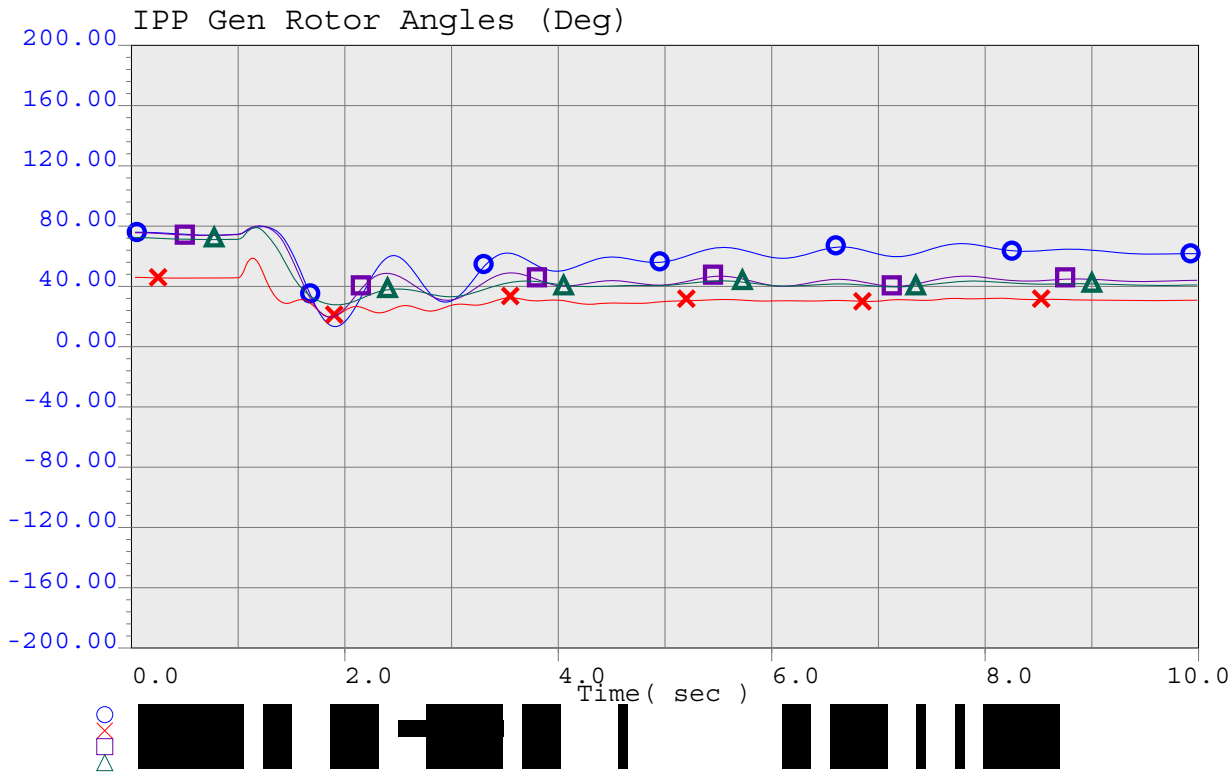
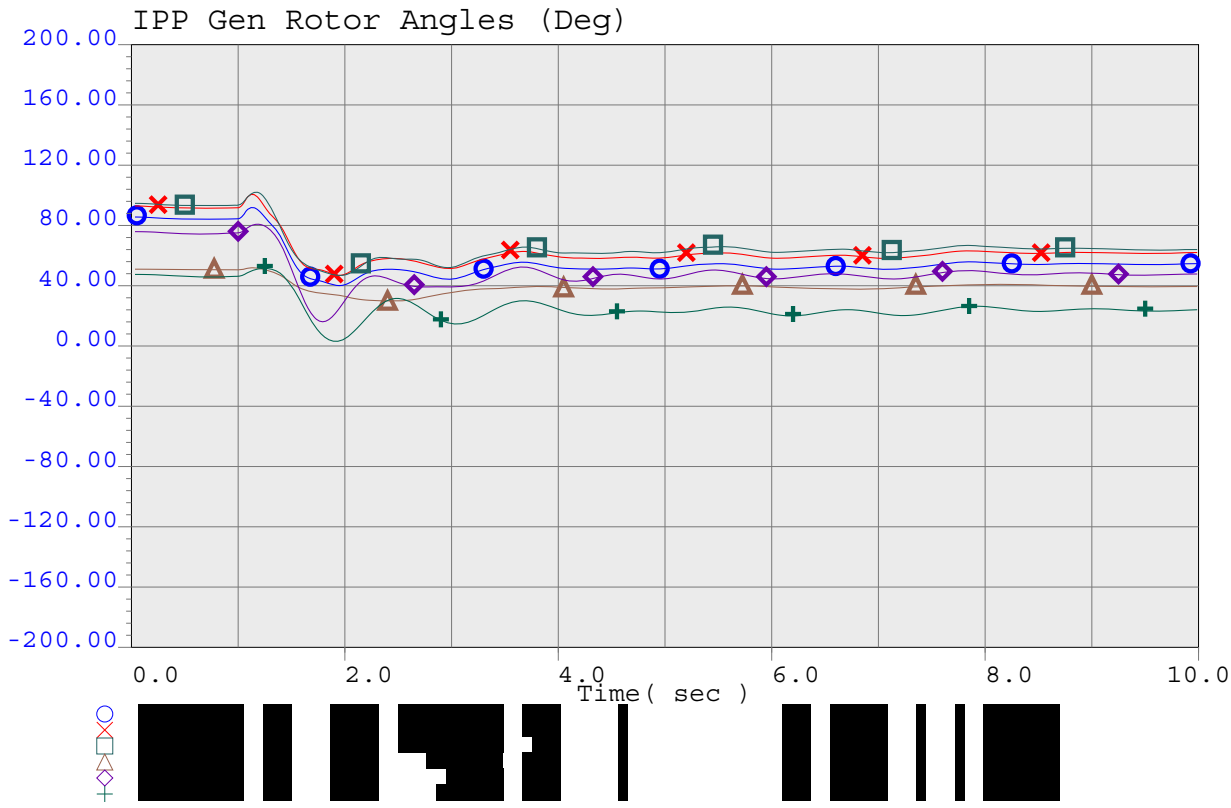
DOCKETED	
Docket Number:	23-AFC-02
Project Title:	Elmore North Geothermal Project (ENGP)
TN #:	254041-2
Document Title:	Elmore North Geothermal Project CURE Data Response Set 3 (Responses to Data Requests 248 to 254) Part 2
Description:	N/A
Filer:	Lindsey Xayachack
Organization:	Jacobs
Submitter Role:	Applicant Consultant
Submission Date:	1/19/2024 4:39:05 PM
Docketed Date:	1/19/2024

SYSTEM IMPACT STUDY (Rotor Angles)





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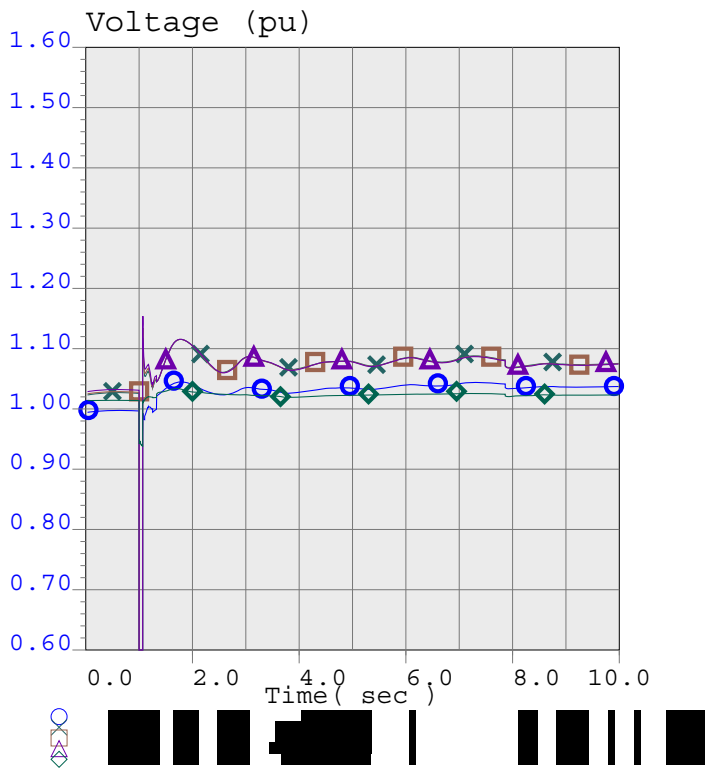
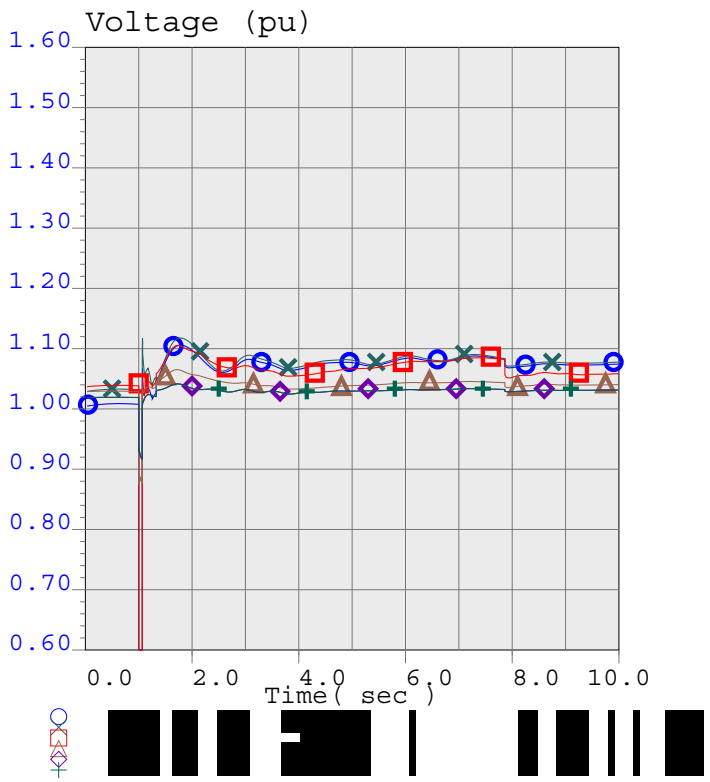
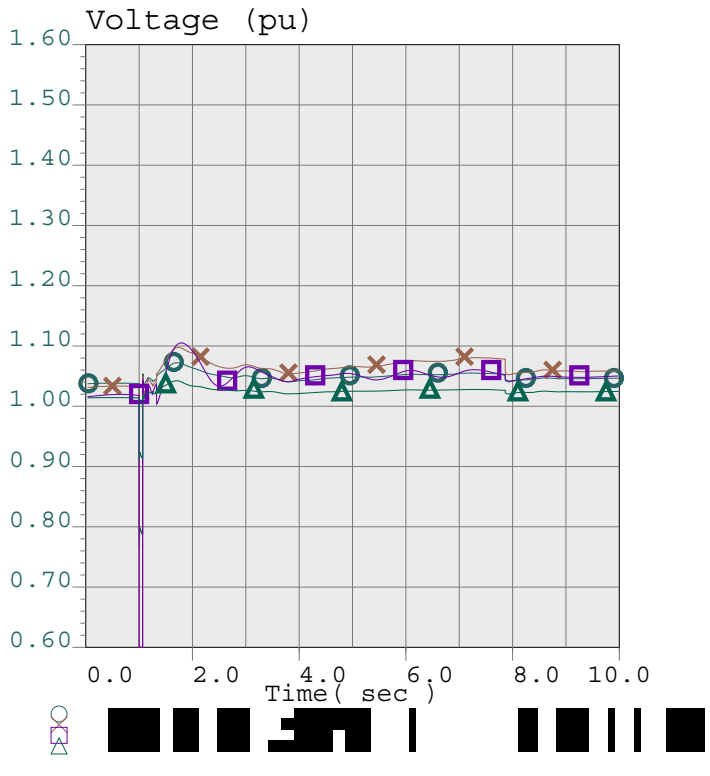
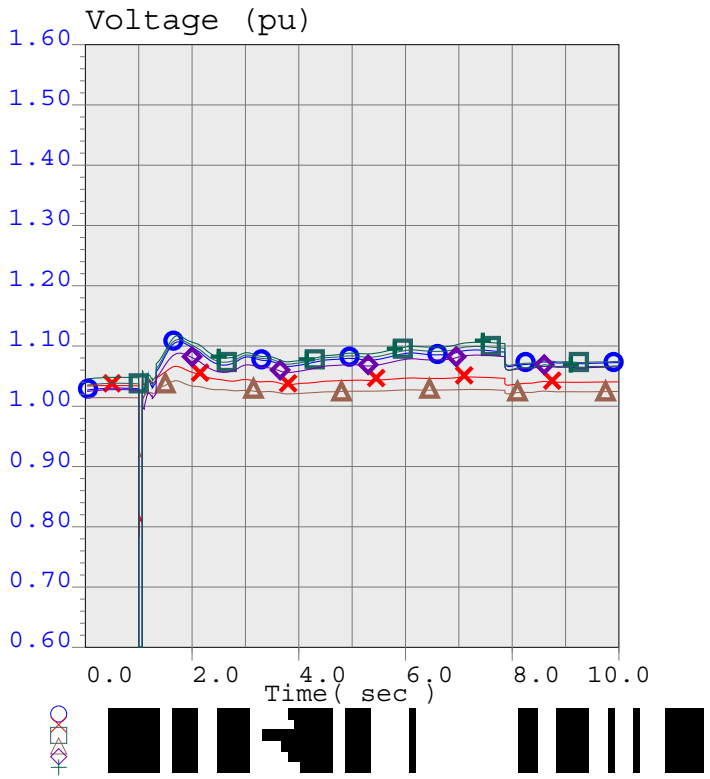
SYSTEM IMPACT STUDY (Voltage)









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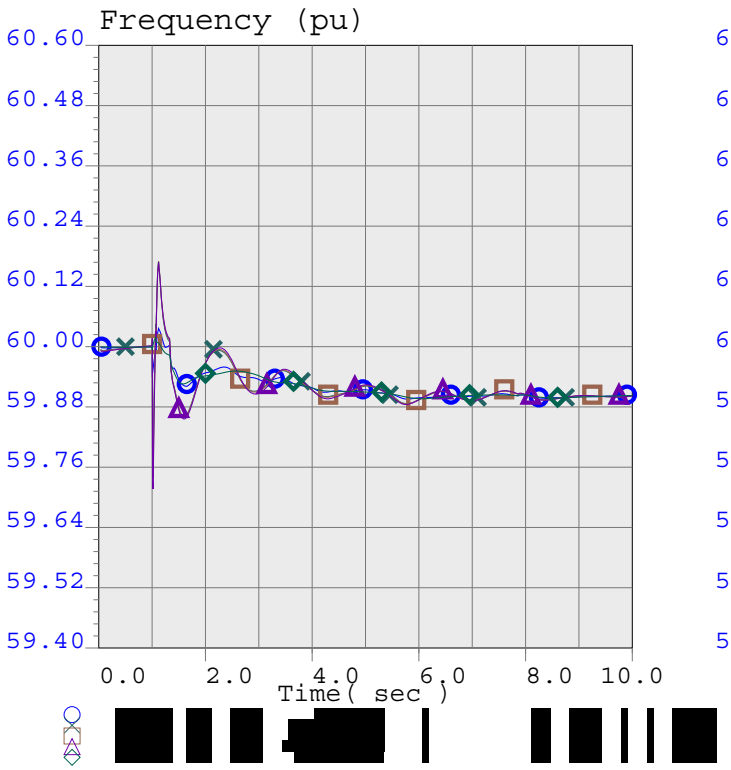

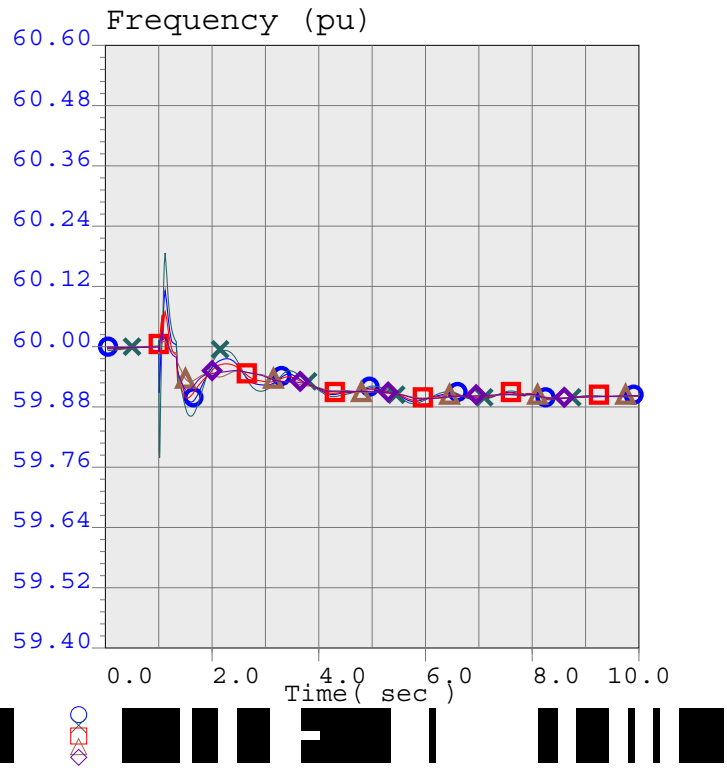

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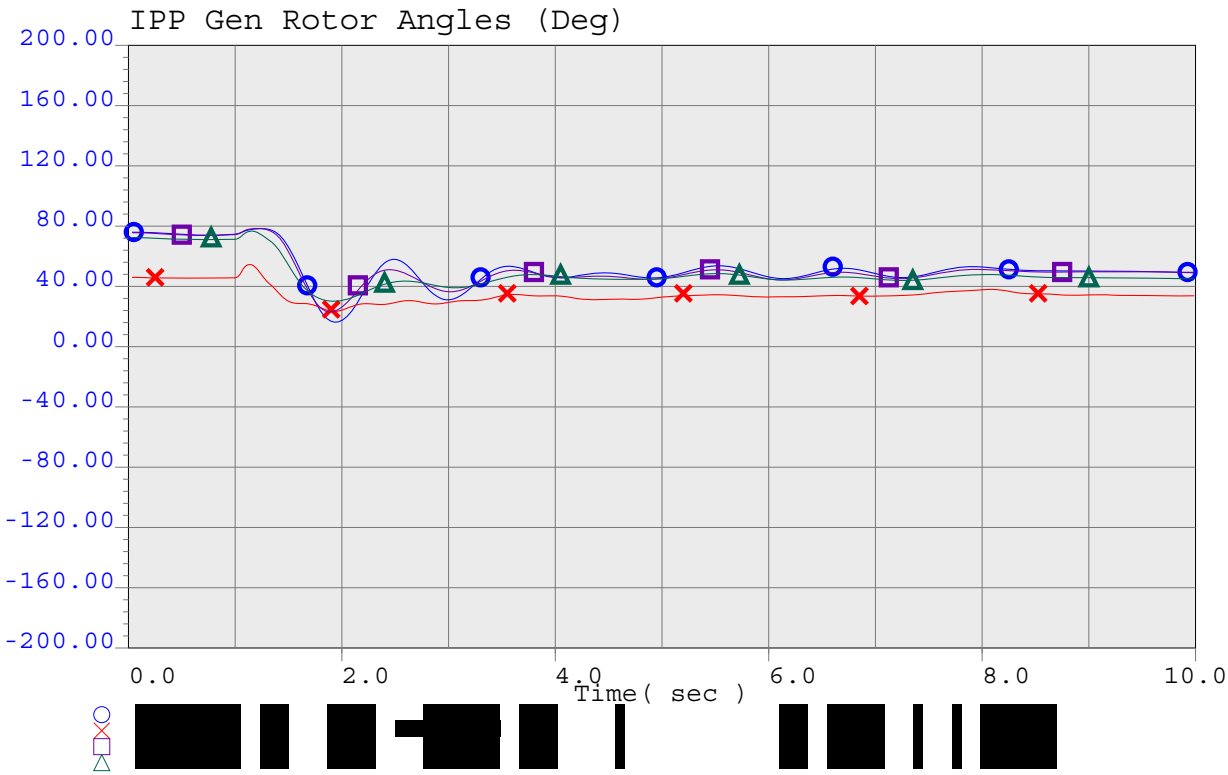

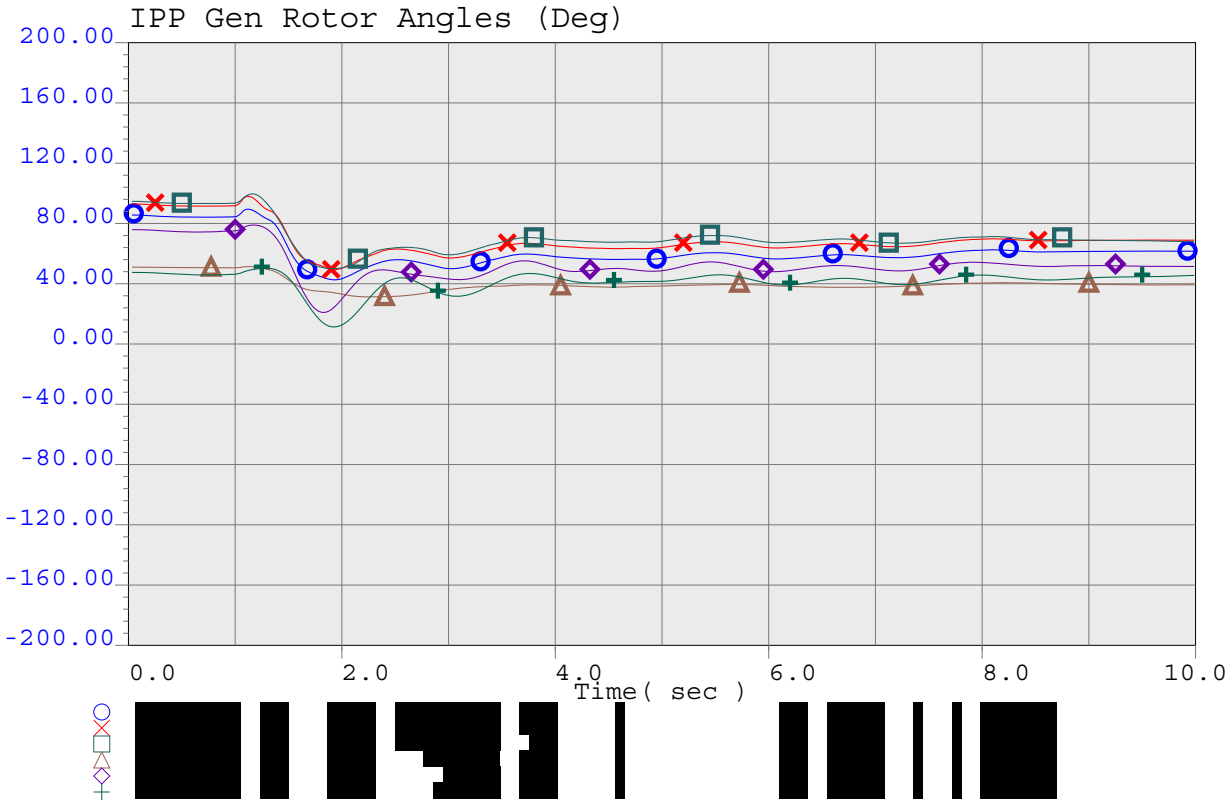

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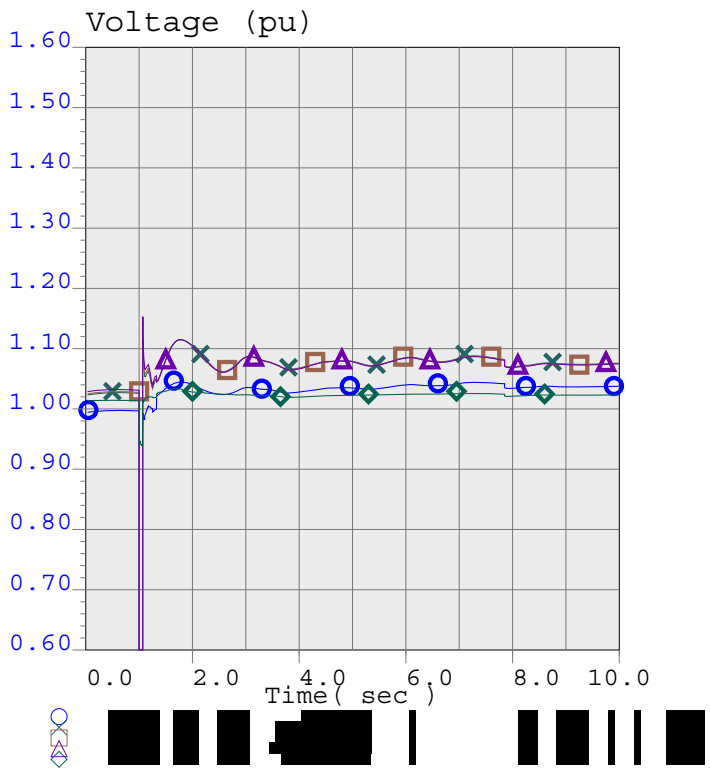

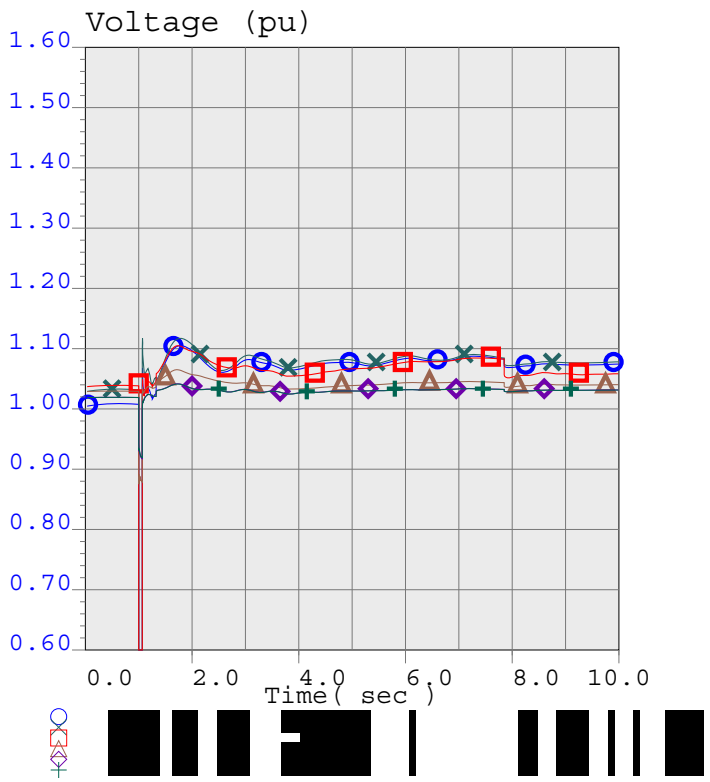

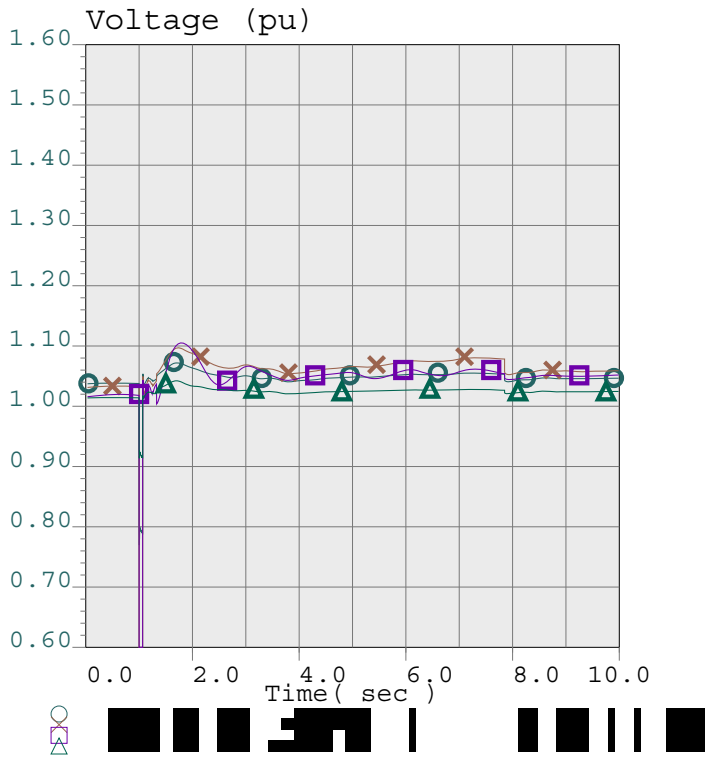

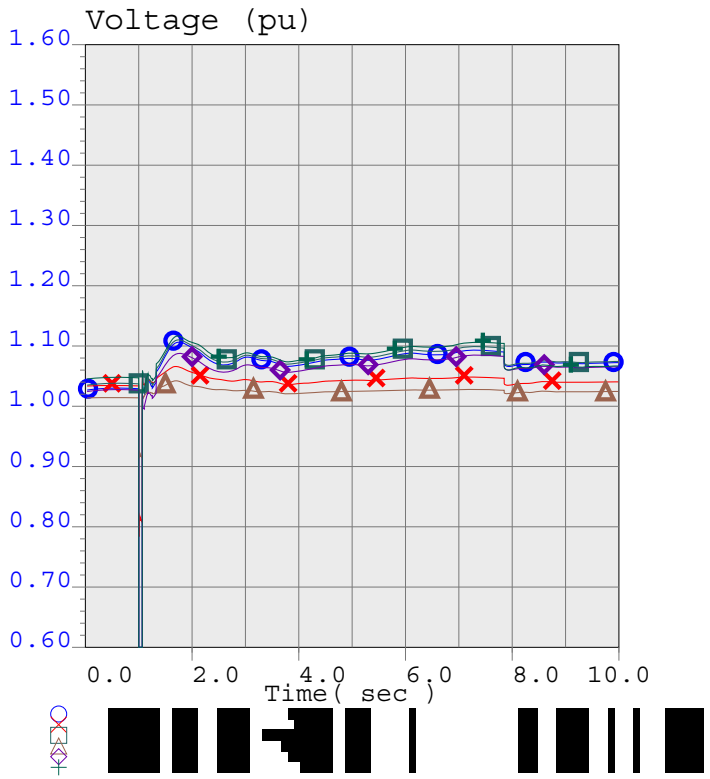

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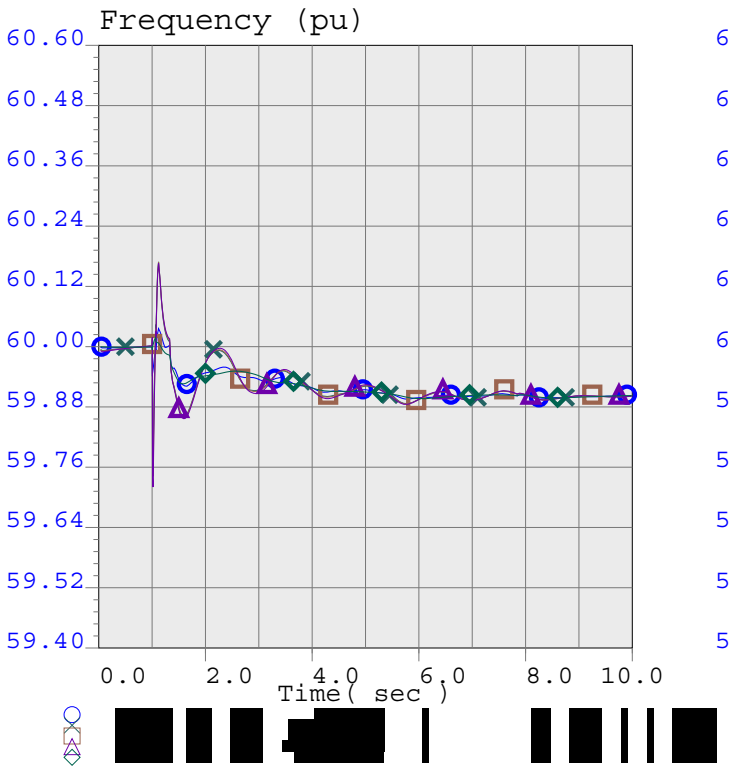

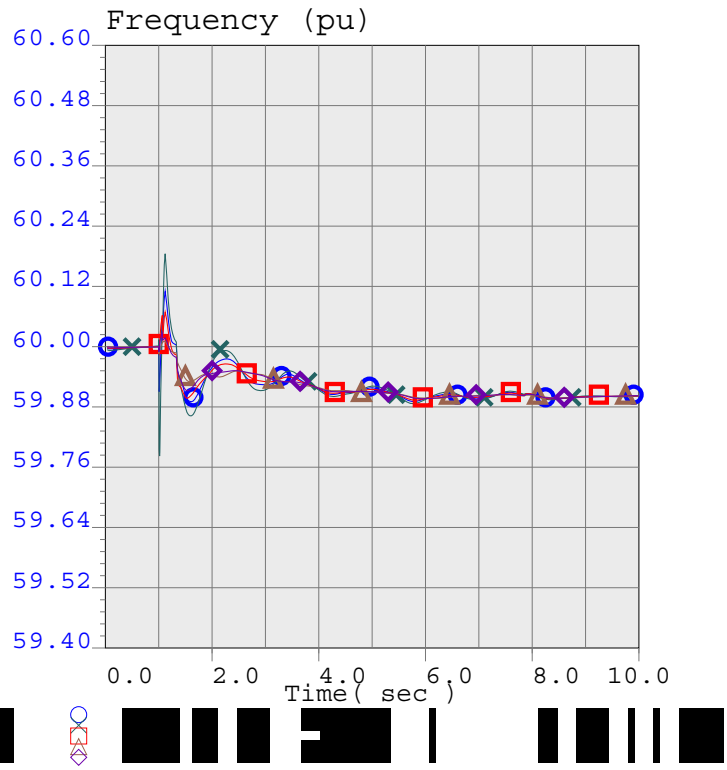

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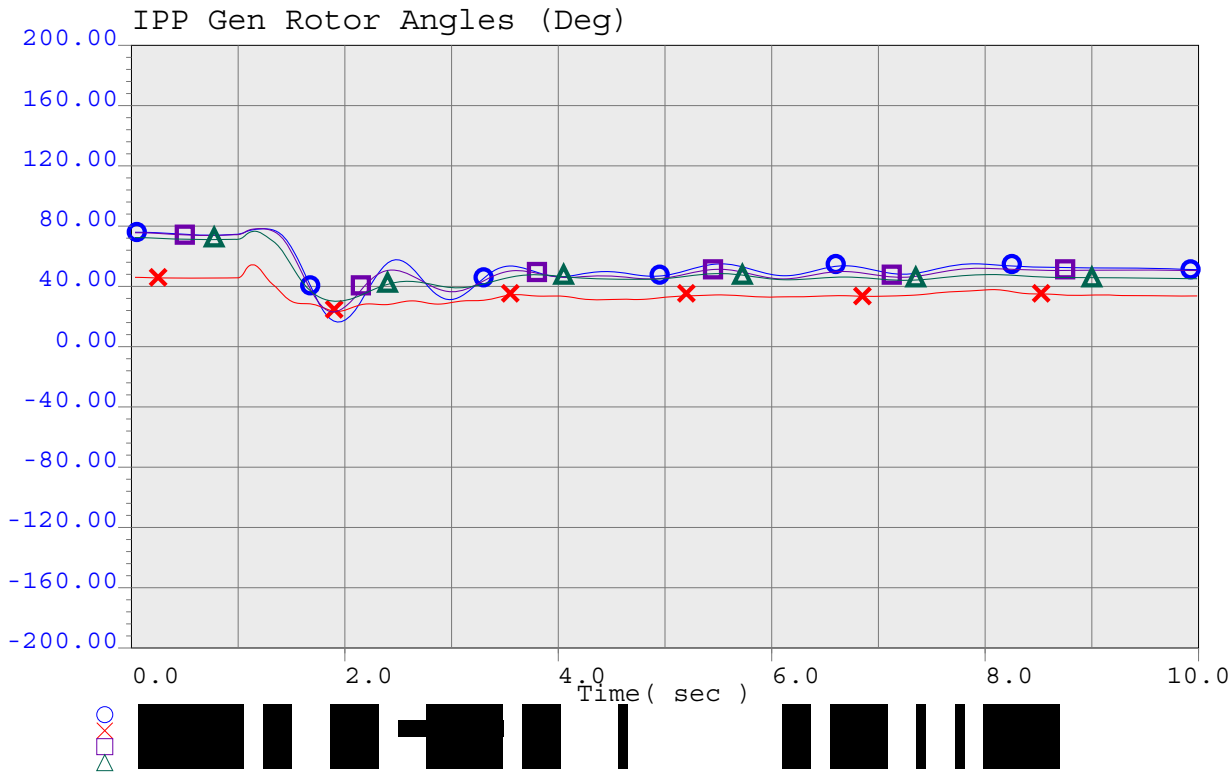

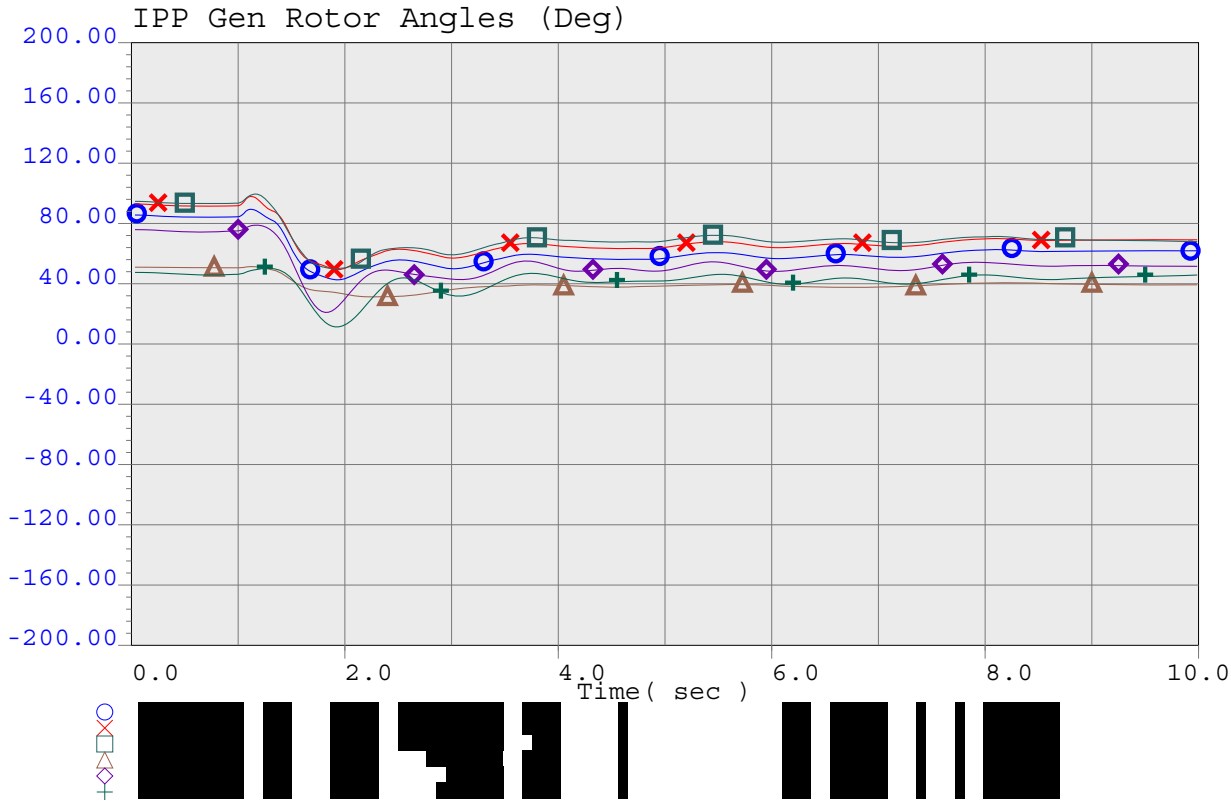

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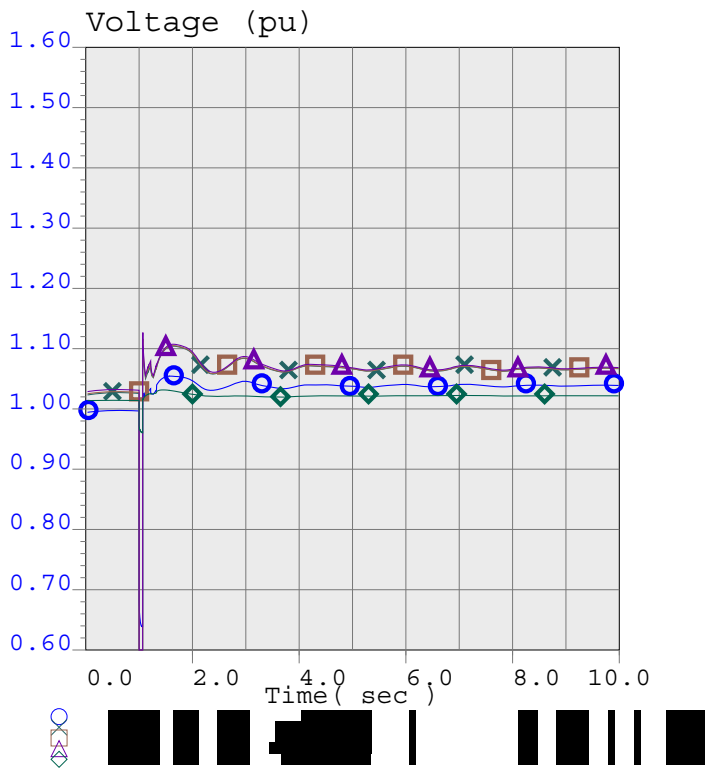

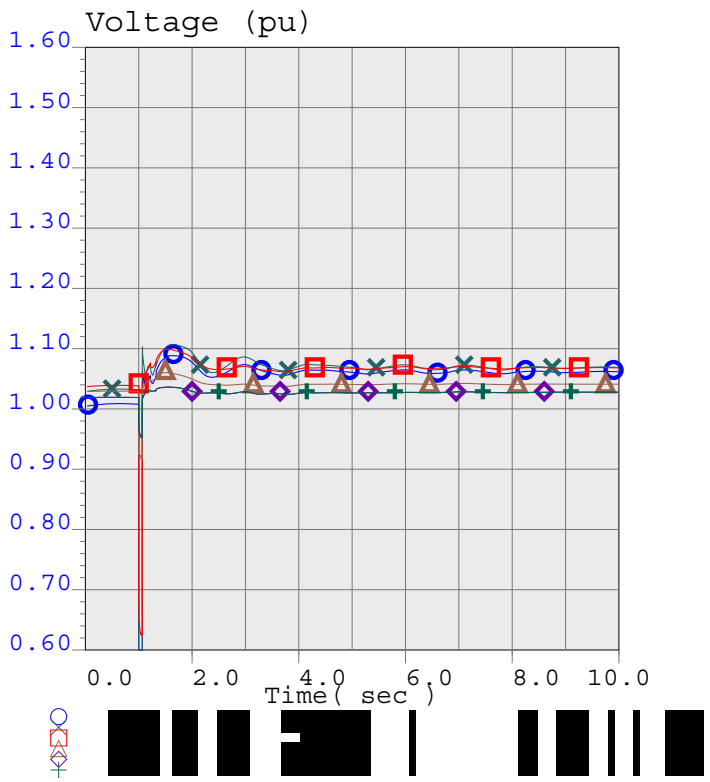

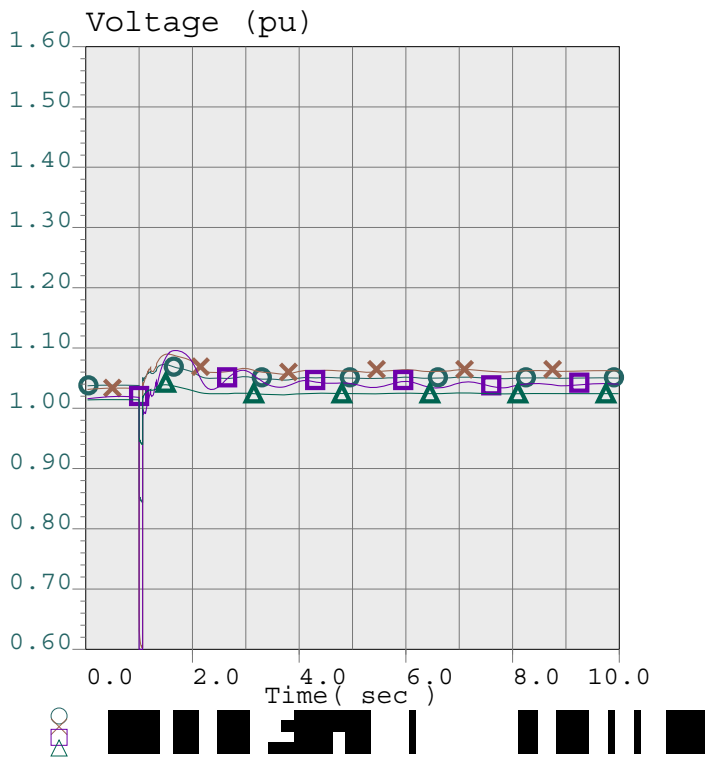

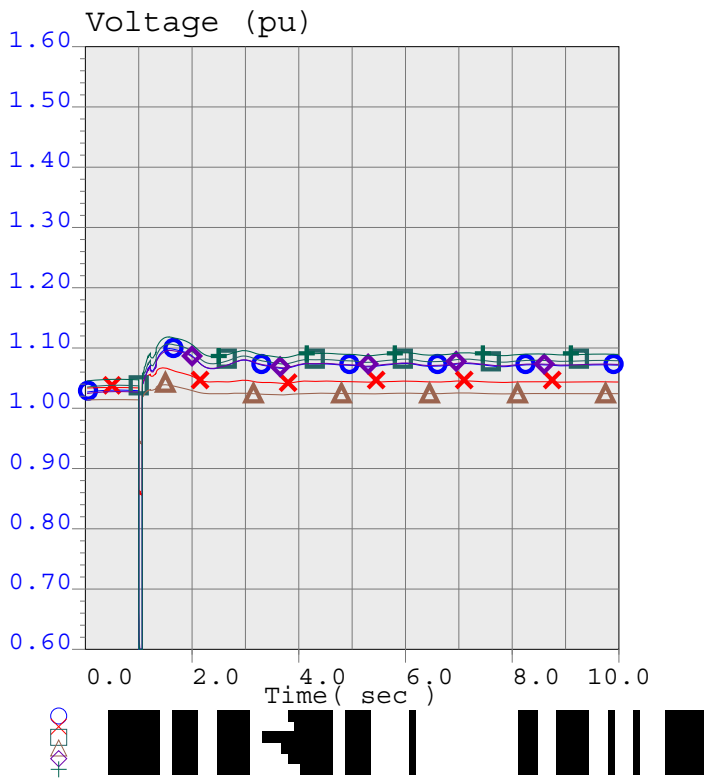

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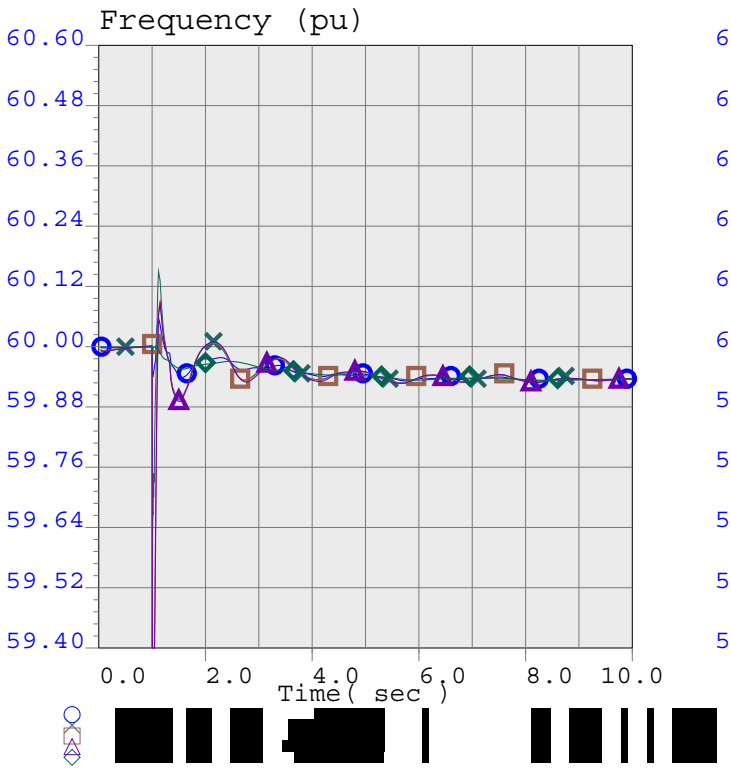

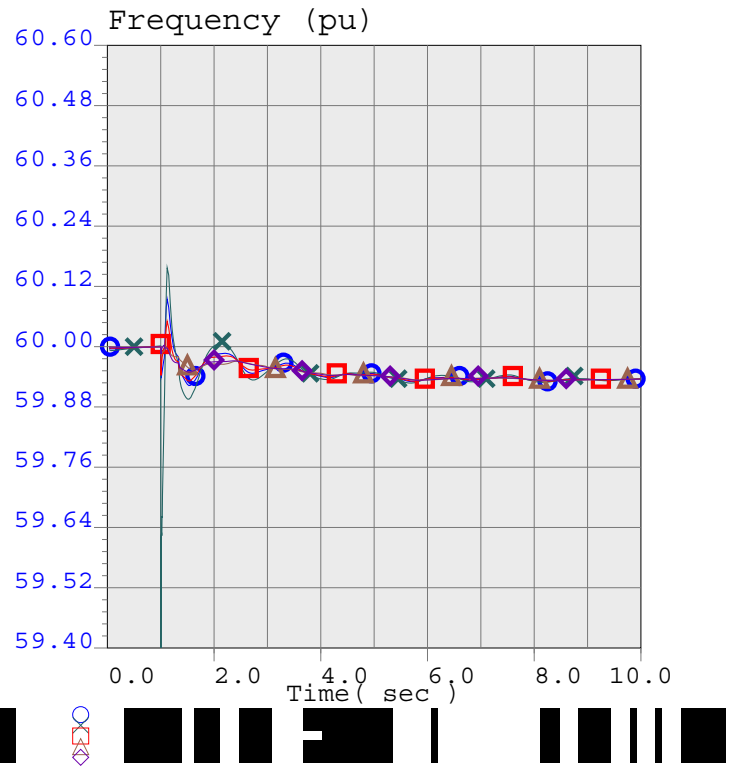

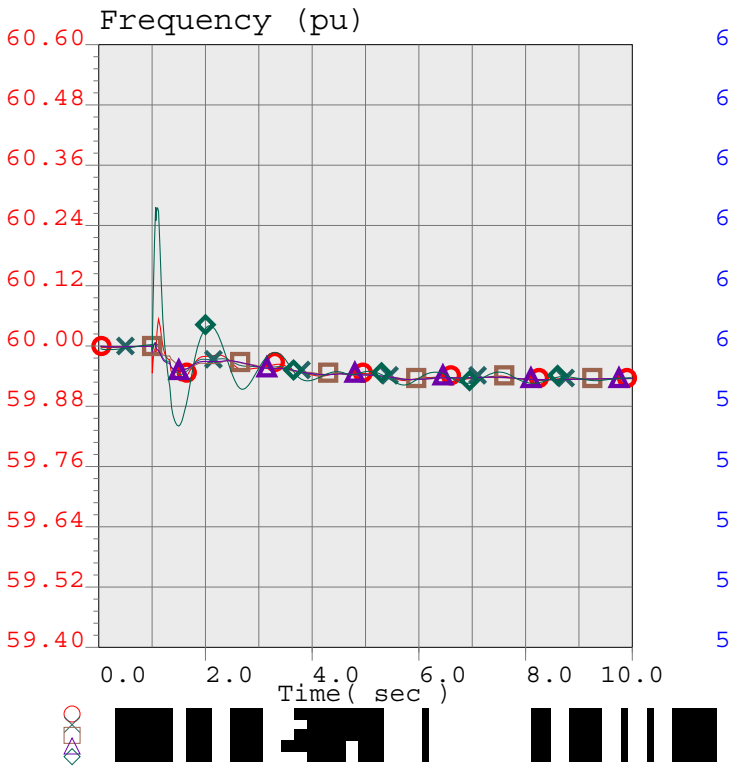

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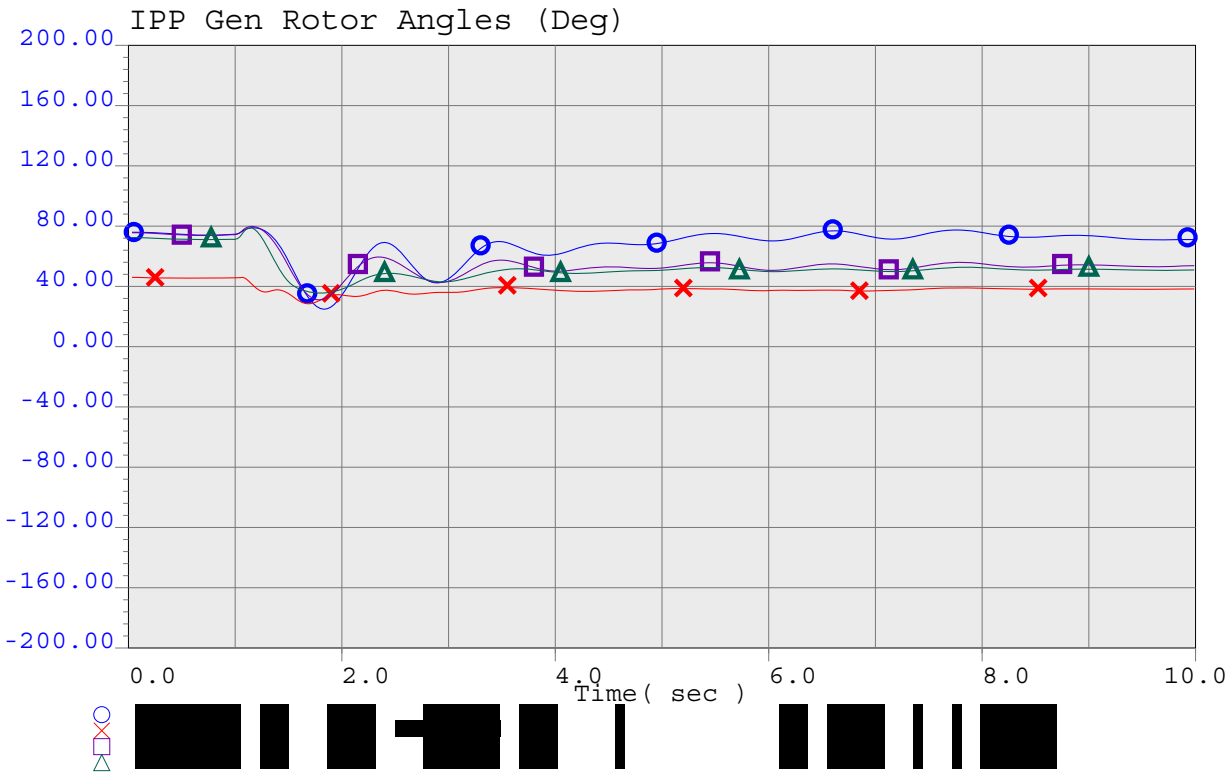
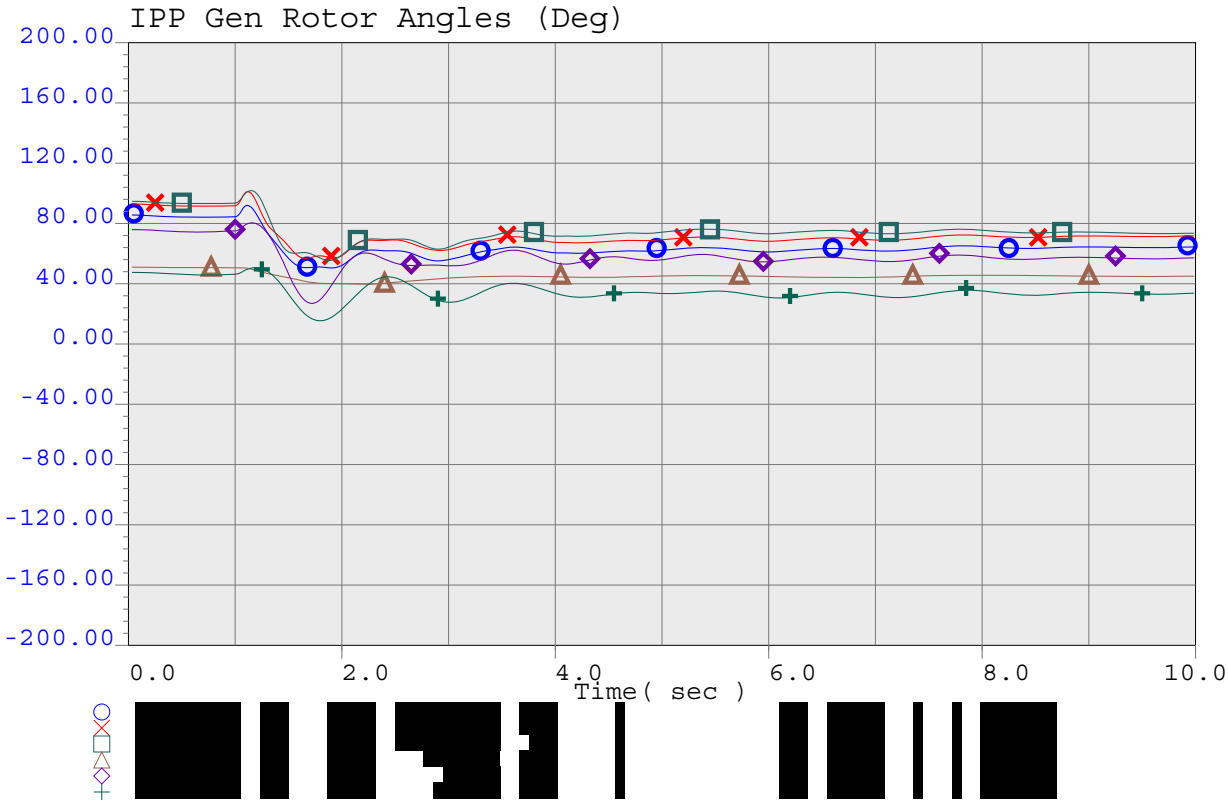
SYSTEM IMPACT STUDY (Rotor Angles)





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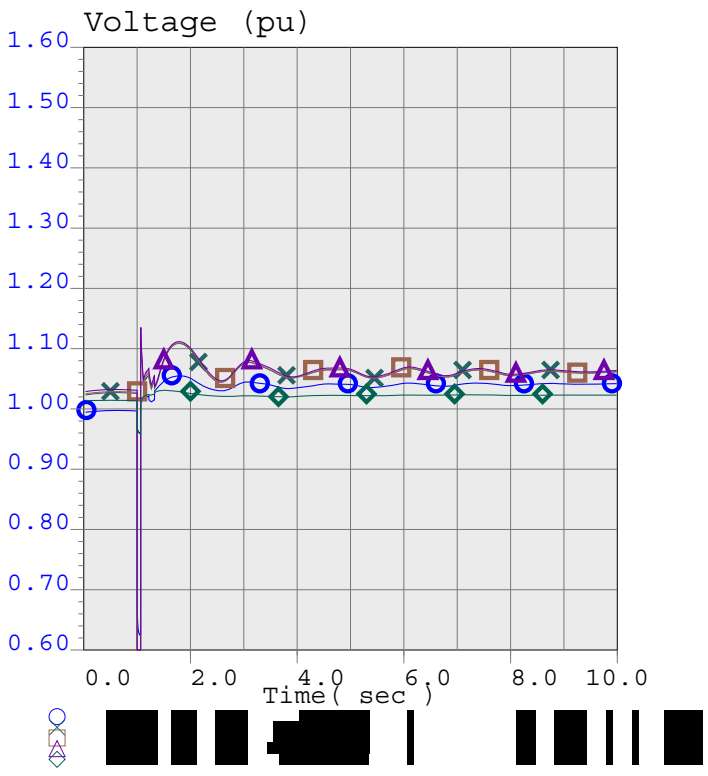

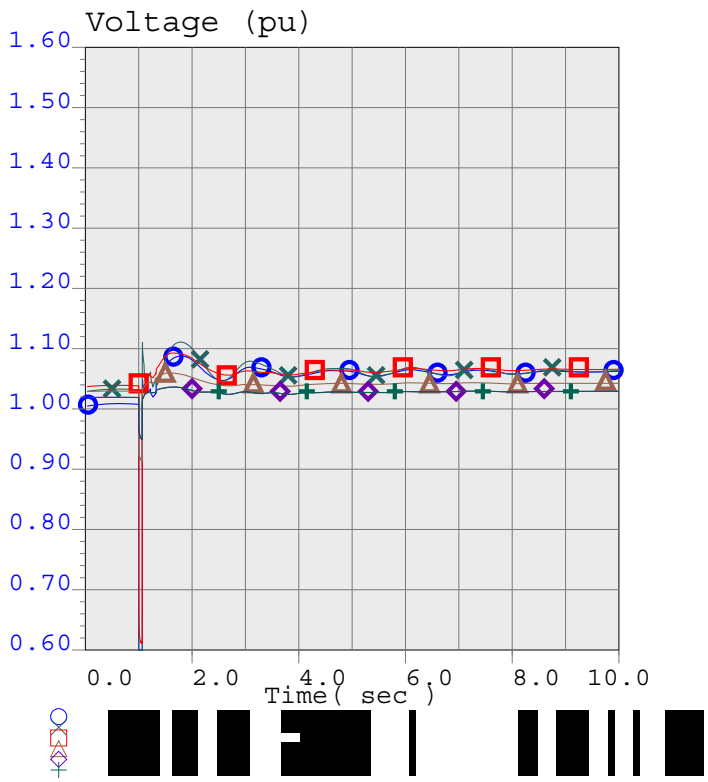

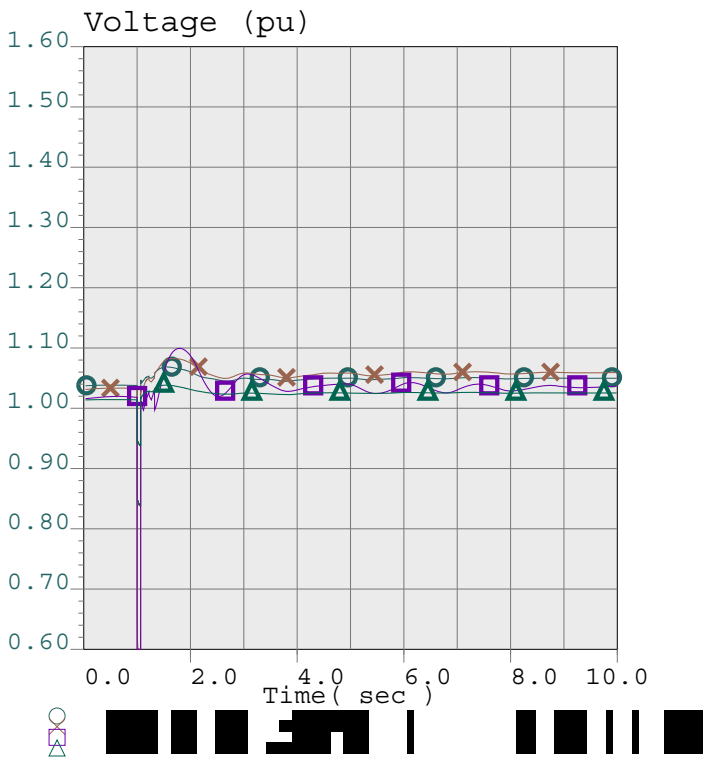

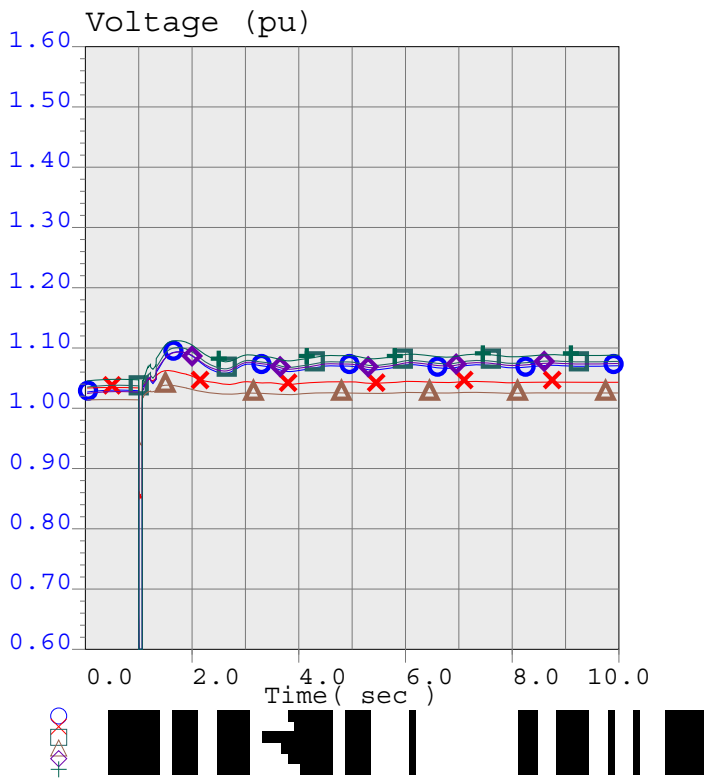

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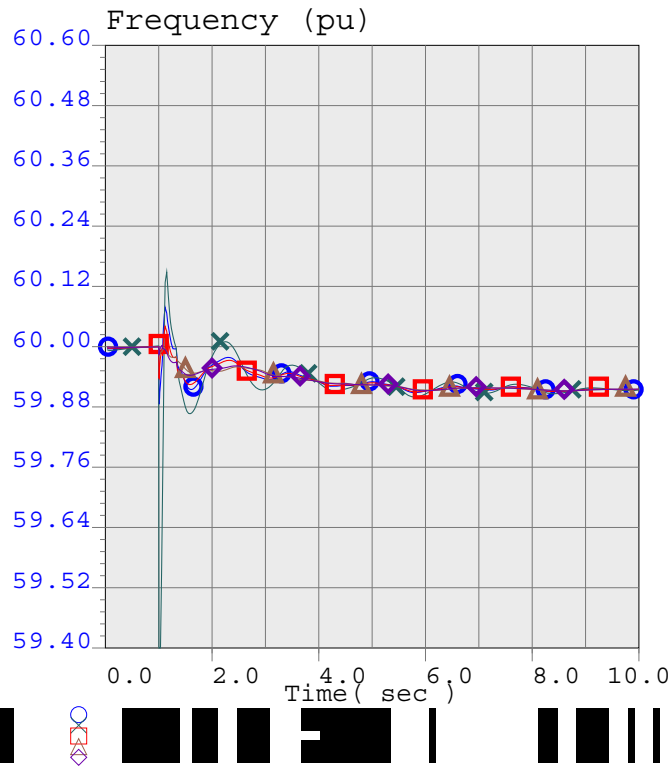

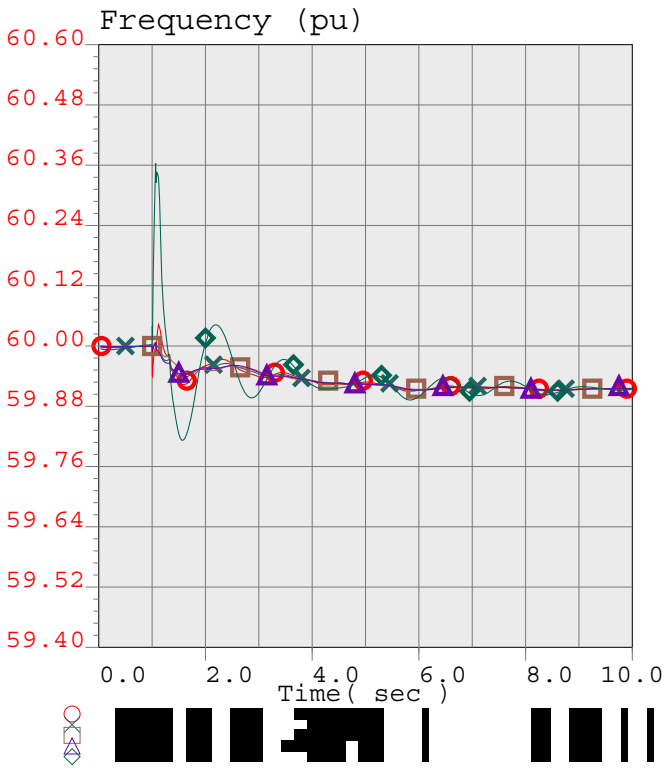

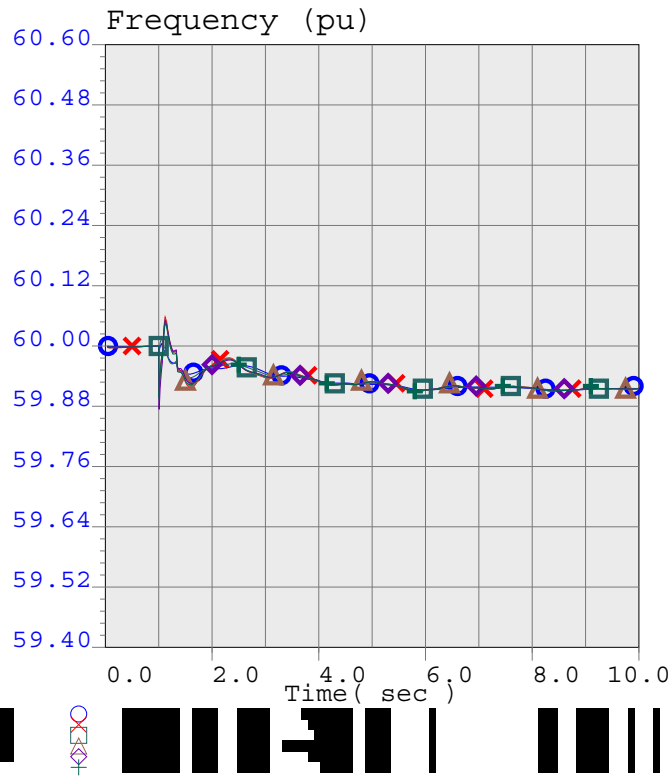

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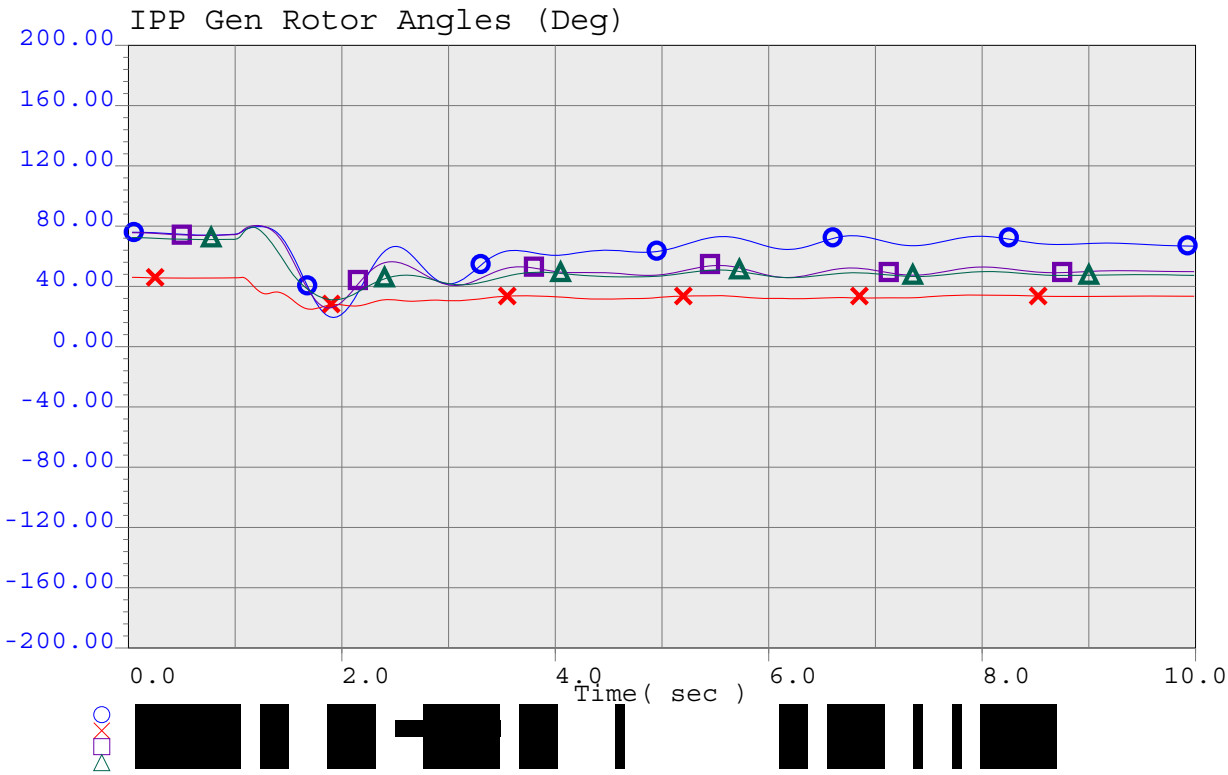
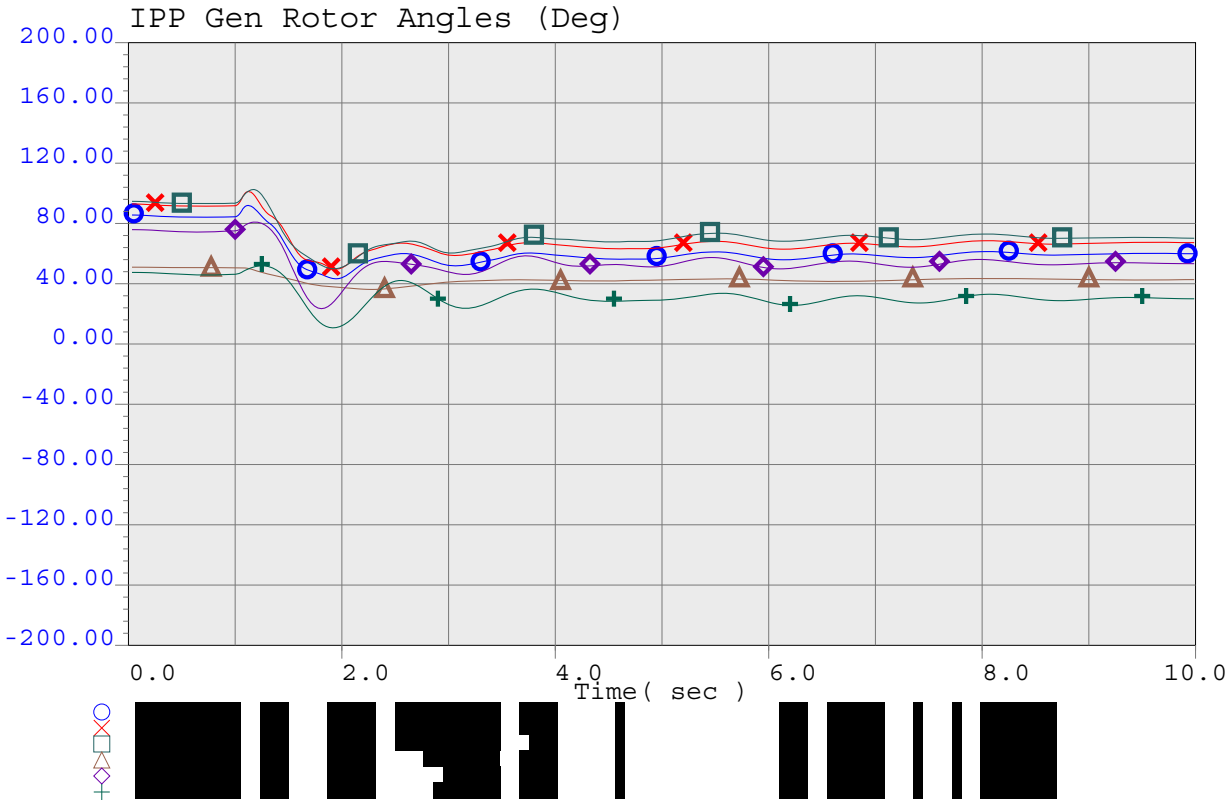
SYSTEM IMPACT STUDY (Rotor Angles)





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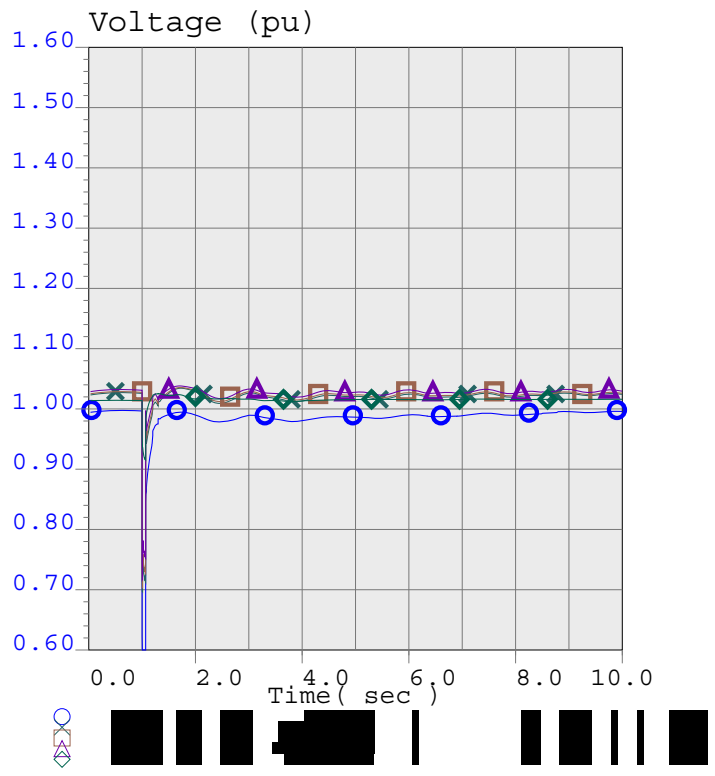

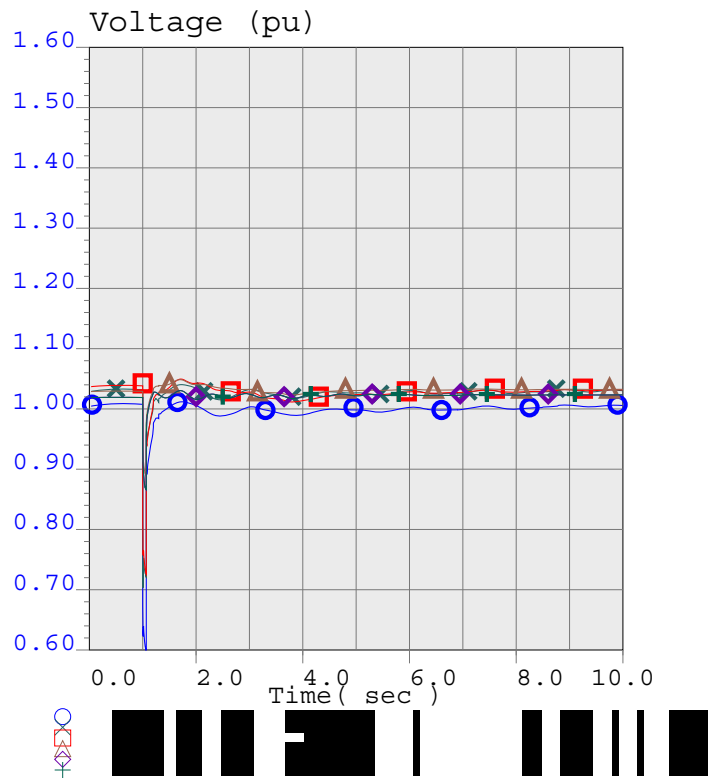

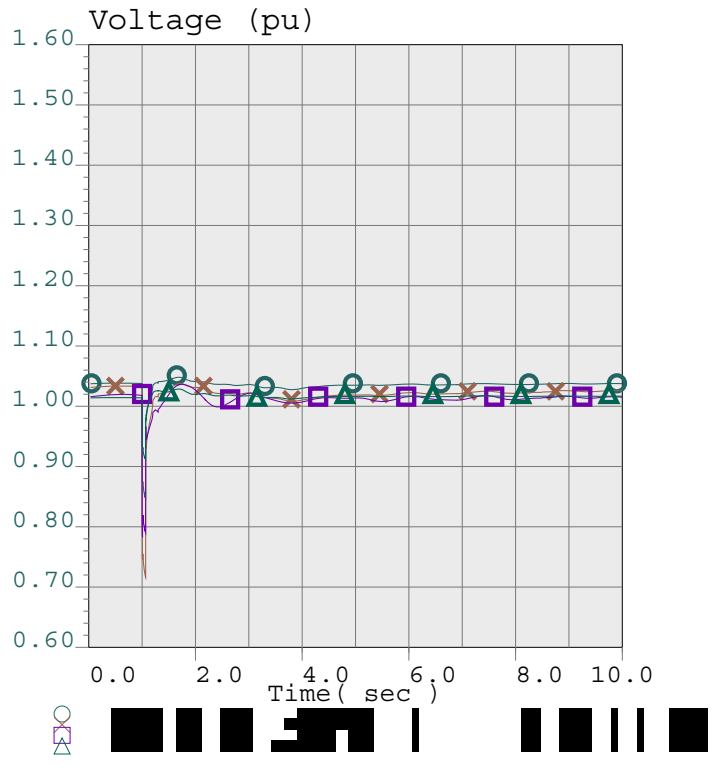

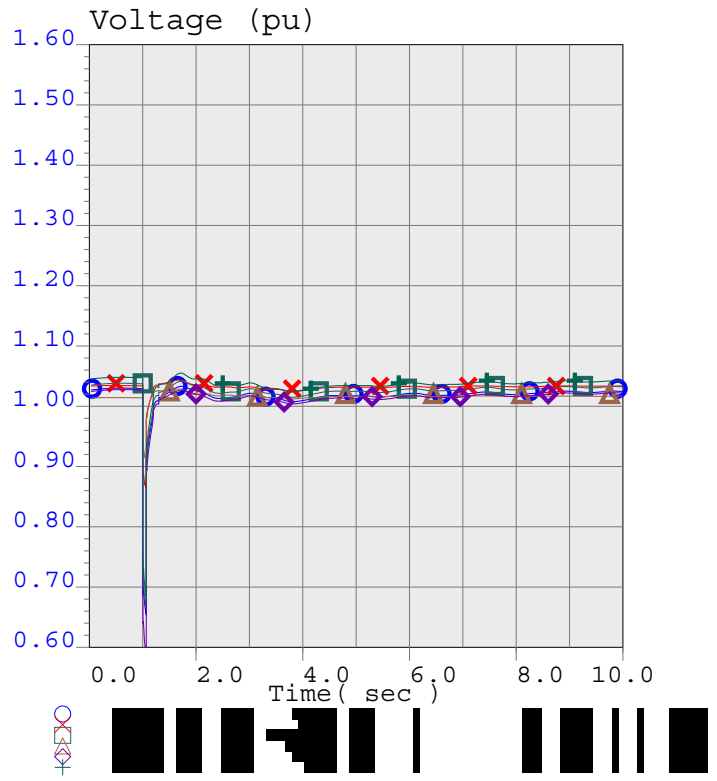

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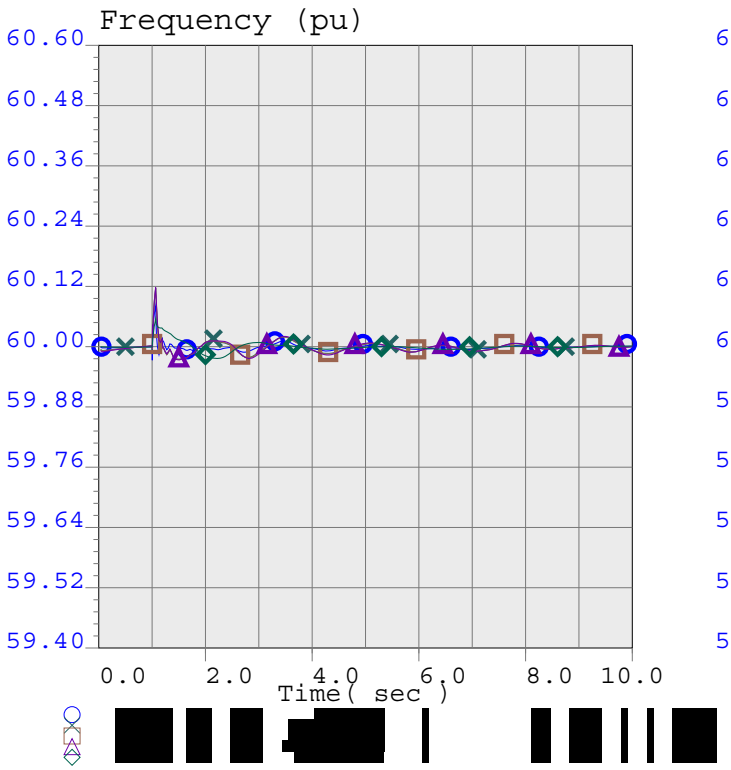
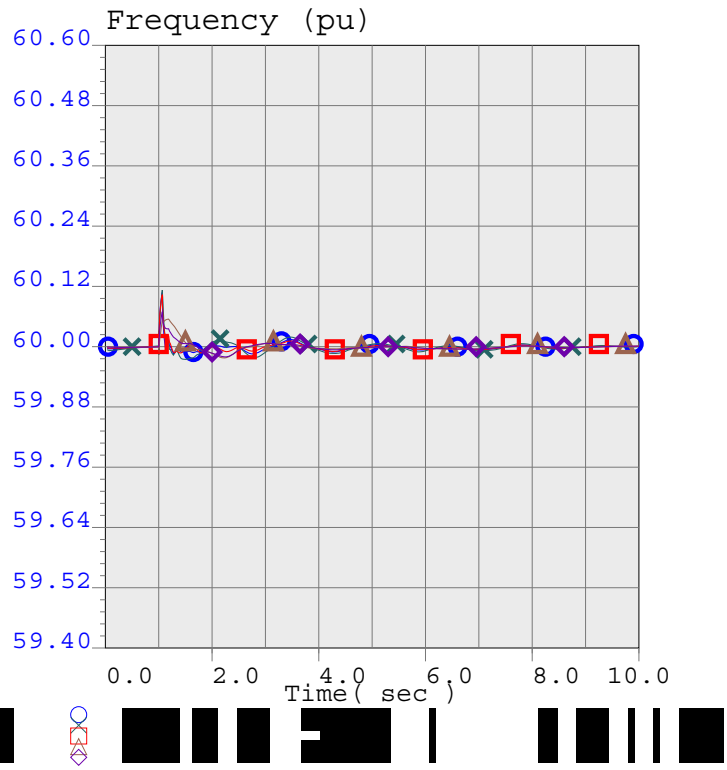
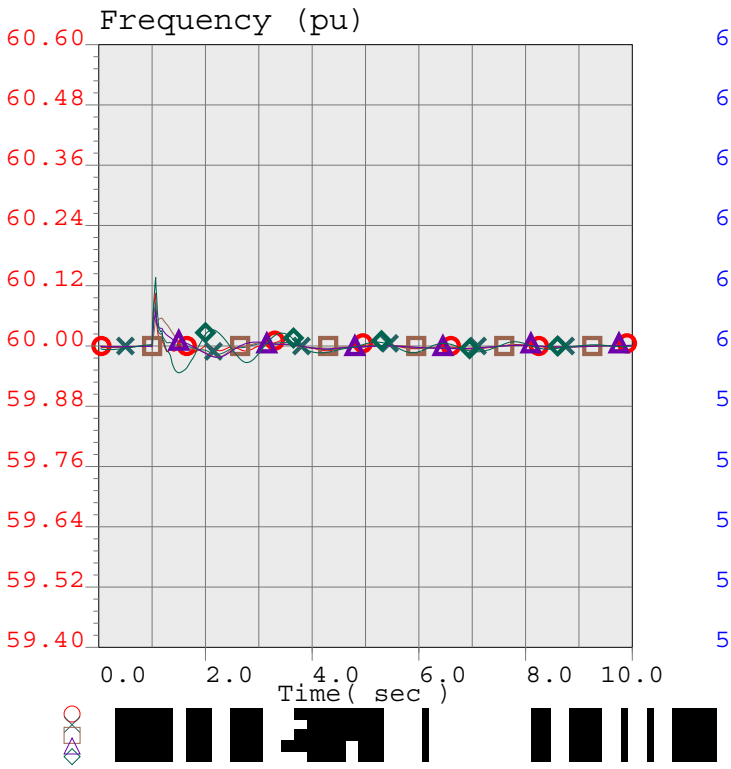
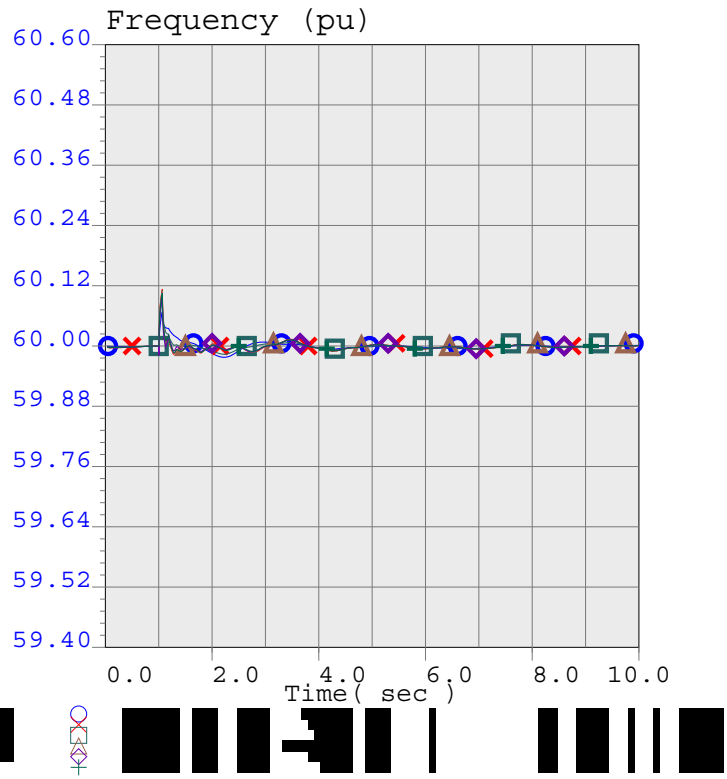
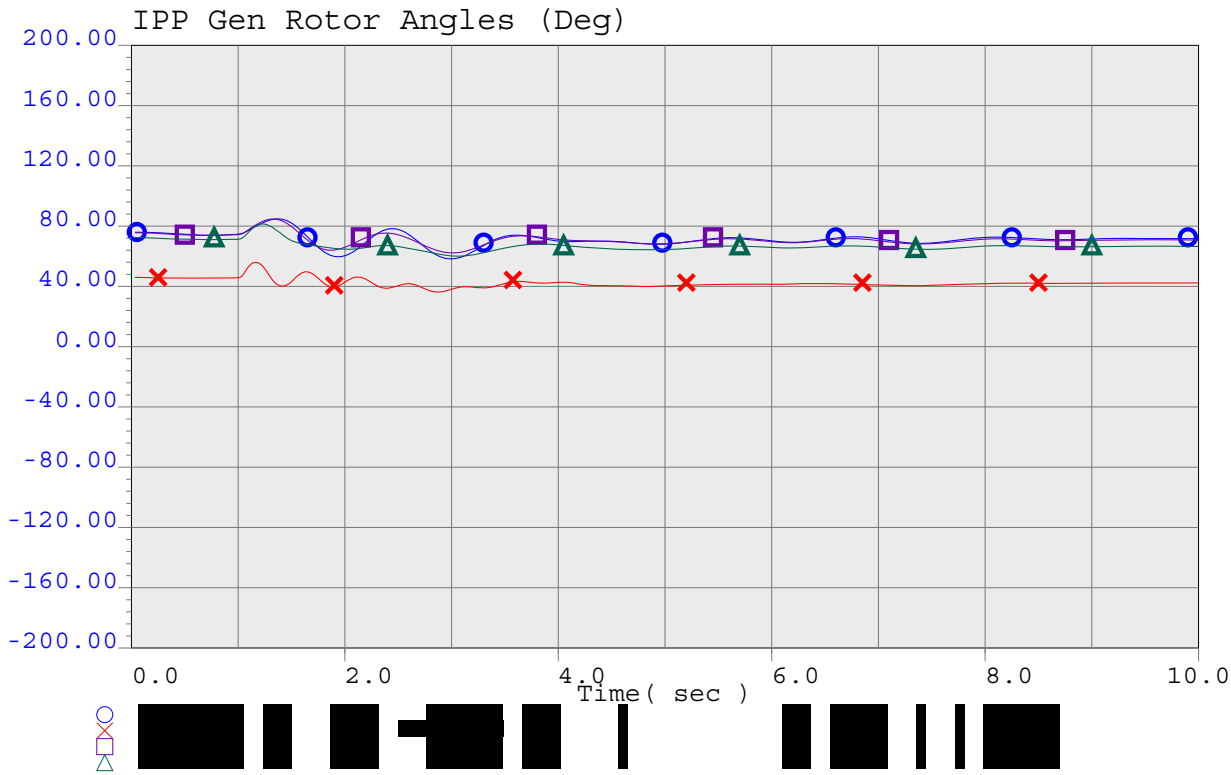


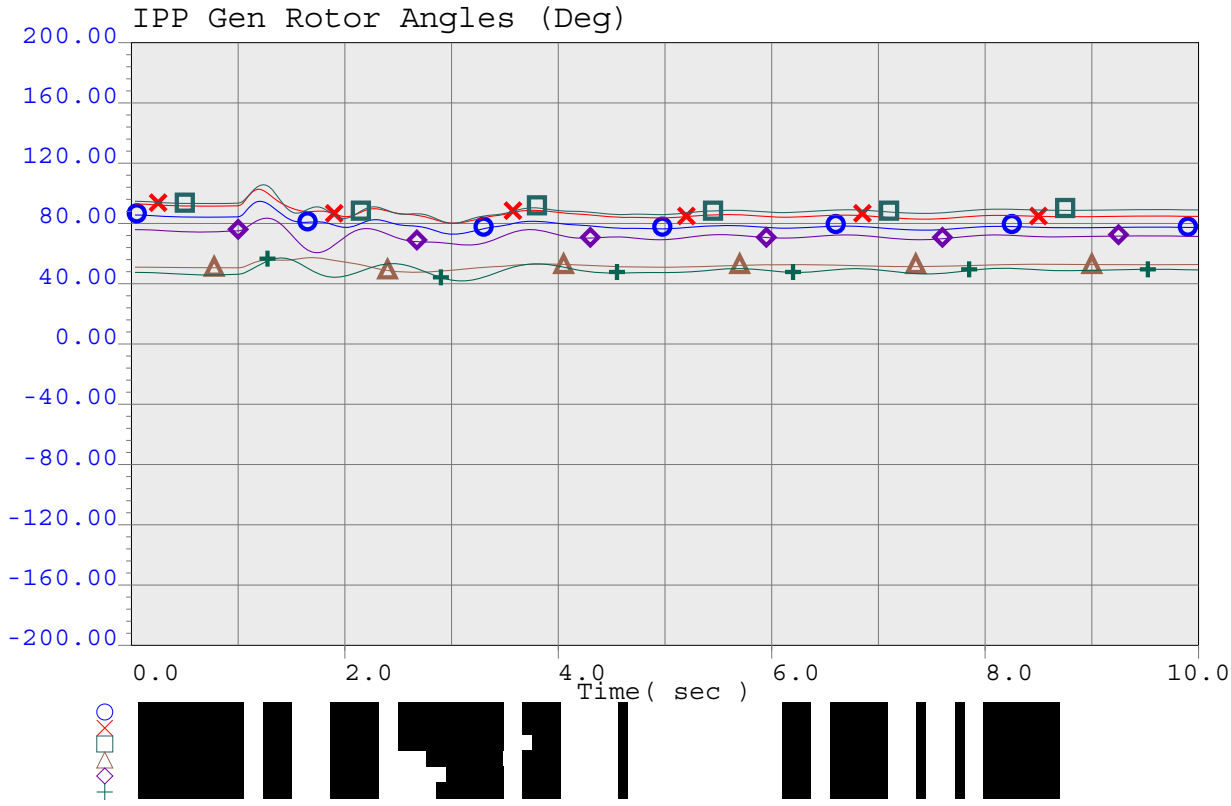






SYSTEM IMPACT STUDY (Rotor Angles)





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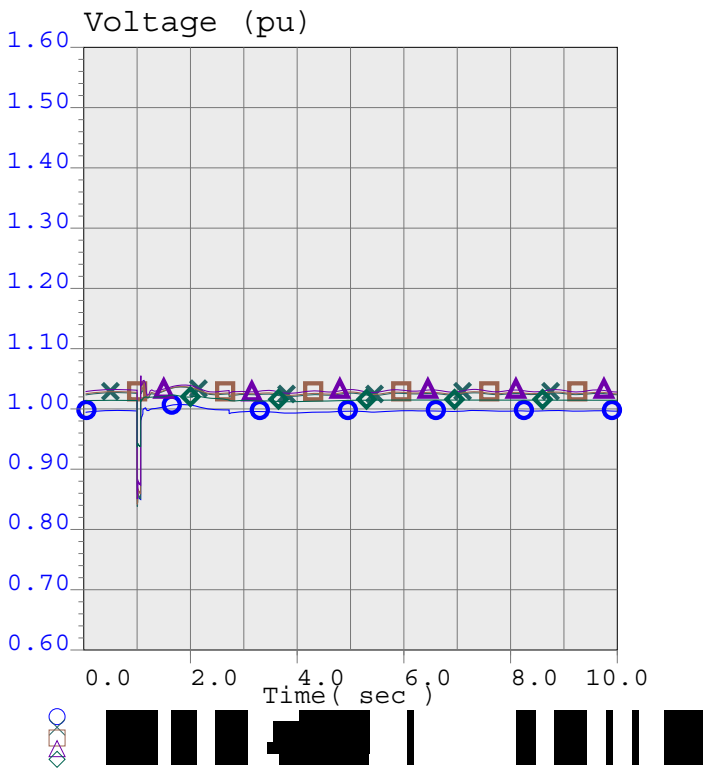
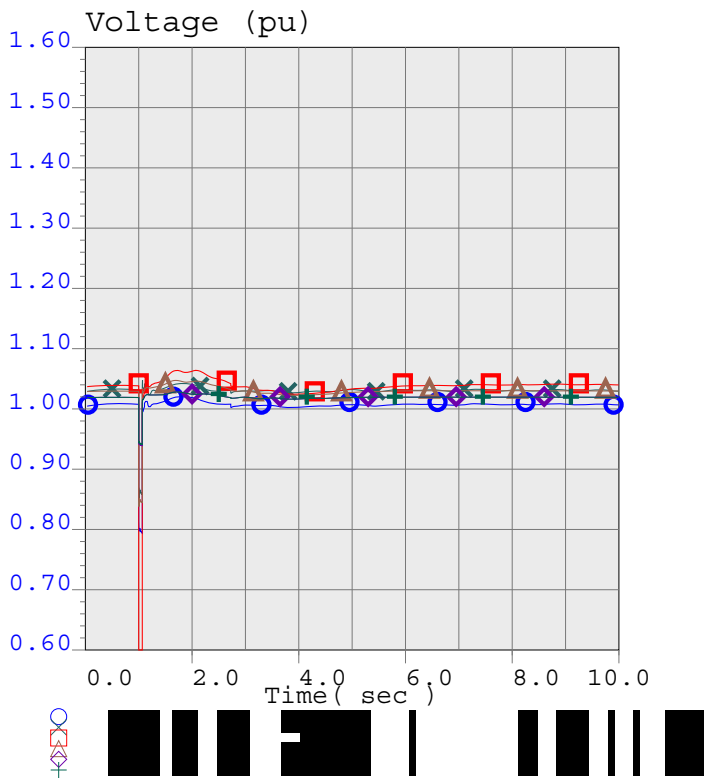
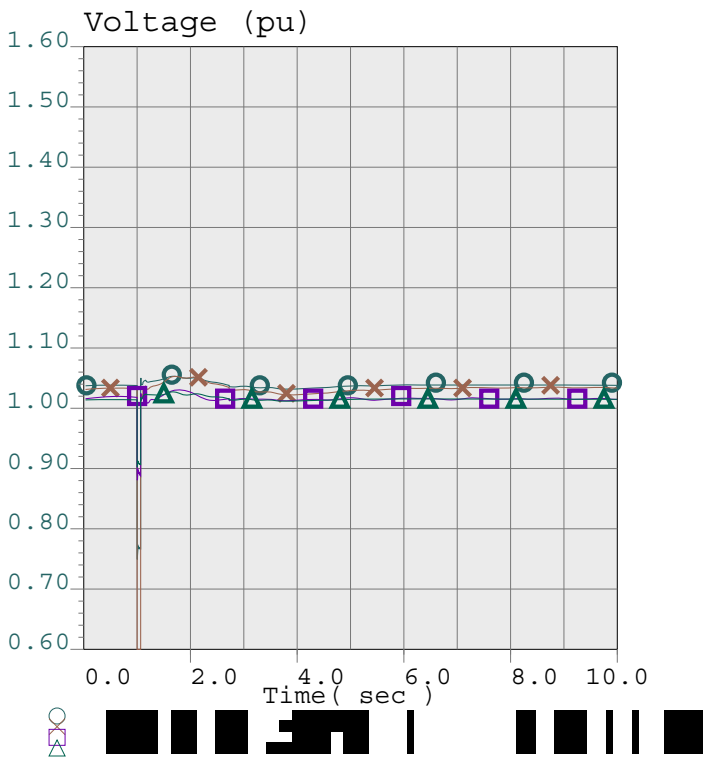
SYSTEM IMPACT STUDY (Voltage)







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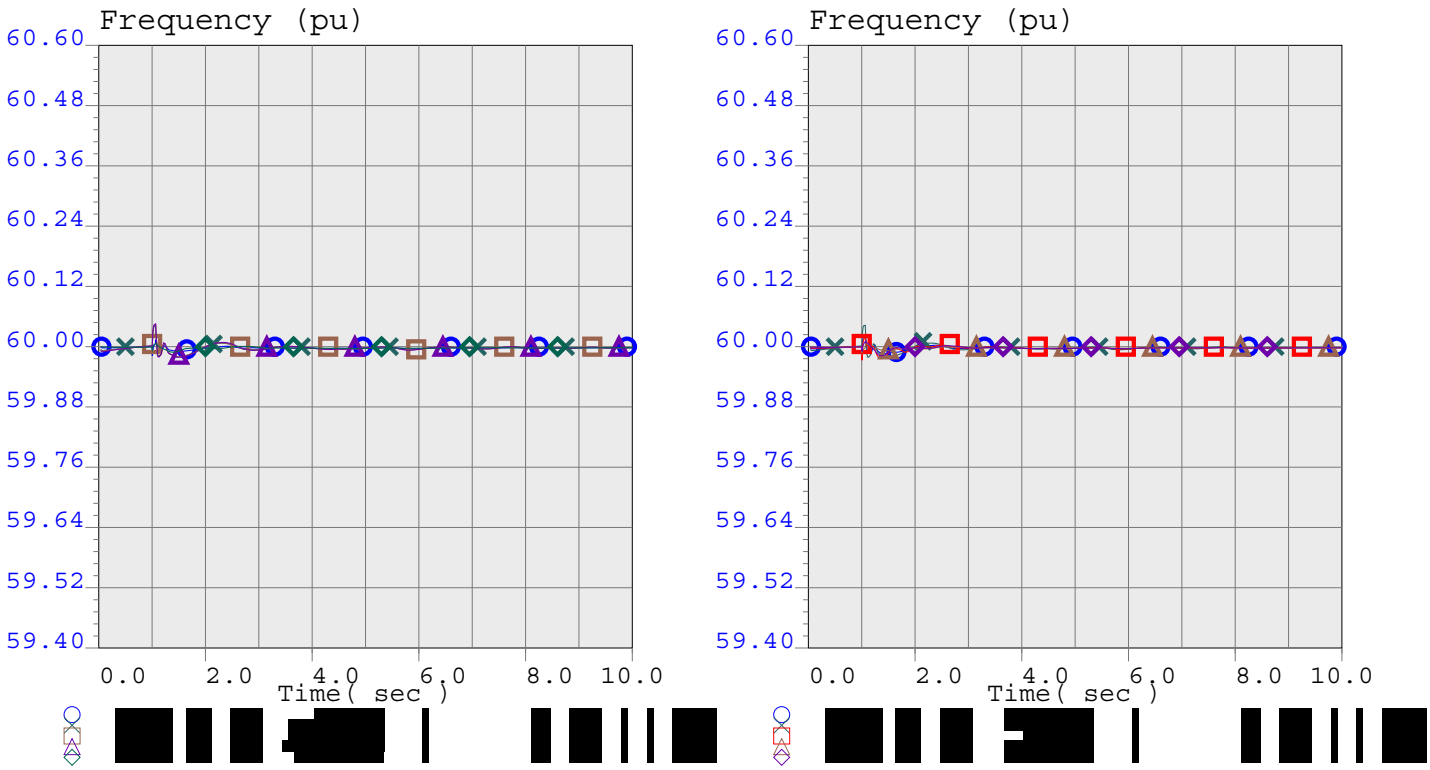

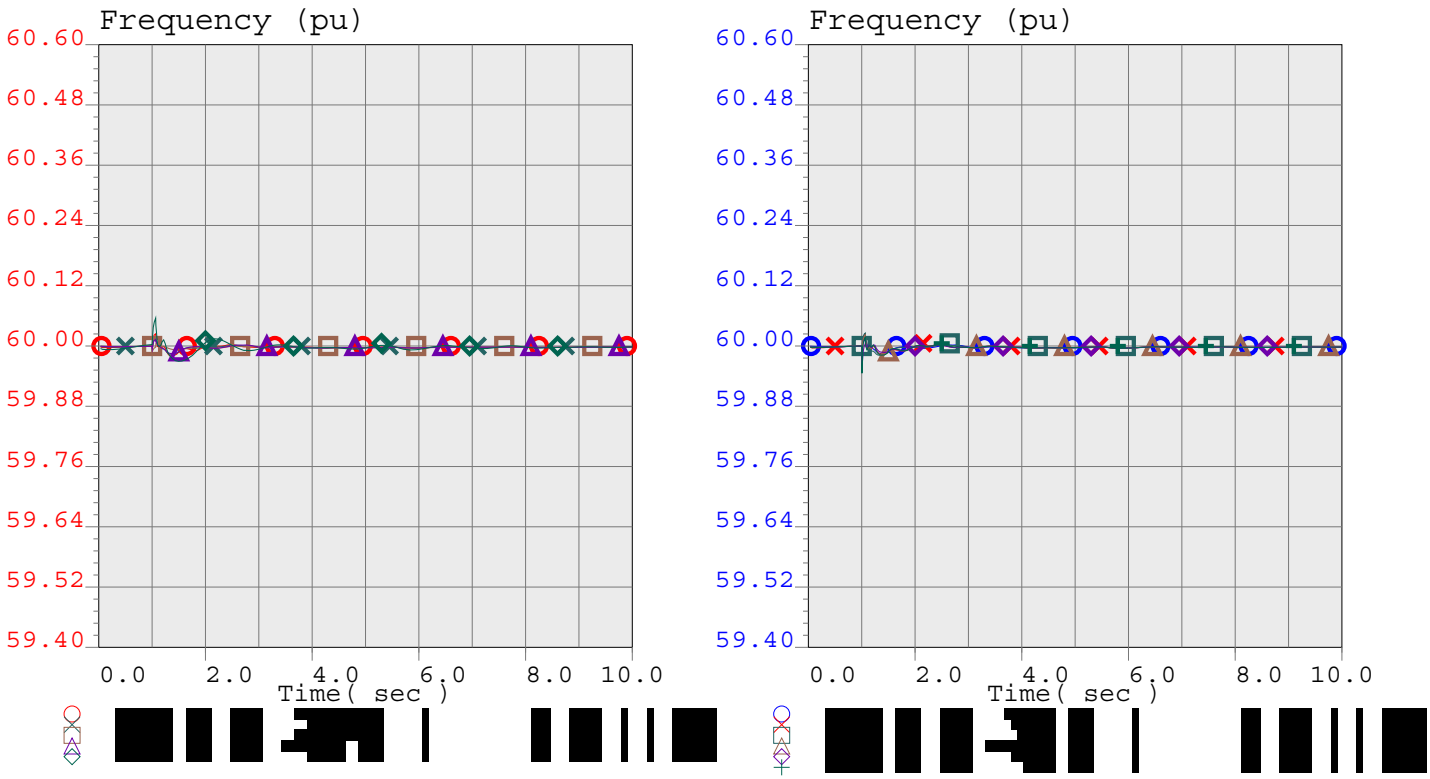

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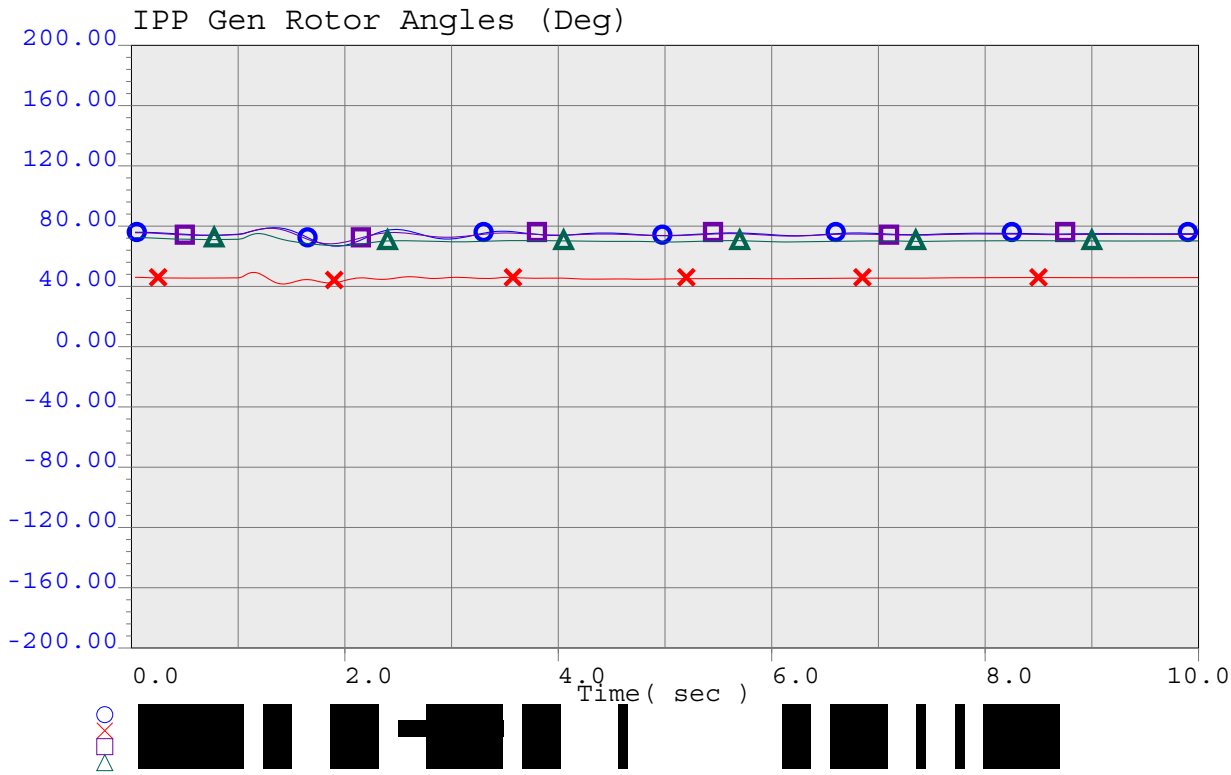
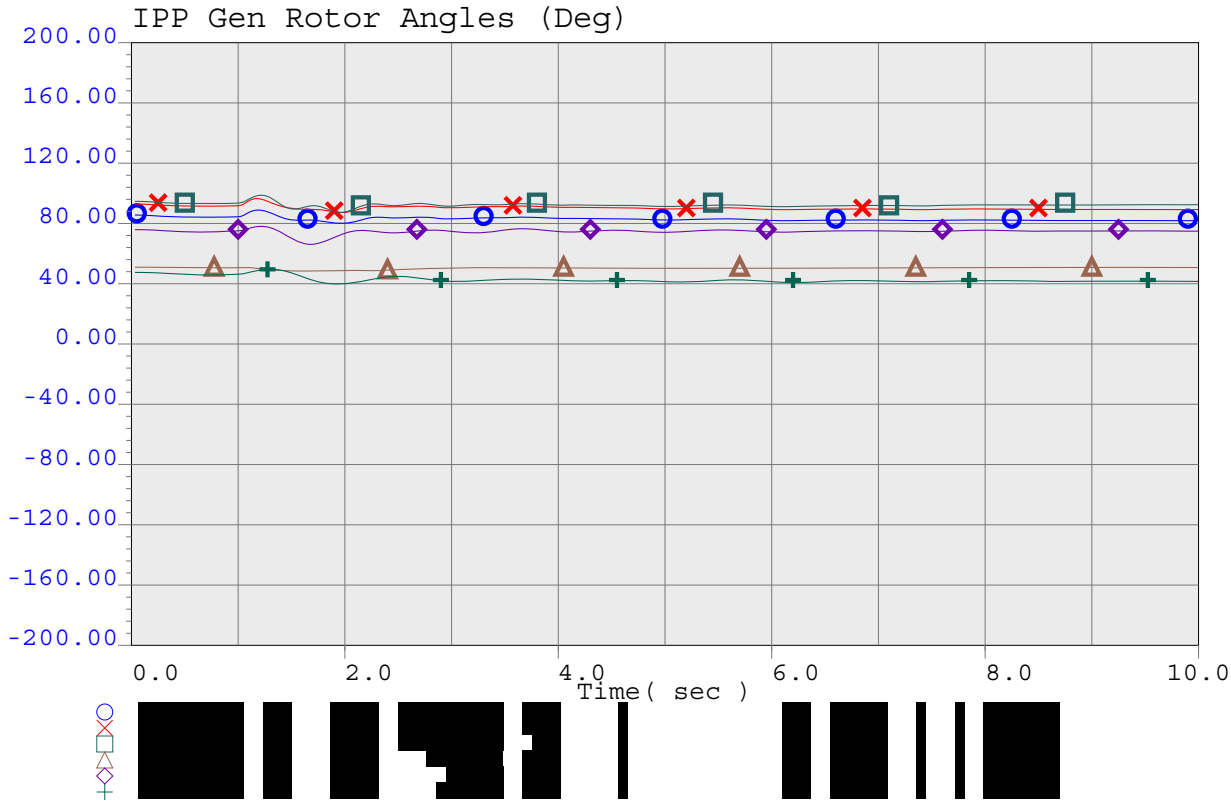
Fri Aug 26 09:19:26 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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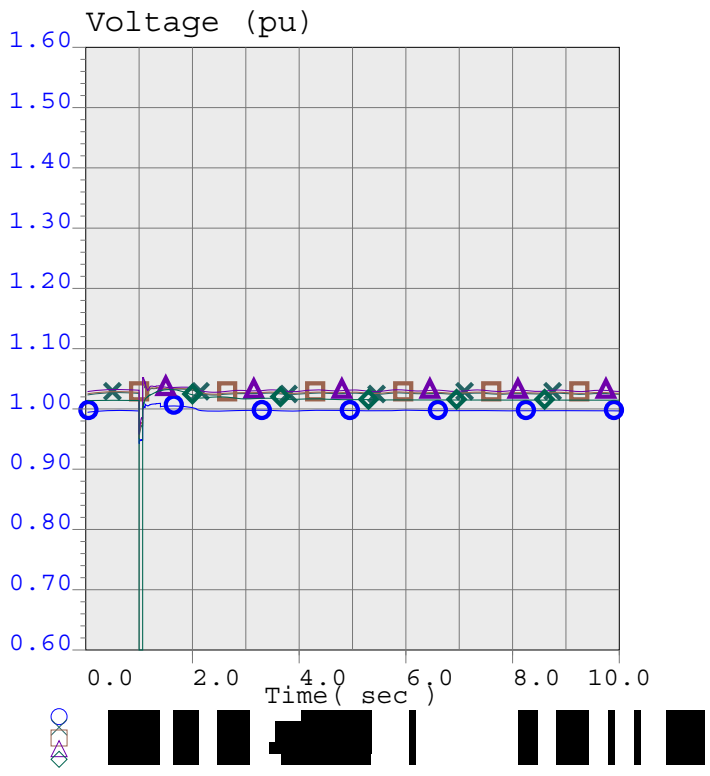
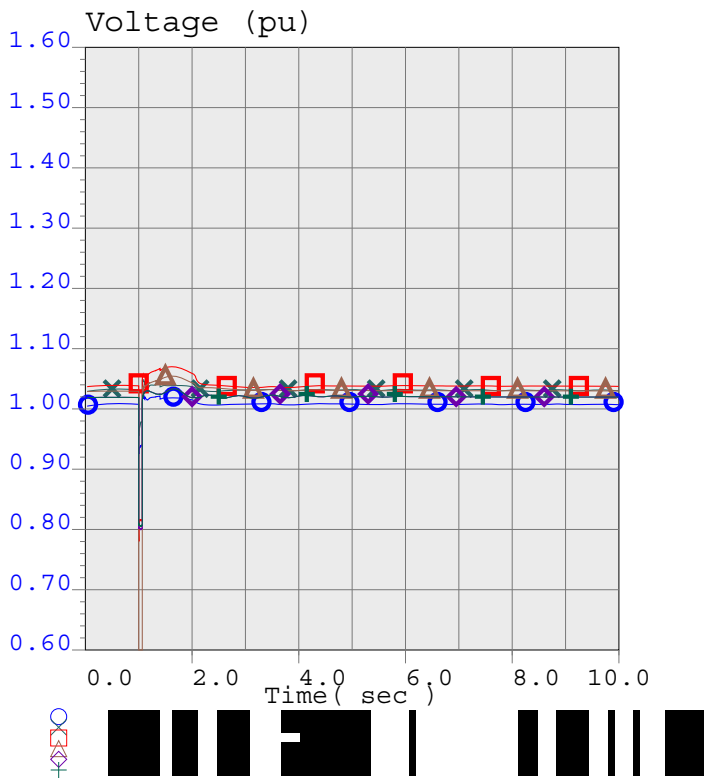
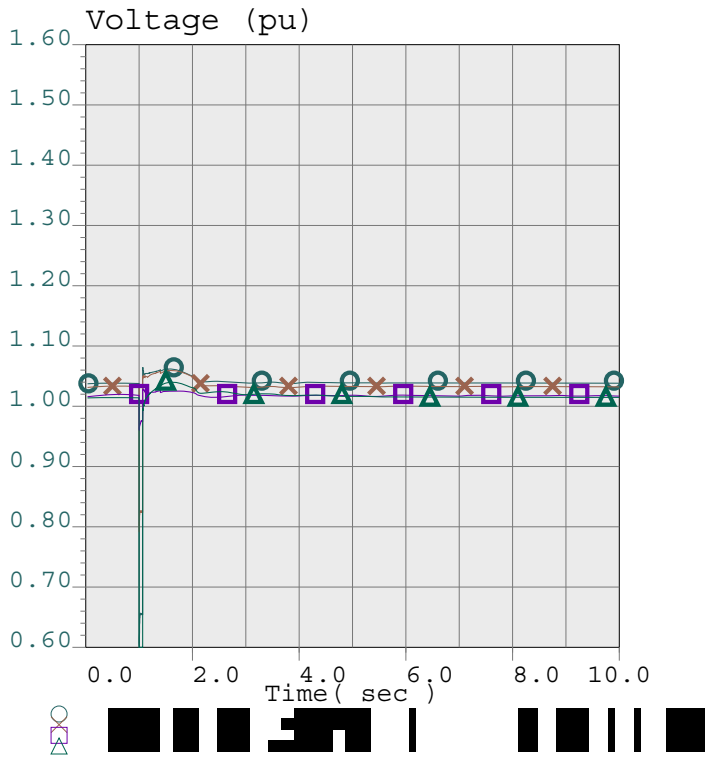
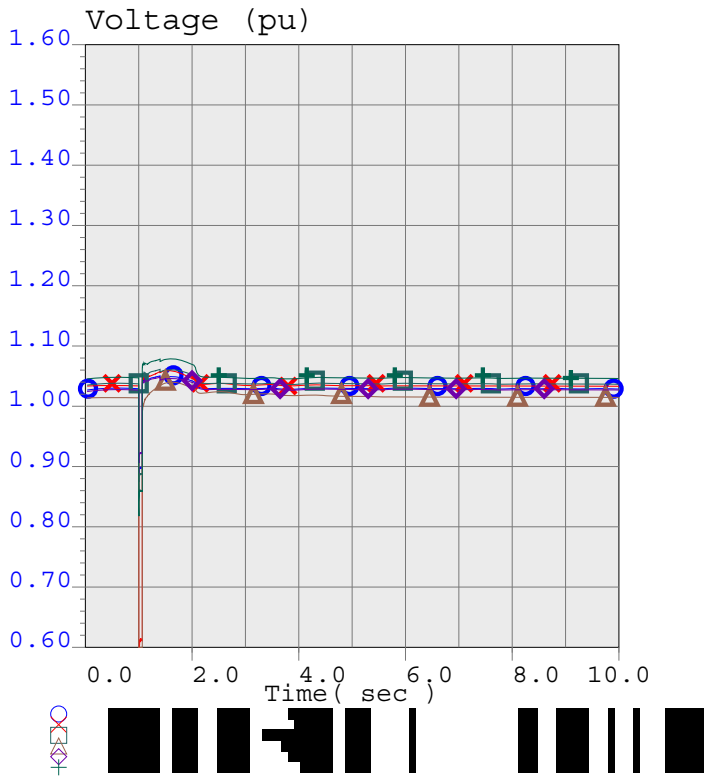
Fri Aug 26 09:19:26 2022

SYSTEM IMPACT STUDY (Voltage)









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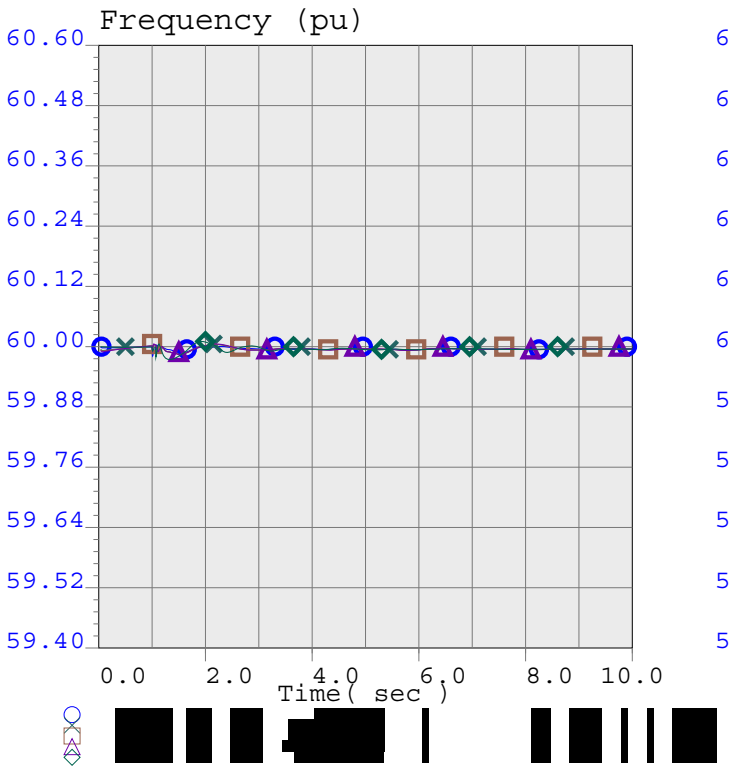
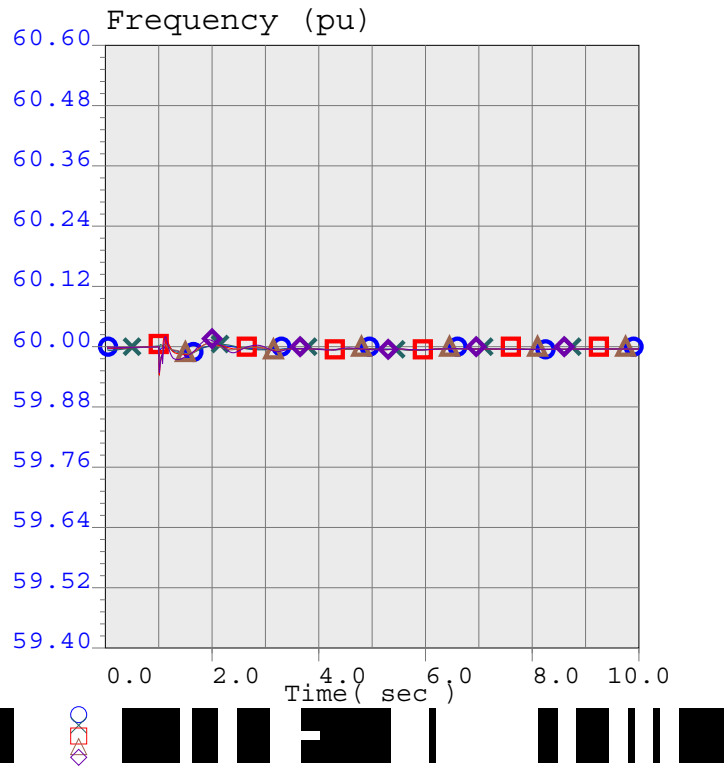
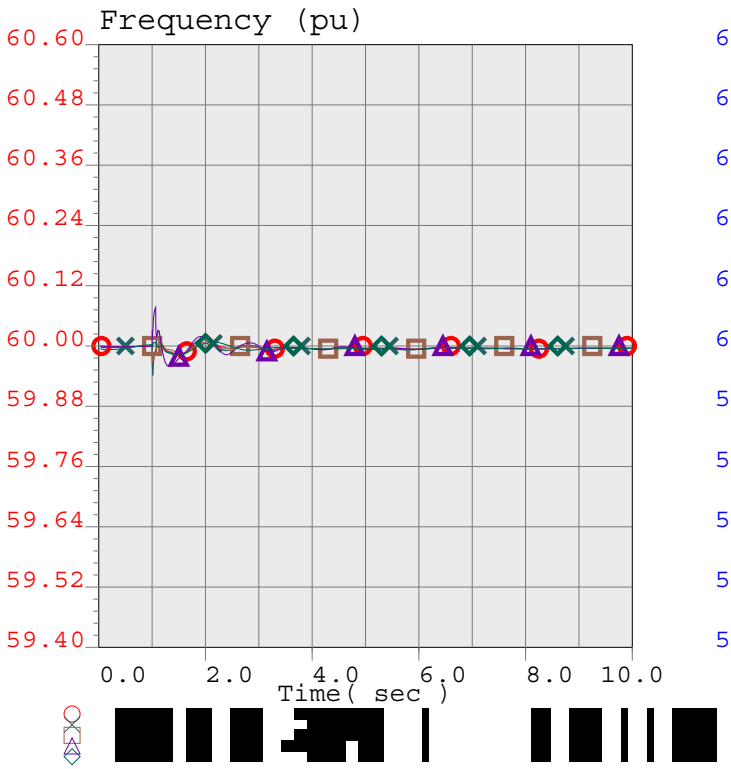
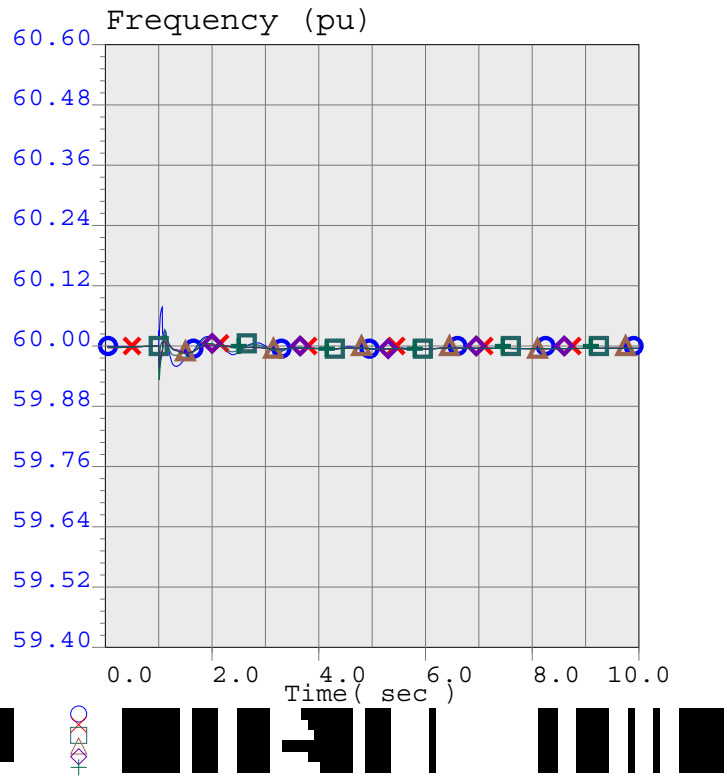
Fri Aug 26 09:19:29 2022

SYSTEM IMPACT STUDY (Frequency)









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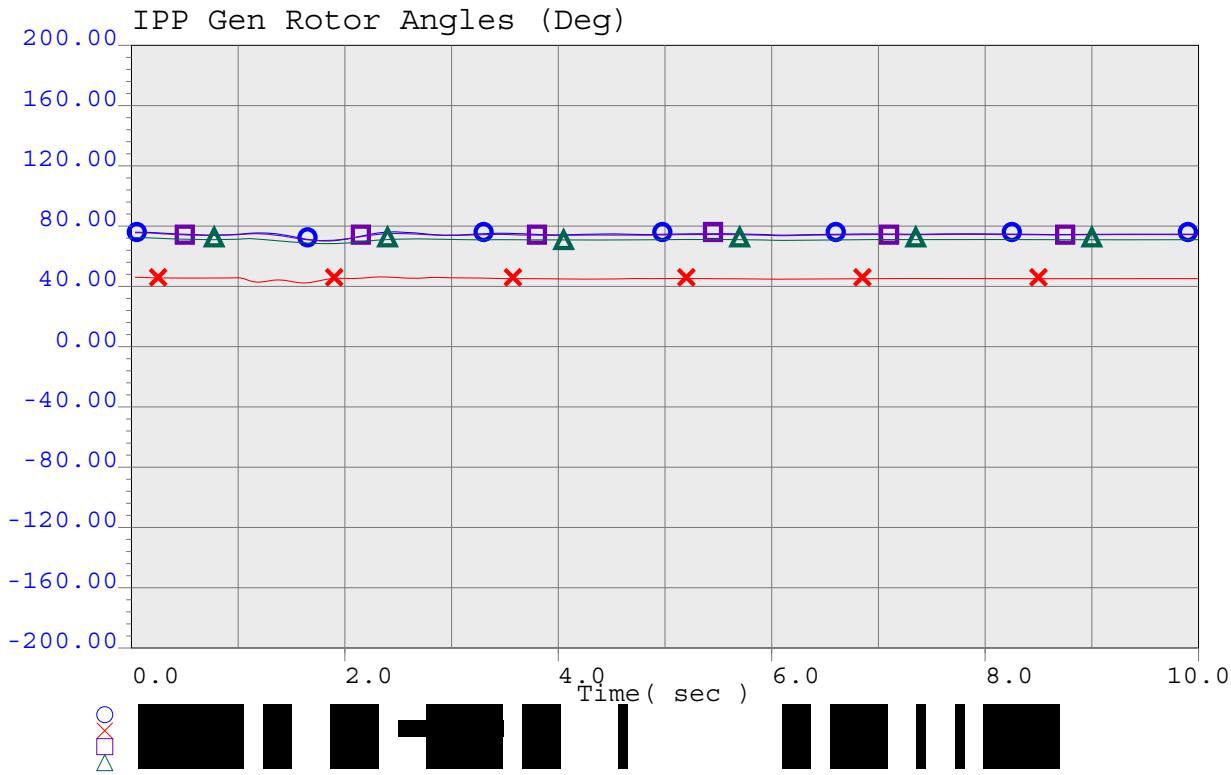
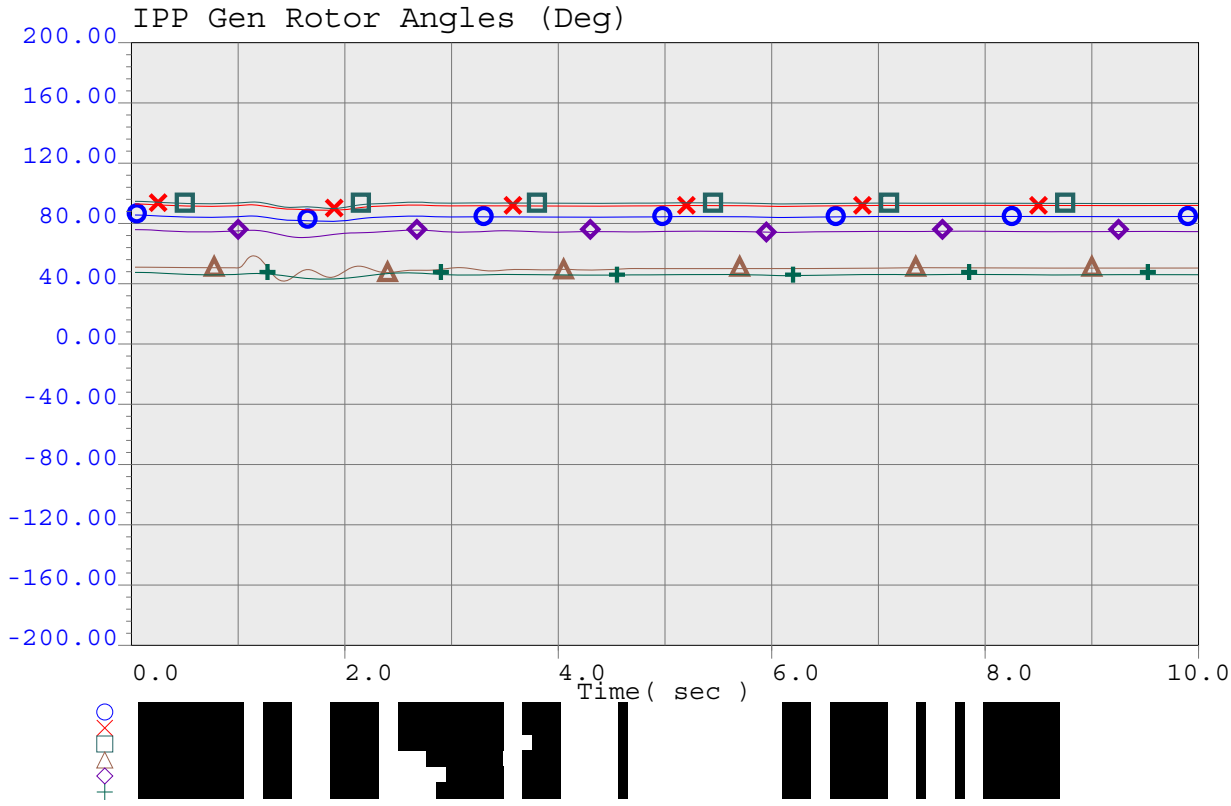
SYSTEM IMPACT STUDY (Rotor Angles)





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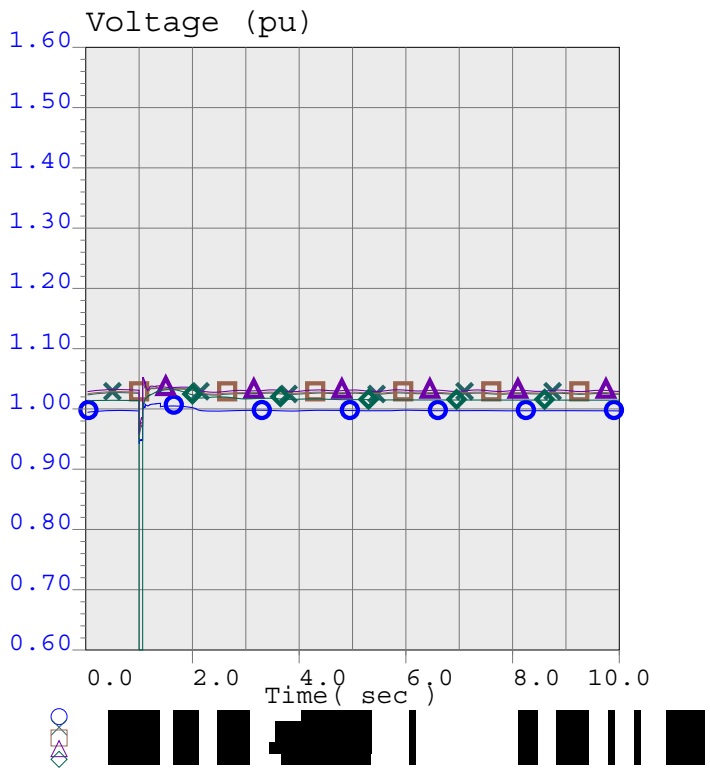
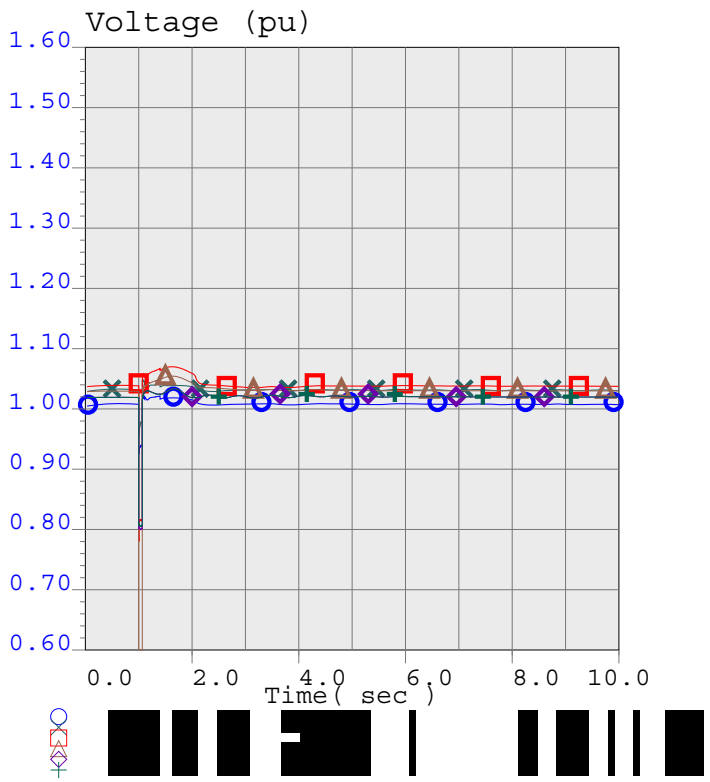
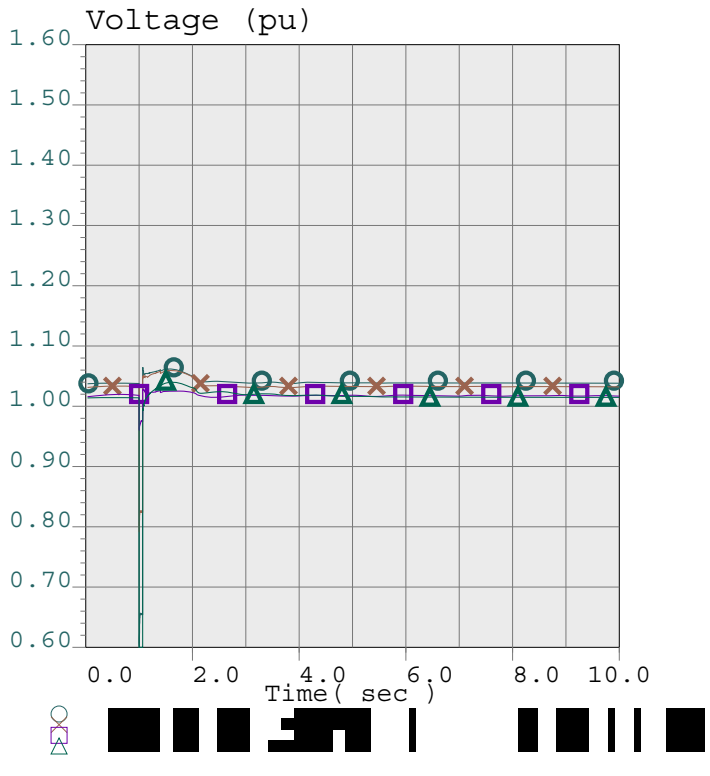
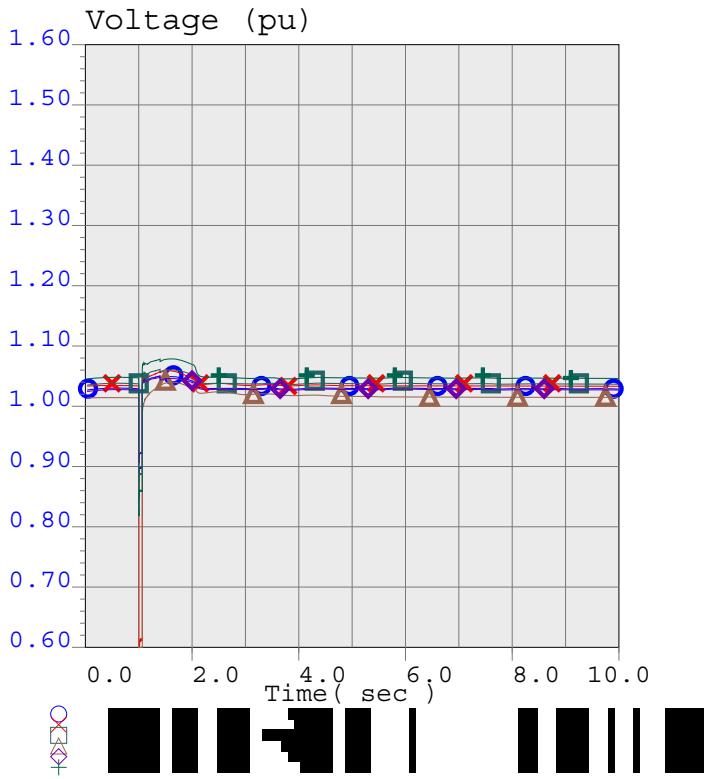
SYSTEM IMPACT STUDY (Voltage)









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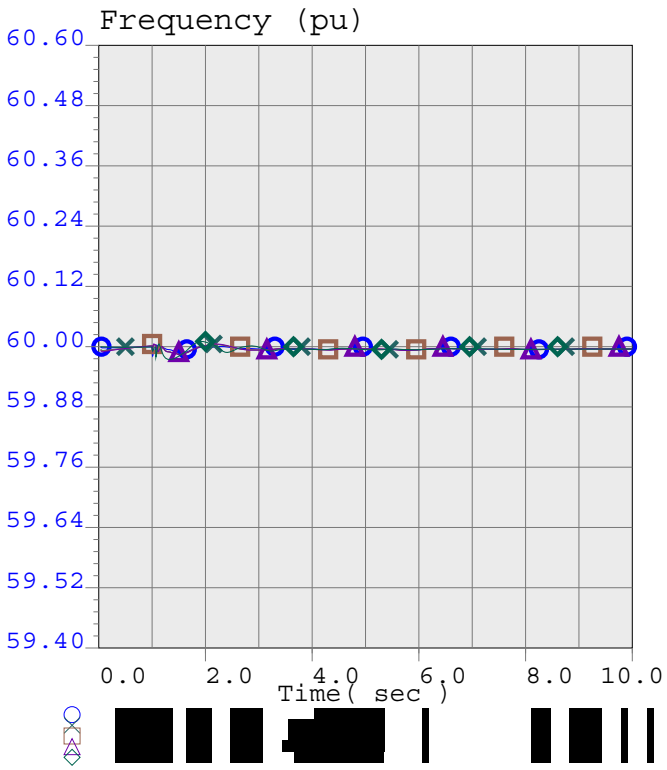
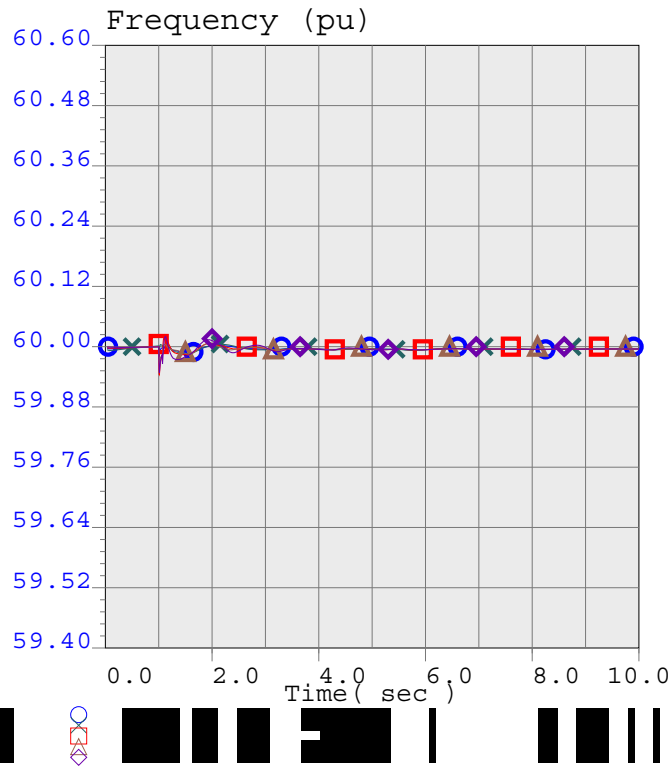
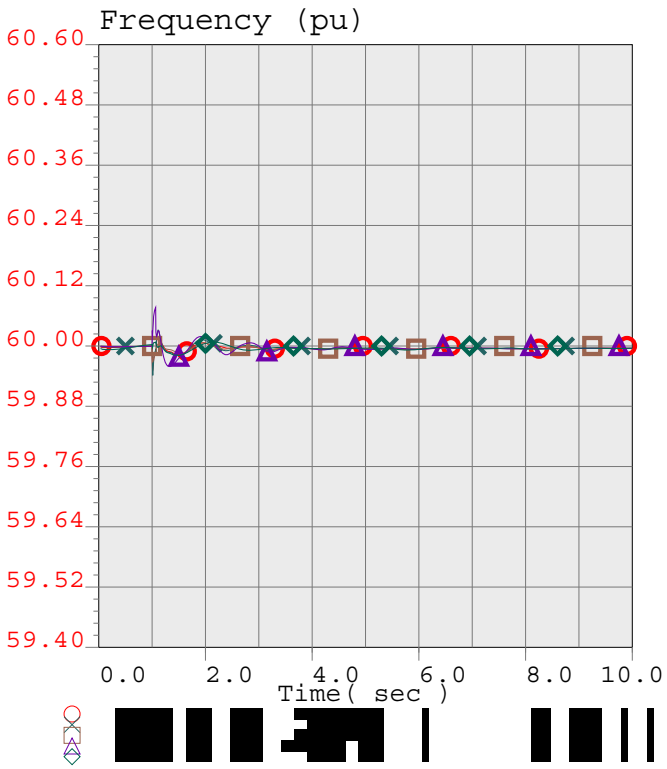
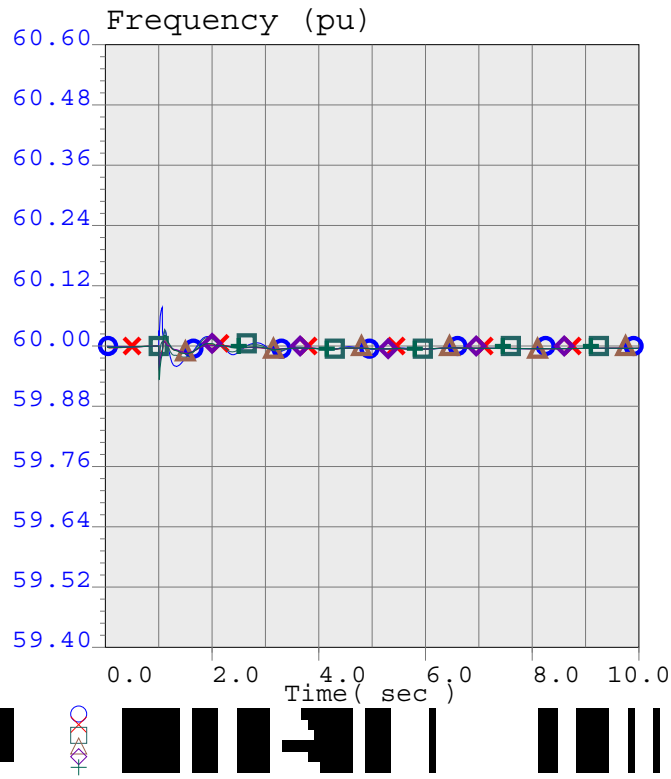
SYSTEM IMPACT STUDY (Frequency)









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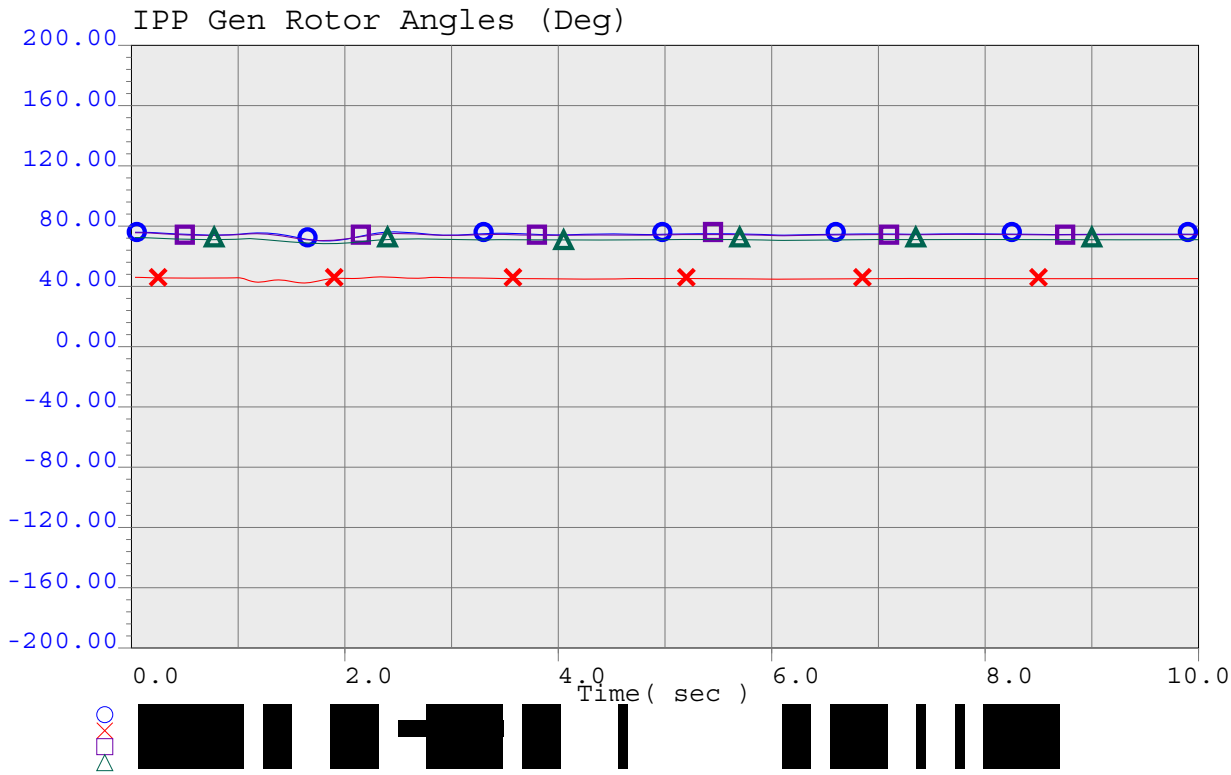
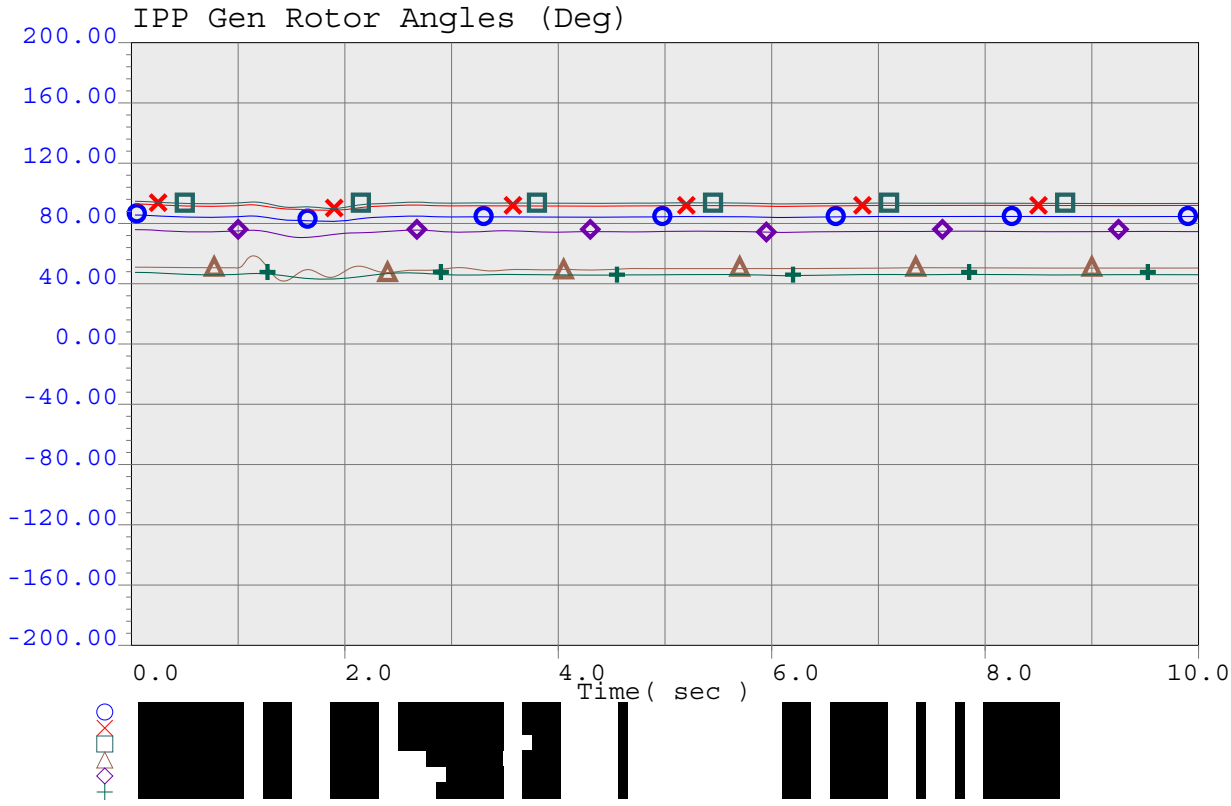
SYSTEM IMPACT STUDY (Rotor Angles)





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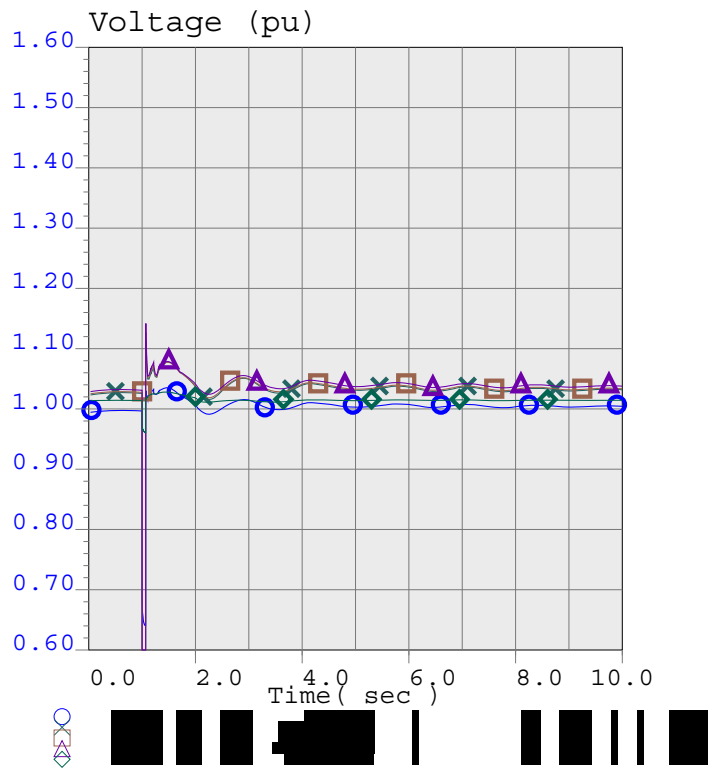
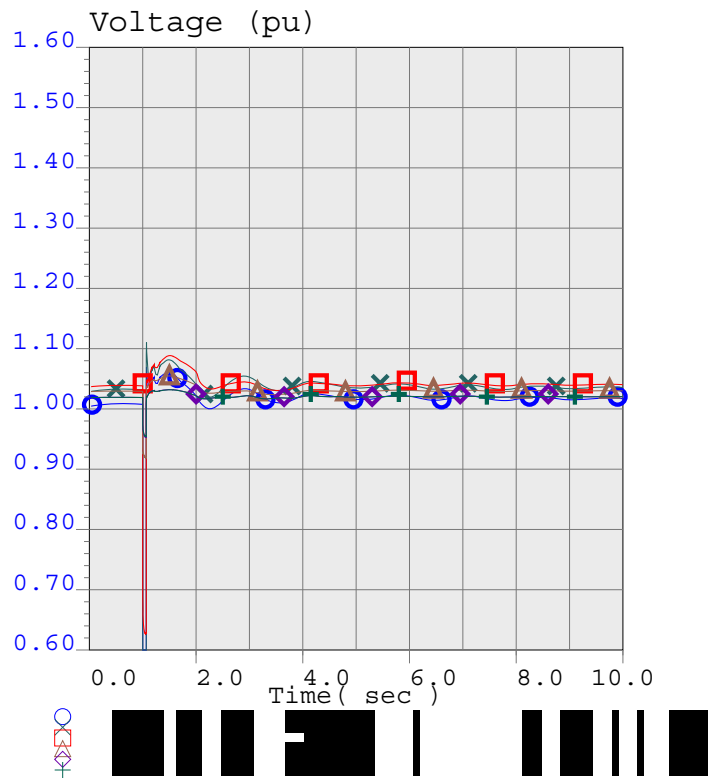
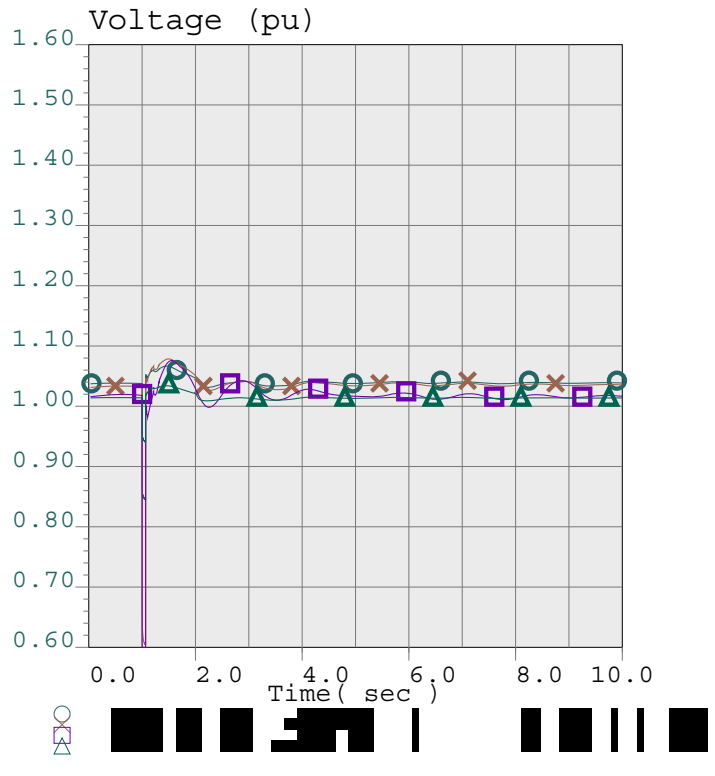
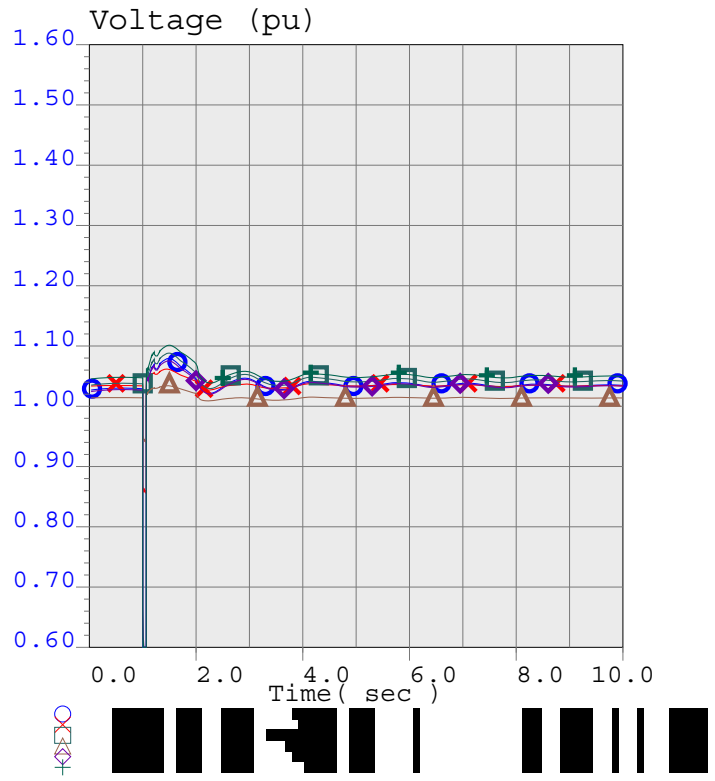
SYSTEM IMPACT STUDY (Voltage)









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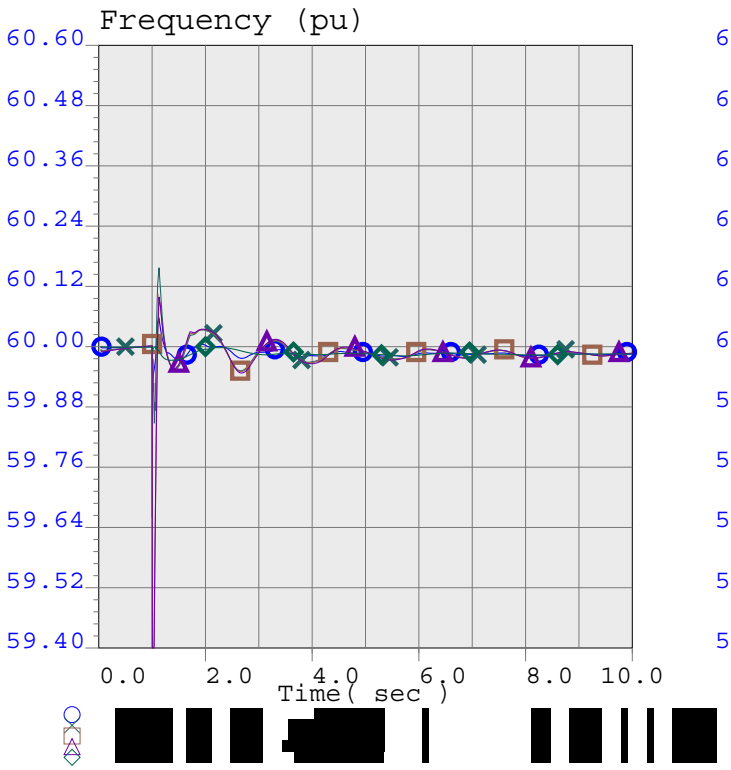
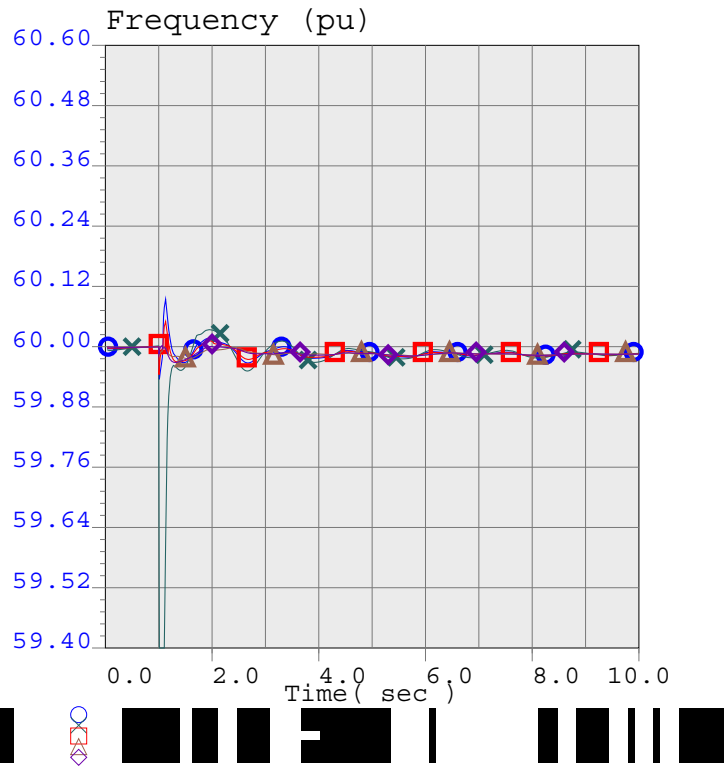
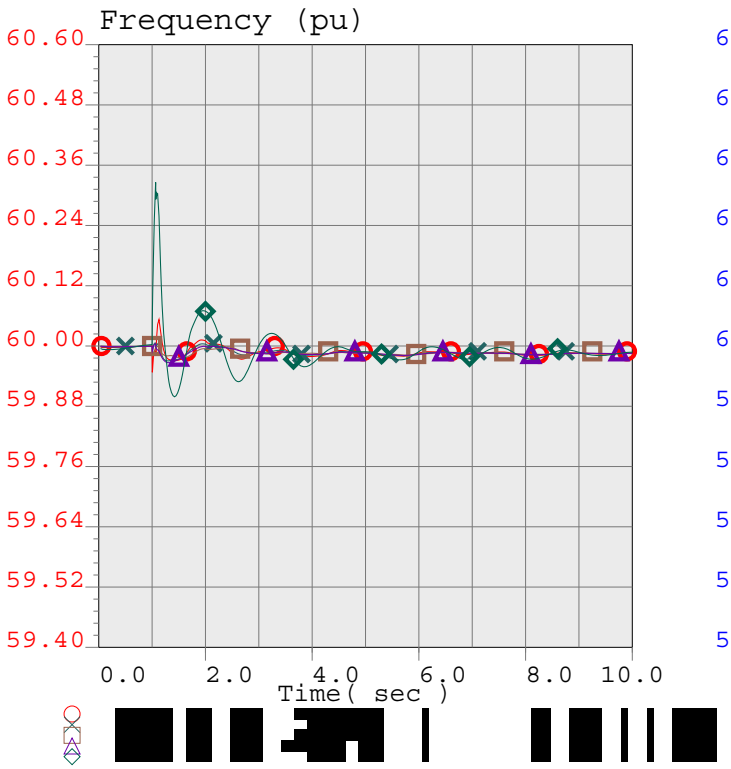
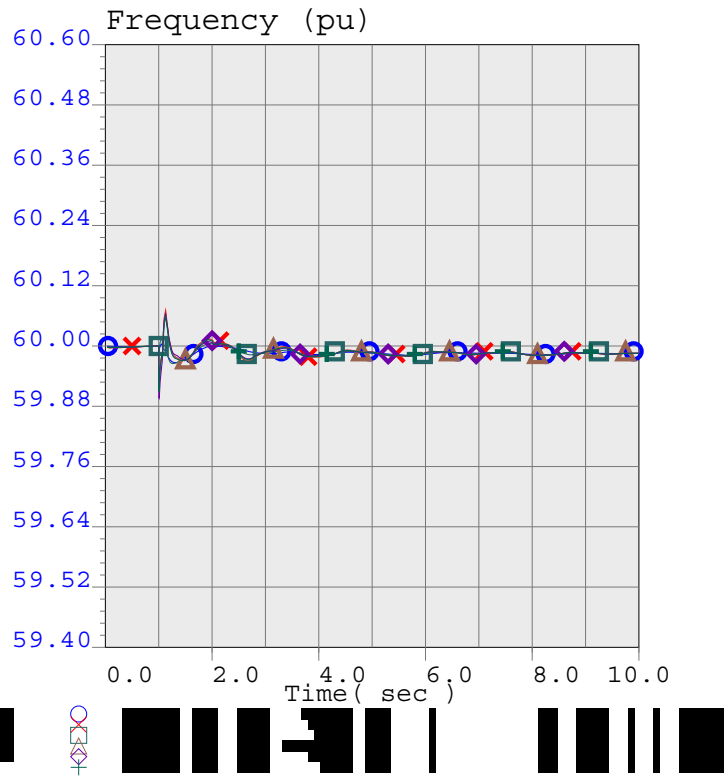
SYSTEM IMPACT STUDY (Frequency)









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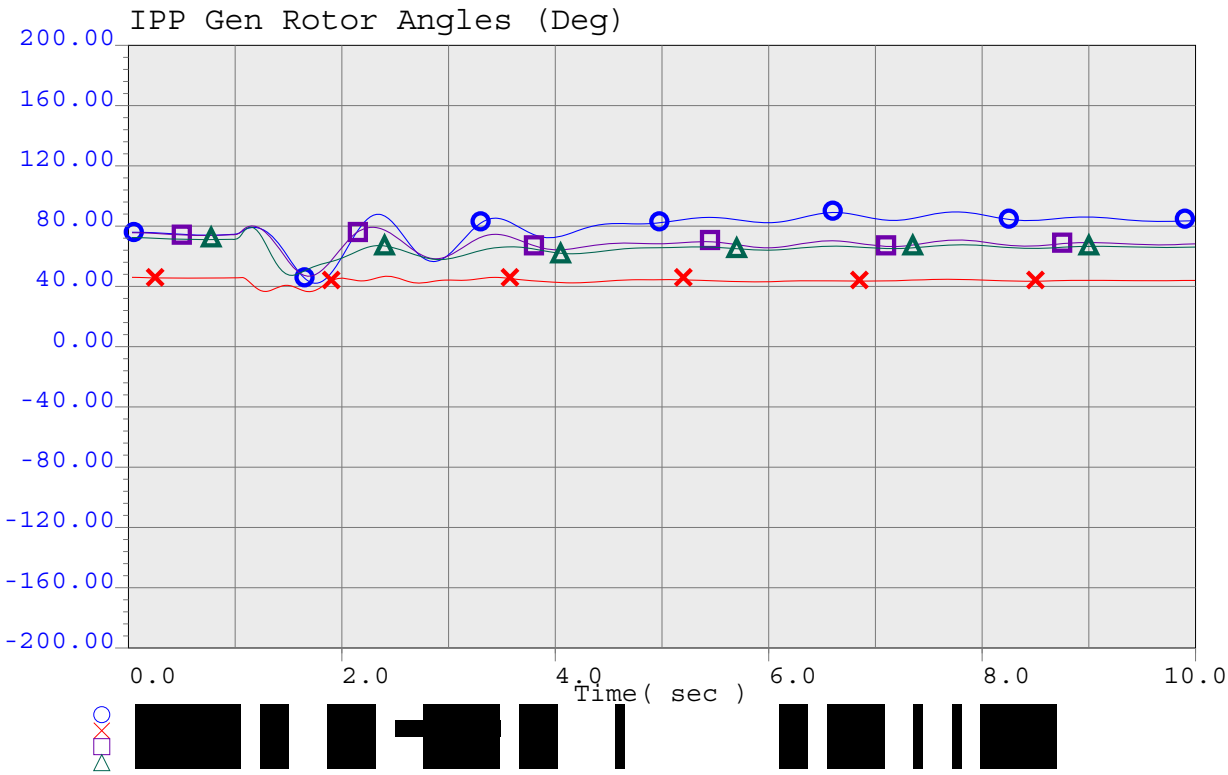
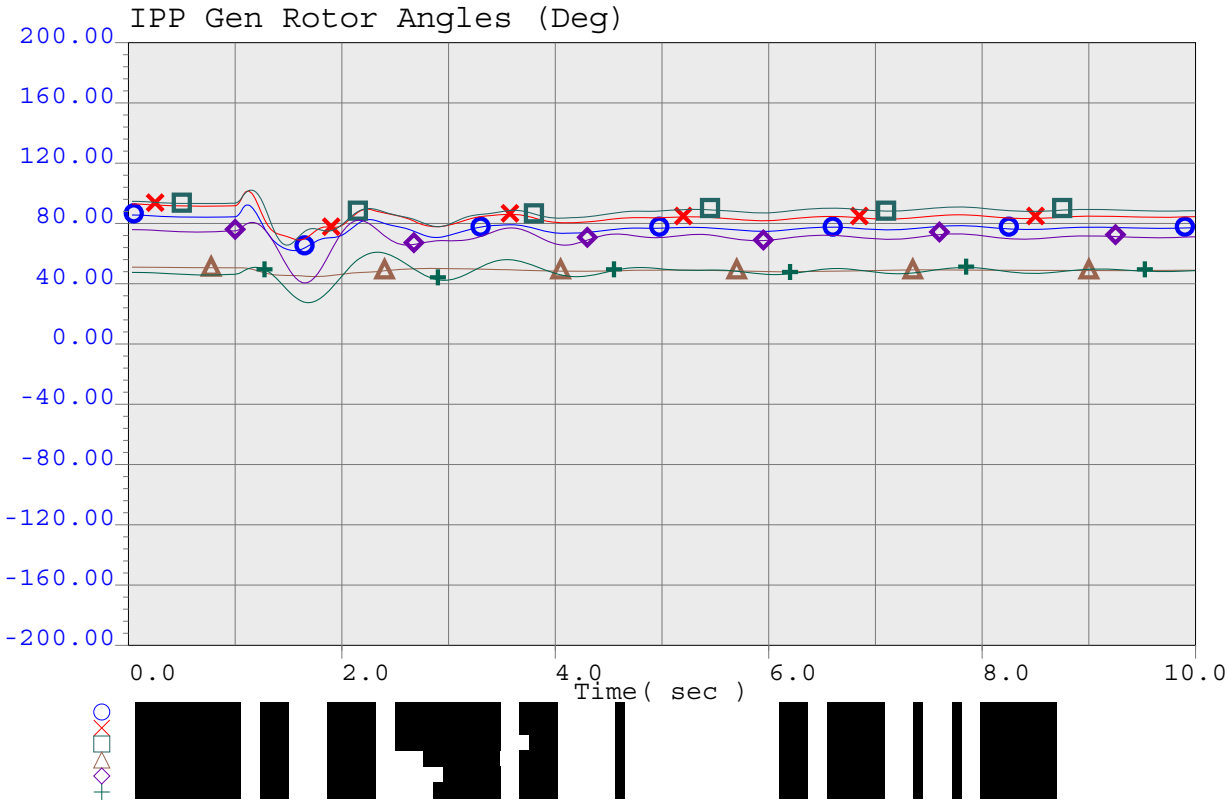
Fri Aug 26 09:19:33 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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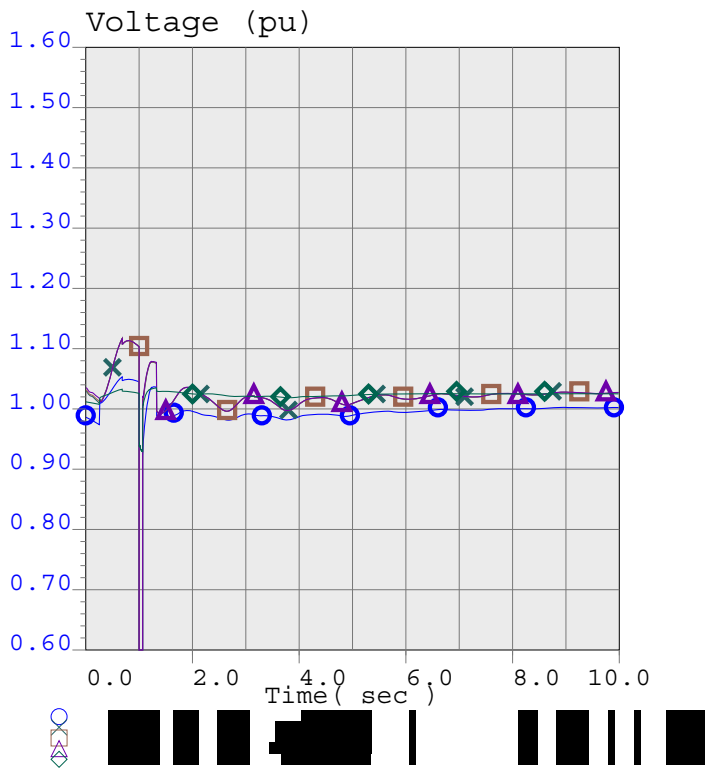
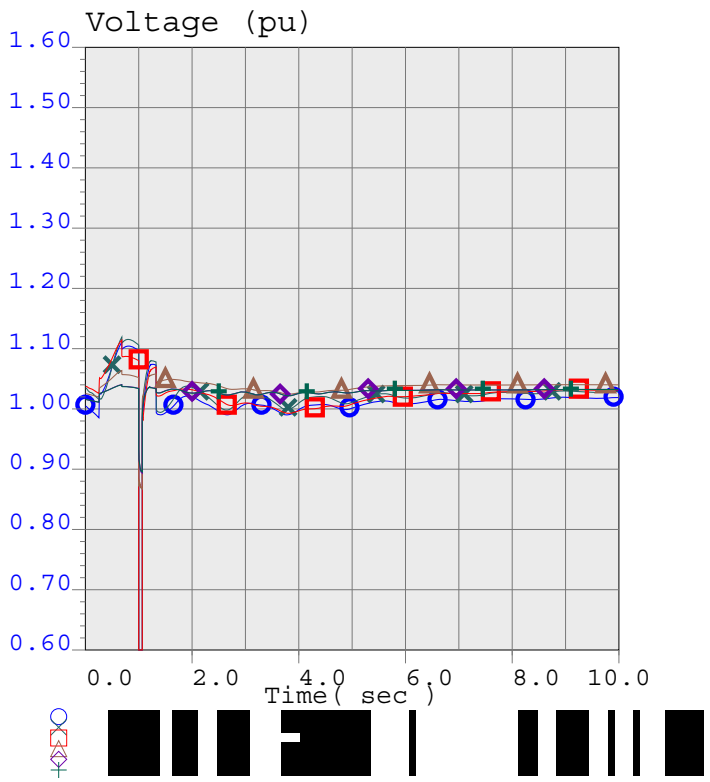
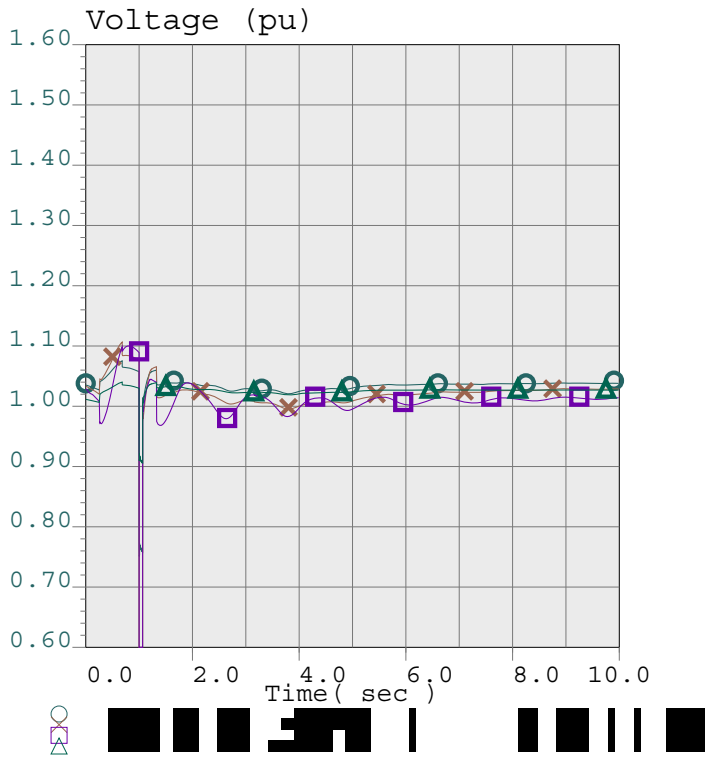
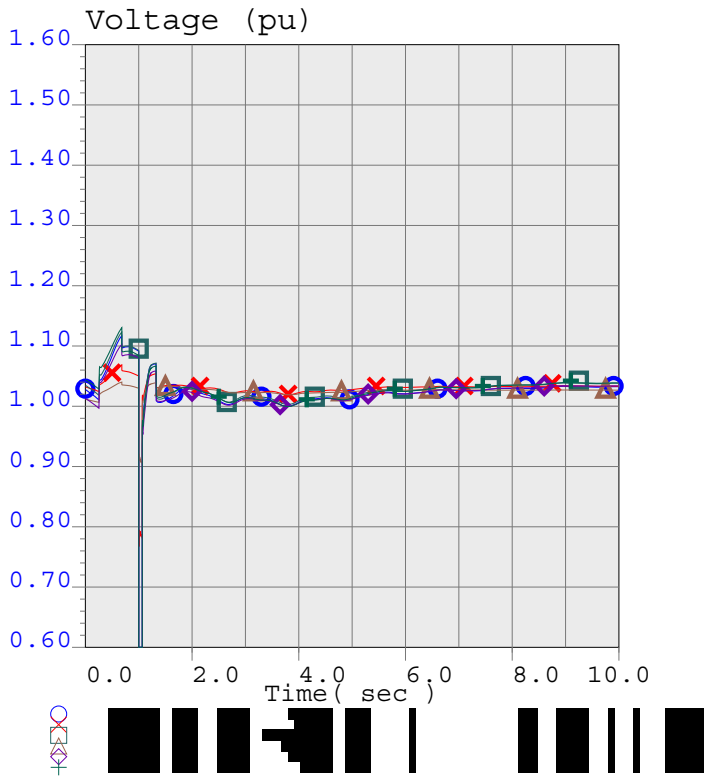
Fri Aug 26 09:19:33 2022

SYSTEM IMPACT STUDY (Voltage)









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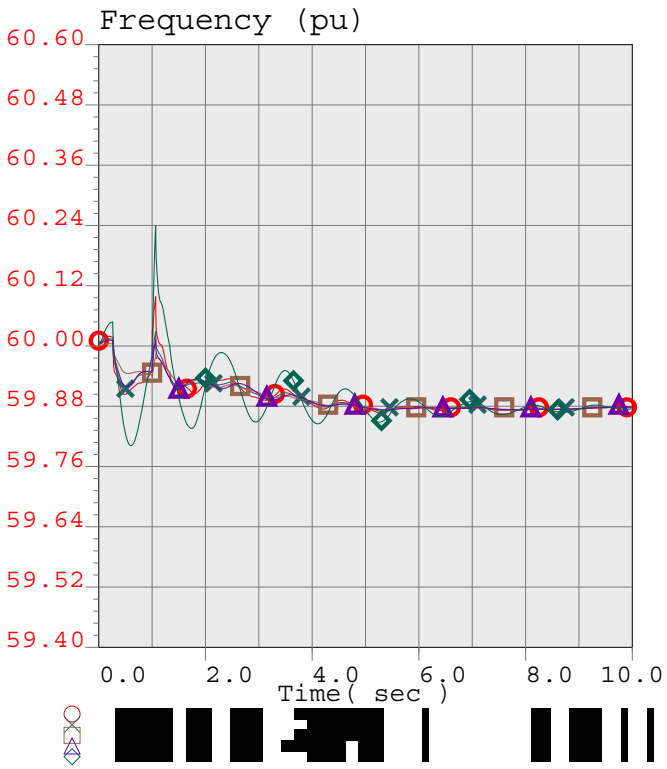
Fri Aug 26 09:19:36 2022

SYSTEM IMPACT STUDY (Frequency)



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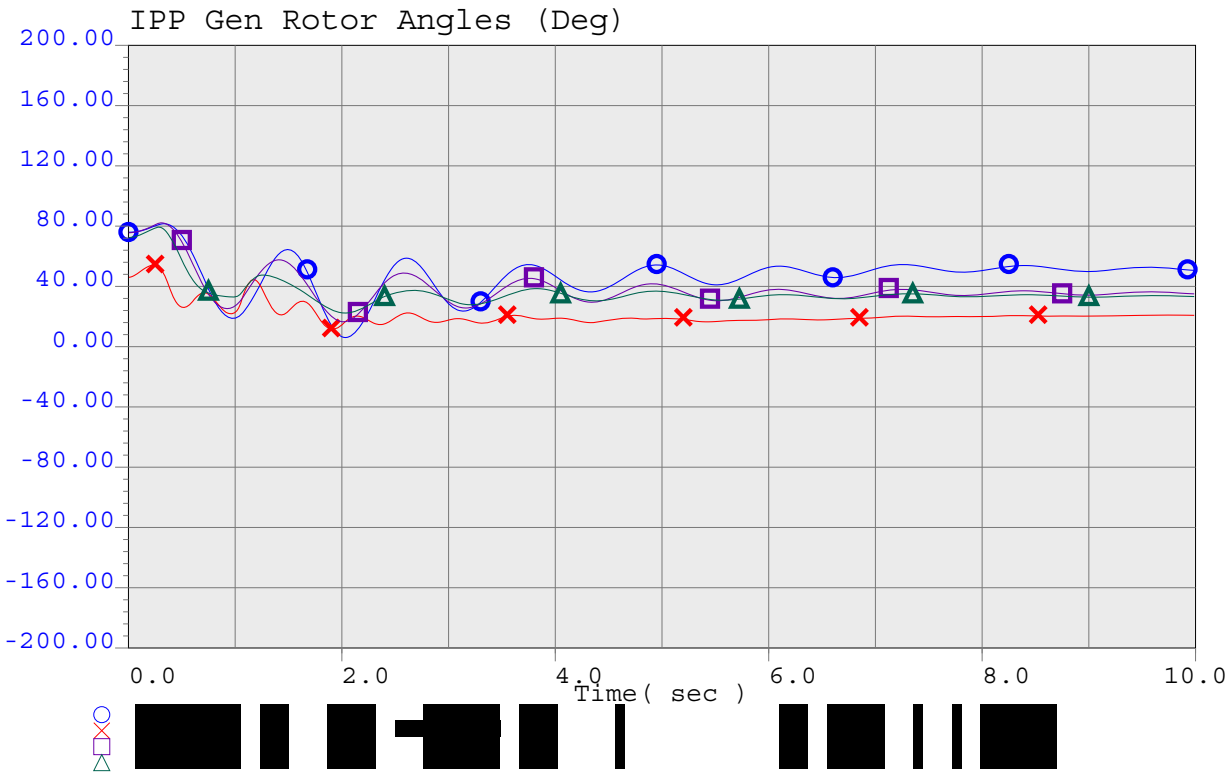
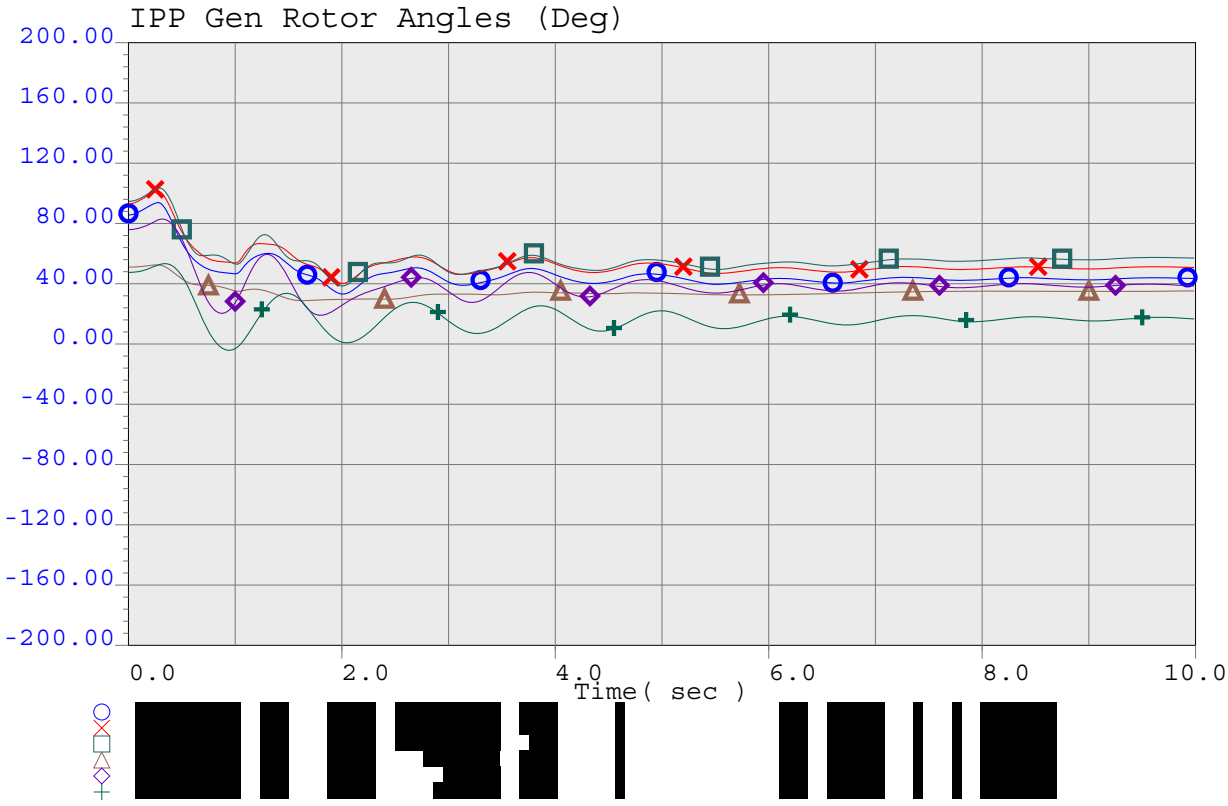
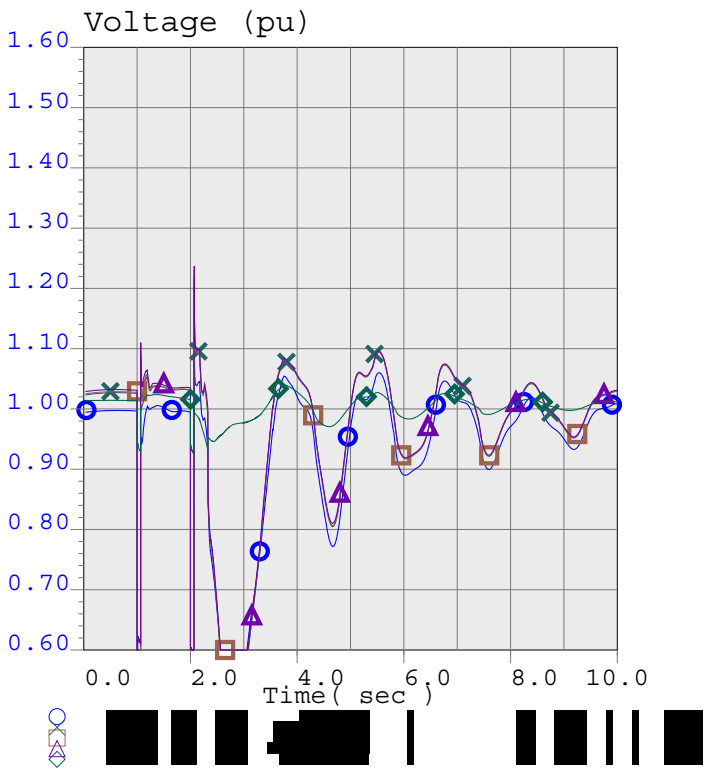
Fri Aug 26 09:19:36 2022

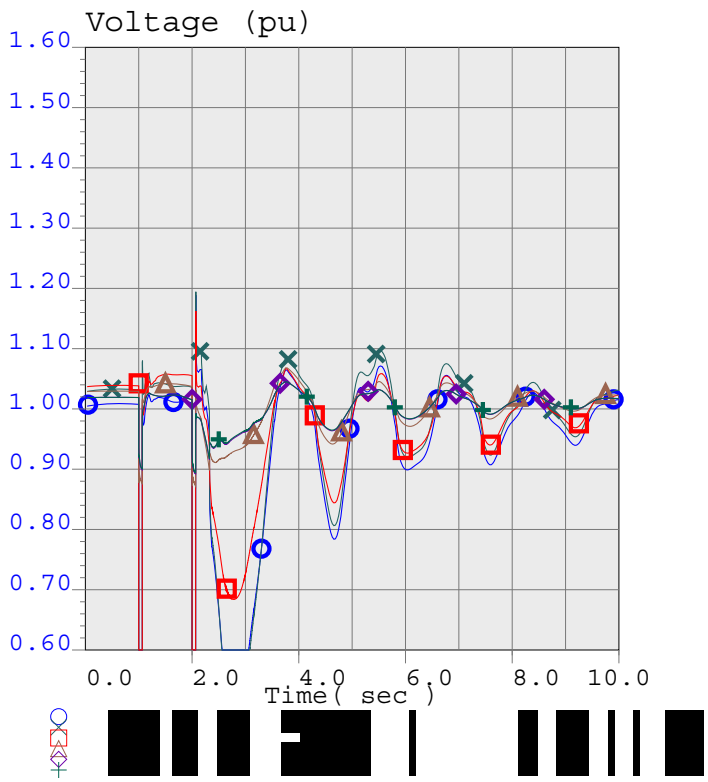
SYSTEM IMPACT STUDY (Rotor Angles)

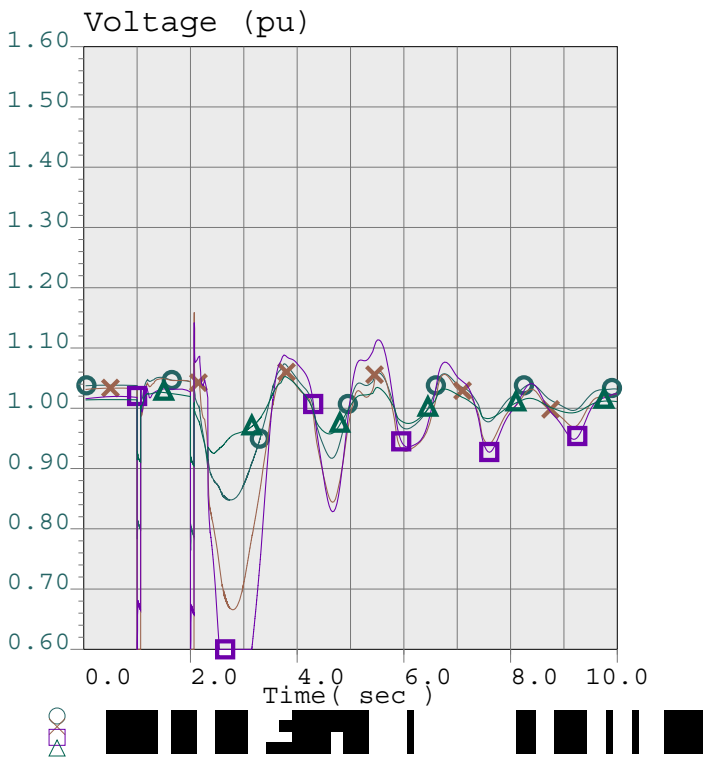


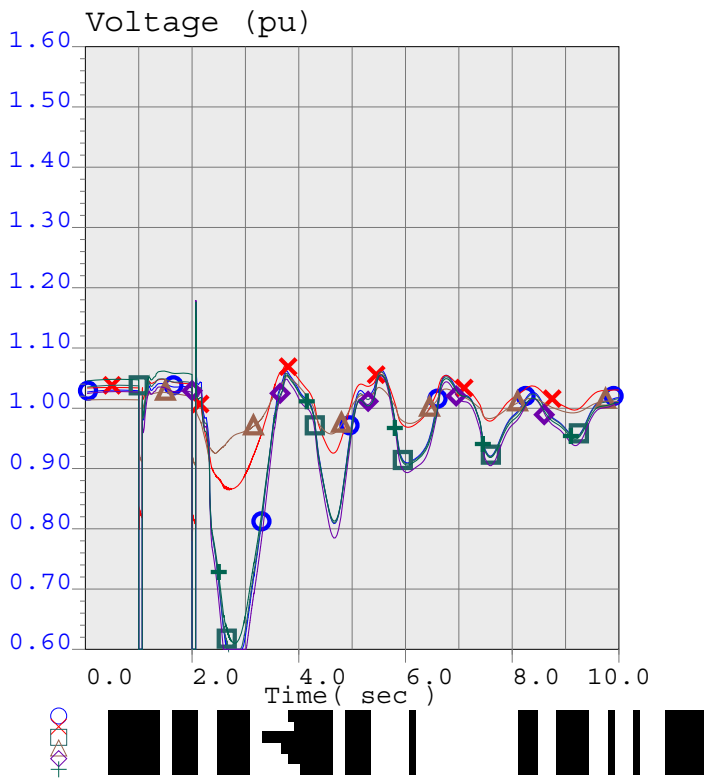


SYSTEM IMPACT STUDY (Voltage)









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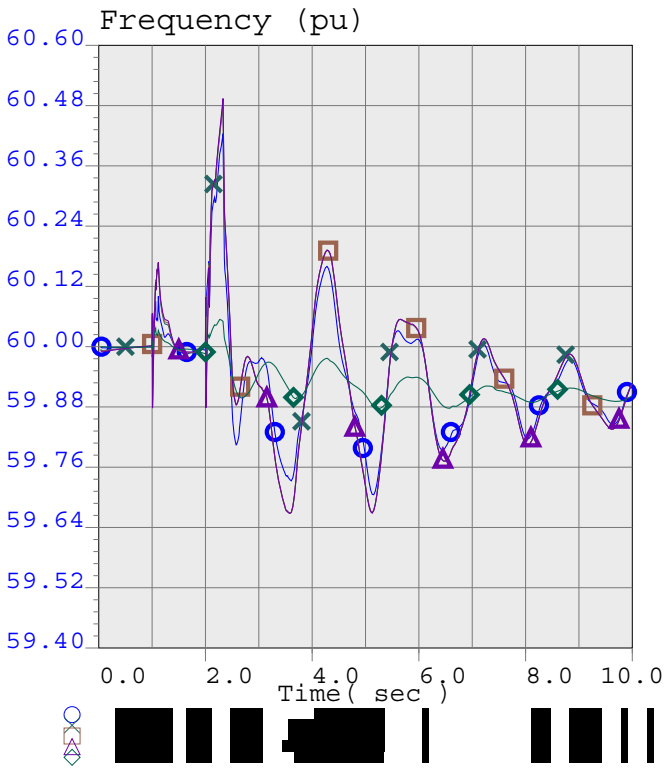
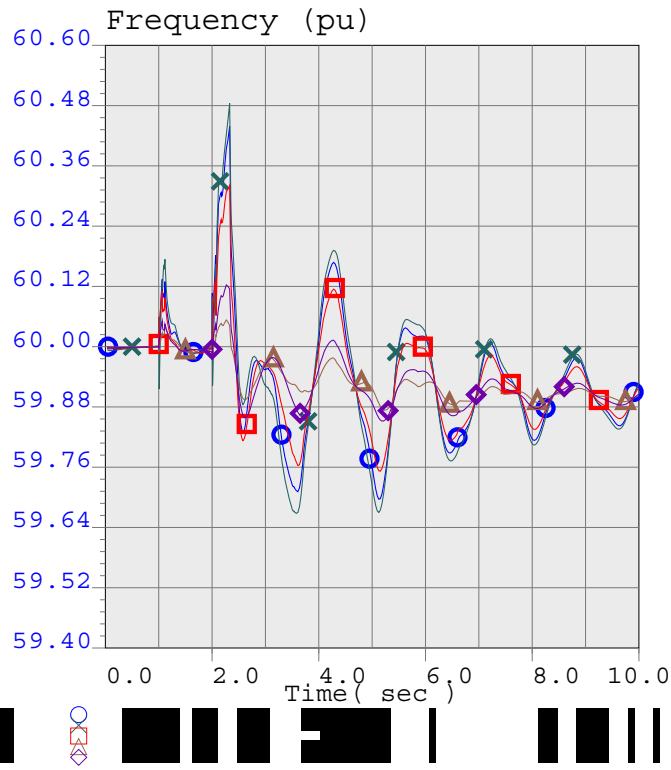
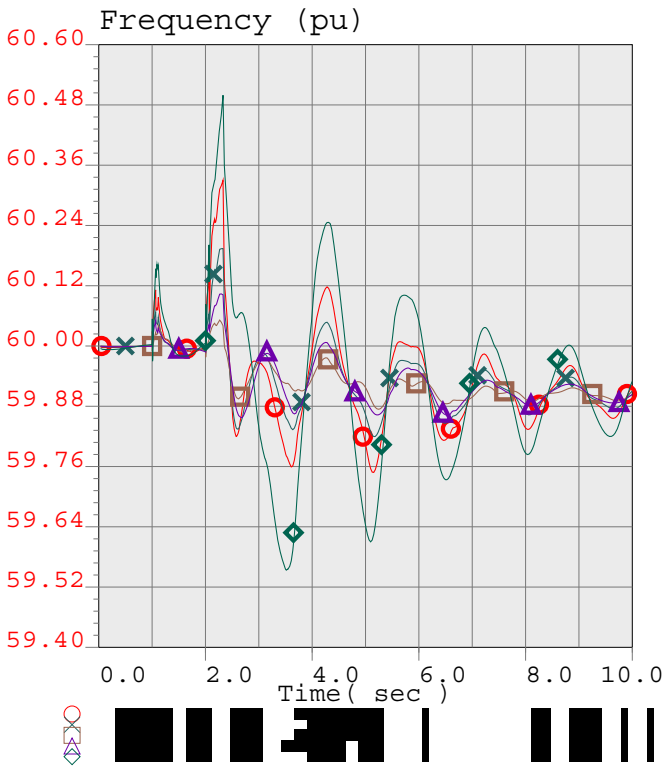
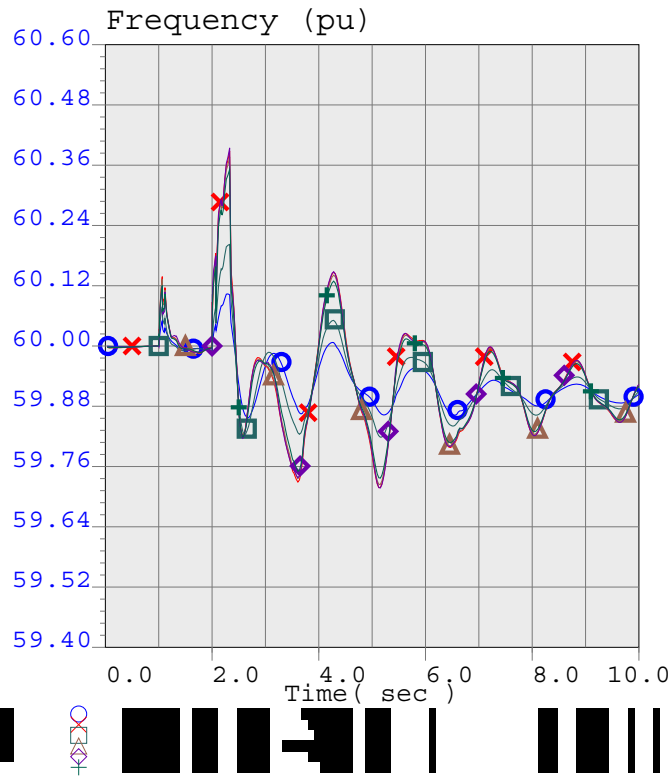
Fri Aug 26 09:19:40 2022

SYSTEM IMPACT STUDY (Frequency)









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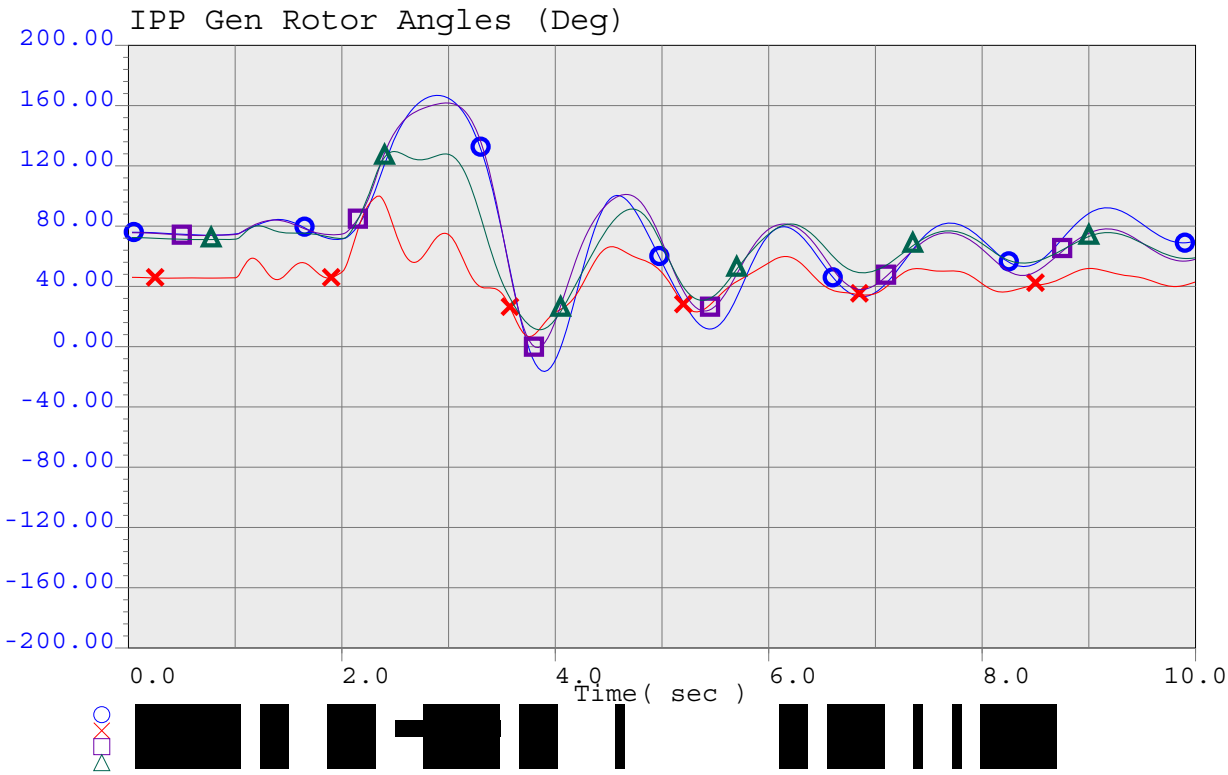
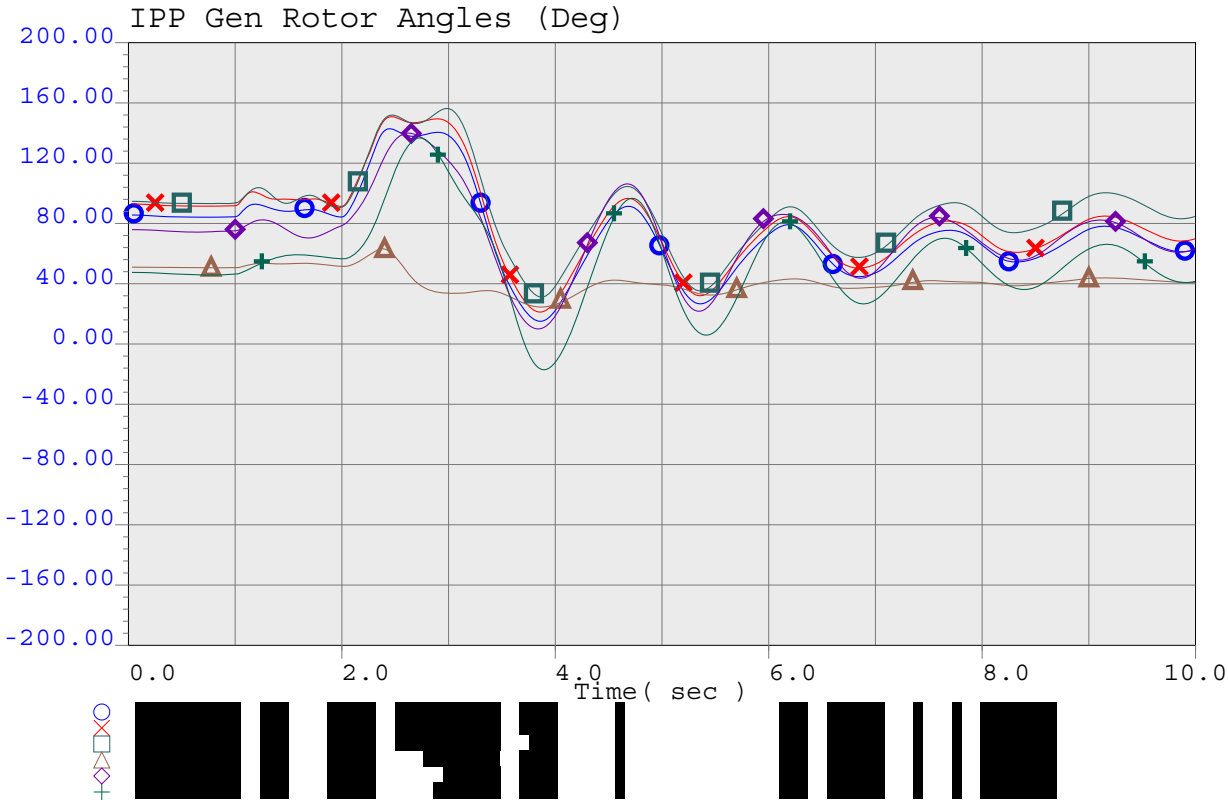
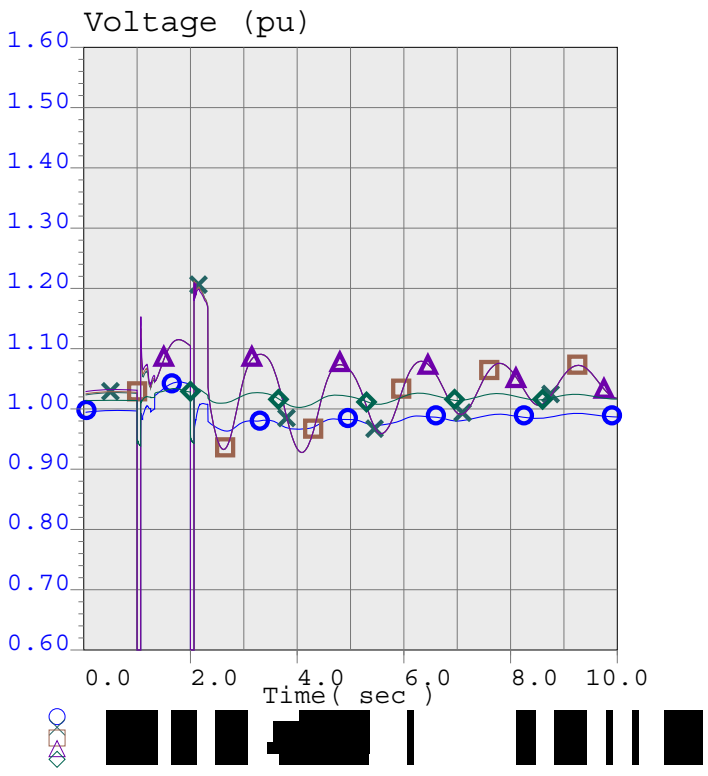
Fri Aug 26 09:19:40 2022

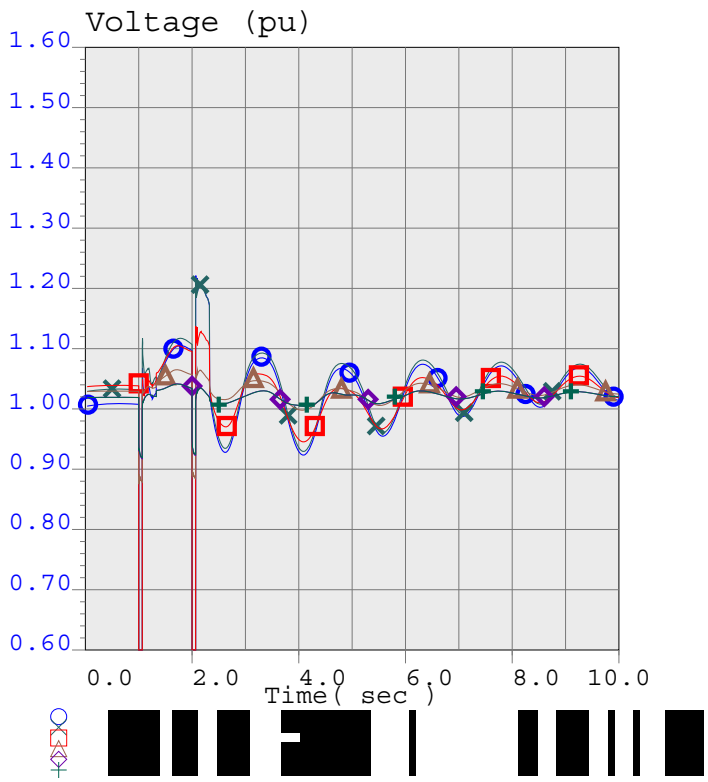
SYSTEM IMPACT STUDY (Rotor Angles)

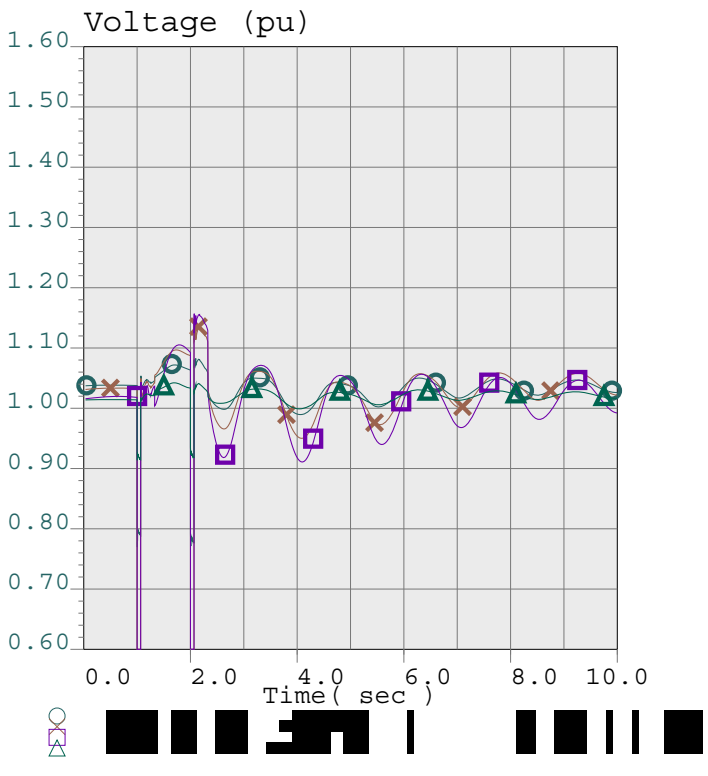


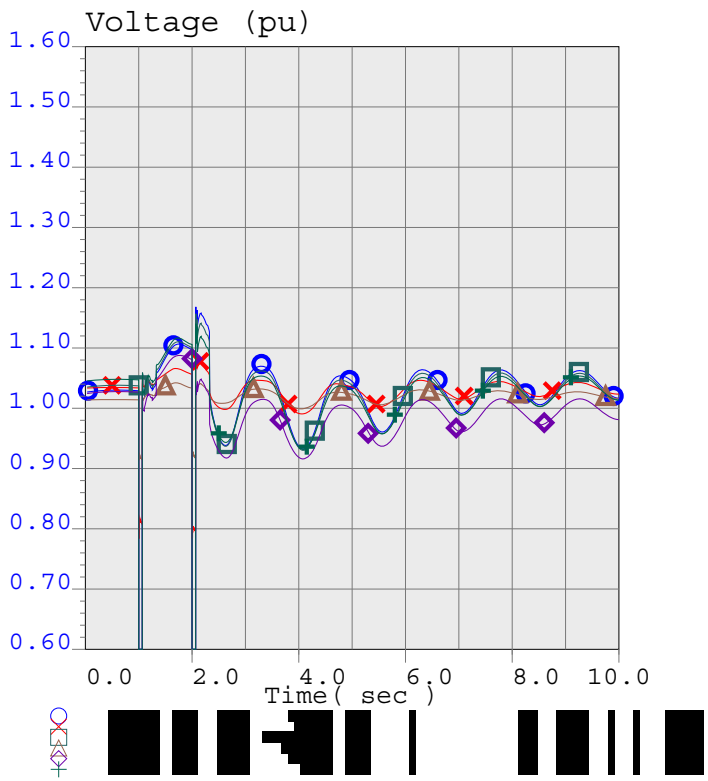


SYSTEM IMPACT STUDY (Voltage)









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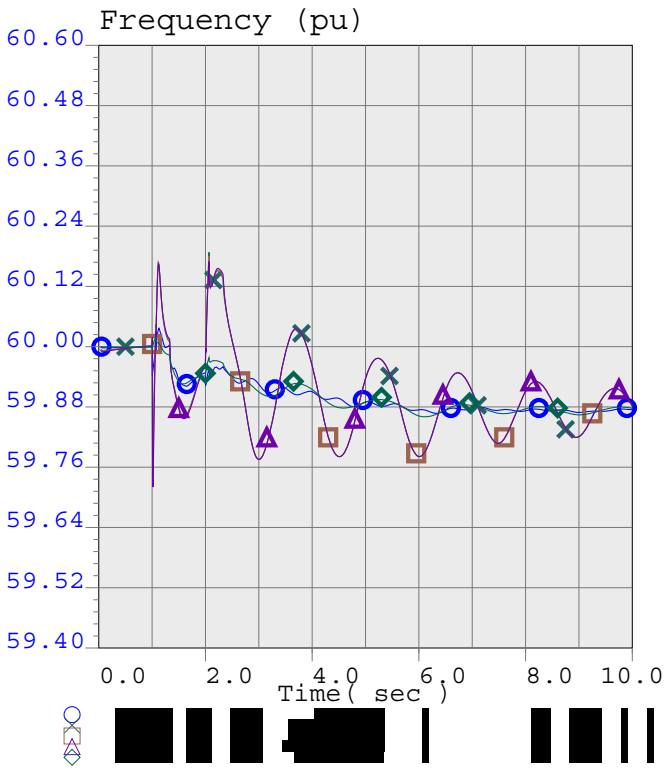
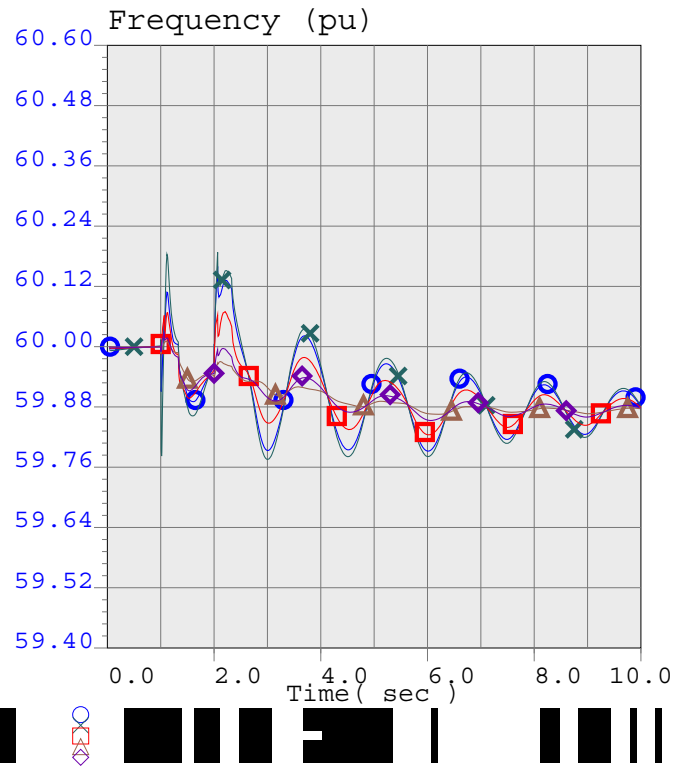
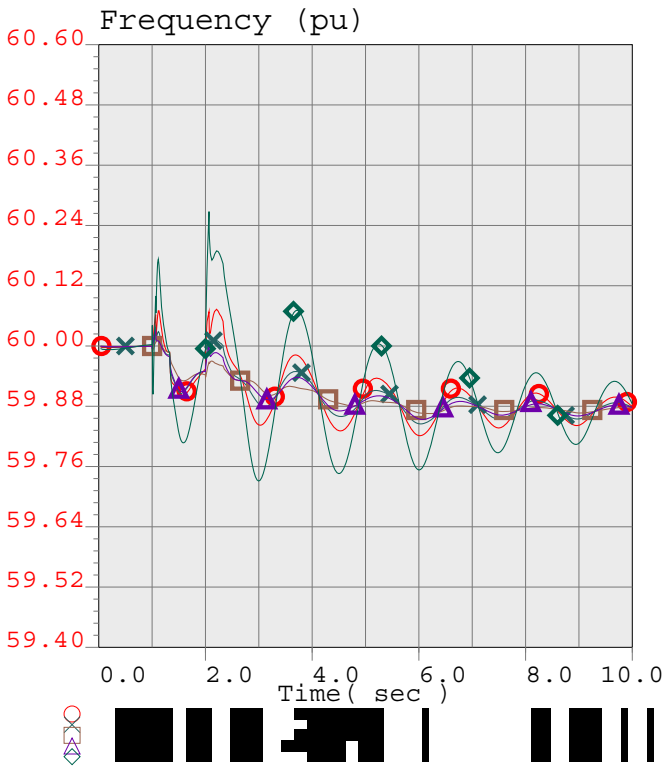
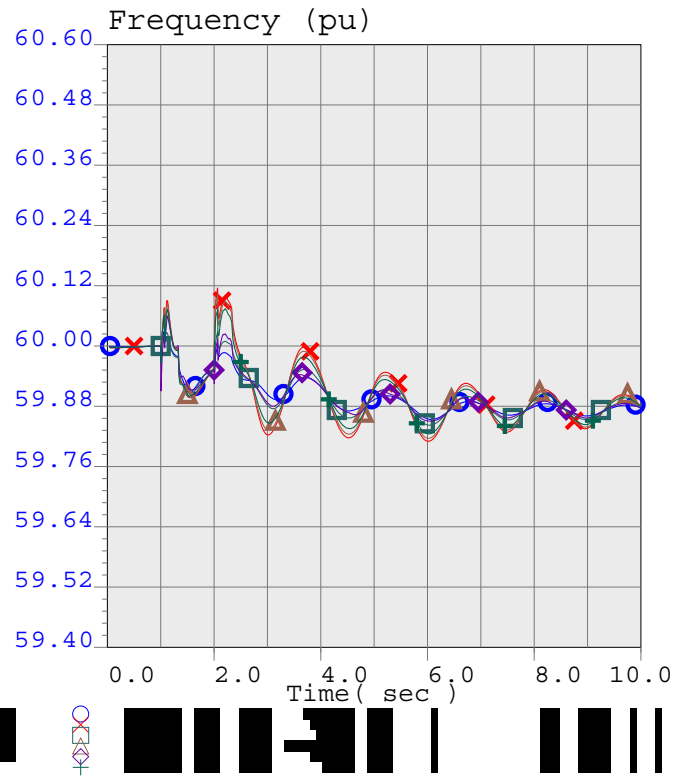
Fri Aug 26 09:19:42 2022

SYSTEM IMPACT STUDY (Frequency)









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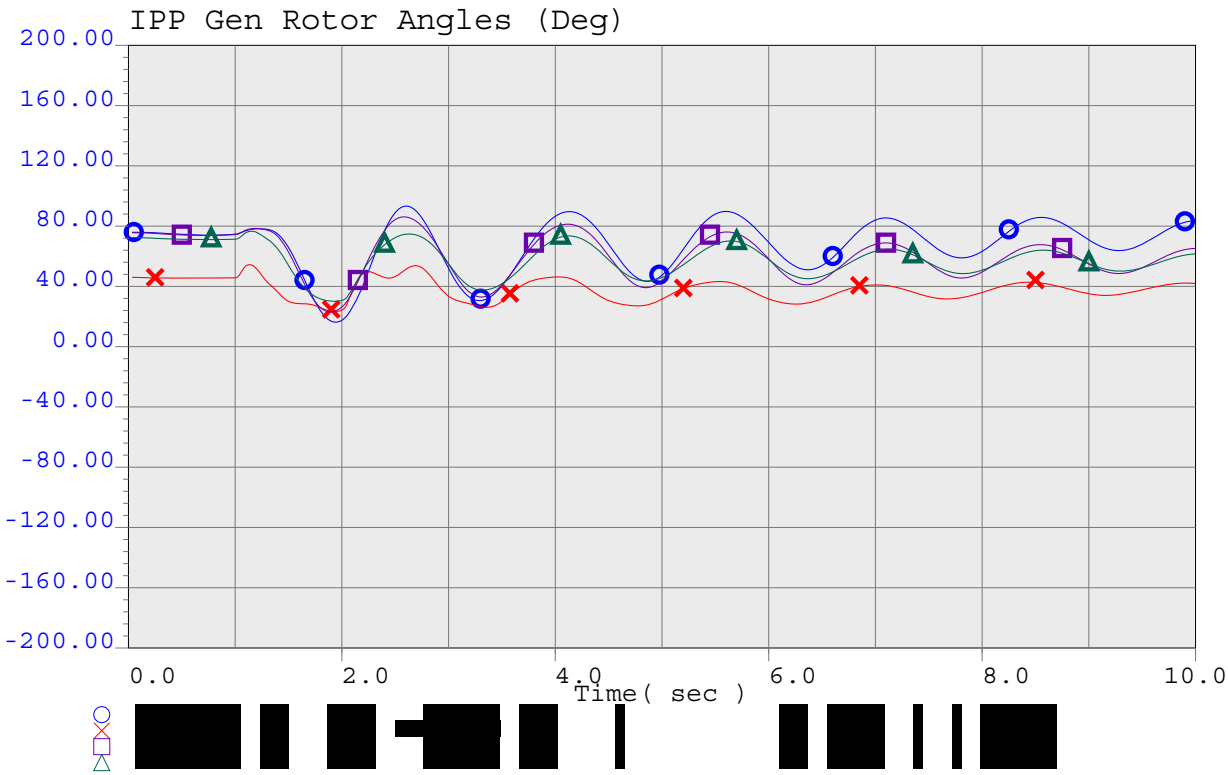
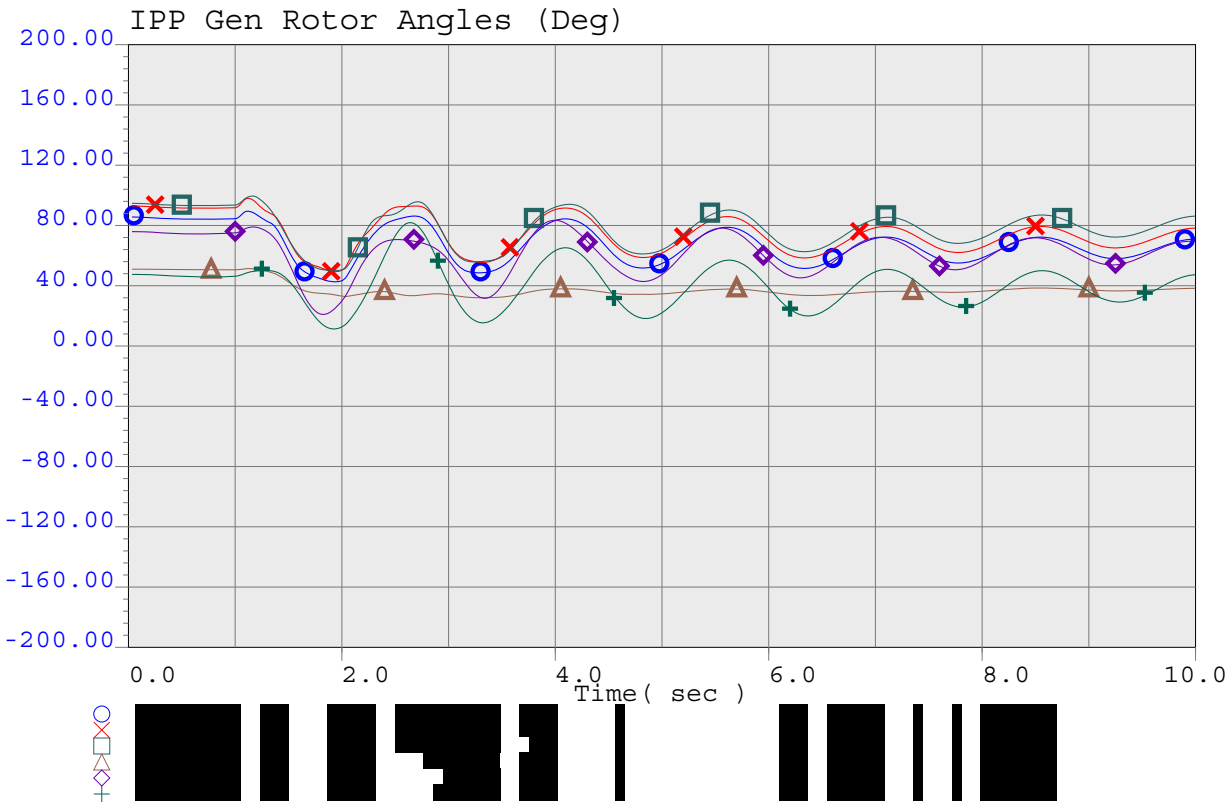
Fri Aug 26 09:19:42 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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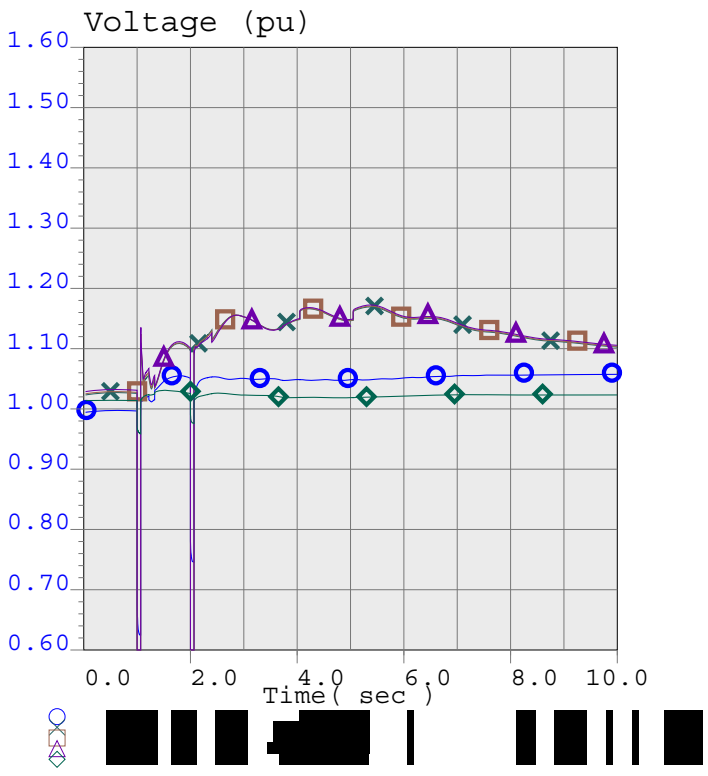
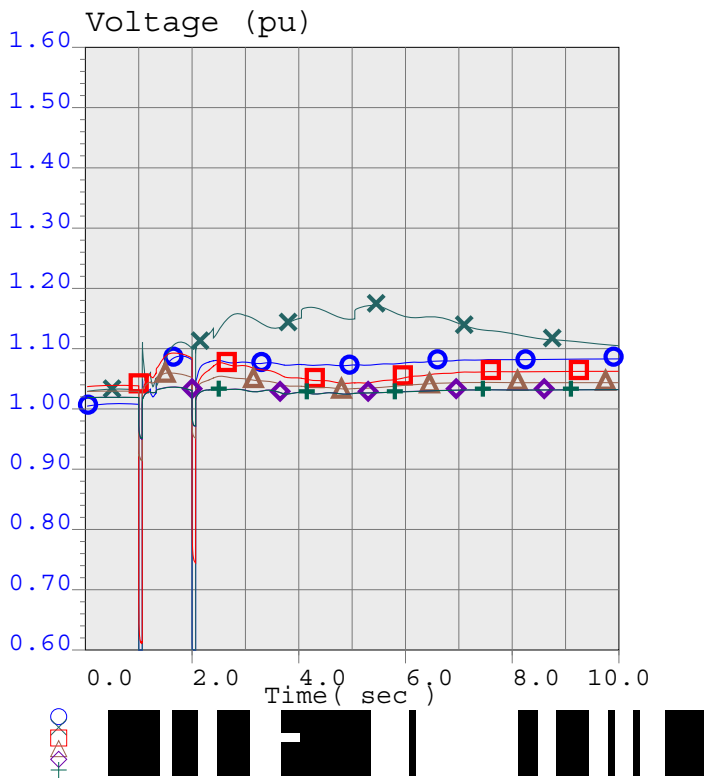
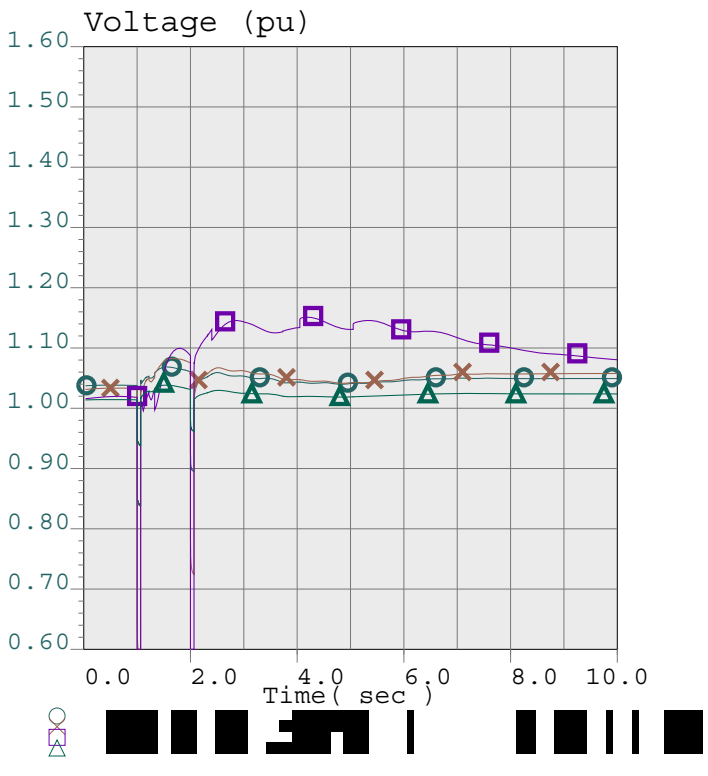
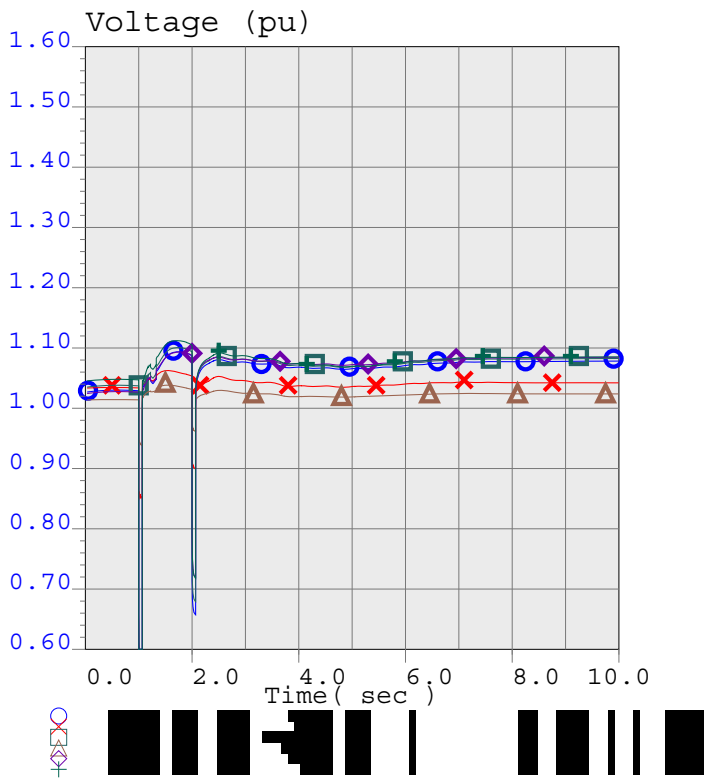
SYSTEM IMPACT STUDY (Voltage)









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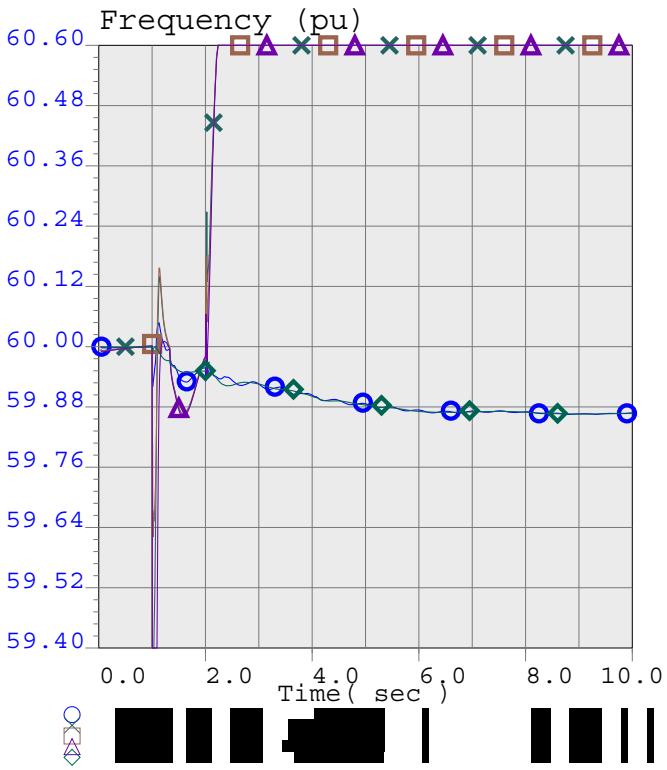
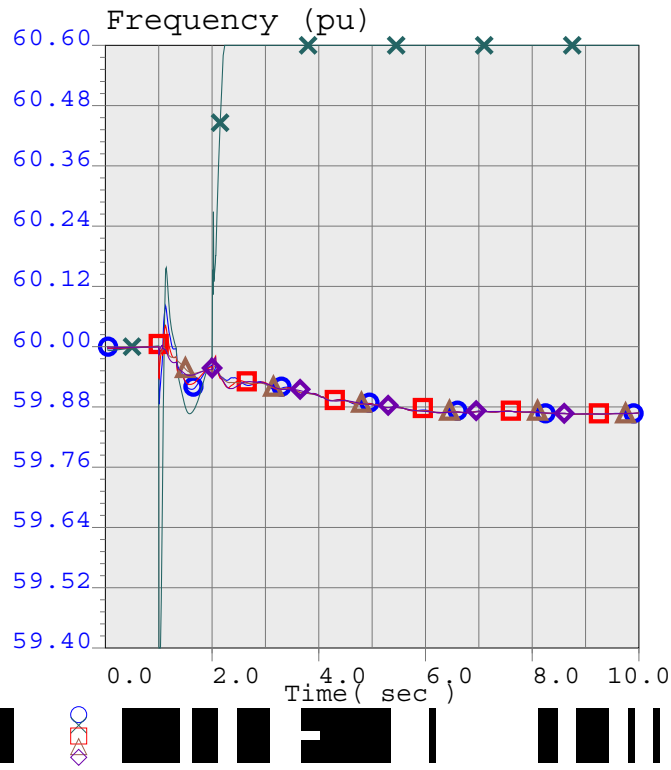
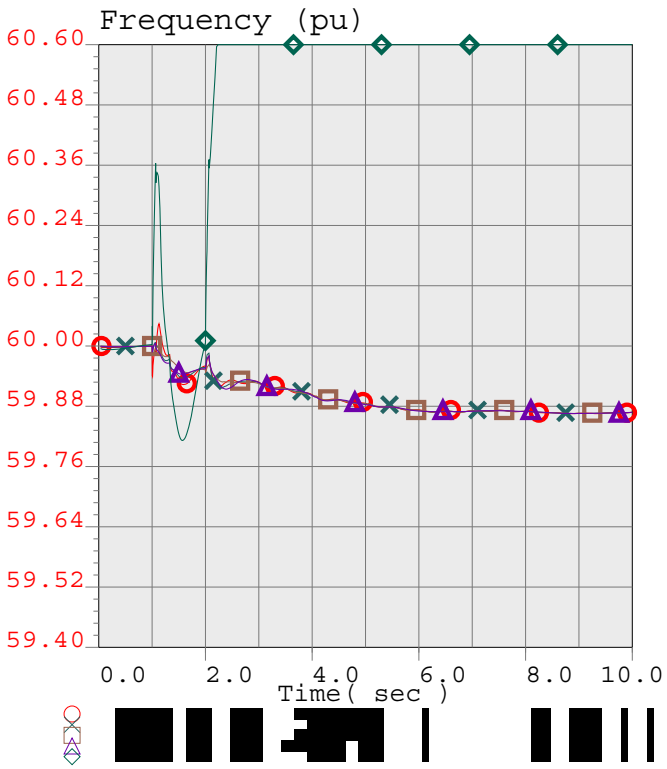
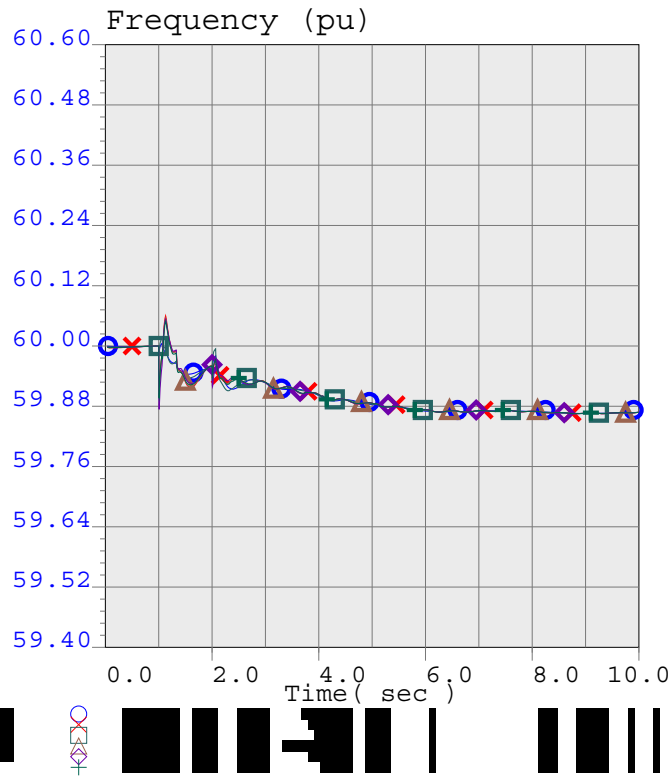
SYSTEM IMPACT STUDY (Frequency)









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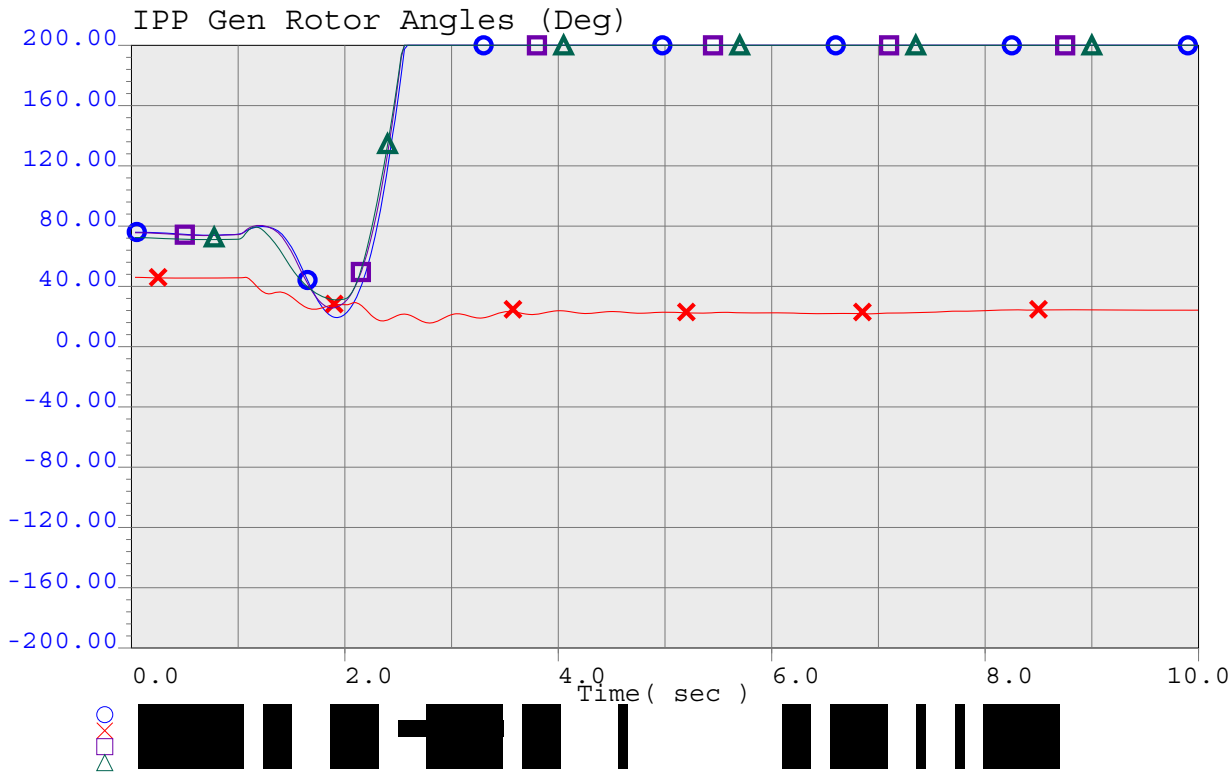
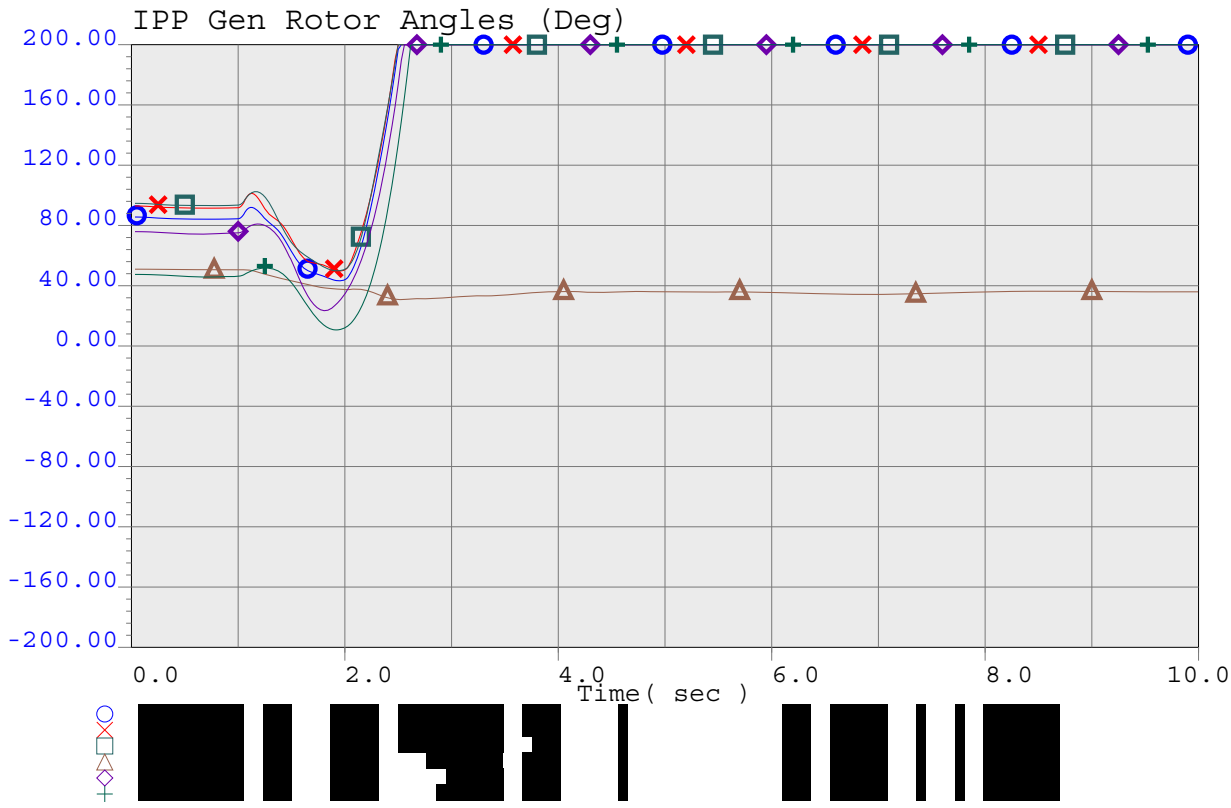
SYSTEM IMPACT STUDY (Rotor Angles)





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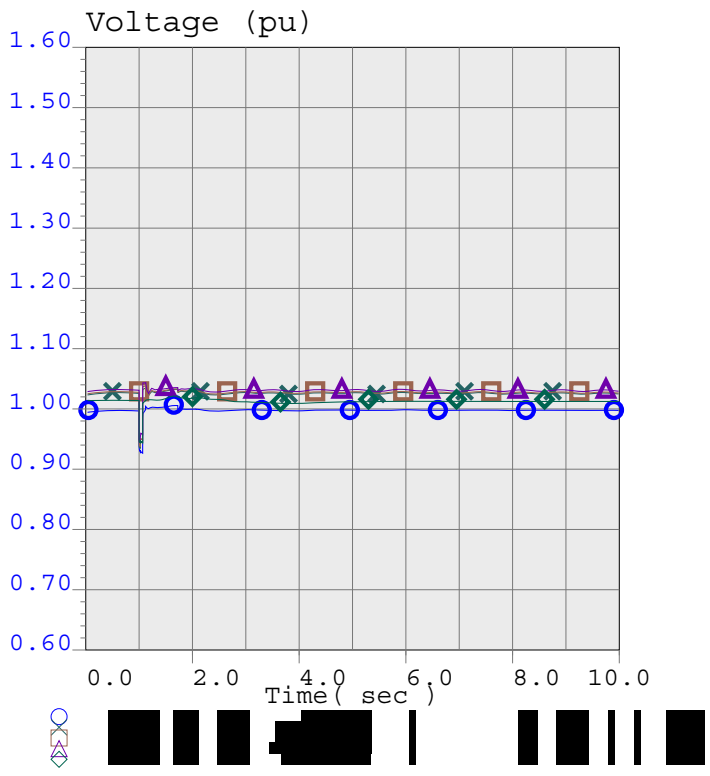
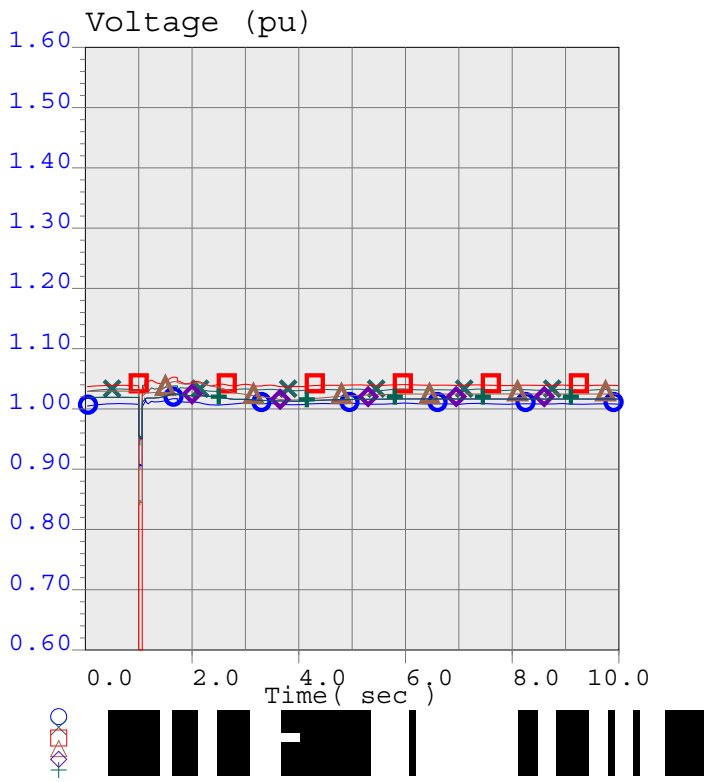
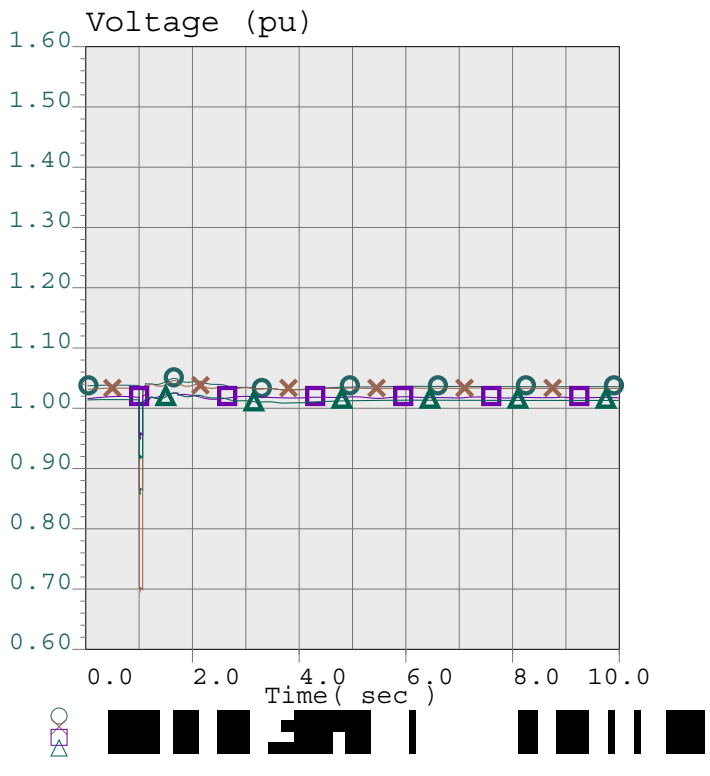
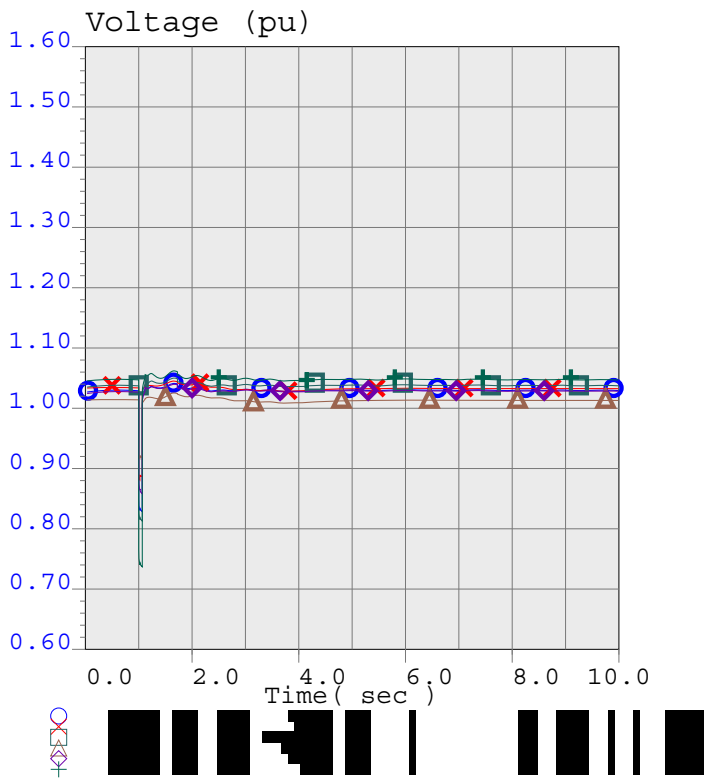
SYSTEM IMPACT STUDY (Voltage)









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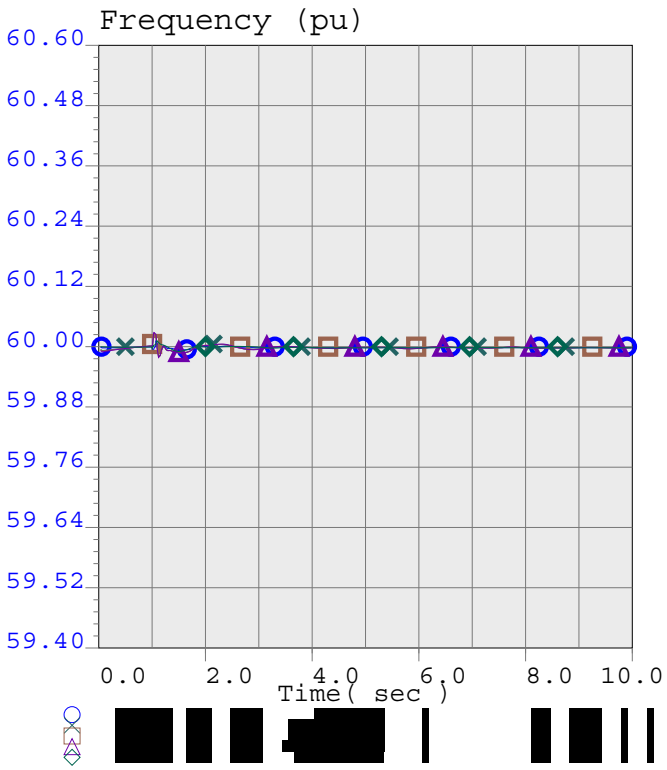
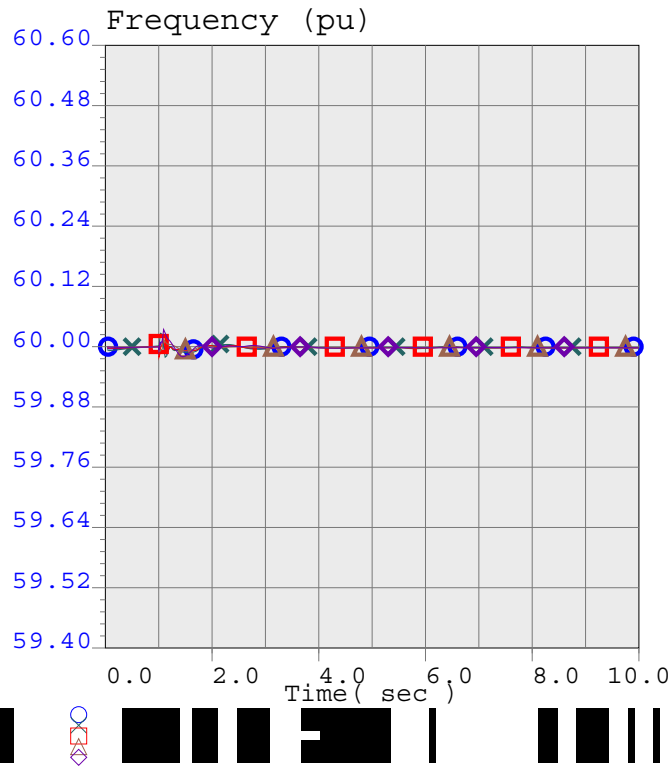
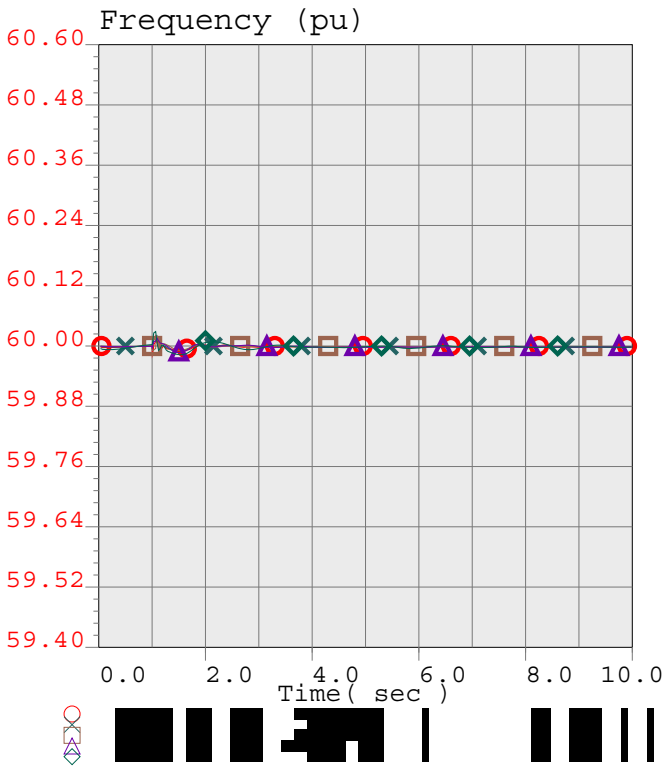
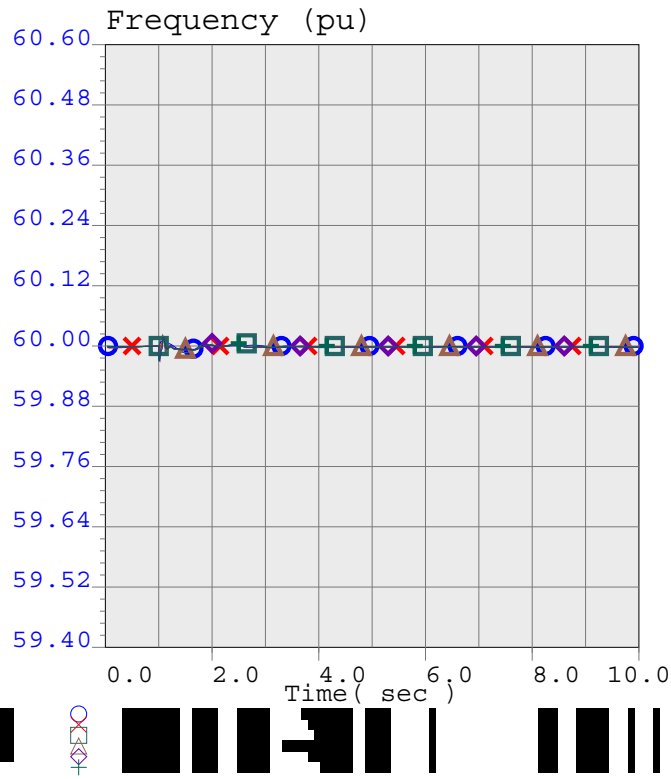
Fri Aug 26 09:19:47 2022

SYSTEM IMPACT STUDY (Frequency)









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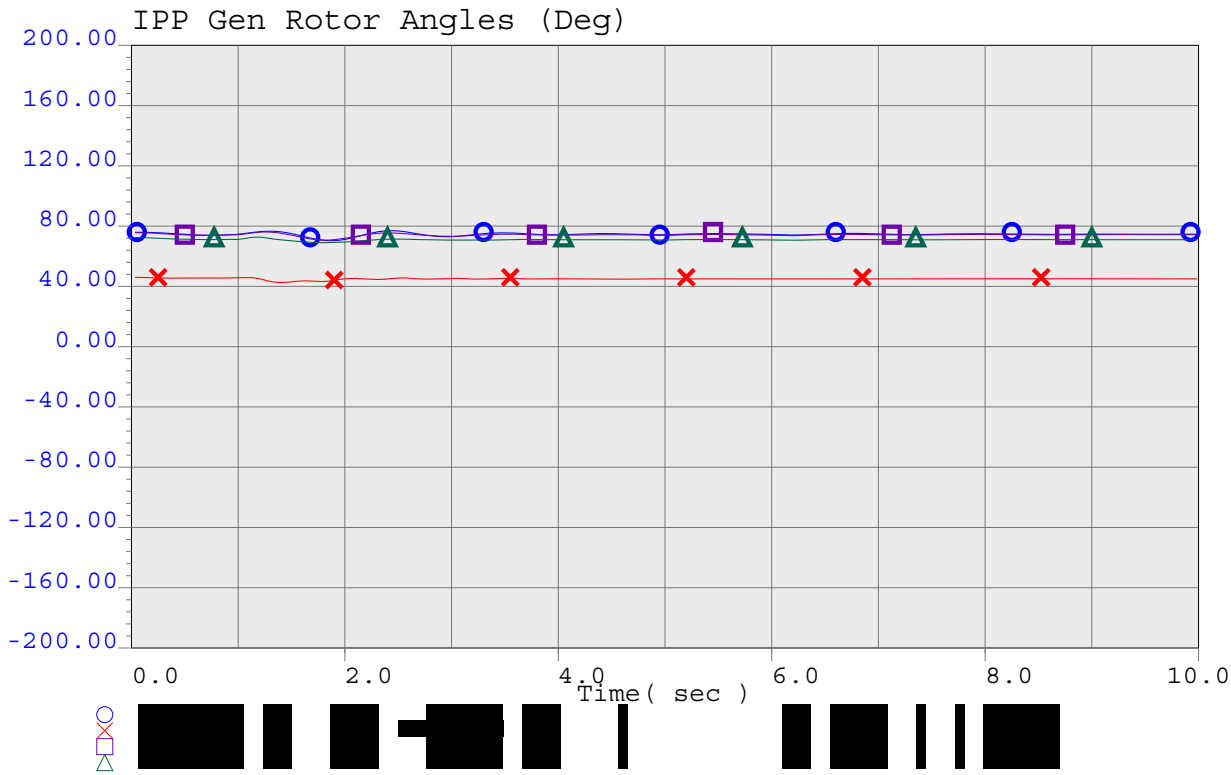
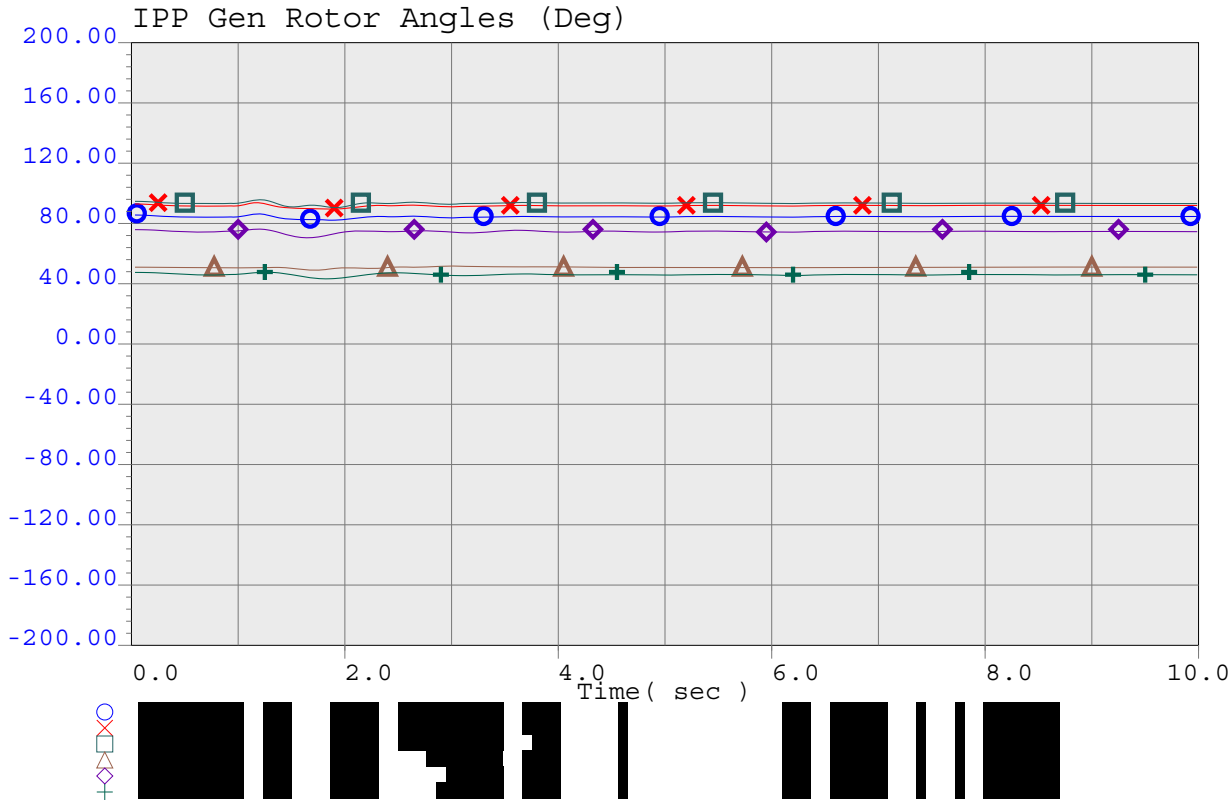
SYSTEM IMPACT STUDY (Rotor Angles)





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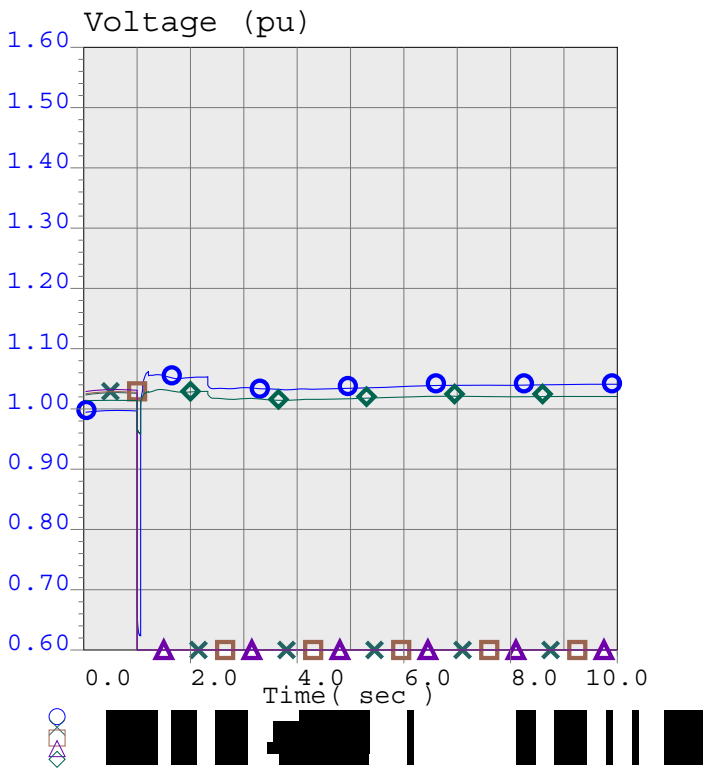
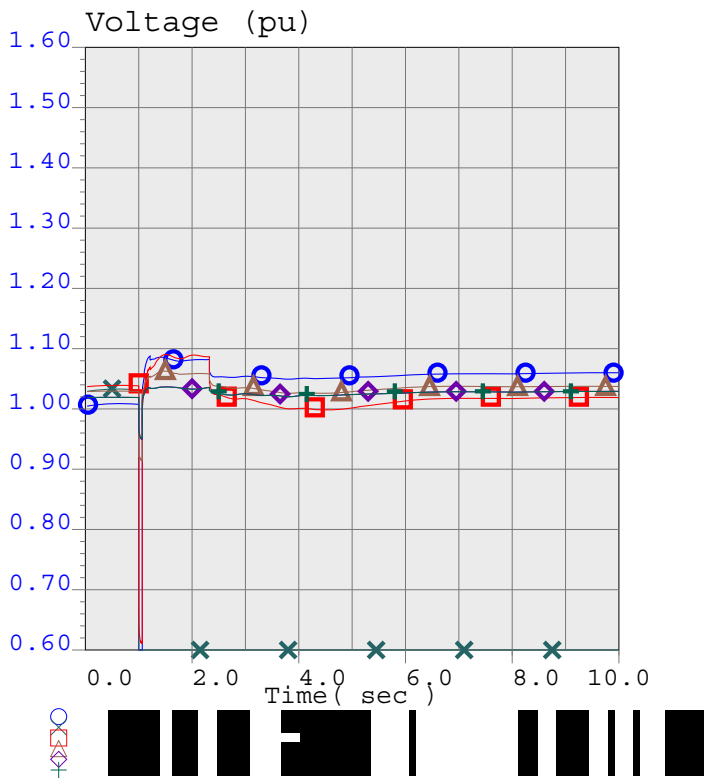
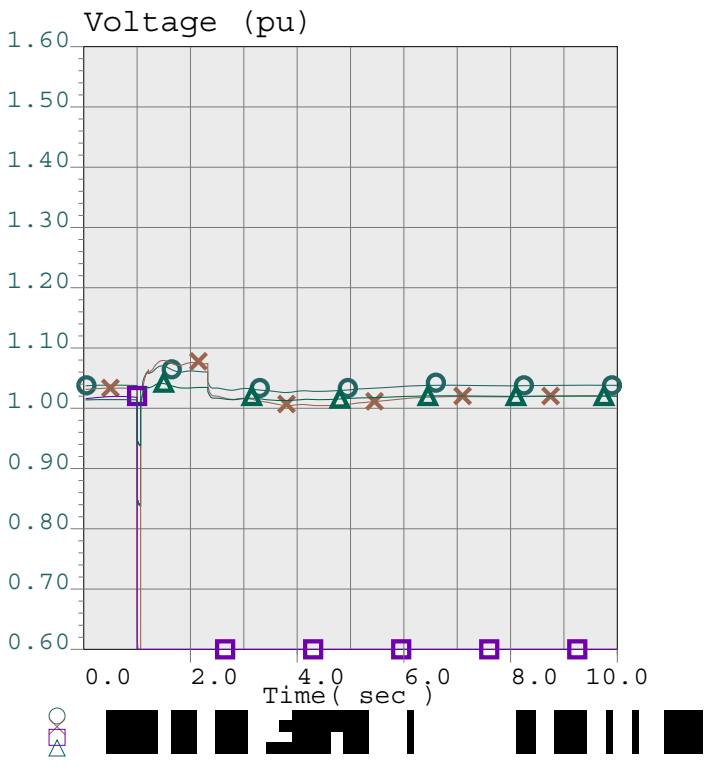
SYSTEM IMPACT STUDY (Voltage)







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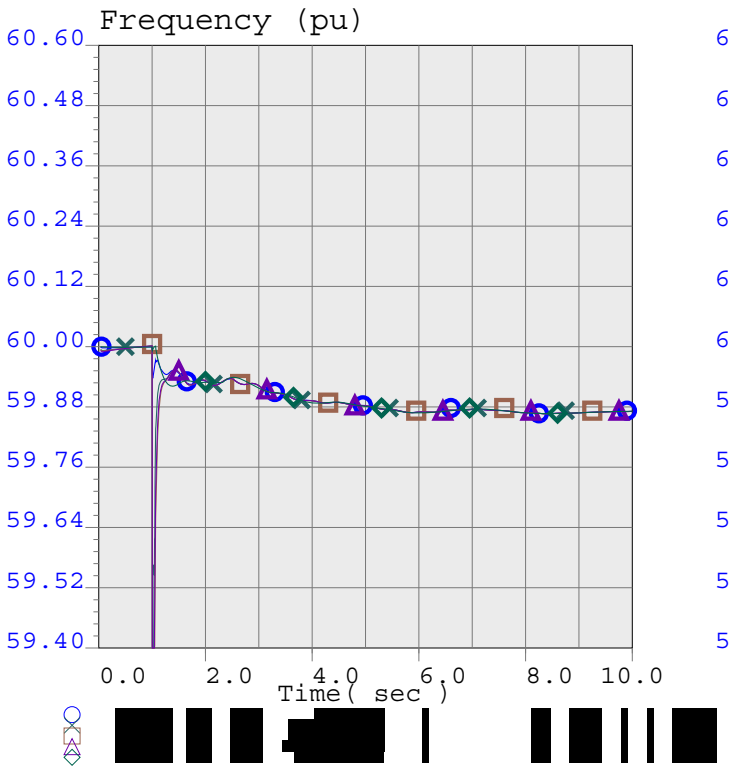
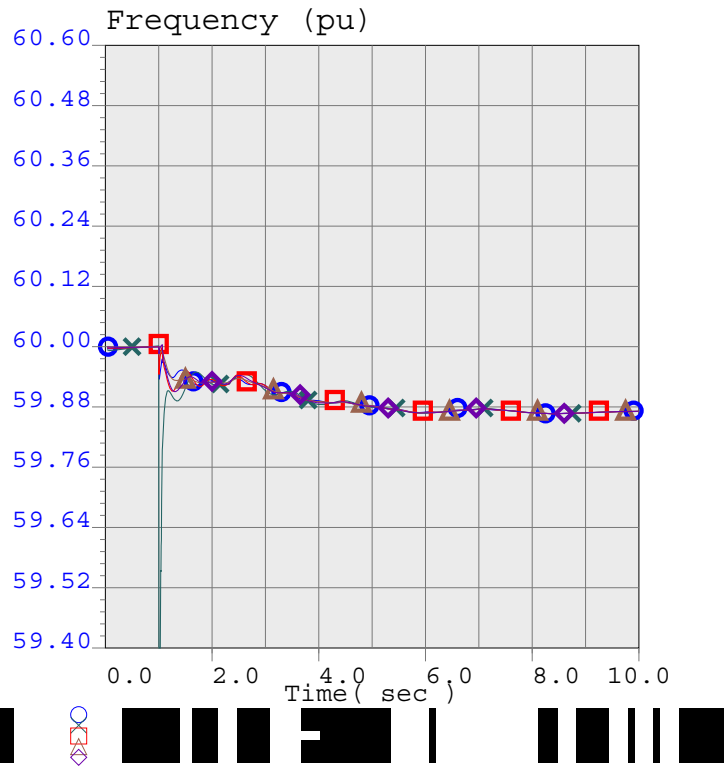
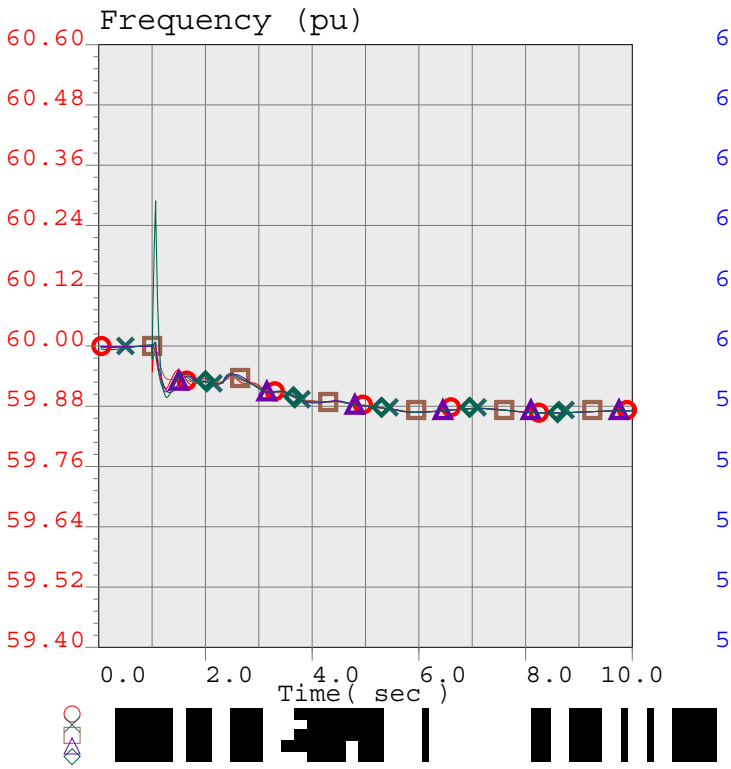
Fri Aug 26 11:42:08 2022

SYSTEM IMPACT STUDY (Frequency)







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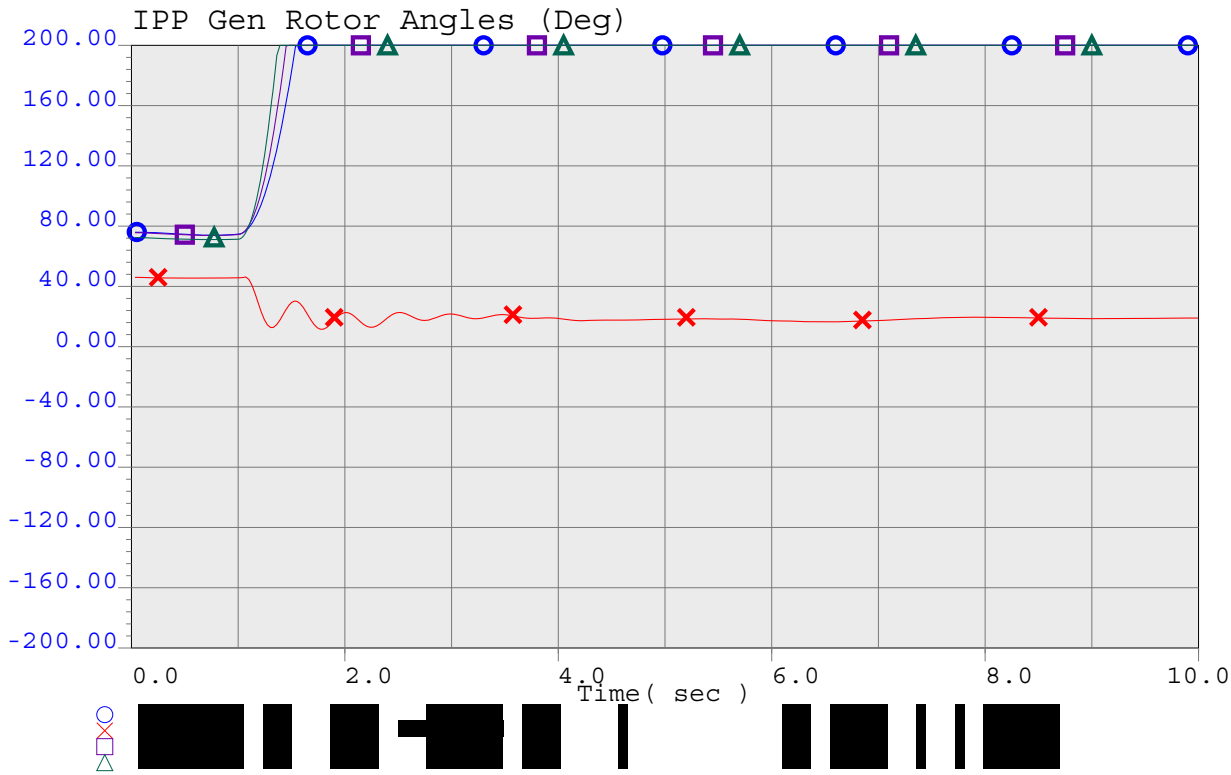
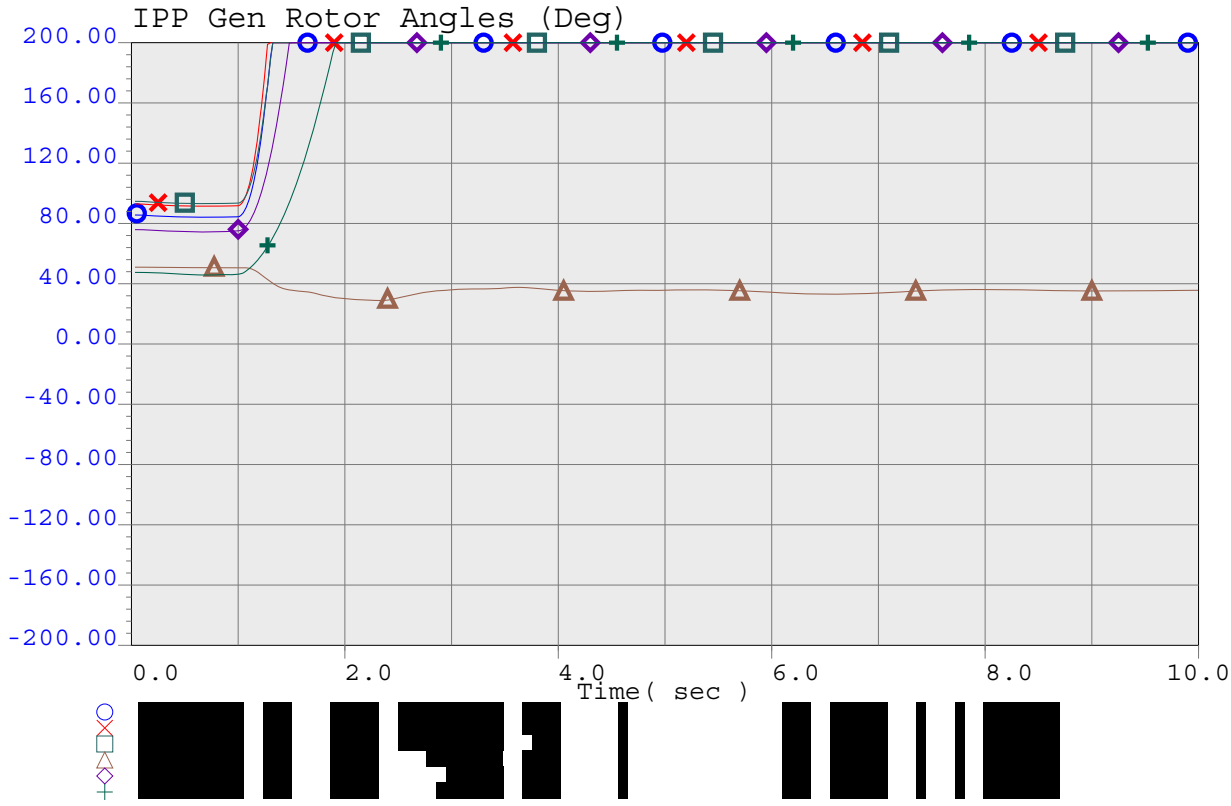
SYSTEM IMPACT STUDY (Rotor Angles)





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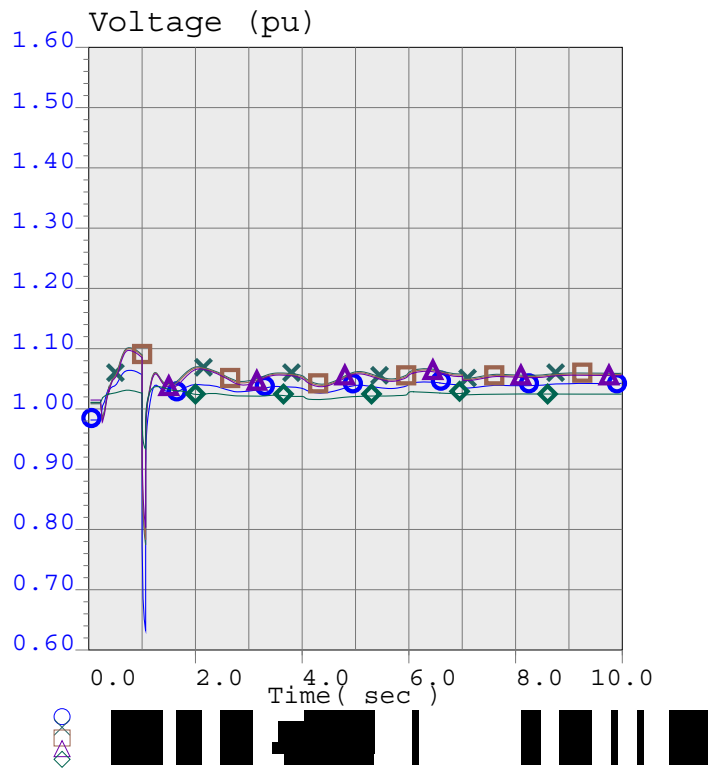
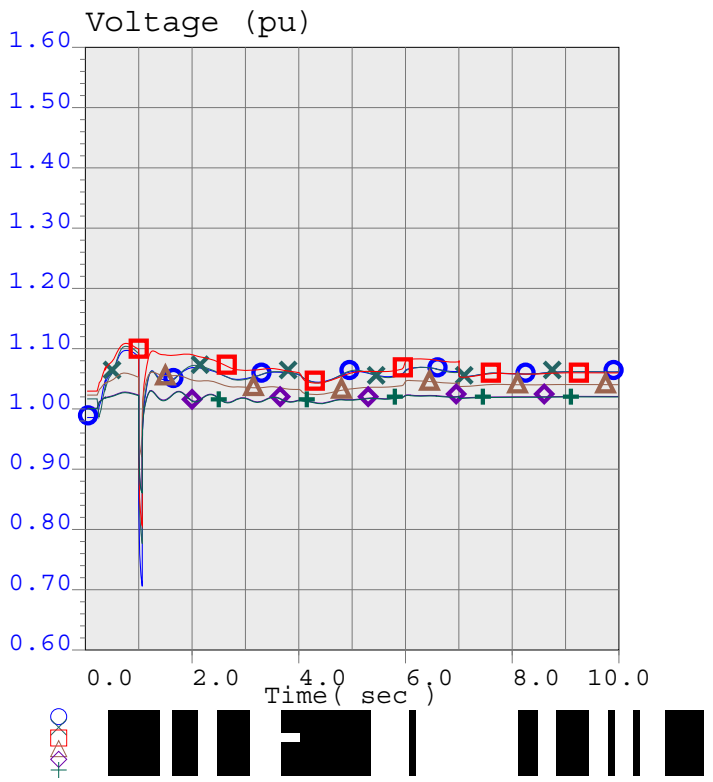
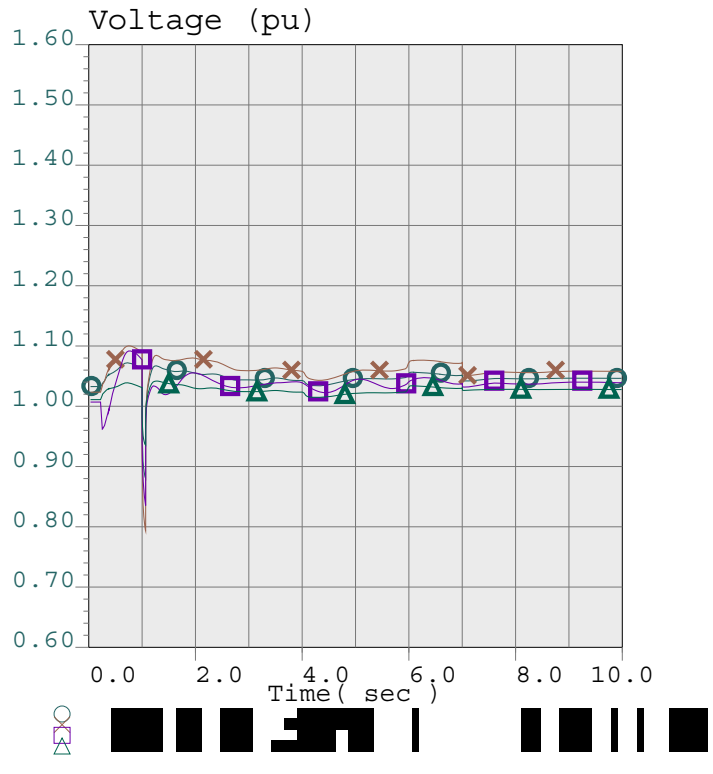
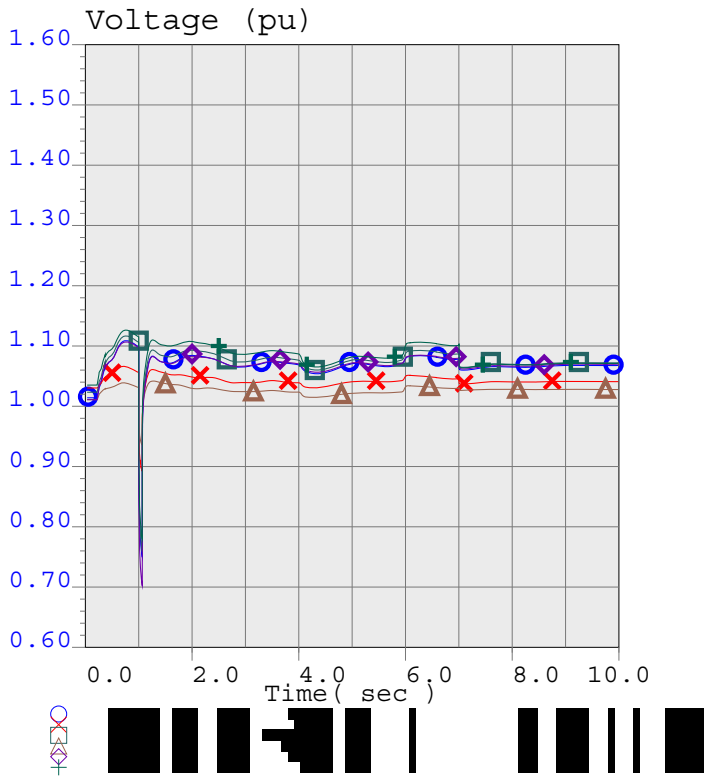
SYSTEM IMPACT STUDY (Voltage)









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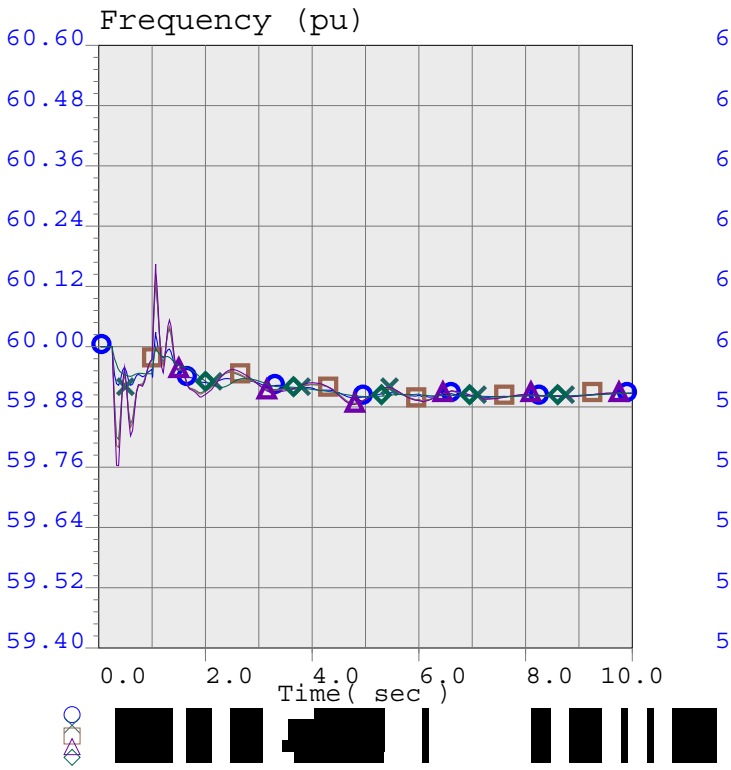
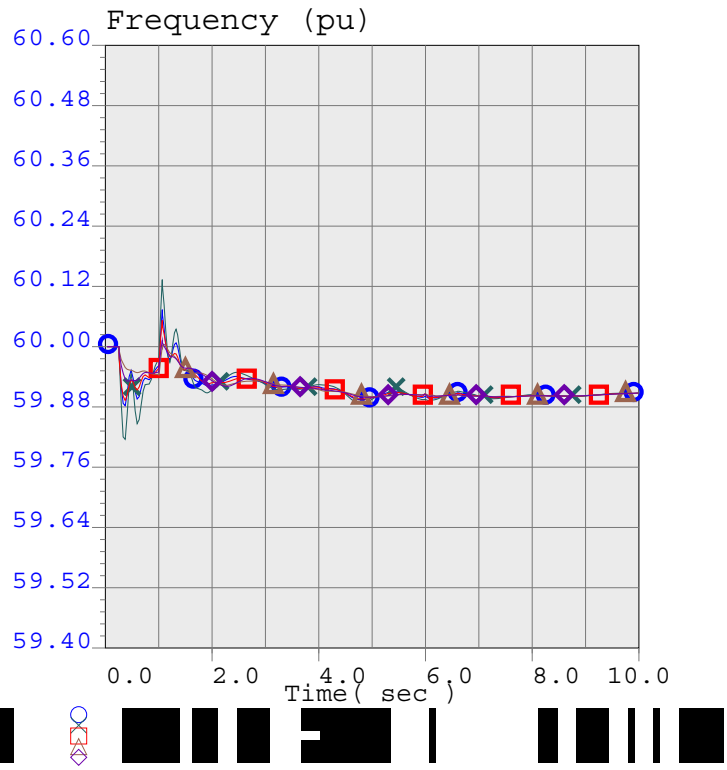
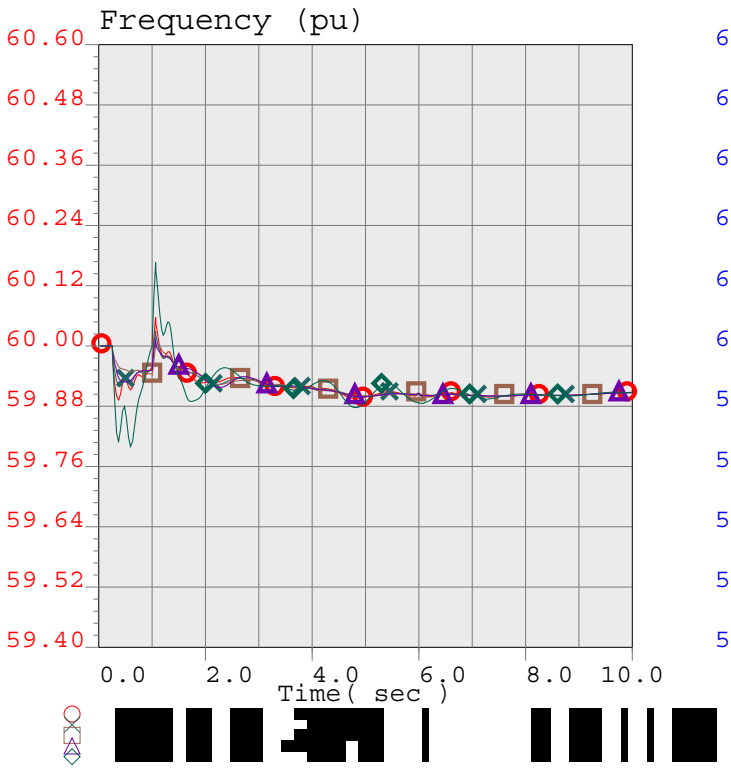
SYSTEM IMPACT STUDY (Frequency)







