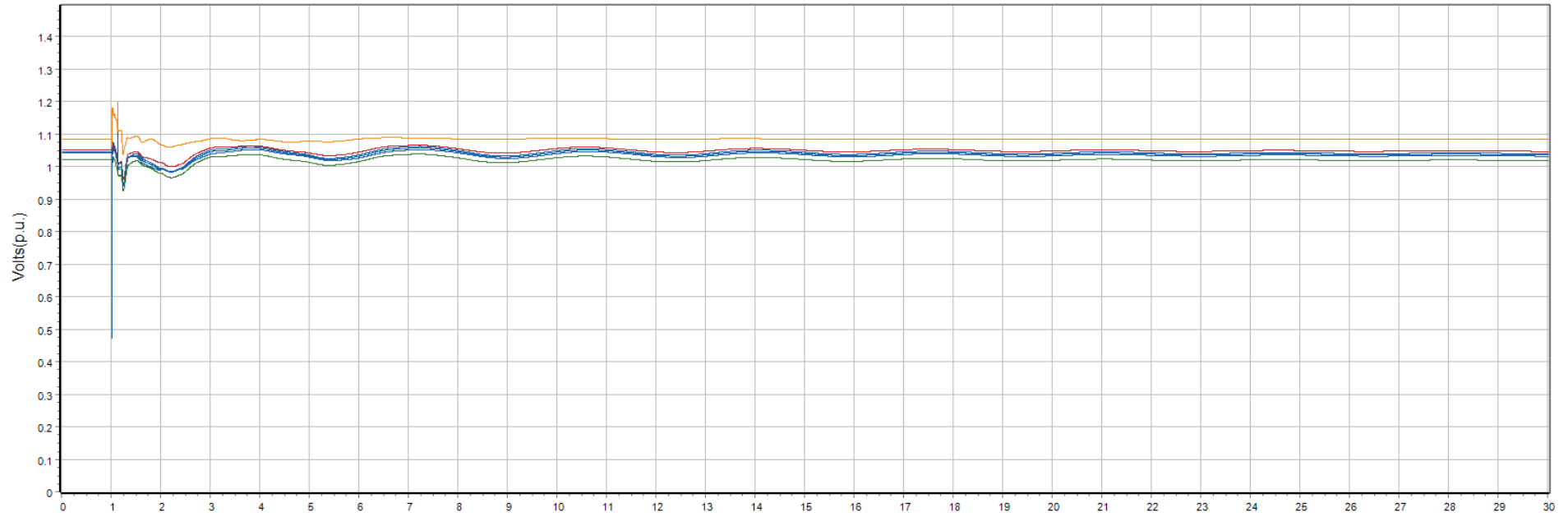
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



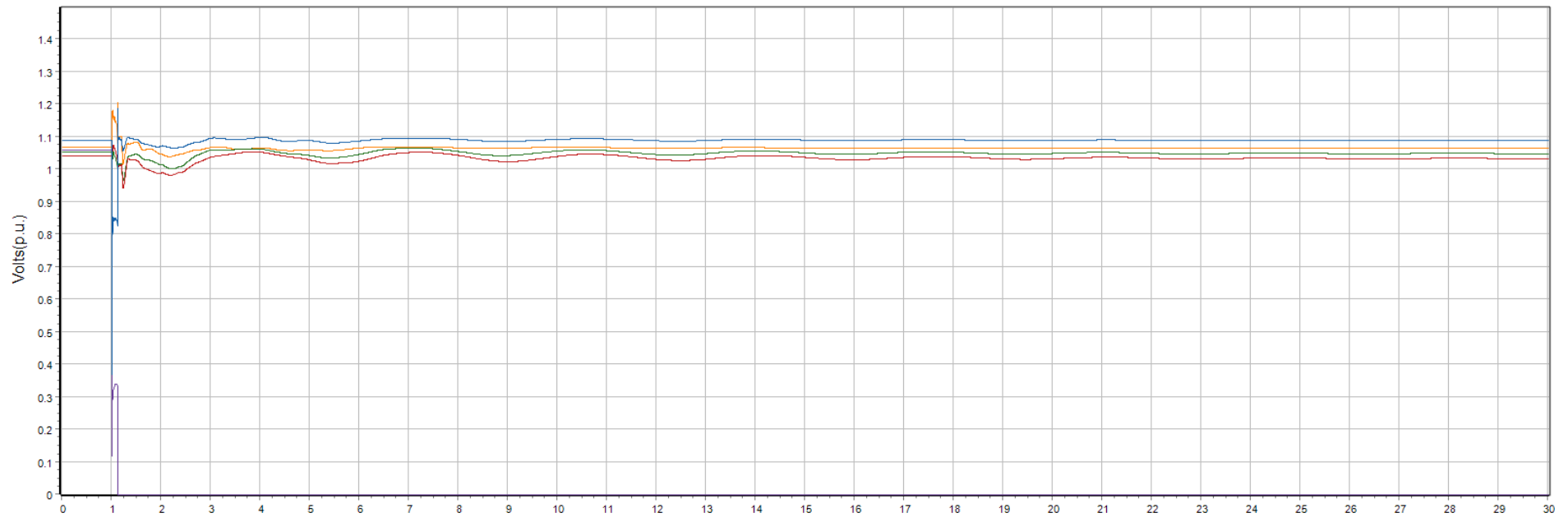
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

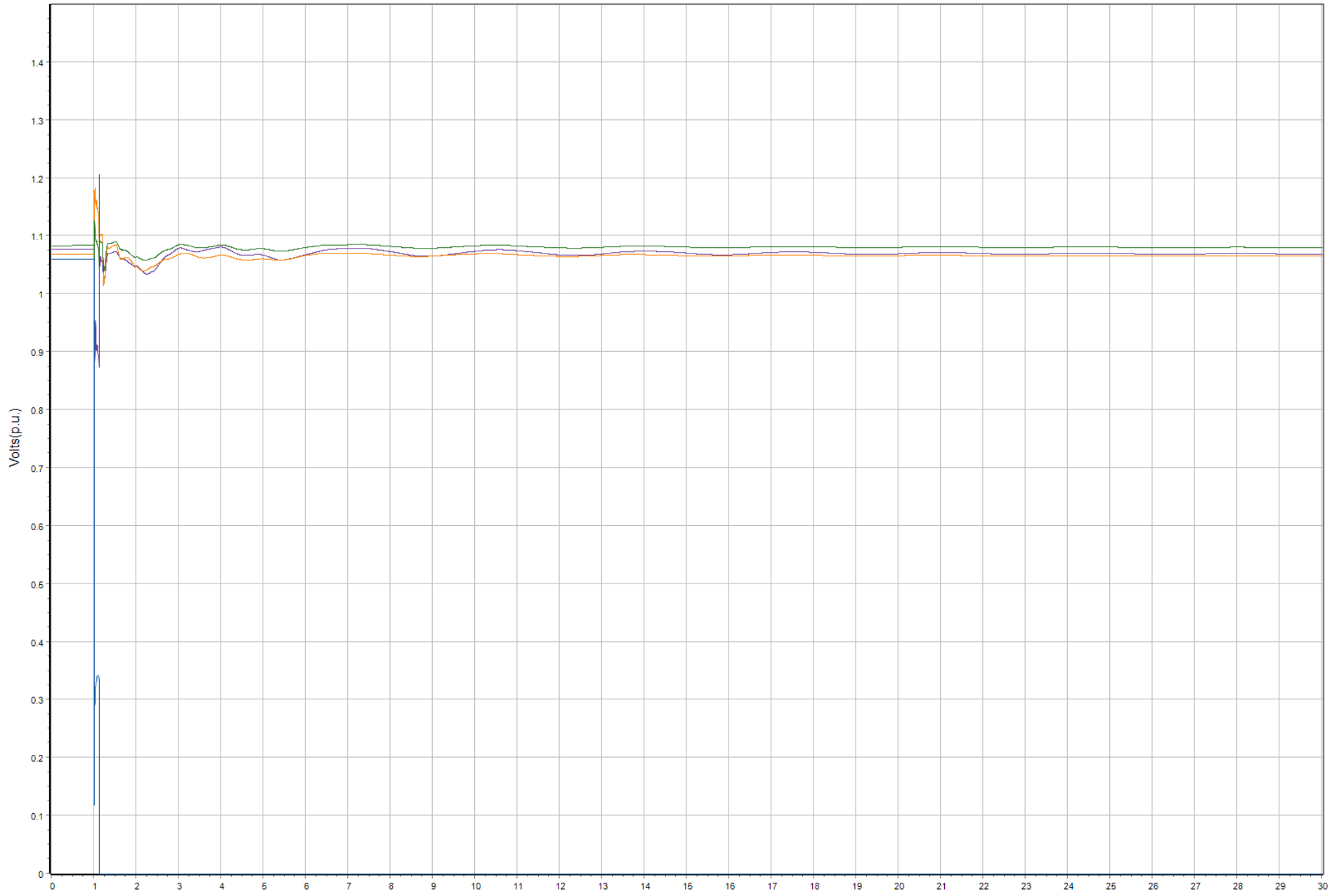


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

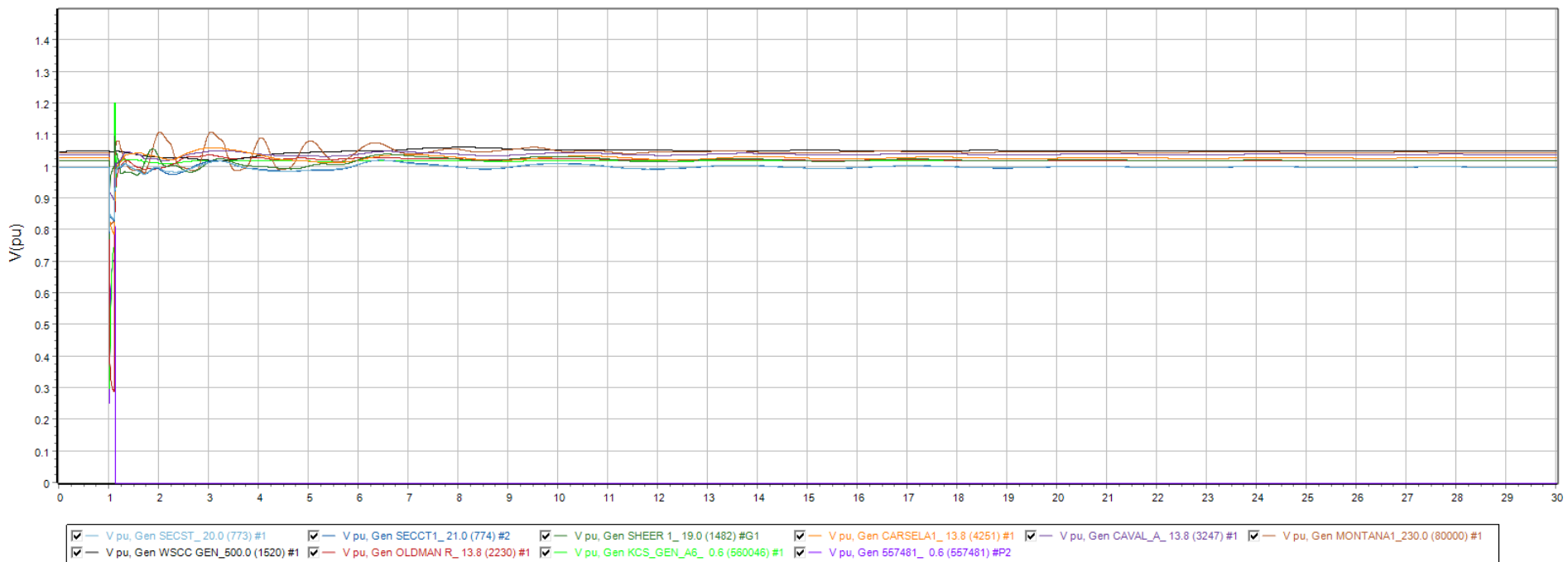
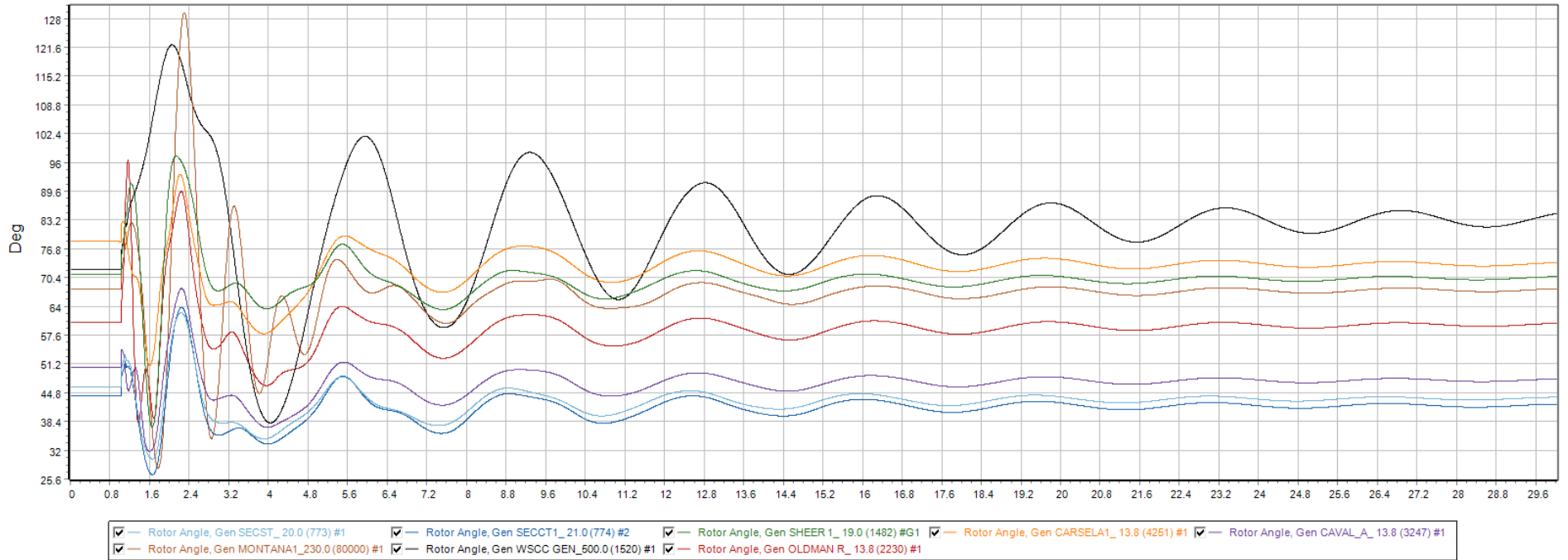




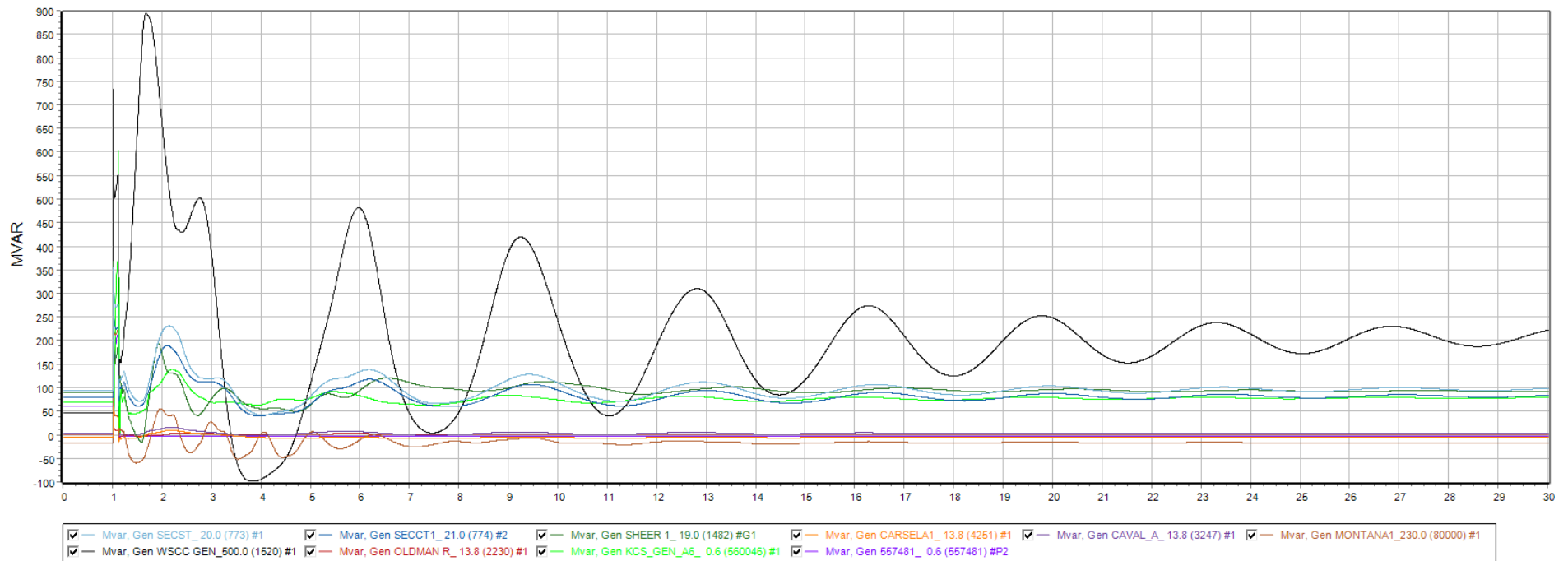
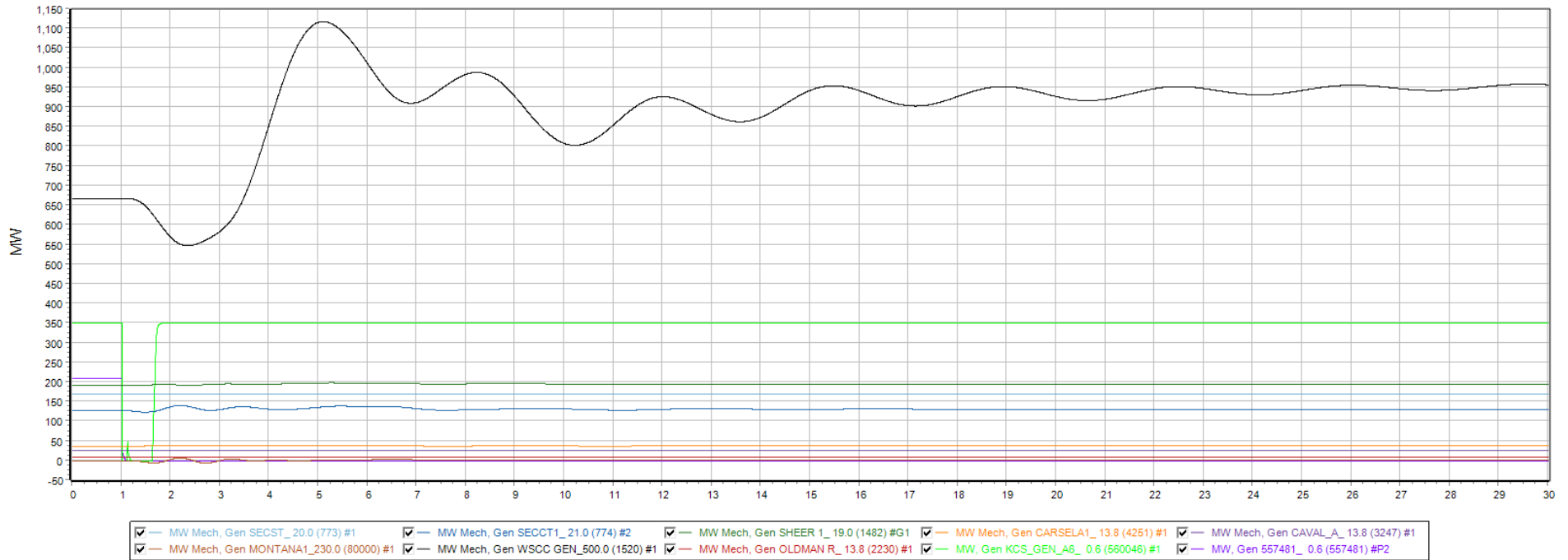
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



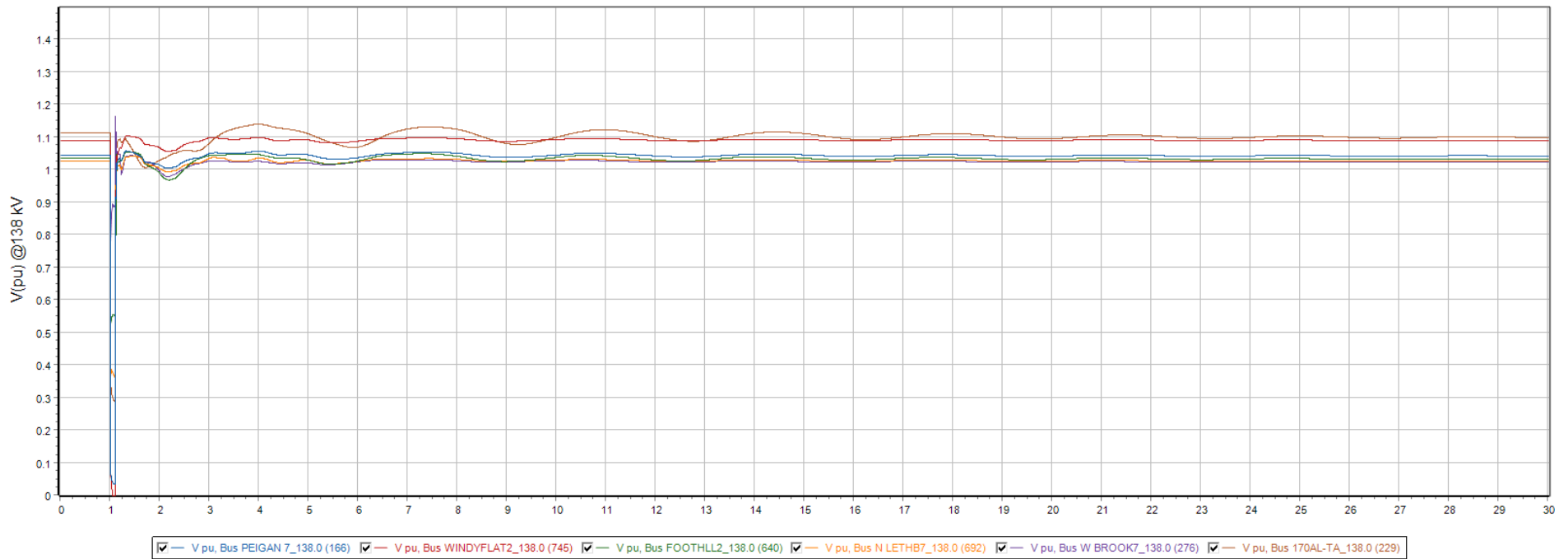
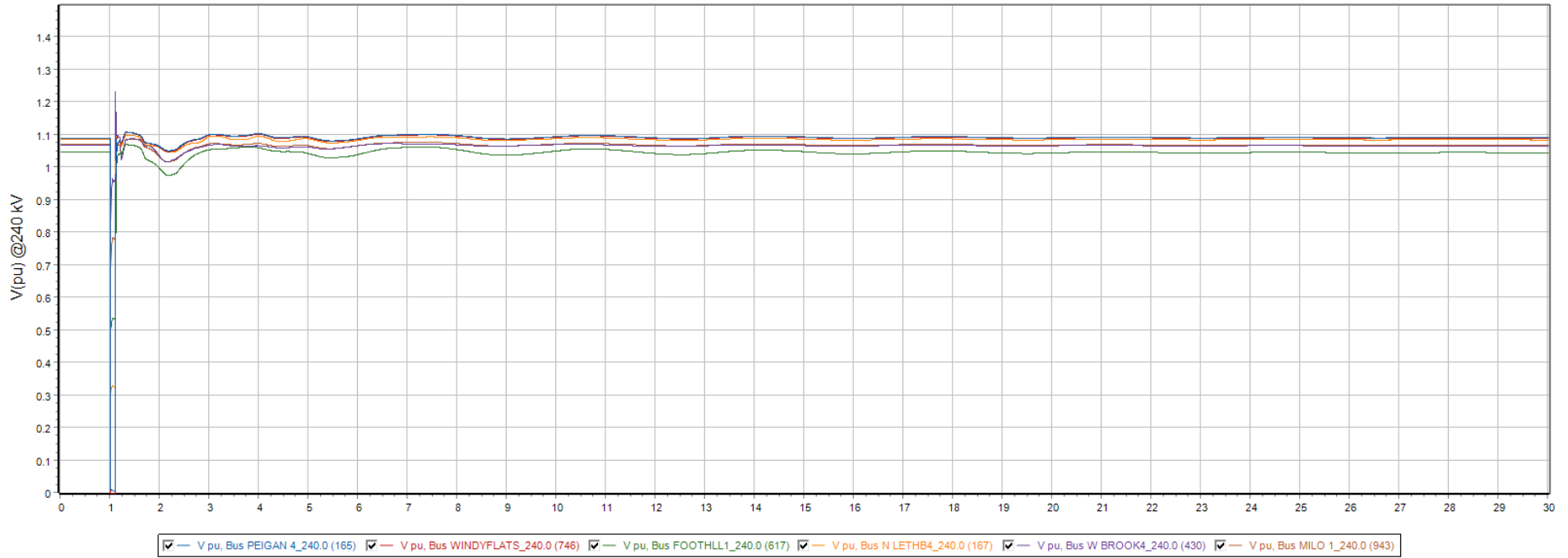
Monitor Gens. Q1



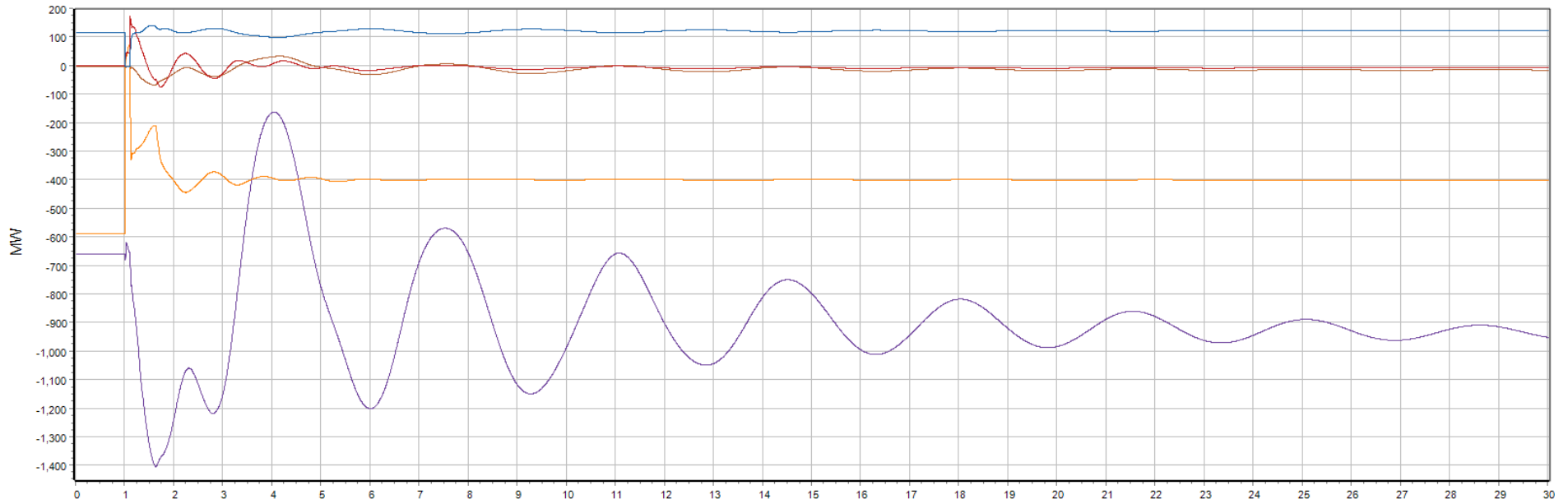
Monitor Gens. Q2



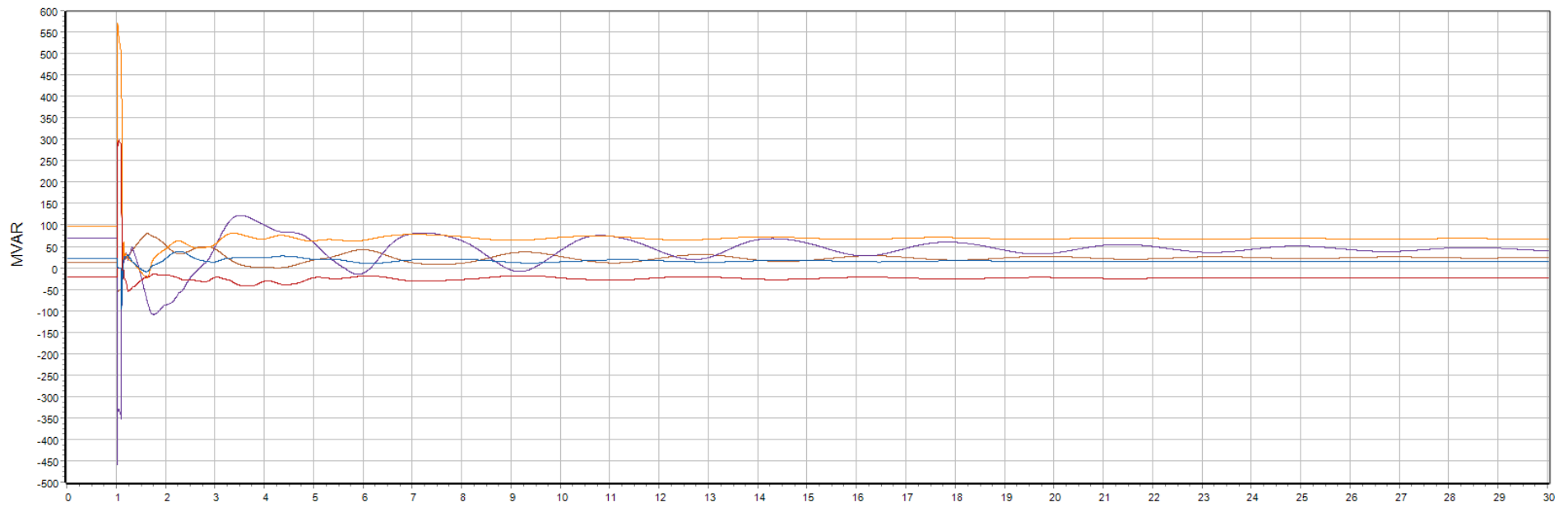
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

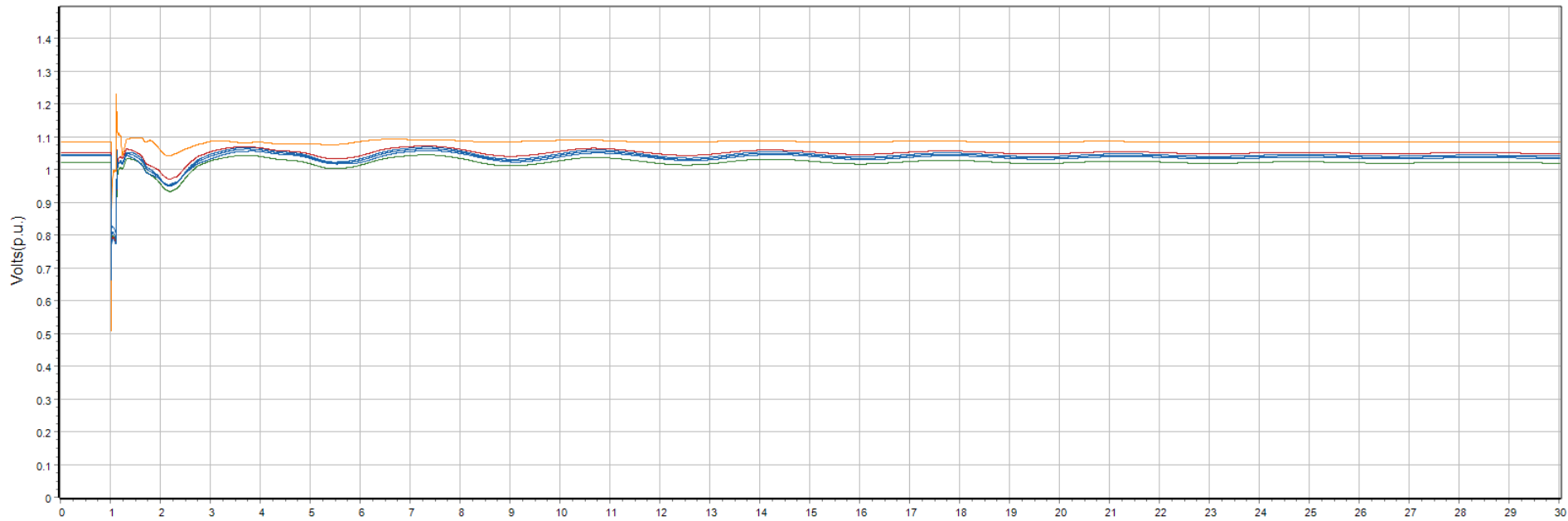


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

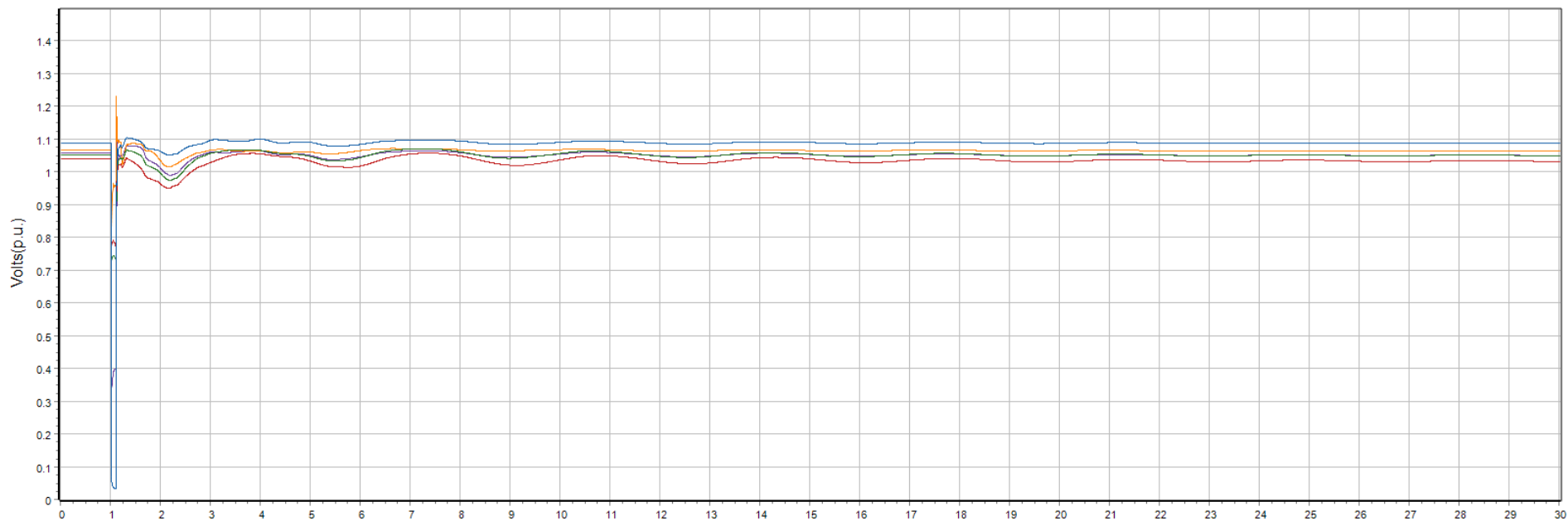




Additional 240 kV Bus Volts

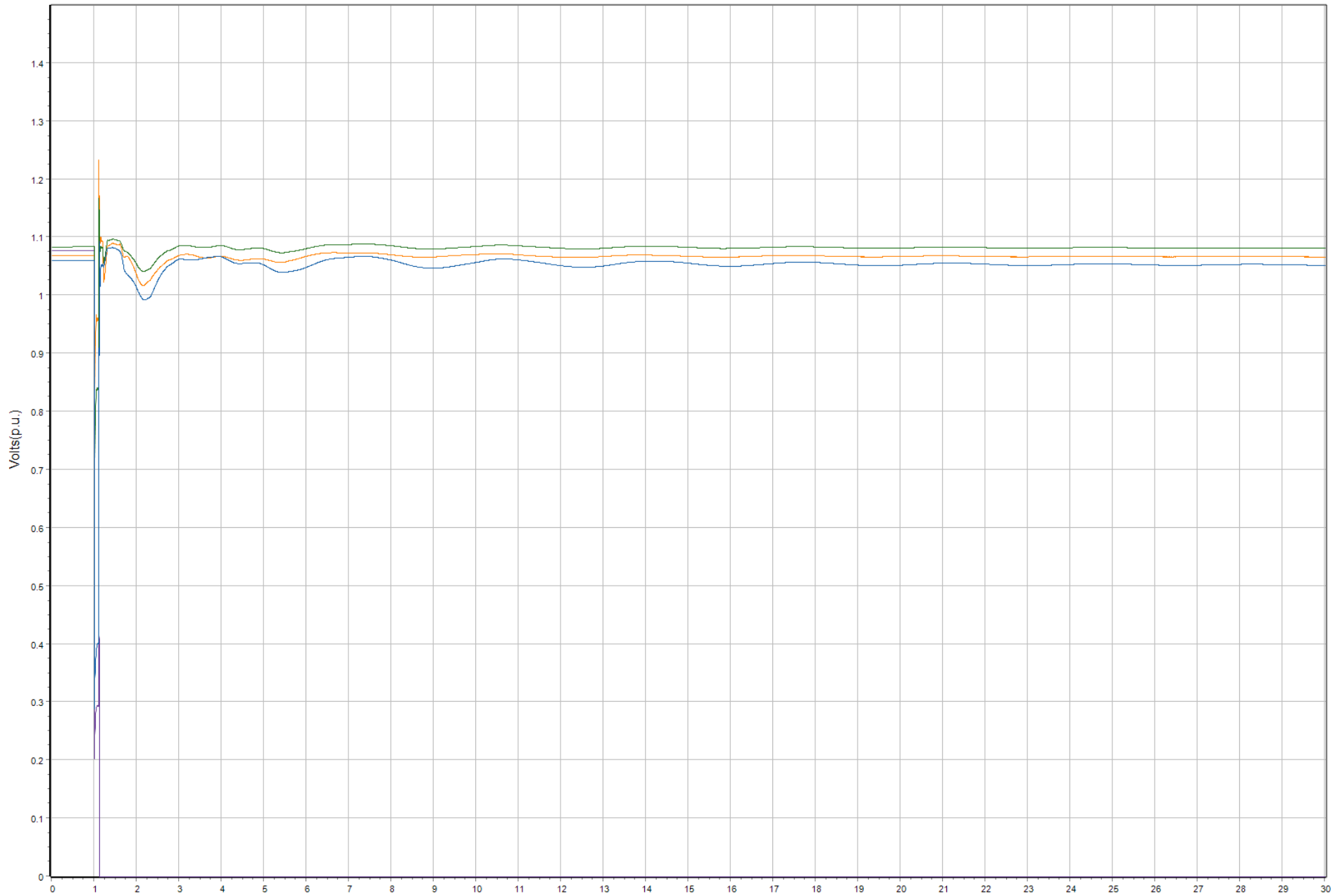


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

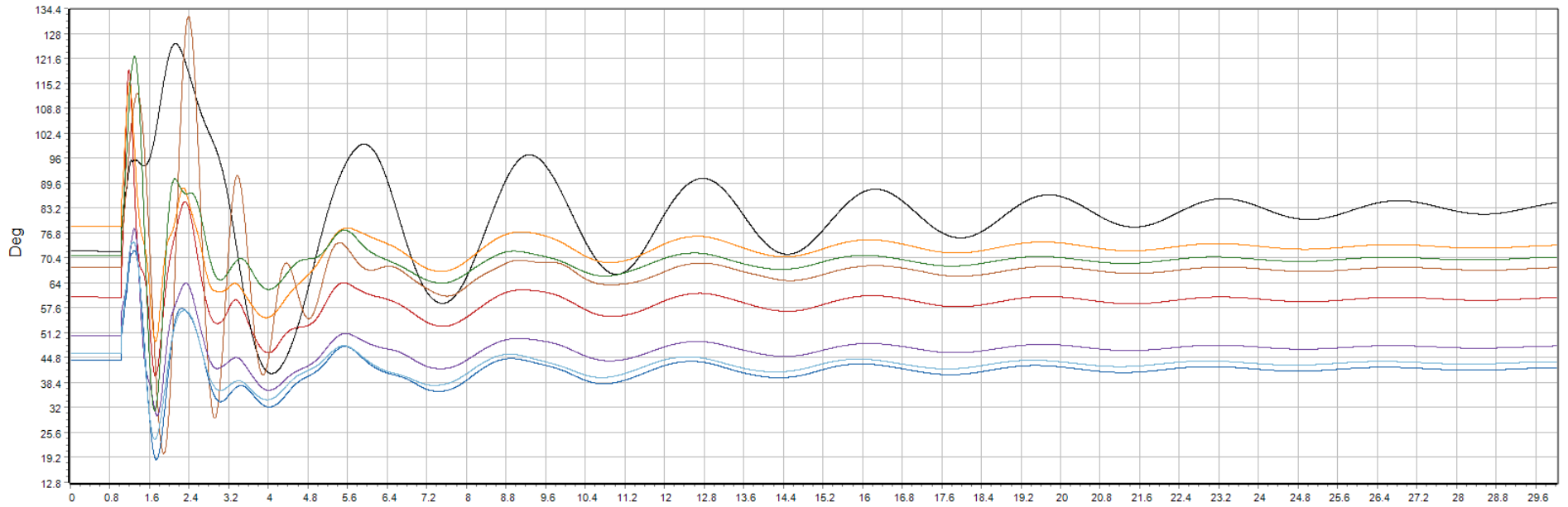




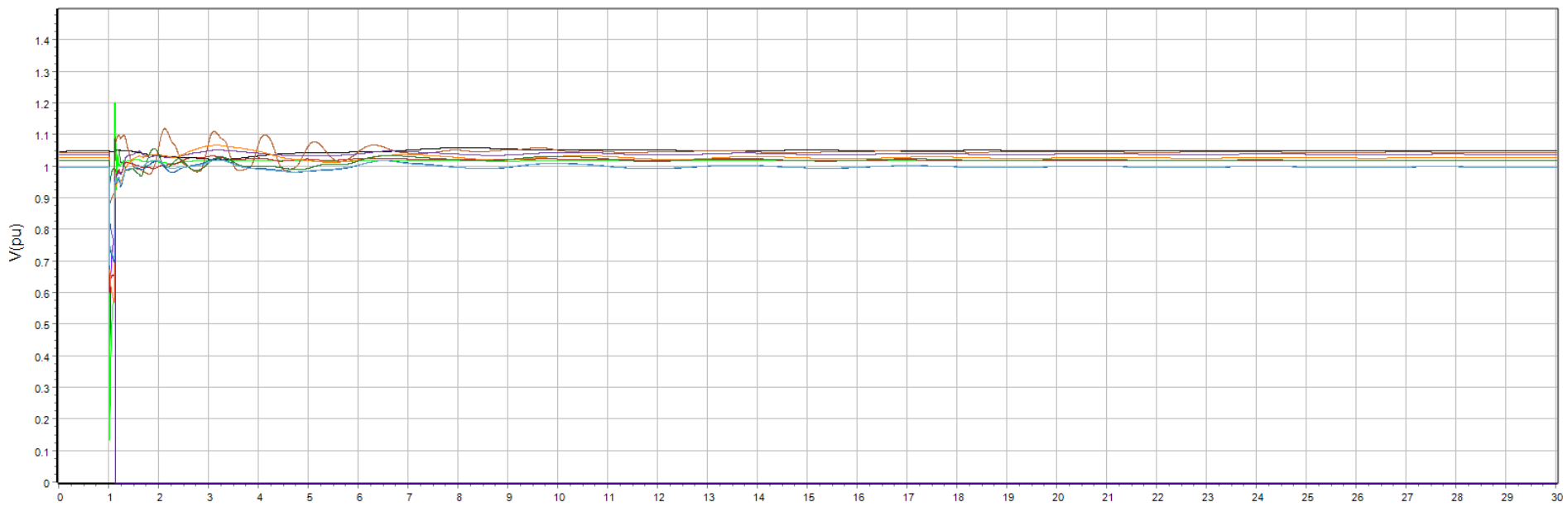
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



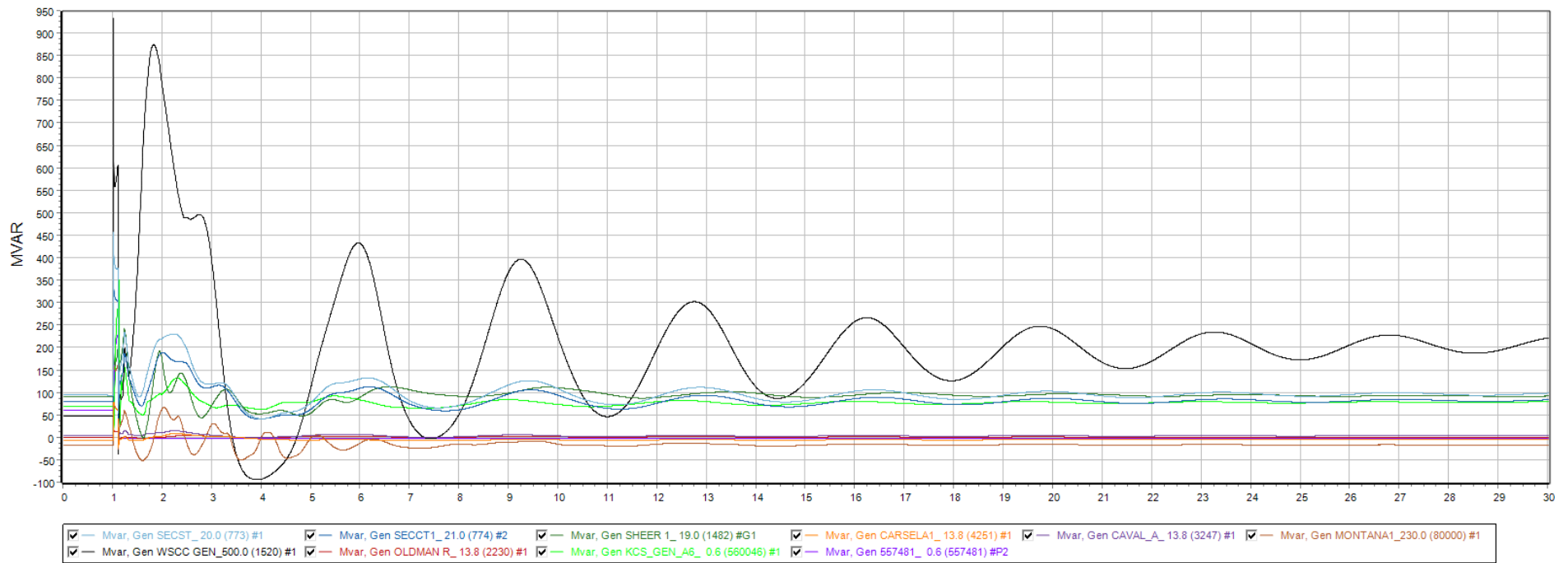
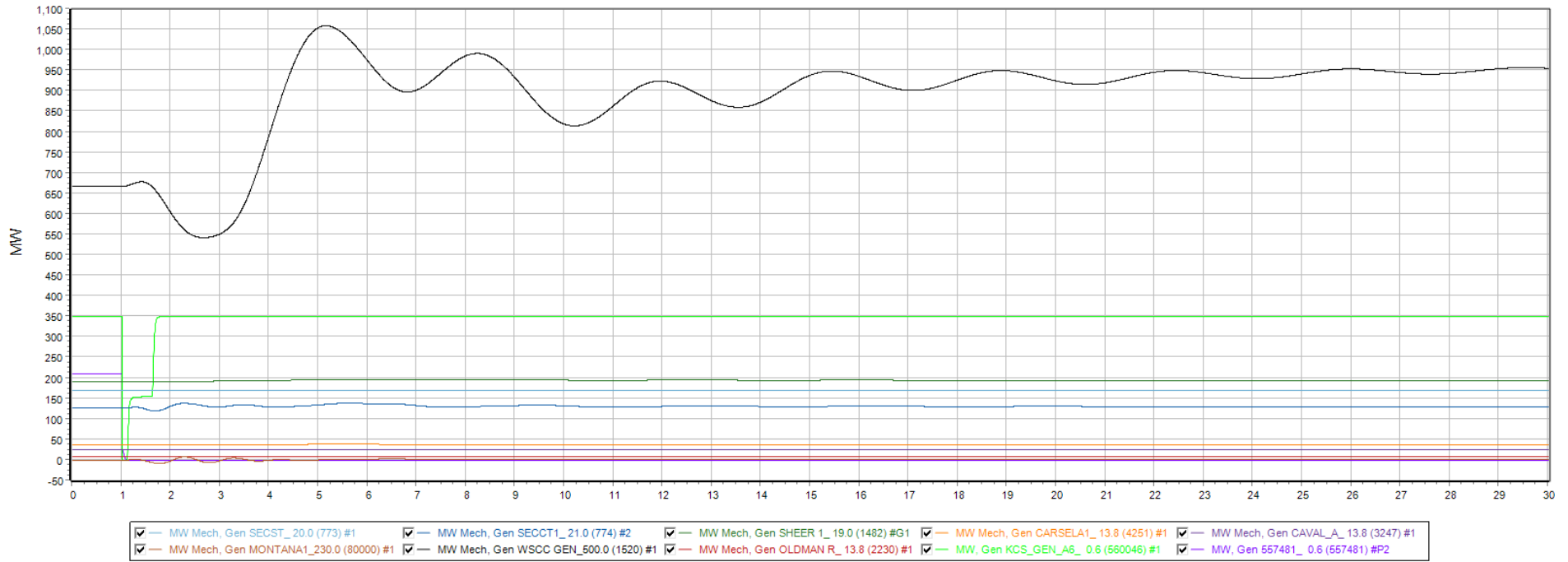
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER\_1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



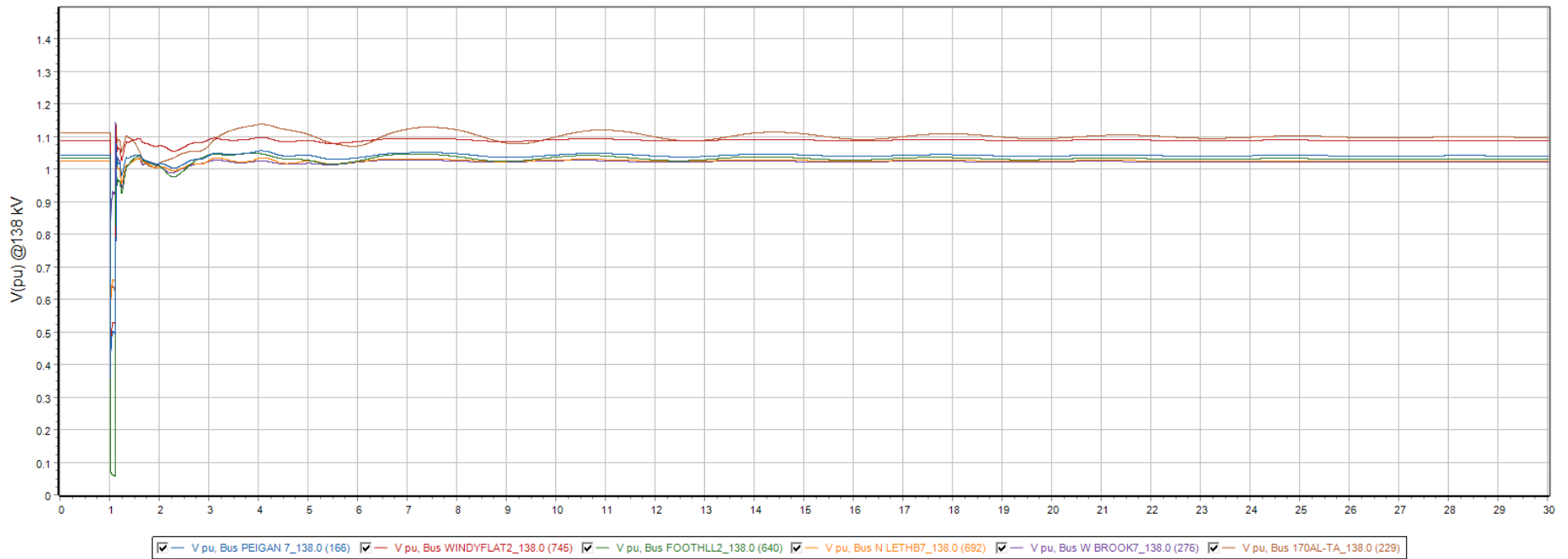
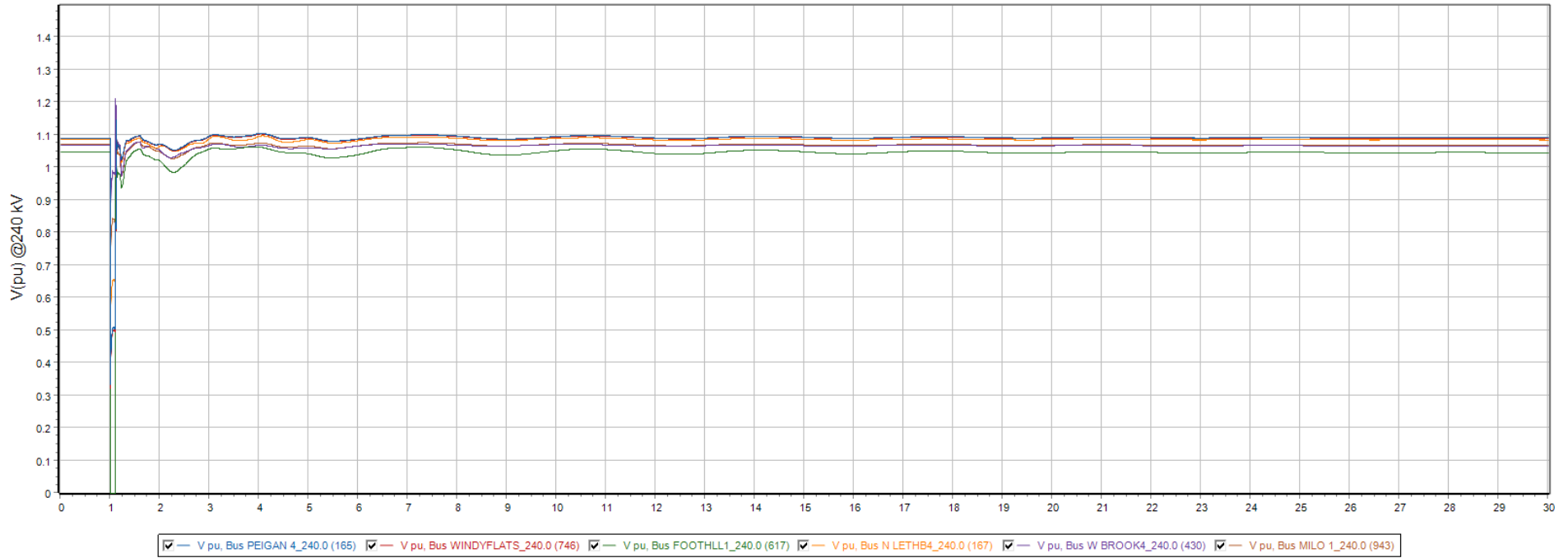
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER\_1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



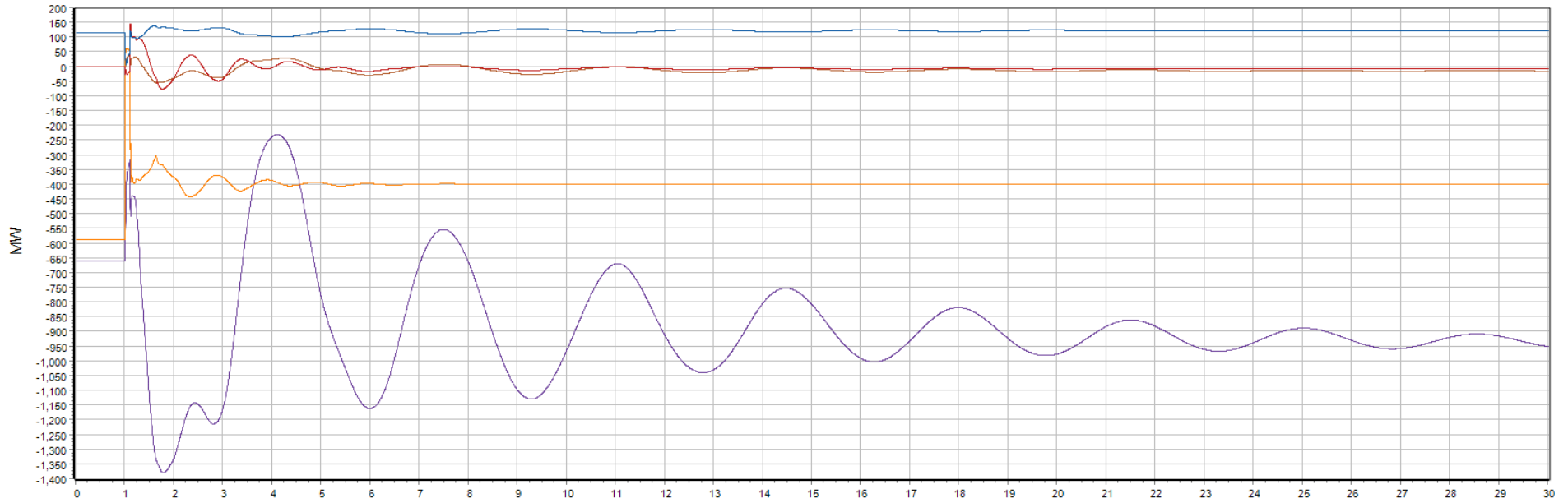
Monitor Gens. Q2



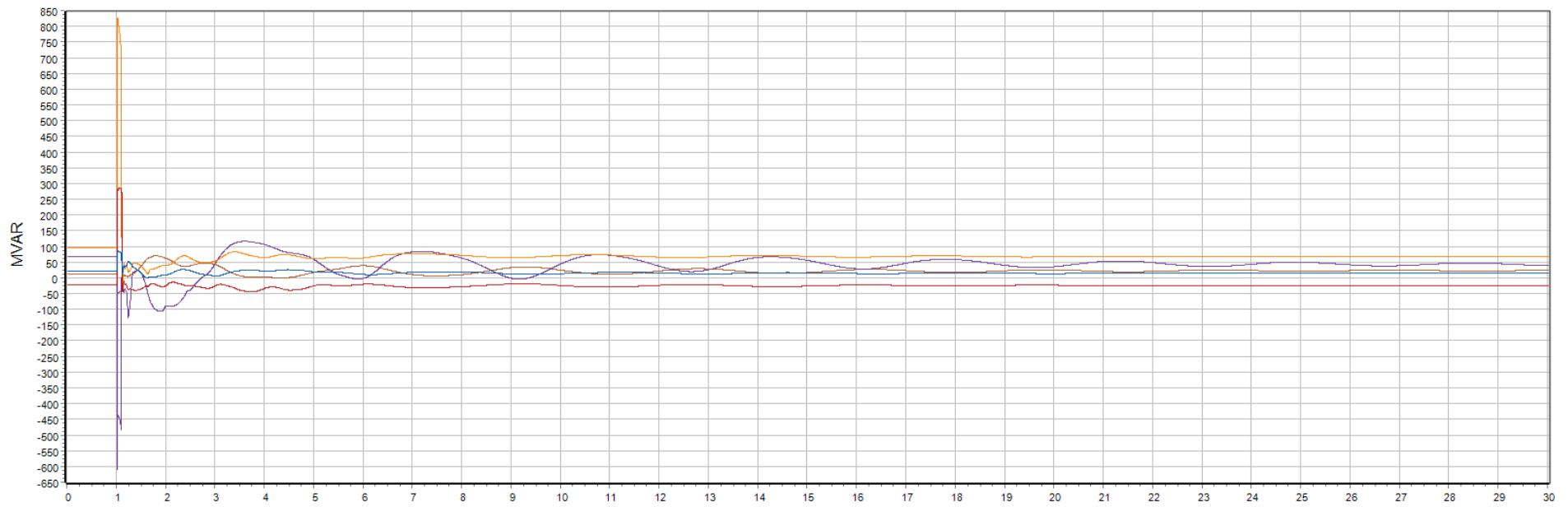
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



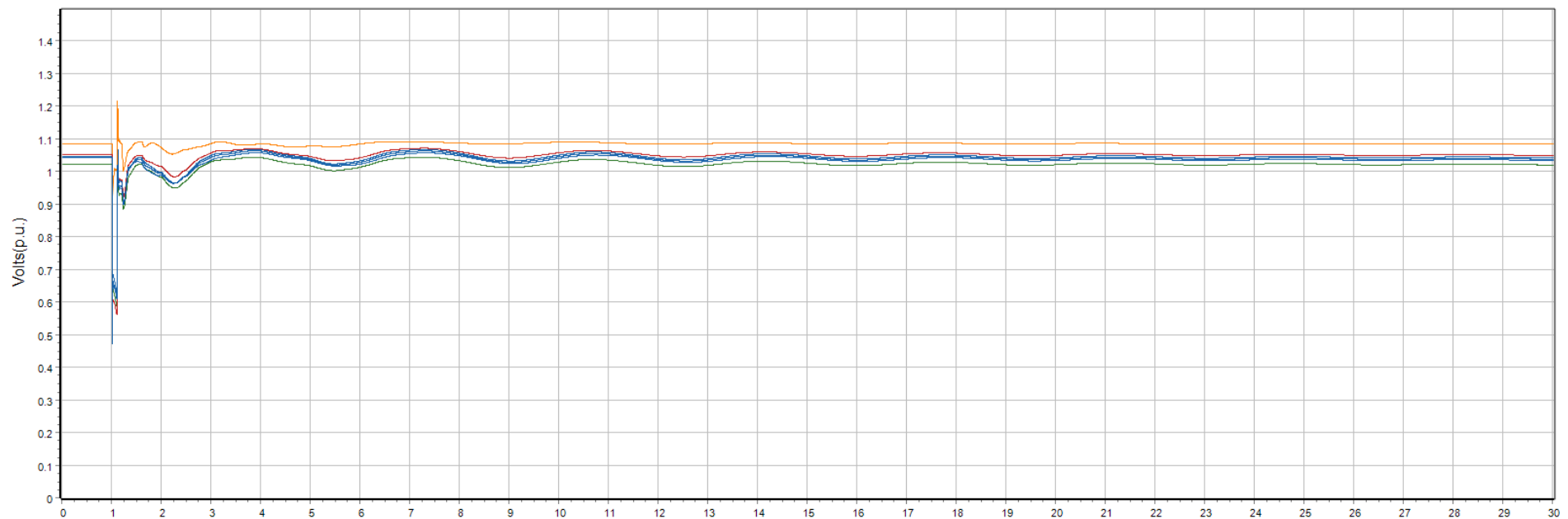
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



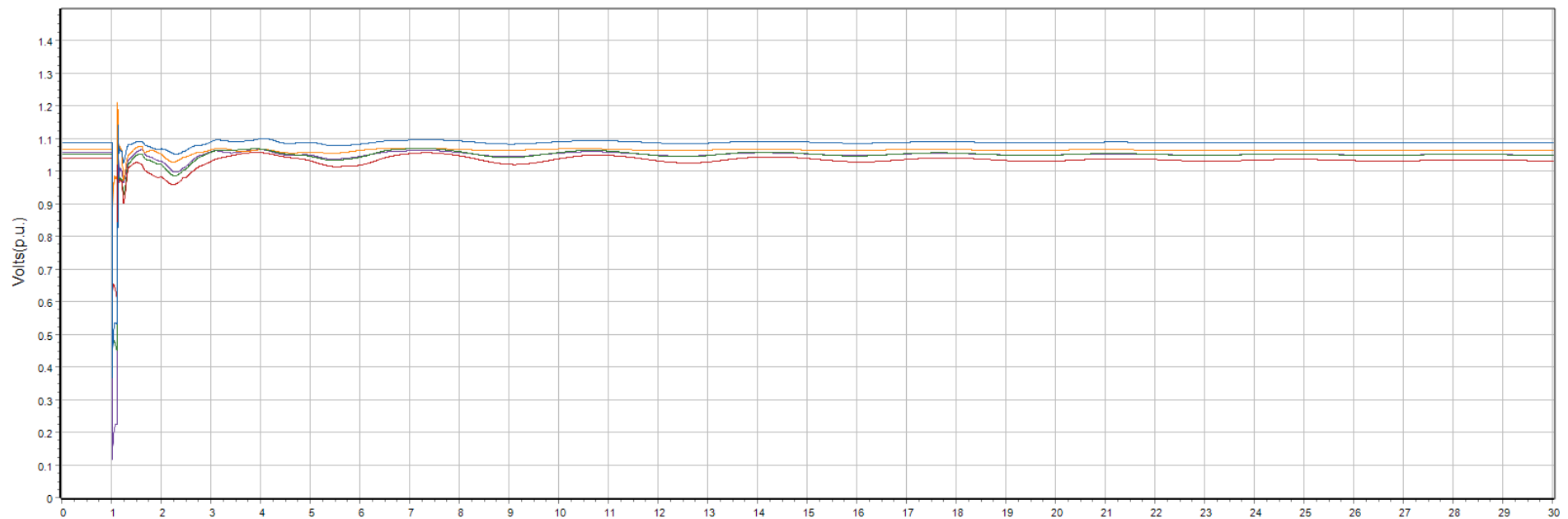
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

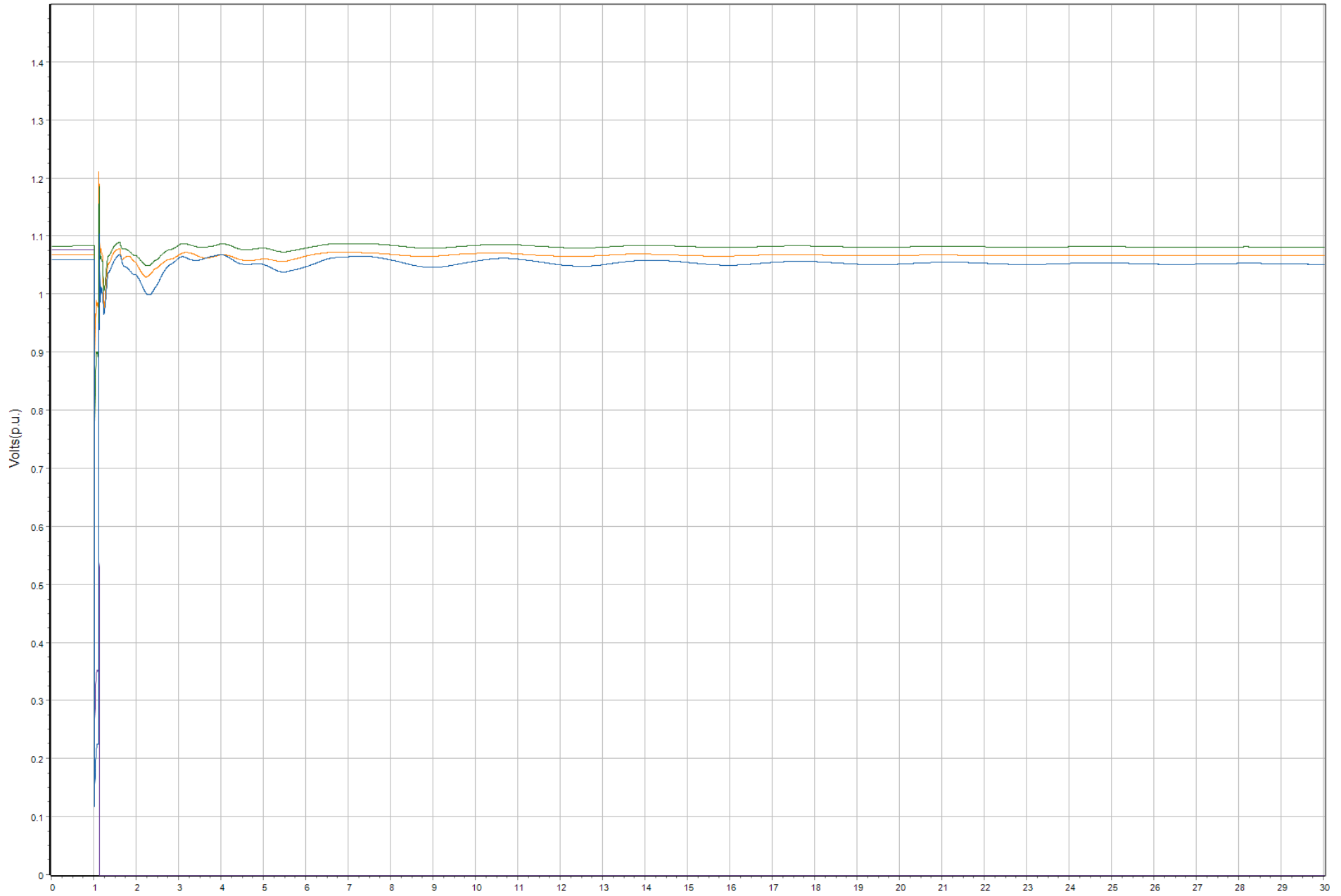


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



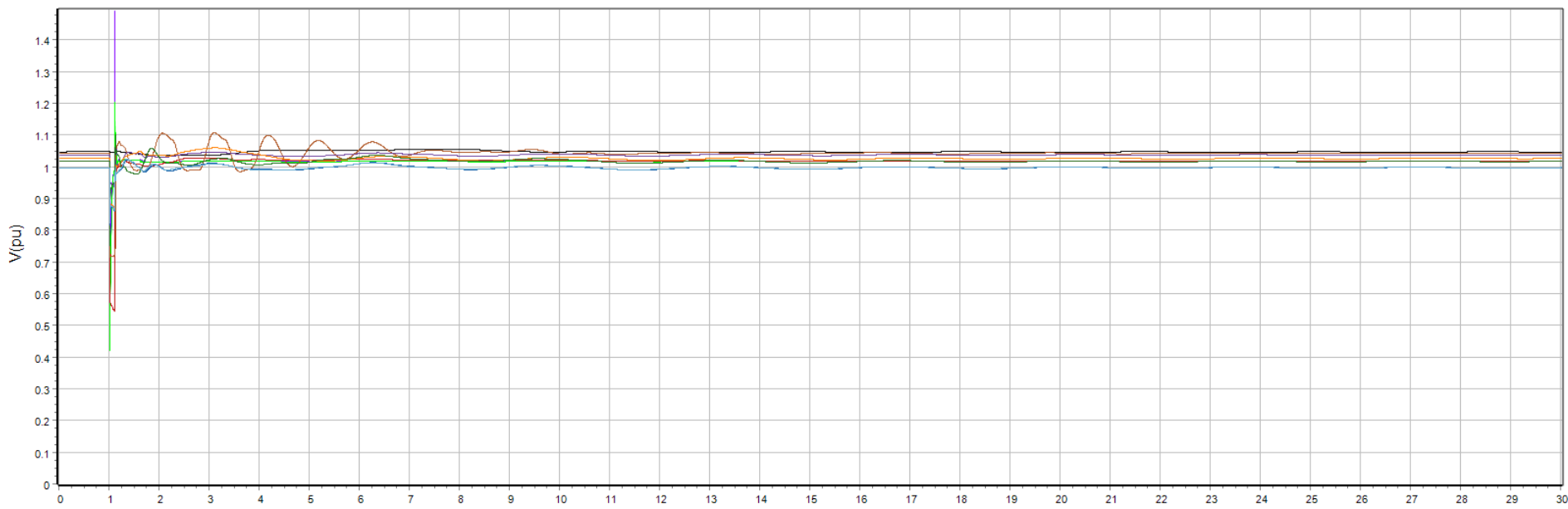
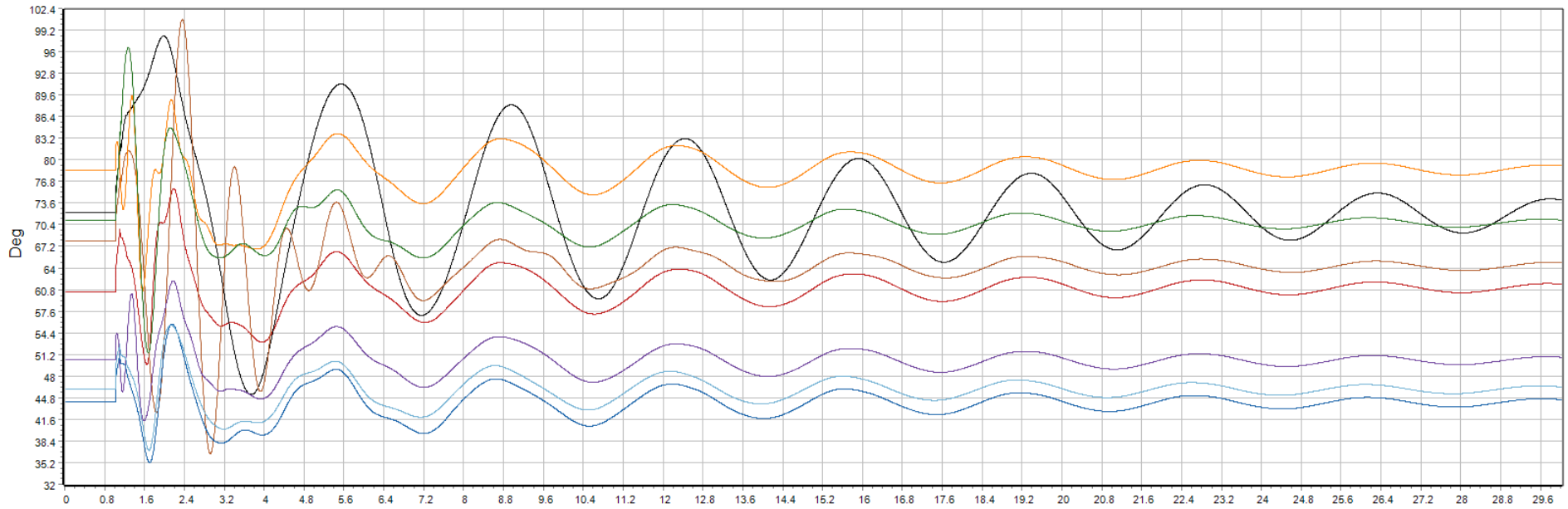


V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

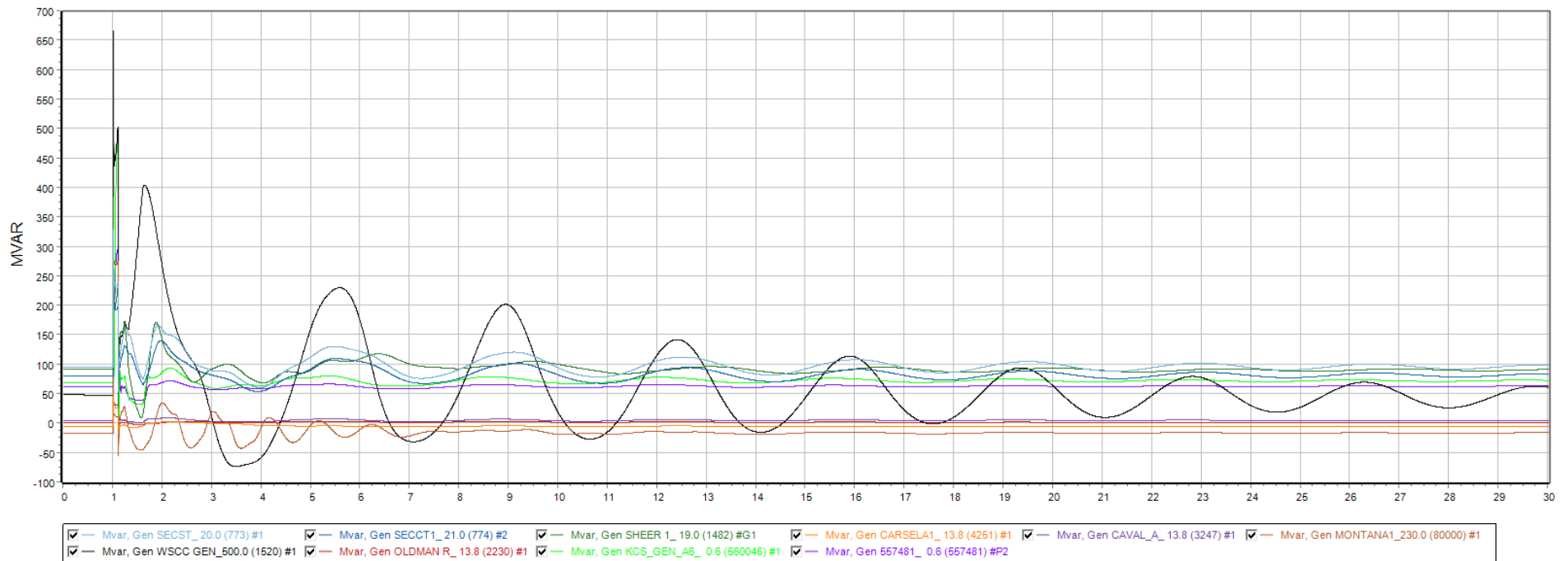
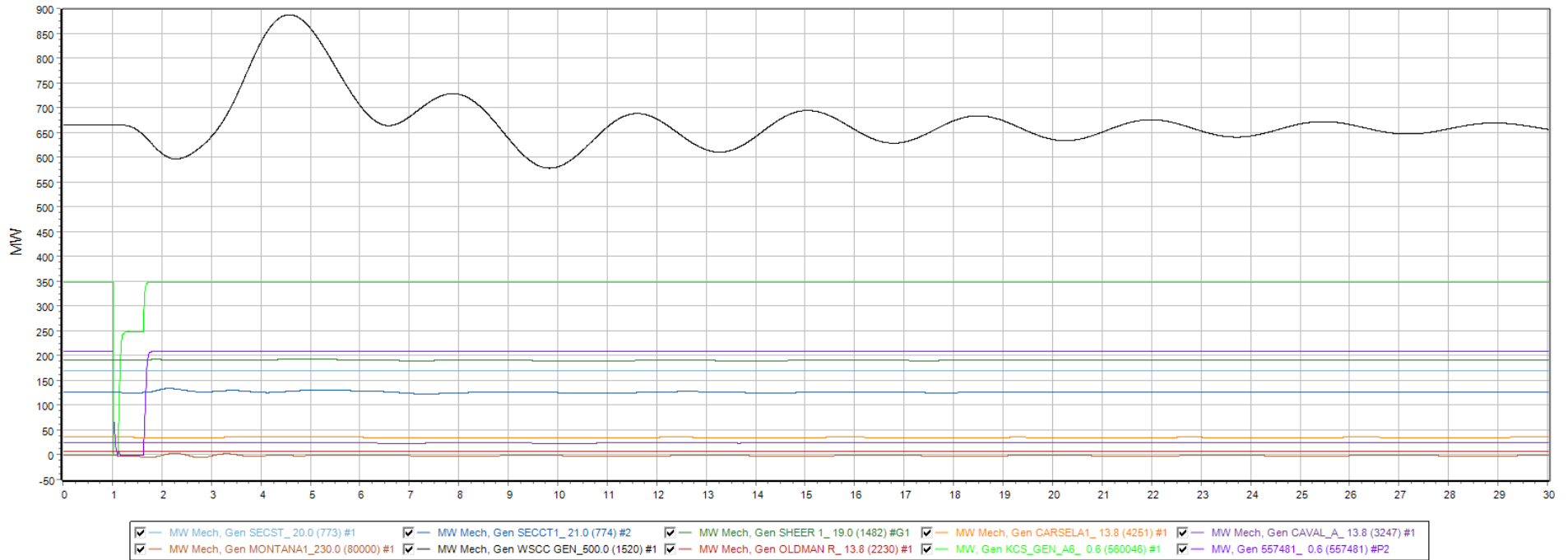




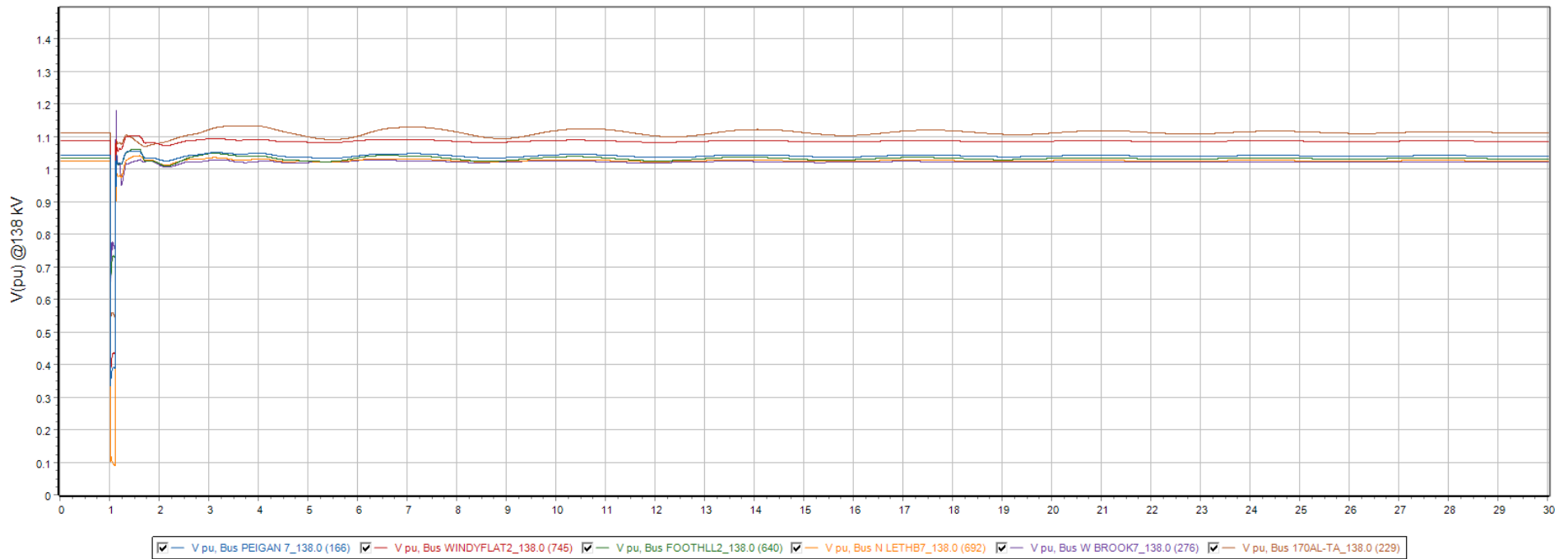
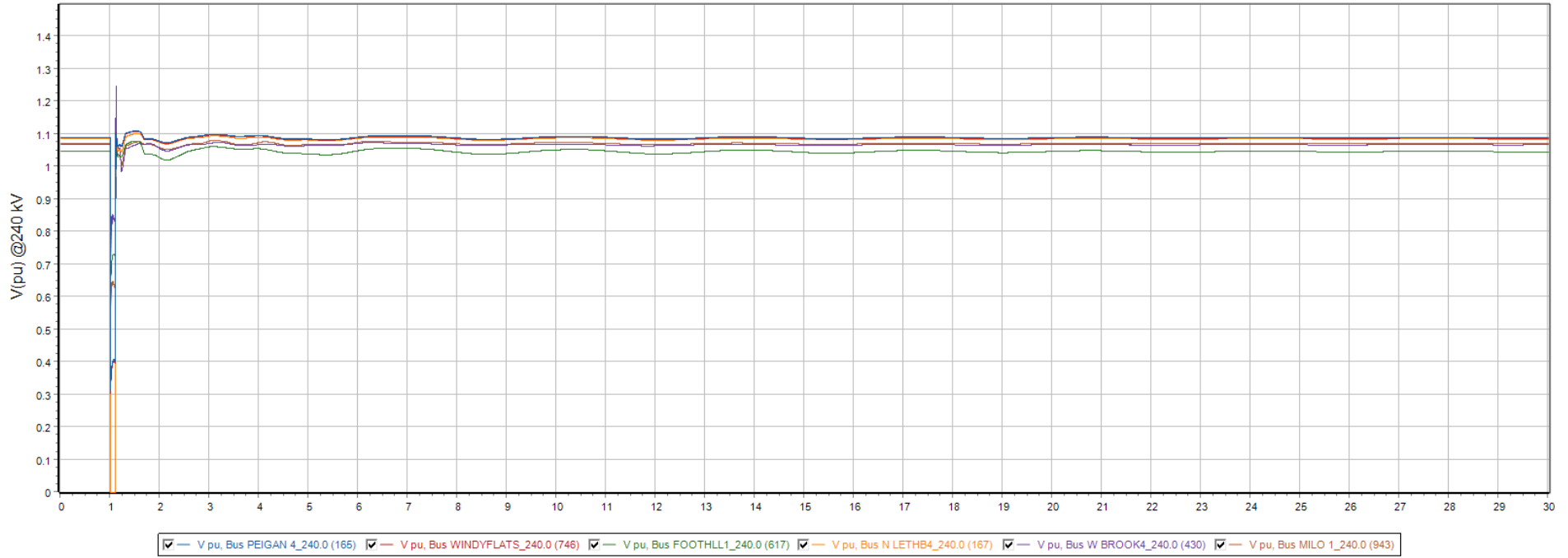
Monitor Gens. Q1



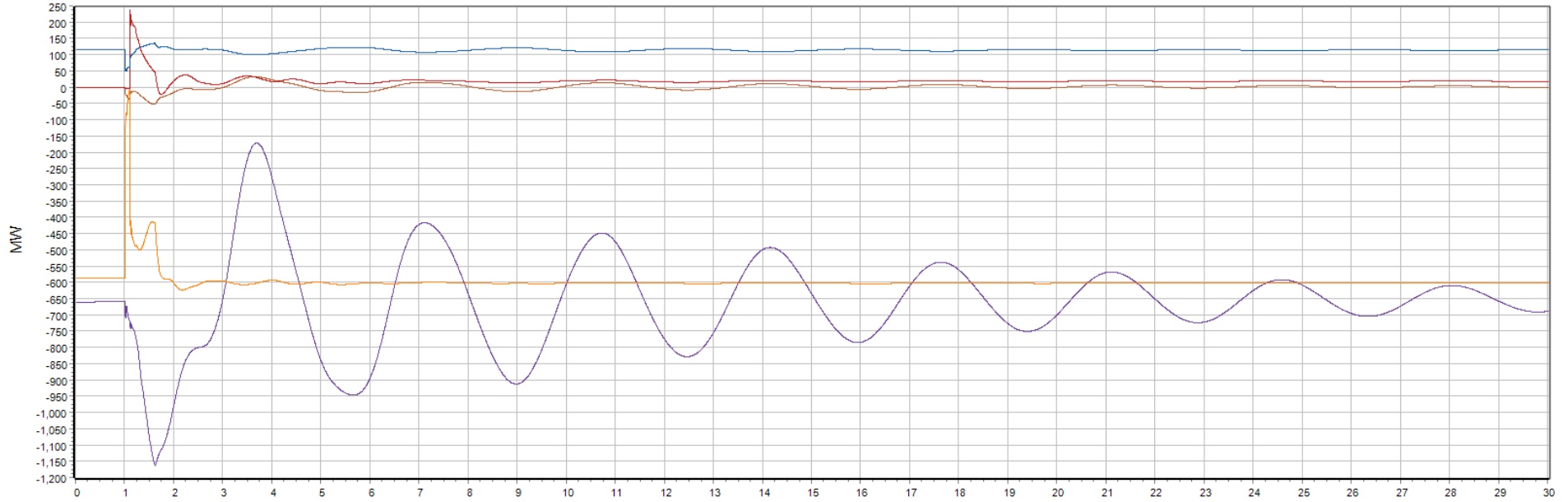
Monitor Gens. Q2



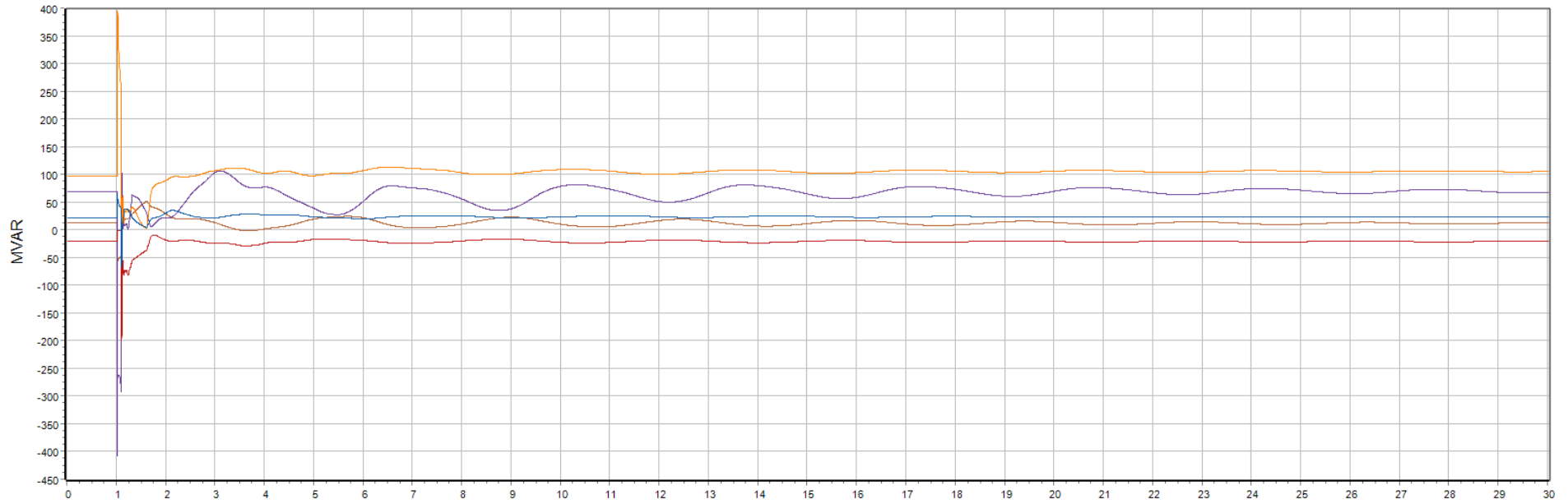
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



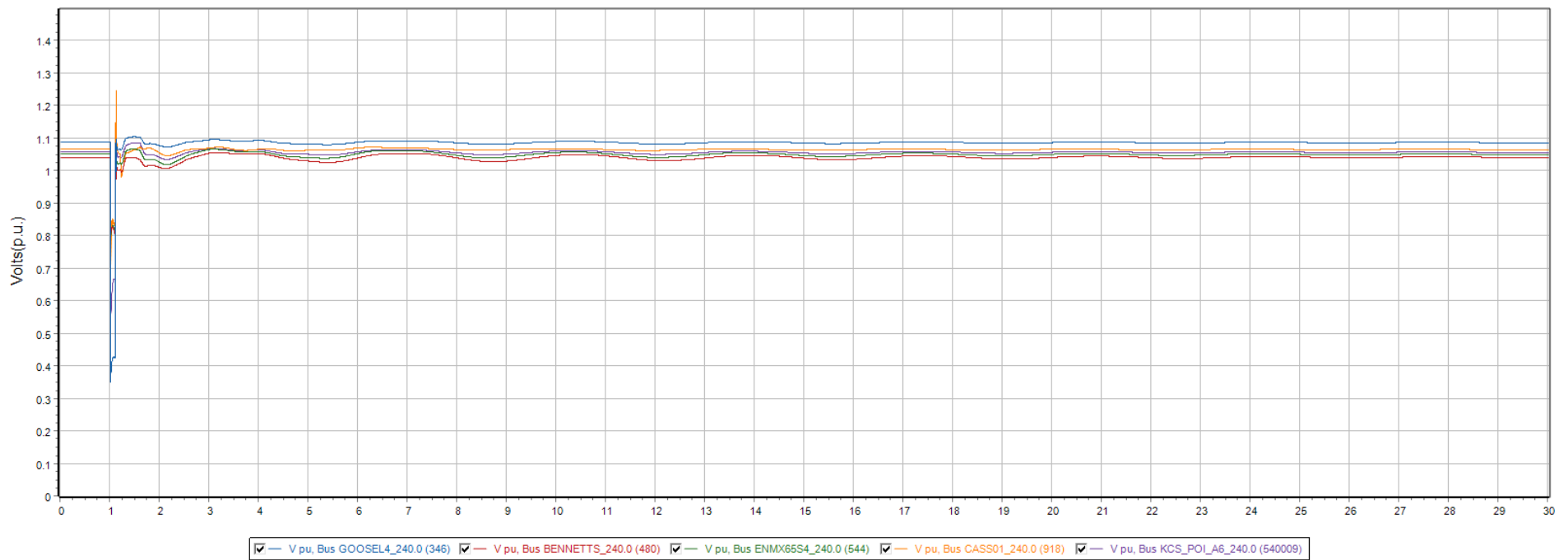
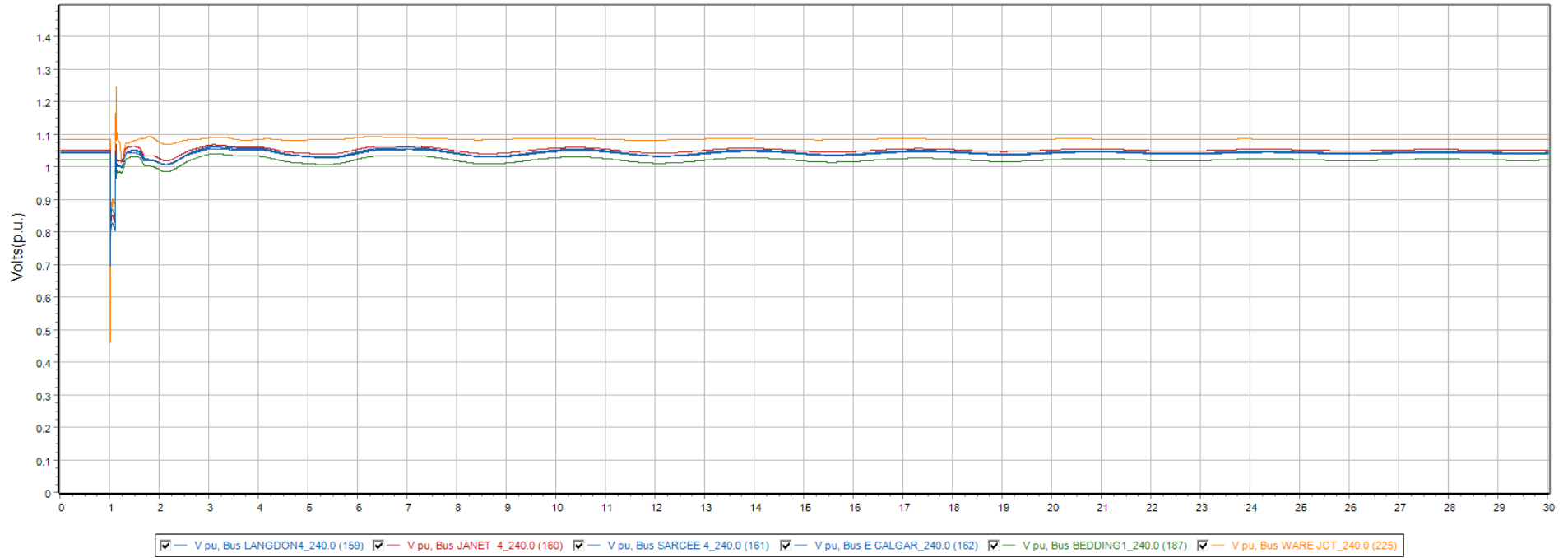
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

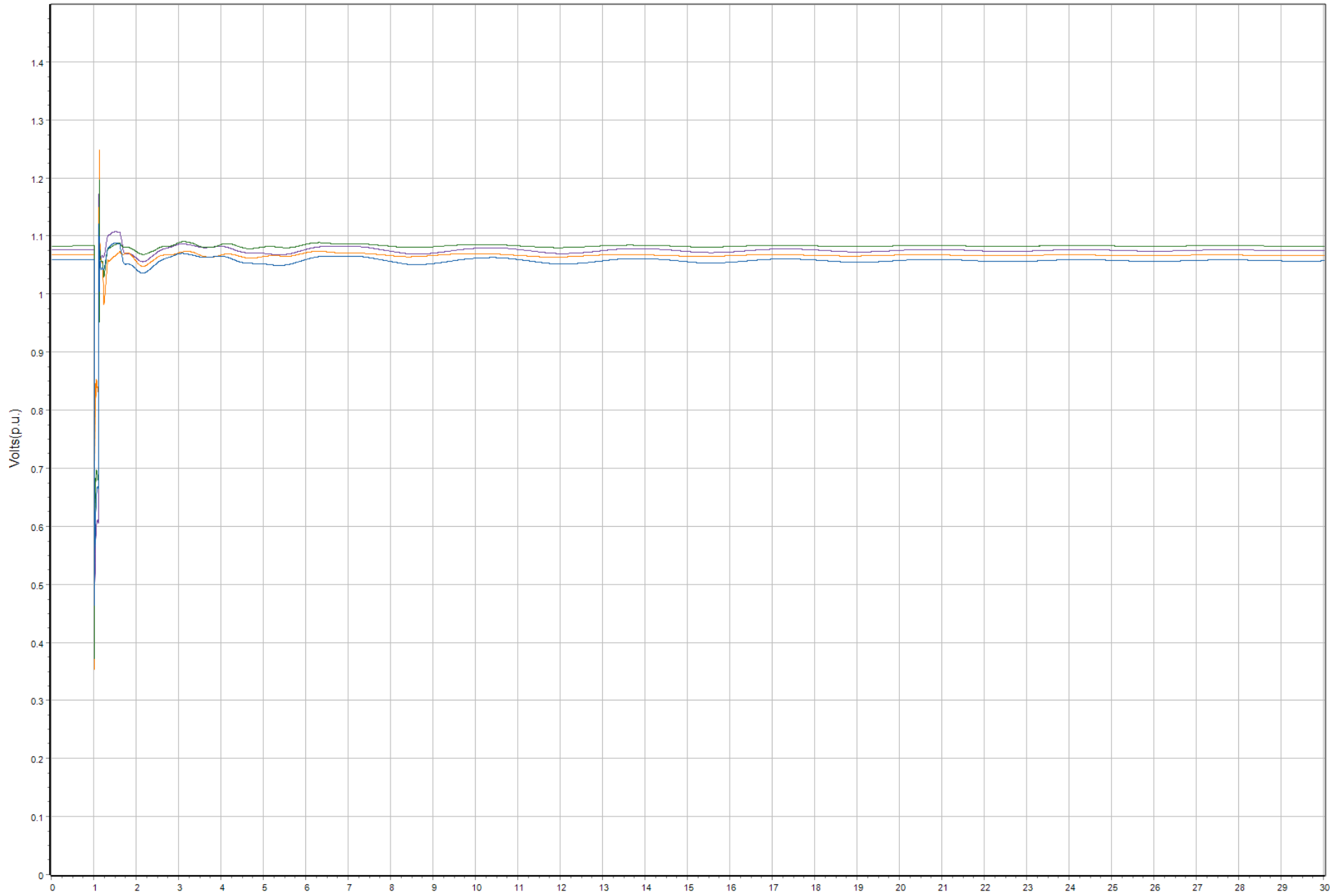


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

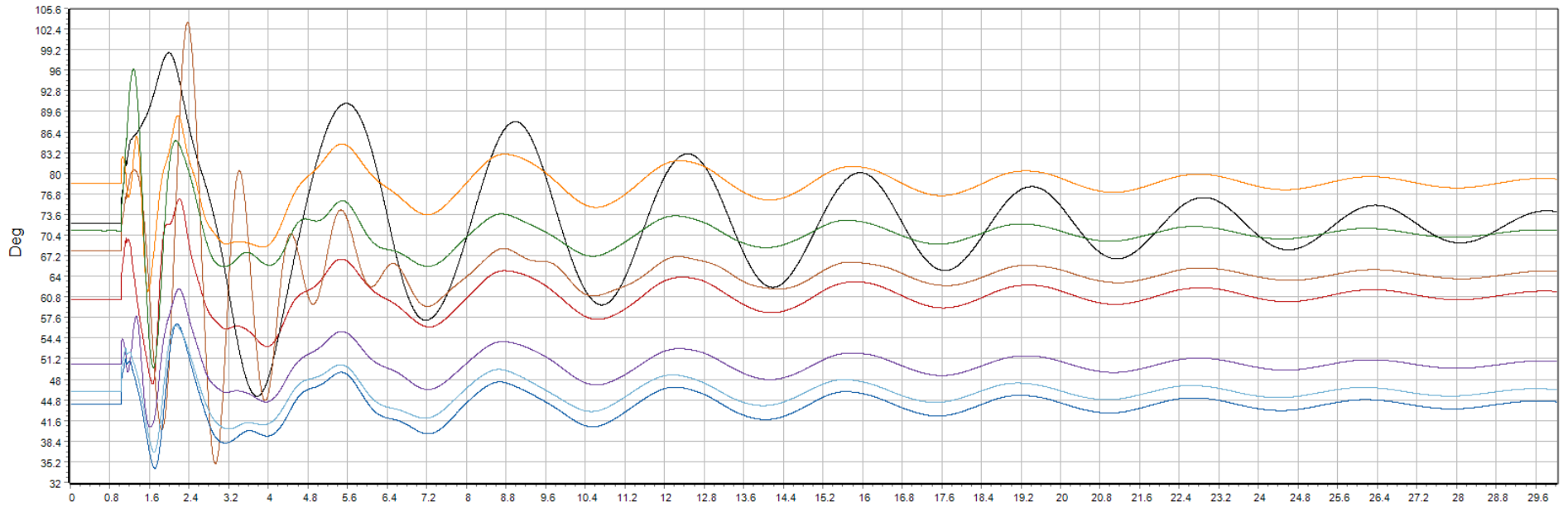




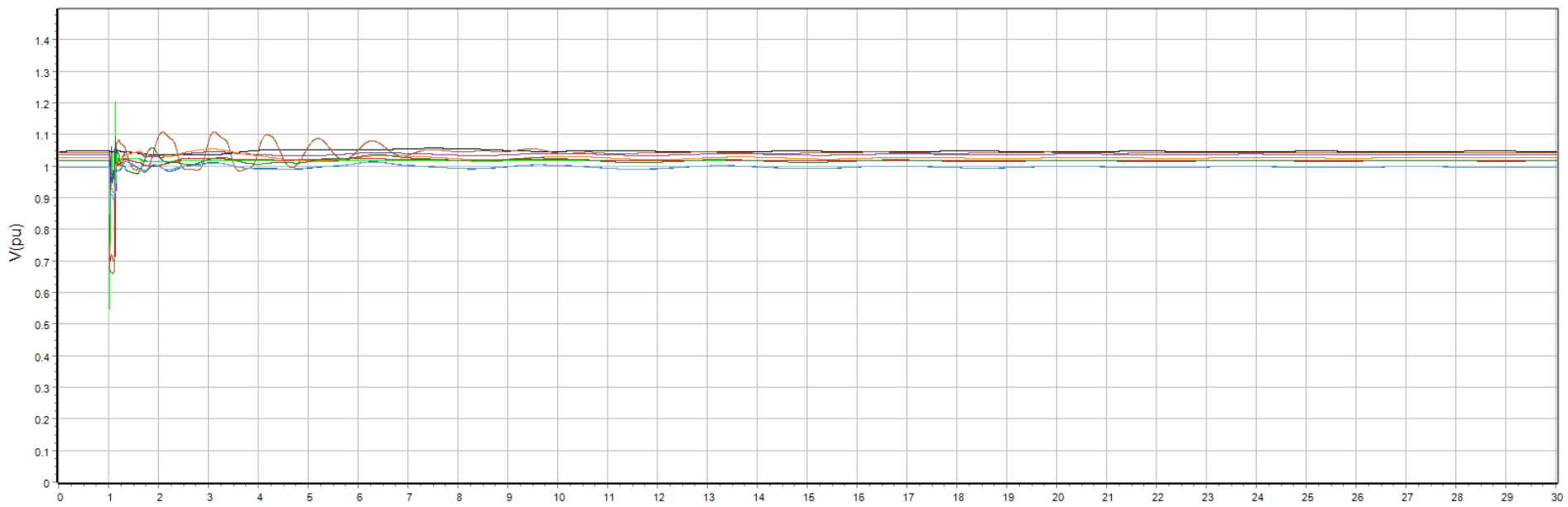
— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



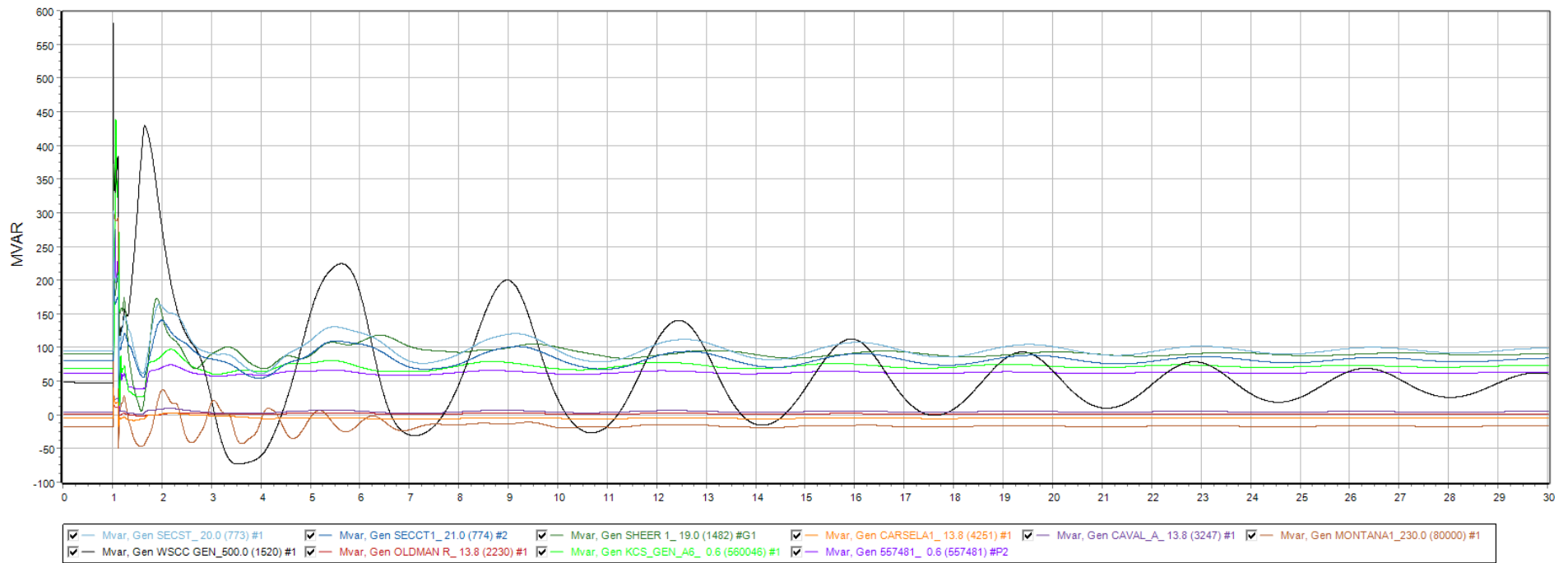
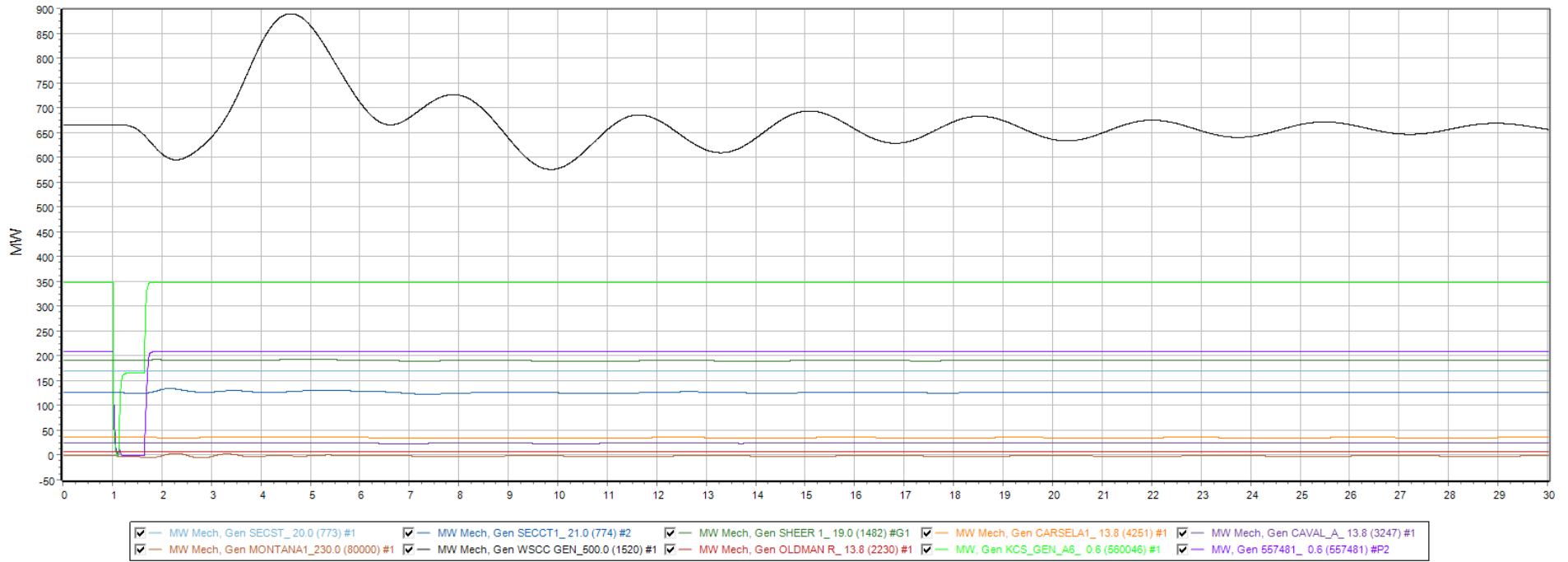
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2

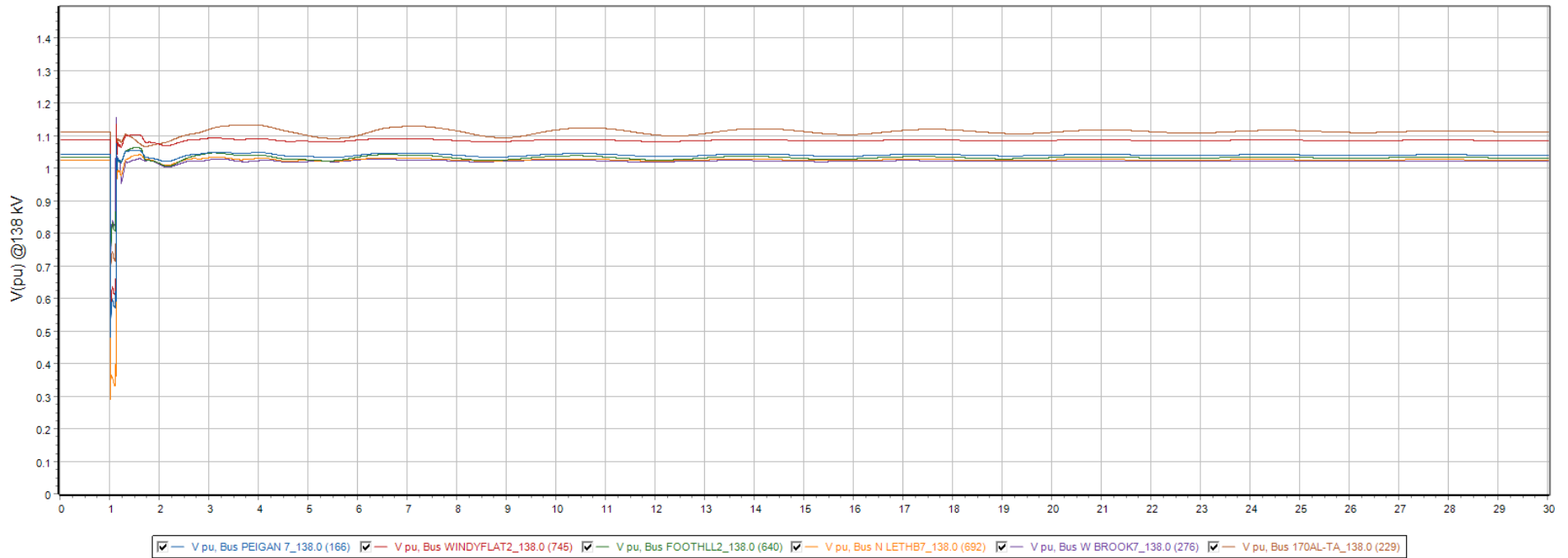
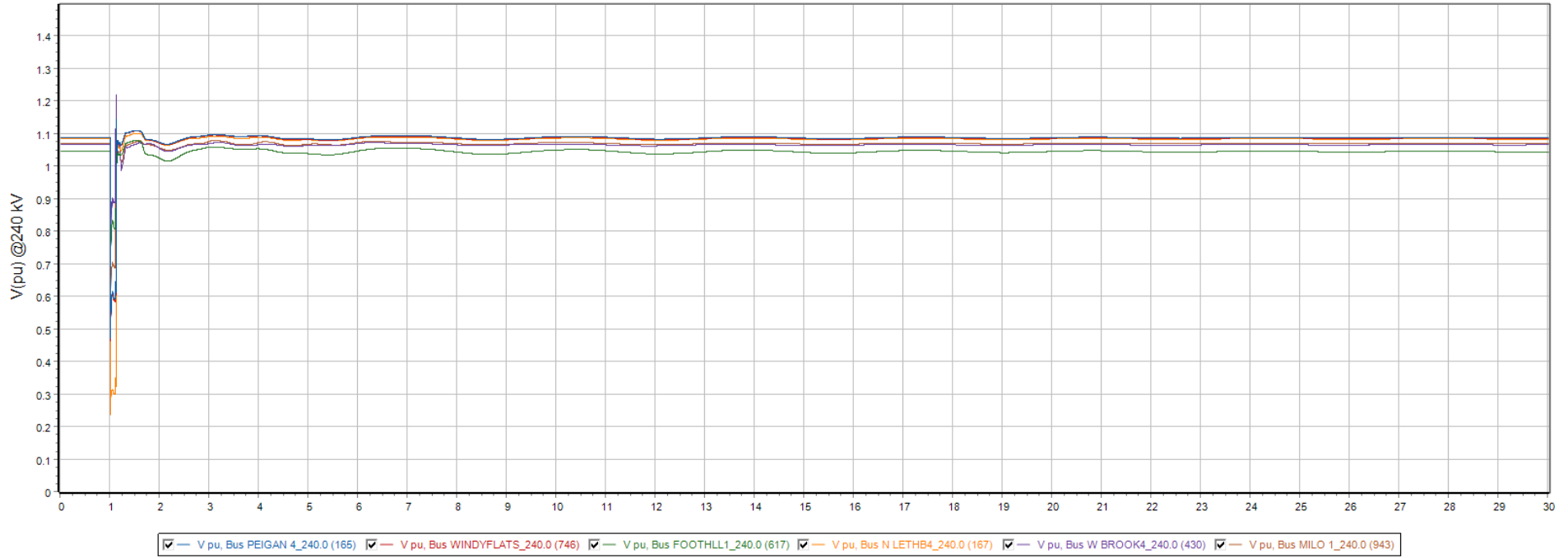


Monitor Gens. Q2

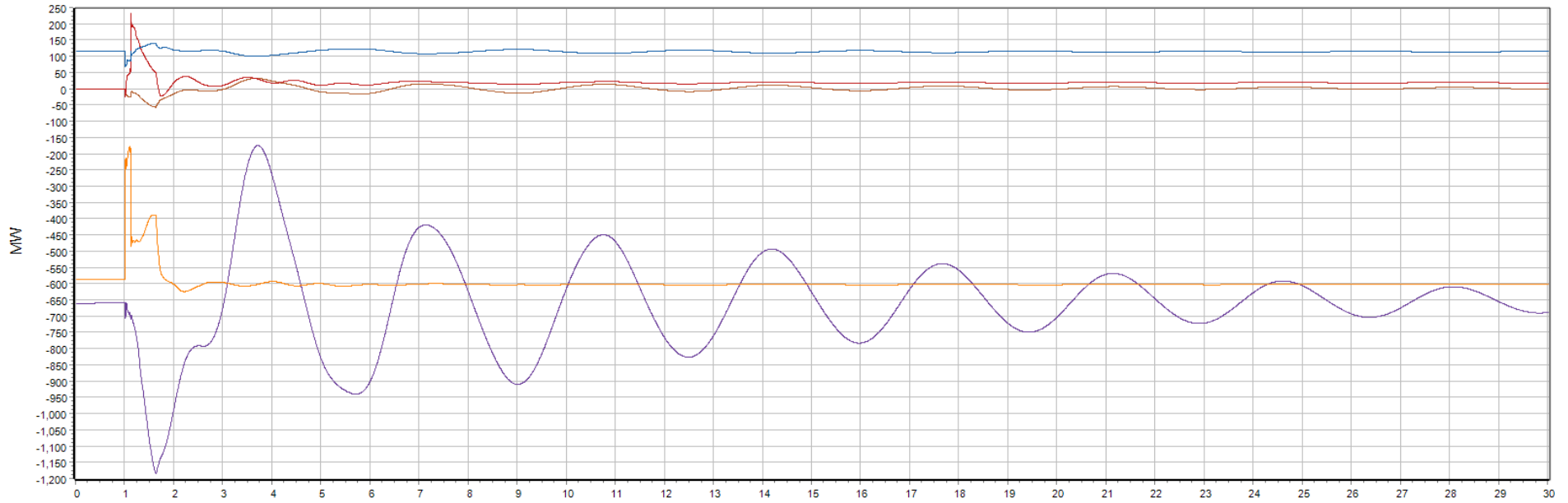




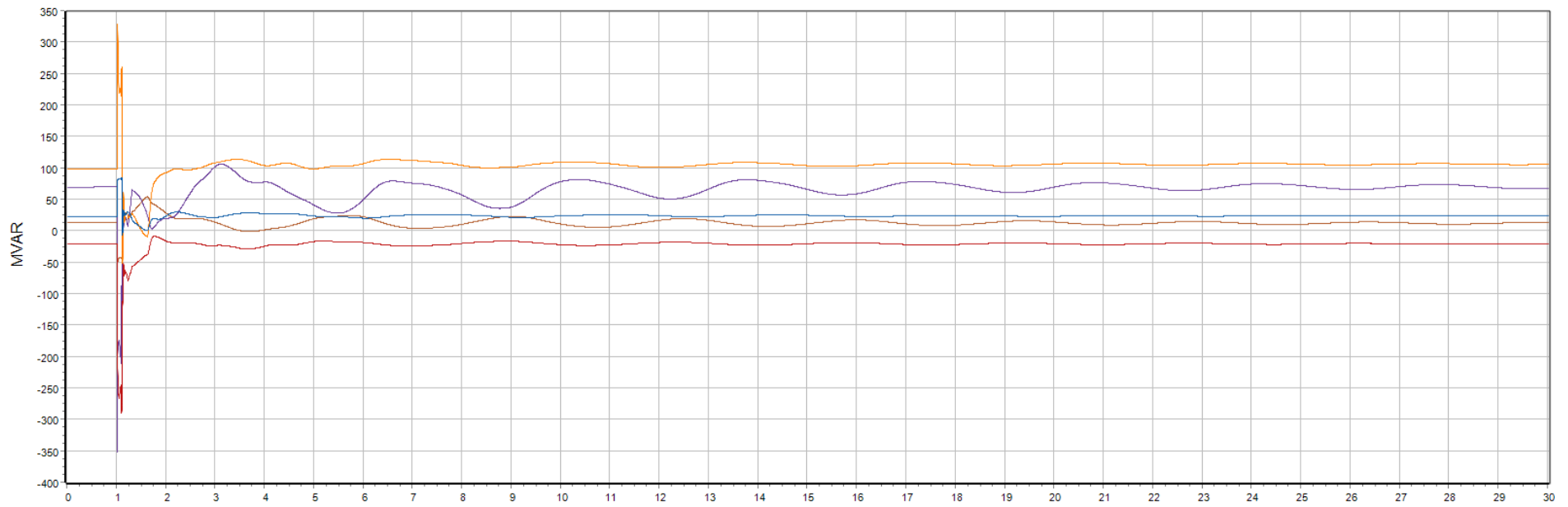
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



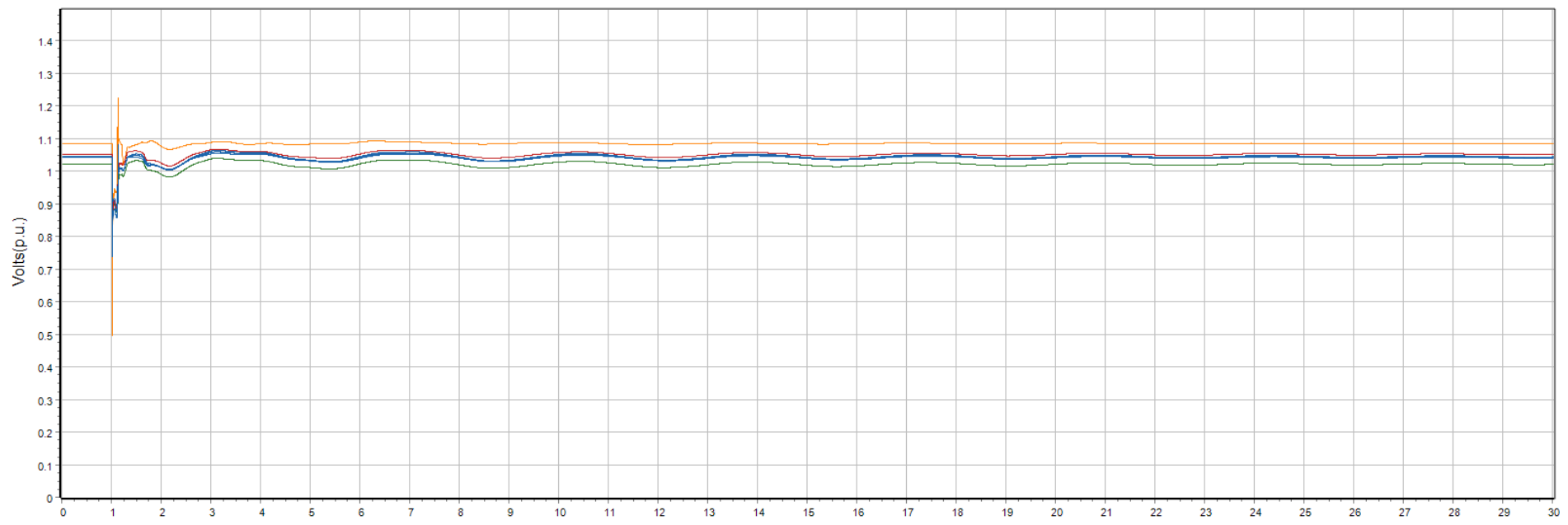
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



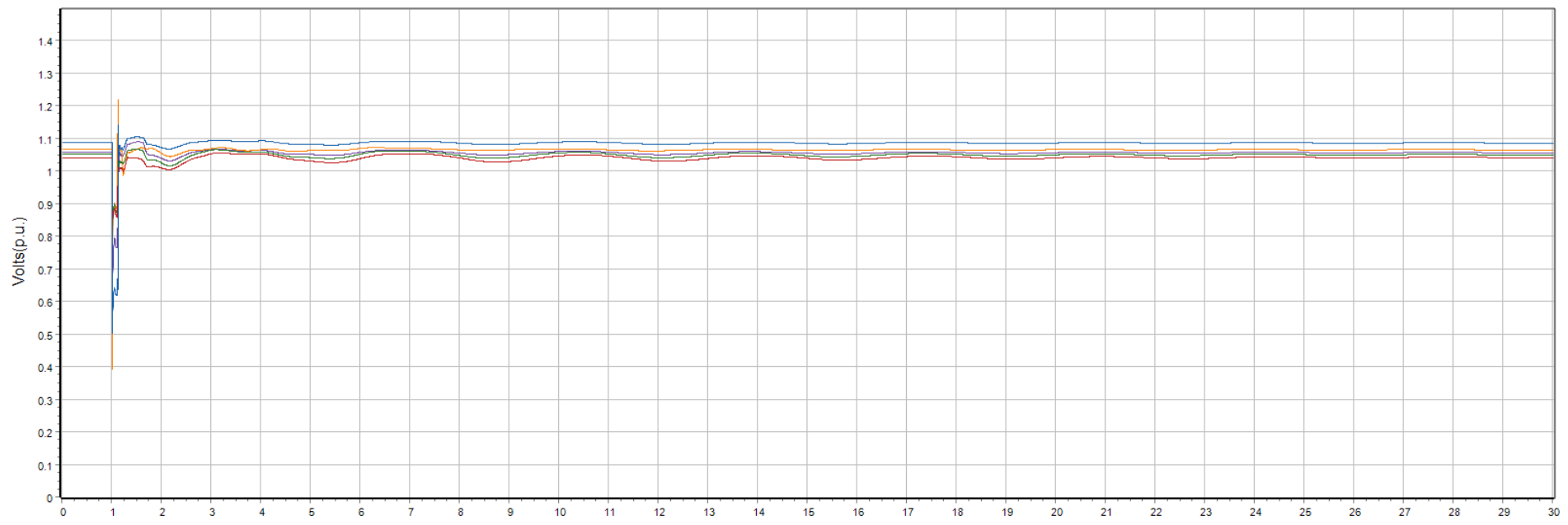
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

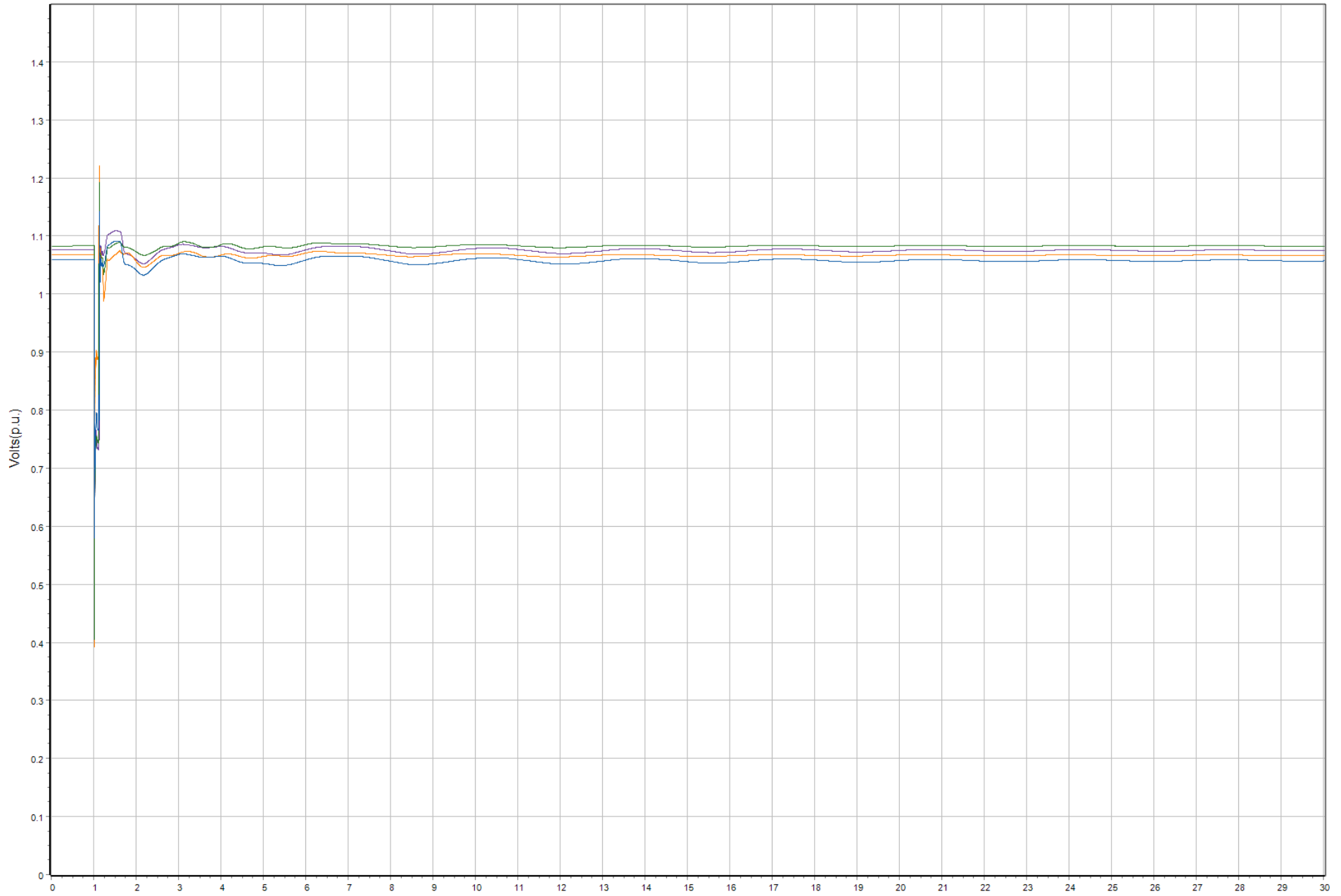


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

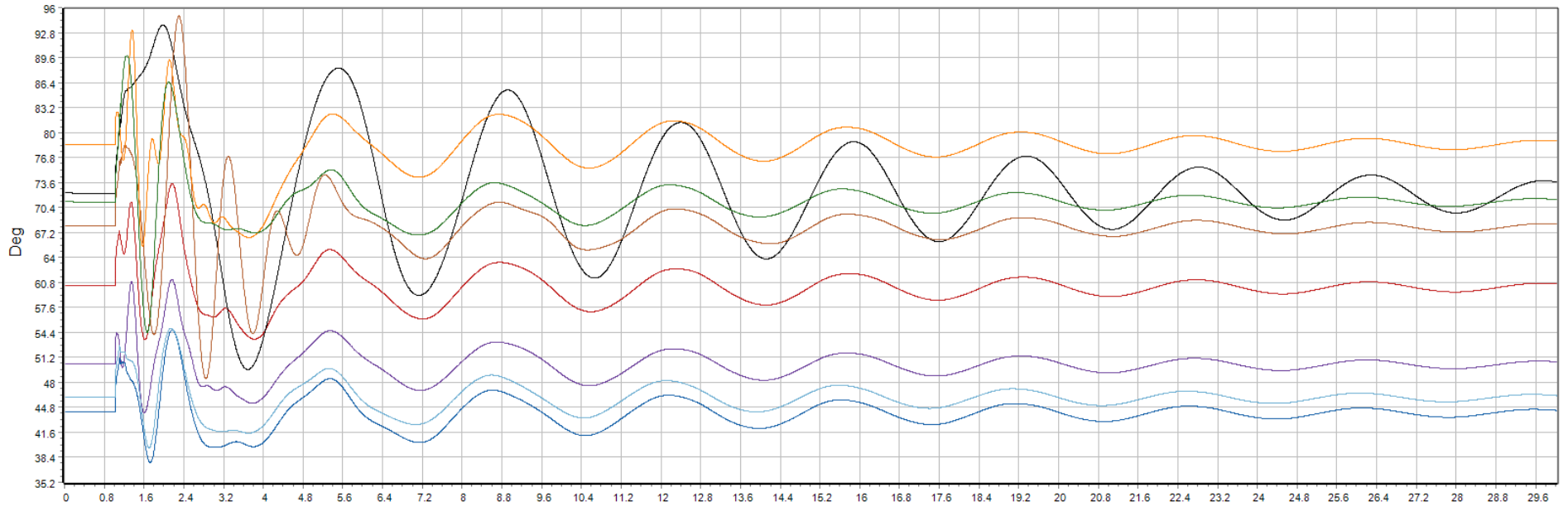




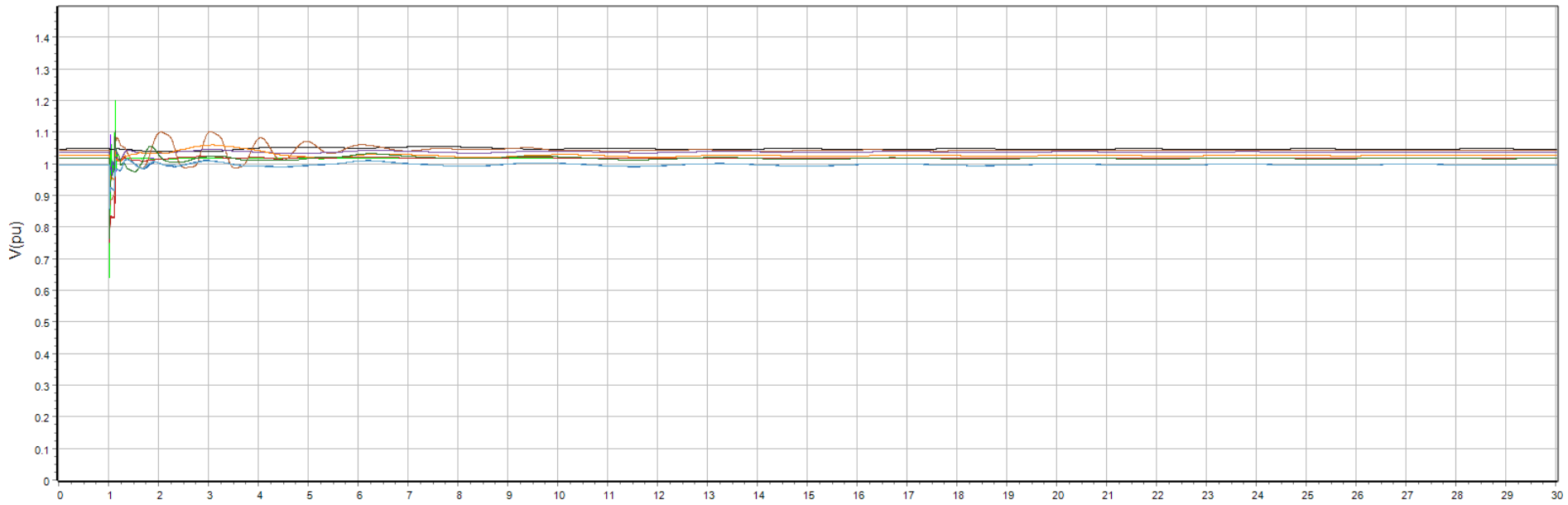
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



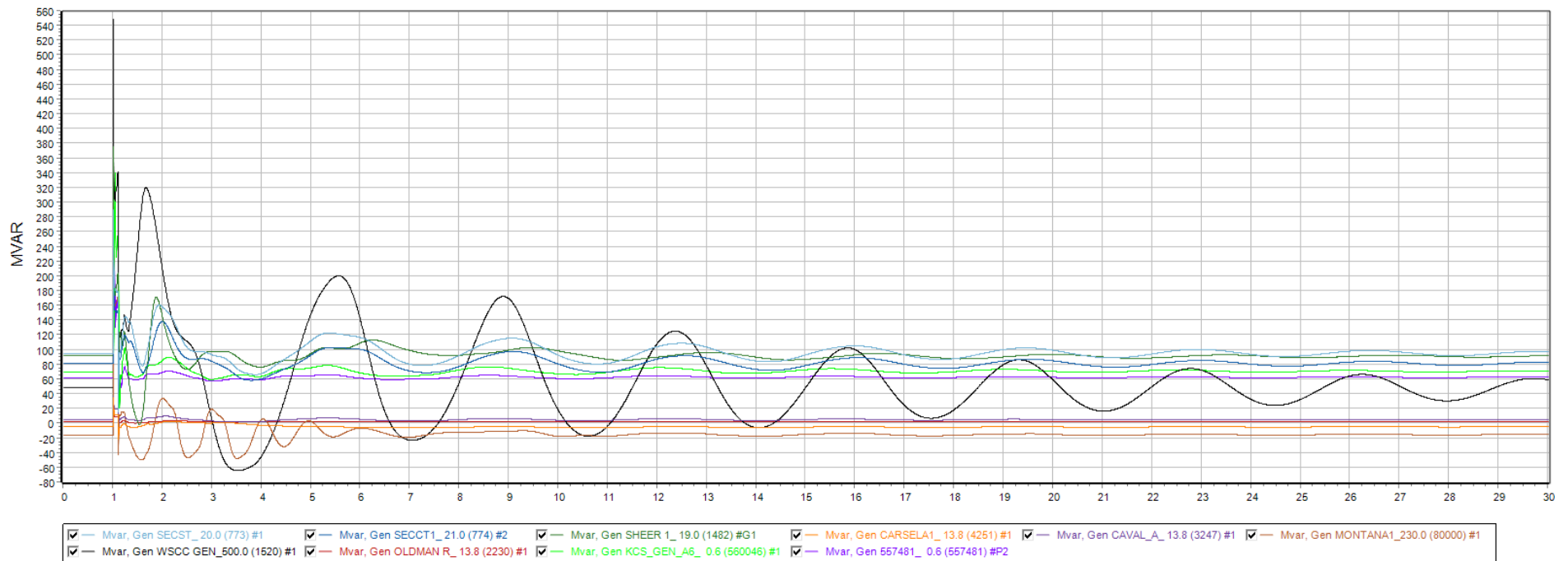
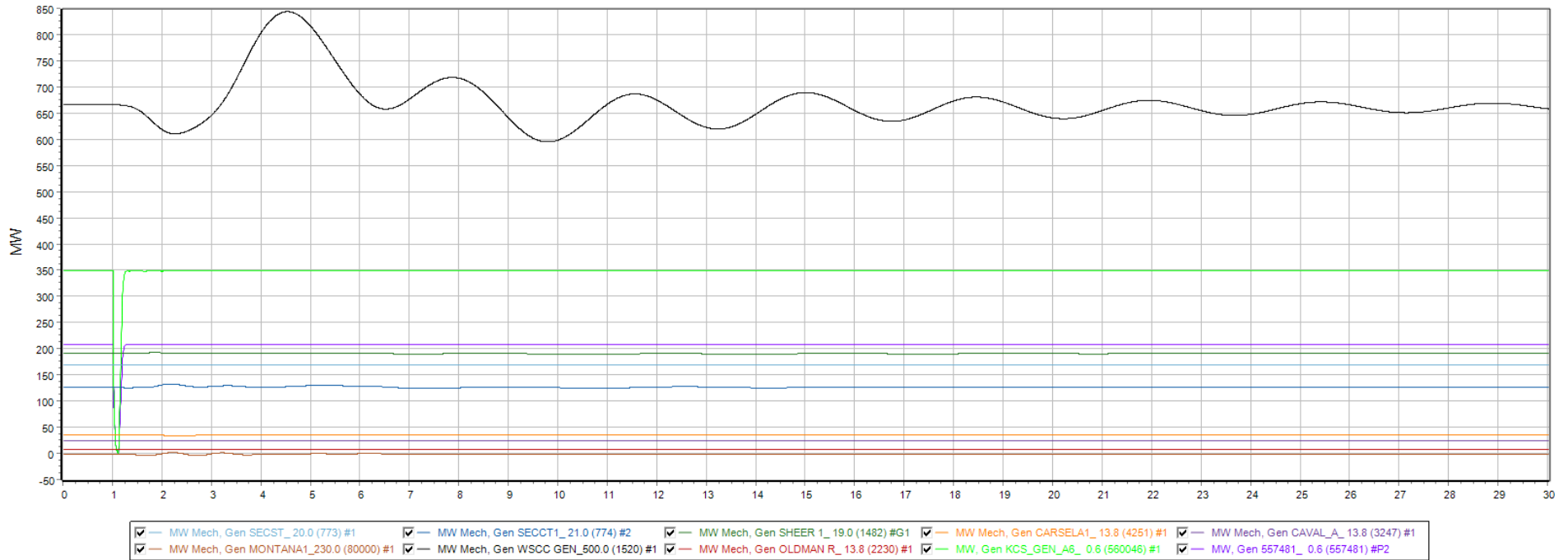
- Rotor Angle, Gen SECST\_20.0 (773) #1   
  Rotor Angle, Gen SECCT1\_21.0 (774) #2   
  Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1   
  Rotor Angle, Gen CARSELA1\_13.8 (4251) #1   
  Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1  
 Rotor Angle, Gen MONTANA1\_230.0 (80000) #1   
  Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1   
  Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



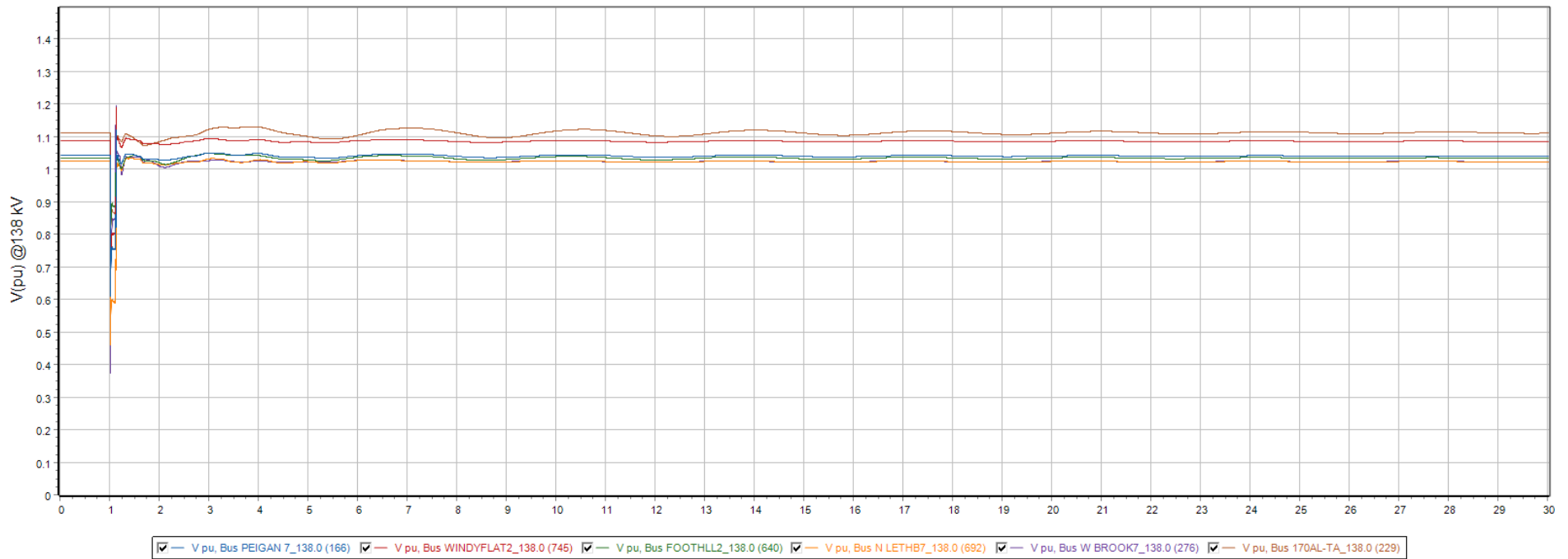
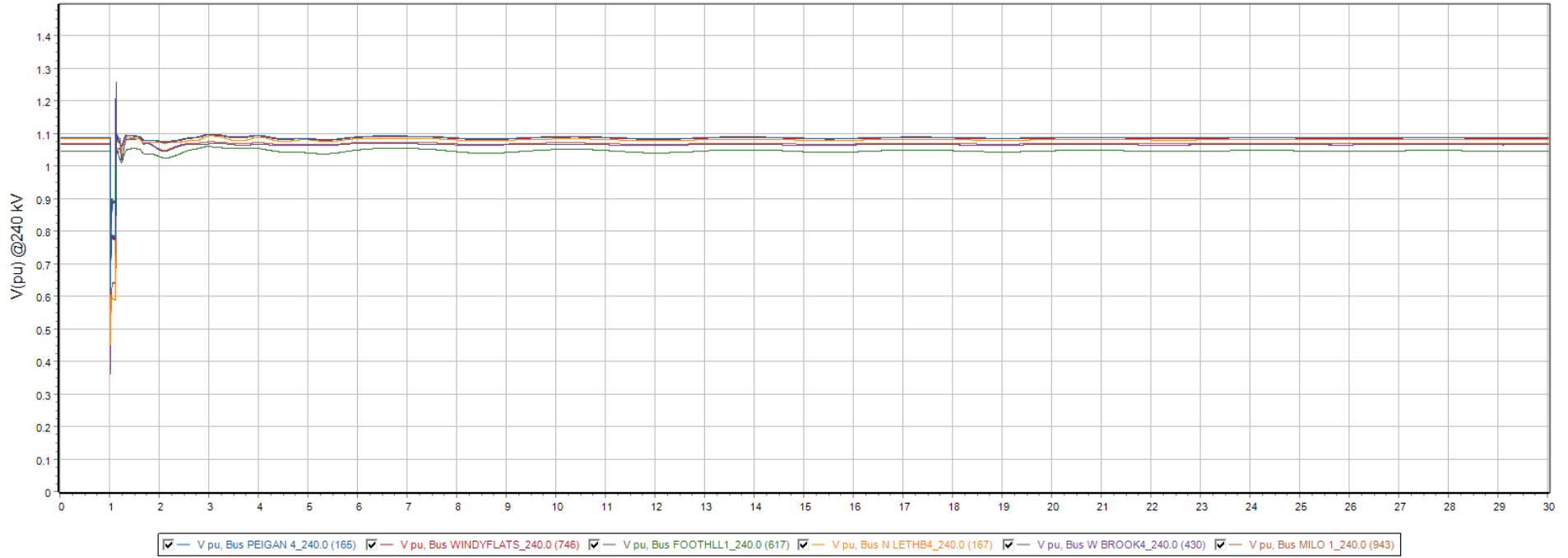
- V pu, Gen SECST\_20.0 (773) #1   
  V pu, Gen SECCT1\_21.0 (774) #2   
  V pu, Gen SHEER 1\_19.0 (1482) #G1   
  V pu, Gen CARSELA1\_13.8 (4251) #1   
  V pu, Gen CAVAL\_A\_13.8 (3247) #1   
  V pu, Gen MONTANA1\_230.0 (80000) #1  
 V pu, Gen WSCC GEN\_500.0 (1520) #1   
  V pu, Gen OLDMAN\_R\_13.8 (2230) #1   
  V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1   
  V pu, Gen 557481\_0.6 (557481) #P2



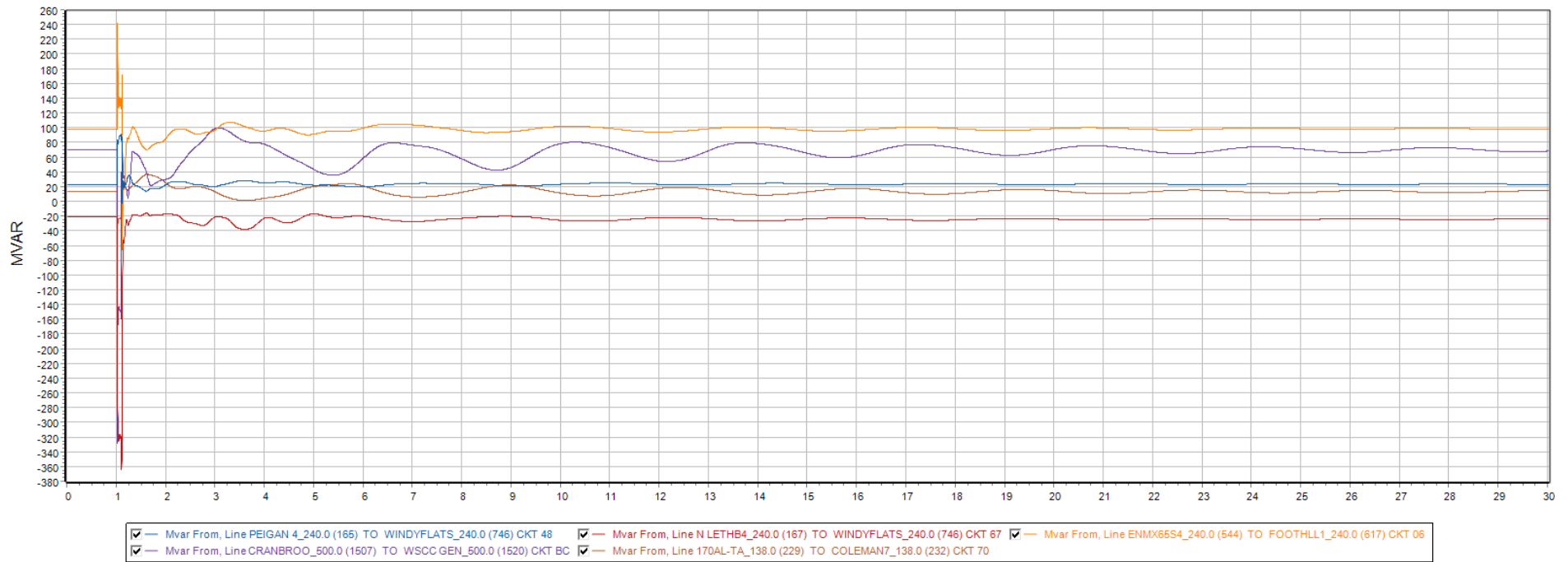
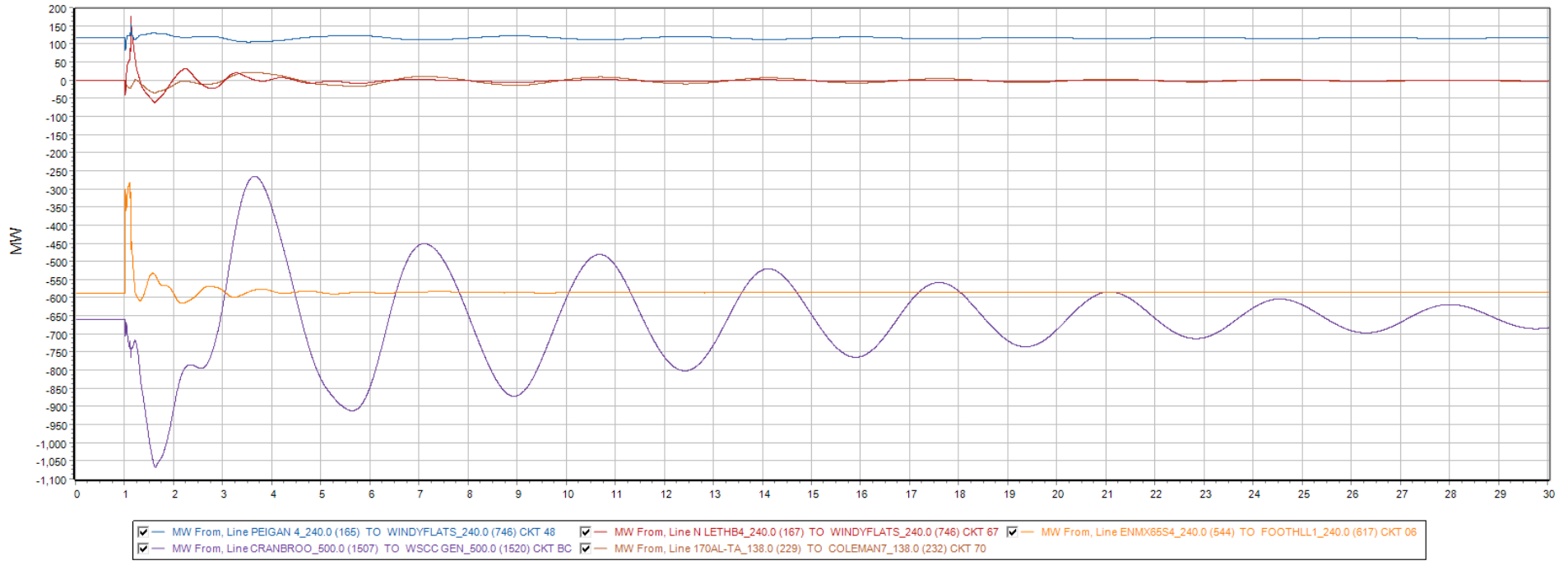
Monitor Gens. Q2



Monitor Bus Volts Q3

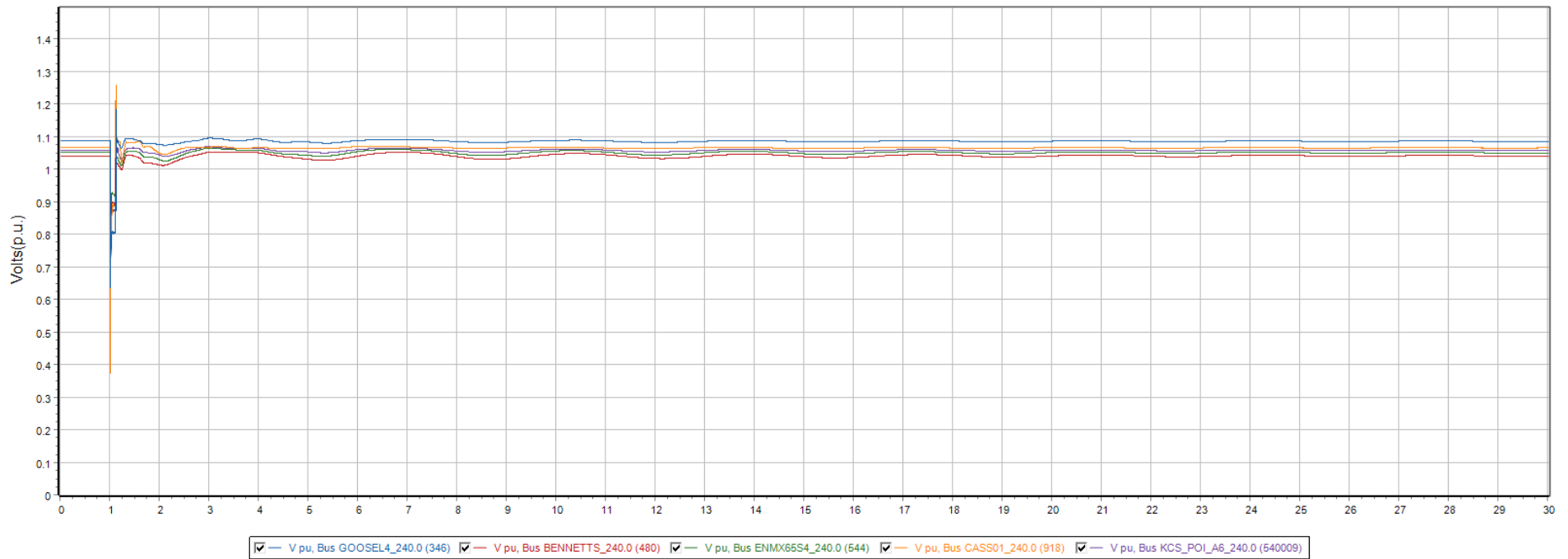
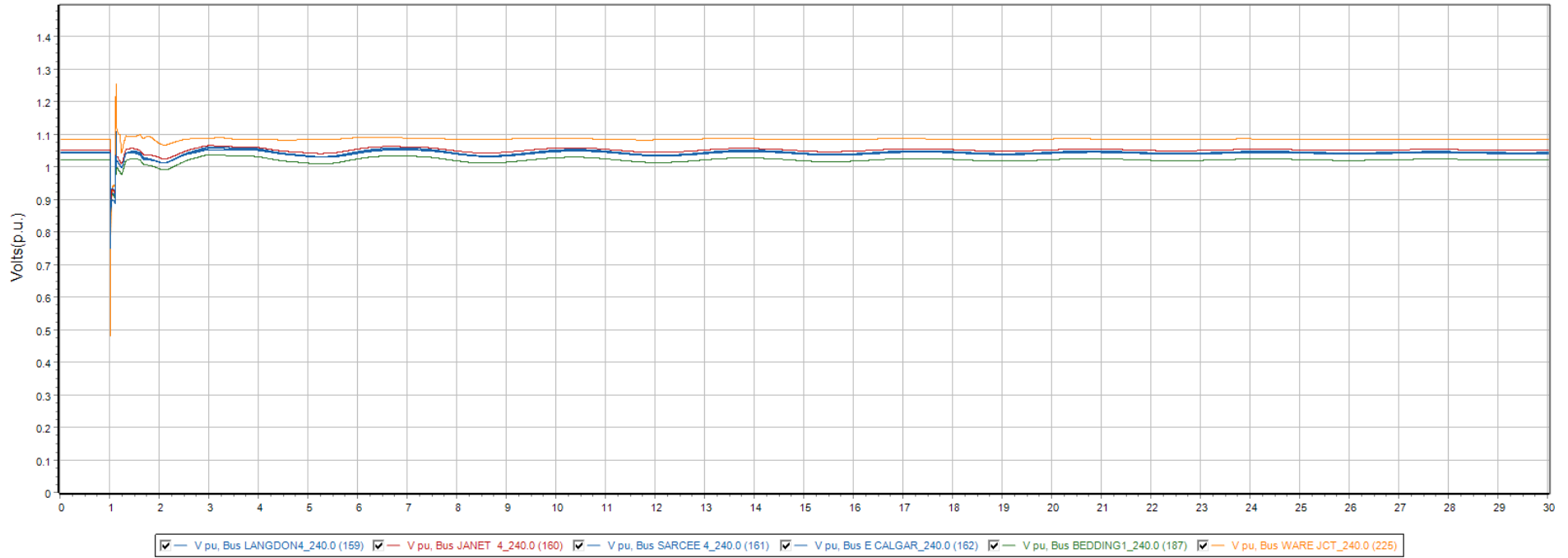


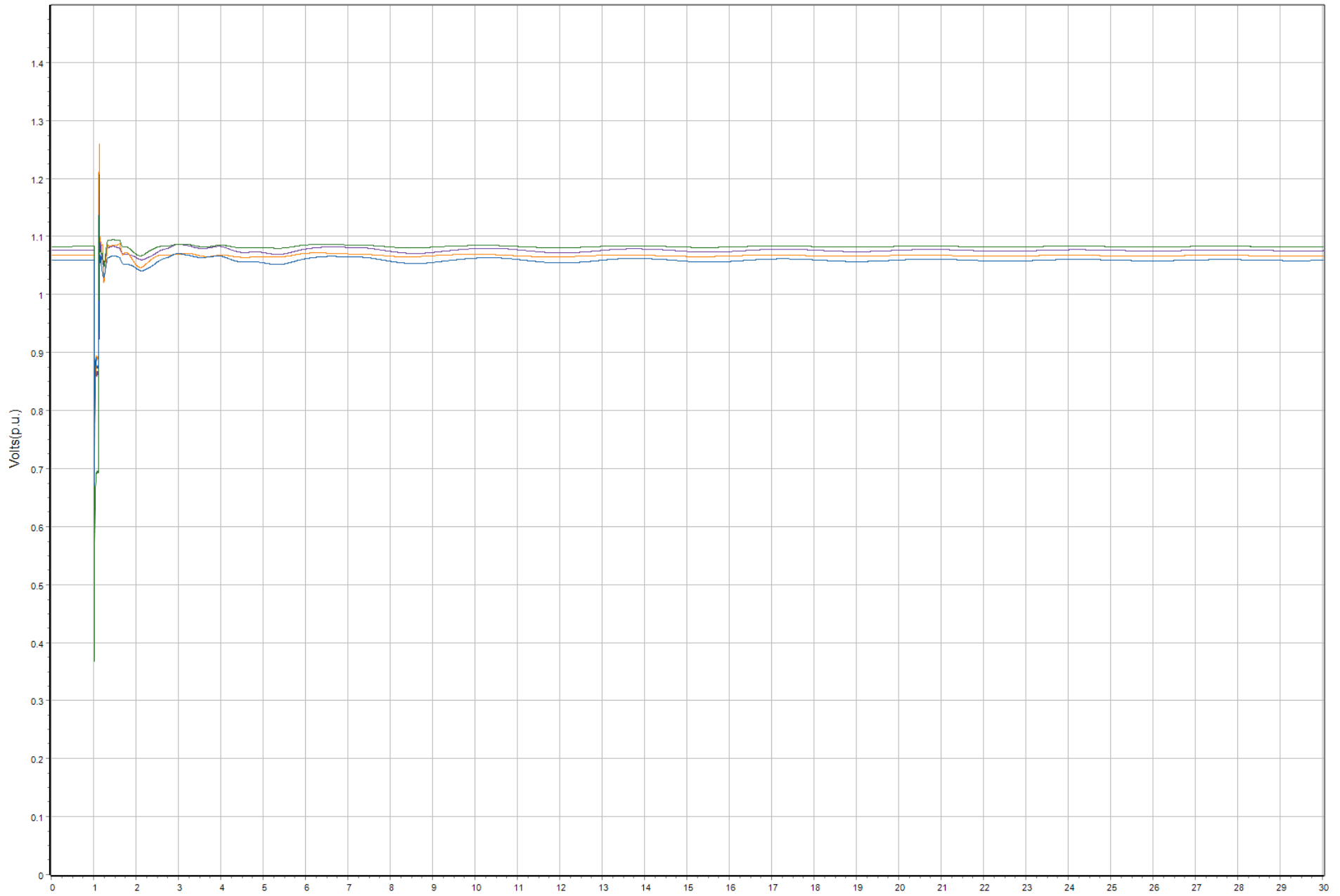
Monitor Line MW & MVAR. Q4





Additional 240 kV Bus Volts

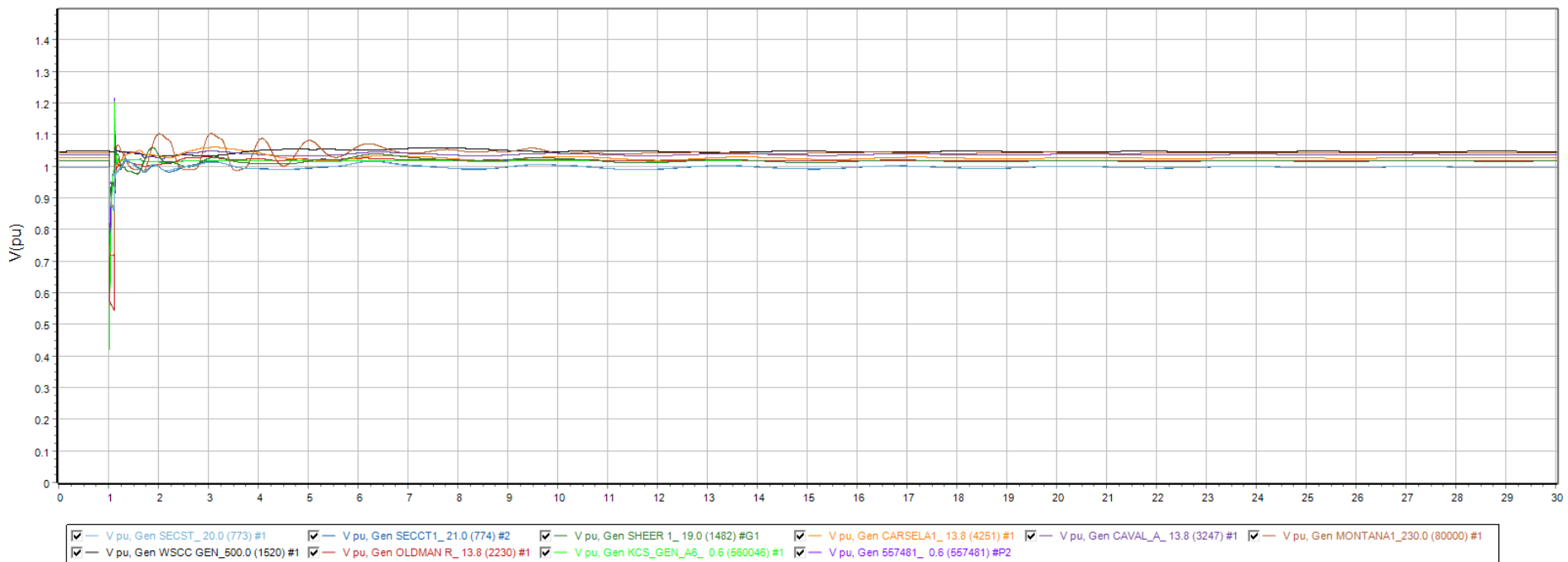
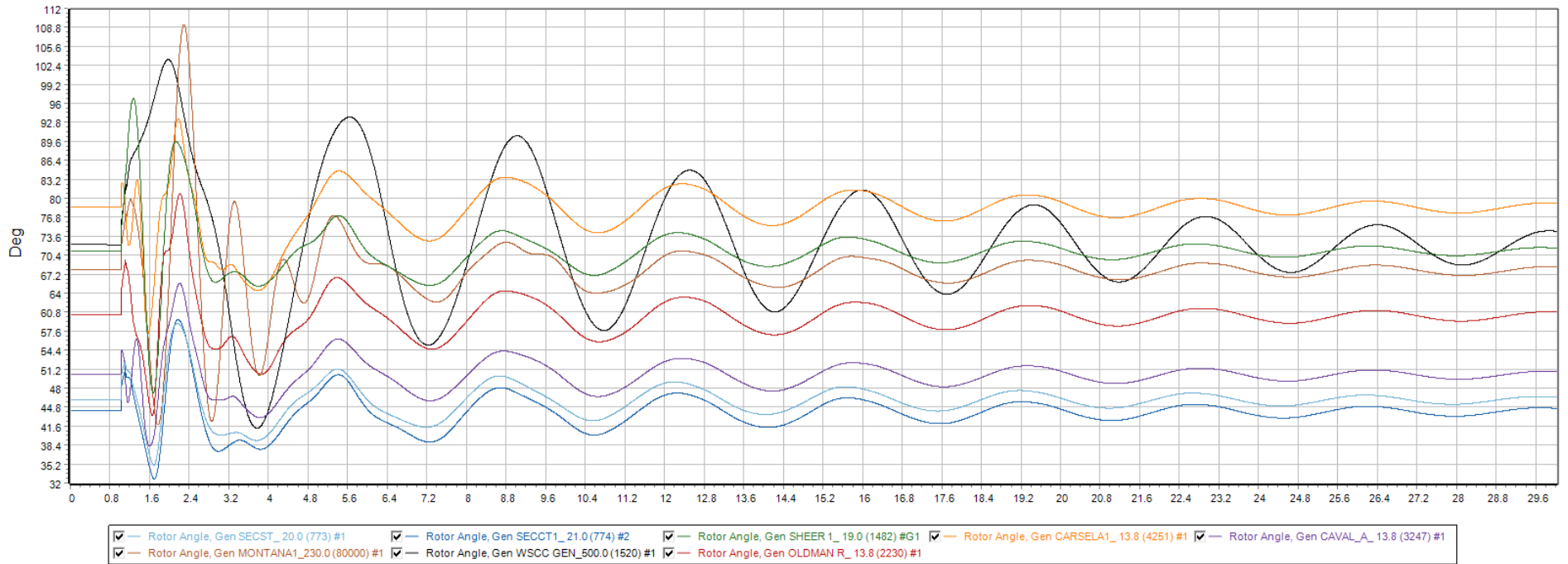




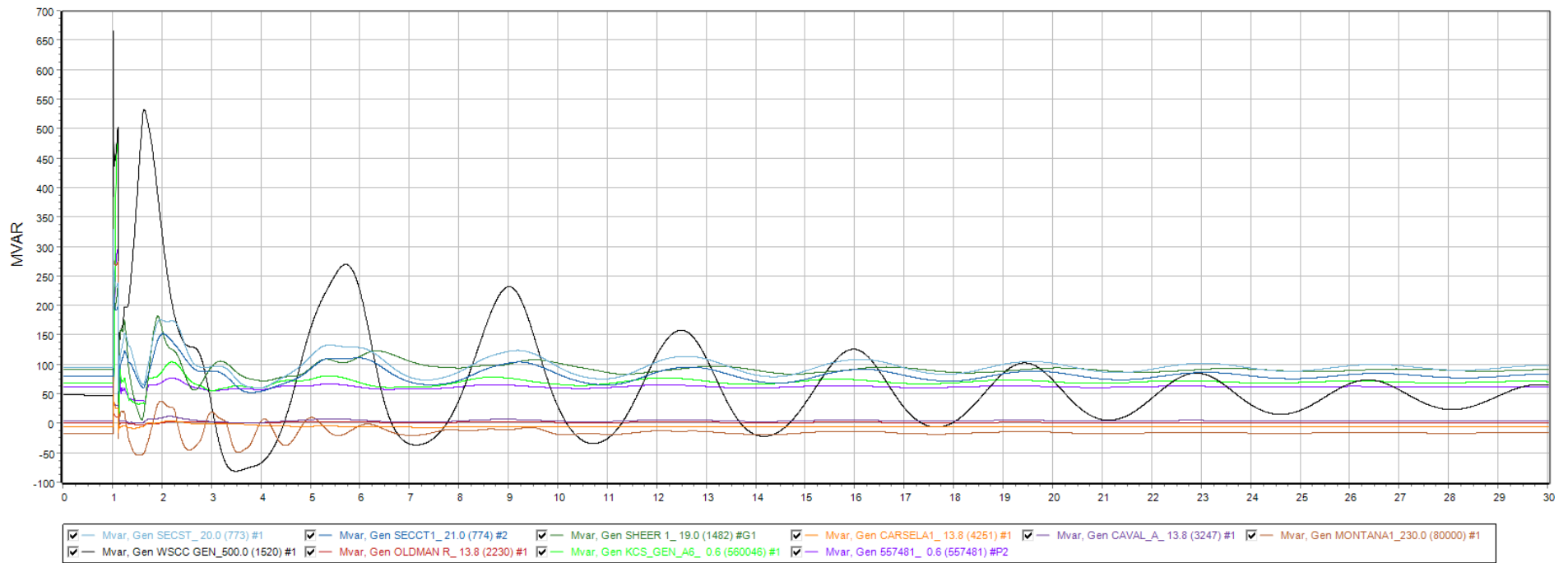
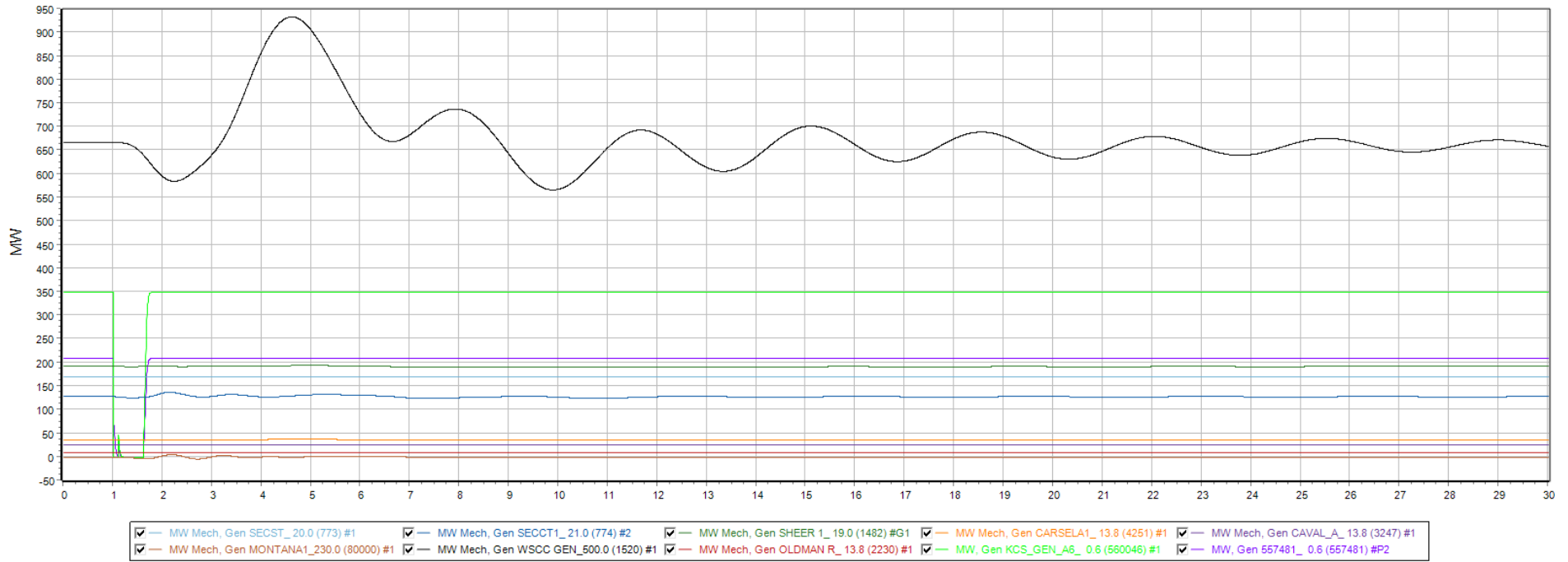
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



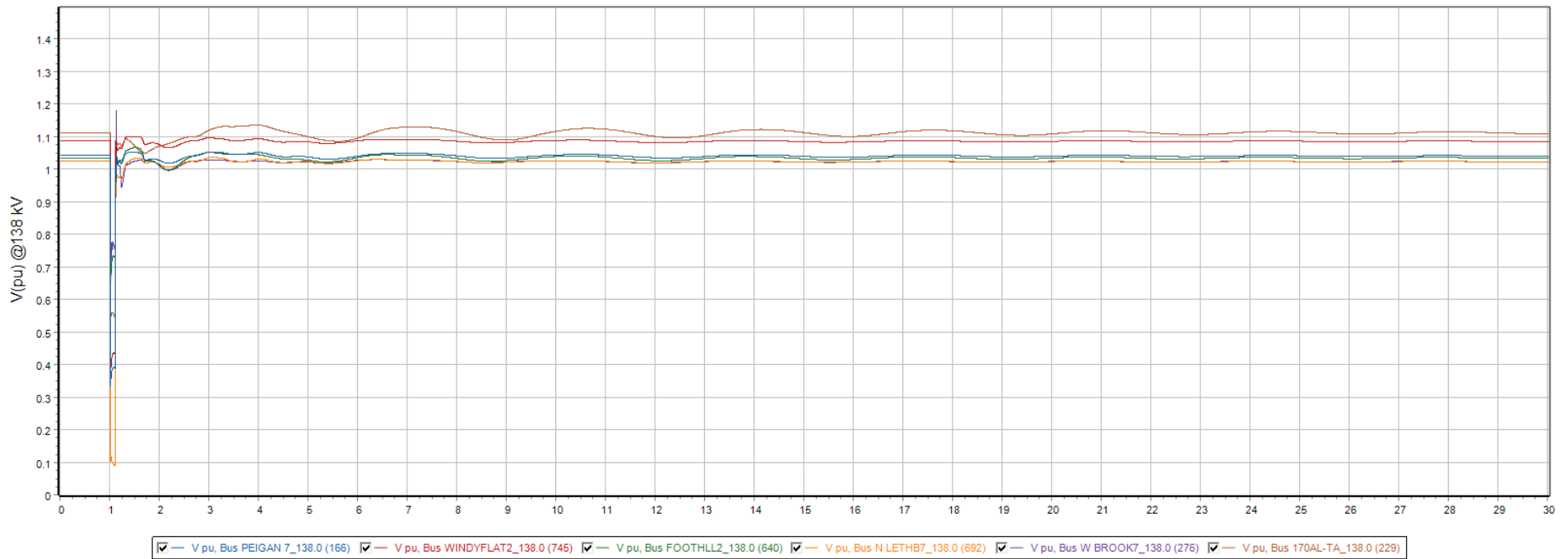
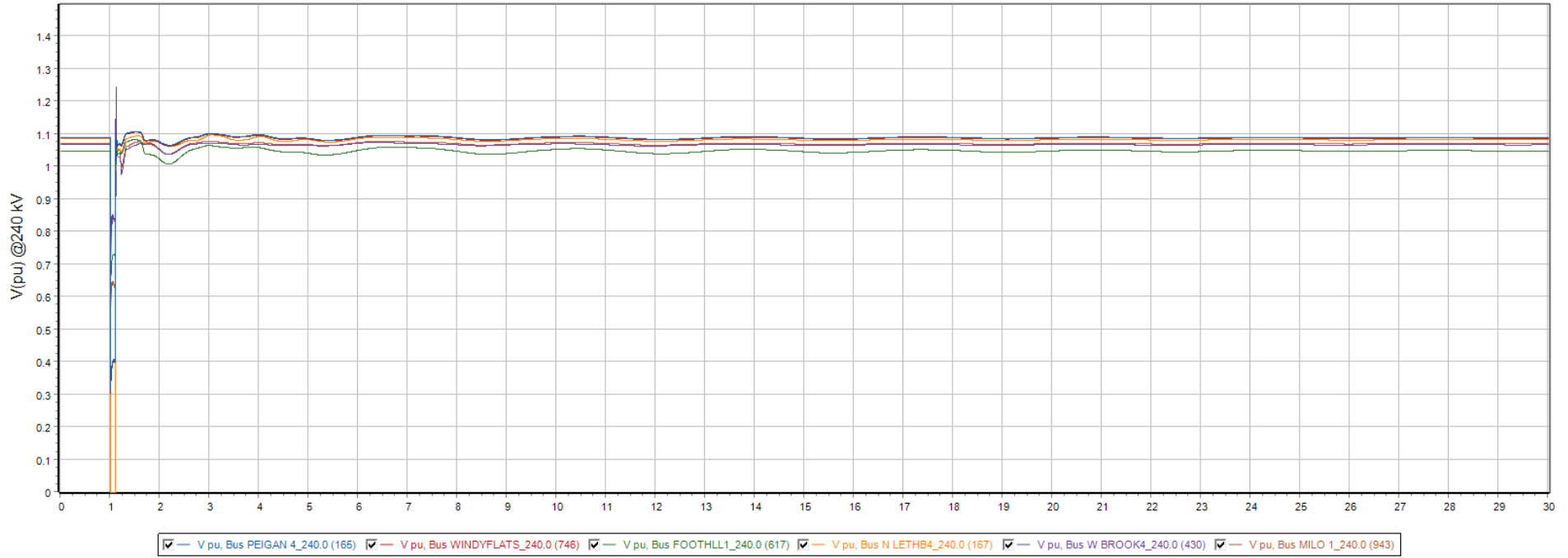
Monitor Gens. Q1



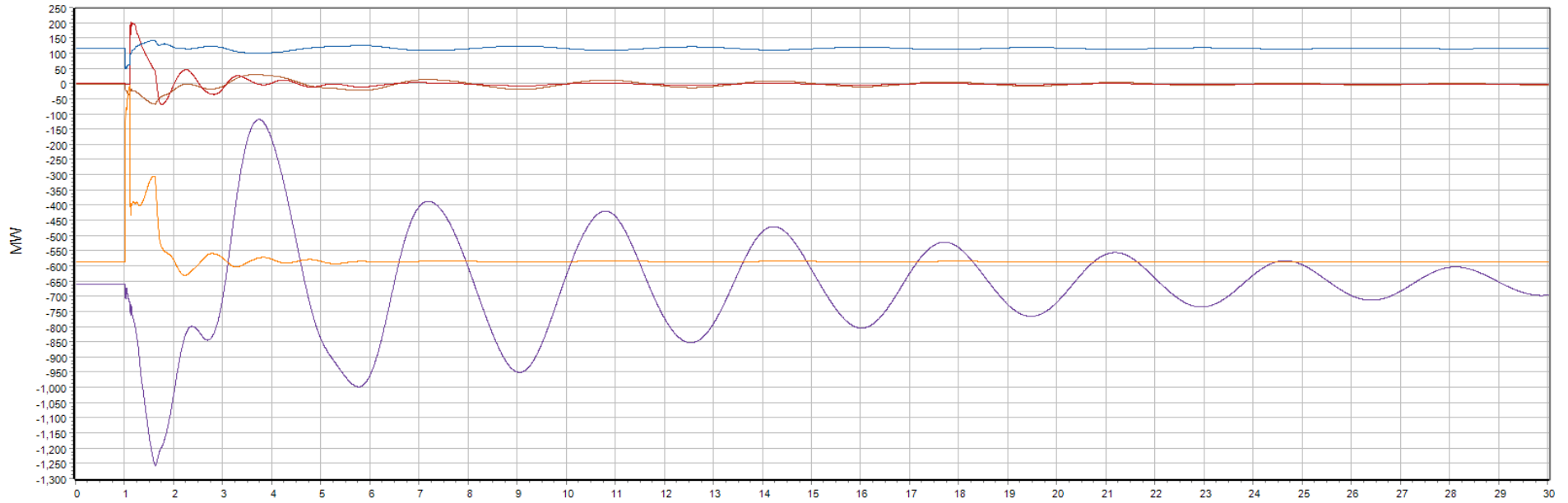
Monitor Gens. Q2



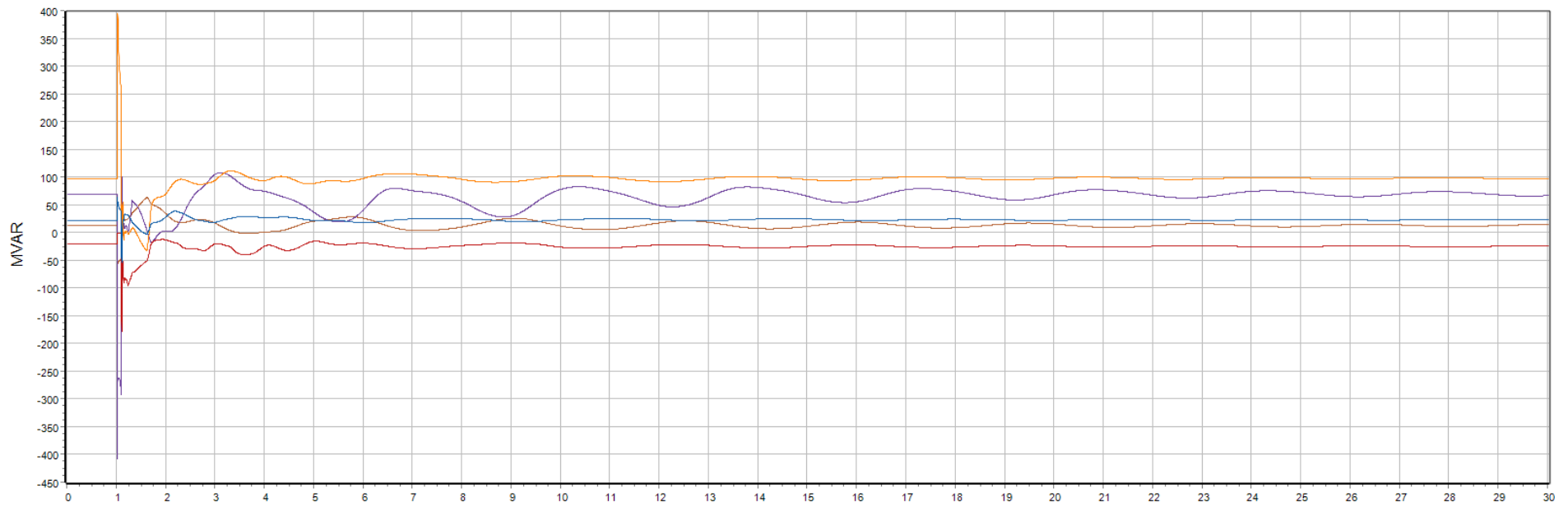
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



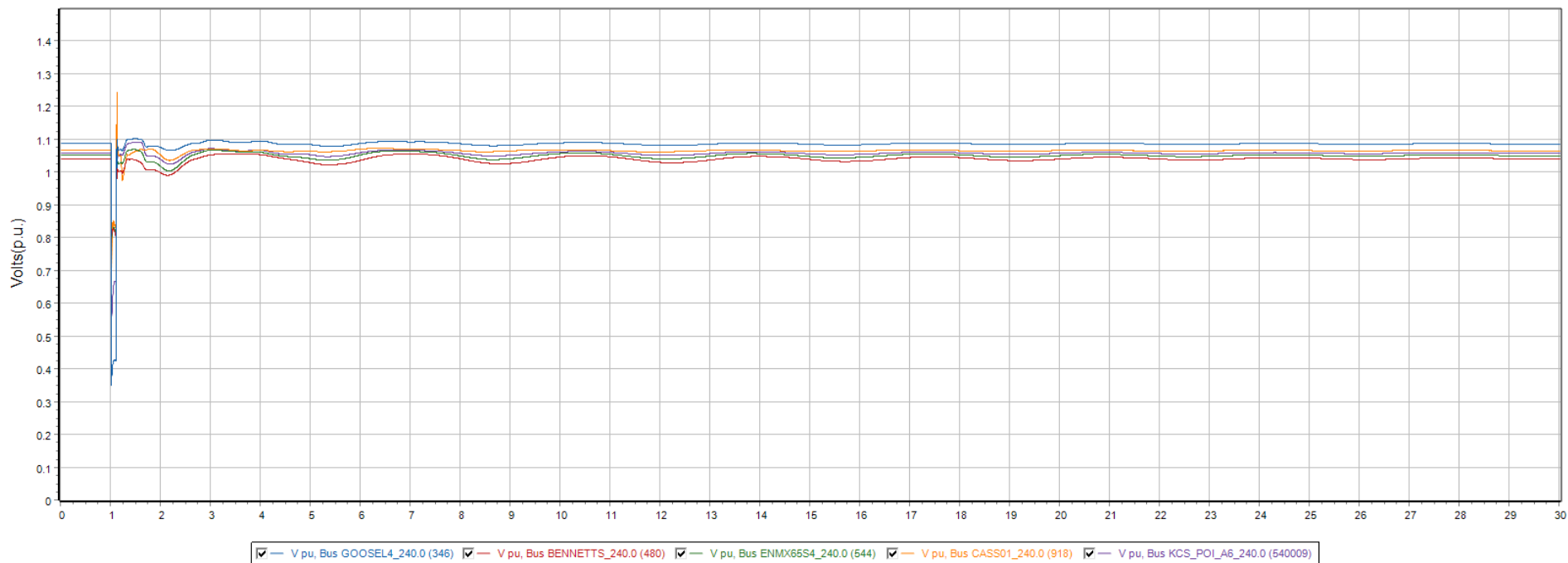
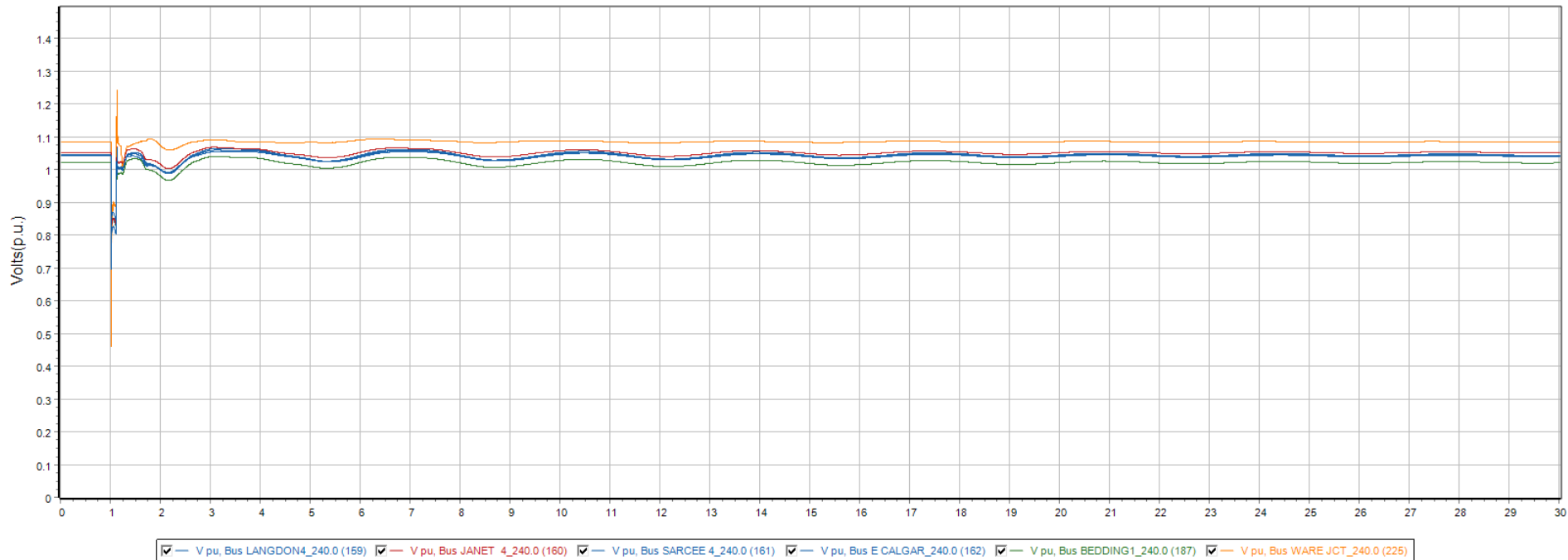
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

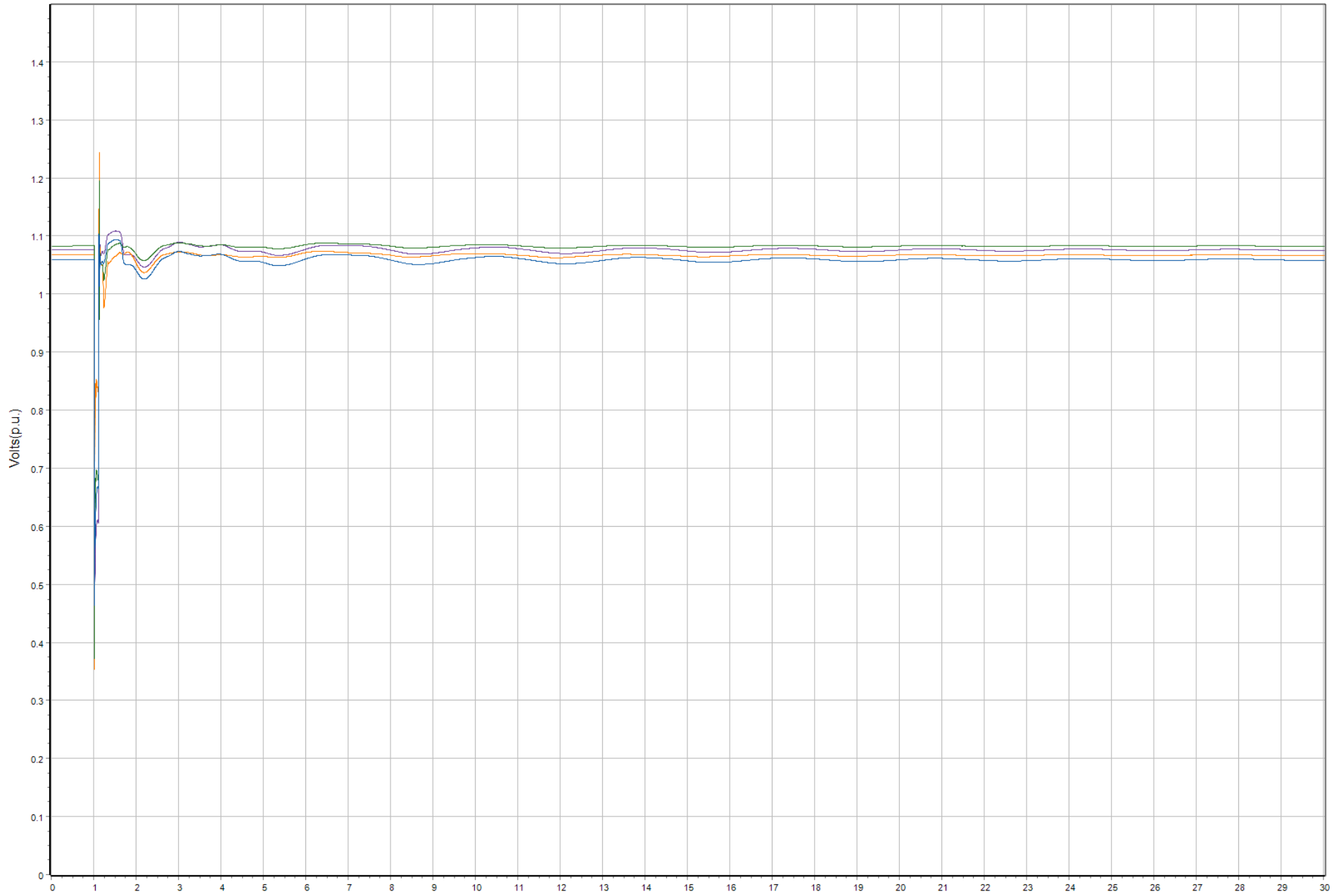


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



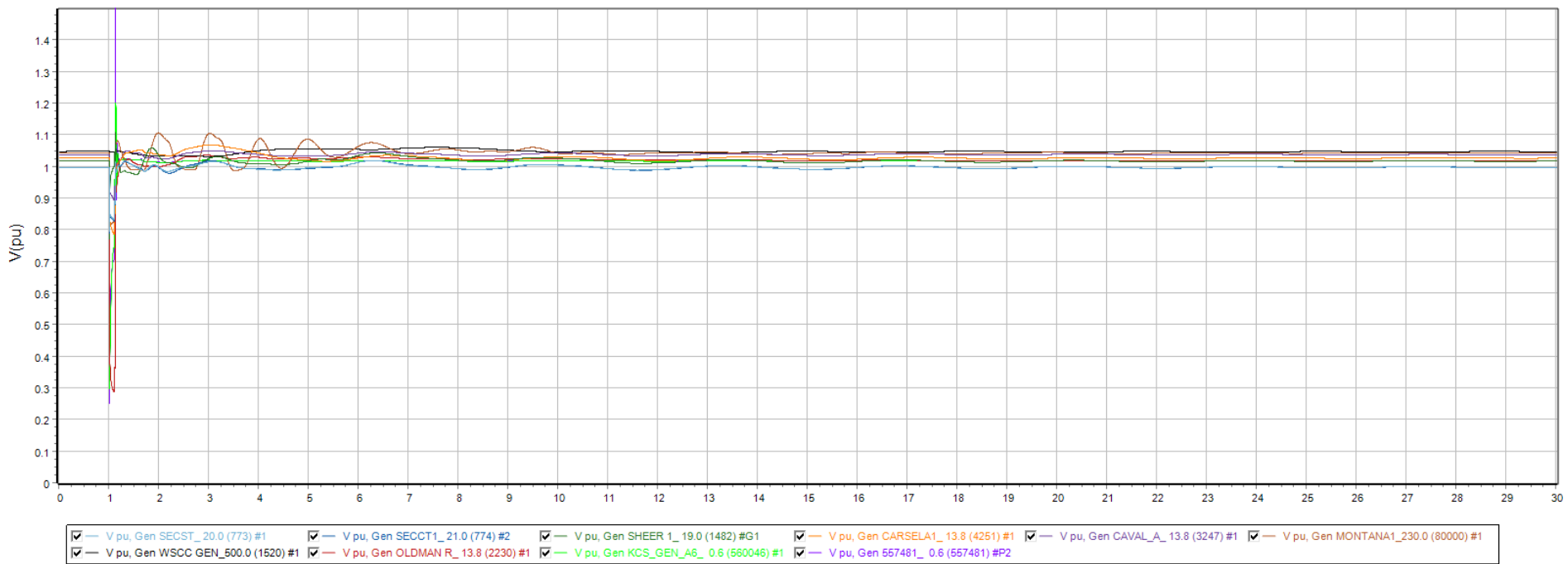
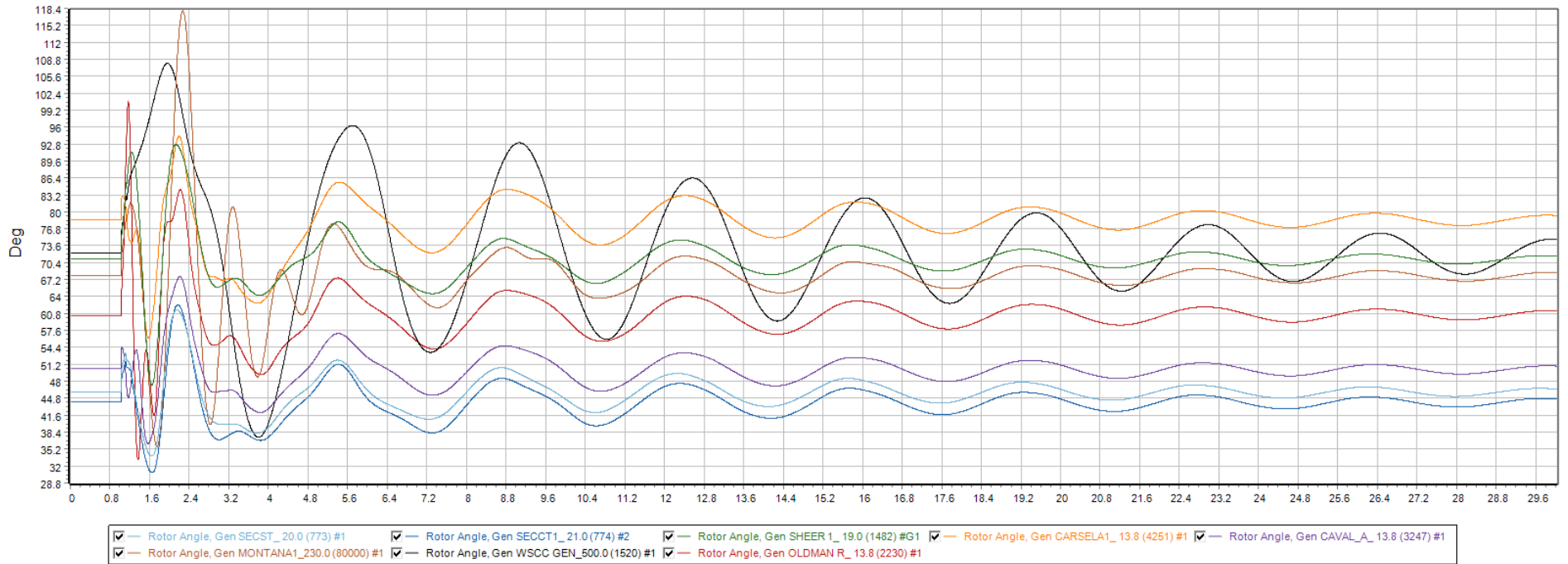


— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)

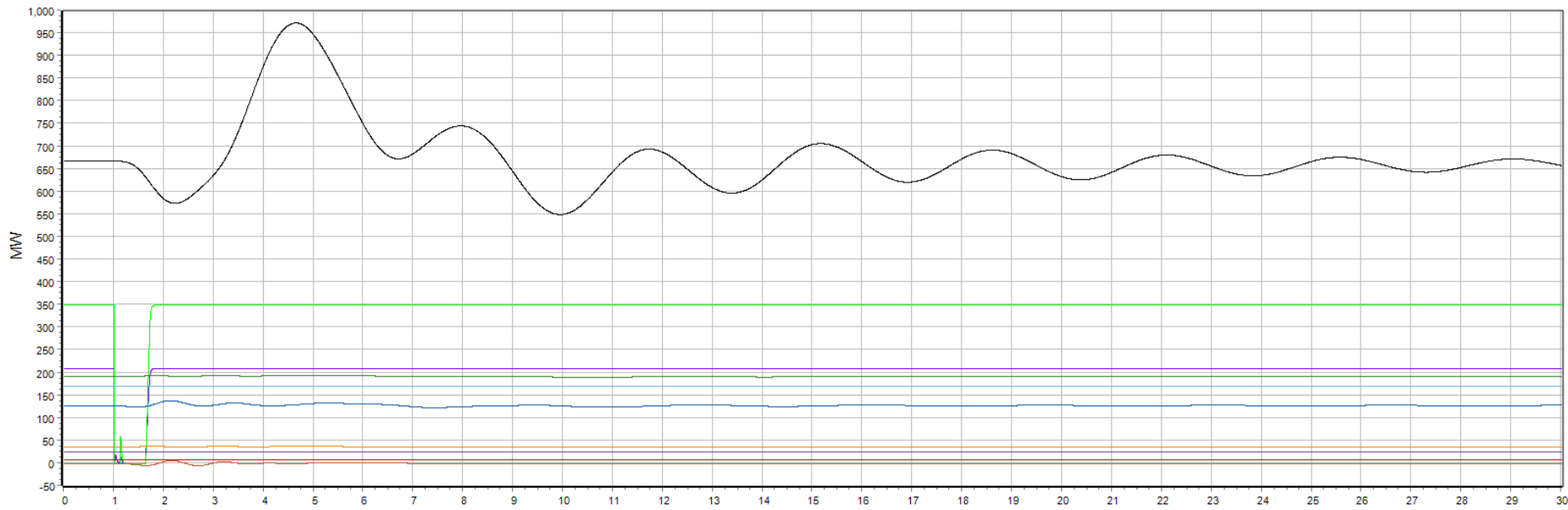




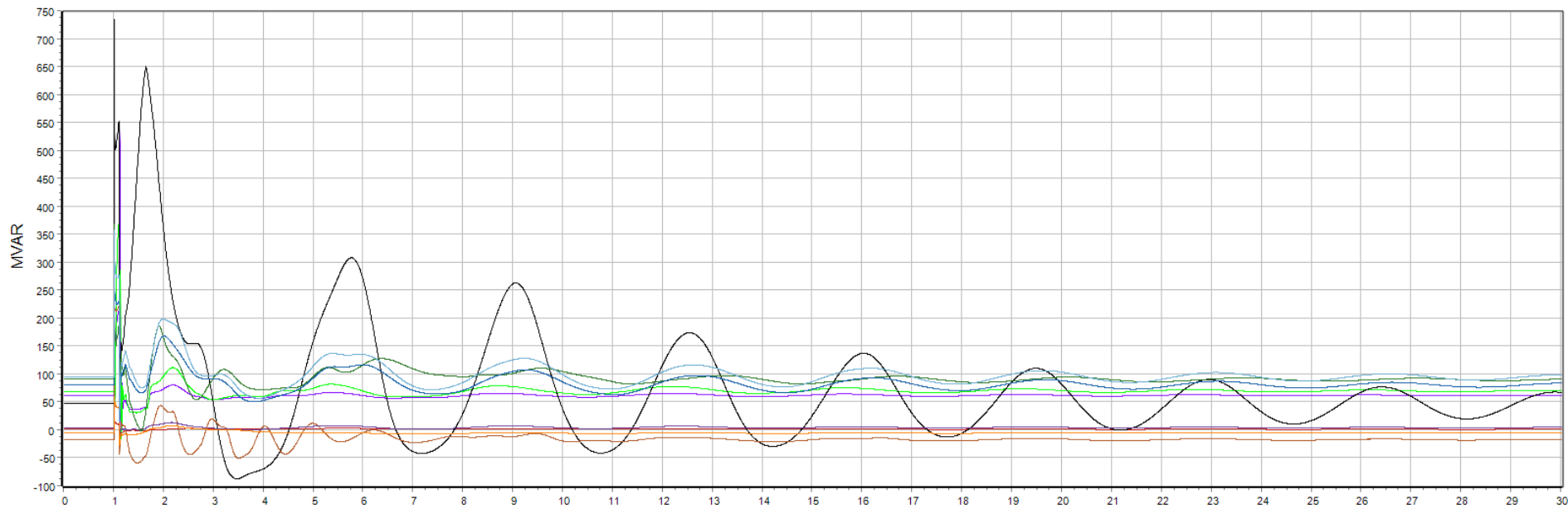
Monitor Gens. Q1



Monitor Gens. Q2



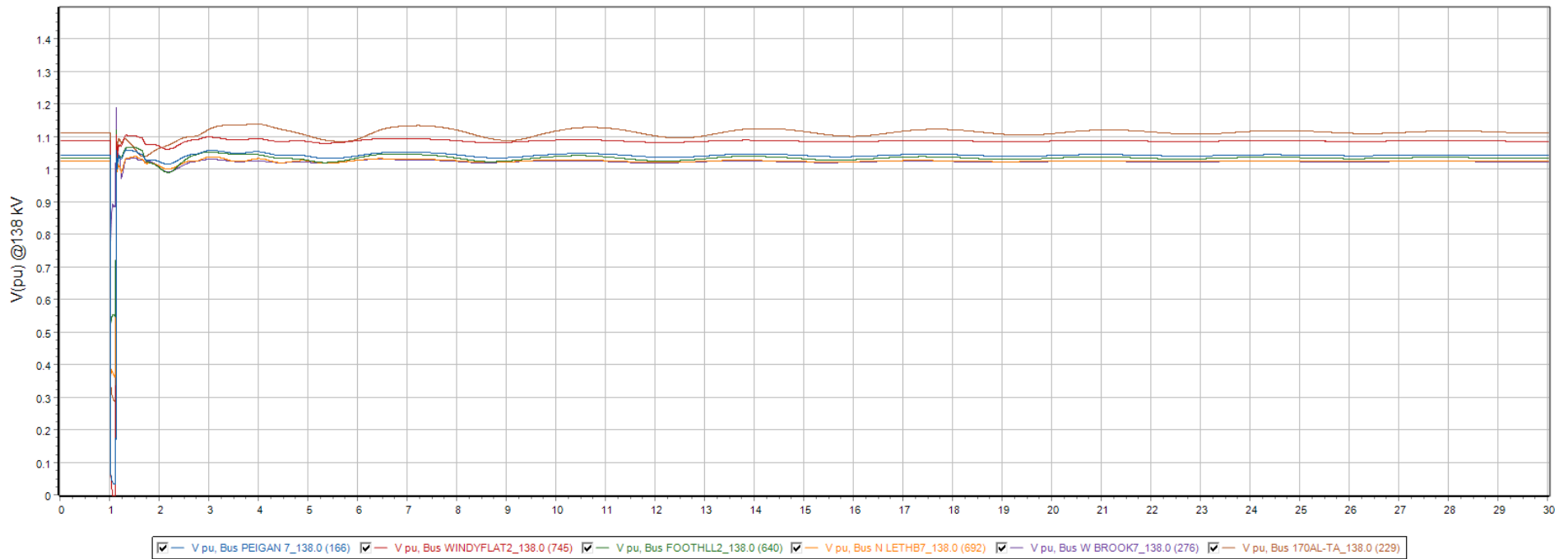
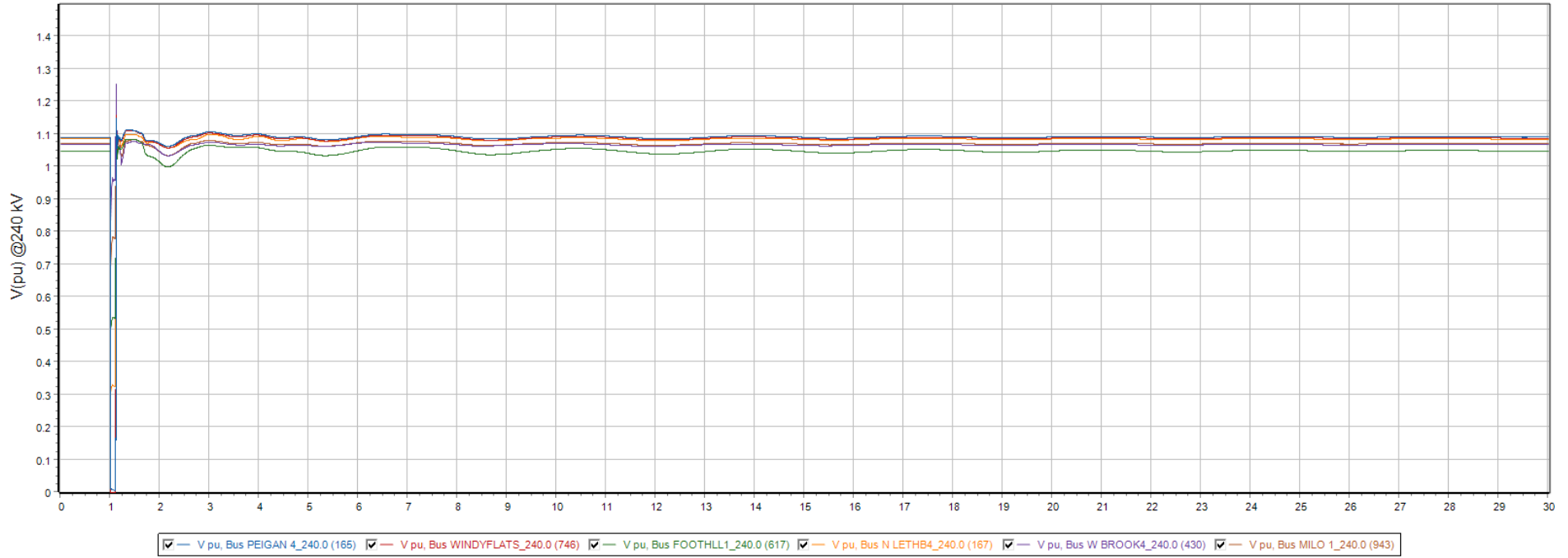
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



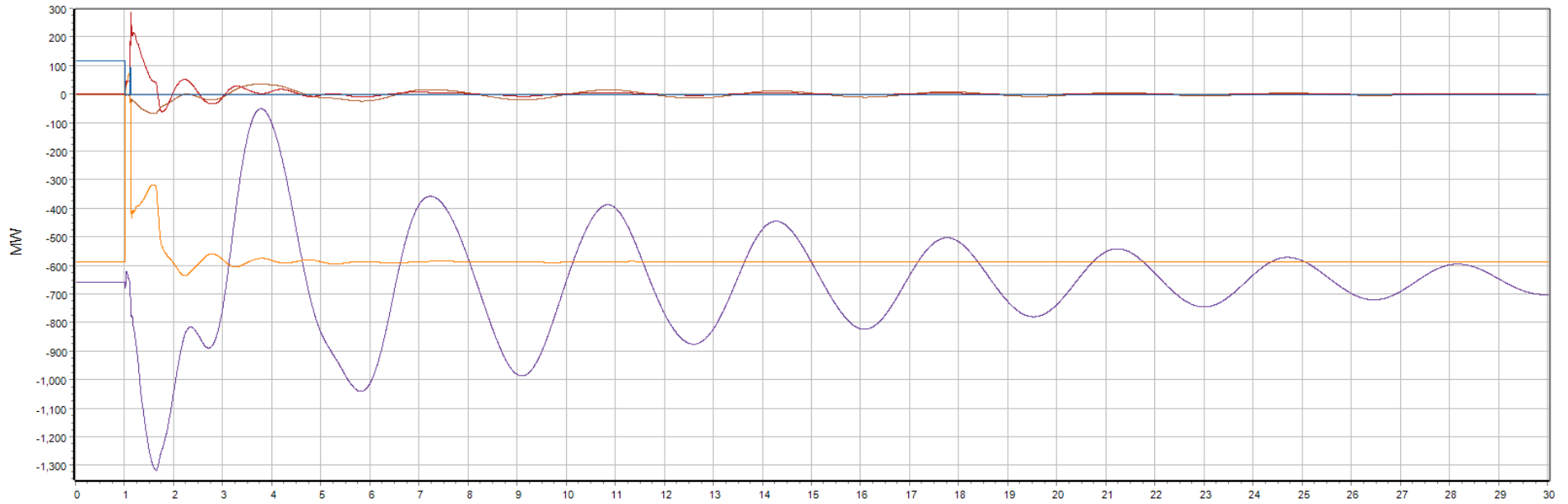
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



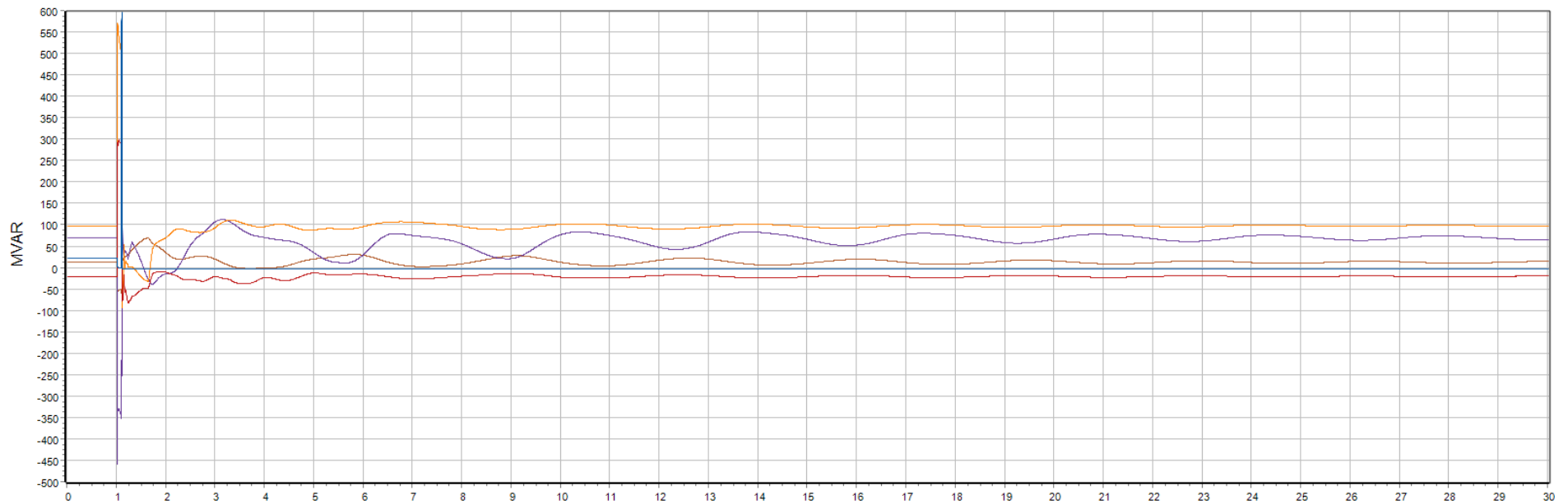
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



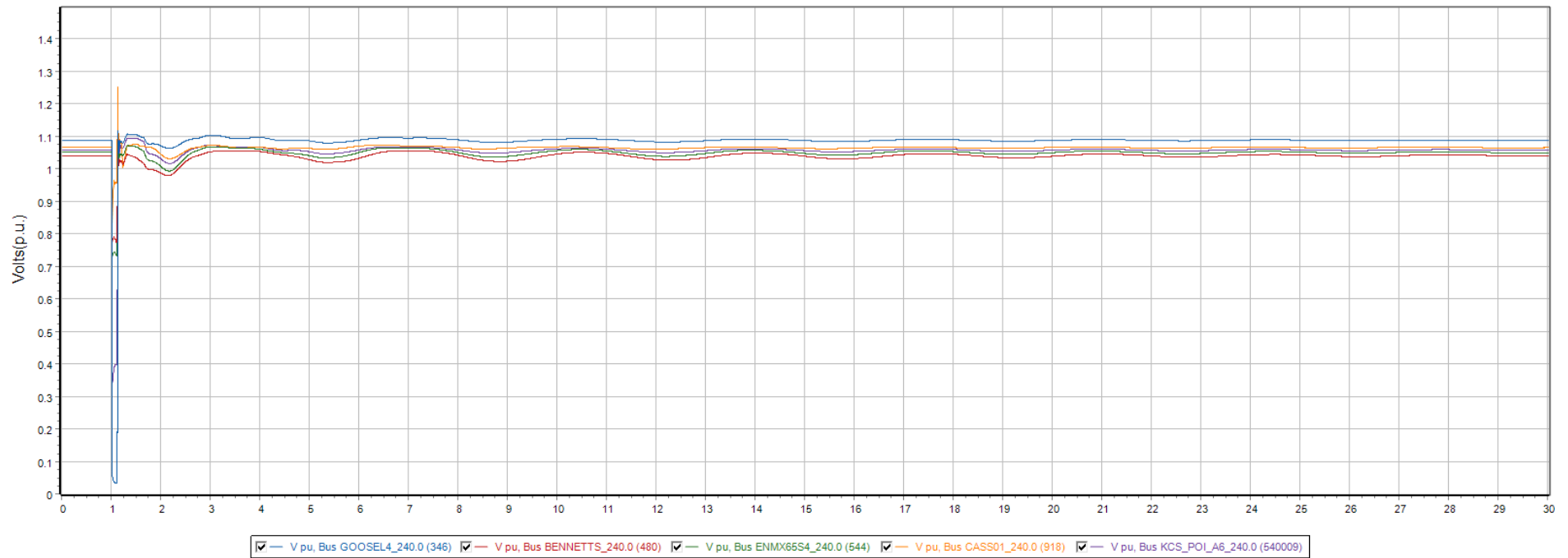
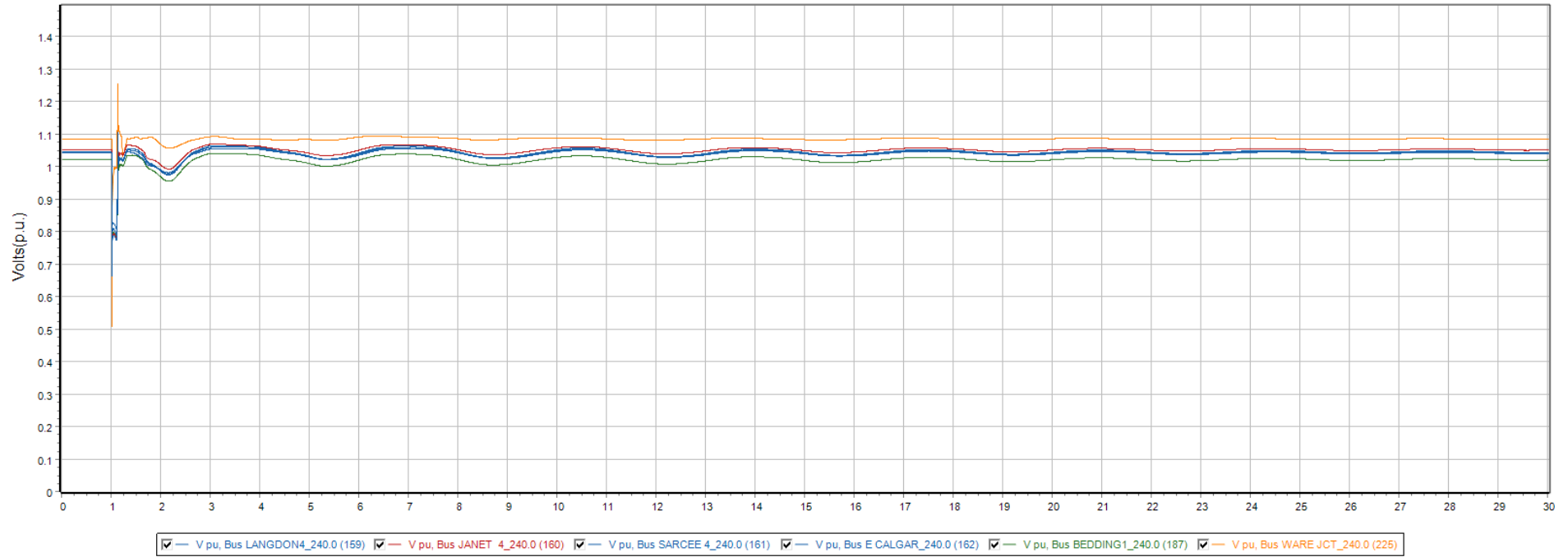
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

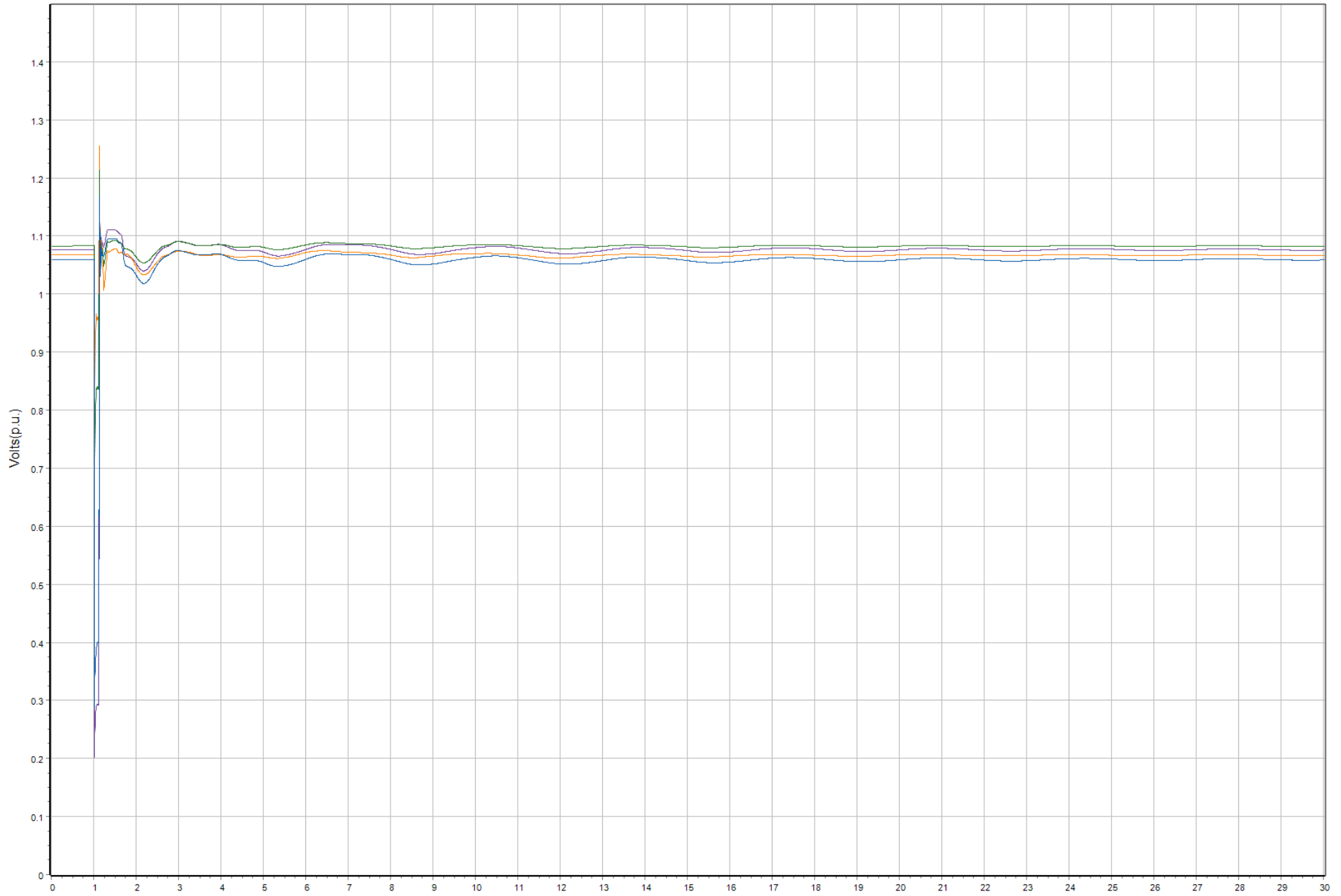


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

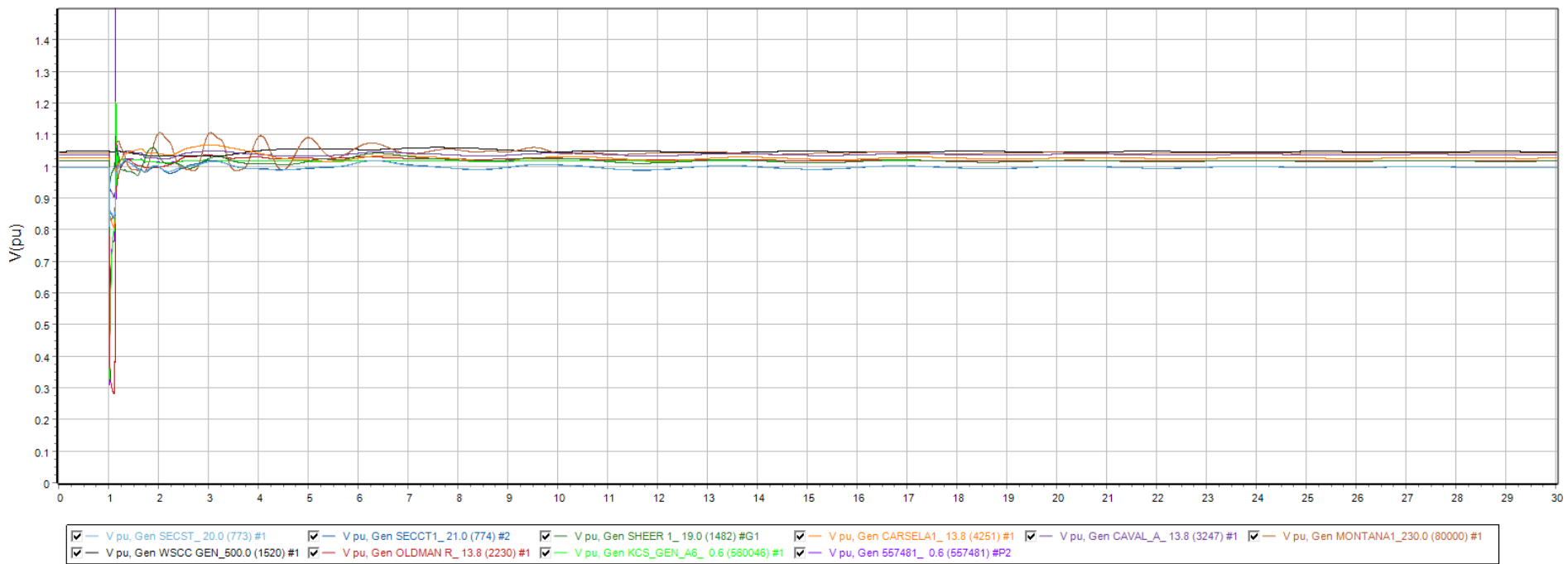
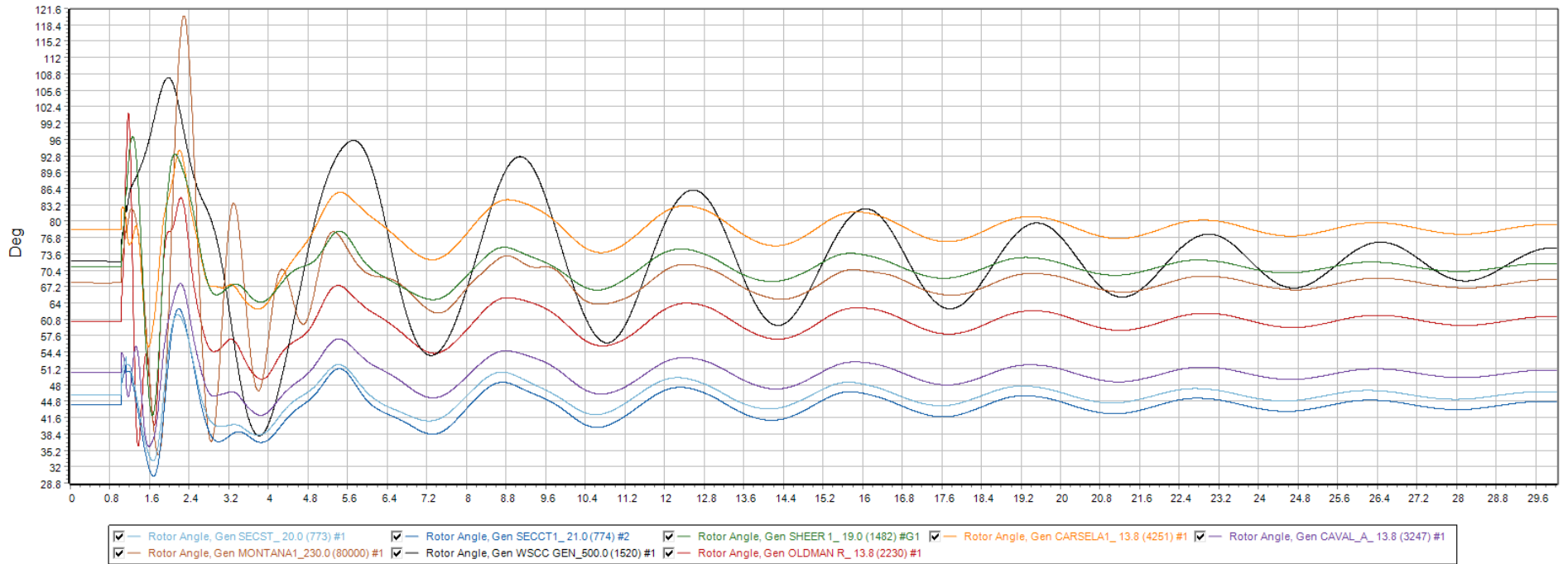




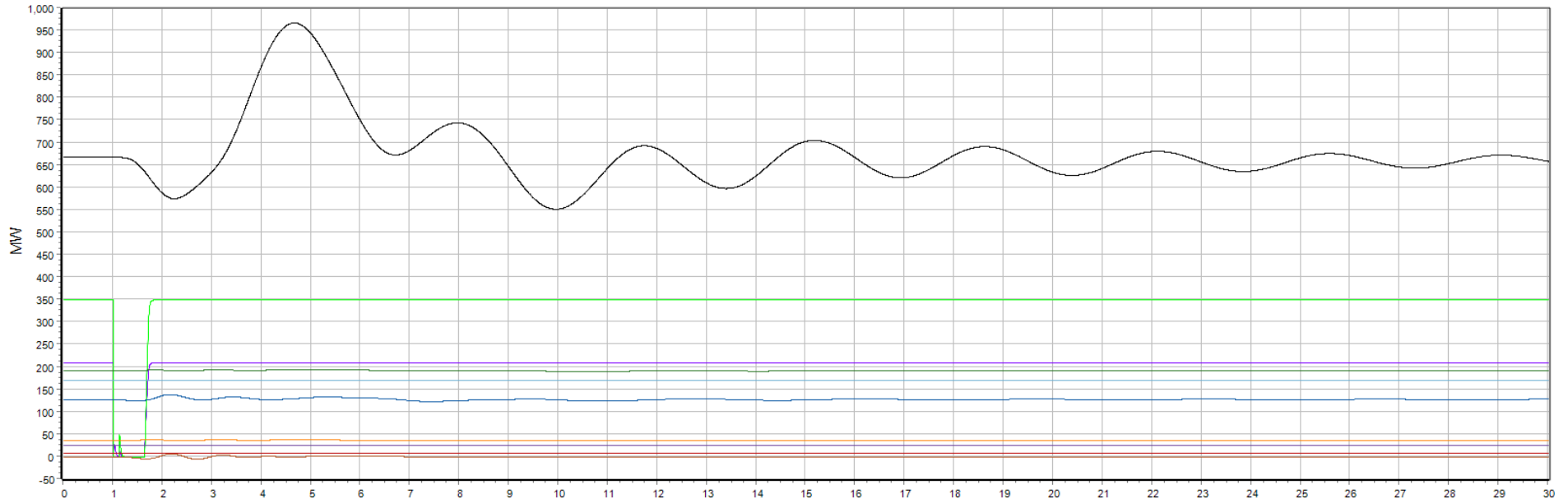
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



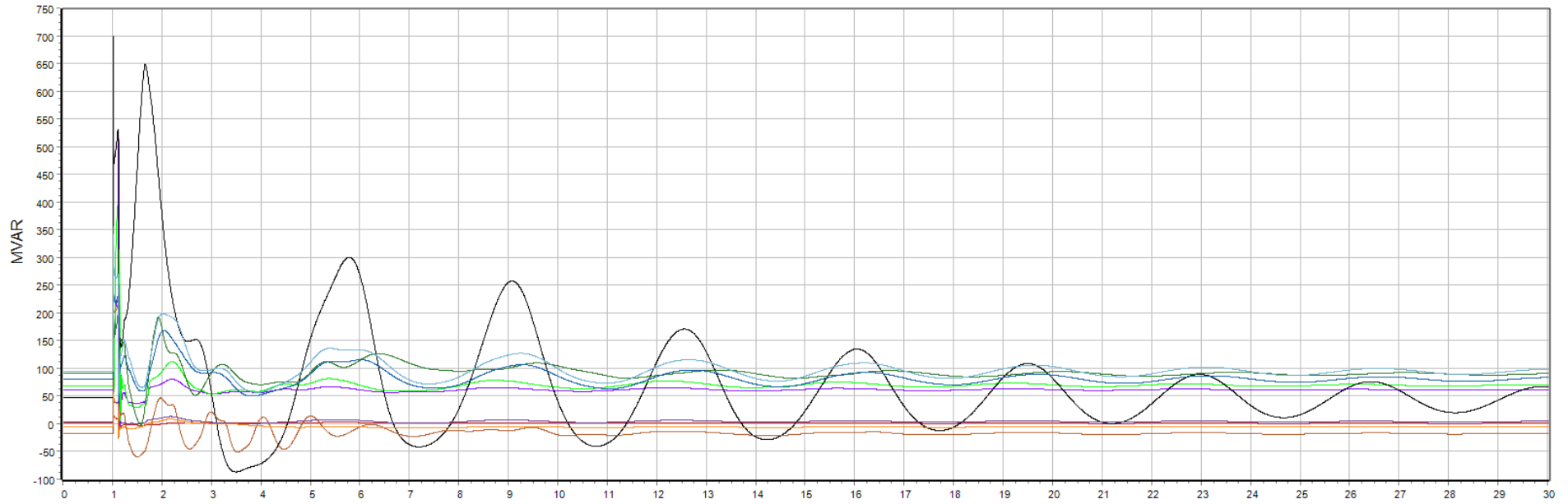
Monitor Gens. Q1



Monitor Gens. Q2



- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2

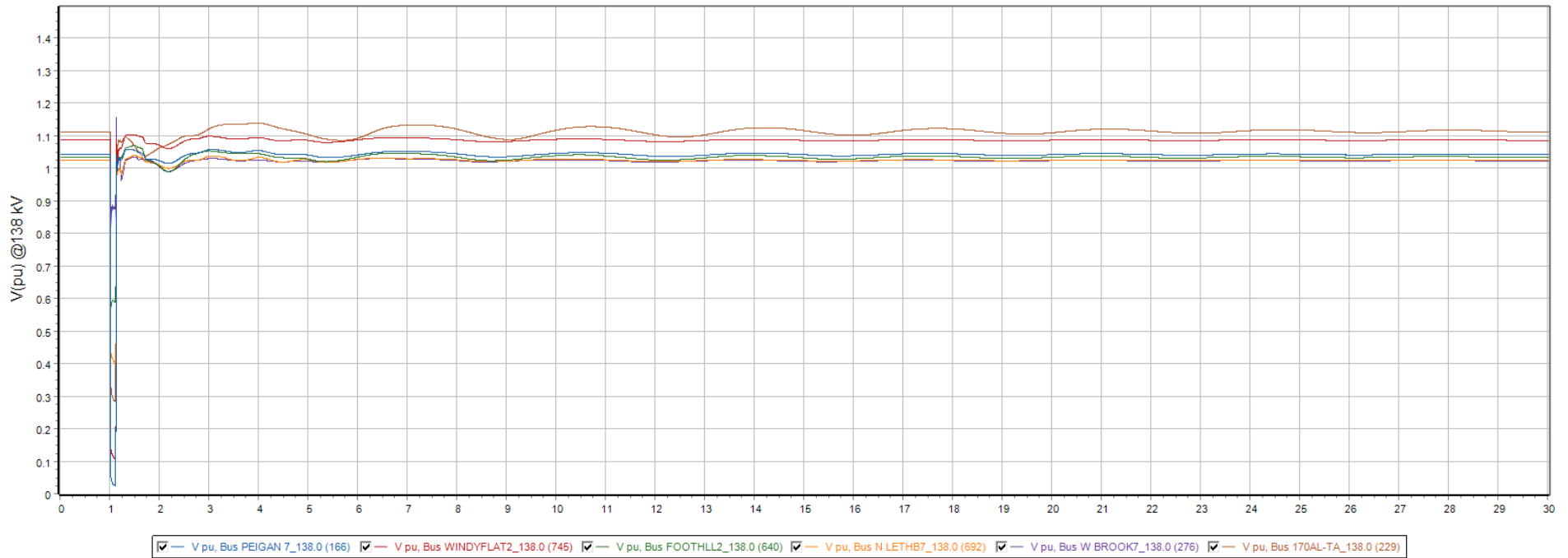
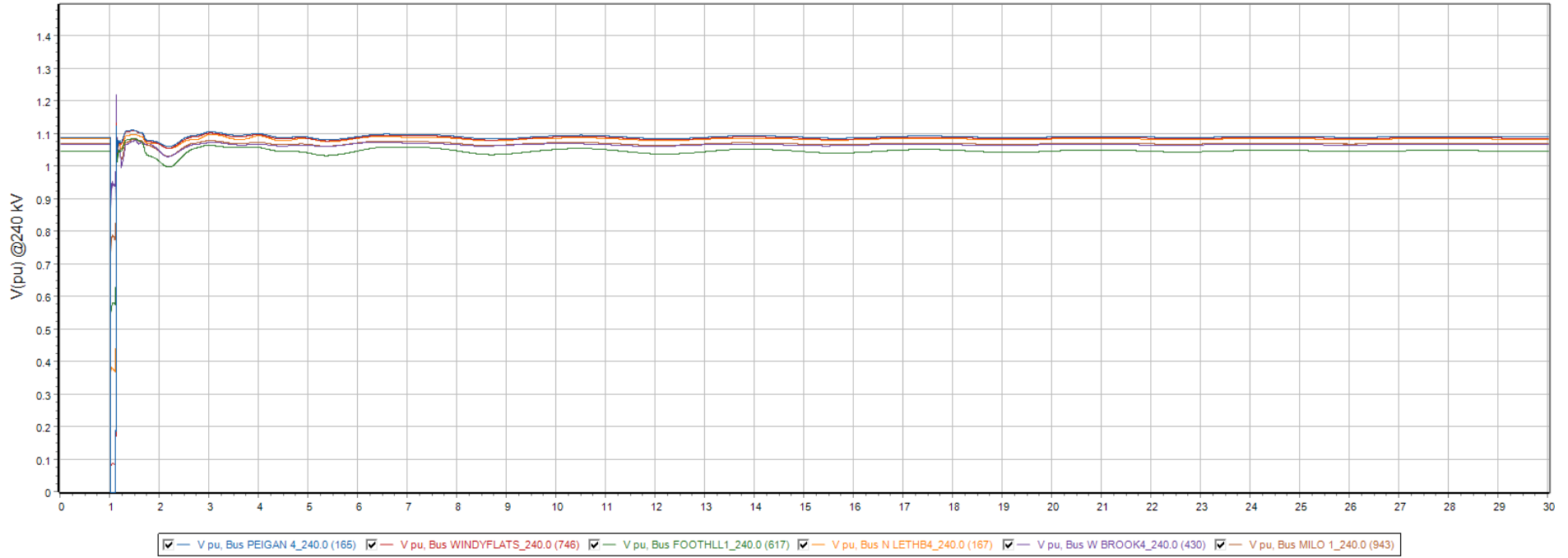


- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

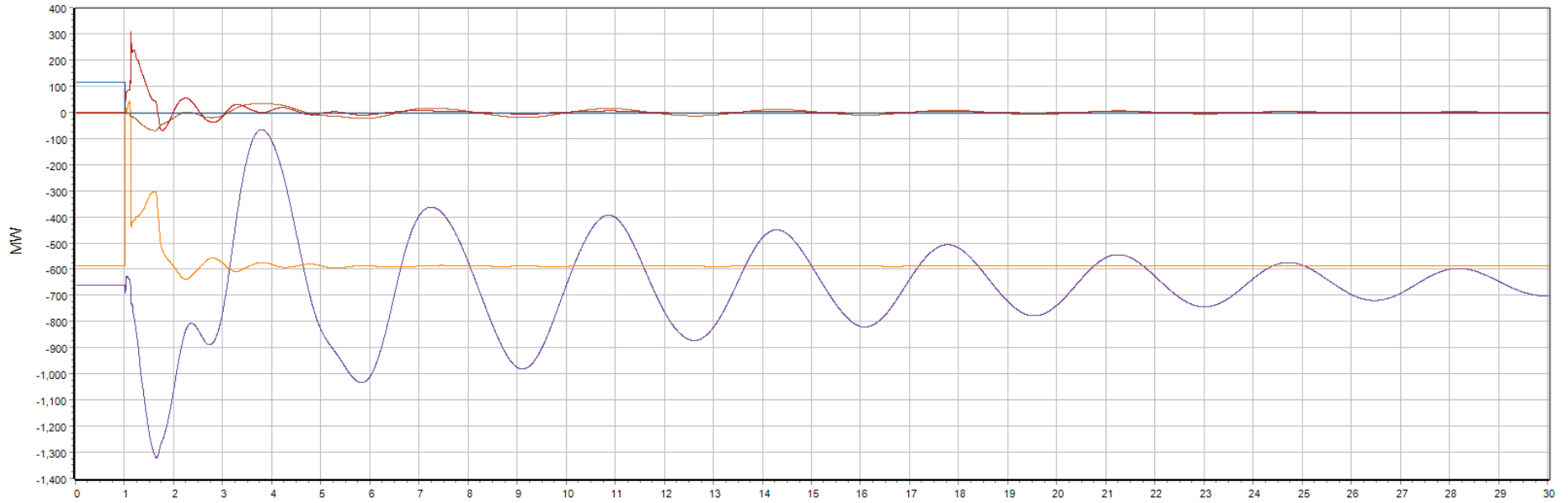




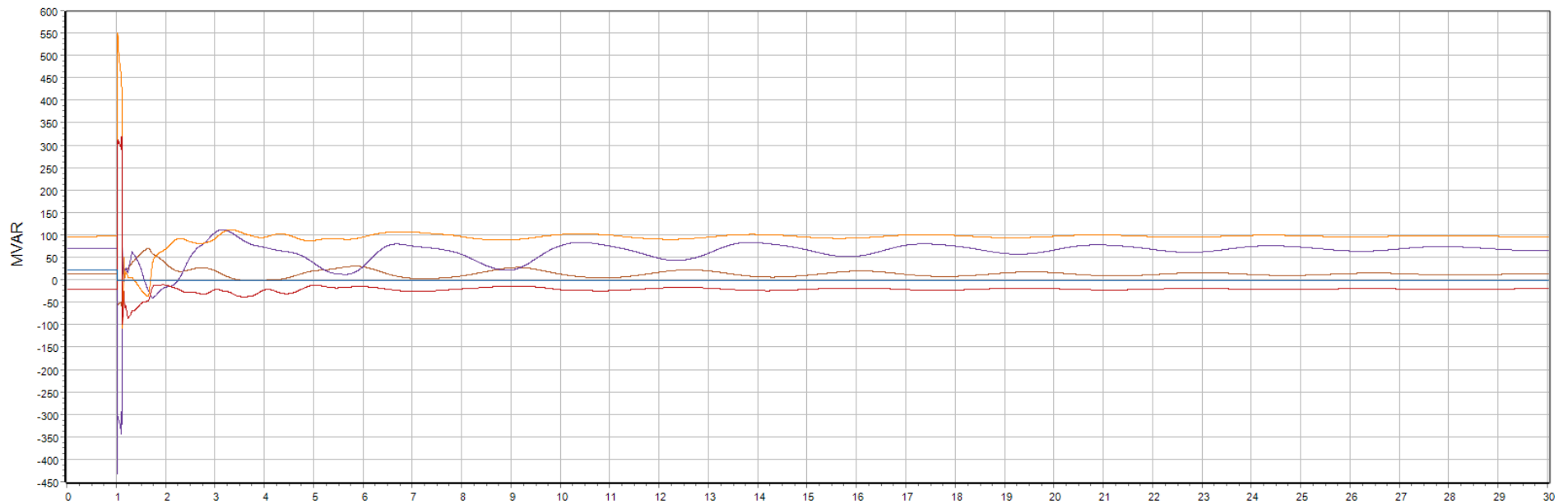
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



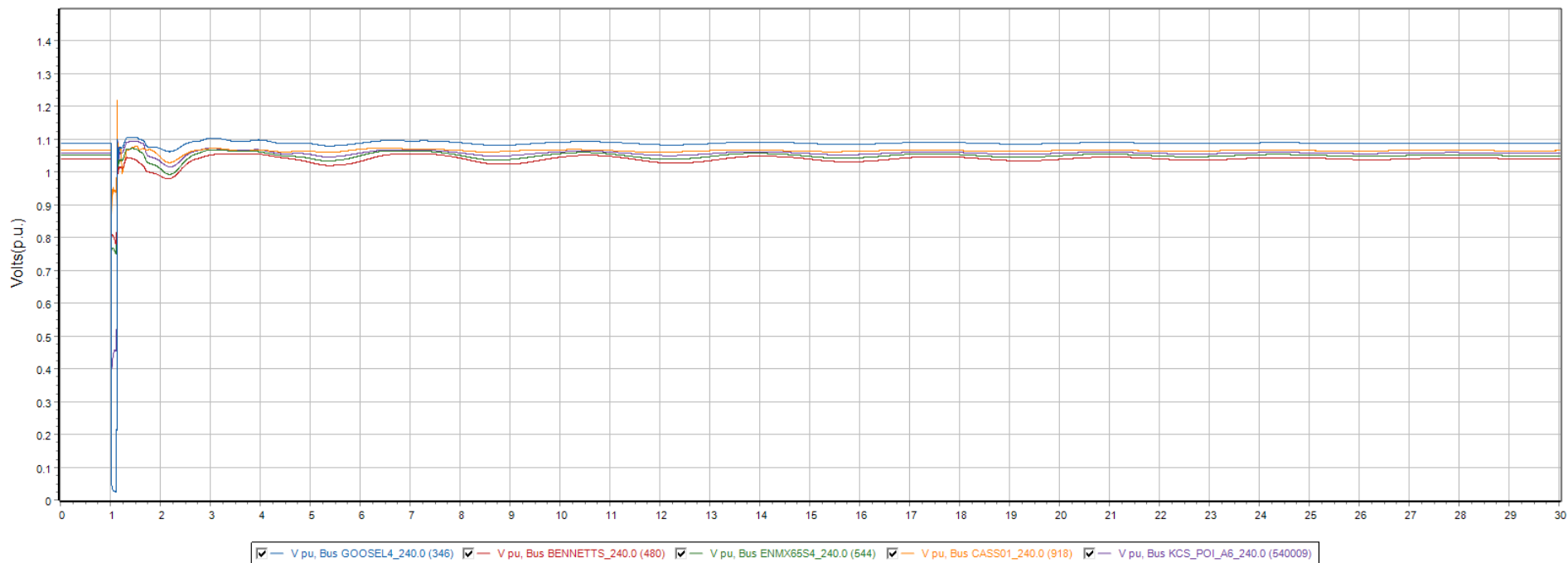
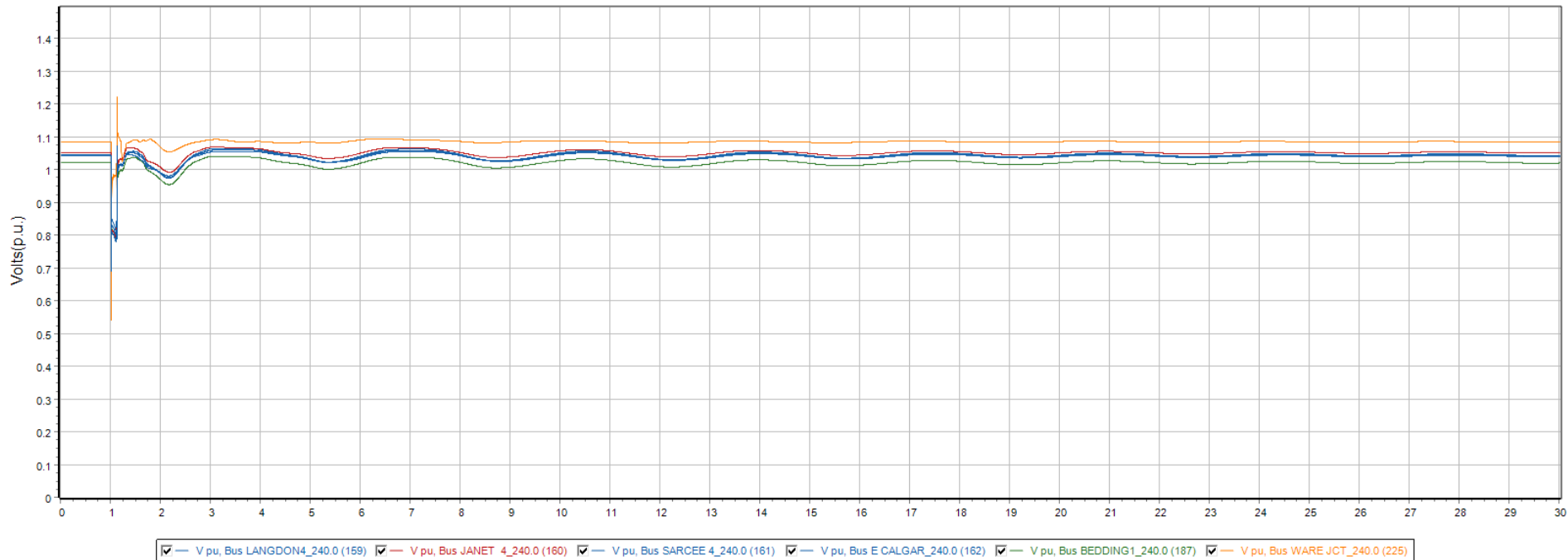
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

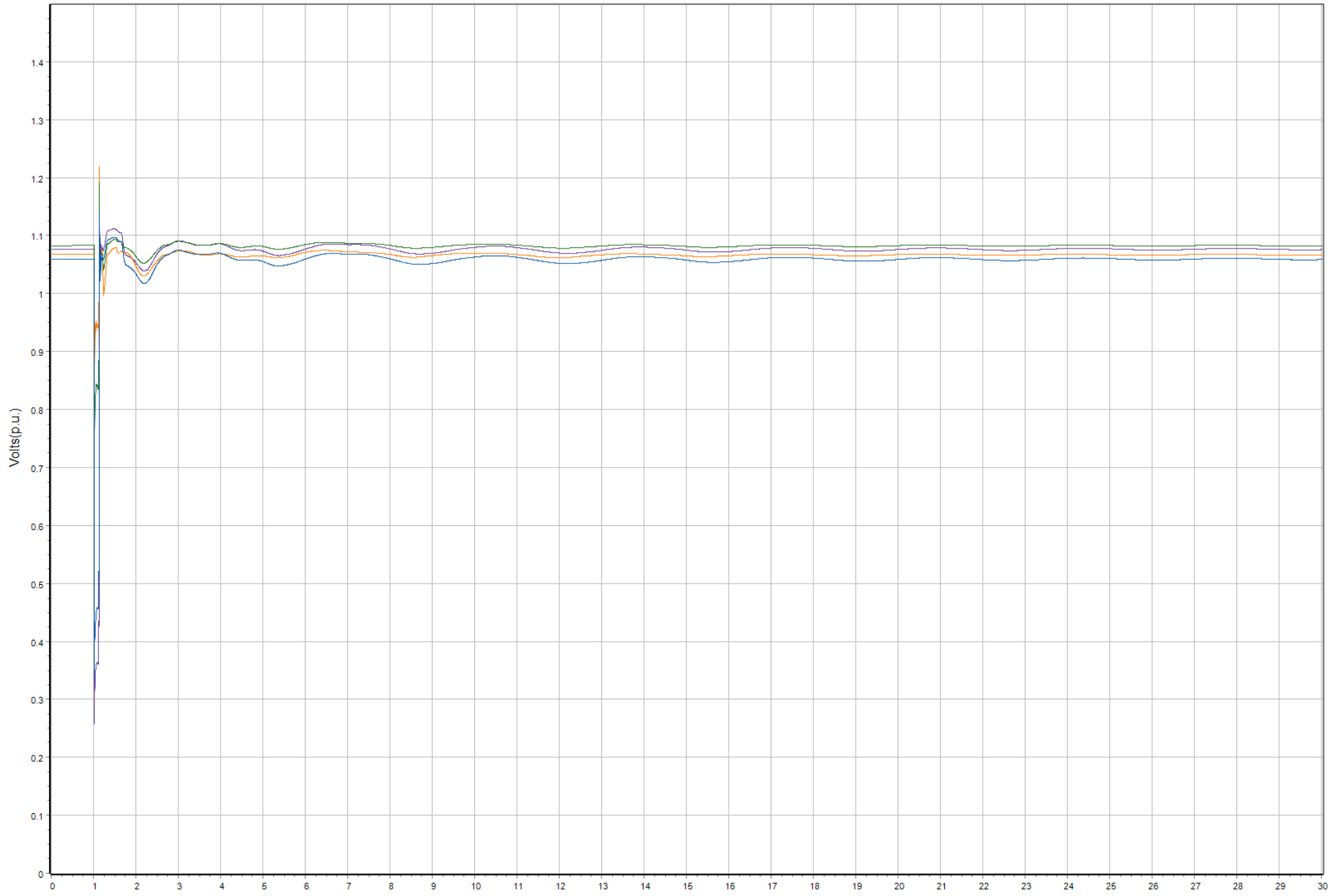


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

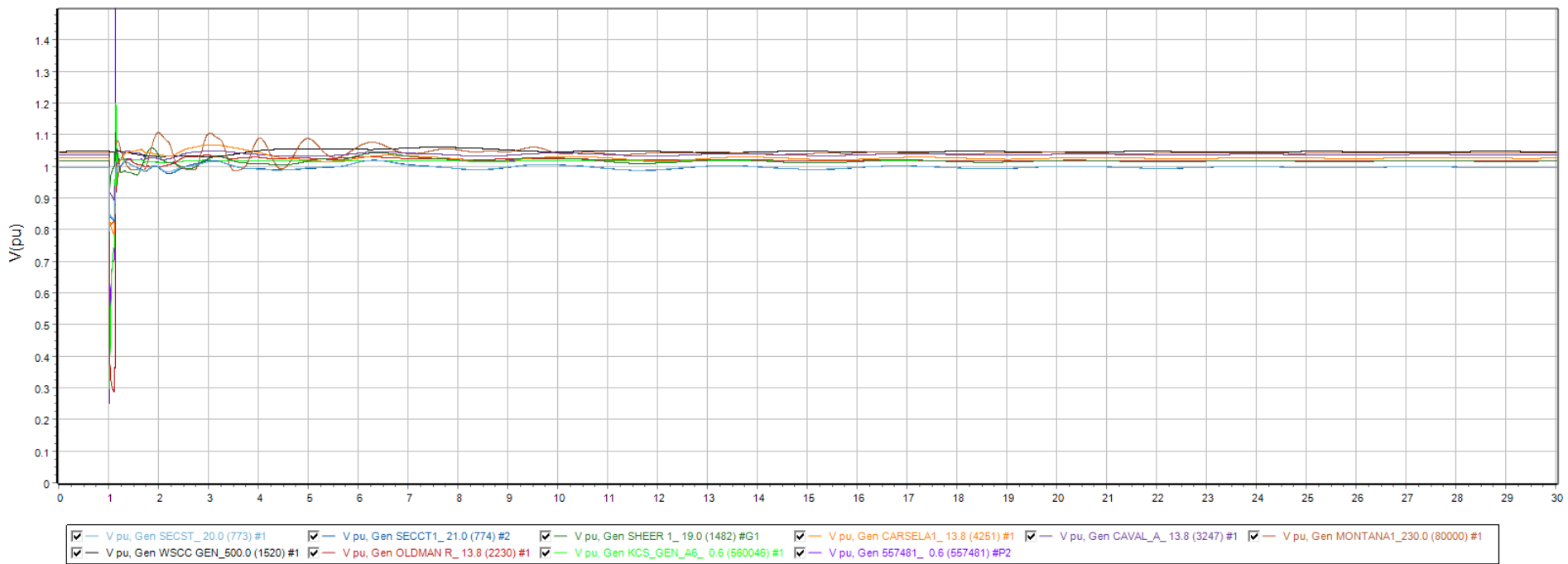
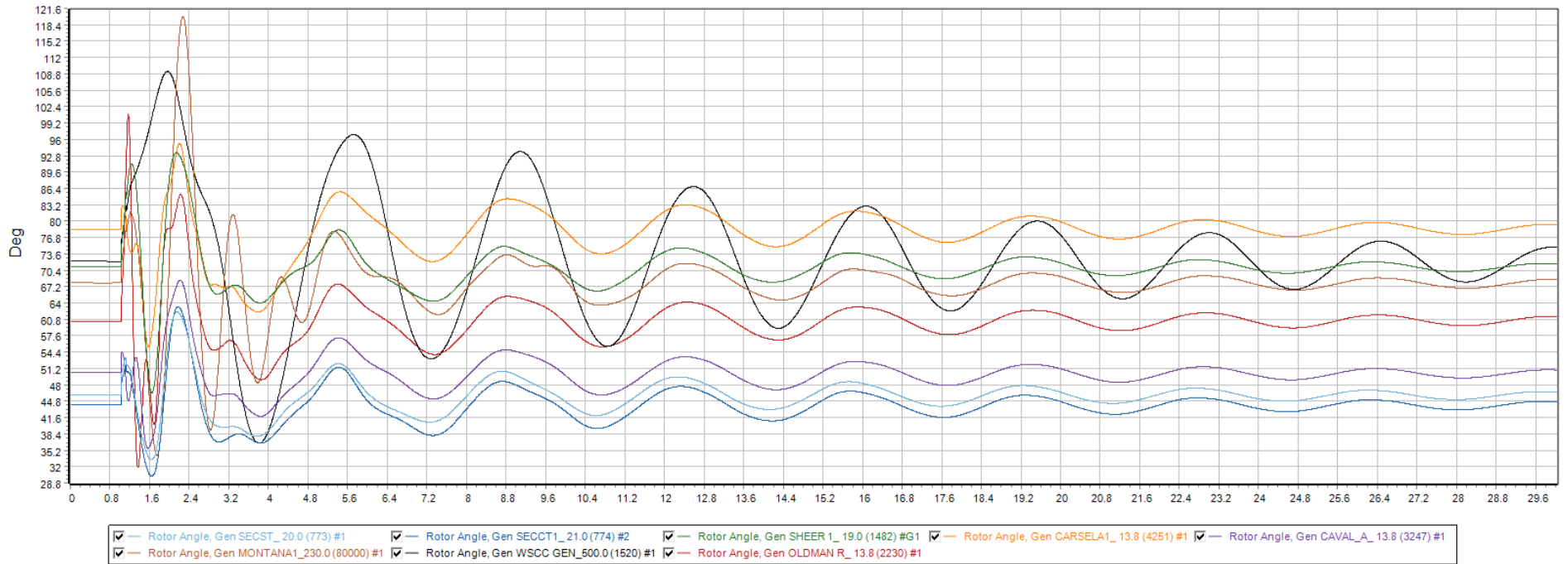




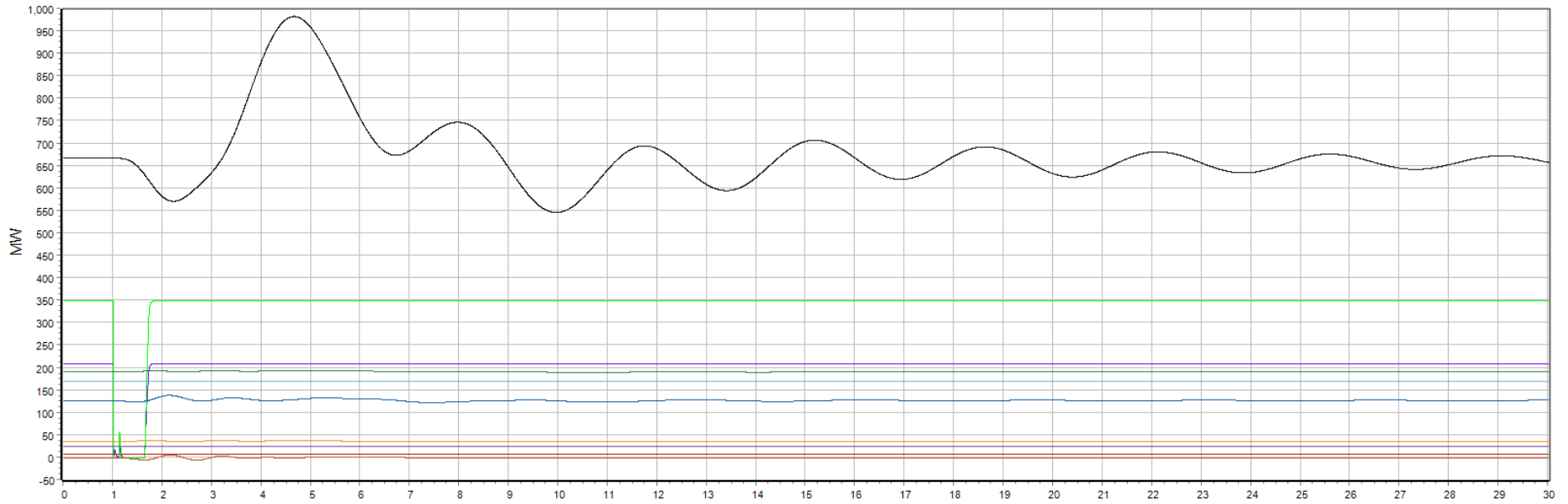
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



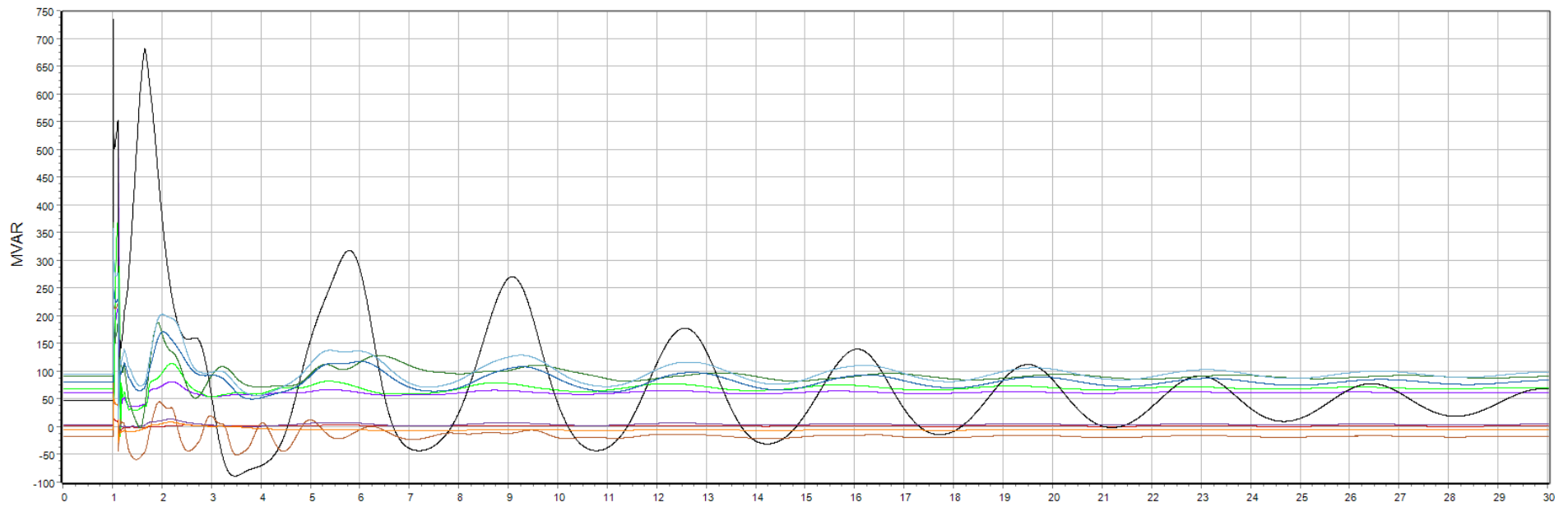
Monitor Gens. Q1



Monitor Gens. Q2



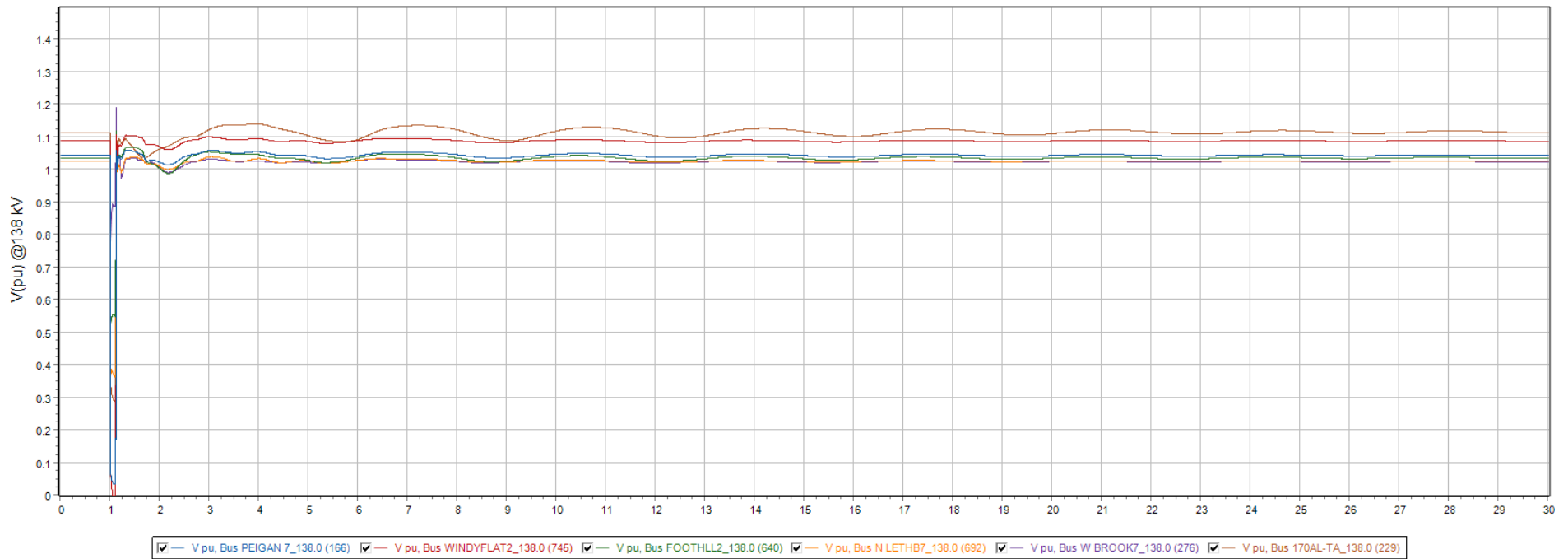
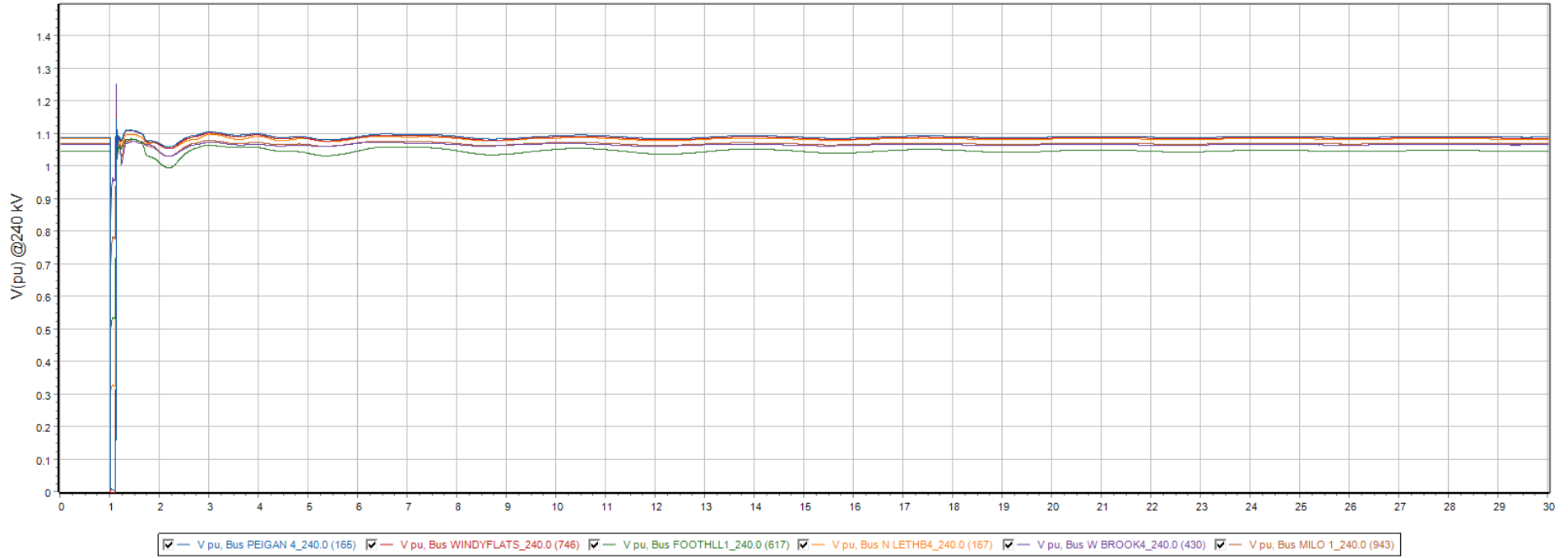
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



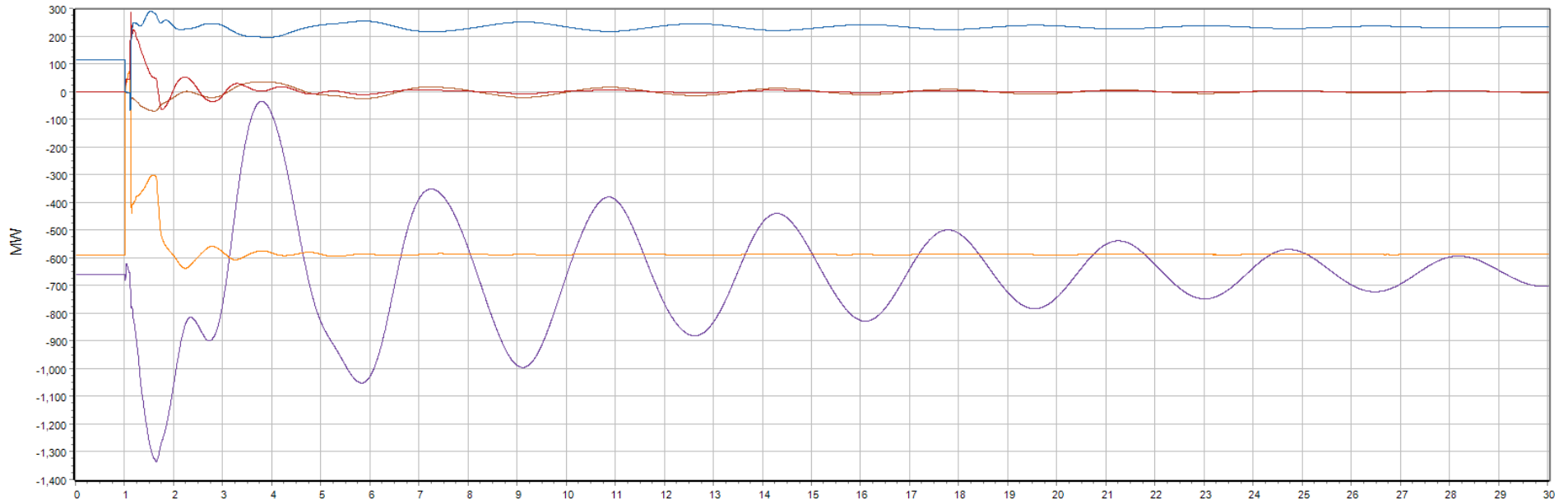
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



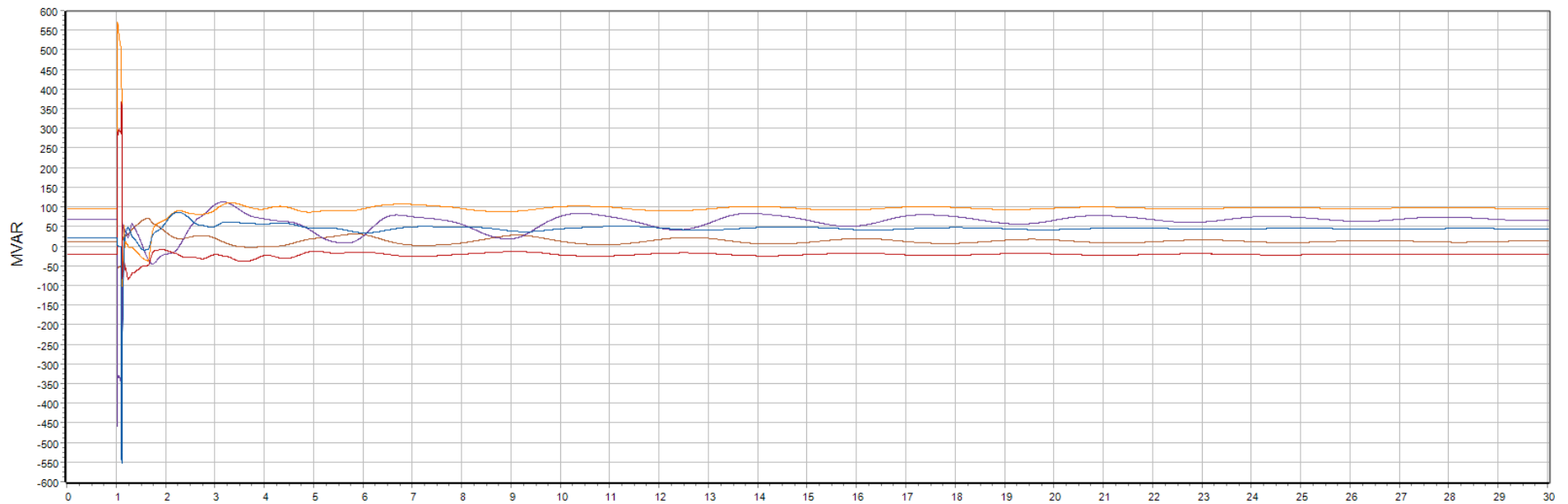
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

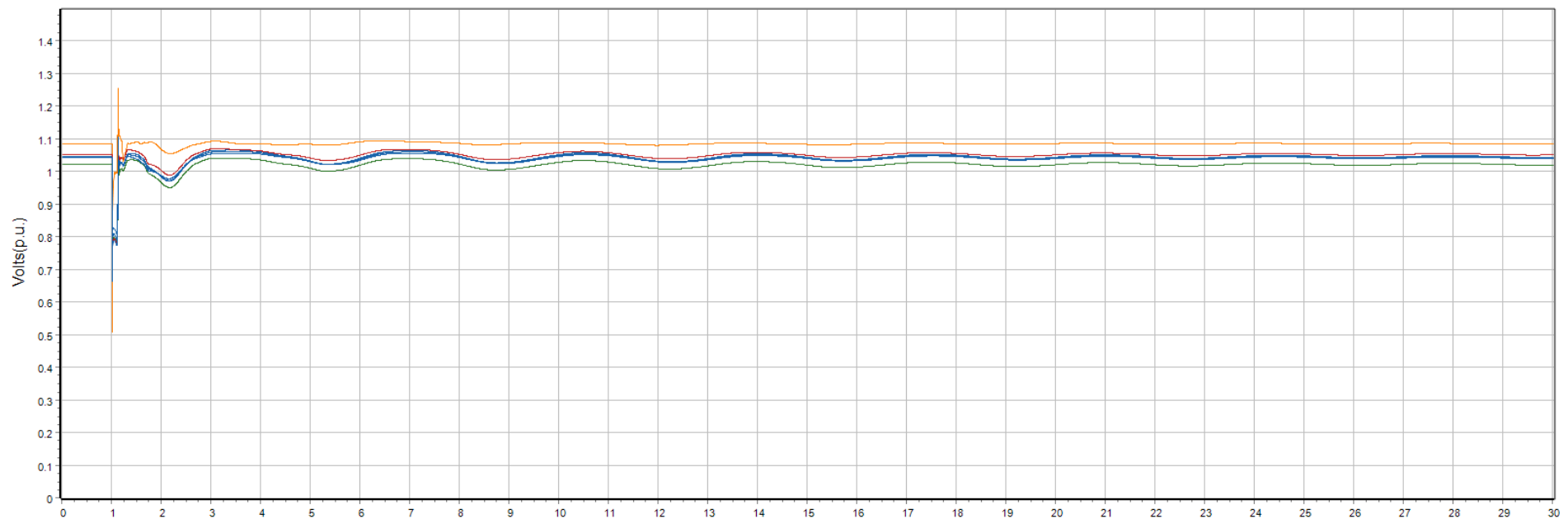


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

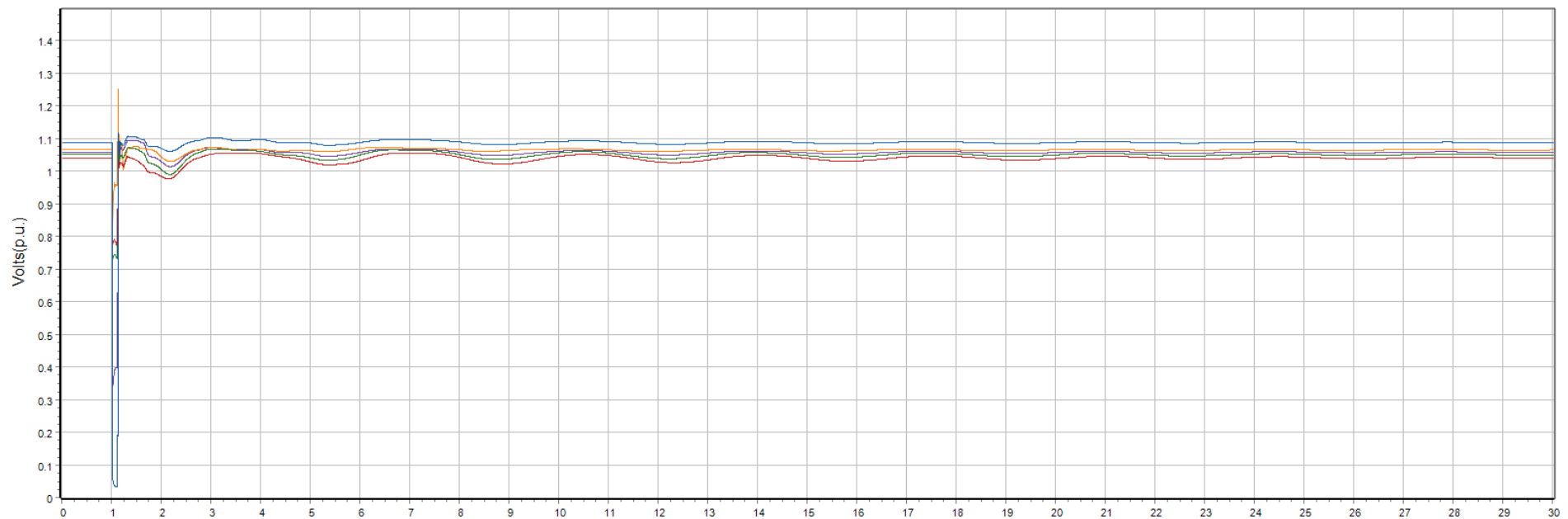




Additional 240 kV Bus Volts

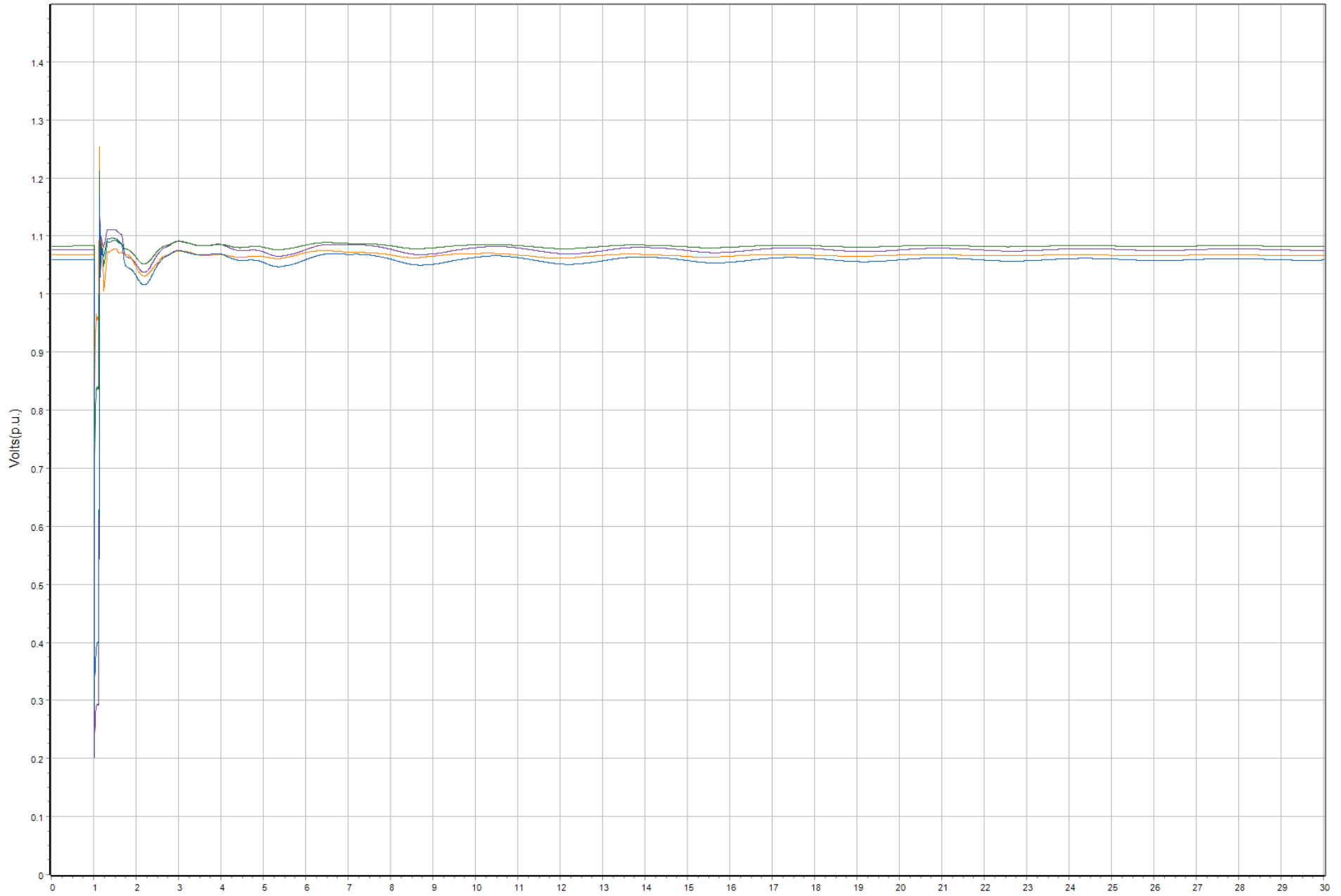


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

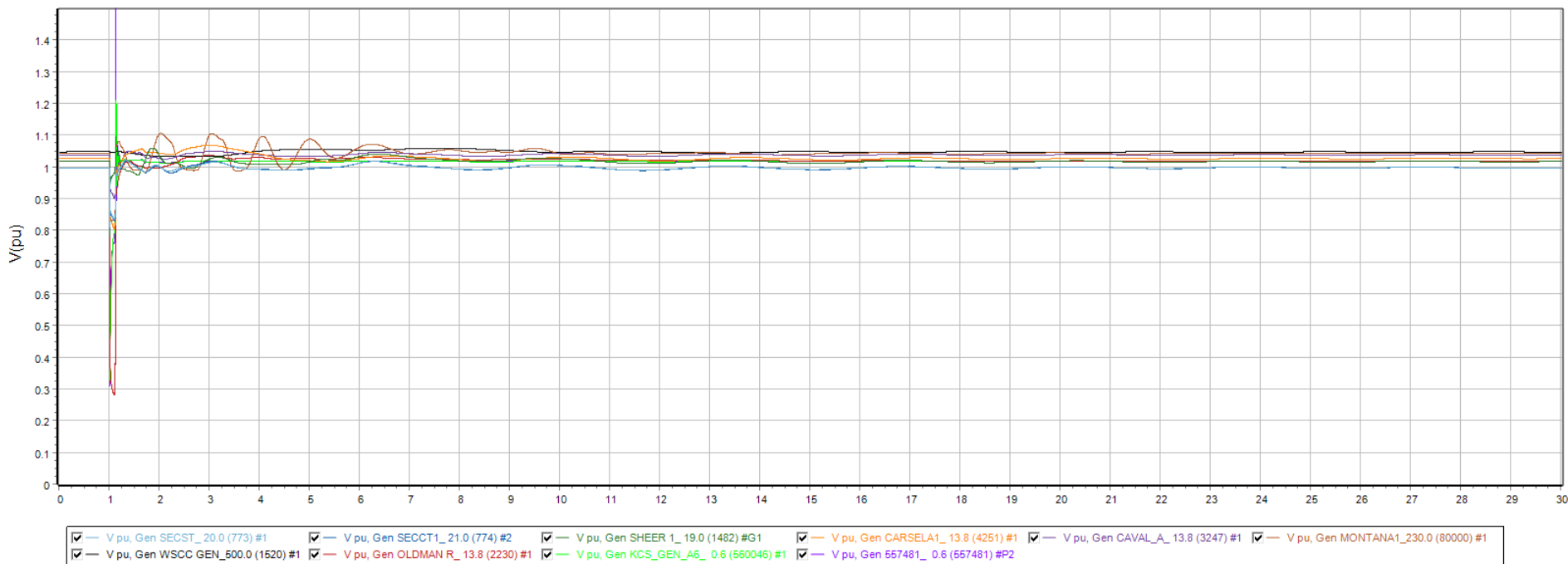
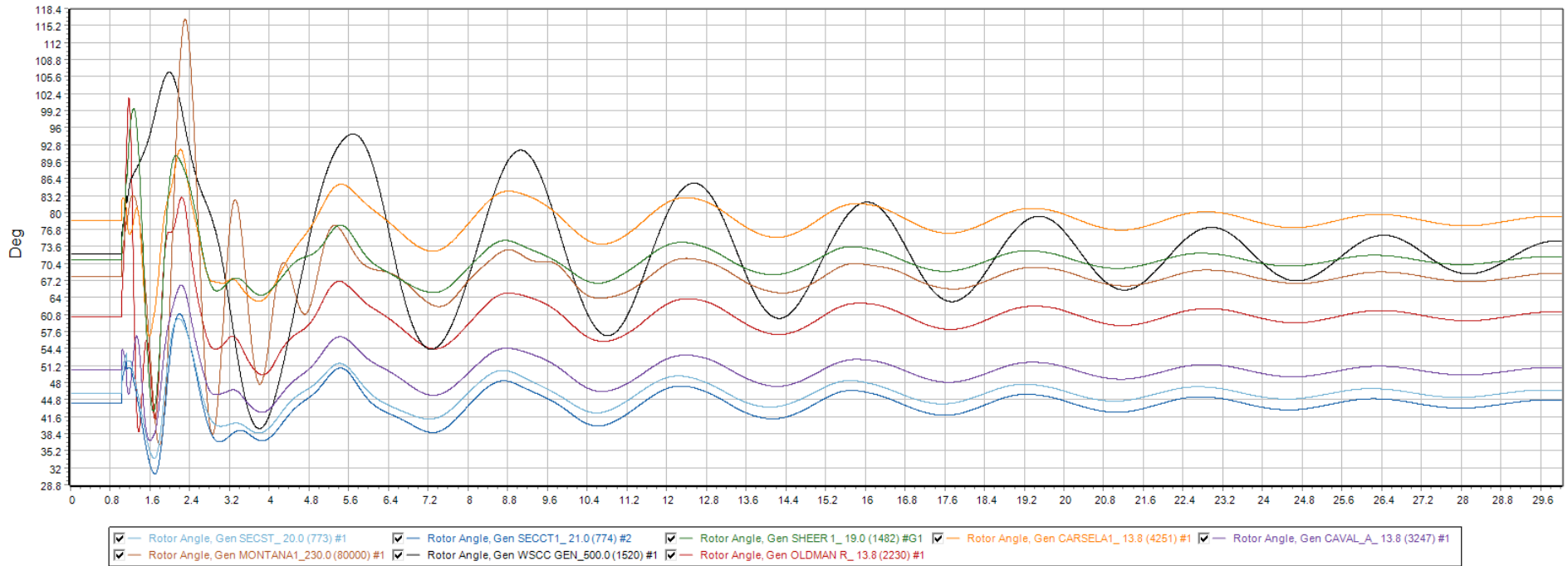




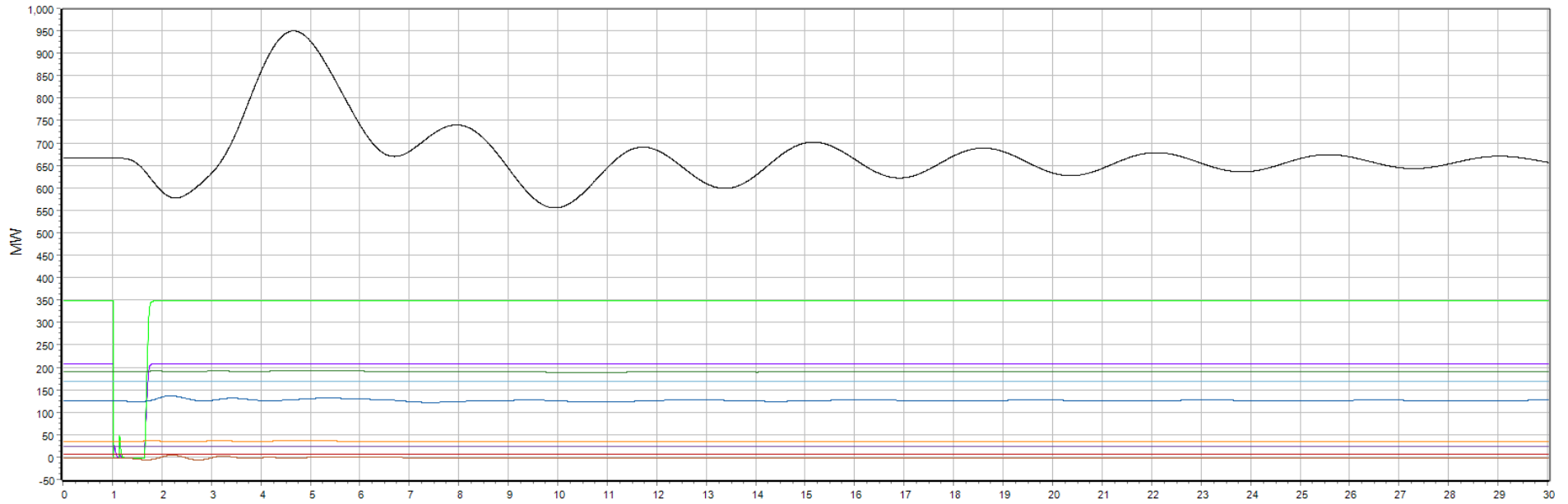
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



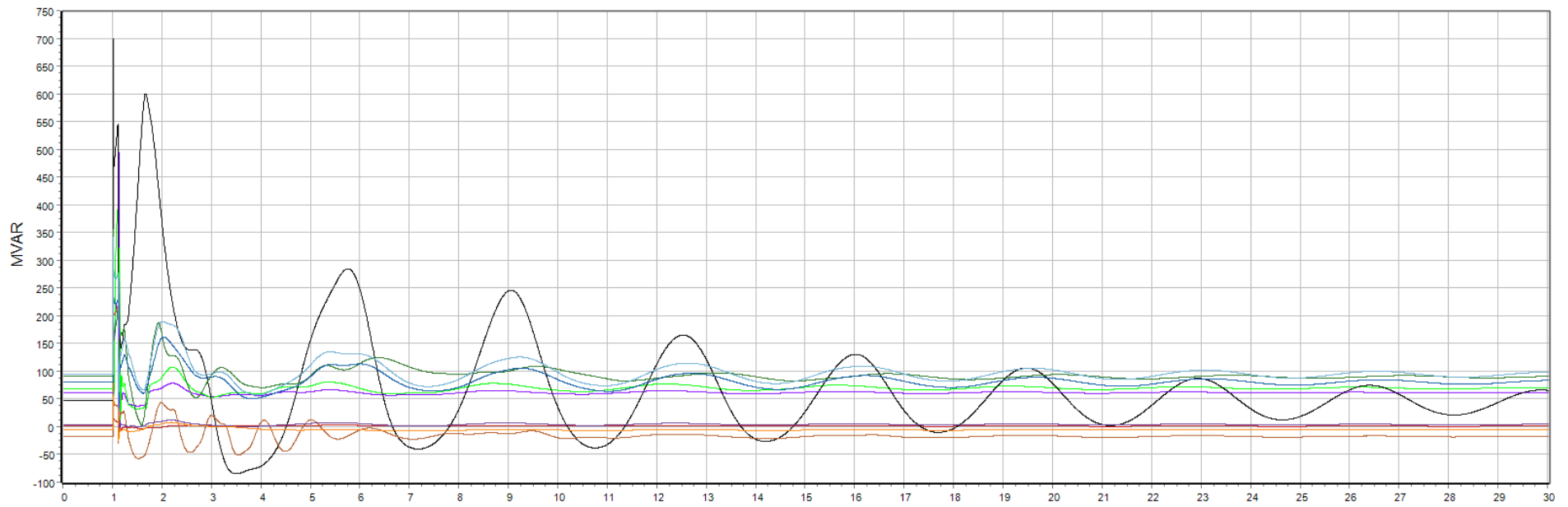
Monitor Gens. Q1



Monitor Gens. Q2



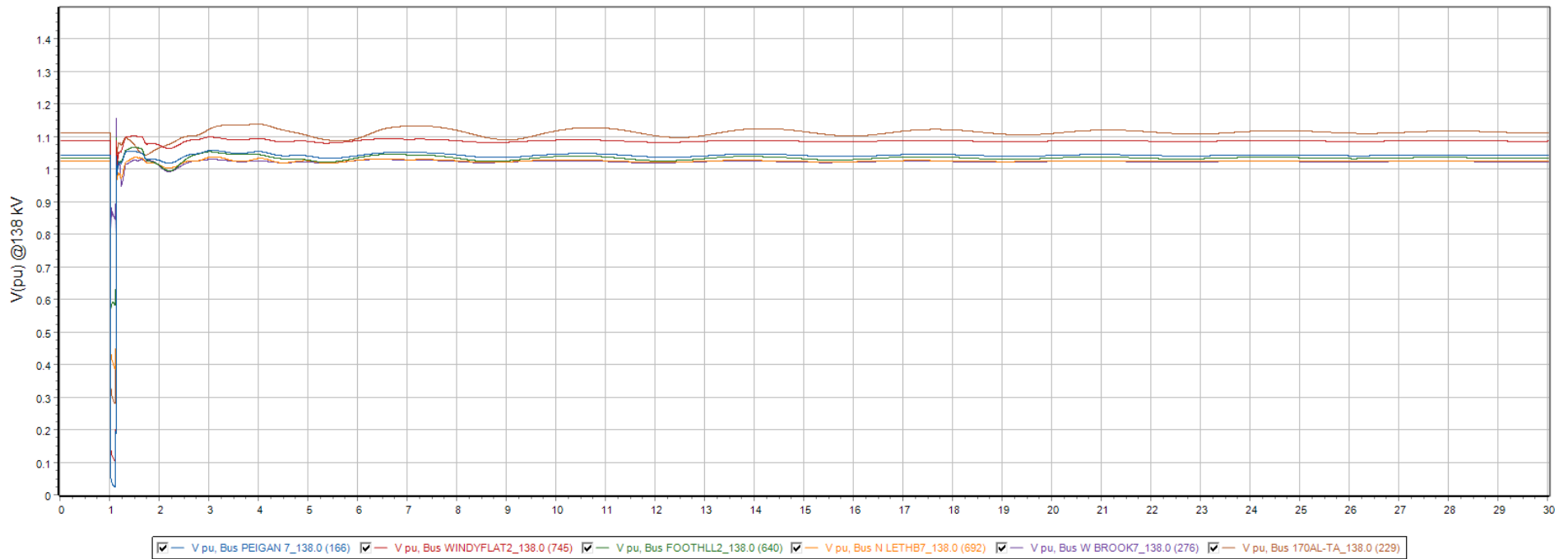
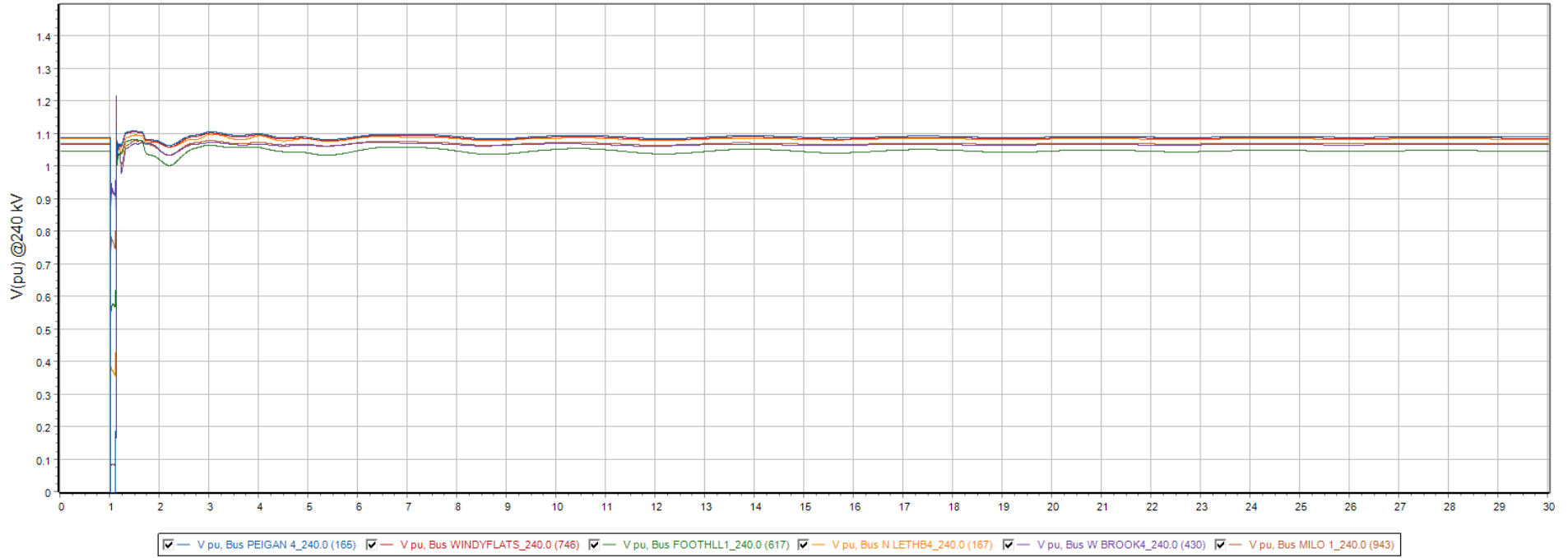
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN\_R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