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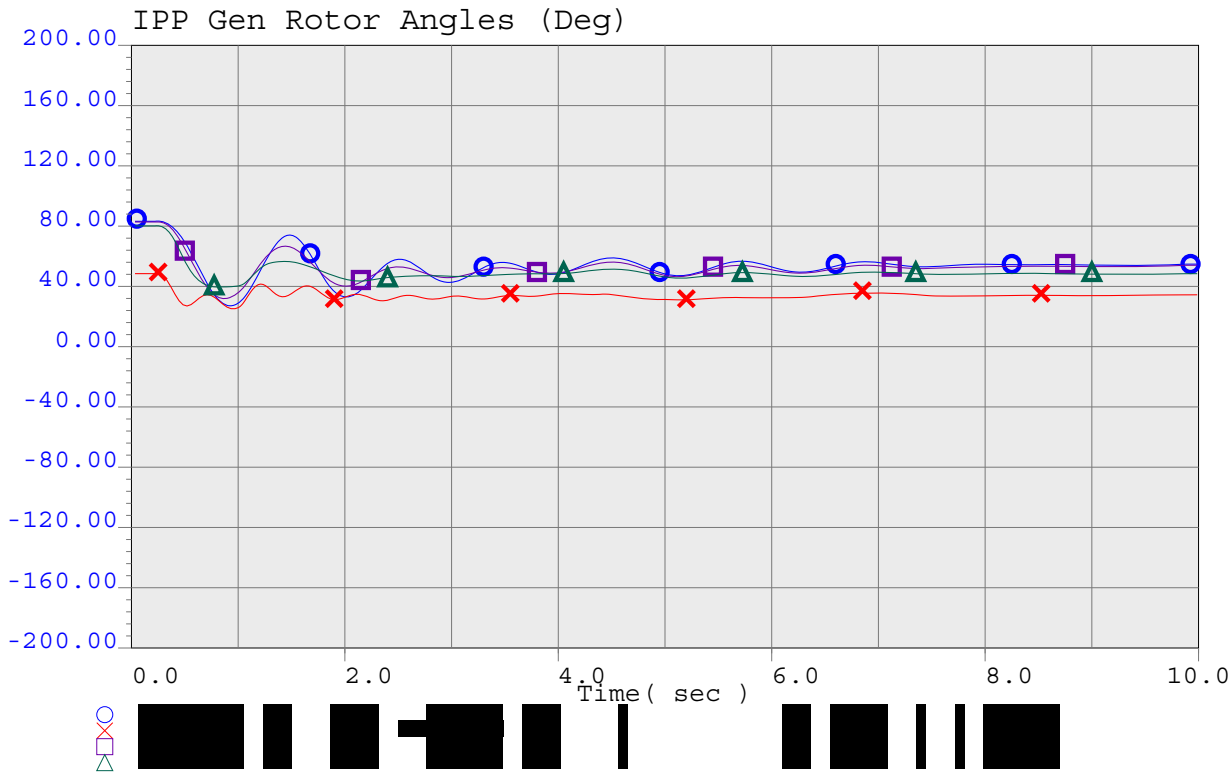
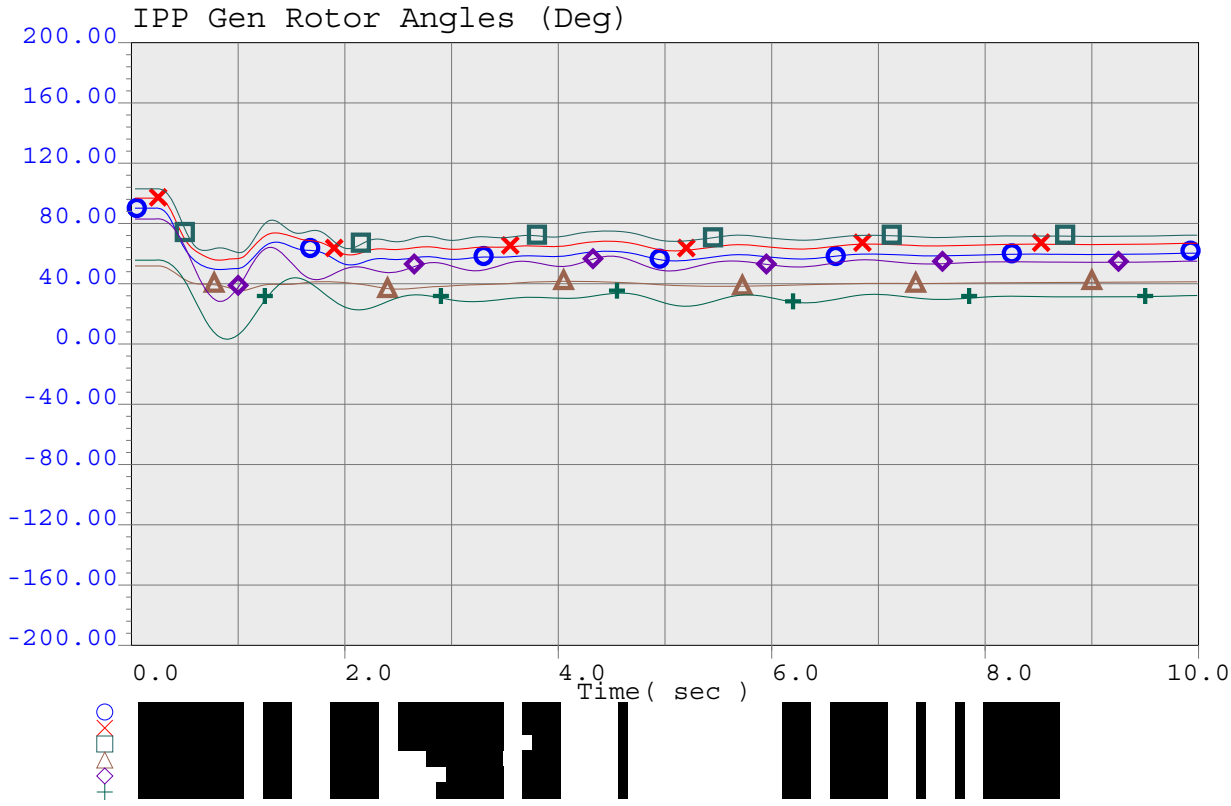
Fri Aug 26 09:19:49 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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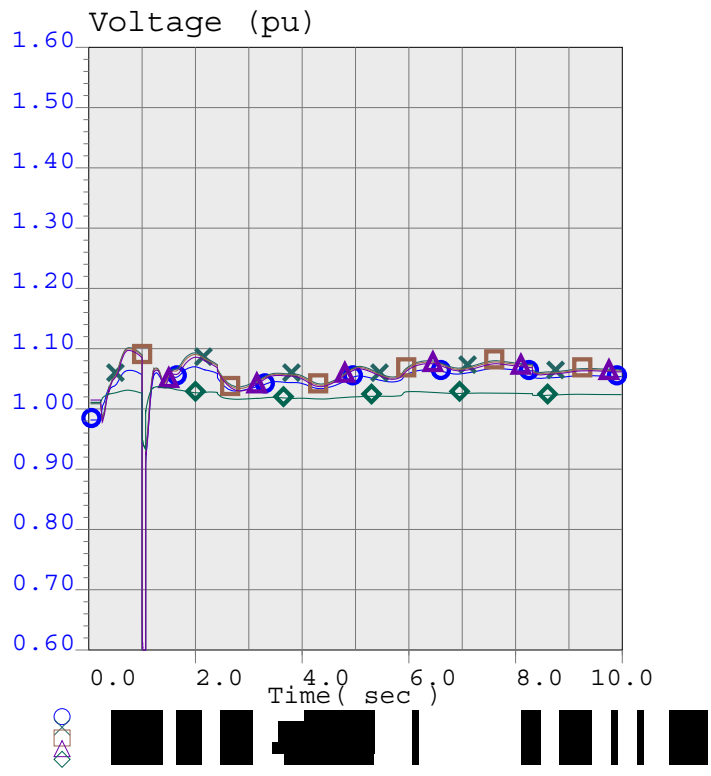
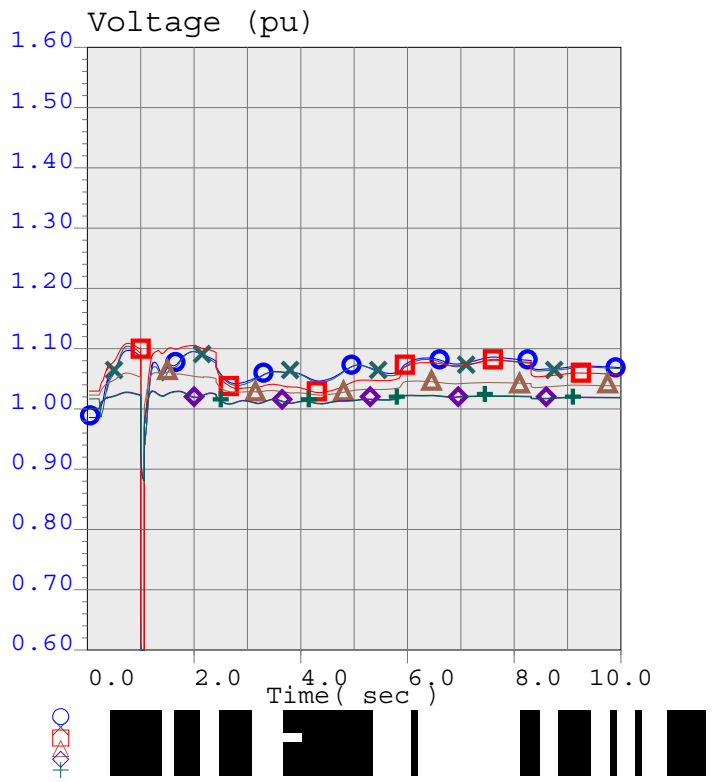
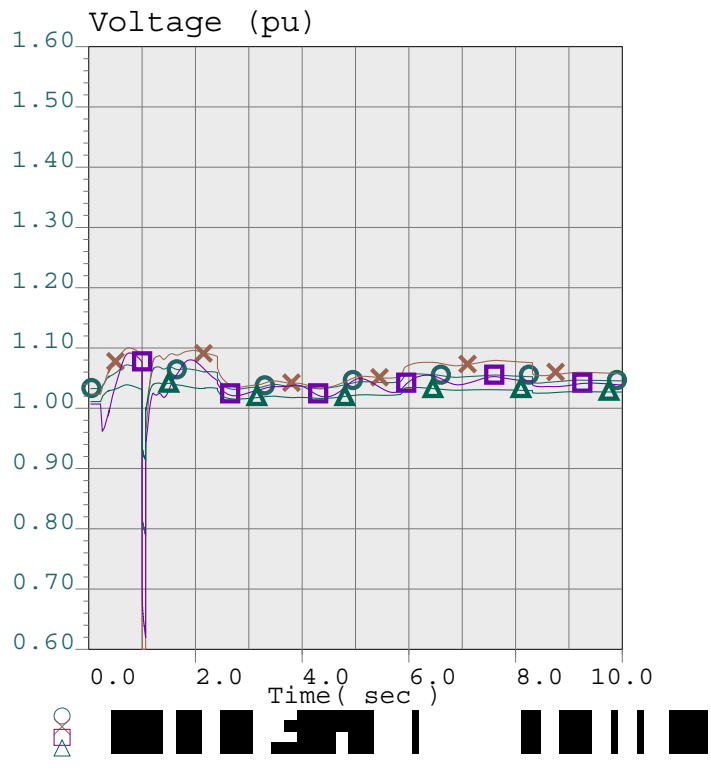
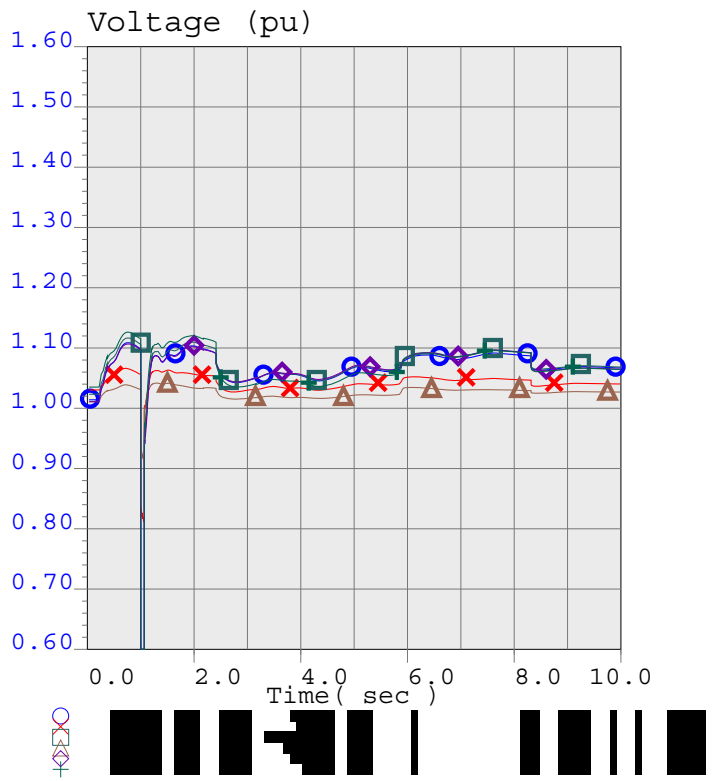
SYSTEM IMPACT STUDY (Voltage)









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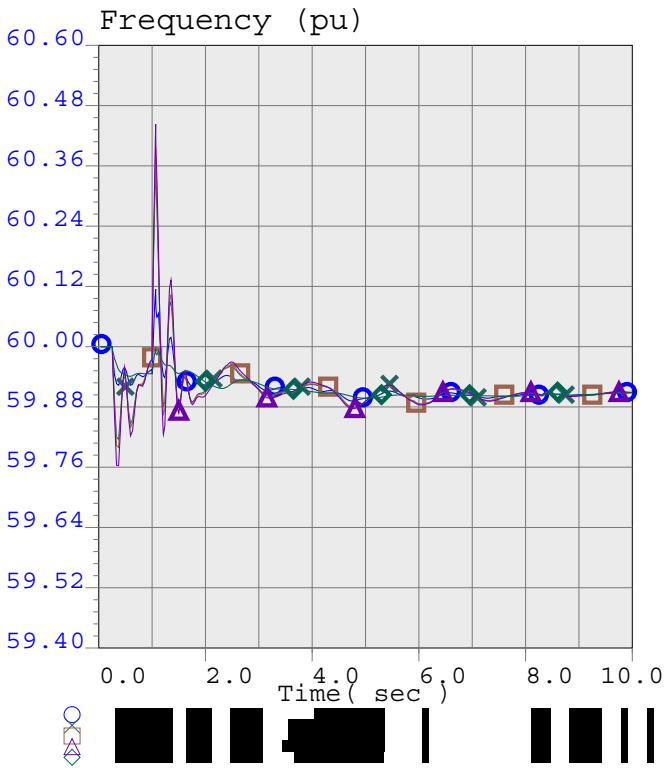
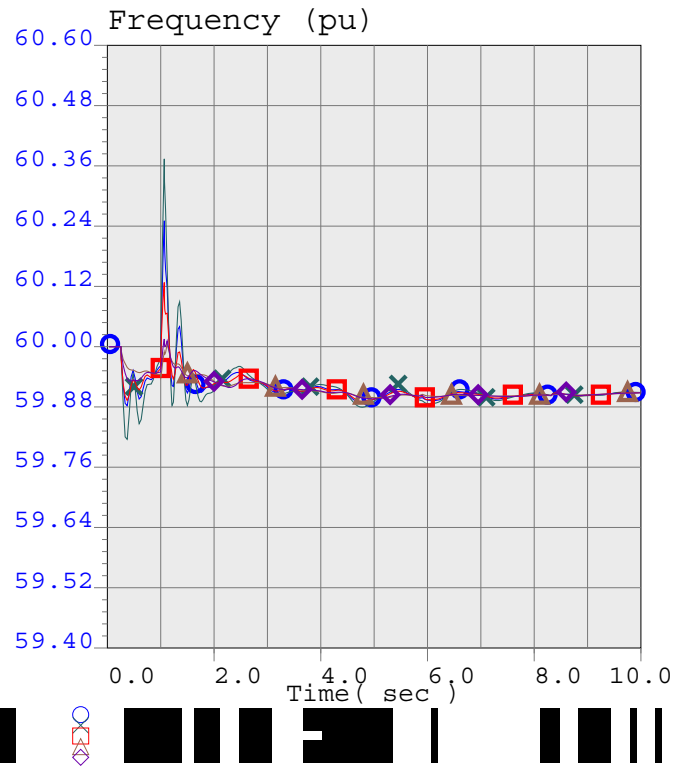
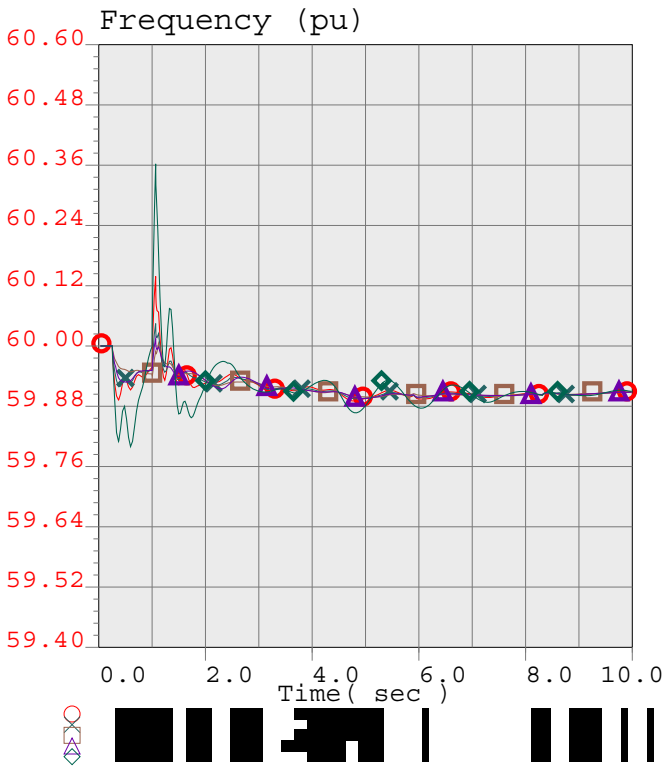
Fri Aug 26 09:19:51 2022

SYSTEM IMPACT STUDY (Frequency)







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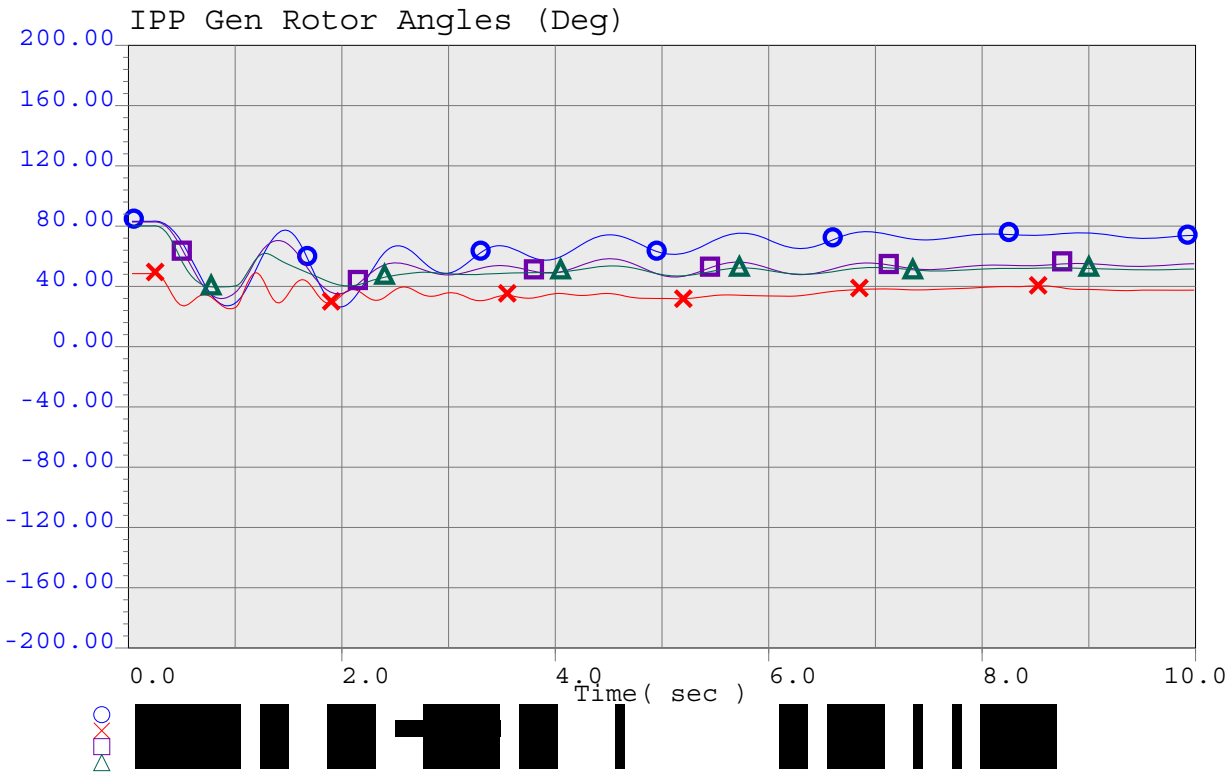
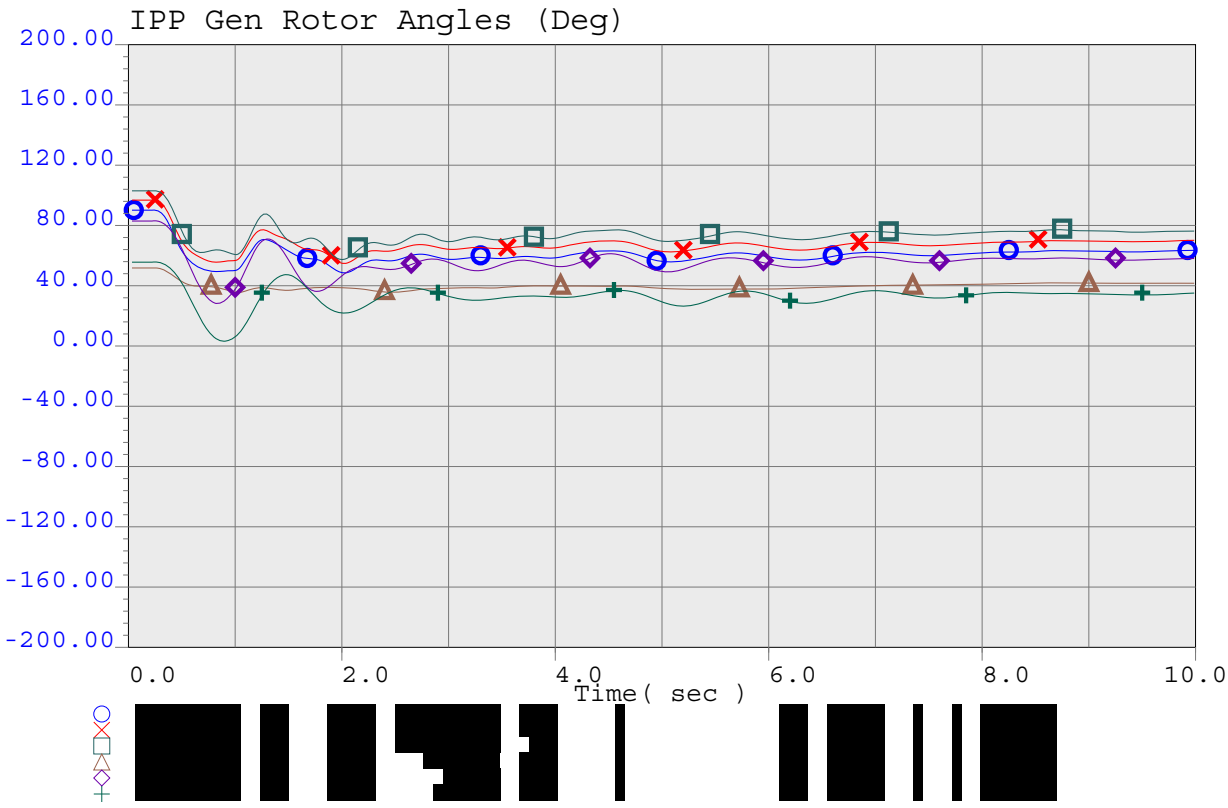
SYSTEM IMPACT STUDY (Rotor Angles)





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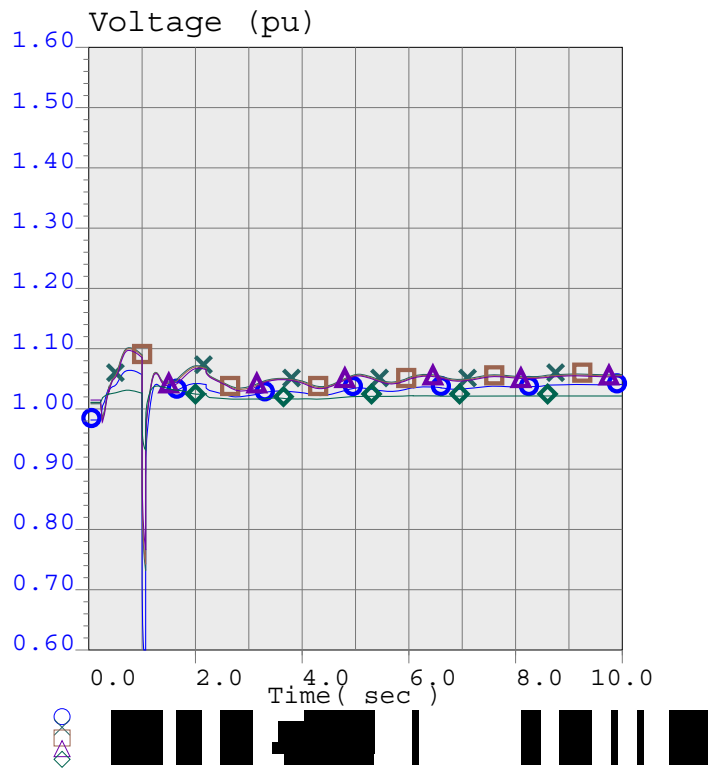
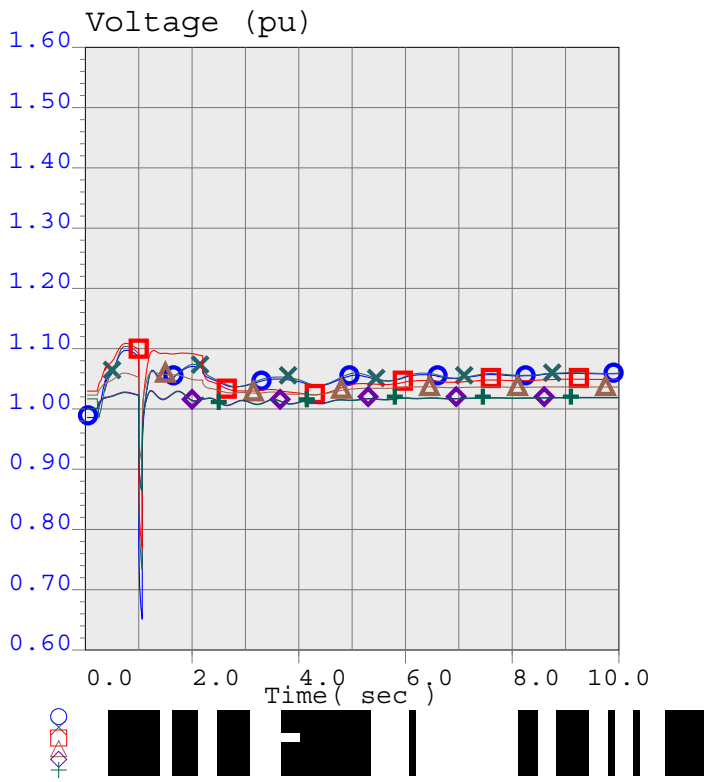
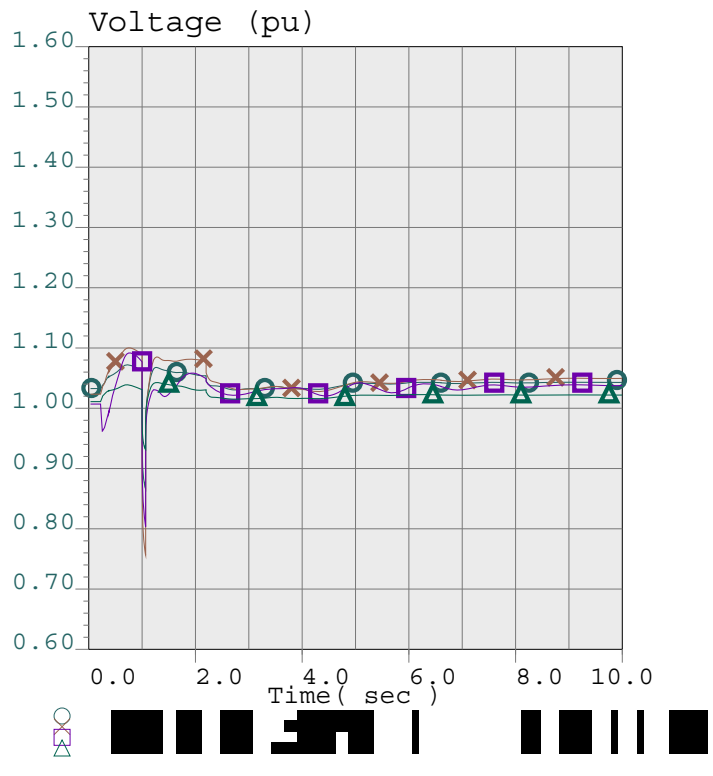
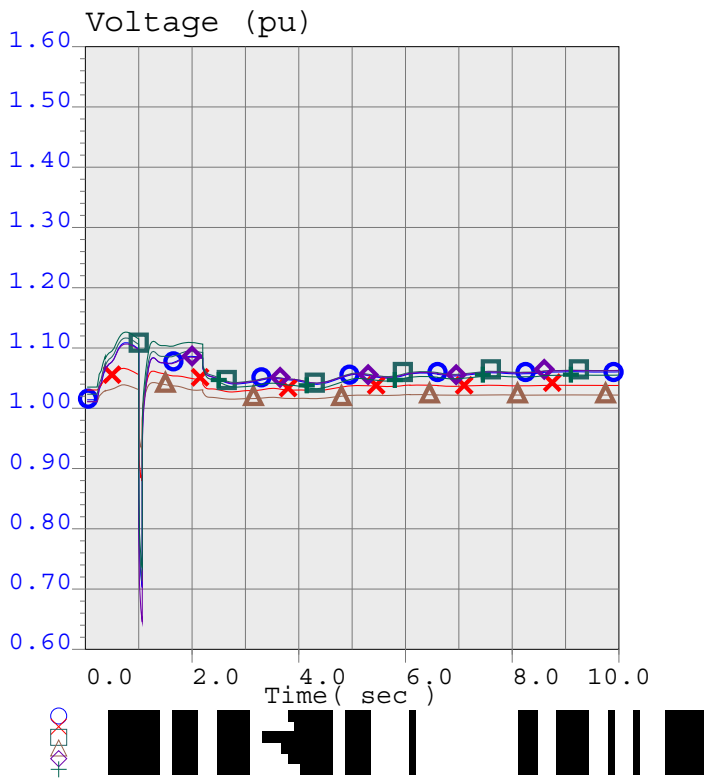
Fri Aug 26 09:19:51 2022

SYSTEM IMPACT STUDY (Voltage)









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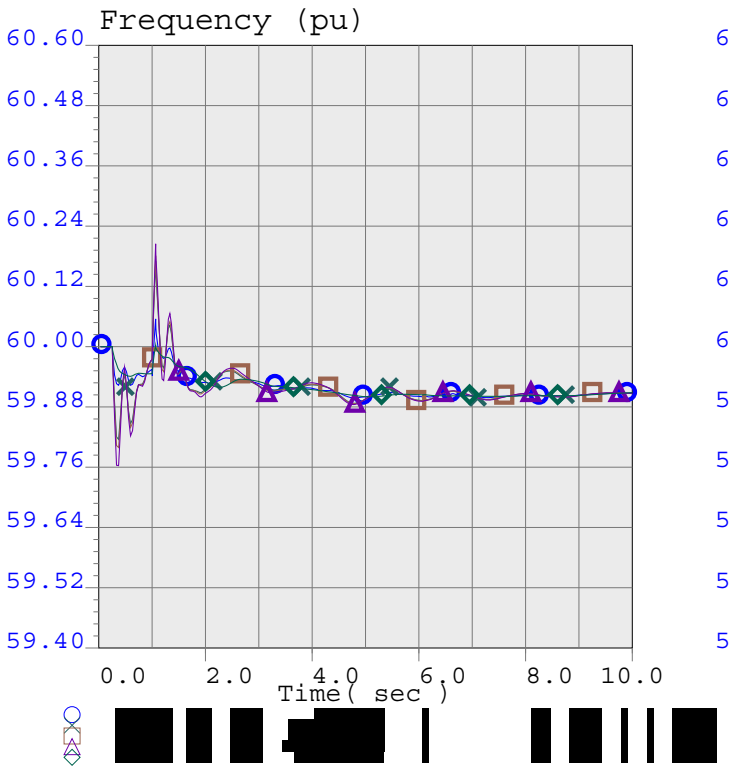
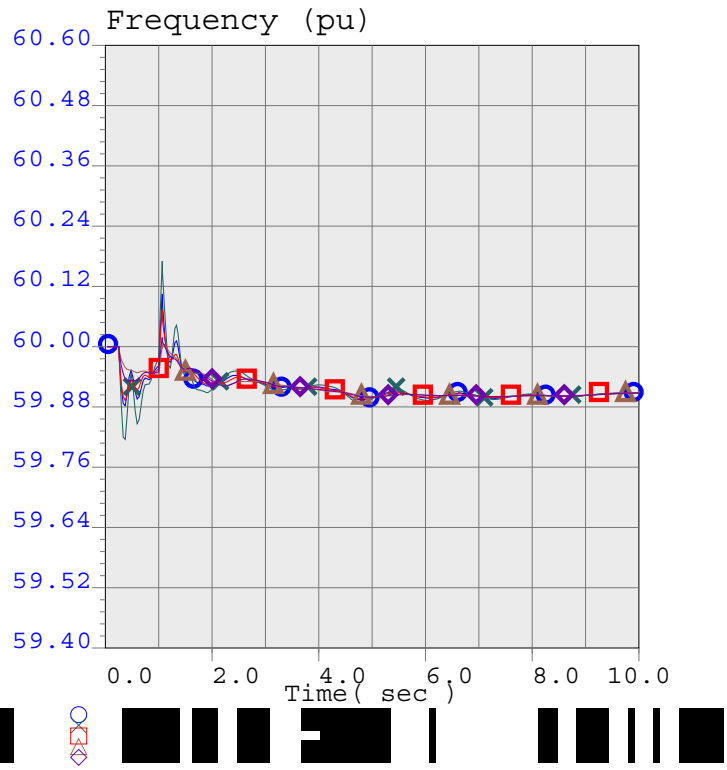
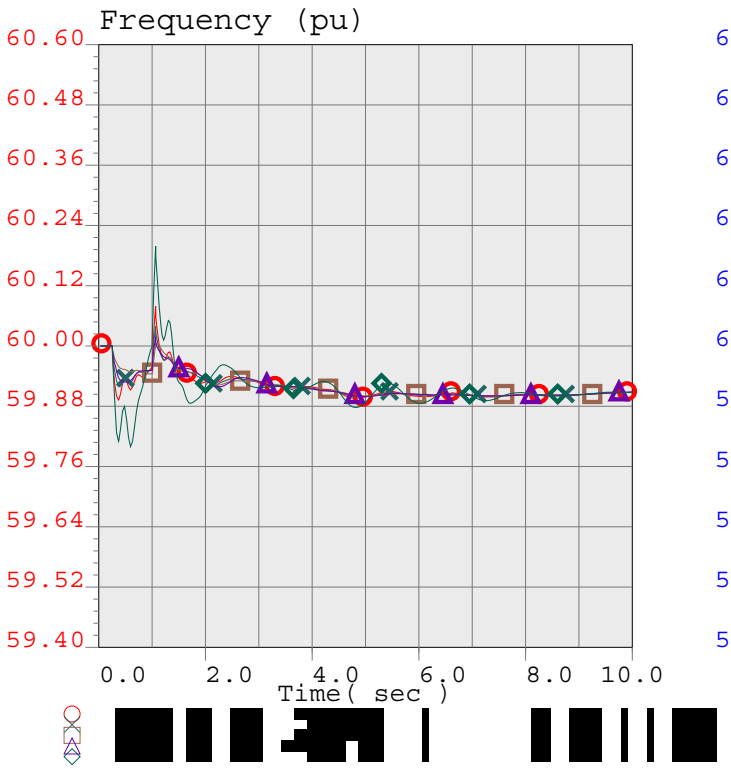
act Studies\BHE\SSTOOLSV6

Fri Aug 26 09:19:54 2022

SYSTEM IMPACT STUDY (Frequency)







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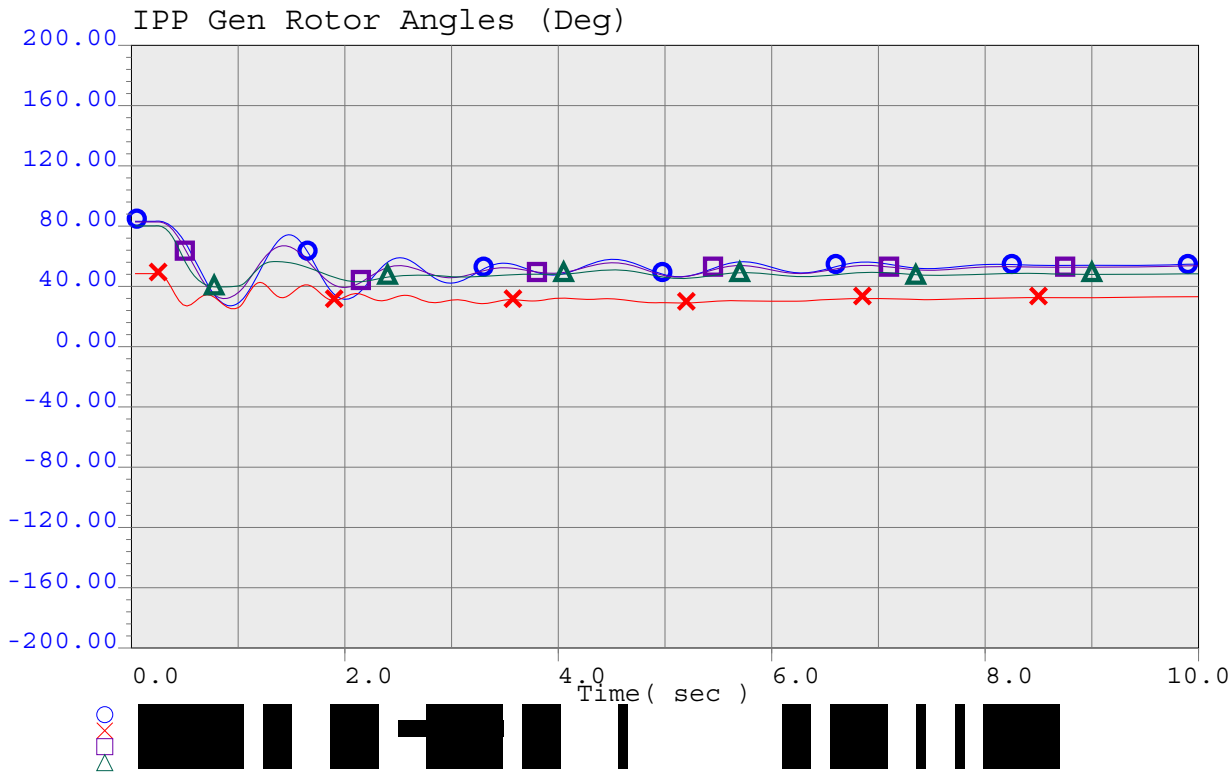
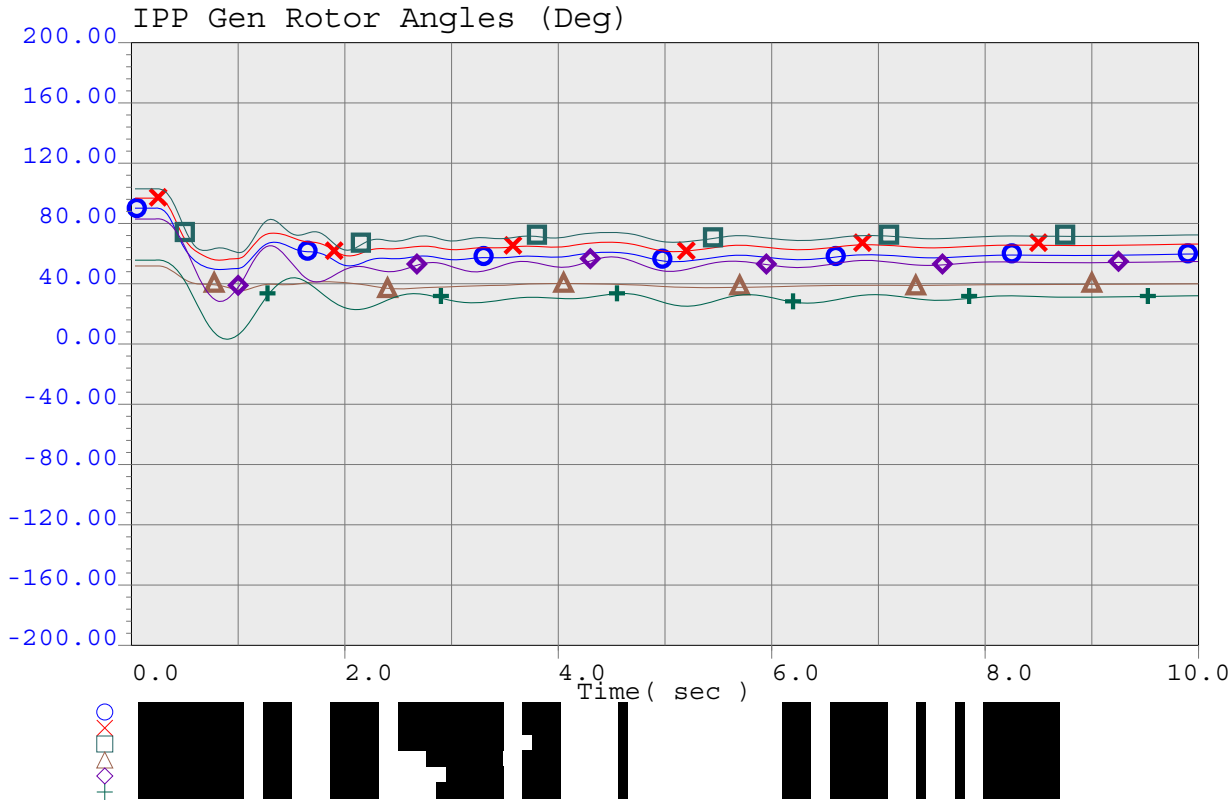
Fri Aug 26 09:19:54 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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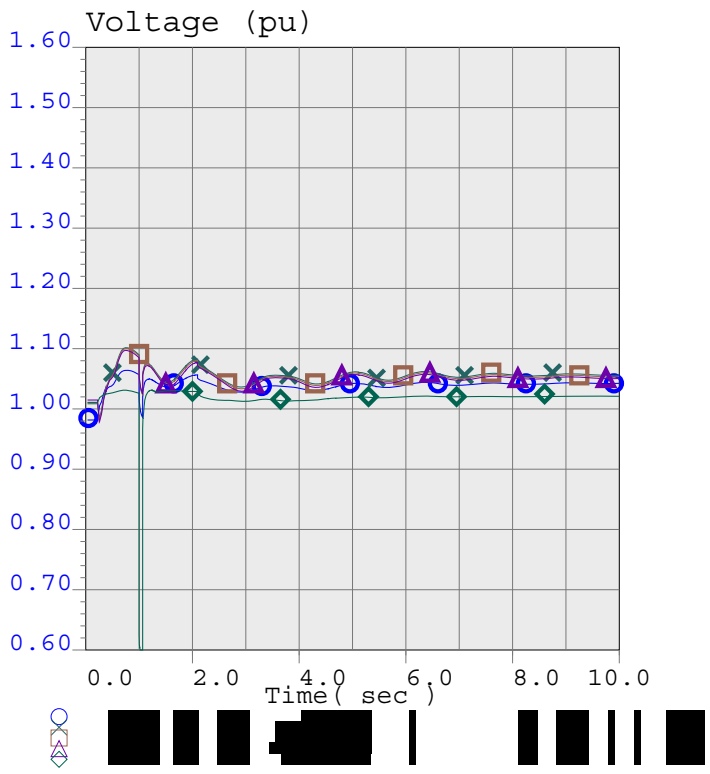
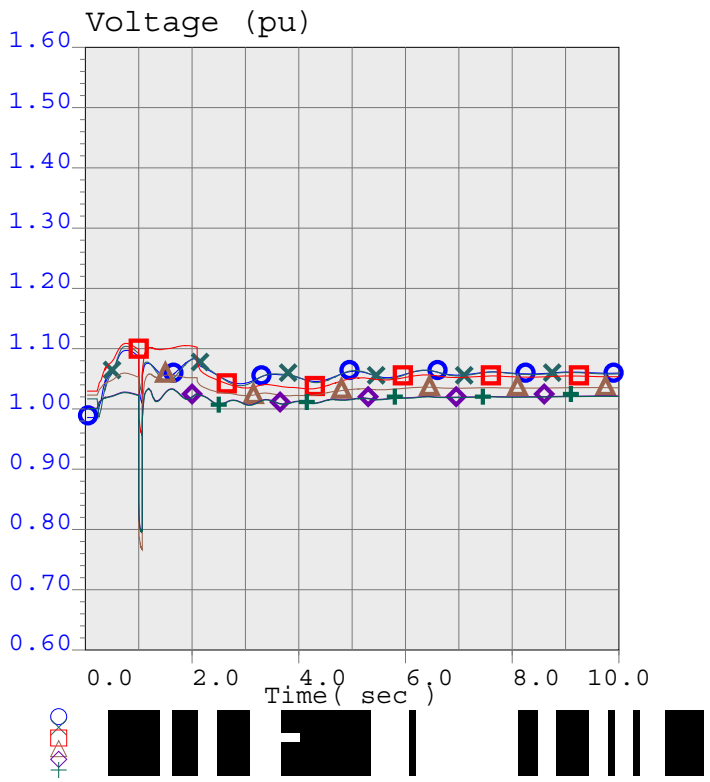
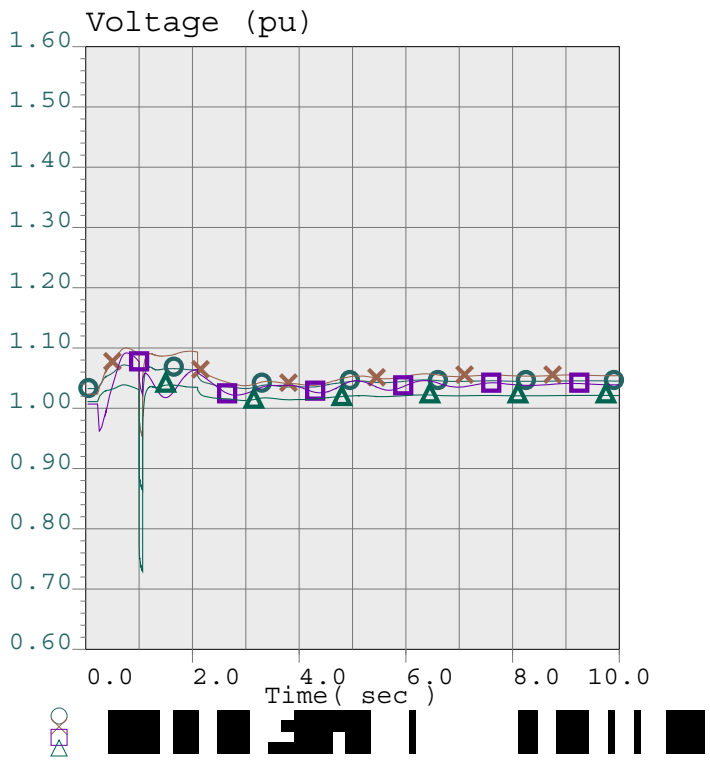
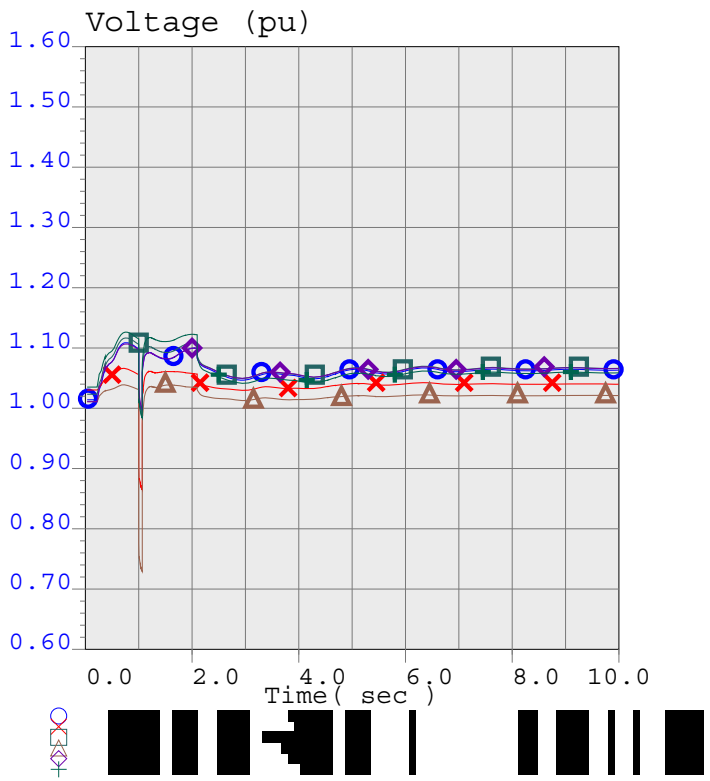
Fri Aug 26 09:19:54 2022

SYSTEM IMPACT STUDY (Voltage)









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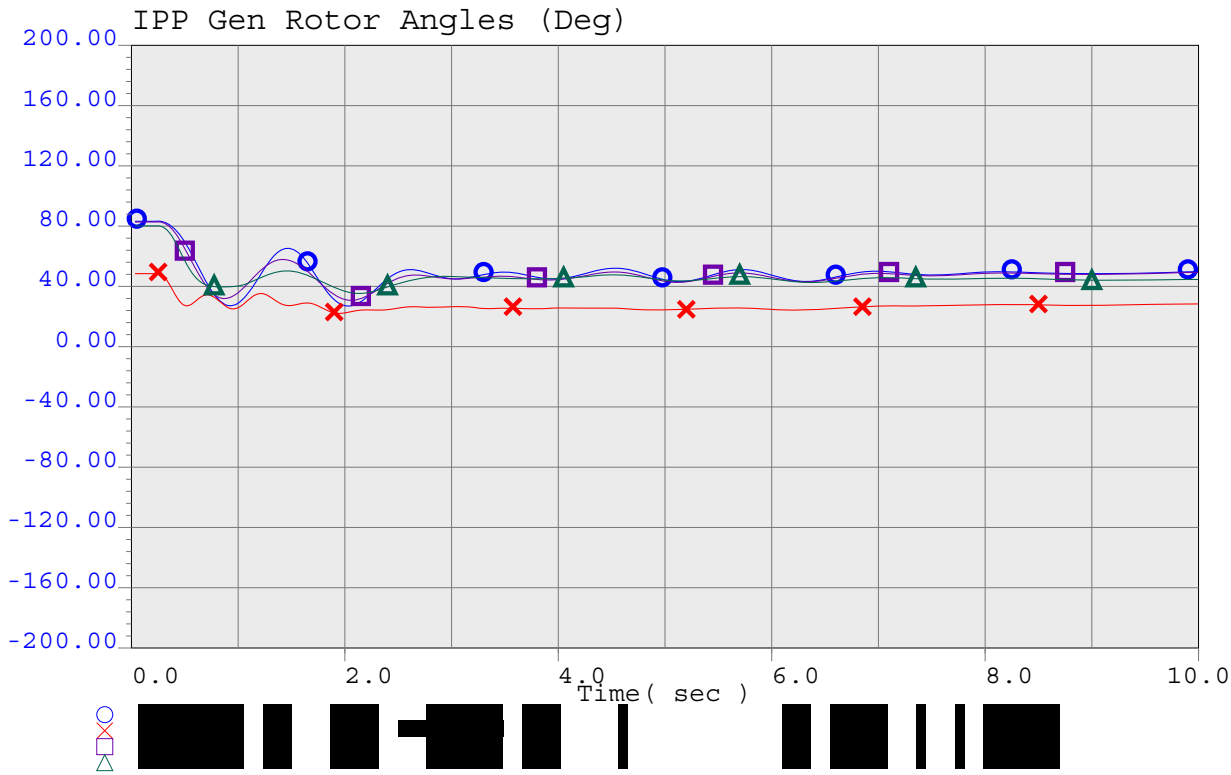
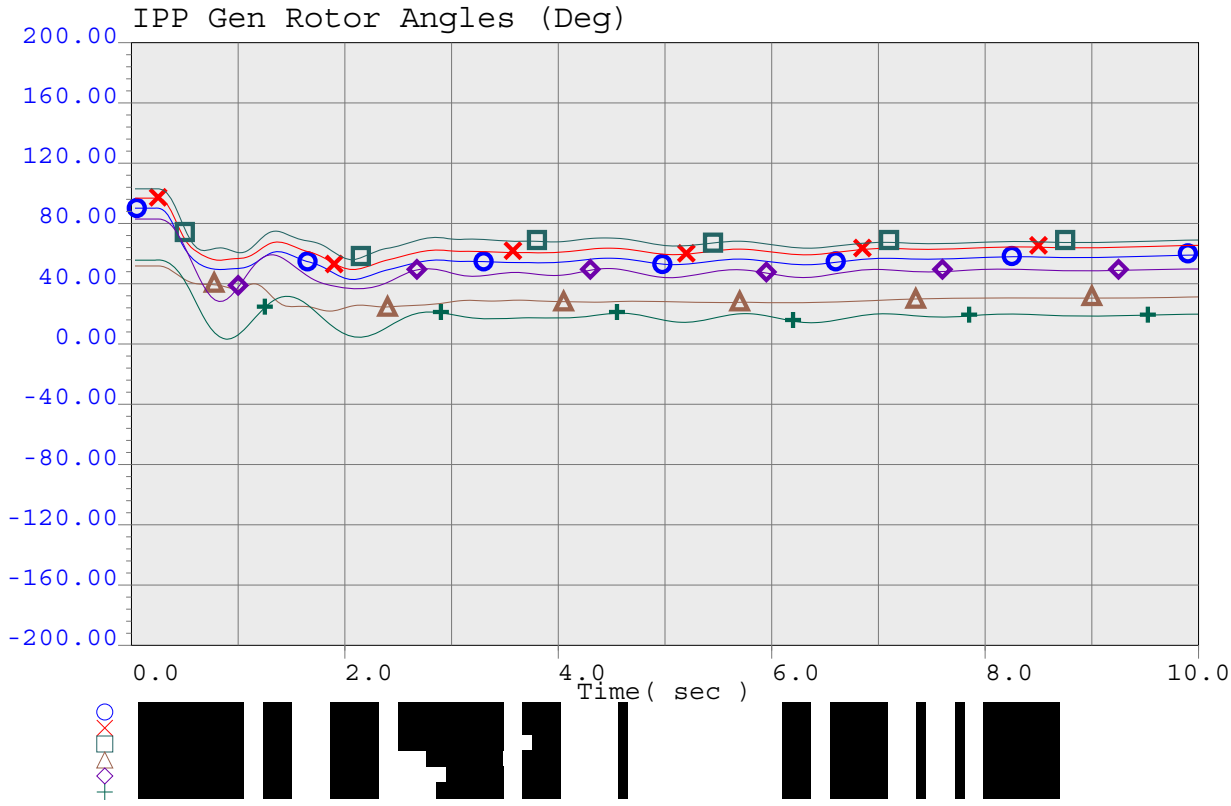
Fri Aug 26 09:19:56 2022

SYSTEM IMPACT STUDY (Frequency)

SYSTEM IMPACT STUDY (Rotor Angles)





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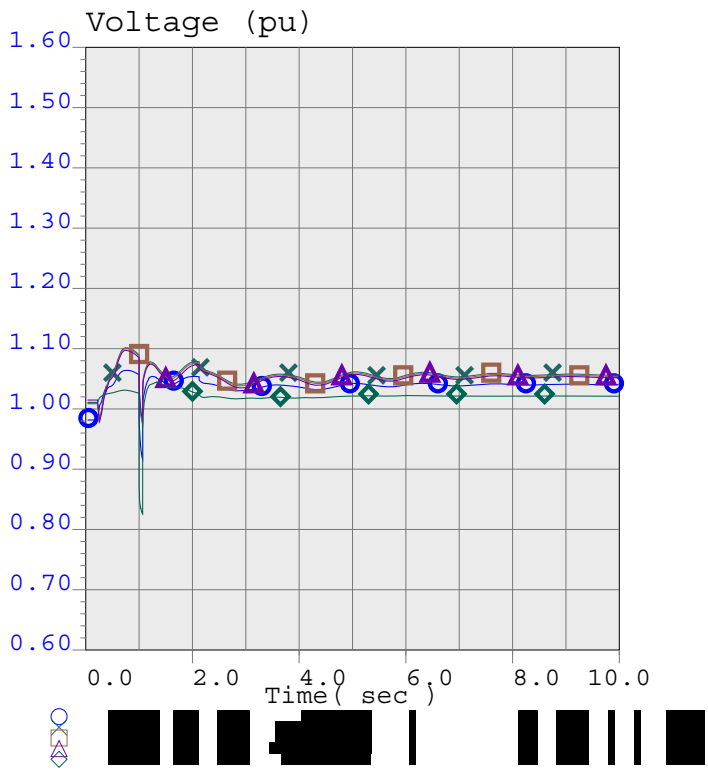
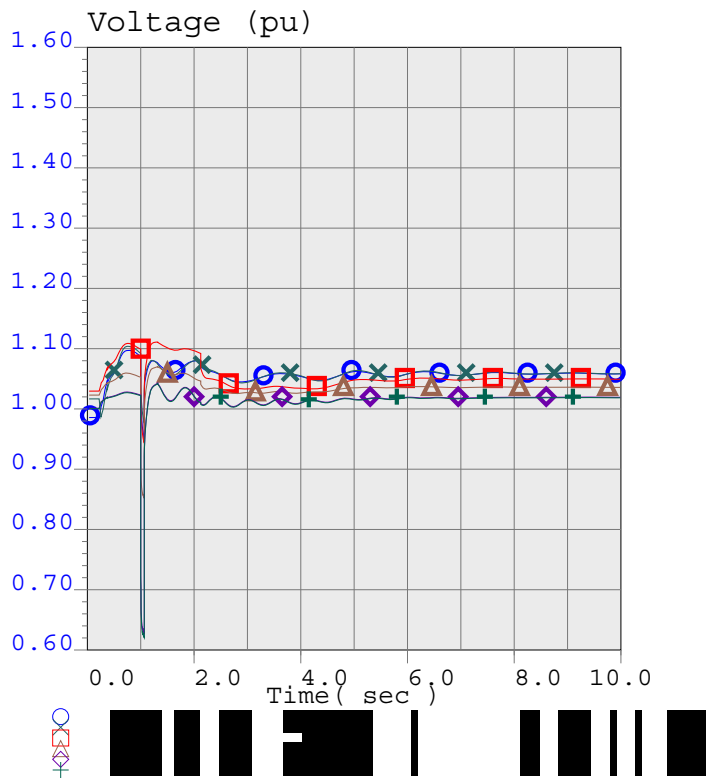
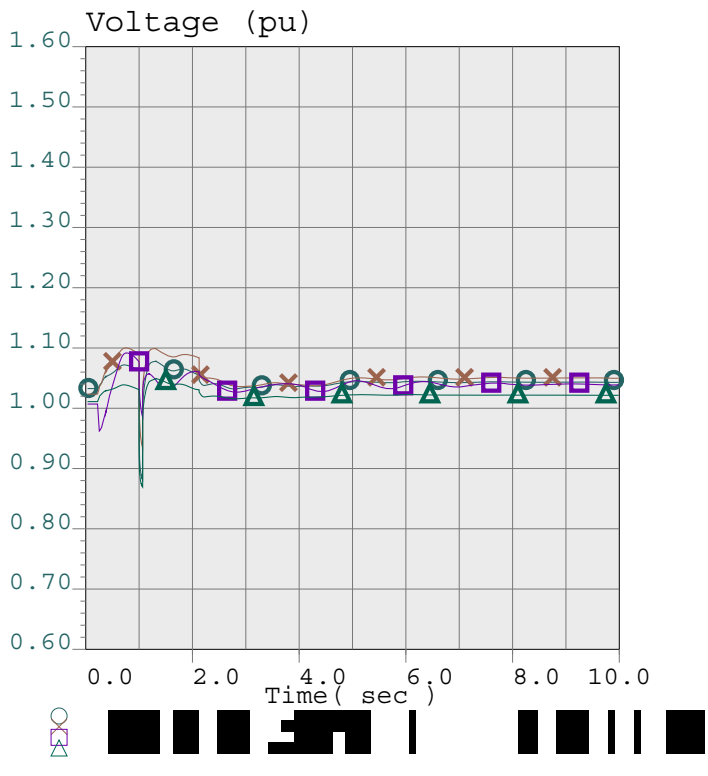
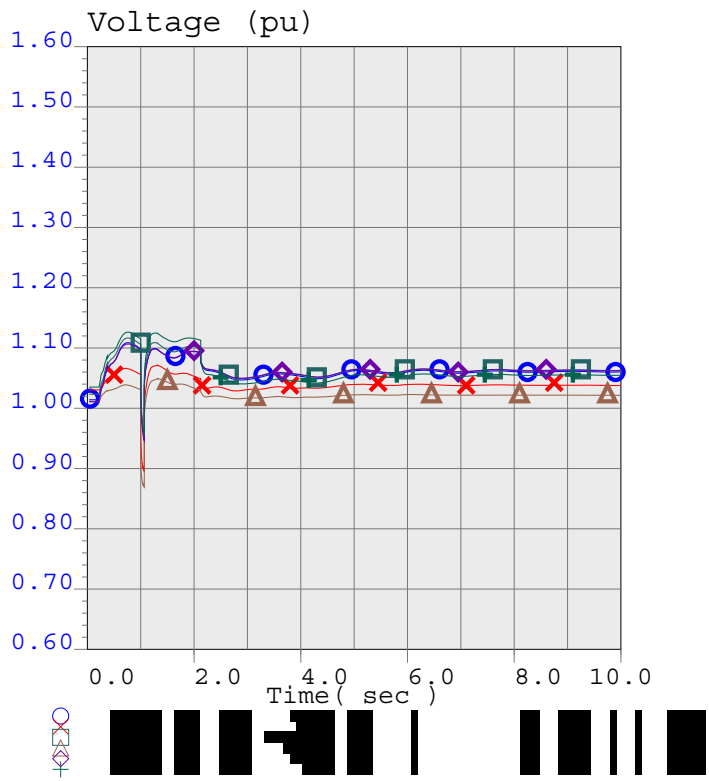
Fri Aug 26 09:19:56 2022

SYSTEM IMPACT STUDY (Voltage)









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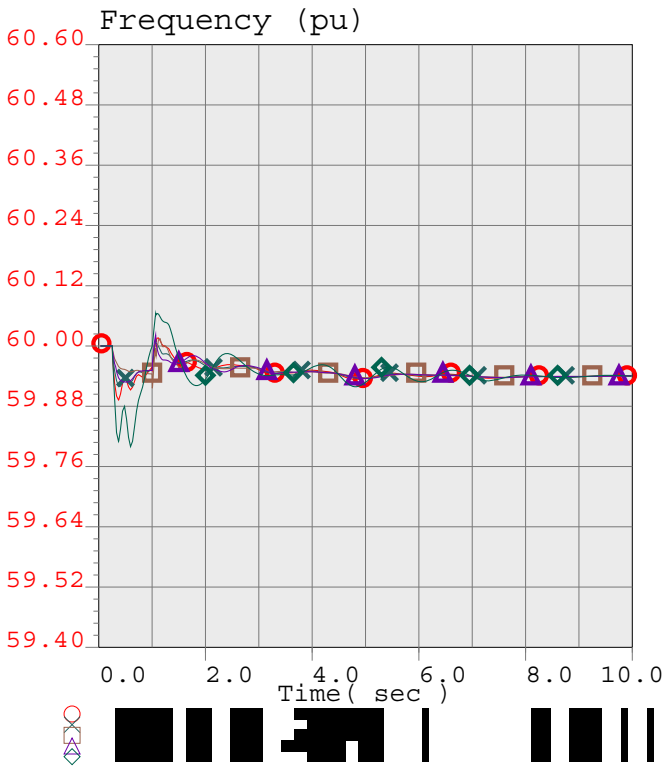
Fri Aug 26 09:19:59 2022

SYSTEM IMPACT STUDY (Frequency)



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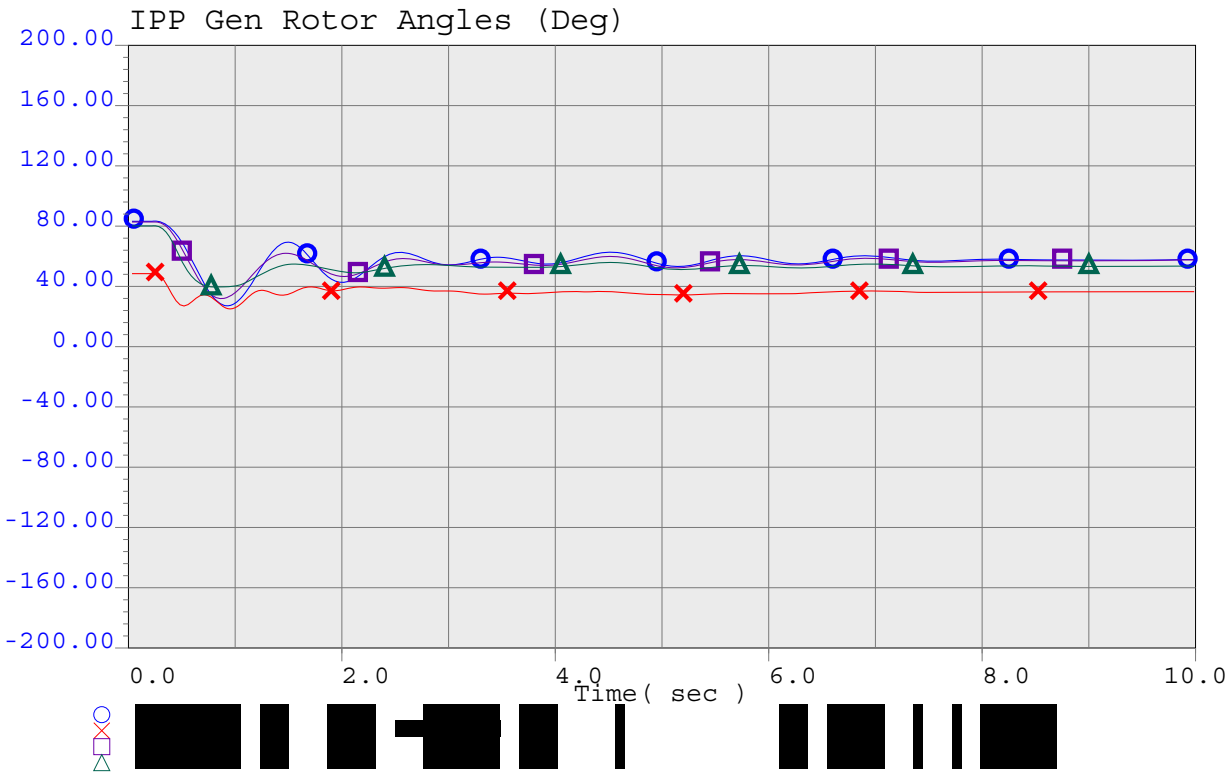
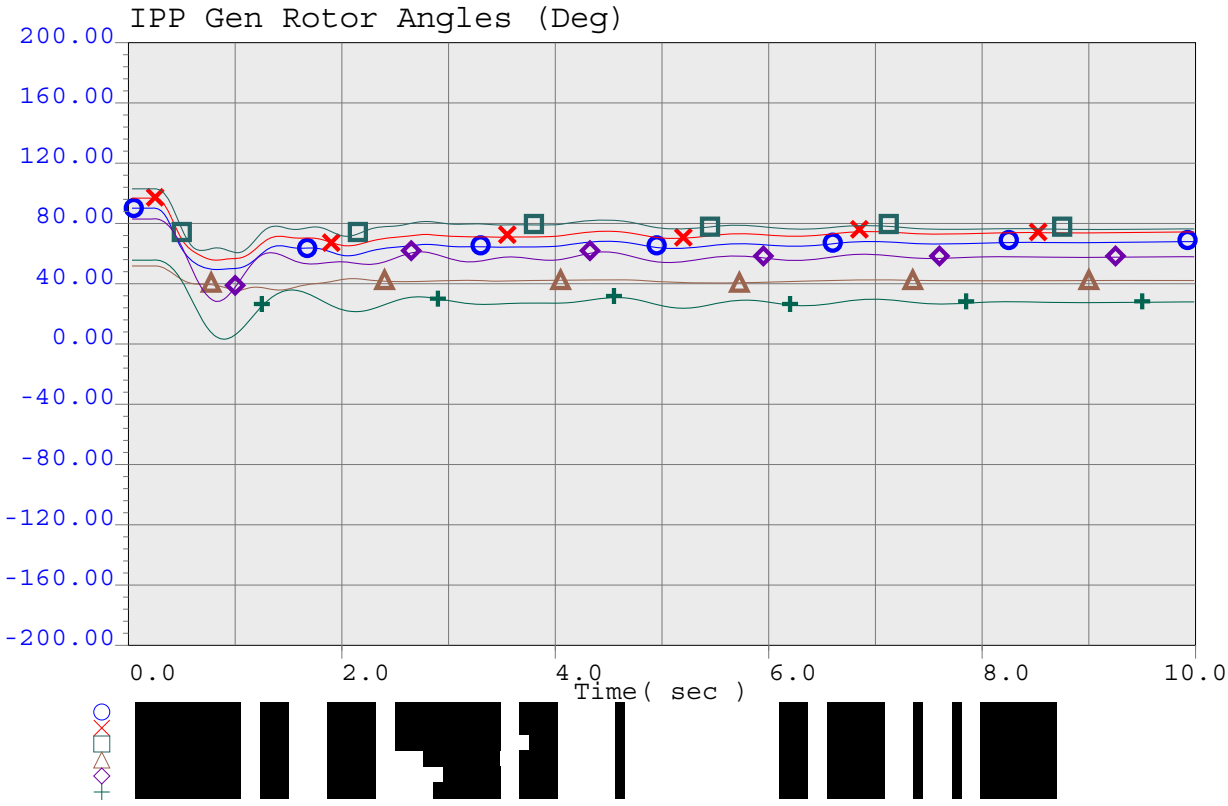
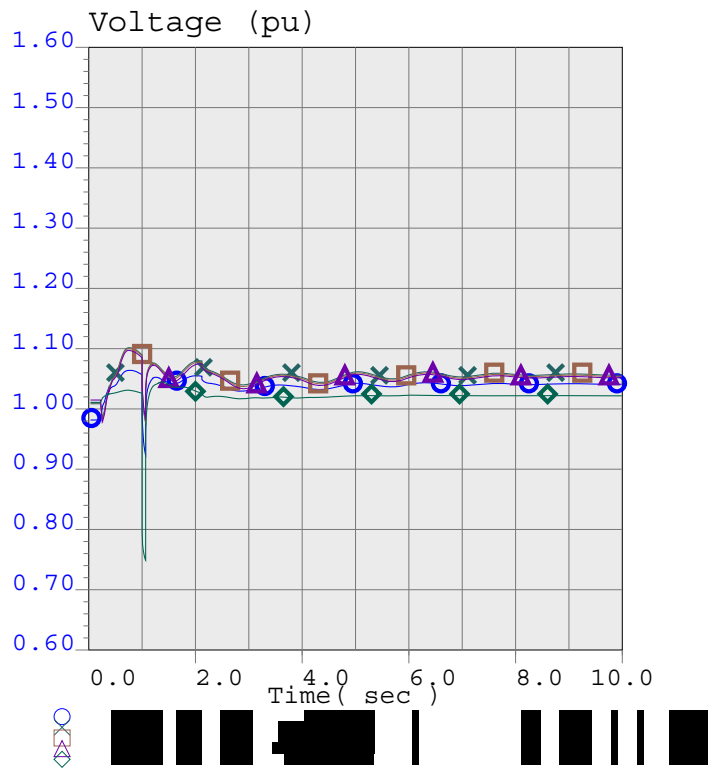
Fri Aug 26 09:19:59 2022

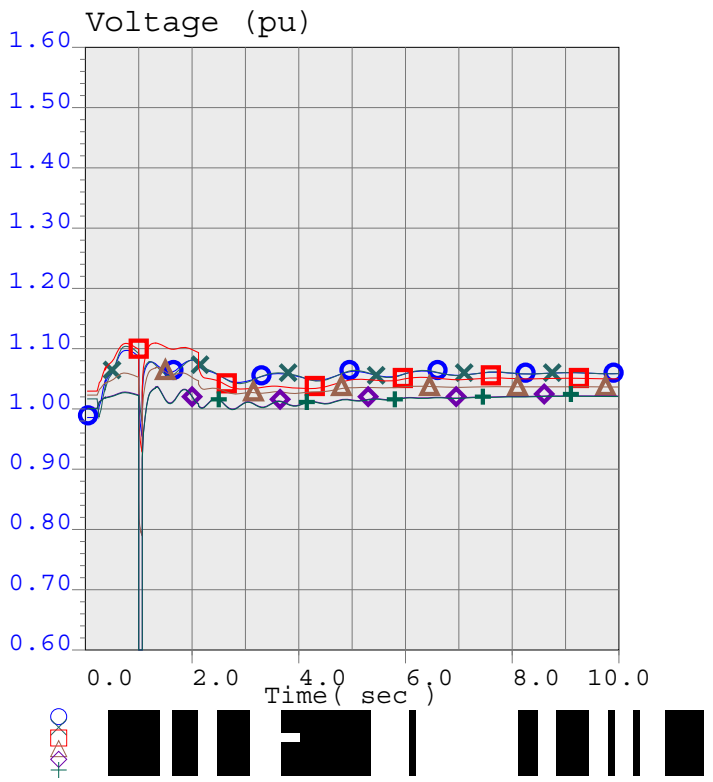
SYSTEM IMPACT STUDY (Rotor Angles)

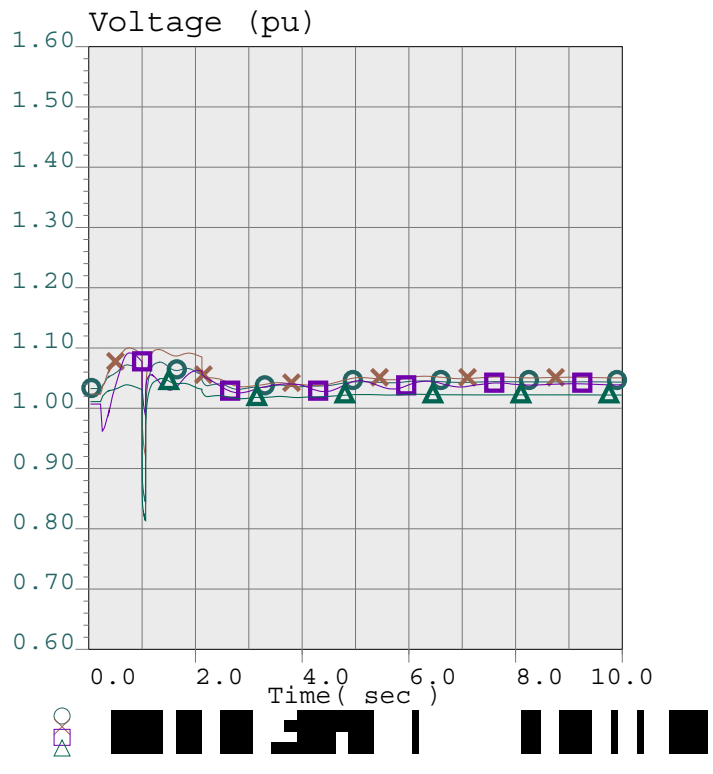


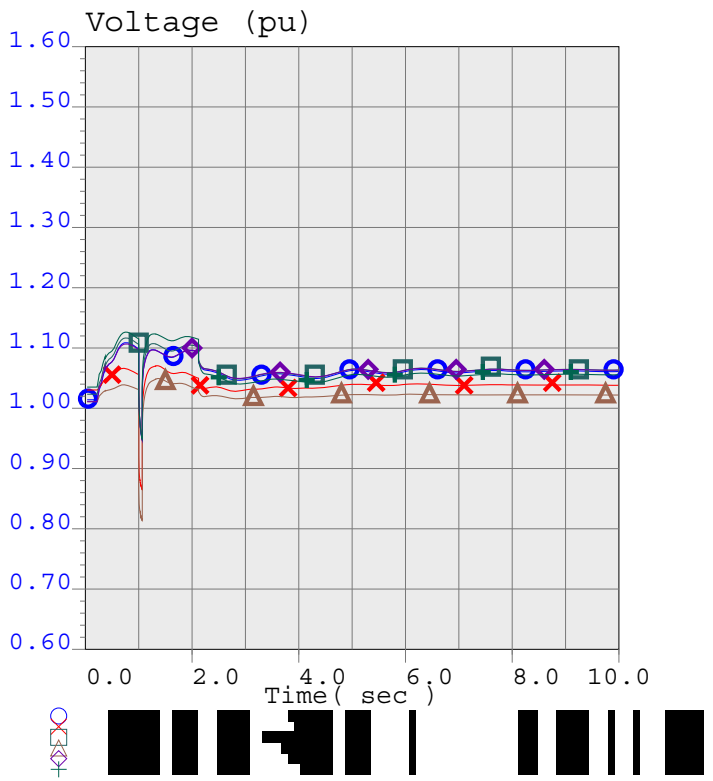


SYSTEM IMPACT STUDY (Voltage)









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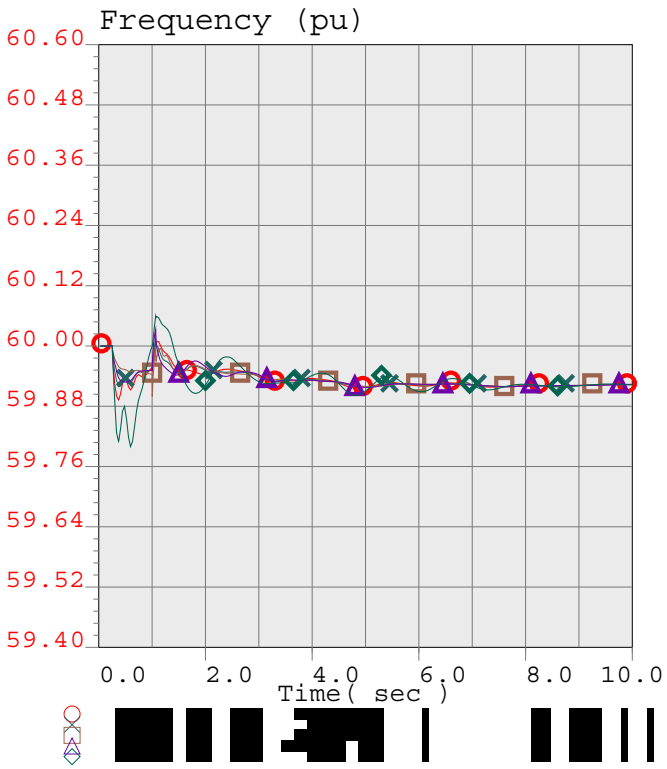
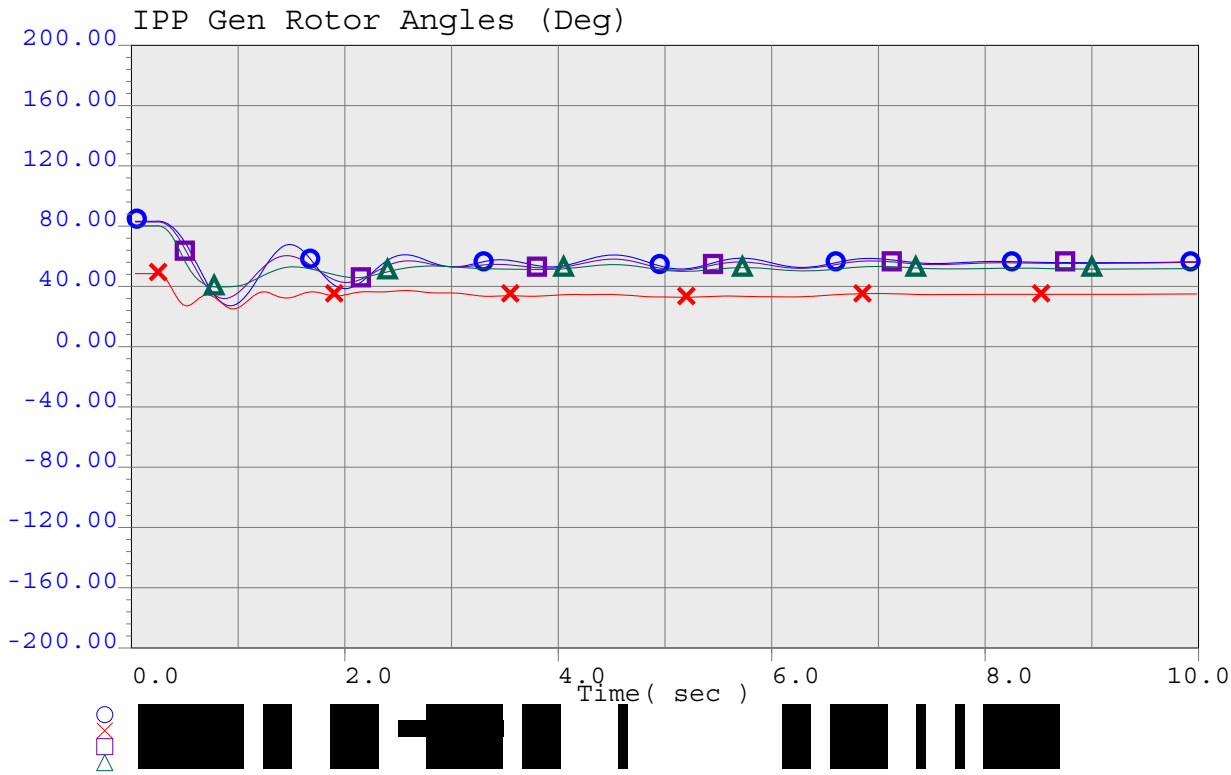
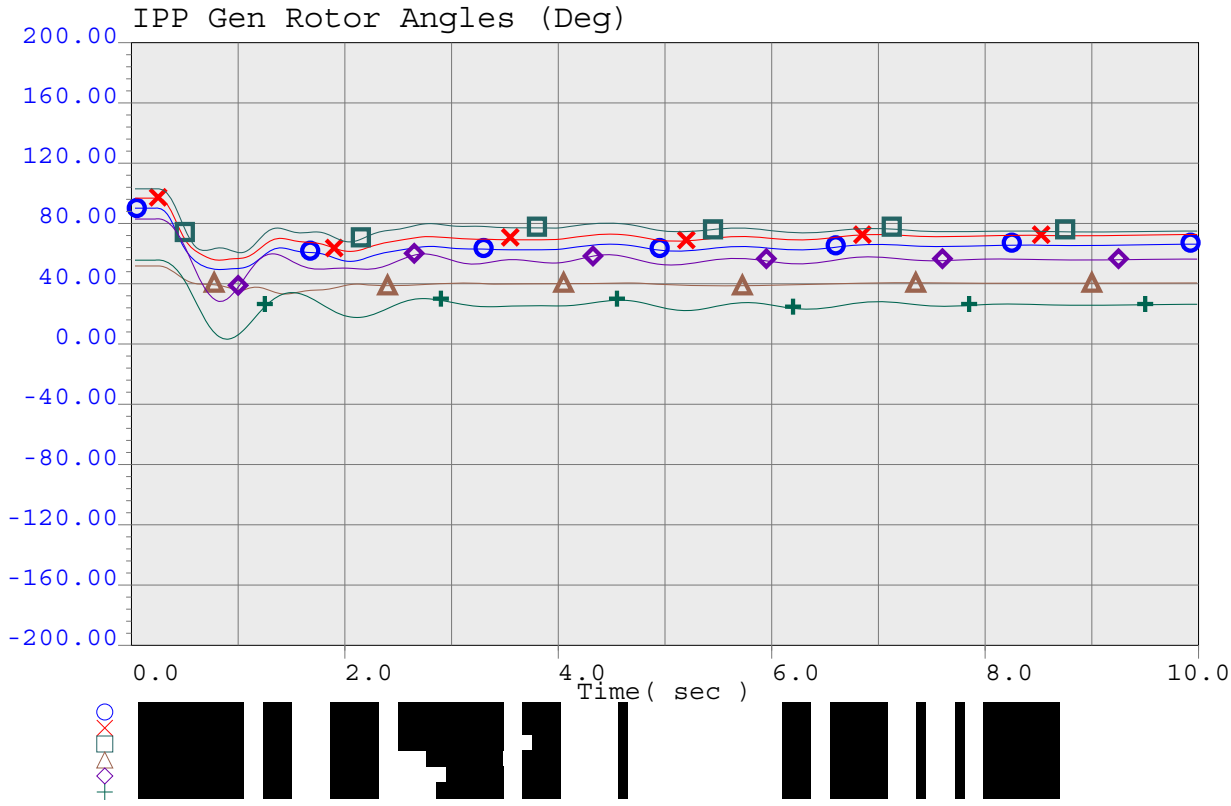
Fri Aug 26 09:20:01 2022

SYSTEM IMPACT STUDY (Frequency)



SYSTEM IMPACT STUDY (Rotor Angles)





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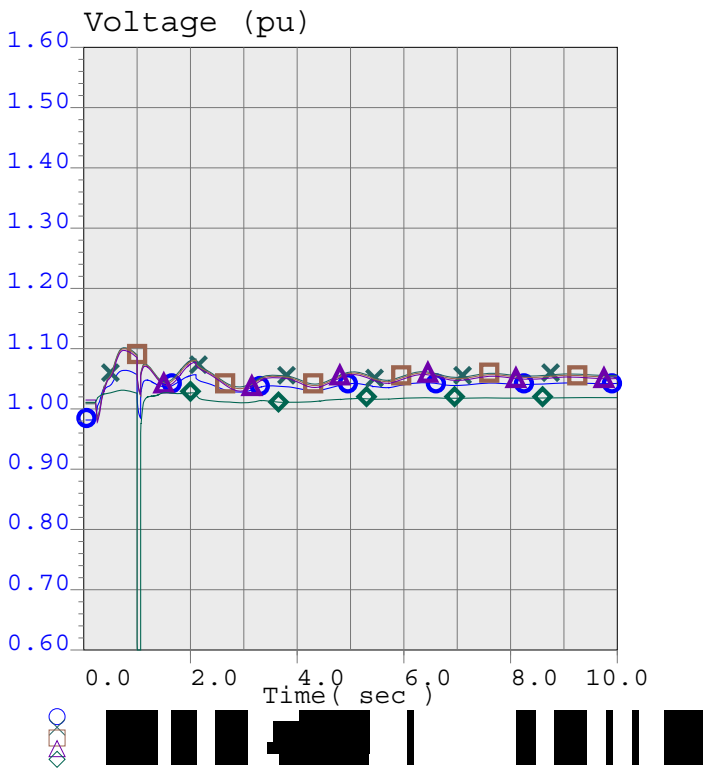
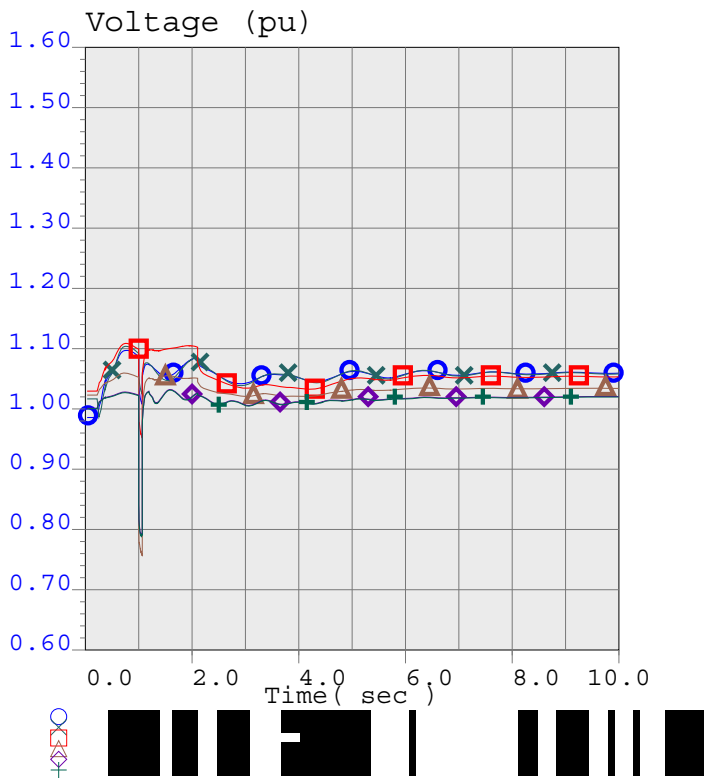
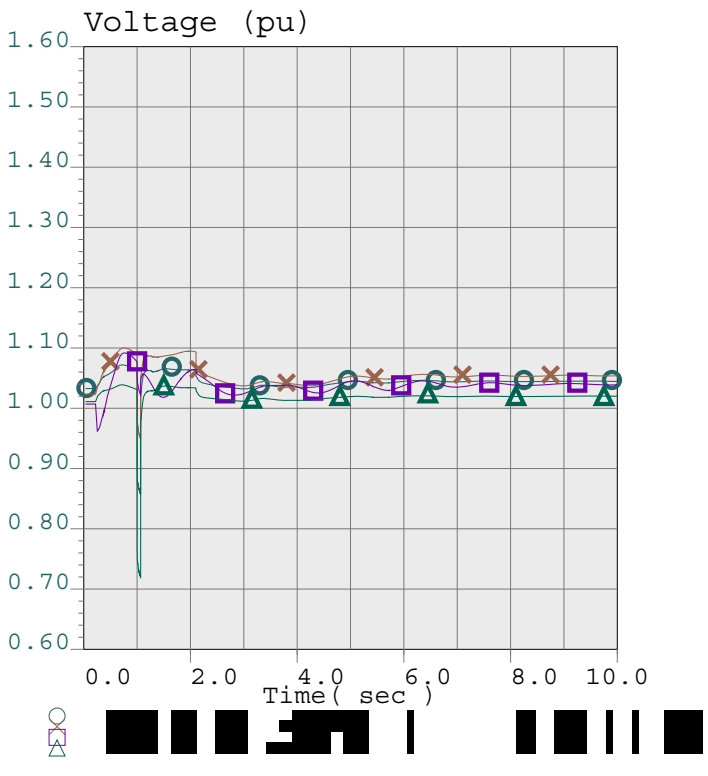
Fri Aug 26 09:20:01 2022

SYSTEM IMPACT STUDY (Voltage)







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Fri Aug 26 09:20:04 2022

SYSTEM IMPACT STUDY (Frequency)

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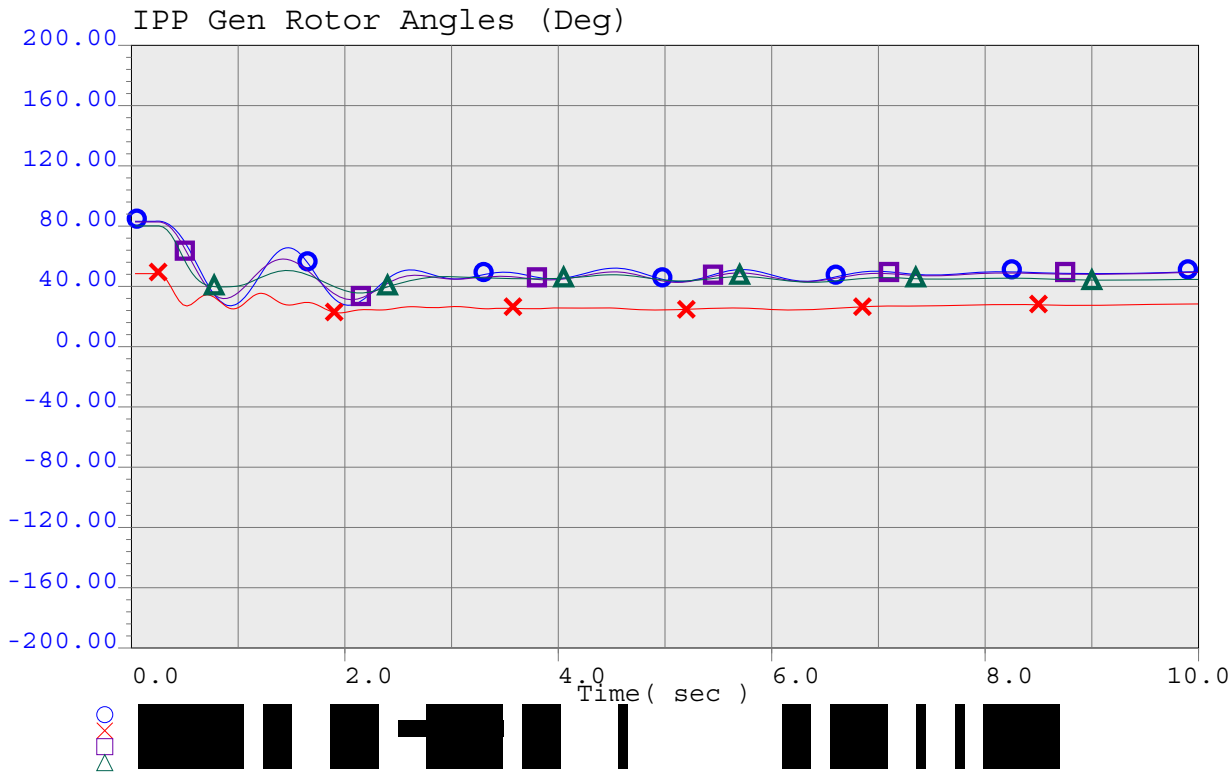
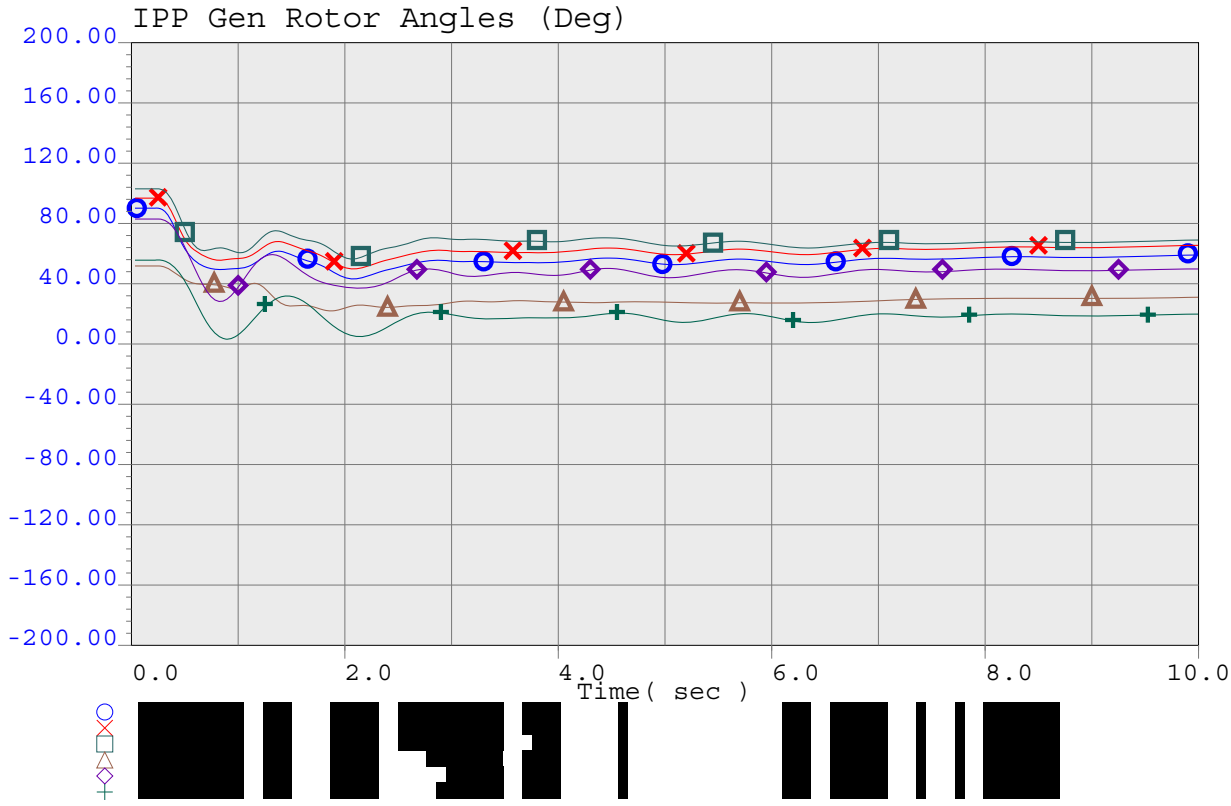
Fri Aug 26 09:20:04 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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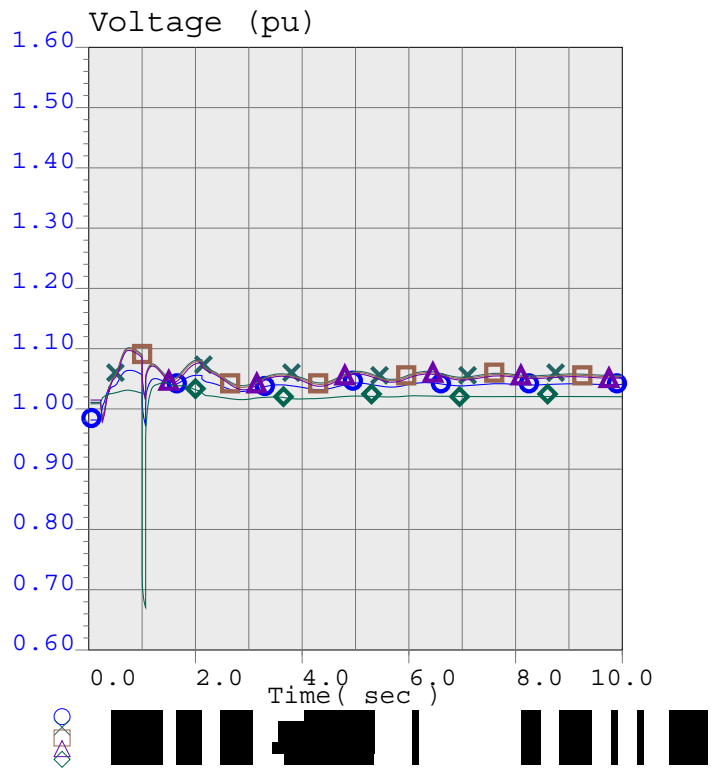
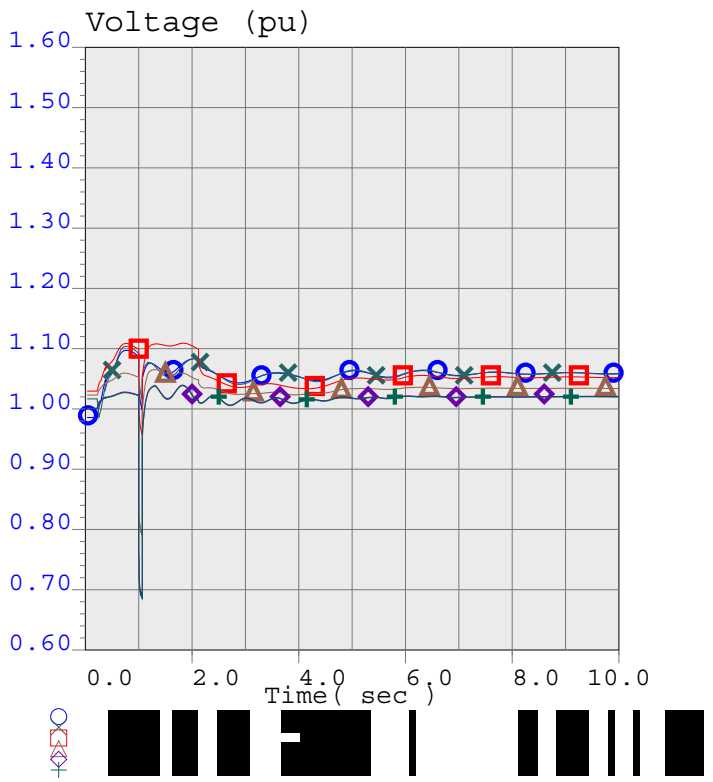
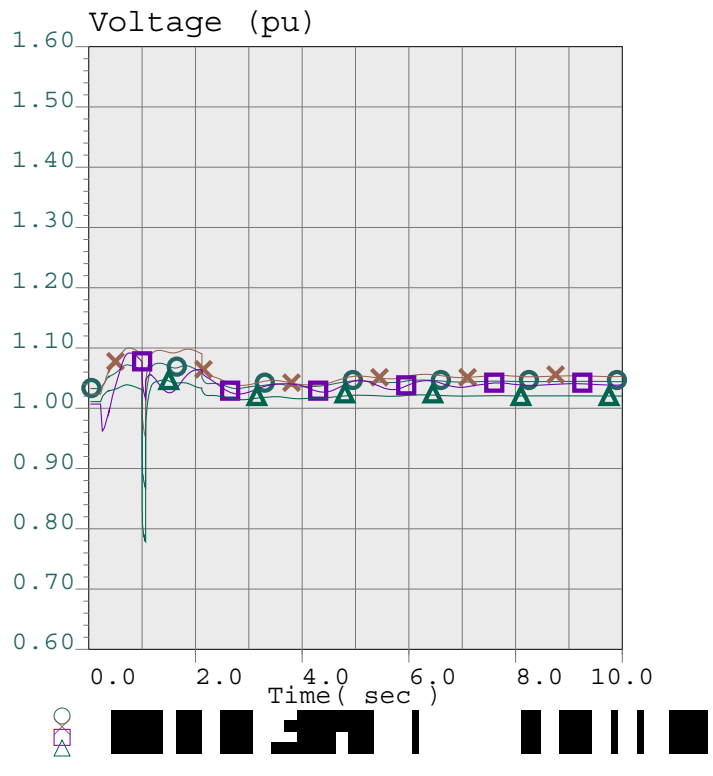
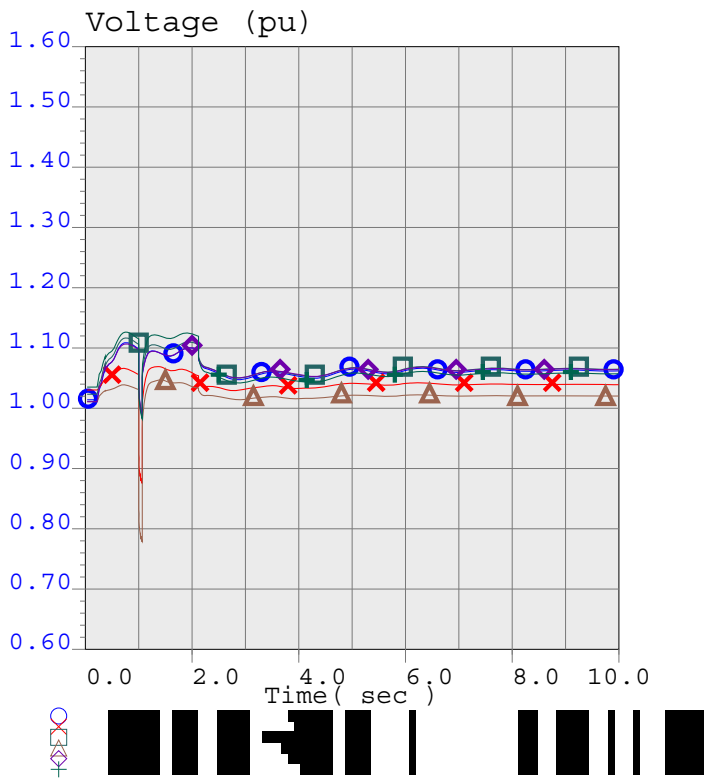
Fri Aug 26 09:20:04 2022

SYSTEM IMPACT STUDY (Voltage)









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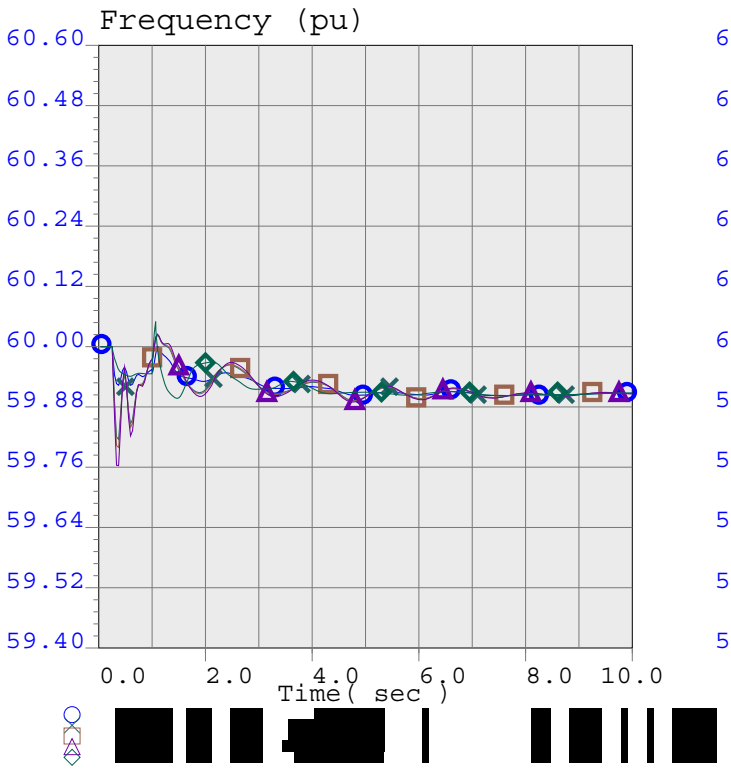
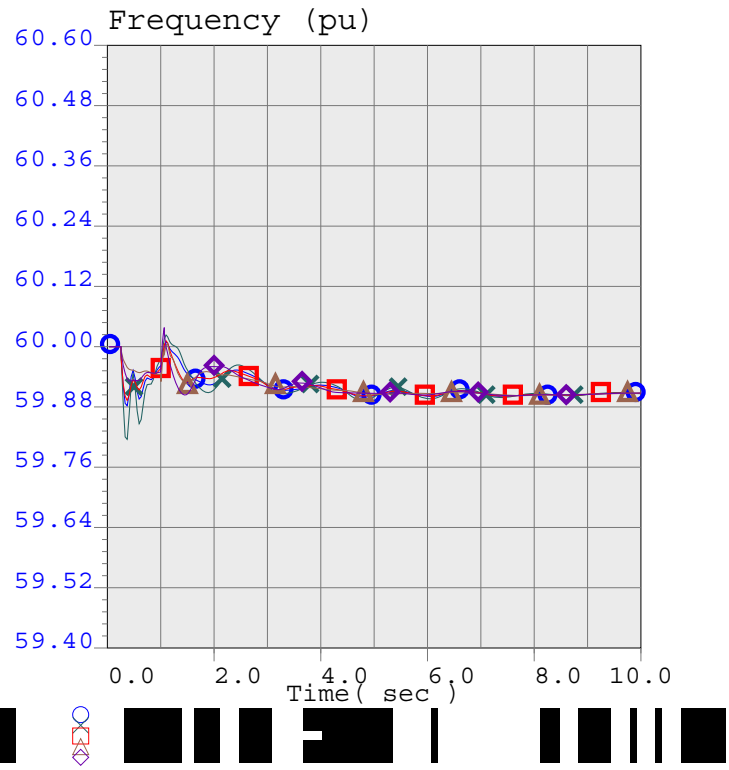
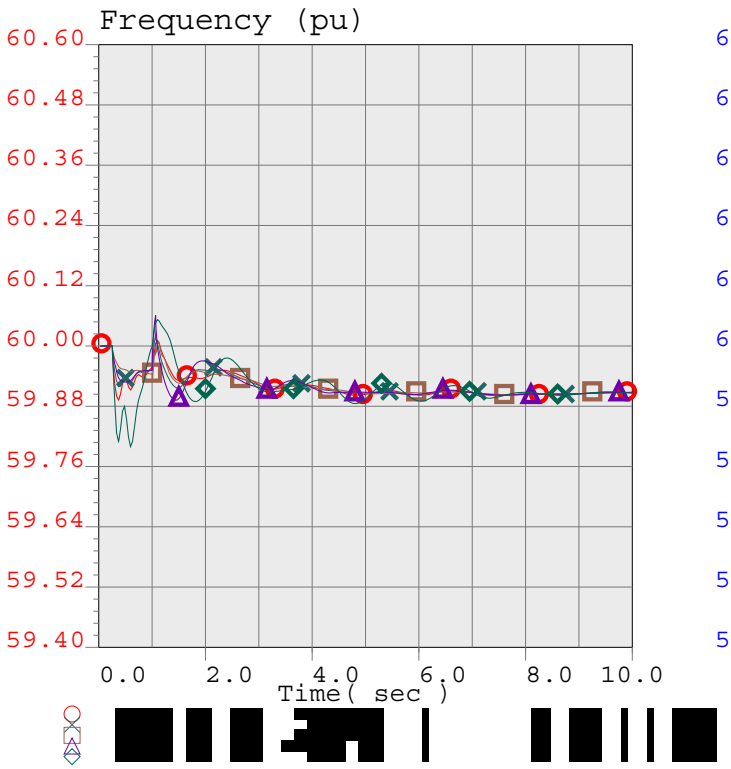
Fri Aug 26 09:20:06 2022

SYSTEM IMPACT STUDY (Frequency)







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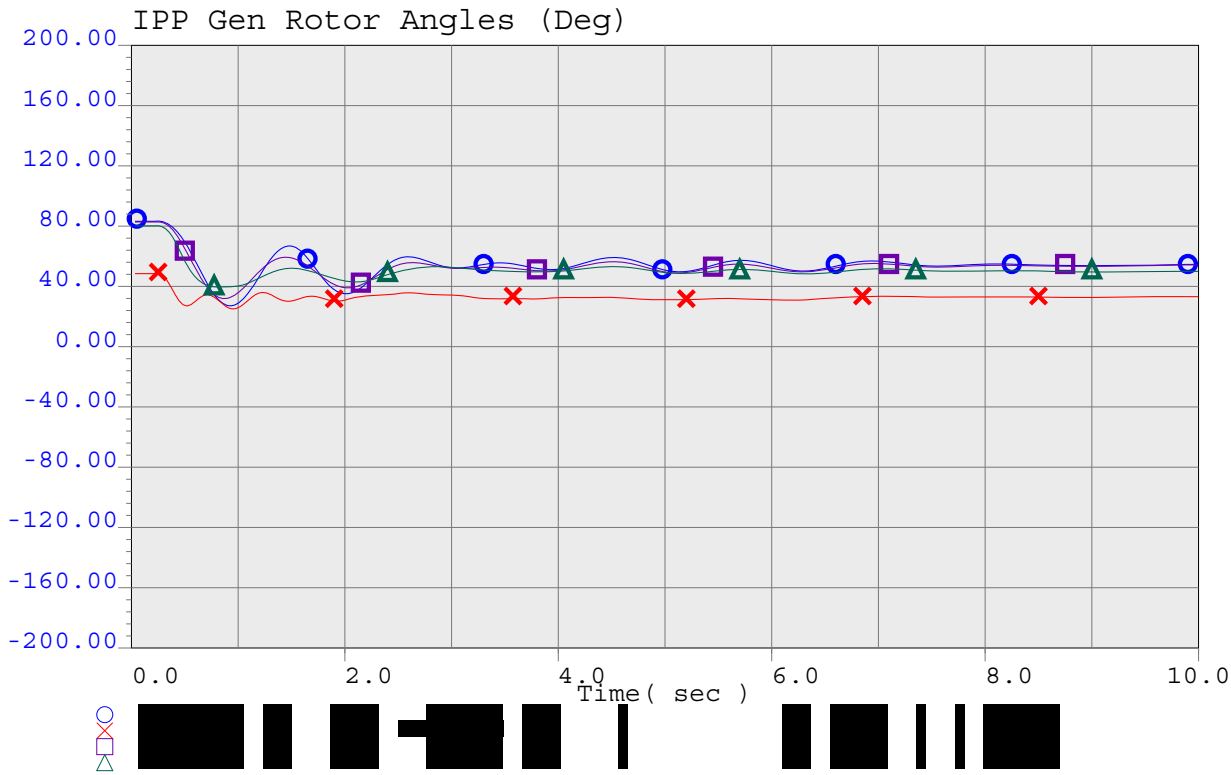
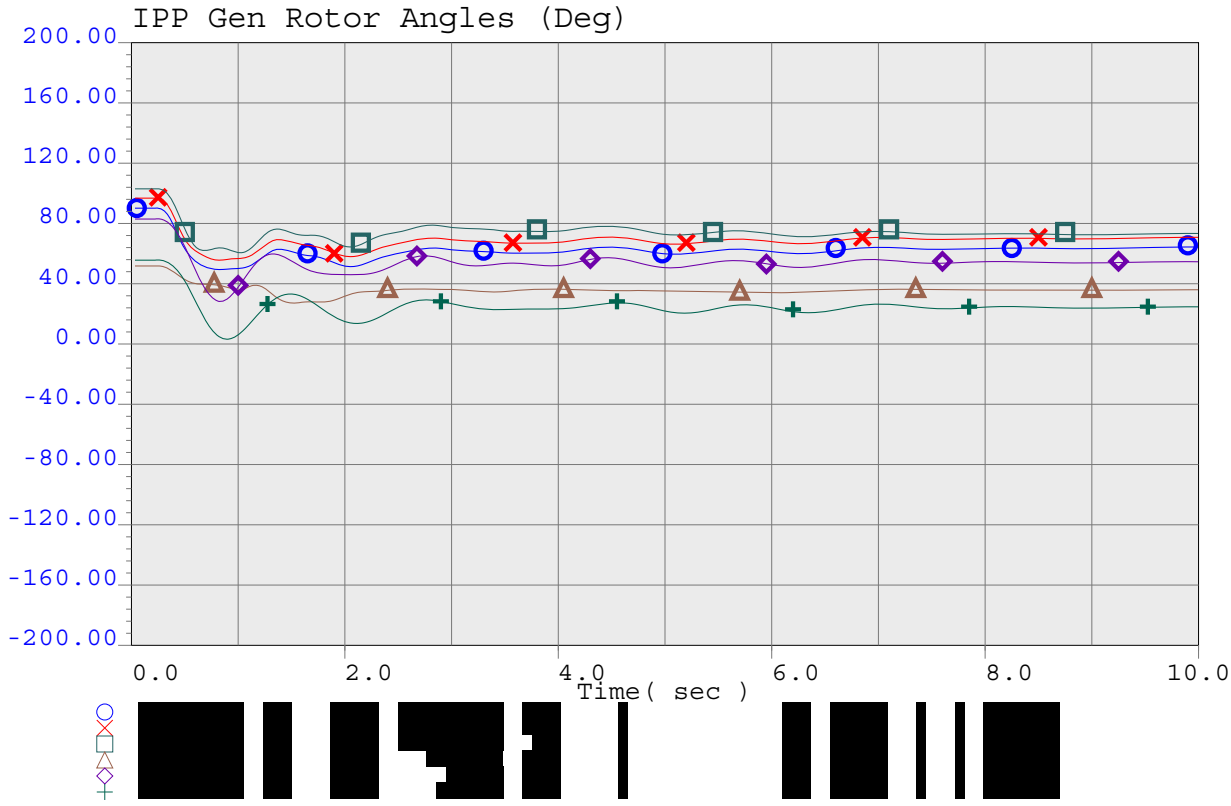
Fri Aug 26 09:20:06 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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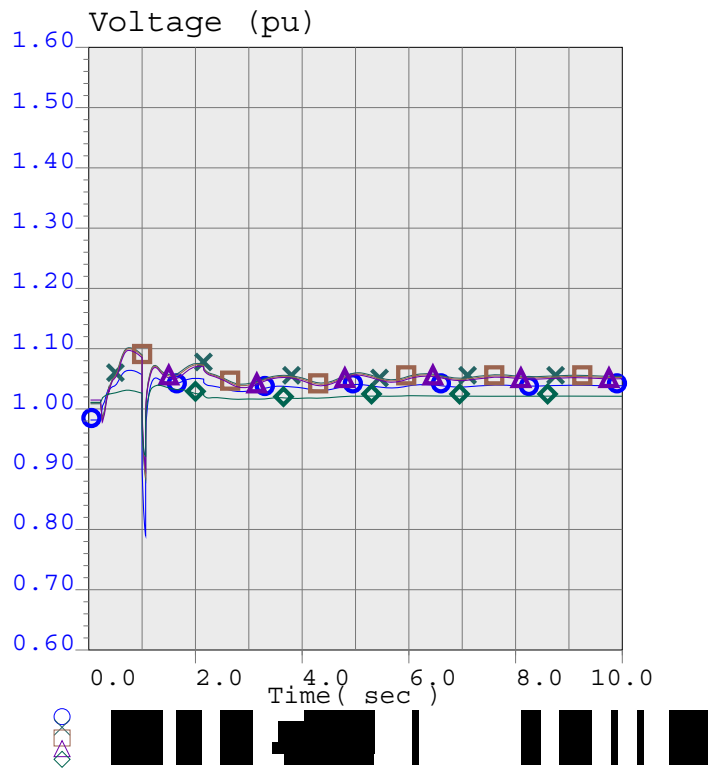
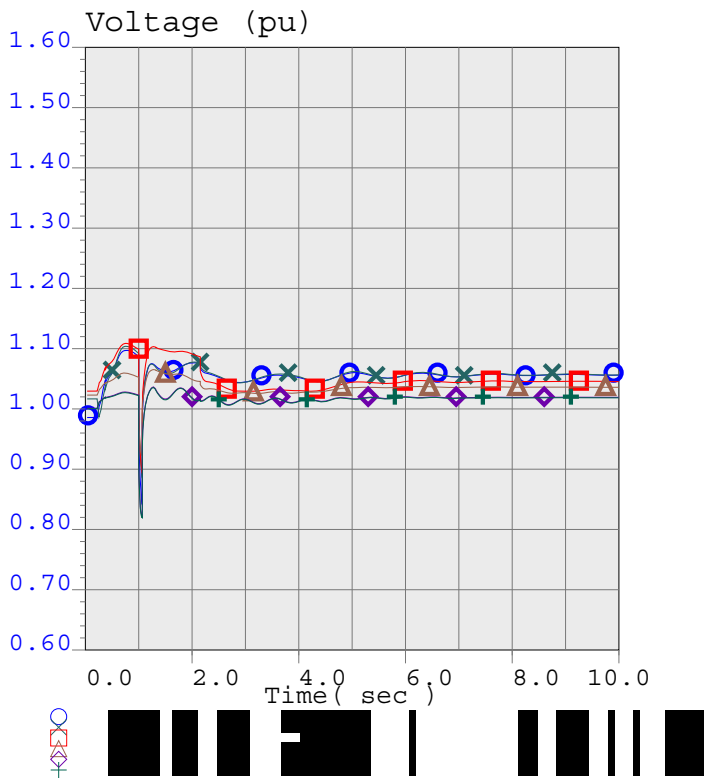
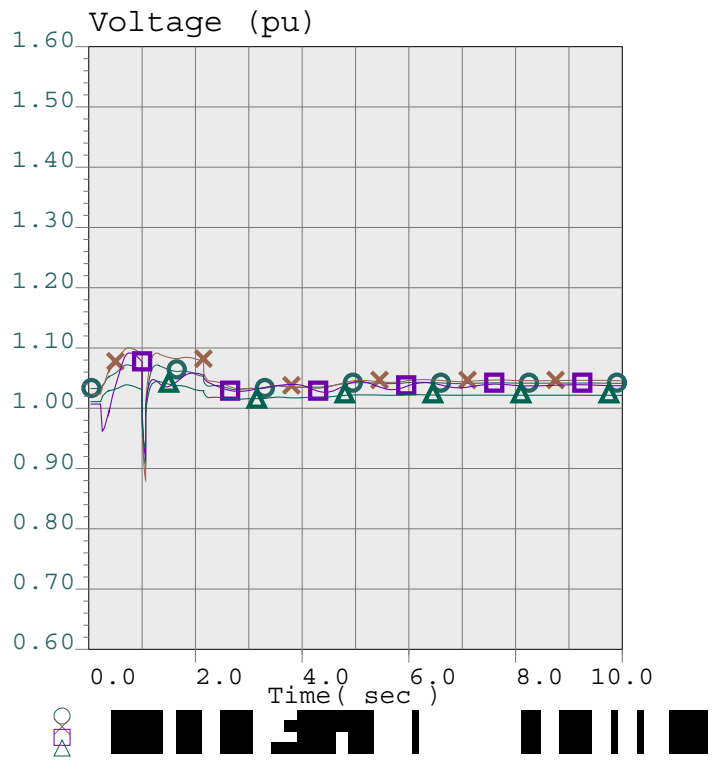
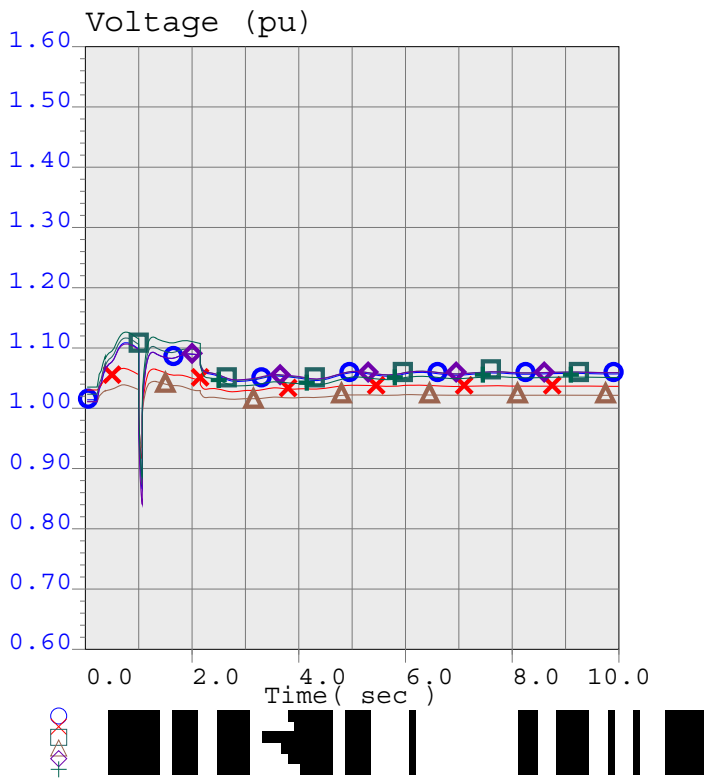
Fri Aug 26 09:20:06 2022

SYSTEM IMPACT STUDY (Voltage)









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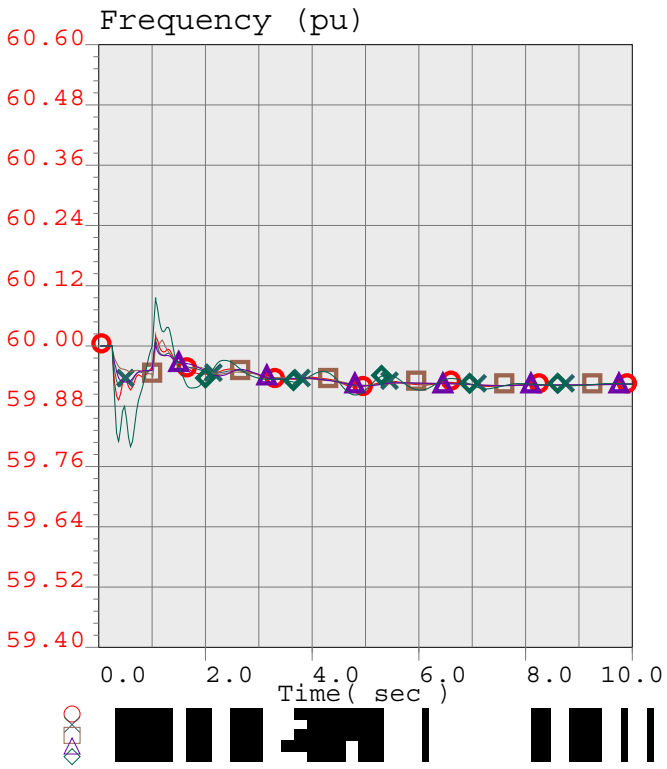
Fri Aug 26 09:20:08 2022

SYSTEM IMPACT STUDY (Frequency)



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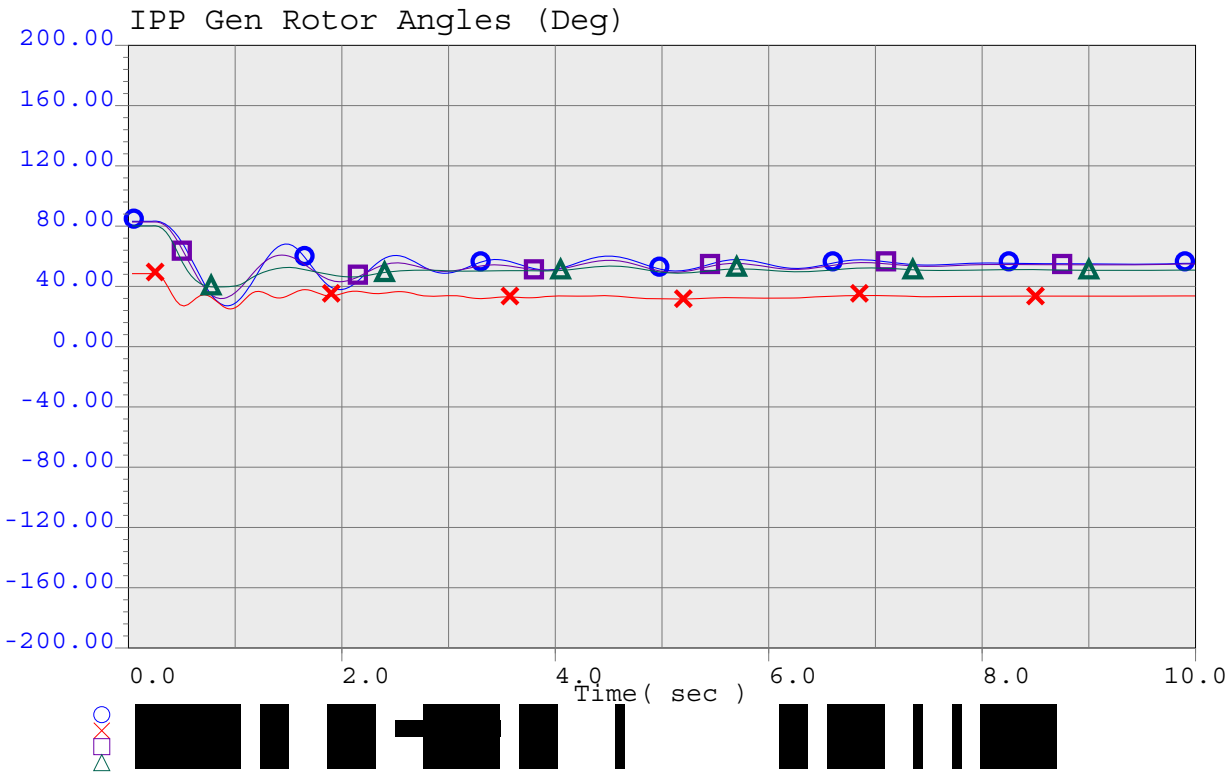
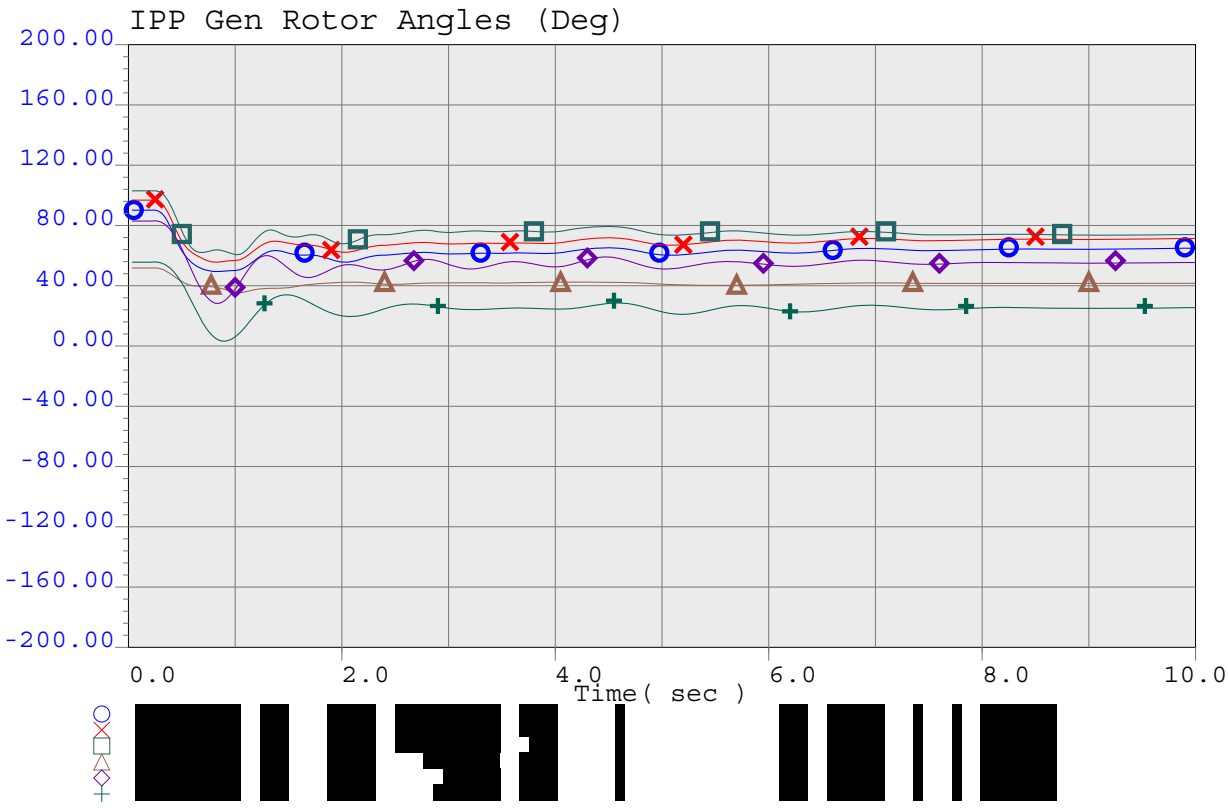
Fri Aug 26 09:20:08 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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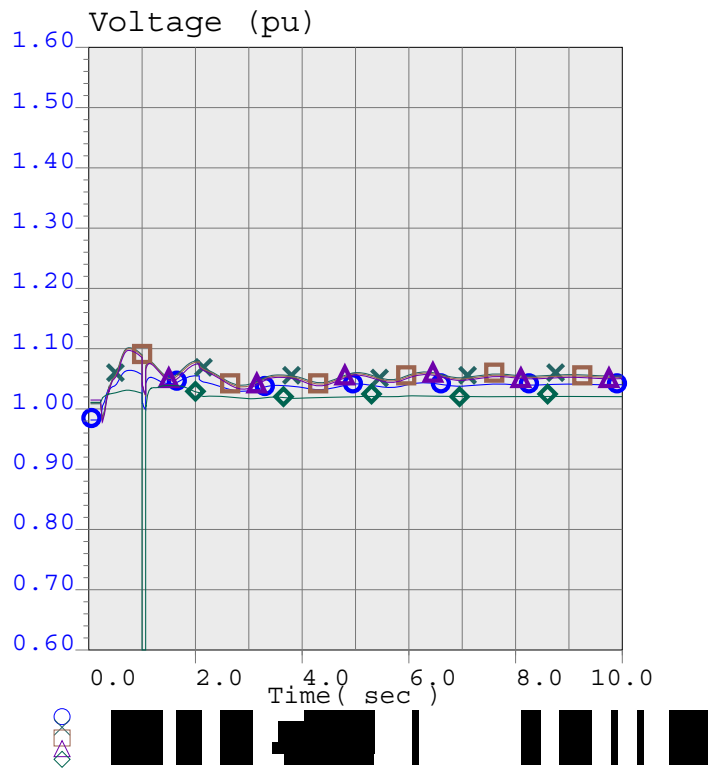
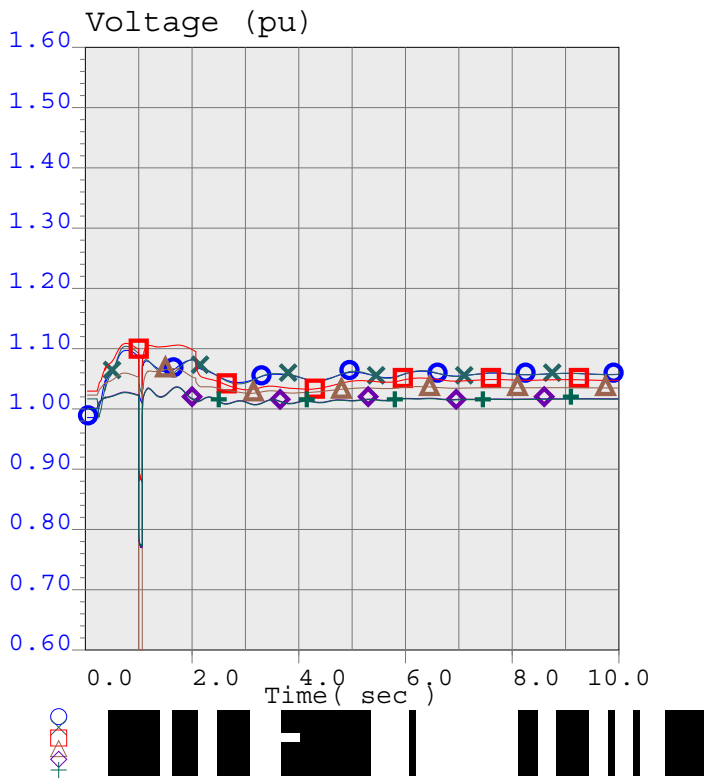
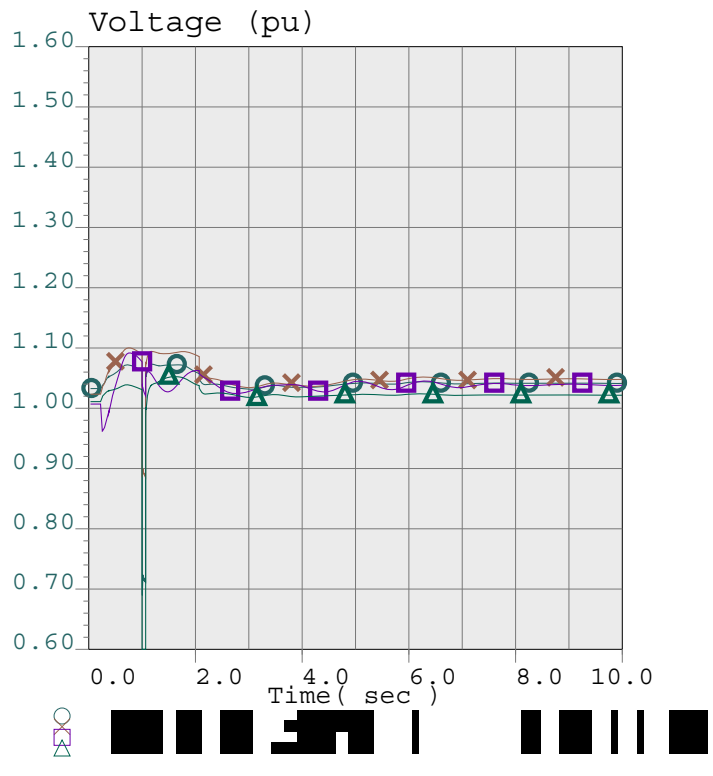
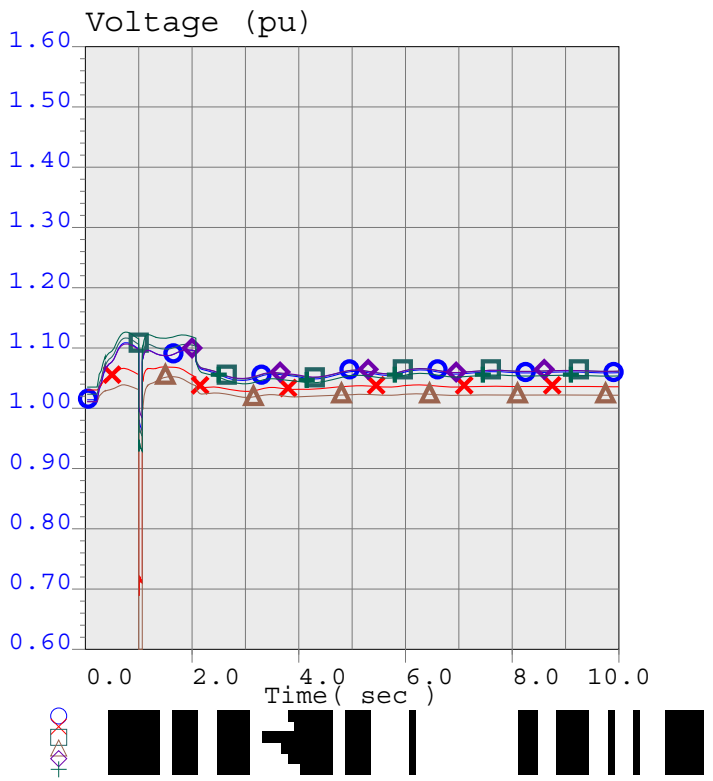
Fri Aug 26 09:20:08 2022

SYSTEM IMPACT STUDY (Voltage)









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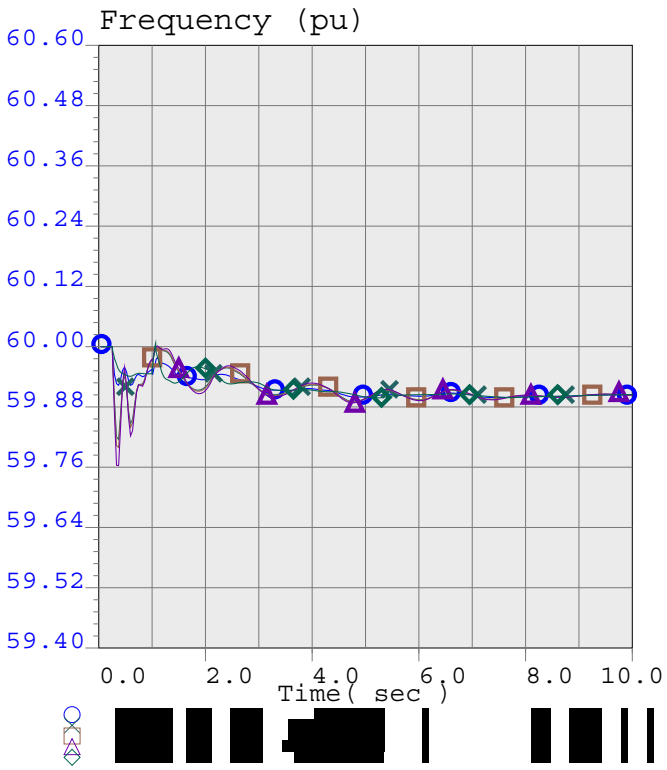
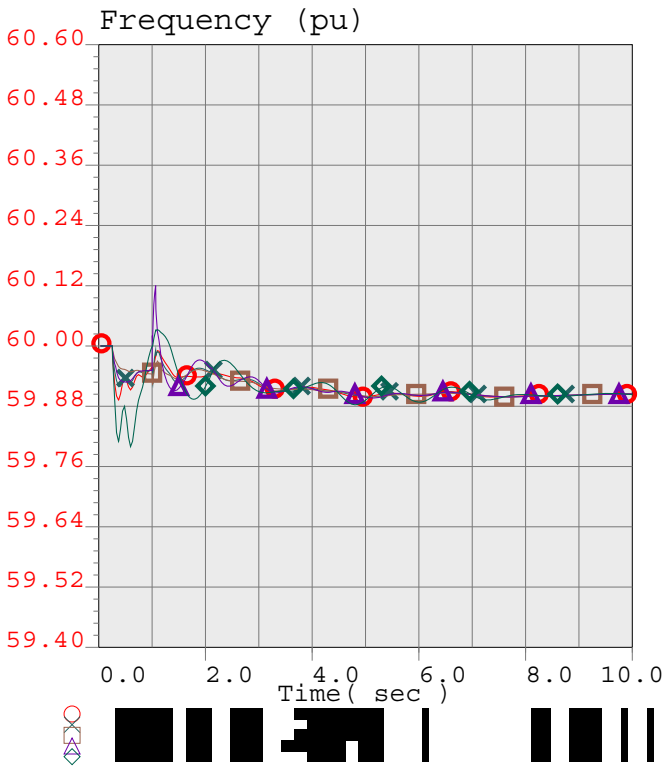
SYSTEM IMPACT STUDY (Frequency)





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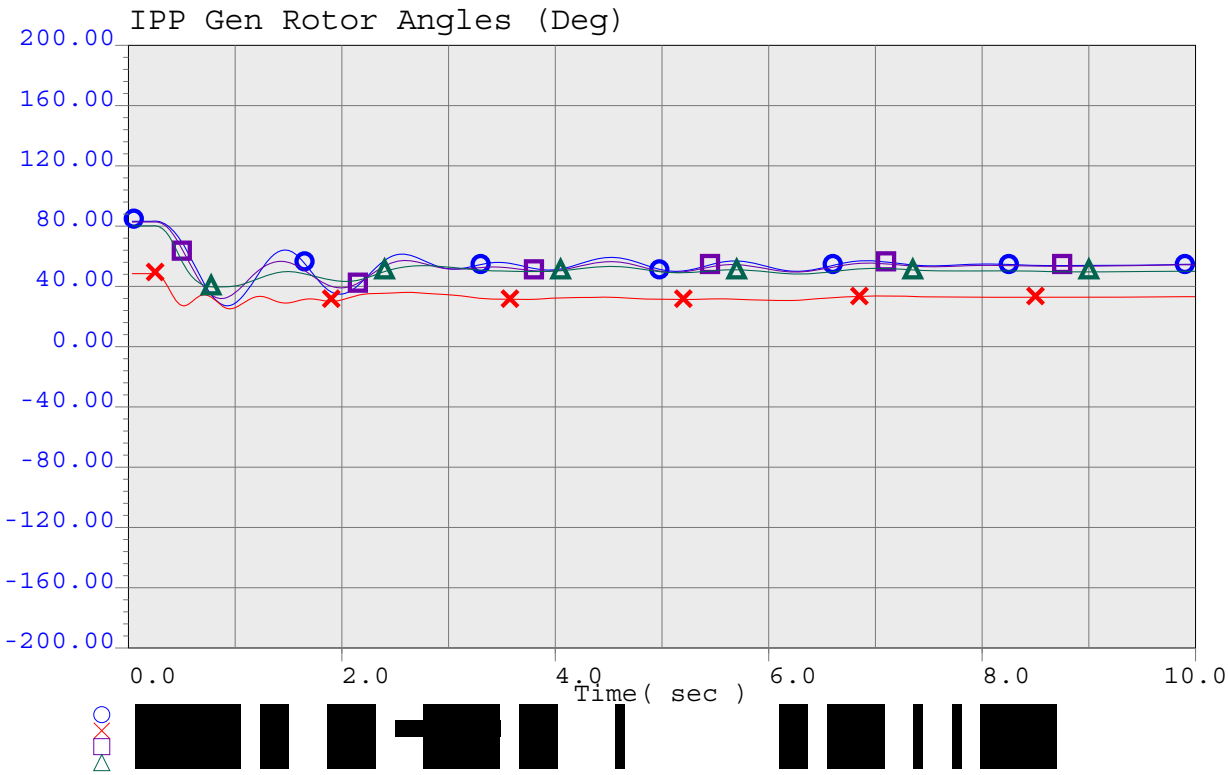
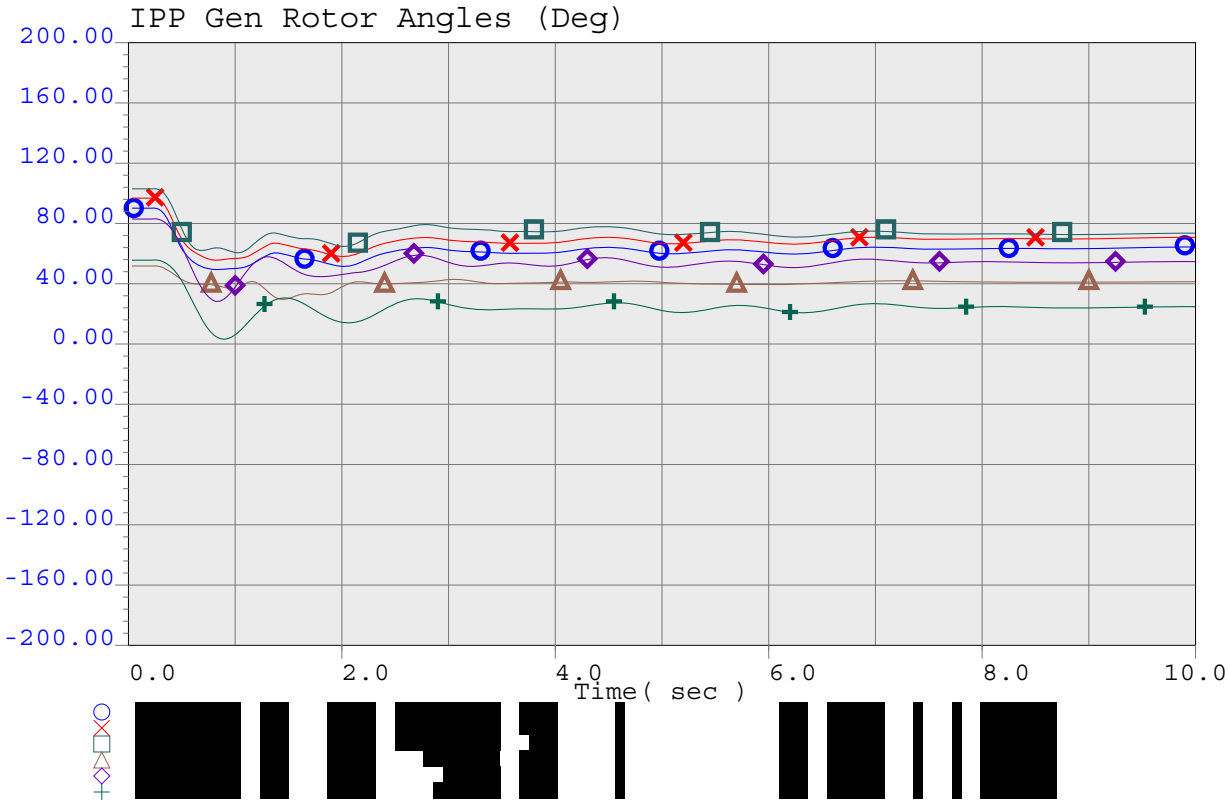
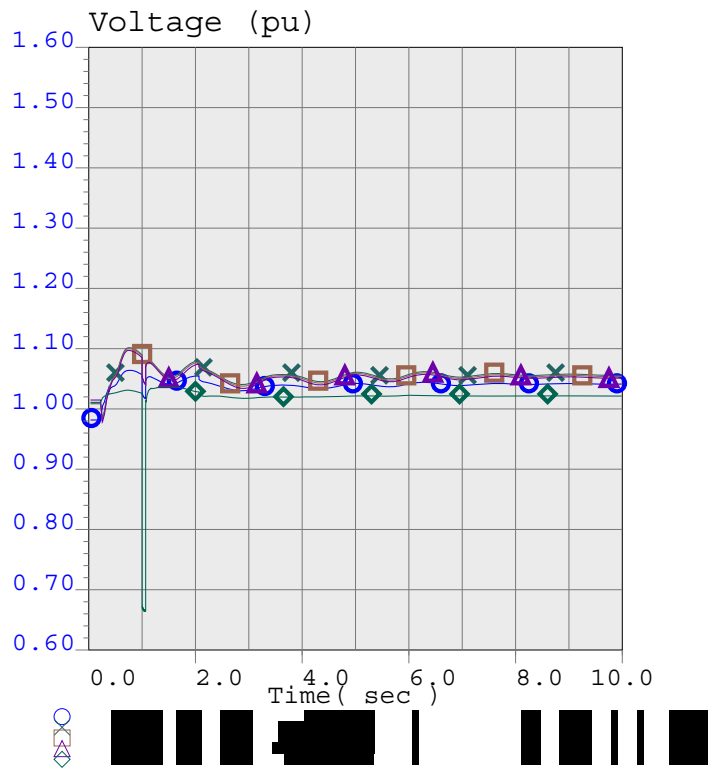
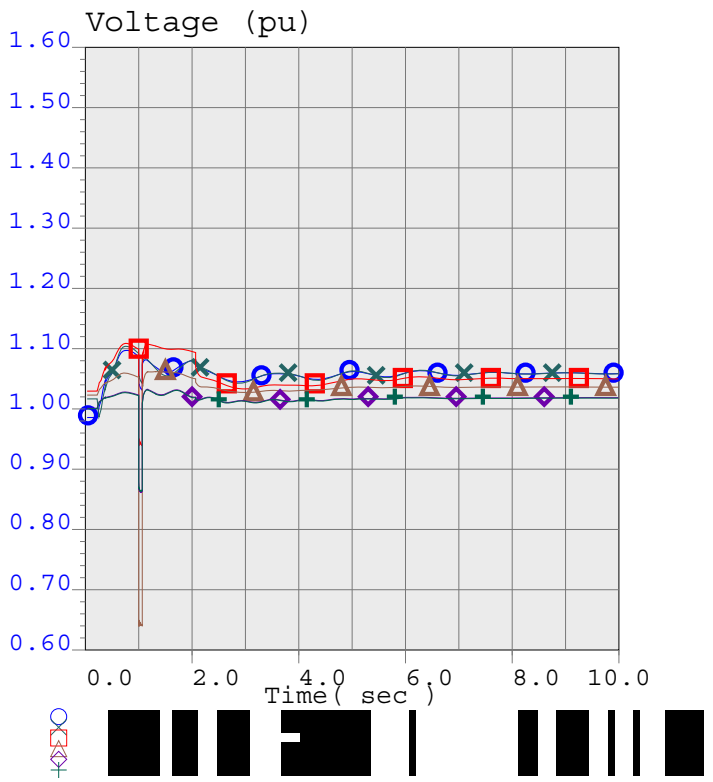
SYSTEM IMPACT STUDY (Rotor Angles)

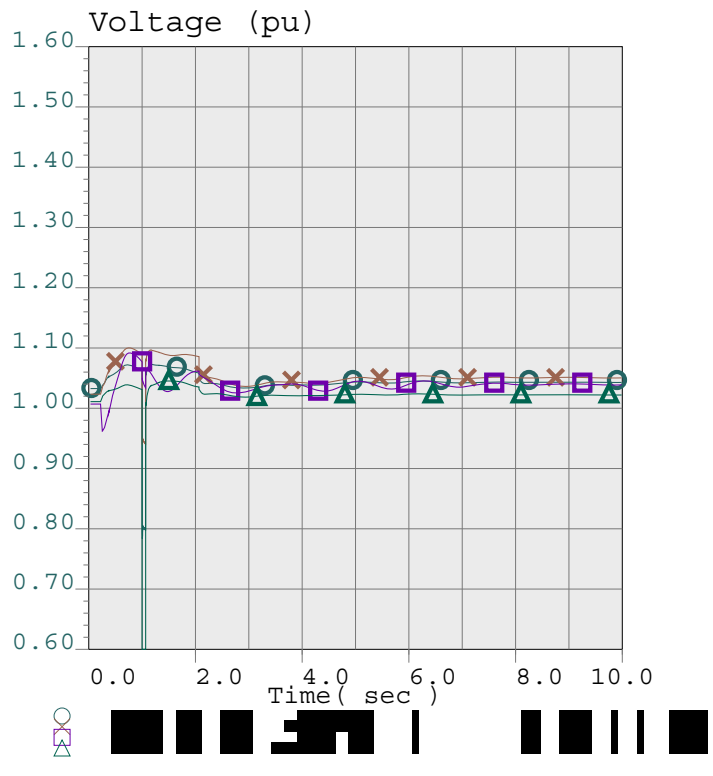


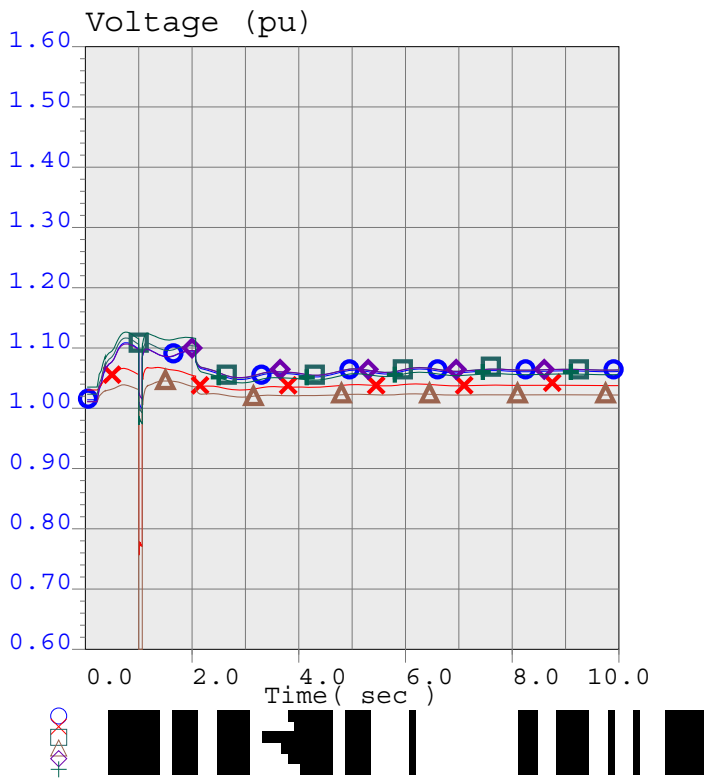


SYSTEM IMPACT STUDY (Voltage)









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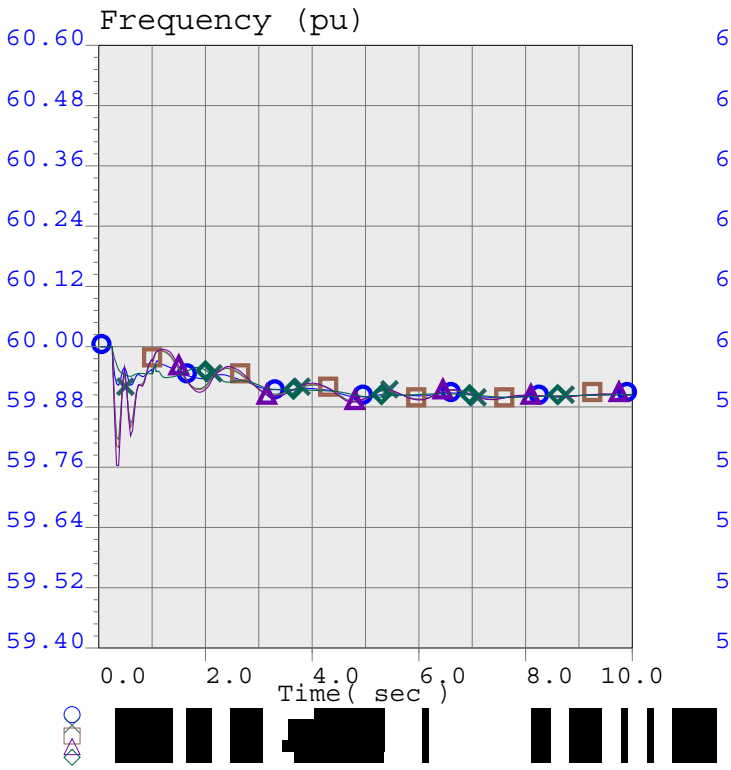
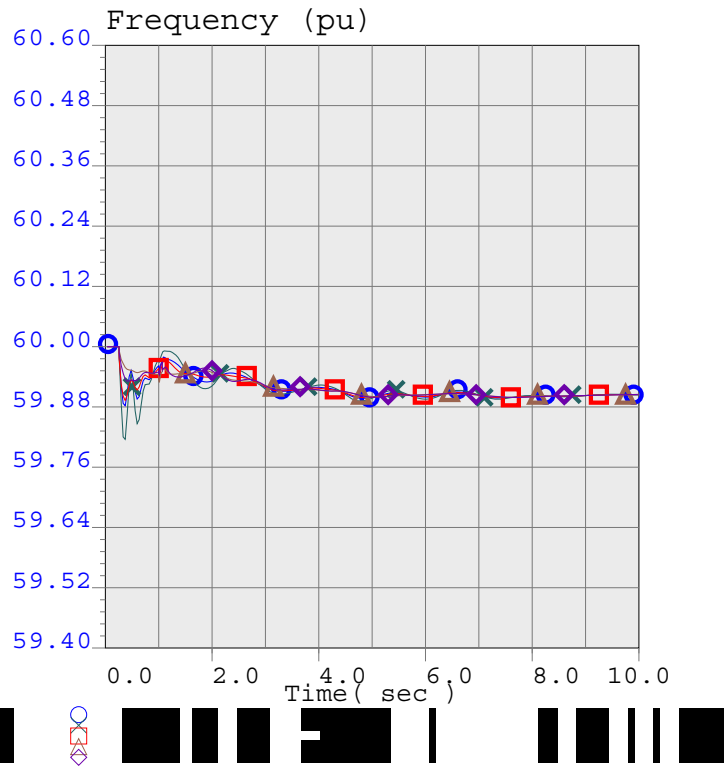
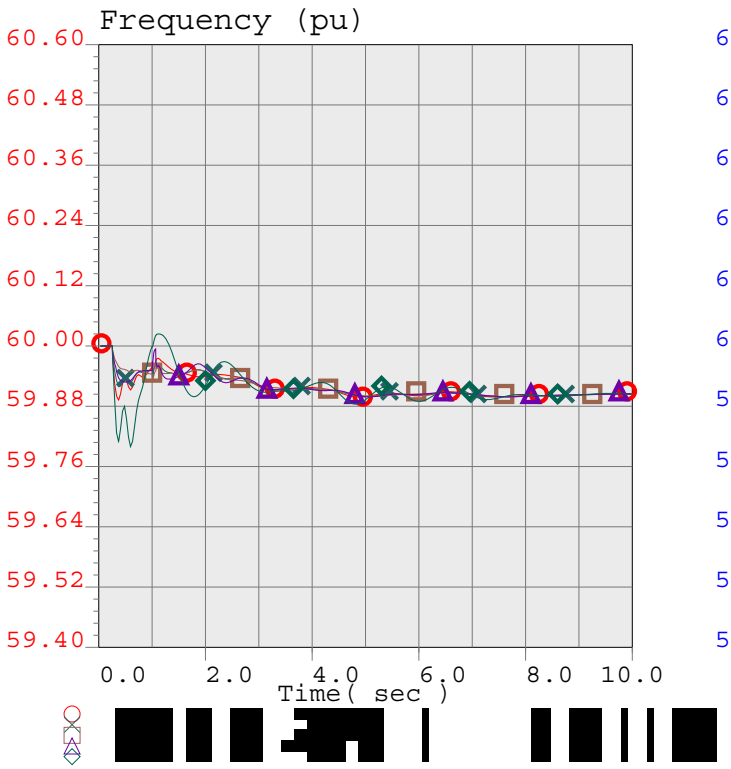
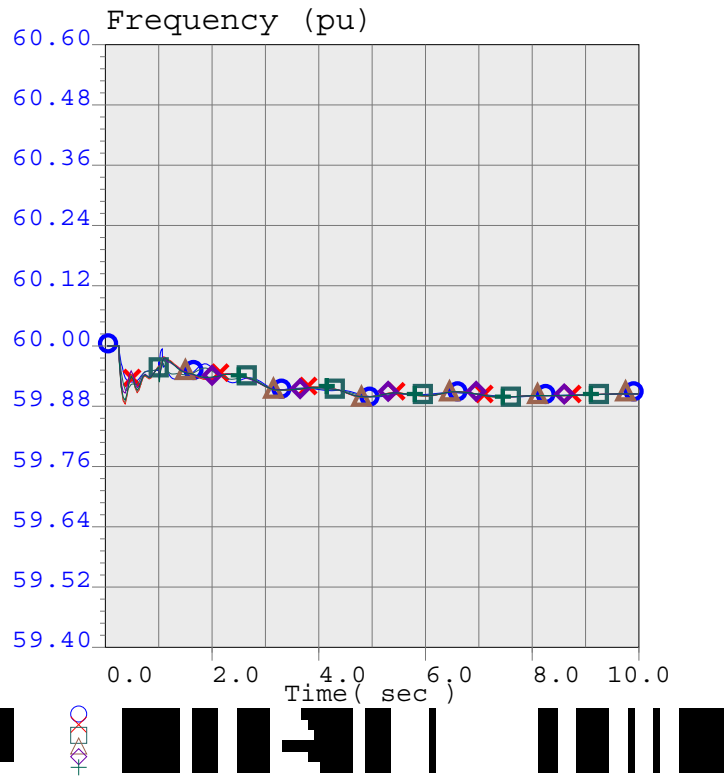
SYSTEM IMPACT STUDY (Frequency)

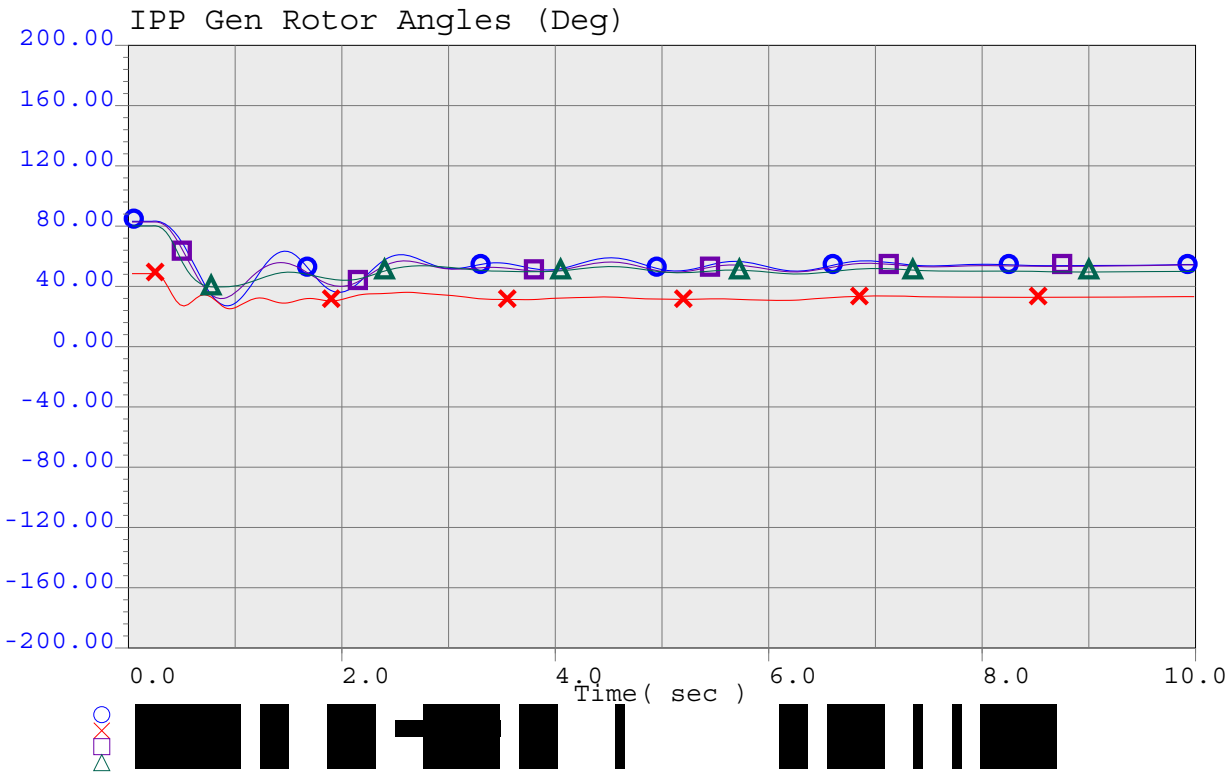


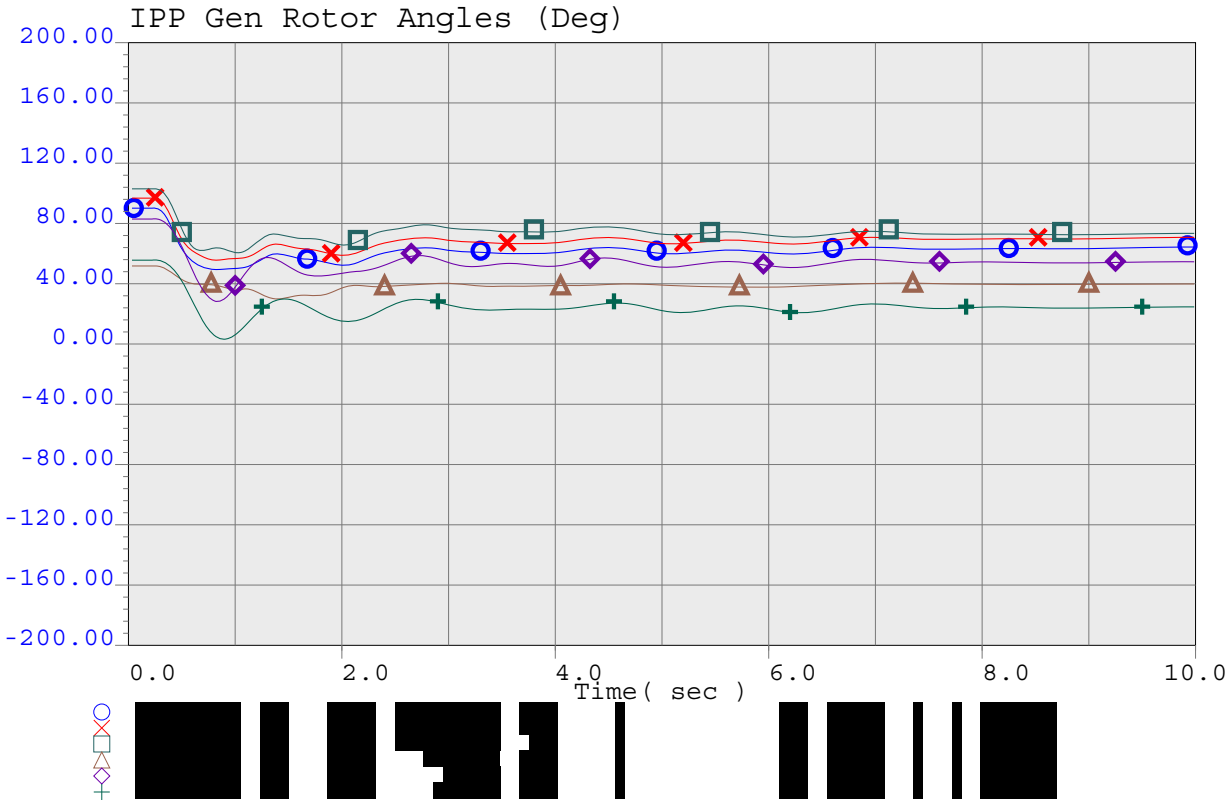




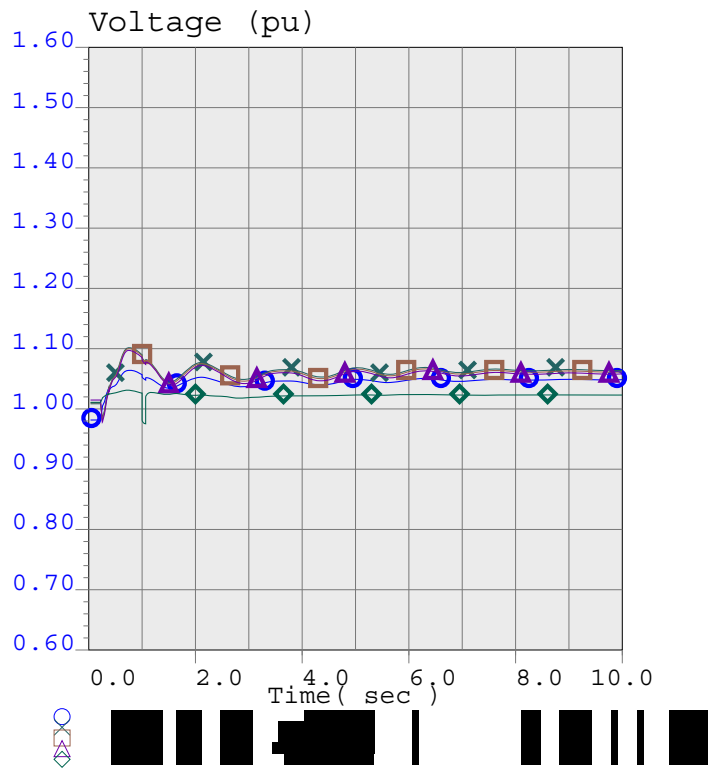


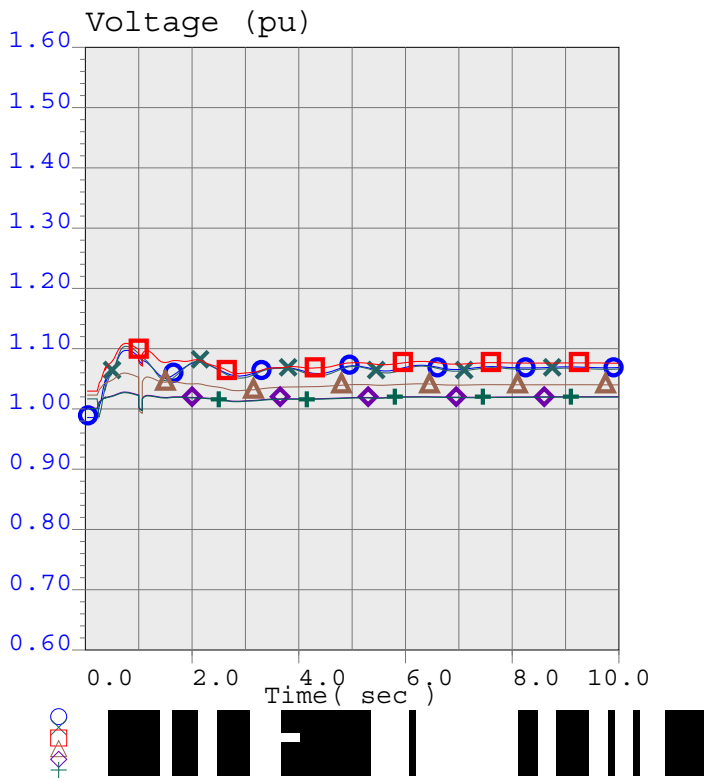
SYSTEM IMPACT STUDY (Rotor Angles)

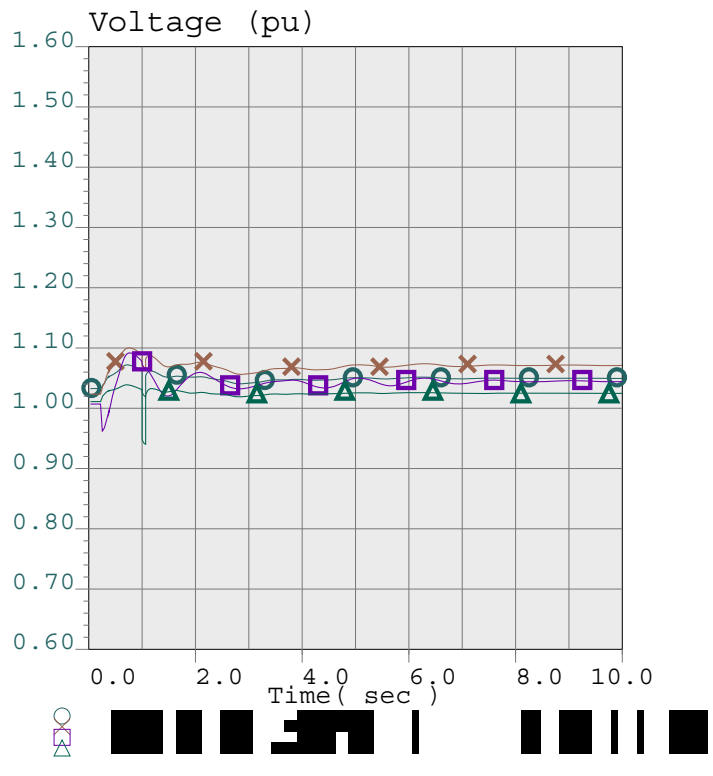


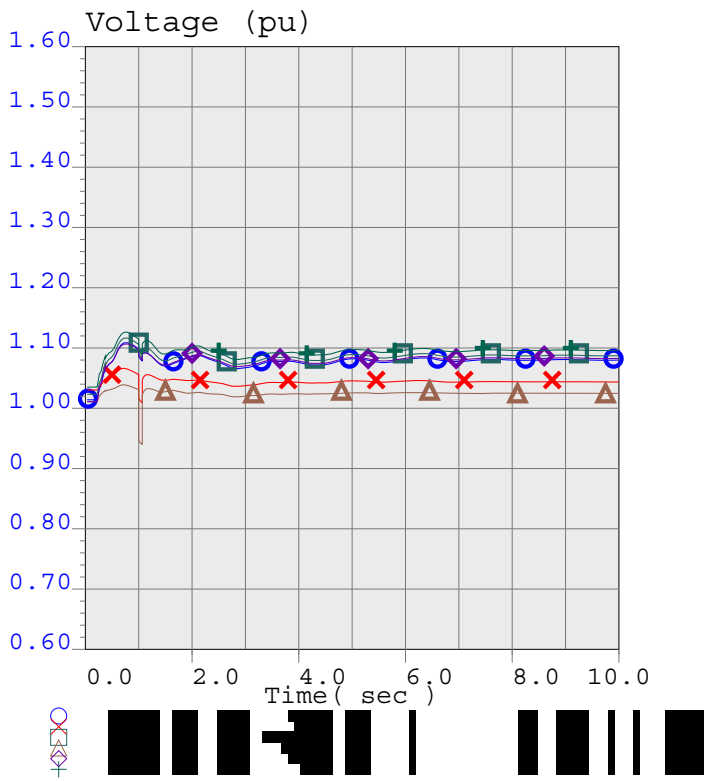


SYSTEM IMPACT STUDY (Voltage)









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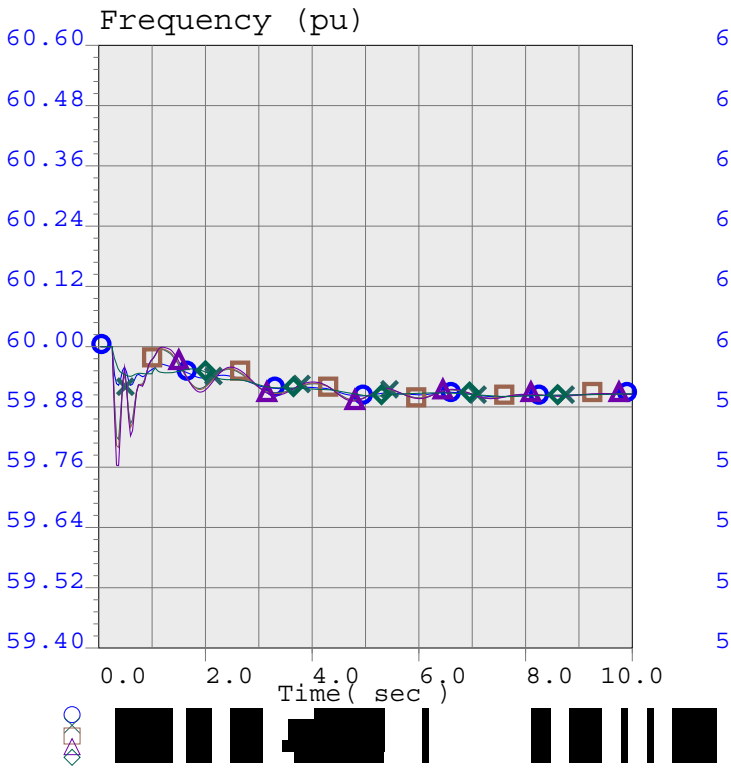
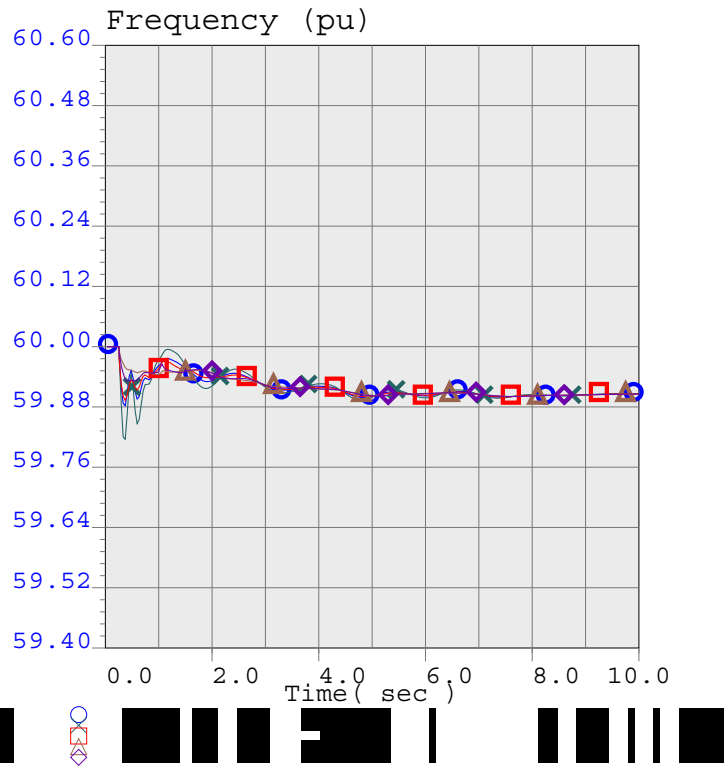
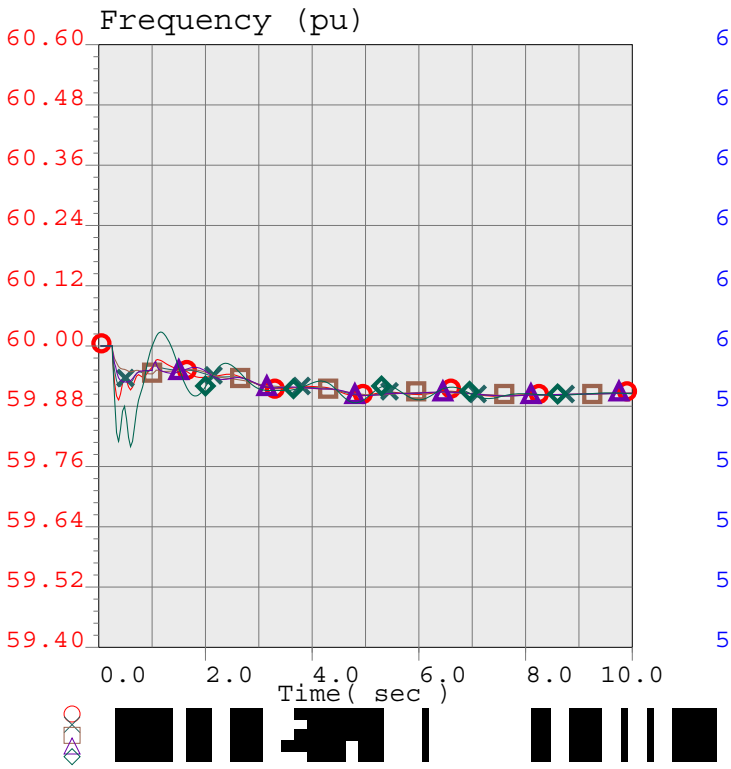
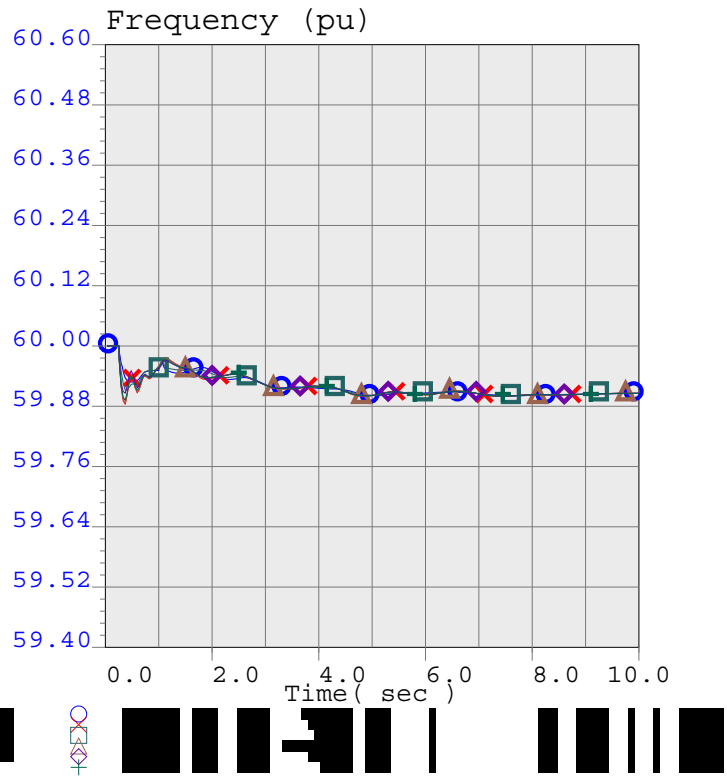
SYSTEM IMPACT STUDY (Frequency)

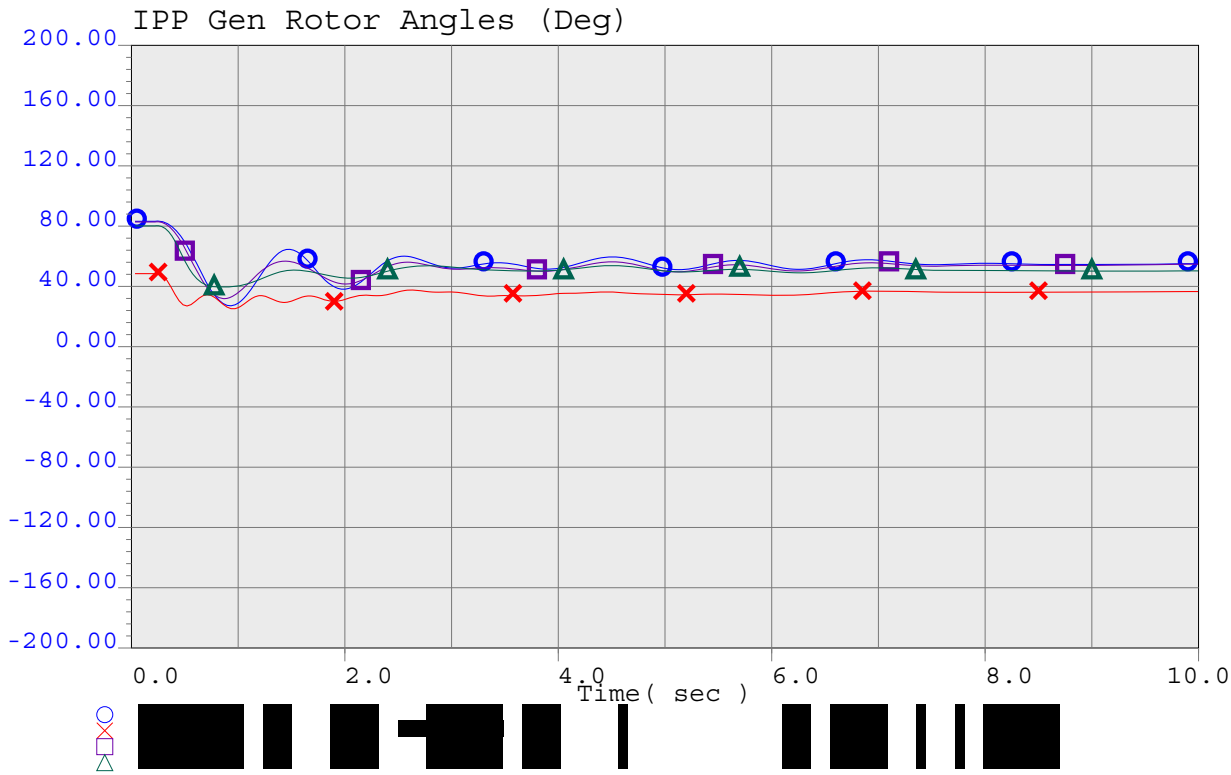


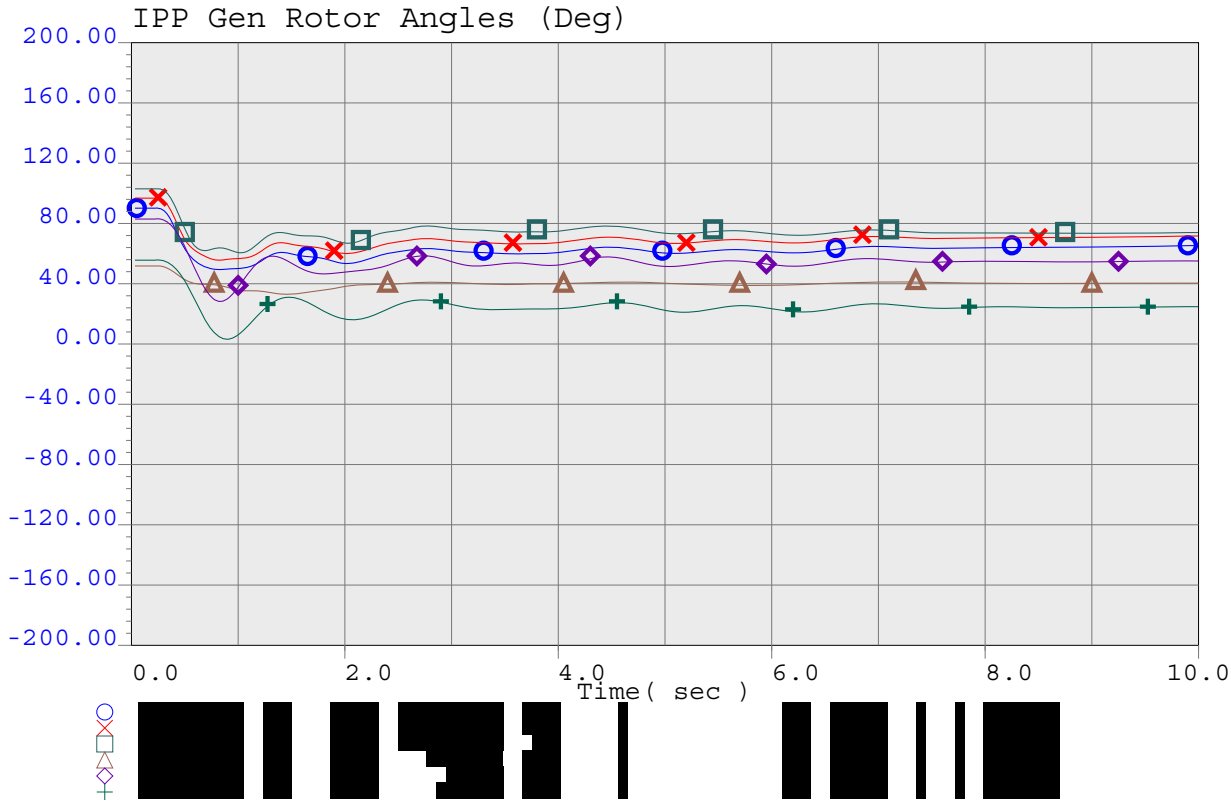




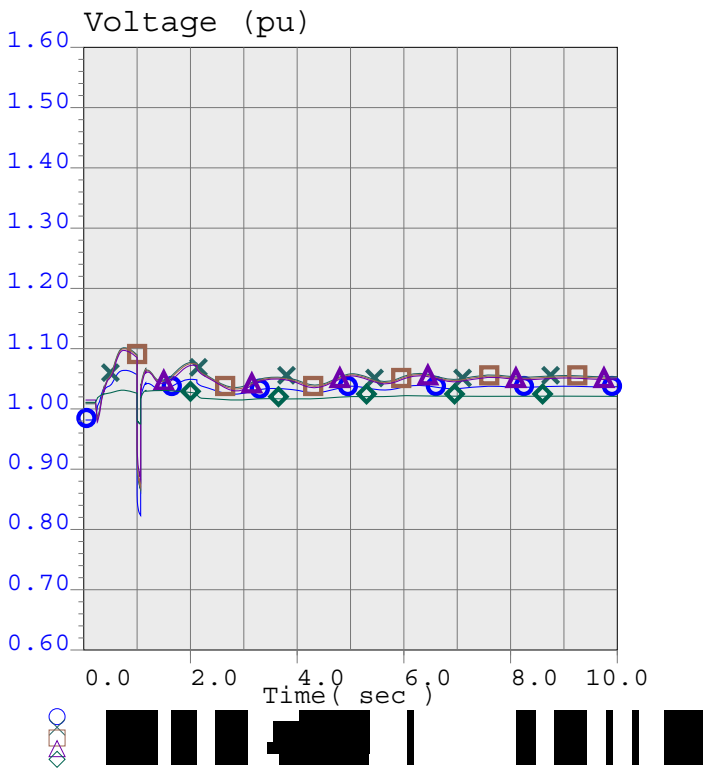


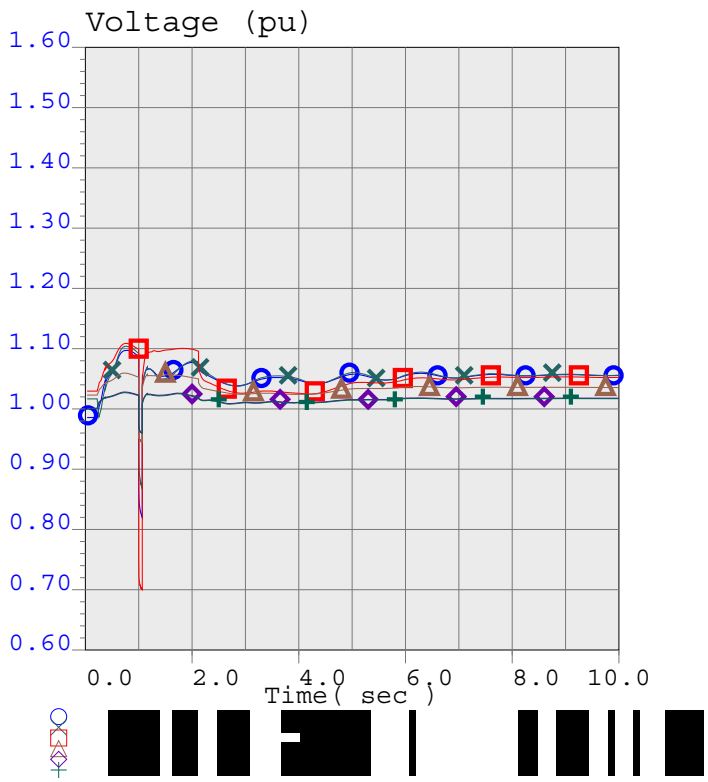
SYSTEM IMPACT STUDY (Rotor Angles)

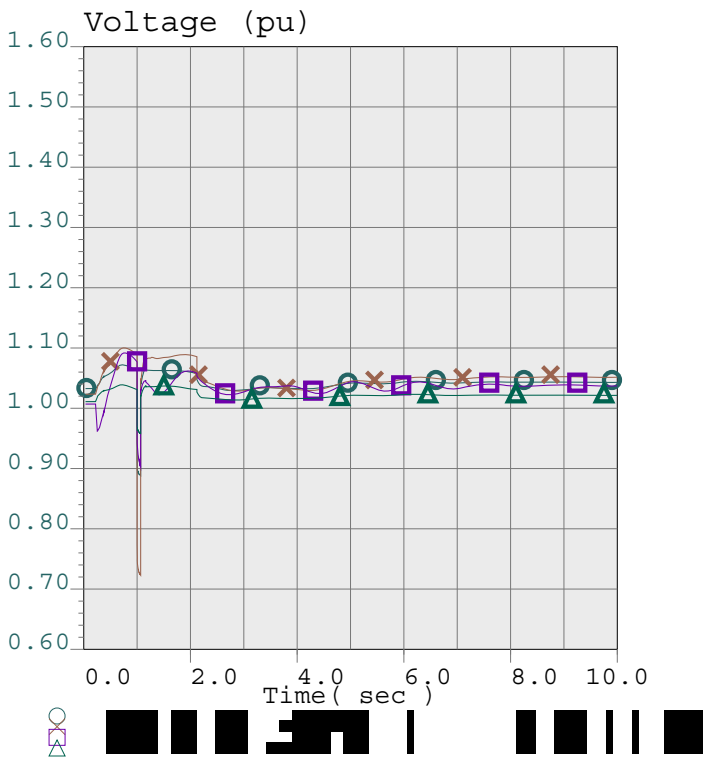


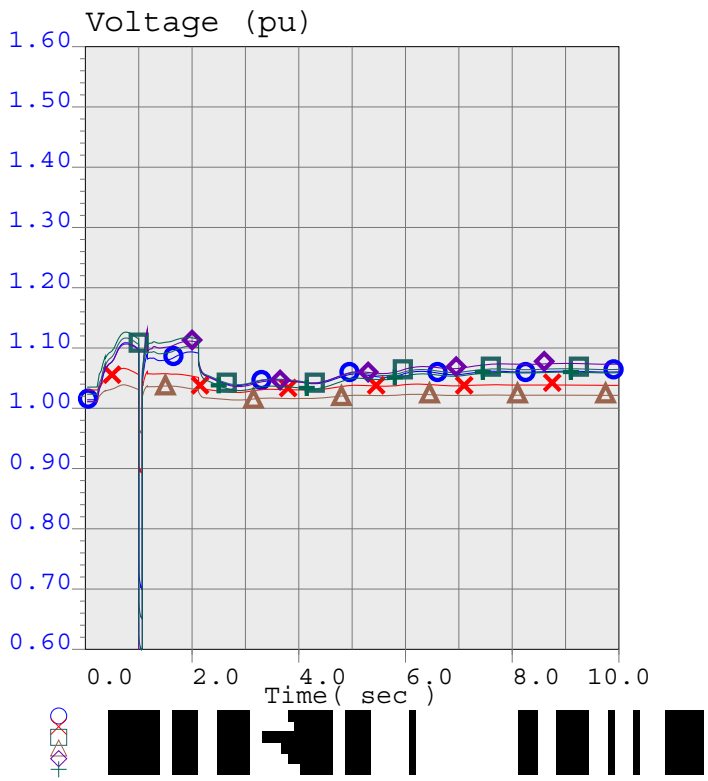


SYSTEM IMPACT STUDY (Voltage)









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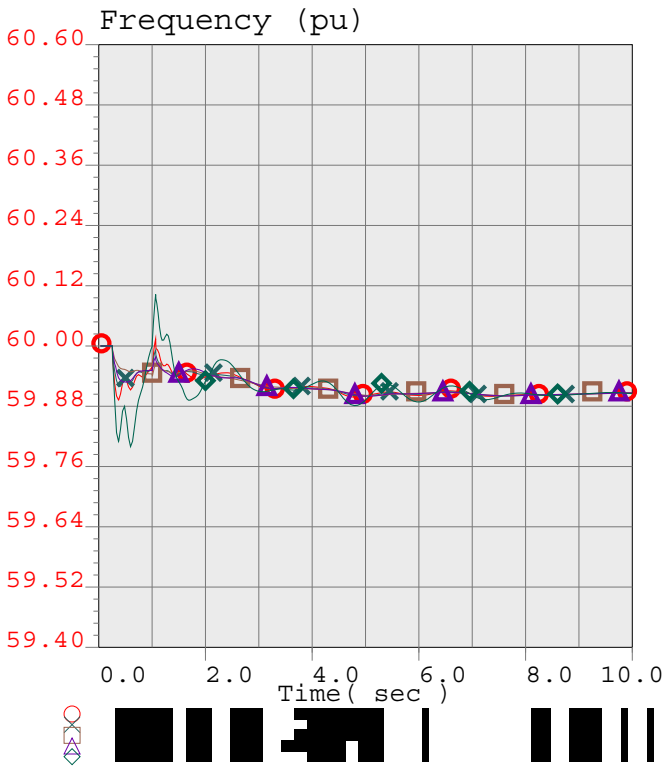
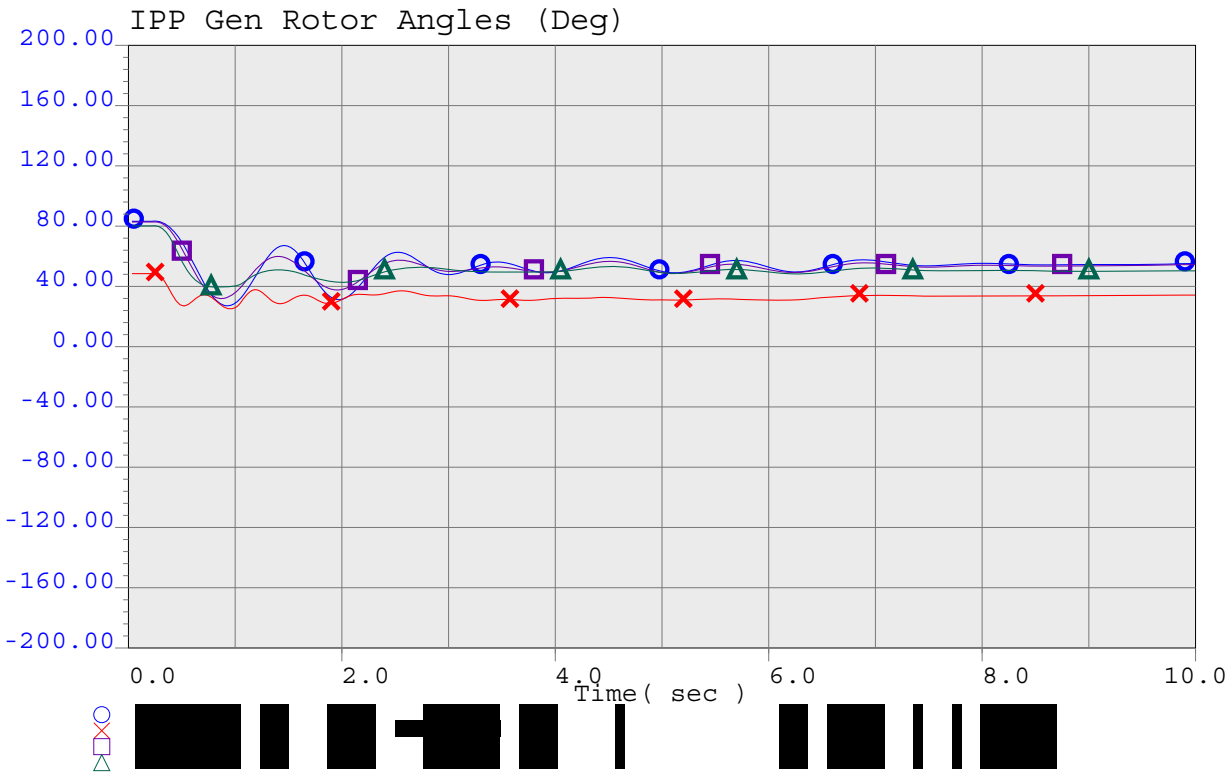
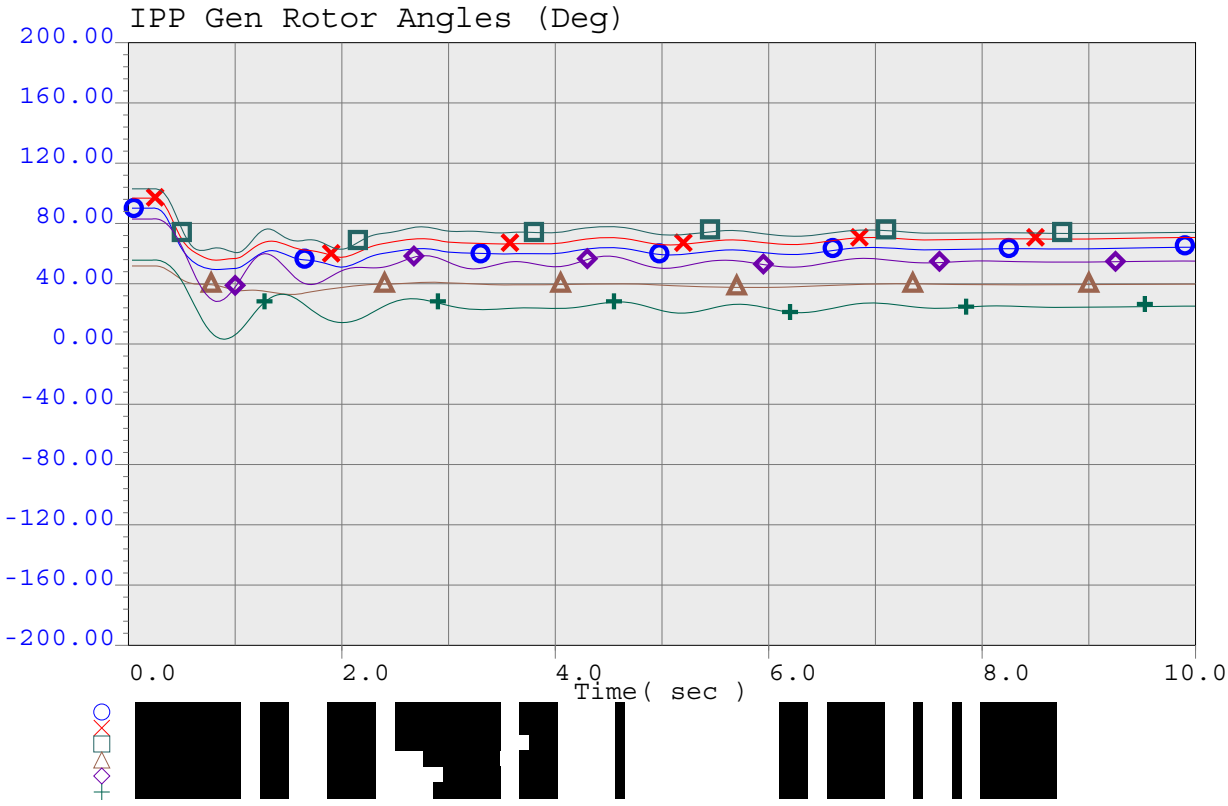
SYSTEM IMPACT STUDY (Frequency)



SYSTEM IMPACT STUDY (Rotor Angles)





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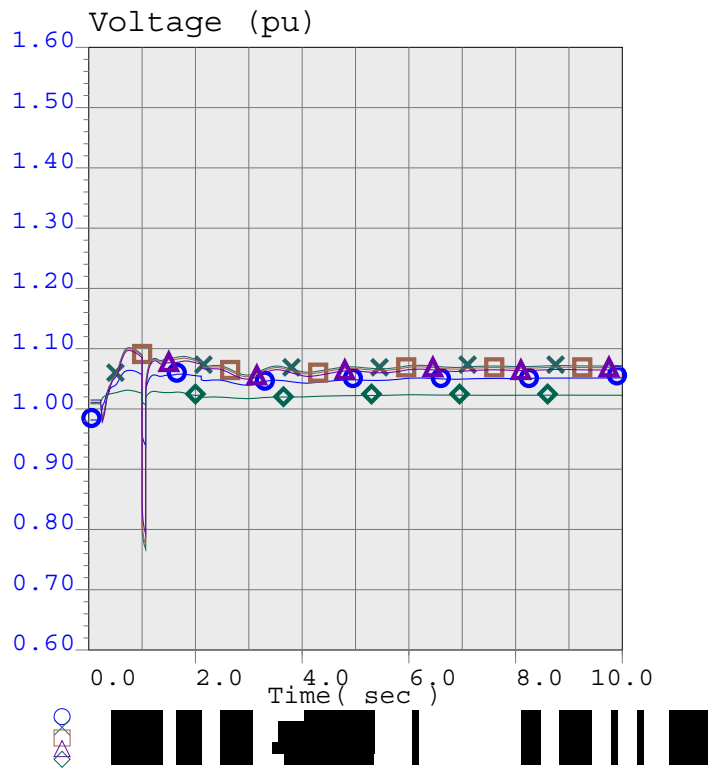

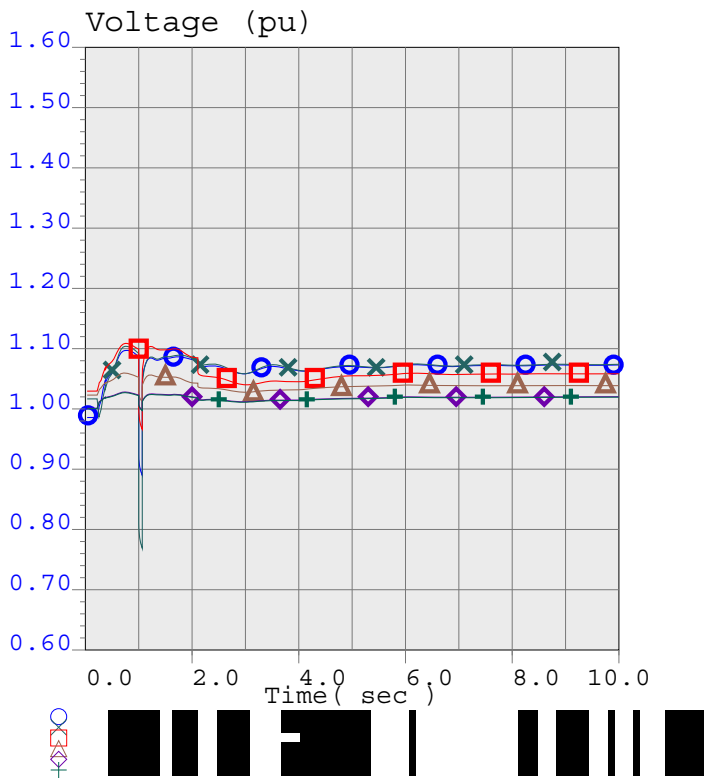

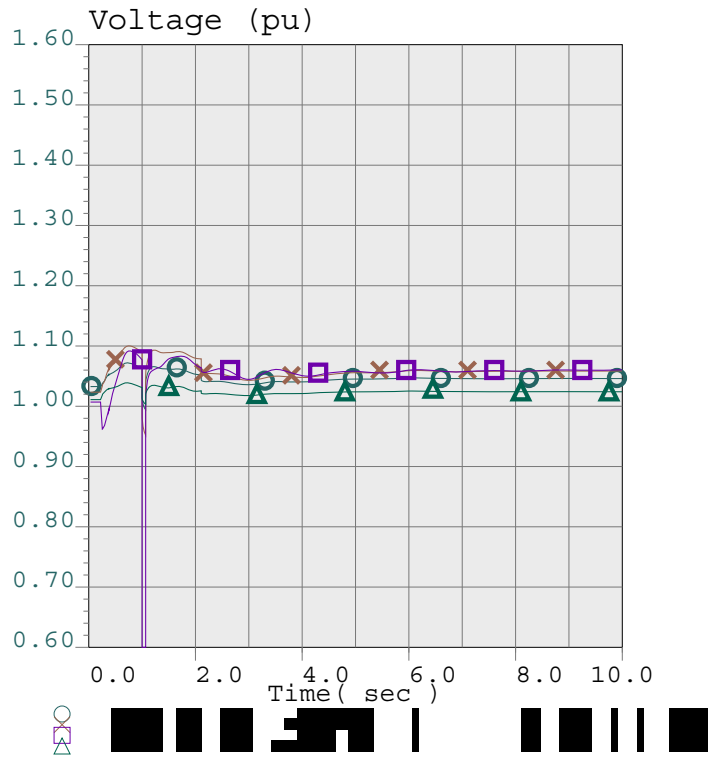

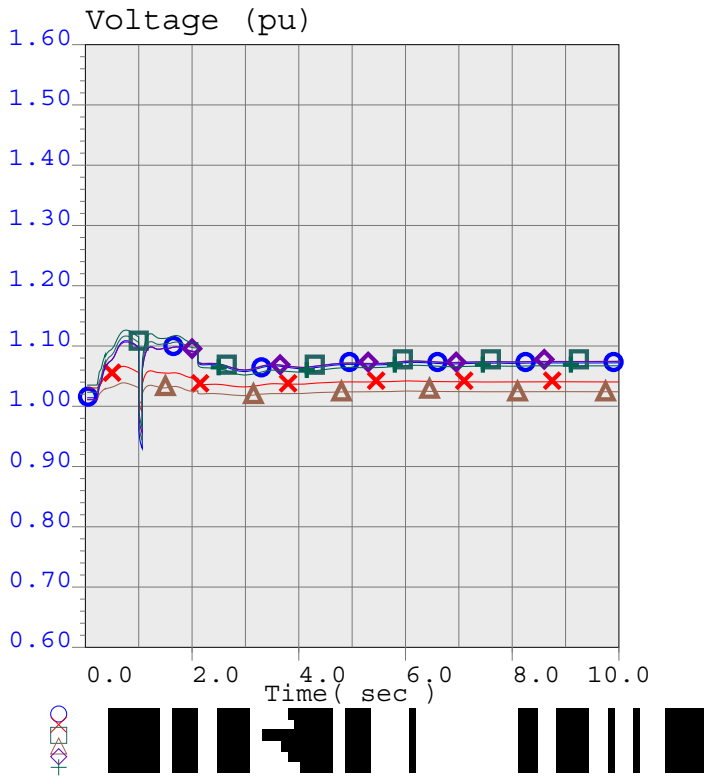

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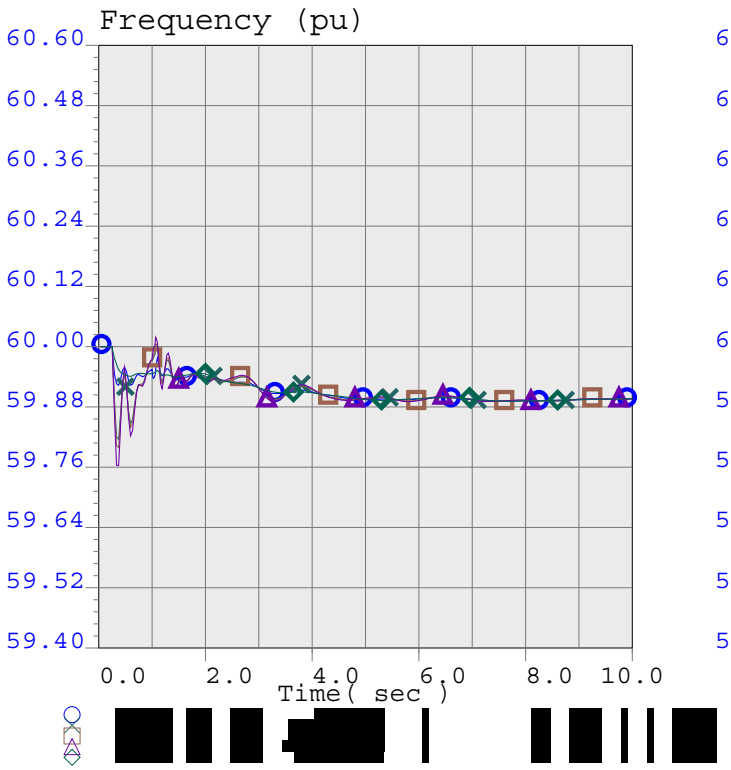
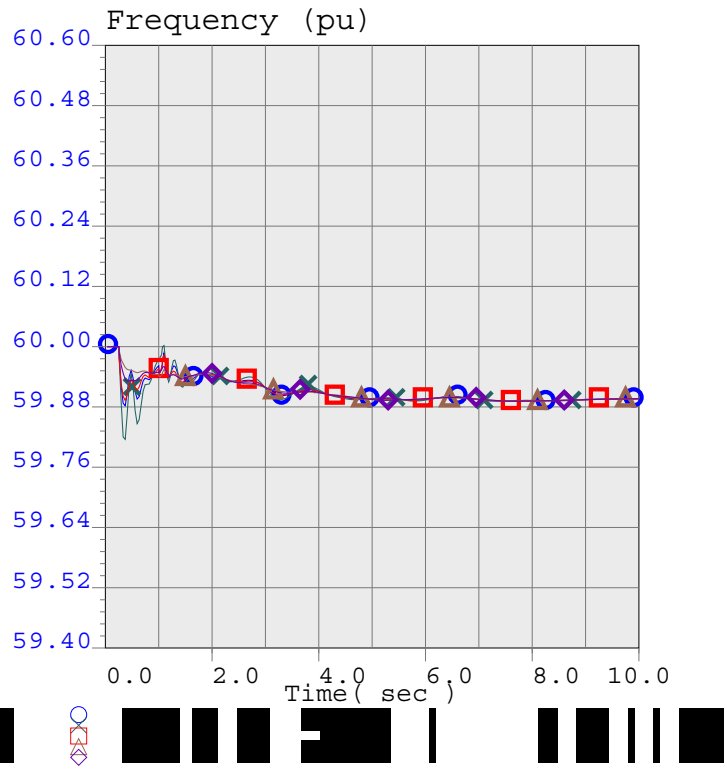
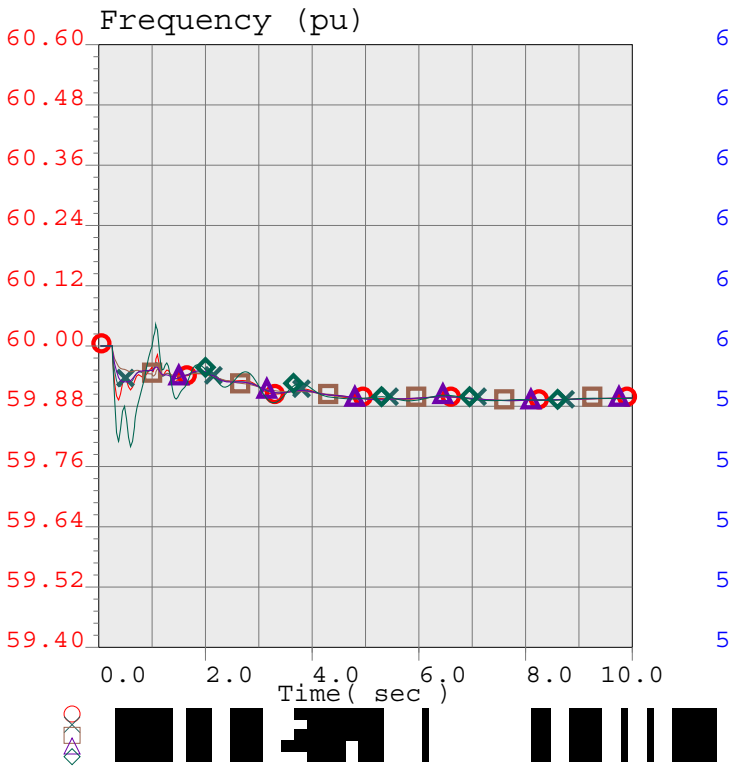
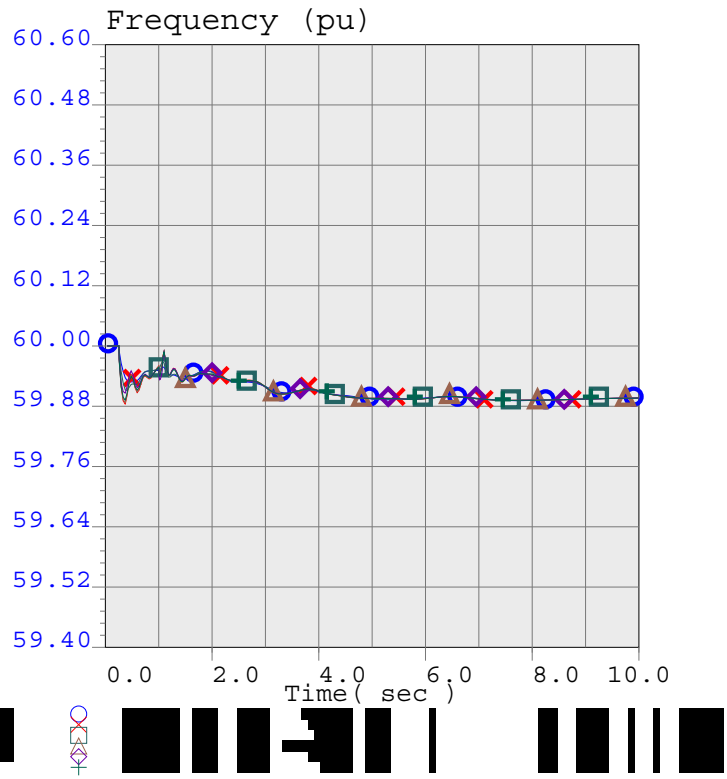
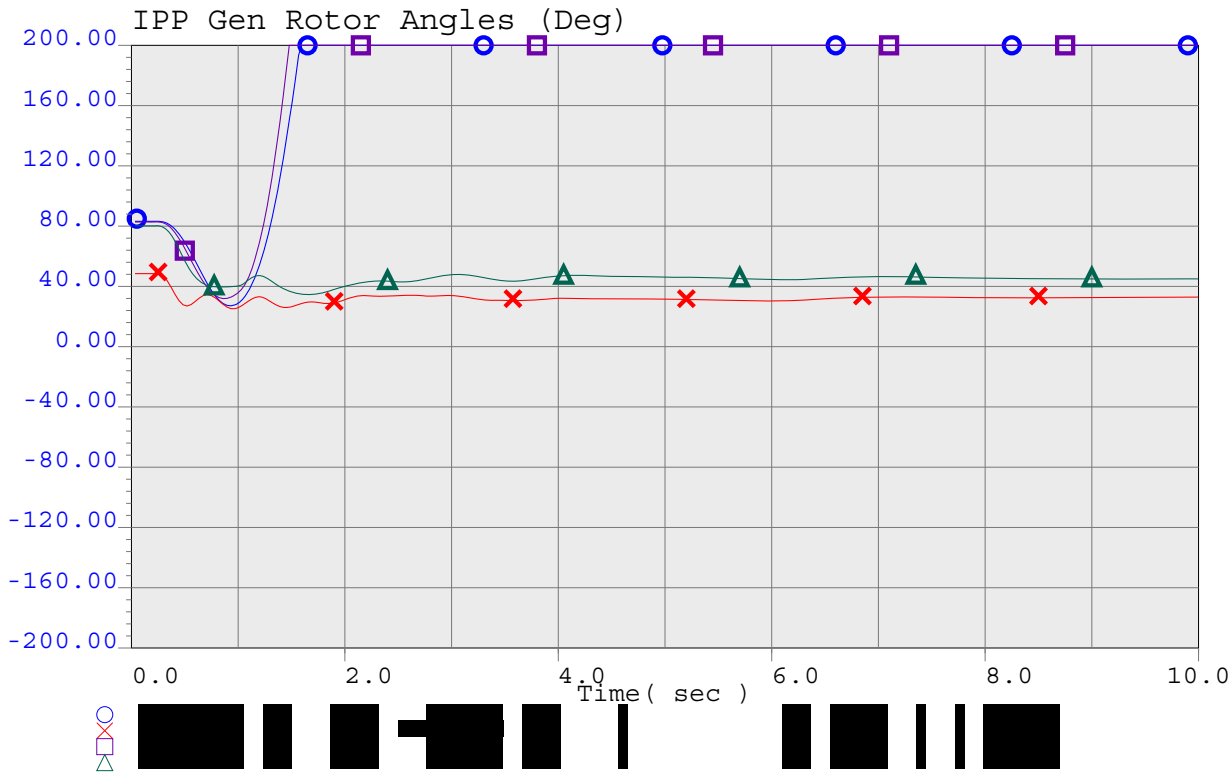


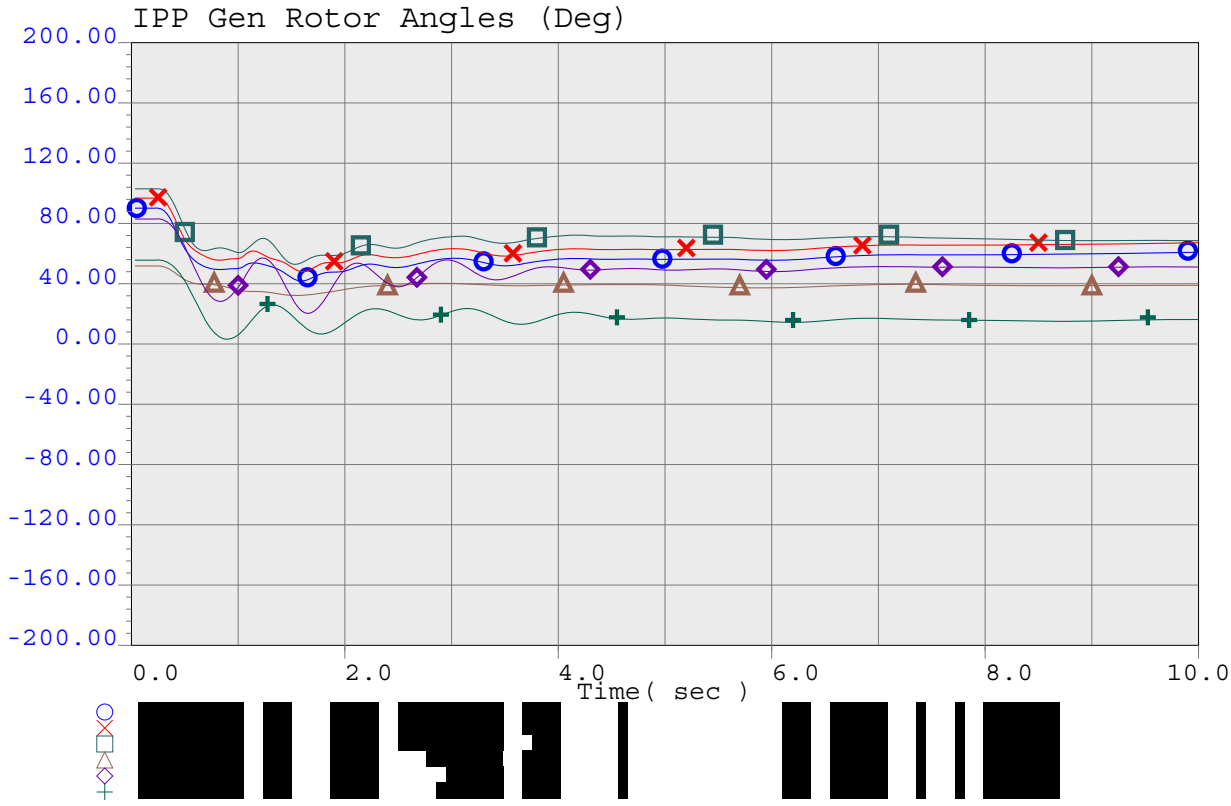




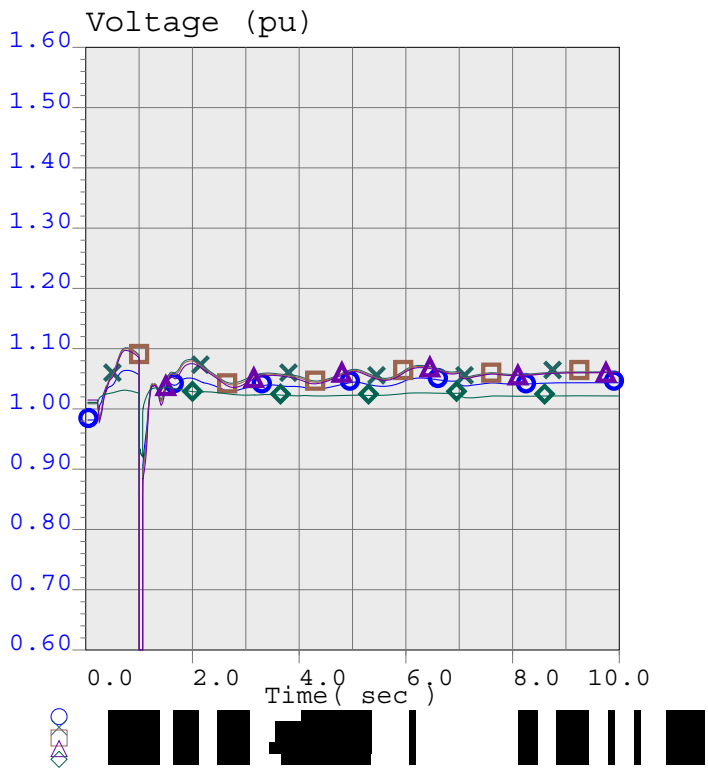


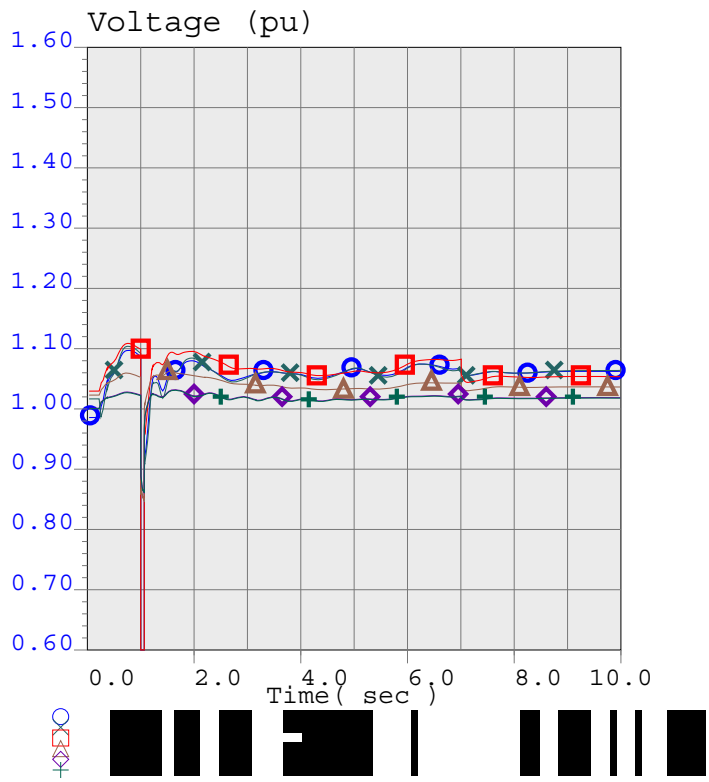
SYSTEM IMPACT STUDY (Rotor Angles)

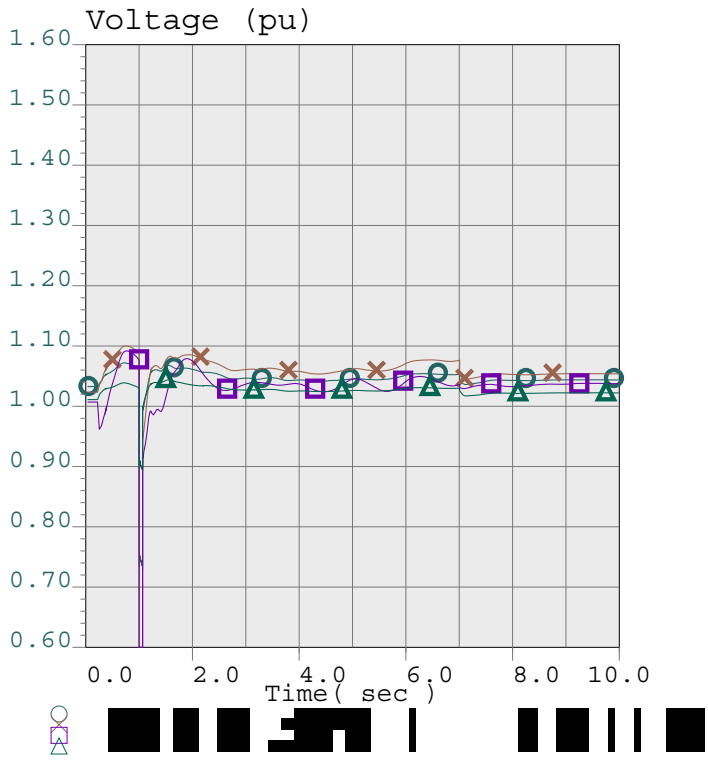


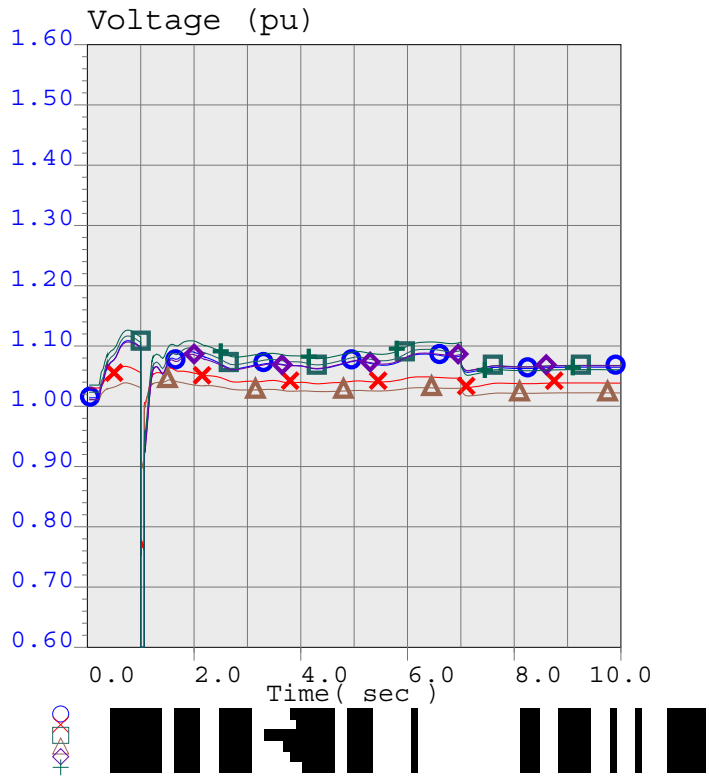


SYSTEM IMPACT STUDY (Voltage)









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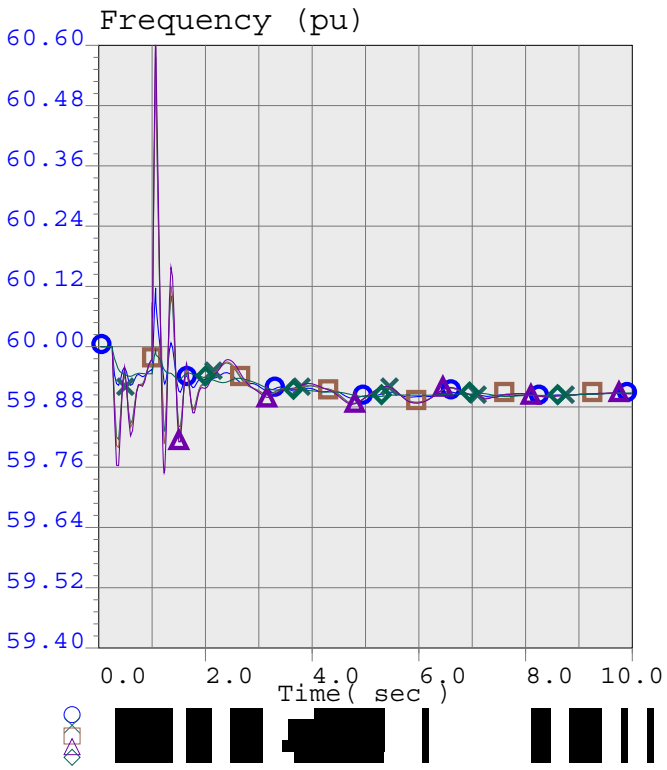
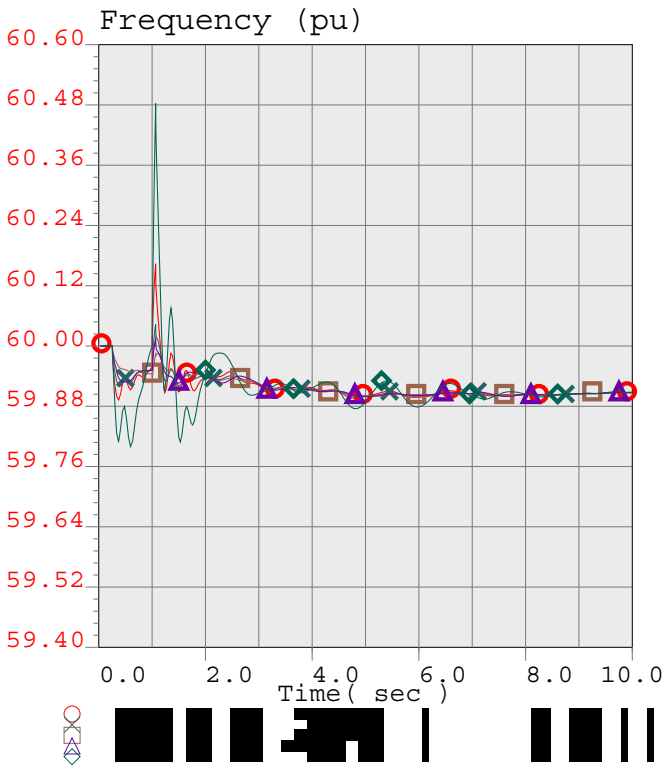
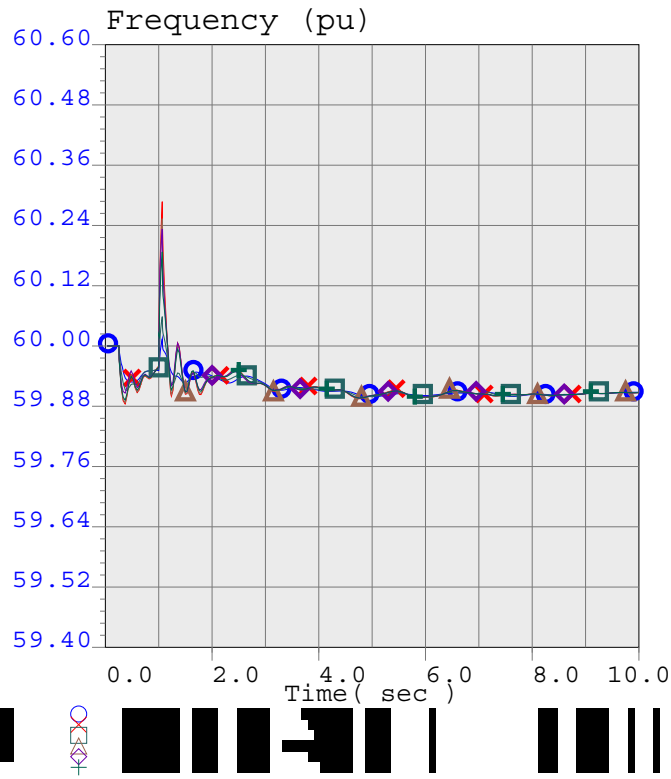
SYSTEM IMPACT STUDY (Frequency)







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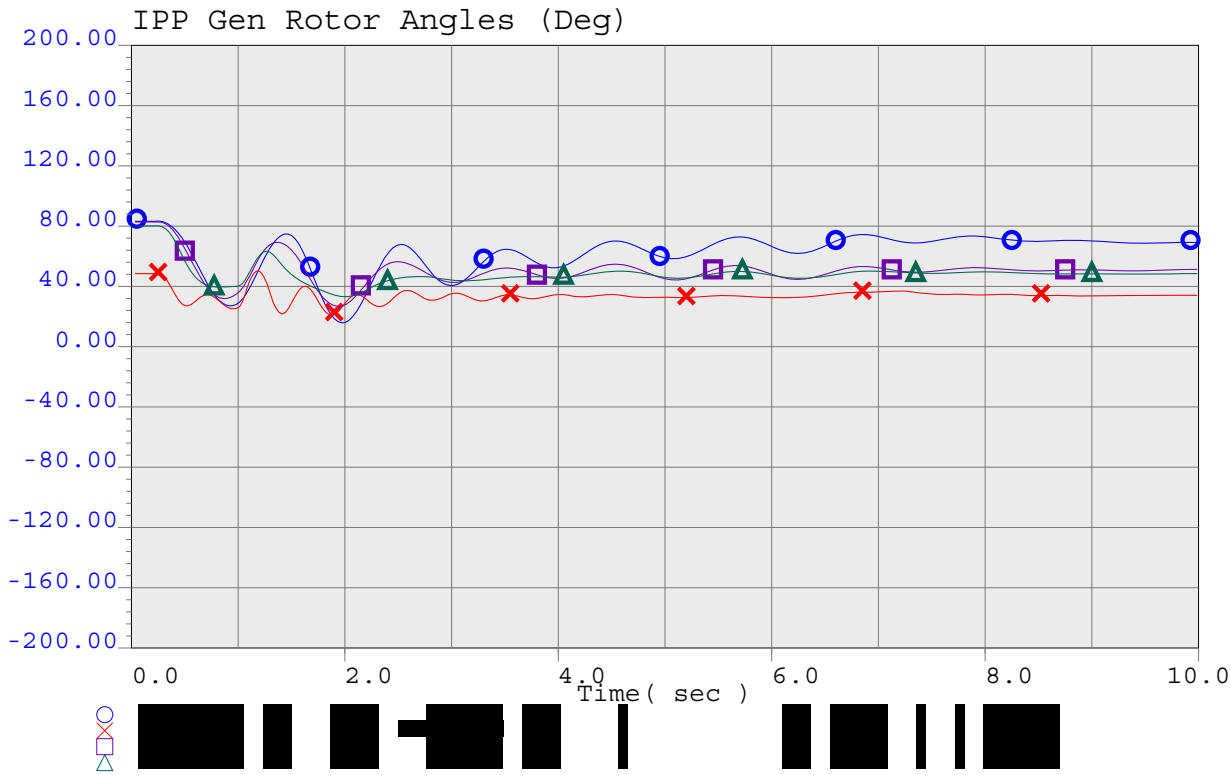
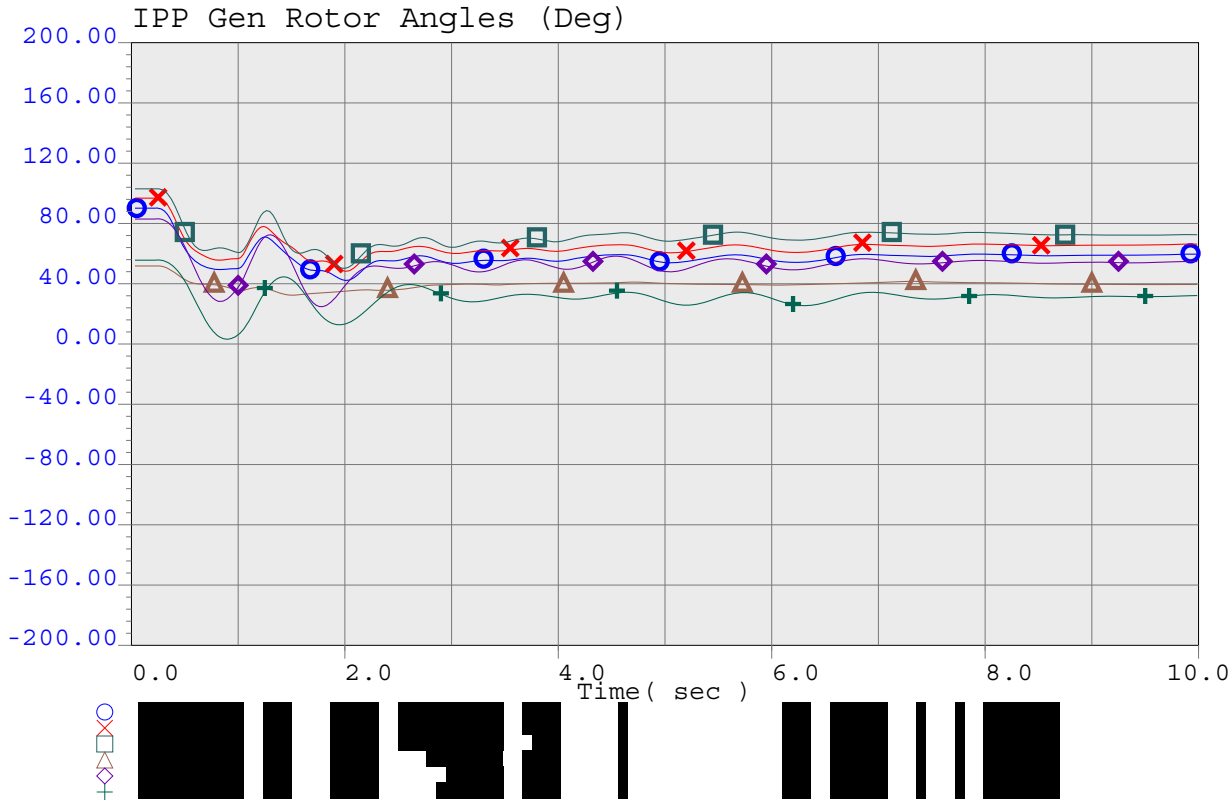
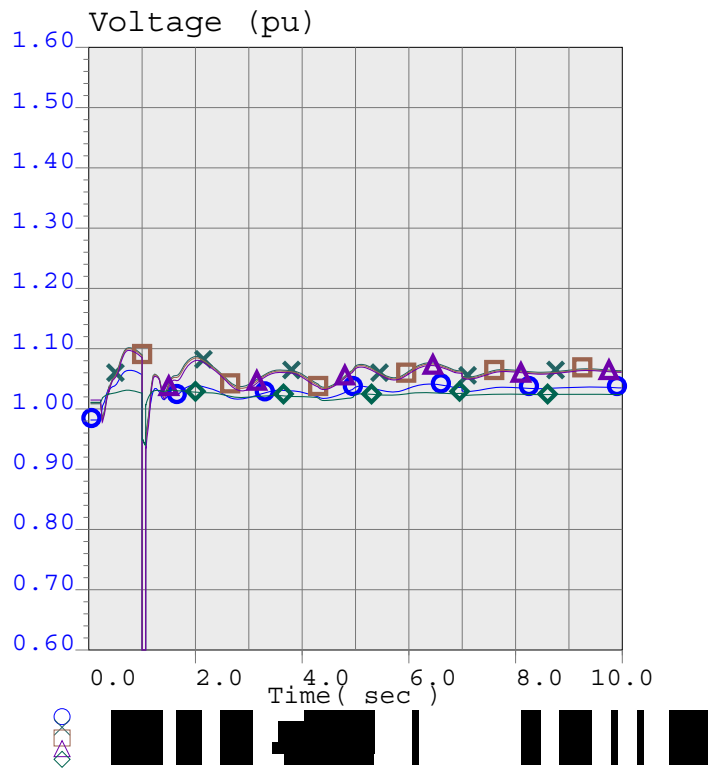
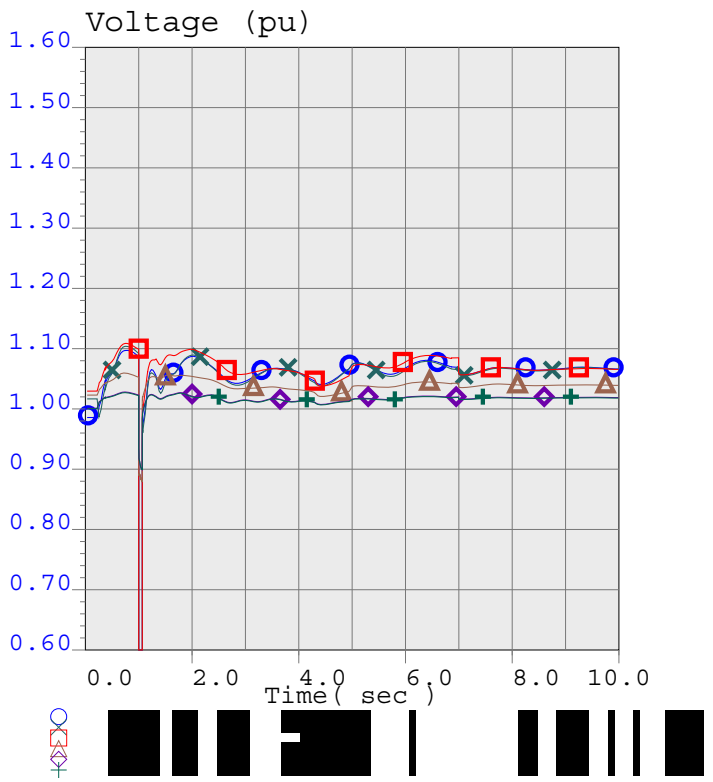
SYSTEM IMPACT STUDY (Rotor Angles)

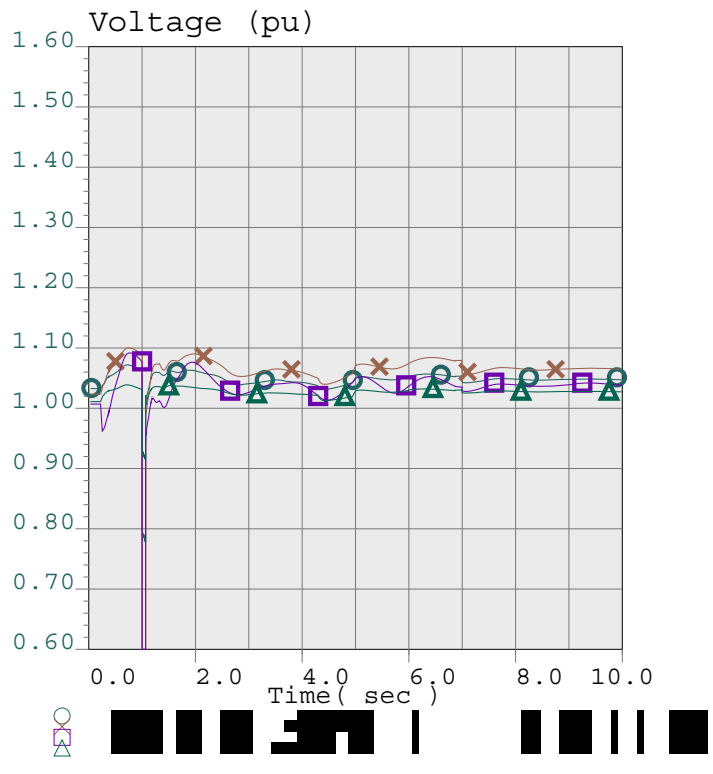


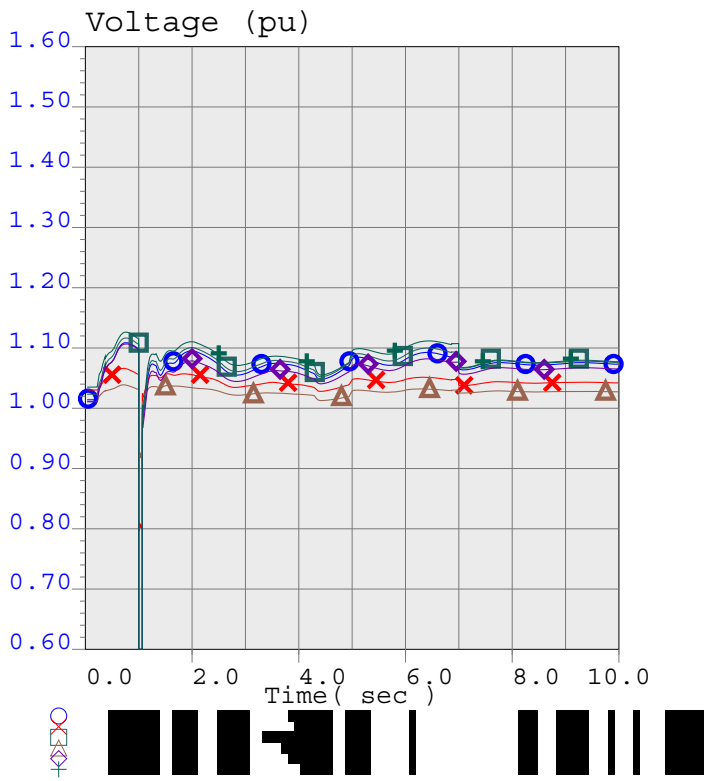


SYSTEM IMPACT STUDY (Voltage)









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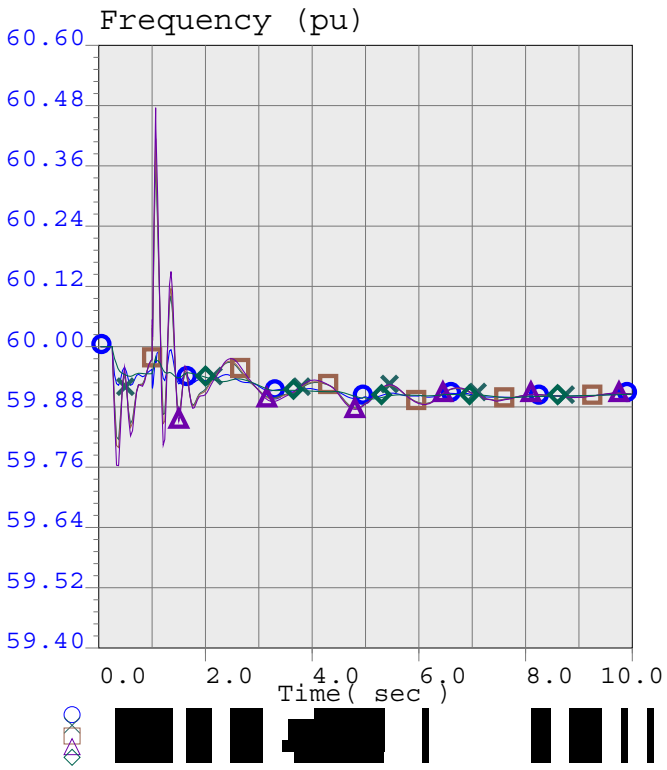
Fri Aug 26 09:20:24 2022

SYSTEM IMPACT STUDY (Frequency)



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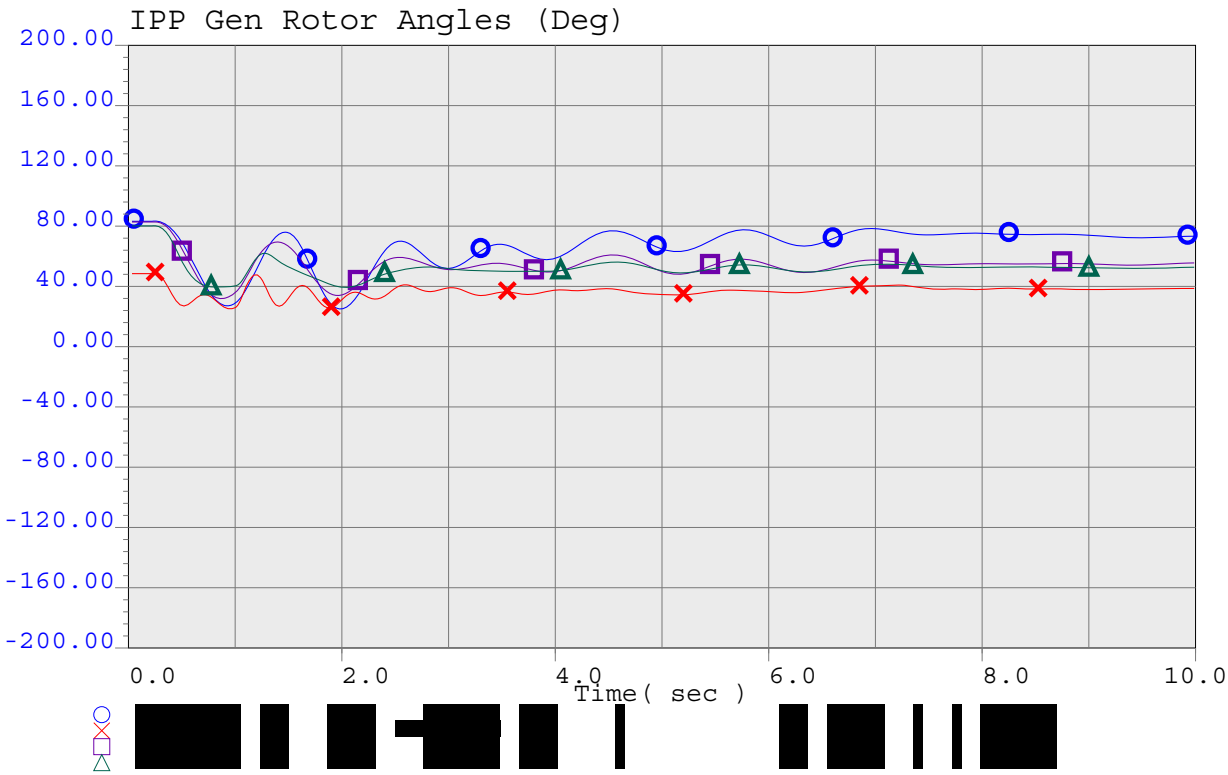
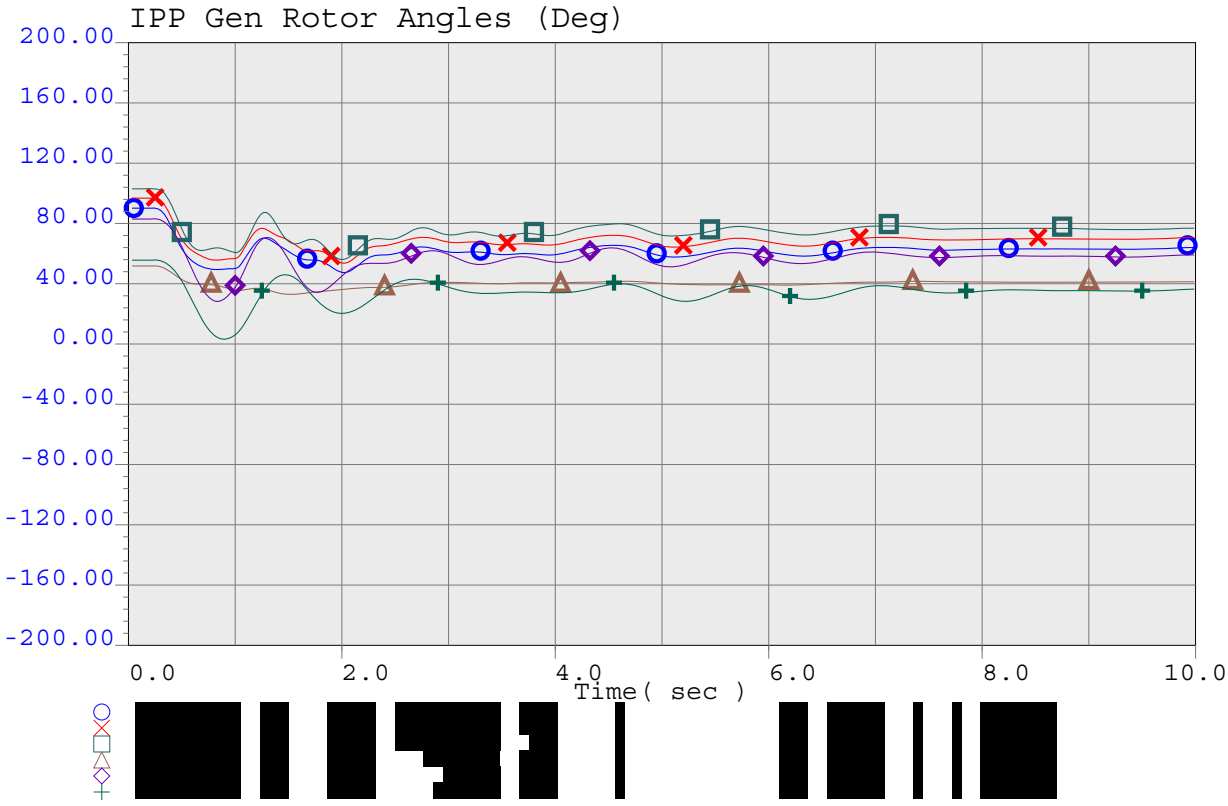
SYSTEM IMPACT STUDY (Rotor Angles)





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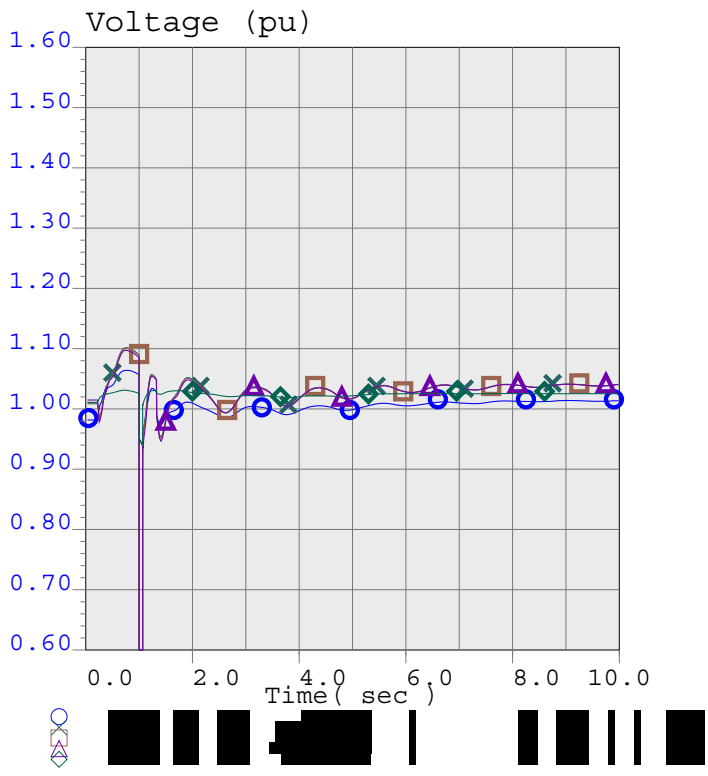
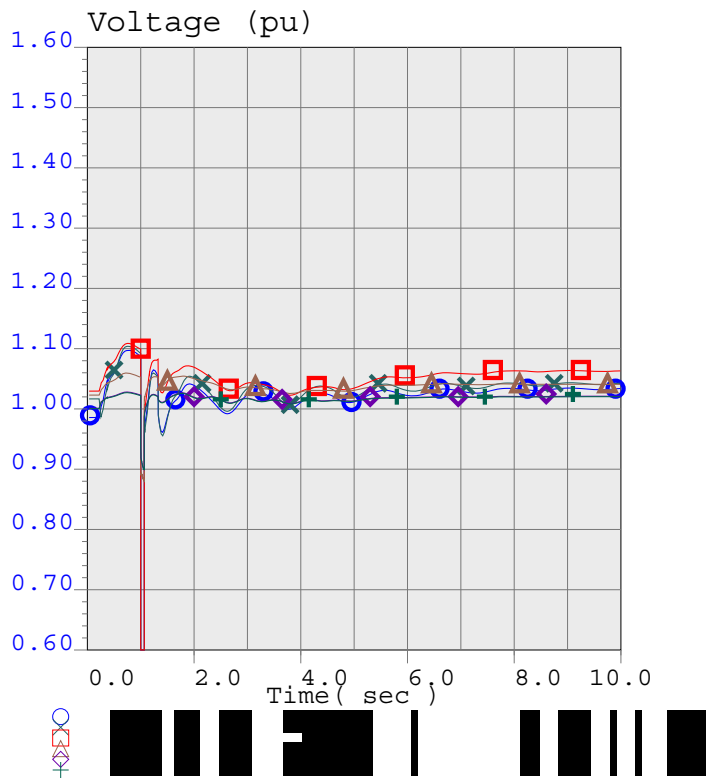
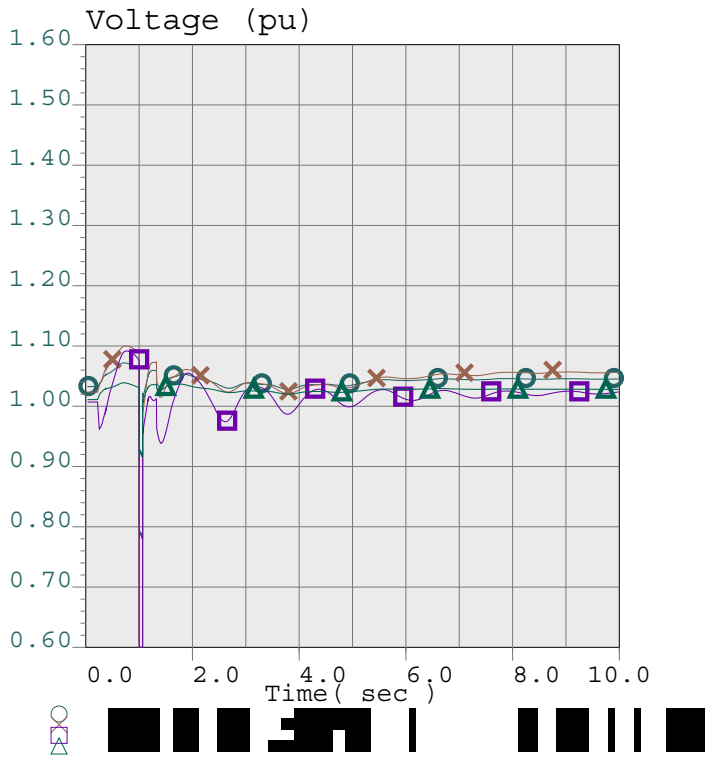
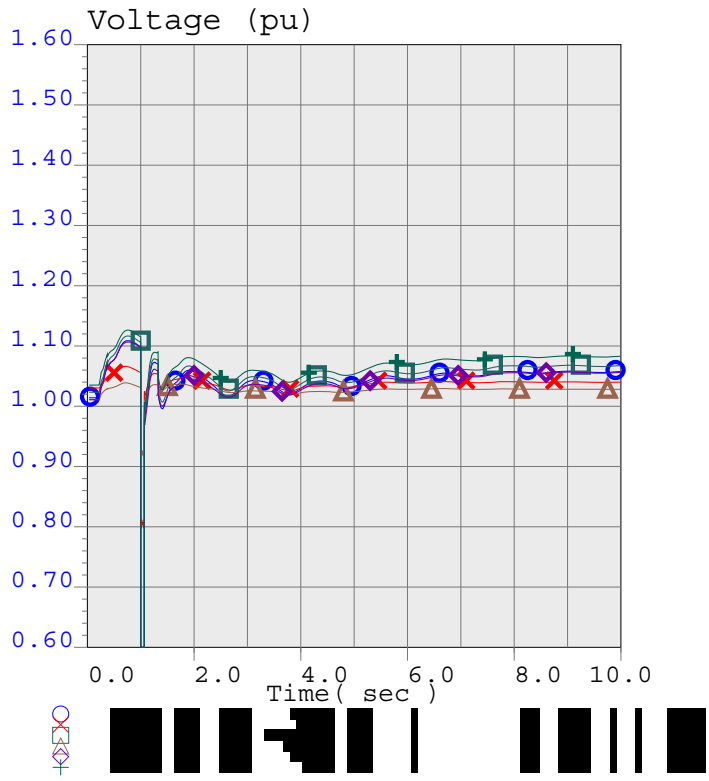
SYSTEM IMPACT STUDY (Voltage)









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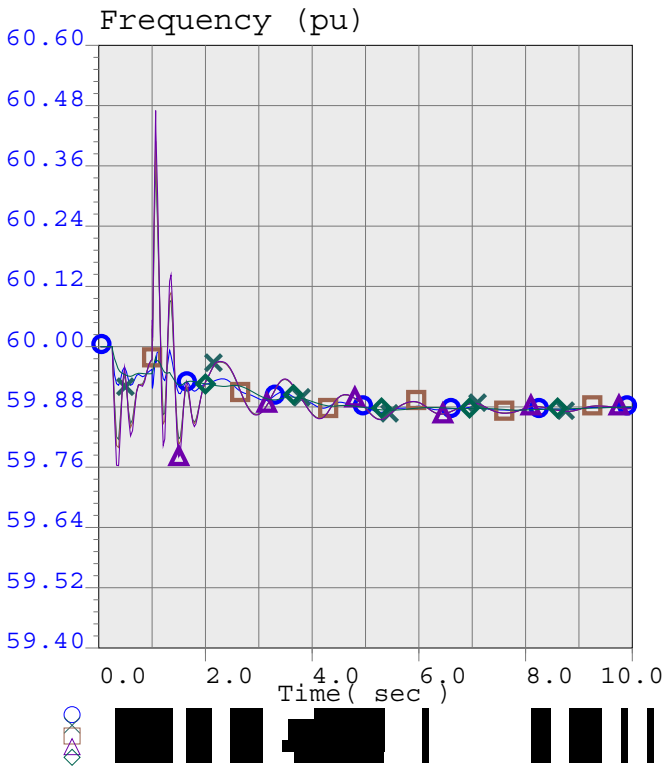

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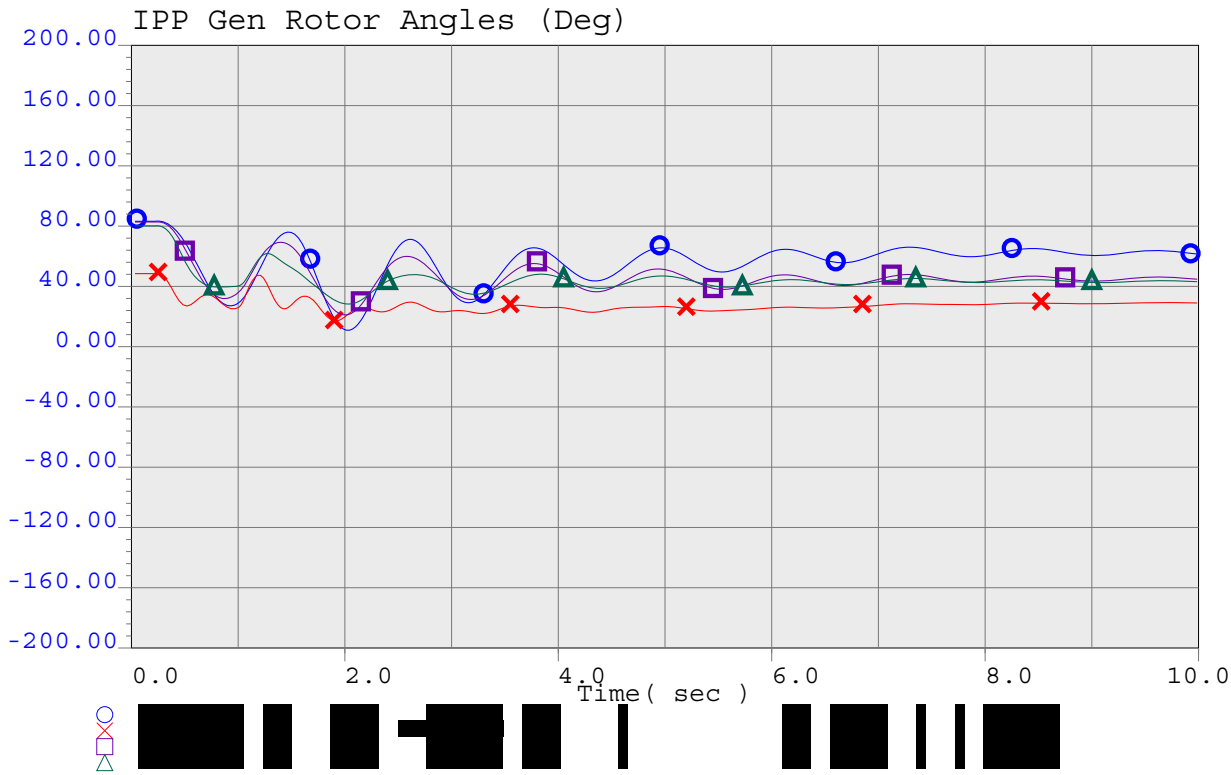
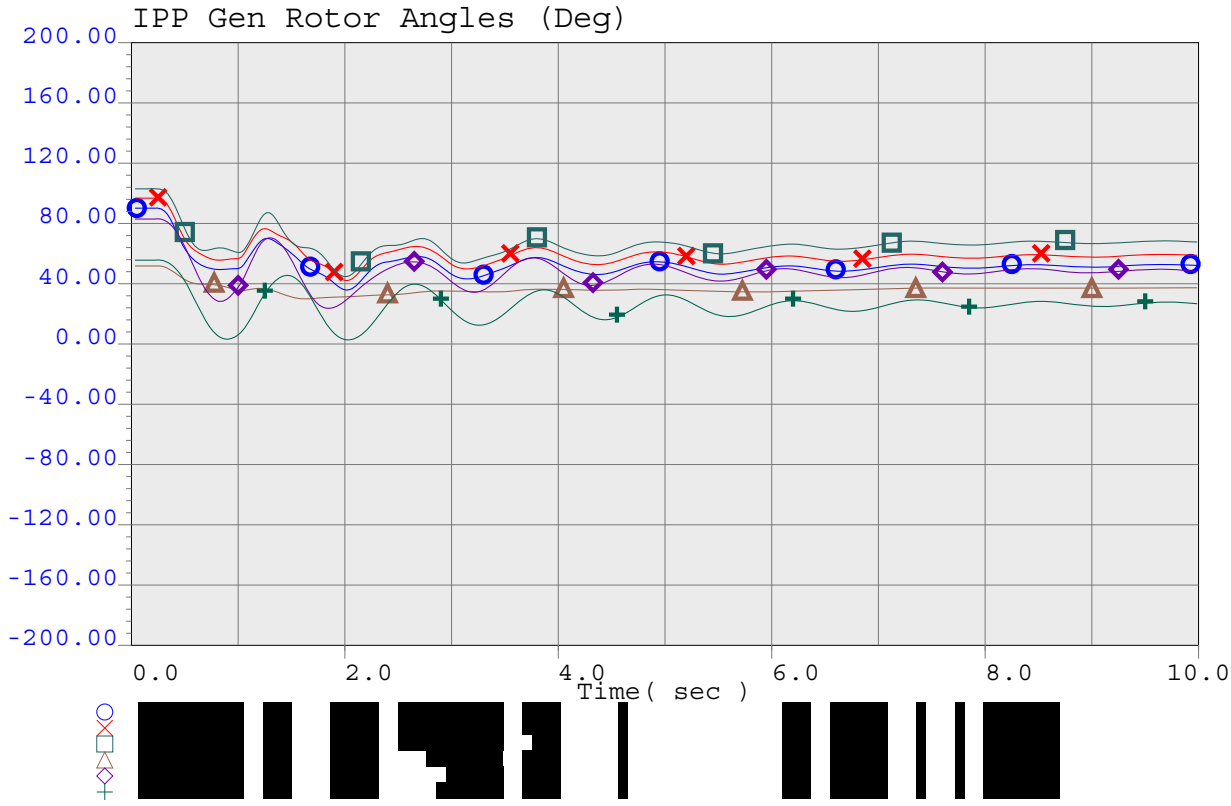
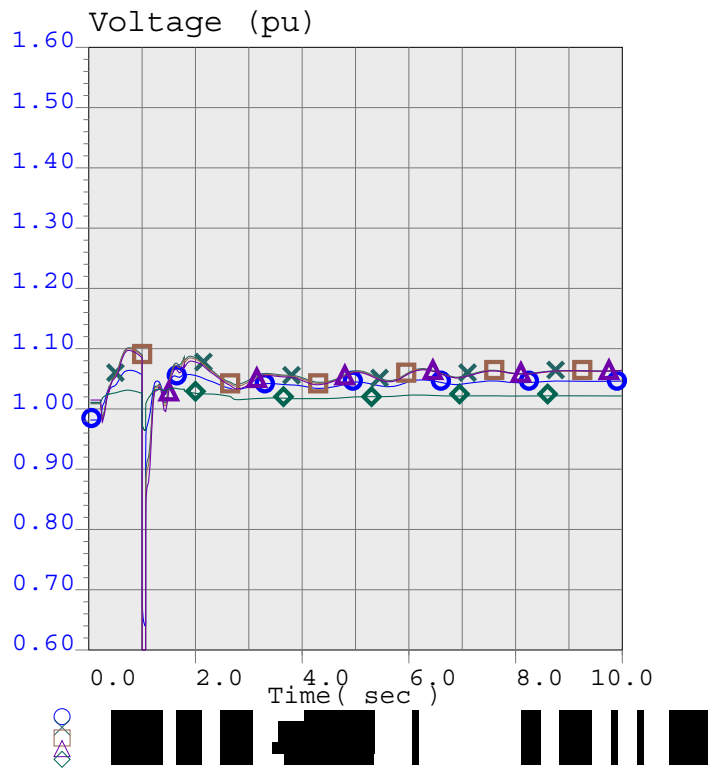
Fri Aug 26 09:20:26 2022

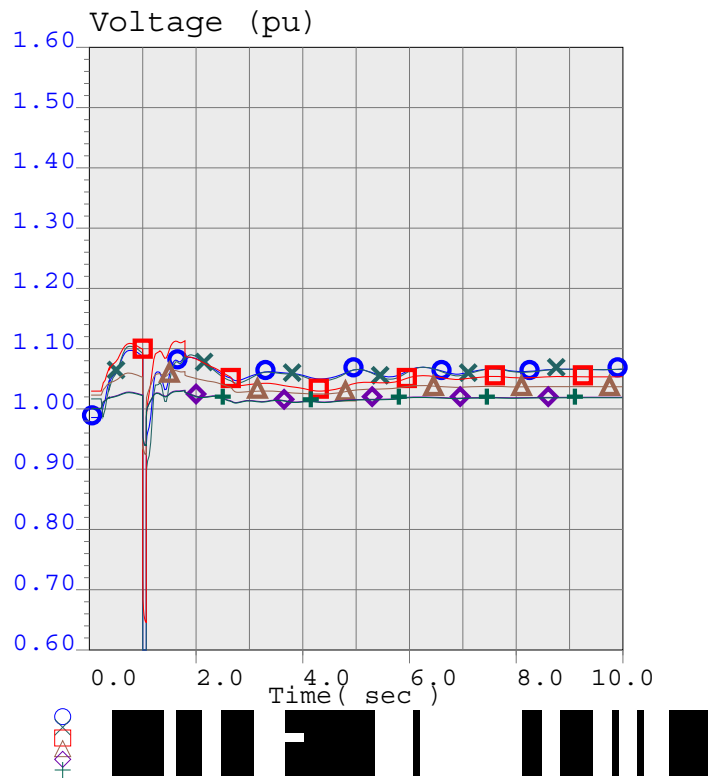
SYSTEM IMPACT STUDY (Rotor Angles)

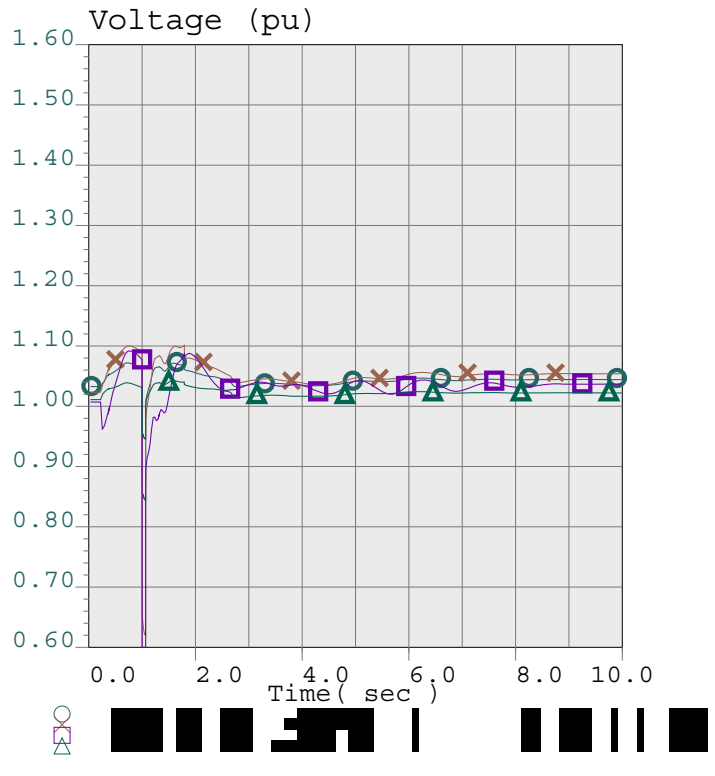


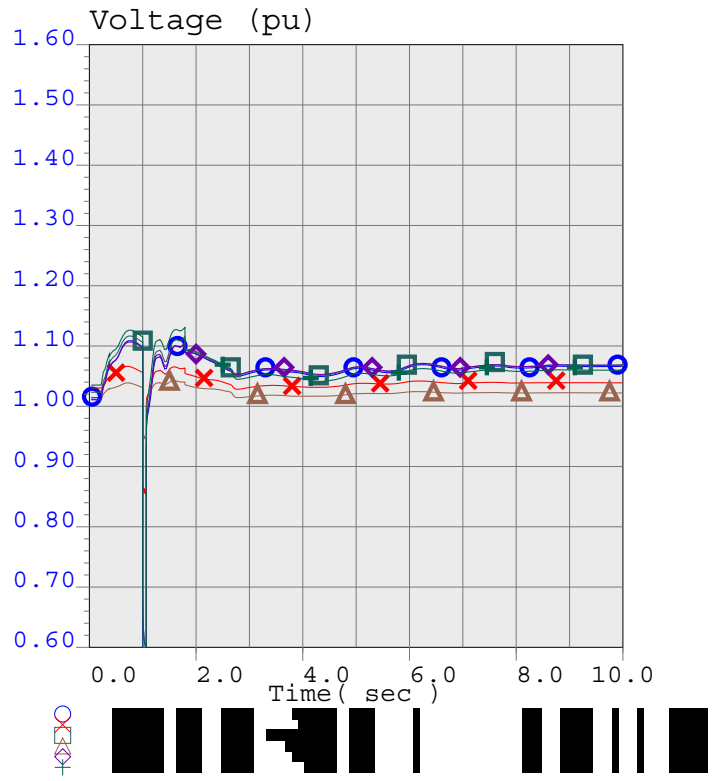


SYSTEM IMPACT STUDY (Voltage)









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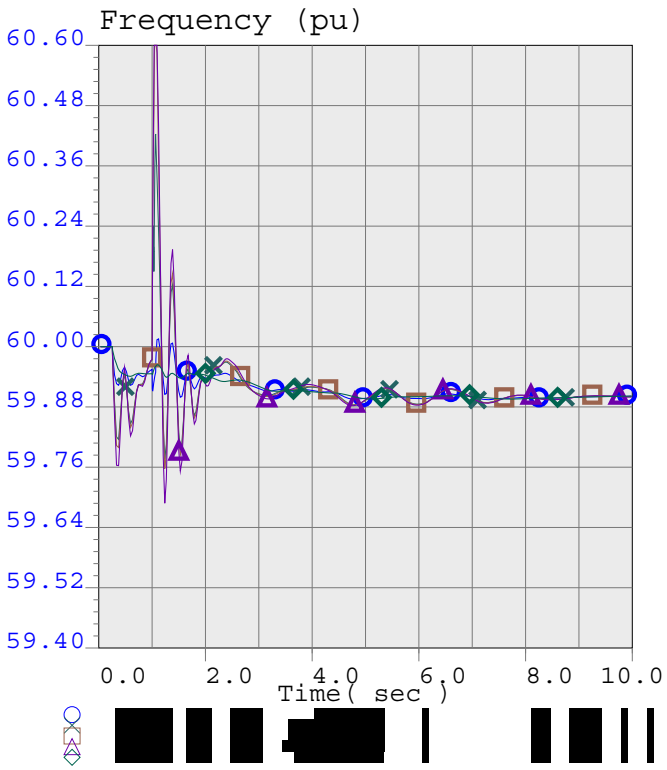

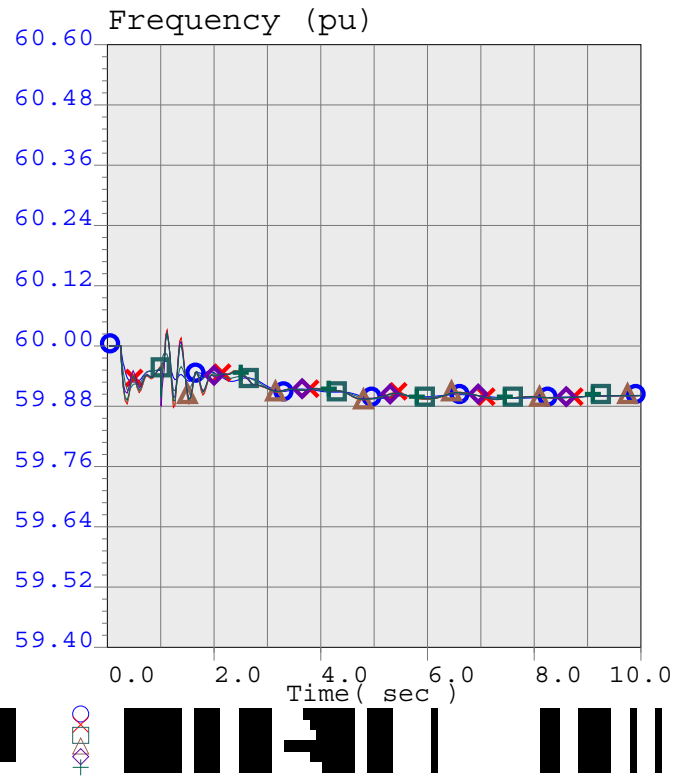

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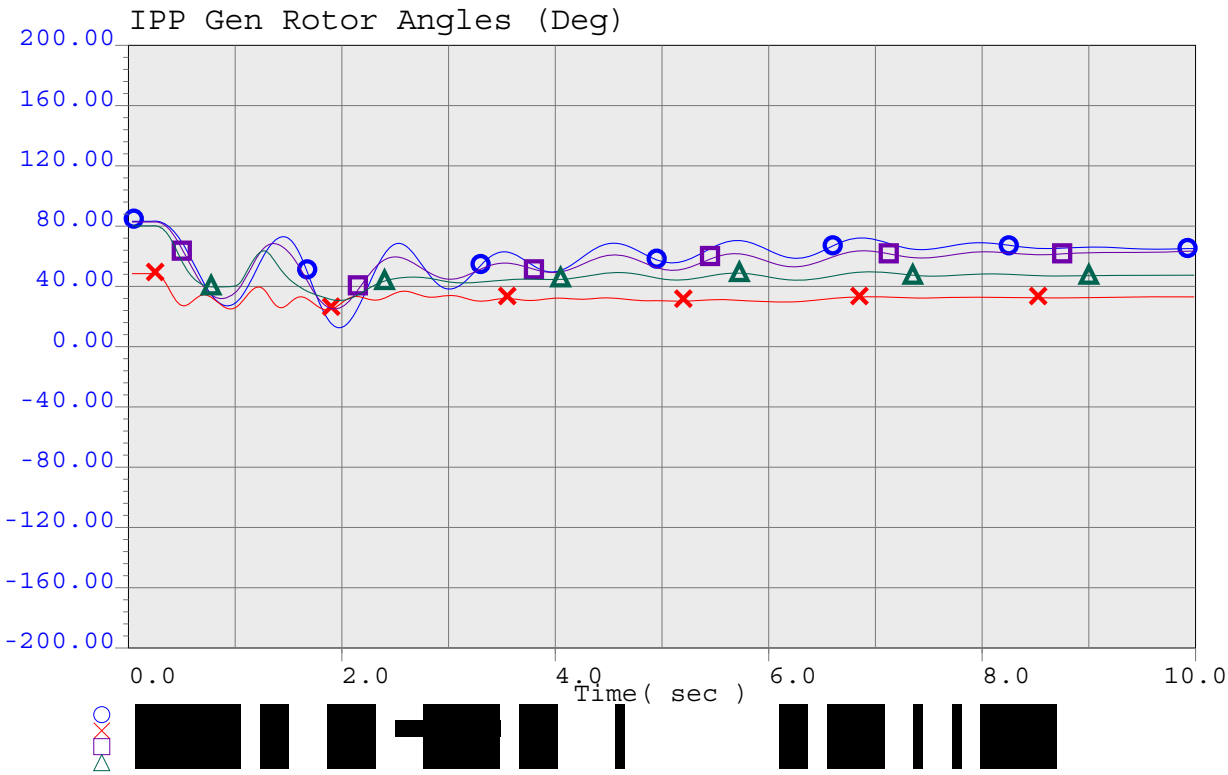
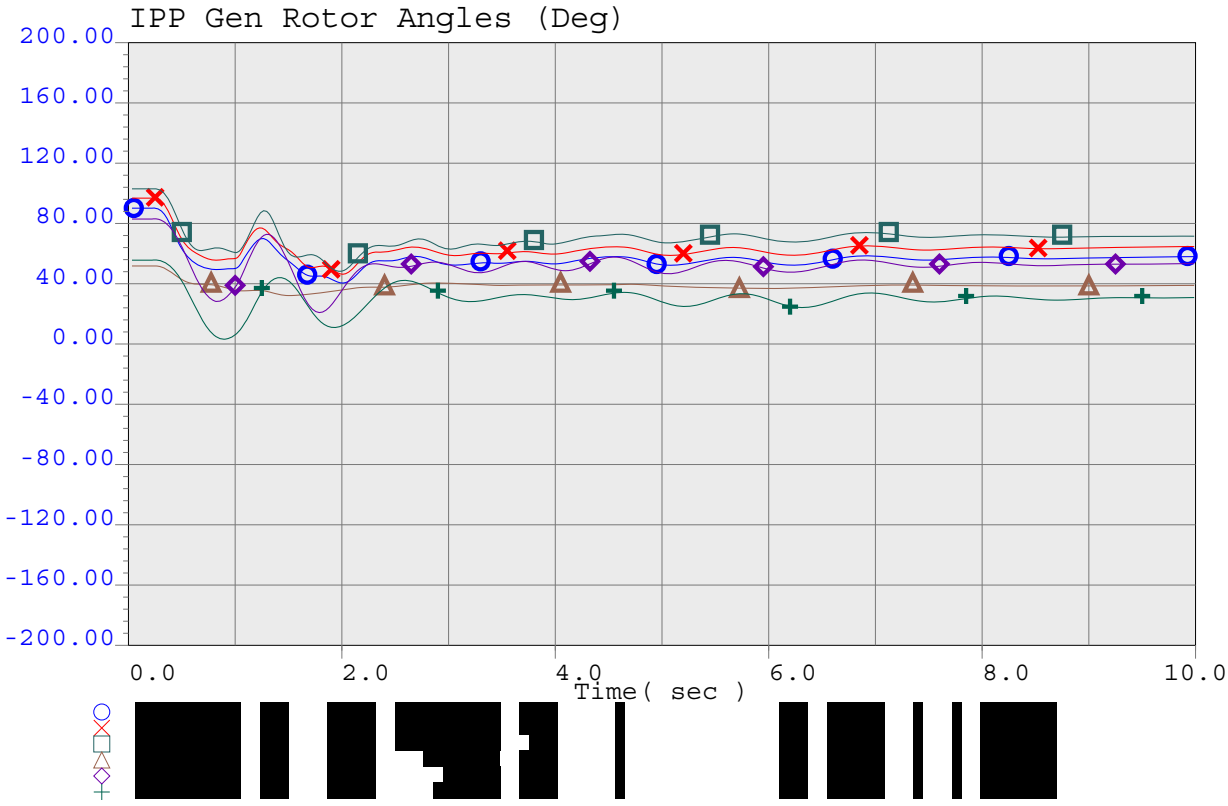
SYSTEM IMPACT STUDY (Rotor Angles)





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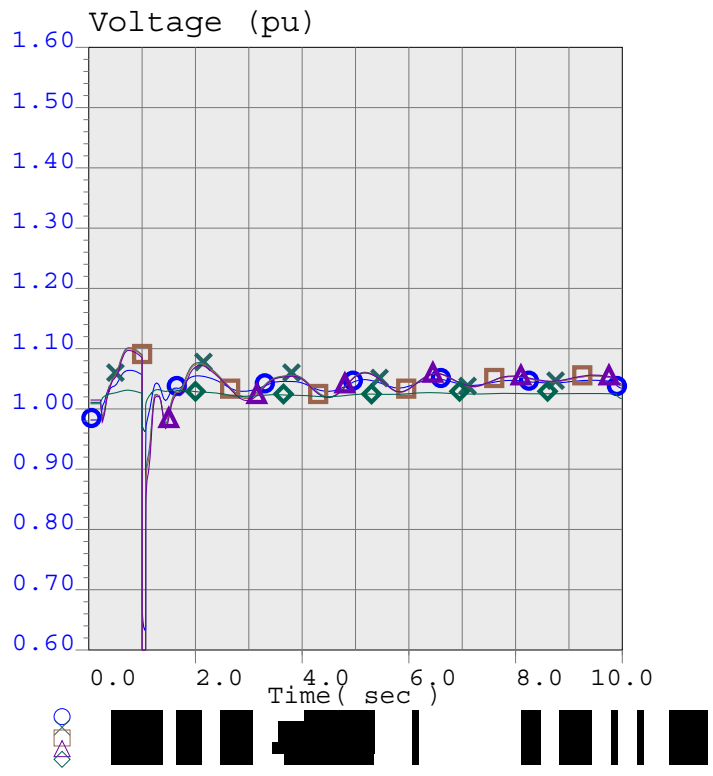
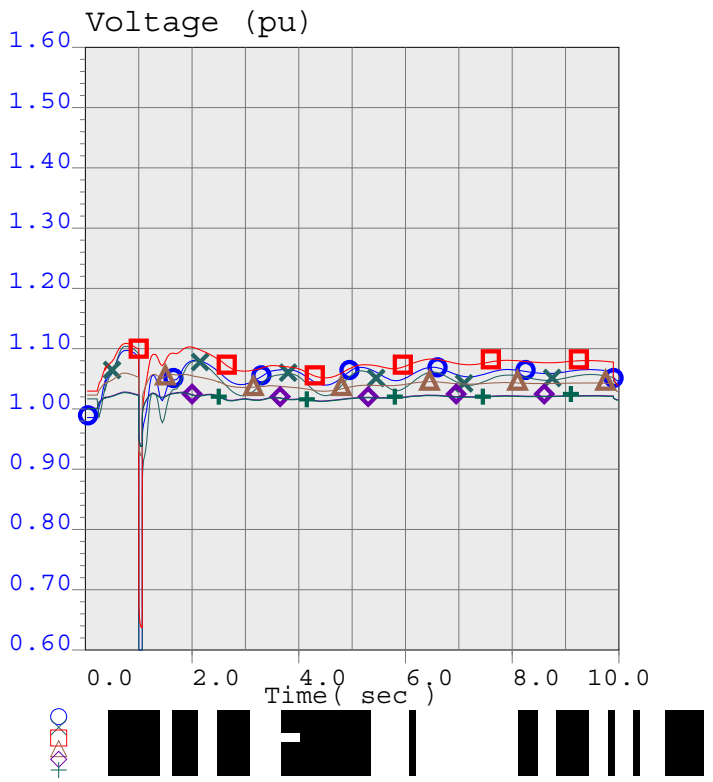
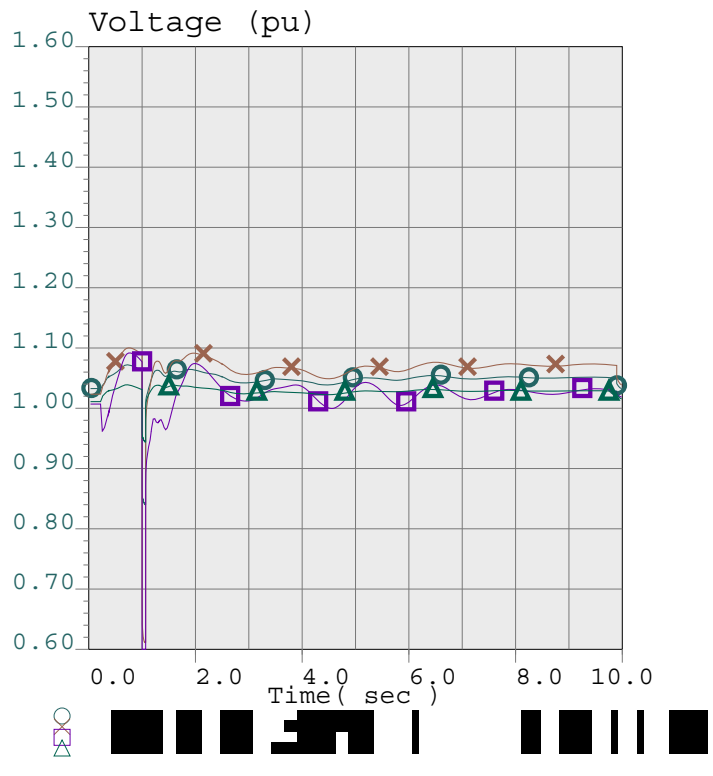
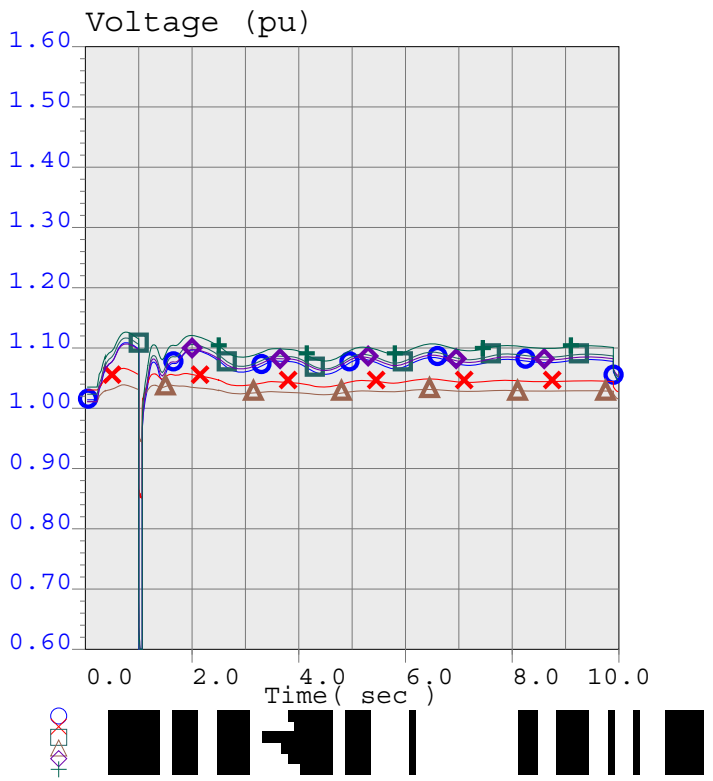
SYSTEM IMPACT STUDY (Voltage)









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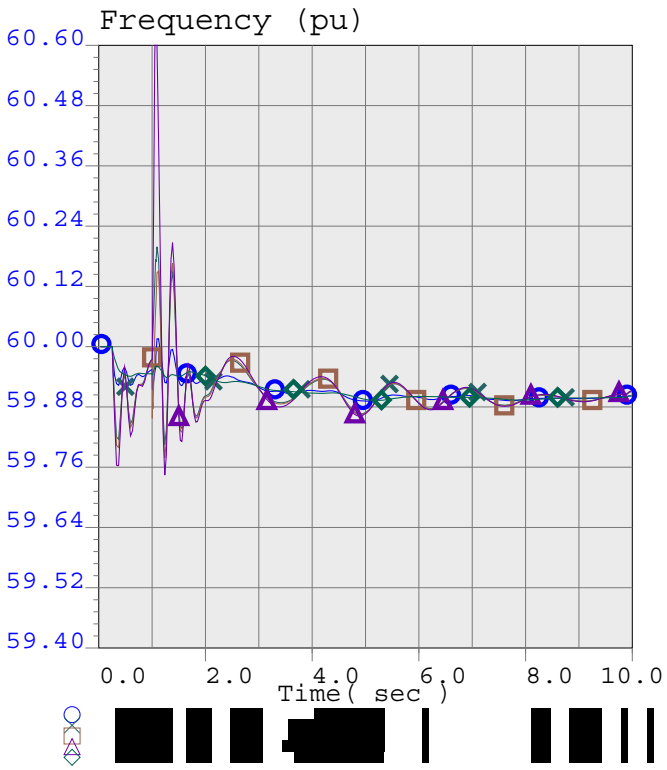

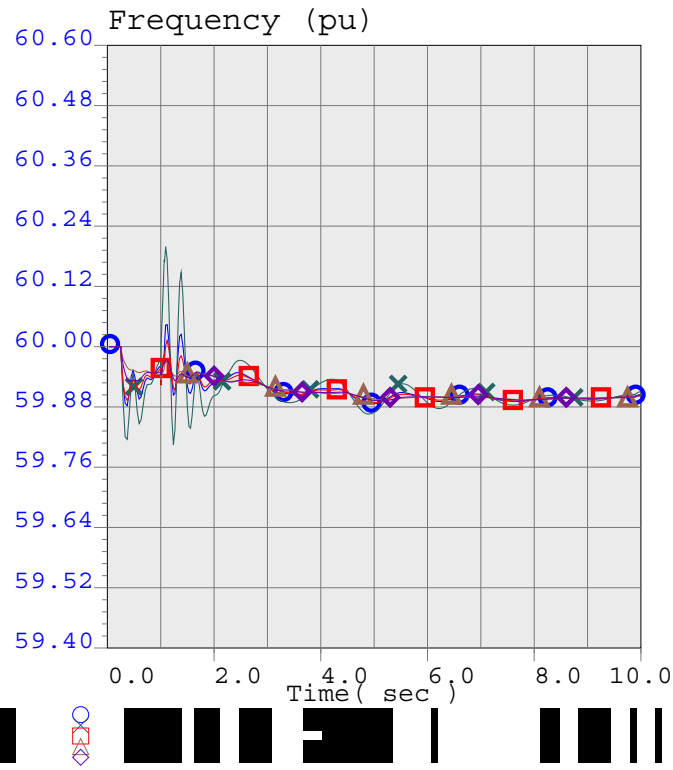

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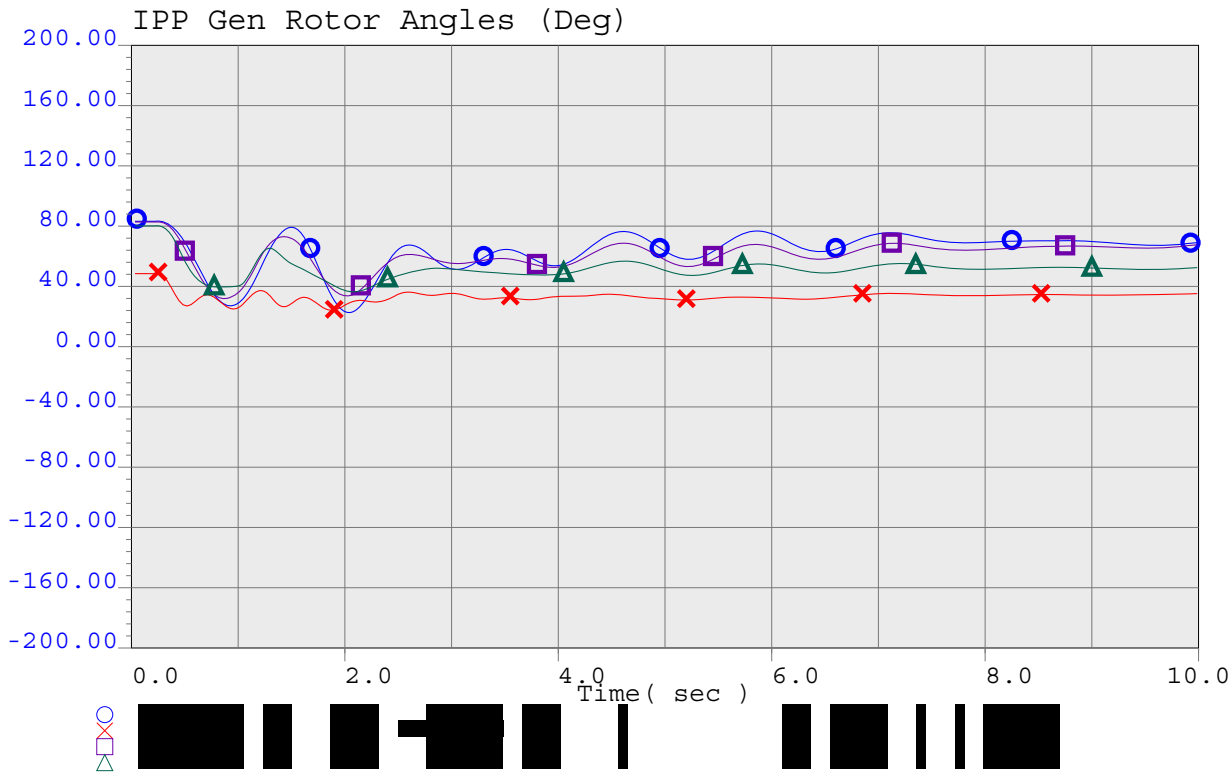
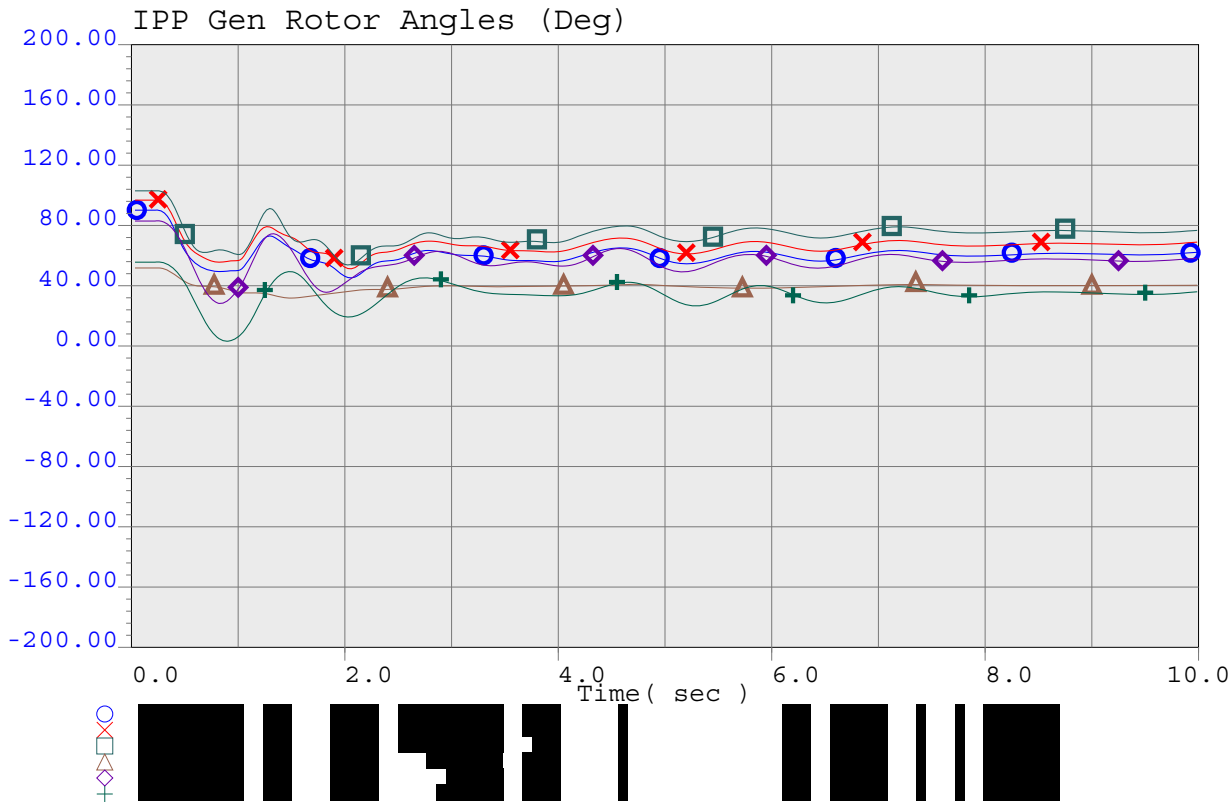
SYSTEM IMPACT STUDY (Rotor Angles)





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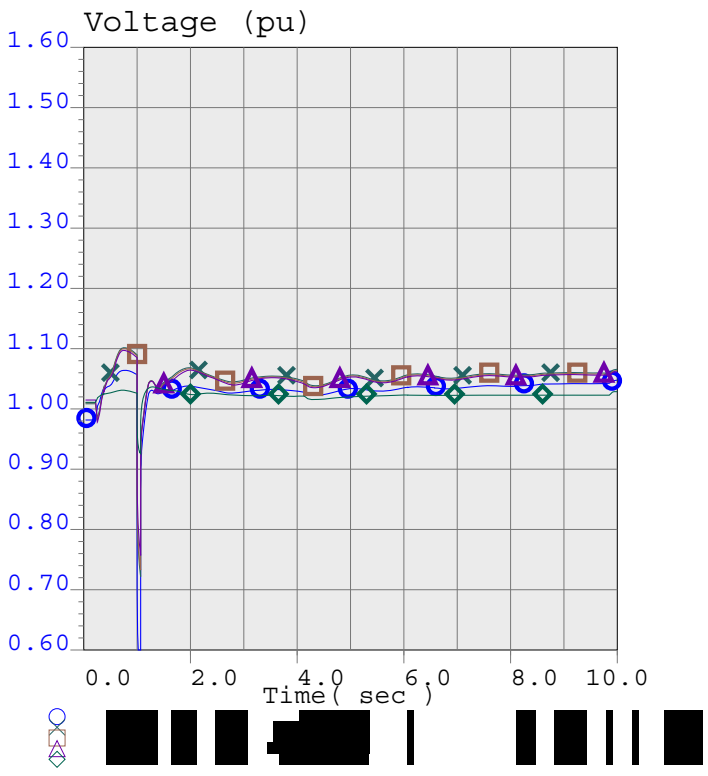
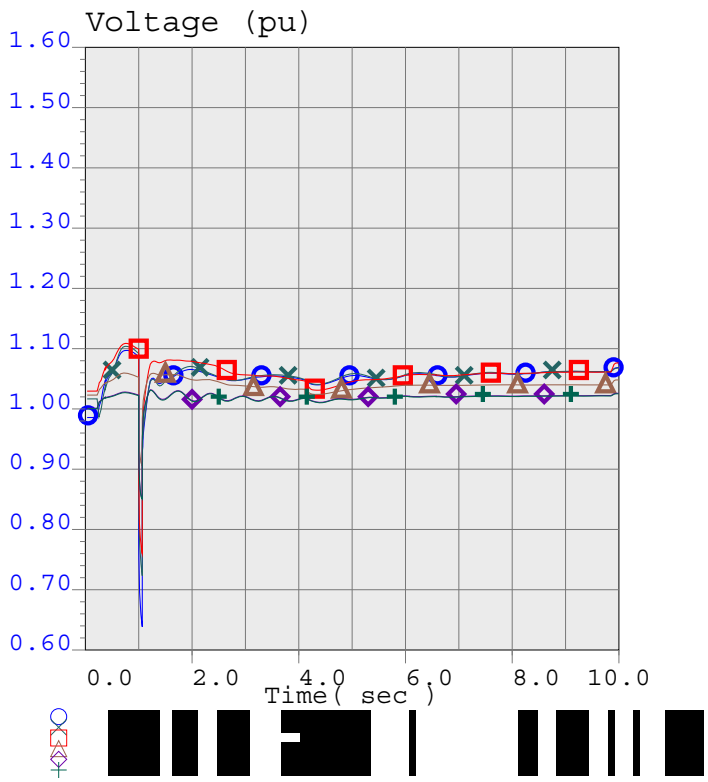
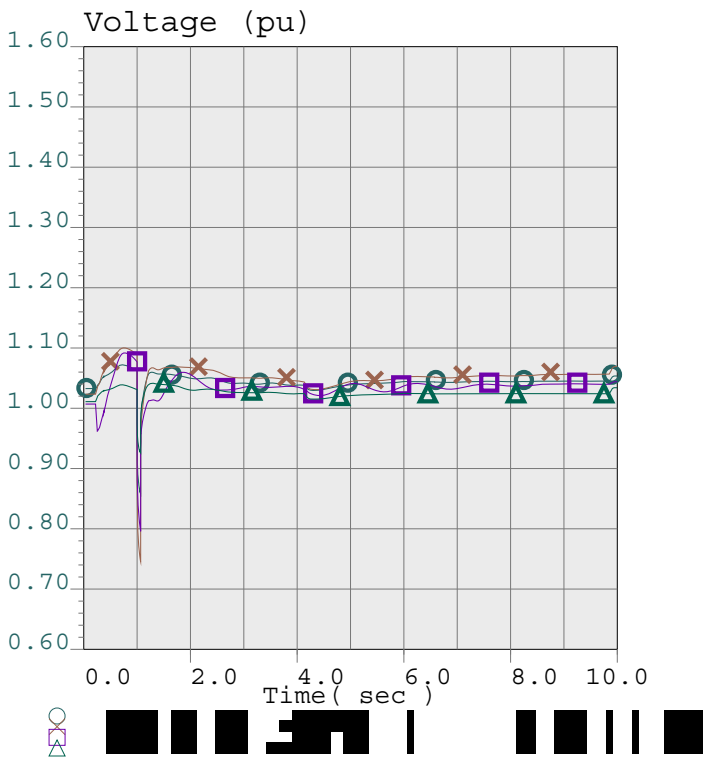
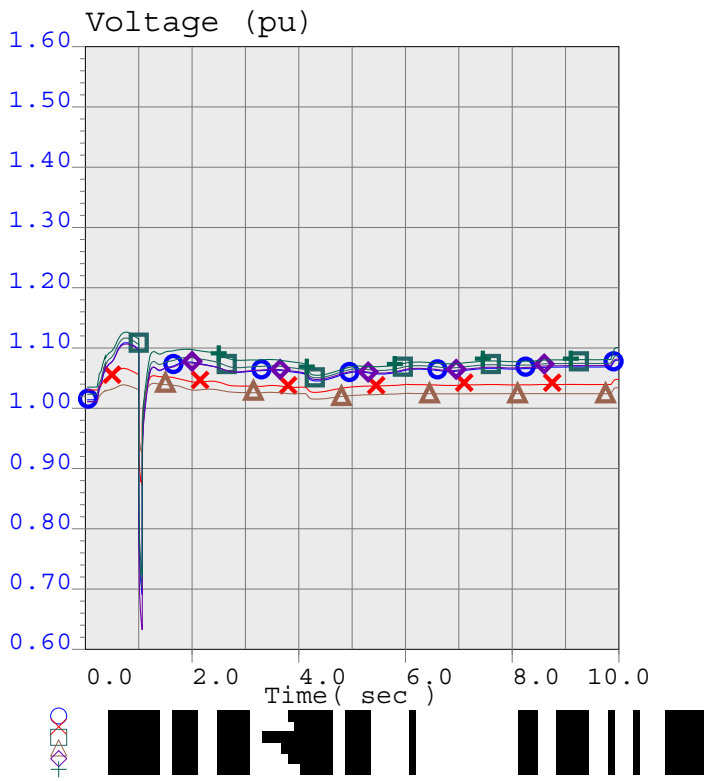
SYSTEM IMPACT STUDY (Voltage)