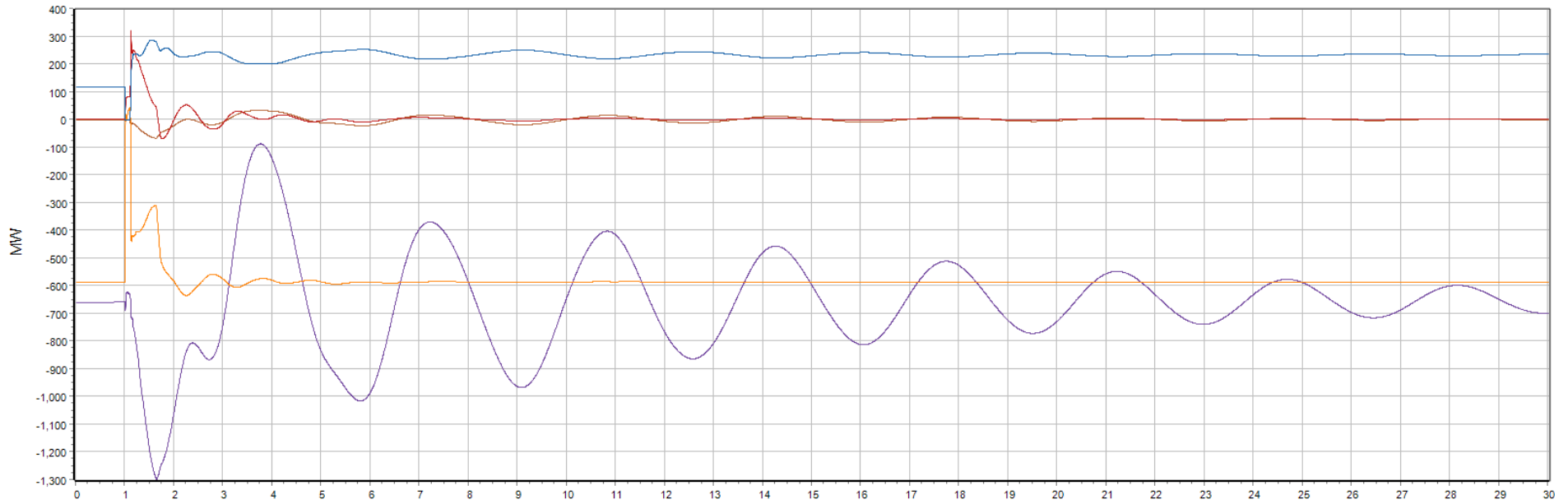
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN\_R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



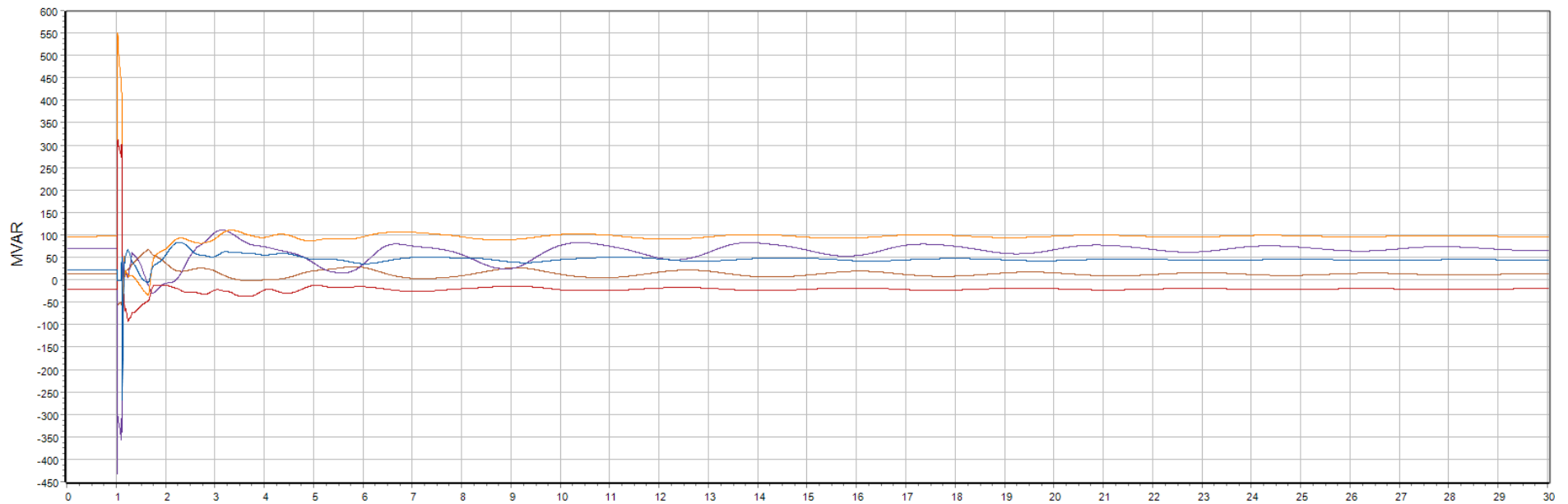
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



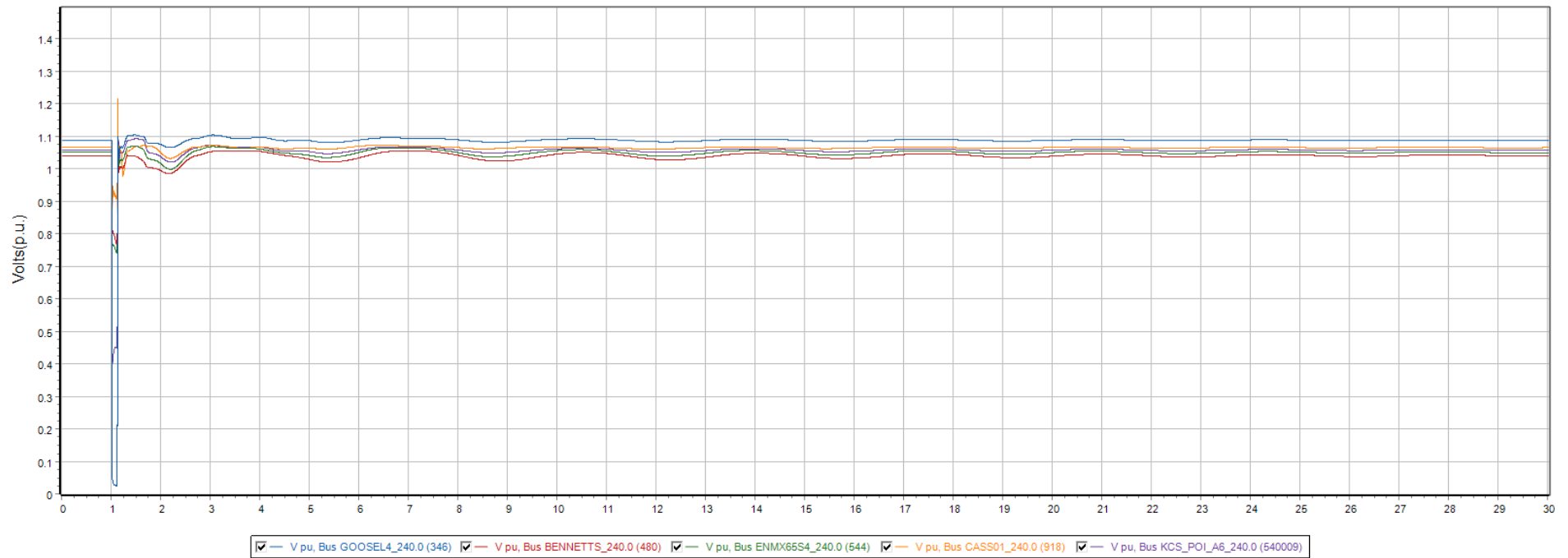
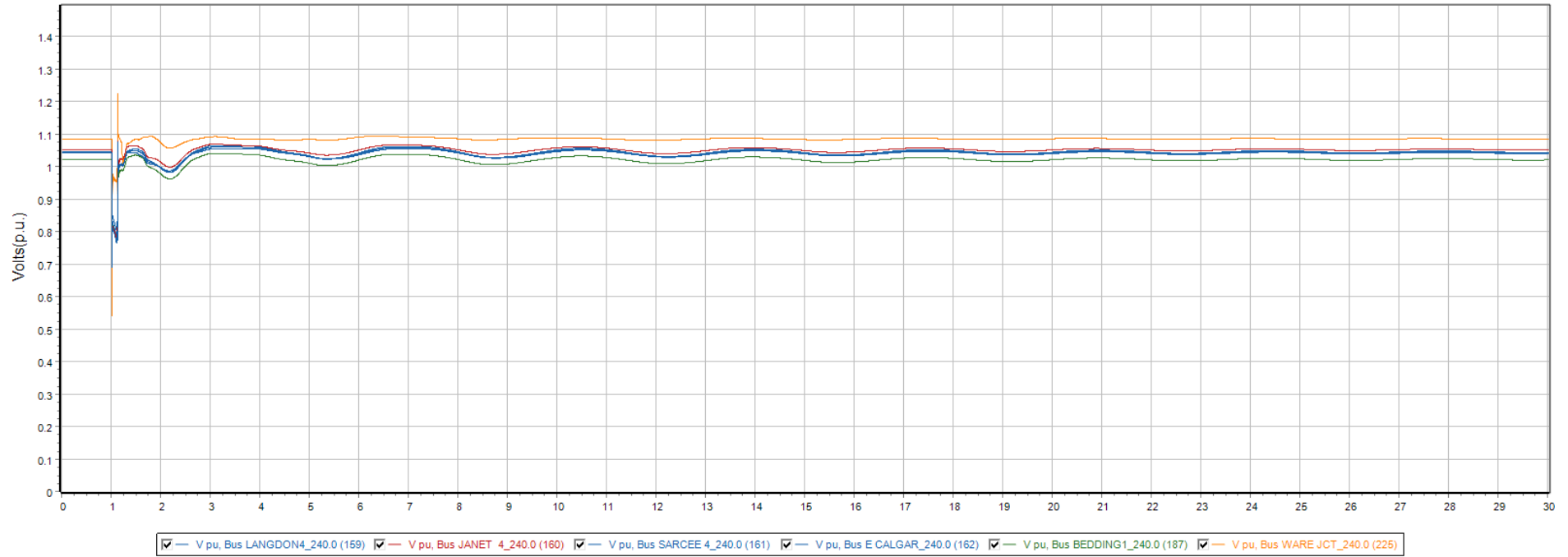
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

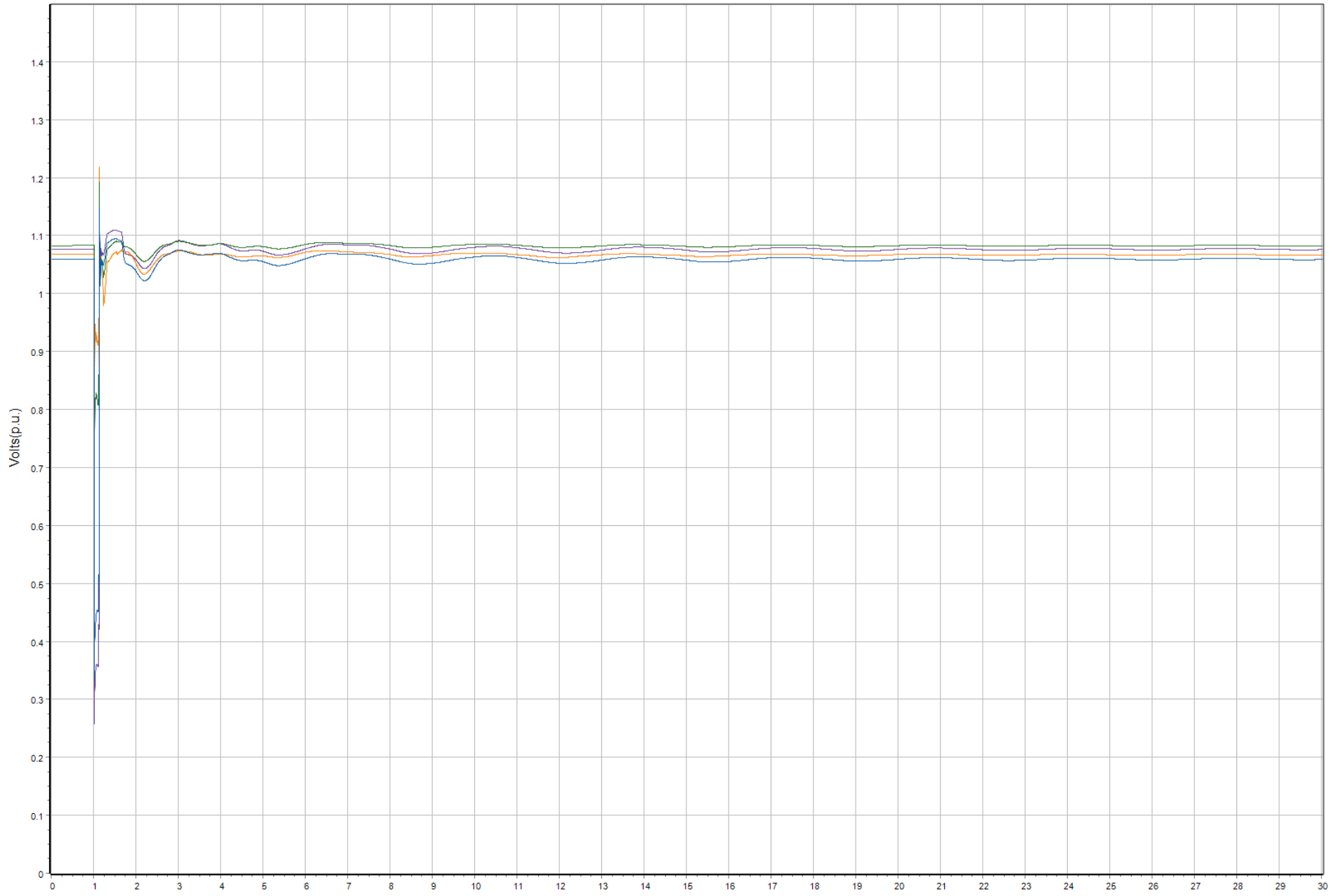


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



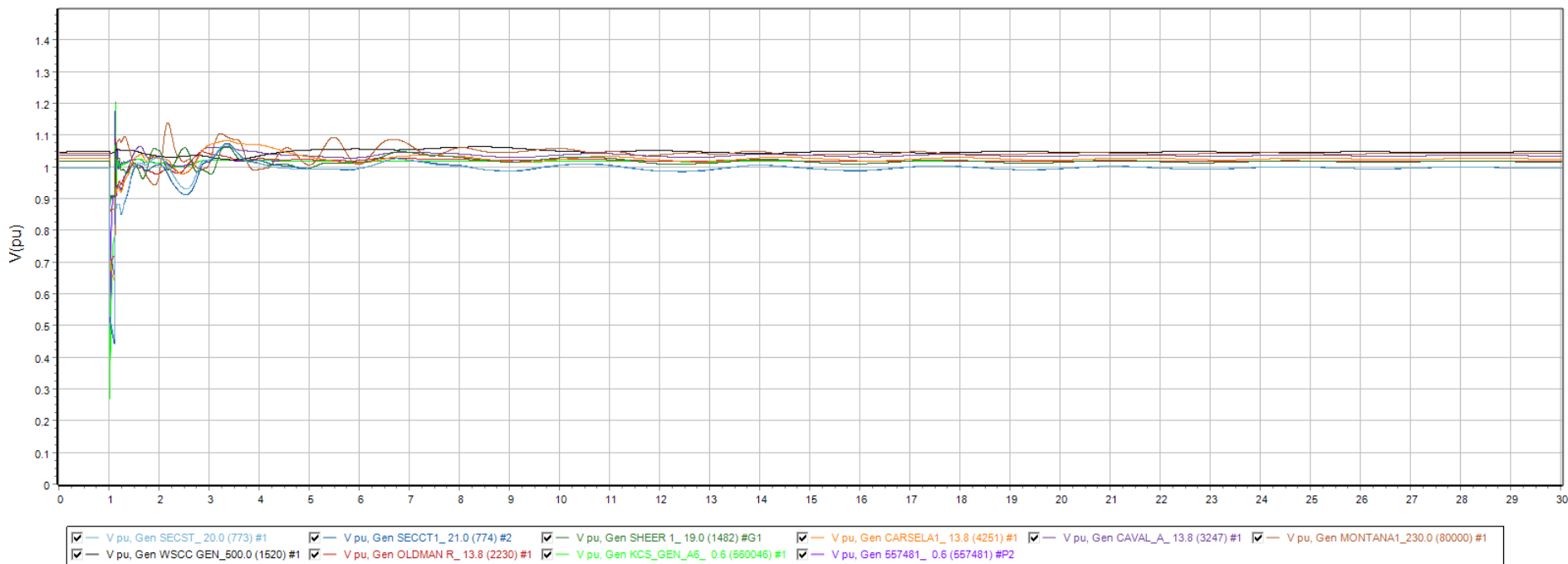
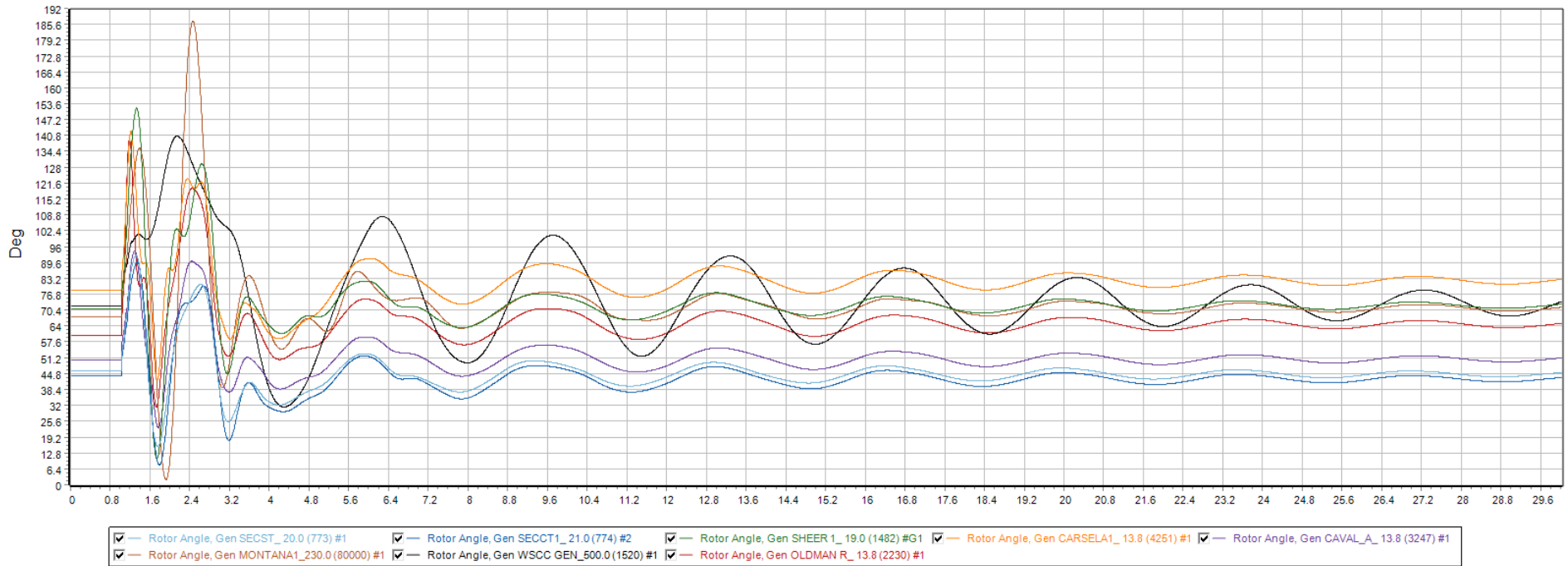


— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)

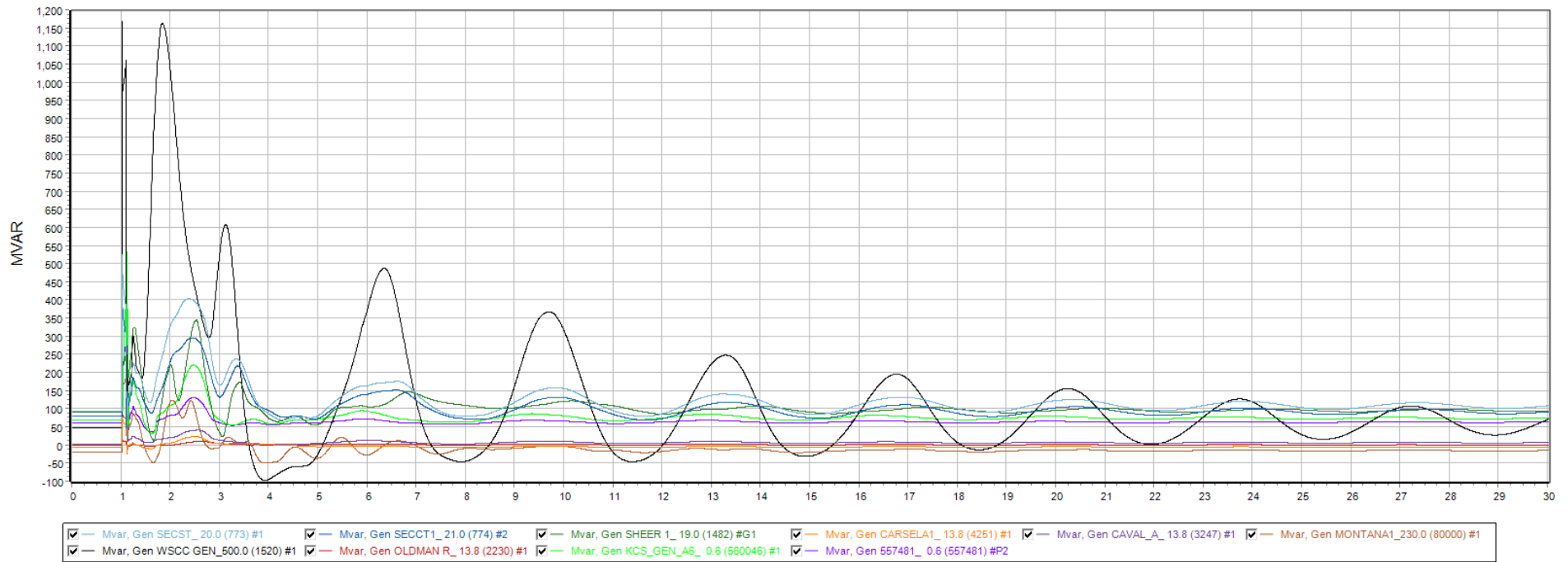
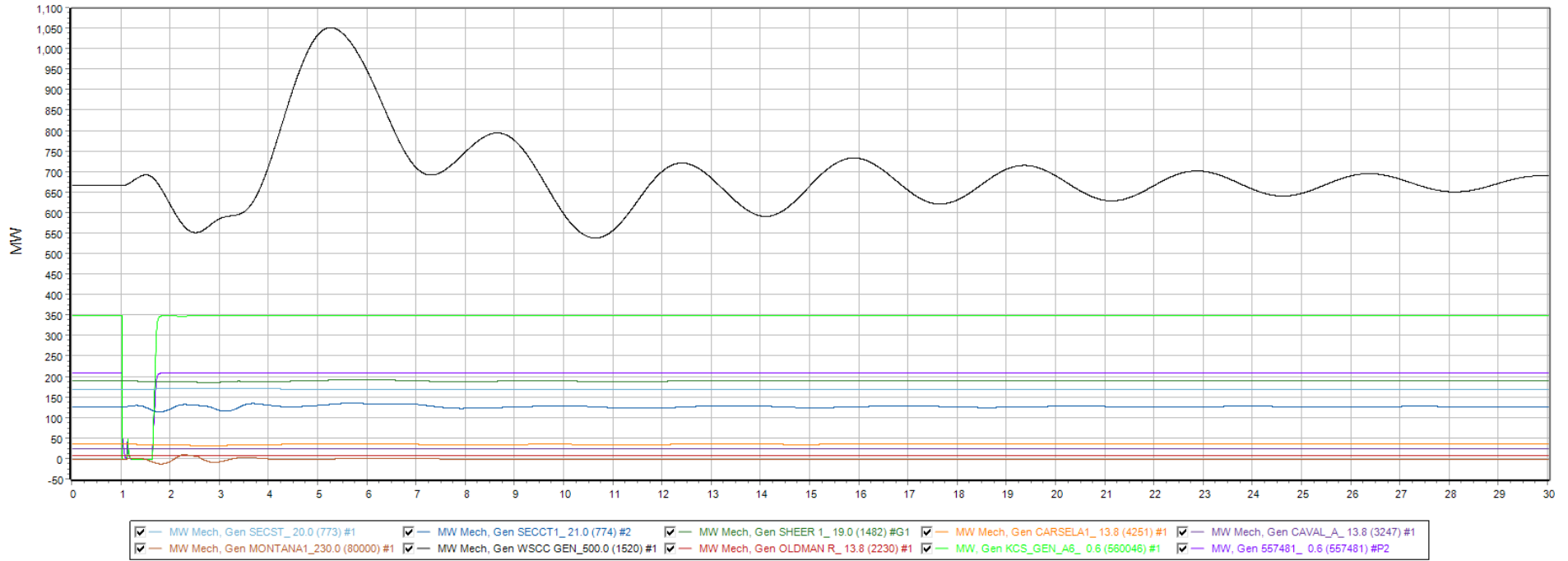




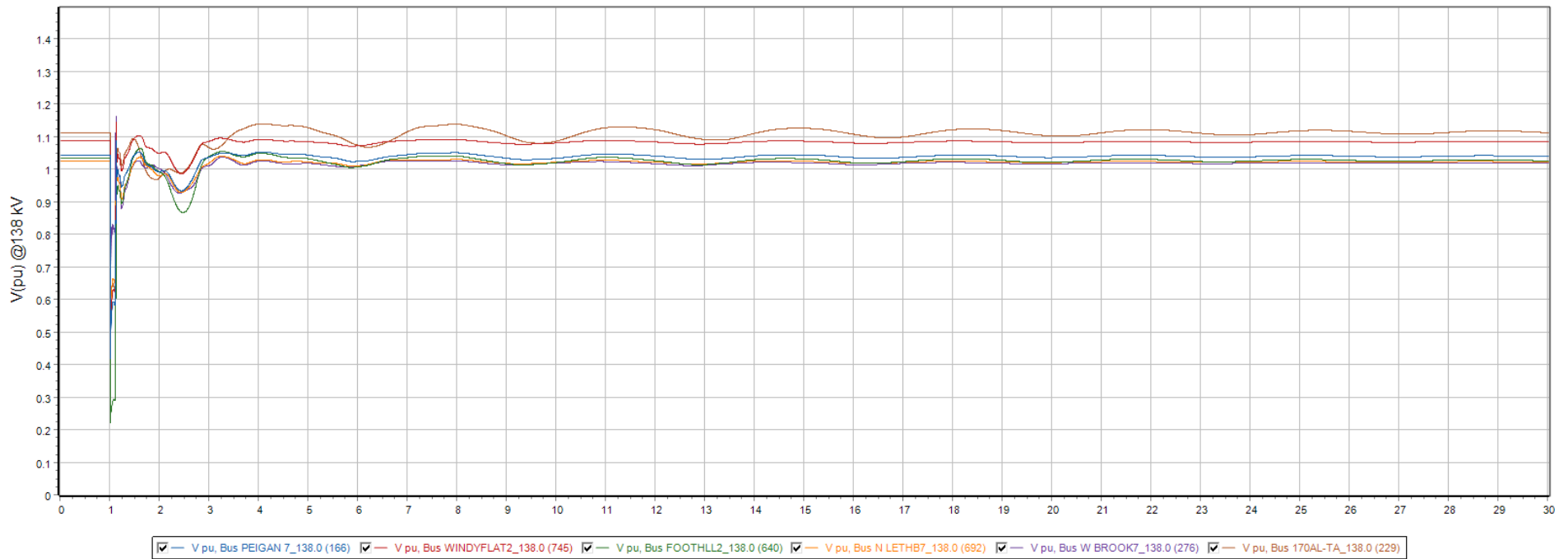
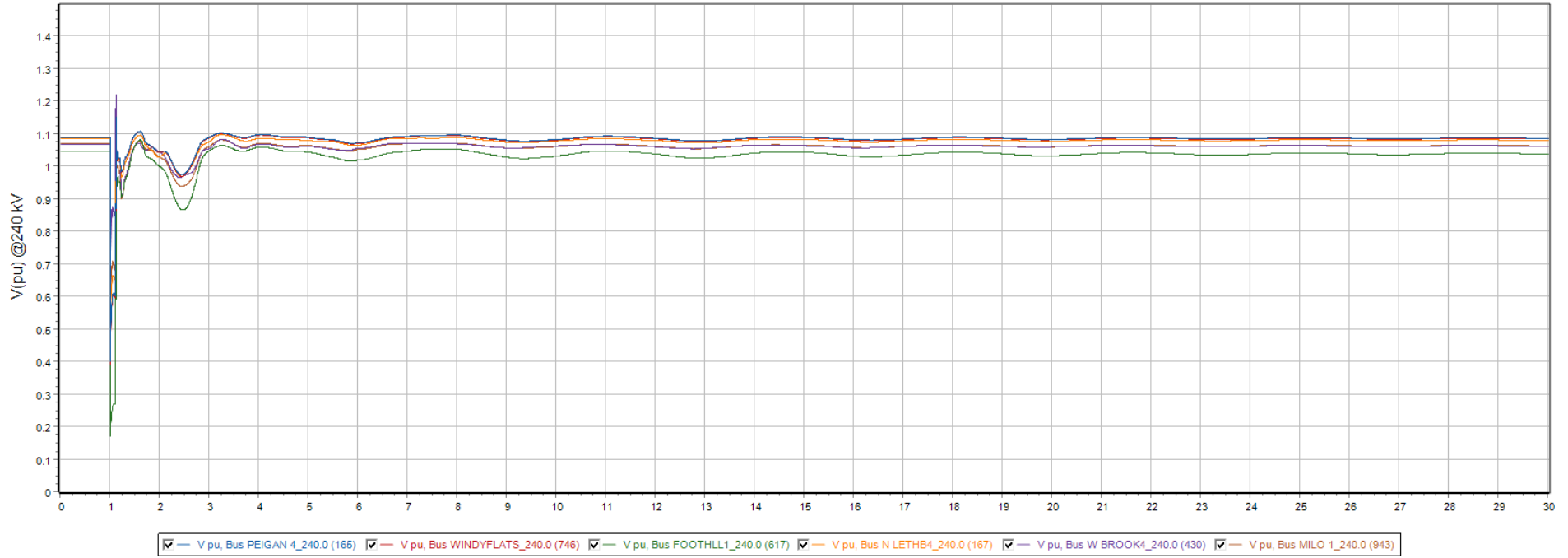
Monitor Gens. Q1



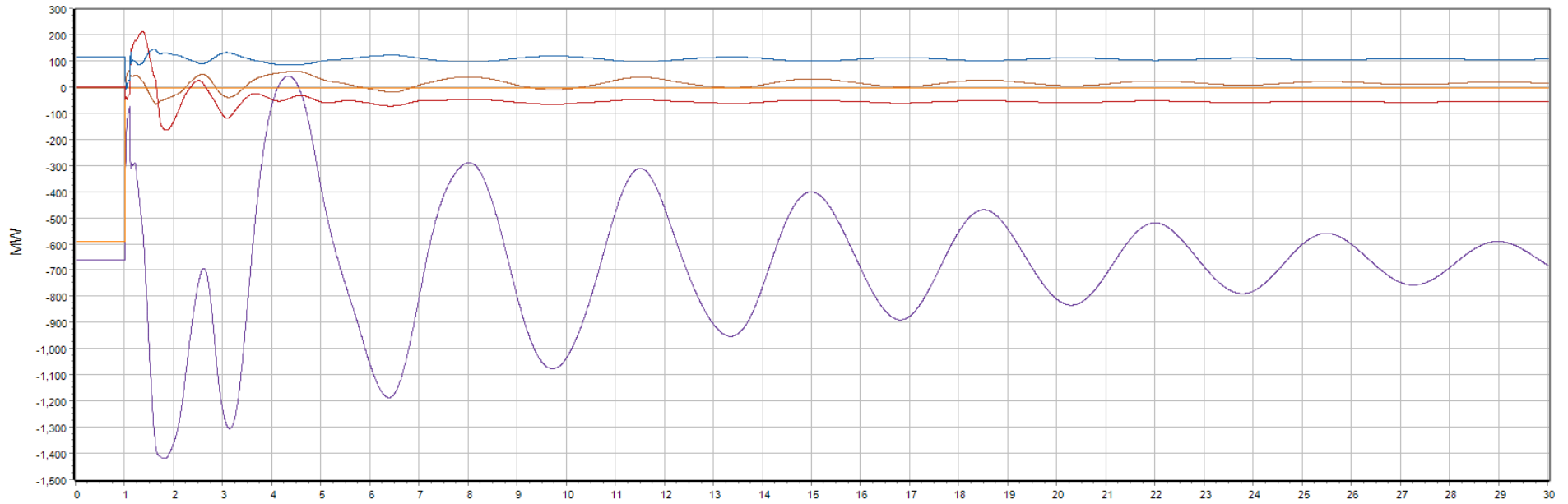
Monitor Gens. Q2



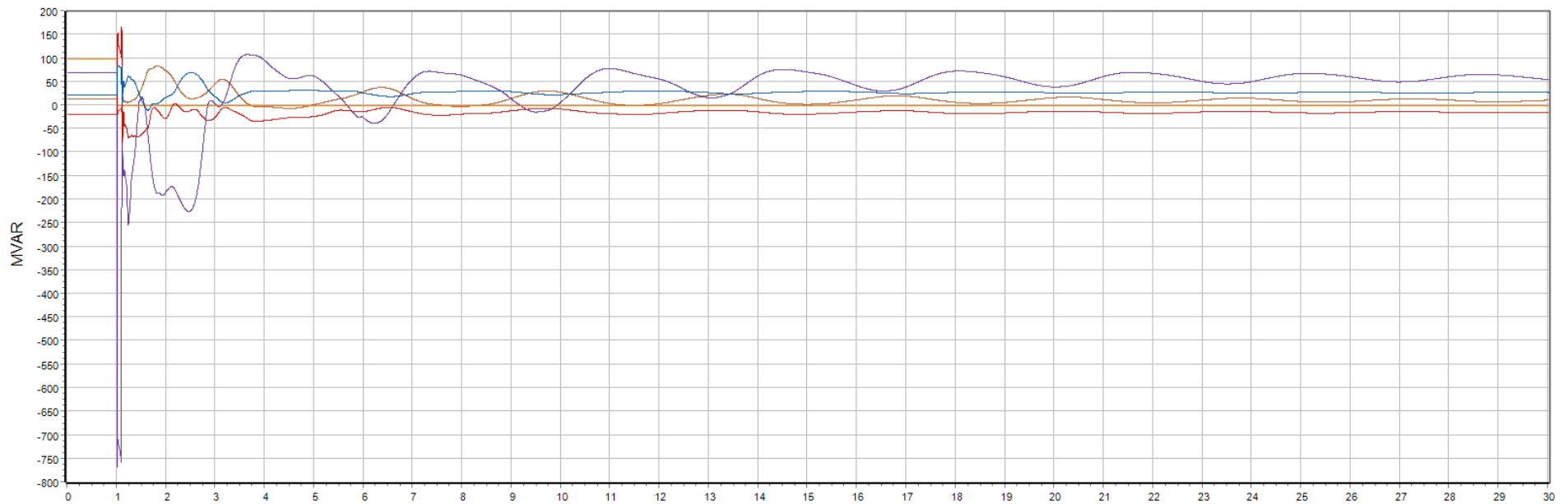
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



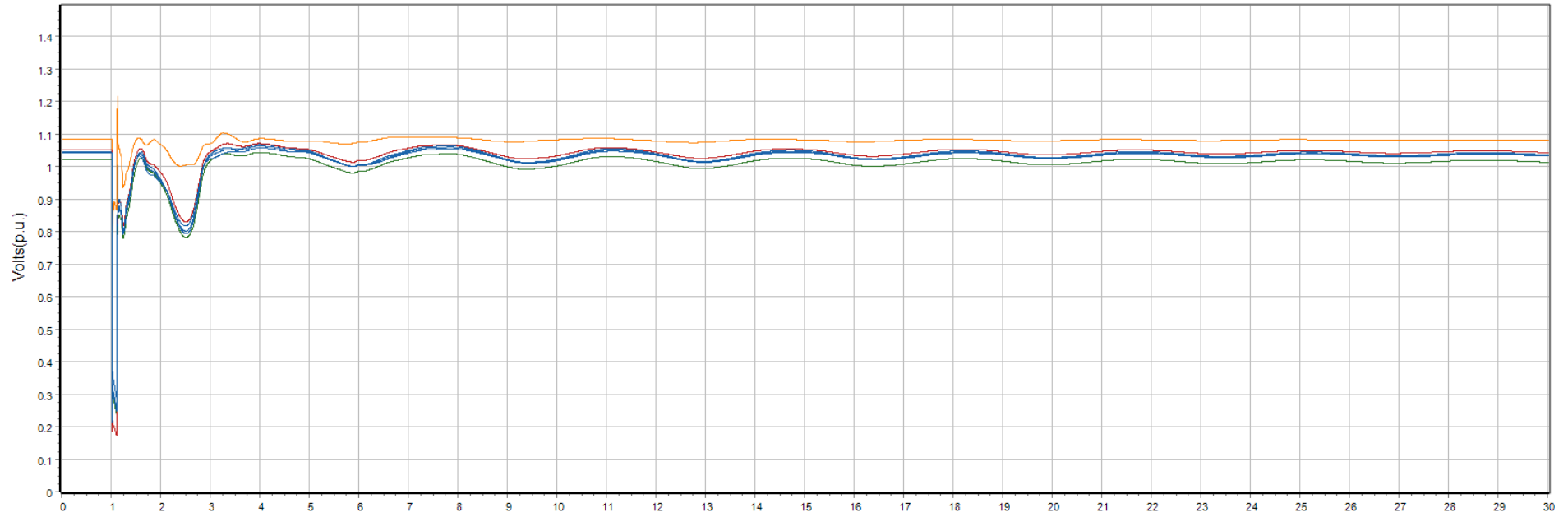
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



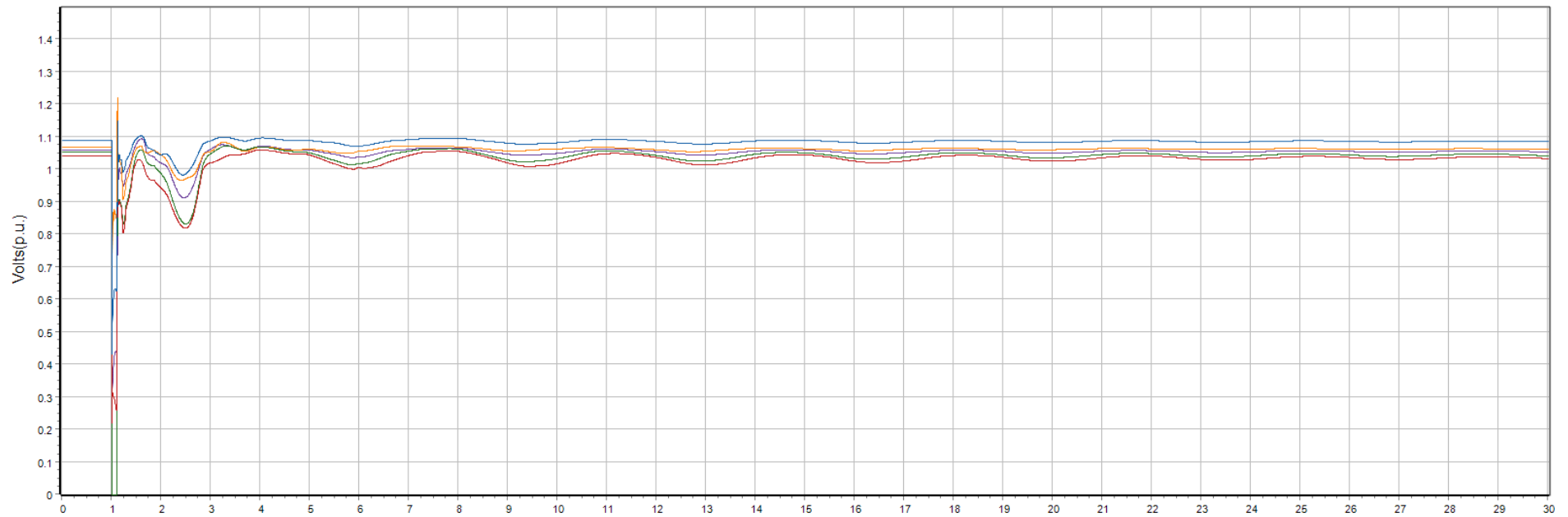
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

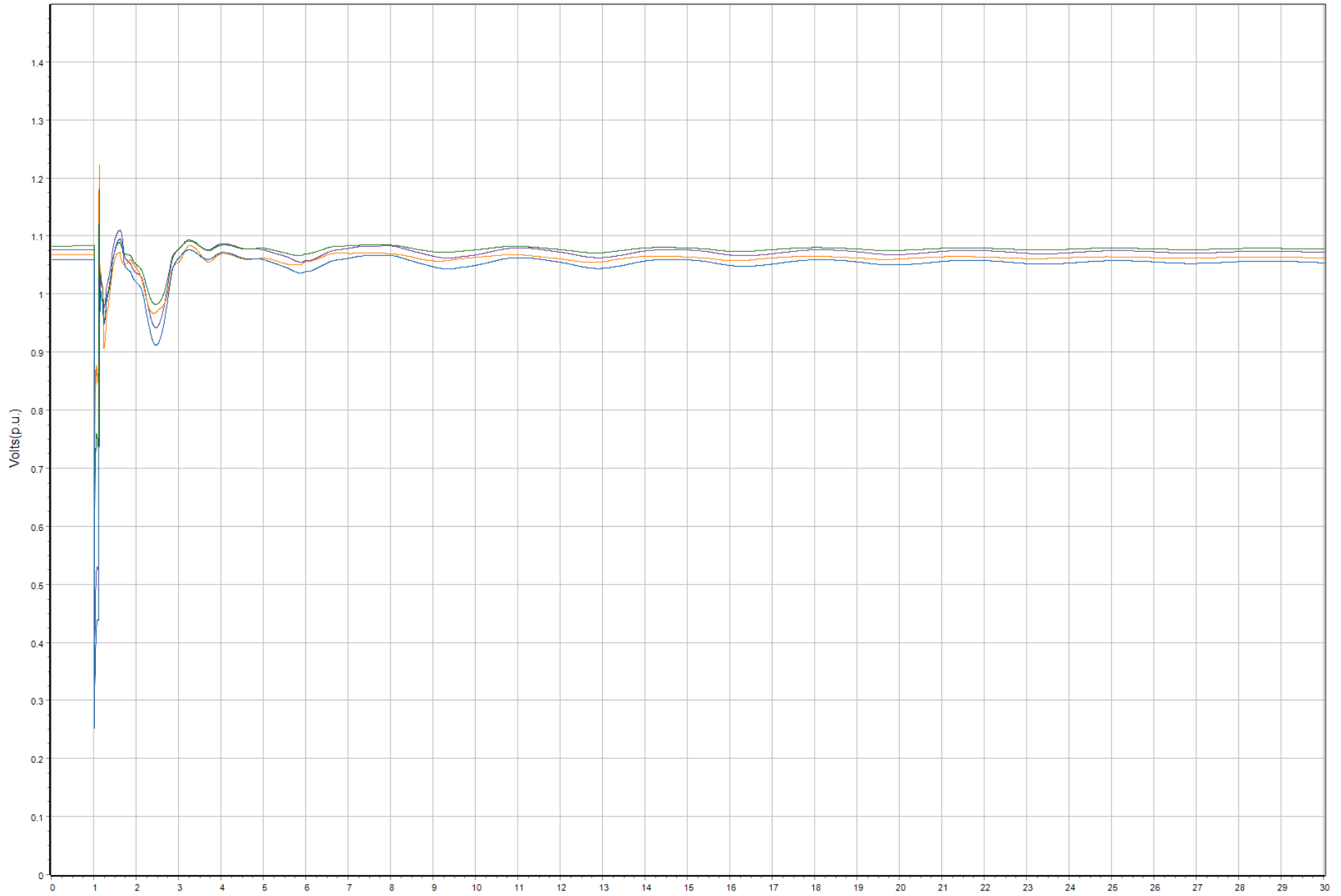


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

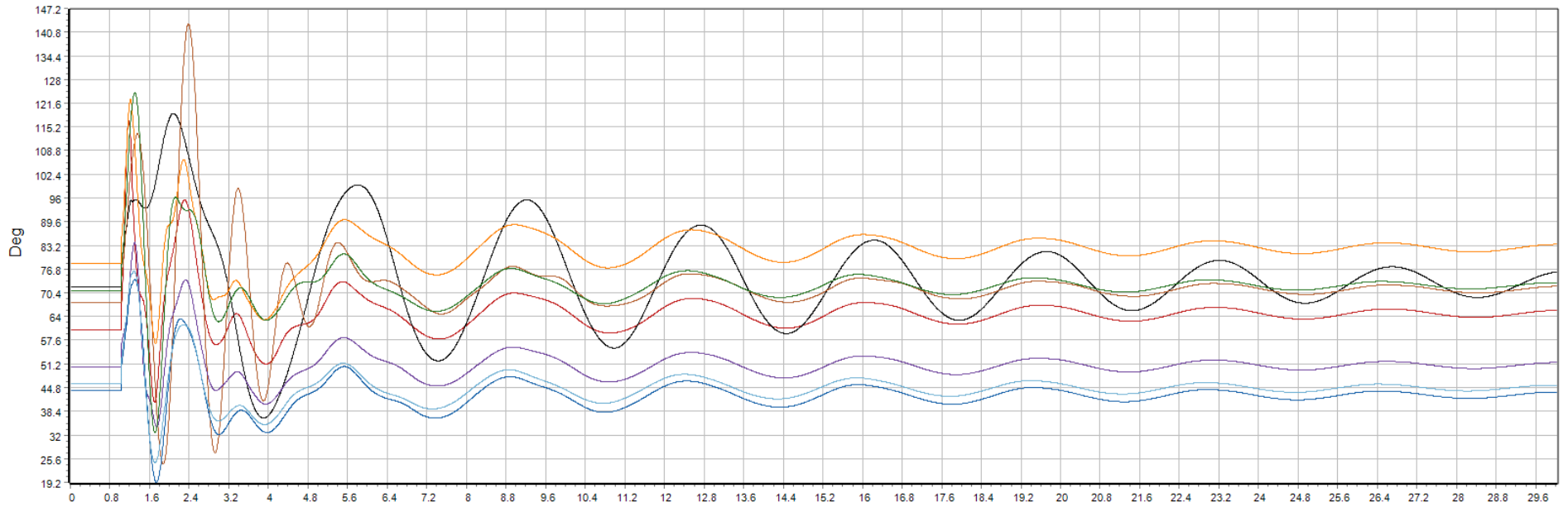




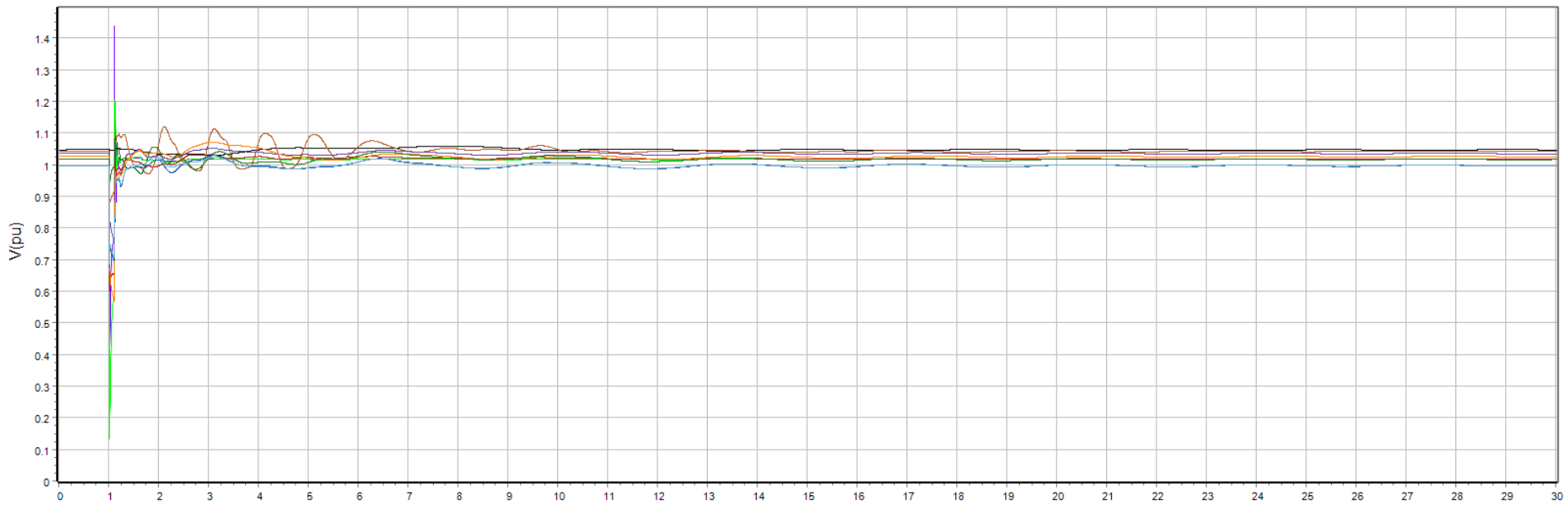
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



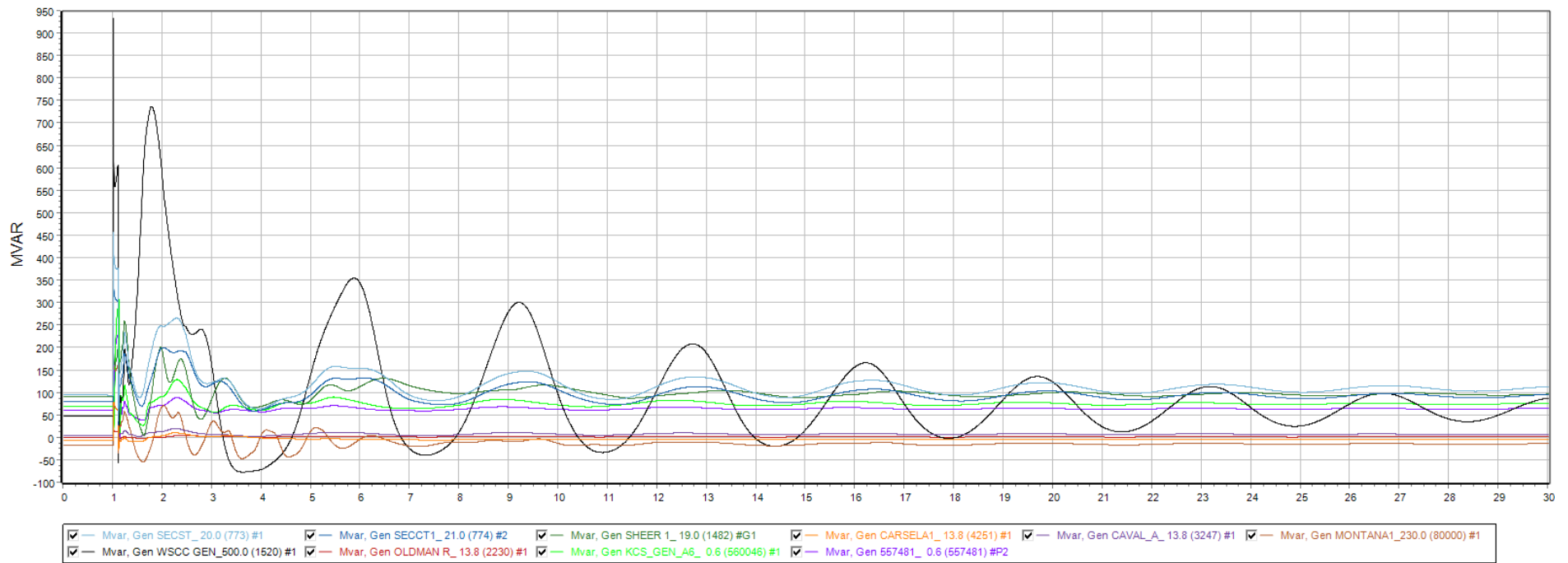
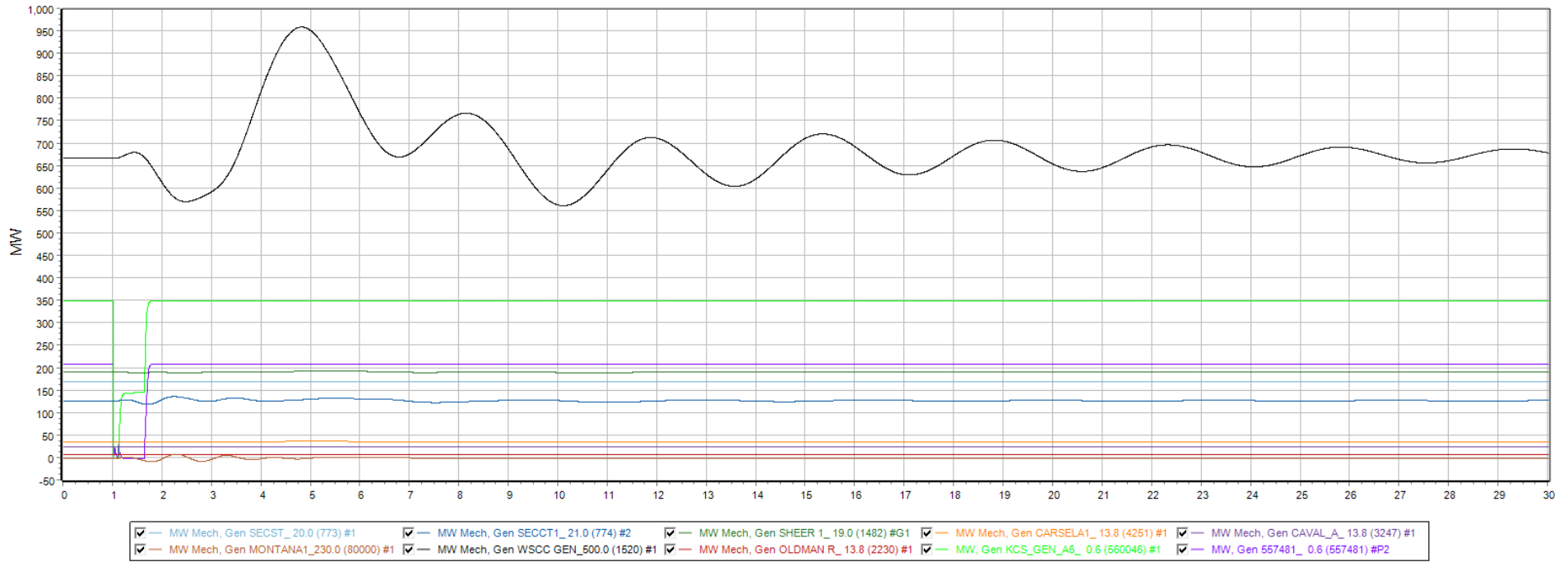
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN R\_13.8 (2230) #1



- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2

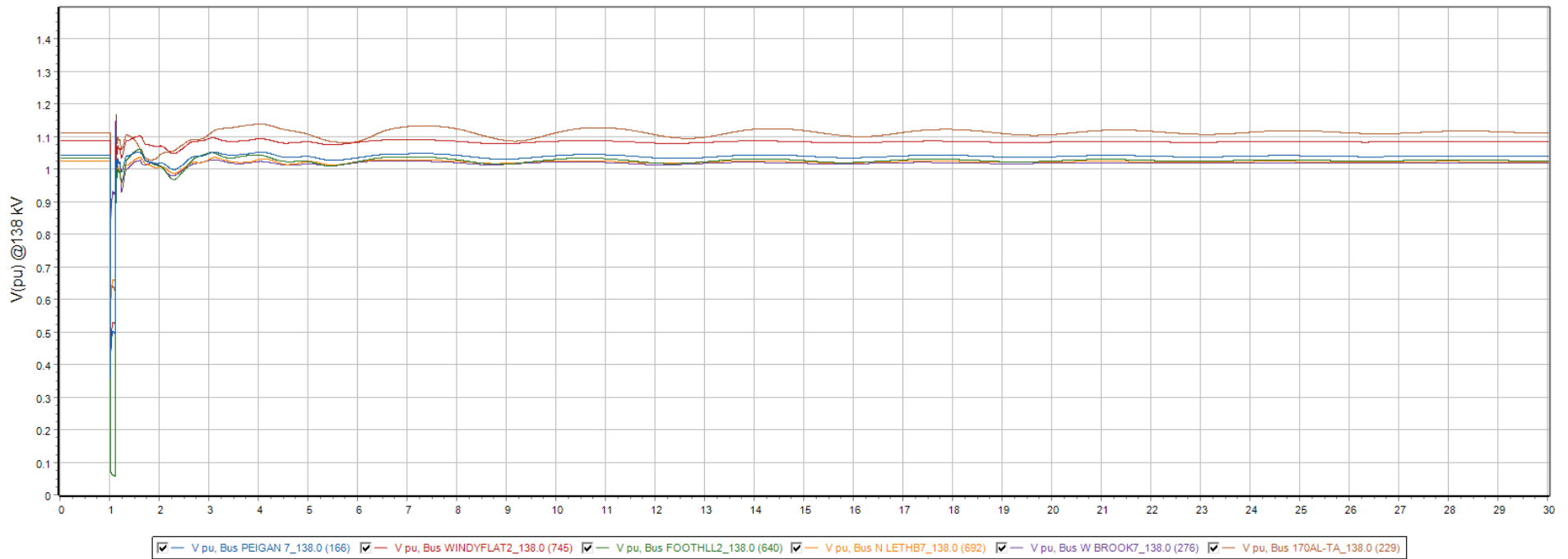
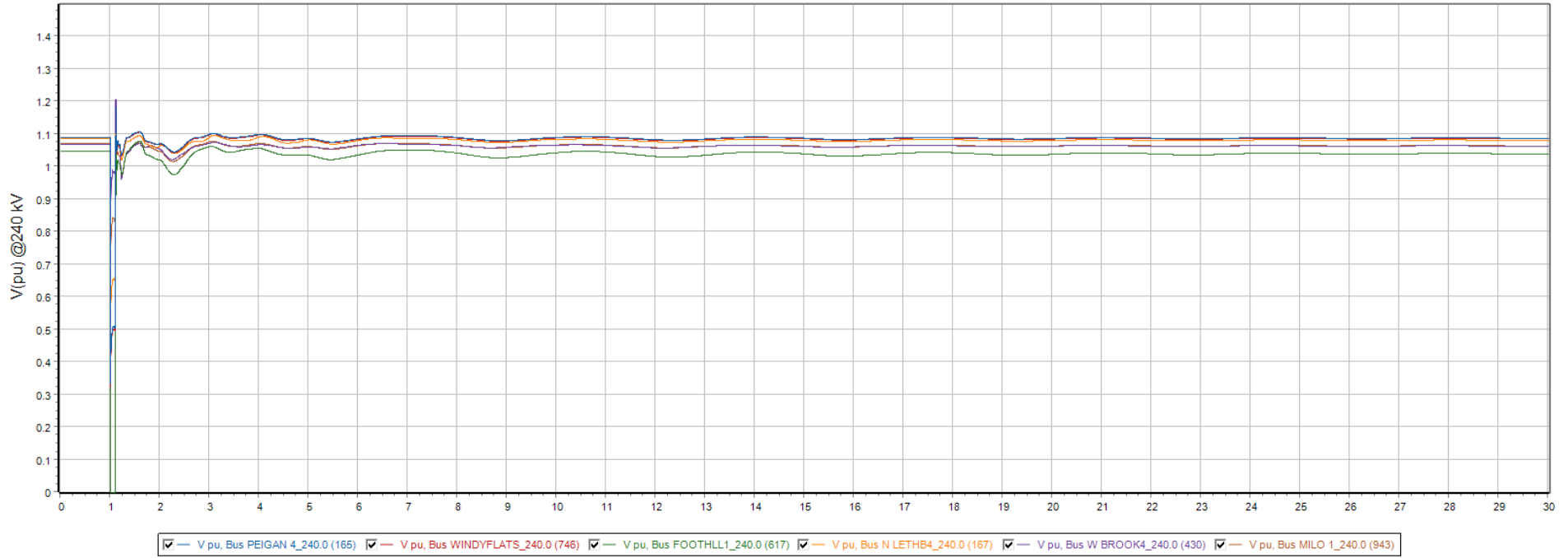


Monitor Gens. Q2

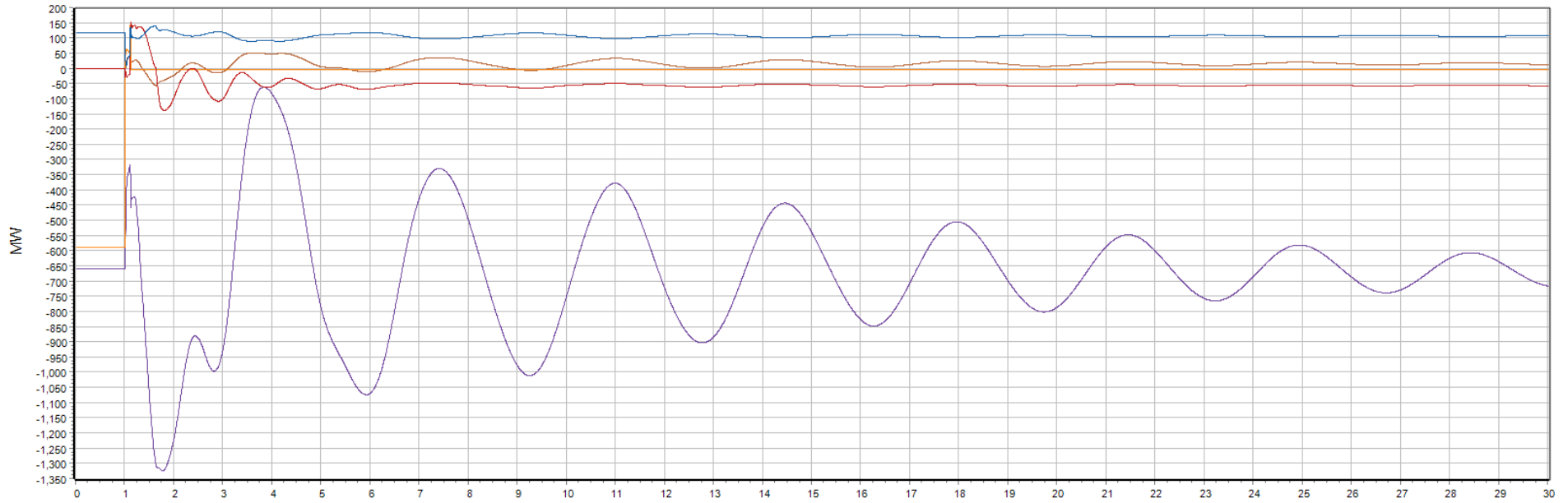




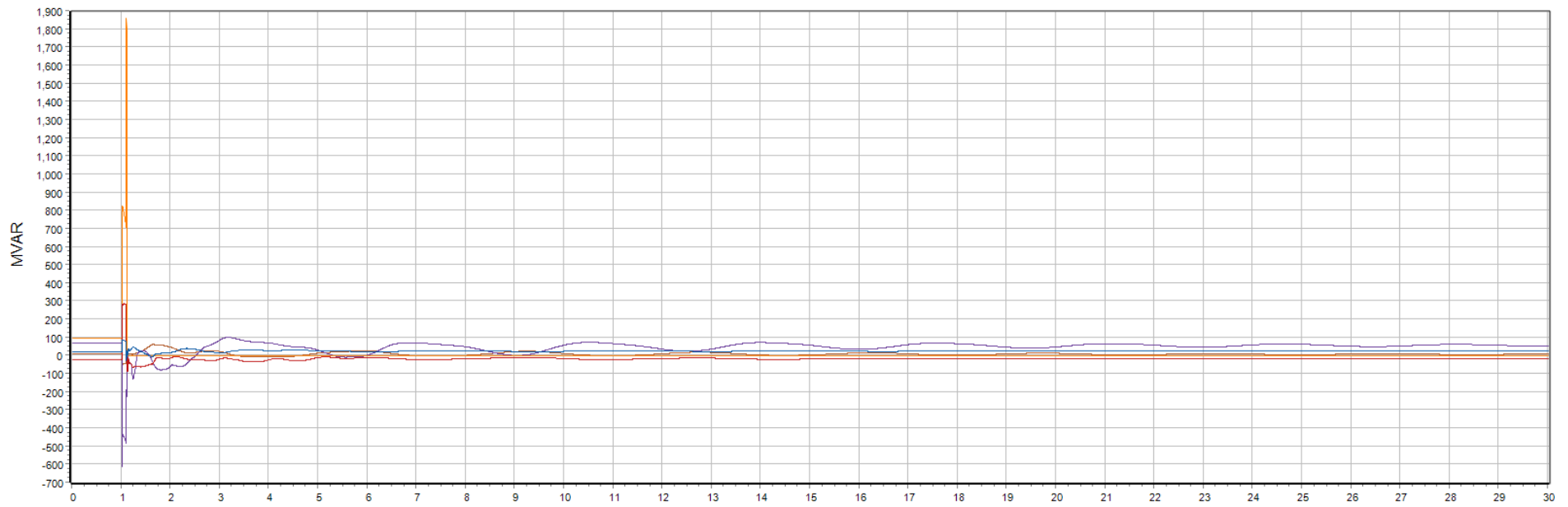
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



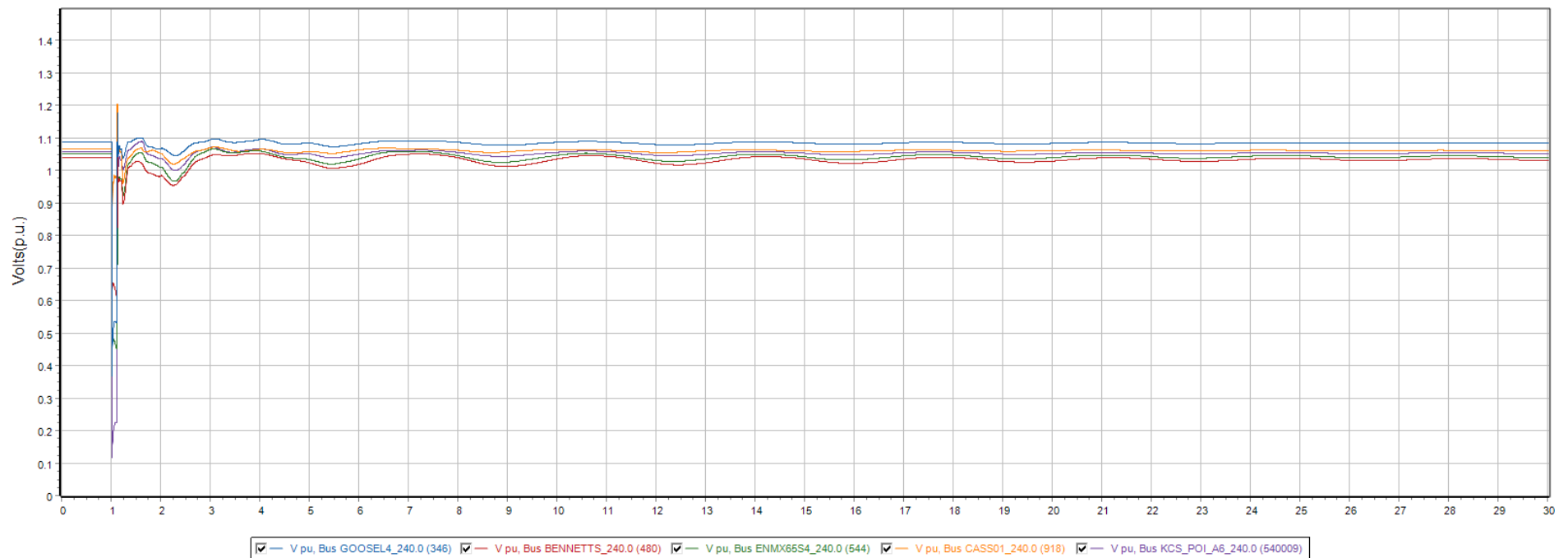
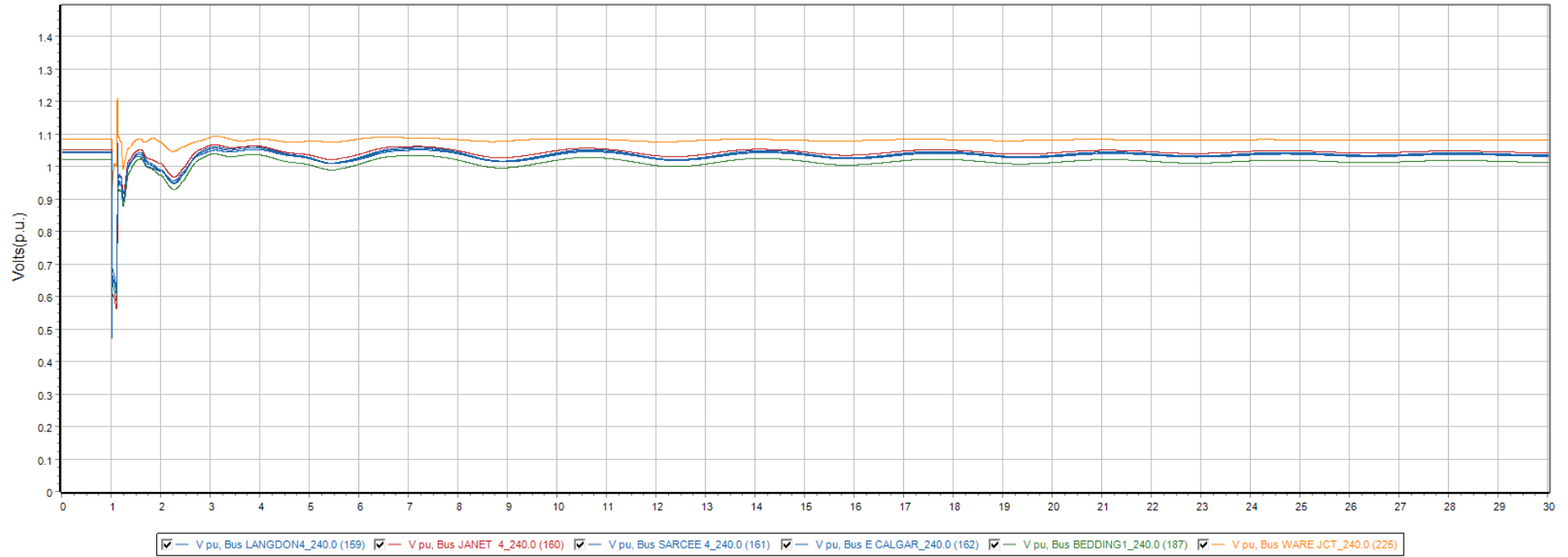
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

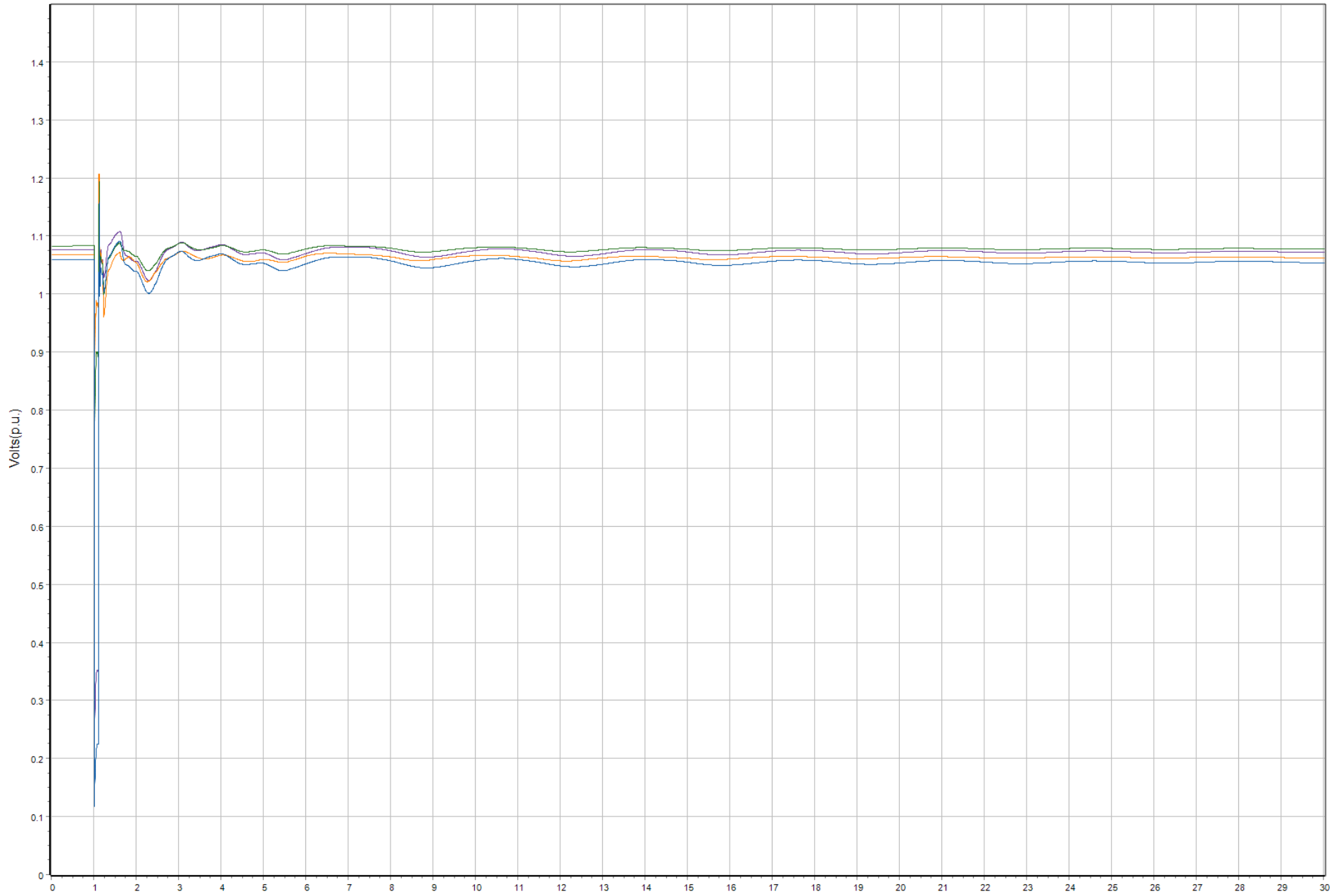


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

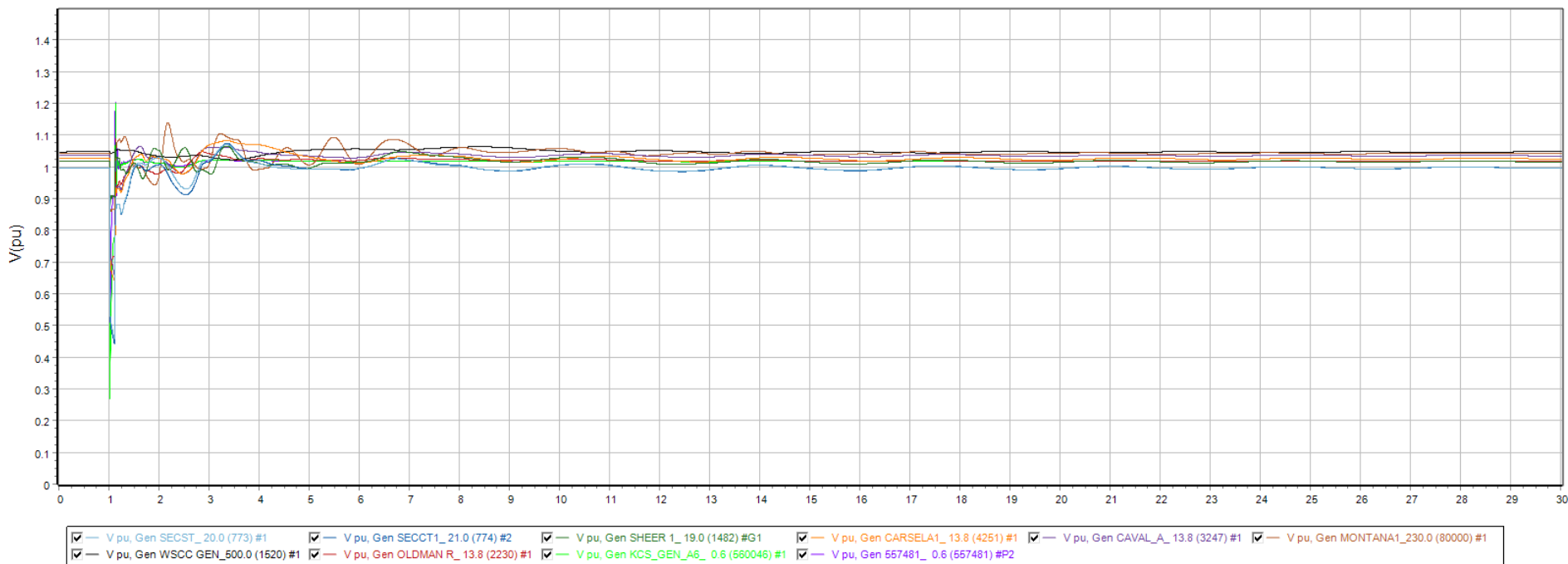
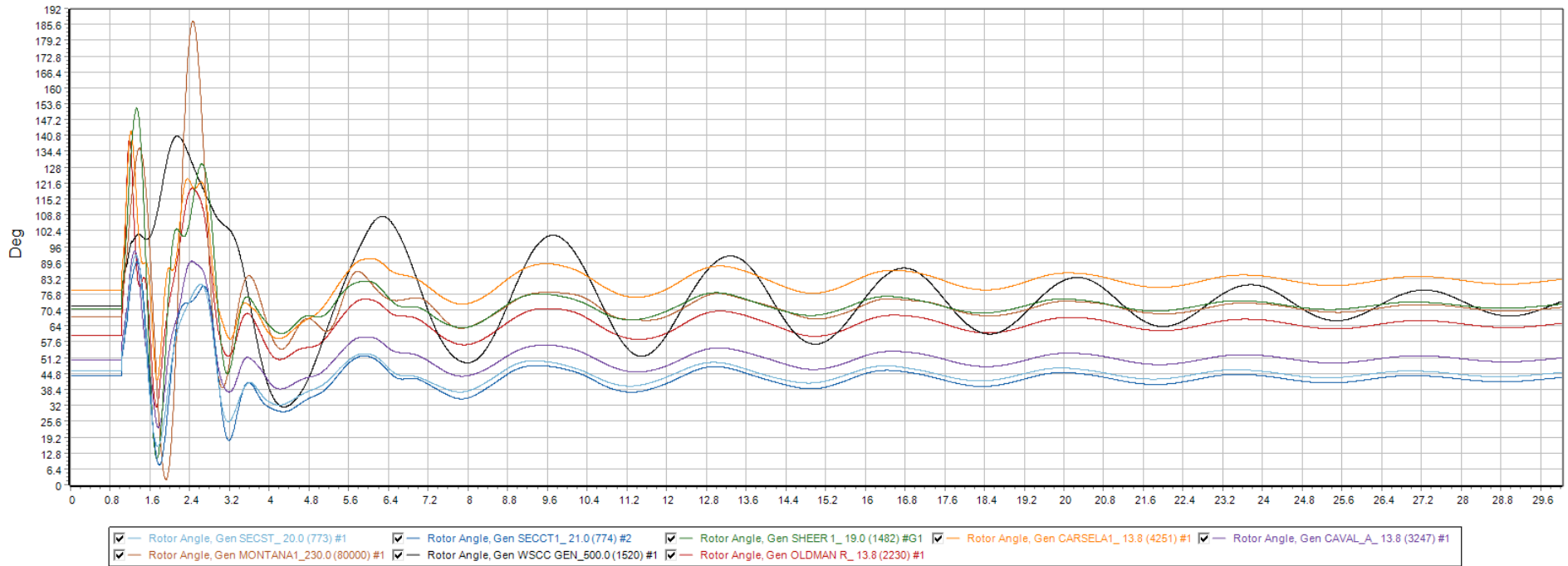




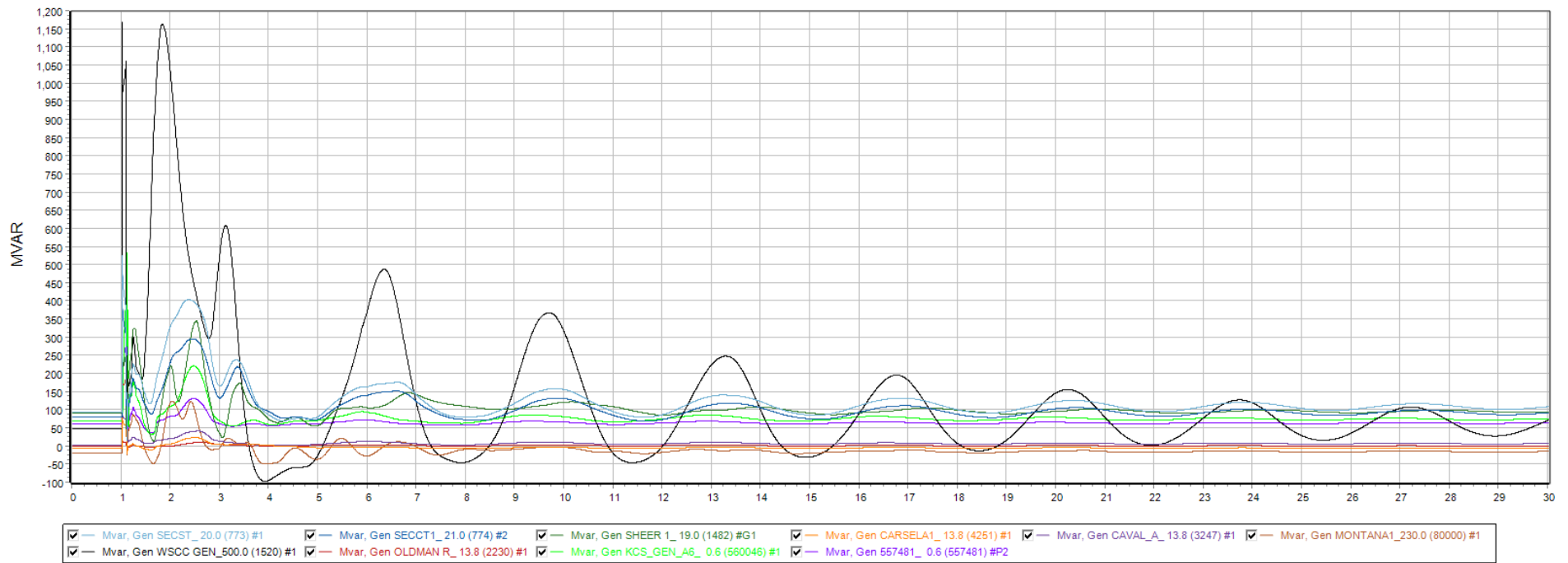
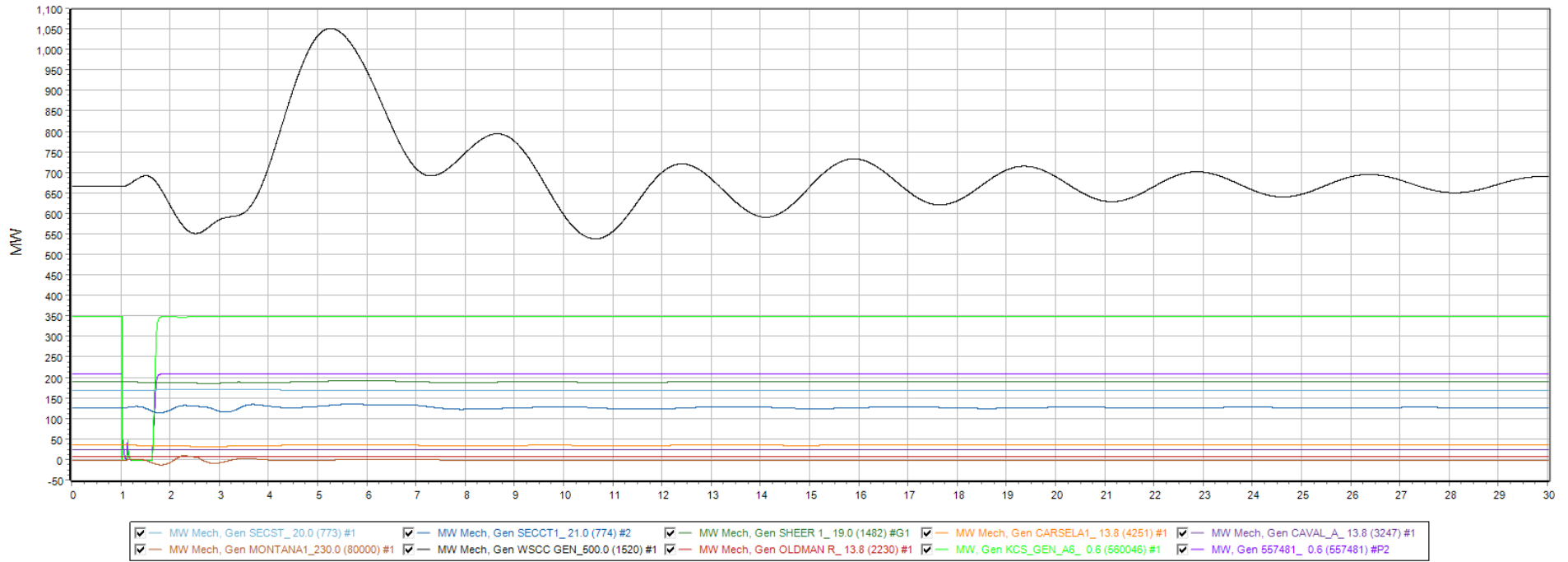
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



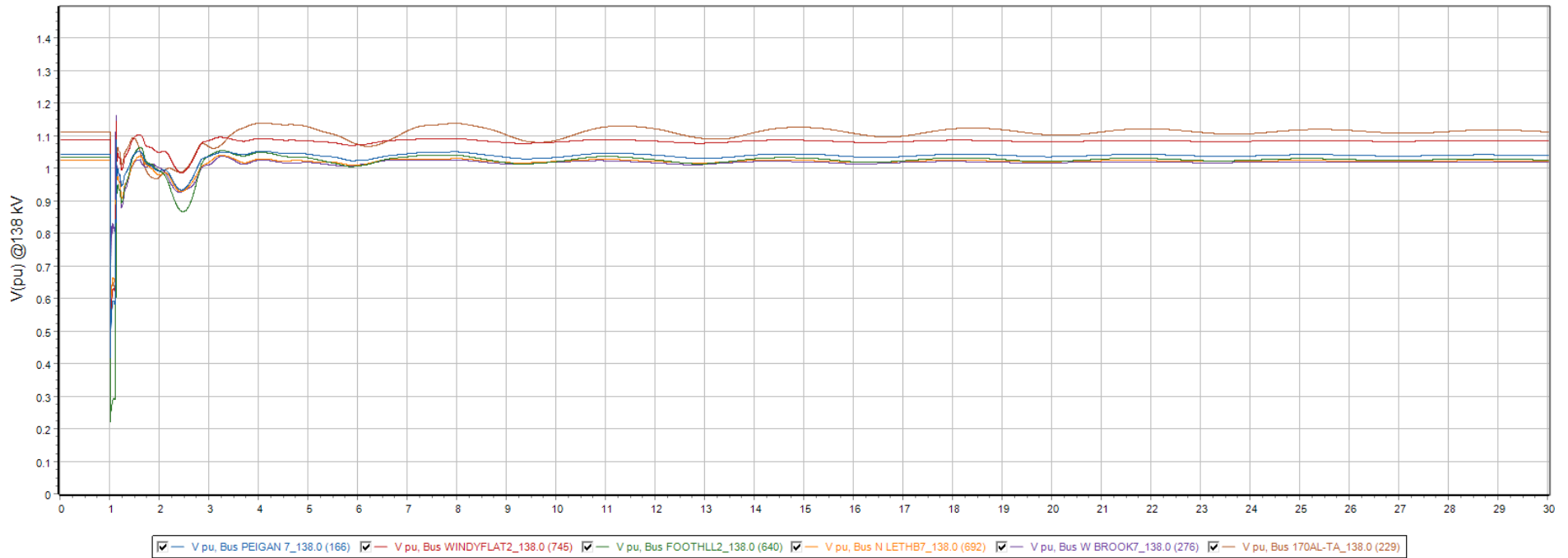
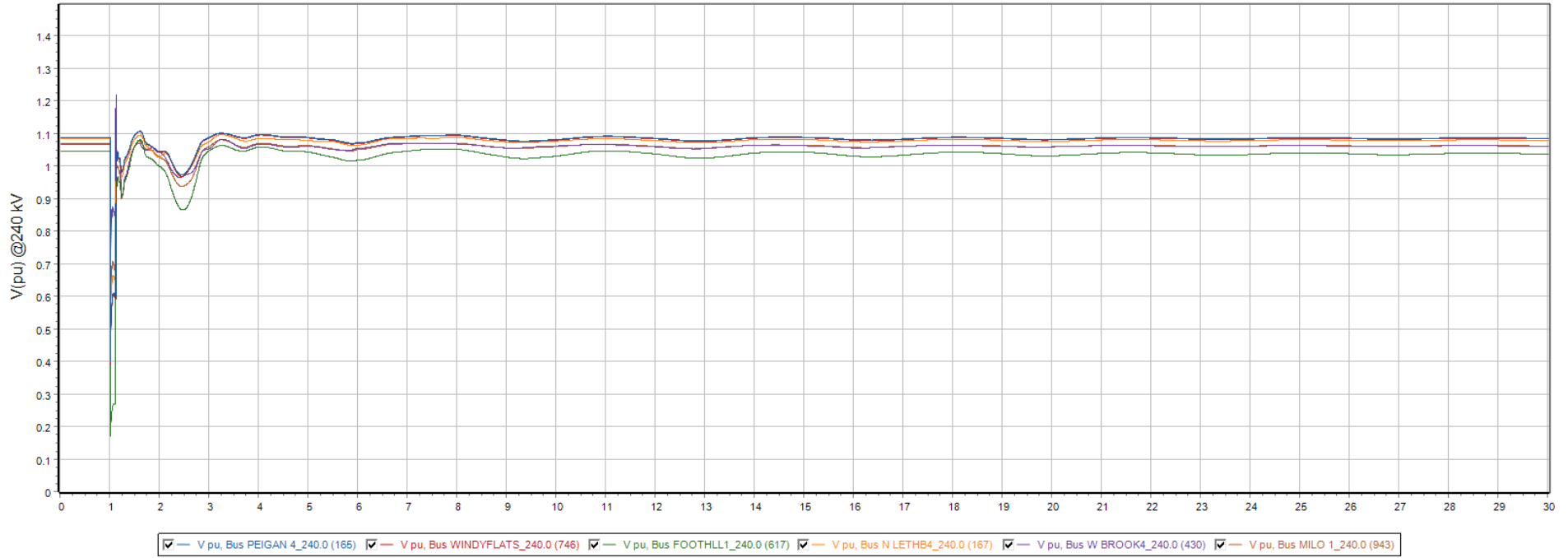
Monitor Gens. Q1



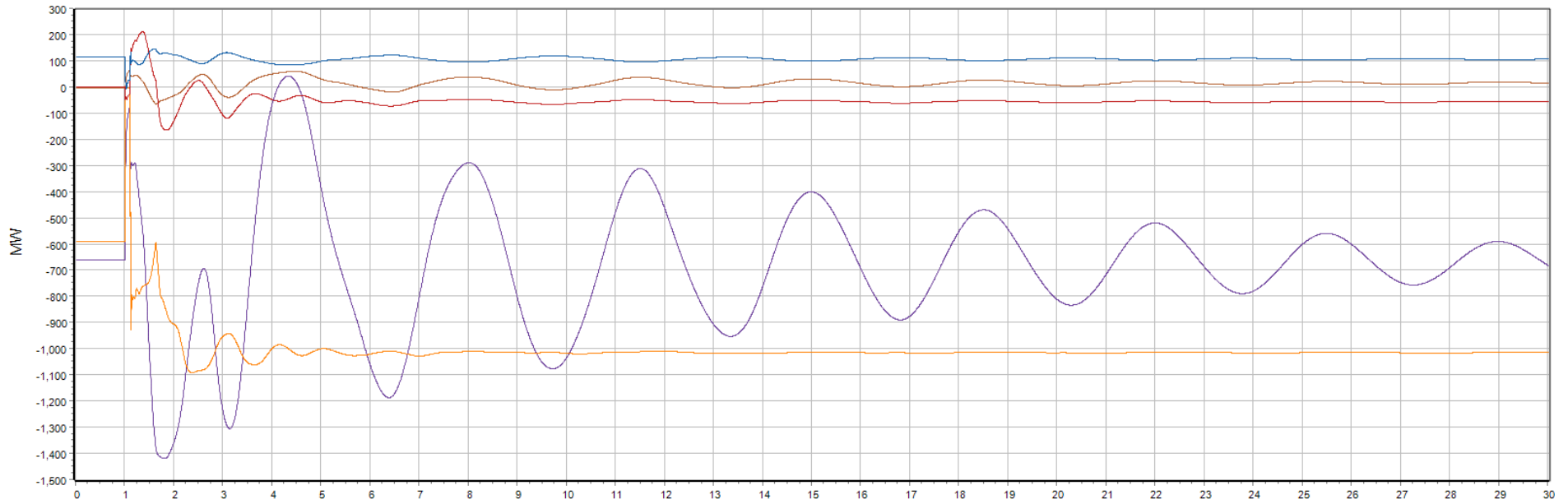
Monitor Gens. Q2



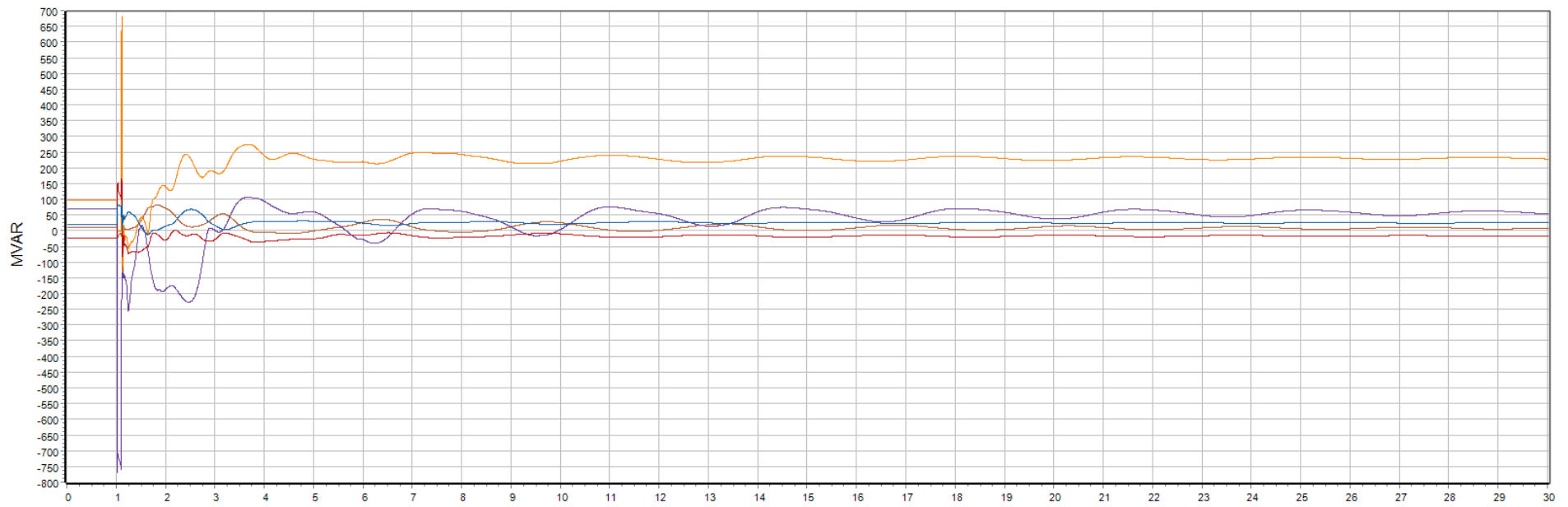
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

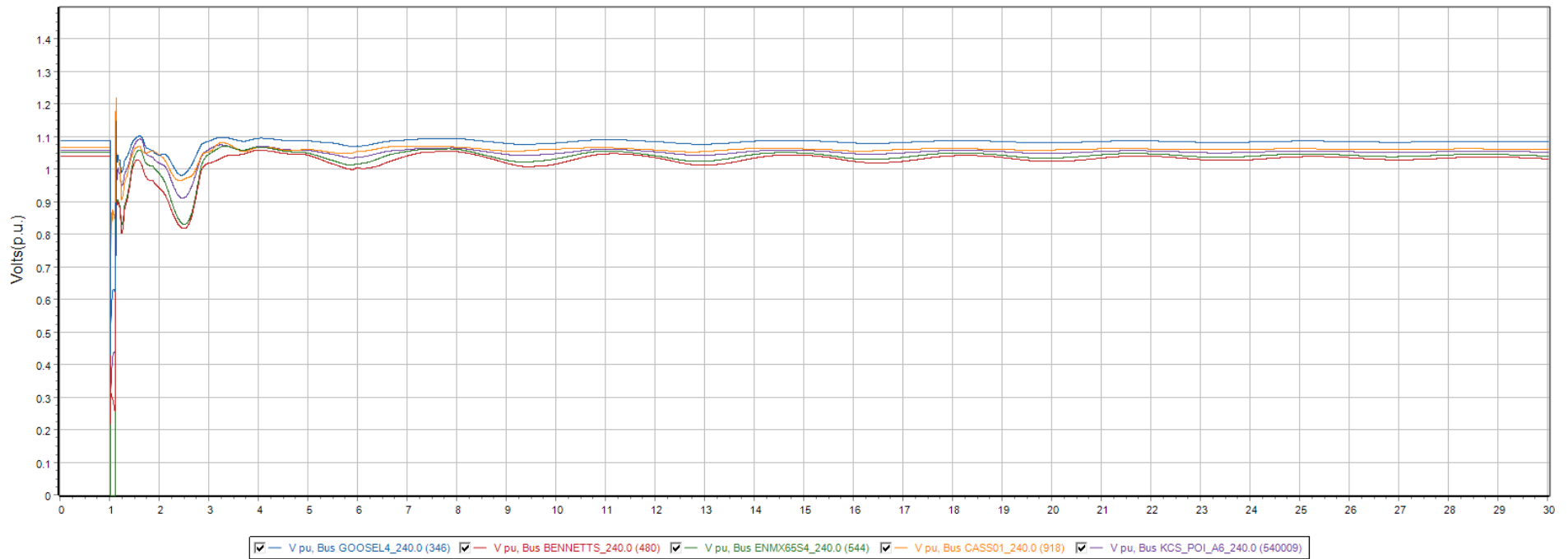
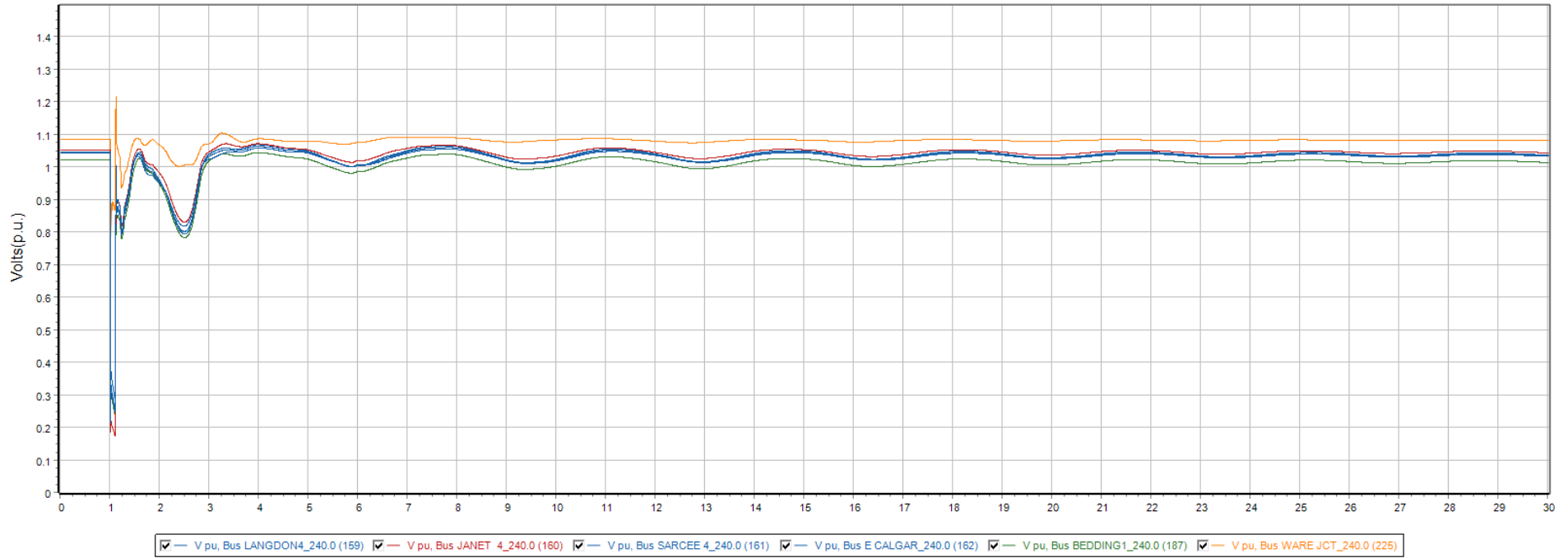


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70





Additional 240 kV Bus Volts

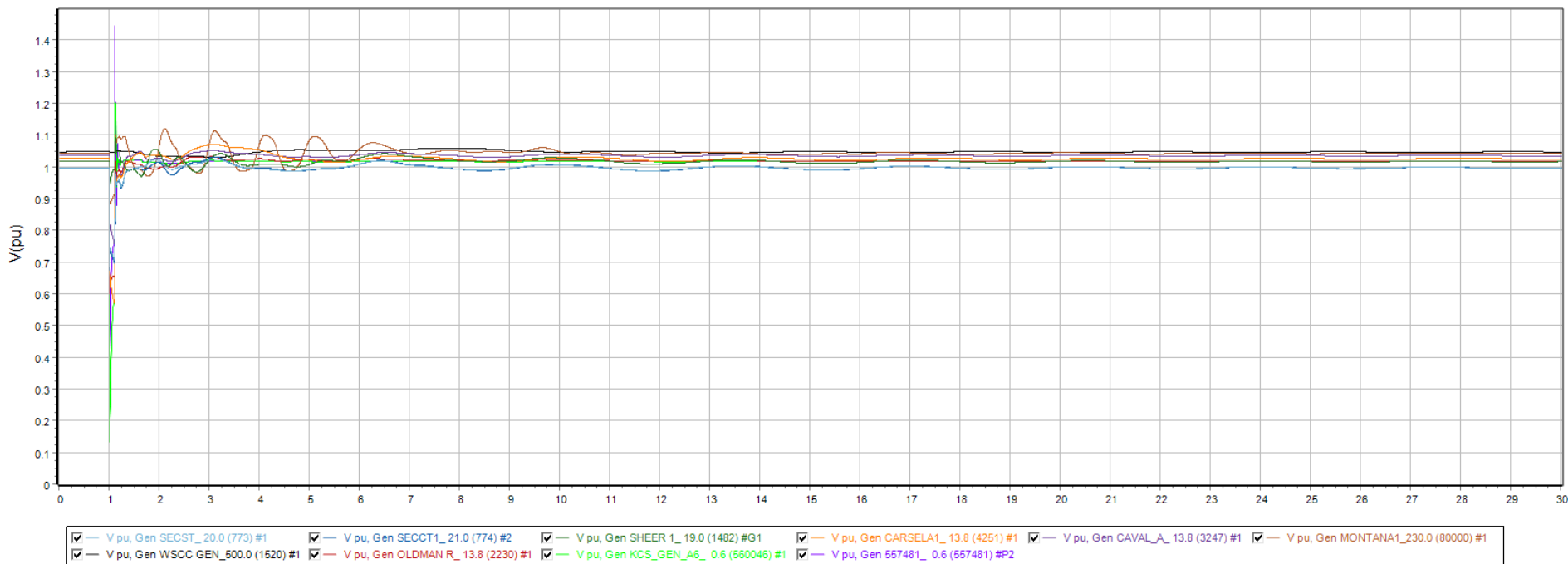
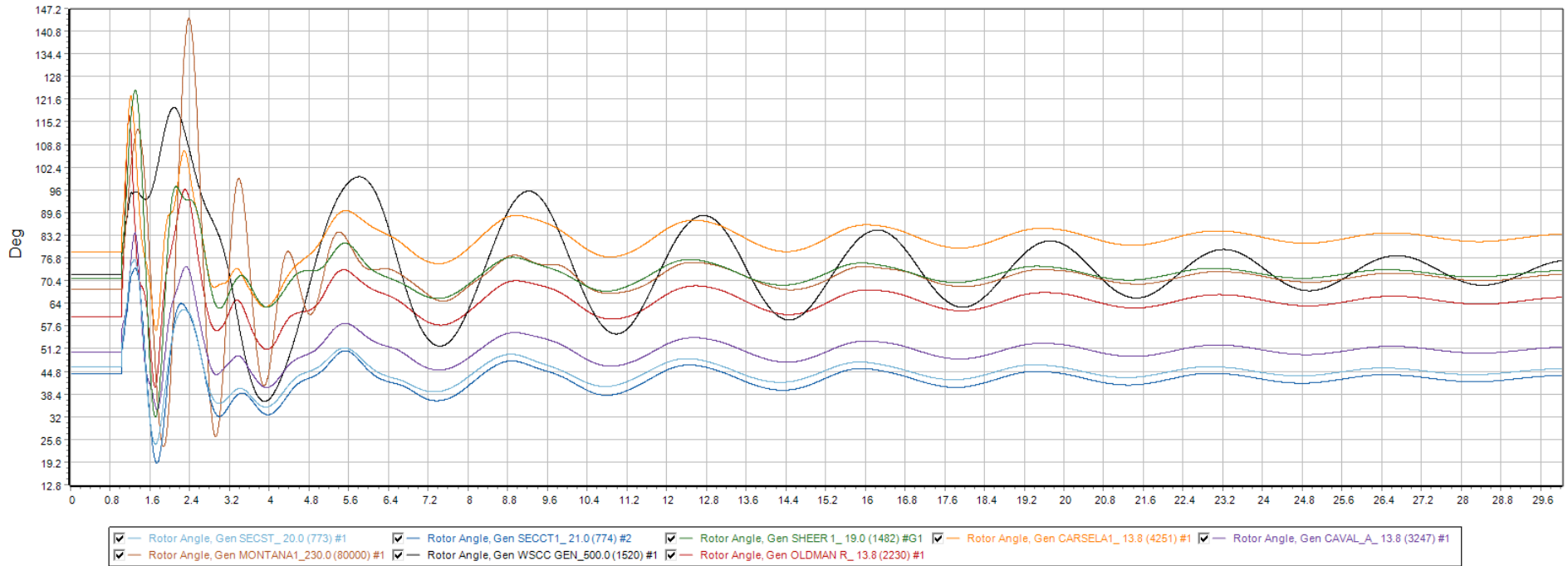




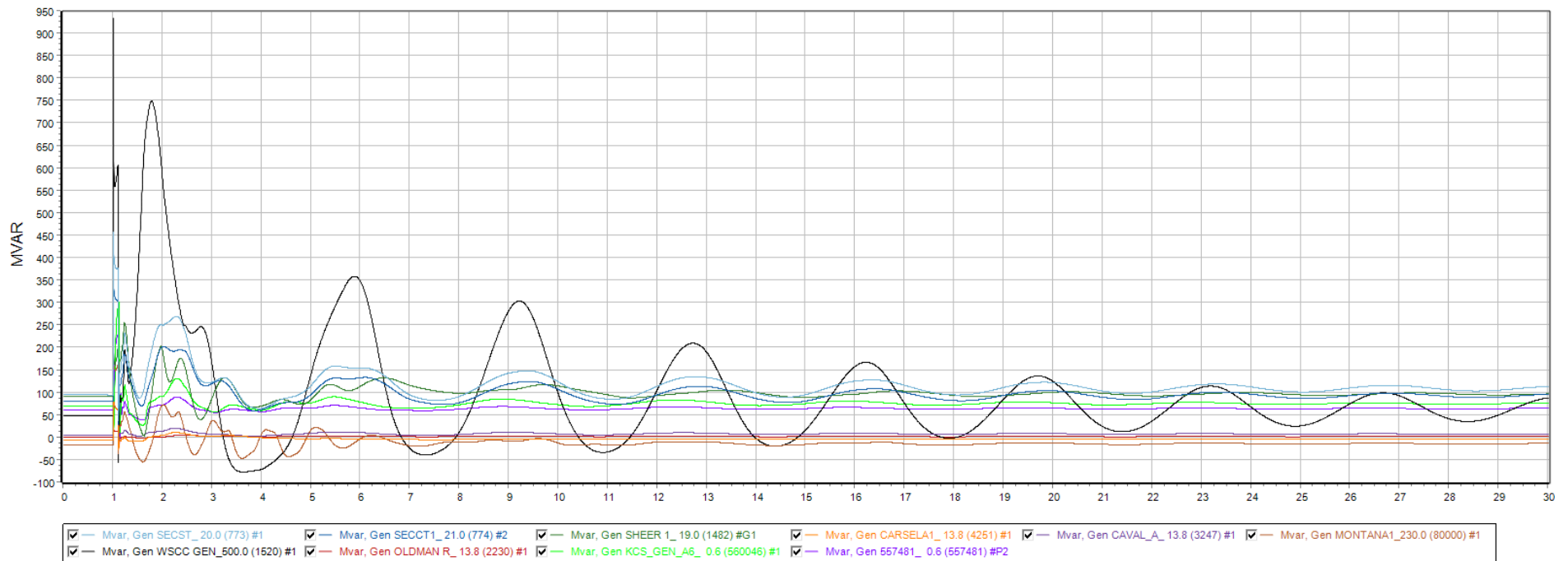
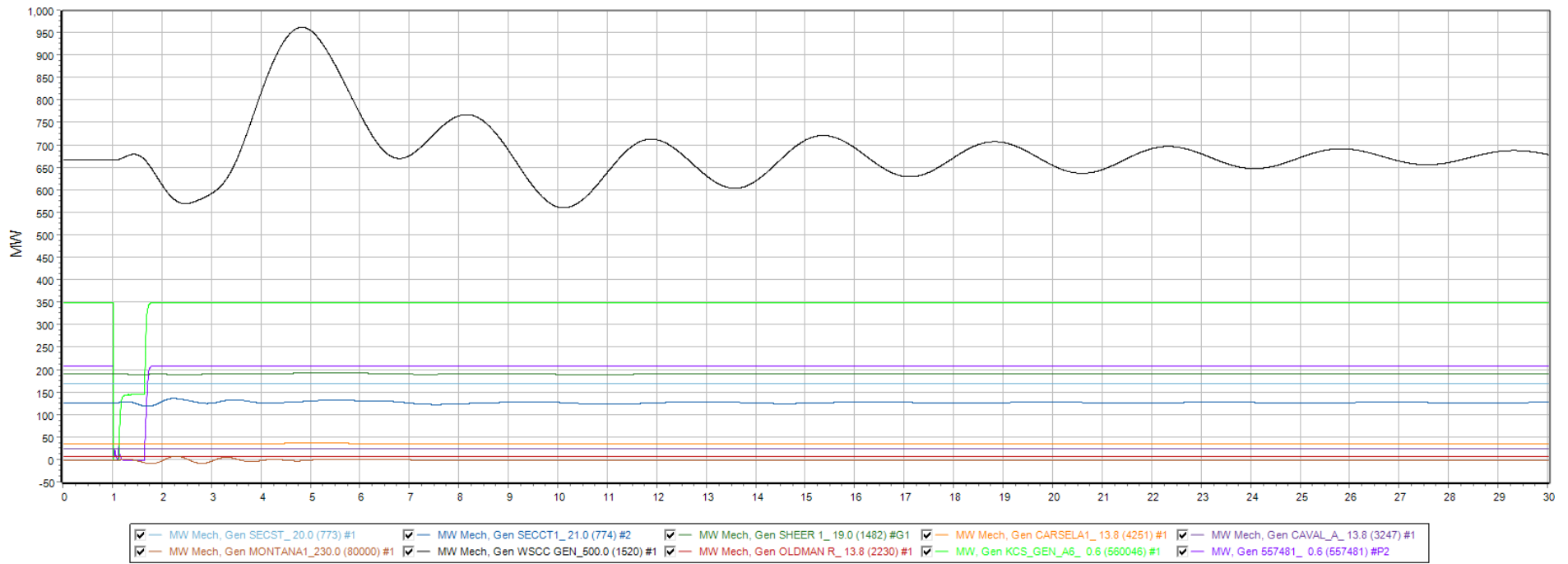
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



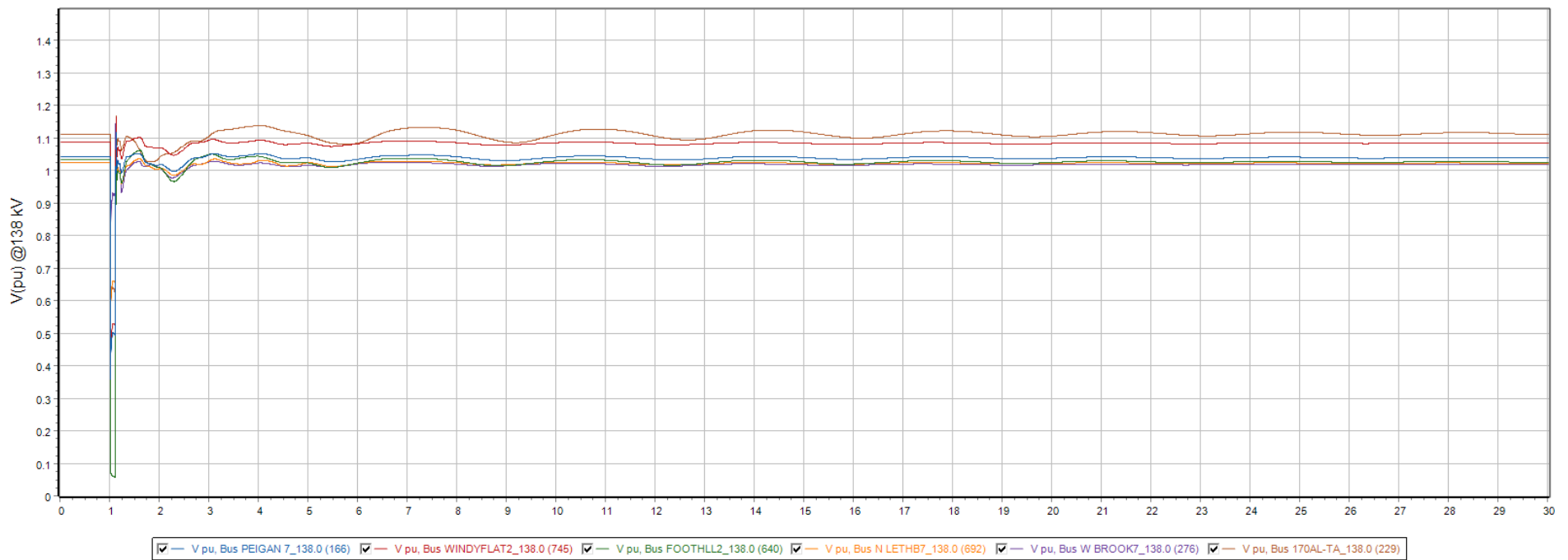
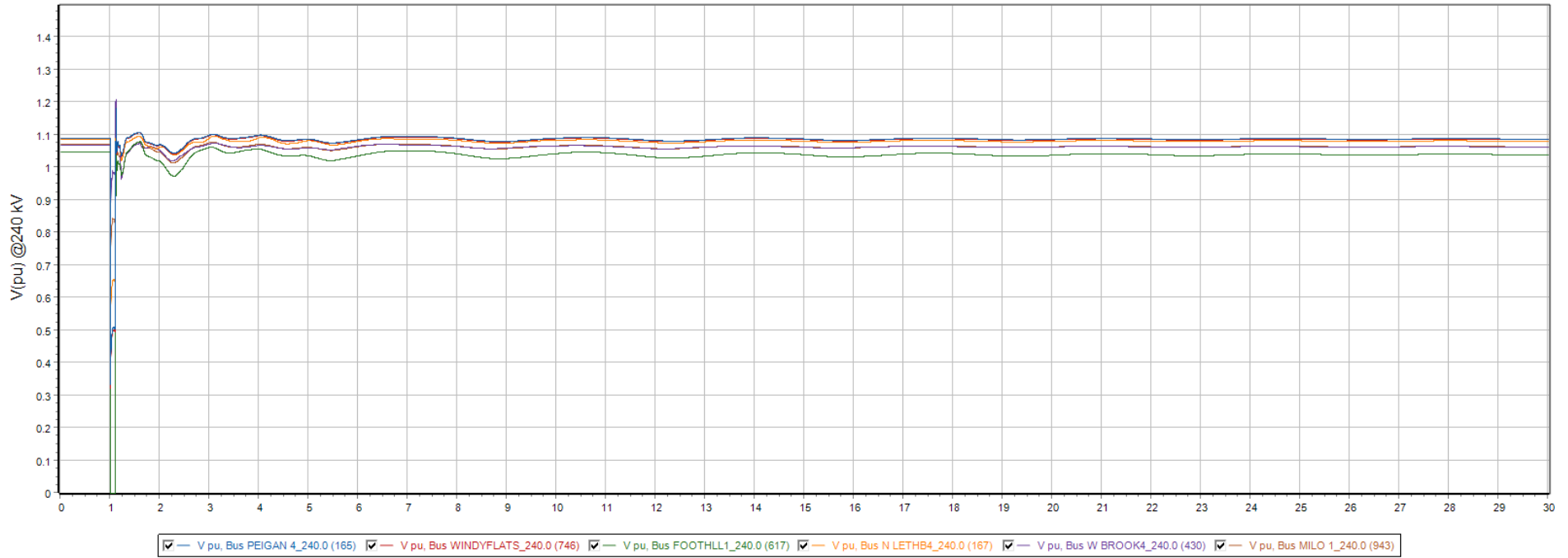
Monitor Gens. Q1



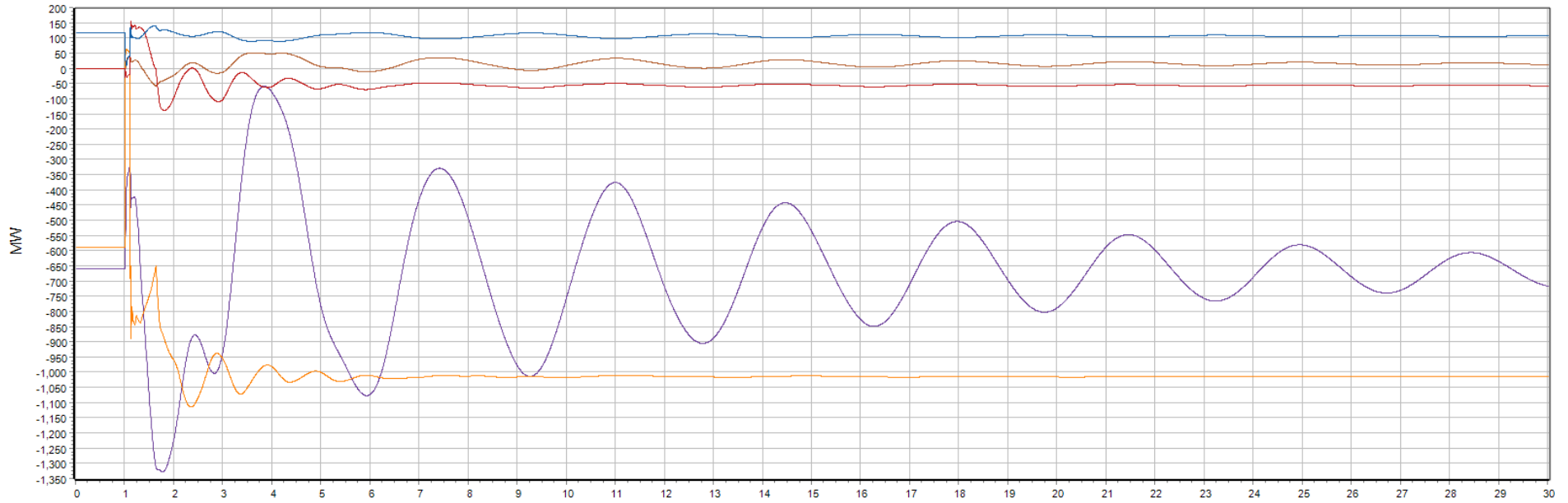
Monitor Gens. Q2



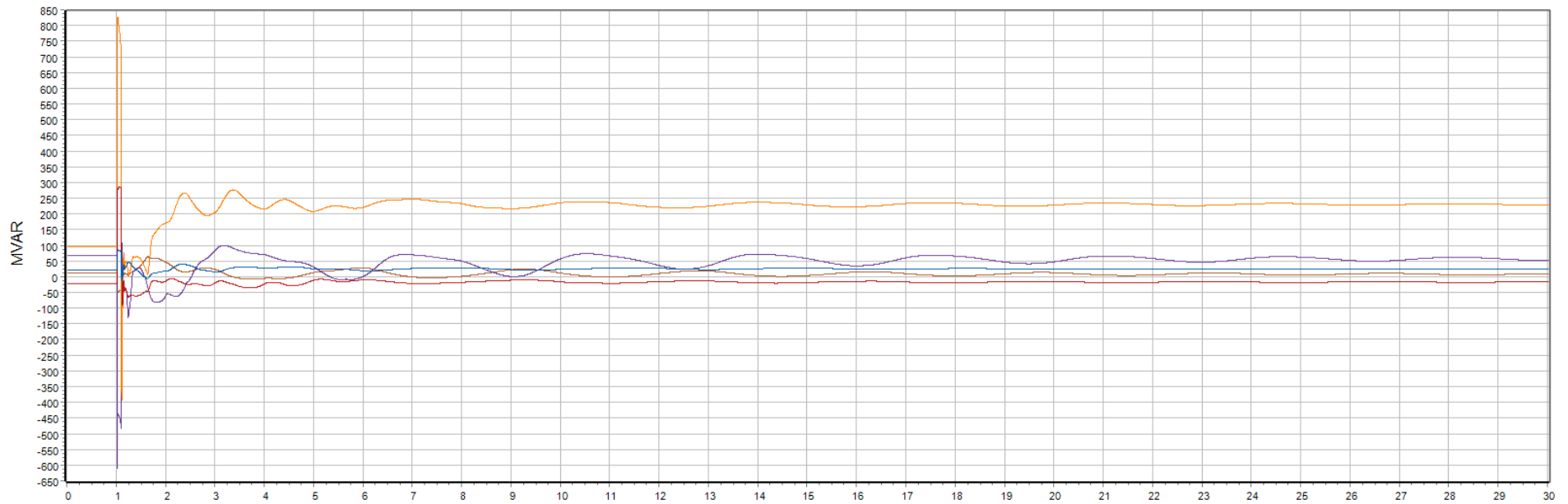
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



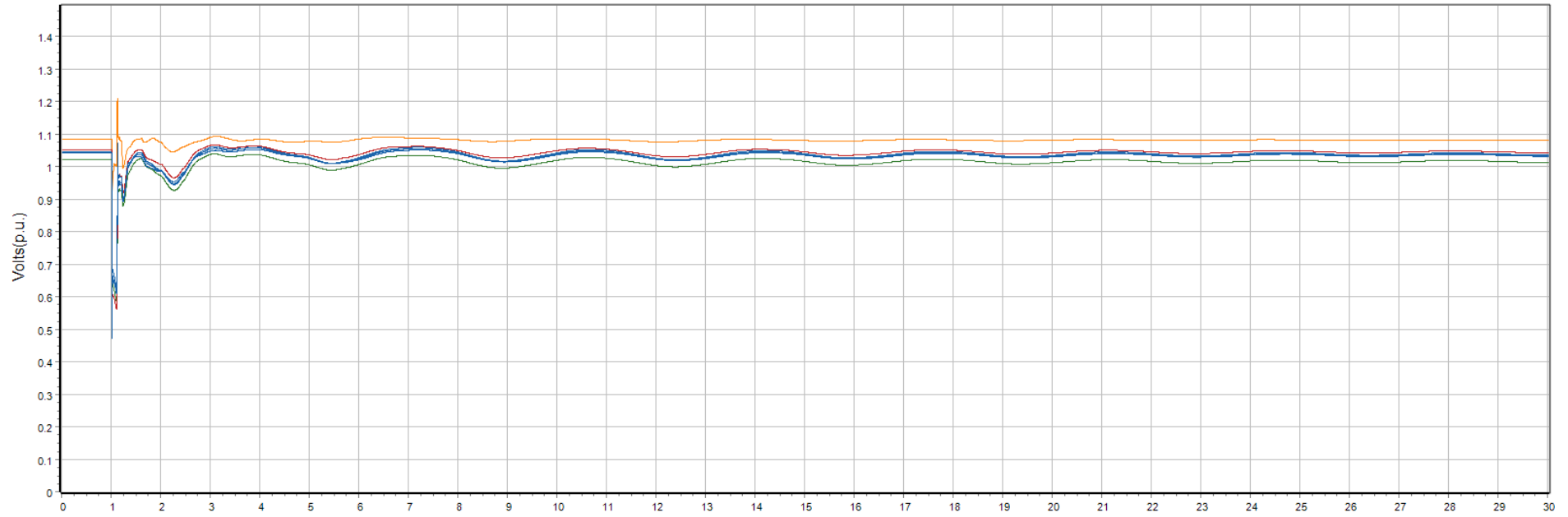
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



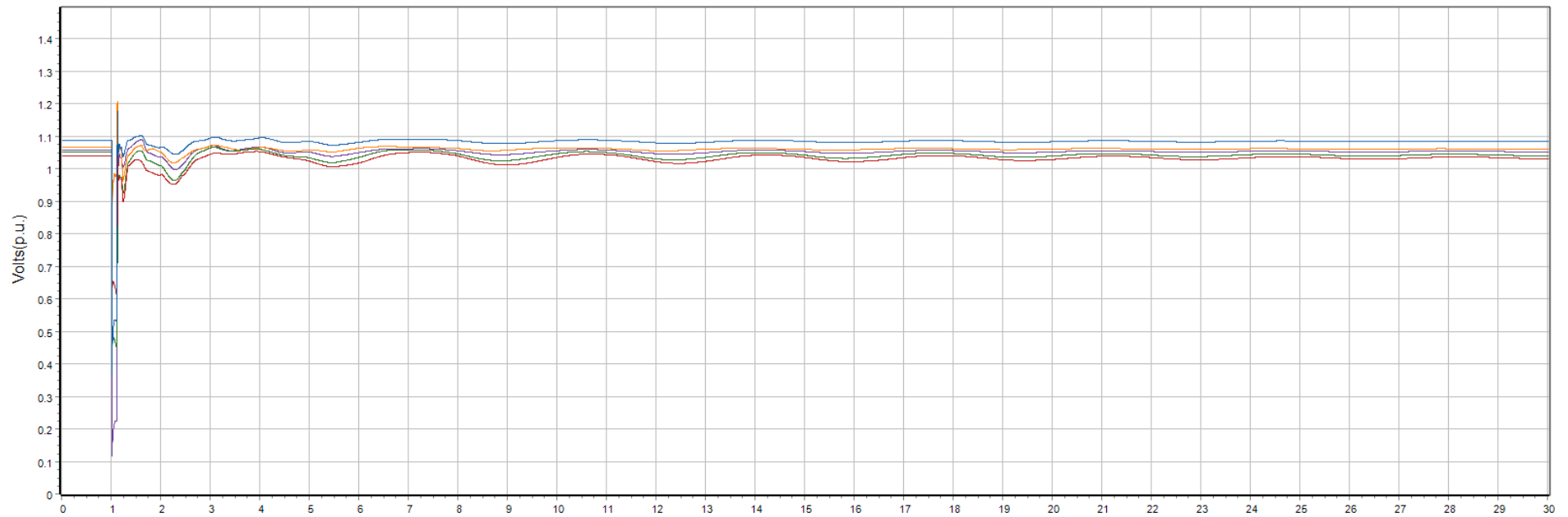
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

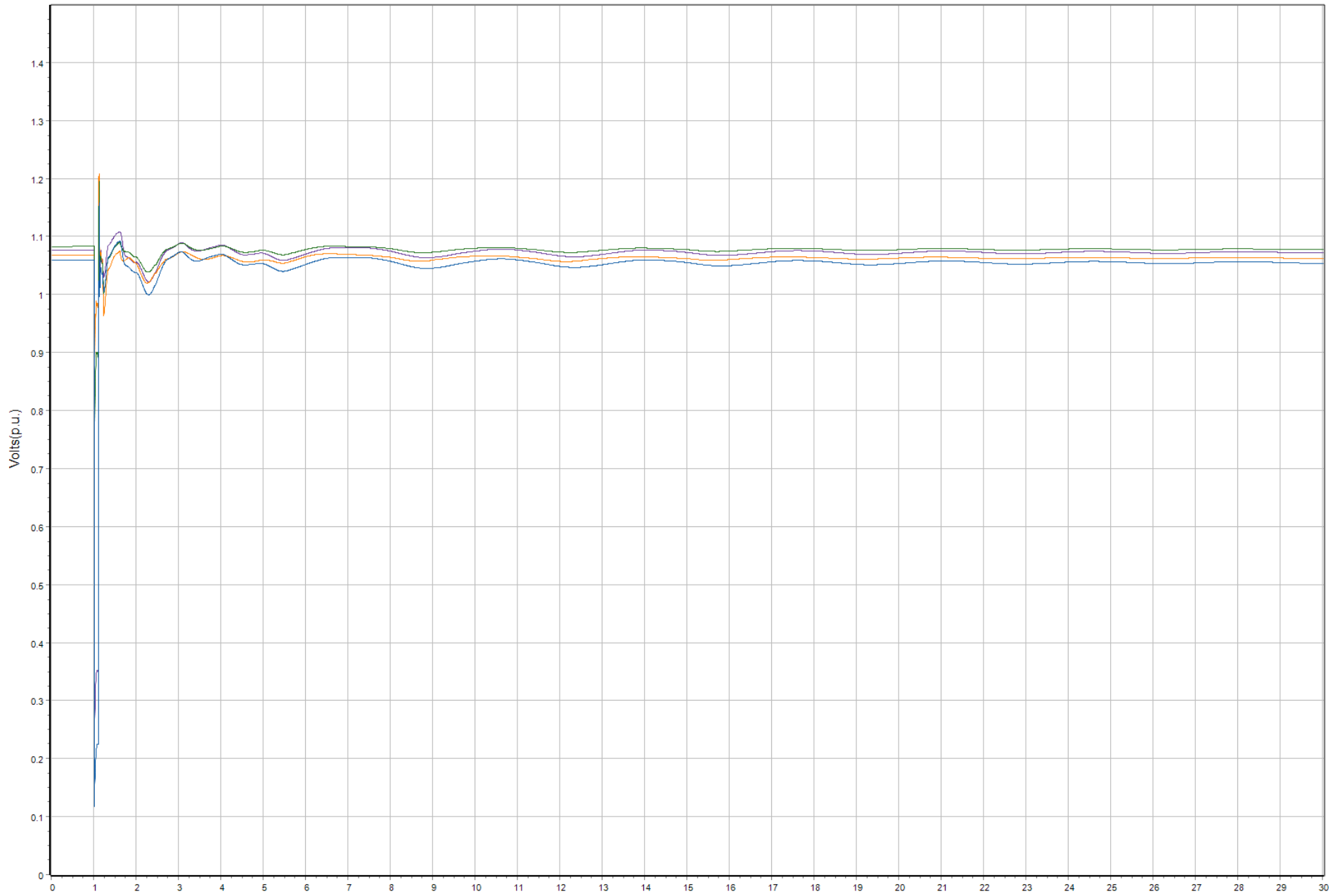


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)





V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



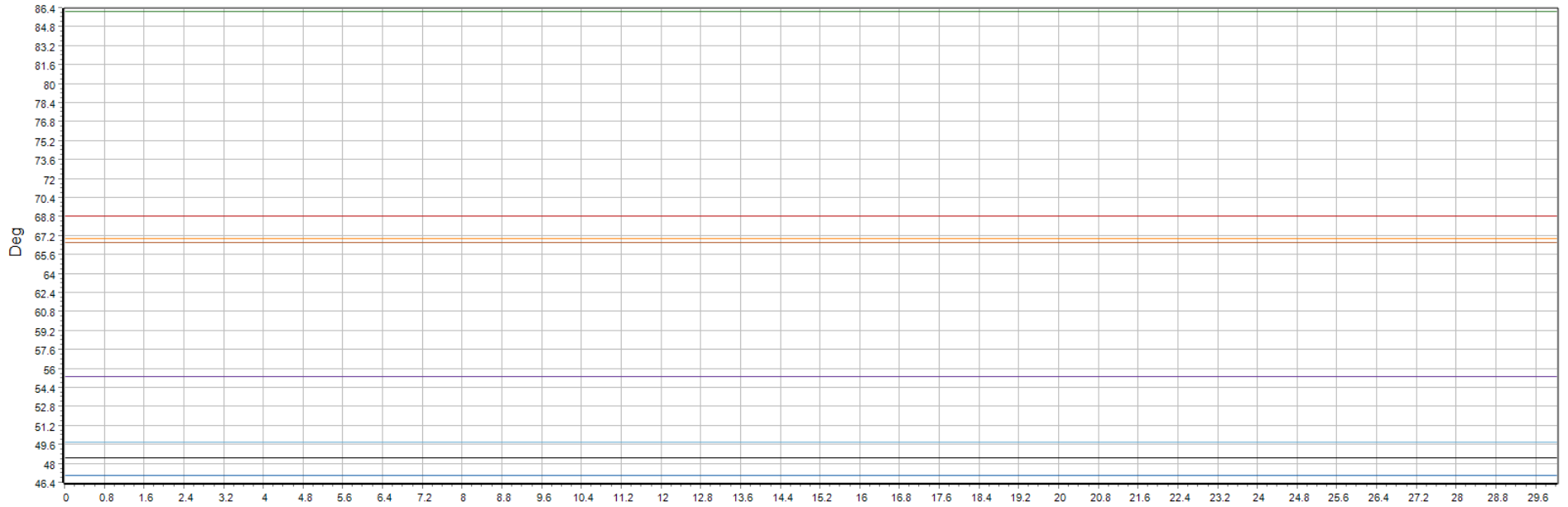


# **2025 SUMMER PEAK SENSITIVITY**

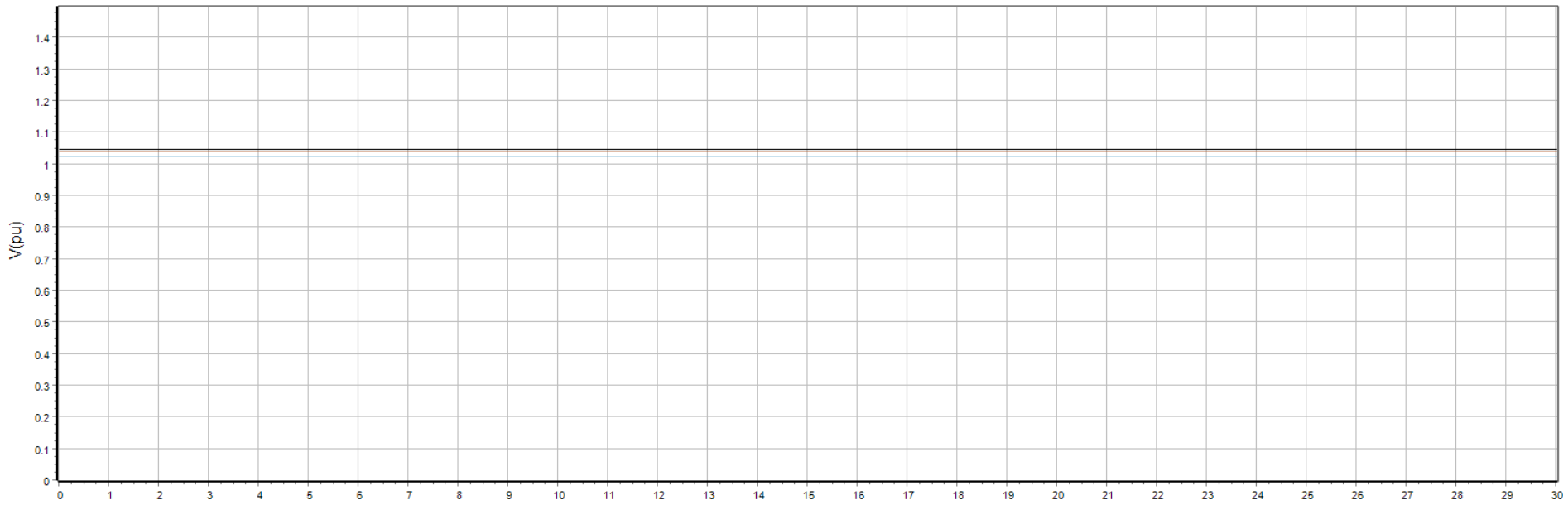
Single Line Diagrams P2445  
POST-PROJECT Transient  
Stability Response SC09



Monitor Gens. Q1



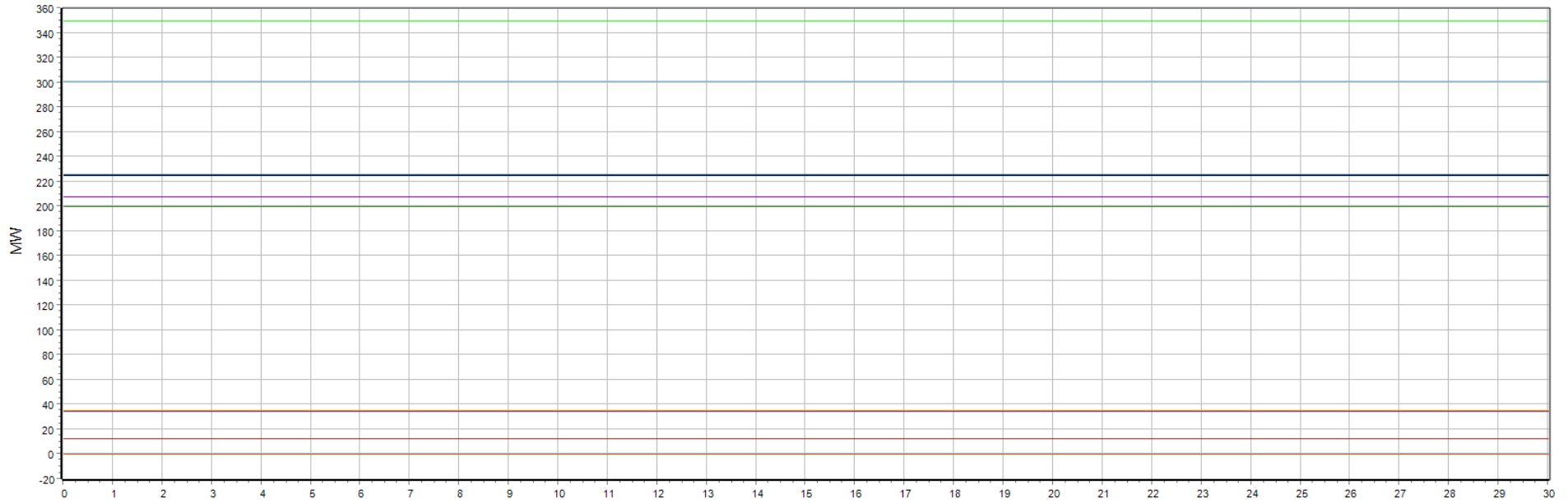
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN R\_13.8 (2230) #1



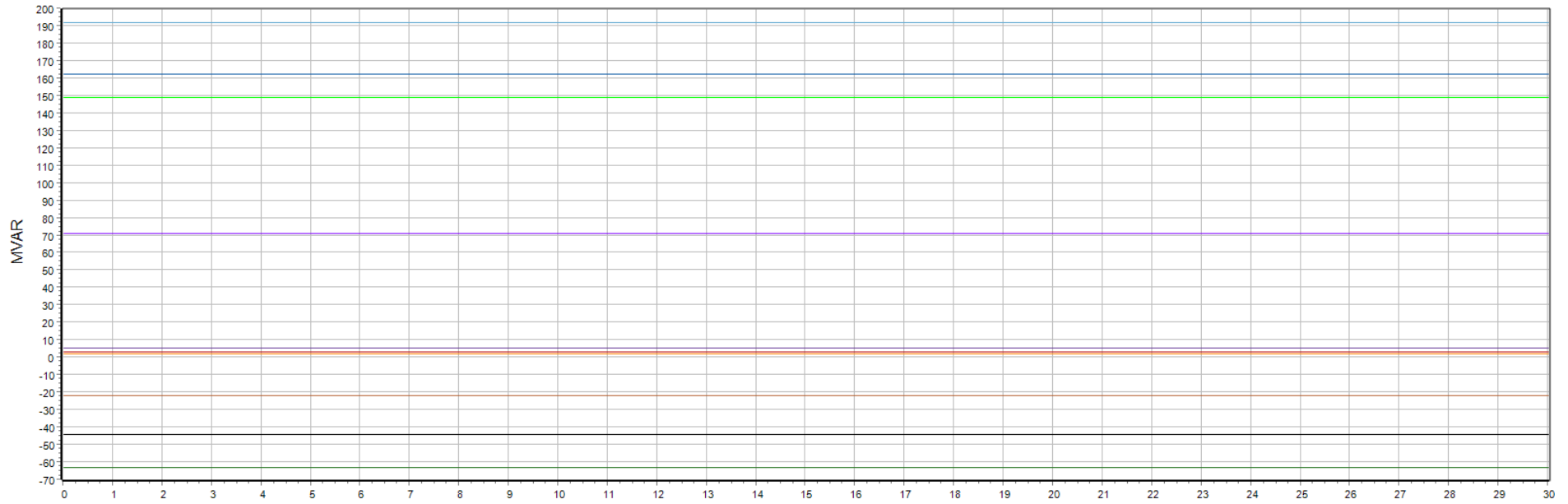
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



Monitor Gens. Q2



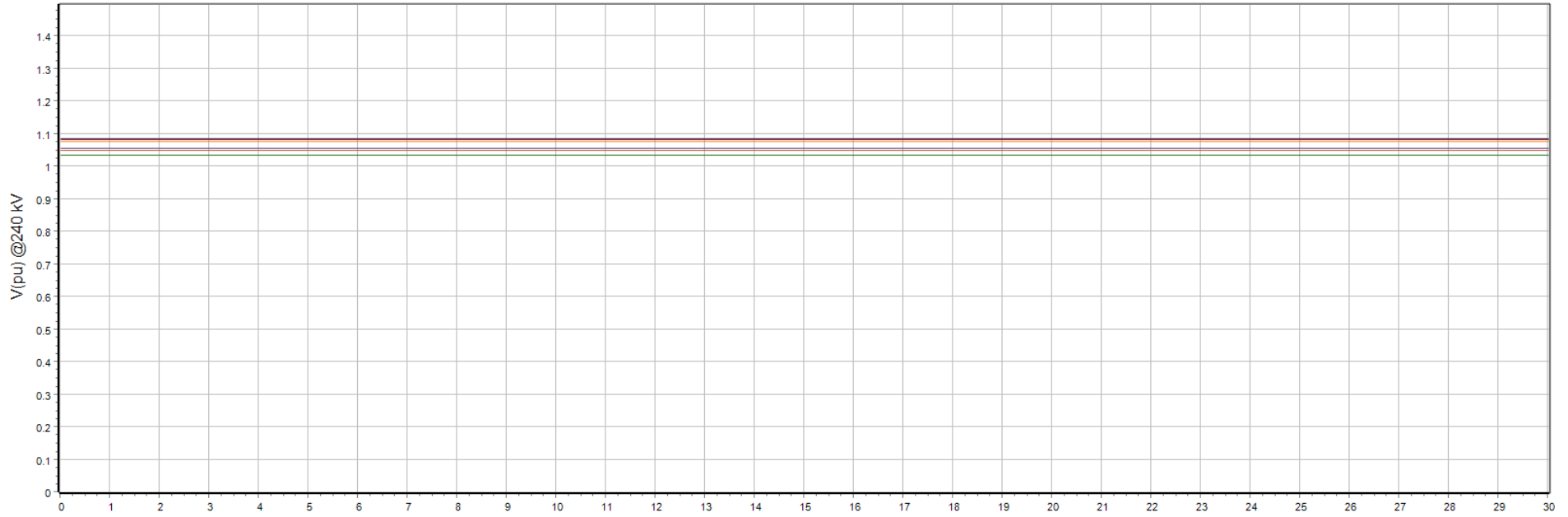
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



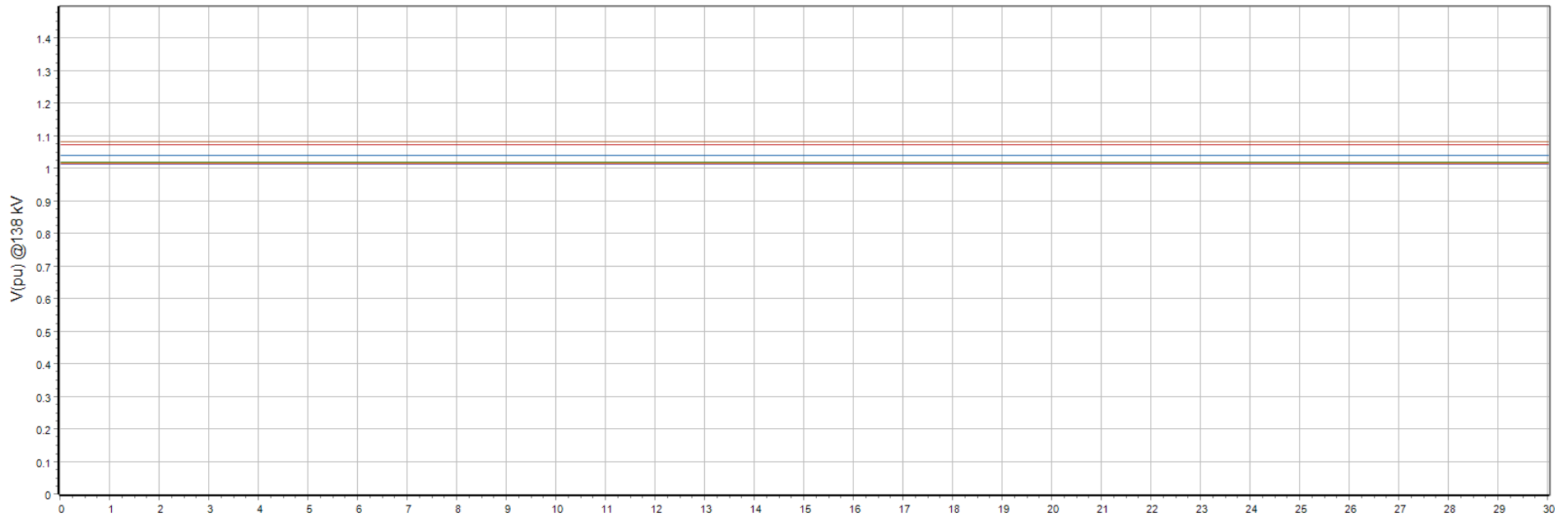
- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



Monitor Bus Volts Q3



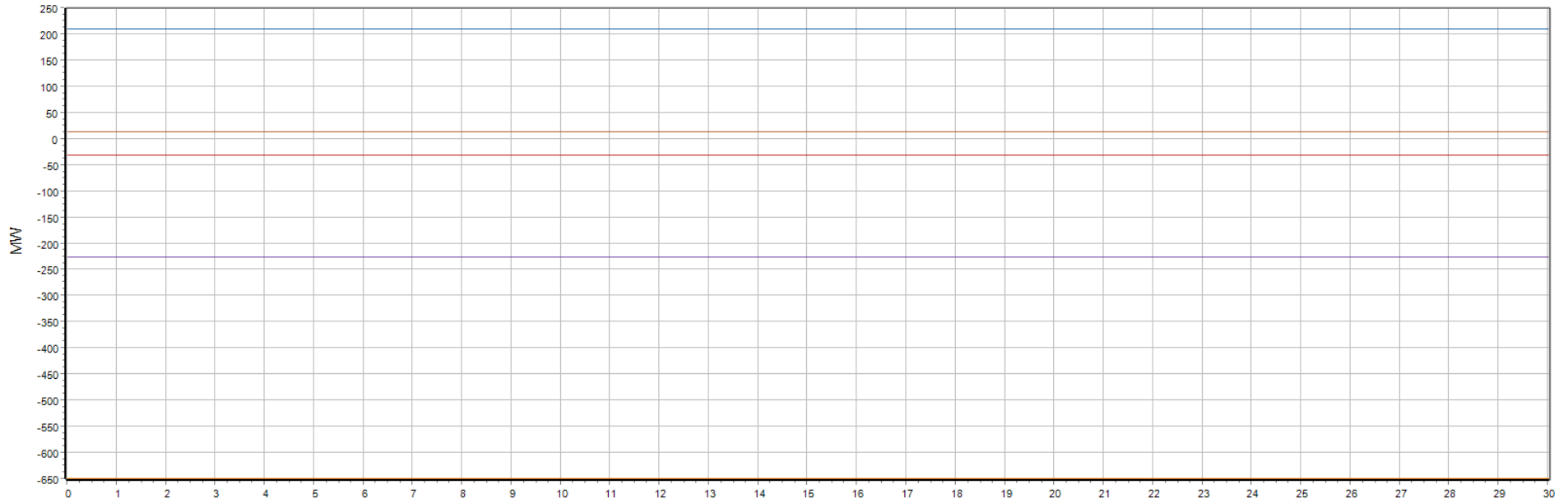
V pu, Bus PEIGAN 4\_240.0 (165)  V pu, Bus WINDYFLATS\_240.0 (746)  V pu, Bus FOOTHLL1\_240.0 (617)  V pu, Bus N LETHB4\_240.0 (167)  V pu, Bus W BROOK4\_240.0 (430)  V pu, Bus MILO 1\_240.0 (943)



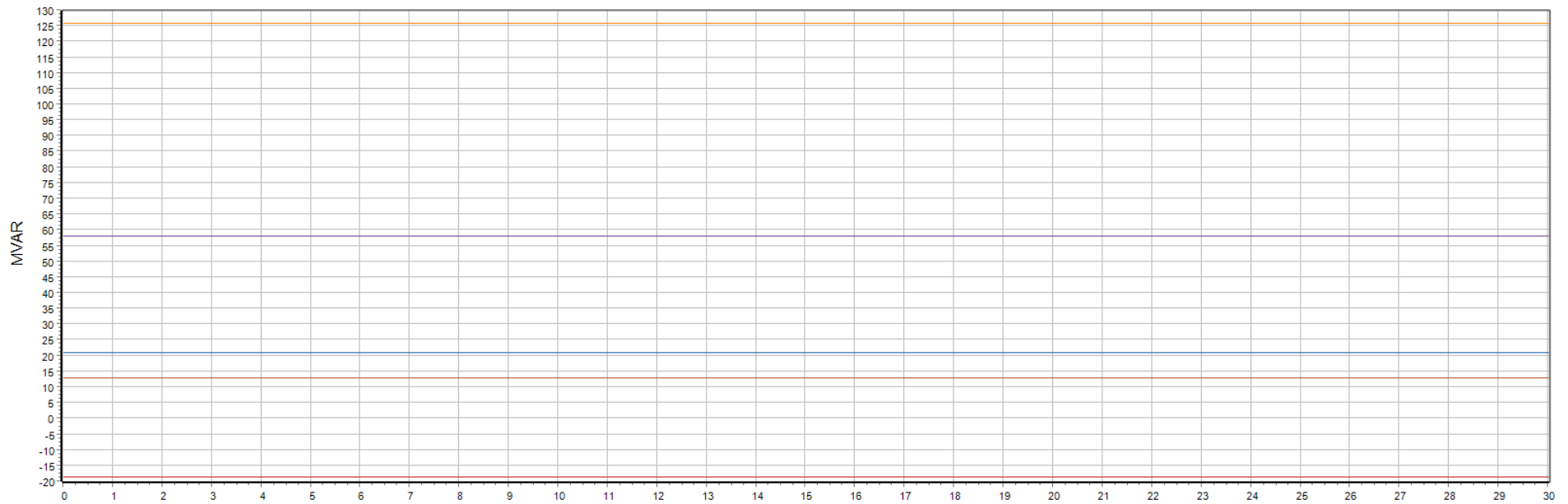
V pu, Bus PEIGAN 7\_138.0 (166)  V pu, Bus WINDYFLAT2\_138.0 (745)  V pu, Bus FOOTHLL2\_138.0 (640)  V pu, Bus N LETHB7\_138.0 (692)  V pu, Bus W BROOK7\_138.0 (276)  V pu, Bus 170AL-TA\_138.0 (229)



Monitor Line MW & MVAR. Q4



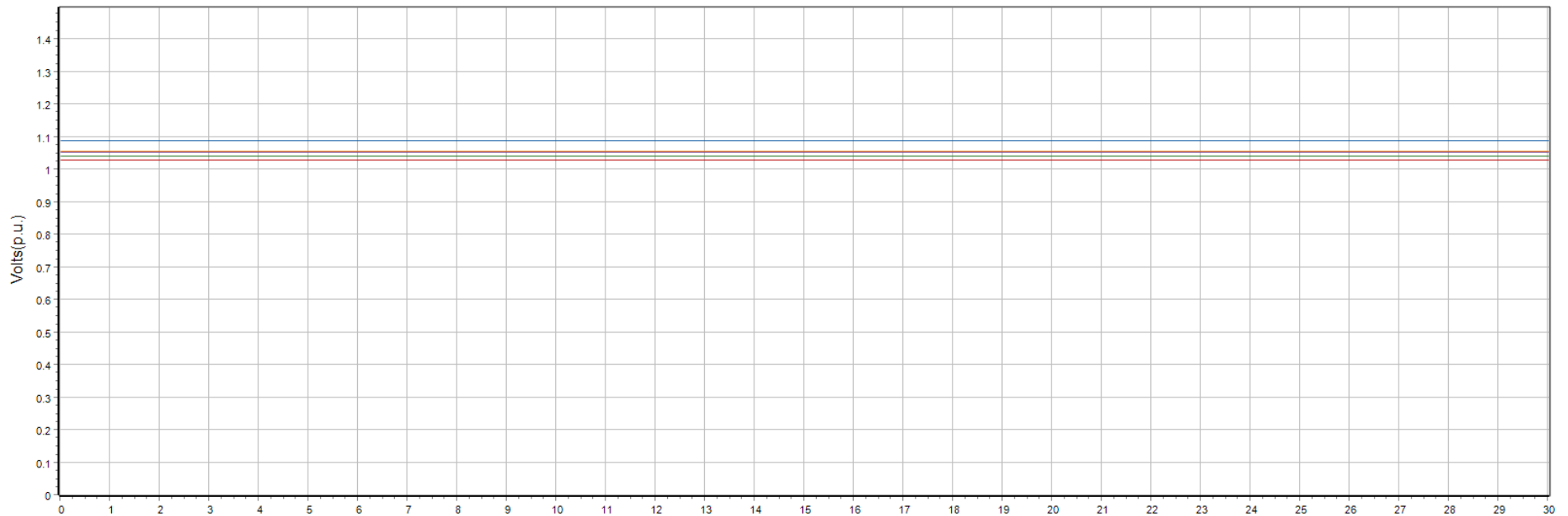
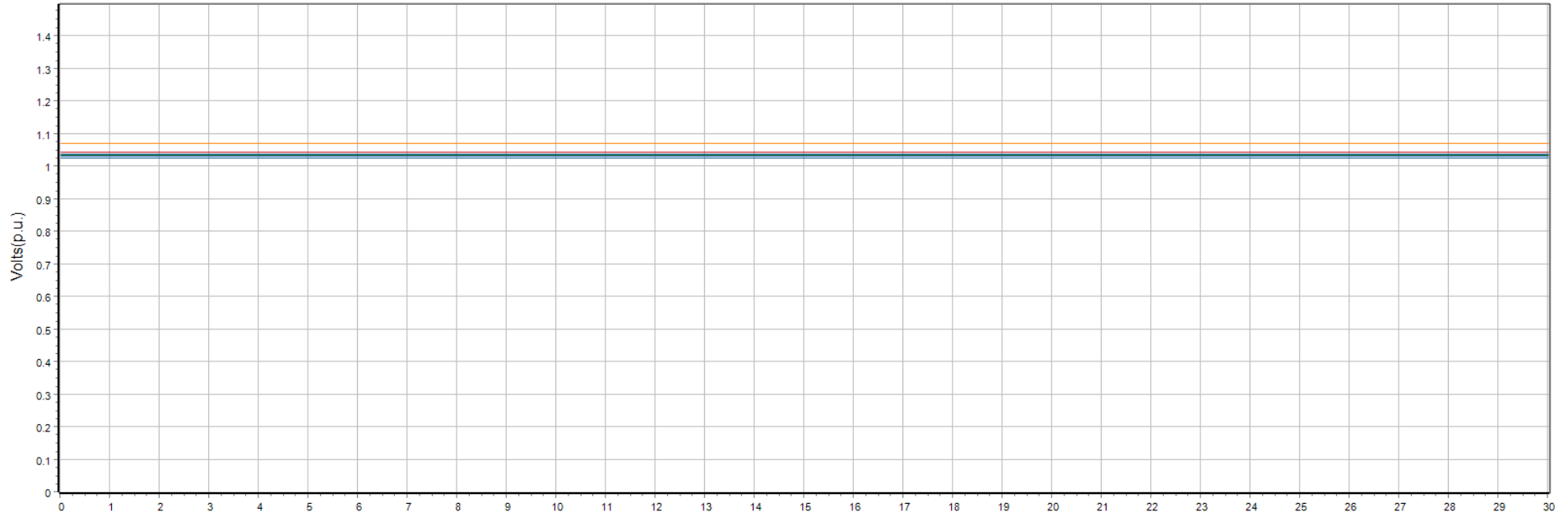
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

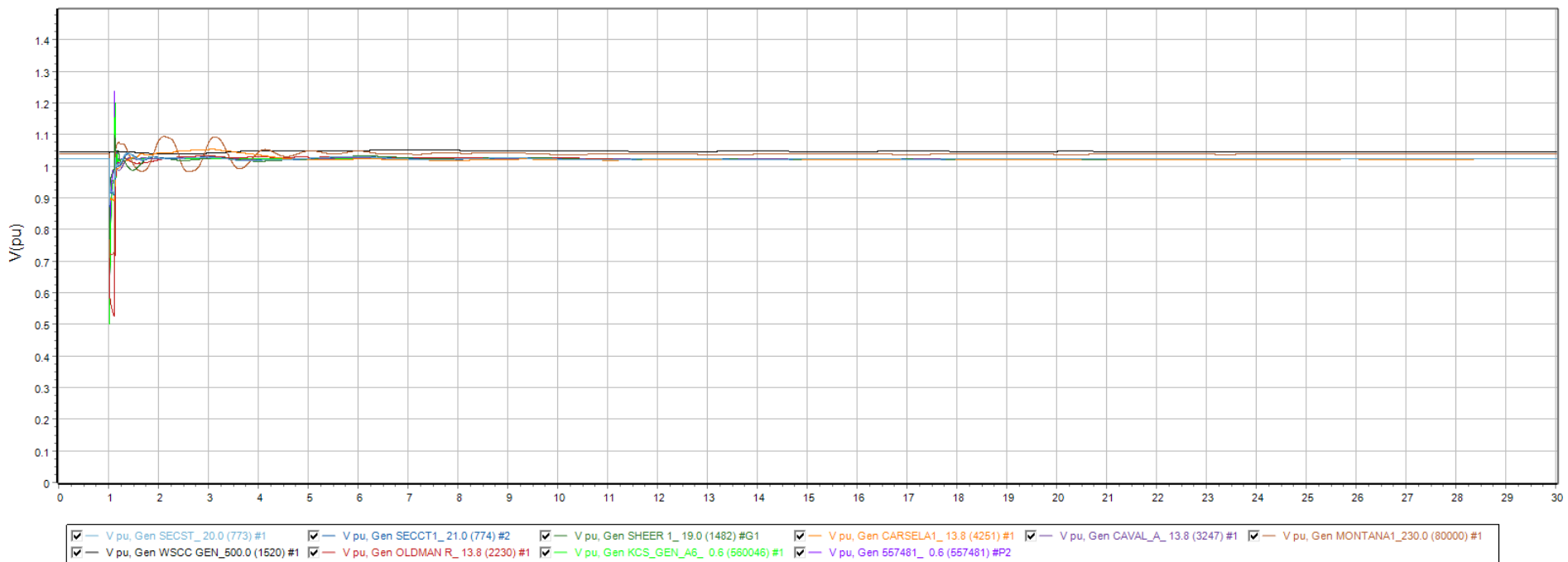
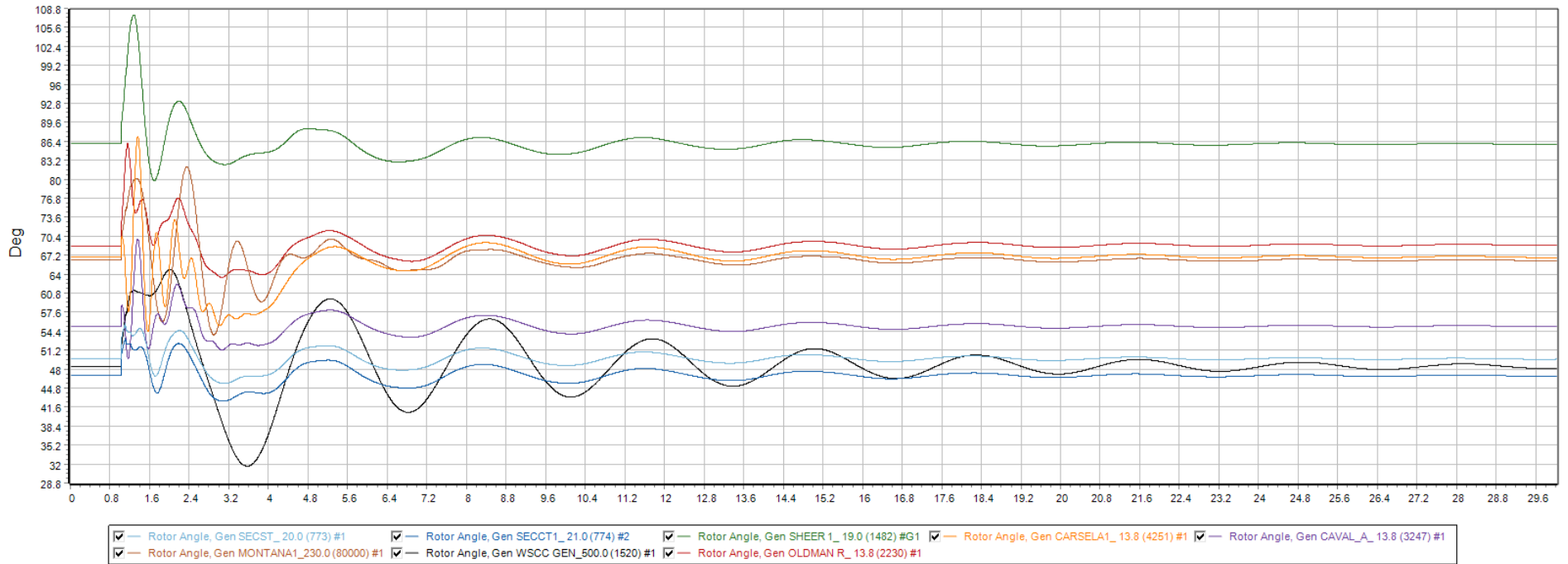




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

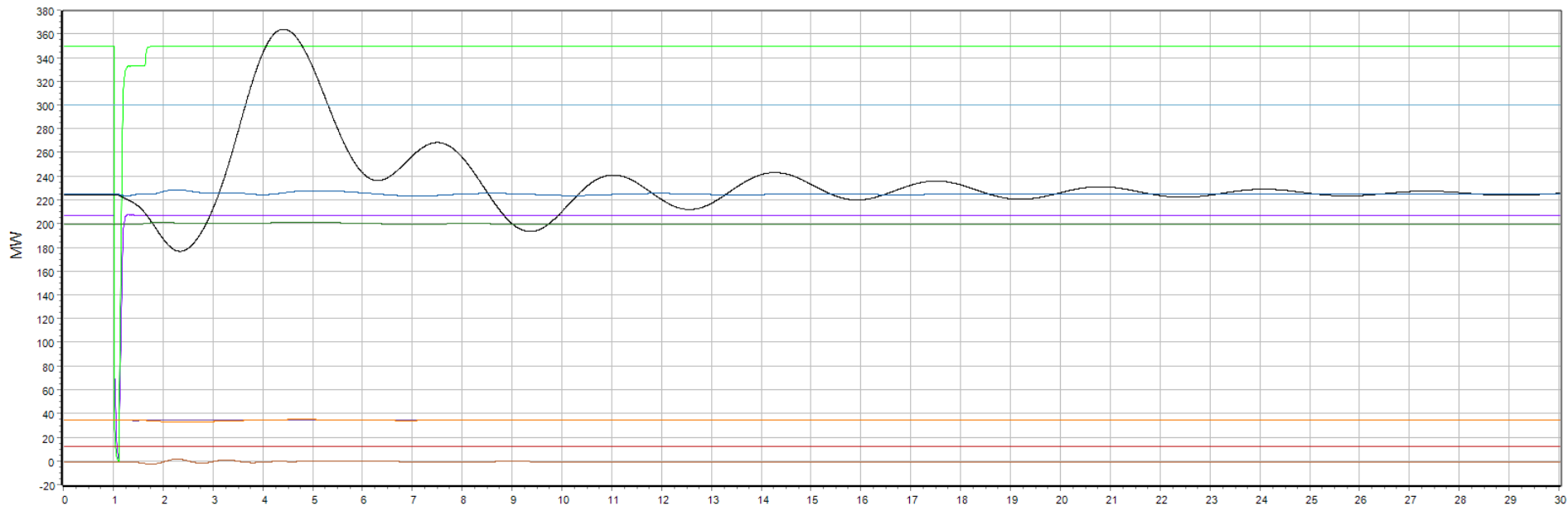


Monitor Gens. Q1

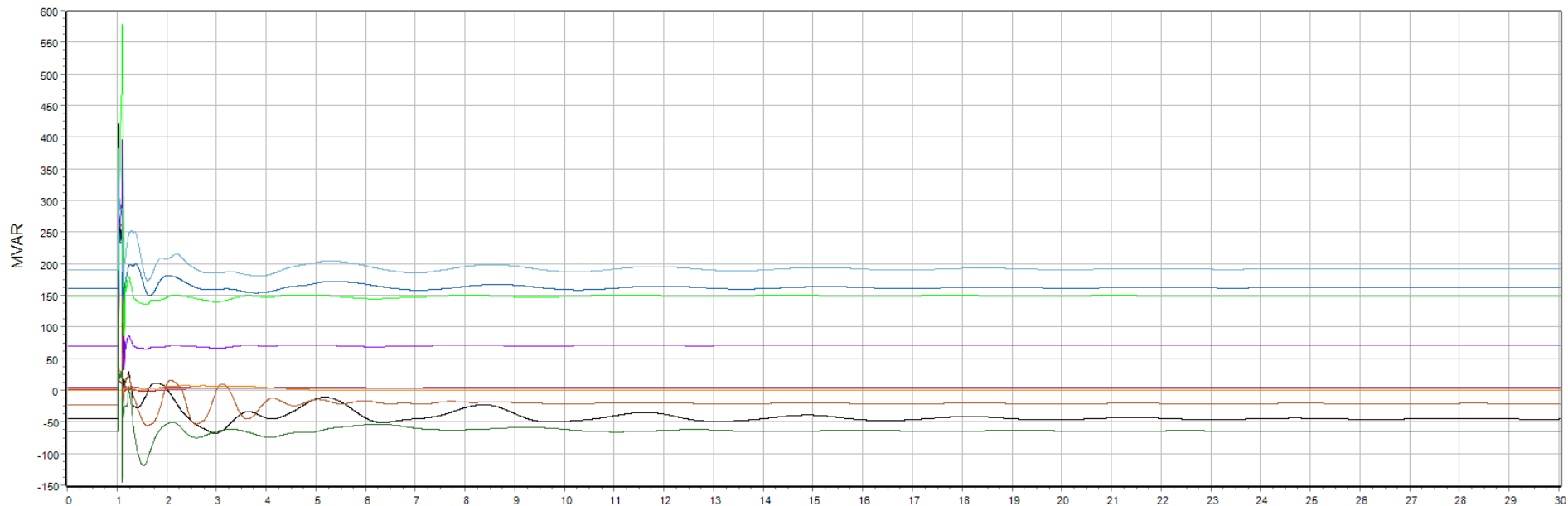




Monitor Gens. Q2



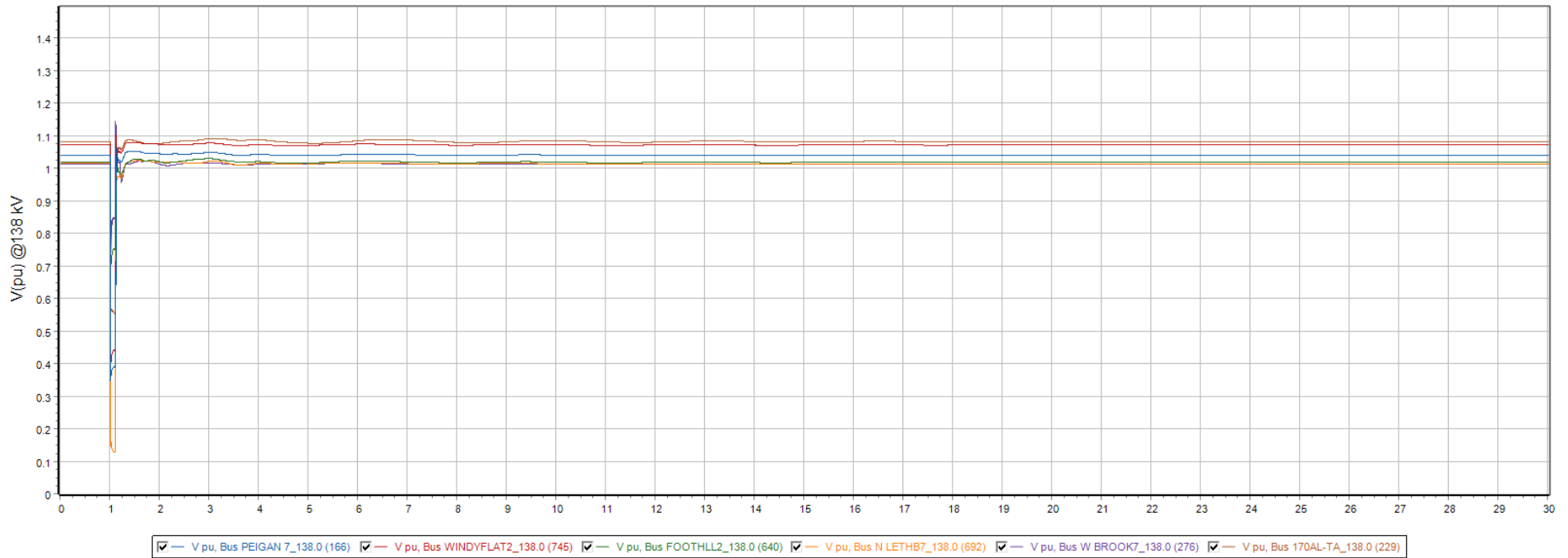
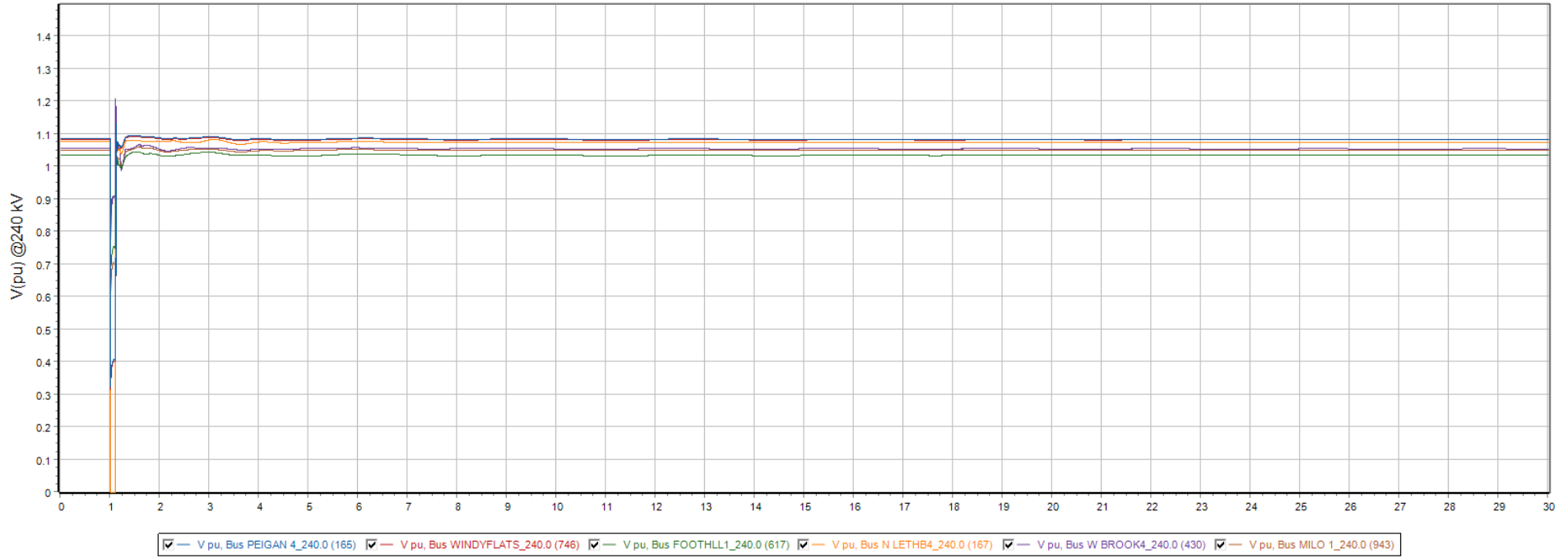
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



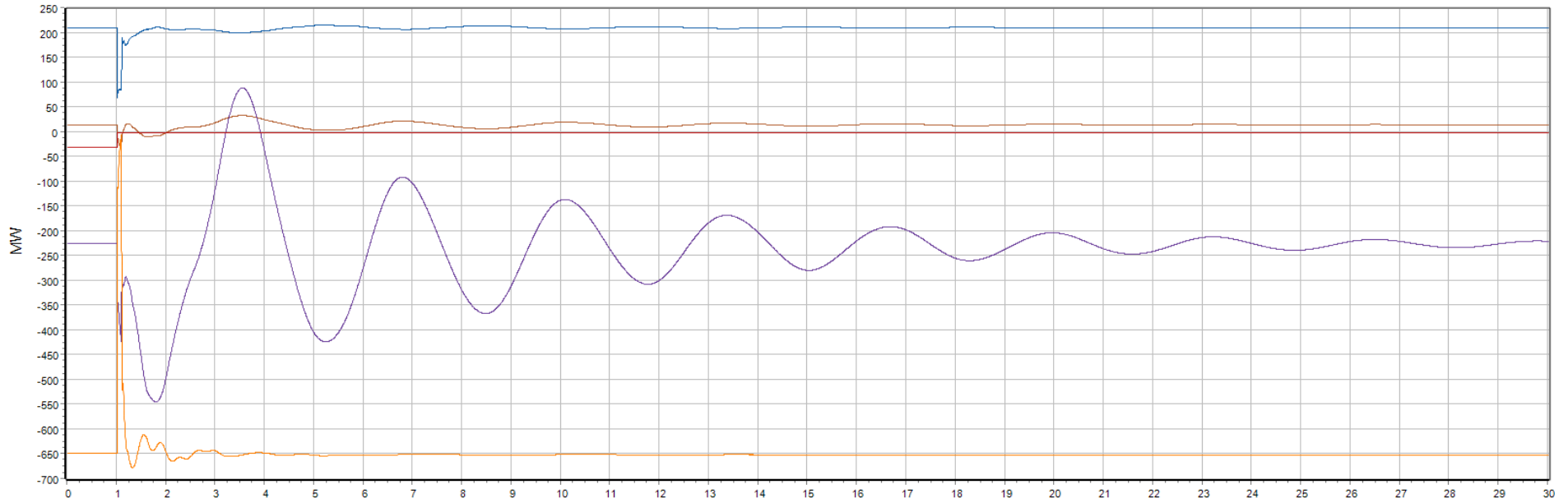
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



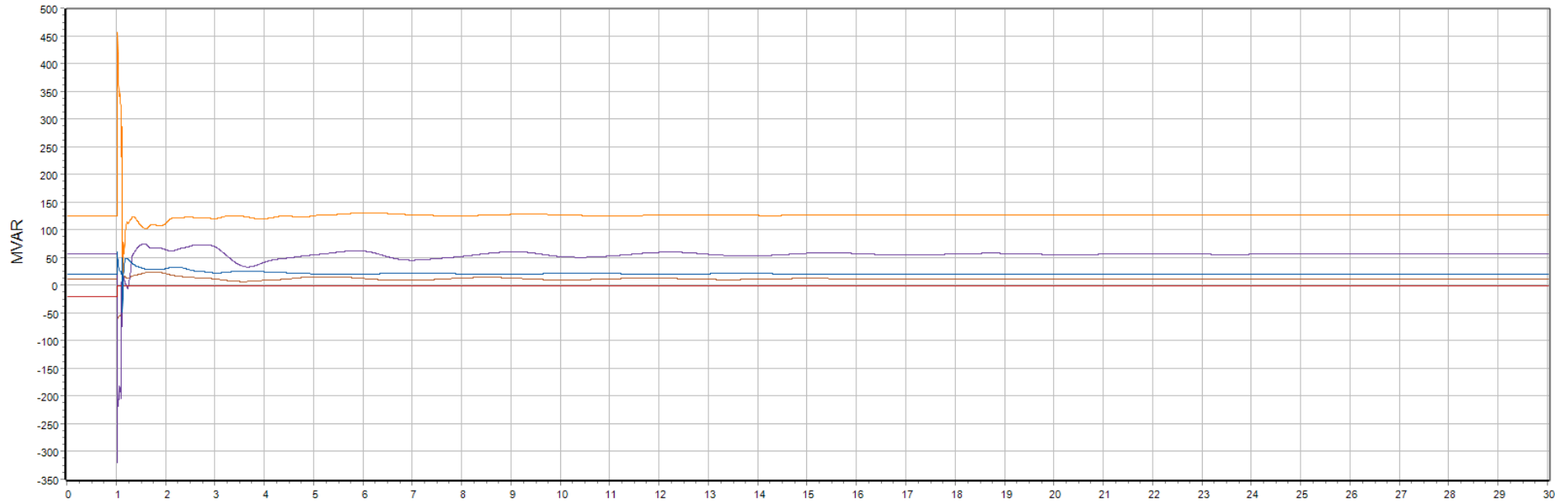
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



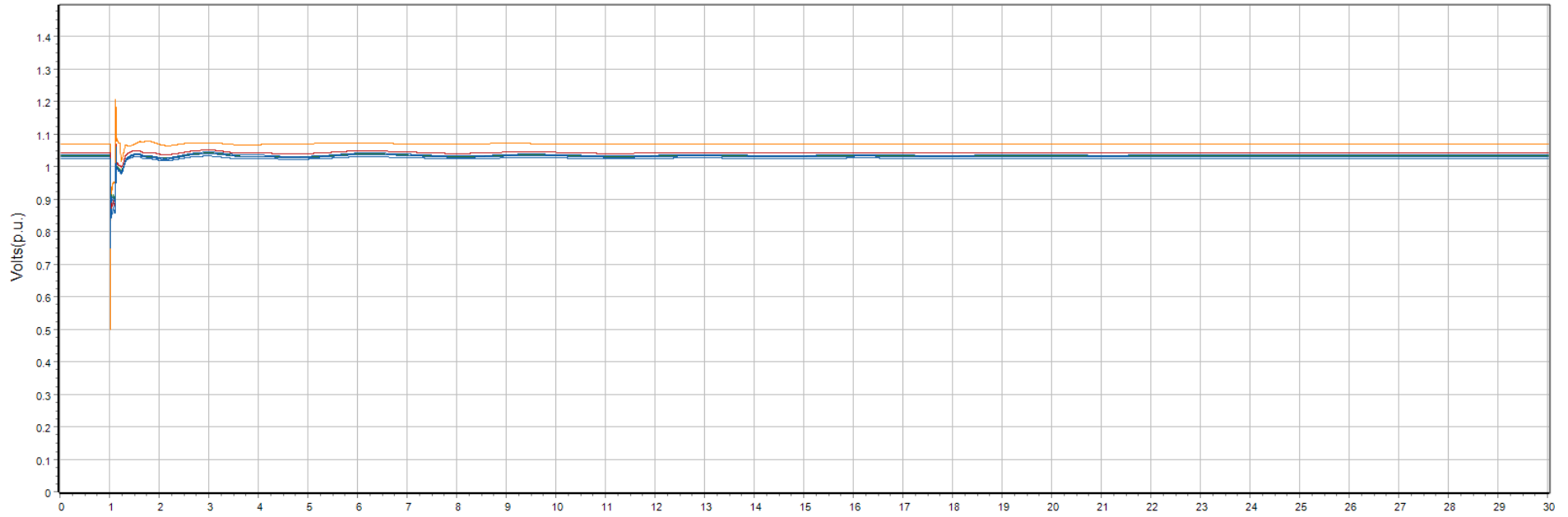
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



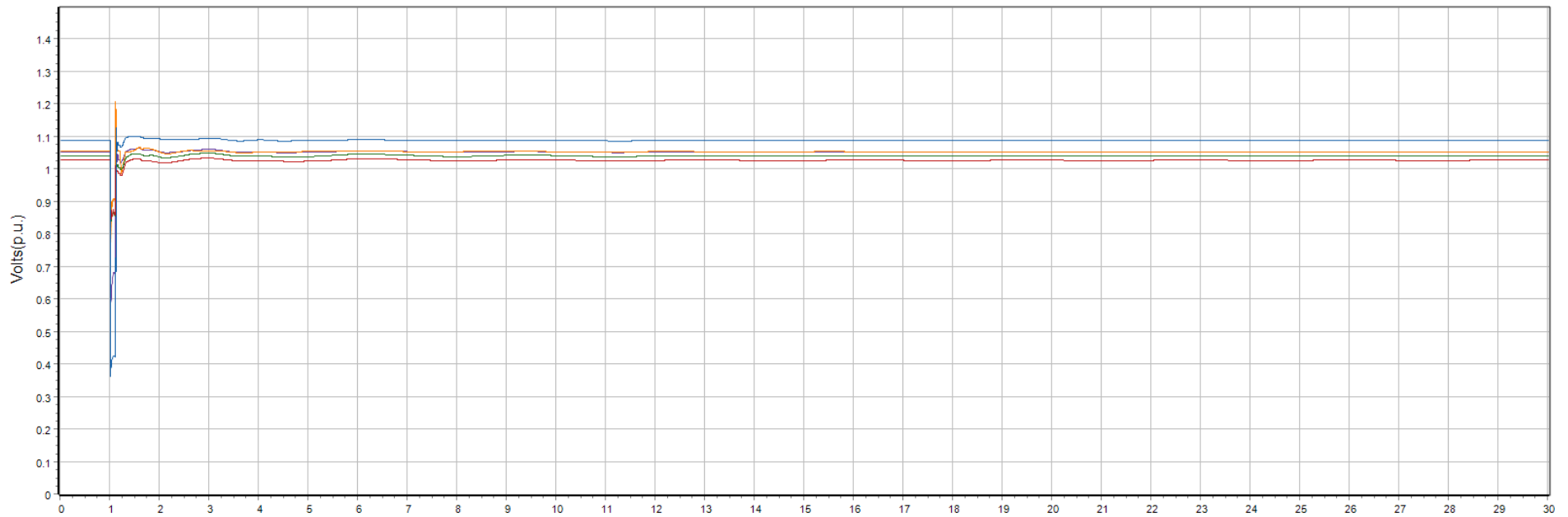
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

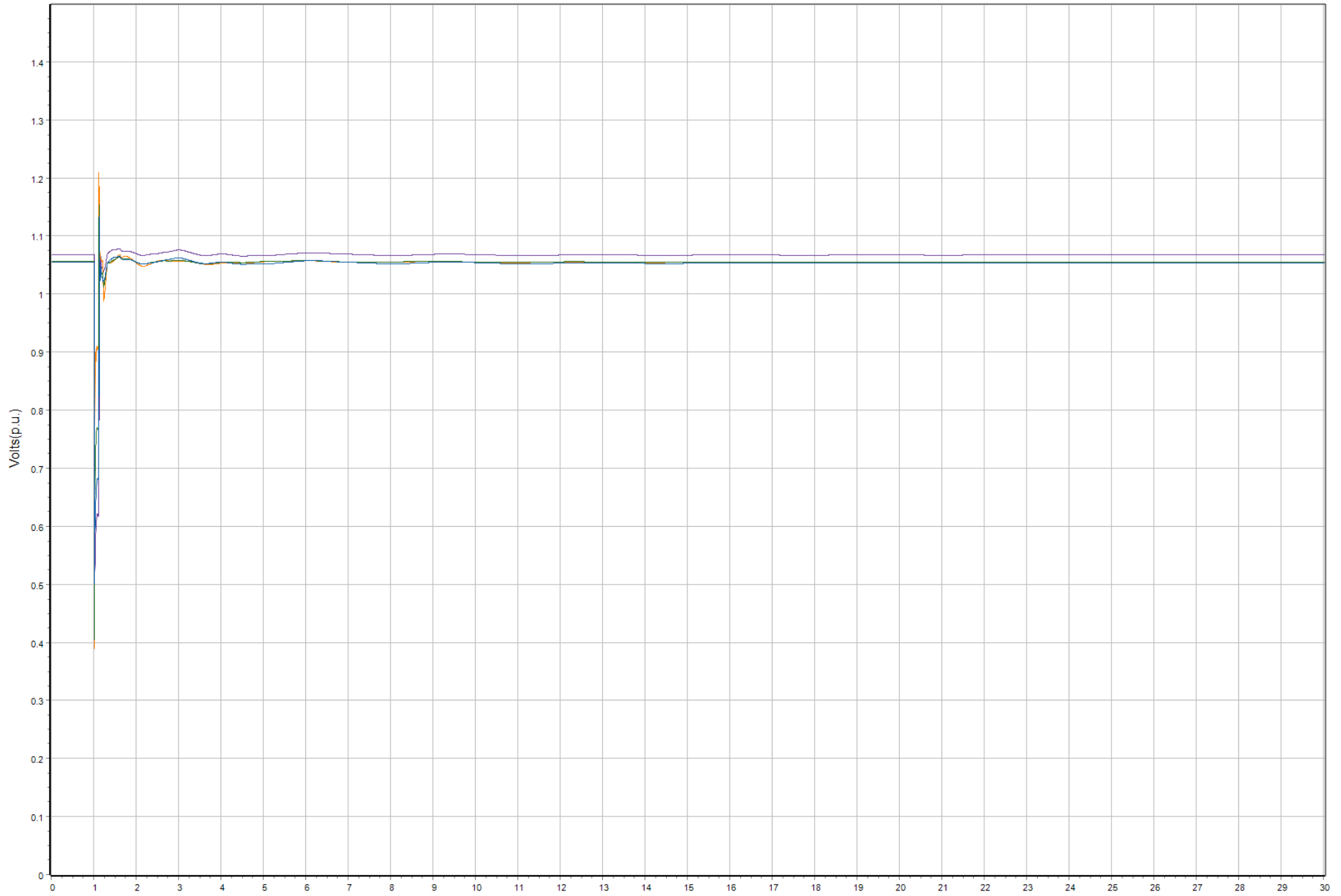


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

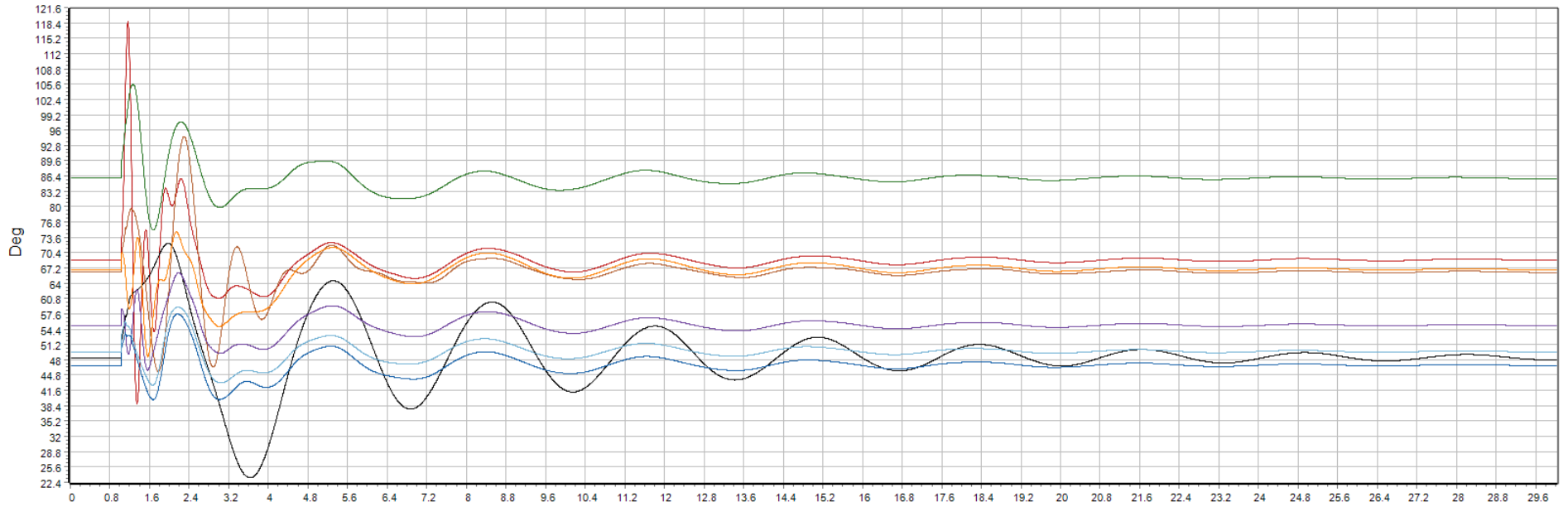




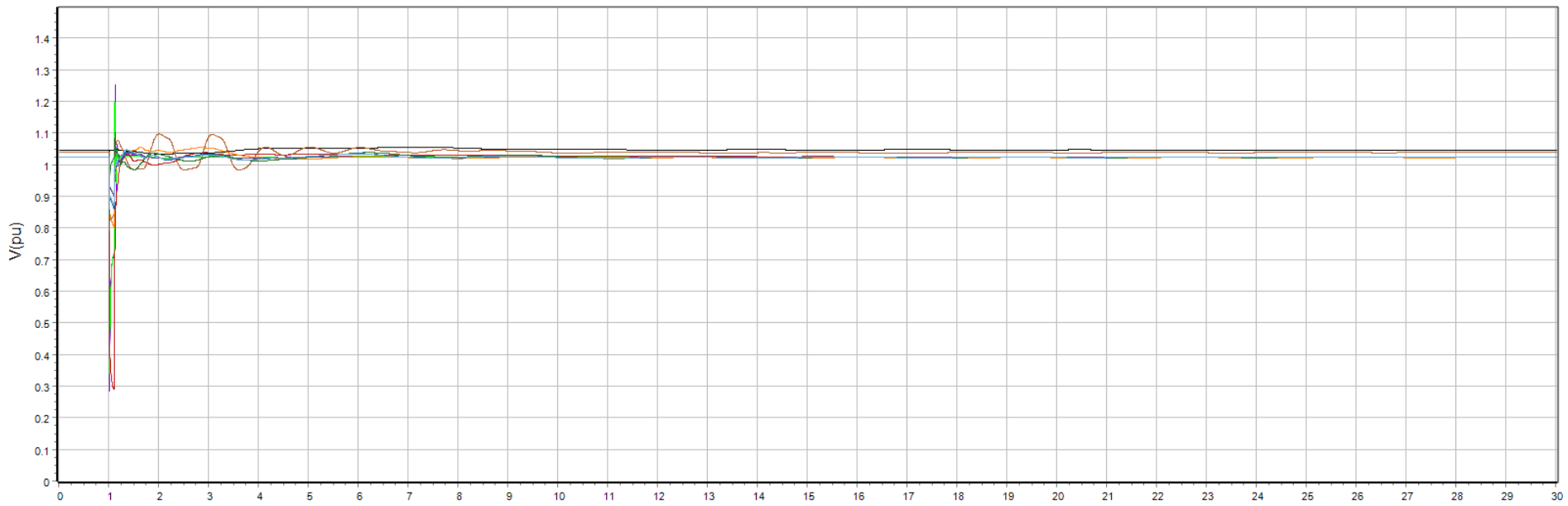
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



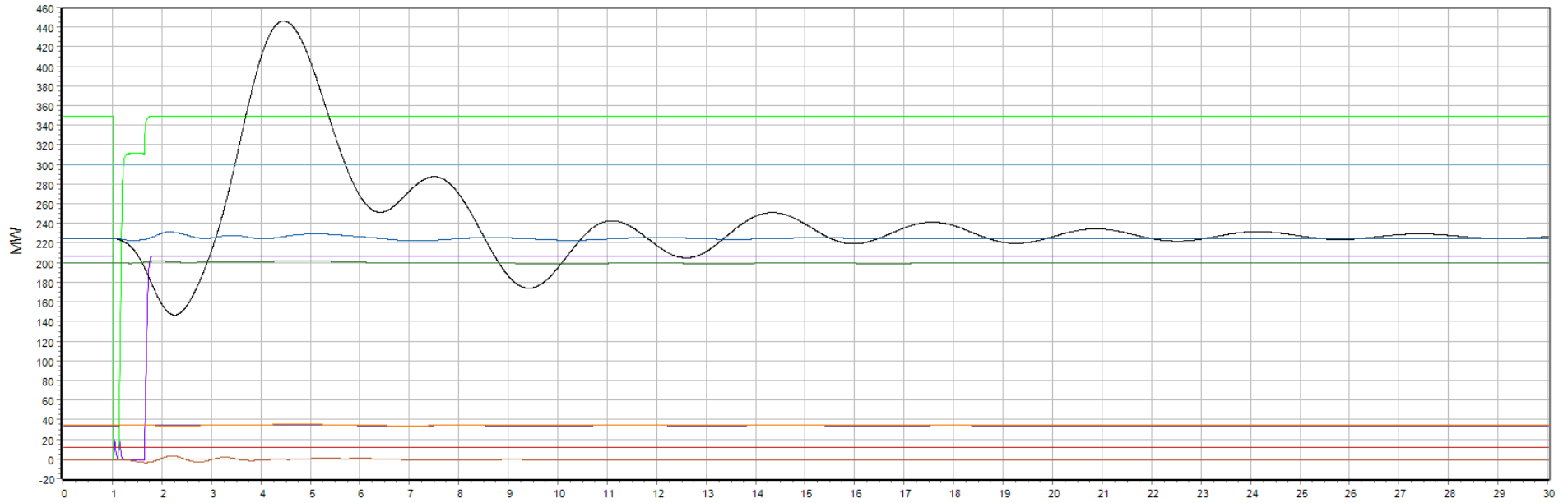
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN R\_13.8 (2230) #1



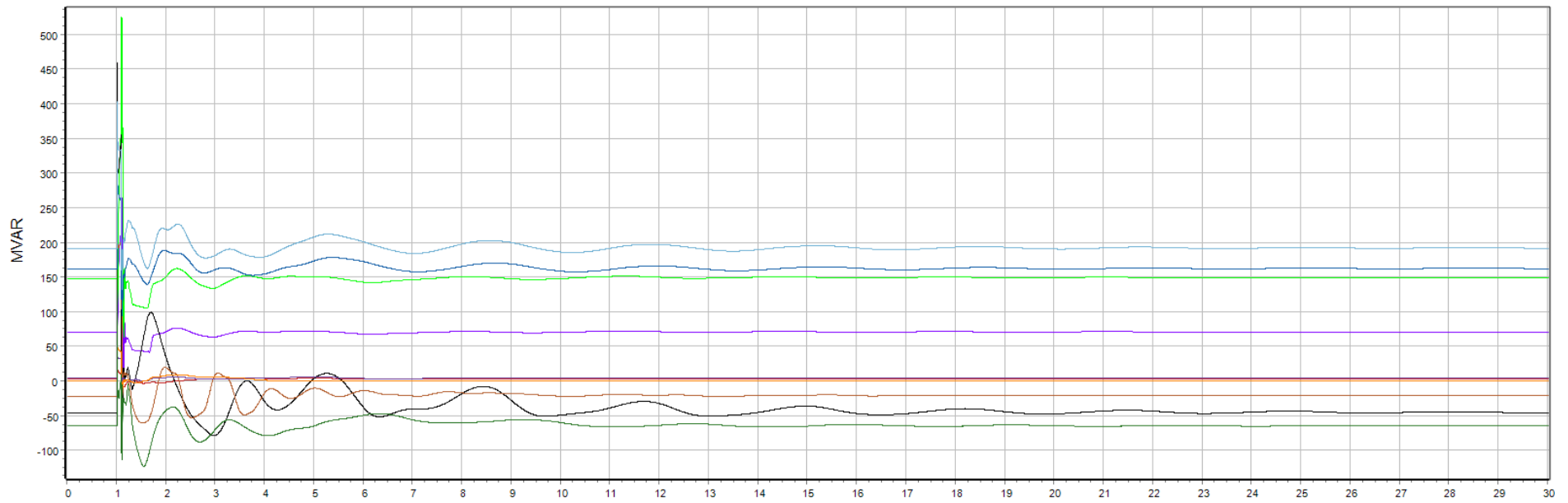
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



Monitor Gens. Q2



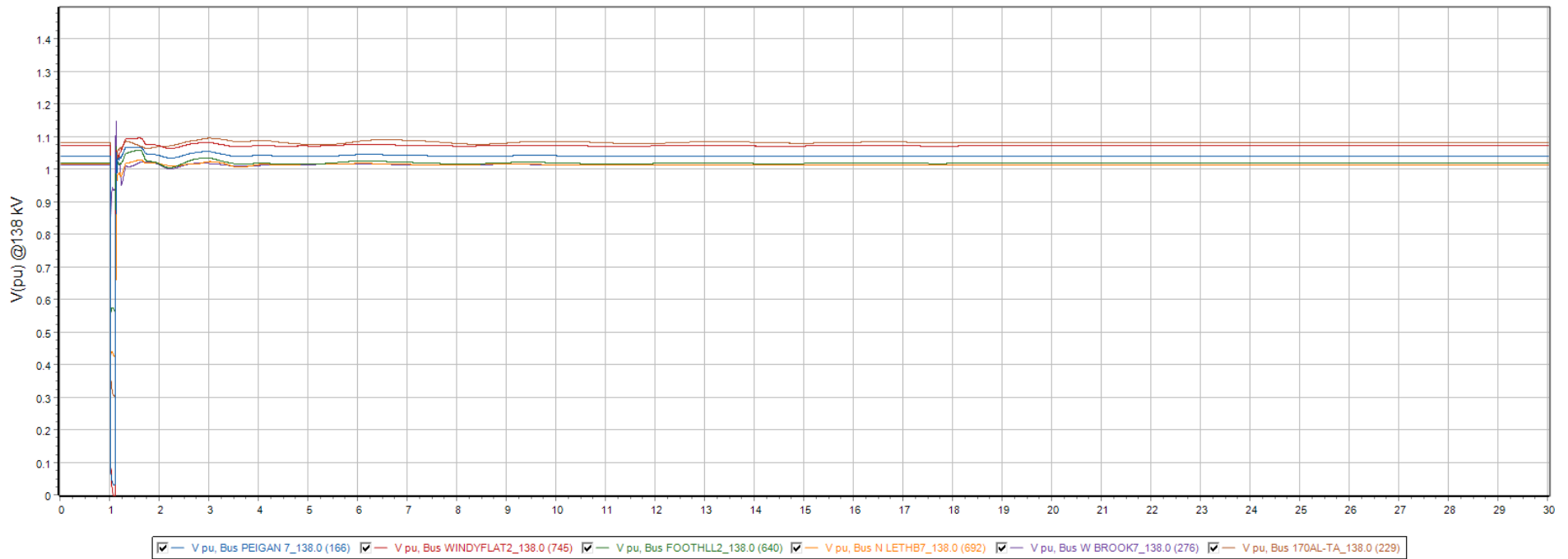
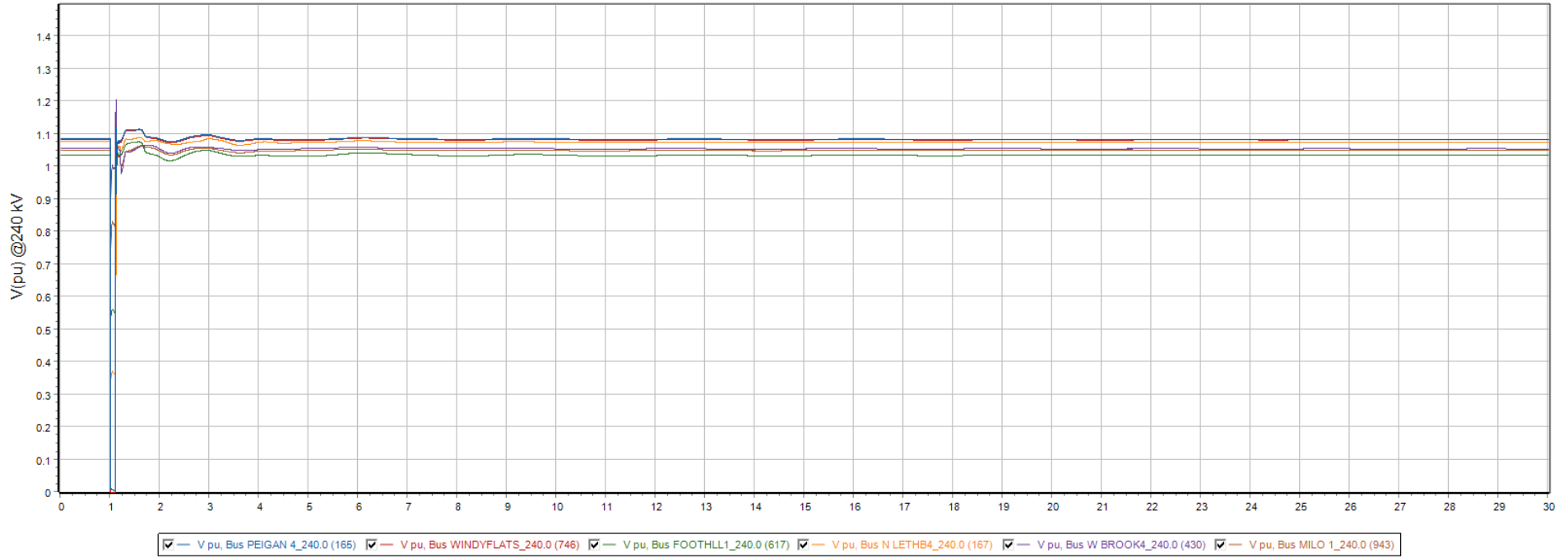
- MW Mech, Gen SECT20\_20.0 (773) #1
- MW Mech, Gen SECT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



- Mvar, Gen SECT20\_20.0 (773) #1
- Mvar, Gen SECT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

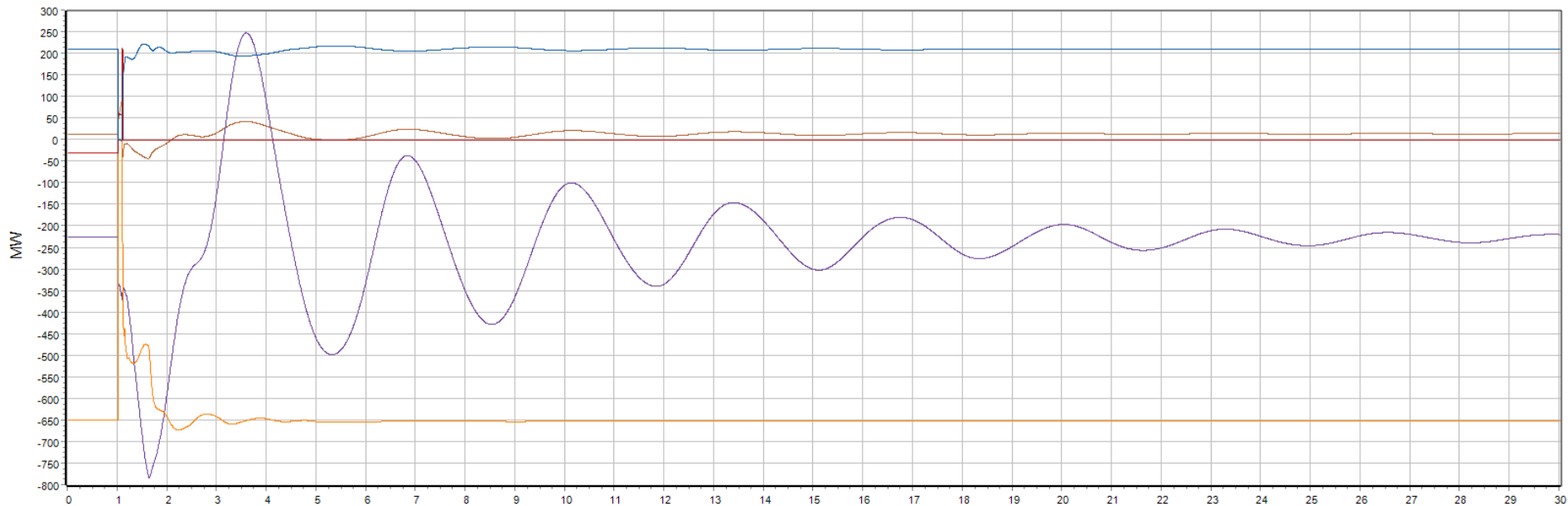


Monitor Bus Volts Q3

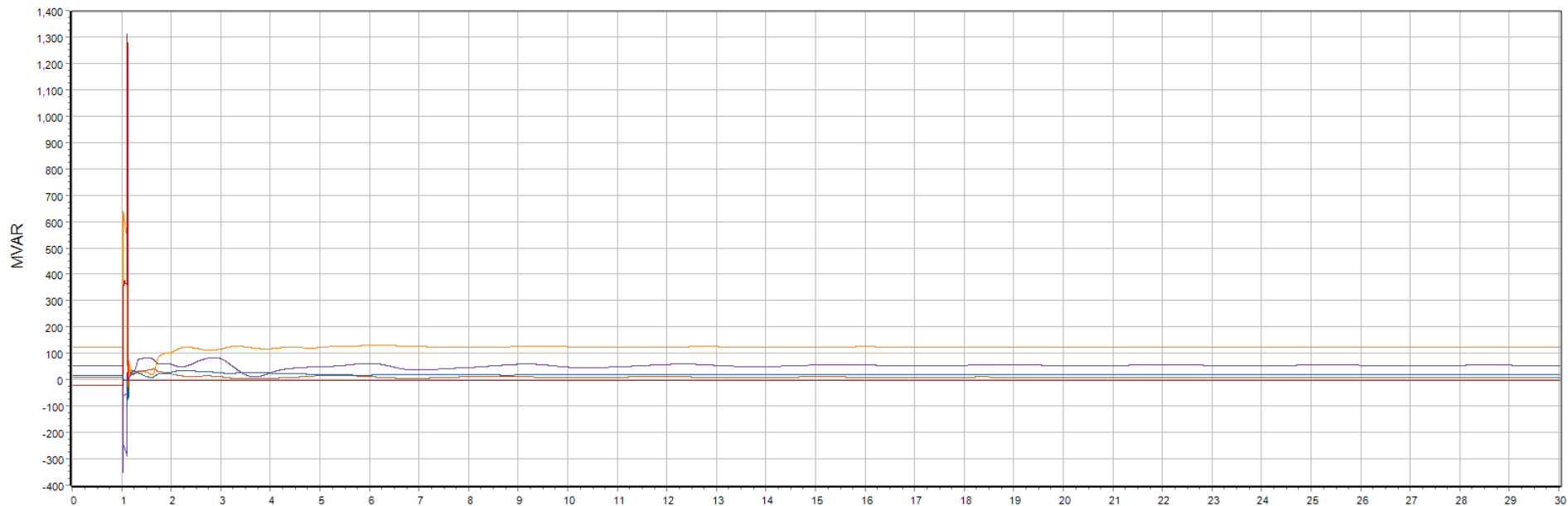




Monitor Line MW & MVAR. Q4



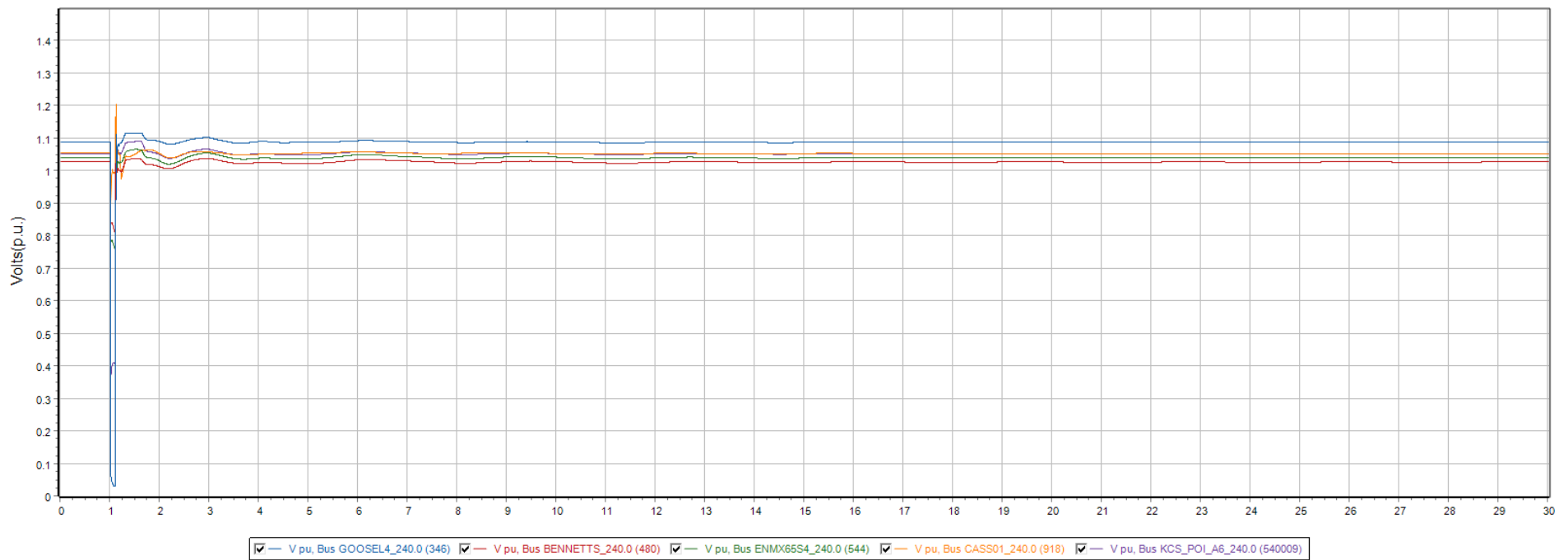
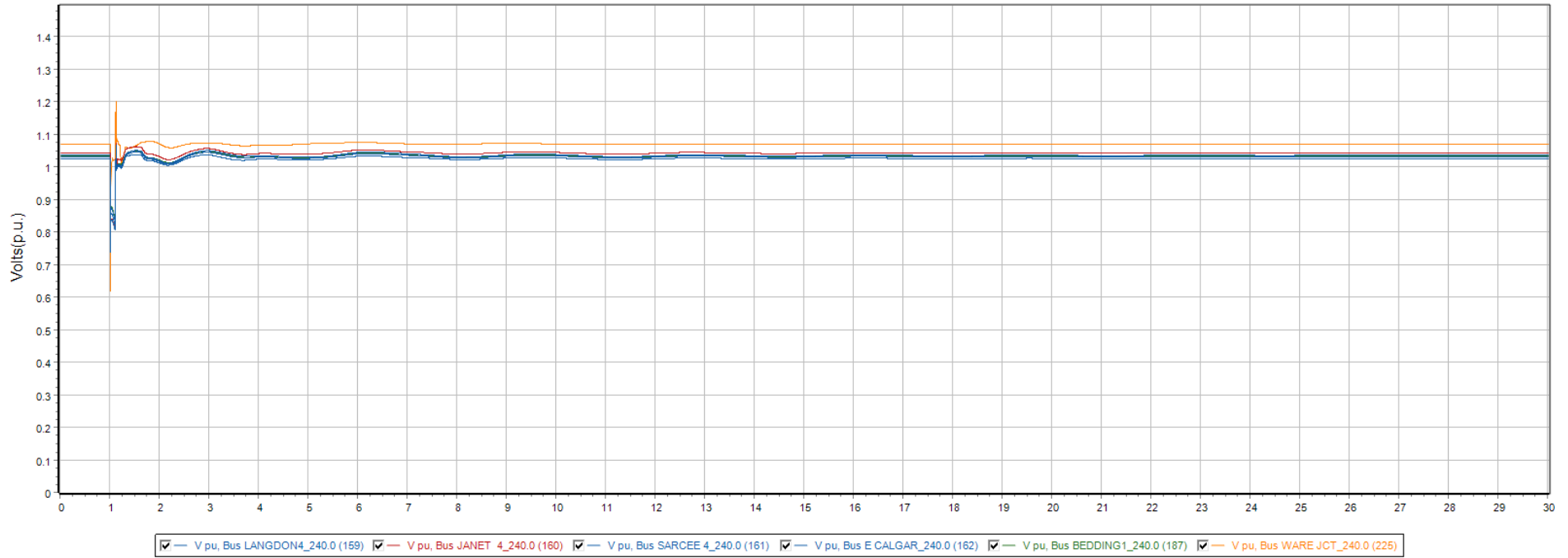
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

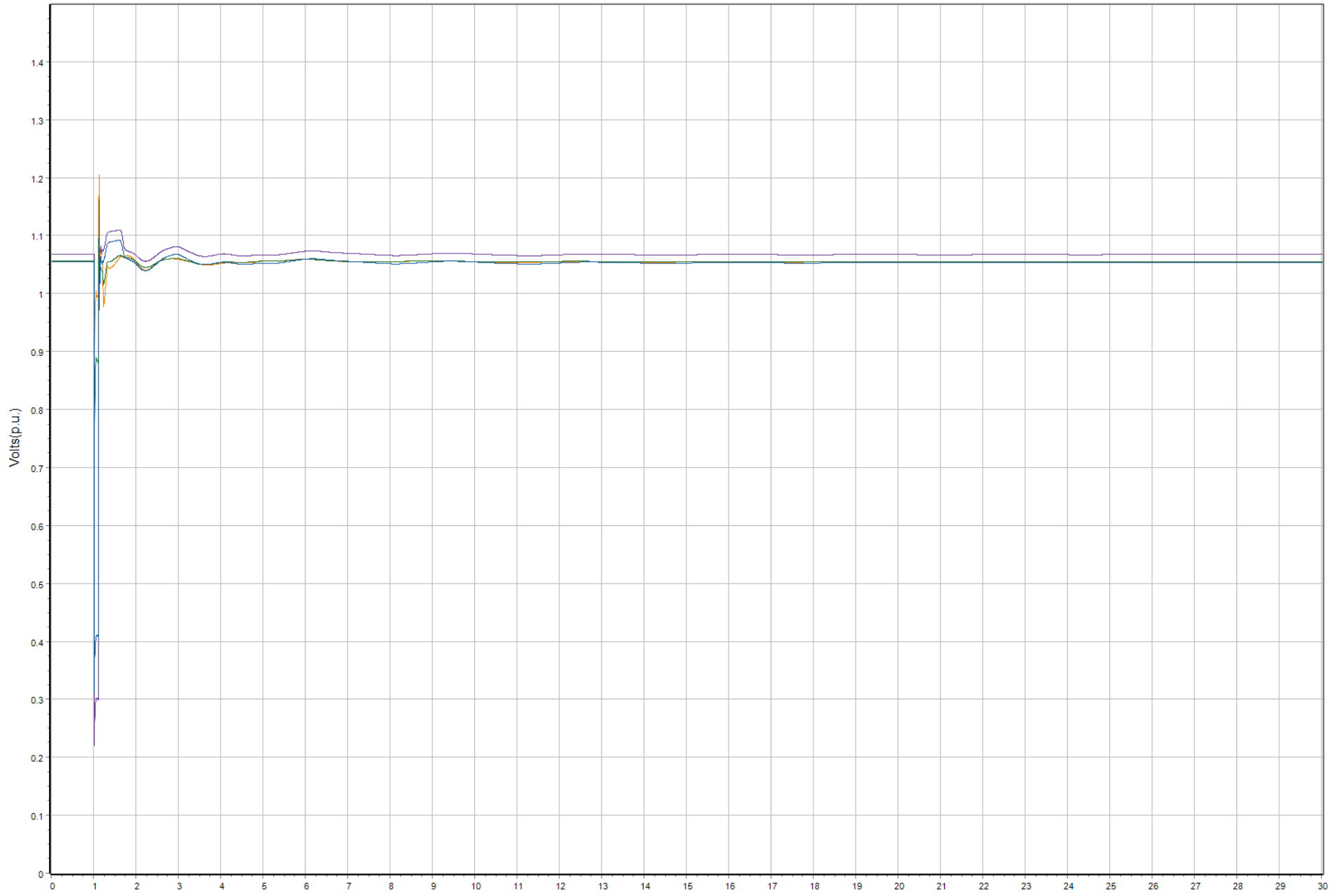


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

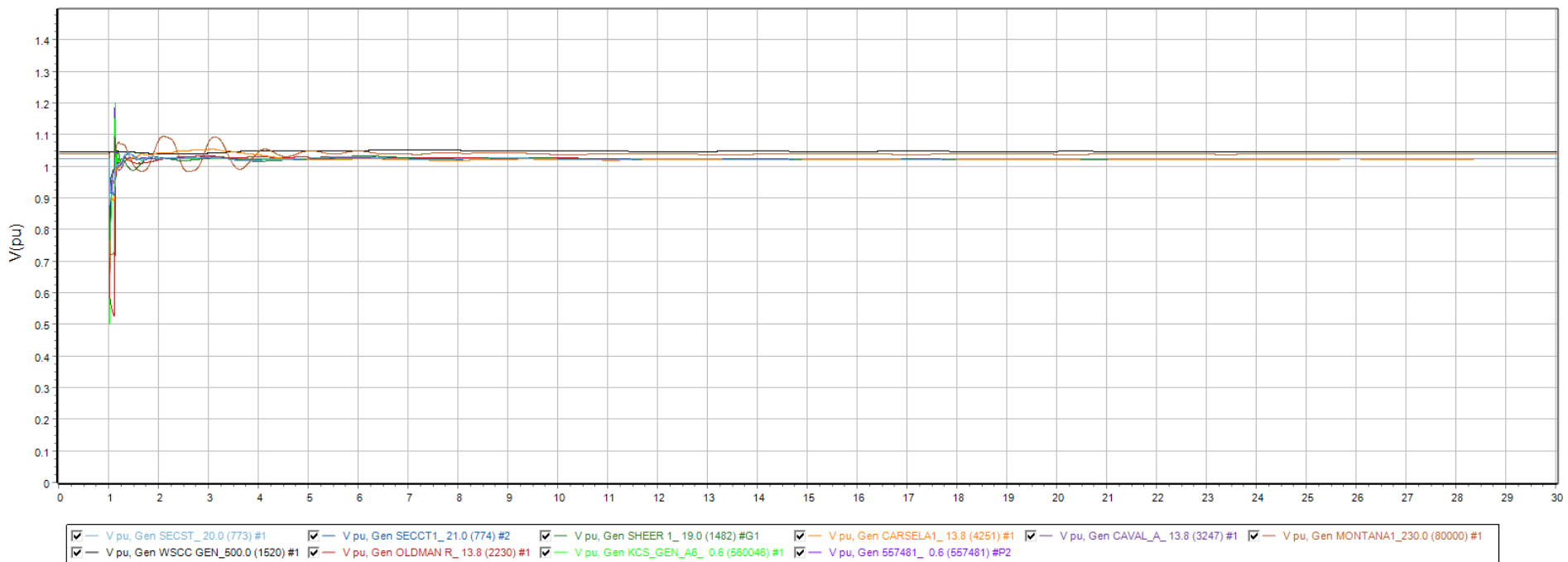
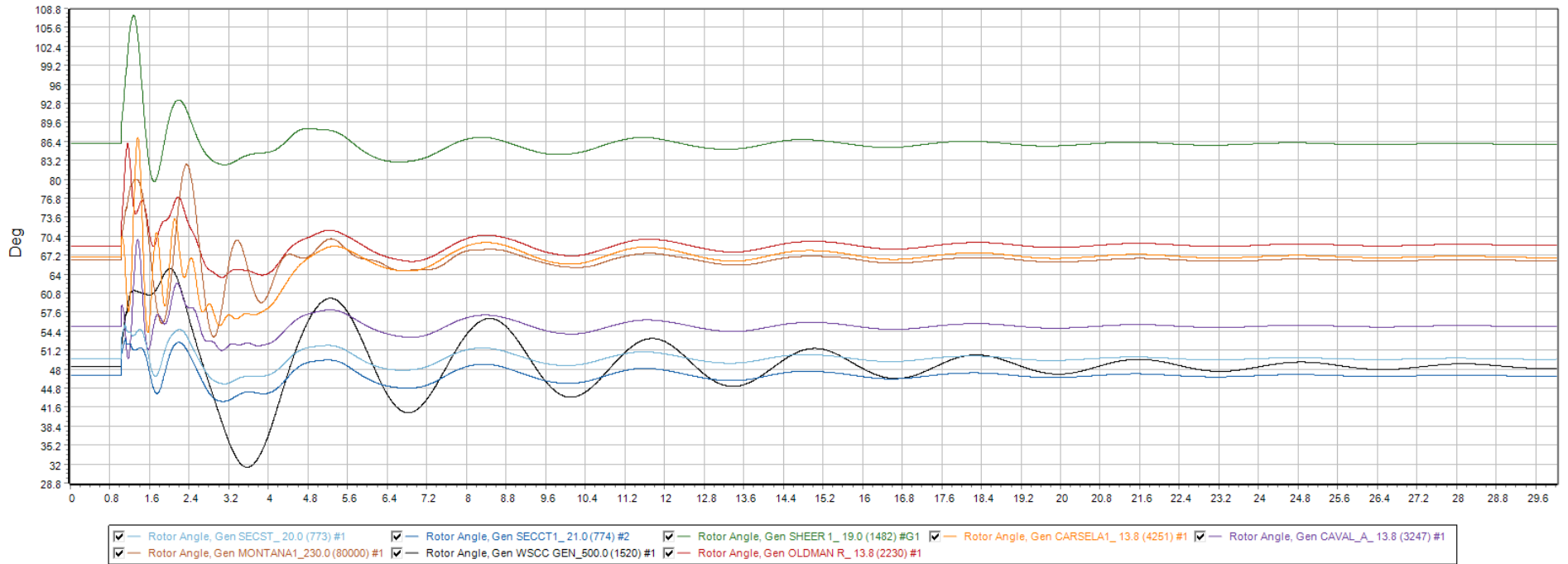




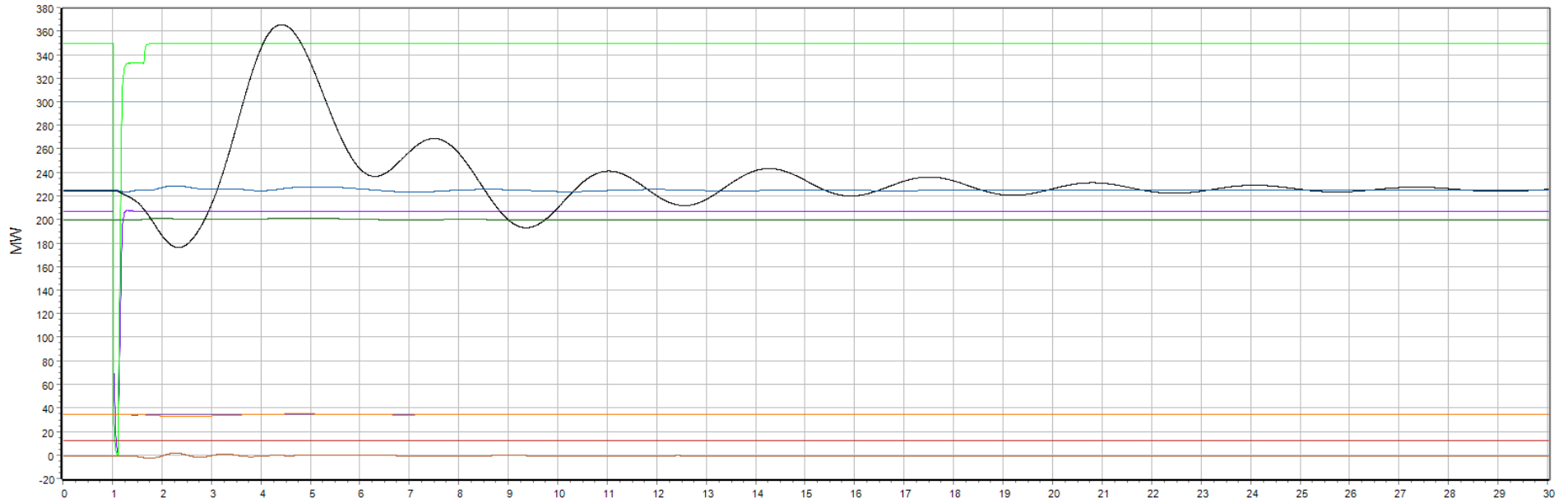
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



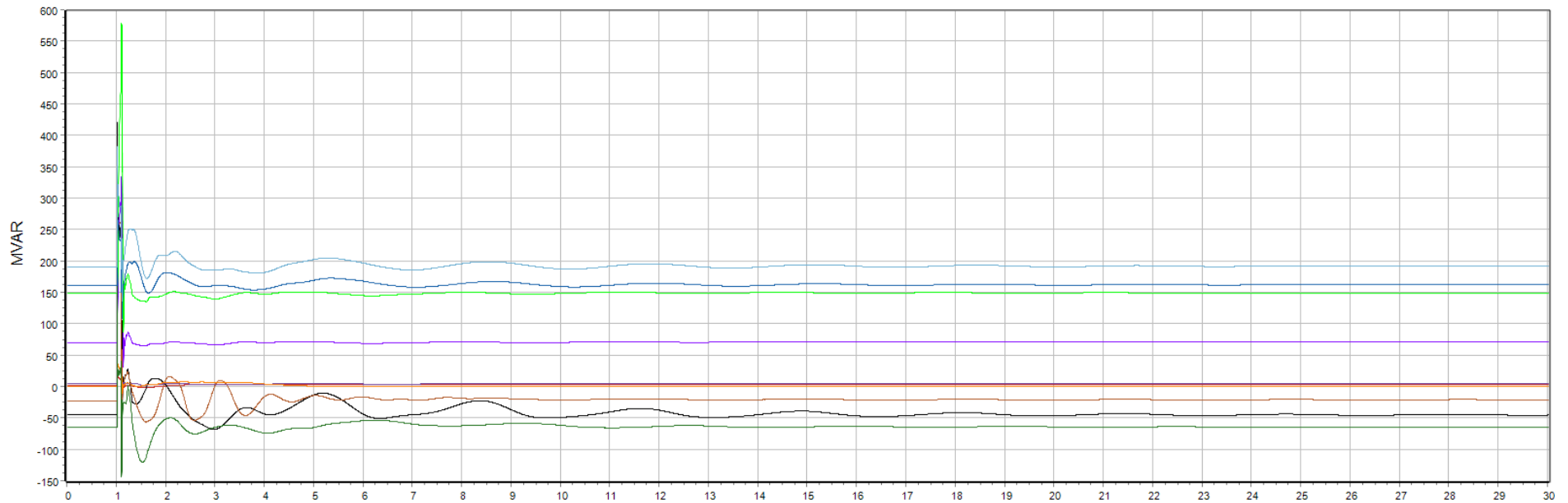
Monitor Gens. Q1



Monitor Gens. Q2



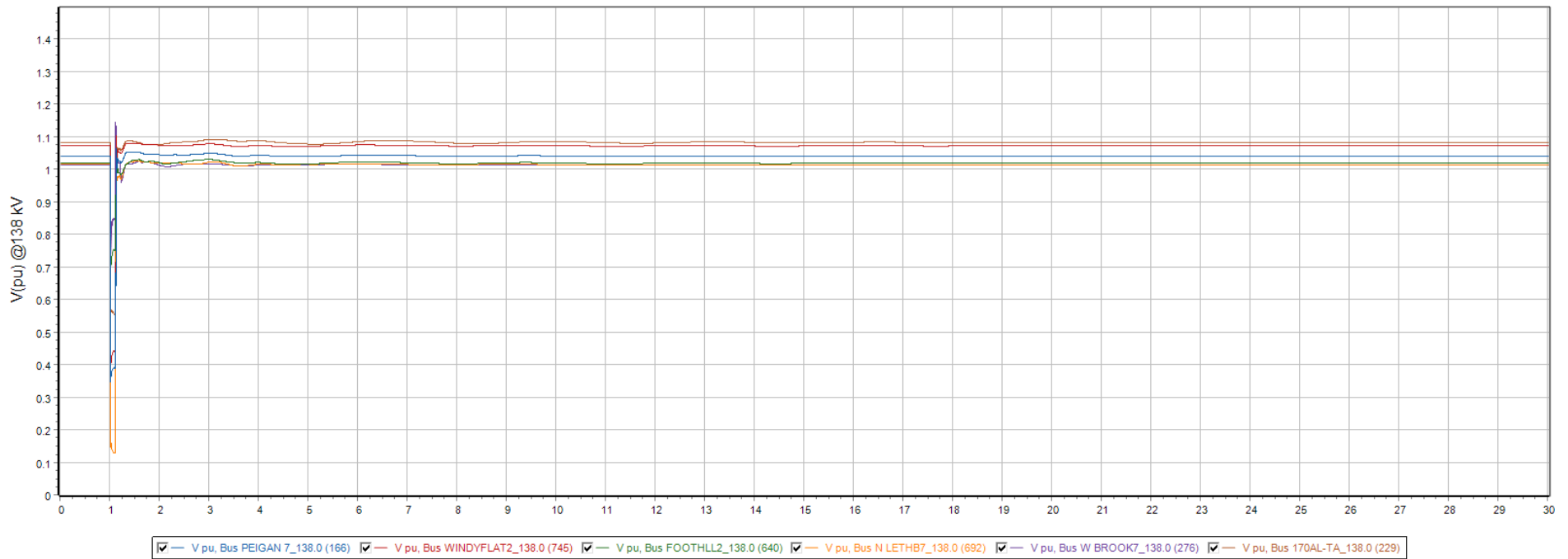
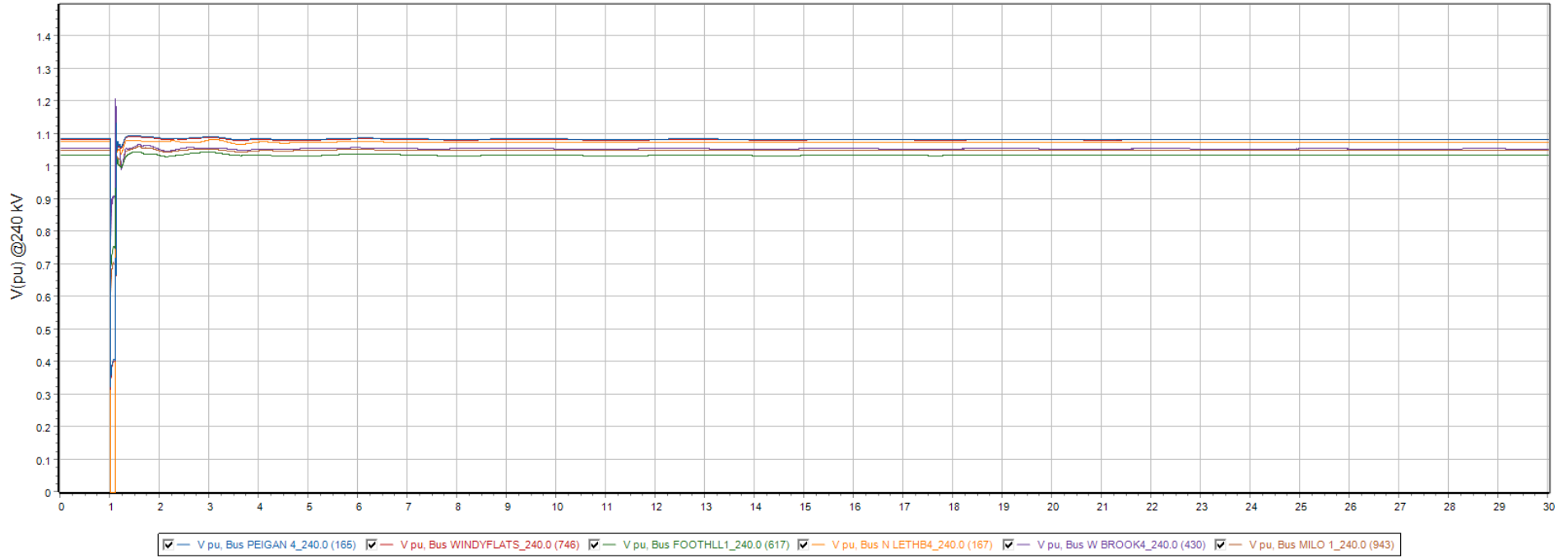
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



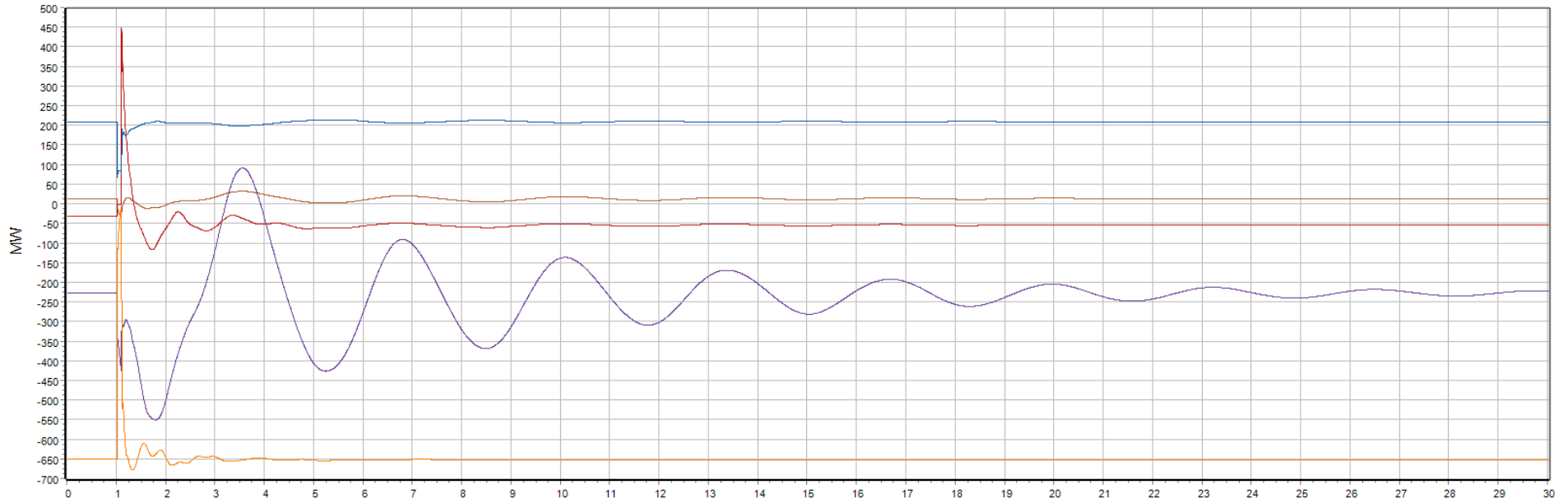
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



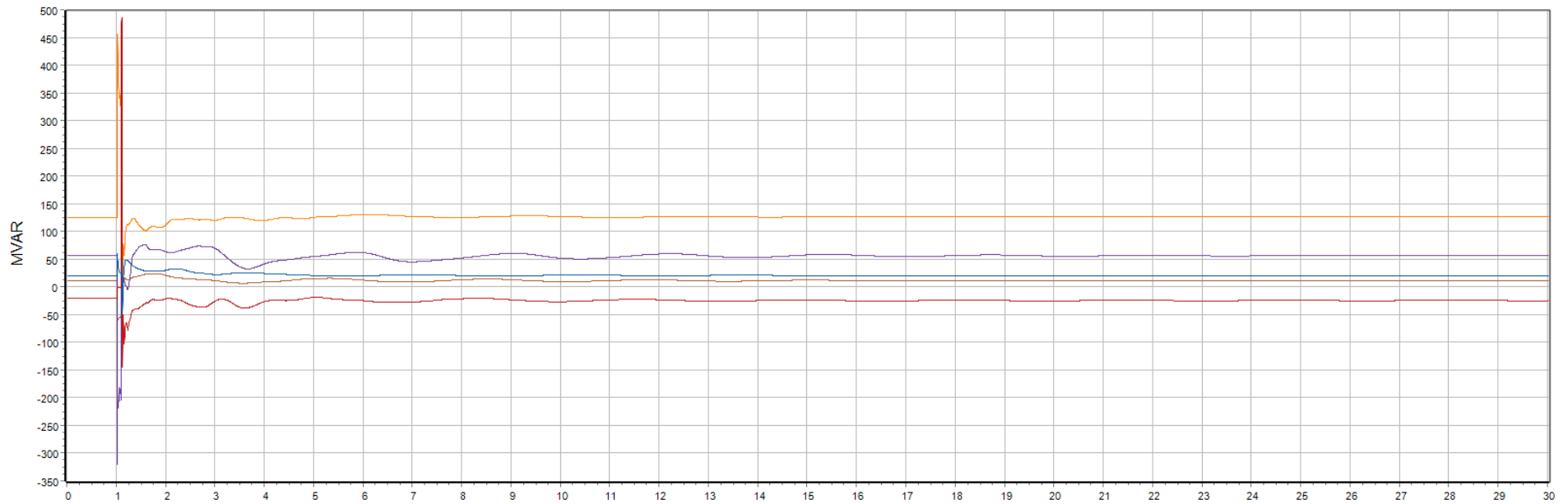
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



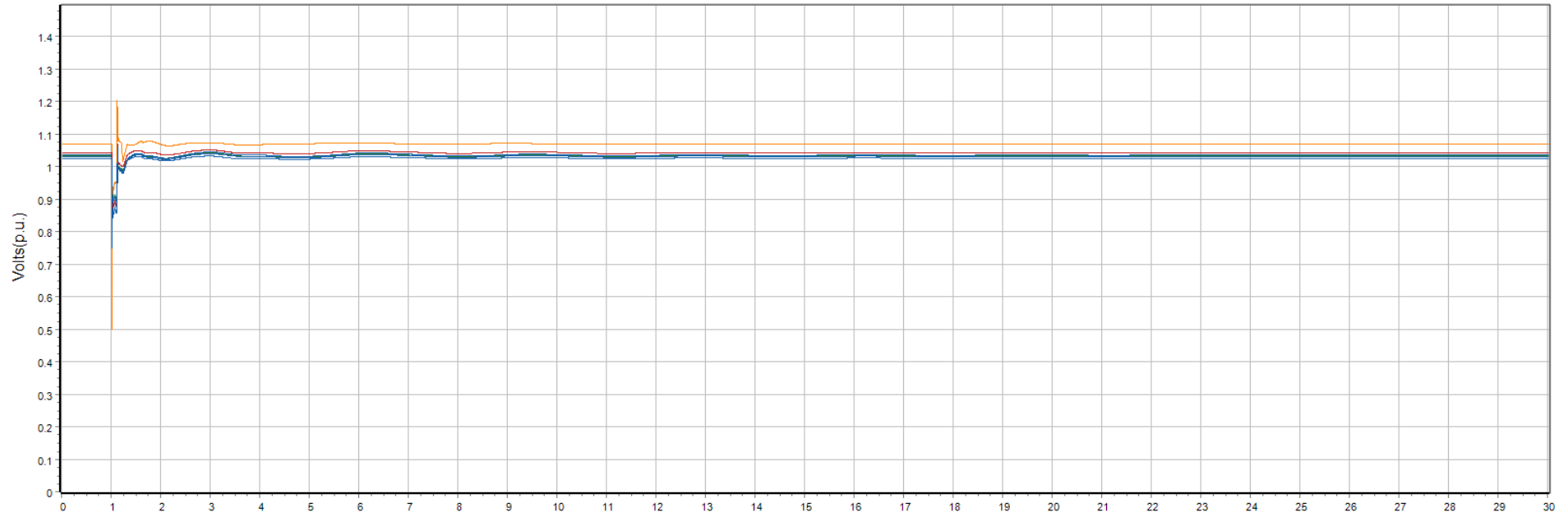
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



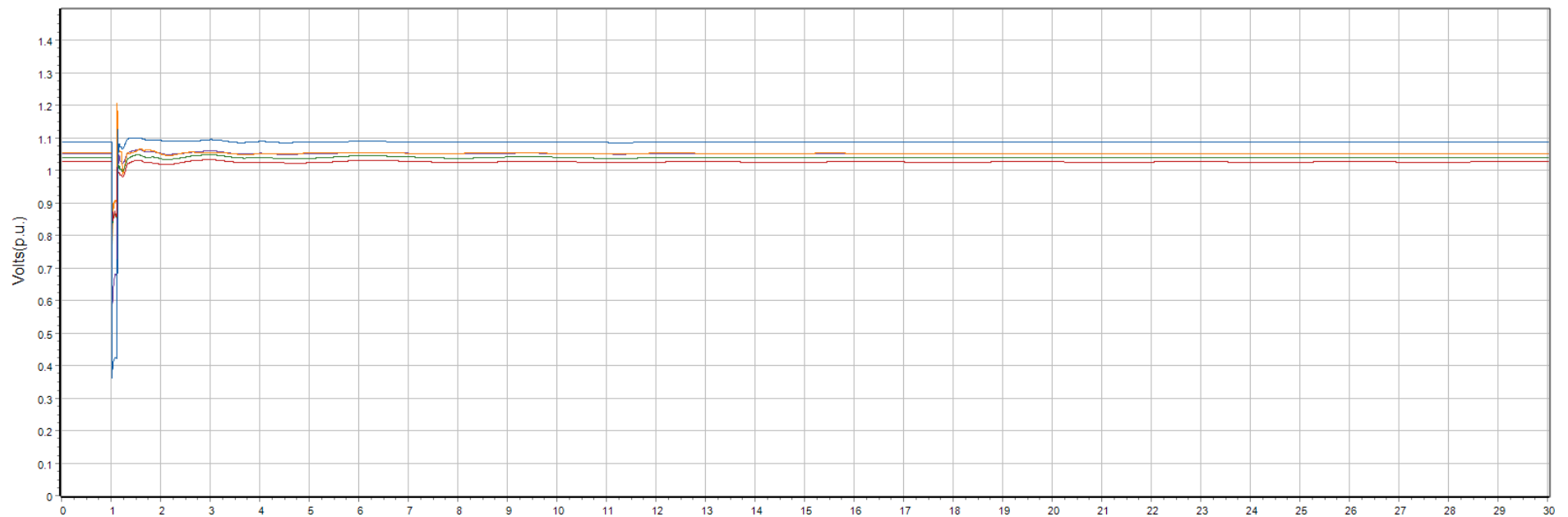
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



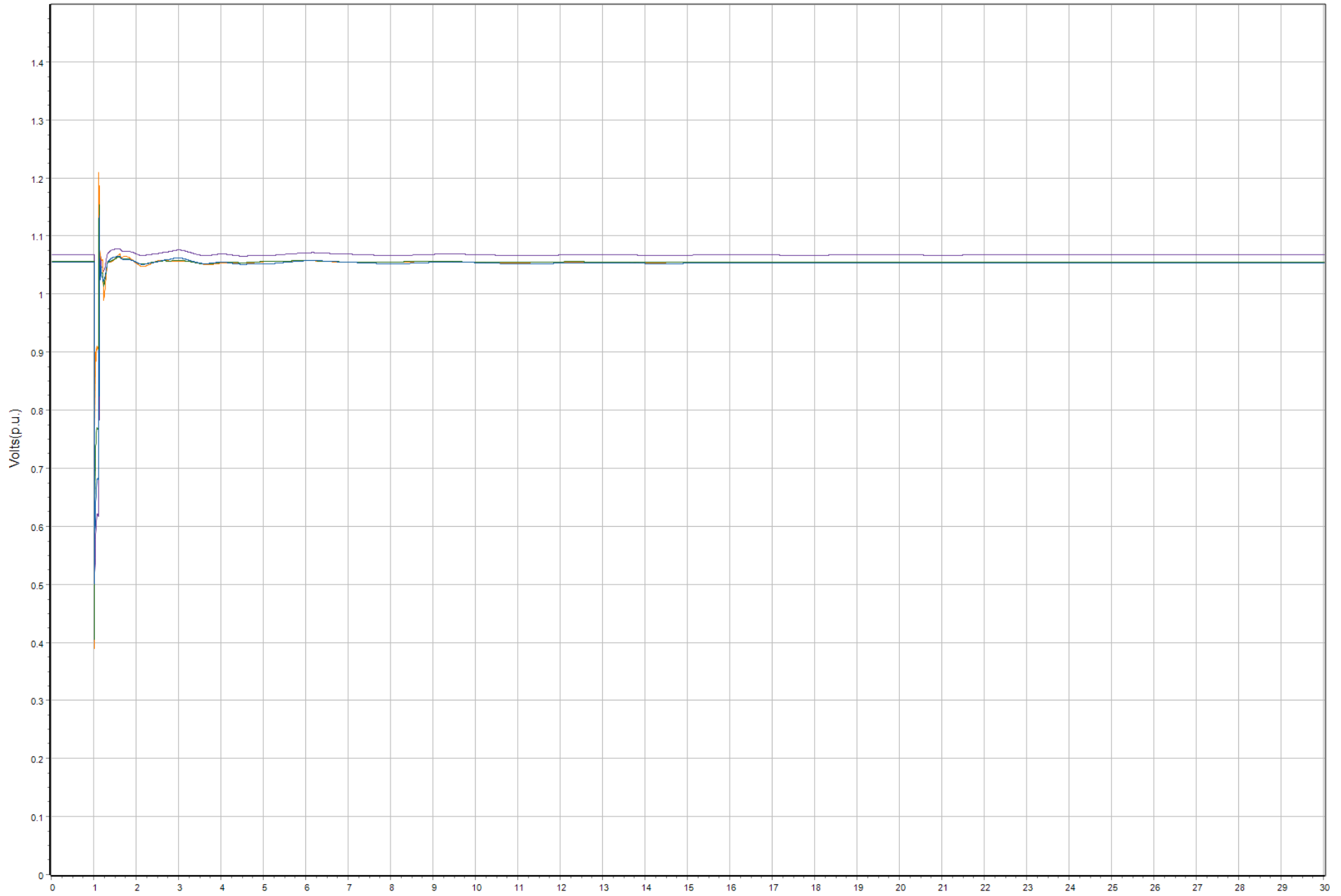
V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



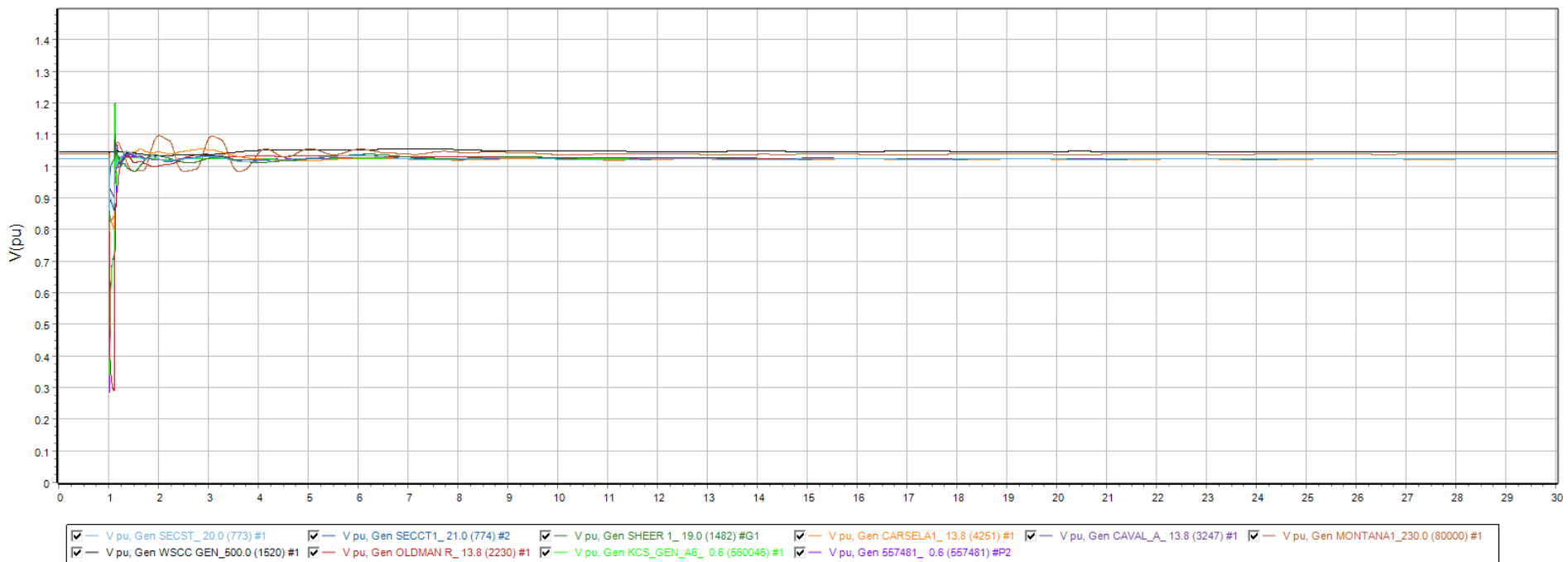
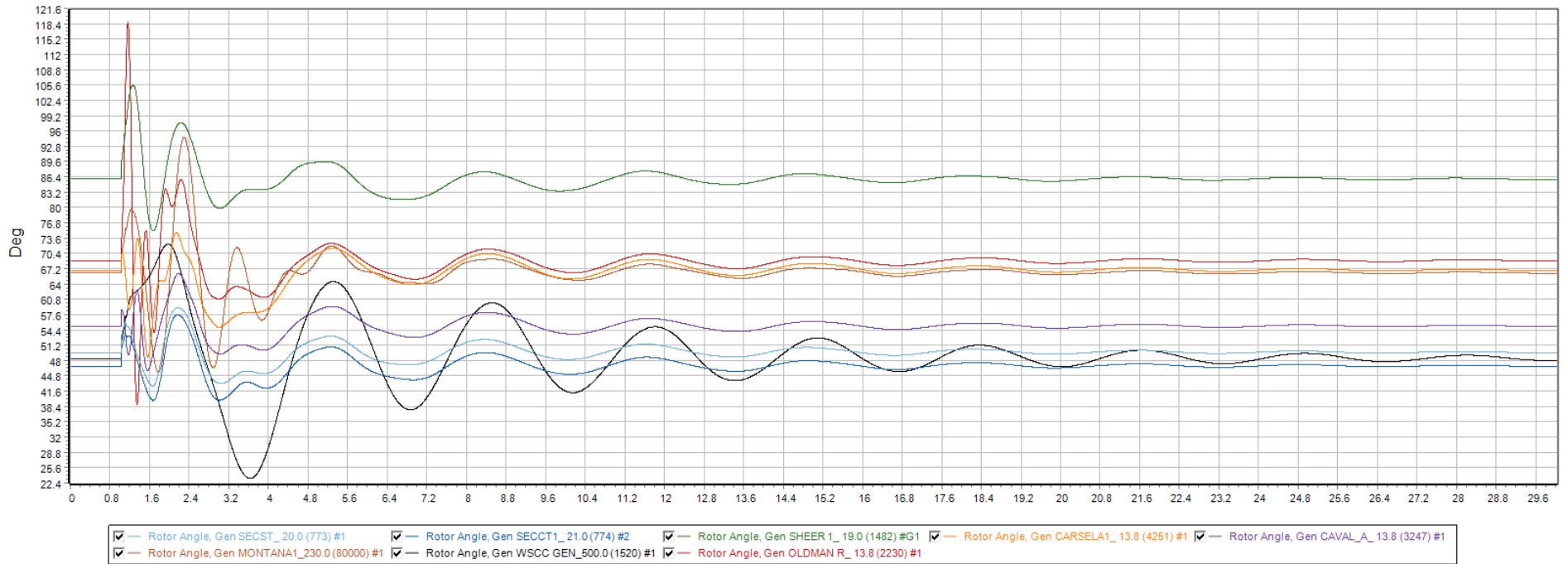




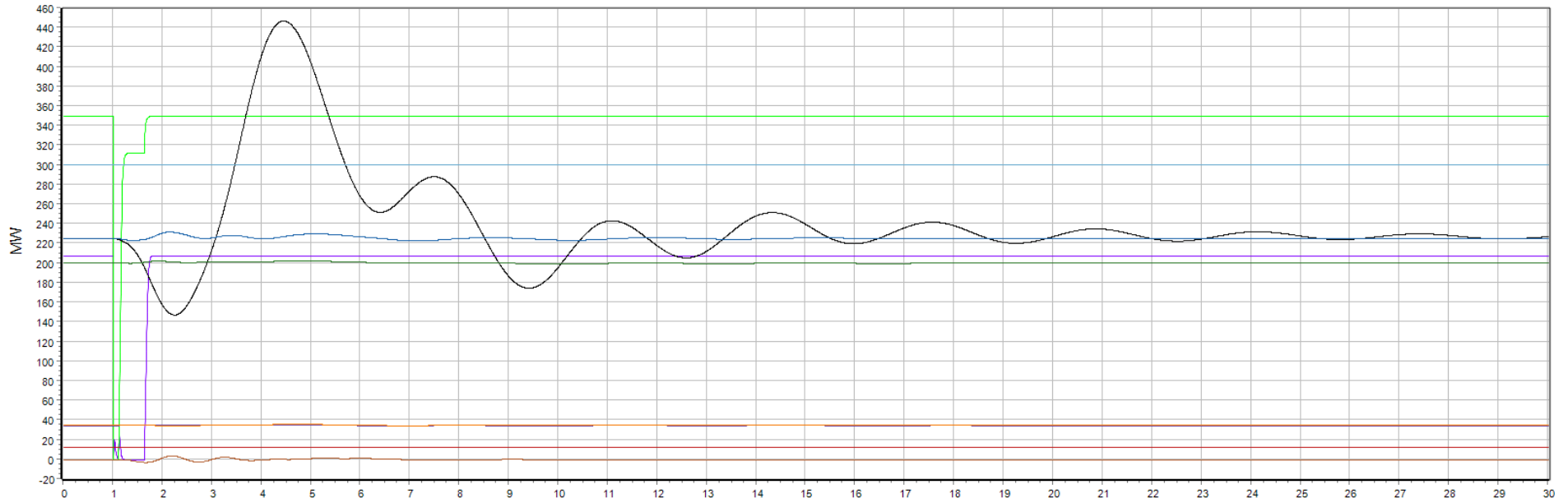
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



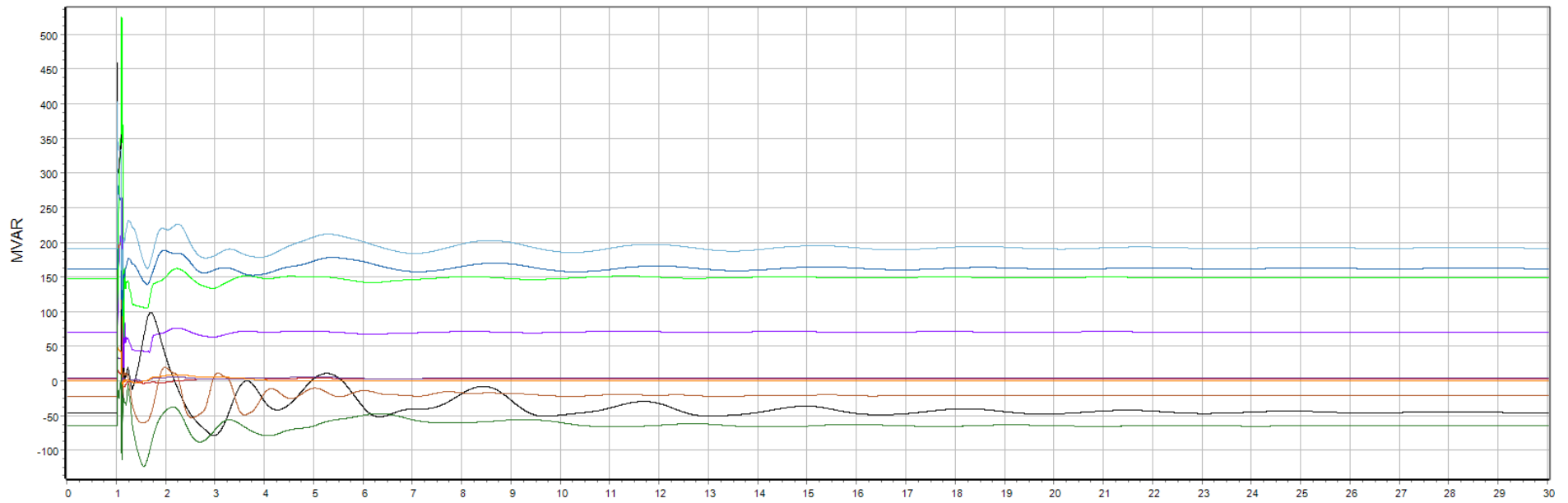
Monitor Gens. Q1



Monitor Gens. Q2



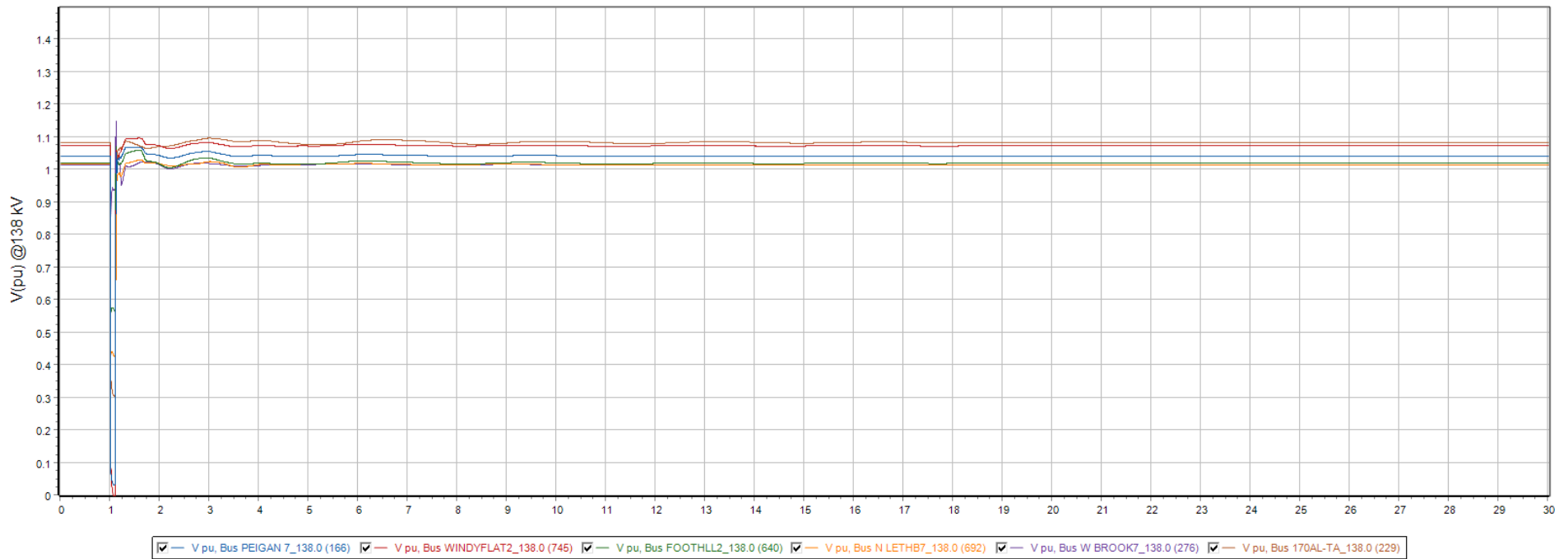
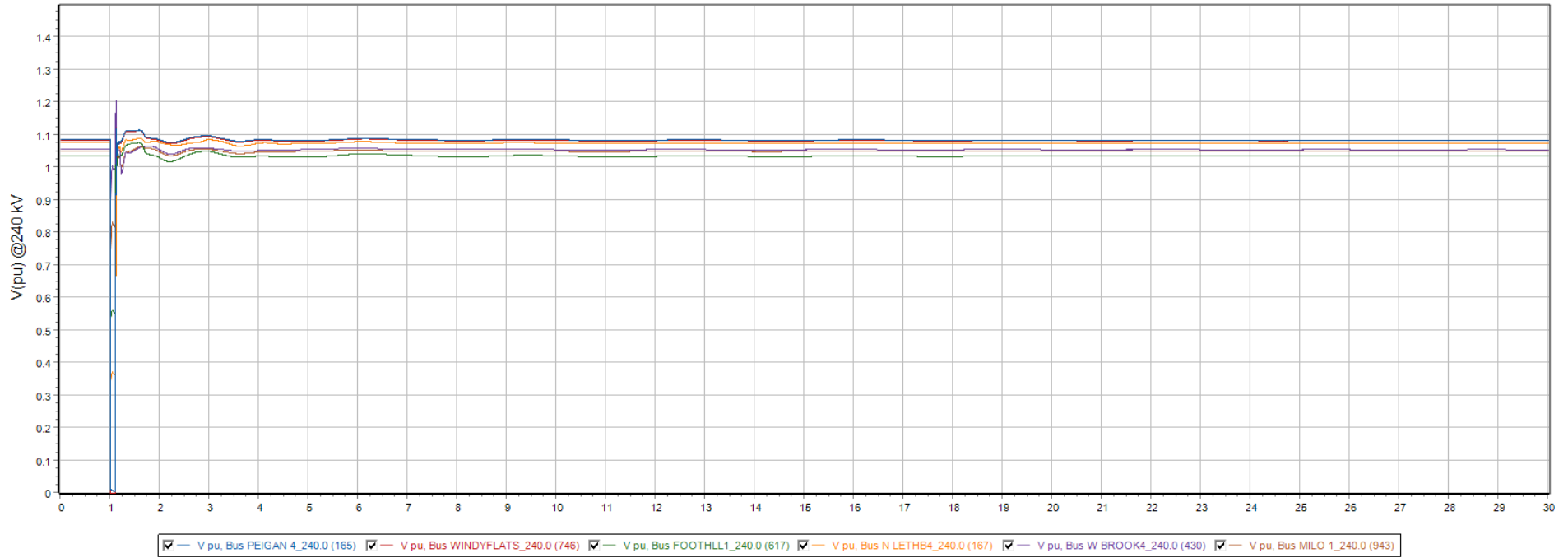
- MW Mech, Gen SECT\_20.0 (773) #1
- MW Mech, Gen SECT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



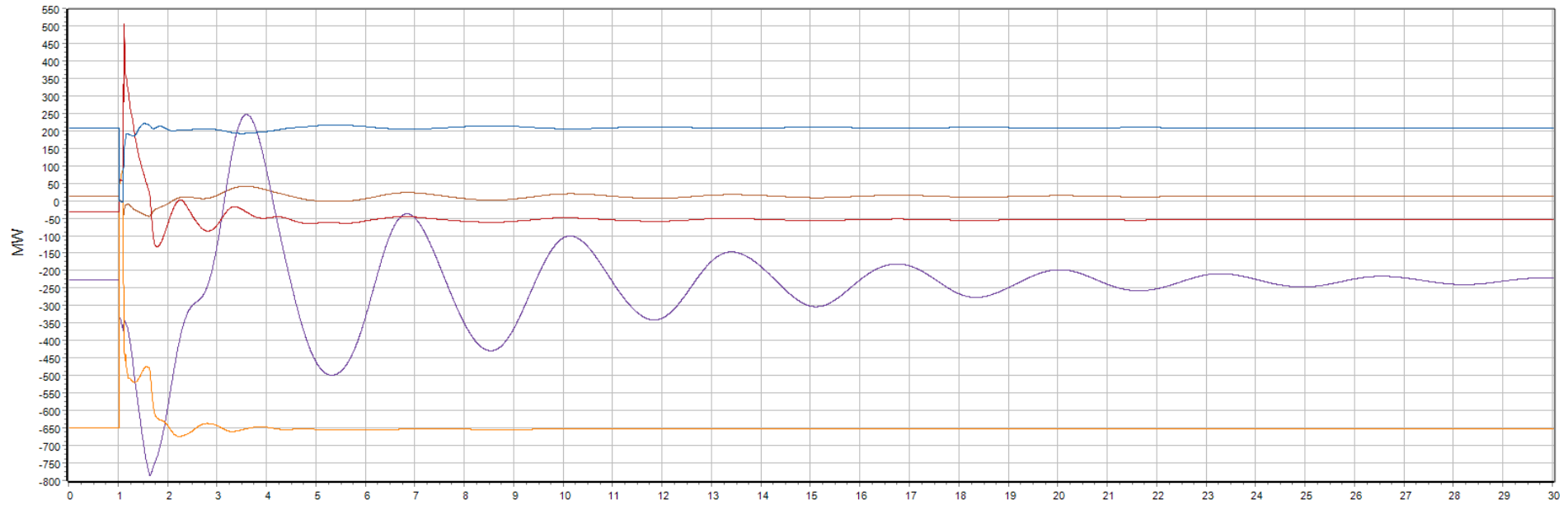
- Mvar, Gen SECT\_20.0 (773) #1
- Mvar, Gen SECT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



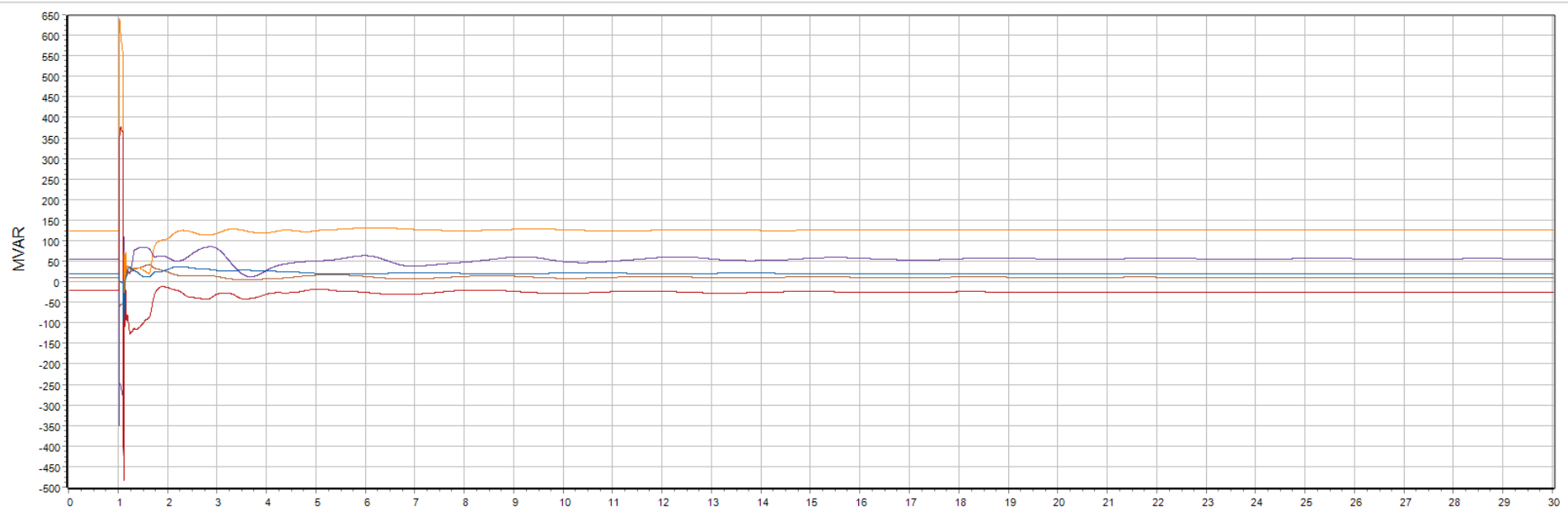
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



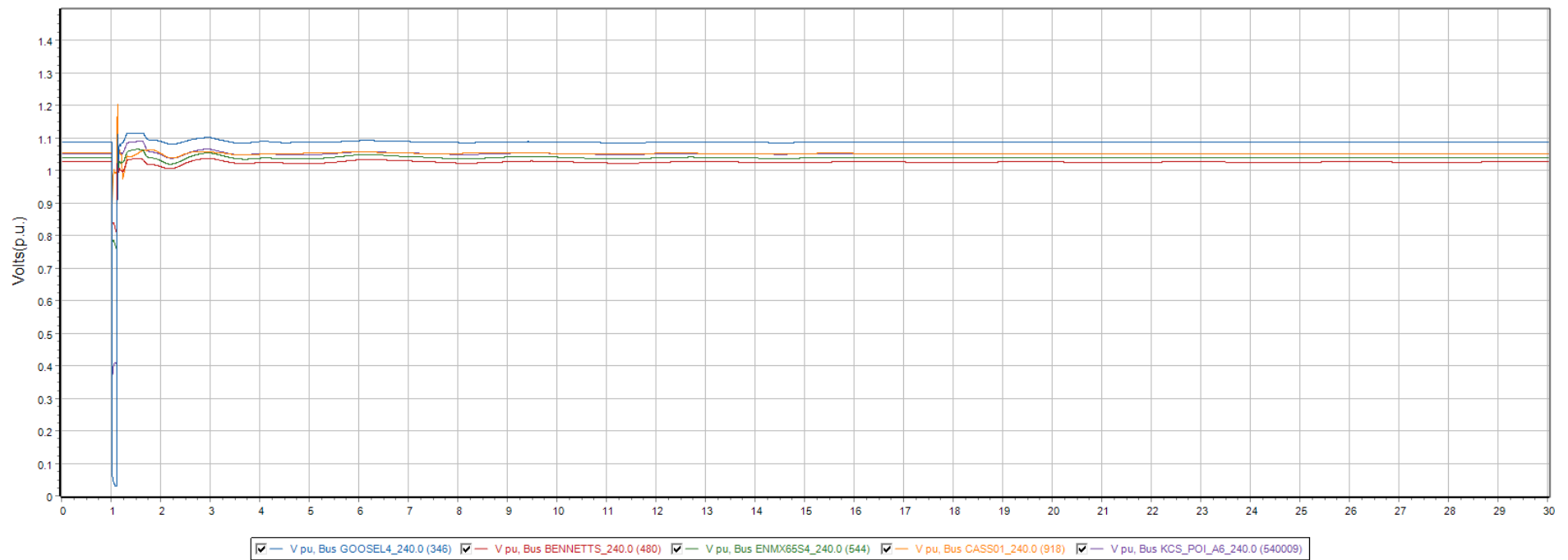
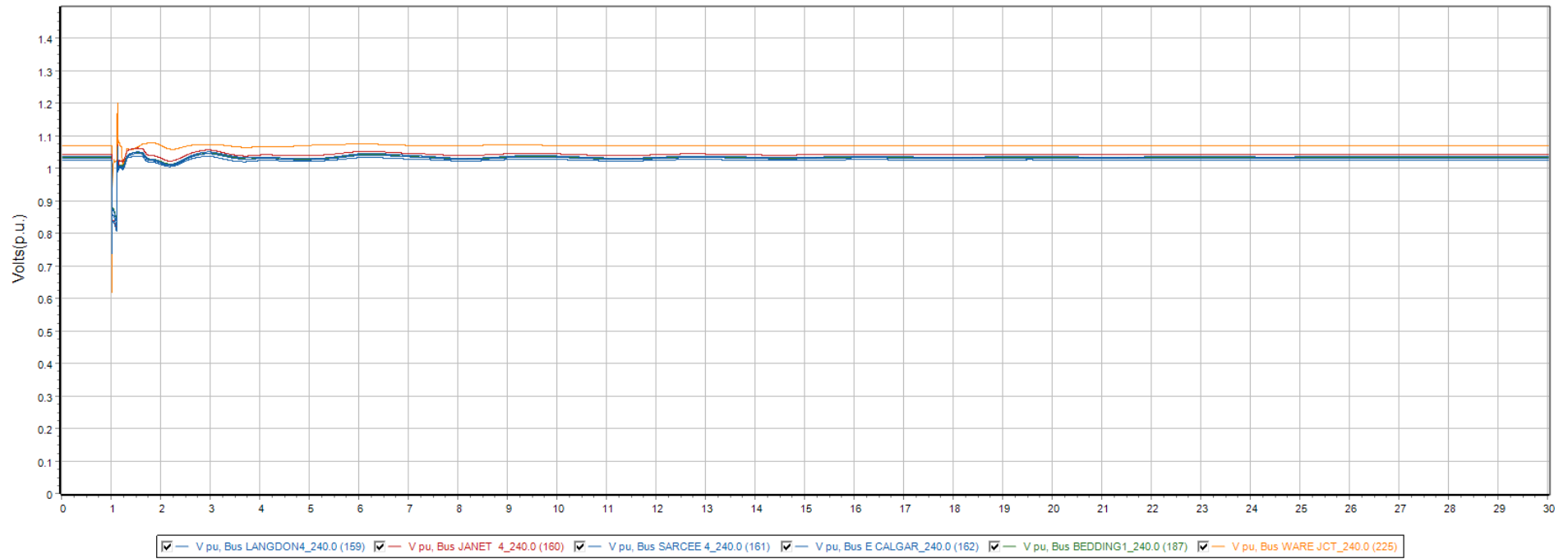
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

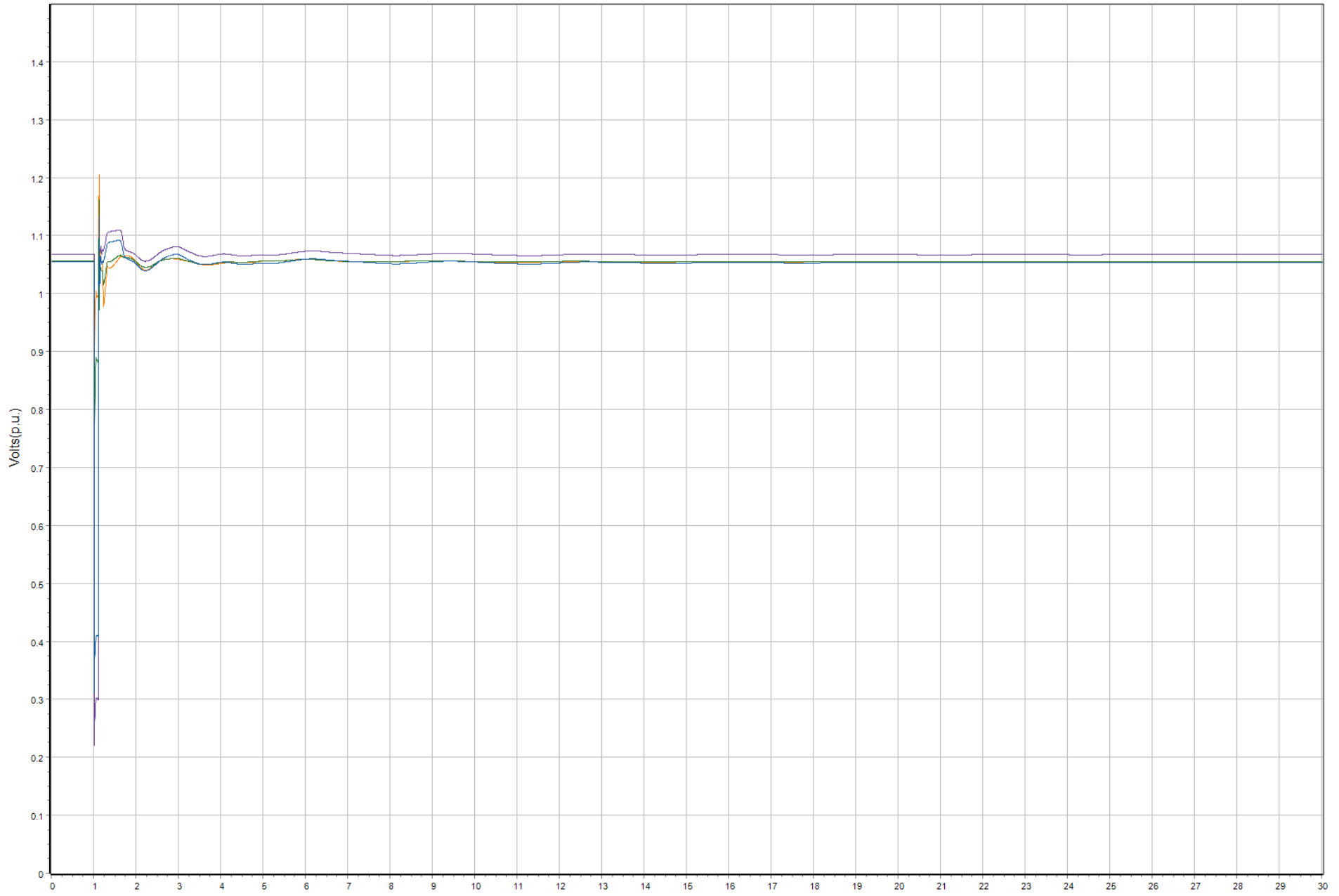


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX66S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

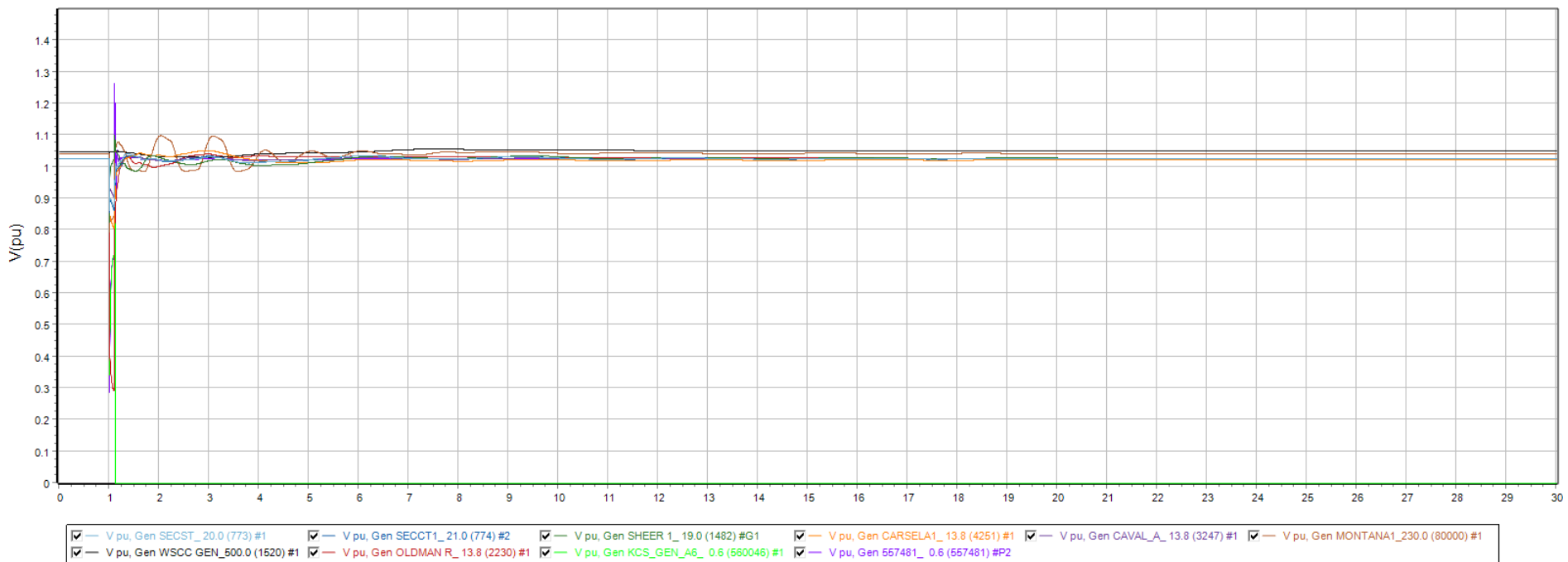
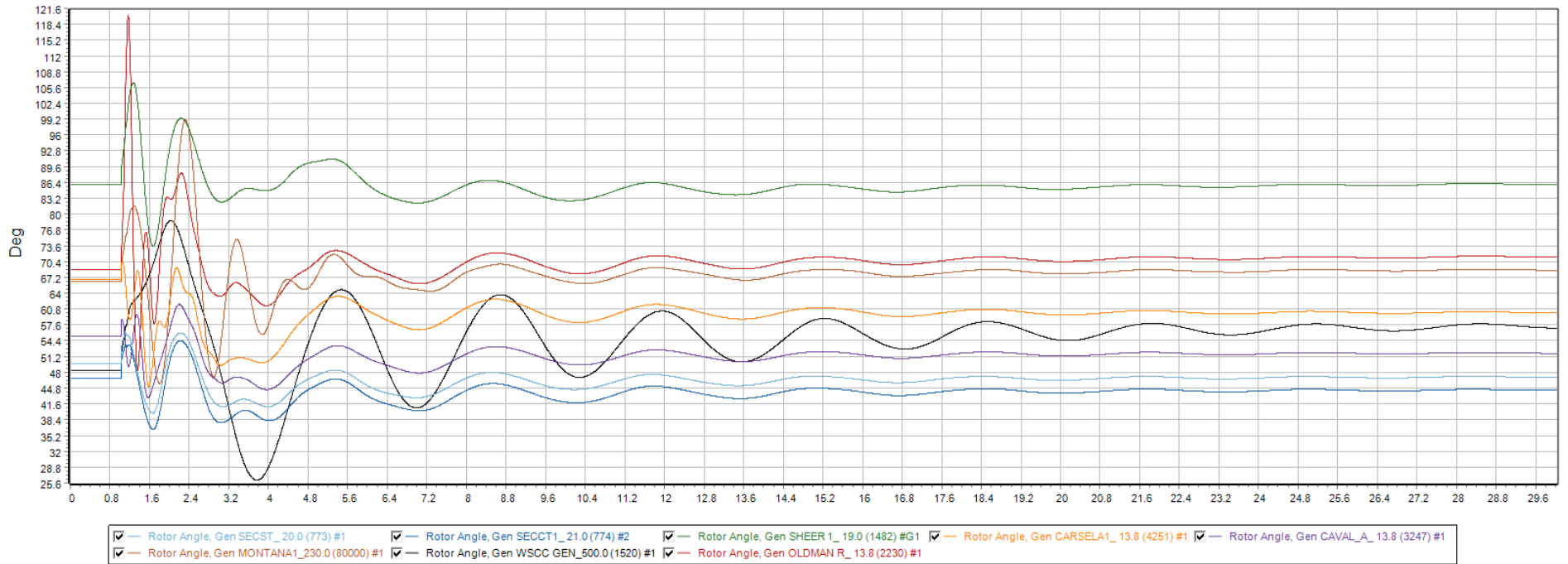




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

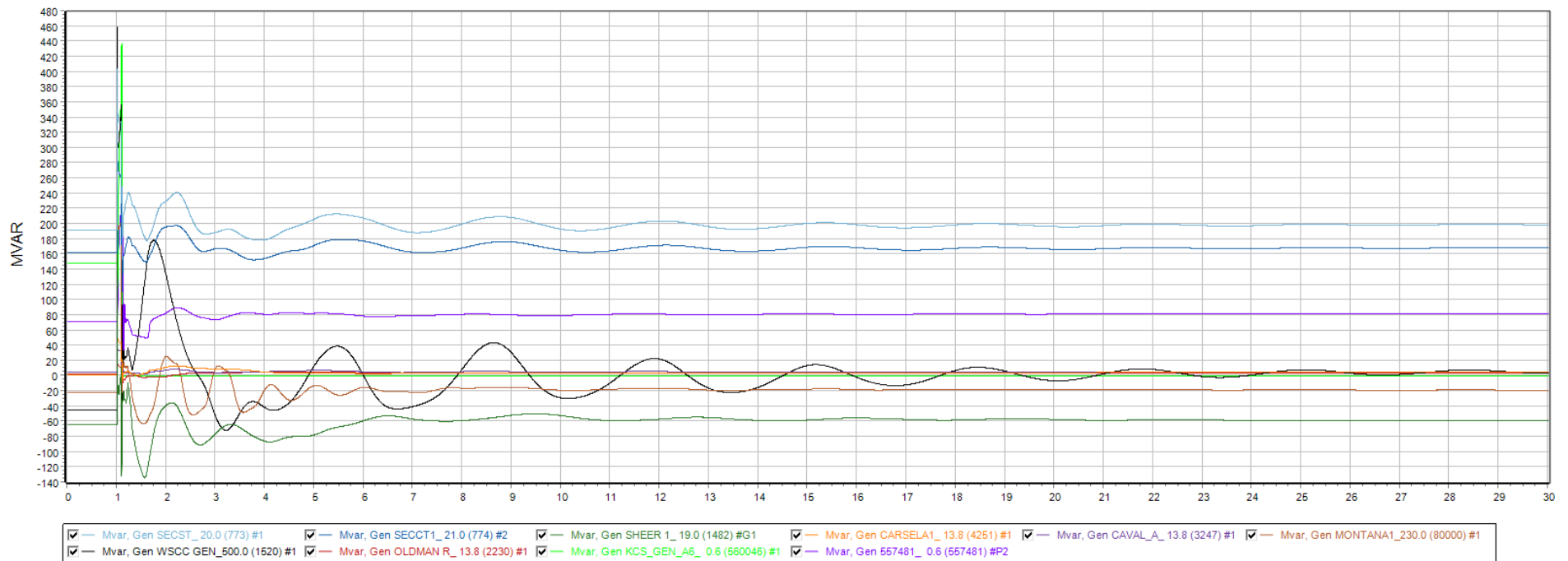
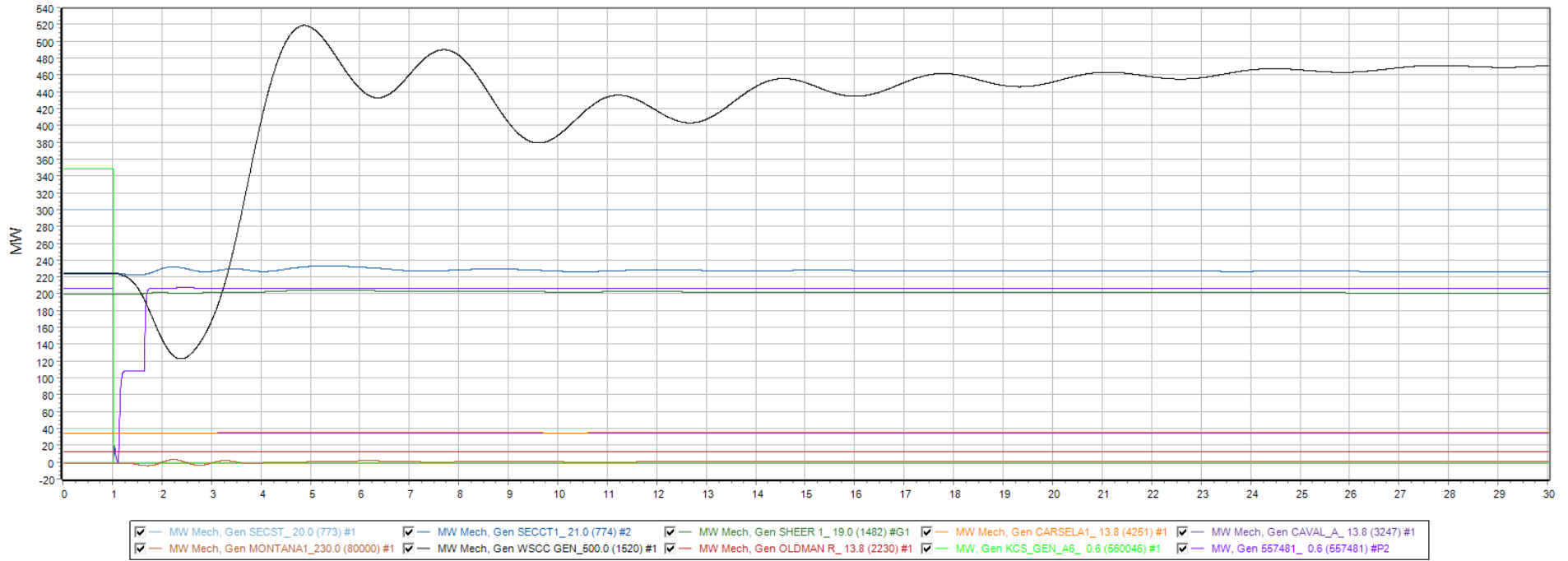


Monitor Gens. Q1

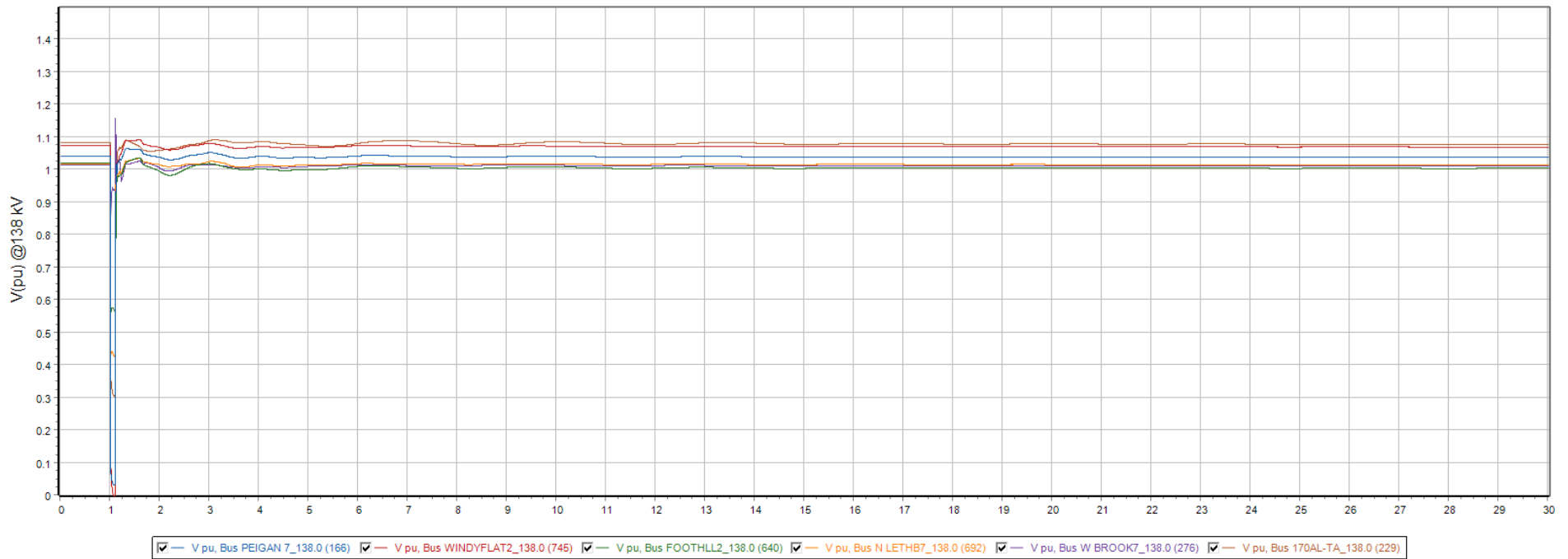
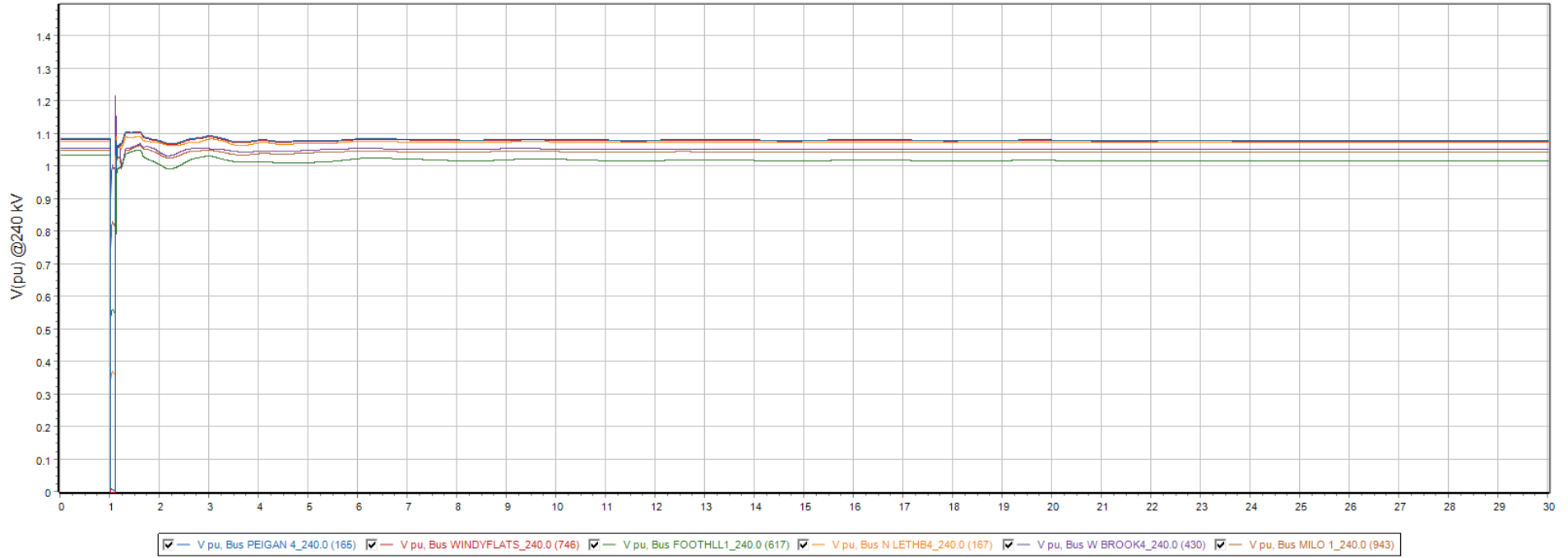