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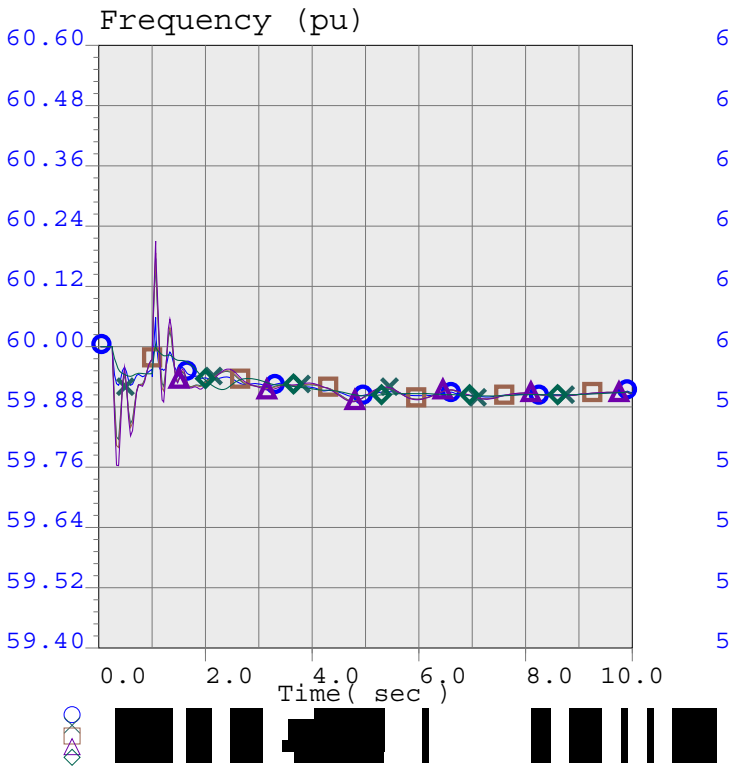
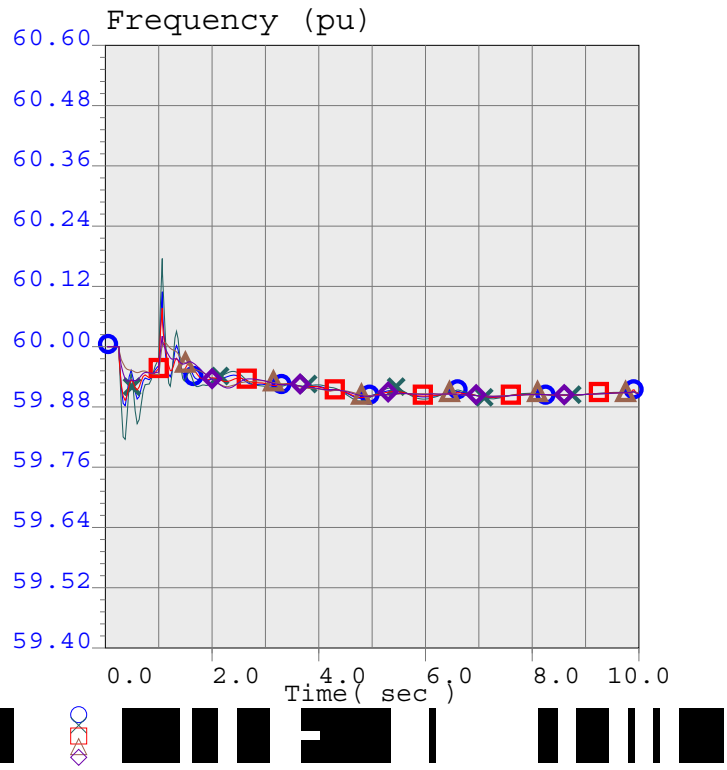
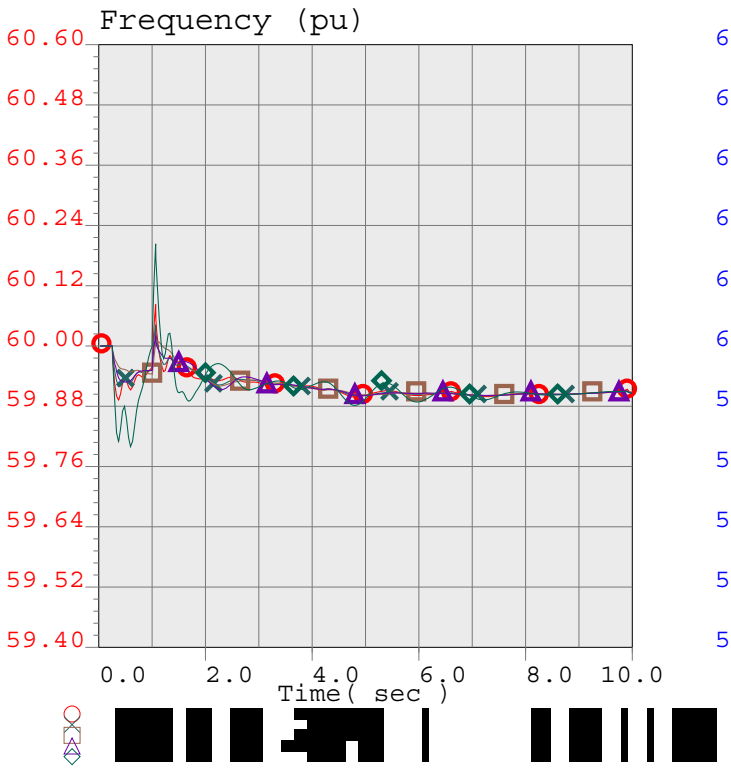
SYSTEM IMPACT STUDY (Frequency)







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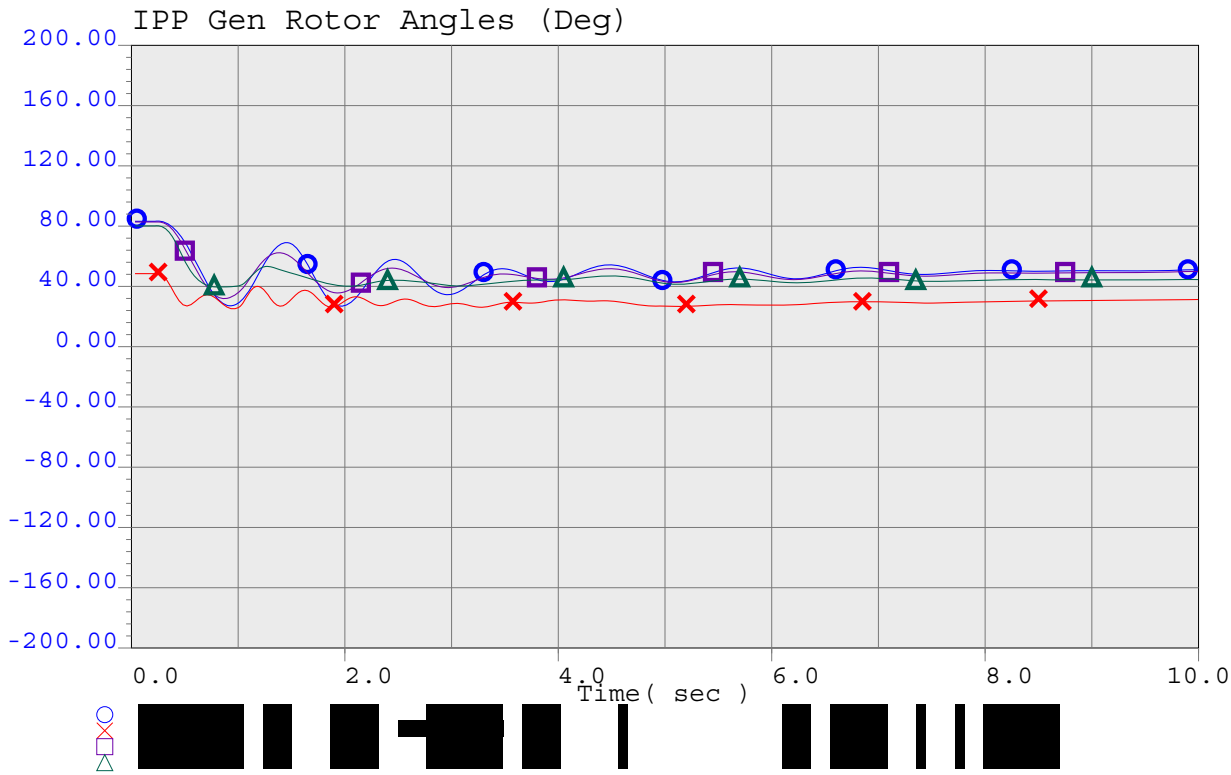
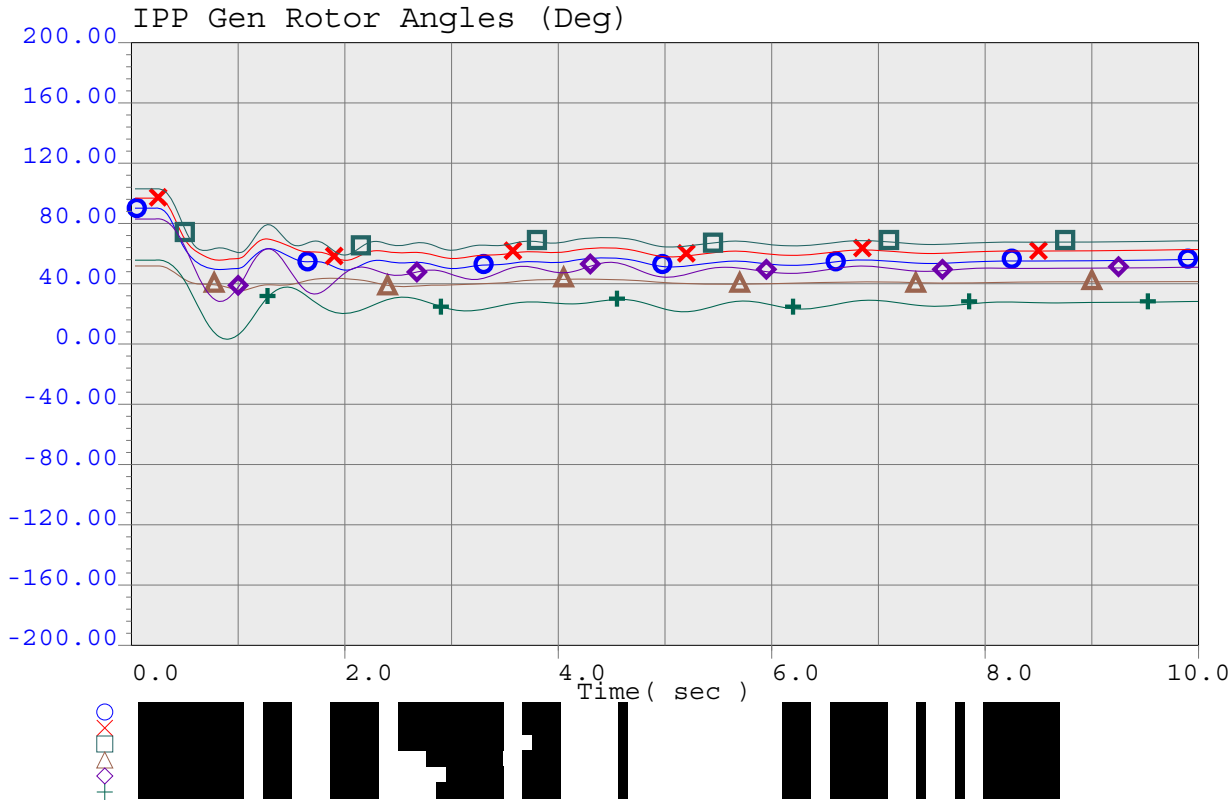
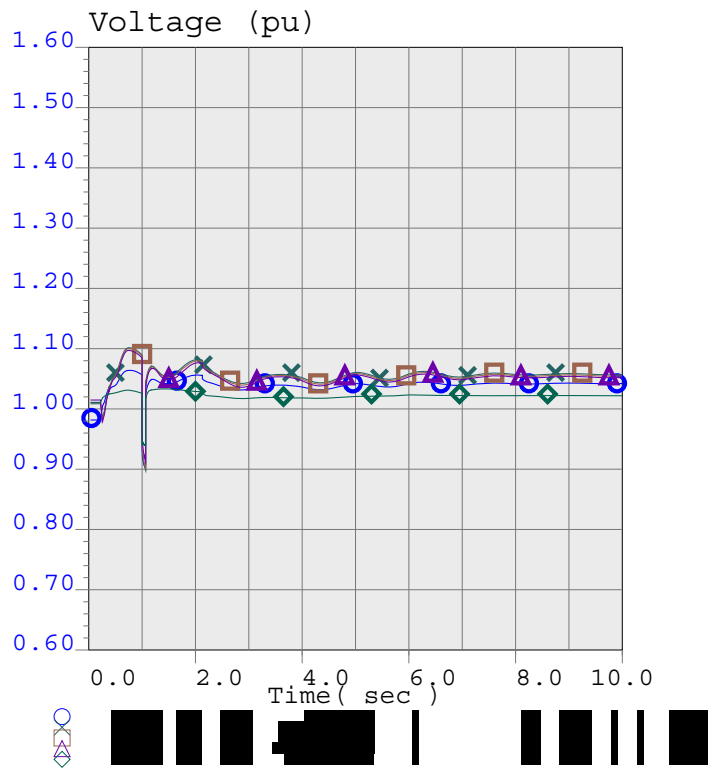
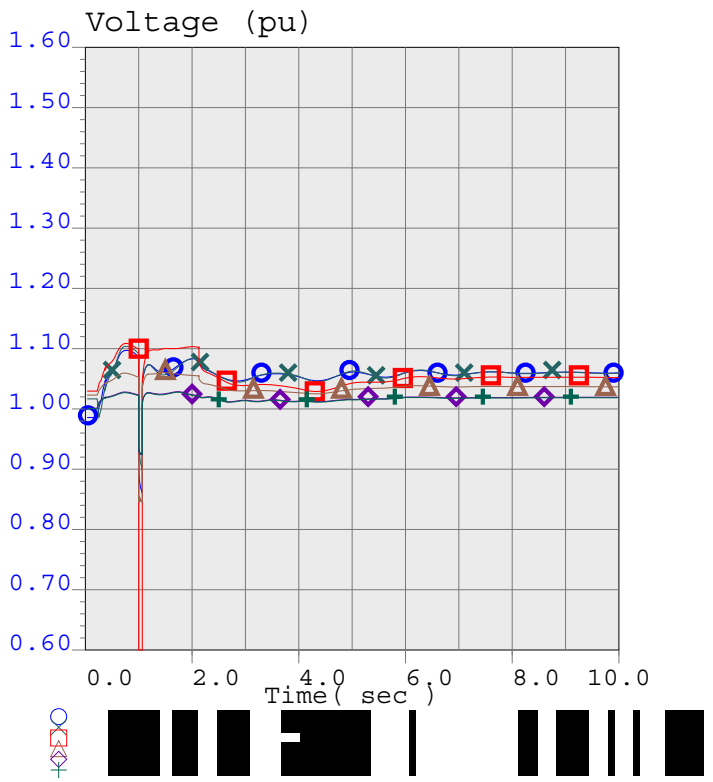
SYSTEM IMPACT STUDY (Rotor Angles)

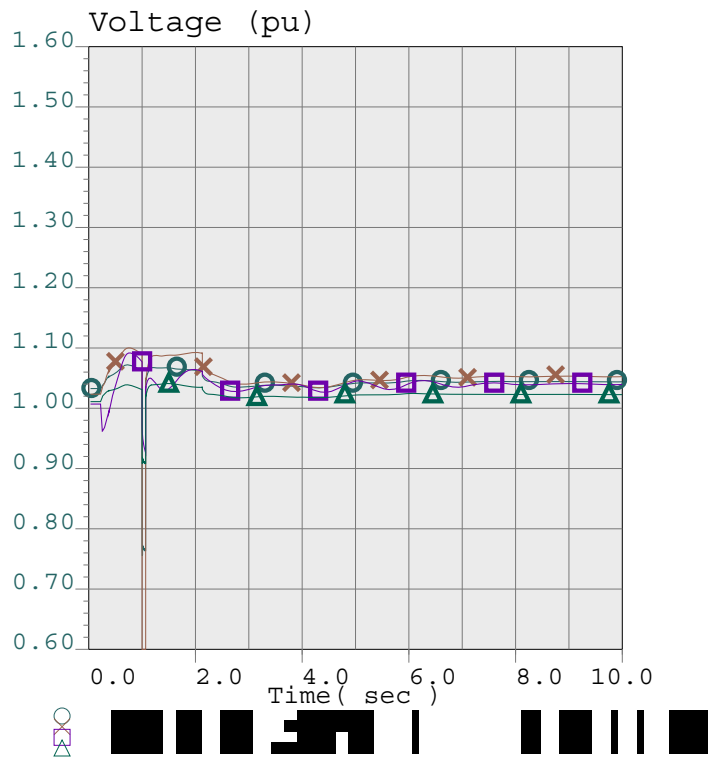


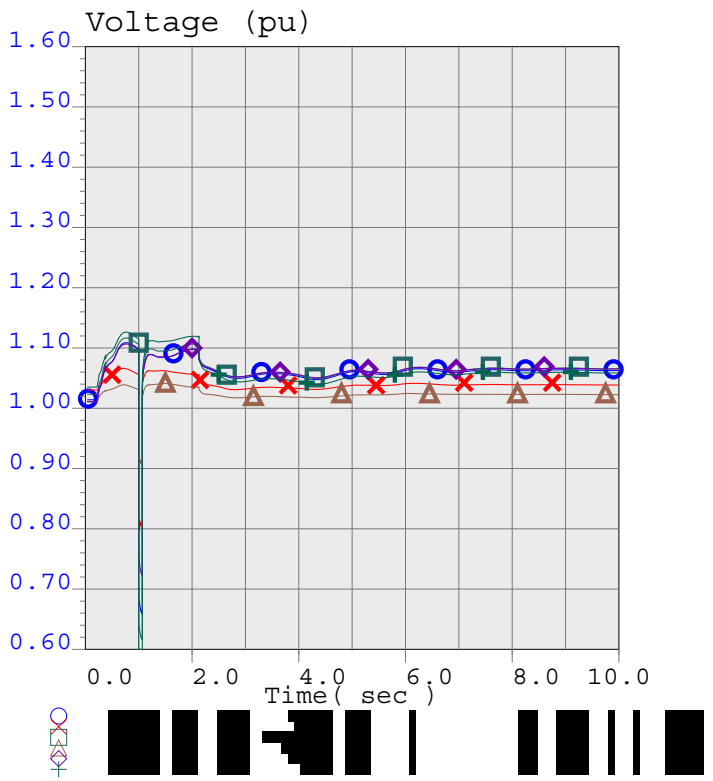


SYSTEM IMPACT STUDY (Voltage)









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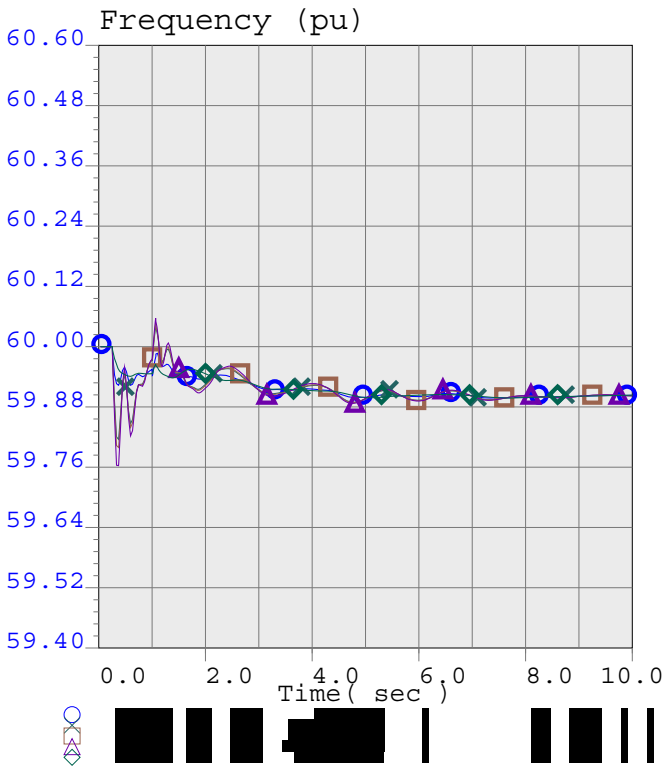
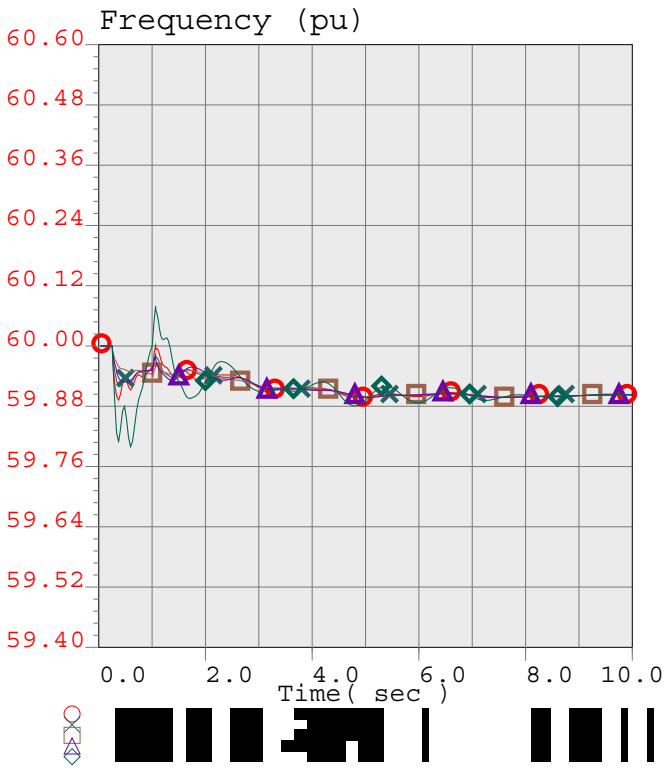
SYSTEM IMPACT STUDY (Frequency)





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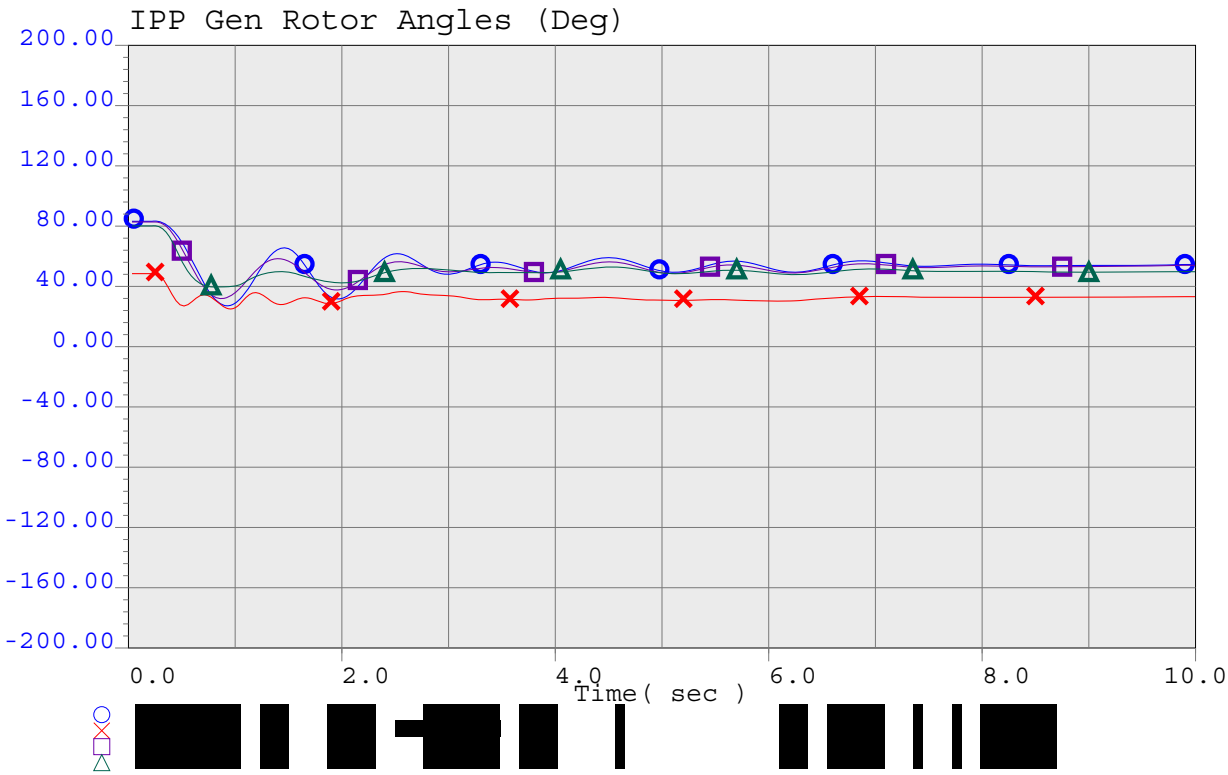
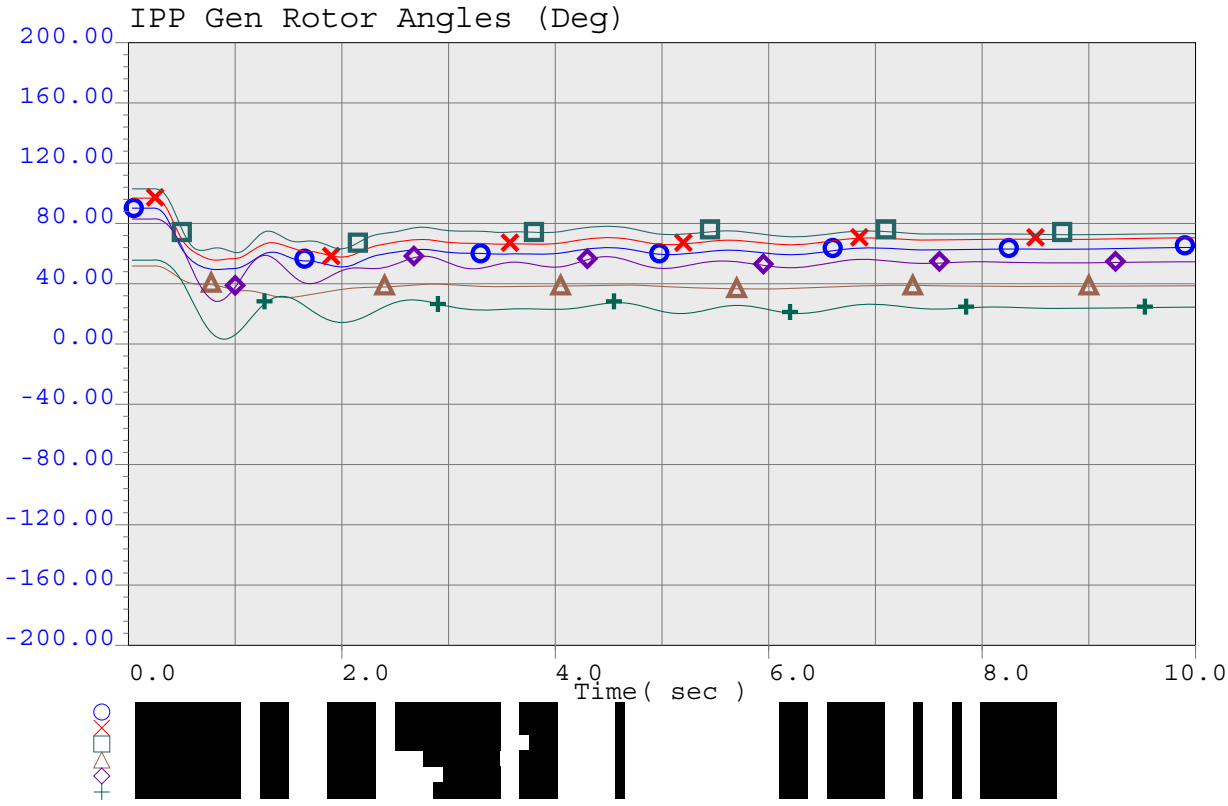
SYSTEM IMPACT STUDY (Rotor Angles)





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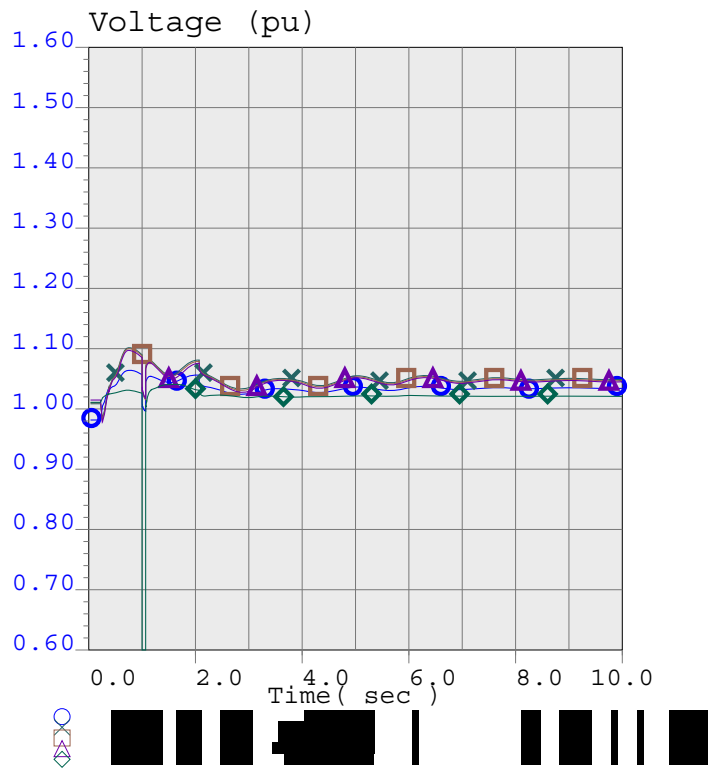
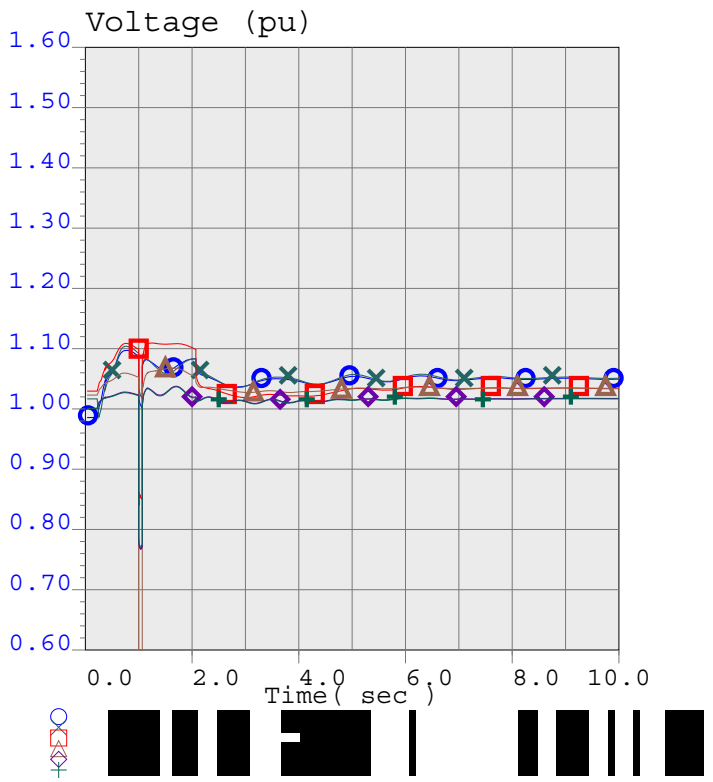
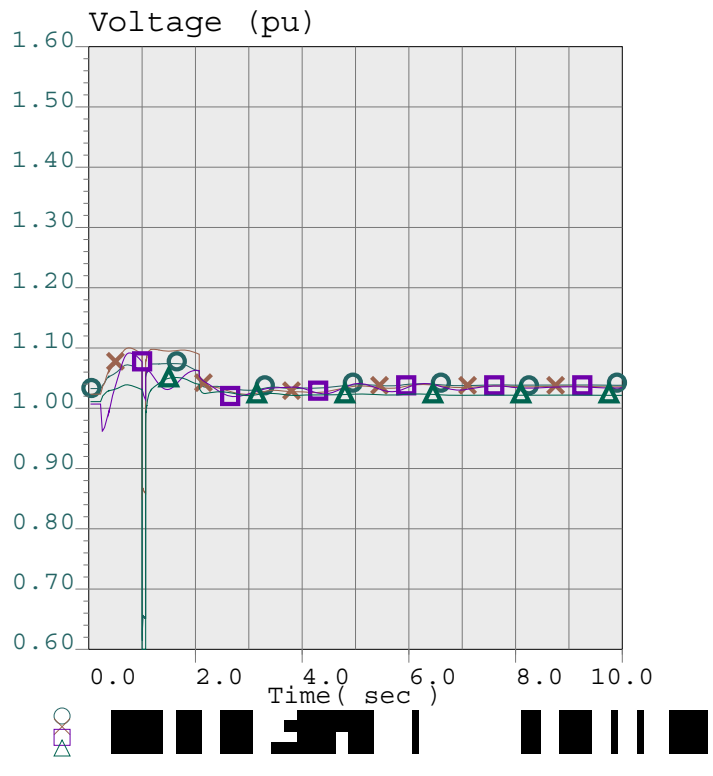
SYSTEM IMPACT STUDY (Voltage)







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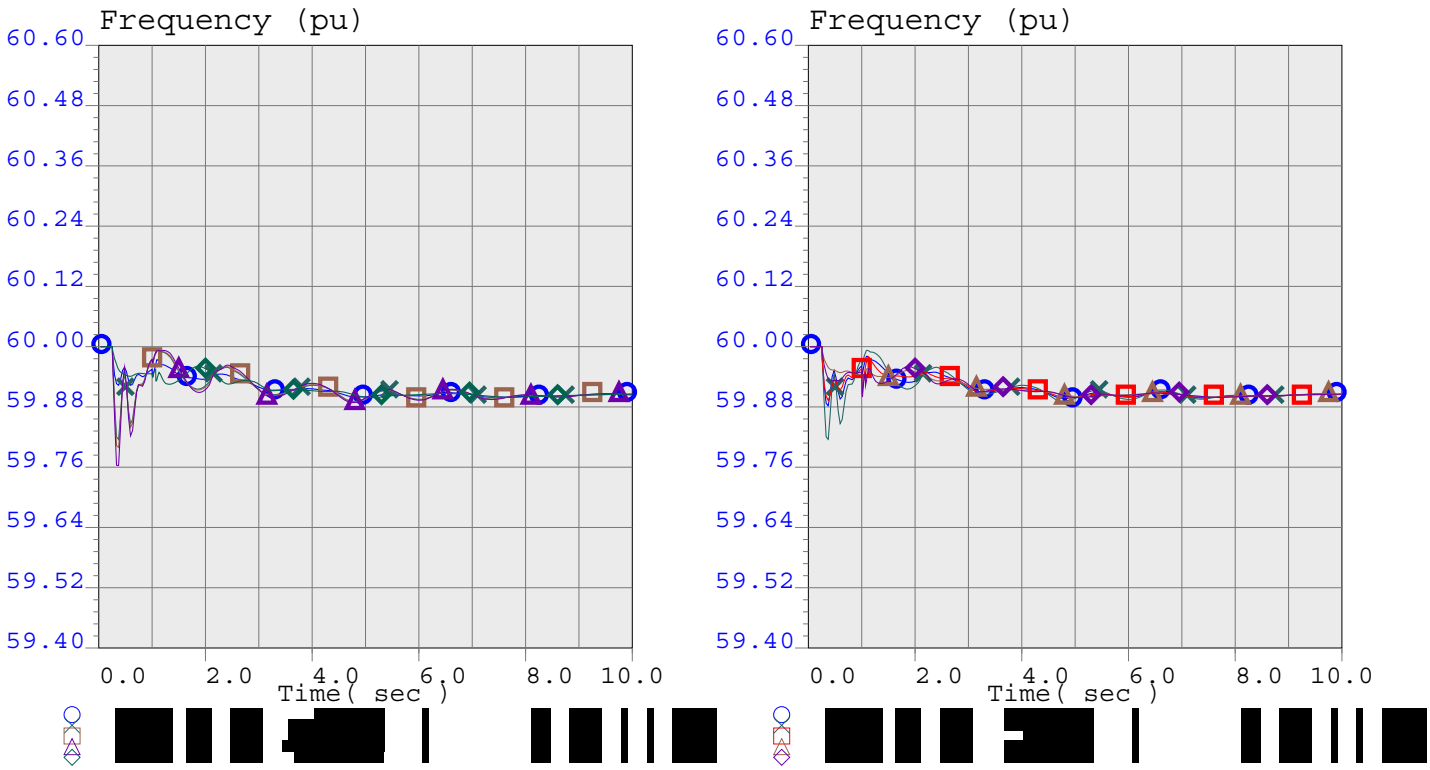
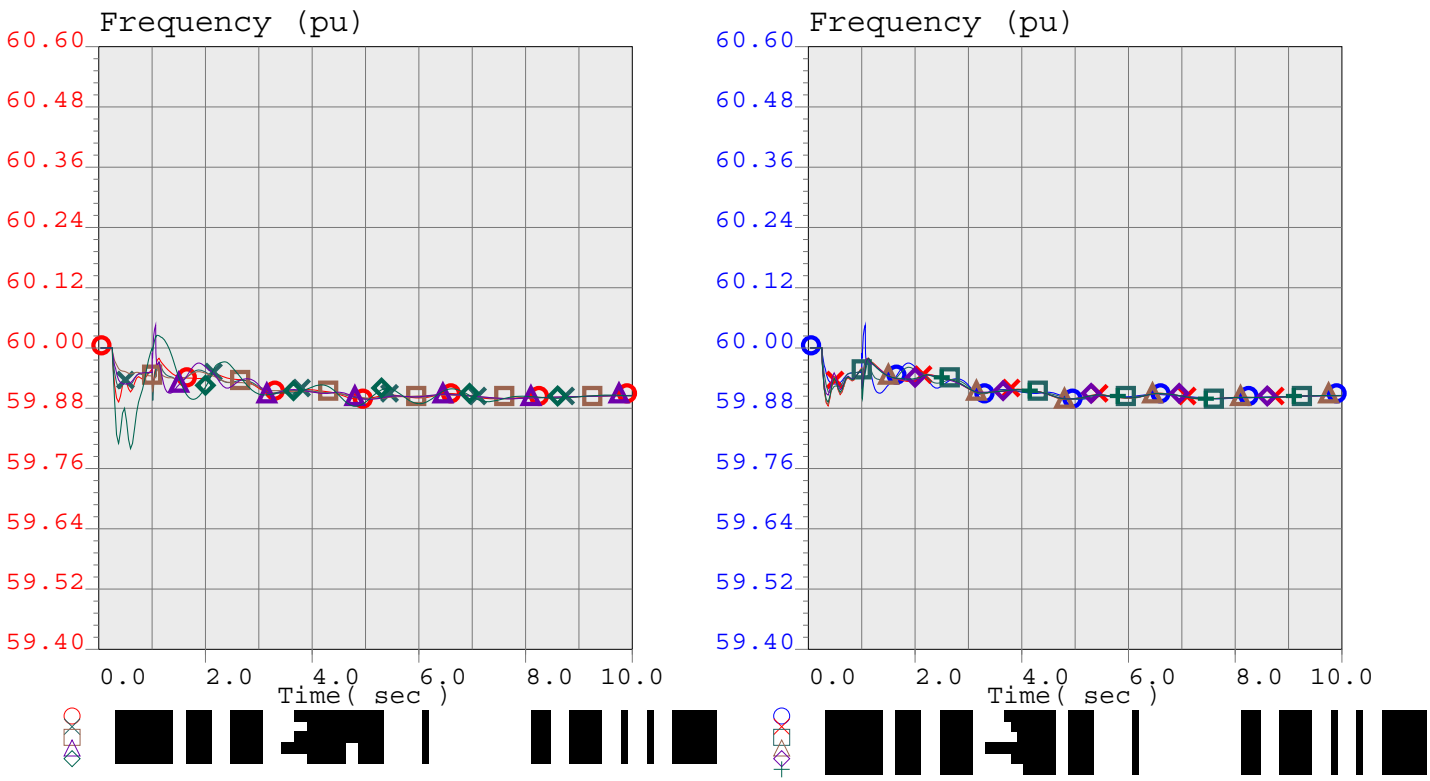
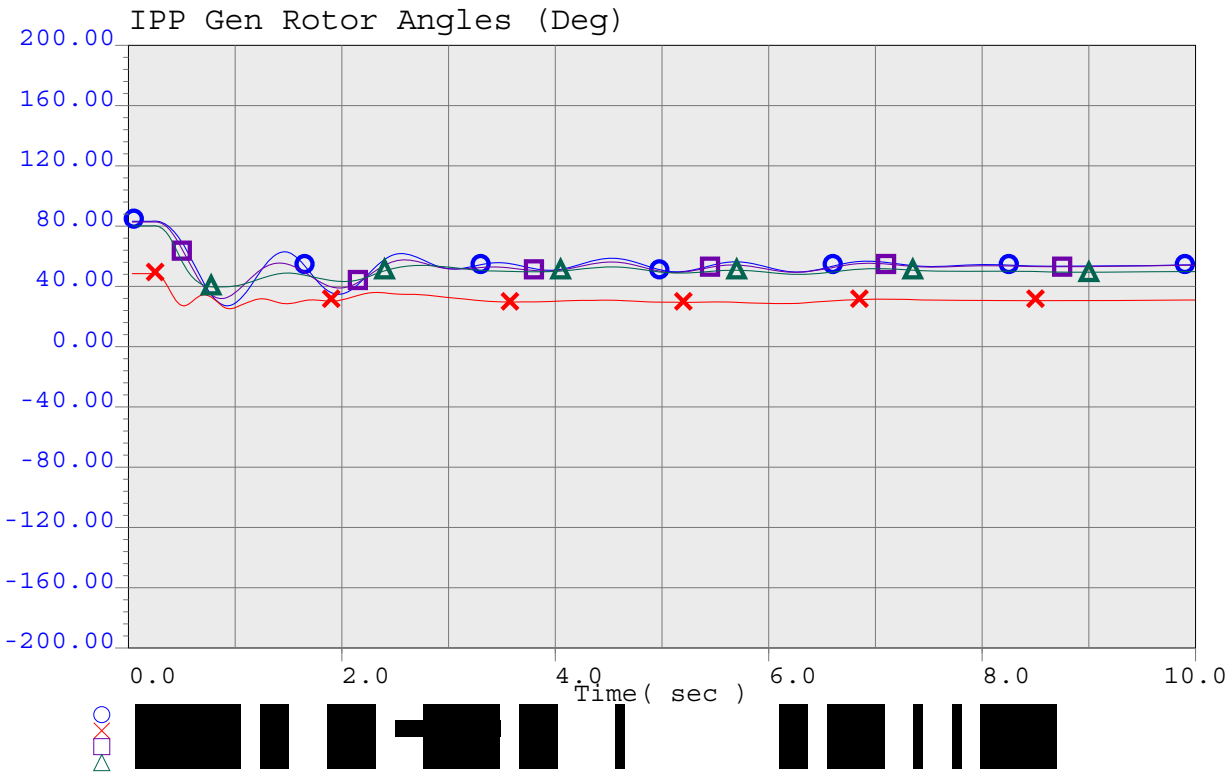
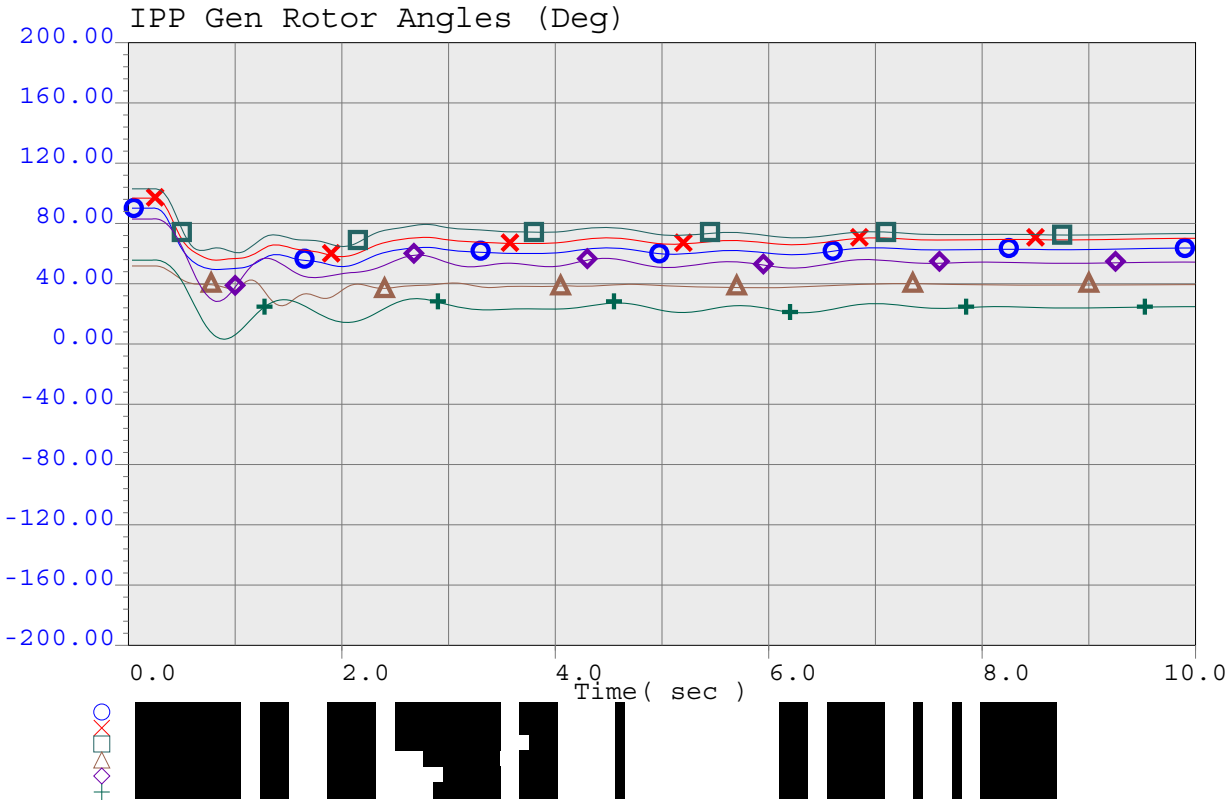
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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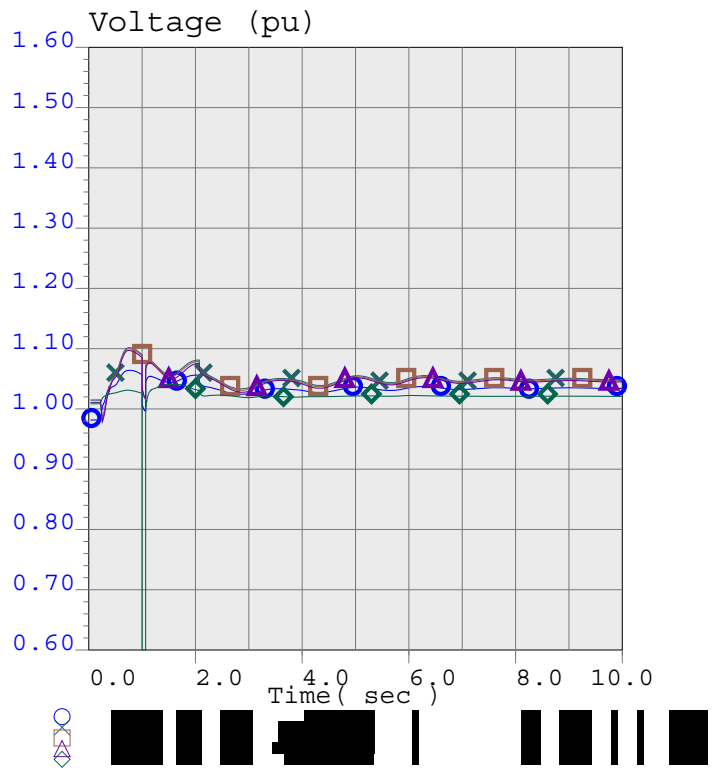
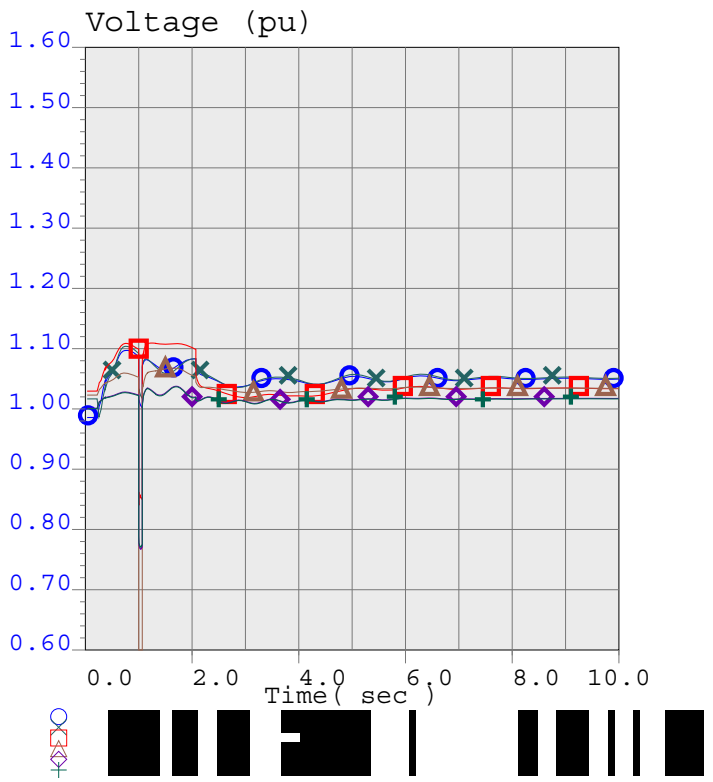
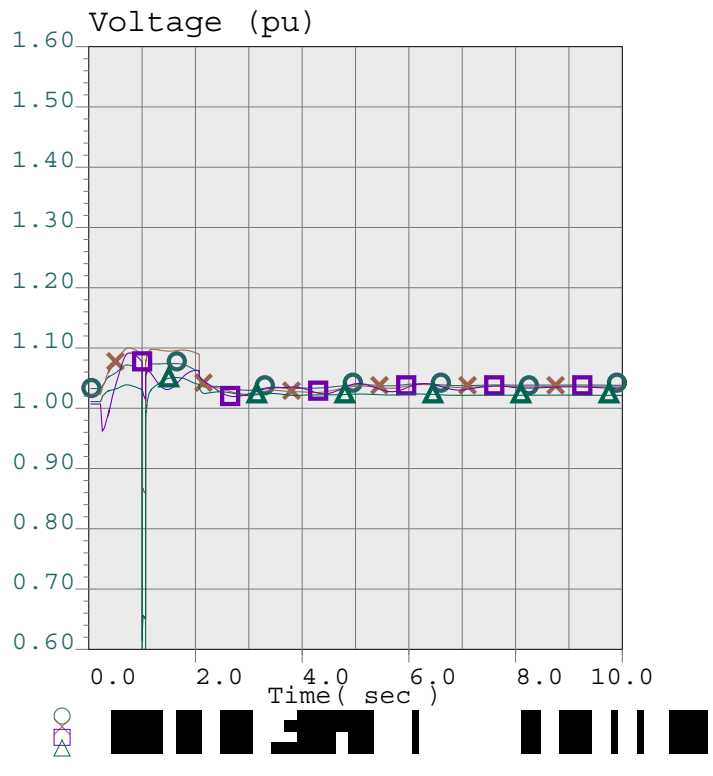
SYSTEM IMPACT STUDY (Voltage)







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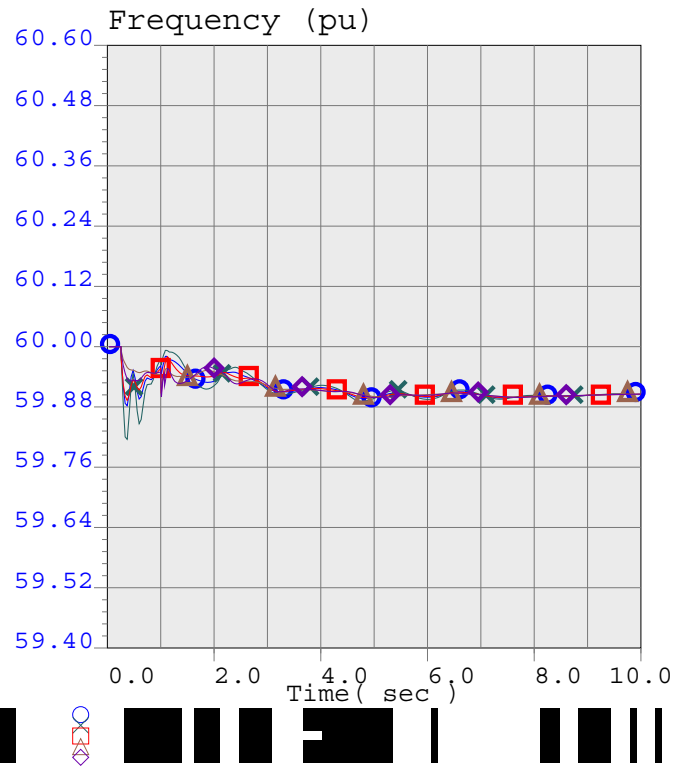
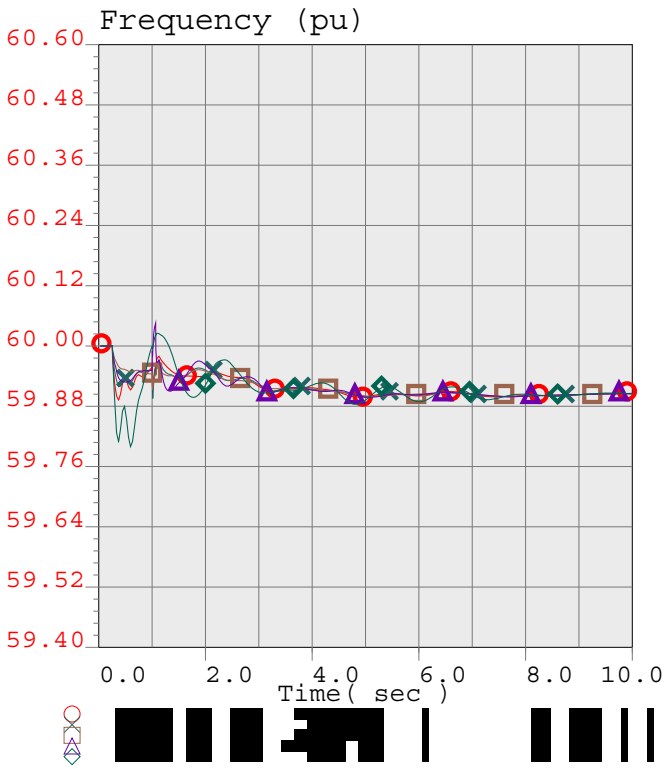
SYSTEM IMPACT STUDY (Frequency)





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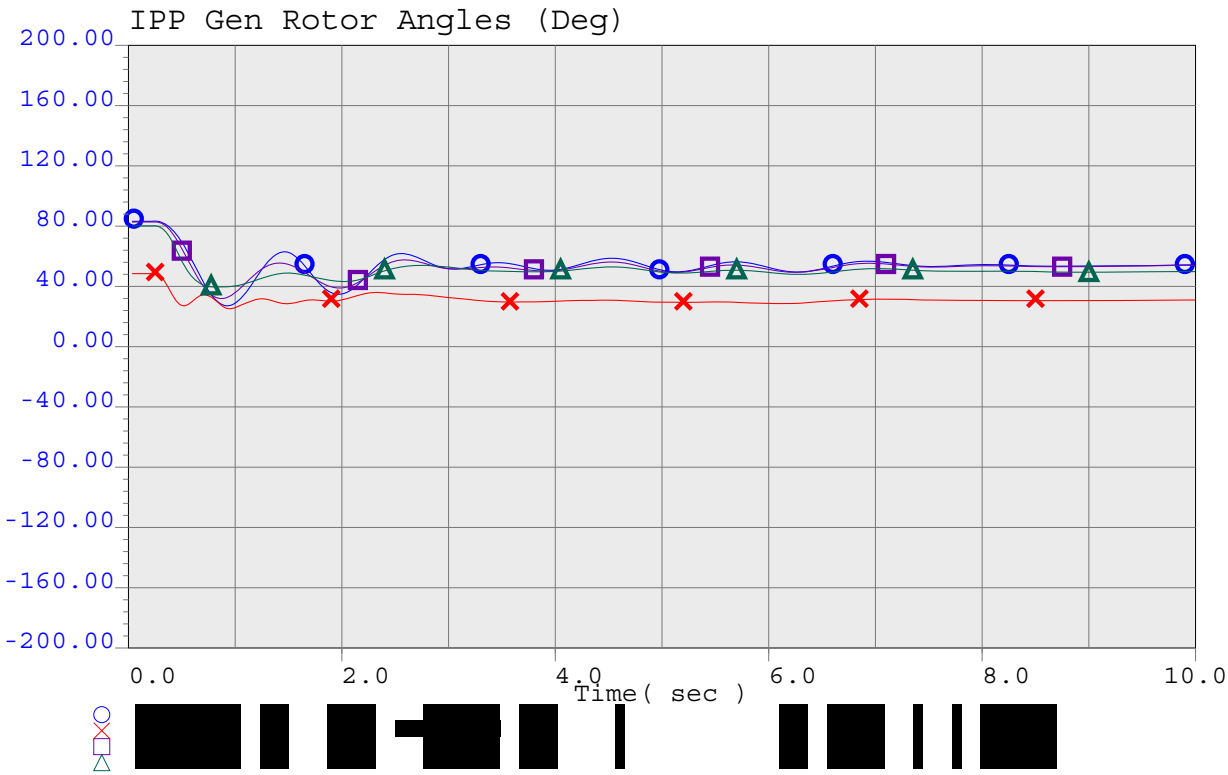
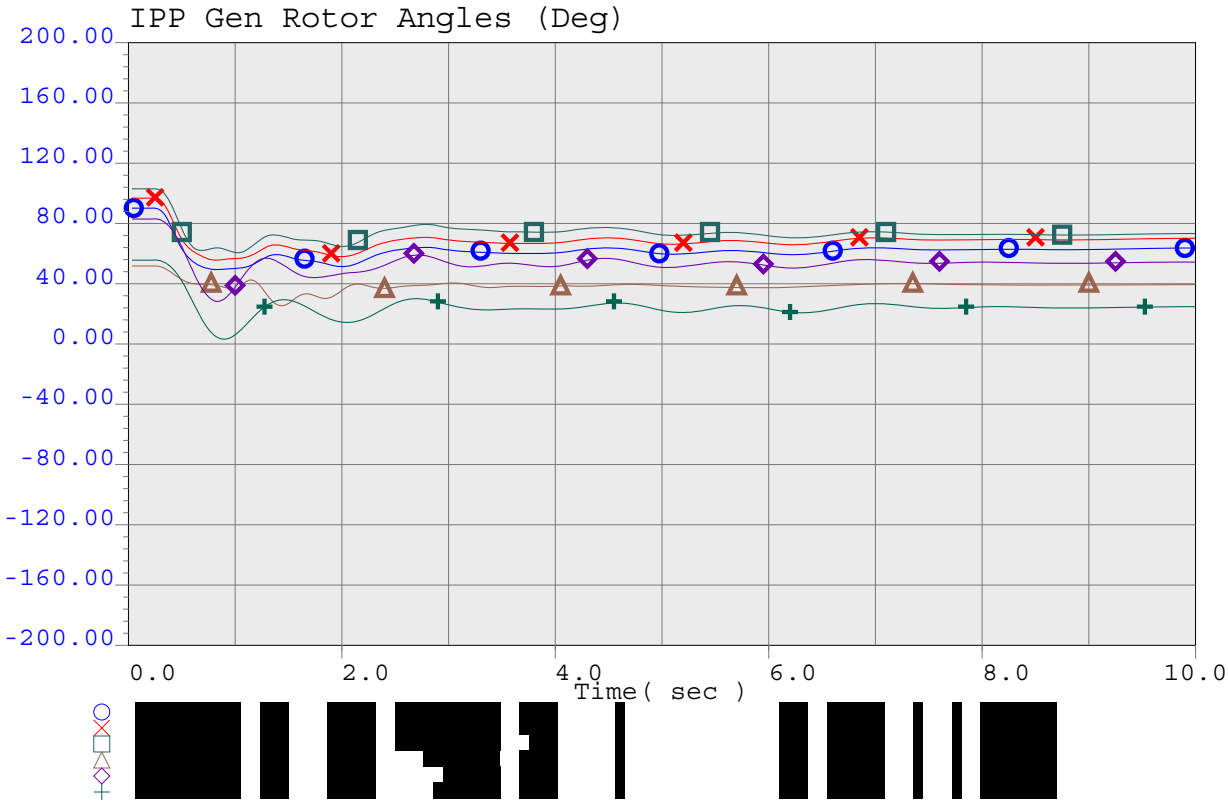
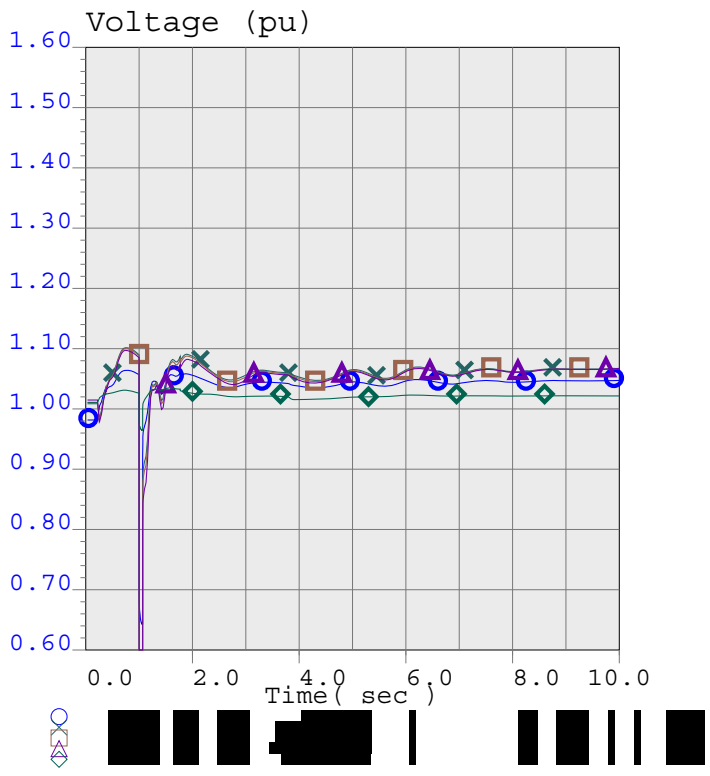
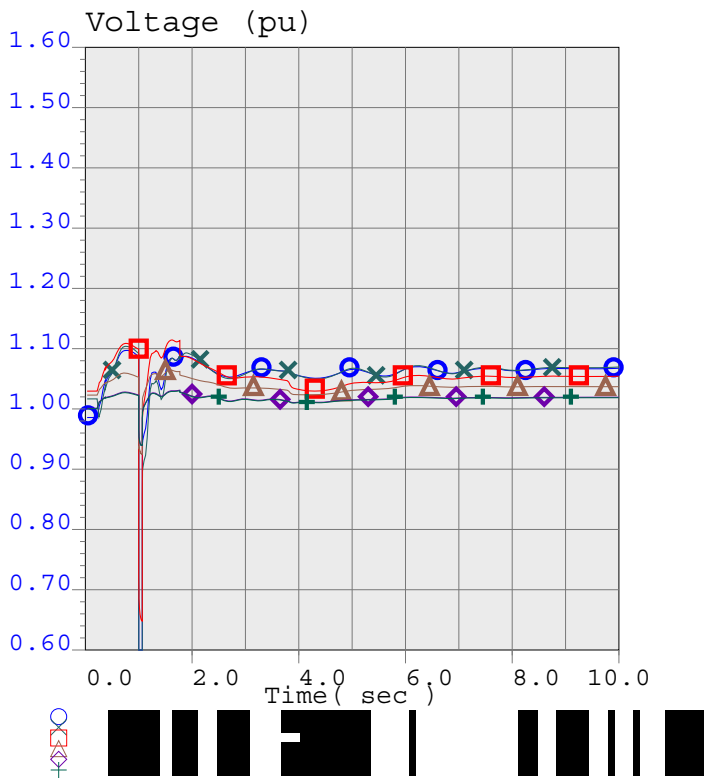
SYSTEM IMPACT STUDY (Rotor Angles)

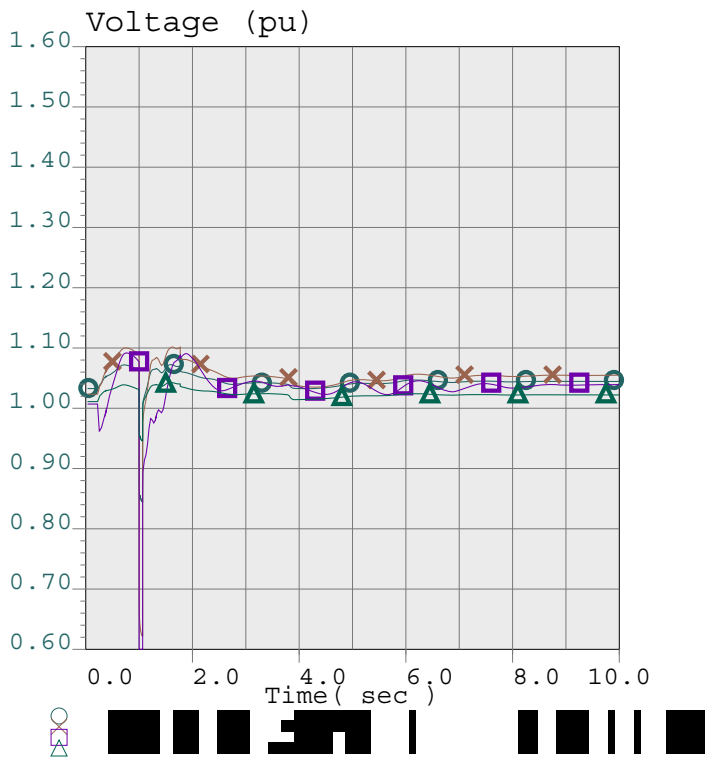


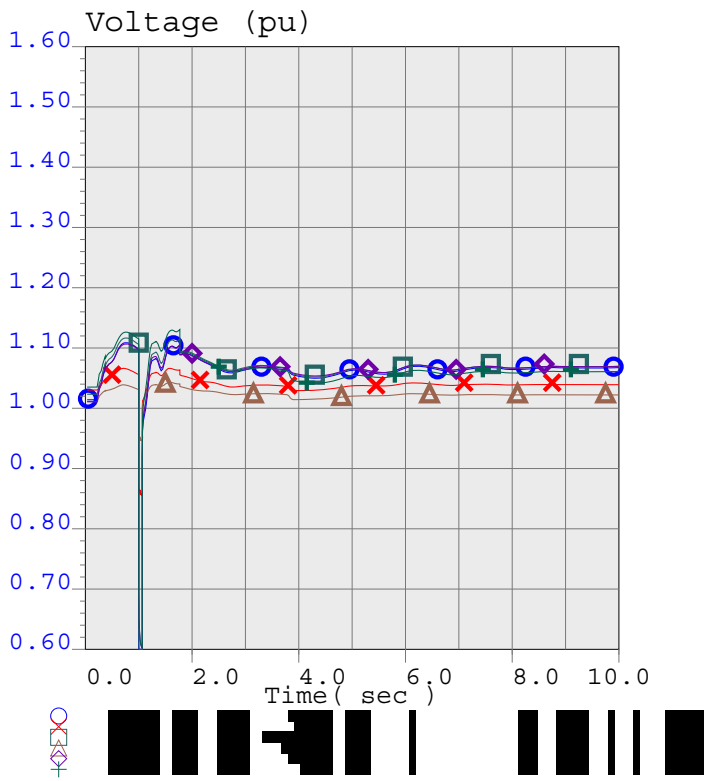


SYSTEM IMPACT STUDY (Voltage)









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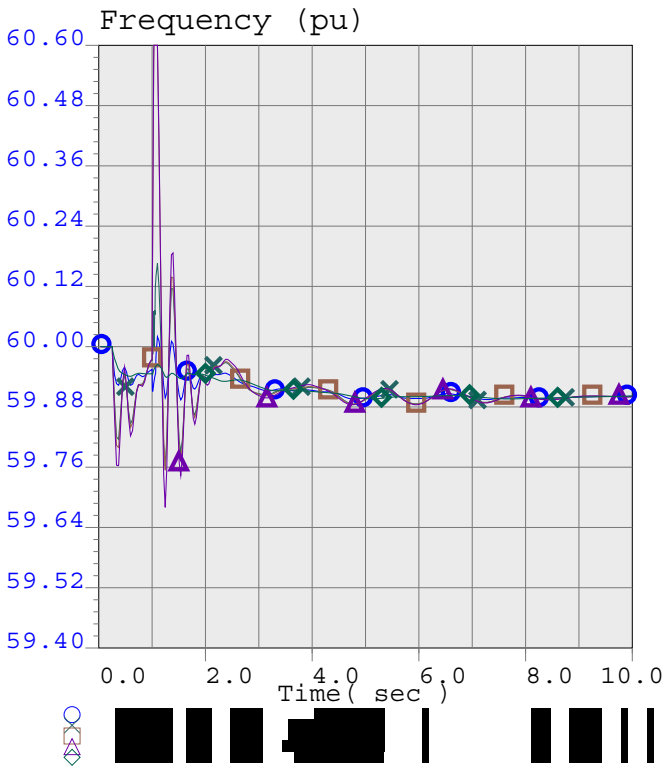
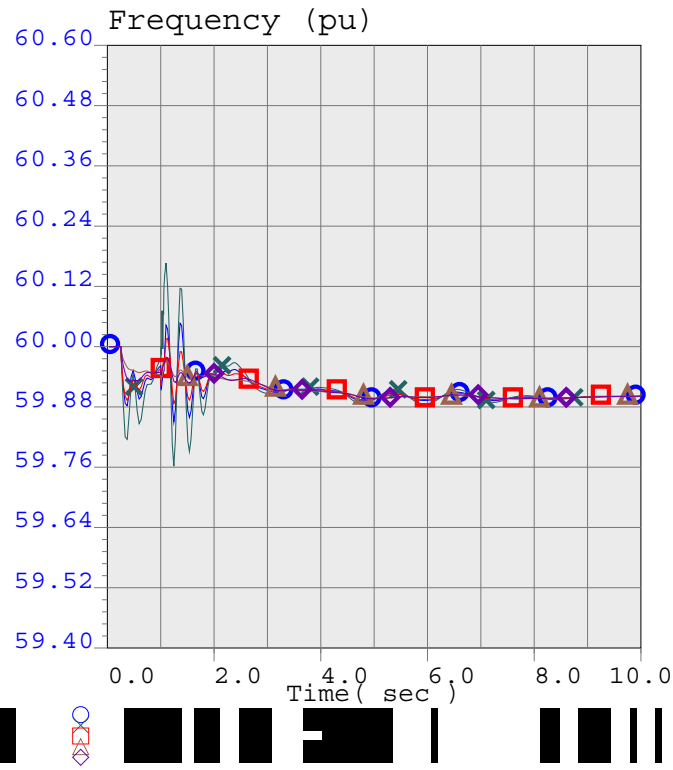
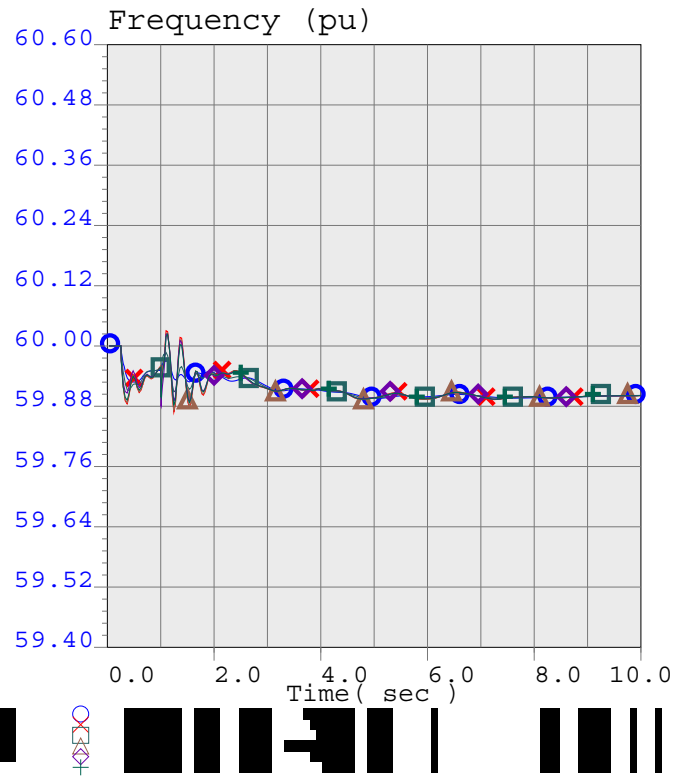
SYSTEM IMPACT STUDY (Frequency)







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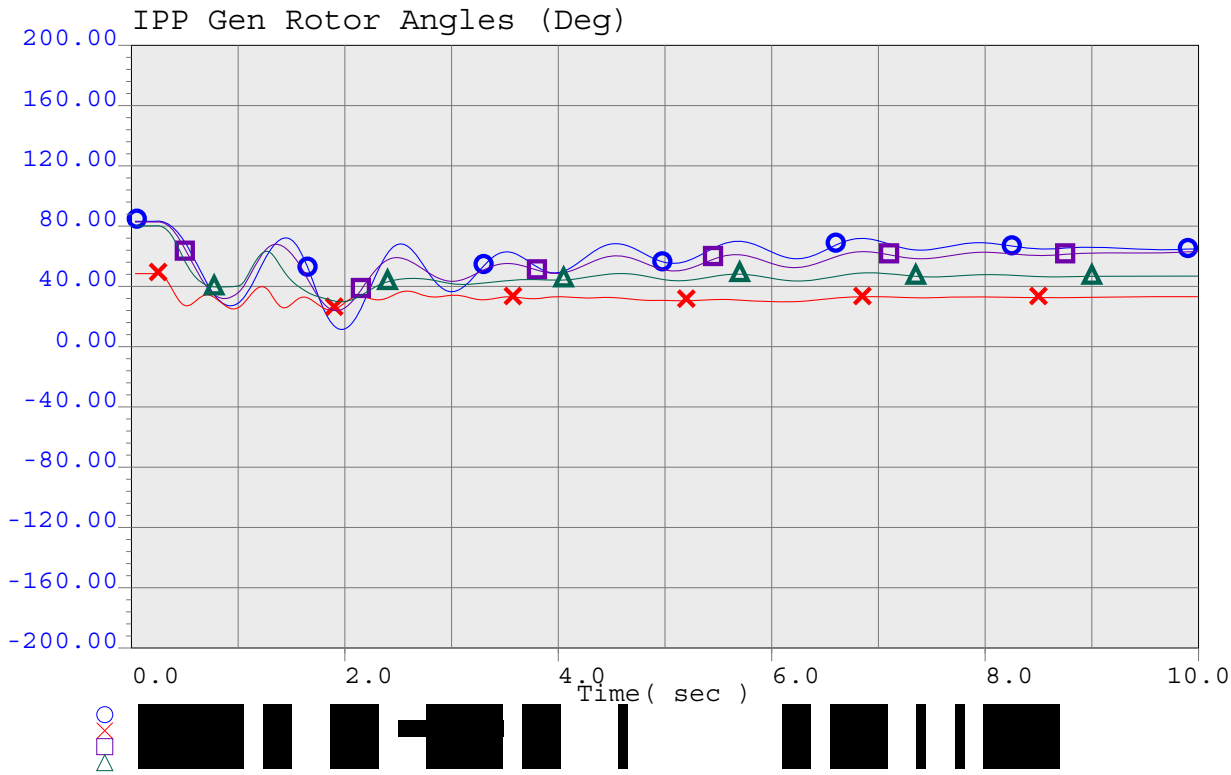
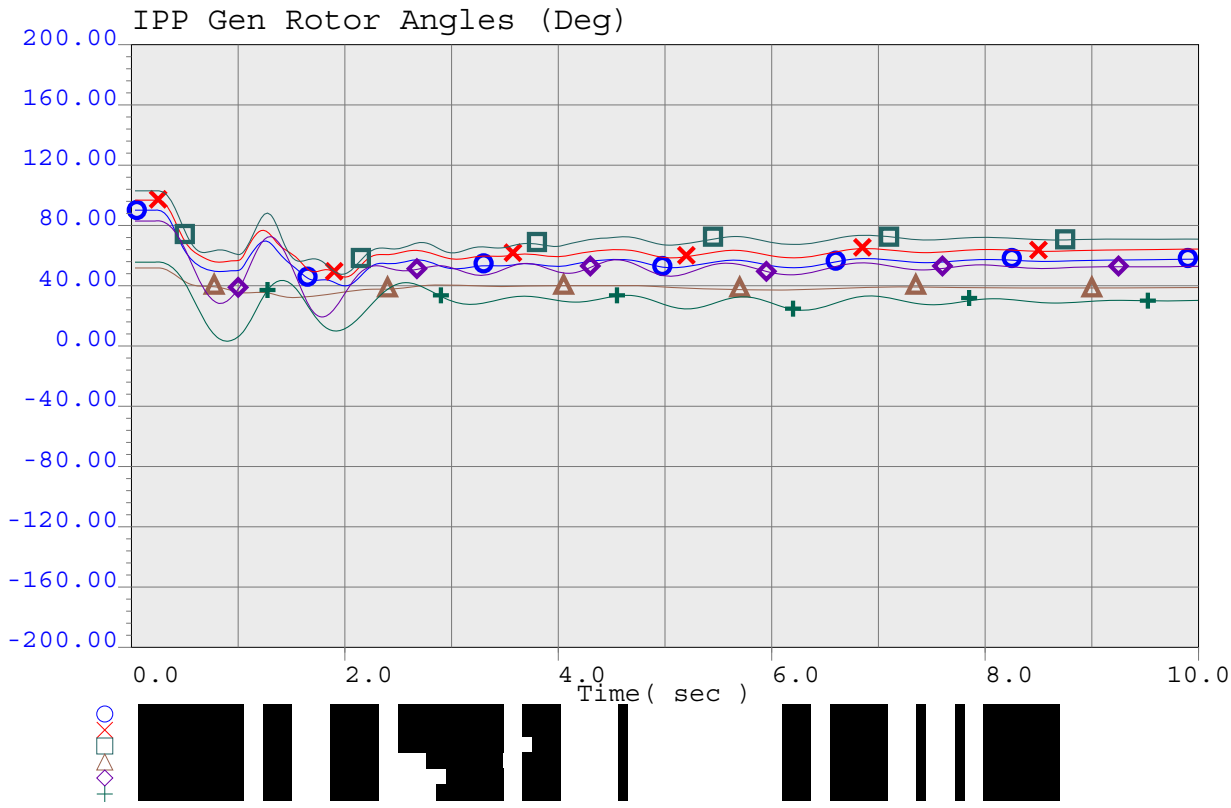
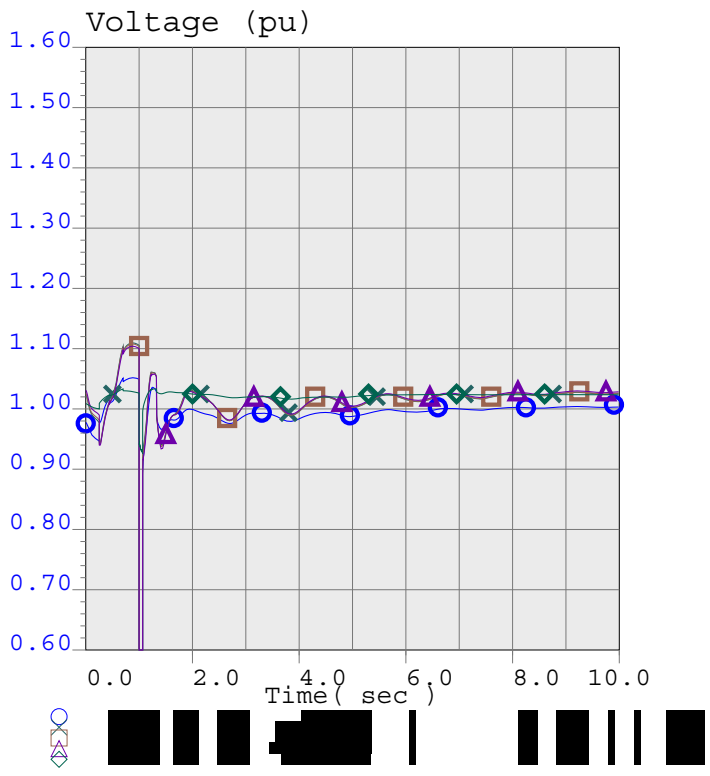
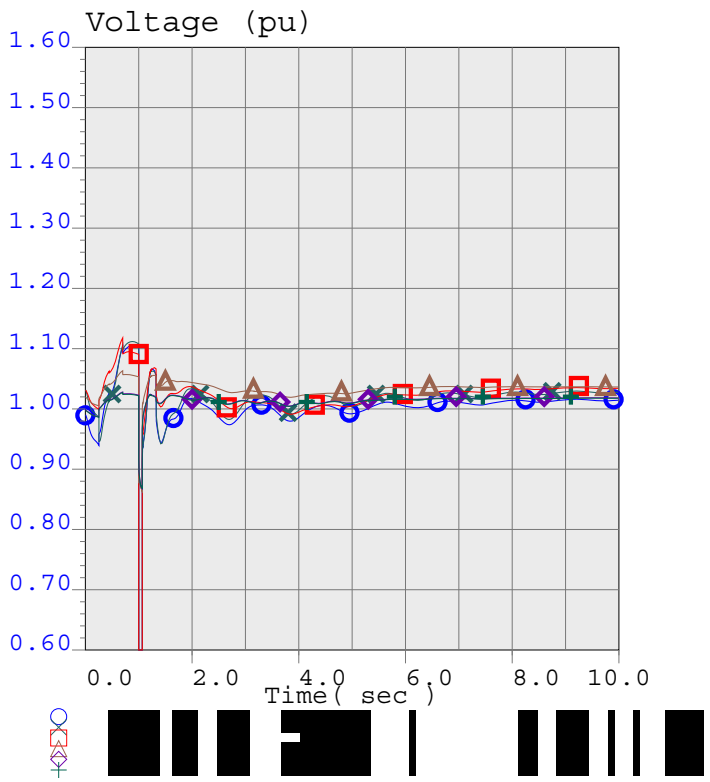
SYSTEM IMPACT STUDY (Rotor Angles)

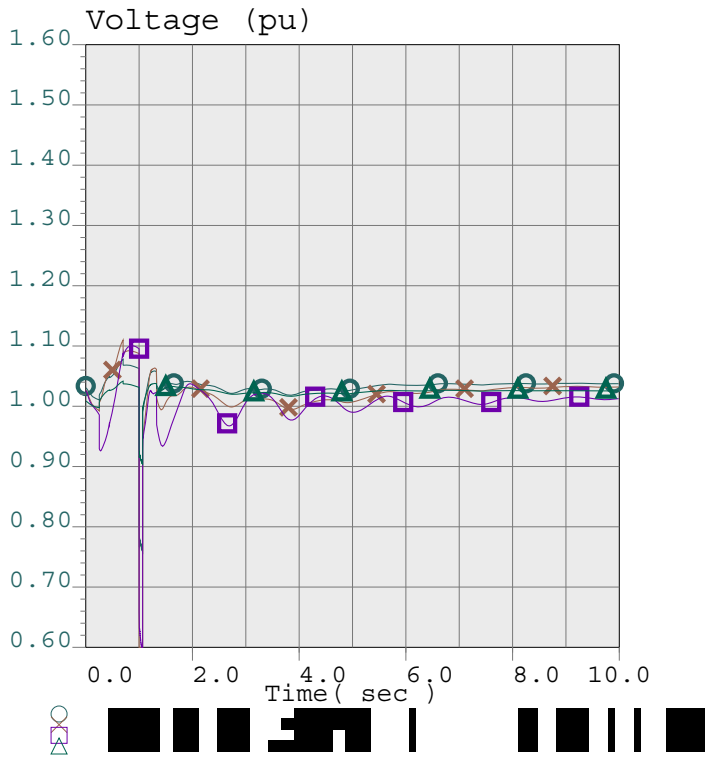




SYSTEM IMPACT STUDY (Voltage)







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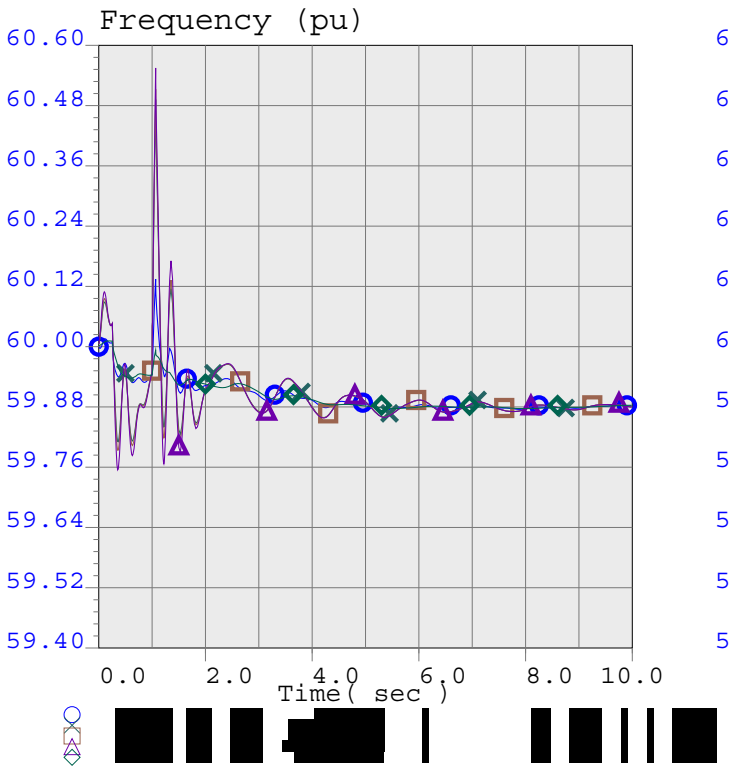
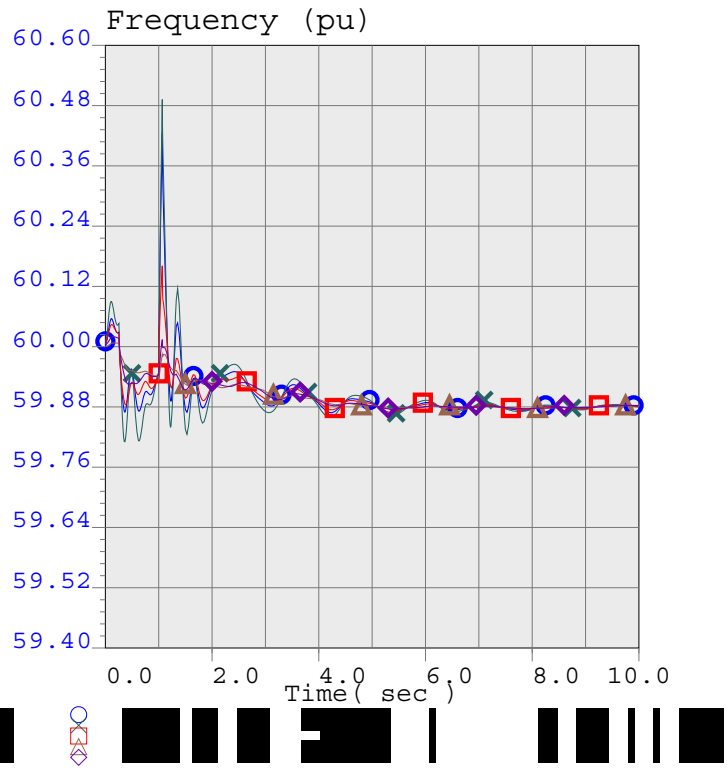
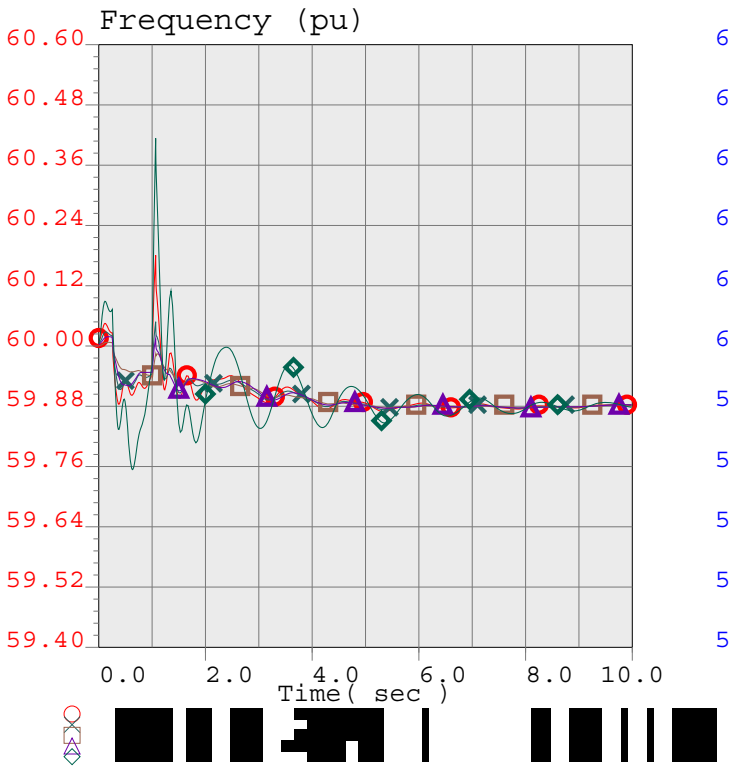
Fri Aug 26 09:20:44 2022

SYSTEM IMPACT STUDY (Frequency)







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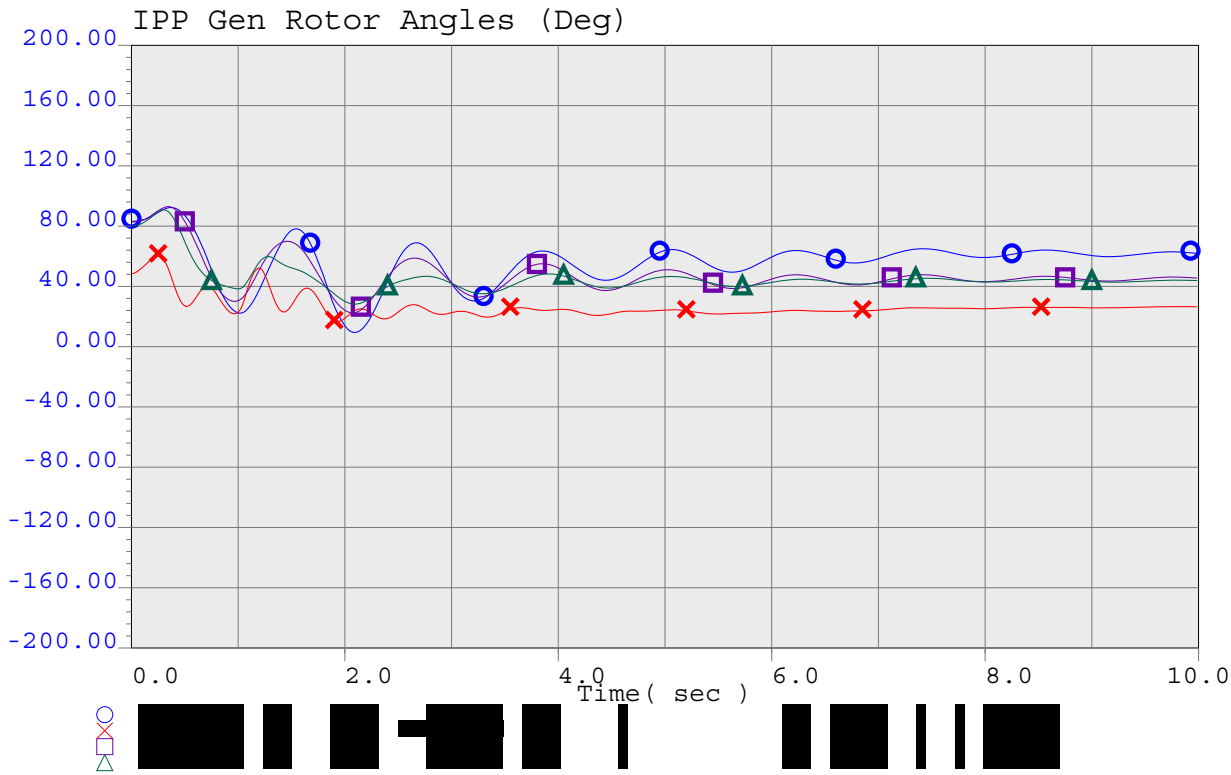
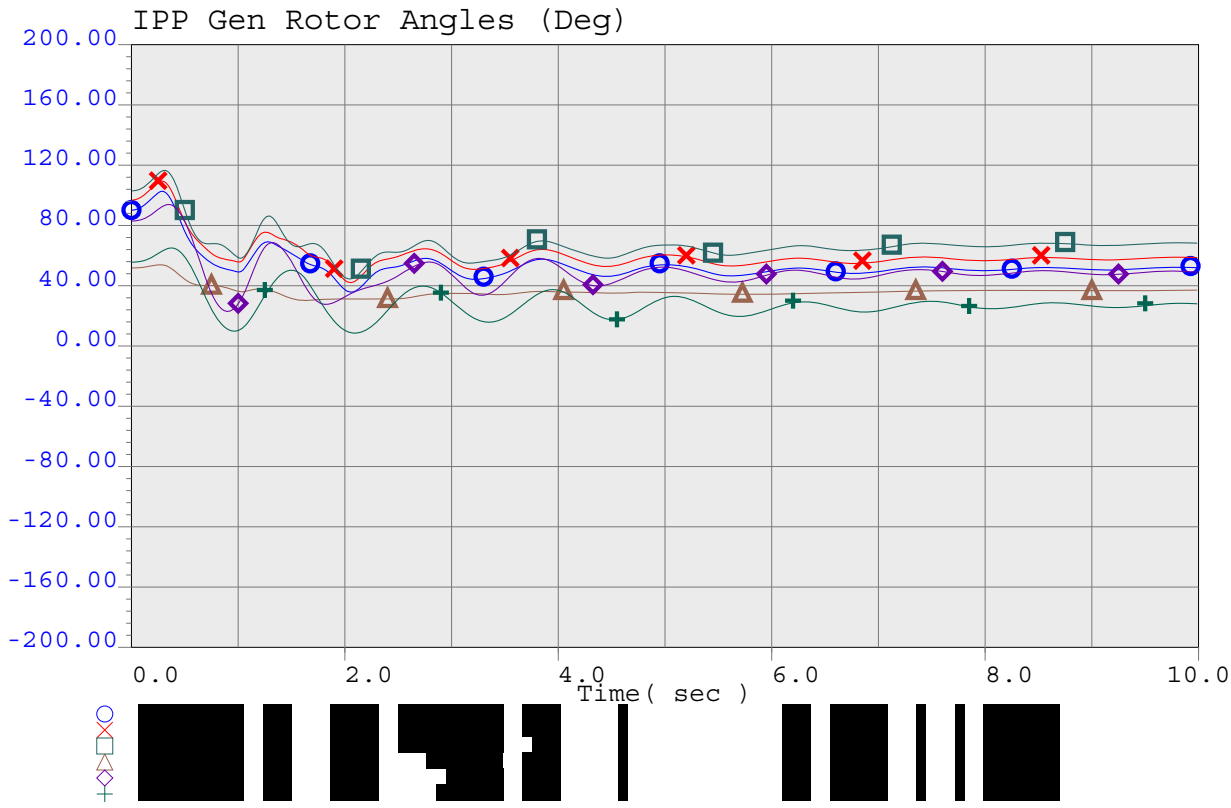
SYSTEM IMPACT STUDY (Rotor Angles)





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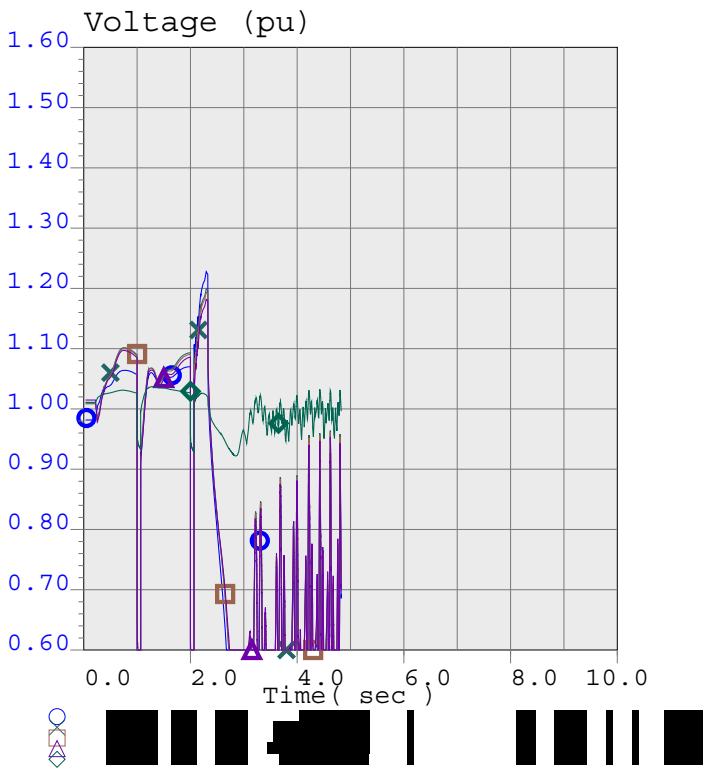
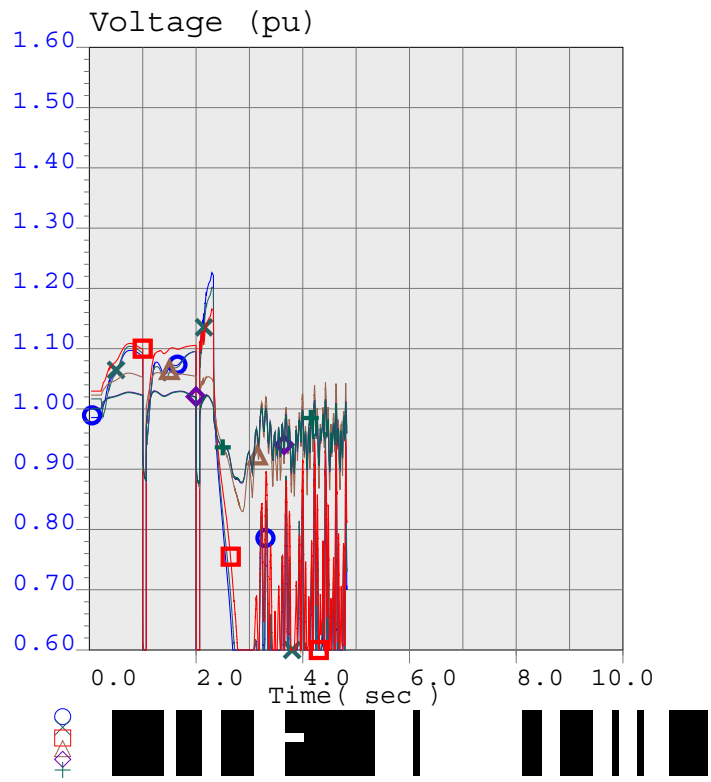
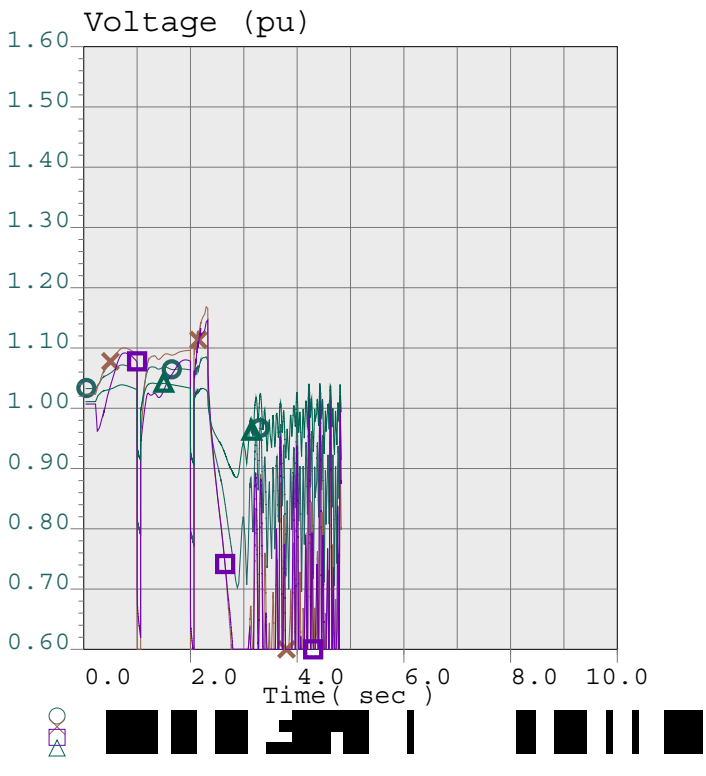
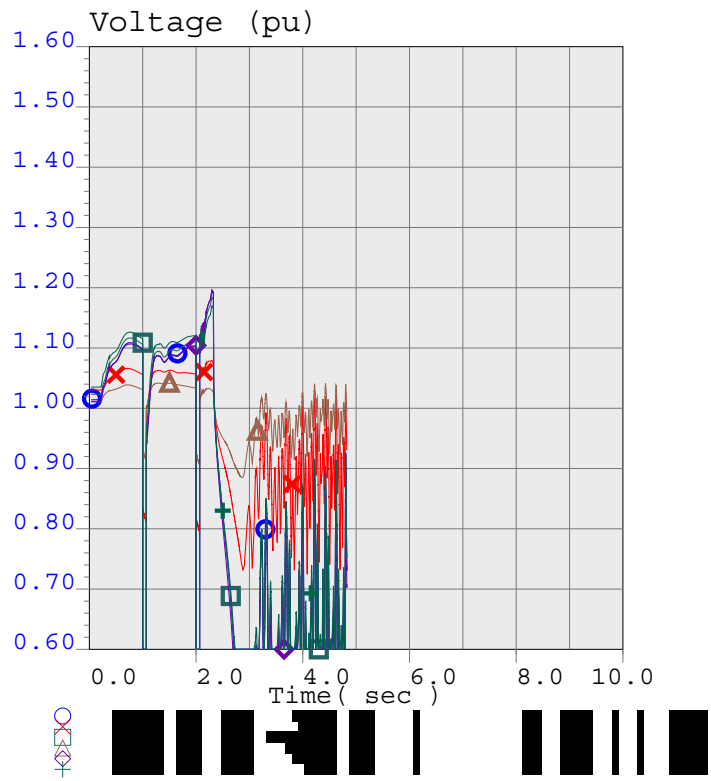
Fri Aug 26 09:20:44 2022

SYSTEM IMPACT STUDY (Voltage)









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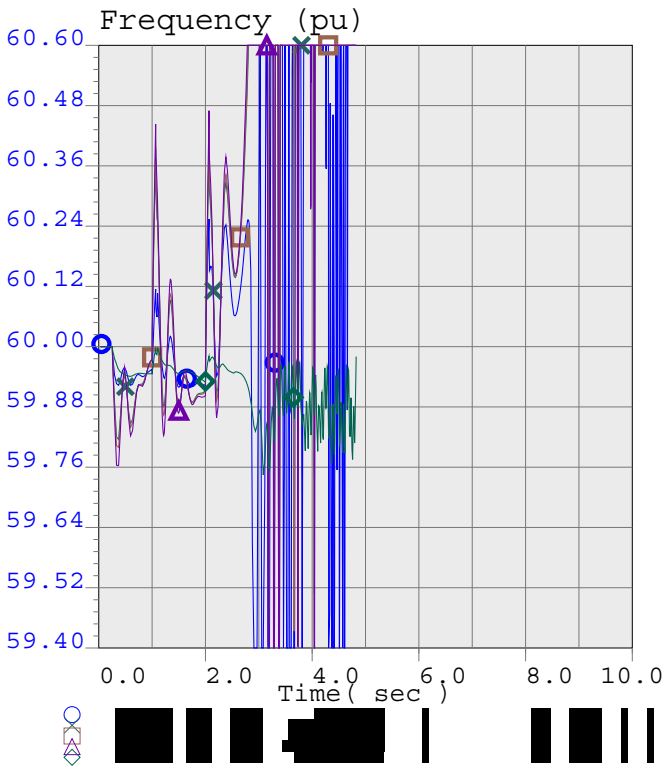
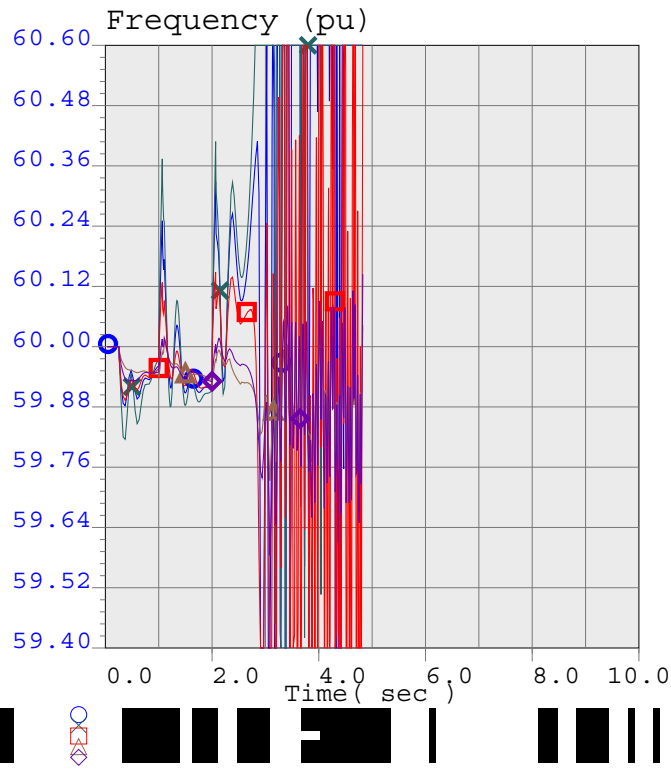
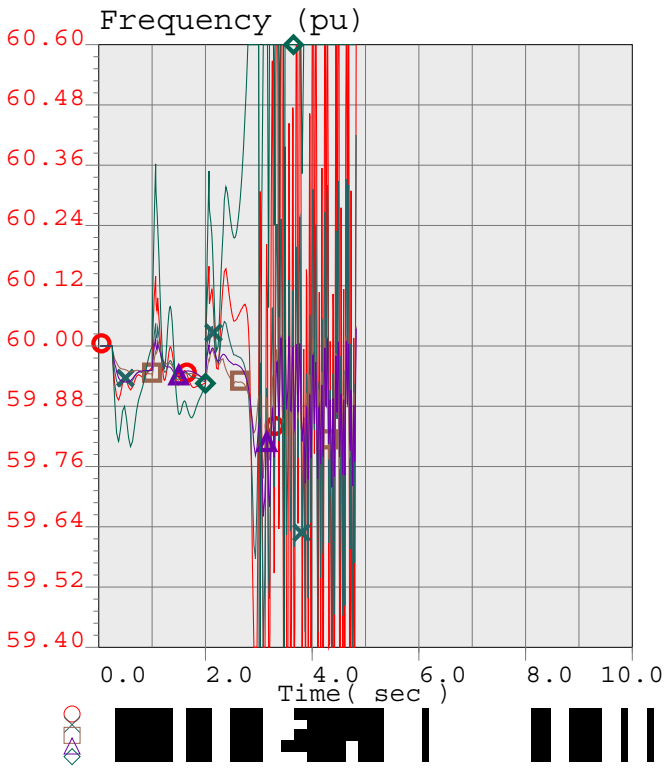
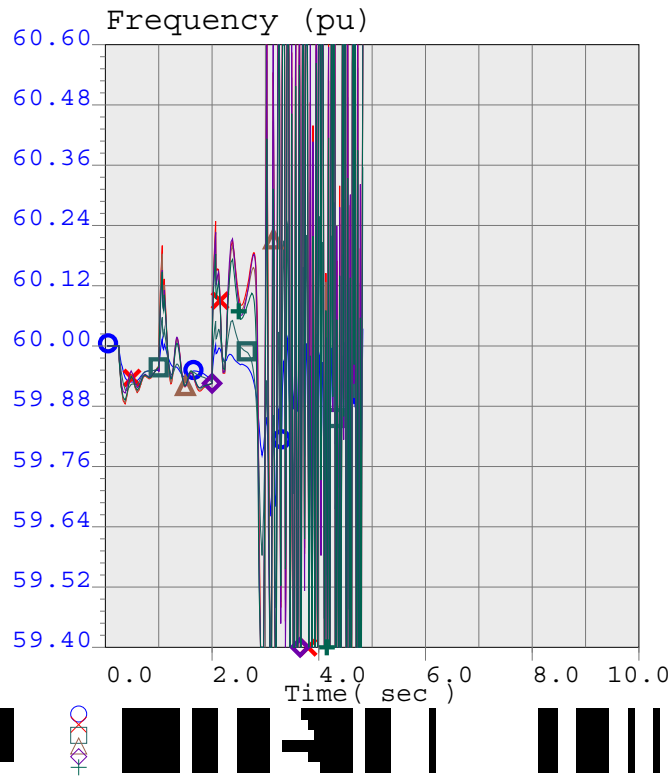
SYSTEM IMPACT STUDY (Frequency)









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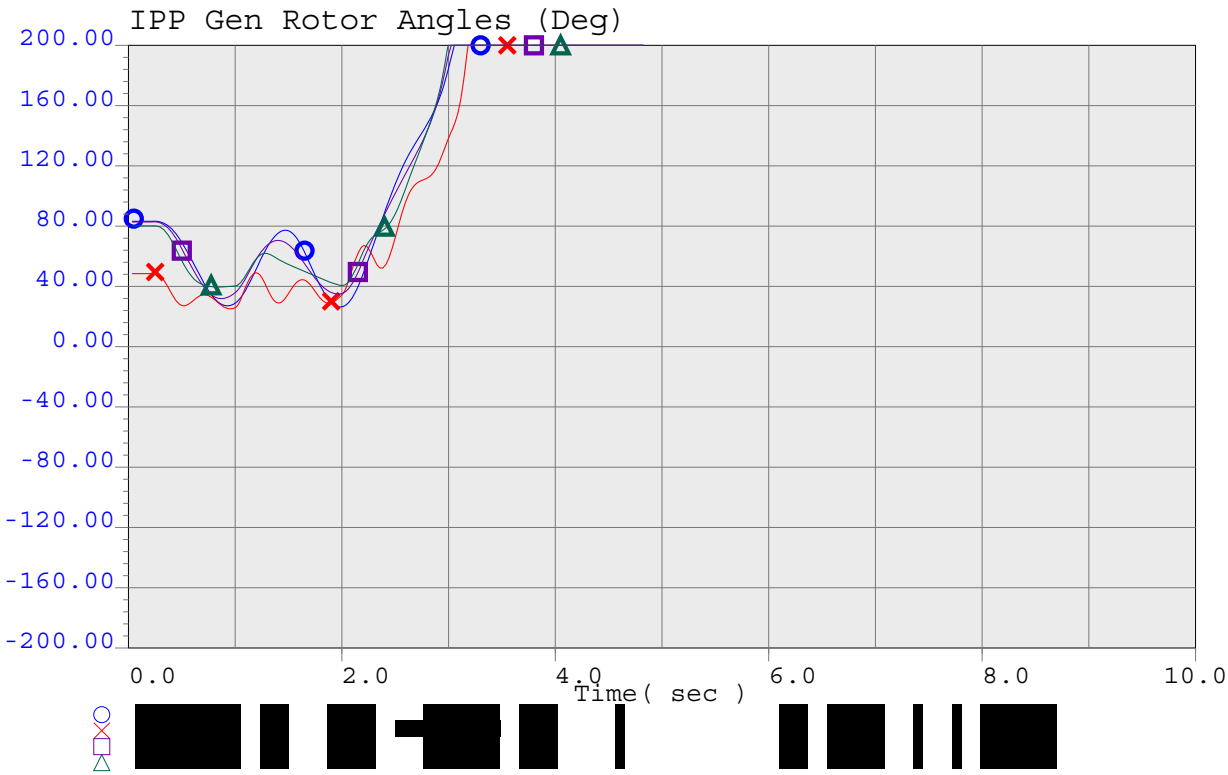
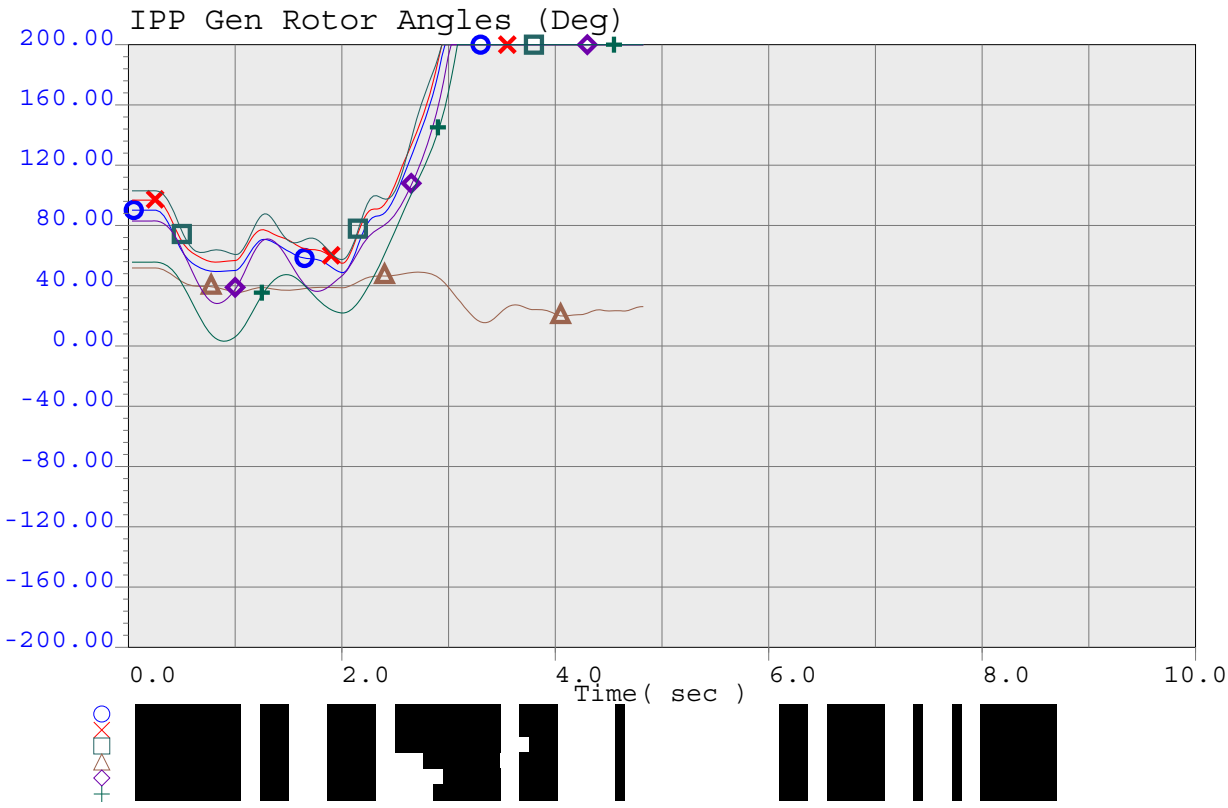
SYSTEM IMPACT STUDY (Rotor Angles)





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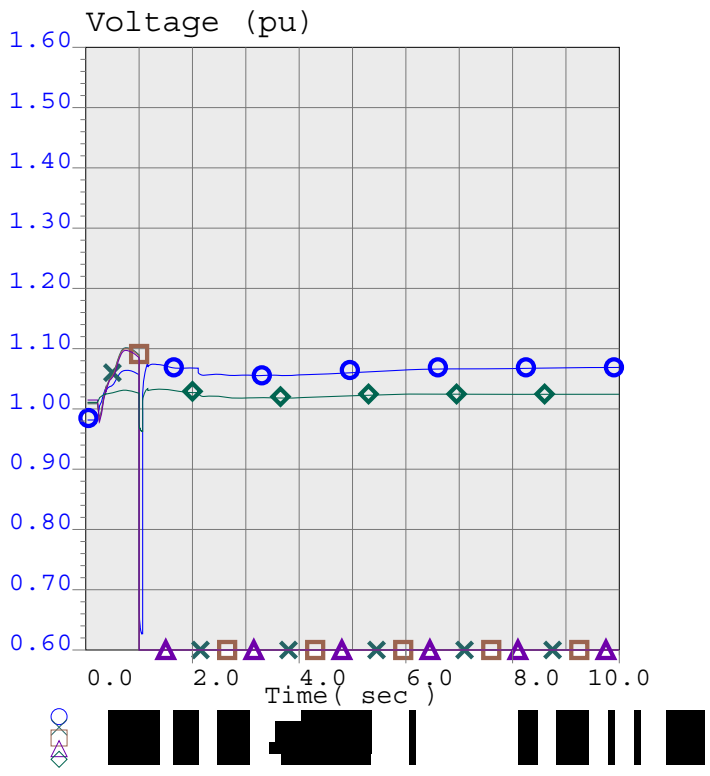
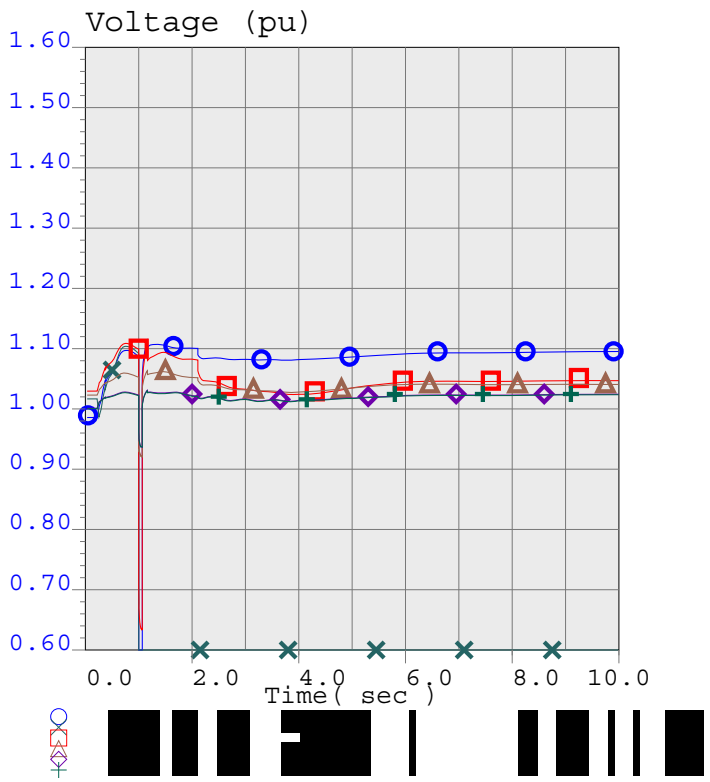
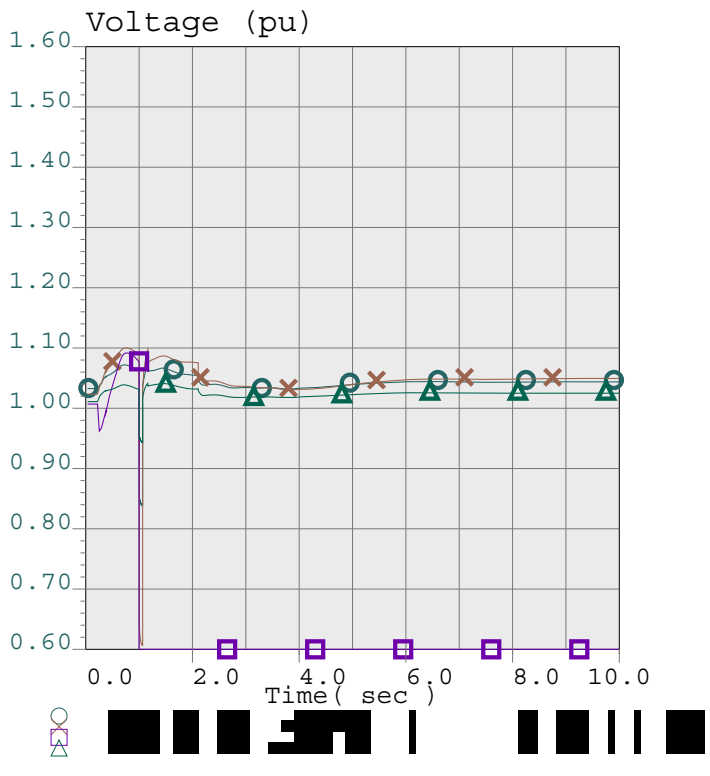
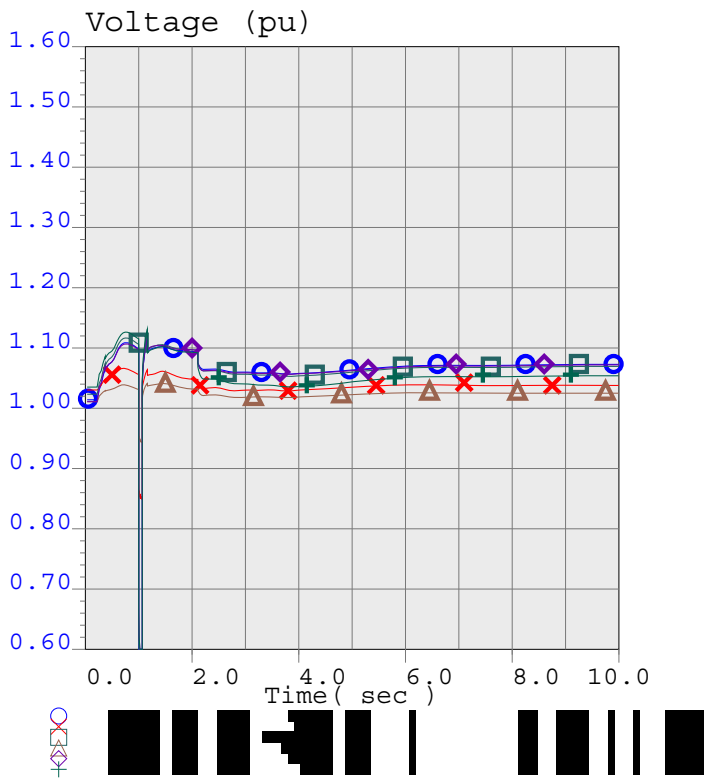
SYSTEM IMPACT STUDY (Voltage)









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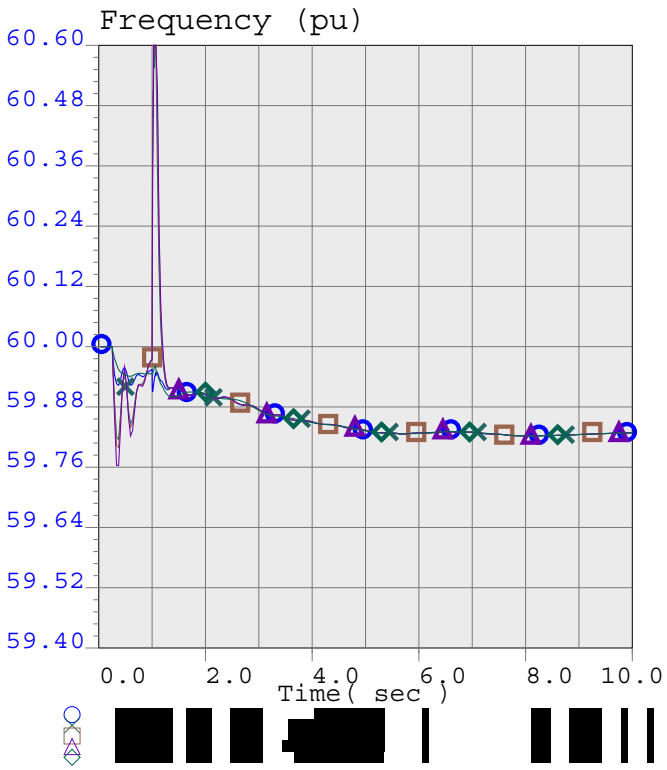
Fri Aug 26 11:42:10 2022

SYSTEM IMPACT STUDY (Frequency)



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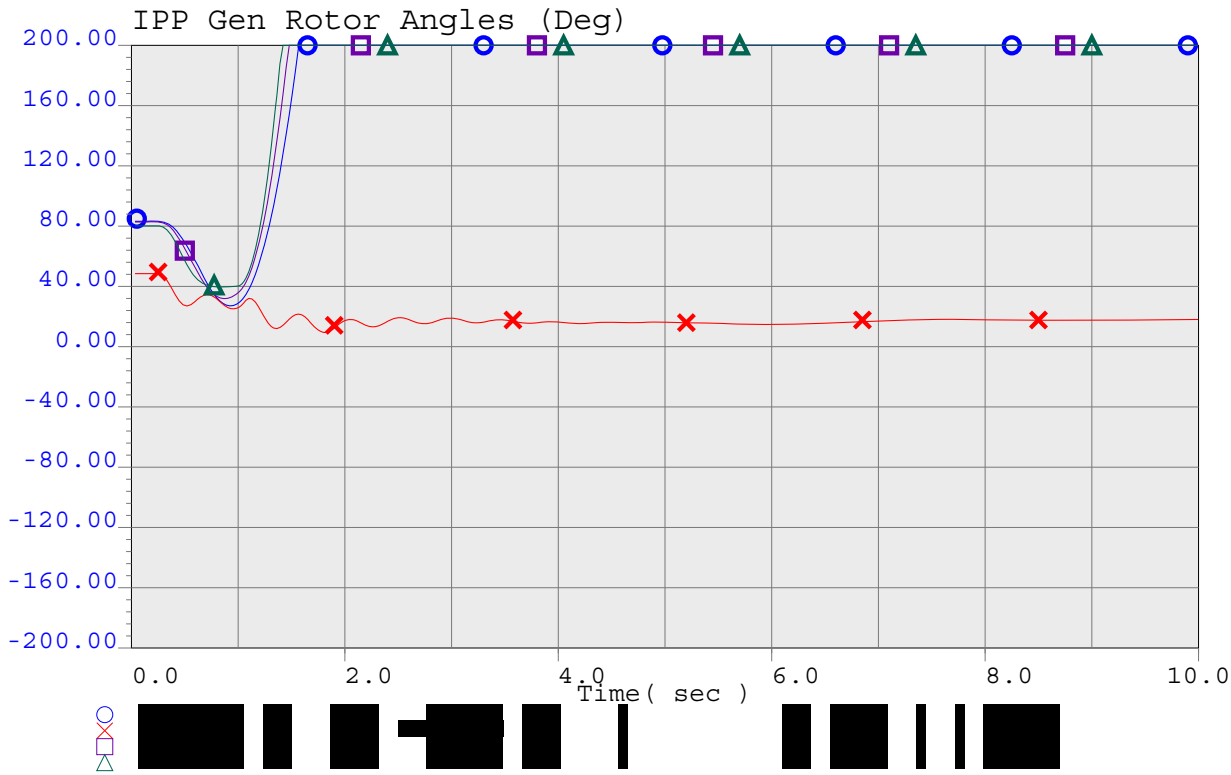
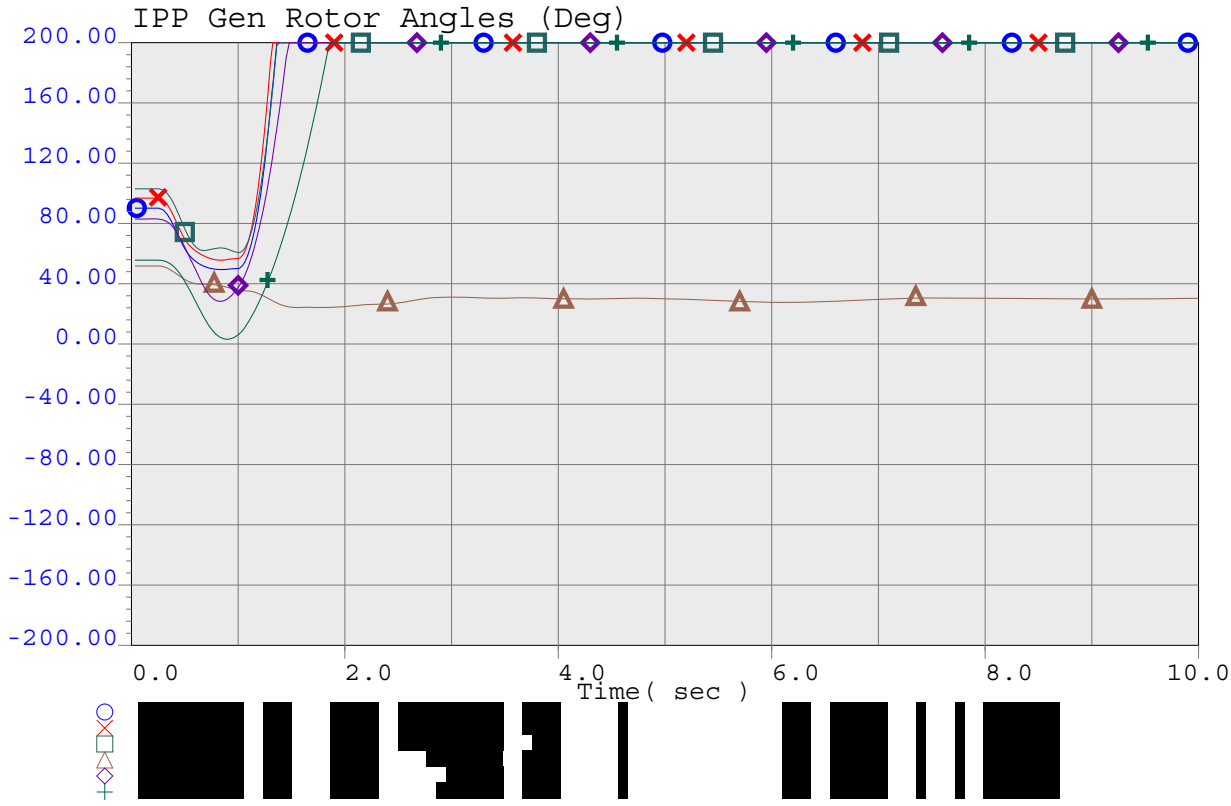
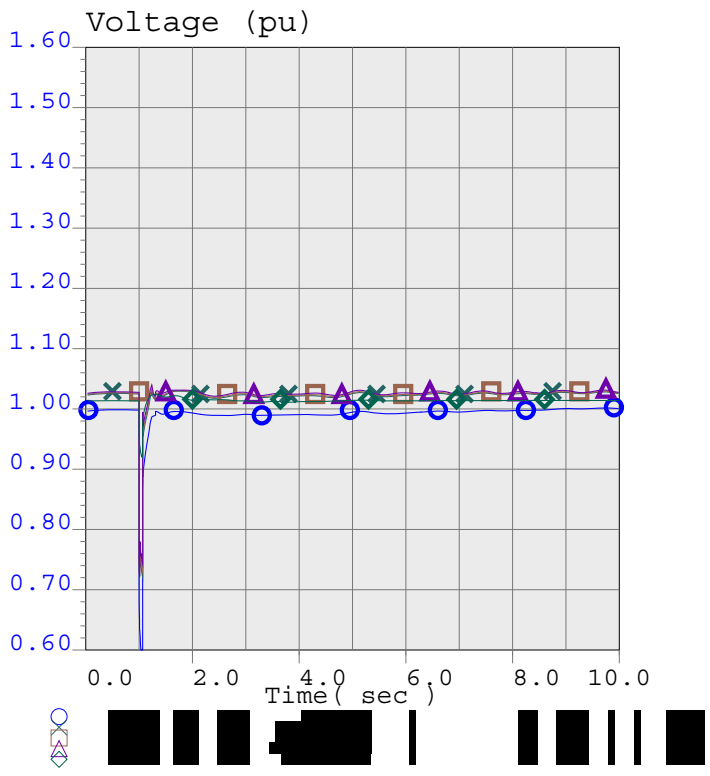
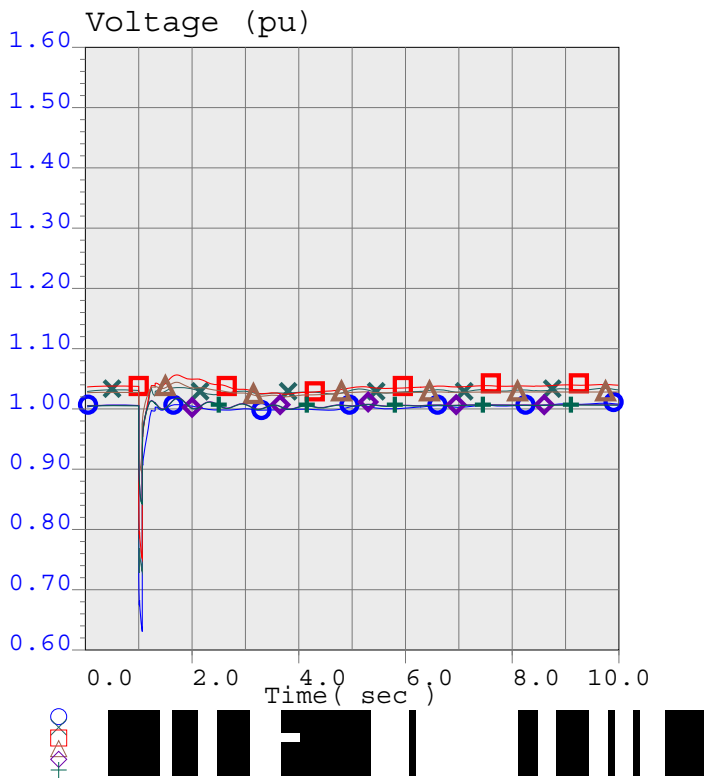
SYSTEM IMPACT STUDY (Rotor Angles)

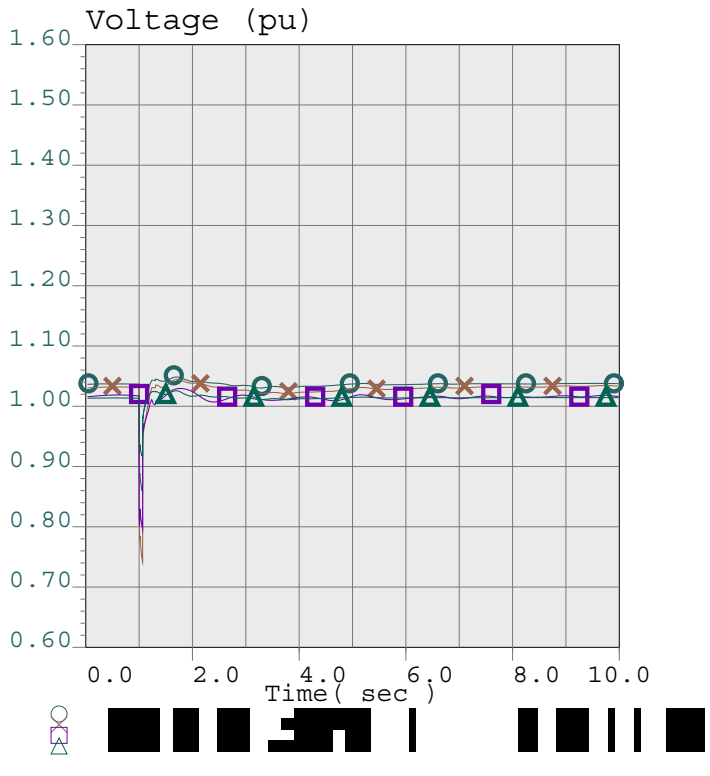


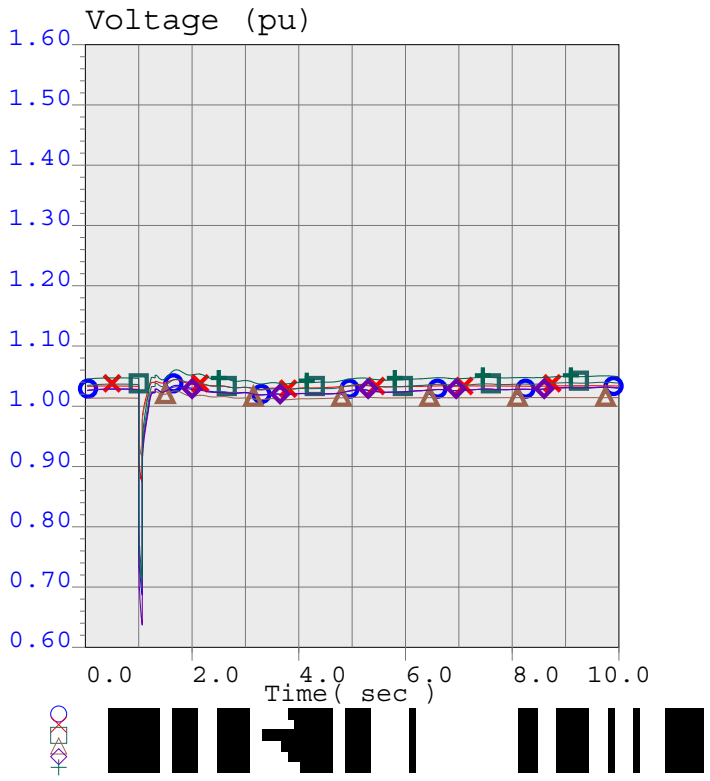


SYSTEM IMPACT STUDY (Voltage)









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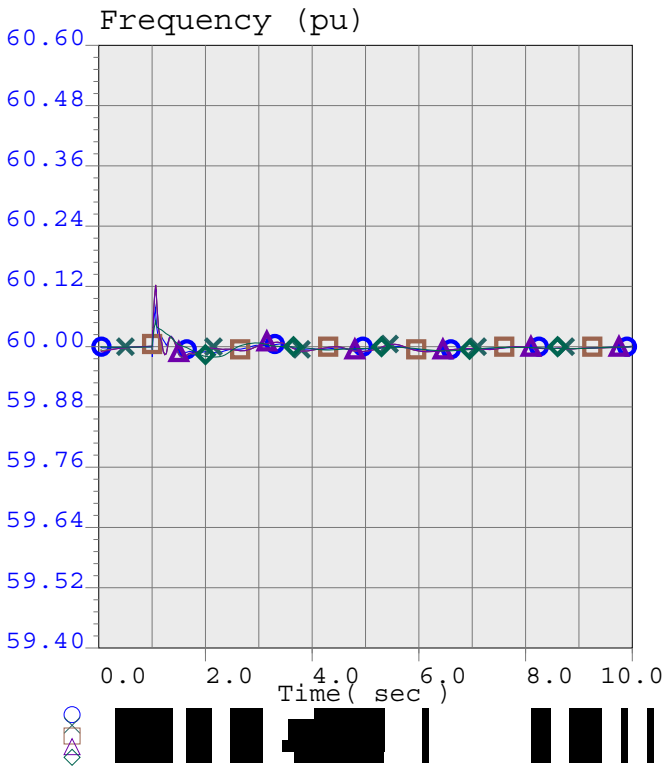
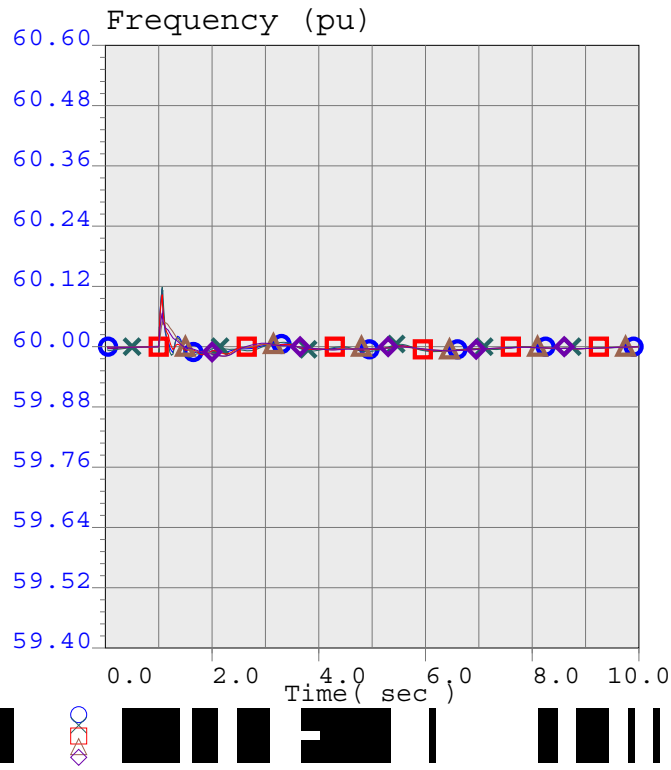
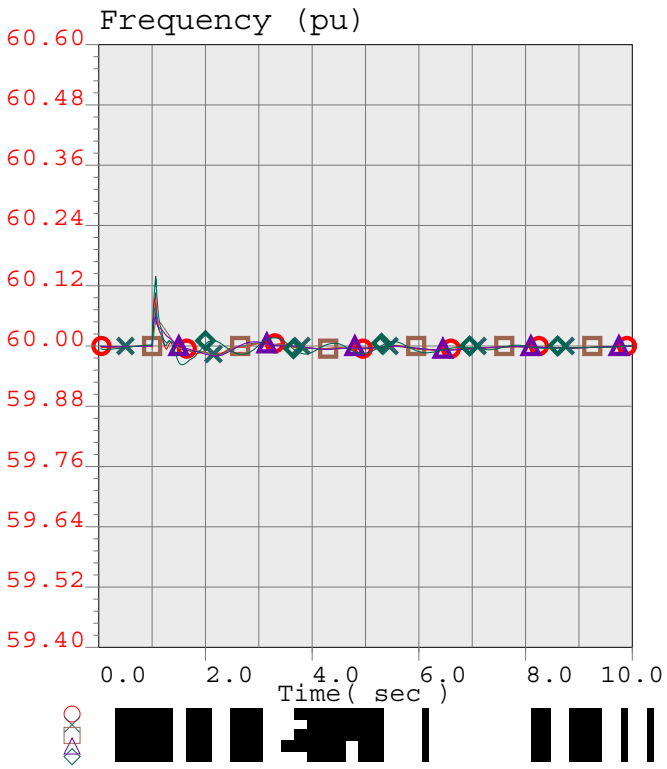
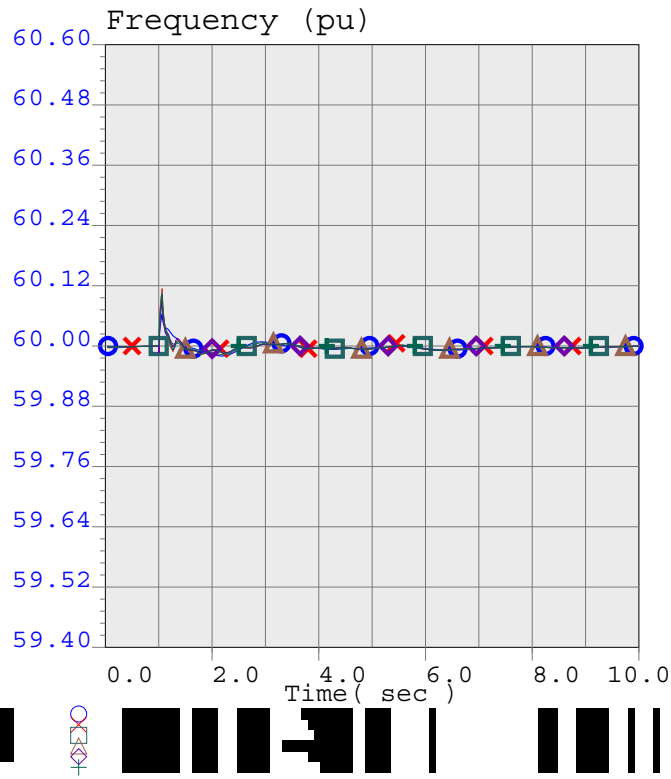
SYSTEM IMPACT STUDY (Frequency)









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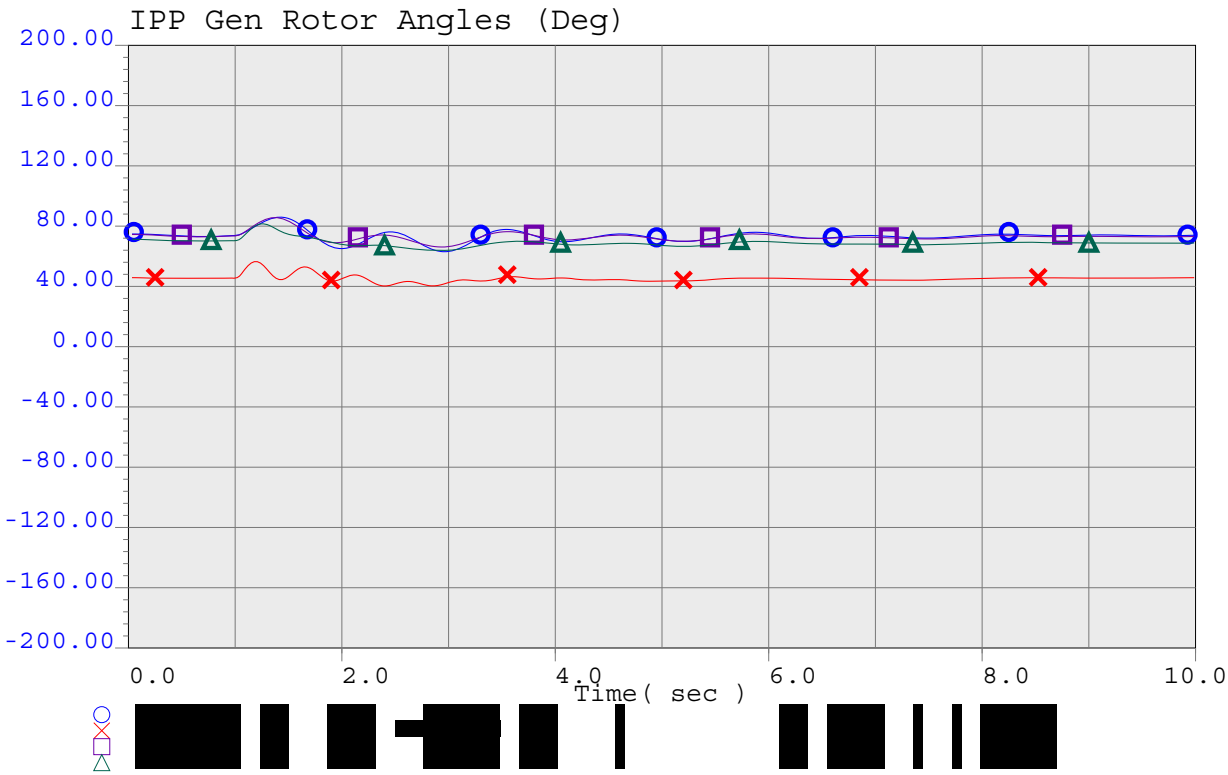
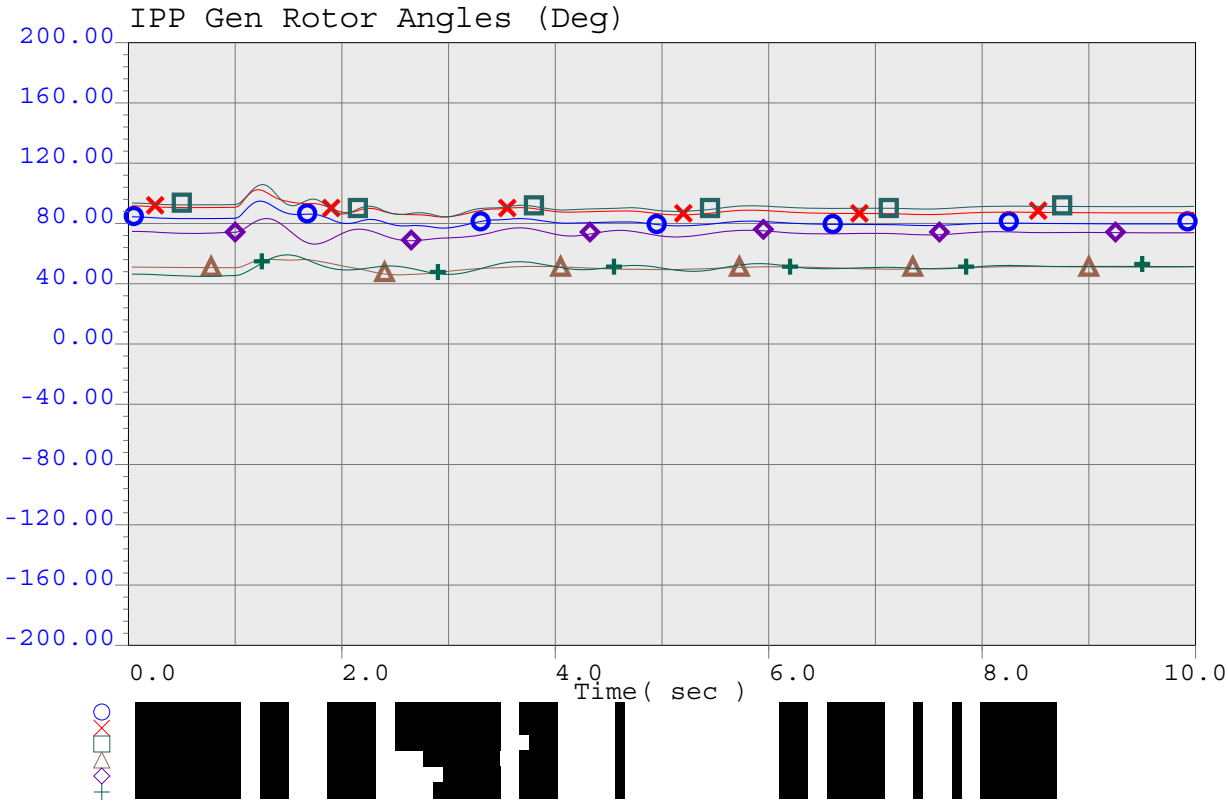
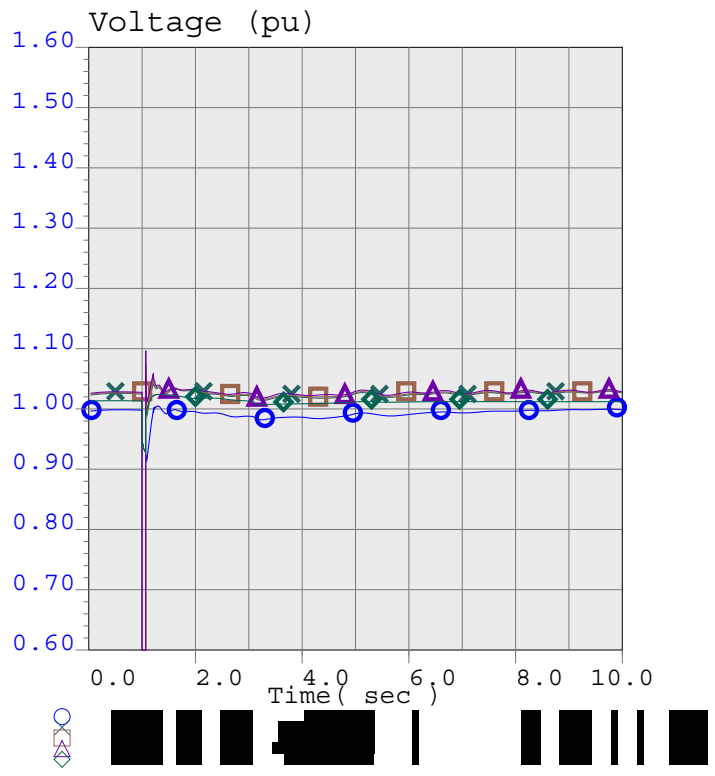
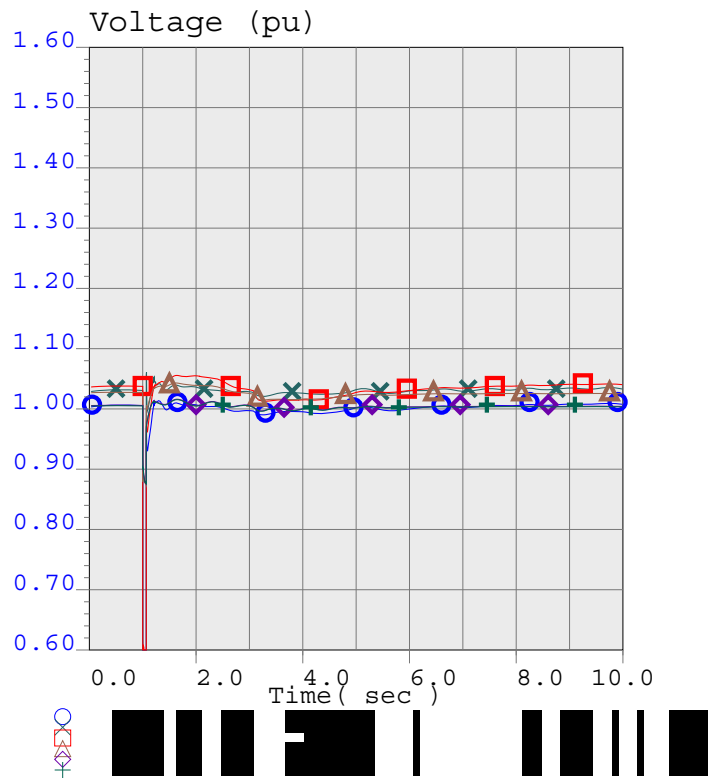
SYSTEM IMPACT STUDY (Rotor Angles)

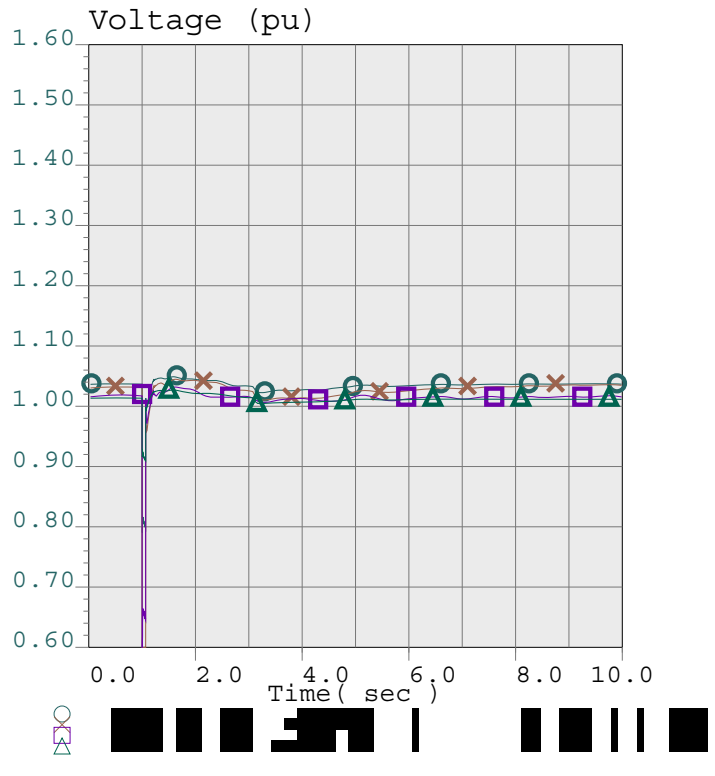


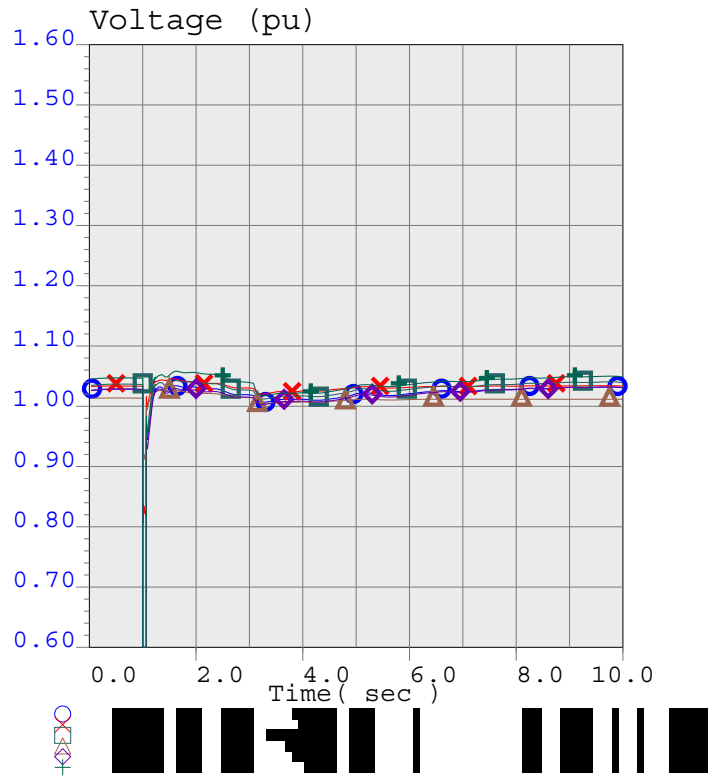


SYSTEM IMPACT STUDY (Voltage)









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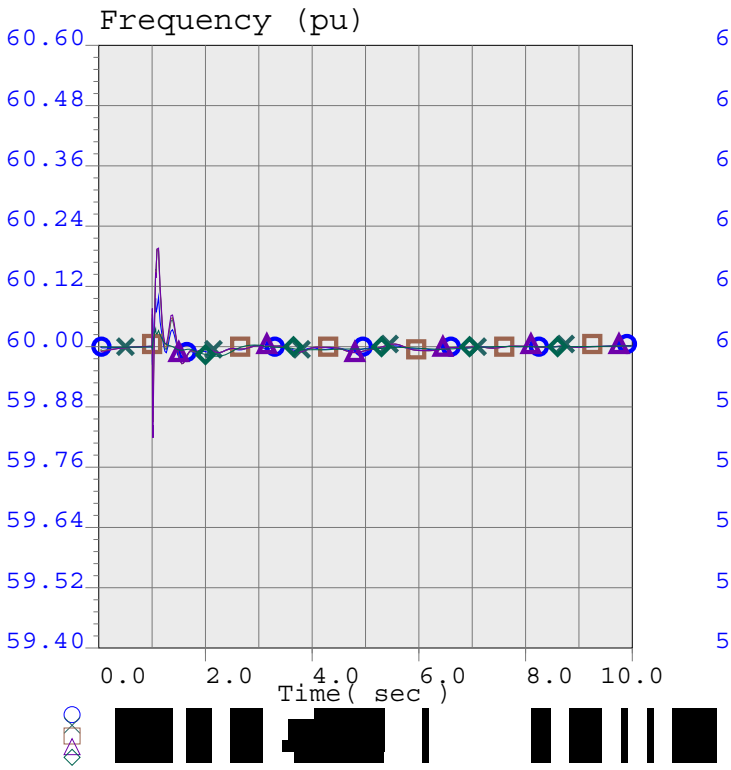
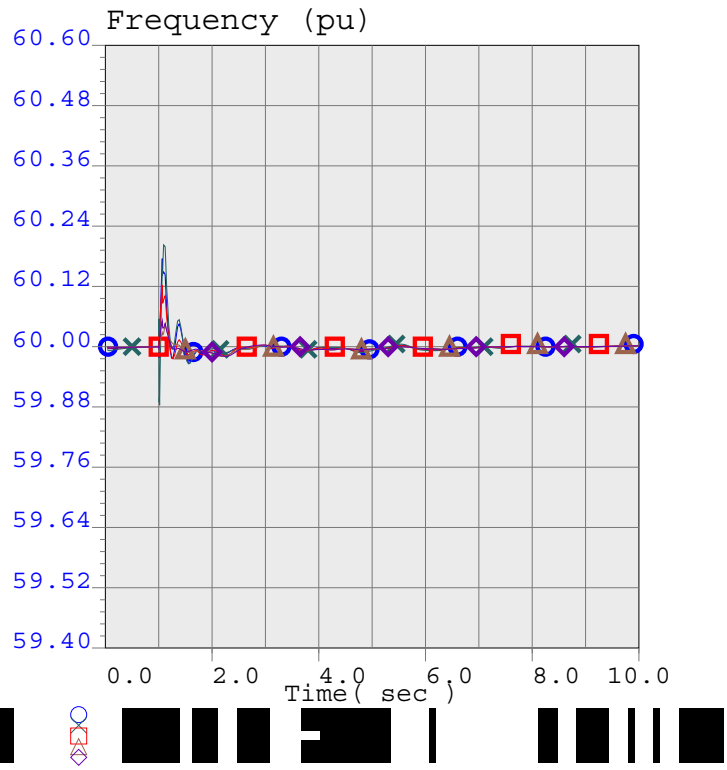
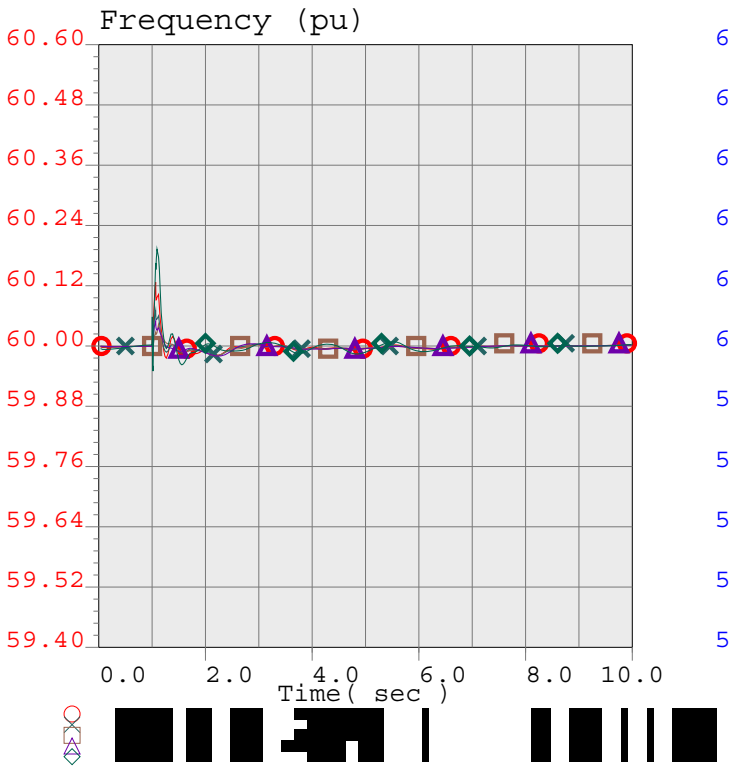
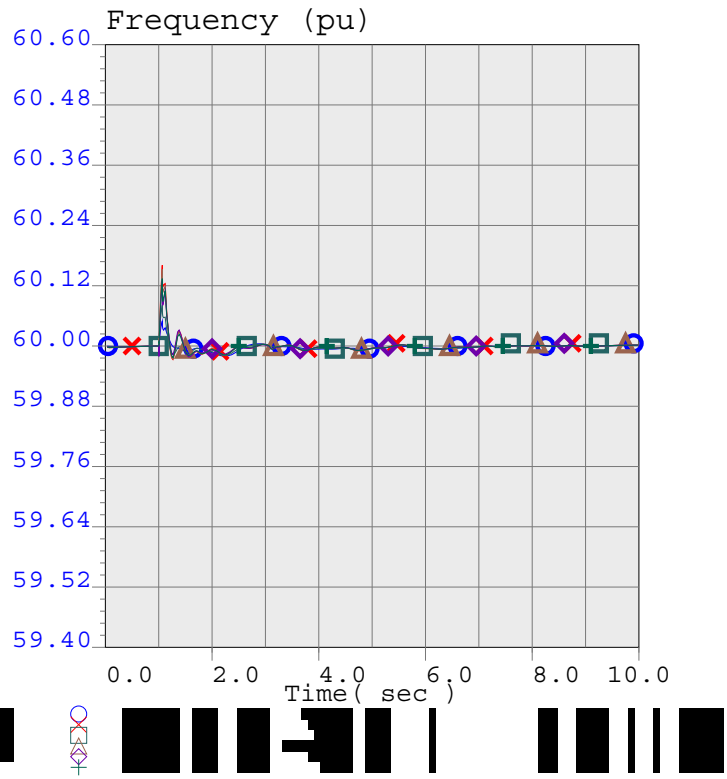
SYSTEM IMPACT STUDY (Frequency)









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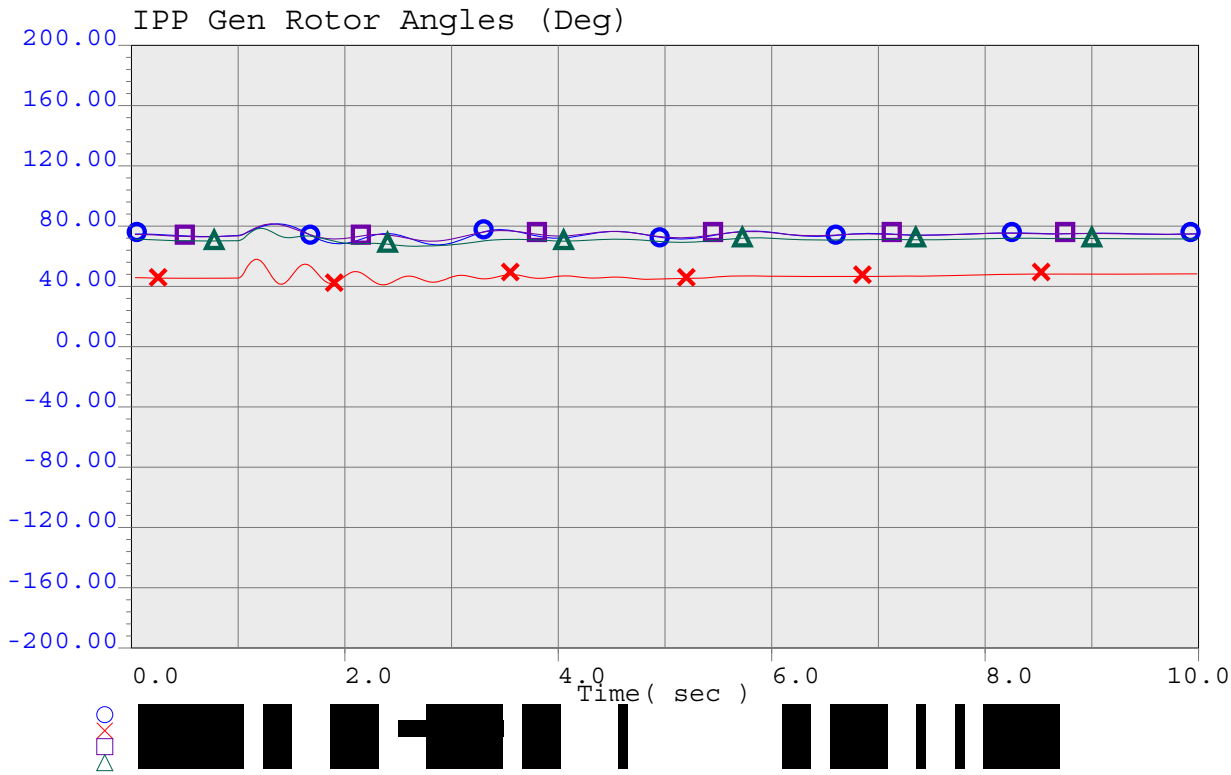
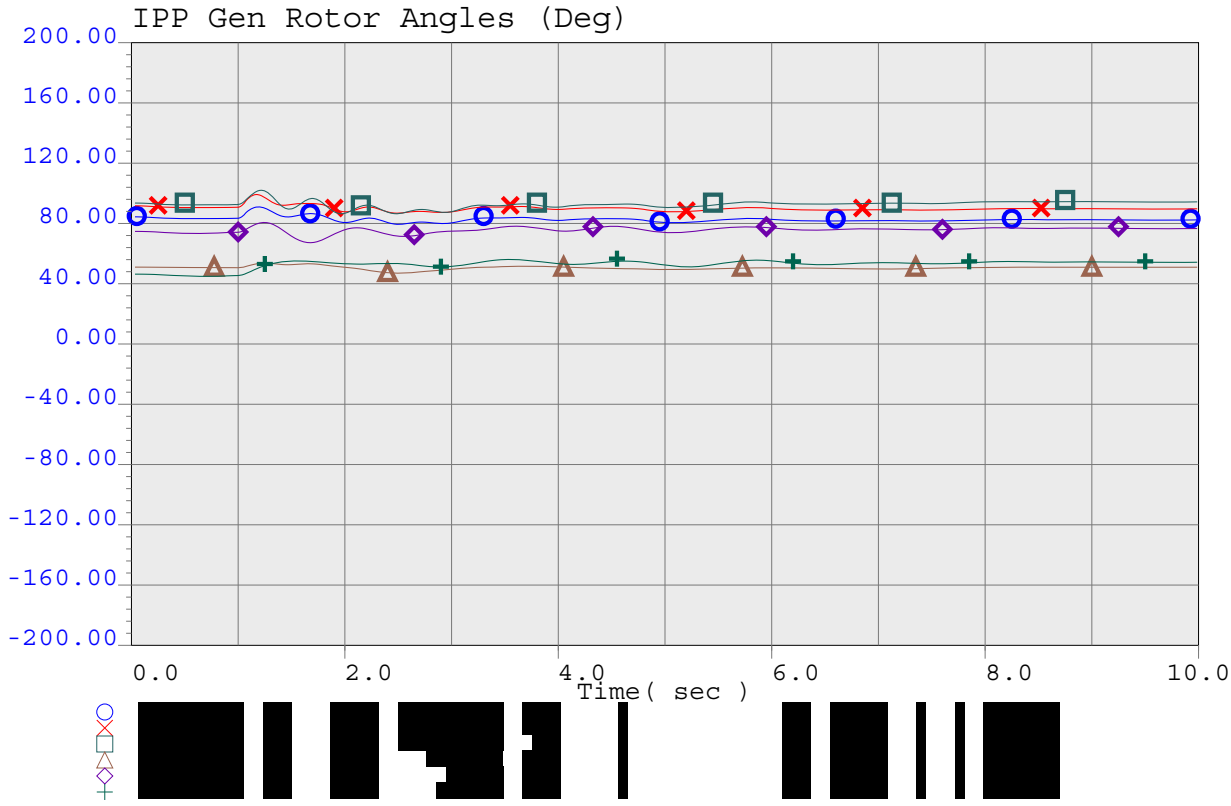
SYSTEM IMPACT STUDY (Rotor Angles)





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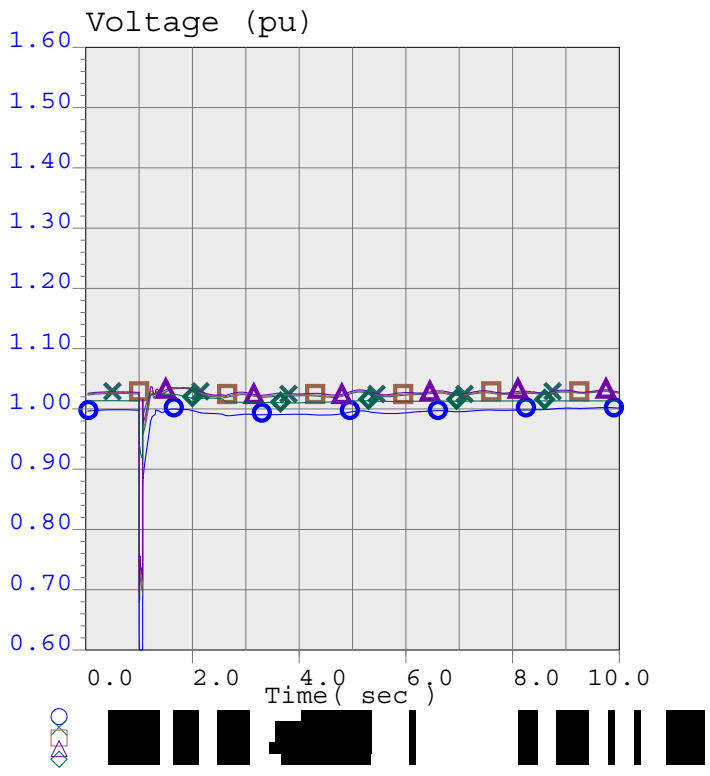
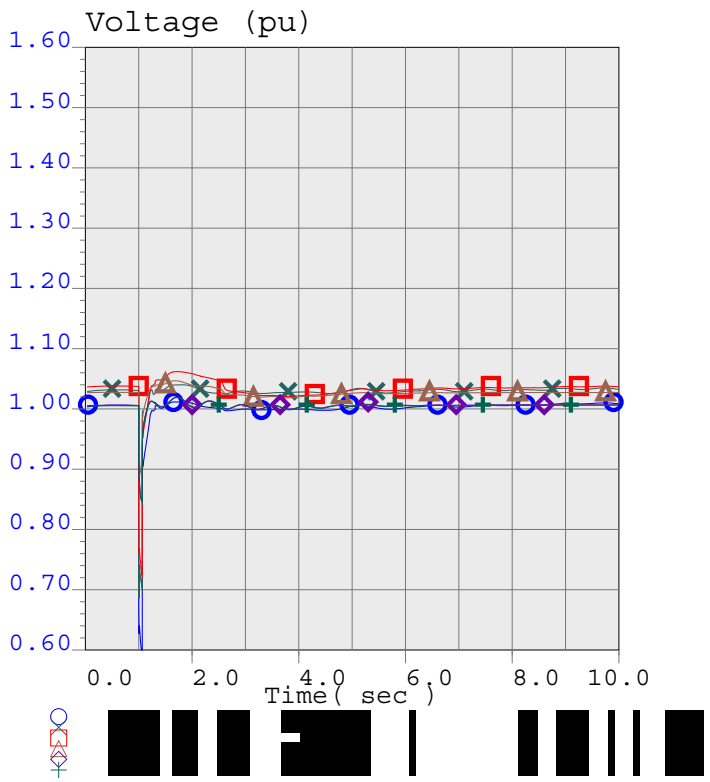
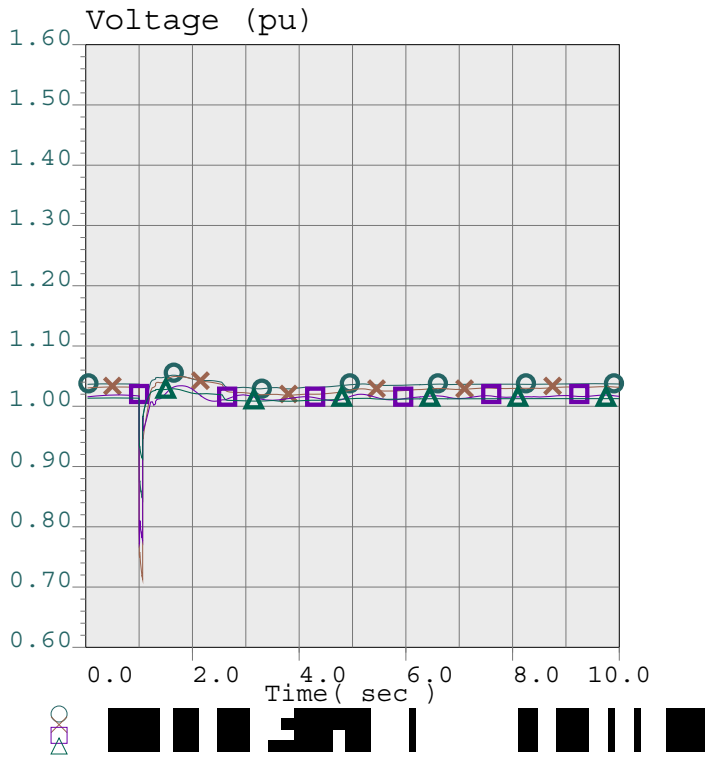
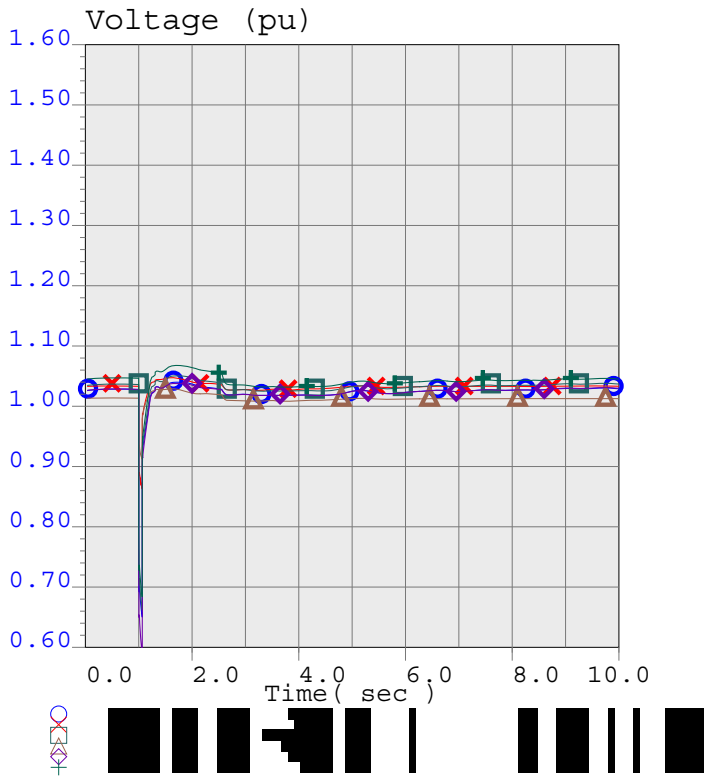
SYSTEM IMPACT STUDY (Voltage)









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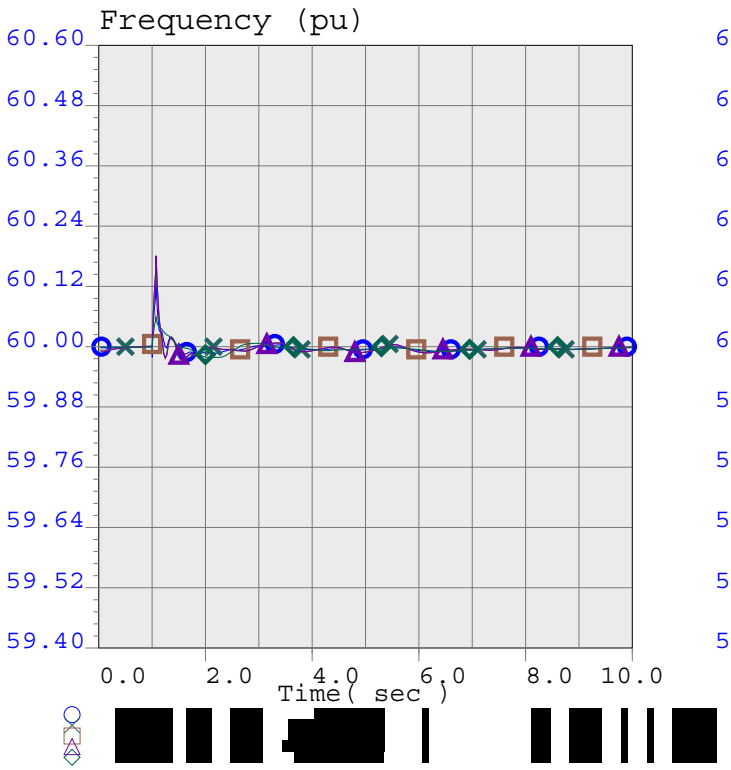
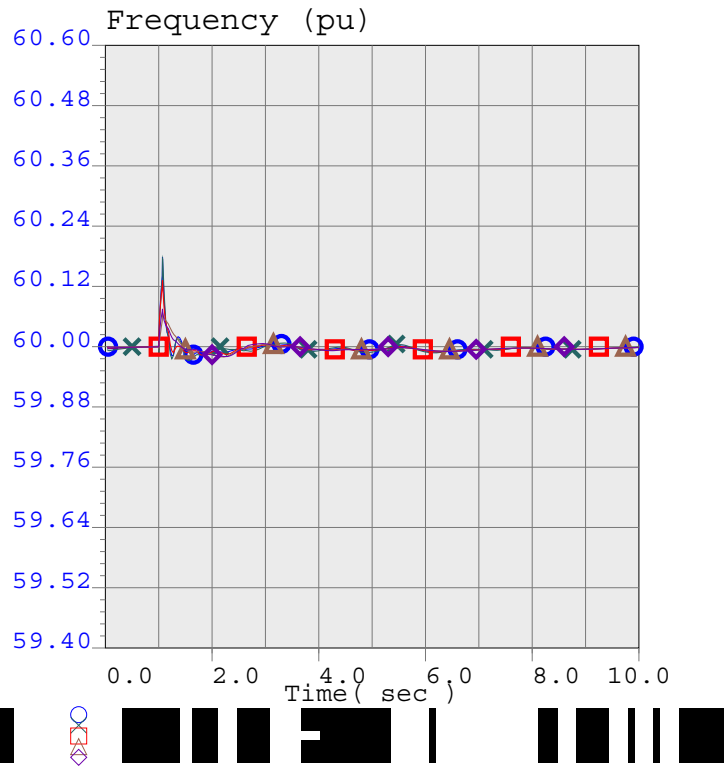
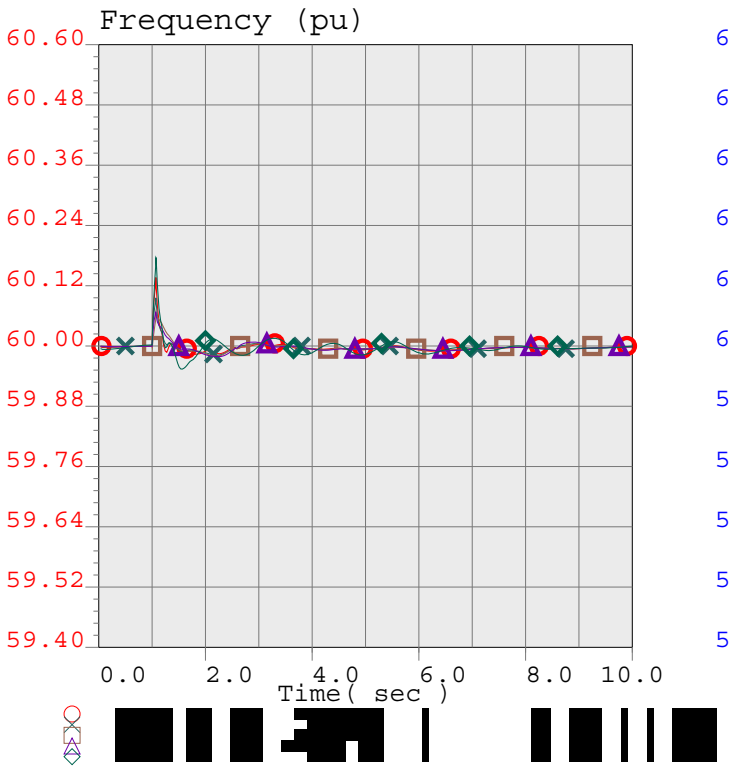
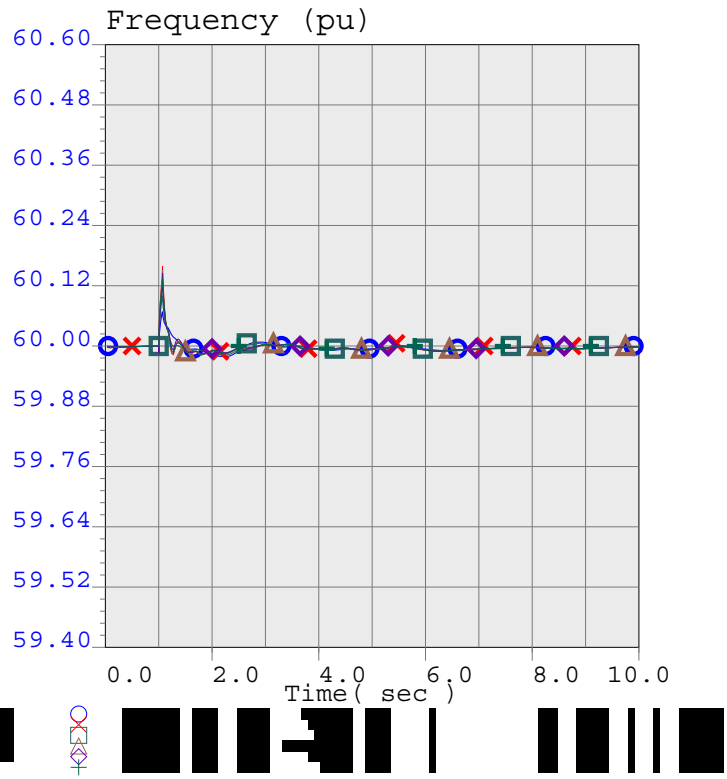
SYSTEM IMPACT STUDY (Frequency)









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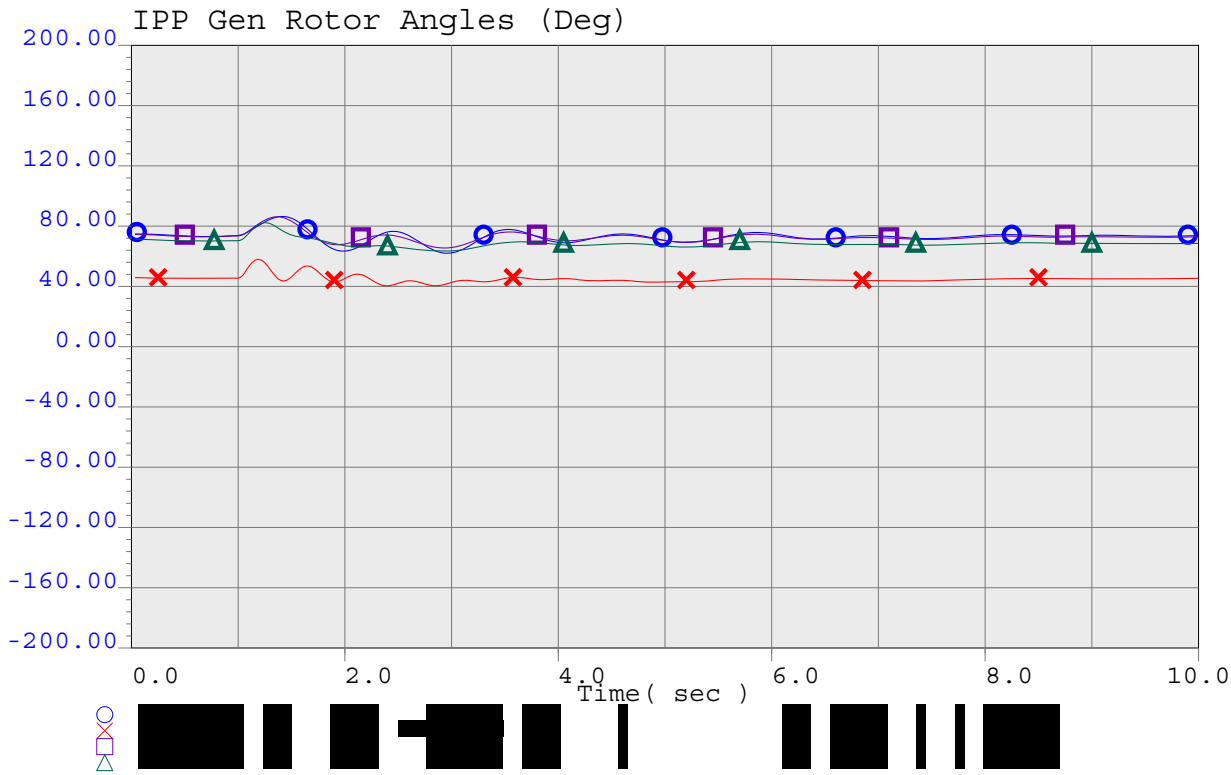
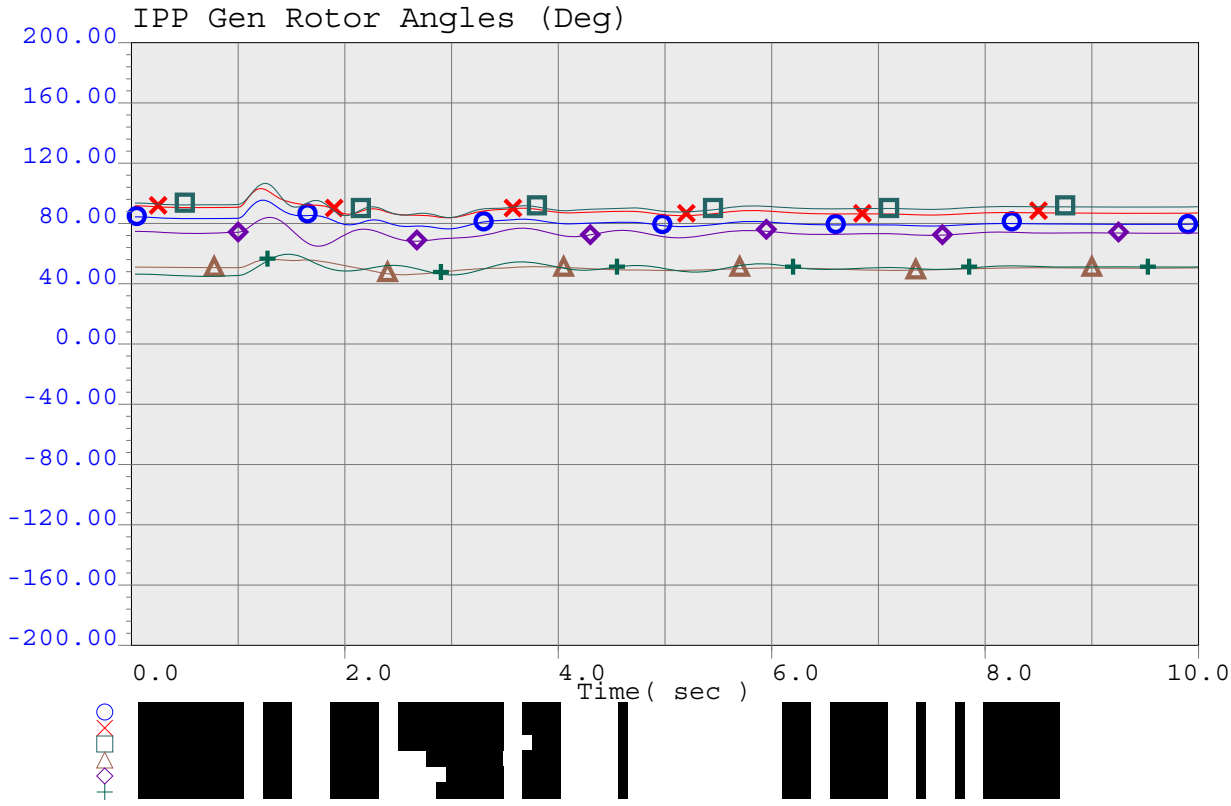
SYSTEM IMPACT STUDY (Rotor Angles)





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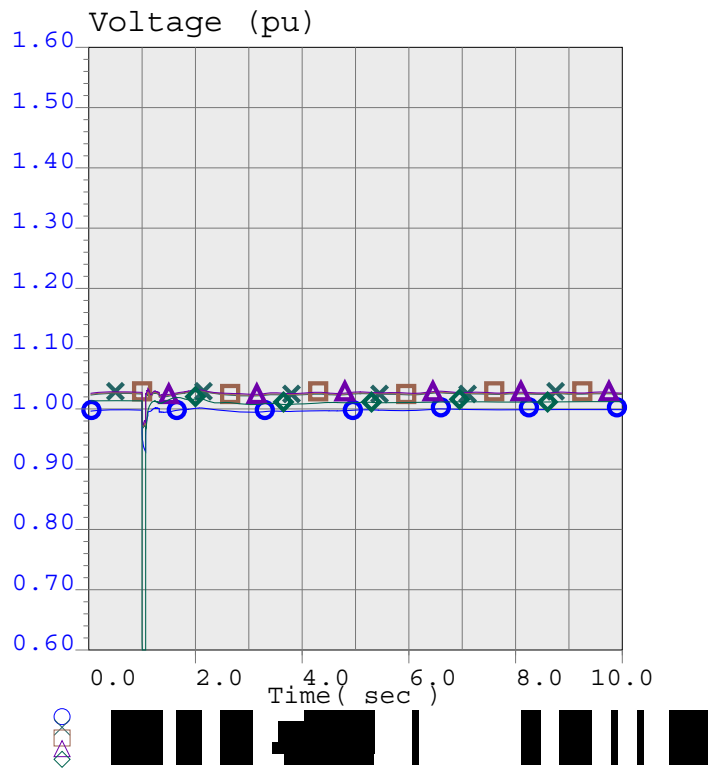
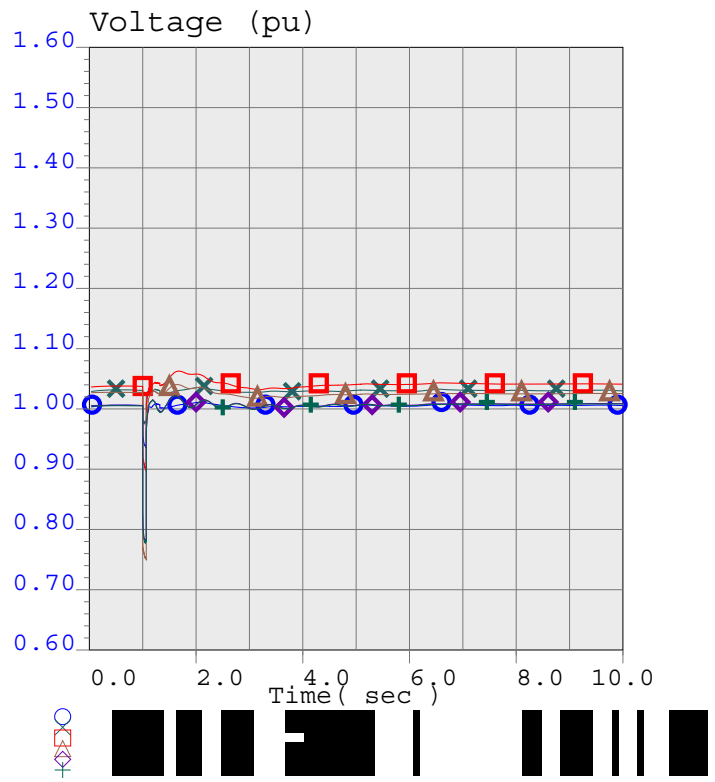
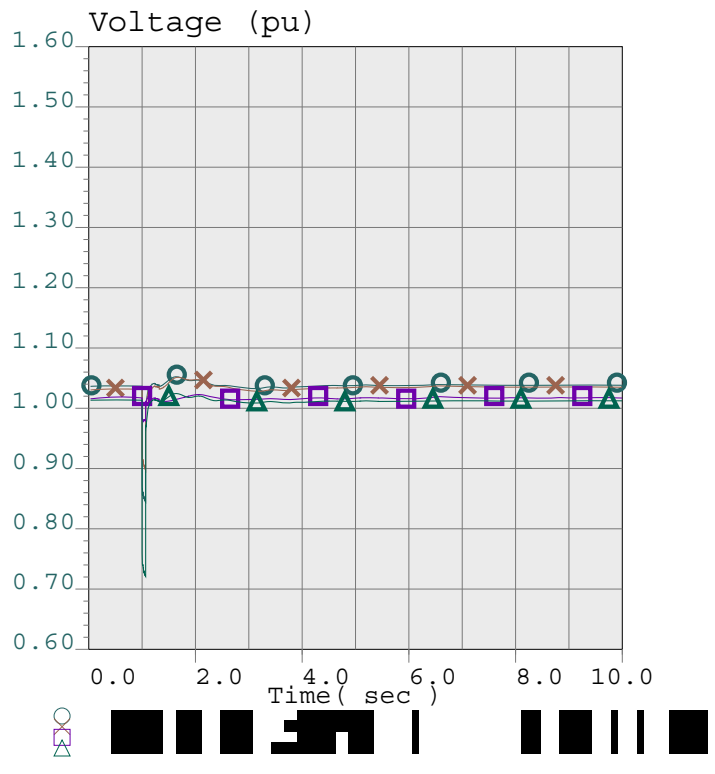
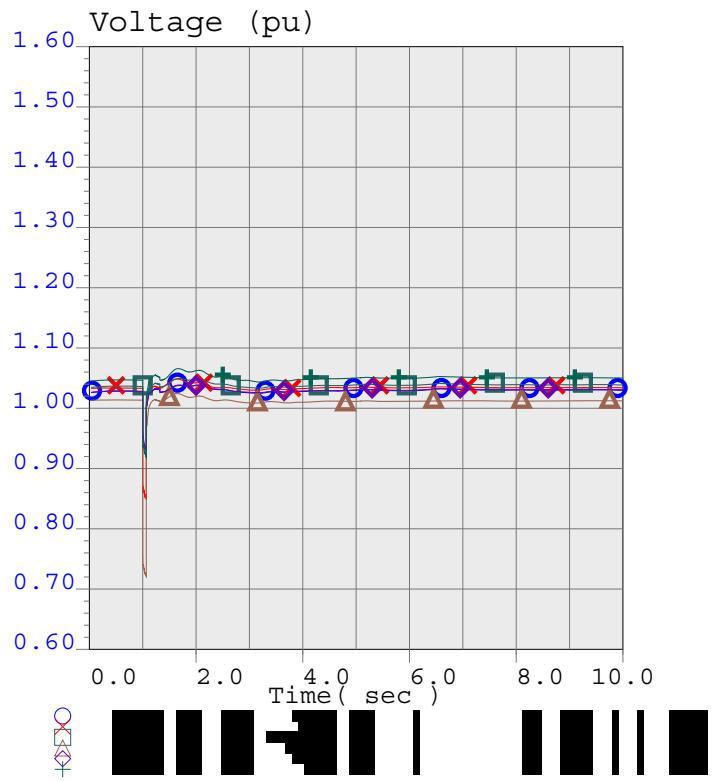
SYSTEM IMPACT STUDY (Voltage)









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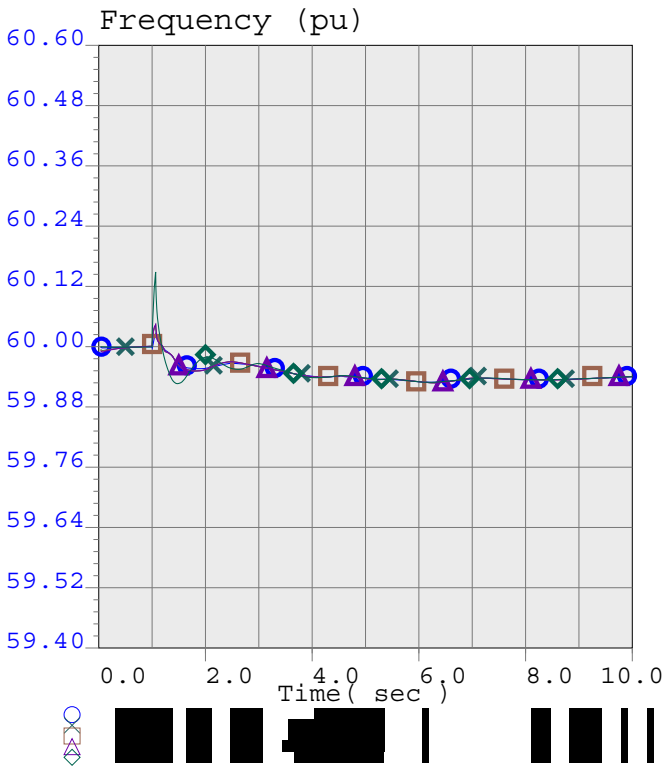
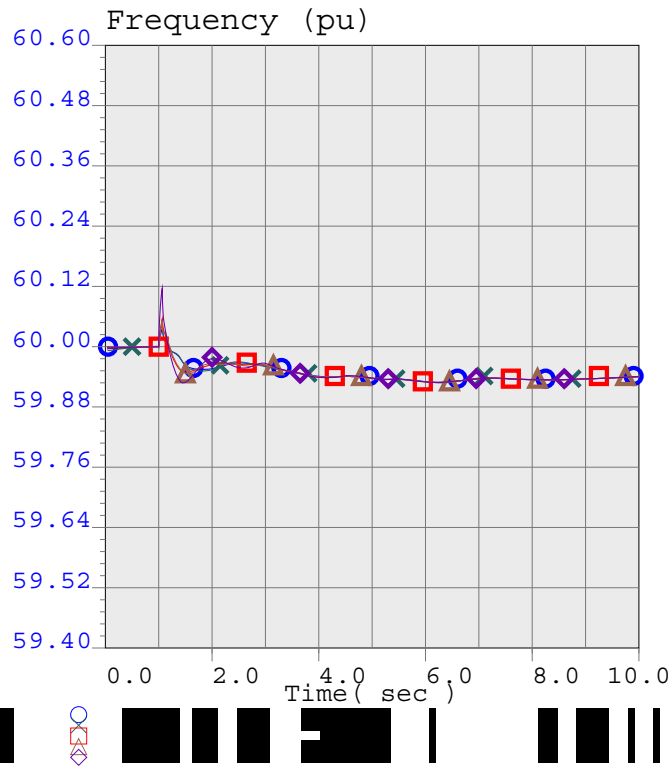
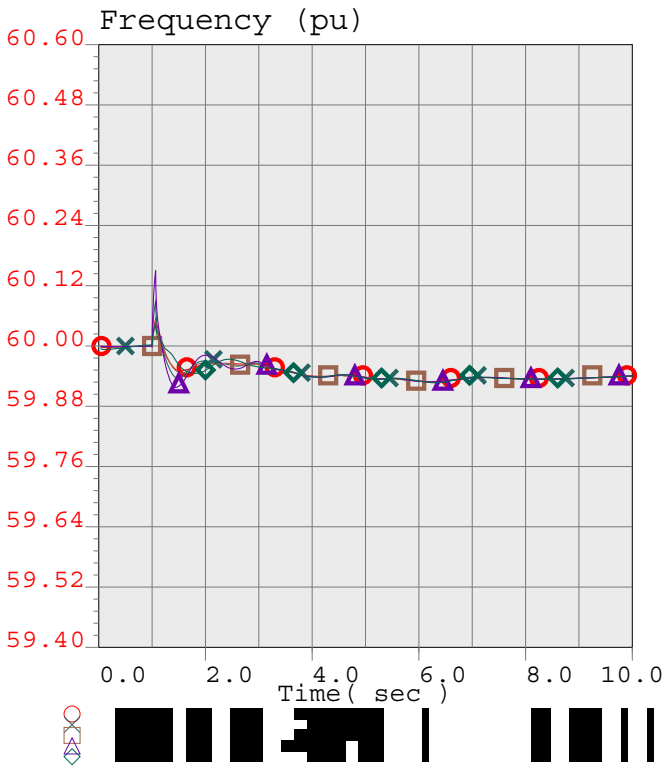
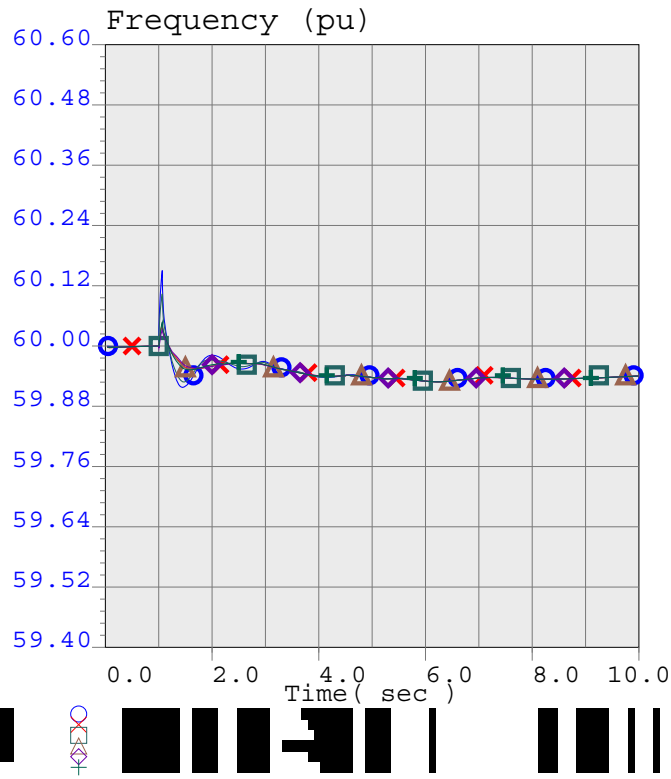
SYSTEM IMPACT STUDY (Frequency)

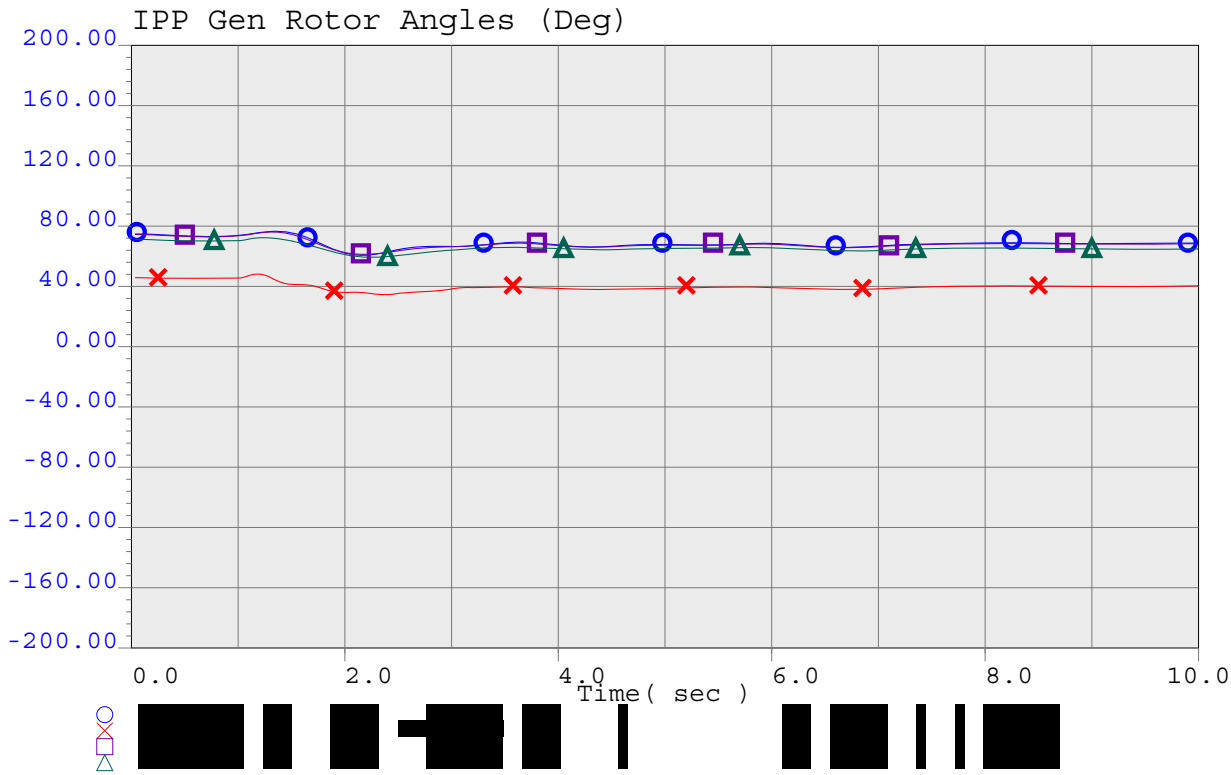


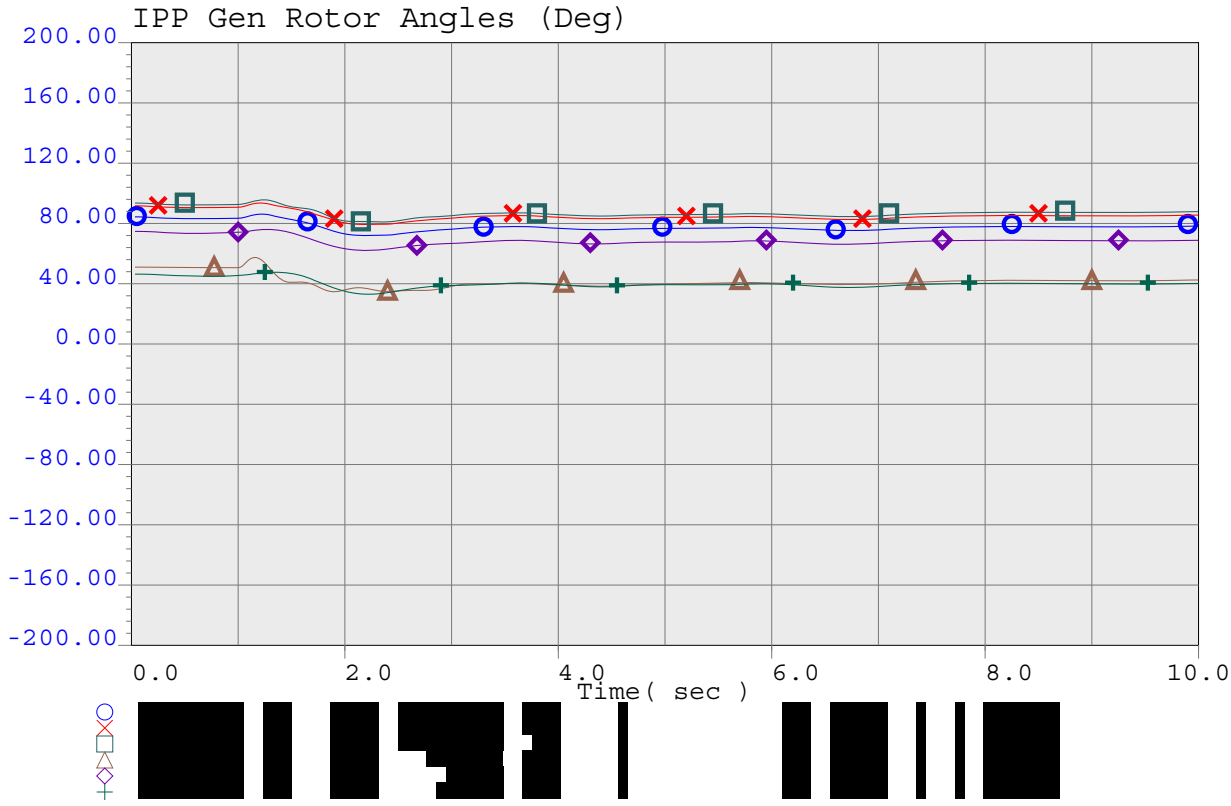






SYSTEM IMPACT STUDY (Rotor Angles)





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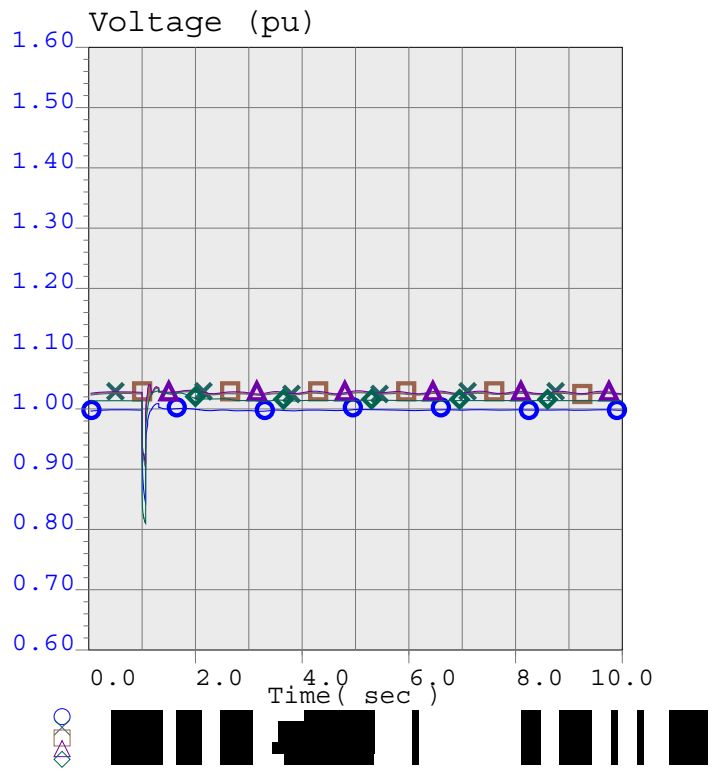
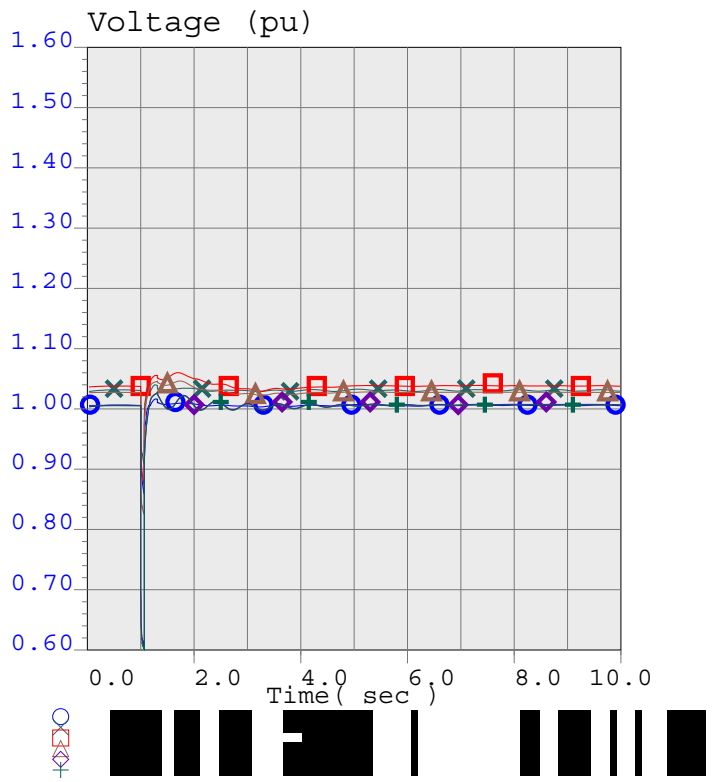
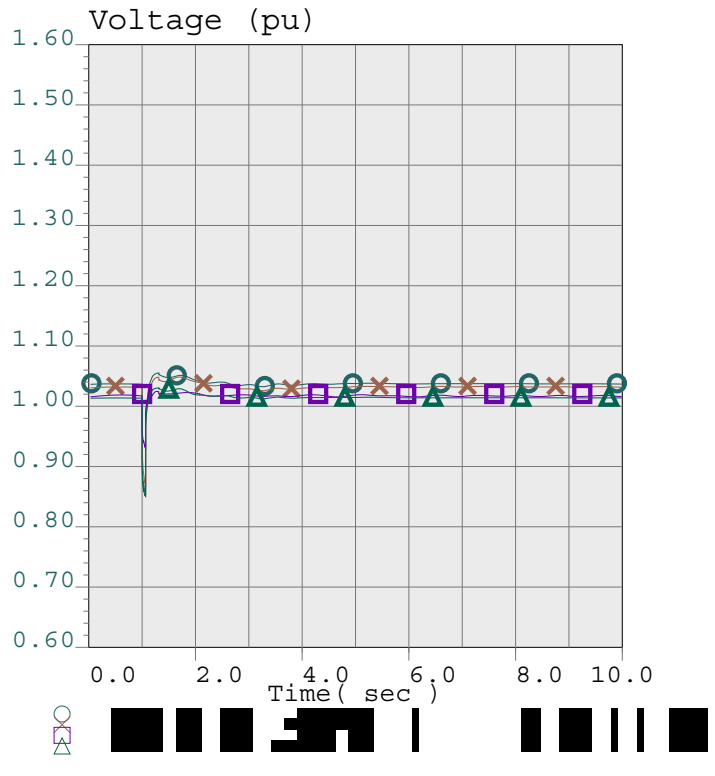
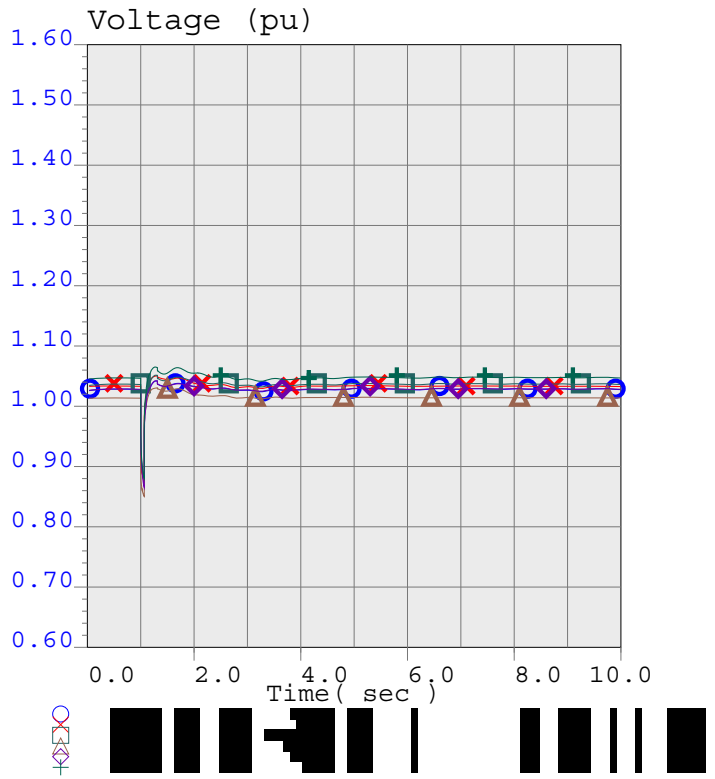
SYSTEM IMPACT STUDY (Voltage)









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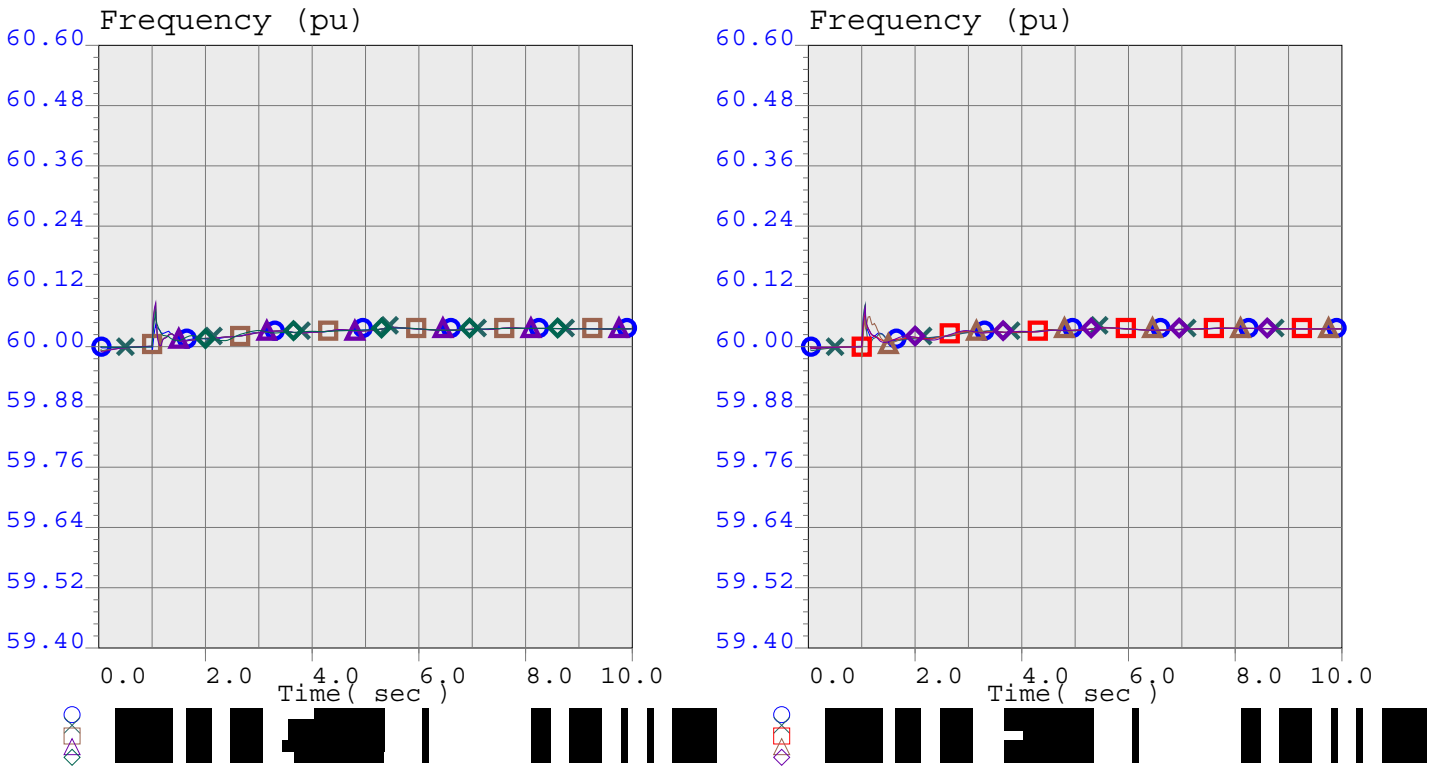
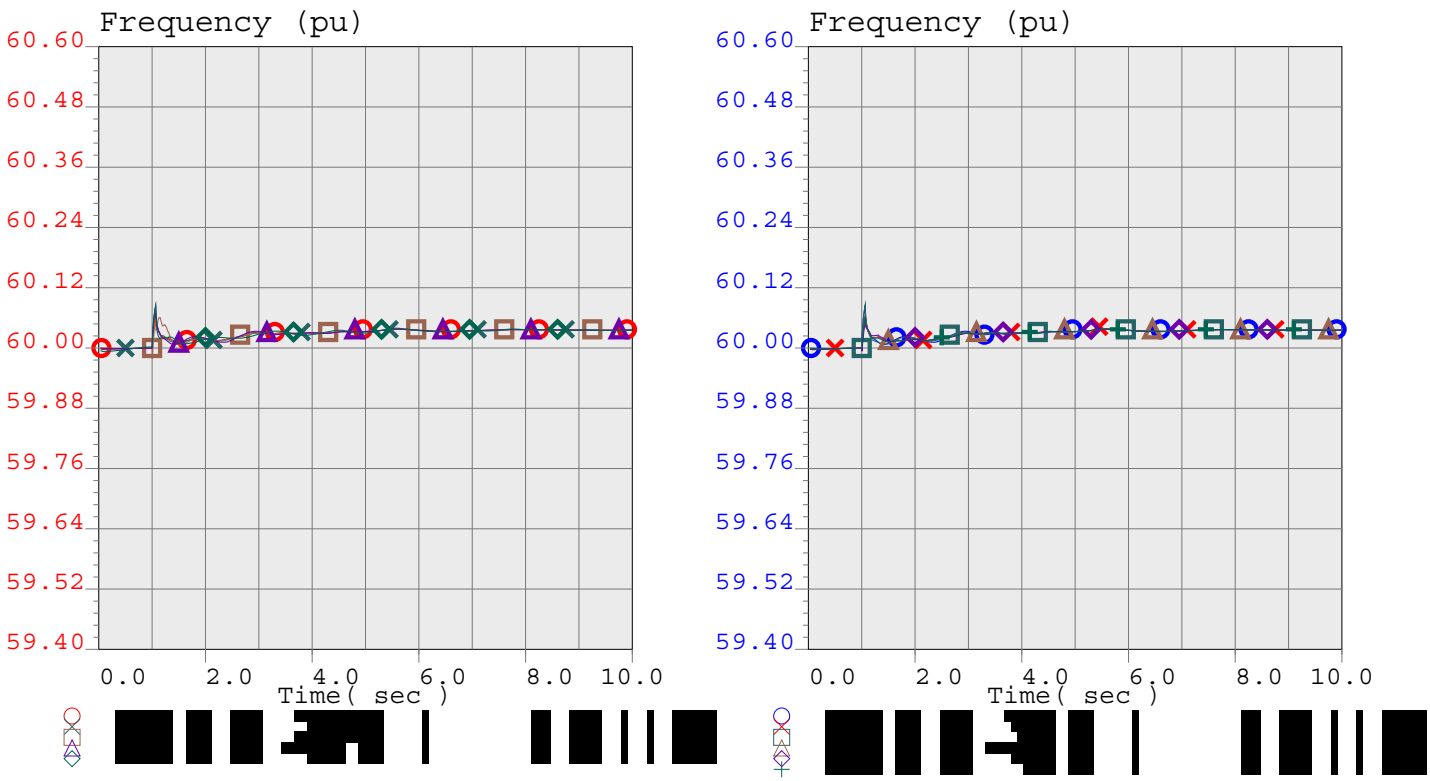
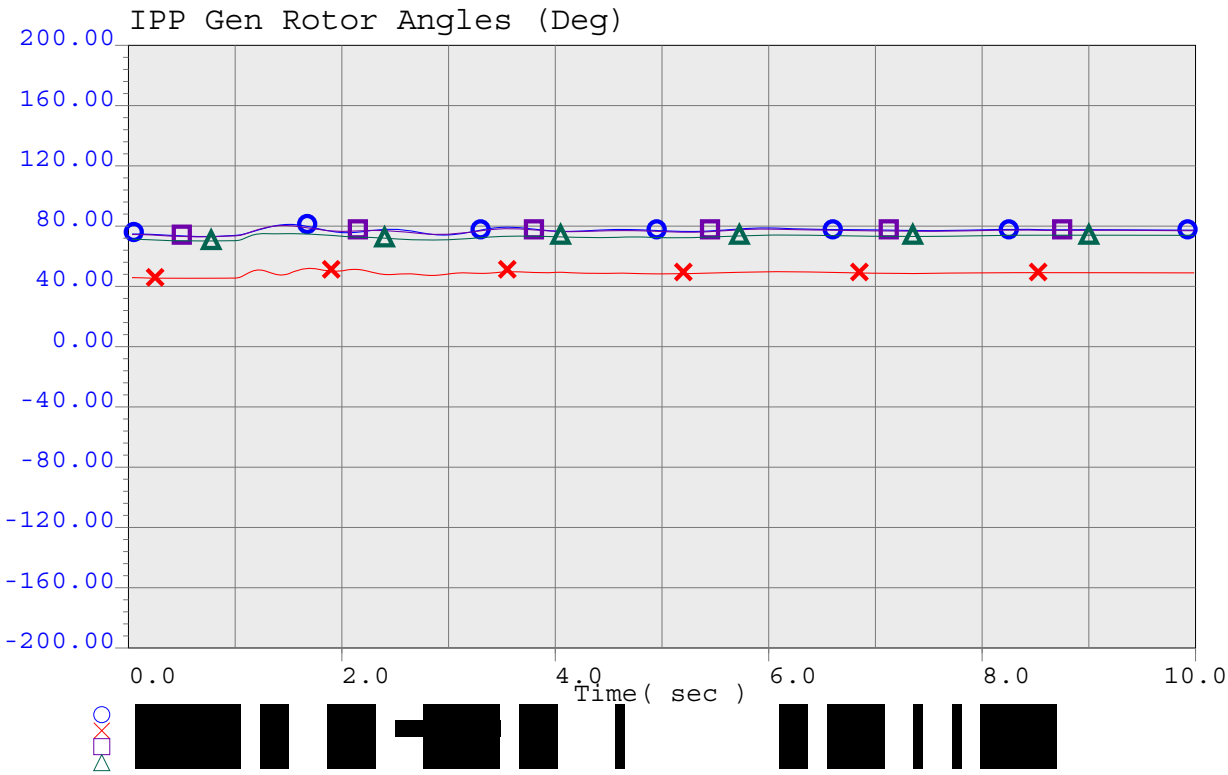
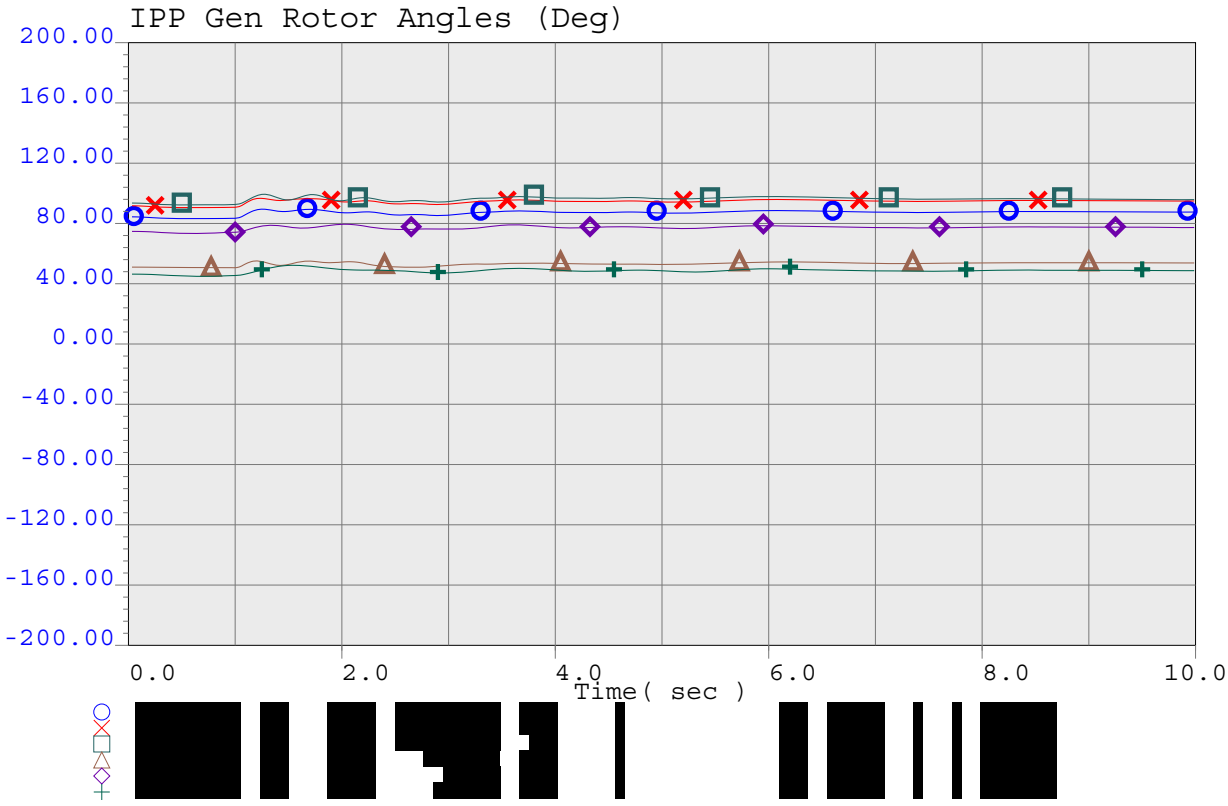
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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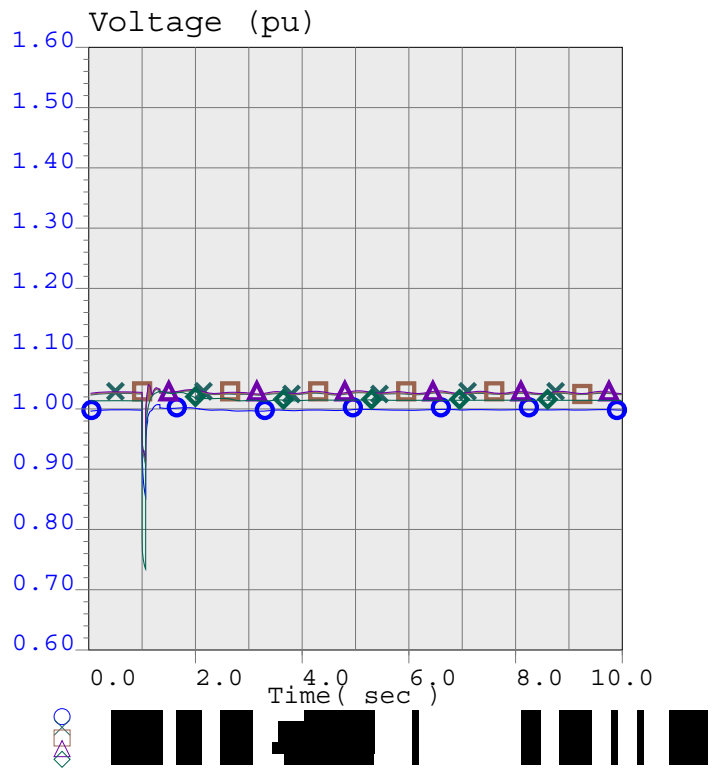
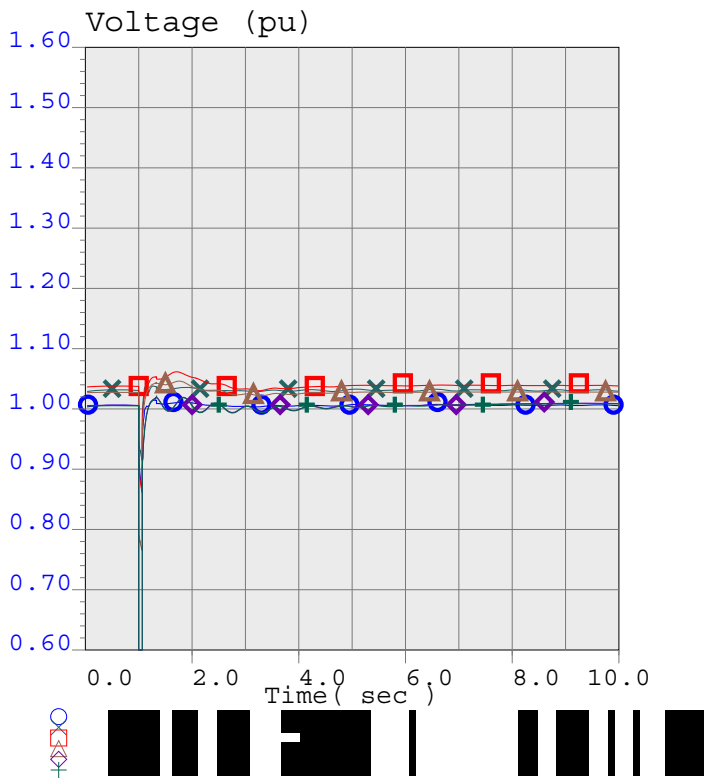
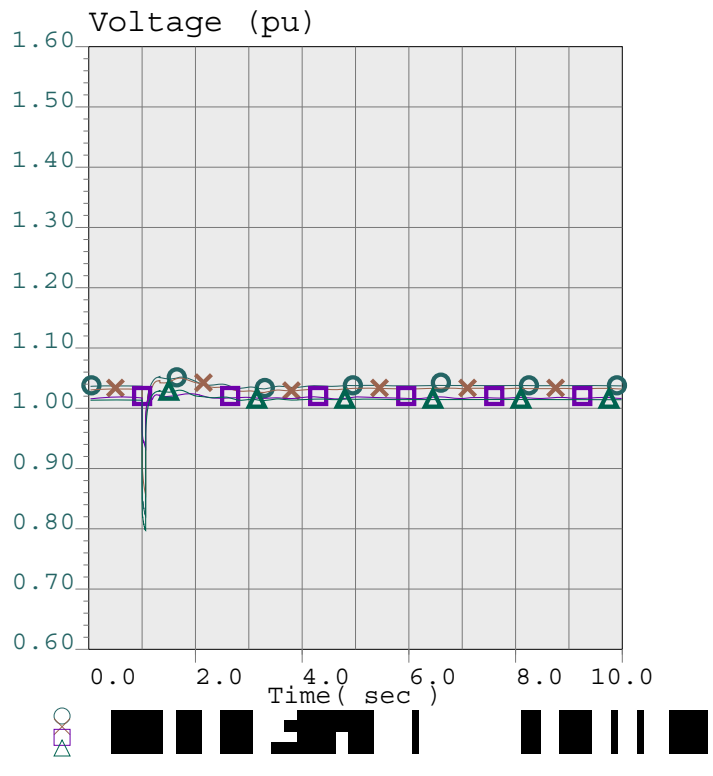
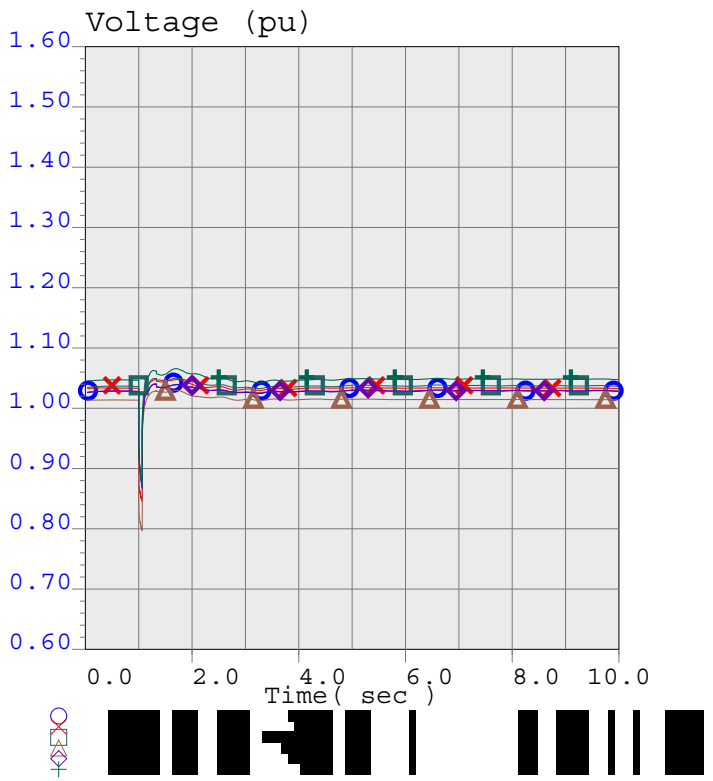
SYSTEM IMPACT STUDY (Voltage)









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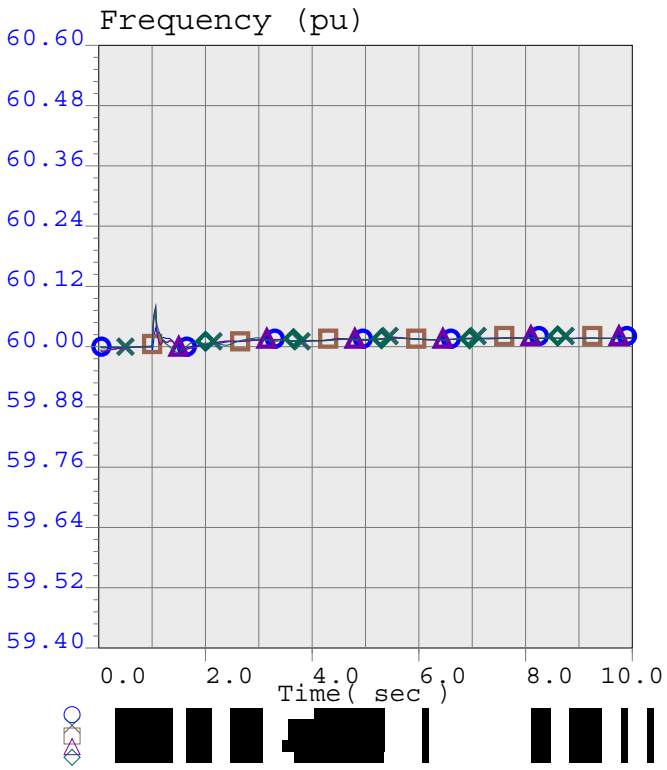
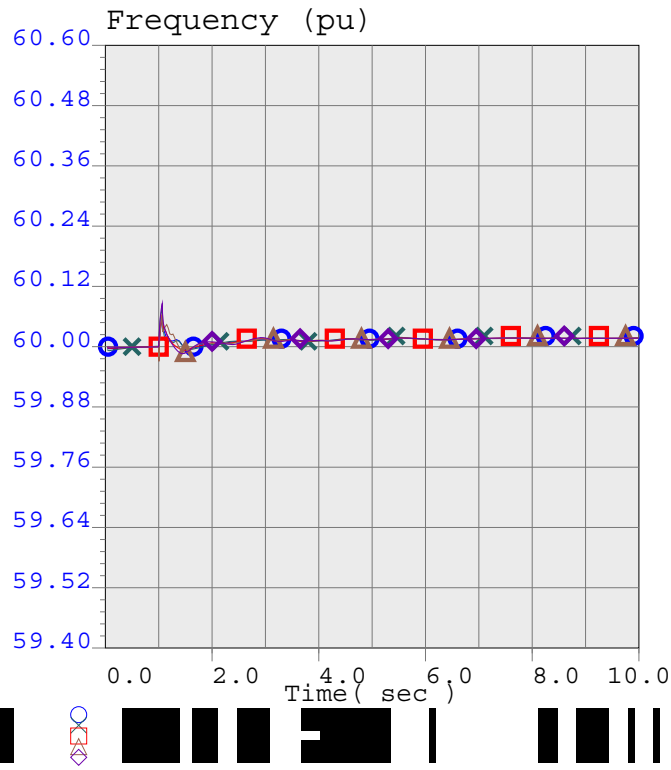
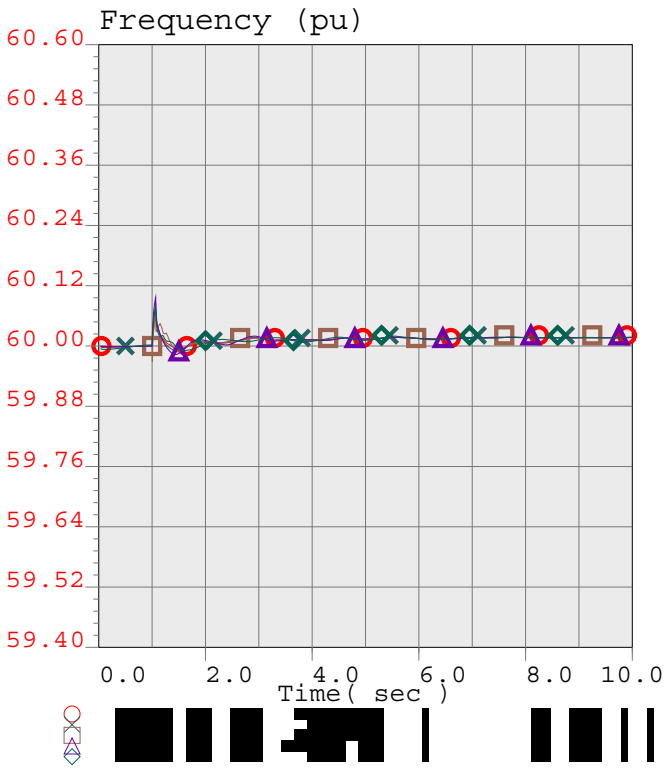
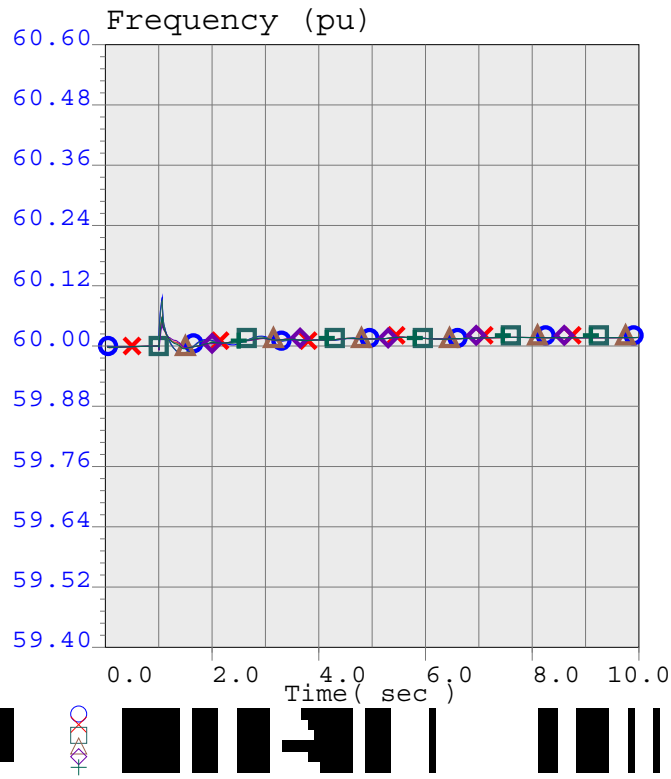
SYSTEM IMPACT STUDY (Frequency)









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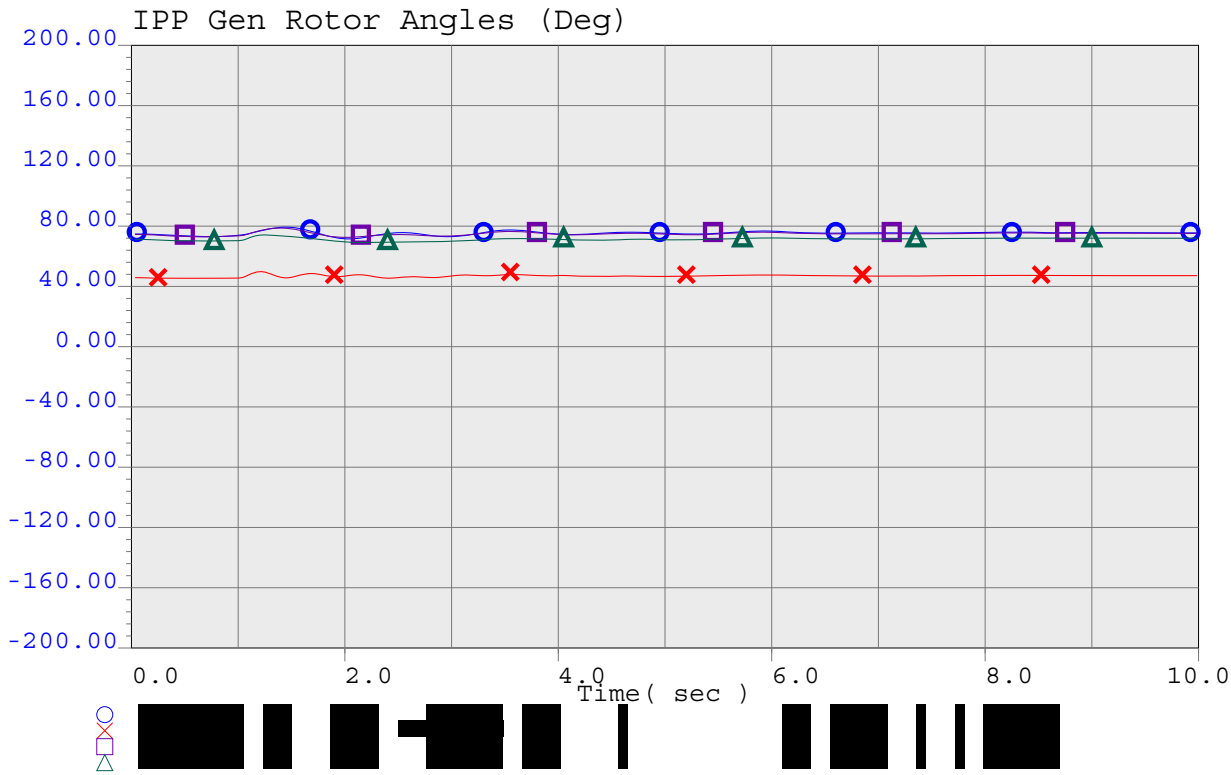
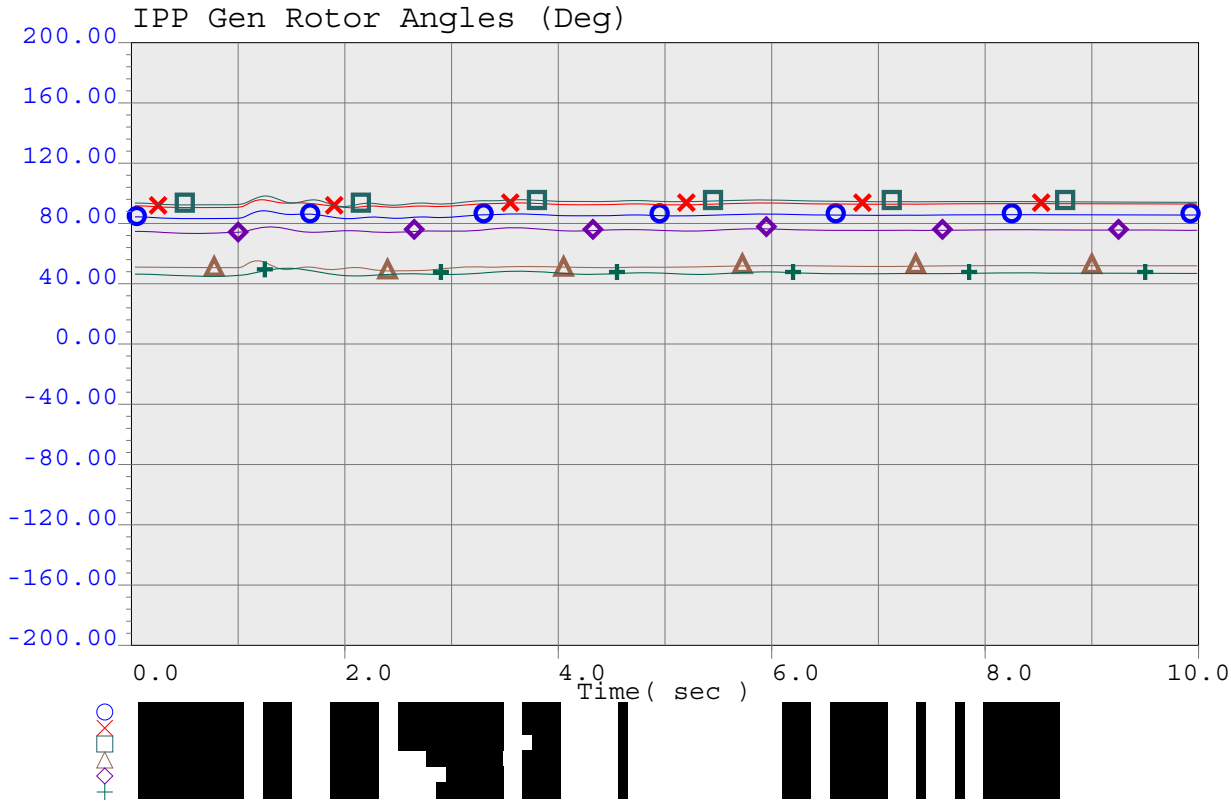
SYSTEM IMPACT STUDY (Rotor Angles)





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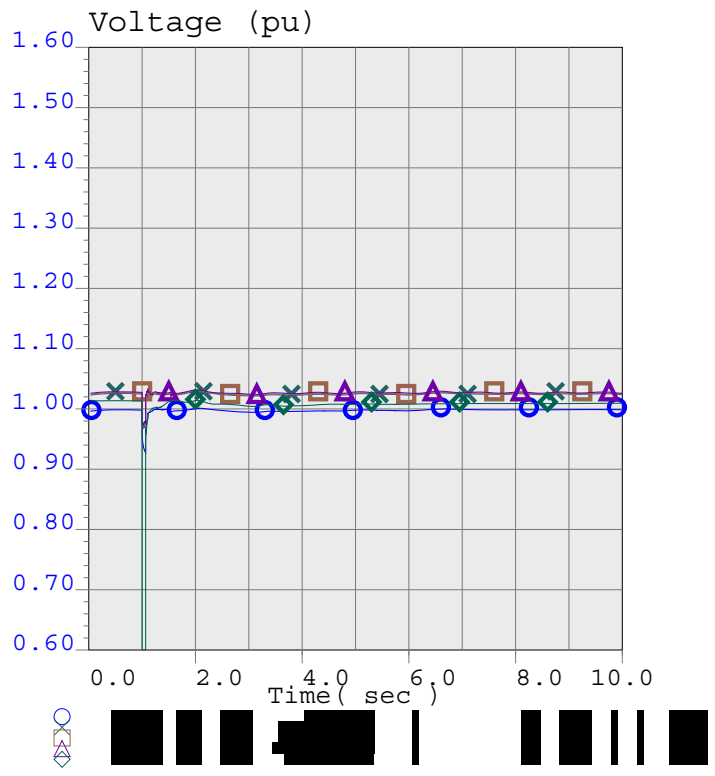
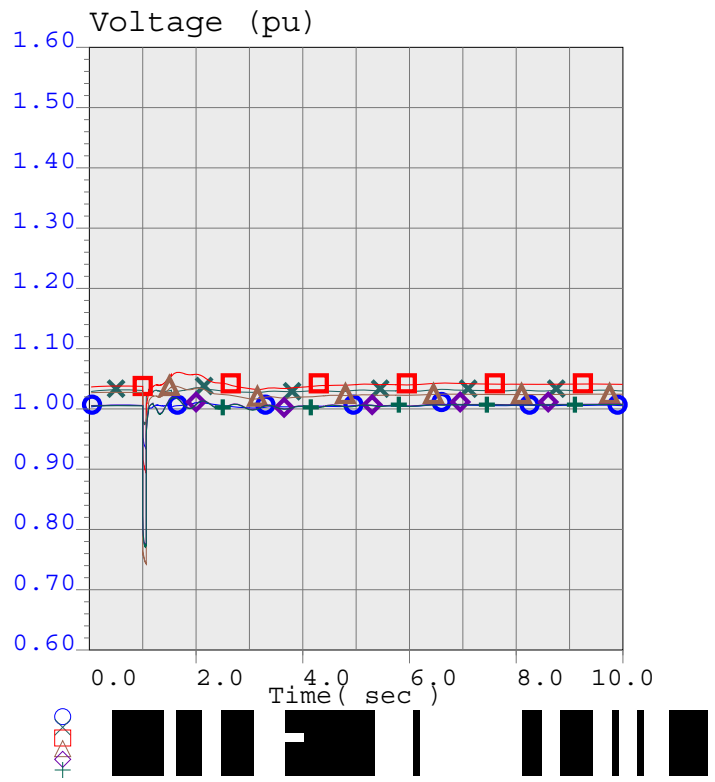
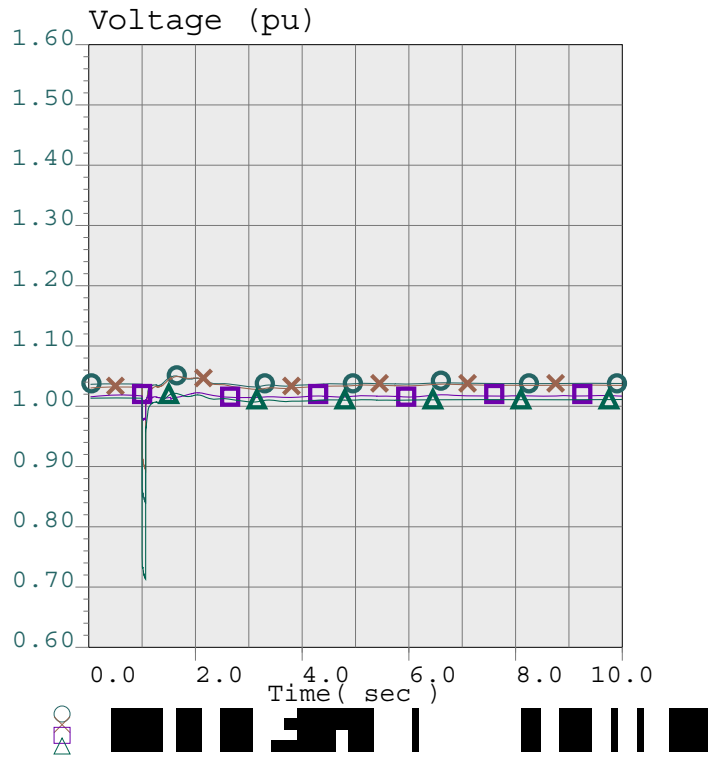
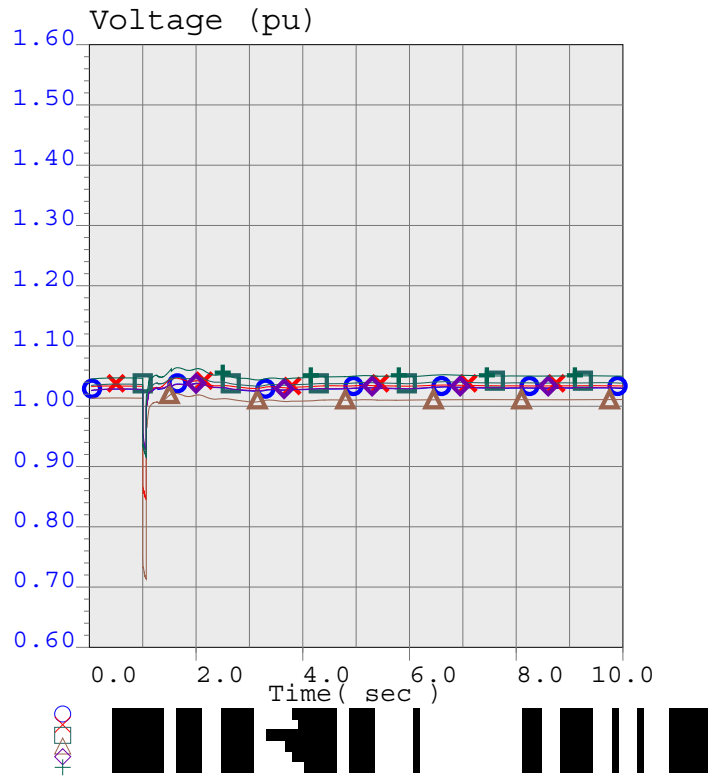
SYSTEM IMPACT STUDY (Voltage)









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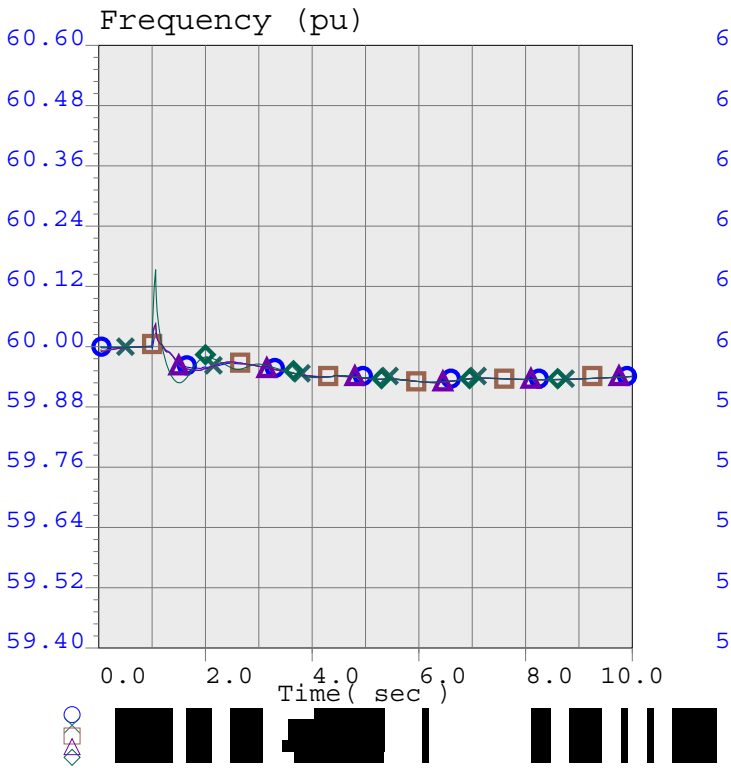
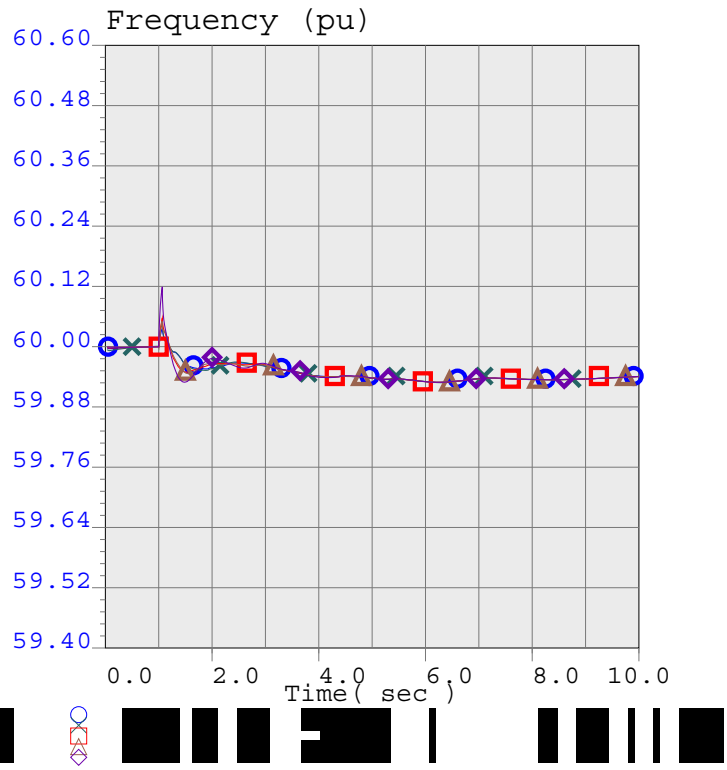
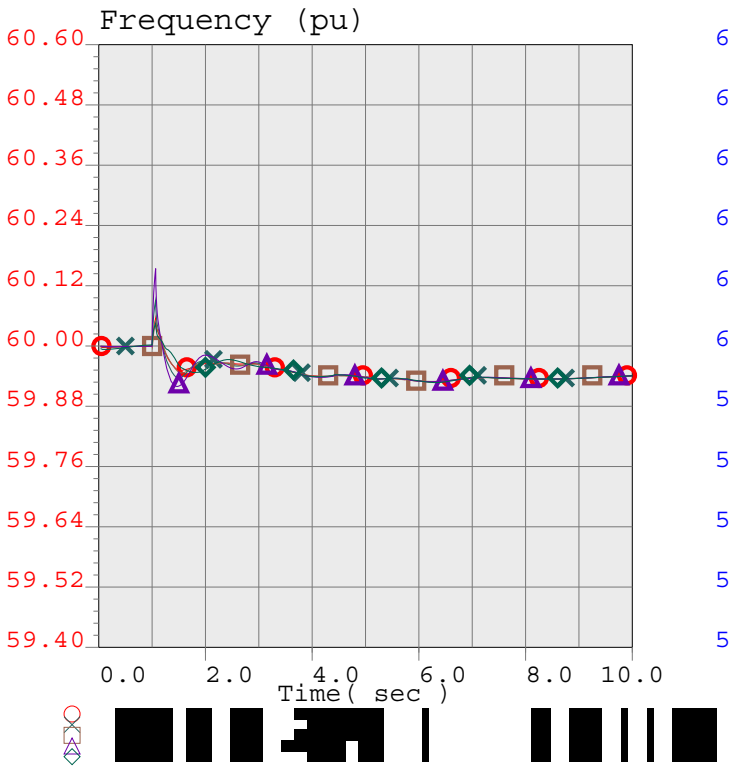
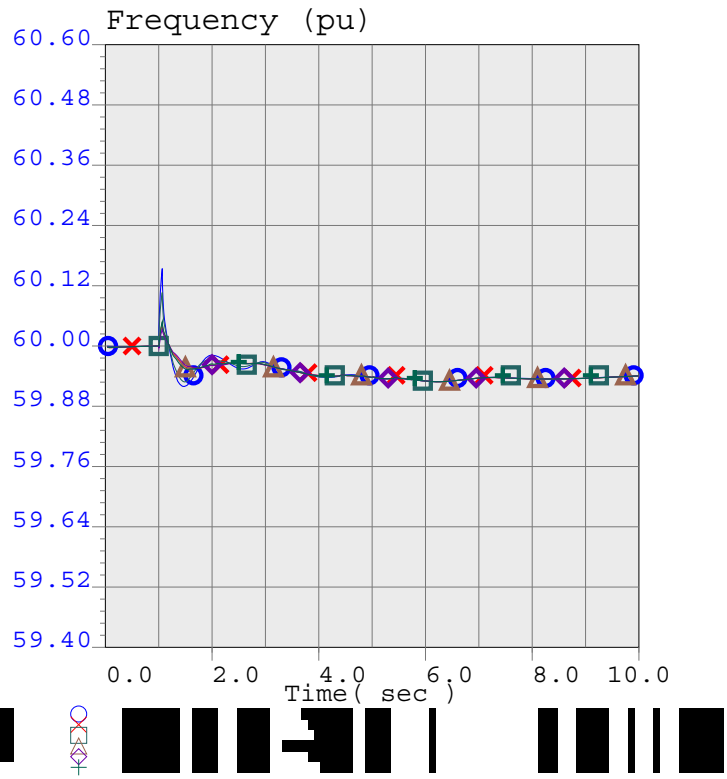
Fri Aug 26 09:17:49 2022

SYSTEM IMPACT STUDY (Frequency)









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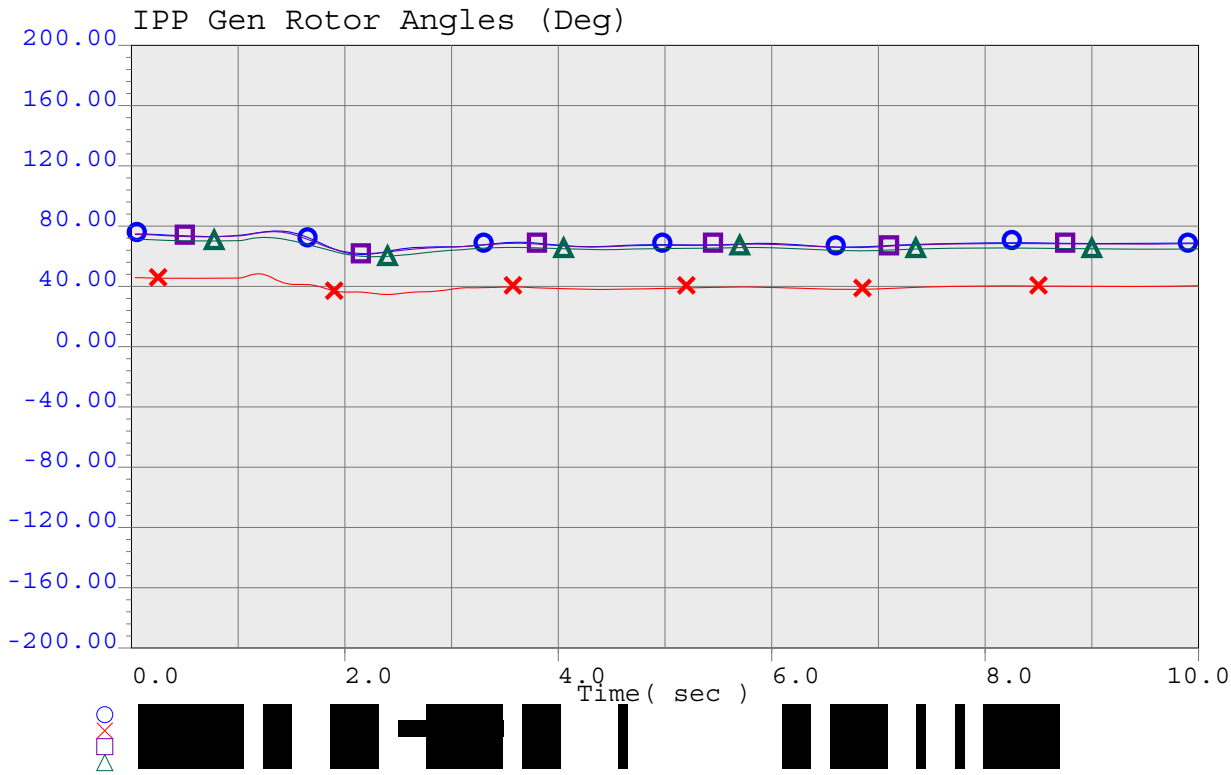
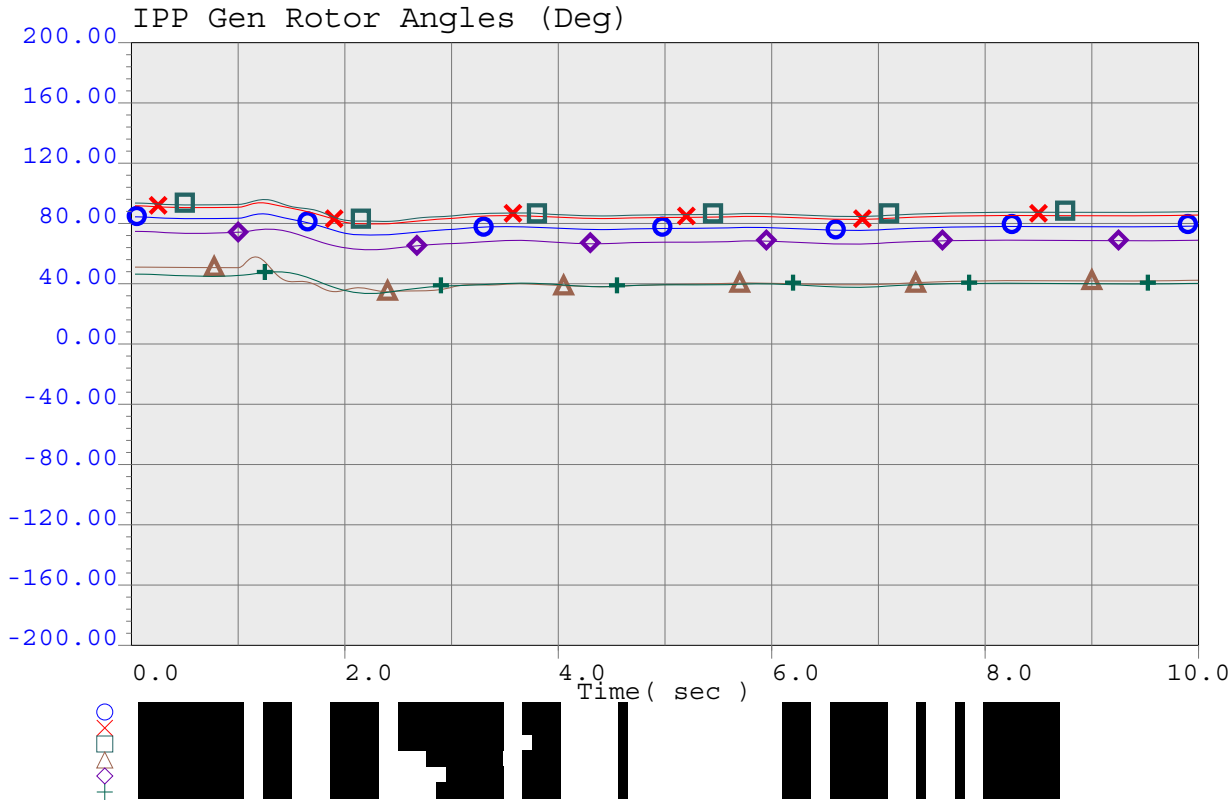
Fri Aug 26 09:17:49 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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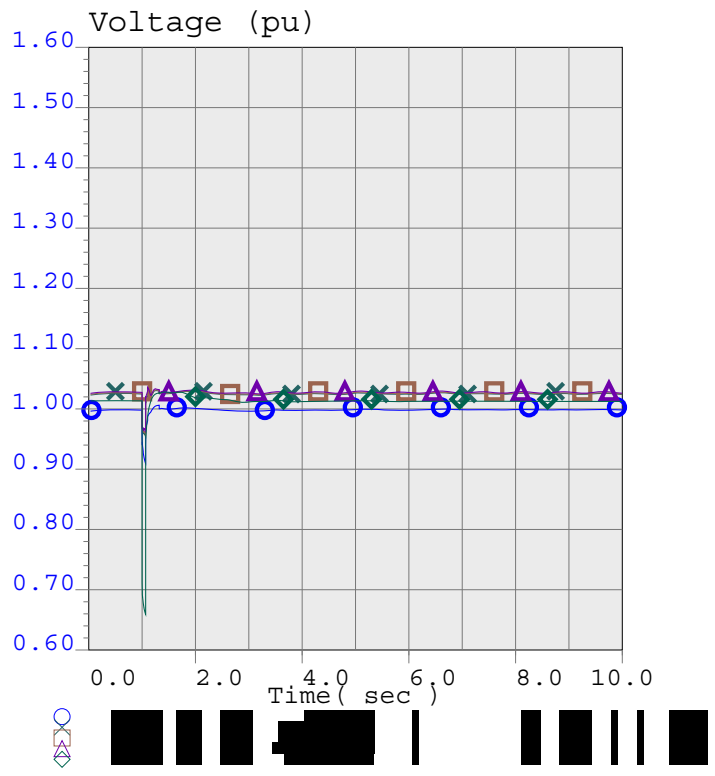
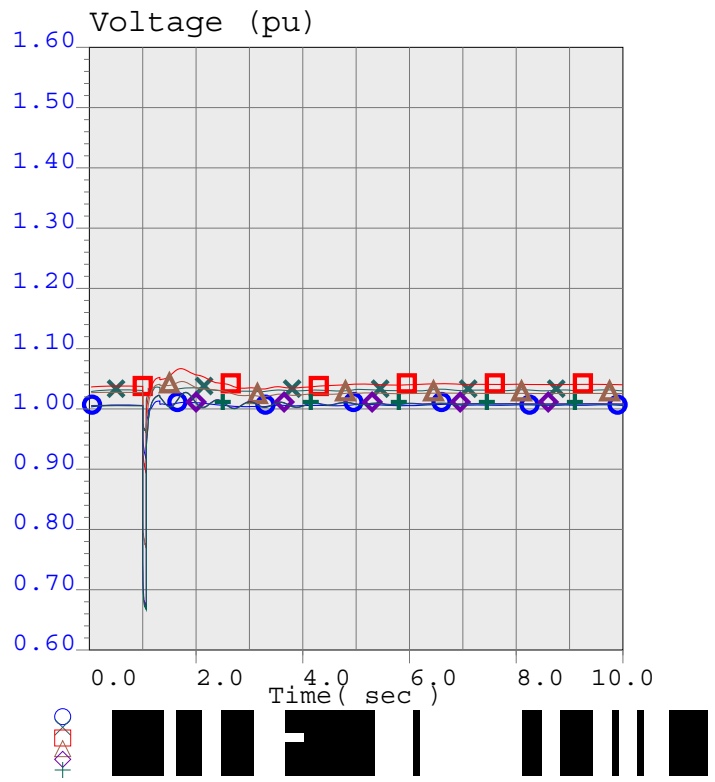
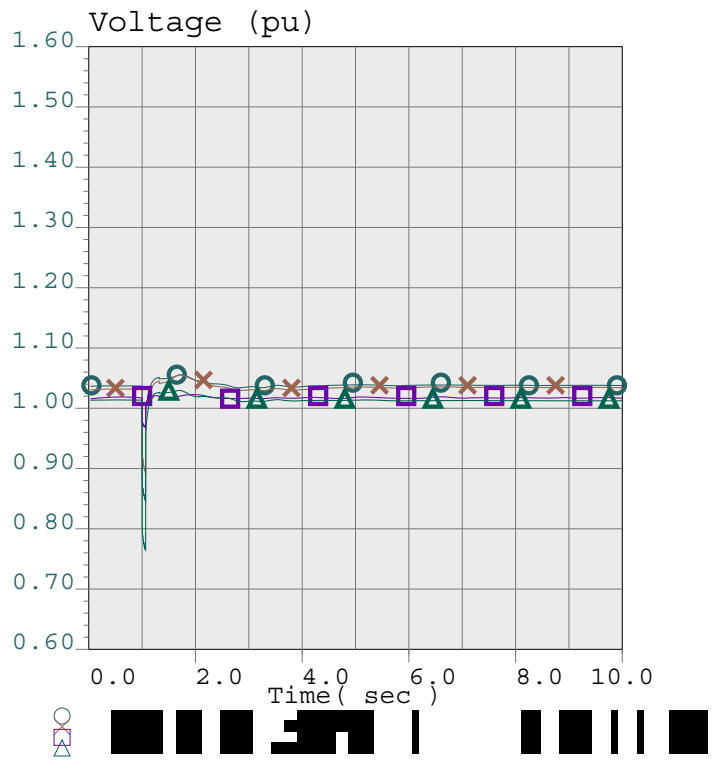
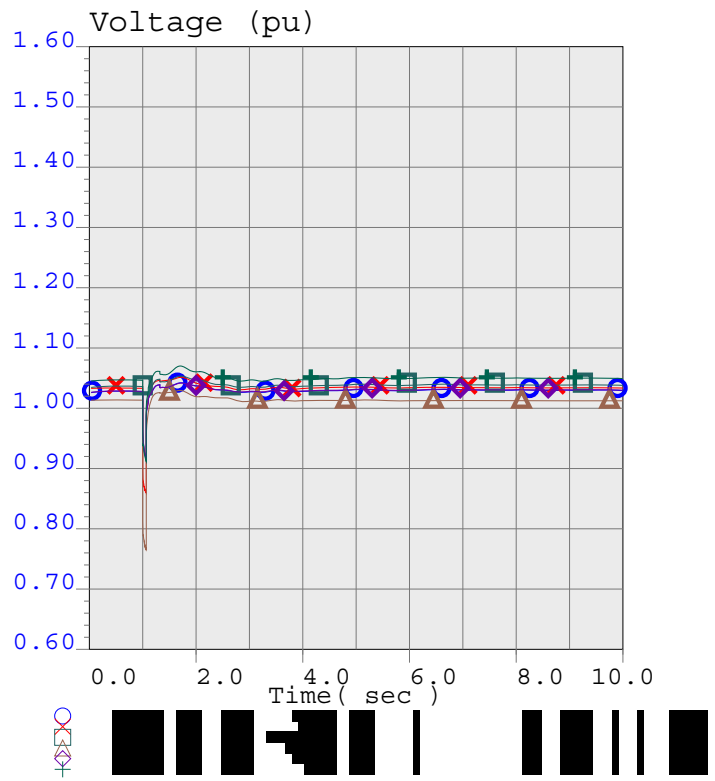
SYSTEM IMPACT STUDY (Voltage)









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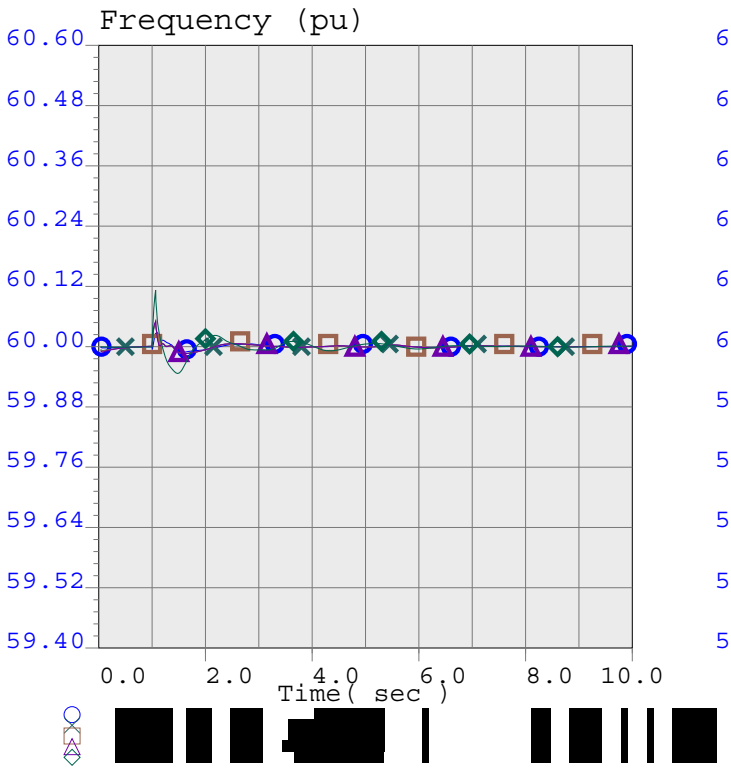
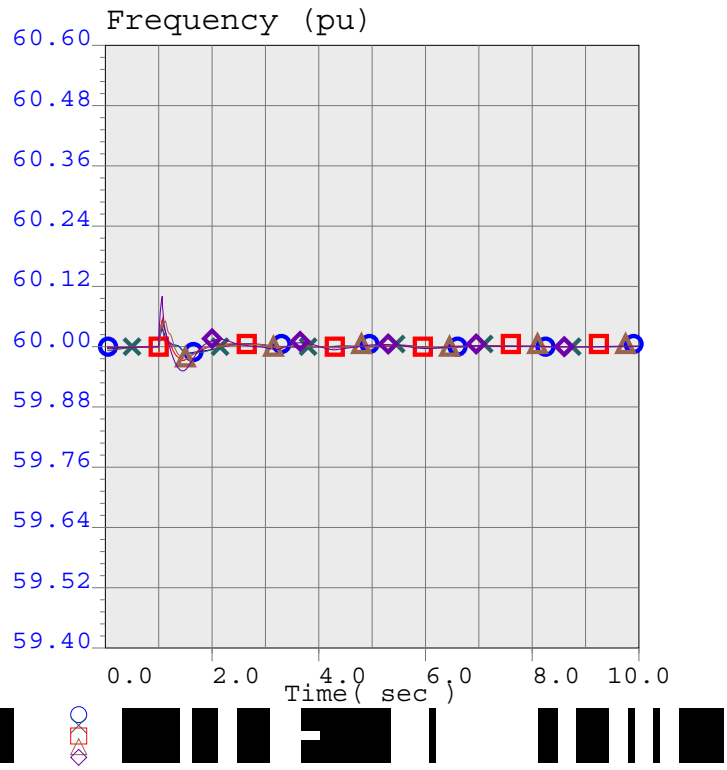
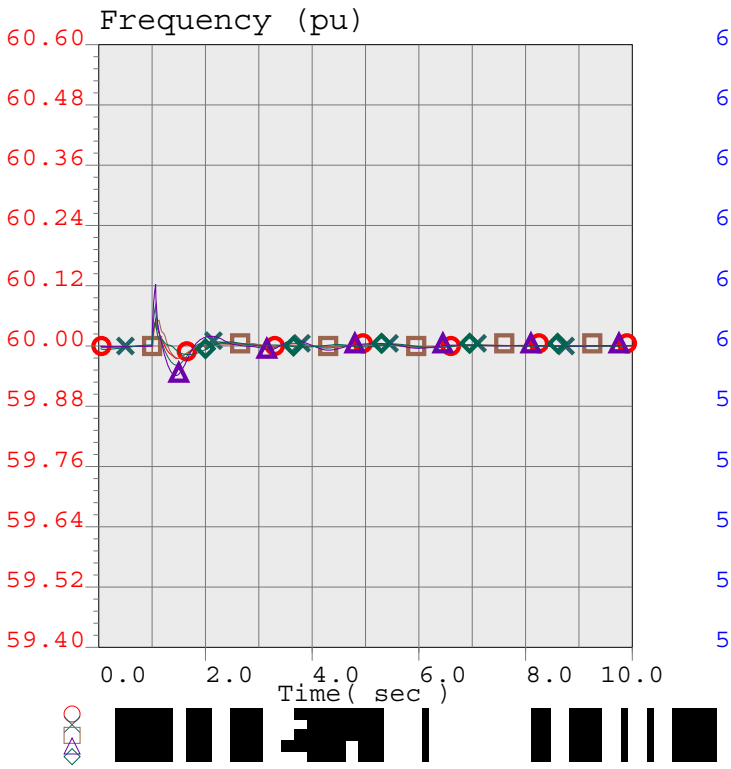
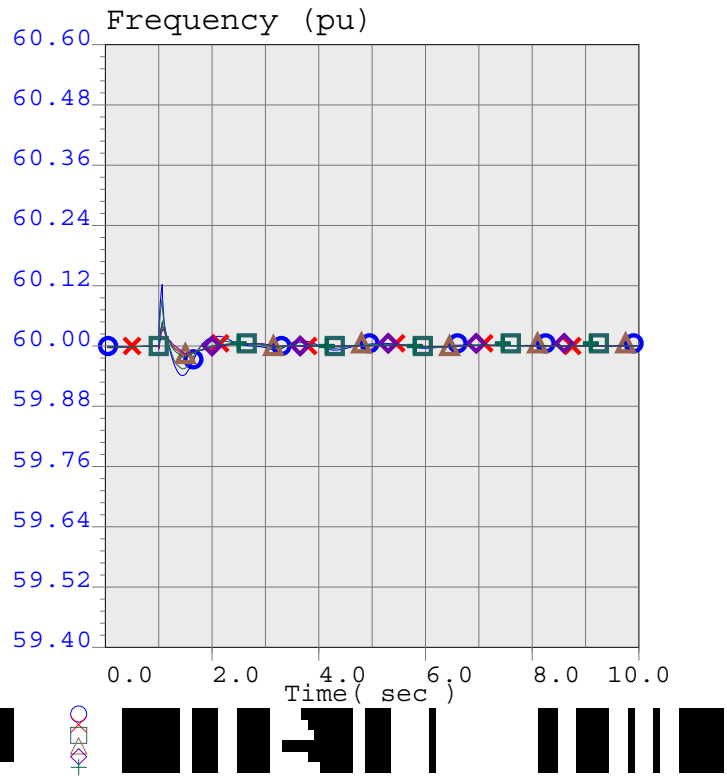
Fri Aug 26 09:17:51 2022

SYSTEM IMPACT STUDY (Frequency)









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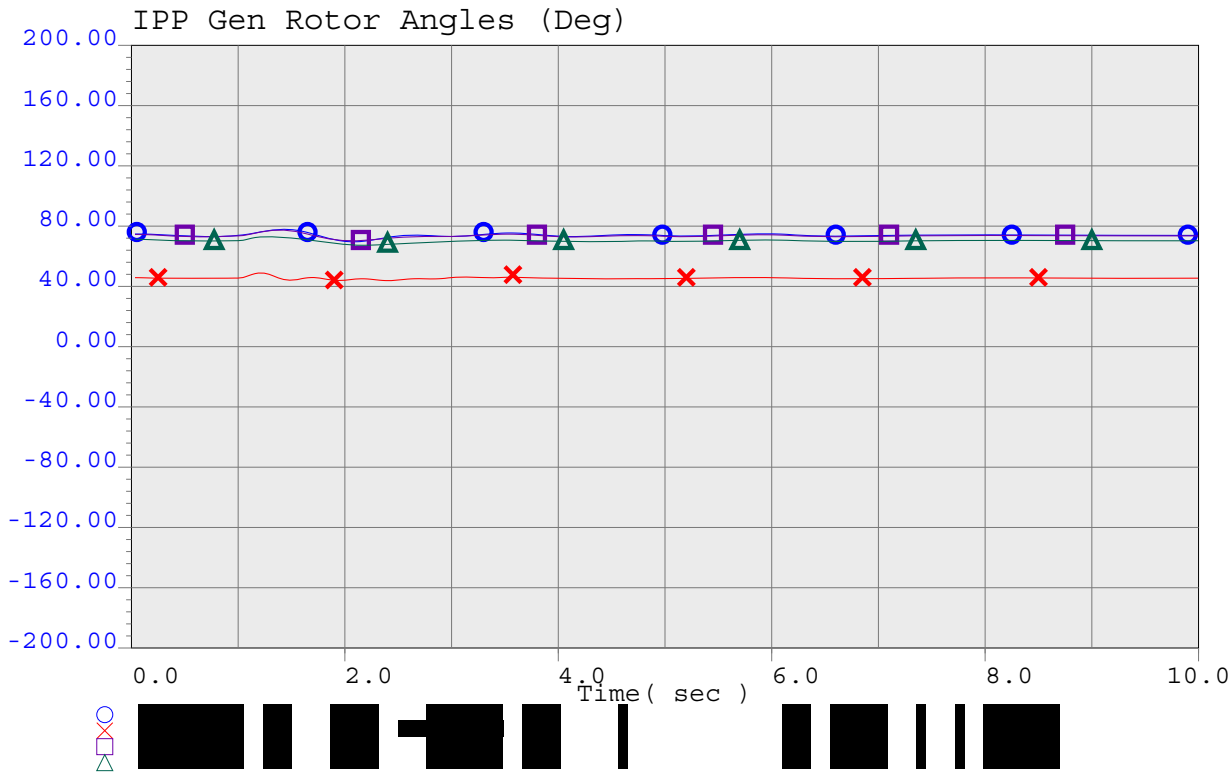
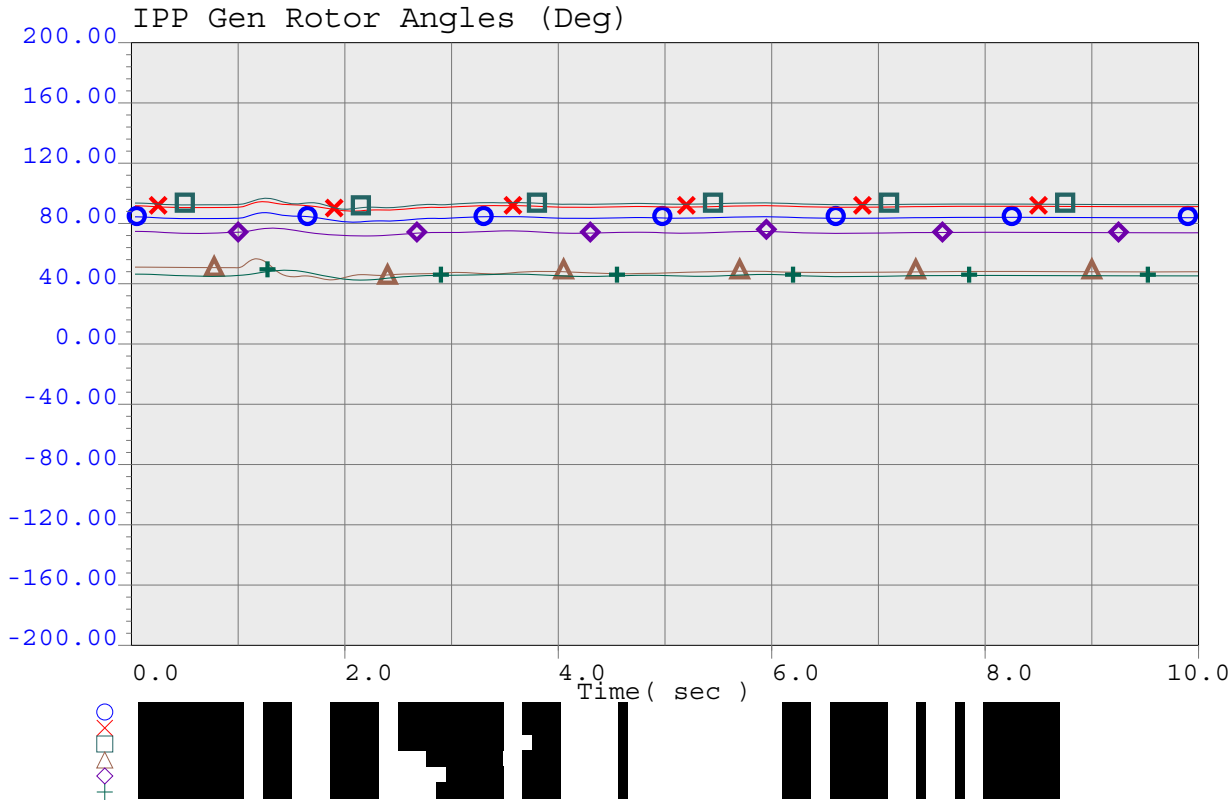
Fri Aug 26 09:17:51 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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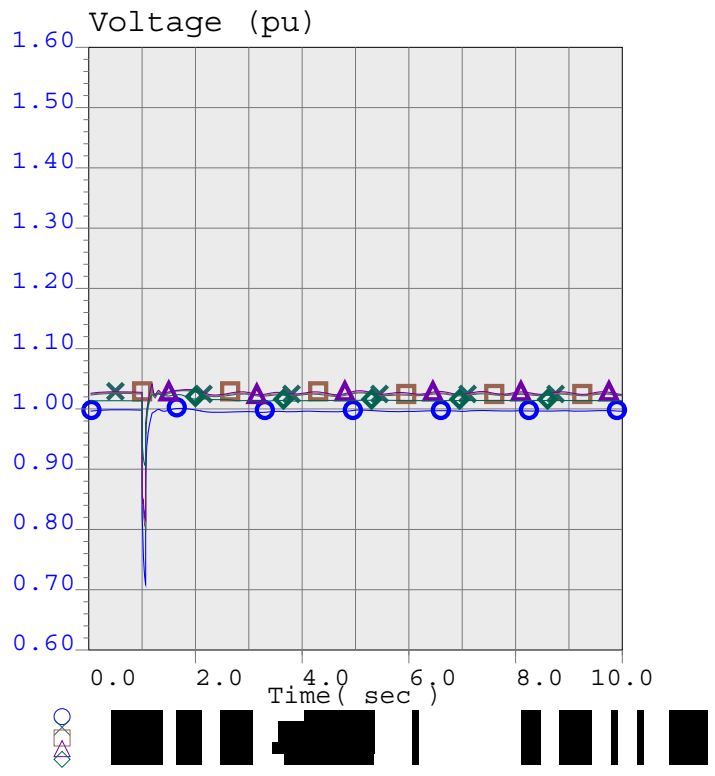
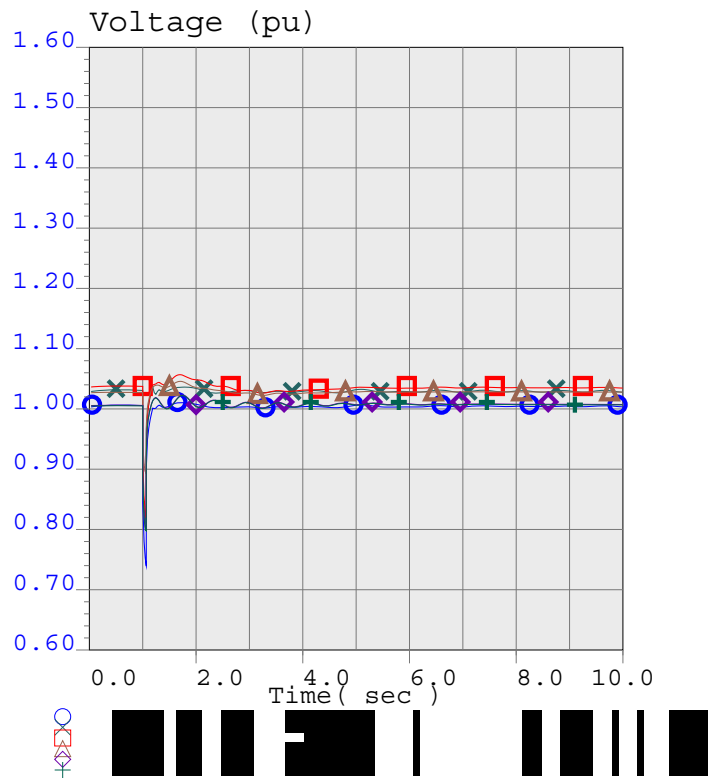
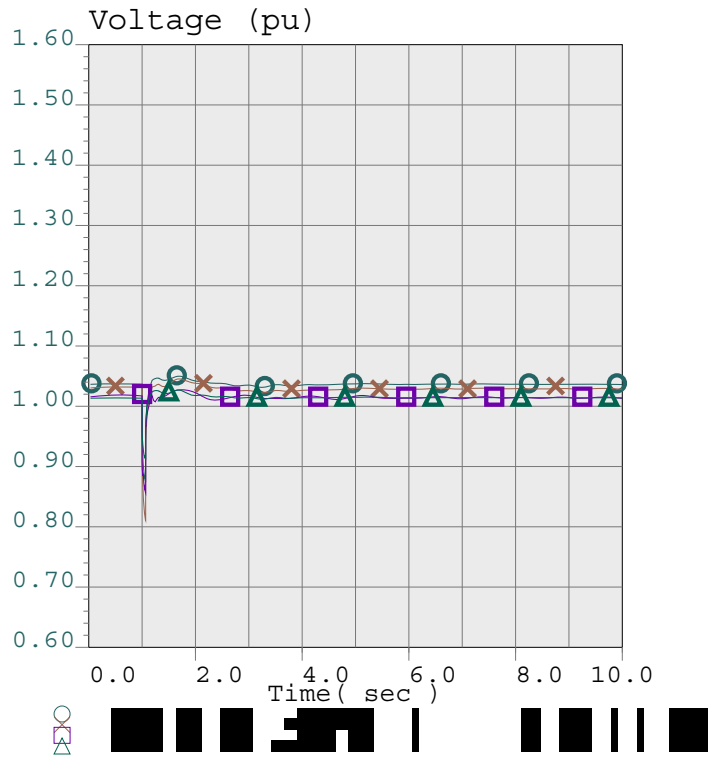
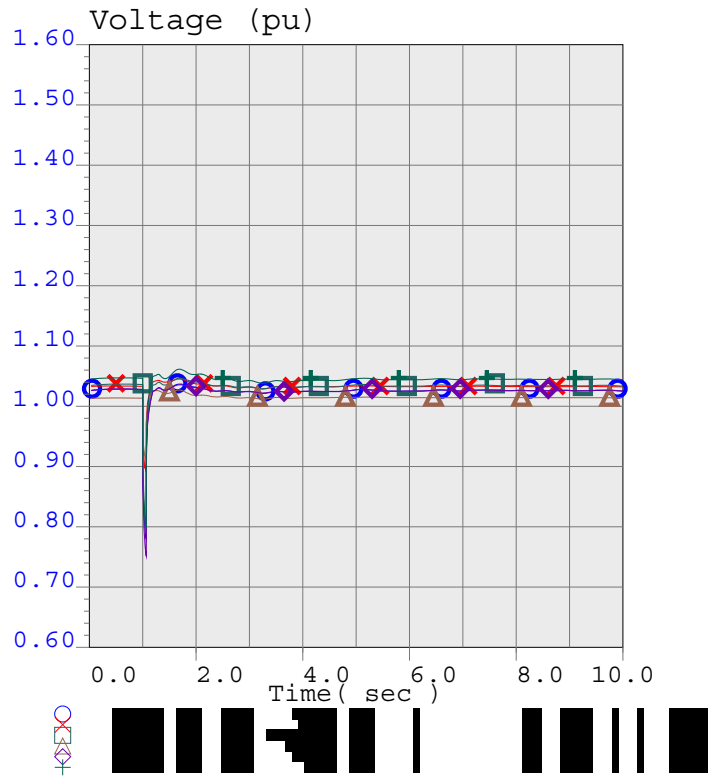
SYSTEM IMPACT STUDY (Voltage)









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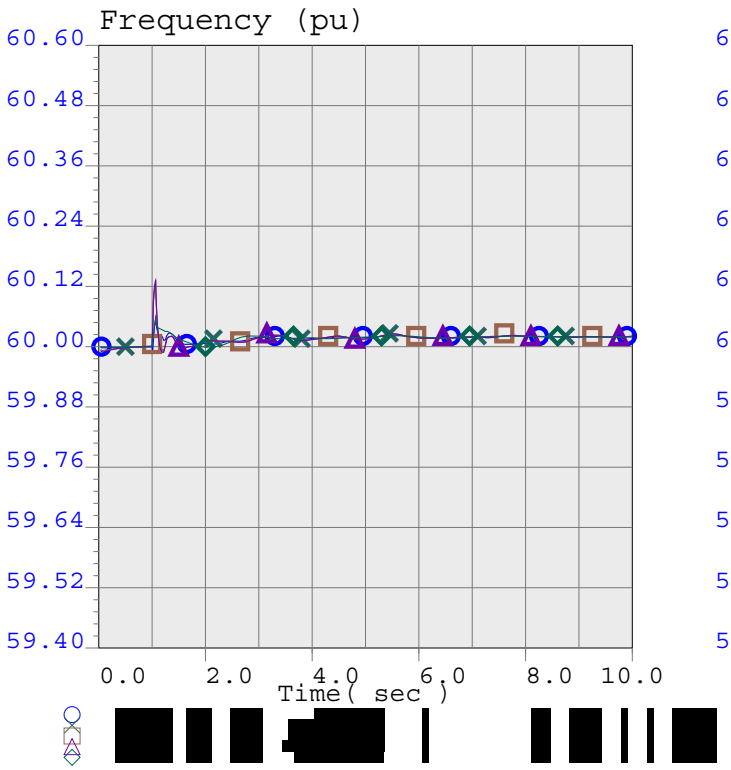
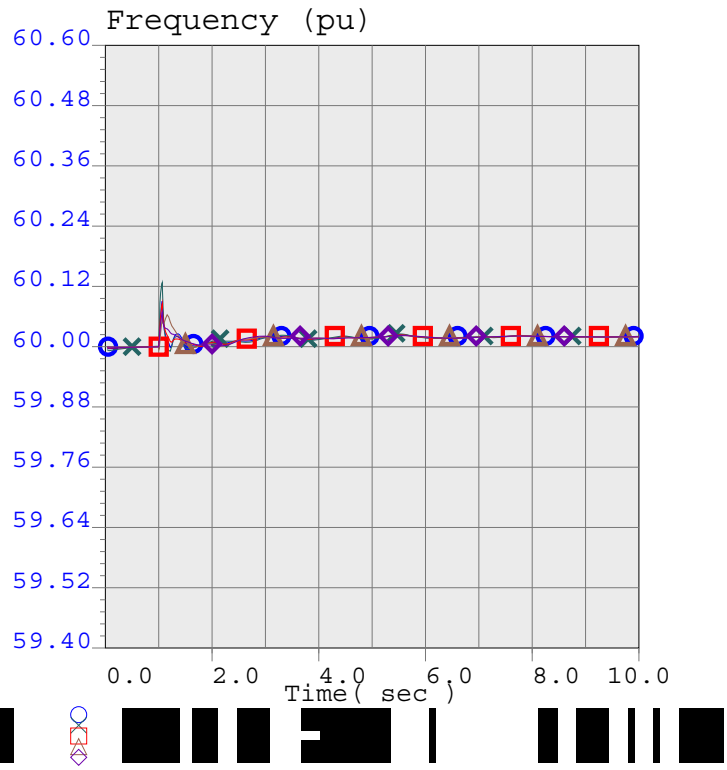
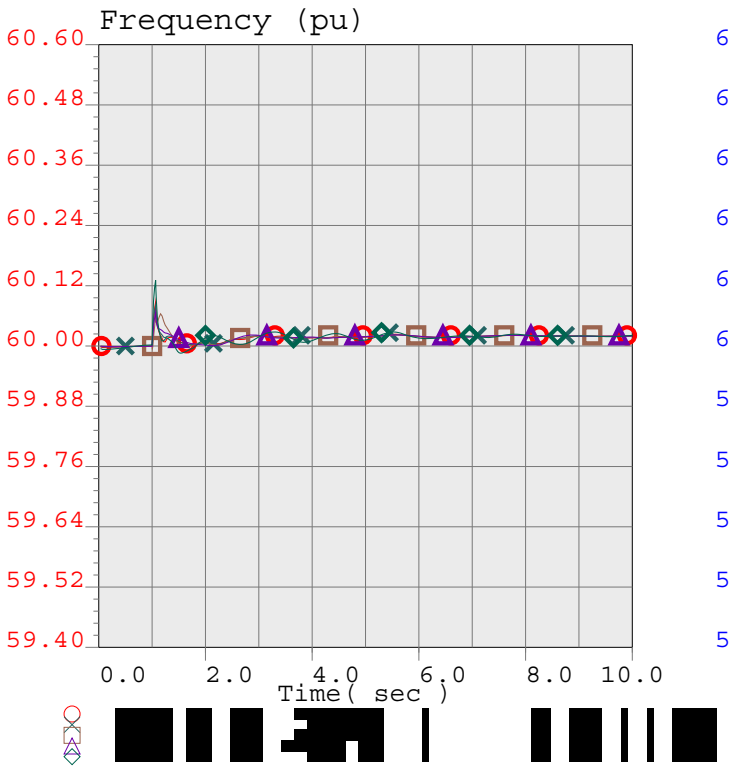
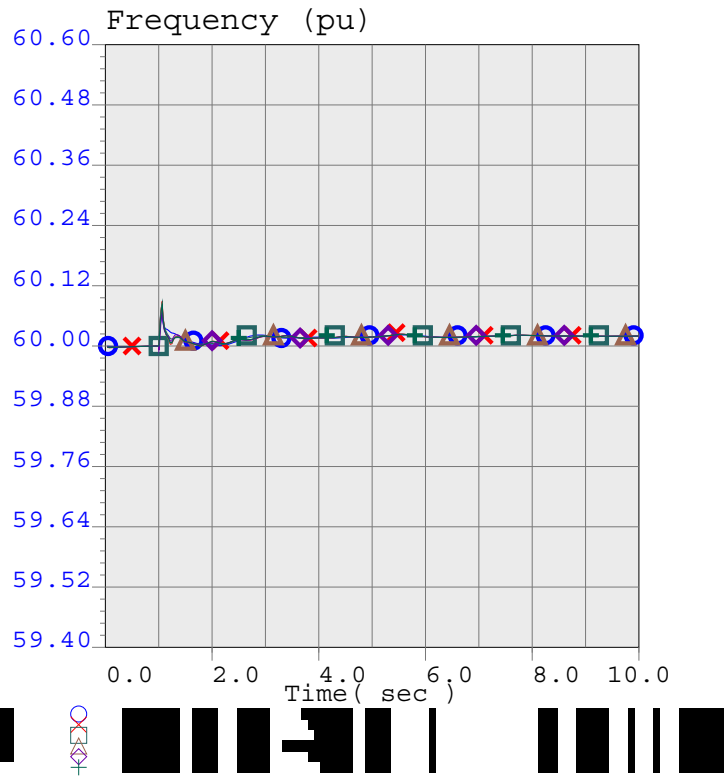
SYSTEM IMPACT STUDY (Frequency)









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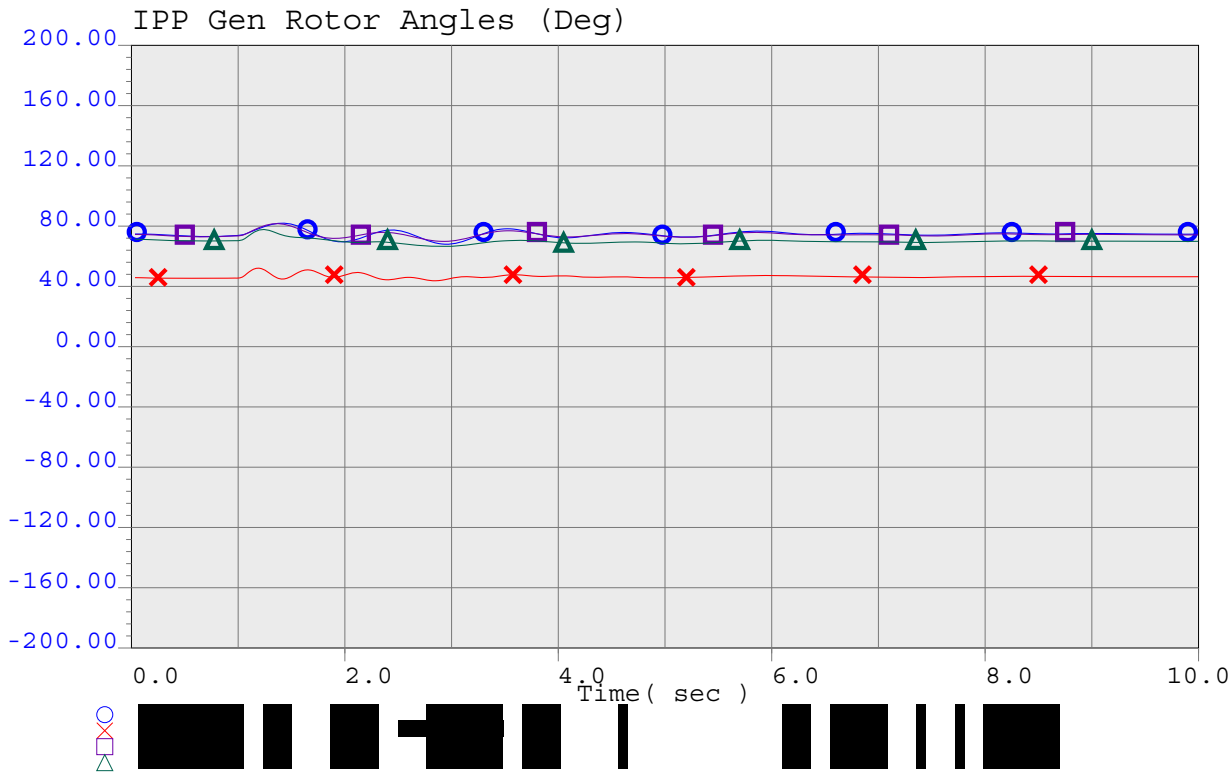
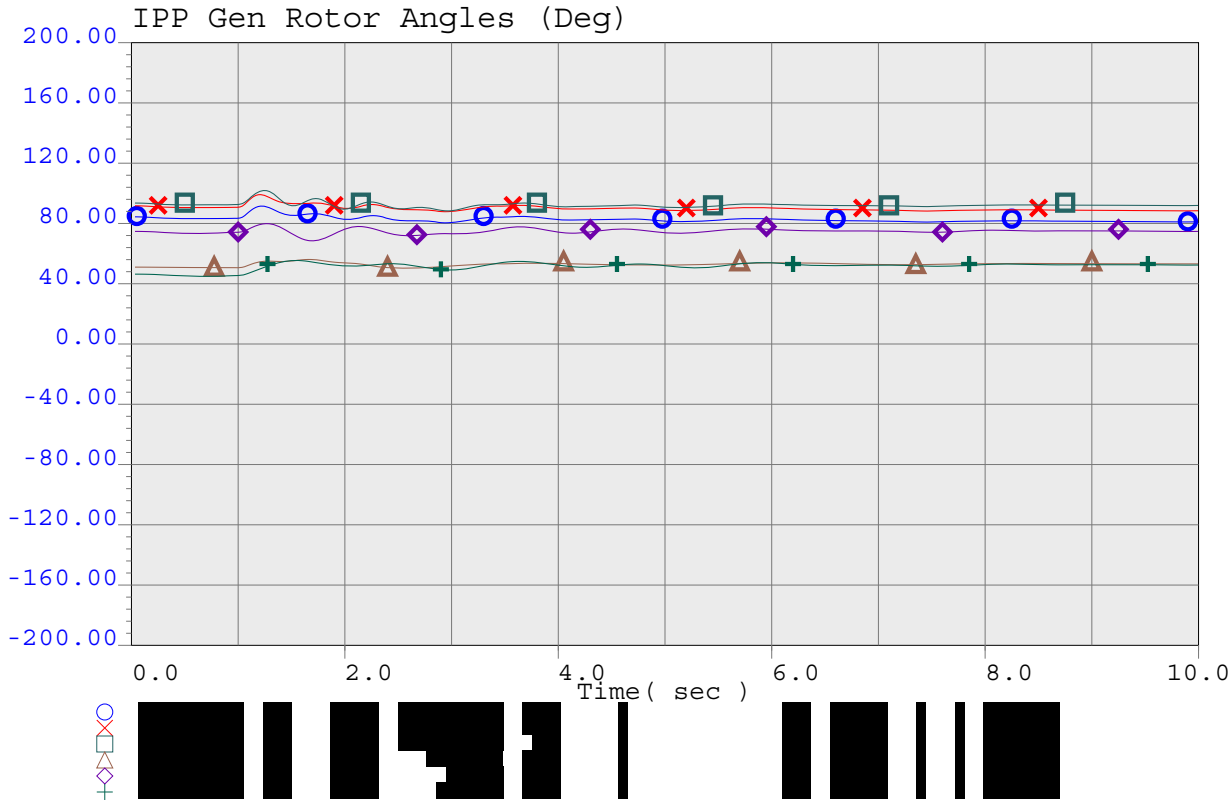
Fri Aug 26 09:17:53 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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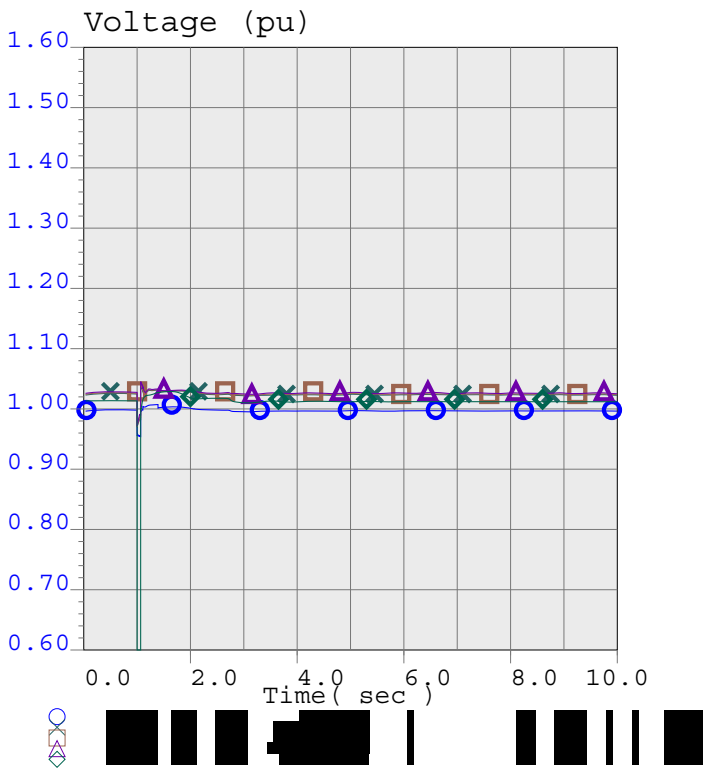
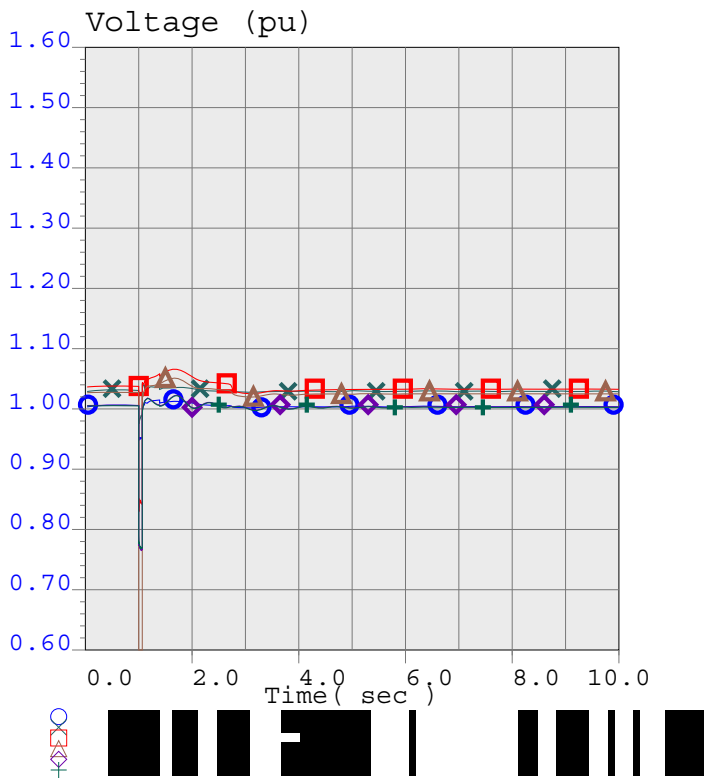
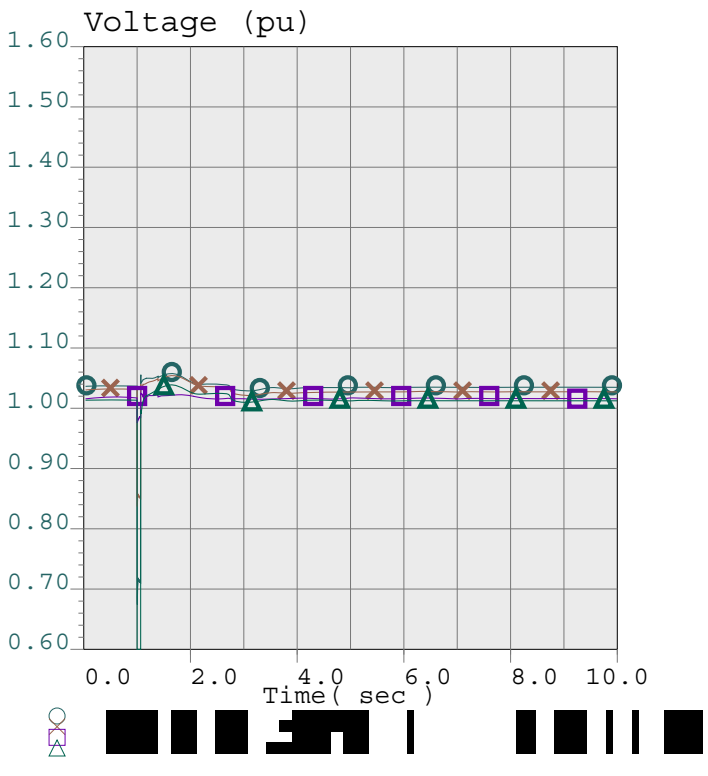
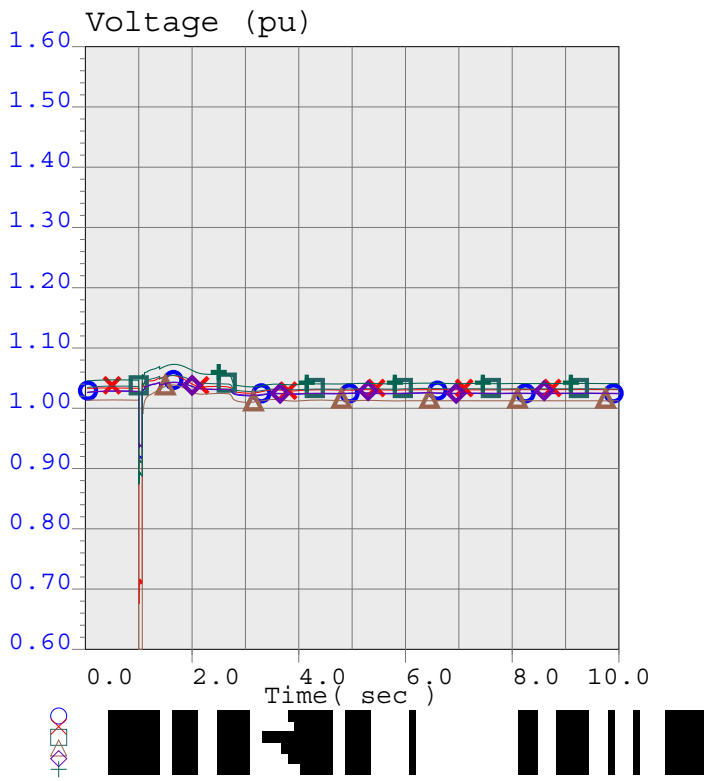
Fri Aug 26 09:17:53 2022

SYSTEM IMPACT STUDY (Voltage)









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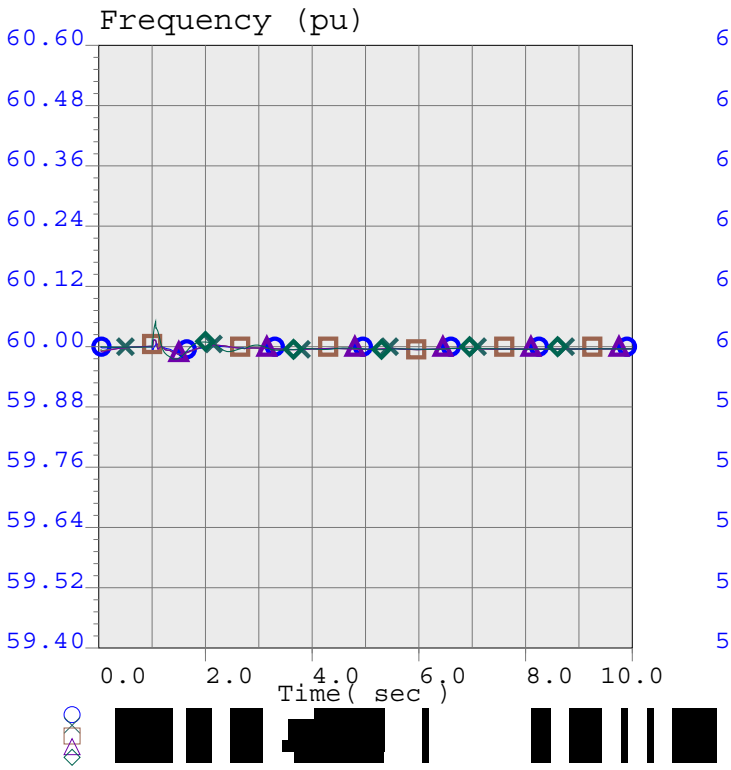
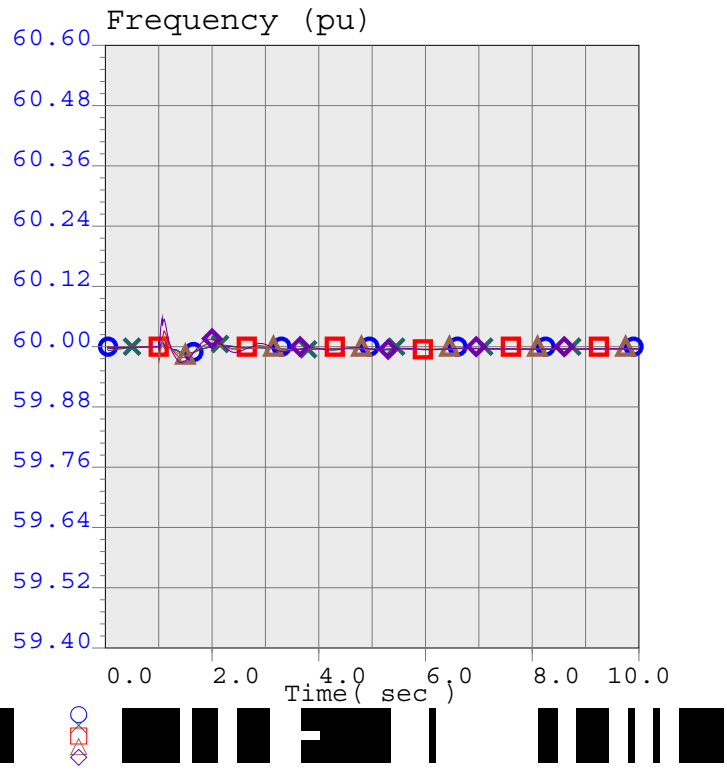
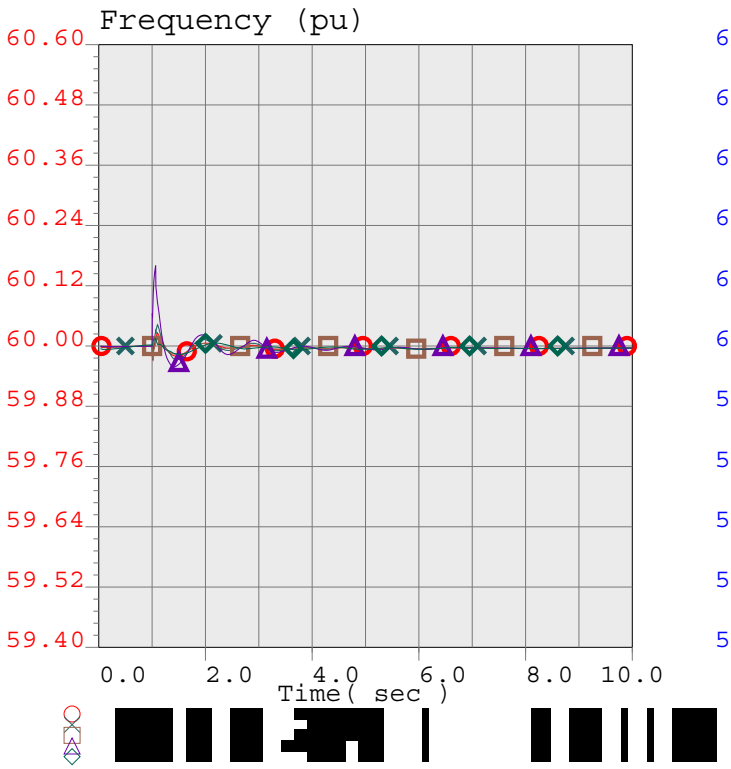
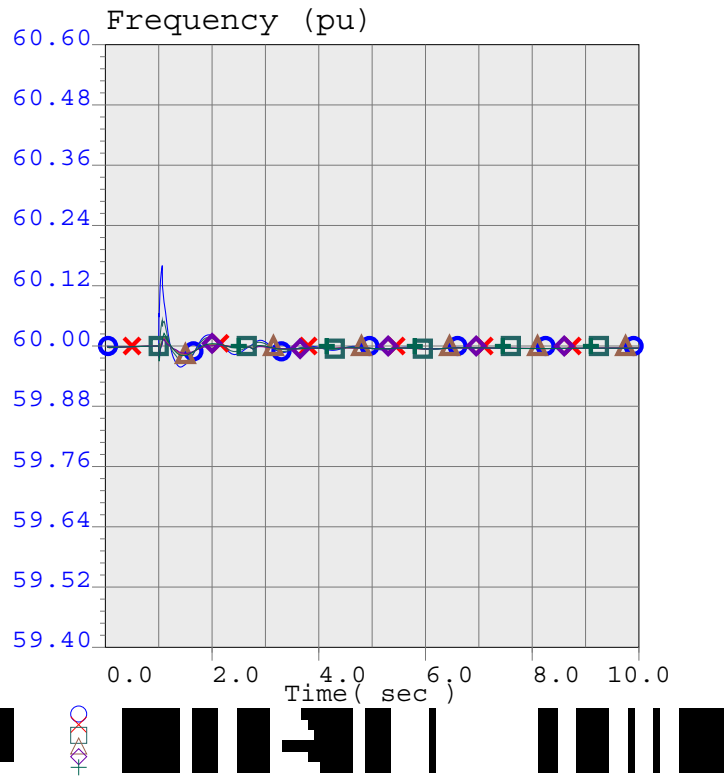
Fri Aug 26 09:17:56 2022

SYSTEM IMPACT STUDY (Frequency)









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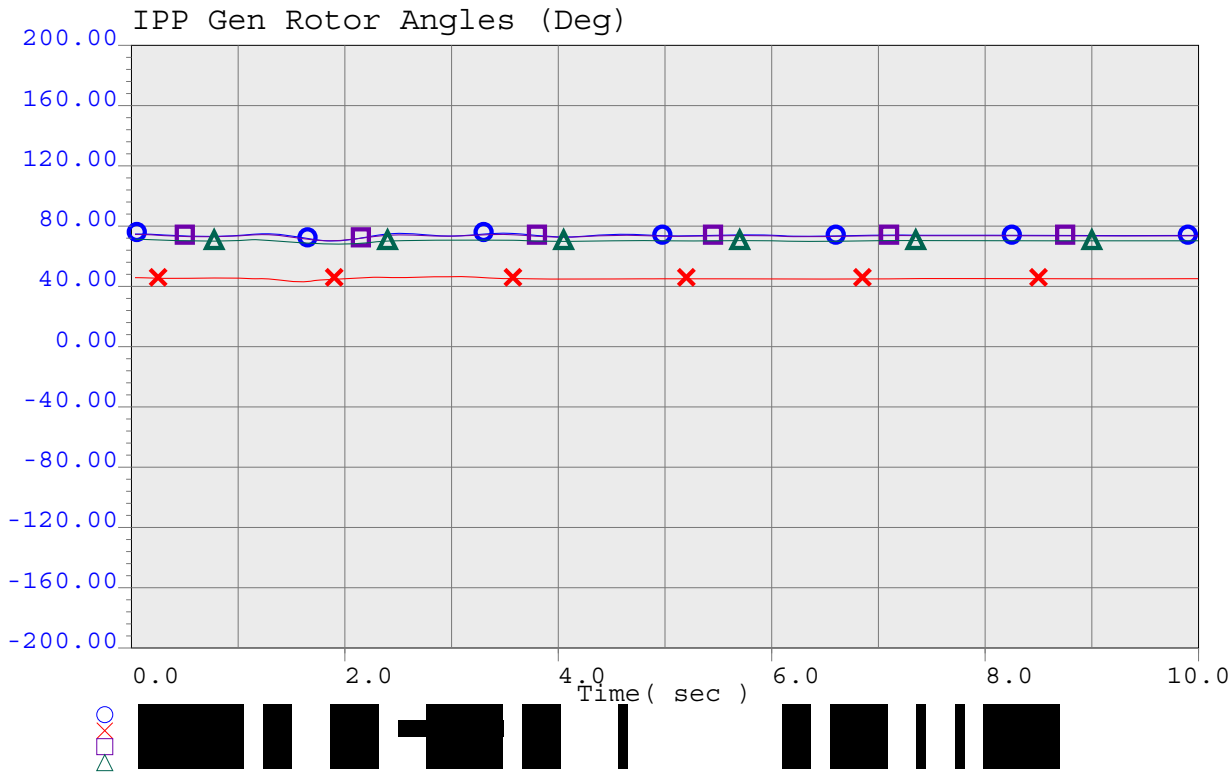
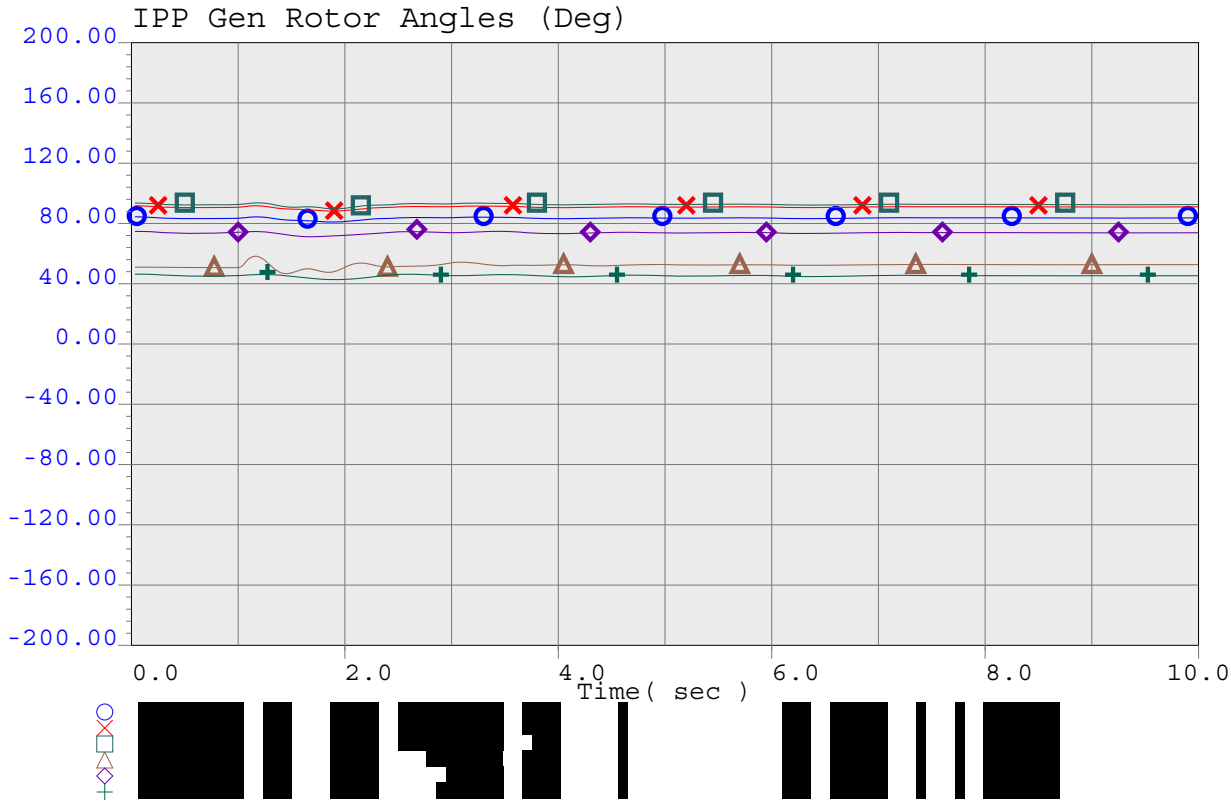
Fri Aug 26 09:17:56 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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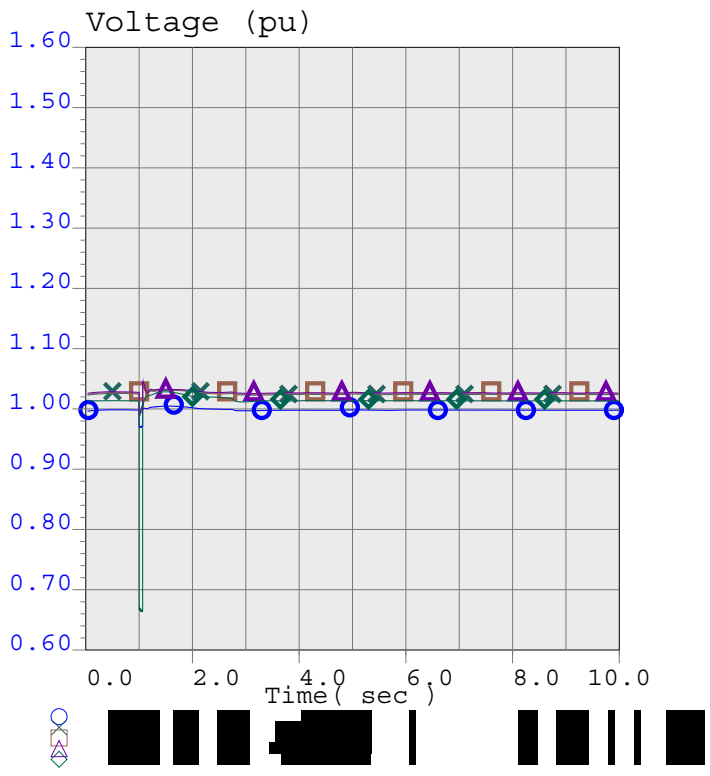
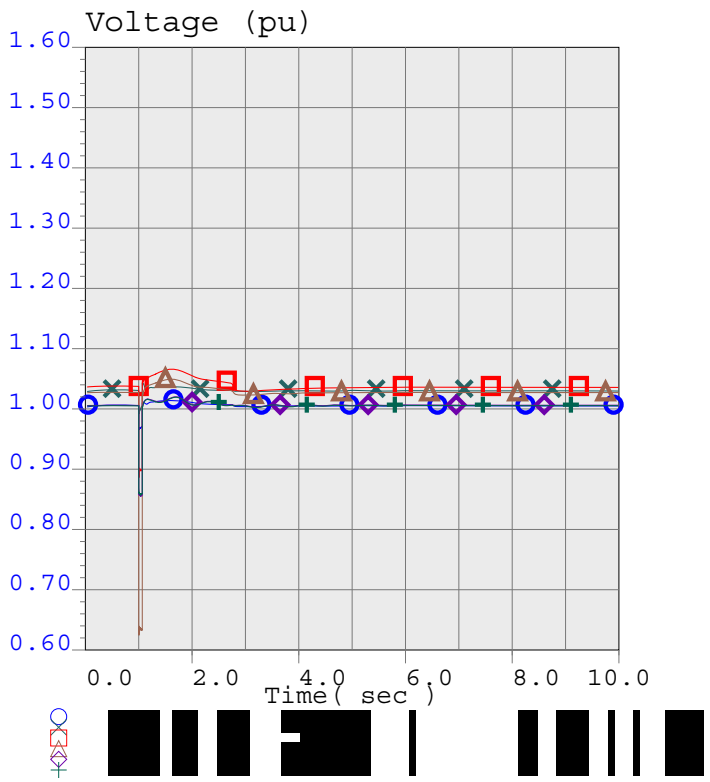
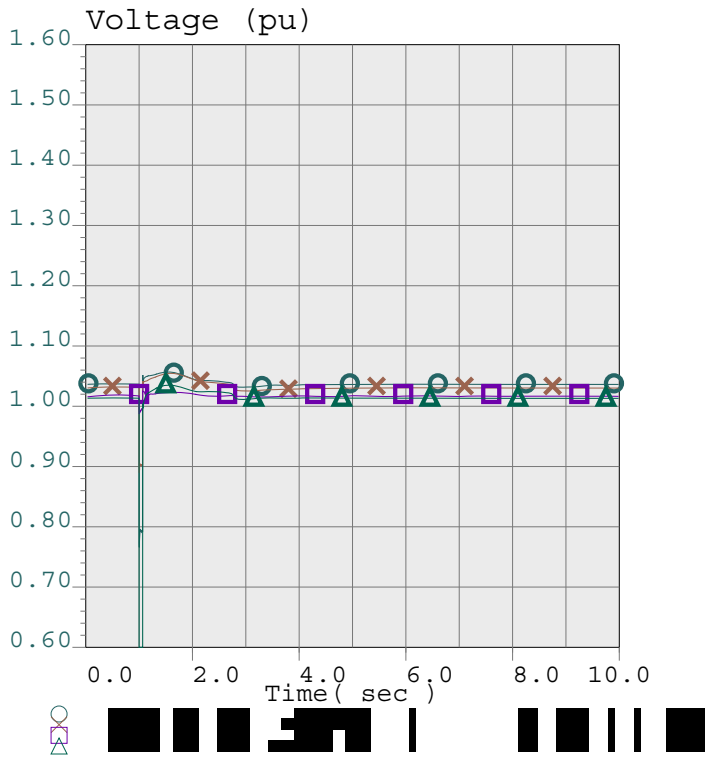
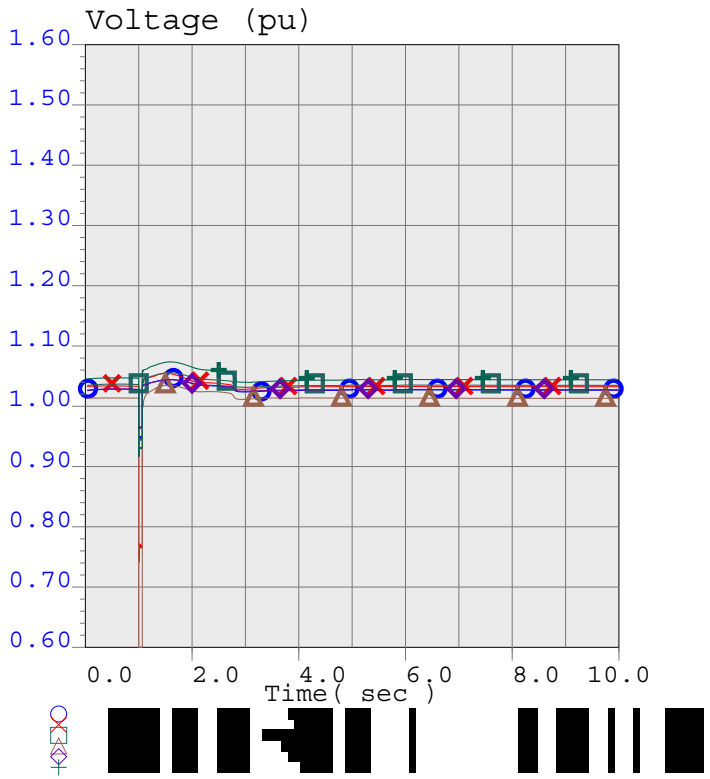
SYSTEM IMPACT STUDY (Voltage)









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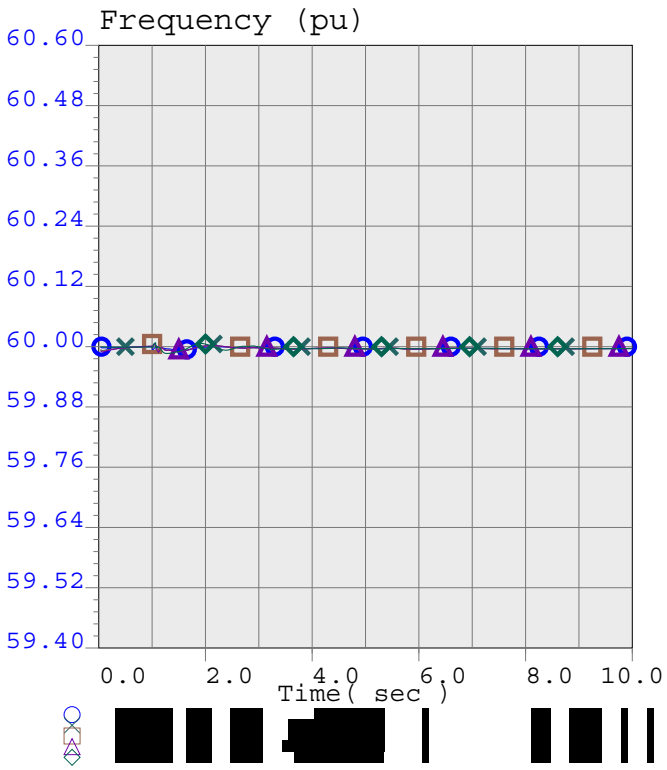
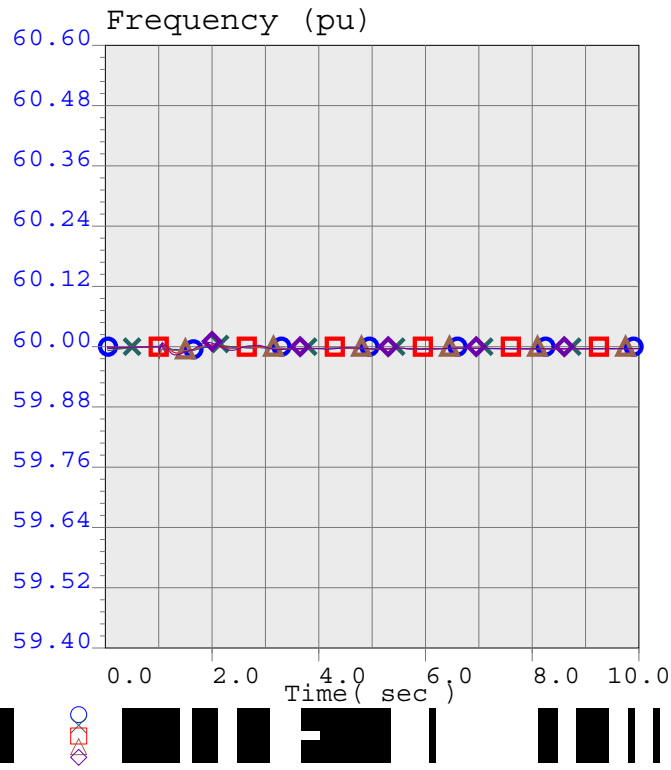
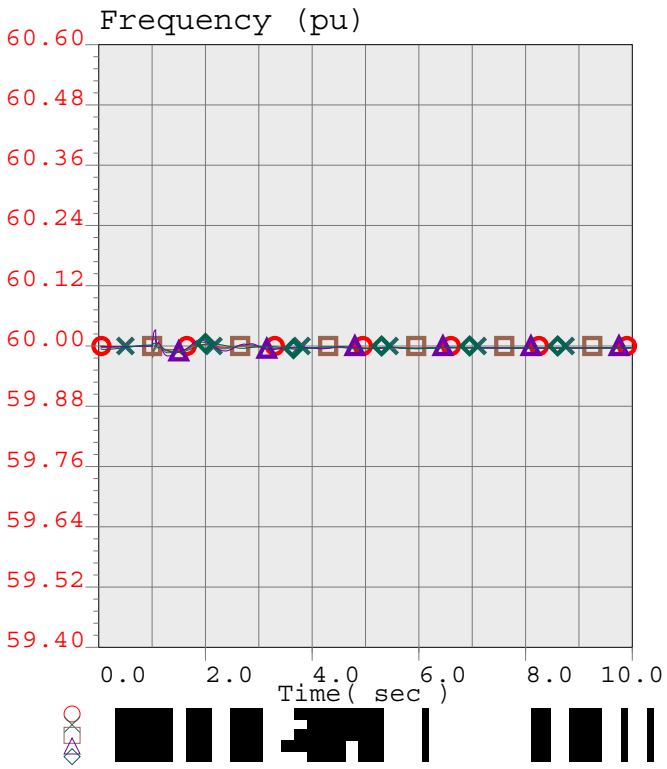
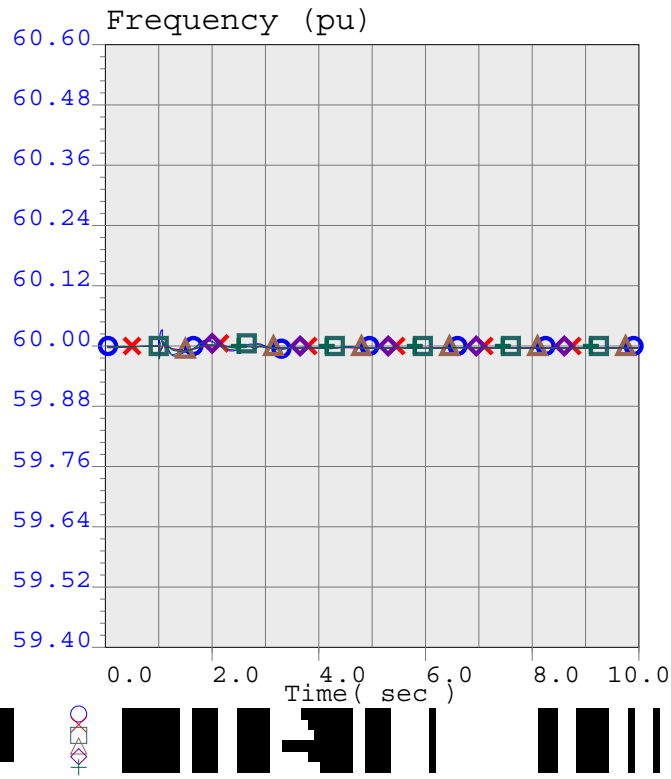
Fri Aug 26 09:17:58 2022

SYSTEM IMPACT STUDY (Frequency)









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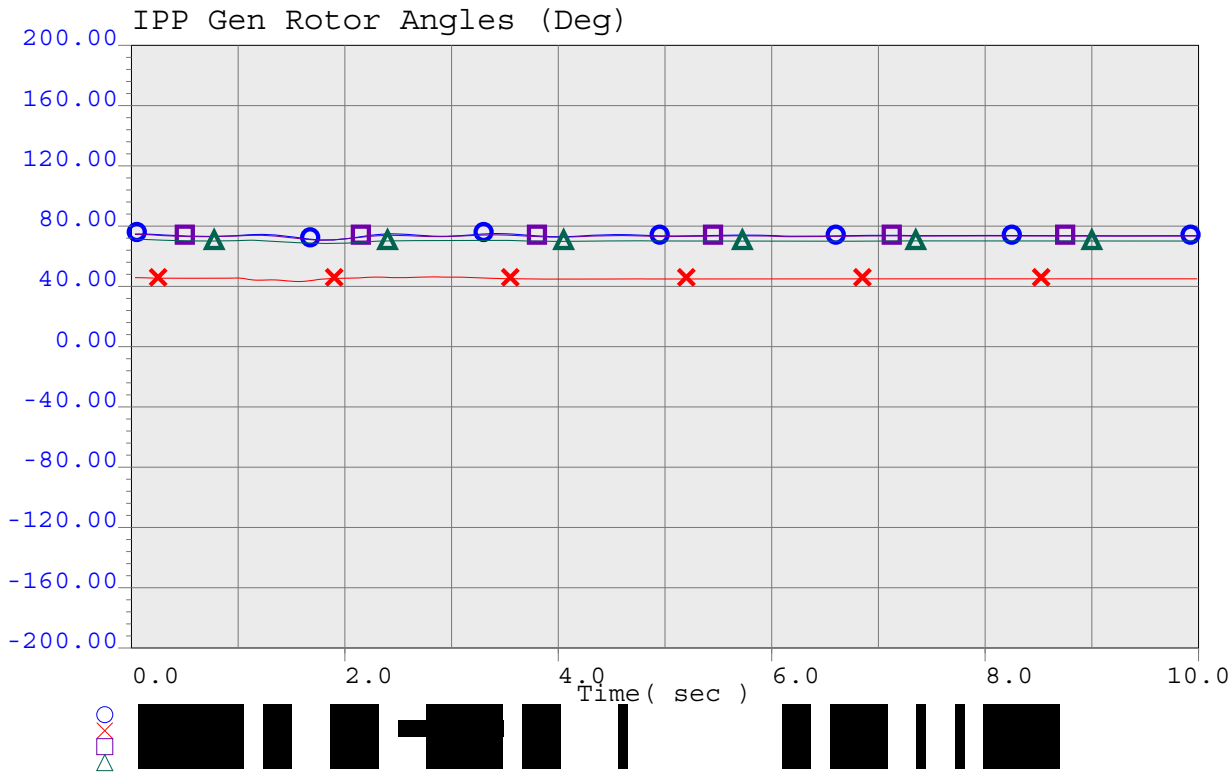
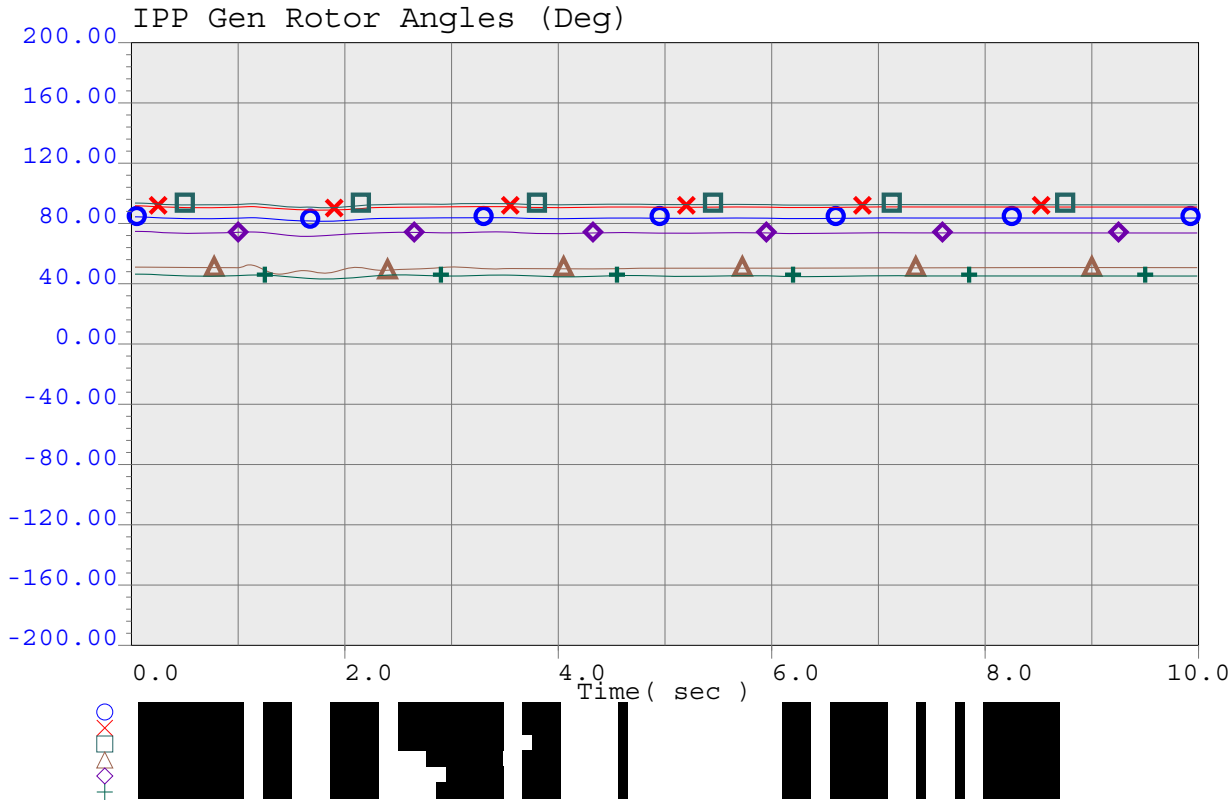
Fri Aug 26 09:17:58 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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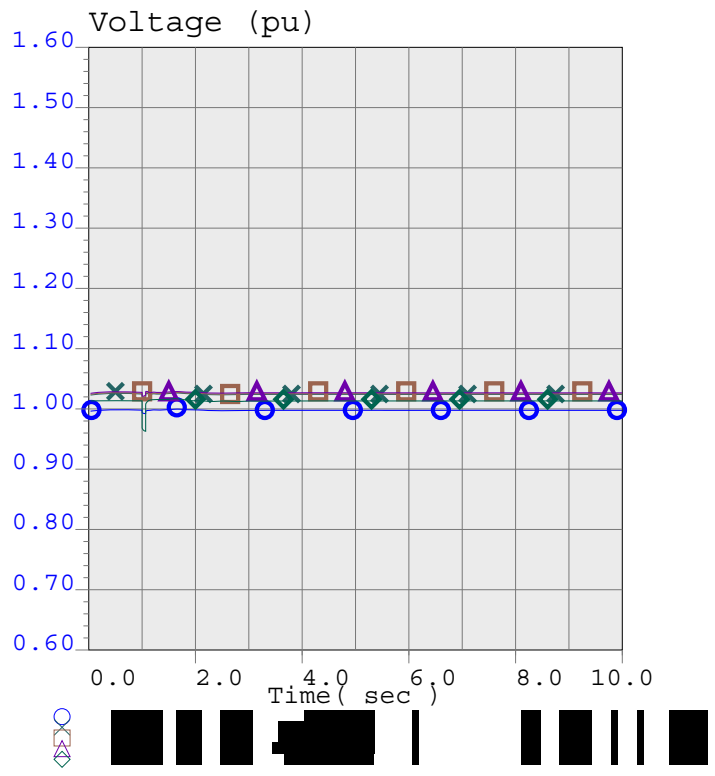
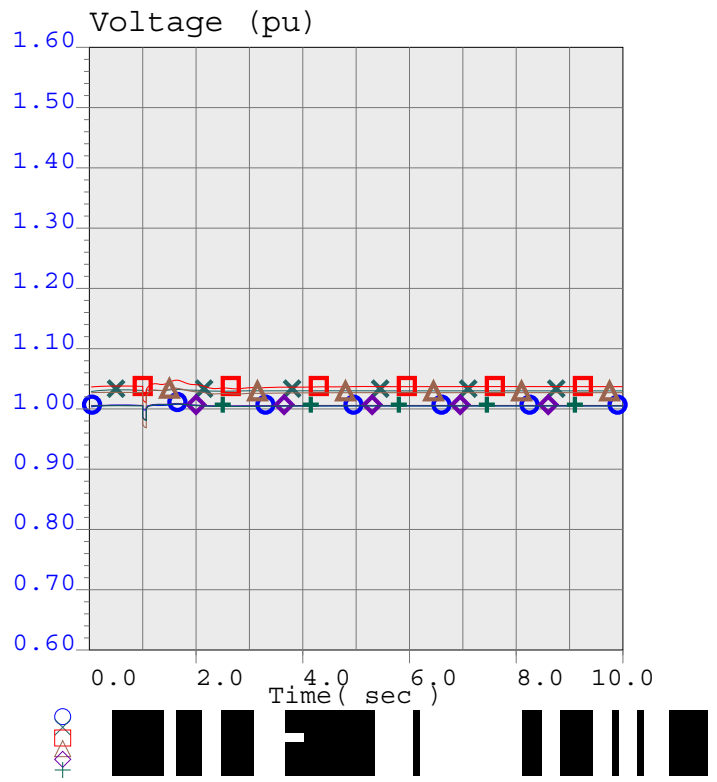
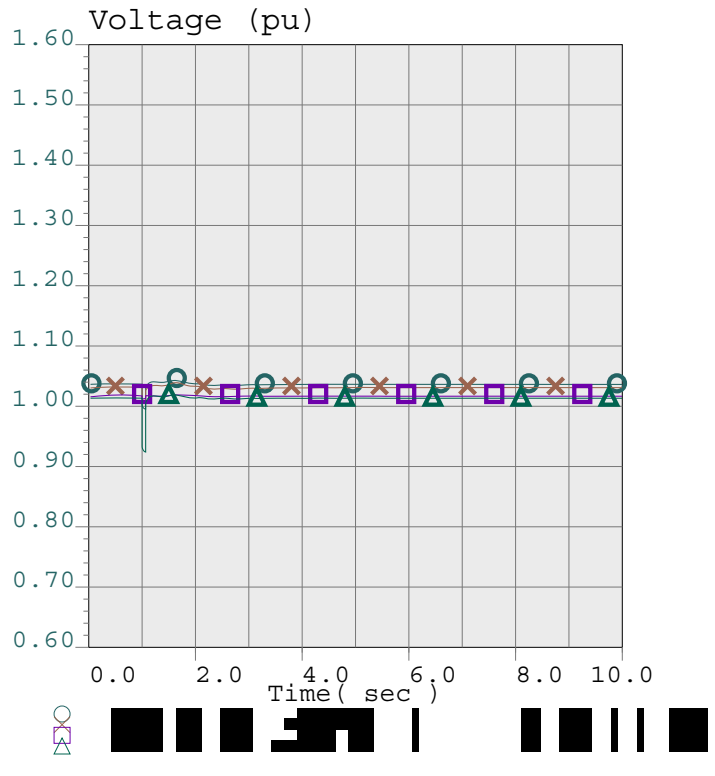
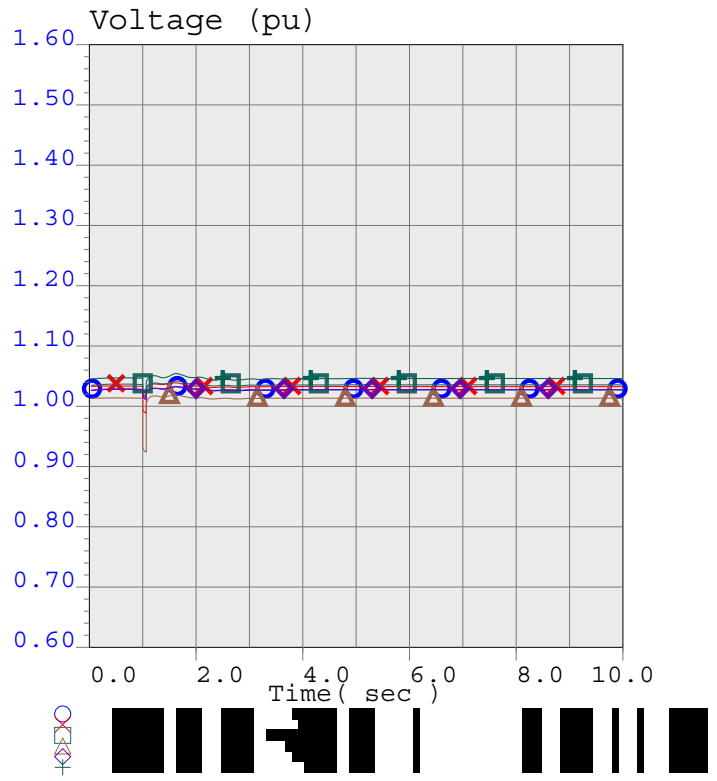
Fri Aug 26 09:17:58 2022

SYSTEM IMPACT STUDY (Voltage)









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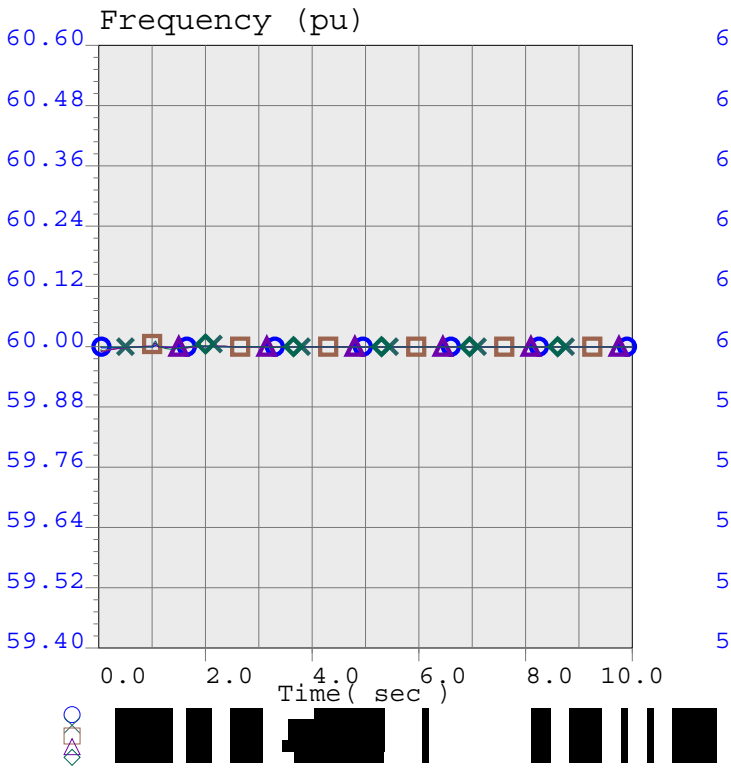
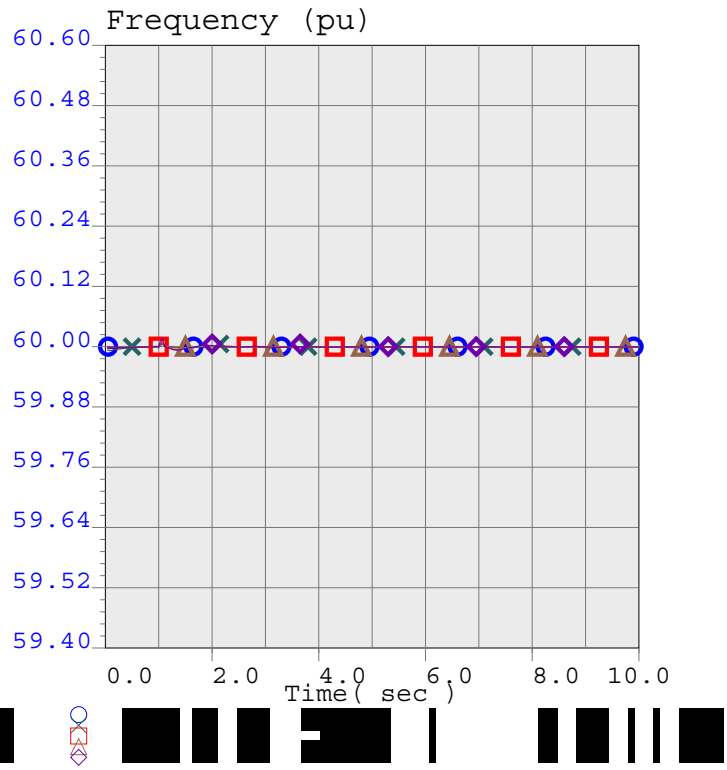
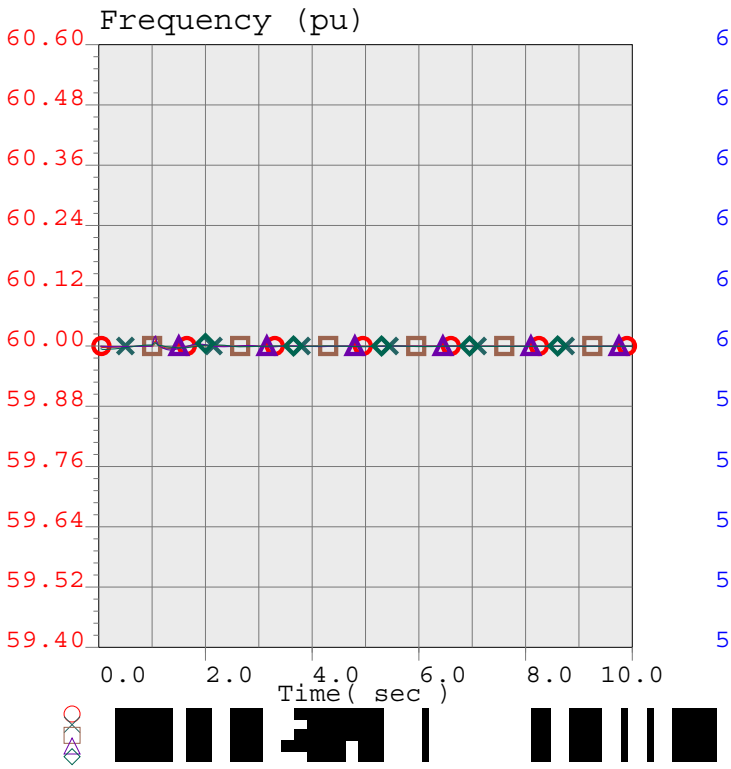
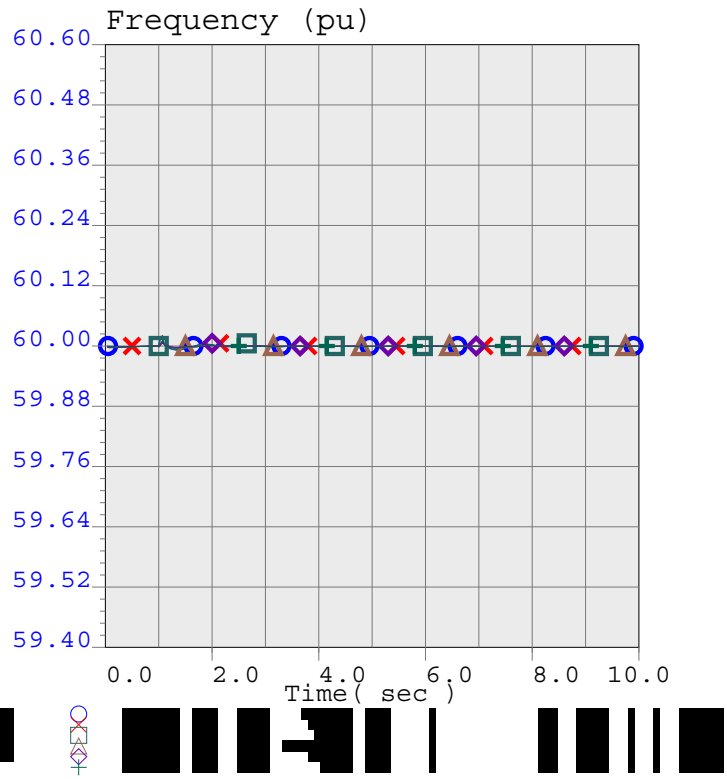
SYSTEM IMPACT STUDY (Frequency)









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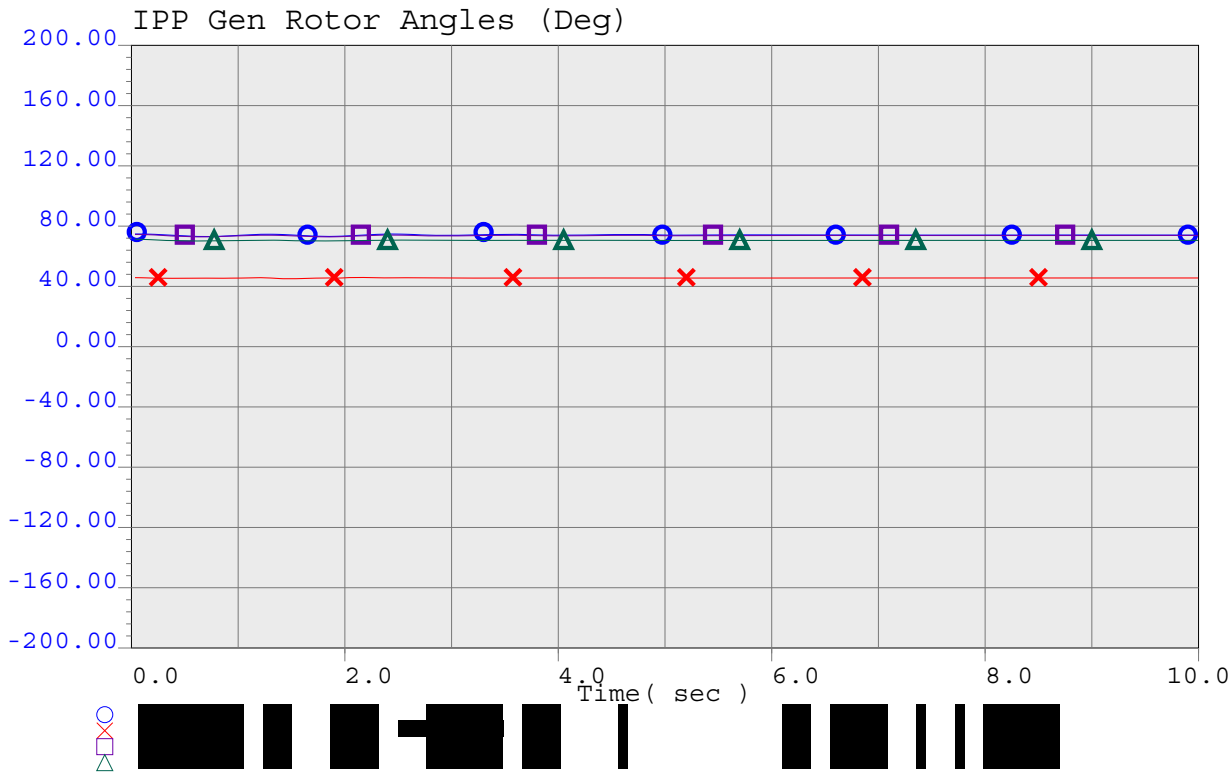
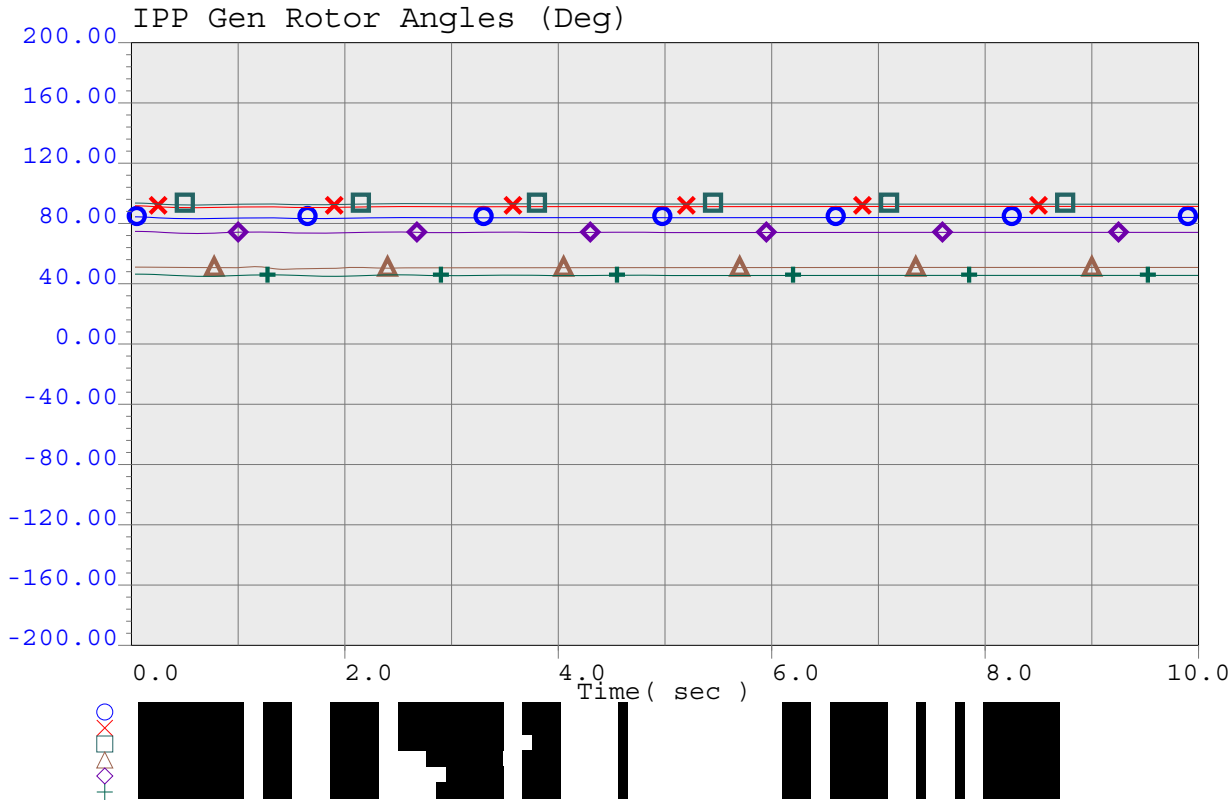
SYSTEM IMPACT STUDY (Rotor Angles)





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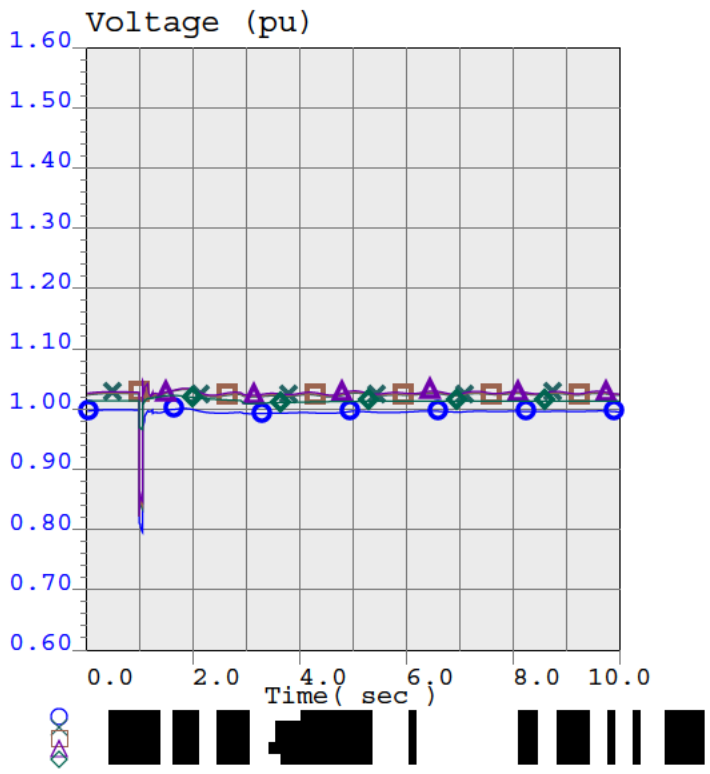
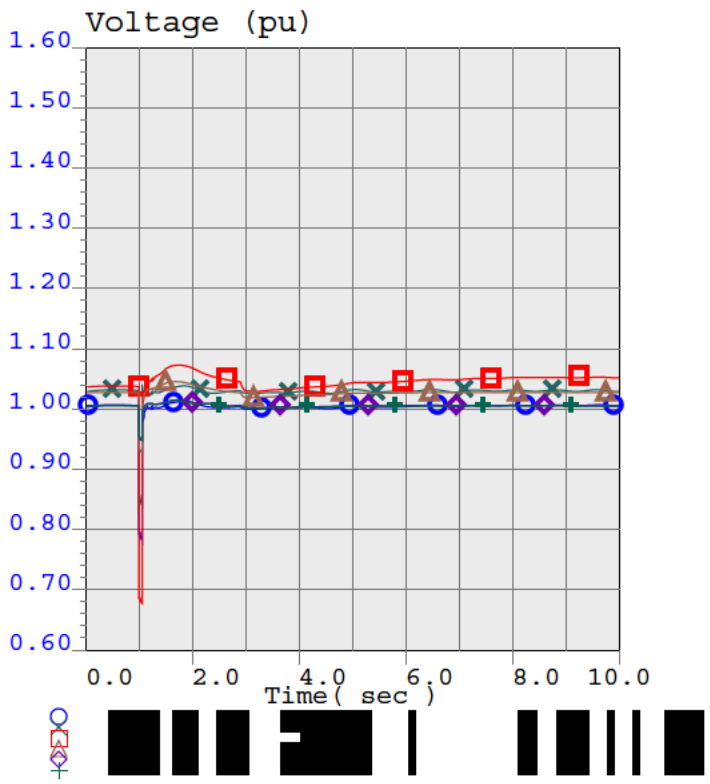
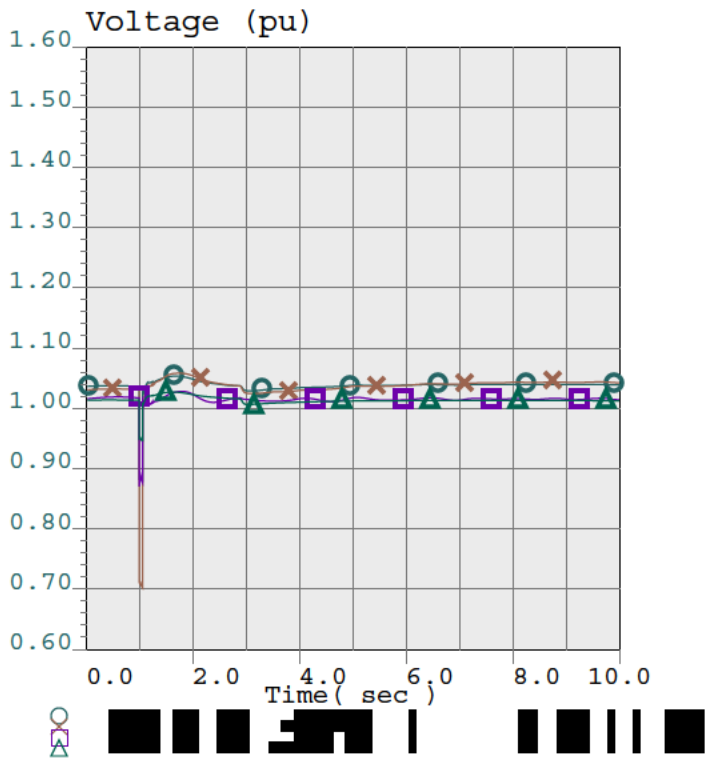
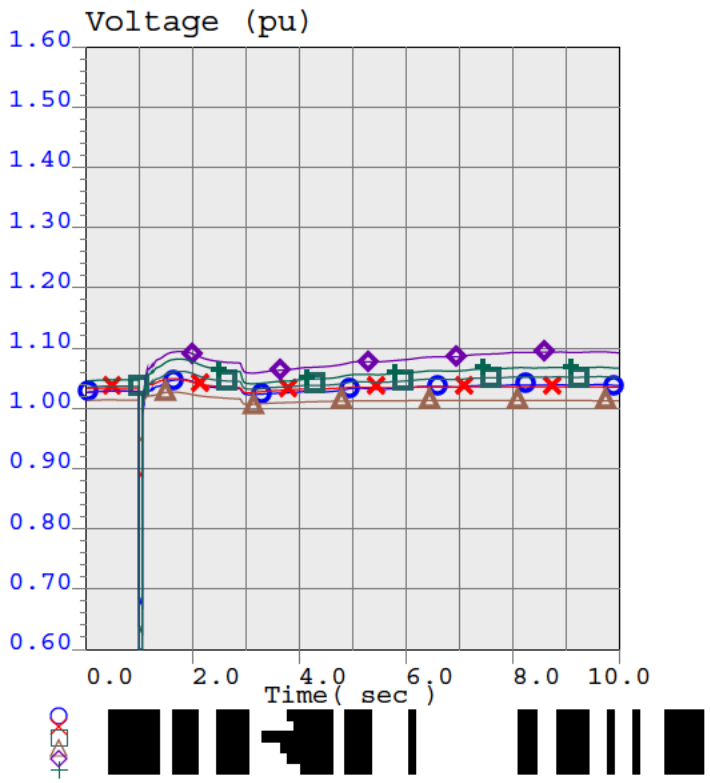
SYSTEM IMPACT STUDY (Voltage)









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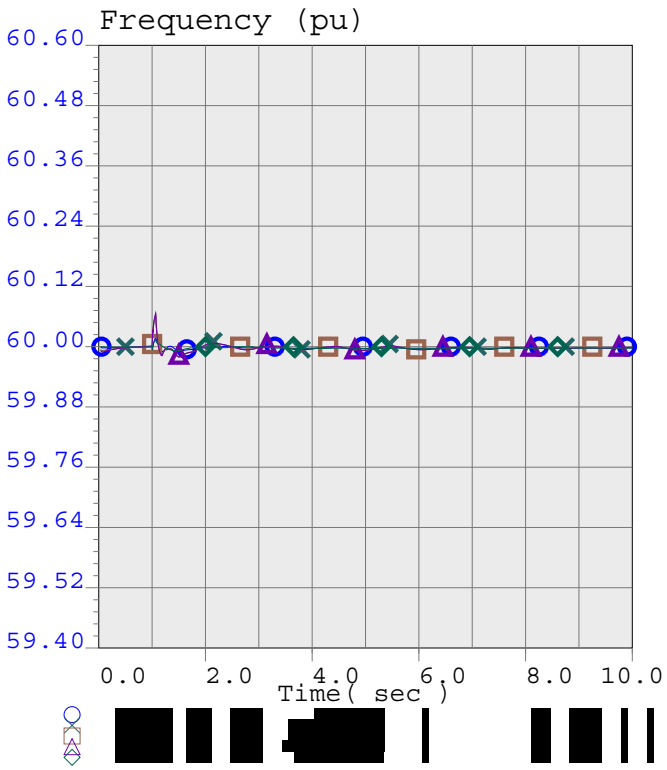
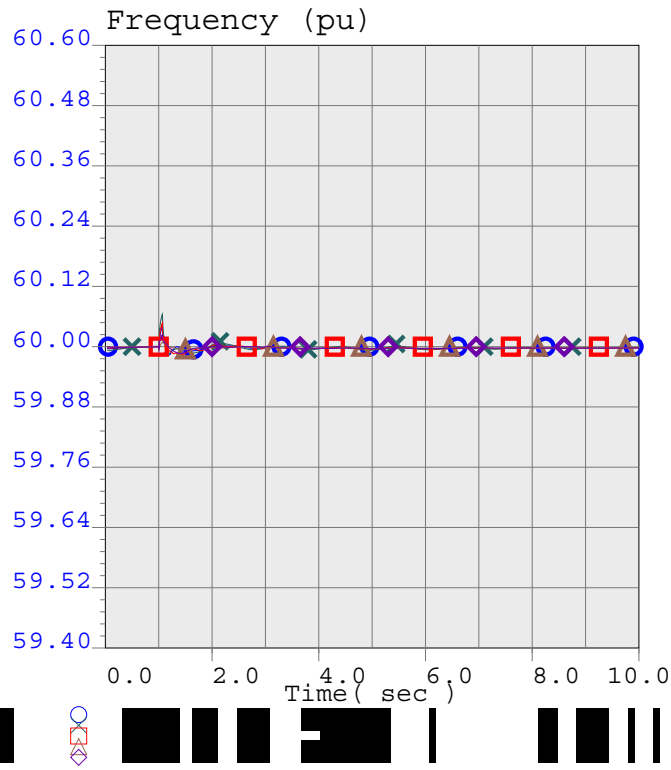
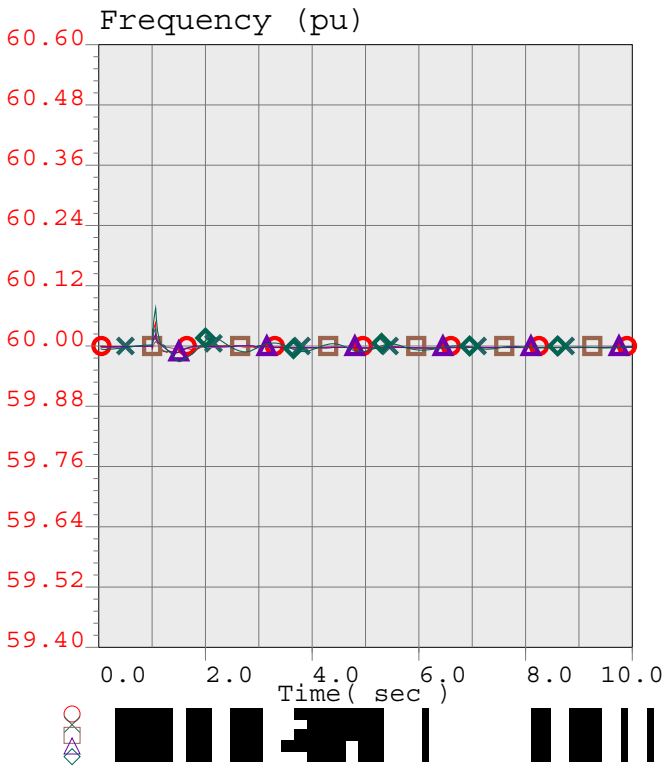
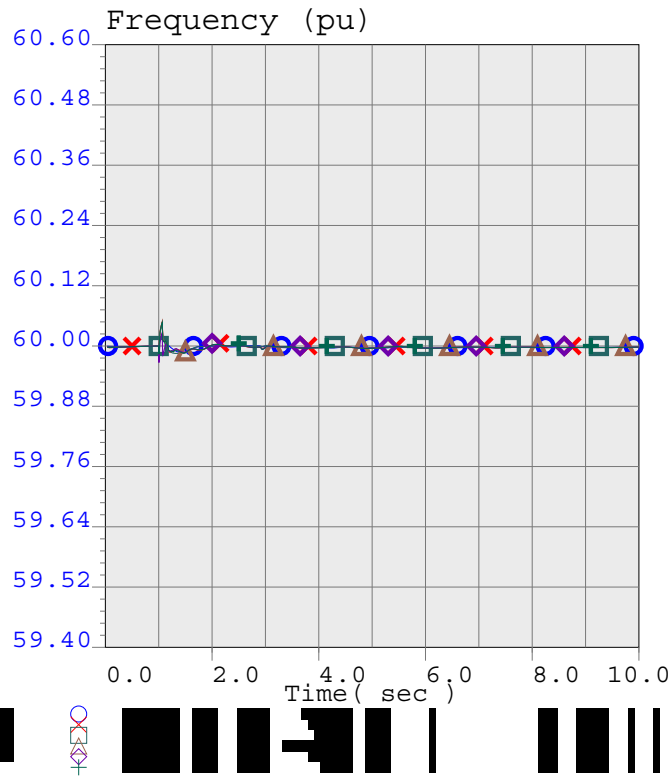
SYSTEM IMPACT STUDY (Frequency)









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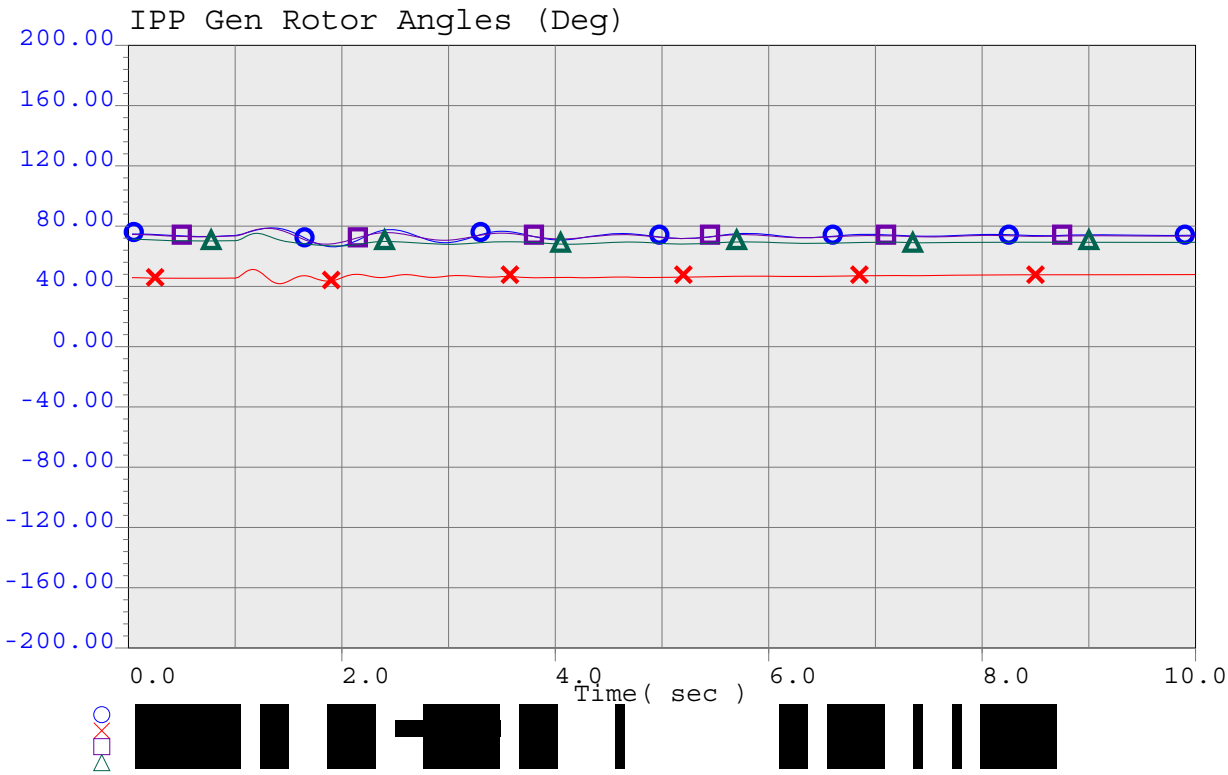
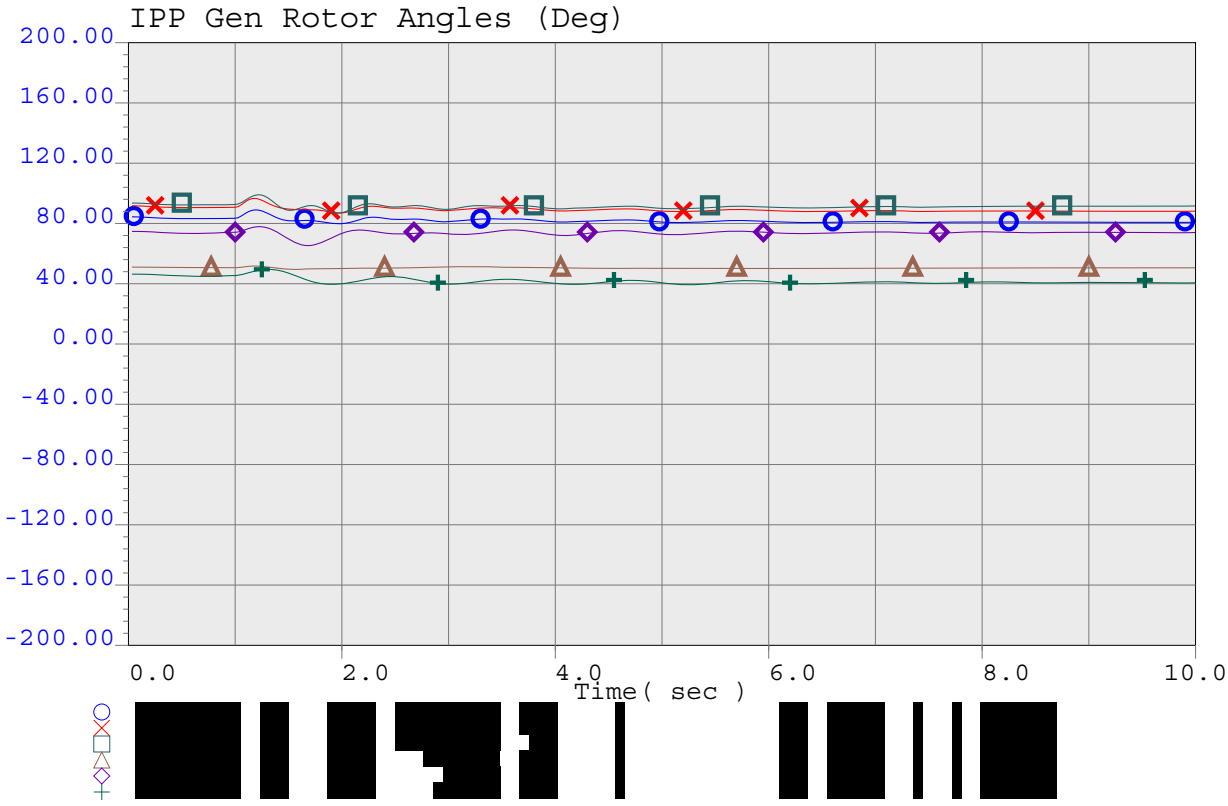
SYSTEM IMPACT STUDY (Rotor Angles)





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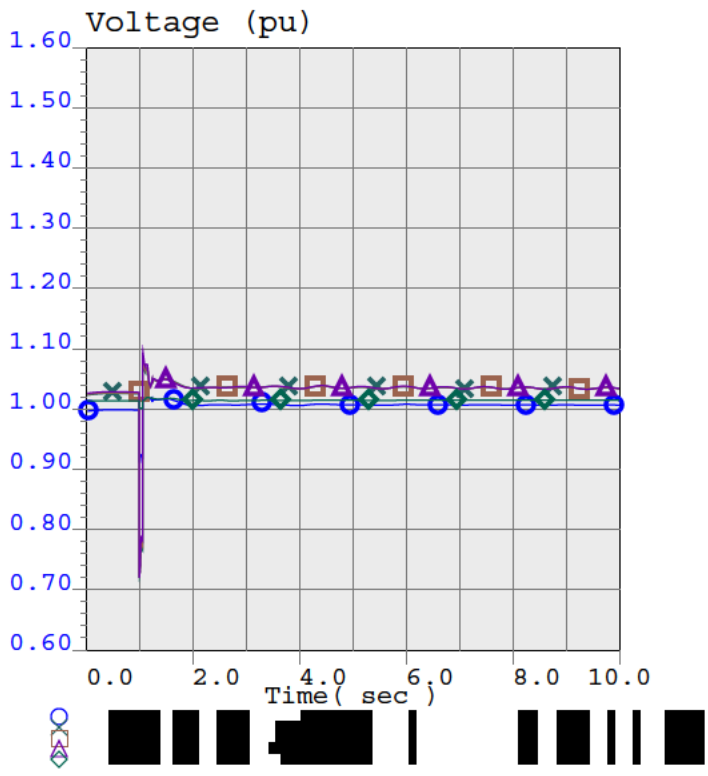
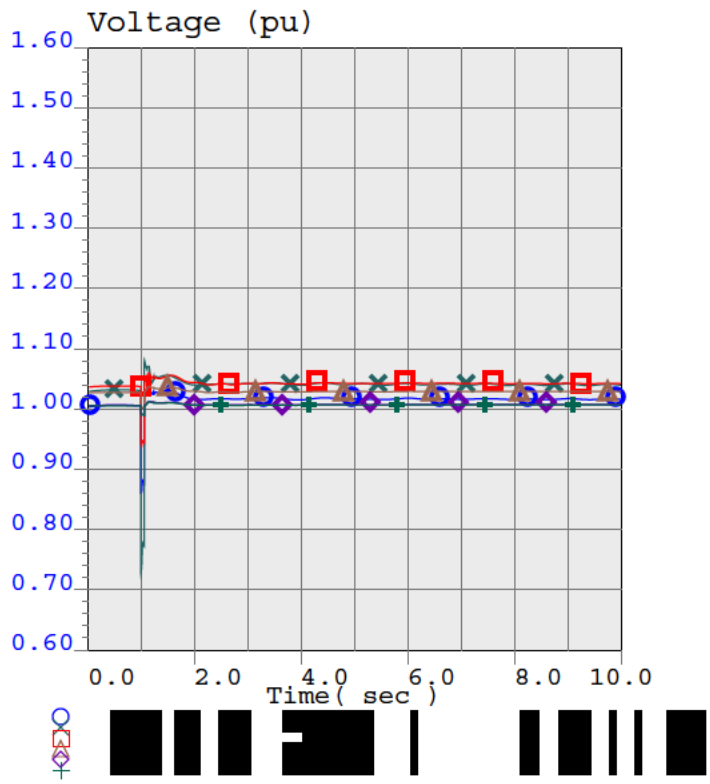
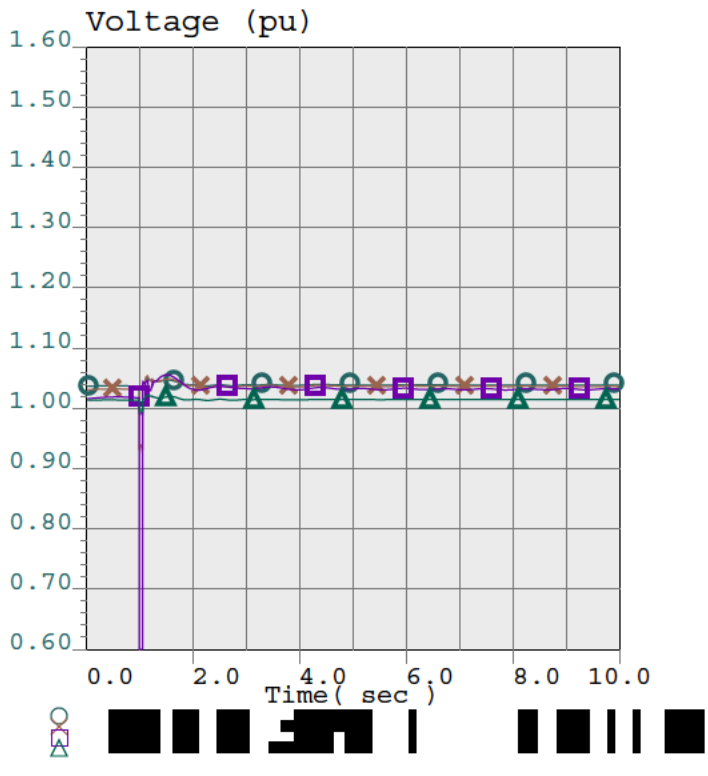
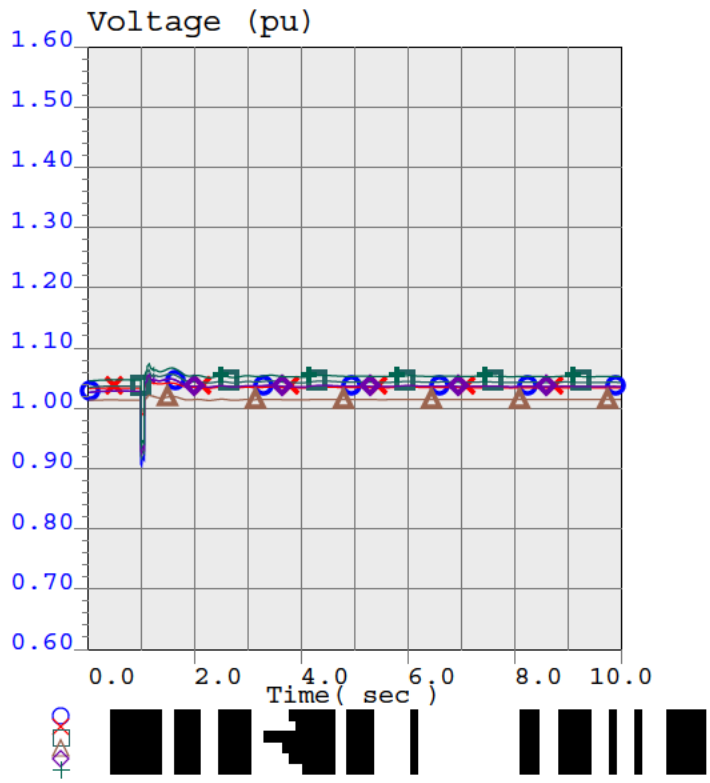
SYSTEM IMPACT STUDY (Voltage)









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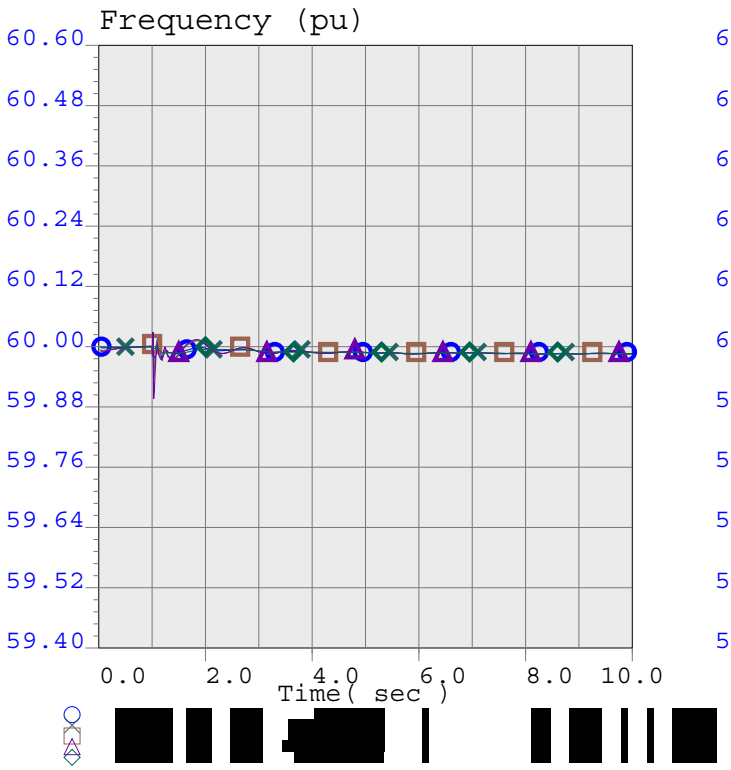

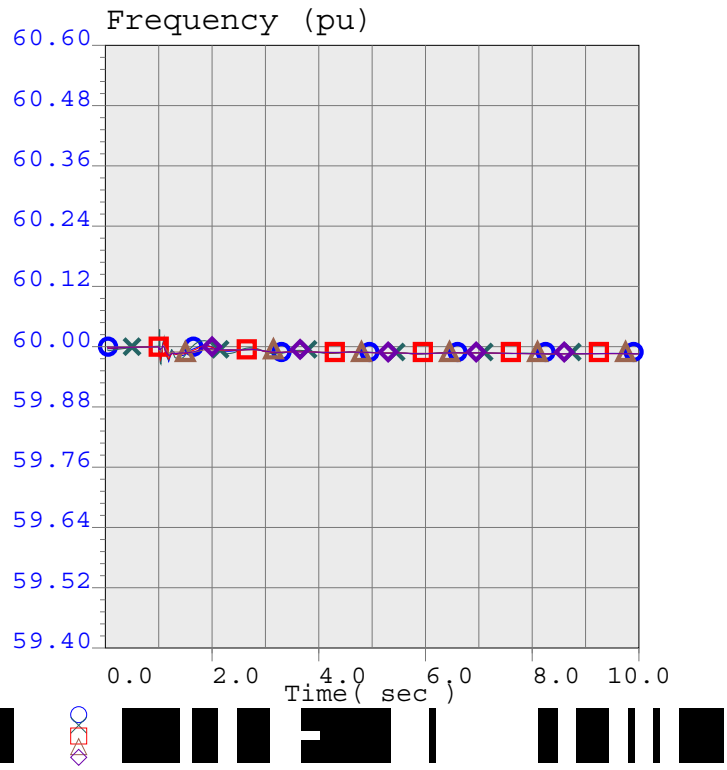

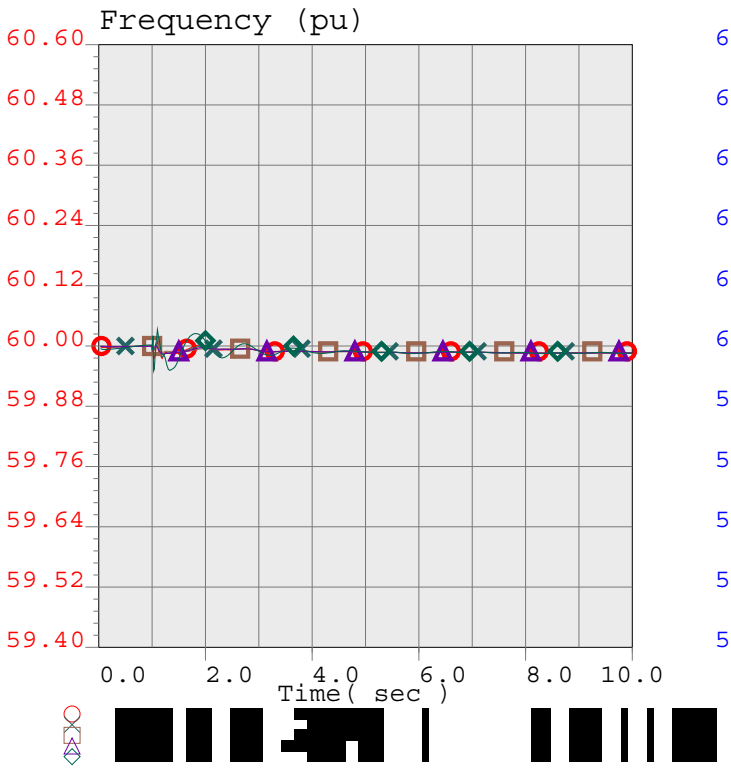

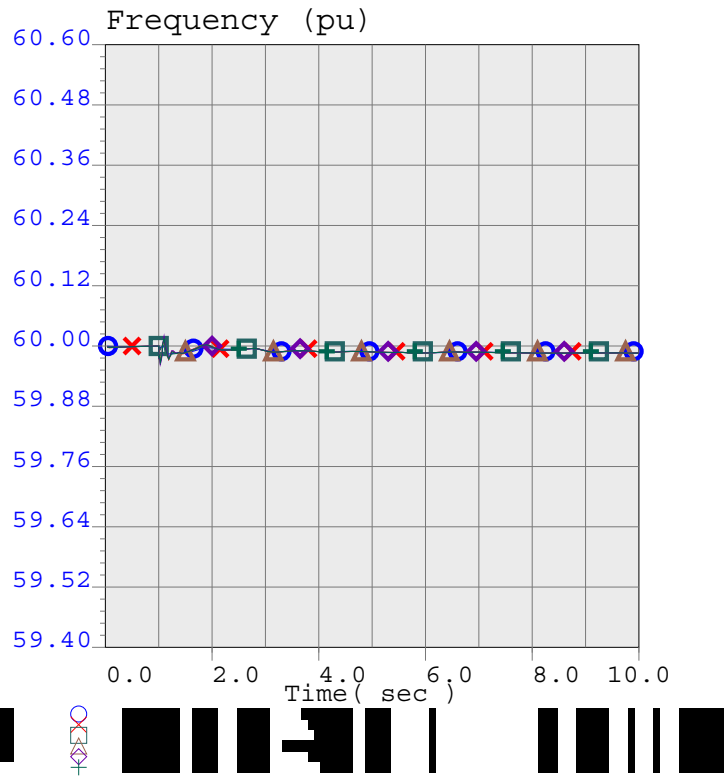

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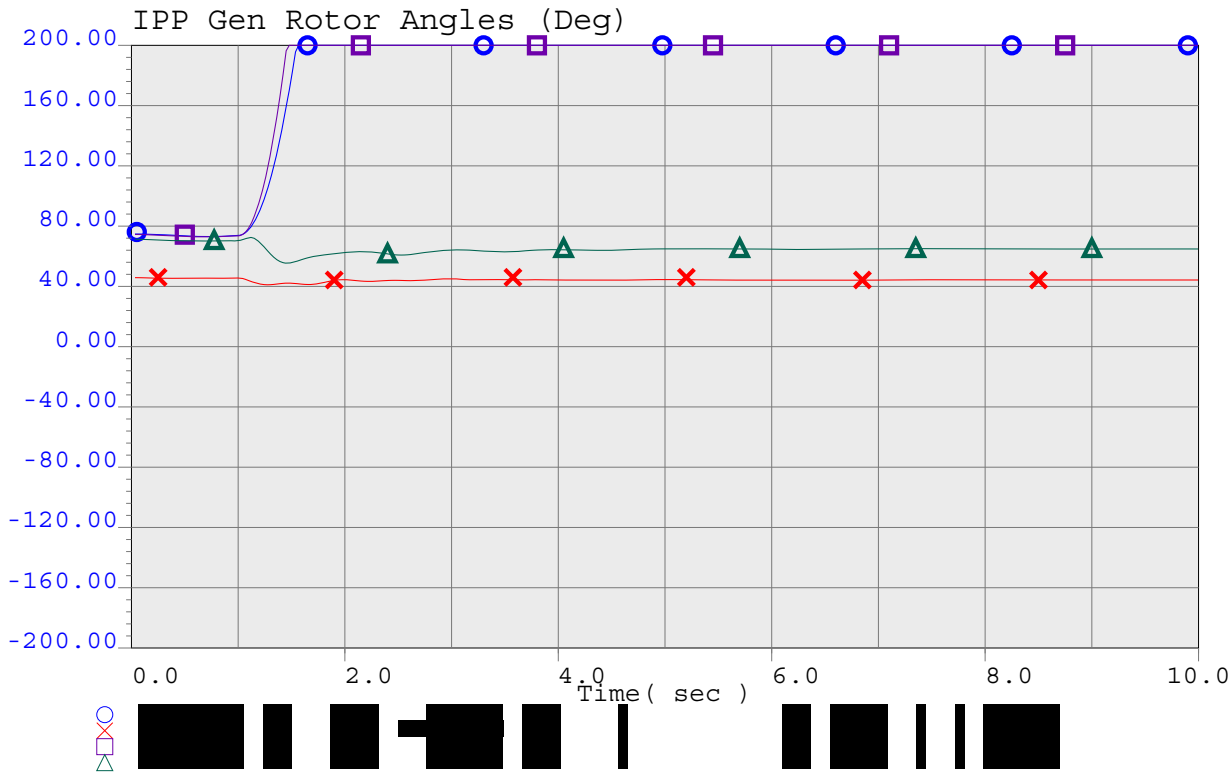
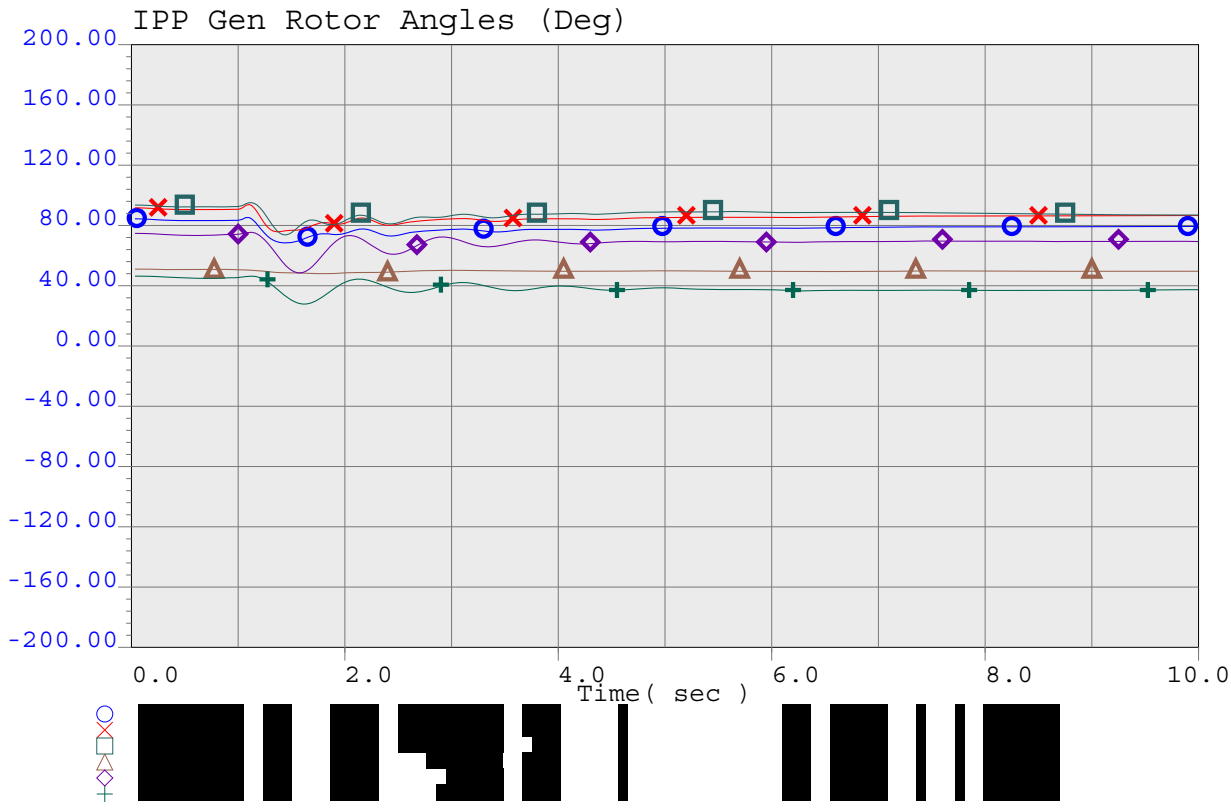
SYSTEM IMPACT STUDY (Rotor Angles)





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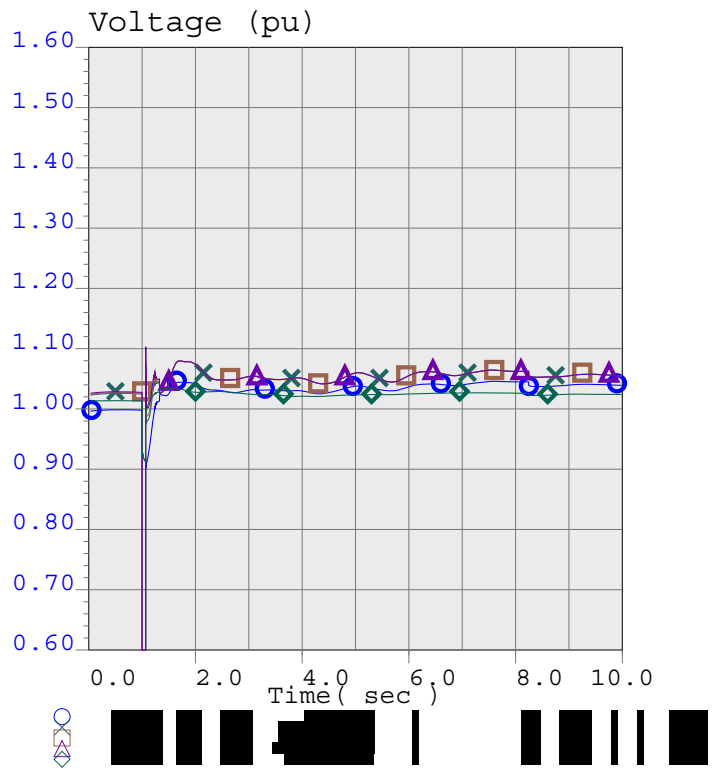
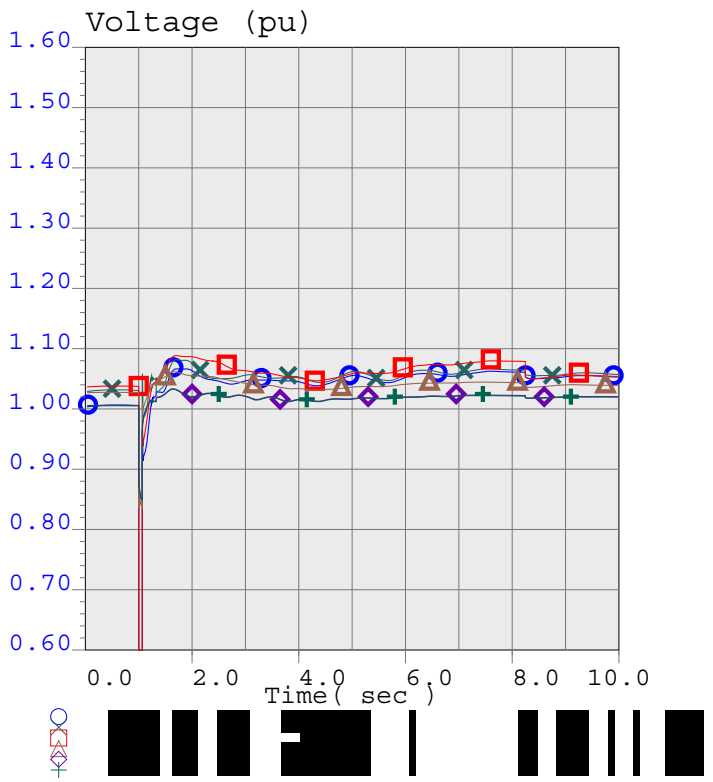
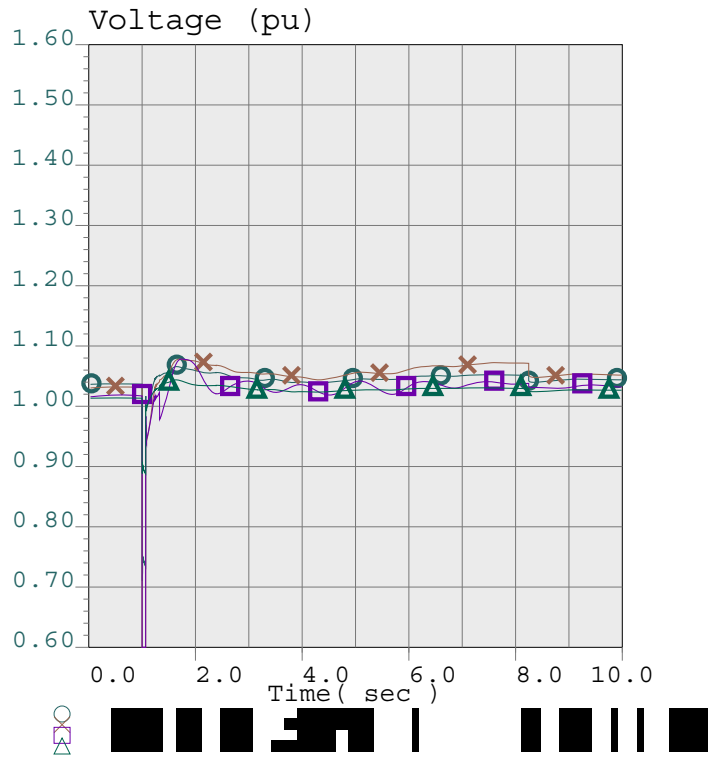
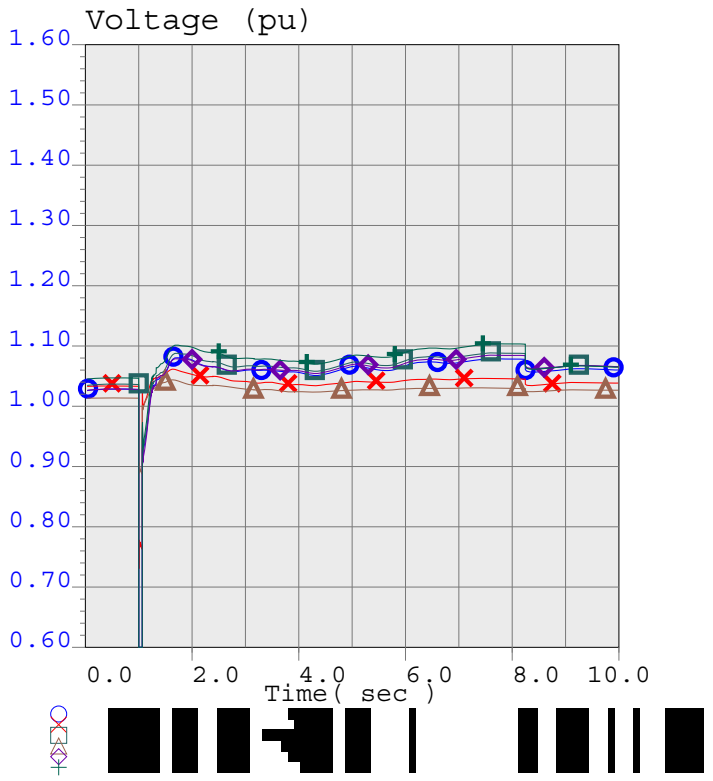
SYSTEM IMPACT STUDY (Voltage)









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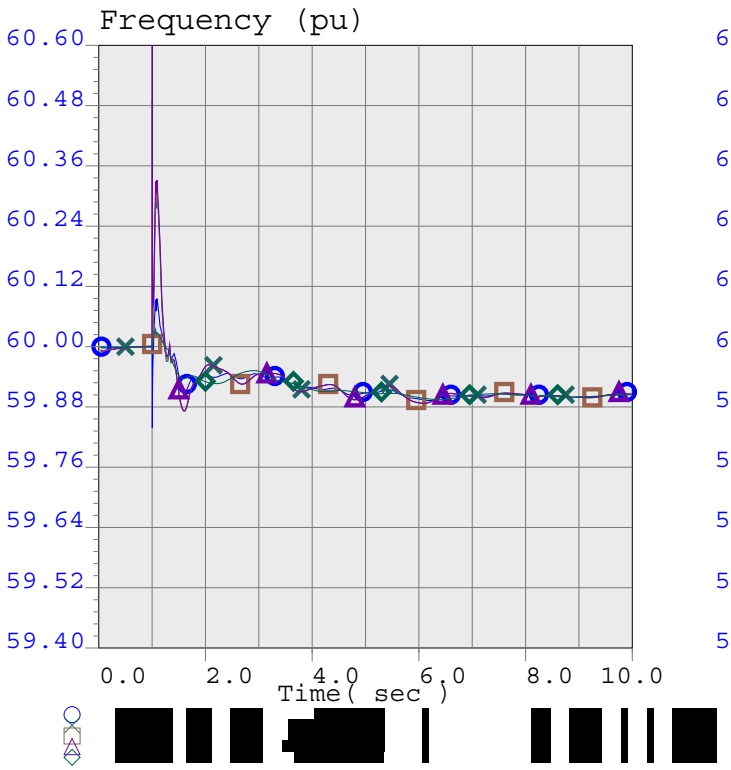
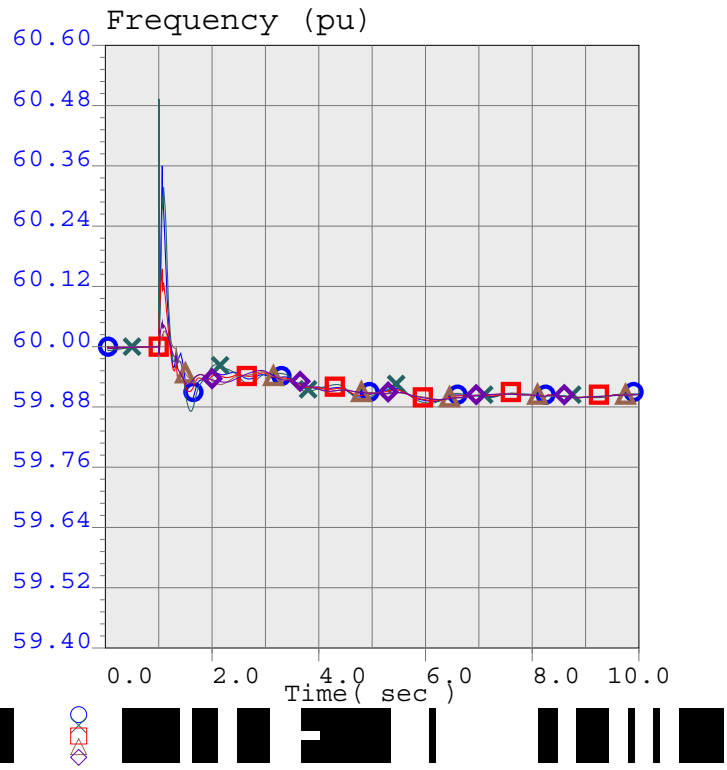
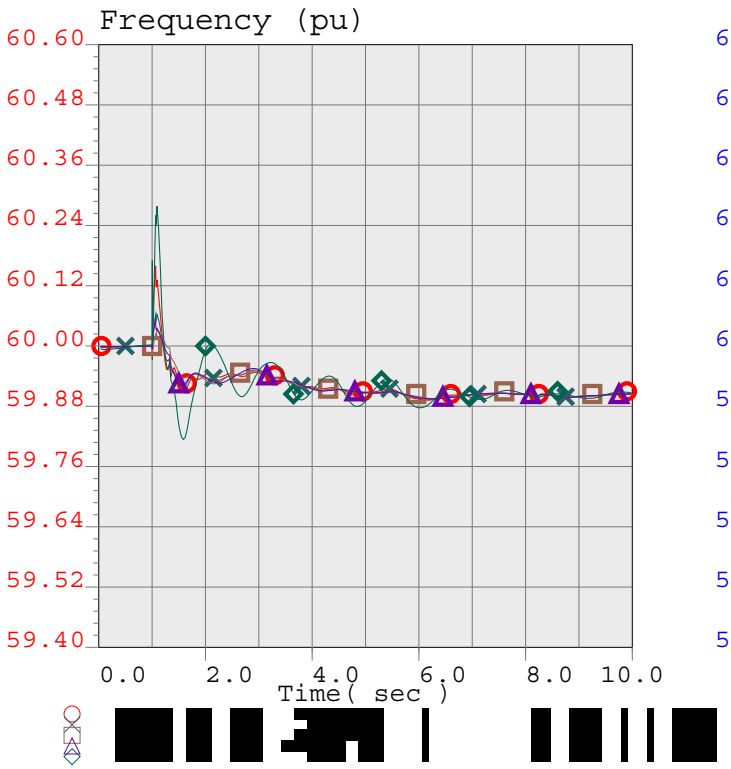
SYSTEM IMPACT STUDY (Frequency)







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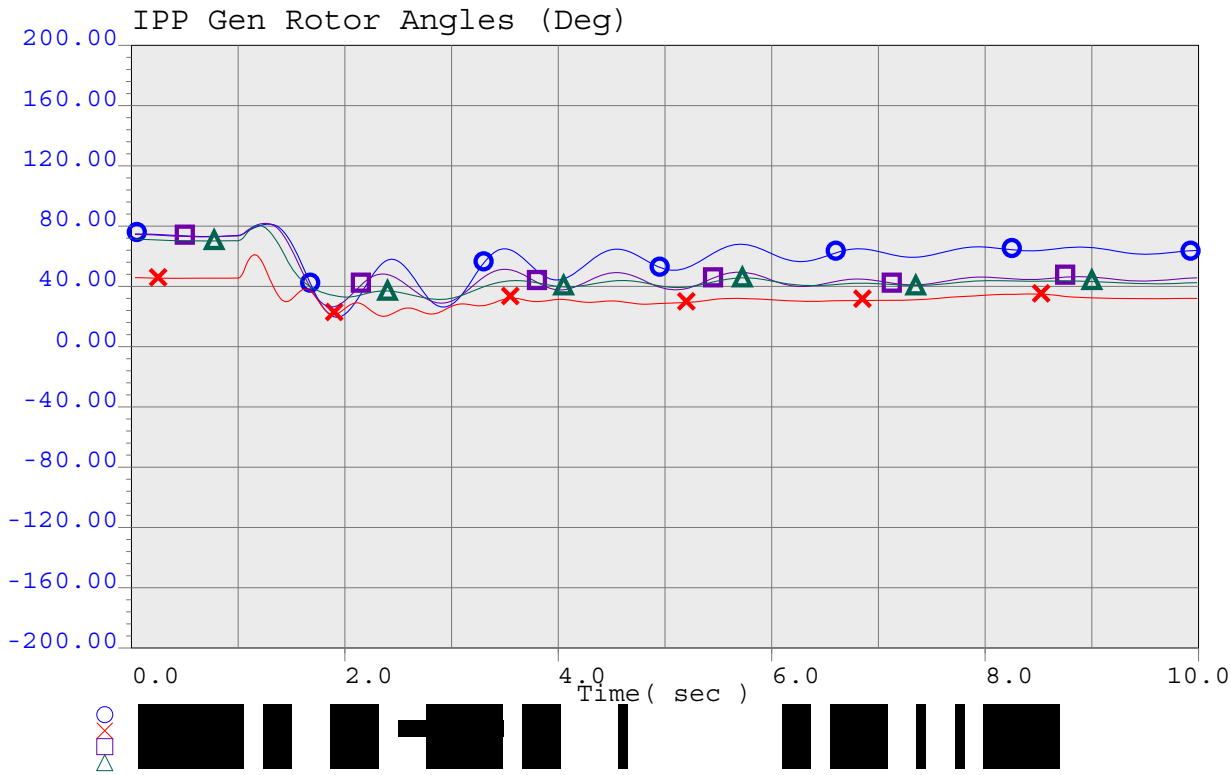
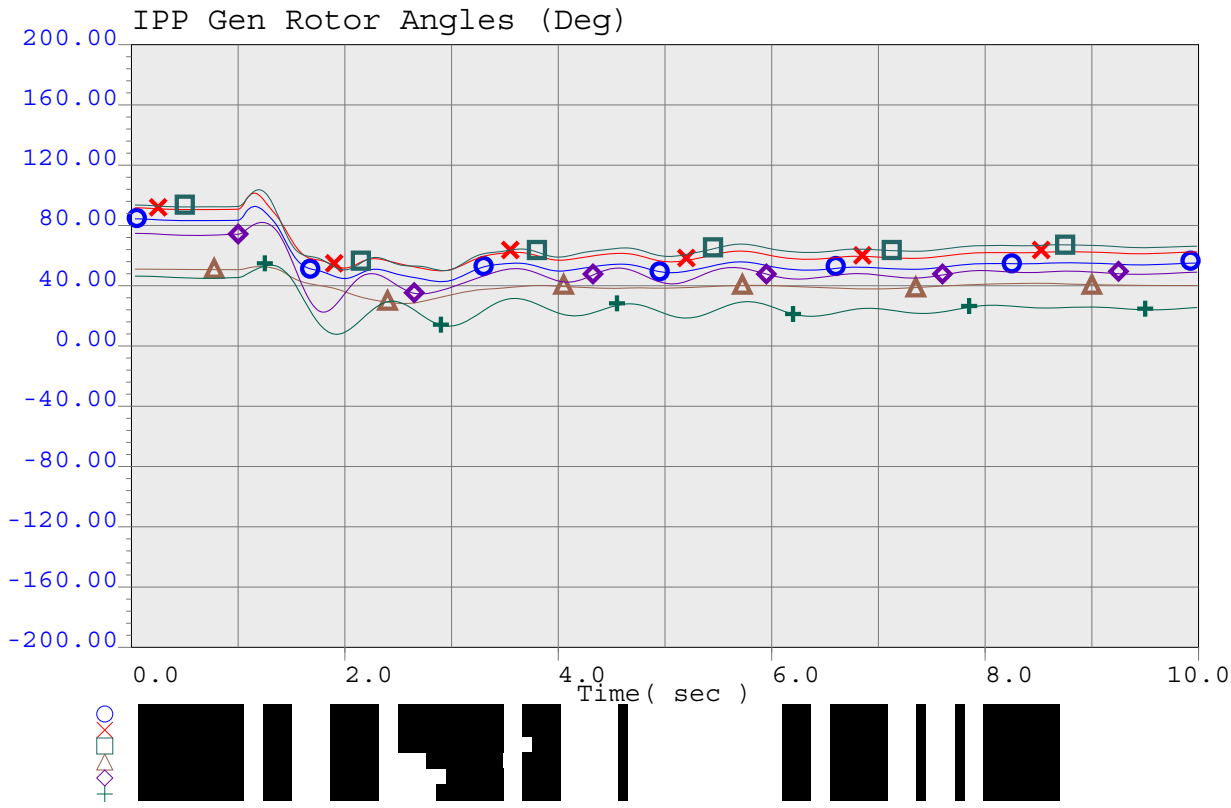
SYSTEM IMPACT STUDY (Rotor Angles)





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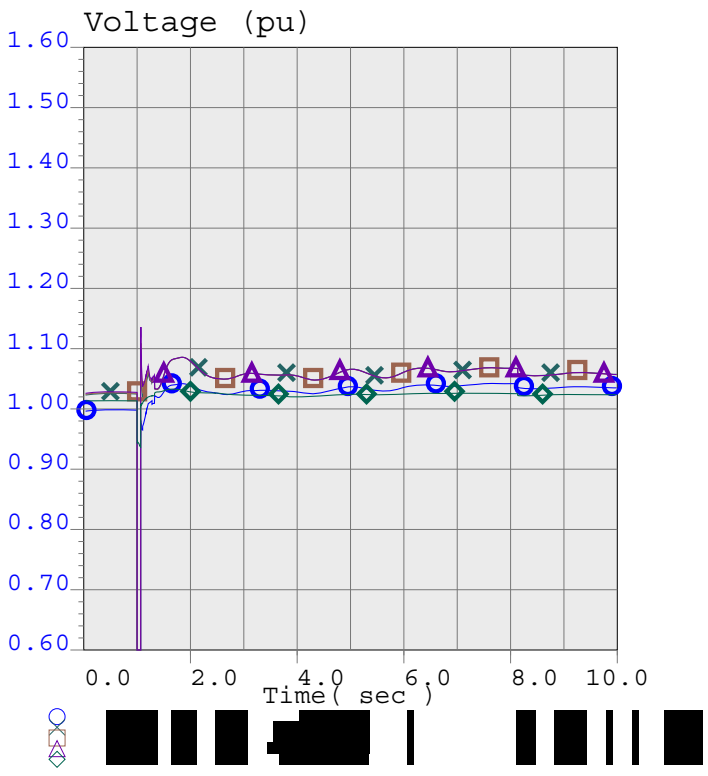
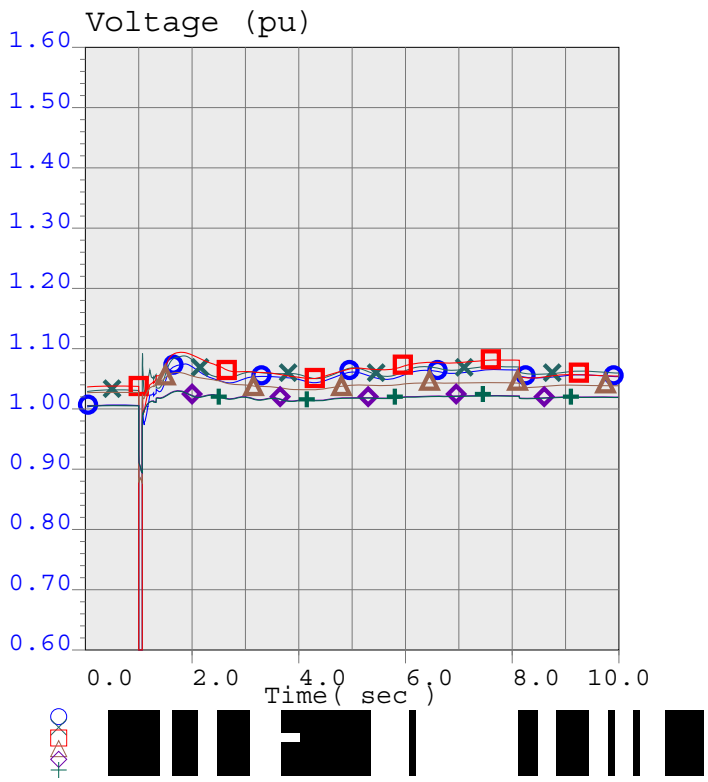
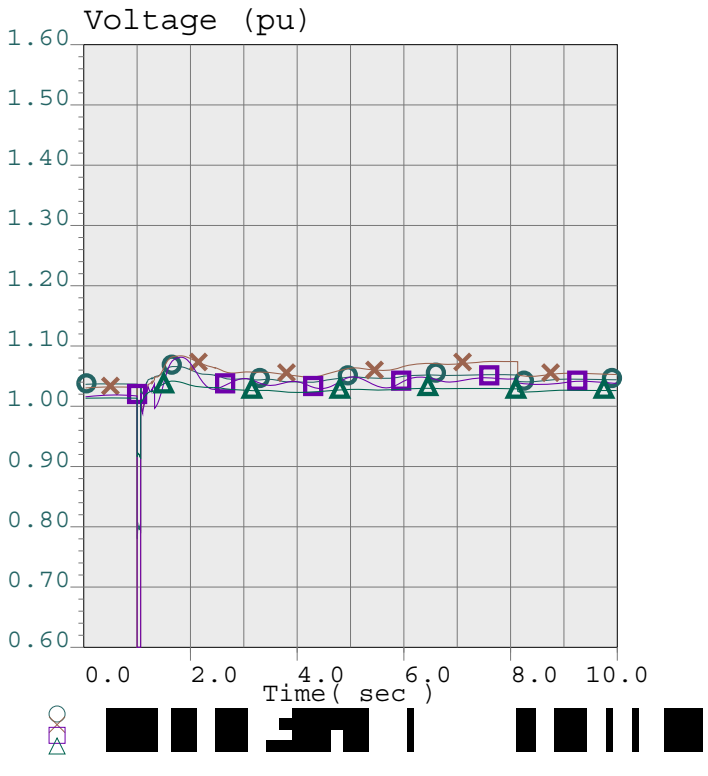
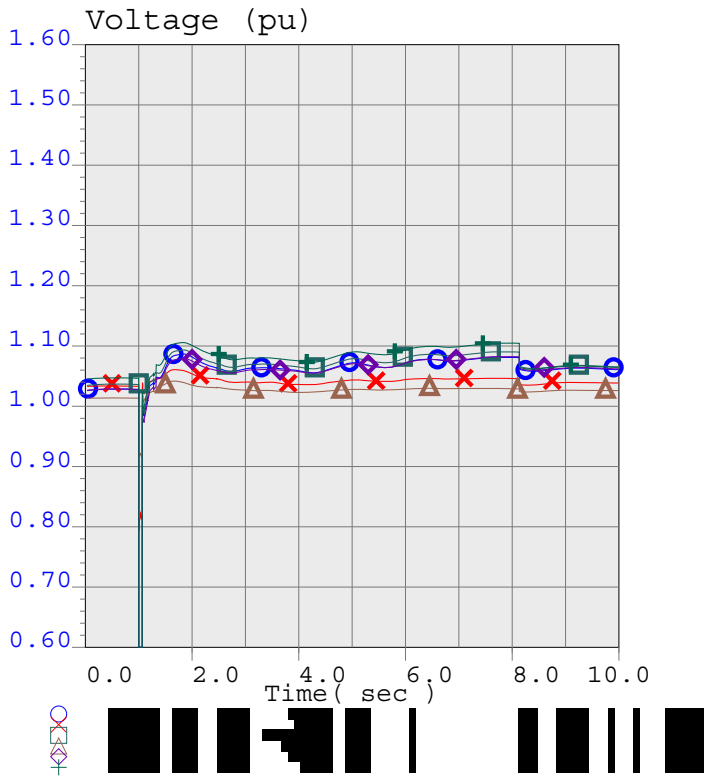
SYSTEM IMPACT STUDY (Voltage)









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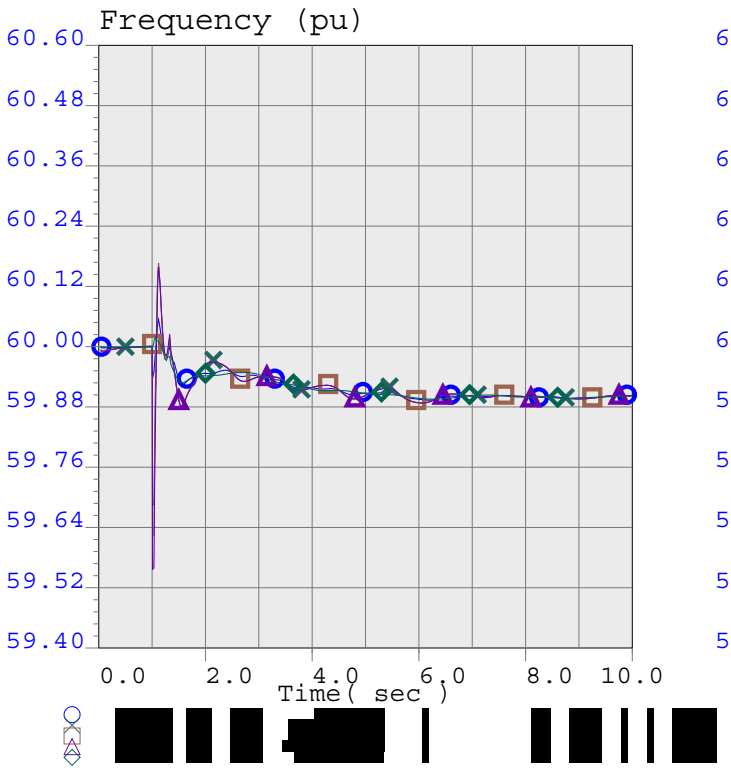
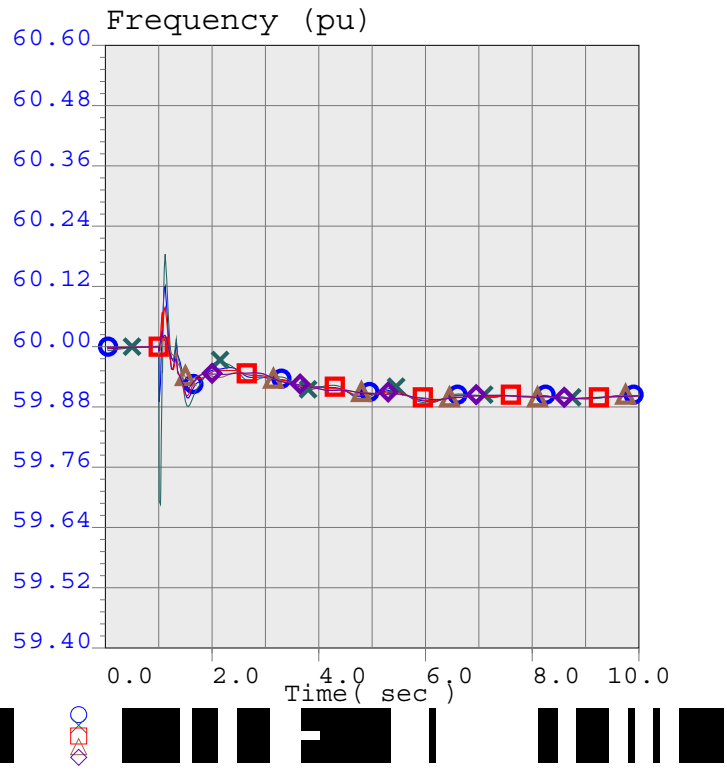
SYSTEM IMPACT STUDY (Frequency)





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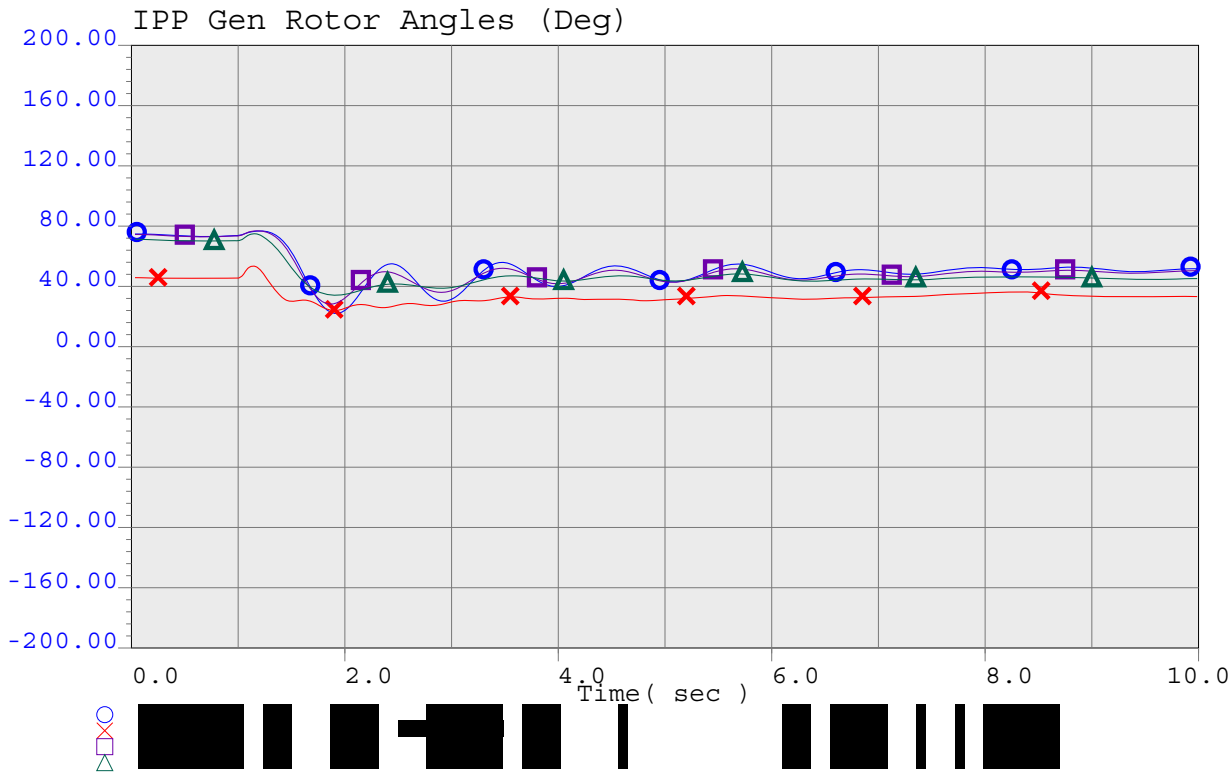
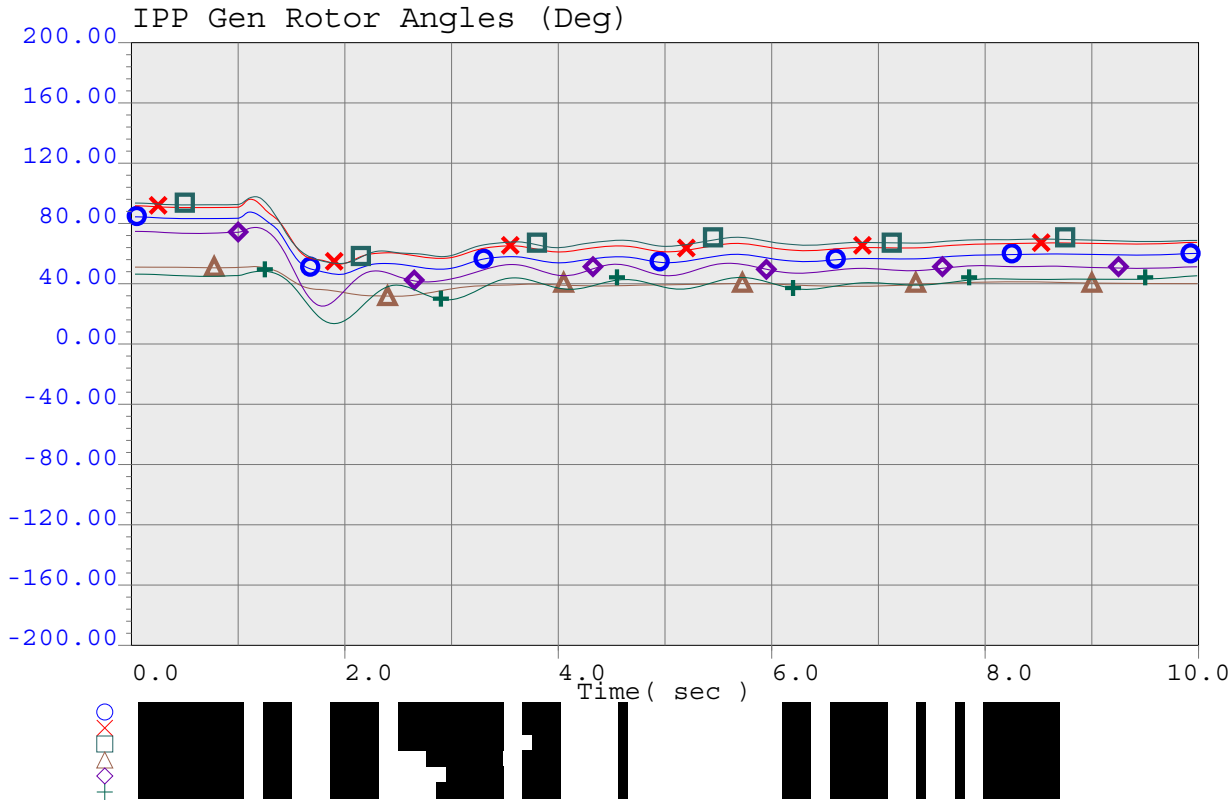
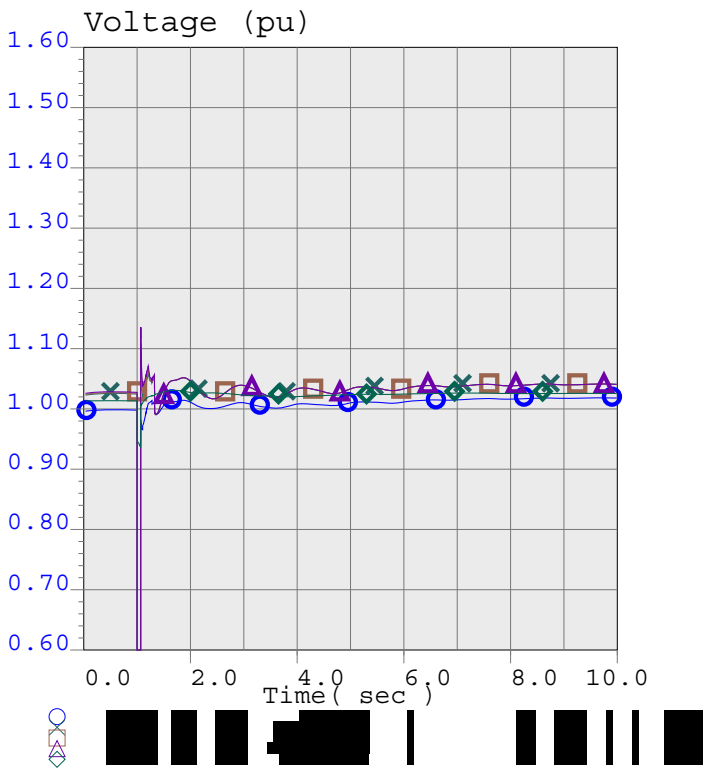
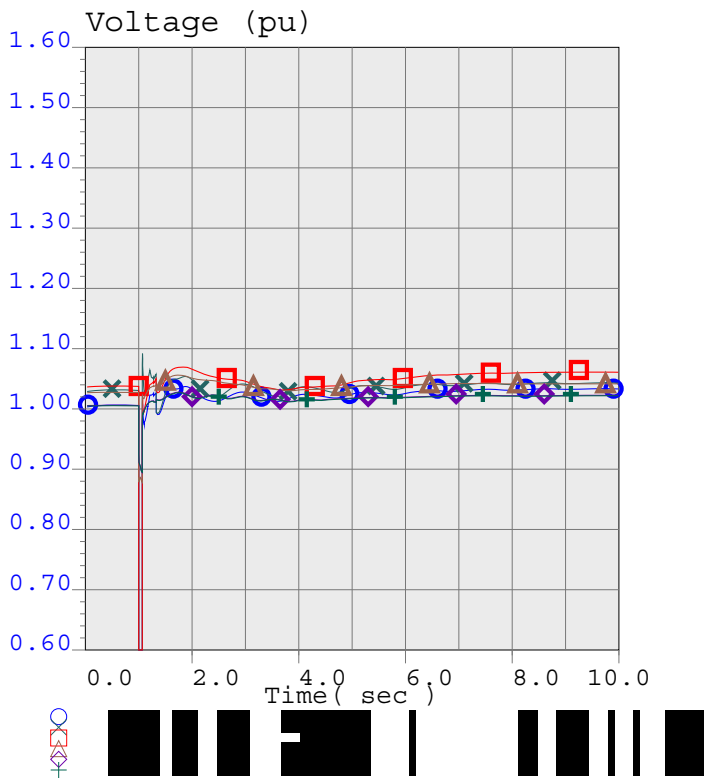
SYSTEM IMPACT STUDY (Rotor Angles)

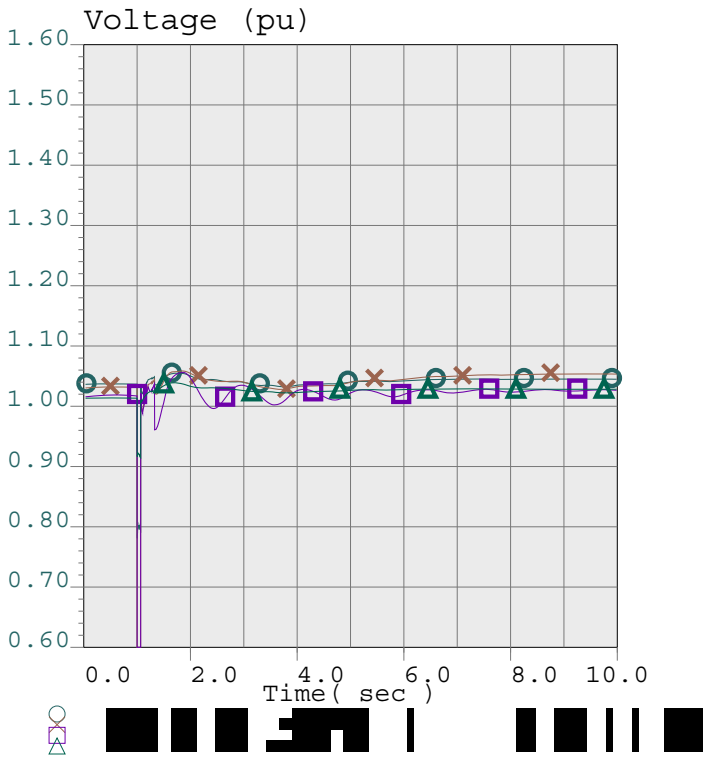


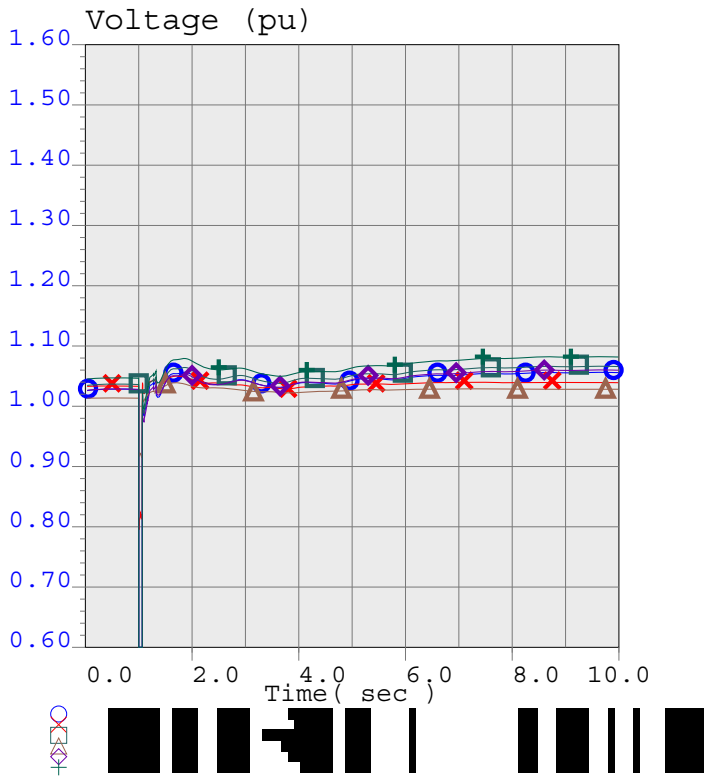


SYSTEM IMPACT STUDY (Voltage)









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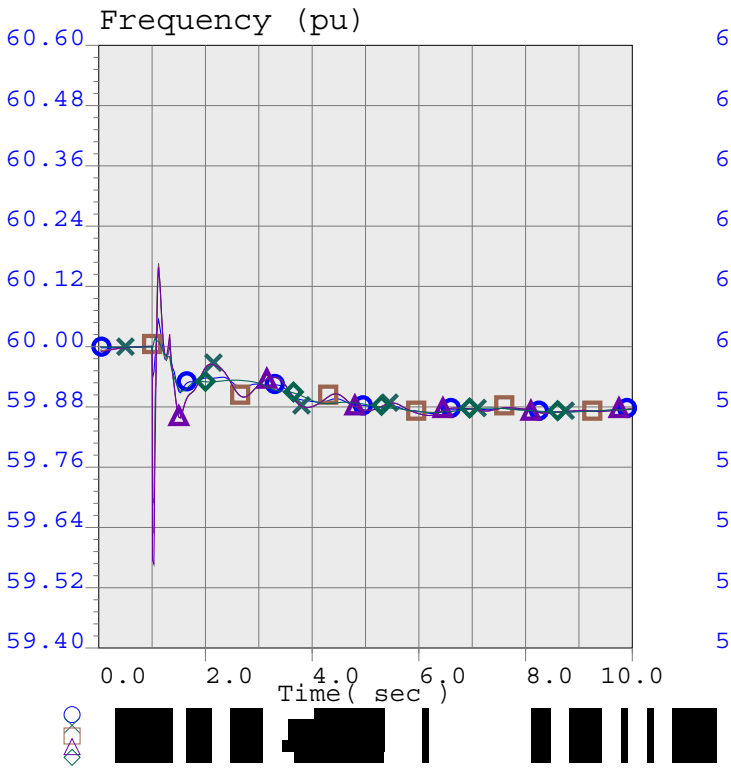
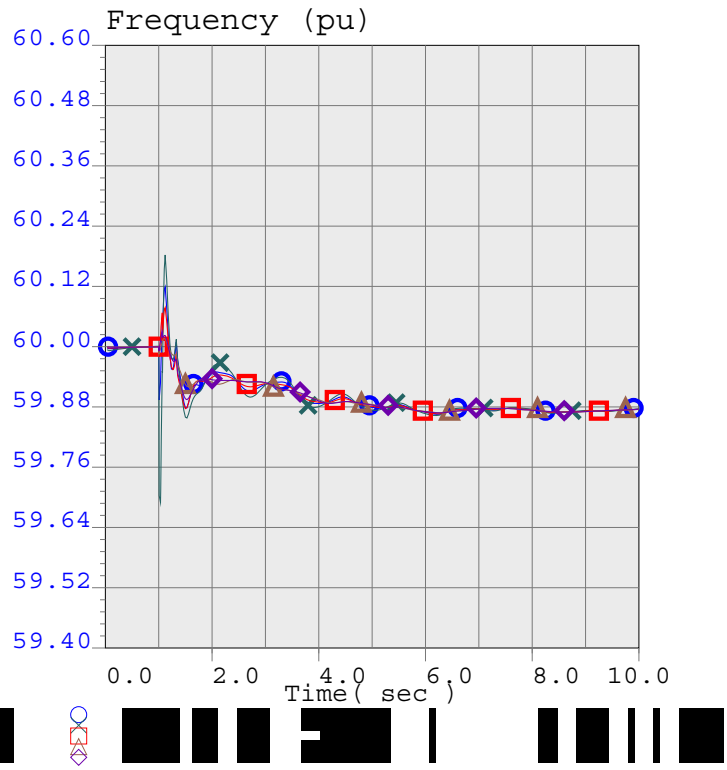
SYSTEM IMPACT STUDY (Frequency)





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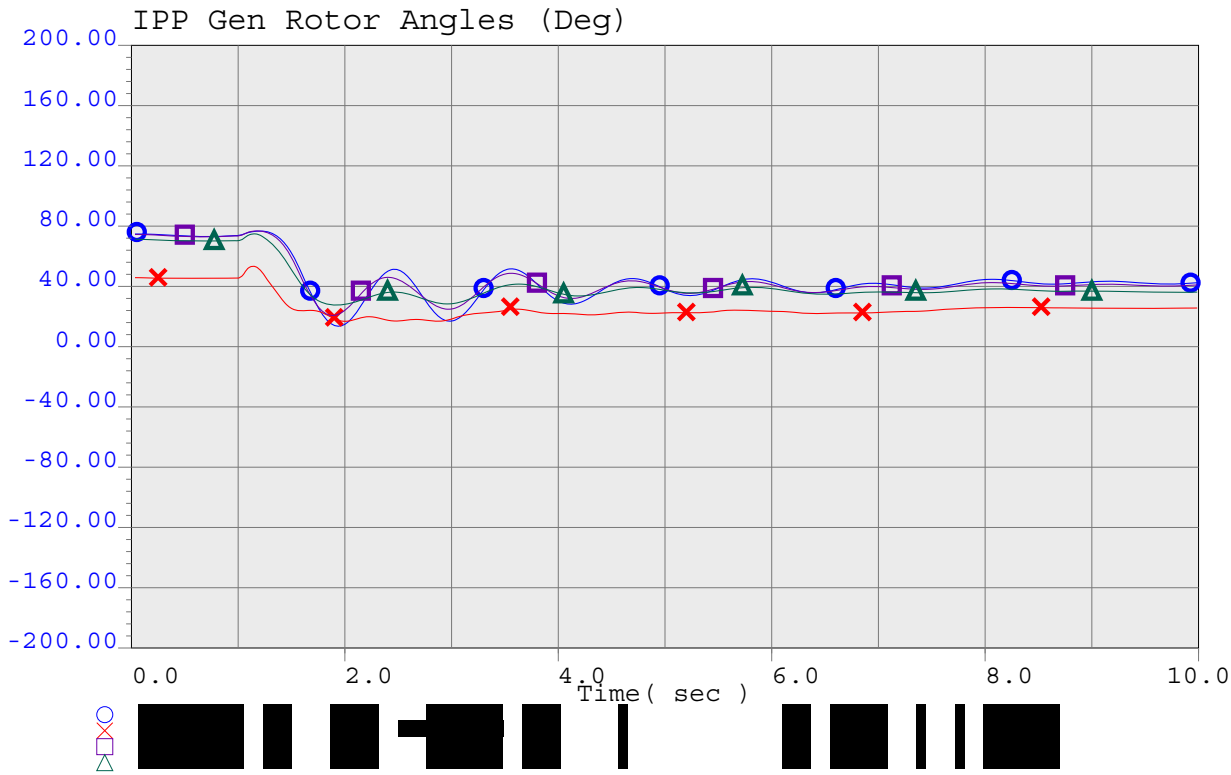
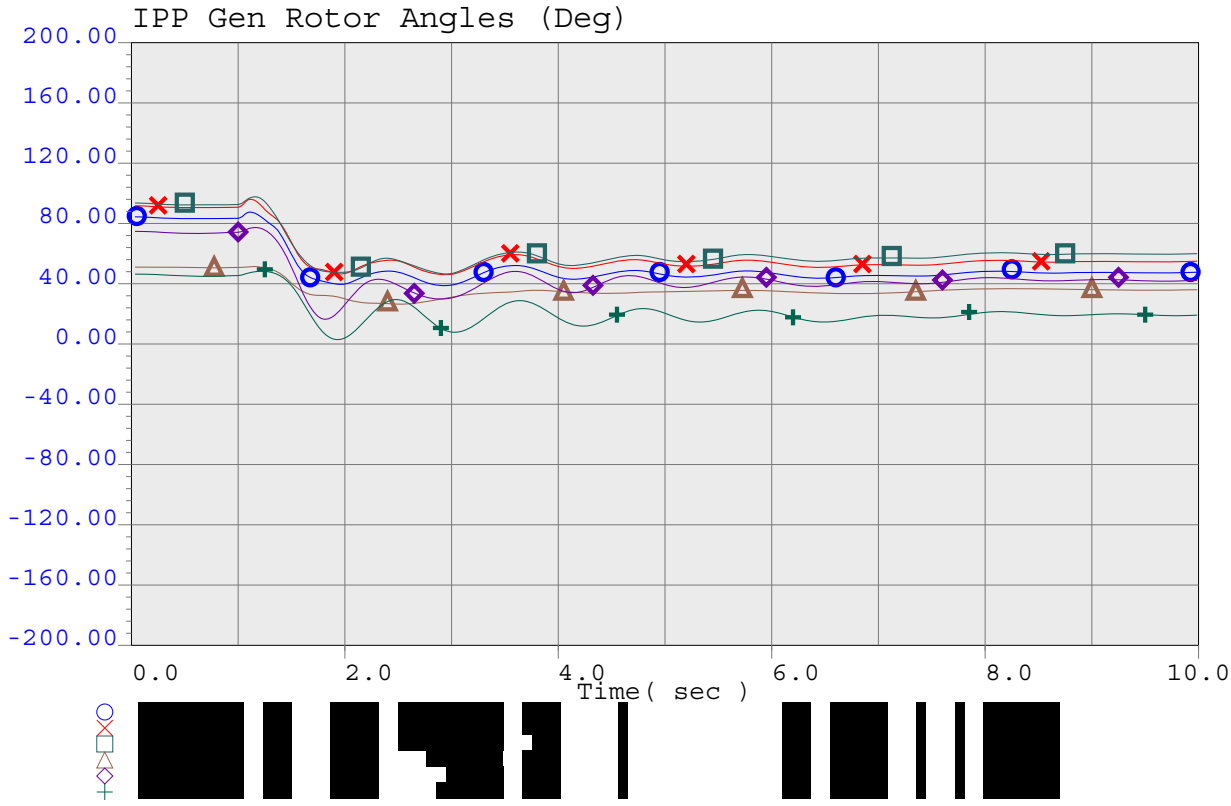
Fri Aug 26 09:18:11 2022

SYSTEM IMPACT STUDY (Rotor Angles)





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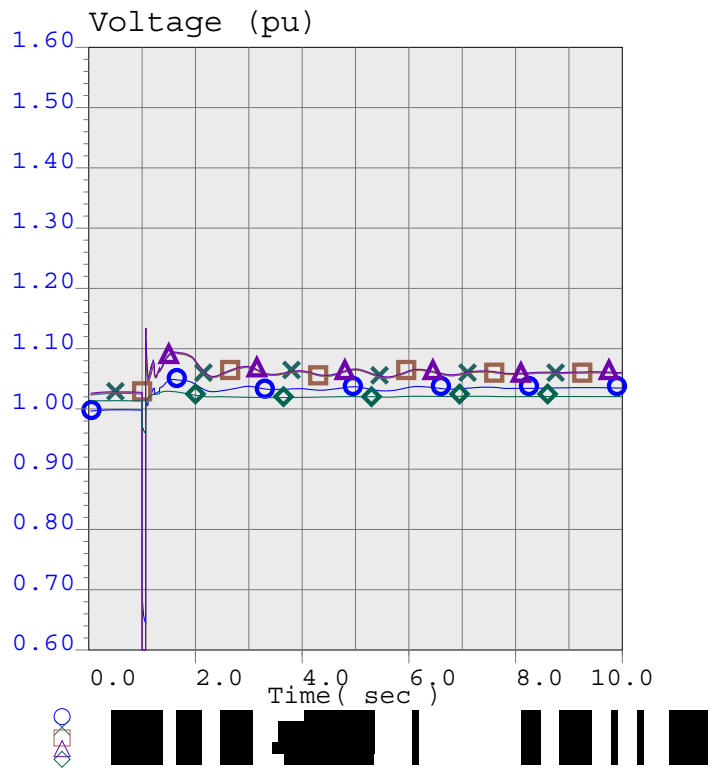
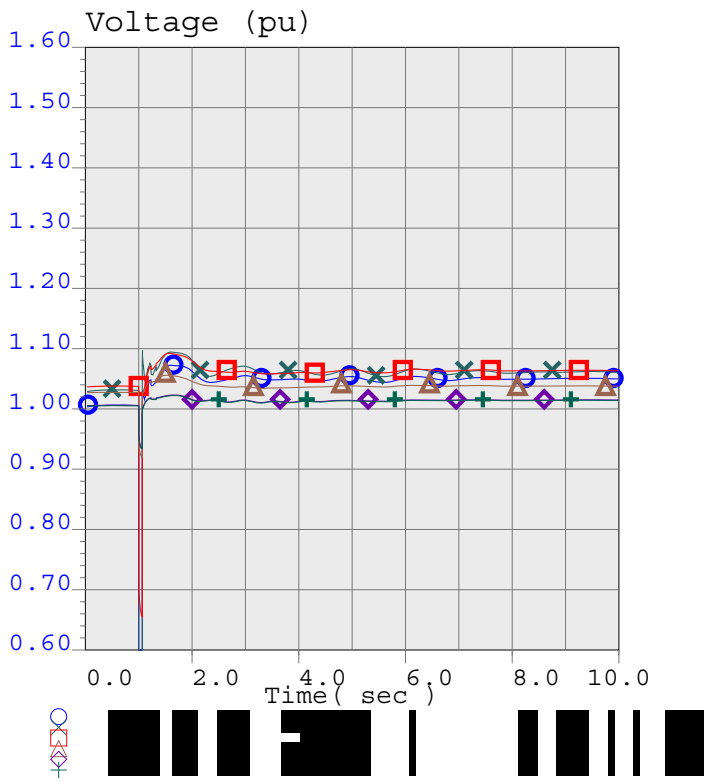
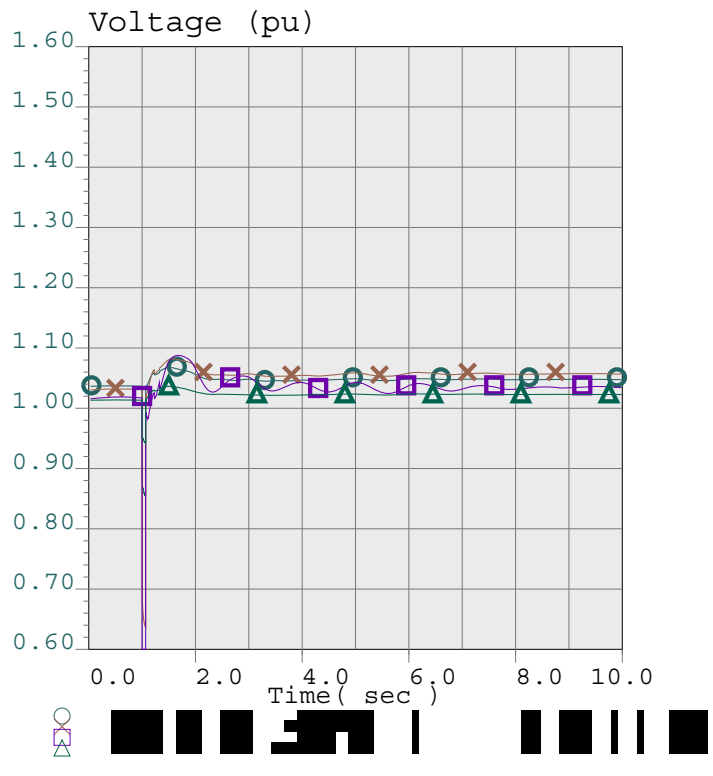
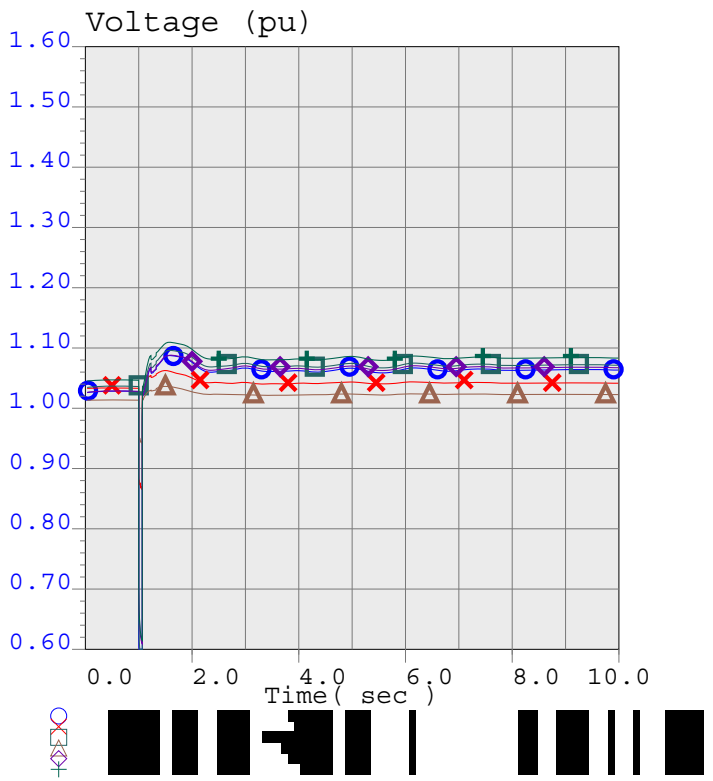
SYSTEM IMPACT STUDY (Voltage)









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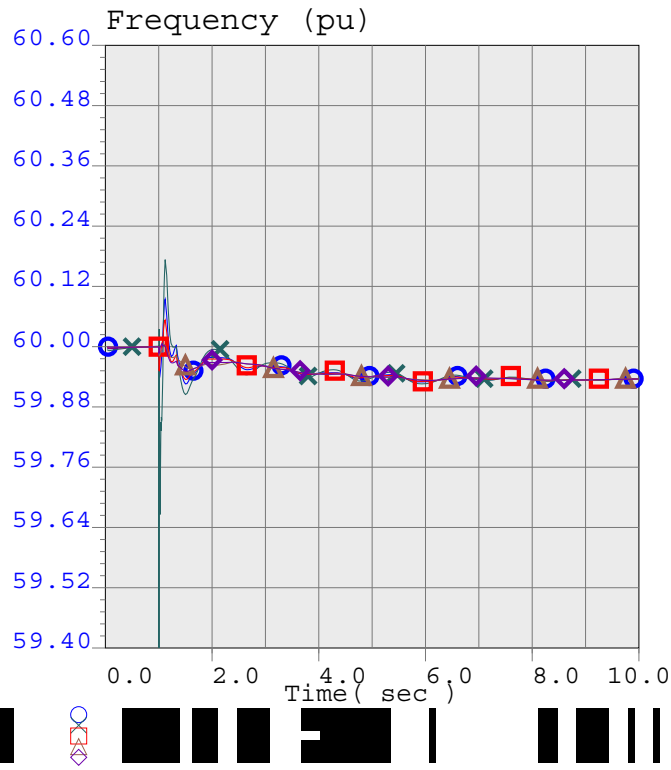
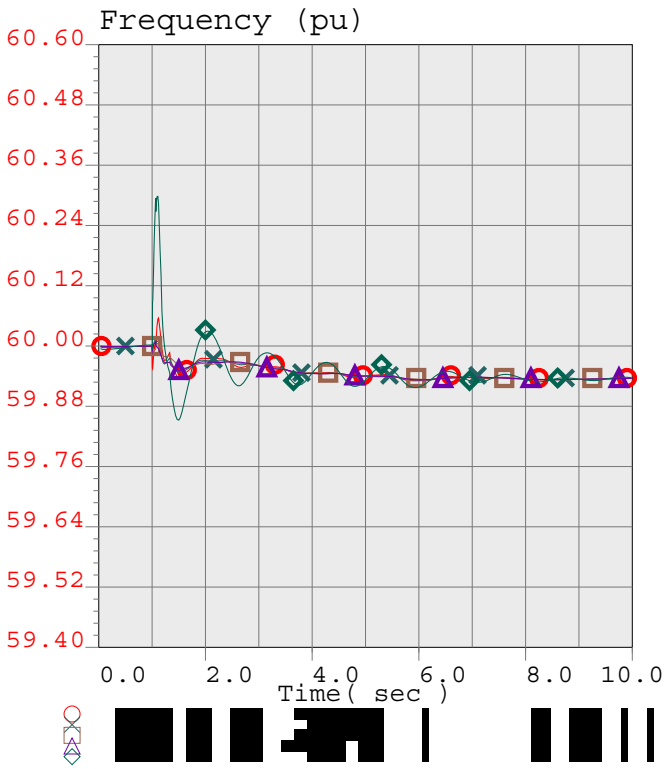
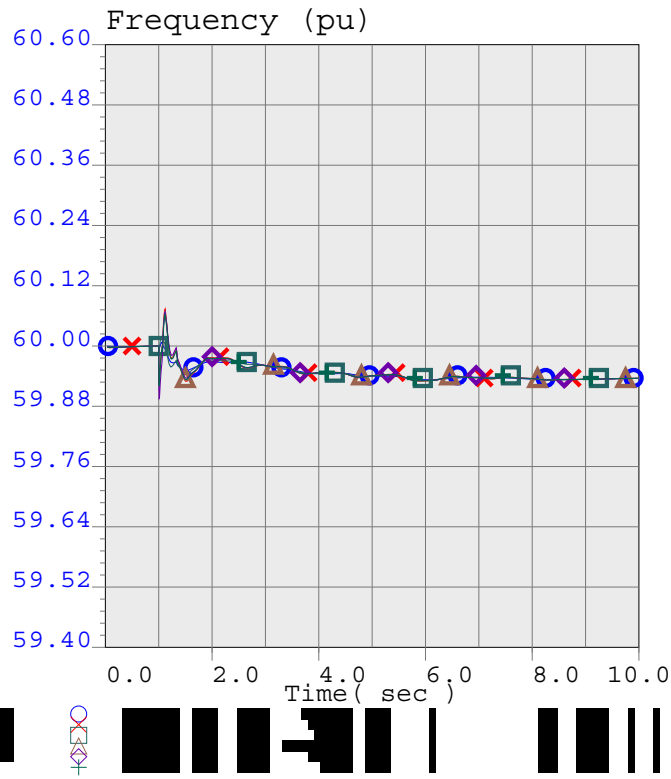
SYSTEM IMPACT STUDY (Frequency)







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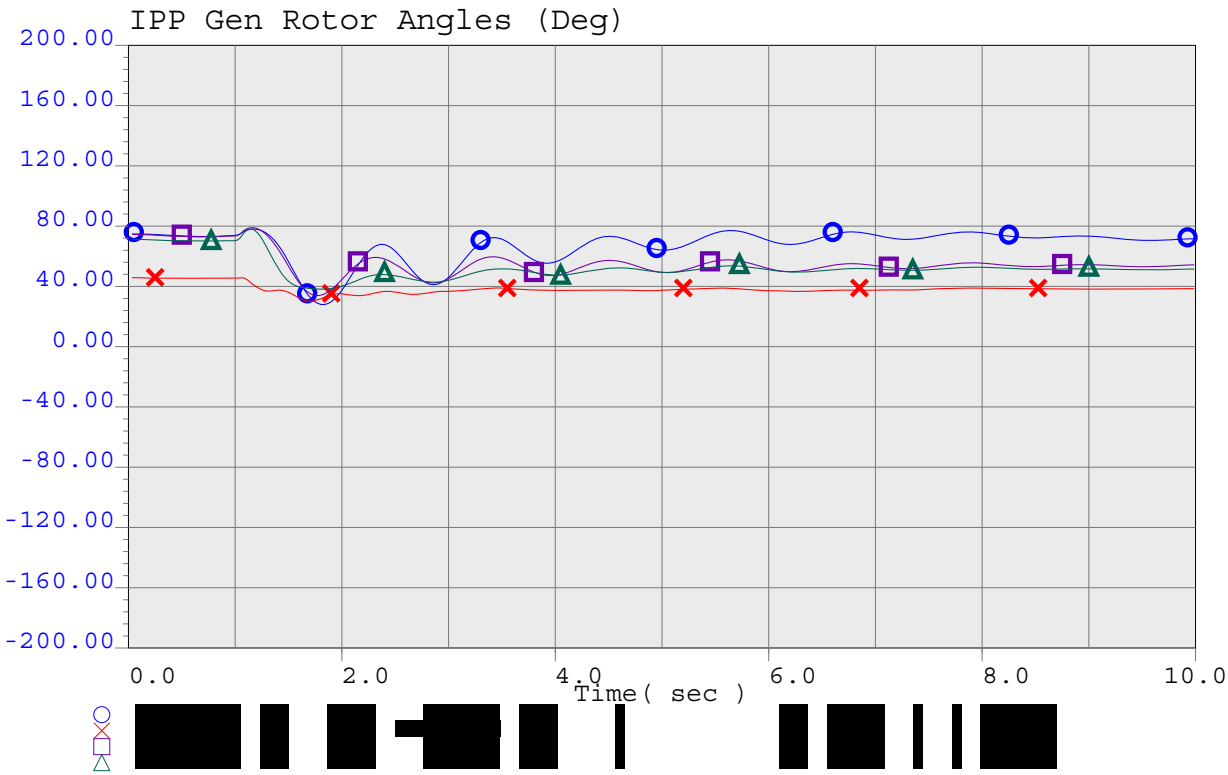
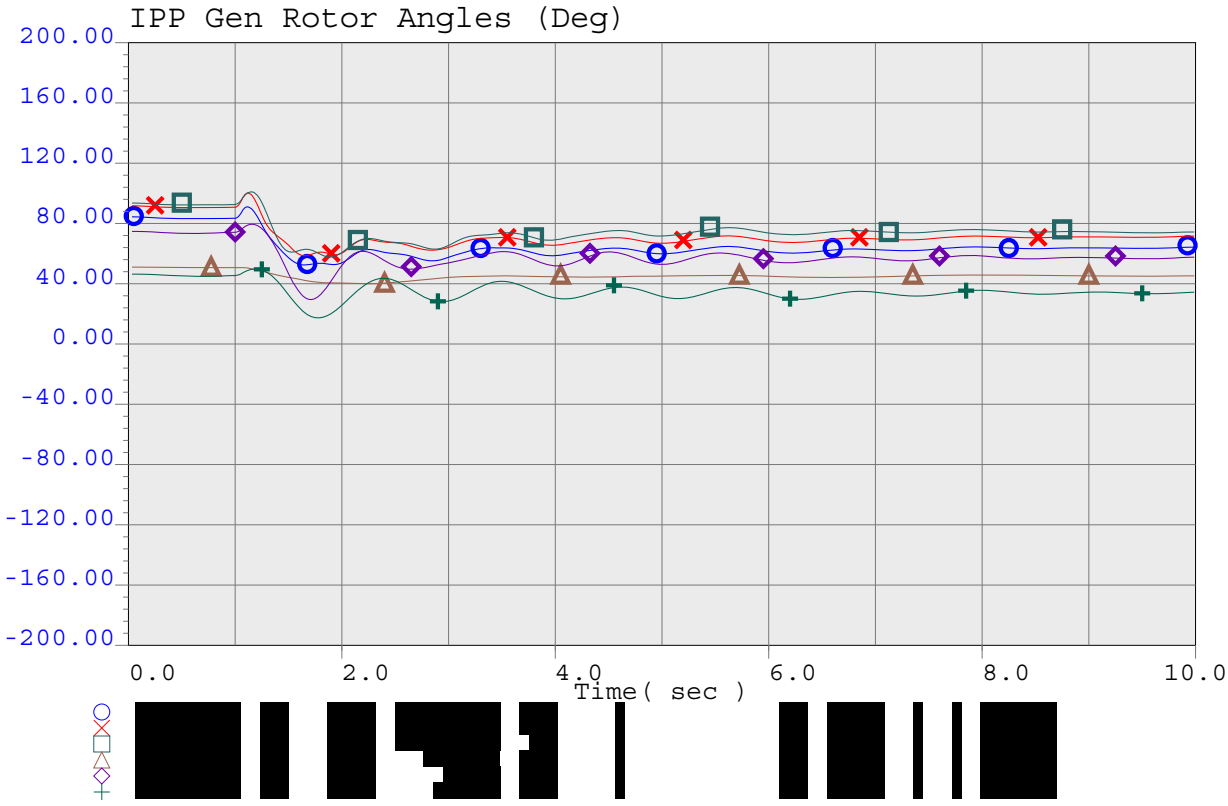
SYSTEM IMPACT STUDY (Rotor Angles)





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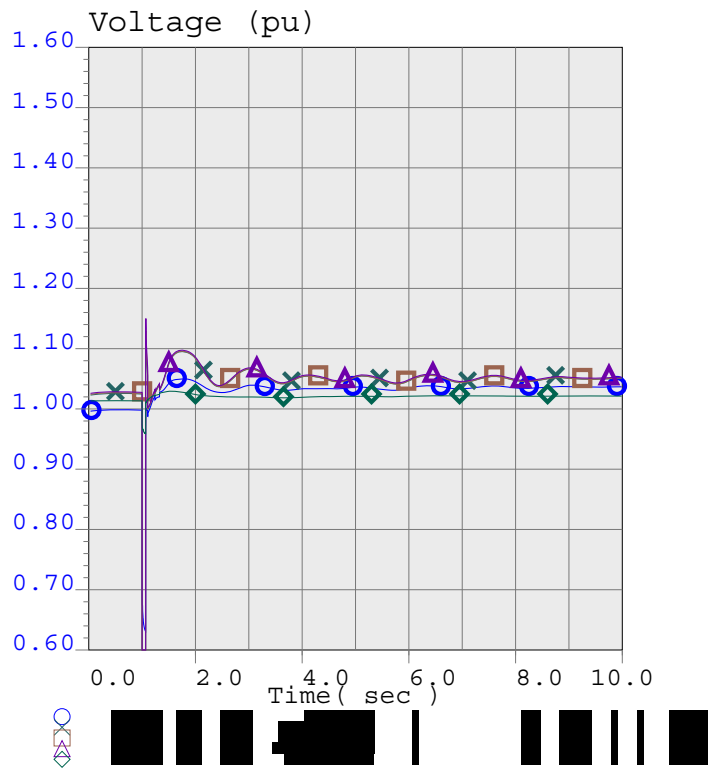
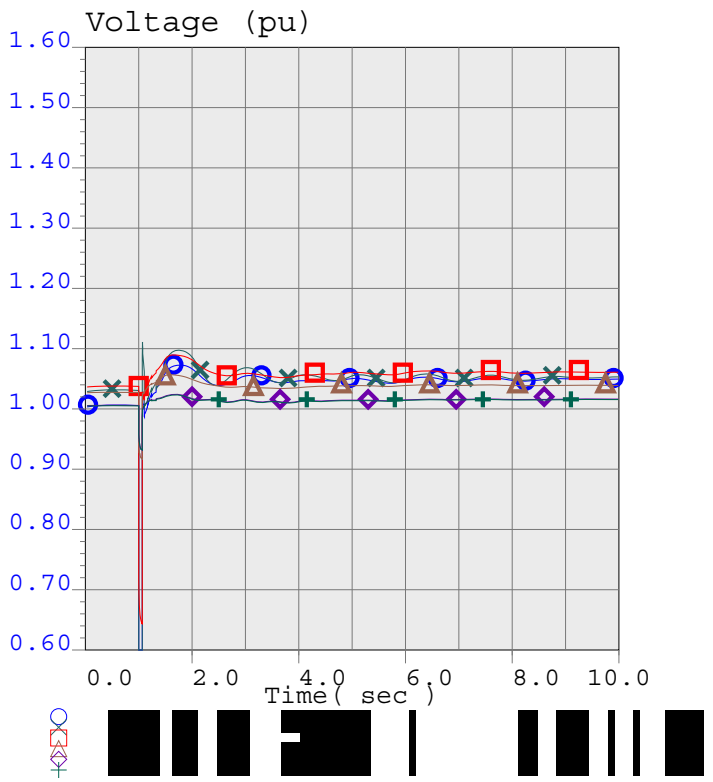
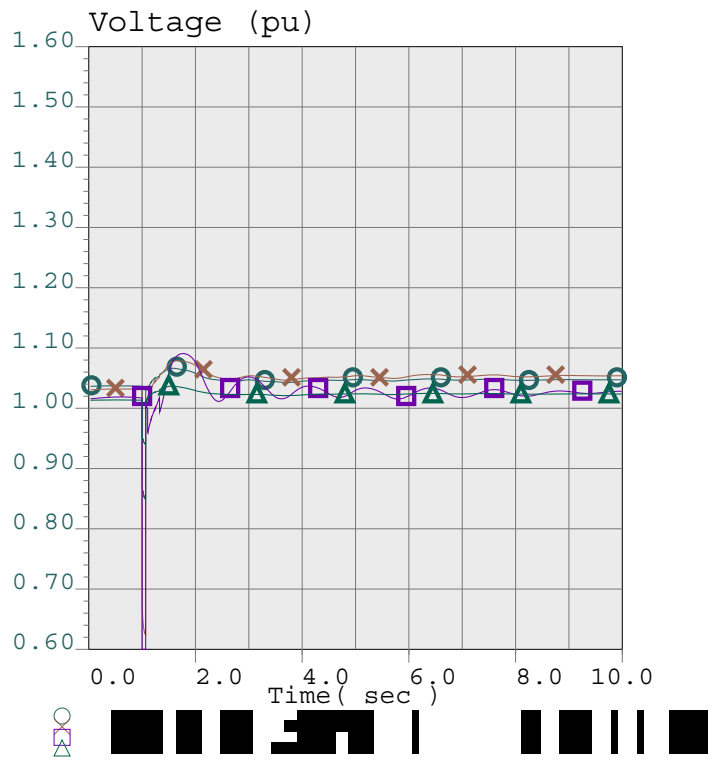
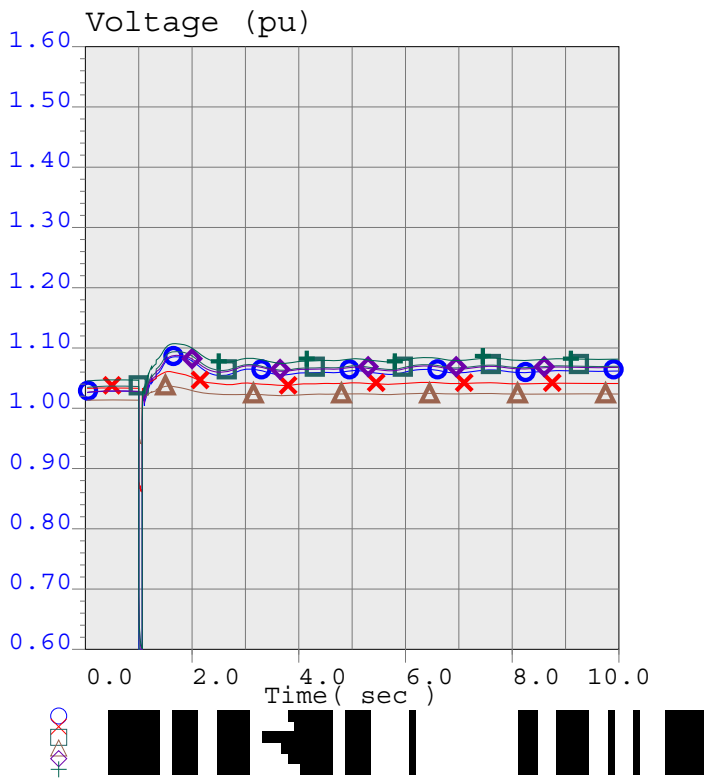
SYSTEM IMPACT STUDY (Voltage)









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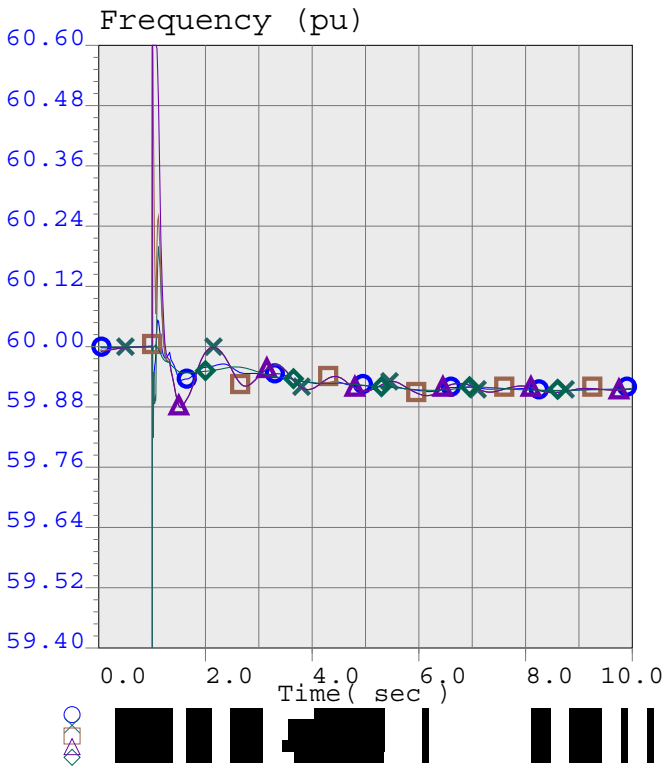
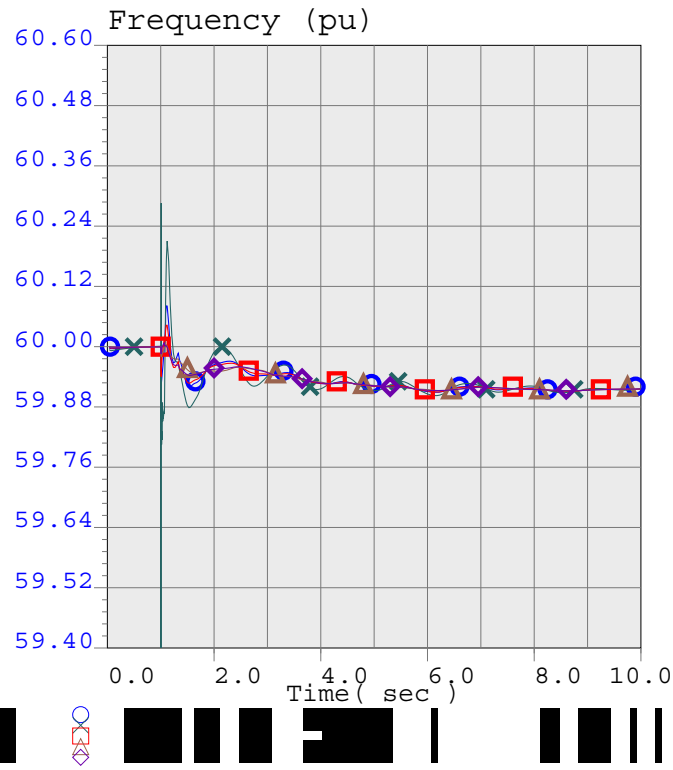
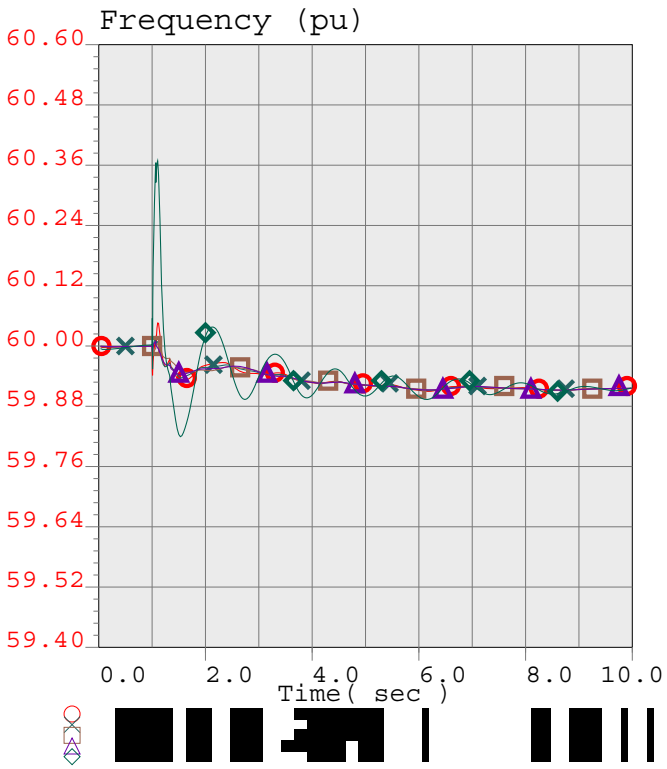
SYSTEM IMPACT STUDY (Frequency)







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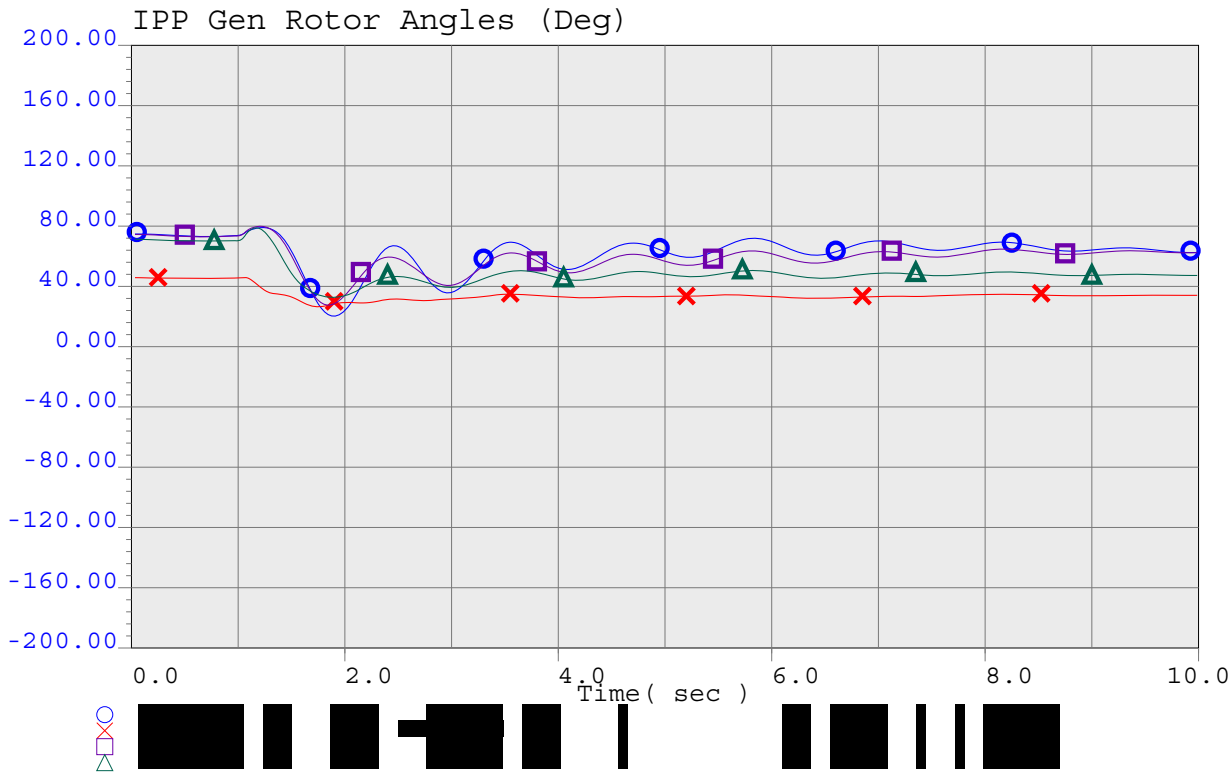
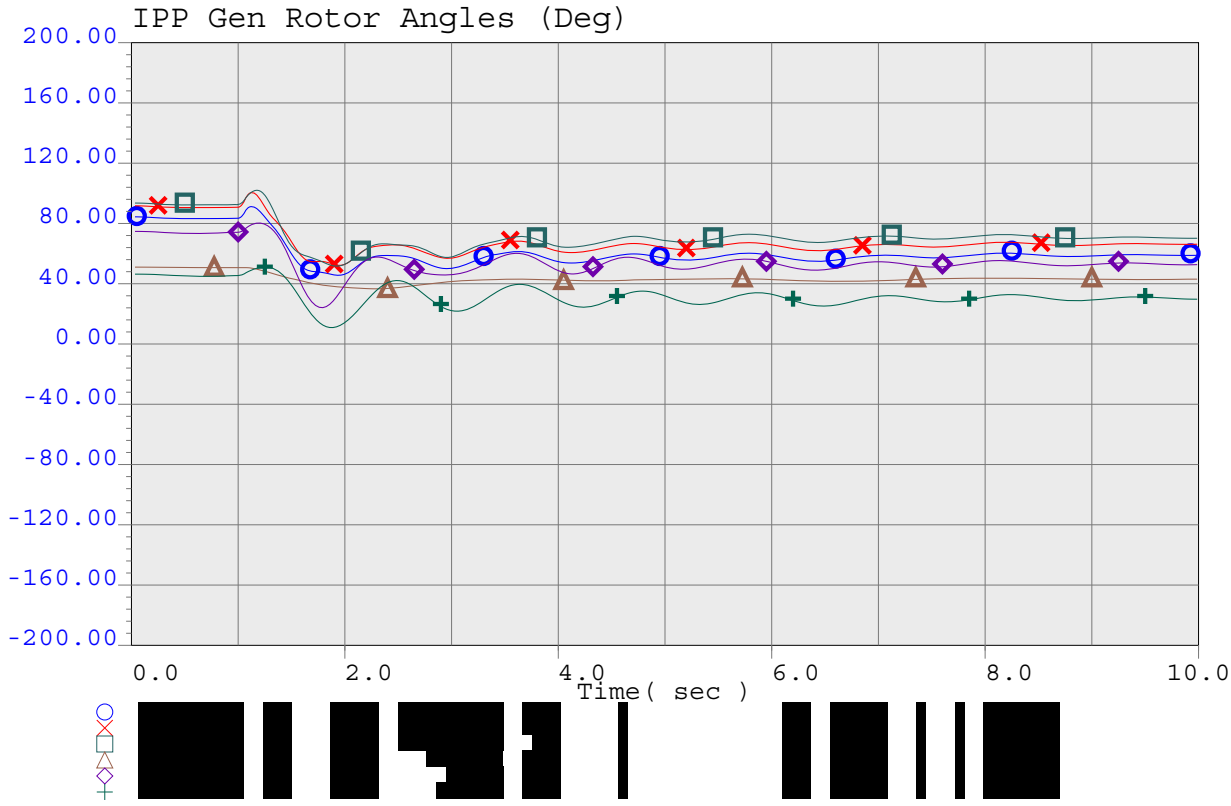
SYSTEM IMPACT STUDY (Rotor Angles)





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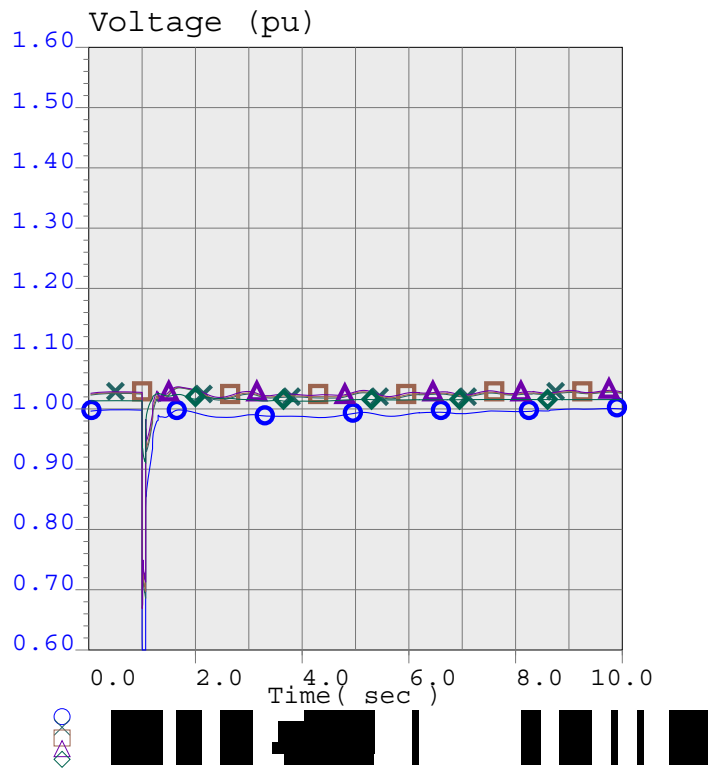
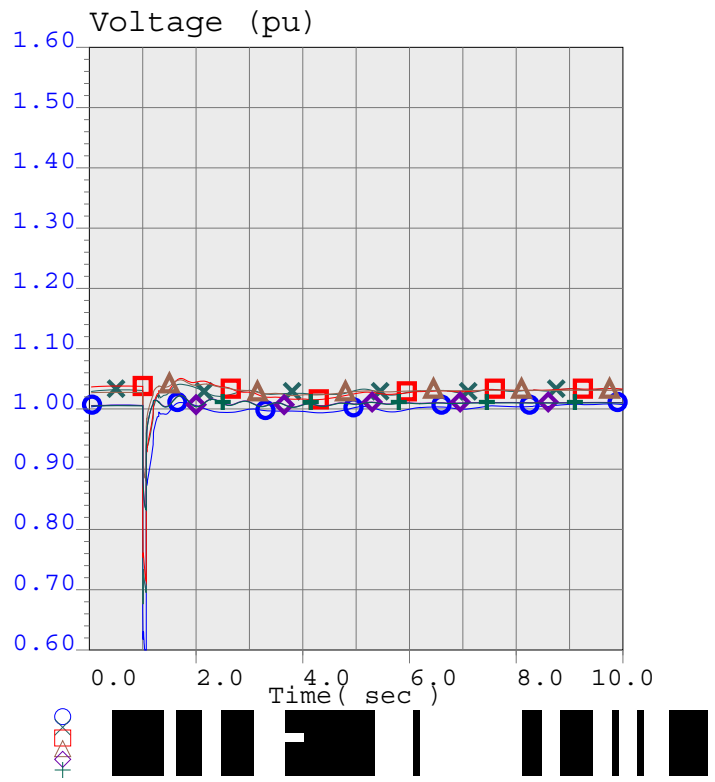
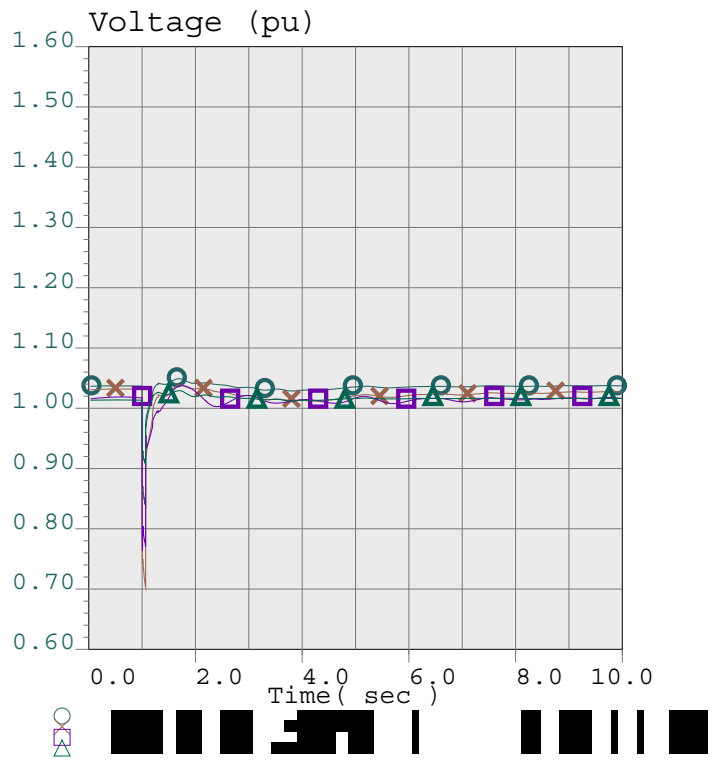
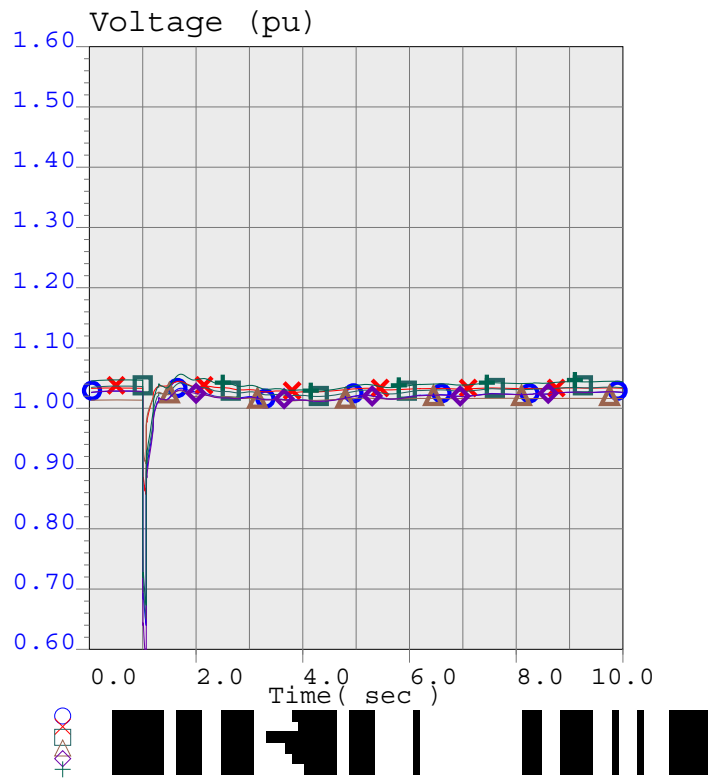
SYSTEM IMPACT STUDY (Voltage)









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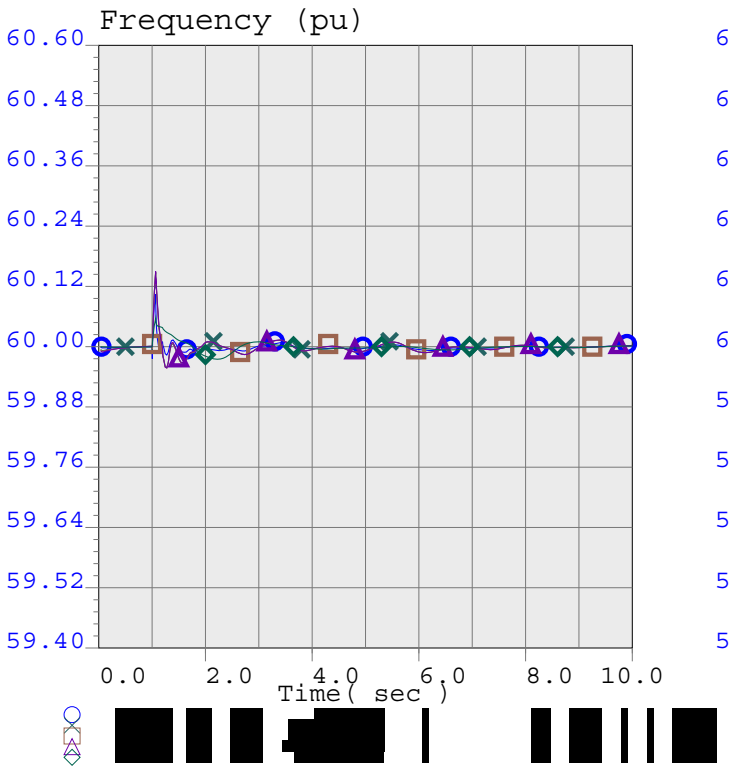
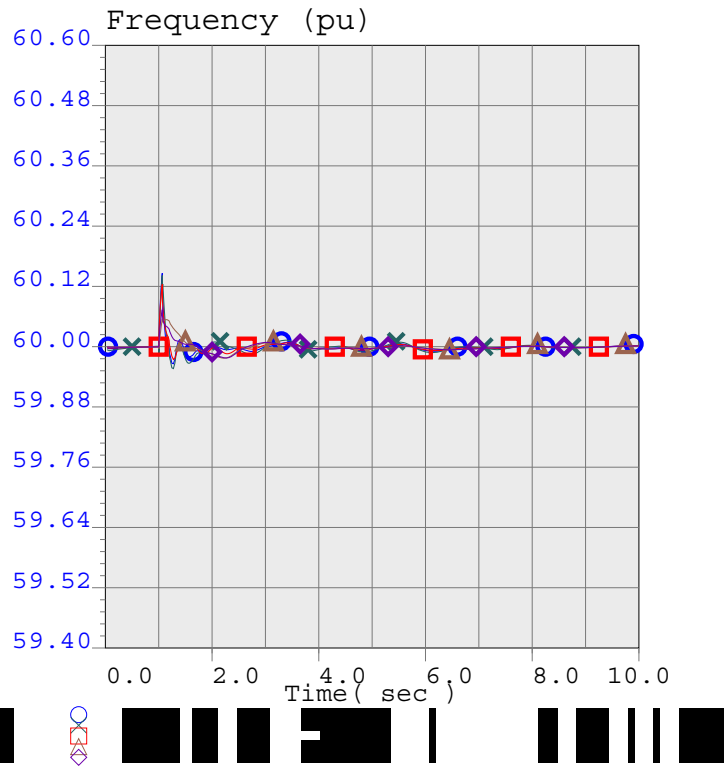
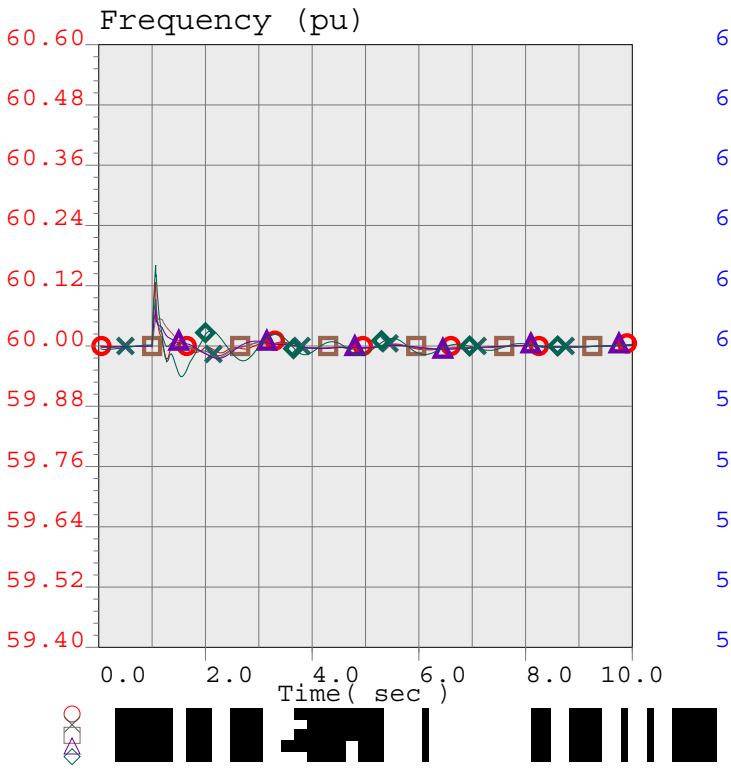
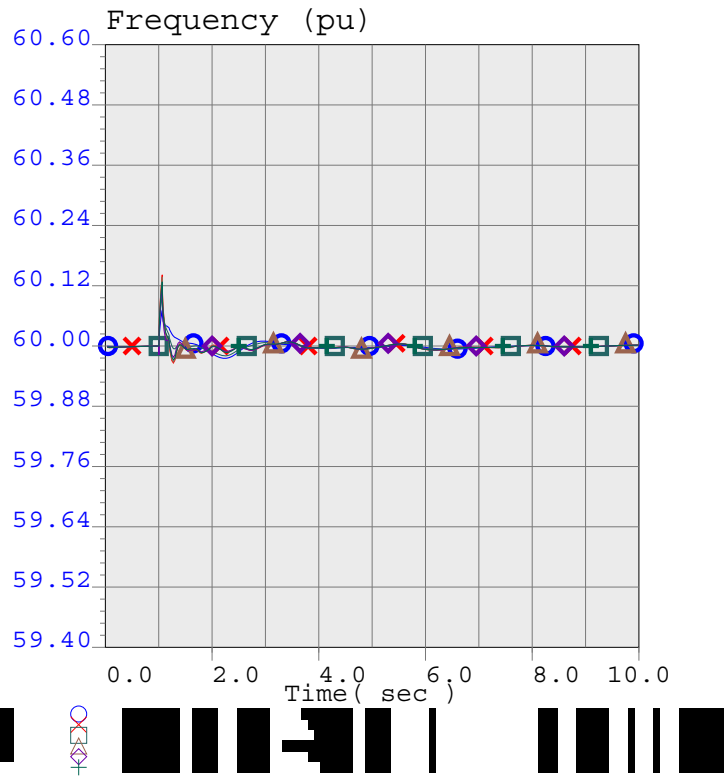
SYSTEM IMPACT STUDY (Frequency)









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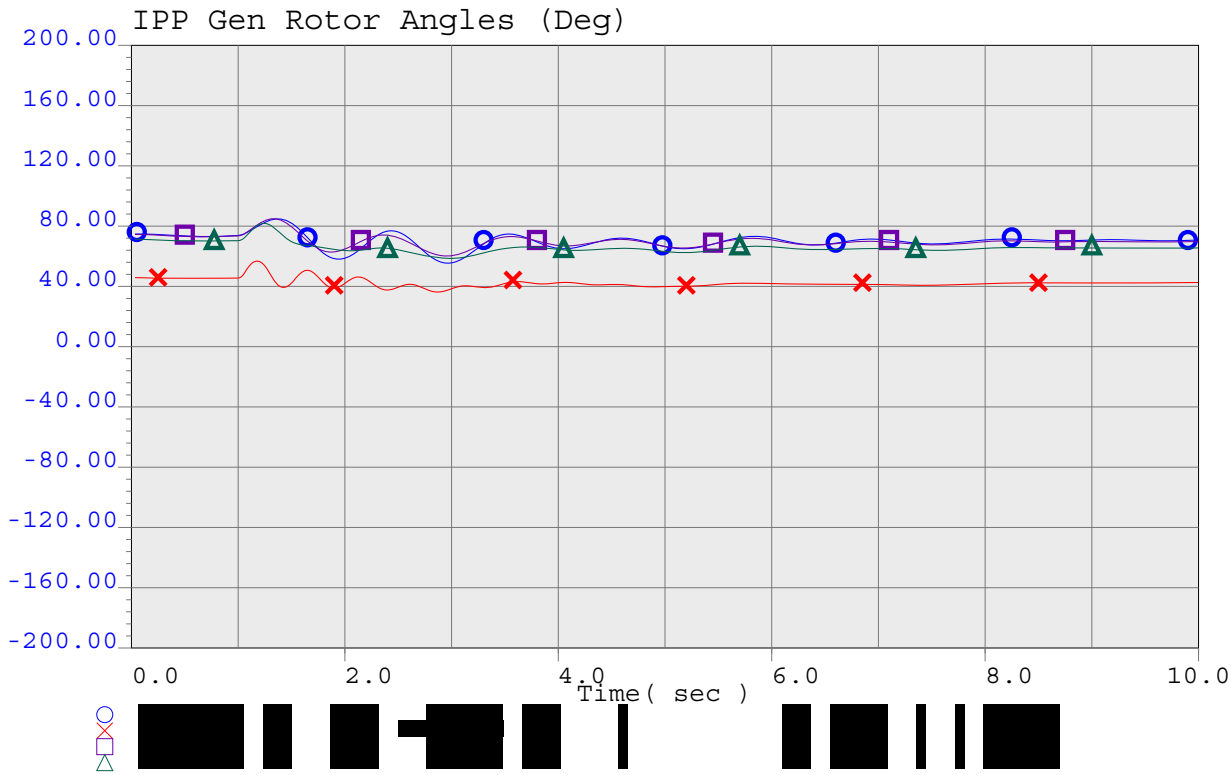
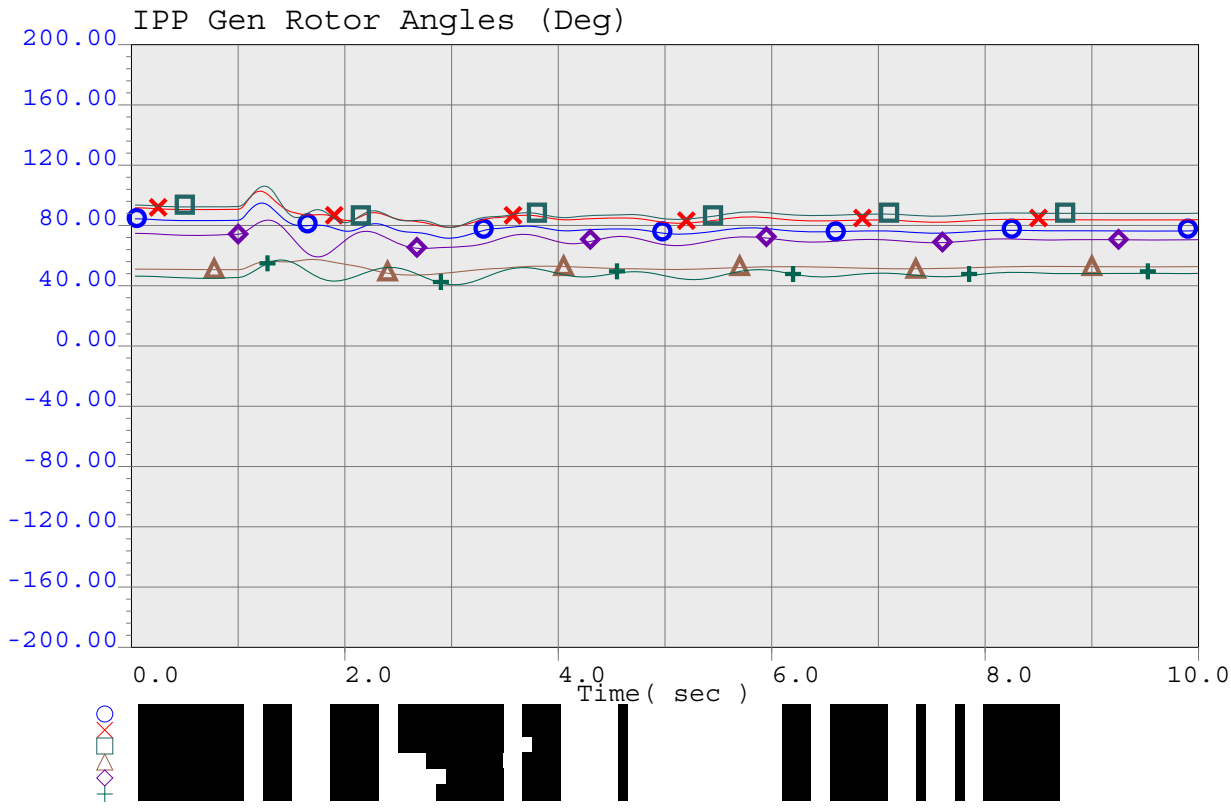
SYSTEM IMPACT STUDY (Rotor Angles)





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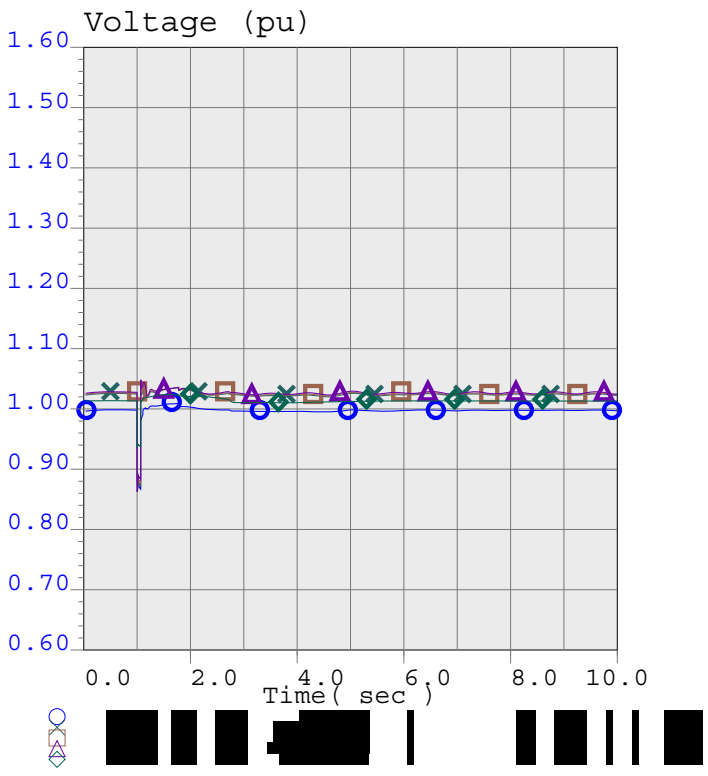
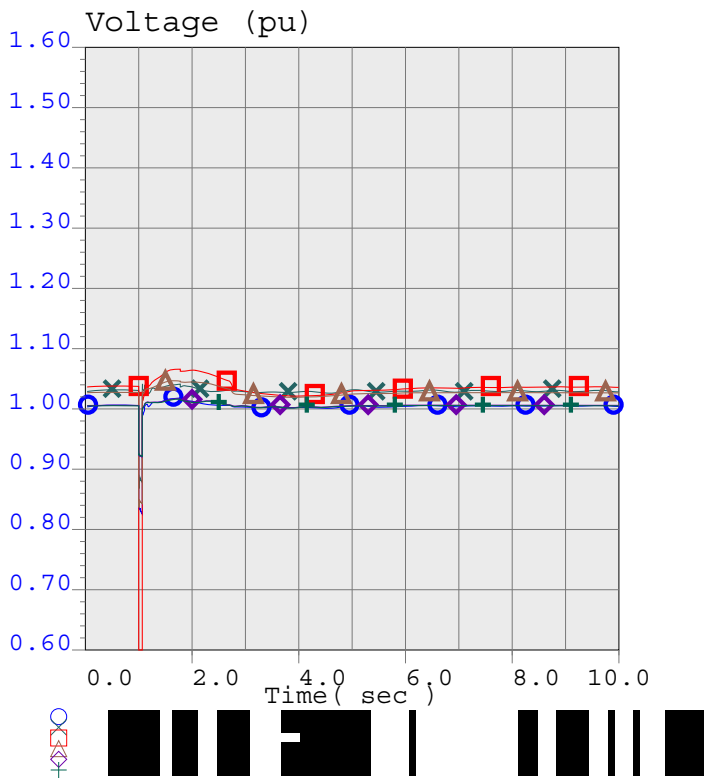
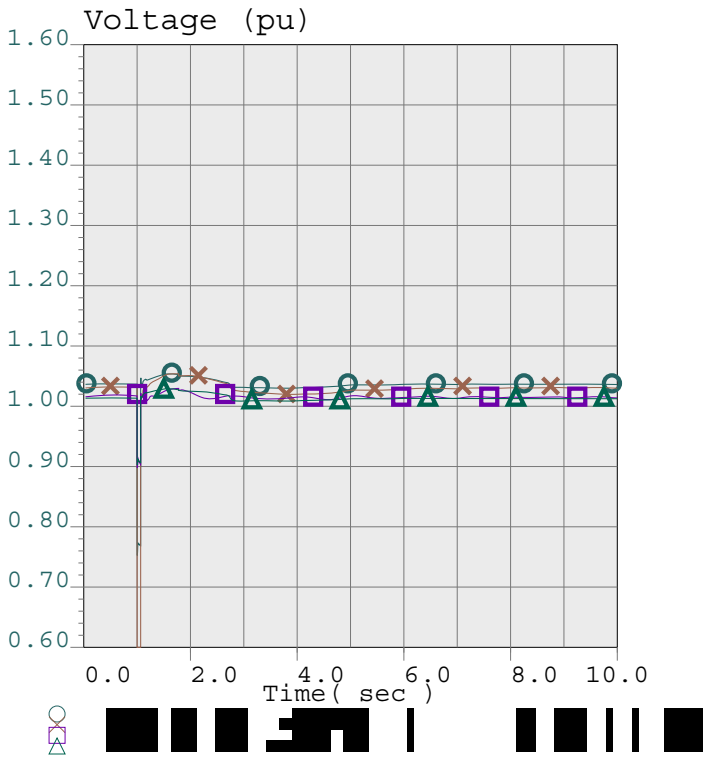
SYSTEM IMPACT STUDY (Voltage)







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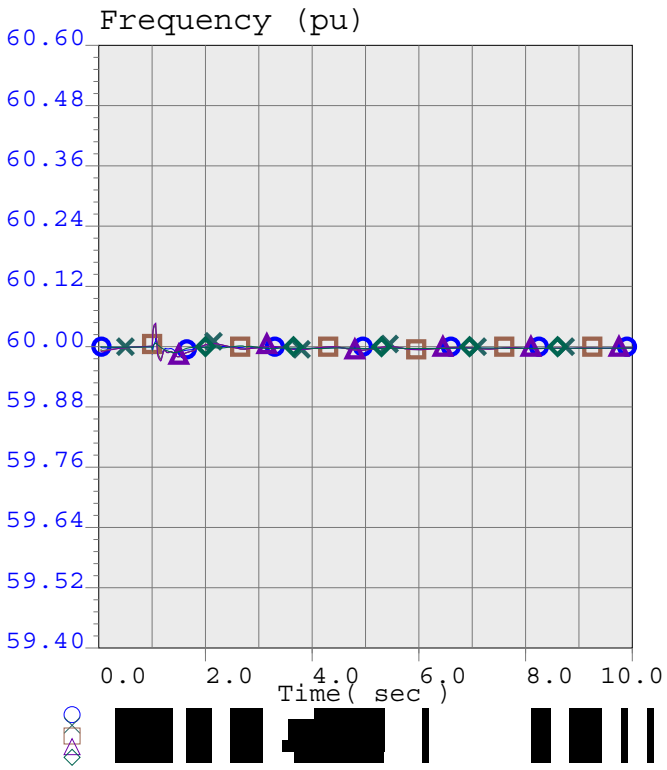
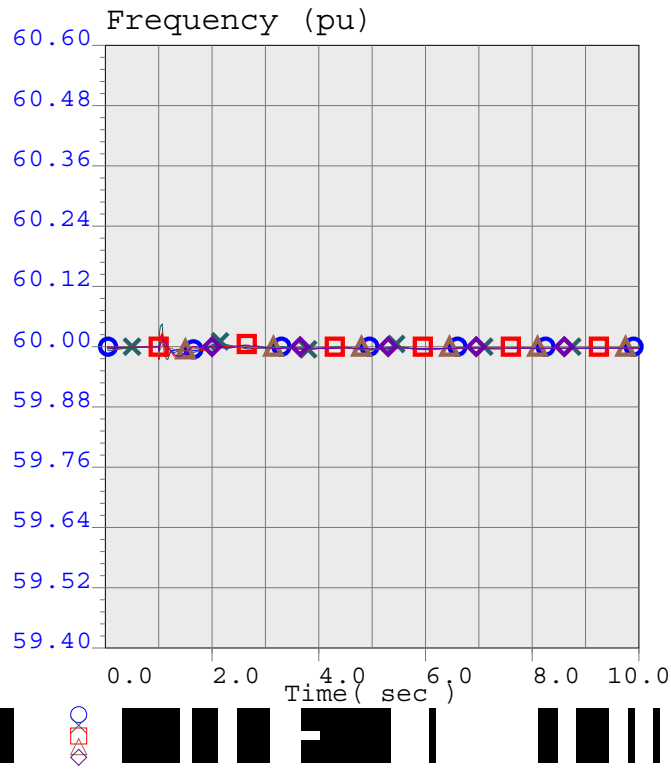
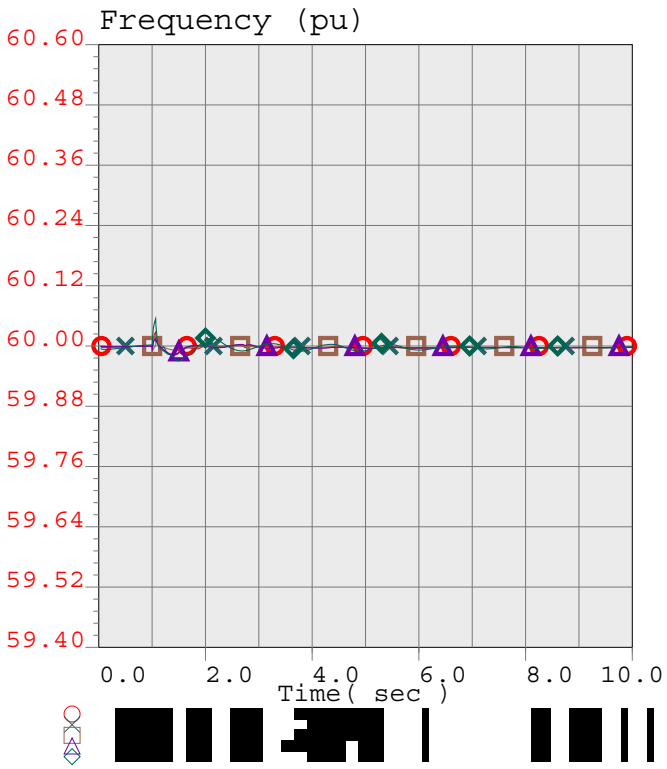
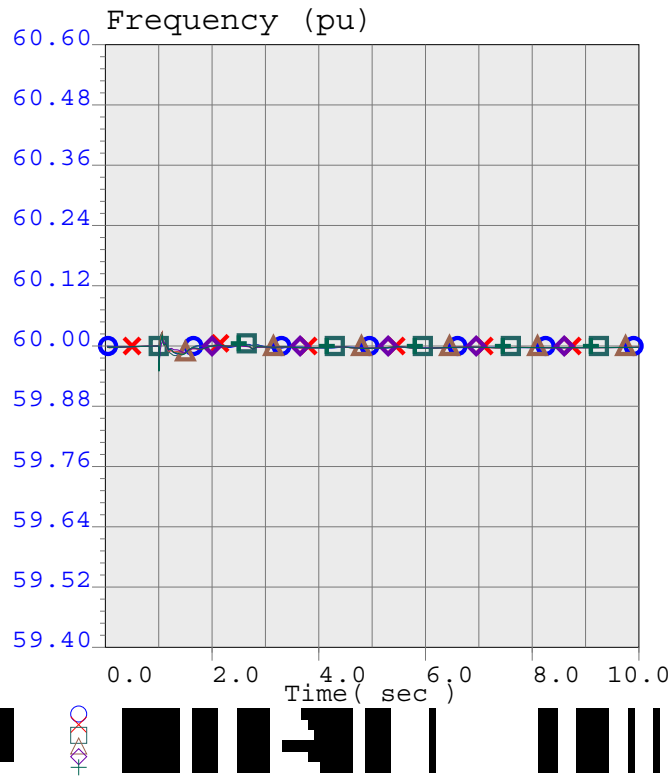
SYSTEM IMPACT STUDY (Frequency)









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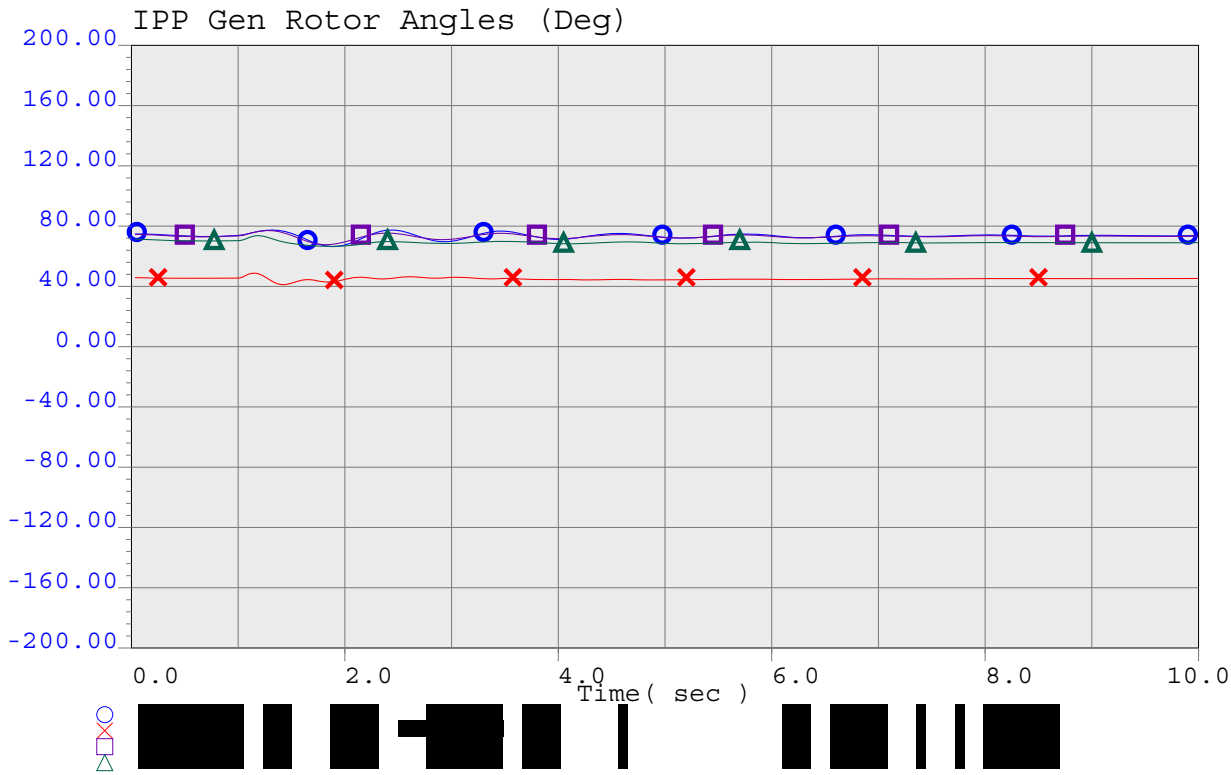
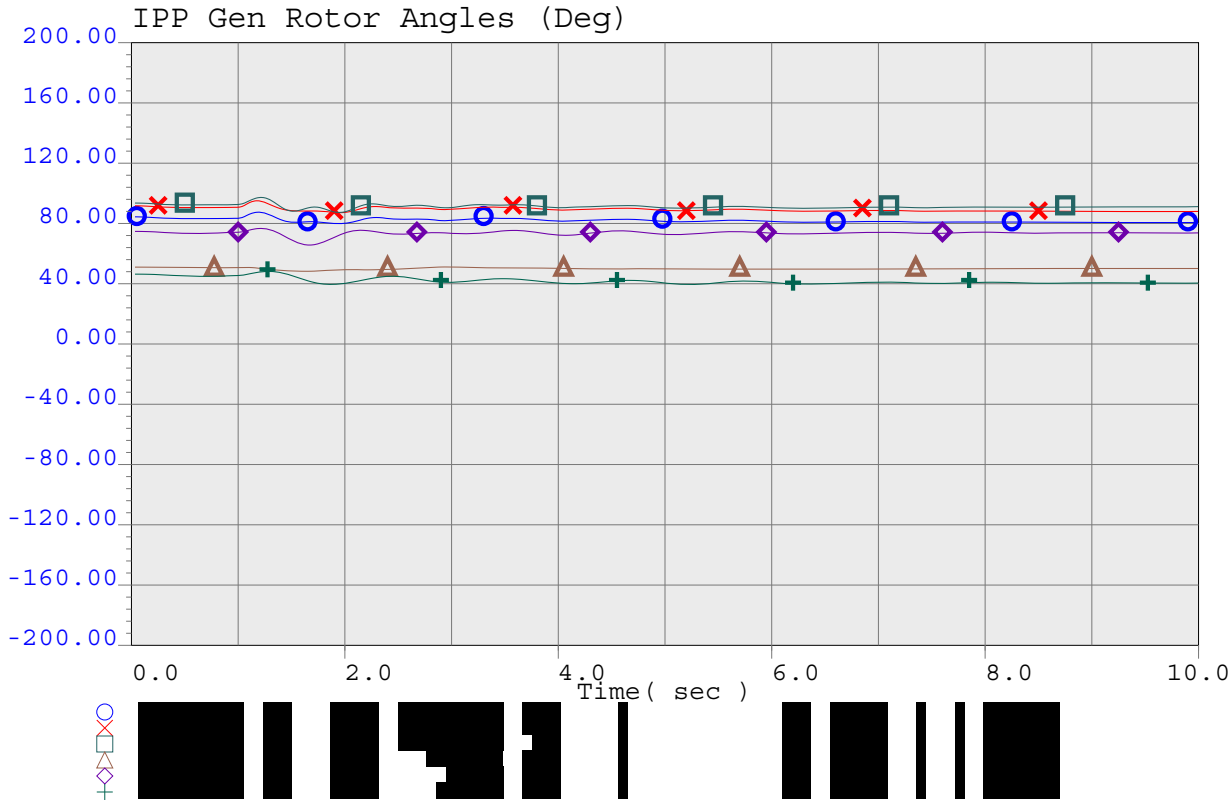
SYSTEM IMPACT STUDY (Rotor Angles)





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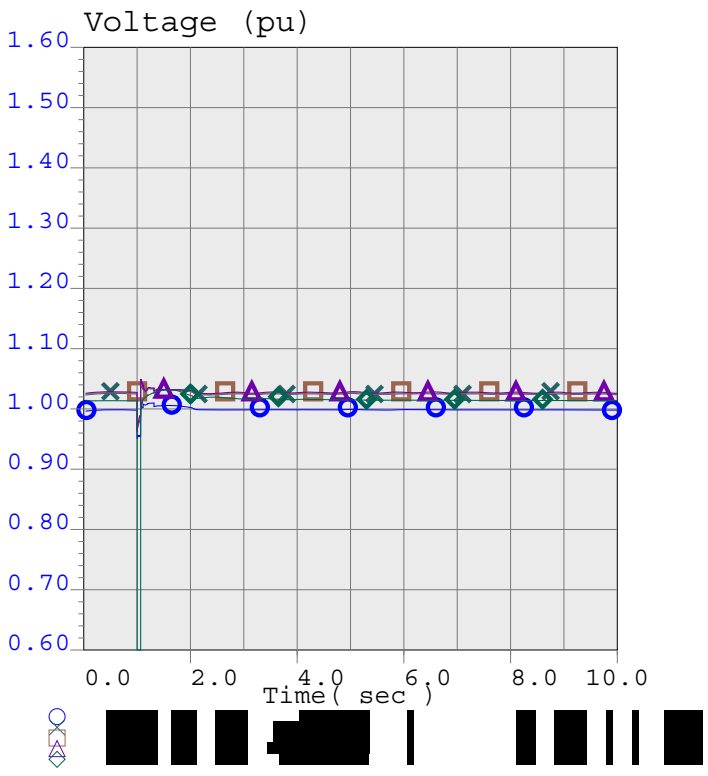
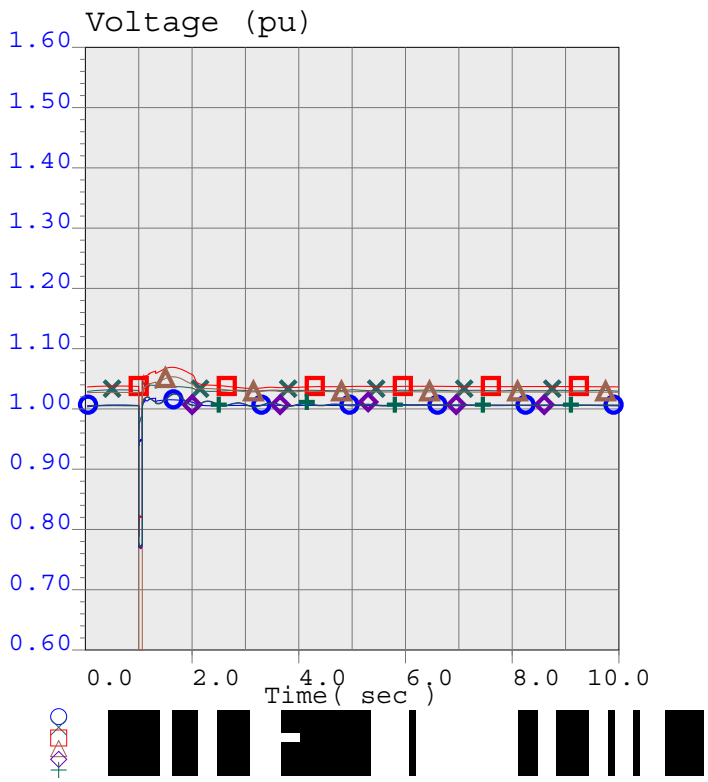
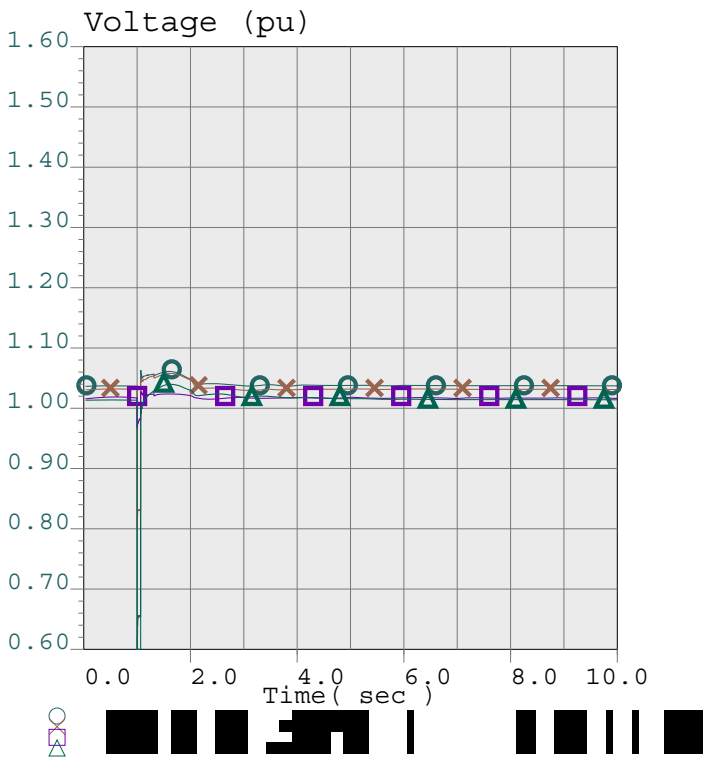
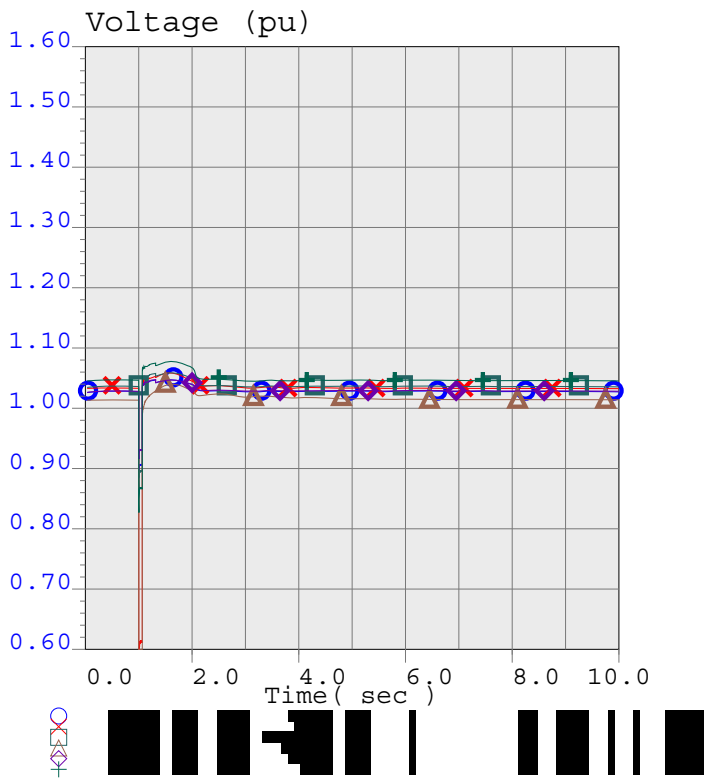
SYSTEM IMPACT STUDY (Voltage)









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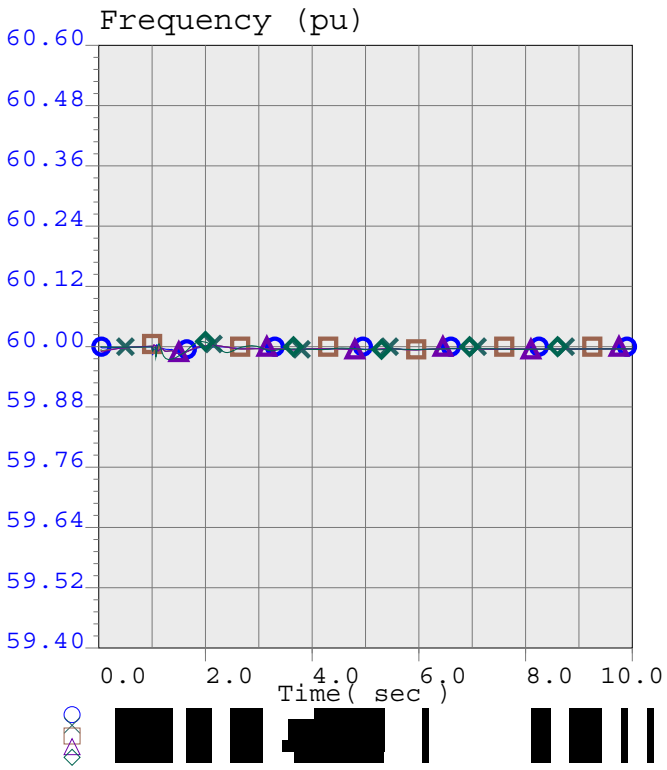
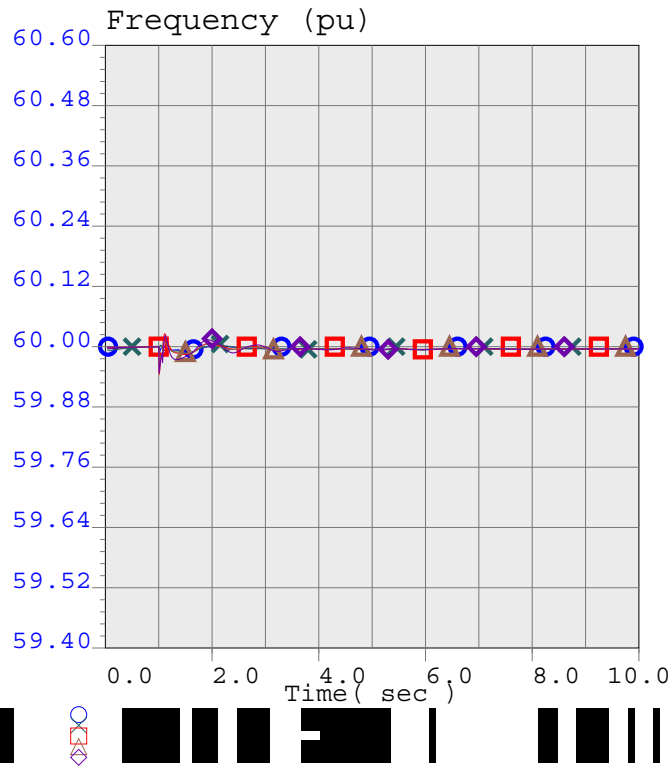
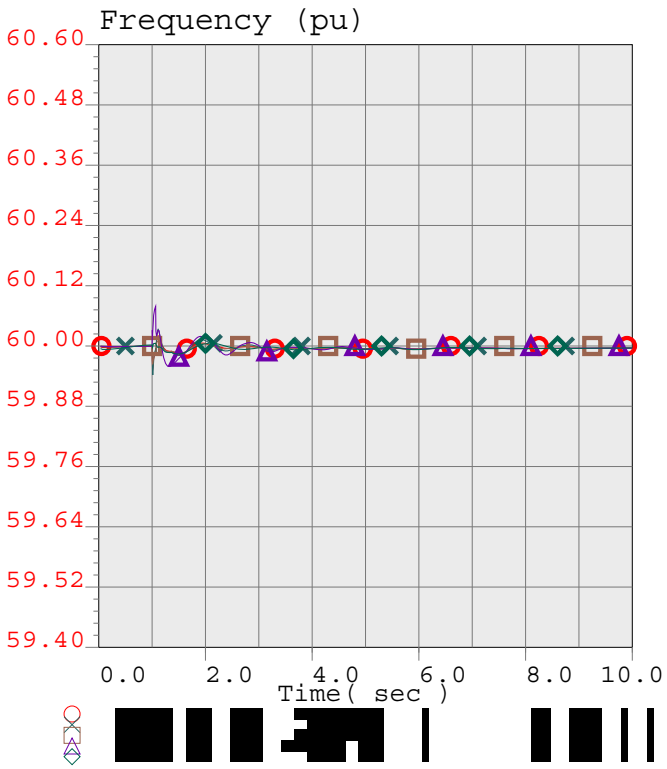
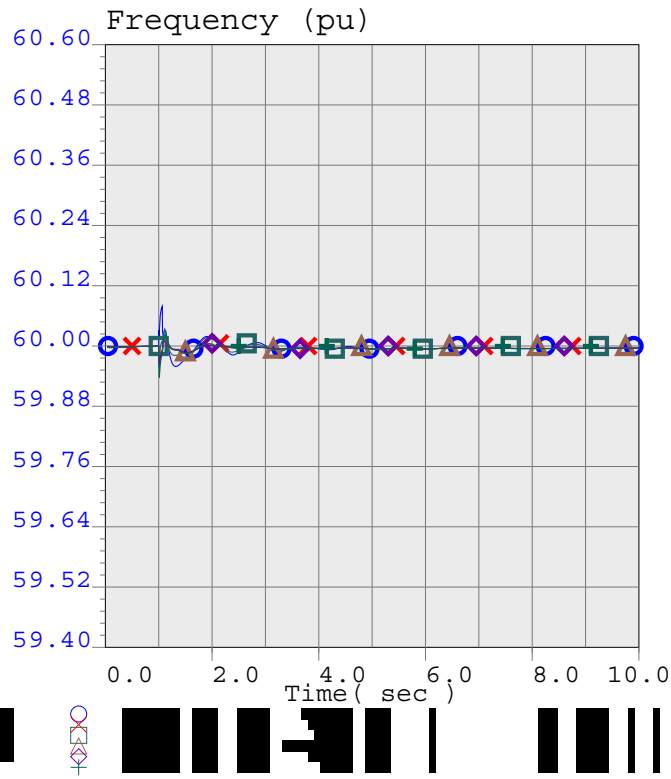
SYSTEM IMPACT STUDY (Frequency)









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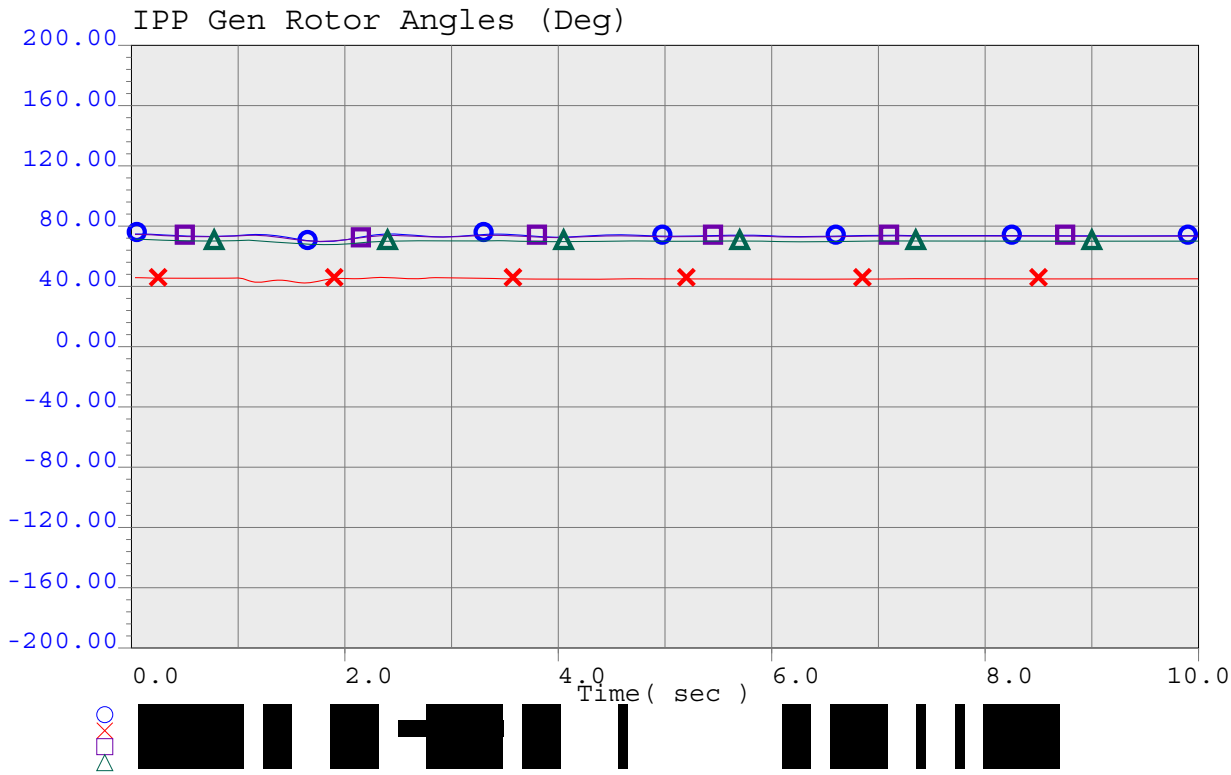
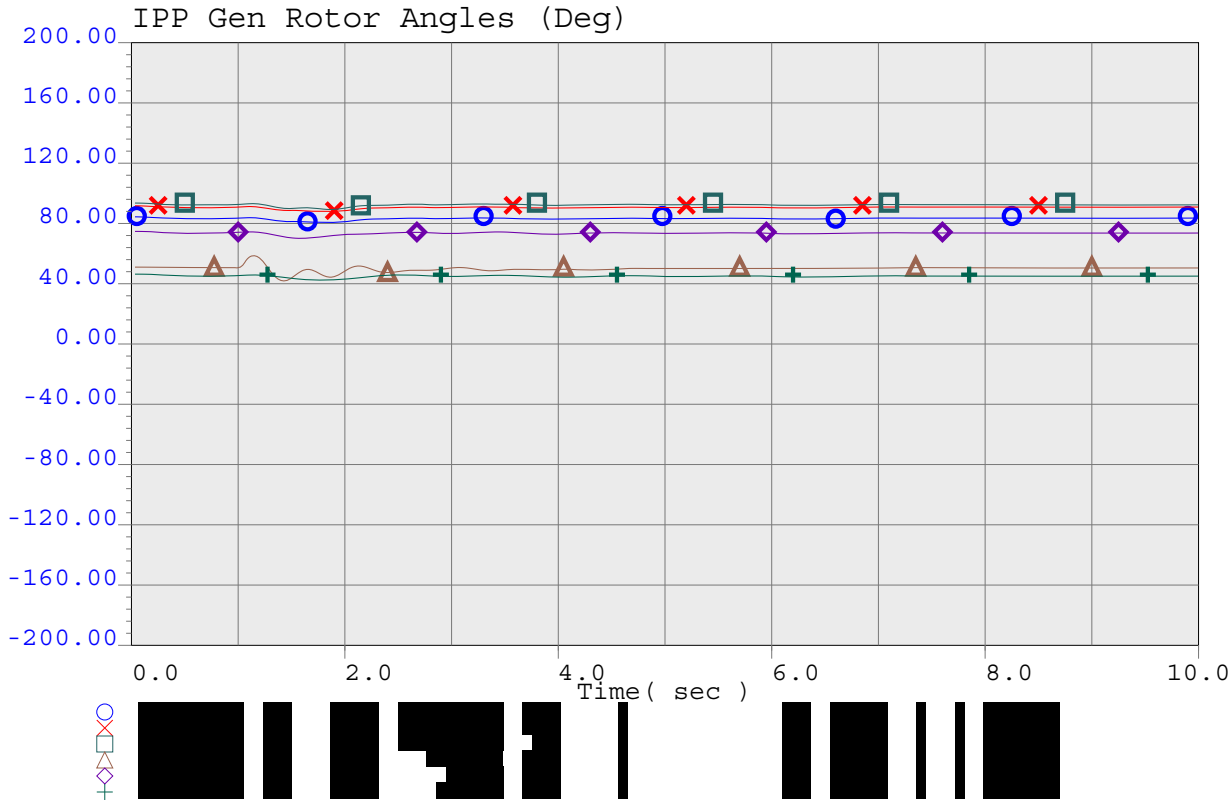
SYSTEM IMPACT STUDY (Rotor Angles)





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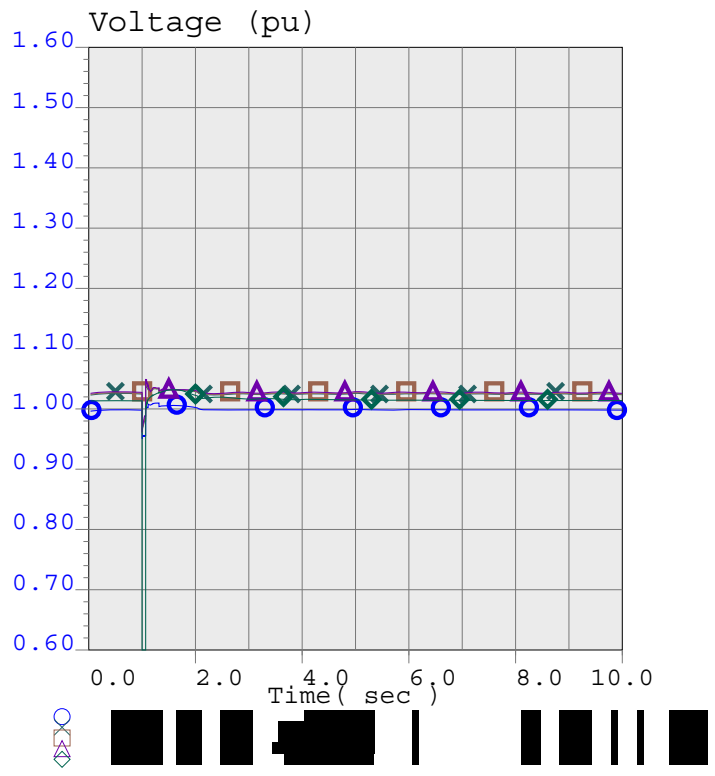
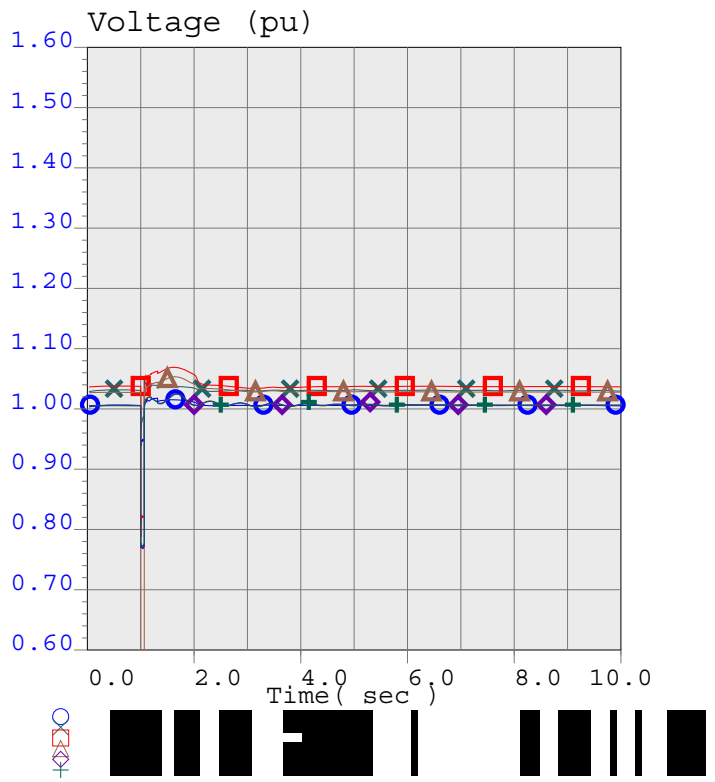
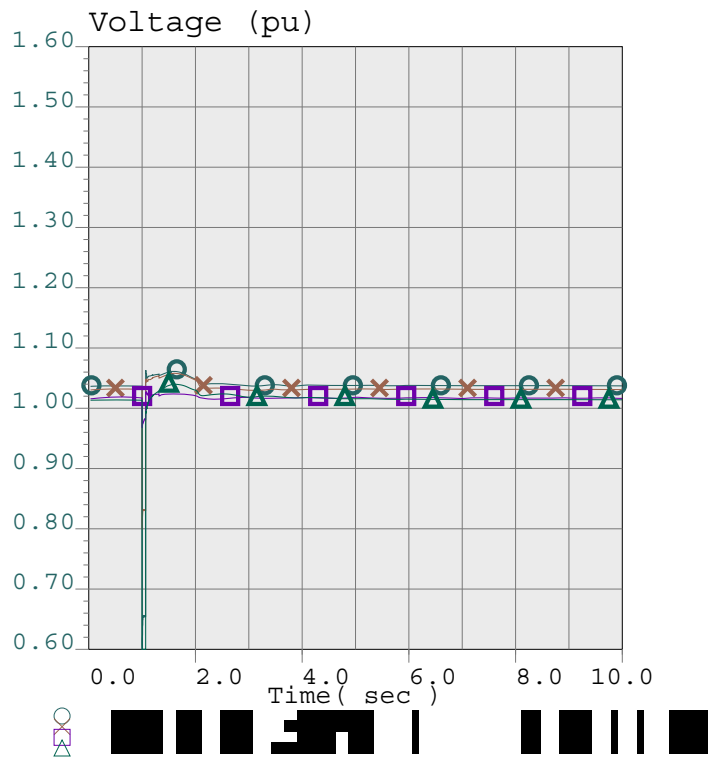
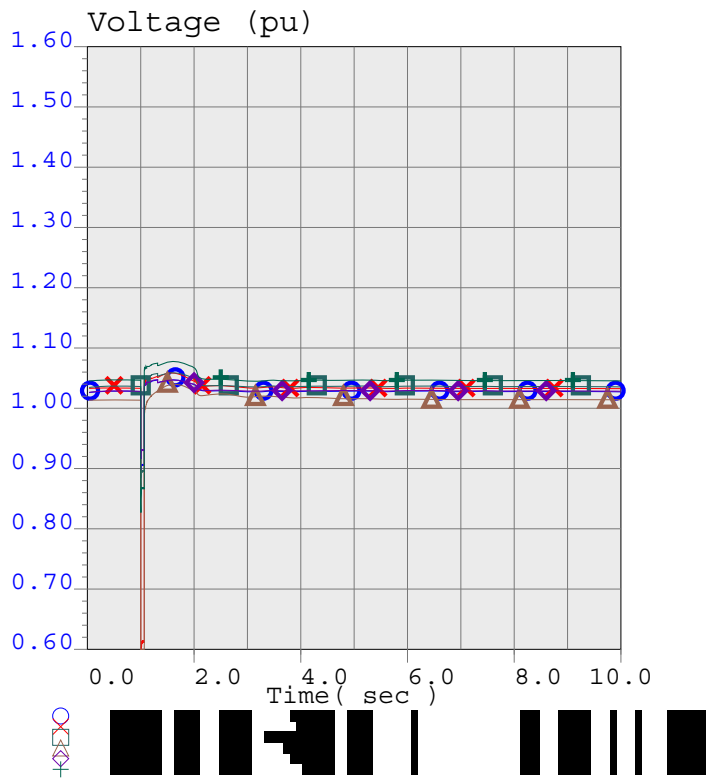
SYSTEM IMPACT STUDY (Voltage)









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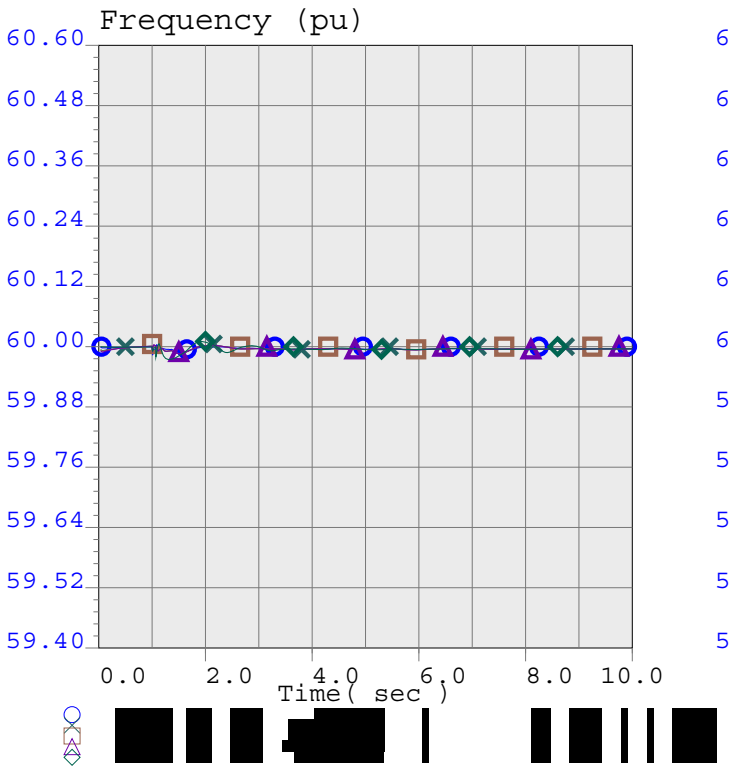
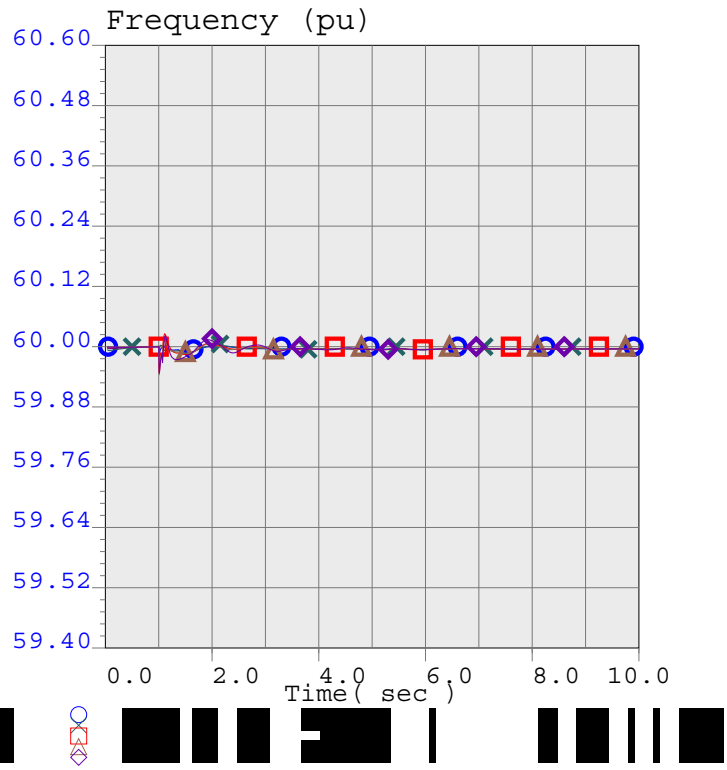
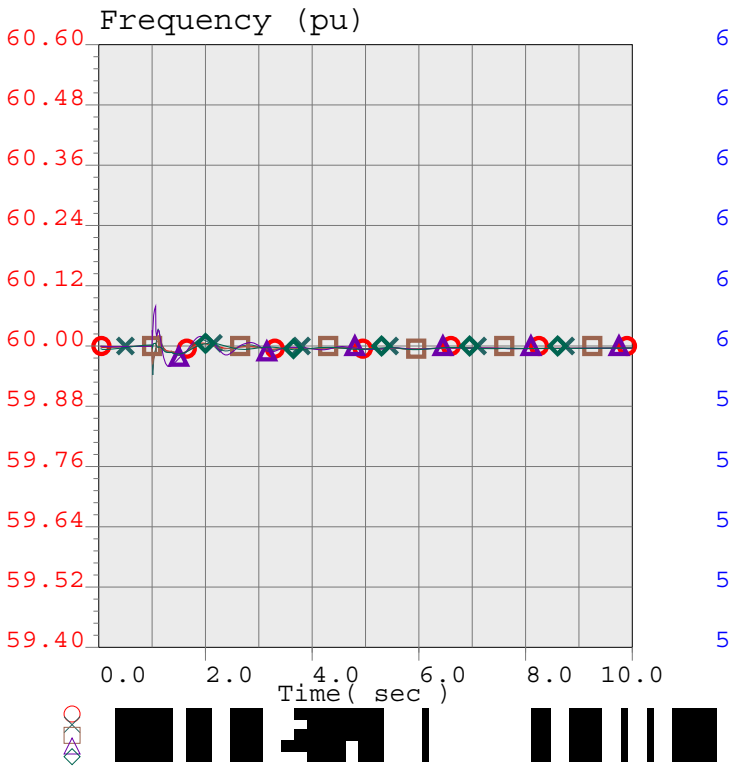
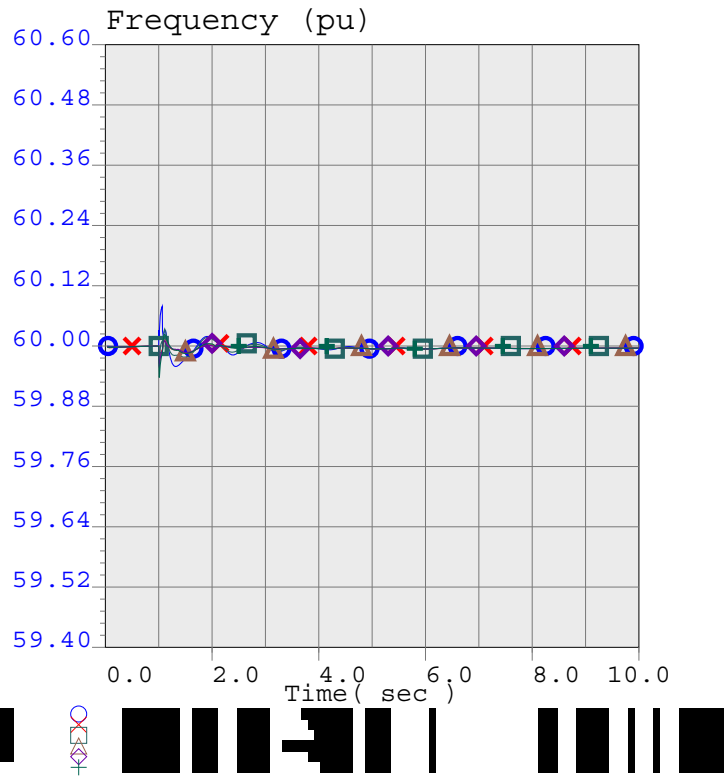
SYSTEM IMPACT STUDY (Frequency)









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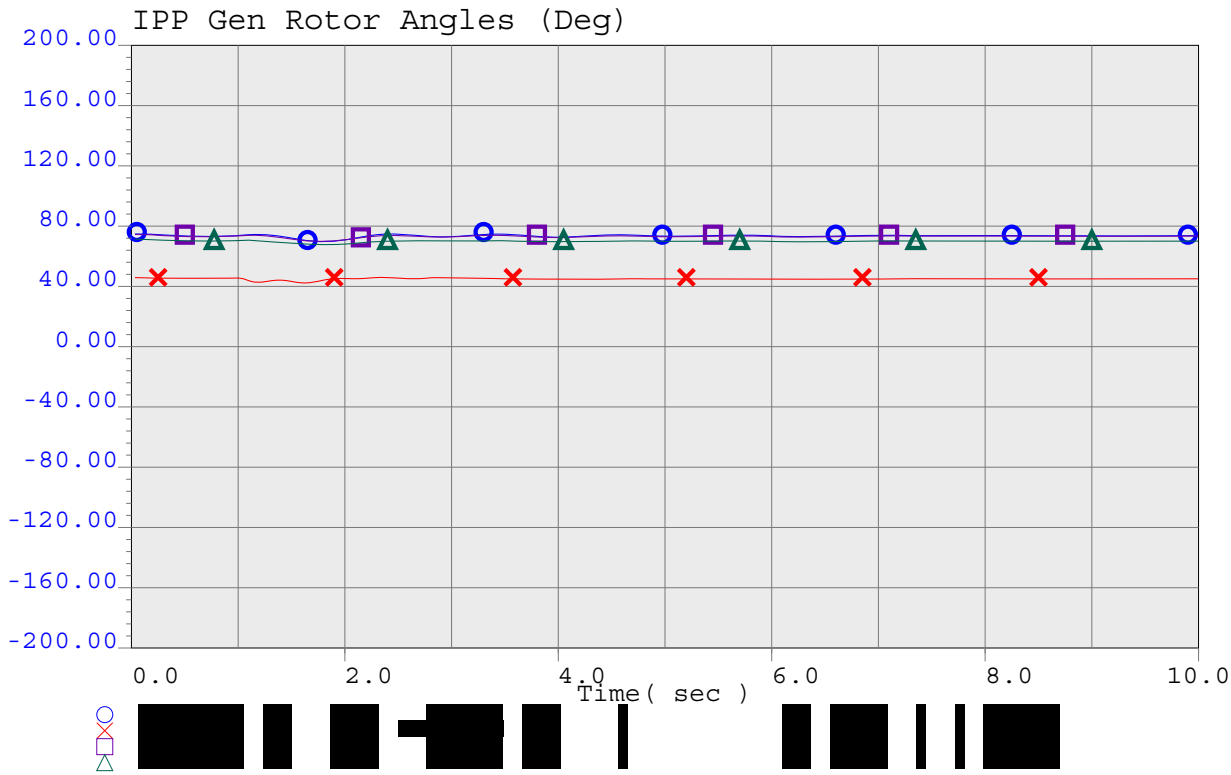
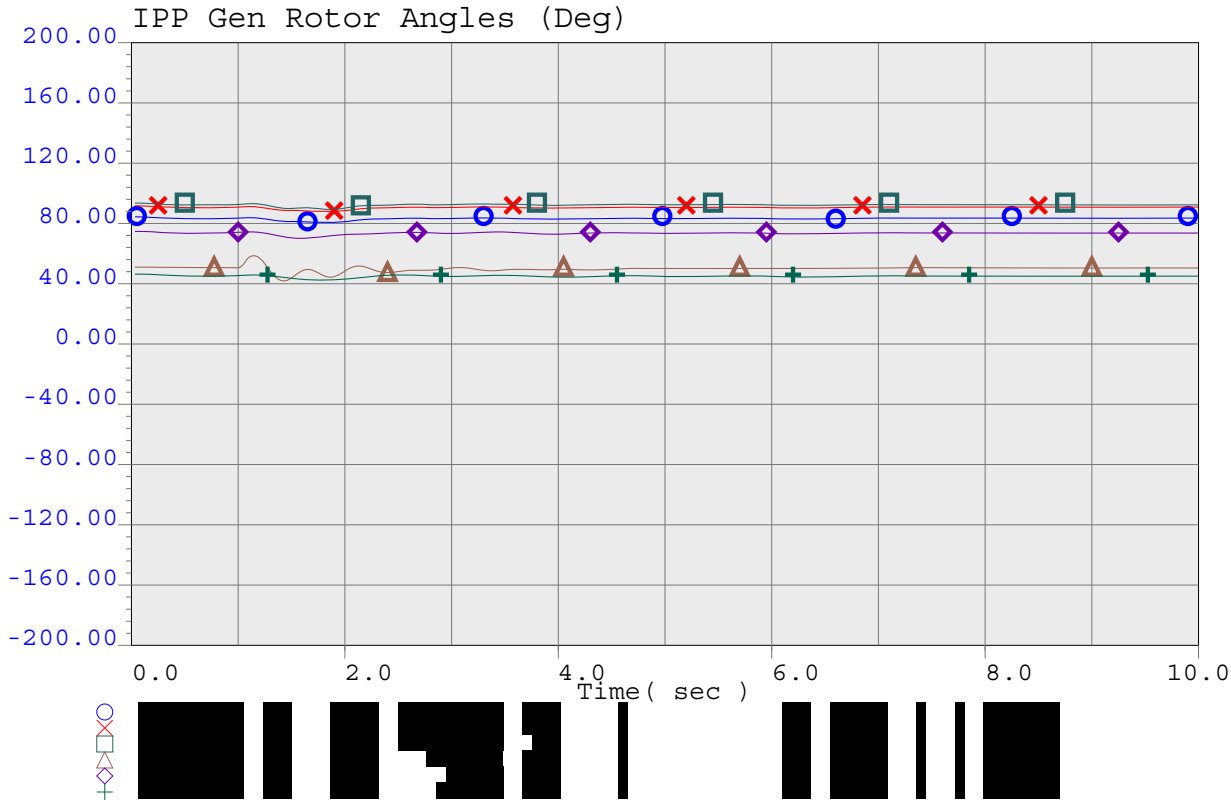
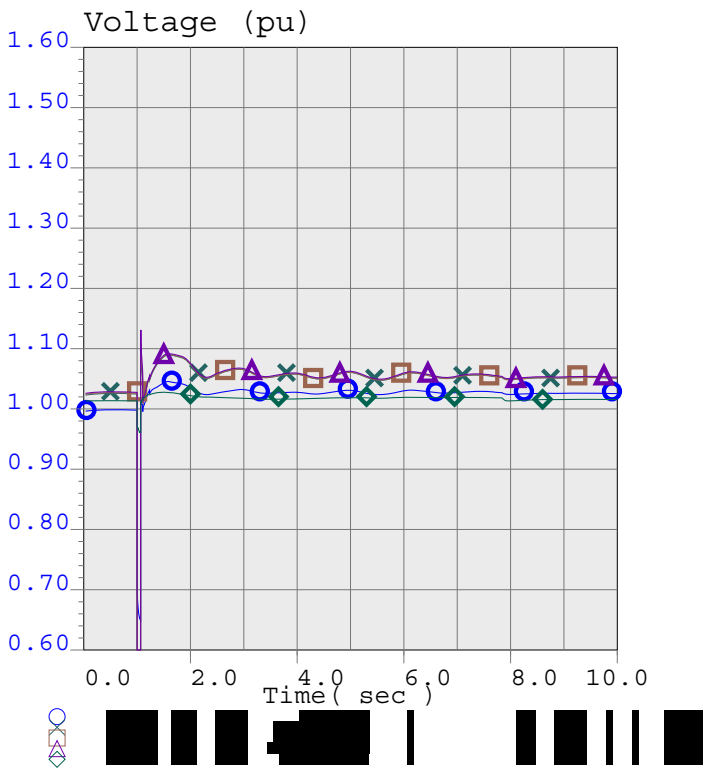
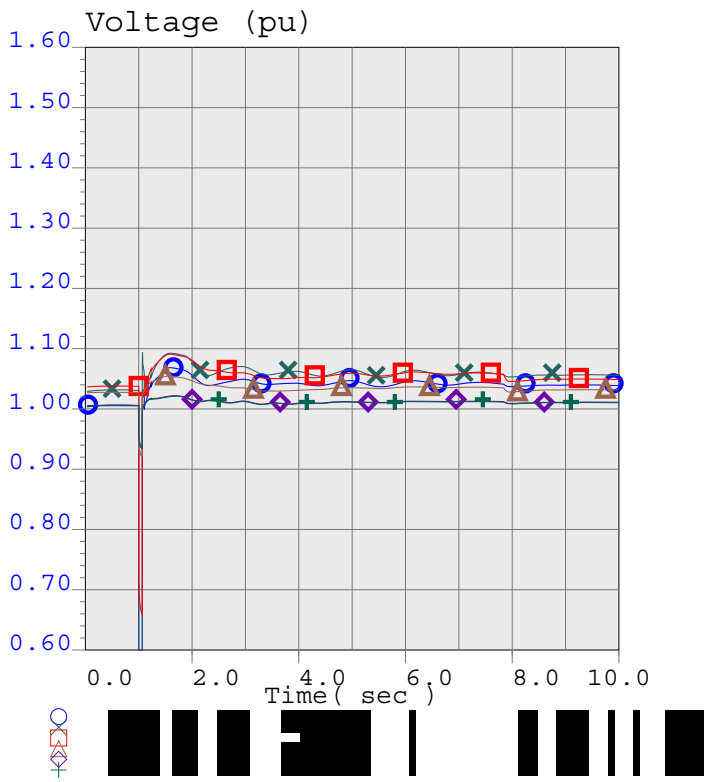
SYSTEM IMPACT STUDY (Rotor Angles)

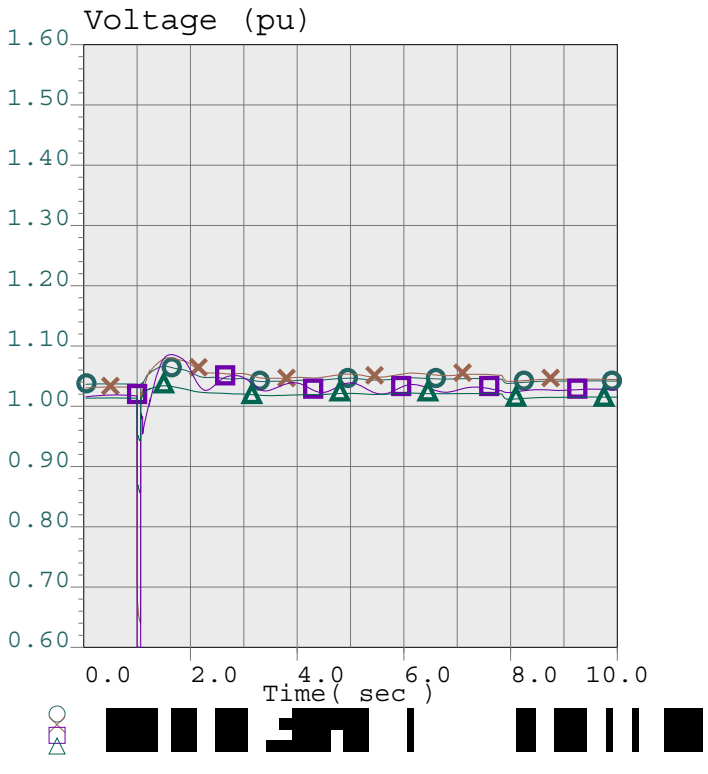


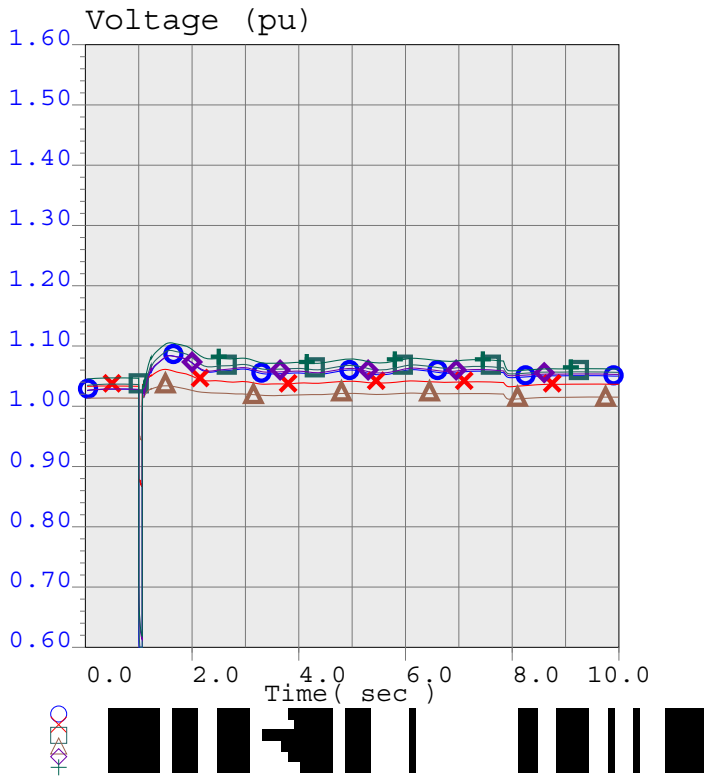


SYSTEM IMPACT STUDY (Voltage)









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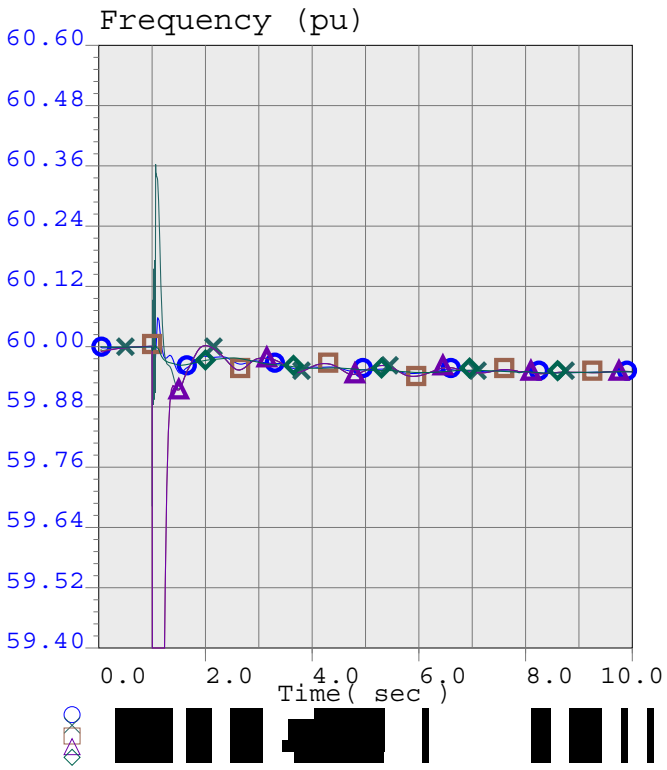
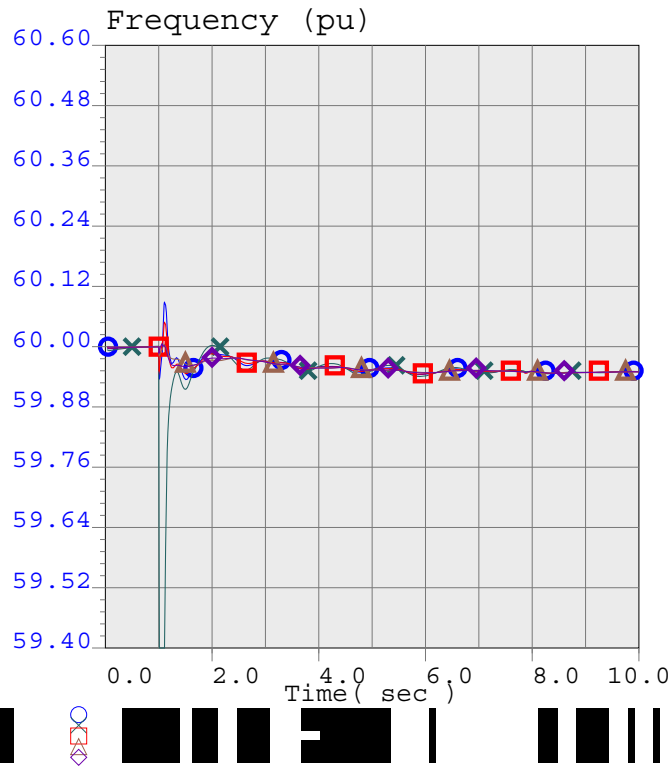
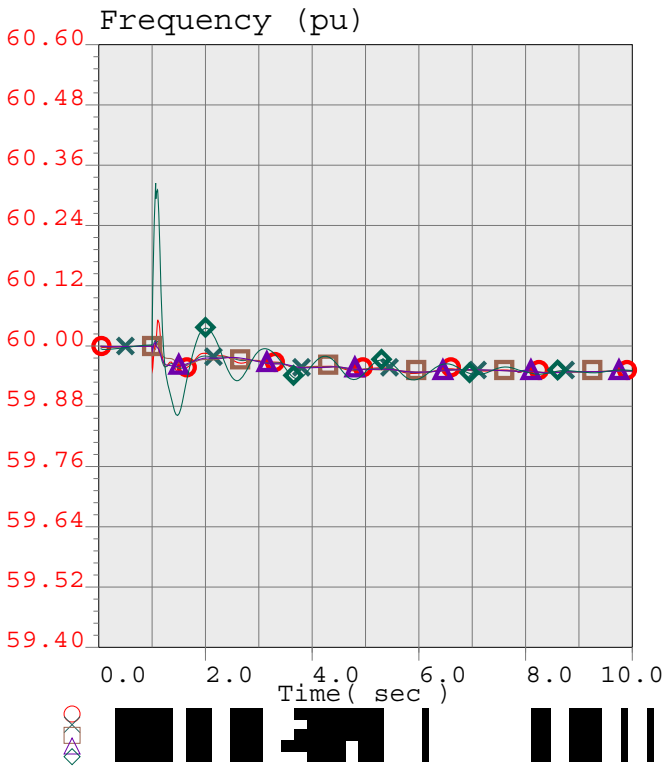
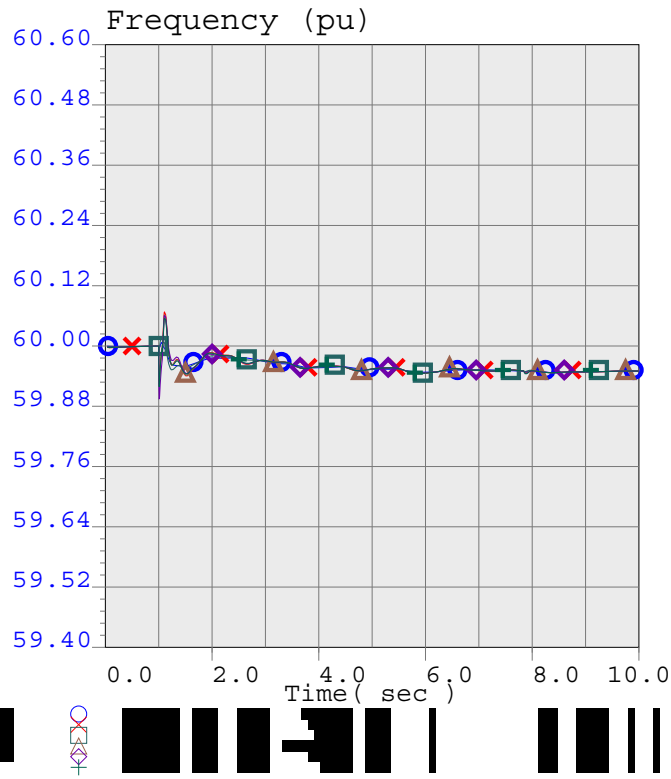
SYSTEM IMPACT STUDY (Frequency)









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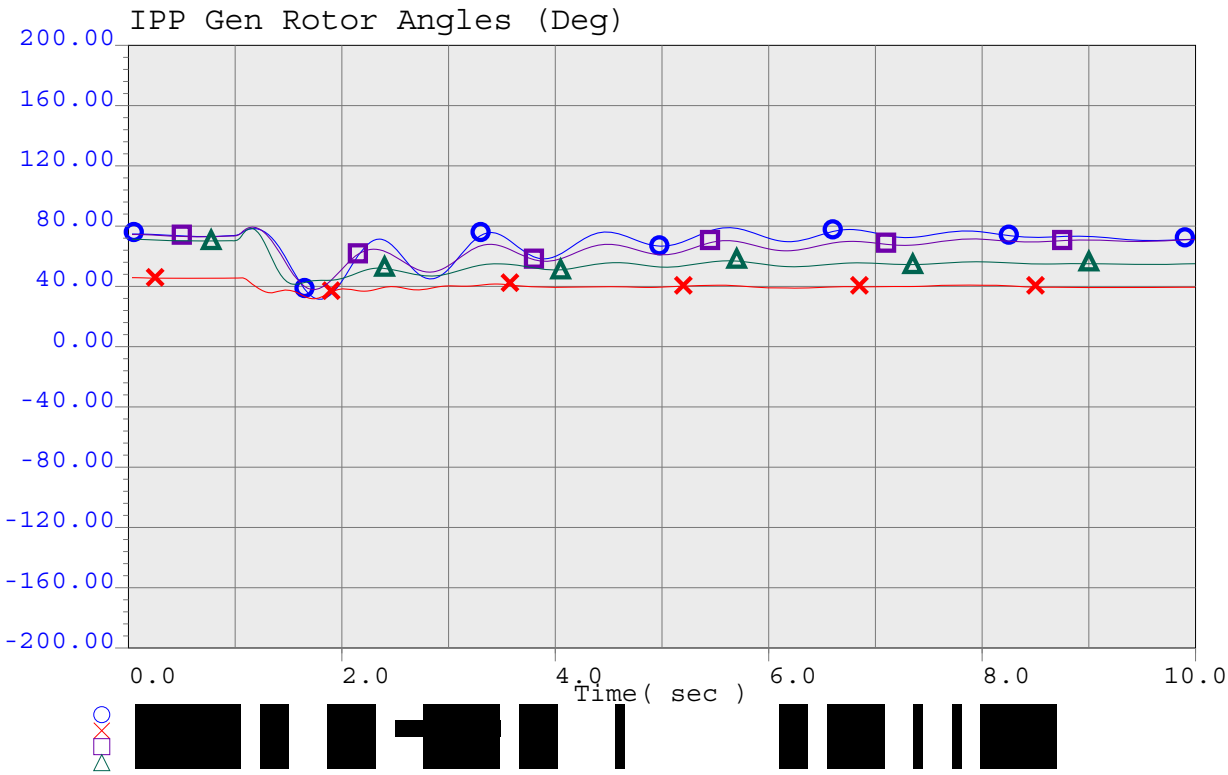
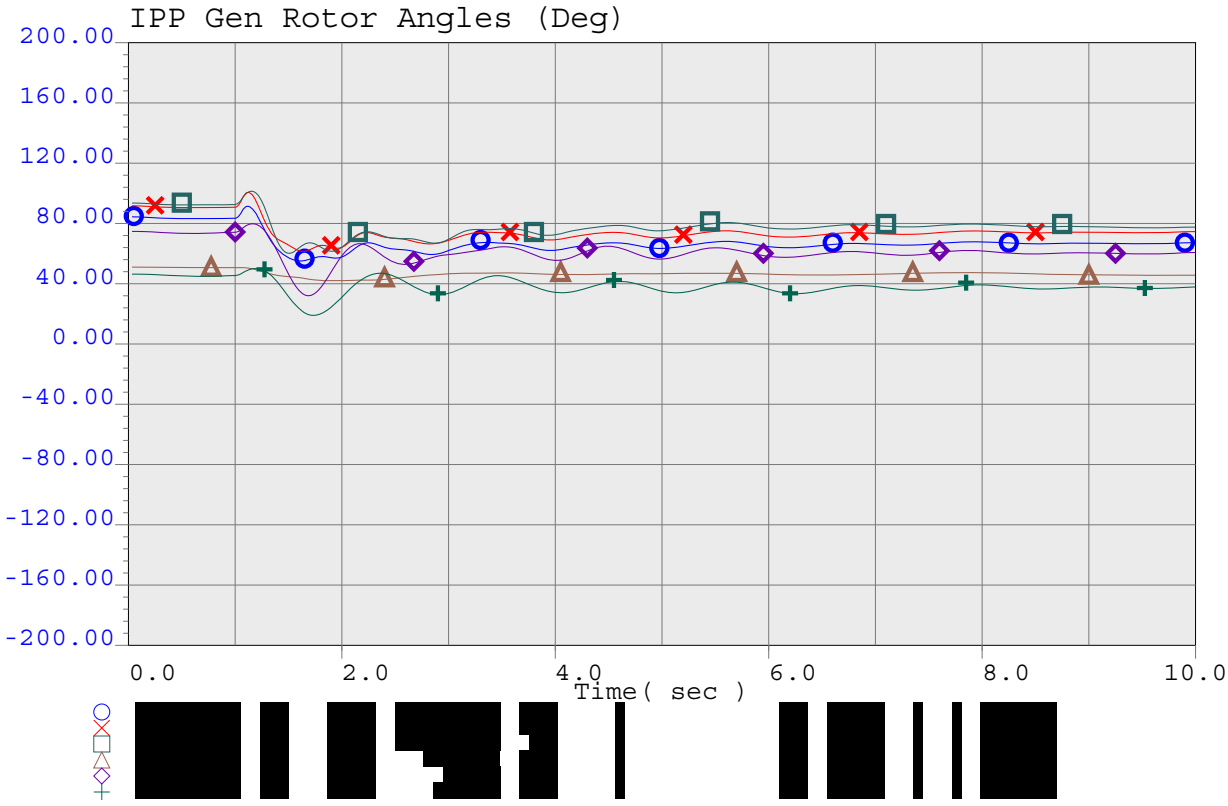
SYSTEM IMPACT STUDY (Rotor Angles)





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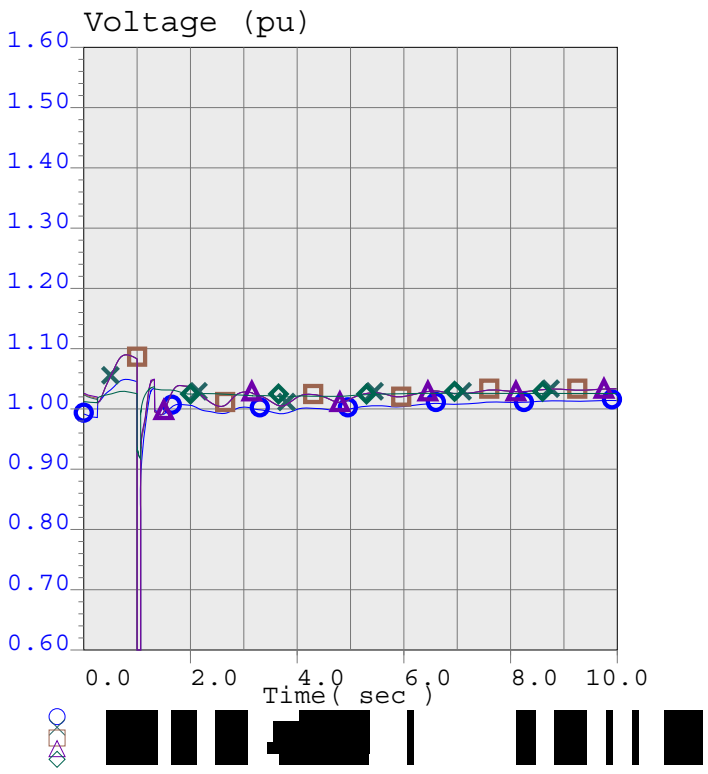
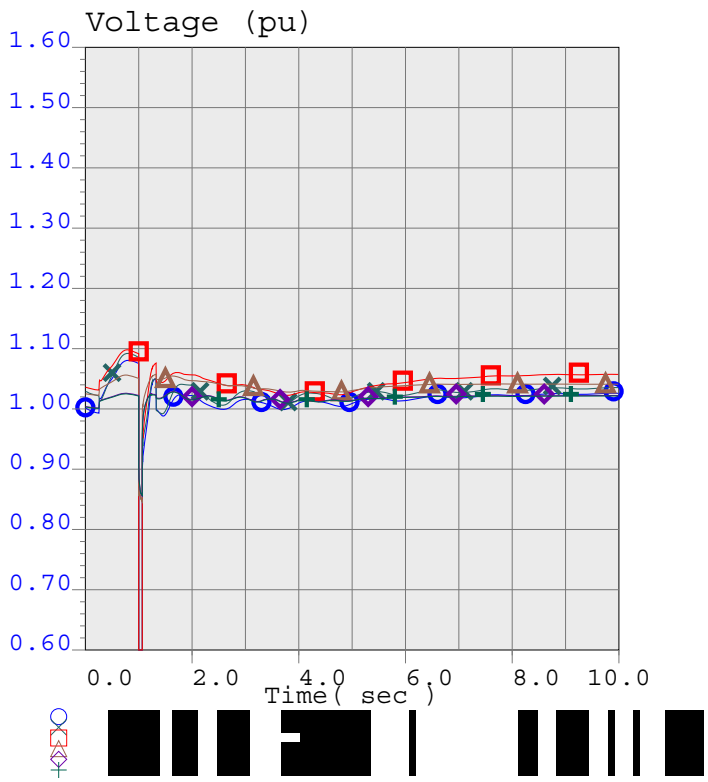
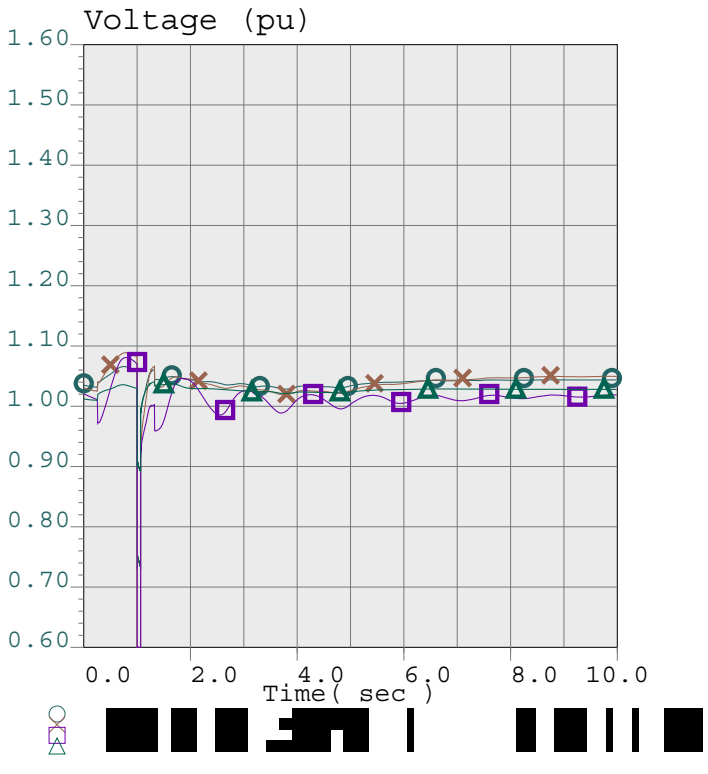
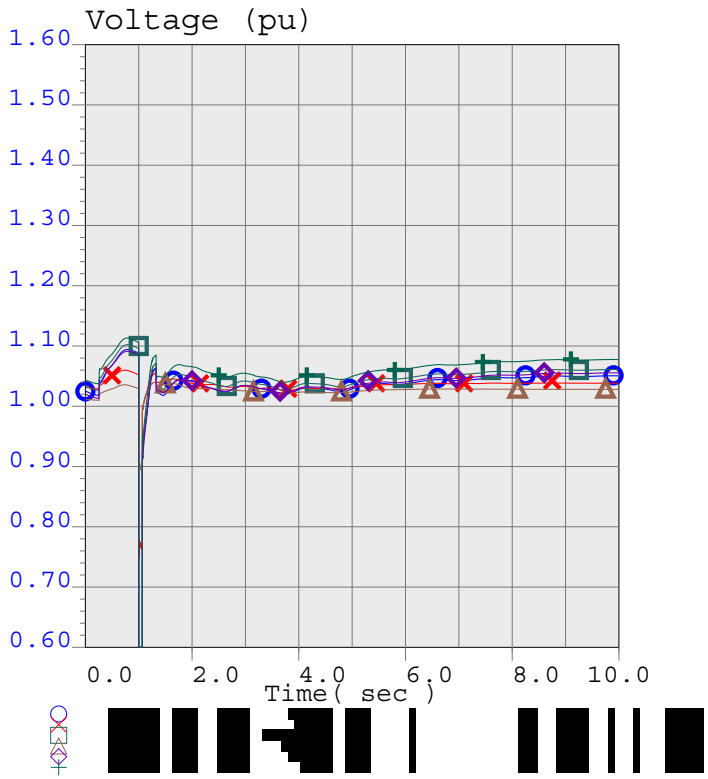
SYSTEM IMPACT STUDY (Voltage)









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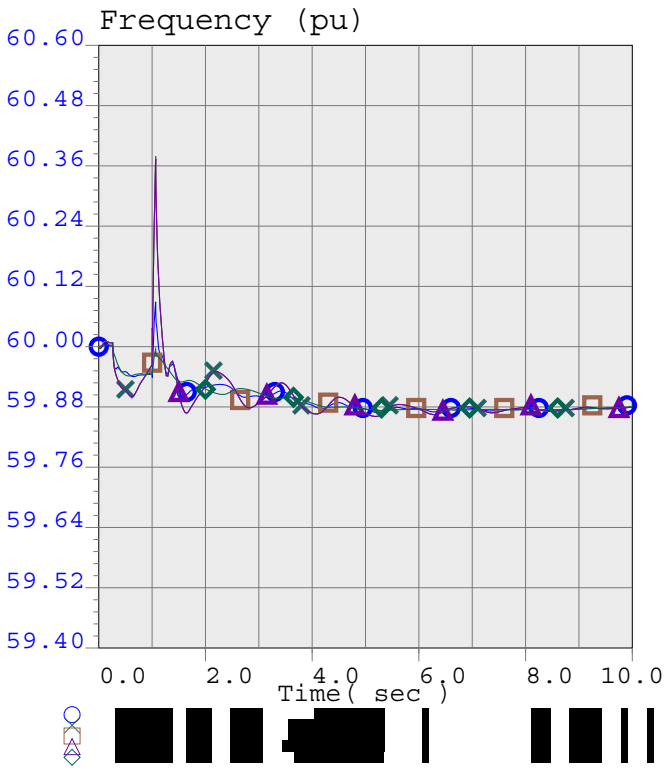
SYSTEM IMPACT STUDY (Frequency)