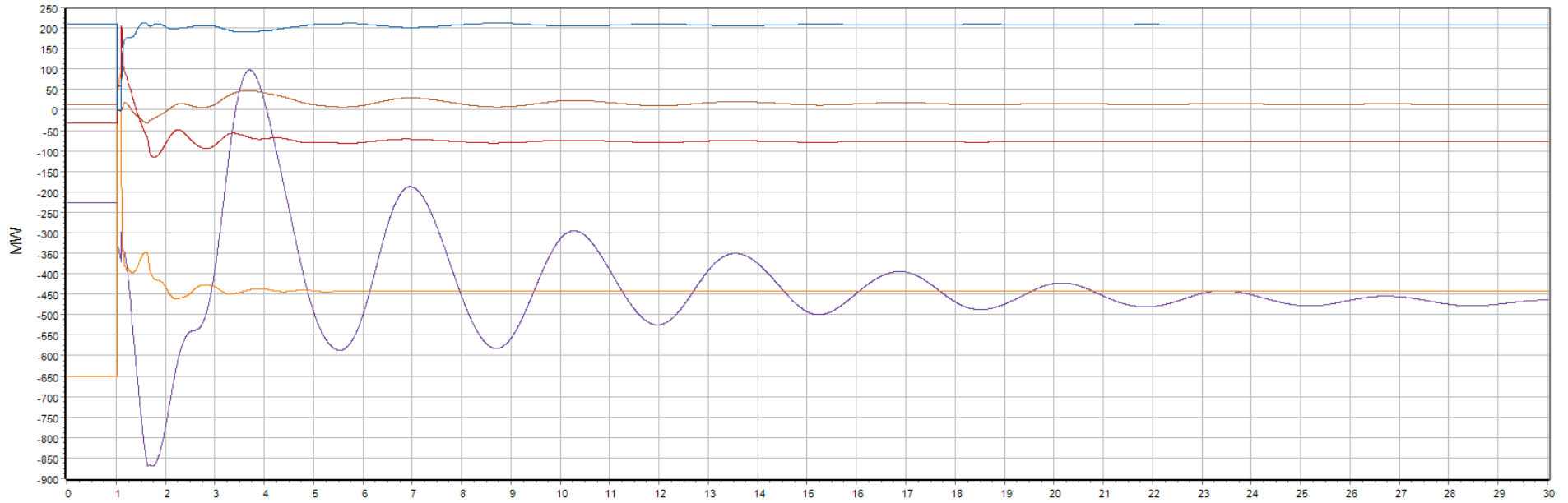
Monitor Gens. Q2



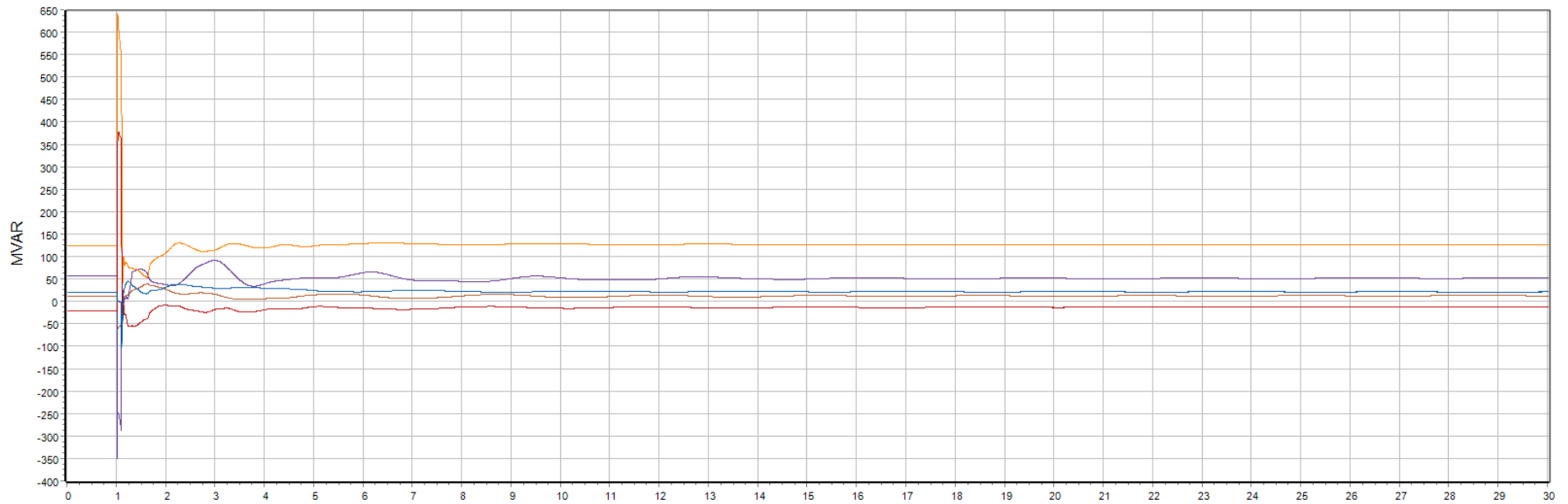
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



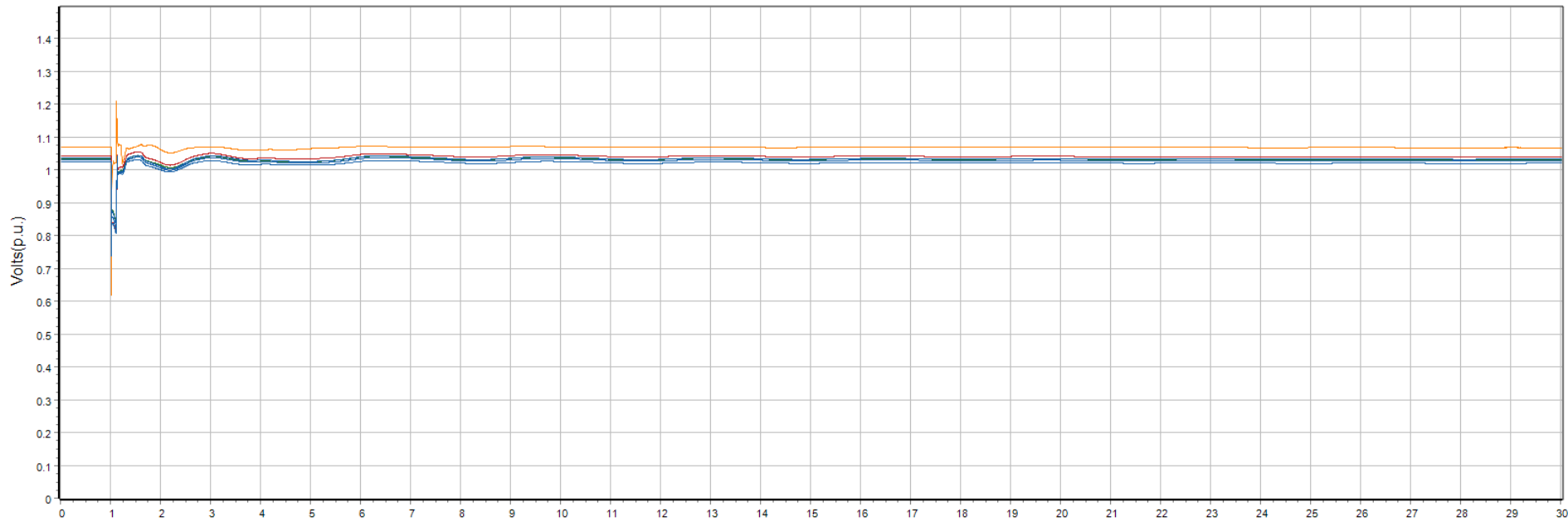
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



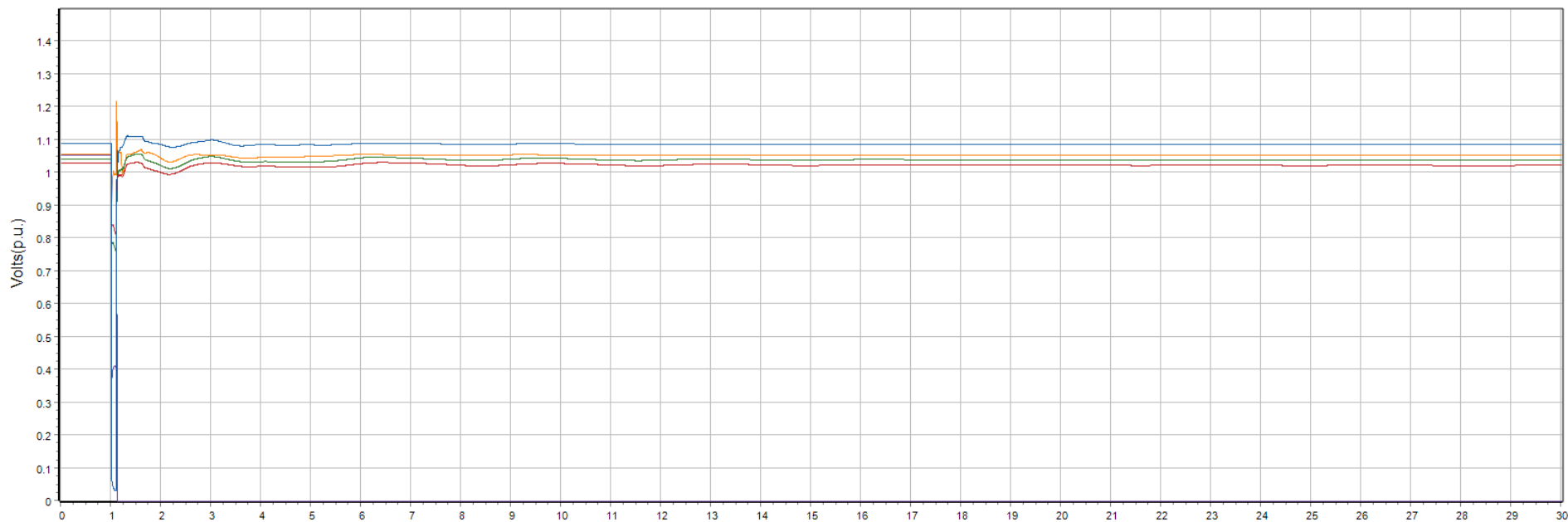
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

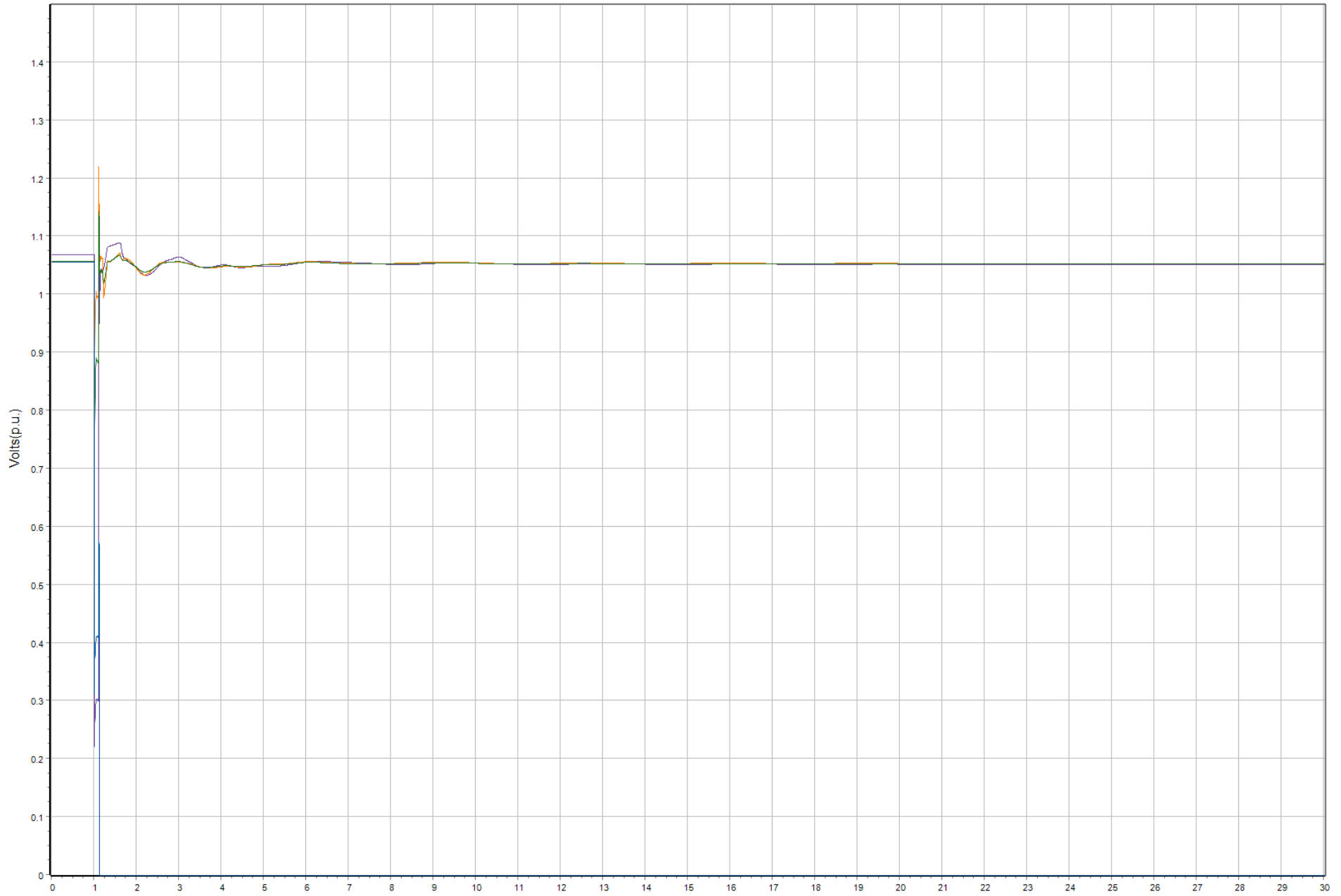


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

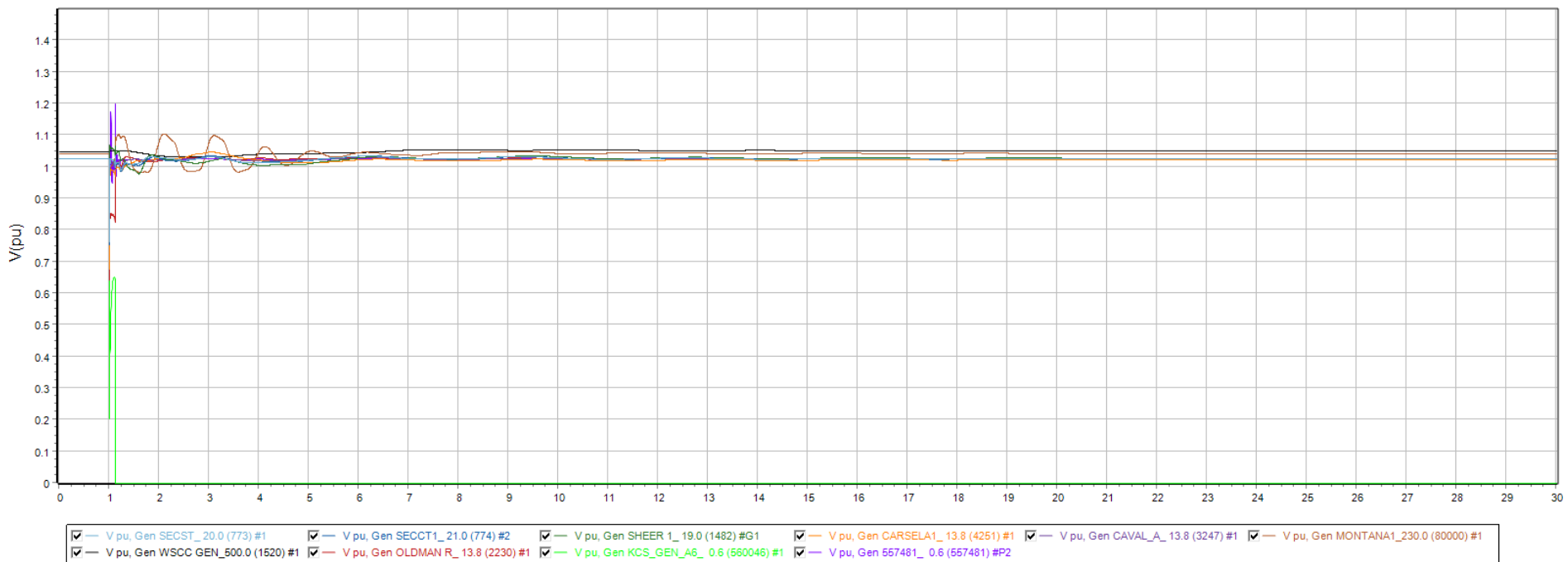
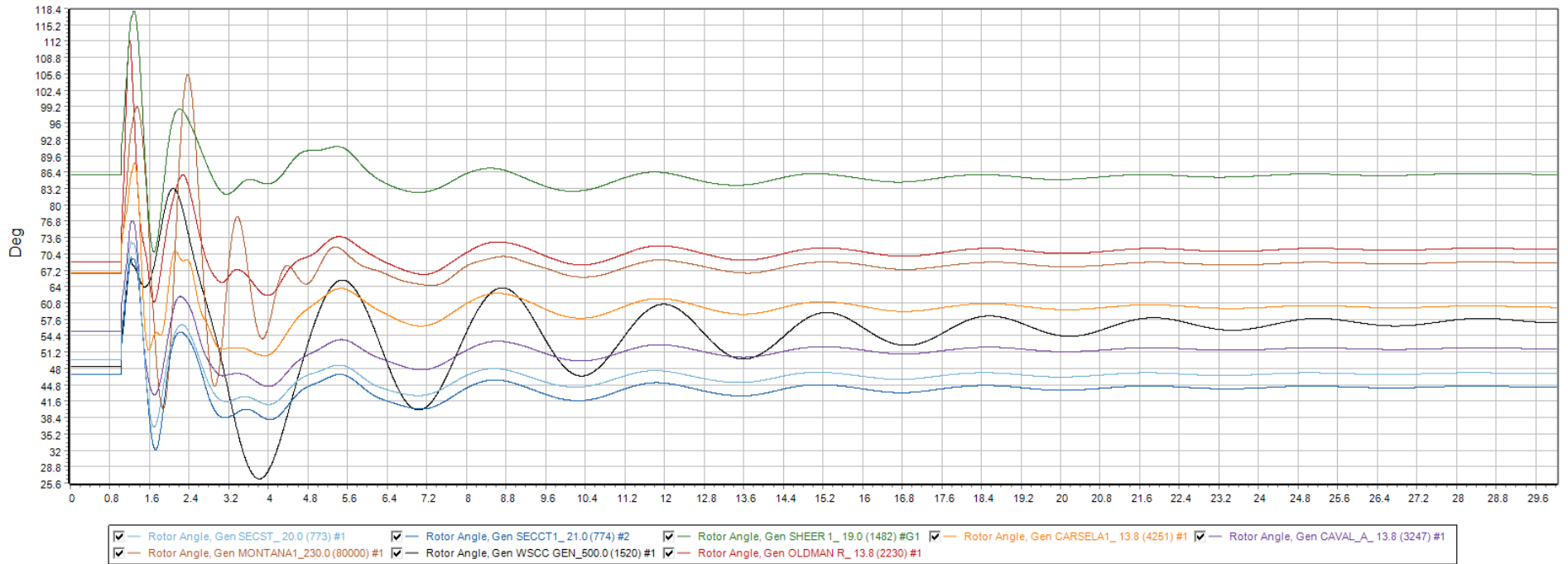




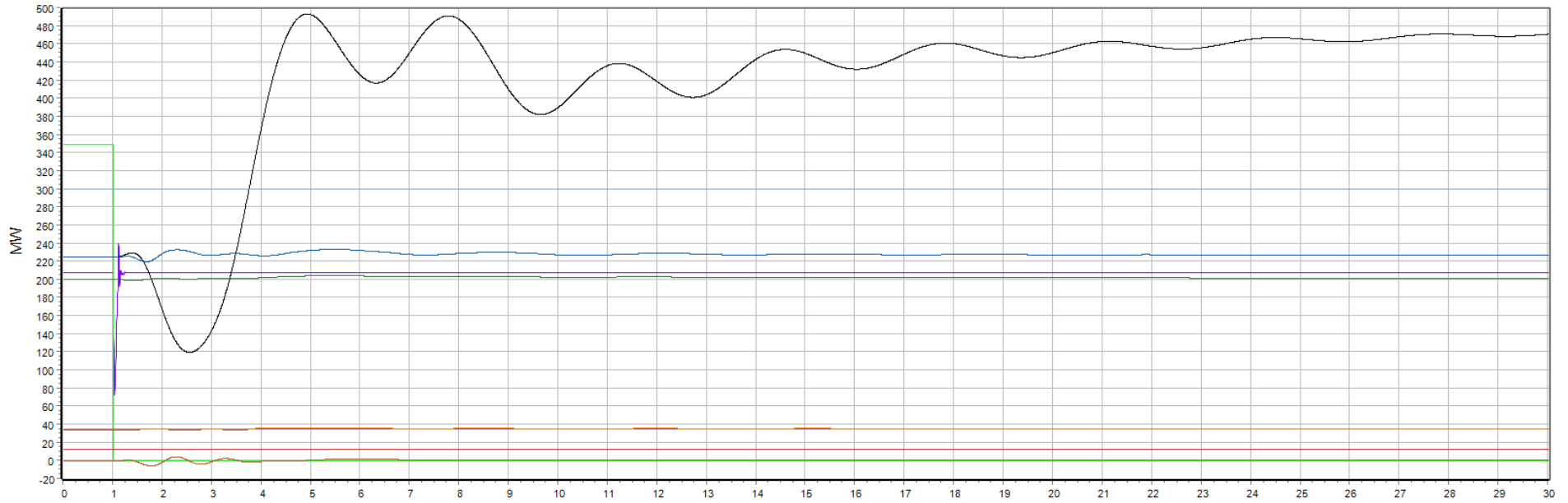
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



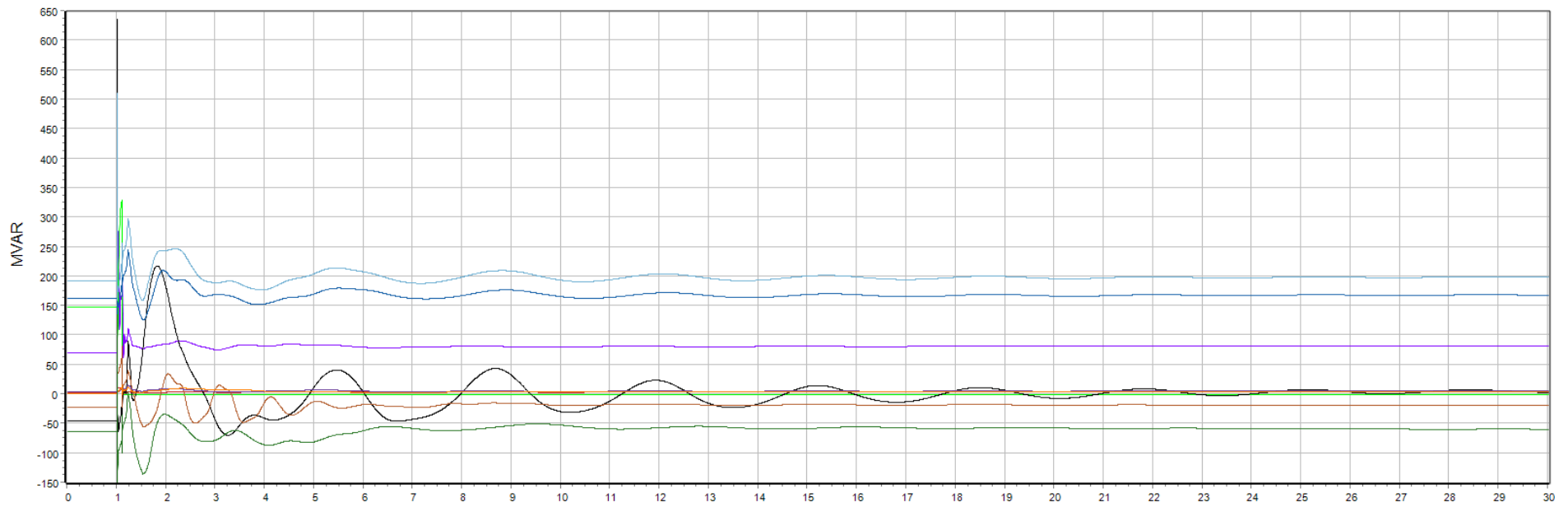
Monitor Gens. Q1



Monitor Gens. Q2



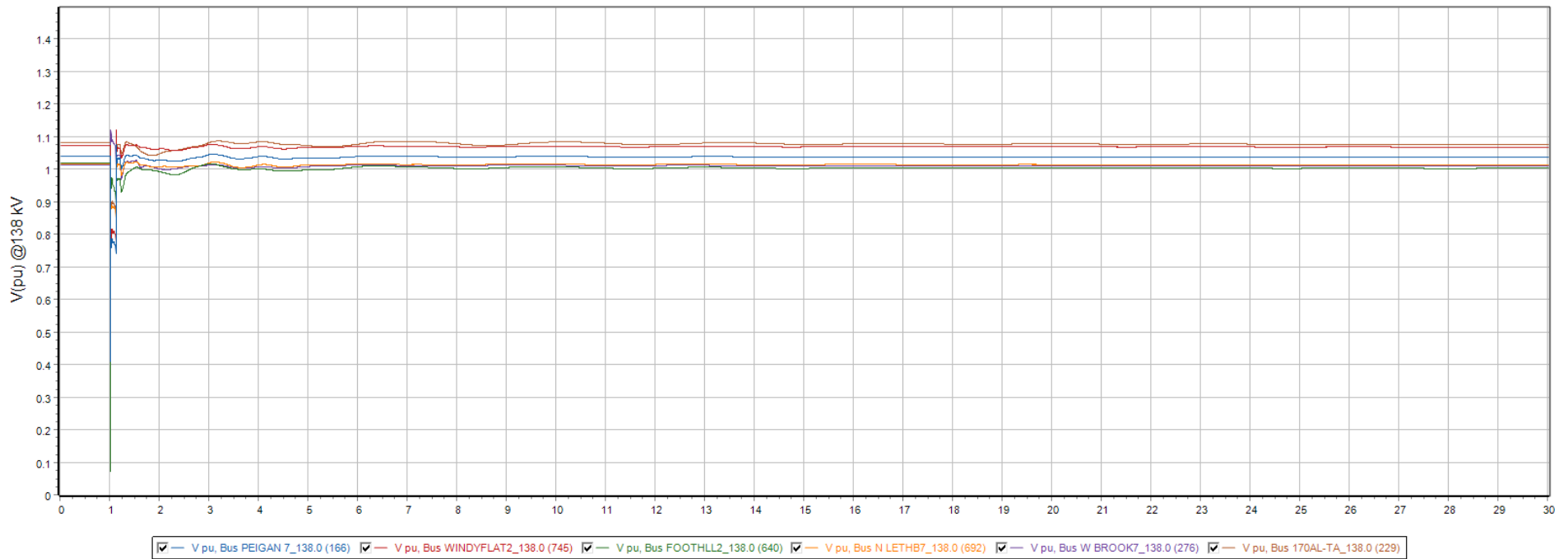
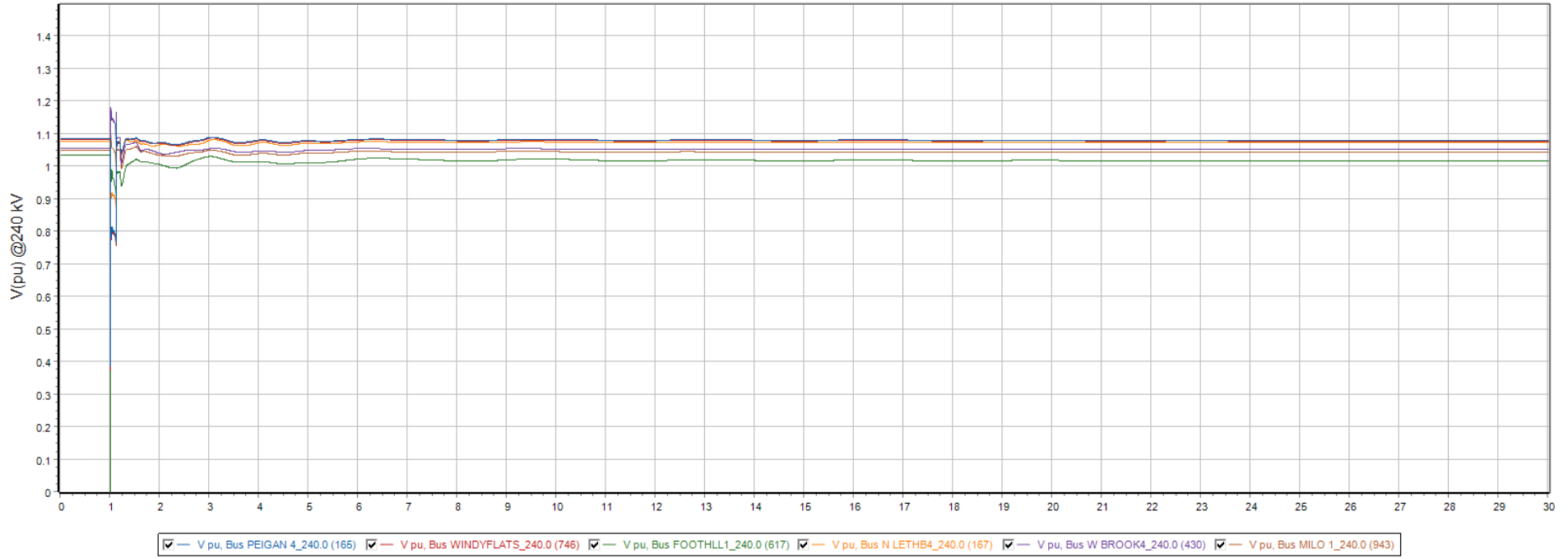
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

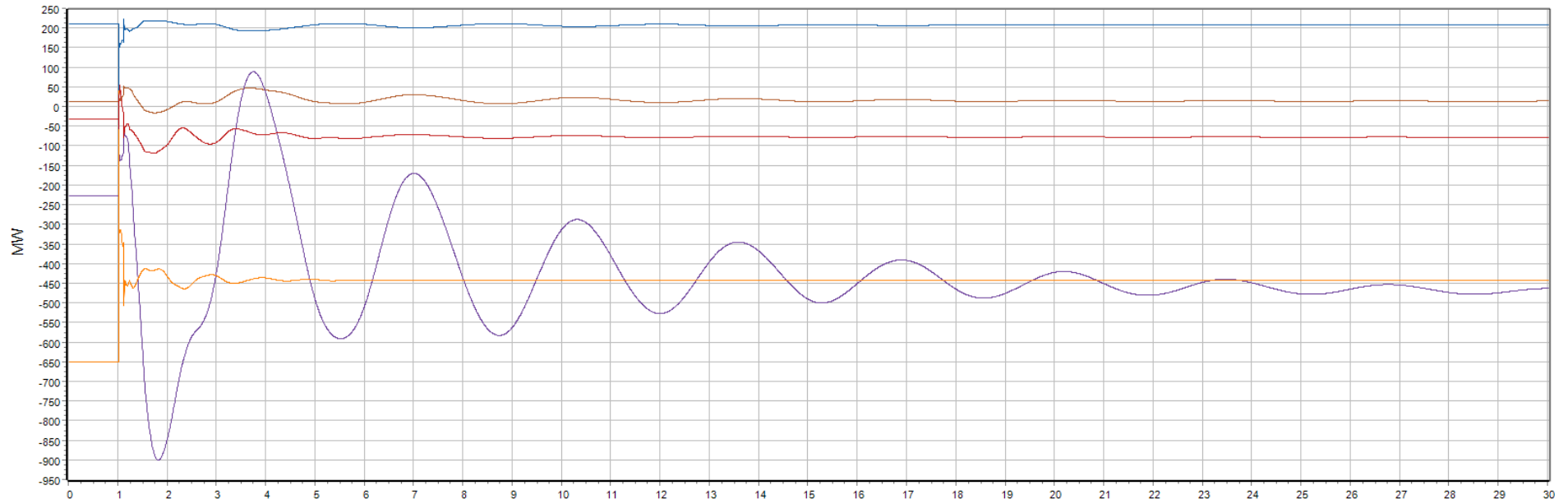


Monitor Bus Volts Q3

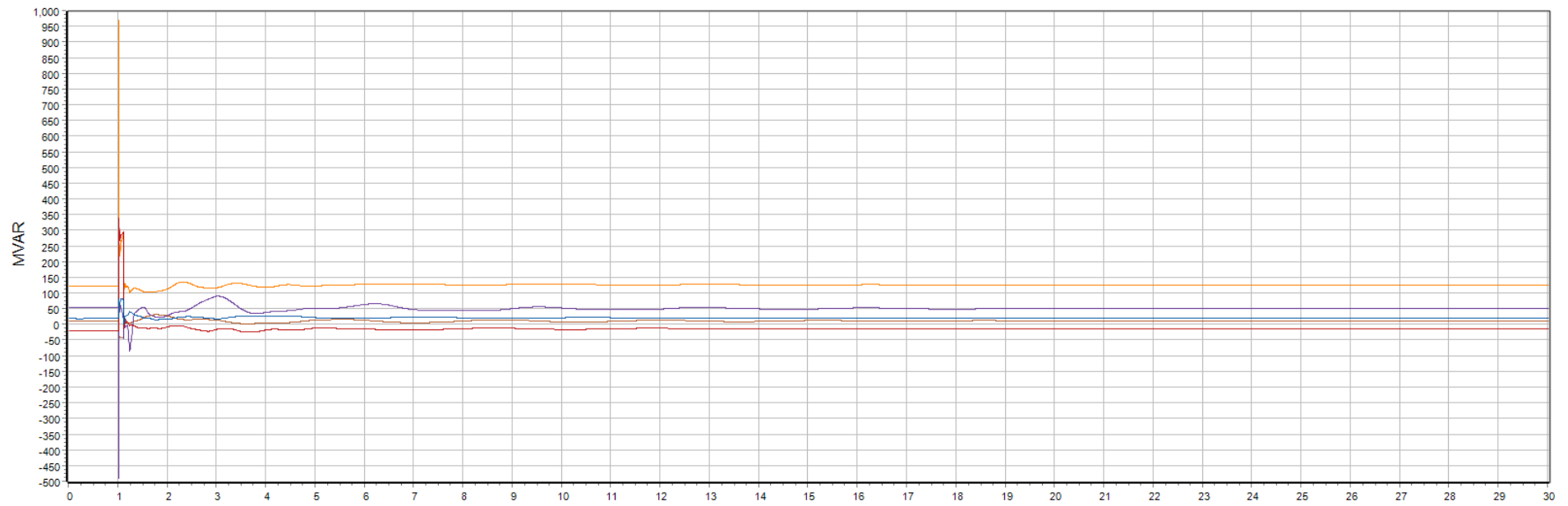




Monitor Line MW & MVAR. Q4



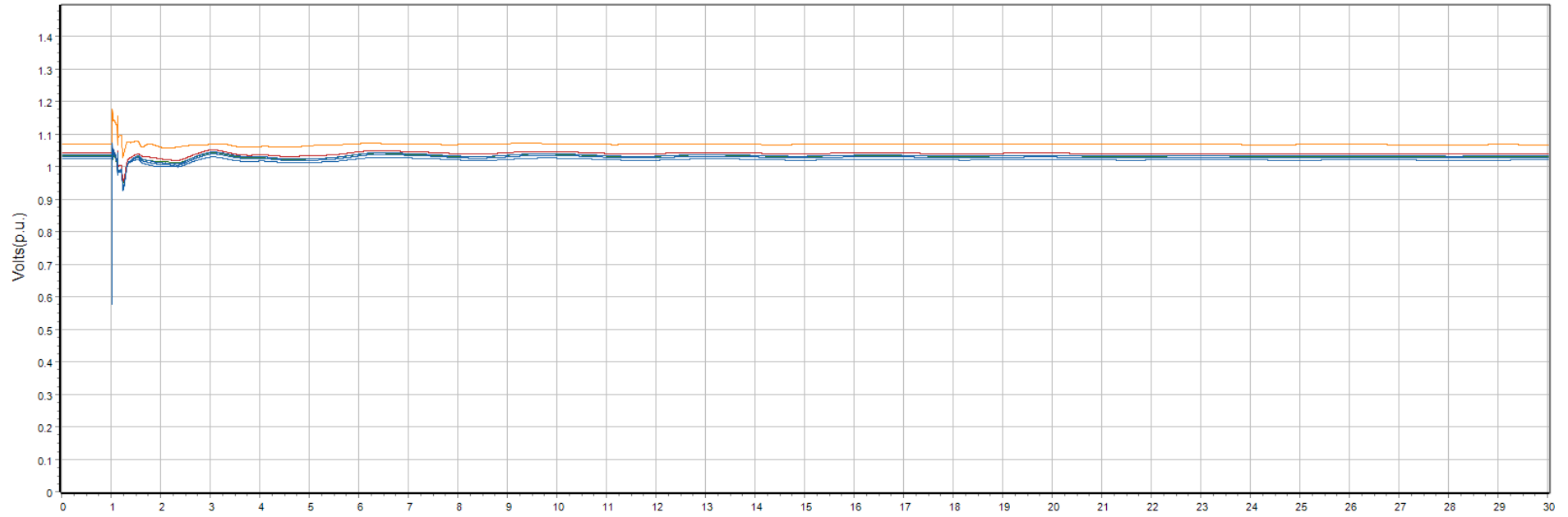
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



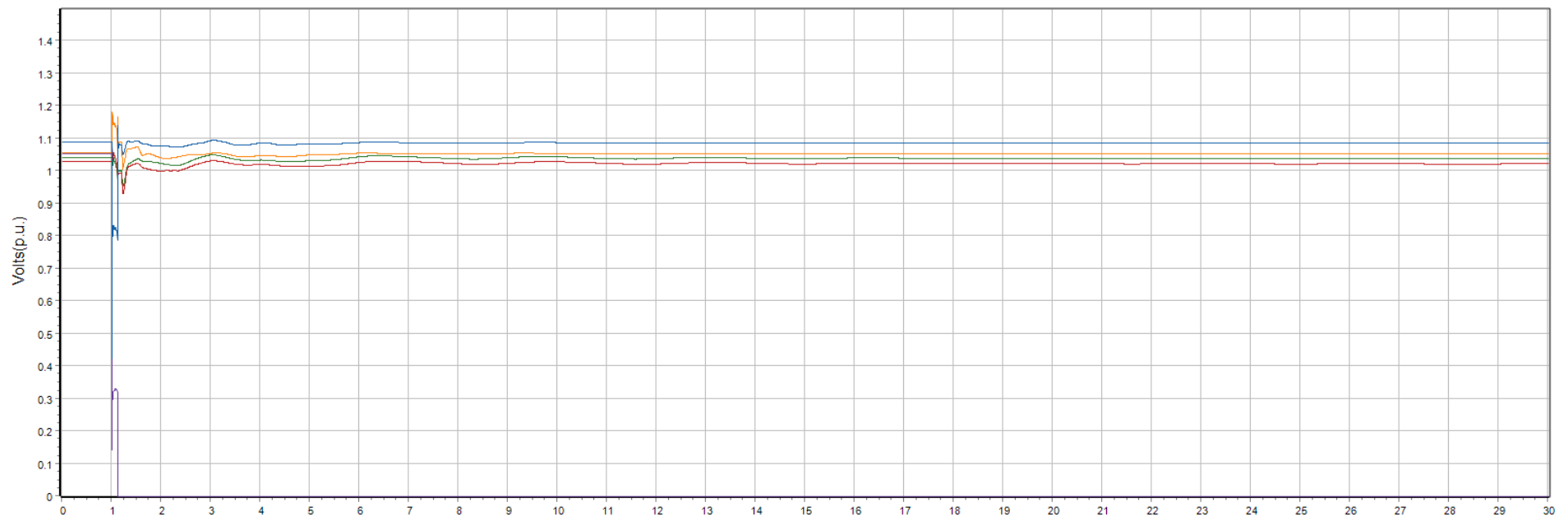
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

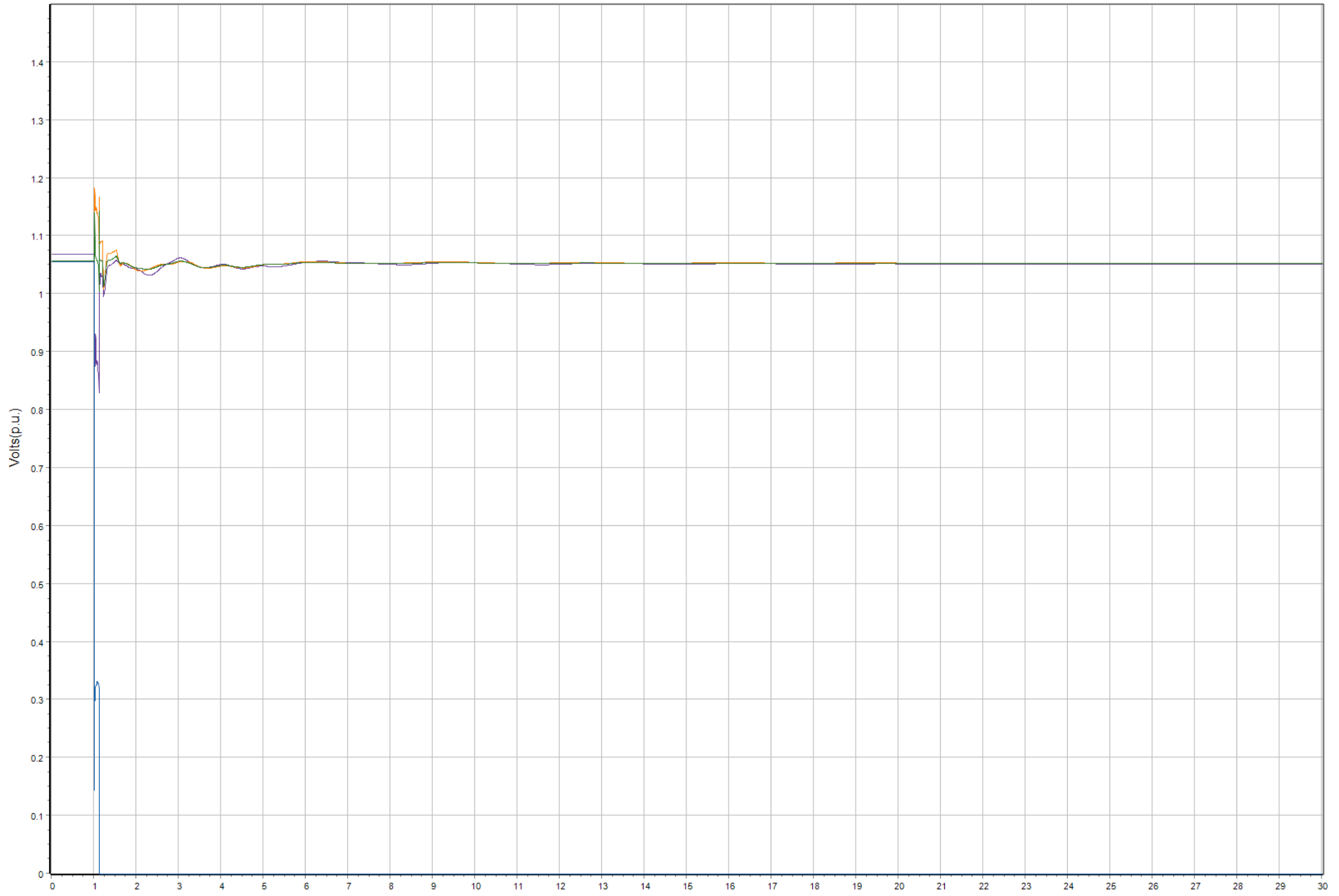


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

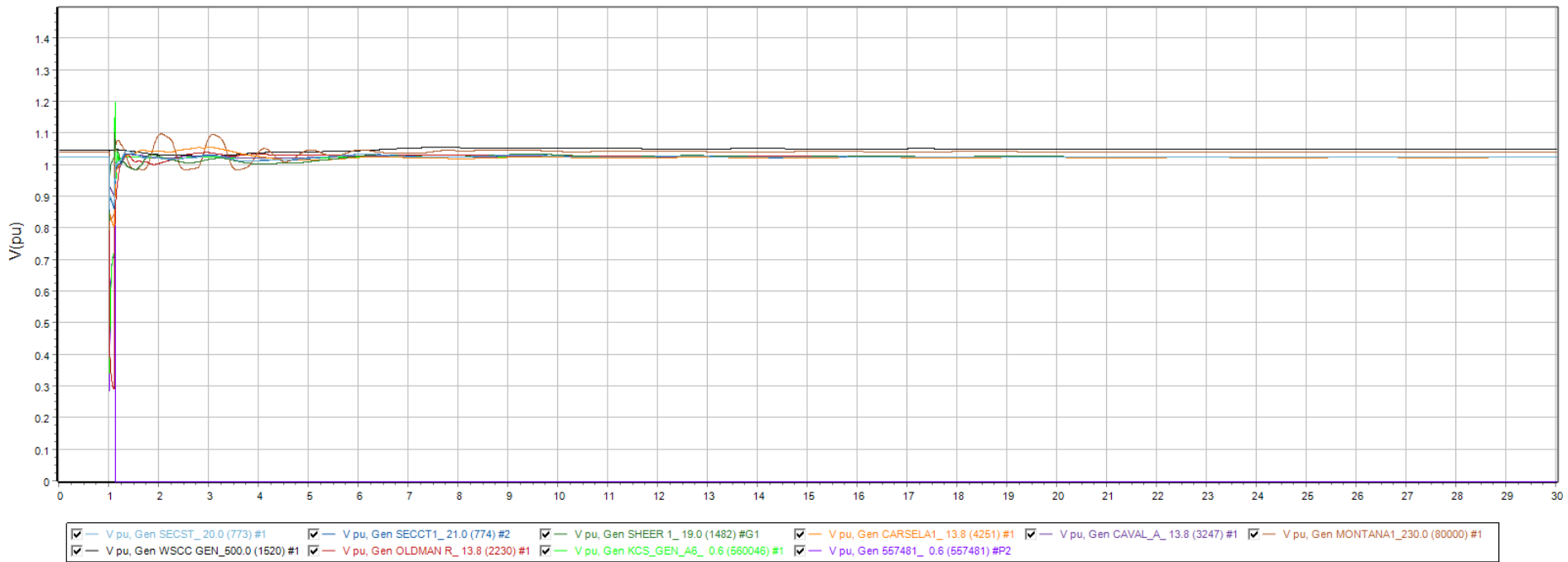
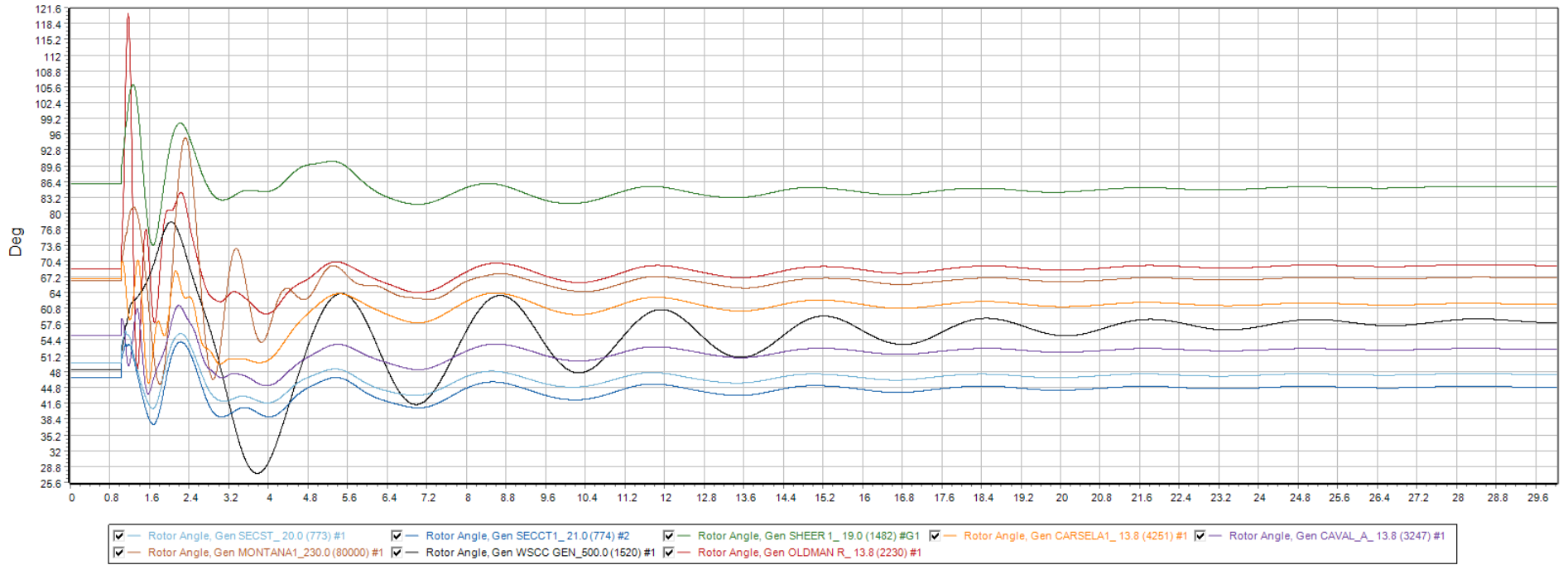




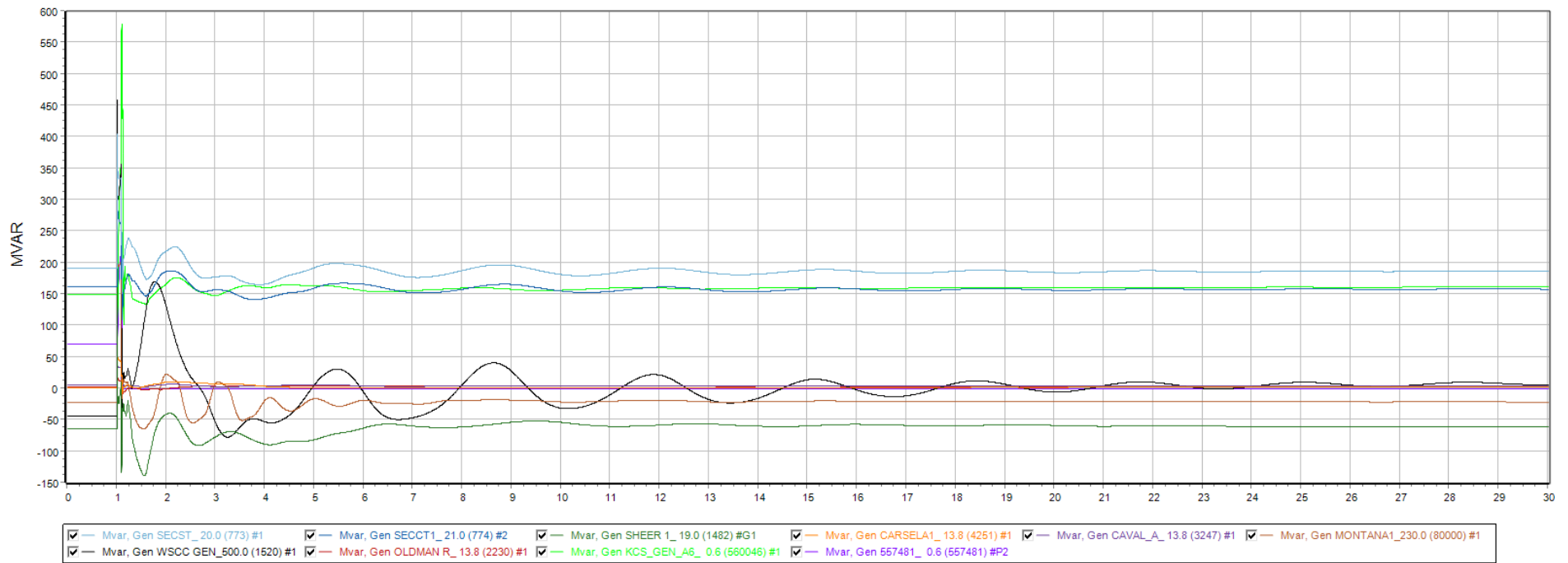
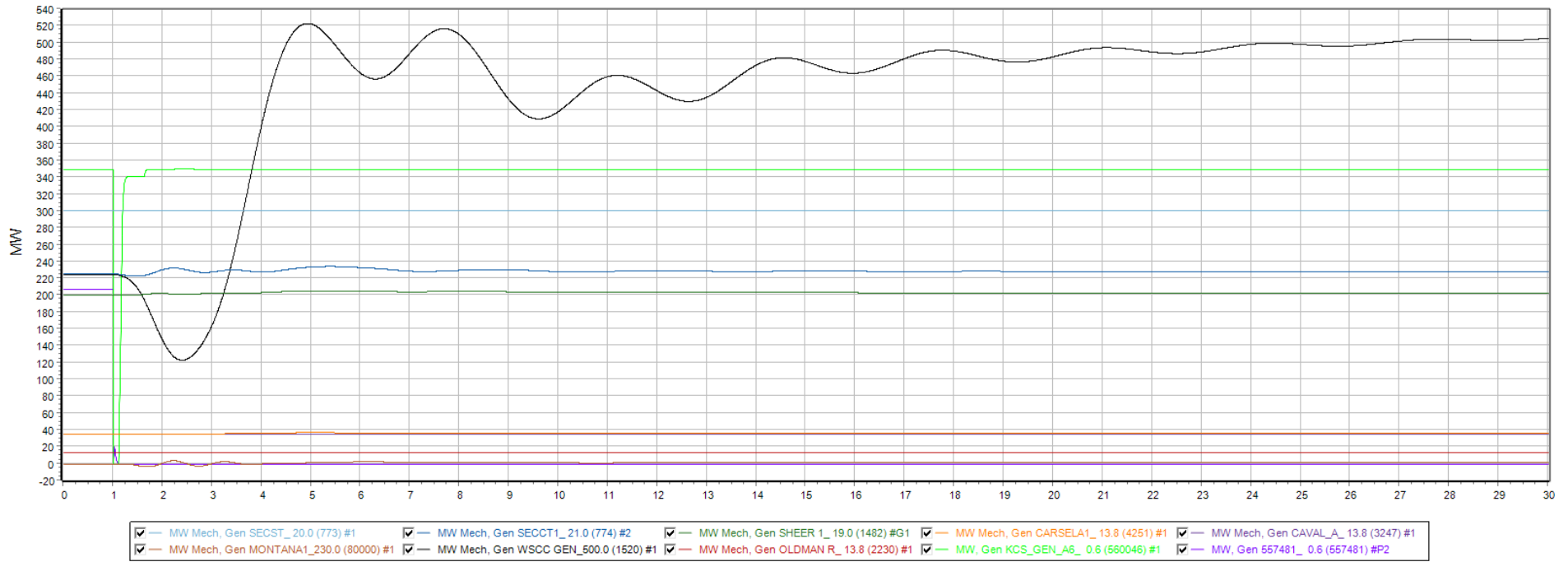
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



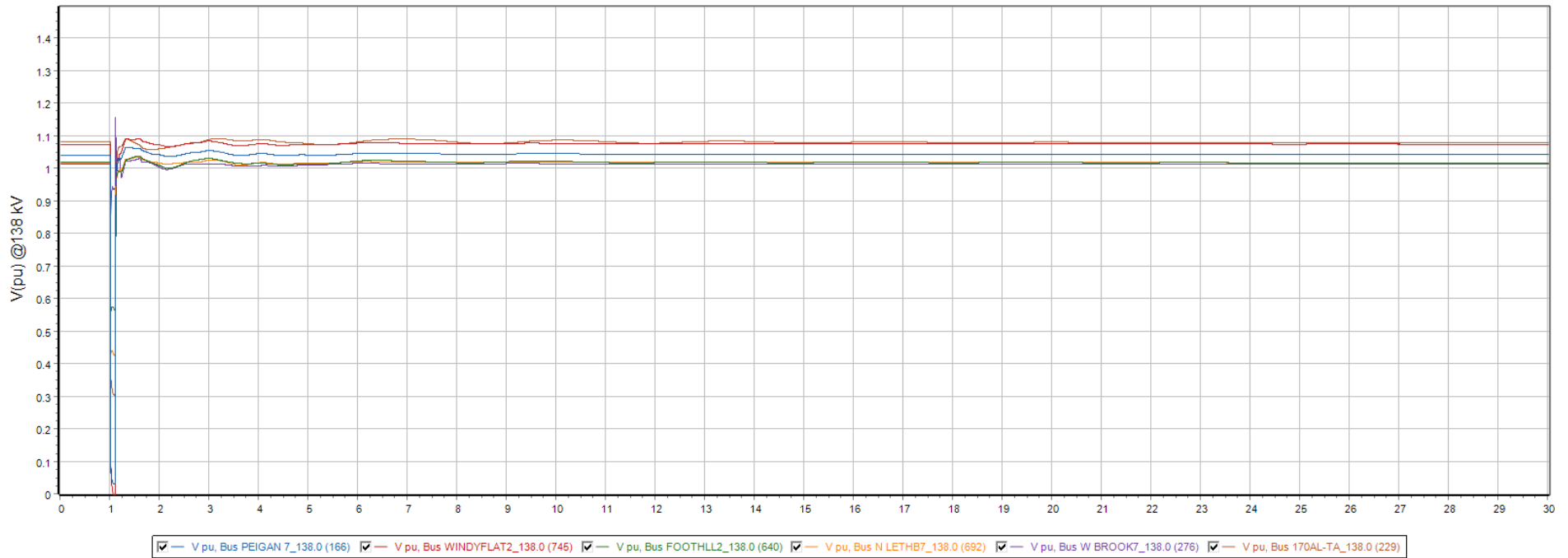
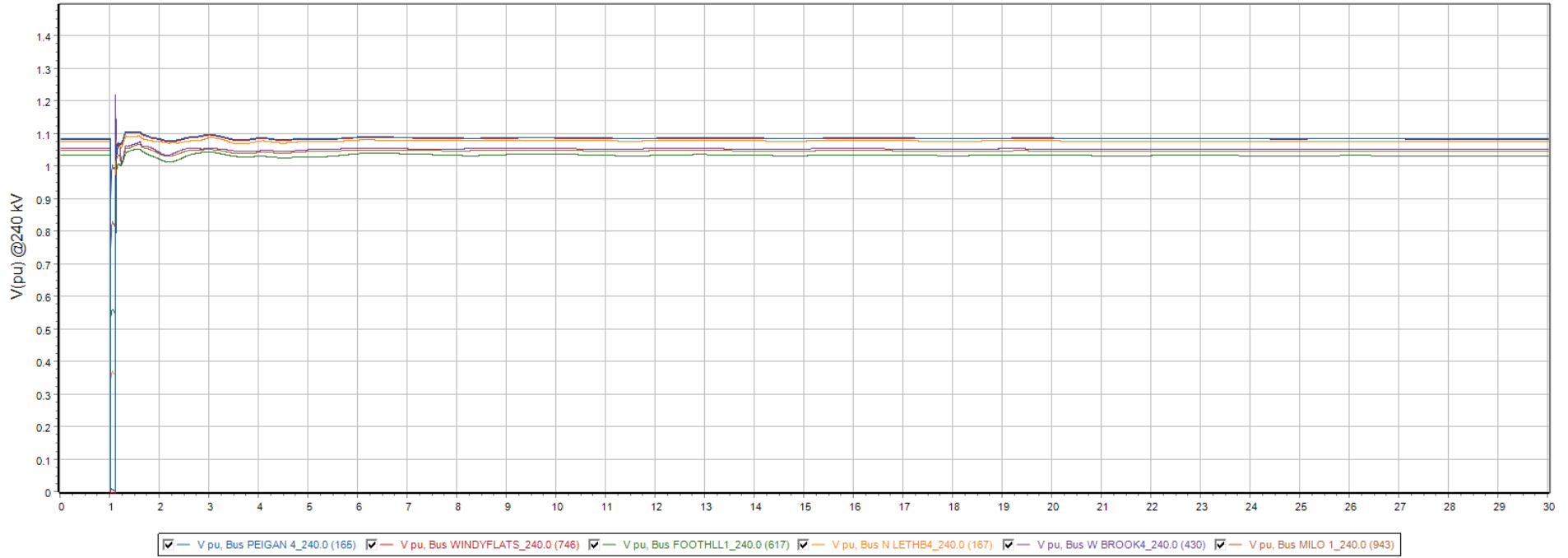
Monitor Gens. Q1



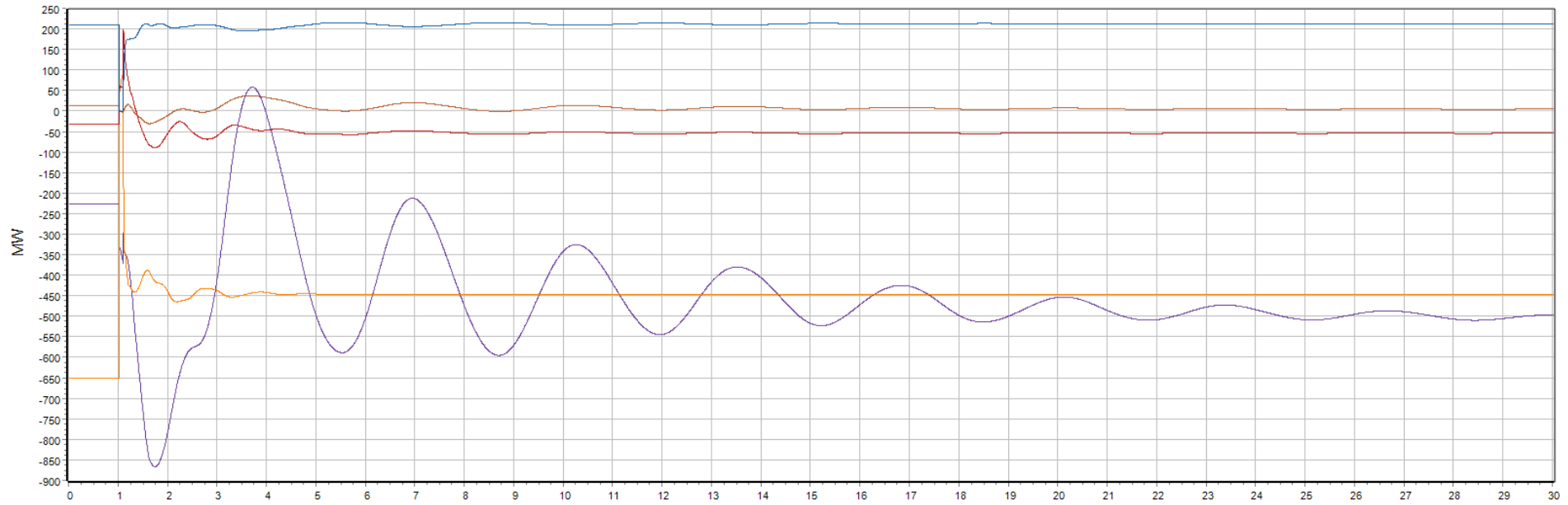
Monitor Gens. Q2



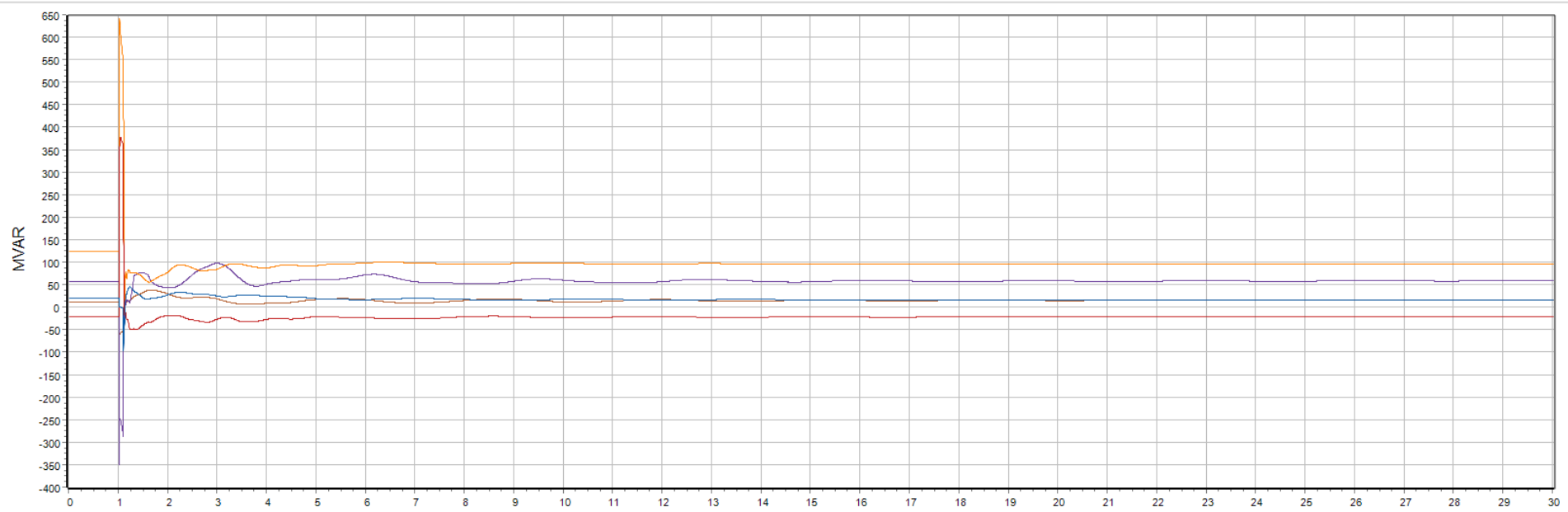
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



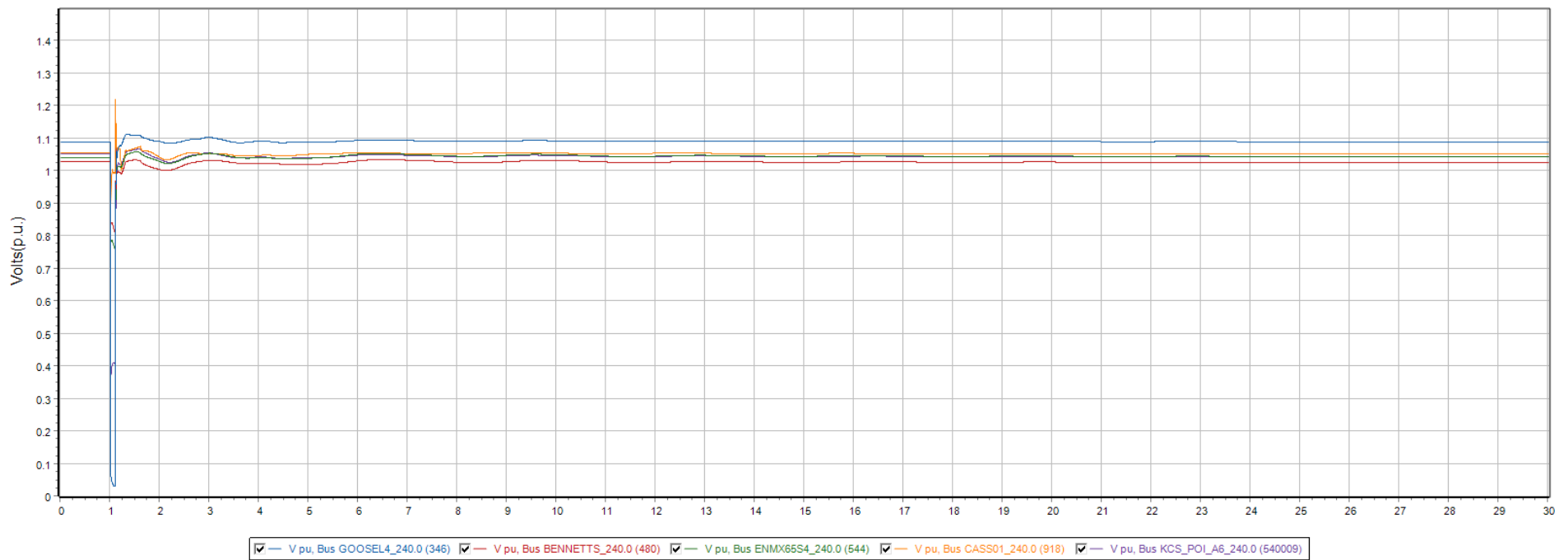
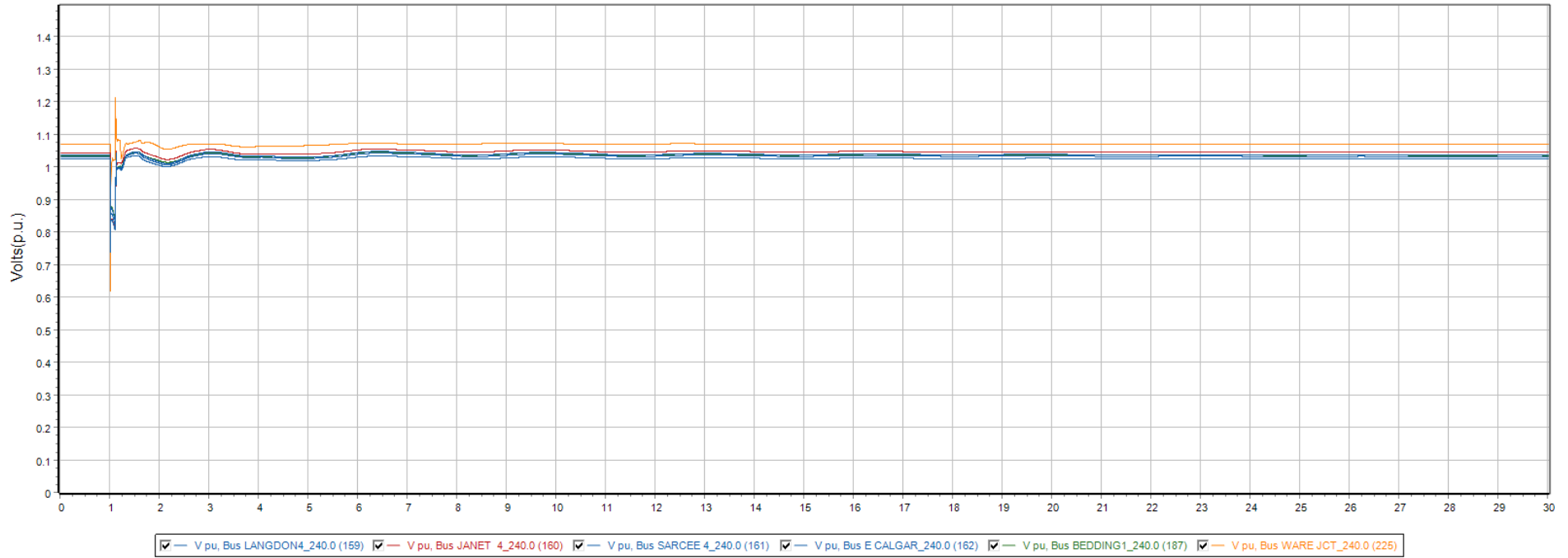
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



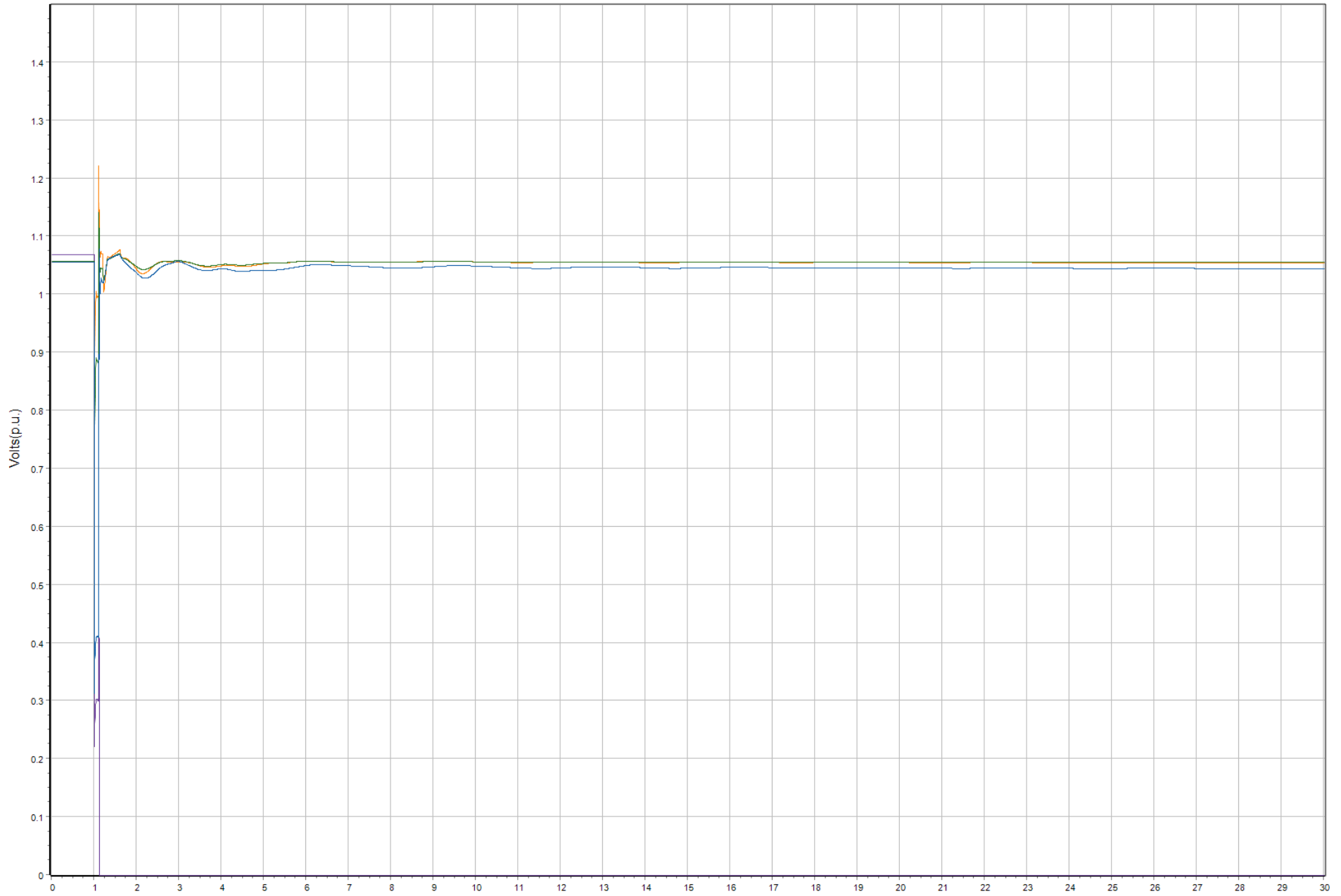
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



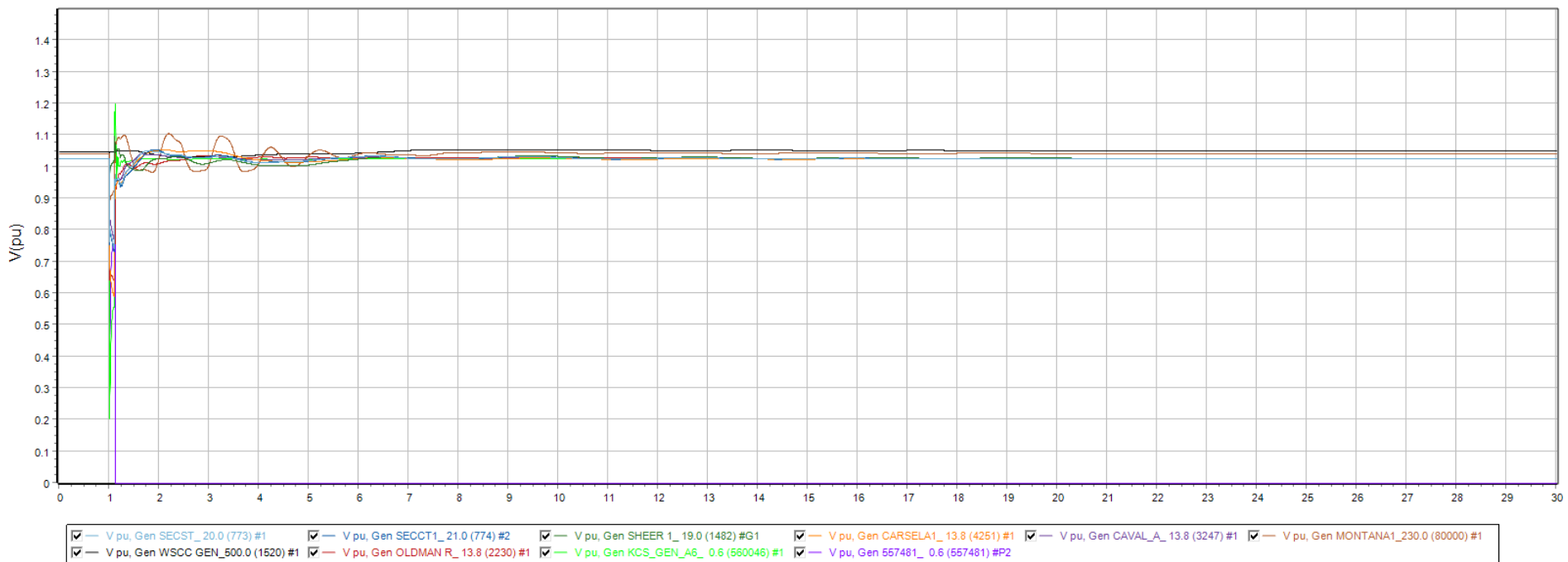
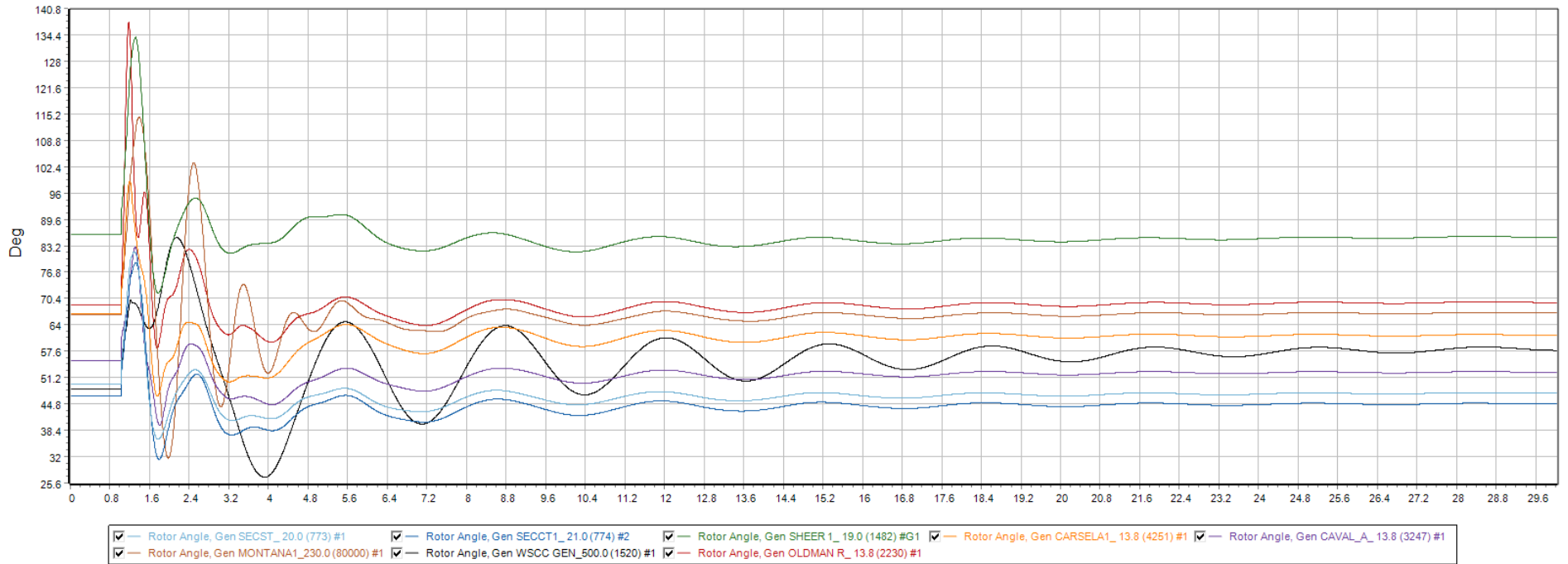




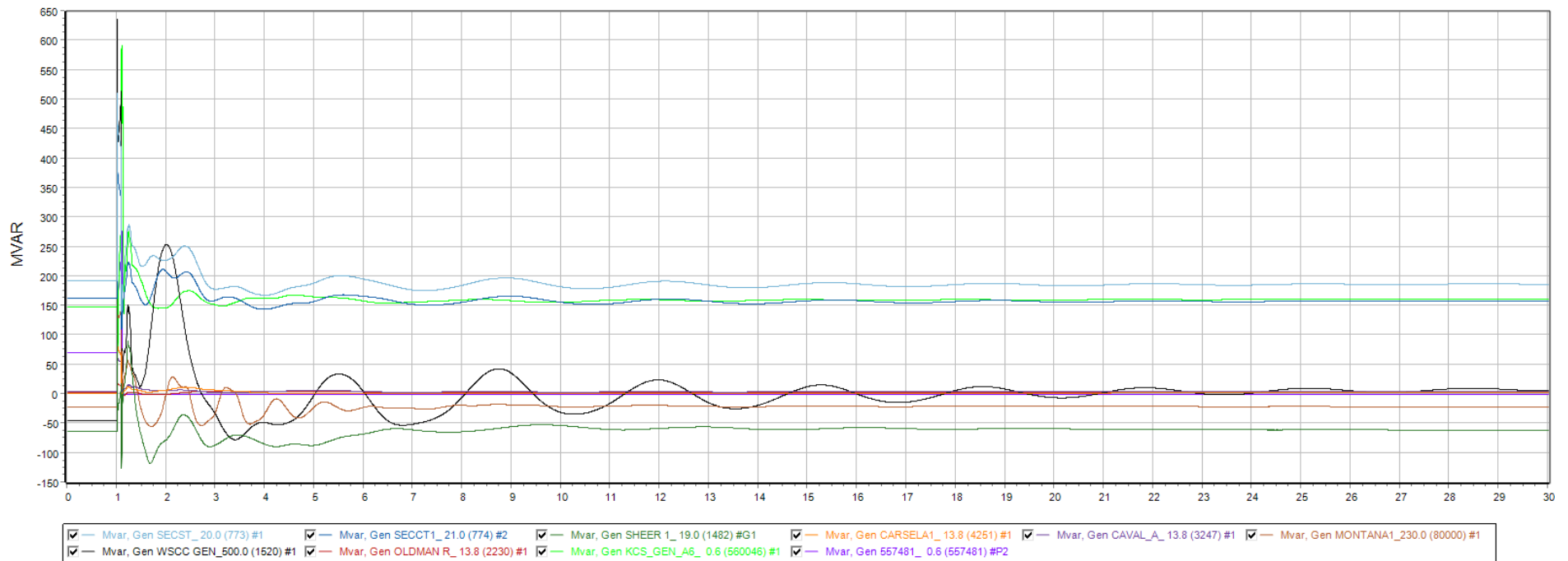
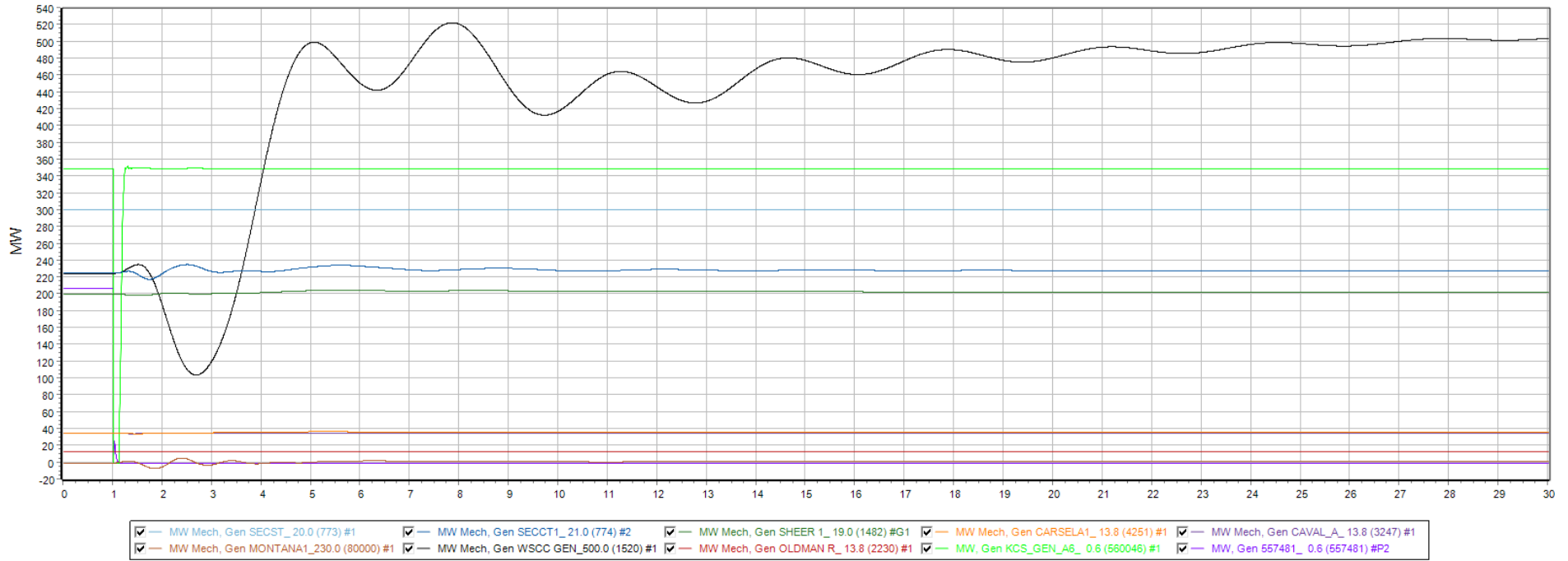
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



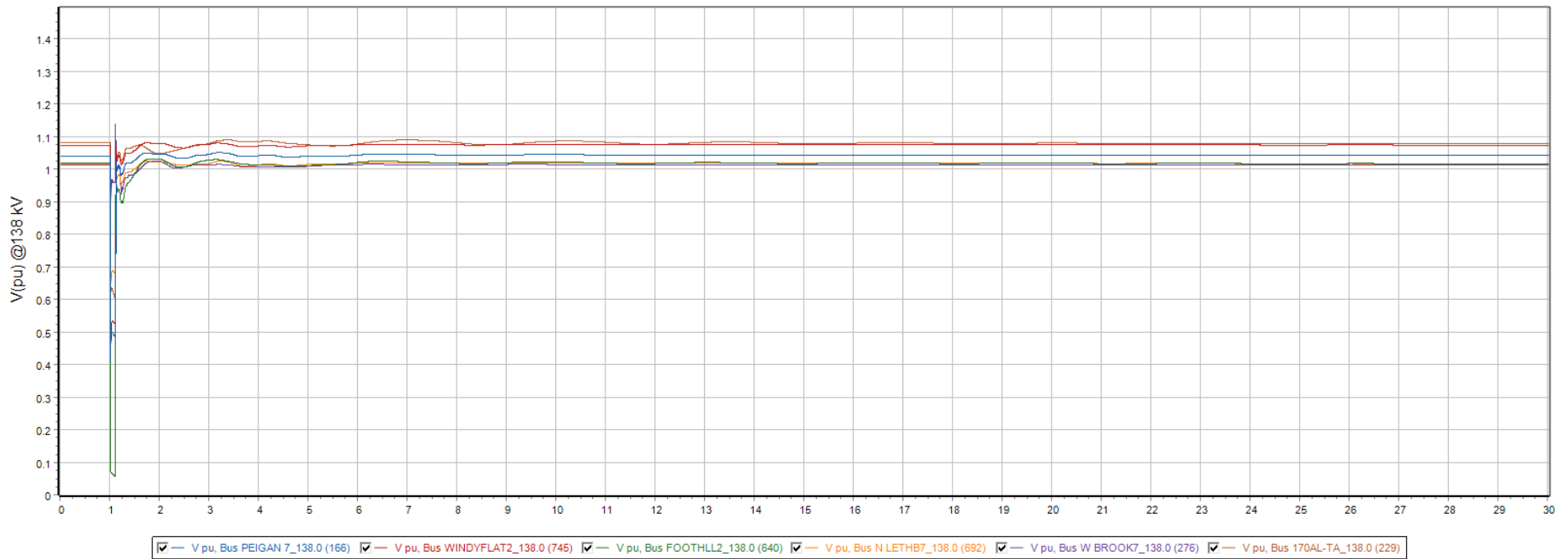
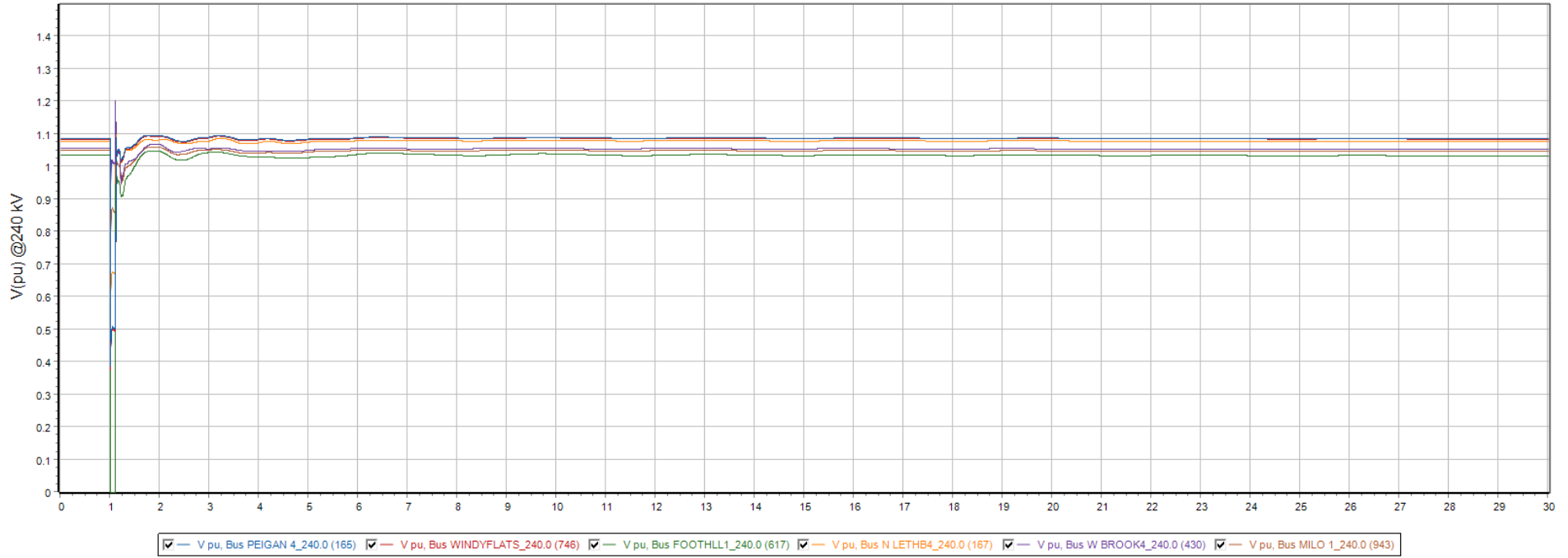
Monitor Gens. Q1



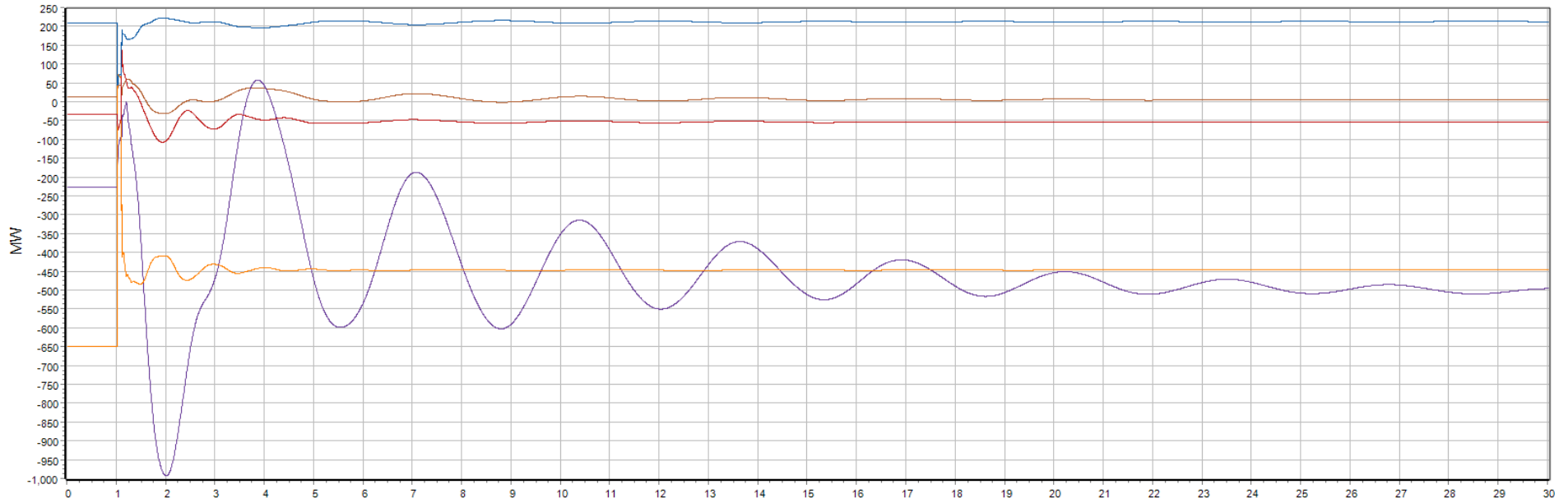
Monitor Gens. Q2



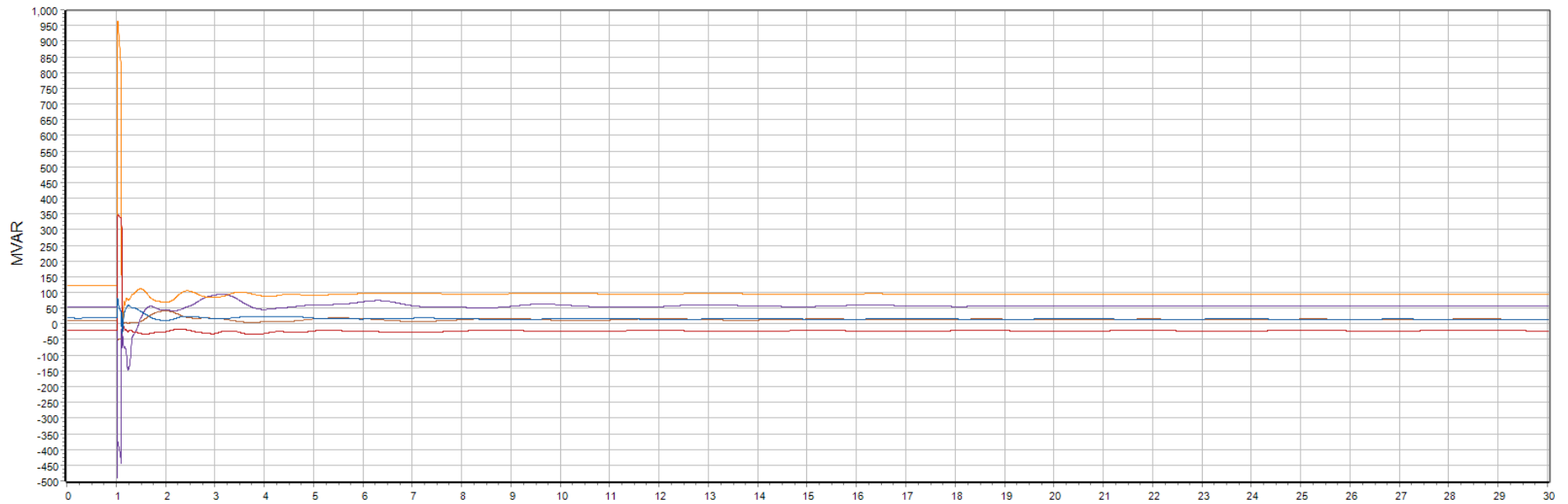
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



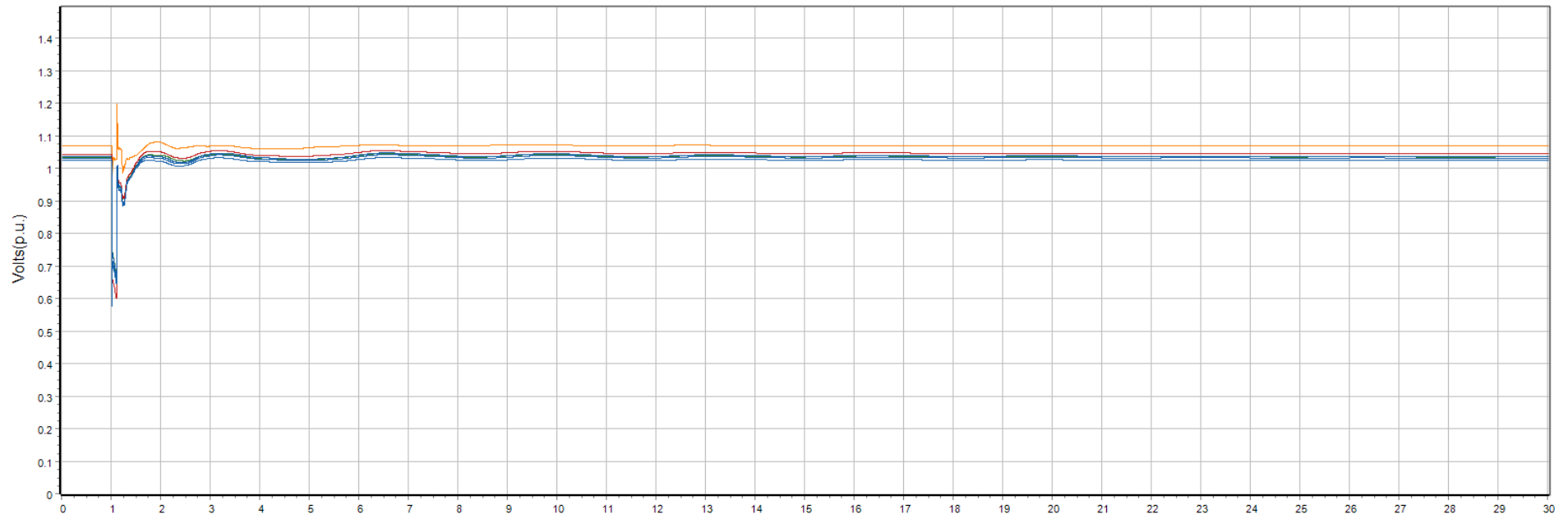
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



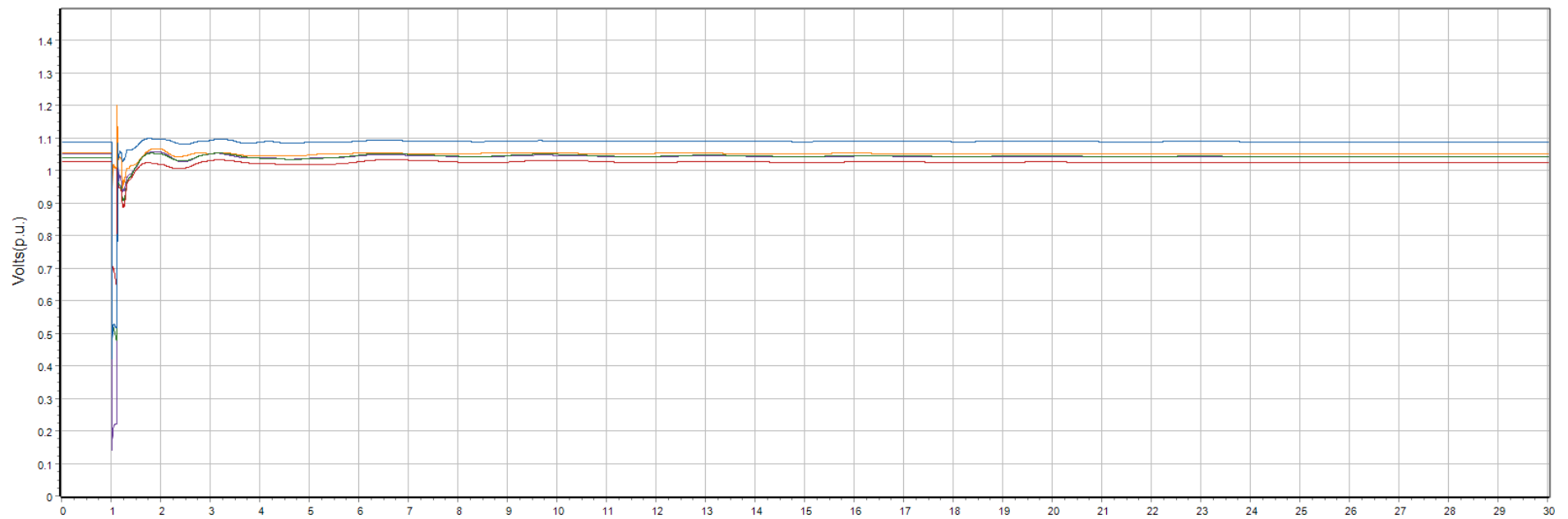
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

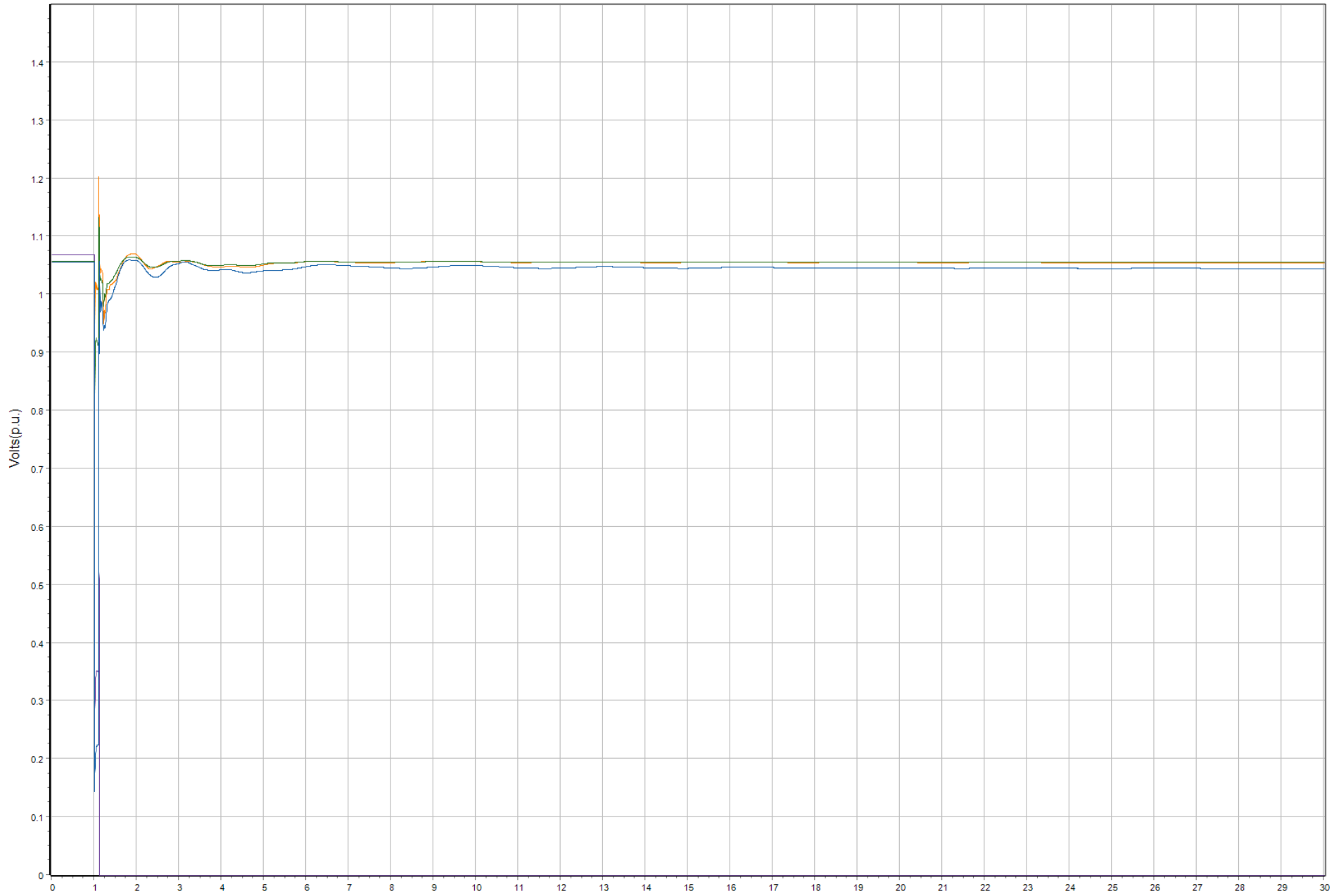


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

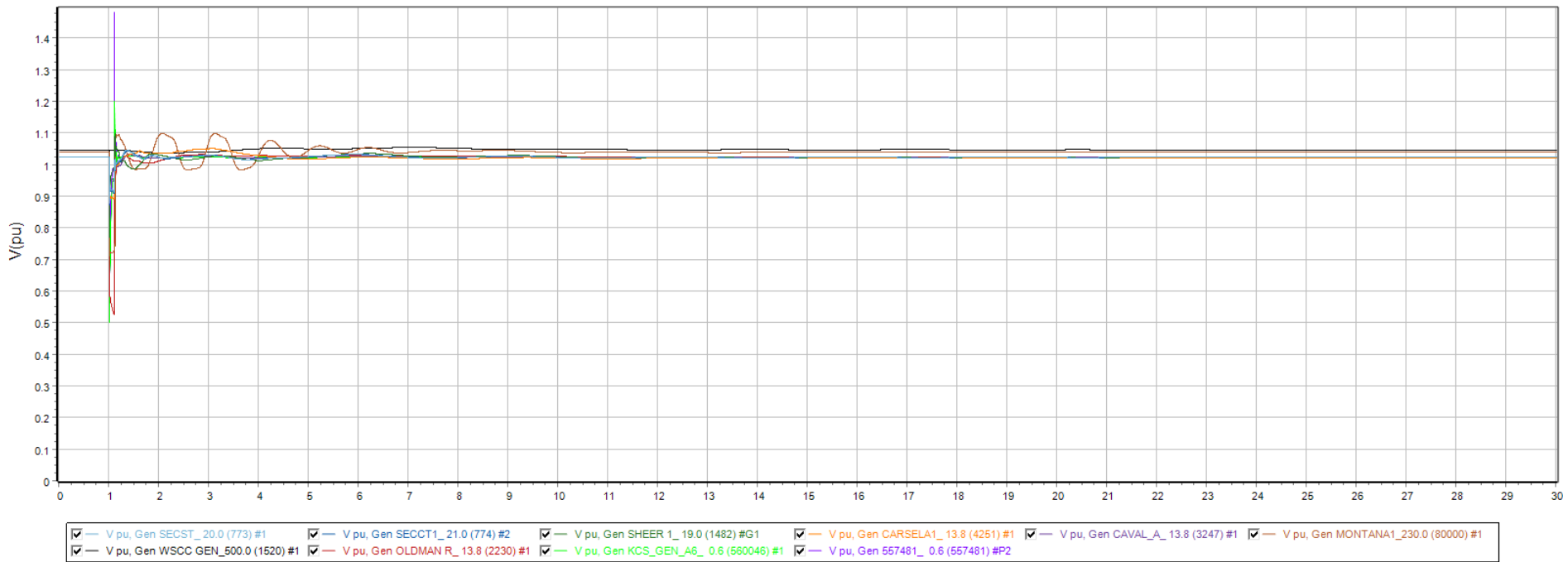
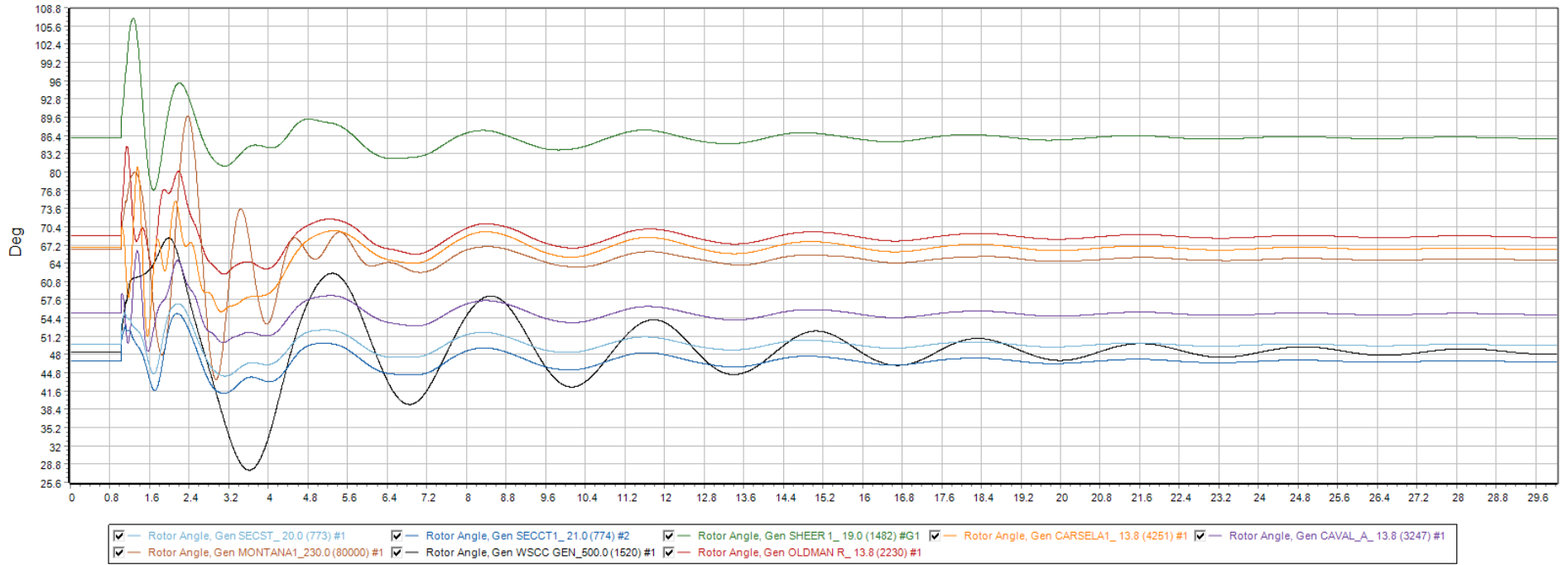




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

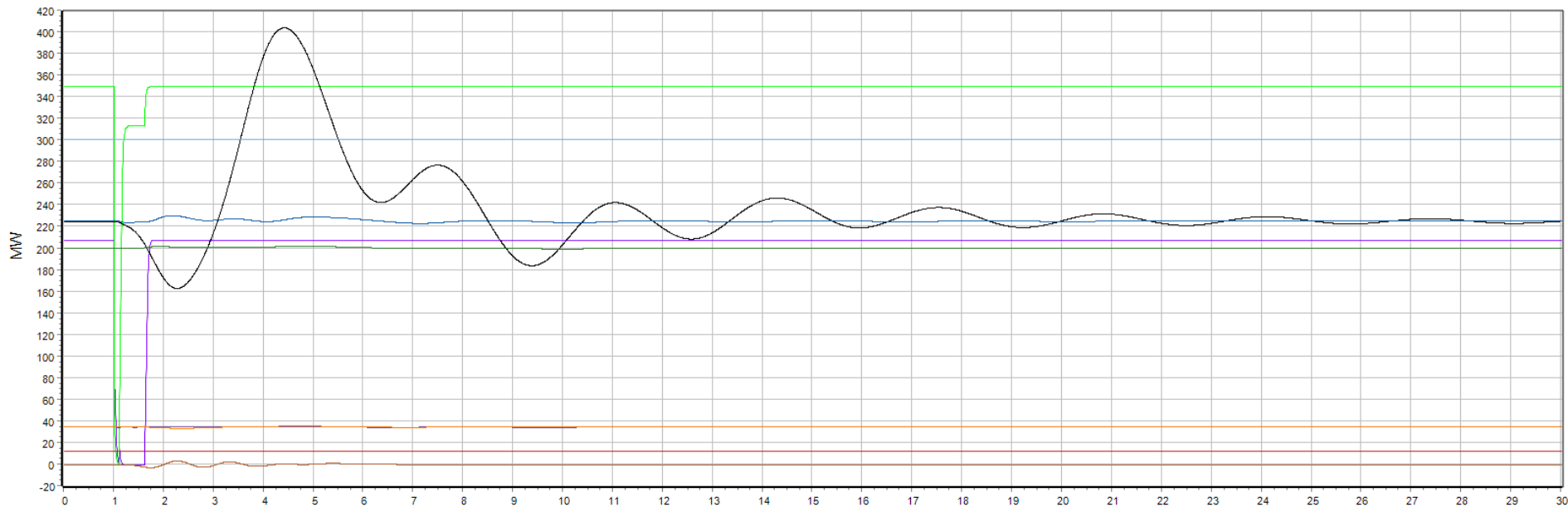


Monitor Gens. Q1

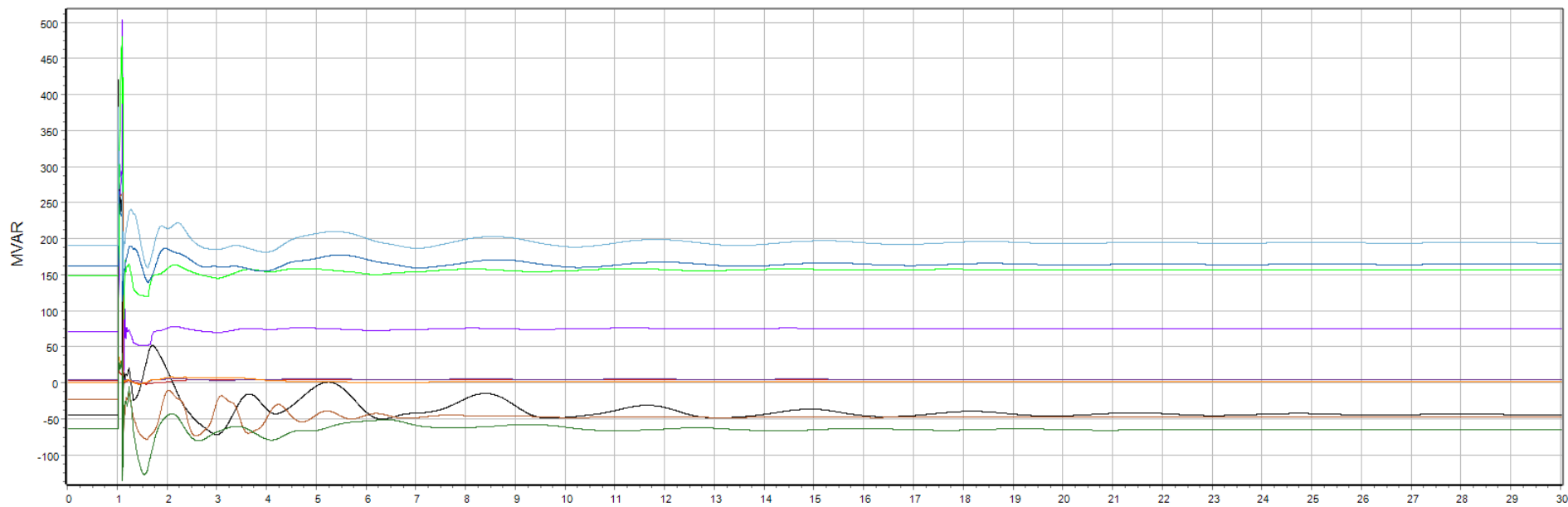




Monitor Gens. Q2



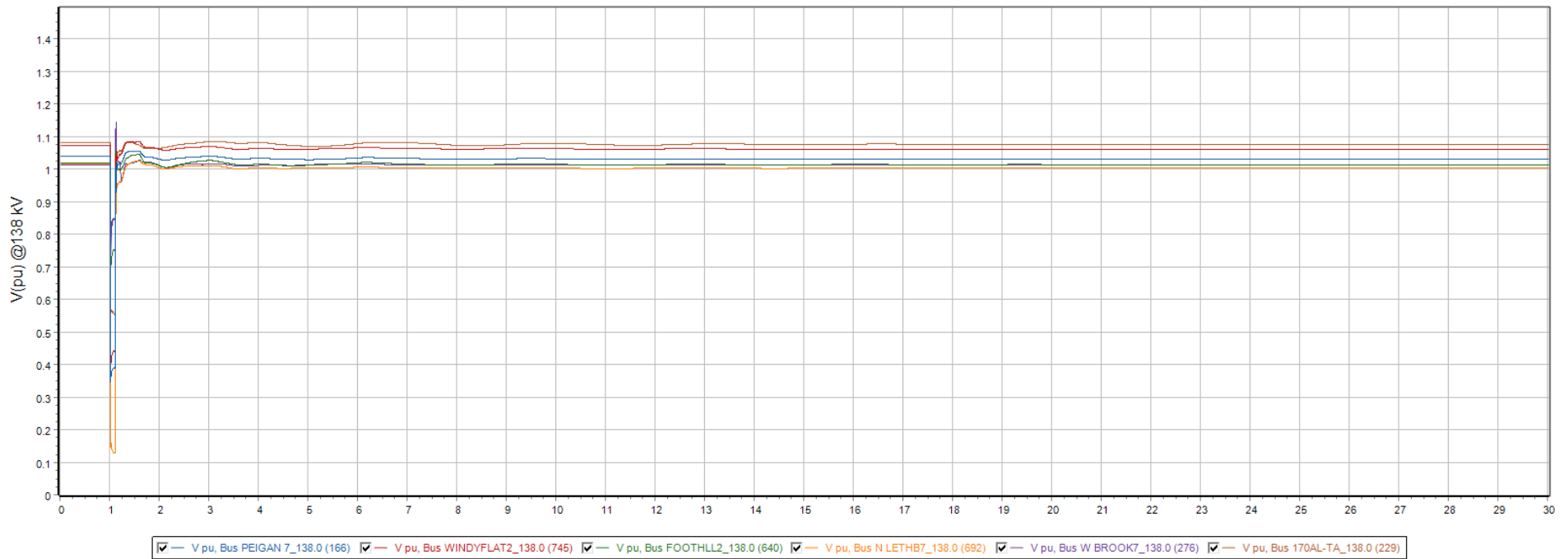
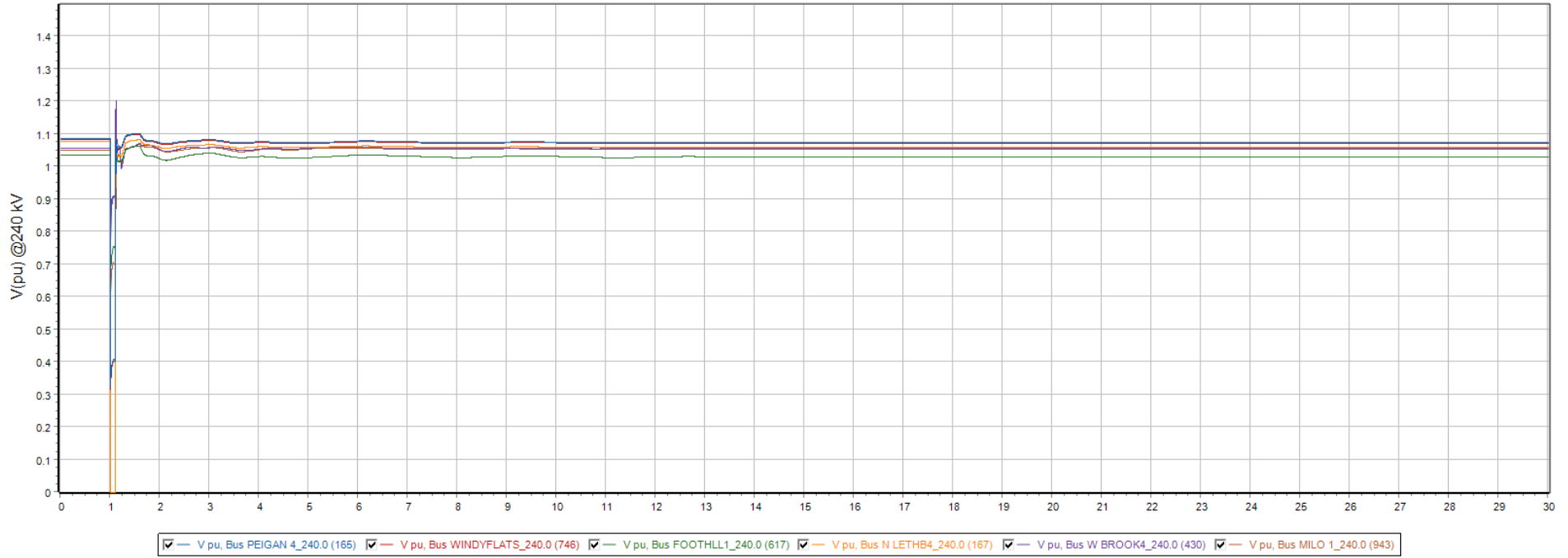
- MW Mech, Gen SECT20\_20.0 (773) #1
- MW Mech, Gen SECT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



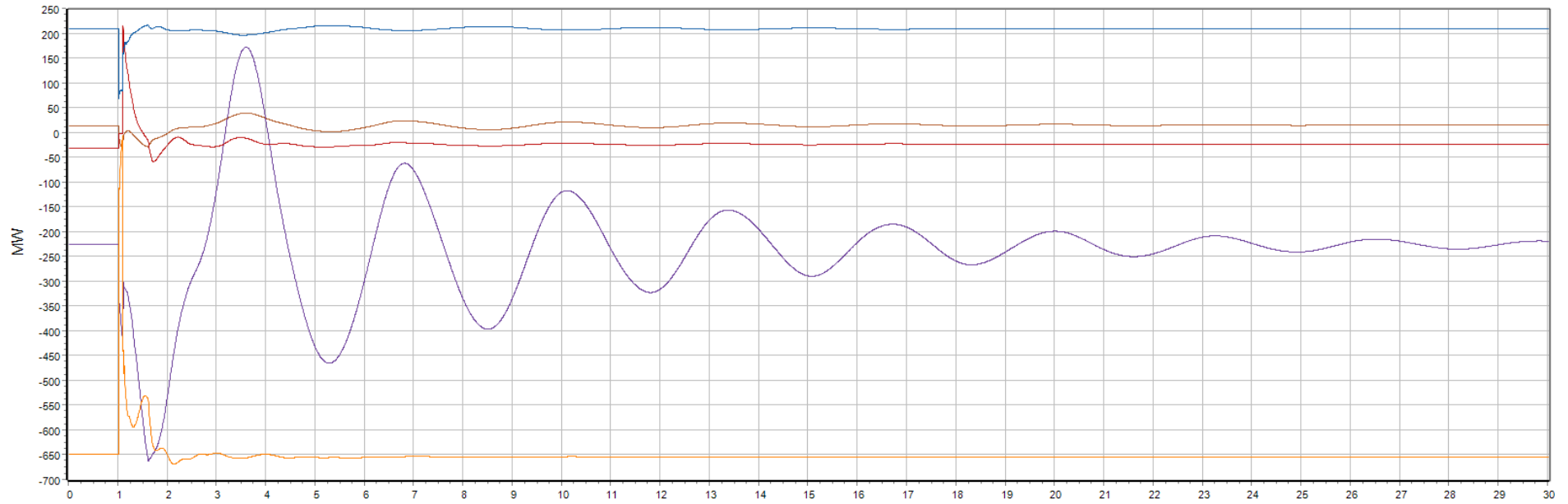
- Mvar, Gen SECT20\_20.0 (773) #1
- Mvar, Gen SECT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



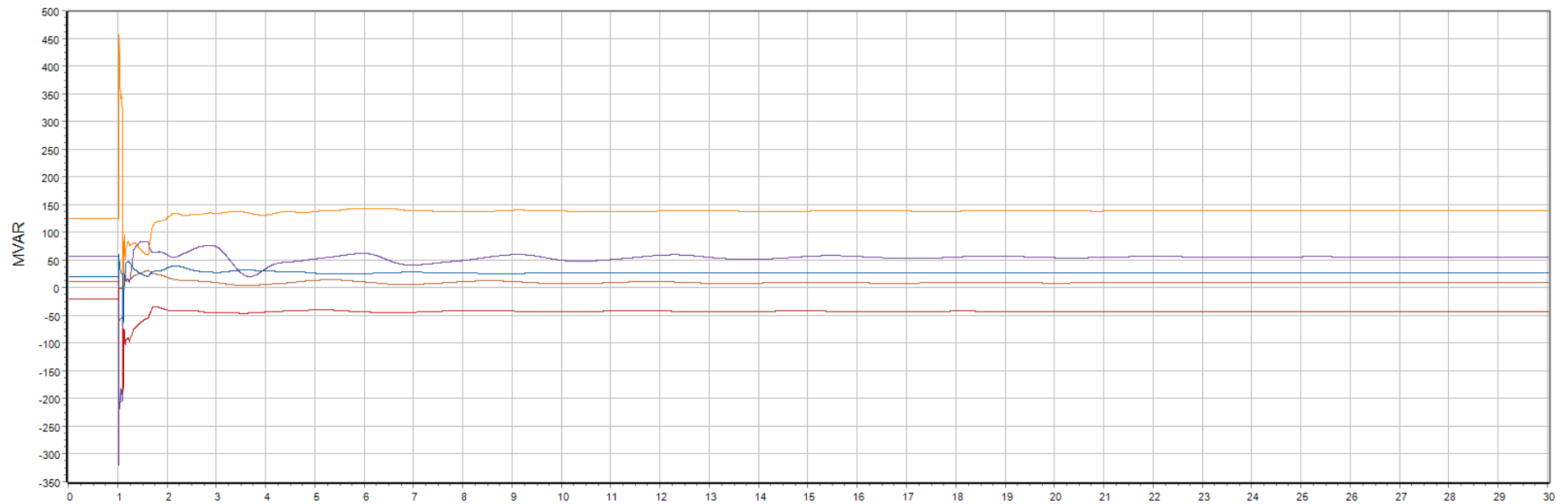
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



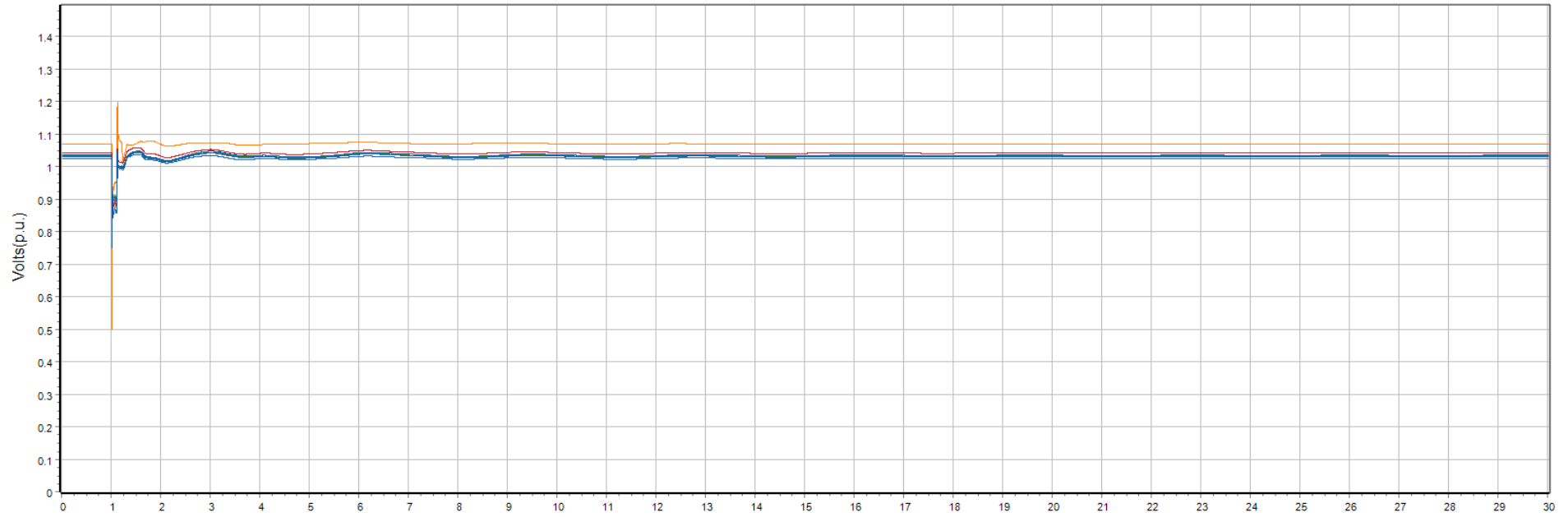
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



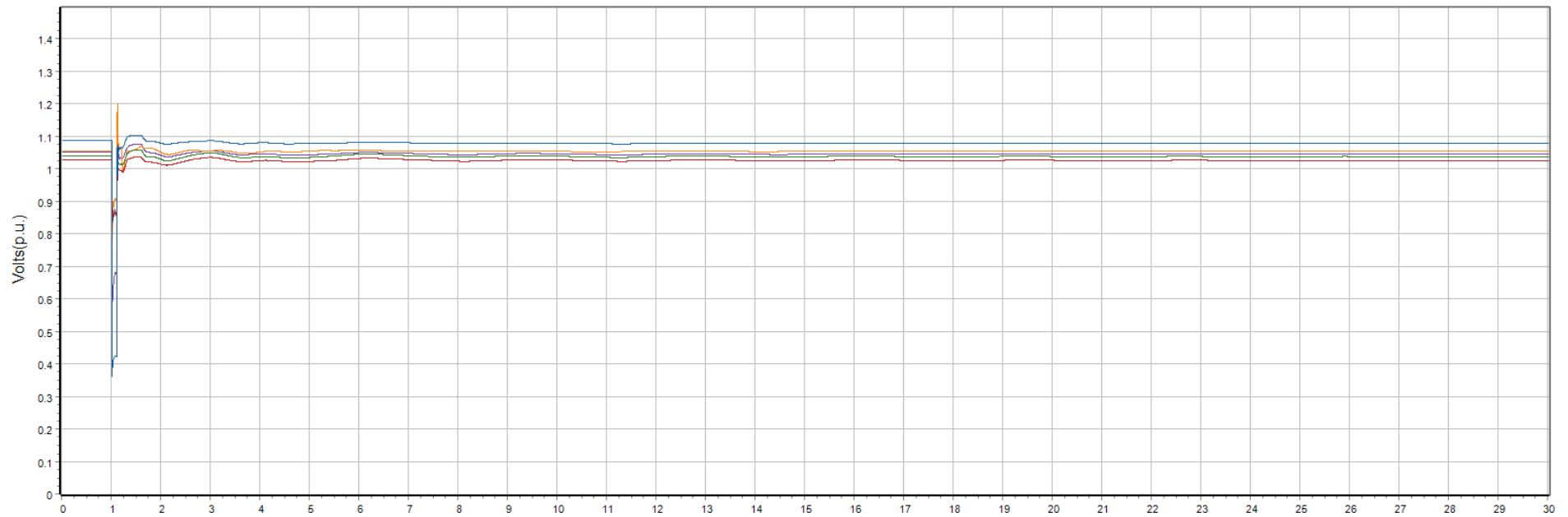
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

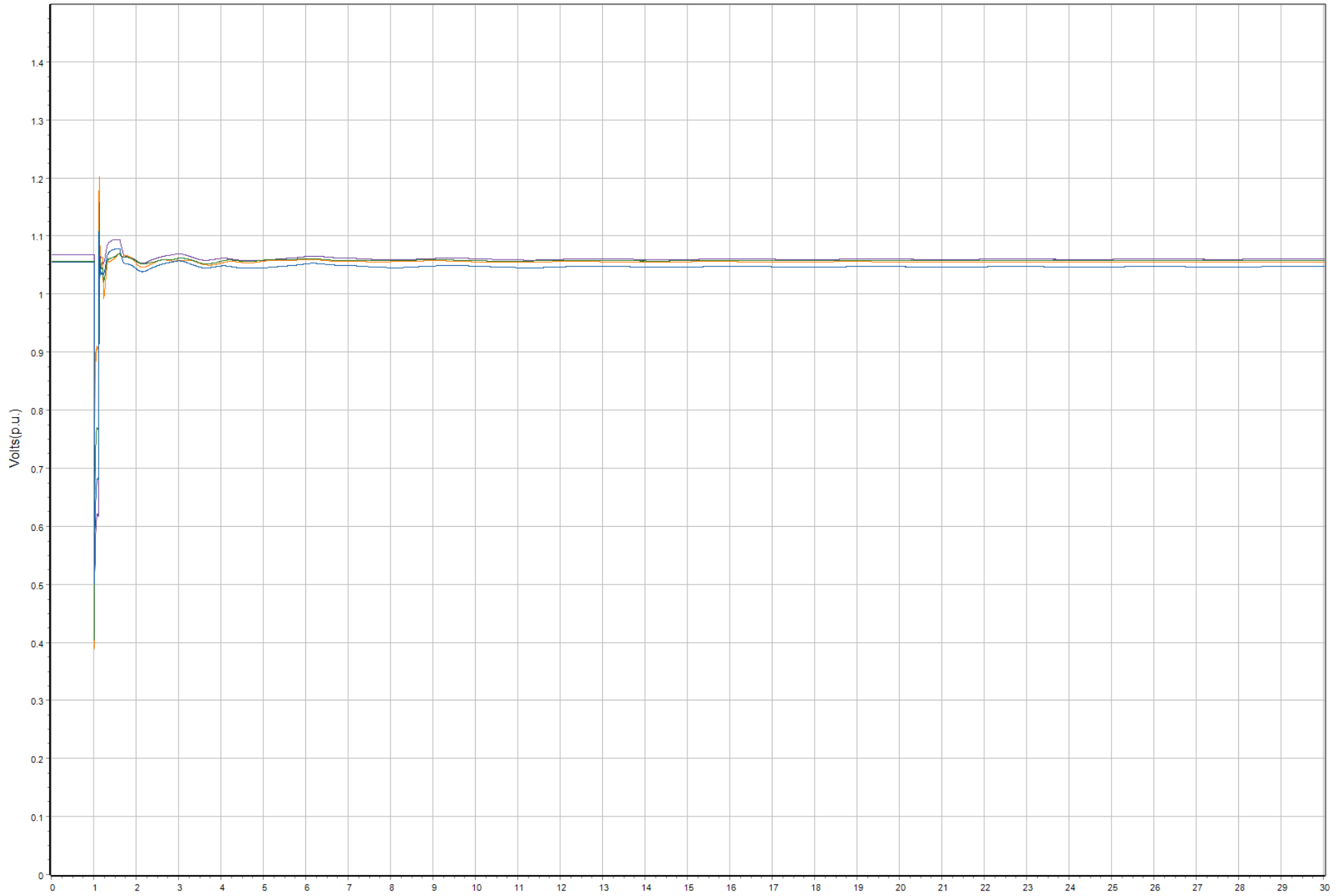


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

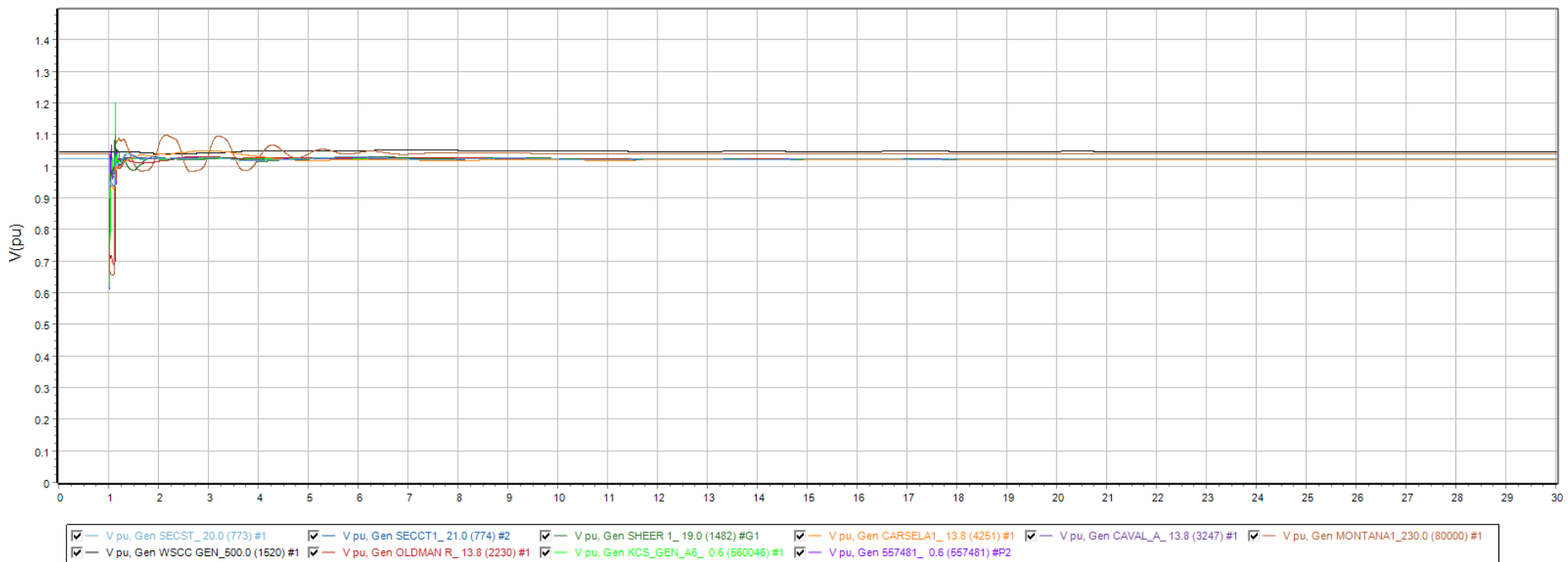
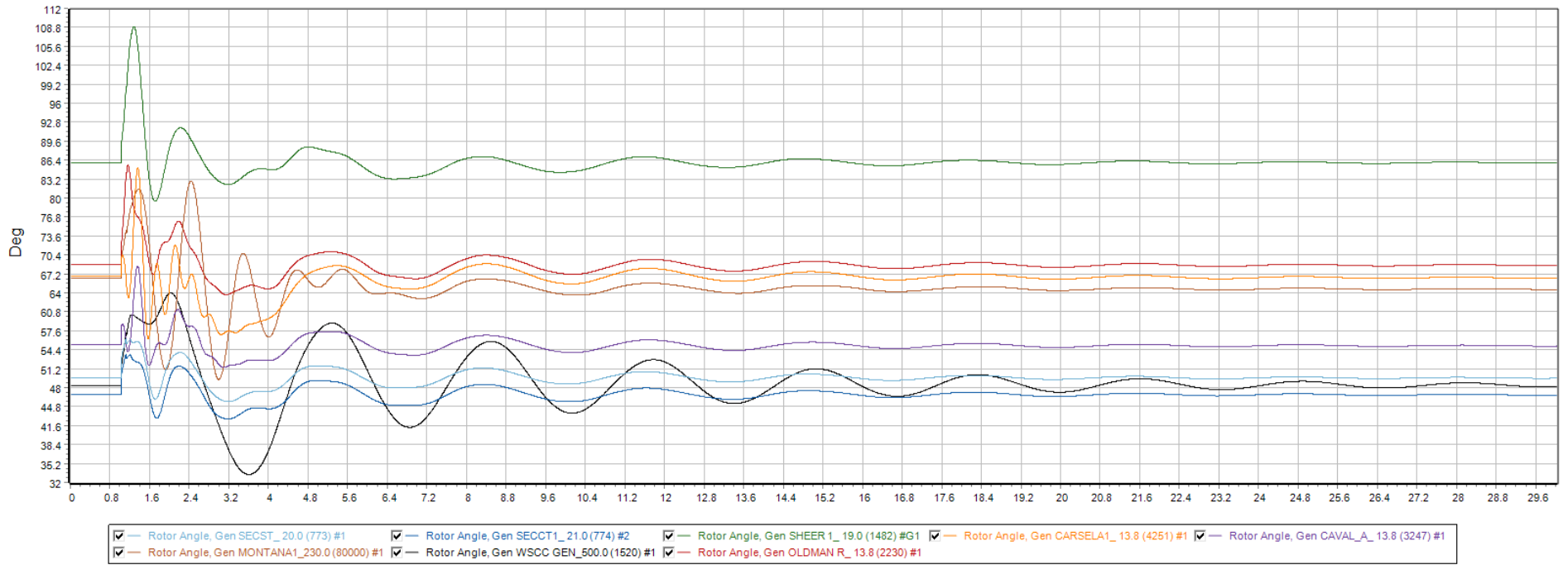




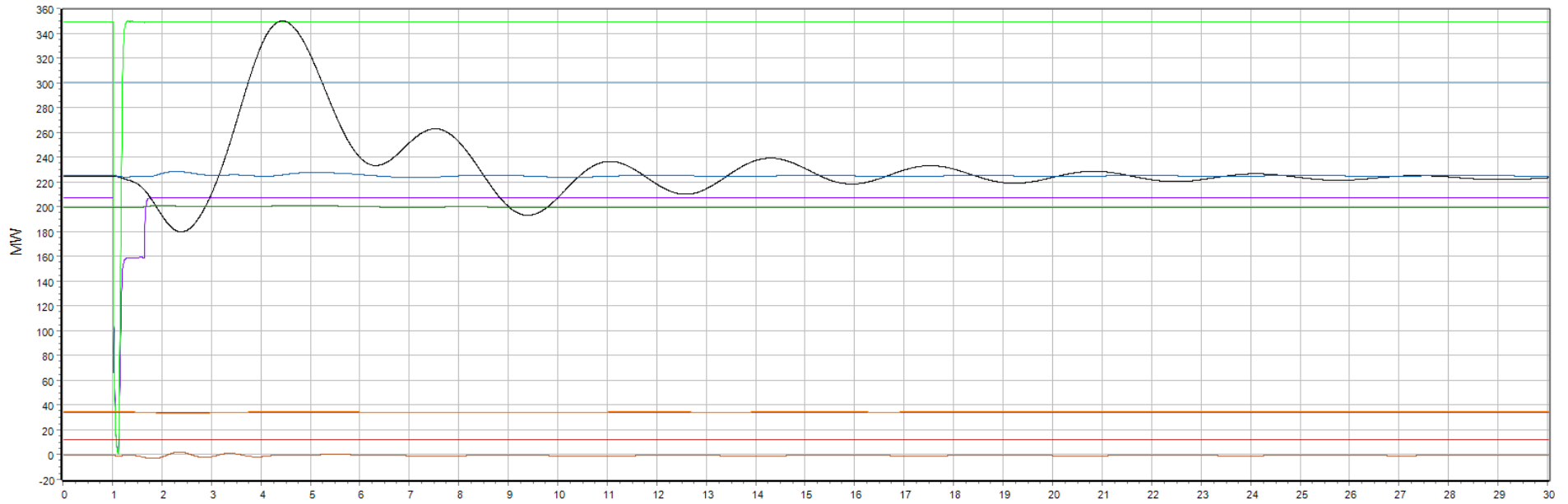
— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)



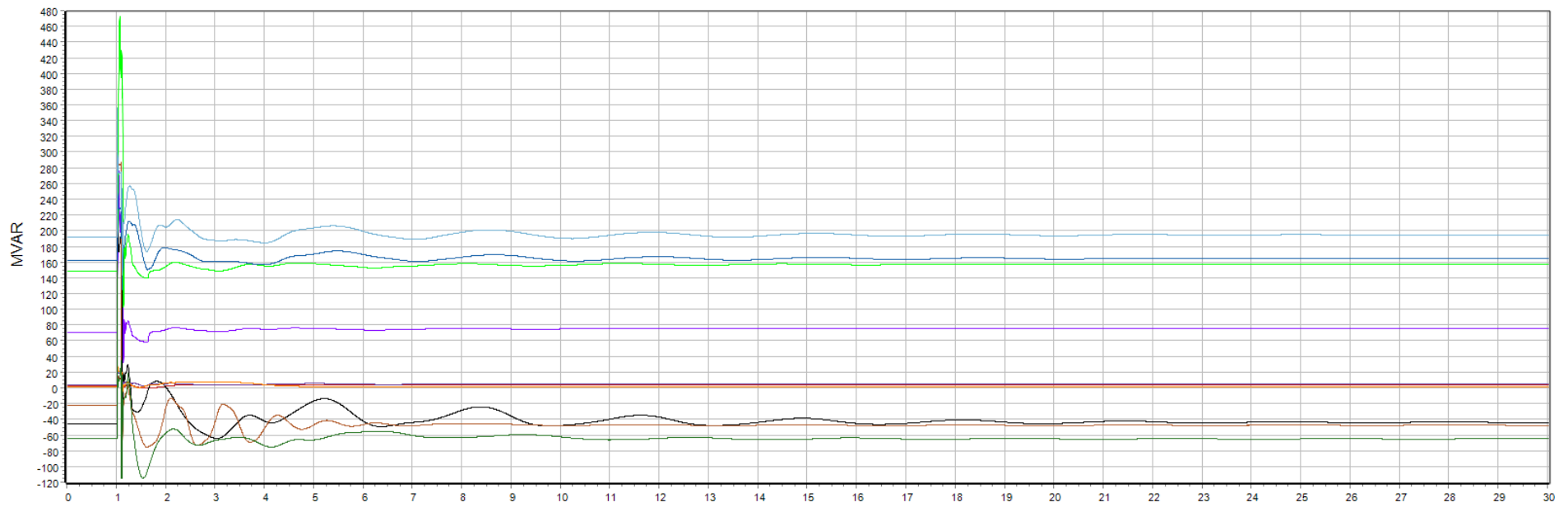
Monitor Gens. Q1



Monitor Gens. Q2



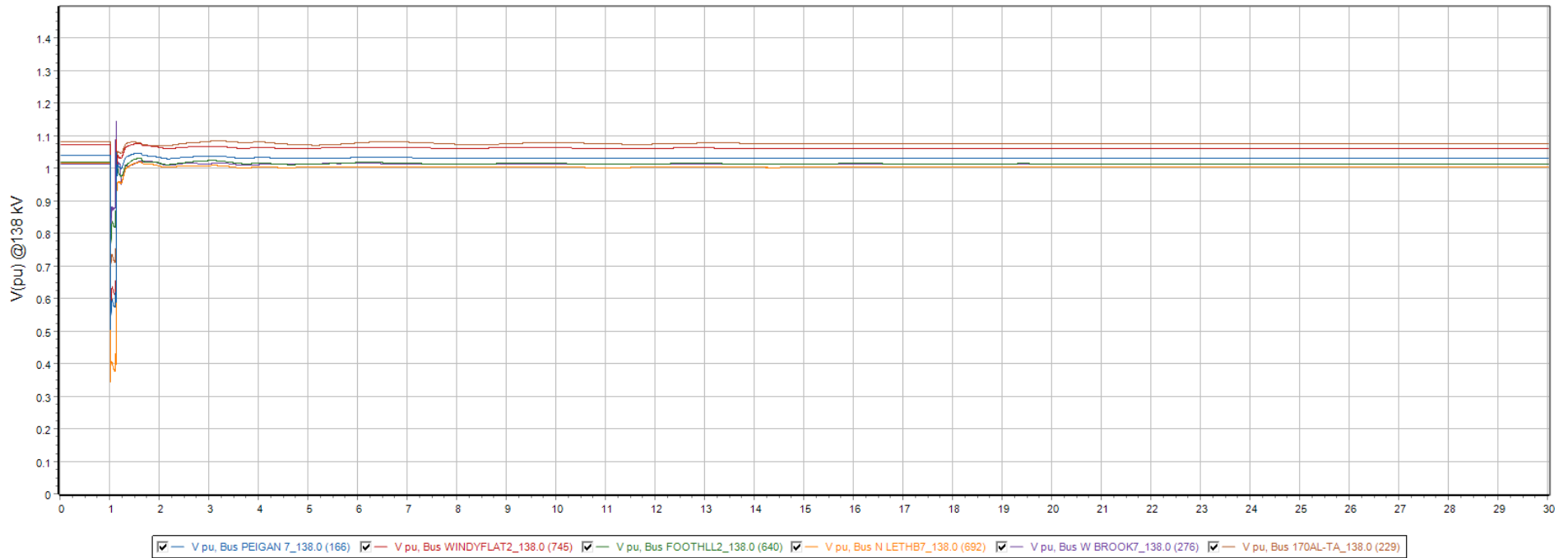
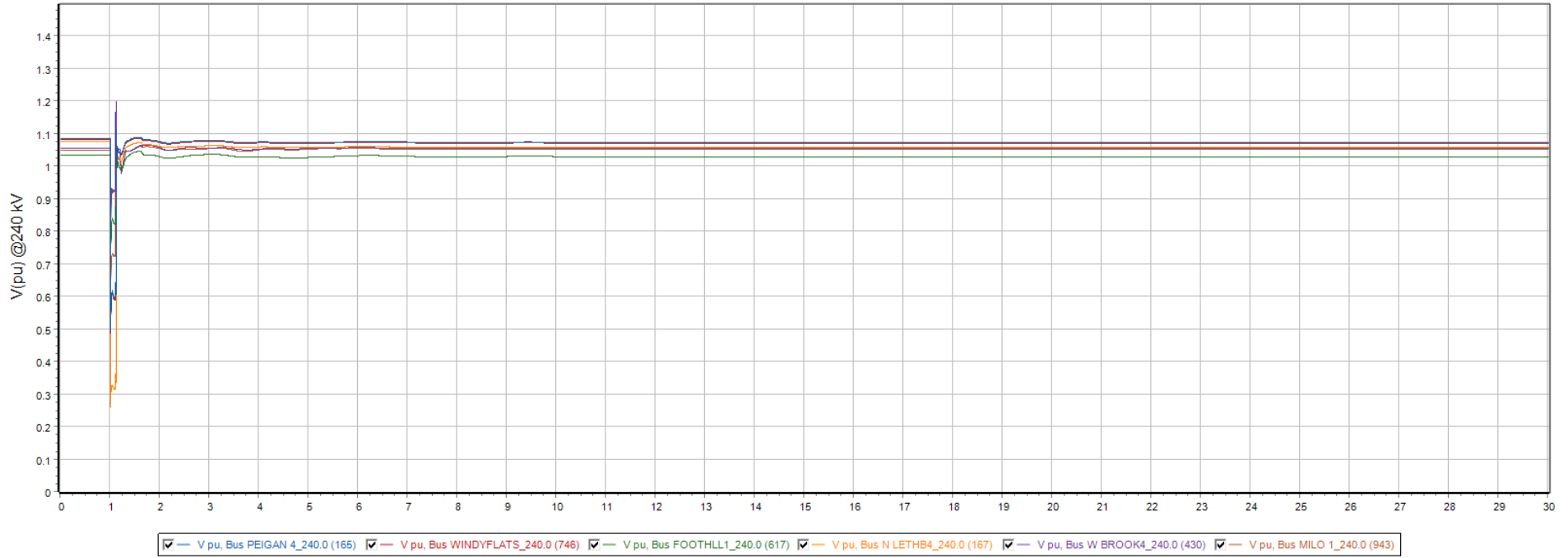
- MW Mech, Gen SECST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