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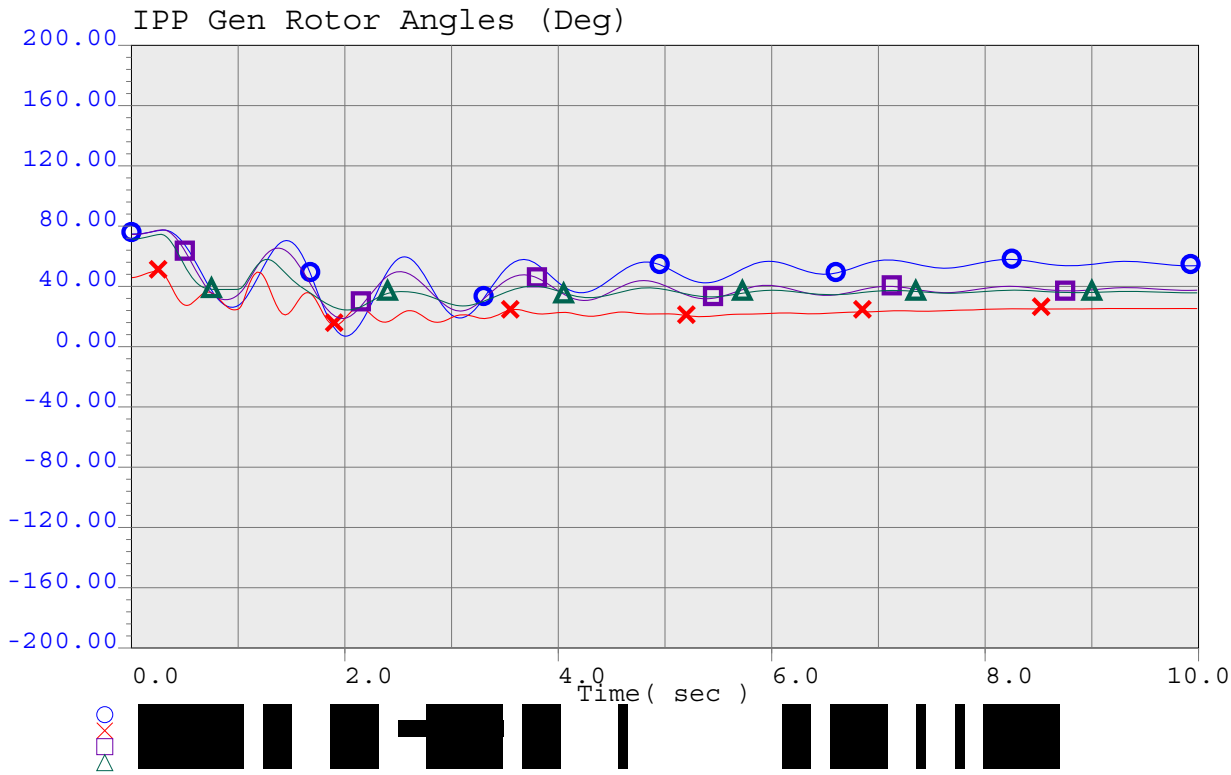
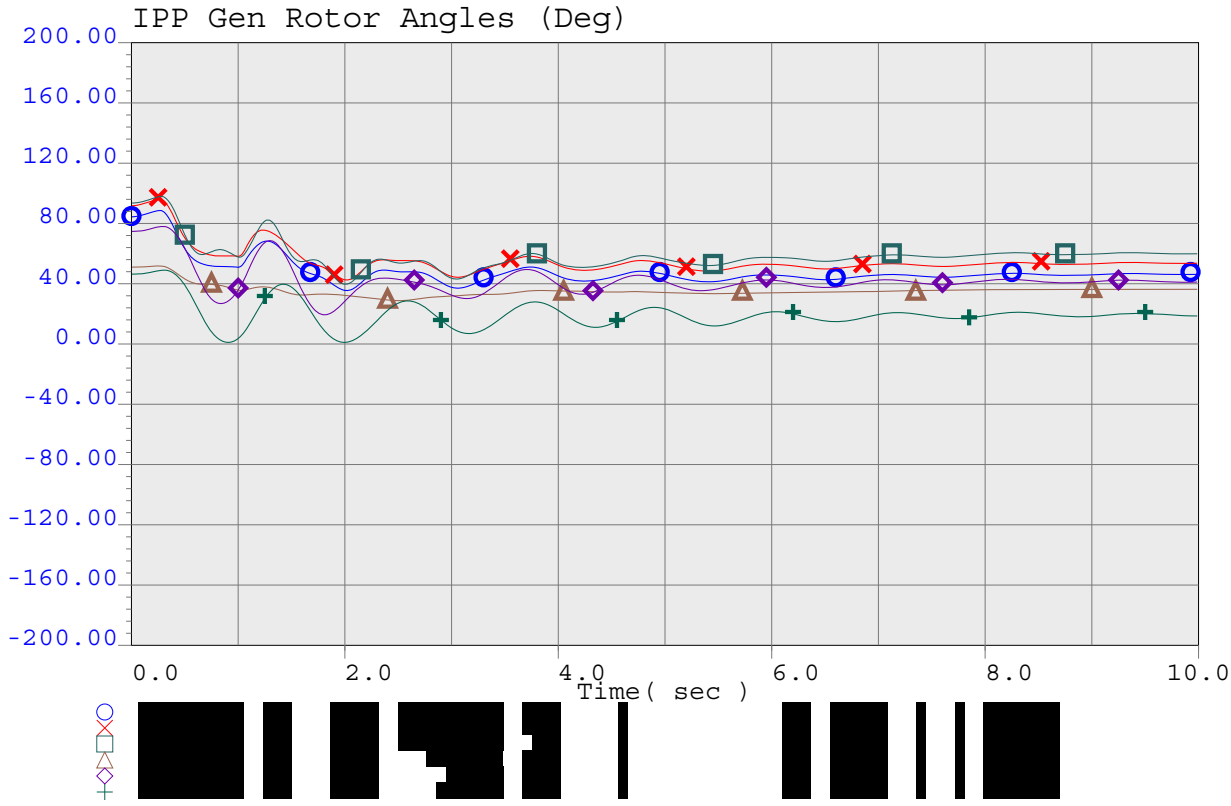
SYSTEM IMPACT STUDY (Rotor Angles)





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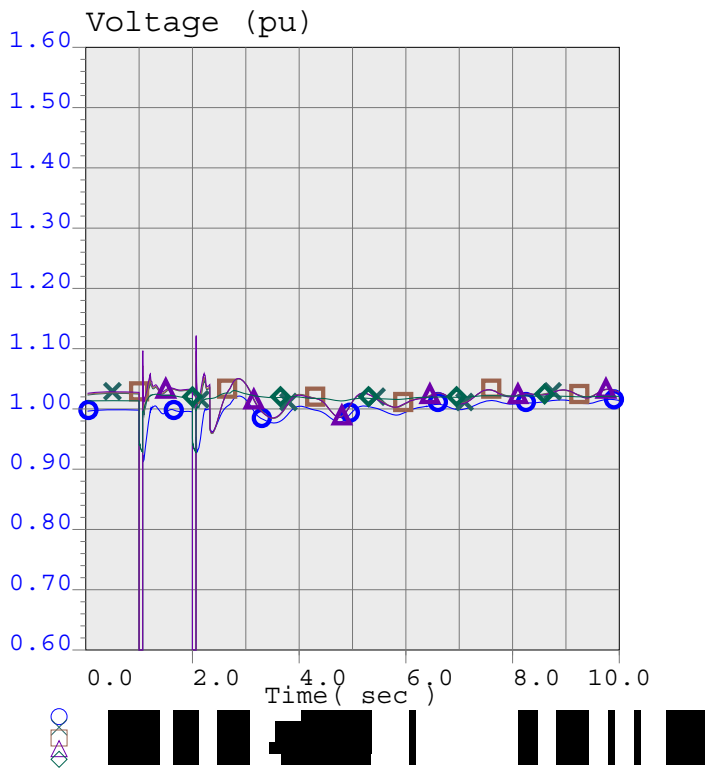
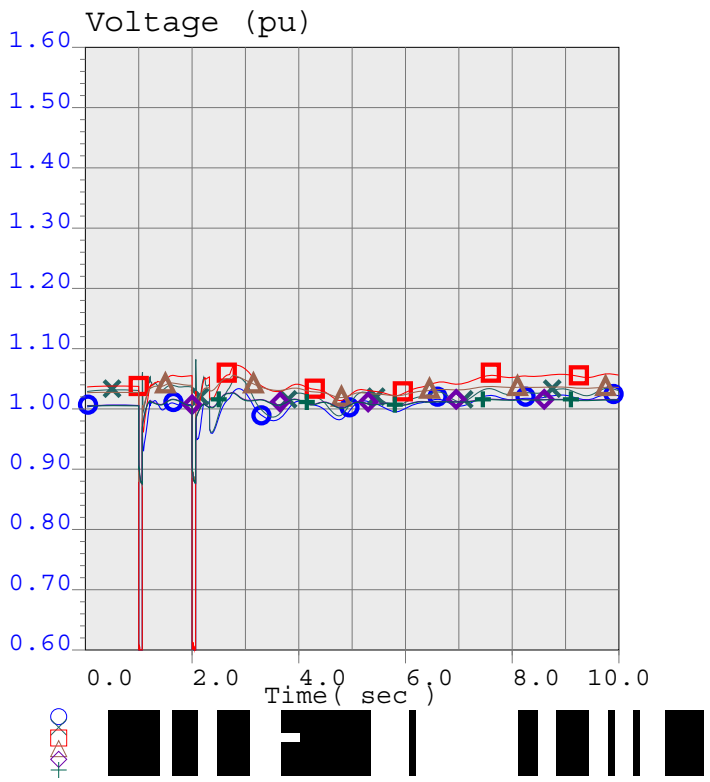
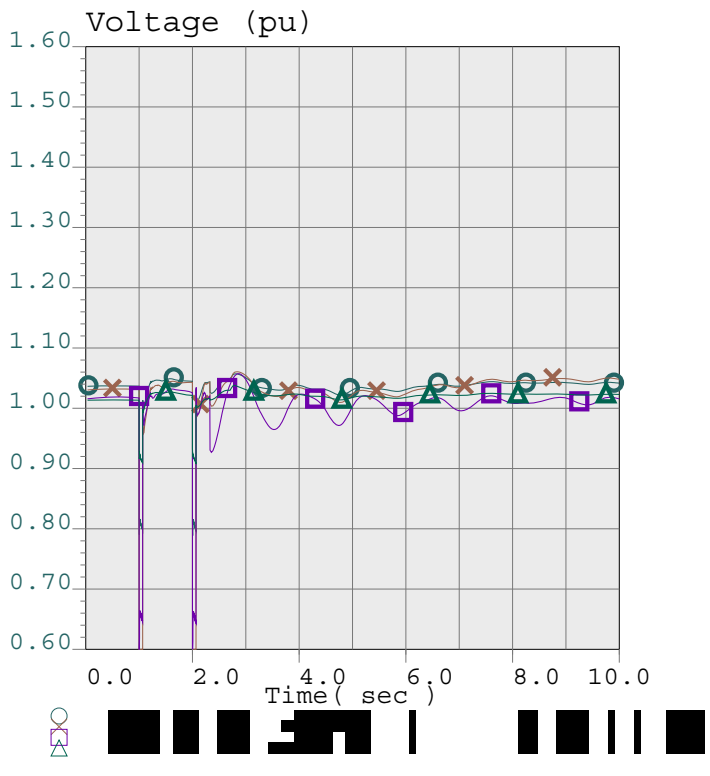
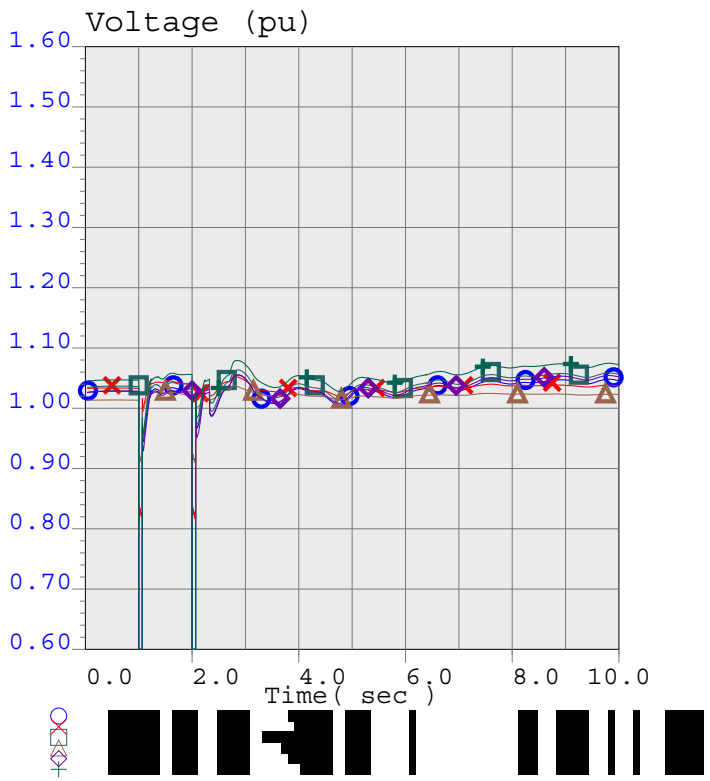
SYSTEM IMPACT STUDY (Voltage)









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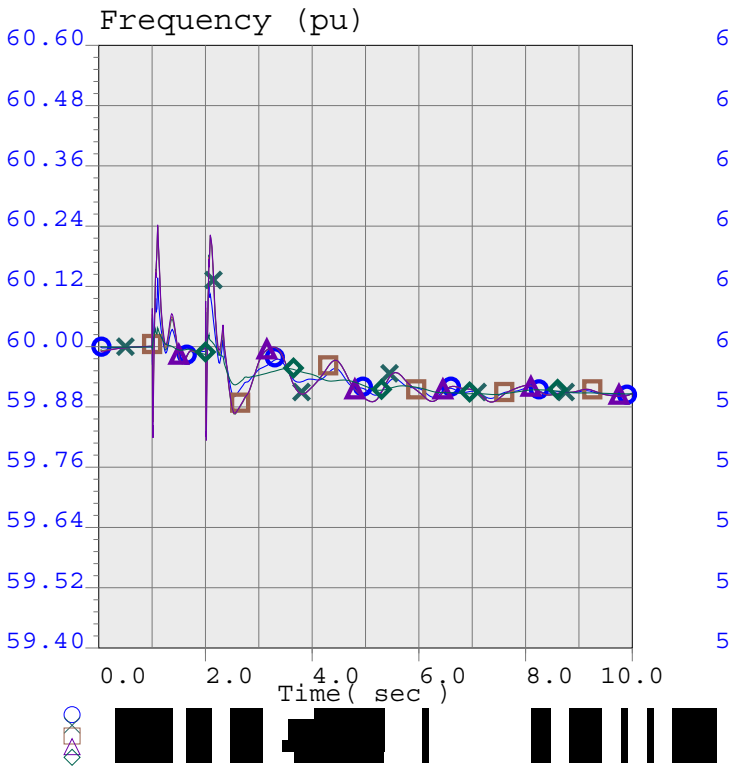
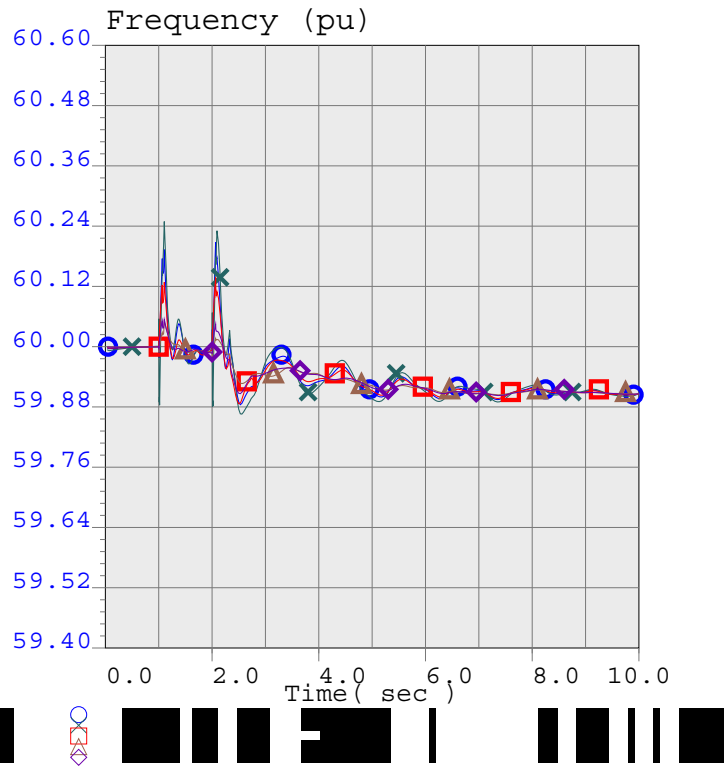
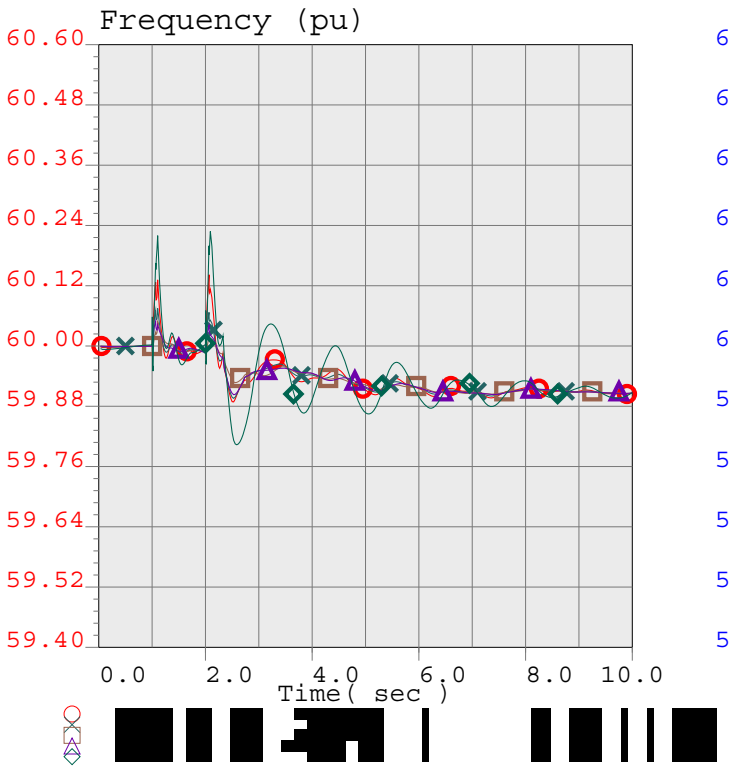
SYSTEM IMPACT STUDY (Frequency)







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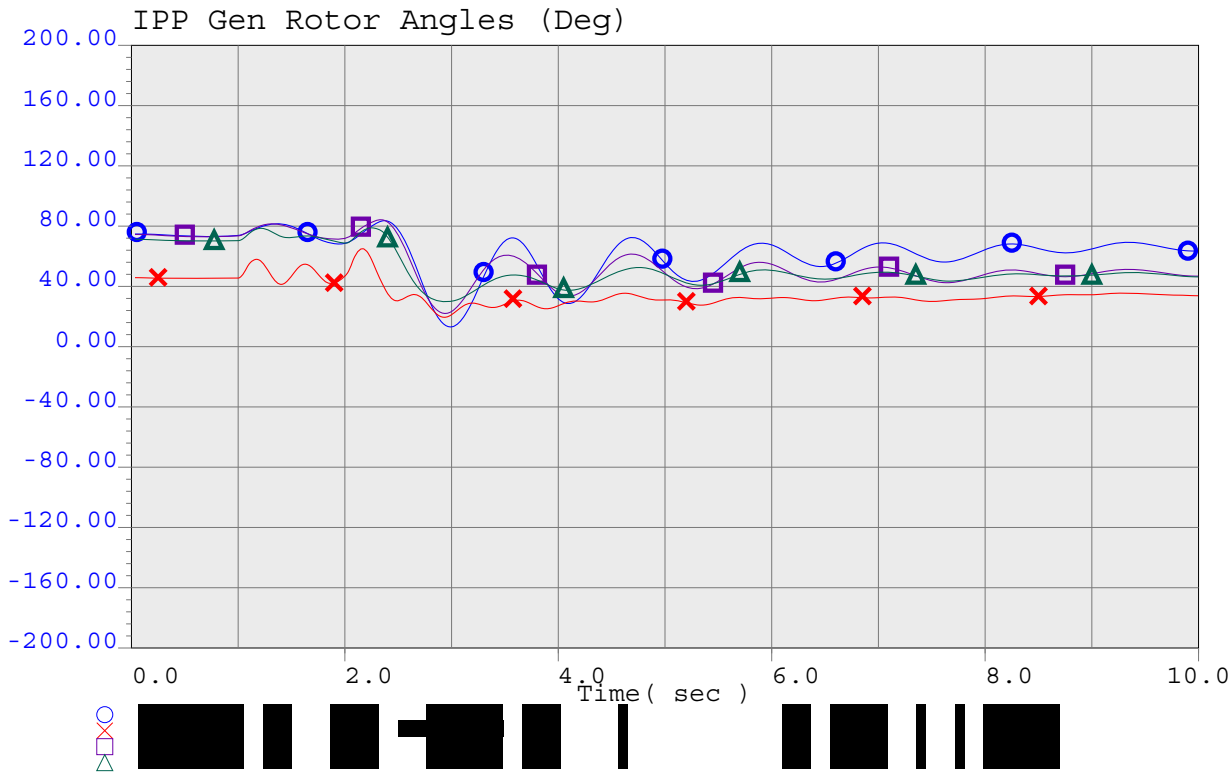
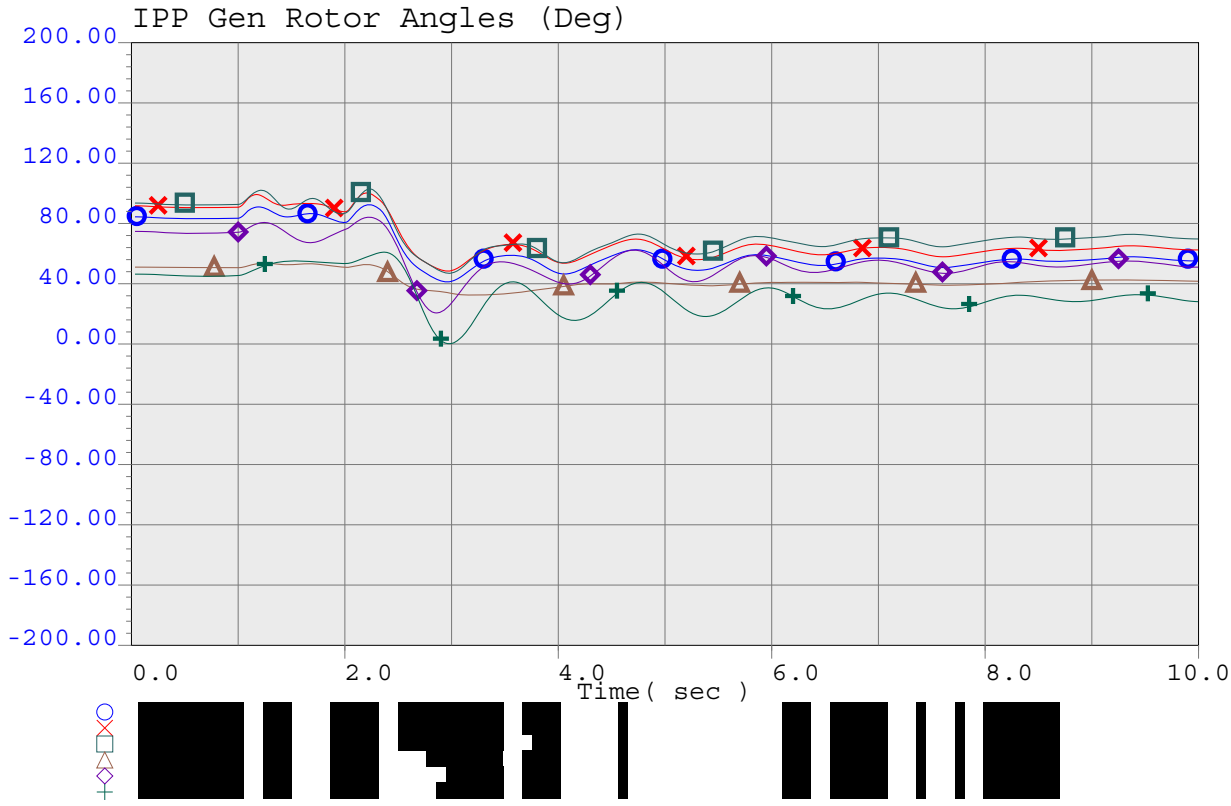
SYSTEM IMPACT STUDY (Rotor Angles)





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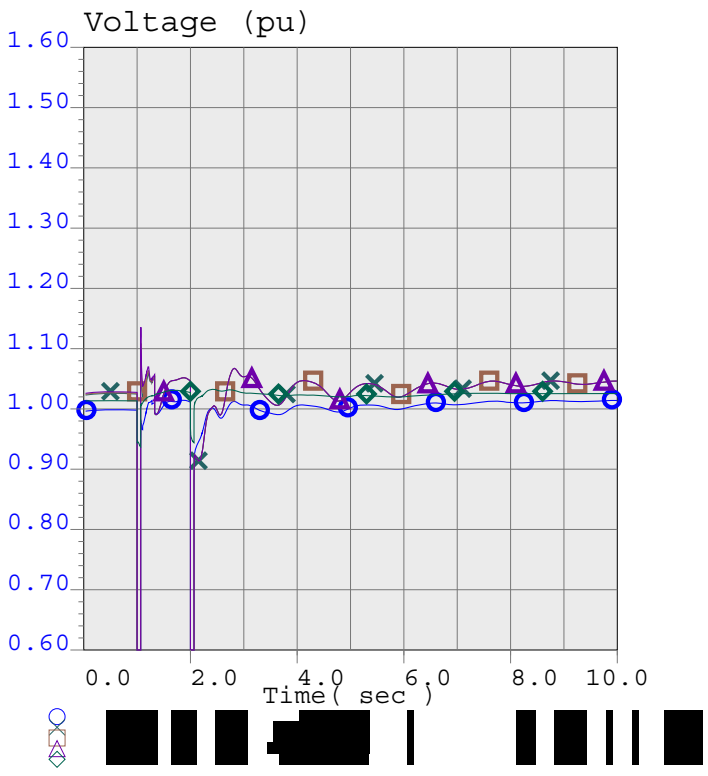
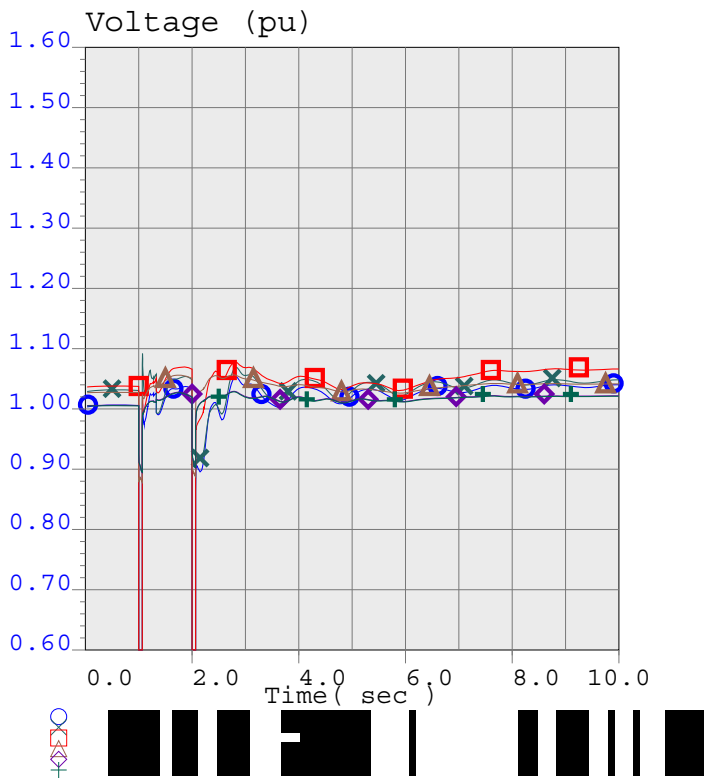
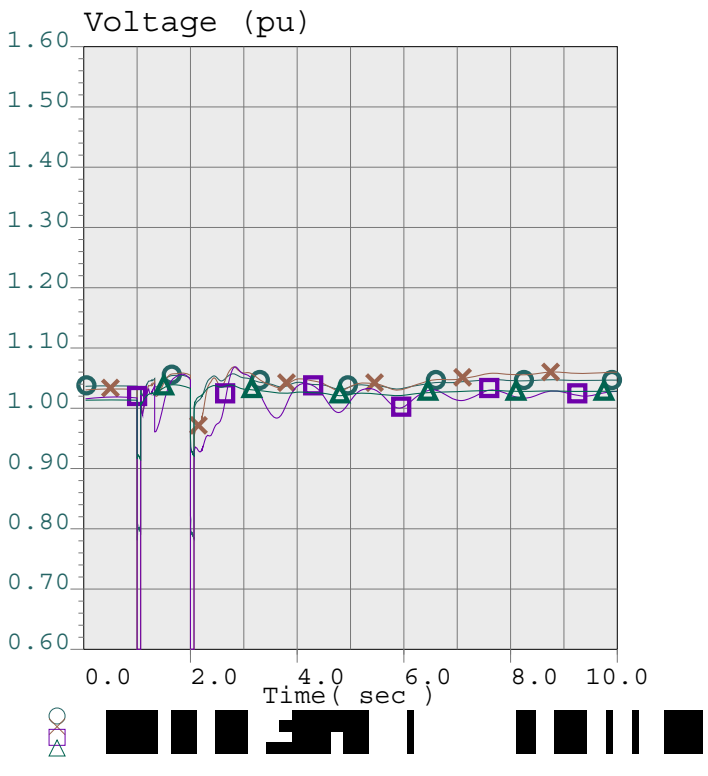
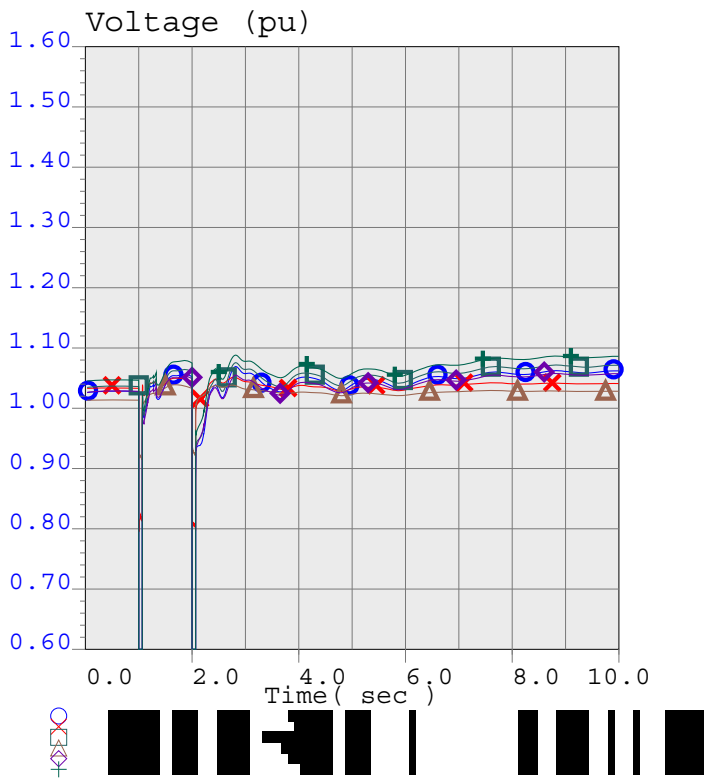
SYSTEM IMPACT STUDY (Voltage)









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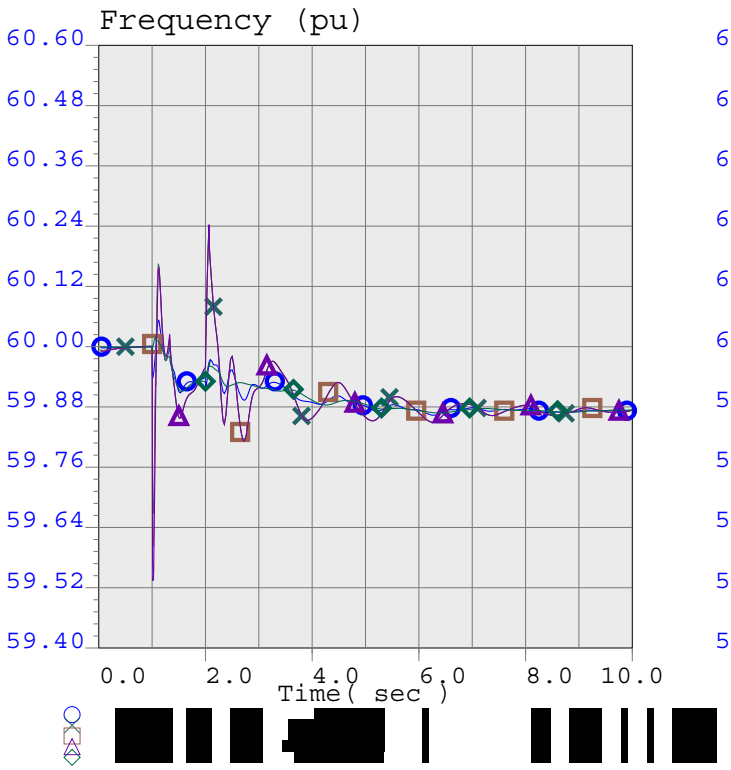
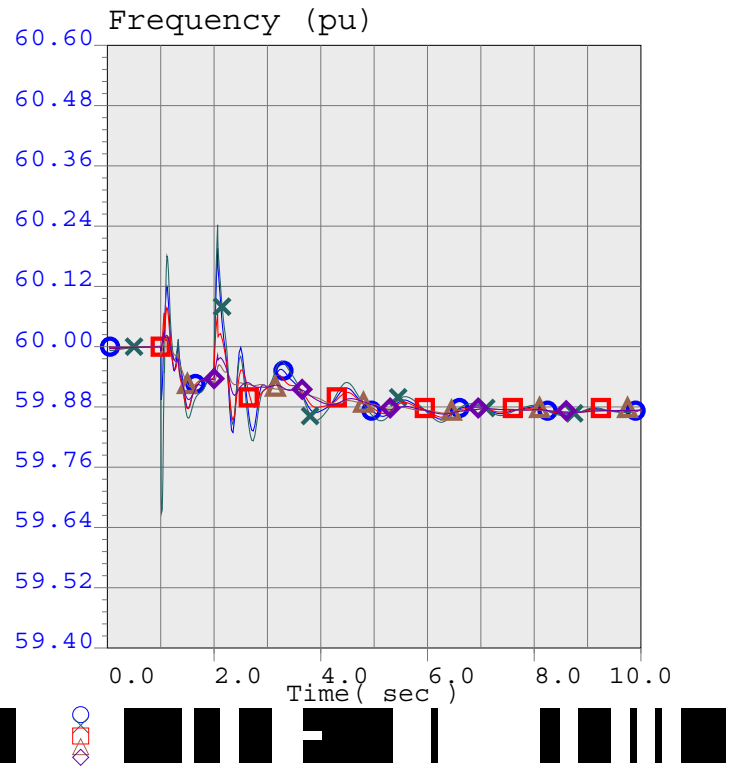
SYSTEM IMPACT STUDY (Frequency)





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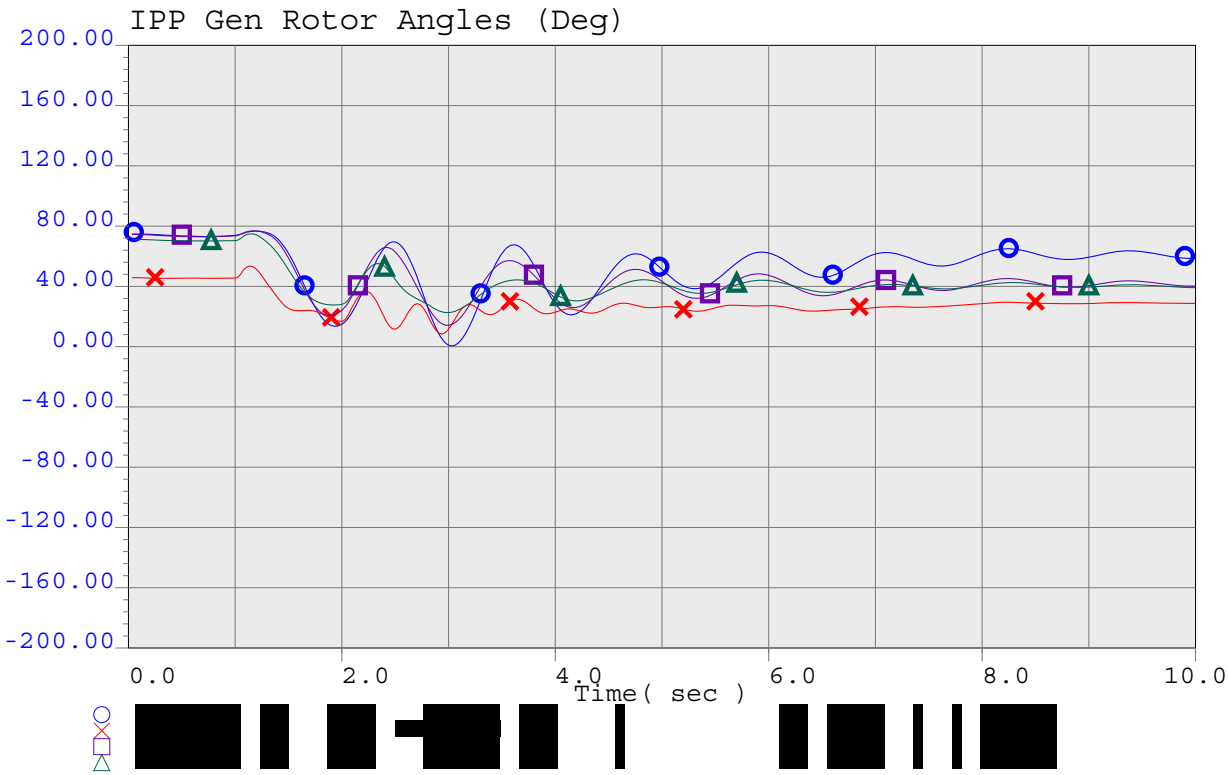
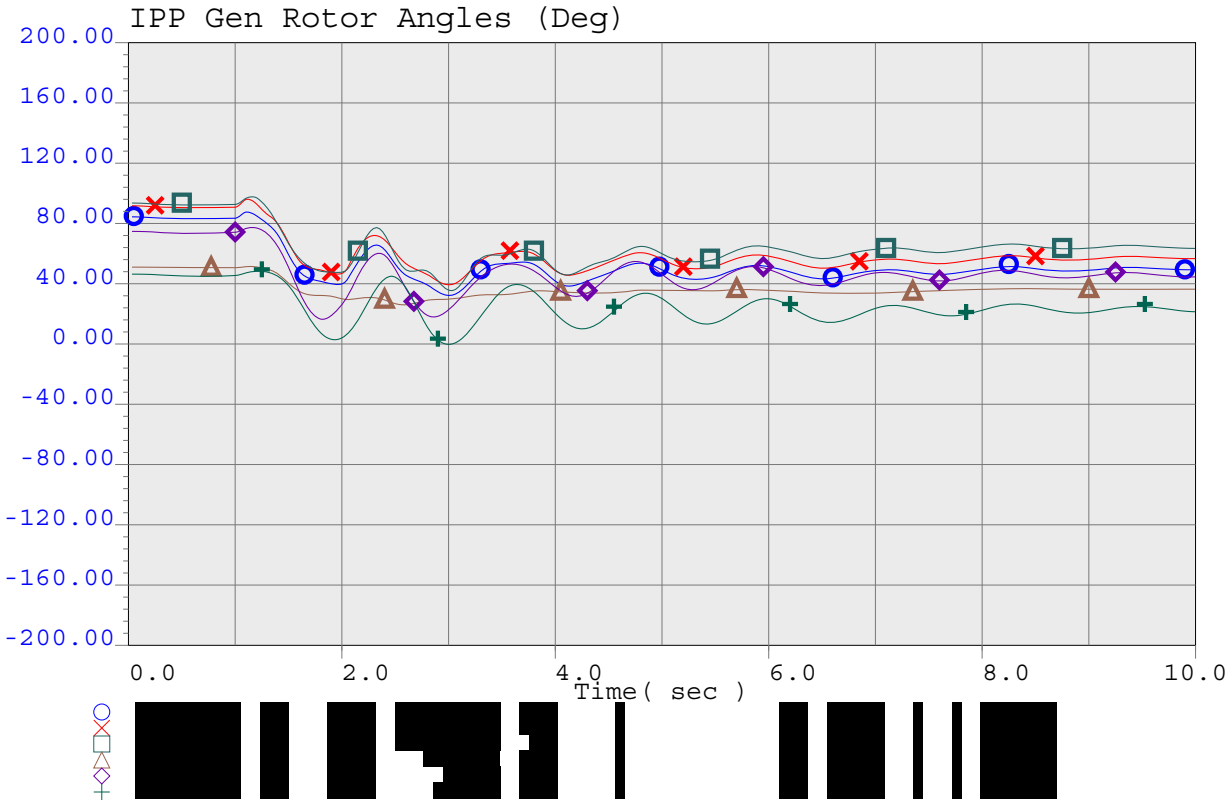
SYSTEM IMPACT STUDY (Rotor Angles)





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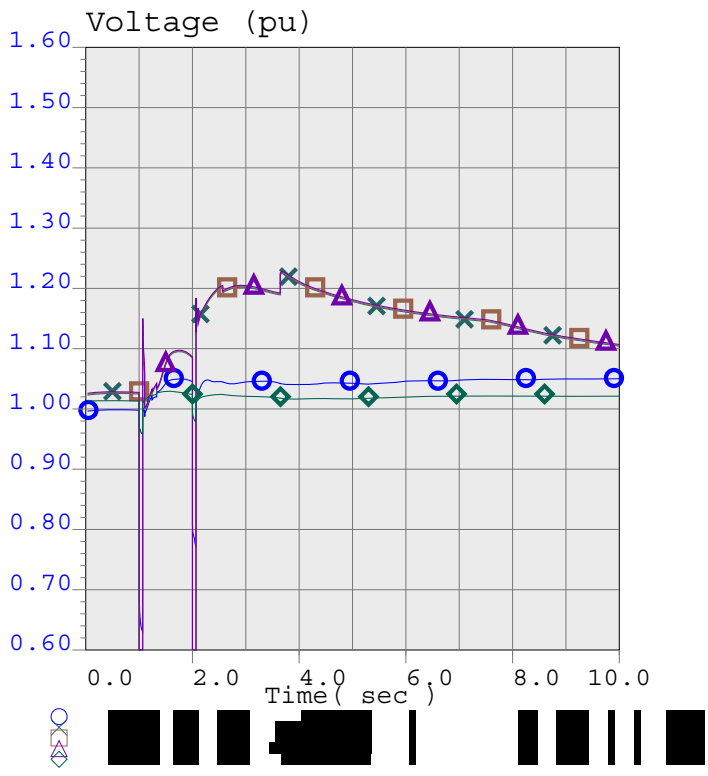
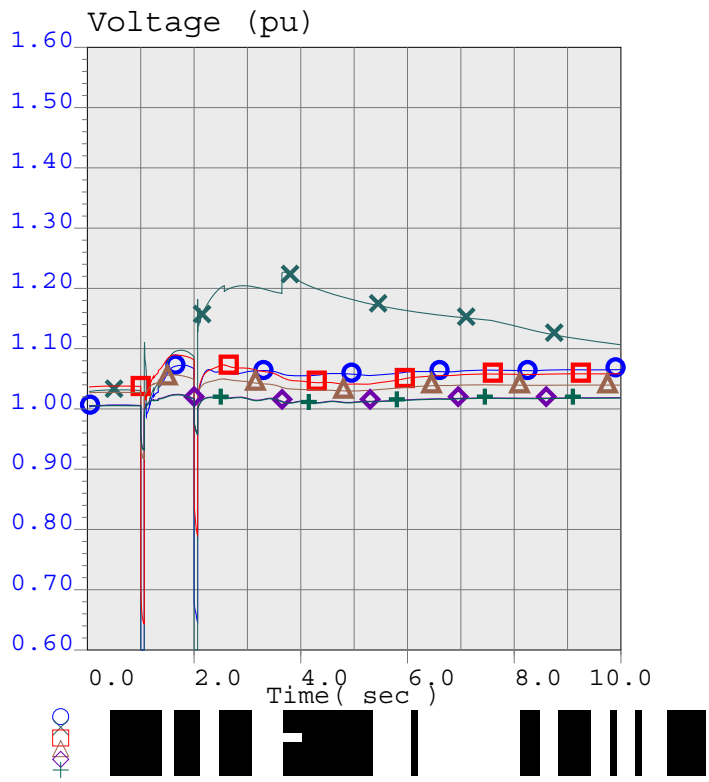
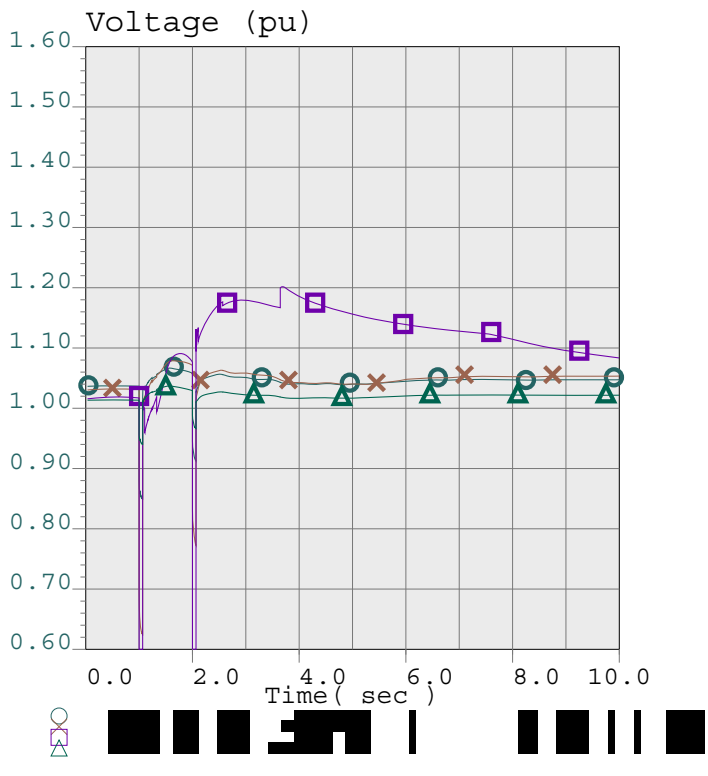
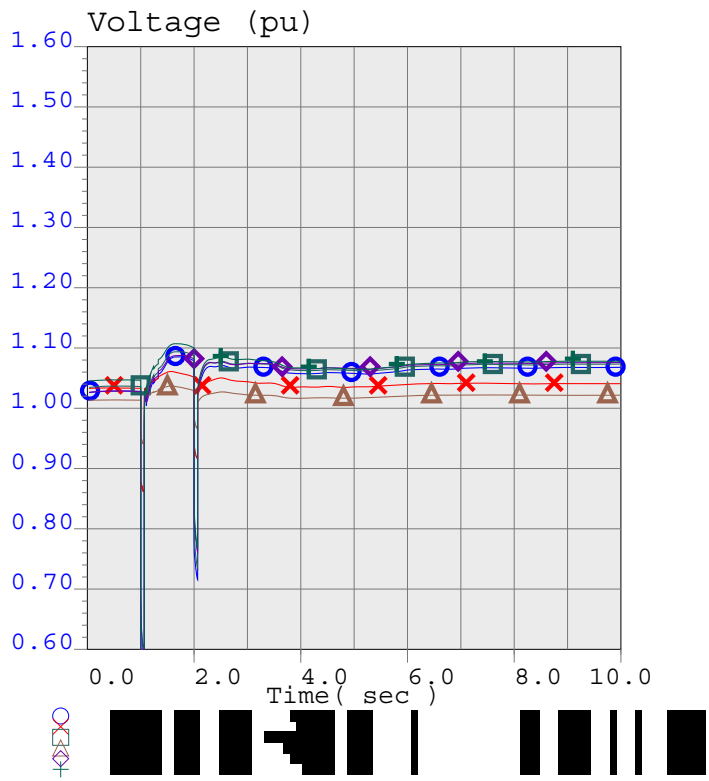
SYSTEM IMPACT STUDY (Voltage)









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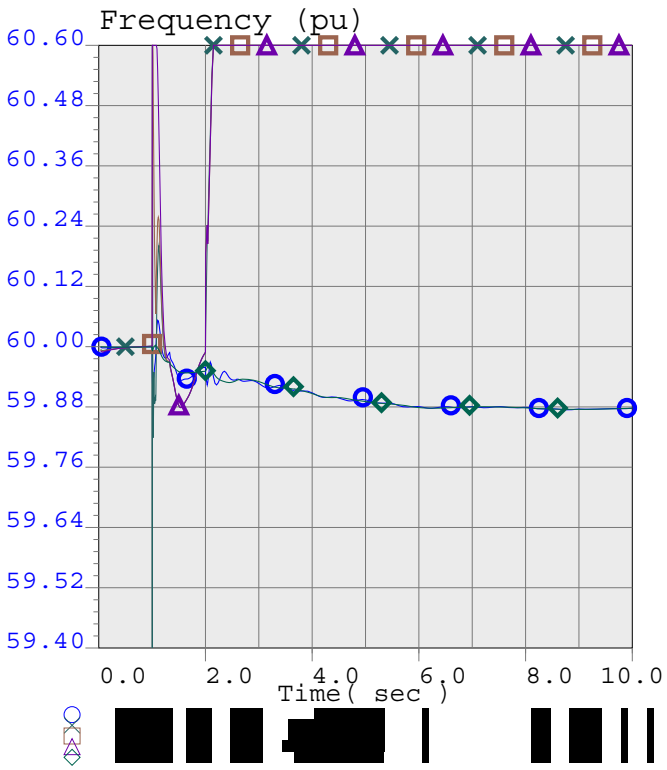
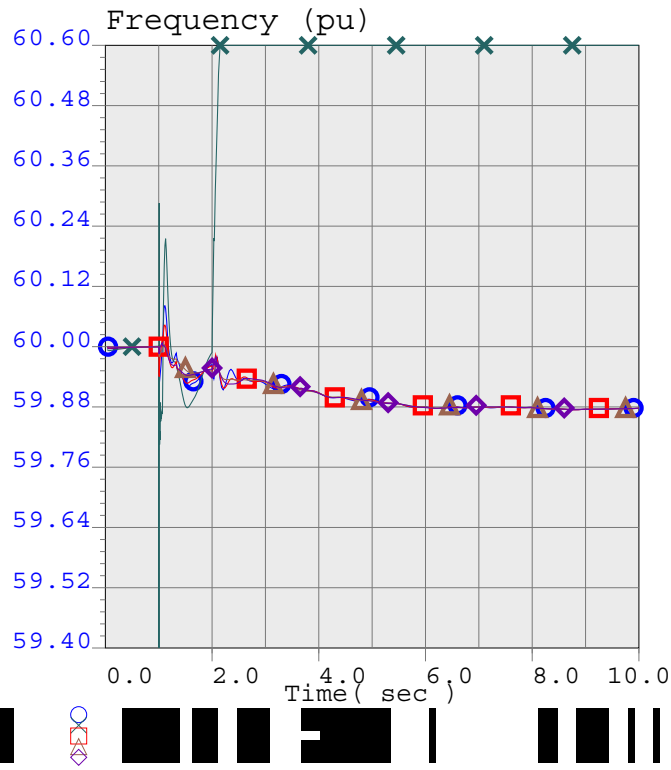
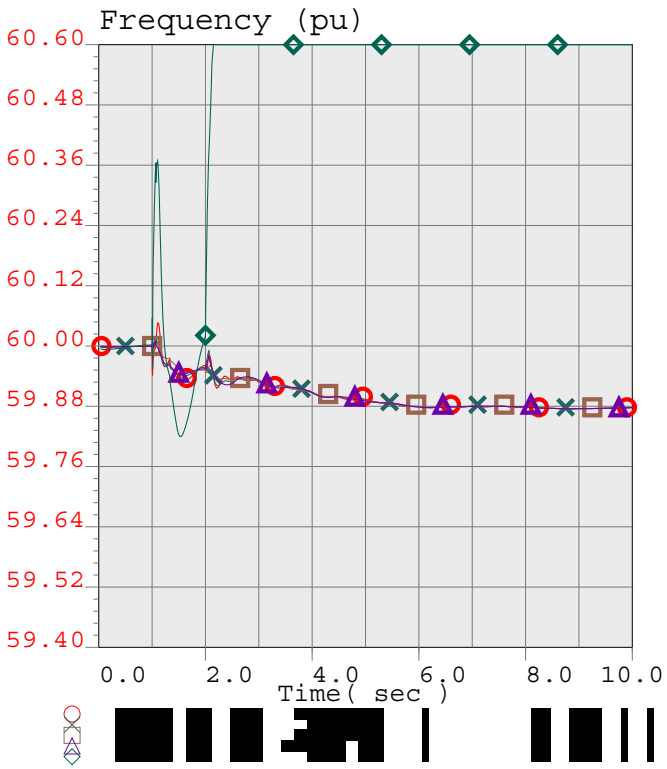
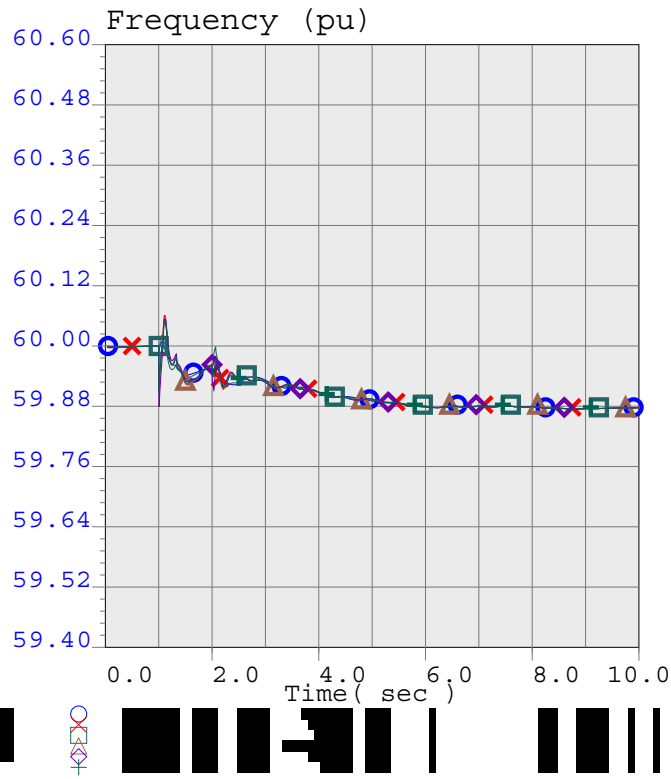
SYSTEM IMPACT STUDY (Frequency)









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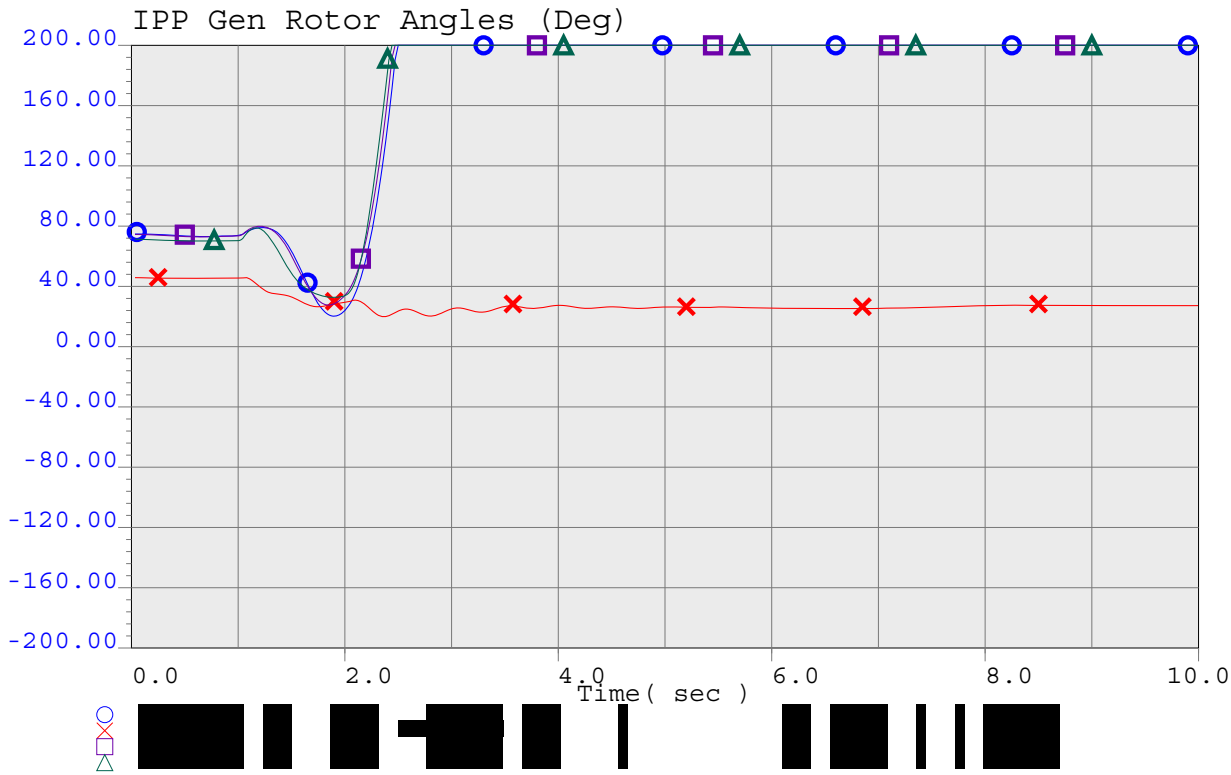
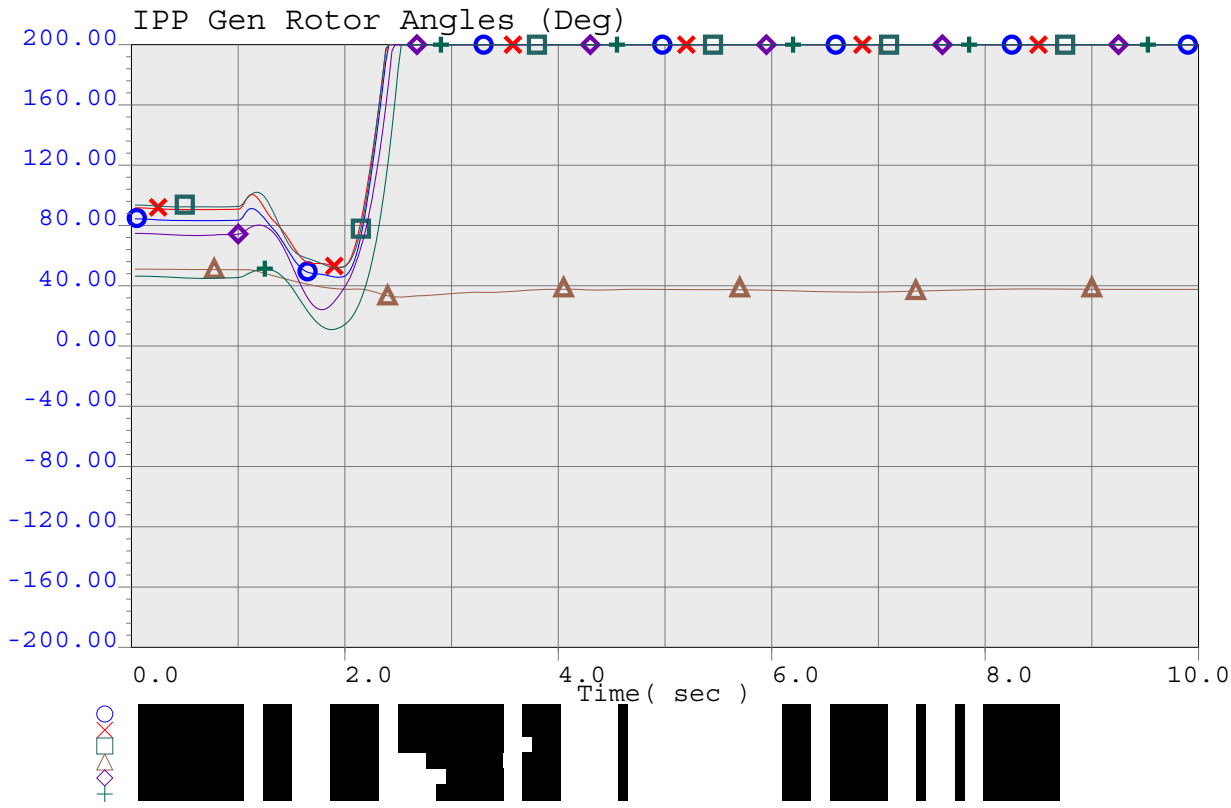
SYSTEM IMPACT STUDY (Rotor Angles)





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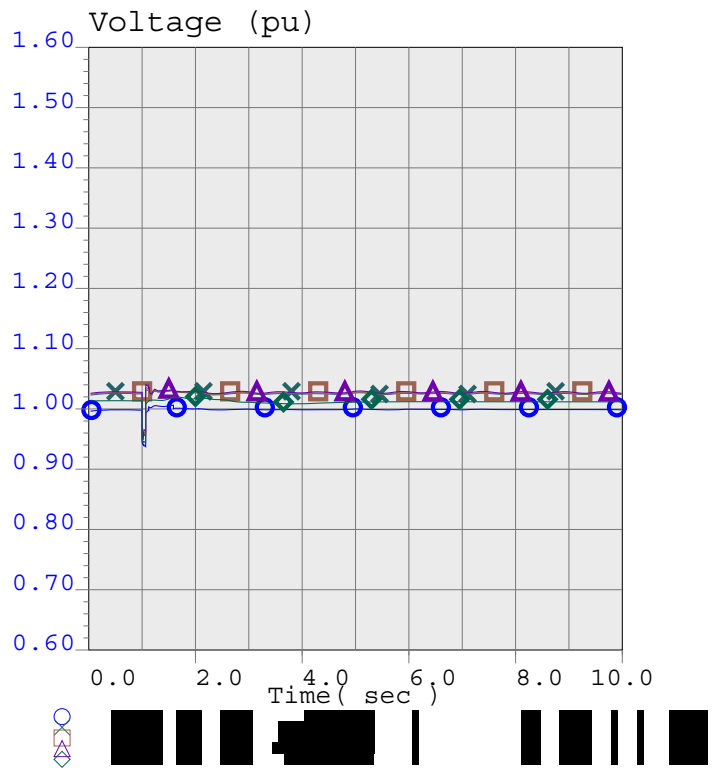
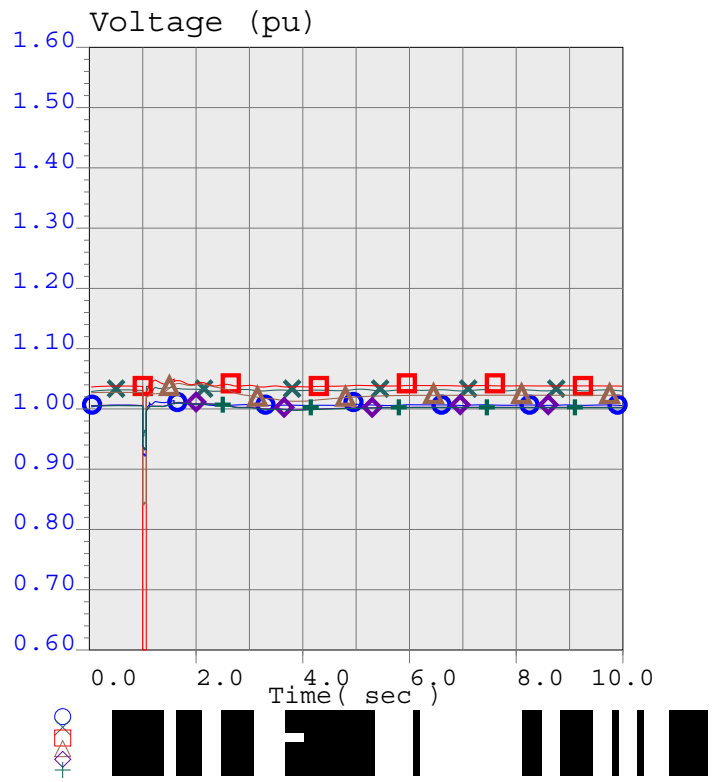
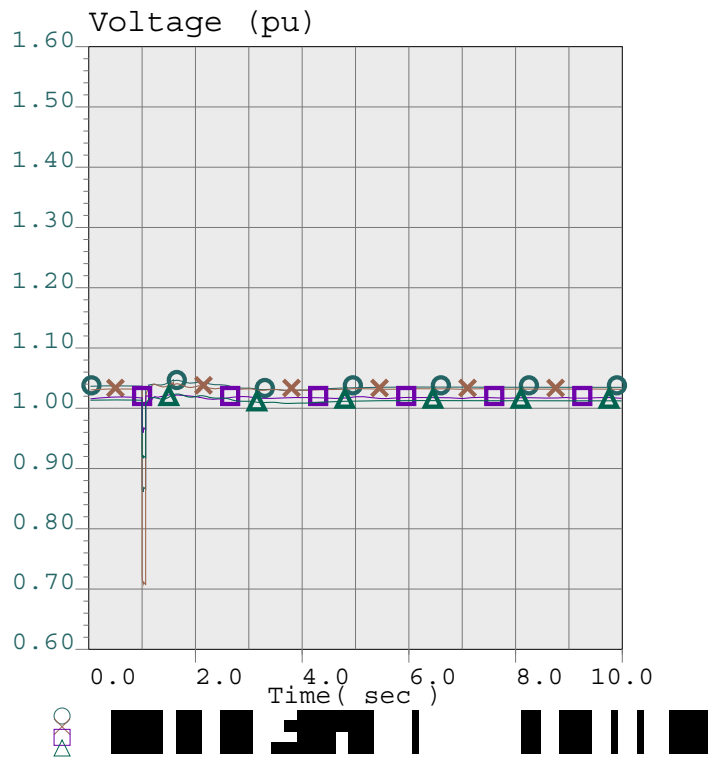
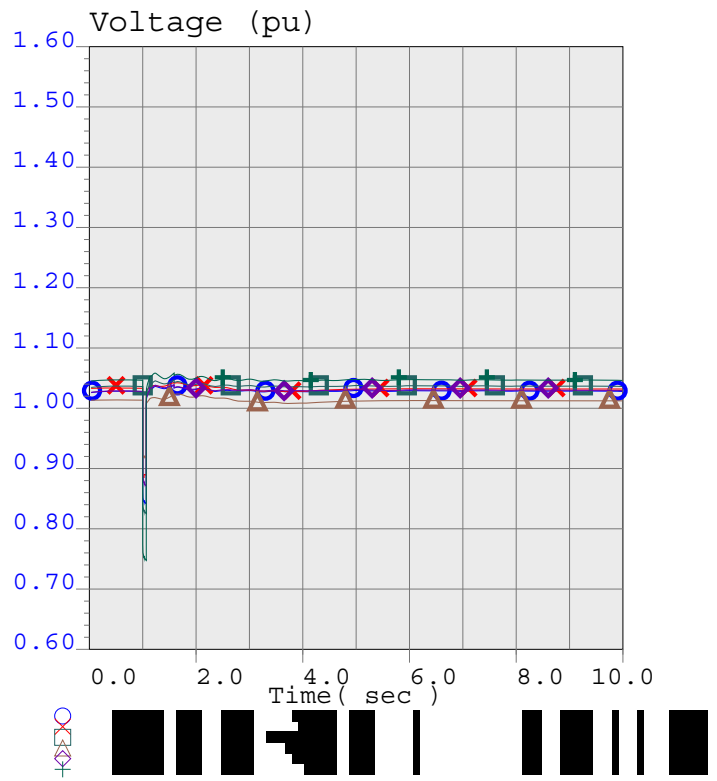
Fri Aug 26 09:18:37 2022

SYSTEM IMPACT STUDY (Voltage)









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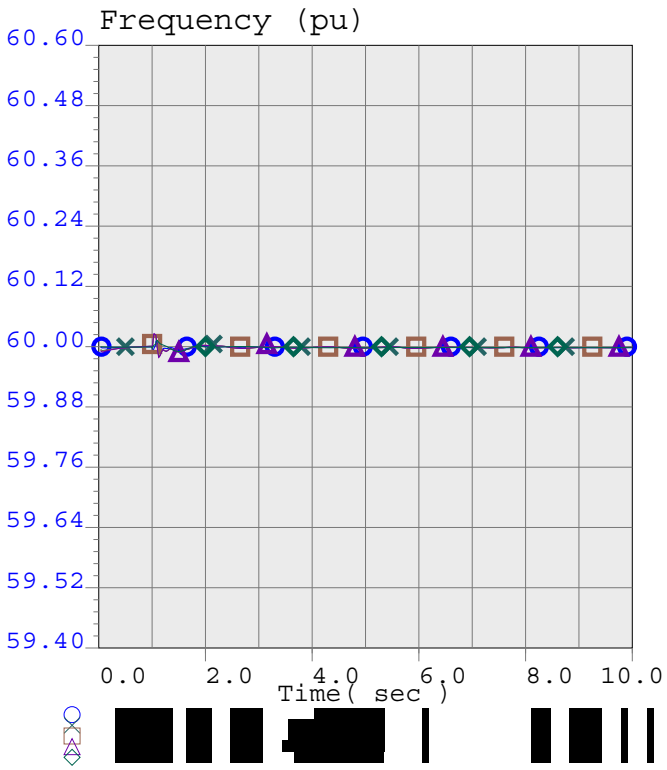
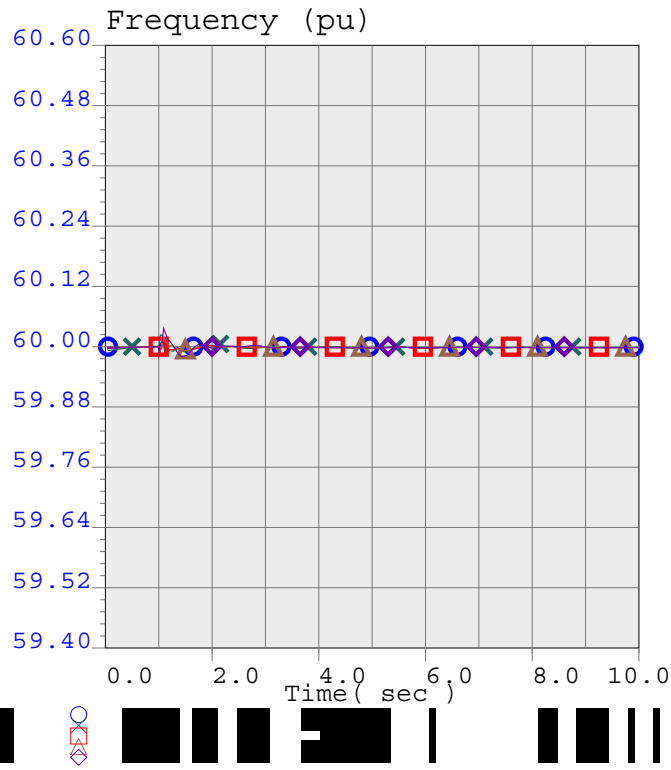
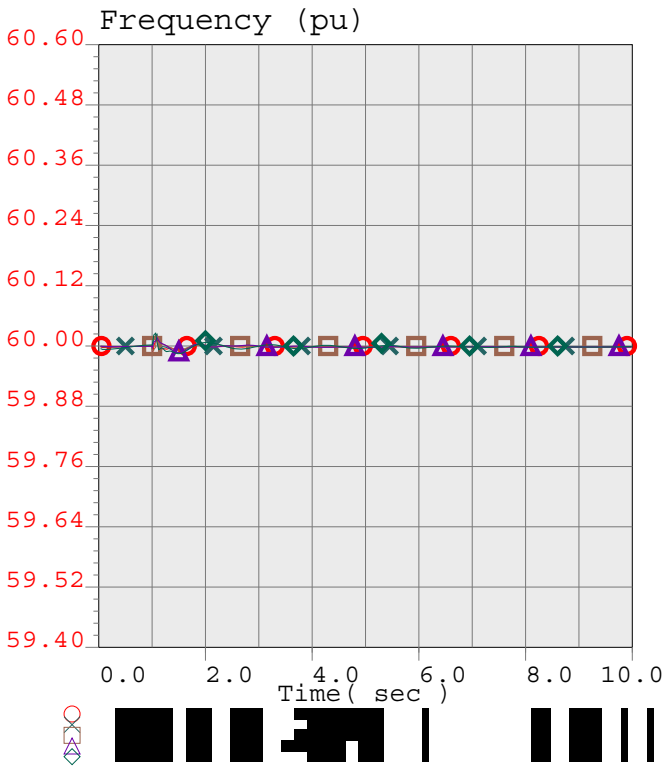
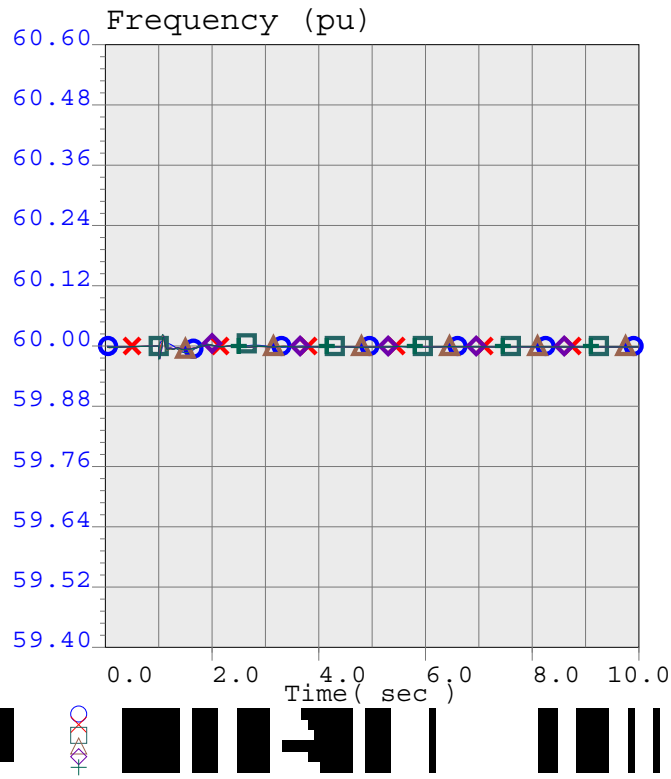
SYSTEM IMPACT STUDY (Frequency)









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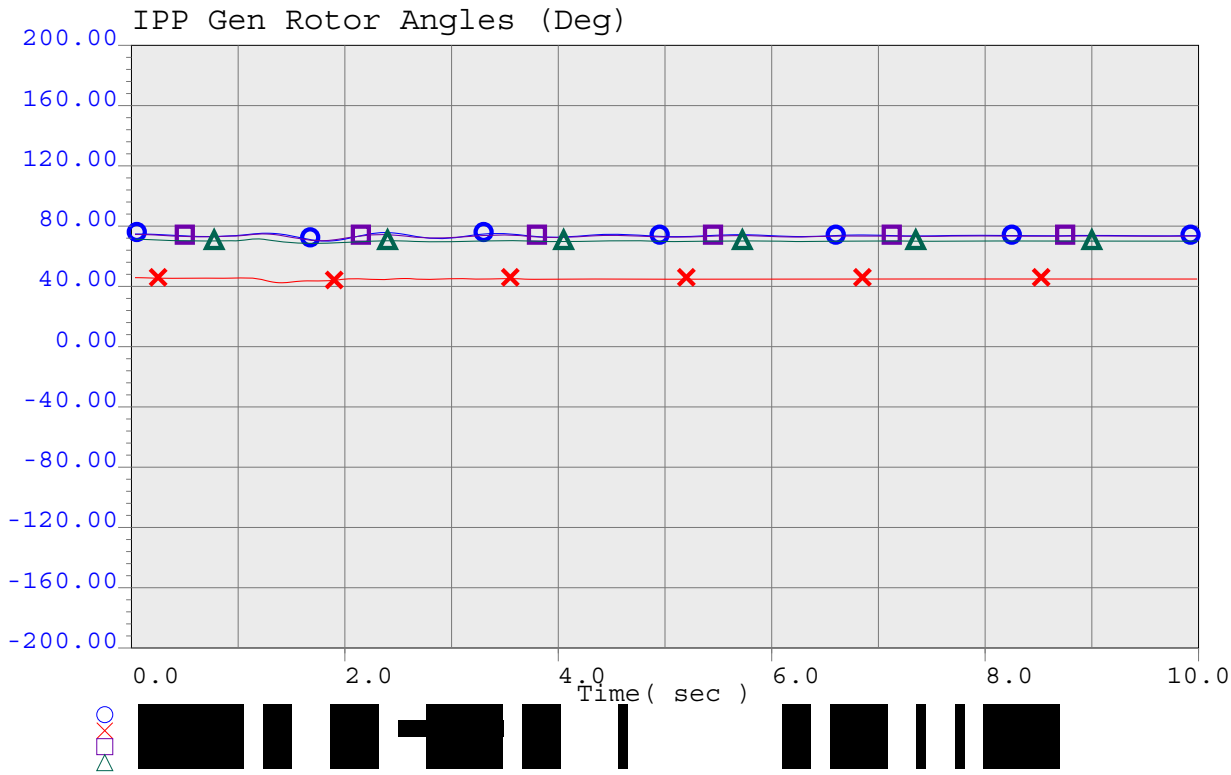
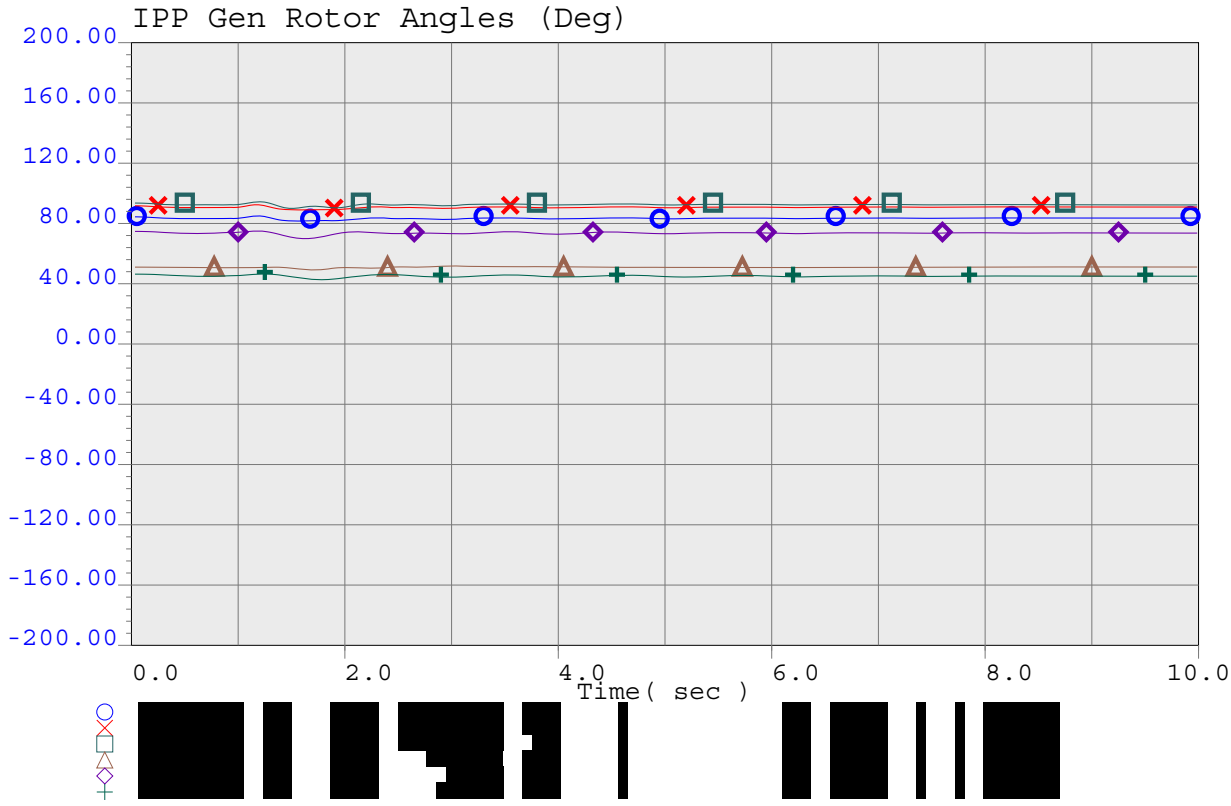
SYSTEM IMPACT STUDY (Rotor Angles)





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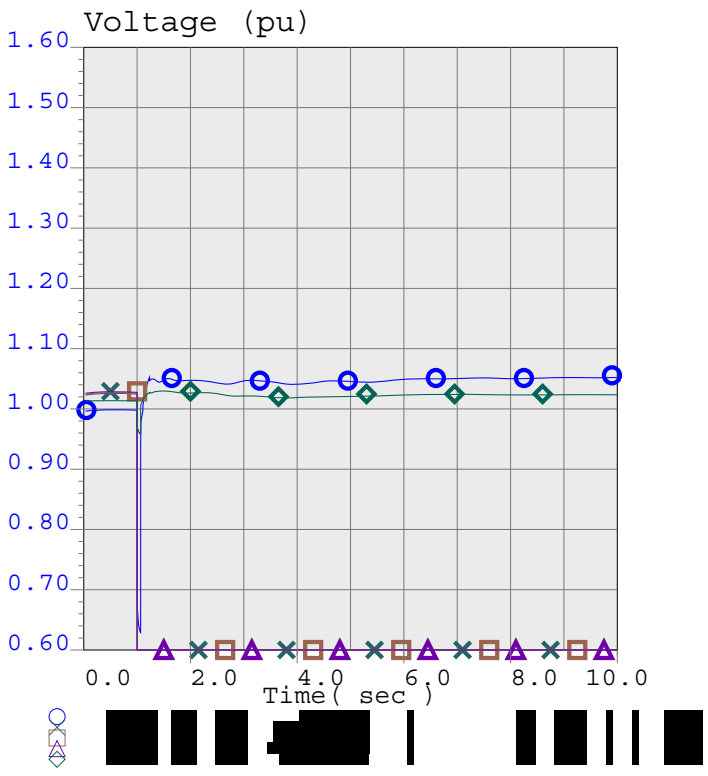
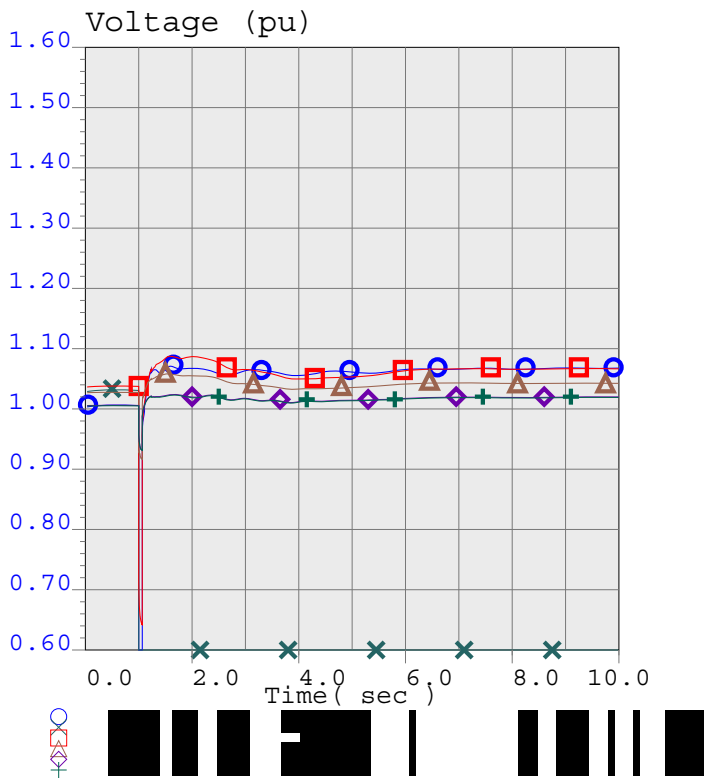
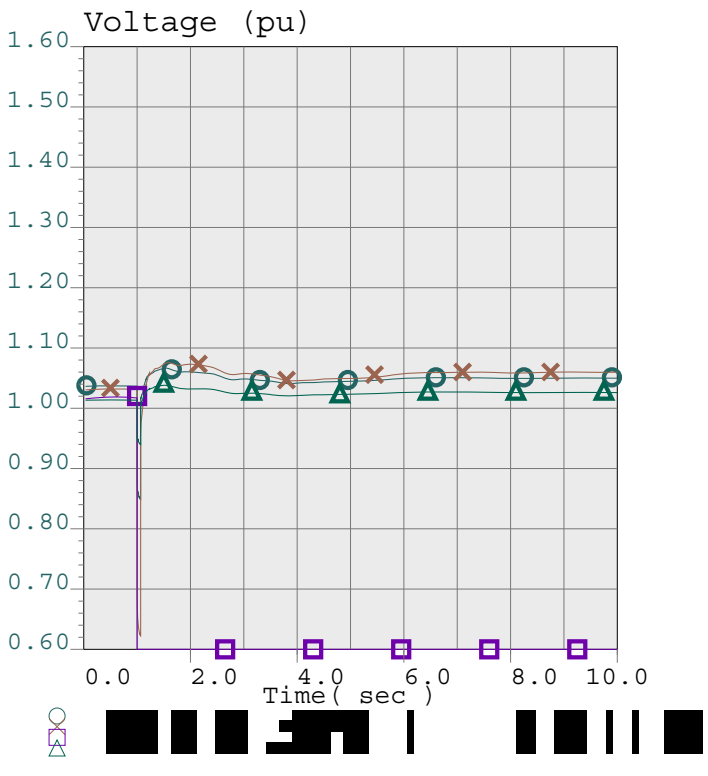
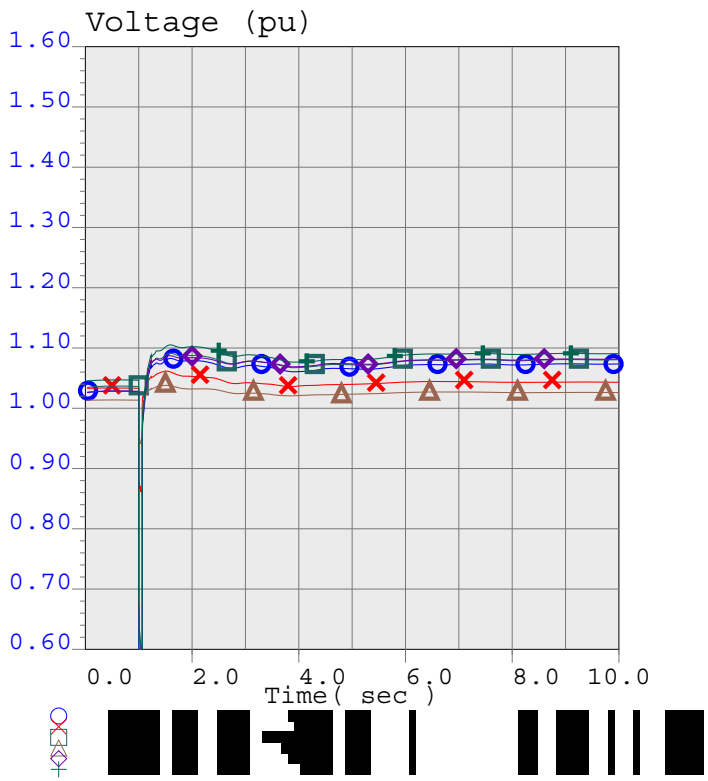
SYSTEM IMPACT STUDY (Voltage)









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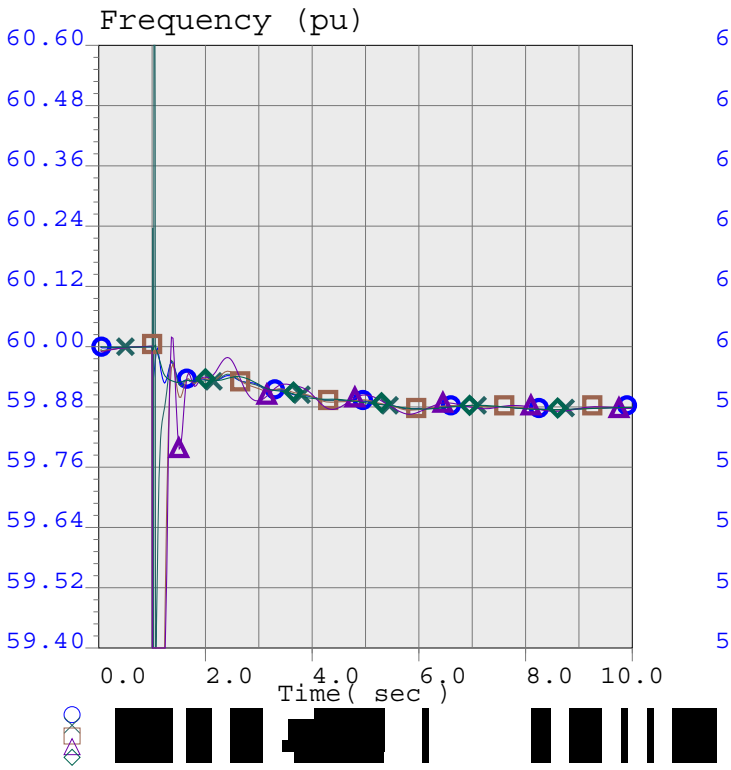

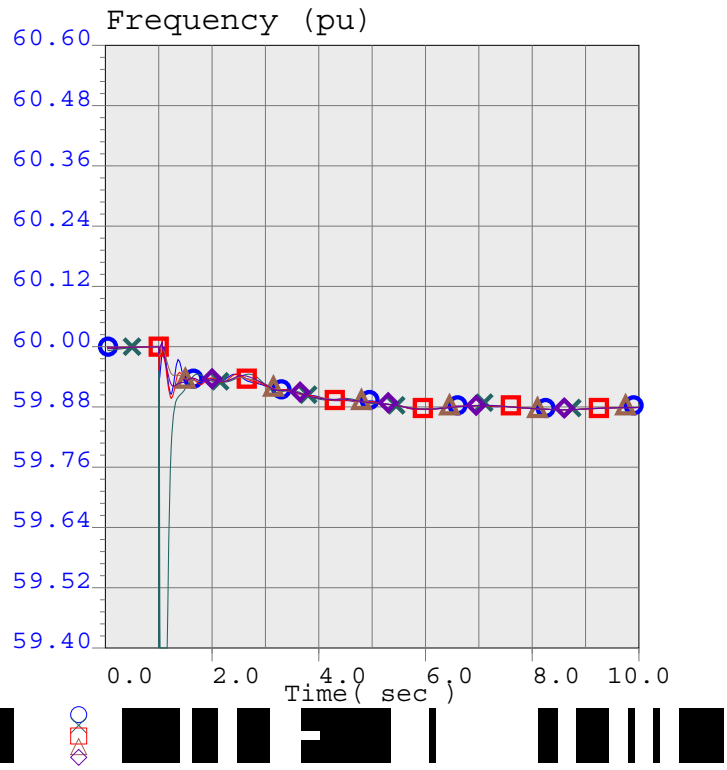

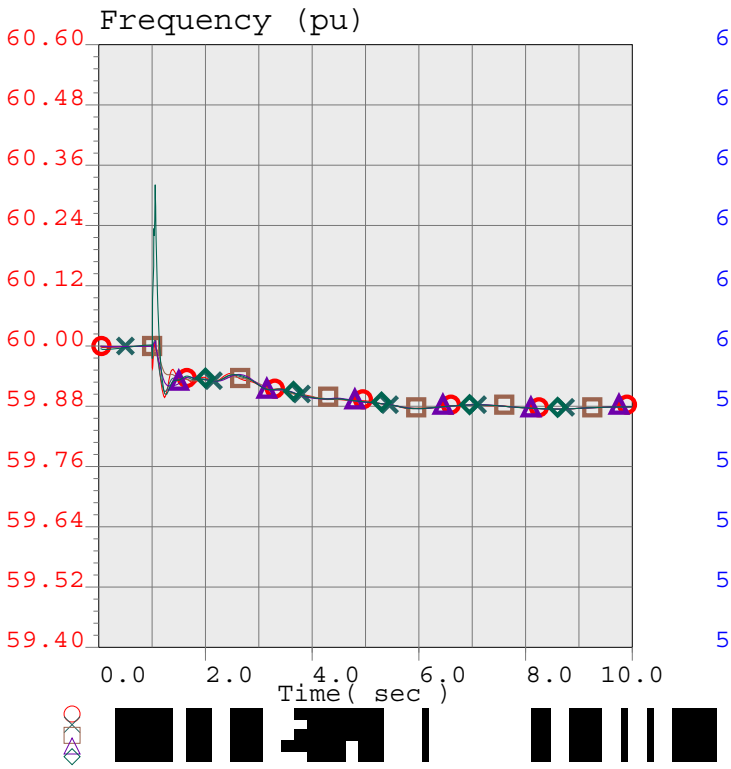

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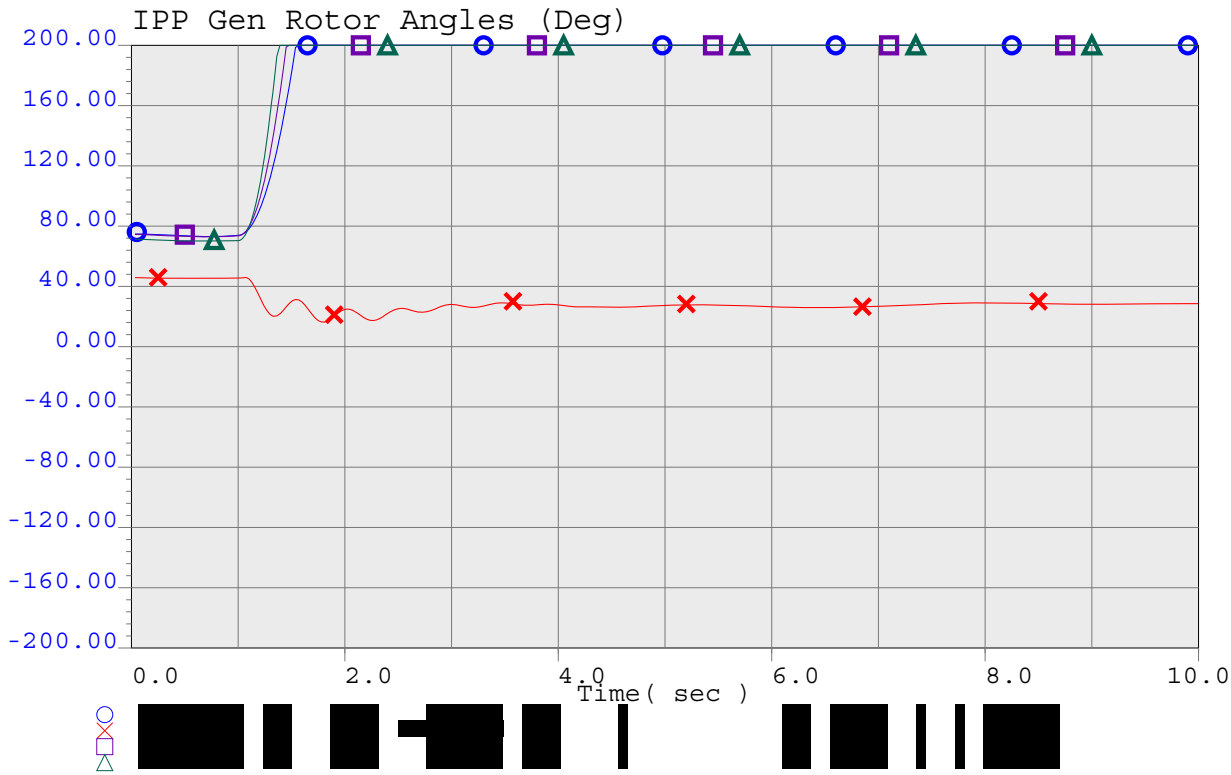
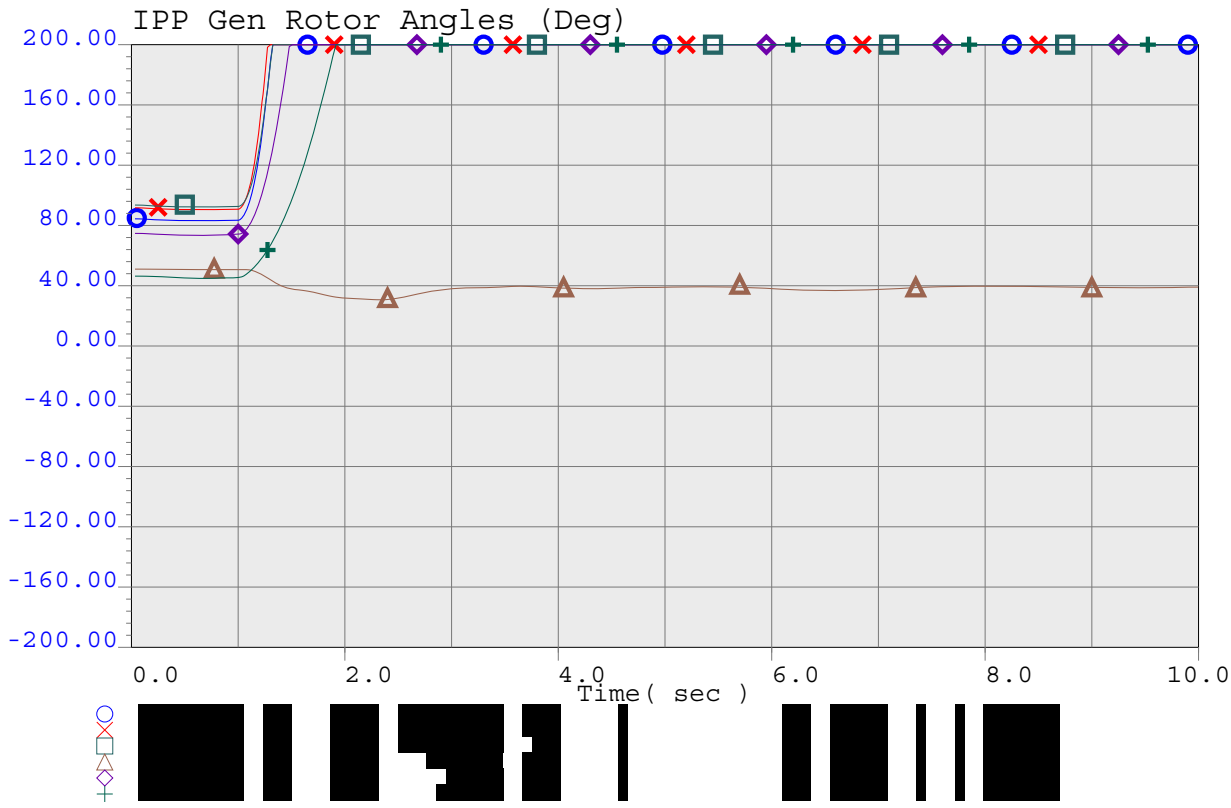
SYSTEM IMPACT STUDY (Rotor Angles)





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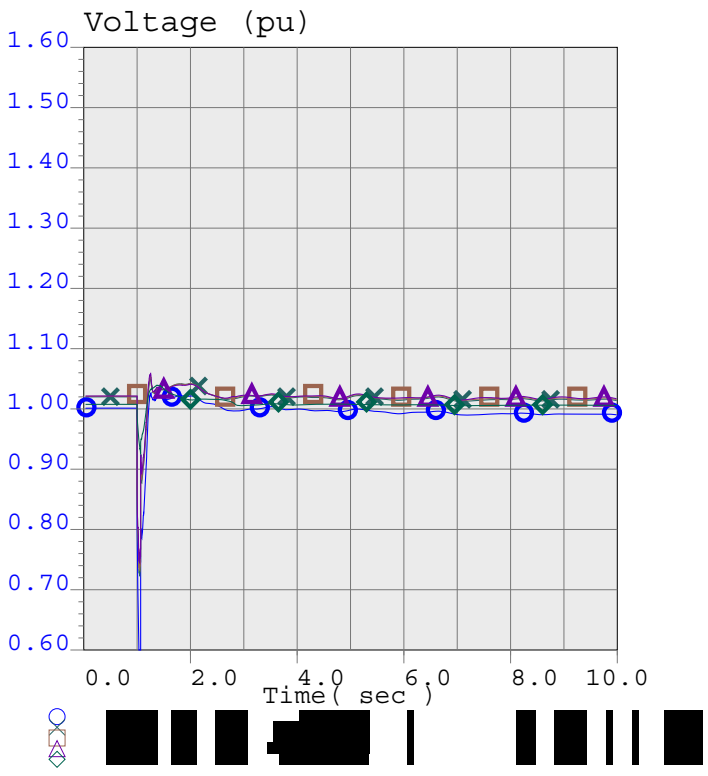
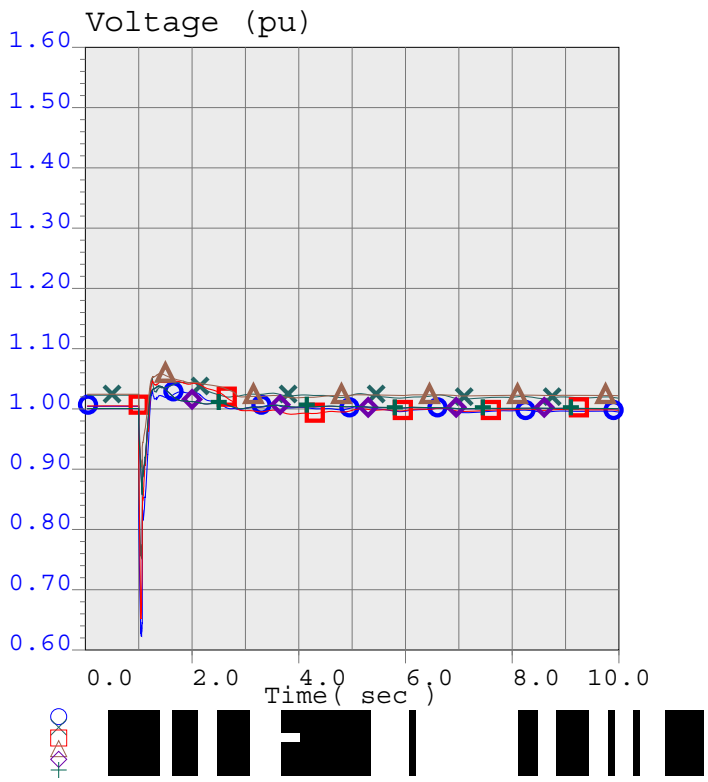
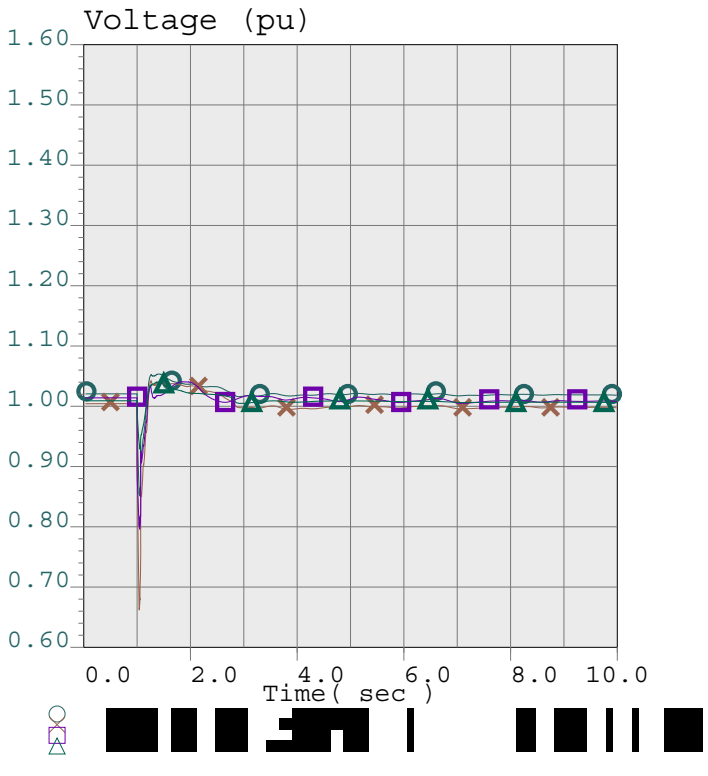
Attachment DR 253 DRR 83 – Appendix D
2026 Heavy Summer Transient Stability Results

APPENDIX D: 2026 HEAVY SUMMER TRANSIENT STABILITY RESULTS

SYSTEM IMPACT STUDY (Voltage)







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Thu Aug 25 14:32:55 2022

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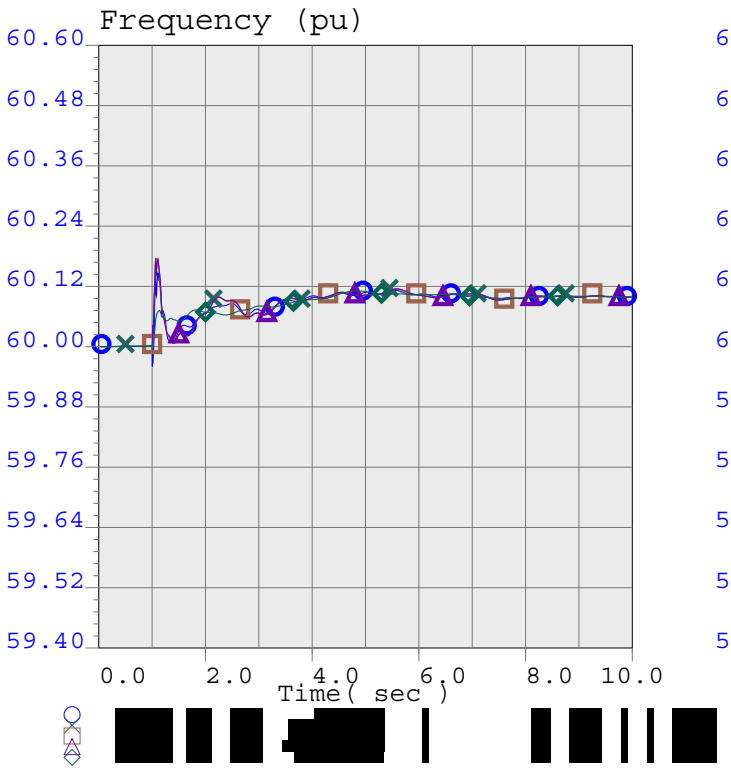
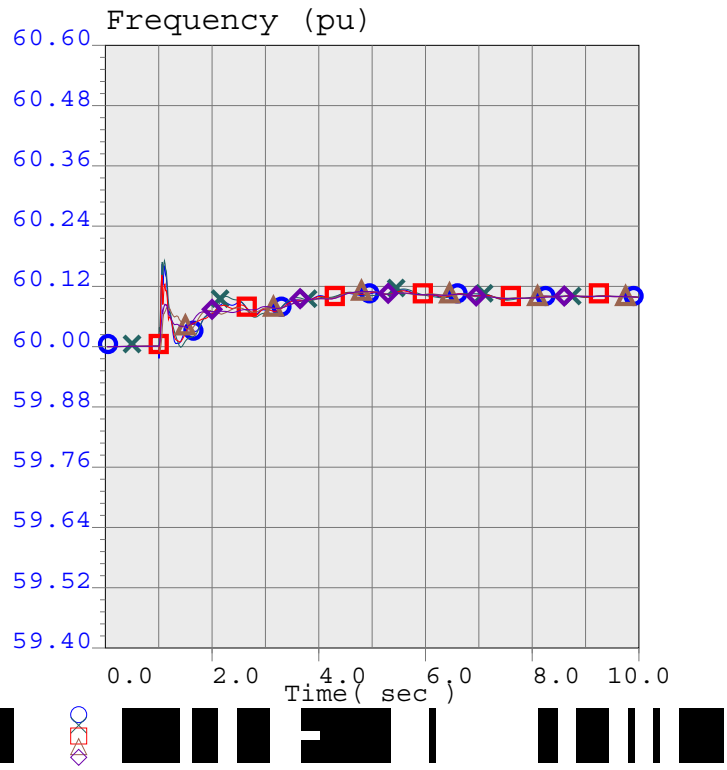
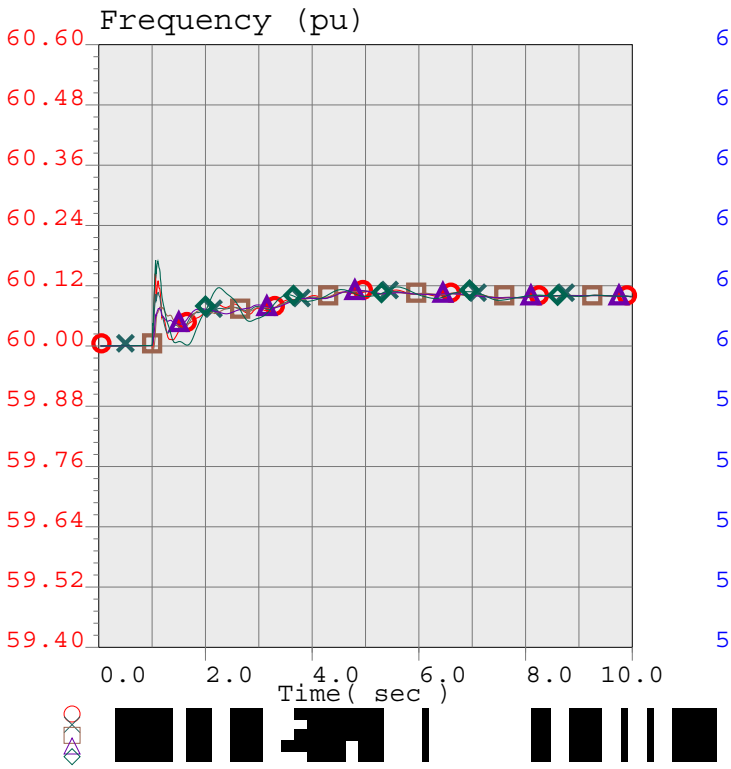
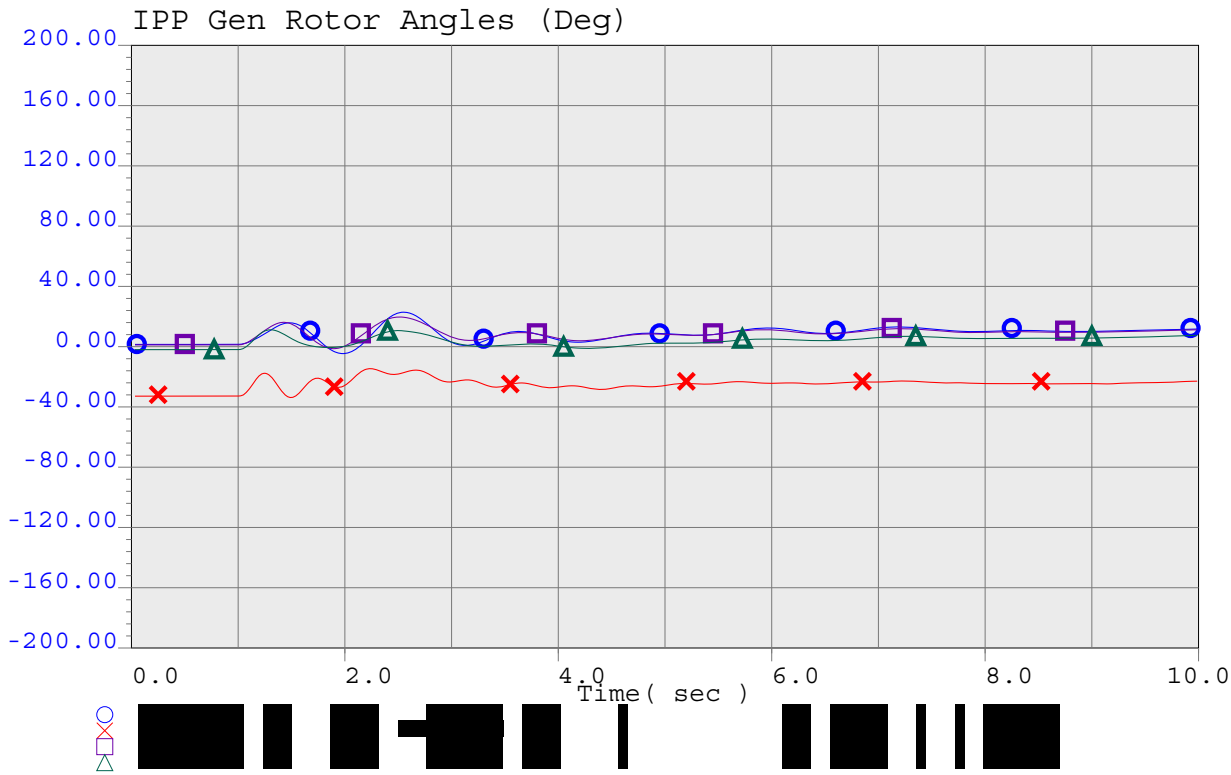
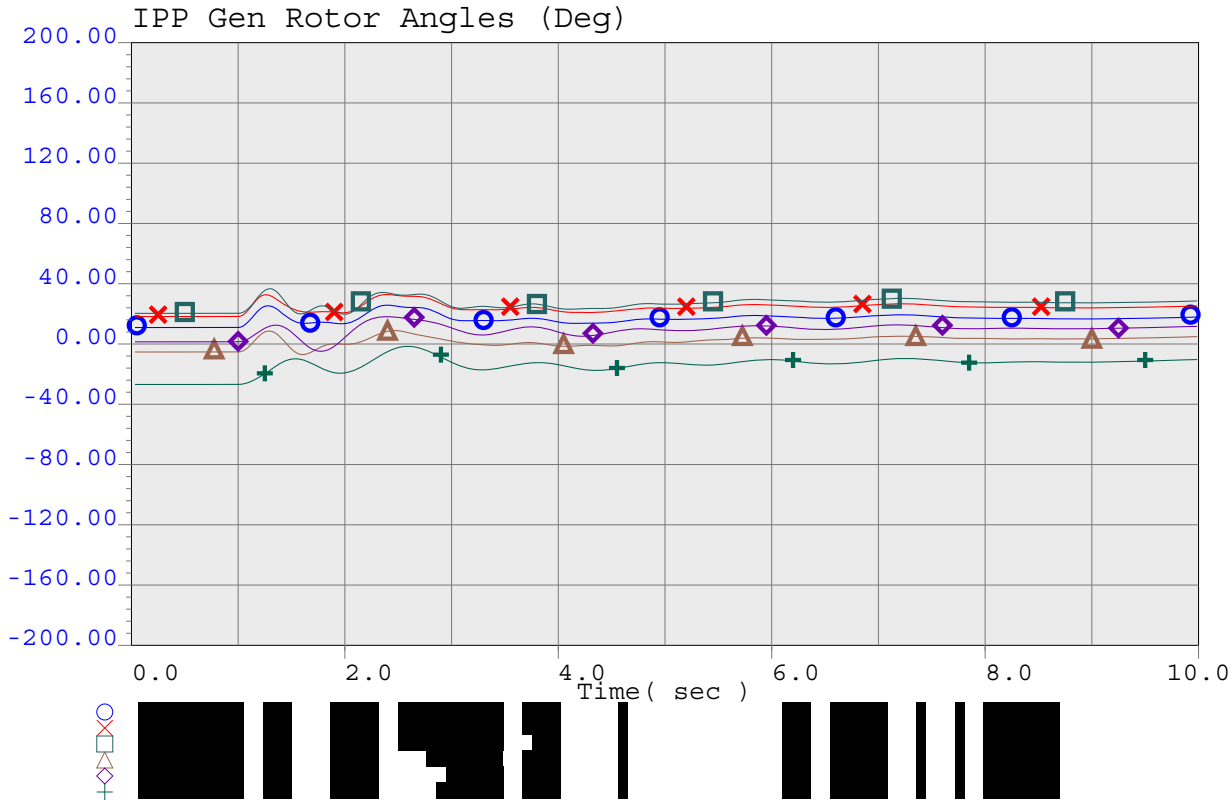




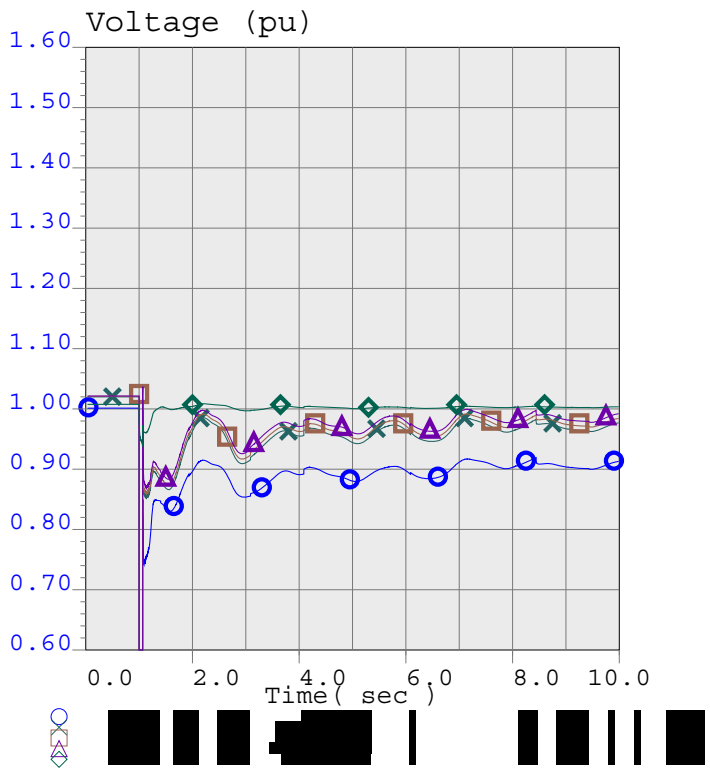


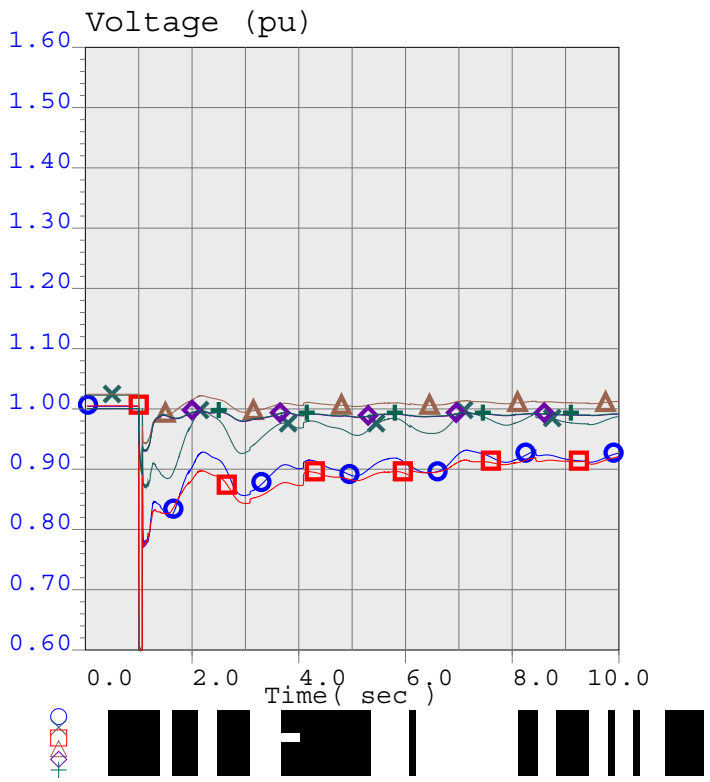
SYSTEM IMPACT STUDY (Rotor Angles)

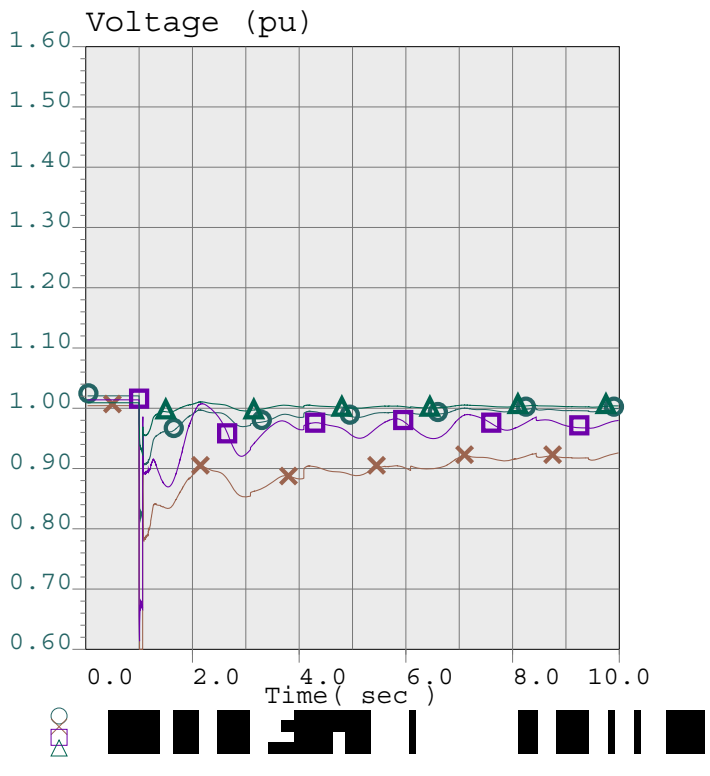


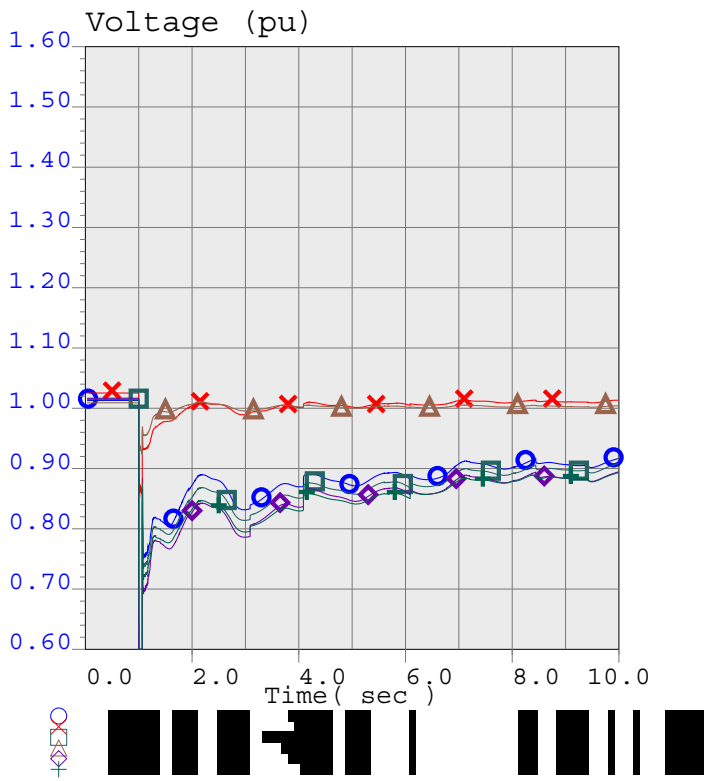


SYSTEM IMPACT STUDY (Voltage)









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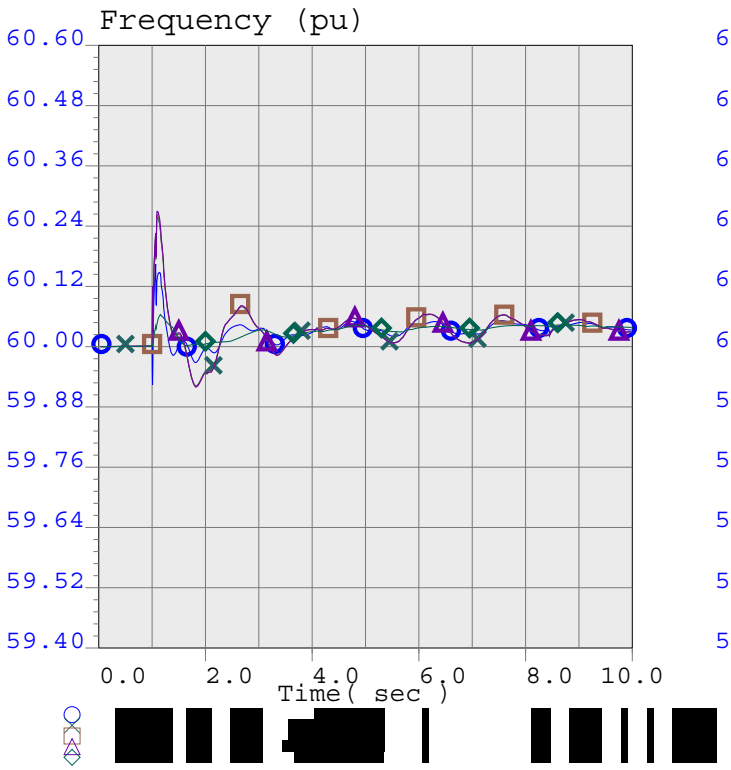
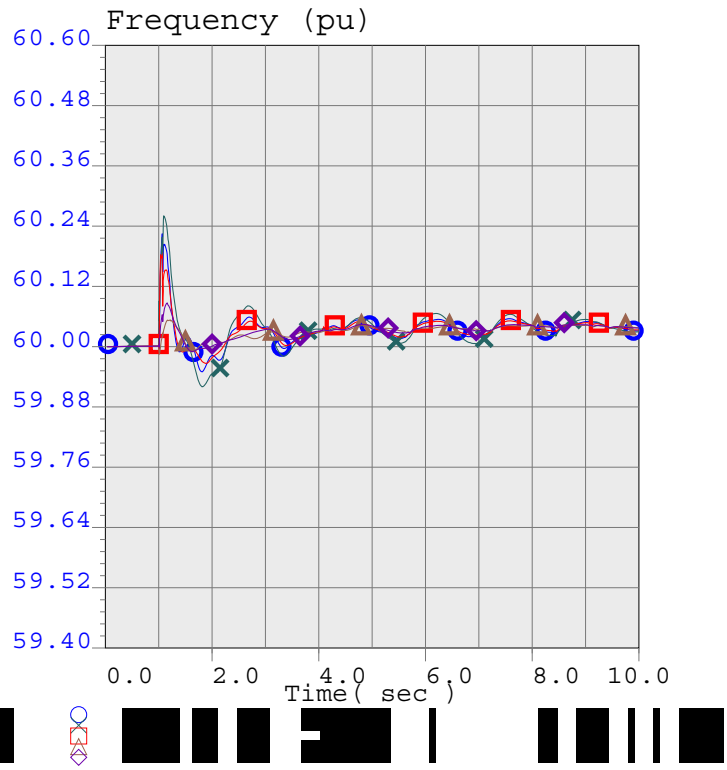
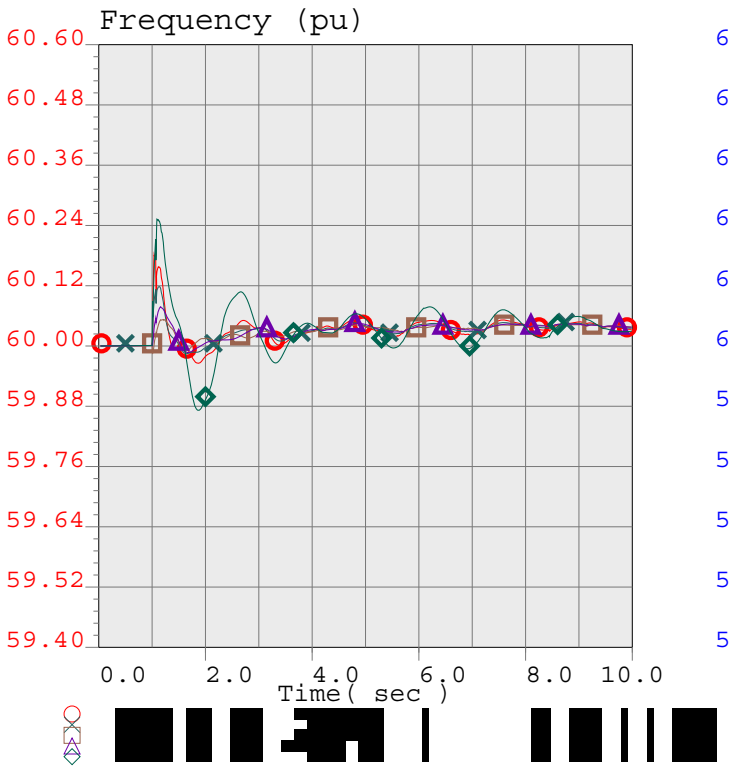
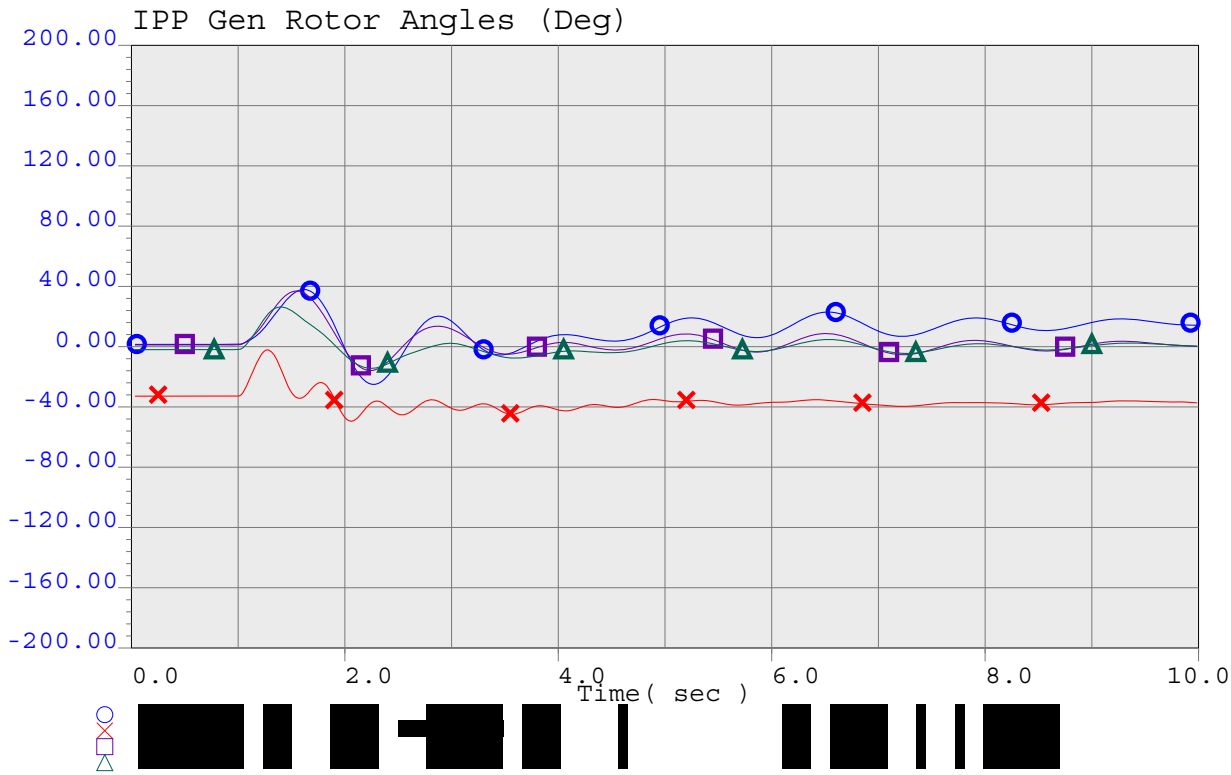
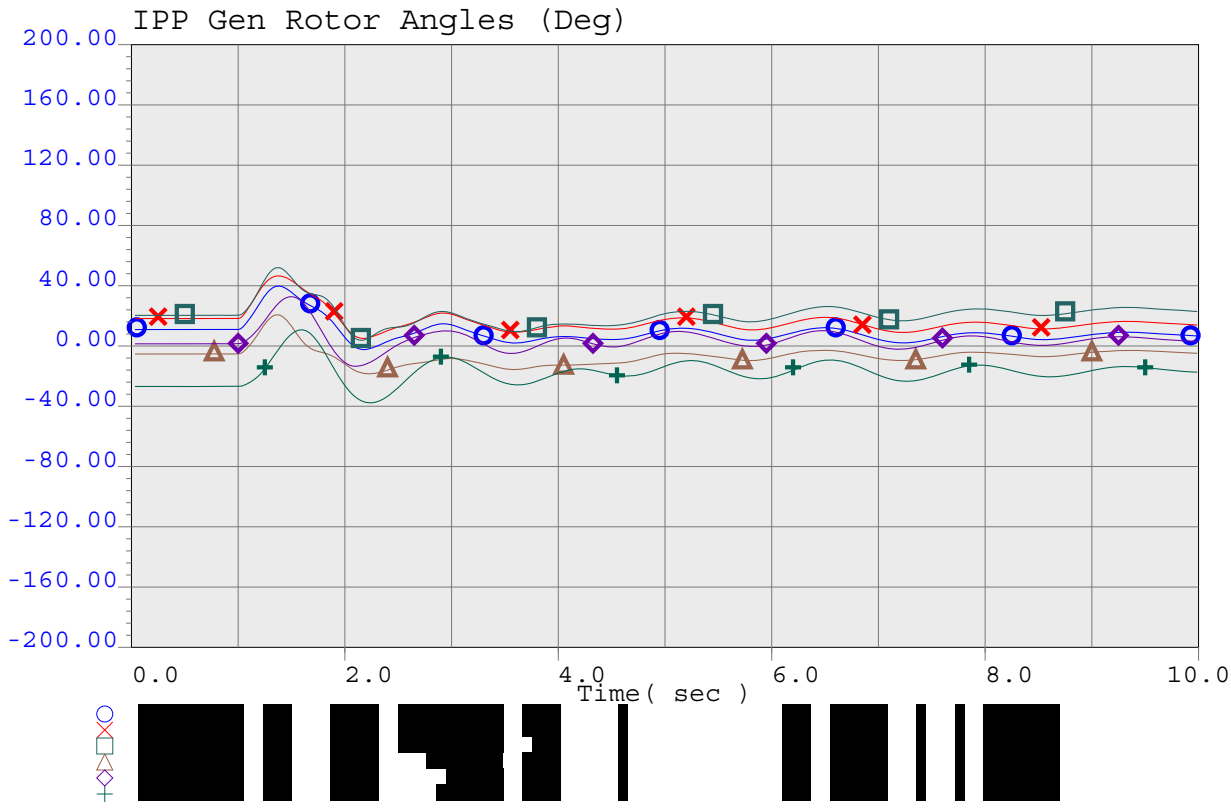




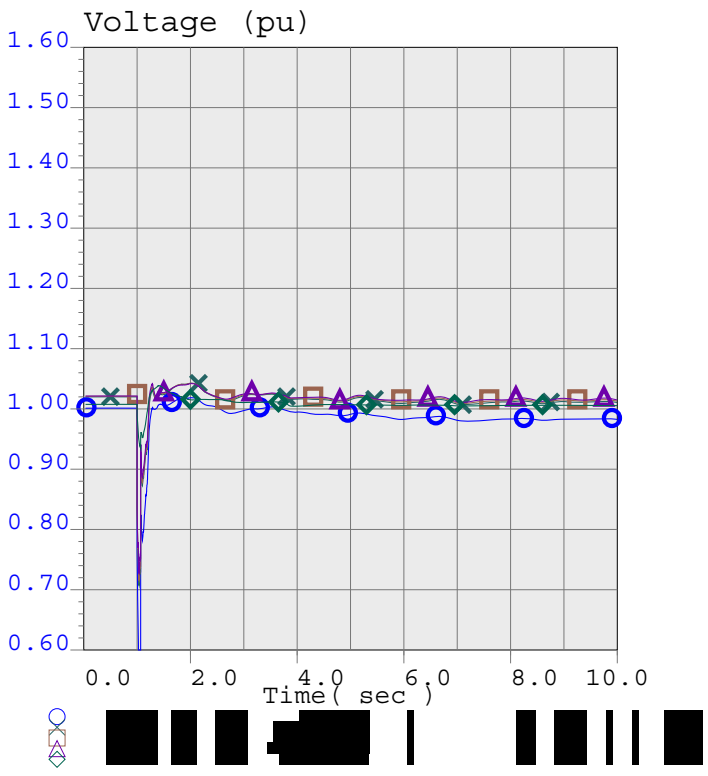


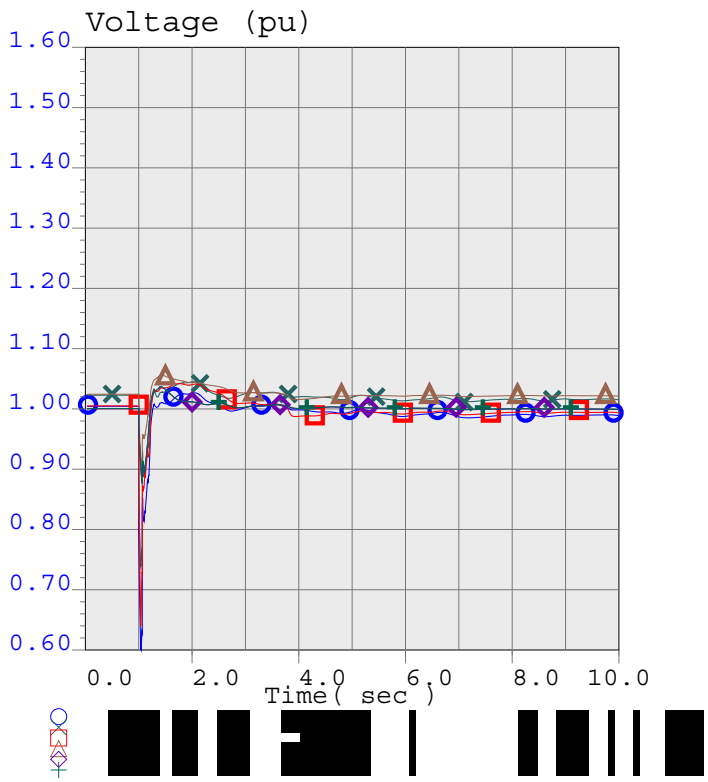
SYSTEM IMPACT STUDY (Rotor Angles)

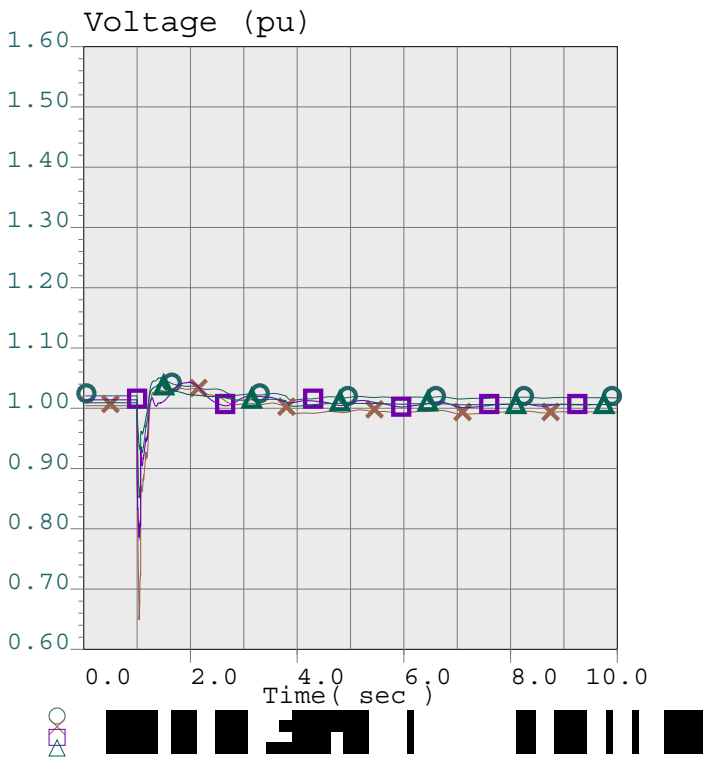


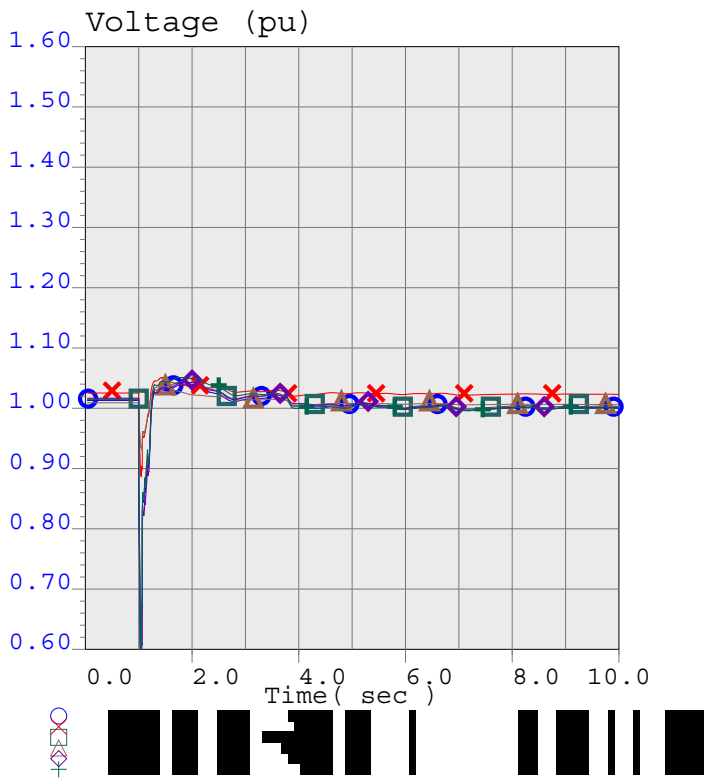


SYSTEM IMPACT STUDY (Voltage)









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Thu Aug 25 14:33:03 2022

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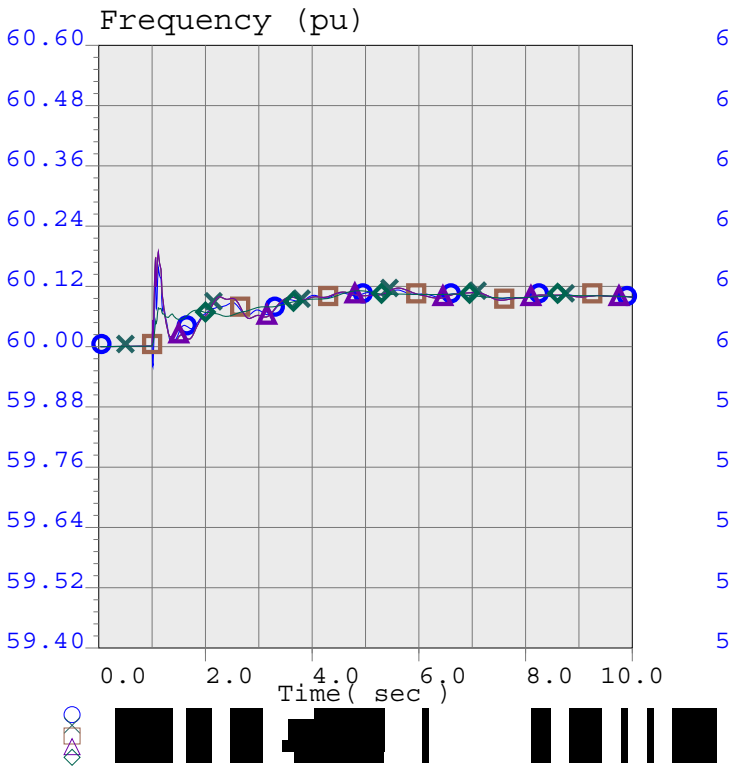
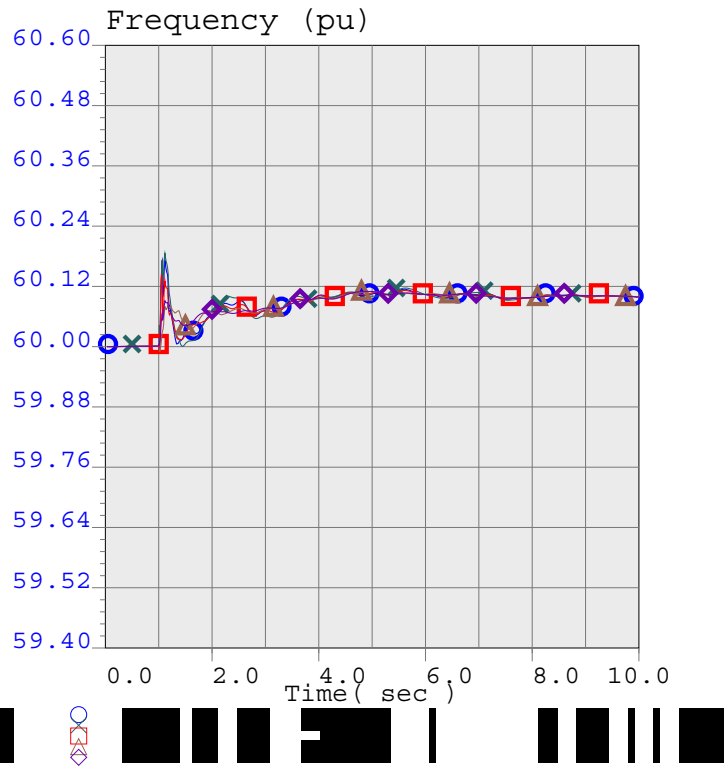
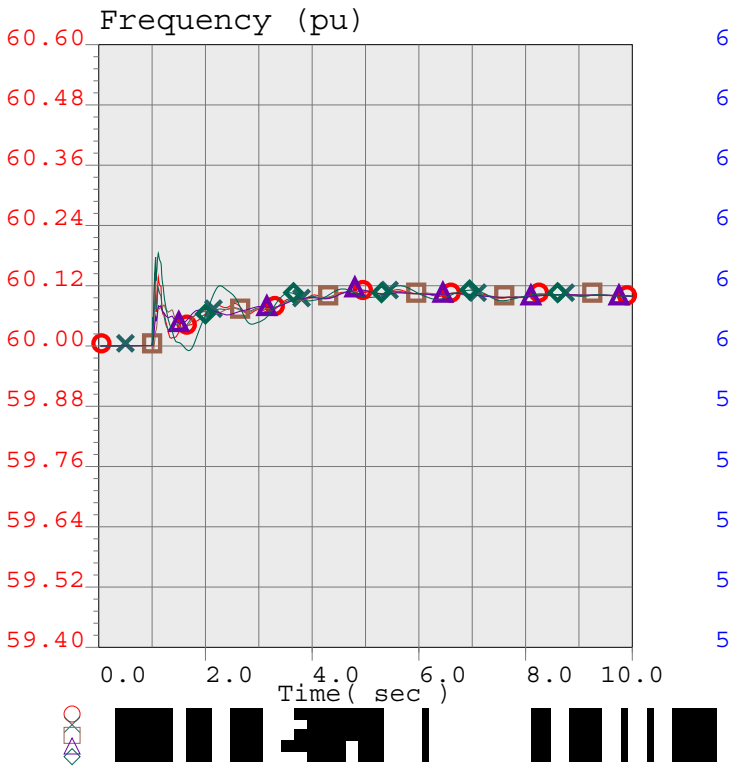
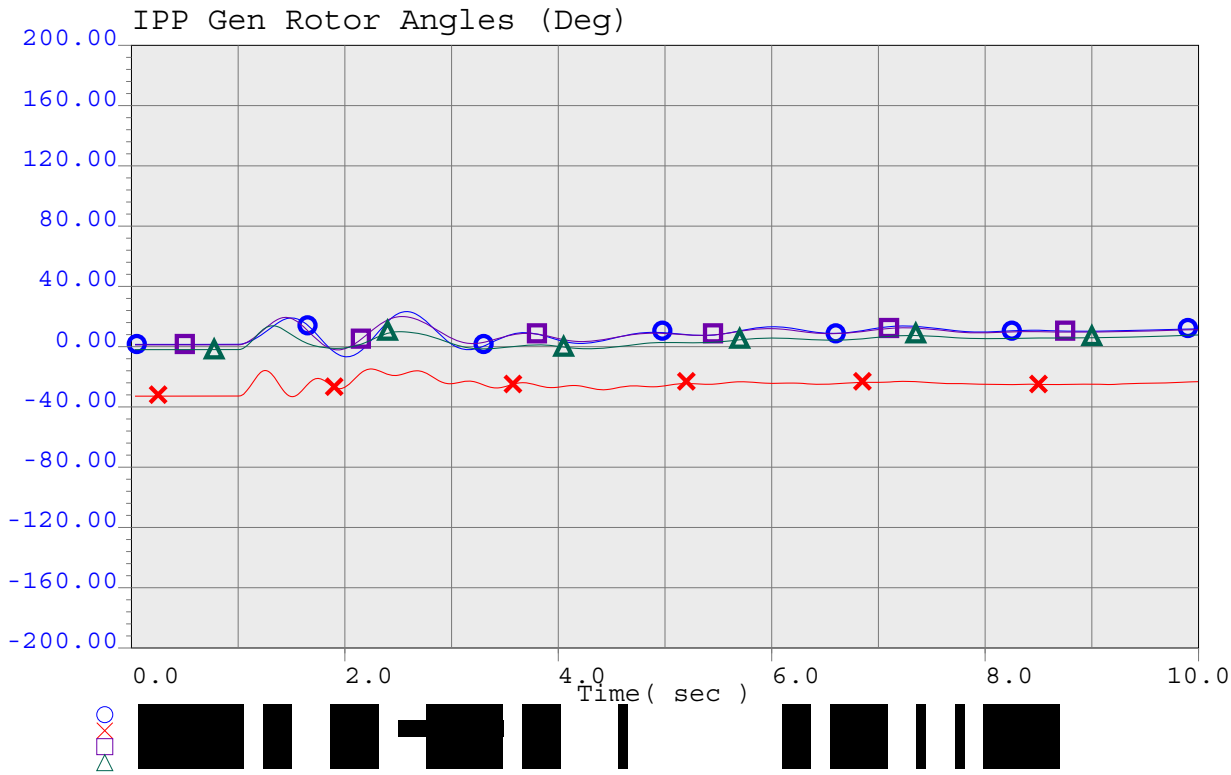
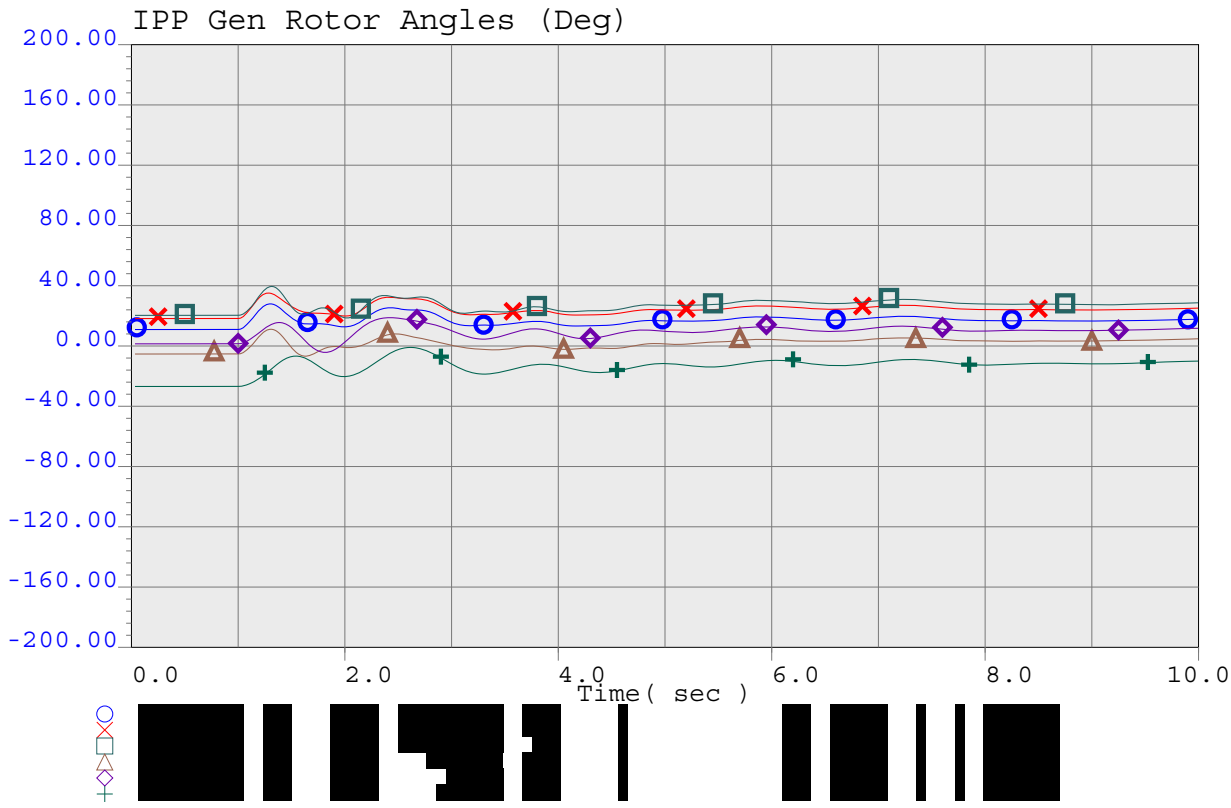




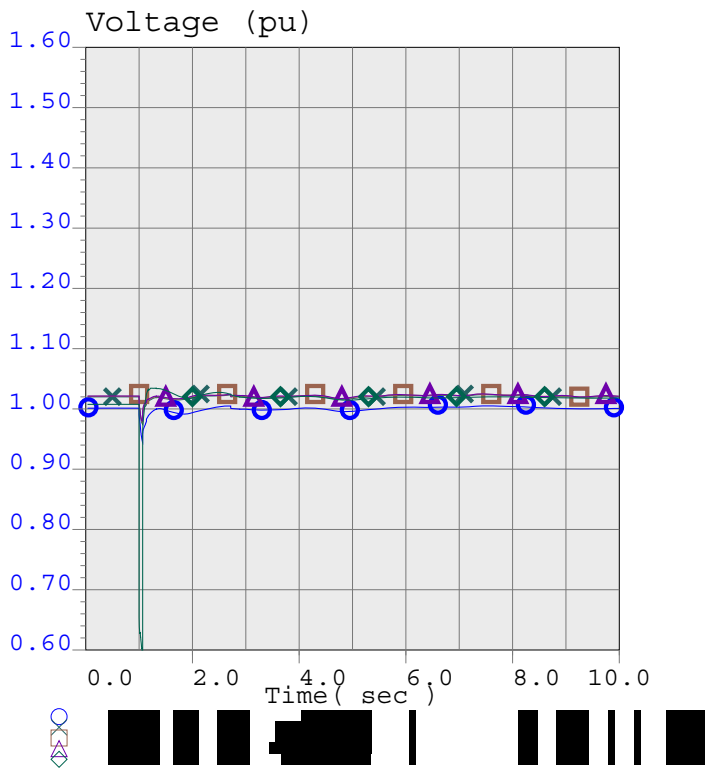


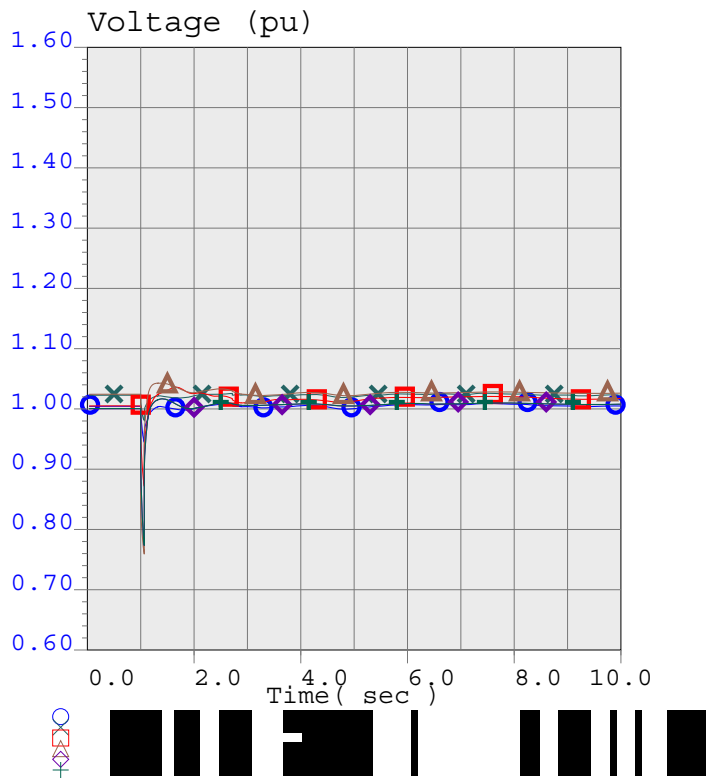
SYSTEM IMPACT STUDY (Rotor Angles)

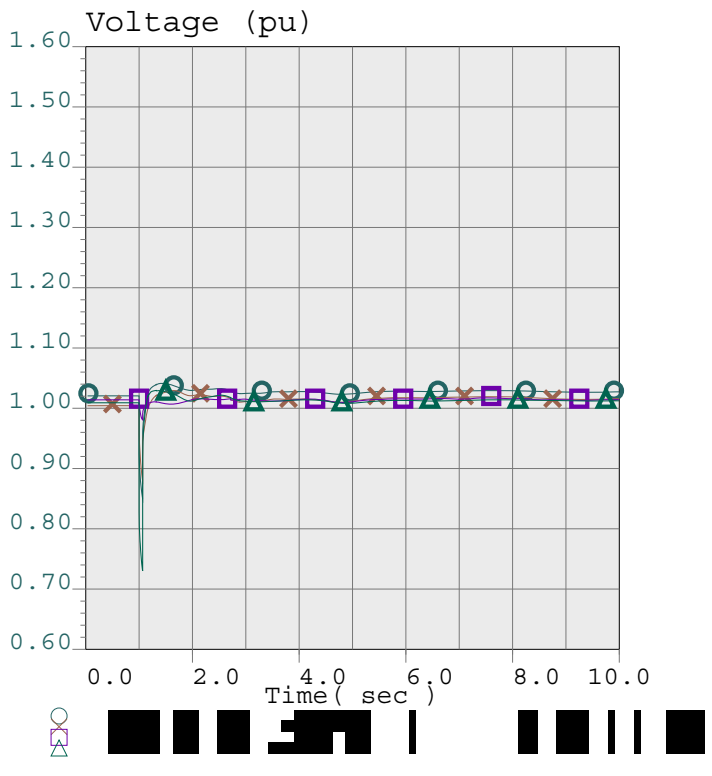


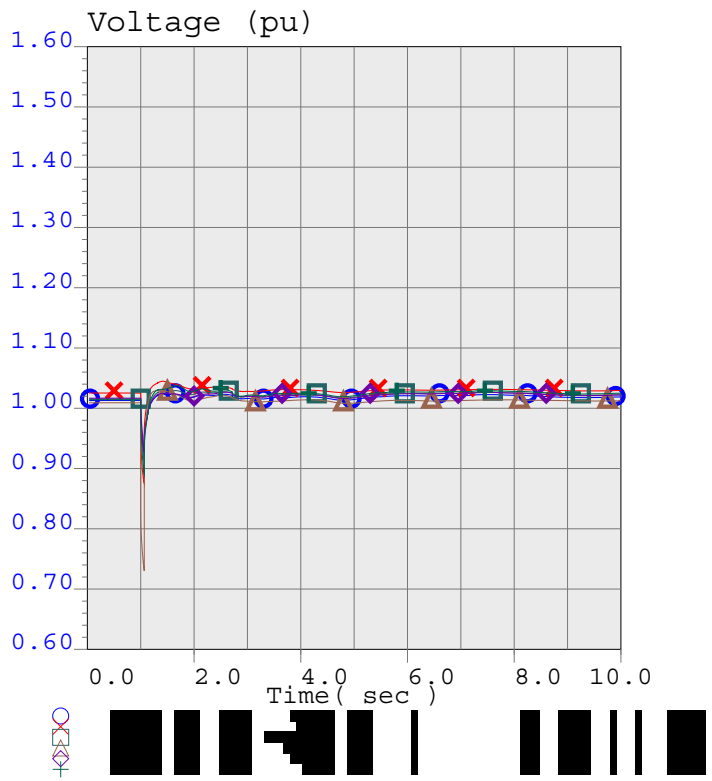


SYSTEM IMPACT STUDY (Voltage)









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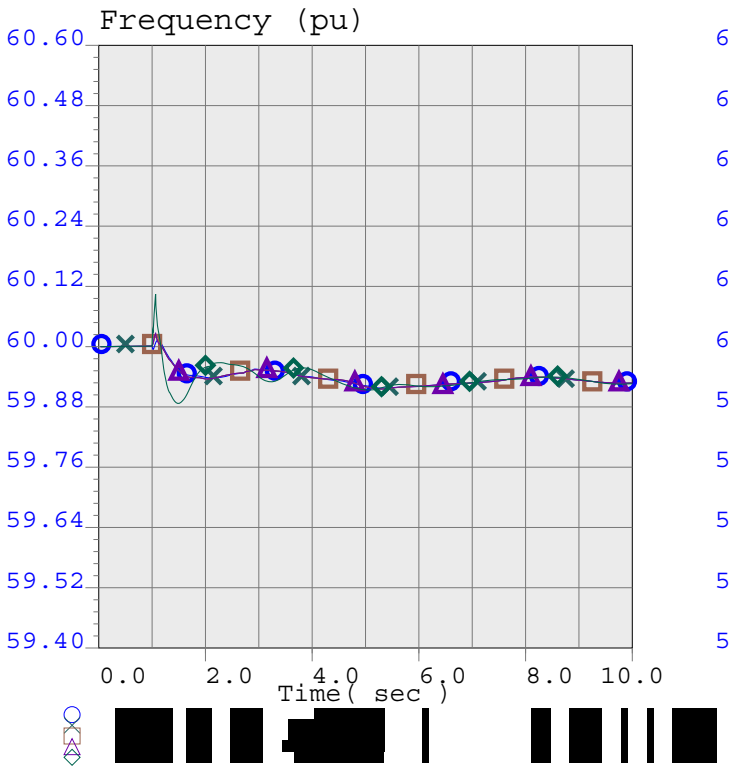
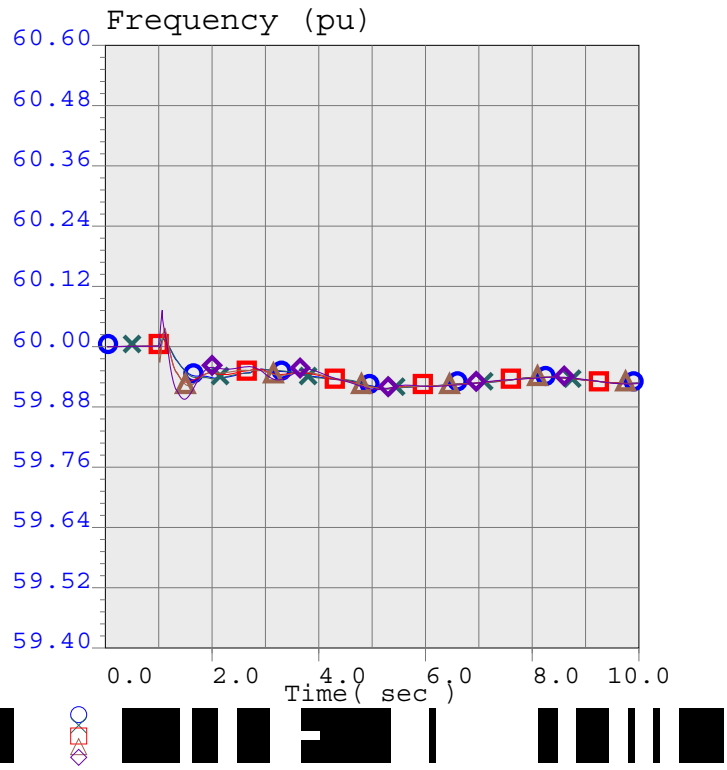
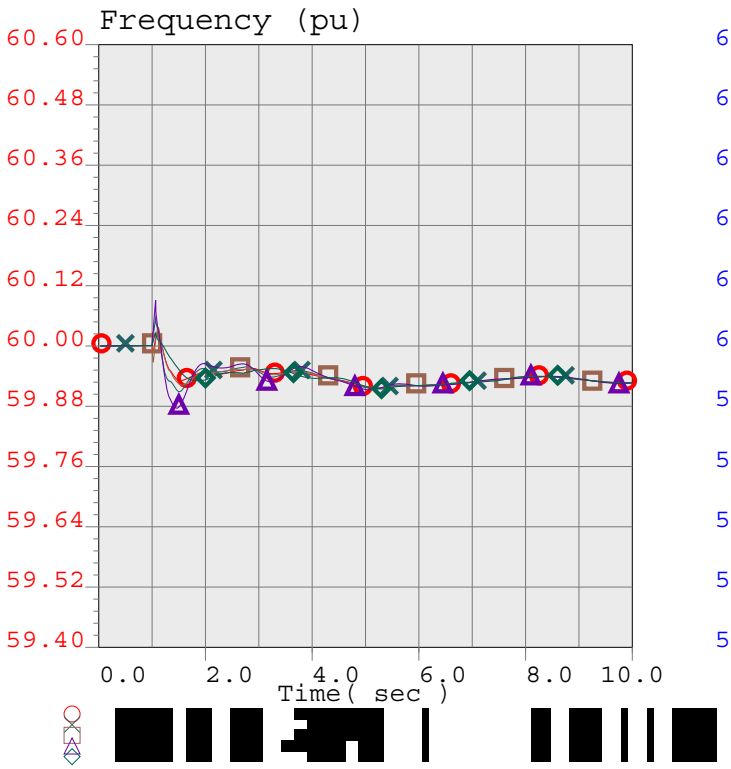
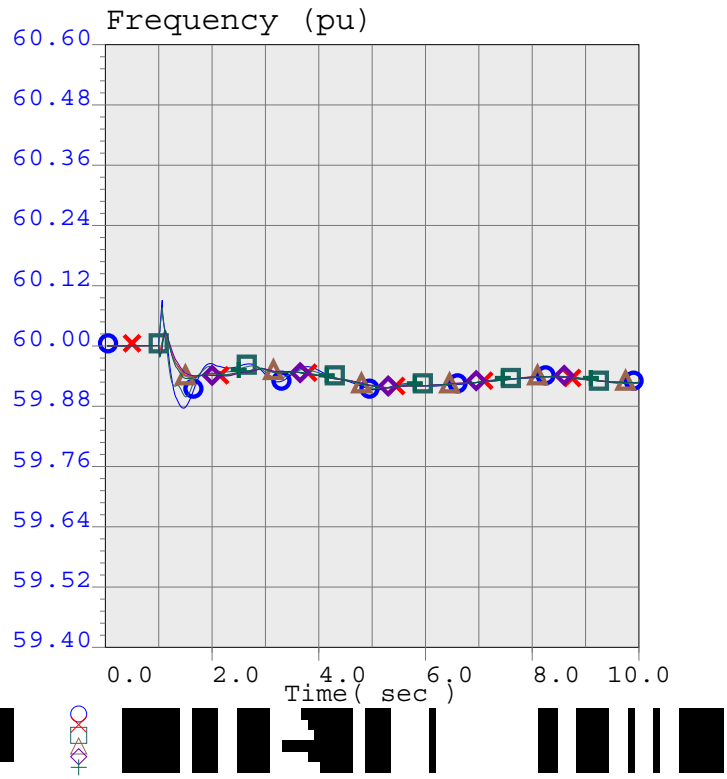
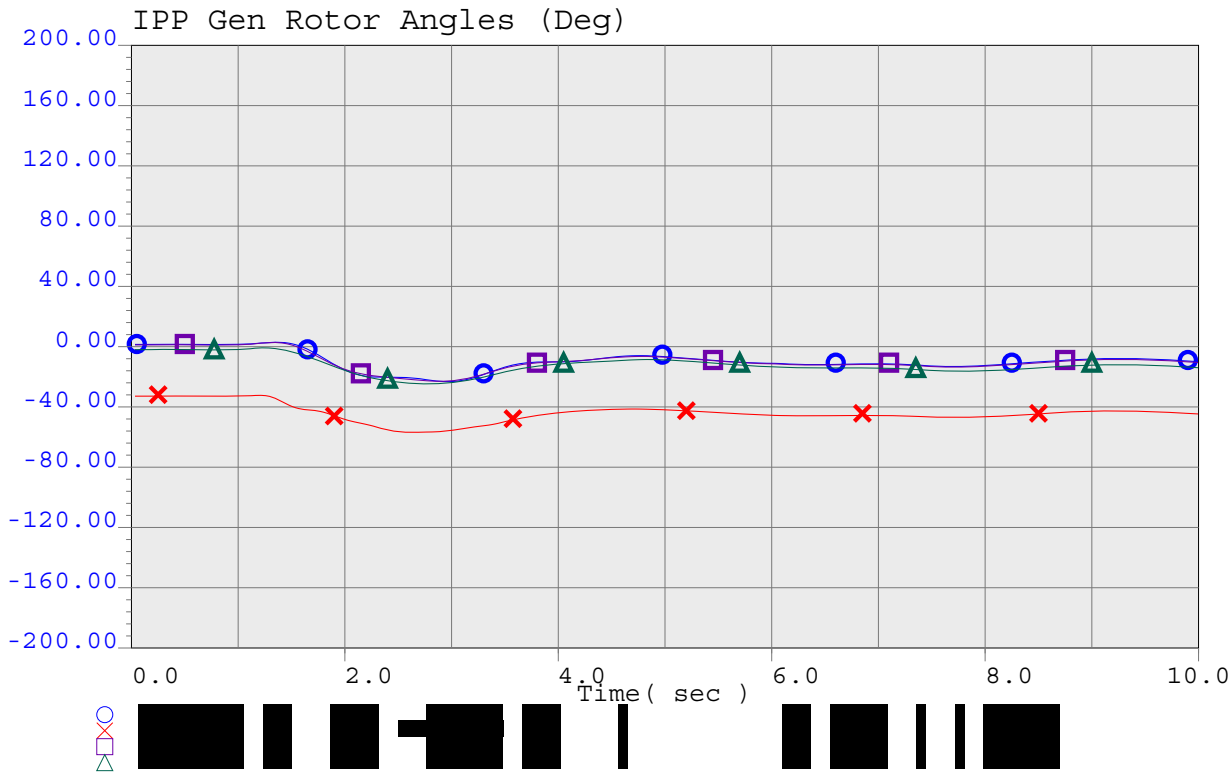


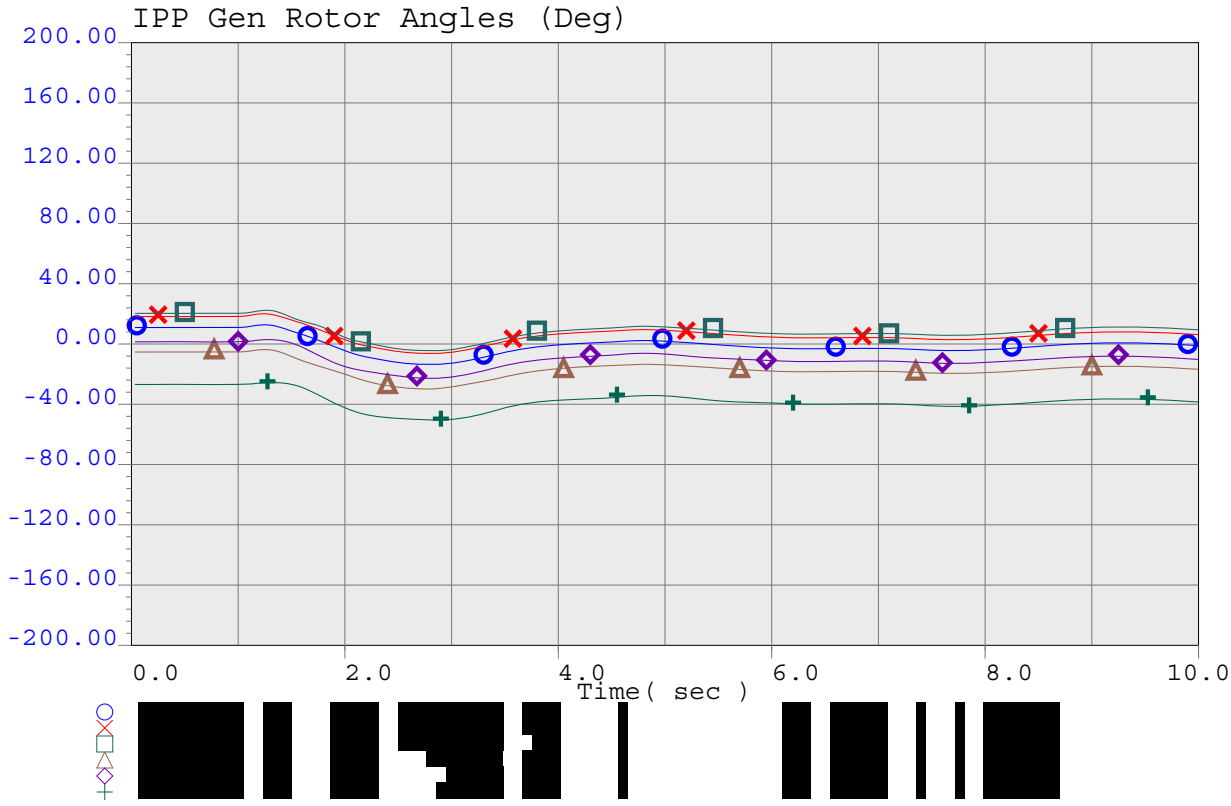




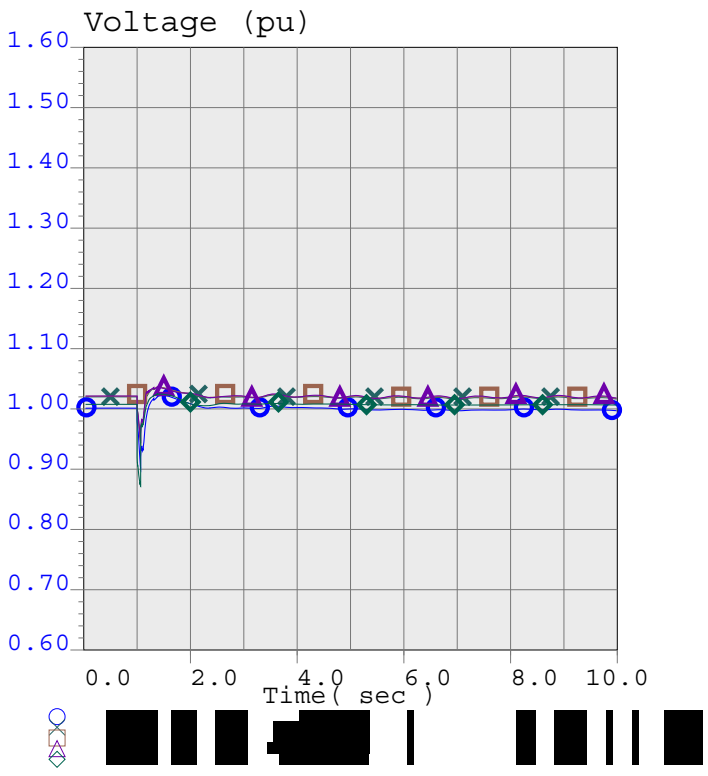


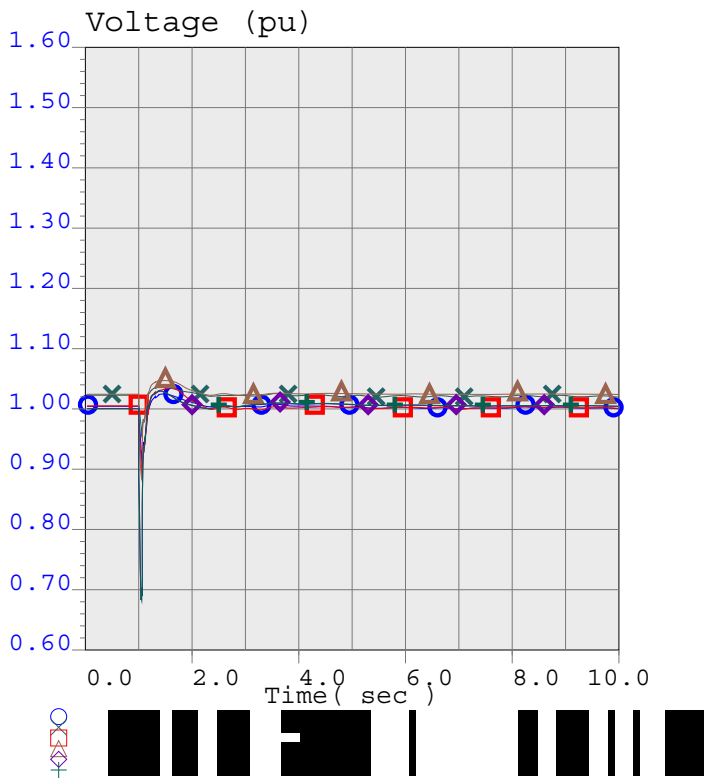
SYSTEM IMPACT STUDY (Rotor Angles)

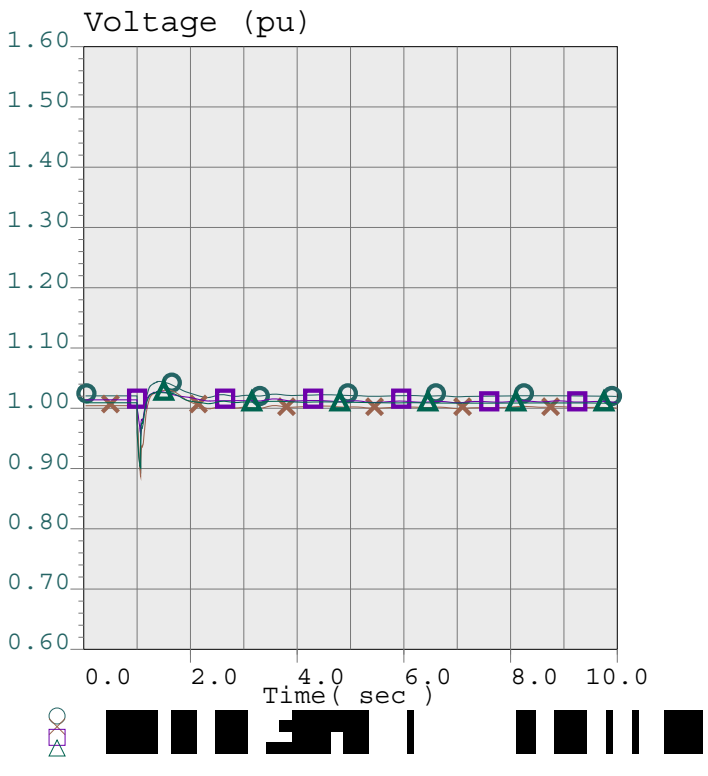


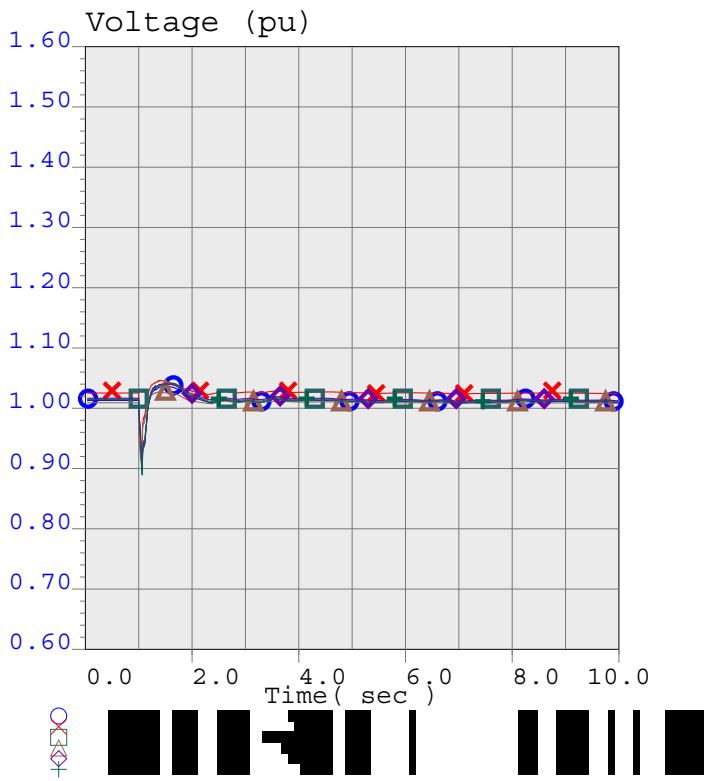


SYSTEM IMPACT STUDY (Voltage)

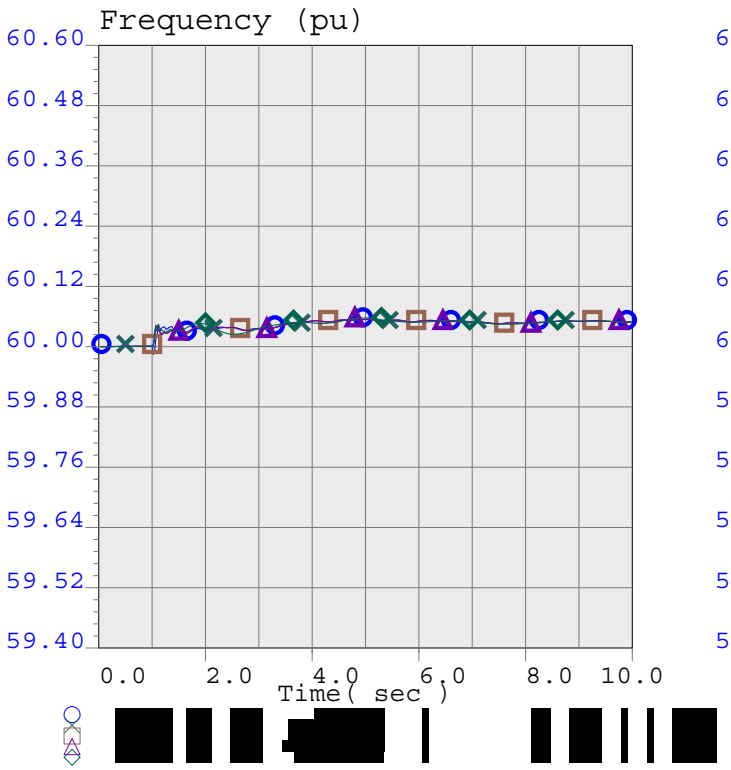


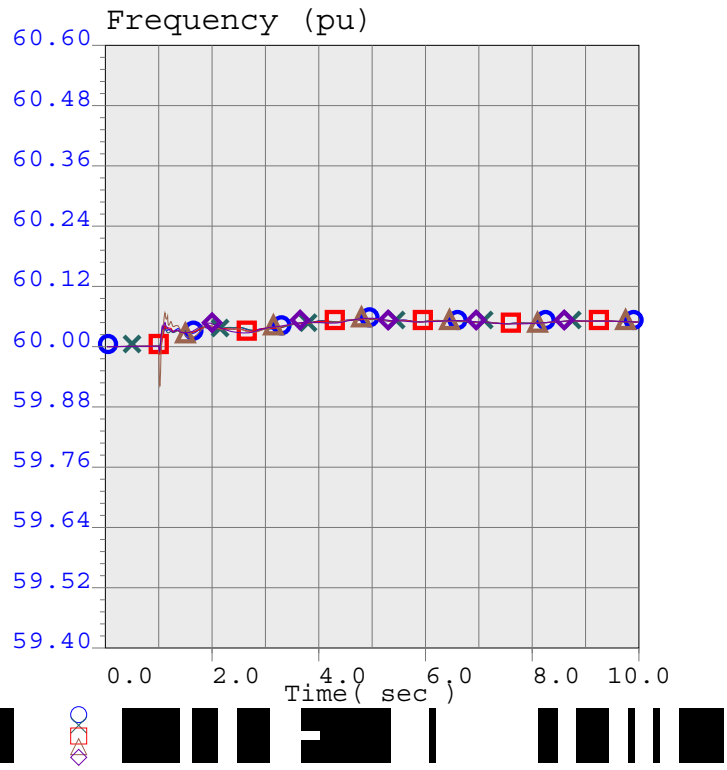


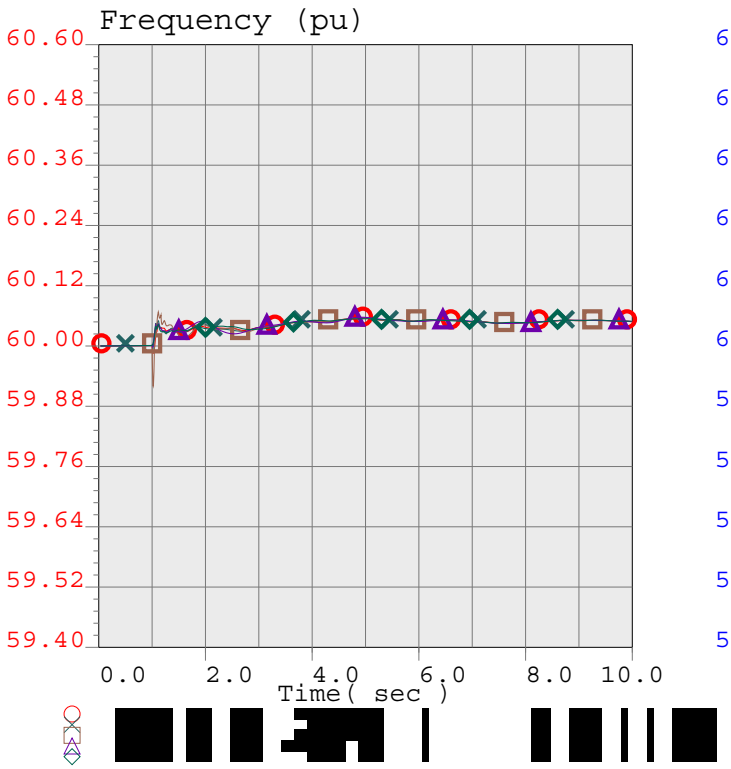


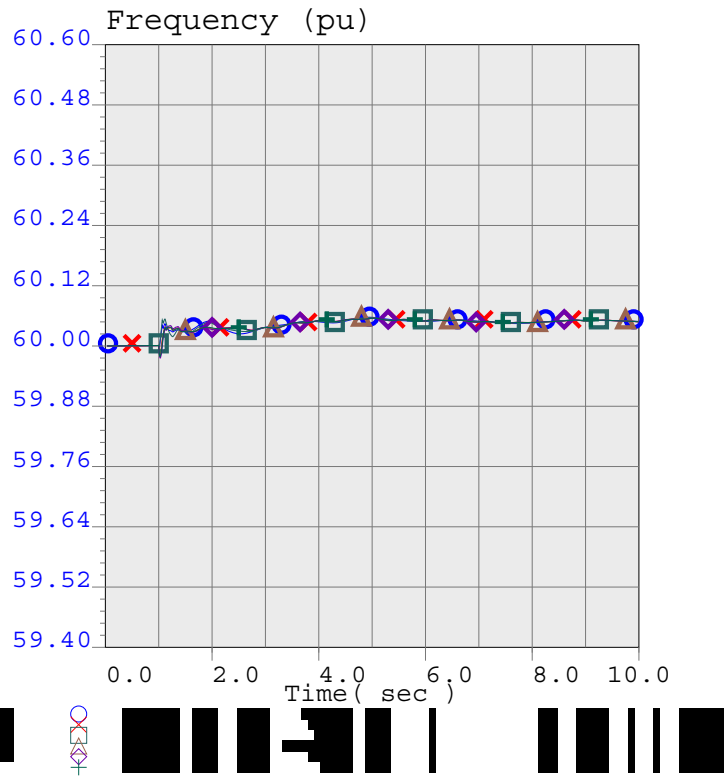


SYSTEM IMPACT STUDY (Frequency)

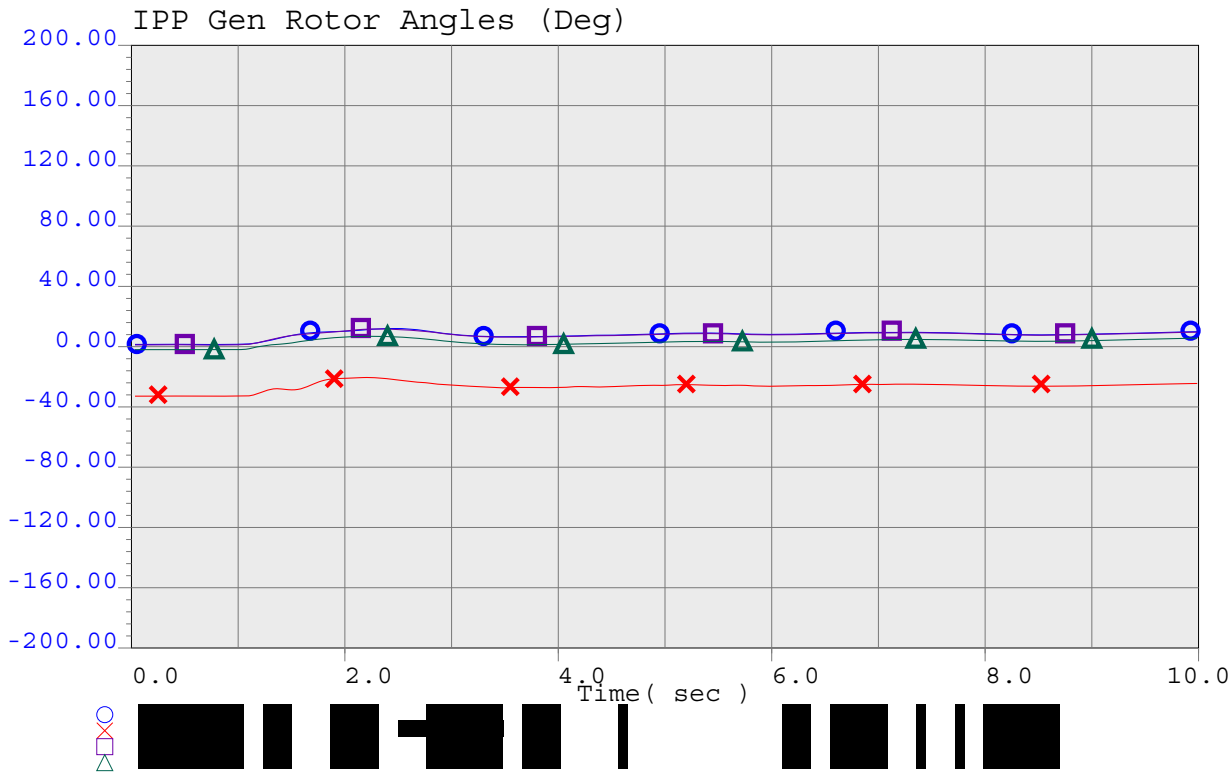


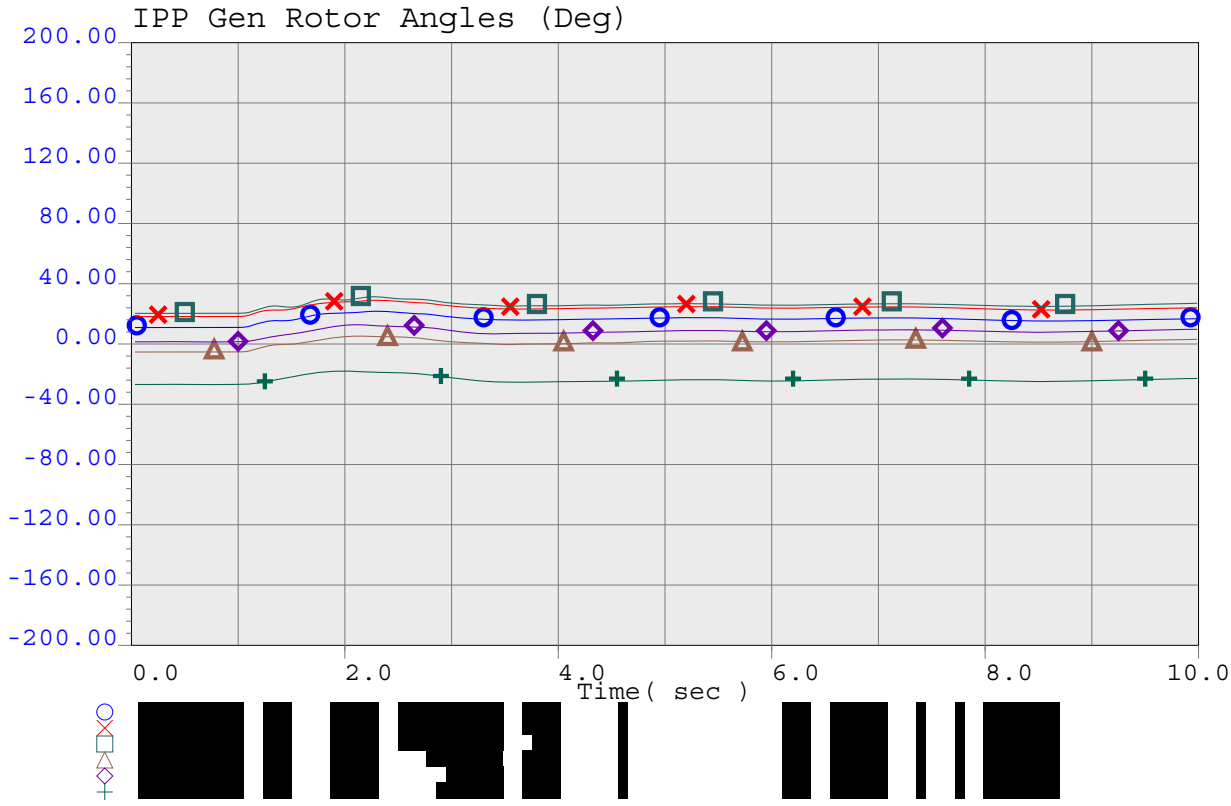




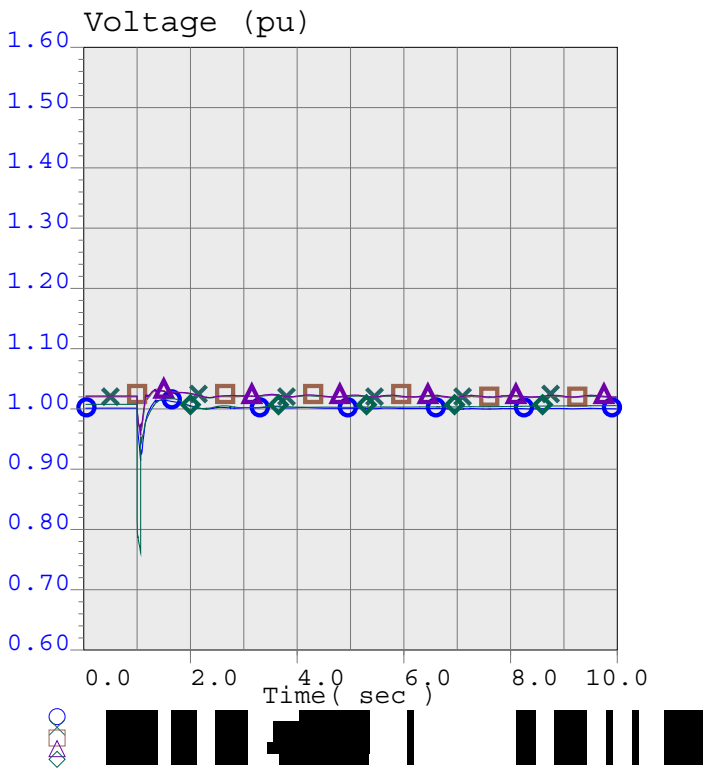


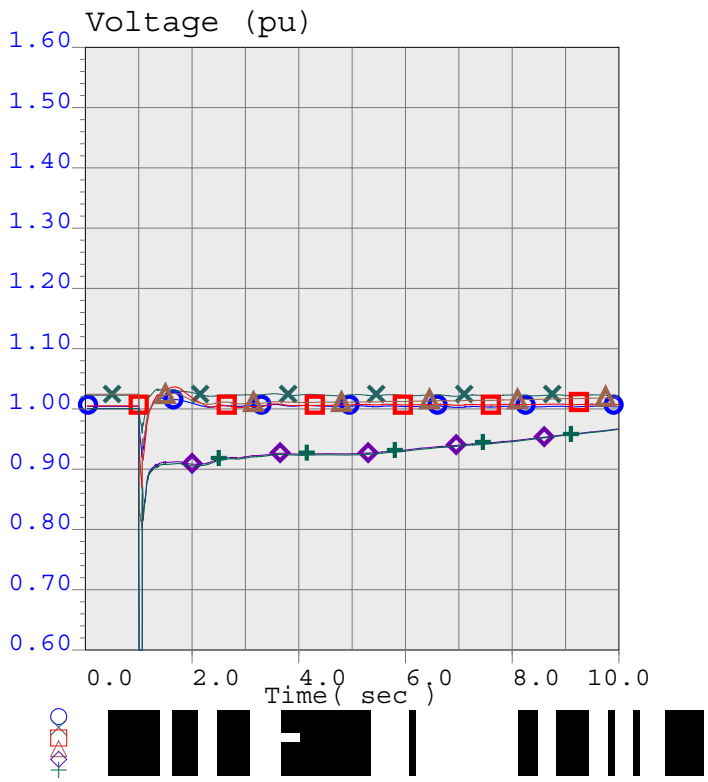
SYSTEM IMPACT STUDY (Rotor Angles)

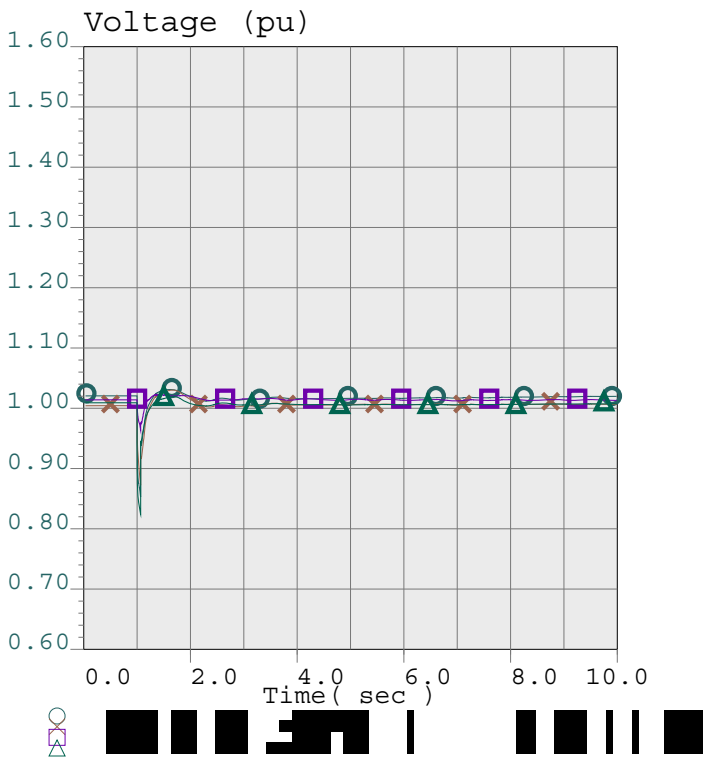


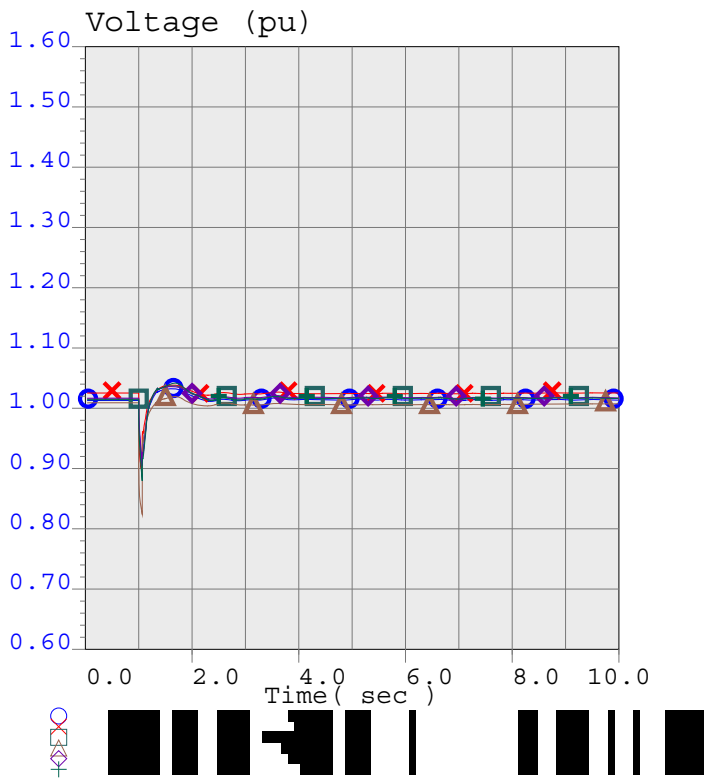


SYSTEM IMPACT STUDY (Voltage)









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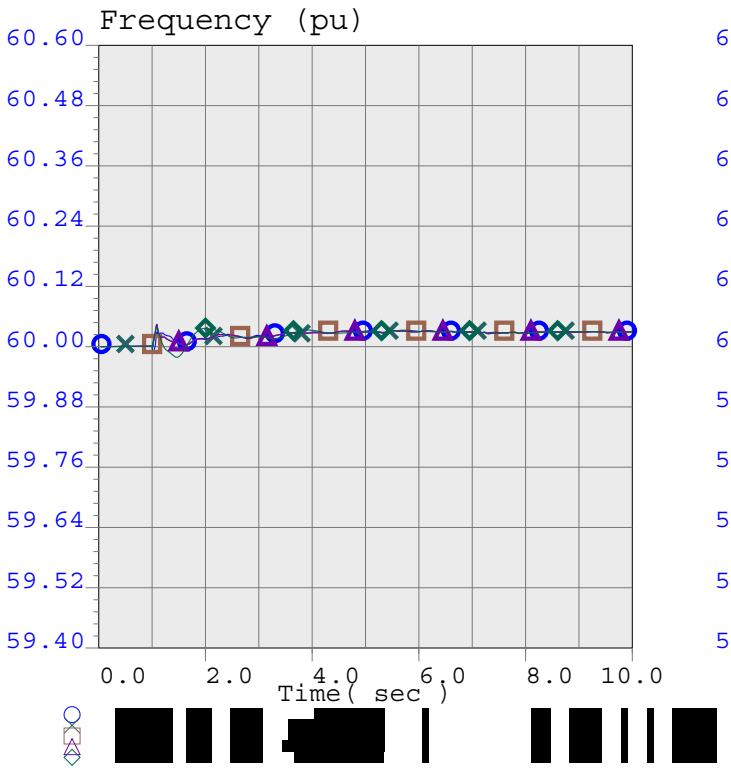
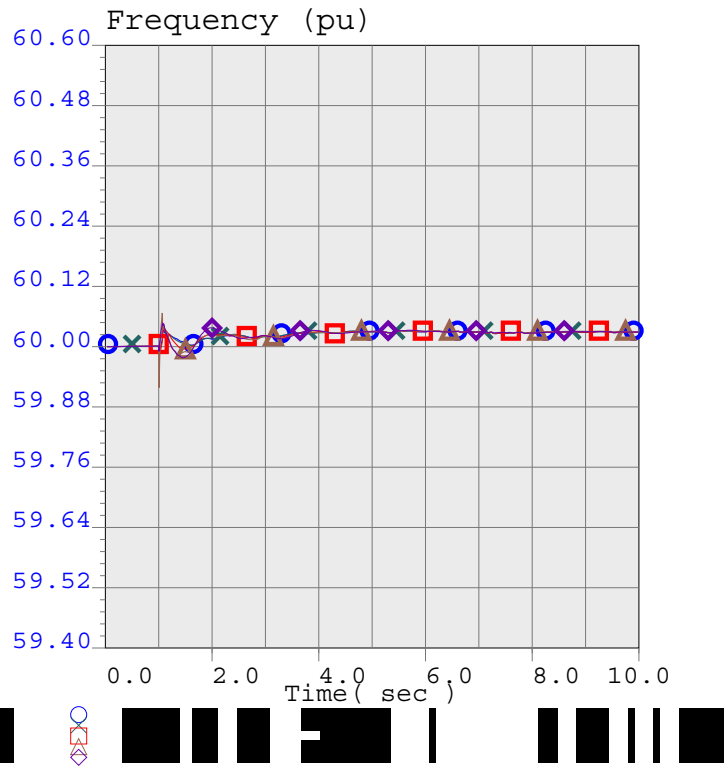
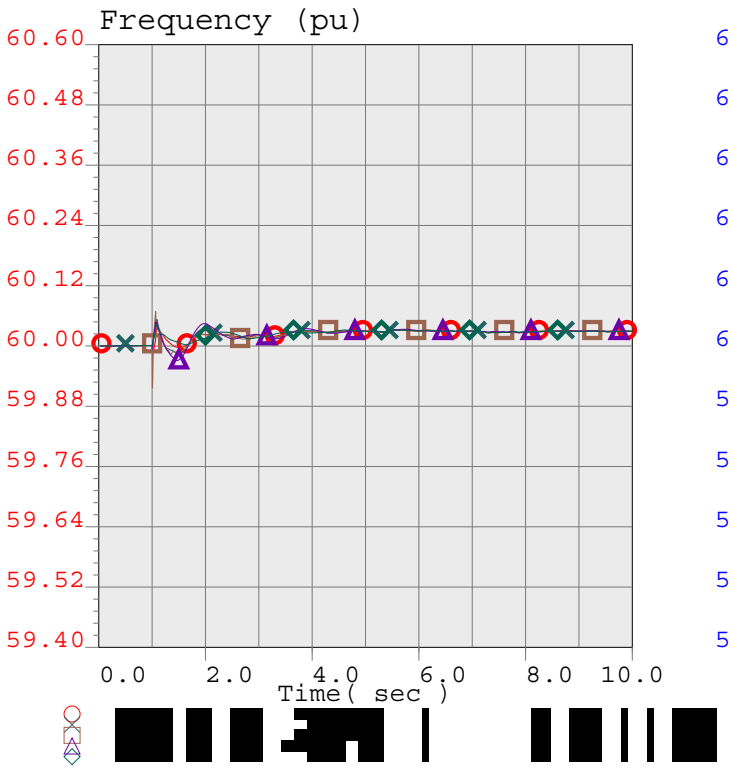
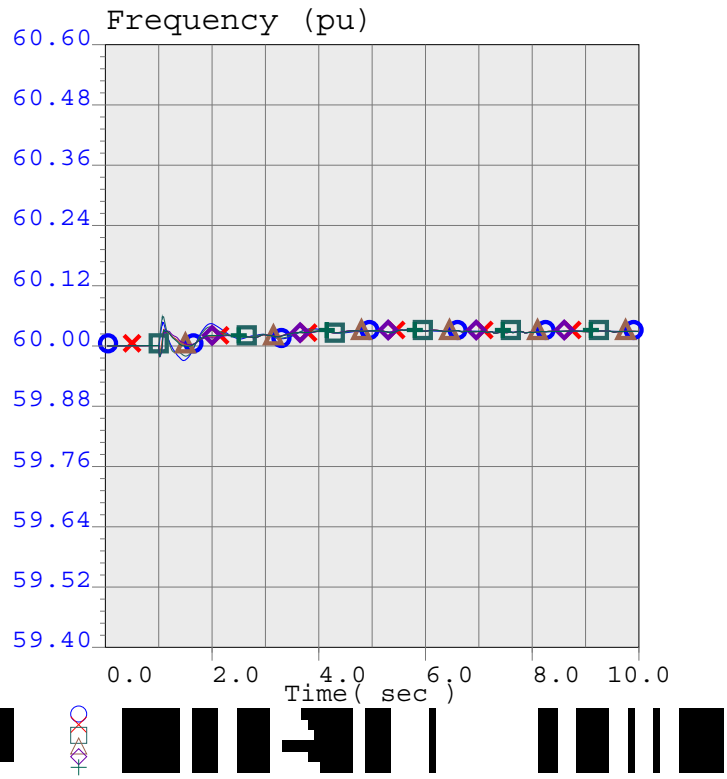
SYSTEM IMPACT STUDY (Frequency)

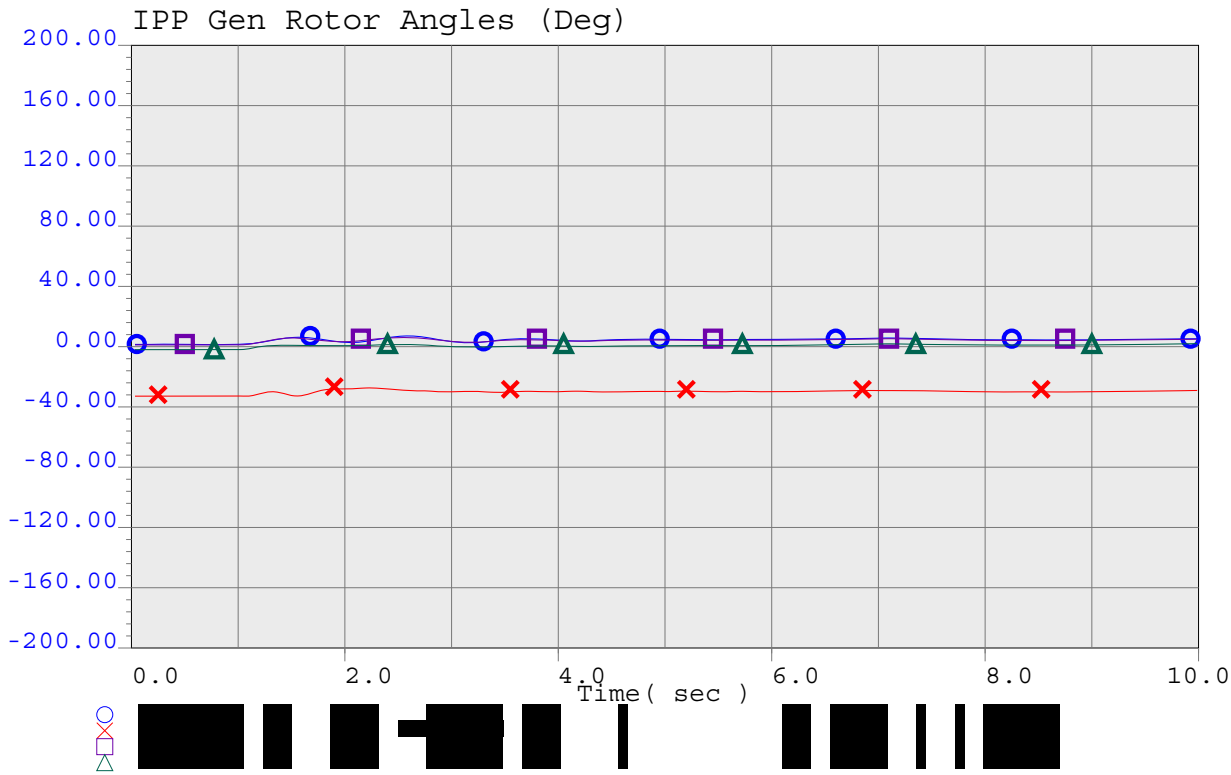


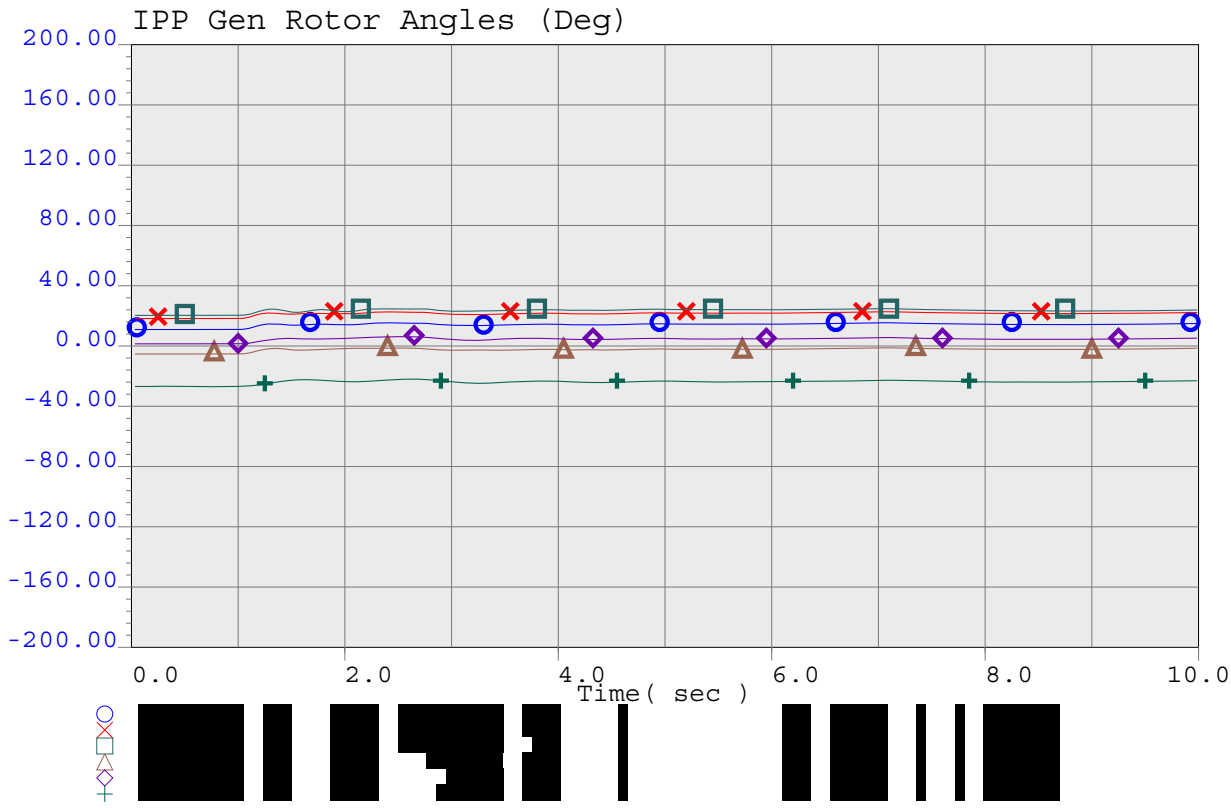




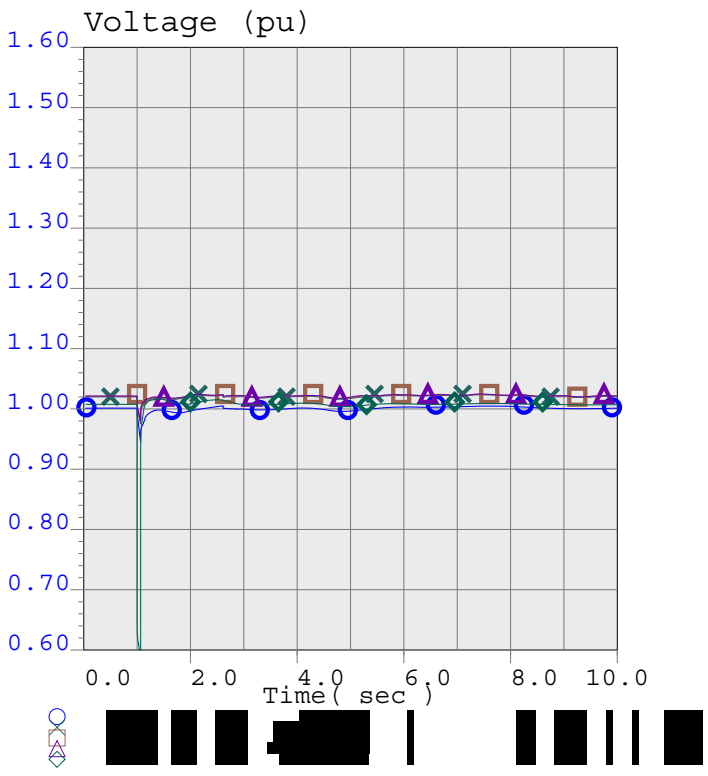


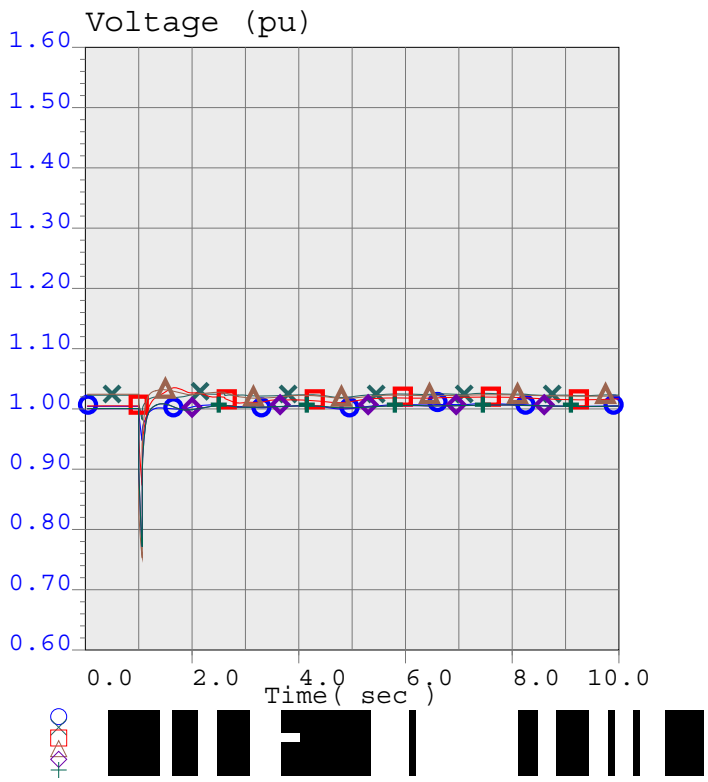
SYSTEM IMPACT STUDY (Rotor Angles)

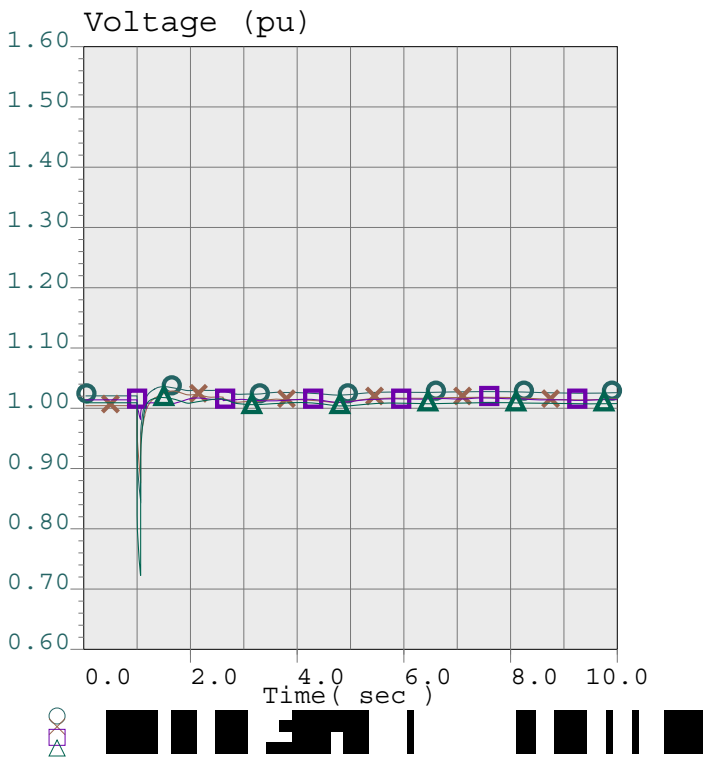


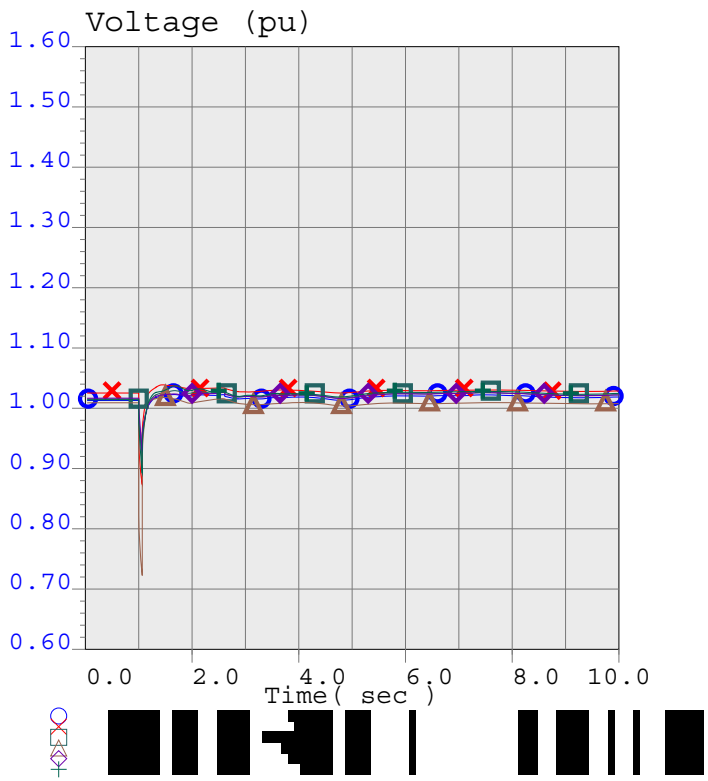


SYSTEM IMPACT STUDY (Voltage)









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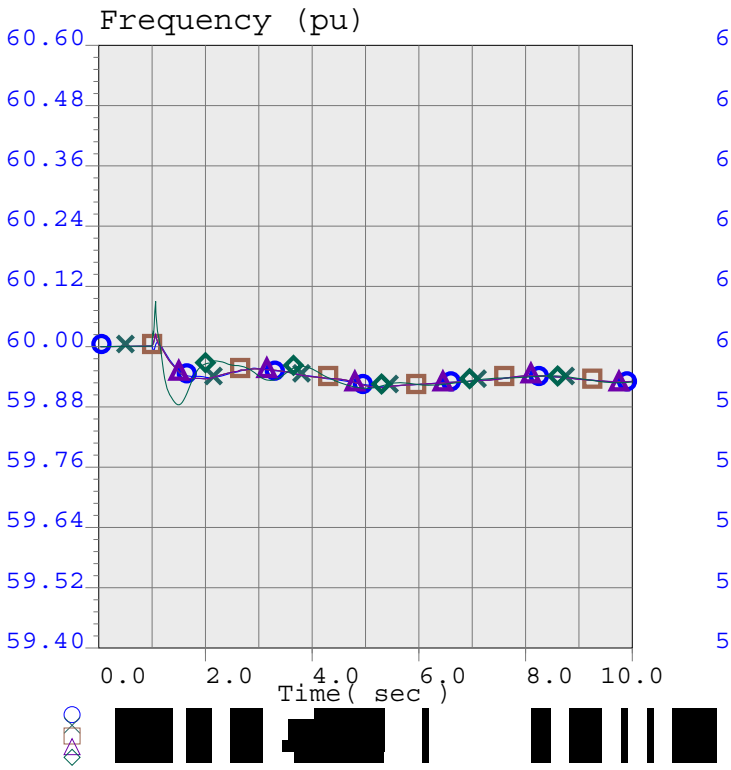
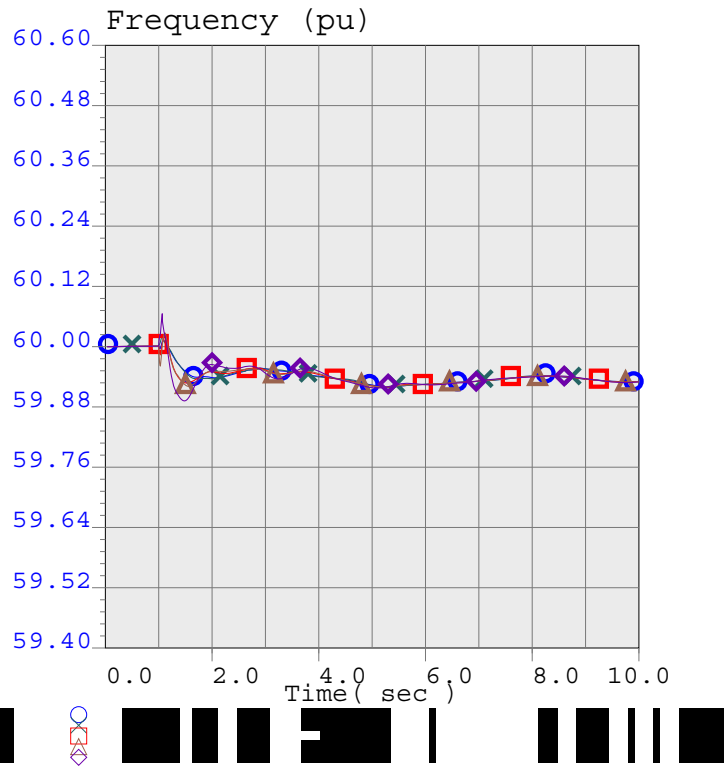
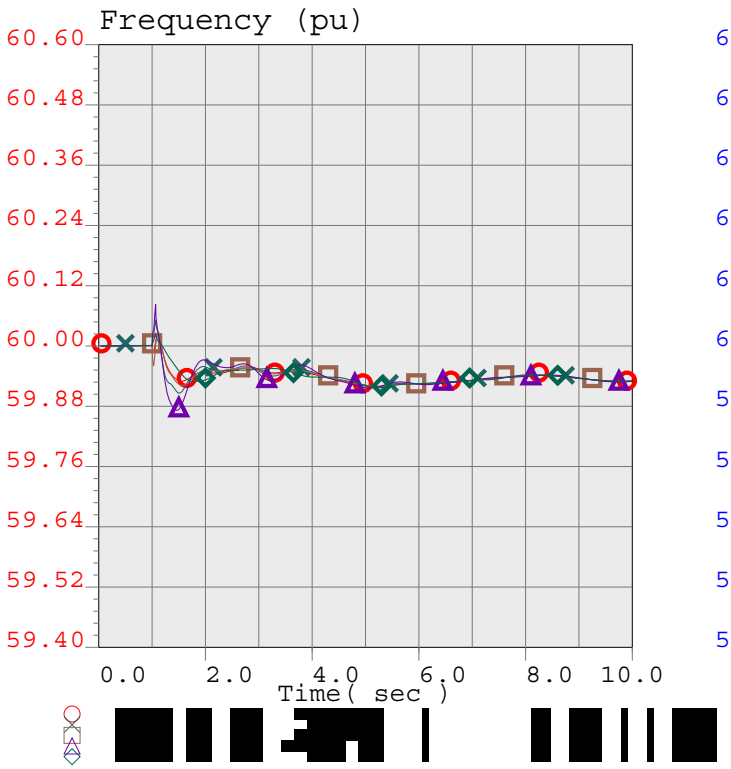
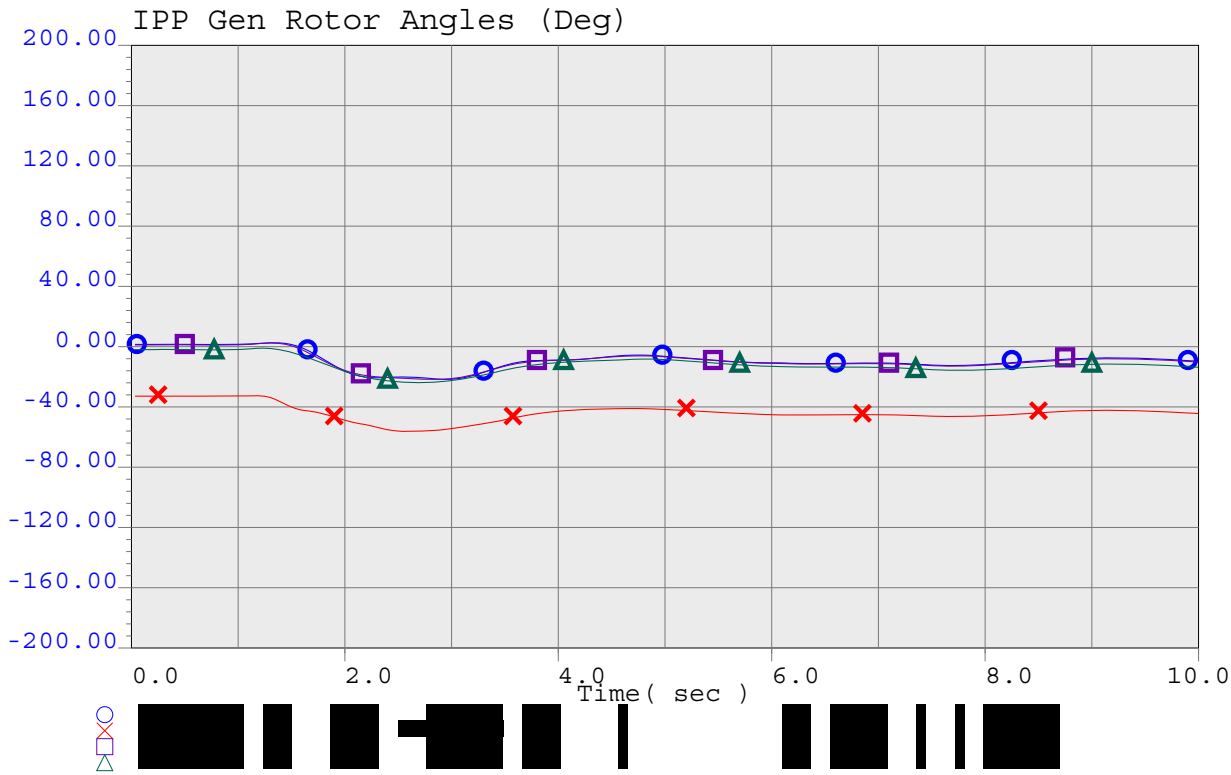
SYSTEM IMPACT STUDY (Frequency)

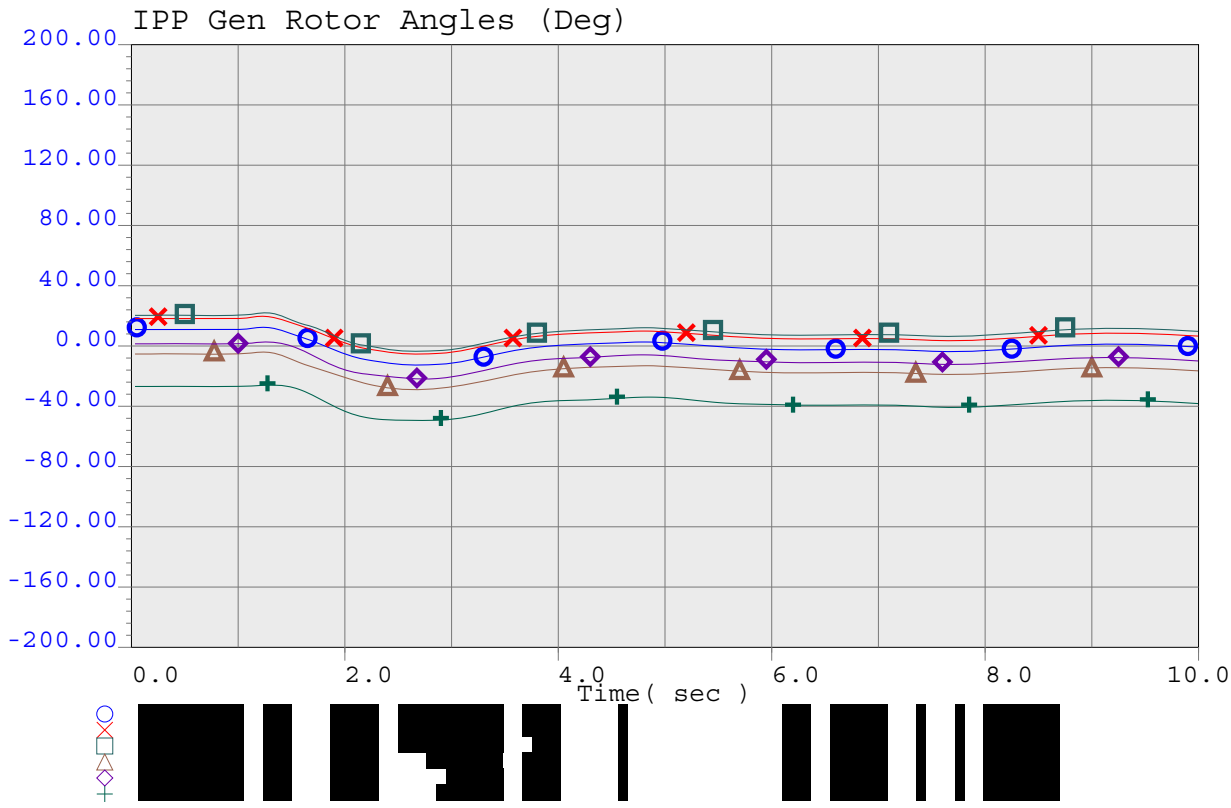




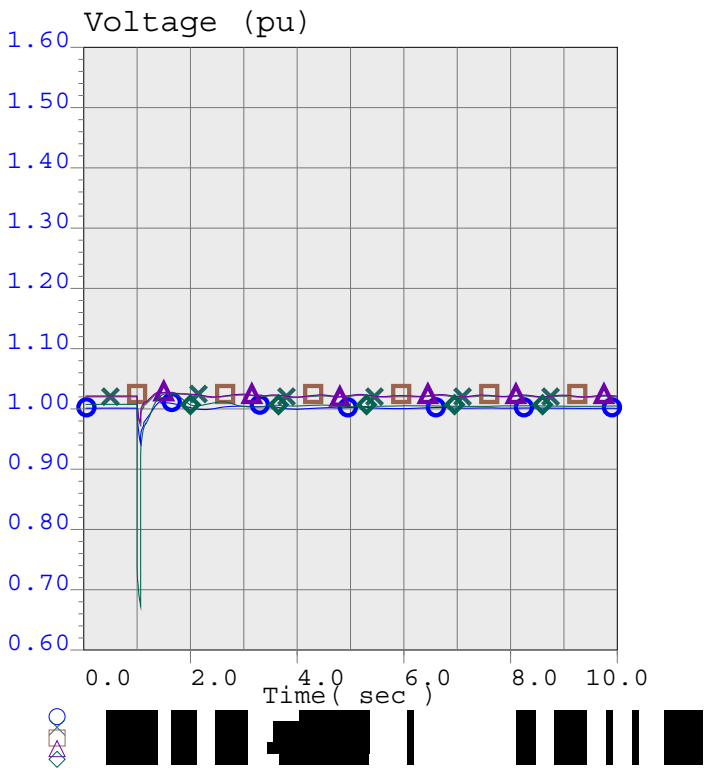


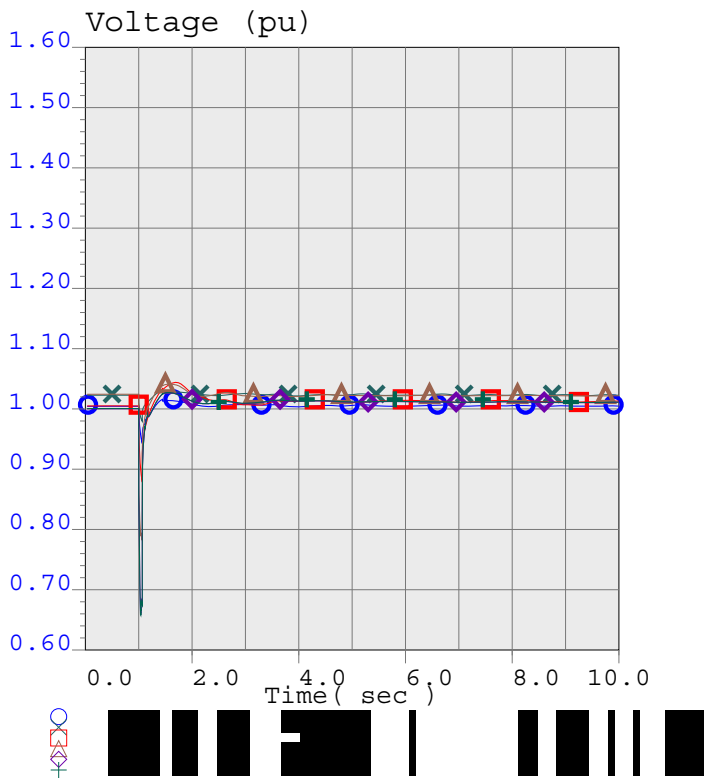
SYSTEM IMPACT STUDY (Rotor Angles)

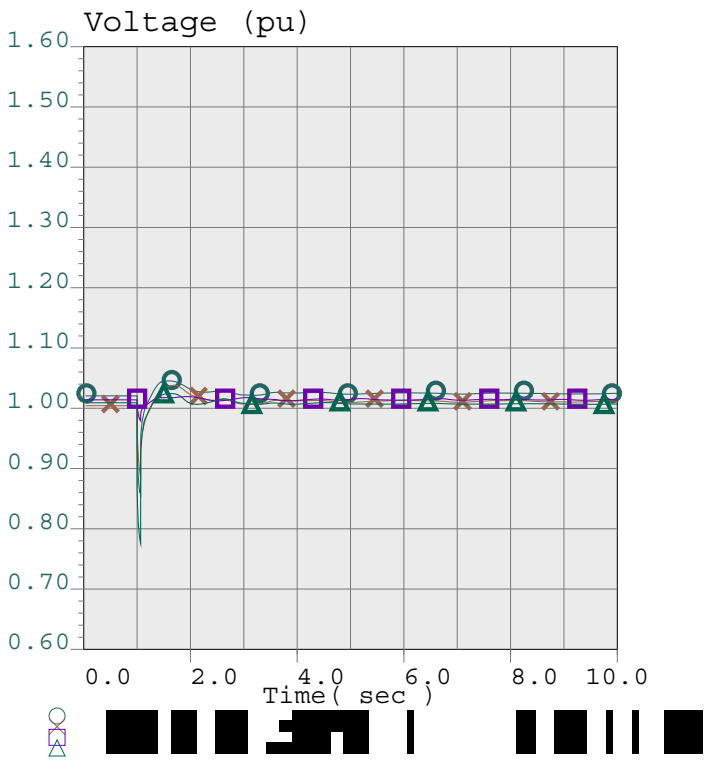


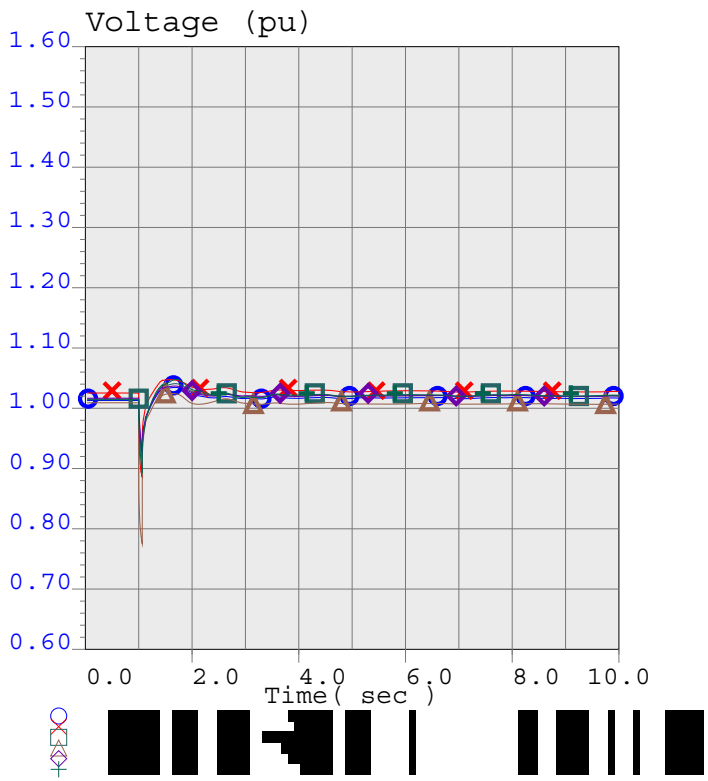


SYSTEM IMPACT STUDY (Voltage)

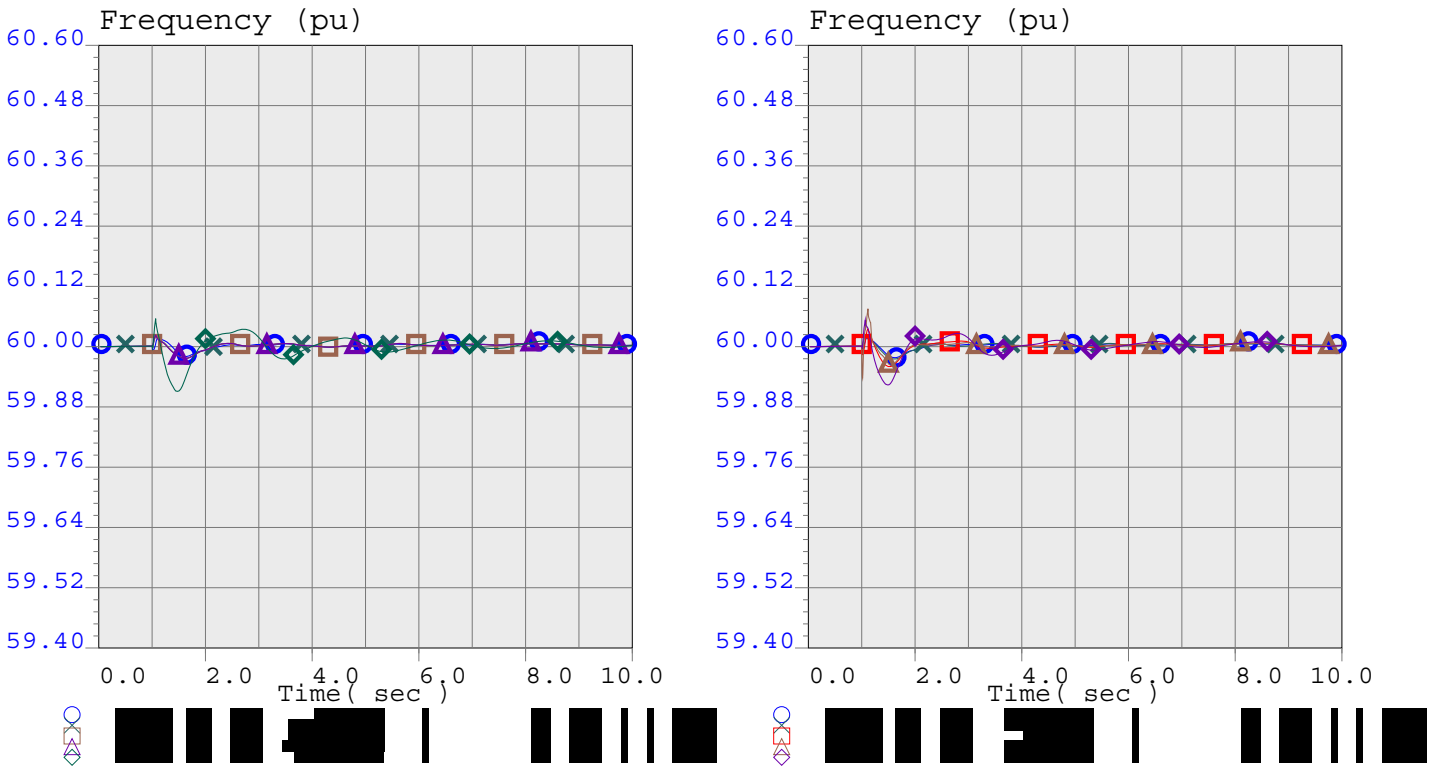


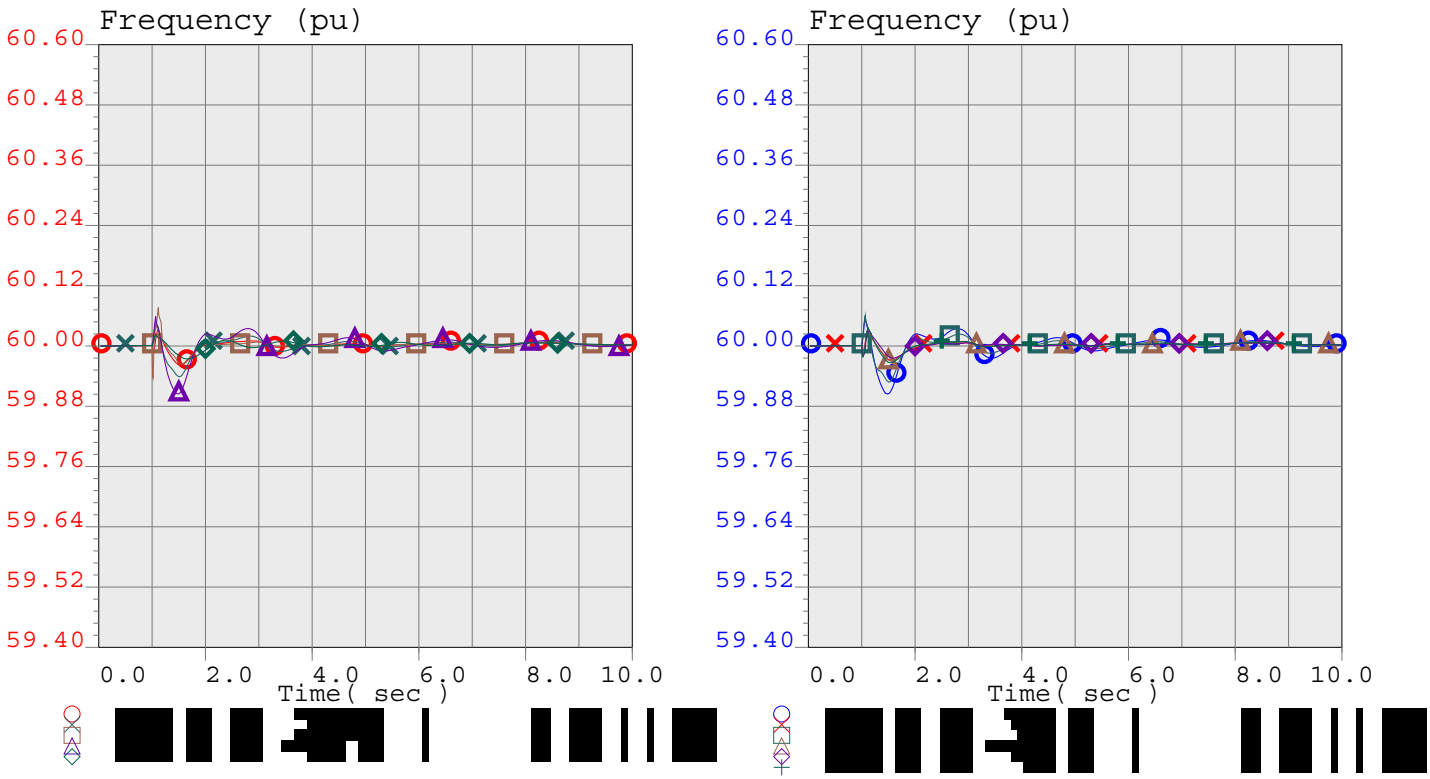




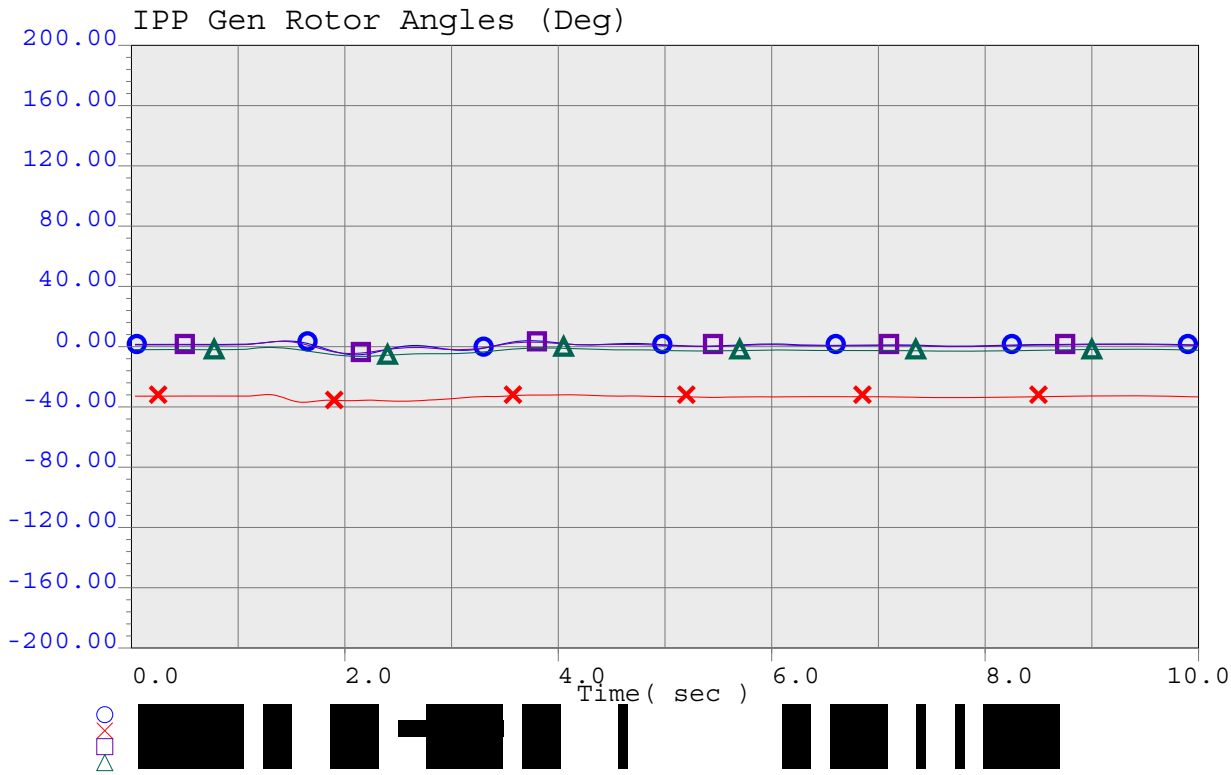


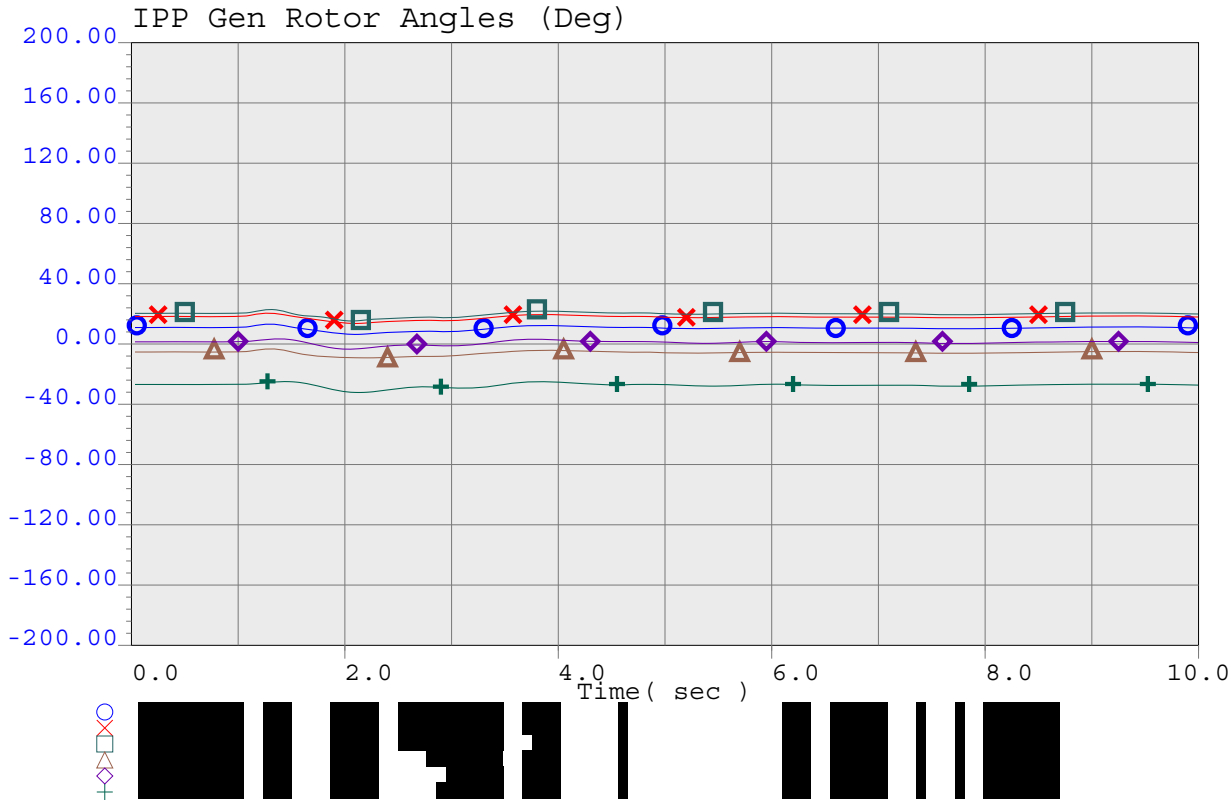
SYSTEM IMPACT STUDY (Frequency)



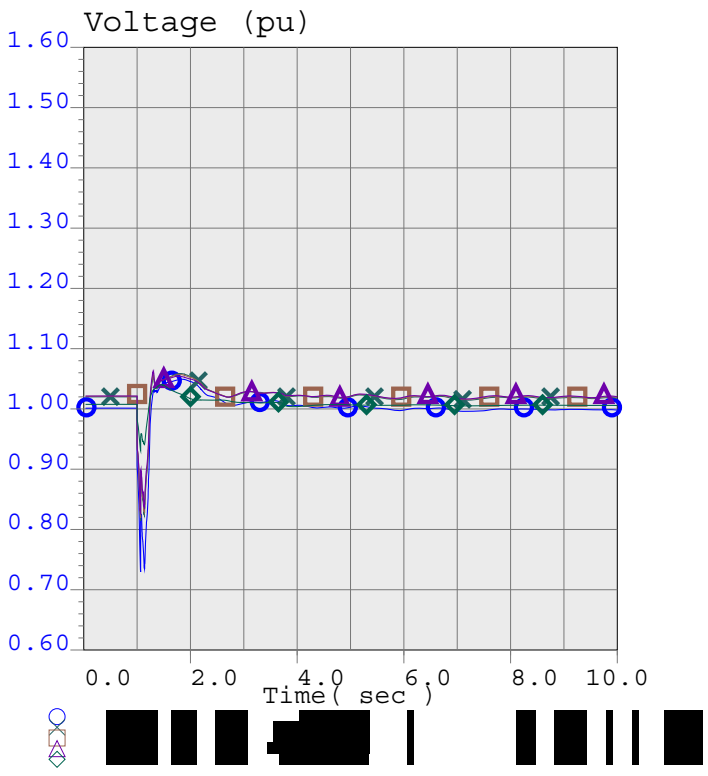


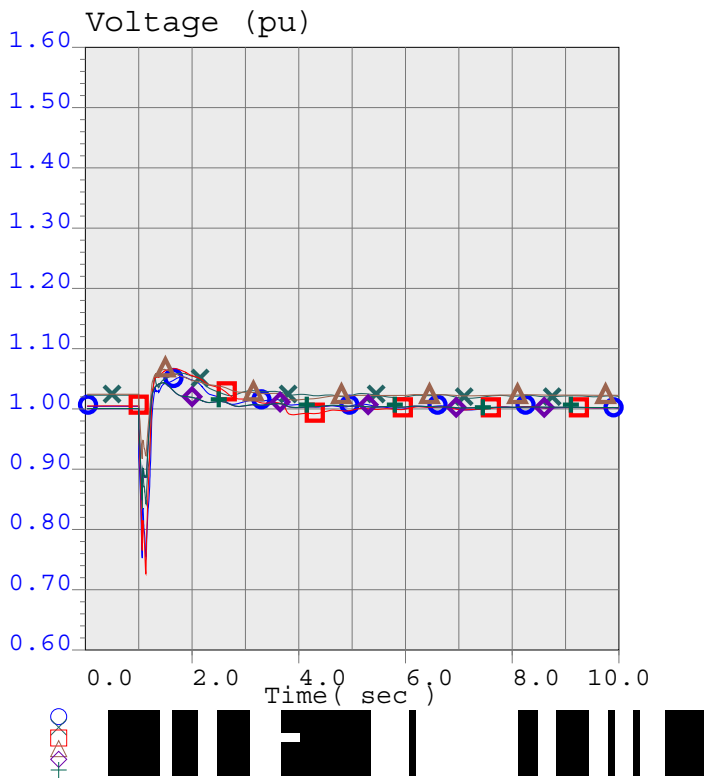
SYSTEM IMPACT STUDY (Rotor Angles)

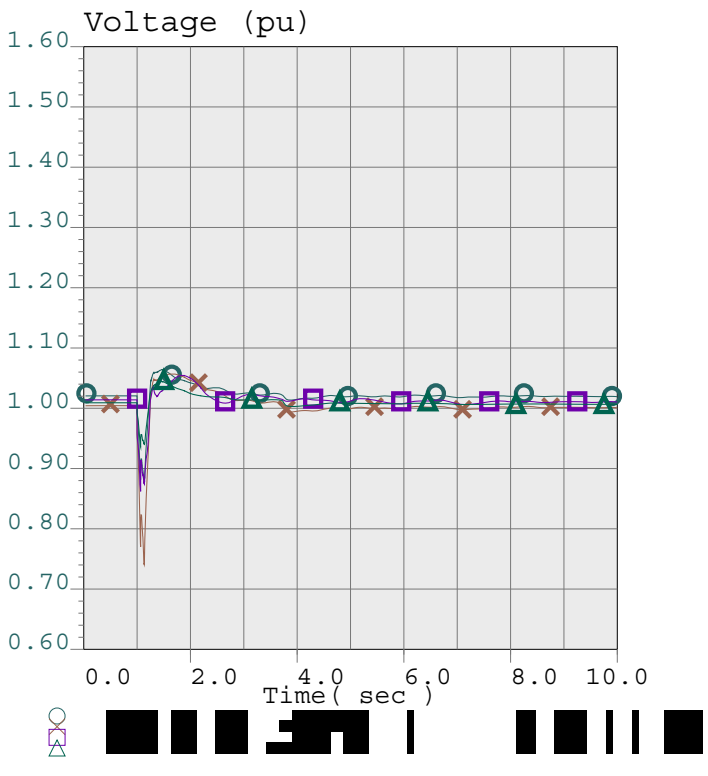




SYSTEM IMPACT STUDY (Voltage)







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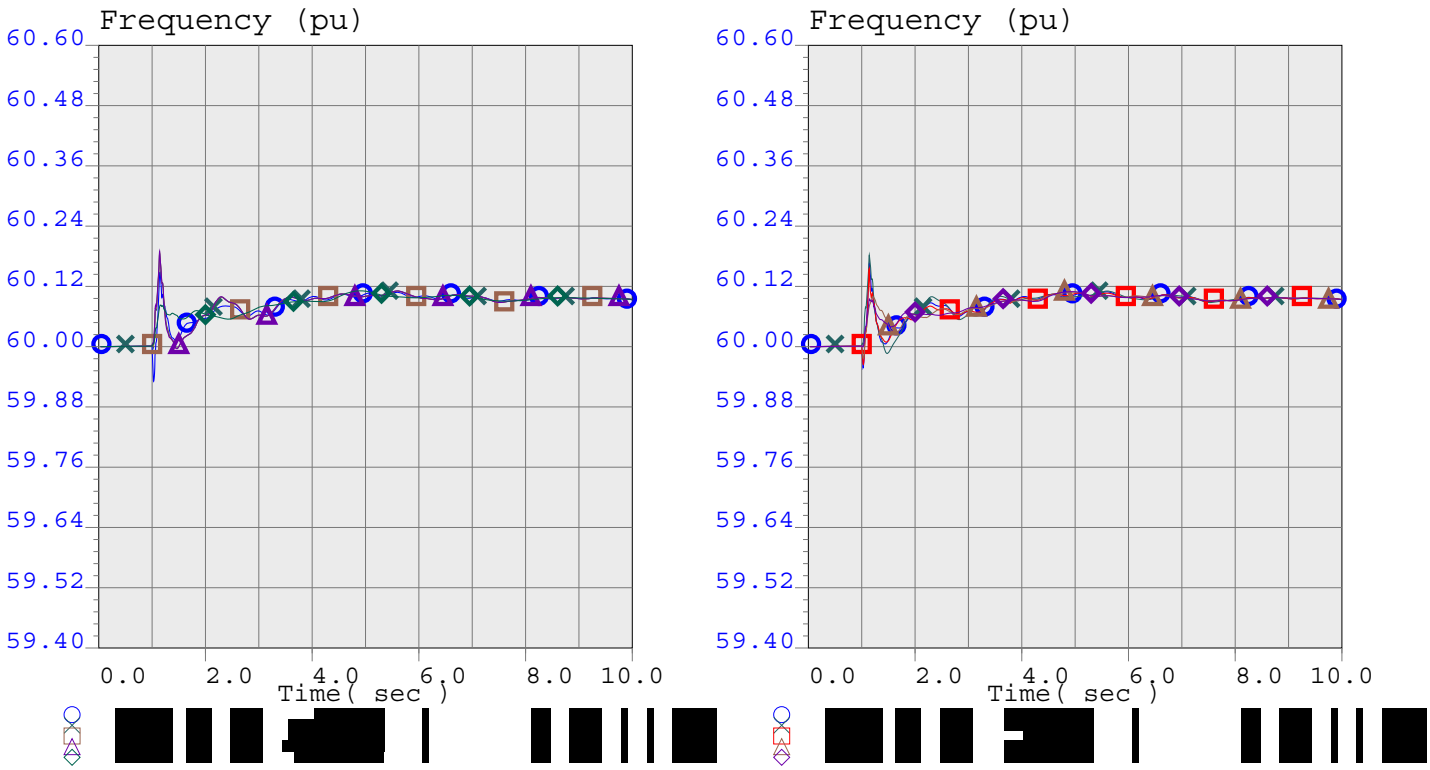
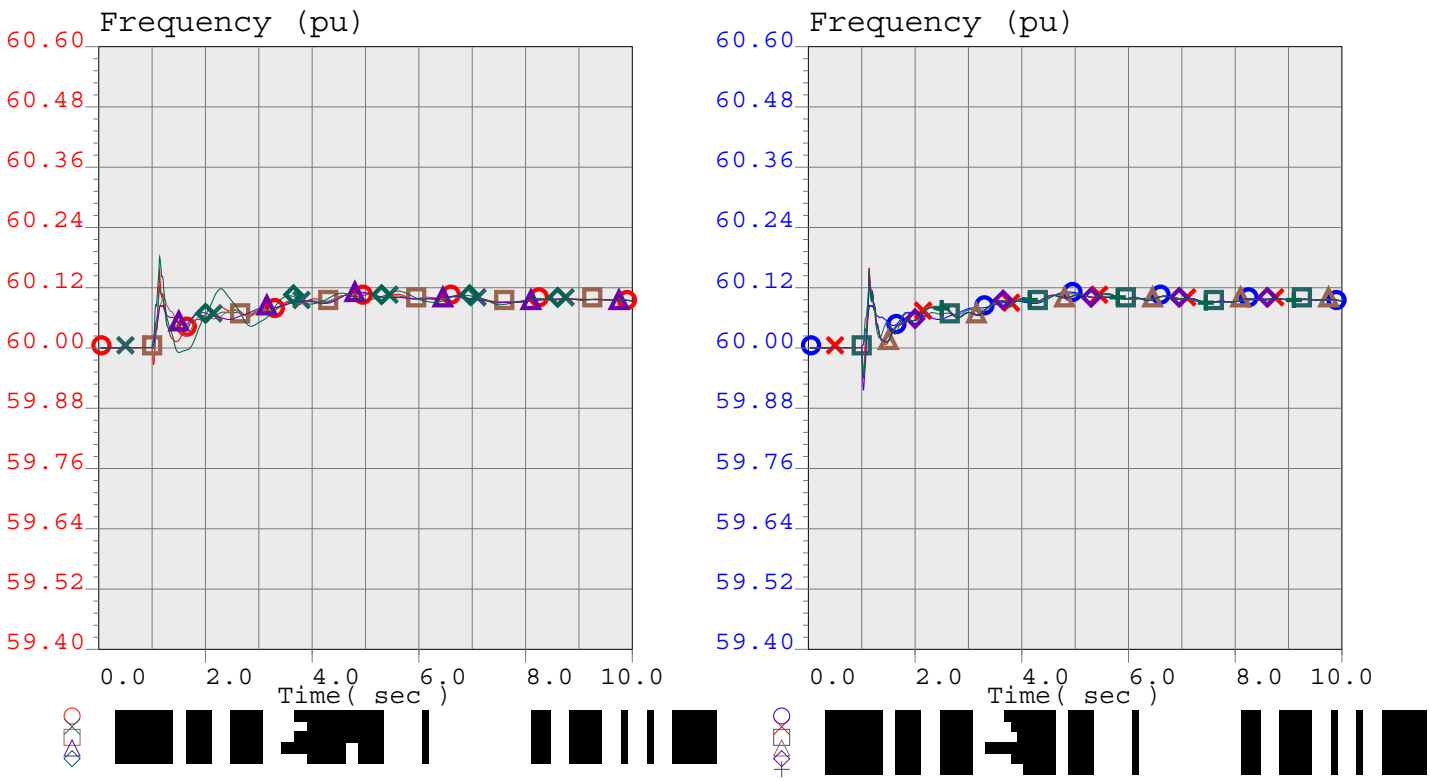
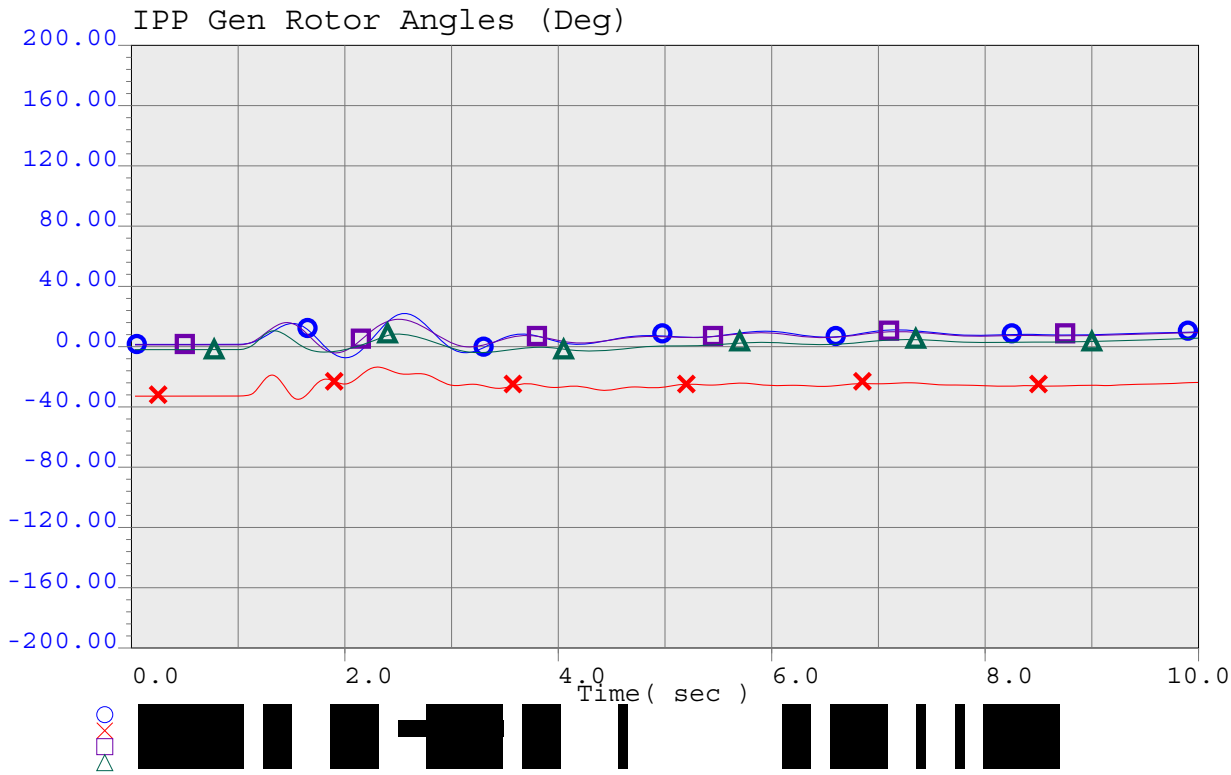
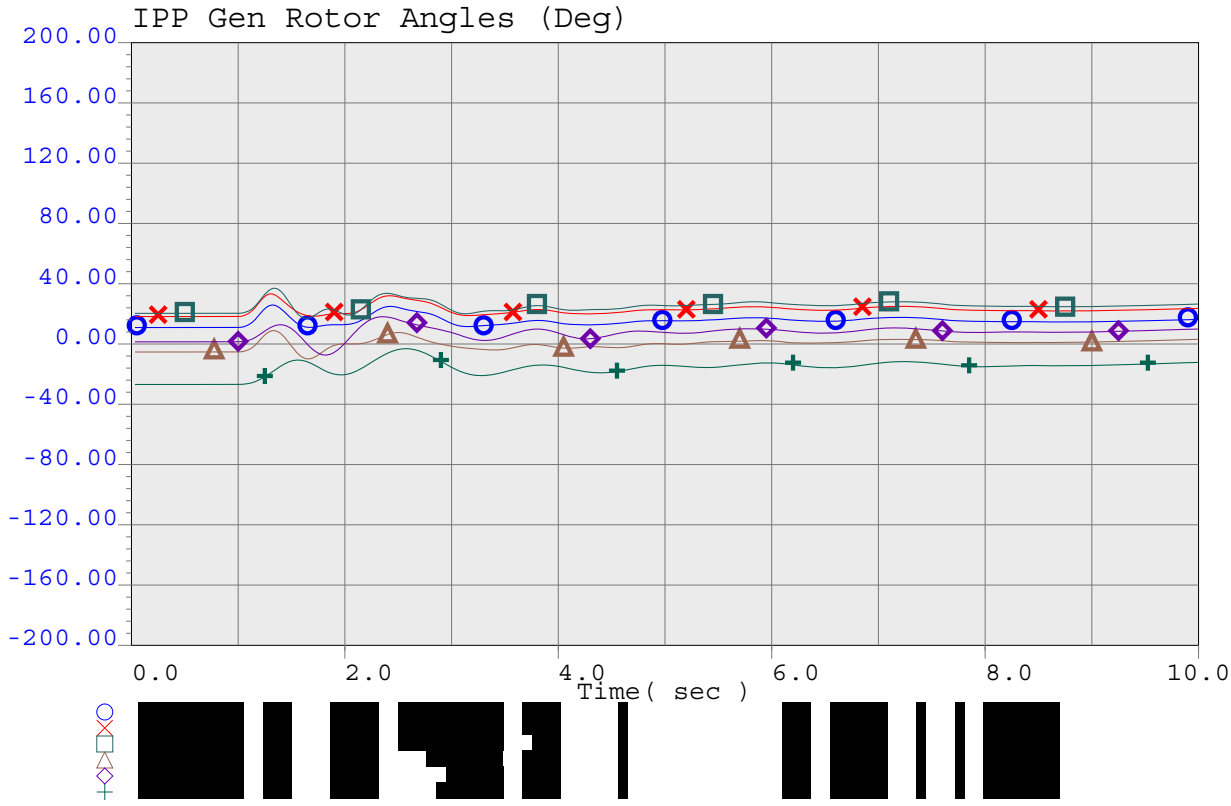
SYSTEM IMPACT STUDY (Frequency)



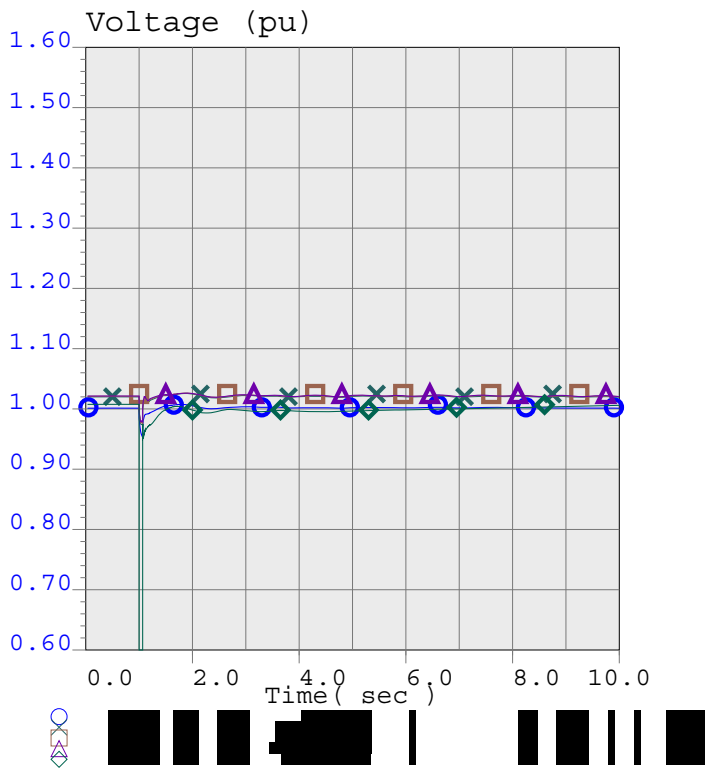


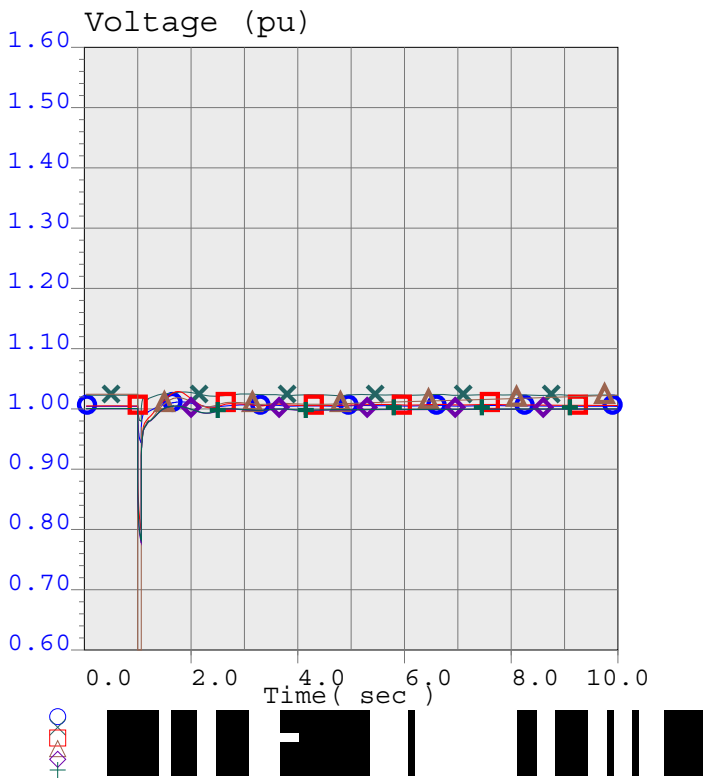
SYSTEM IMPACT STUDY (Rotor Angles)

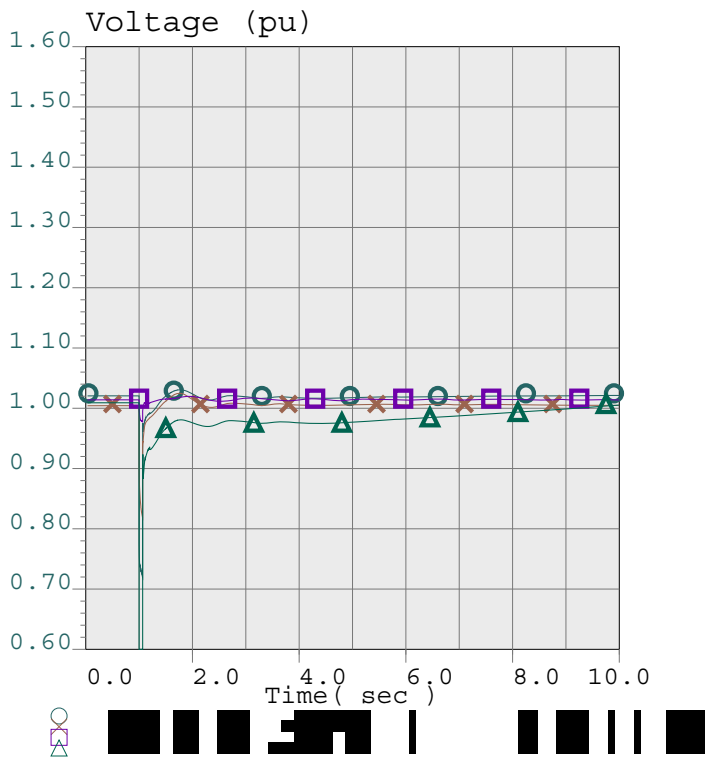


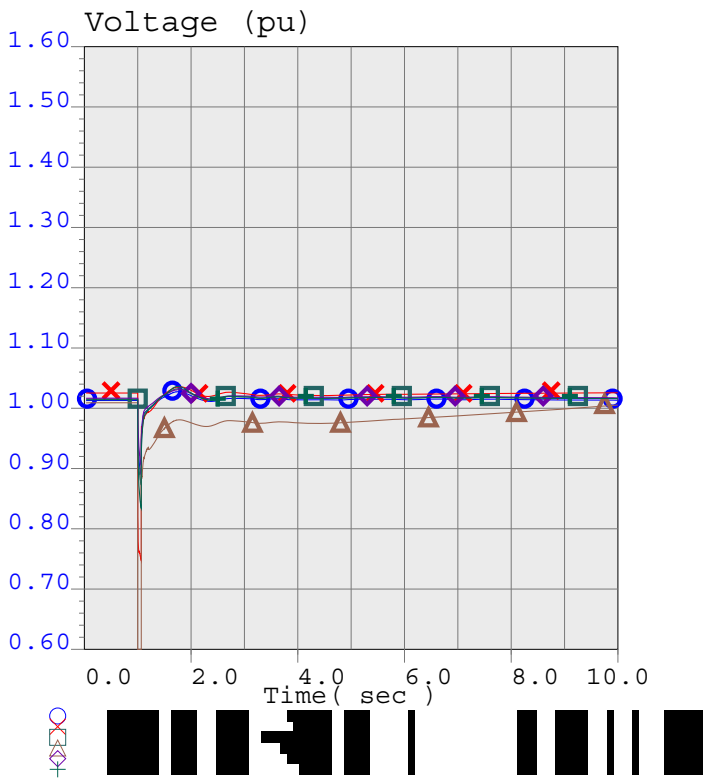


SYSTEM IMPACT STUDY (Voltage)

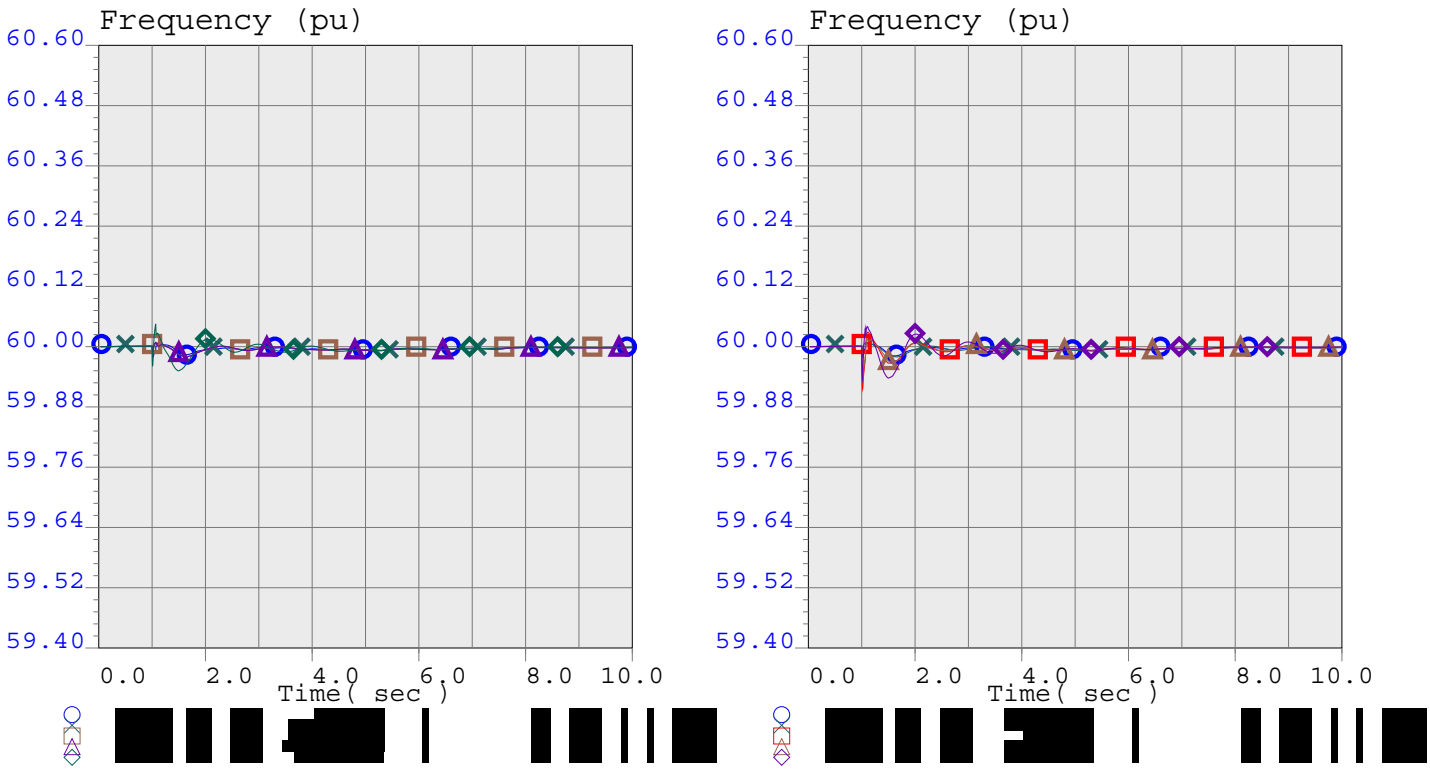


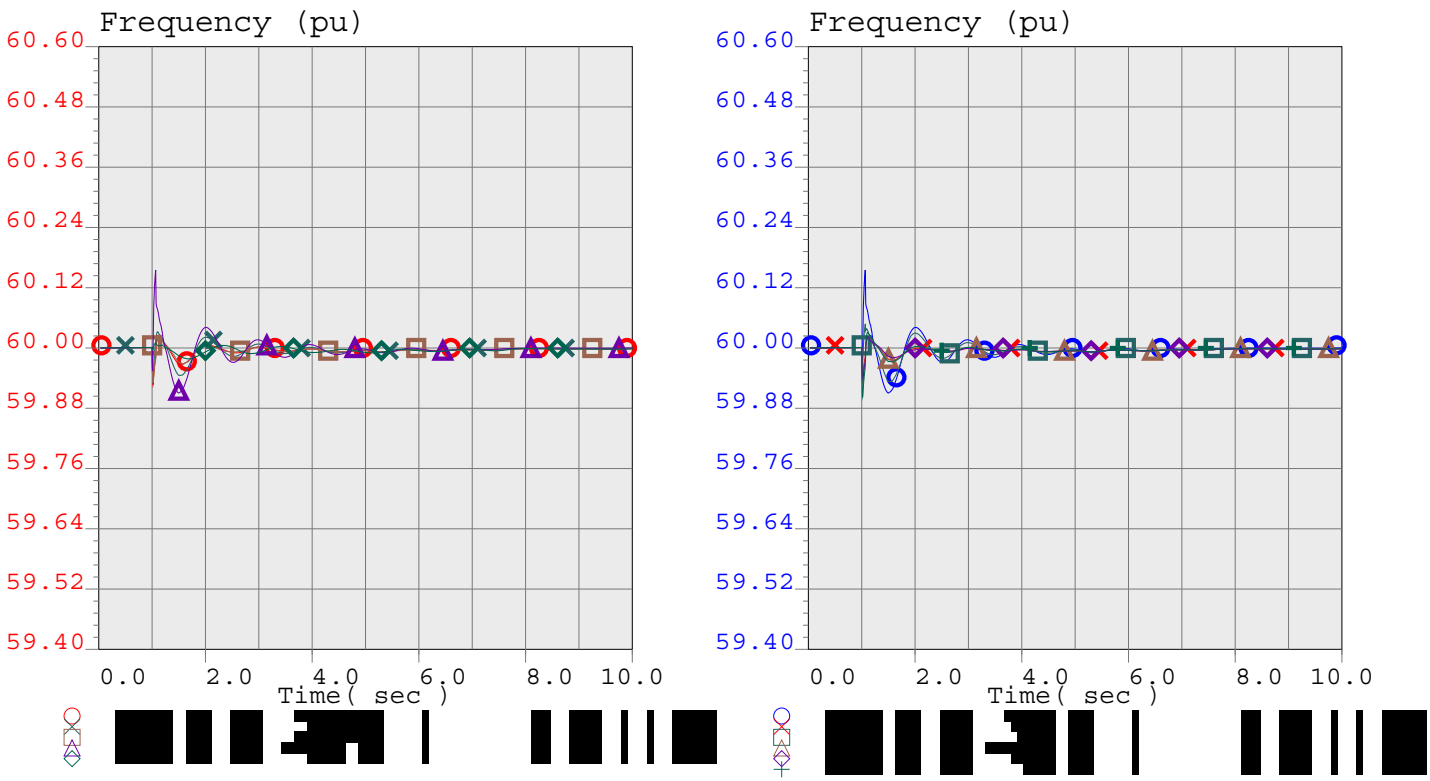




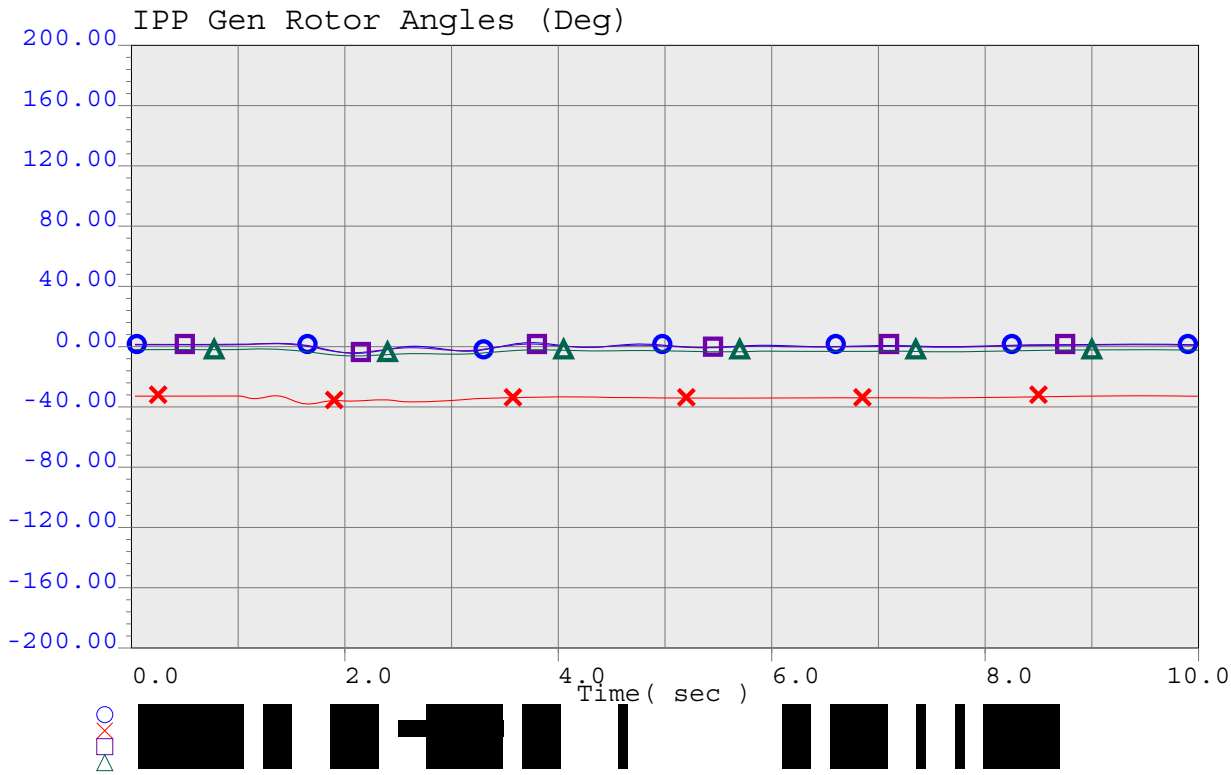


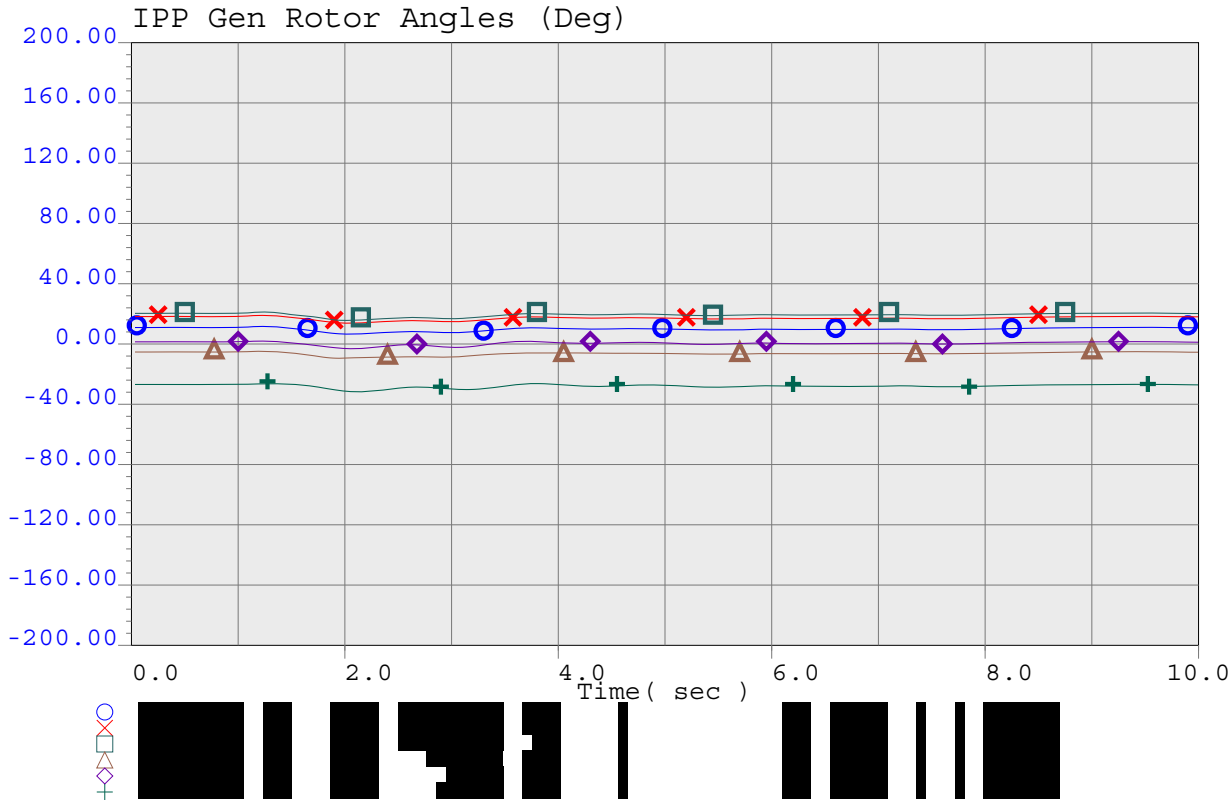
SYSTEM IMPACT STUDY (Frequency)



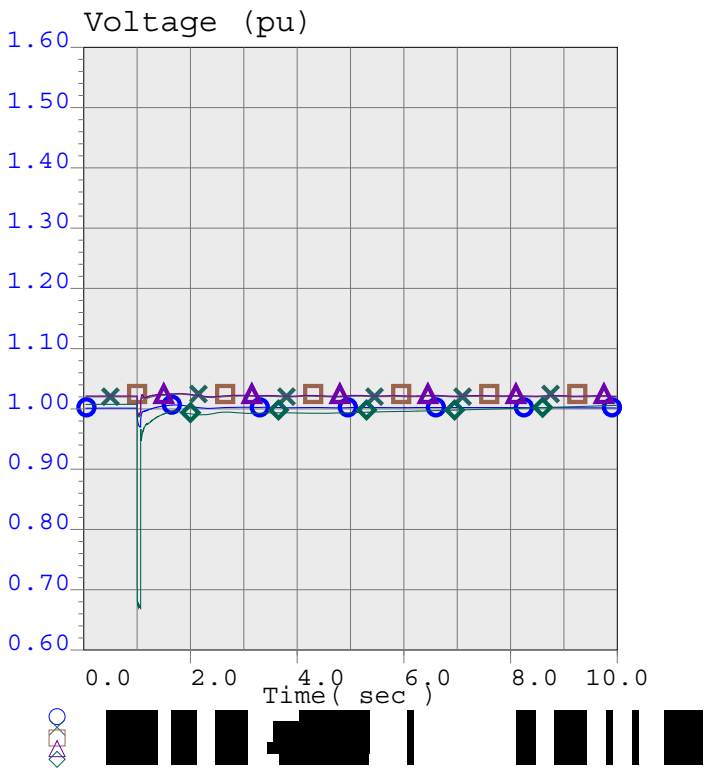


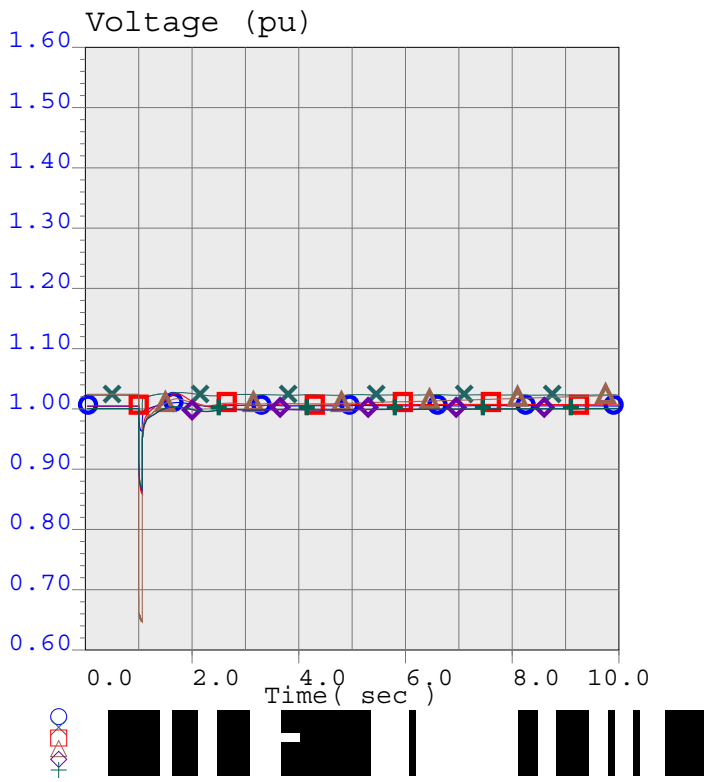
SYSTEM IMPACT STUDY (Rotor Angles)

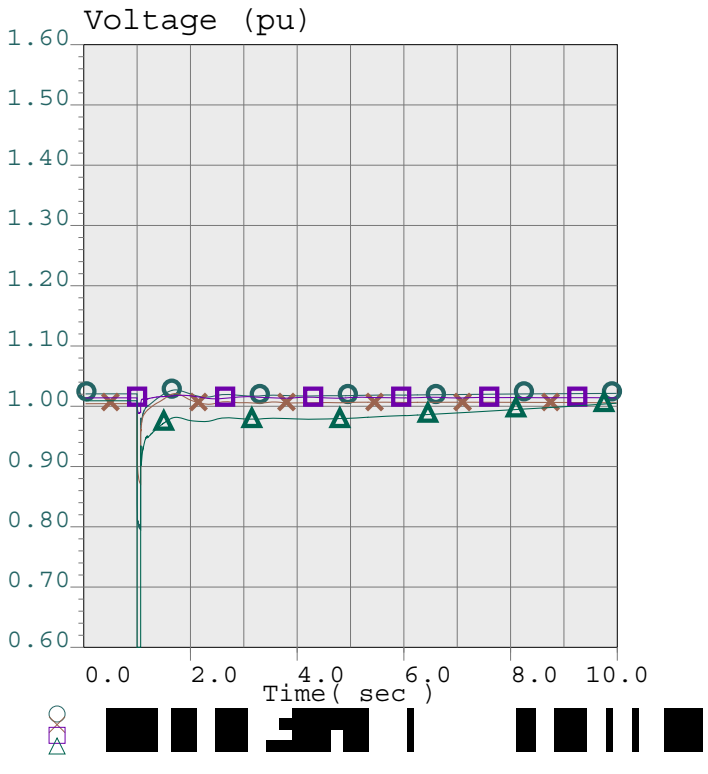


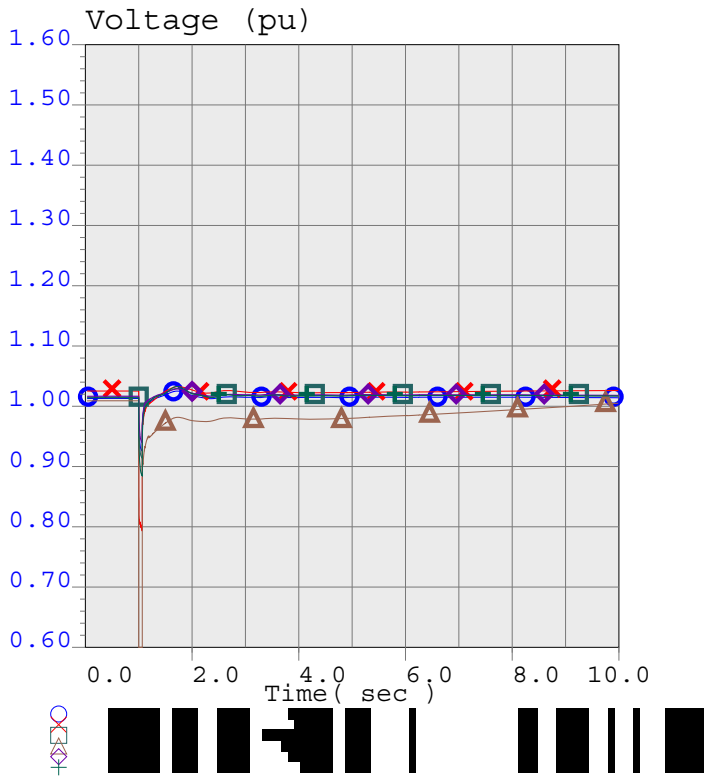


SYSTEM IMPACT STUDY (Voltage)









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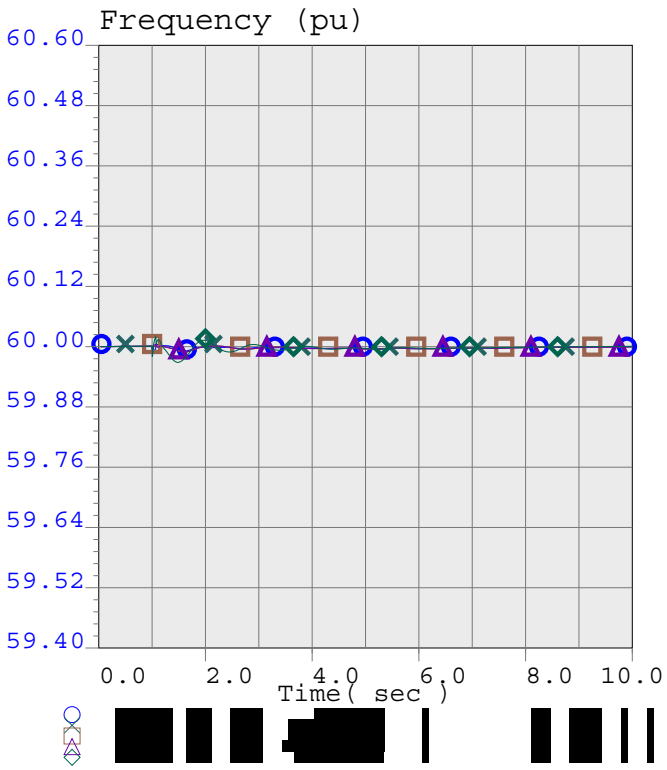
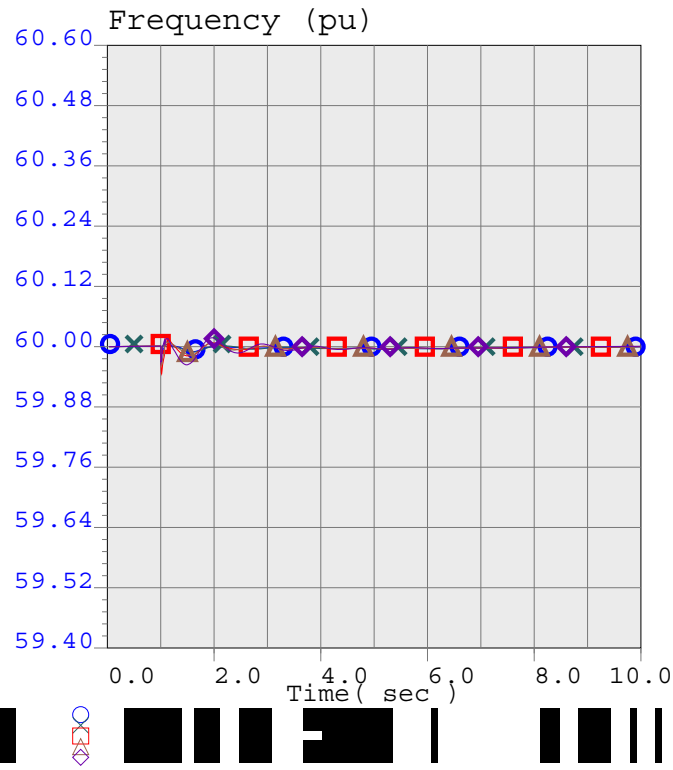
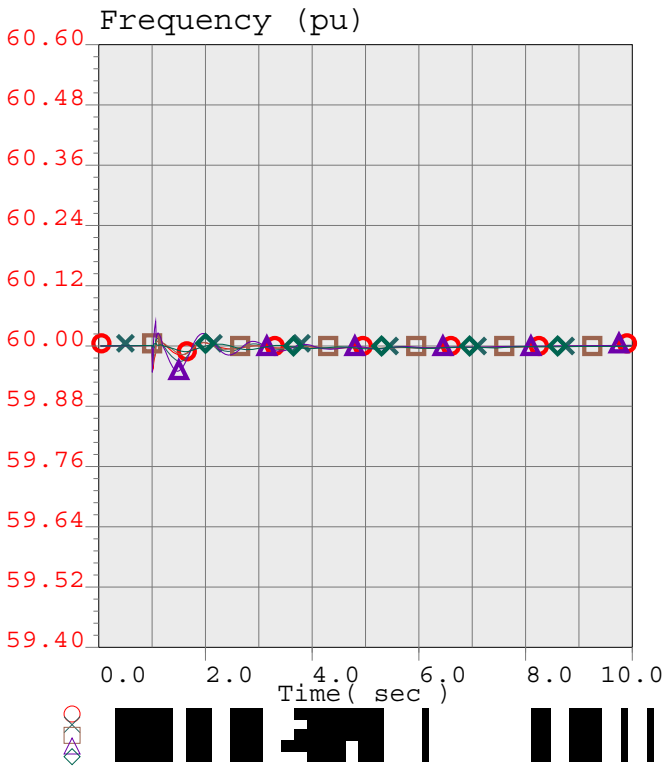
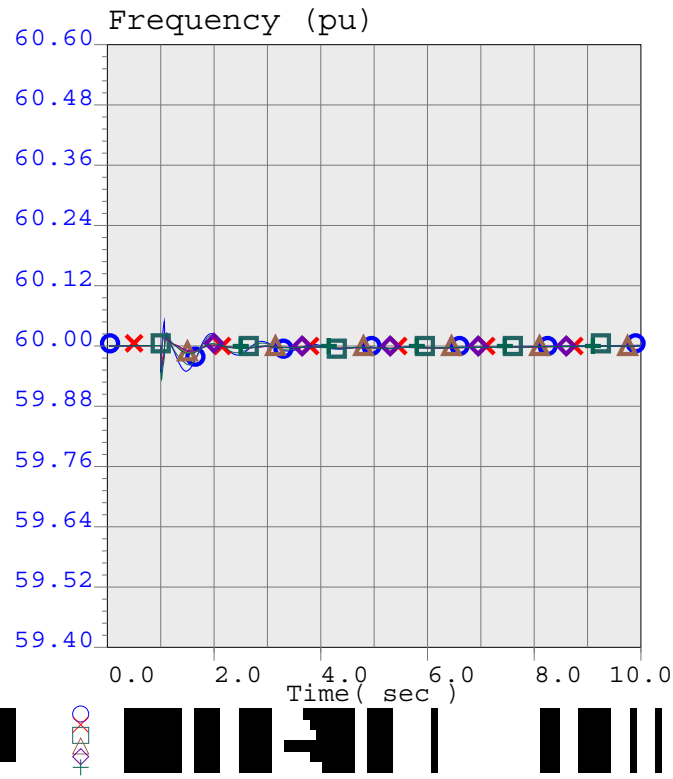
SYSTEM IMPACT STUDY (Frequency)

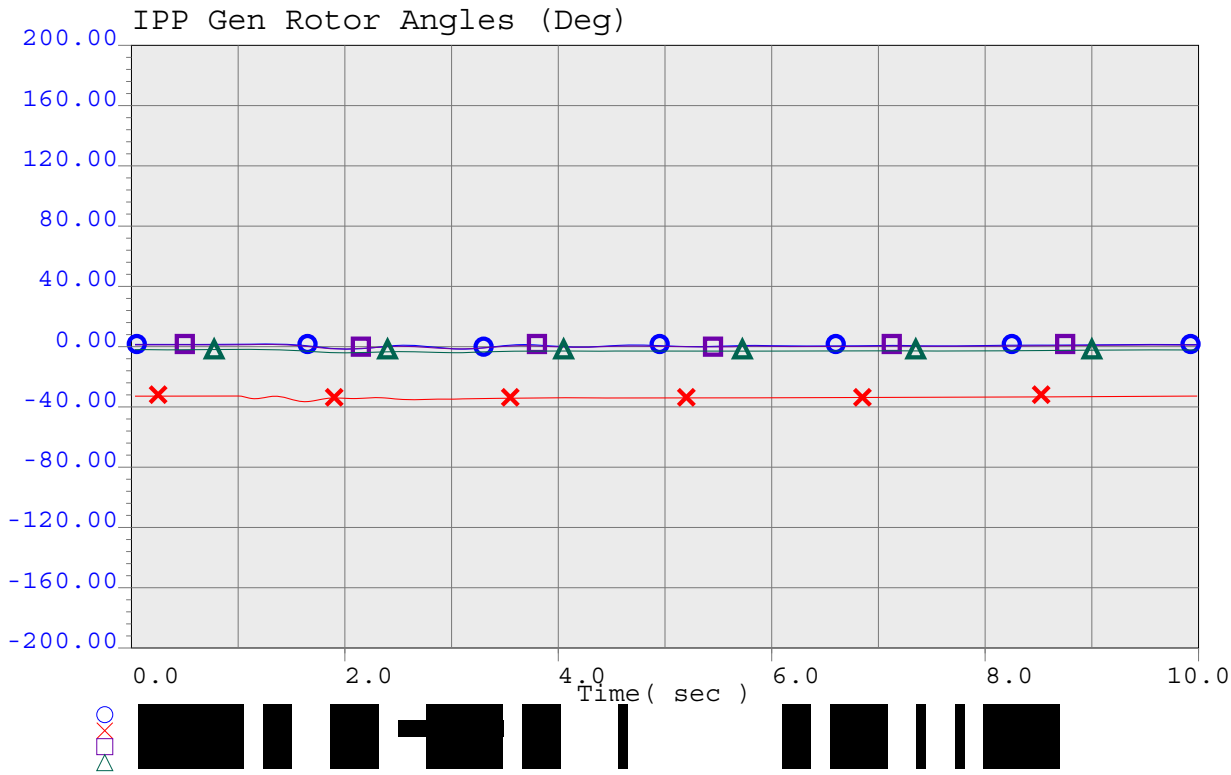


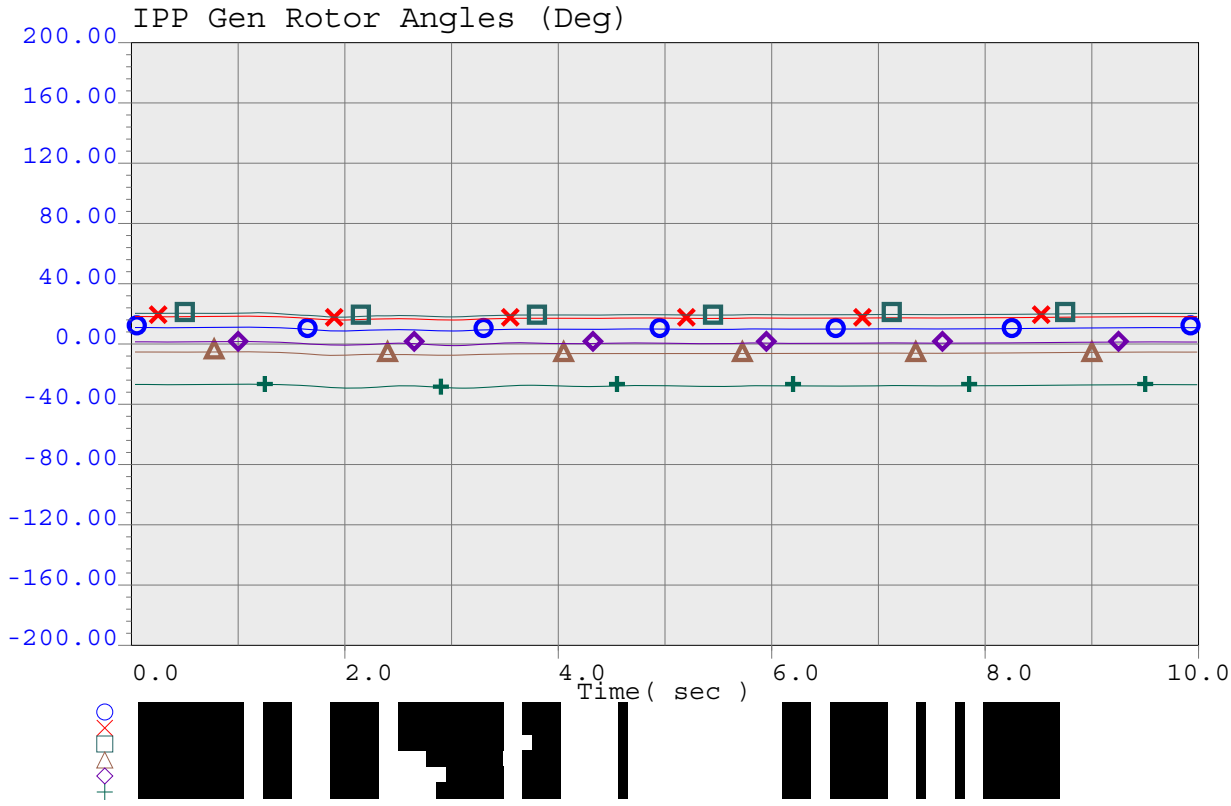




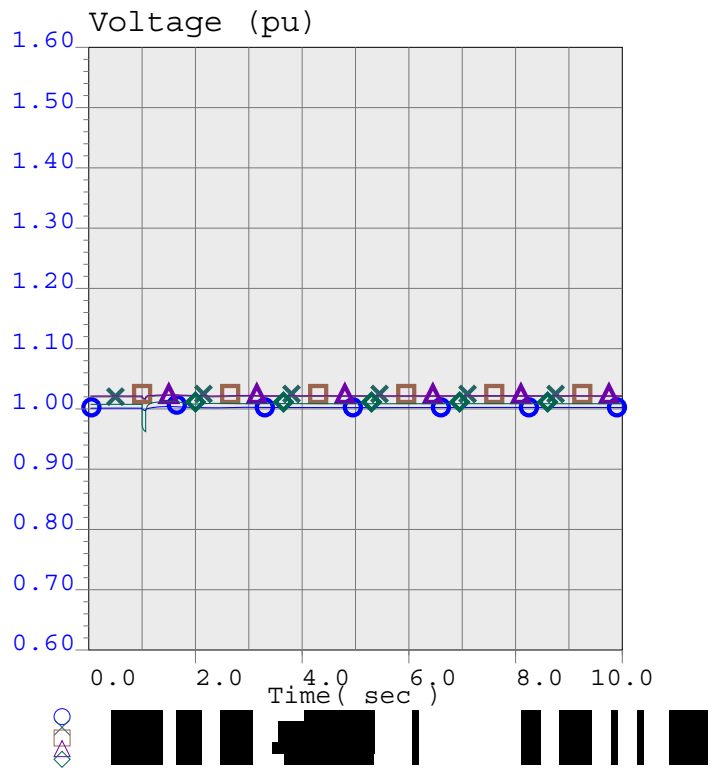


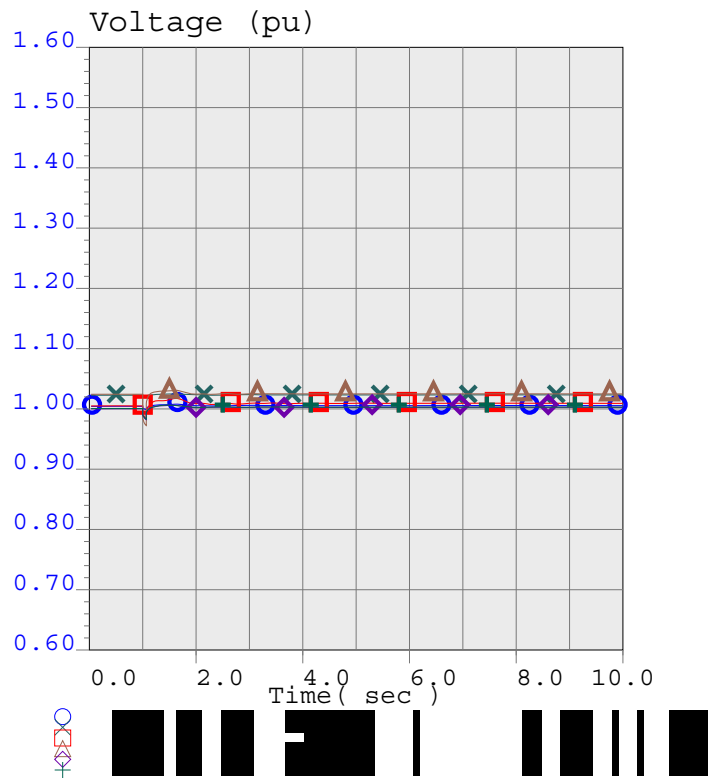
SYSTEM IMPACT STUDY (Rotor Angles)

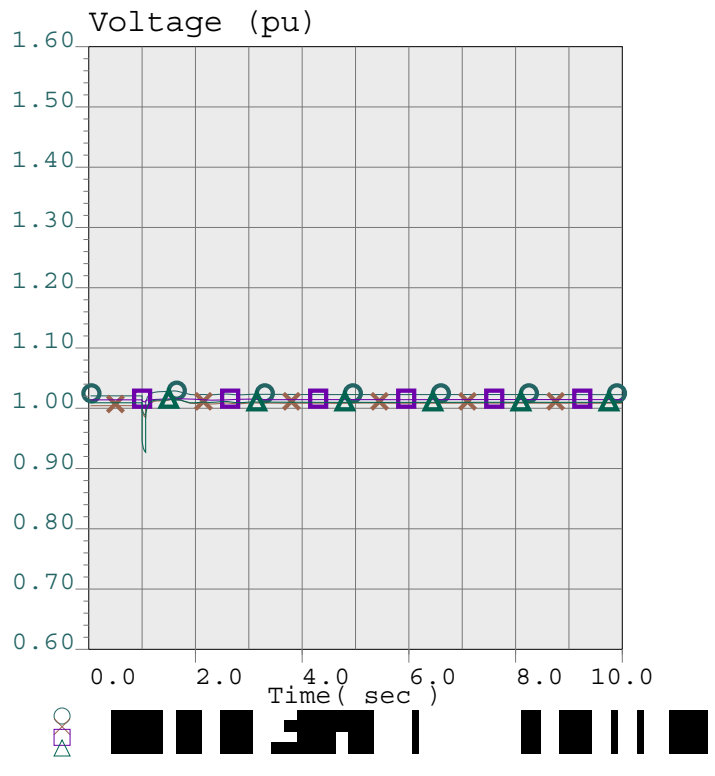


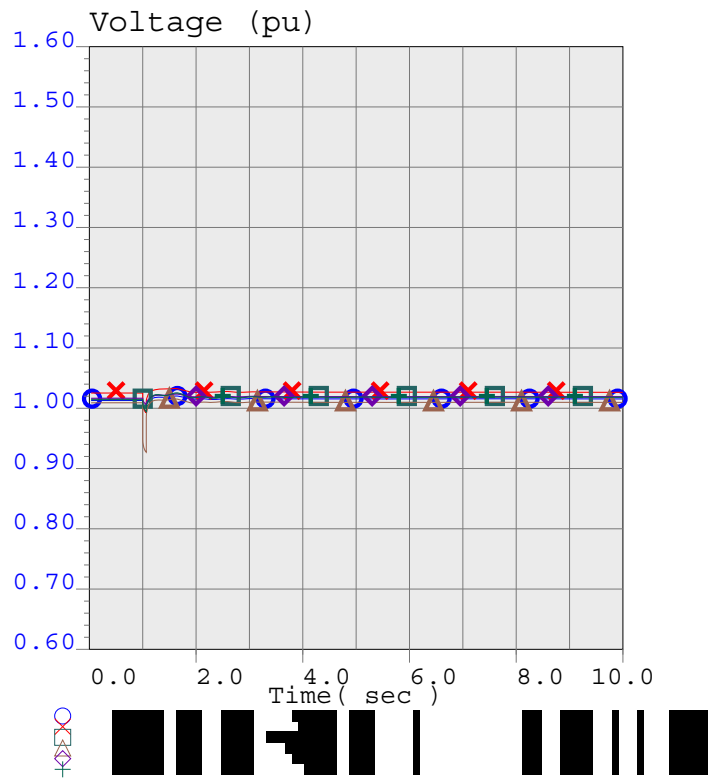


SYSTEM IMPACT STUDY (Voltage)

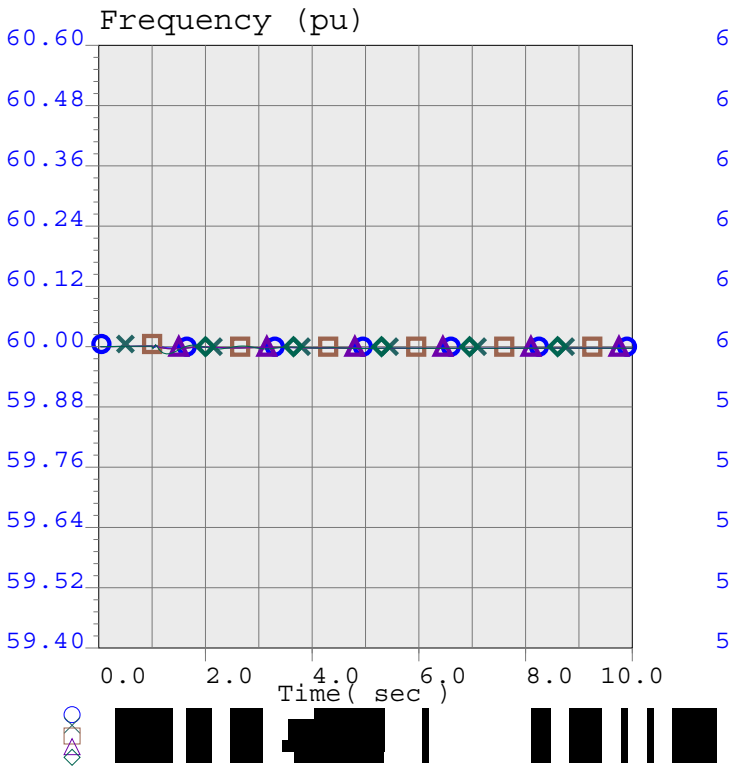


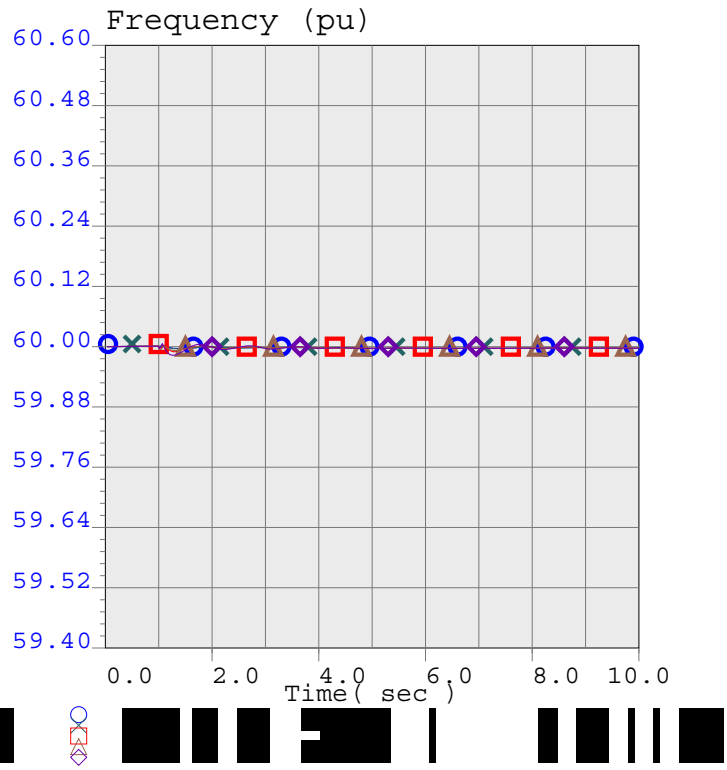


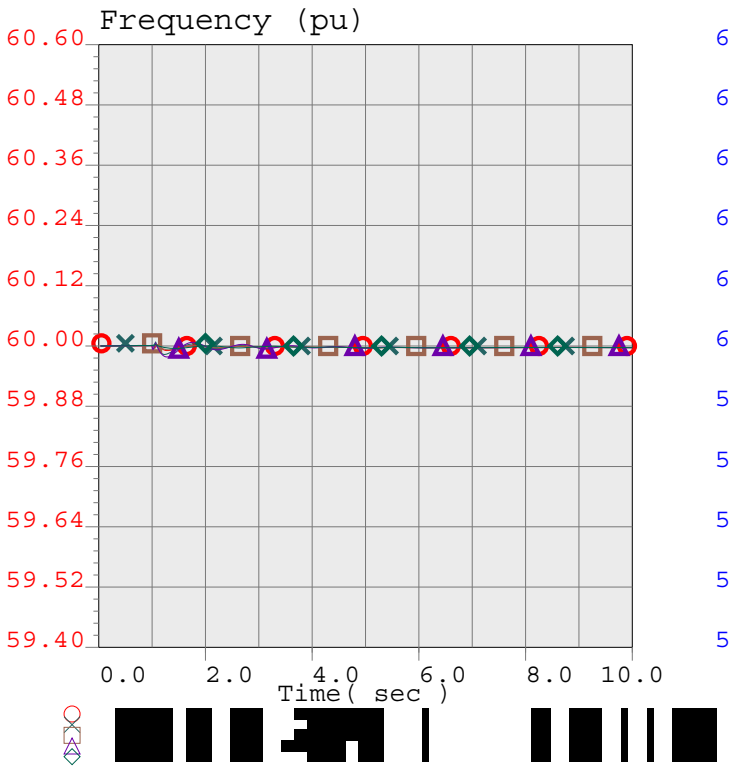


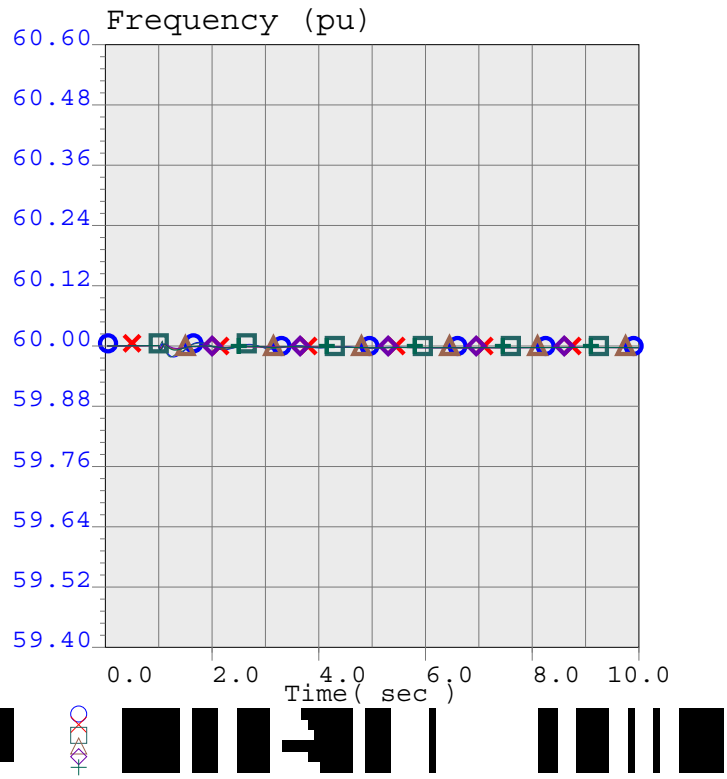


SYSTEM IMPACT STUDY (Frequency)

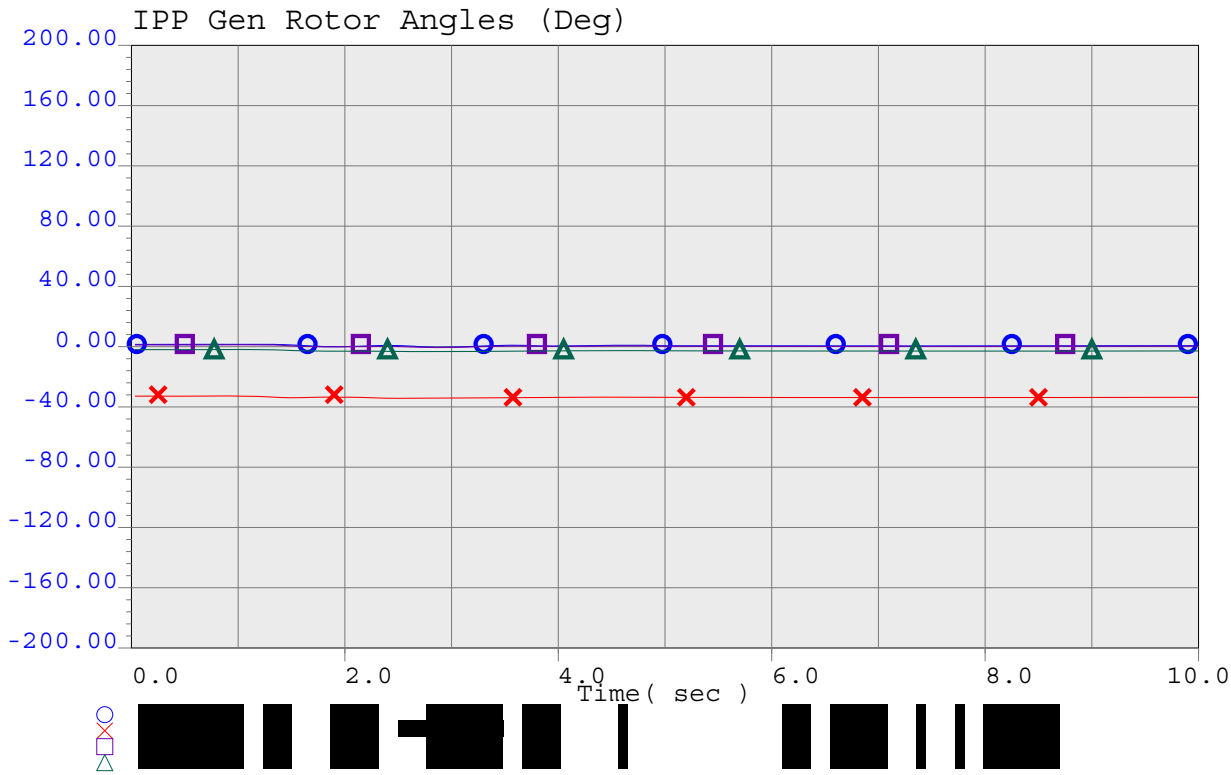


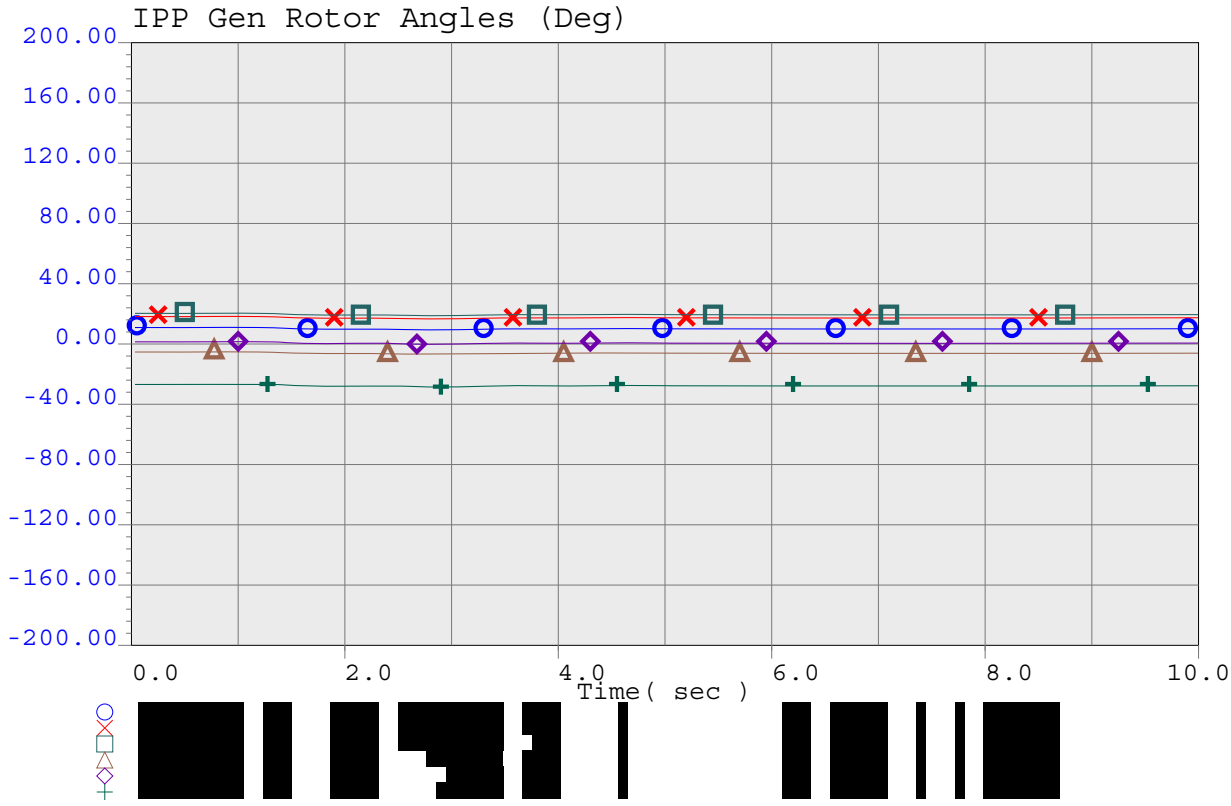




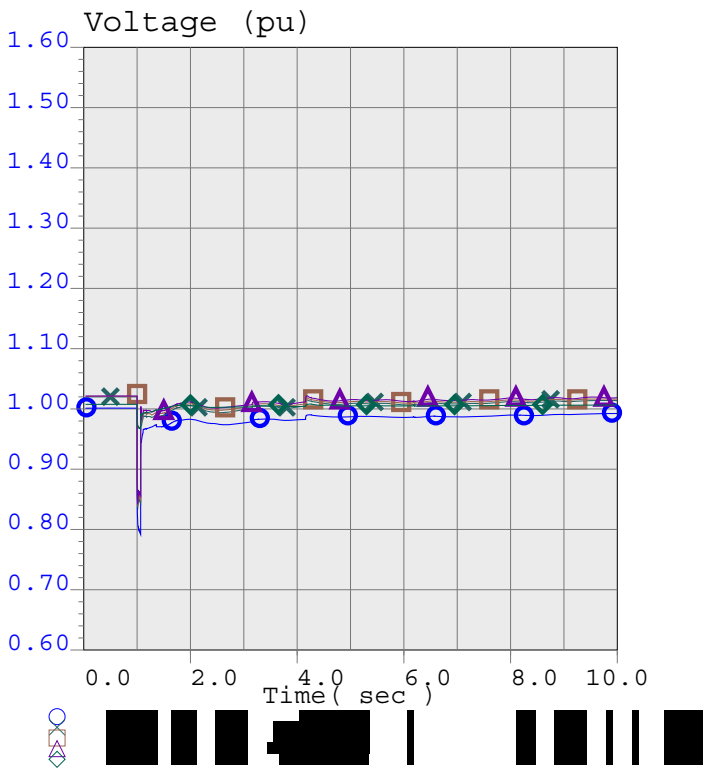


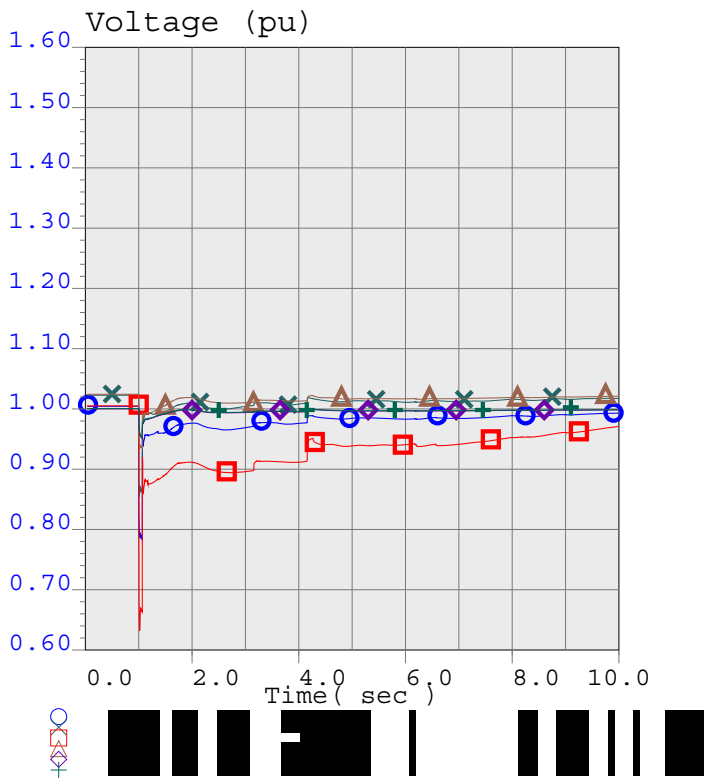
SYSTEM IMPACT STUDY (Rotor Angles)

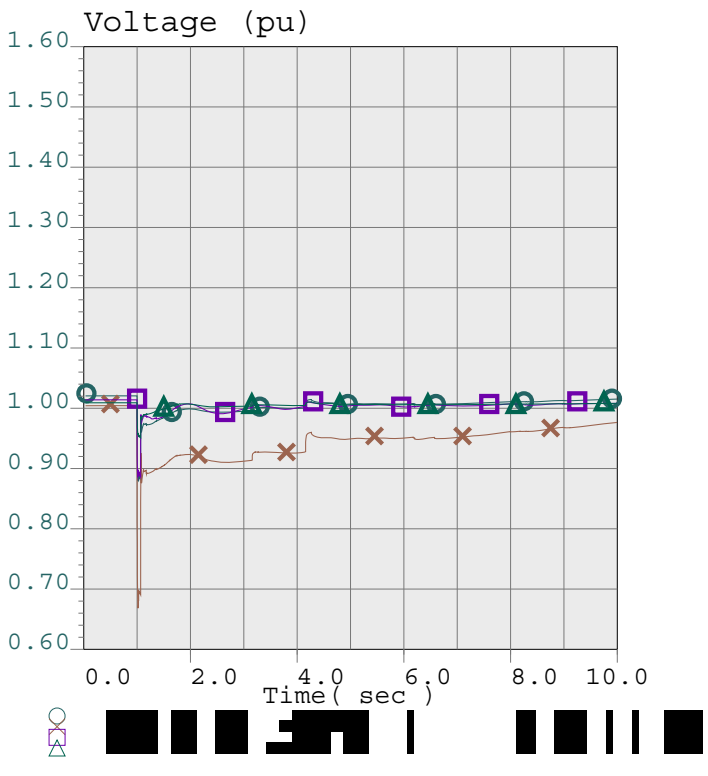


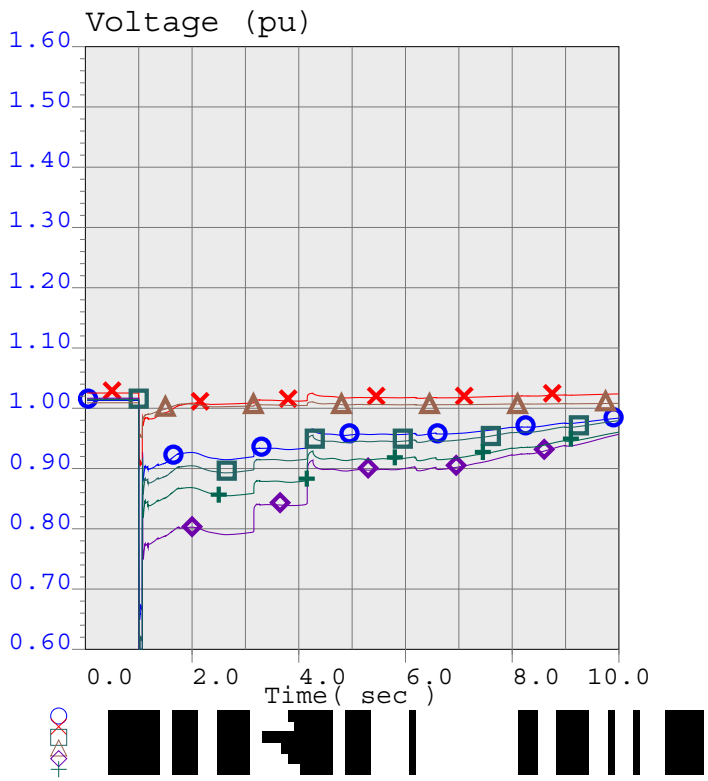


SYSTEM IMPACT STUDY (Voltage)









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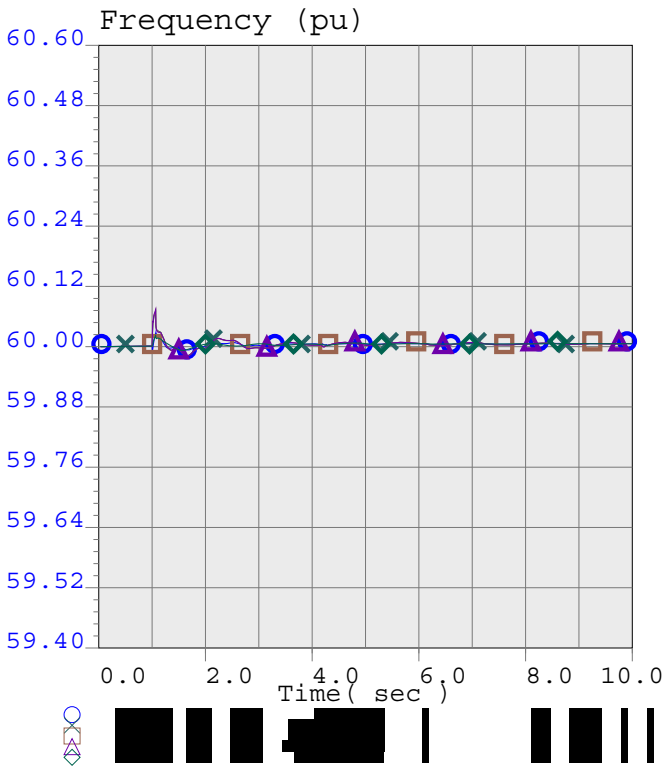
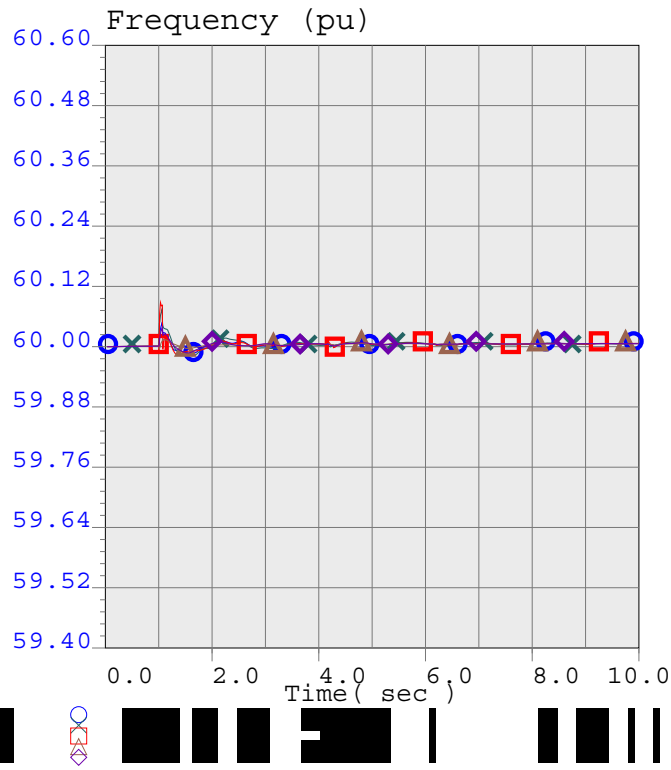
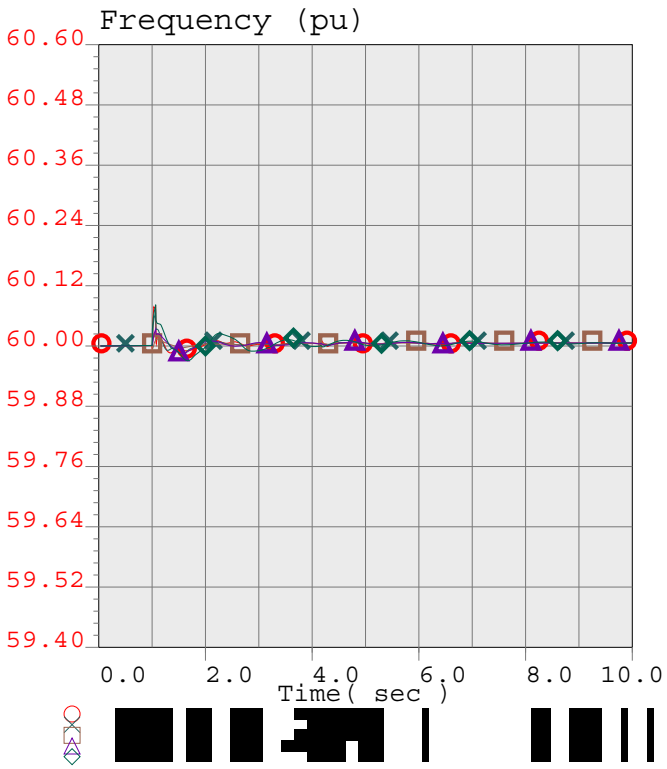
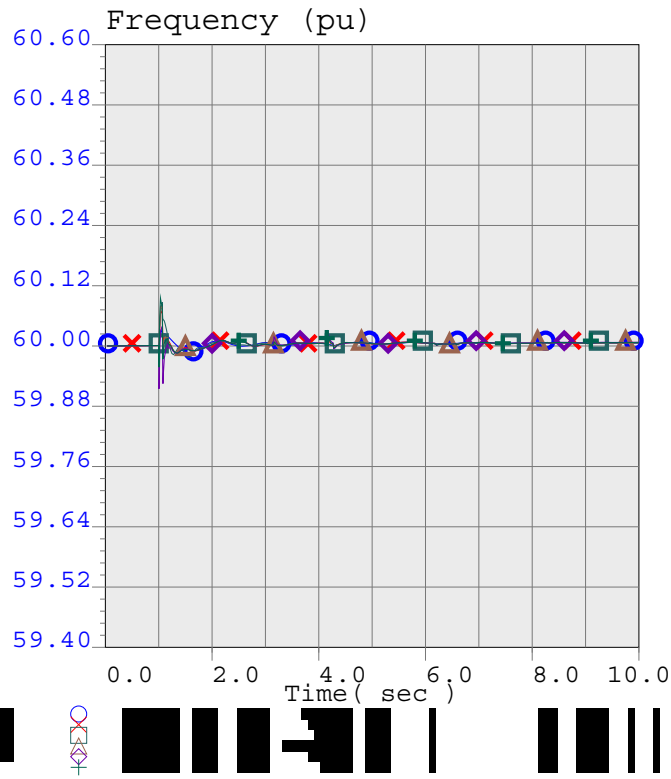
SYSTEM IMPACT STUDY (Frequency)

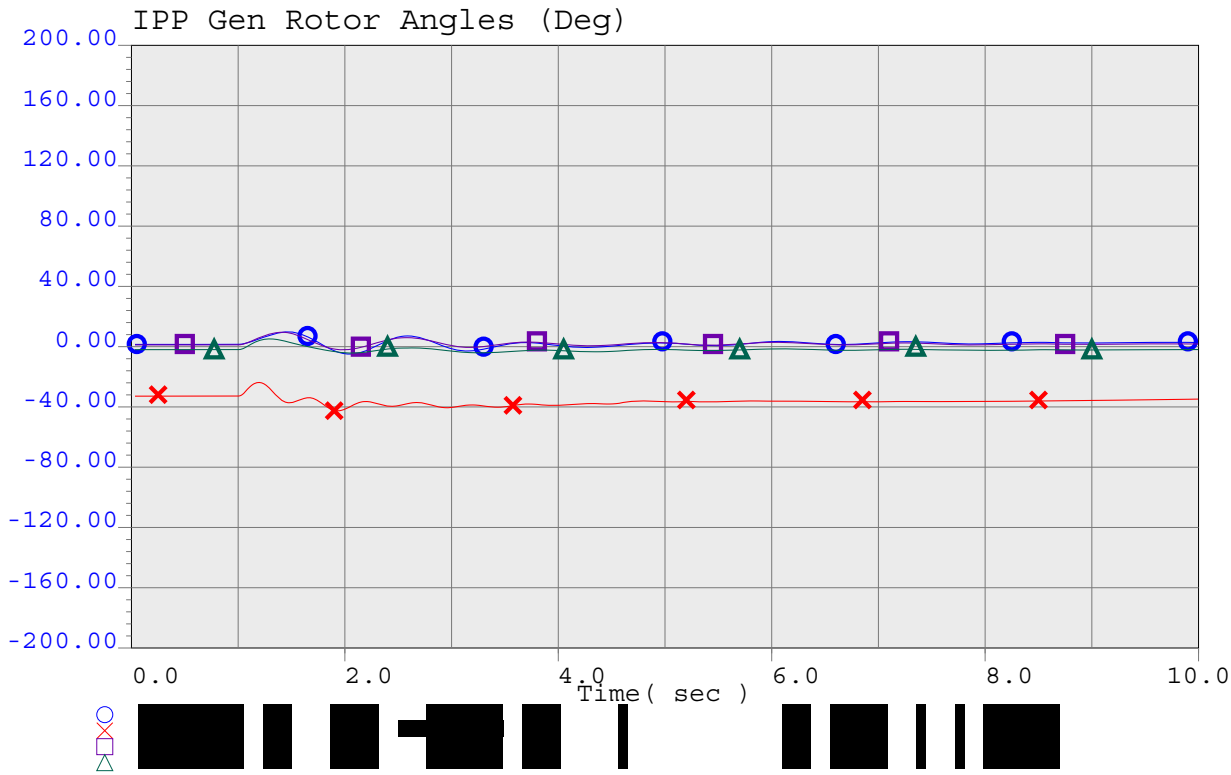


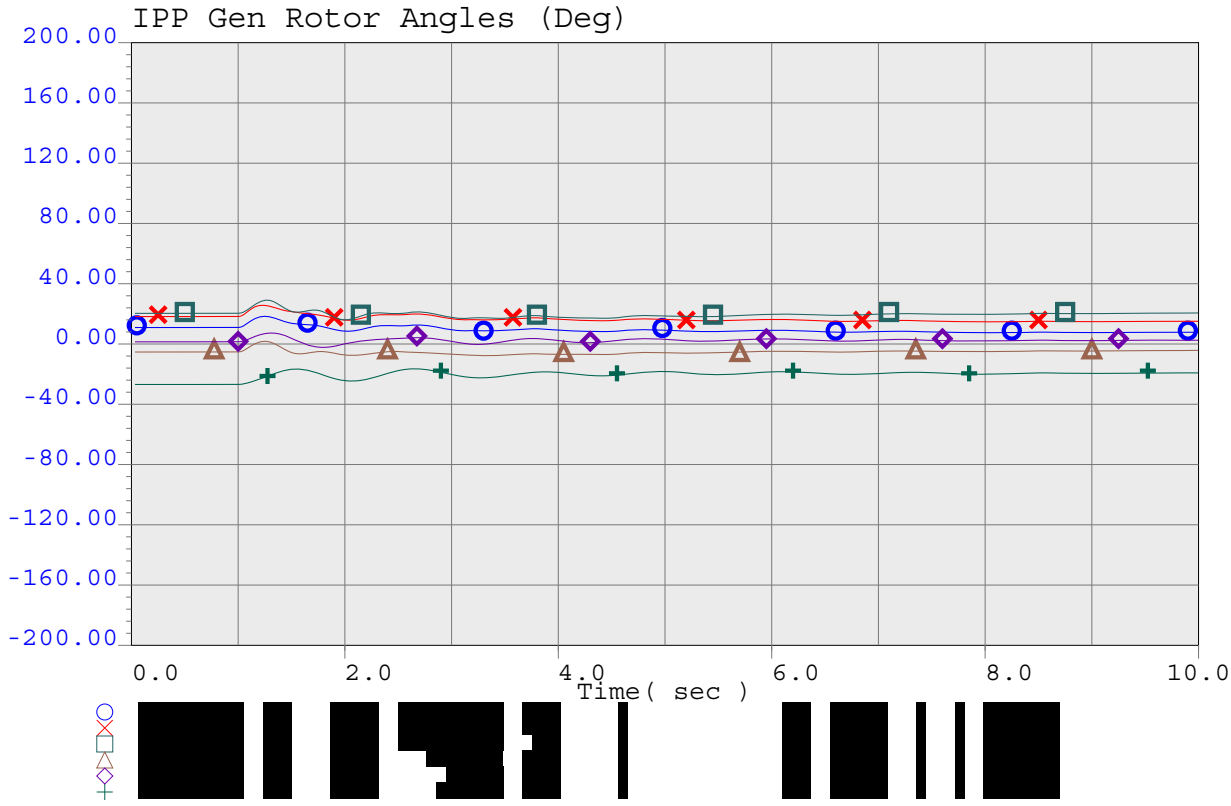




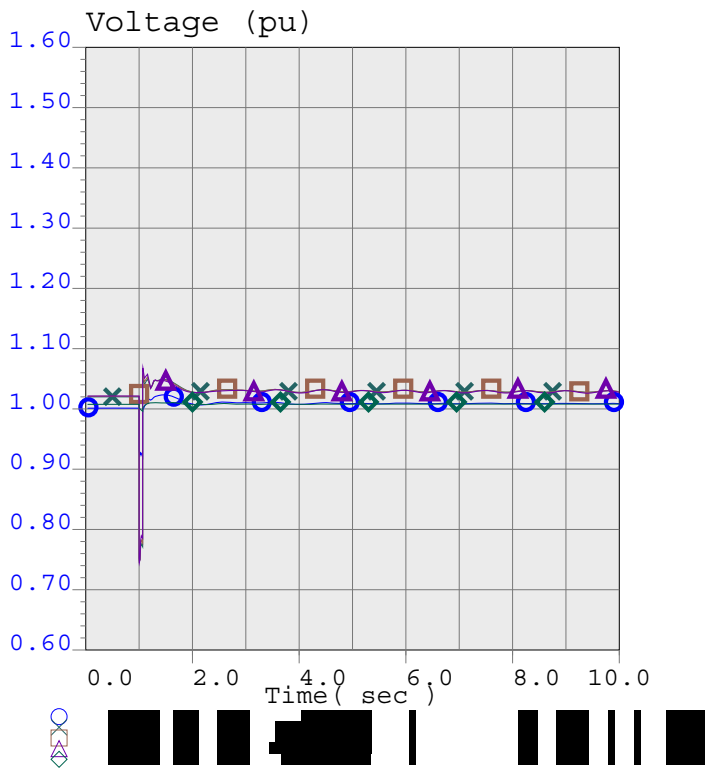


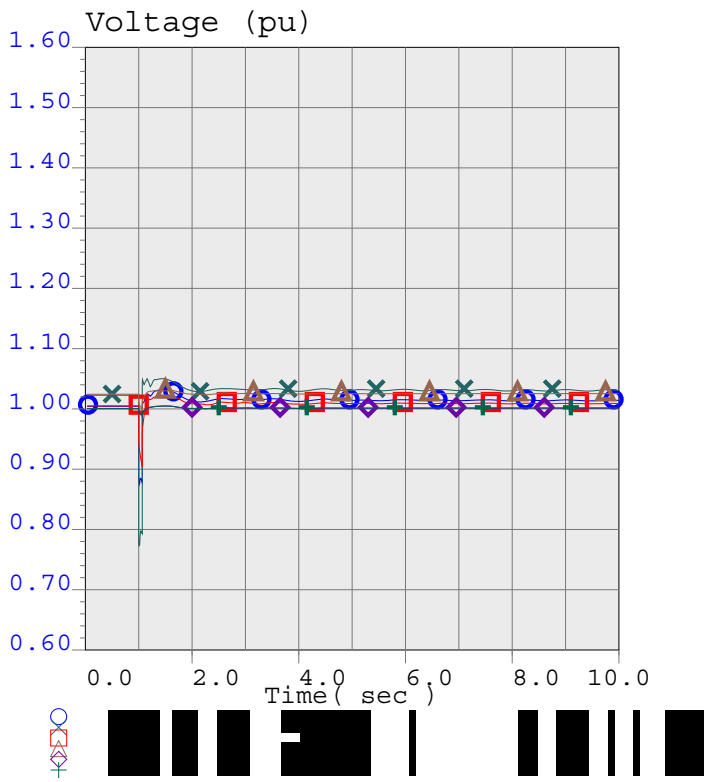
SYSTEM IMPACT STUDY (Rotor Angles)

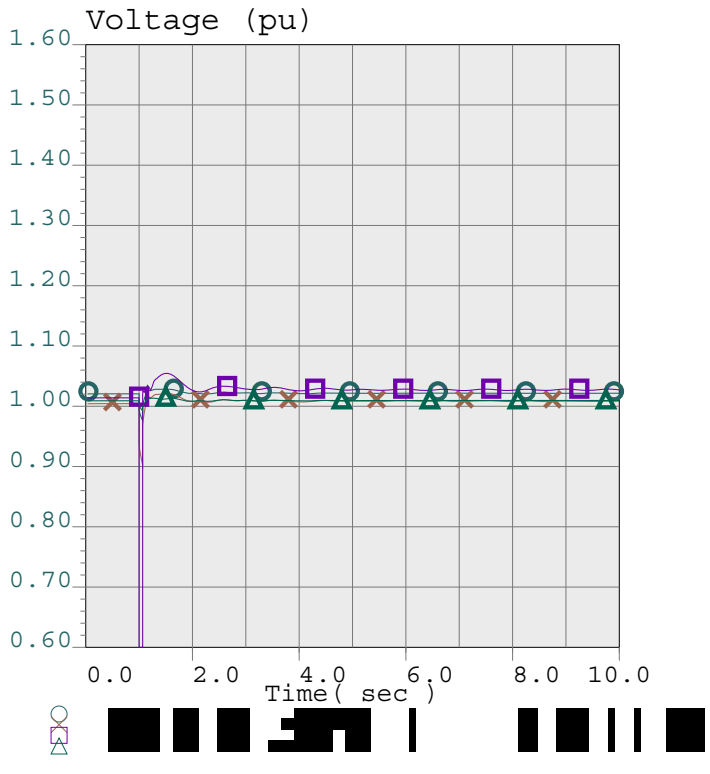


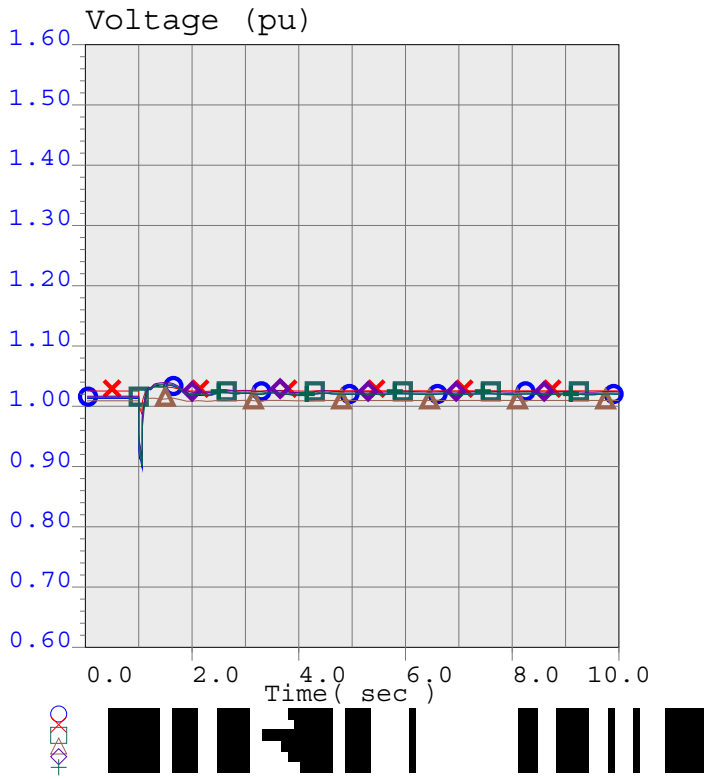


SYSTEM IMPACT STUDY (Voltage)

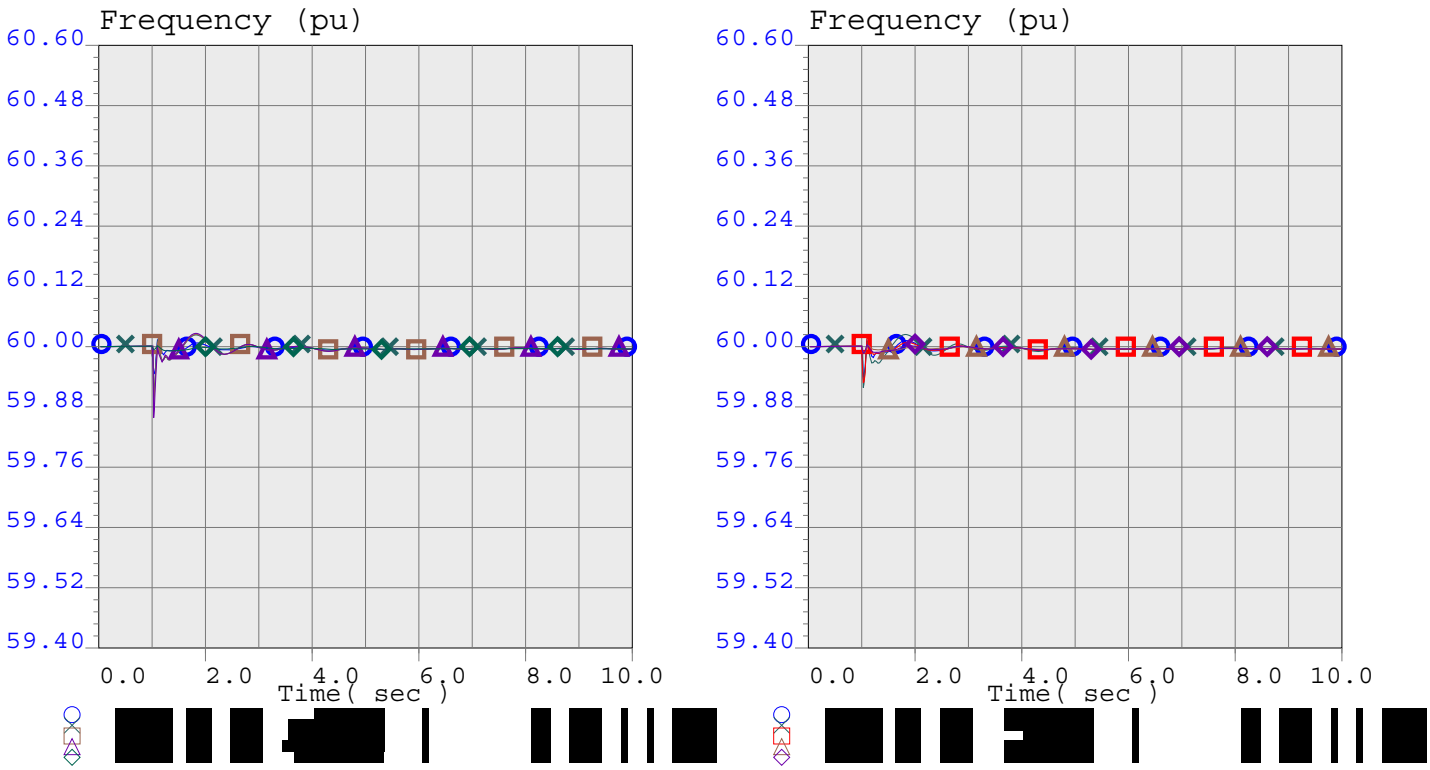


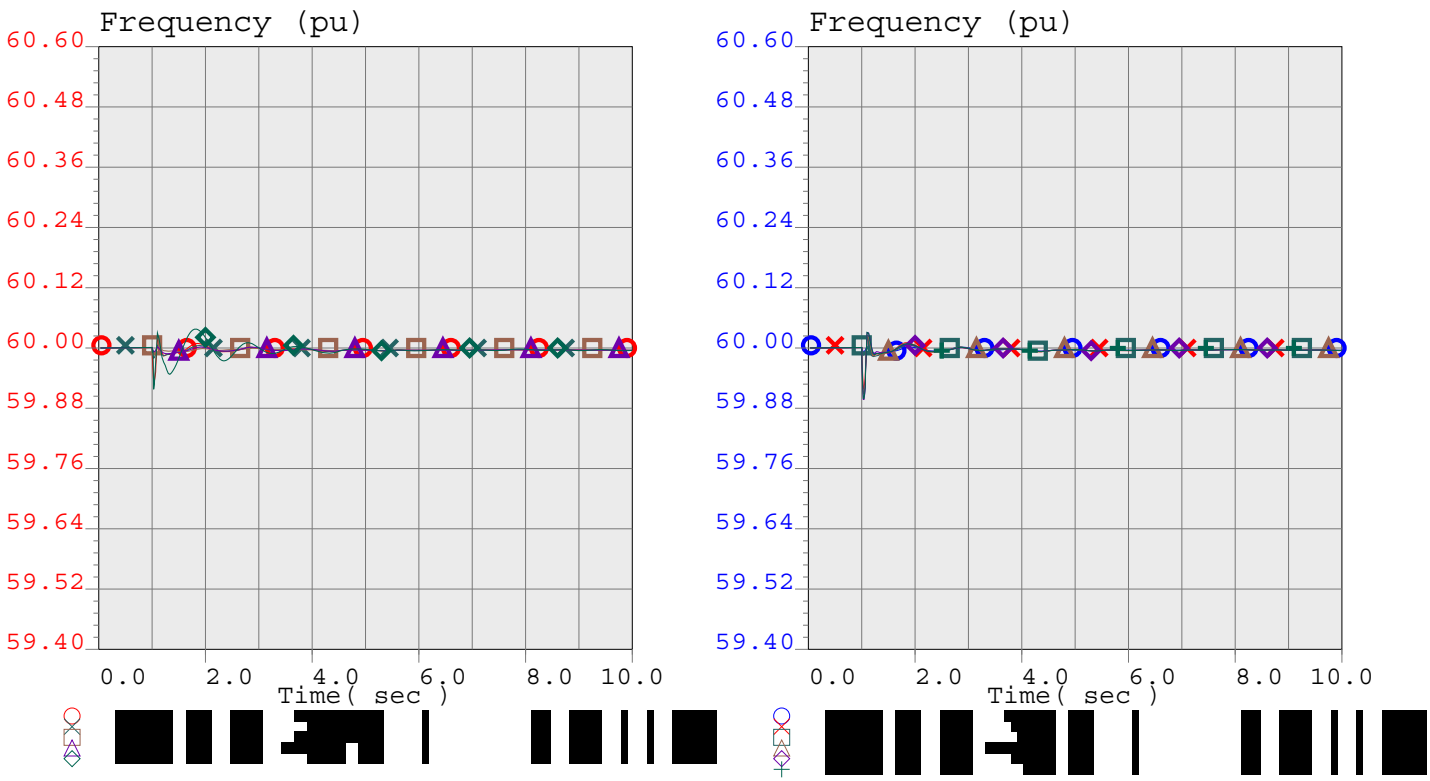




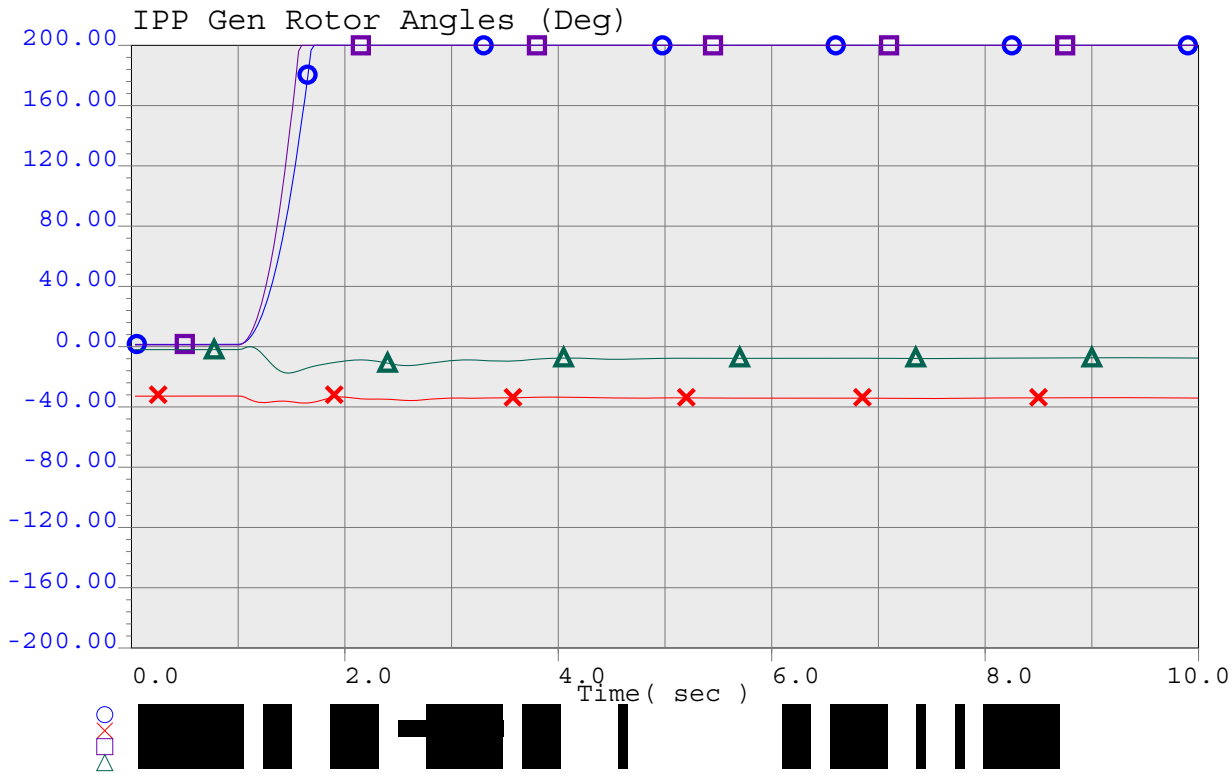


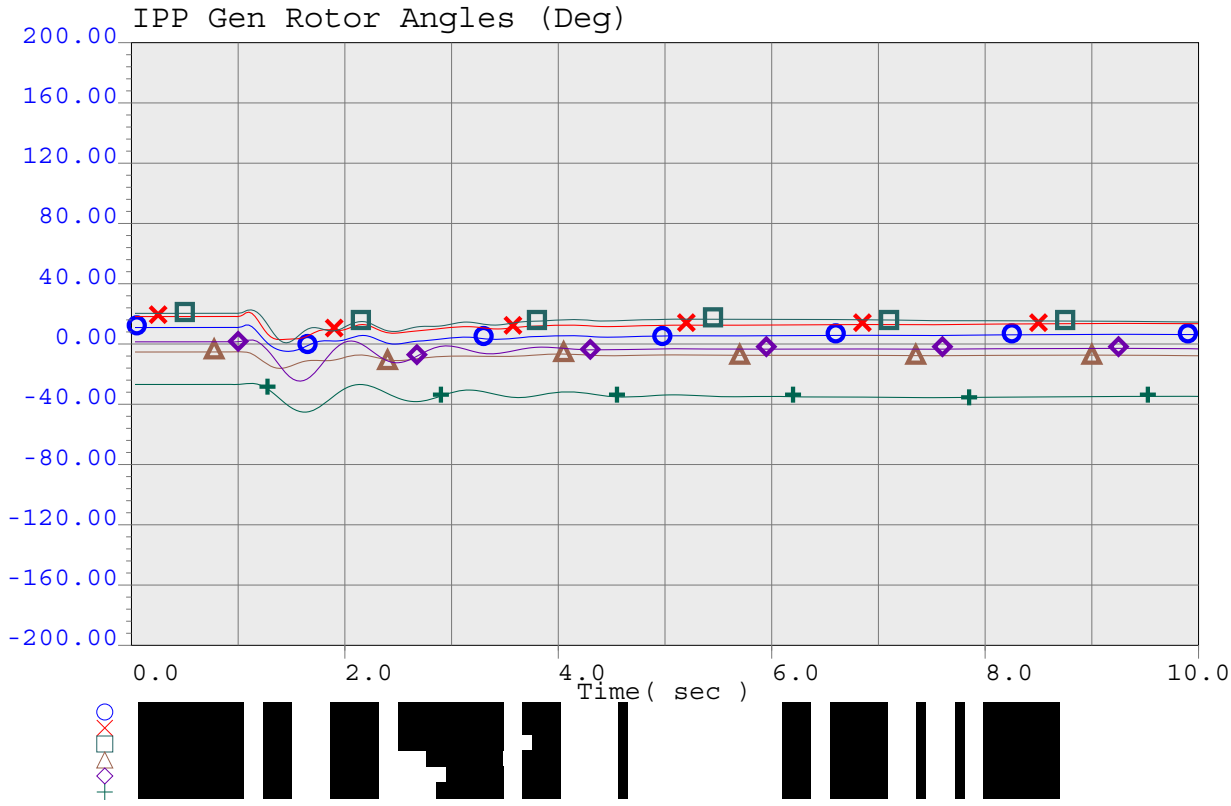
SYSTEM IMPACT STUDY (Frequency)



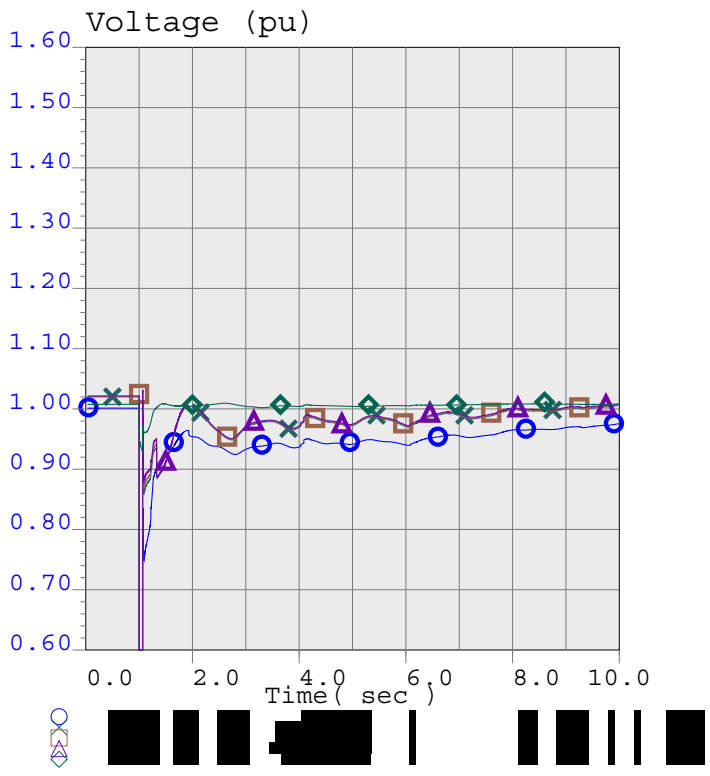


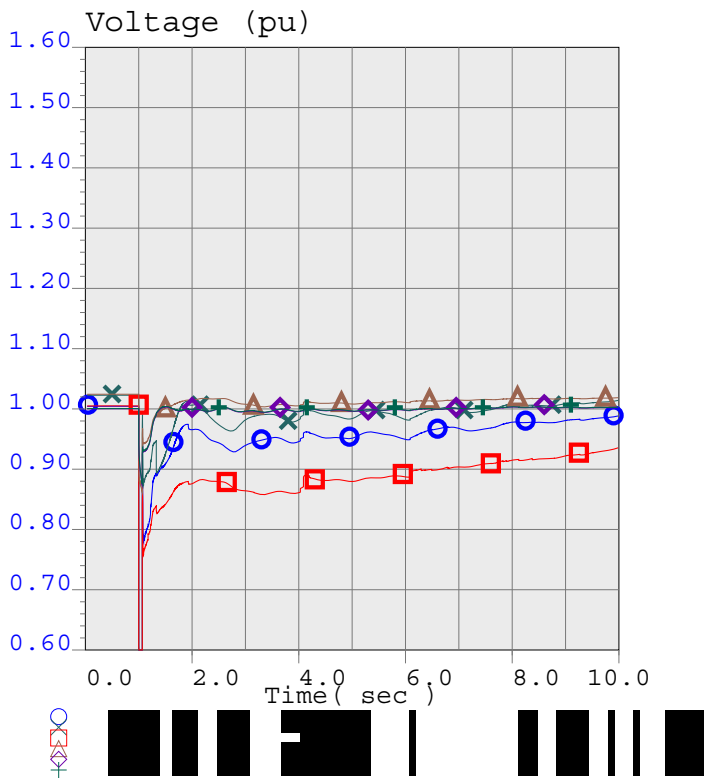
SYSTEM IMPACT STUDY (Rotor Angles)

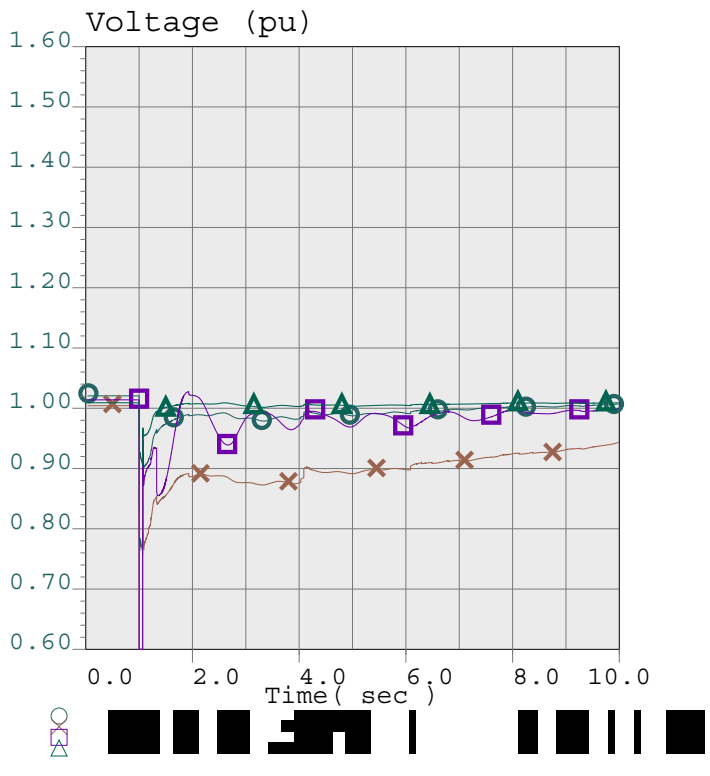


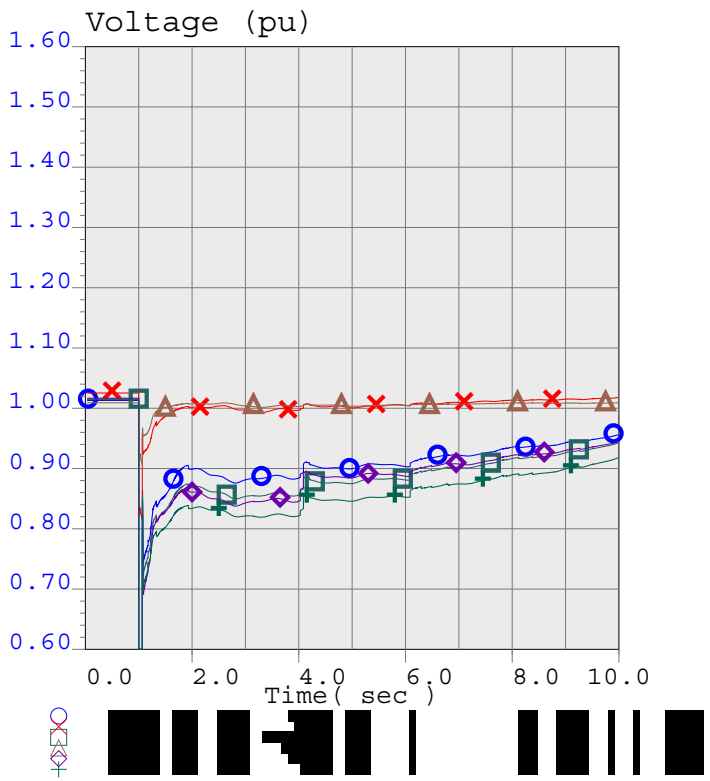


SYSTEM IMPACT STUDY (Voltage)

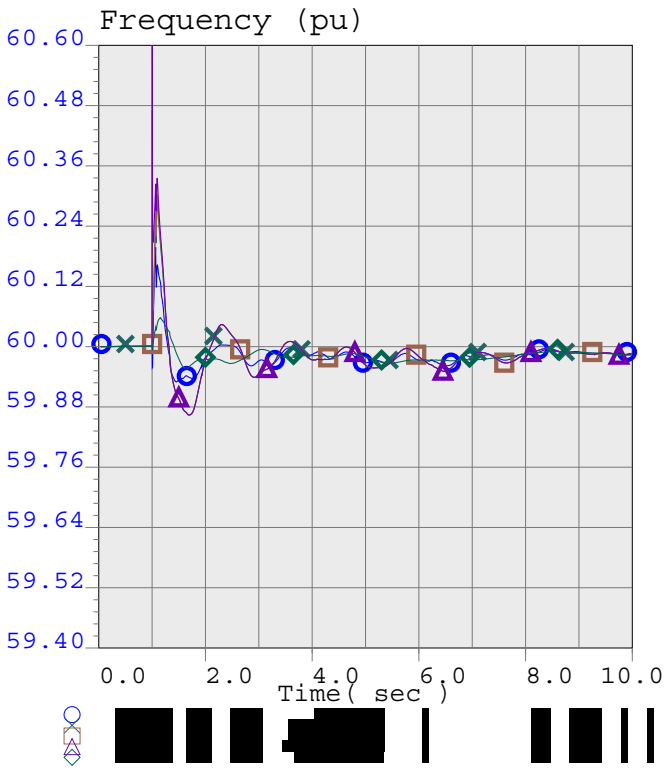


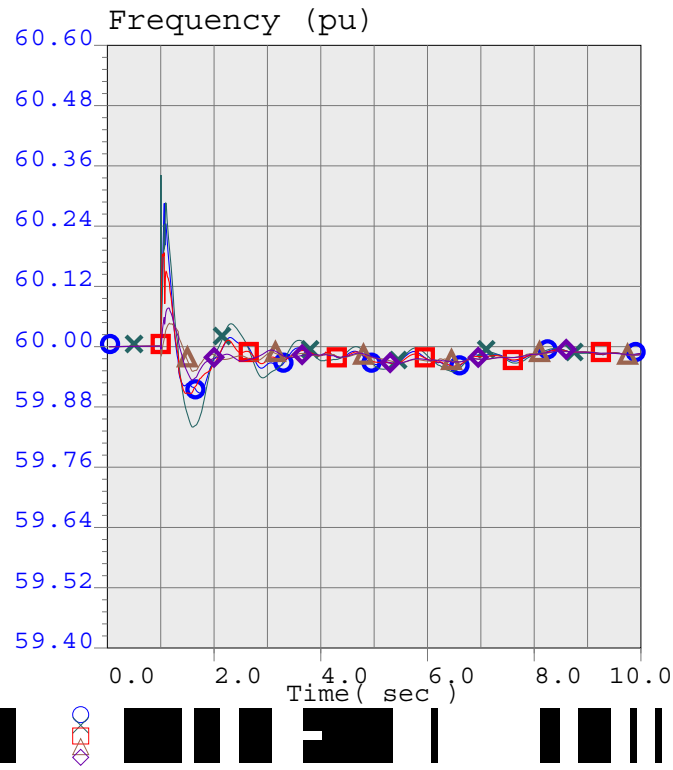


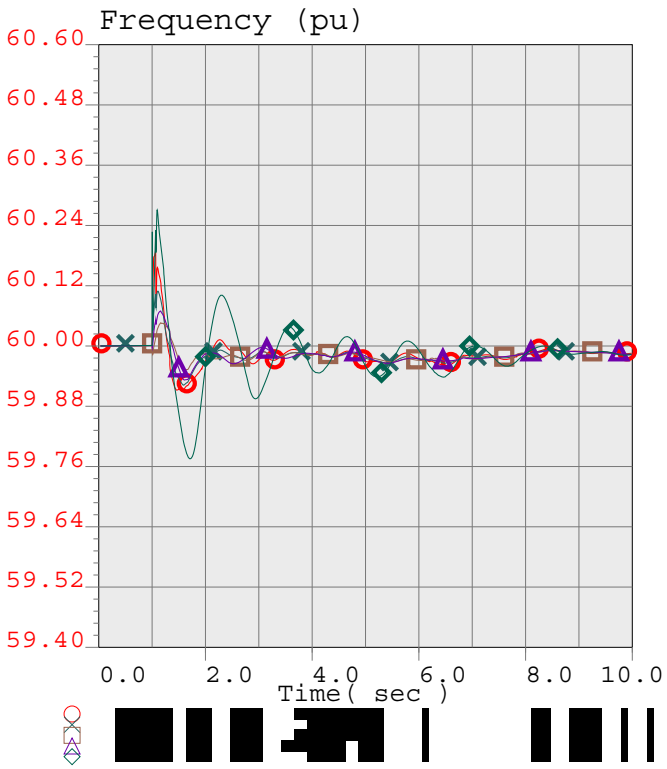


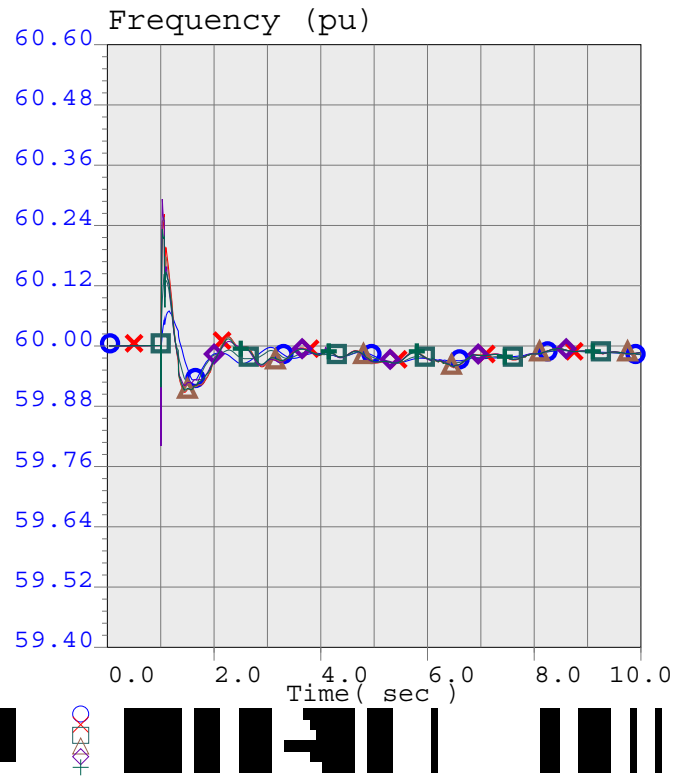


SYSTEM IMPACT STUDY (Frequency)

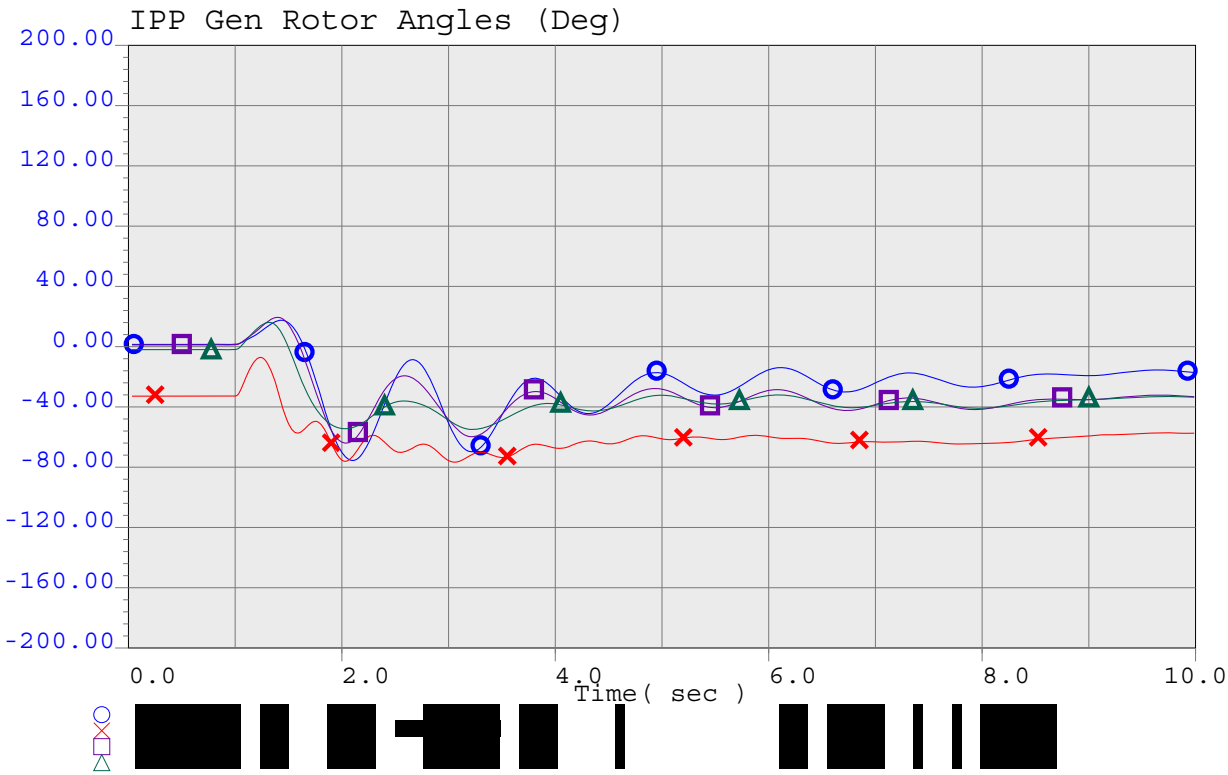


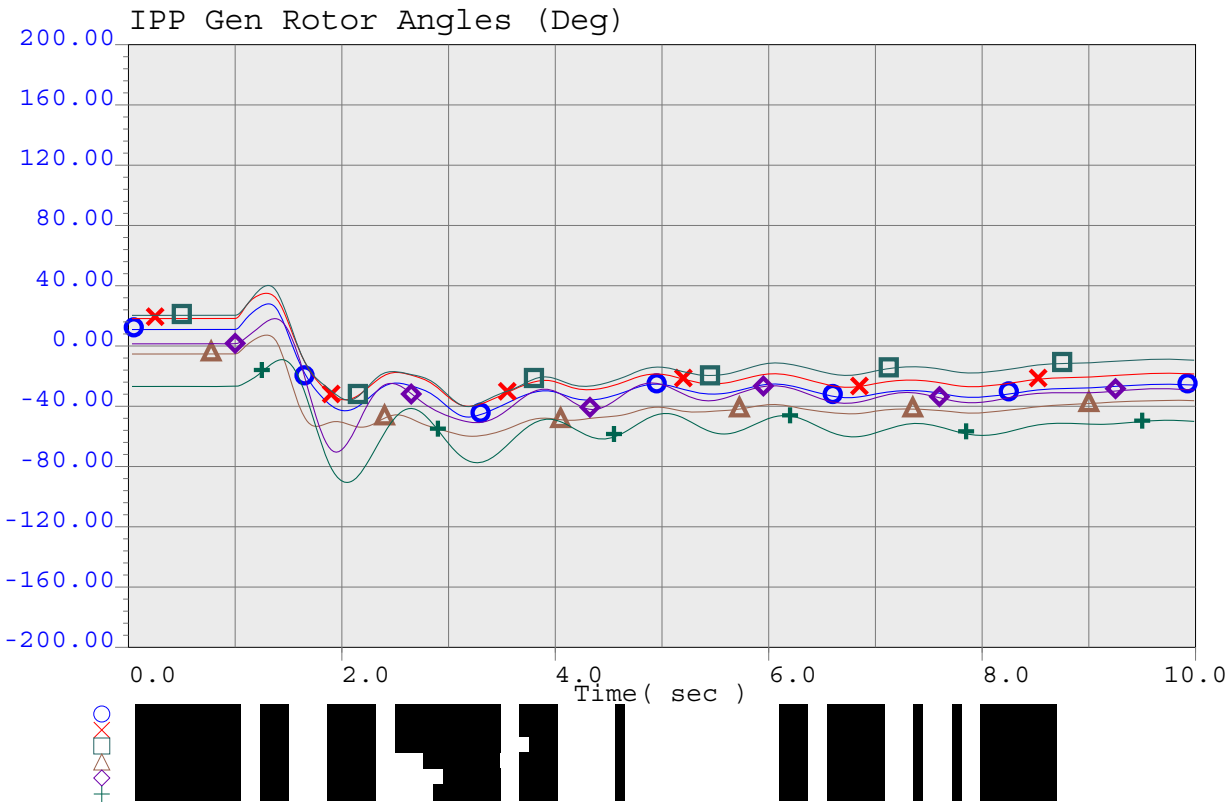




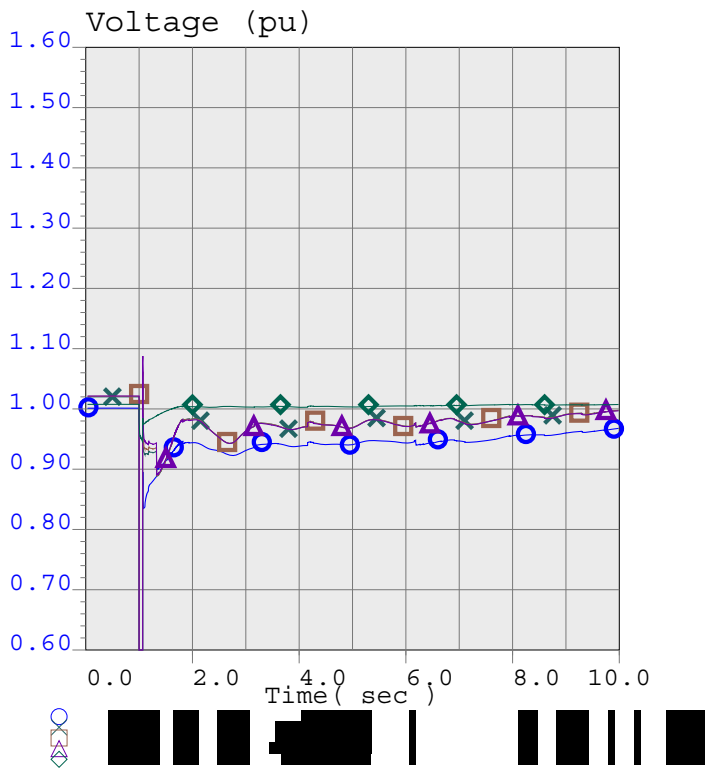


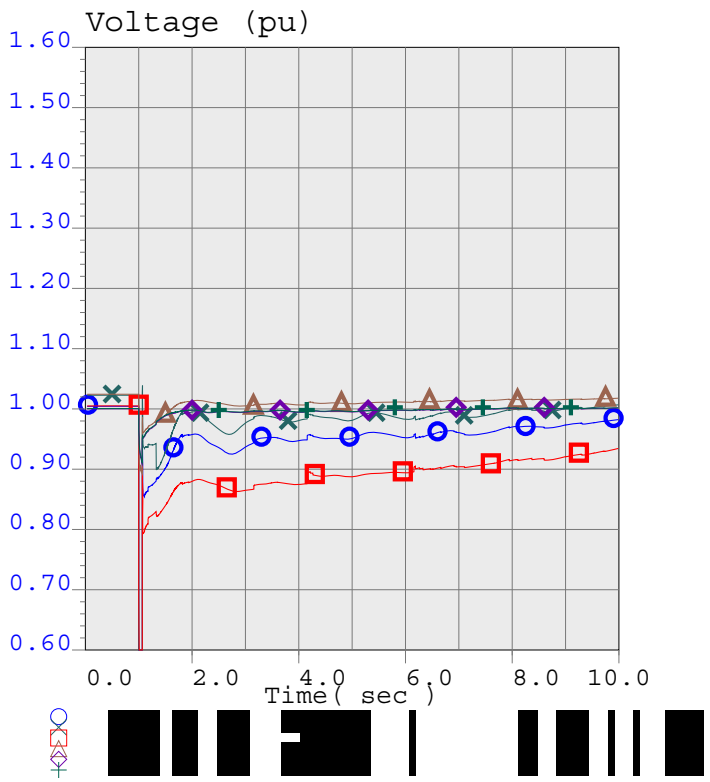
SYSTEM IMPACT STUDY (Rotor Angles)

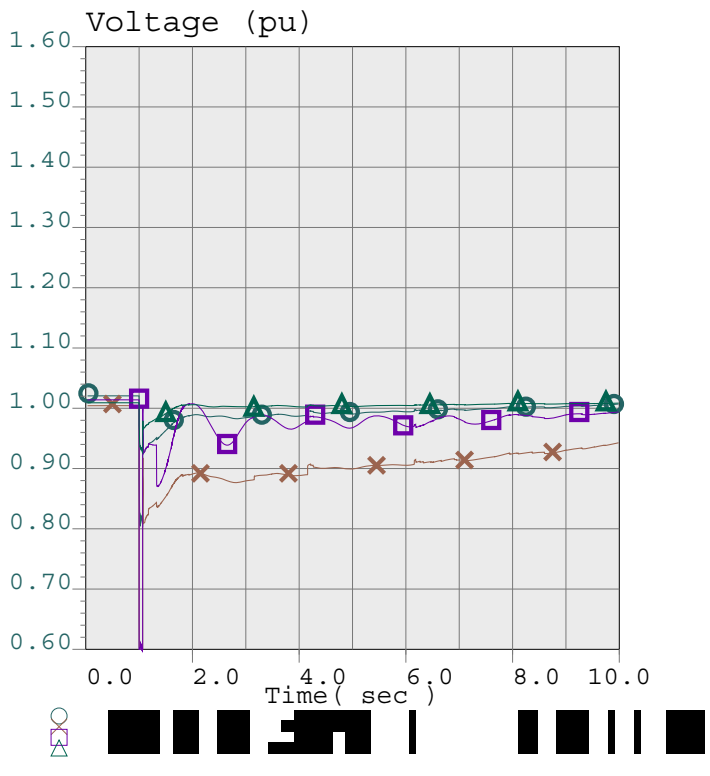


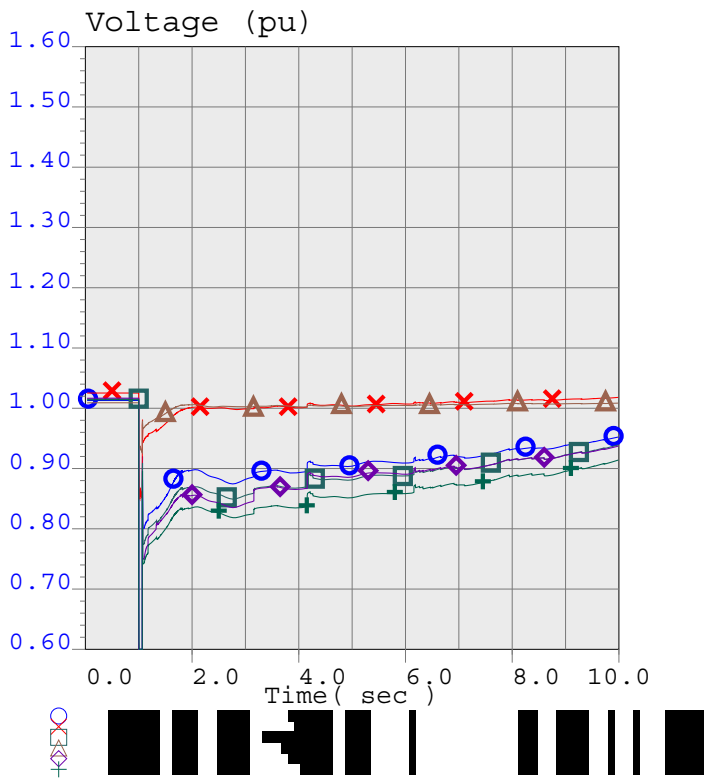


SYSTEM IMPACT STUDY (Voltage)









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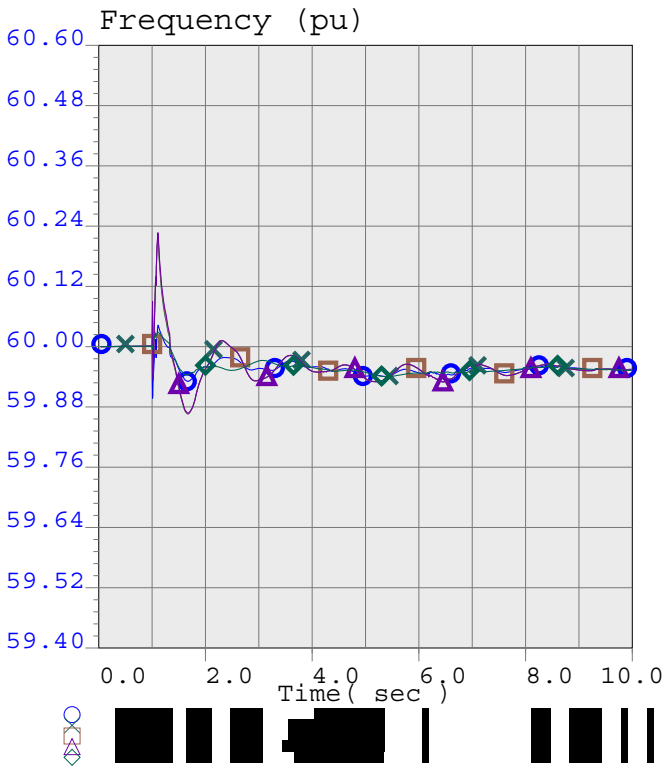
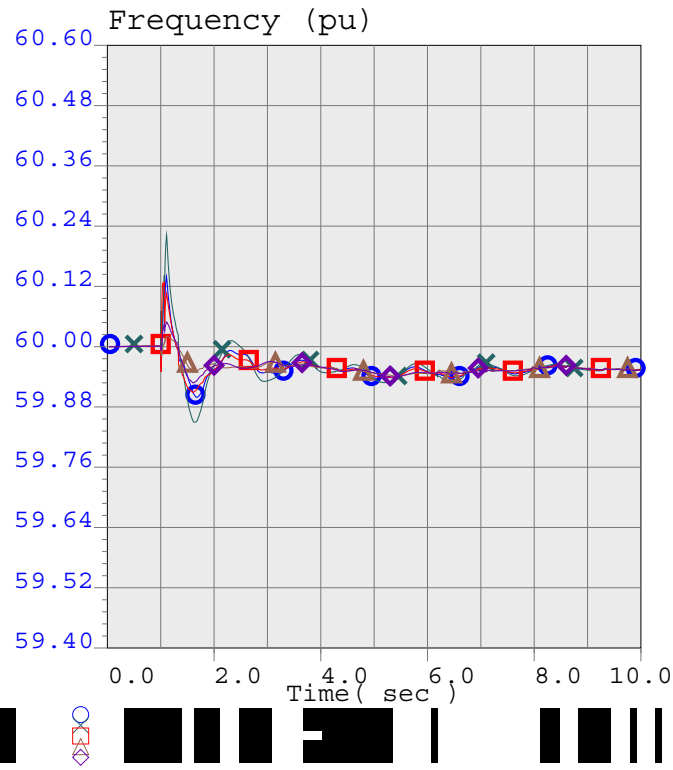
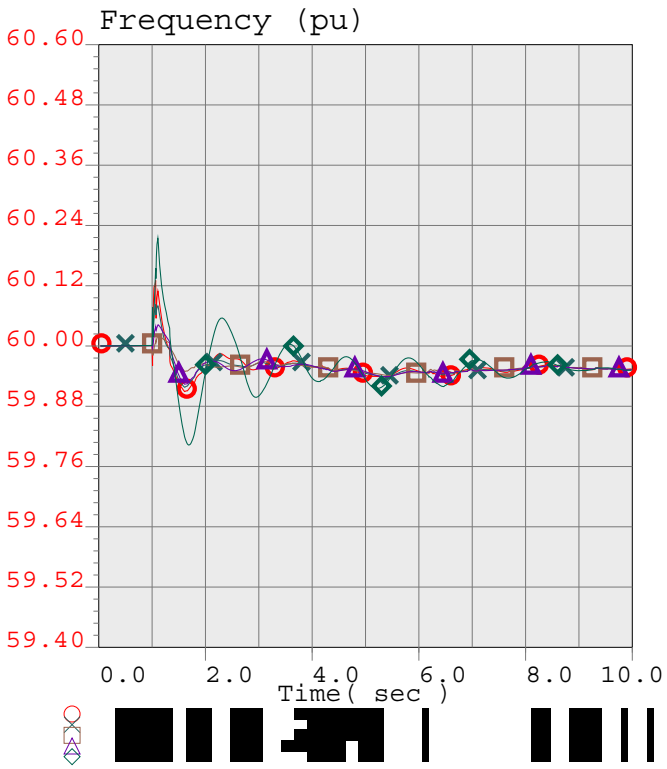
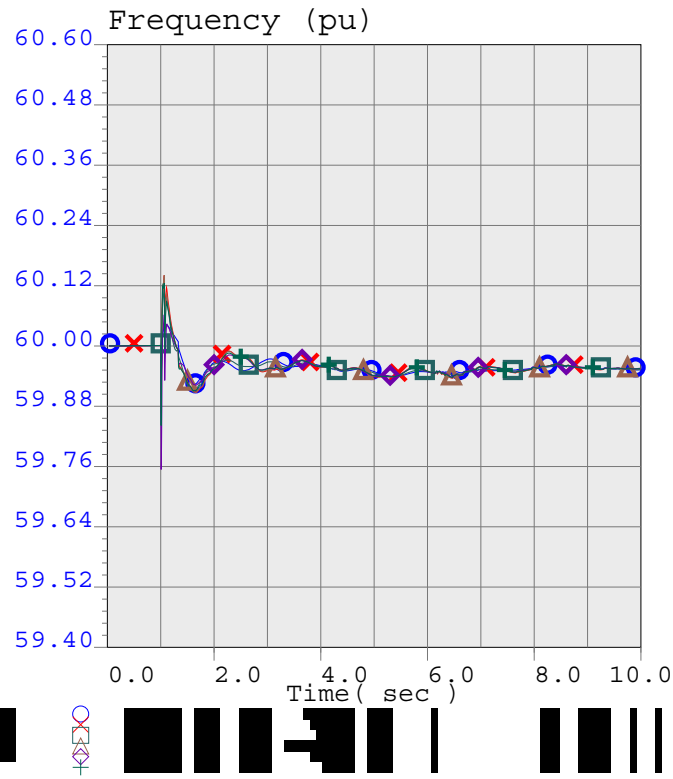
SYSTEM IMPACT STUDY (Frequency)

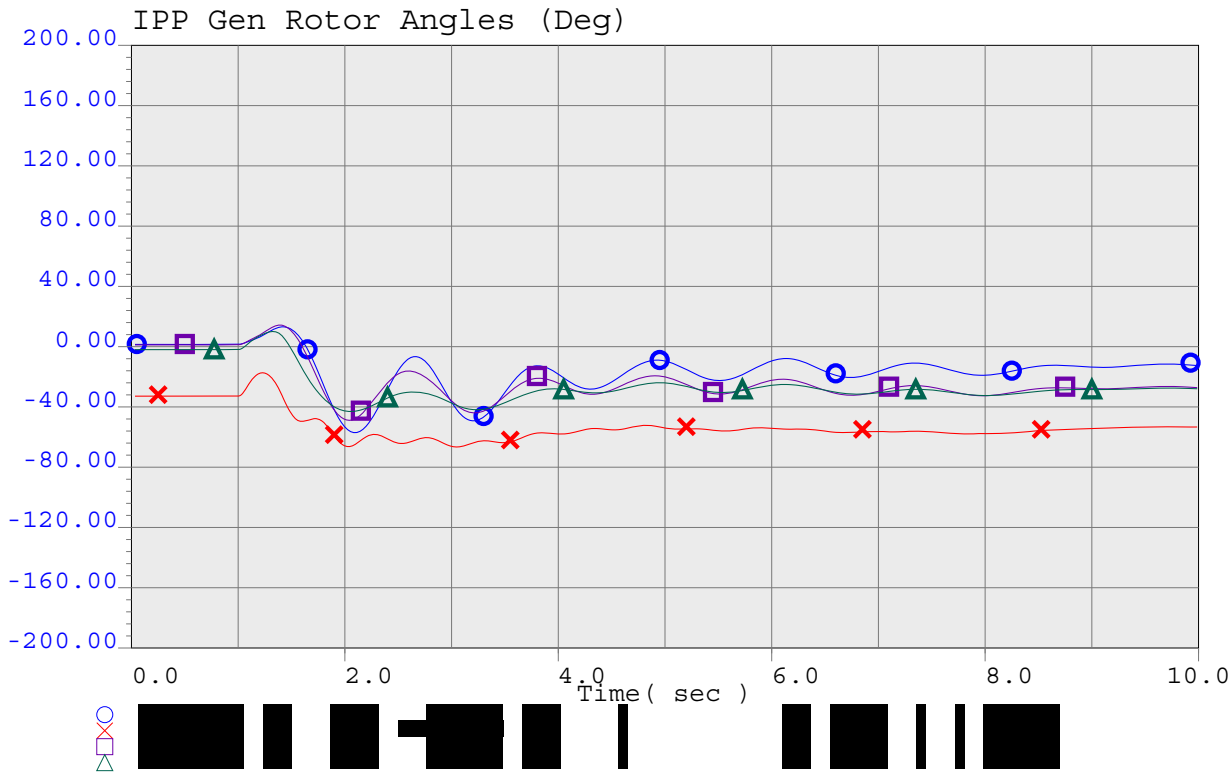


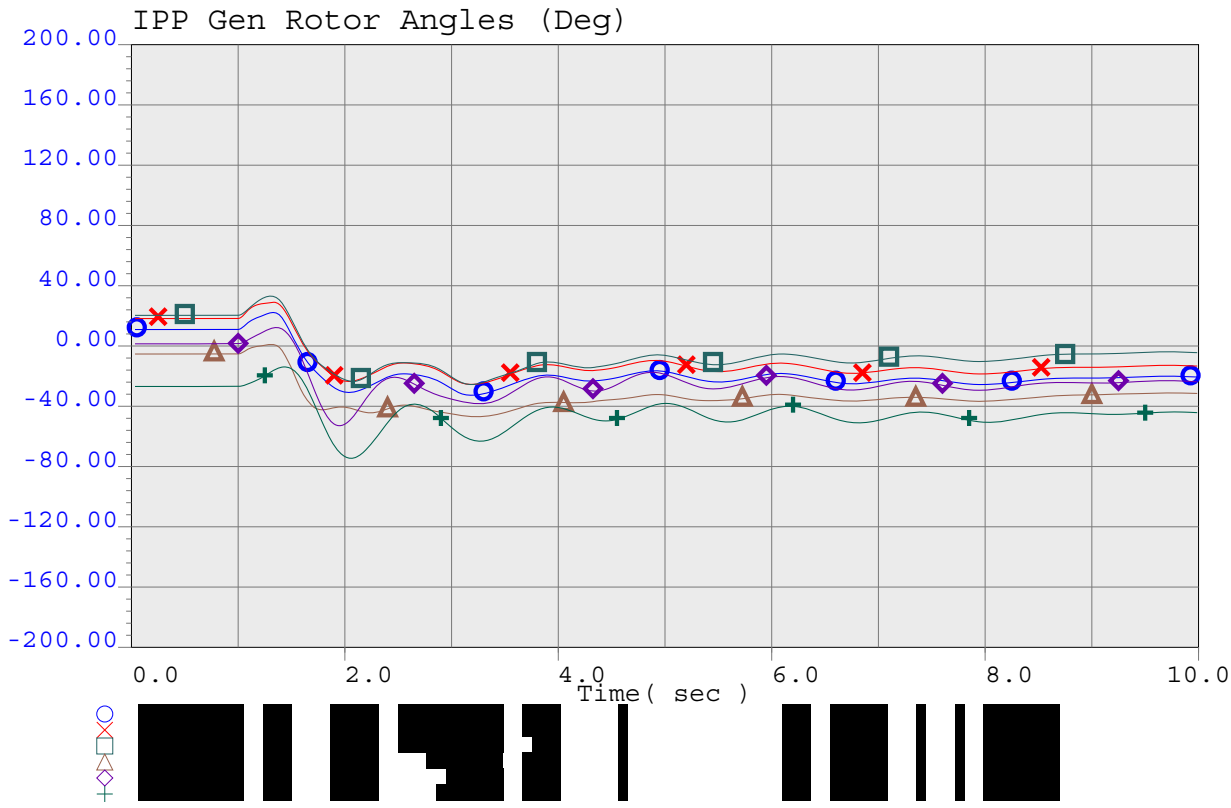




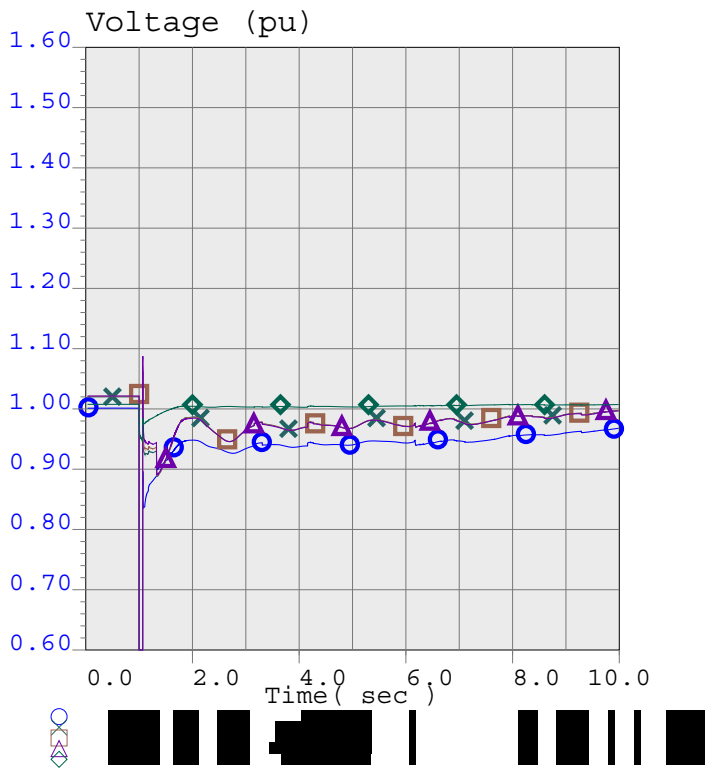


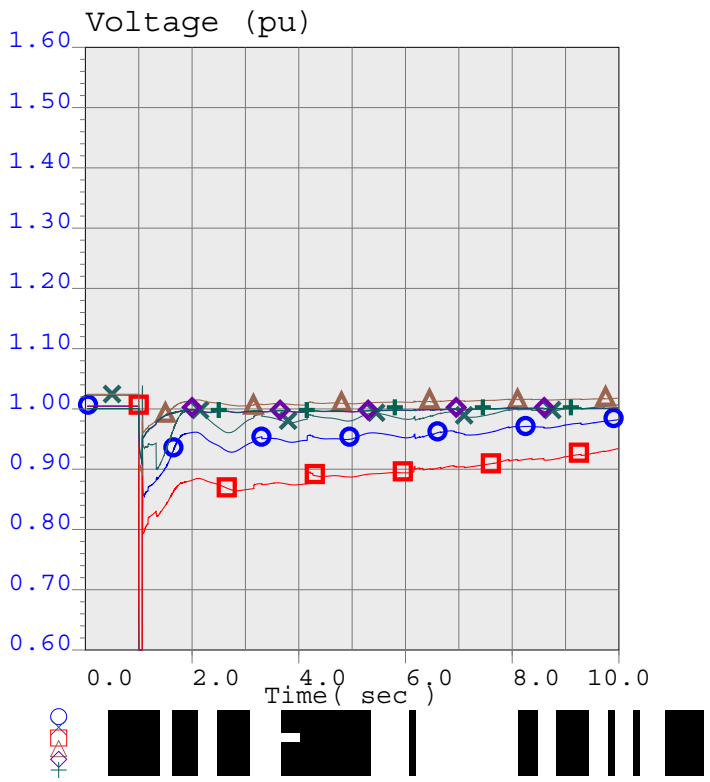
SYSTEM IMPACT STUDY (Rotor Angles)

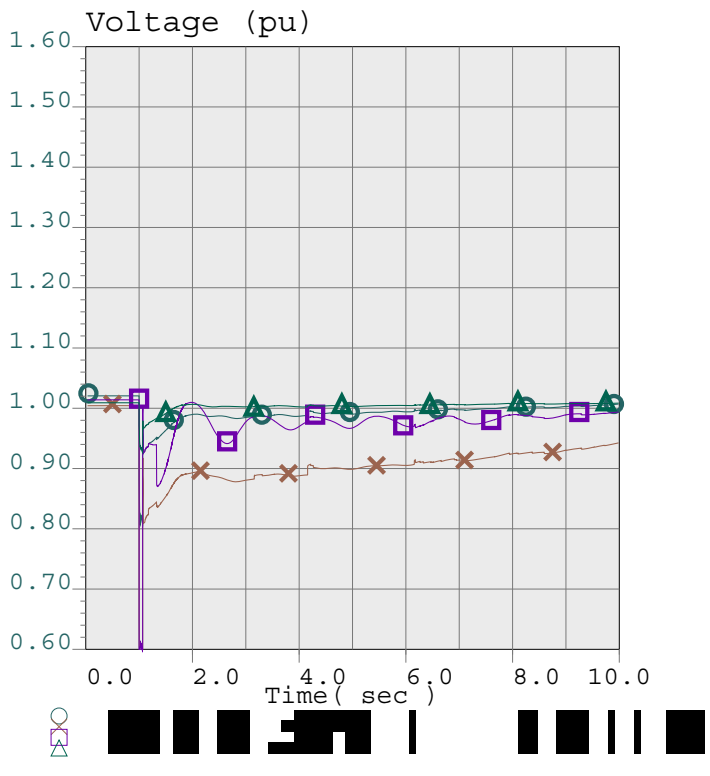


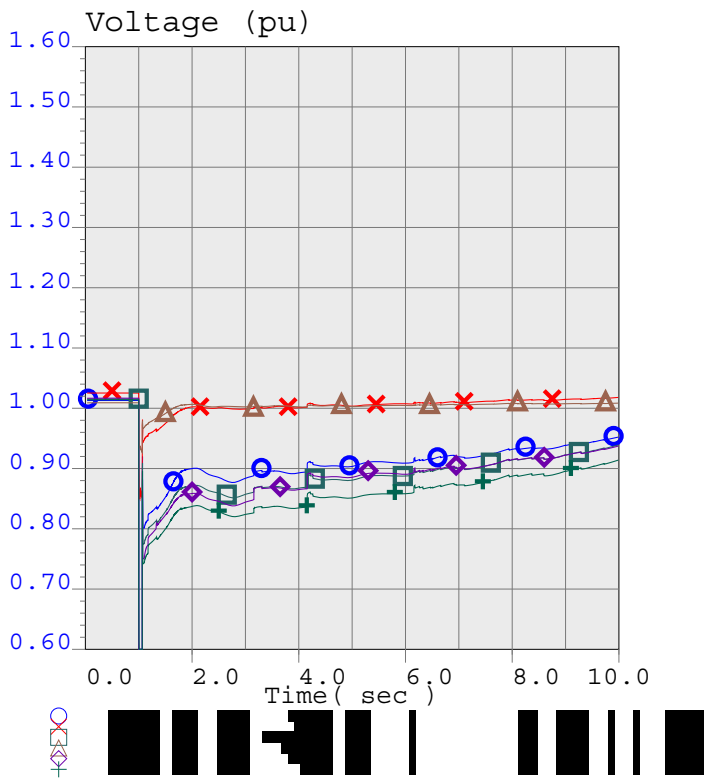


SYSTEM IMPACT STUDY (Voltage)

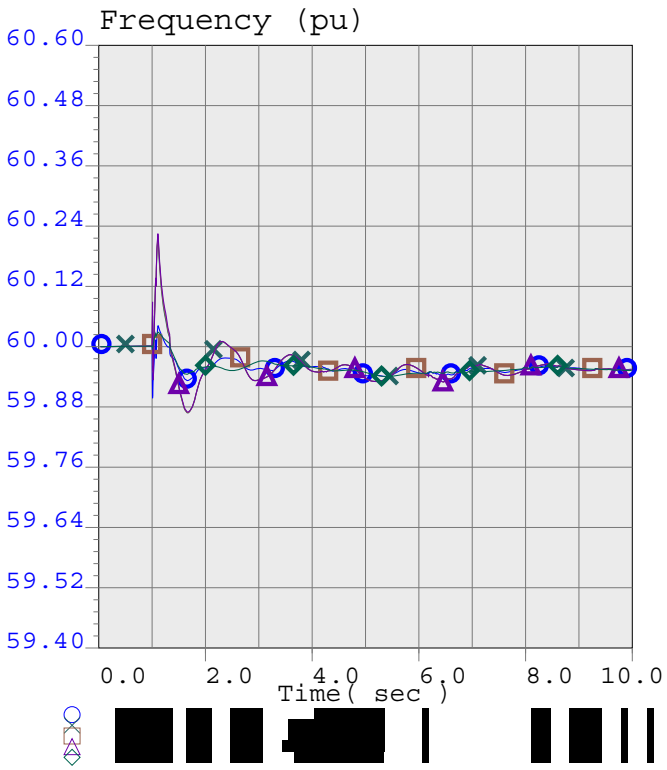


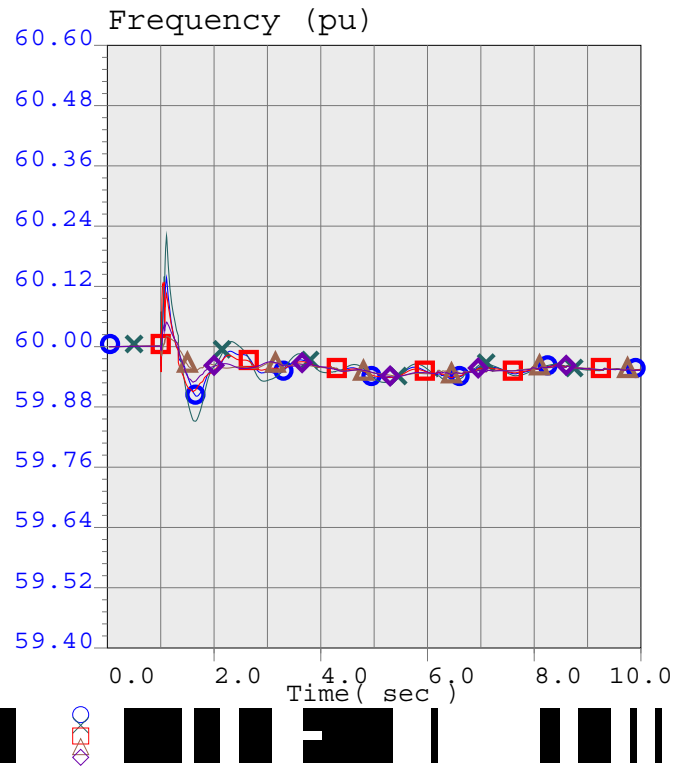


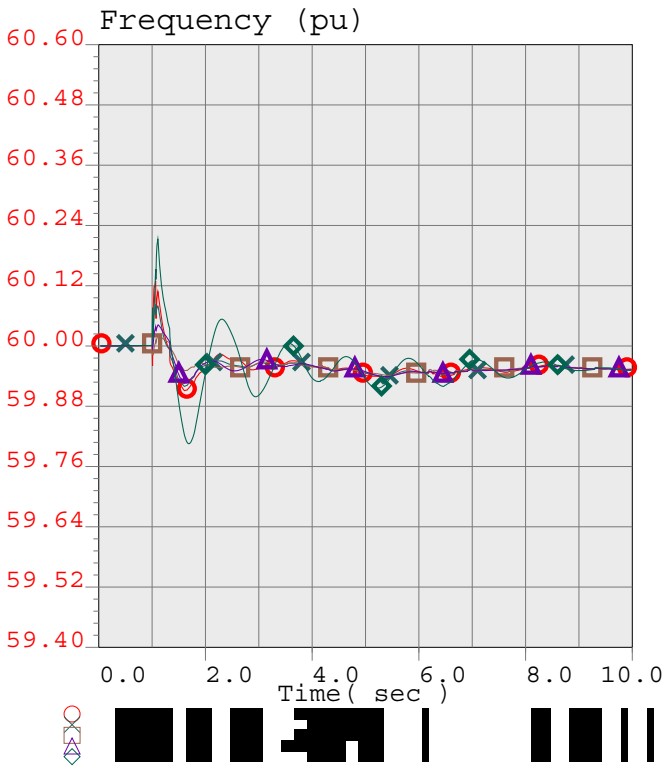


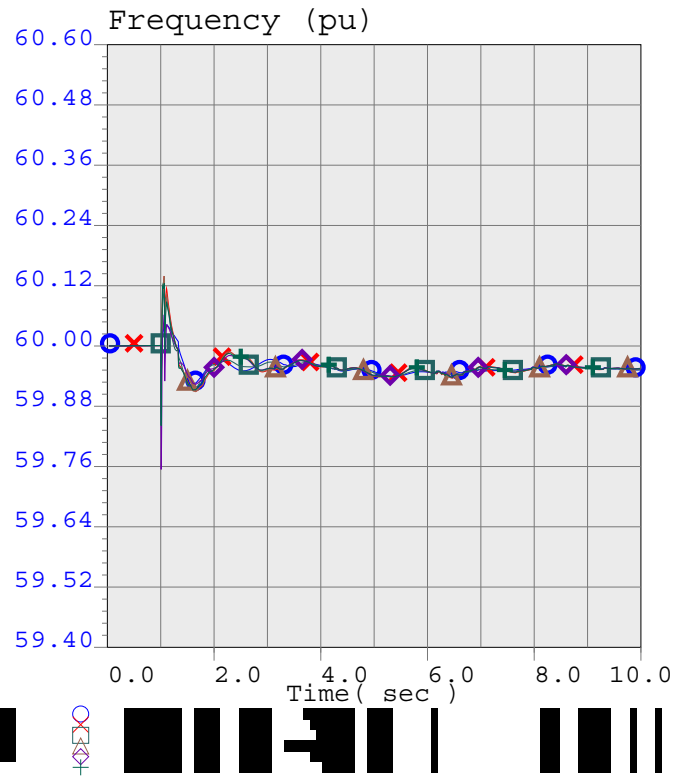


SYSTEM IMPACT STUDY (Frequency)

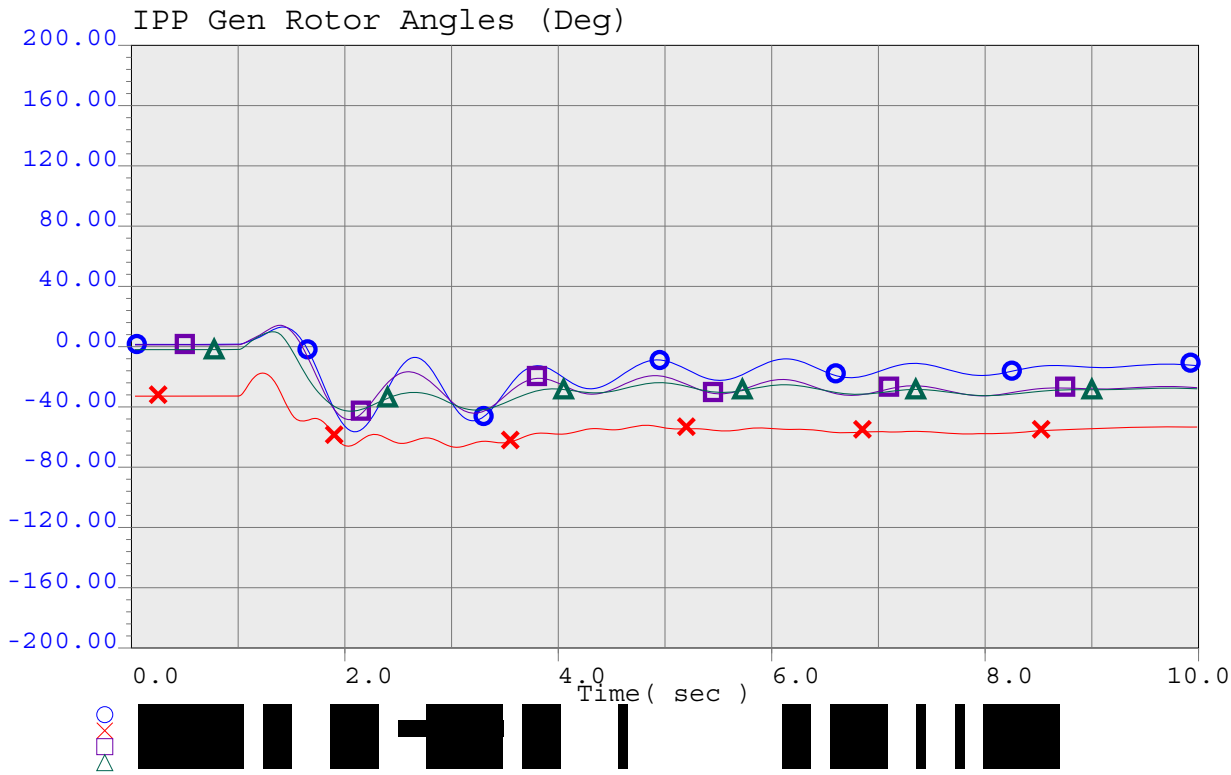


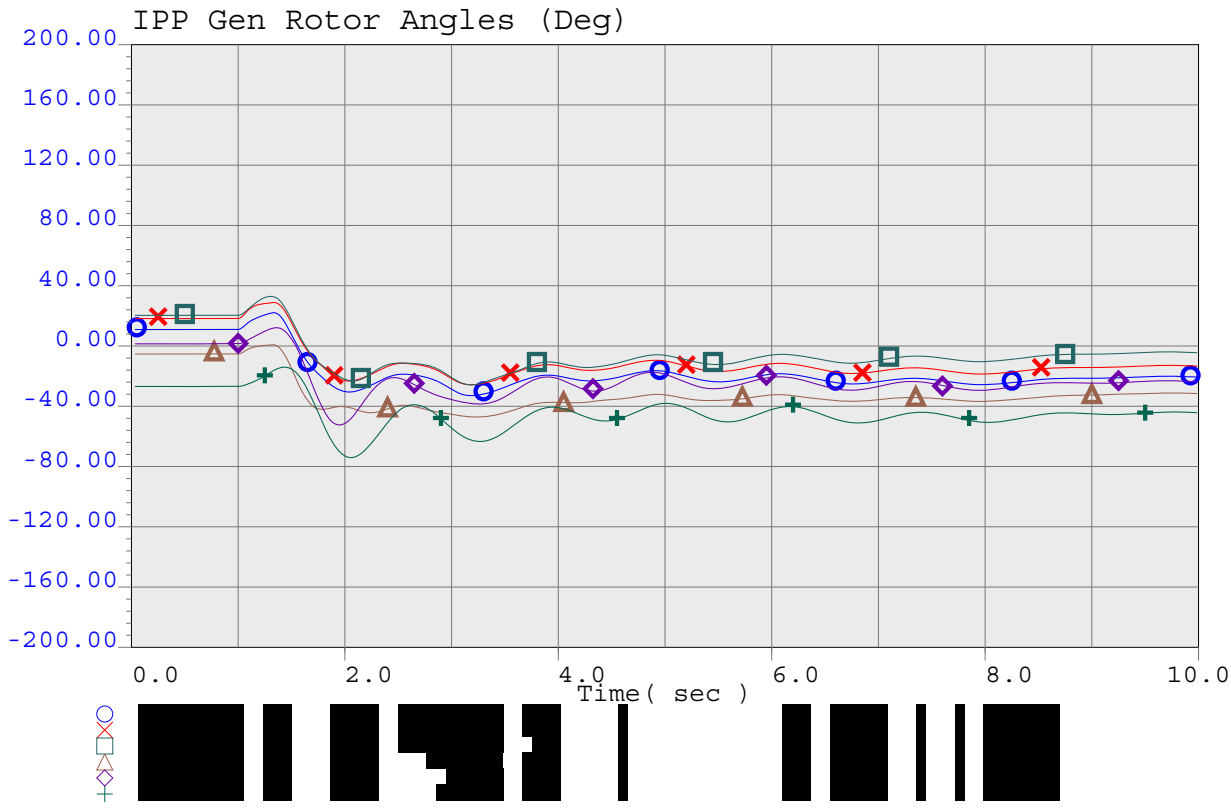




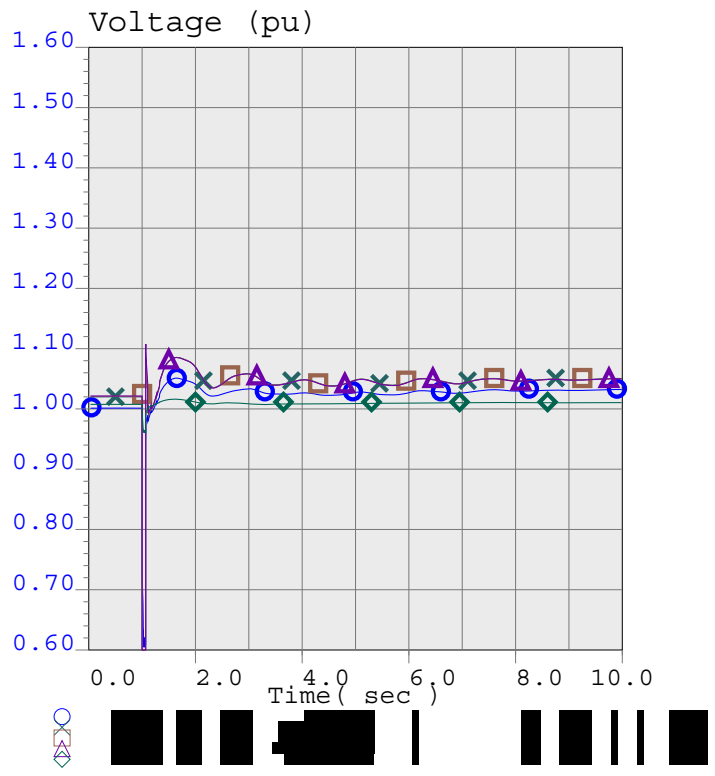


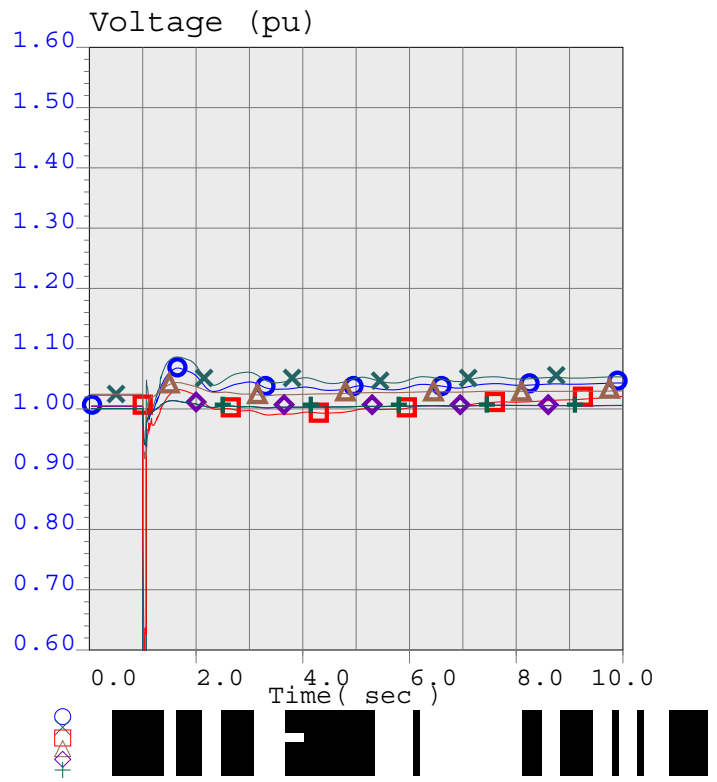
SYSTEM IMPACT STUDY (Rotor Angles)

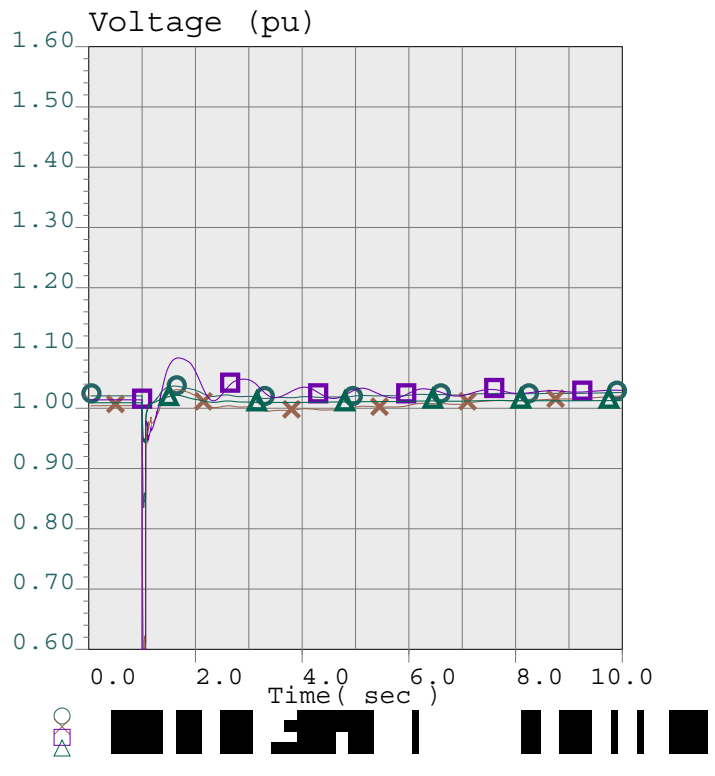


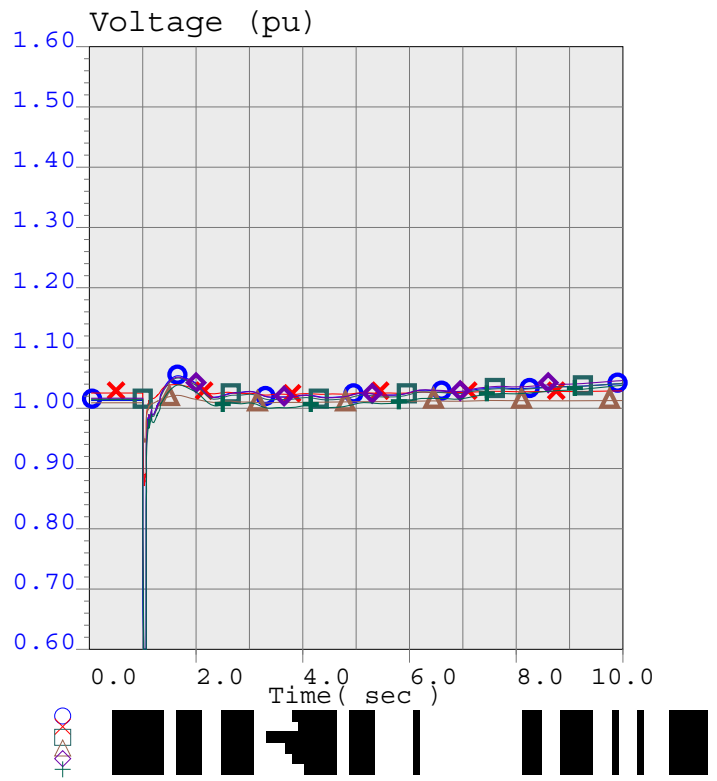


SYSTEM IMPACT STUDY (Voltage)

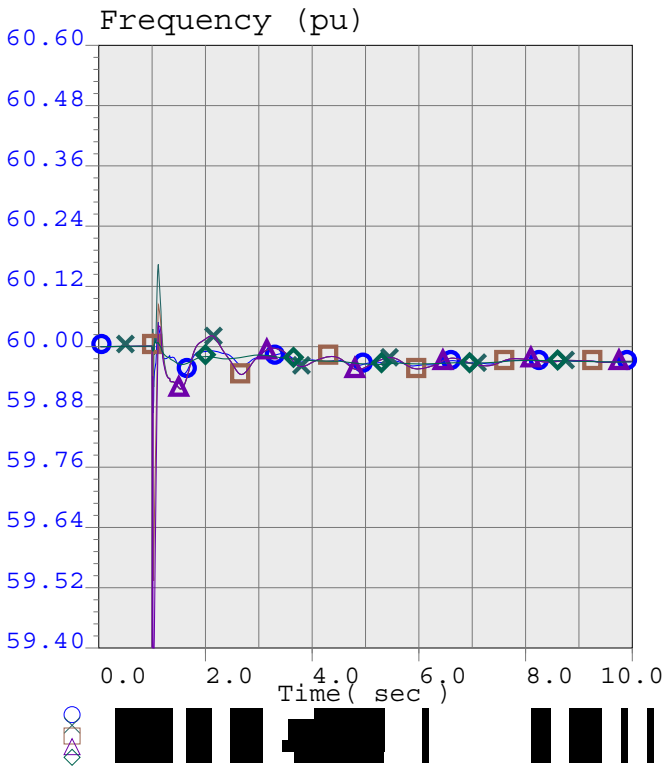


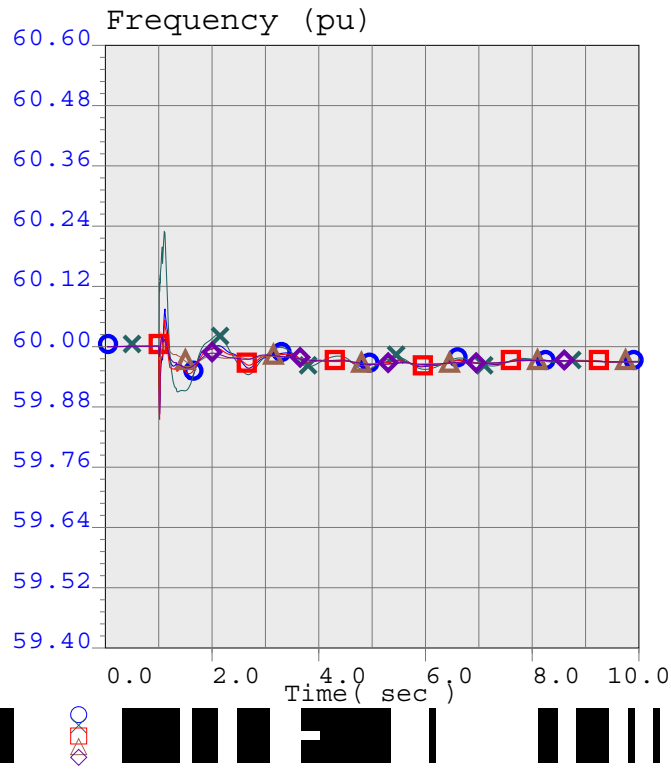


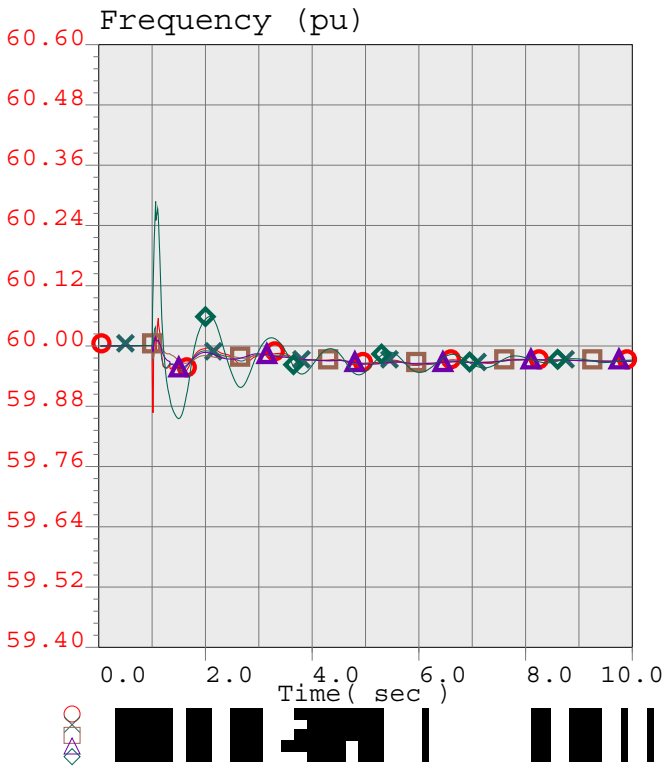


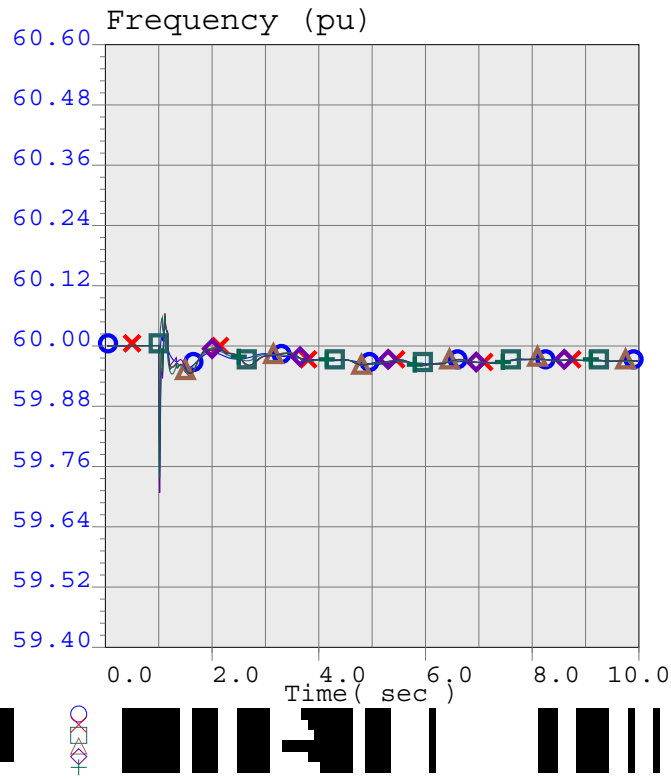


SYSTEM IMPACT STUDY (Frequency)

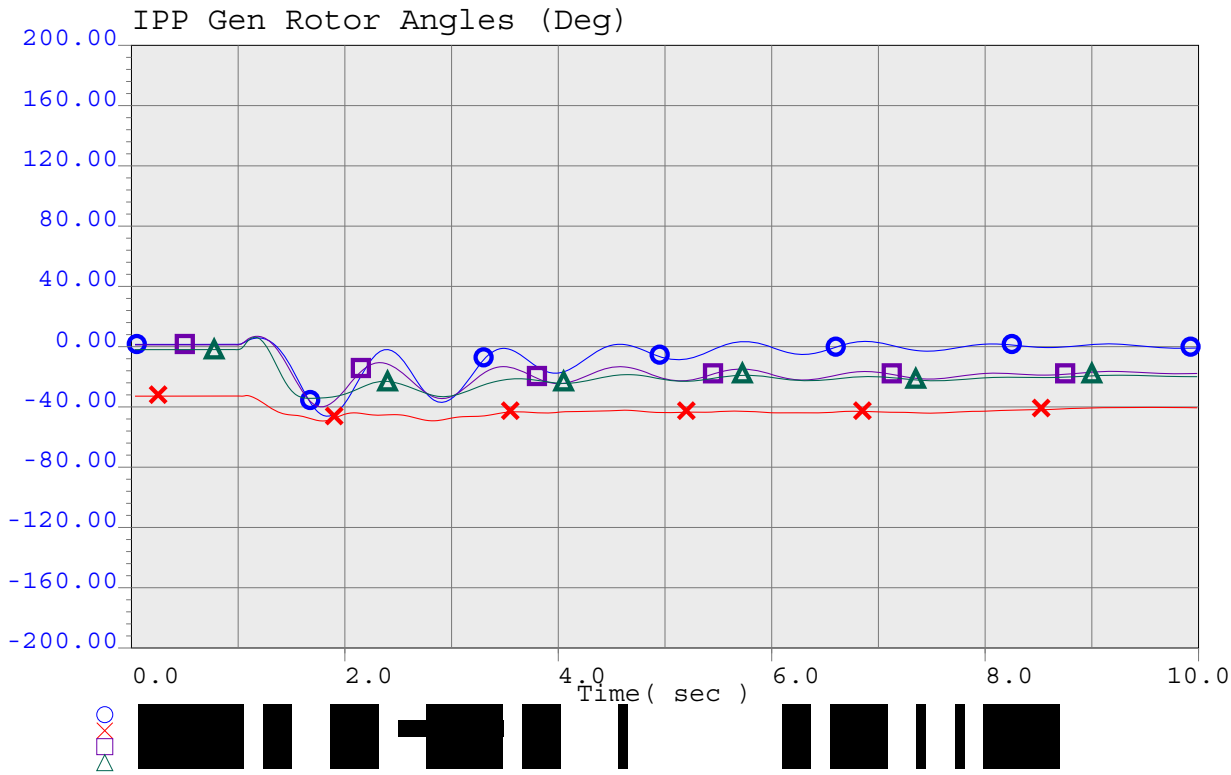


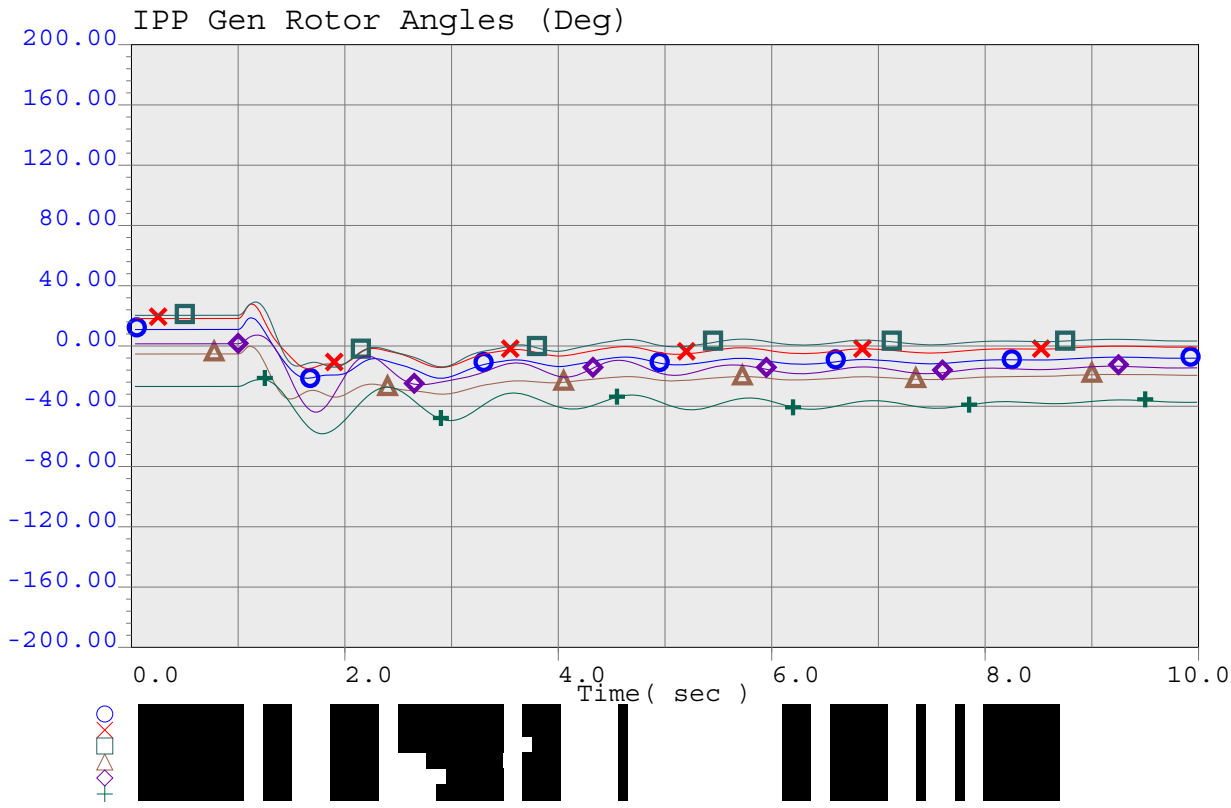




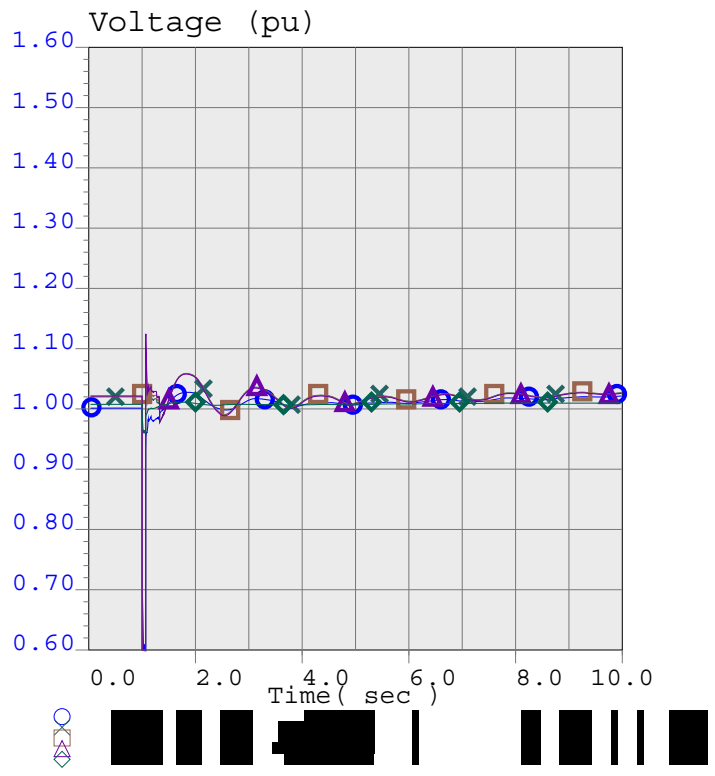


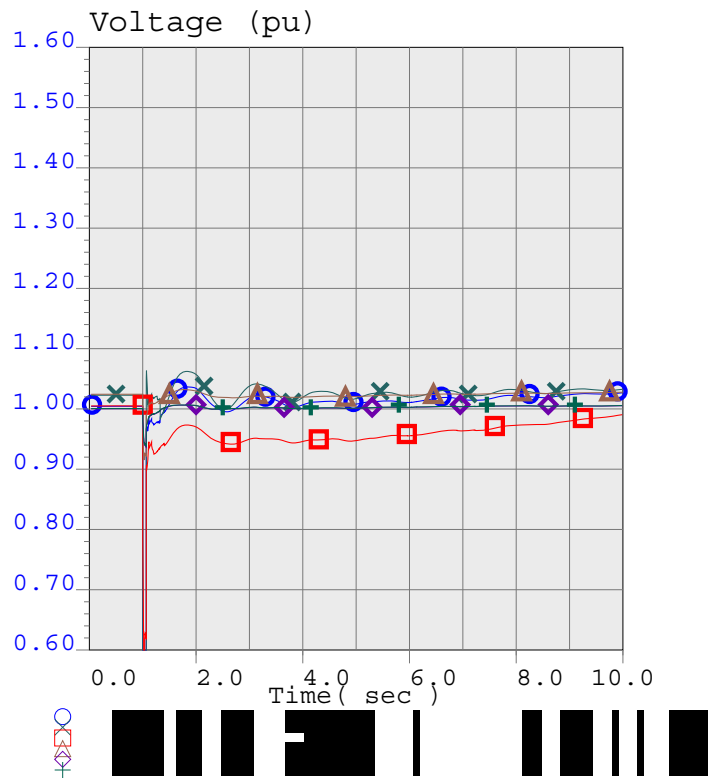
SYSTEM IMPACT STUDY (Rotor Angles)

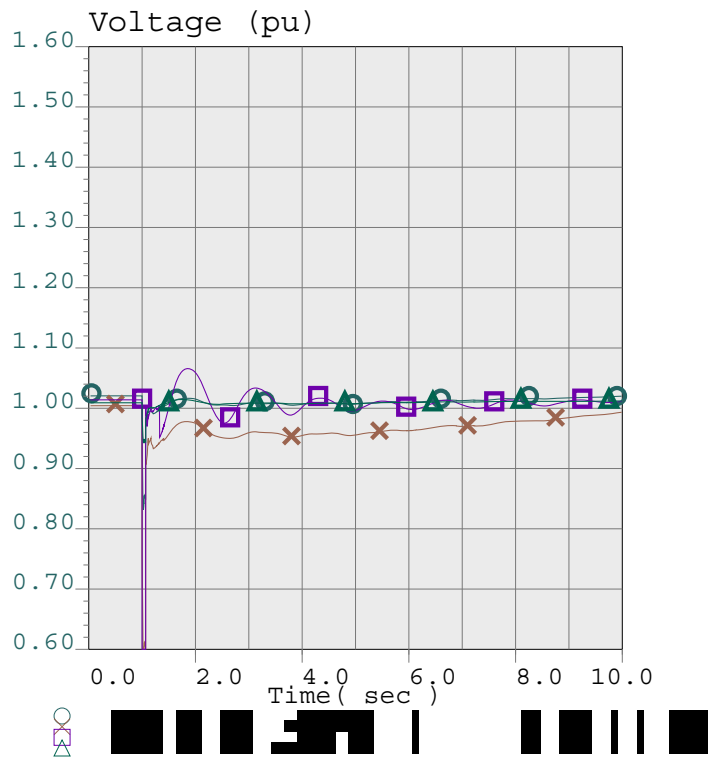


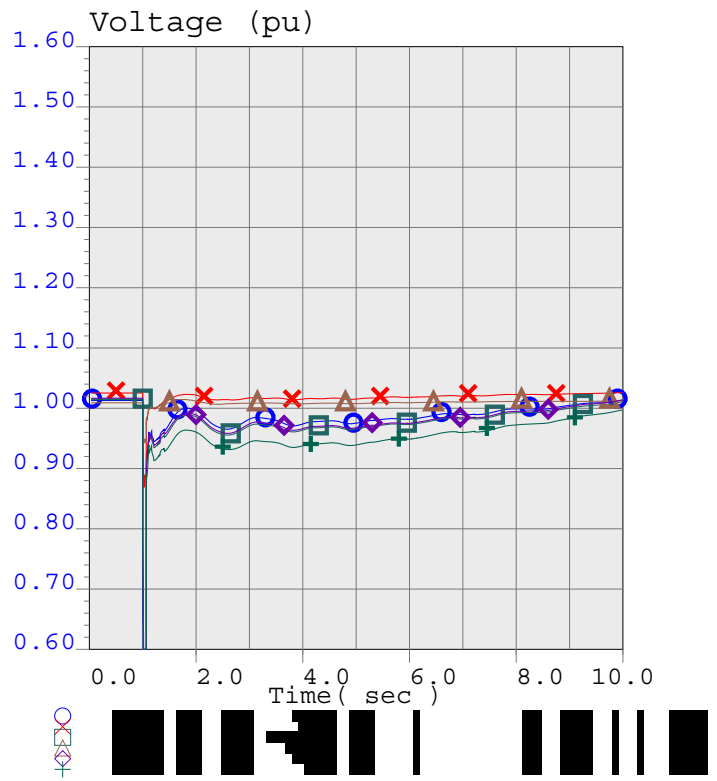


SYSTEM IMPACT STUDY (Voltage)

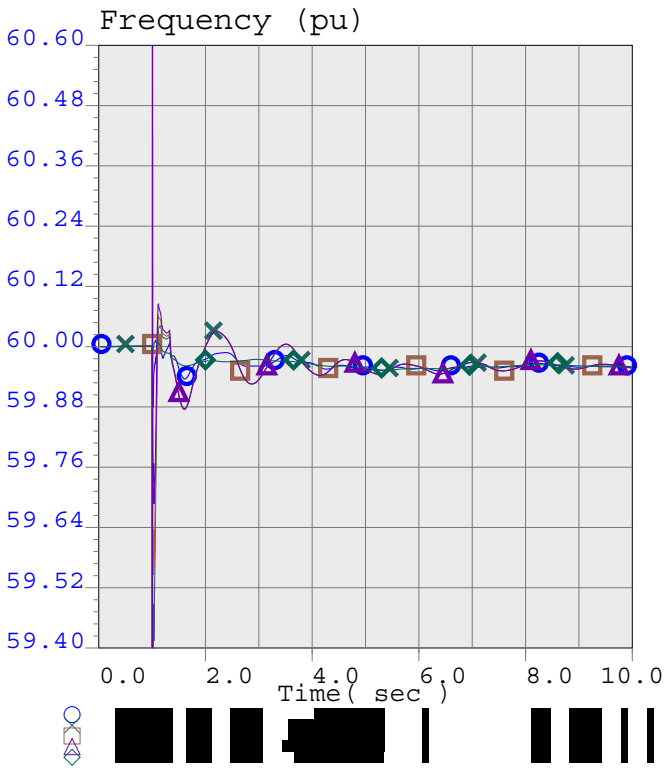


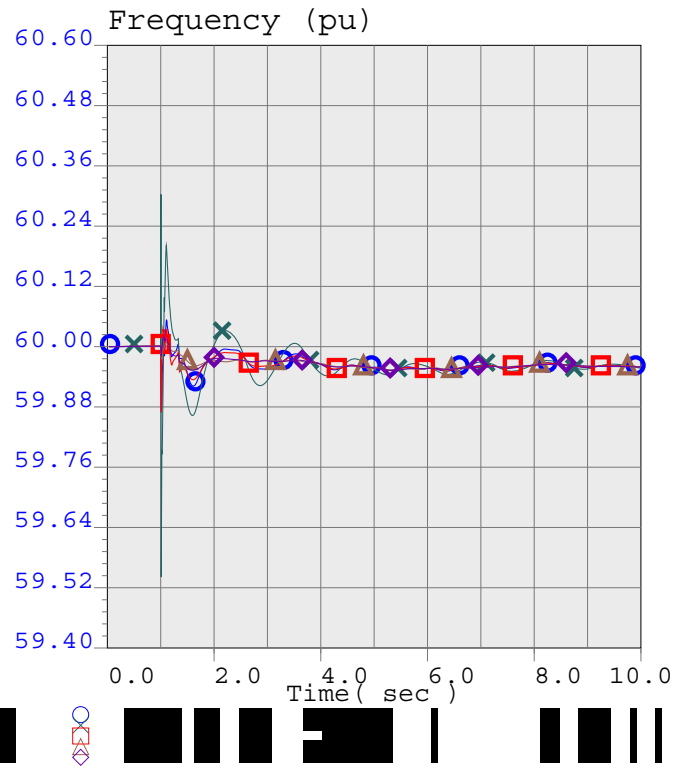


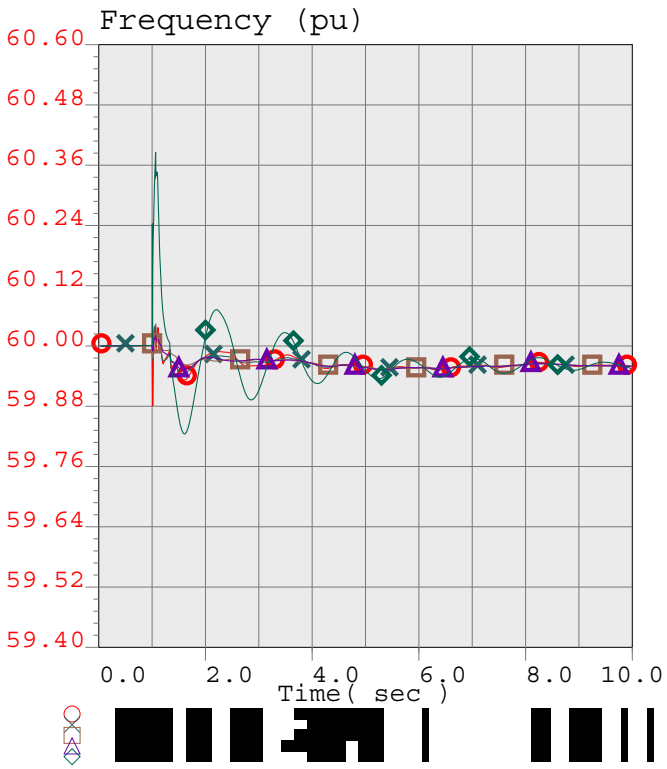


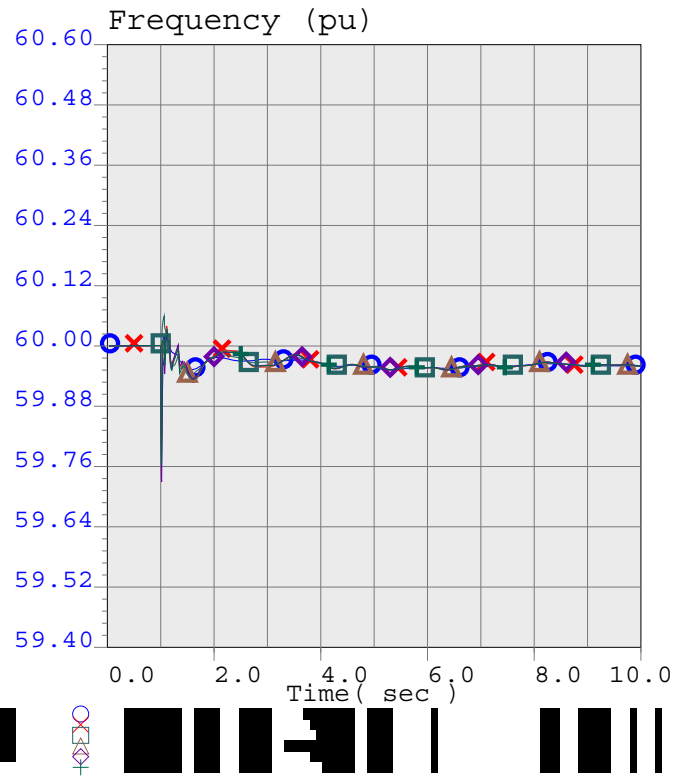


SYSTEM IMPACT STUDY (Frequency)

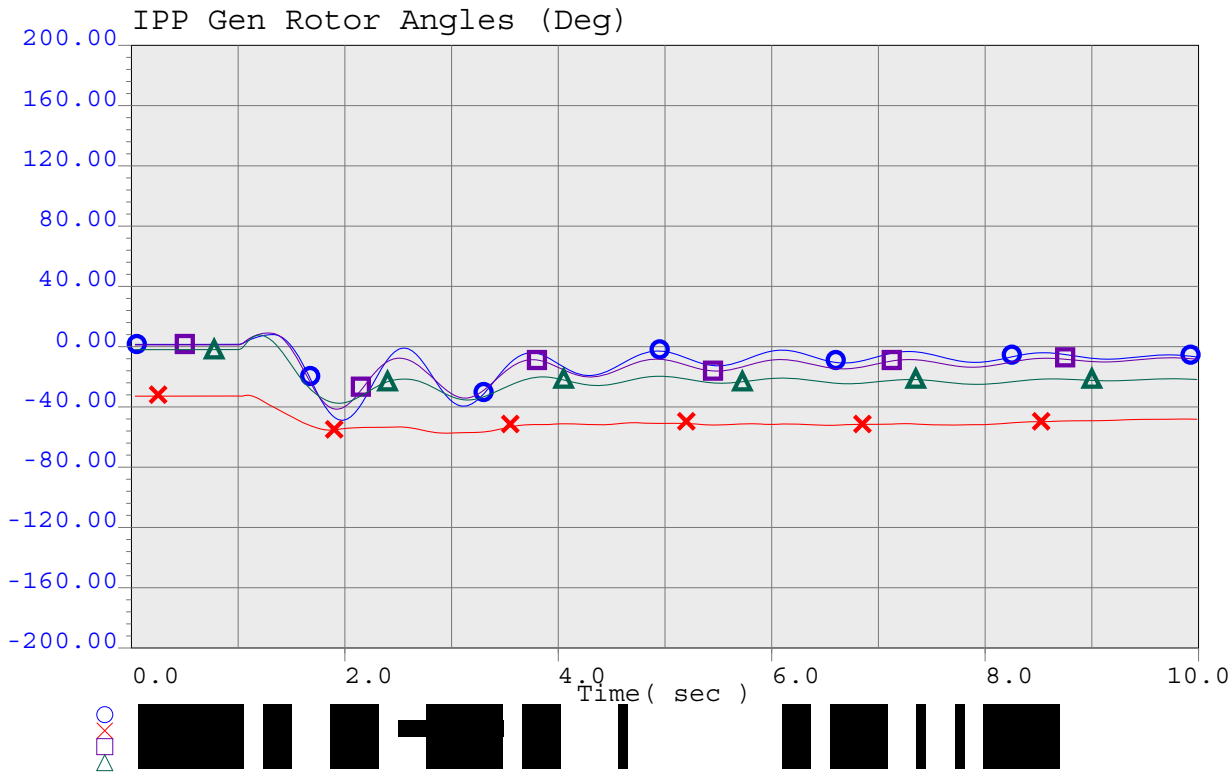


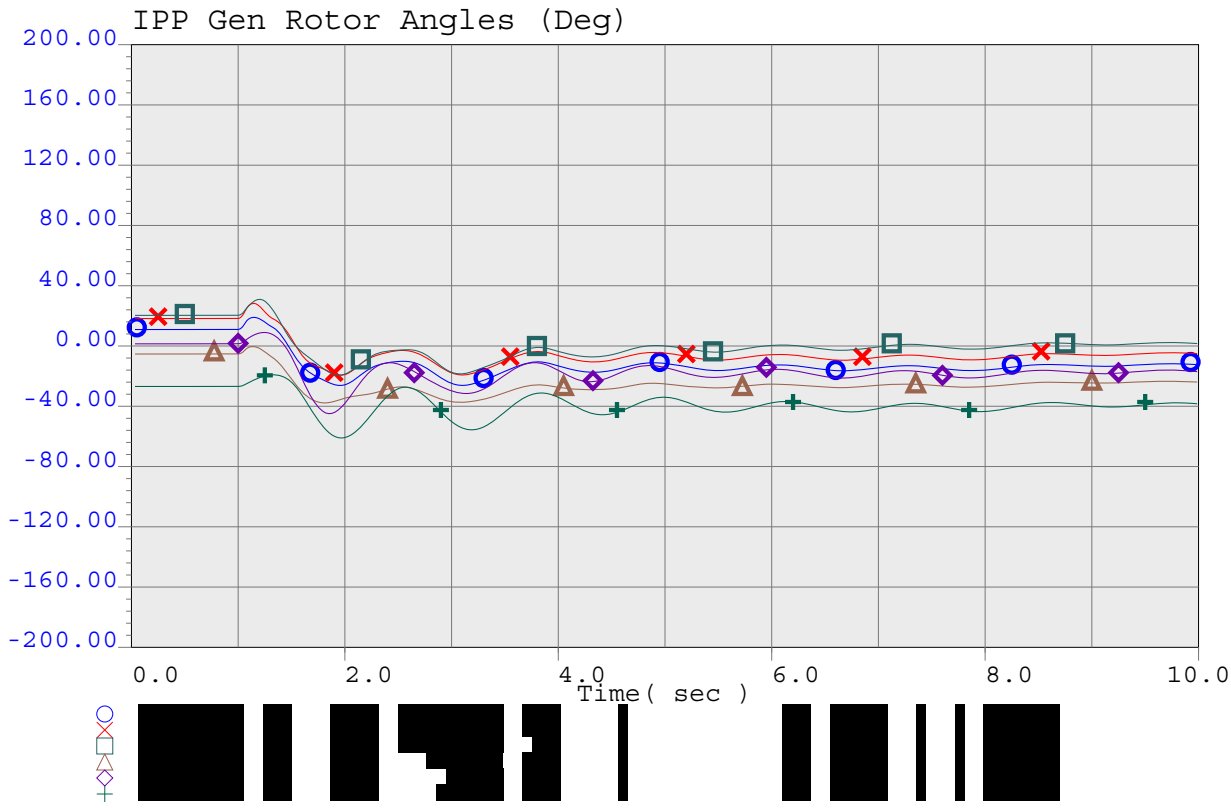




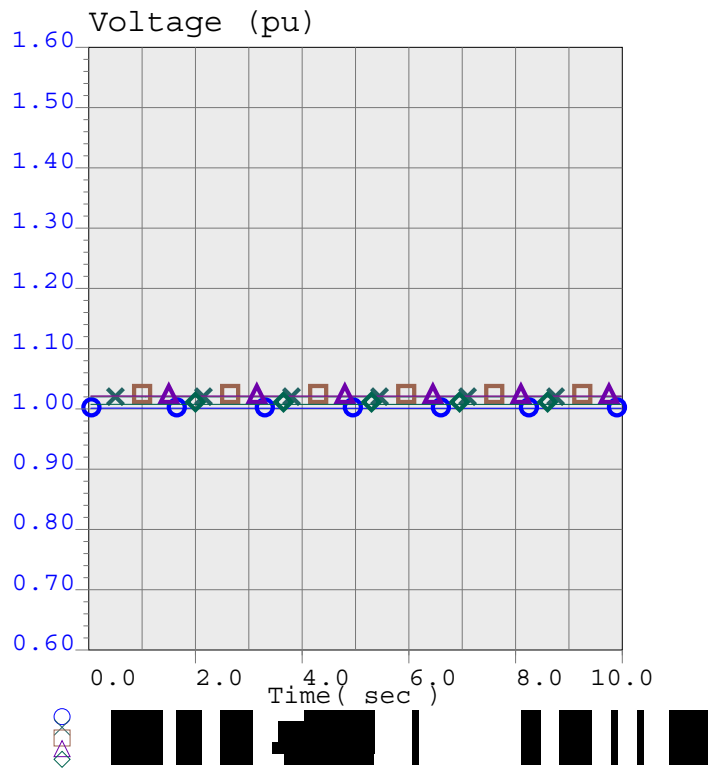


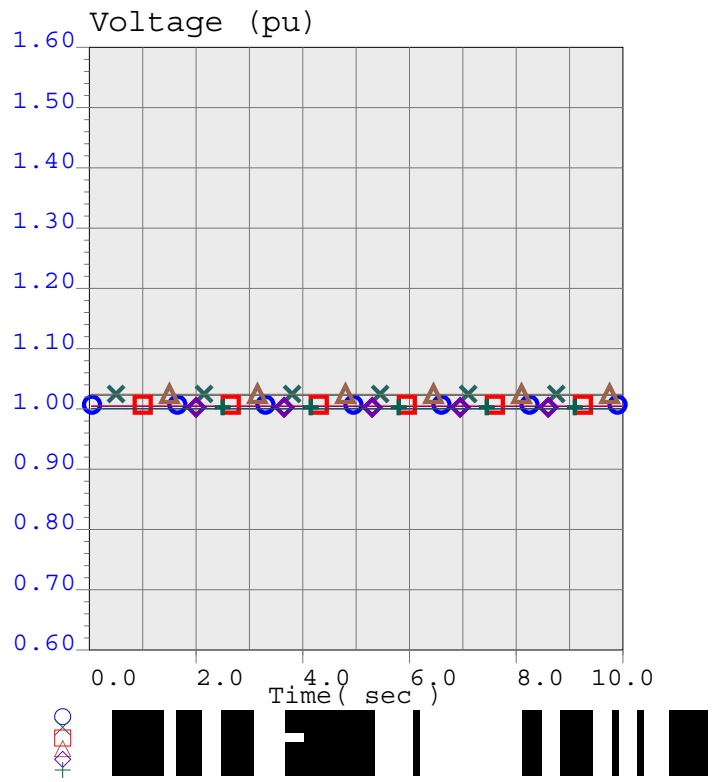
SYSTEM IMPACT STUDY (Rotor Angles)

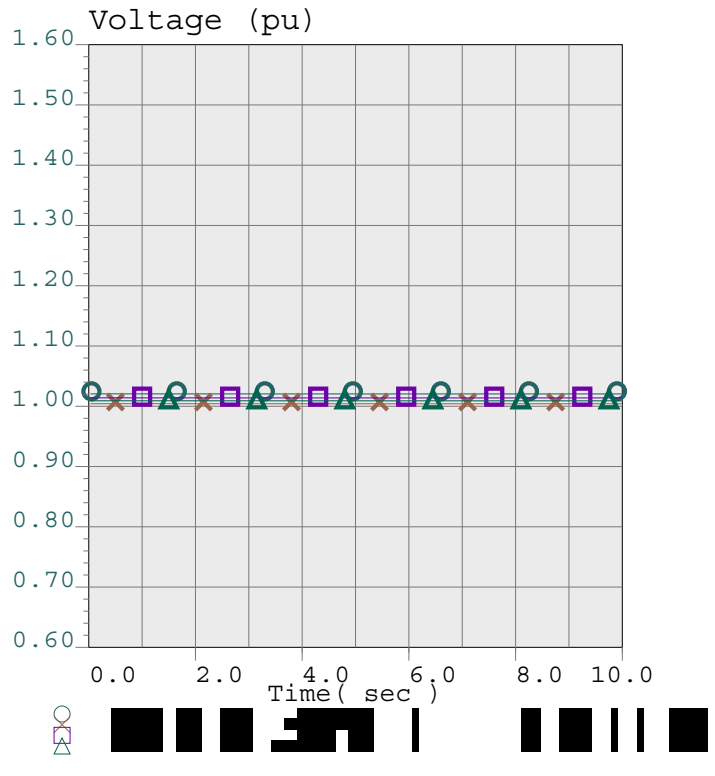


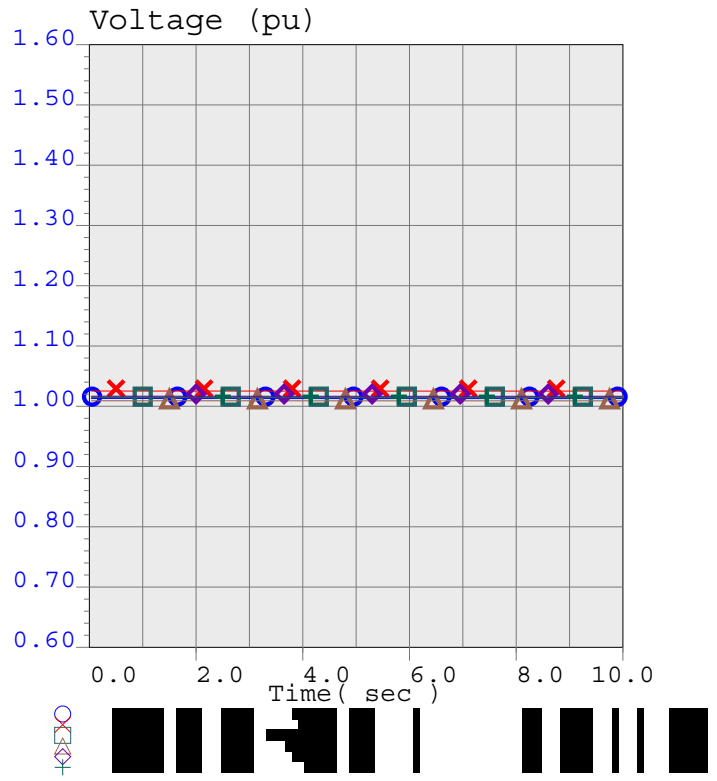


SYSTEM IMPACT STUDY (Voltage)

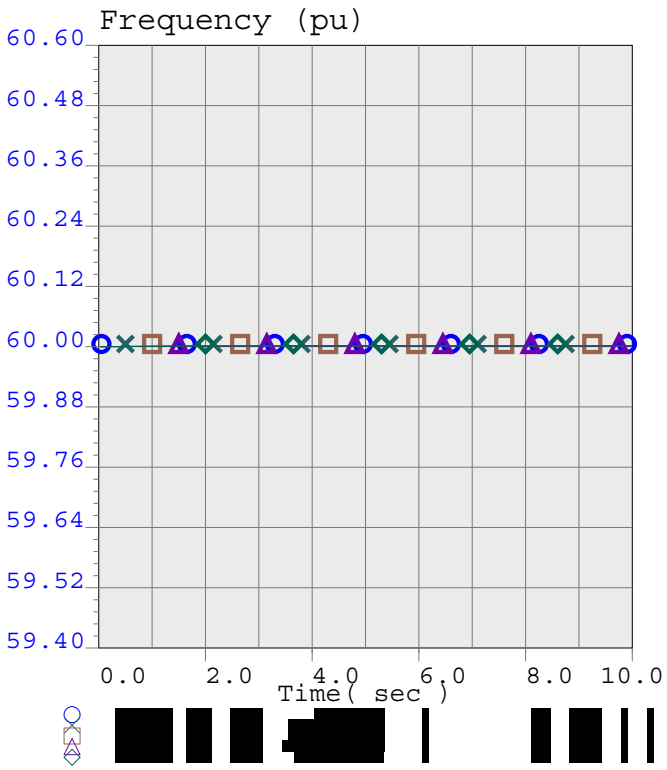


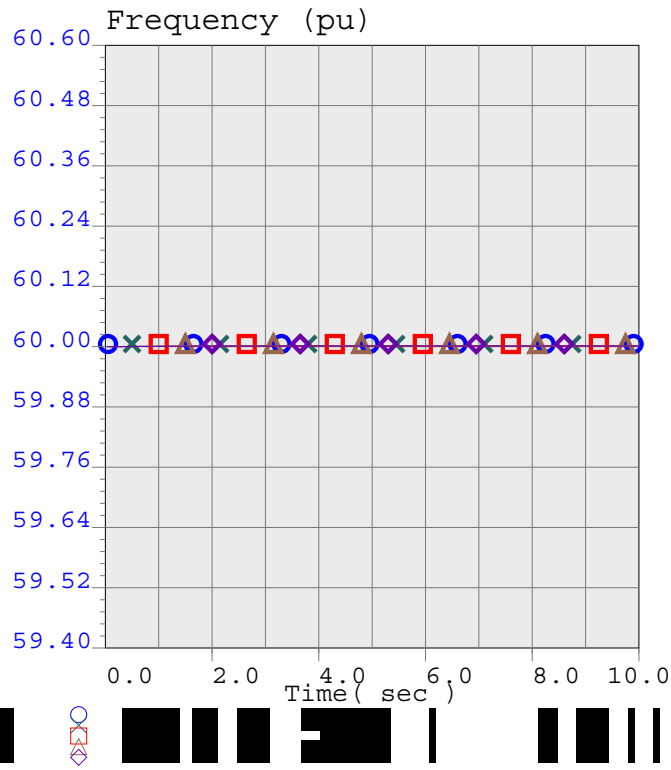


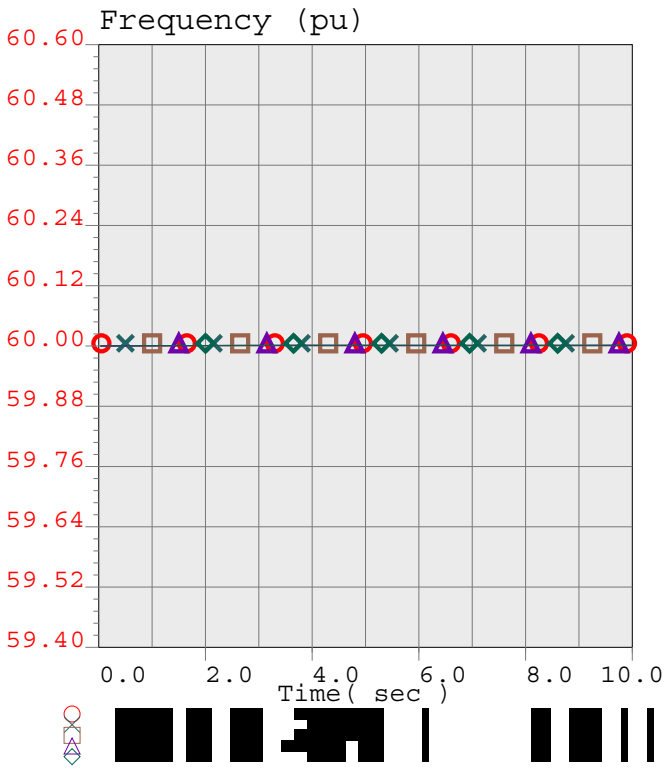


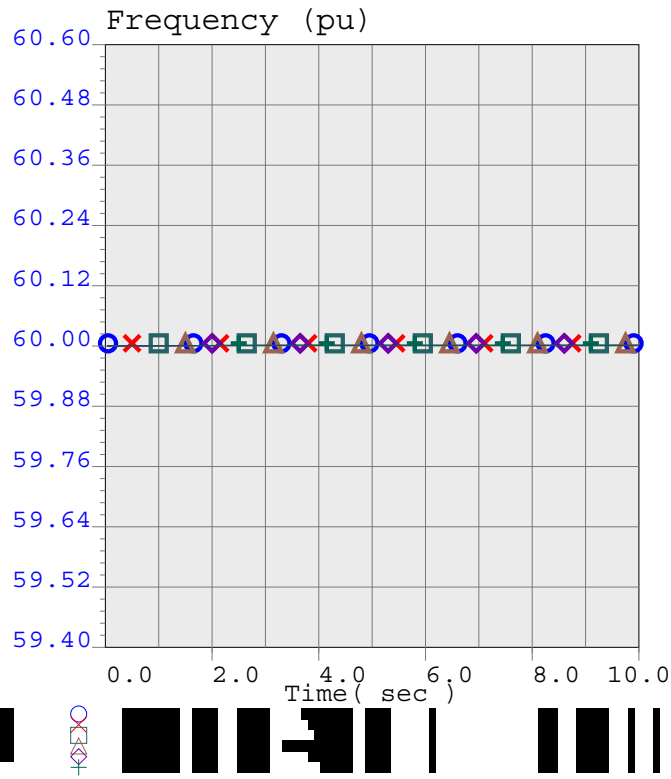


SYSTEM IMPACT STUDY (Frequency)

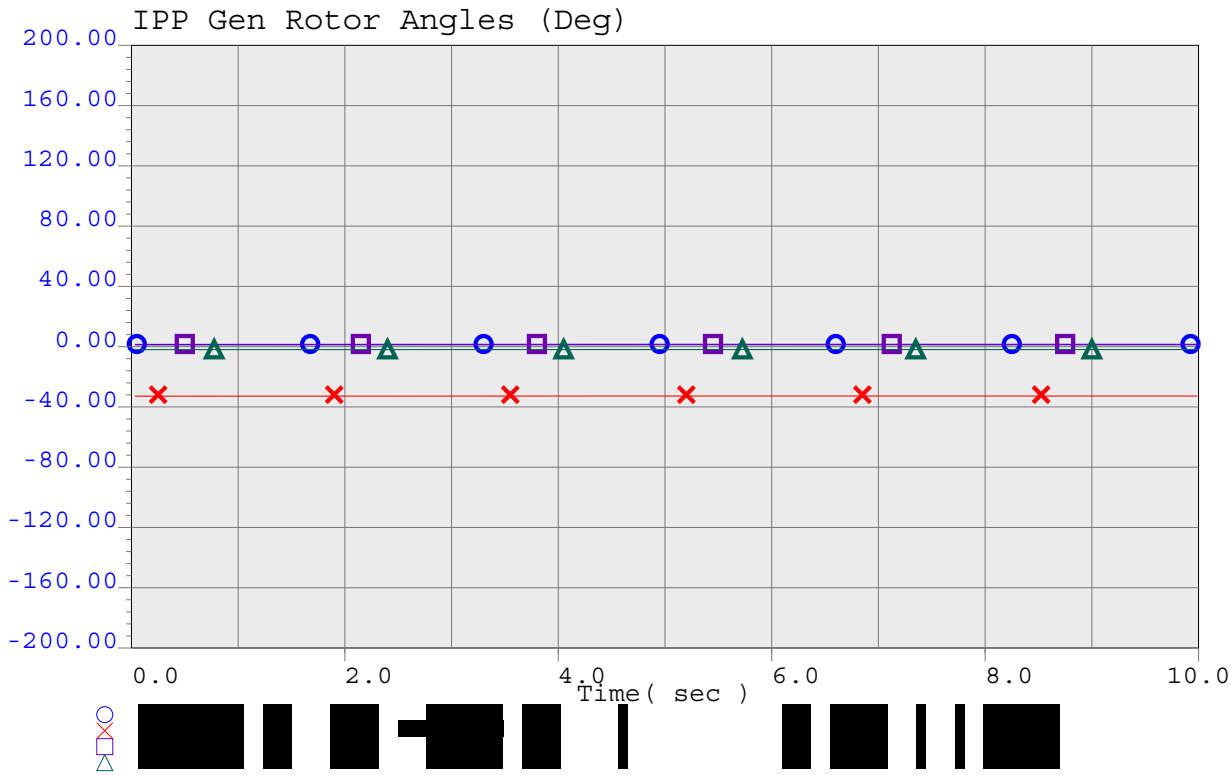


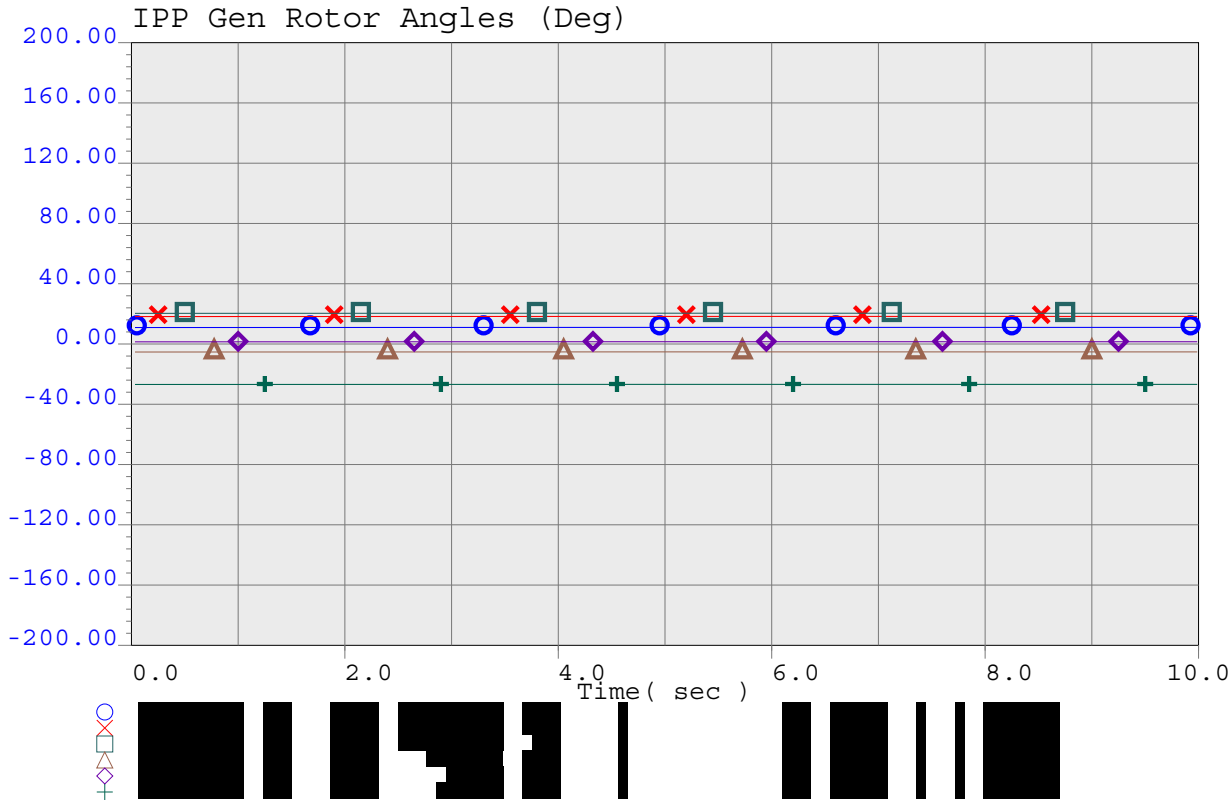




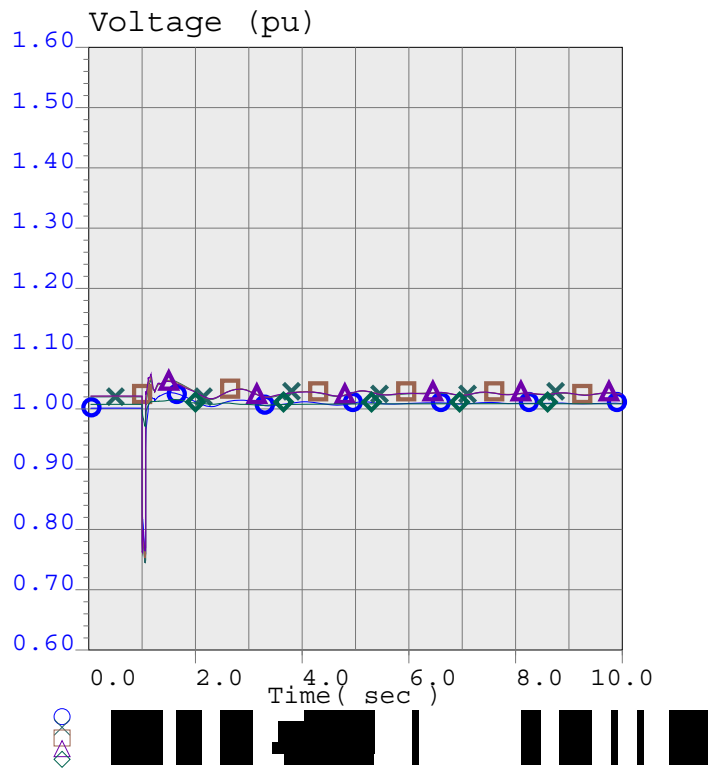


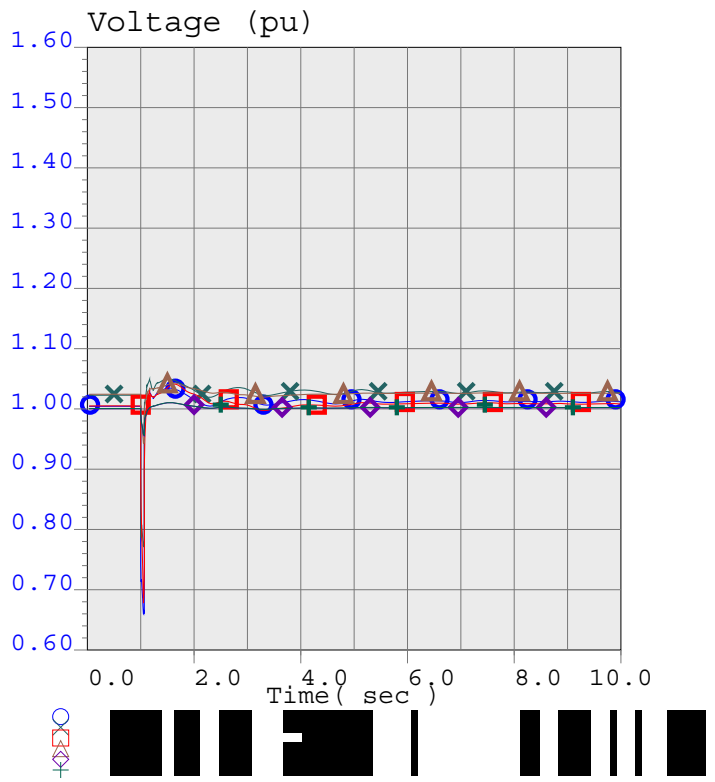
SYSTEM IMPACT STUDY (Rotor Angles)

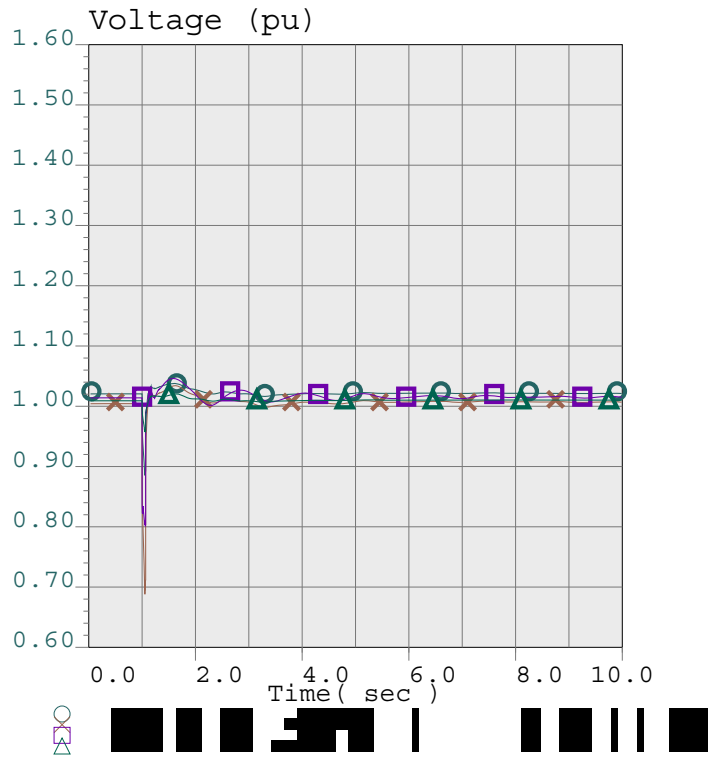


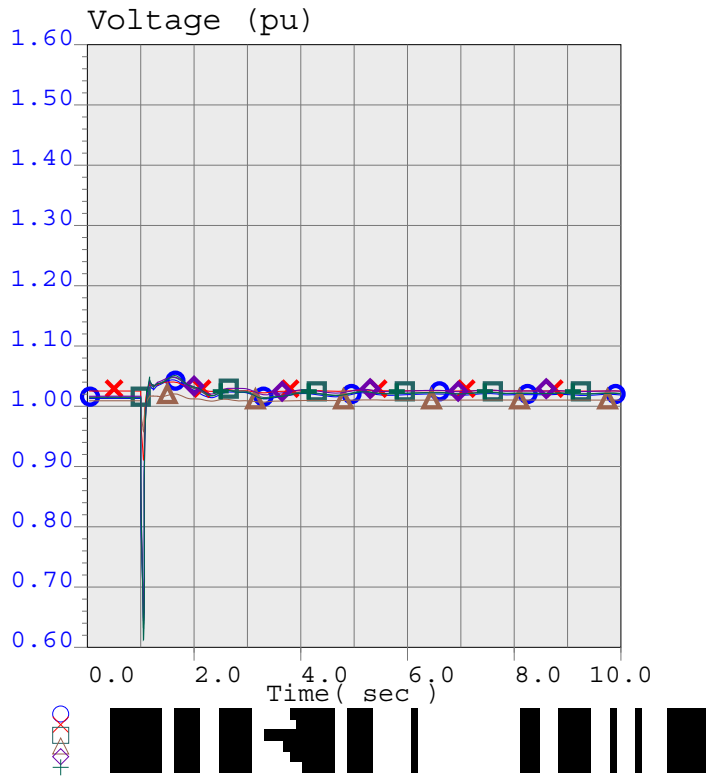


SYSTEM IMPACT STUDY (Voltage)









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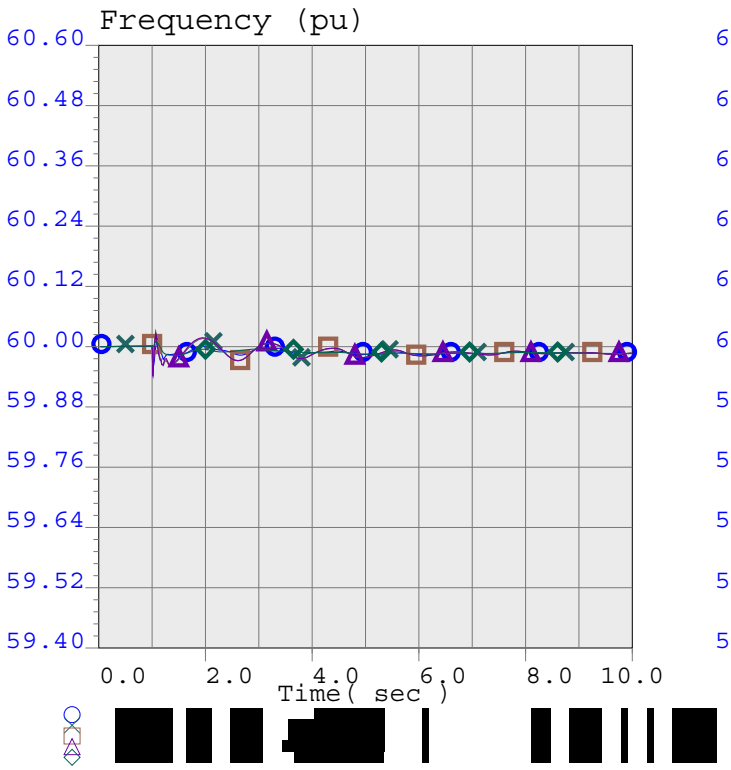
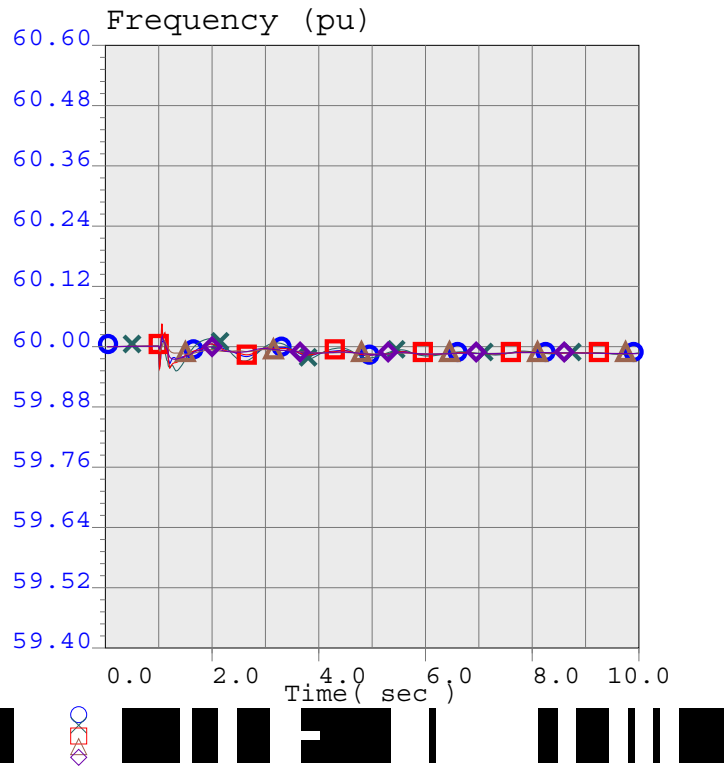
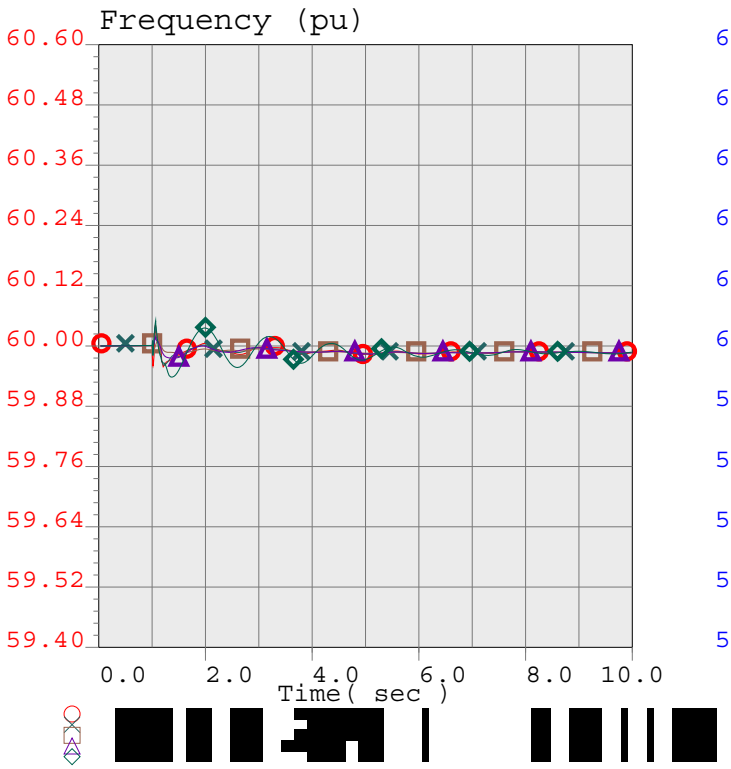
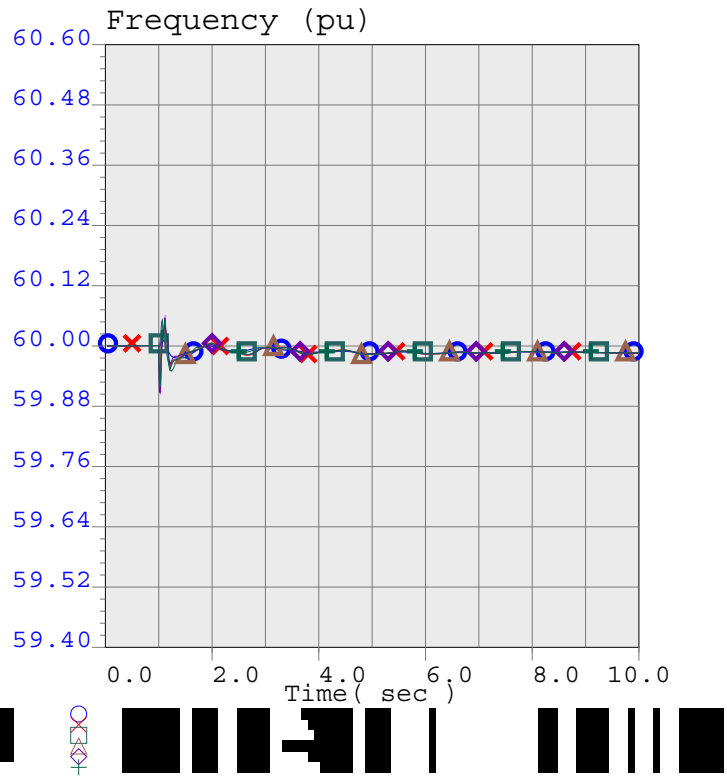
Thu Aug 25 14:34:01 2022

SYSTEM IMPACT STUDY (Frequency)

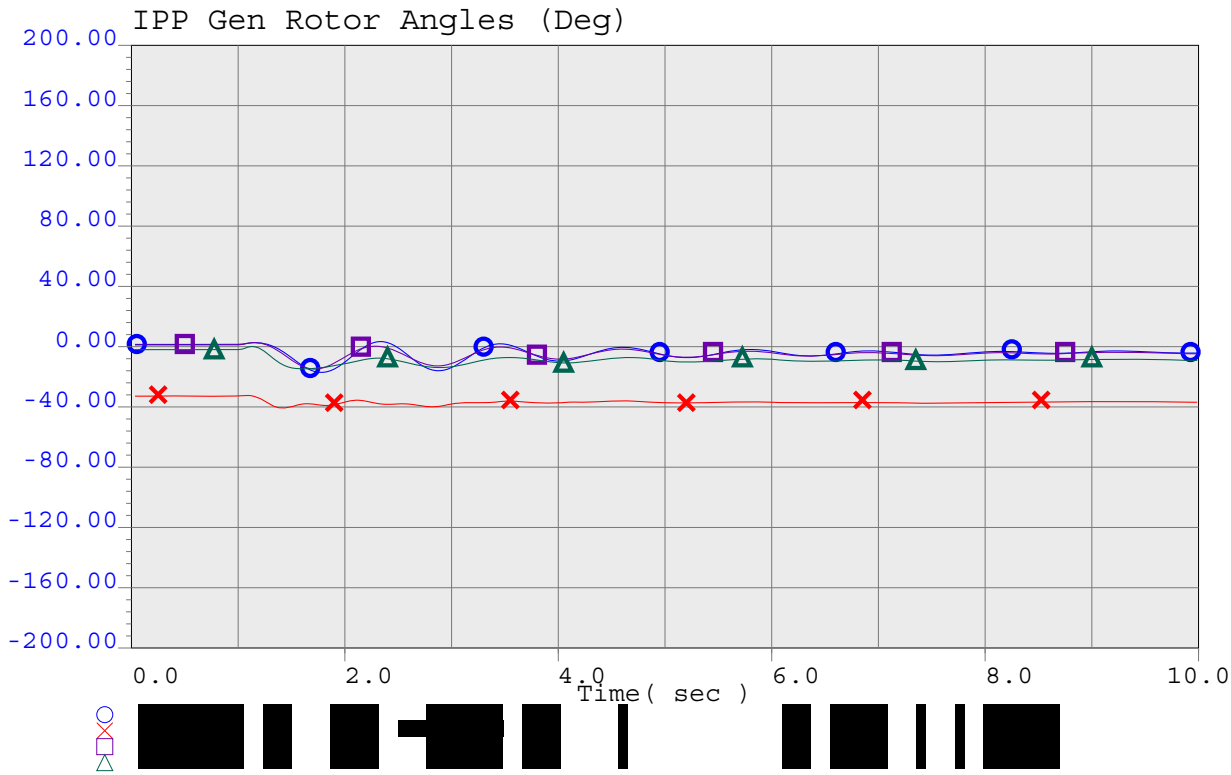


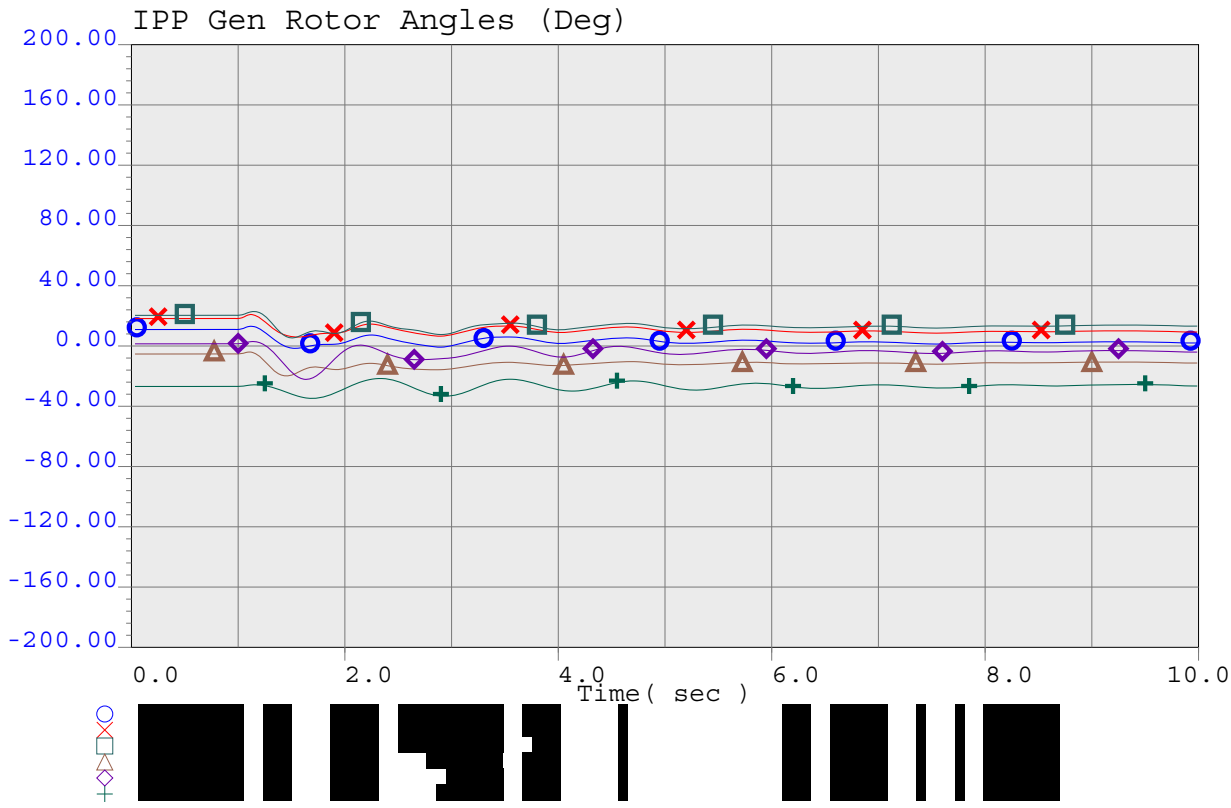




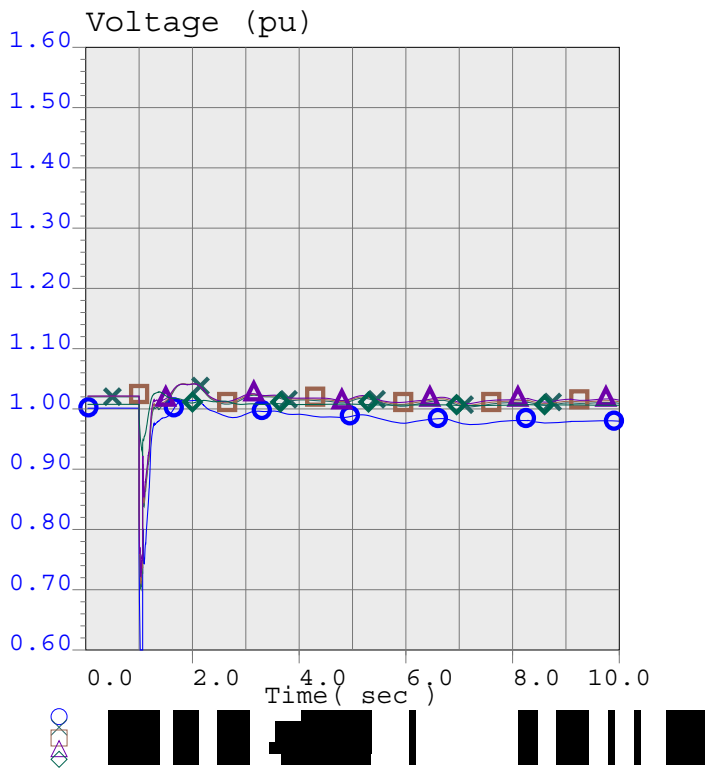


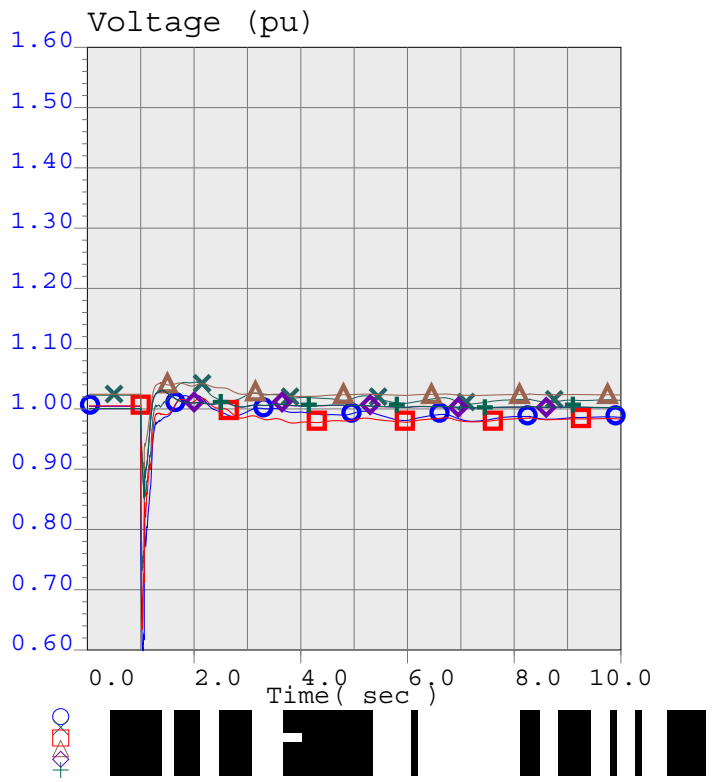
SYSTEM IMPACT STUDY (Rotor Angles)

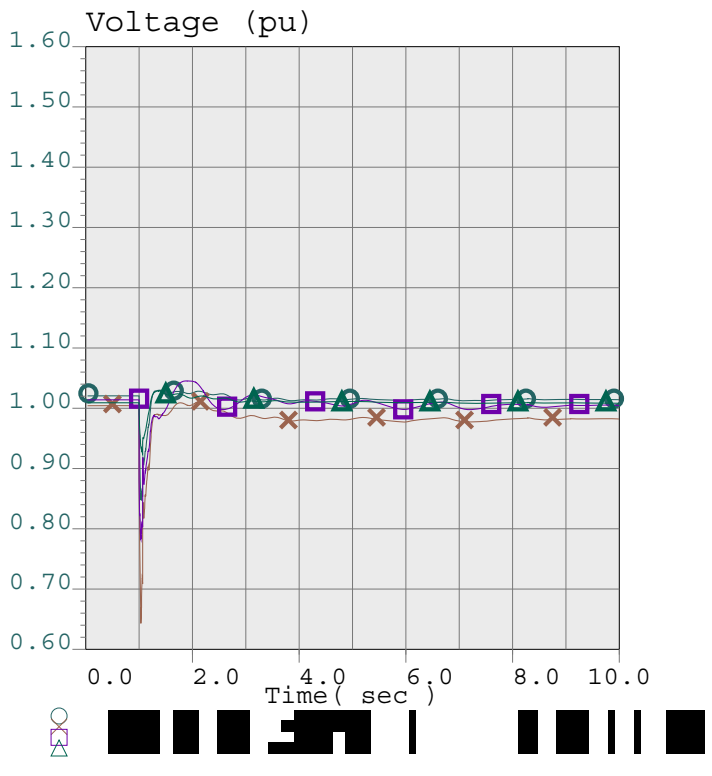


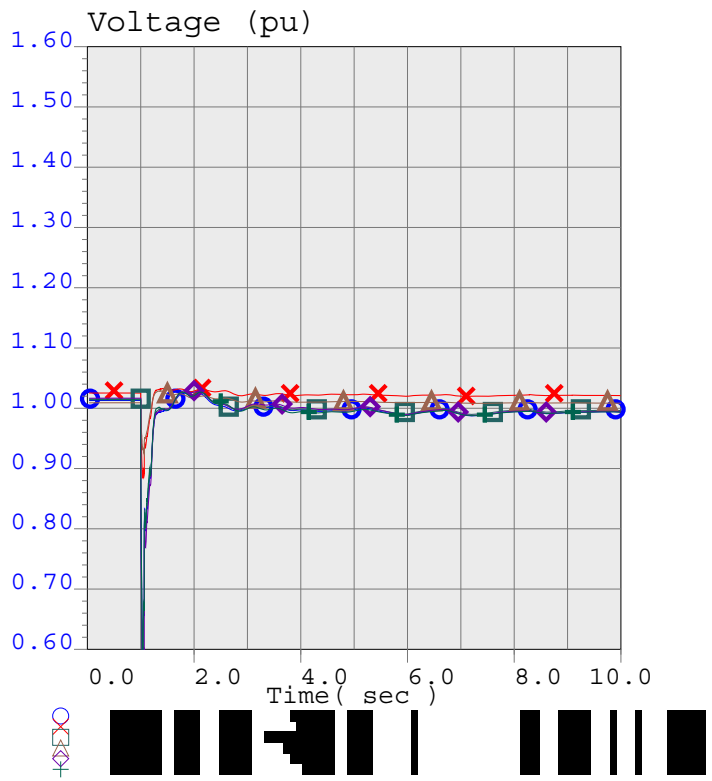


SYSTEM IMPACT STUDY (Voltage)









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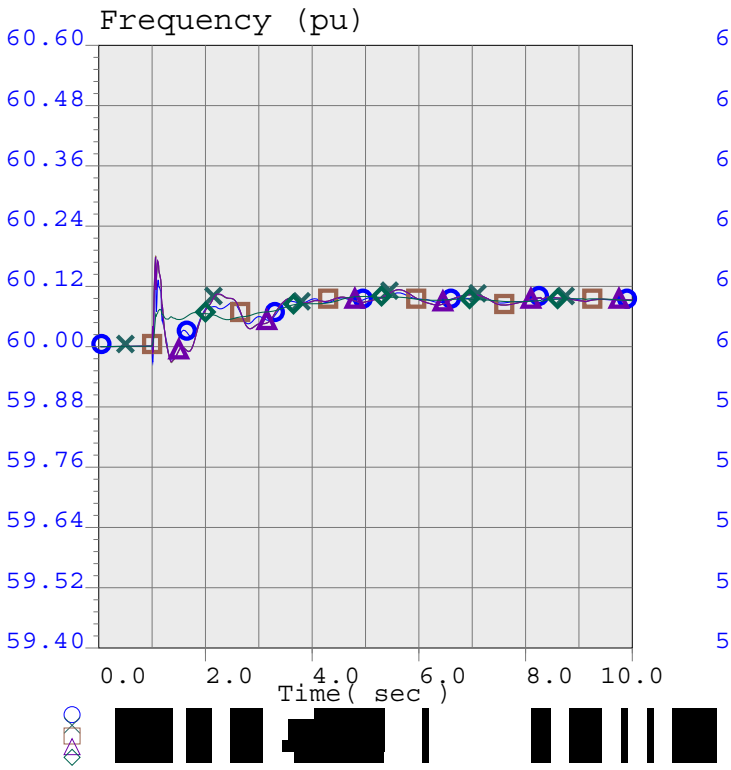
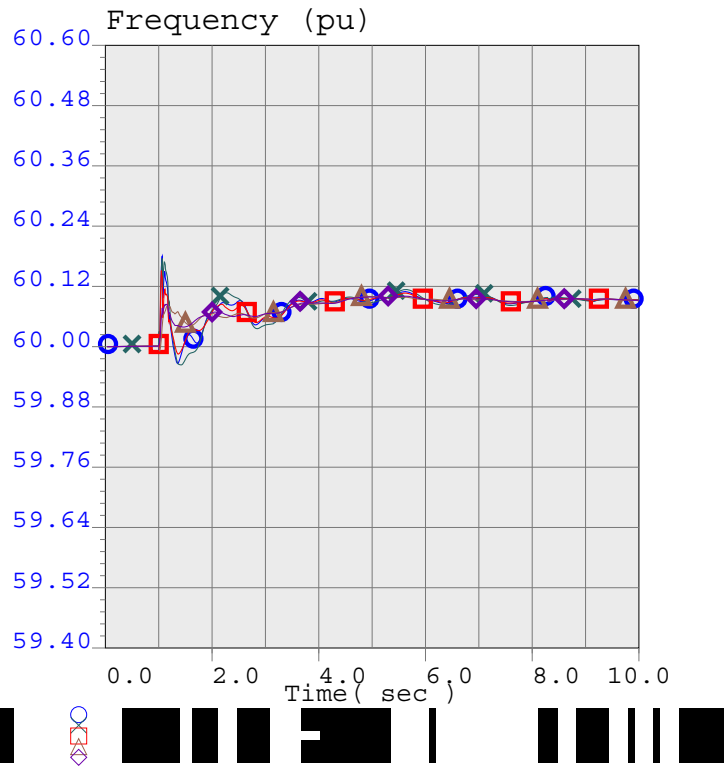
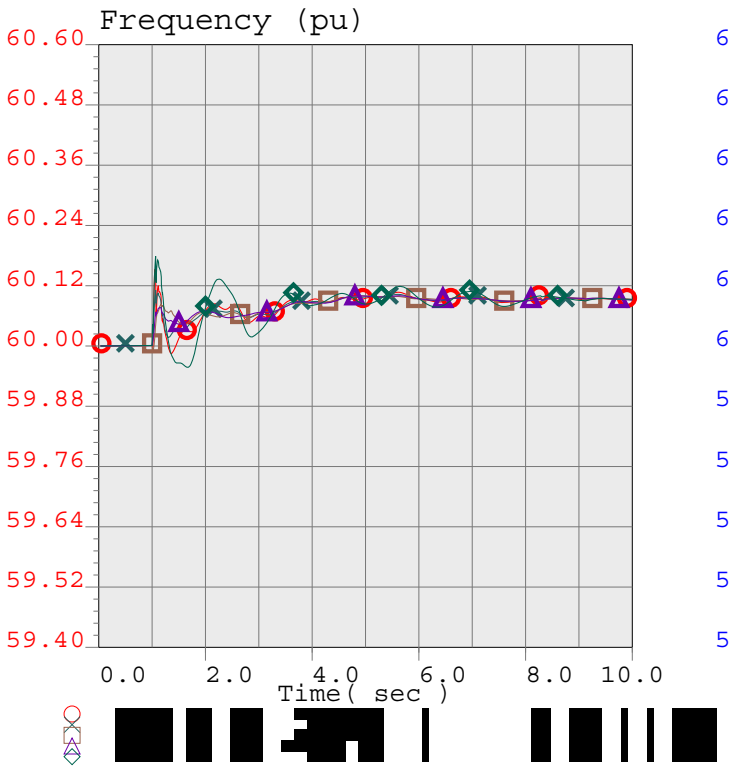
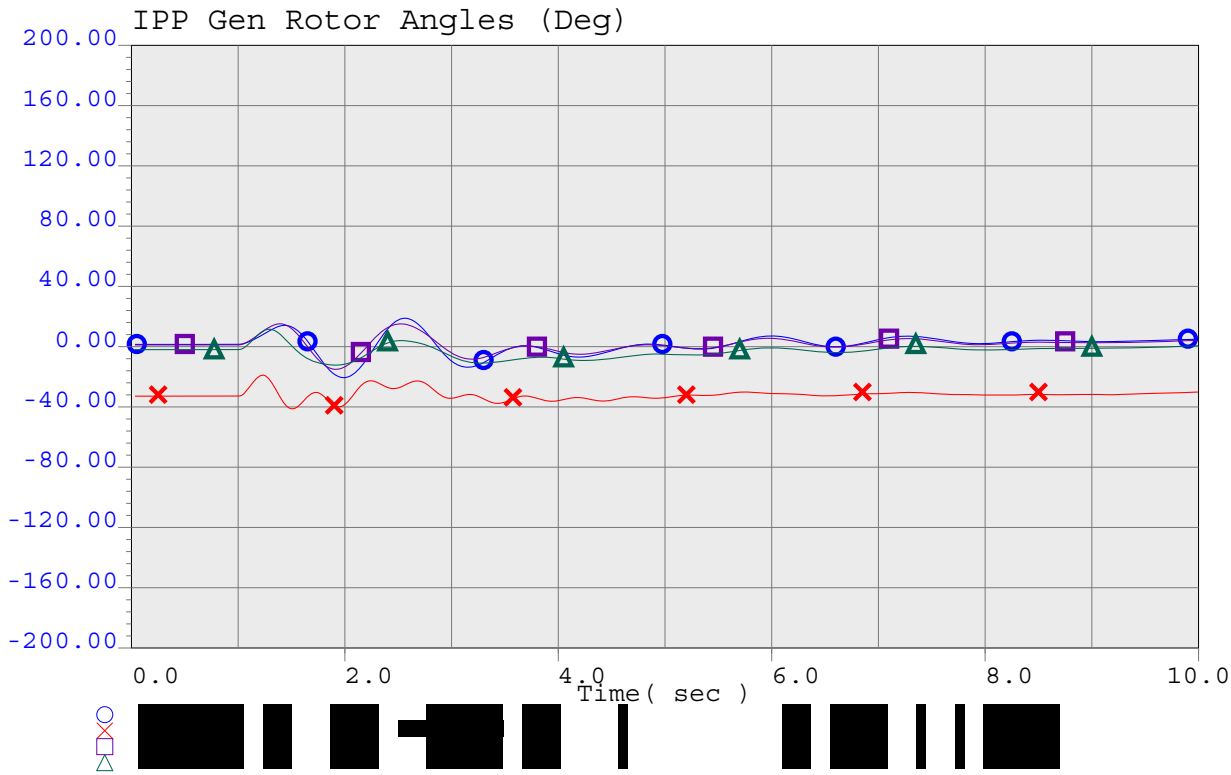
SYSTEM IMPACT STUDY (Frequency)

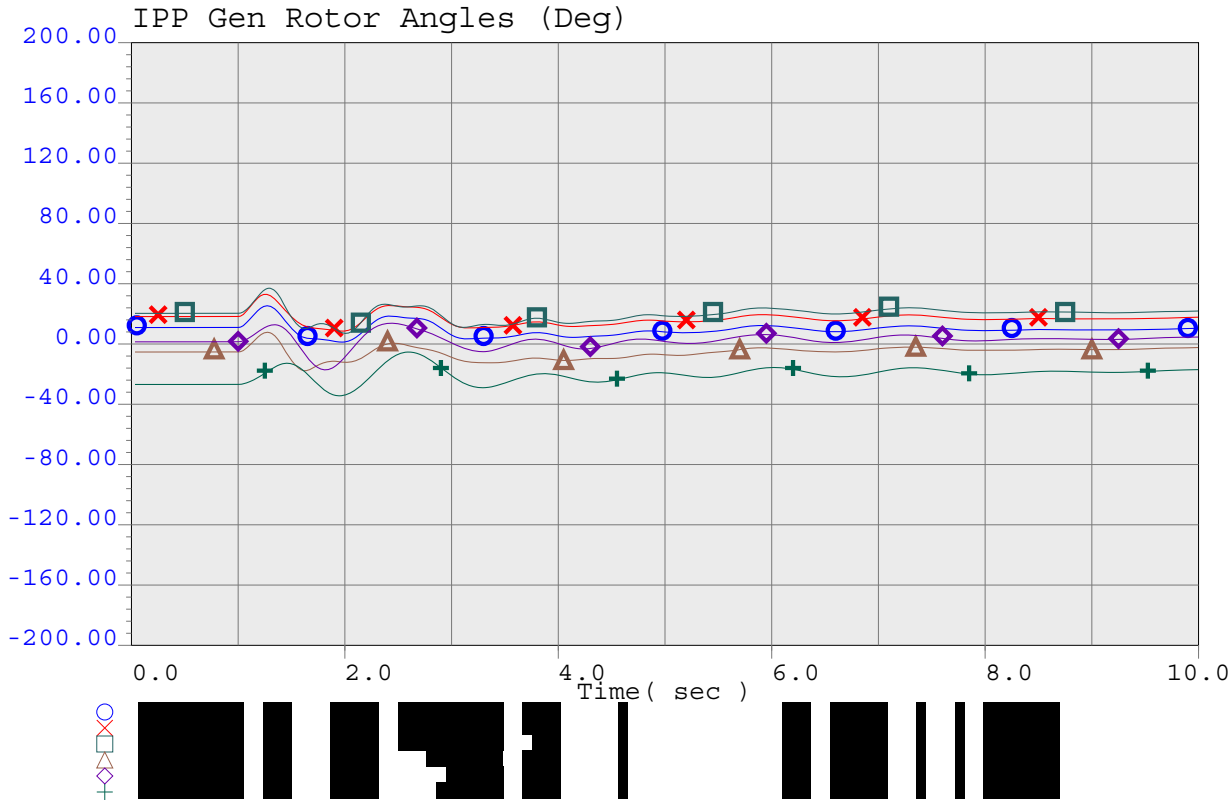




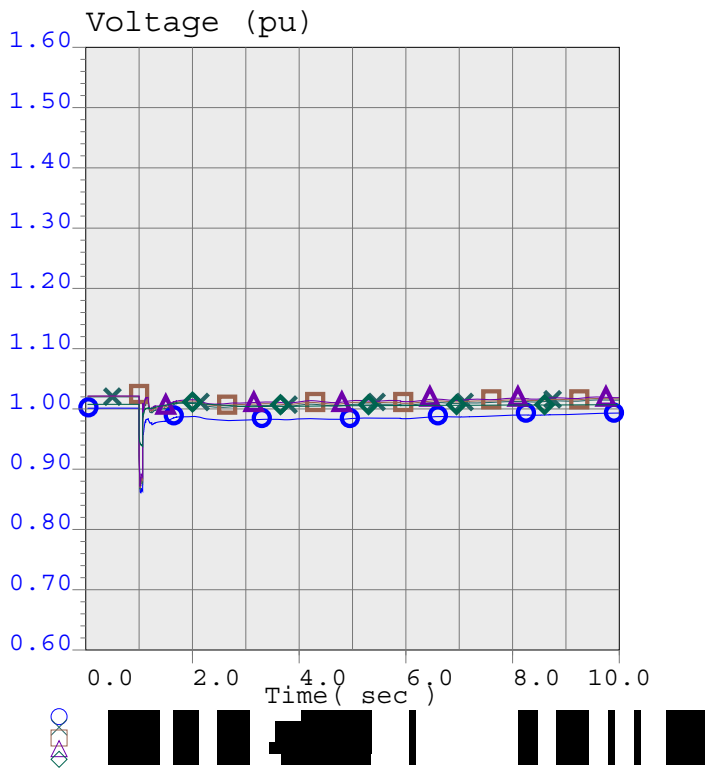


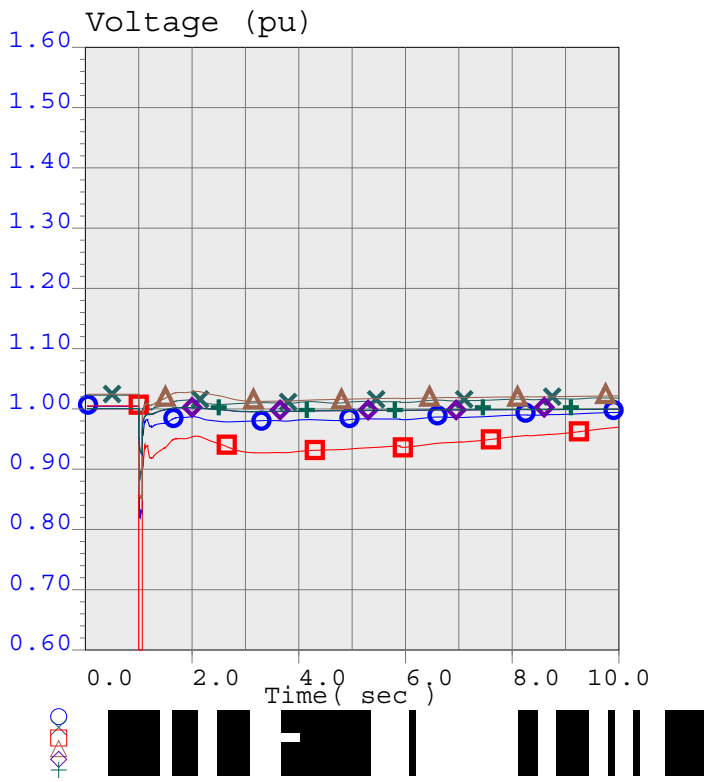
SYSTEM IMPACT STUDY (Rotor Angles)

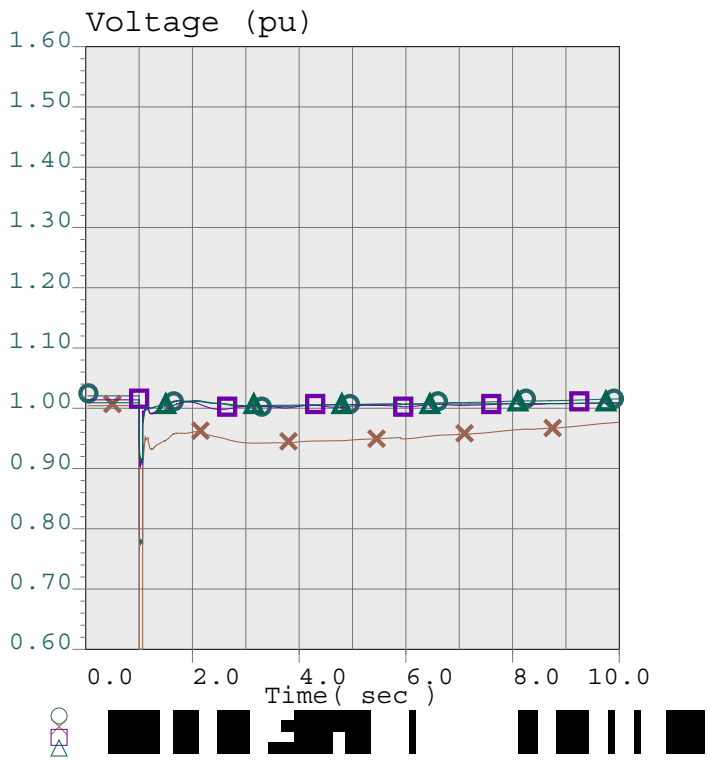


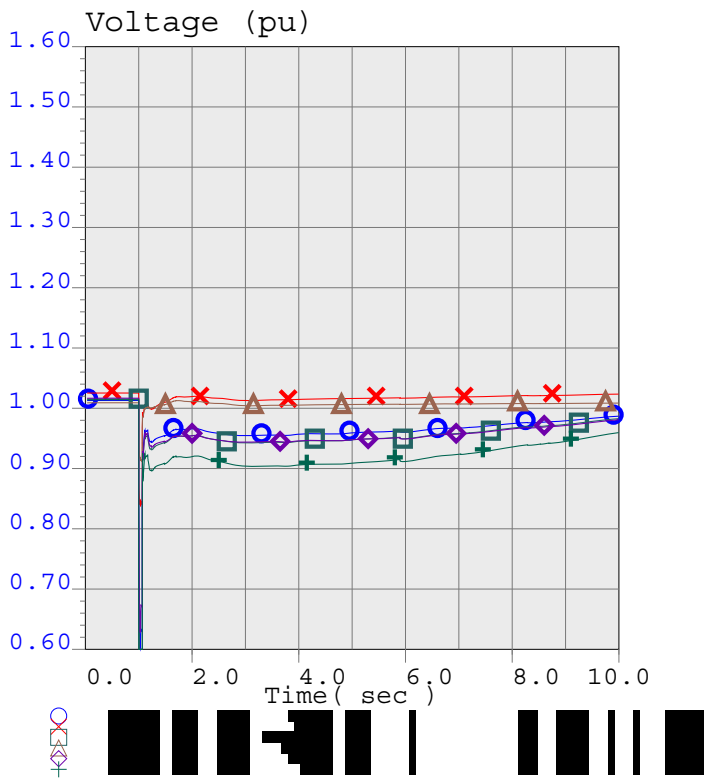


SYSTEM IMPACT STUDY (Voltage)









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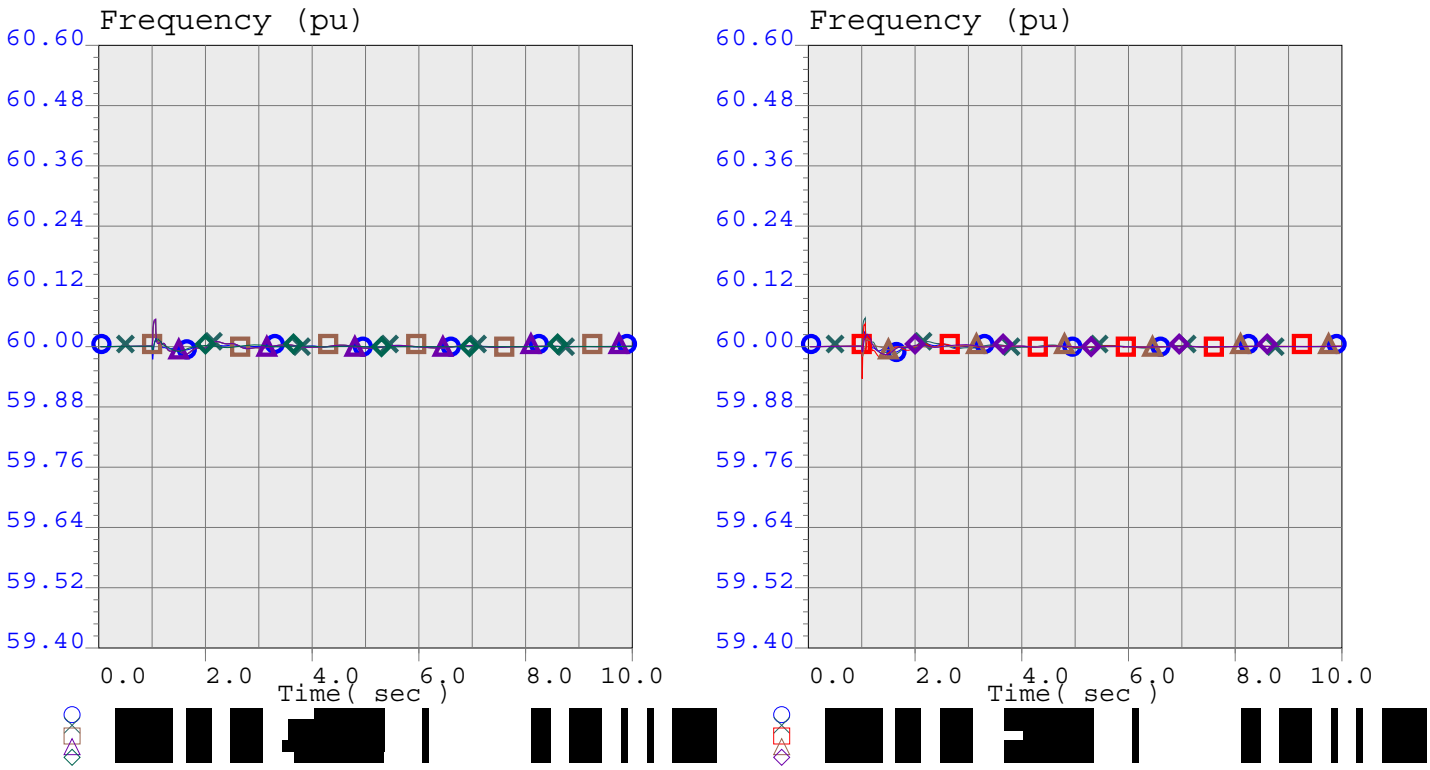

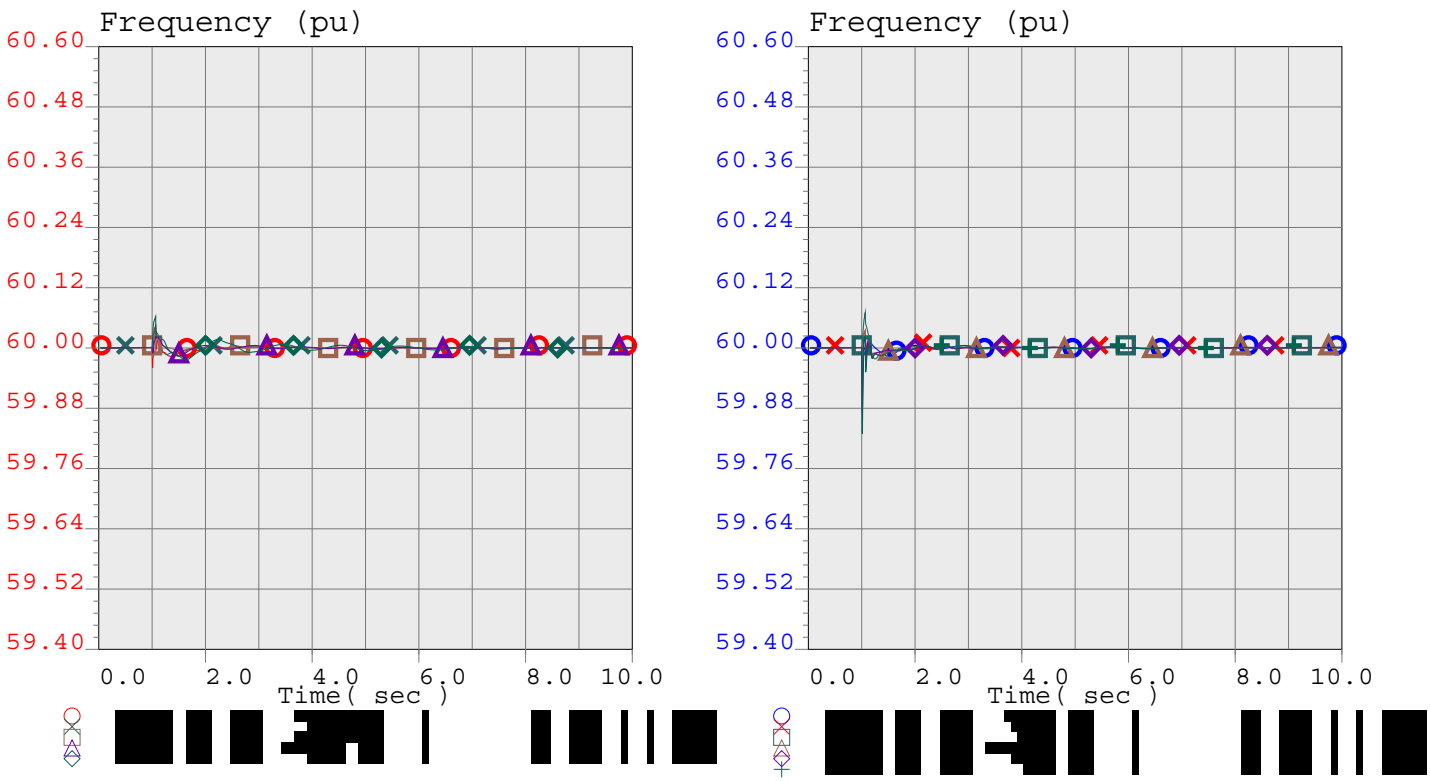

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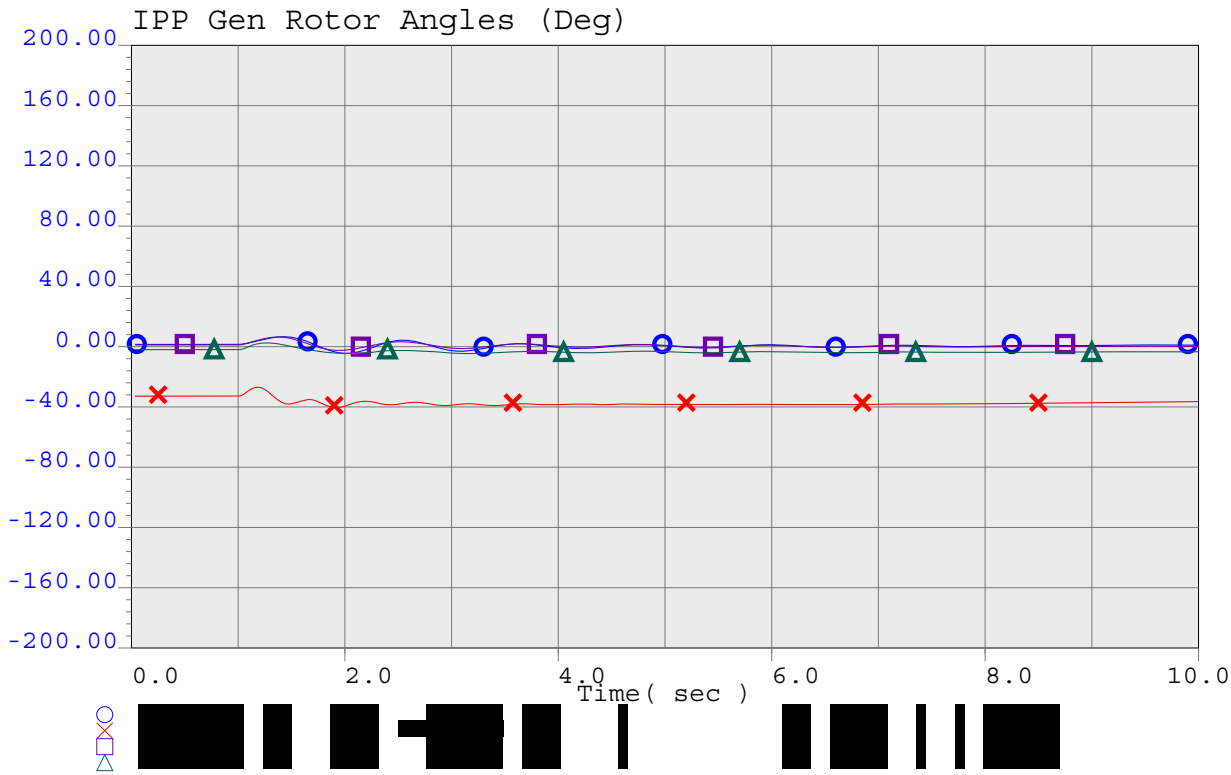
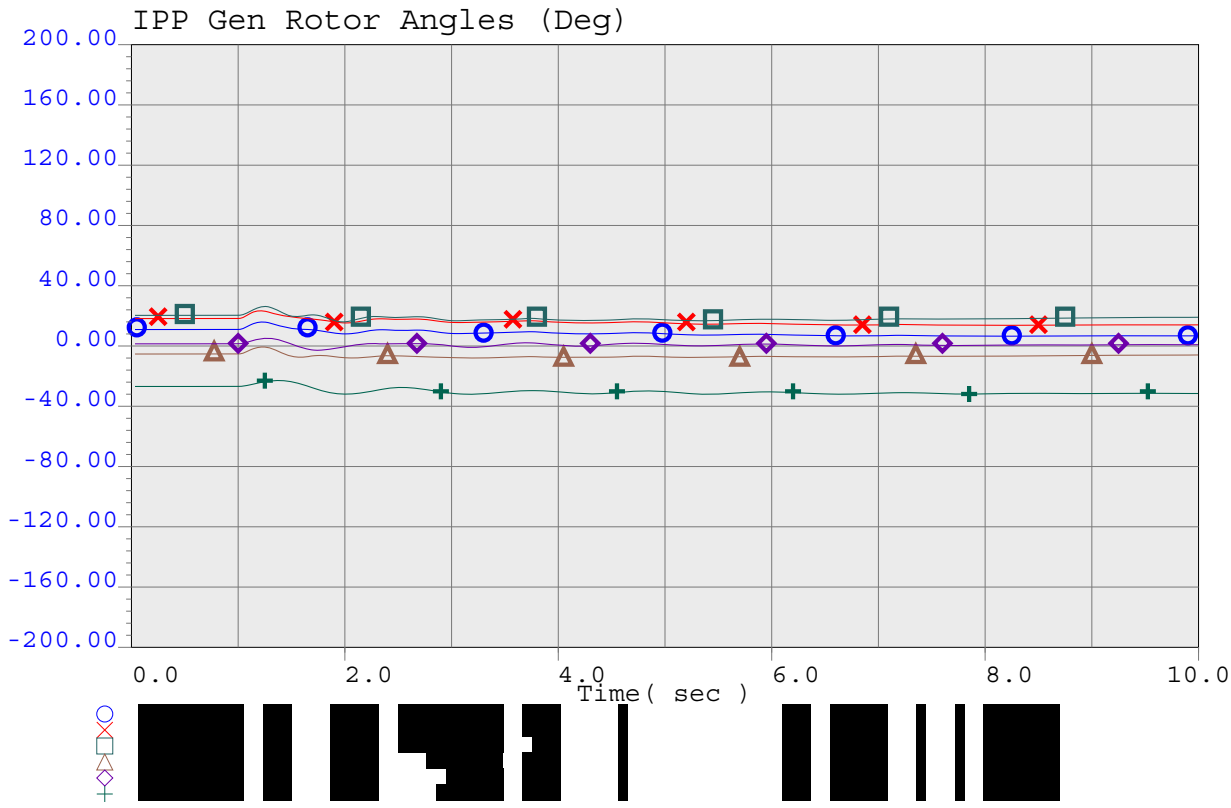
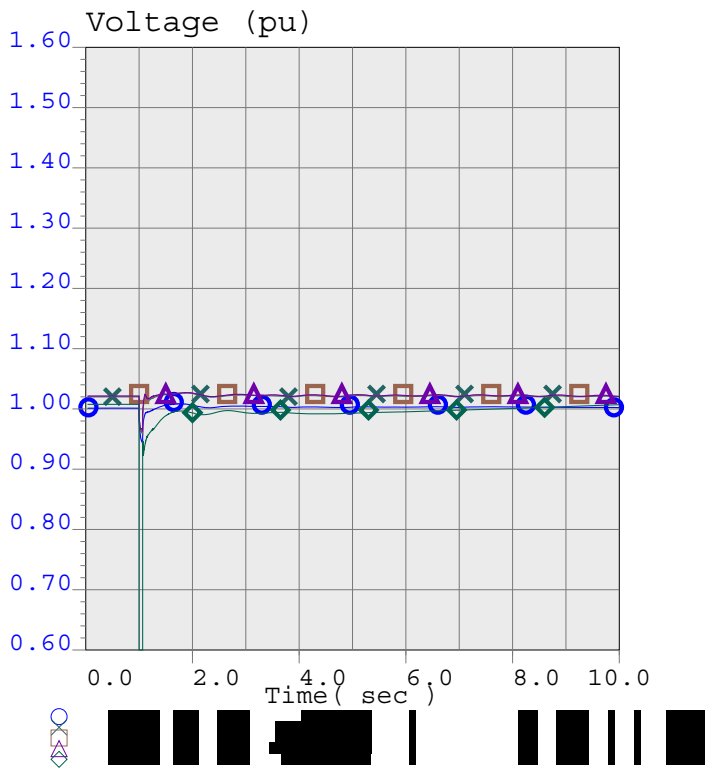
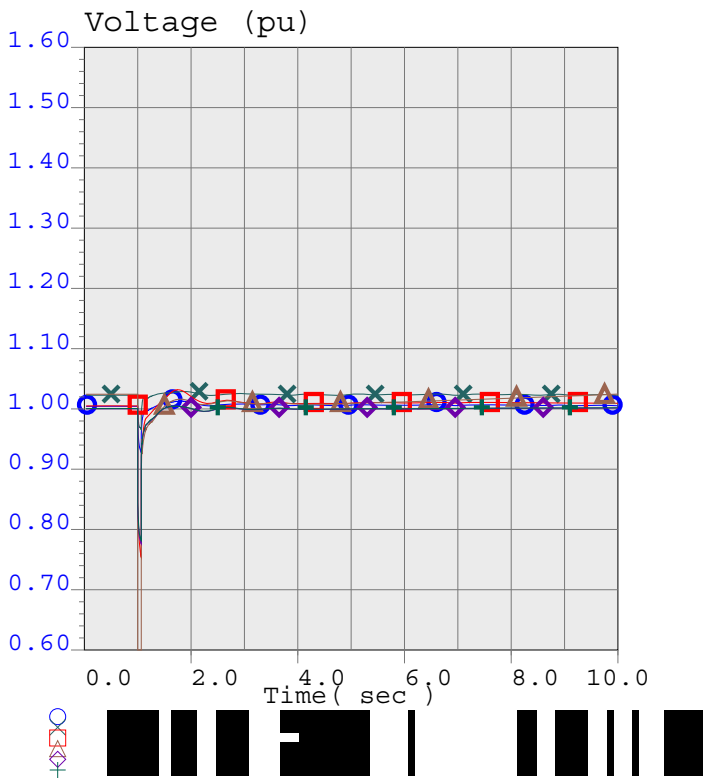
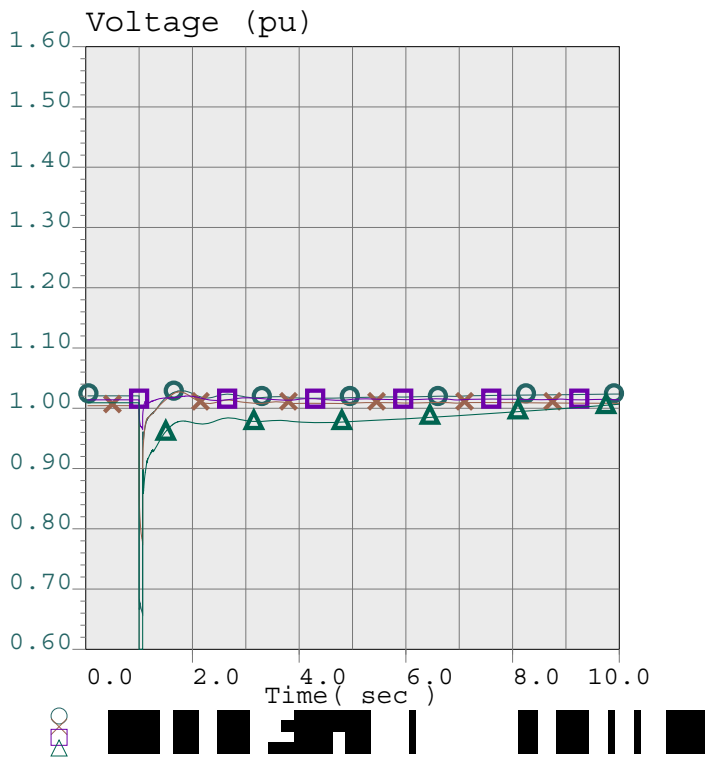


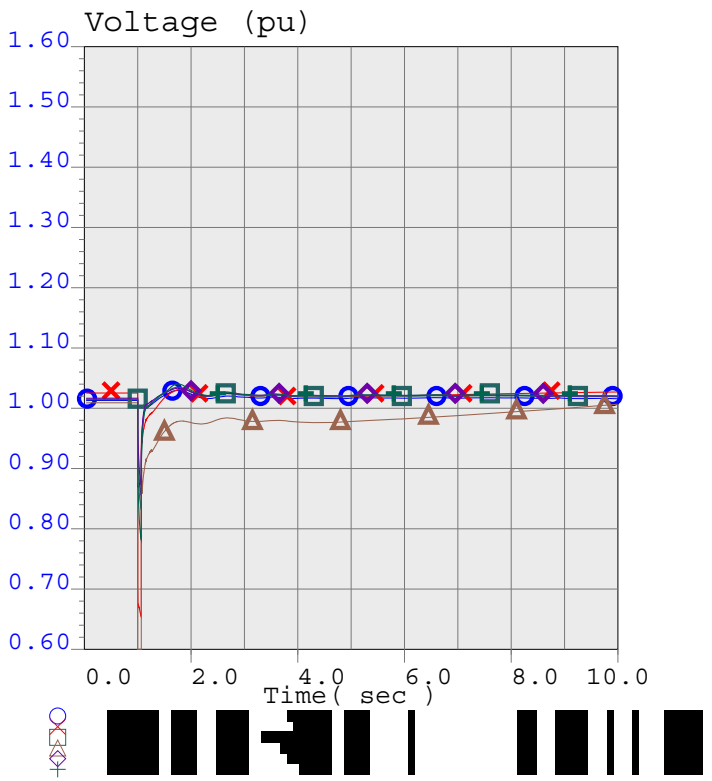


SYSTEM IMPACT STUDY (Voltage)









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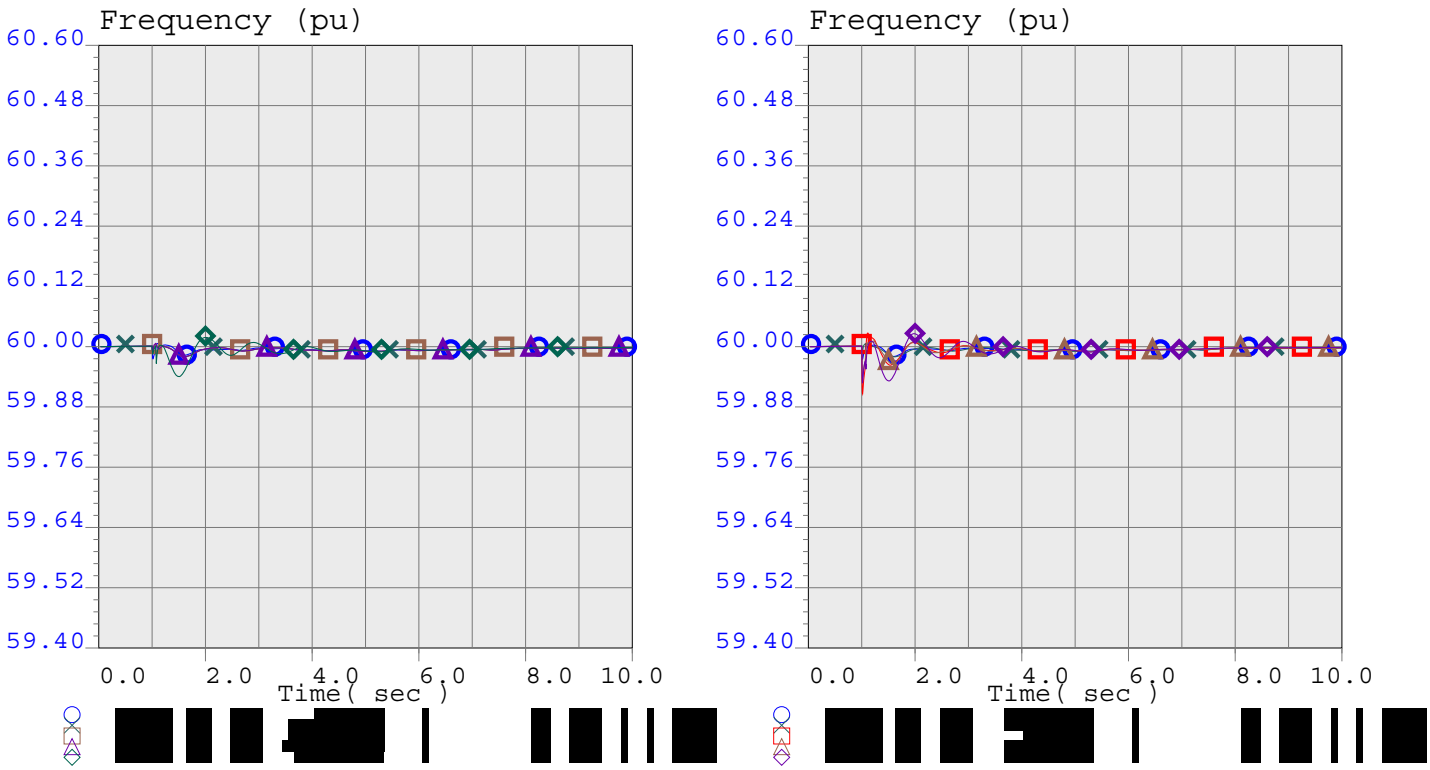
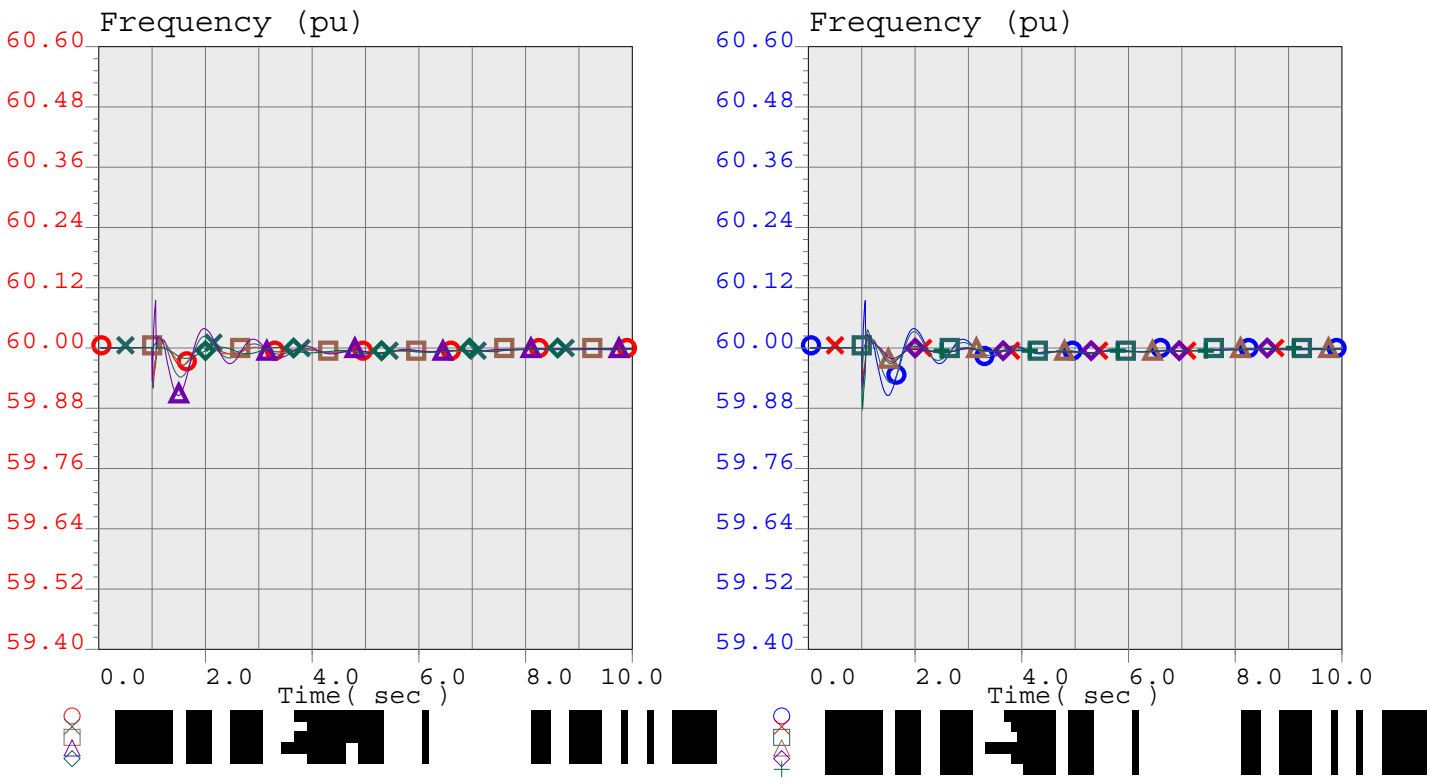
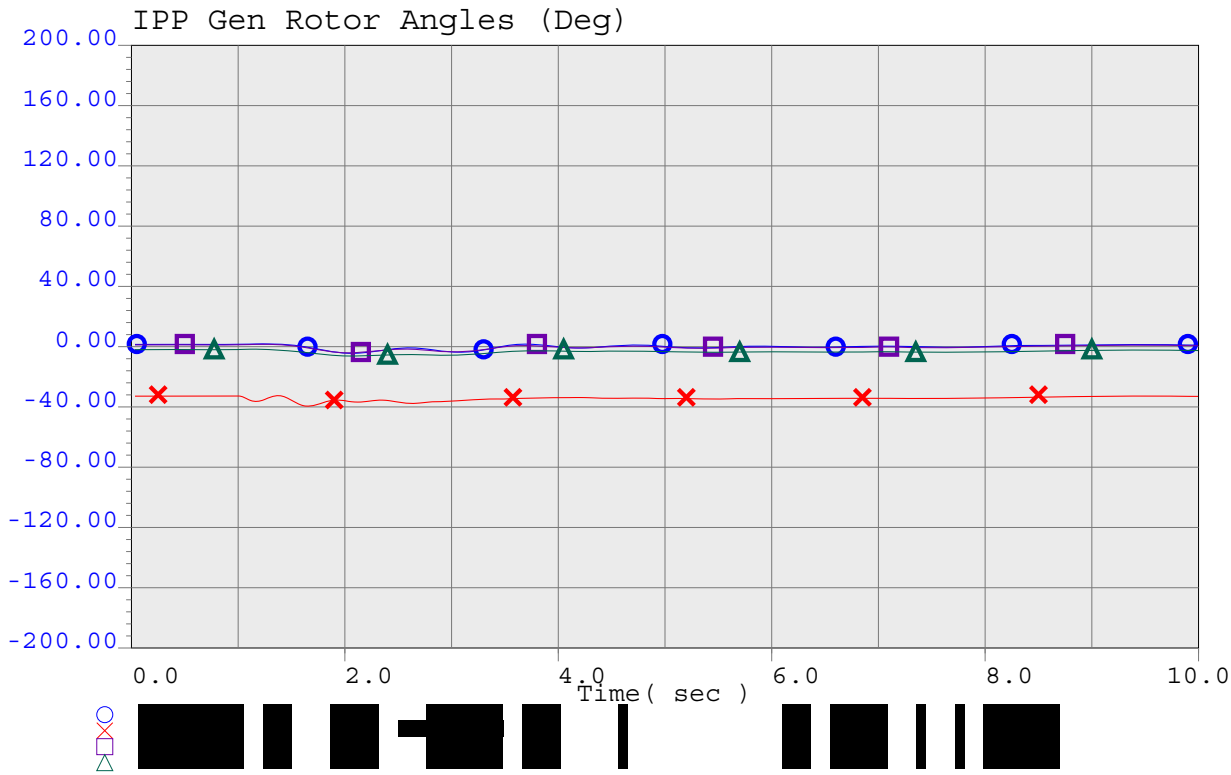
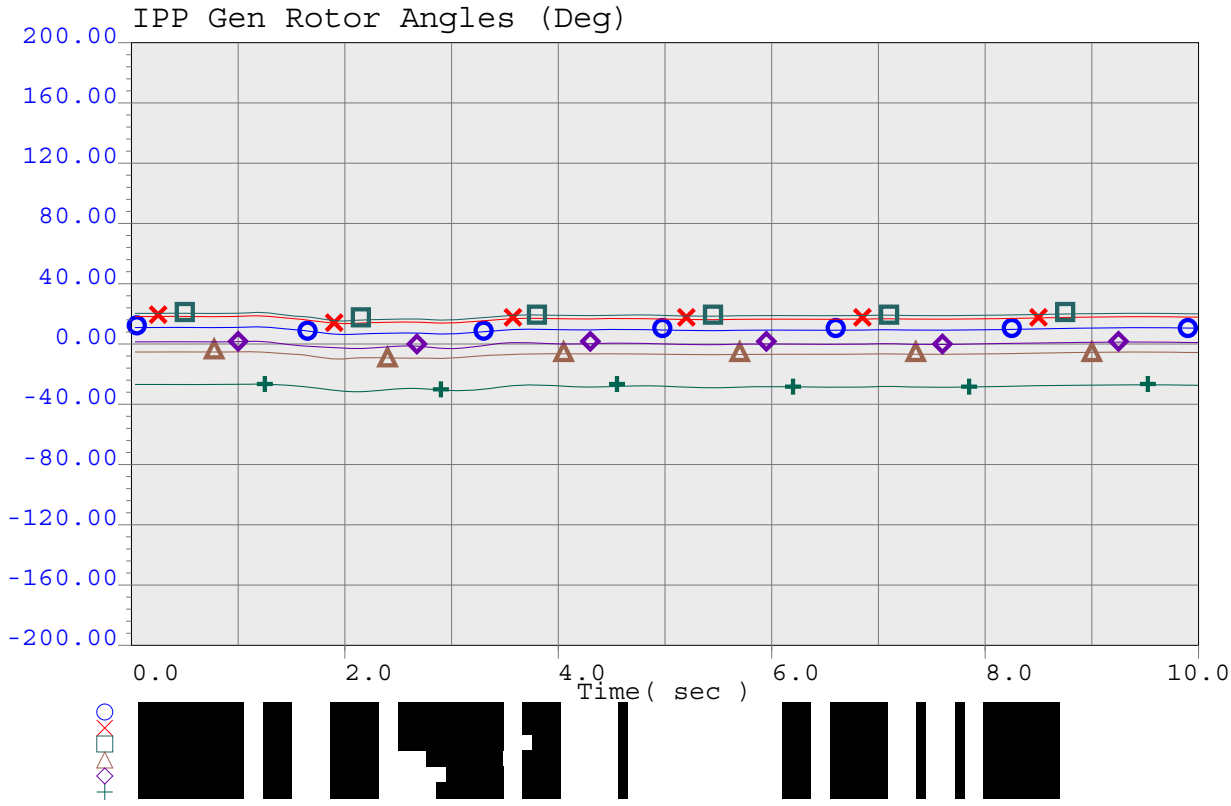


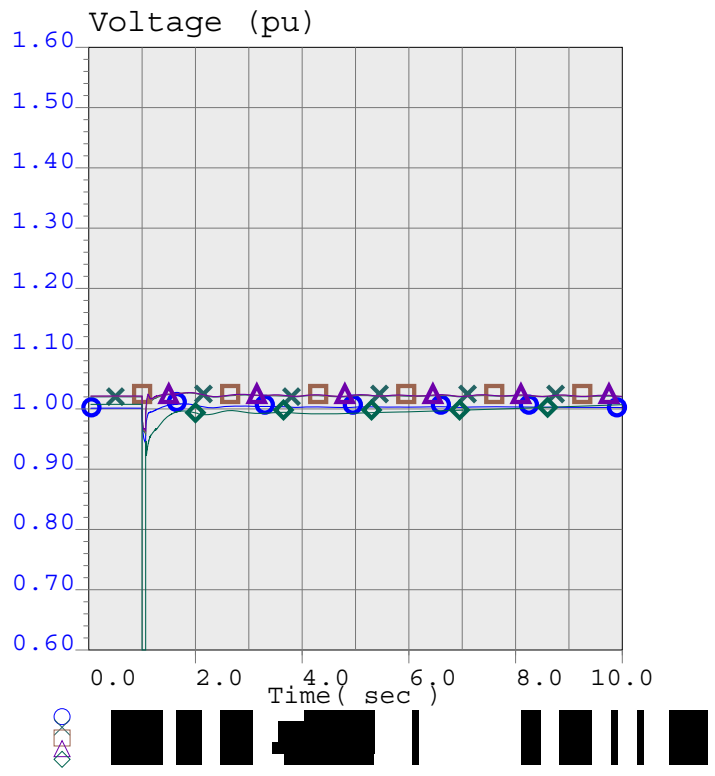


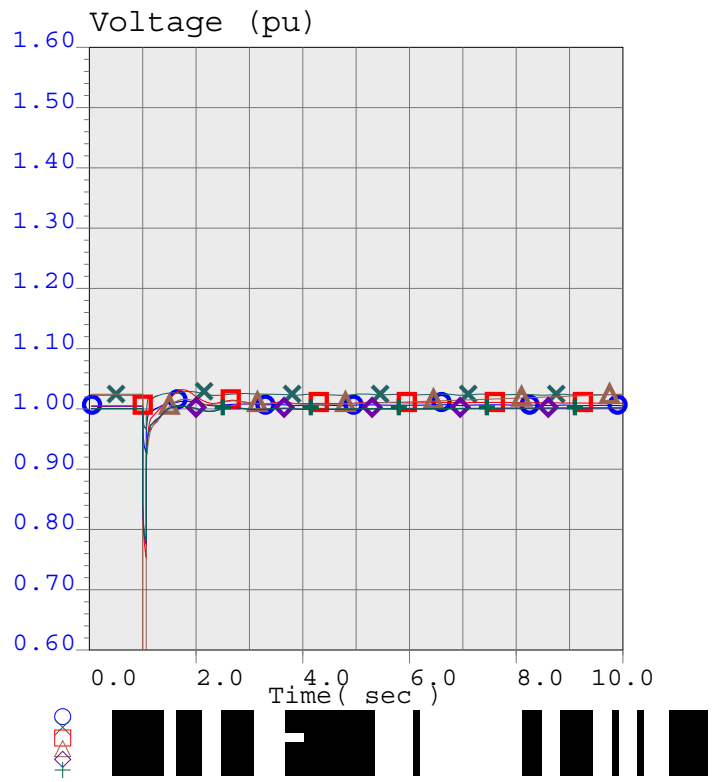
SYSTEM IMPACT STUDY (Rotor Angles)

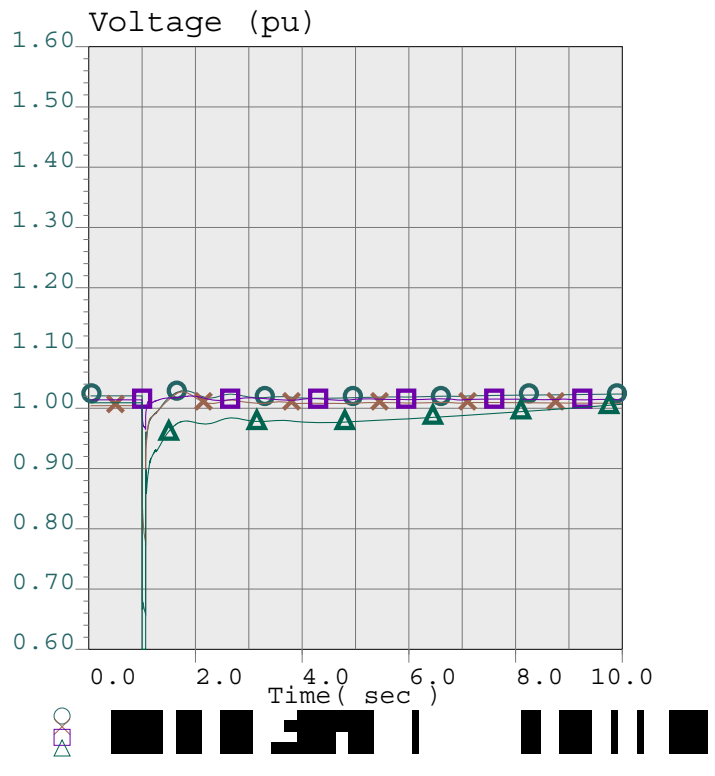


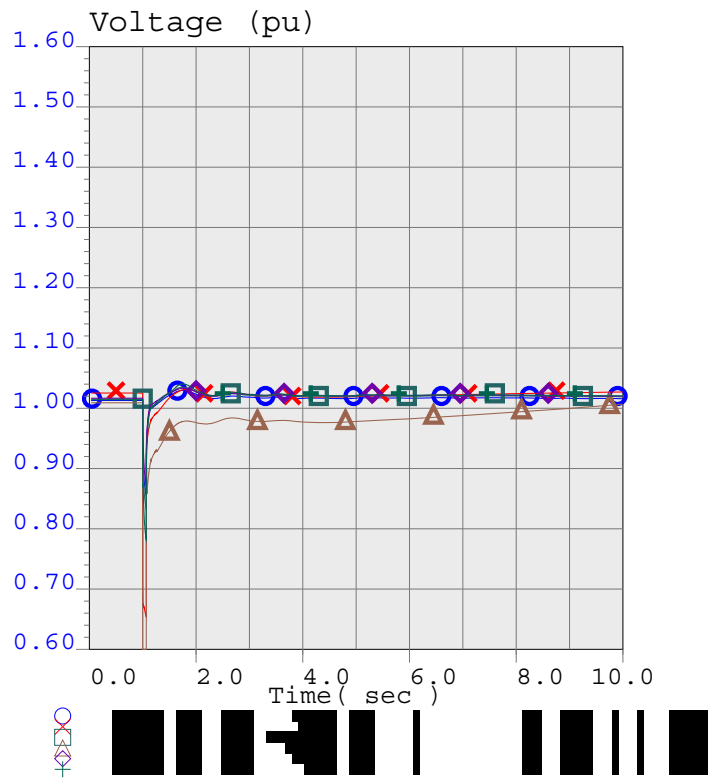


SYSTEM IMPACT STUDY (Voltage)









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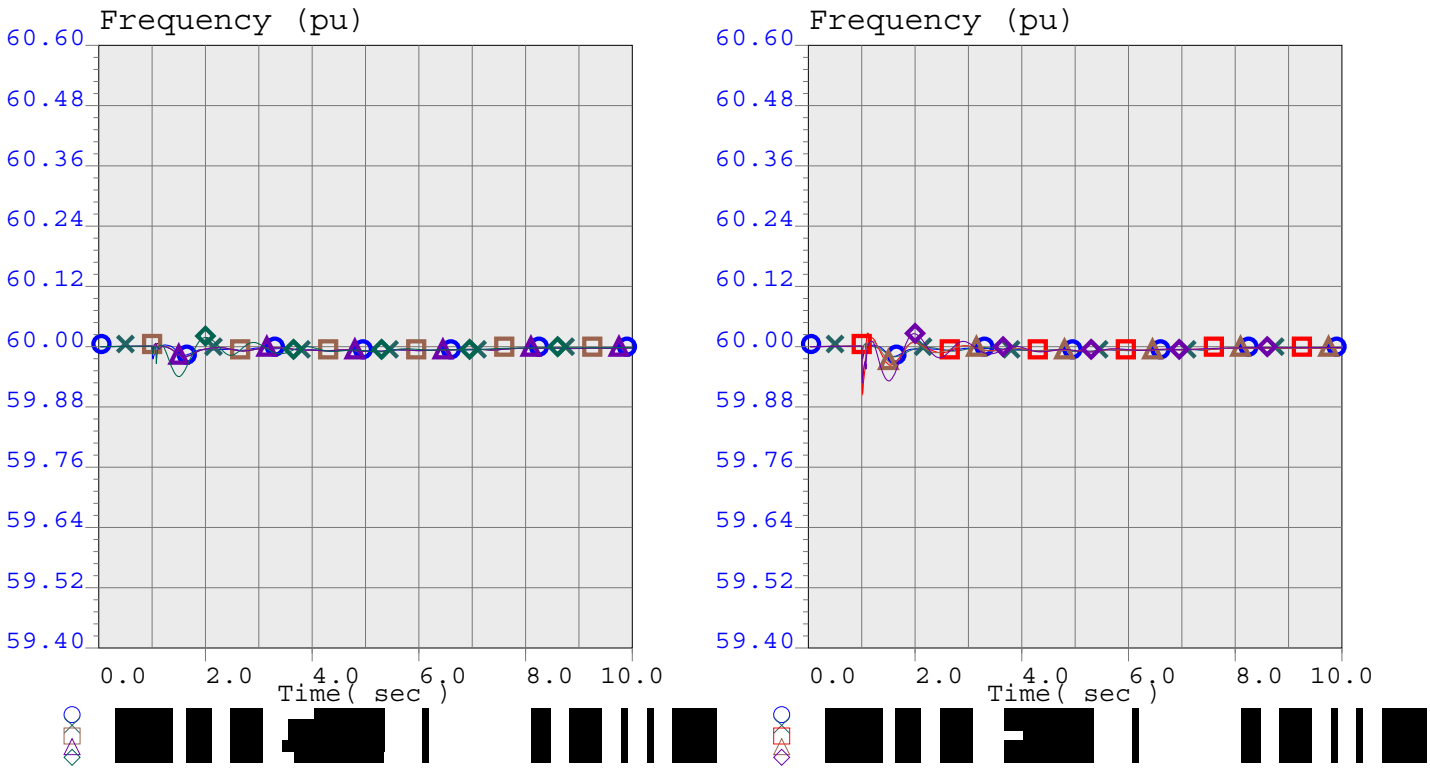
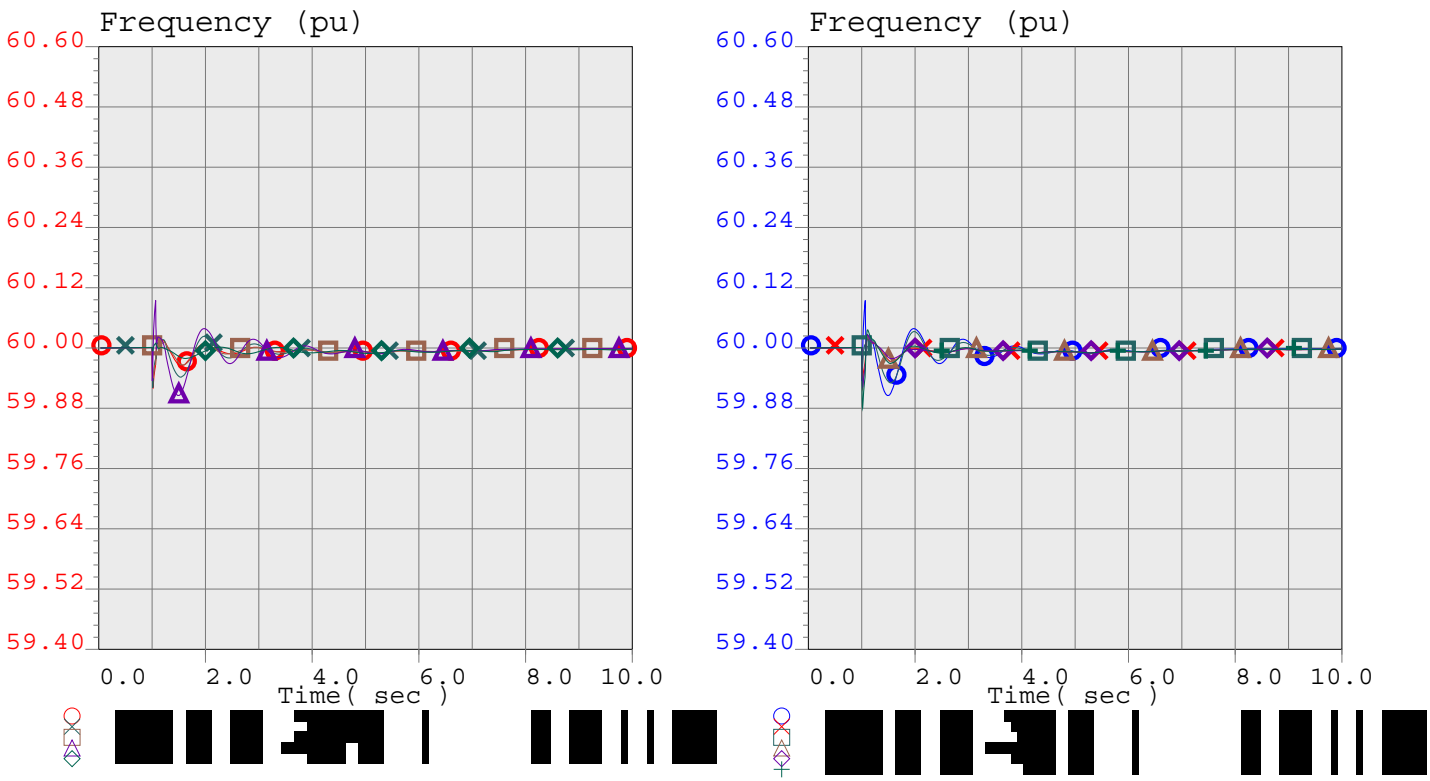
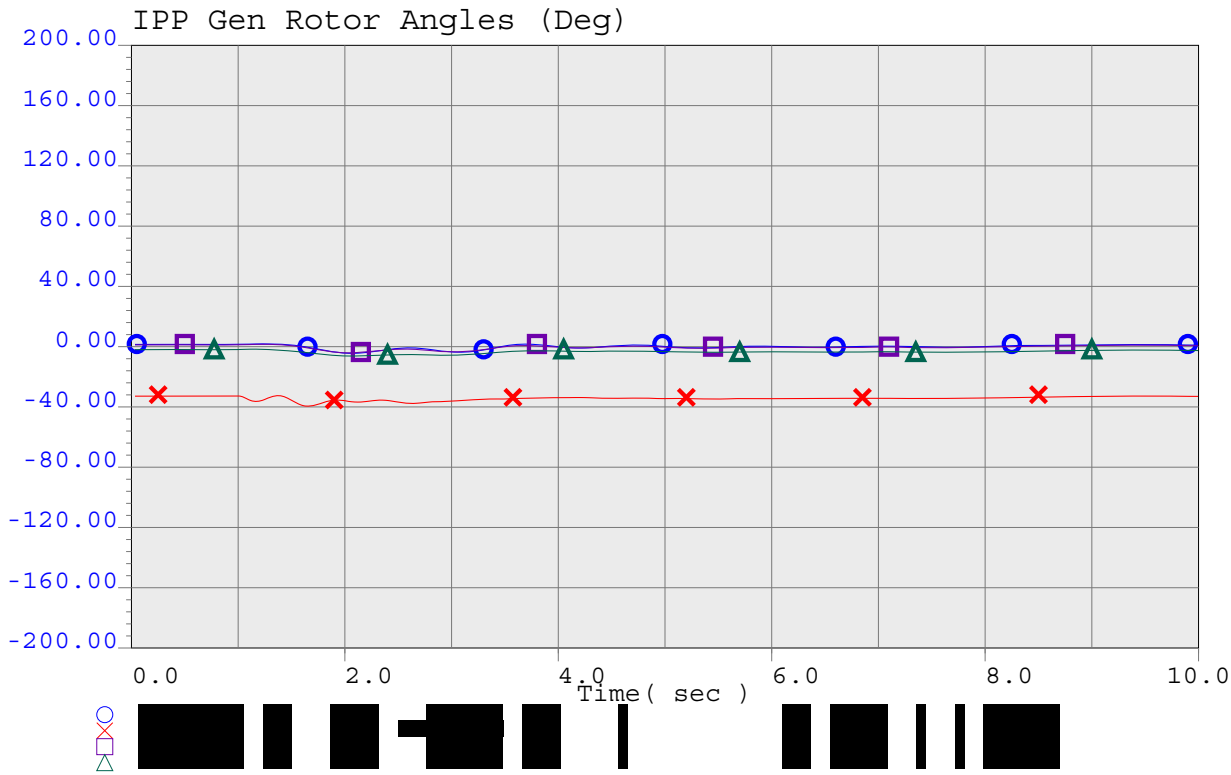
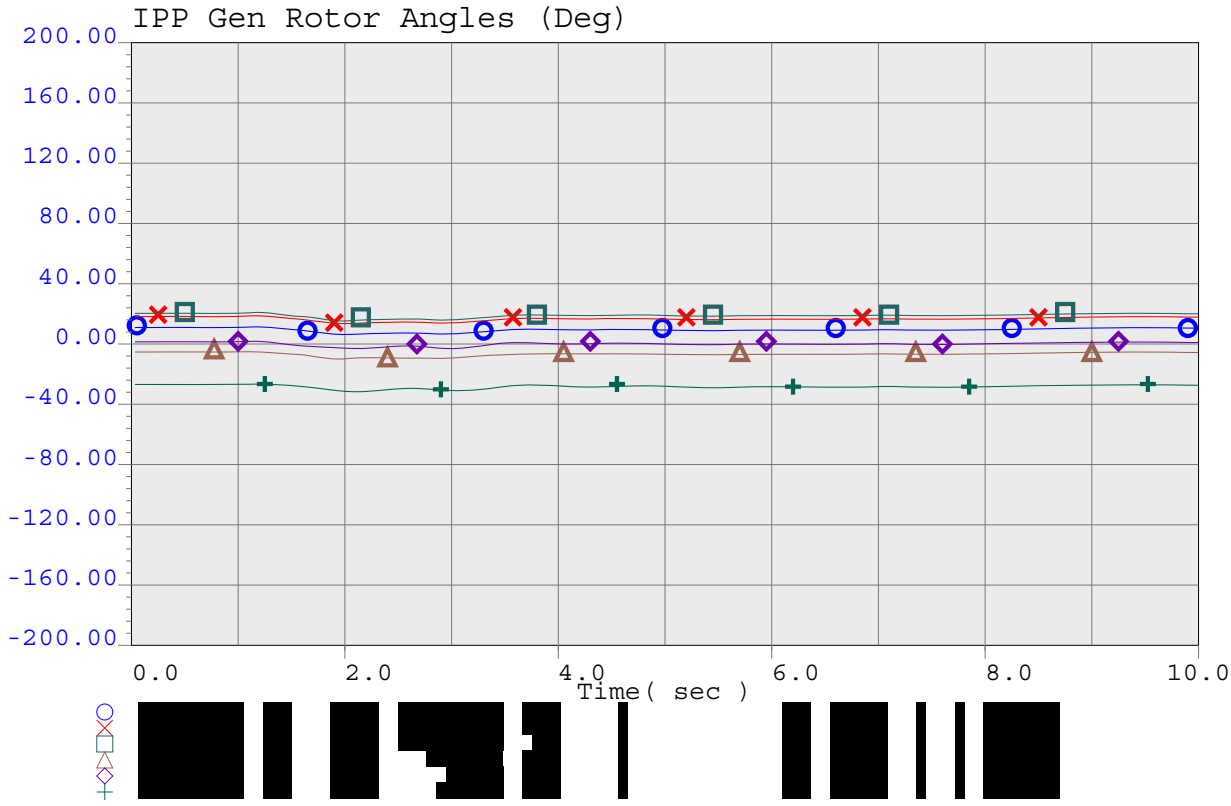


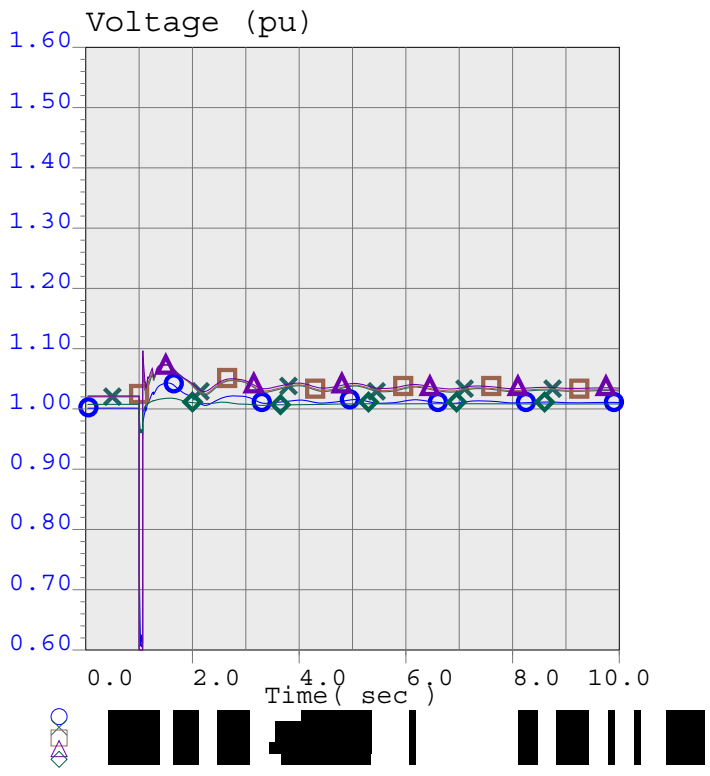


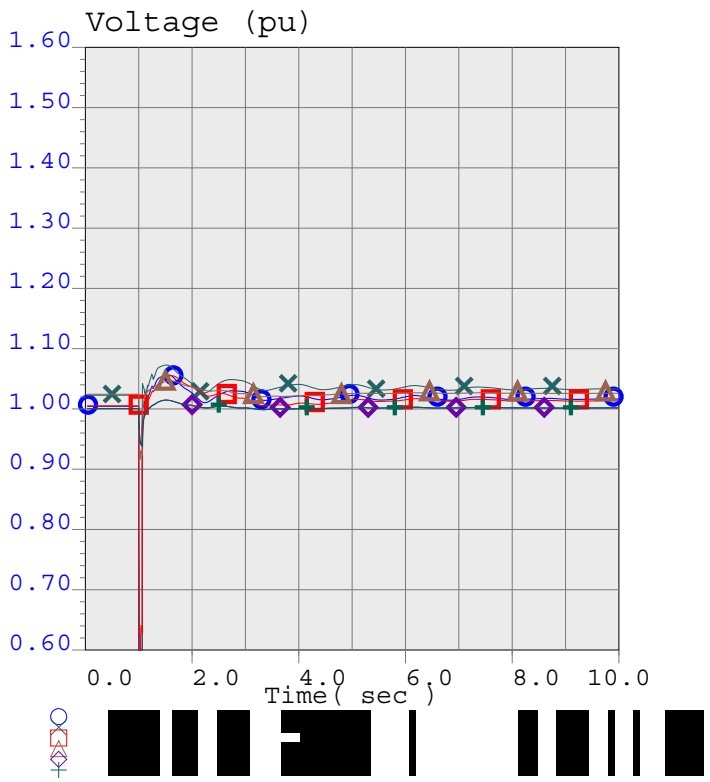
SYSTEM IMPACT STUDY (Rotor Angles)

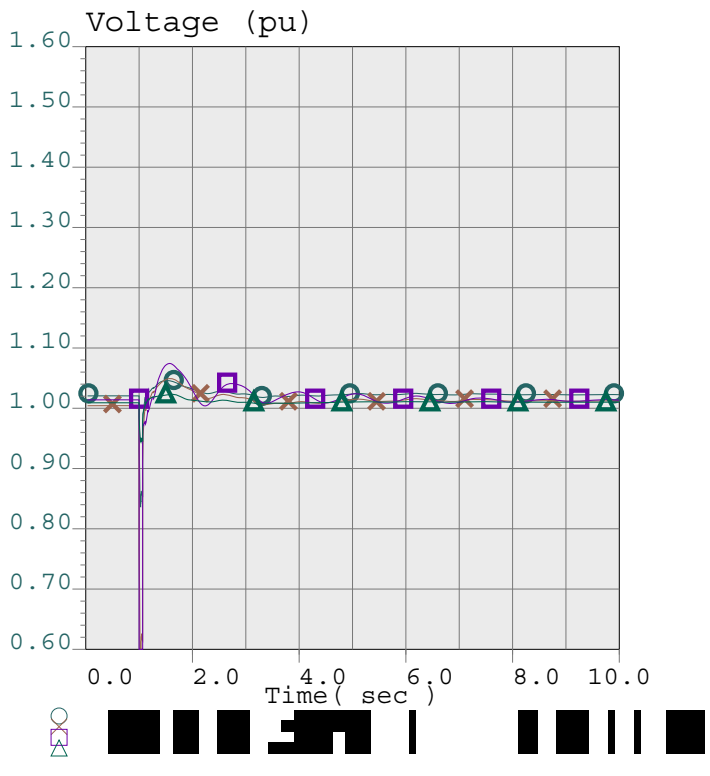


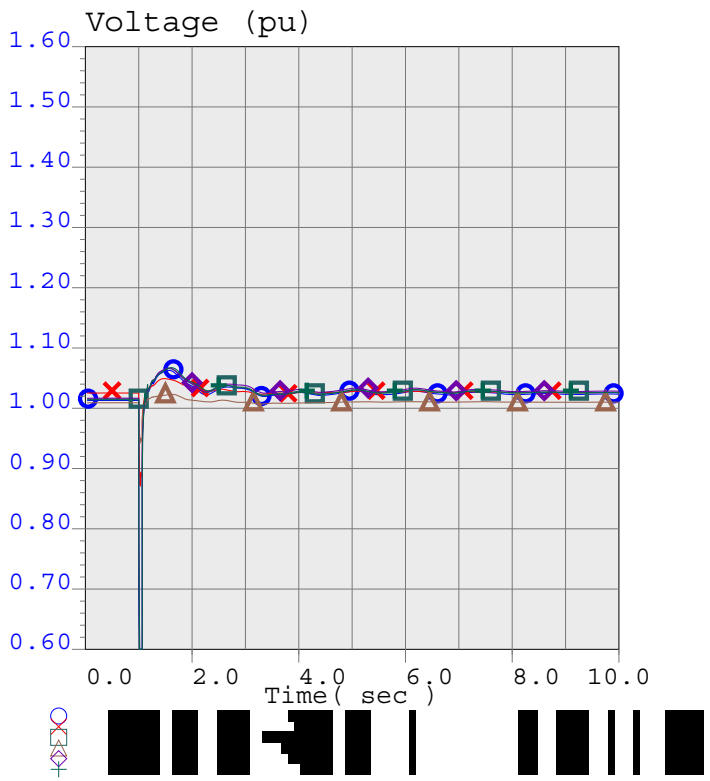


SYSTEM IMPACT STUDY (Voltage)









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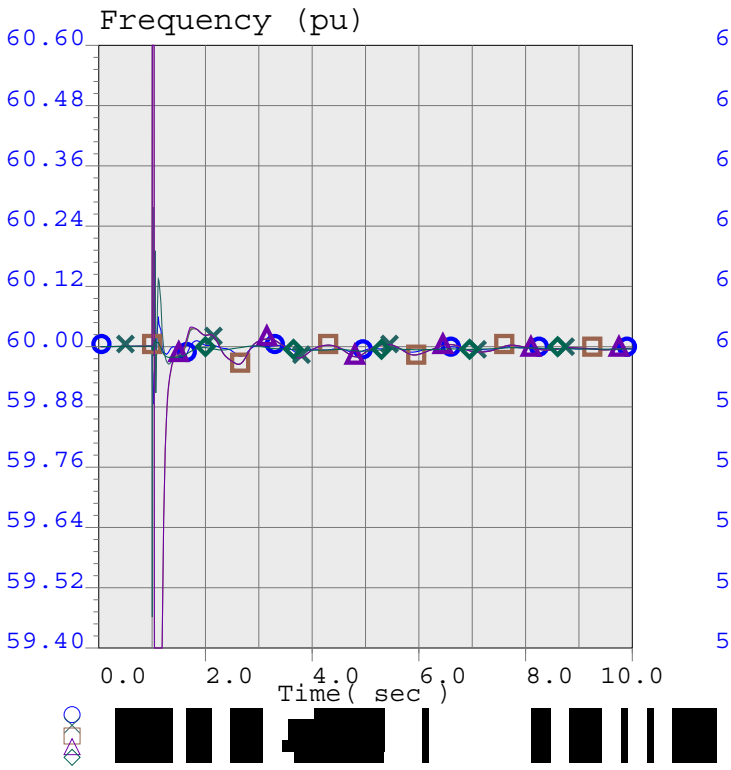
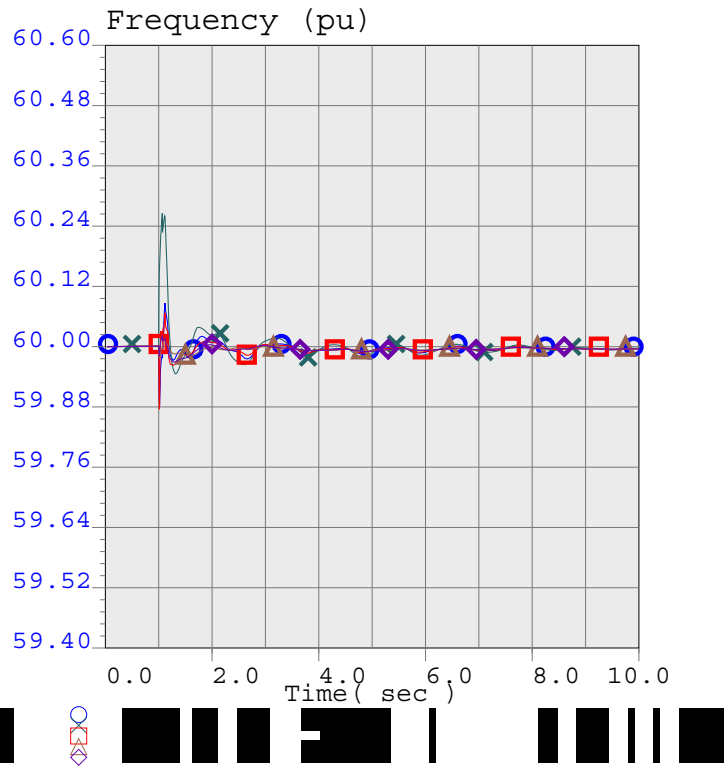
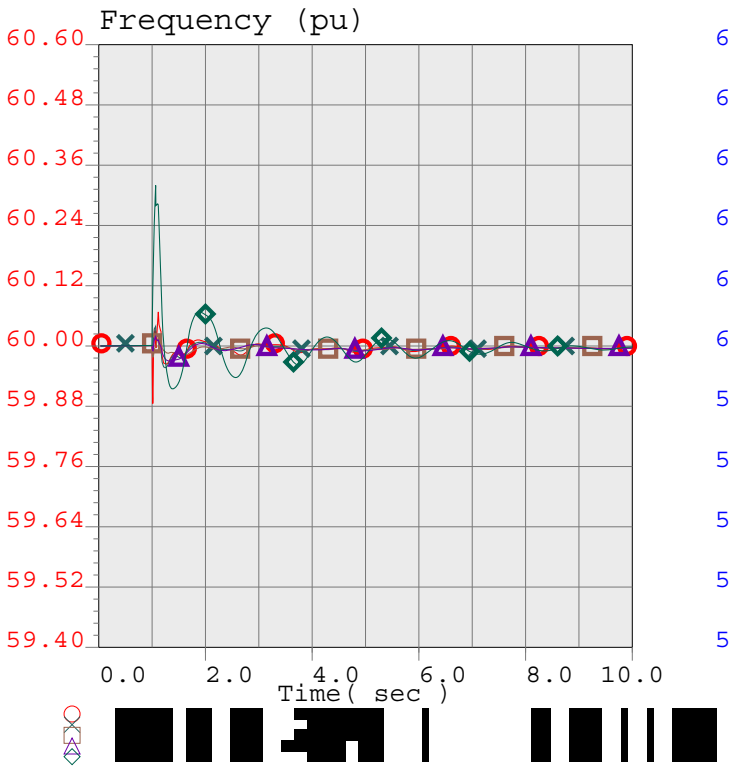
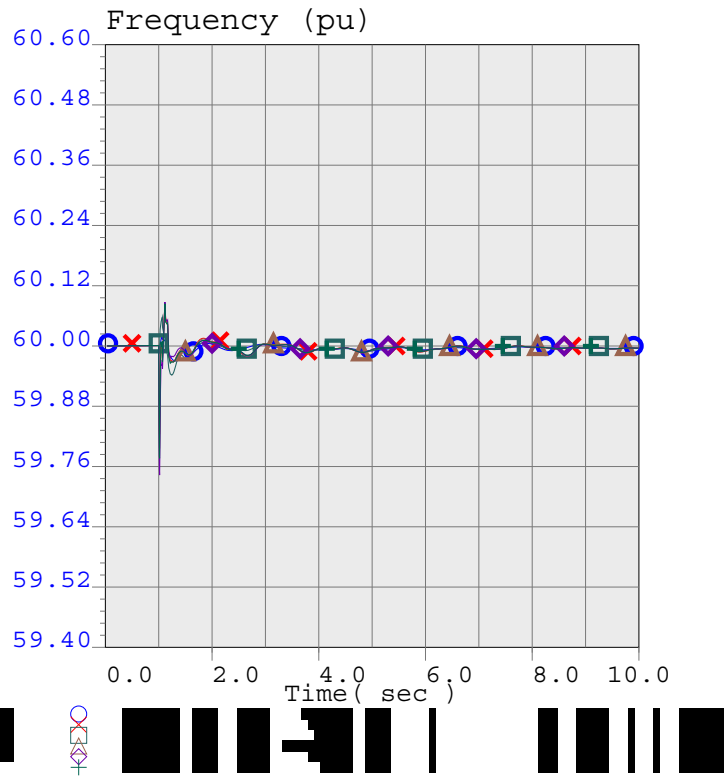
SYSTEM IMPACT STUDY (Frequency)

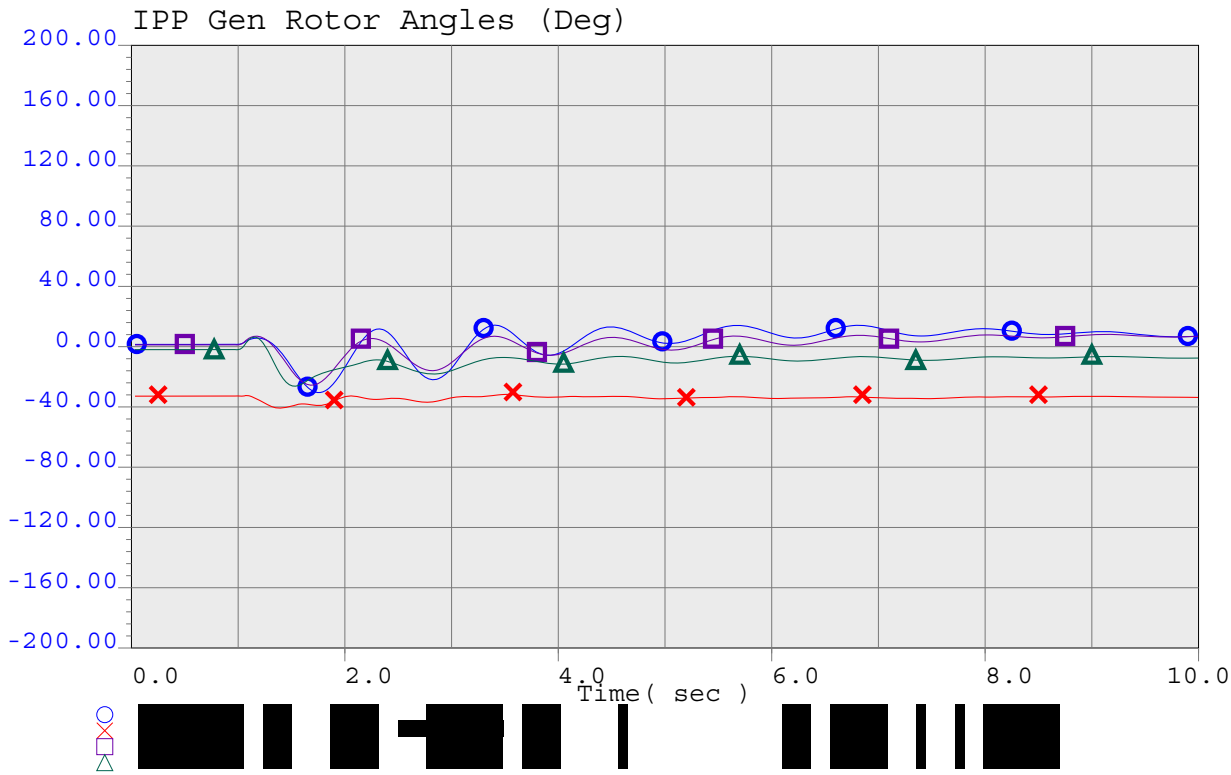


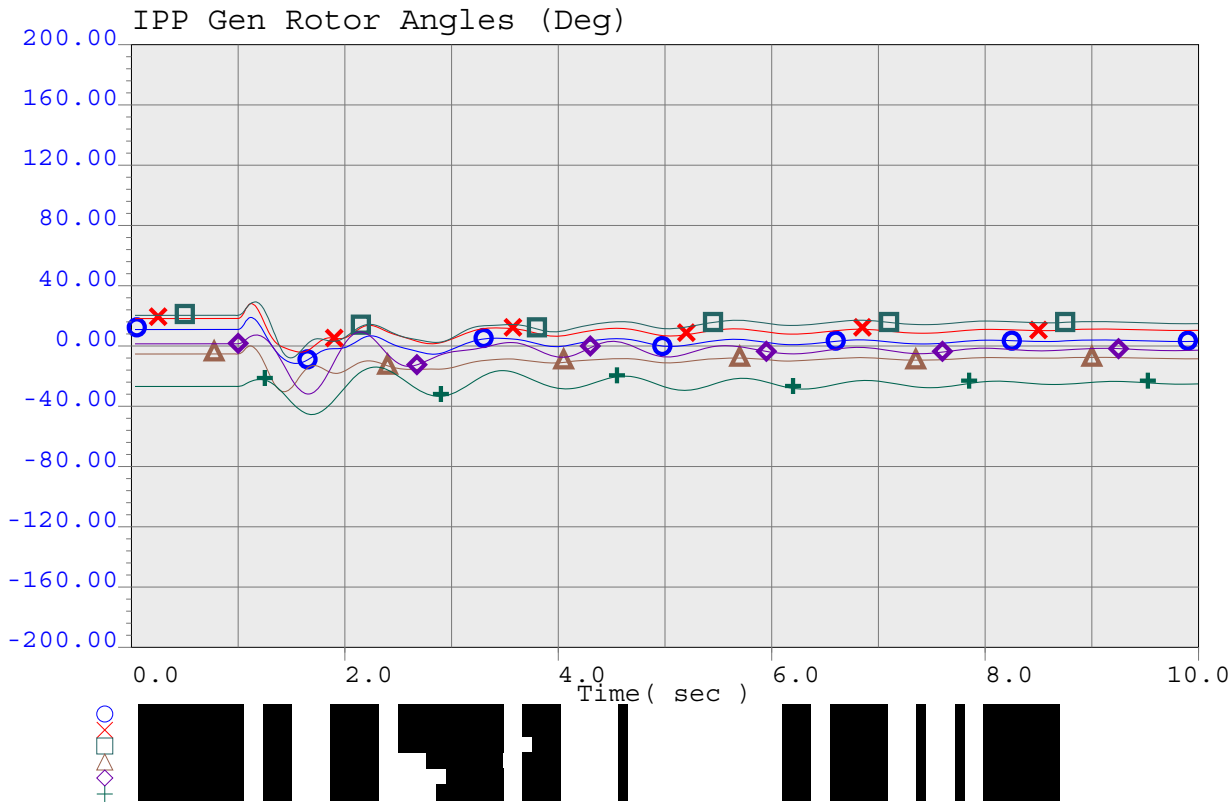




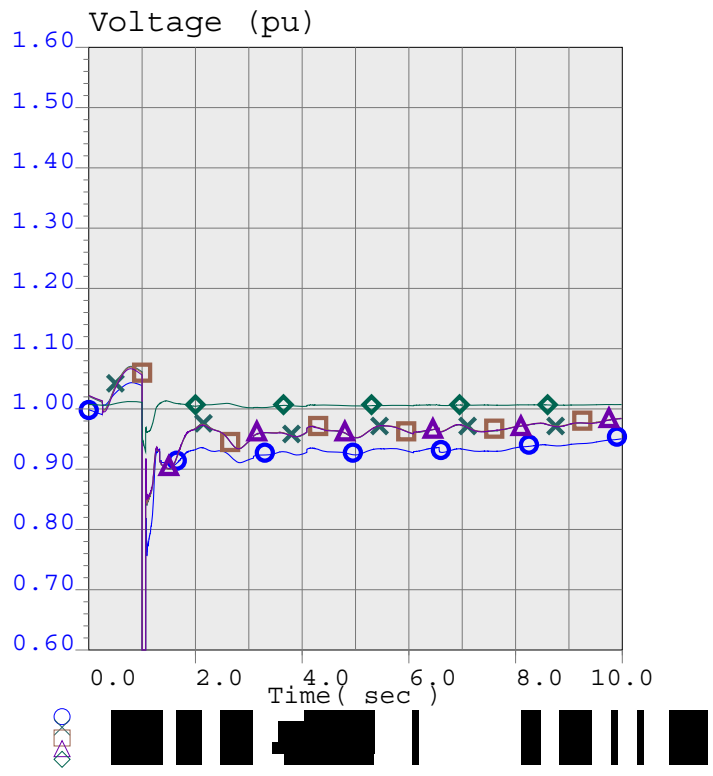


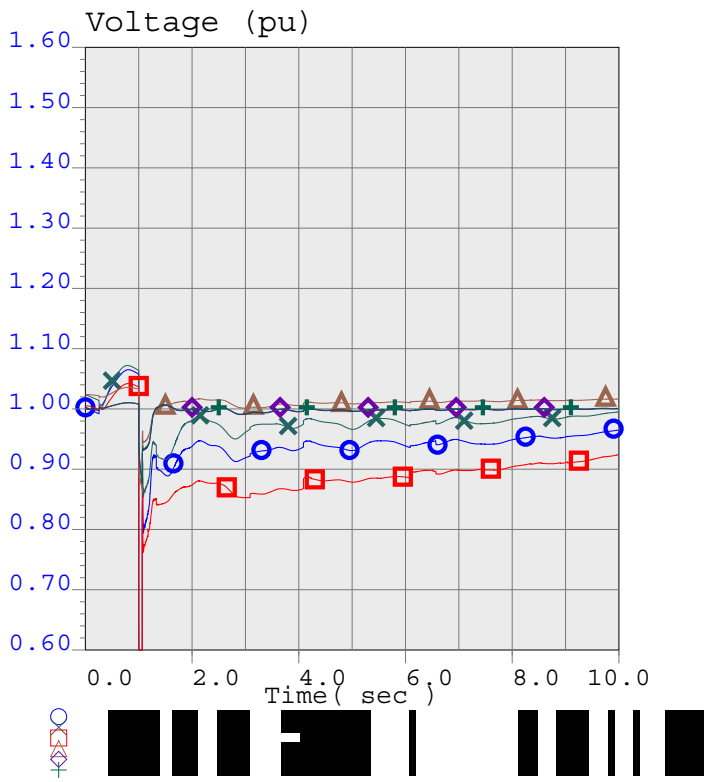
SYSTEM IMPACT STUDY (Rotor Angles)