- Mvar, Gen SECST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2

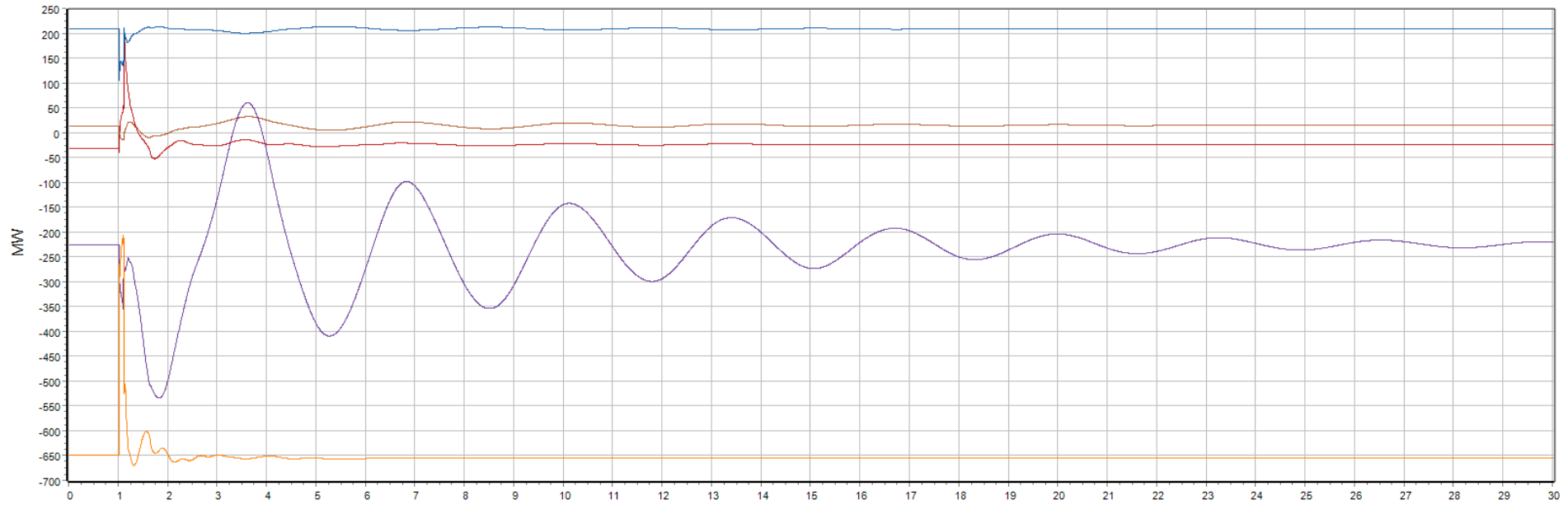


Monitor Bus Volts Q3

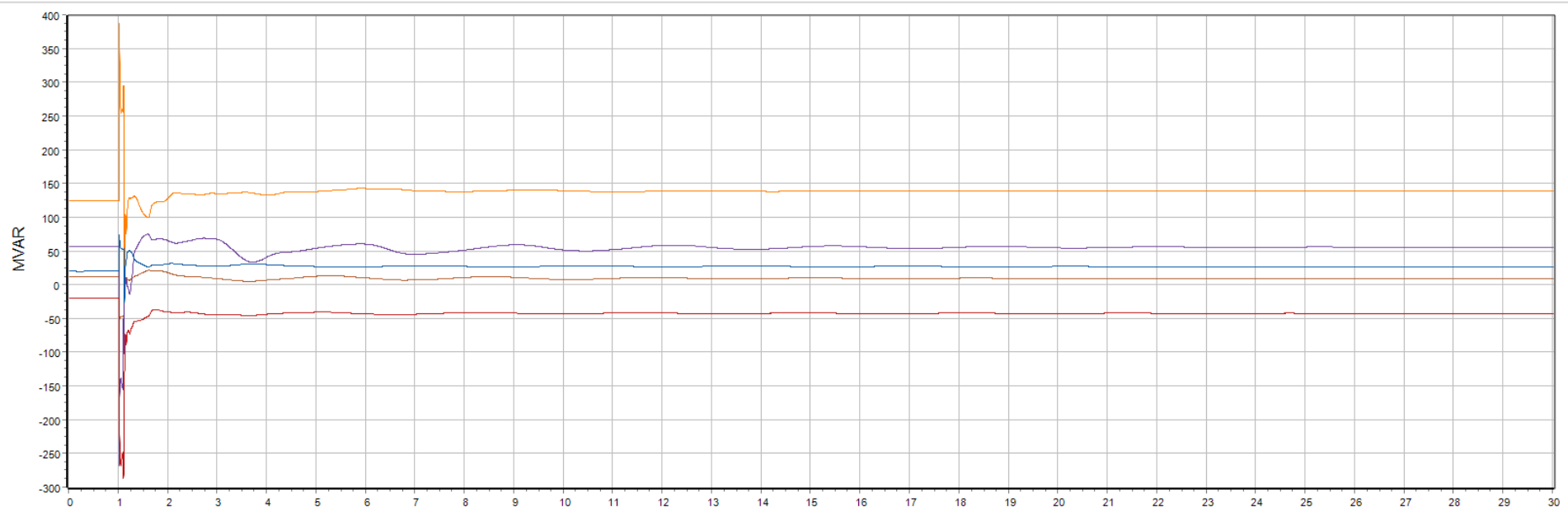




Monitor Line MW & MVAR. Q4



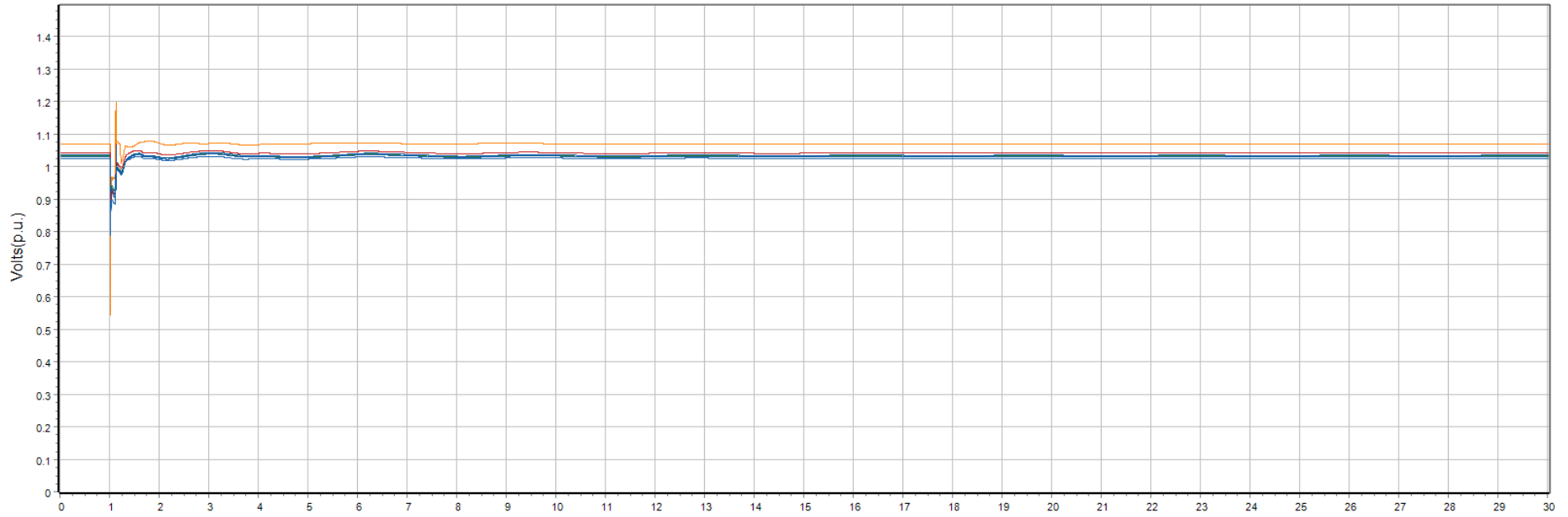
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



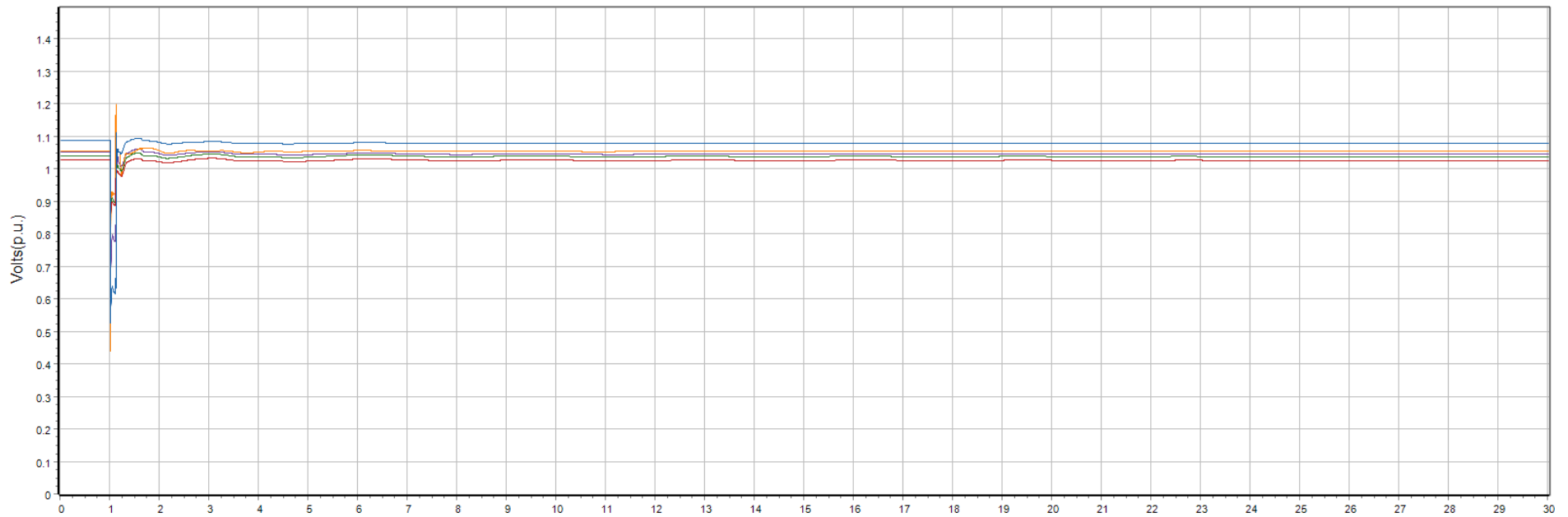
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

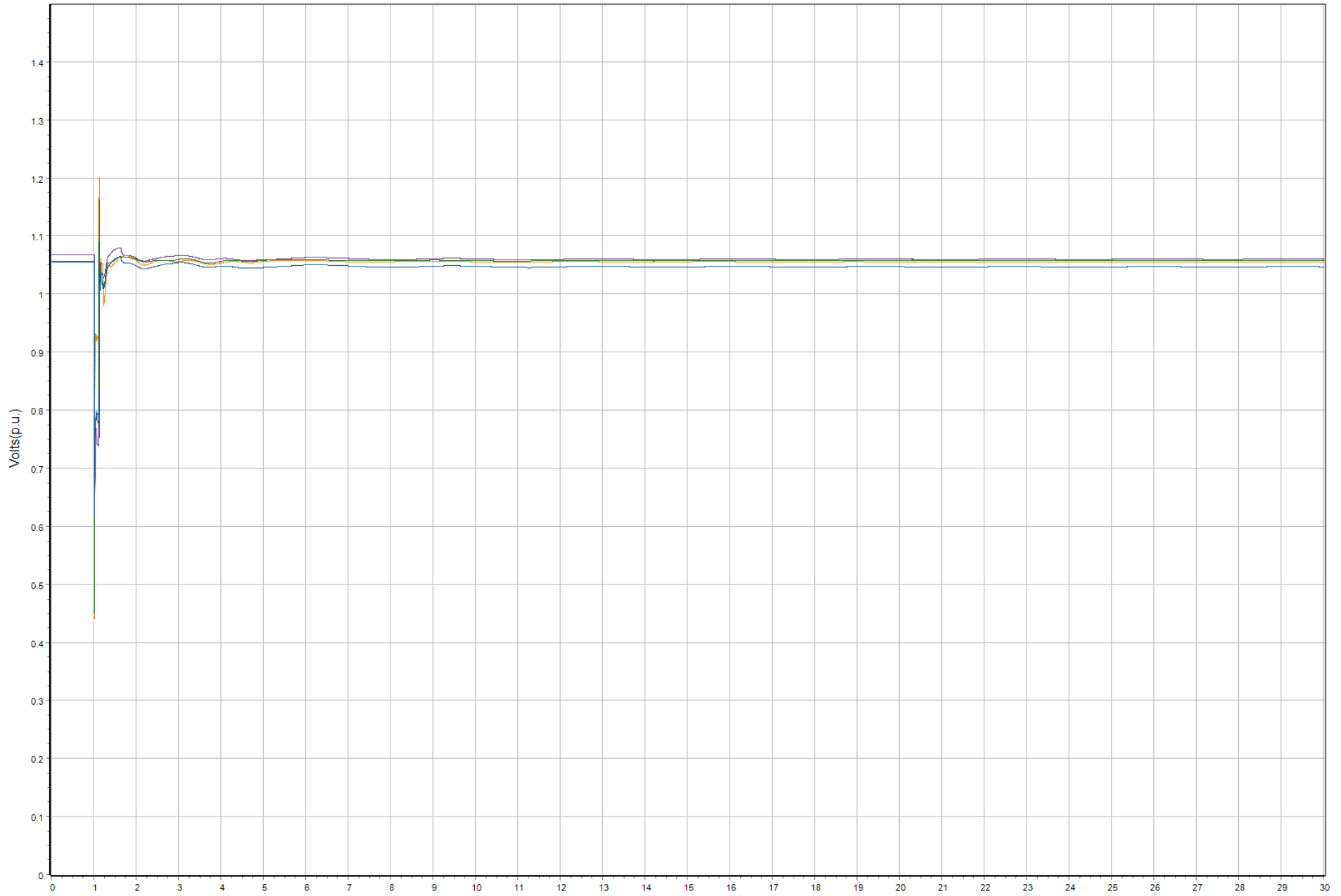


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

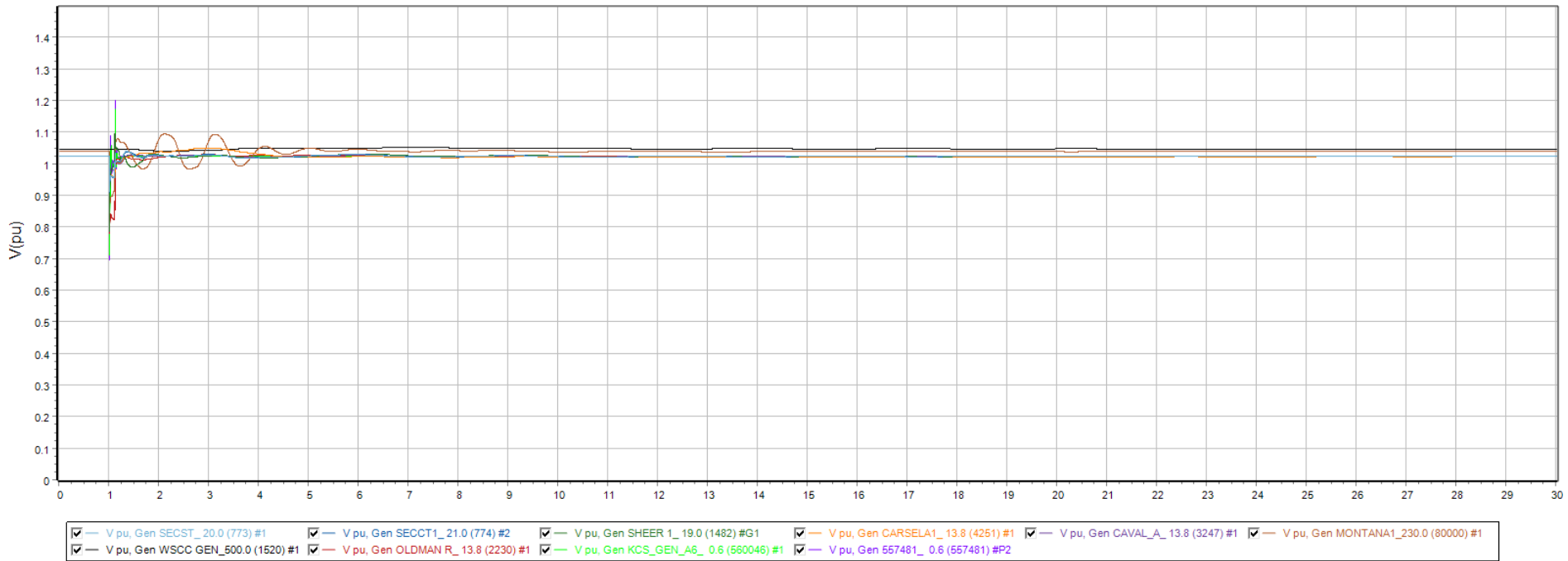
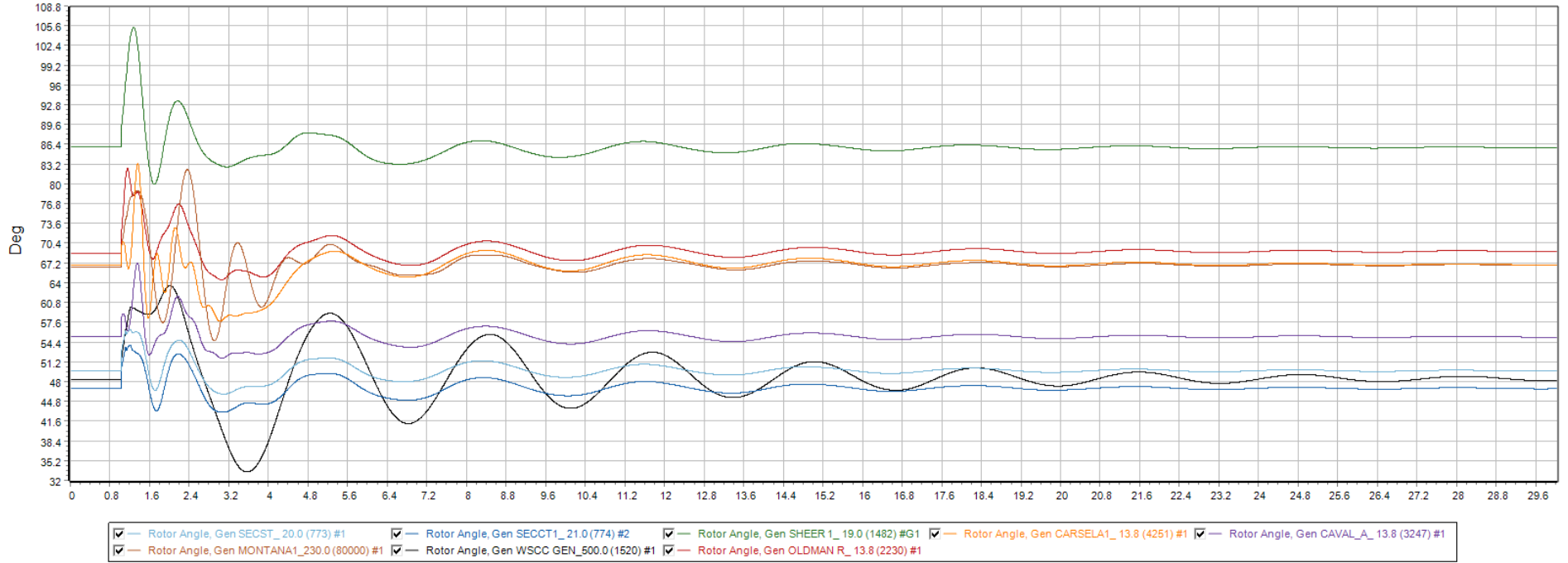




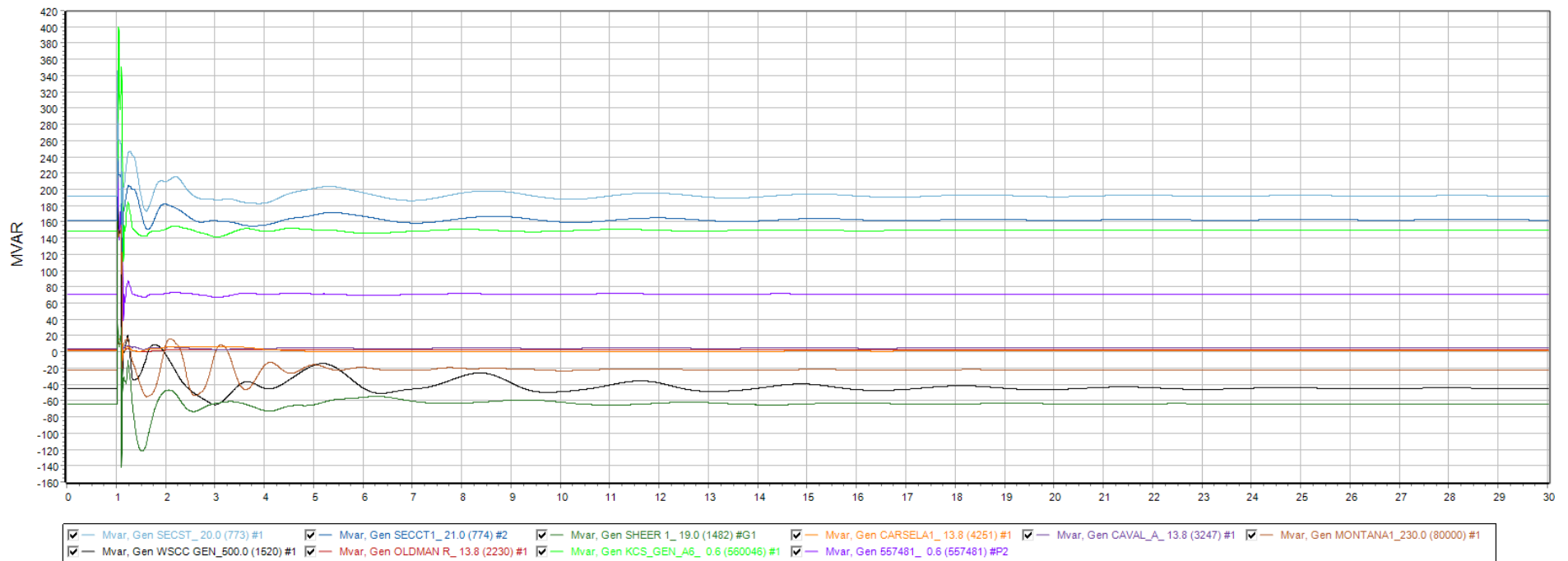
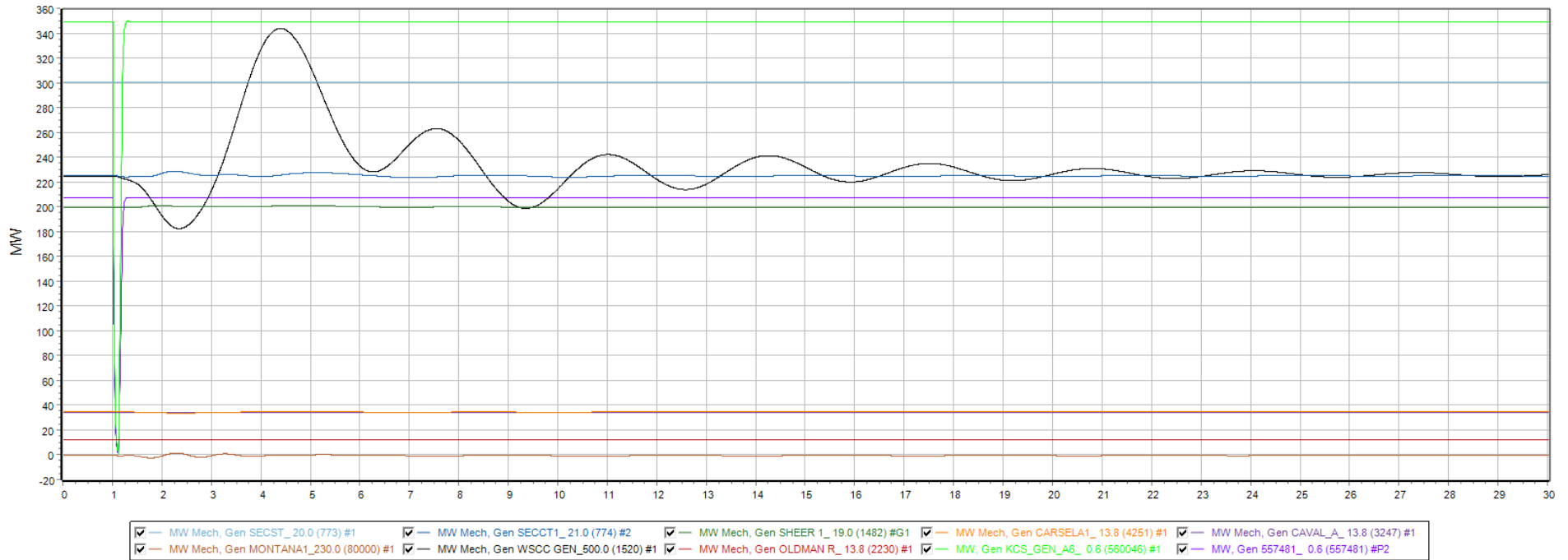
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



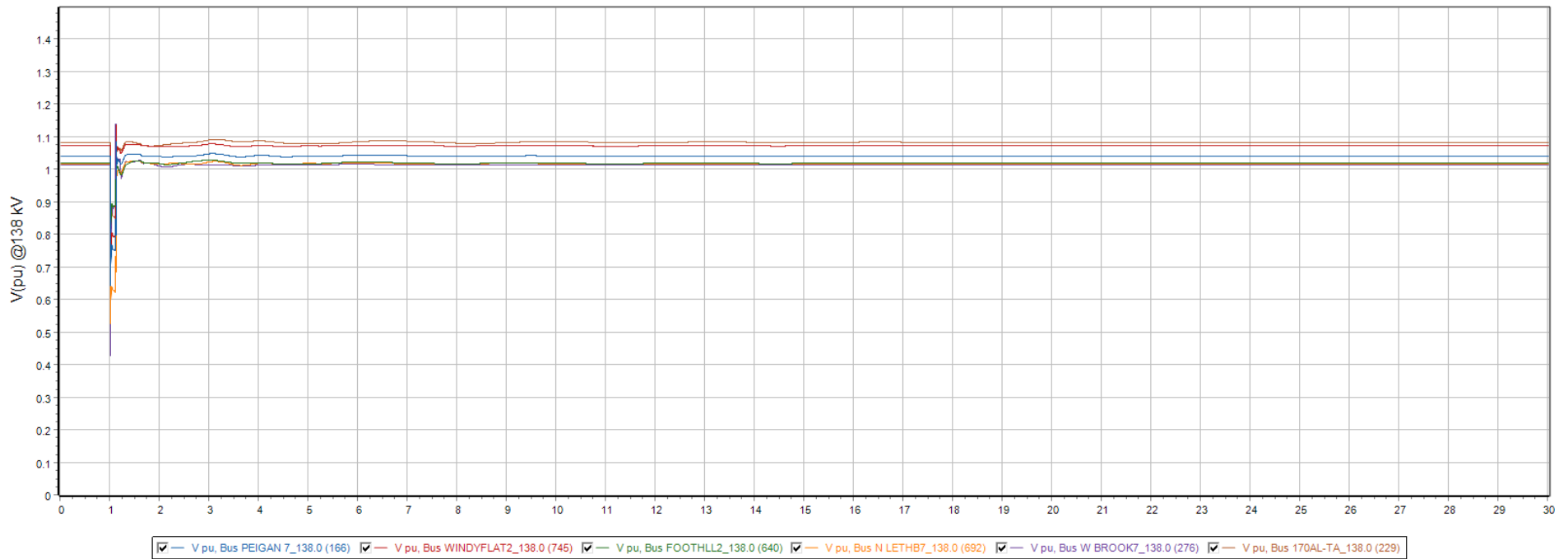
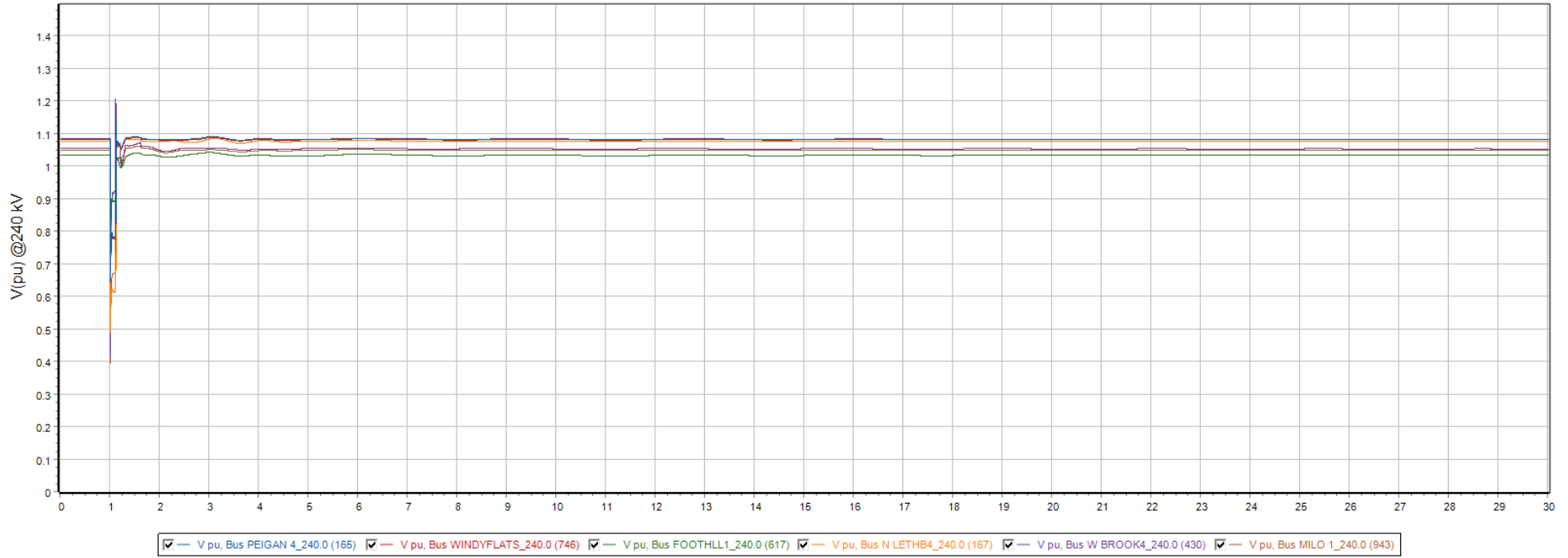
Monitor Gens. Q1



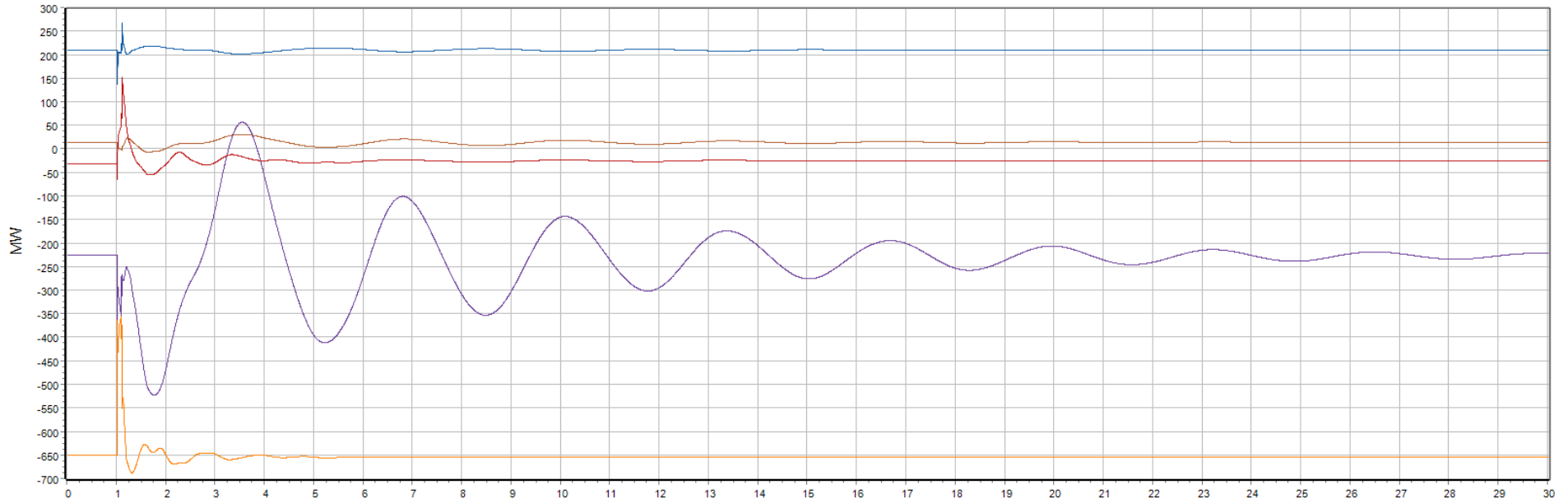
Monitor Gens. Q2



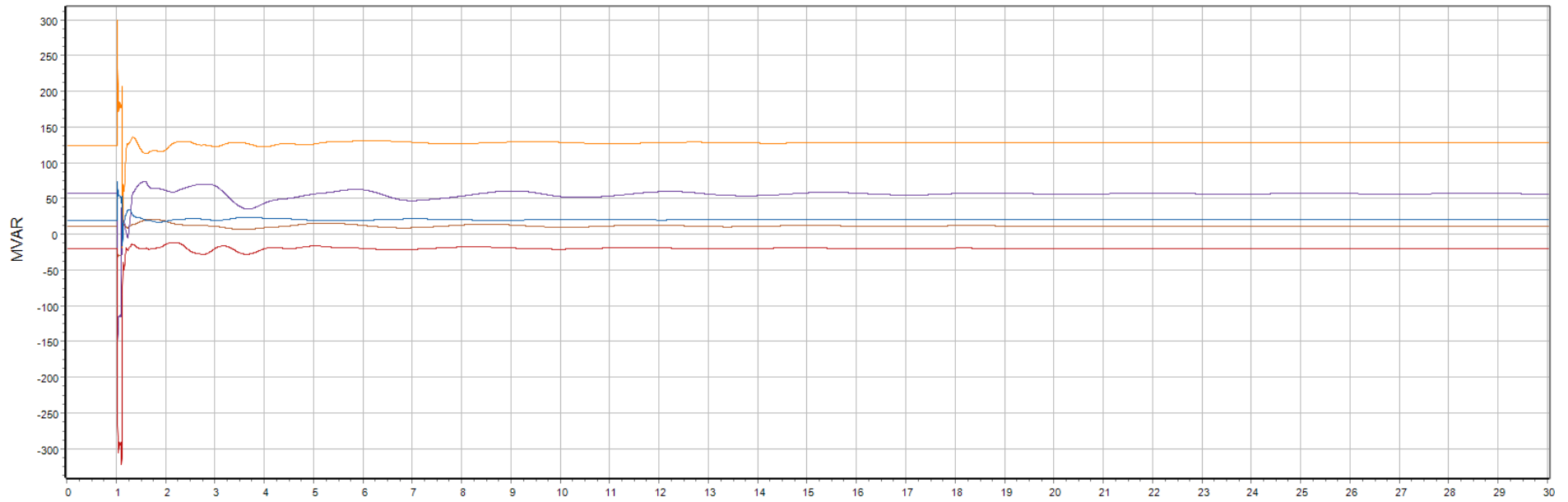
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



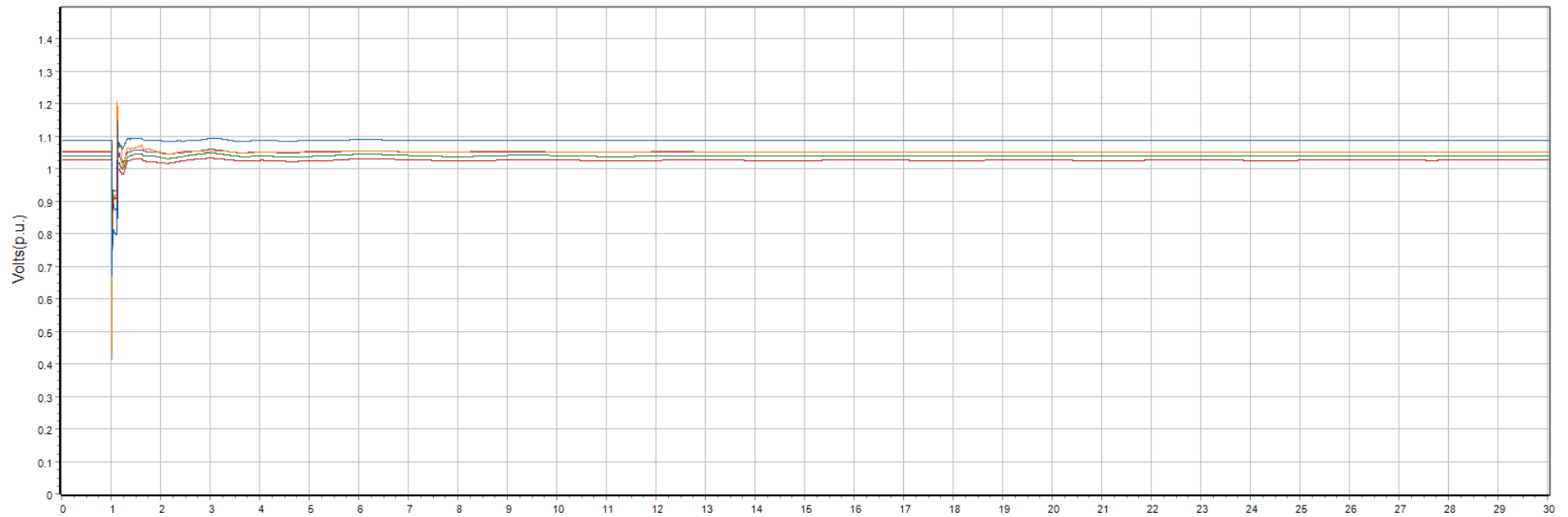
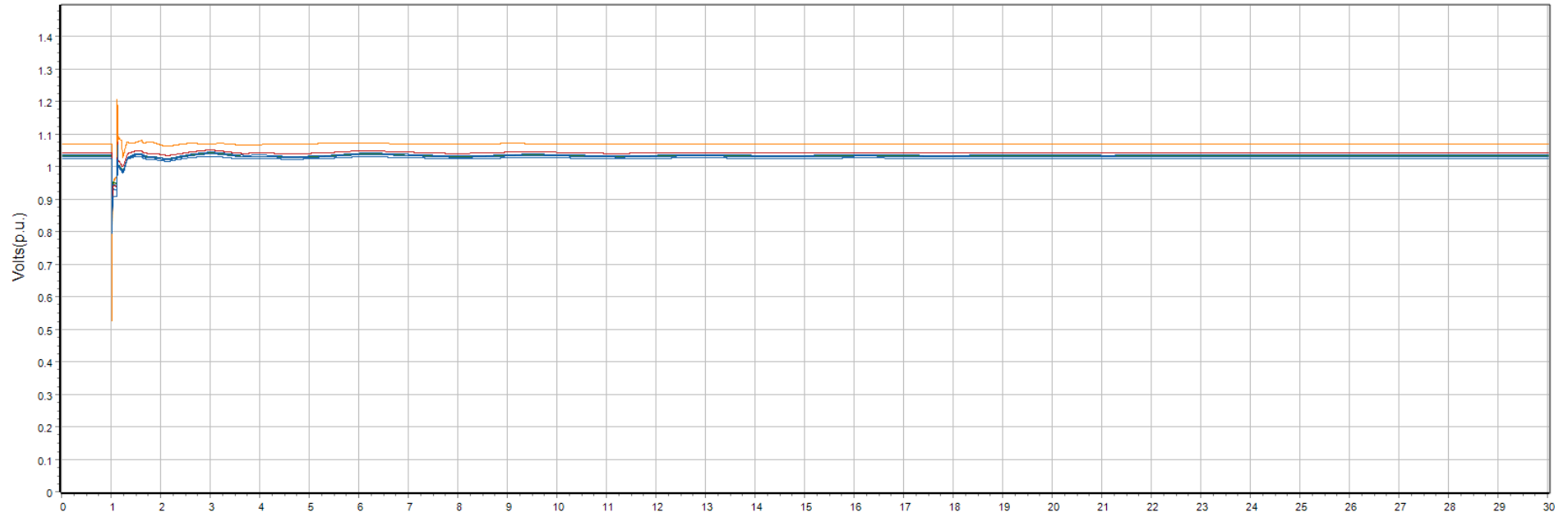
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



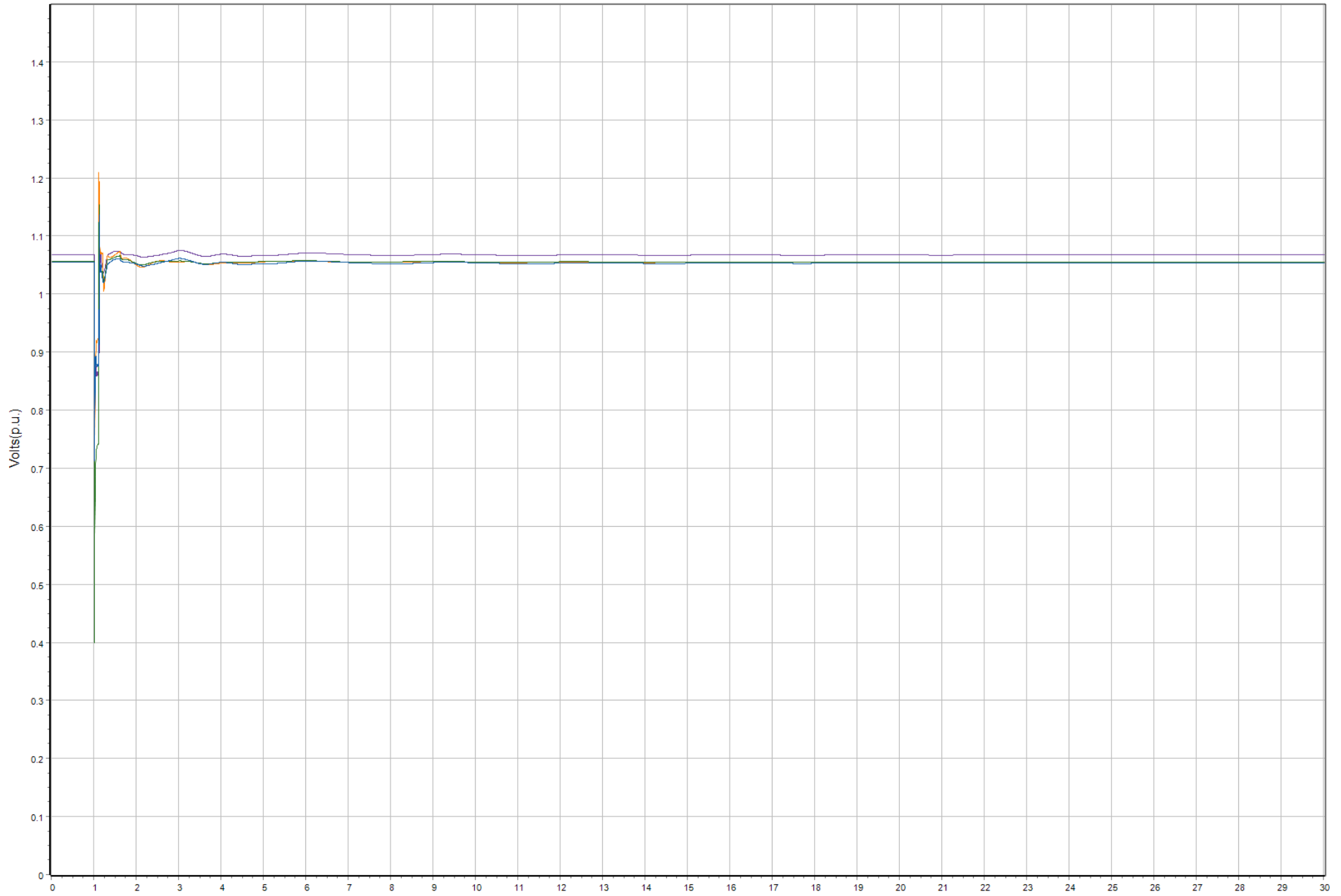
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOTHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



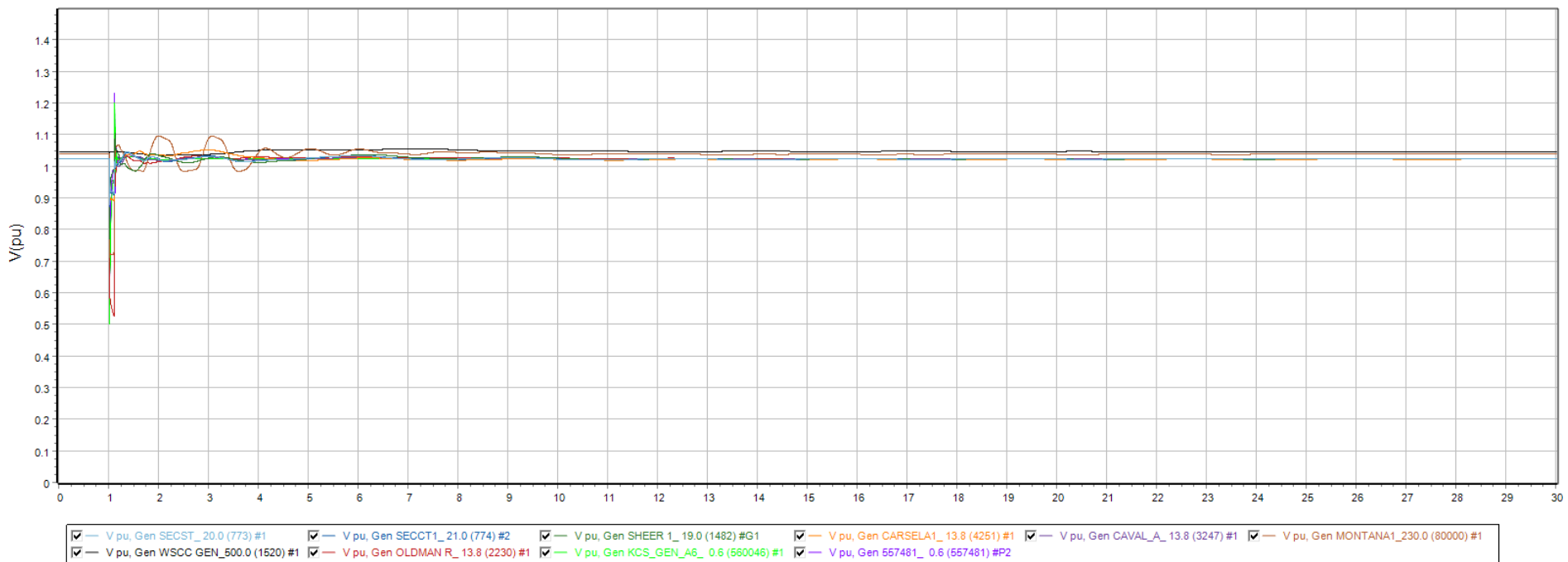
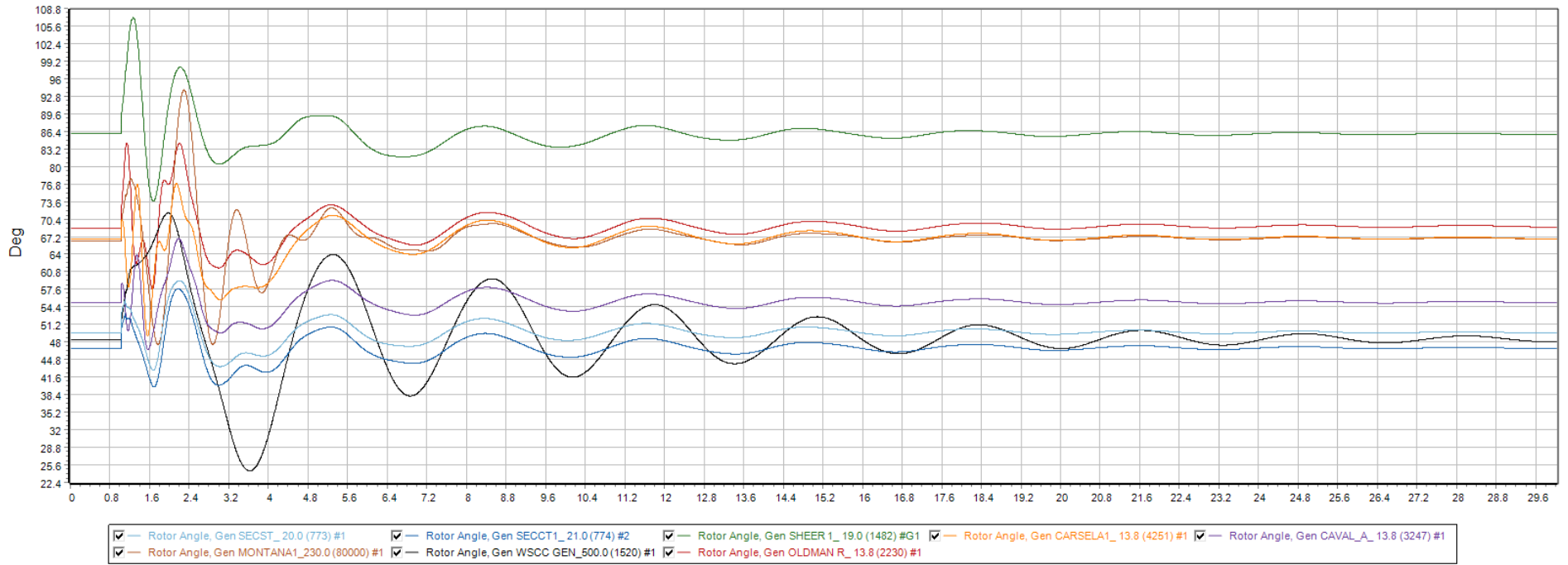




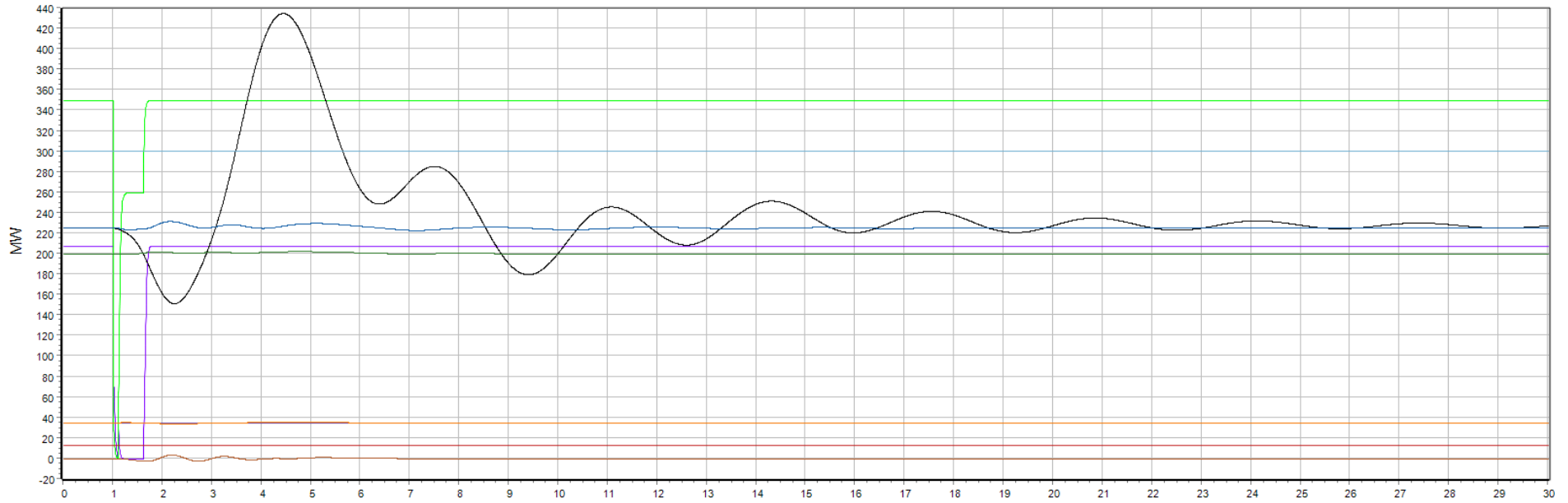
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



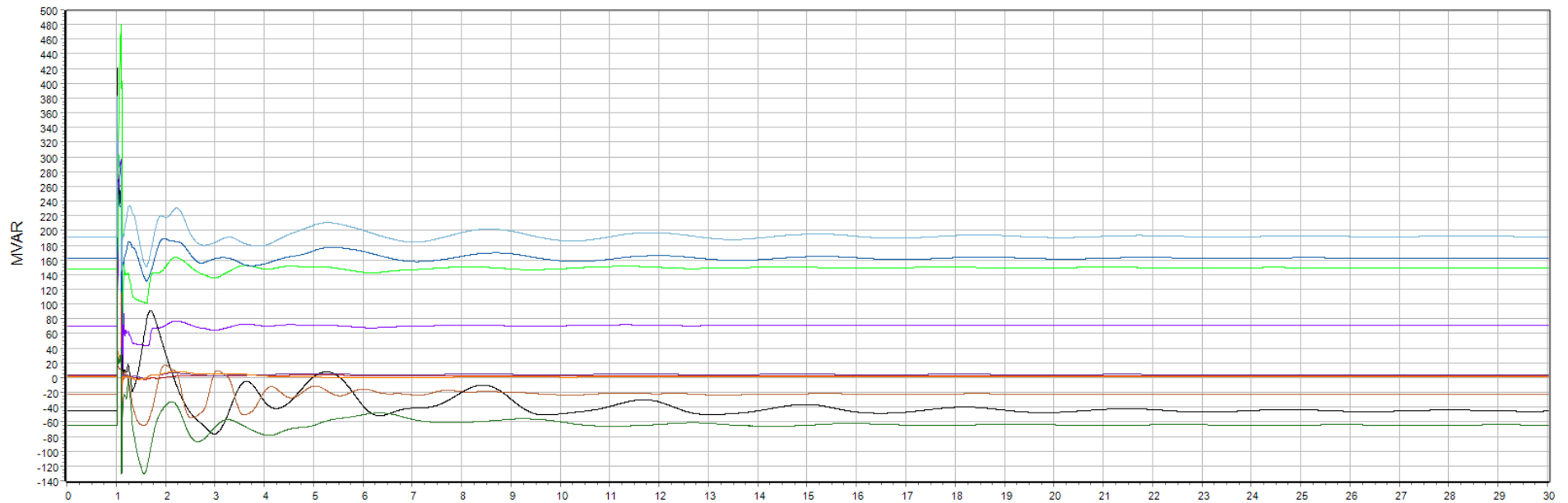
Monitor Gens. Q1



Monitor Gens. Q2



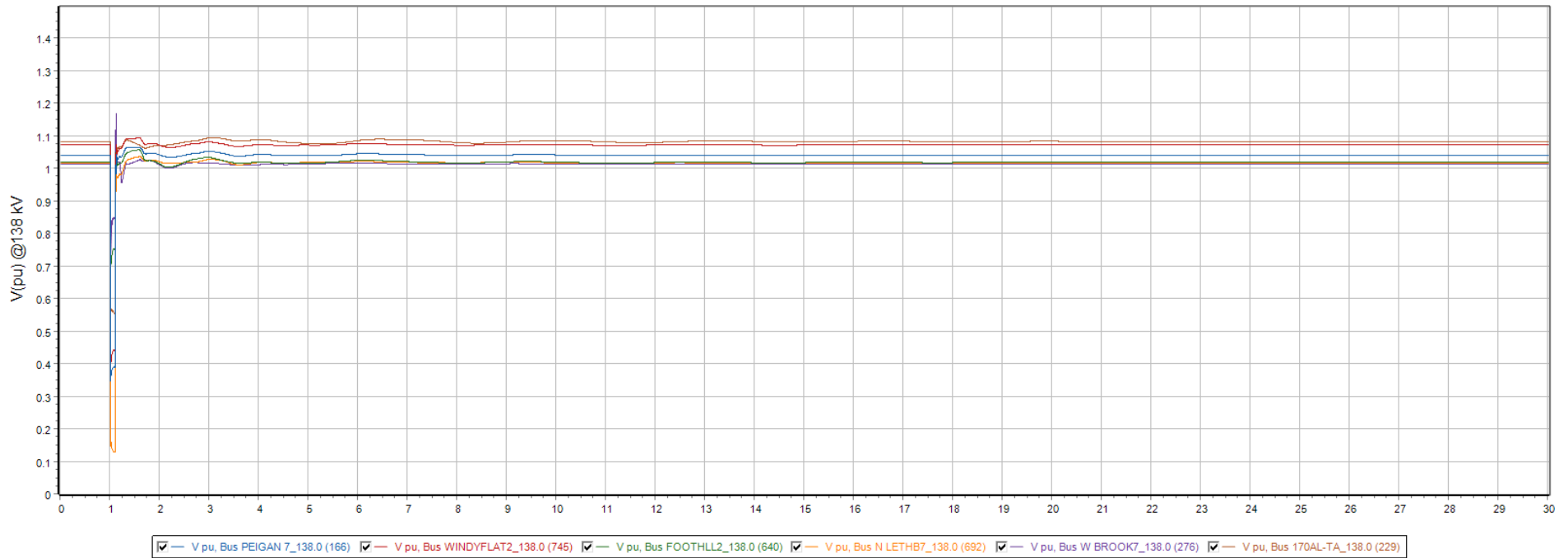
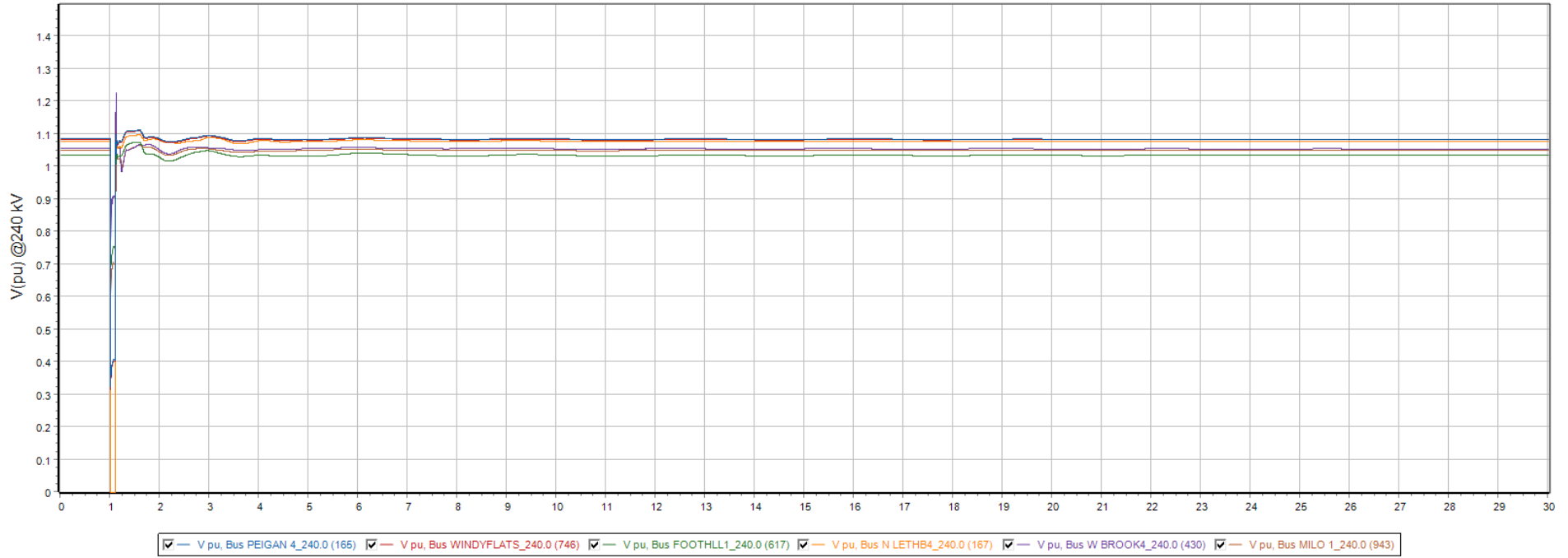
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



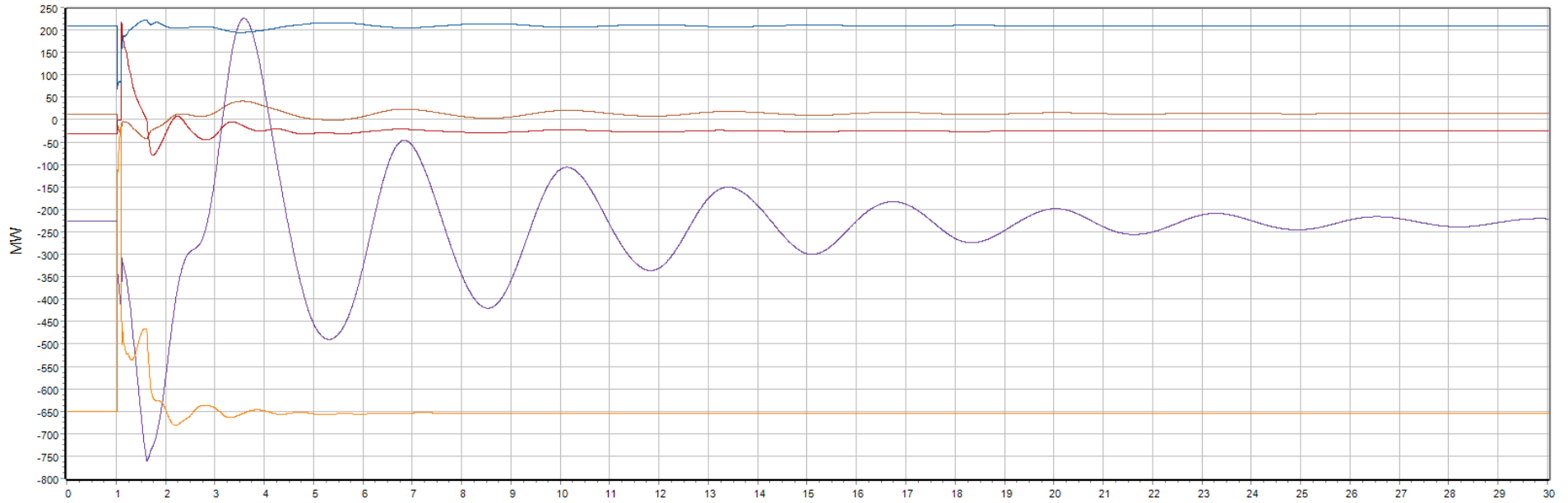
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



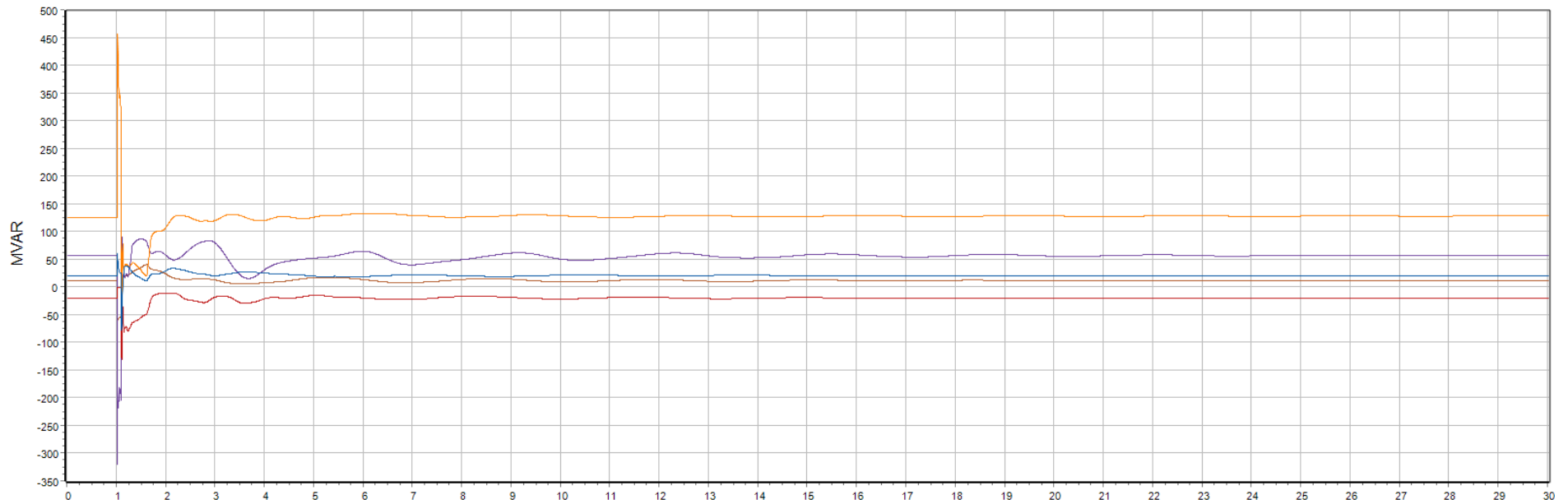
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



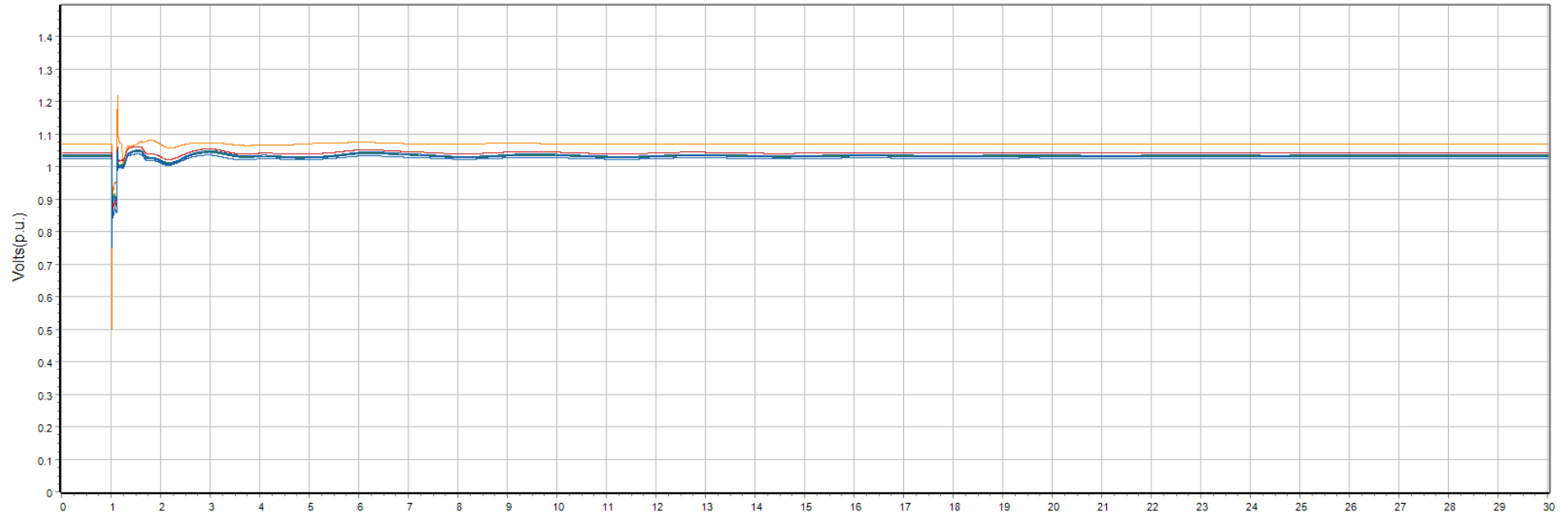
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



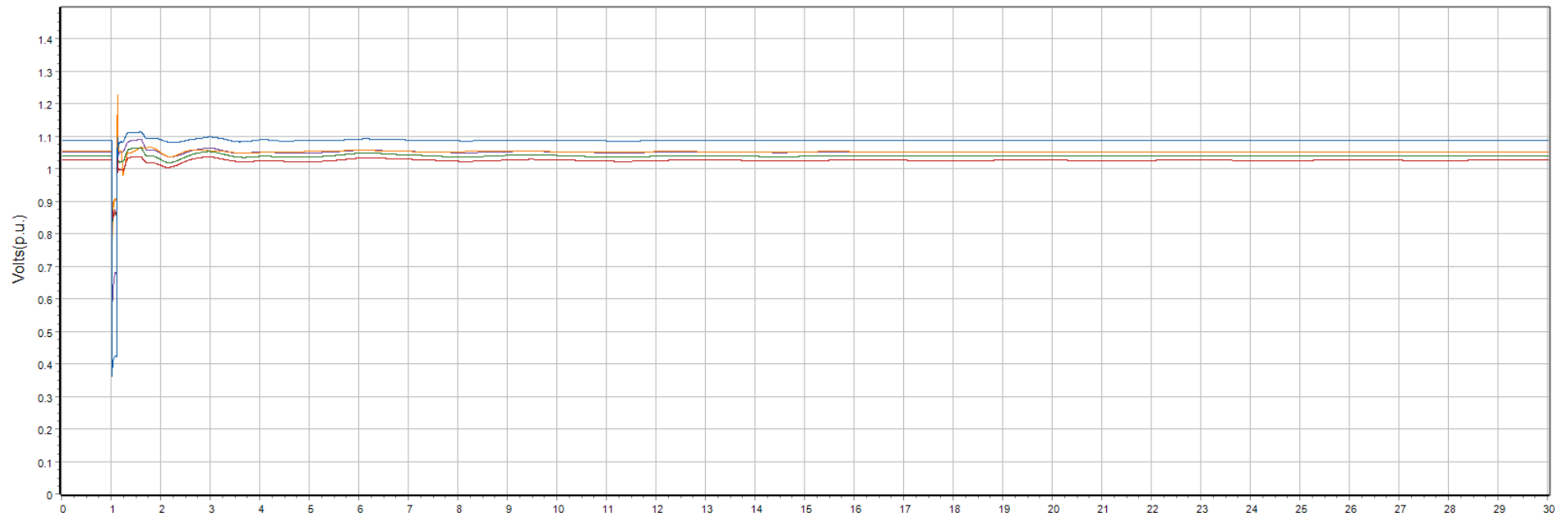
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

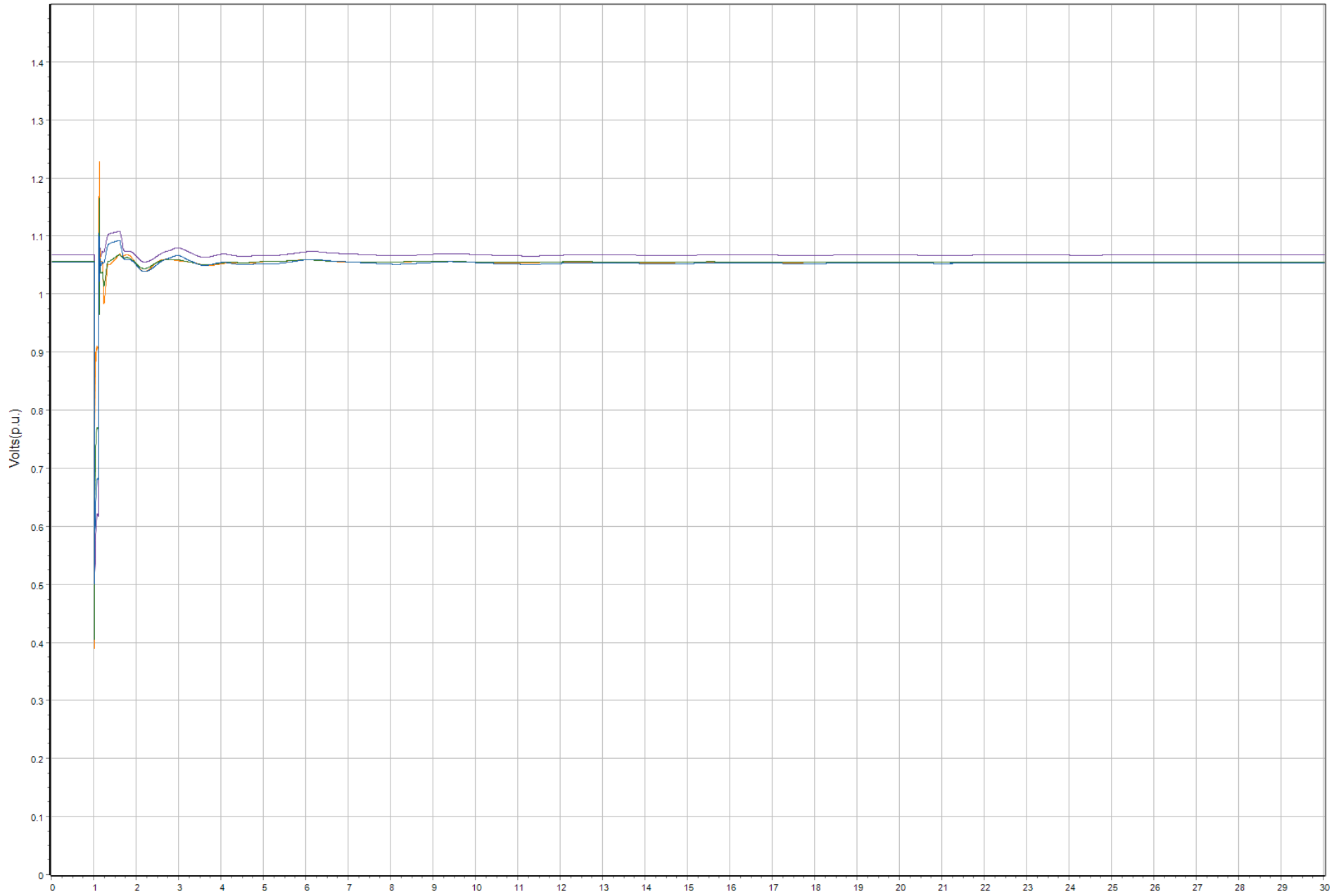


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

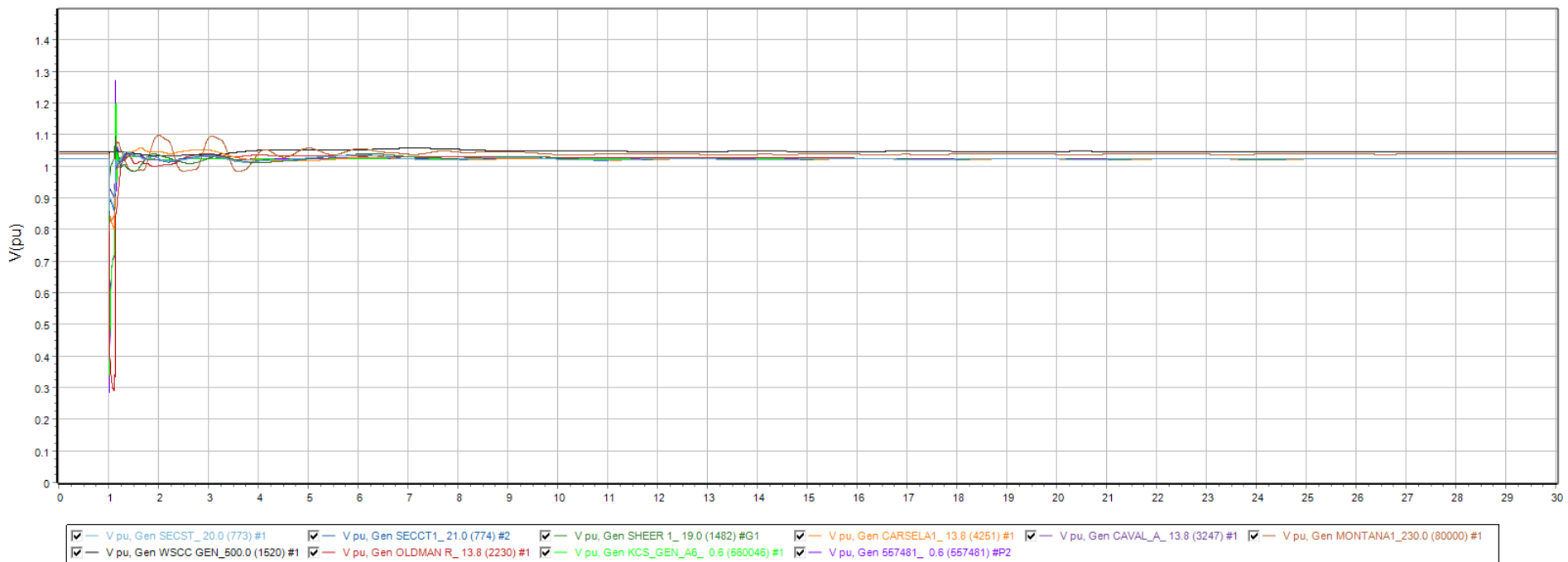
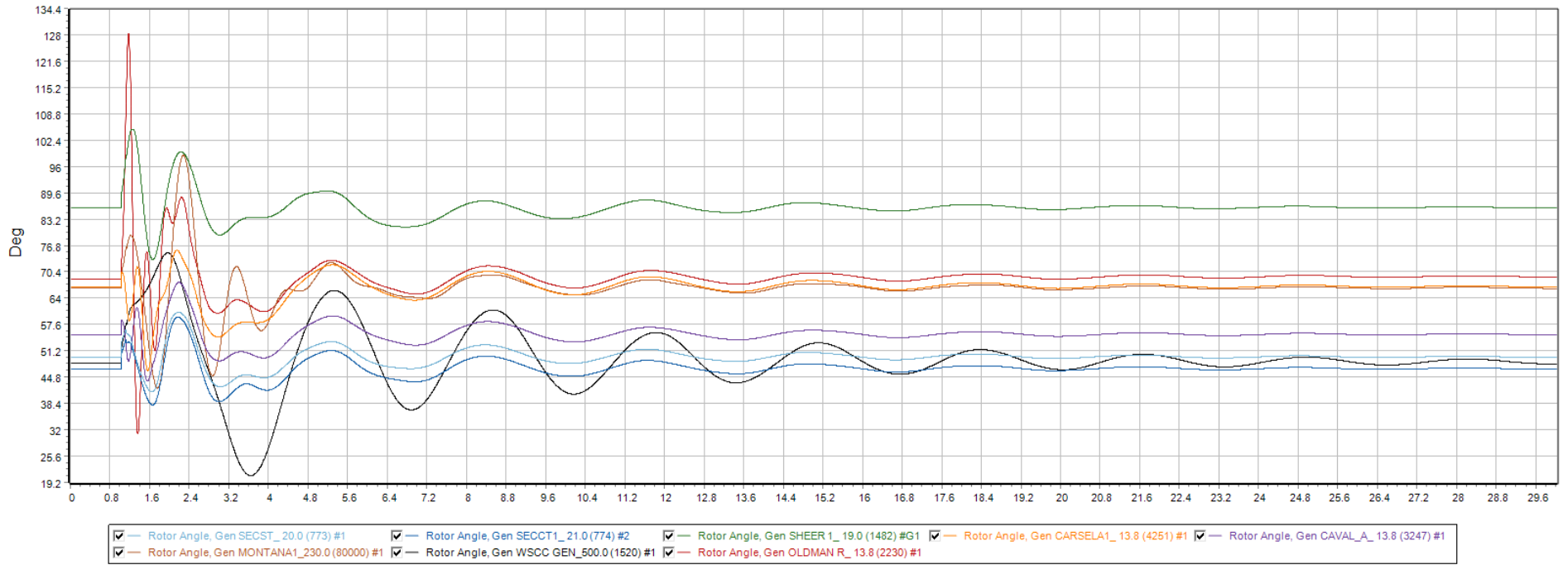




V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)

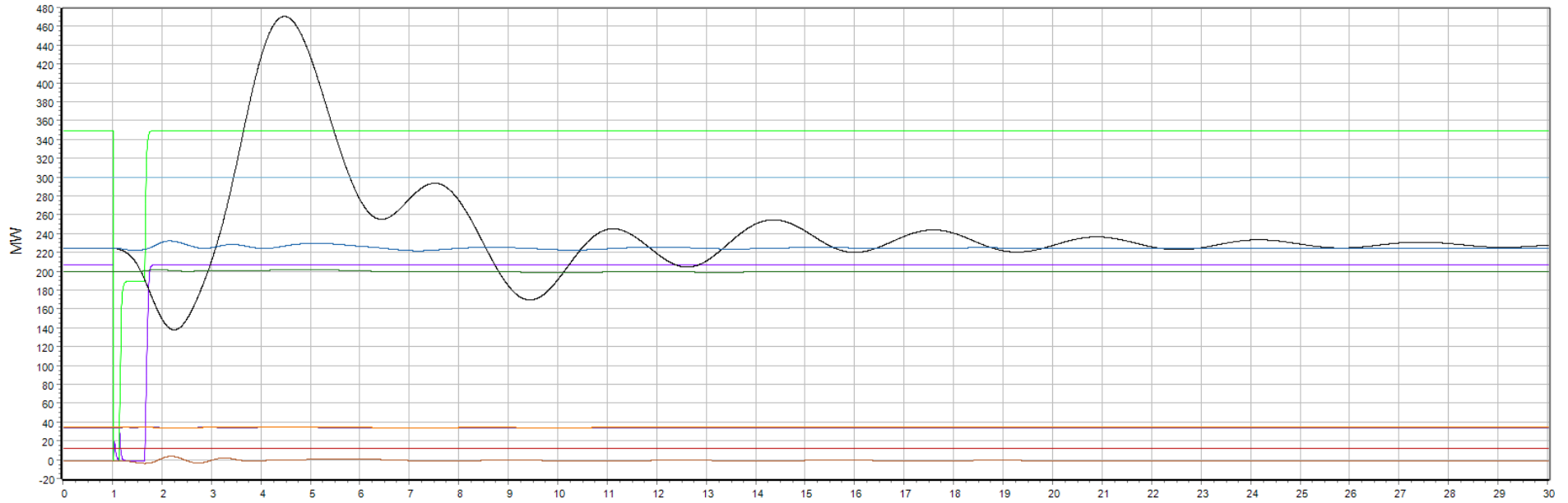


Monitor Gens. Q1

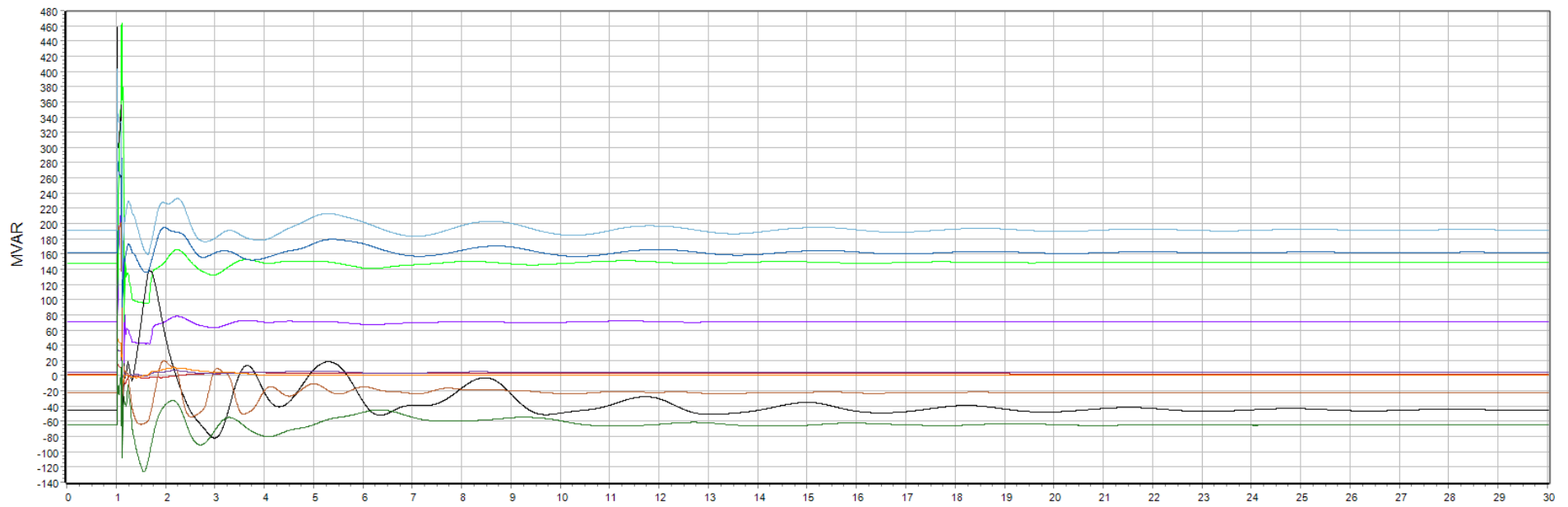




Monitor Gens. Q2



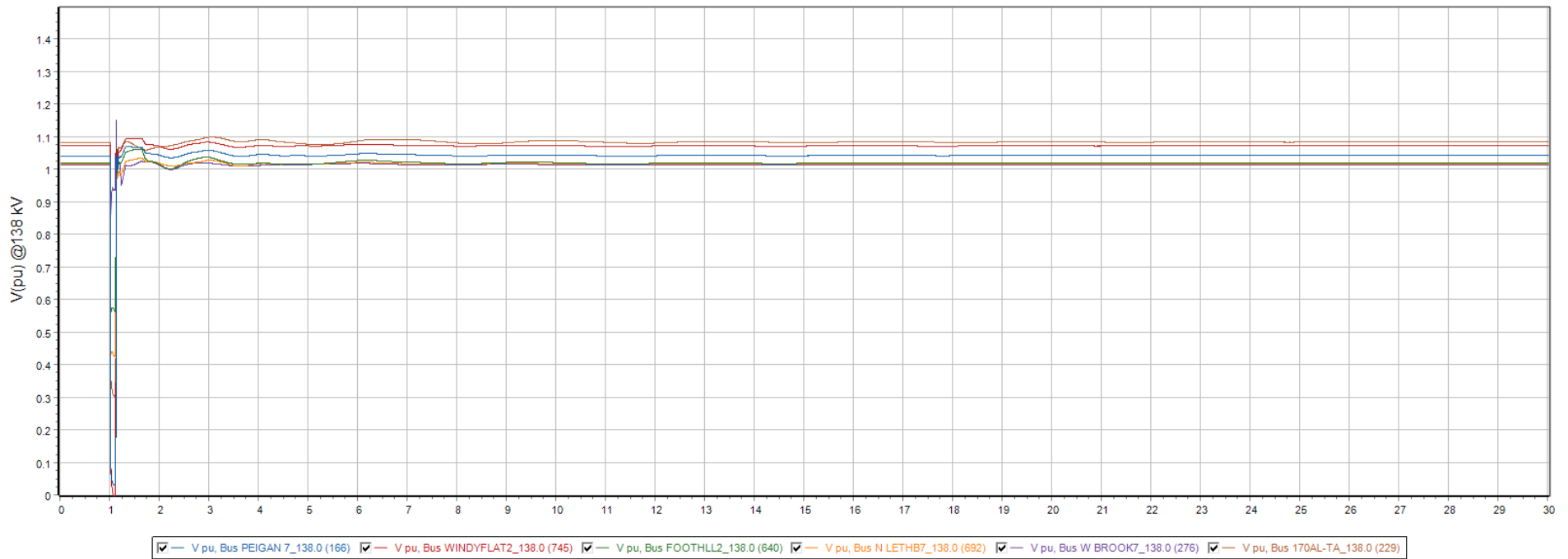
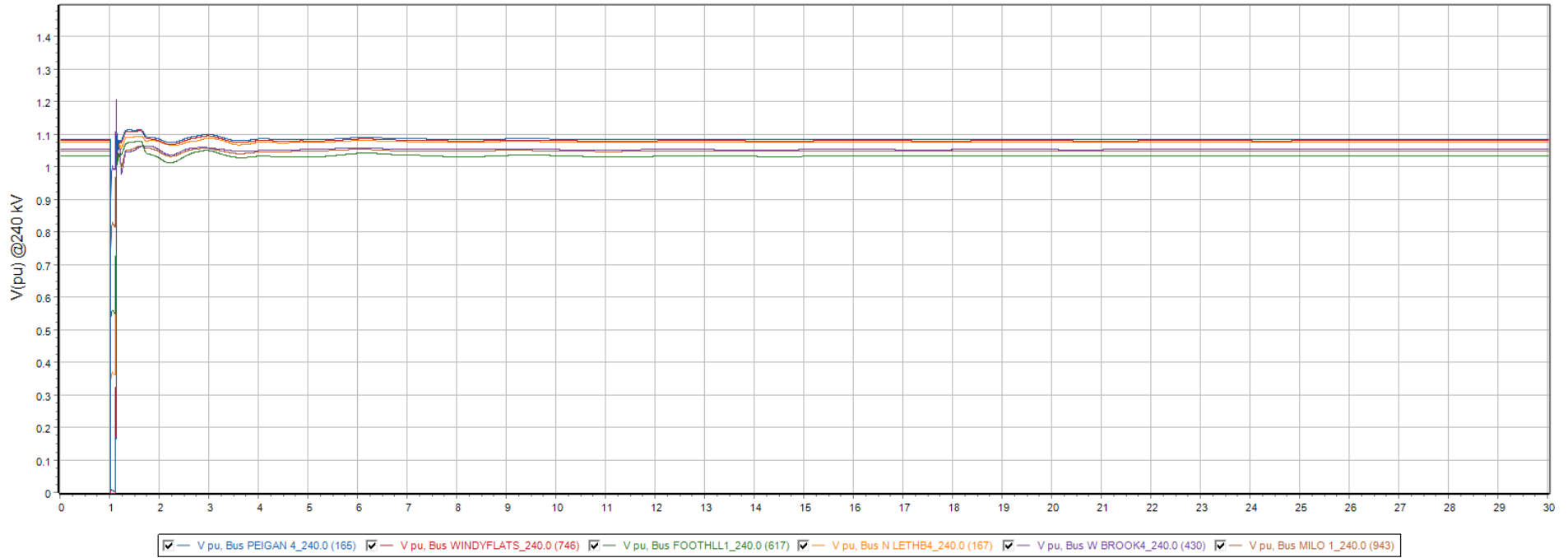
- MW Mech, Gen SECT1\_20.0 (773) #1
- MW Mech, Gen SECT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



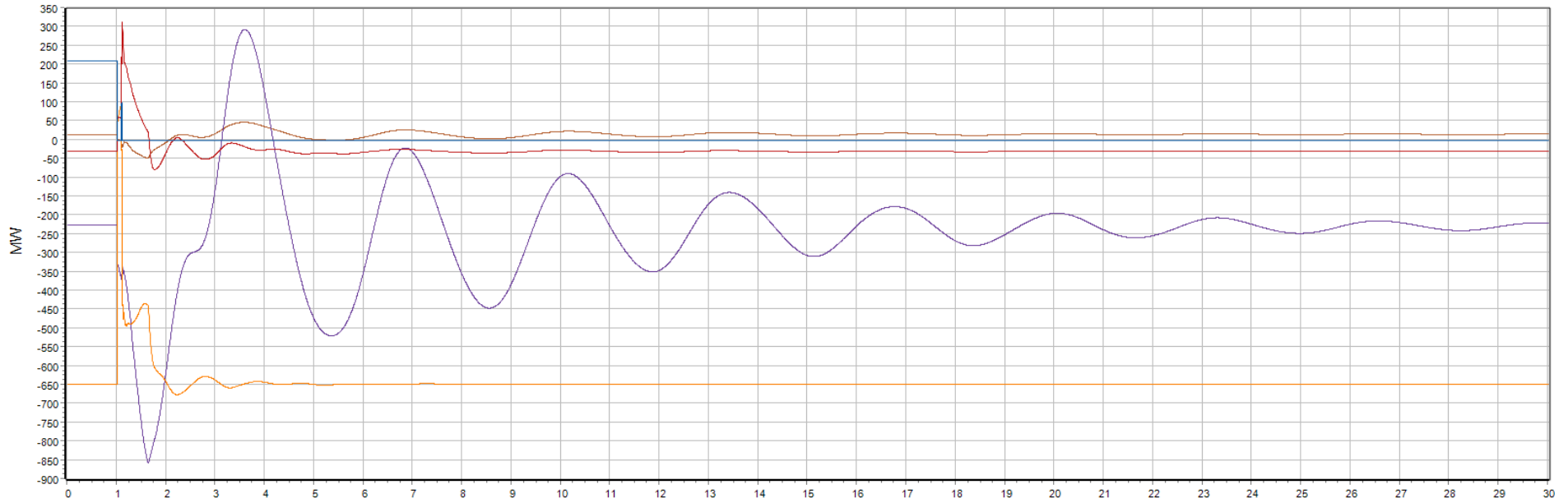
- Mvar, Gen SECT1\_20.0 (773) #1
- Mvar, Gen SECT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



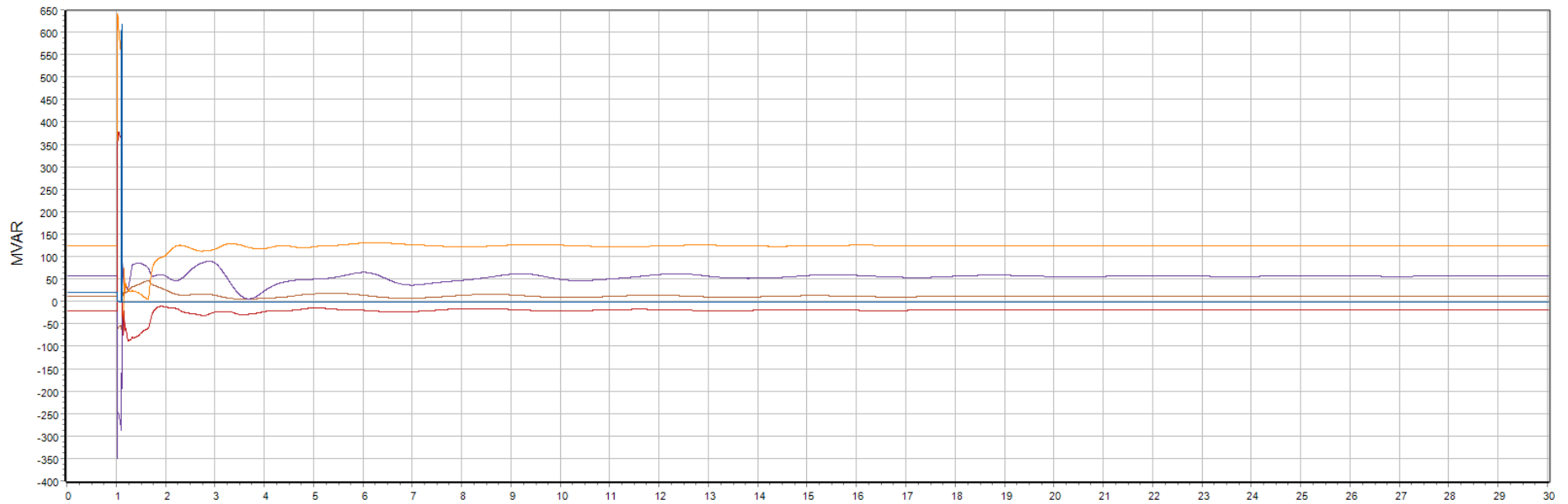
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



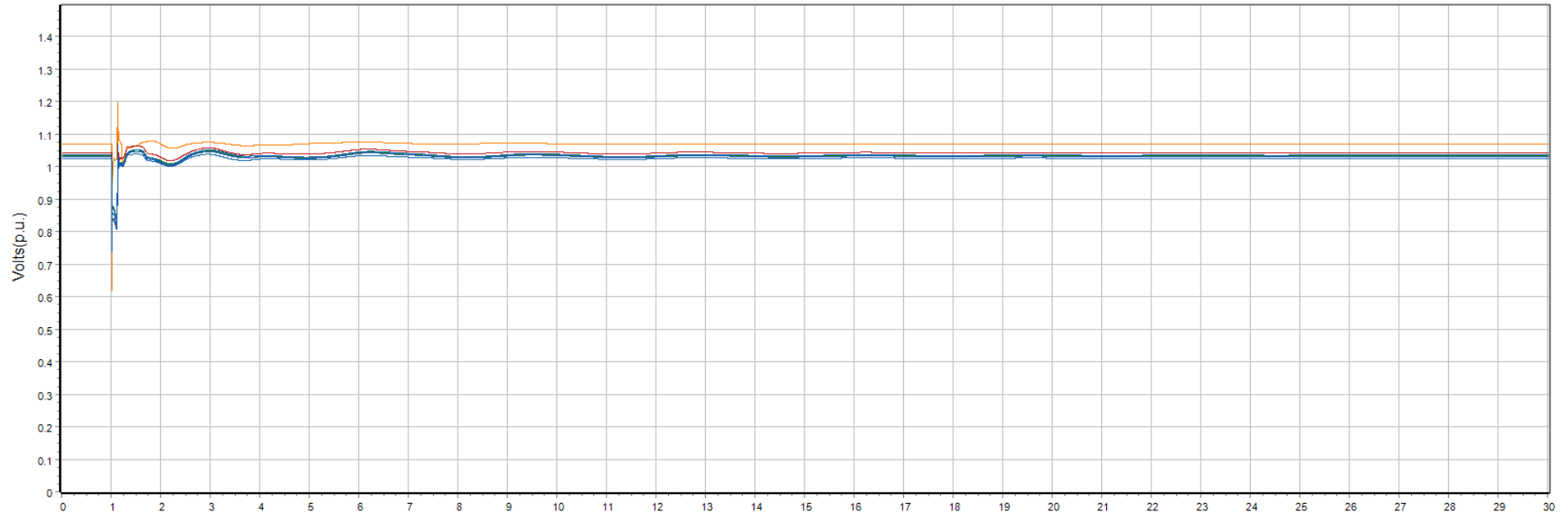
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



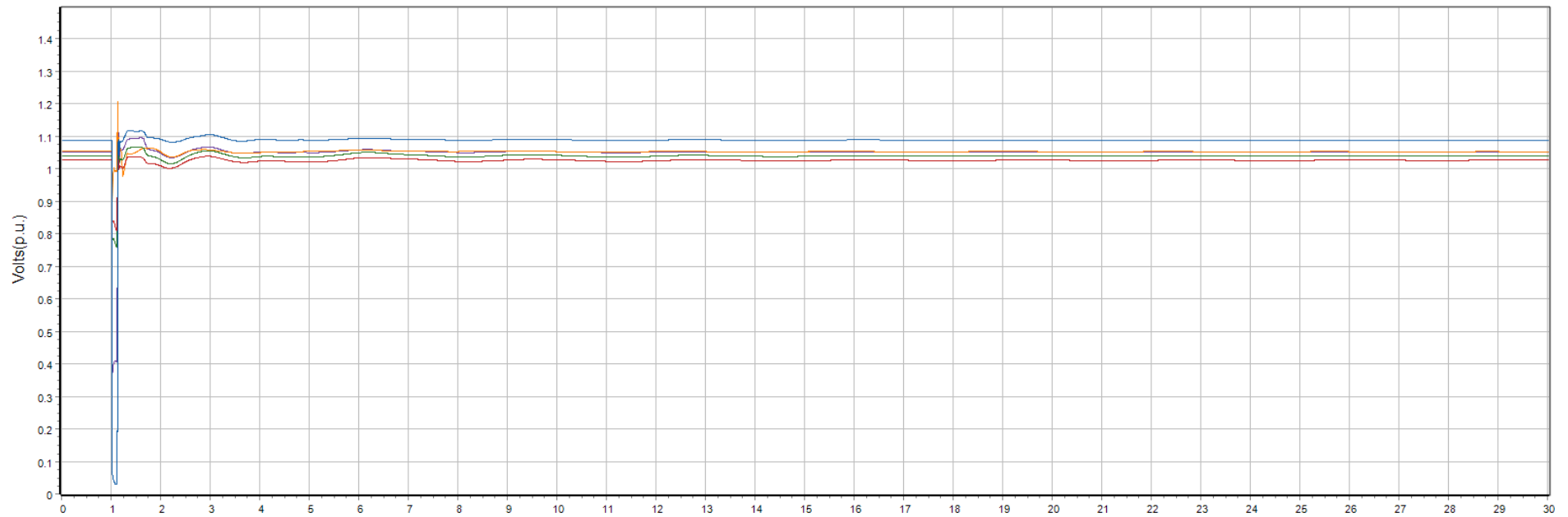
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

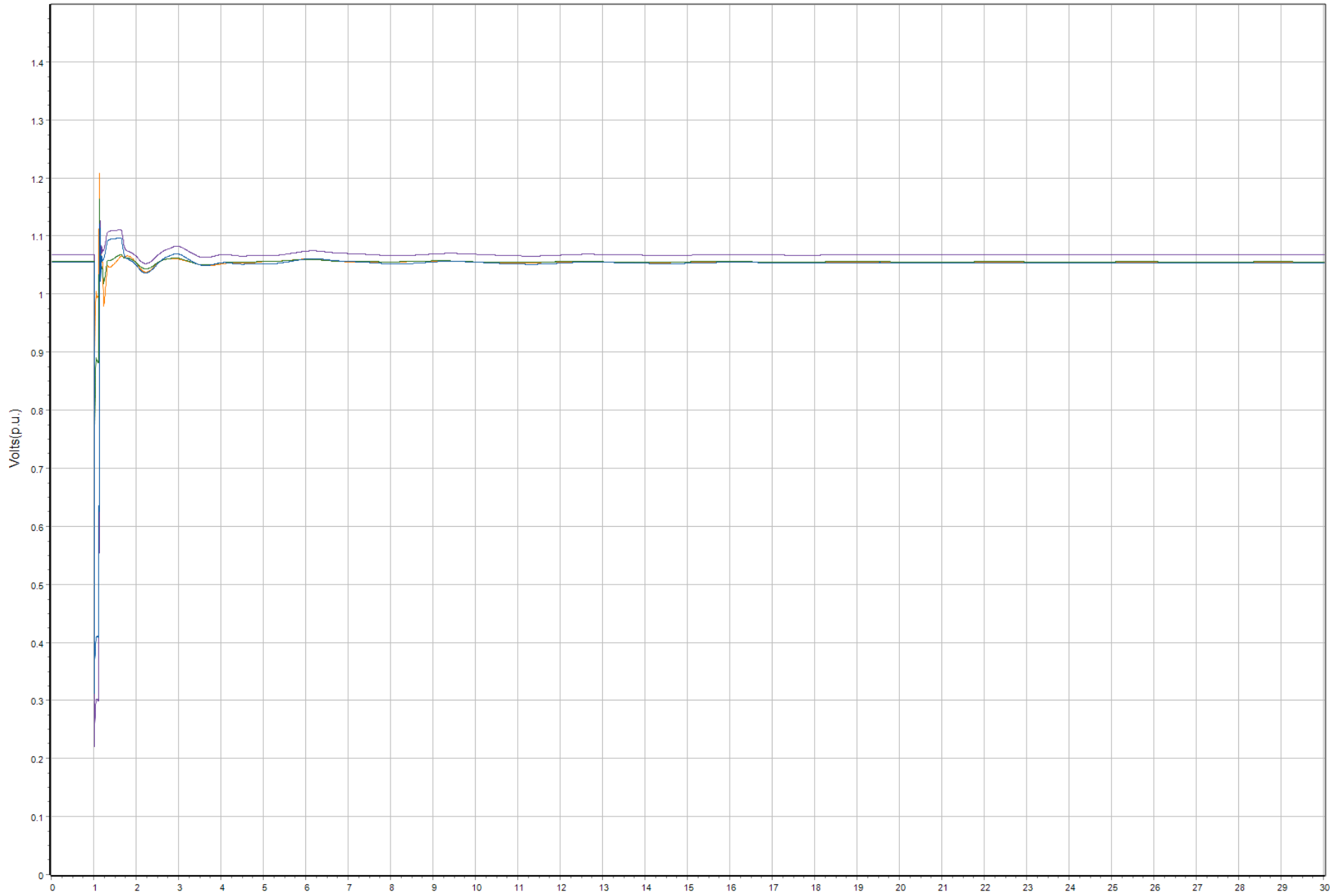


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

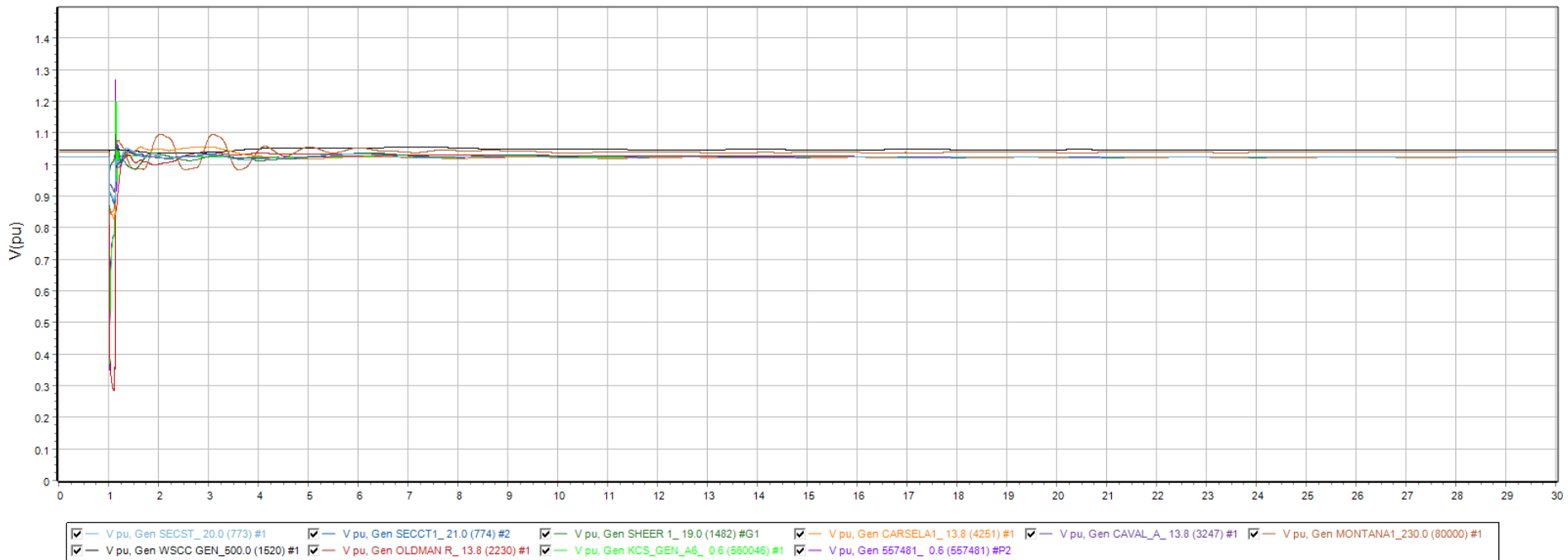
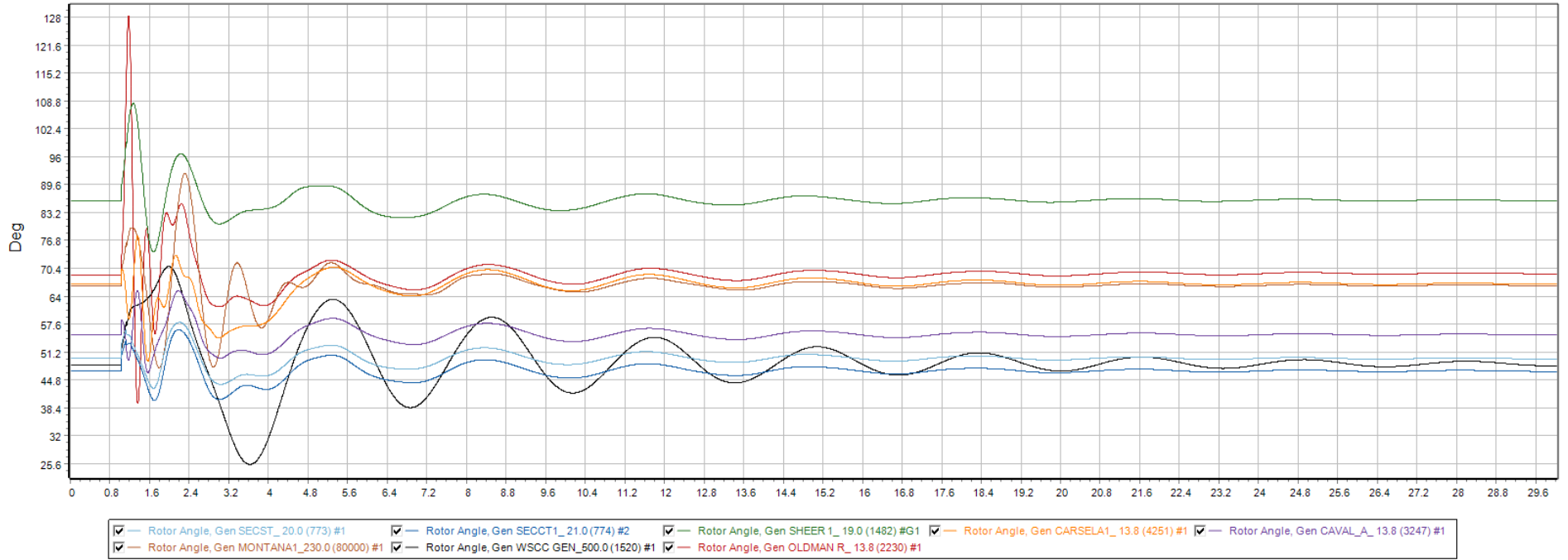




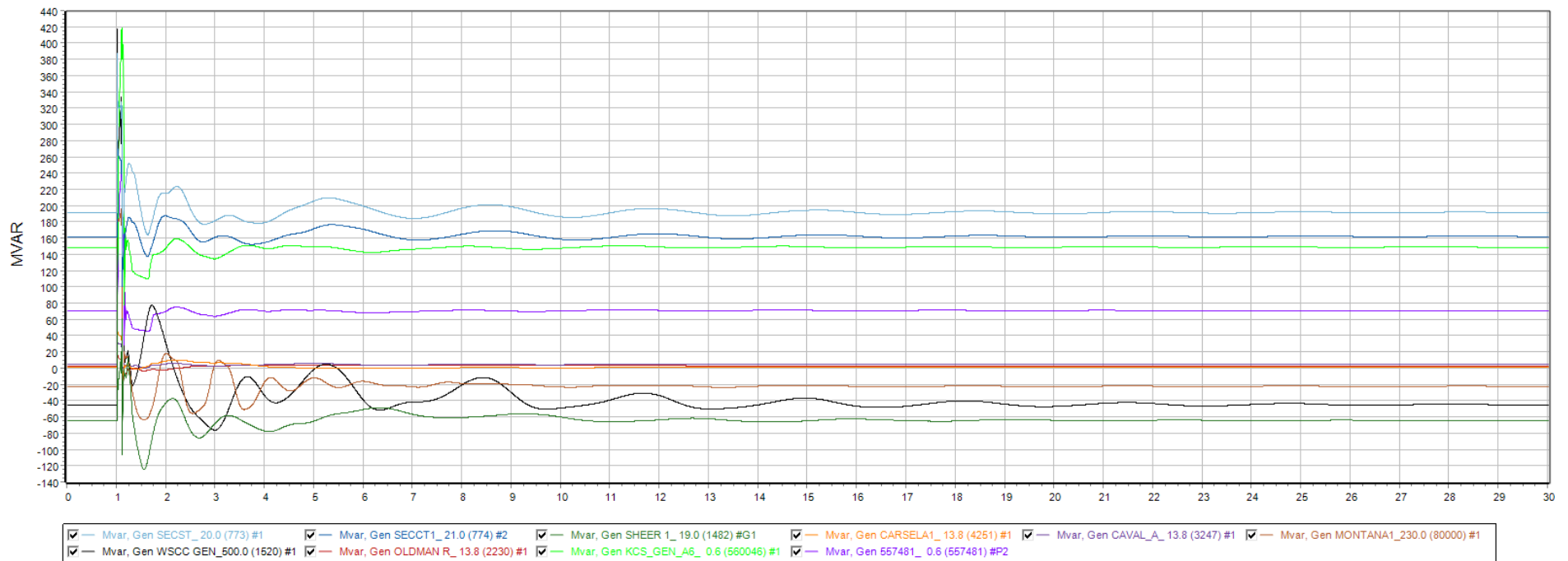
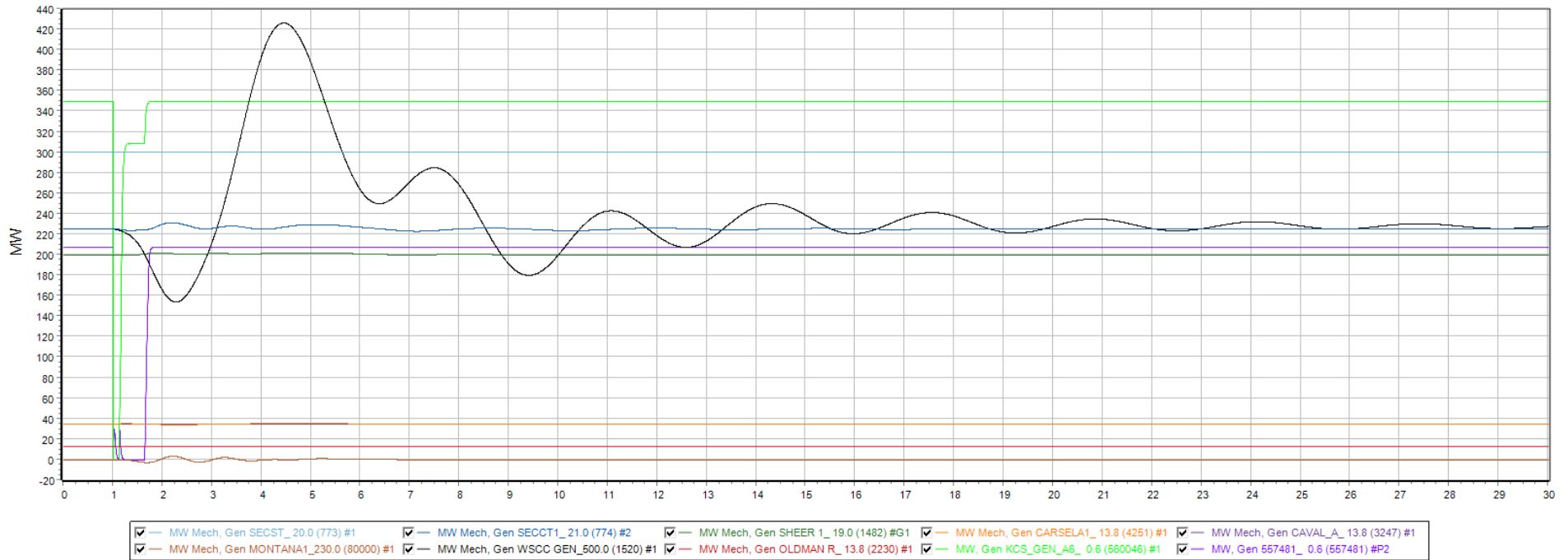
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



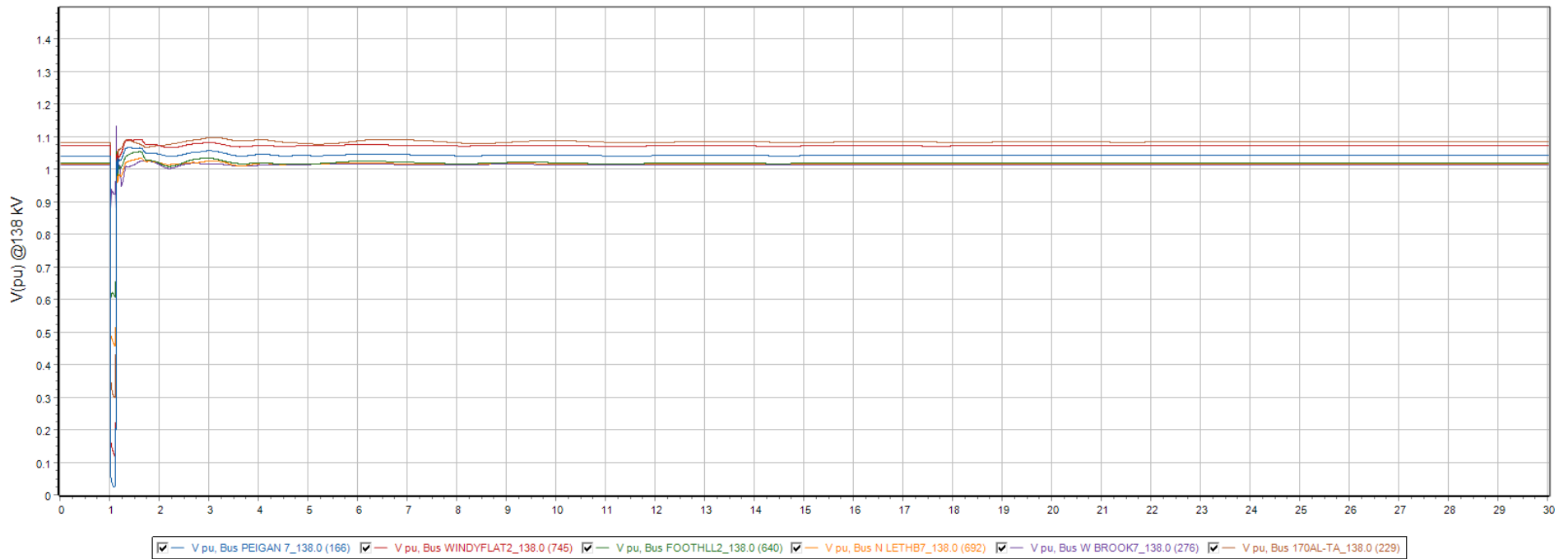
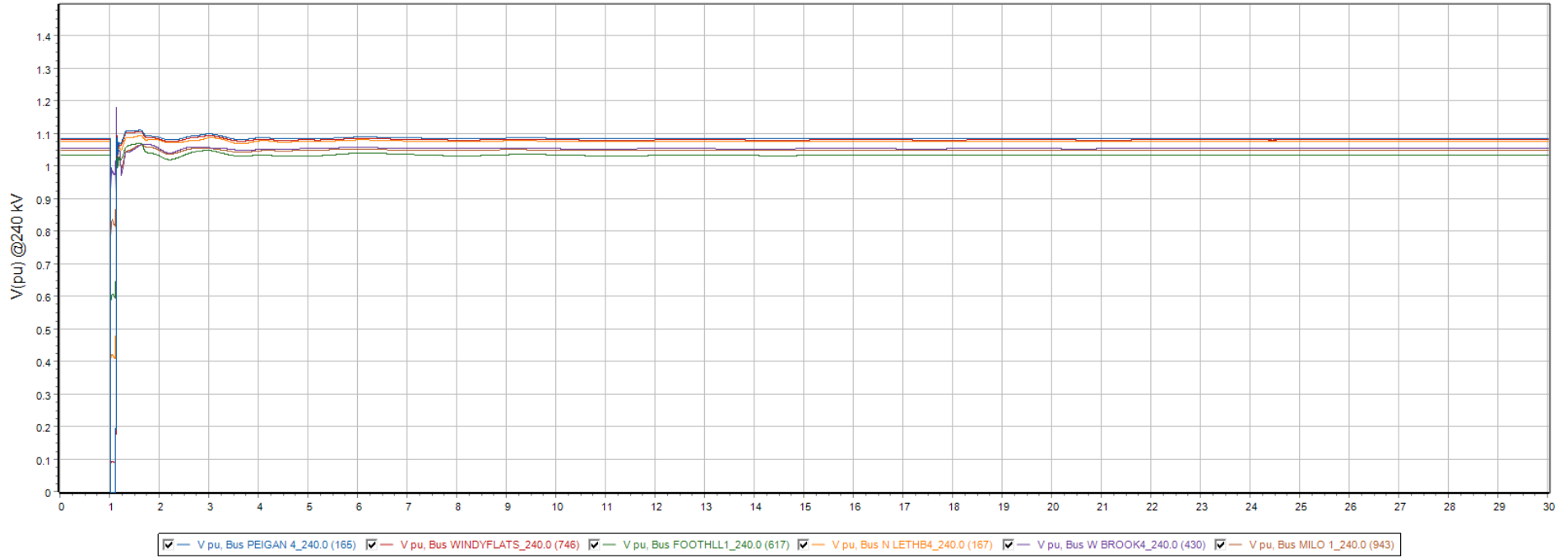
Monitor Gens. Q1



Monitor Gens. Q2

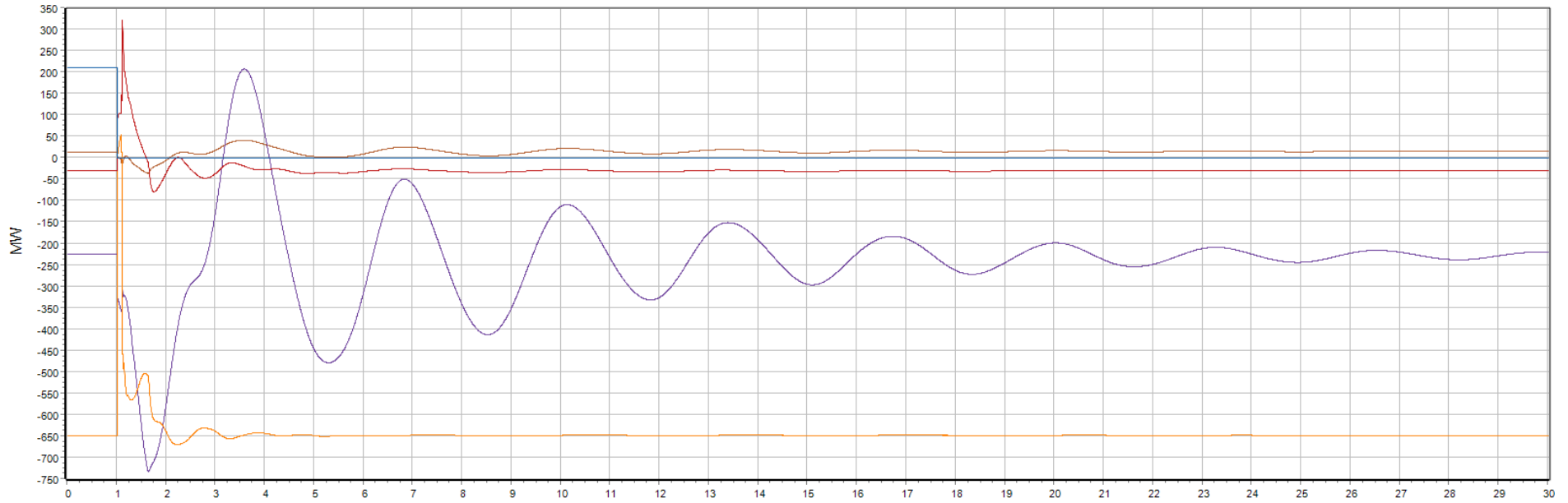


Monitor Bus Volts Q3

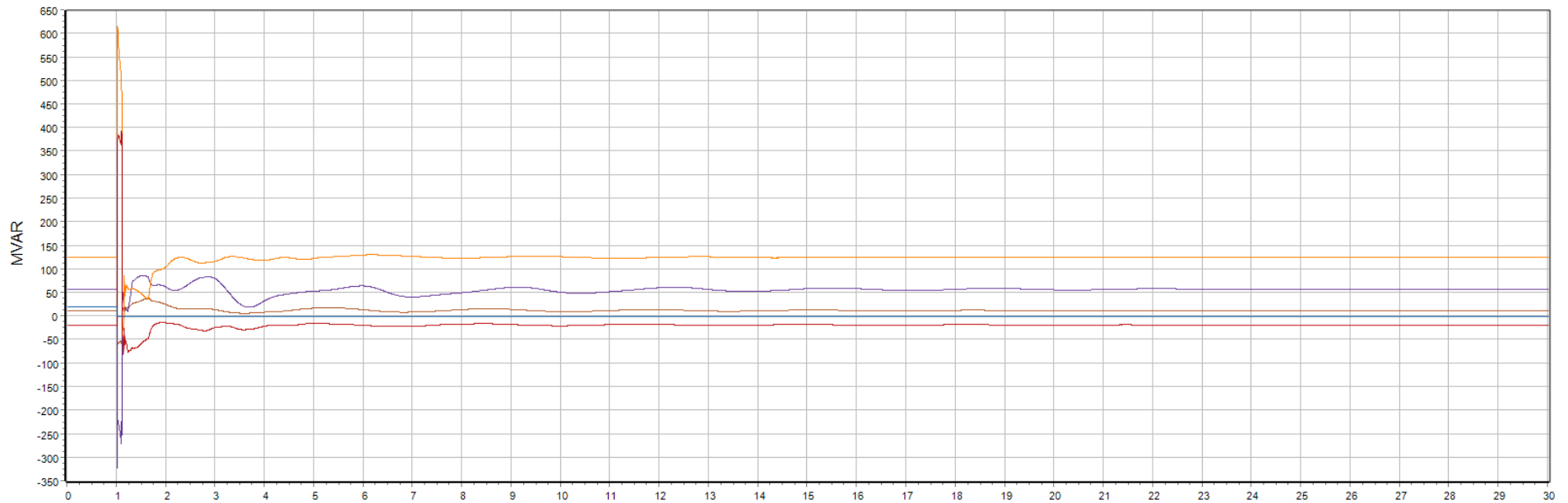




Monitor Line MW & MVAR. Q4



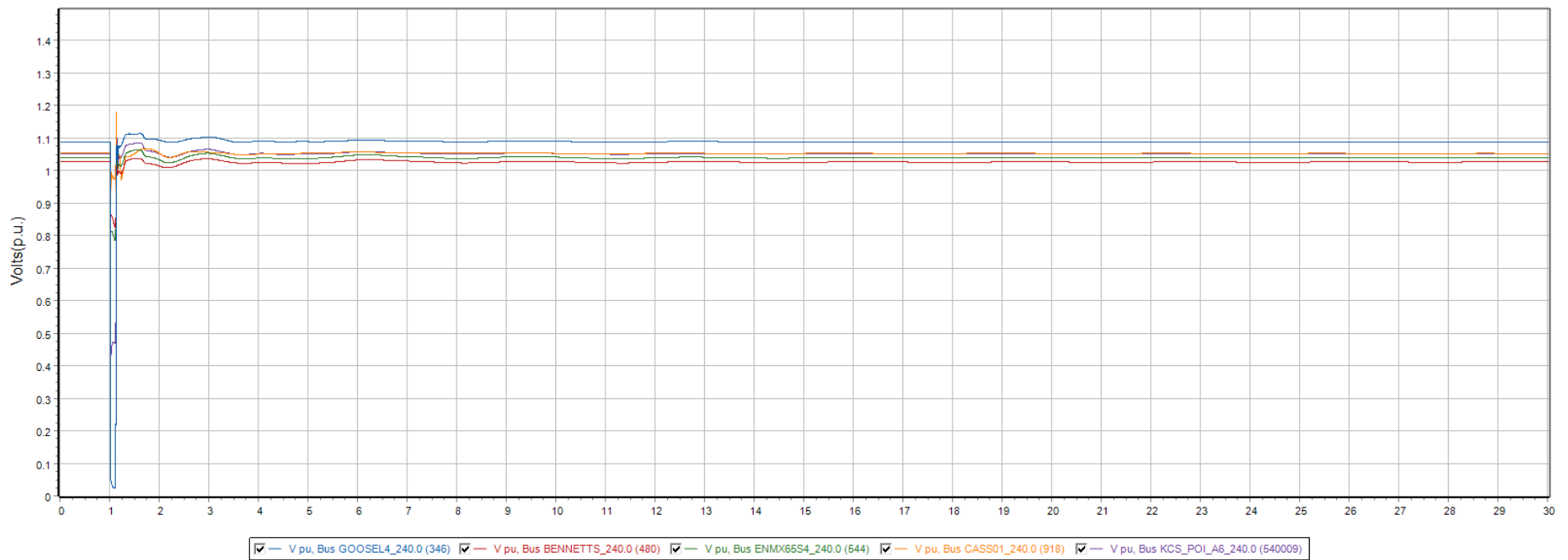
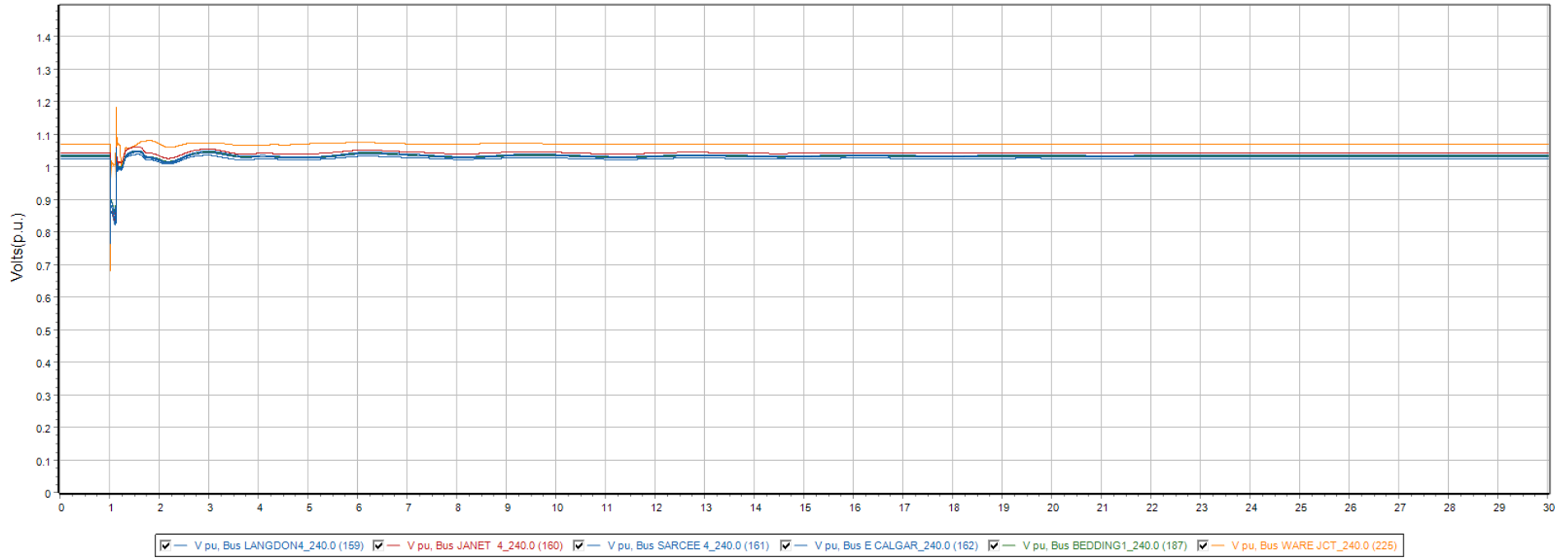
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

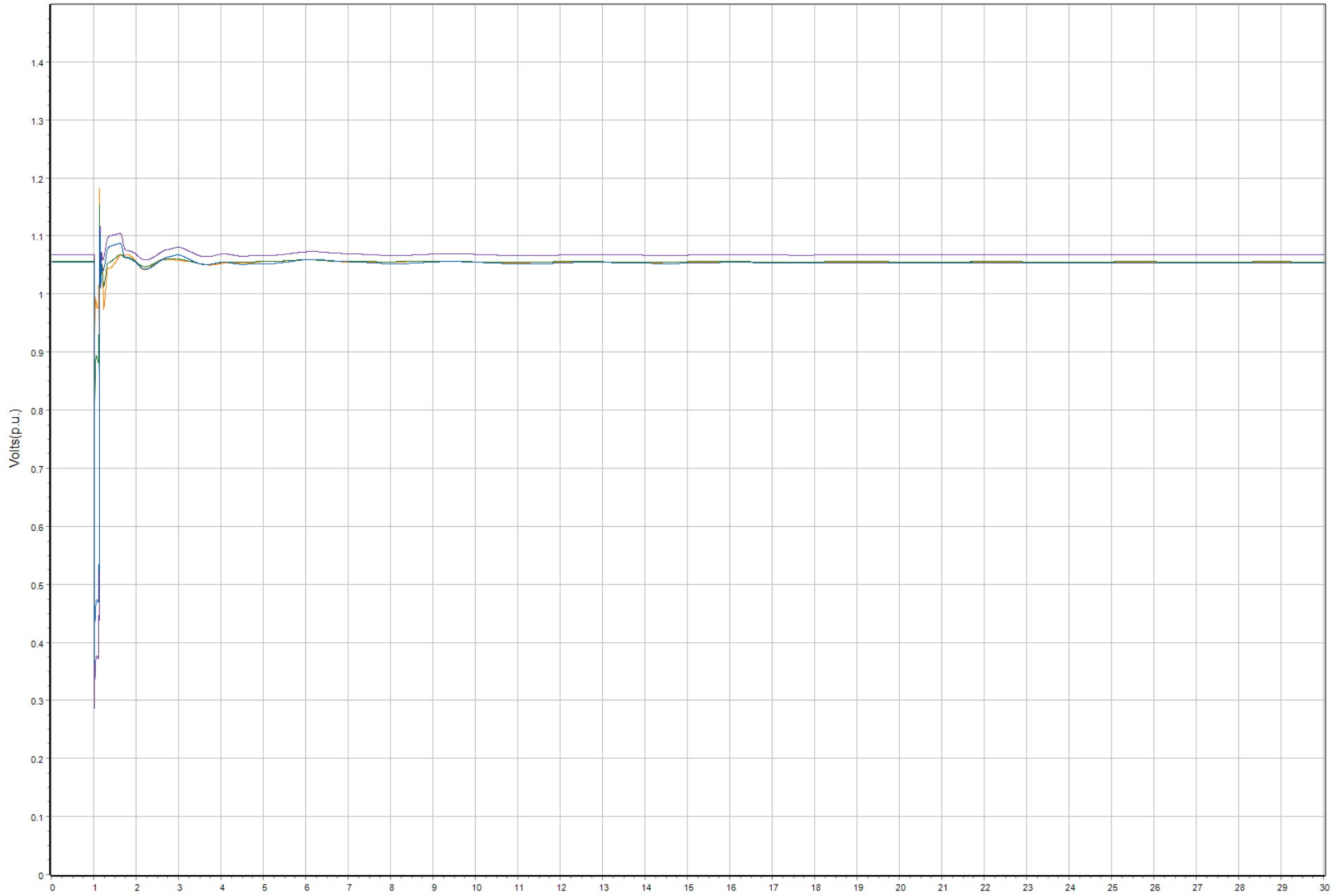


- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

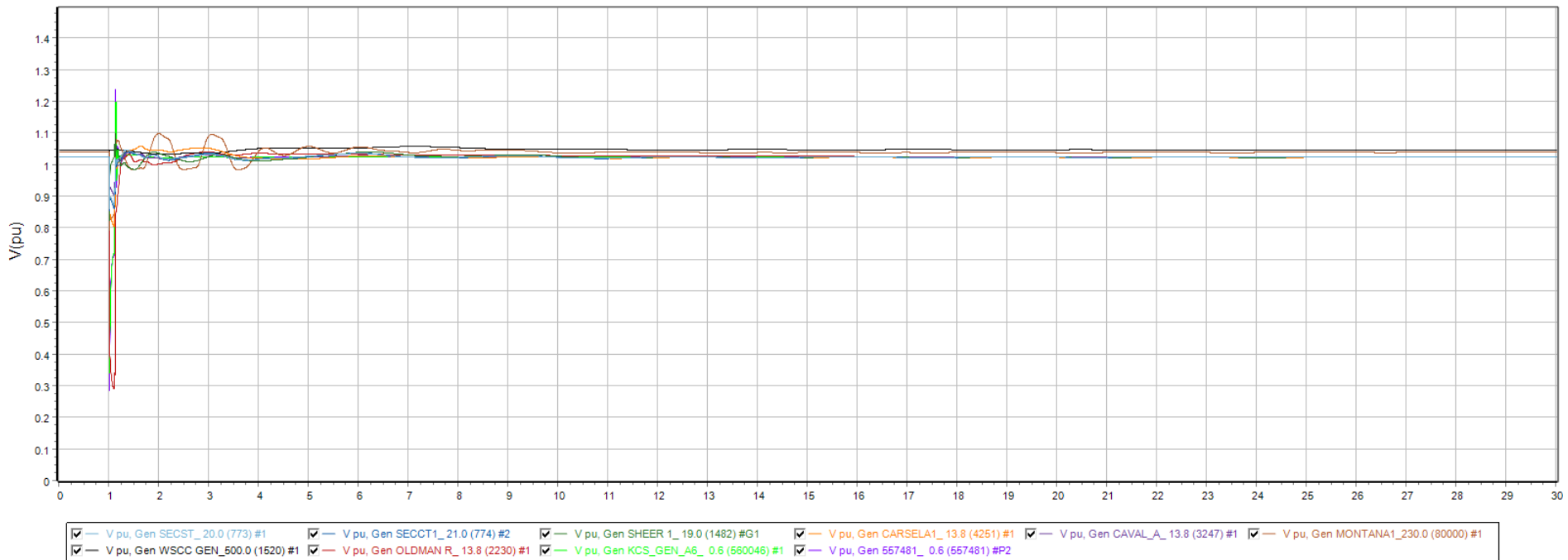
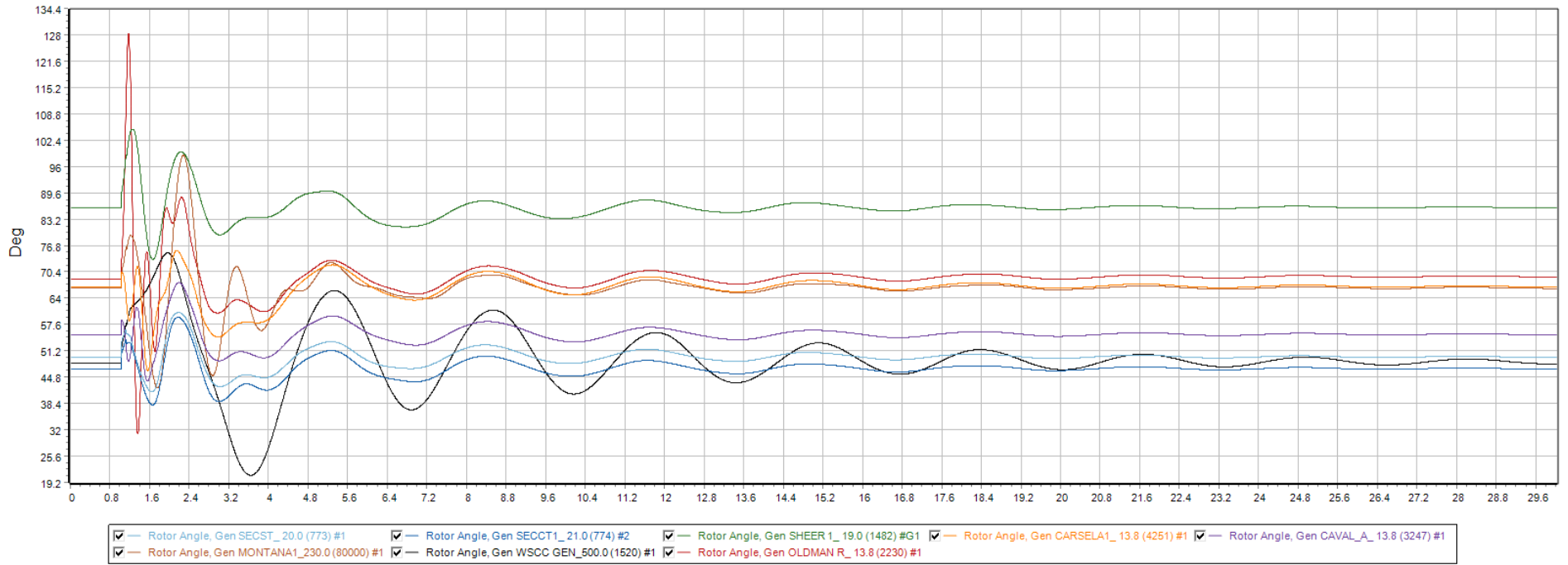




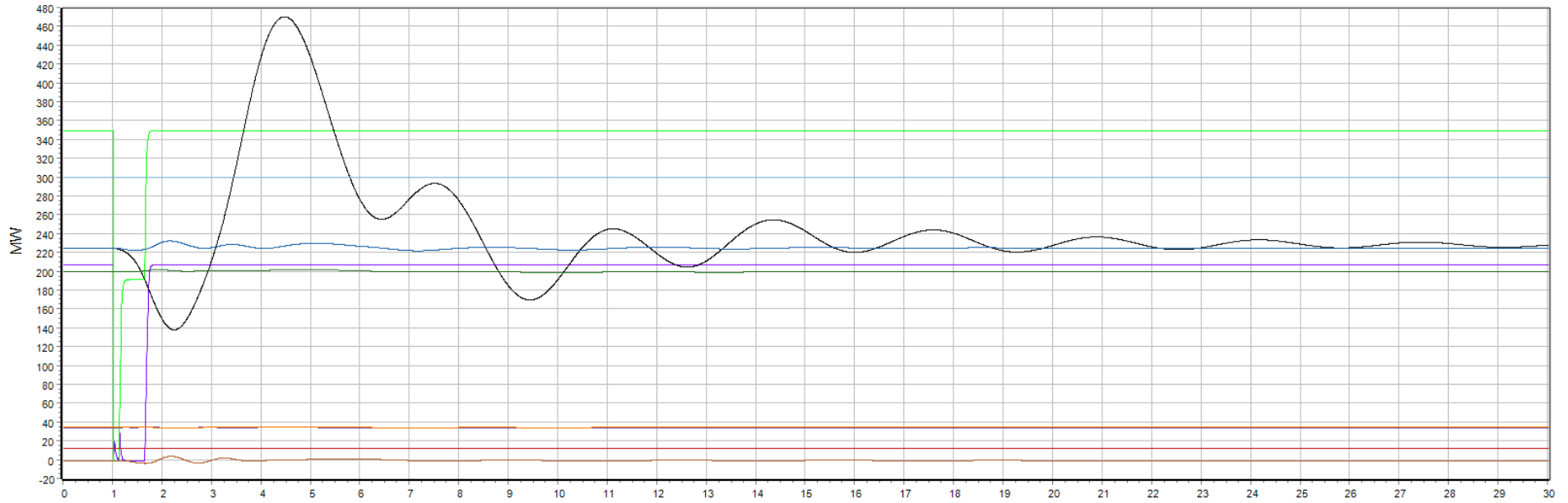
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



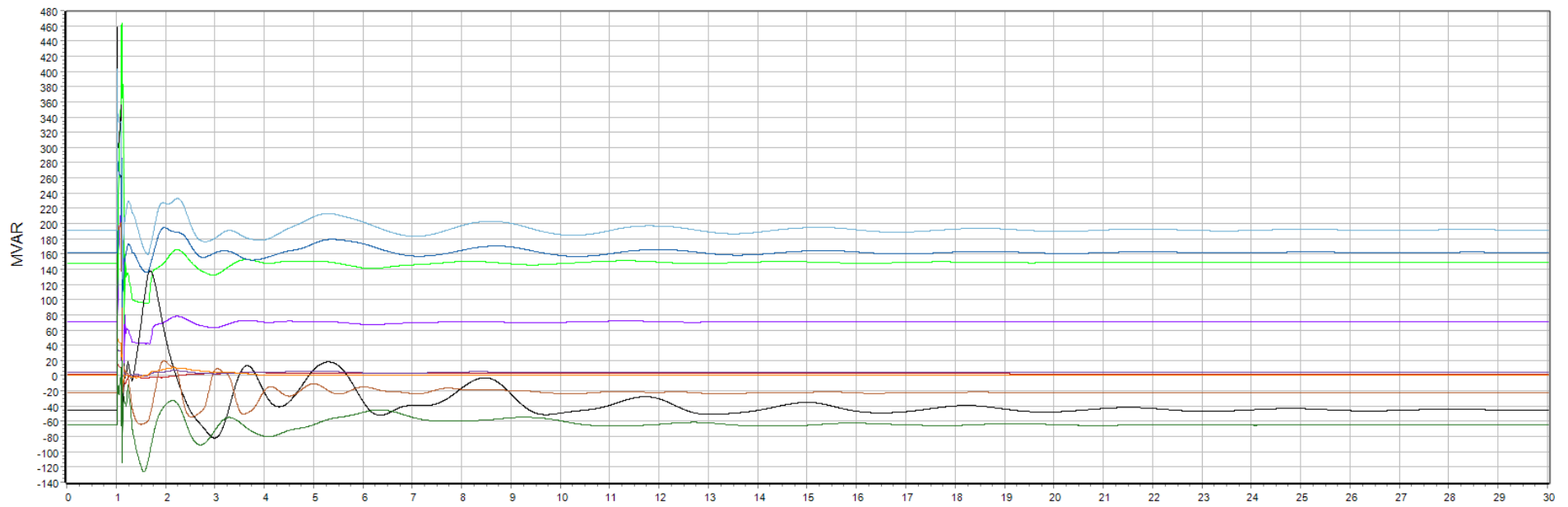
Monitor Gens. Q1



Monitor Gens. Q2



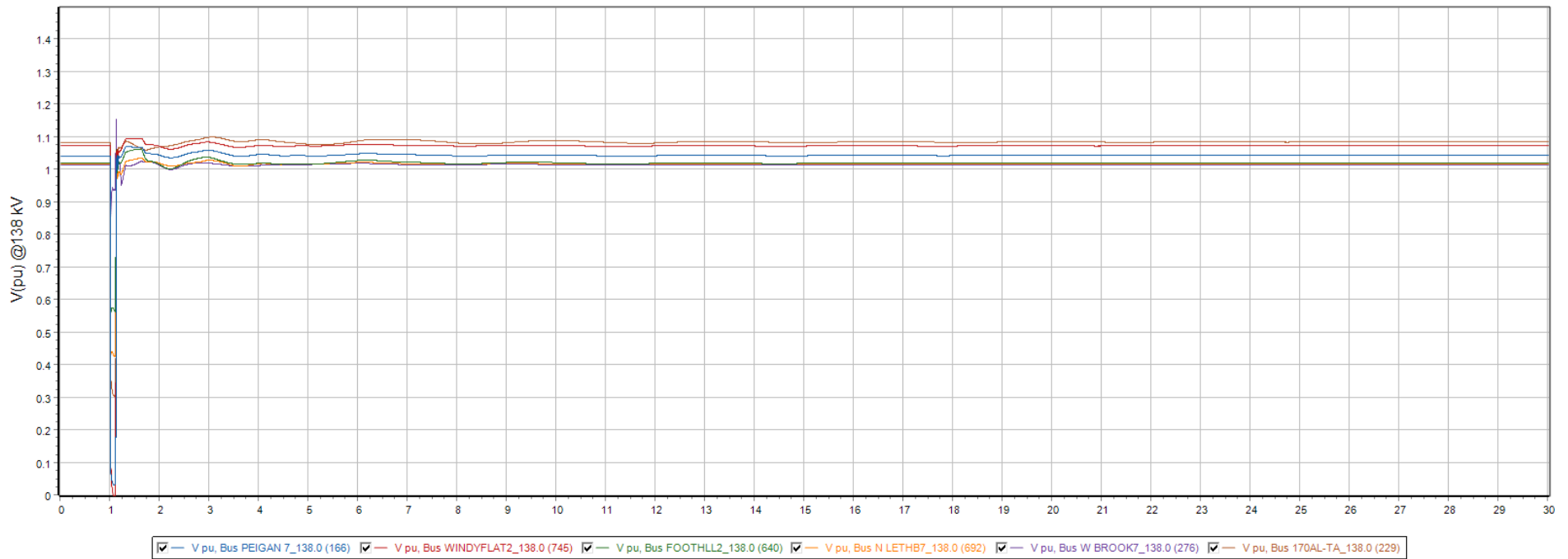
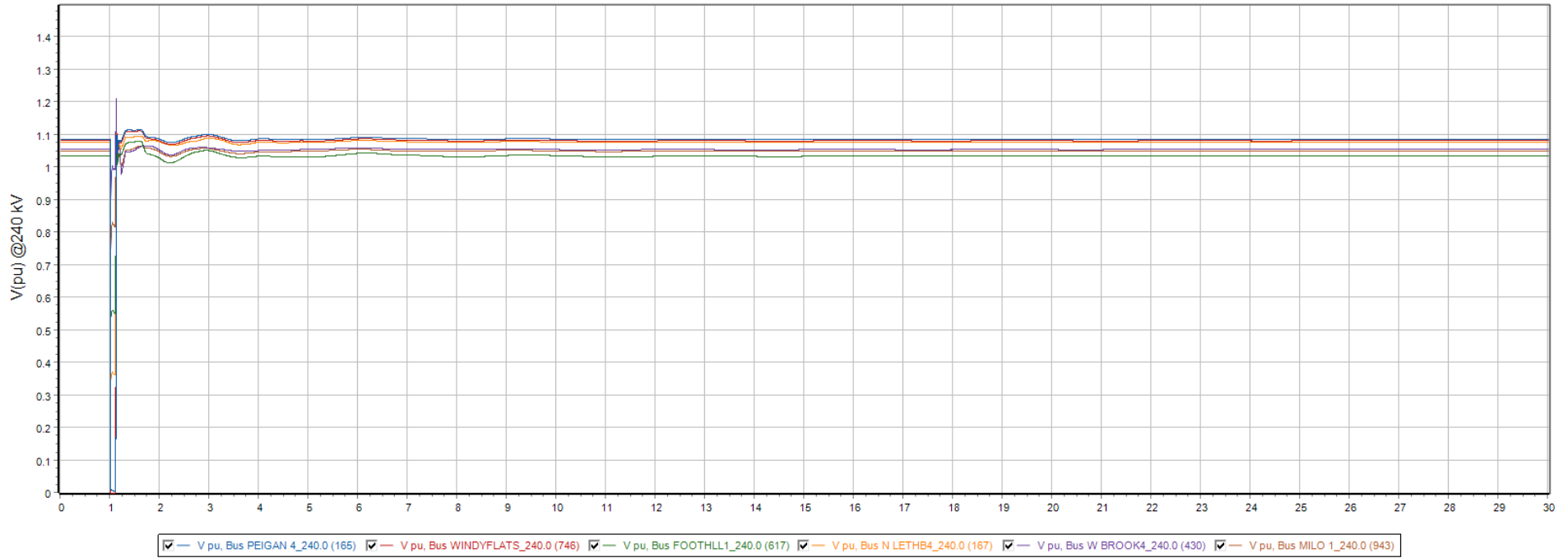
- MW Mech, Gen SECT1\_20.0 (773) #1
- MW Mech, Gen SECT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



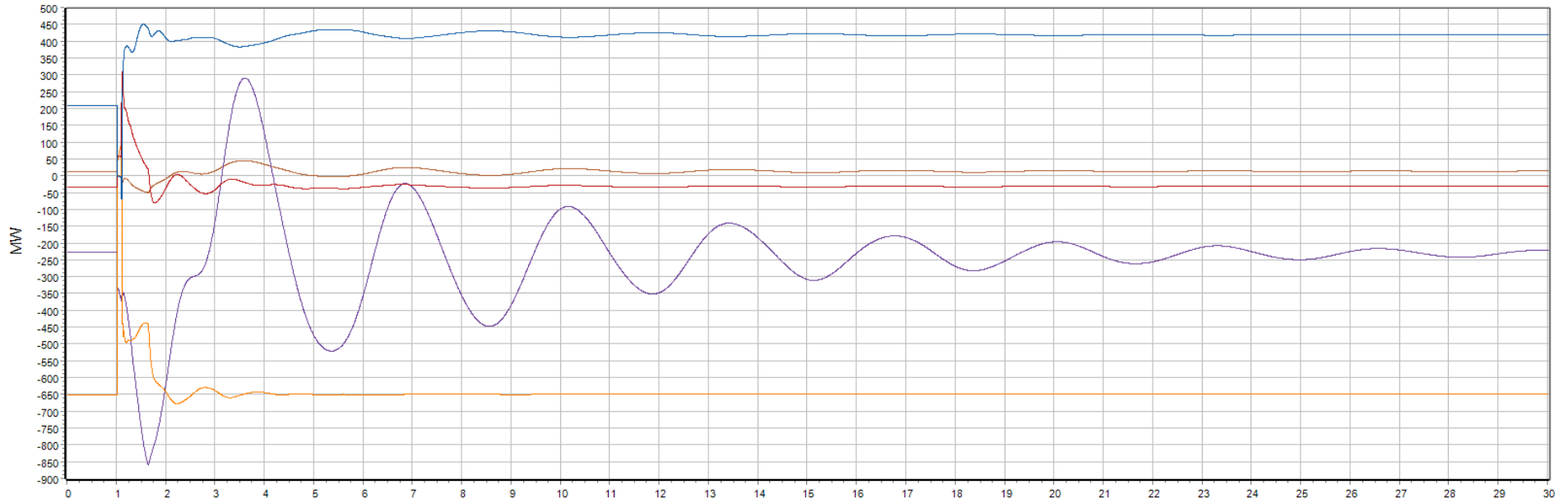
- Mvar, Gen SECT1\_20.0 (773) #1
- Mvar, Gen SECT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



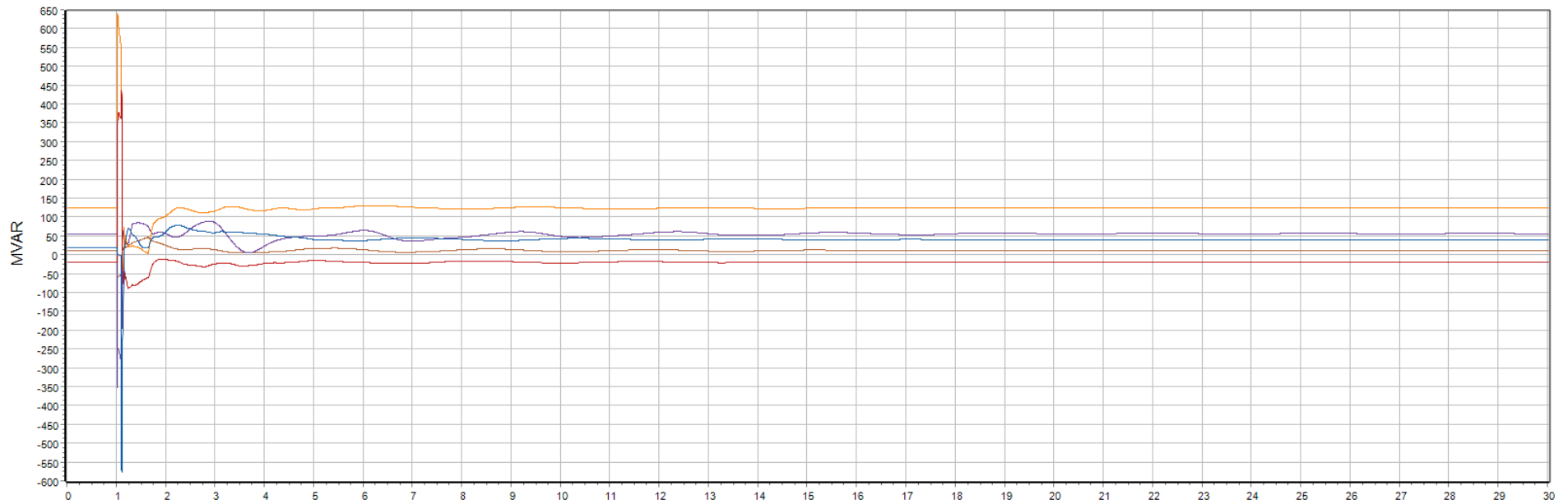
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



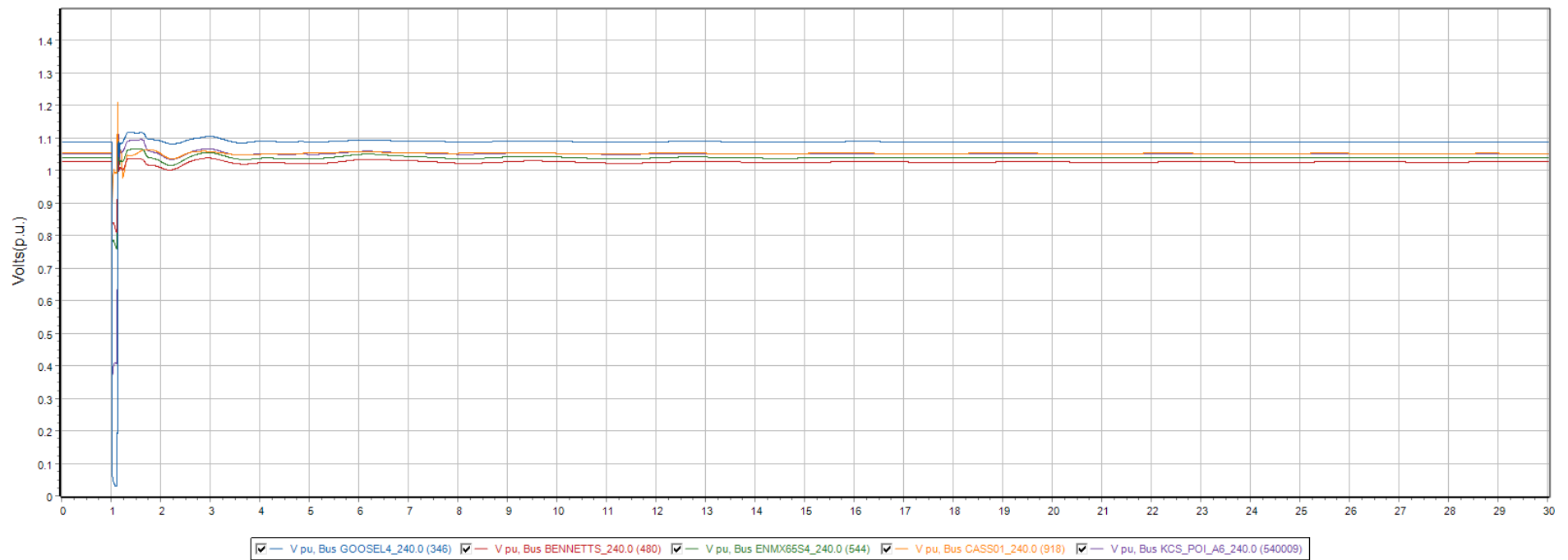
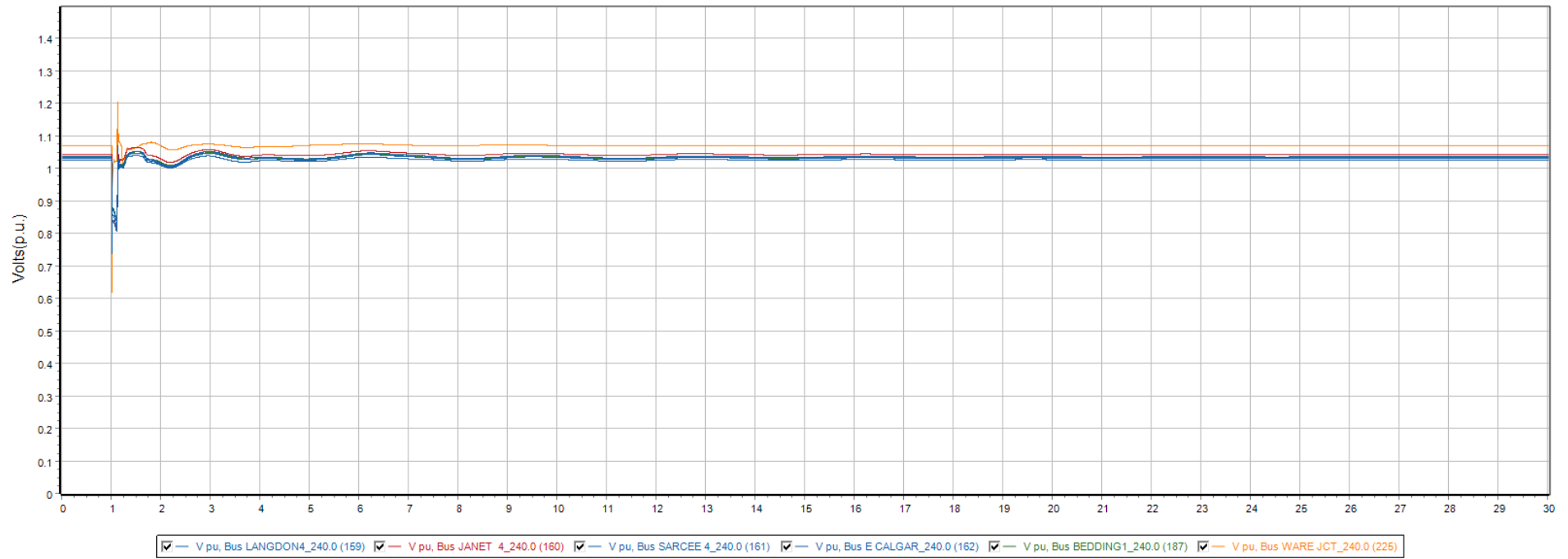
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



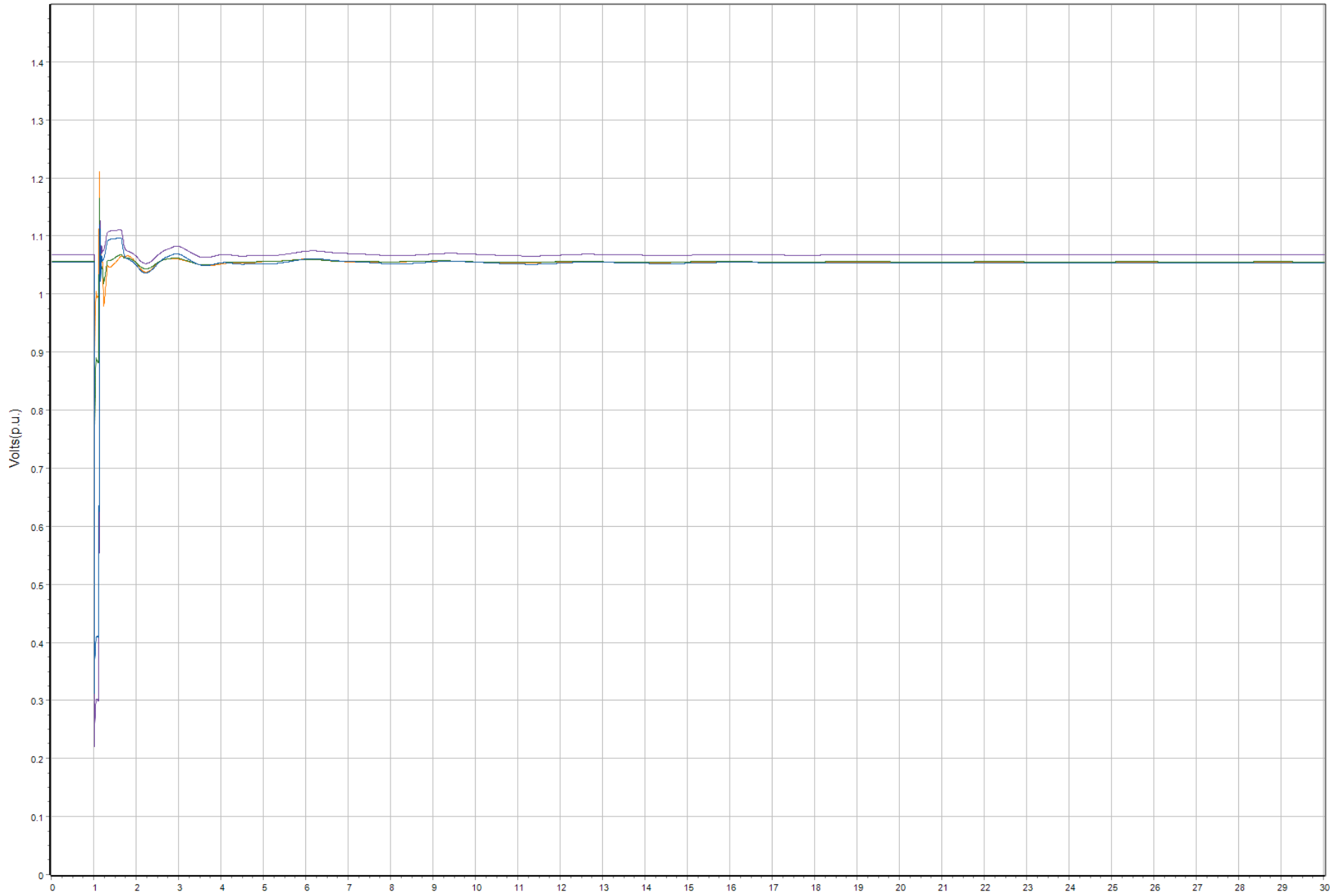
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



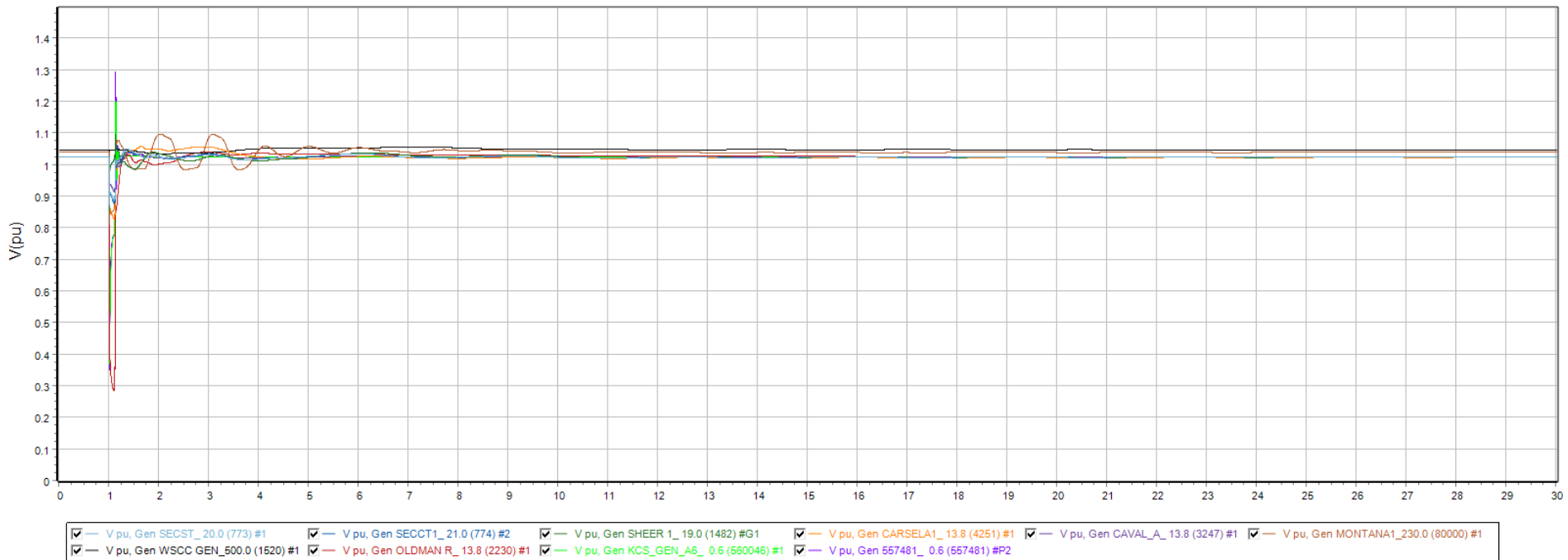
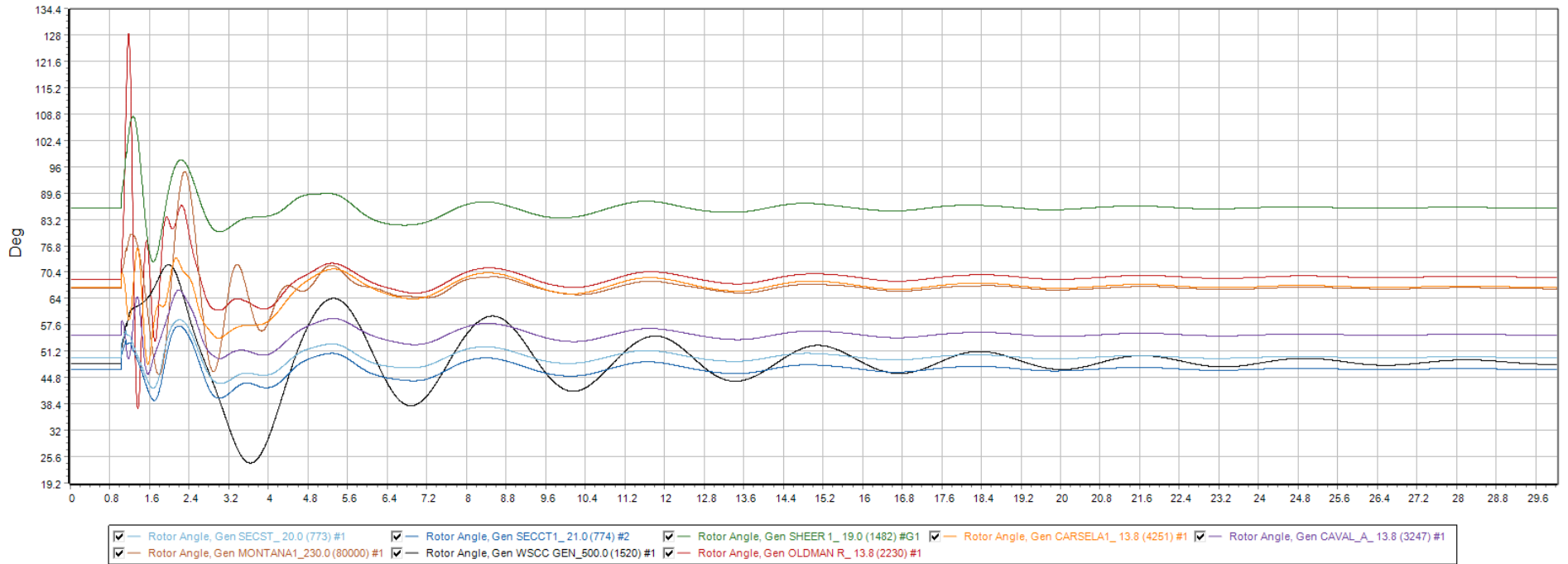




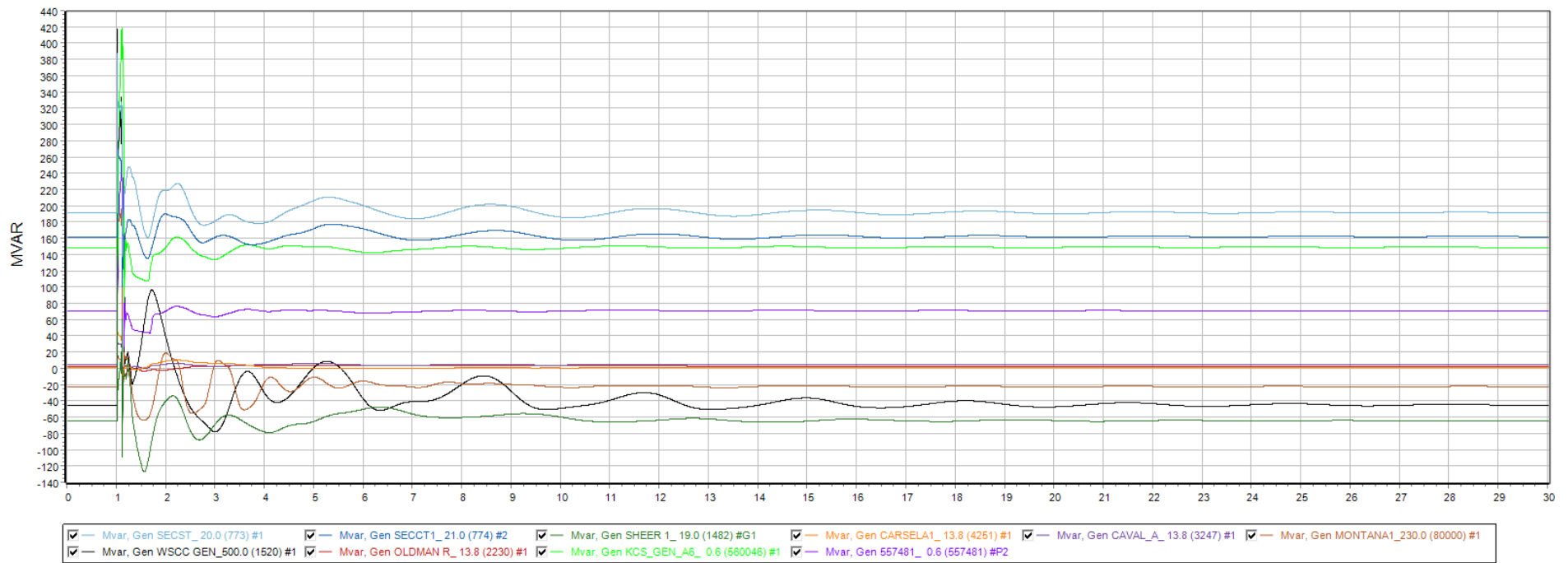
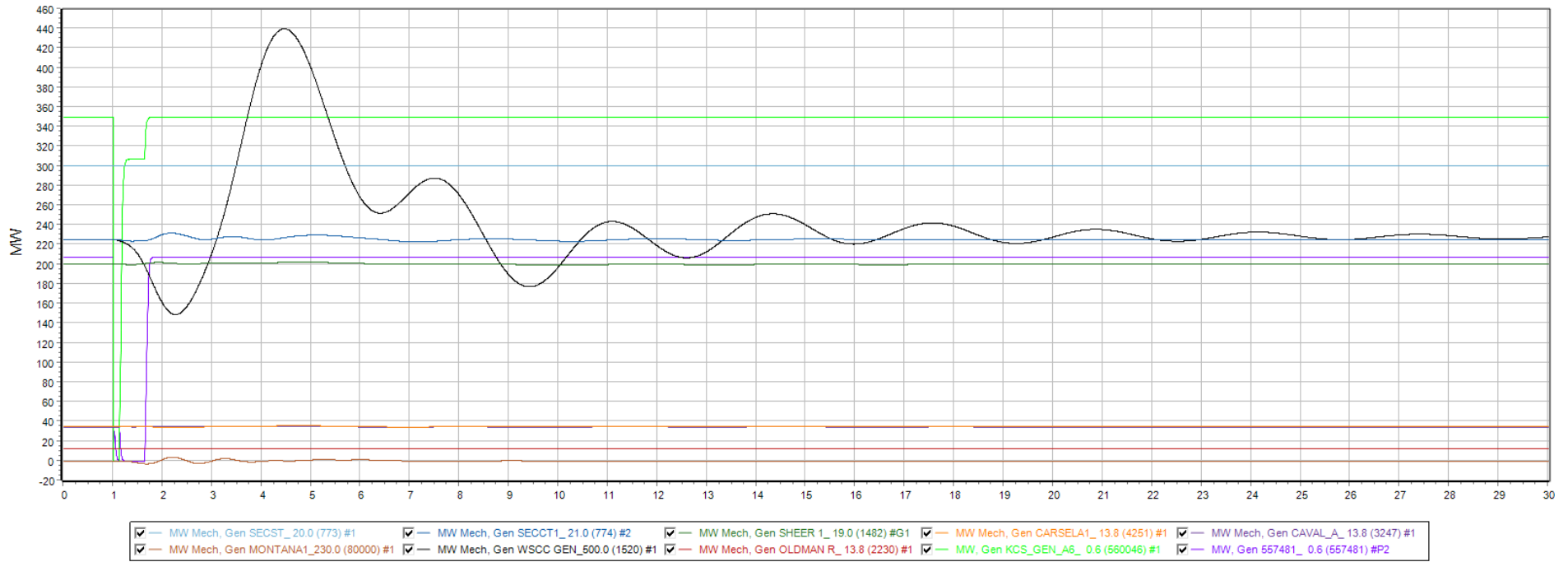
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



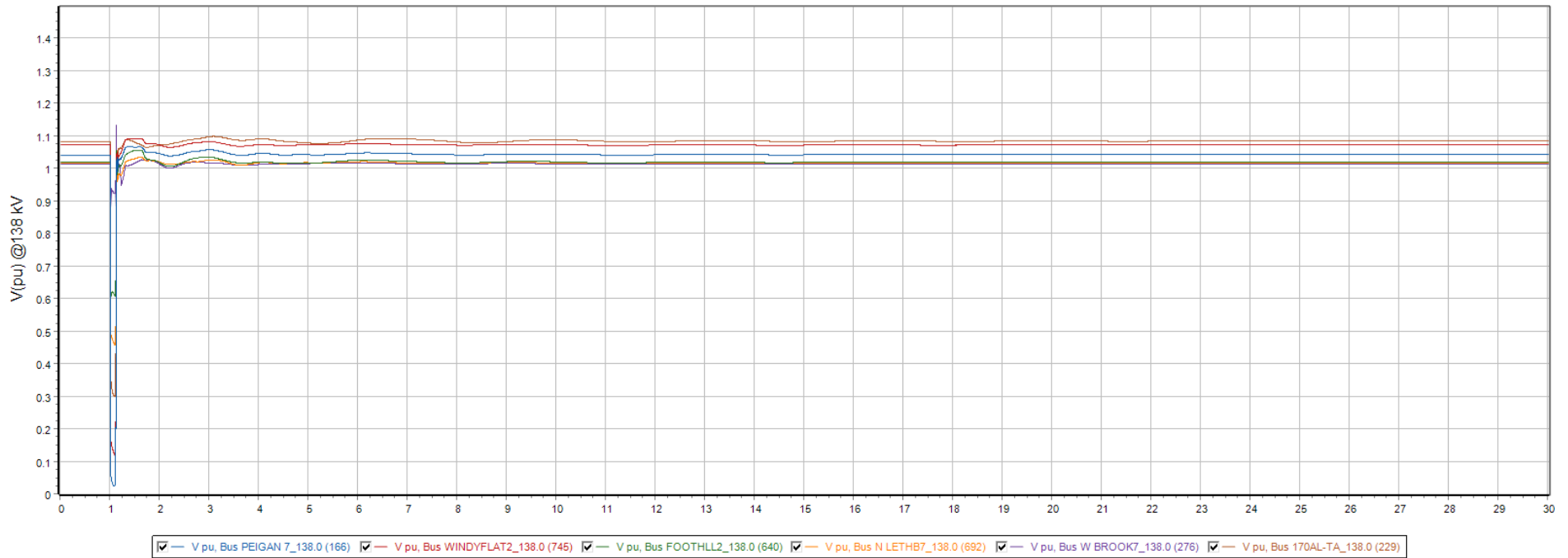
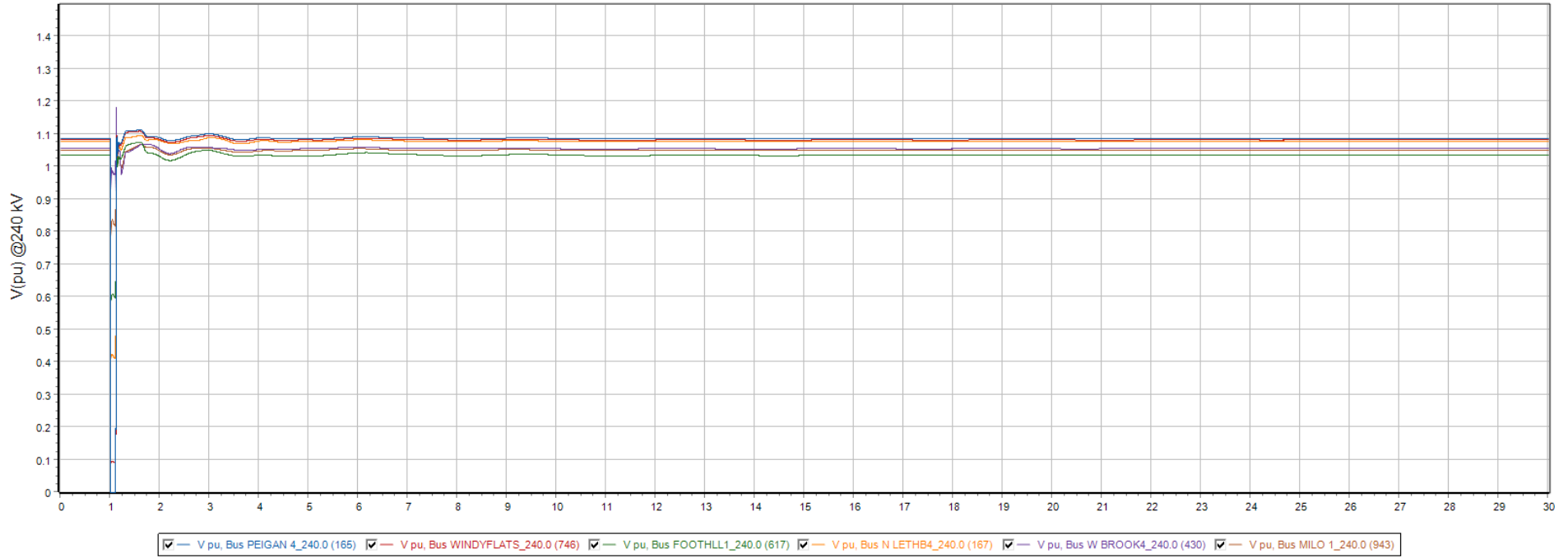
Monitor Gens. Q1



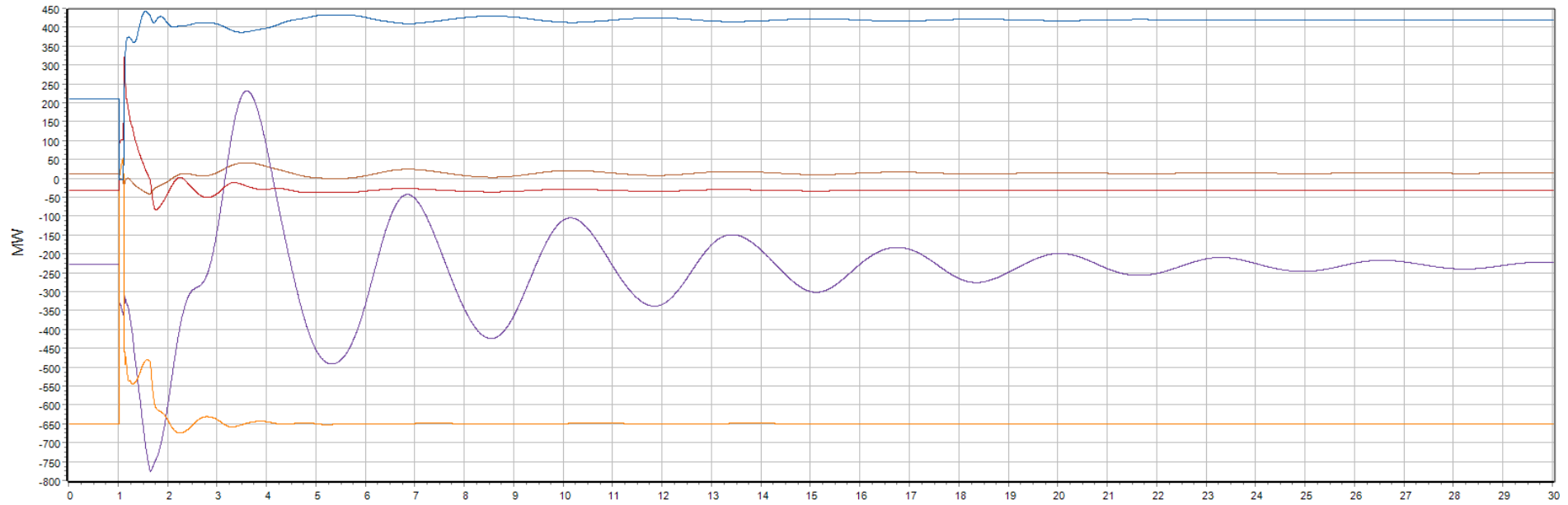
Monitor Gens. Q2



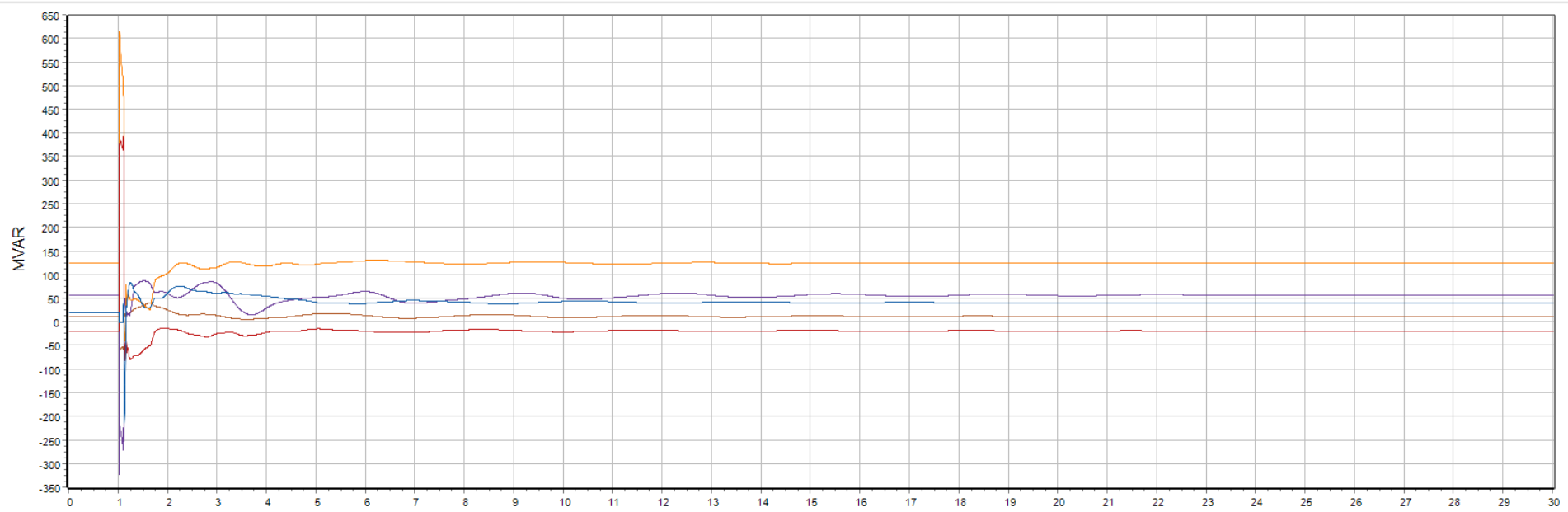
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



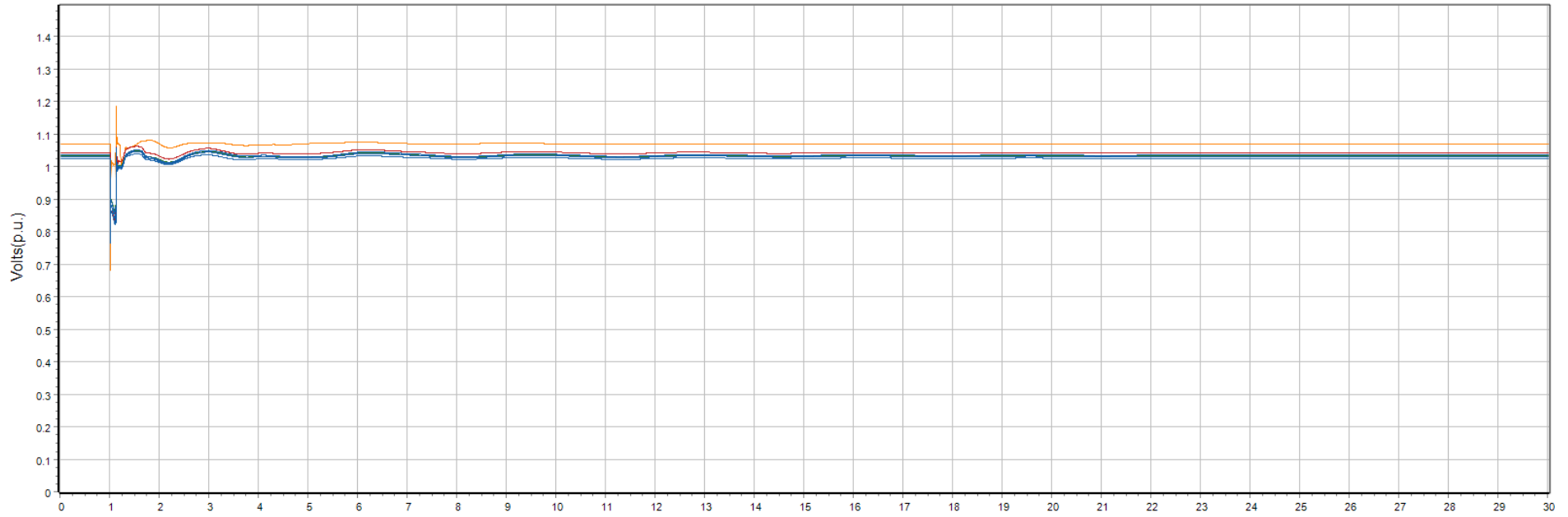
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



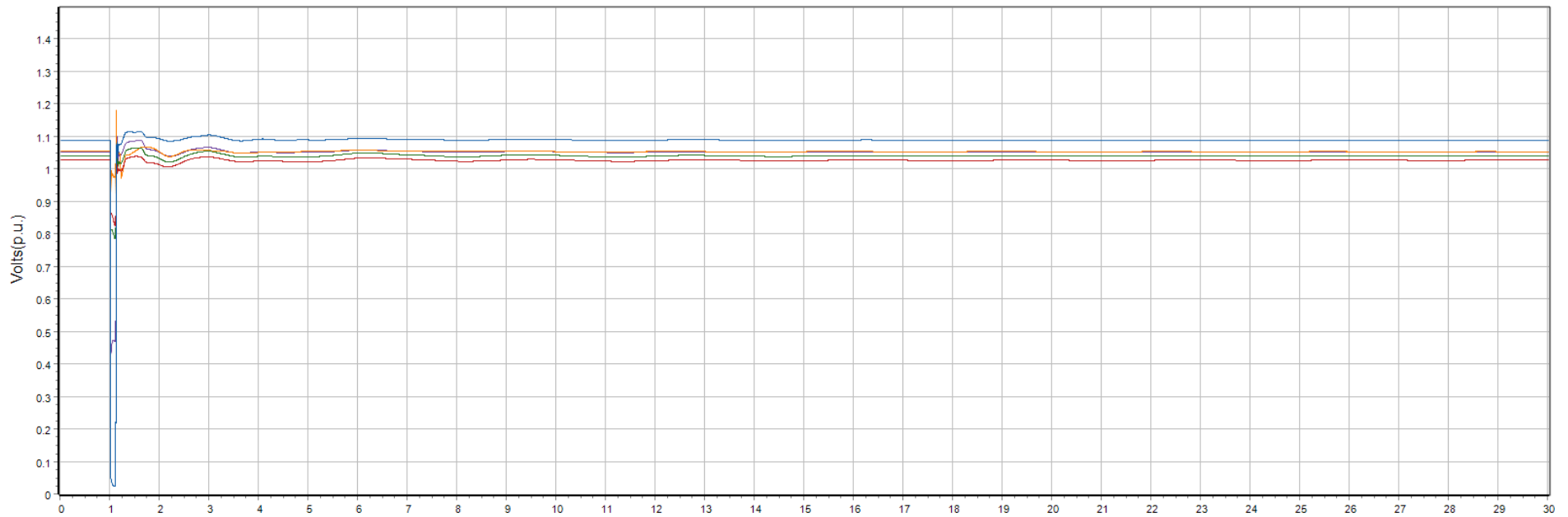
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

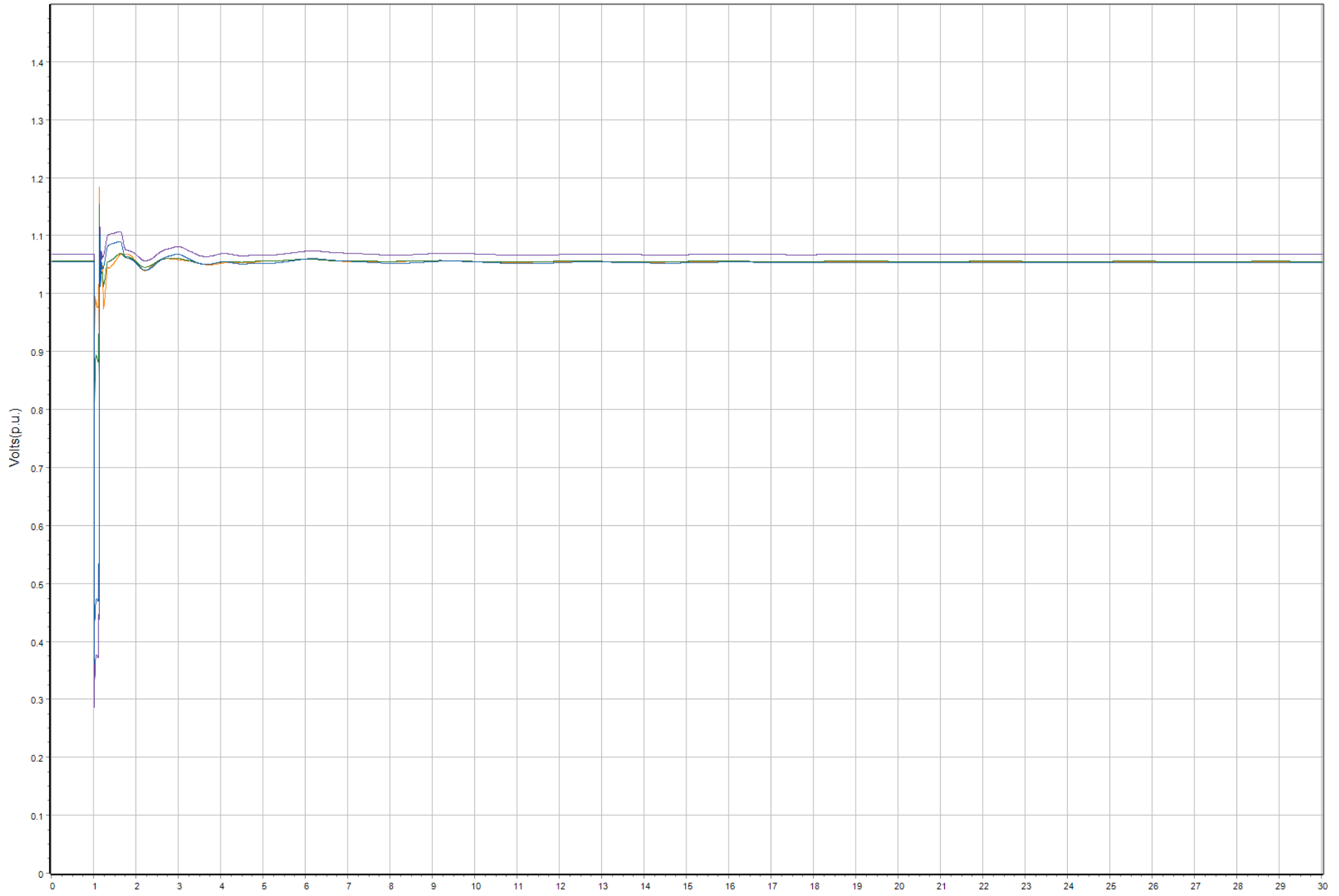


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE\_JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

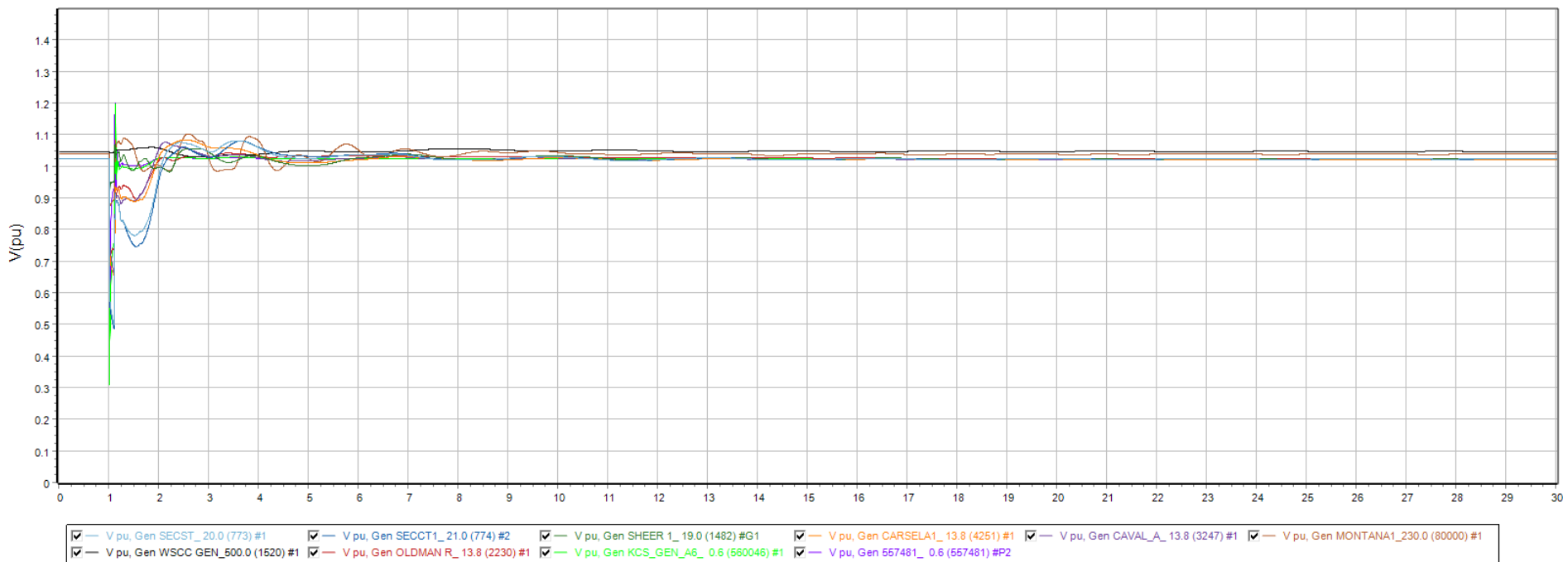
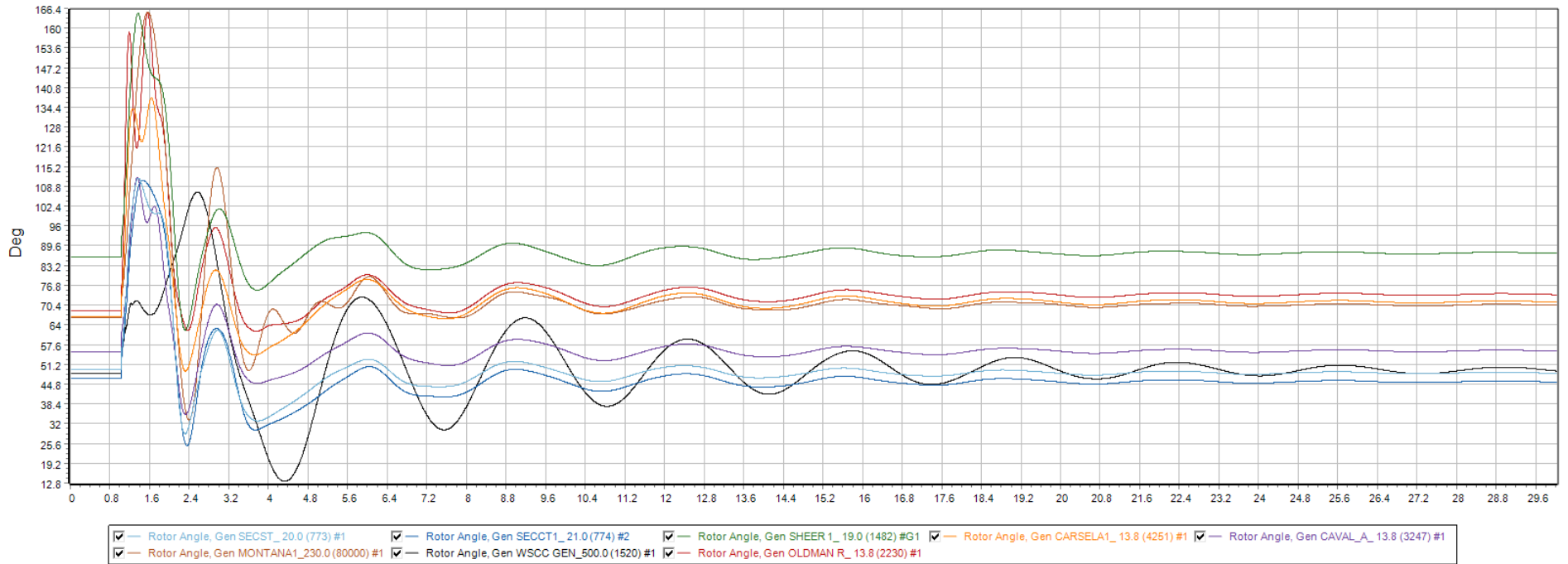




— V pu, Bus KCS\_POI\_A6\_240.0 (540009)  — V pu, Bus BUFFALO1\_240.0 (549041)  — V pu, Bus CASS01\_240.0 (918)  — V pu, Bus 541080\_240.0 (541080)

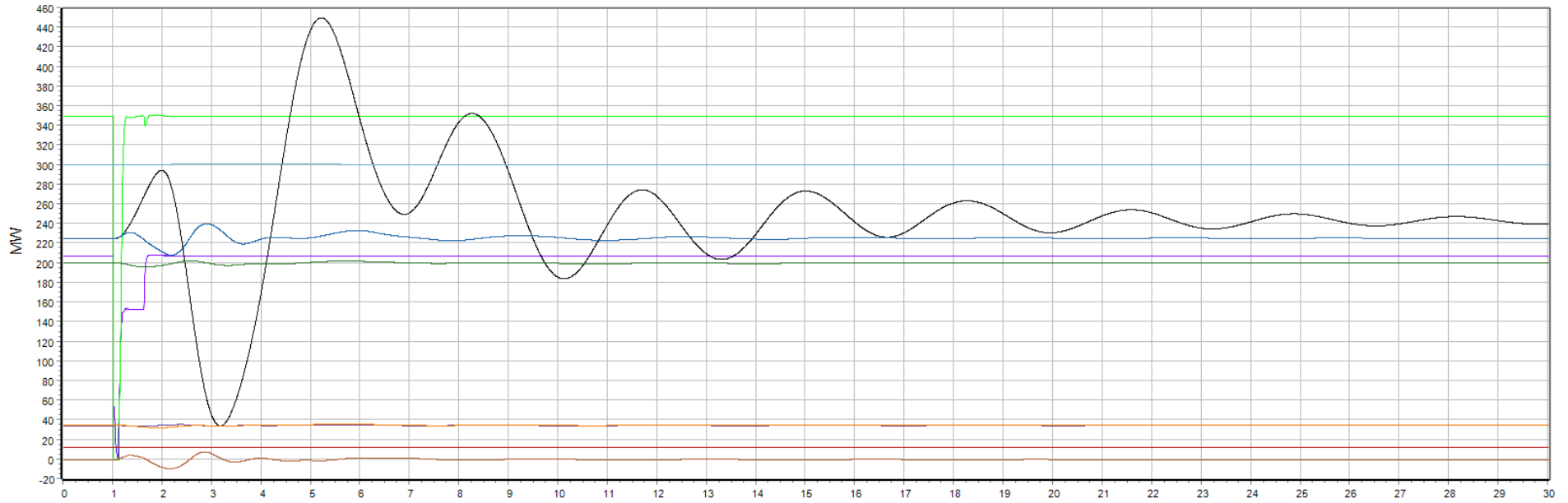


Monitor Gens. Q1

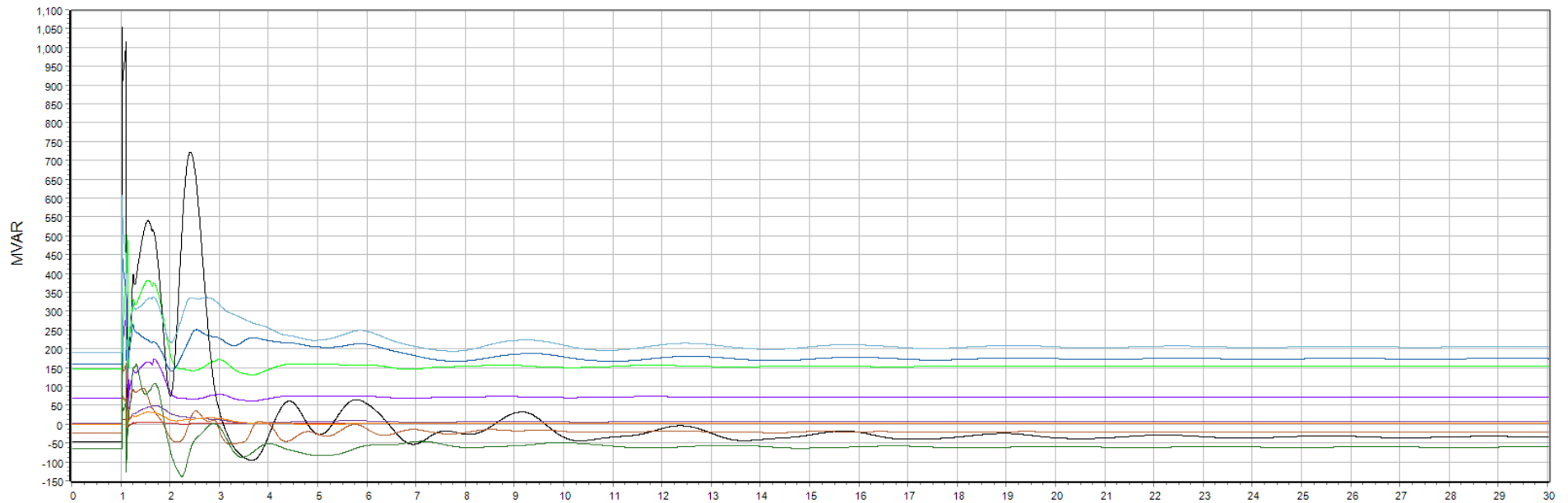




Monitor Gens. Q2



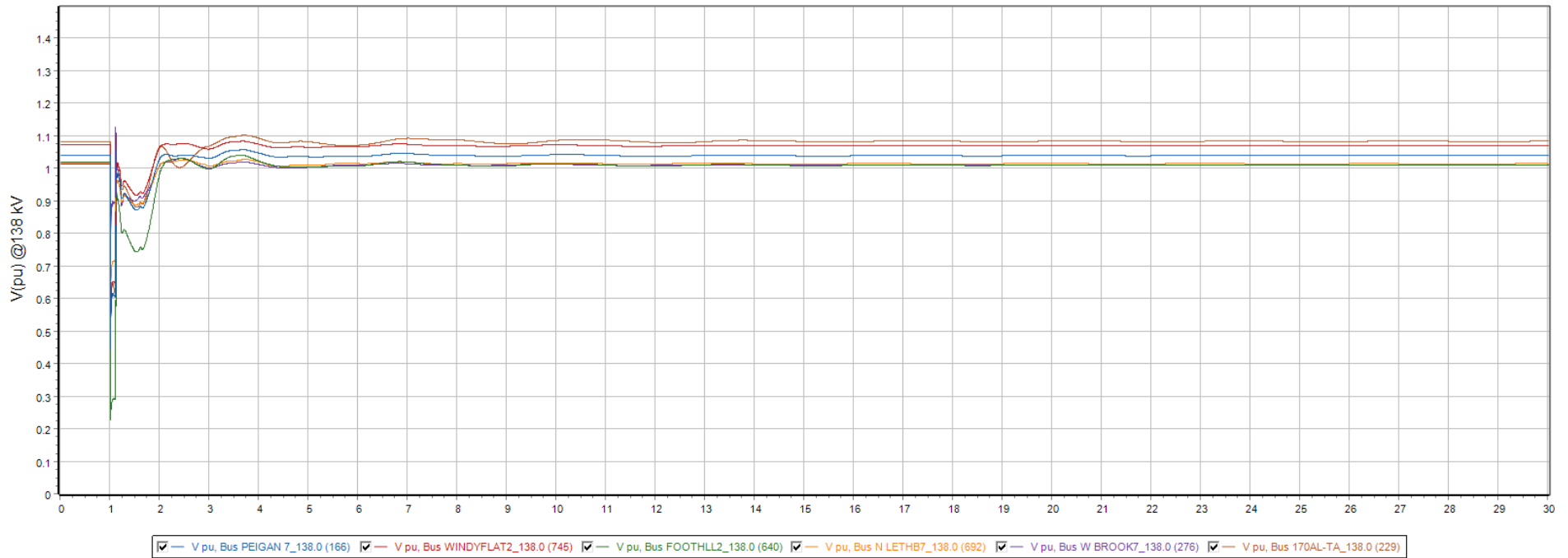
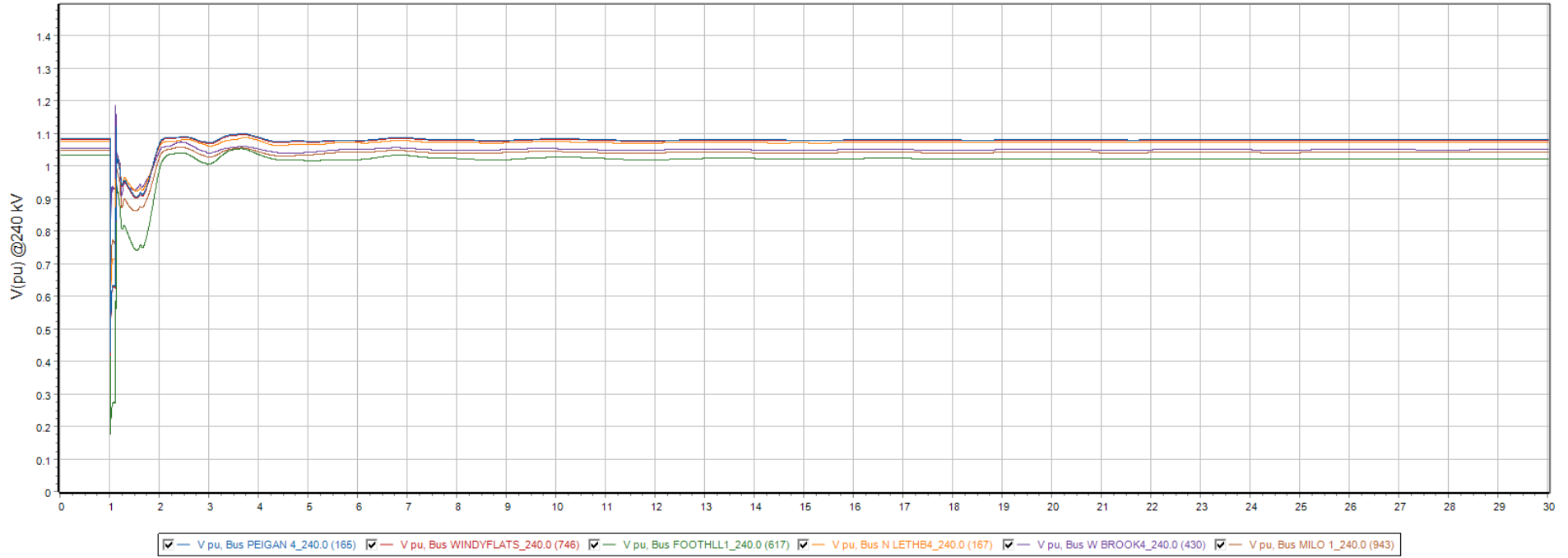
- MW Mech, Gen SECTST\_20.0 (773) #1
- MW Mech, Gen SECCT1\_21.0 (774) #2
- MW Mech, Gen SHEER 1\_19.0 (1482) #G1
- MW Mech, Gen CARSELA1\_13.8 (4251) #1
- MW Mech, Gen CAVAL\_A\_13.8 (3247) #1
- MW Mech, Gen MONTANA1\_230.0 (80000) #1
- MW Mech, Gen WSCC GEN\_500.0 (1520) #1
- MW Mech, Gen OLDMAN R\_13.8 (2230) #1
- MW, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- MW, Gen 557481\_0.6 (557481) #P2



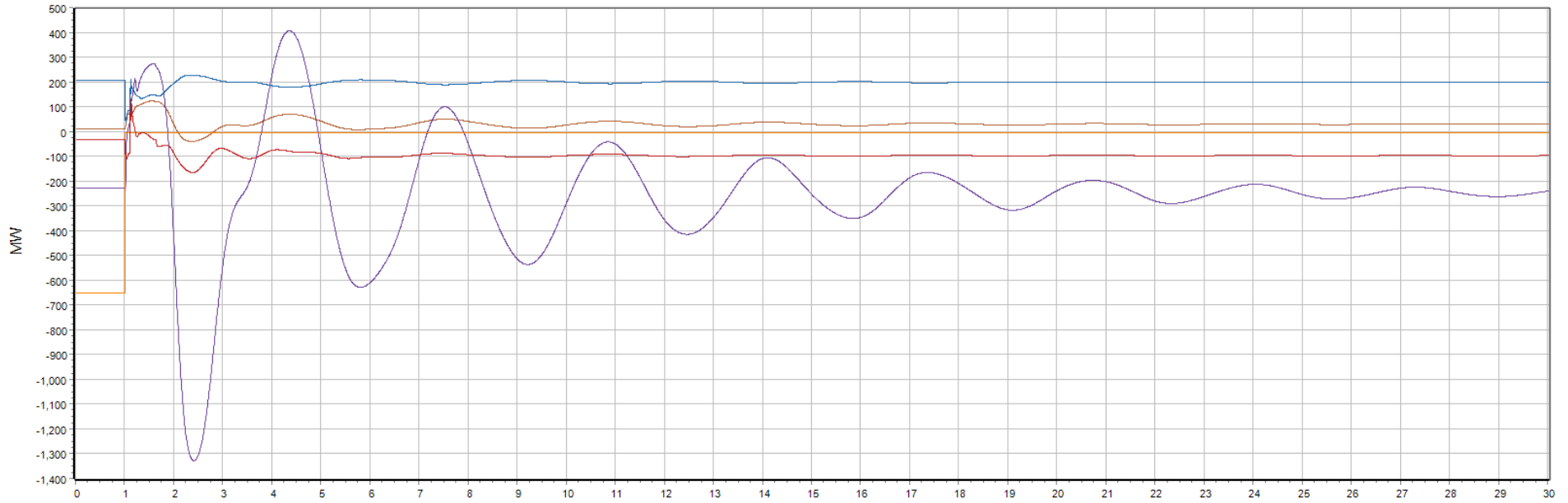
- Mvar, Gen SECTST\_20.0 (773) #1
- Mvar, Gen SECCT1\_21.0 (774) #2
- Mvar, Gen SHEER 1\_19.0 (1482) #G1
- Mvar, Gen CARSELA1\_13.8 (4251) #1
- Mvar, Gen CAVAL\_A\_13.8 (3247) #1
- Mvar, Gen MONTANA1\_230.0 (80000) #1
- Mvar, Gen WSCC GEN\_500.0 (1520) #1
- Mvar, Gen OLDMAN R\_13.8 (2230) #1
- Mvar, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- Mvar, Gen 557481\_0.6 (557481) #P2



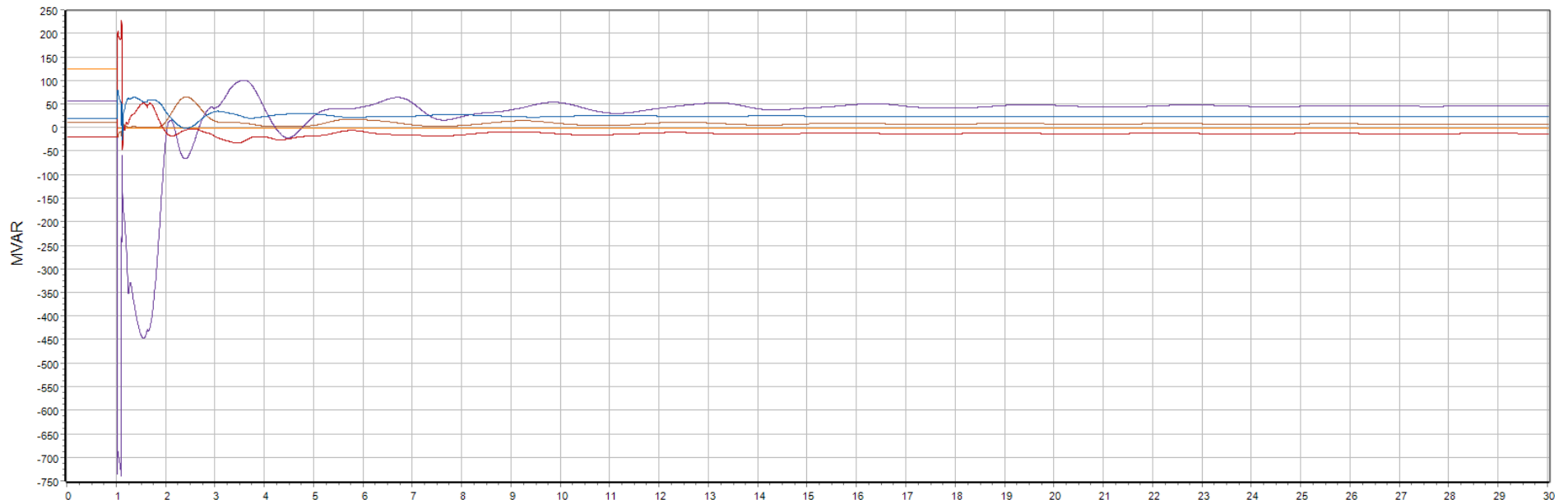
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



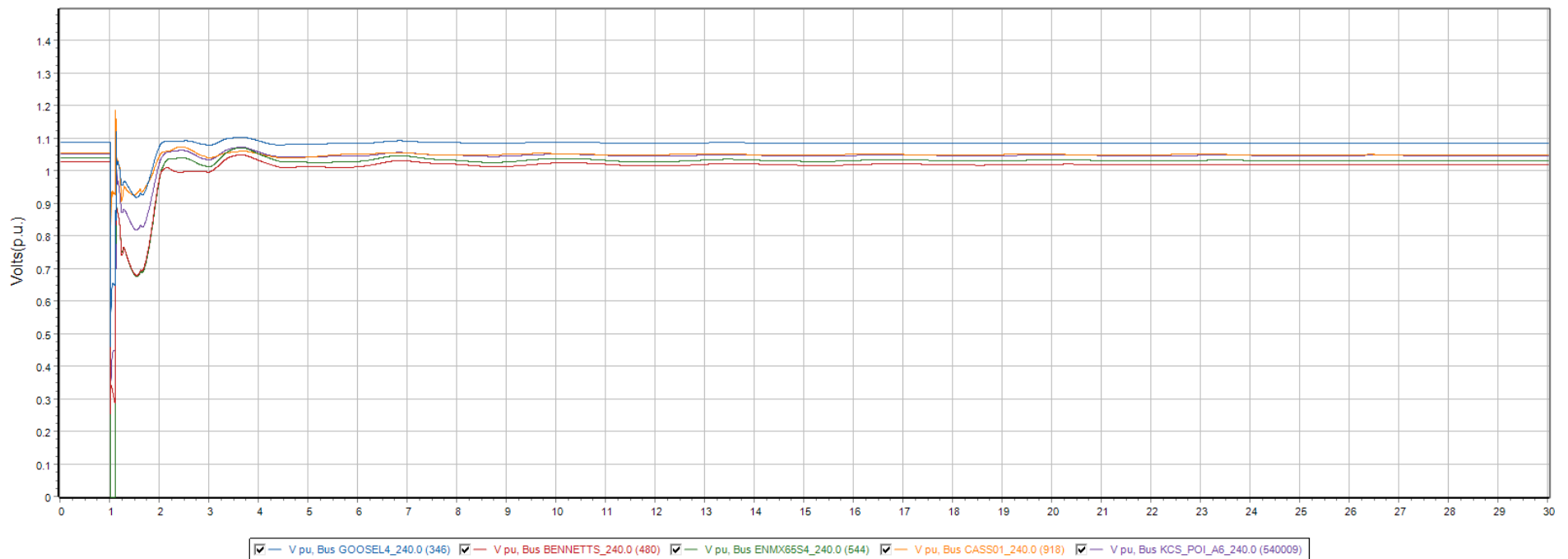
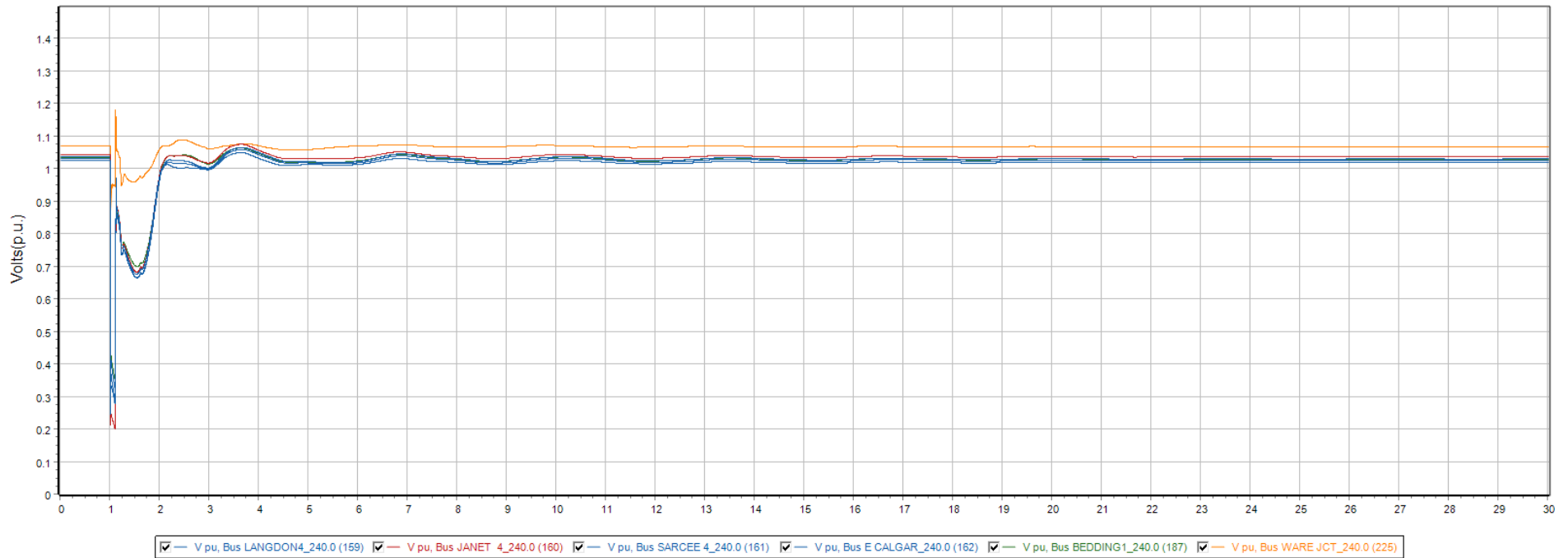
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70

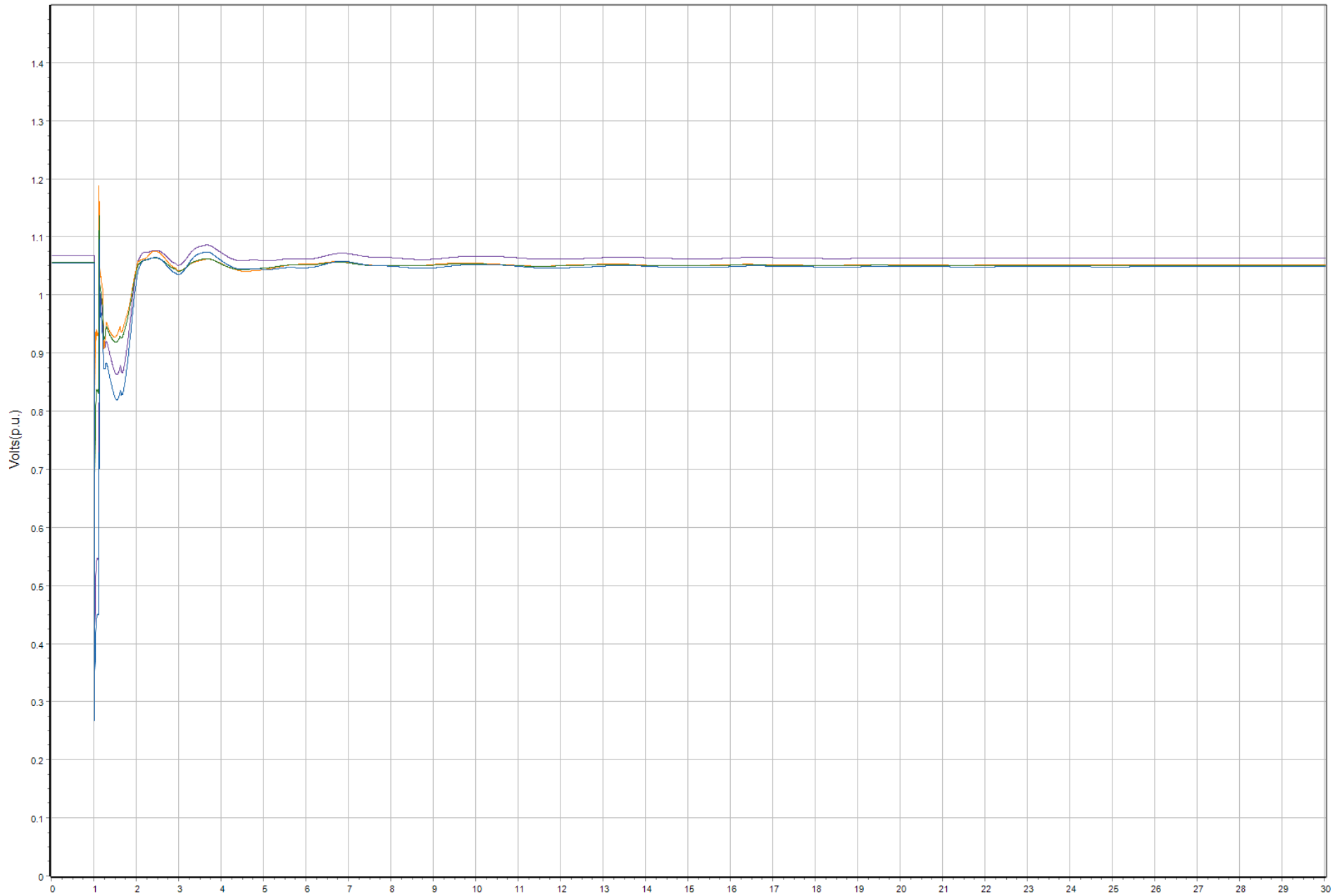


- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

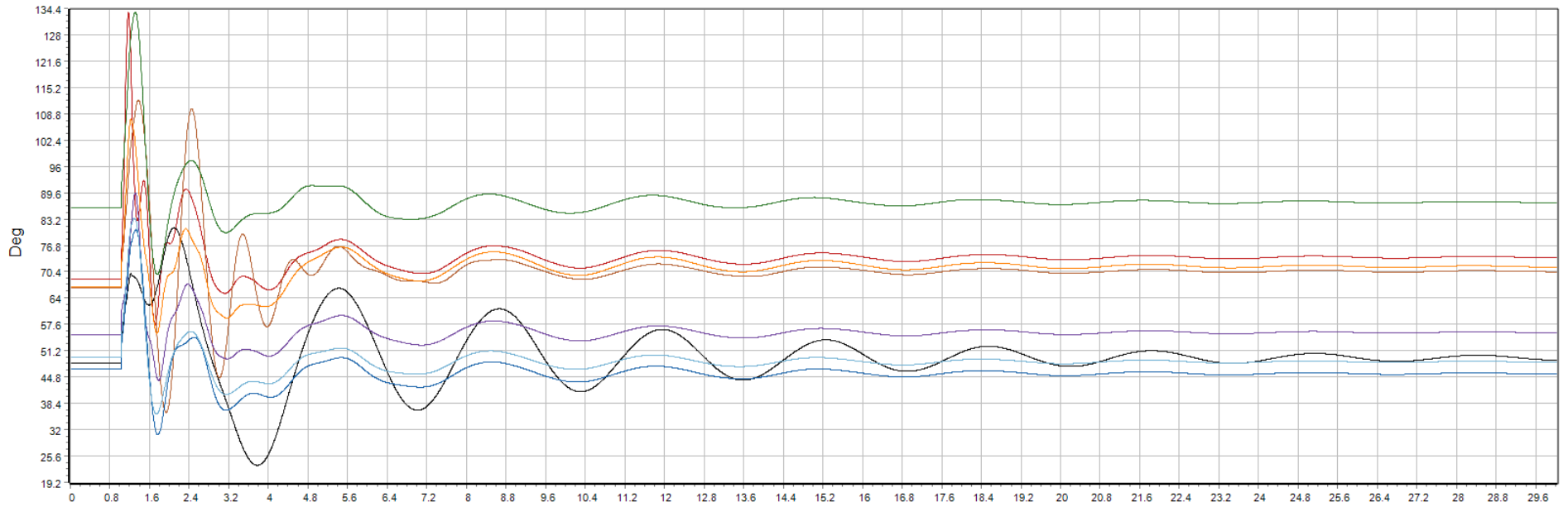




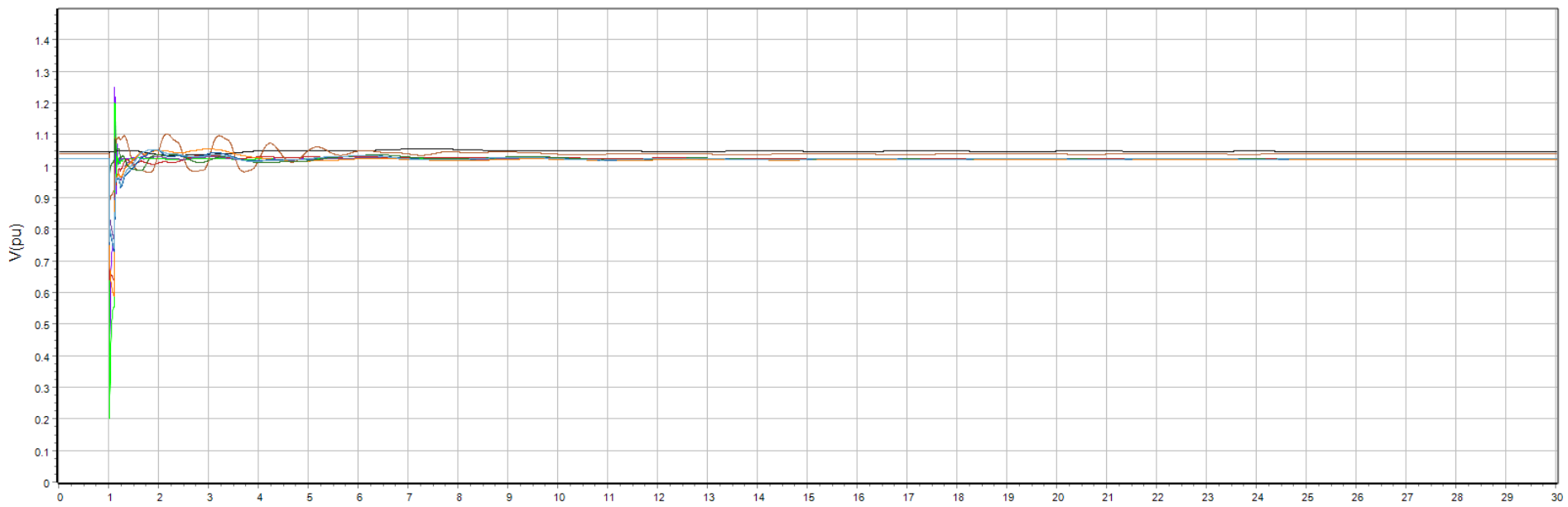
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



Monitor Gens. Q1



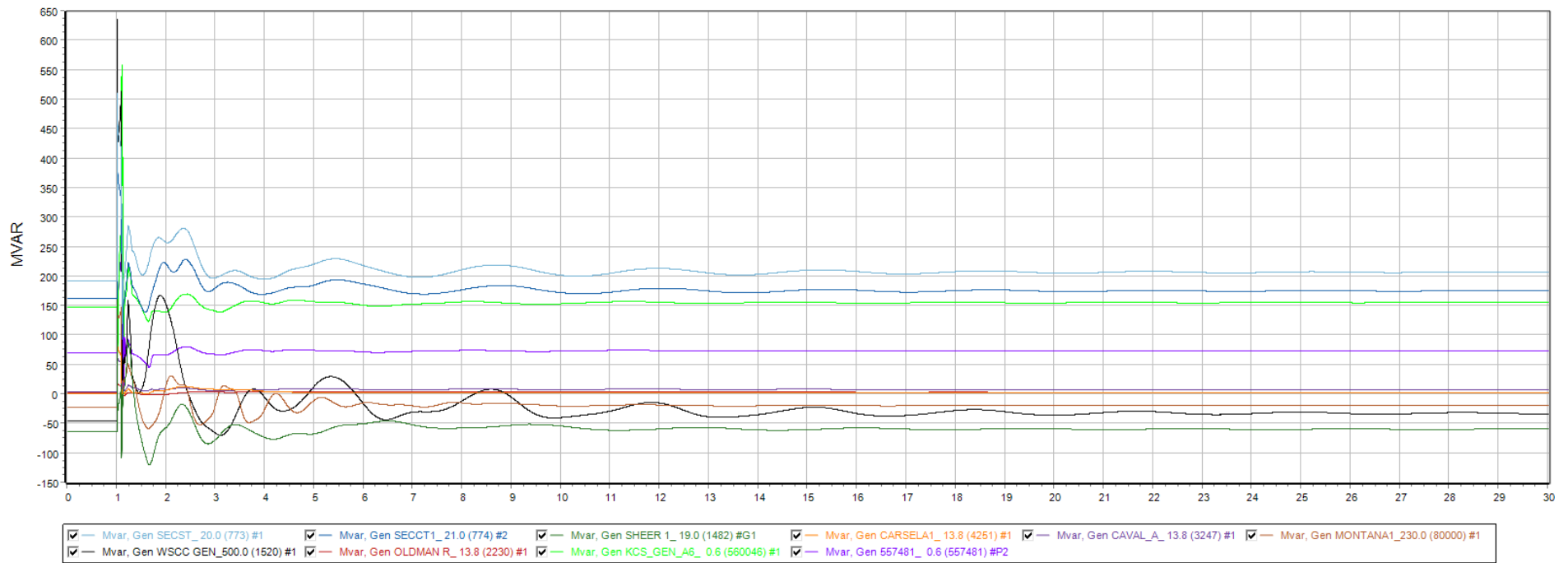
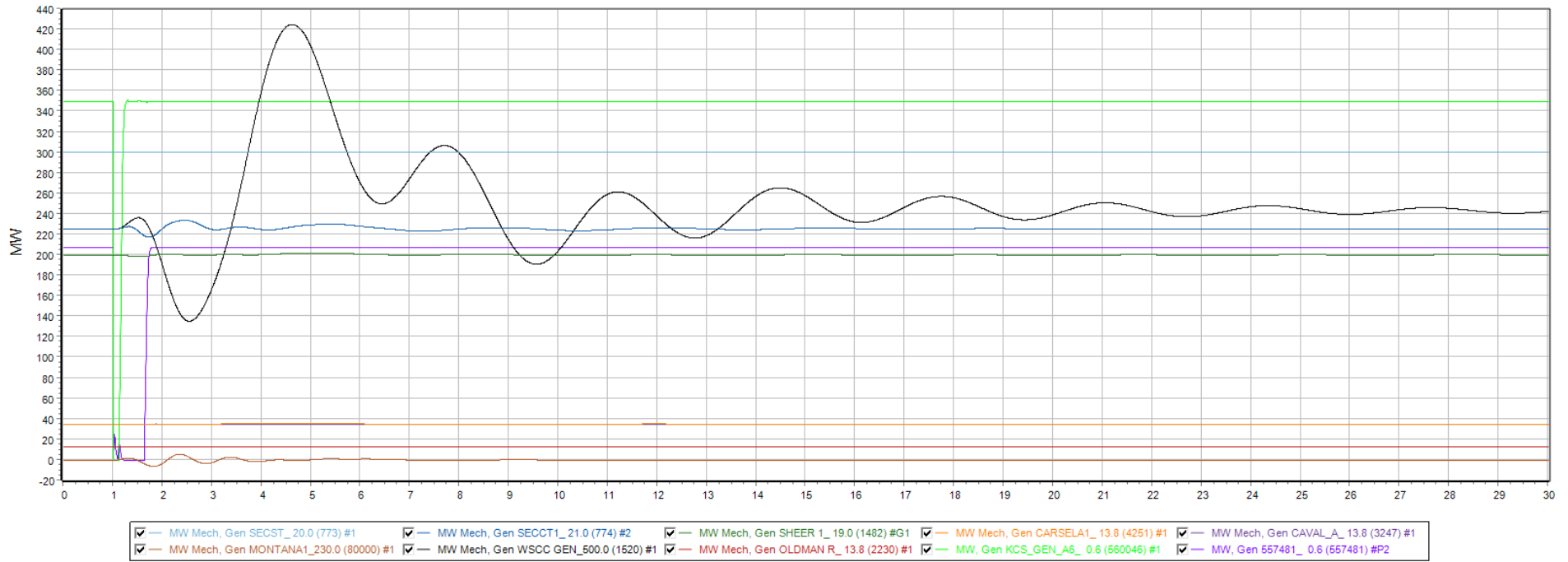
- Rotor Angle, Gen SECST\_20.0 (773) #1
- Rotor Angle, Gen SECCT1\_21.0 (774) #2
- Rotor Angle, Gen SHEER 1\_19.0 (1482) #G1
- Rotor Angle, Gen CARSELA1\_13.8 (4251) #1
- Rotor Angle, Gen CAVAL\_A\_13.8 (3247) #1
- Rotor Angle, Gen MONTANA1\_230.0 (80000) #1
- Rotor Angle, Gen WSCC GEN\_500.0 (1520) #1
- Rotor Angle, Gen OLDMAN\_R\_13.8 (2230) #1



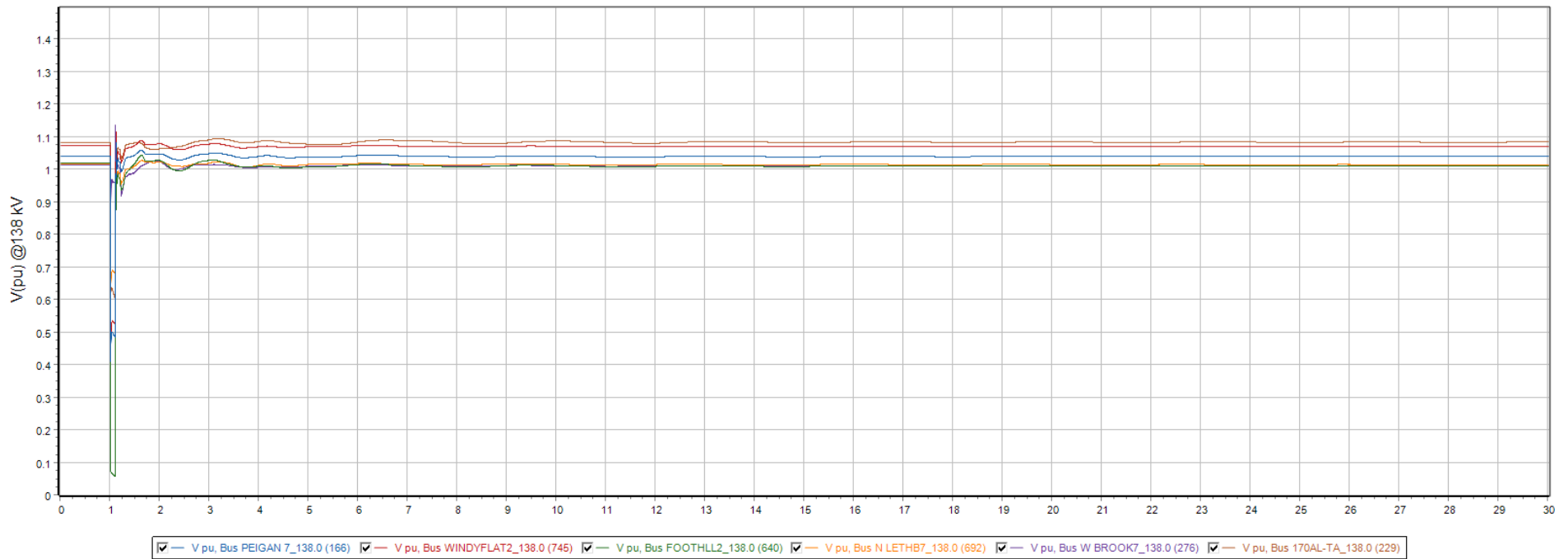
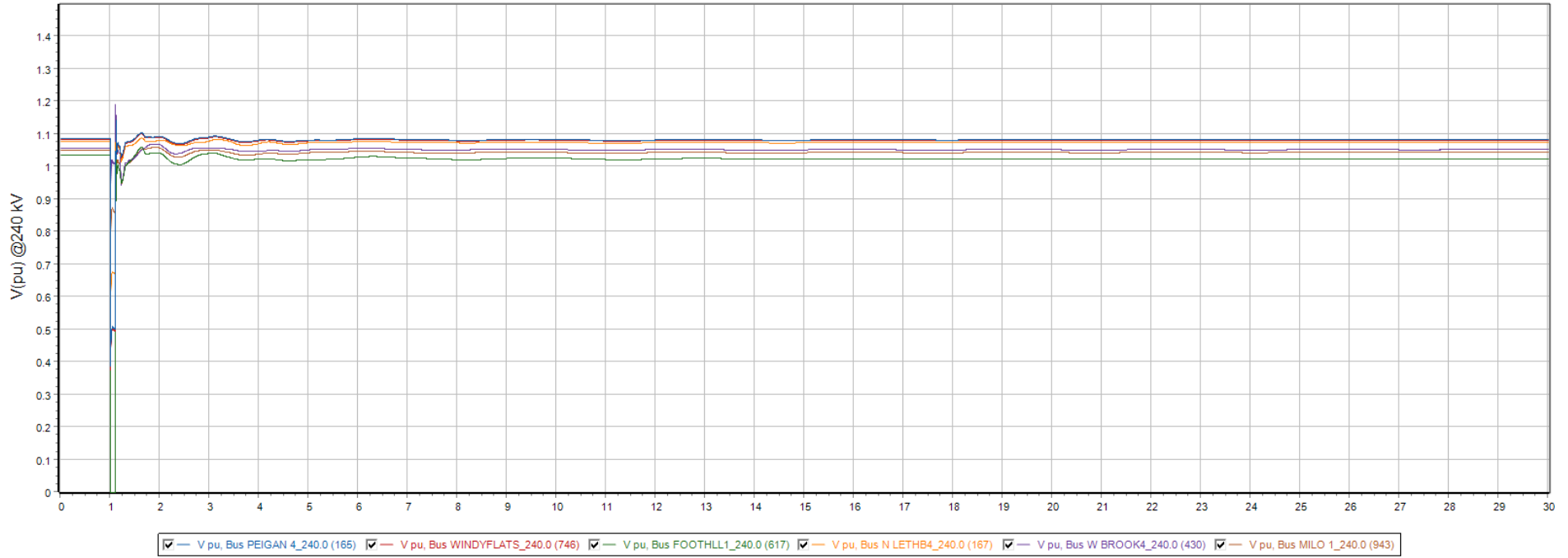
- V pu, Gen SECST\_20.0 (773) #1
- V pu, Gen SECCT1\_21.0 (774) #2
- V pu, Gen SHEER 1\_19.0 (1482) #G1
- V pu, Gen CARSELA1\_13.8 (4251) #1
- V pu, Gen CAVAL\_A\_13.8 (3247) #1
- V pu, Gen MONTANA1\_230.0 (80000) #1
- V pu, Gen WSCC GEN\_500.0 (1520) #1
- V pu, Gen OLDMAN\_R\_13.8 (2230) #1
- V pu, Gen KCS\_GEN\_A6\_0.6 (560046) #1
- V pu, Gen 557481\_0.6 (557481) #P2



Monitor Gens. Q2

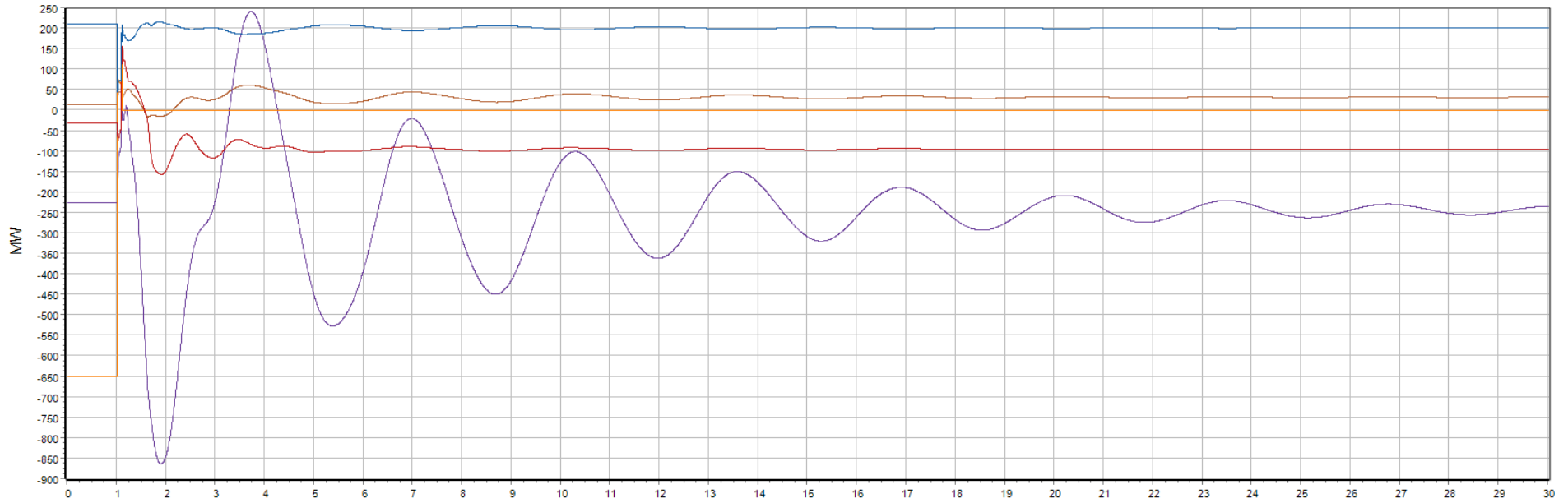


Monitor Bus Volts Q3

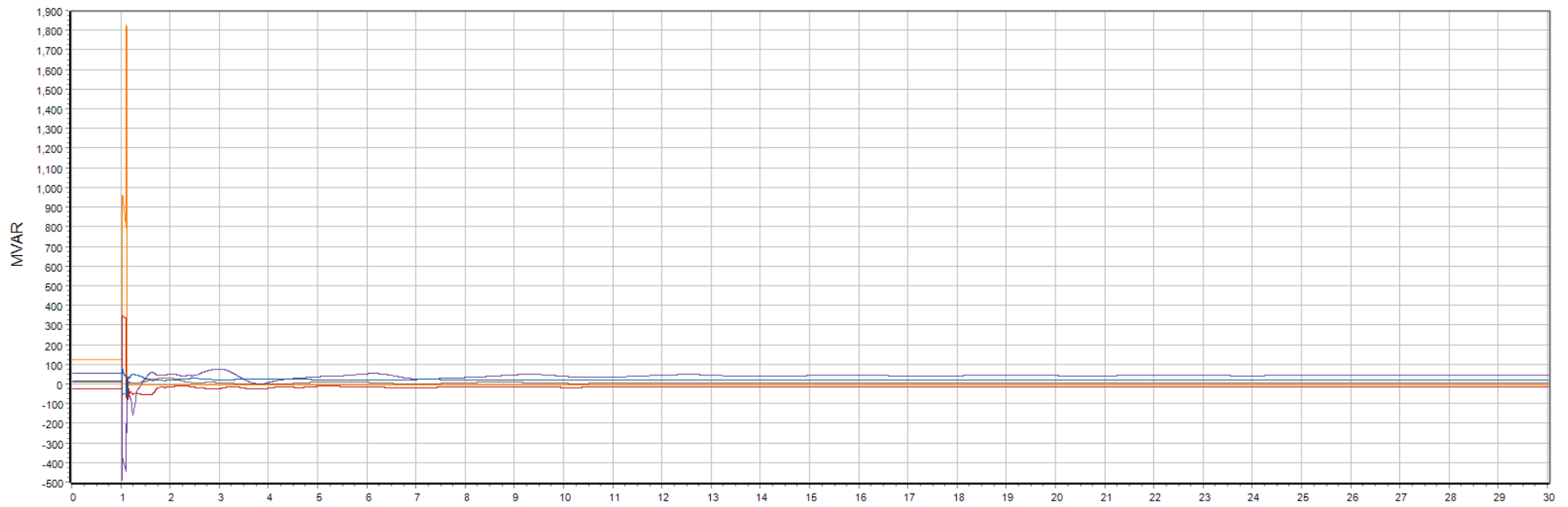




Monitor Line MW & MVAR. Q4



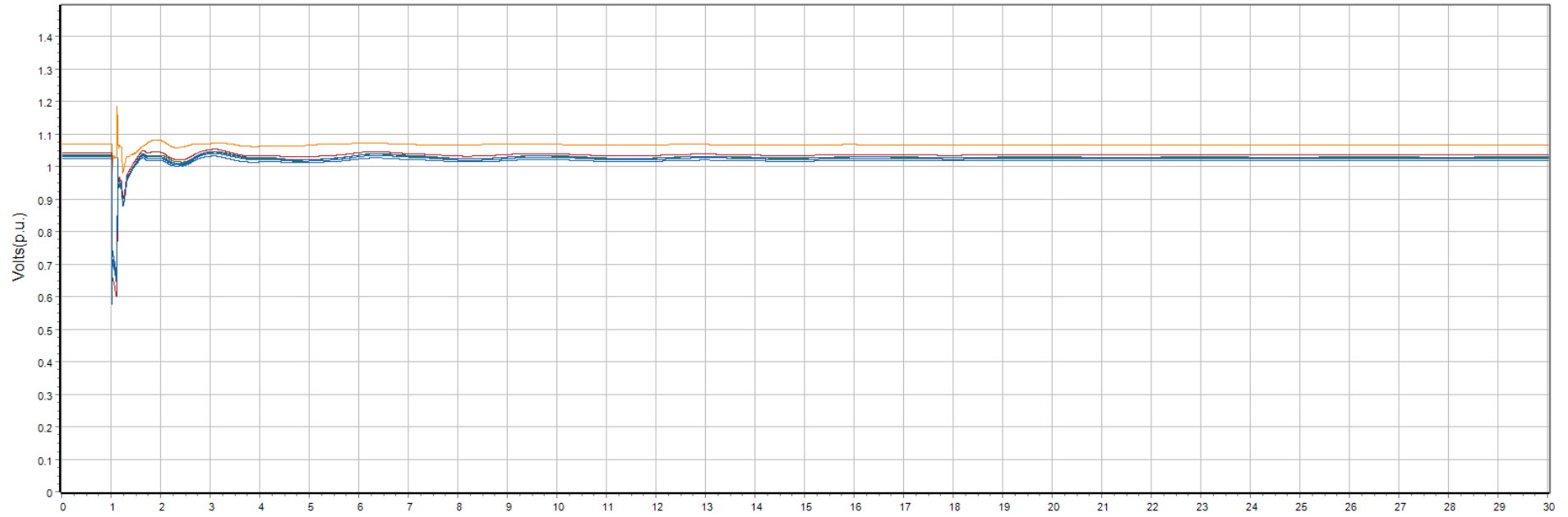
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



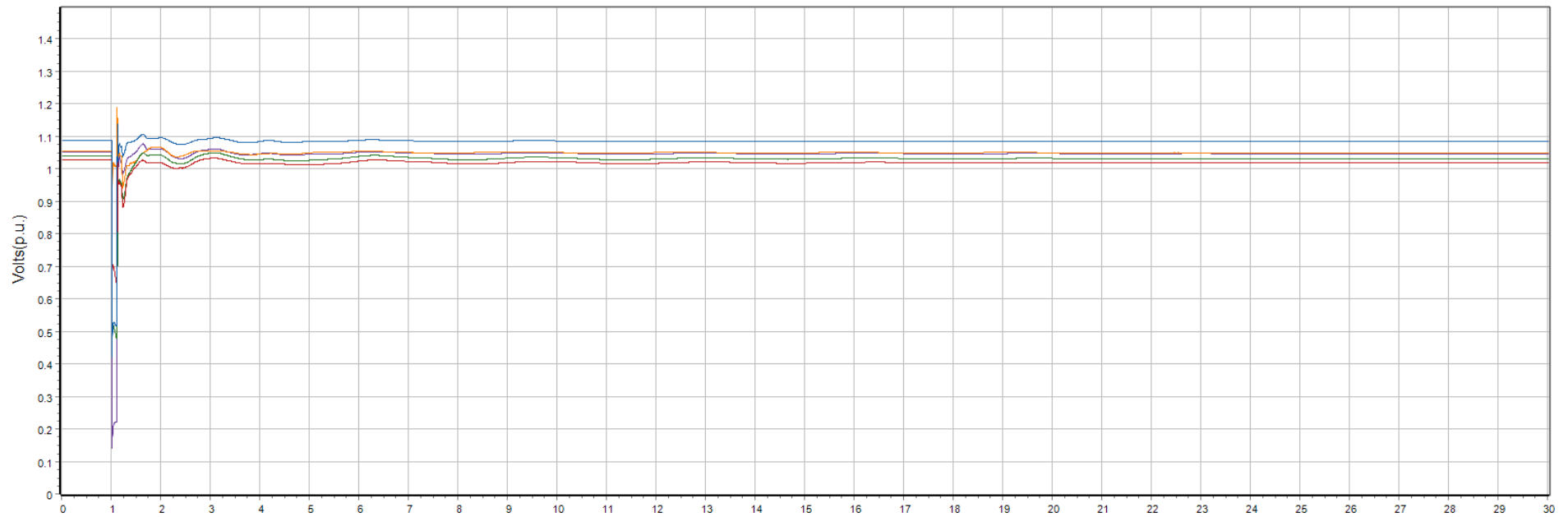
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

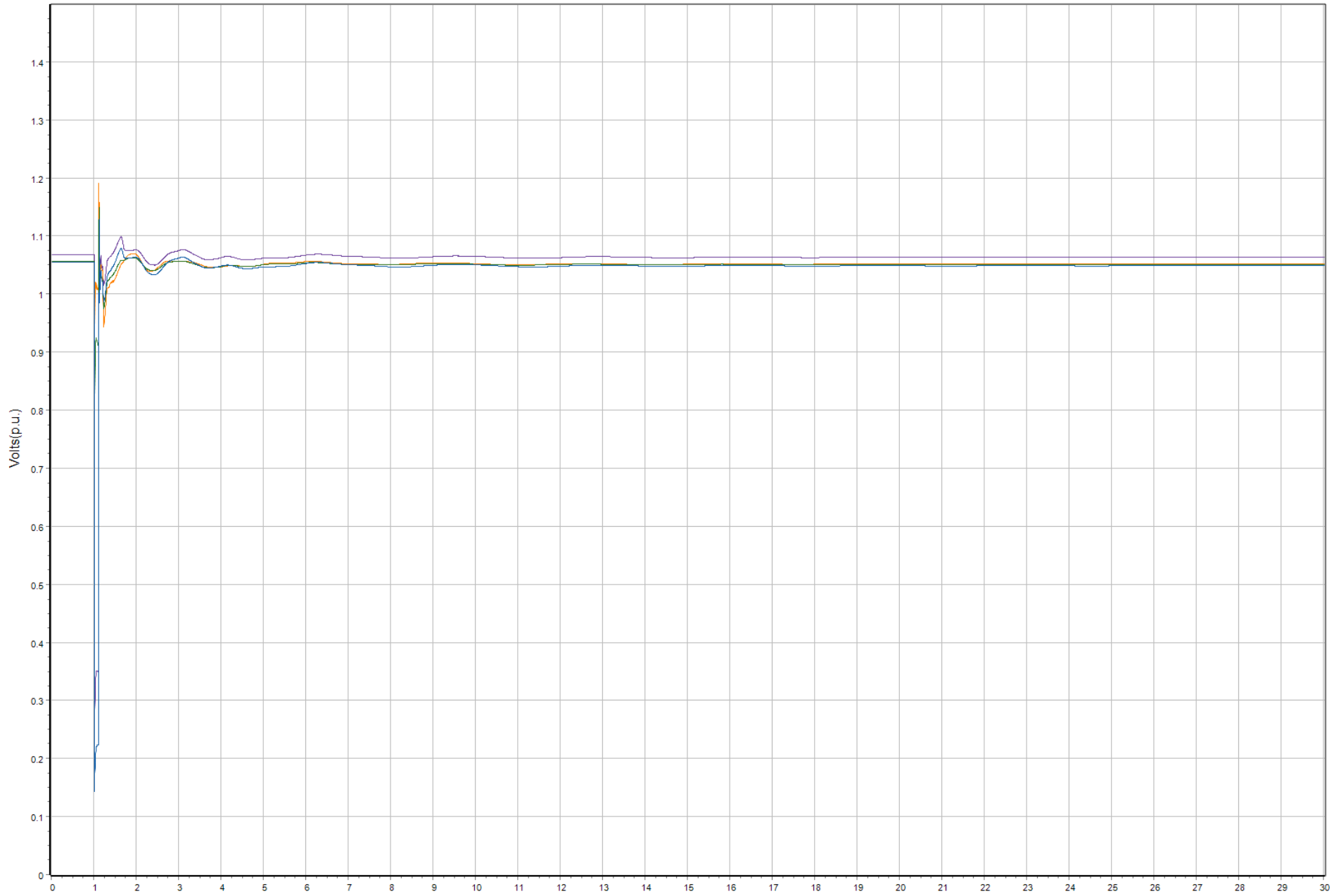


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)

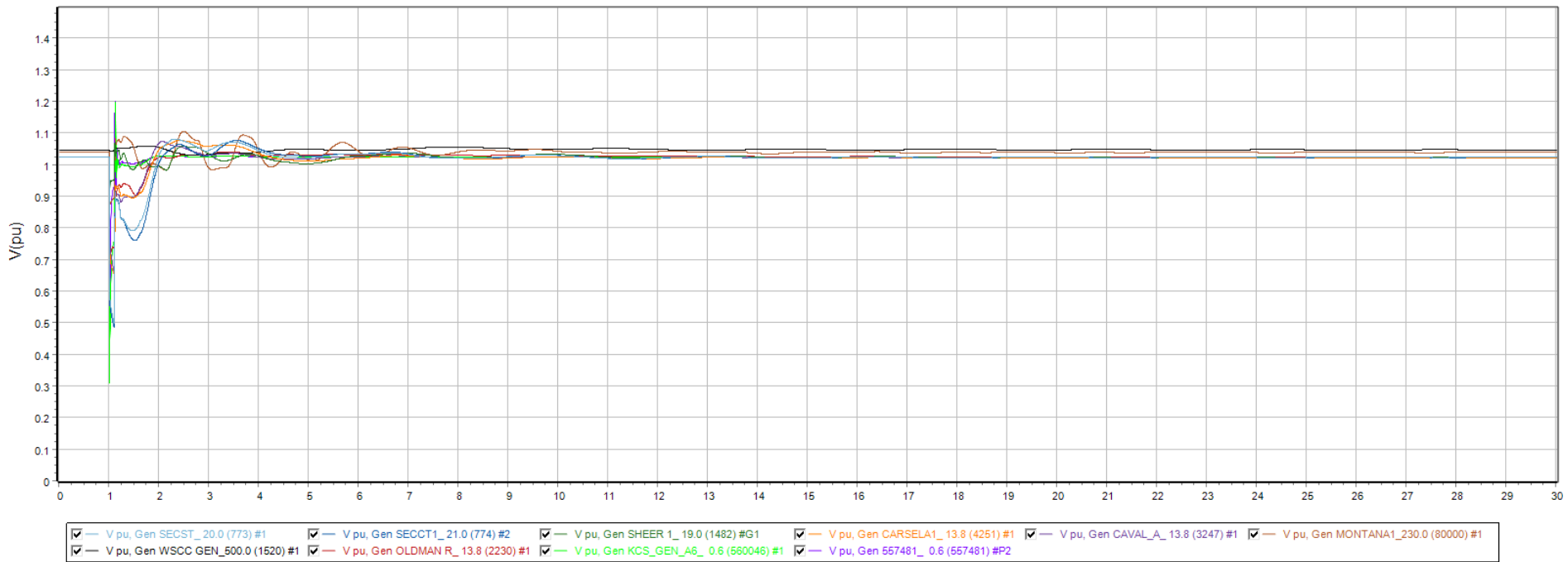
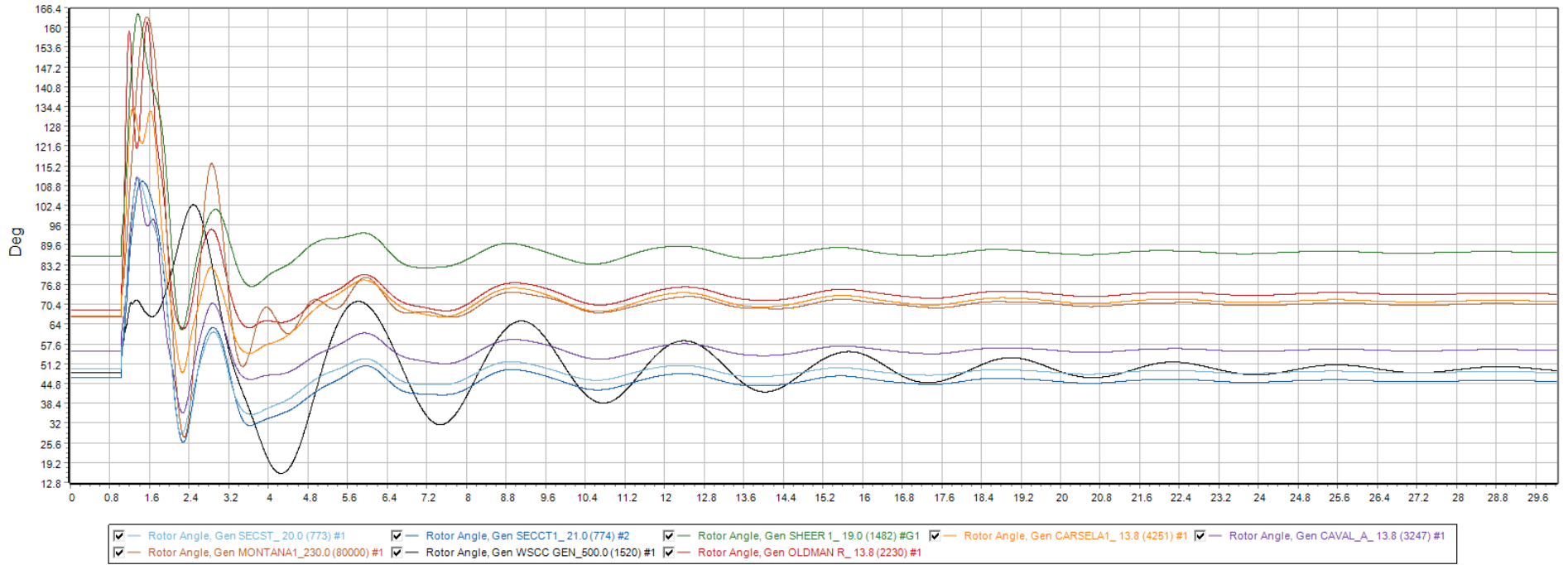




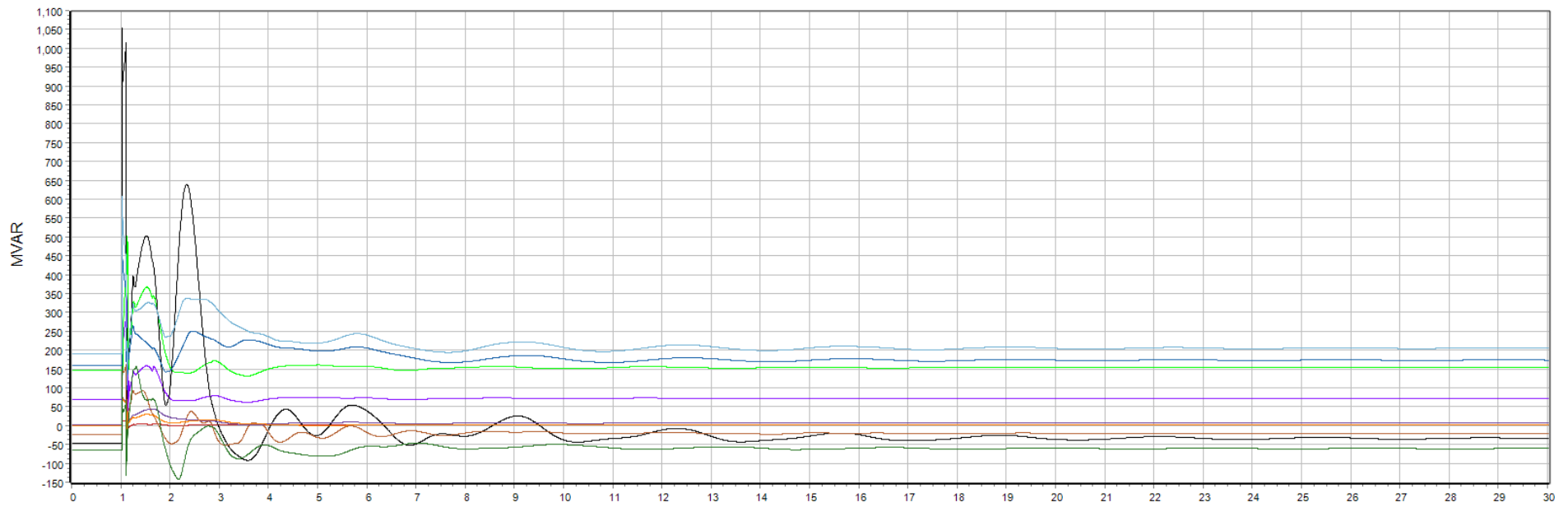
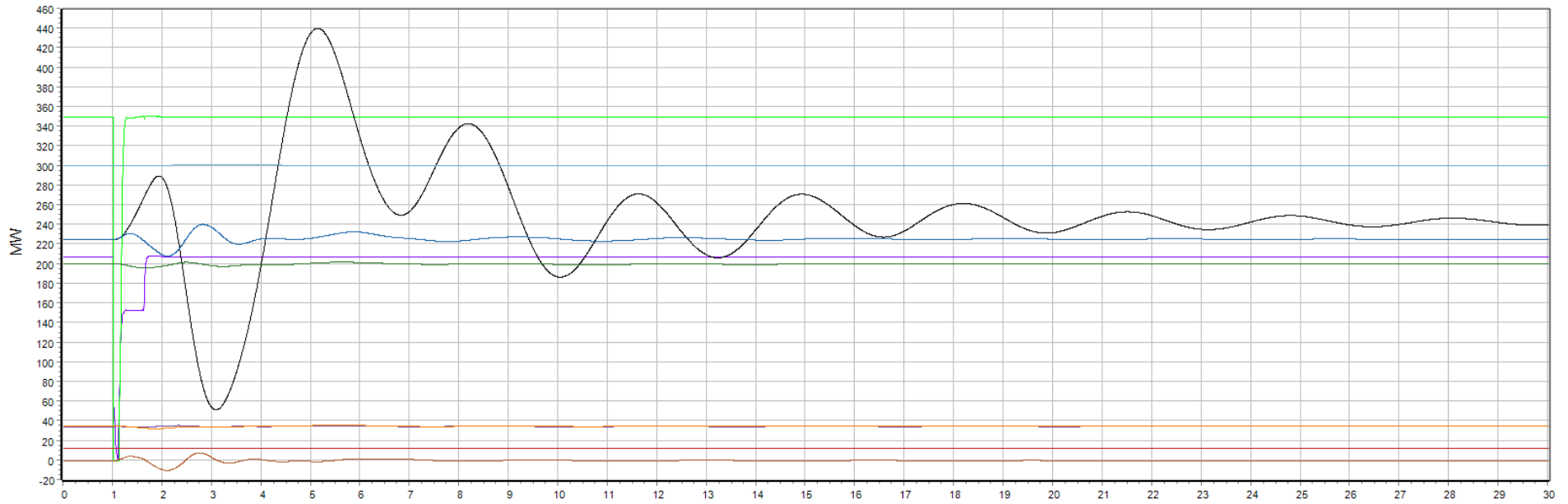
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



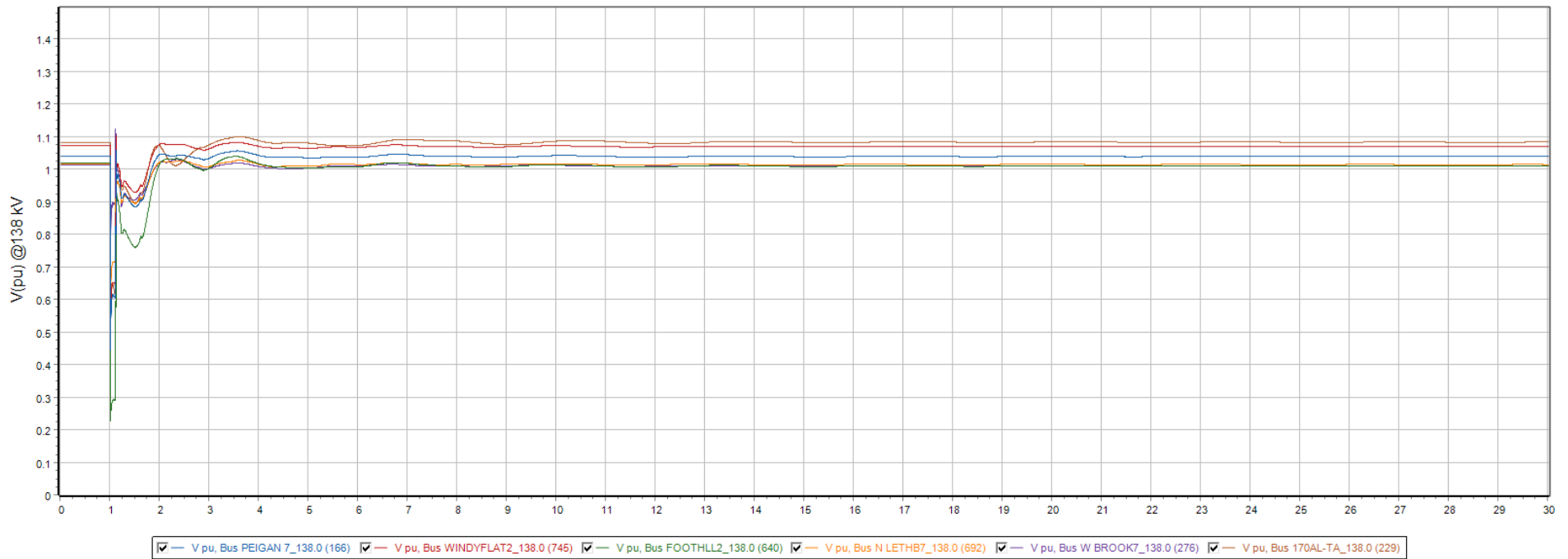
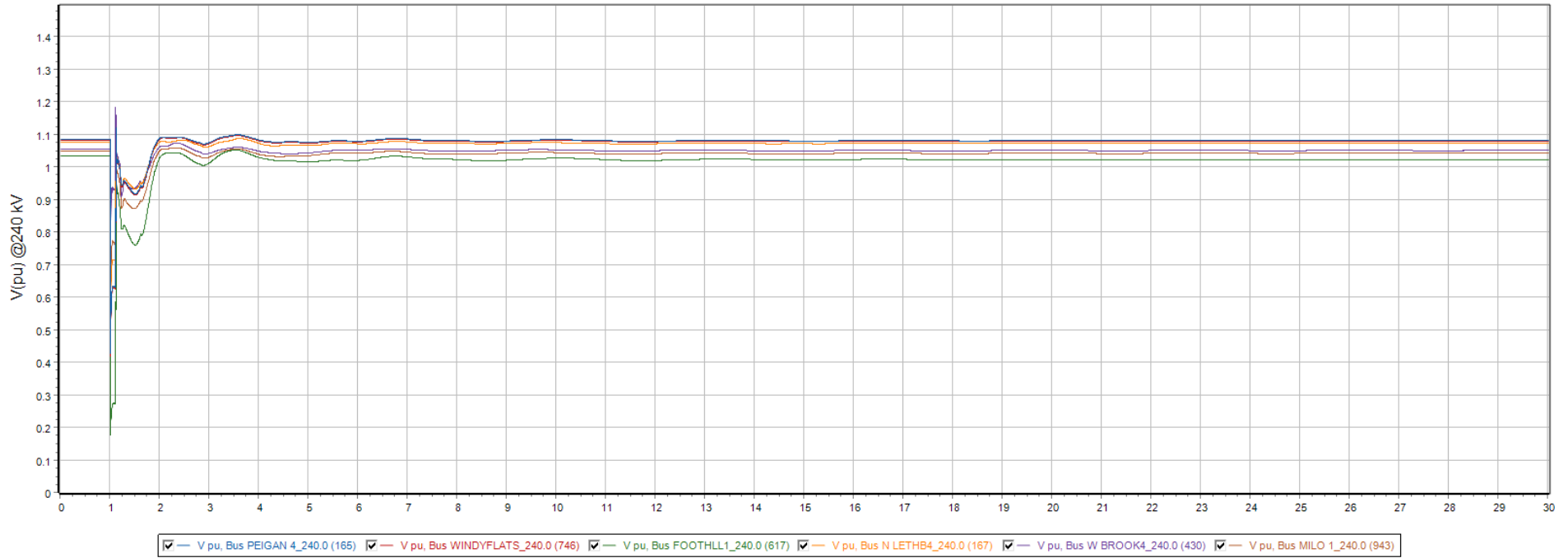
Monitor Gens. Q1



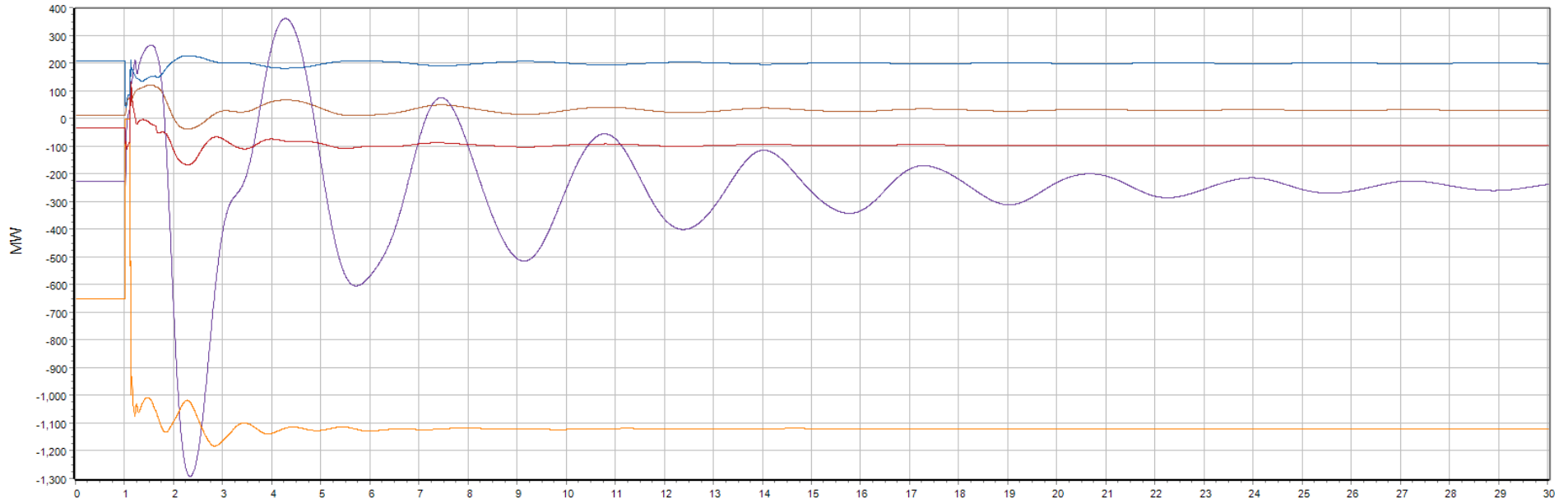
Monitor Gens. Q2



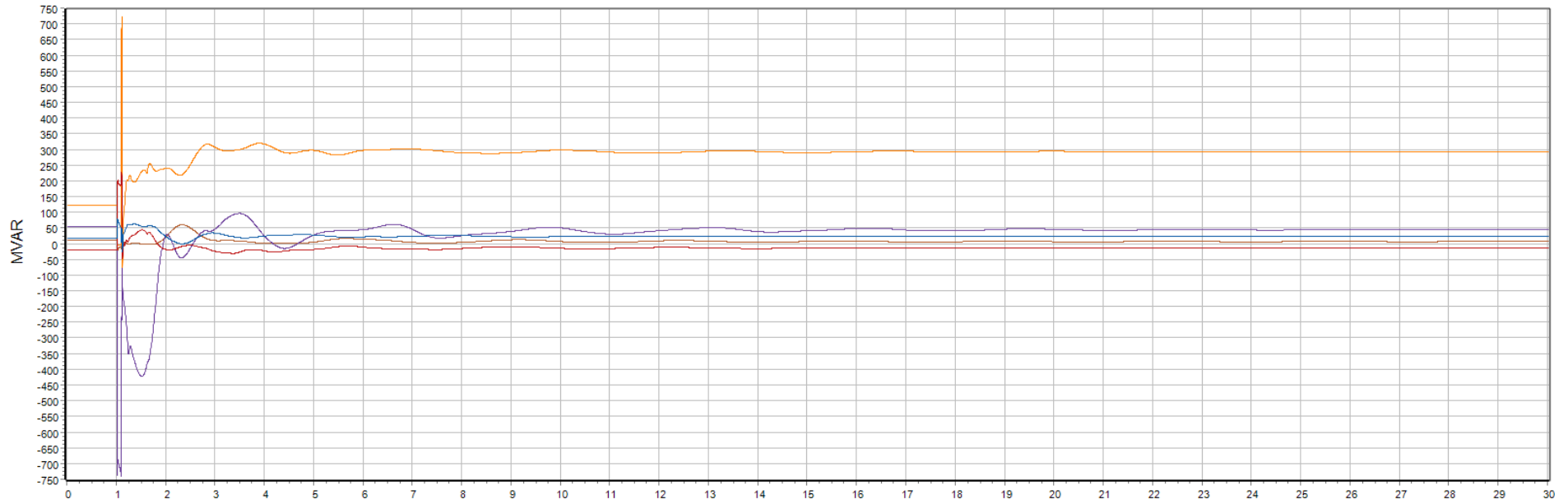
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



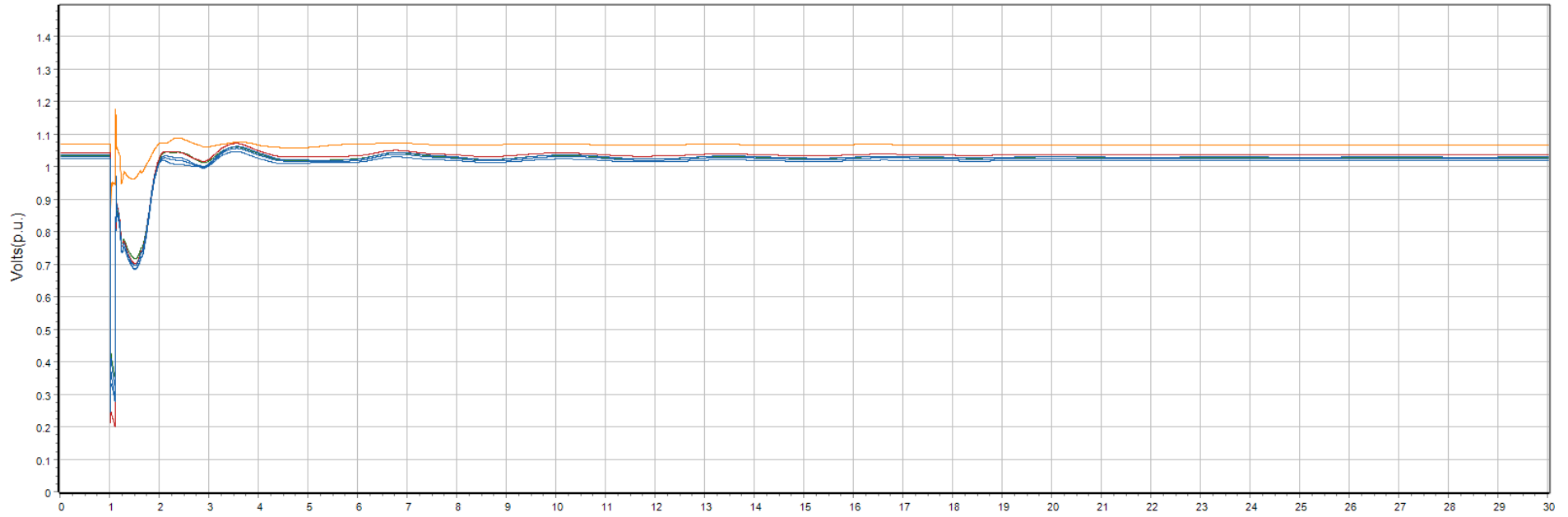
- MW From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



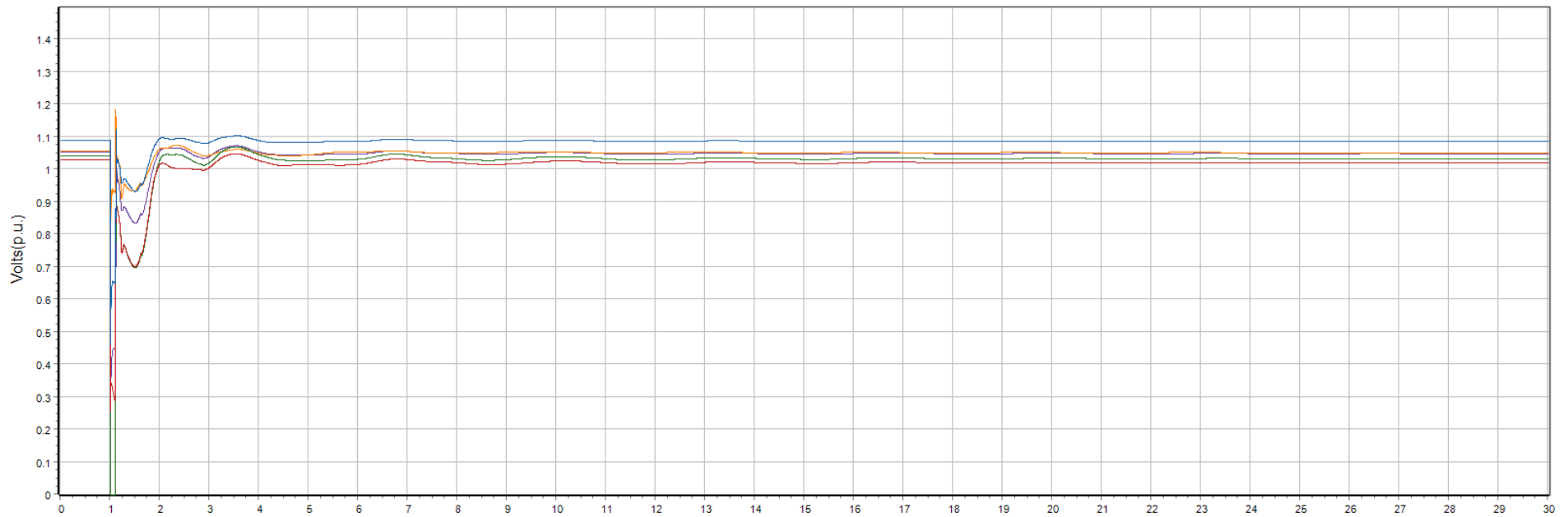
- Mvar From, Line PEIGAN\_4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line N LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts



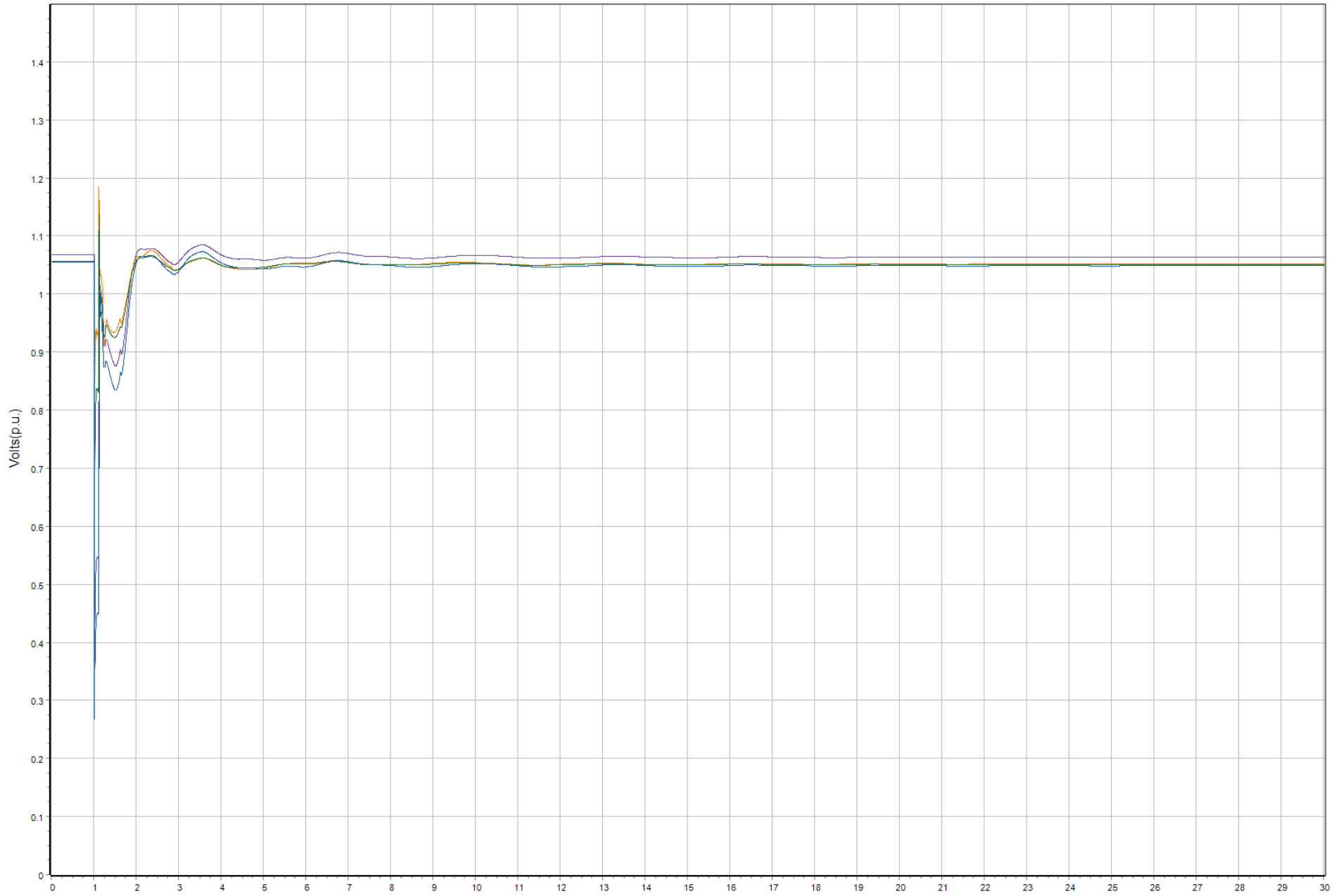
V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)



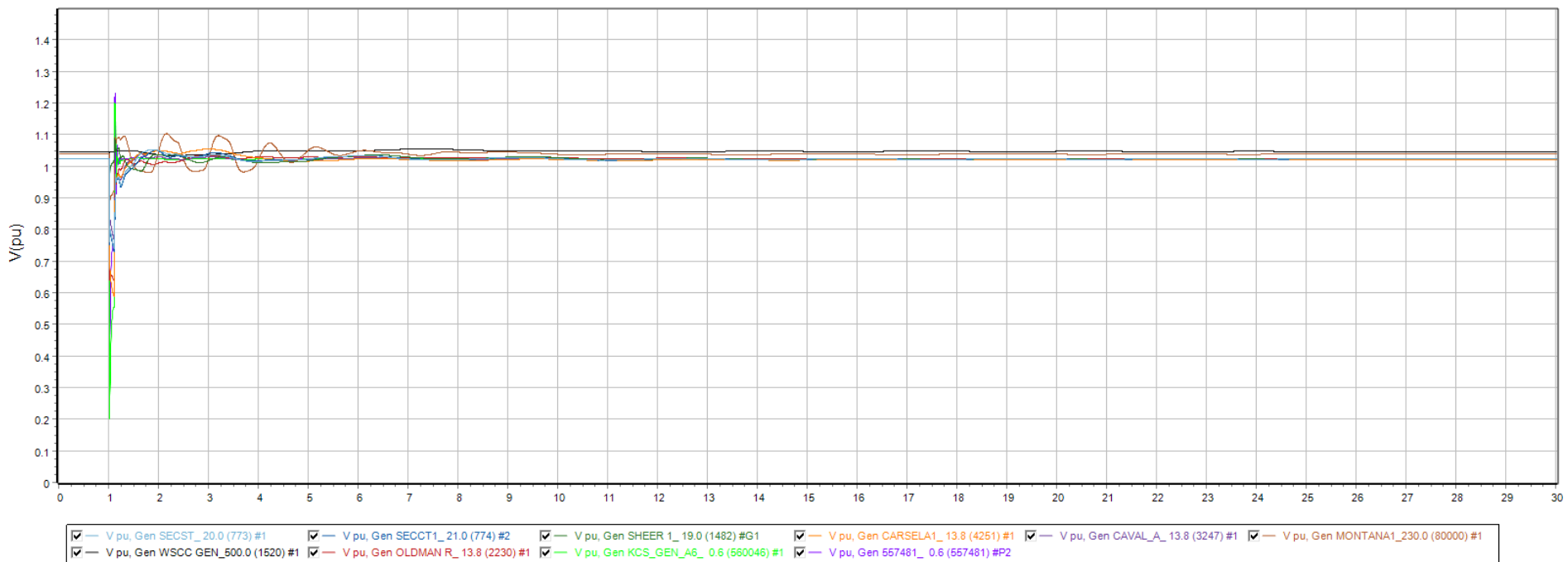
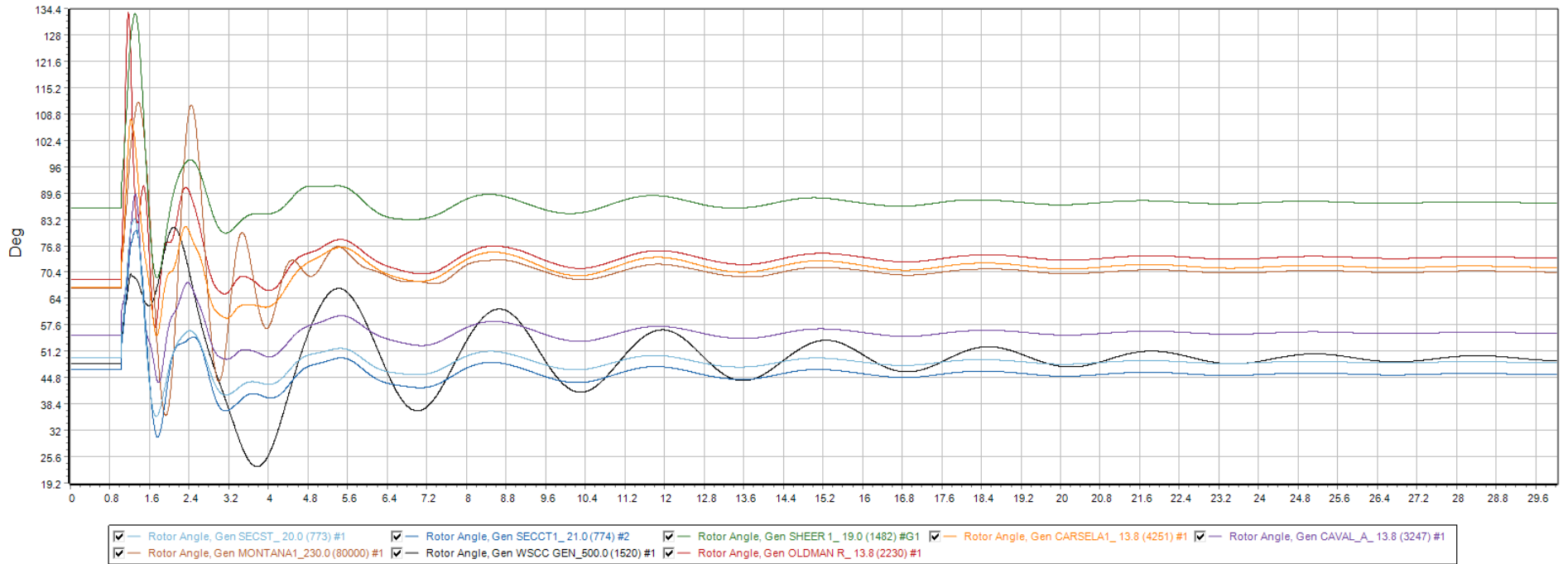