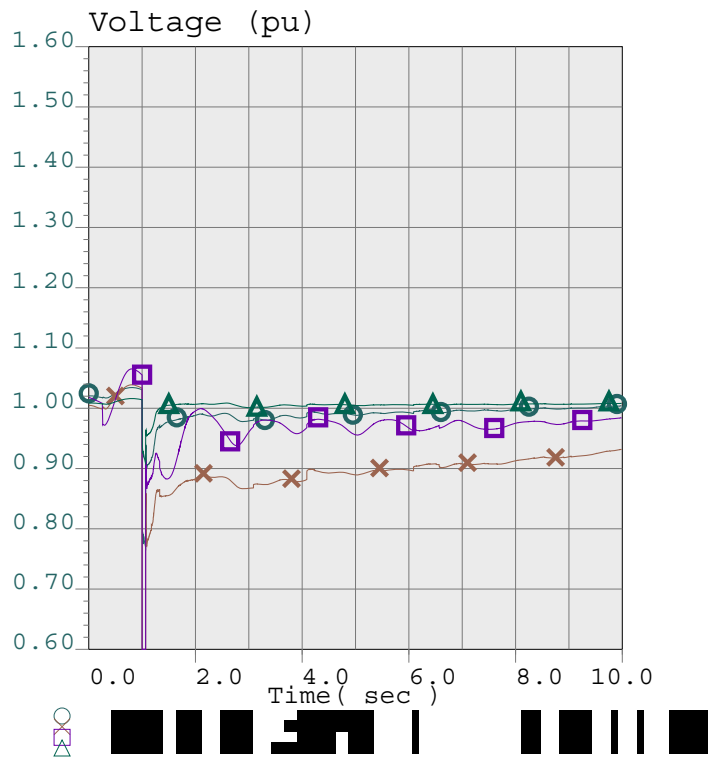


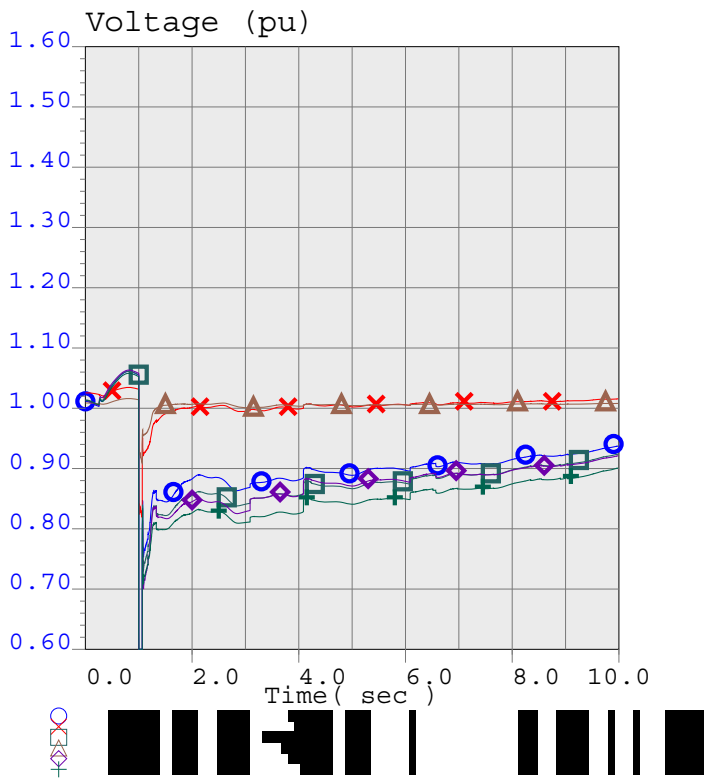


SYSTEM IMPACT STUDY (Voltage)









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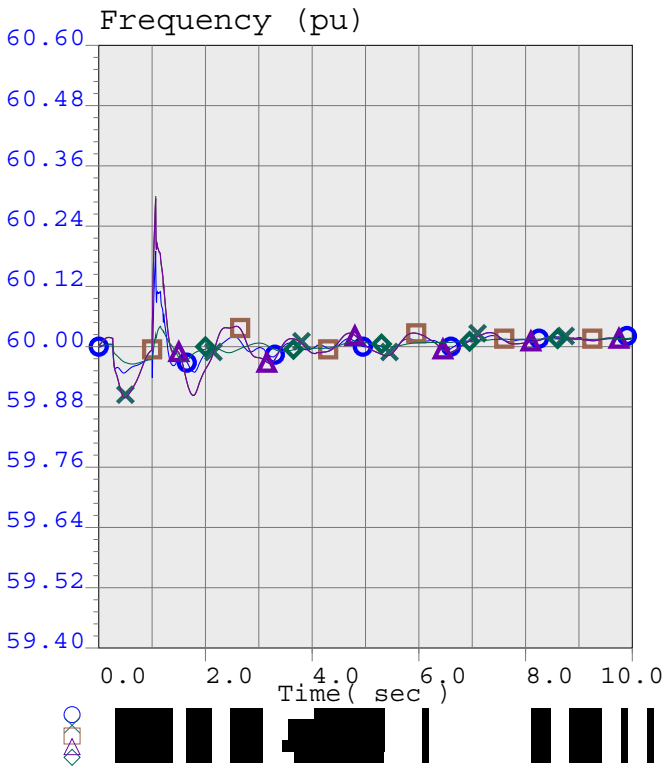
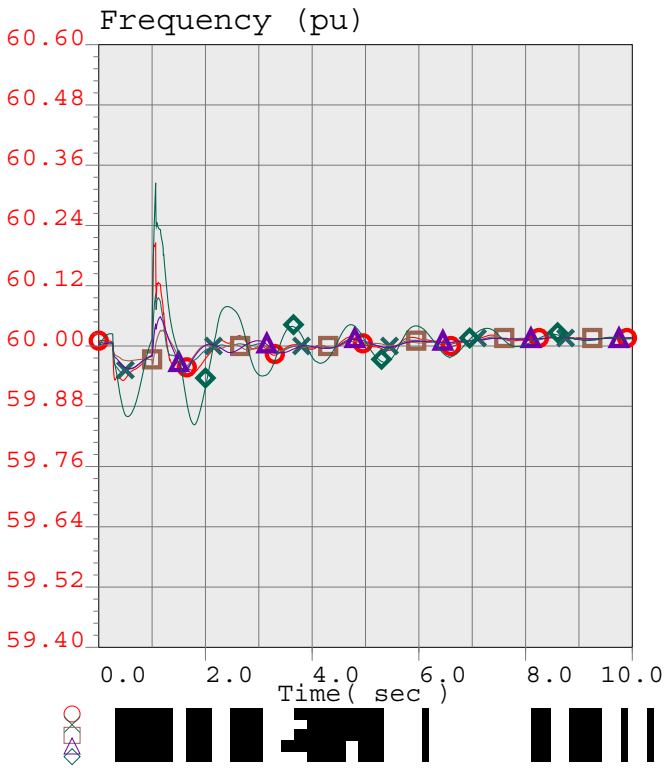
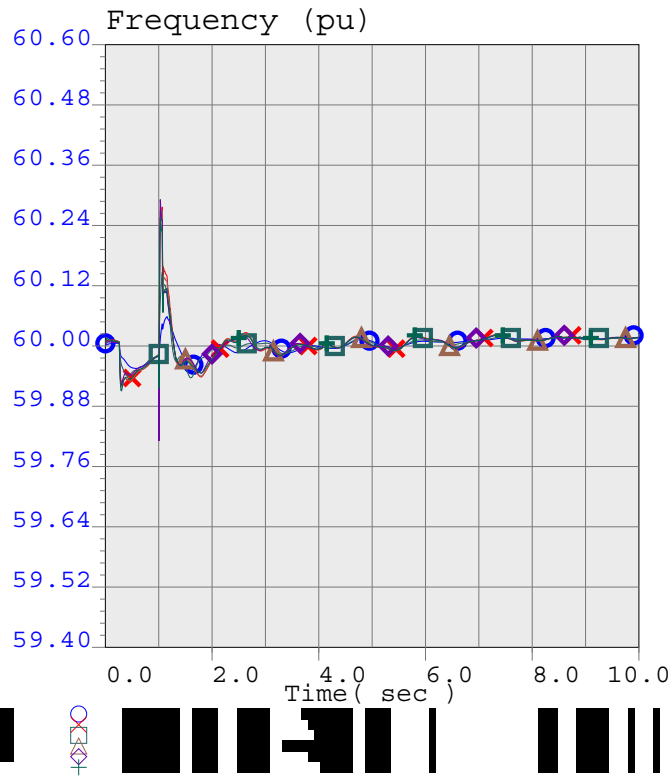
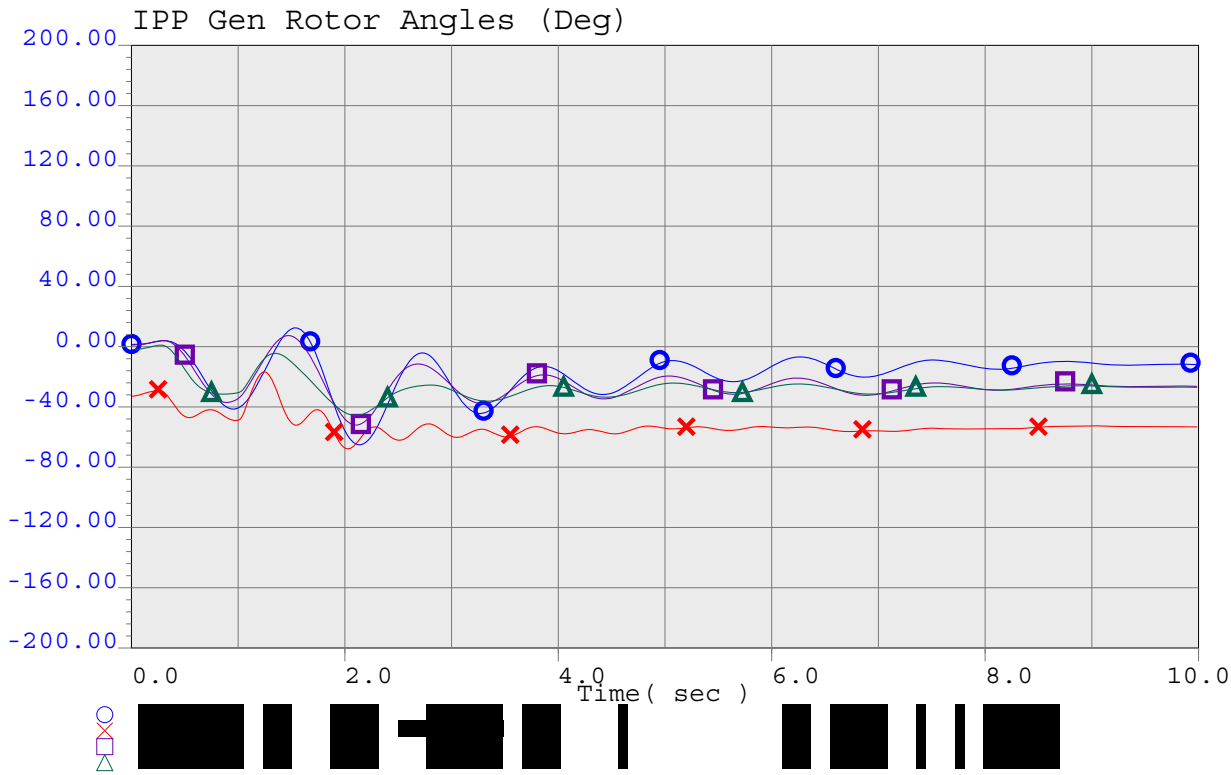
SYSTEM IMPACT STUDY (Frequency)

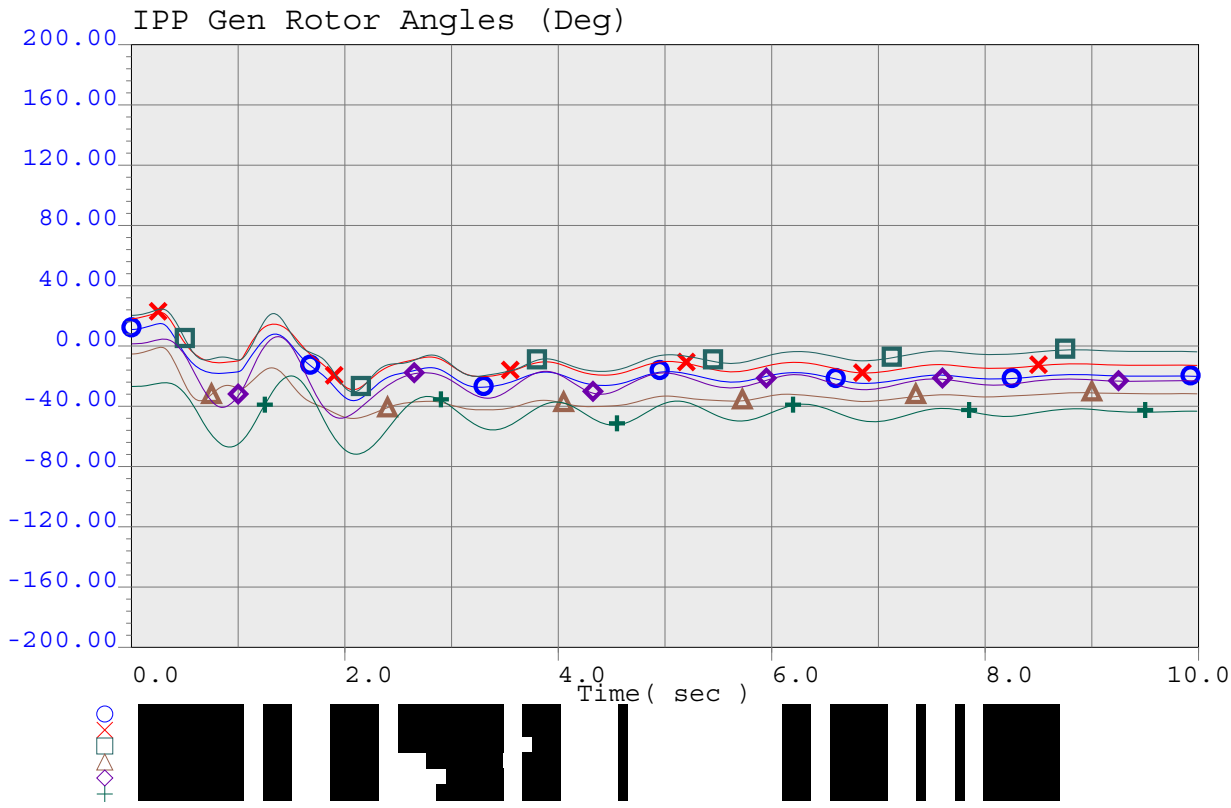




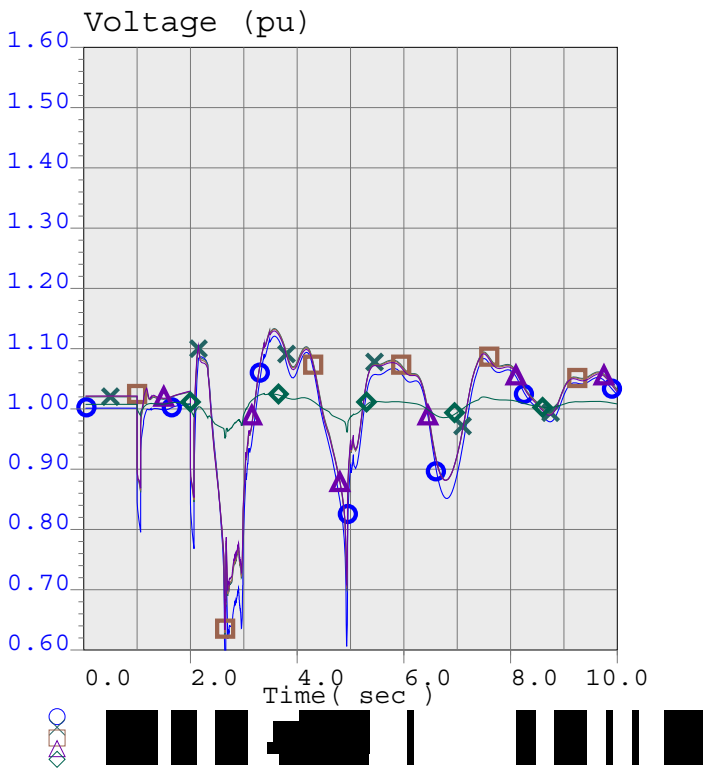


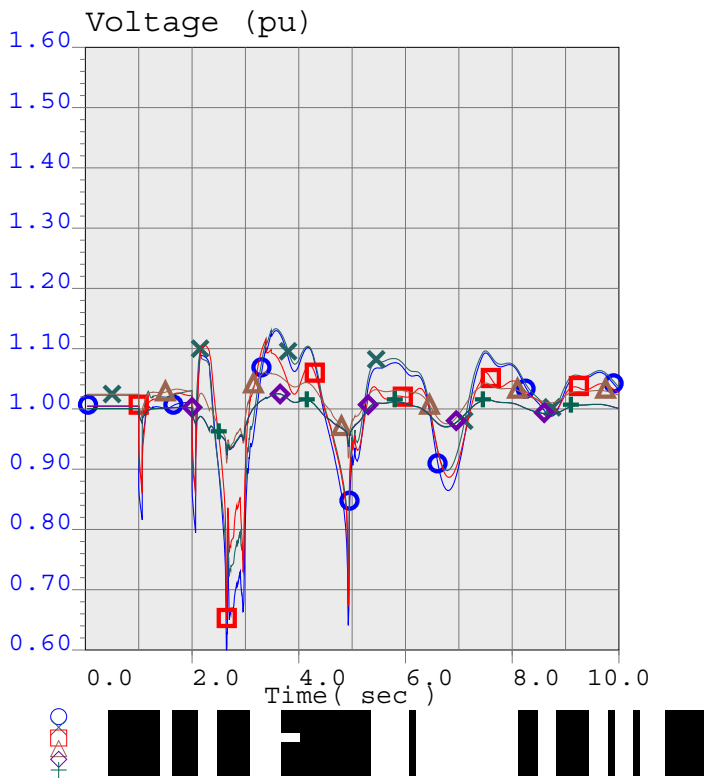
SYSTEM IMPACT STUDY (Rotor Angles)

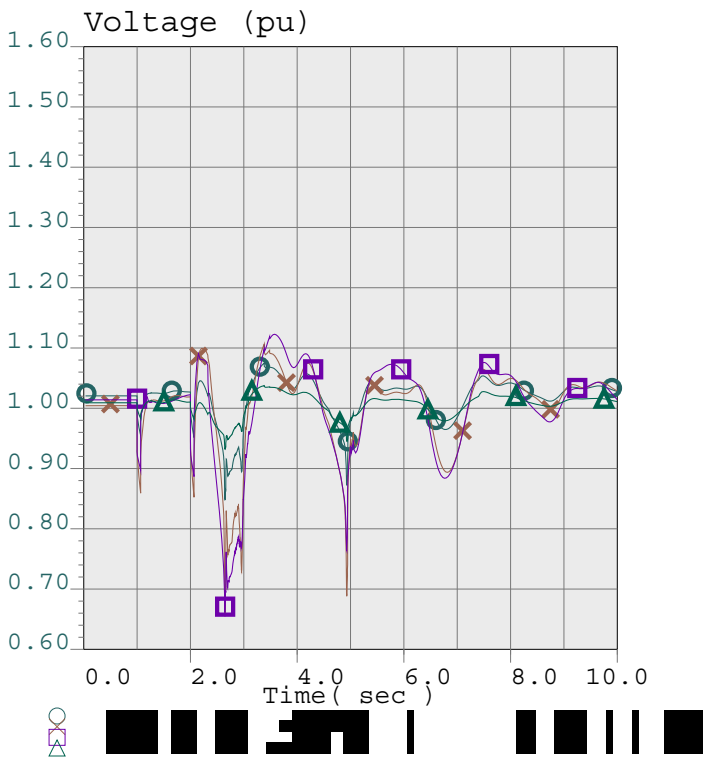


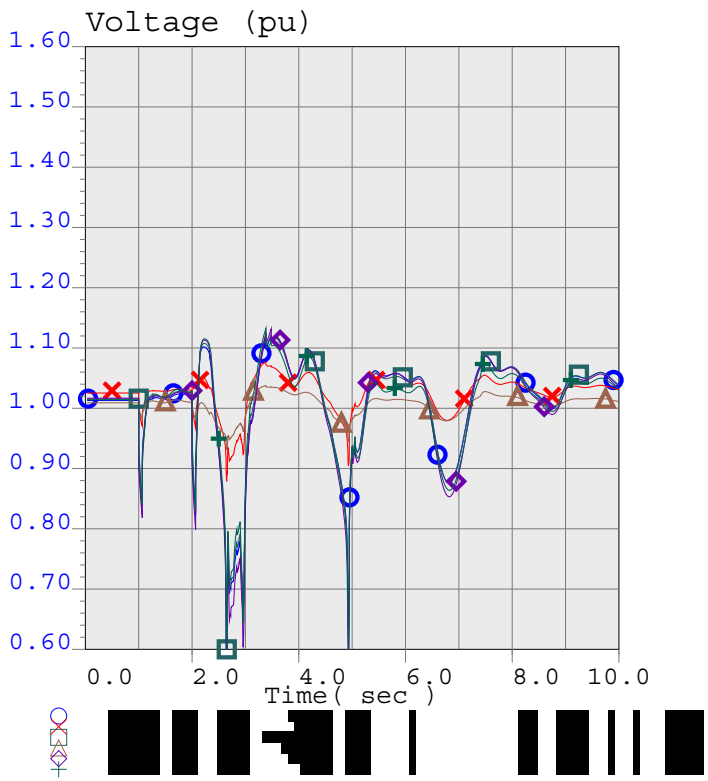


SYSTEM IMPACT STUDY (Voltage)









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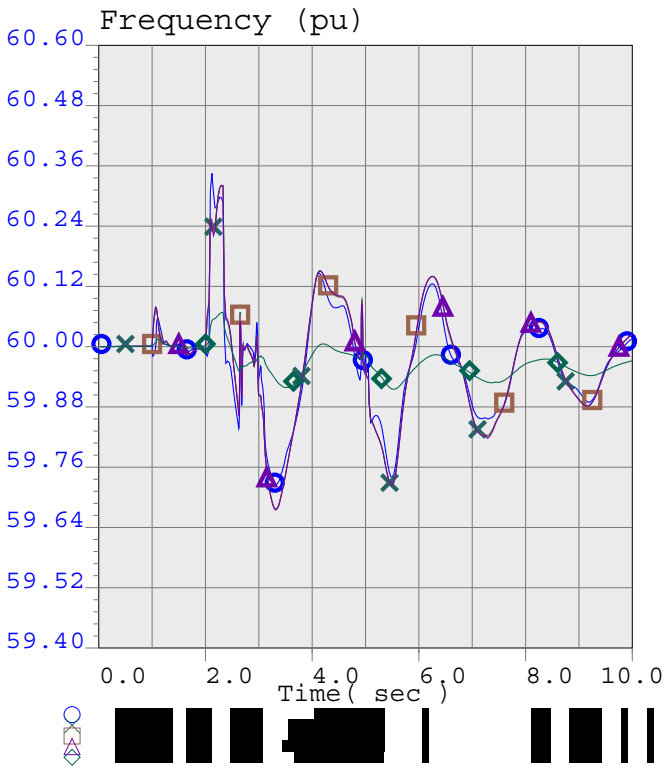
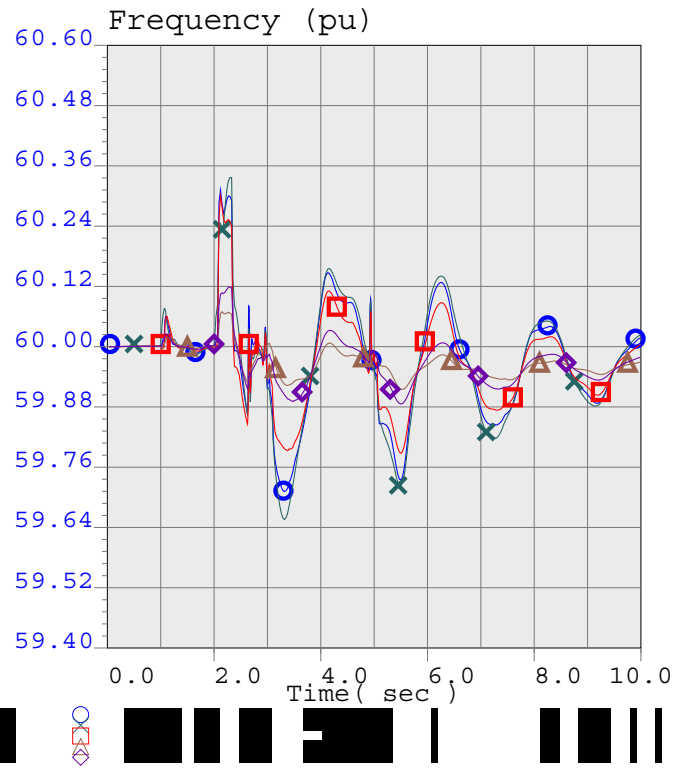
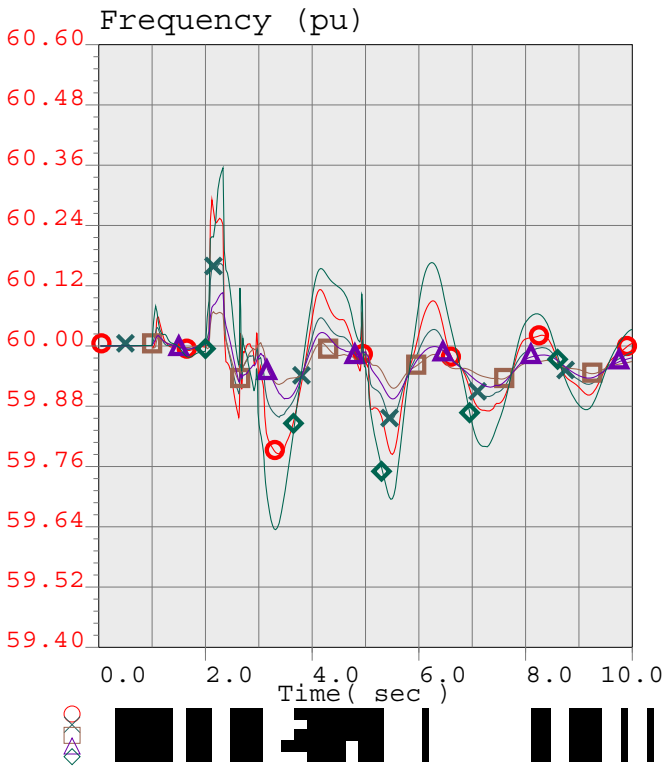
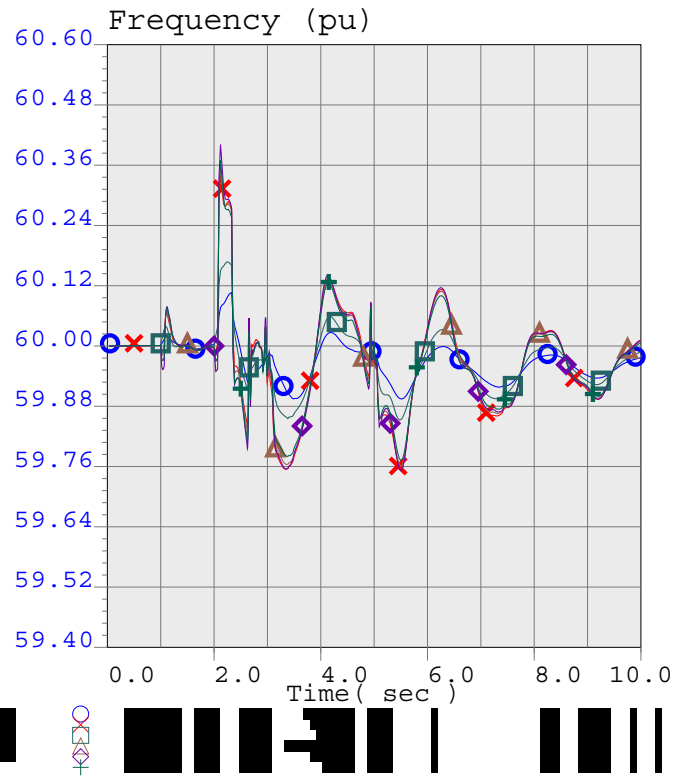
Fri Aug 26 08:33:44 2022

SYSTEM IMPACT STUDY (Frequency)









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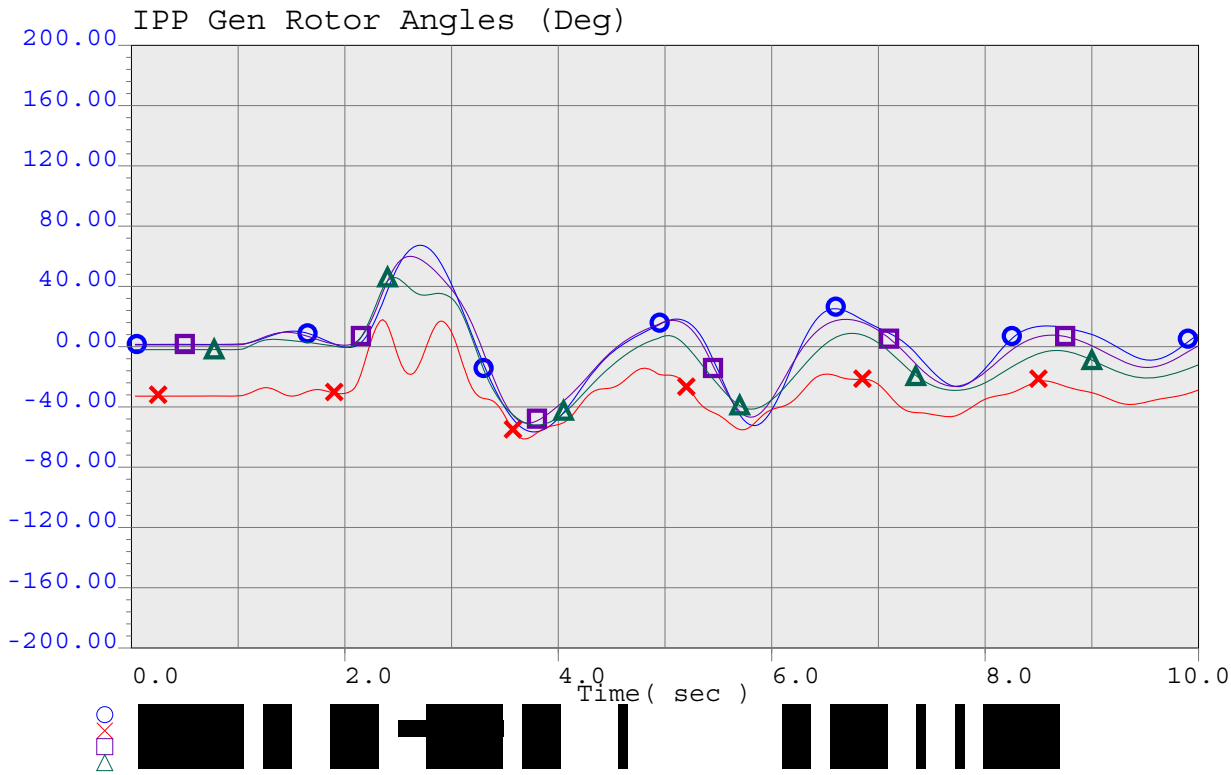
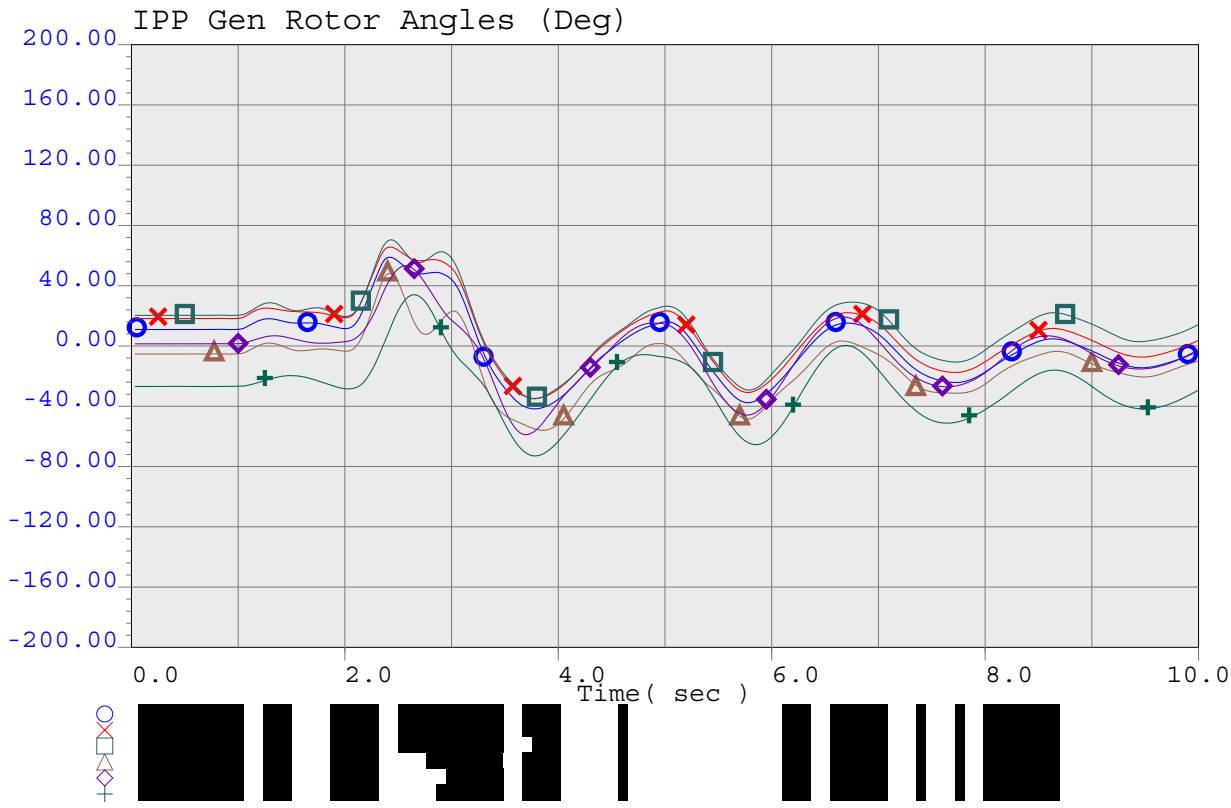
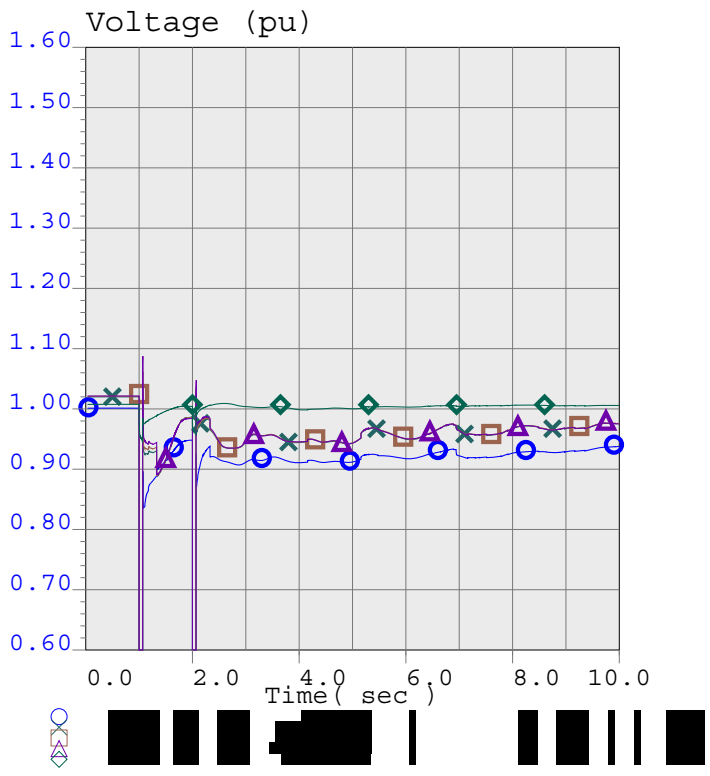
Fri Aug 26 08:33:44 2022

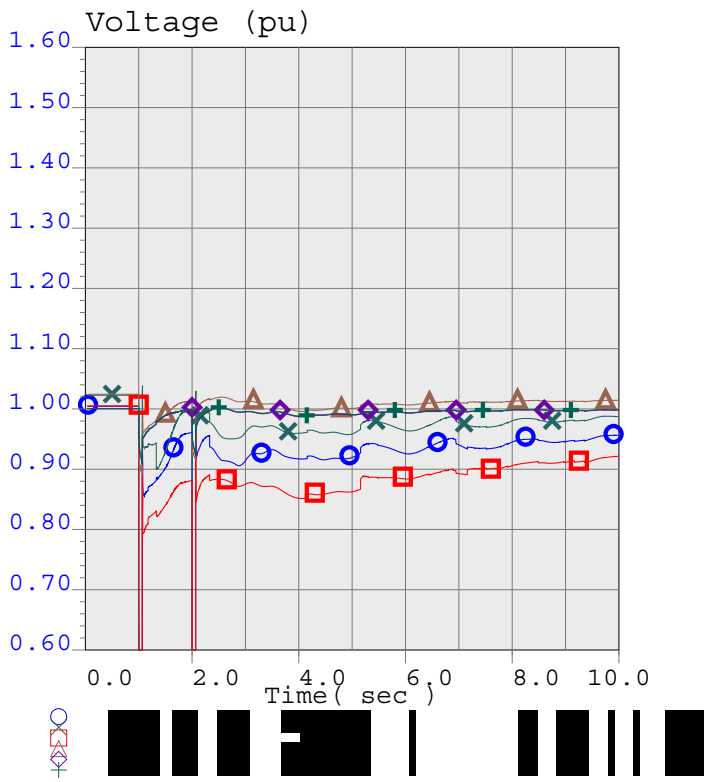
SYSTEM IMPACT STUDY (Rotor Angles)

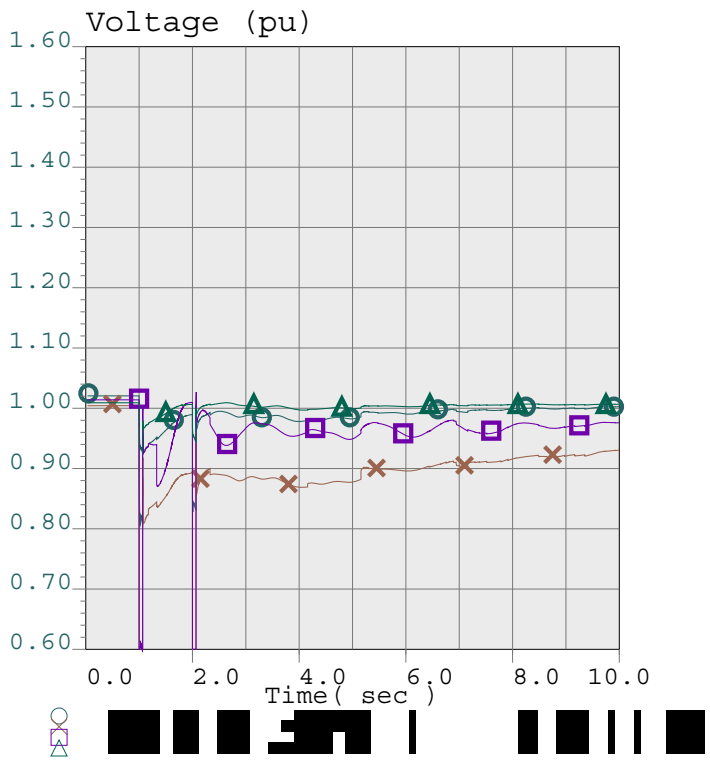


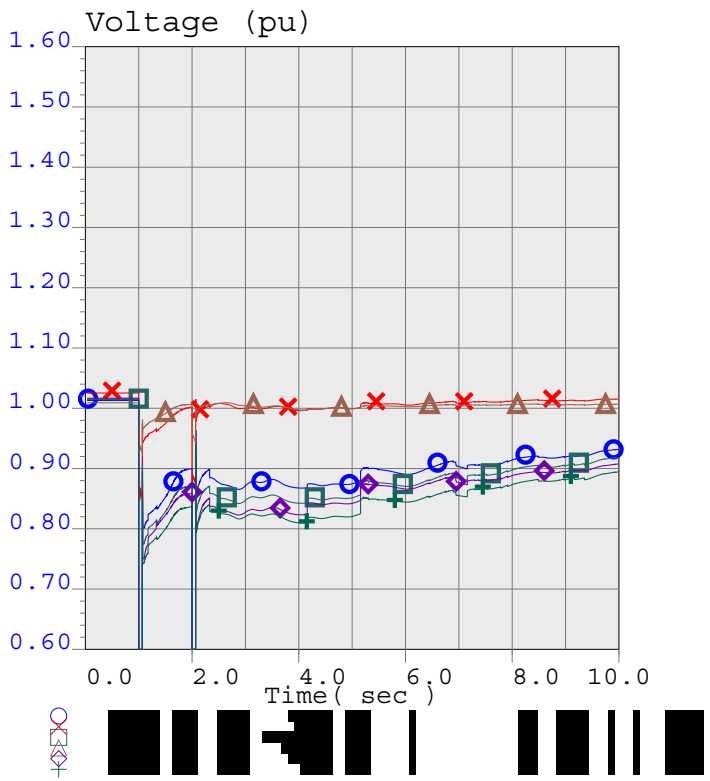


SYSTEM IMPACT STUDY (Voltage)









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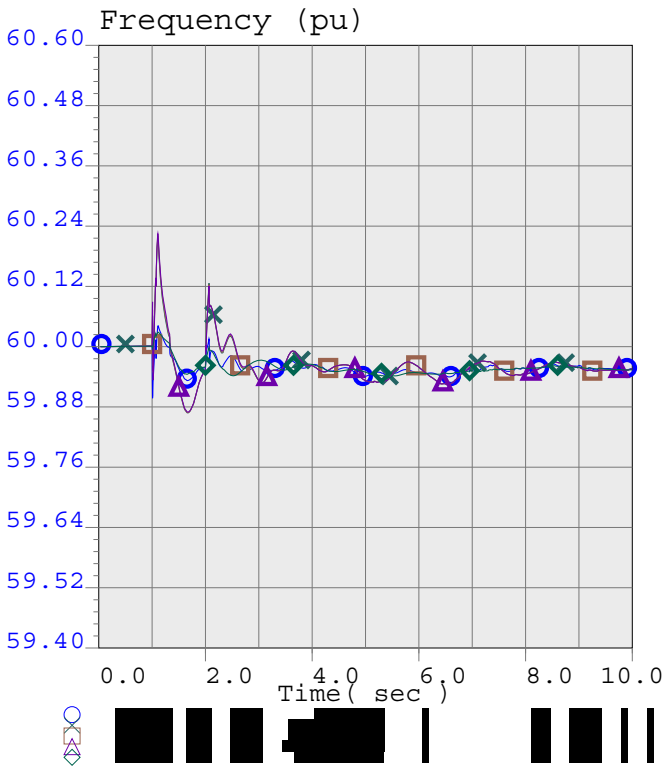
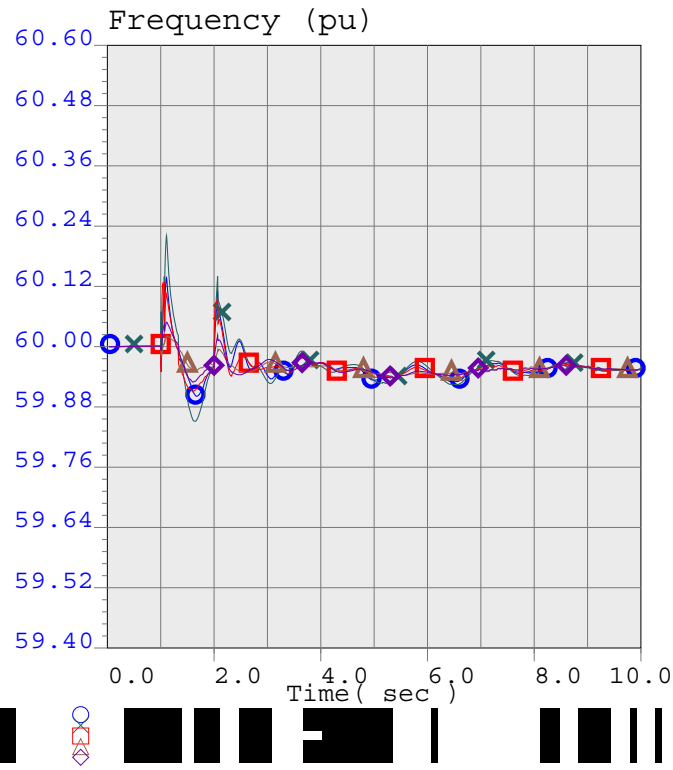
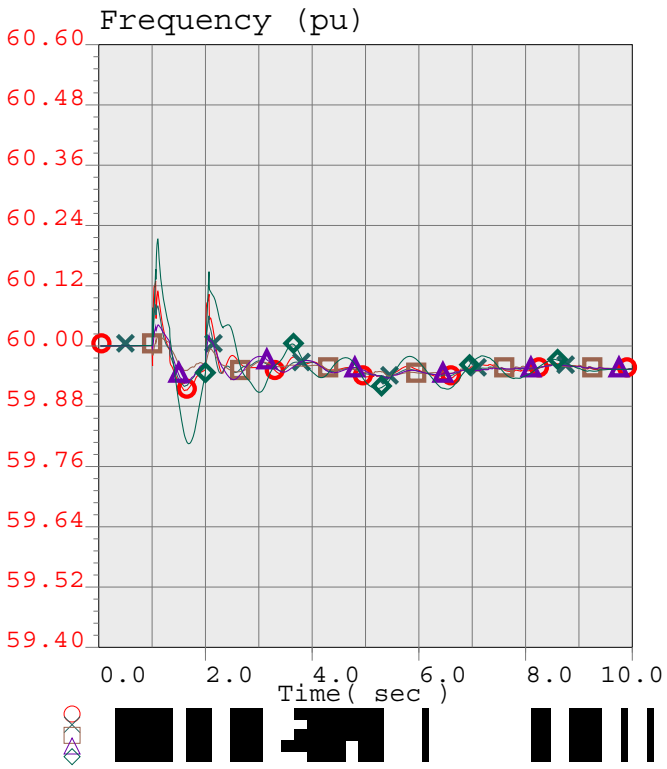
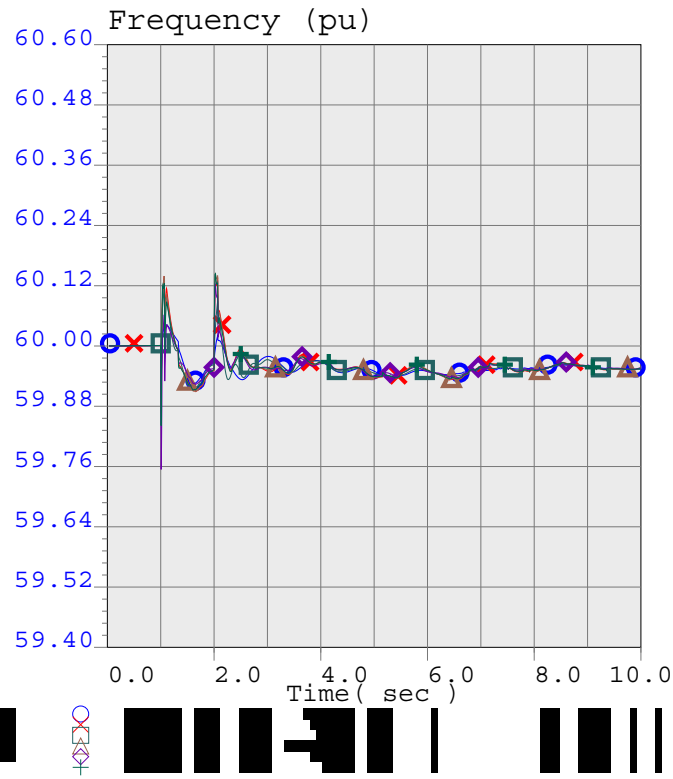
Thu Aug 25 14:34:36 2022

SYSTEM IMPACT STUDY (Frequency)

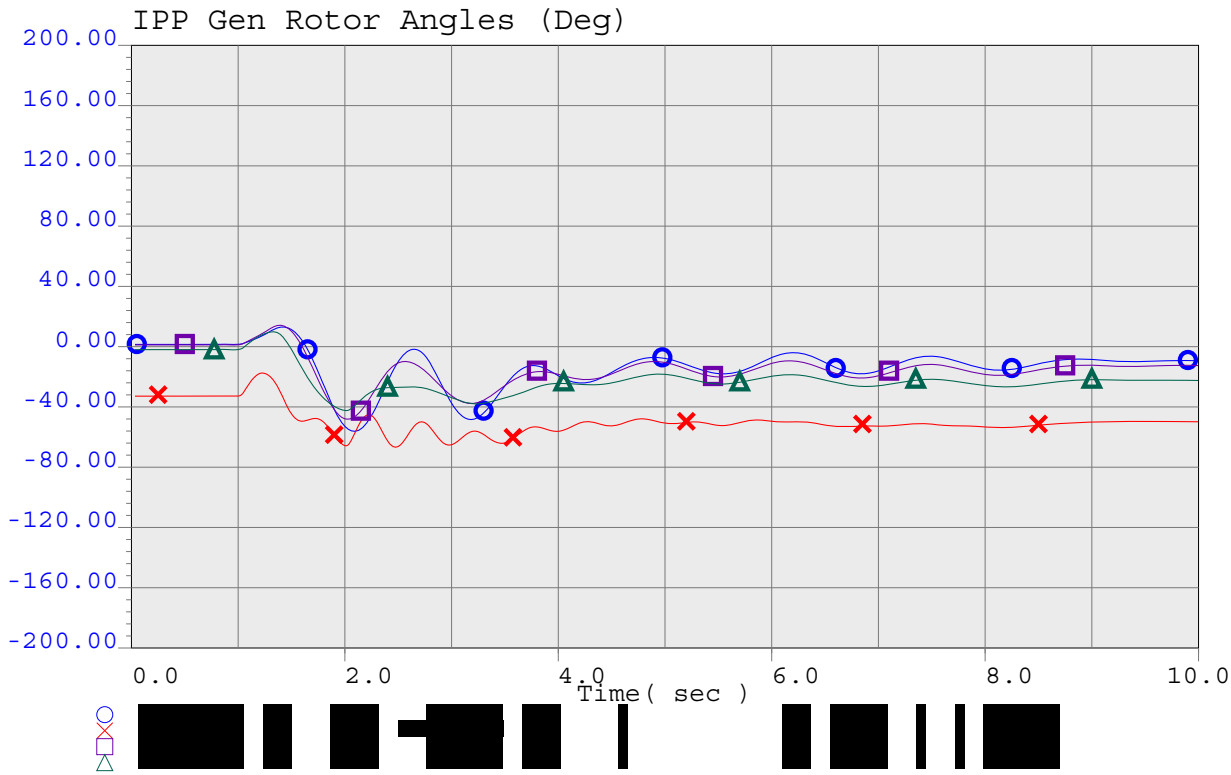


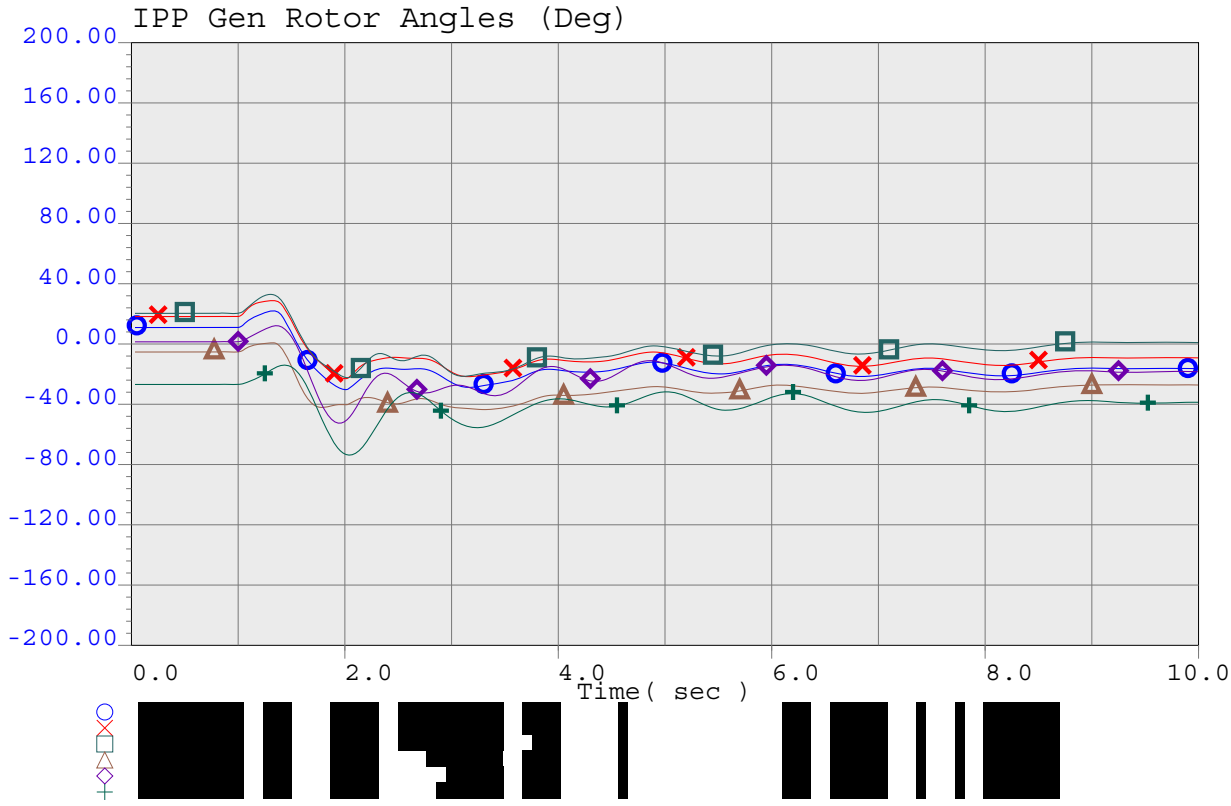




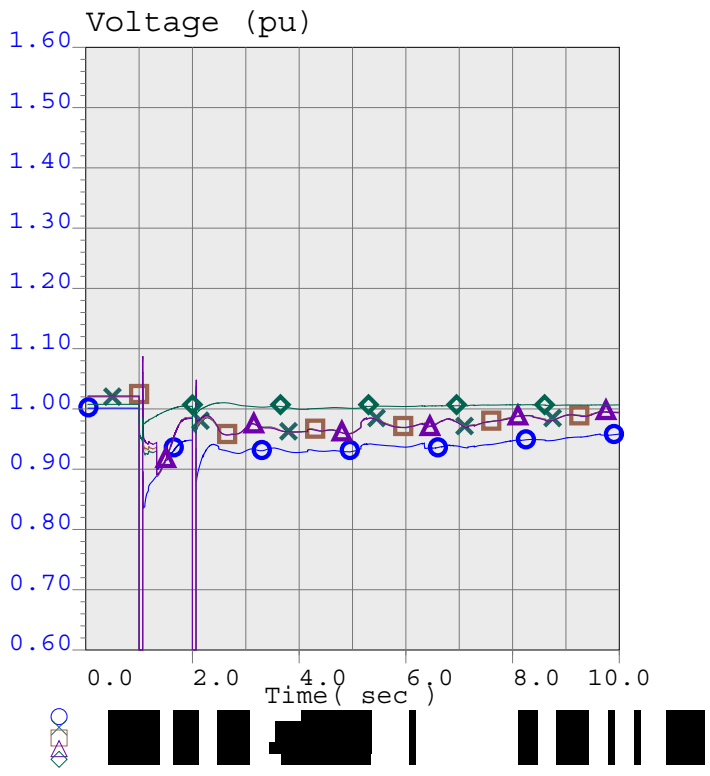


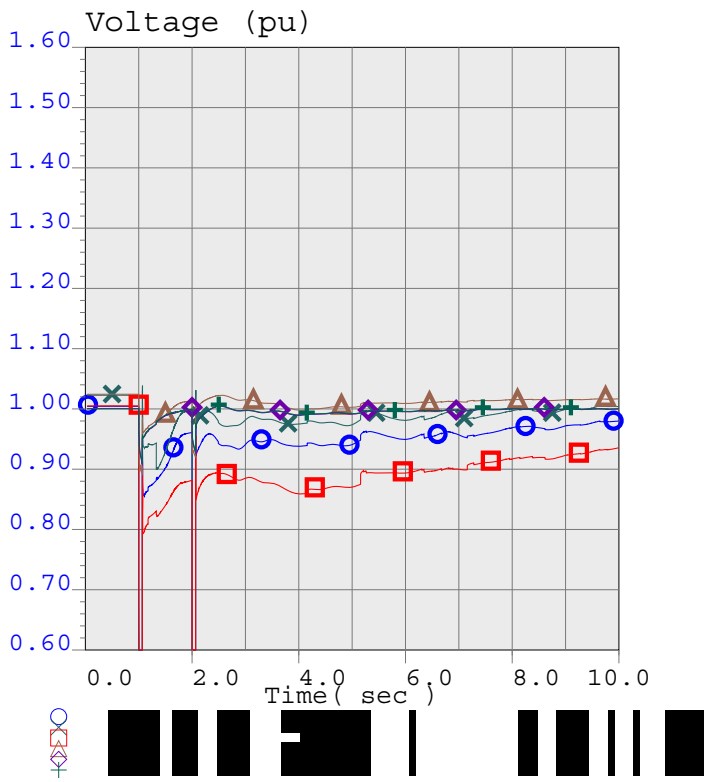
SYSTEM IMPACT STUDY (Rotor Angles)

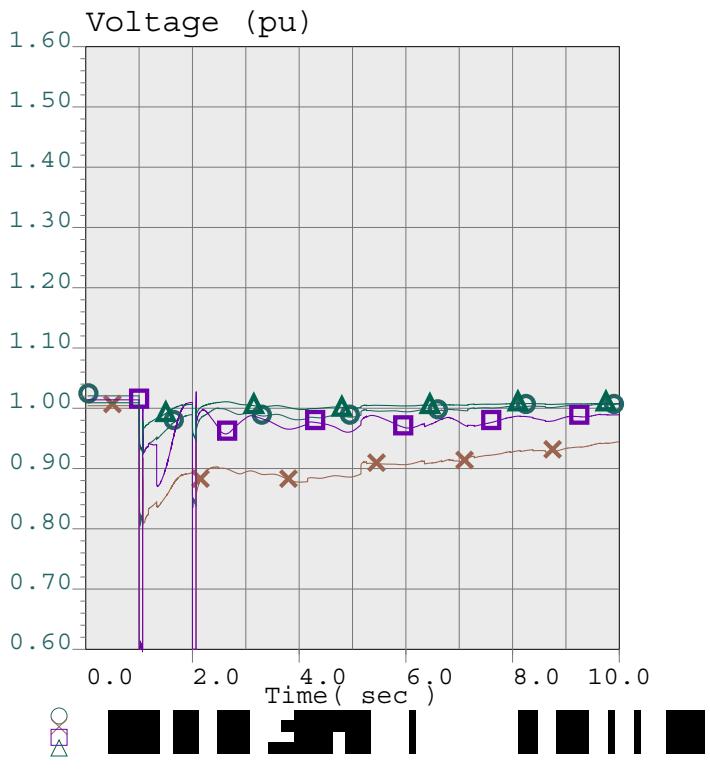


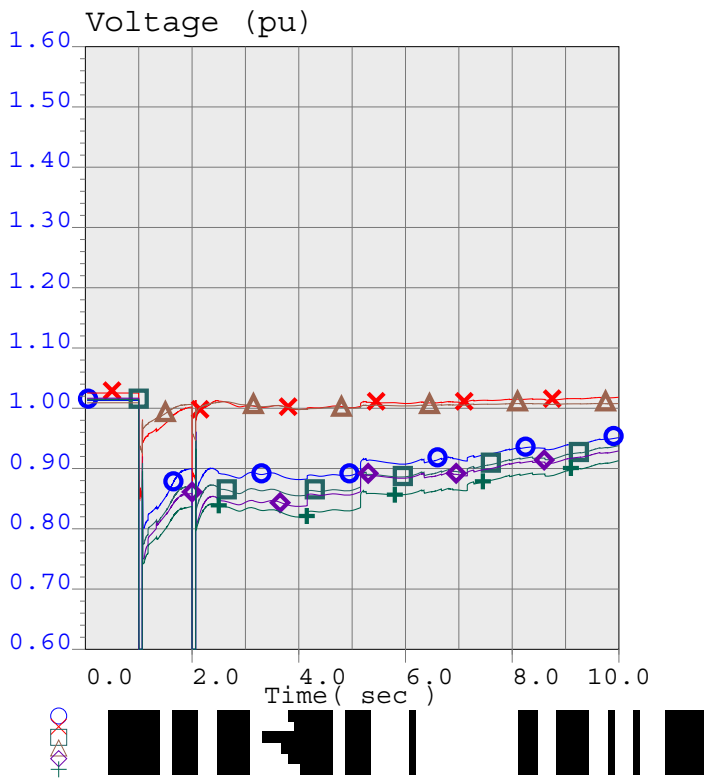


SYSTEM IMPACT STUDY (Voltage)









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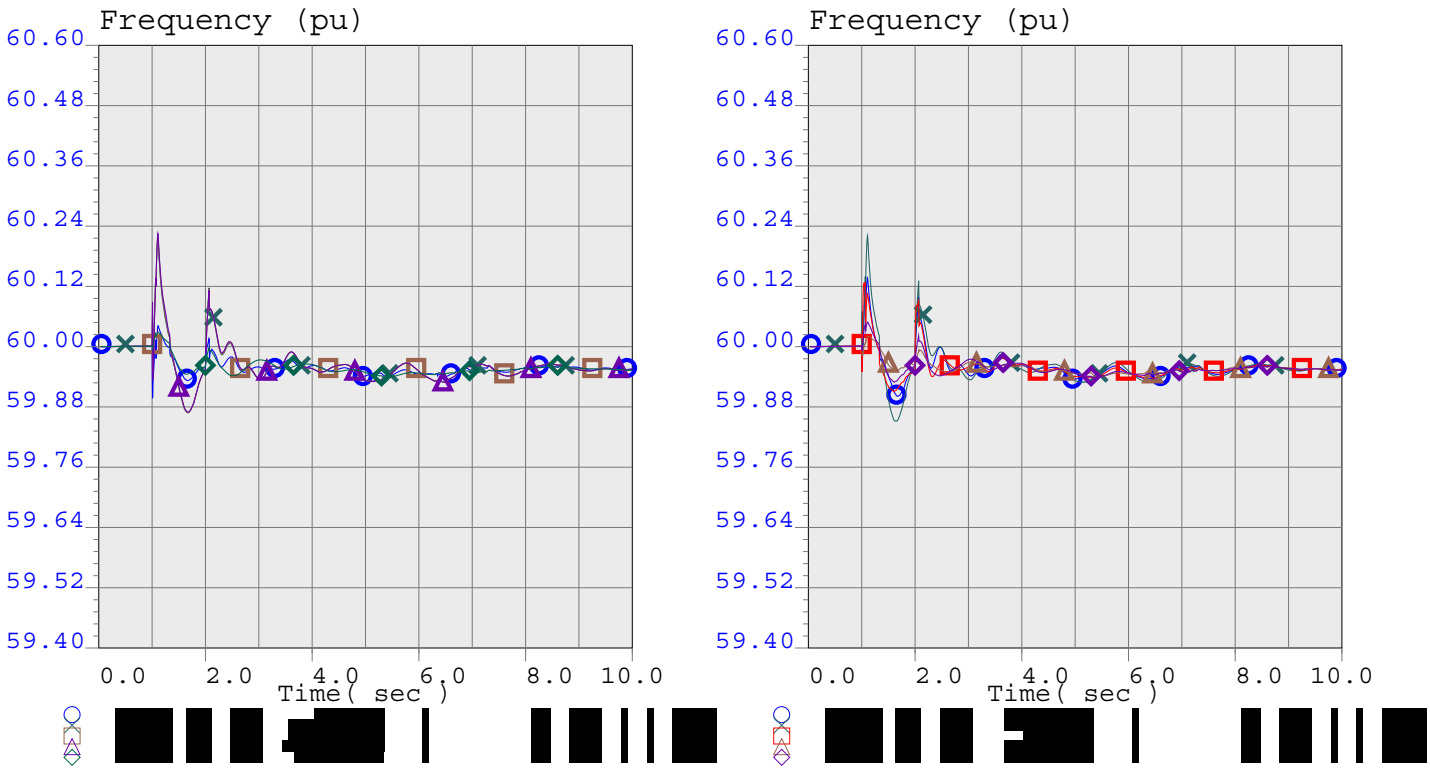
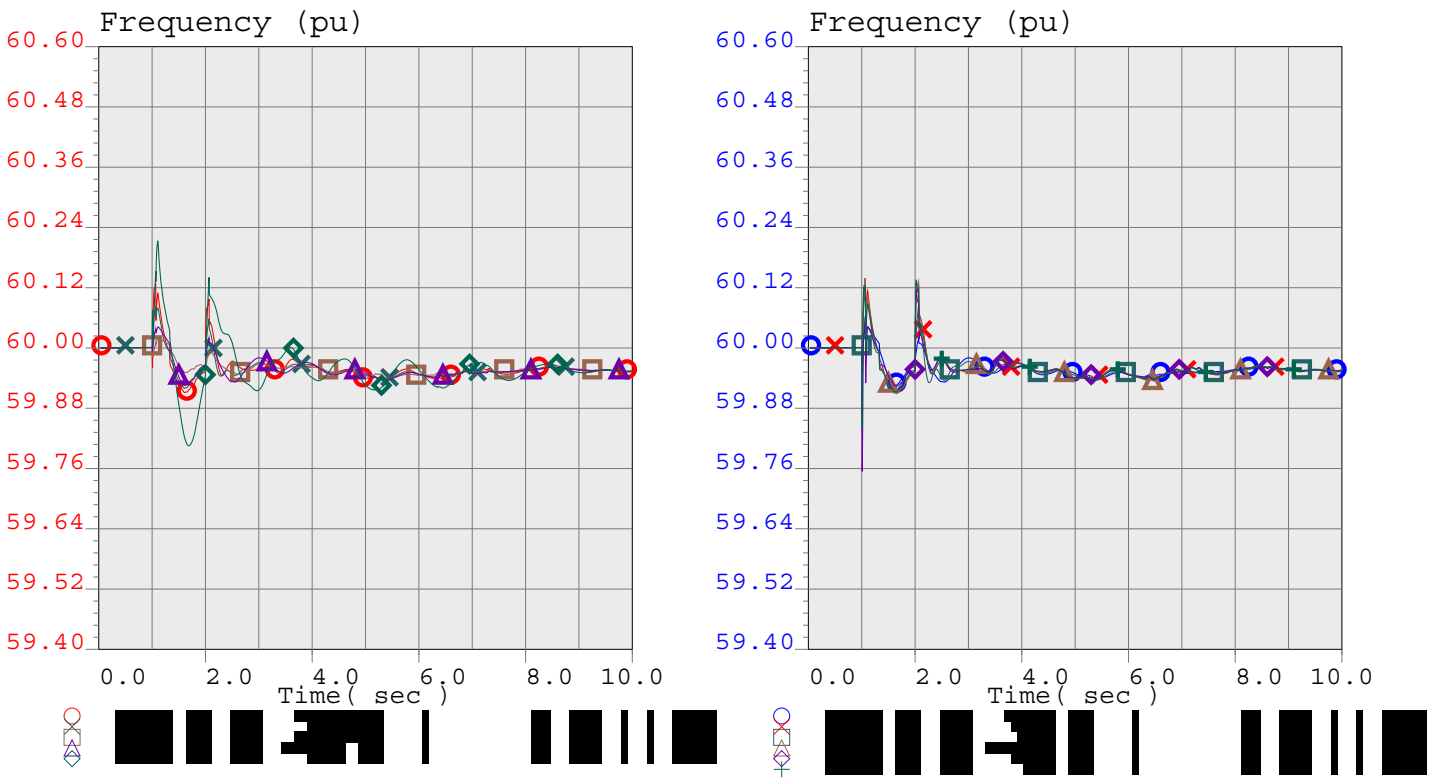
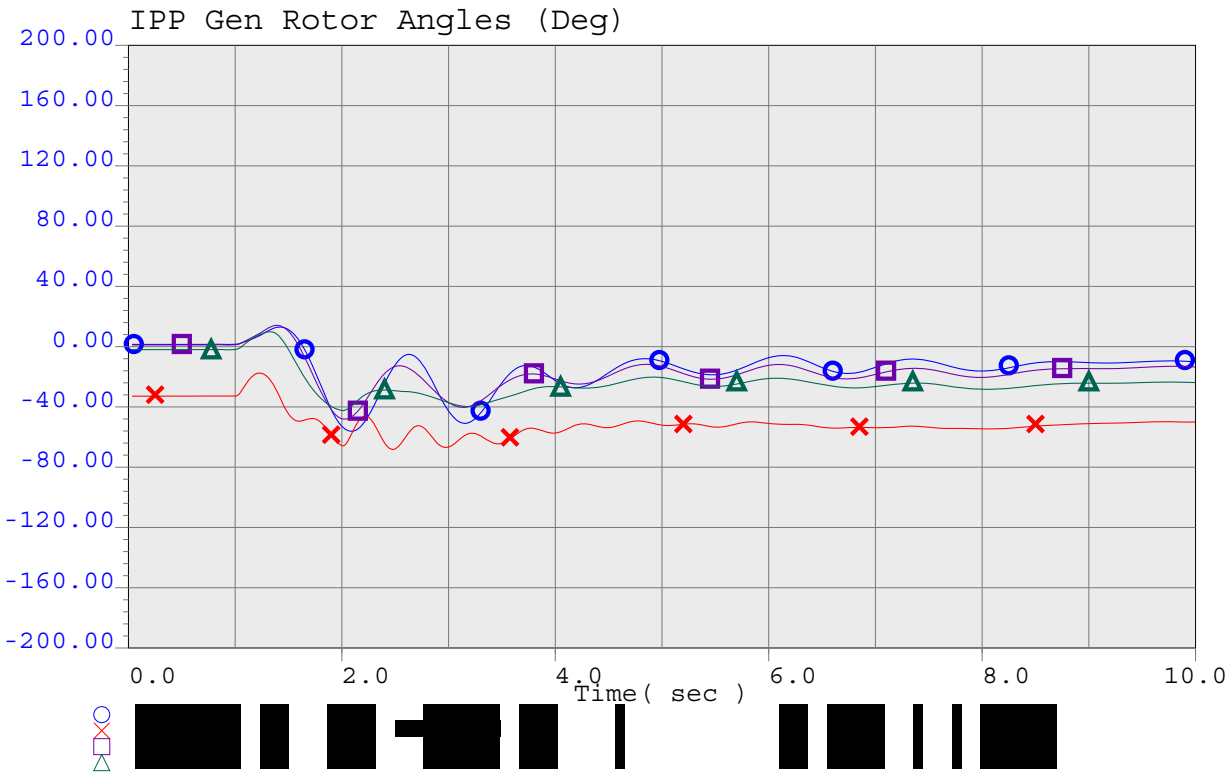
Thu Aug 25 14:34:41 2022

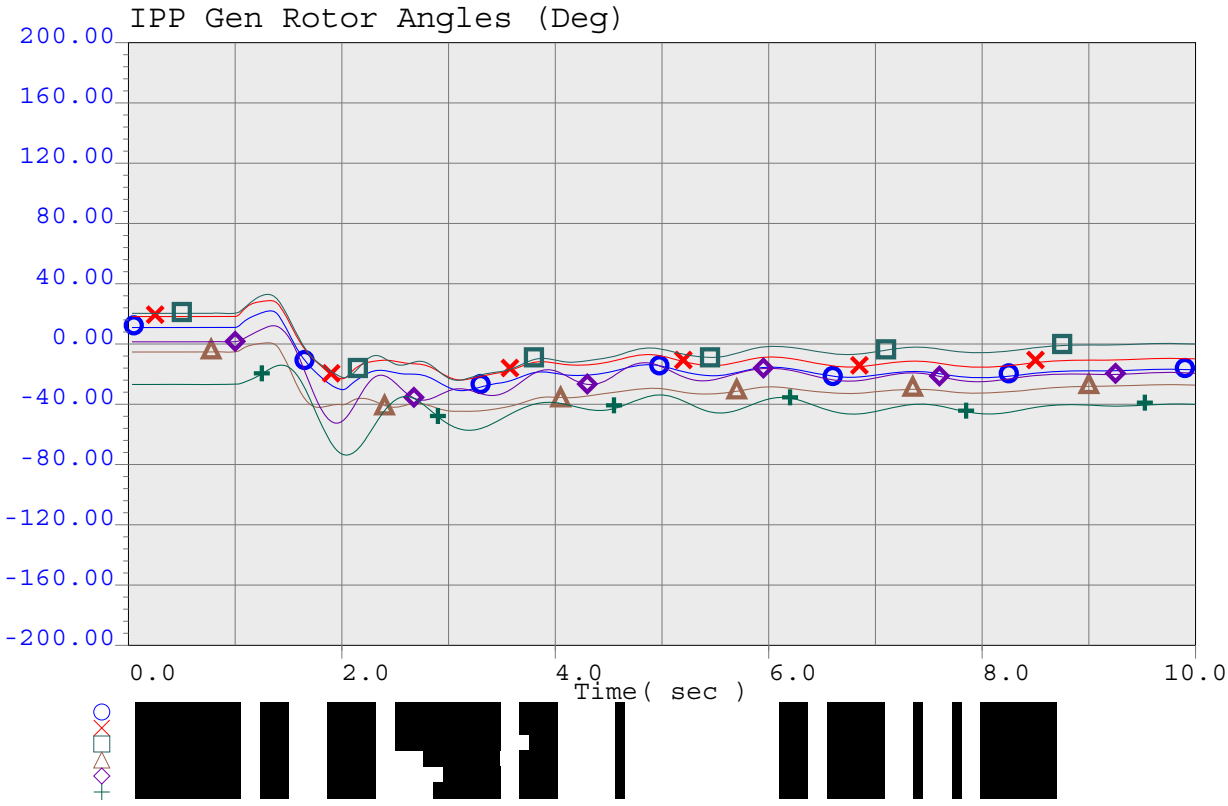
SYSTEM IMPACT STUDY (Frequency)



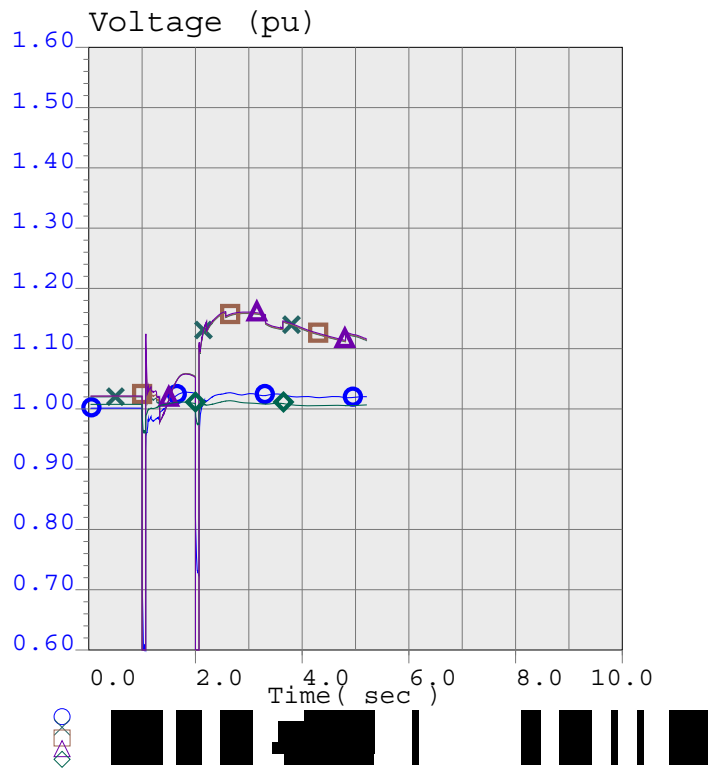


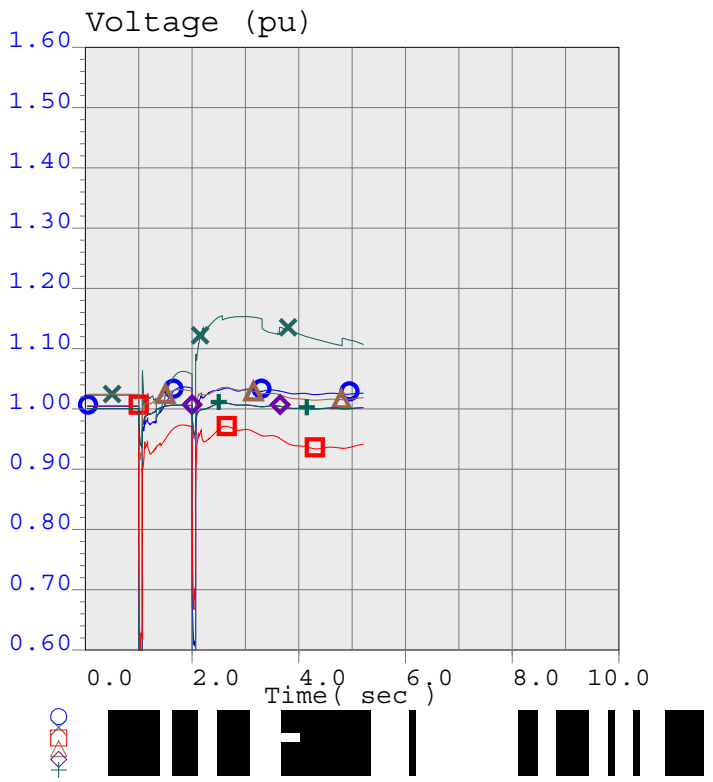
SYSTEM IMPACT STUDY (Rotor Angles)

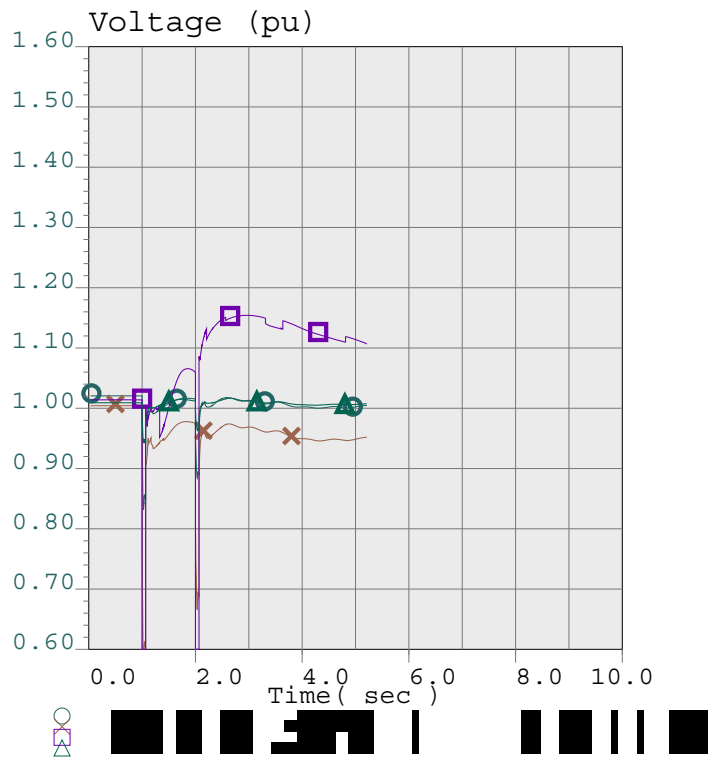


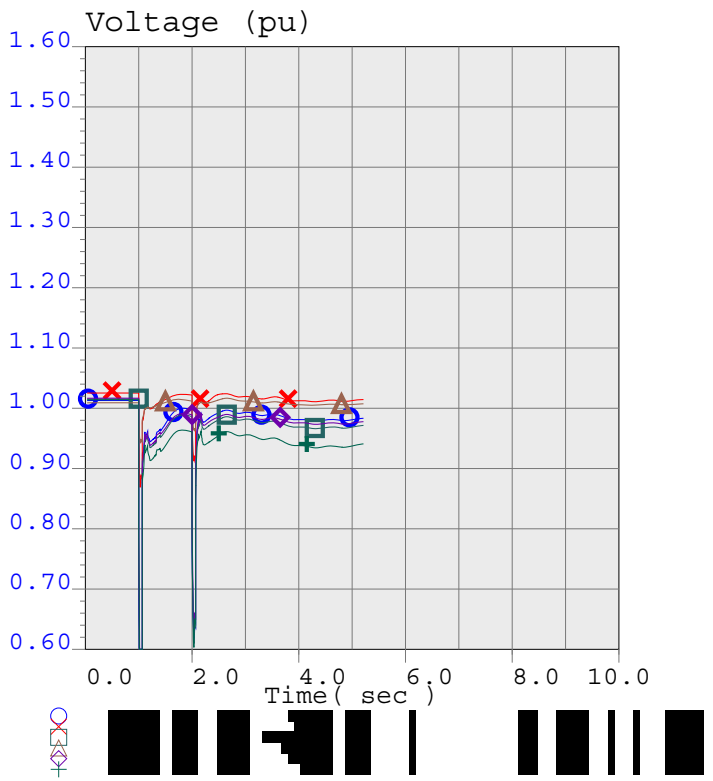


SYSTEM IMPACT STUDY (Voltage)









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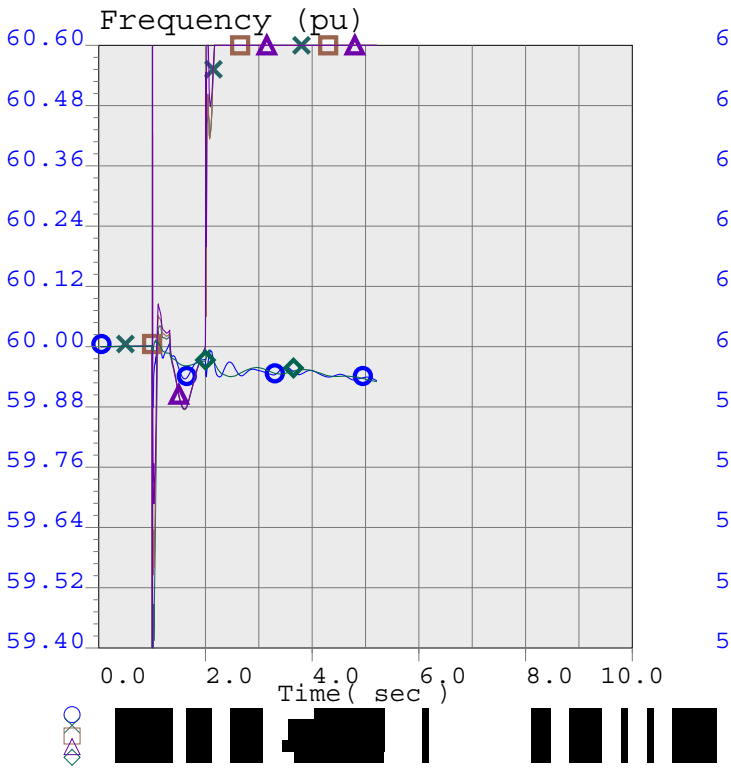
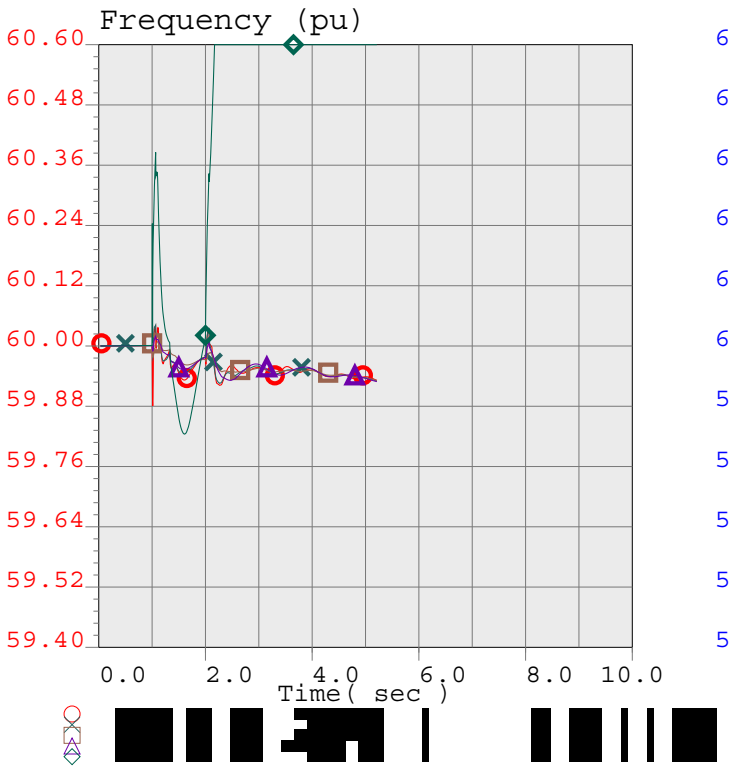
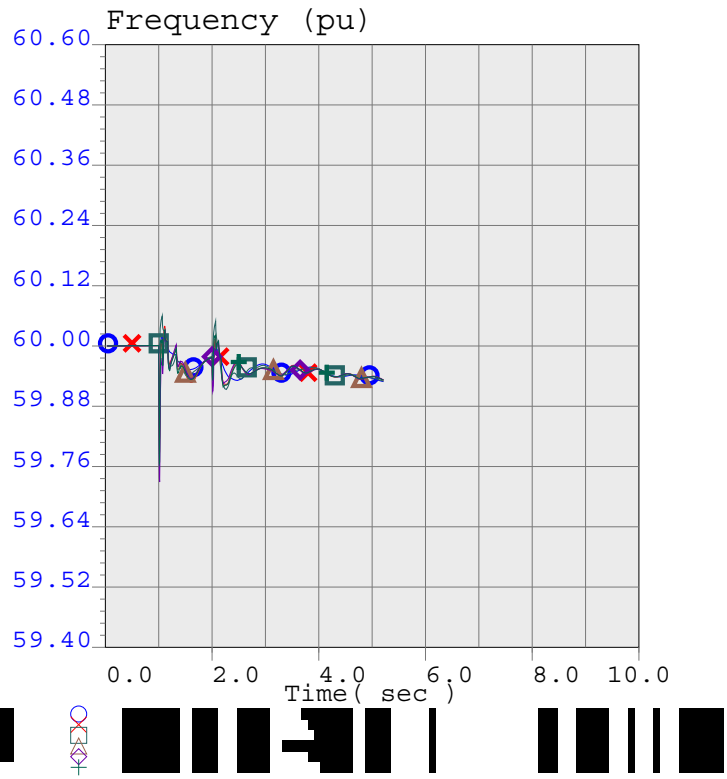
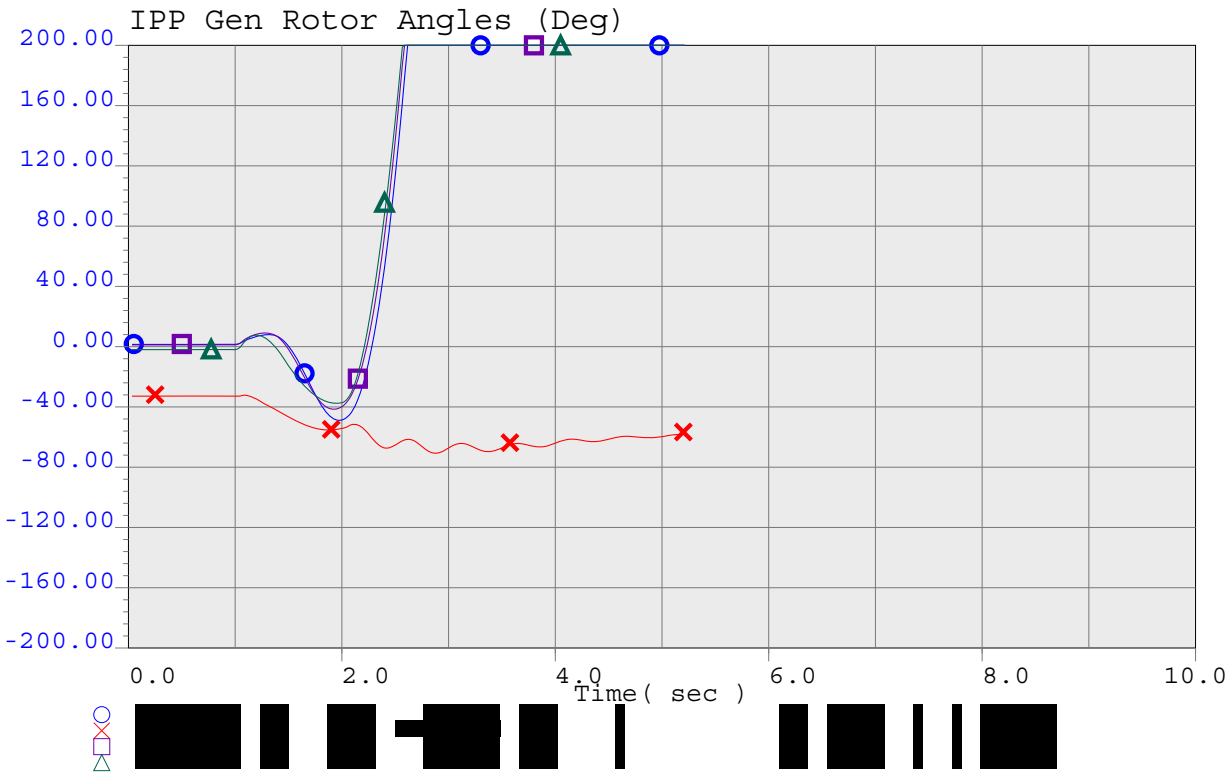
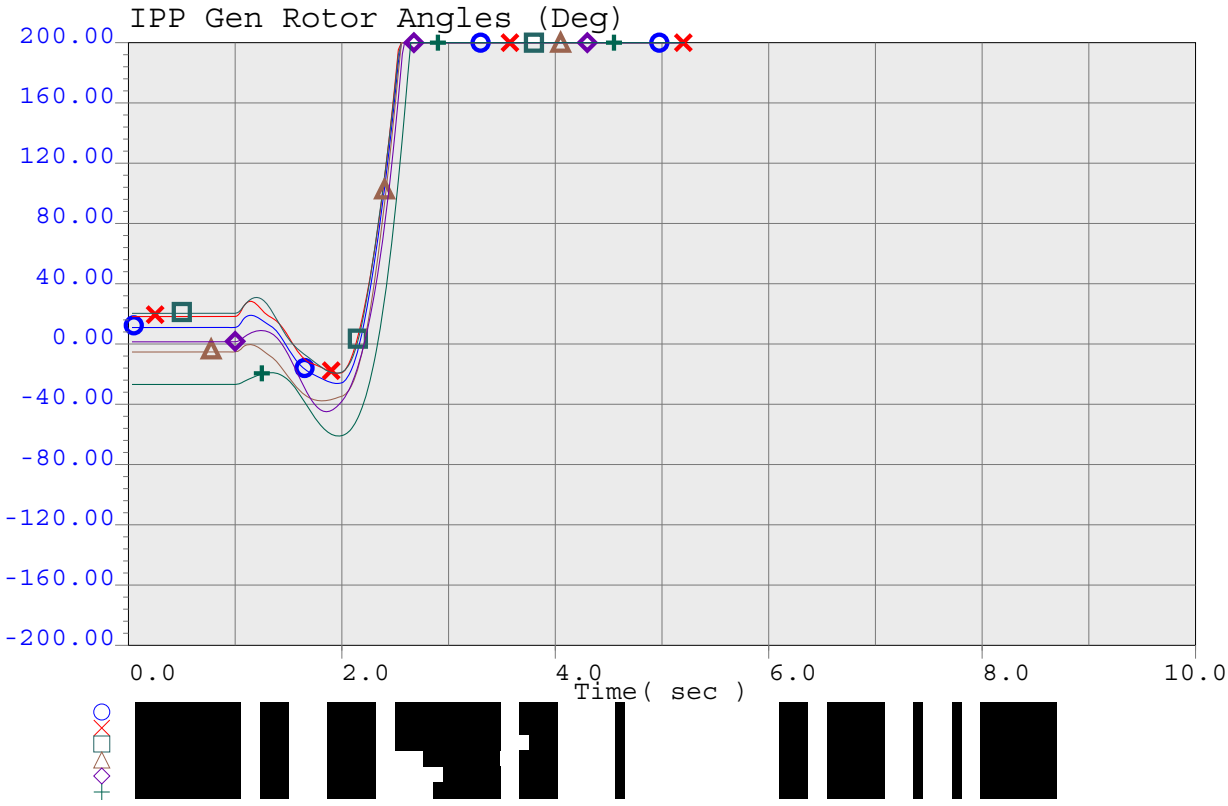




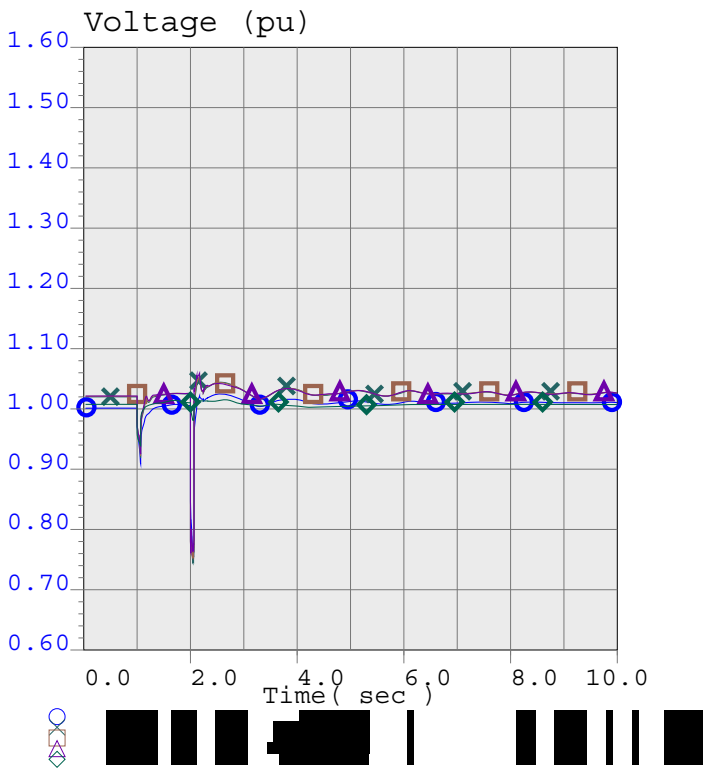


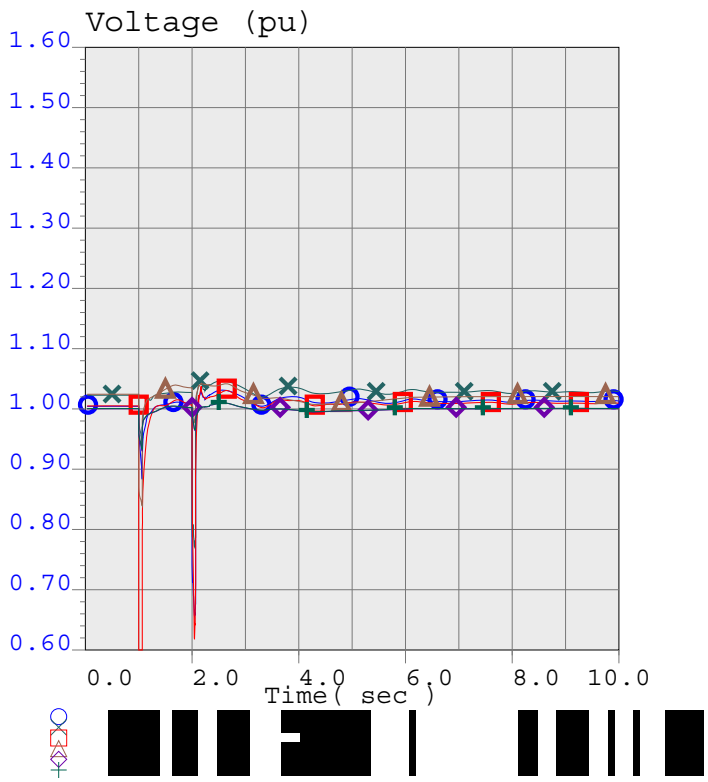
SYSTEM IMPACT STUDY (Rotor Angles)

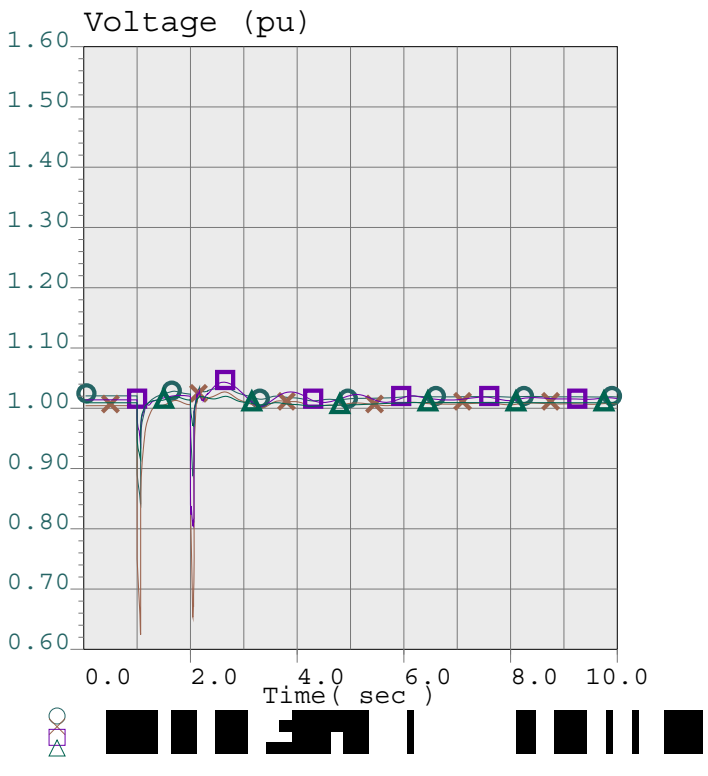


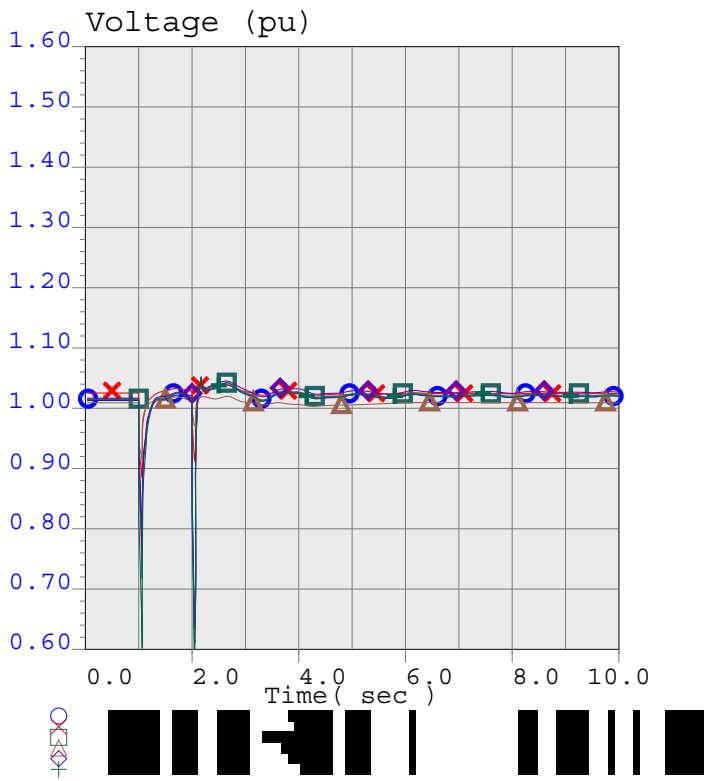


SYSTEM IMPACT STUDY (Voltage)









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Thu Aug 25 14:34:47 2022

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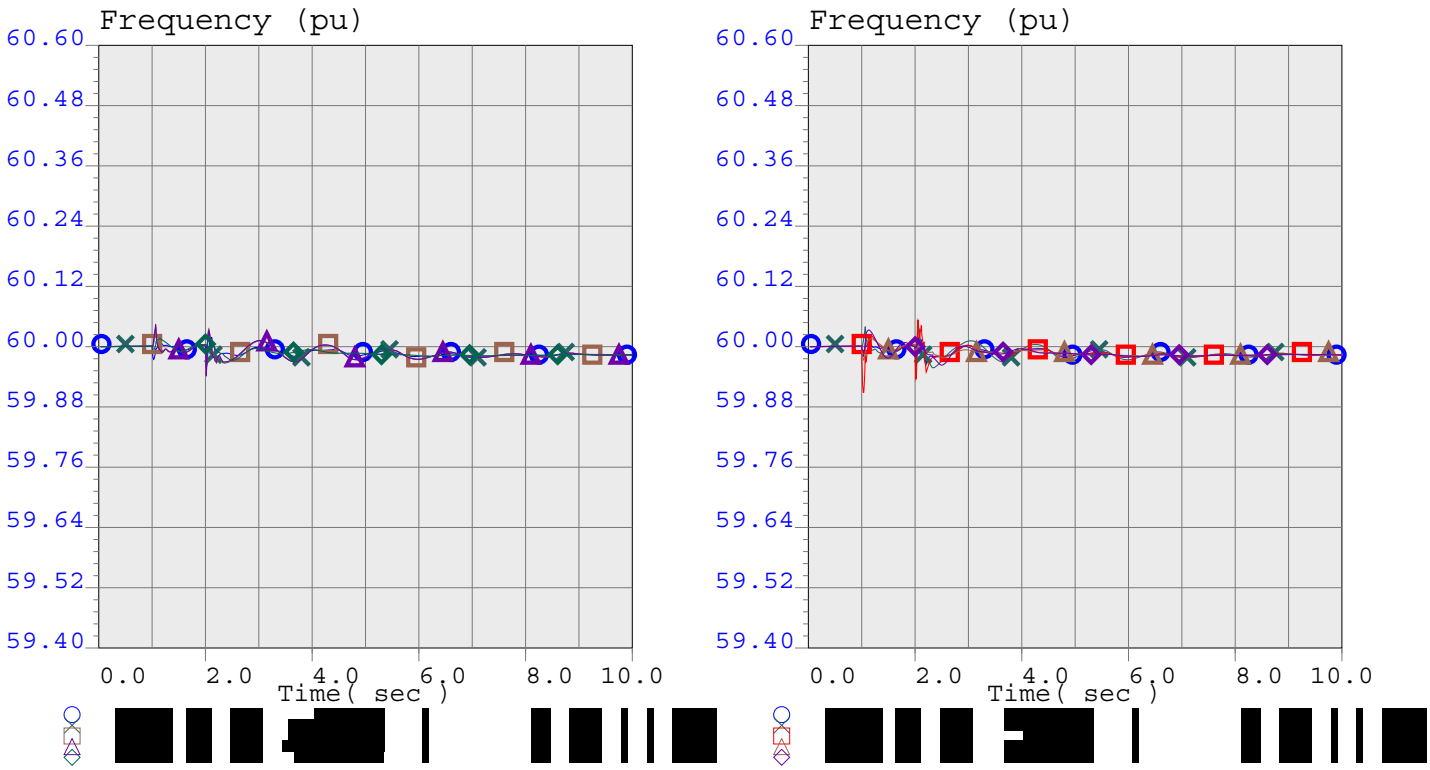
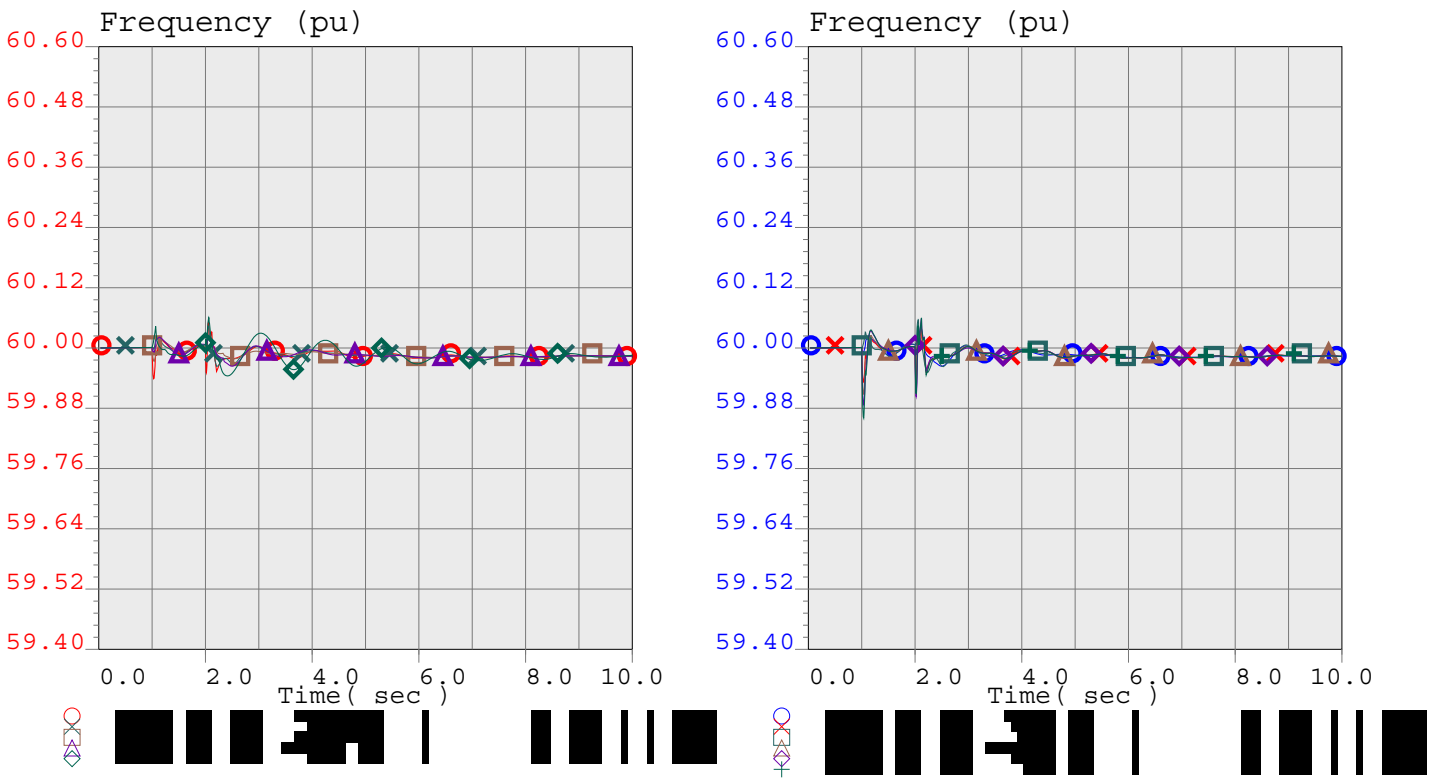
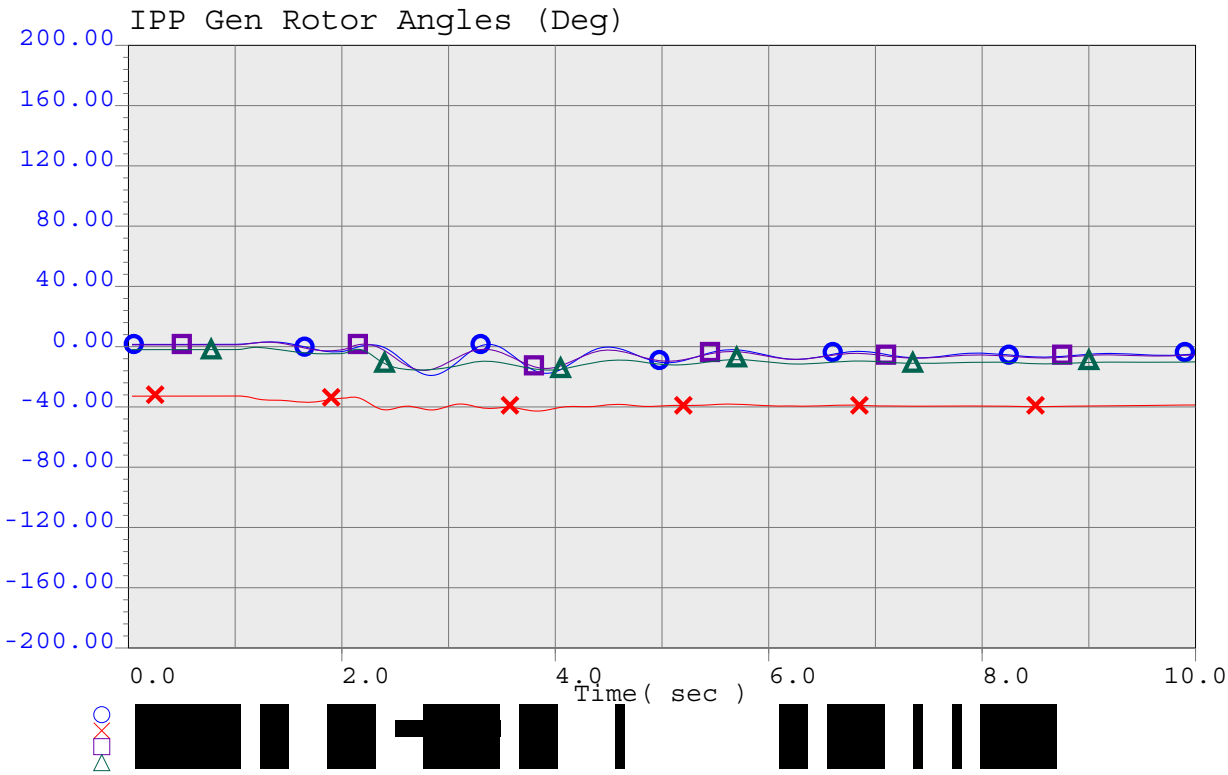
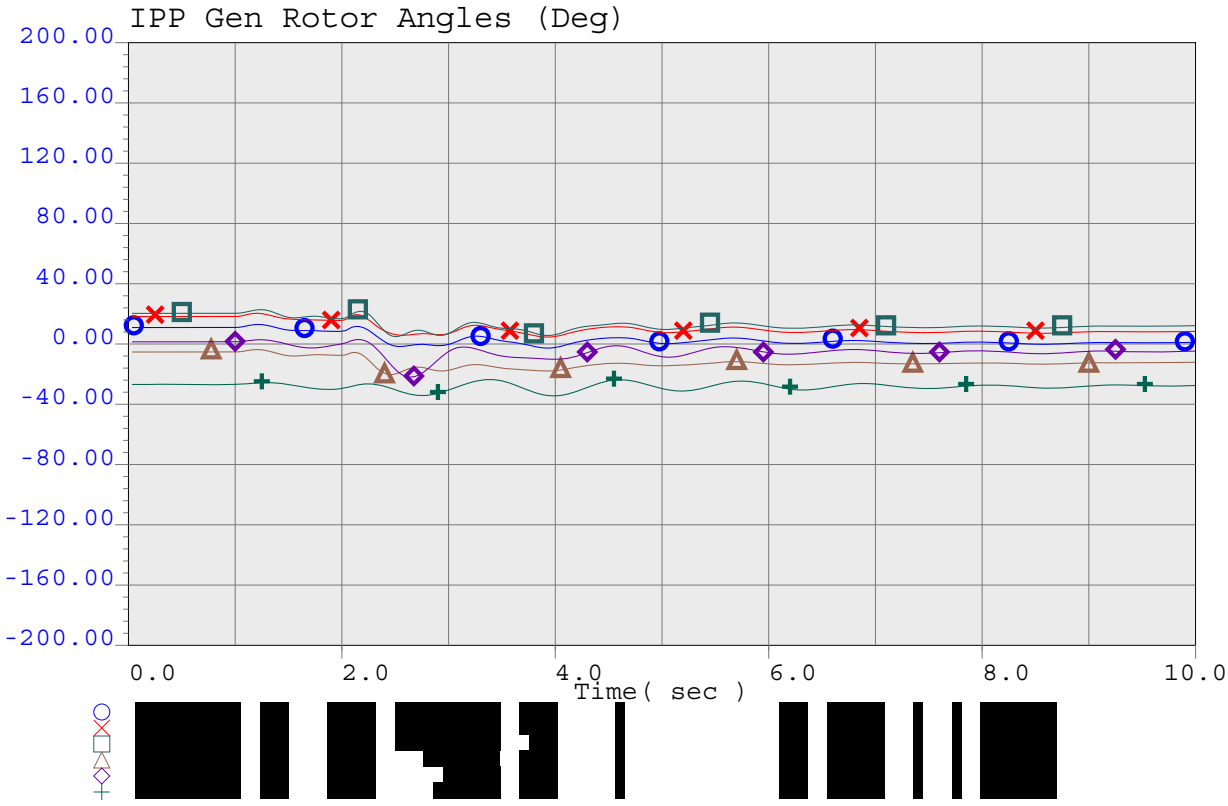




SYSTEM IMPACT STUDY (Rotor Angles)





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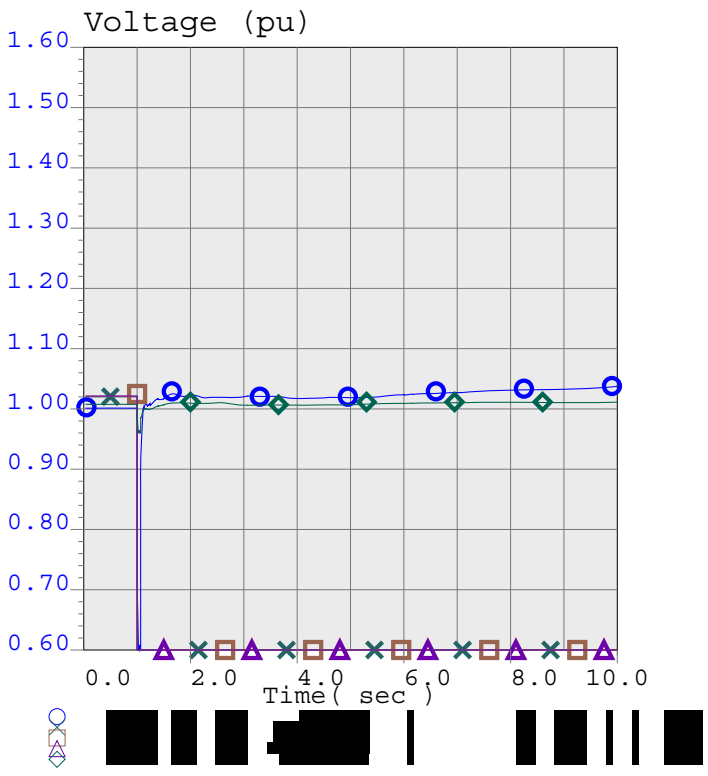

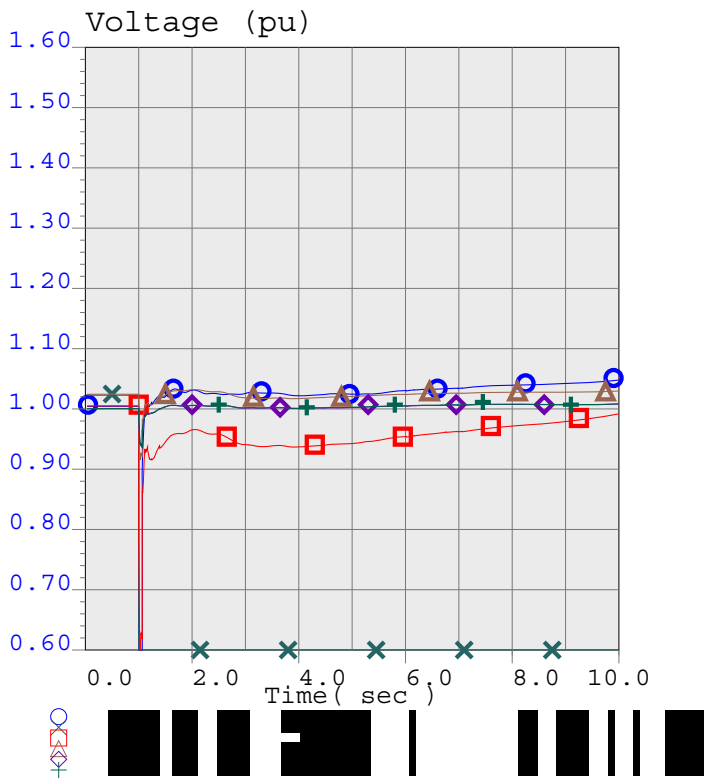

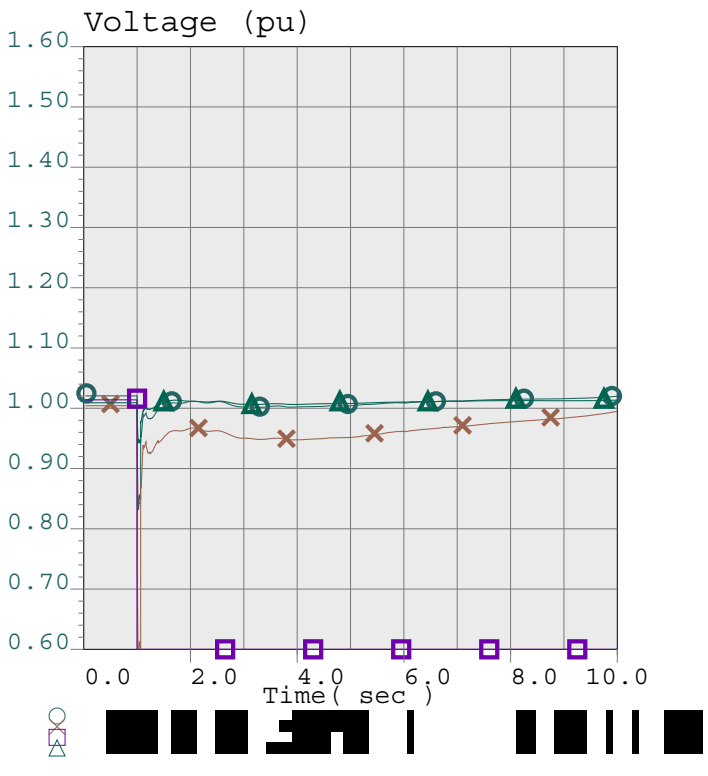

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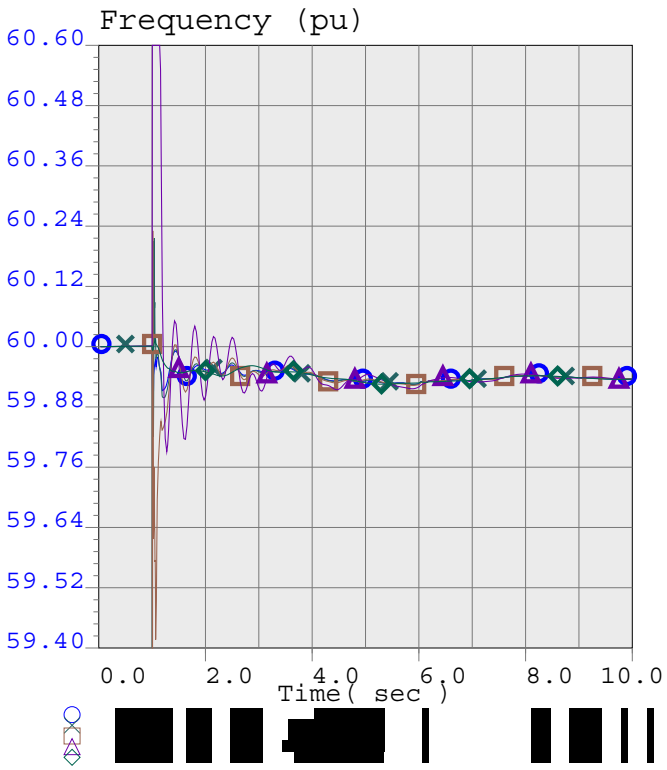
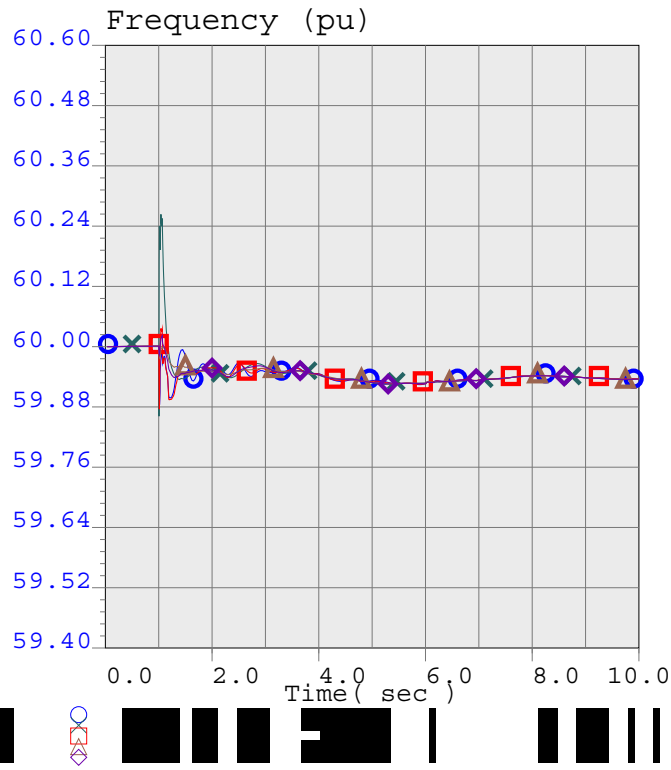
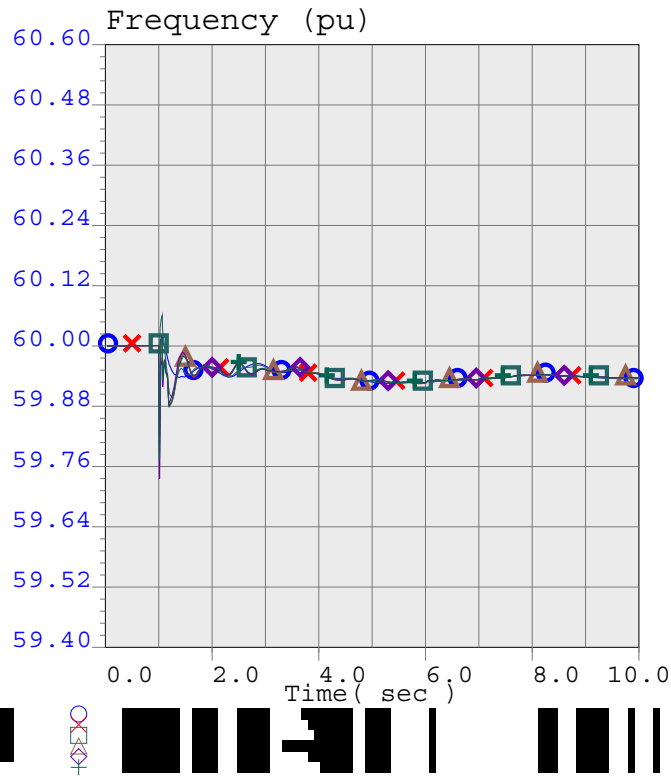
SYSTEM IMPACT STUDY (Frequency)







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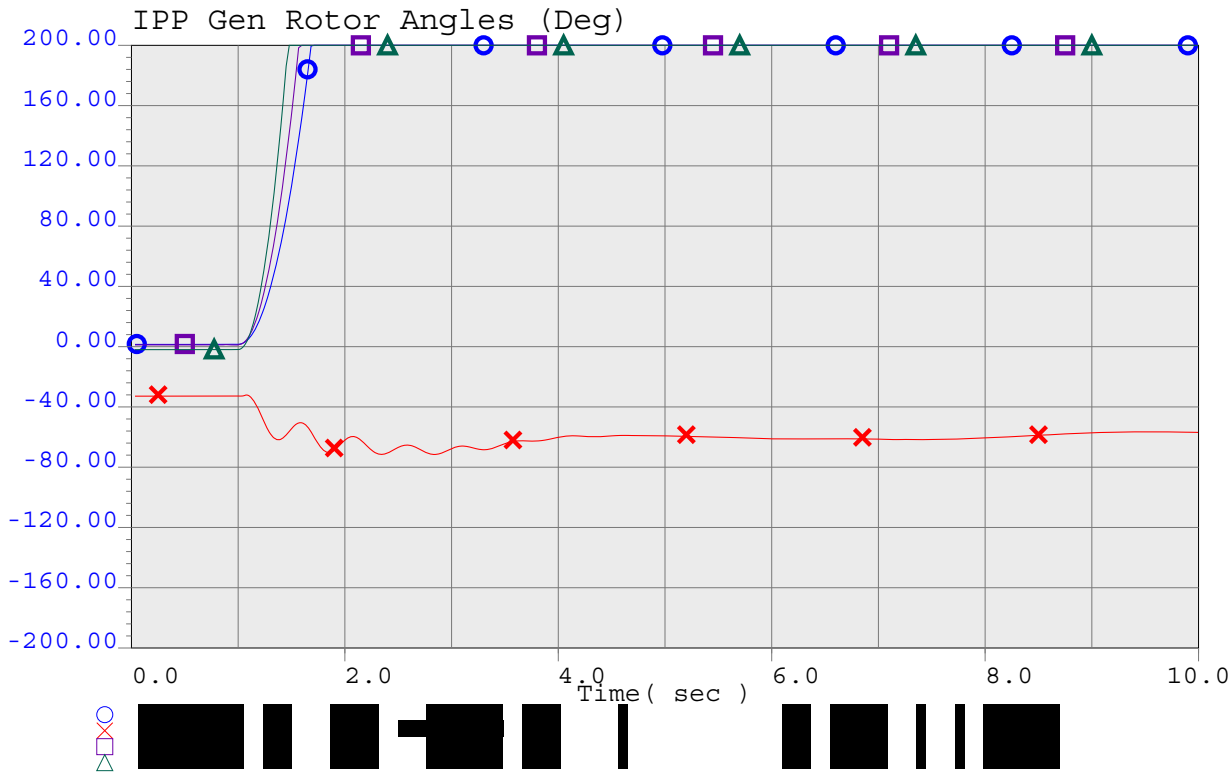
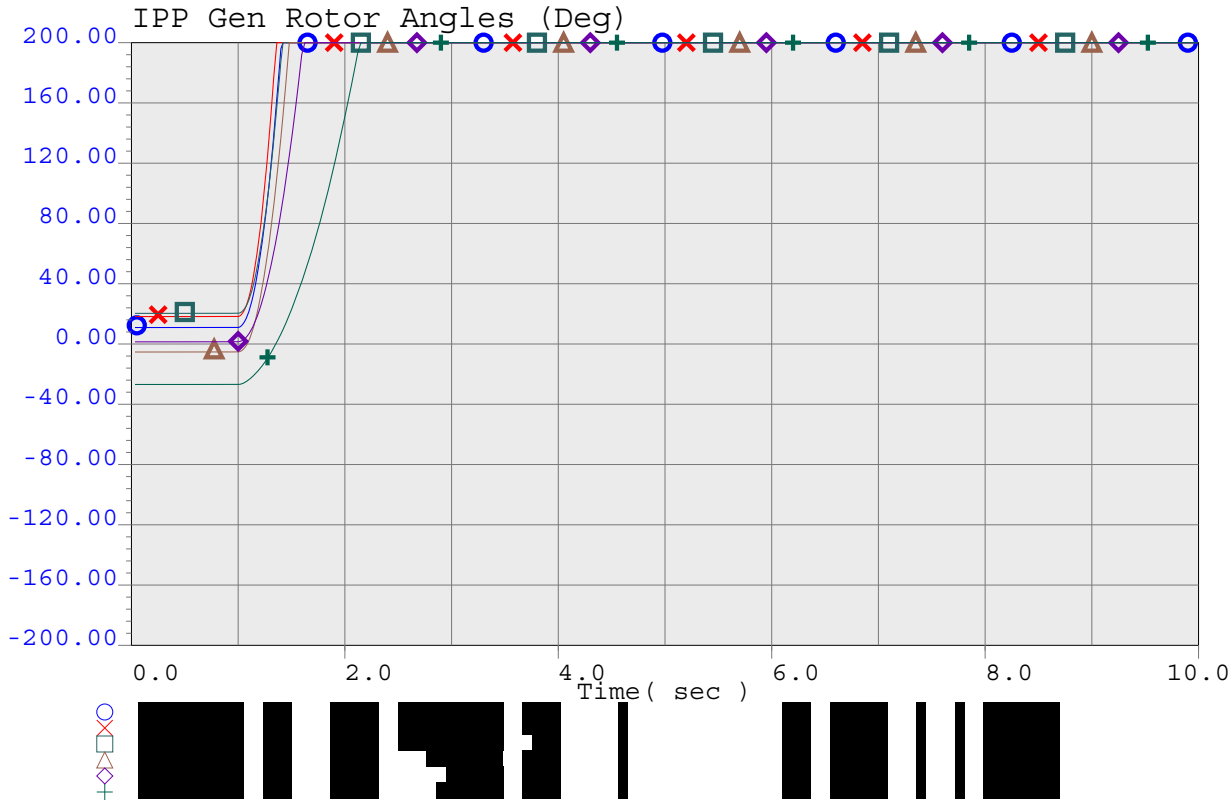
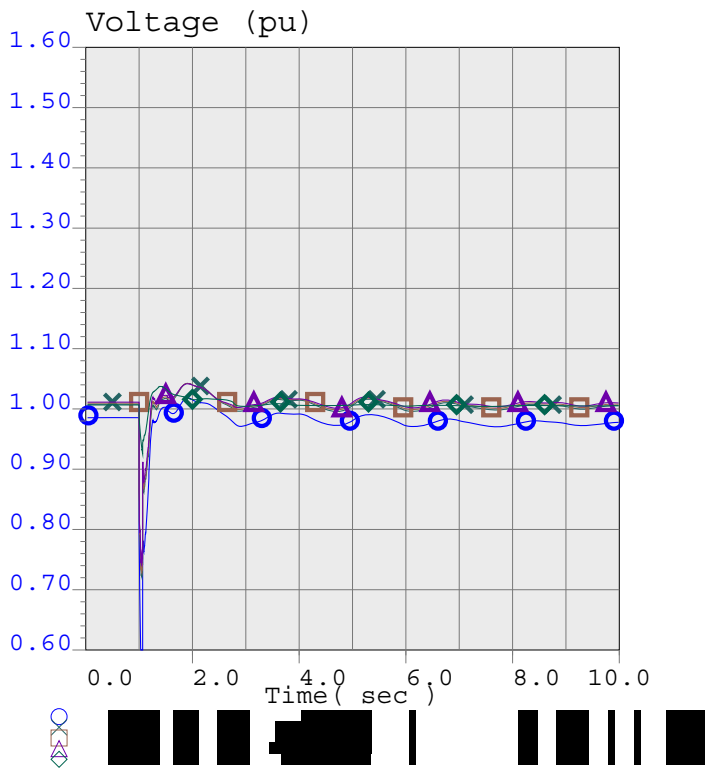
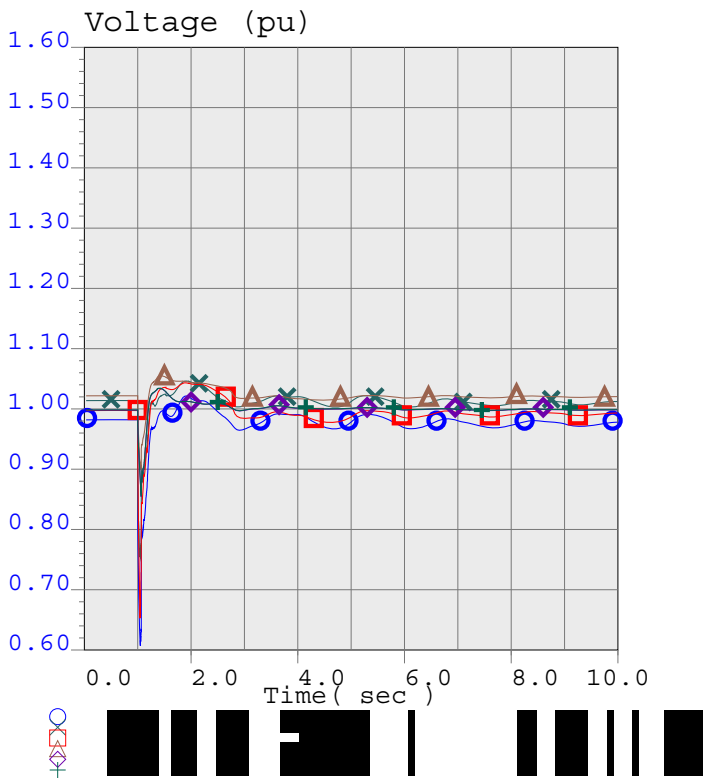
SYSTEM IMPACT STUDY (Rotor Angles)

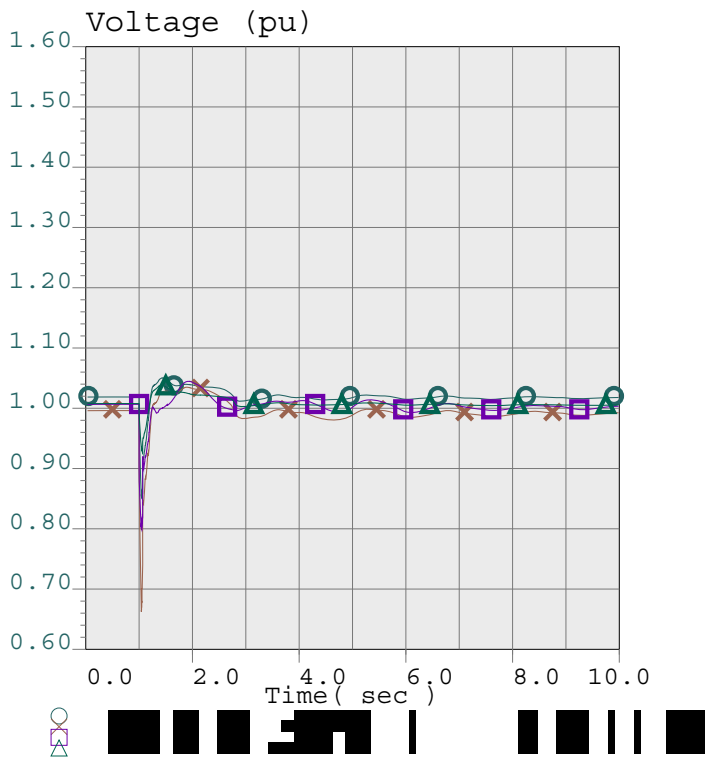


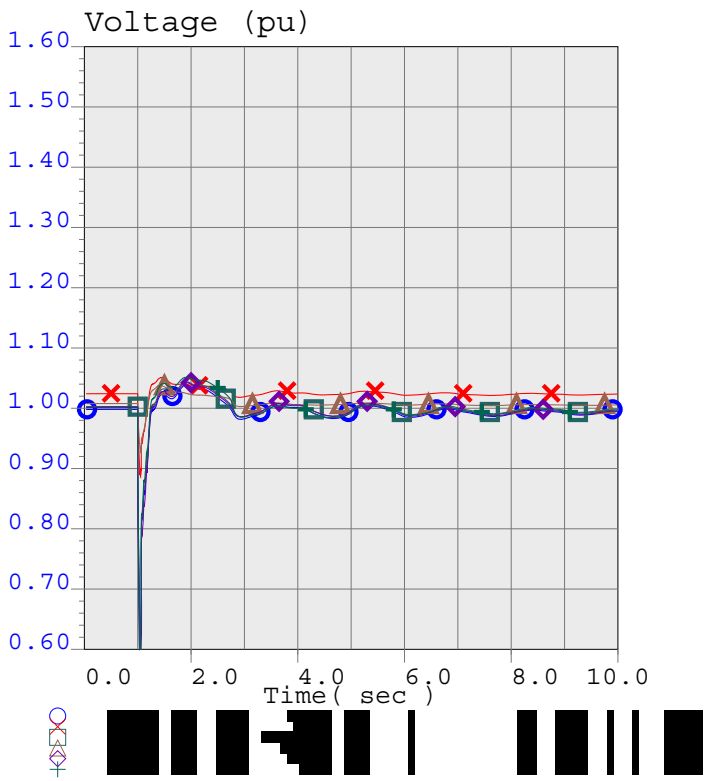


SYSTEM IMPACT STUDY (Voltage)









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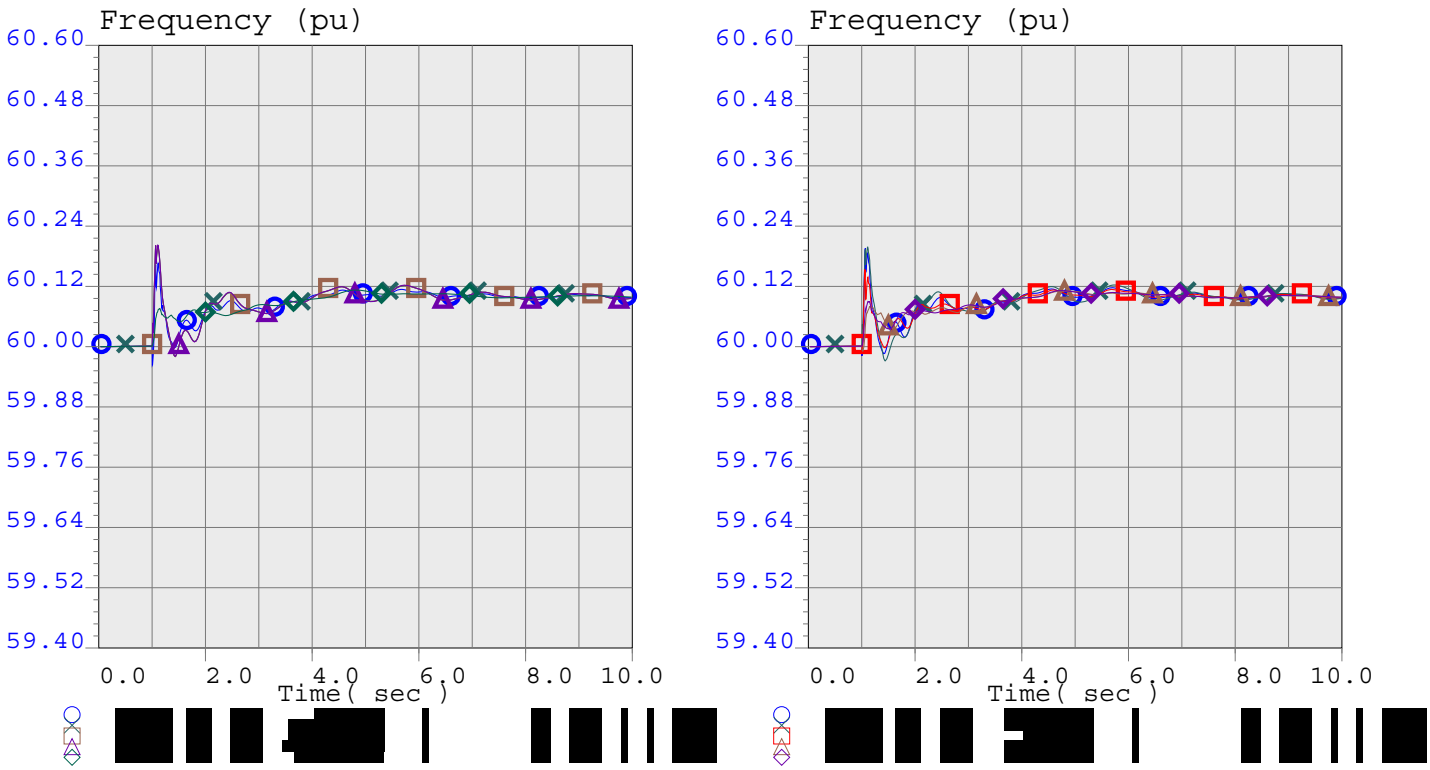
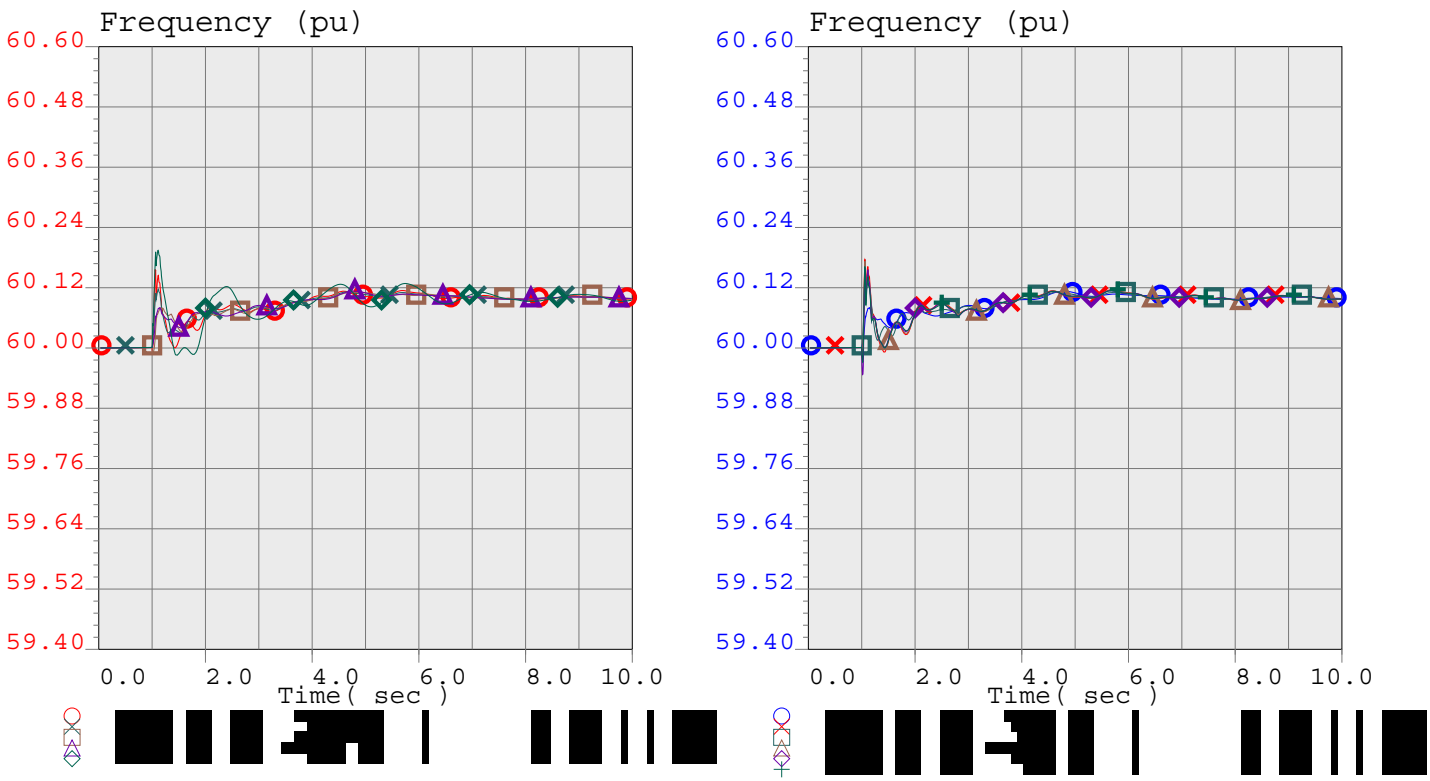
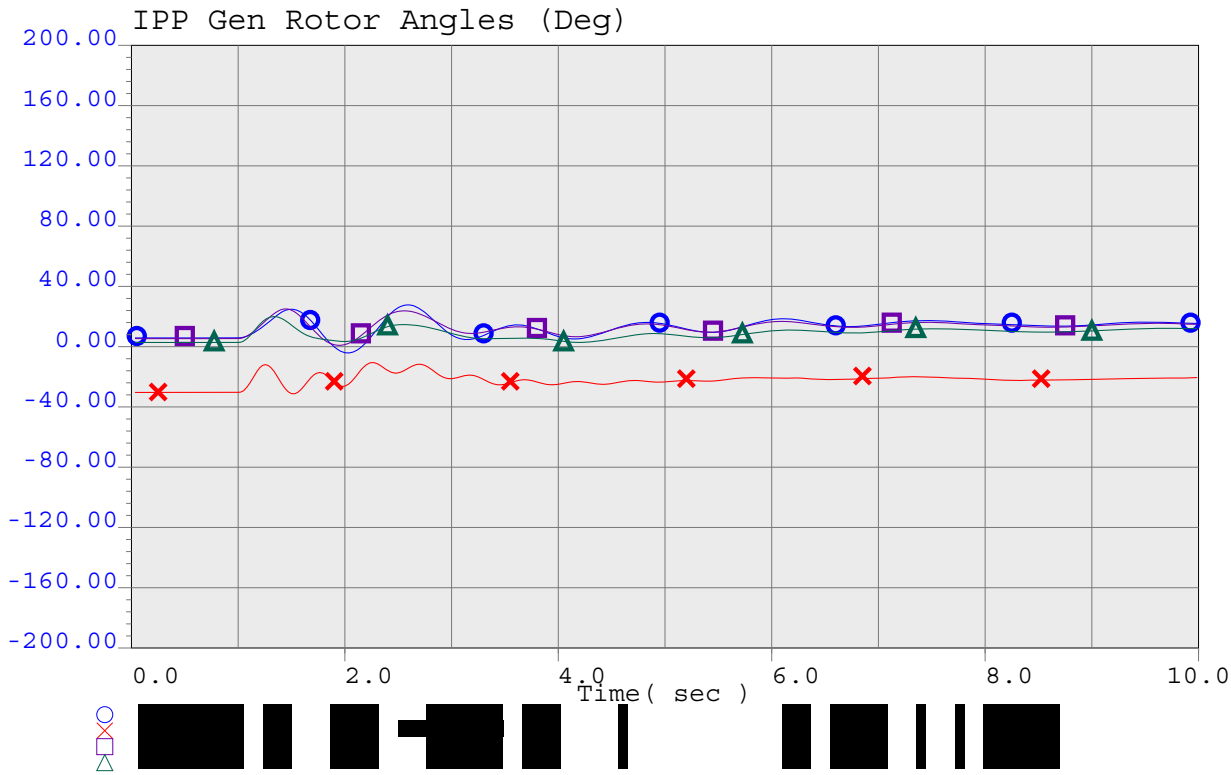
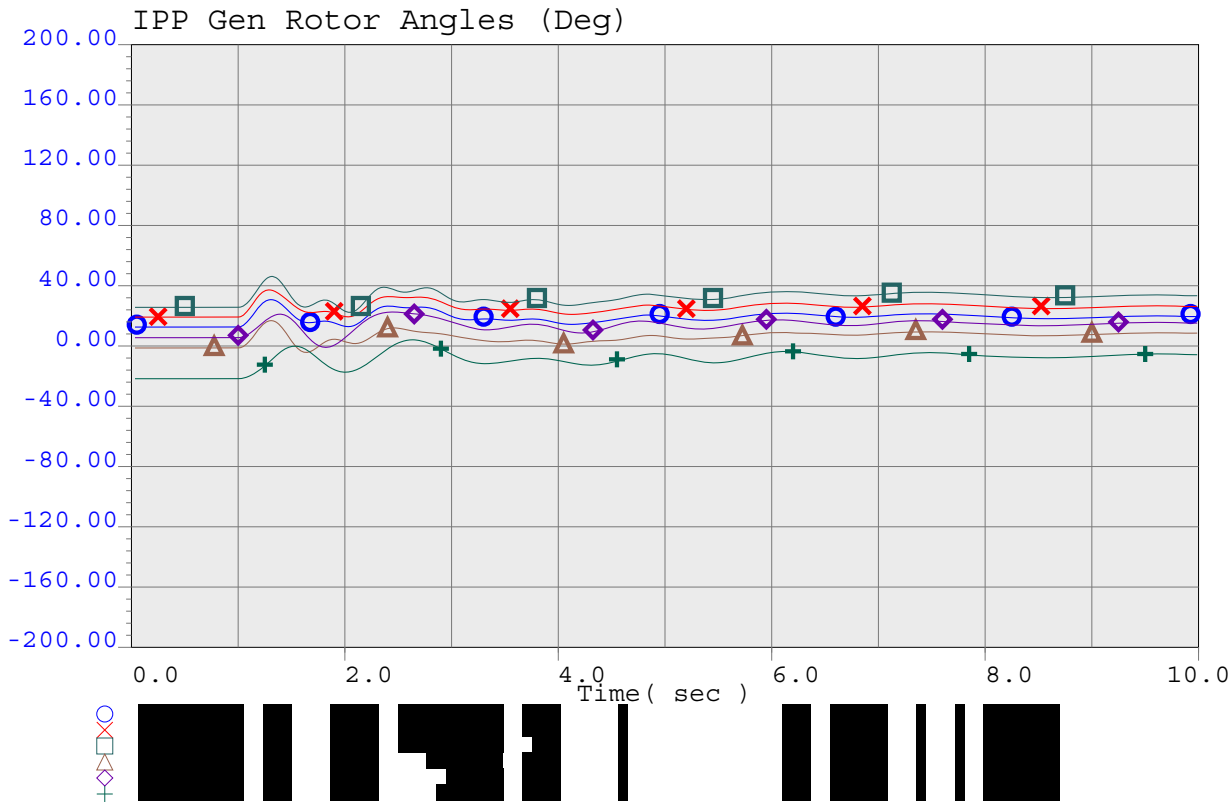
SYSTEM IMPACT STUDY (Frequency)



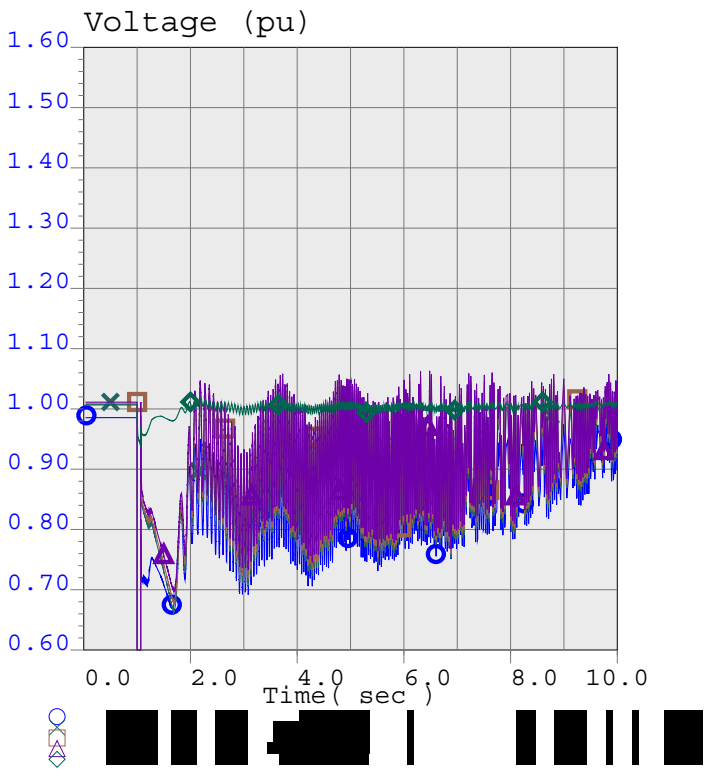


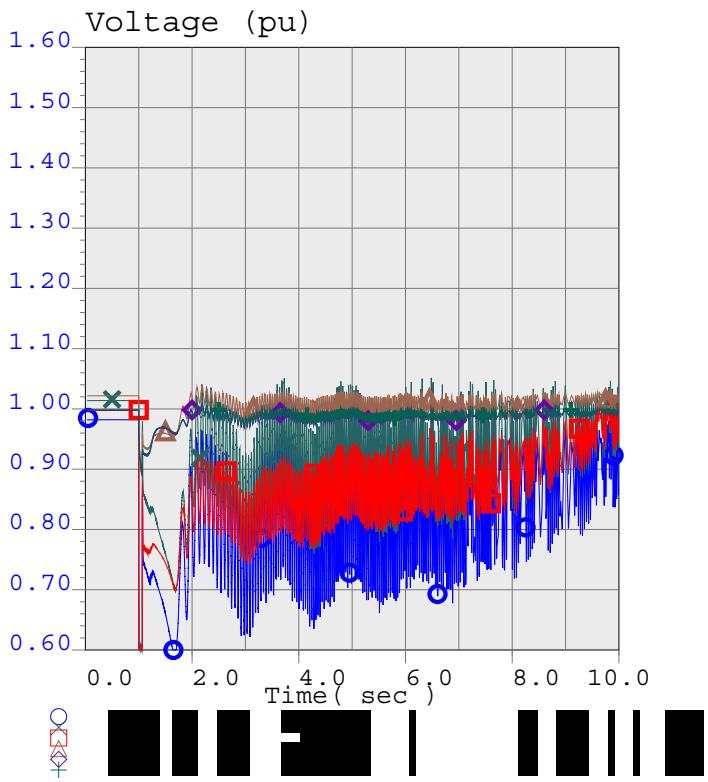
SYSTEM IMPACT STUDY (Rotor Angles)

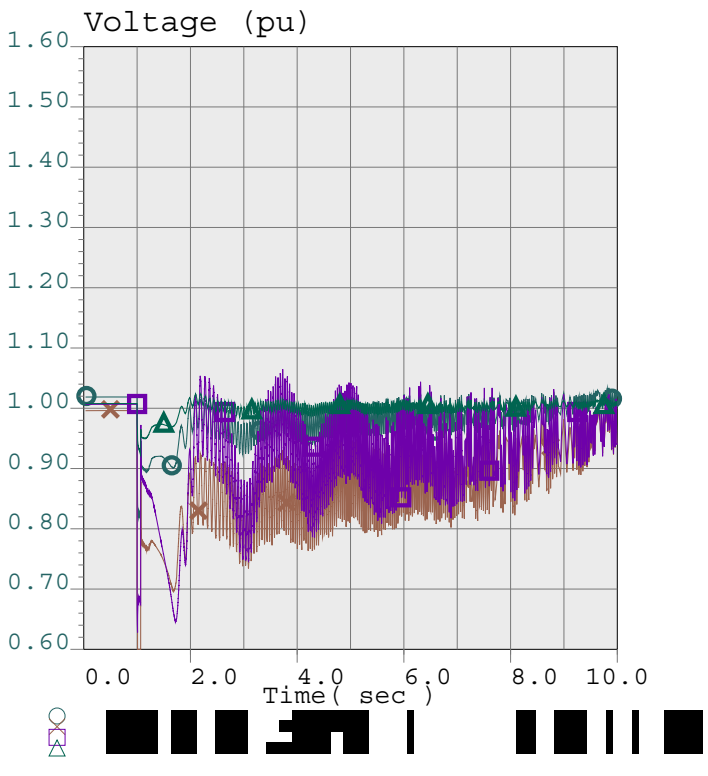


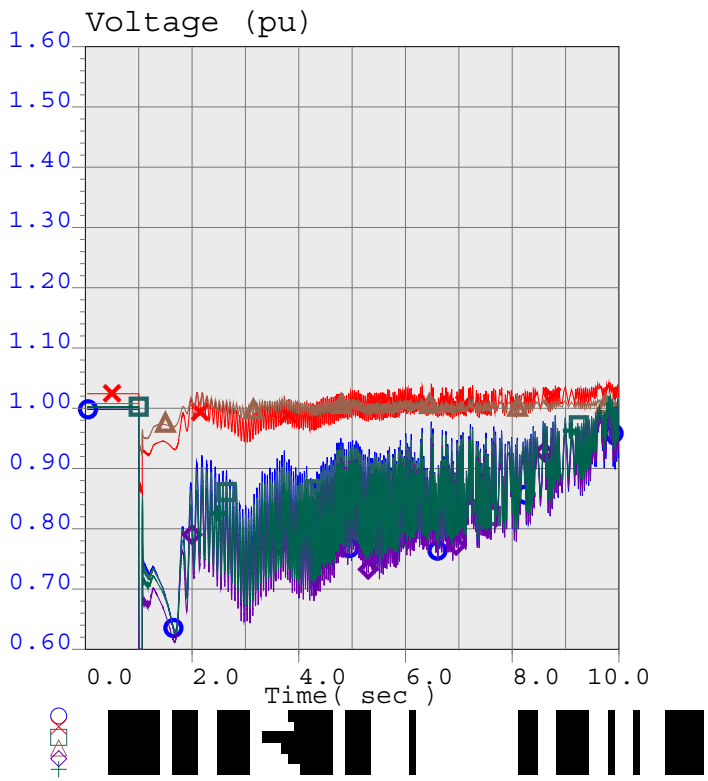


SYSTEM IMPACT STUDY (Voltage)









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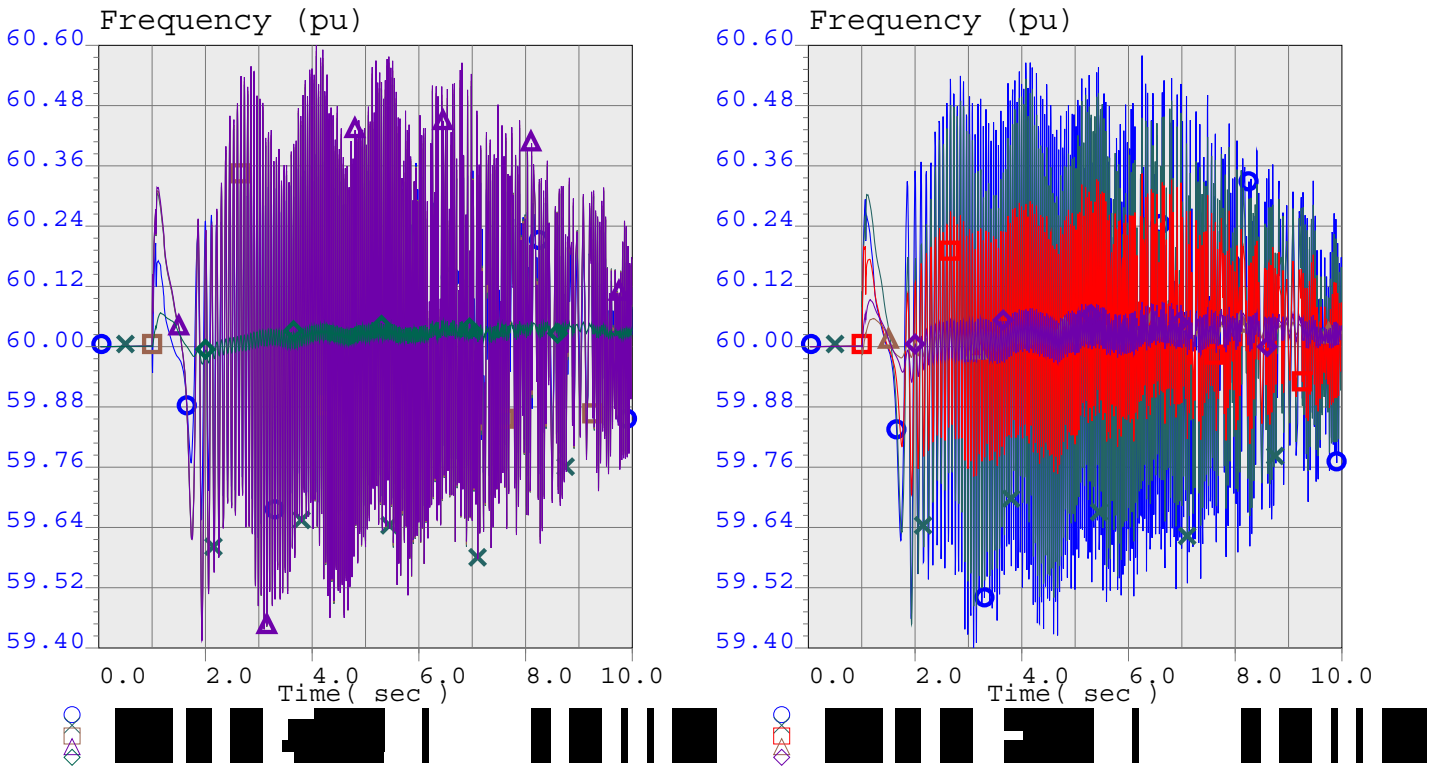
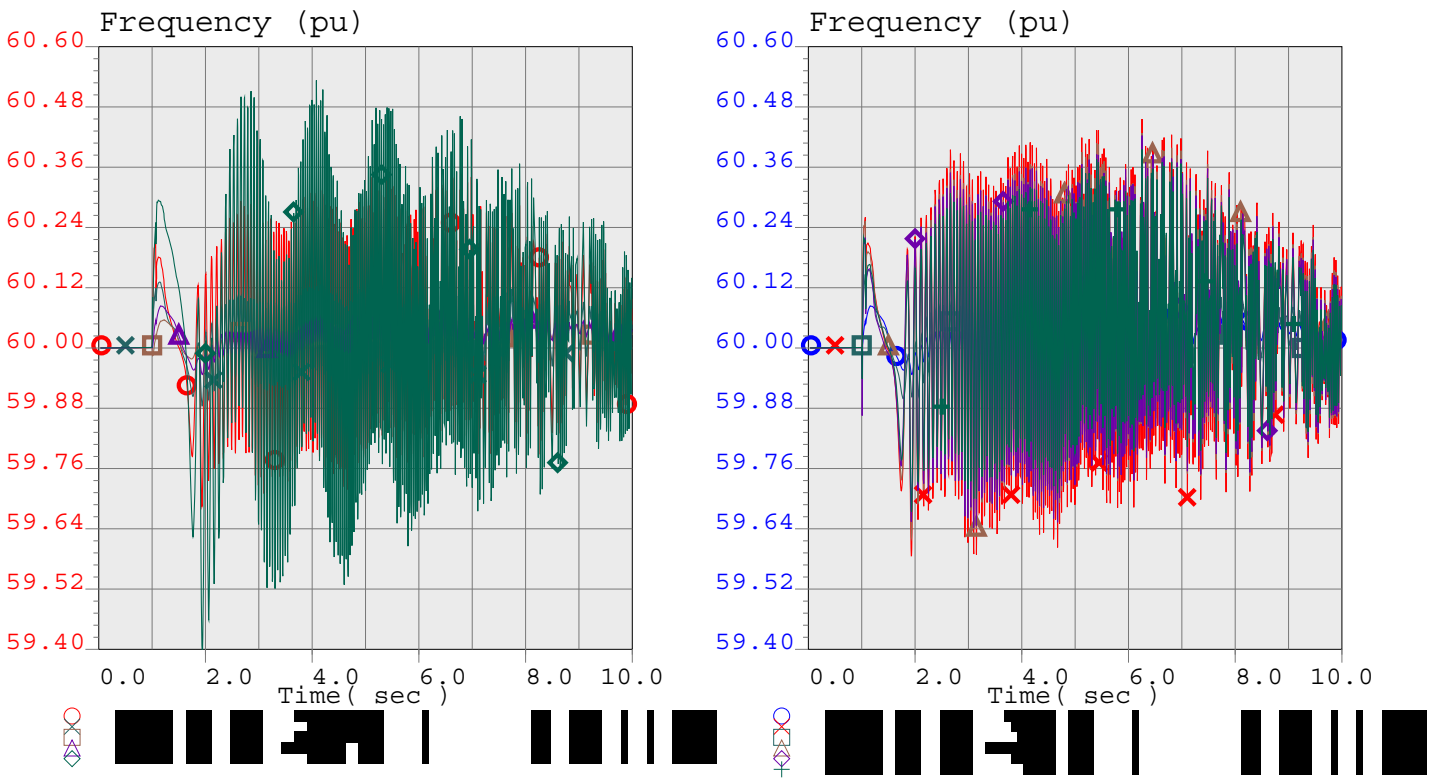
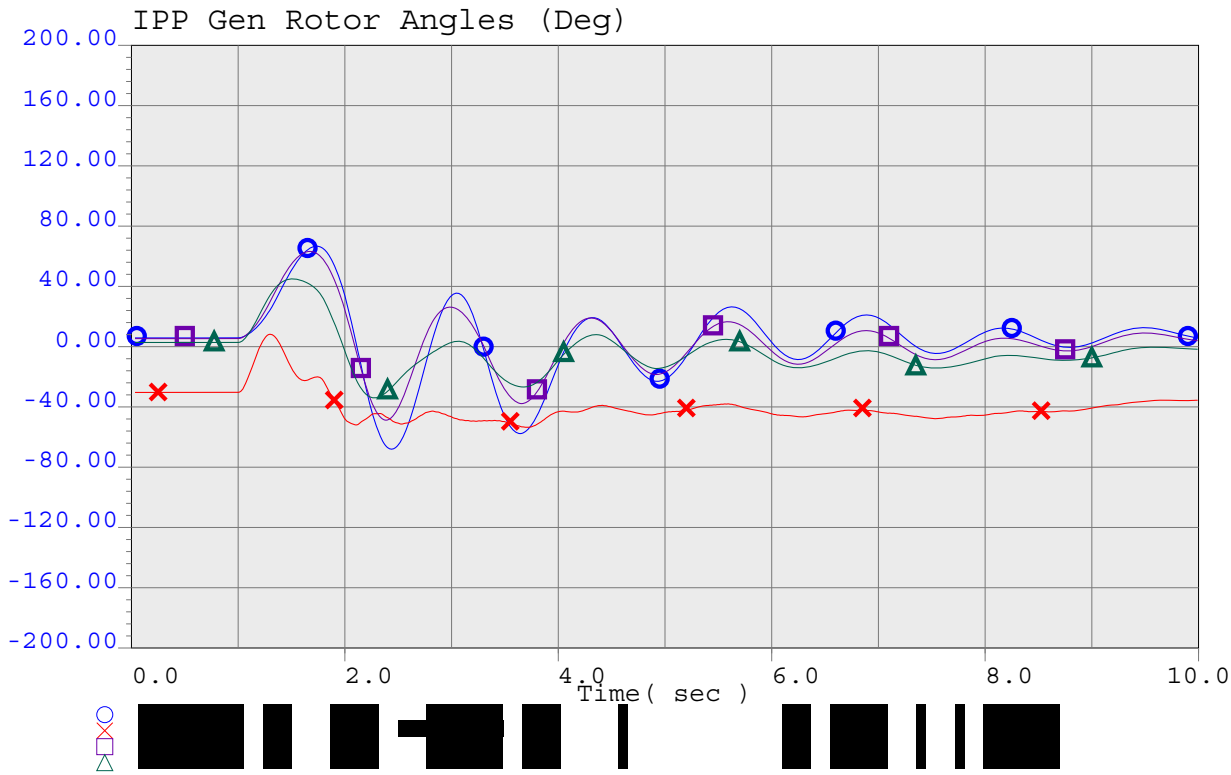
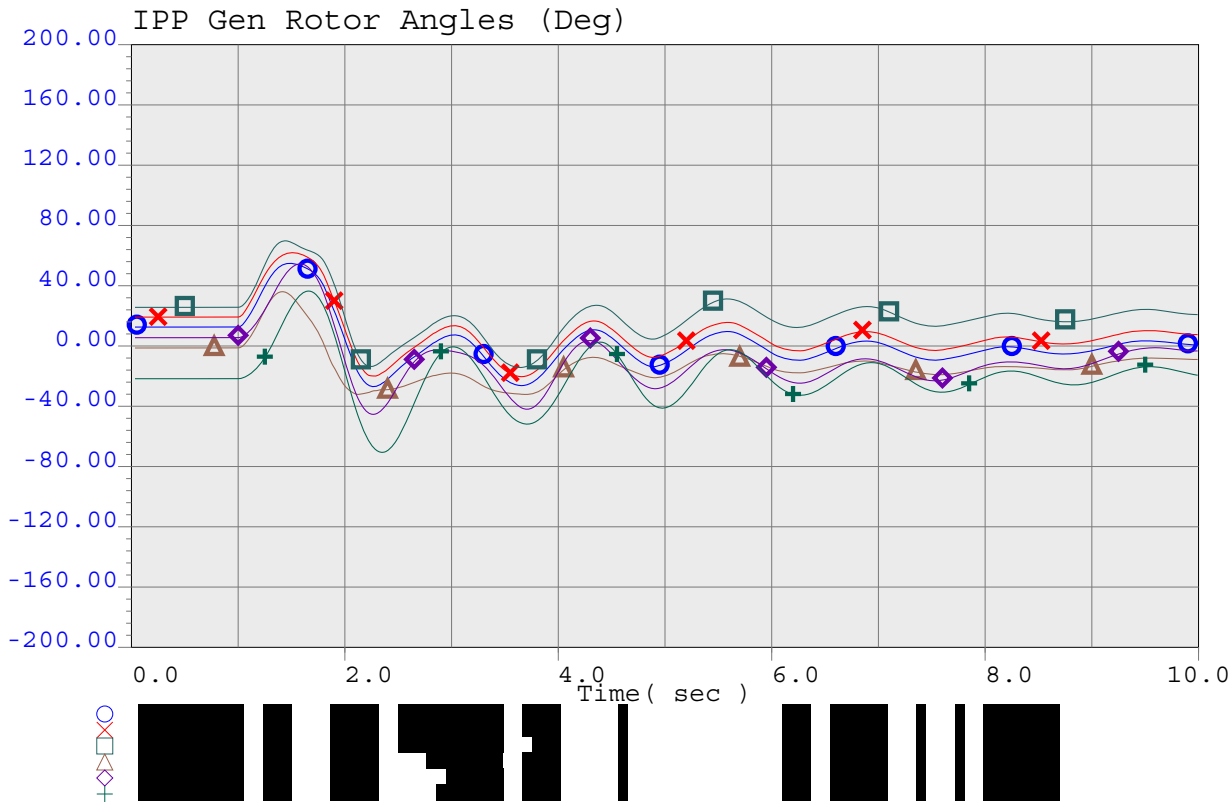


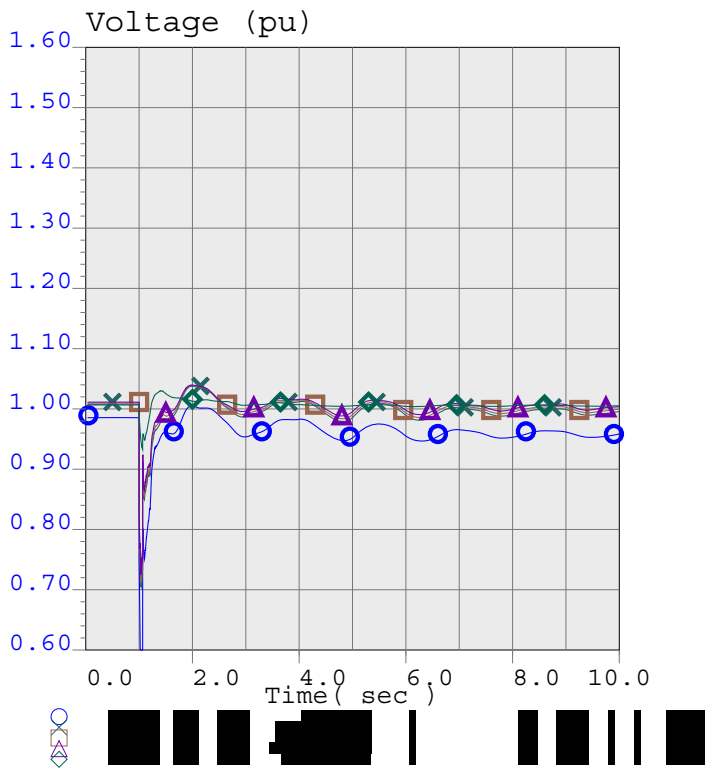


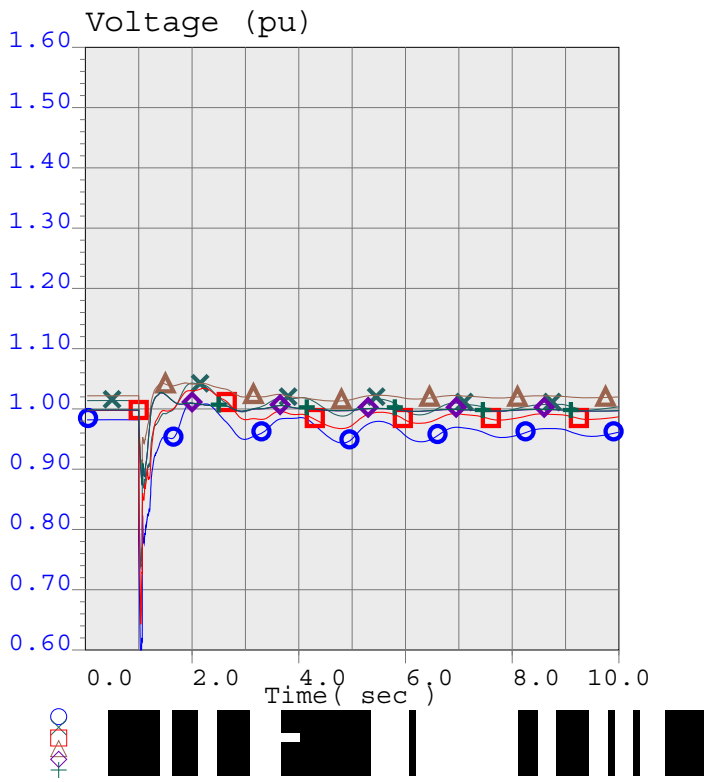
SYSTEM IMPACT STUDY (Rotor Angles)

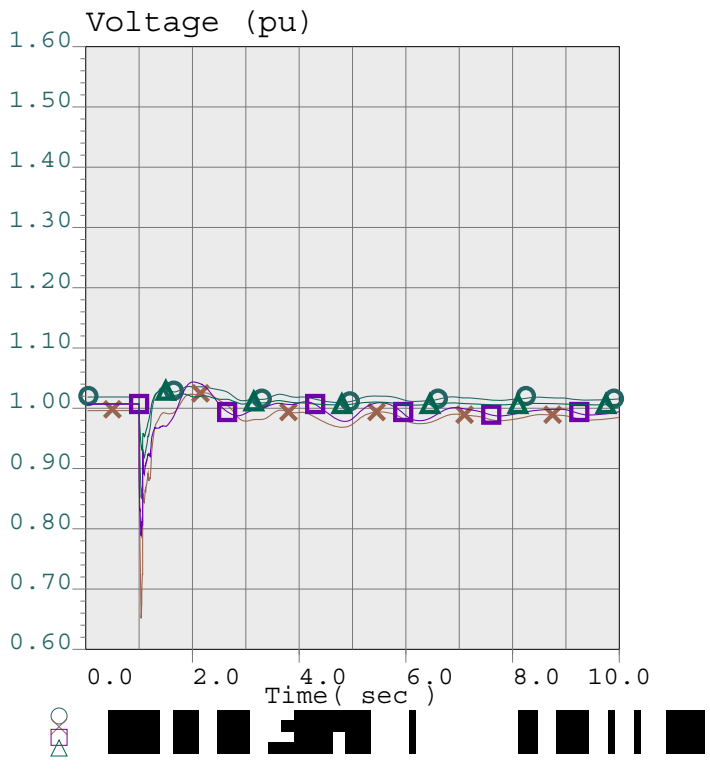


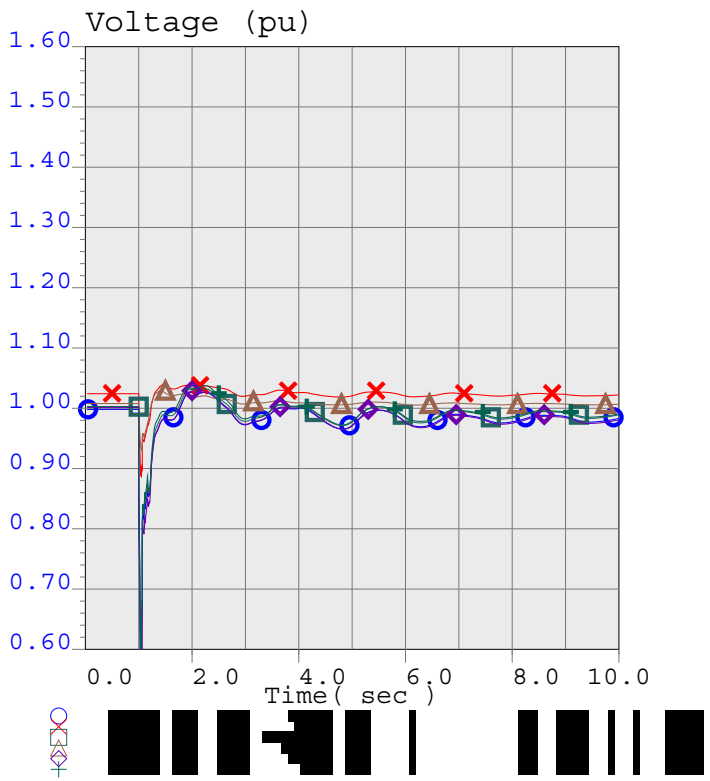


SYSTEM IMPACT STUDY (Voltage)

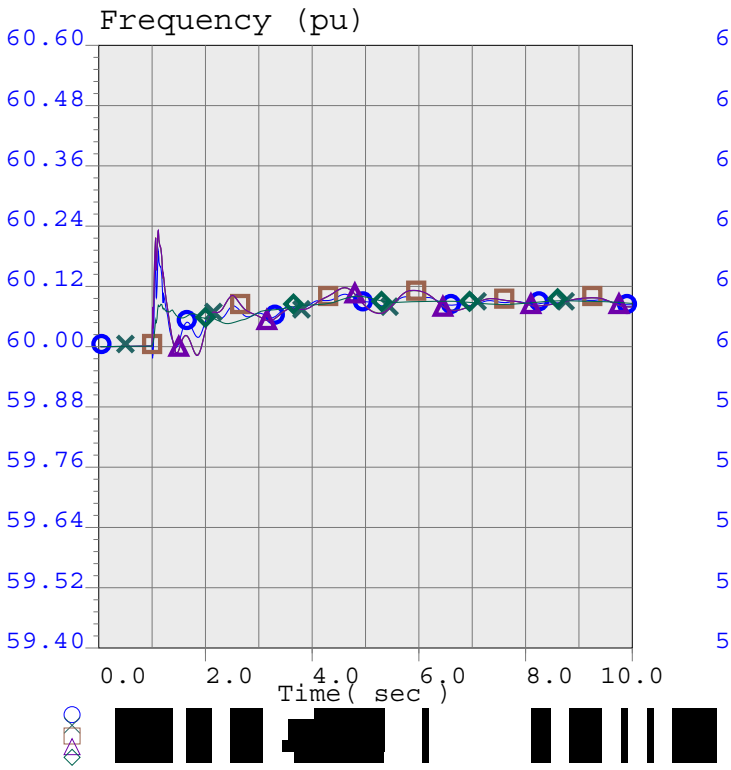


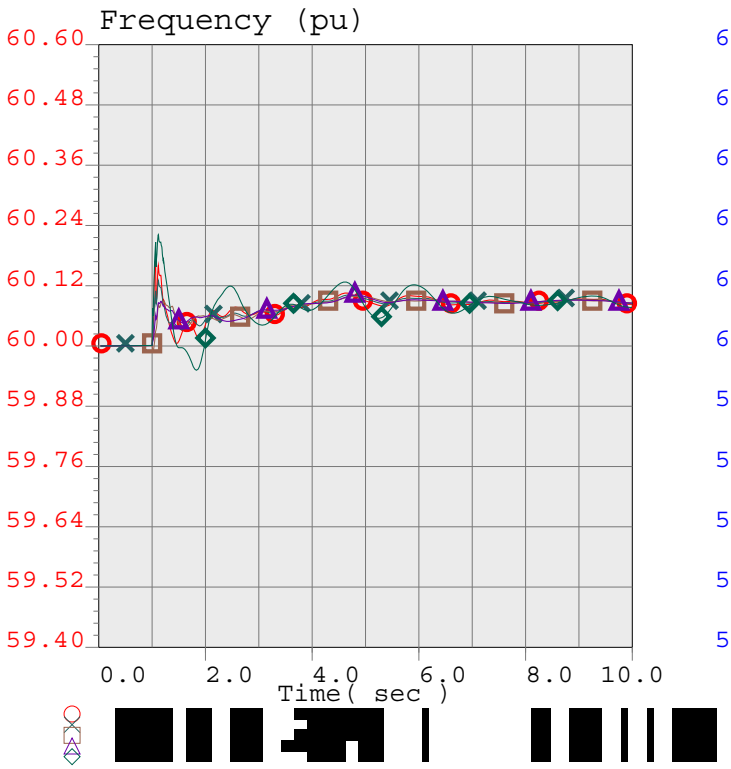


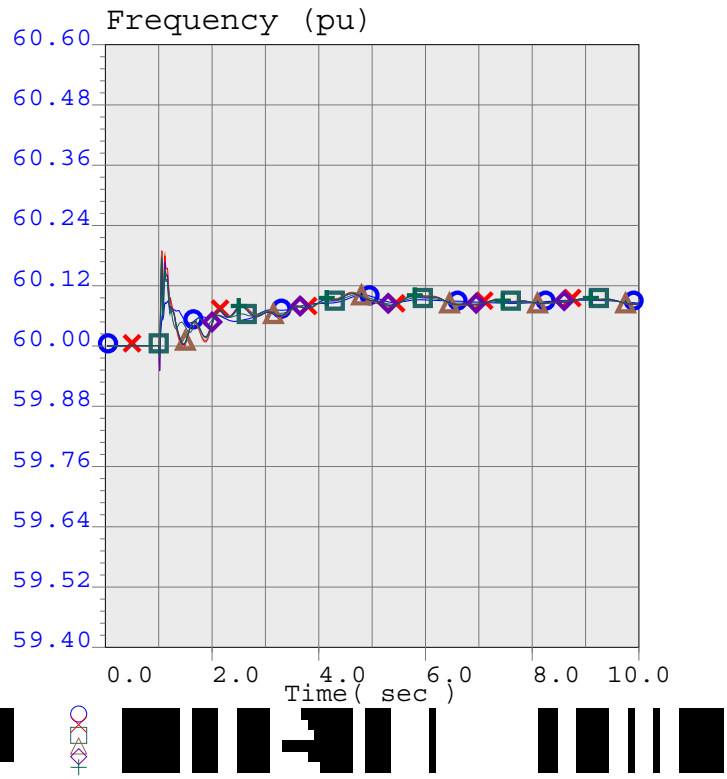




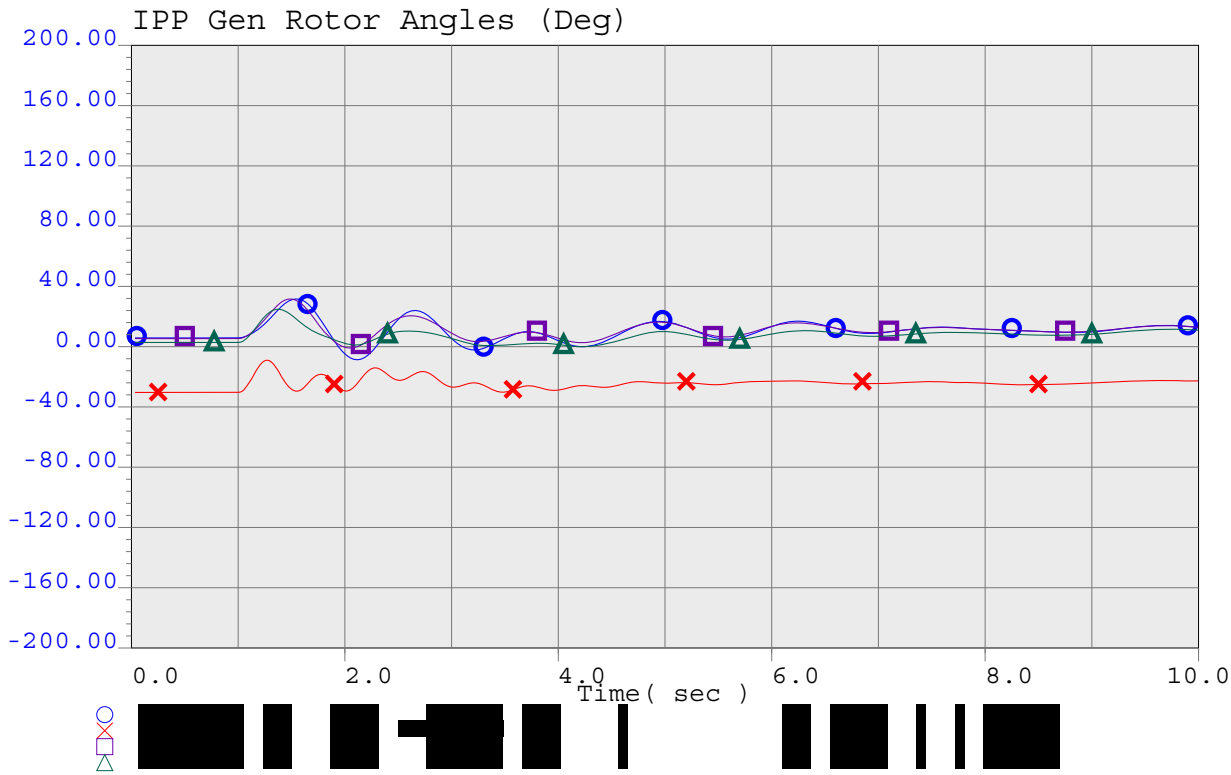
SYSTEM IMPACT STUDY (Frequency)

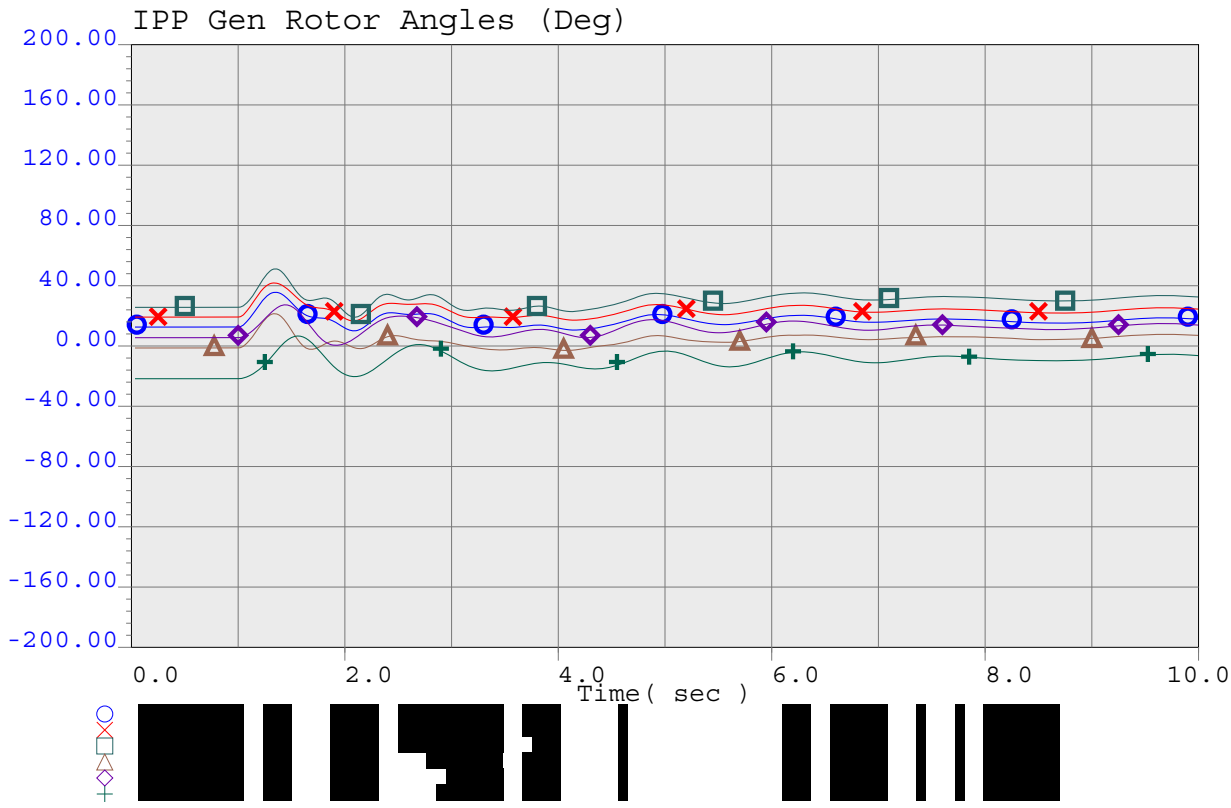




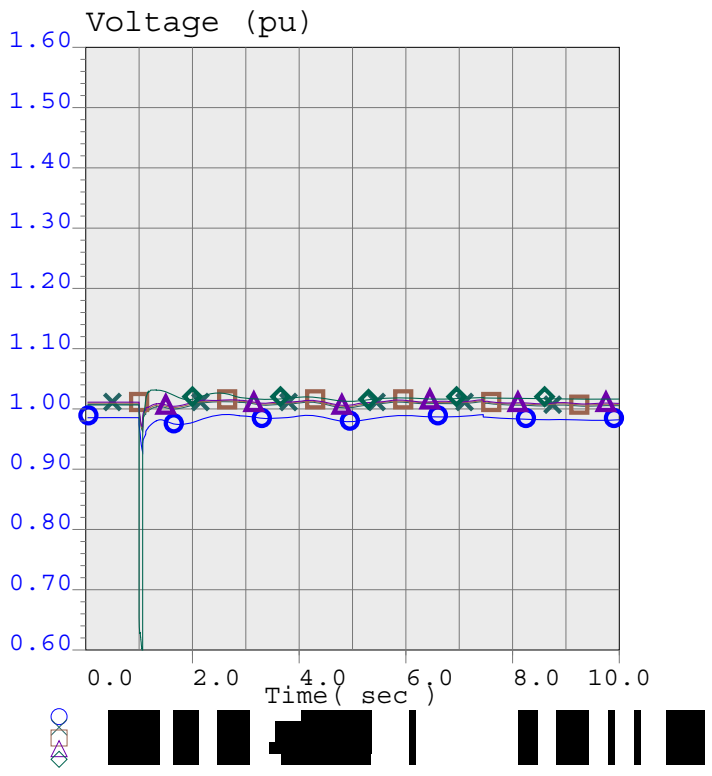


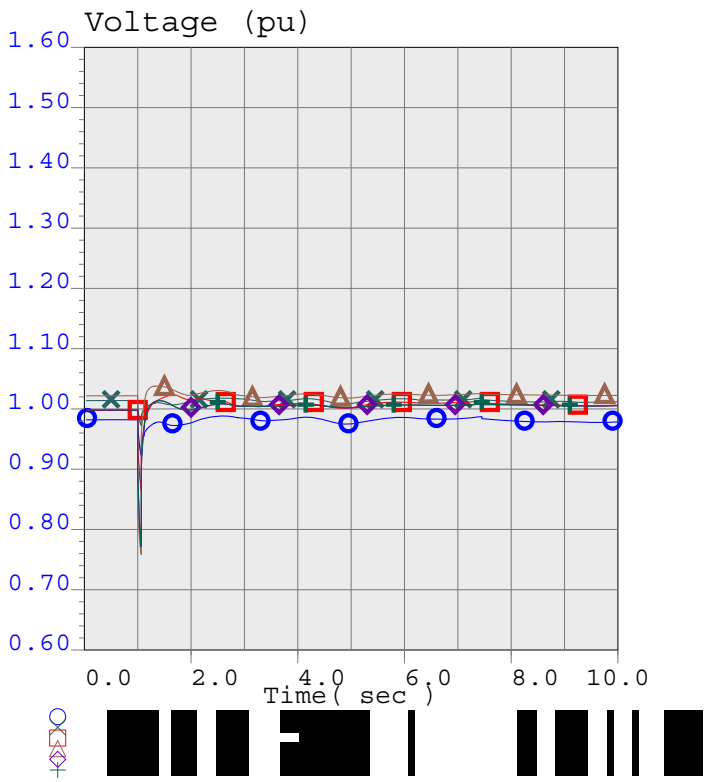
SYSTEM IMPACT STUDY (Rotor Angles)

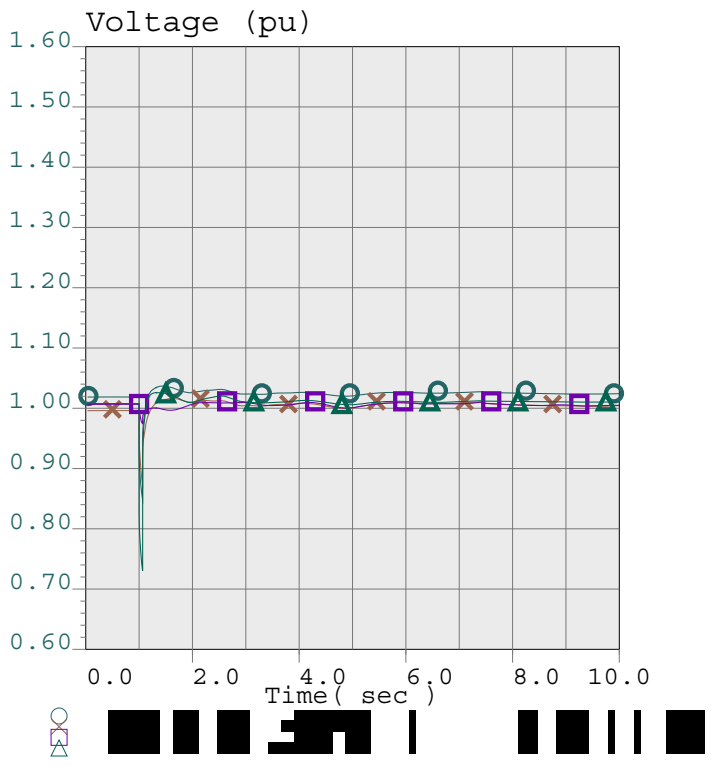


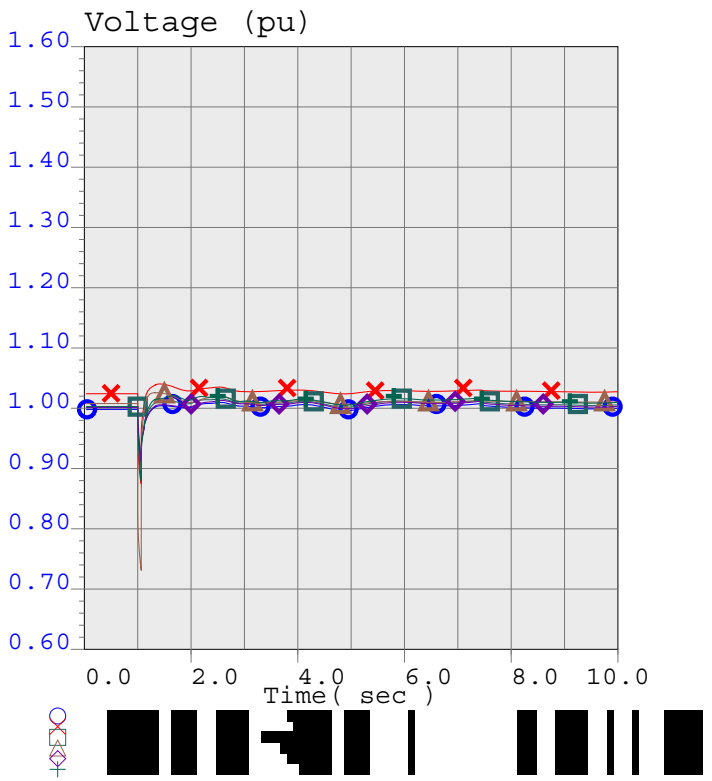


SYSTEM IMPACT STUDY (Voltage)









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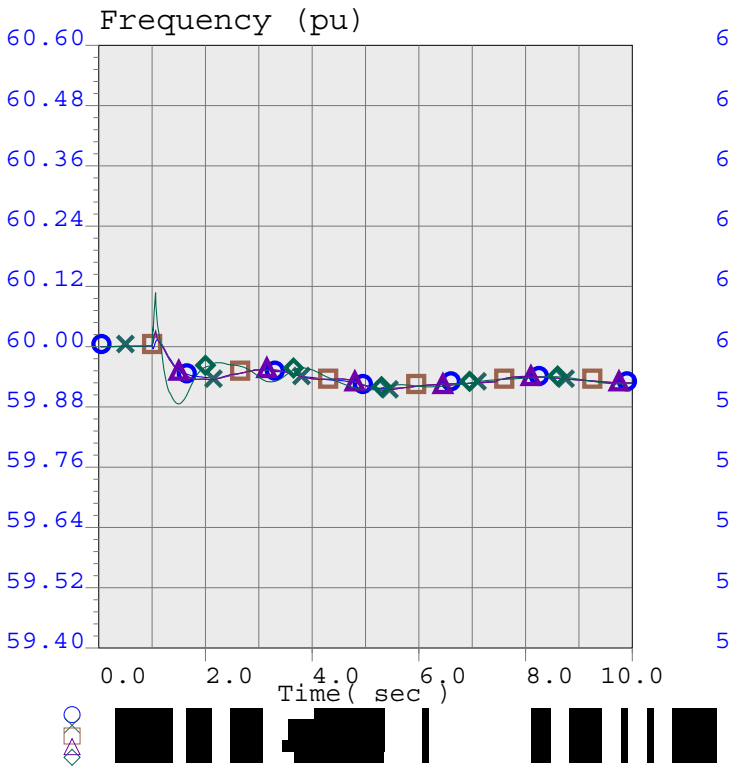
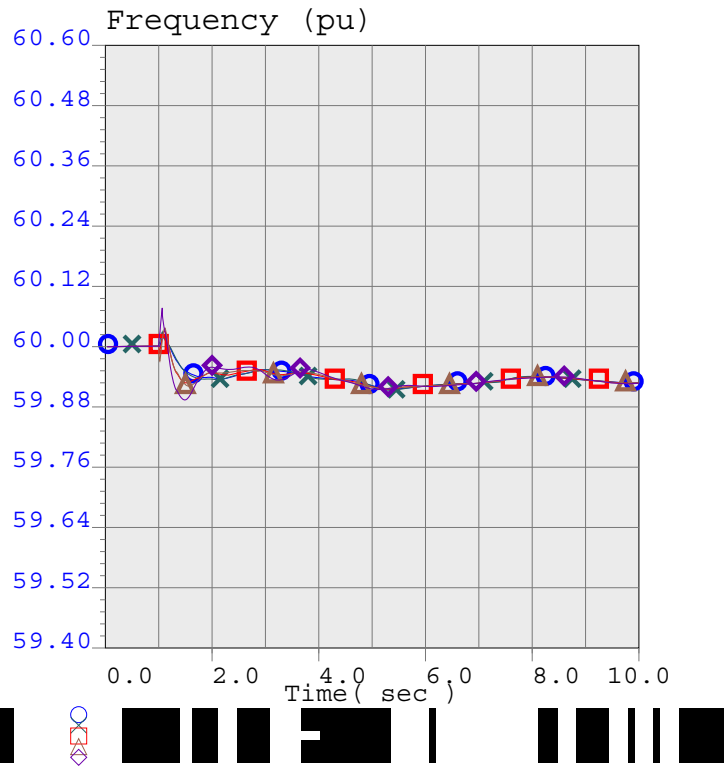
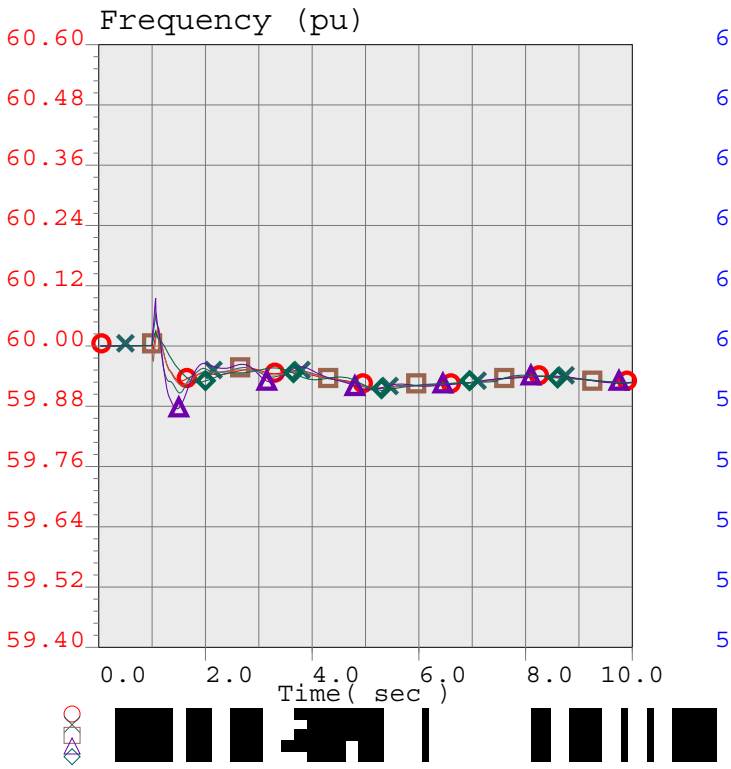
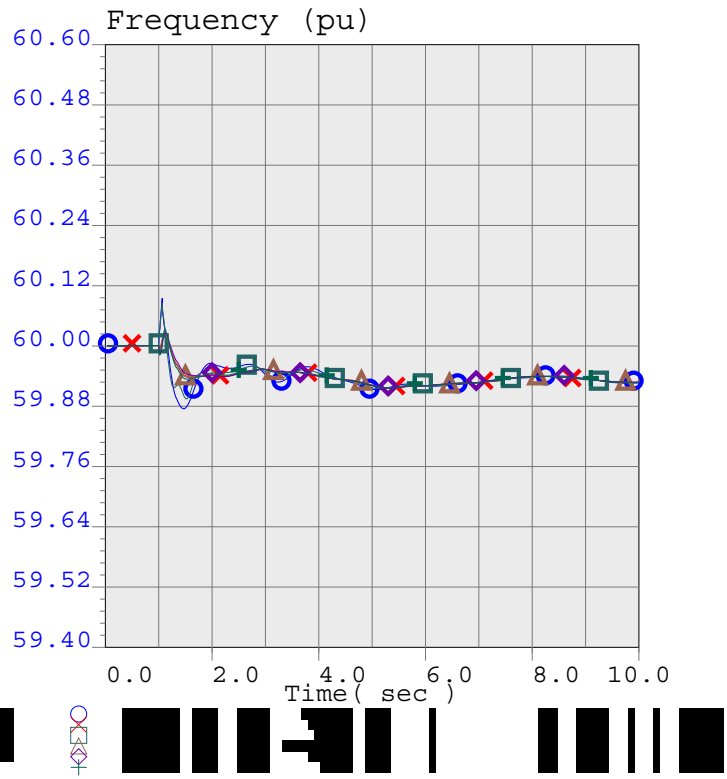
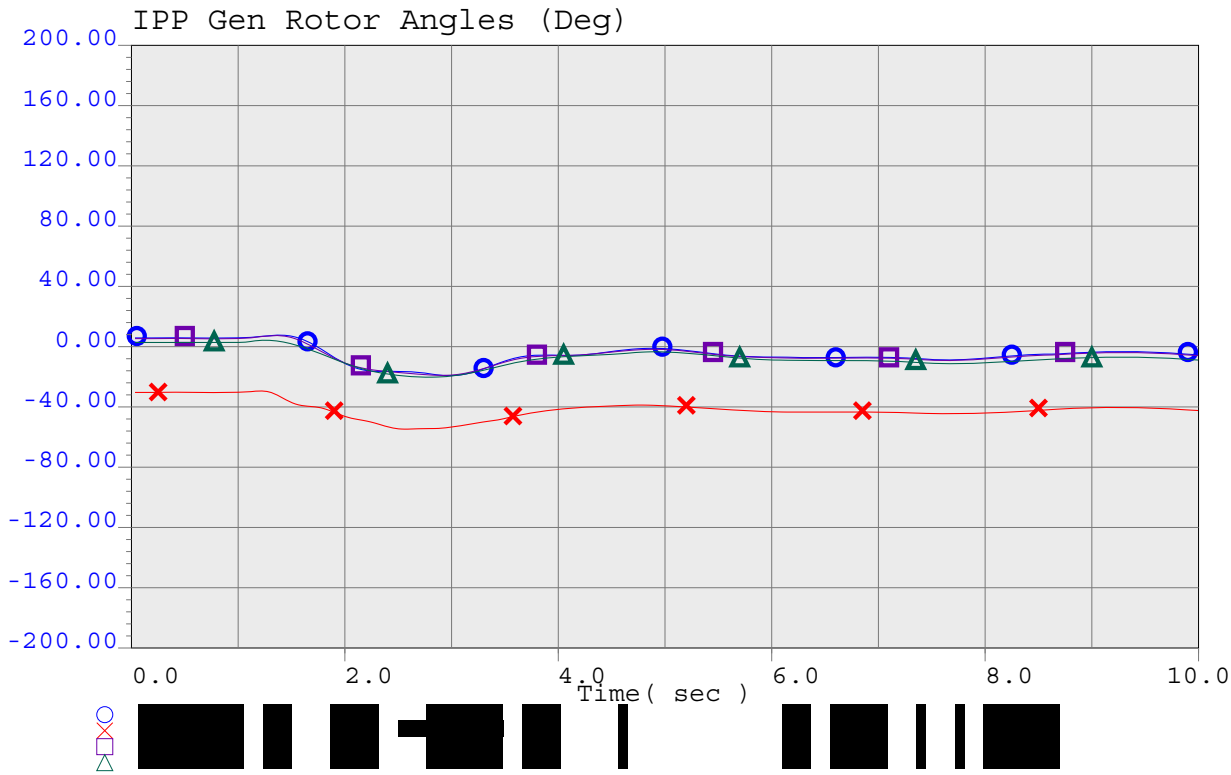


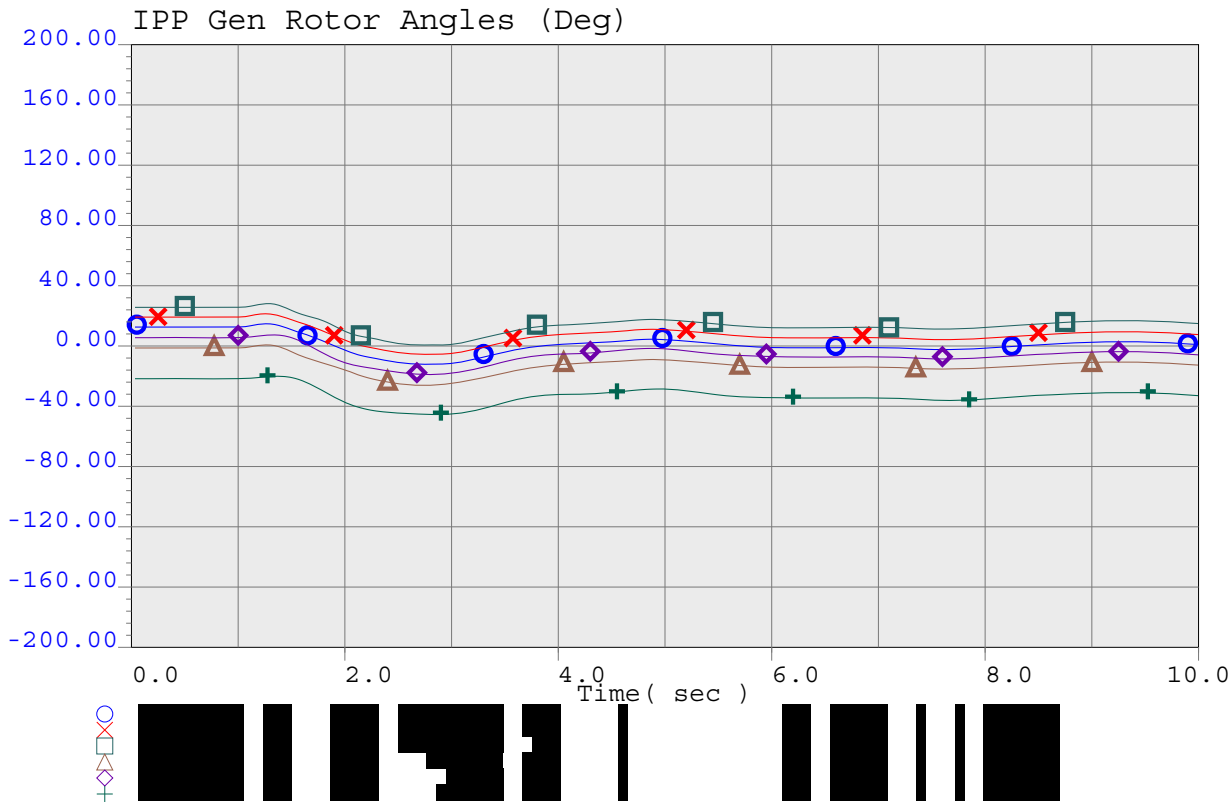






SYSTEM IMPACT STUDY (Rotor Angles)





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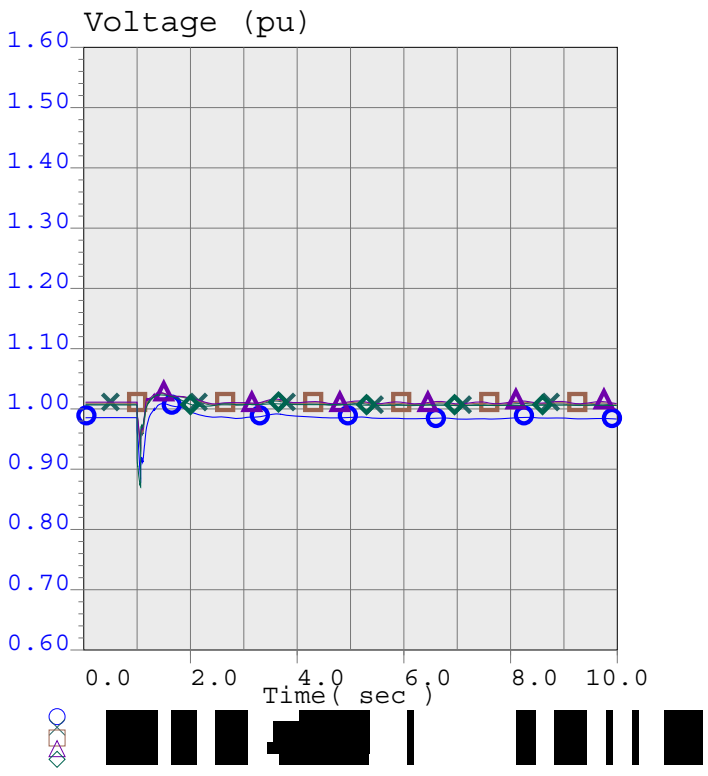
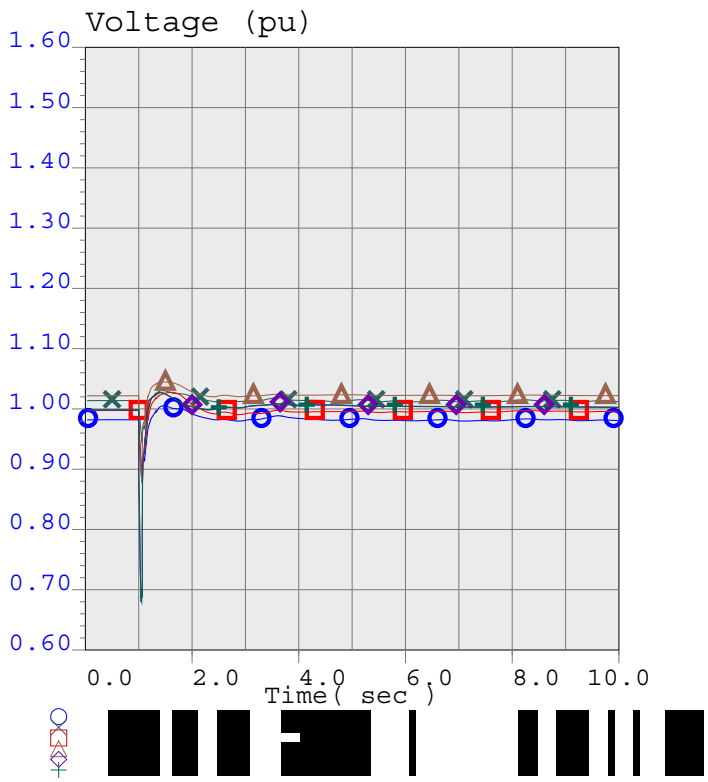
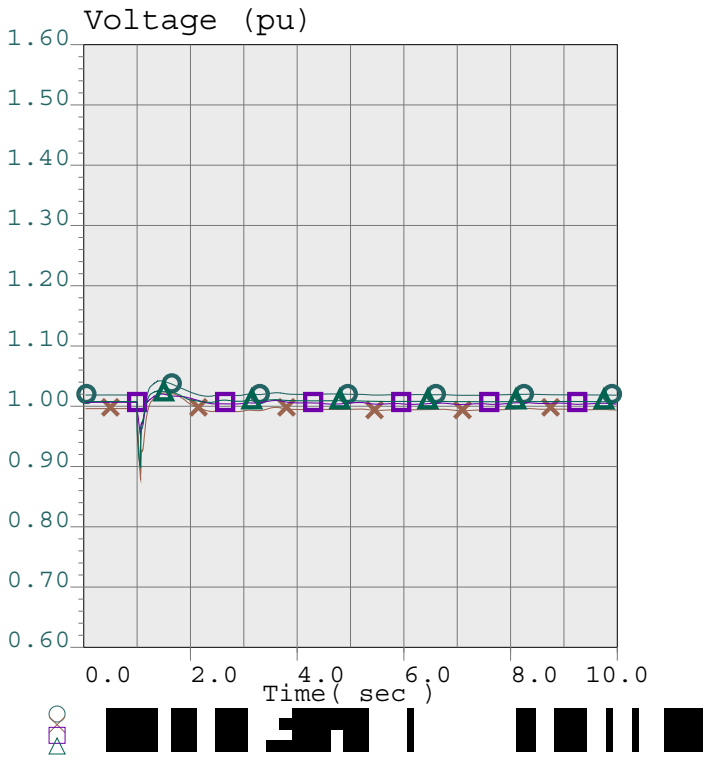
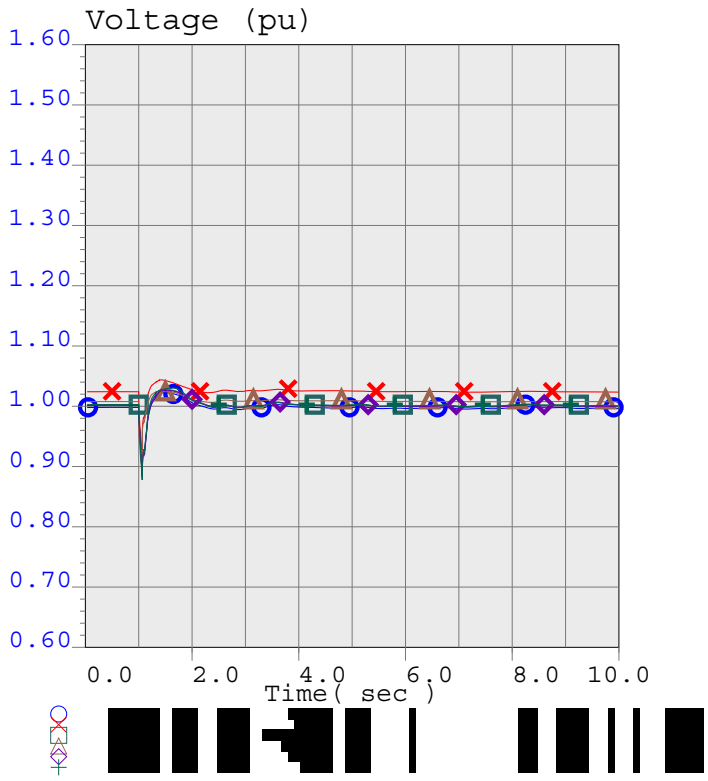
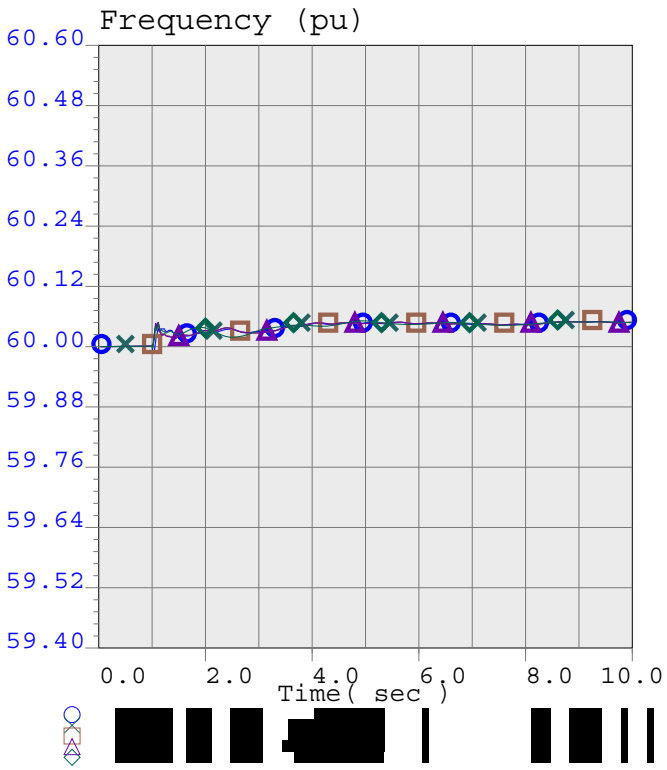


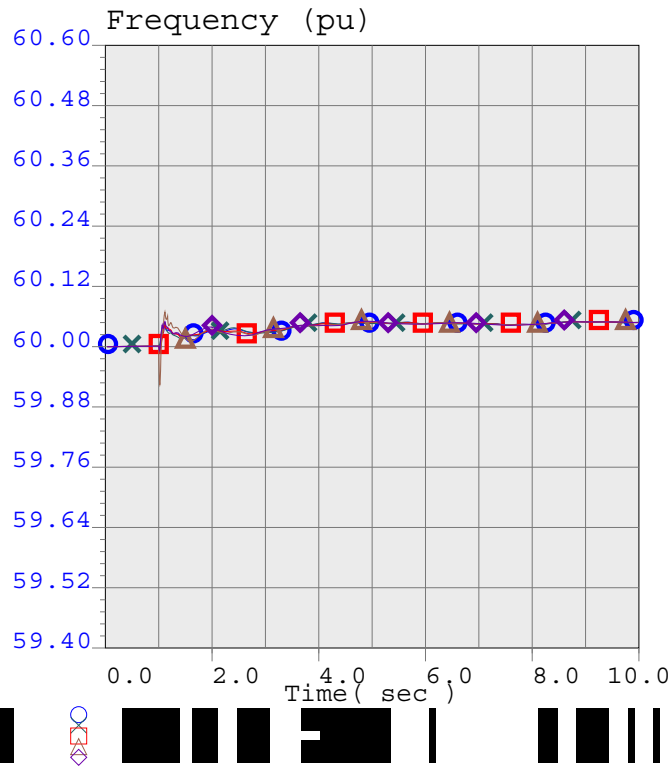


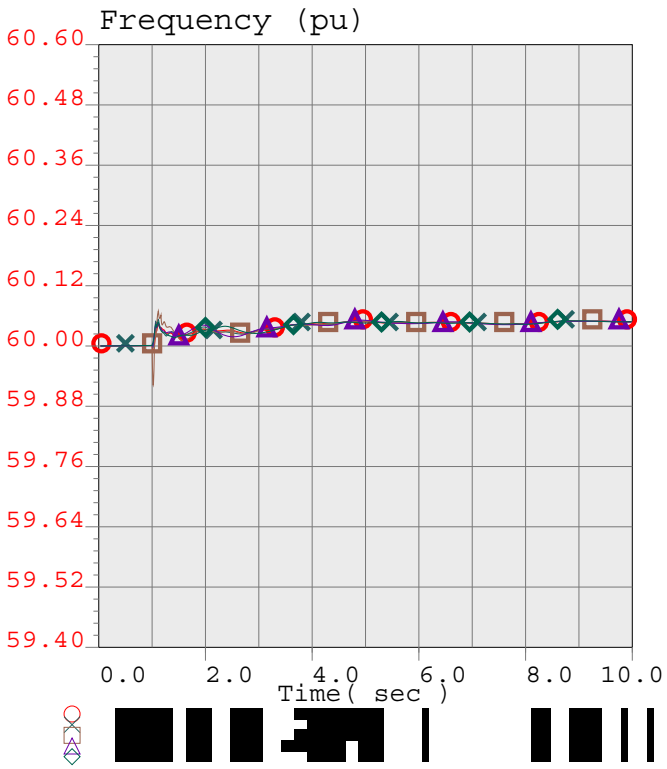


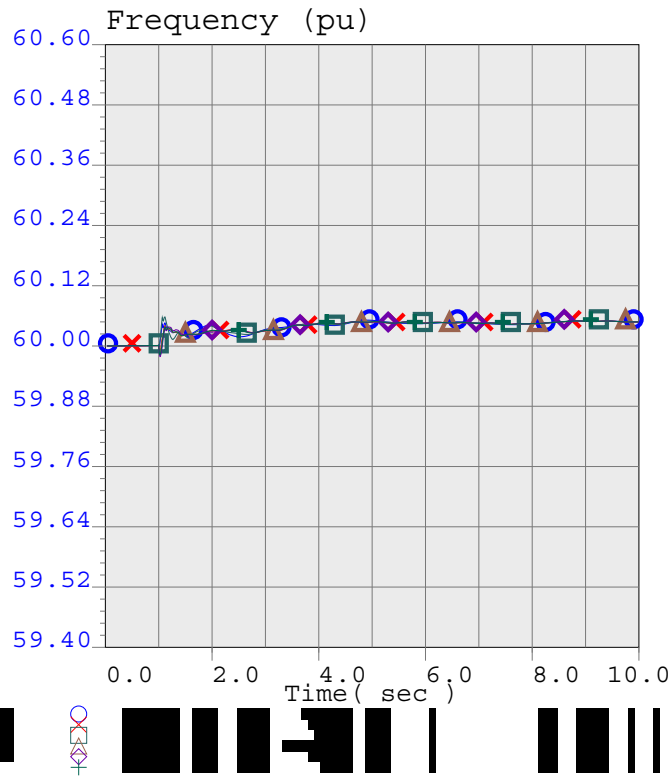


SYSTEM IMPACT STUDY (Frequency)

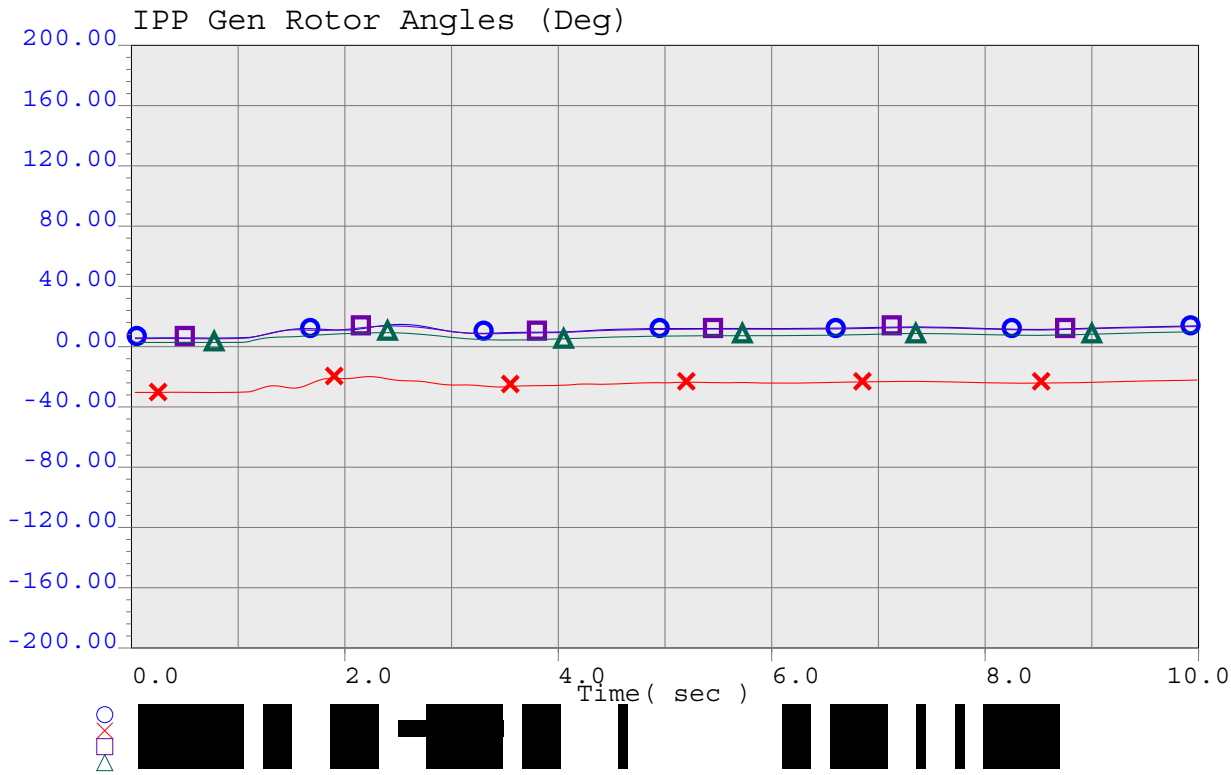


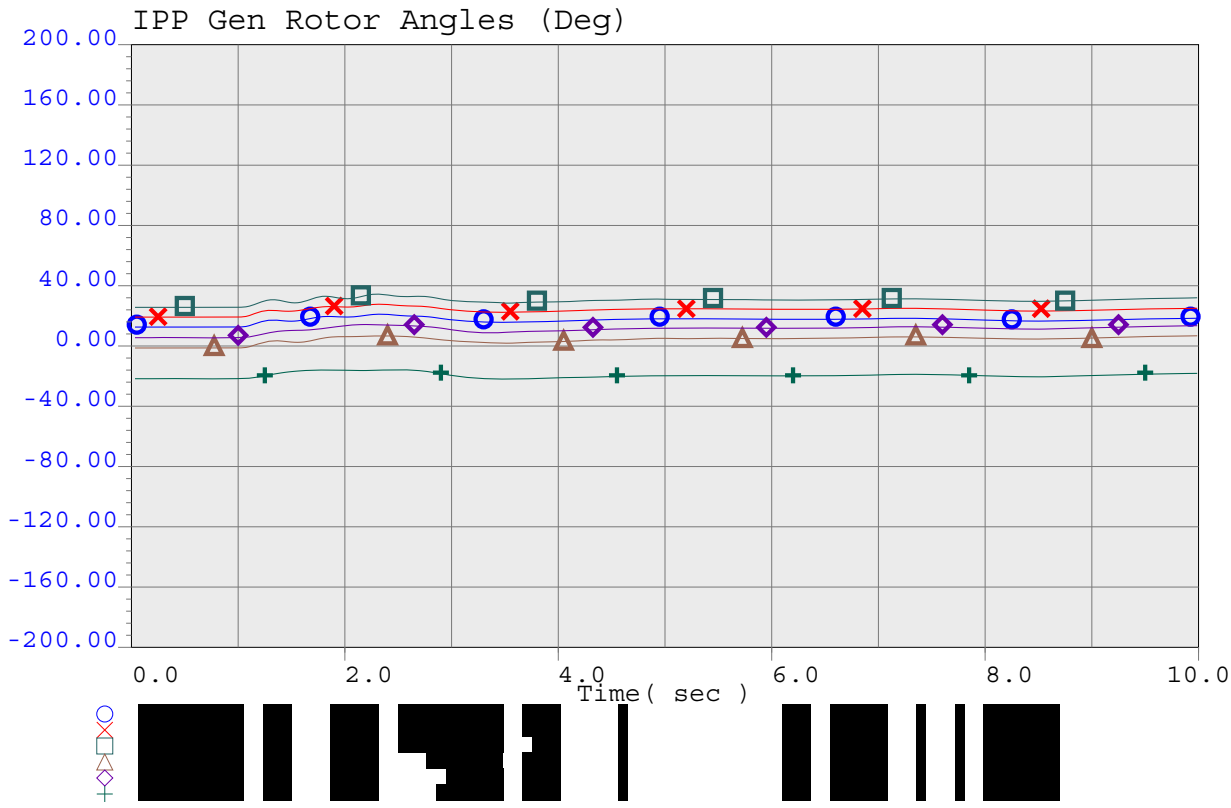




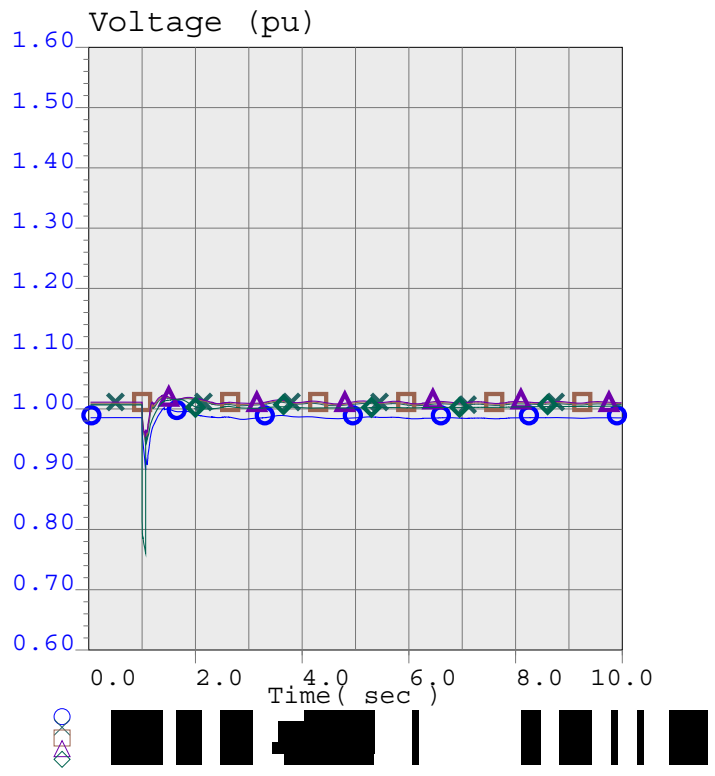


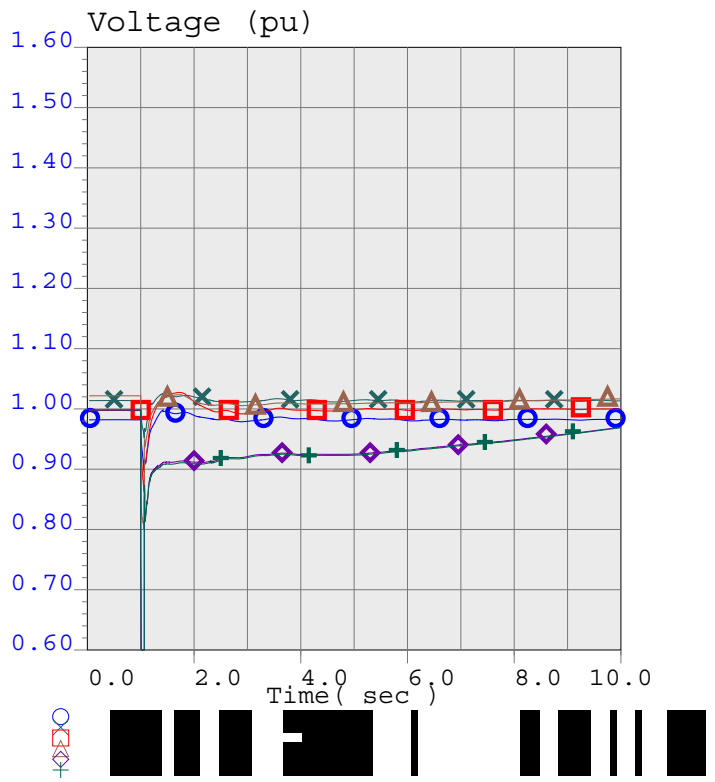
SYSTEM IMPACT STUDY (Rotor Angles)

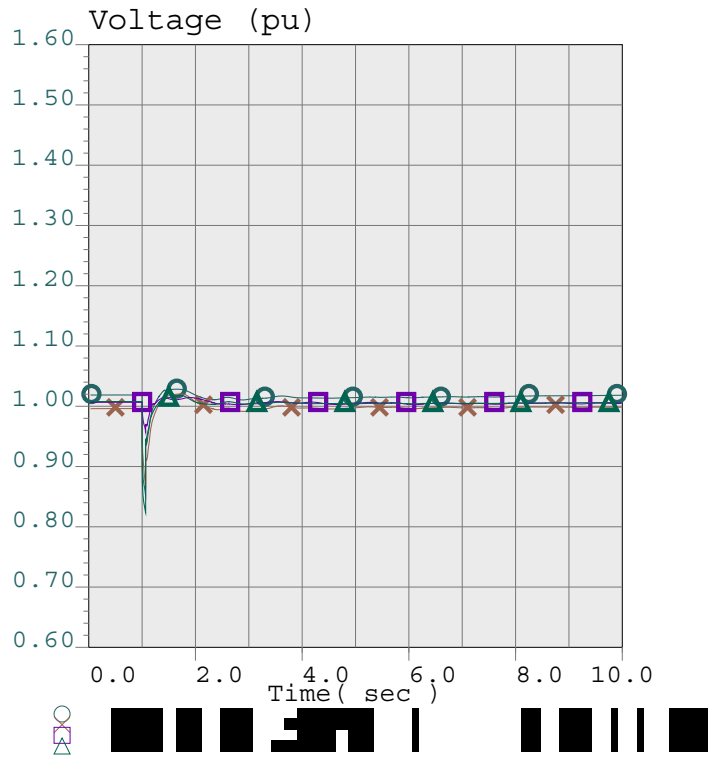


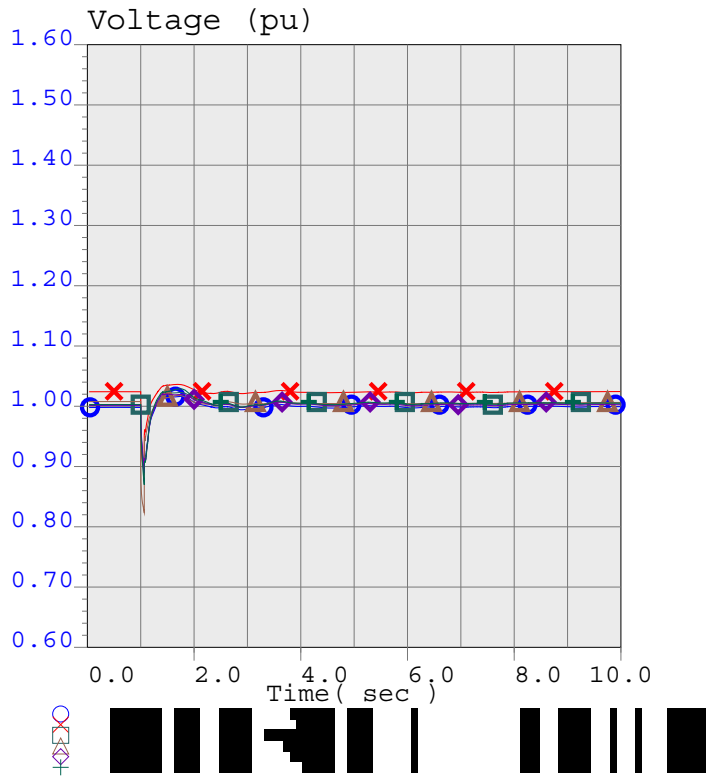


SYSTEM IMPACT STUDY (Voltage)









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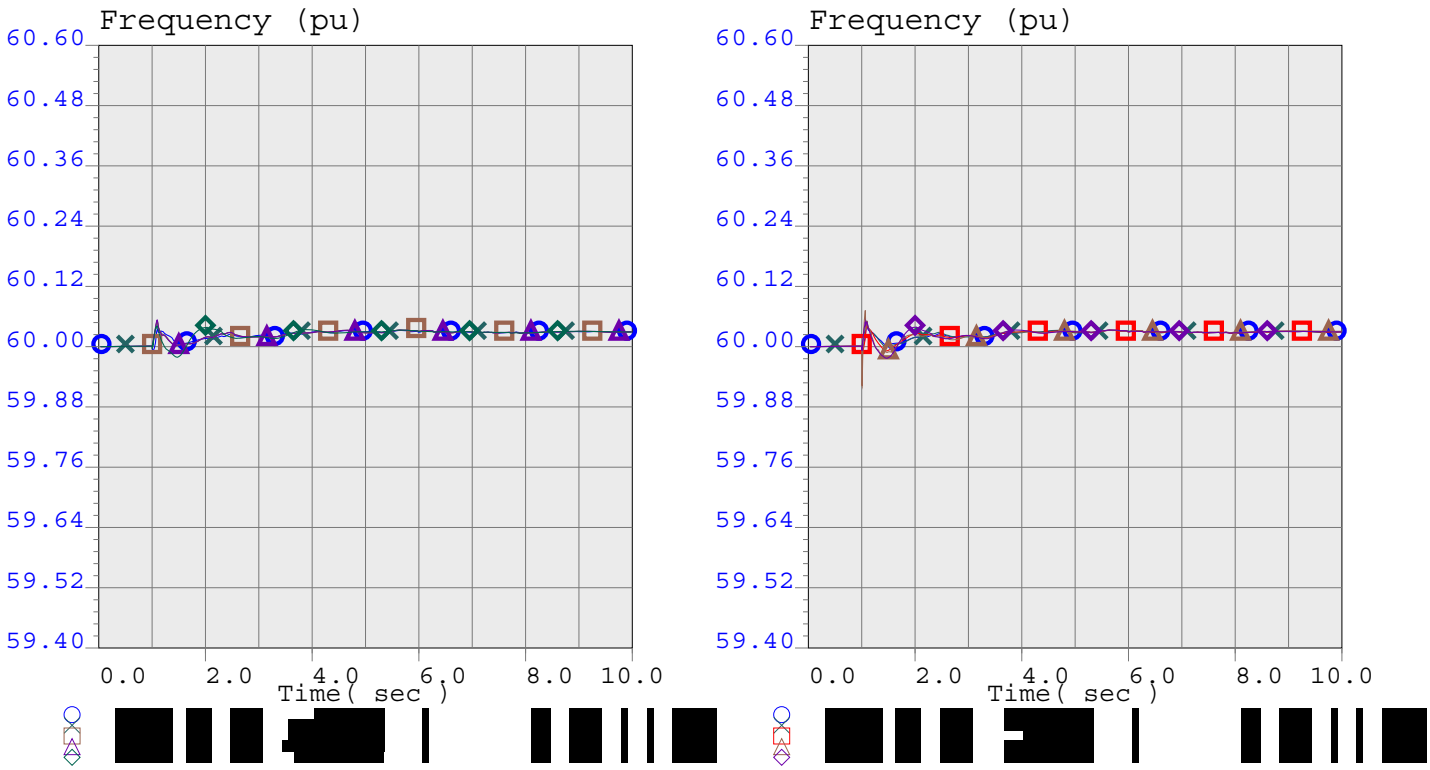
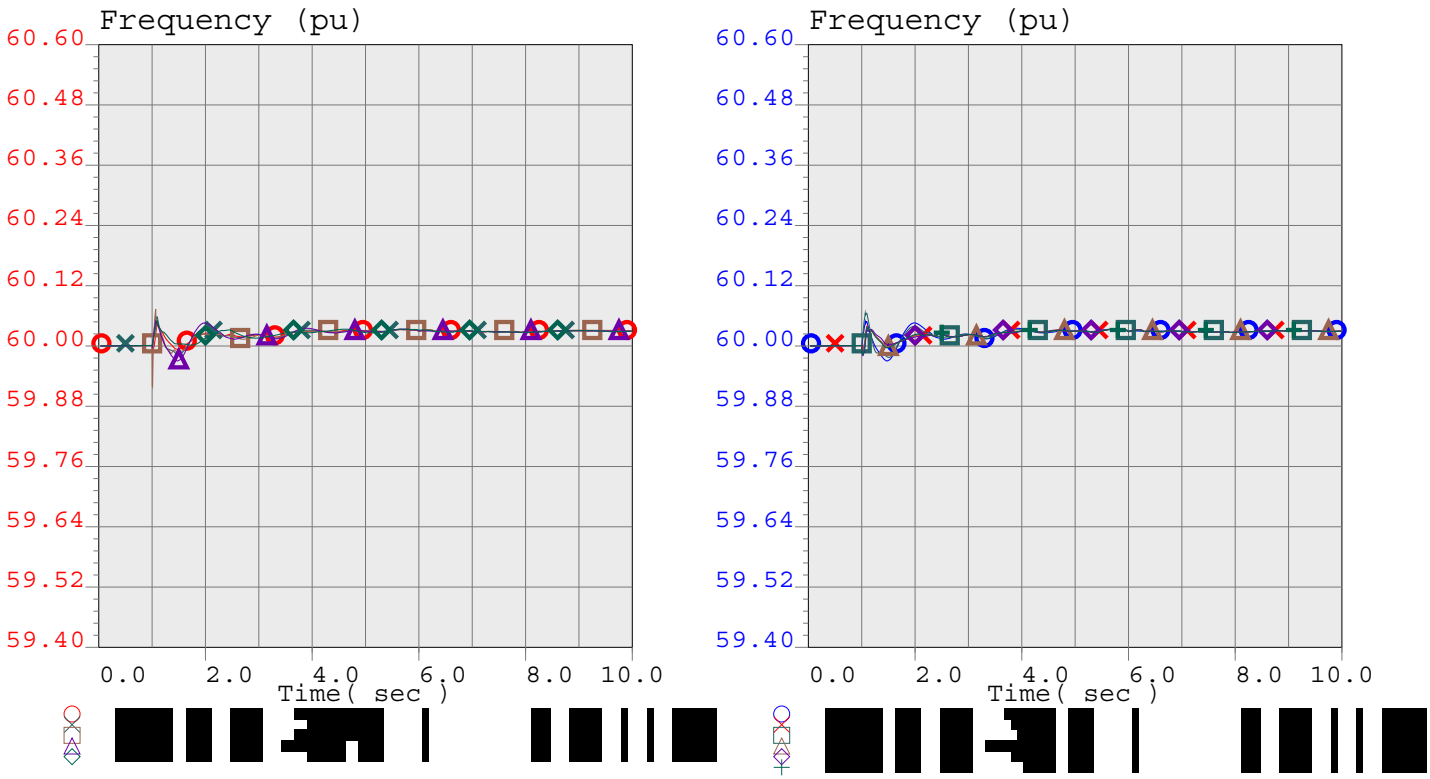
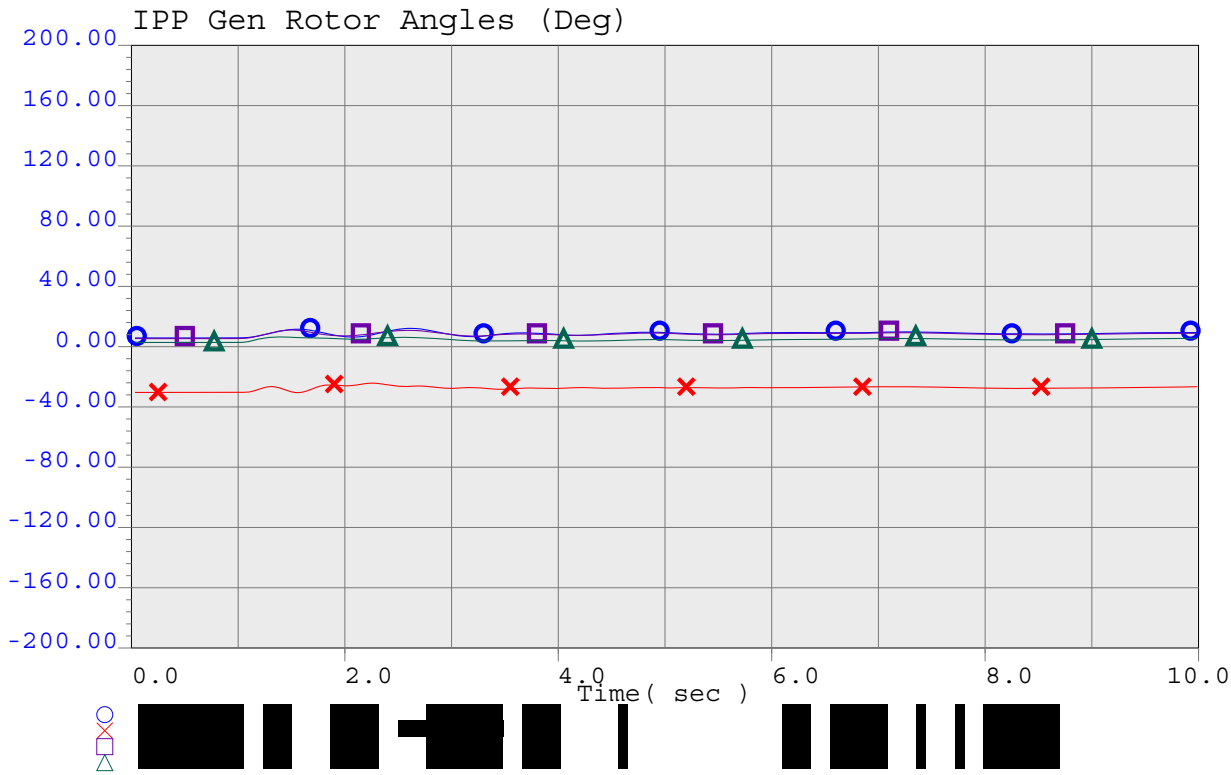
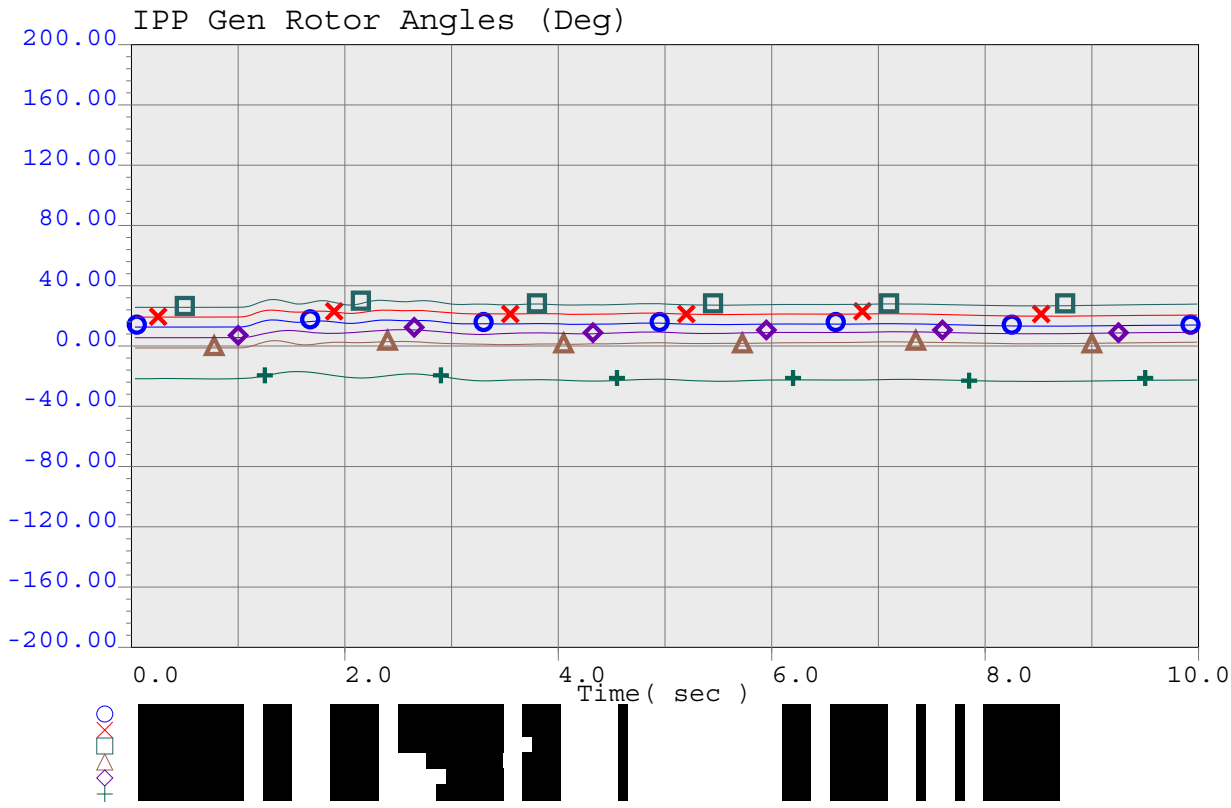
SYSTEM IMPACT STUDY (Frequency)



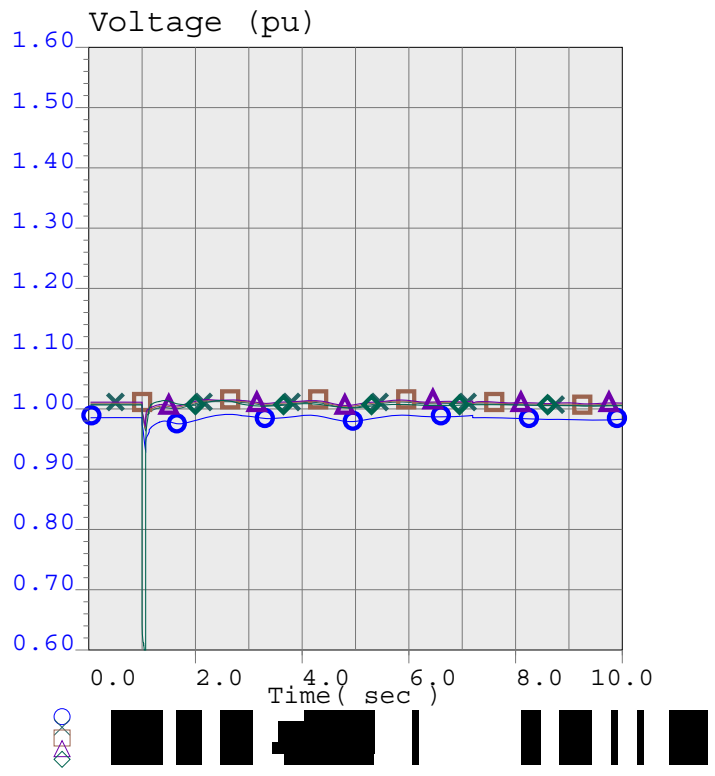


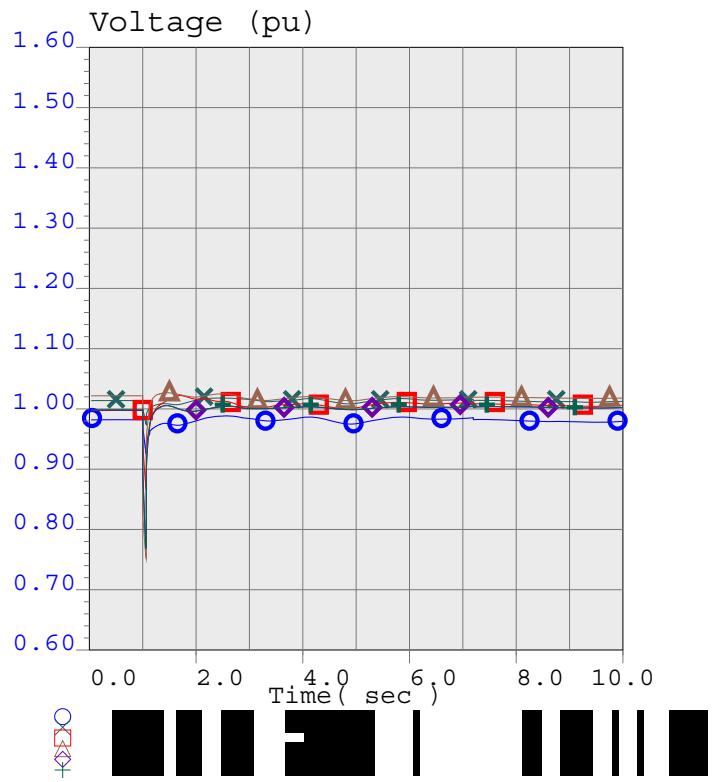
SYSTEM IMPACT STUDY (Rotor Angles)

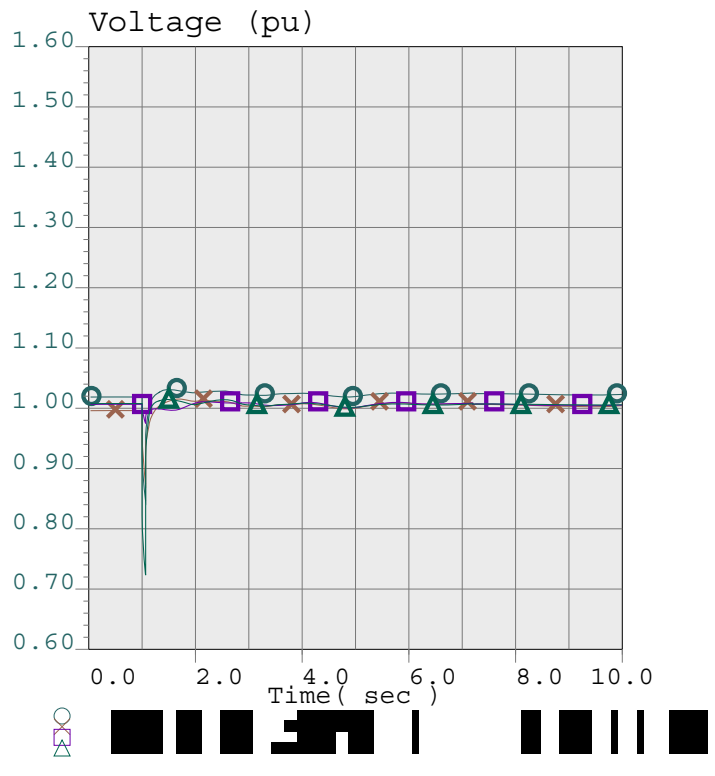


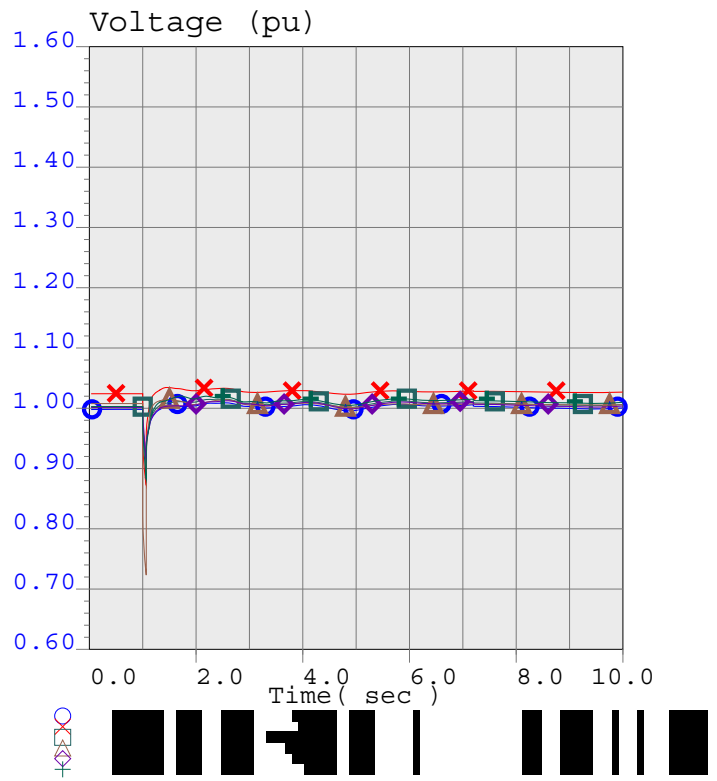


SYSTEM IMPACT STUDY (Voltage)









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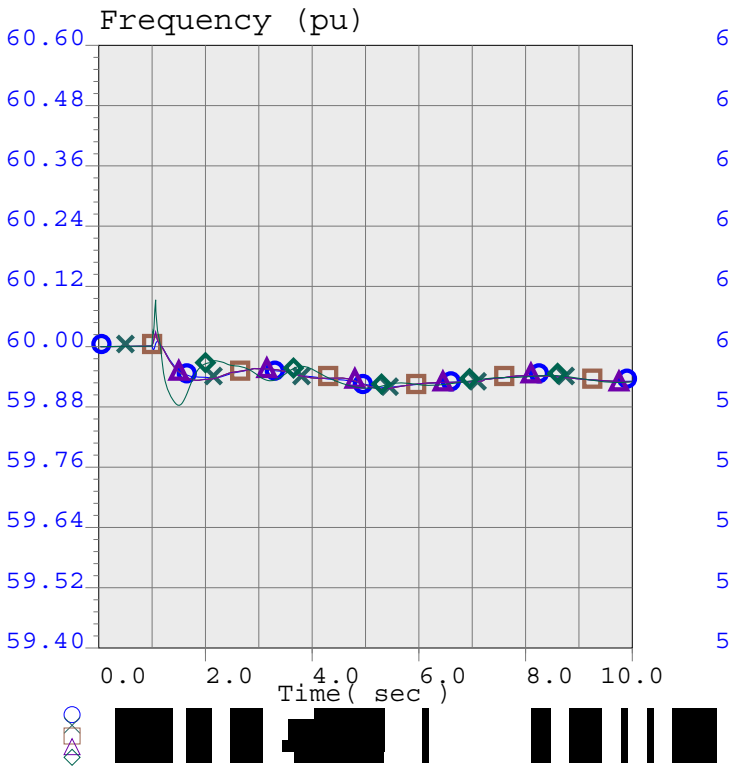
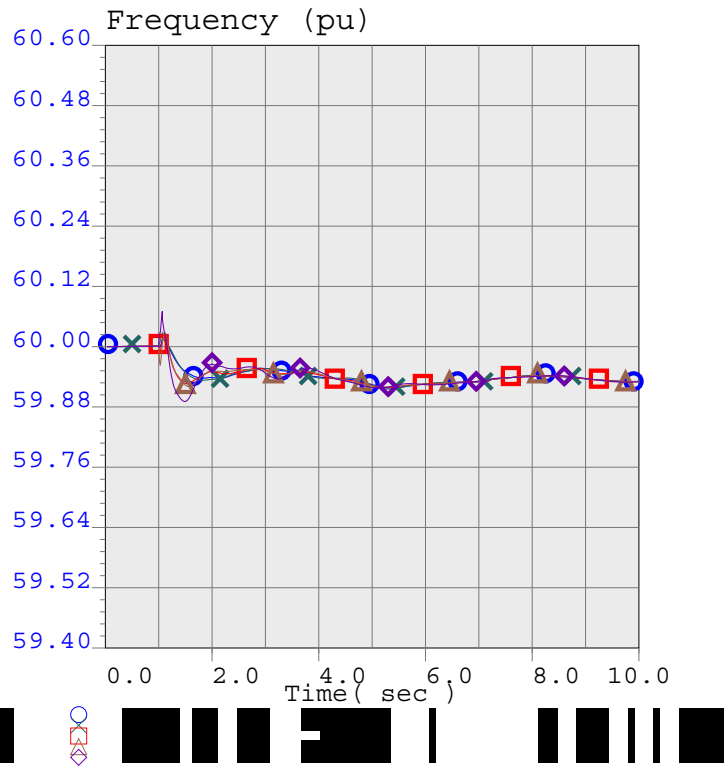
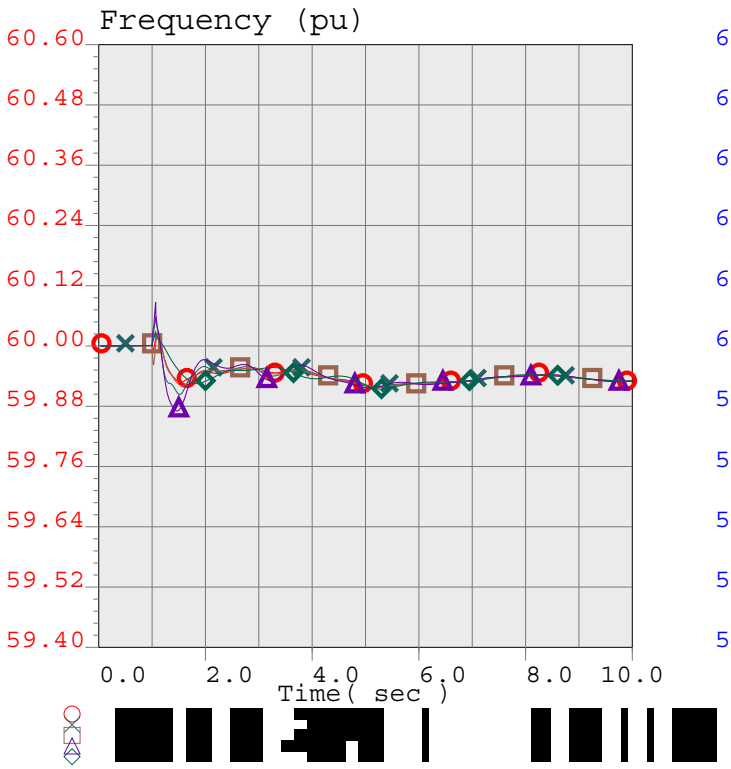
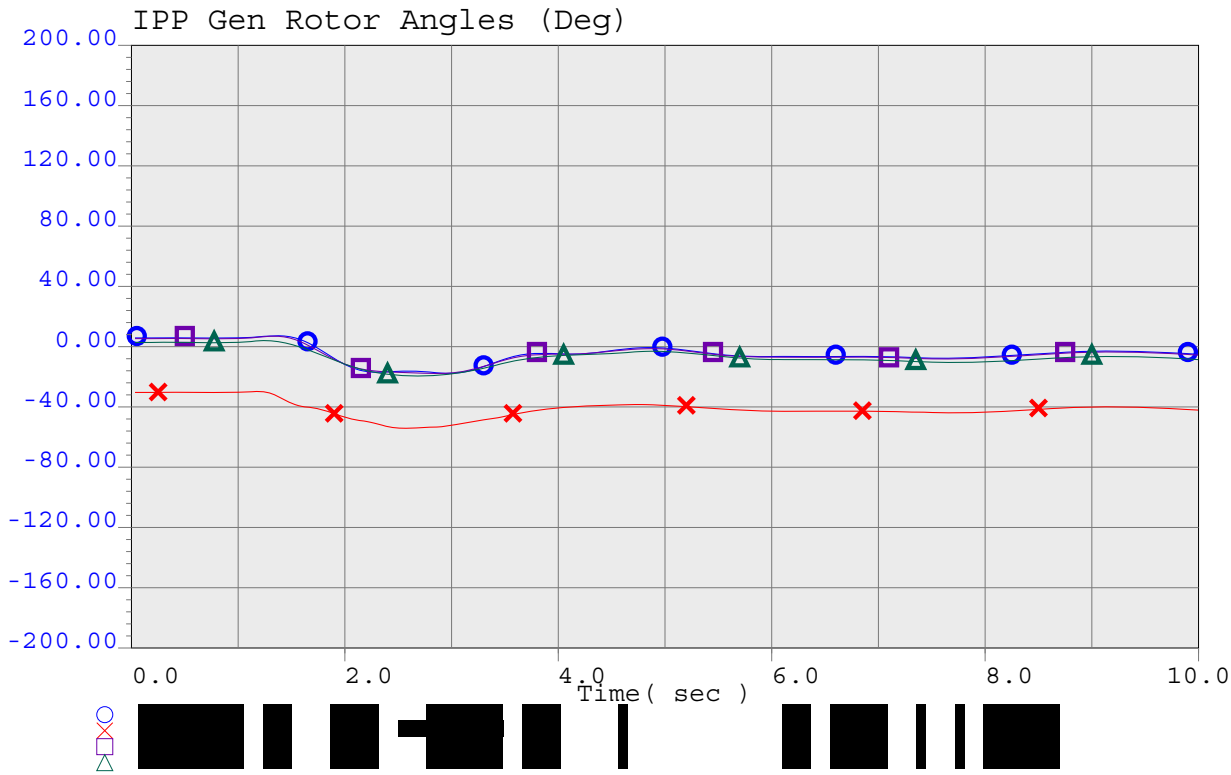
SYSTEM IMPACT STUDY (Frequency)

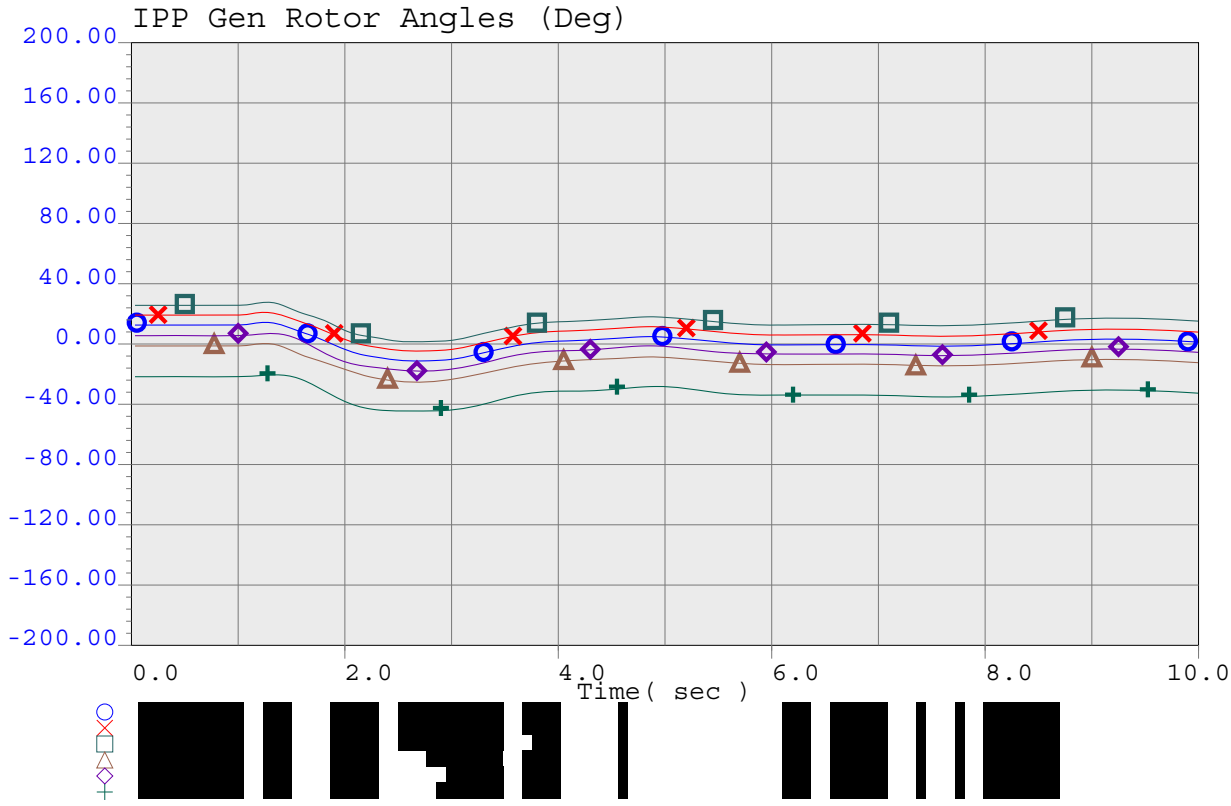




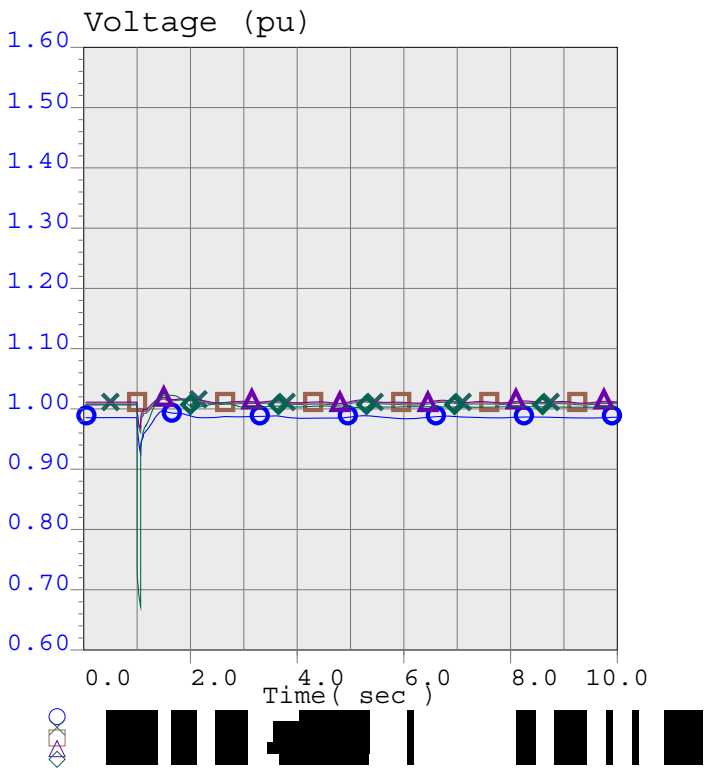


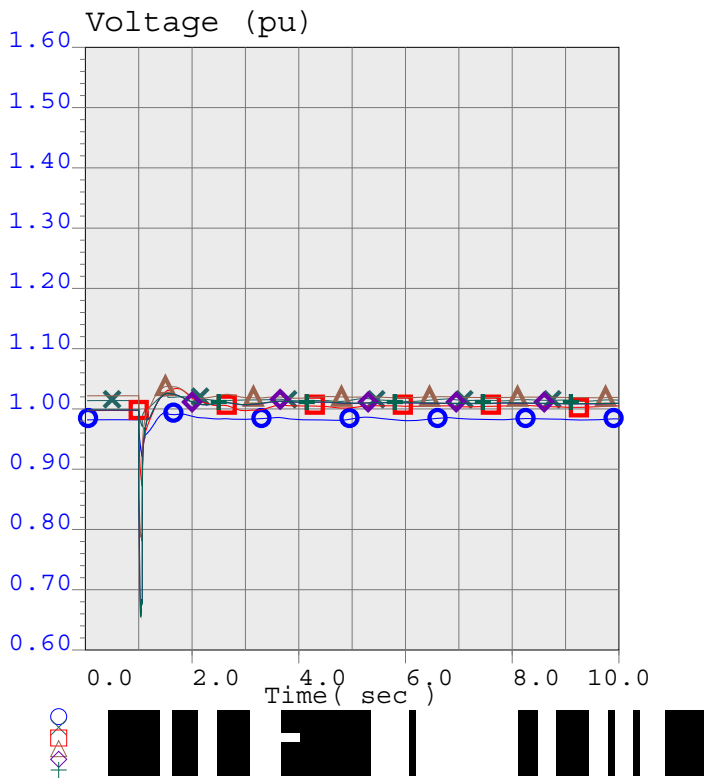
SYSTEM IMPACT STUDY (Rotor Angles)

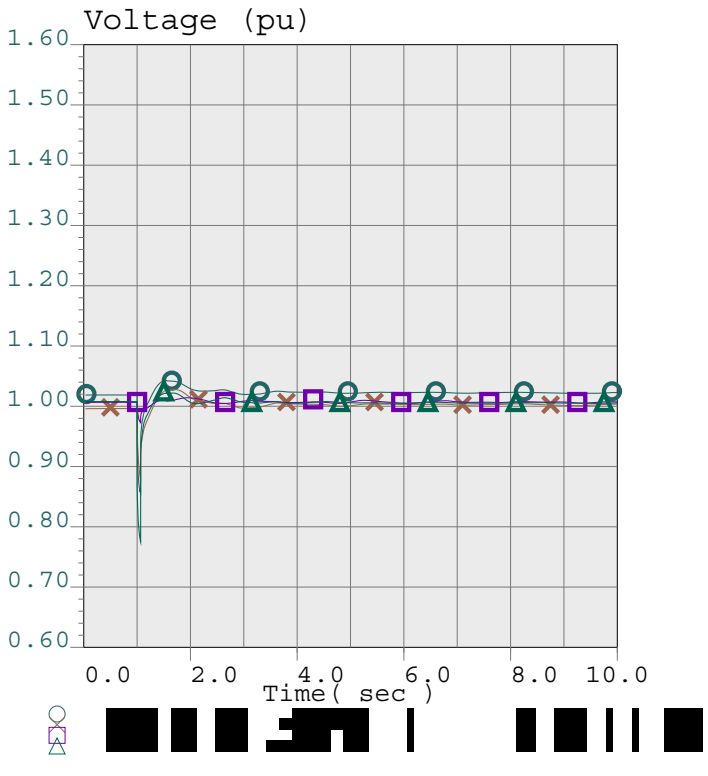


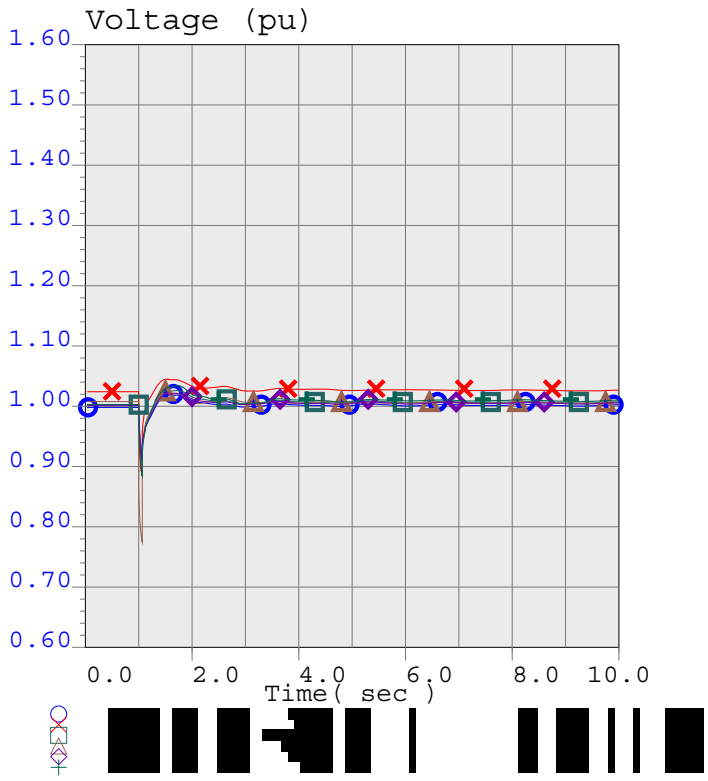


SYSTEM IMPACT STUDY (Voltage)









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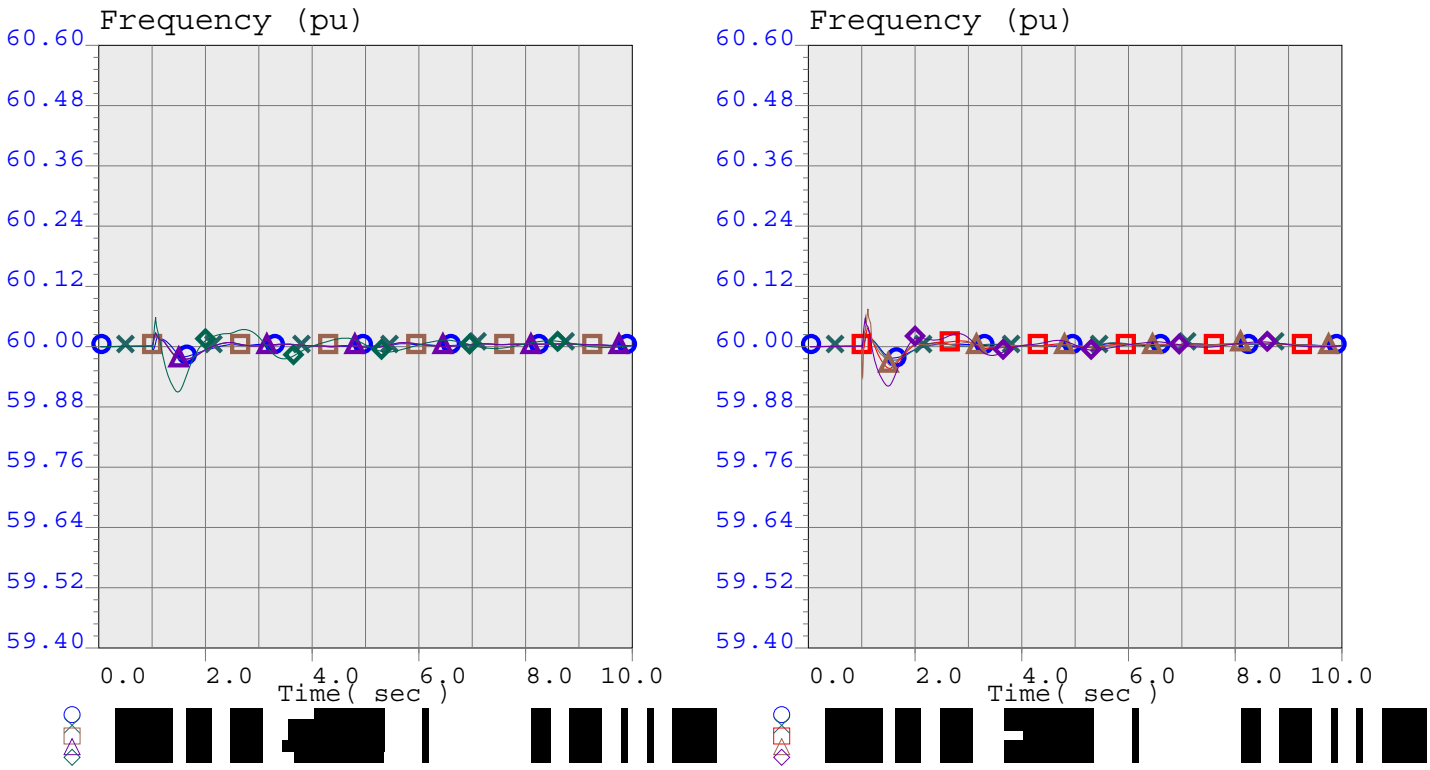
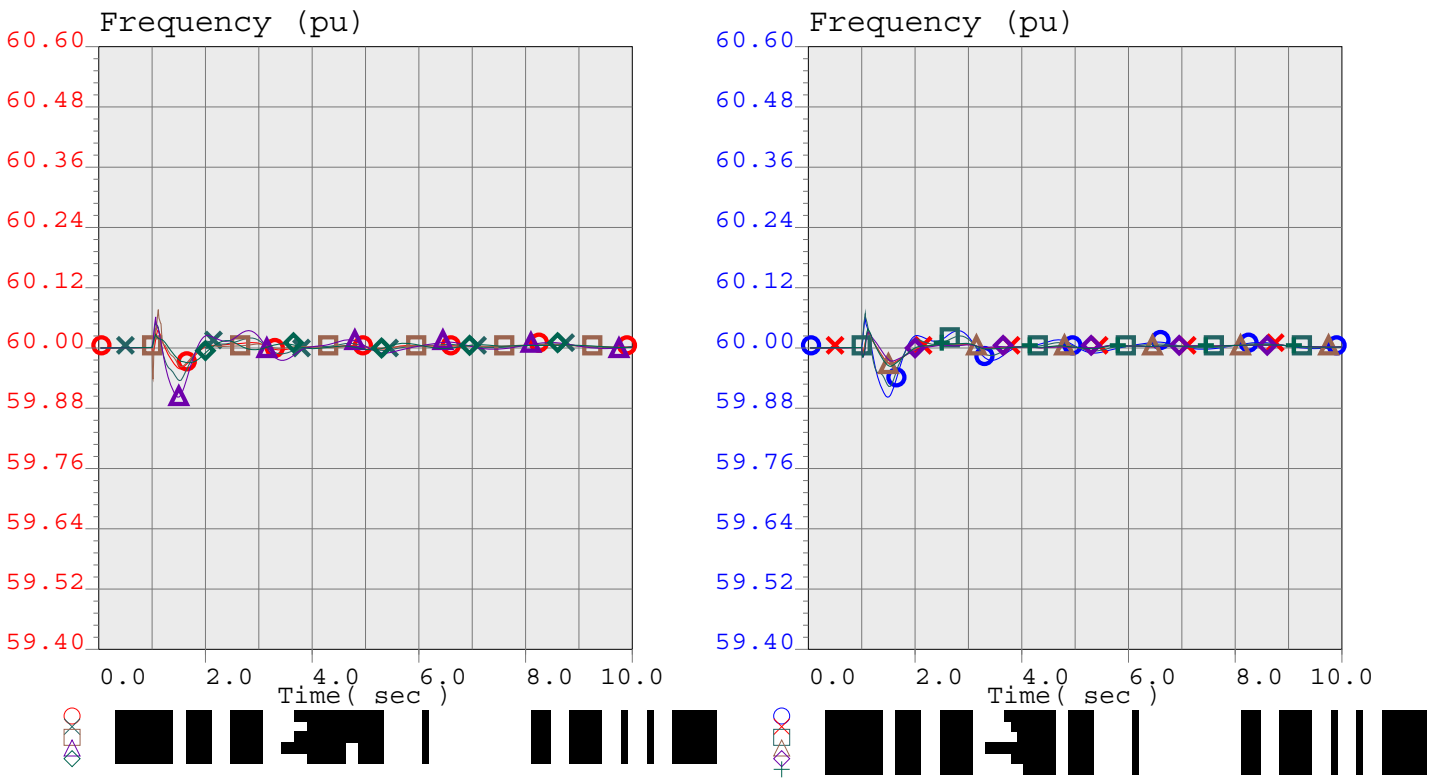
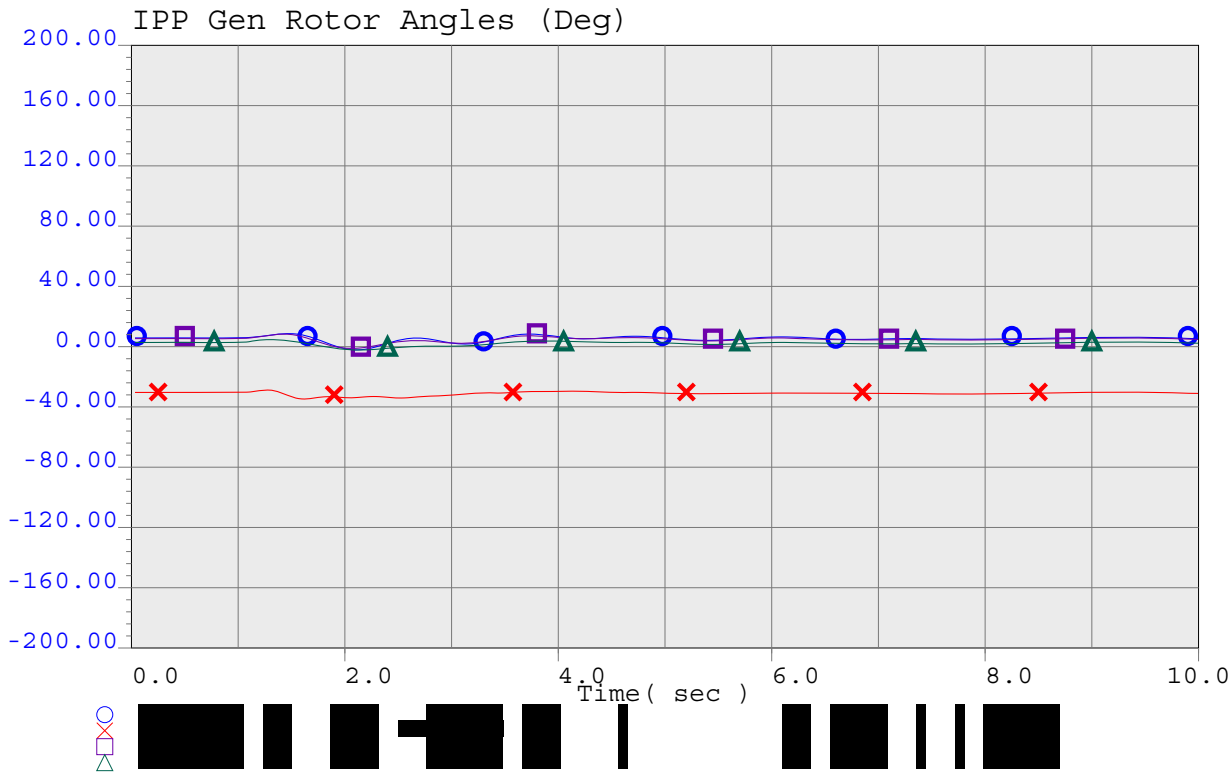
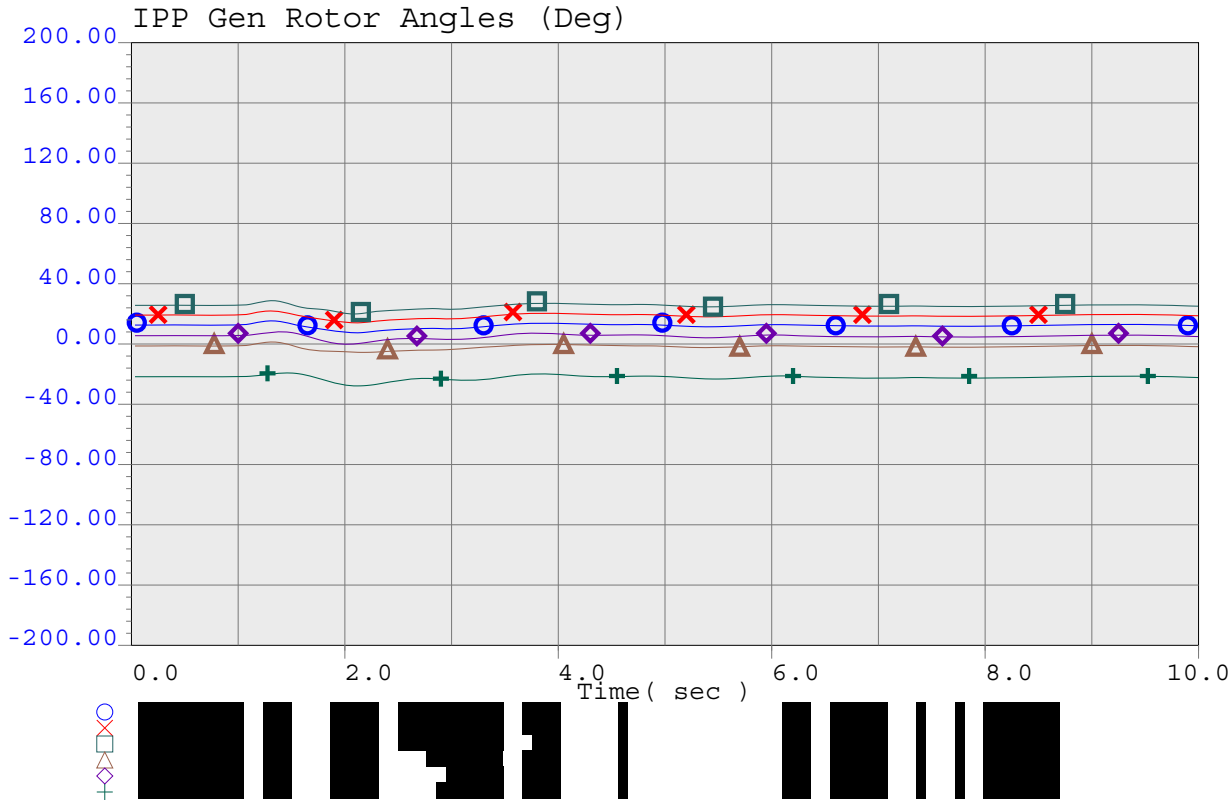


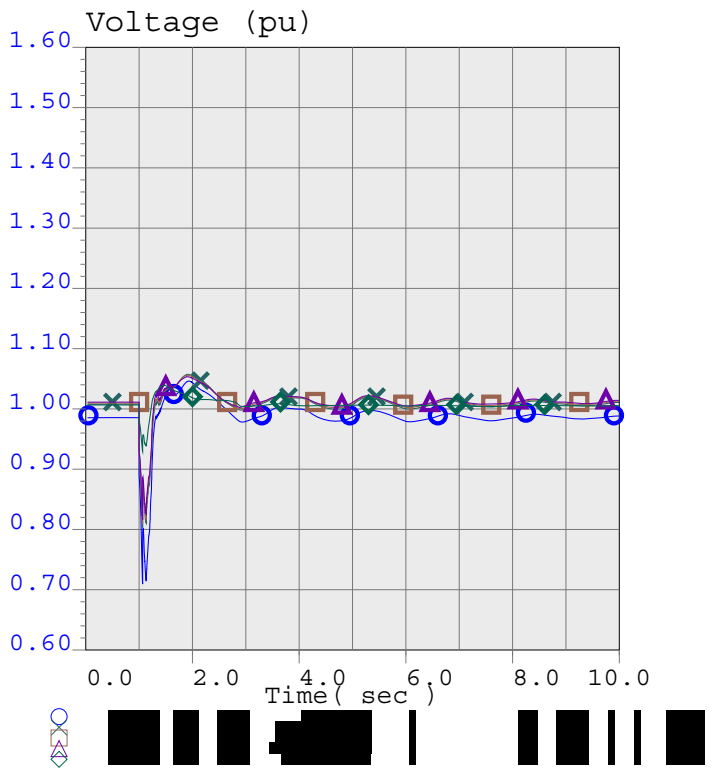


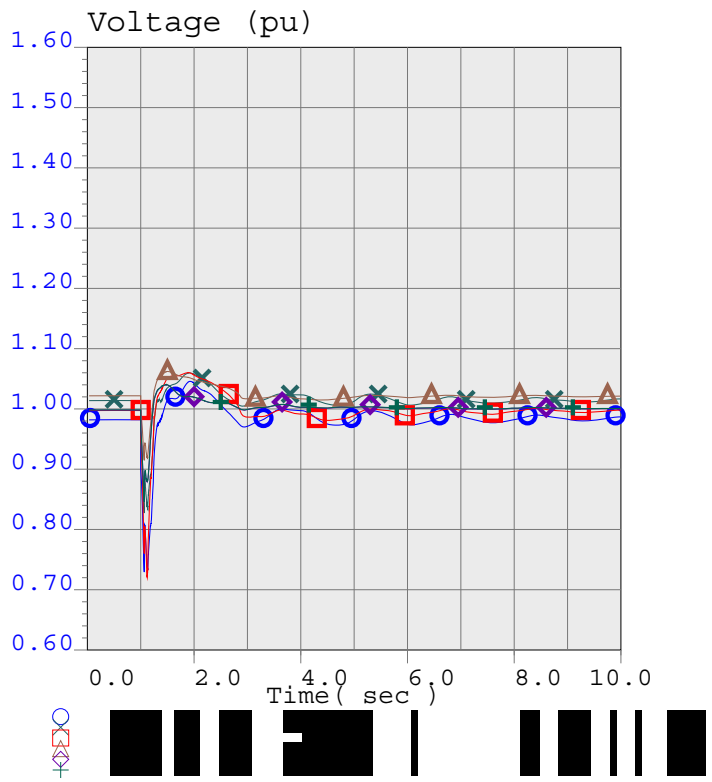
SYSTEM IMPACT STUDY (Rotor Angles)

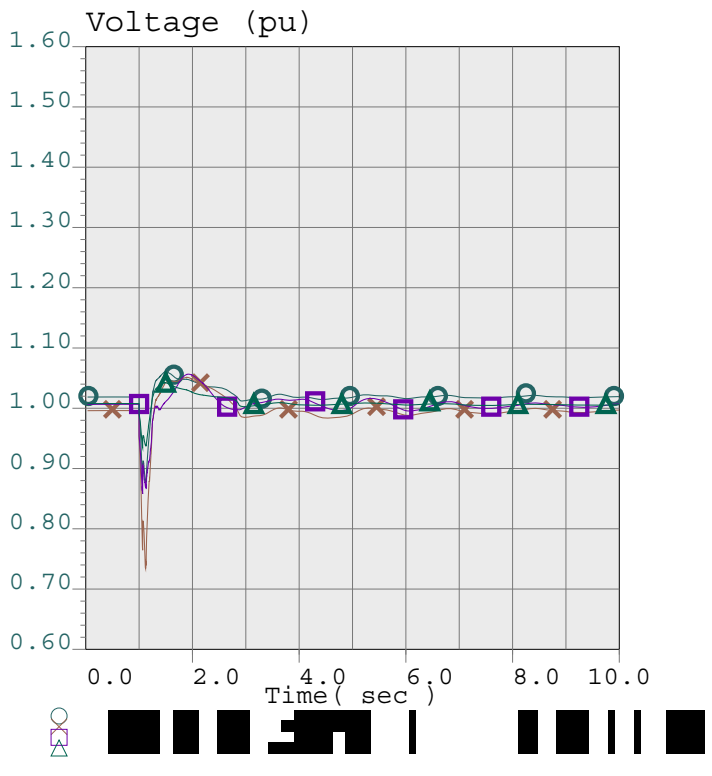


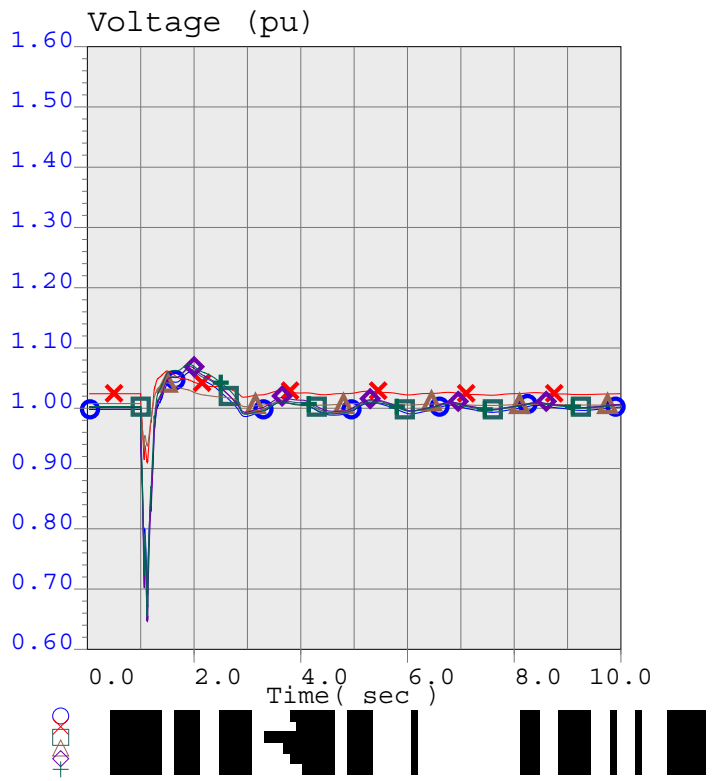


SYSTEM IMPACT STUDY (Voltage)









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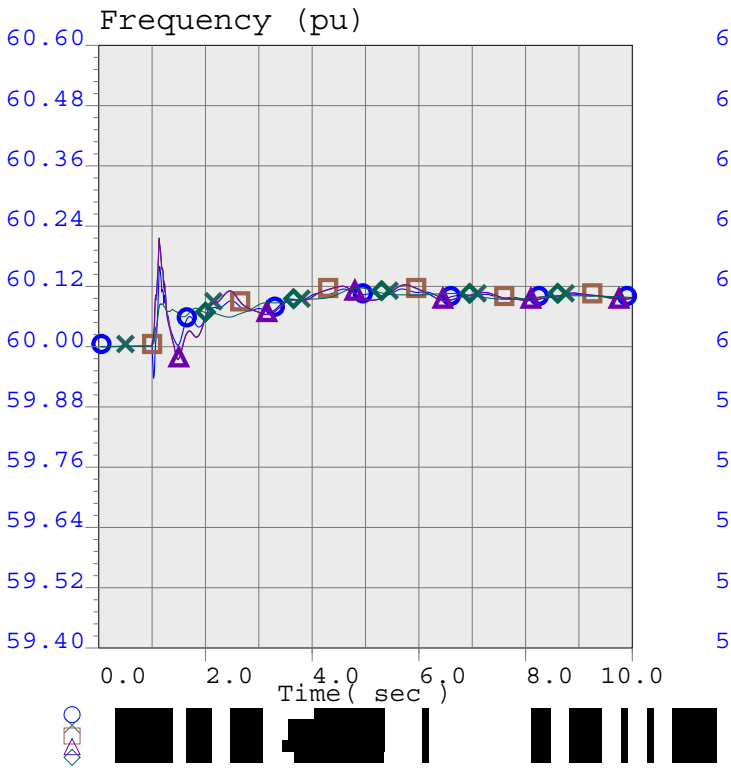
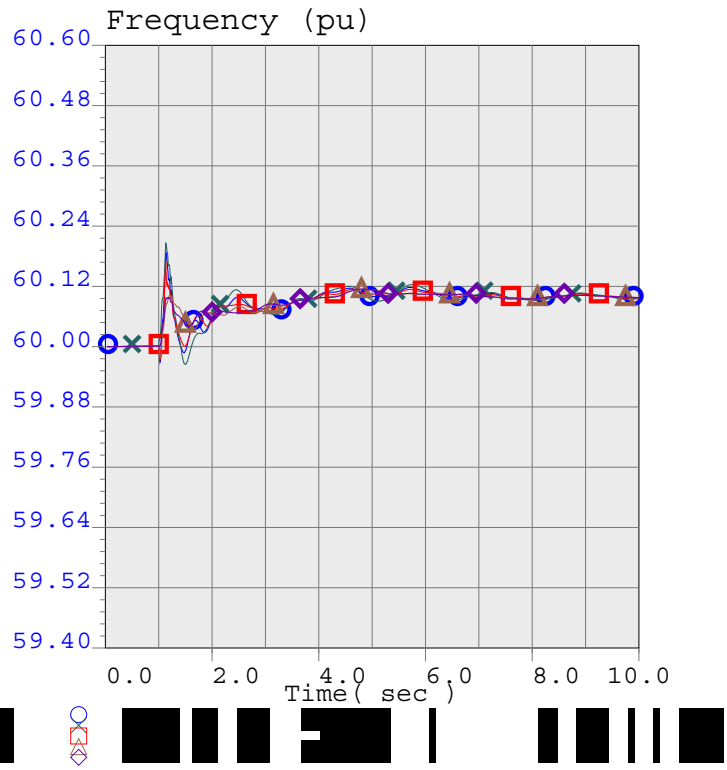
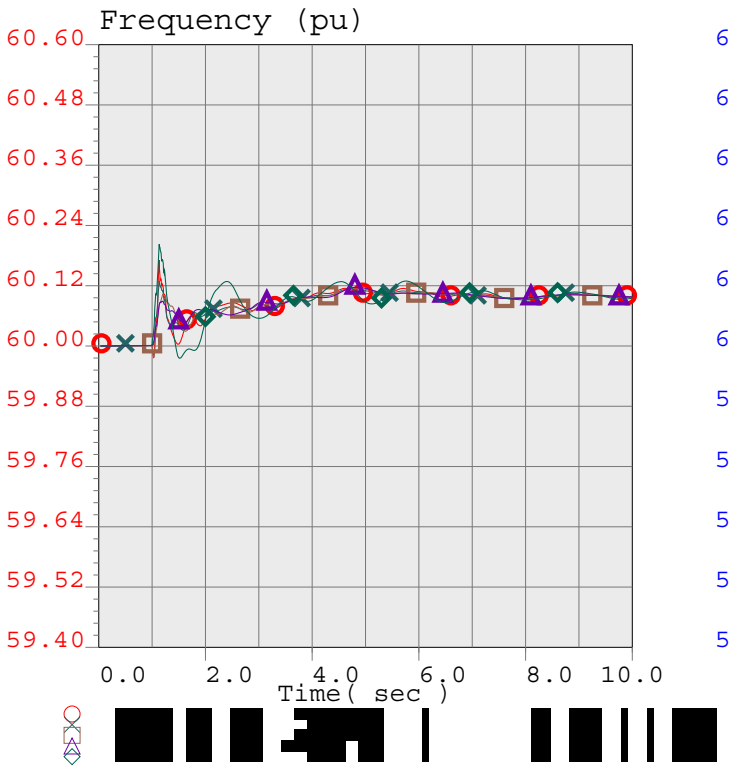
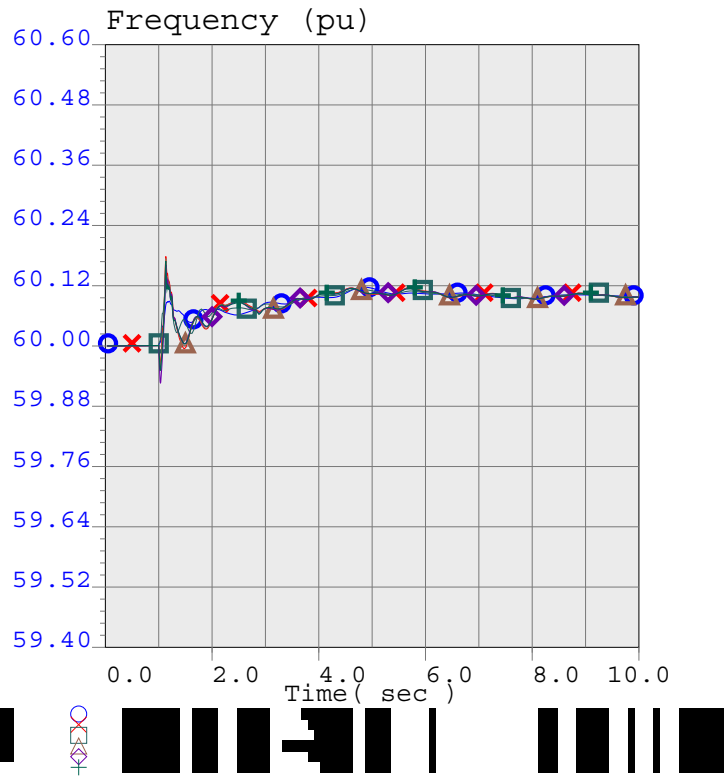
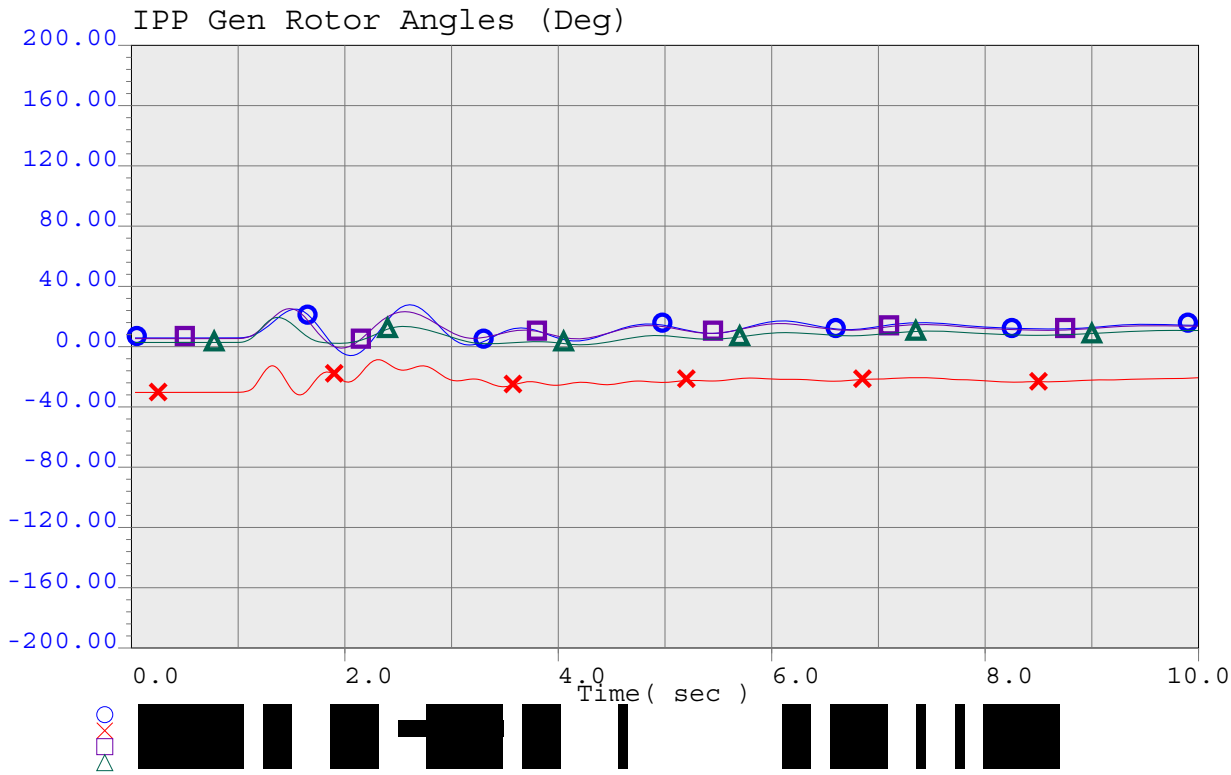