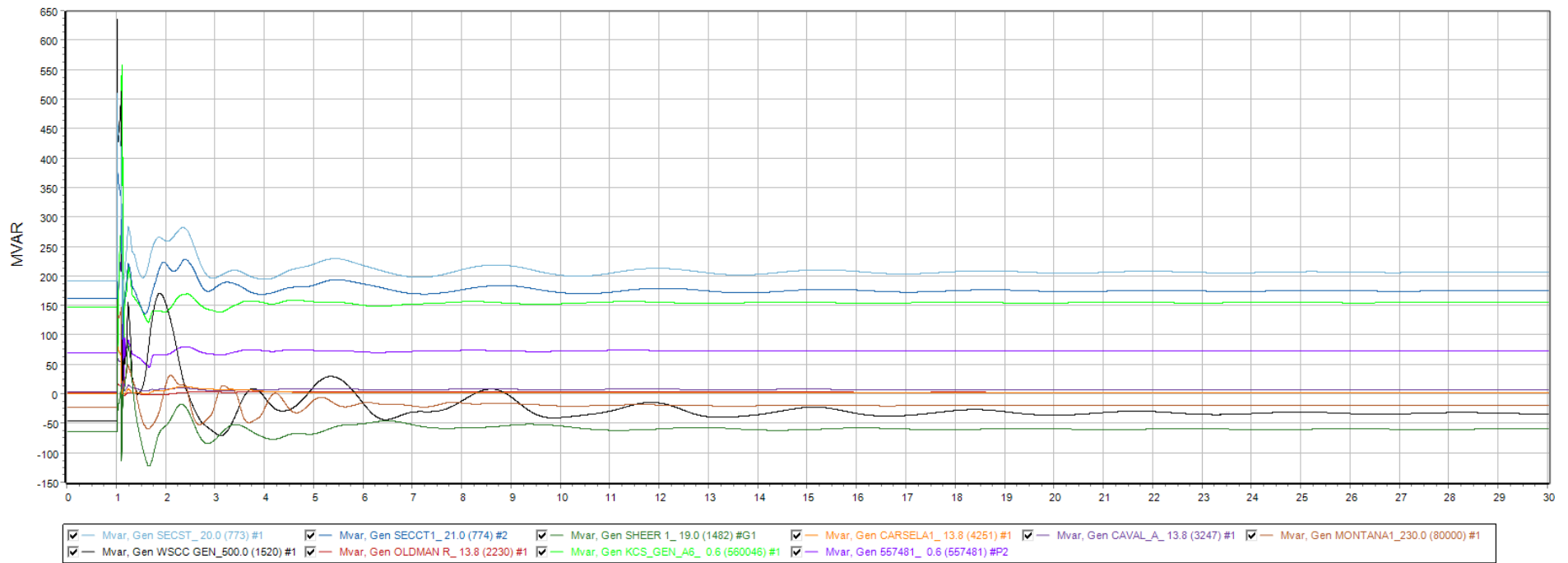
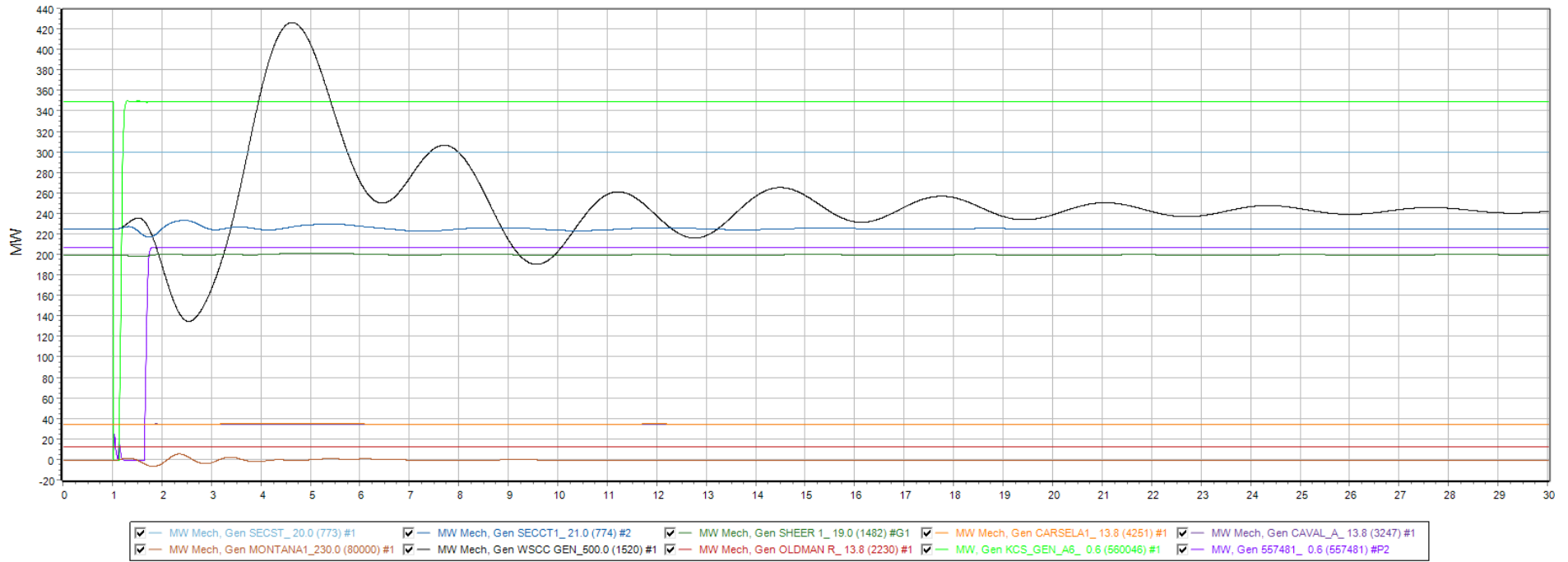
V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



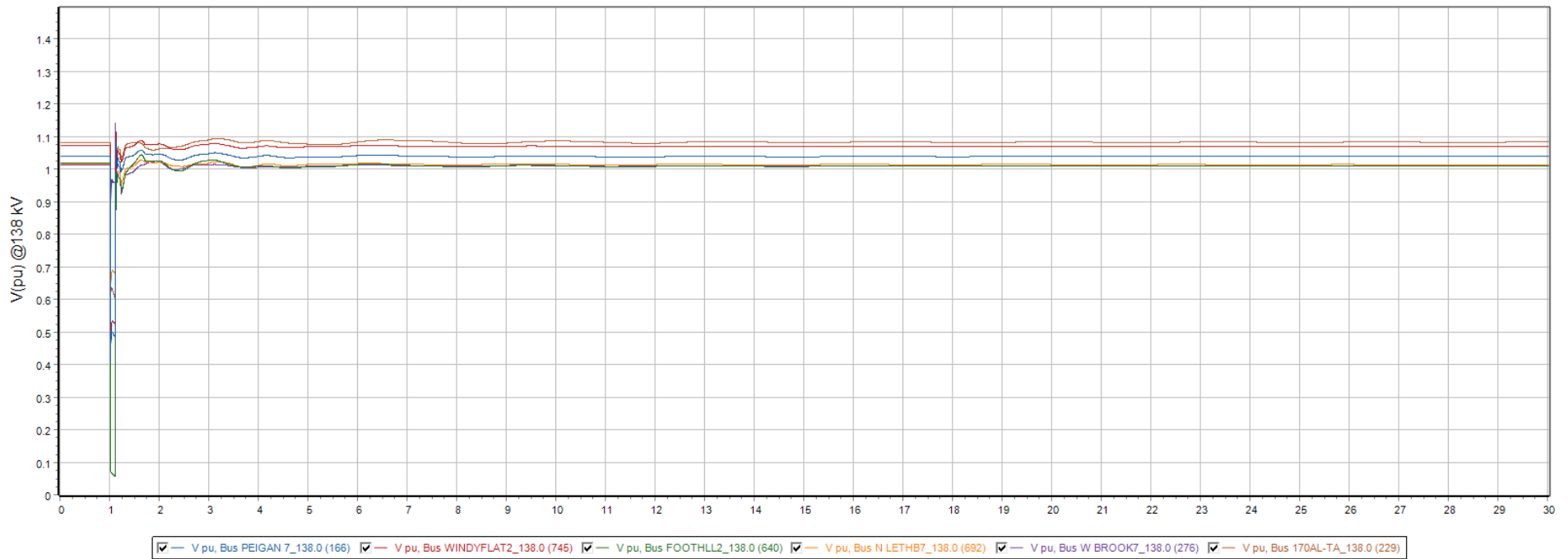
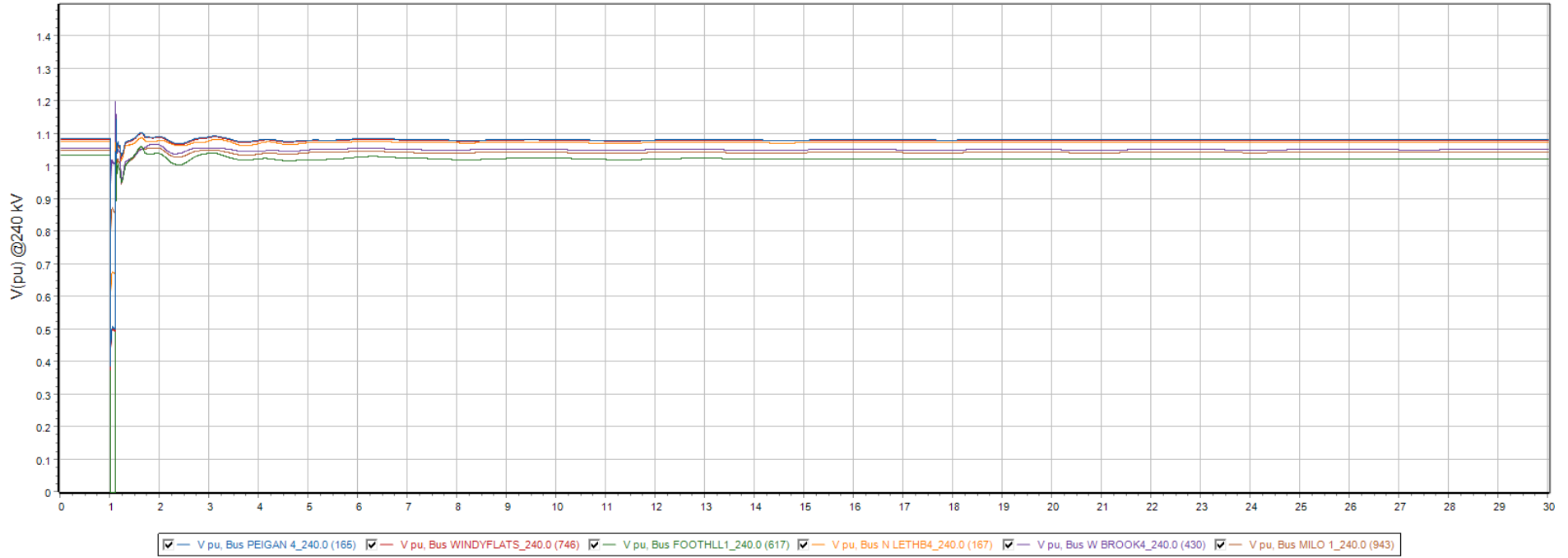
Monitor Gens. Q1



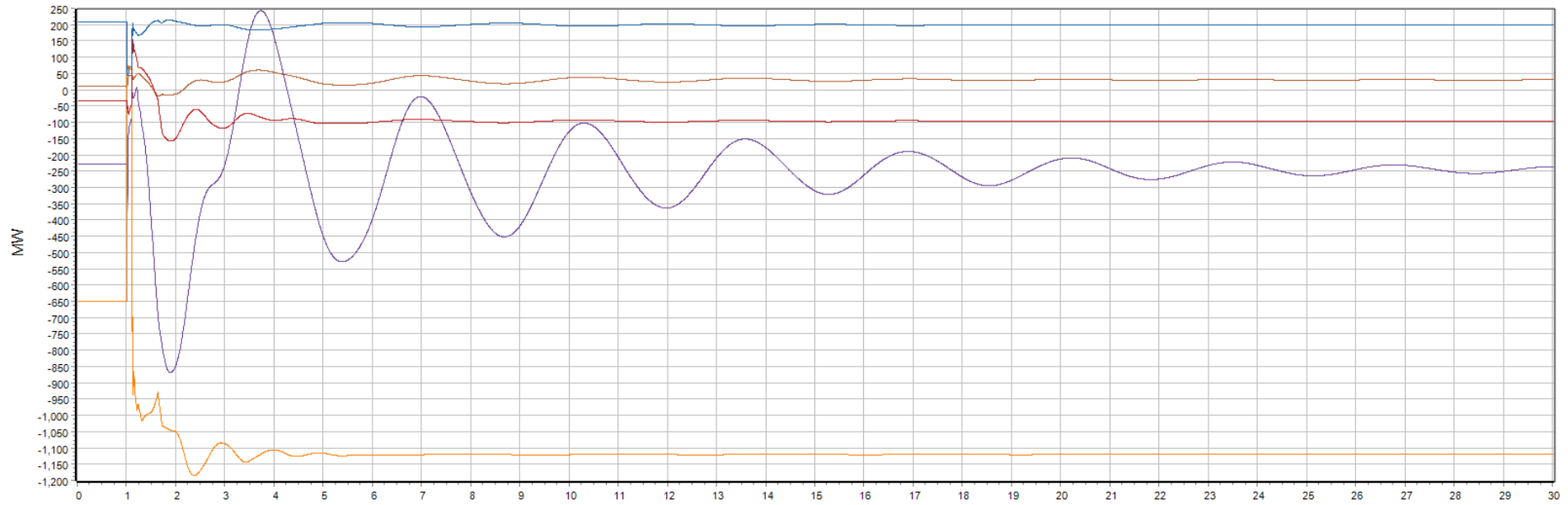
Monitor Gens. Q2



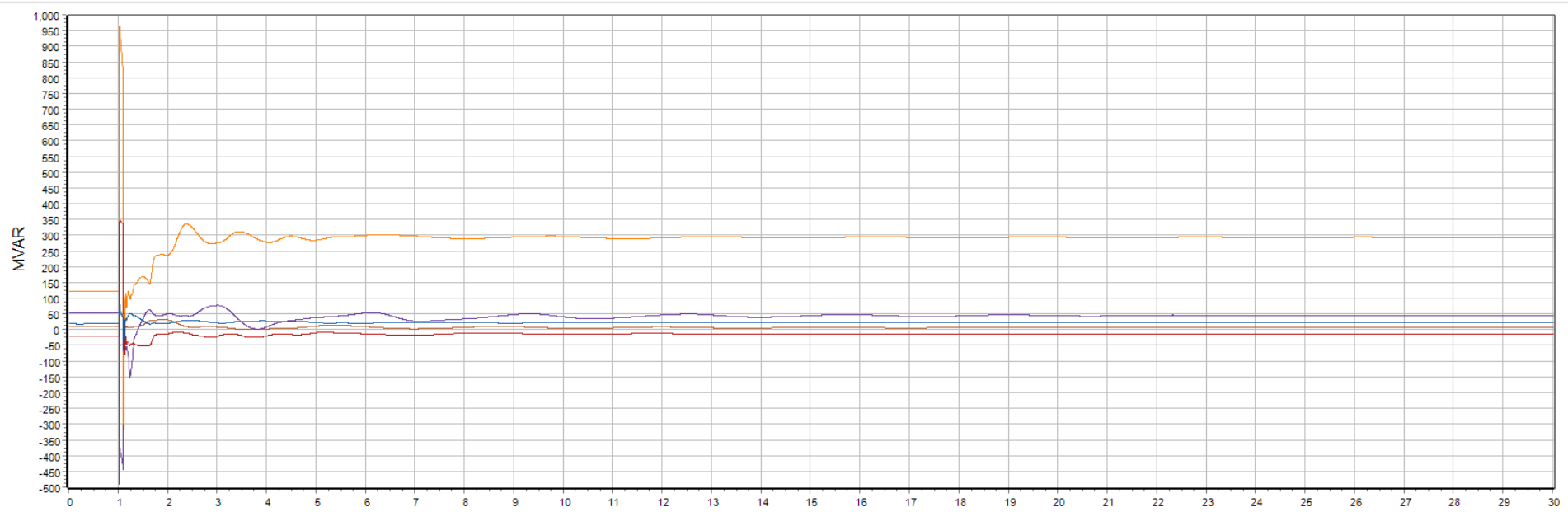
Monitor Bus Volts Q3



Monitor Line MW & MVAR. Q4



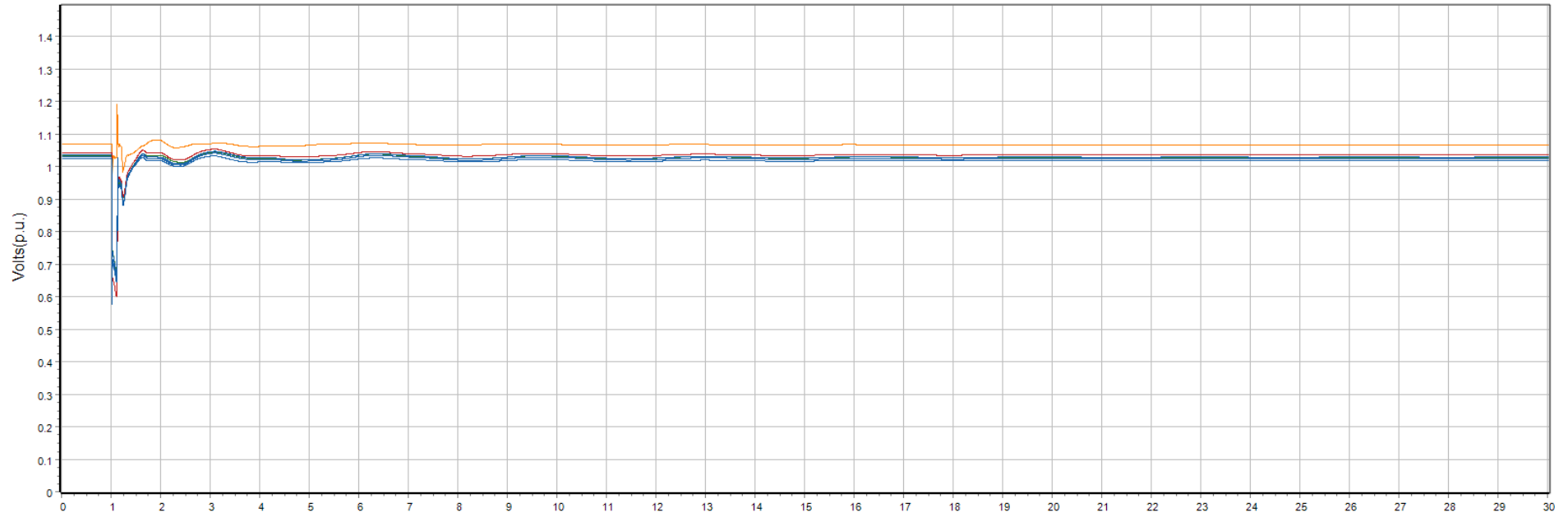
- MW From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- MW From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- MW From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- MW From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- MW From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



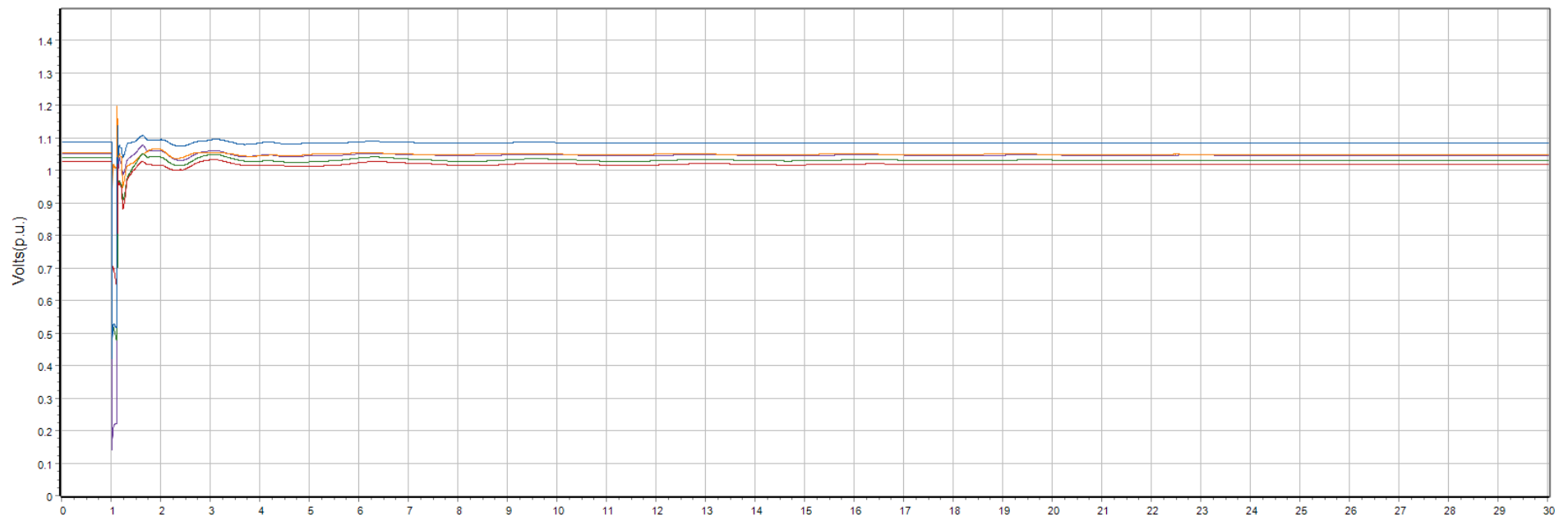
- Mvar From, Line PEIGAN 4\_240.0 (165) TO WINDYFLATS\_240.0 (746) CKT 48
- Mvar From, Line LETHB4\_240.0 (167) TO WINDYFLATS\_240.0 (746) CKT 67
- Mvar From, Line ENMX65S4\_240.0 (544) TO FOOHLL1\_240.0 (617) CKT 06
- Mvar From, Line CRANBROO\_500.0 (1507) TO WSCC GEN\_500.0 (1520) CKT BC
- Mvar From, Line 170AL-TA\_138.0 (229) TO COLEMAN7\_138.0 (232) CKT 70



Additional 240 kV Bus Volts

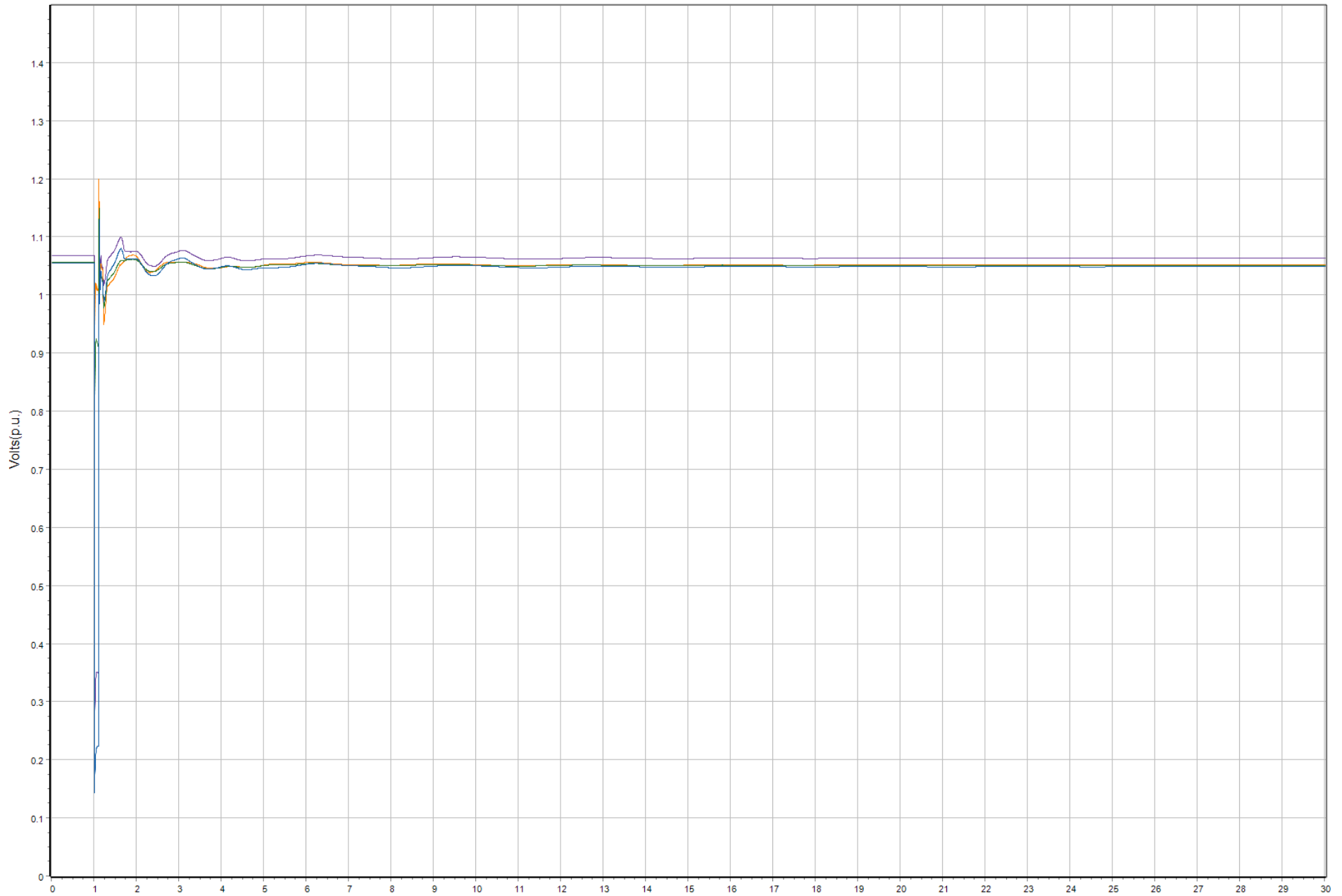


V pu, Bus LANGDON4\_240.0 (159)  V pu, Bus JANET\_4\_240.0 (160)  V pu, Bus SARCEE\_4\_240.0 (161)  V pu, Bus E CALGAR\_240.0 (162)  V pu, Bus BEDDING1\_240.0 (187)  V pu, Bus WARE JCT\_240.0 (225)



V pu, Bus GOOSEL4\_240.0 (346)  V pu, Bus BENNETTS\_240.0 (480)  V pu, Bus ENMX65S4\_240.0 (544)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus KCS\_POI\_A6\_240.0 (540009)





V pu, Bus KCS\_POI\_A6\_240.0 (540009)  V pu, Bus BUFFALO1\_240.0 (549041)  V pu, Bus CASS01\_240.0 (918)  V pu, Bus 541080\_240.0 (541080)



# Attachment A5

## Dynamic Data and Assumptions



**Engineering Connection Assessment: Study Results**

P2445 Kiwetinohk Homestead MPC Solar

Final

**Table A5-1: Transient Stability Analysis Load Representation**

Planning Areas	% of load specified as Large Motors	% of load specified as Small Motors	The Remainder of the Load (excluding Motor loads)	
			Active Power	Reactive Power
			Constant Current	Constant Impedance
RAINBOW - 17	40	30	100	100
HIGH LEV - 18	40	30	100	100
PEACE RI - 19	40	30	100	100
GRANDE P - 20	40	30	100	100
HIGH PRA - 21	40	30	100	100
GRANDE C - 22	40	30	100	100
VALLEYVI - 23	40	30	100	100
FOX CREE - 24	40	30	100	100
FORT MCM - 25	40	30	100	100
SWAN HIL - 26	40	30	100	100
ATHABASC - 27	40	30	100	100
FORT SAS - 33	40	30	100	100
Balance of System	10	10	100	100

**Table A5-2: Generator Dynamic**

Machine Model Dynamic Data (REGC_A model)											
LVPLSW	rrpwr	brkpt	zerox	LVPL1	VLim	LVPnt1	LVPnt0	Tg	Tftr	LVPLSW	rrpwr
1	10	0.9	0.5	1.22	1.2	0.8	0.4	0.02	0.02	1	10
lqrmax	lqrmin	Qmin	Khv	Xe							
9999	-9999	-1.3	0.7	0							

**Table A5-3: Exciter Dynamic Data**

Exciter Dynamic Data (RECA1 model)											
PfFlag	VFlag	QFlag	Pqflag	Pflag	Vdip	Vup	Trv	dbd1	dbd2	kqv	lqh1
0	0	1	0	0	0.5	1.1	0.016668	-0.1	0.1	2	1
lql1	Vref0	lqfrz	Thld	Thld2	Tp	Qmax	Qmin	Vmax	Vmin	Kqp	Kqi
-1	0	0	0	0	0.016668	0.6	-0.6	1.2	0.8	1	1
Kvp	Kvi	Vref1	Tiq	dPmax	dPmin	Pmax	Pmin	Tpord	lmax	vq1	lq1
1	1	0	0.016668	1	-1	1	0	0.016668	1	-1	1
vq2	lq2	vq3	lq3	vq4	lq4	vp1	lp1	vp2	lp2	vp3	lp3
2	1	0	0	0	0	-1	1	2	1	0	0
vp4	lp4	MVABase									
0	0	0									

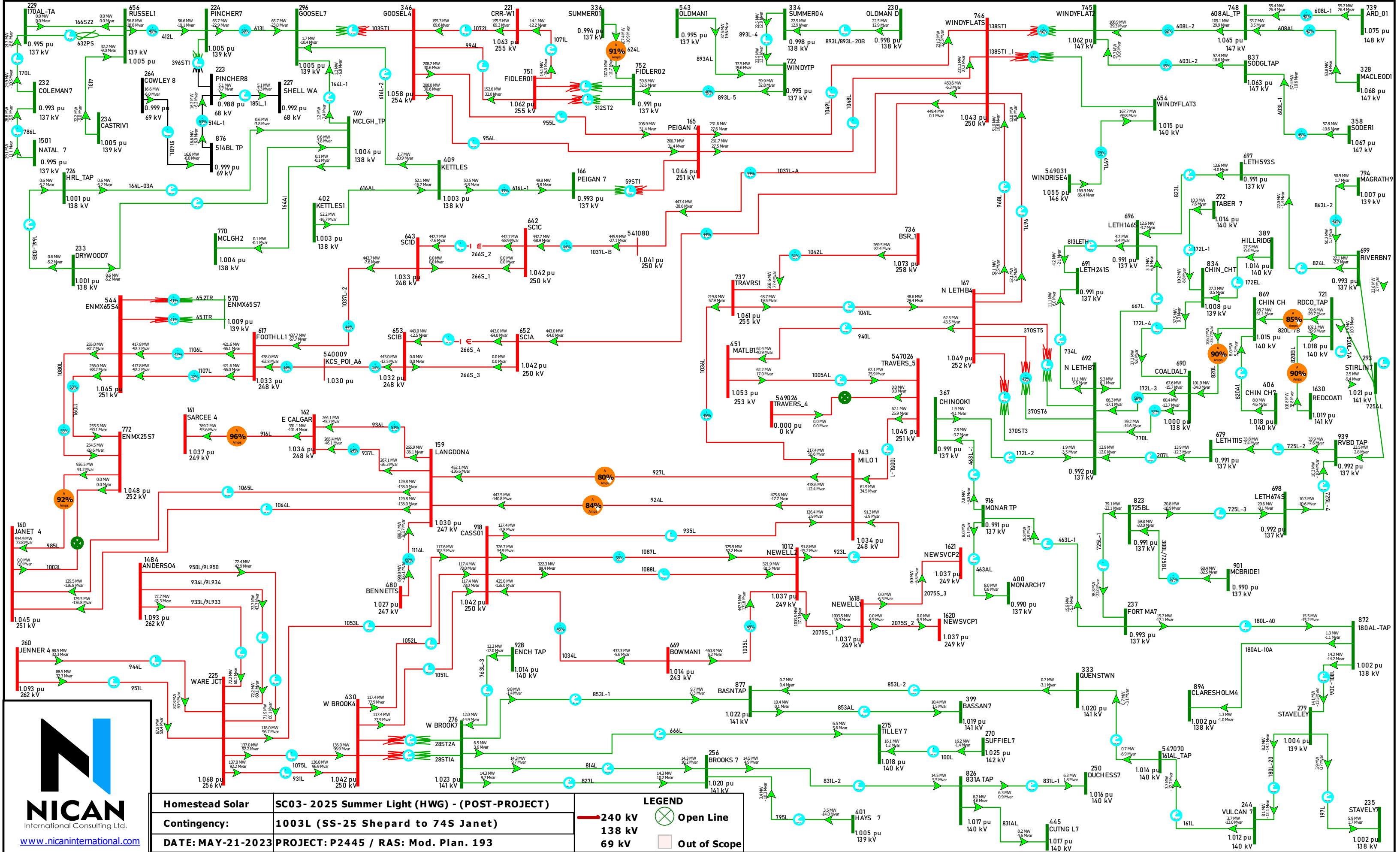
# Attachment A6

## Post-Mitigation Power Flow Diagrams

# **2025 SUMMER LIGHT**

Single Line Diagrams  
P2445 - POST-PROJECT RAS  
RESPONSE SC03

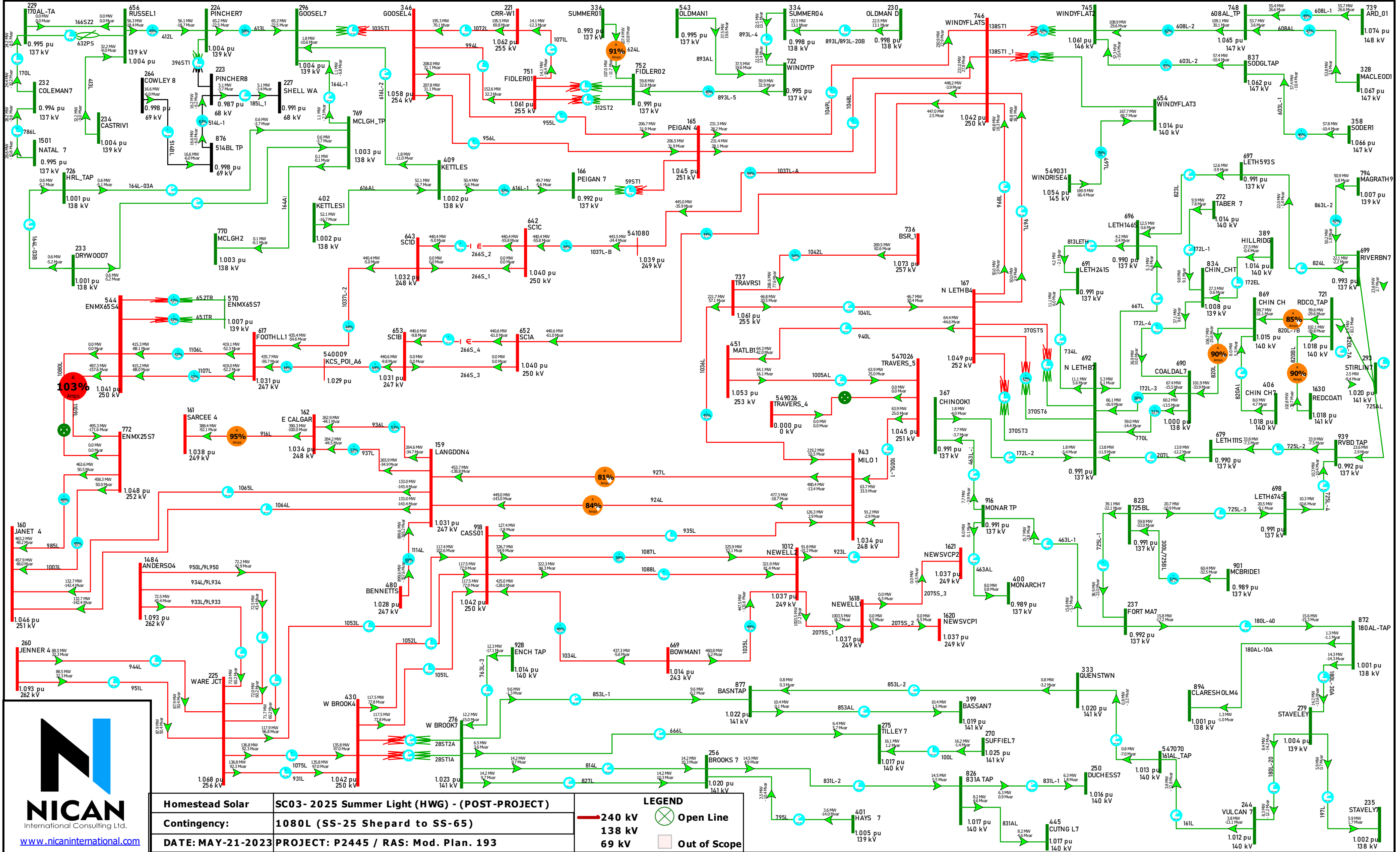




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<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Mod. Plan. 193</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

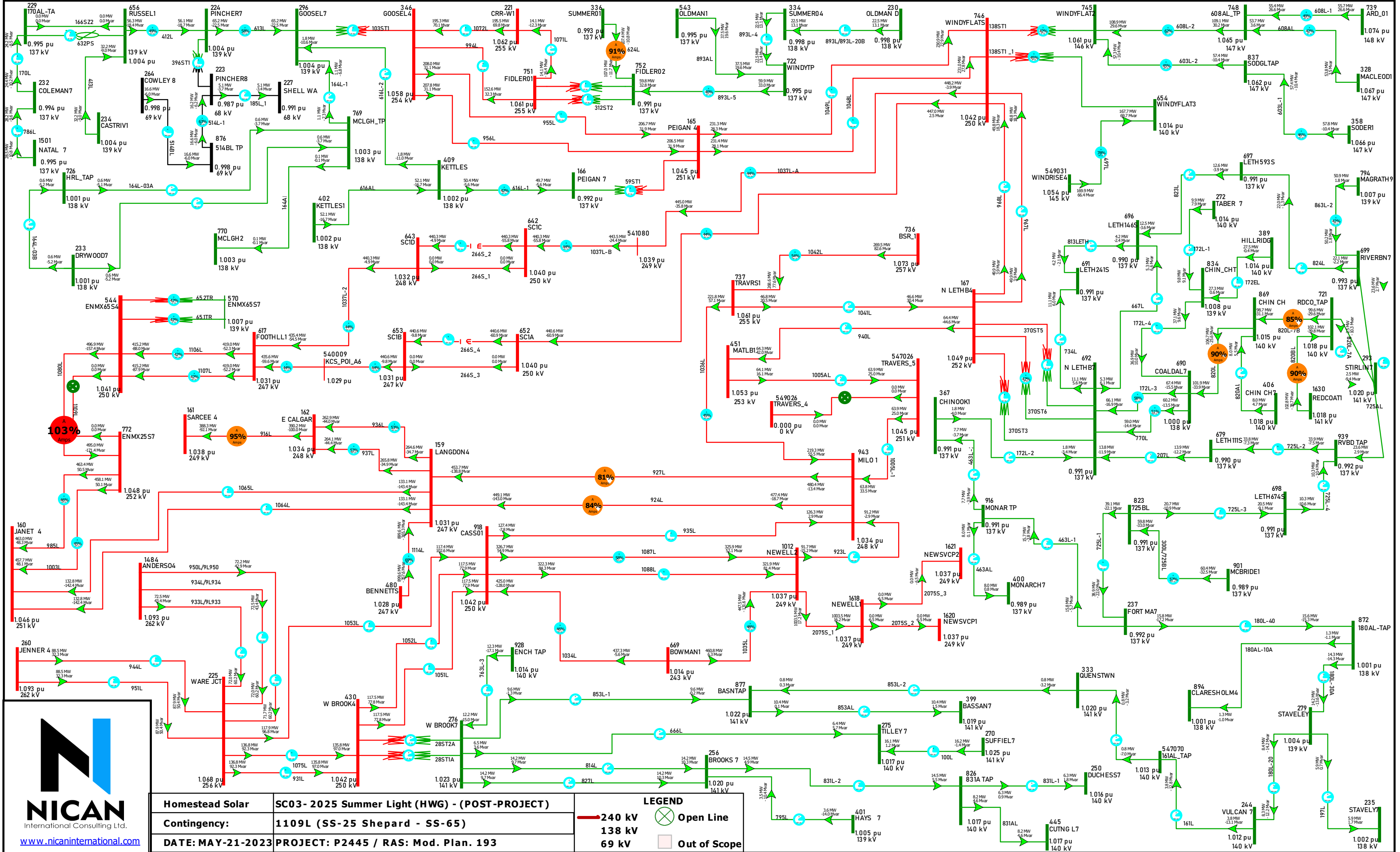


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<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1080L (SS-25 Shepard to SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Mod. Plan. 193</b>

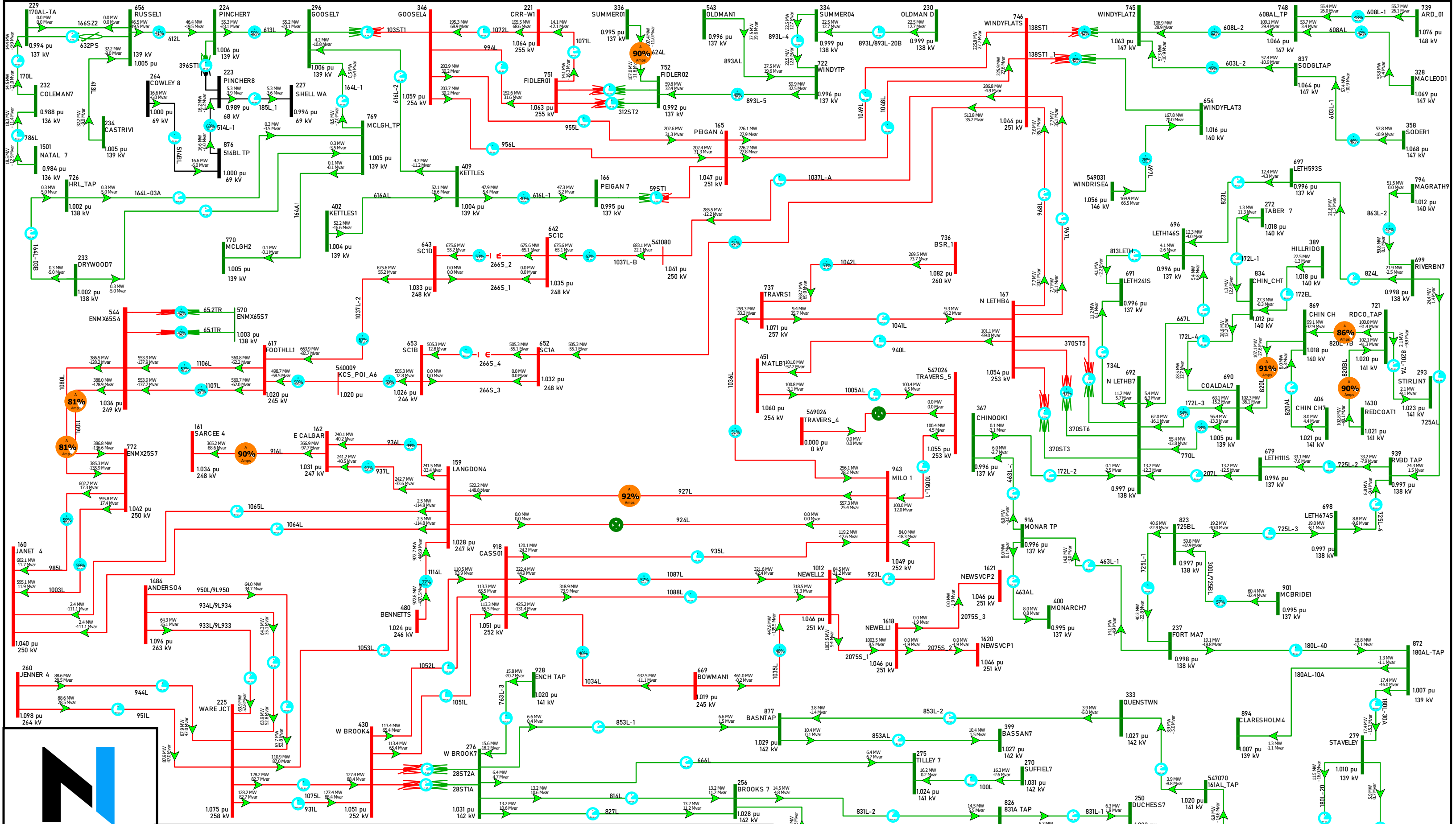
<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	





<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1109L (SS-25 Shepard - SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Mod. Plan. 193</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>Out of Scope</b>
<b>138 kV</b>	
<b>69 kV</b>	



**Homestead Solar**  
**Contingency:**  
**DATE: JUN-20-2023**

**SC03- 2025 Summer Light (HWG) - (POST-PROJECT)**  
**924L (102S Langdon to 356S Milo)**  
**PROJECT: P2445 / RAS: Planned 175**

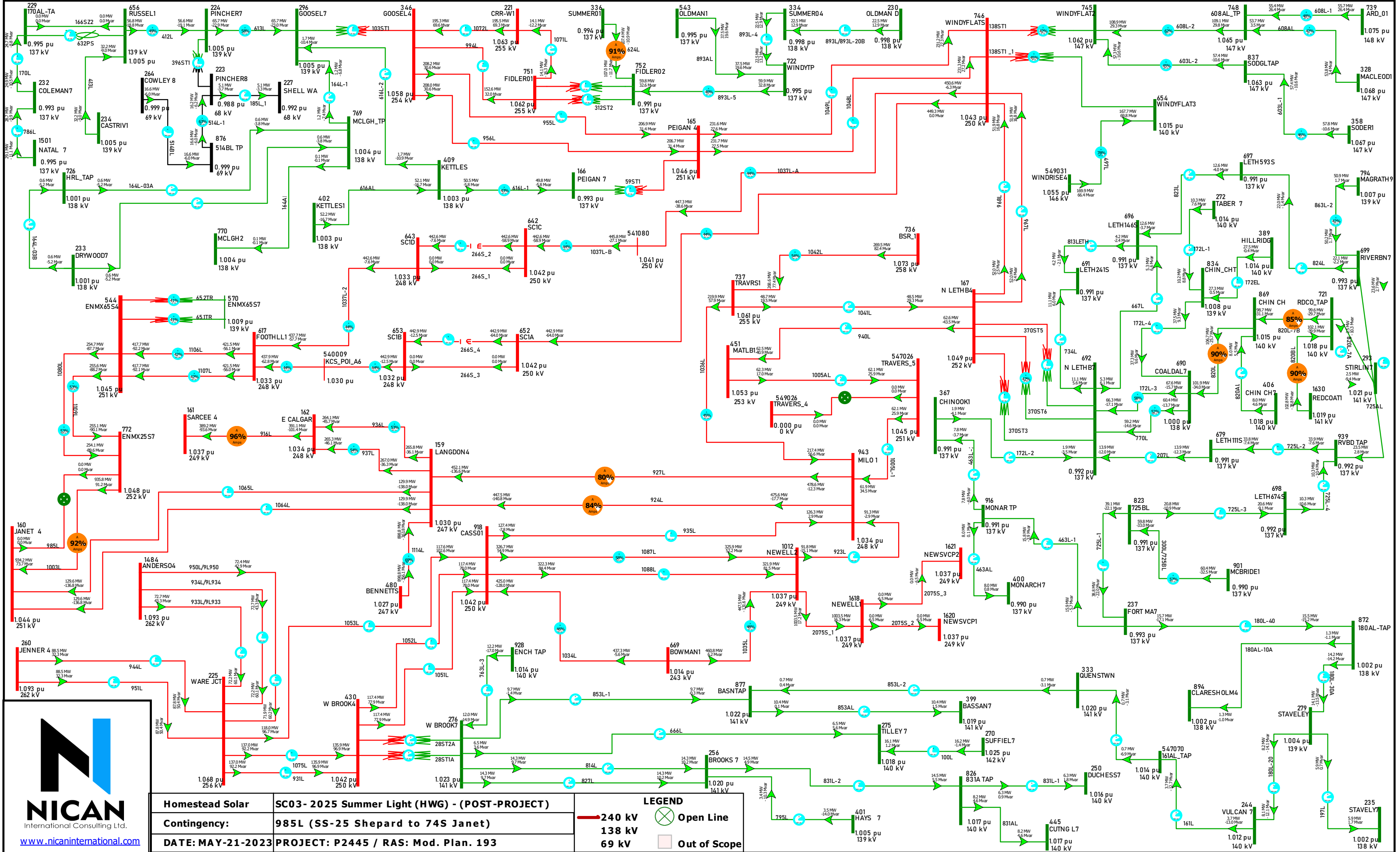
**LEGEND**

- Red line: 240 kV
- Green line: 138 kV
- Black line: 69 kV
- Circle with 'X': Open Line
- Grey square: Out of Scope



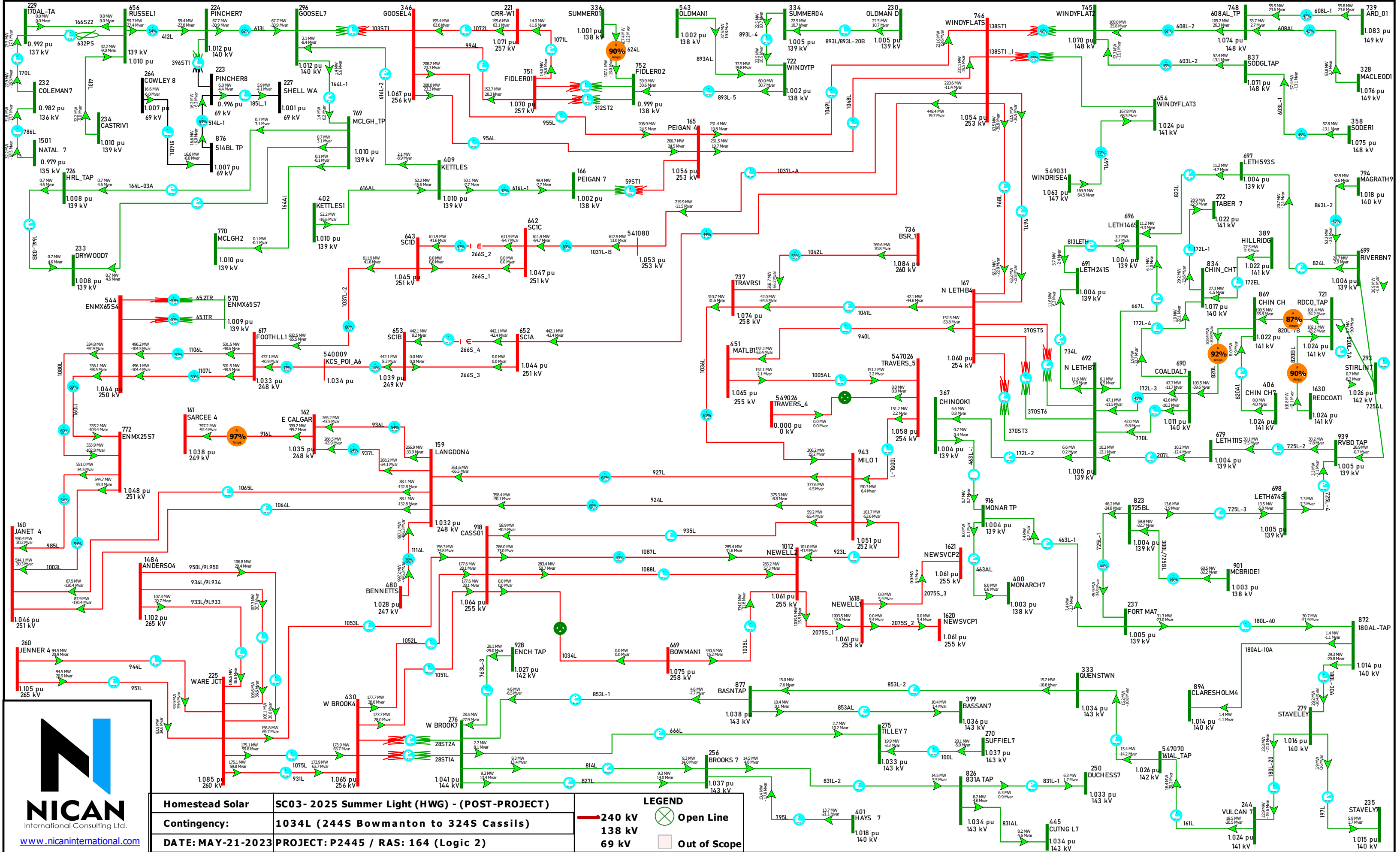






<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Mod. Plan. 193</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

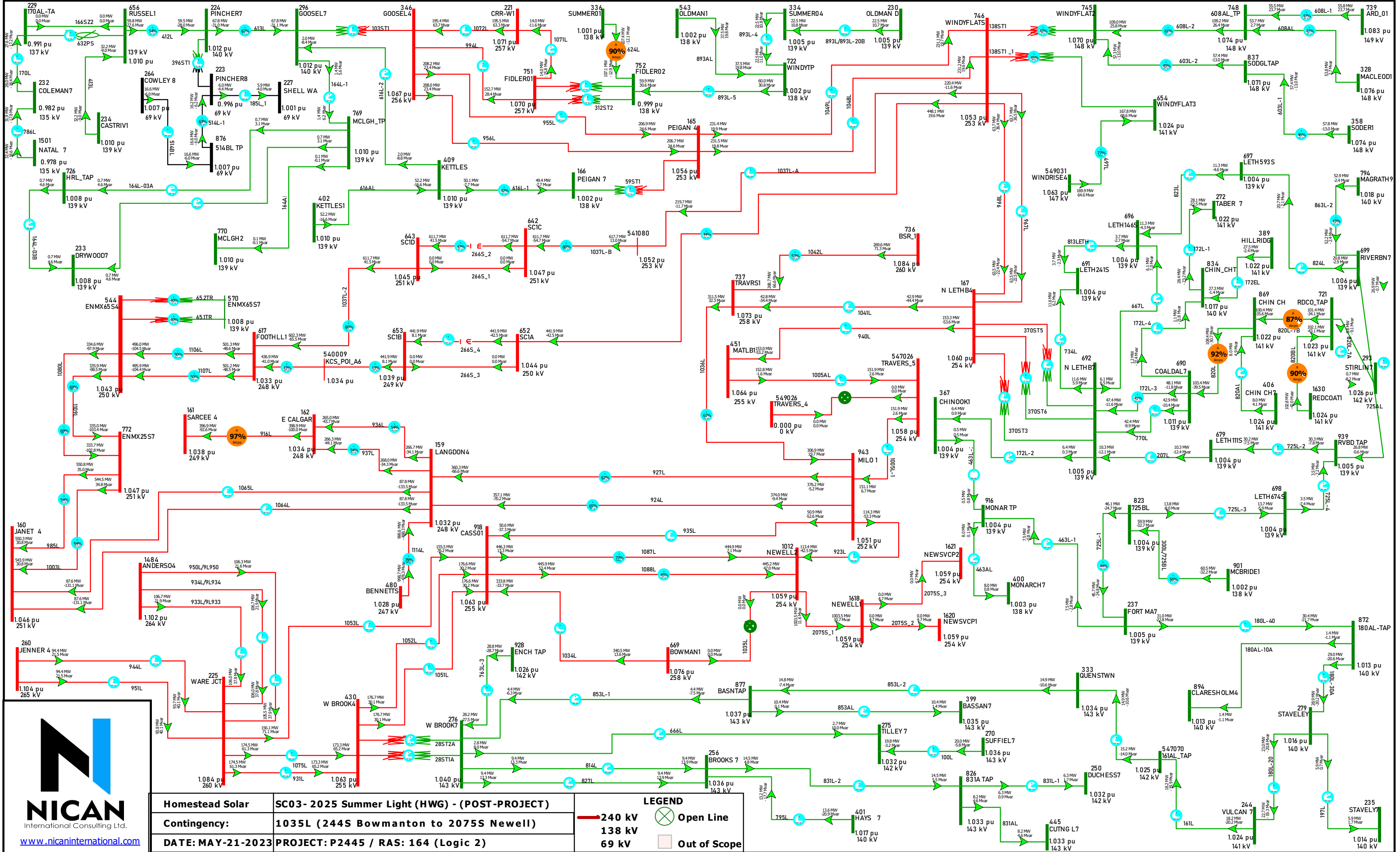


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<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1034L (244S Bowmanton to 324S Cassils)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P244S / RAS: 164 (Logic 2)</b>

<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	





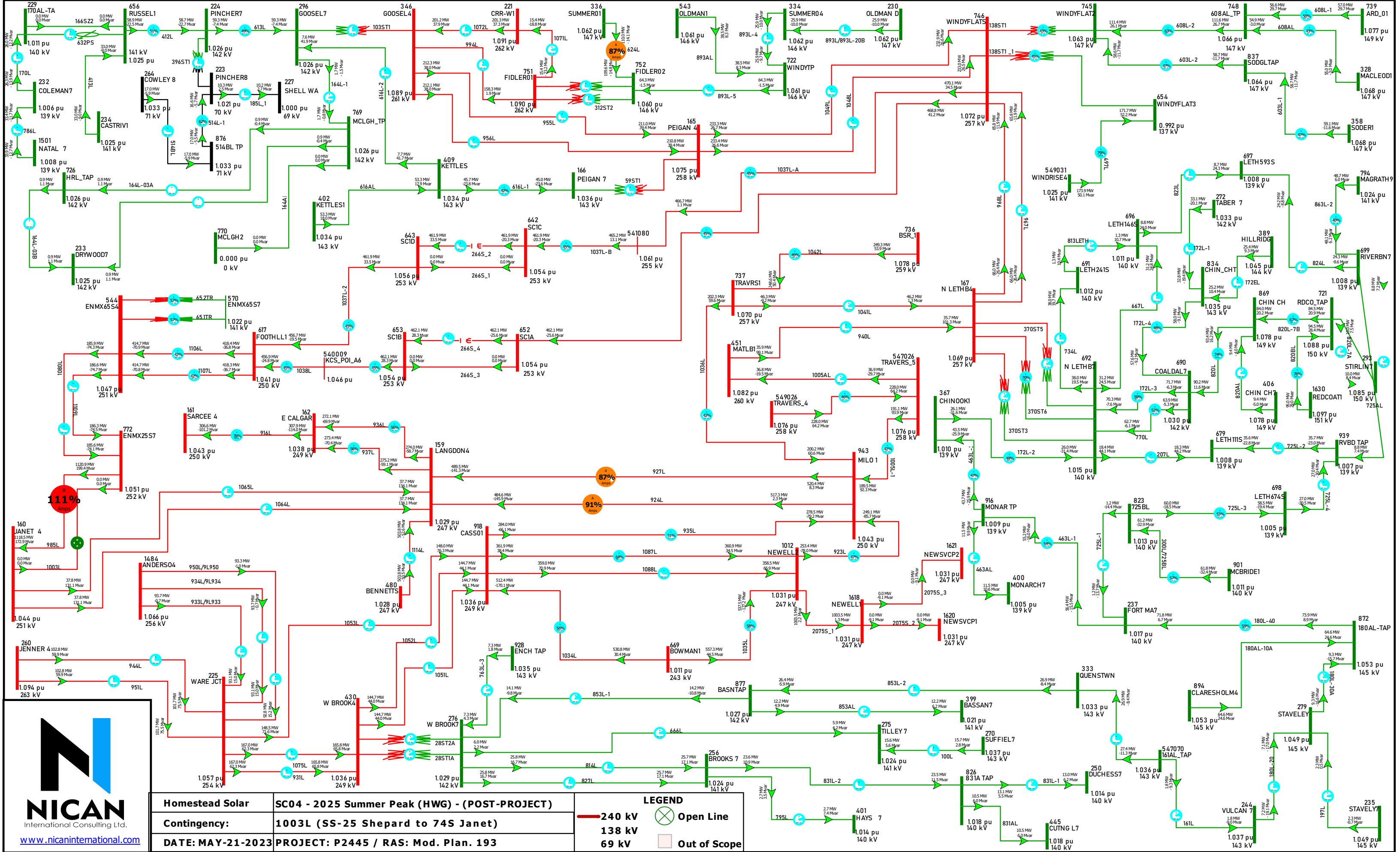
<b>Homestead Solar</b>	<b>SC03- 2025 Summer Light (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1035L (244S Bowmanton to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P244S / RAS: 164 (Logic 2)</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

# **2025 SUMMER PEAK**

Single Line Diagrams  
P2445 - POST-PROJECT  
RAS RESPONSE SC04

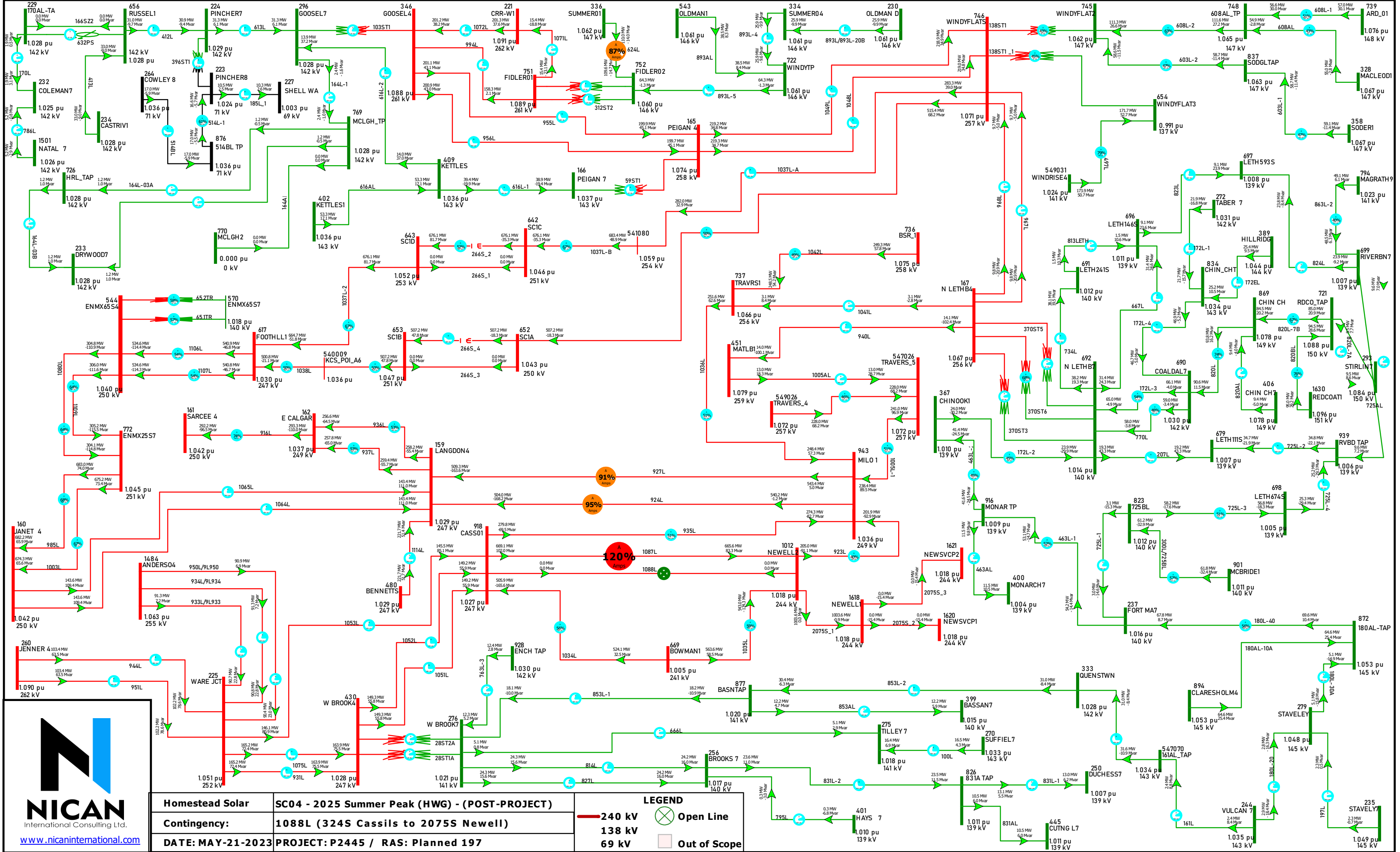




<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Mod. Plan. 193</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>



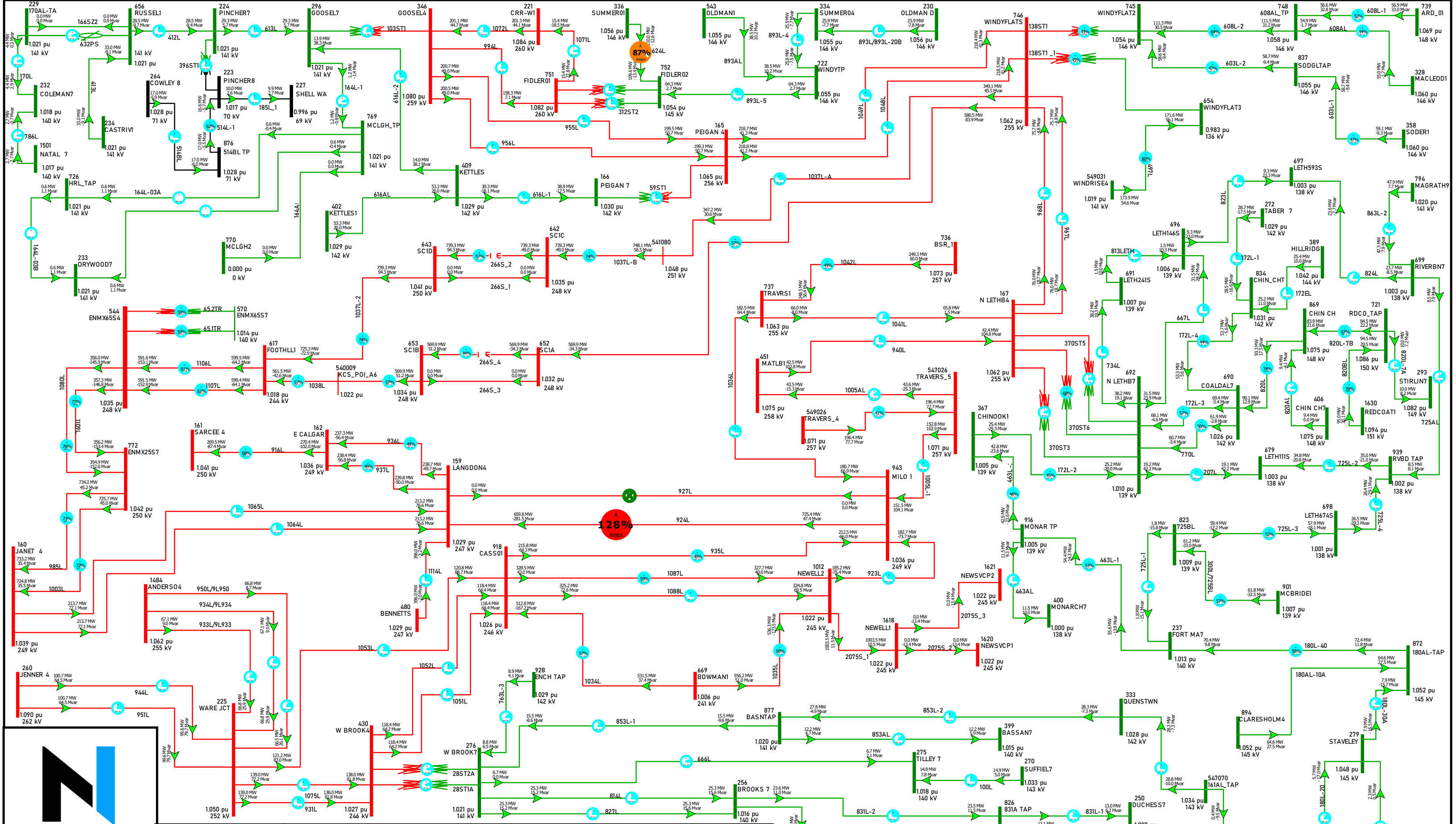


<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1088L (324S Cassils to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Planned 197</b>

<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	





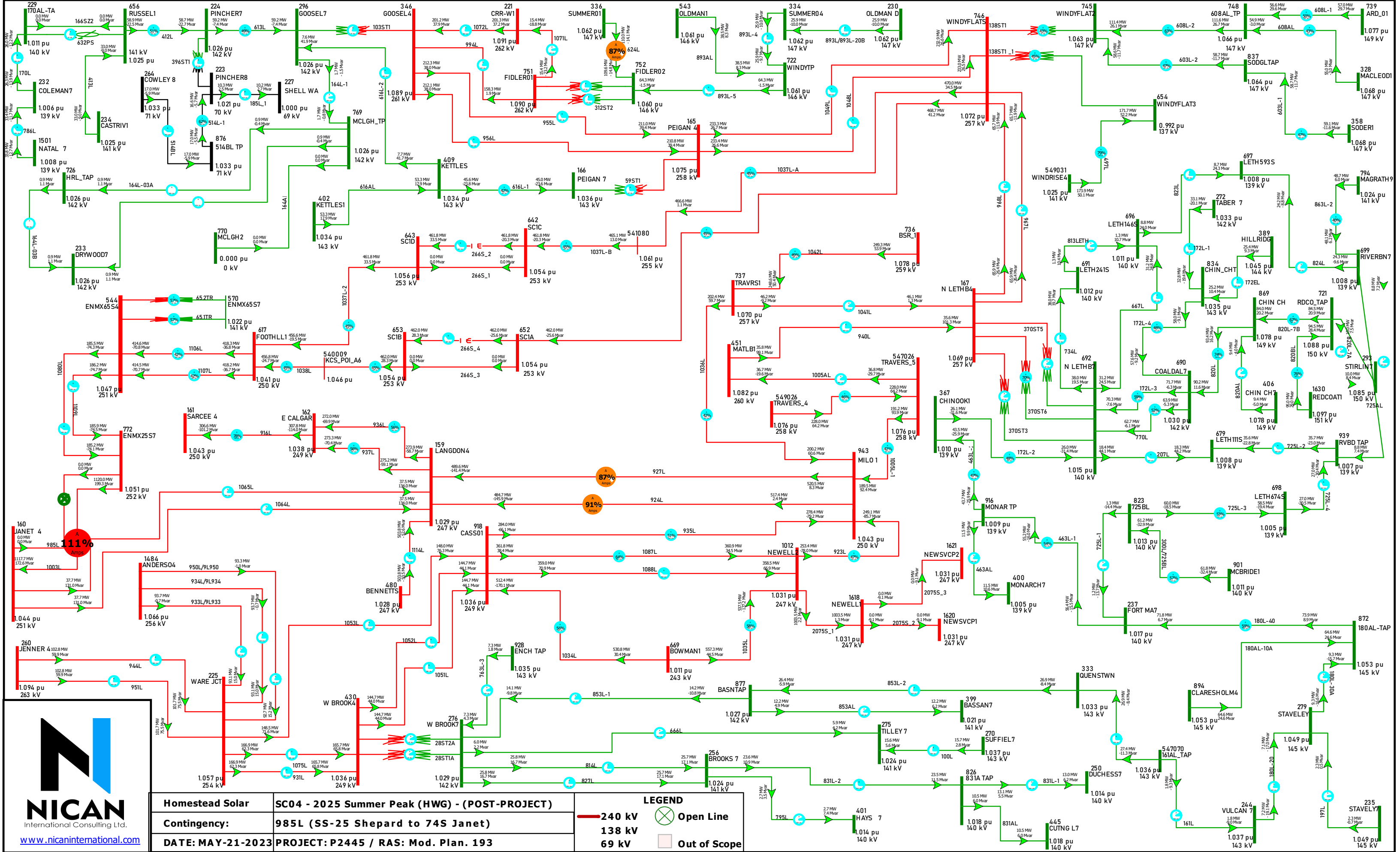


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<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>927L (356S Milo to 927AL Tap to 102S Langdon)</b>
<b>DATE: JUN-20-2023</b>	<b>PROJECT: P2445 / RAS: Planned 175</b>

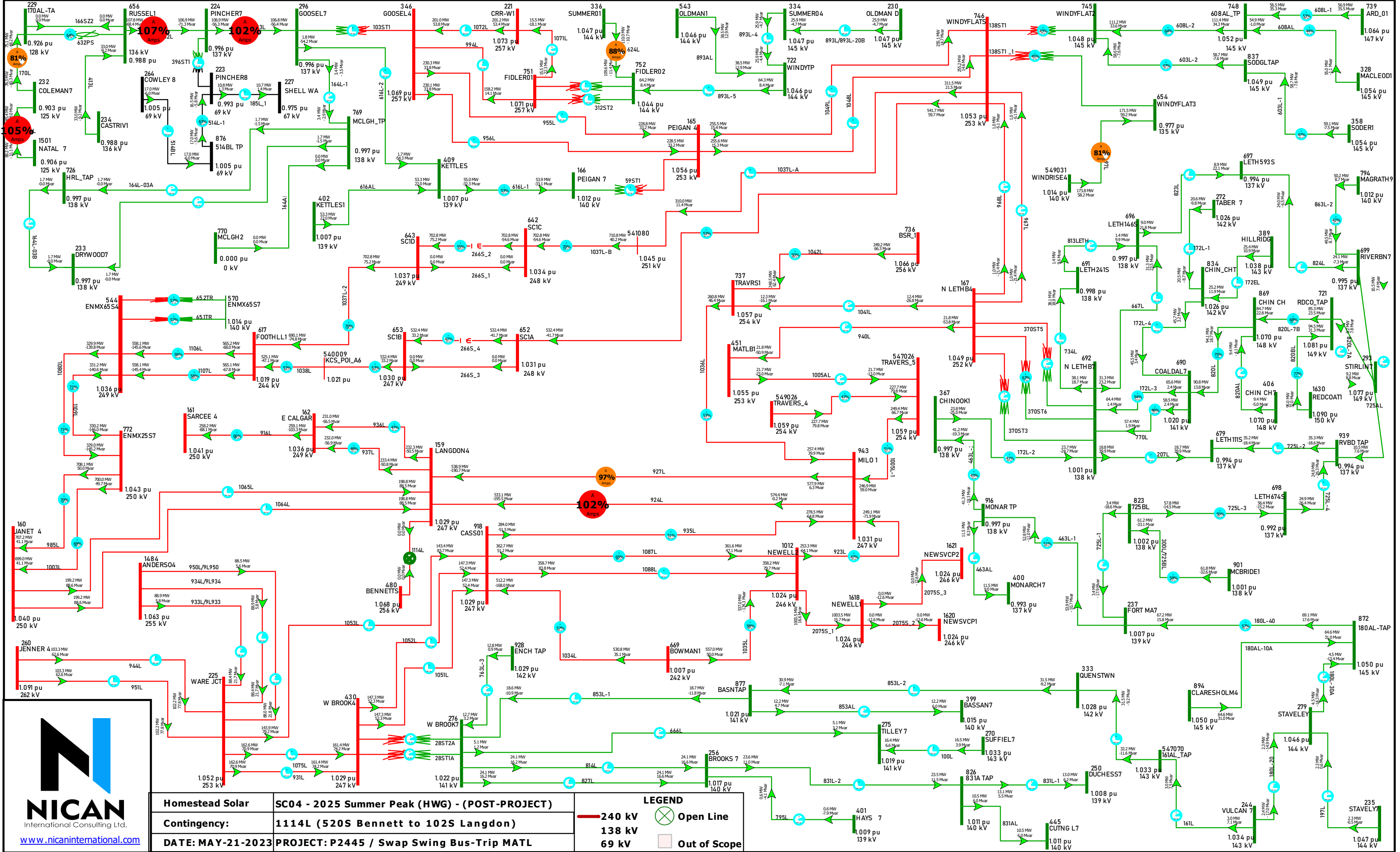
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Mod. Plan. 193</b>

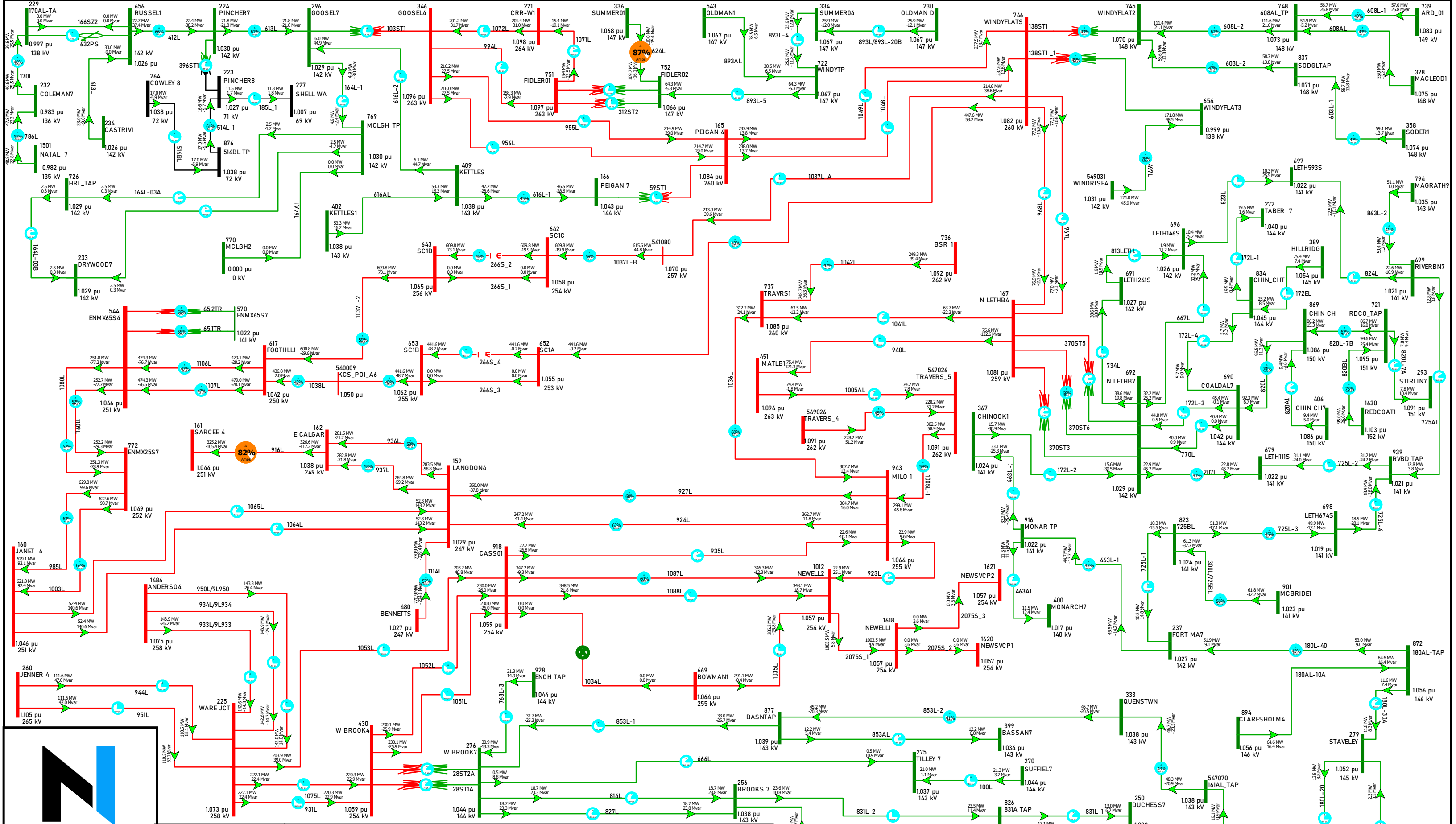
<b>LEGEND</b>		<b>Open Line</b>
	<b>240 kV</b>	
	<b>138 kV</b>	
	<b>69 kV</b>	
	<b>Out of Scope</b>	



<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1114L (520S Bennett to 102S Langdon)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / Swap Swing Bus-Trip MATL</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>





<b>Homestead Solar</b>	<b>SC04 - 2025 Summer Peak (HWG) - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1034L (244S Bowmanton to 324S Cassils)</b>
<b>DATE: JUN-20-2023</b>	<b>PROJECT: P2445 / RAS: 164 (LOGIC 2)</b>

LEGEND	
<span style="color: red;">—</span>	240 kV
<span style="color: green;">—</span>	138 kV
<span style="color: black;">—</span>	69 kV
	Open Line
	Out of Scope

872 180AL-TAP 1056 pu 146 kV  
 879 180L-40 1019 pu 141 kV  
 884 CLARESHOLM4 1056 pu 146 kV  
 894 180L-30A 1056 pu 146 kV  
 899 180L-30A 1056 pu 146 kV  
 901 MCBRIDEI 1023 pu 141 kV  
 908 180L-10A 1056 pu 146 kV  
 911 180L-30A 1056 pu 146 kV  
 912 180L-30A 1056 pu 146 kV  
 913 180L-30A 1056 pu 146 kV  
 914 180L-30A 1056 pu 146 kV  
 915 180L-30A 1056 pu 146 kV  
 916 180L-30A 1056 pu 146 kV  
 917 180L-30A 1056 pu 146 kV  
 918 180L-30A 1056 pu 146 kV  
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 920 180L-30A 1056 pu 146 kV  
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 922 180L-30A 1056 pu 146 kV  
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 927 180L-30A 1056 pu 146 kV  
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 936 180L-30A 1056 pu 146 kV  
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 1000 180L-30A 1056 pu 146 kV

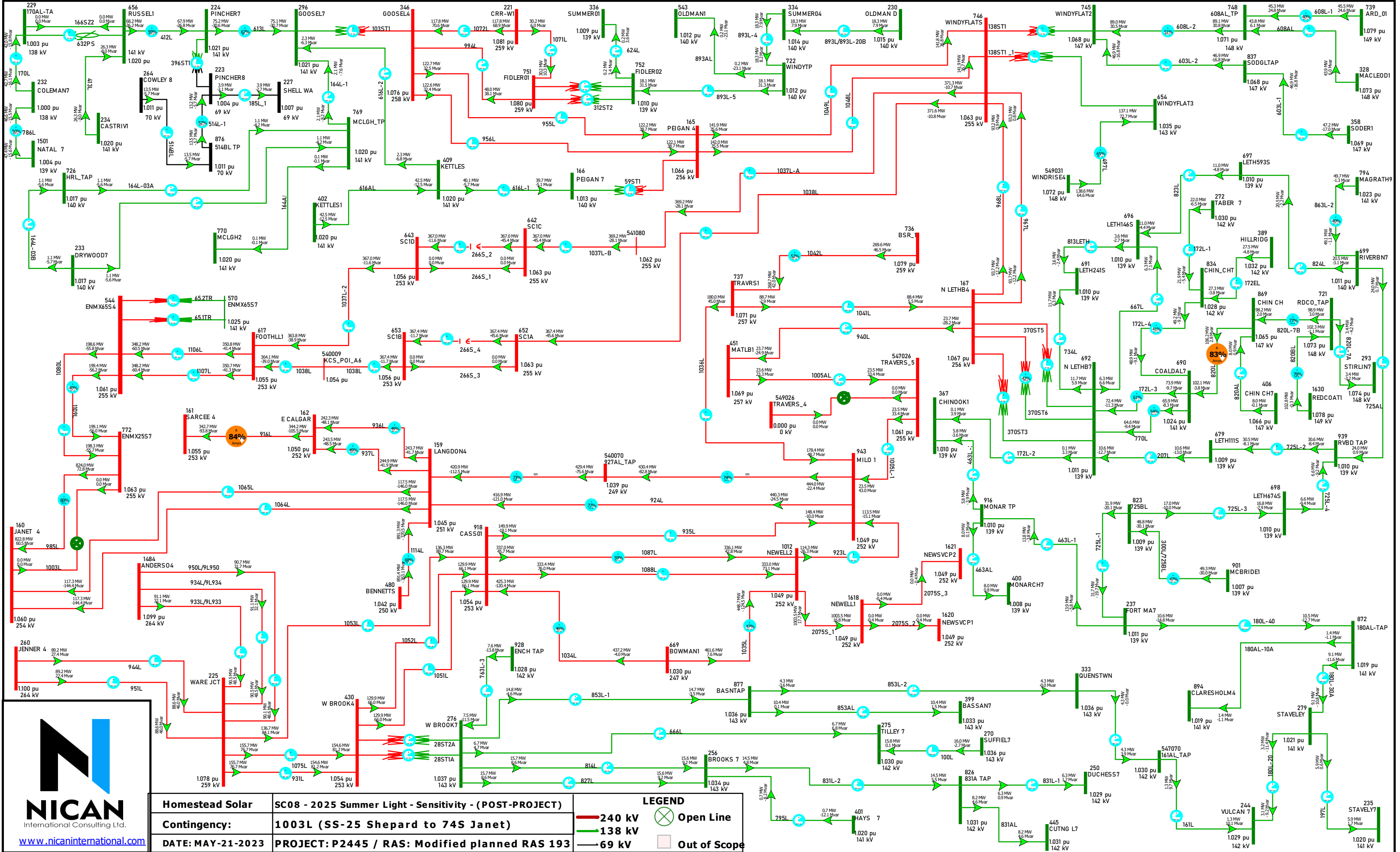


# **2025 SUMMER LIGHT (Sensitivity)**

Single Line Diagrams  
P2445 - POST-PROJECT  
RAS RESPONSE SC08





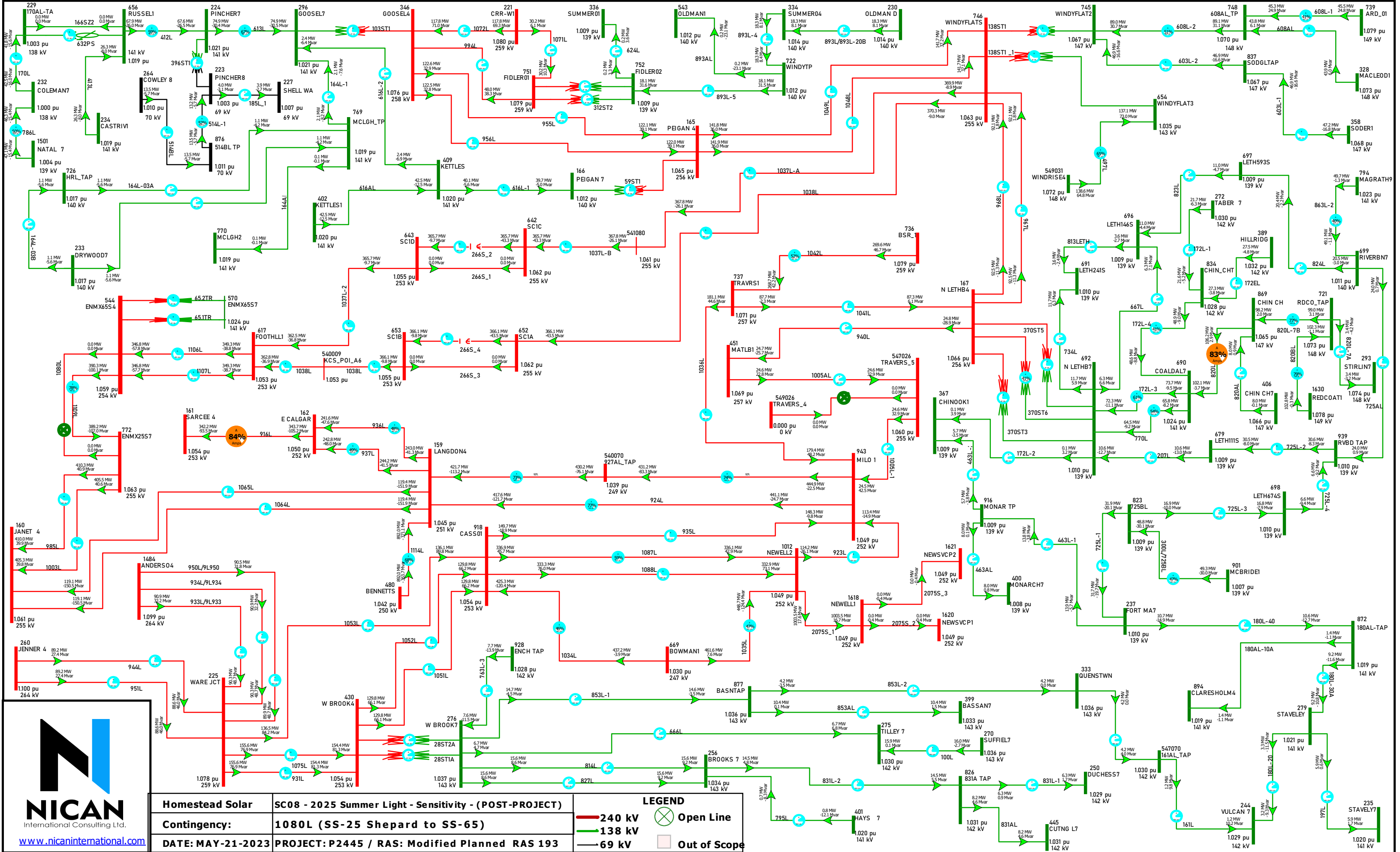


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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Modified planned RAS 193</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

235 STAVELEY7  
1.020 pu  
141 kV



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Homestead Solar	SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)
Contingency:	1080L (SS-25 Shepard to SS-65)
DATE: MAY-21-2023	PROJECT: P2445 / RAS: Modified Planned RAS 193

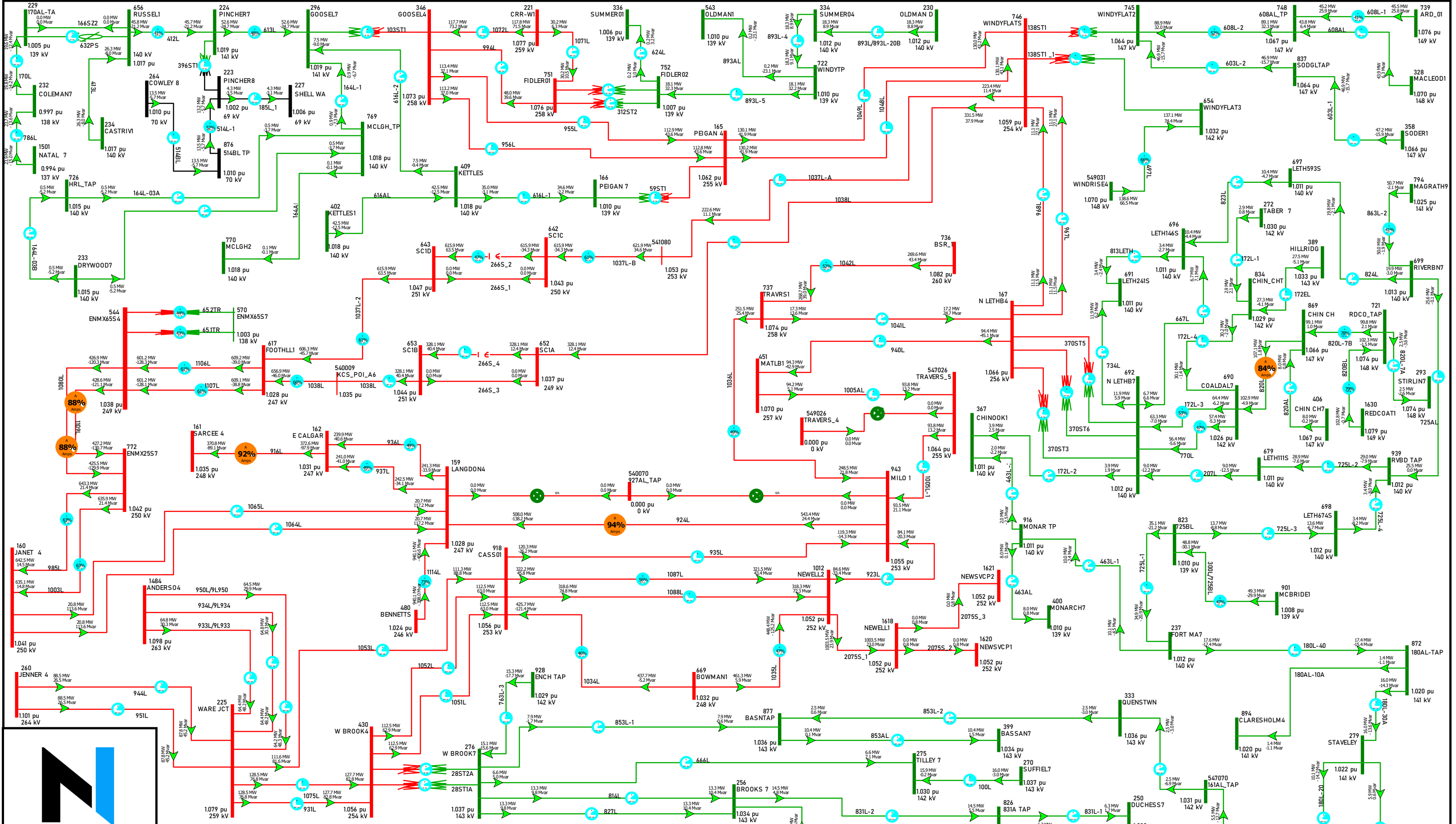
240 kV	138 kV	69 kV	Open Line	Out of Scope
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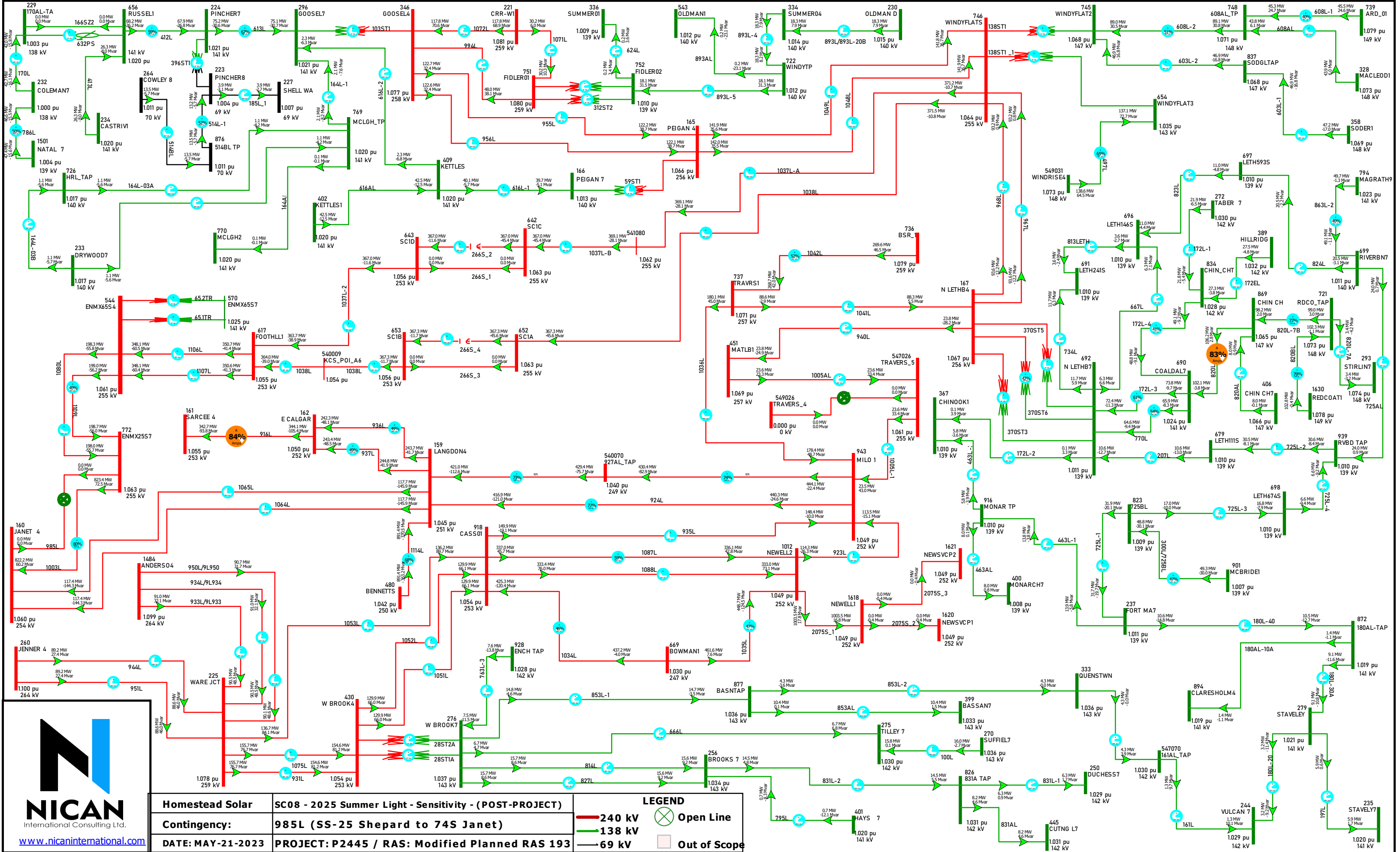




<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>927L (356S Milo to 927AL Tap to 102S Langdon)</b>
<b>DATE: JUN-20-2023</b>	<b>PROJECT: P2445 / RAS: Planned 175</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>



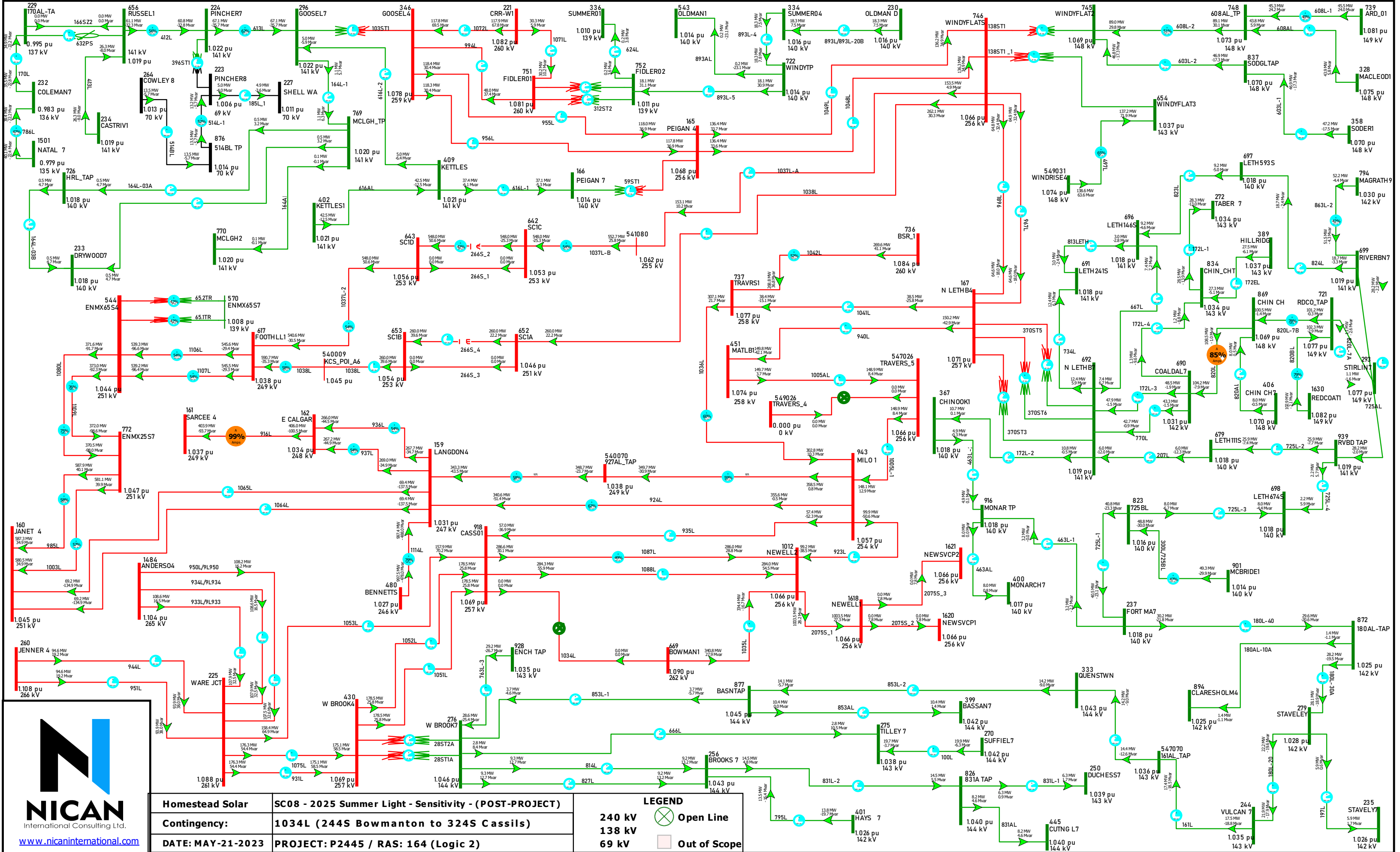


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<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>985L (SS-25 Shepard to 74S Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Modified Planned RAS 193</b>

<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>

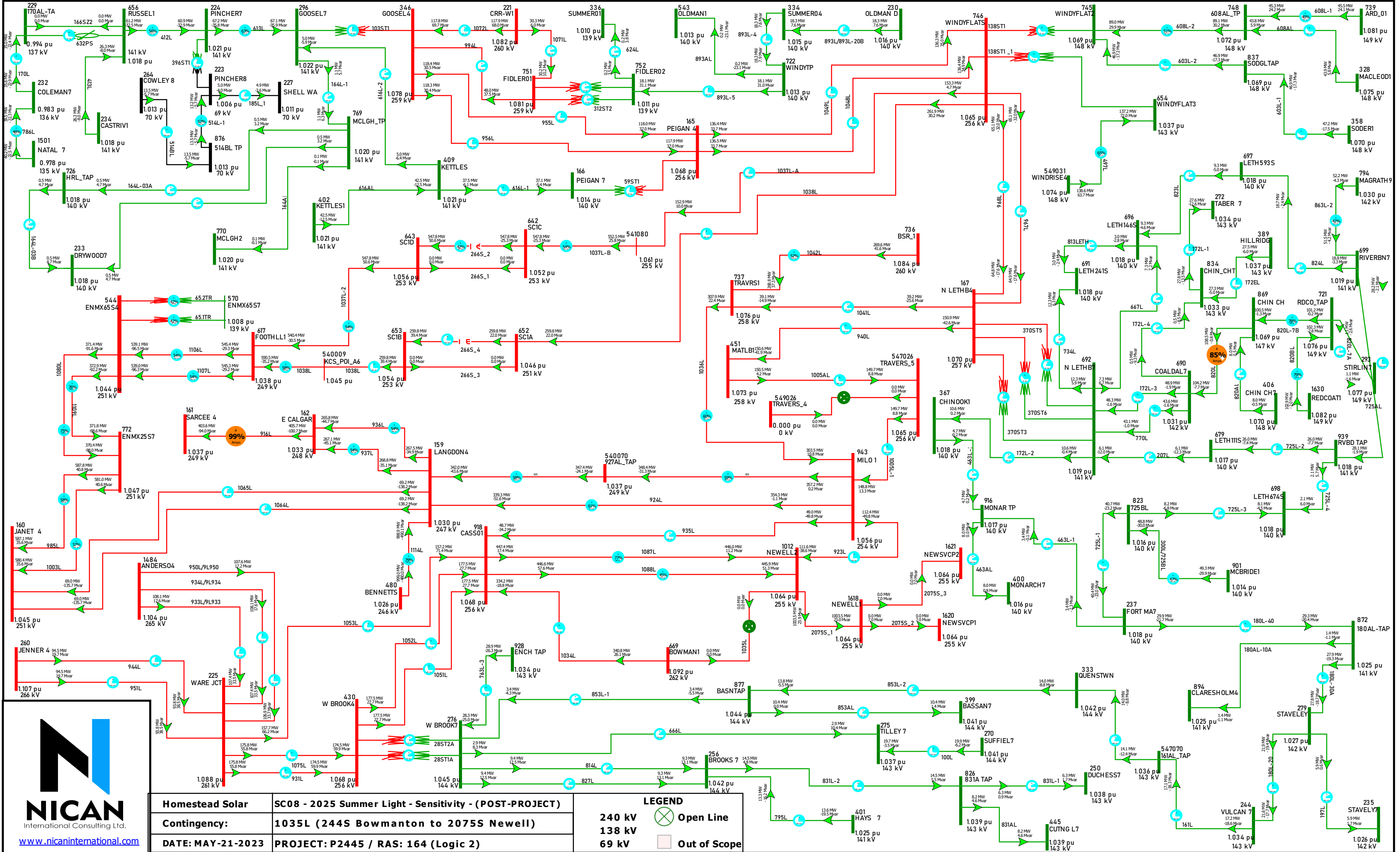
235 STAVELY7  
1.020 pu  
141 kV



<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1034L (244S Bowmanton to 324S Cassils)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: 164 (Logic 2)</b>

LEGEND	
240 kV	⊗ Open Line
138 kV	
69 kV	□ Out of Scope





<b>Homestead Solar</b>	<b>SC08 - 2025 Summer Light - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1035L (244S Bowmanton to 2075S Newell)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: 164 (Logic 2)</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

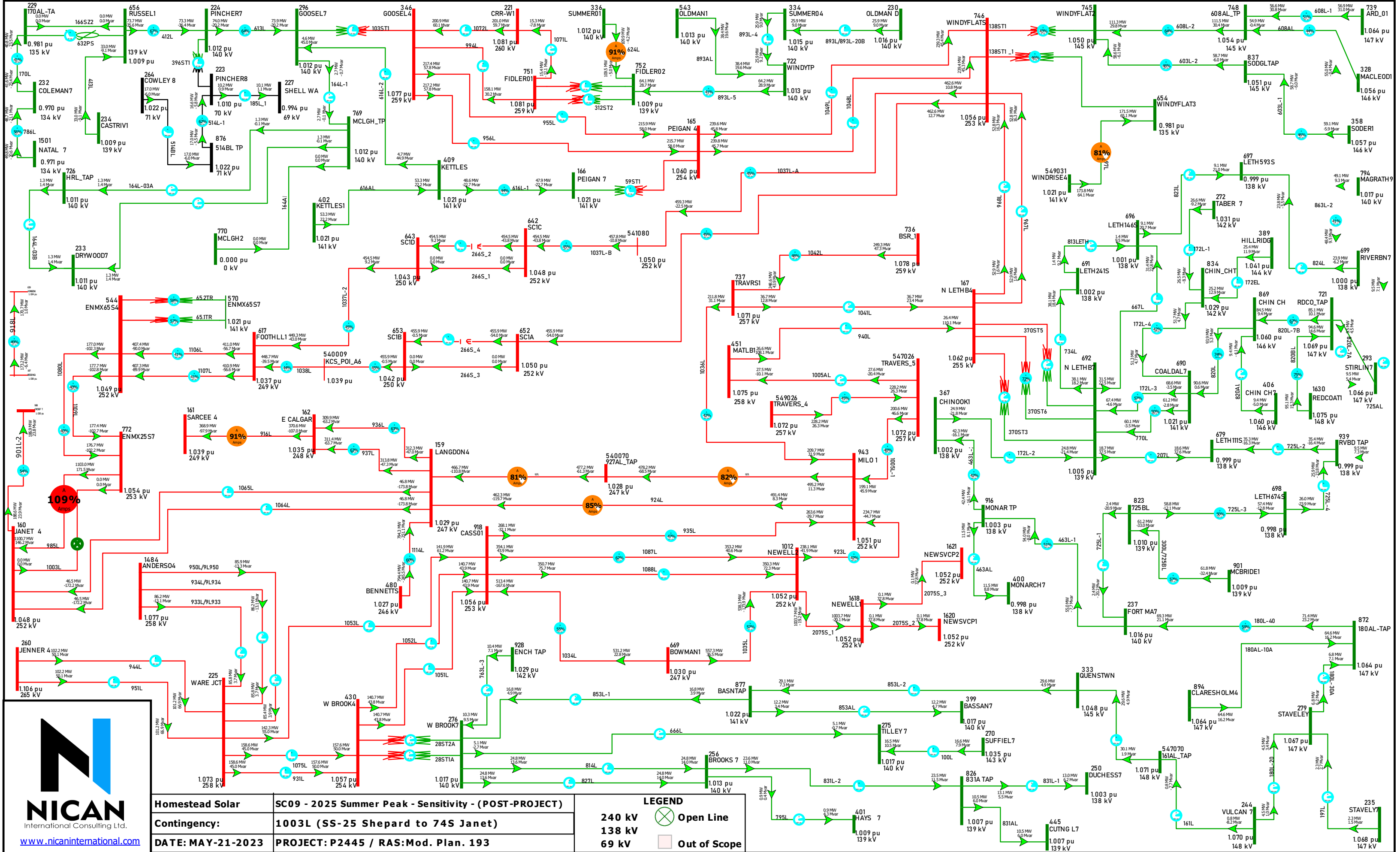
85%  
85%  
85%

235  
STAVELEY  
1.026 pu  
142 kV

# **2025 SUMMER Peak (Sensitivity)**

Single Line Diagrams  
P2445 - POST-PROJECT  
RAS RESPONSE SC09





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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1003L (SS-25 Shepard to 745 Janet)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS:Mod. Plan. 193</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**

**109% Amps**

**91% Amps**

**81% Amps**

**85% Amps**

**82% Amps**

**81% Amps**

**82% Amps**

**81% Amps**

**81% Amps**

**81% Amps**

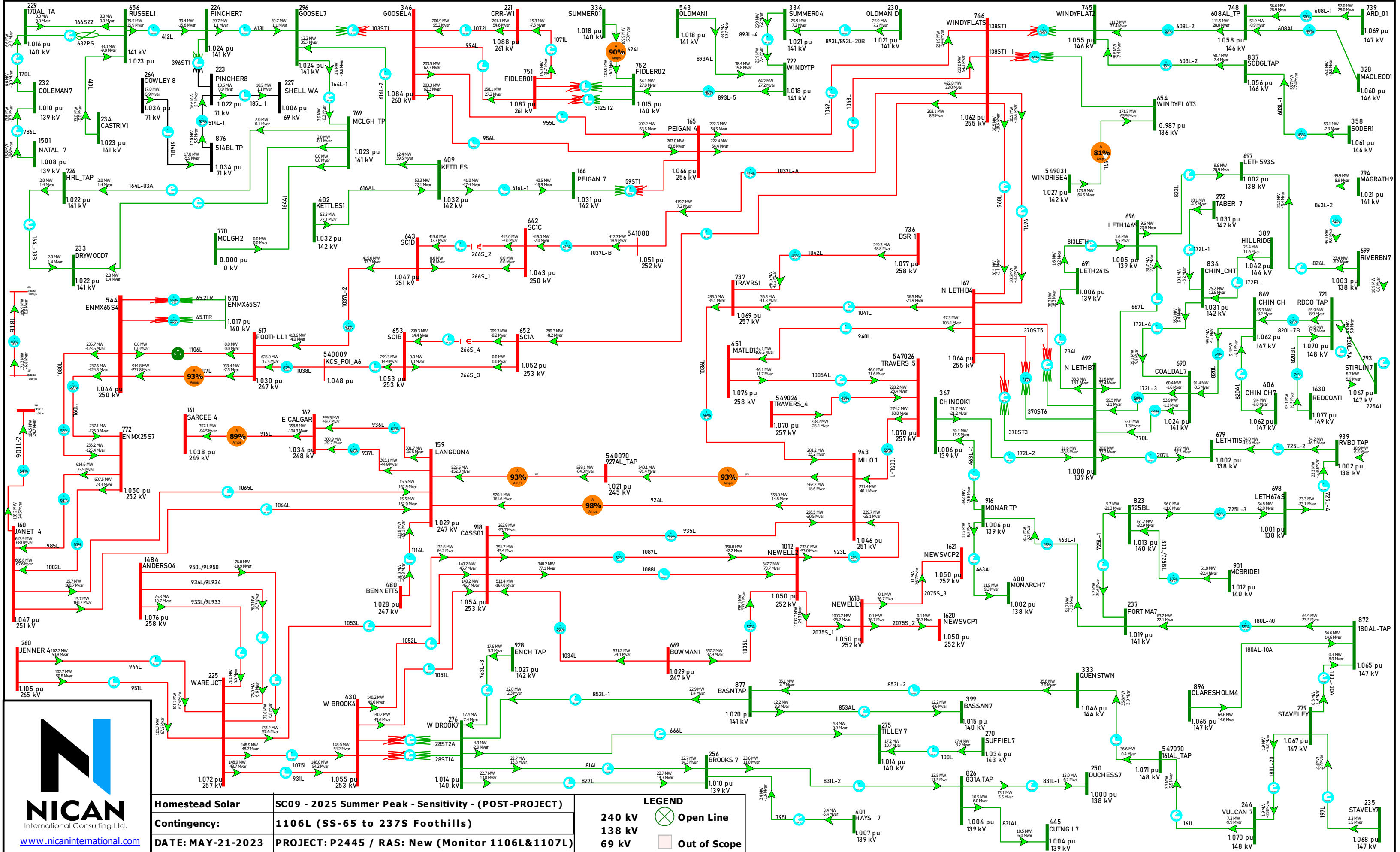
**81% Amps**

**81% Amps**









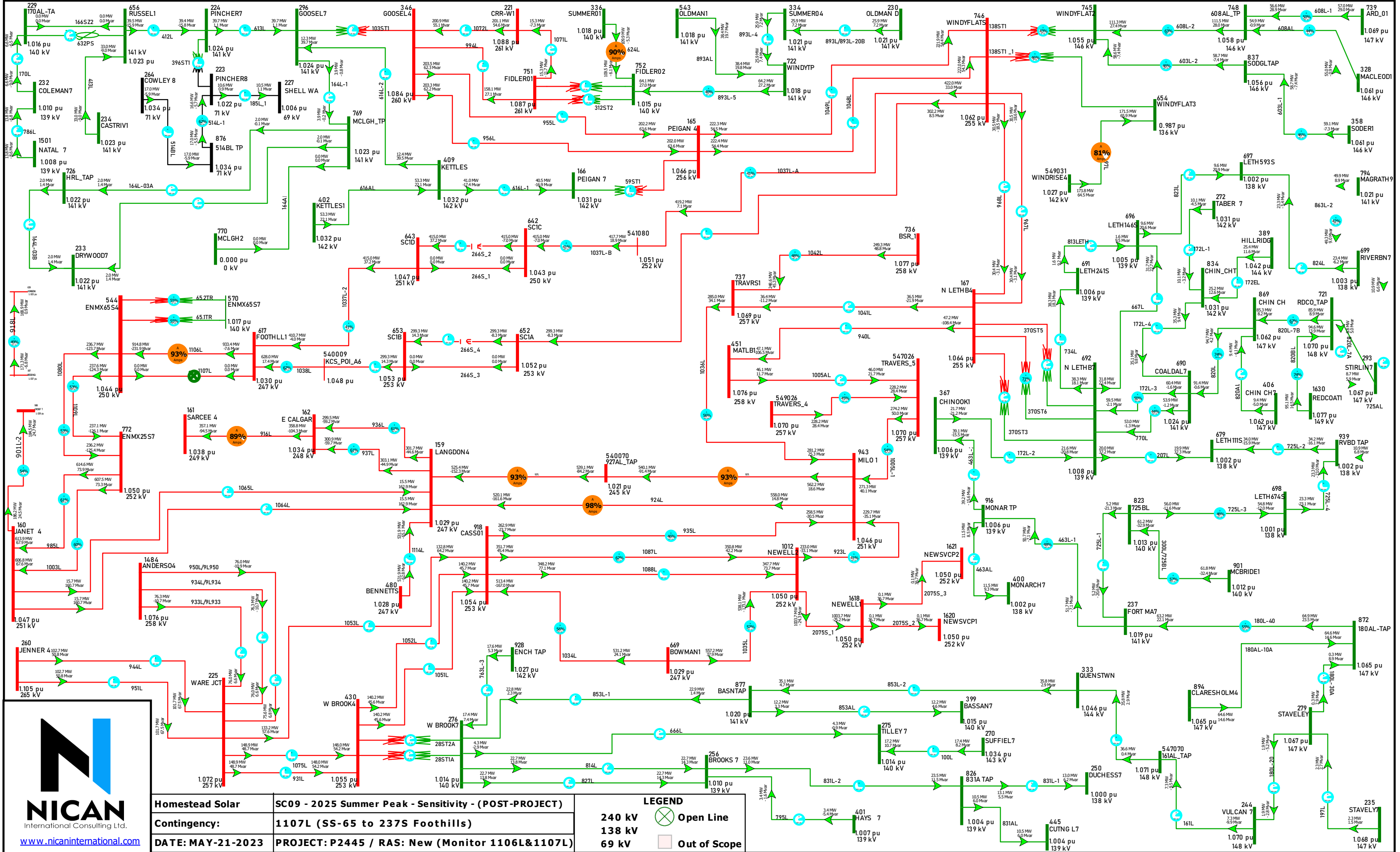
**NICAN**  
International Consulting Ltd.  
[www.nicaninternational.com](http://www.nicaninternational.com)

<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1106L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: New (Monitor 1106L&amp;1107L)</b>

<b>240 kV</b>	<b>Open Line</b>
<b>138 kV</b>	<b>Out of Scope</b>
<b>69 kV</b>	

**LEGEND**

235 STAVELY7  
1.068 pu  
147 kV



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International Consulting Ltd.  
[www.nicaninternational.com](http://www.nicaninternational.com)

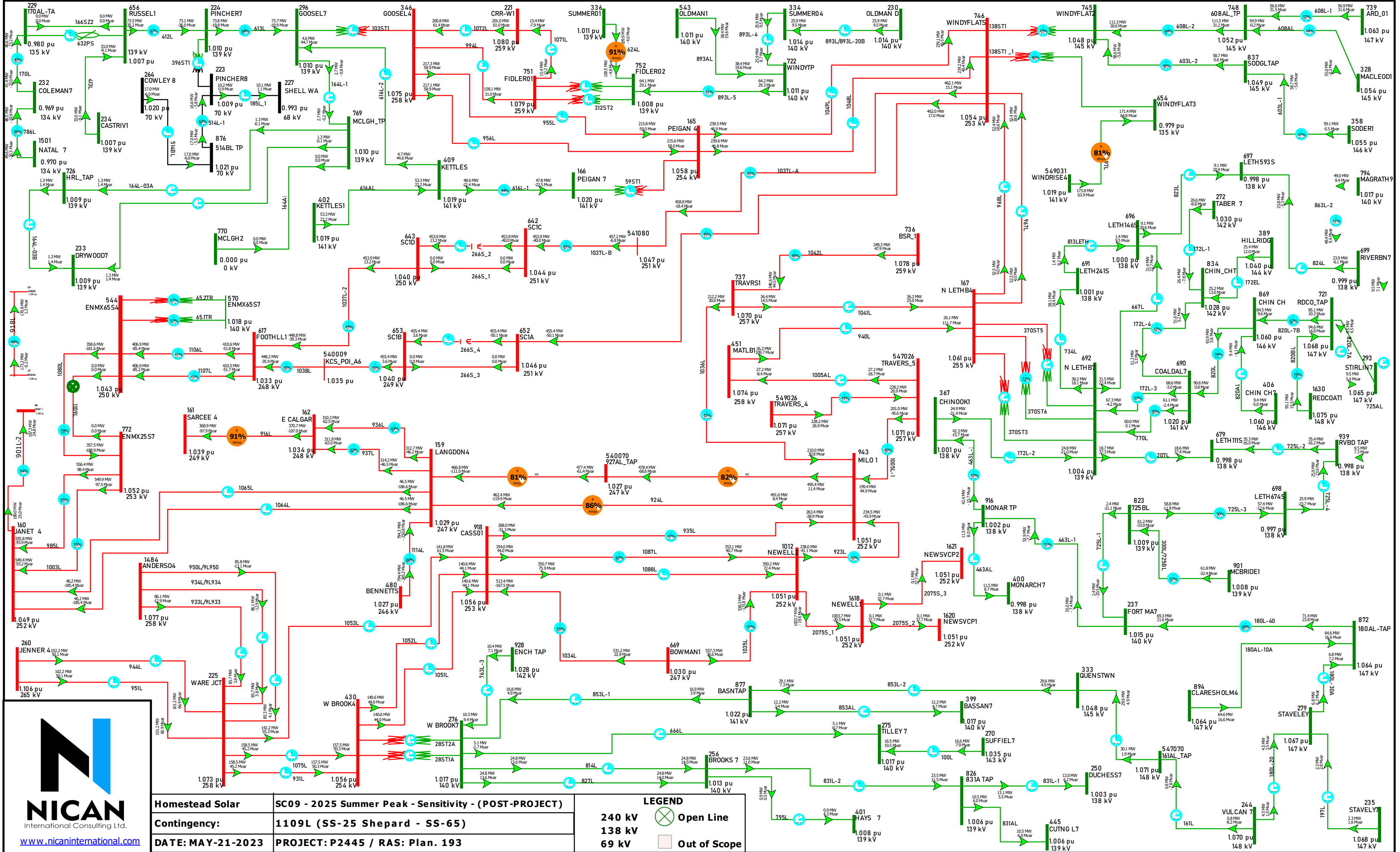
<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1107L (SS-65 to 237S Foothills)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: New (Monitor 1106L&amp;1107L)</b>

<b>240 kV</b>		<b>Open Line</b>
<b>138 kV</b>		<b>Out of Scope</b>
<b>69 kV</b>		

**LEGEND**

235 STAVELY 7  
1.068 pu  
147 kV

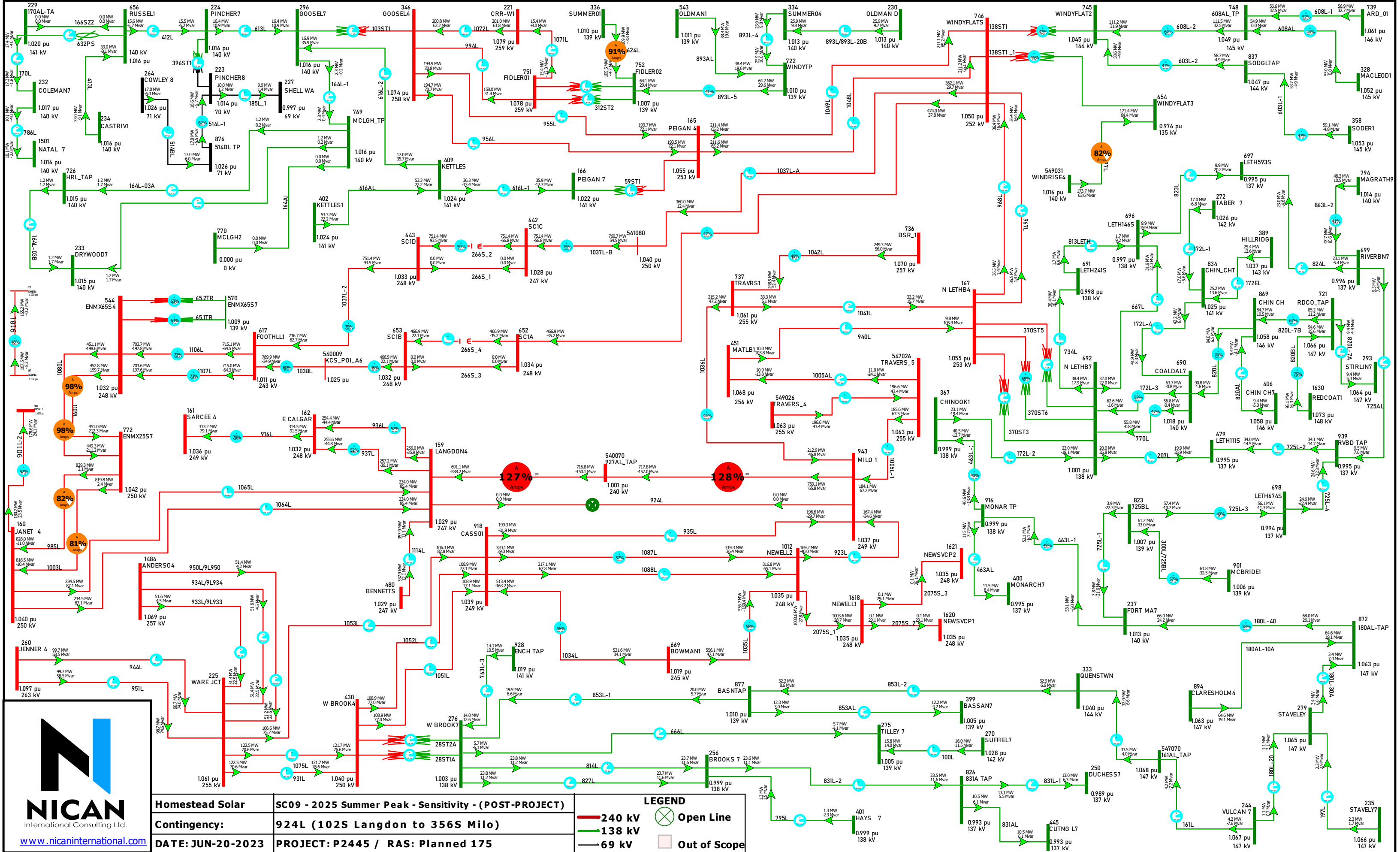




<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>1109L (SS-25 Shepard - SS-65)</b>
<b>DATE: MAY-21-2023</b>	<b>PROJECT: P2445 / RAS: Plan. 193</b>

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	

235 STAVELY7  
1.068 pu  
147 kV



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International Consulting Ltd.  
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<b>Homestead Solar</b>	<b>SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)</b>
<b>Contingency:</b>	<b>924L (102S Langdon to 356S Milo)</b>
<b>DATE: JUN-20-2023</b>	<b>PROJECT: P2445 / RAS: Planned 175</b>

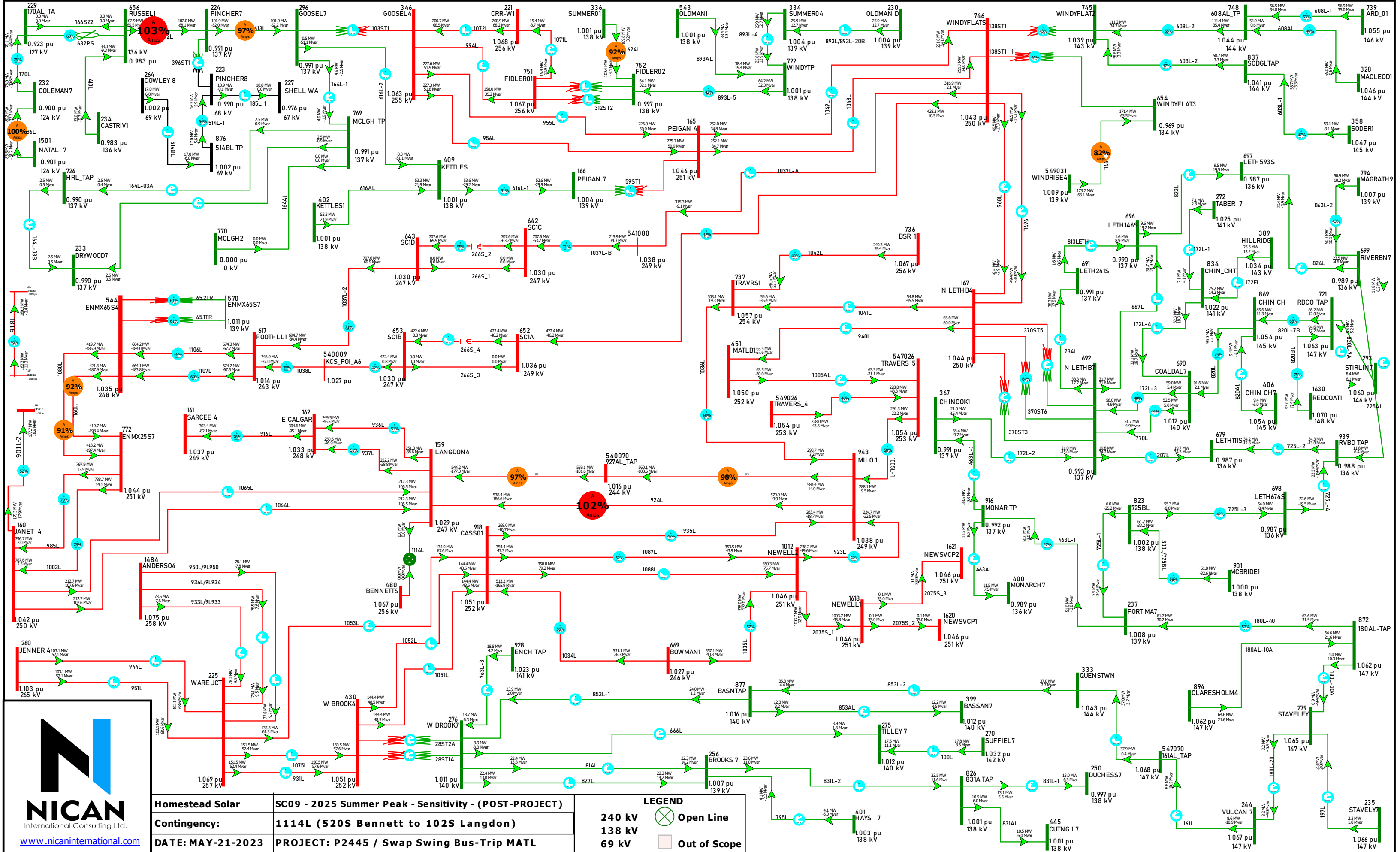
<b>LEGEND</b>	<b>Open Line</b>
<b>240 kV</b>	<b>138 kV</b>
<b>69 kV</b>	<b>Out of Scope</b>







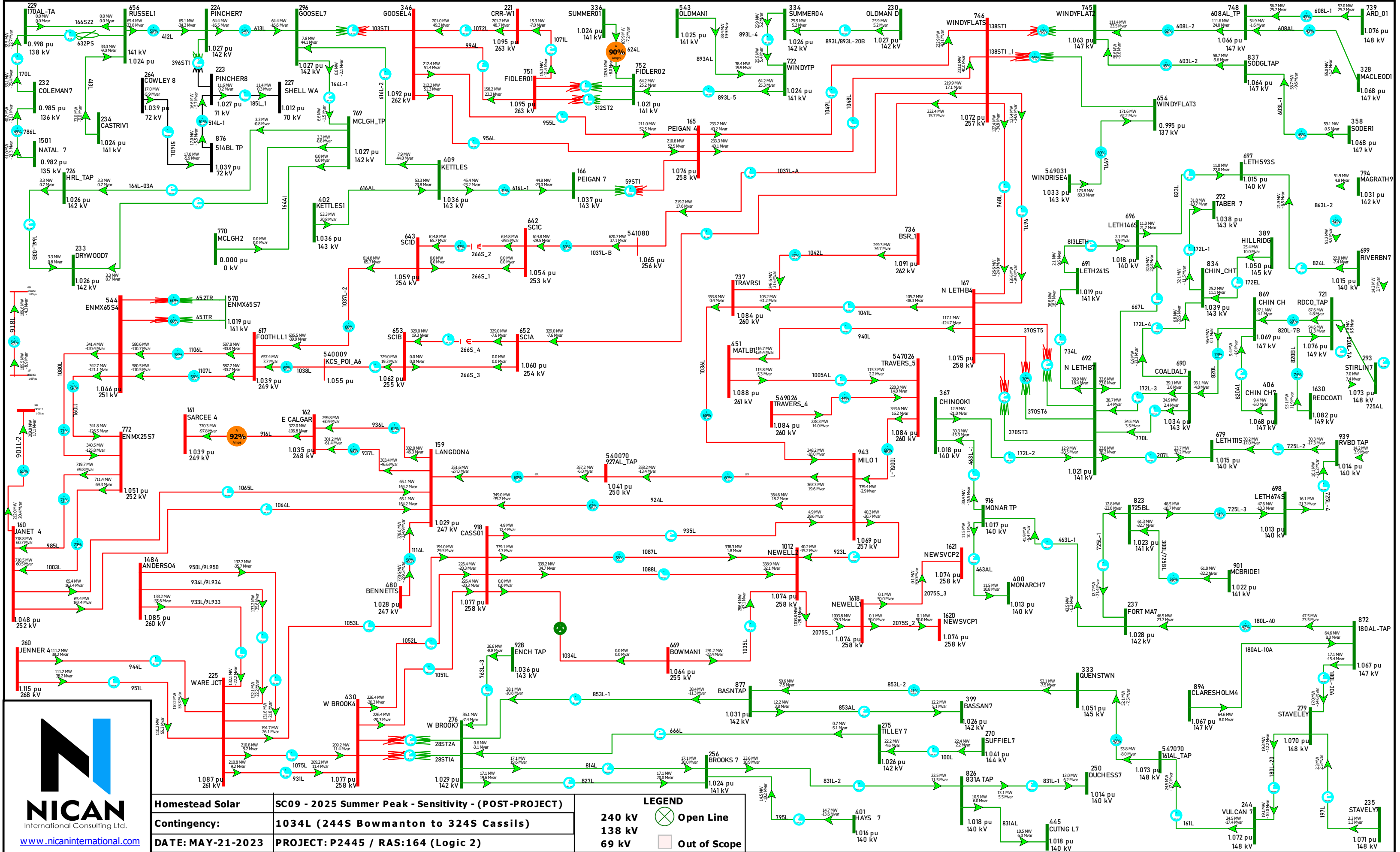




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Homestead Solar	SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)
Contingency:	1114L (520S Bennett to 102S Langdon)
DATE: MAY-21-2023	PROJECT: P2445 / Swap Swing Bus-Trip MATL

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	



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Homestead Solar	SC09 - 2025 Summer Peak - Sensitivity - (POST-PROJECT)
Contingency:	1034L (244S Bowmanton to 324S Cassils)
DATE: MAY-21-2023	PROJECT: P244S / RAS:164 (Logic 2)

LEGEND	
240 kV	⊗ Open Line
138 kV	□ Out of Scope
69 kV	





# Attachment A7

## Constraint Effective Factors Table

### Scenario 3

	Ardenville Wind	Bantry	Bassano 4355 DER Solar	Blackspring Ridge	Blue Trail Wind	Blue Trail Wind	Brooks Solar	Brooks Solar 1	Brooks Solar 2	Buffalo Plains	Castle River	Castle Rock Ridge 2	Castle Rock Wind Farm	Chin Chute	Coaldale	Coaldale Solar	Cowley Ridge	Cutting Lake	Enterprise Solar	Greengate Travers Solar	Homestead Solar	Kettels Hill	Kirkcaldy MPC Solar	Lethbridge DER	McBride Lake Windfarm	Monarch	Old Man River Wind	Oldman River Hydro	Parkland	Riverview Wind	Sodergen Wind	Solar Krafte Brooks	Stavely 3495 DER Solar	Stirling WAGF	Summerview	Suncor Chin Chute	Tilley	TransAlta Windrise	Vulcan Fairbairn Farms DG PV	Vulcan DER Solar	
<b>Contingency</b>	<b>Violation \ Generator (Bus Number)</b>																																								
1003L (SS-25 Shepard to 745 Janet)	0.3904	0.1501	0	0.2062	0.3827	0.381	0.1494	0.1494	0.1494	0.1423	0.3504	0.3809	0.3789	0.2384	0.267	0.2573	0.3484	0.1502	0.228	0	0.4295	0.37	0	0.2975	0.2679	0.2944	0.3762	0.3862	0.2517	0.3762	0.378	0.137	0.2517	0.2261	0.3826	0.238	0.1501	0.3835	0.2313	0.2313	
1038L (1385 Windy Flats to 2665 SC1 to P2373 Tap to 2375 Foothills)	0.1639	0.2703	0	0.2489	0.161	0.162	0.2719	0.2719	0.2719	0.299	0.1483	0.1604	0.1599	0.1867	0.2144	0.2311	0.1499	0.274	0.2452	0	0.118	0.1568	0	0.2177	0.2062	0.221	0.159	0.1622	0.2371	0.1591	0.1599	0.123	0.2371	0.1759	0.161	0.208	0.2704	0.1624	0.2439	0.2439	
1080L (SS-25 Shepard to SS-65)	0.4441	0.1667	0	0.2335	0.4377	0.4456	0.1658	0.1658	0.1658	0.1591	0.3974	0.4333	0.4331	0.2785	0.2953	0.2809	0.3953	0.1664	0.2486	0	0.5034	0.4217	0	0.3237	0.3052	0.3183	0.4319	0.4372	0.2724	0.432	0.4368	0.152	0.2724	0.2689	0.403	0.272	0.1667	0.4433	0.252	0.252	
1088L (3245 Cassils to 20755 Newell)	-0.0097	0.3142	0	-0.0433	-0.0098	-0.0108	0.3185	0.3185	0.3185	-0.0659	-0.0077	-0.0093	-0.0095	0.0295	0.0465	0.094	-0.0075	0.3233	0.1608	0	-0.0071	-0.0088	0	0.0145	0.0286	0.0251	-0.0096	-0.0092	0.1144	-0.0096	-0.0102	0.3336	0.1144	0.0244	-0.0093	0.0702	0.3147	-0.0103	0.1539	0.1539	
1109L (SS-25 Shepard to SS-65)	0.4438	0.1666	0	0.2334	0.4374	0.4454	0.1657	0.1657	0.1657	0.159	0.3971	0.4333	0.4328	0.2784	0.2951	0.2807	0.395	0.1663	0.2484	0	0.5031	0.4215	0	0.3235	0.305	0.3181	0.4317	0.437	0.2723	0.4317	0.4366	0.1519	0.2723	0.2688	0.4348	0.2719	0.1666	0.4431	0.2519	0.2519	
918L (SS-162 Beddington to 2815 Johnson)	-0.0384	-0.0441	0	-0.0297	-0.0376	-0.0372	-0.0429	-0.0429	-0.0429	-0.0271	-0.0426	-0.0388	-0.0385	0.0317	-0.0364	-0.0385	-0.0391	-0.0432	-0.0402	0	-0.0375	-0.0404	0	-0.0372	-0.0348	-0.0376	-0.0381	-0.0394	-0.0384	-0.0382	-0.037	-0.0426	-0.0394	-0.0382	-0.037	-0.0426	-0.0394	-0.0382	-0.037	-0.0426	-0.0394
927L (1025 Langdon to 3565 Milo)	0.206	0.3789	0	0.2437	0.2026	0.2052	0.3809	0.3809	0.3809	0.3446	0.1867	0.2016	0.2015	0.2544	0.2909	0.3151	0.19	0.3446	0.3371	0	0.1598	0.1777	0	0.2933	0.28	0.298	0.2008	0.2039	0.3239	0.2007	0.2018	0.3839	0.3239	0.2401	0.2026	0.286	0.3791	0.2073	0.3351	0.3351	
927L (3565 Milo to 927AL Tap to 1025 Langdon)	0.2055	0.3777	0	0.2462	0.2022	0.2048	0.3797	0.3797	0.3797	0.3497	0.1864	0.2016	0.2011	0.2537	0.2901	0.3143	0.1896	0.3828	0.3362	0	0.1595	0.1797	0	0.2925	0.2793	0.2972	0.2003	0.2035	0.323	0.2002	0.2014	0.3827	0.2027	0.233	0.2395	0.2022	0.2853	0.3779	0.2069	0.3341	0.3341
985L (SS-25 Shepard to 745 Janet)	0.3901	0.15	0	0.306	0.3824	0.3807	0.1493	0.1493	0.1493	0.1422	0.3501	0.3806	0.3786	0.2383	0.2668	0.2571	0.1882	0.1501	0.2278	0	0.4292	0.3697	0	0.2973	0.2677	0.2941	0.3759	0.386	0.2515	0.3759	0.3777	0.1369	0.2515	0.2259	0.3824	0.2379	0.15	0.3832	0.2311	0.2311	

### Scenario 4

	Ardenville Wind	Bantry	Bassano 4355 DER Solar	Blackspring Ridge	Blue Trail Wind	Blue Trail Wind	Brooks Solar	Brooks Solar 1	Brooks Solar 2	Buffalo Plains	Castle River	Castle Rock Ridge 2	Castle Rock Wind Farm	Chin Chute	Coaldale	Coaldale Solar	Cowley Ridge	Cutting Lake	Enterprise Solar	Greengate Travers Solar	Homestead Solar	Kettels Hill	Kirkcaldy MPC Solar	Lethbridge DER	McBride Lake Windfarm	Monarch	Old Man River Wind	Oldman River Hydro	Parkland	Riverview Wind	Sodergen Wind	Solar Krafte Brooks	Stavely 3495 DER Solar	Stirling WAGF	Summerview	Suncor Chin Chute	Tilley	TransAlta Windrise	Vulcan Fairbairn Farms DG PV	Vulcan 2555 DER Solar	
<b>Contingency</b>	<b>Violation \ Generator (Bus Number)</b>																																								
1003L (SS-25 Shepard to 745 Janet)	0.3724	0.1484	0.1403	0.2062	0.365	0.3622	0.1471	0.14	0.14	0.1472	0.337	0.364	0.3617	0.2436	0.2669	0.2208	0.336	0.1492	0.1939	0.2066	0.4031	0.3575	0	0.2948	0.2545	0.2776	0.3594	0.3889	0.2176	0.359	0.3592	0.1369	0.2141	0.2358	0.3653	0.2374	0.1486	0.3627	0.198	0.1953	
1037L (1385 Windy Flats to Homestead Tap to 2665 SC1 to 2375 Foothills)	0.1729	0.2607	0.2295	0.2552	0.1701	0.172	0.2609	0.245	0.2448	0.3135	0.1574	0.1696	0.1691	0.2035	0.2235	0.2042	0.1592	0.2637	0.2109	0.2598	0	0.1661	0	0.2261	0.2077	0.2183	0.1696	0.1713	0.2089	0.1685	0.1691	0.1691	0.2056	0.197	0.1702	0.2161	0.2614	0.1715	0.2115	0.2083	
1038L (1385 Windy Flats to 2665 SC1 to P2373 Tap to 2375 Foothills)	0.1671	0.2581	0.2273	0.2504	0.1644	0.1657	0.2584	0.2428	0.2426	0.3111	0.152	0.164	0.1635	0.1982	0.2186	0.1991	0.1537	0.2642	0.2065	0.2553	0.1225	0.1604	0	0.2029	0.2022	0.2128	0.1629	0.1656	0.204	0.1628	0.1633	0.2605	0.2008	0.1917	0.1645	0.2132	0.2588	0.1655	0.207	0.2039	
1038L (1385 Windy Flats to 2665 SC1 to P2373 Tap to 2375 Foothills)	0.1671	0.2588	0.2287	0.2504	0.1654	0.1667	0.2601	0.2444	0.2442	0.3131	0.153	0.165	0.1645	0.1995	0.22	0.2004	0.1547	0.2659	0.2079	0.2569	0.1217	0.1604	0	0.2223	0.2035	0.2128	0.1639	0.1667	0.2054	0.1639	0.1643	0.2622	0.2021	0.1929	0.1656	0.2146	0.2605	0.1666	0.2083	0.2052	
1080L (SS-25 Shepard to SS-65)	0.4403	0.164	0.1569	0.2333	0.4338	0.4421	0.1624	0.1548	0.1549	0.1592	0.3963	0.431	0.4305	0.2862	0.2967	0.2619	0.3931	0.1645	0.1597	0.227	0.2336	0.4998	0.4174	0	0.3237	0.2975	0.3149	0.4295	0.4344	0.2555	0.4295	0.4331	0.1493	0.2519	0.28	0.4323	0.2736	0.1641	0.44	0.232	0.2294
1088L (3245 Cassils to 20755 Newell)	-0.0089	0.3041	0.2461	-0.0436	-0.0088	-0.0094	0.3063	0.3063	0.3063	-0.0707	-0.007	-0.0085	-0.0086	0.0396	0.0501	0.0712	-0.0062	0.3177	0.1266	0	-0.0059	-0.0076	0	0.0159	0.0302	0.0303	-0.0086	-0.0085	0.087	-0.0086	-0.0087	0.3288	0.087	0.0244	-0.0083	0.0702	0.3058	-0.0092	0.1215	0.1188	
1106L (SS-65 to 2375 Foothills)	0.1524	0.2508	0.2201	0.2418	0.1499	0.1514	0.2511	0.2356	0.2354	0.3039	0.1387	0.1495	0.1491	0.1884	0.2081	0.1899	0.1486	0.2569	0.1981	0.2465	0	0.1248	0.1463	0	0.2097	0.192	0.202	0.1485	0.151	0.195	0.1485	0.1489	0.2537	0.1918	0.1821	0.15	0.2035	0.2515	0.15	0.1985	0.1954
1106L (SS-65 to 2375 Foothills)	0.1534	0.2524	0.2215	0.2433	0.1509	0.1523	0.2527	0.2371	0.2369	0.3058	0.1396	0.1505	0.1501	0.1894	0.2081	0.1899	0.1486	0.2569	0.1981	0.2465	0	0.1248	0.1463	0	0.2096	0.192	0.202	0.1485	0.151	0.195	0.1485	0.1489	0.2537	0.1918	0.1821	0.15	0.2035	0.2515	0.15	0.1985	0.1954
1107L (SS-65 to 2375 Foothills)	0.1534	0.2524	0.2215	0.2433	0.1509	0.1523	0.2527	0.2371	0.2369	0.3058	0.1396	0.1505	0.1501	0.1896	0.2094	0.1911	0.1415	0.2586	0.1994	0.2481	0	0.1256	0.1473	0	0.211	0.1933	0.2033	0.1495	0.152	0.1962	0.1494	0.1499	0.2553	0.1931	0.1833	0.151	0.2048	0.2531	0.1519	0.1997	0.1967
1109L (SS-25 Shepard to SS-65)	0.44	0.1639	0.1568	0.2332	0.4335	0.4418	0.1627	0.1547	0.1548	0.1591	0.3961	0.4307	0.4302	0.286	0.2965	0.2617	0.3929	0.1646	0.1591	0.2269	0.2335	0.4995	0.4173	0	0.3235	0.2973	0.3147	0.4293	0.4342	0.2553	0.4293	0.4328	0.1492	0.2518	0.2798	0.4321	0.2734	0.164	0.4397	0.2319	0.2292
1114L (S205 Bennett to 1025 Langdon)	-0.0378	-0.0178	-0.0174	-0.0232	-0.0378	-0.0404	-0.0177	-0.0172	-0.0172	-0.0172	0.8507	-0.0468	-0.0474	-0.0291	-0.026	-0.0268	-0.0711	-0.0177	-0.0237	-0.0231	-0.0312	-0.0724	0	-0.0269	-0.0288	-0.0282	-0.0479	-0.0466	-0.026	-0.048	-0.0386	-0.0166	-0.0257	-0.0292	-0.047	-0.0265	-0.0178	-0.0396	-0.0241	-0.0239	
1114L (S205 Bennett to 1025 Langdon)	-0.0376	-0.0154	-0.0149	-0.0232	-0.0375	-0.0396	-0.0173	-0.0149	-0.0149	-0.0157	0.8749	-0.0468	-0.0474	-0.0291	-0.026	-0.0268	-0.0711	-0.0177	-0.0237	-0.0231	-0.0312	-0.0724	0	-0.0269	-0.0288	-0.0282	-0.0479	-0.0466	-0.026	-0.048	-0.0386	-0.0166	-0.0257	-0.0292	-0.047	-0.0265	-0.0178	-0.0396	-0.0241	-0.0239	
1114L (S205 Bennett to 1025 Langdon)	-0.0341	-0.0163	-0.0158	-0.0211	-0.034	-0.0361	-0.0161	-0.0157	-0.0157	-0.0158	0.8894	-0.0468	-0.0474	-0.0291	-0.026	-0.0268	-0.0711	-0.0177	-0.0237	-0.0231	-0.0312	-0.0724	0	-0.0269	-0.0288	-0.0282	-0.0479	-0.0466	-0.026	-0.048	-0.0386	-0.0166	-0.0257	-0.0292	-0.047	-0.0265	-0.0178	-0.0396	-0.0241	-0.0239	
1114L (S205 Bennett to 1025 Langdon)	0.1031	0.2104	0.1848	0.2021	0.1016	0.1031	0.2111	0.1983	0.1983	0.1983	0.2626	0.0966	0.1016	0.1015	0.1487	0.1524																									