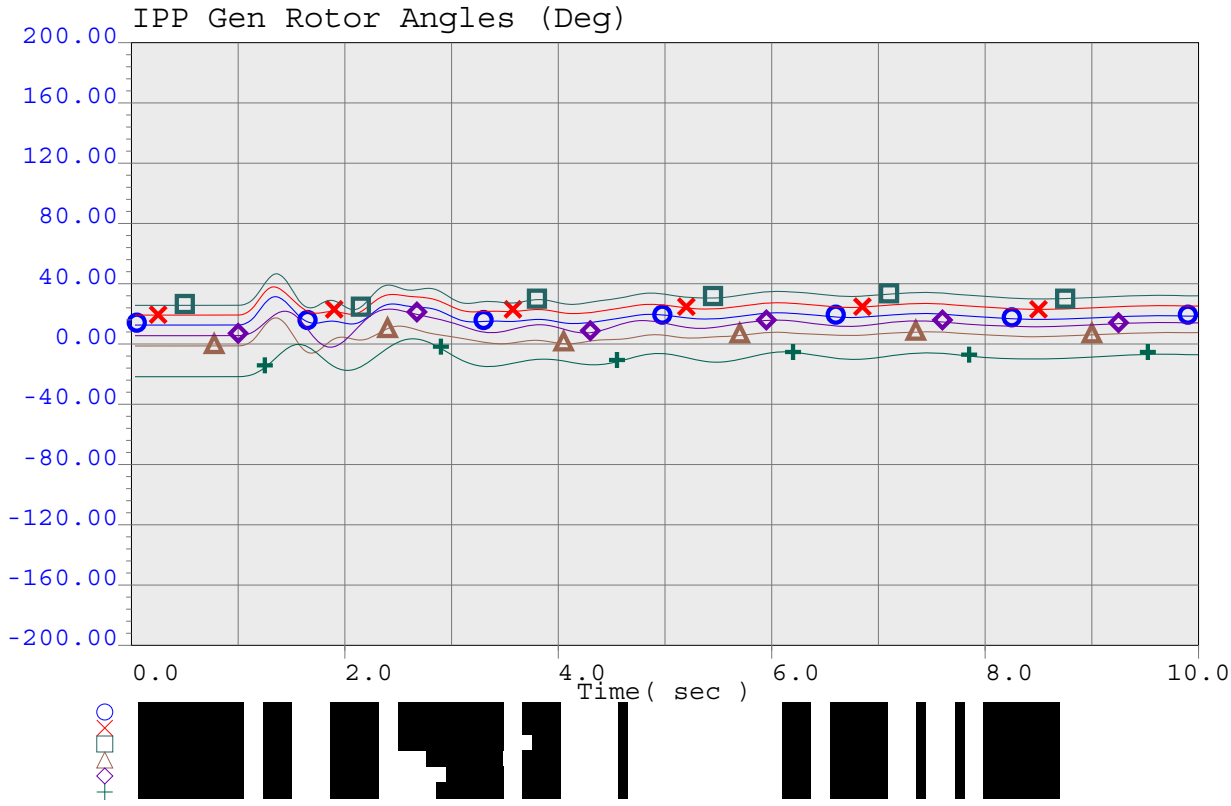




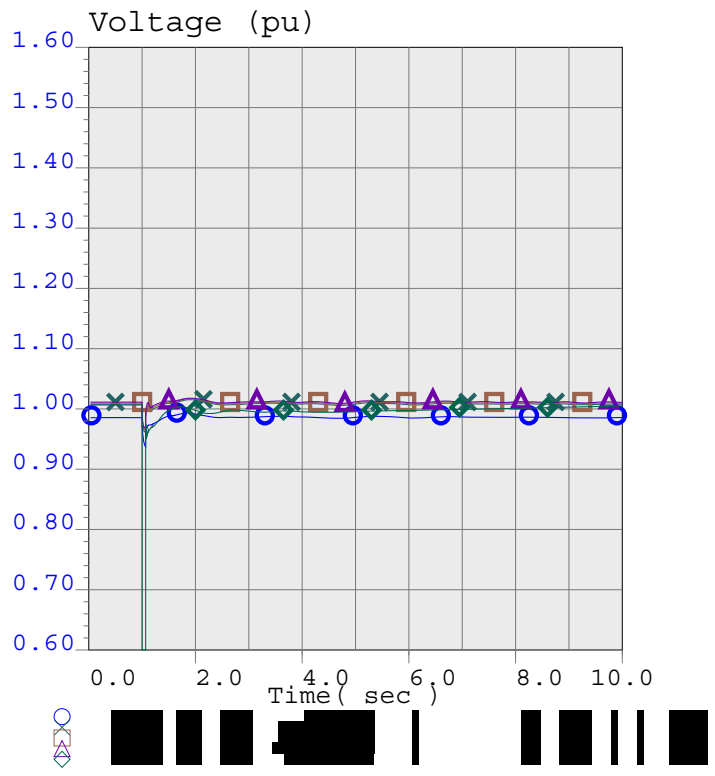


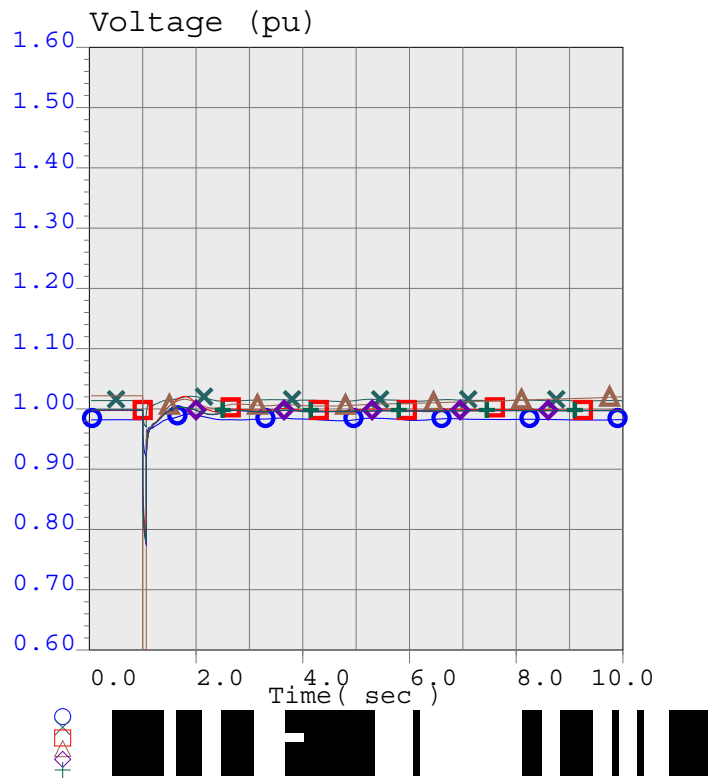
SYSTEM IMPACT STUDY (Rotor Angles)

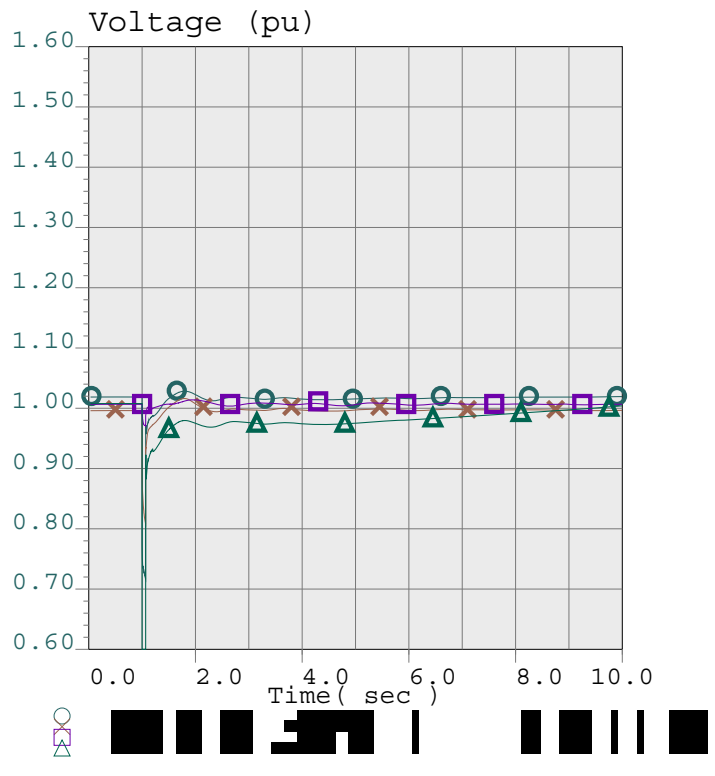


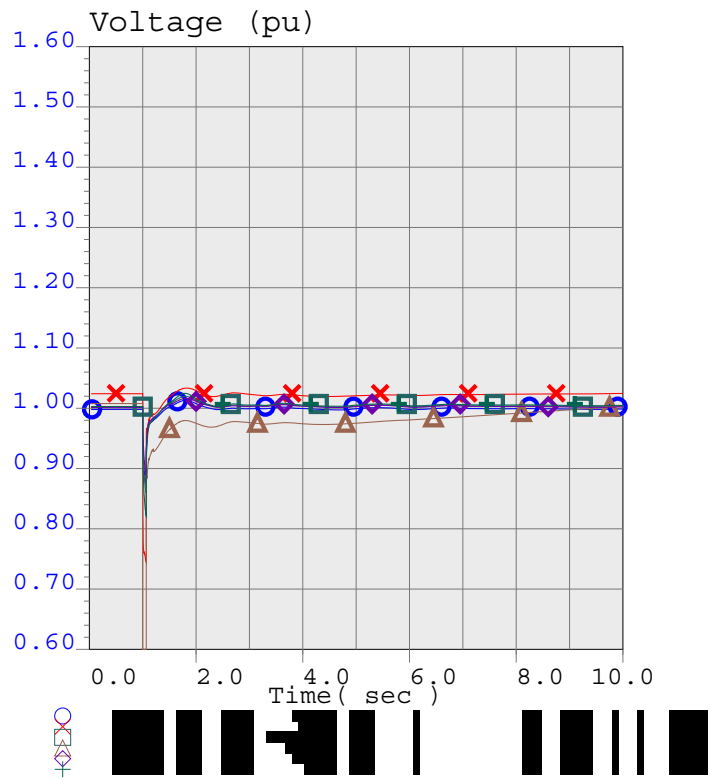


SYSTEM IMPACT STUDY (Voltage)









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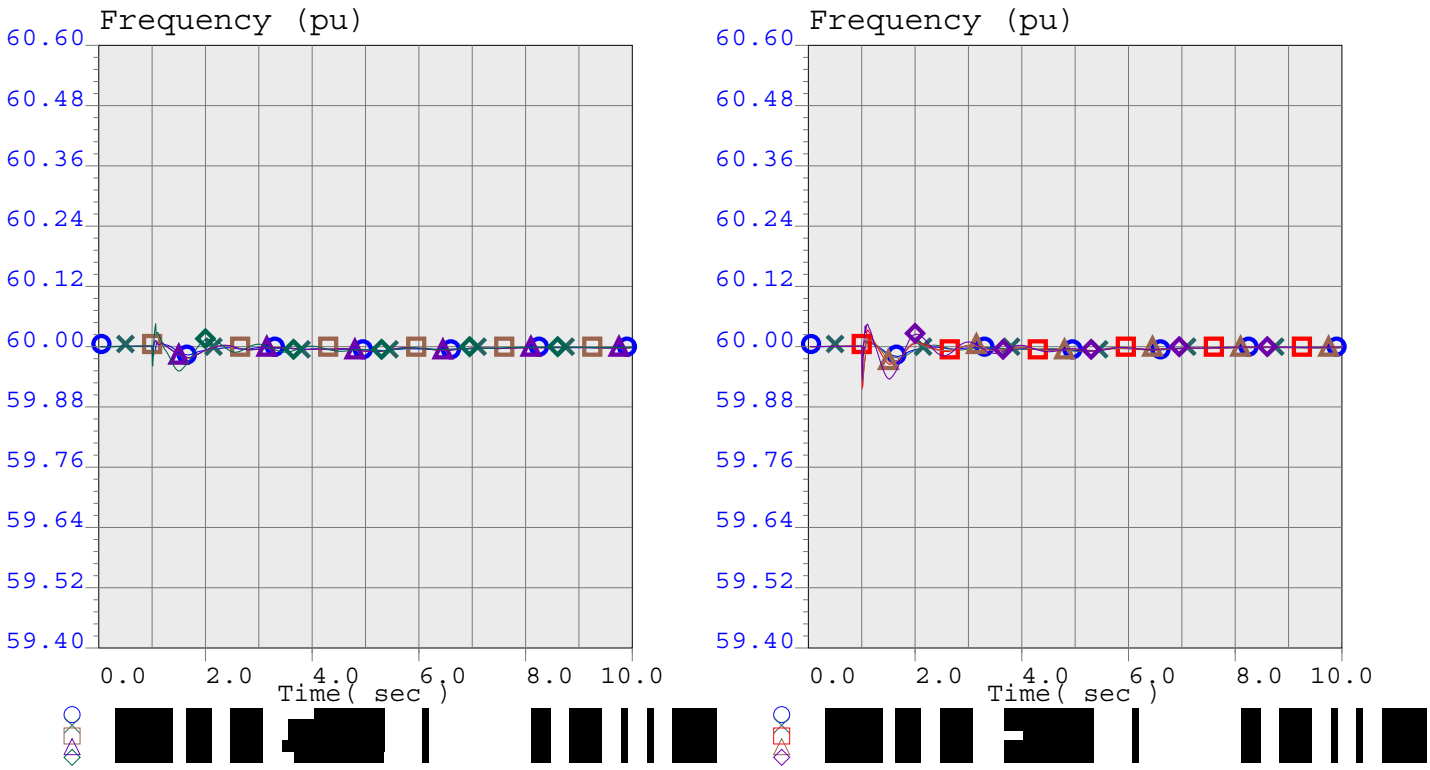
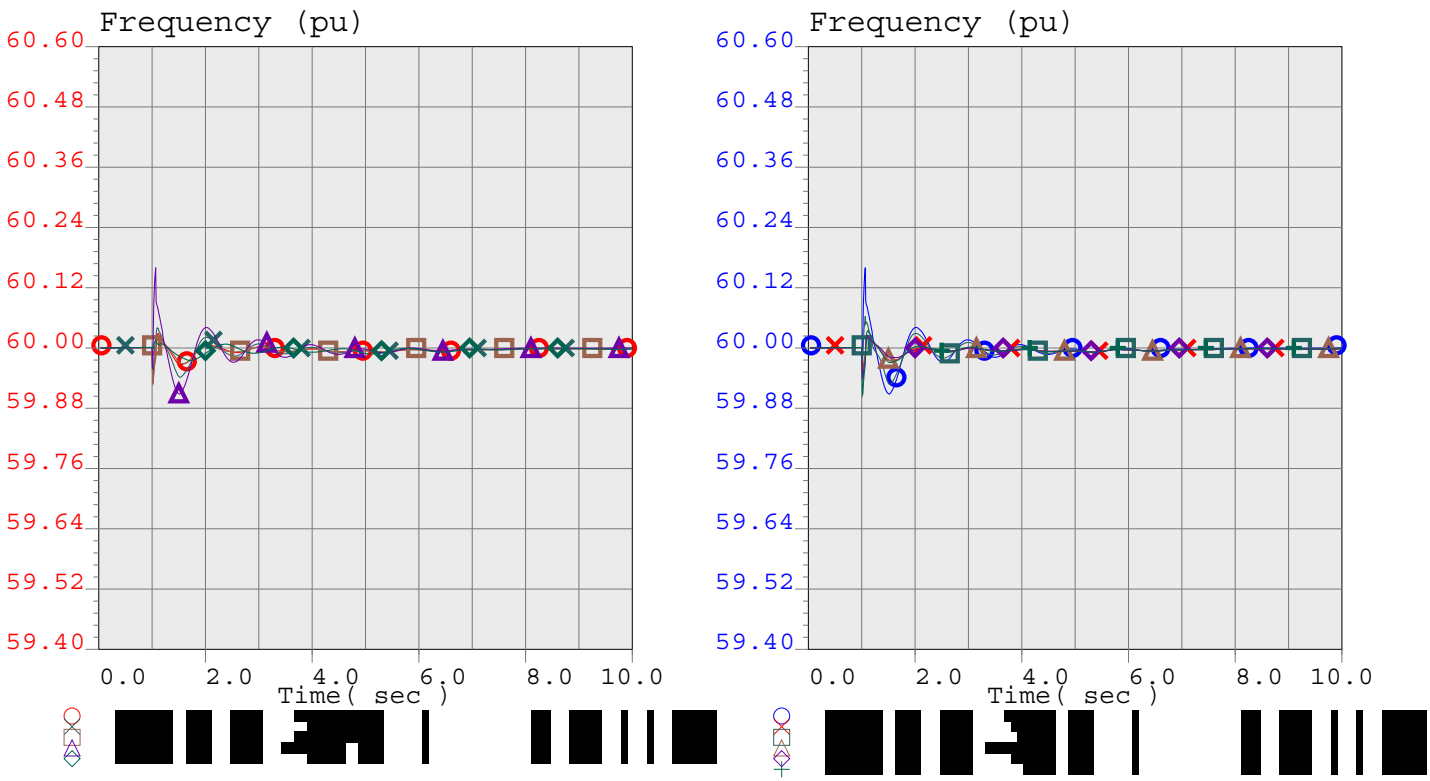
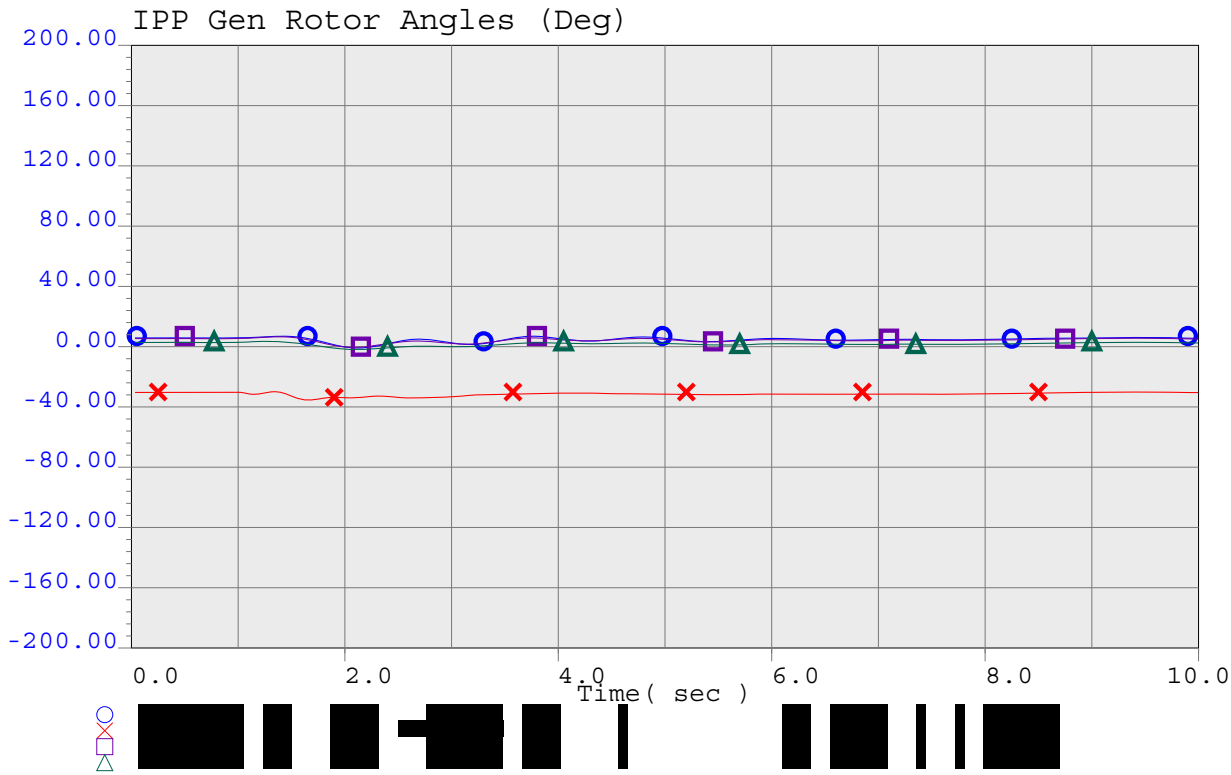
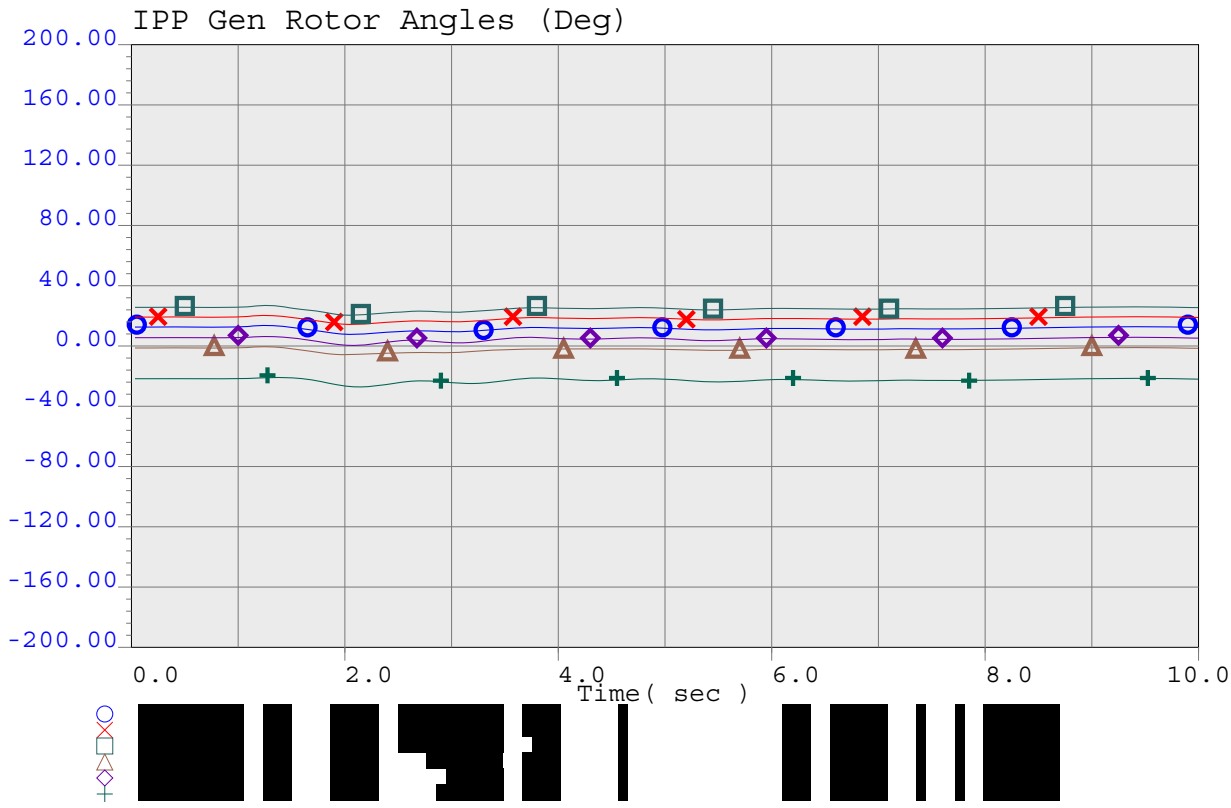
SYSTEM IMPACT STUDY (Frequency)



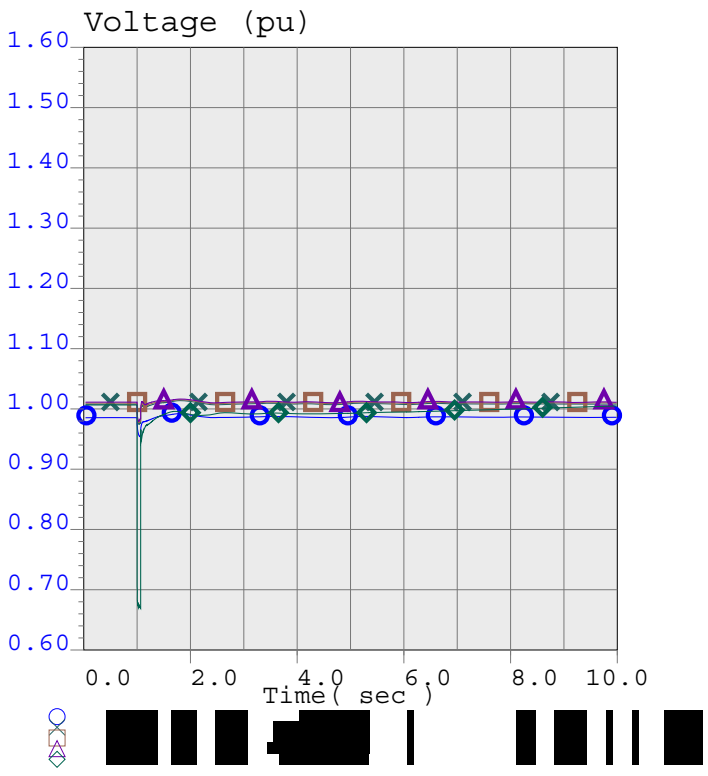


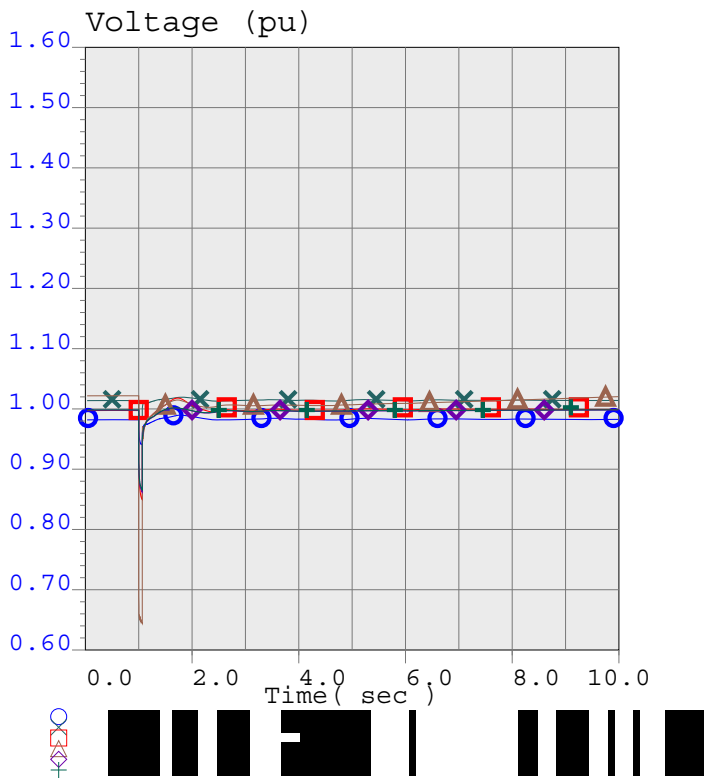
SYSTEM IMPACT STUDY (Rotor Angles)

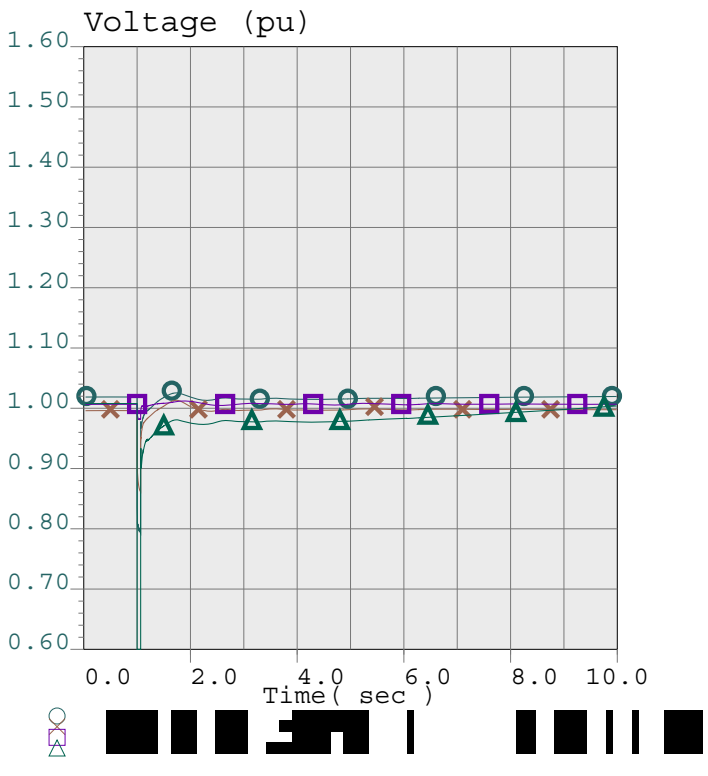


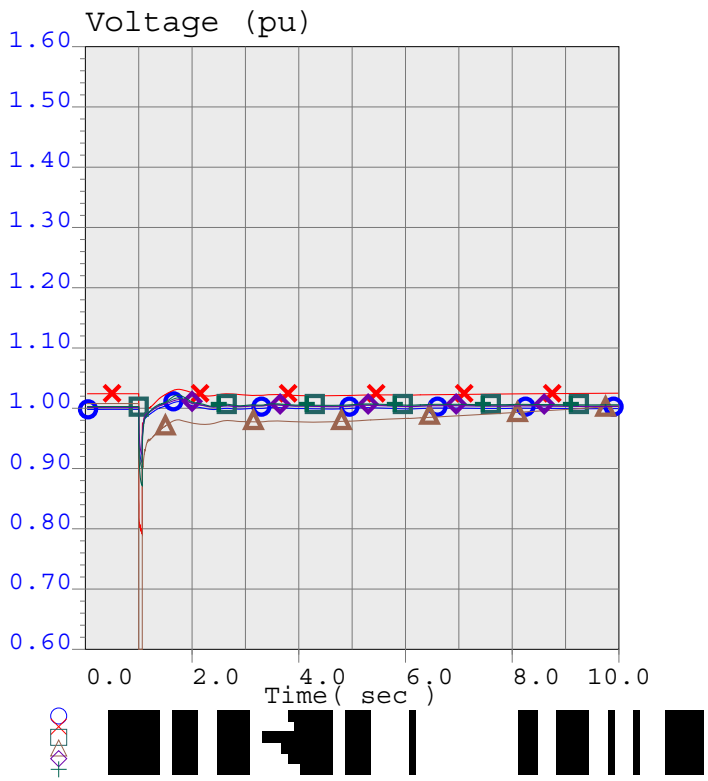


SYSTEM IMPACT STUDY (Voltage)









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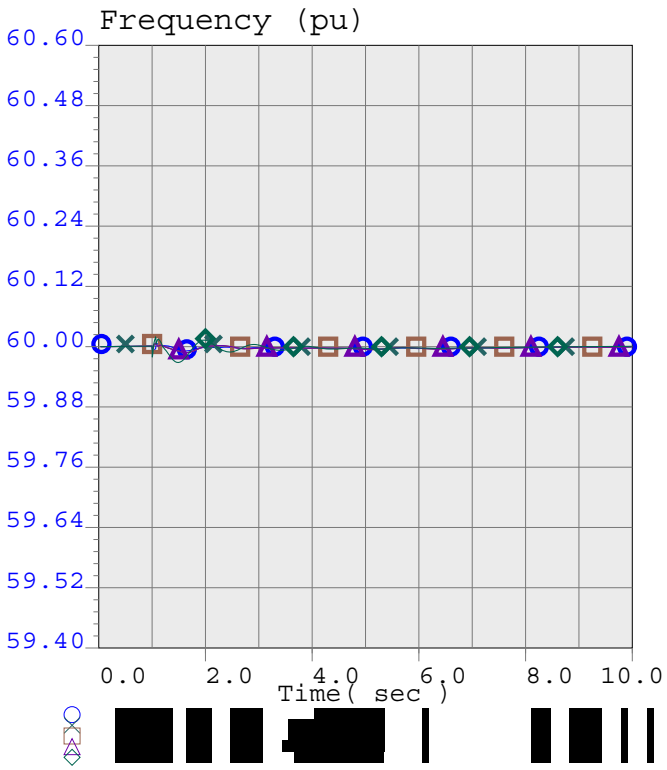
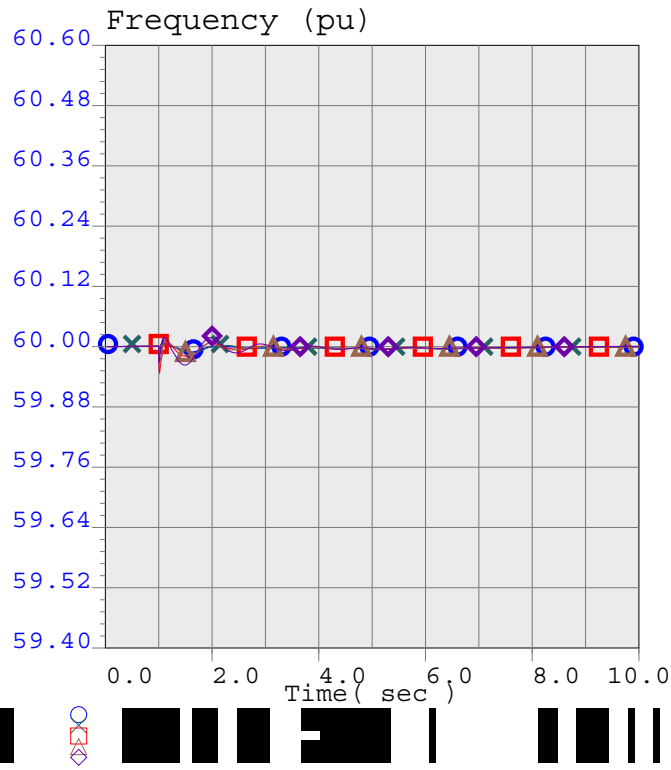
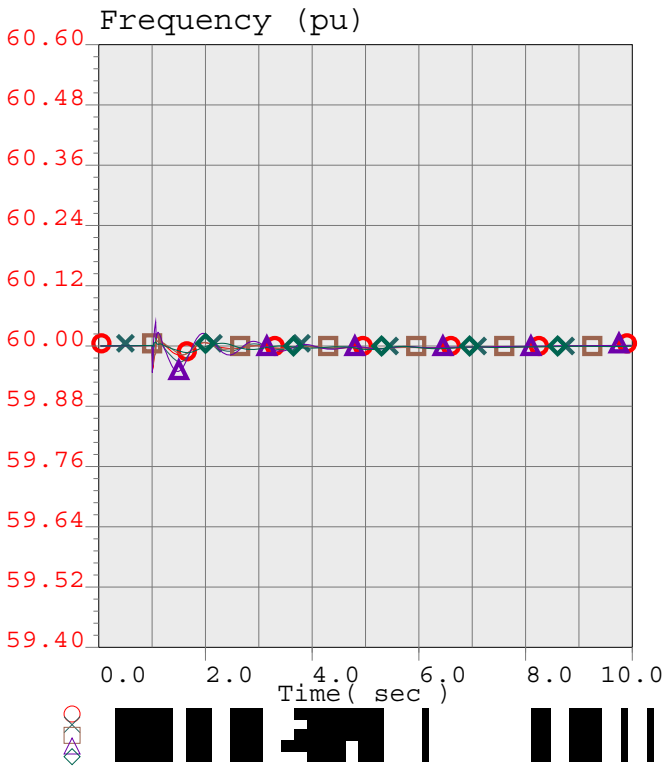
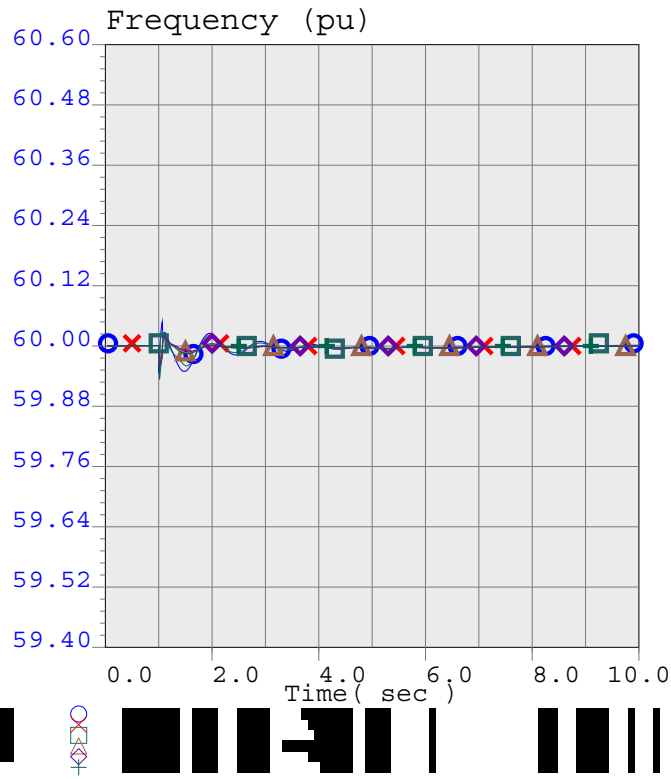
SYSTEM IMPACT STUDY (Frequency)

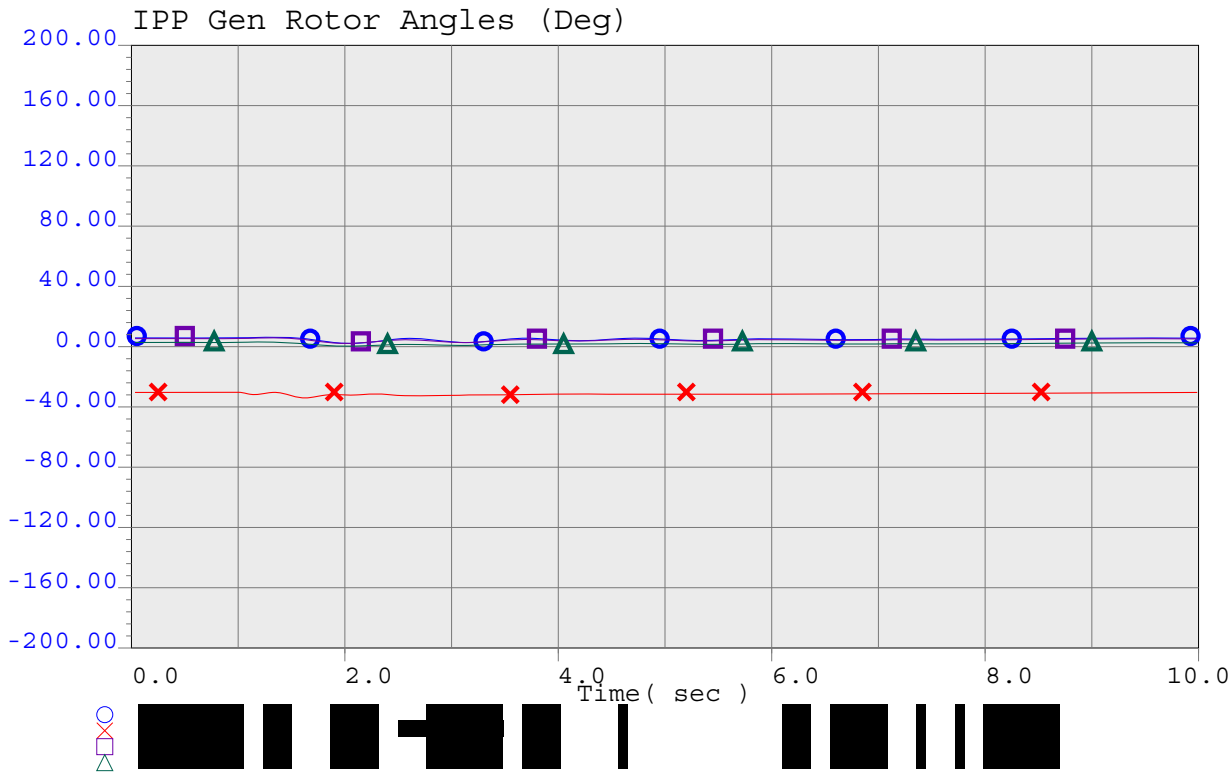


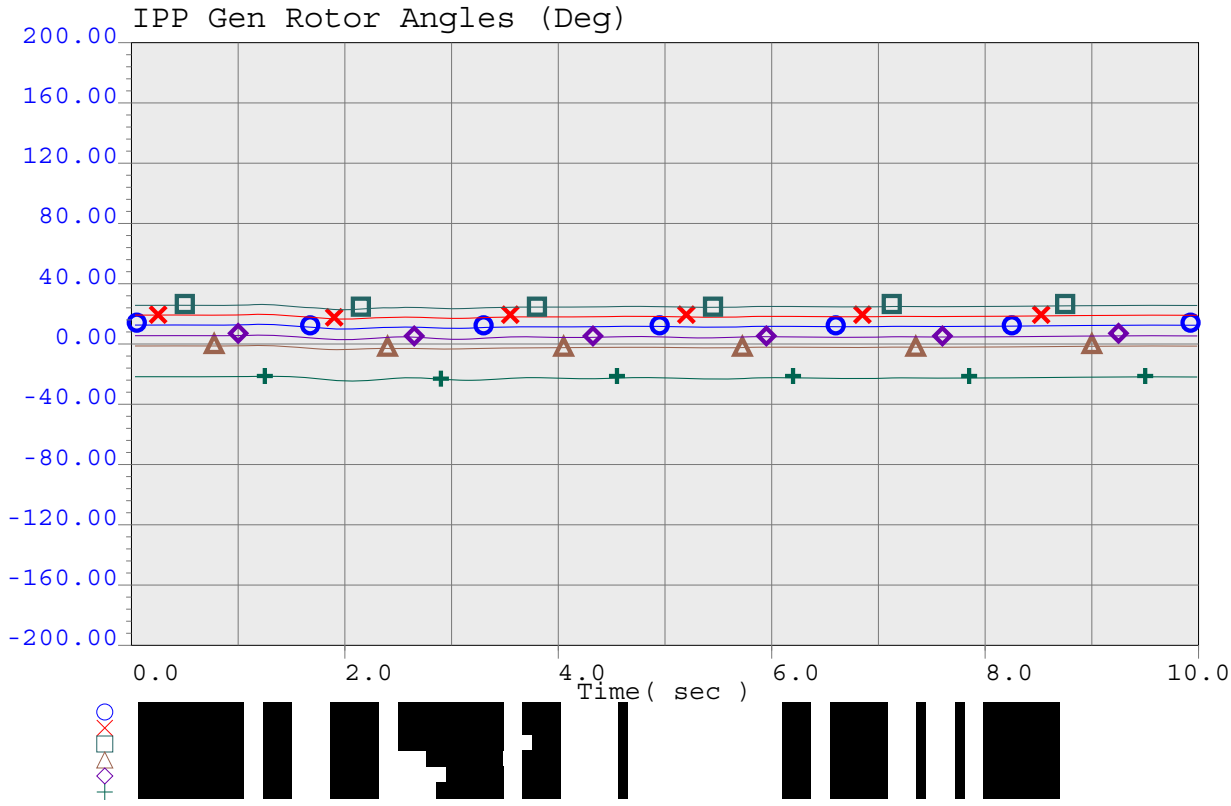




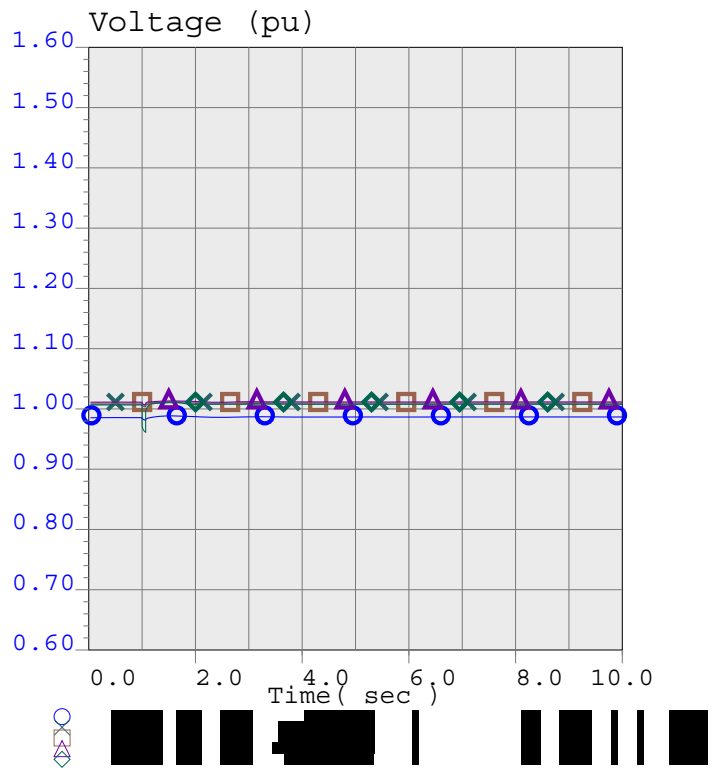


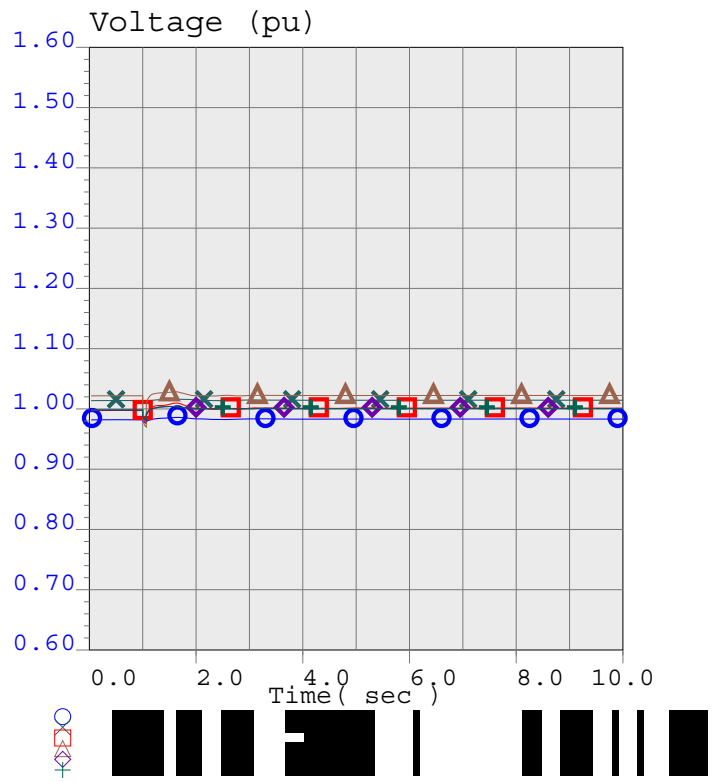
SYSTEM IMPACT STUDY (Rotor Angles)

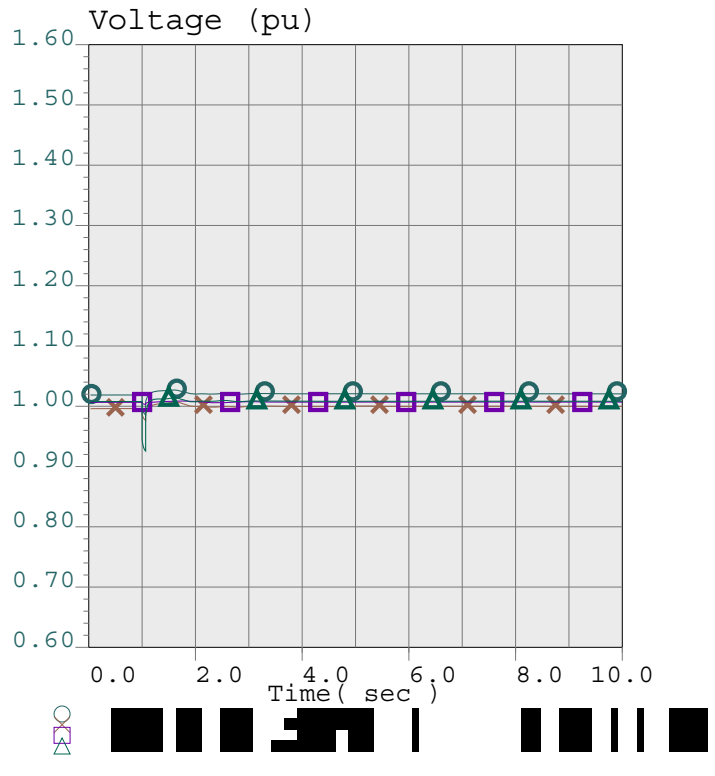


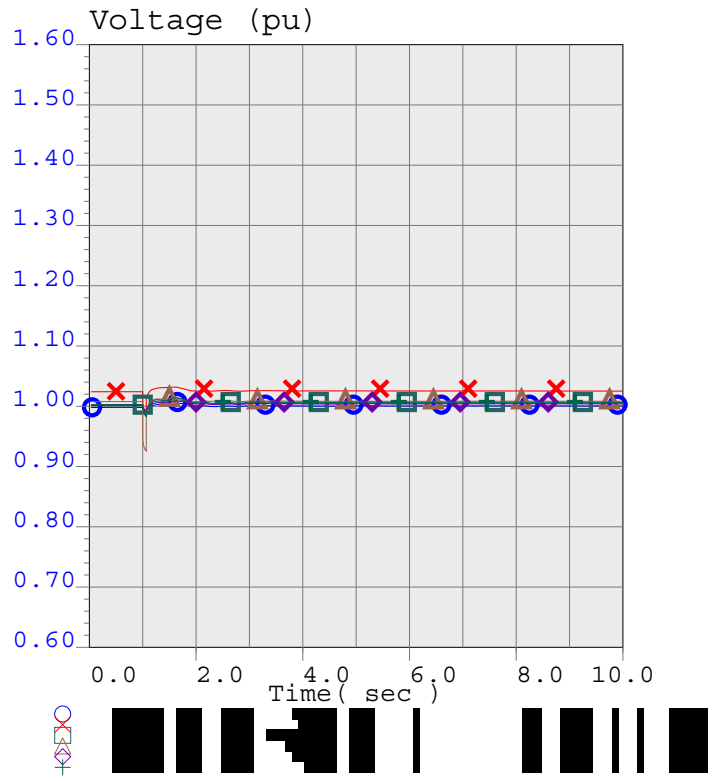


SYSTEM IMPACT STUDY (Voltage)









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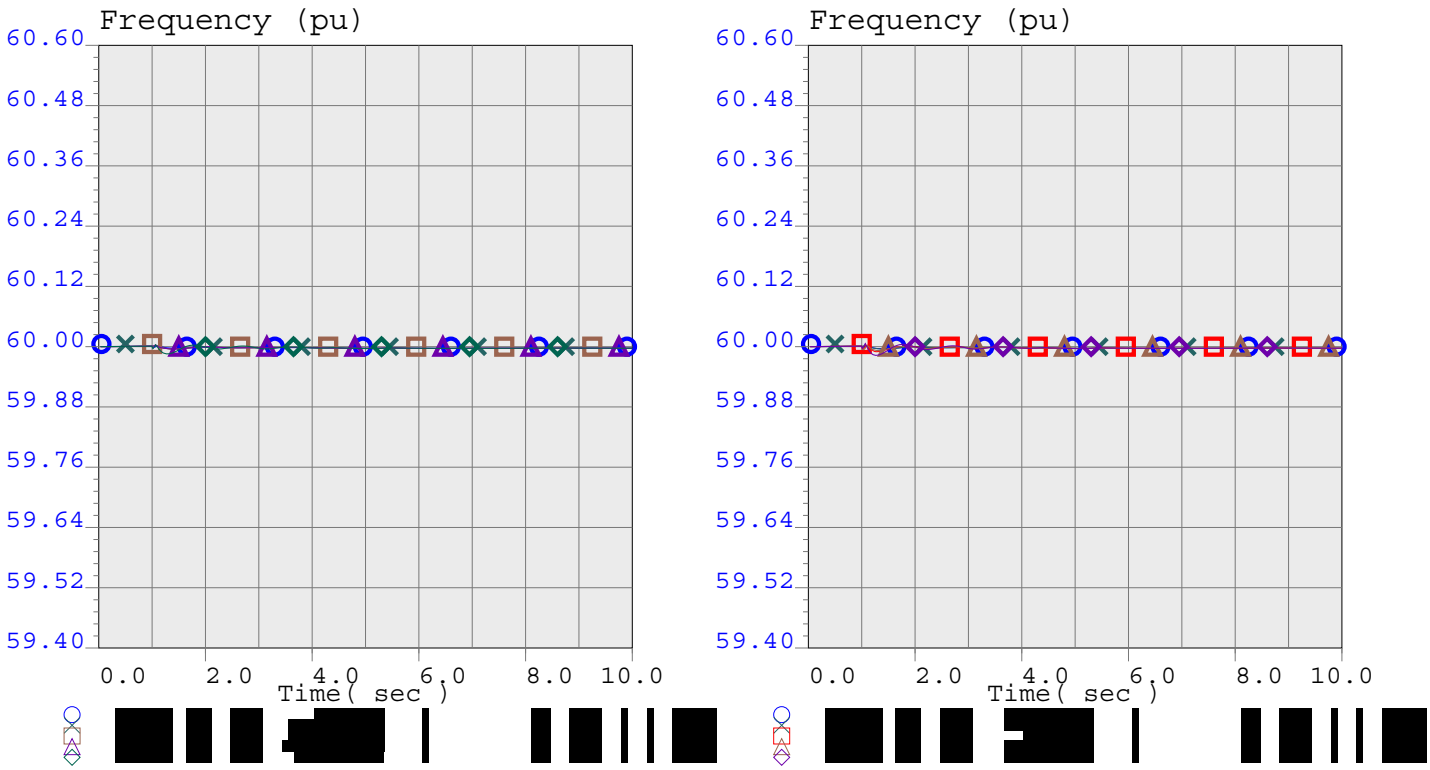
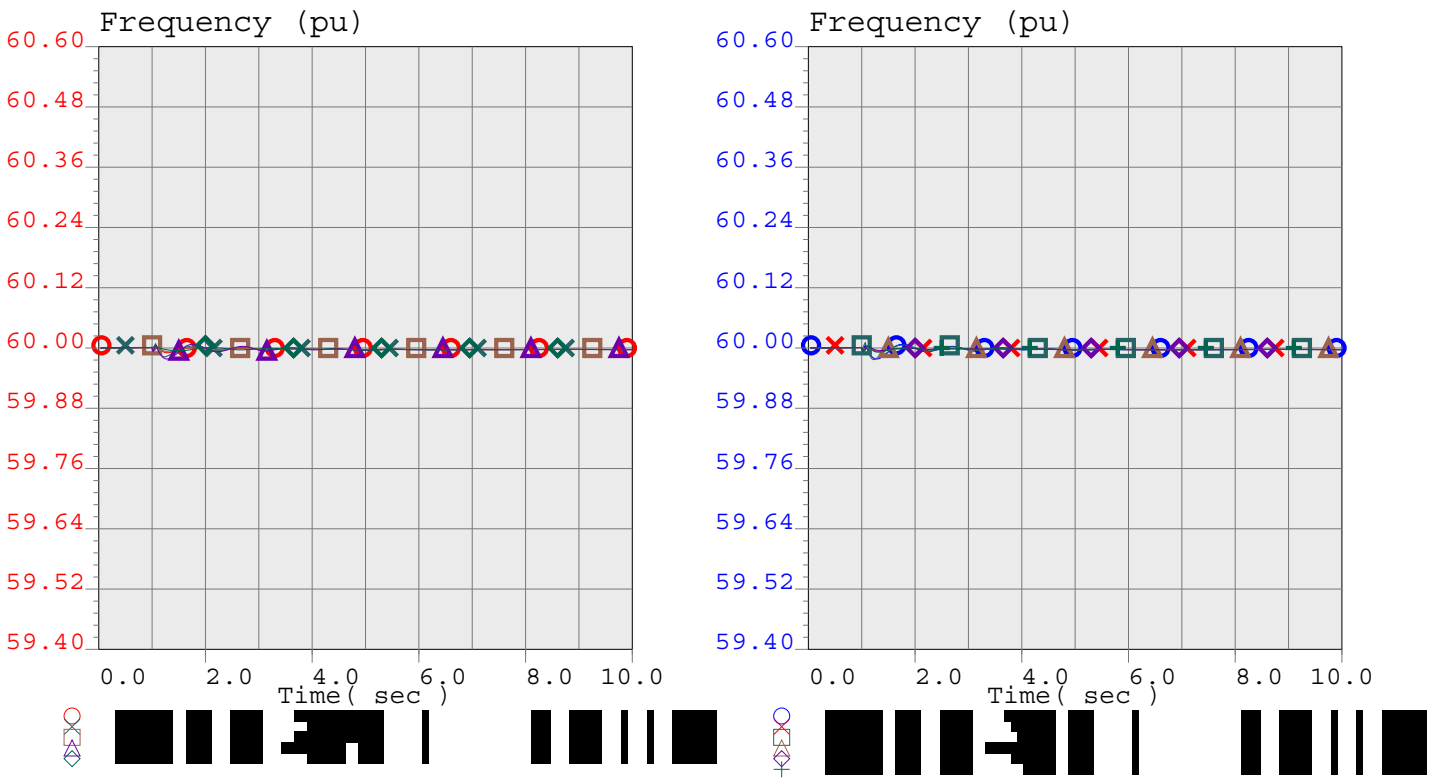
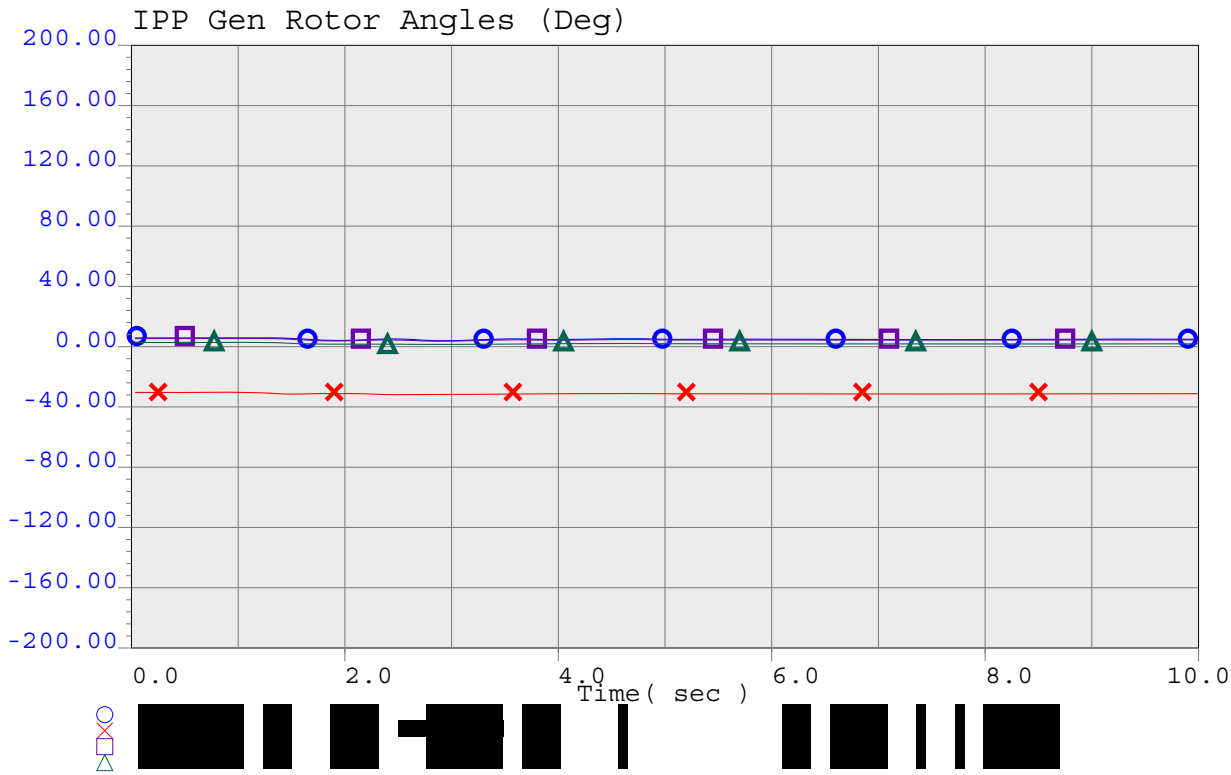
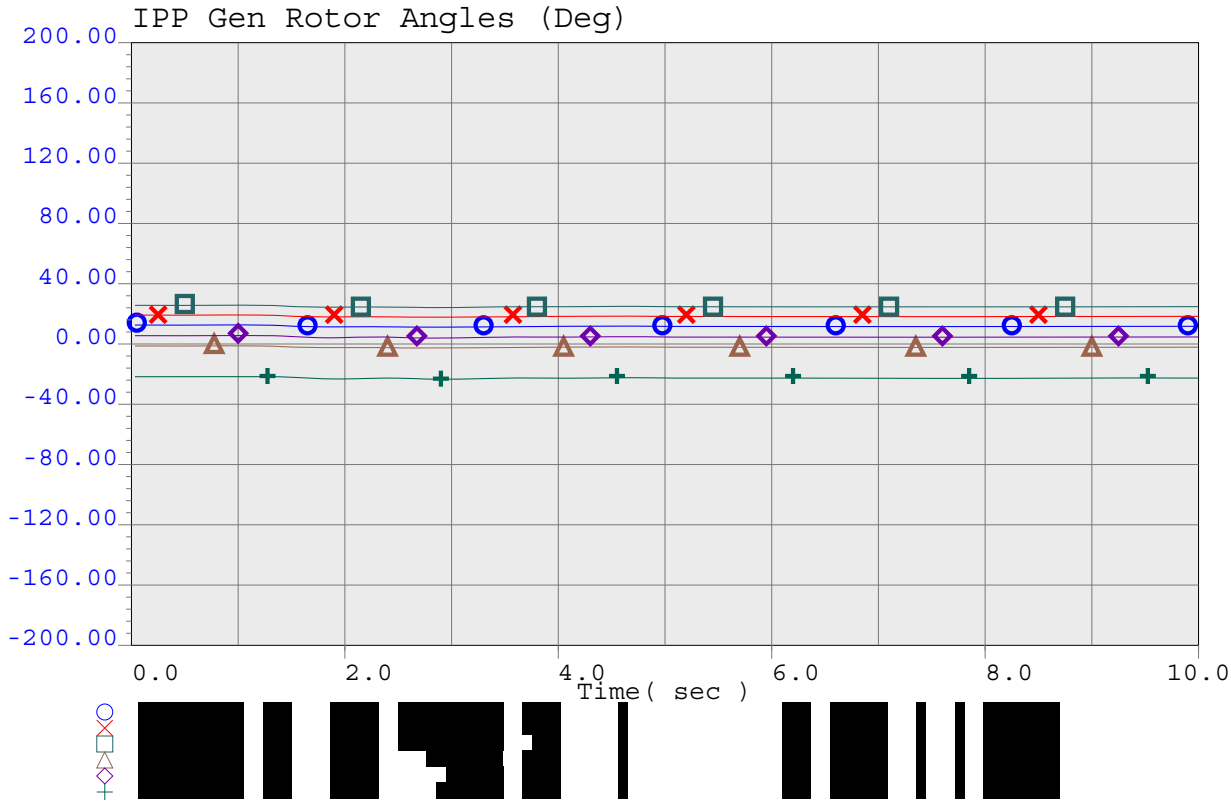
SYSTEM IMPACT STUDY (Frequency)



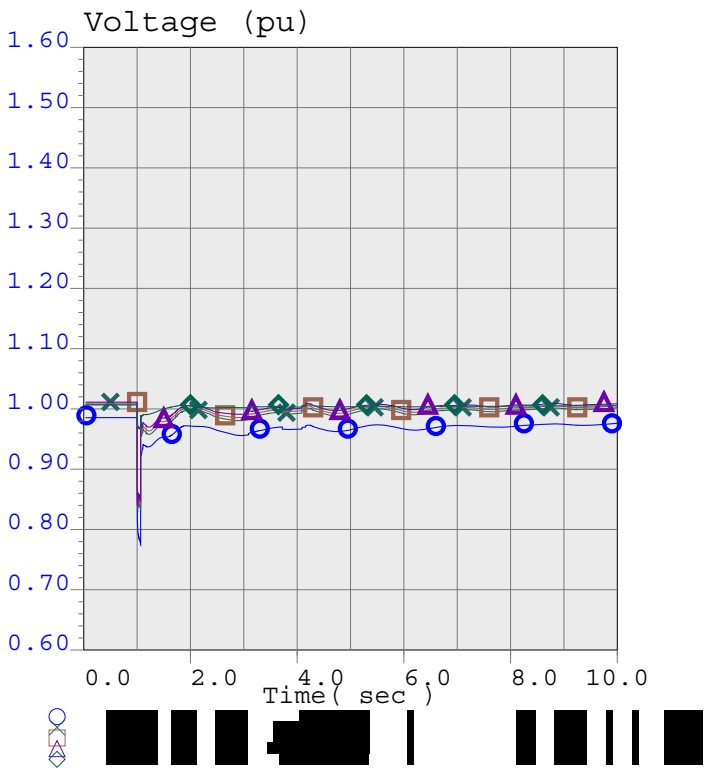


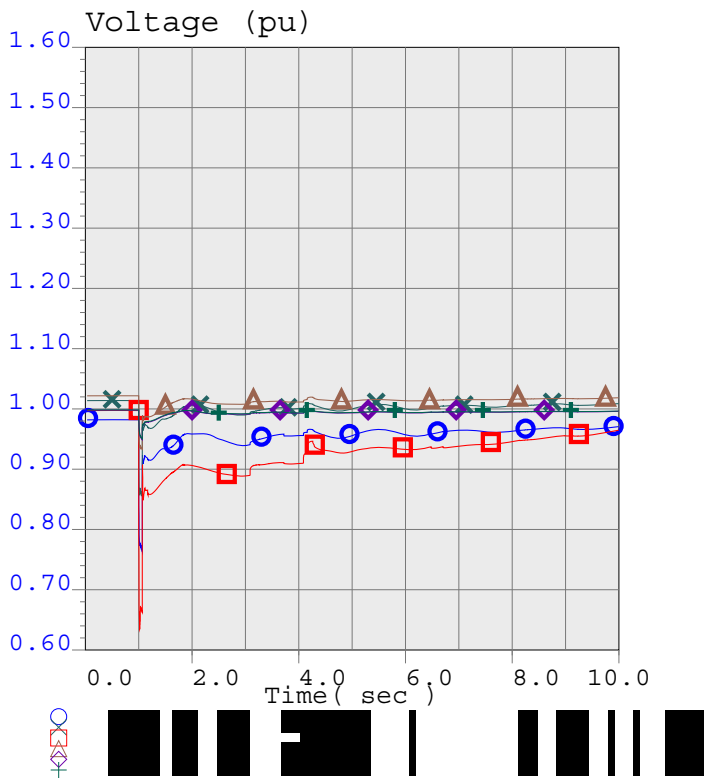
SYSTEM IMPACT STUDY (Rotor Angles)

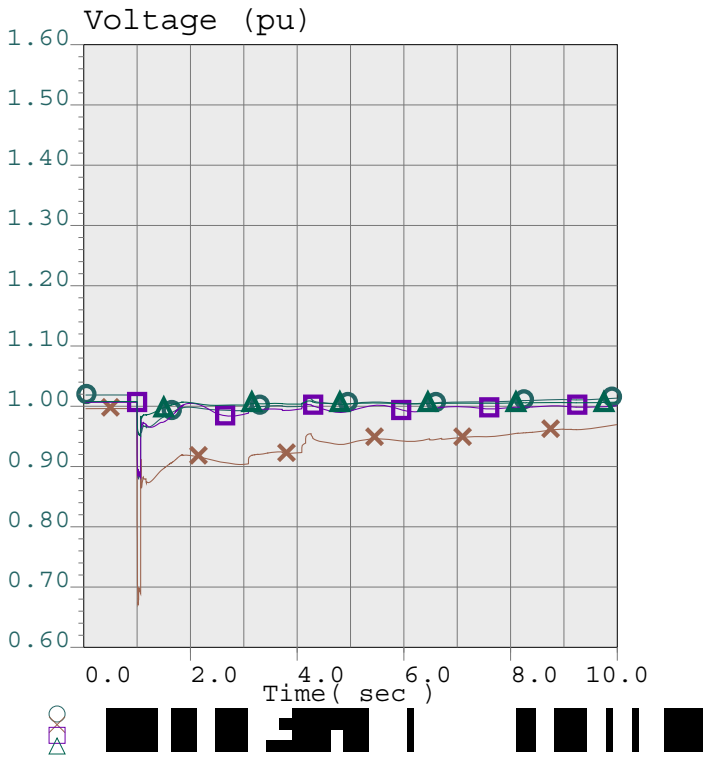


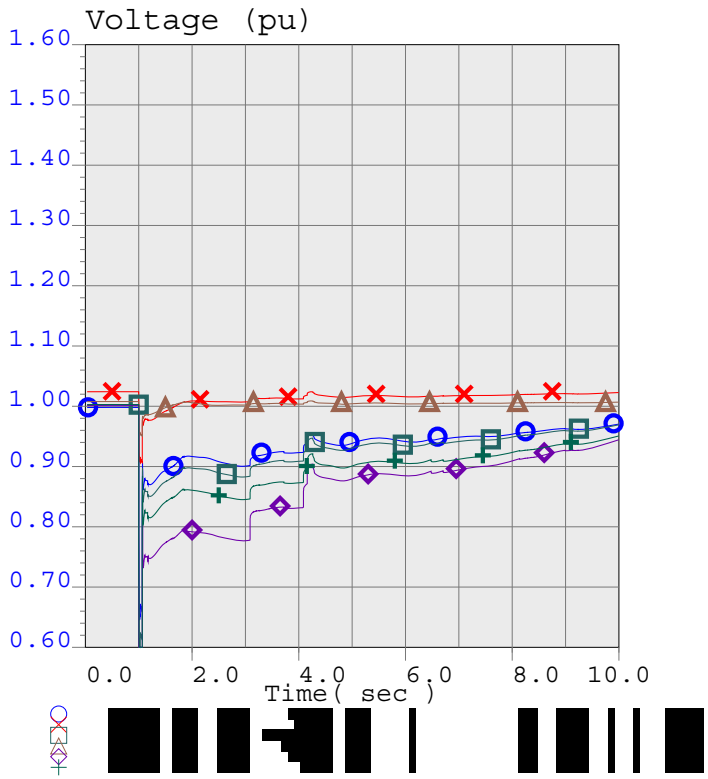


SYSTEM IMPACT STUDY (Voltage)









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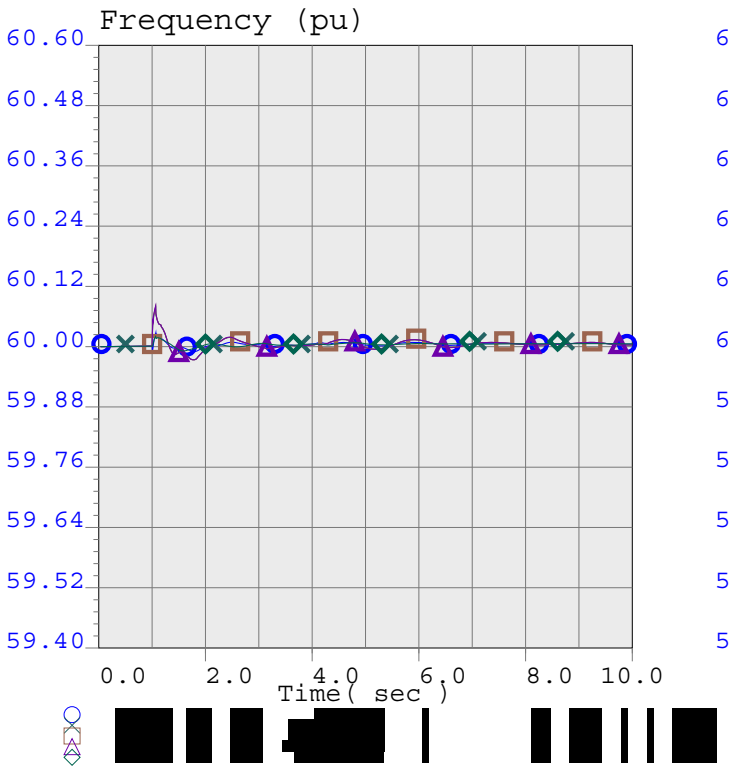
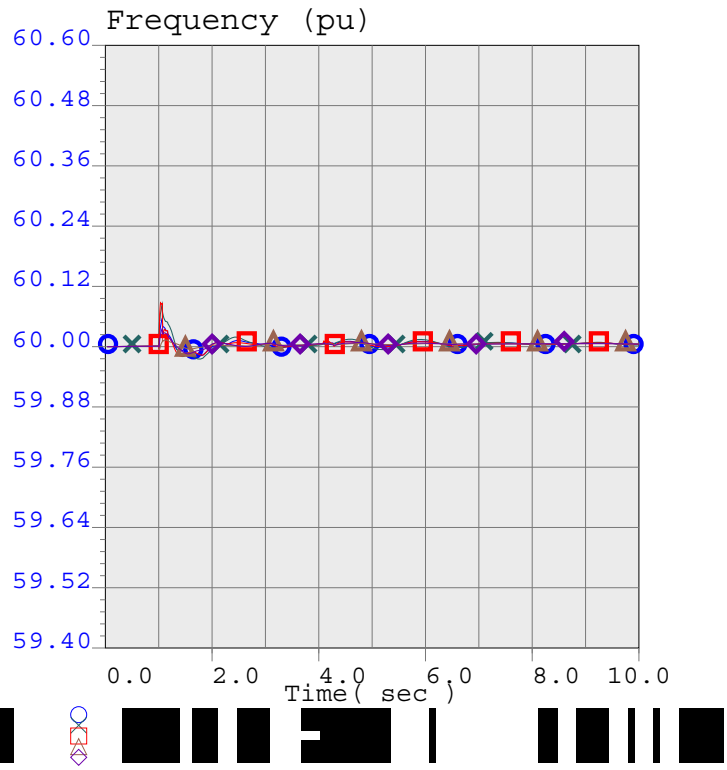
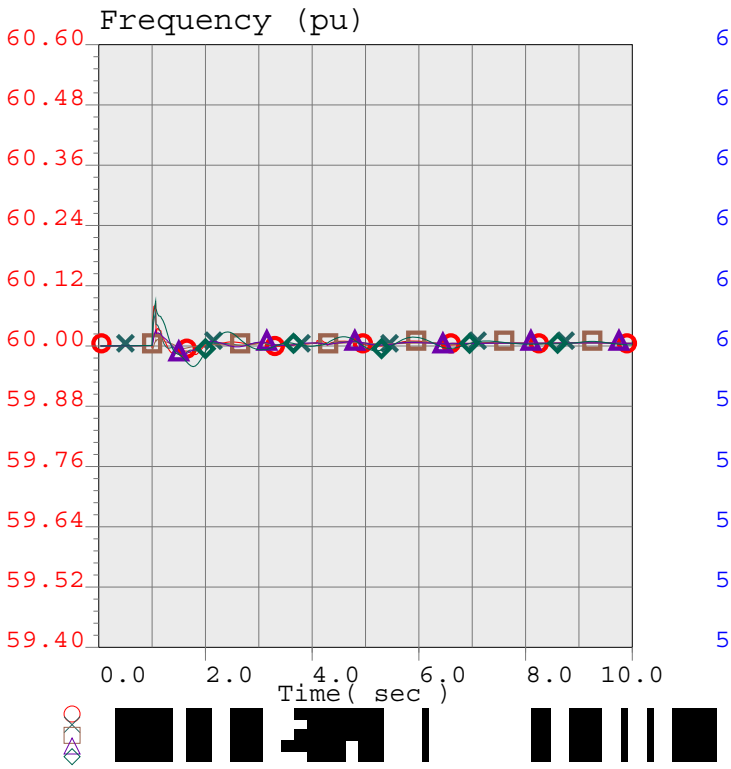
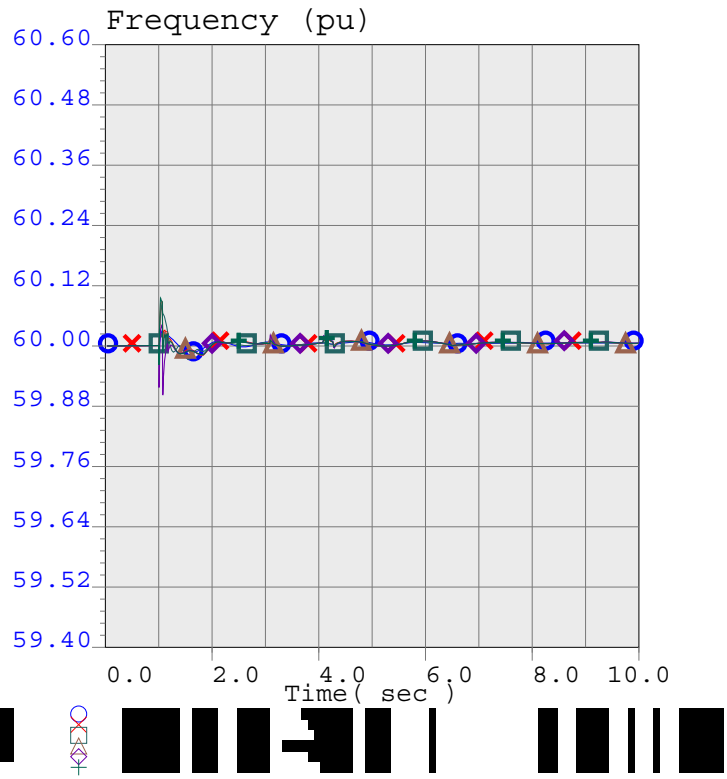
SYSTEM IMPACT STUDY (Frequency)

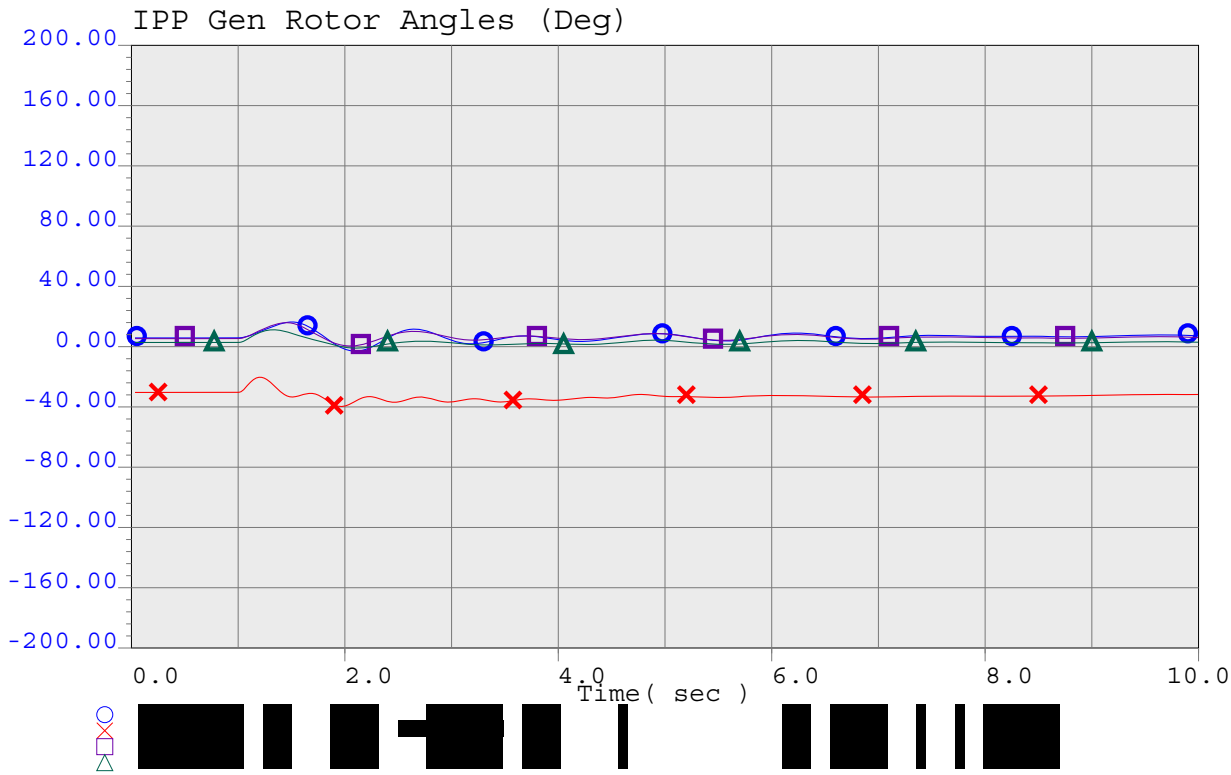


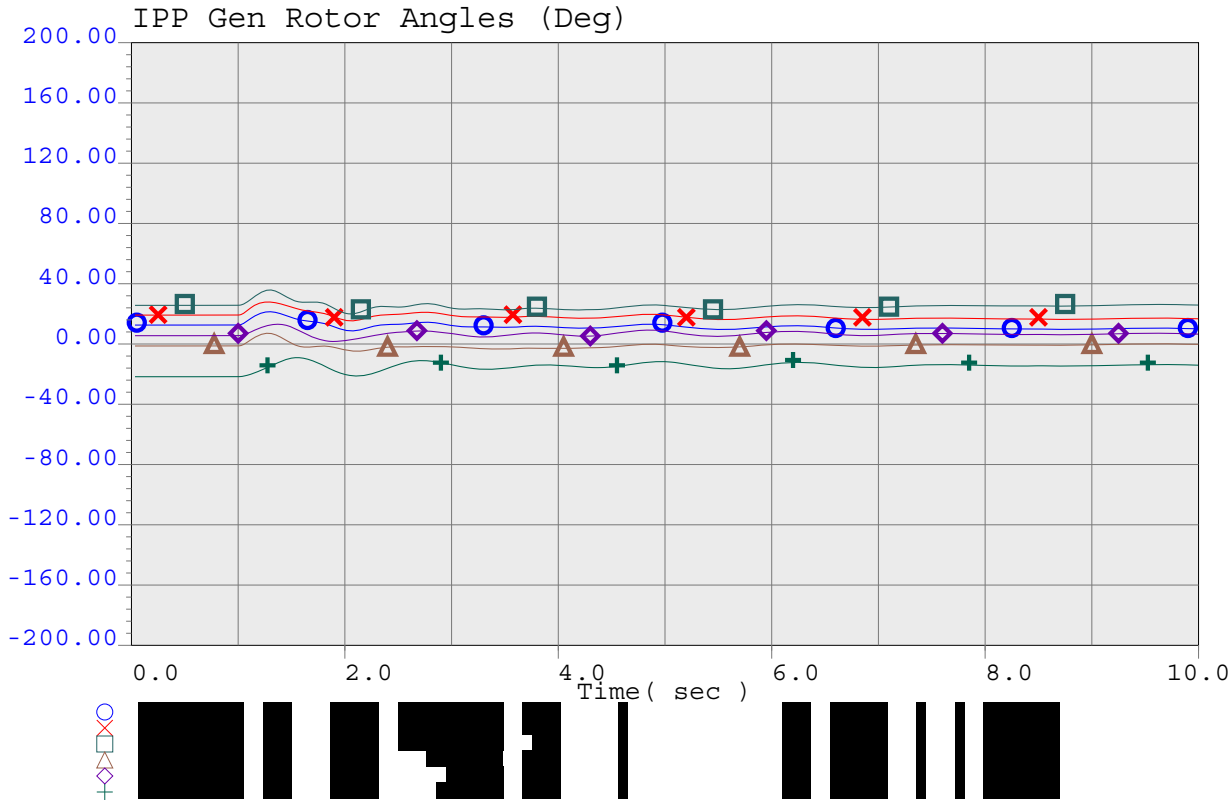




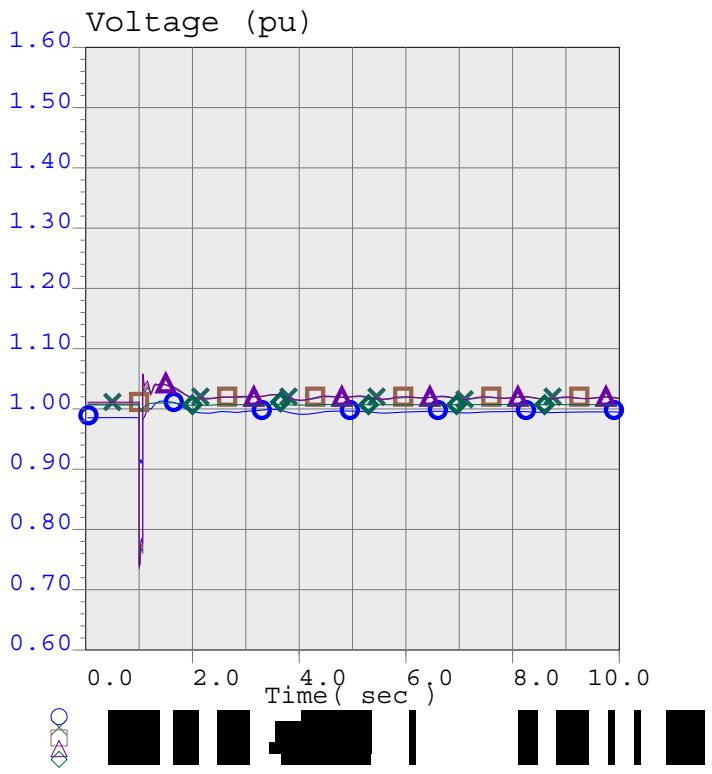


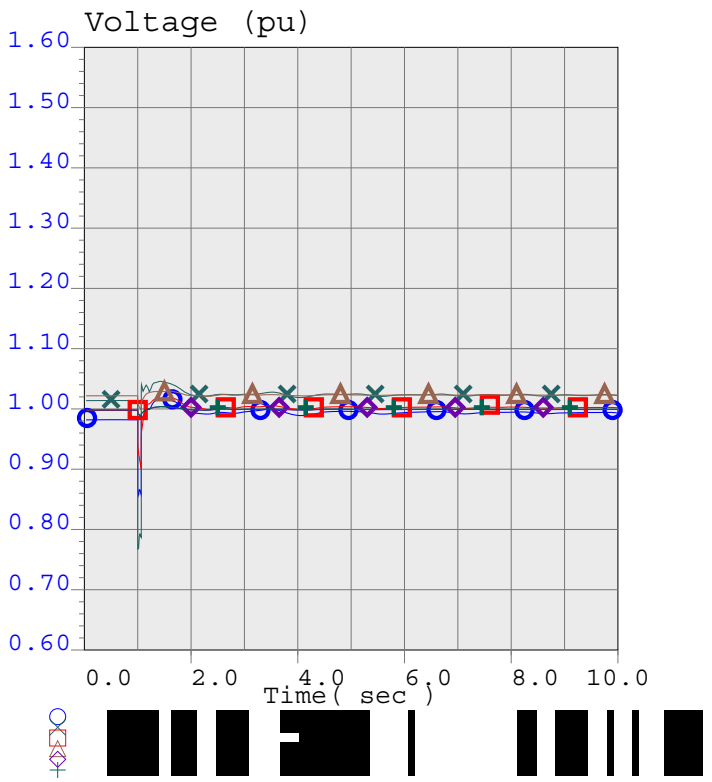
SYSTEM IMPACT STUDY (Rotor Angles)

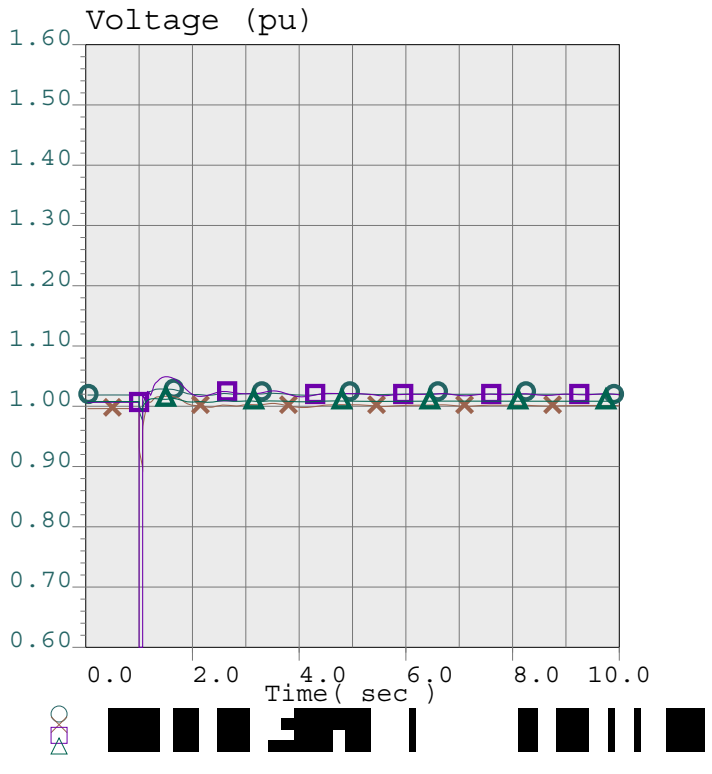


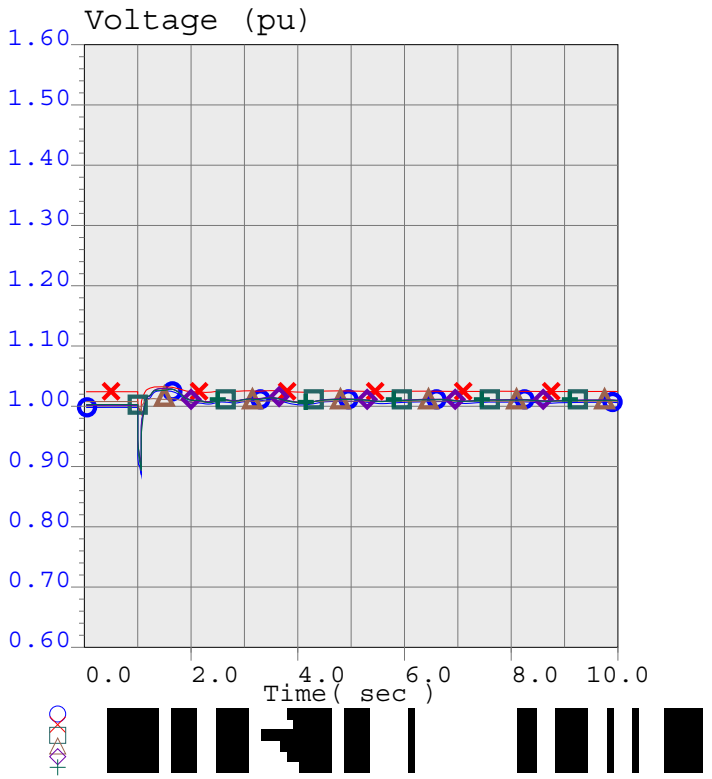


SYSTEM IMPACT STUDY (Voltage)

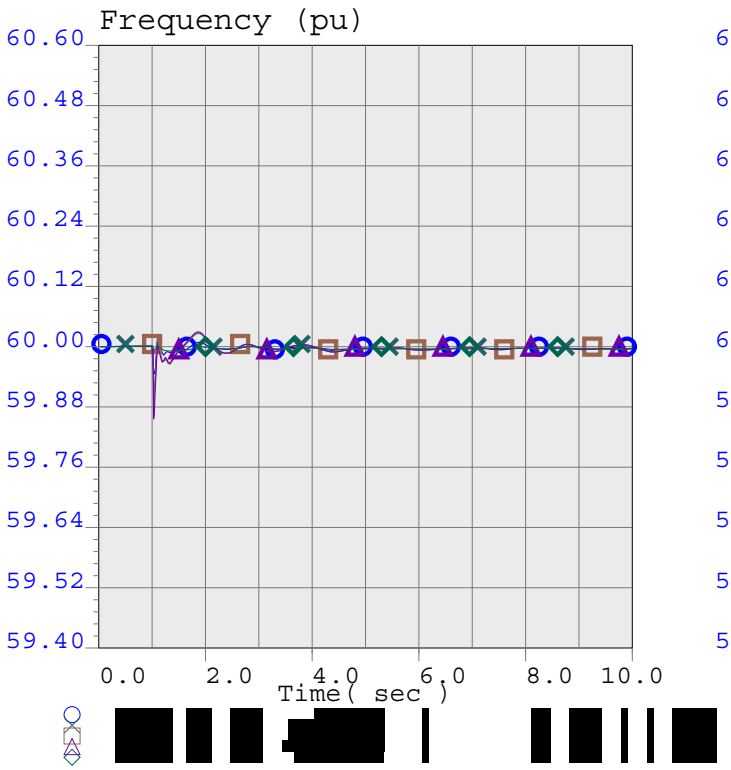


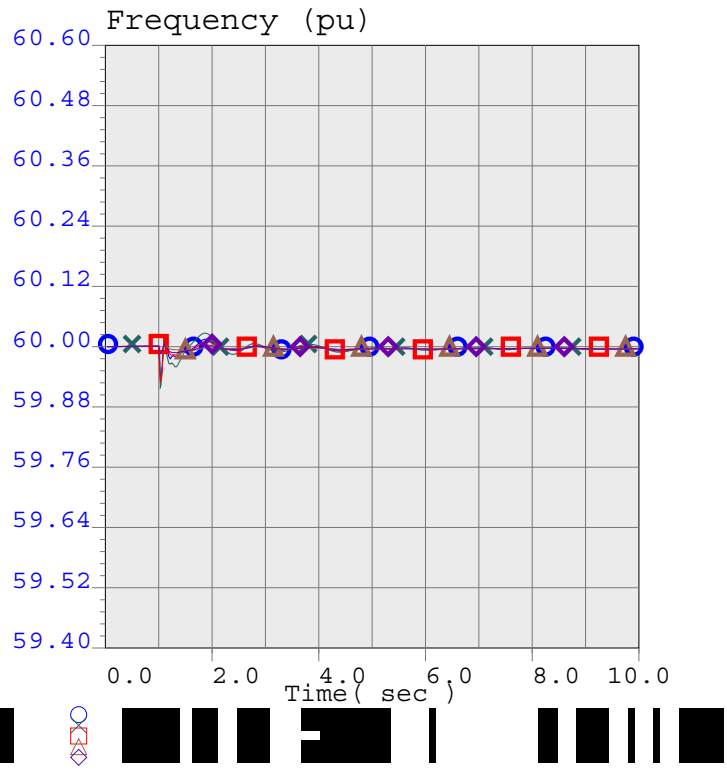


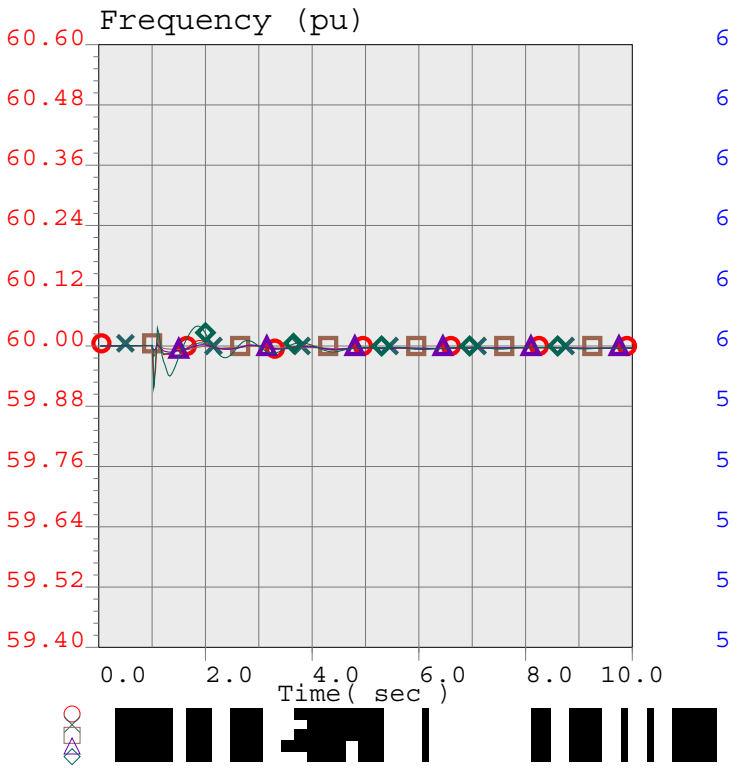


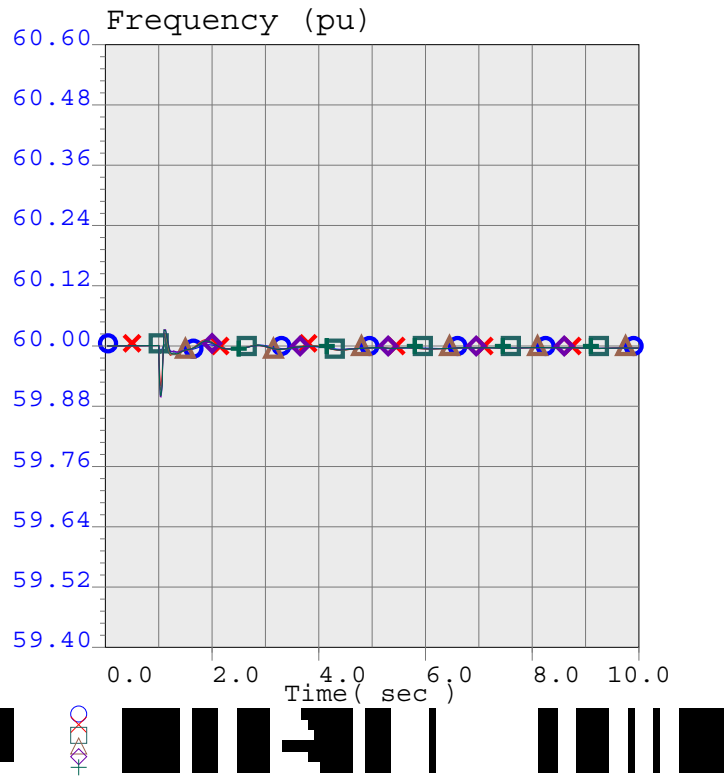


SYSTEM IMPACT STUDY (Frequency)

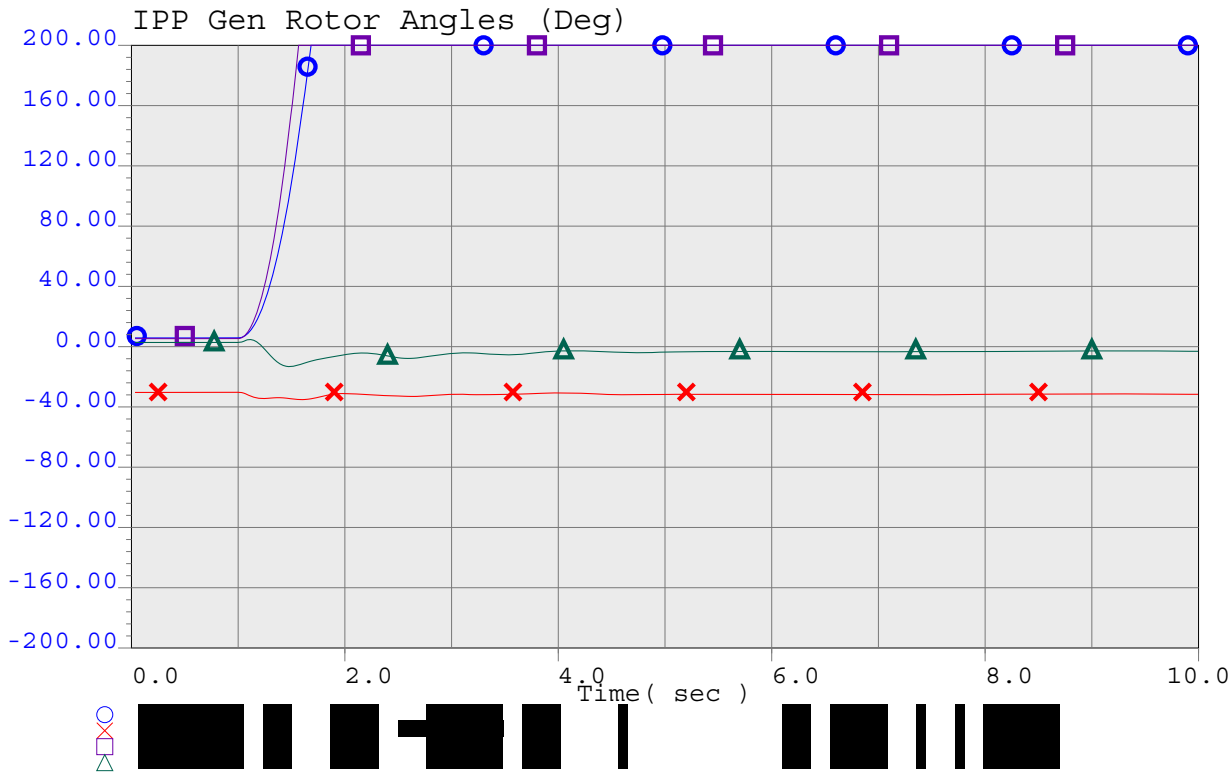


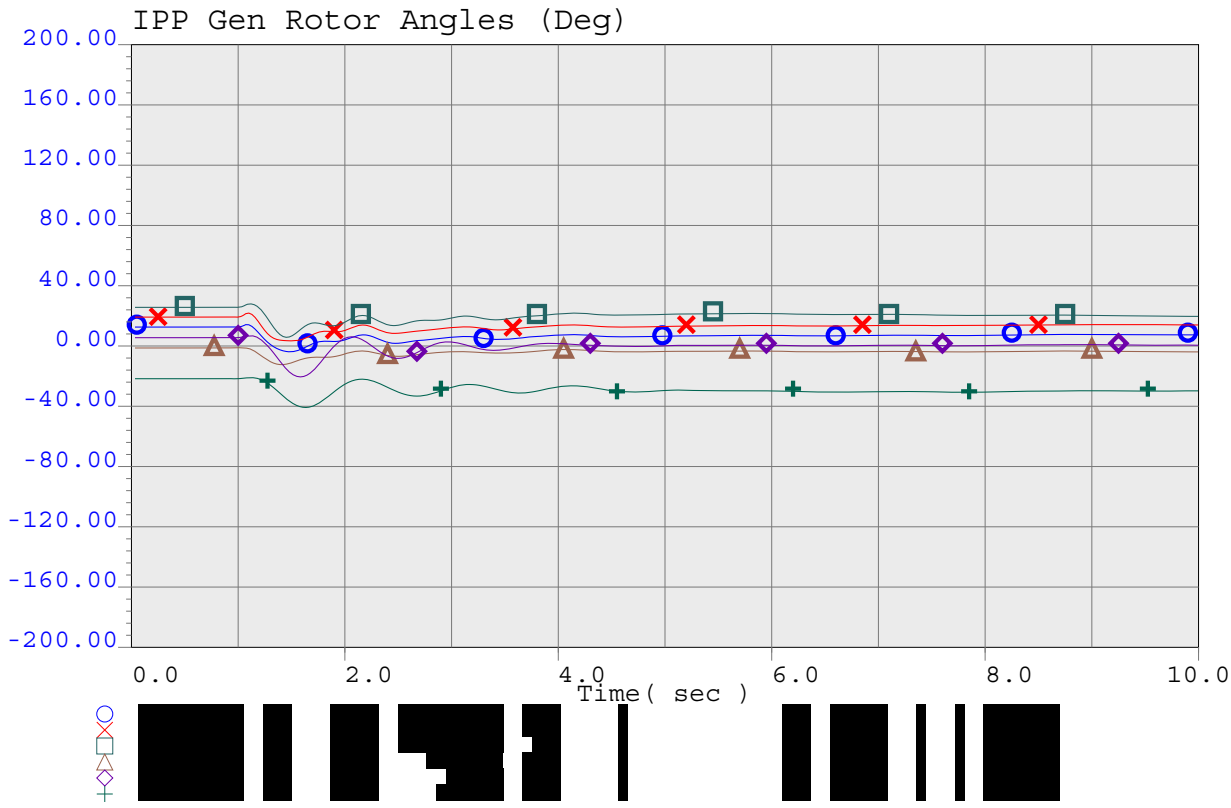




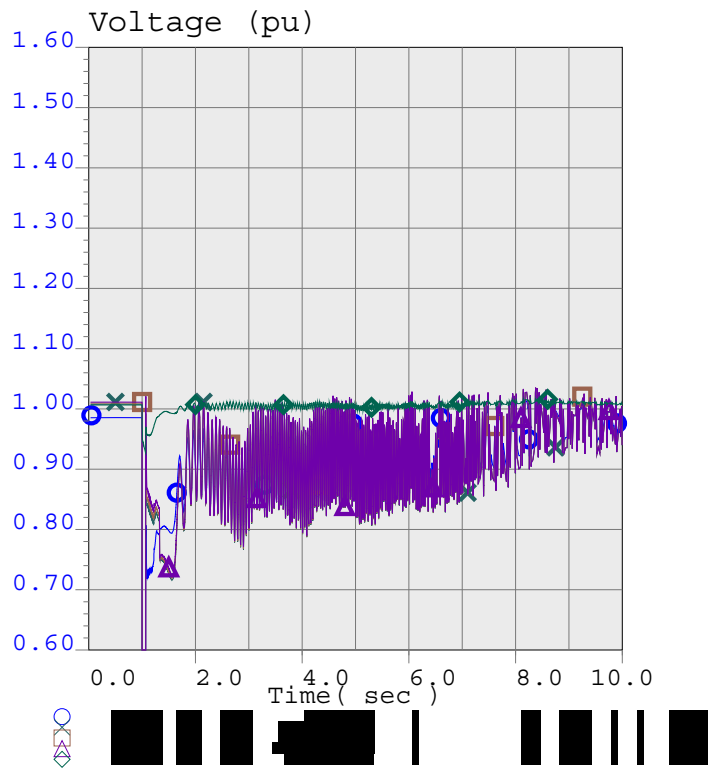


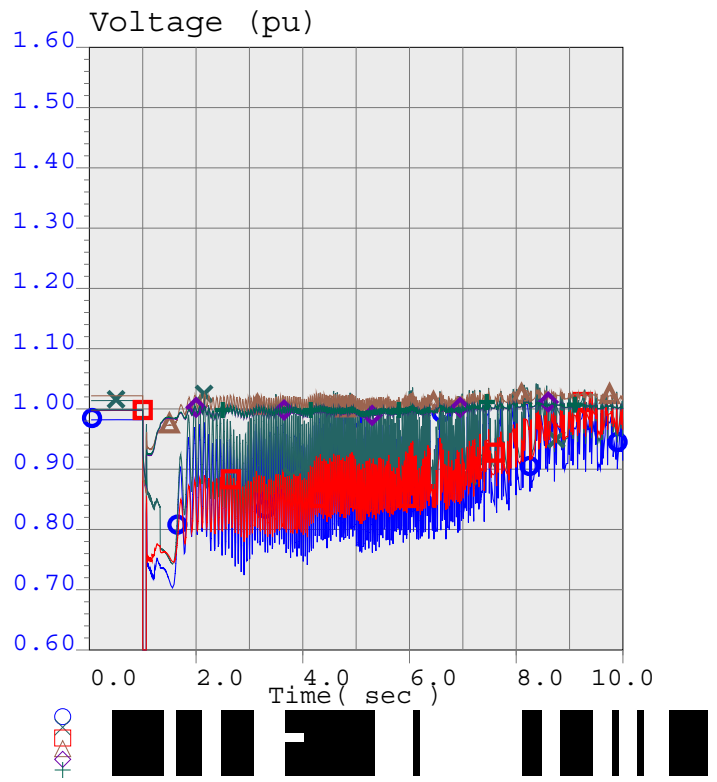
SYSTEM IMPACT STUDY (Rotor Angles)

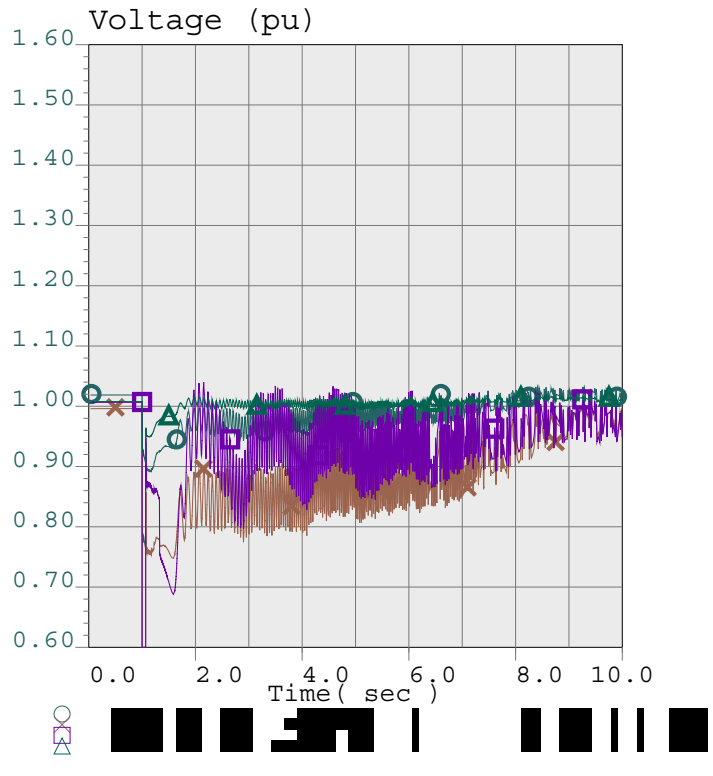


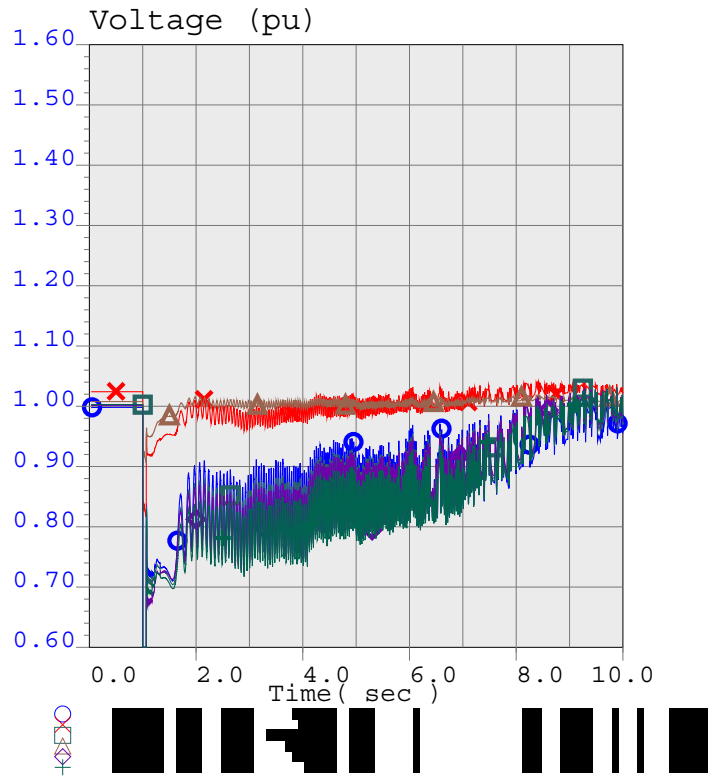


SYSTEM IMPACT STUDY (Voltage)









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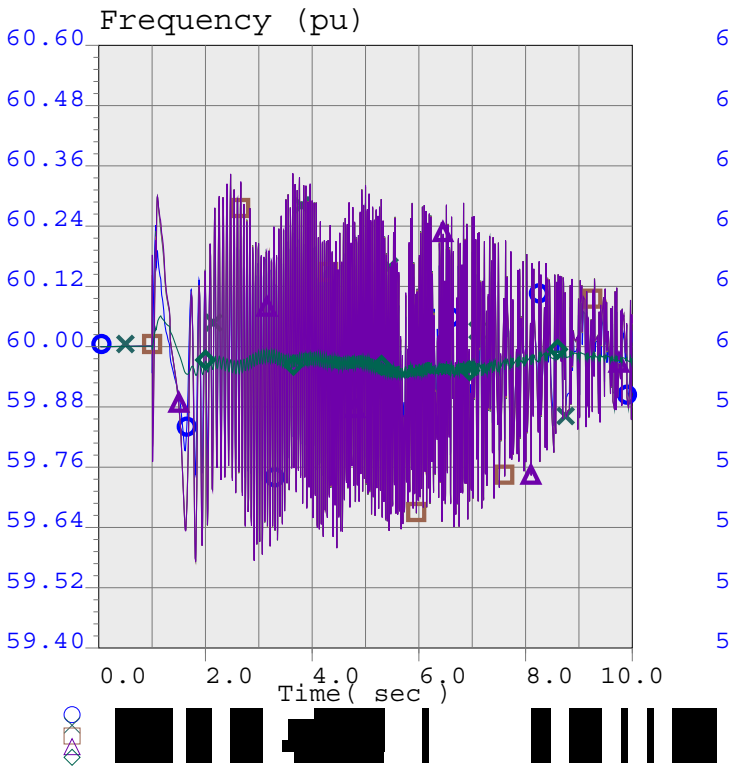
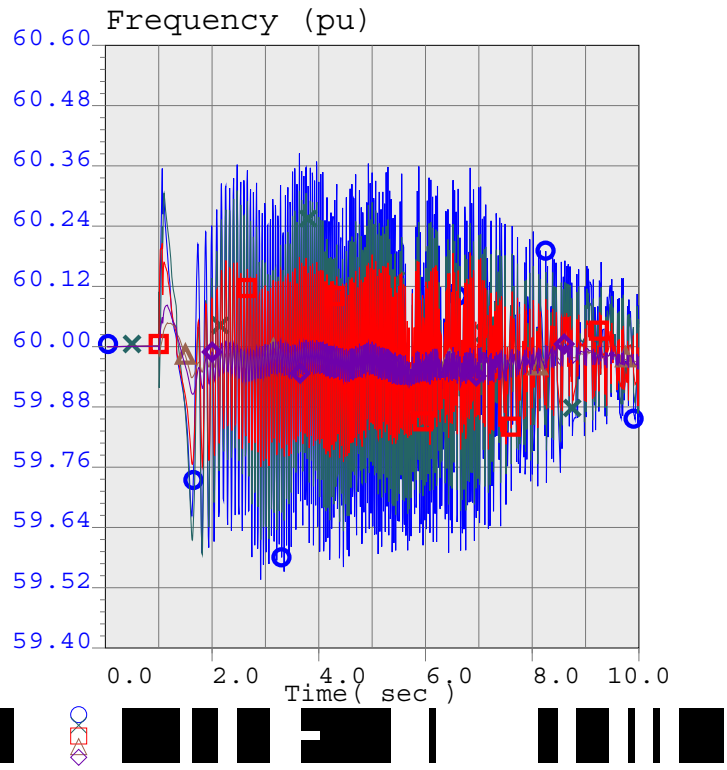
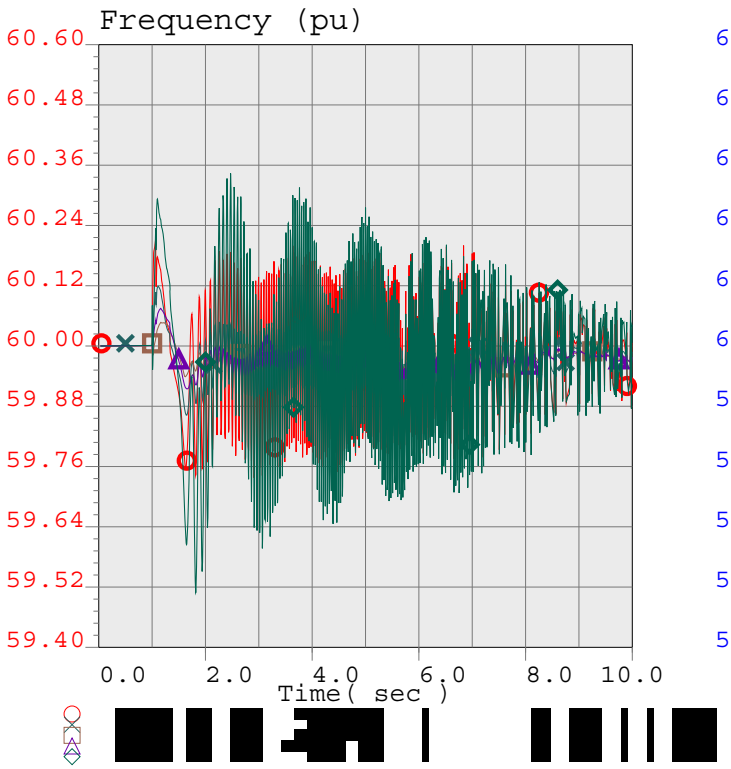
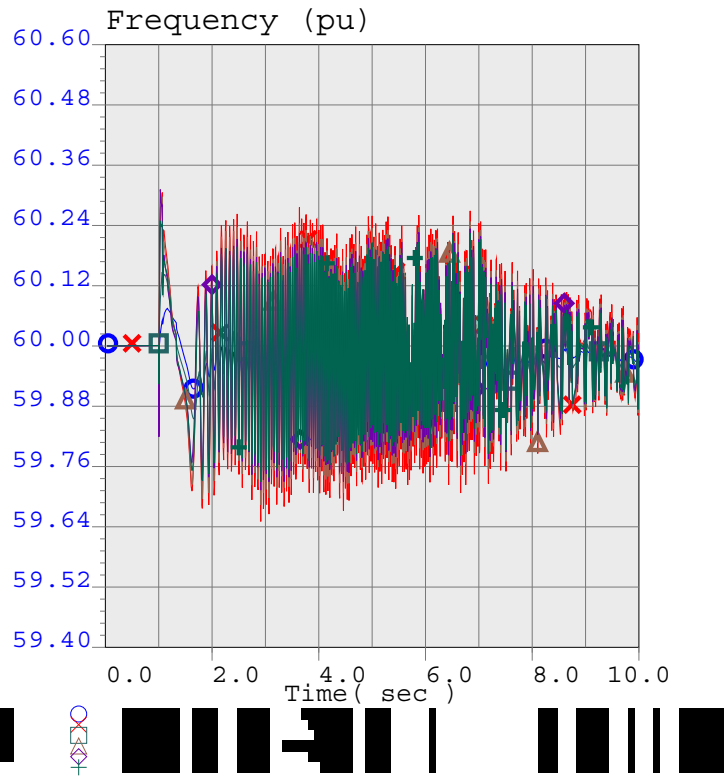
SYSTEM IMPACT STUDY (Frequency)









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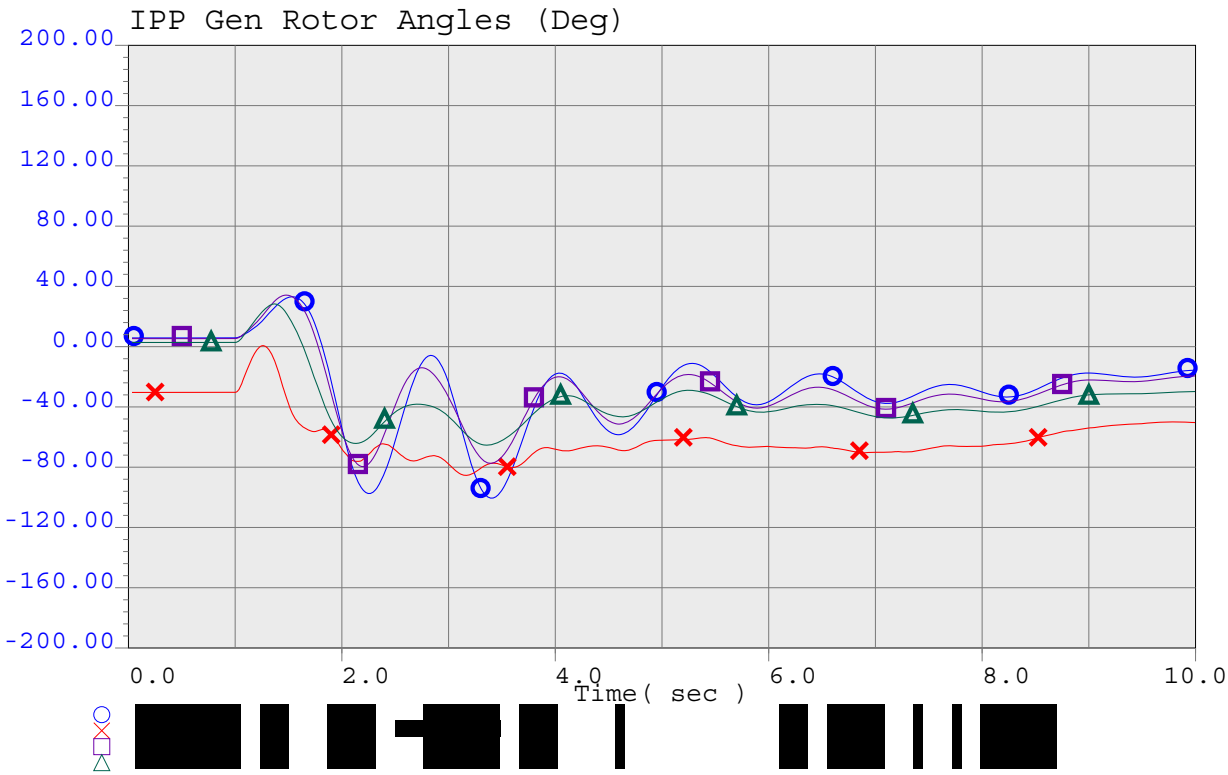
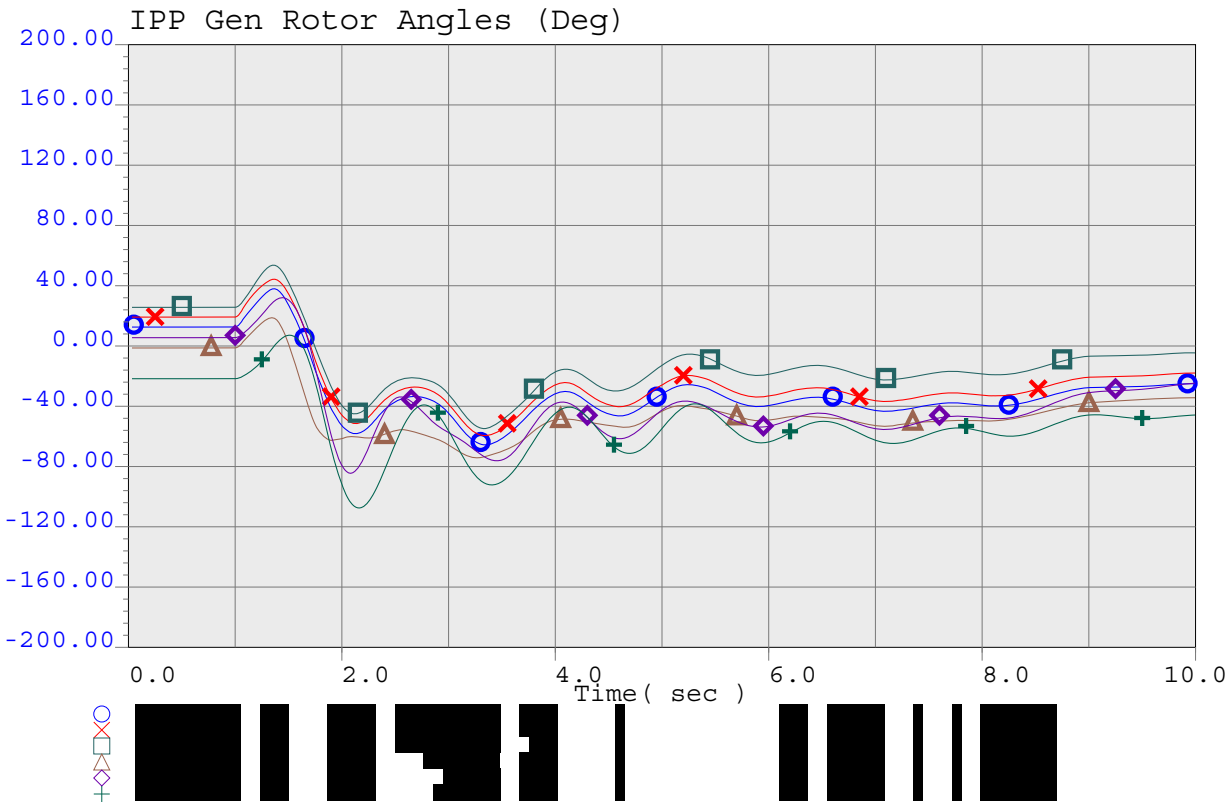
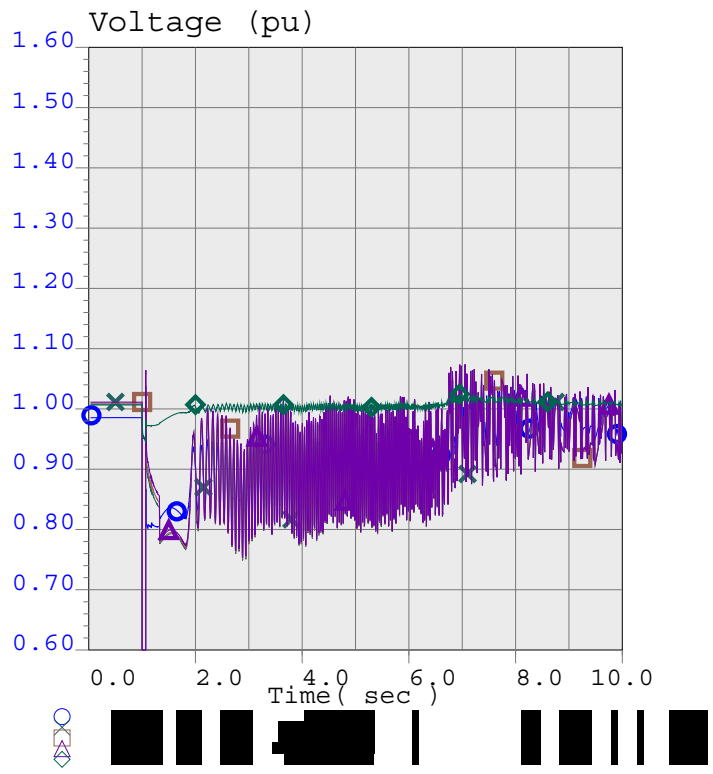
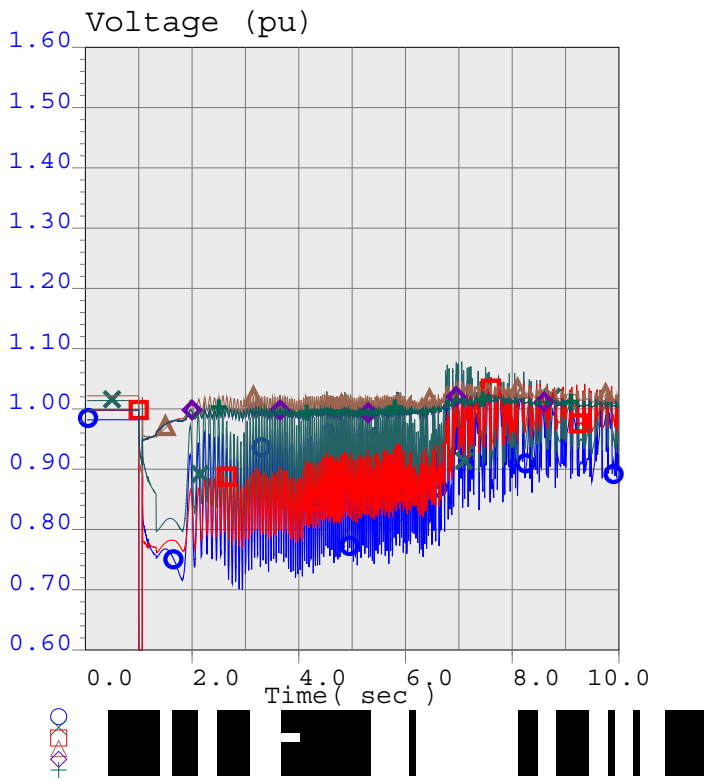
SYSTEM IMPACT STUDY (Rotor Angles)

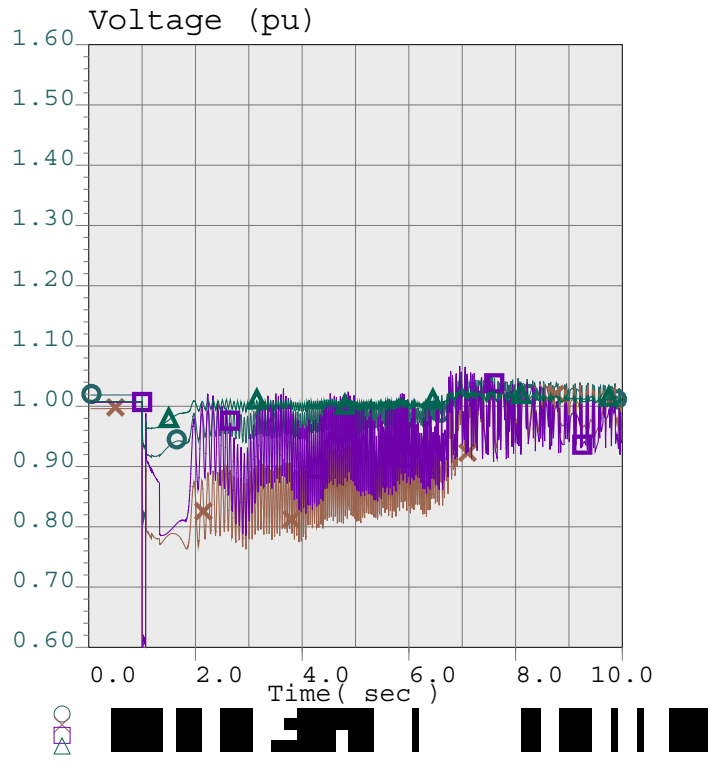


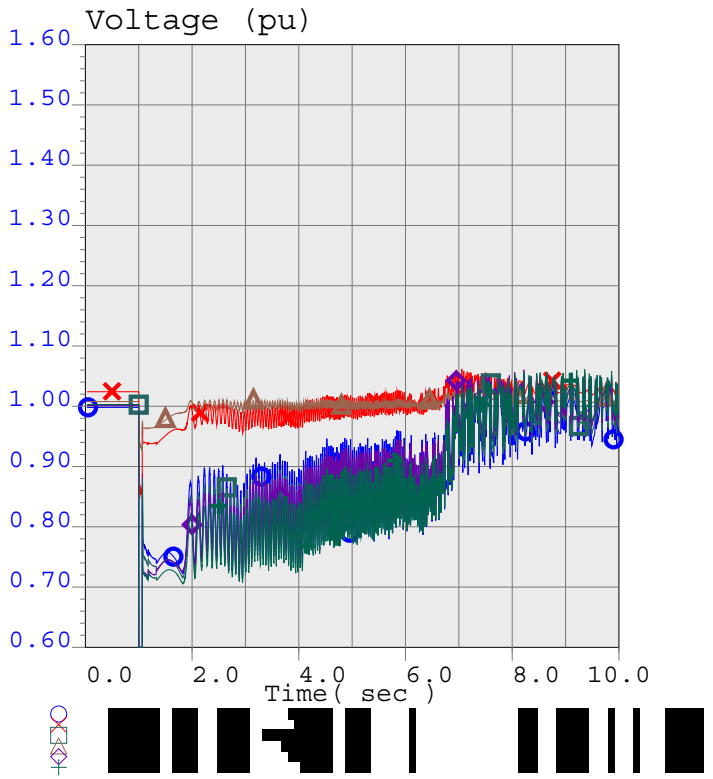


SYSTEM IMPACT STUDY (Voltage)









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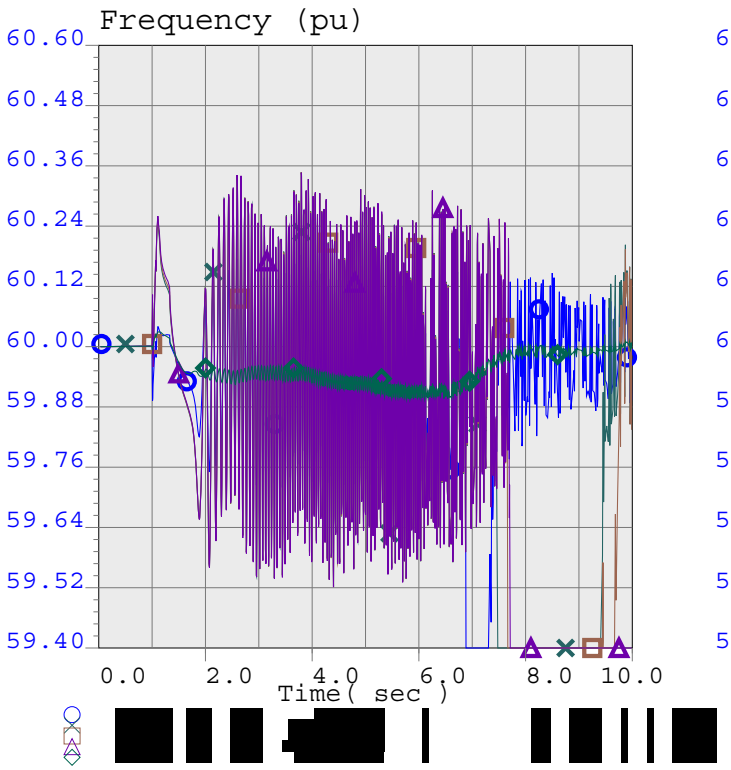
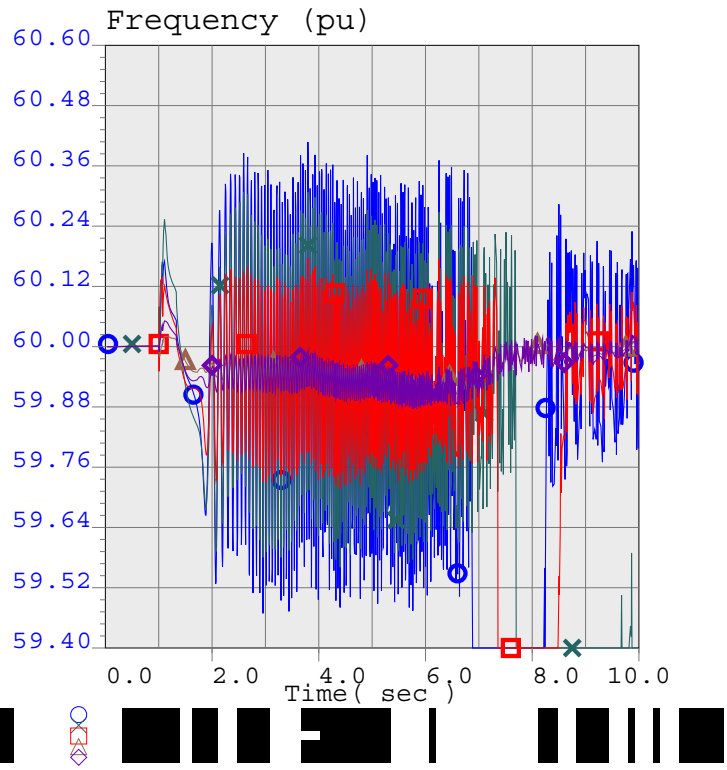
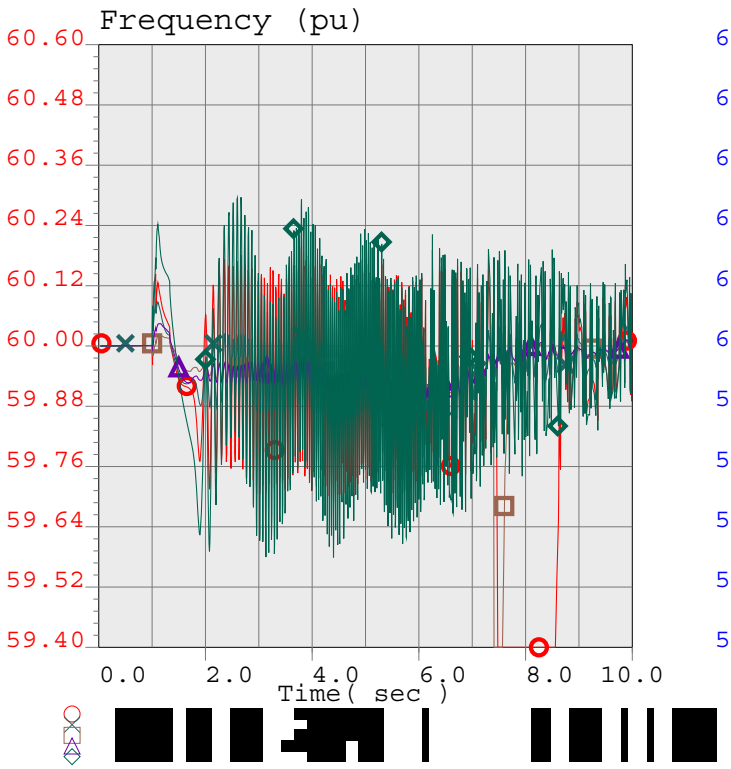
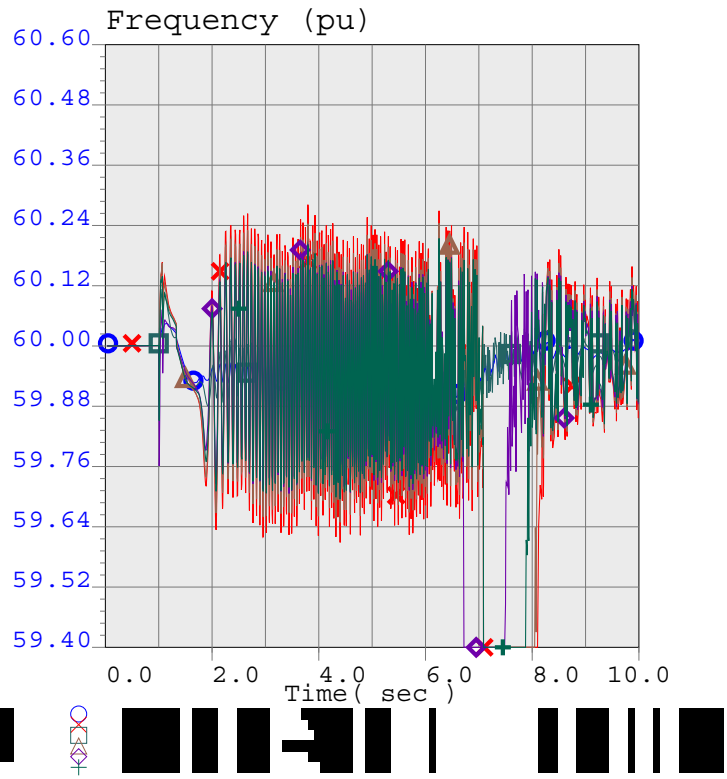
SYSTEM IMPACT STUDY (Frequency)

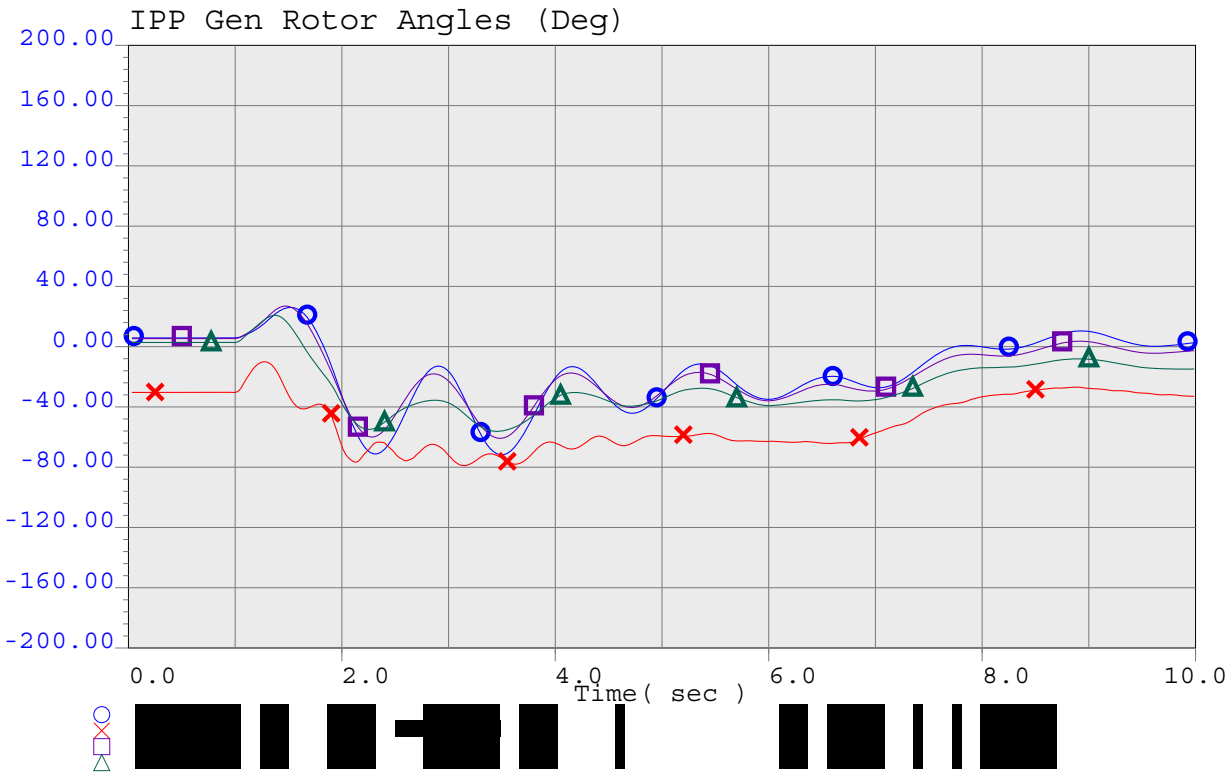


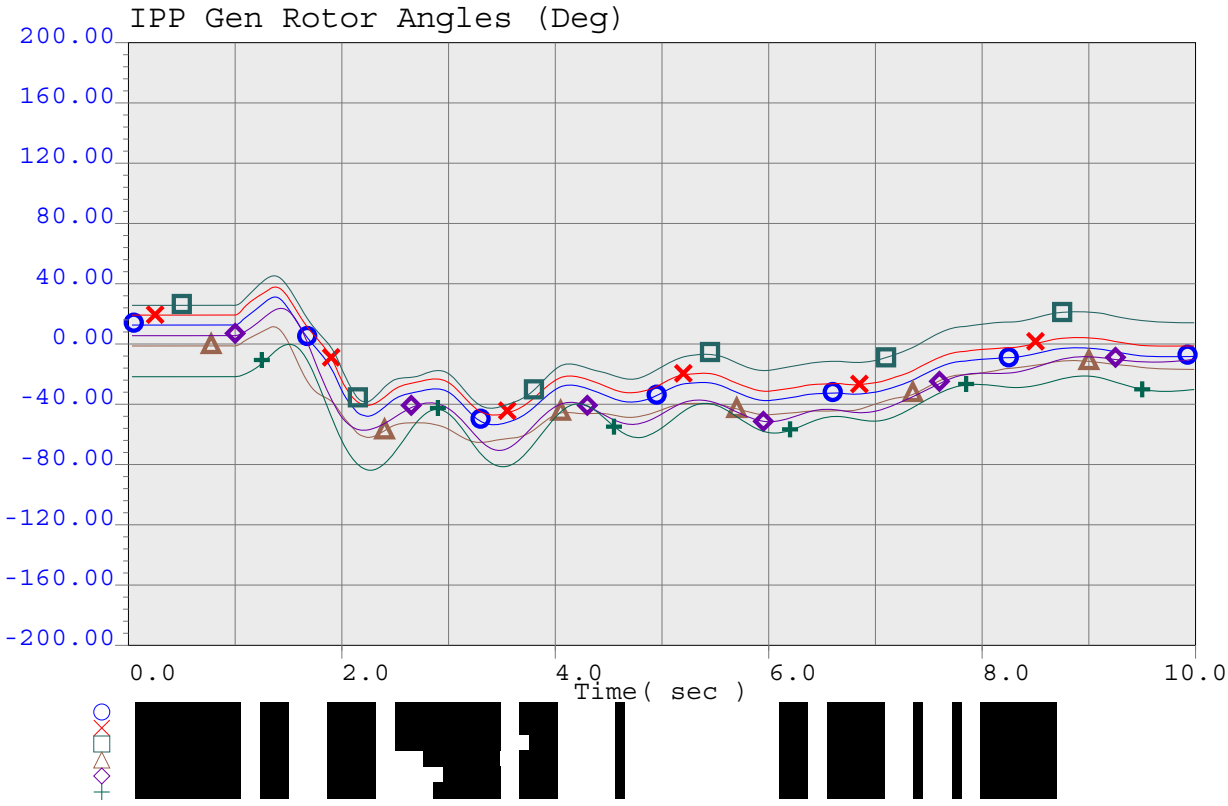




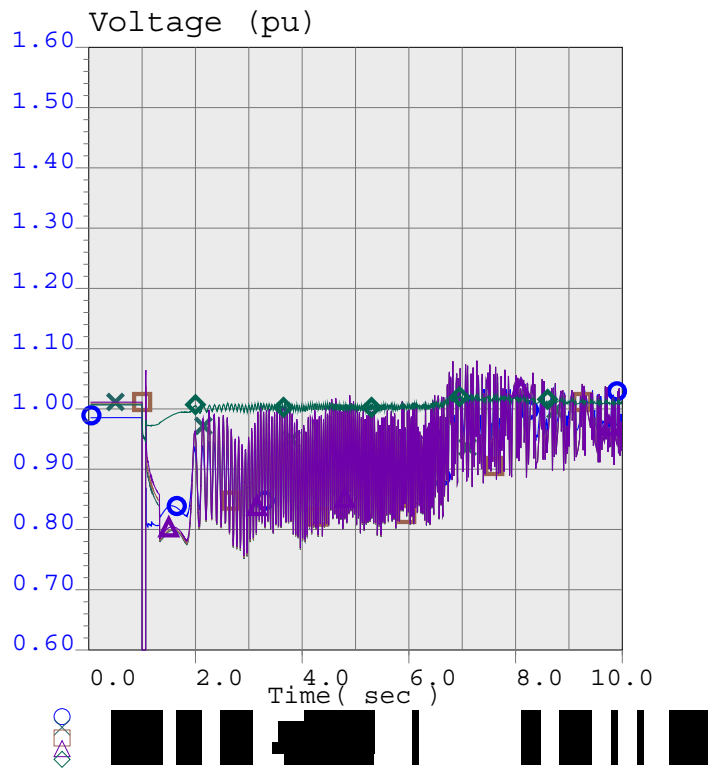


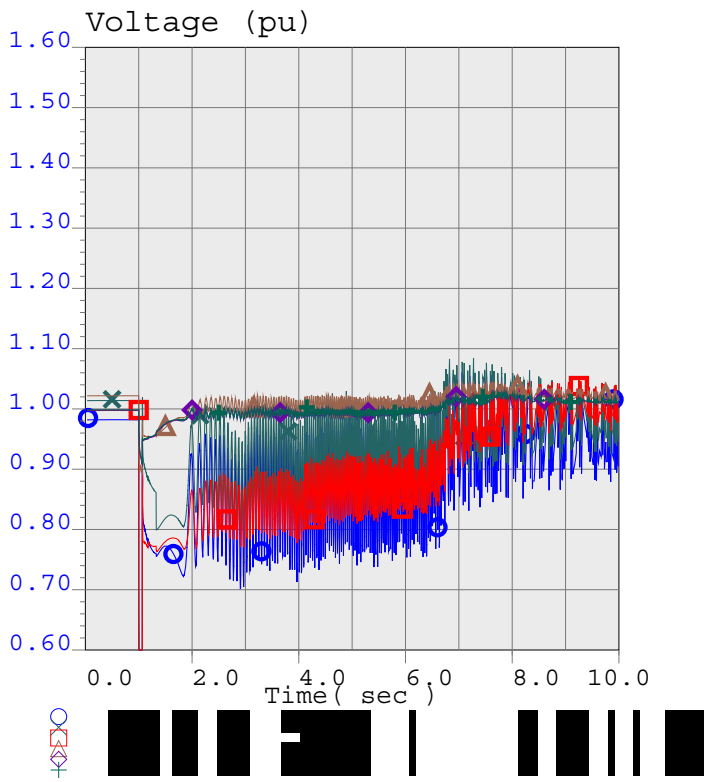
SYSTEM IMPACT STUDY (Rotor Angles)

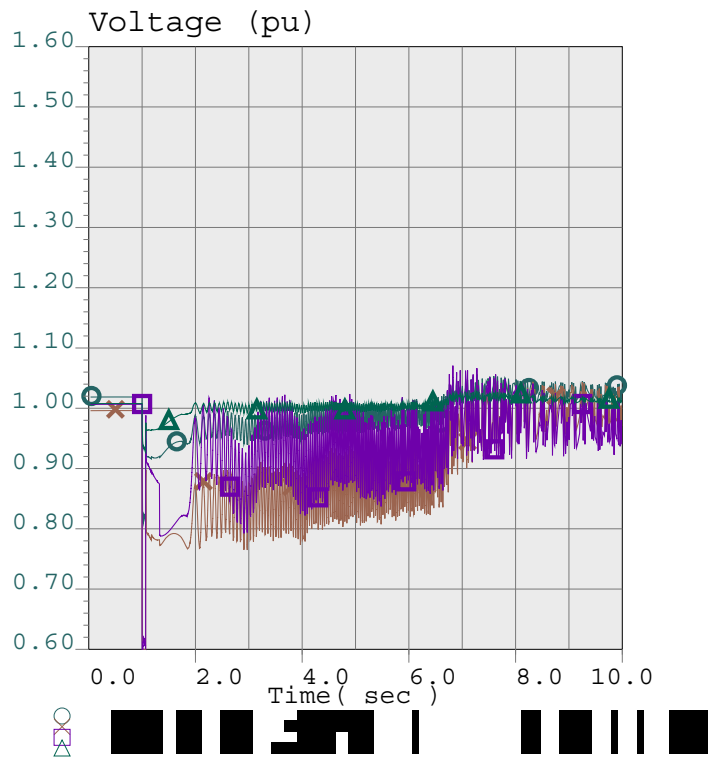


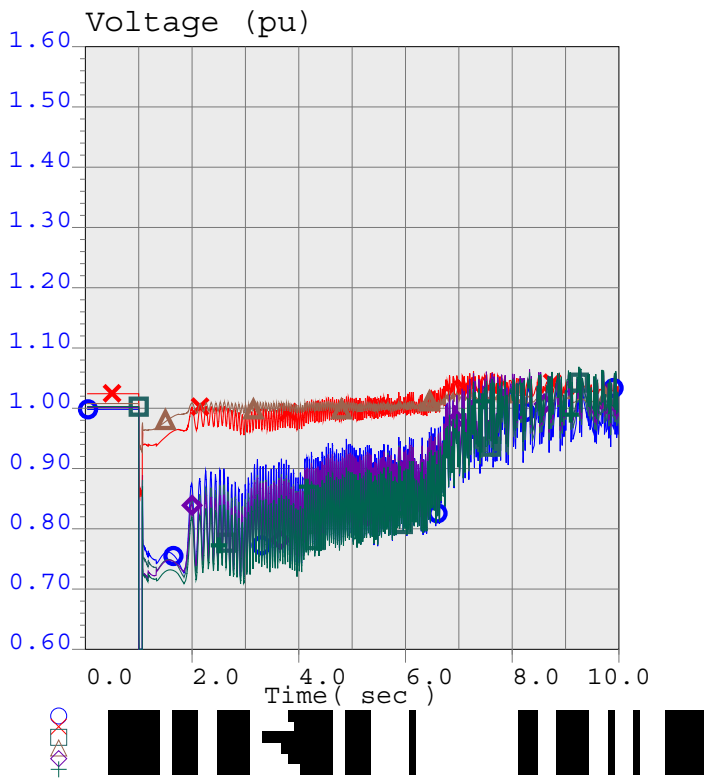


SYSTEM IMPACT STUDY (Voltage)









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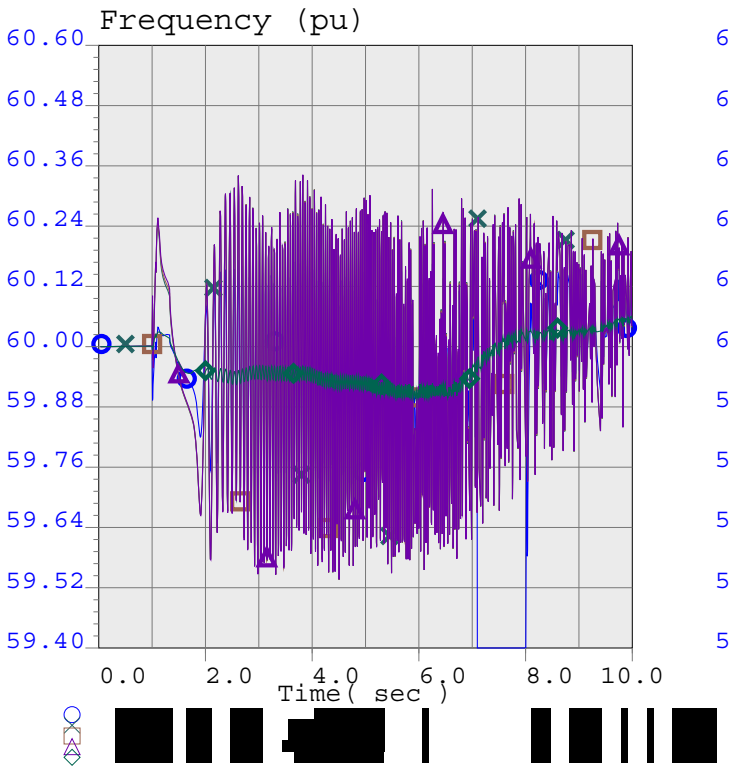
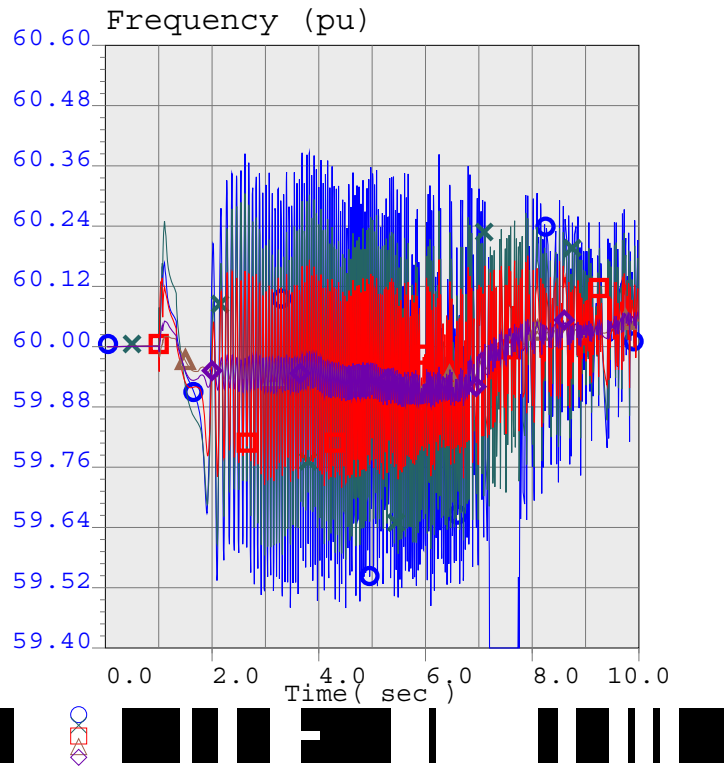
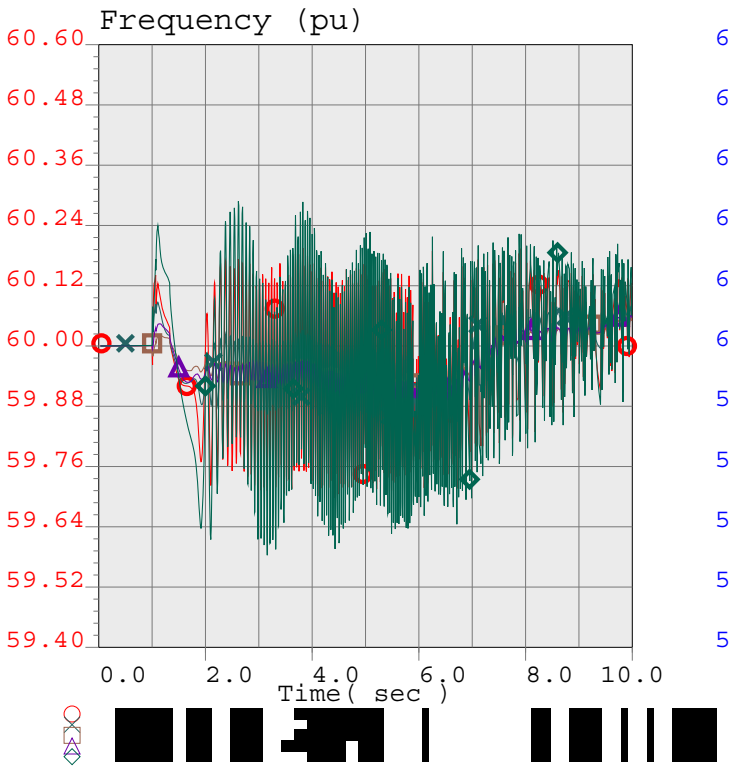
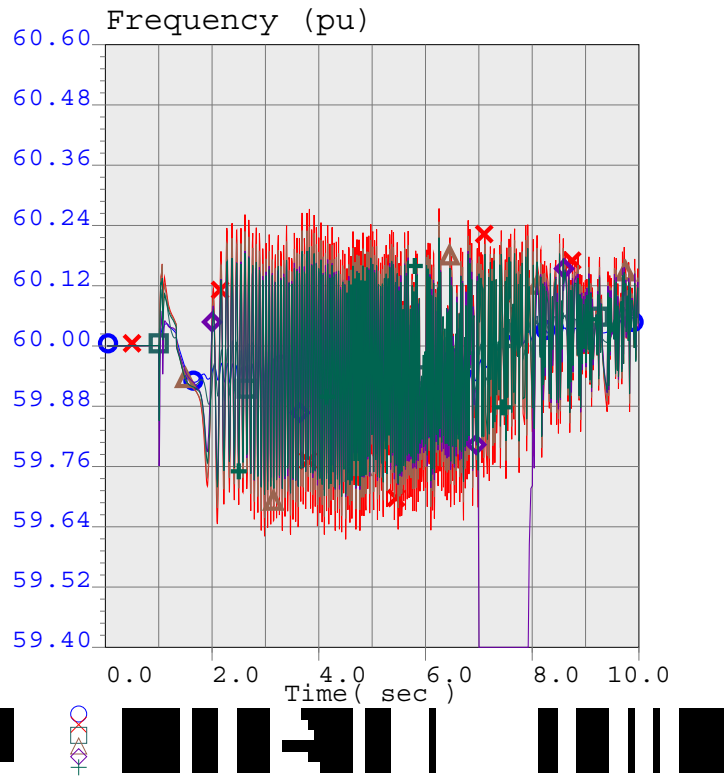
SYSTEM IMPACT STUDY (Frequency)

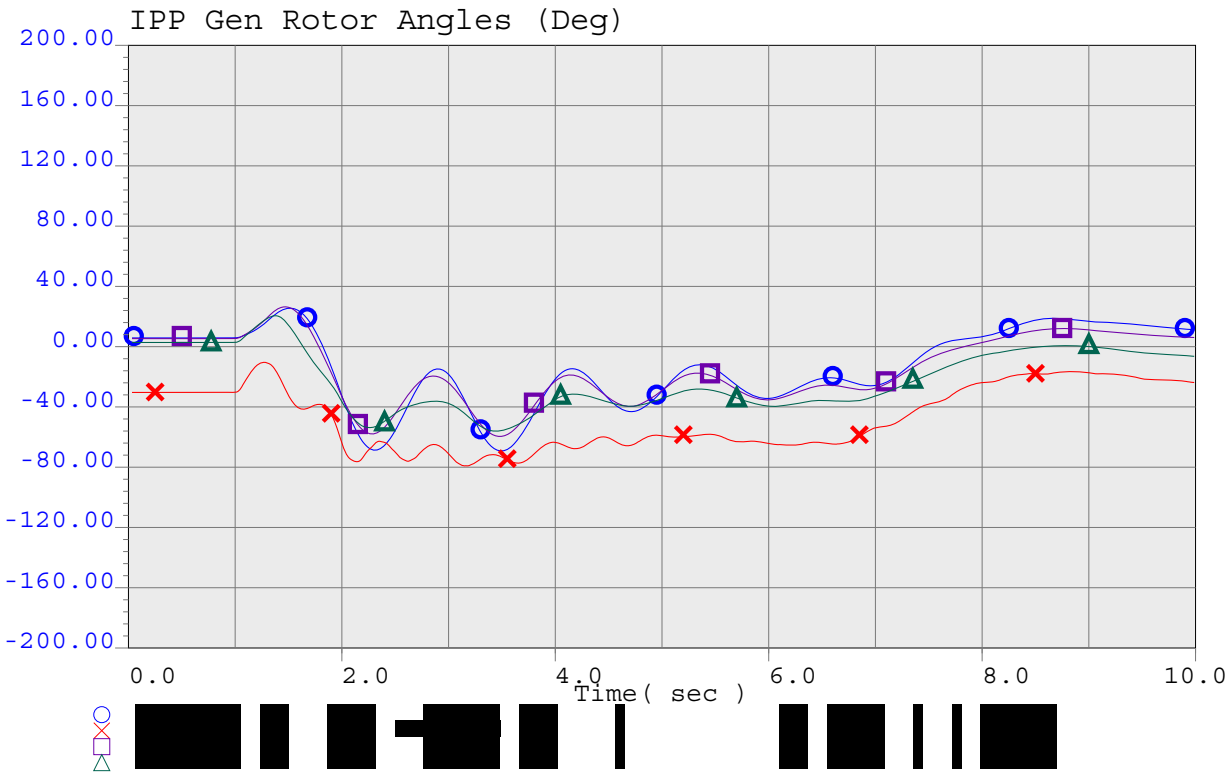


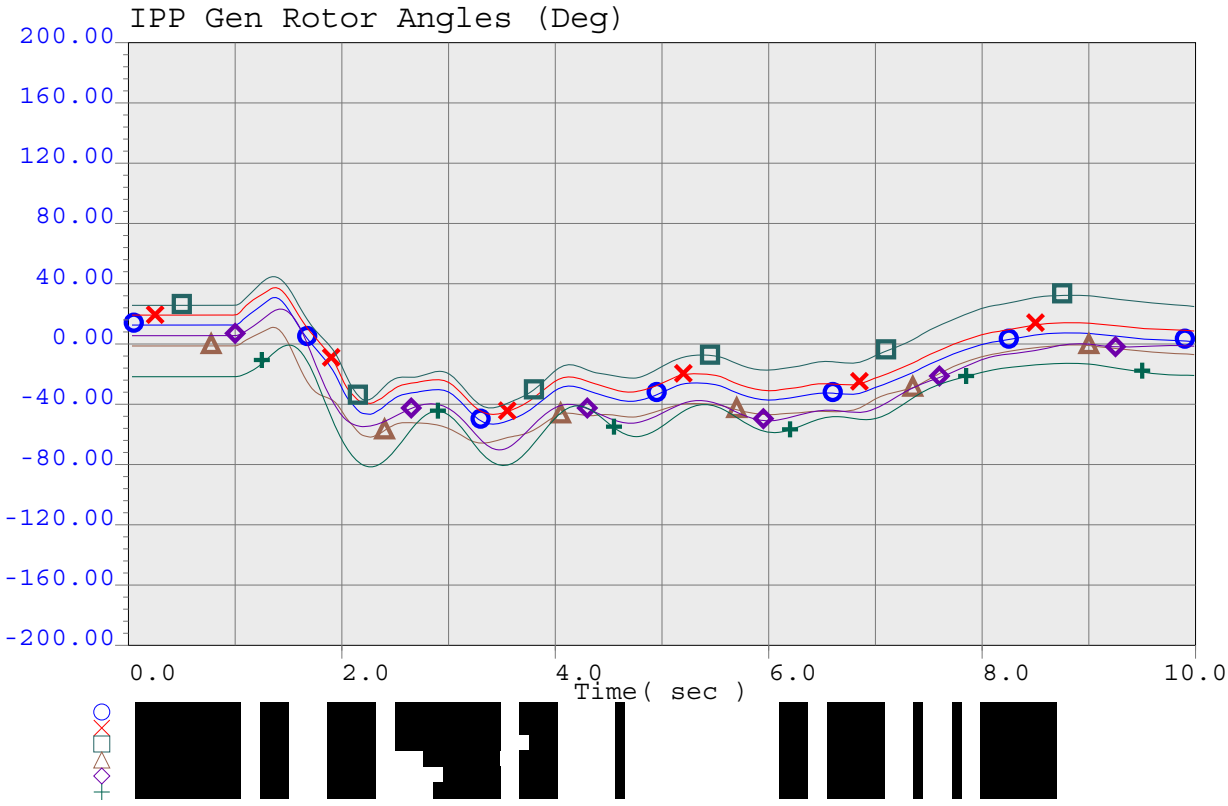




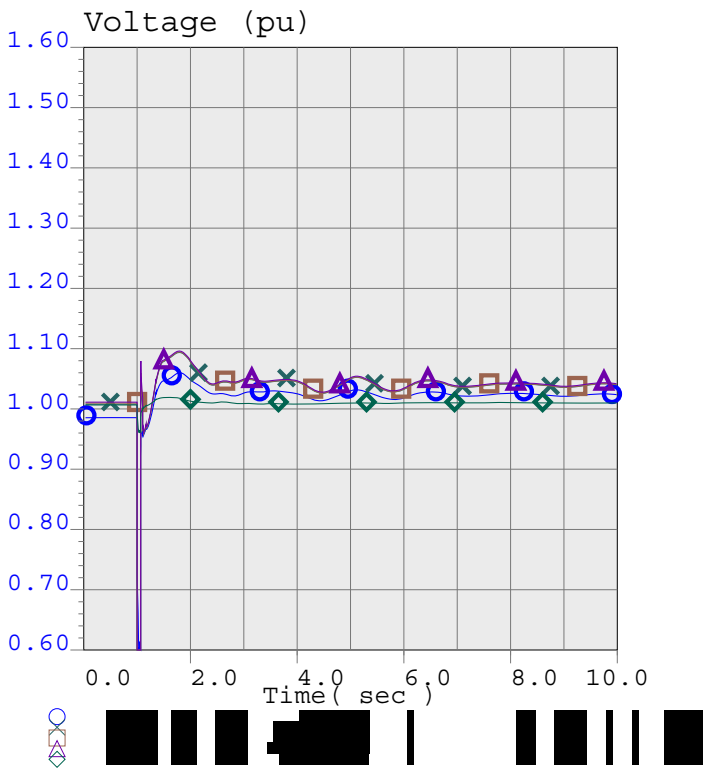


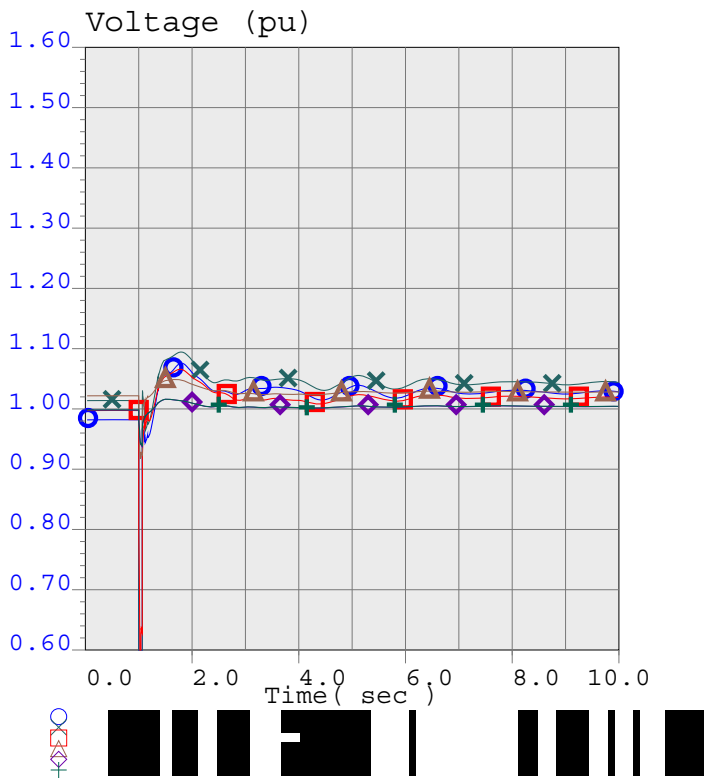
SYSTEM IMPACT STUDY (Rotor Angles)

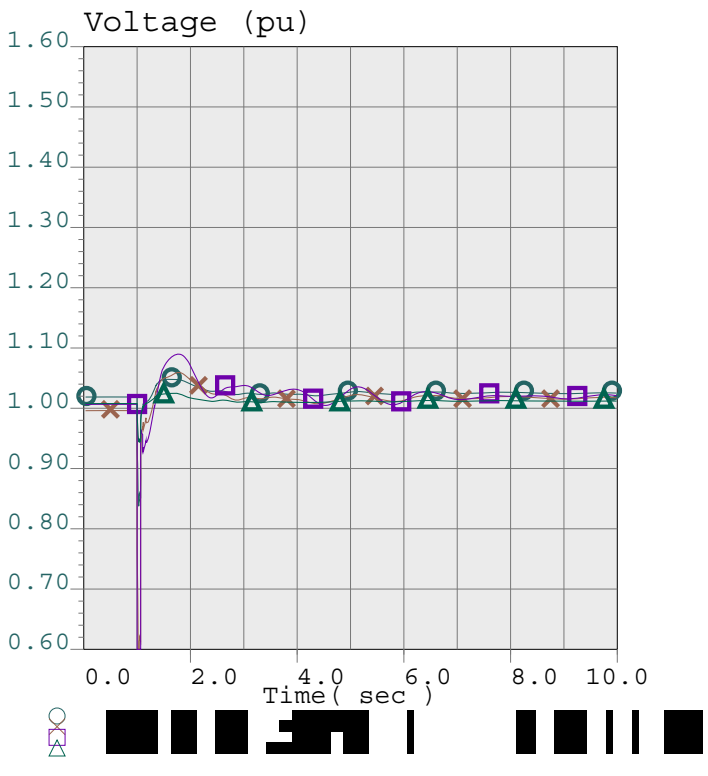


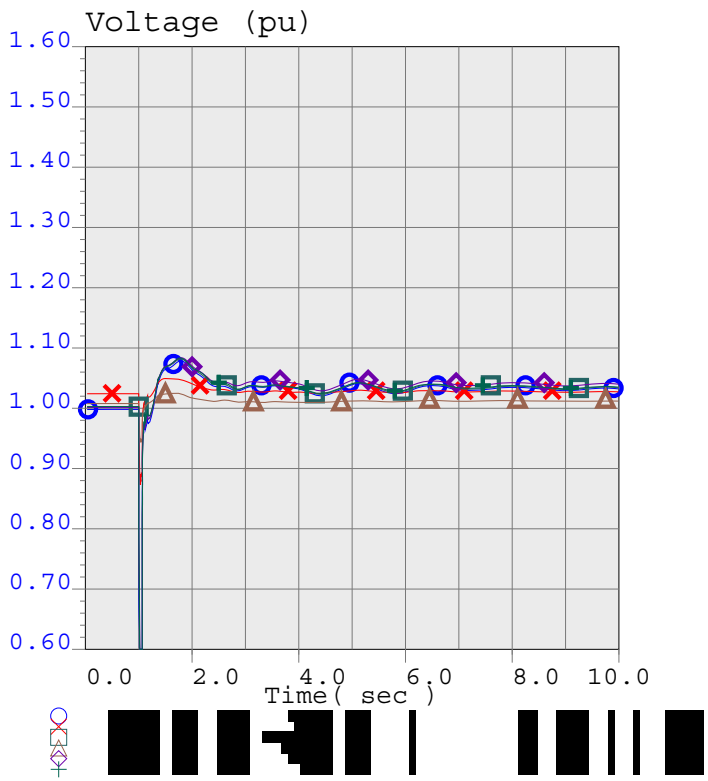


SYSTEM IMPACT STUDY (Voltage)









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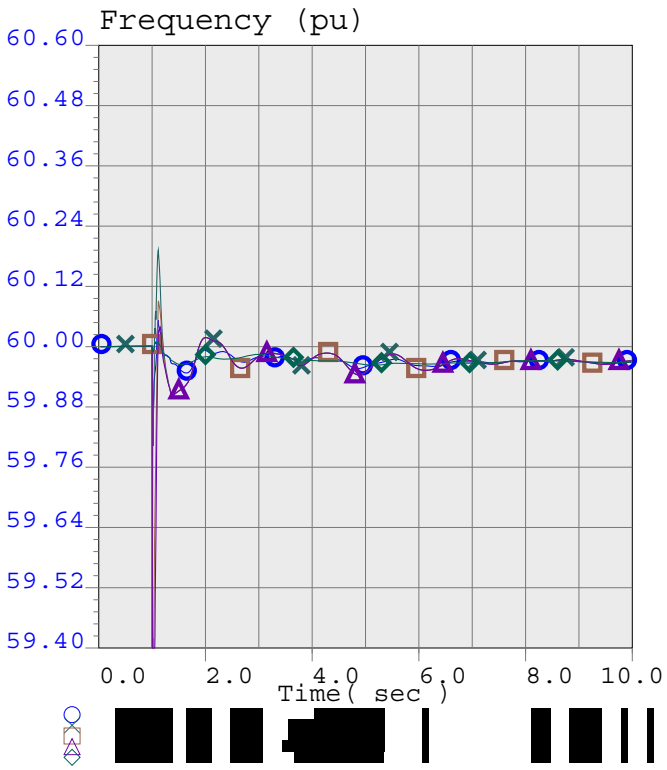
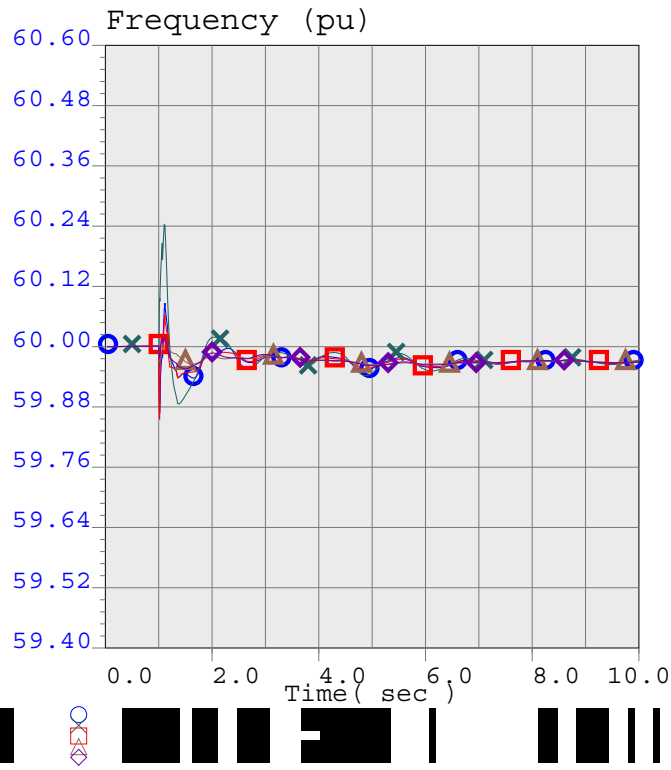
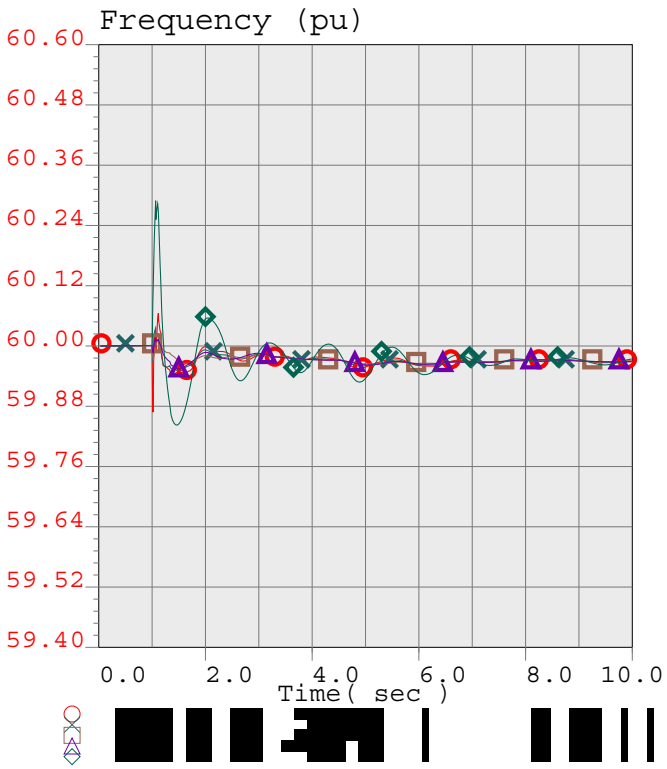
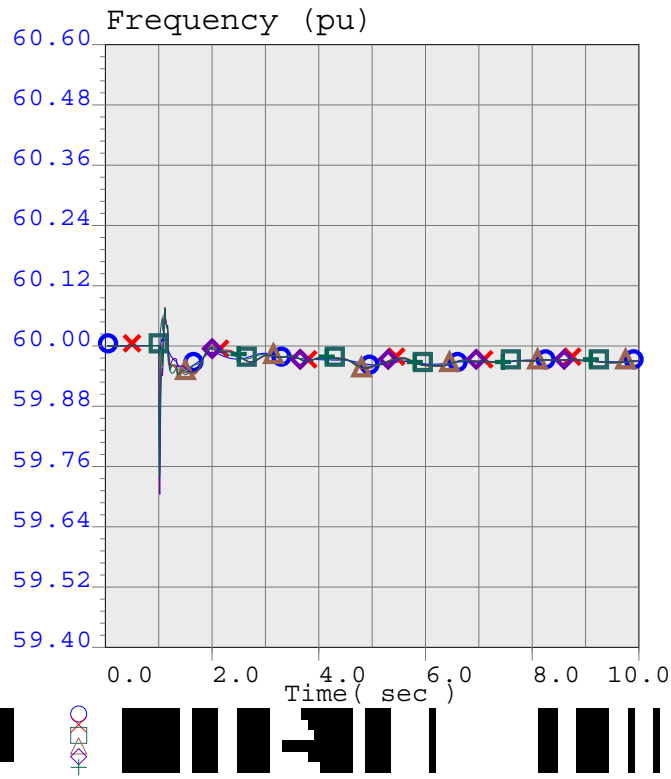
SYSTEM IMPACT STUDY (Frequency)

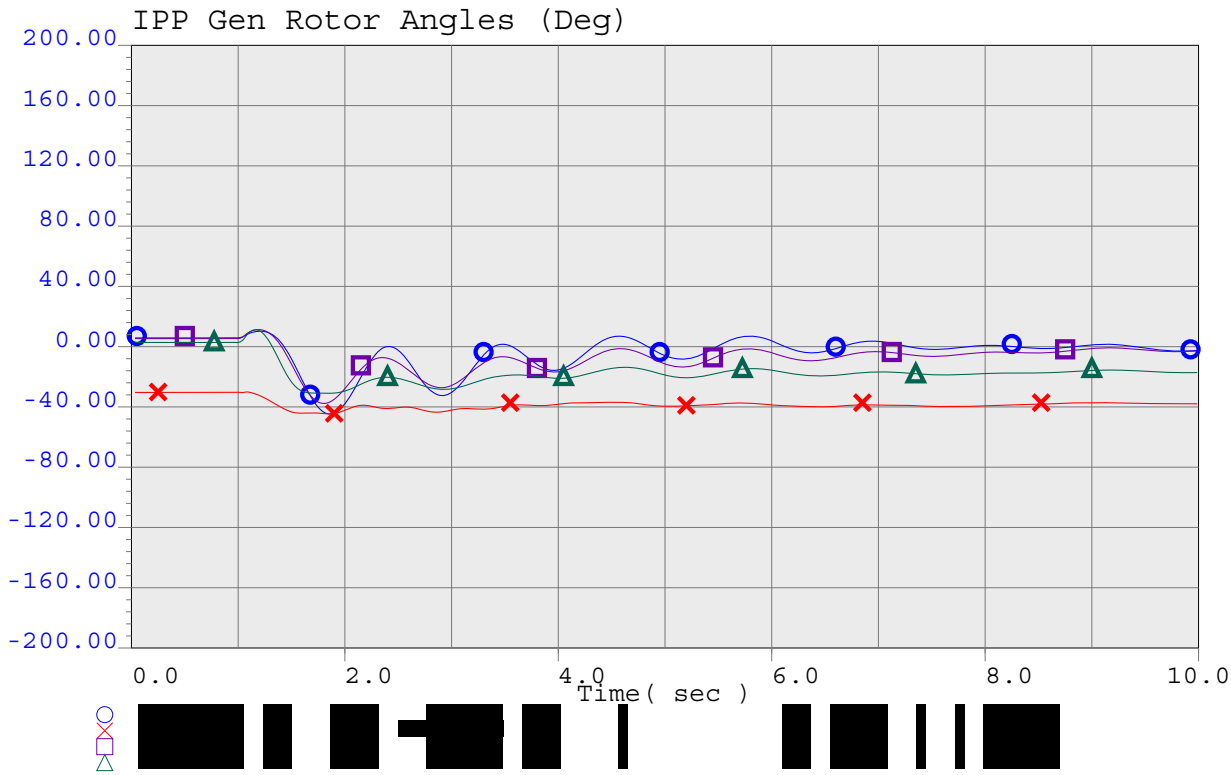


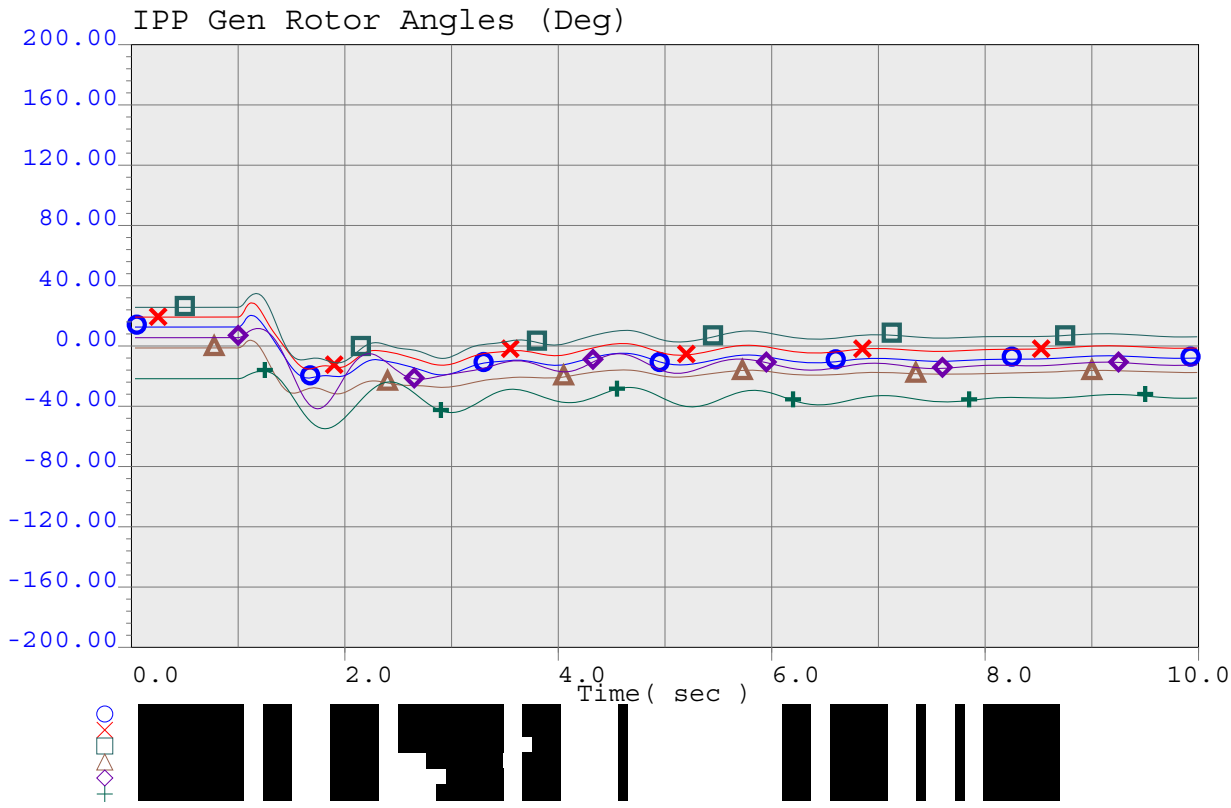




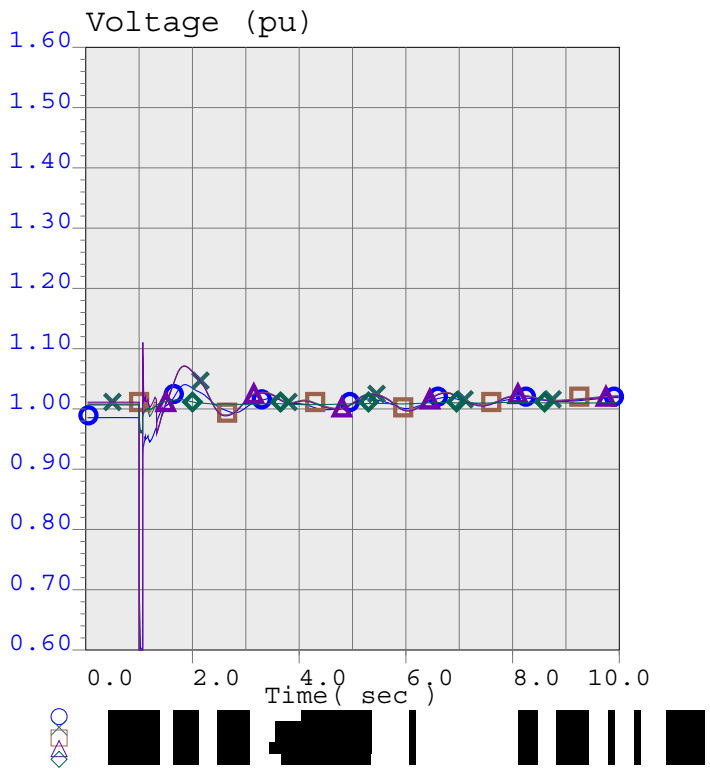


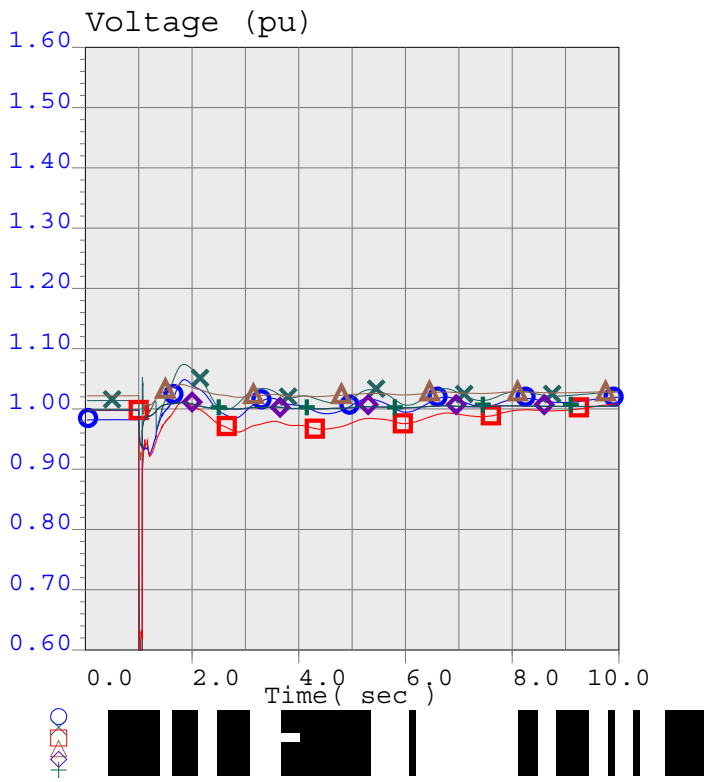
SYSTEM IMPACT STUDY (Rotor Angles)

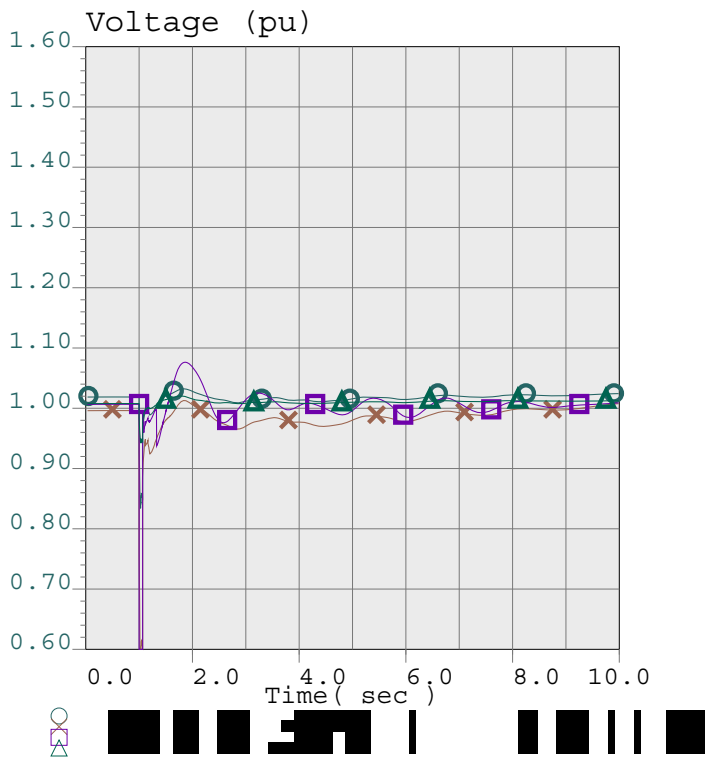


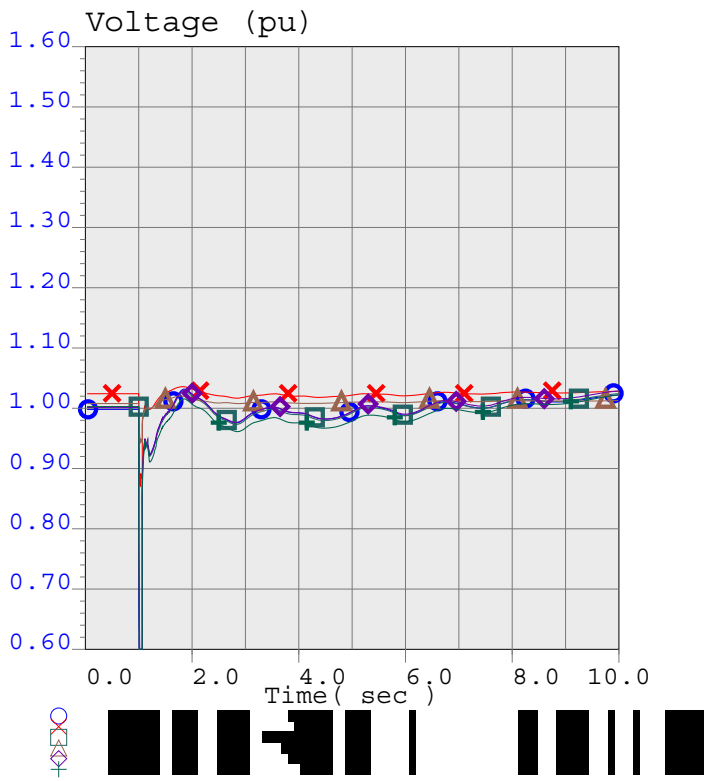


SYSTEM IMPACT STUDY (Voltage)









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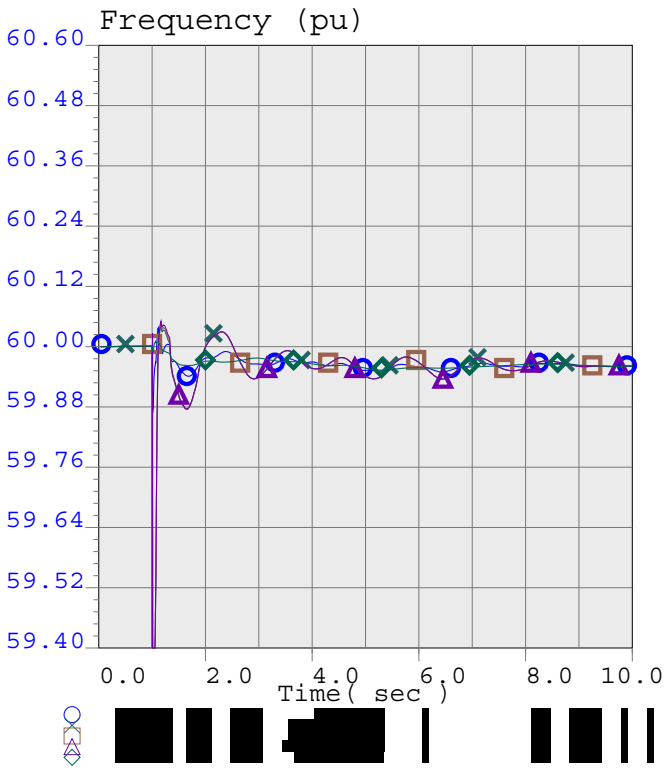
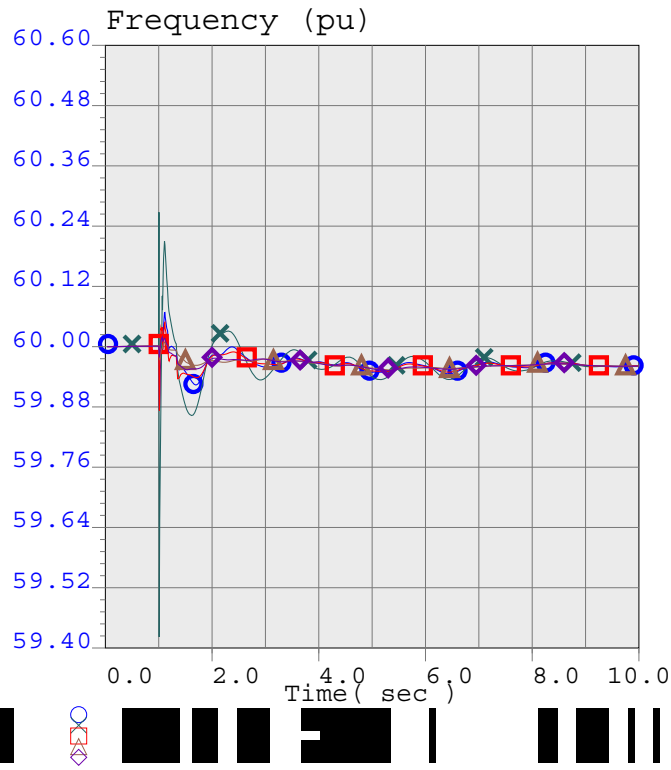
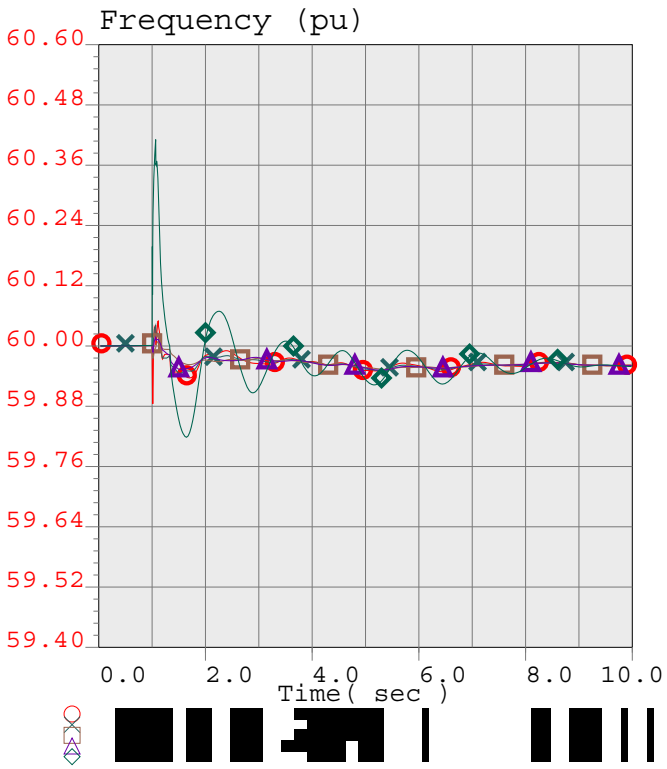
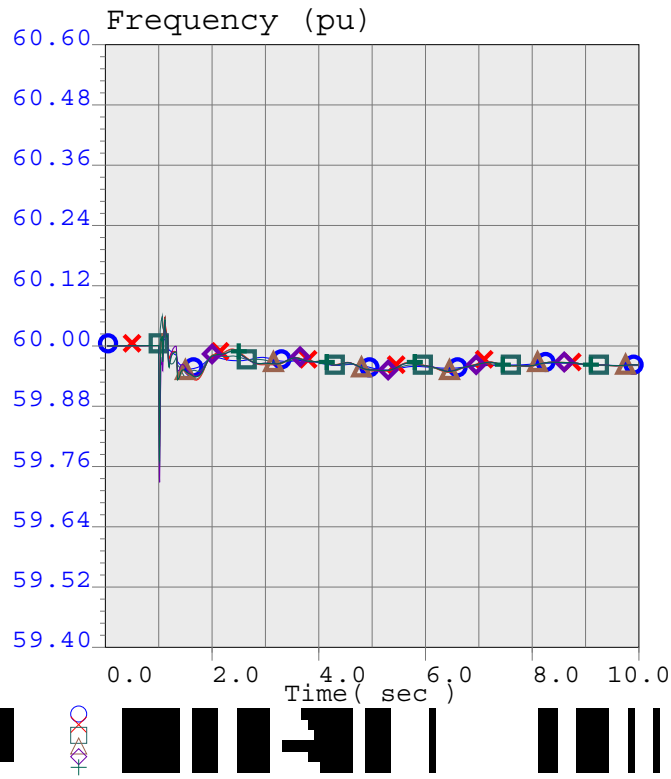
SYSTEM IMPACT STUDY (Frequency)

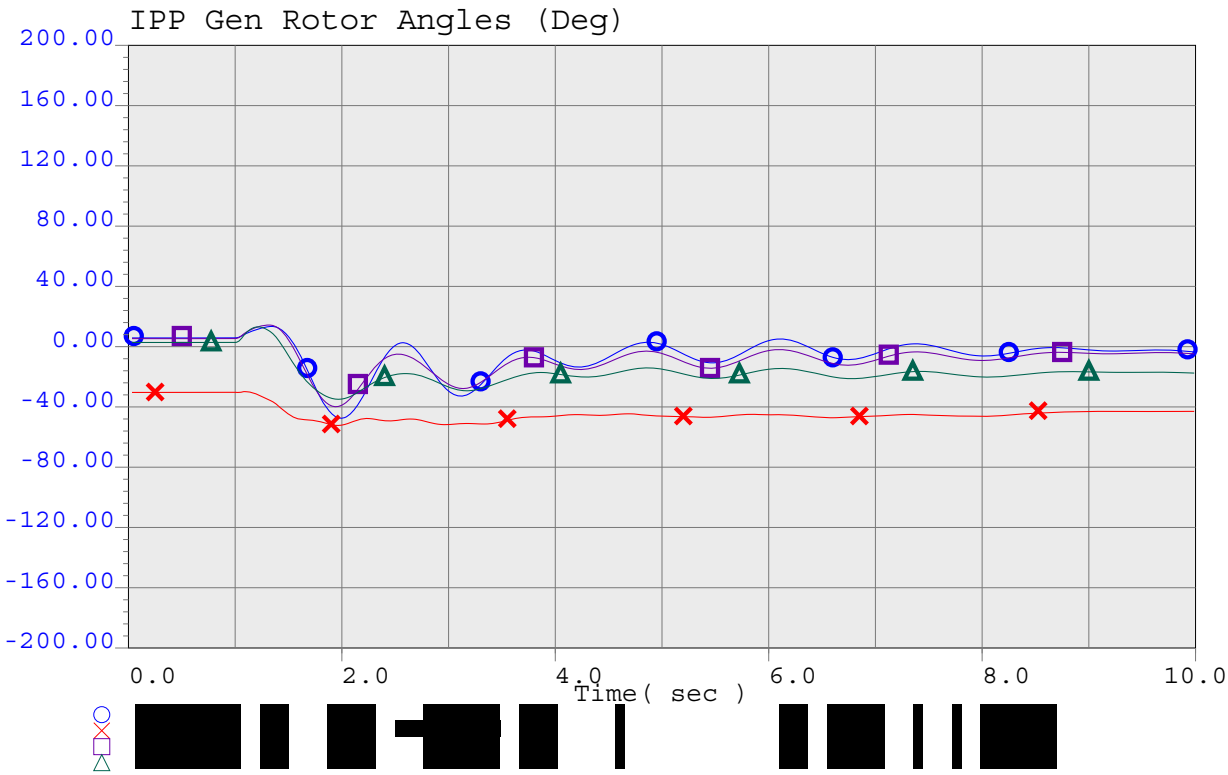


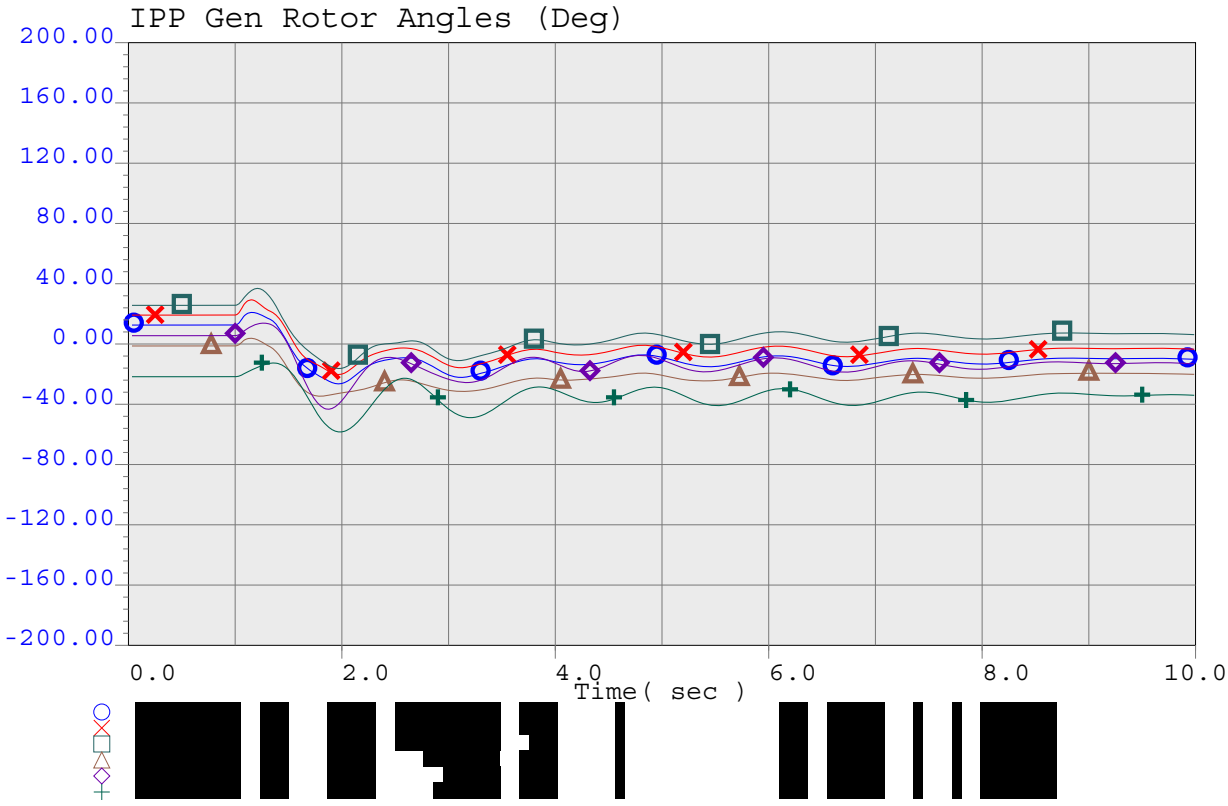




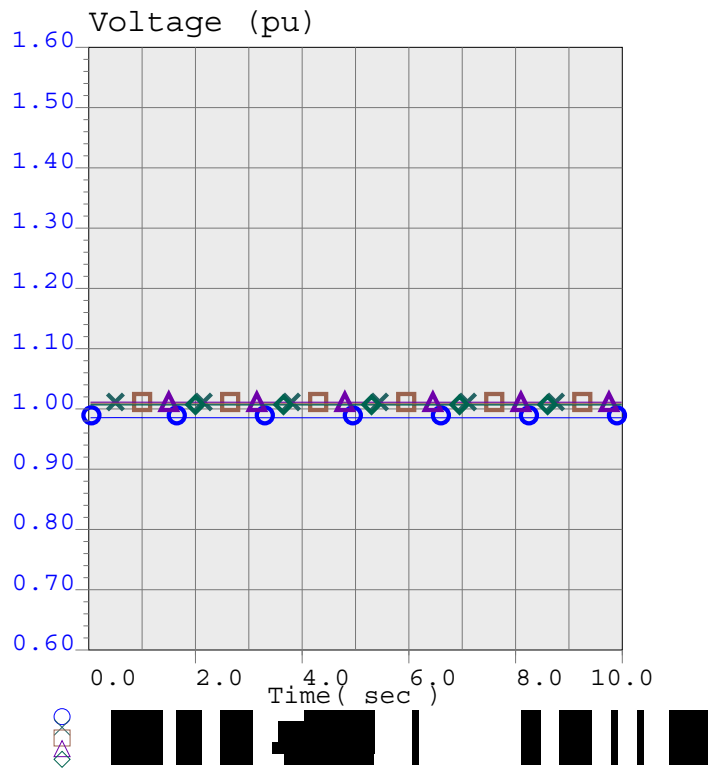


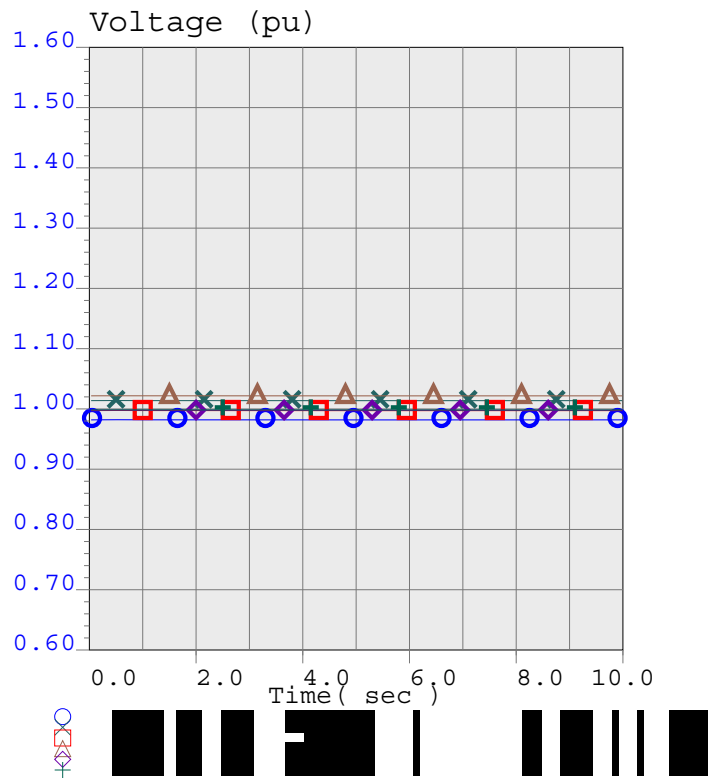
SYSTEM IMPACT STUDY (Rotor Angles)

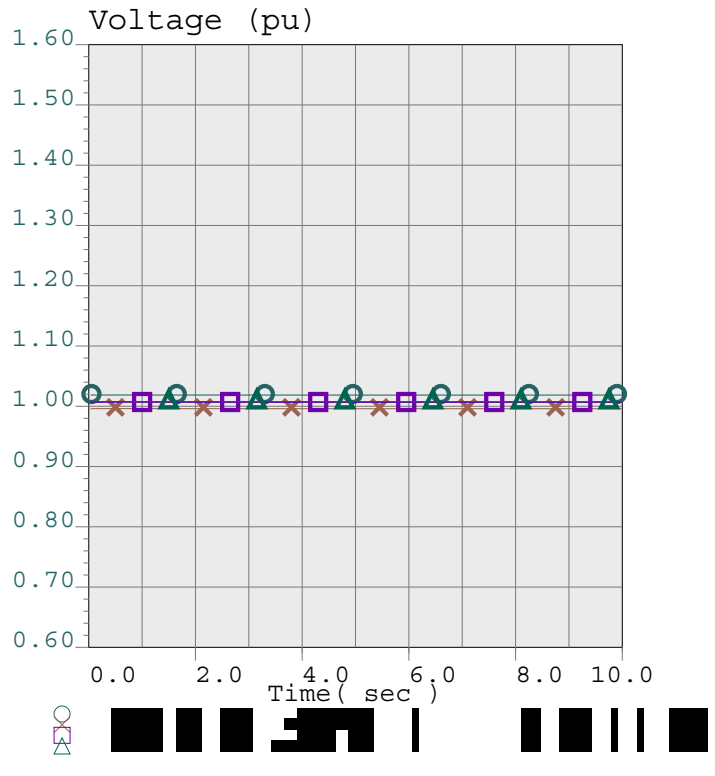


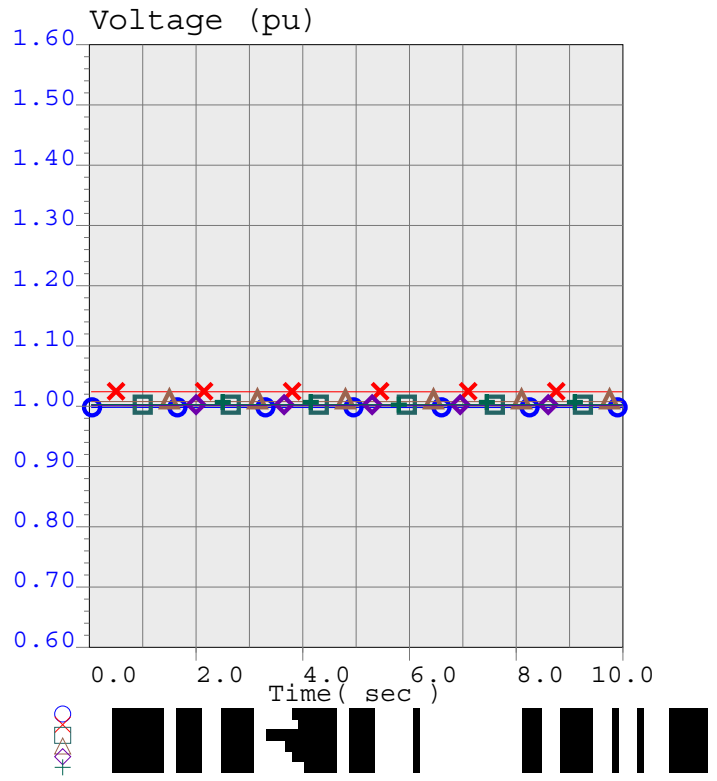


SYSTEM IMPACT STUDY (Voltage)

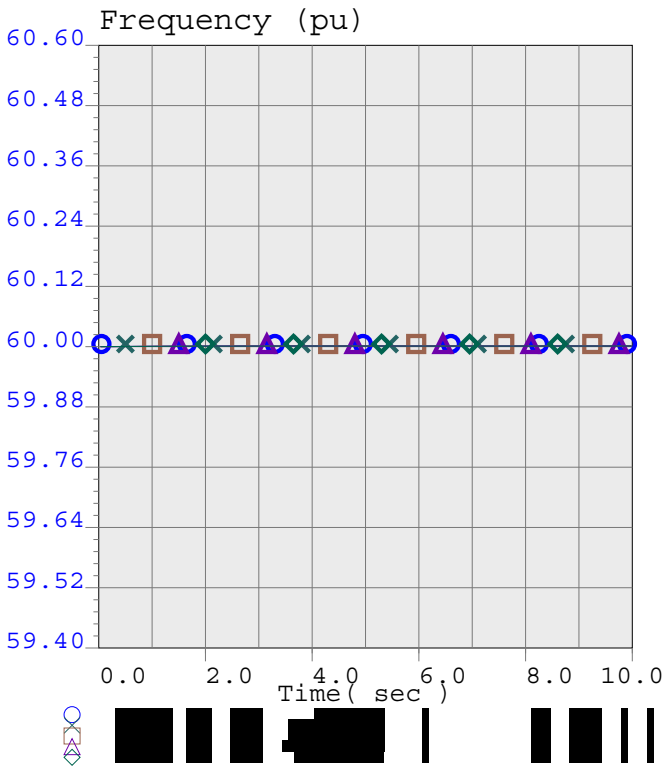


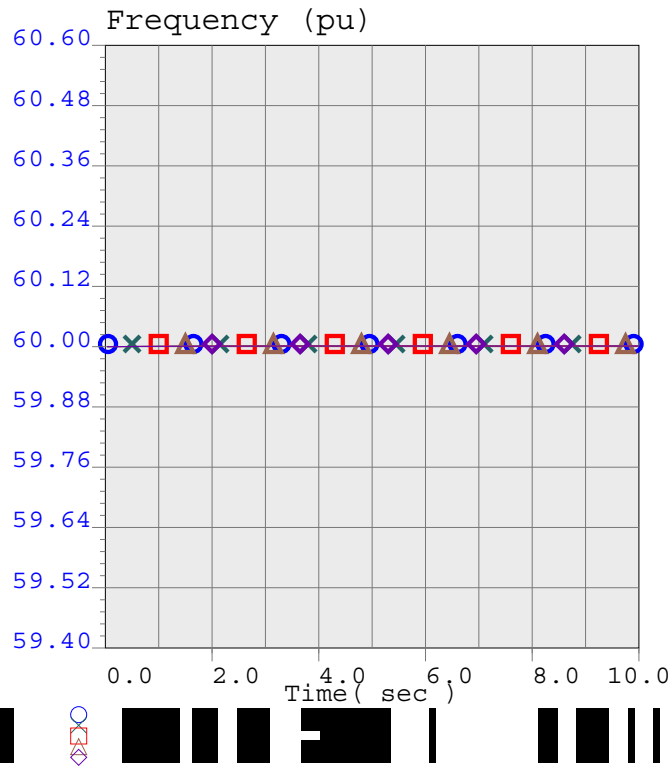


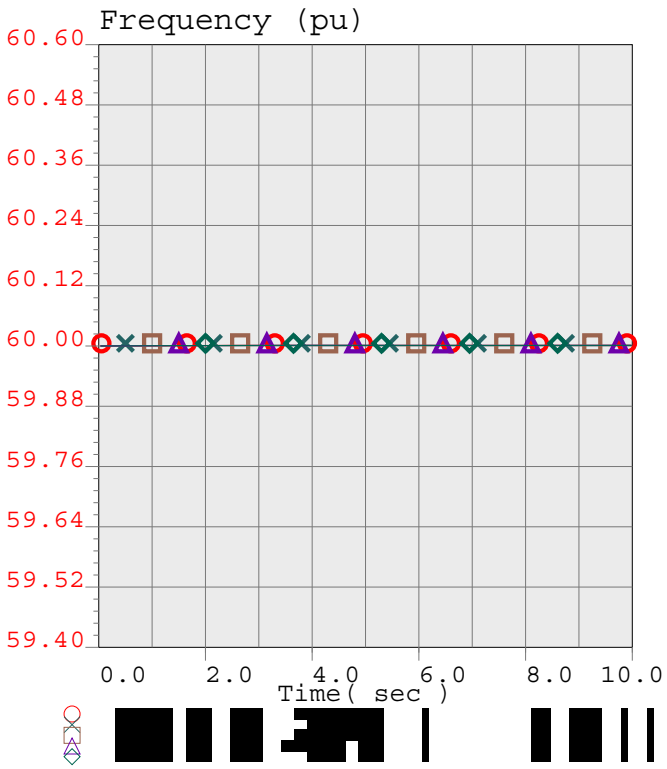


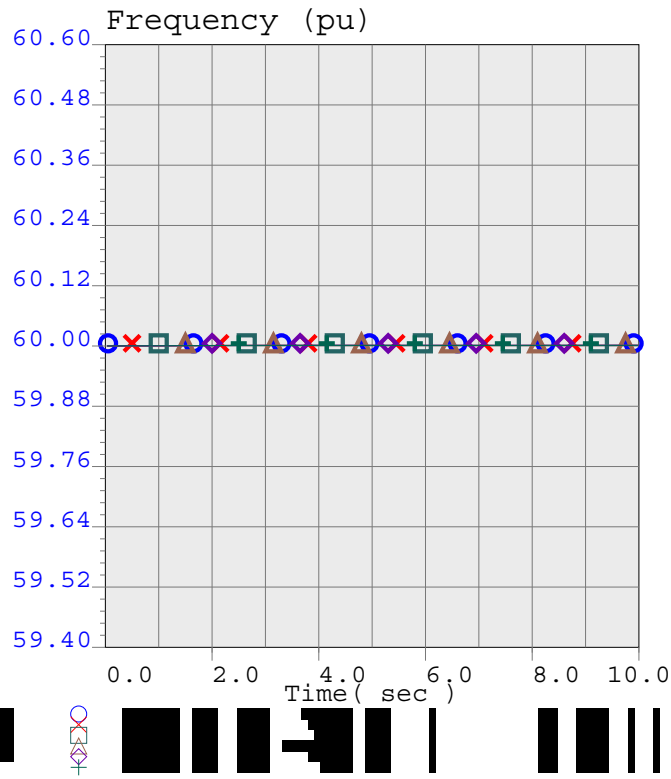


SYSTEM IMPACT STUDY (Frequency)

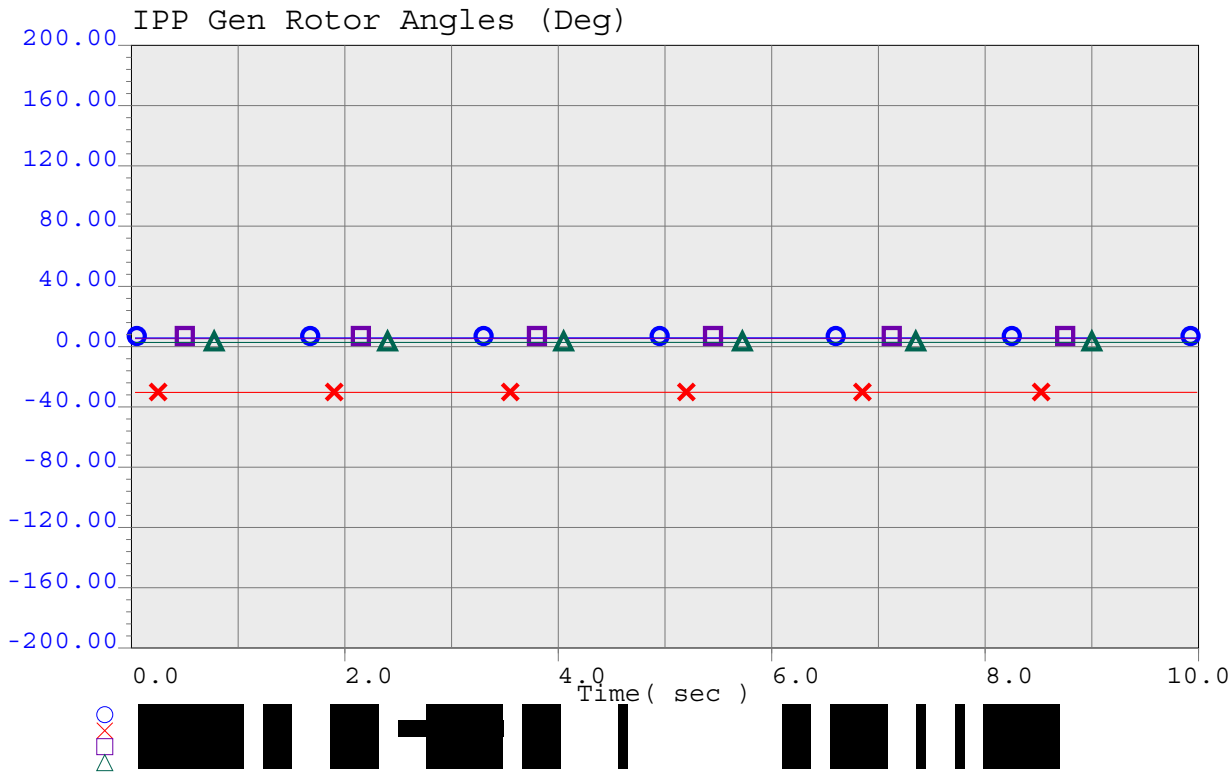


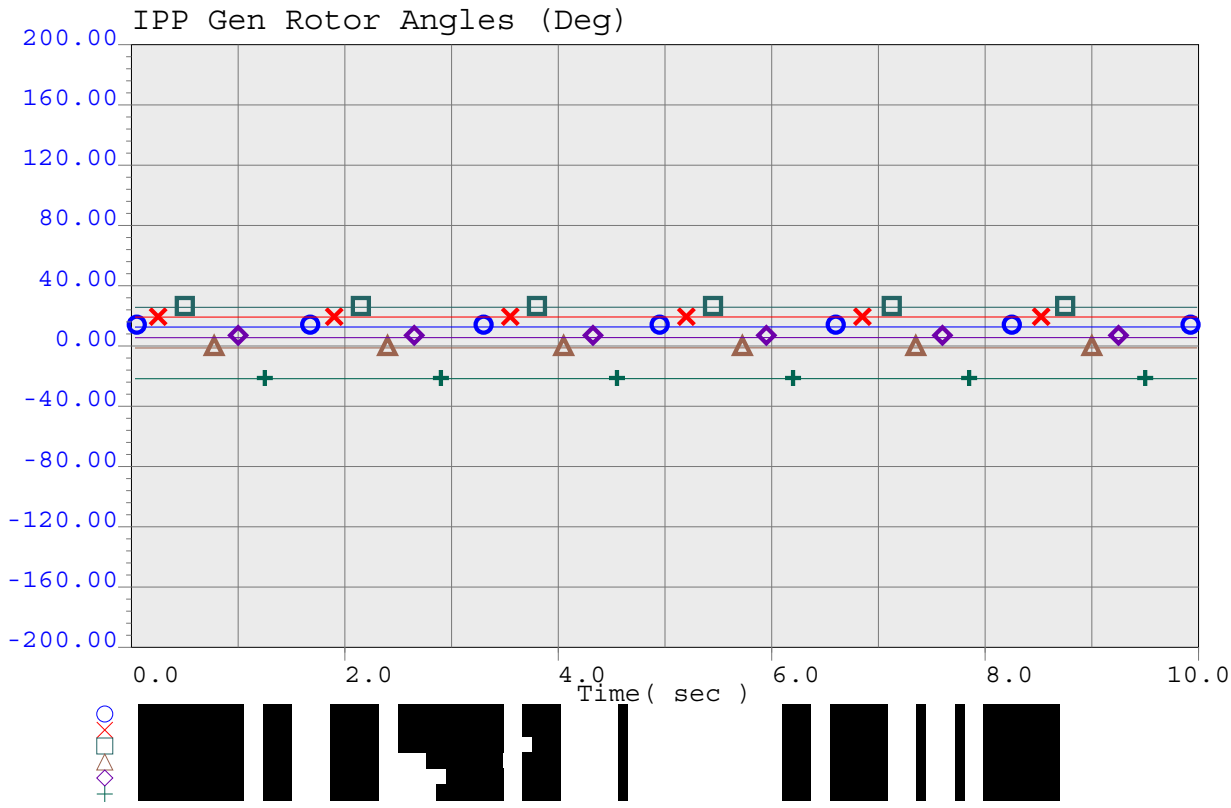




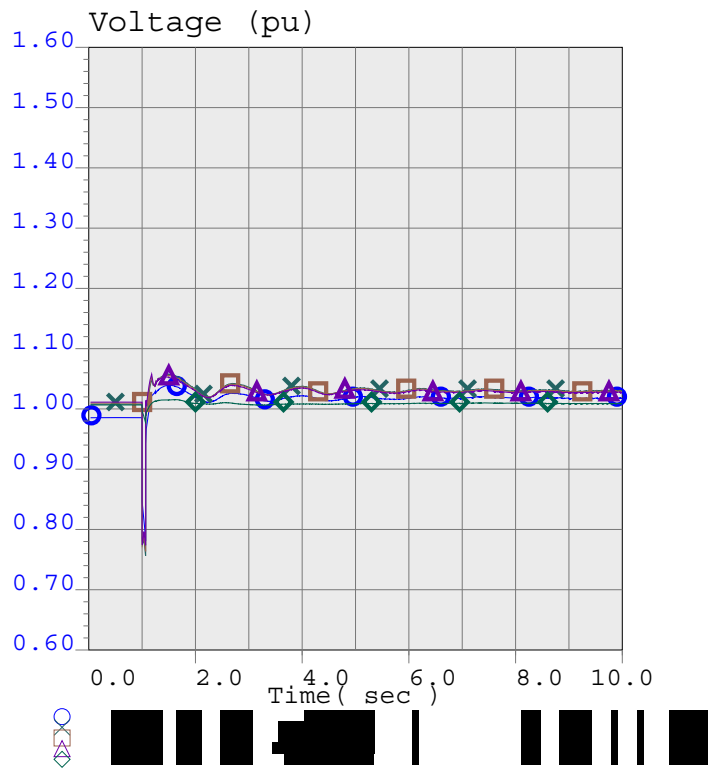


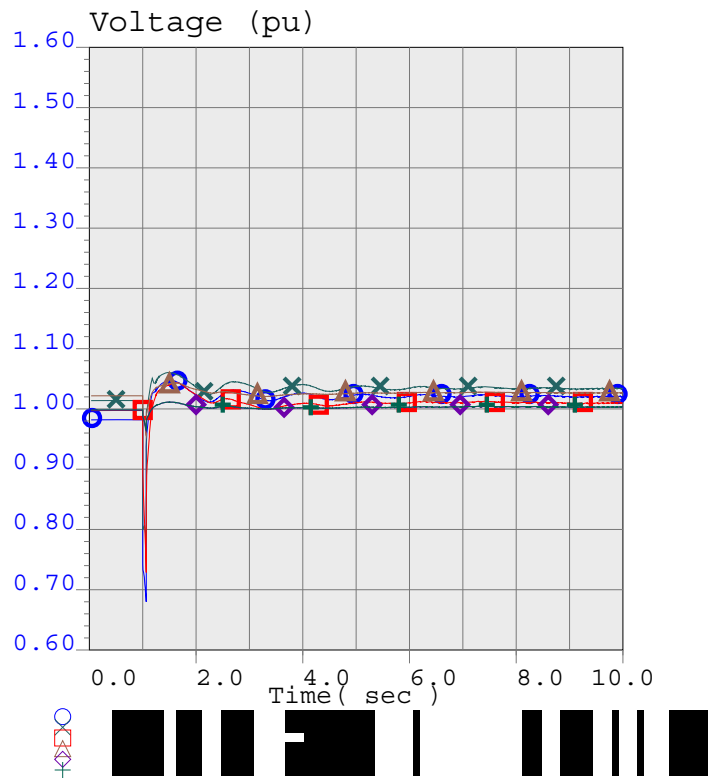
SYSTEM IMPACT STUDY (Rotor Angles)

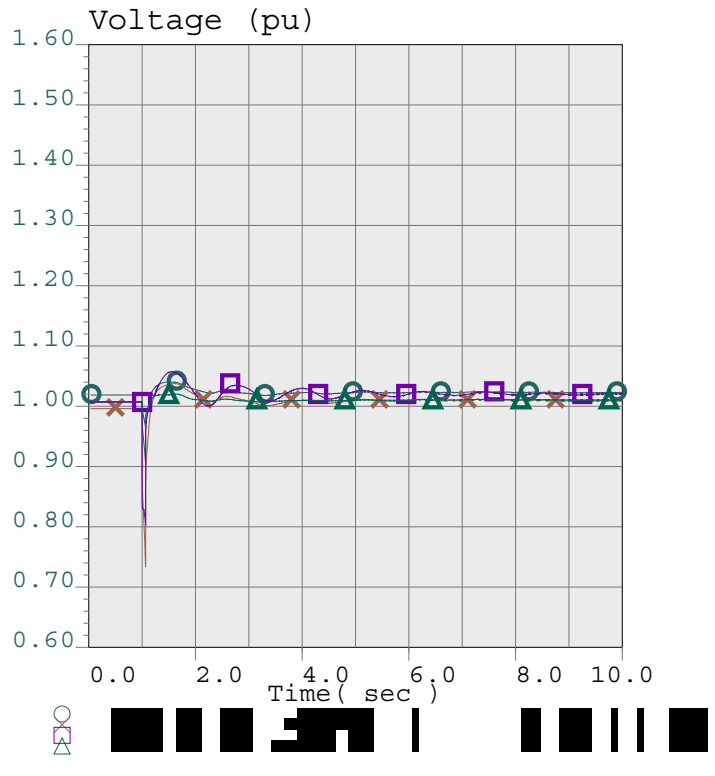


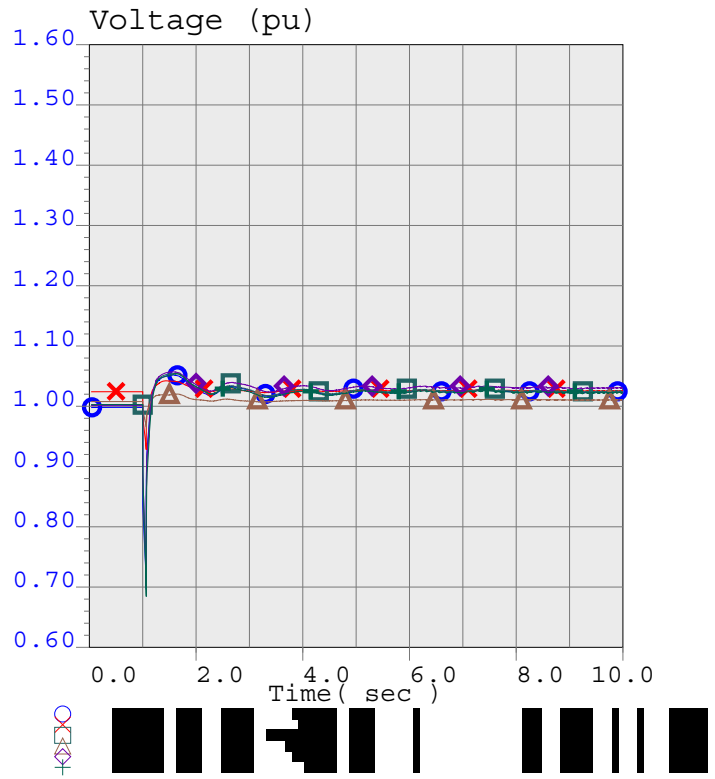


SYSTEM IMPACT STUDY (Voltage)









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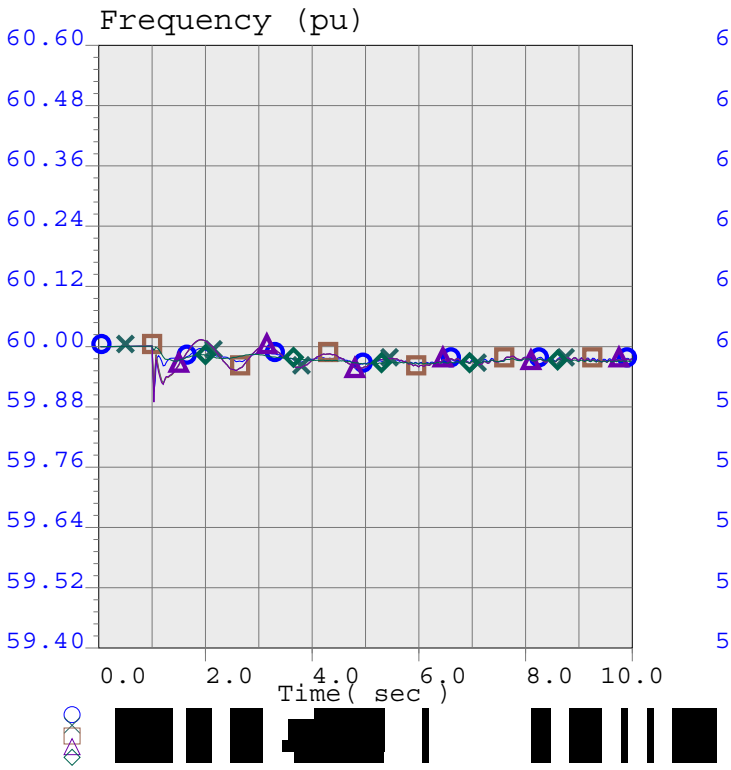
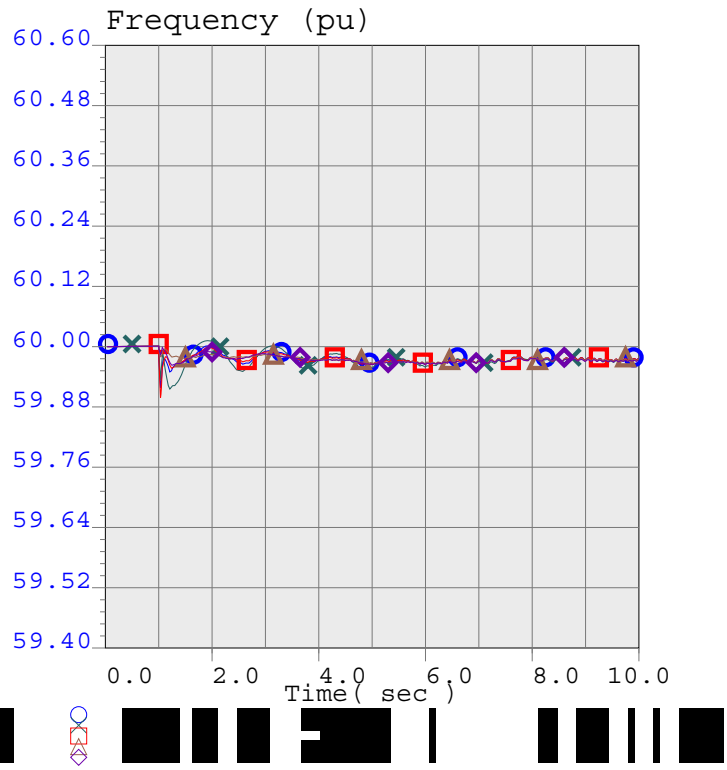
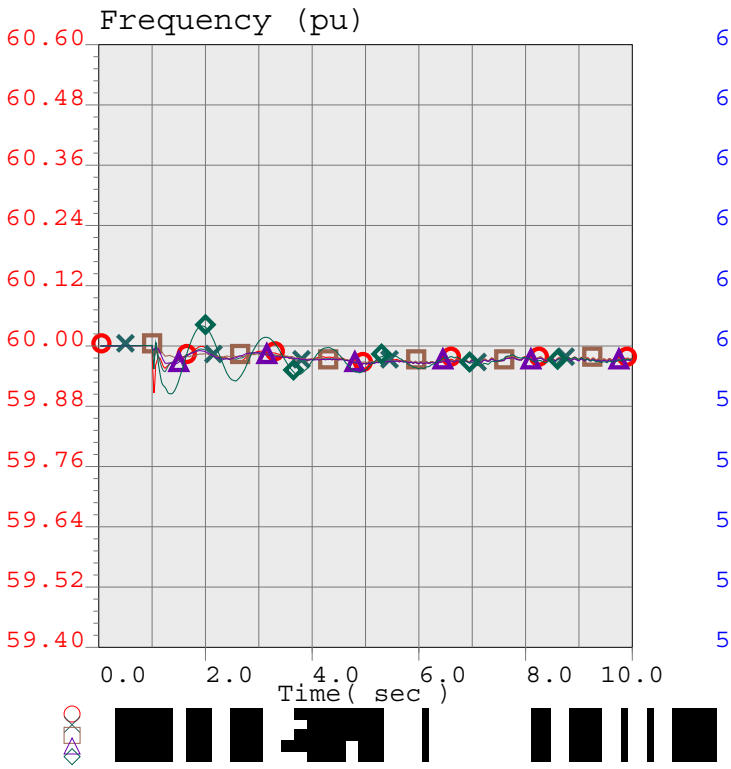
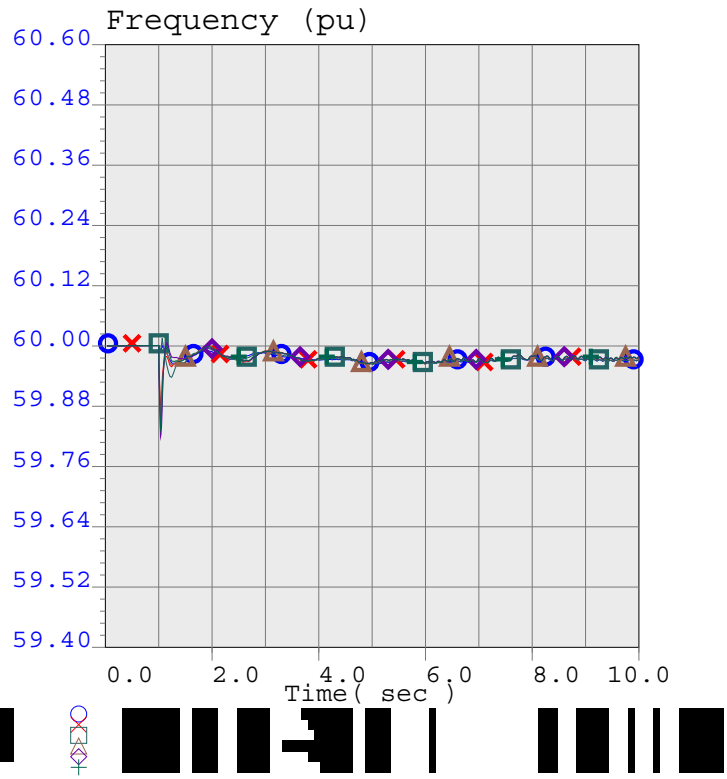
SYSTEM IMPACT STUDY (Frequency)

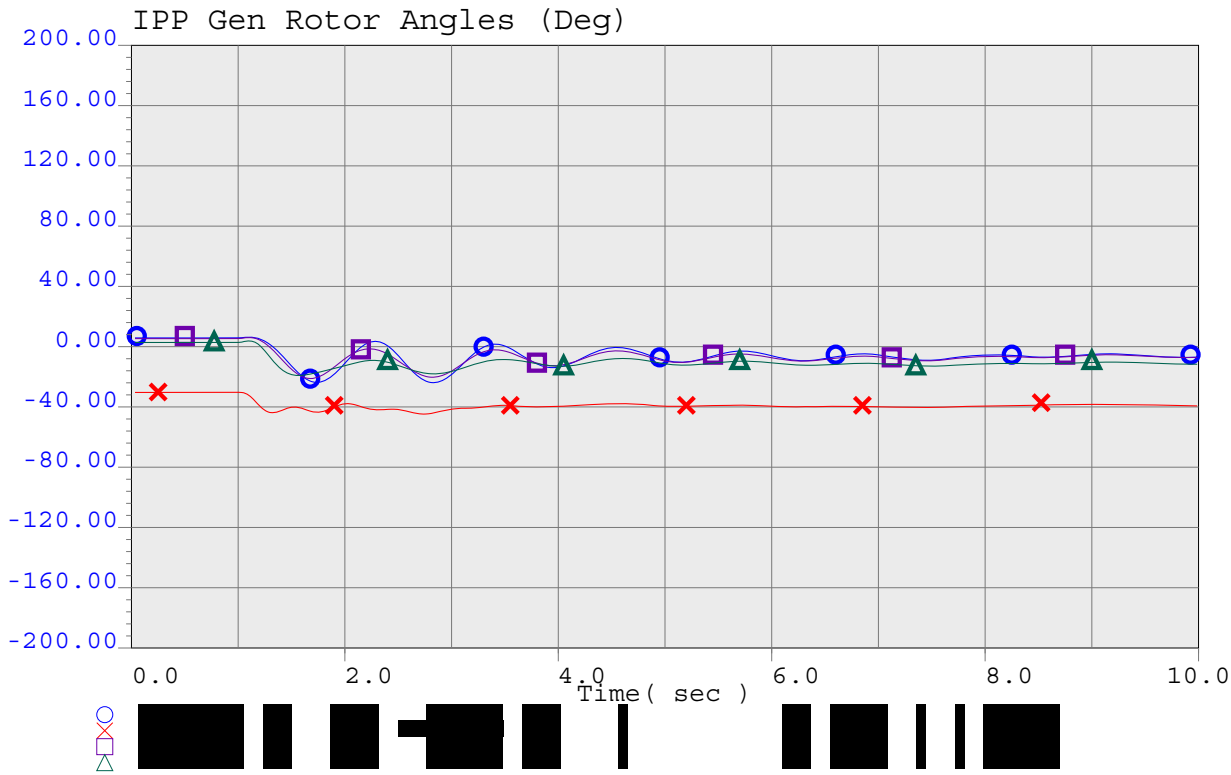


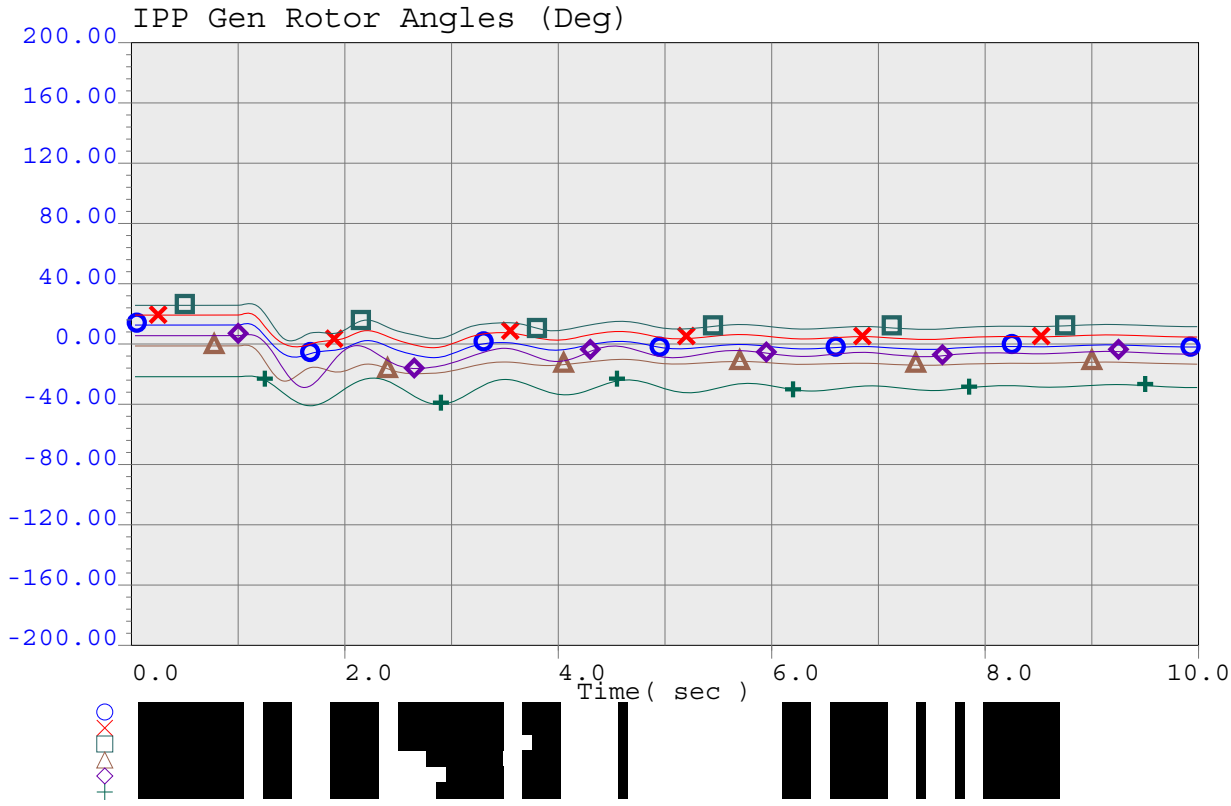




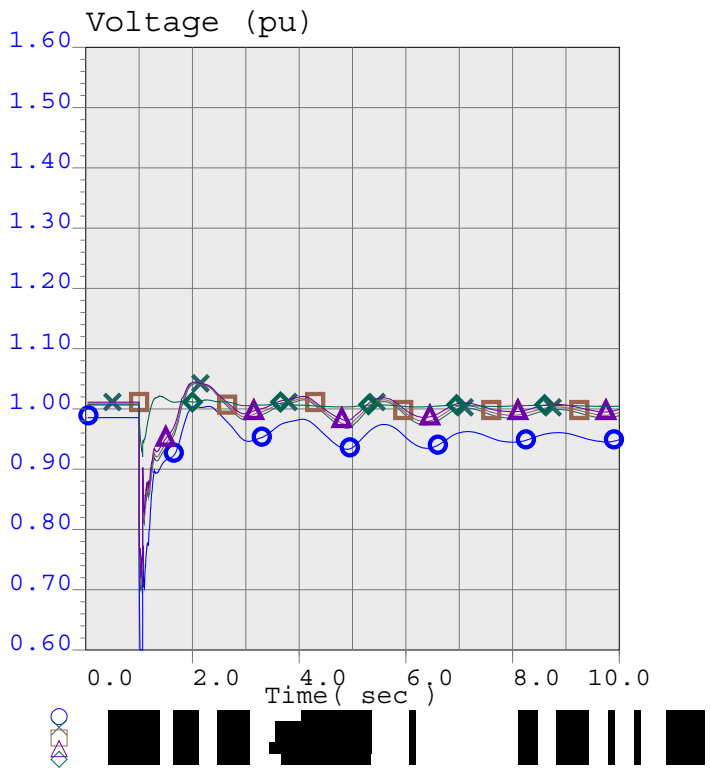


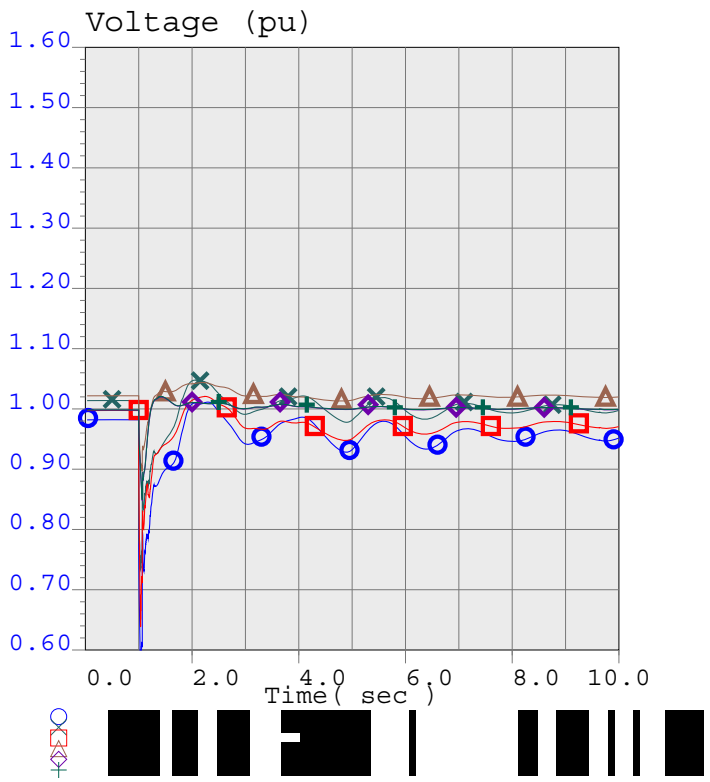
SYSTEM IMPACT STUDY (Rotor Angles)

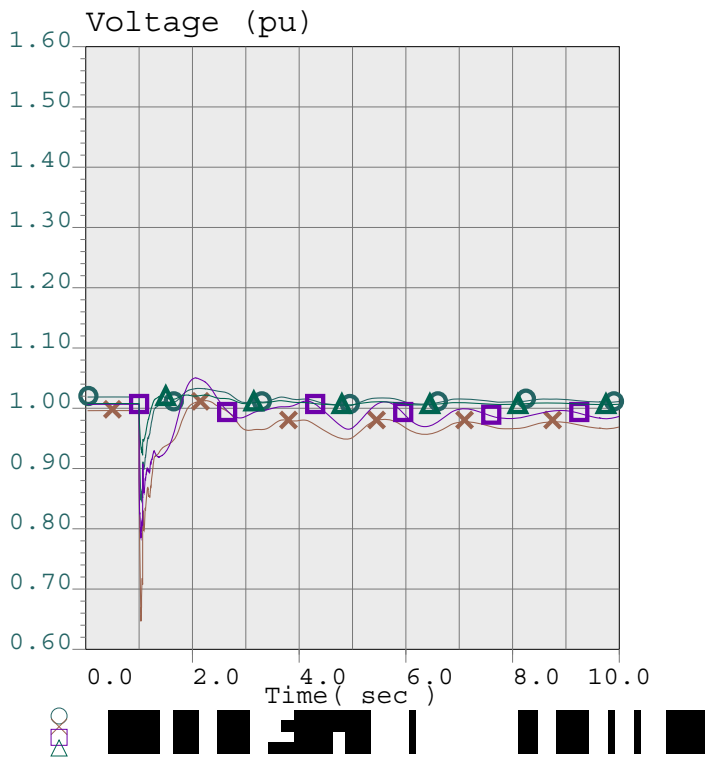


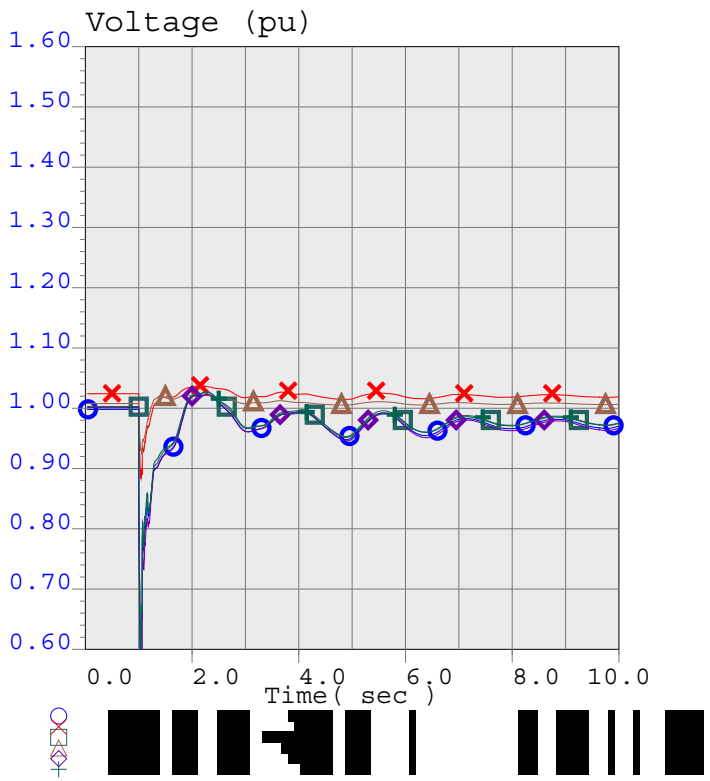


SYSTEM IMPACT STUDY (Voltage)









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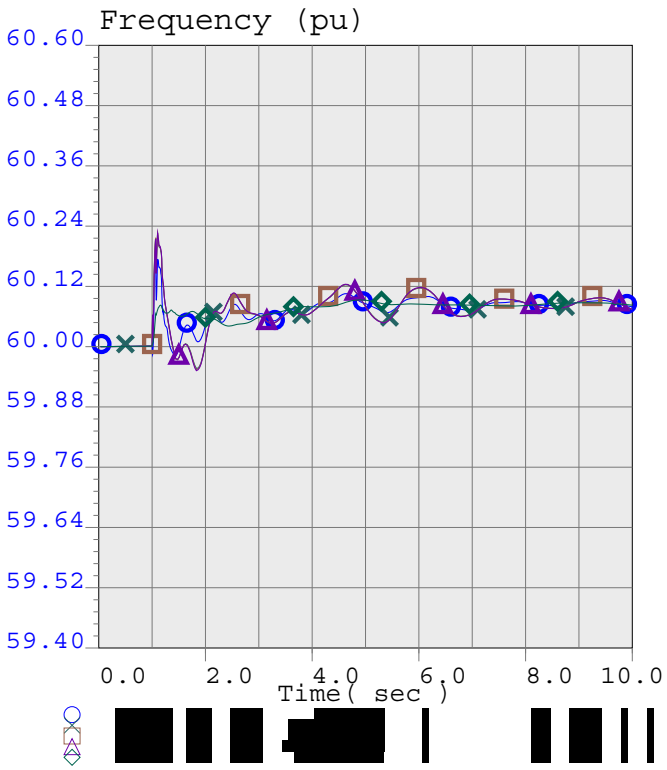
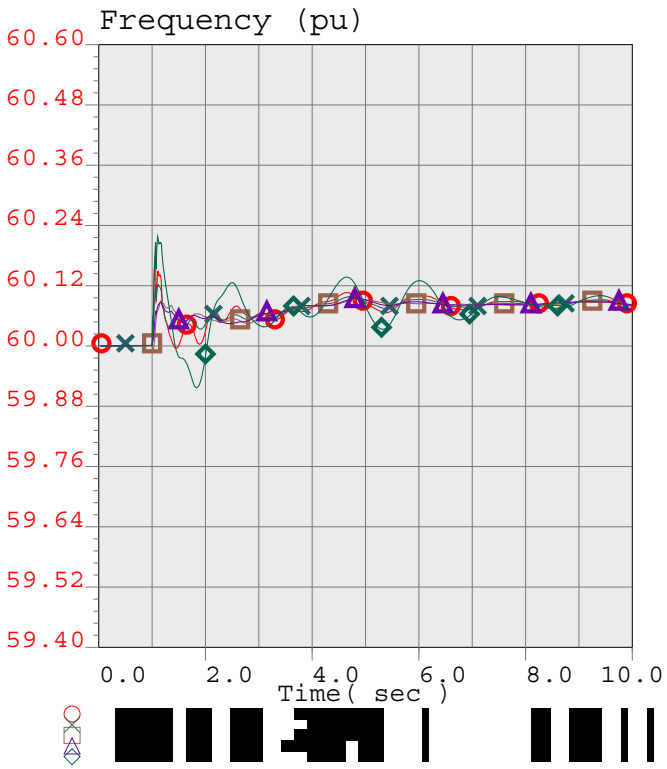
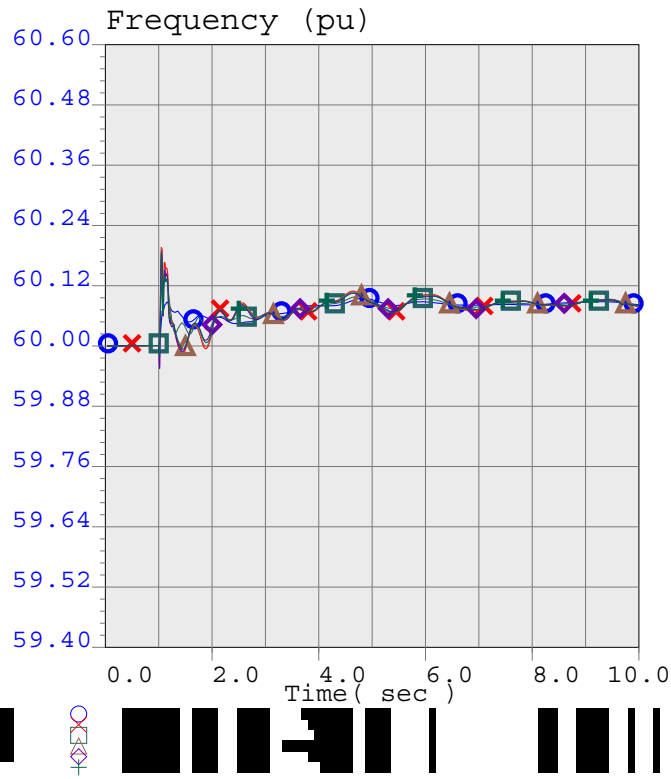
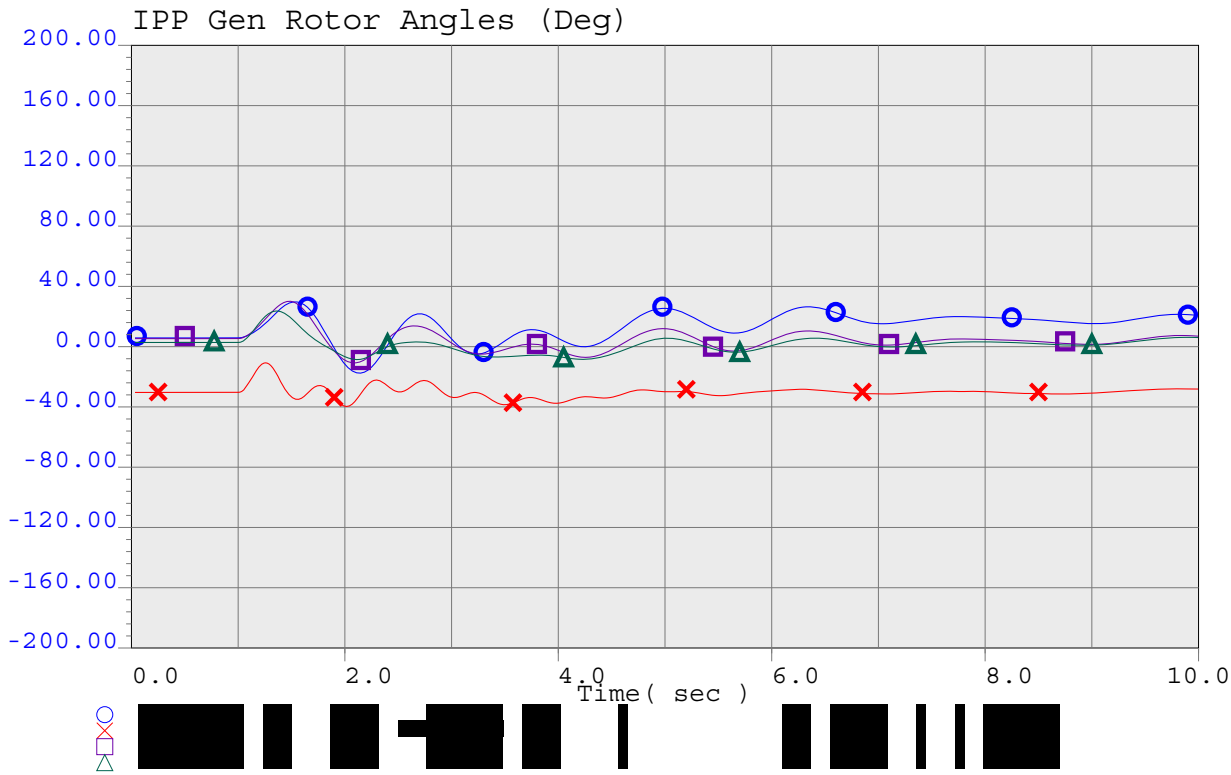
SYSTEM IMPACT STUDY (Frequency)

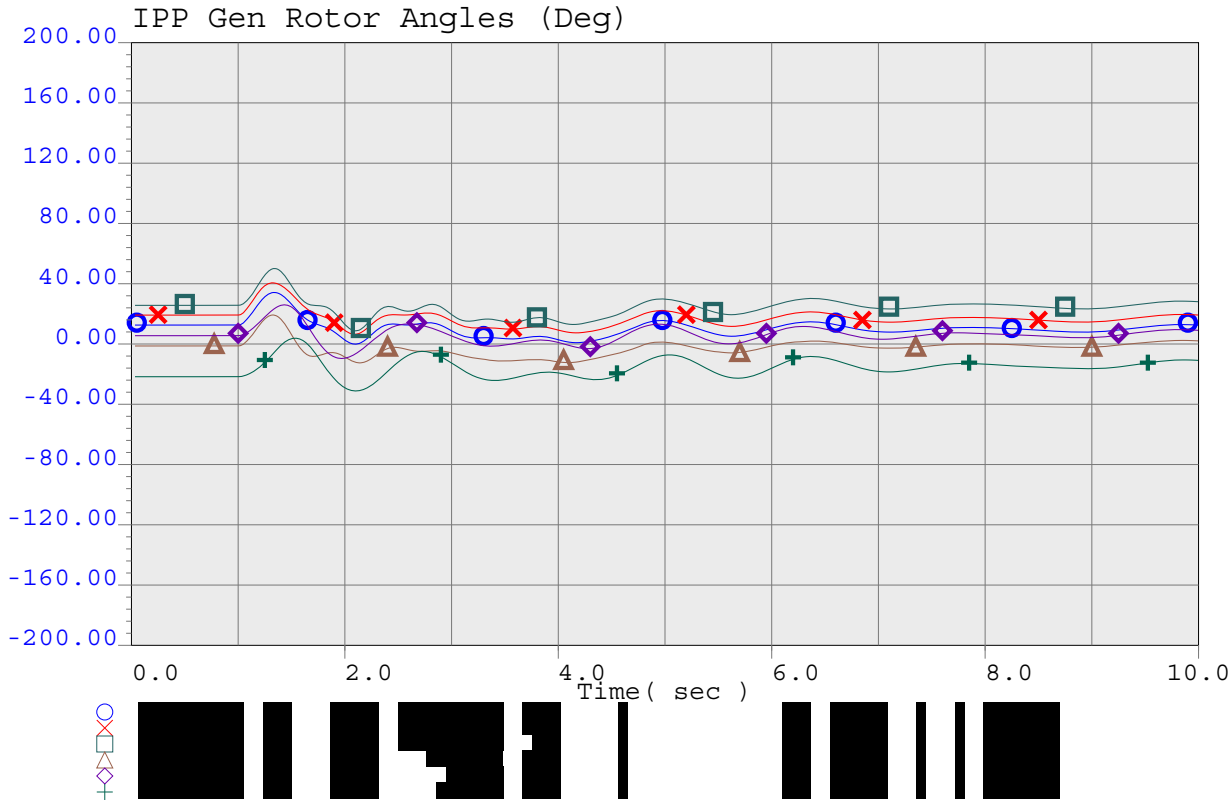




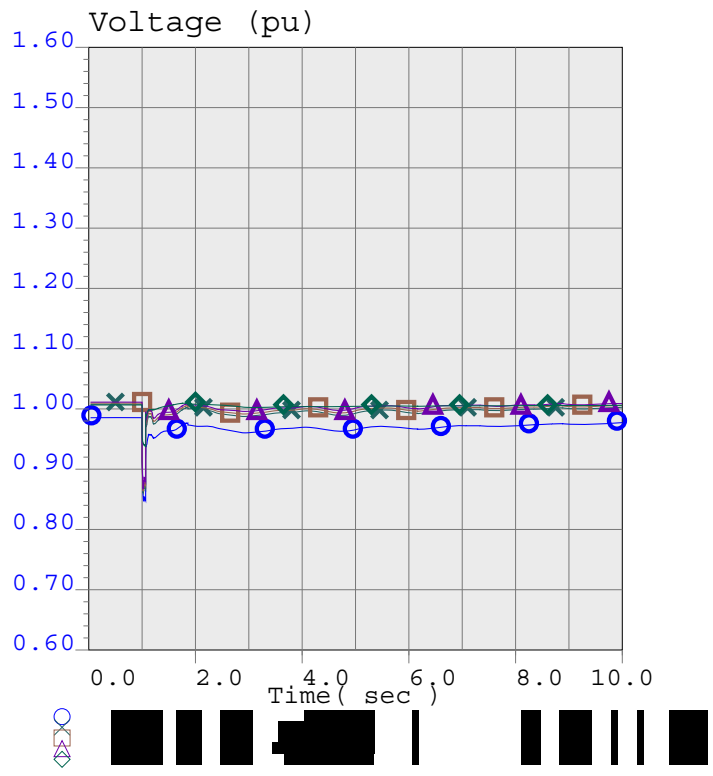


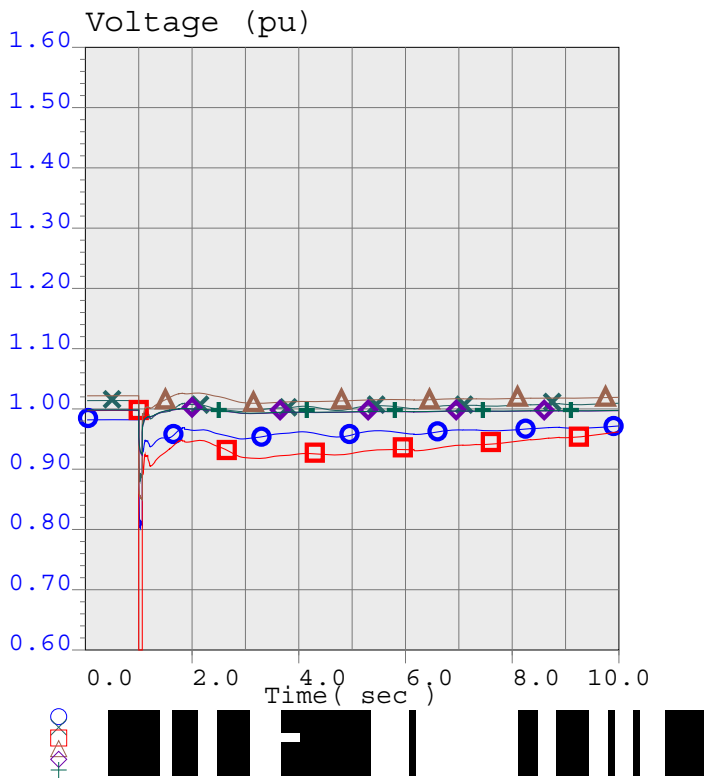
SYSTEM IMPACT STUDY (Rotor Angles)

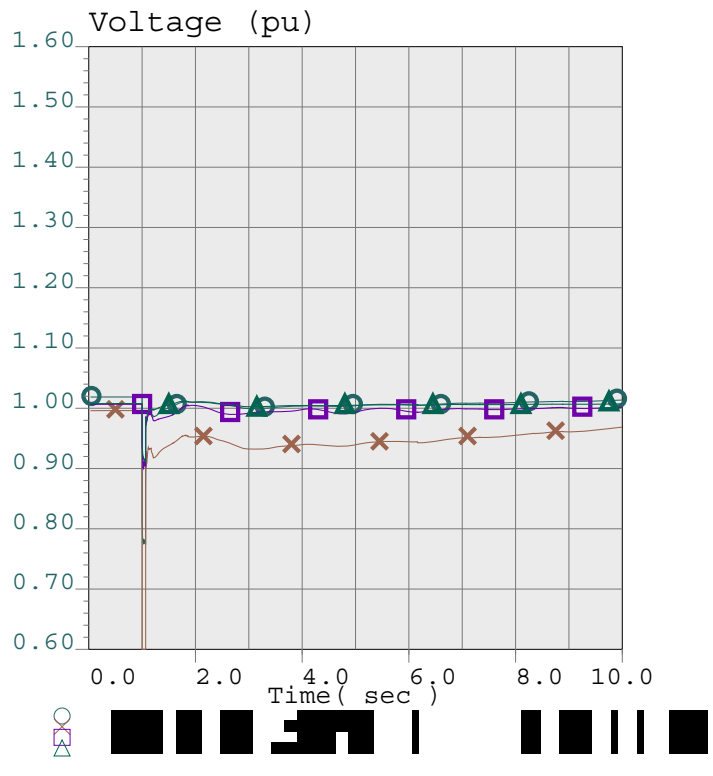


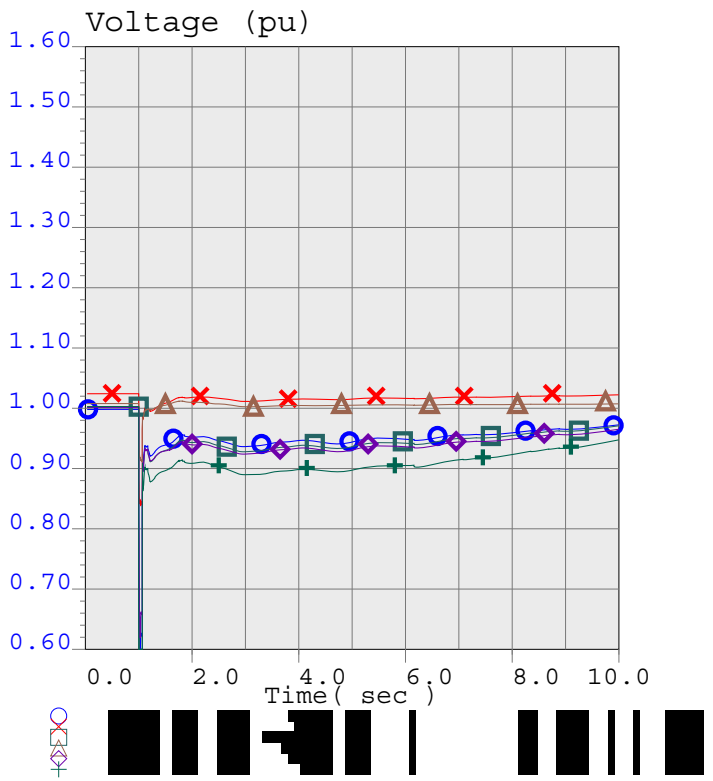


SYSTEM IMPACT STUDY (Voltage)









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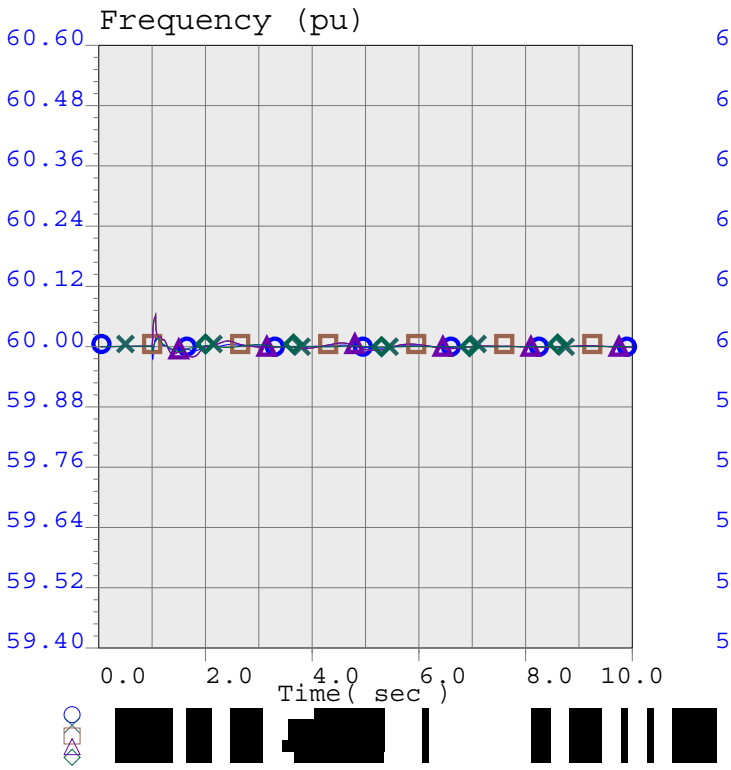
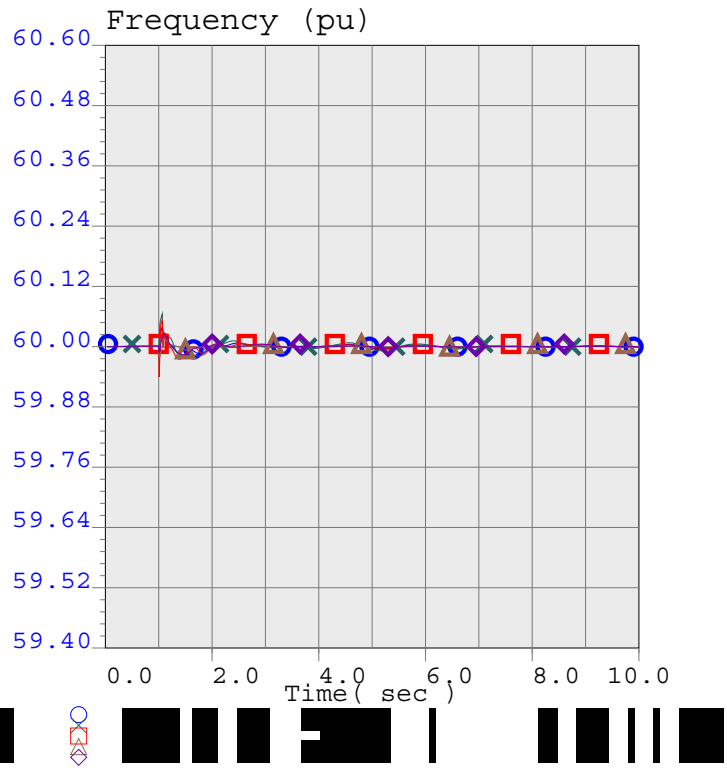
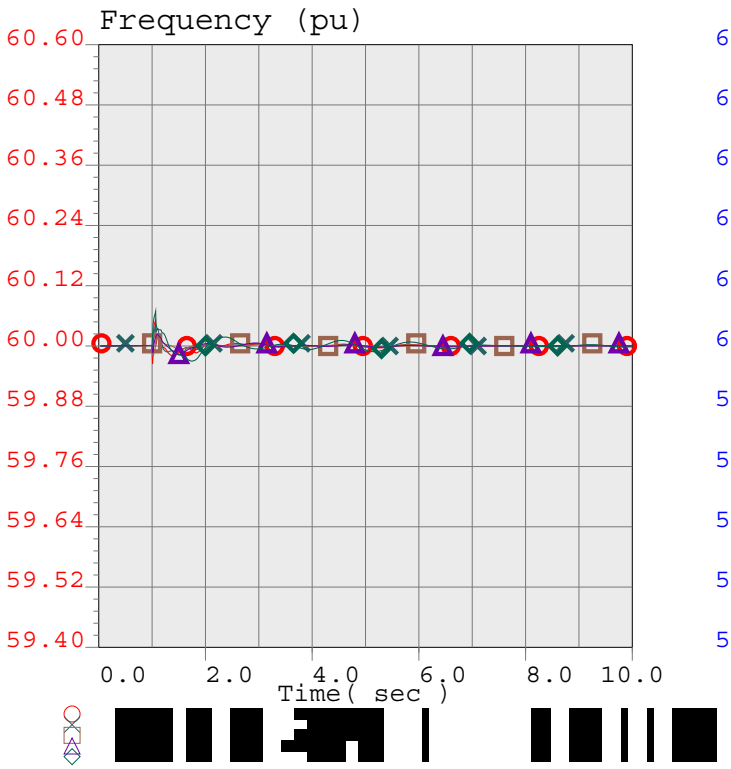
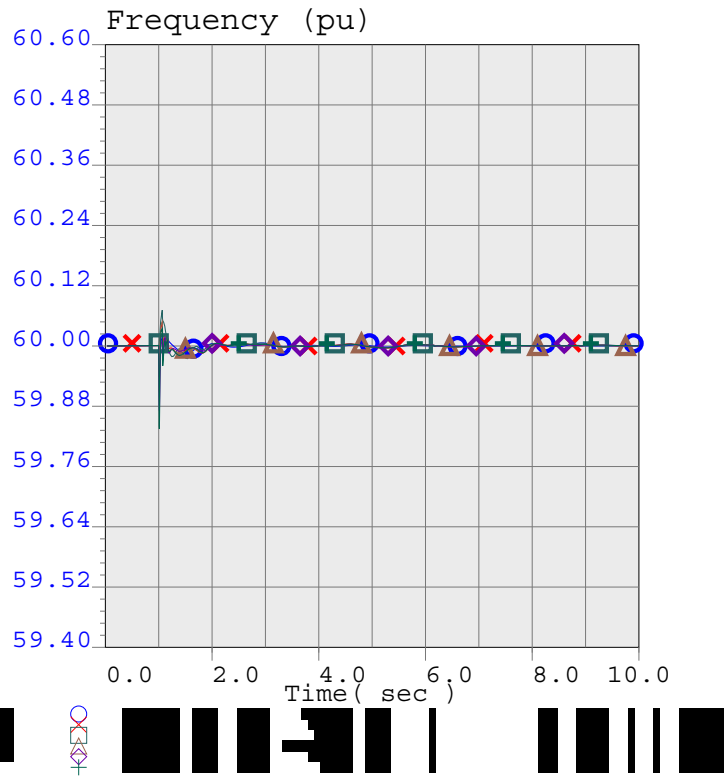
SYSTEM IMPACT STUDY (Frequency)

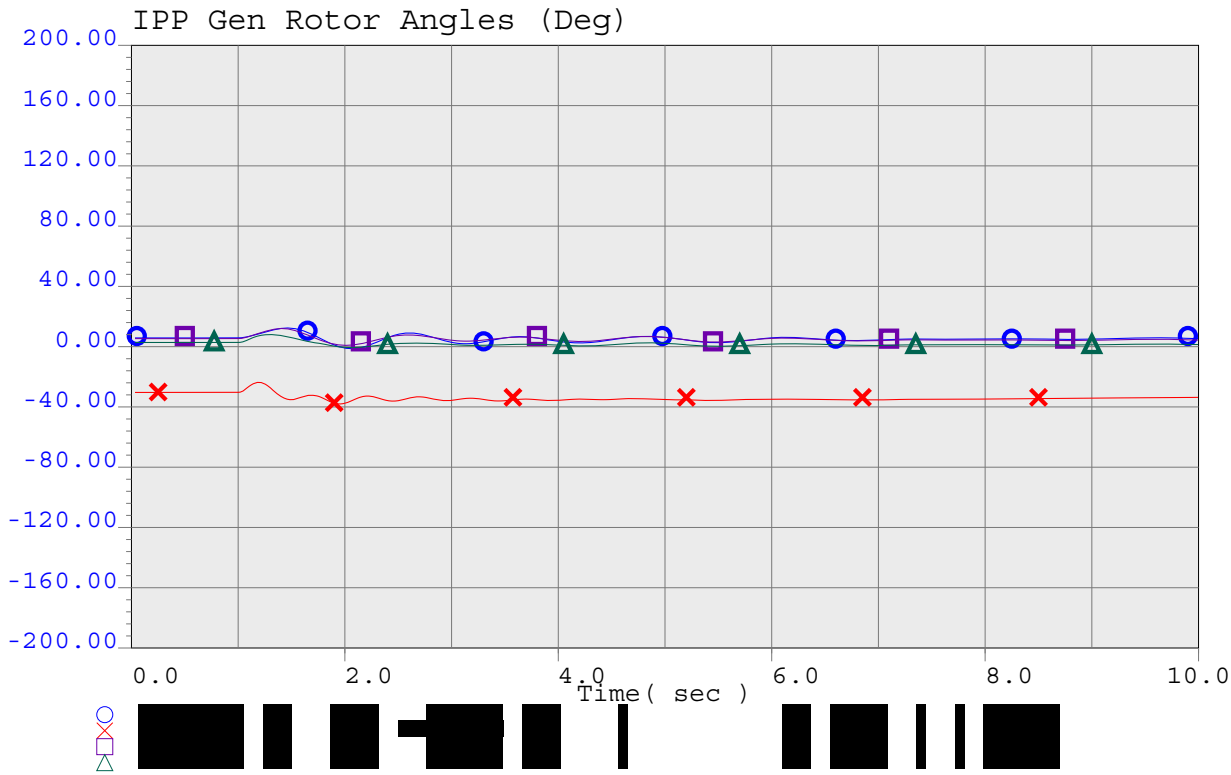


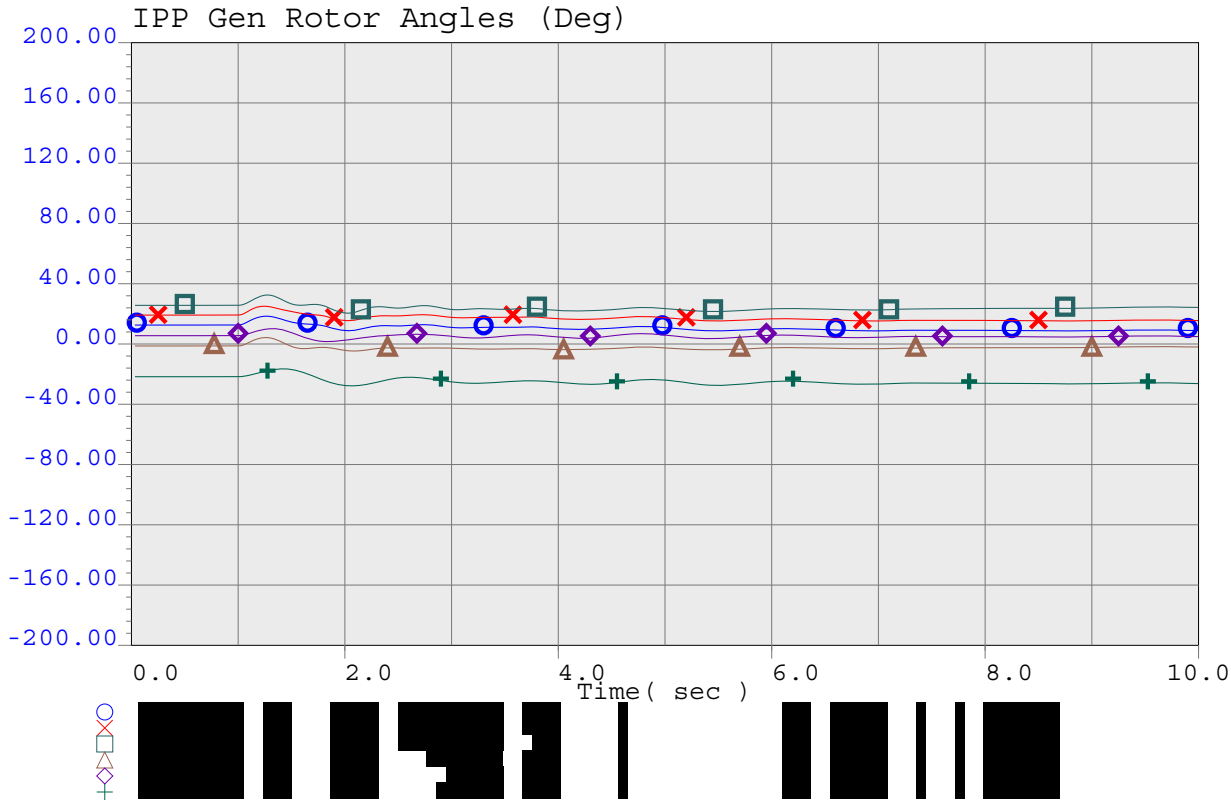




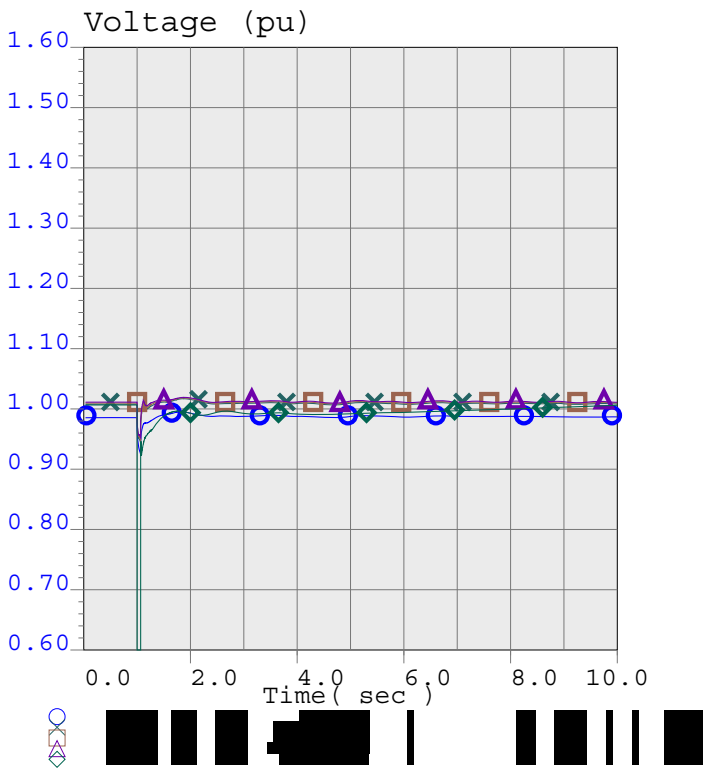


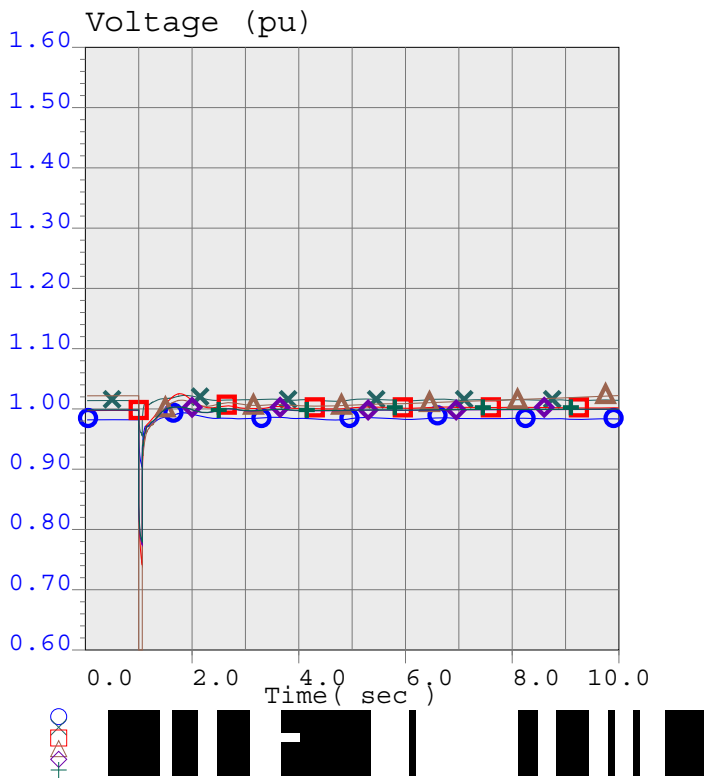
SYSTEM IMPACT STUDY (Rotor Angles)

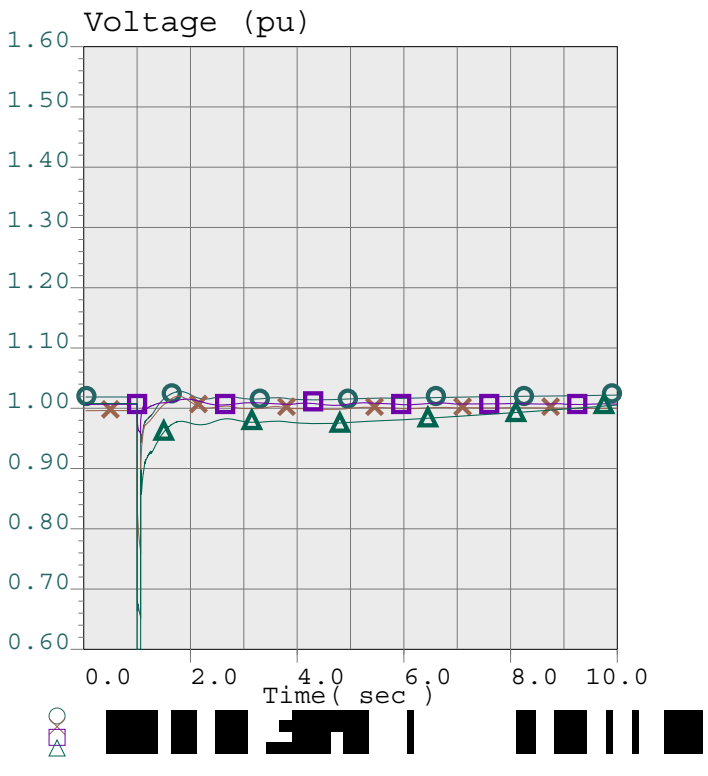


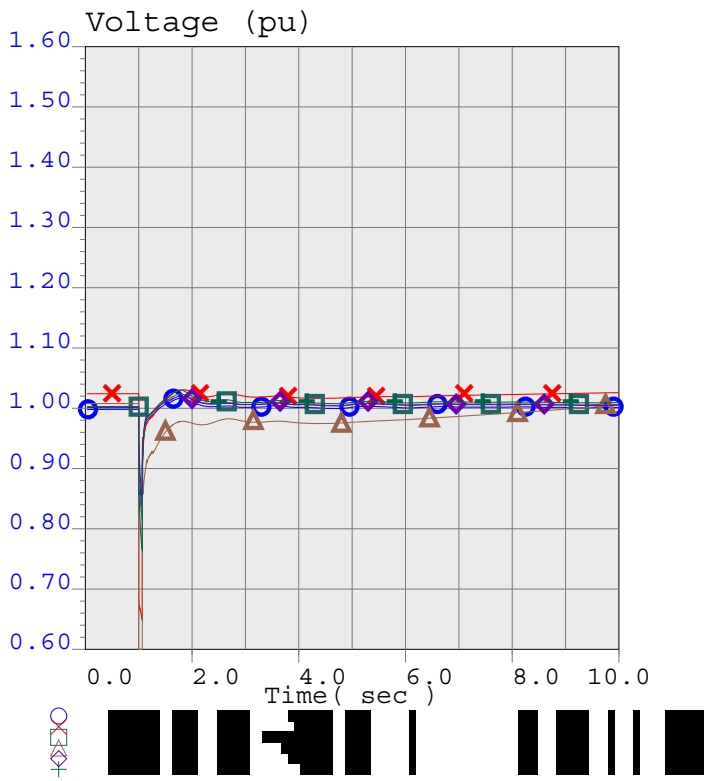


SYSTEM IMPACT STUDY (Voltage)

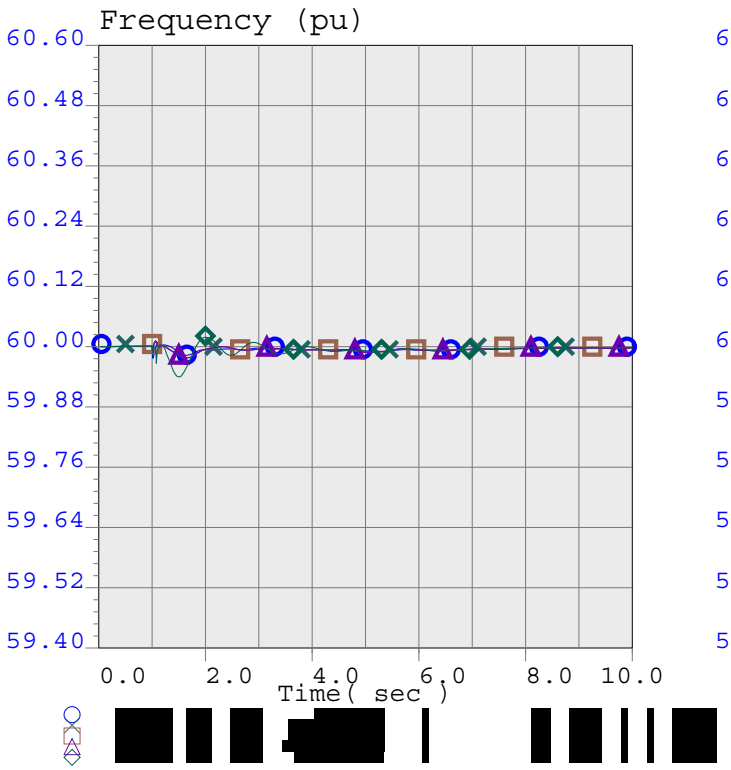


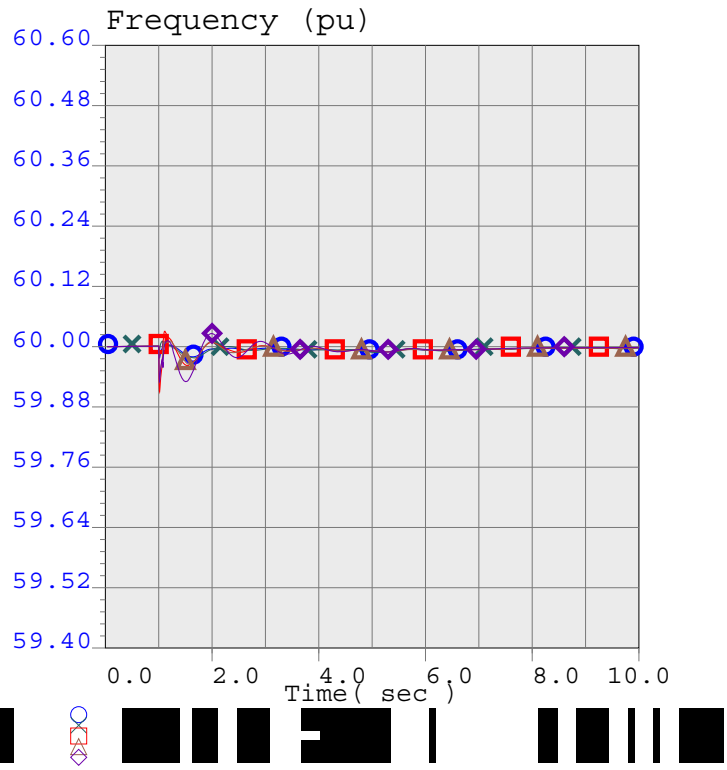


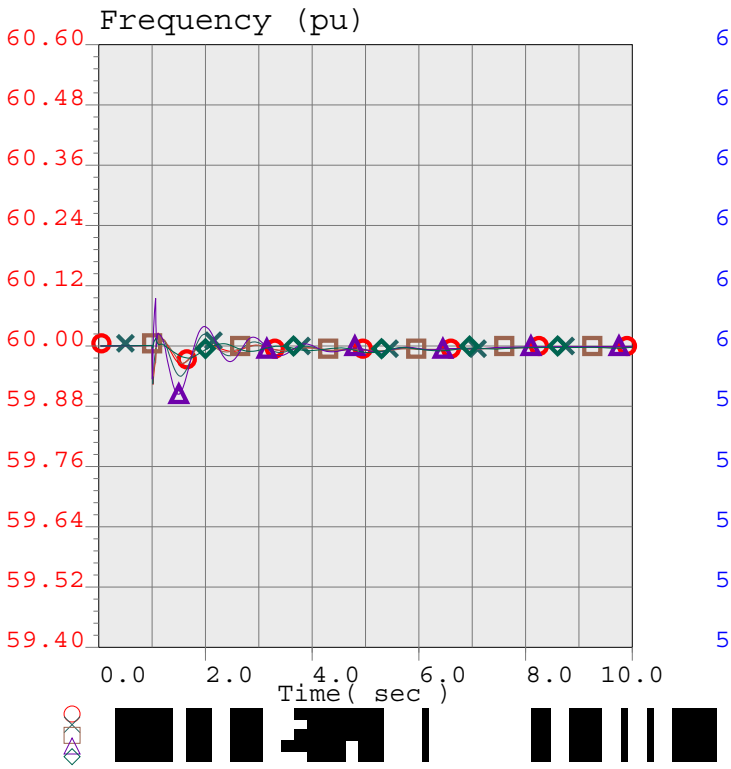


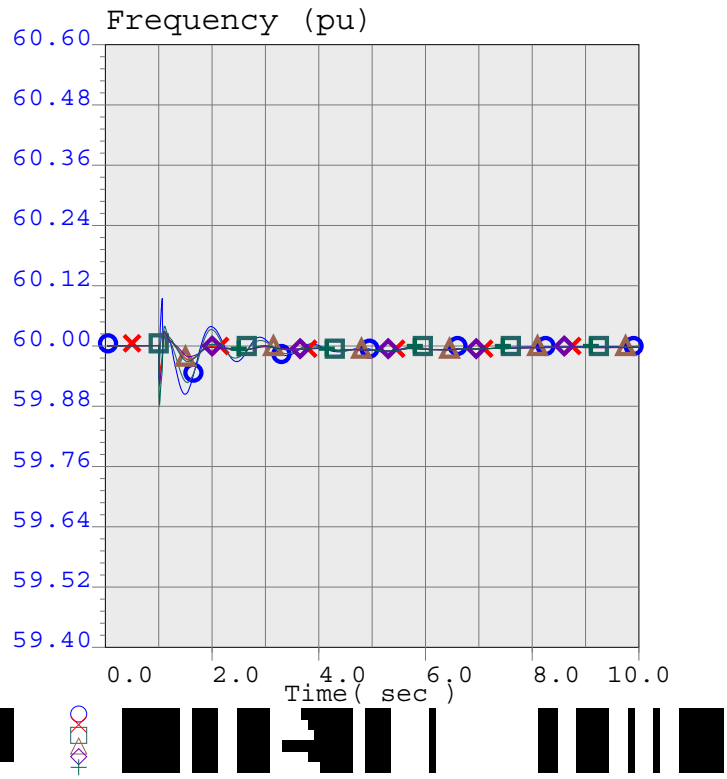


SYSTEM IMPACT STUDY (Frequency)

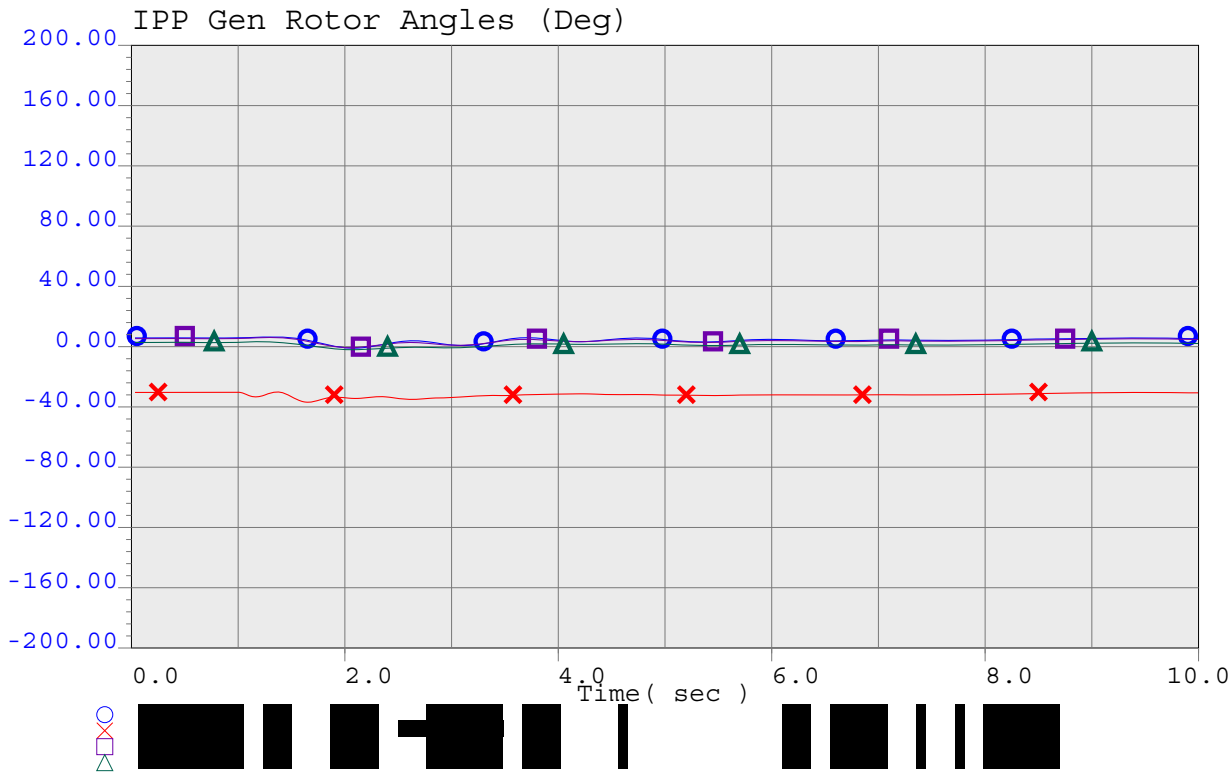


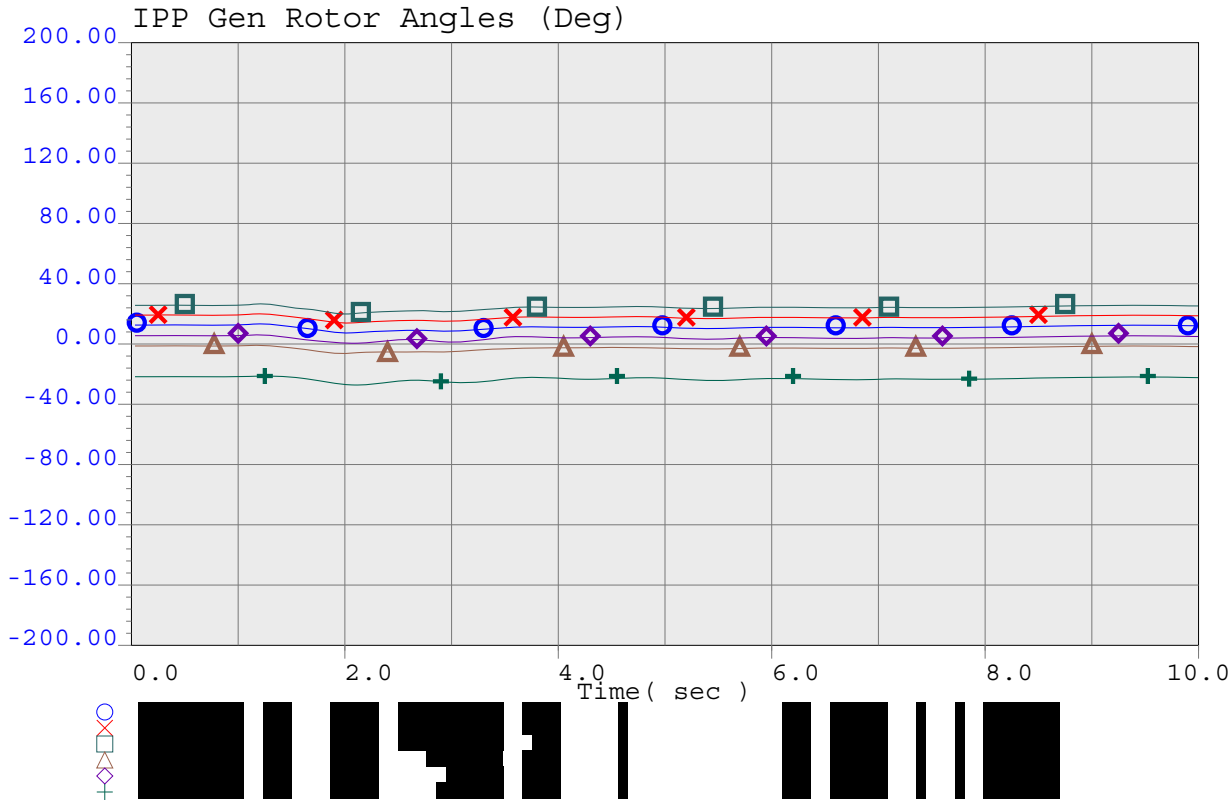




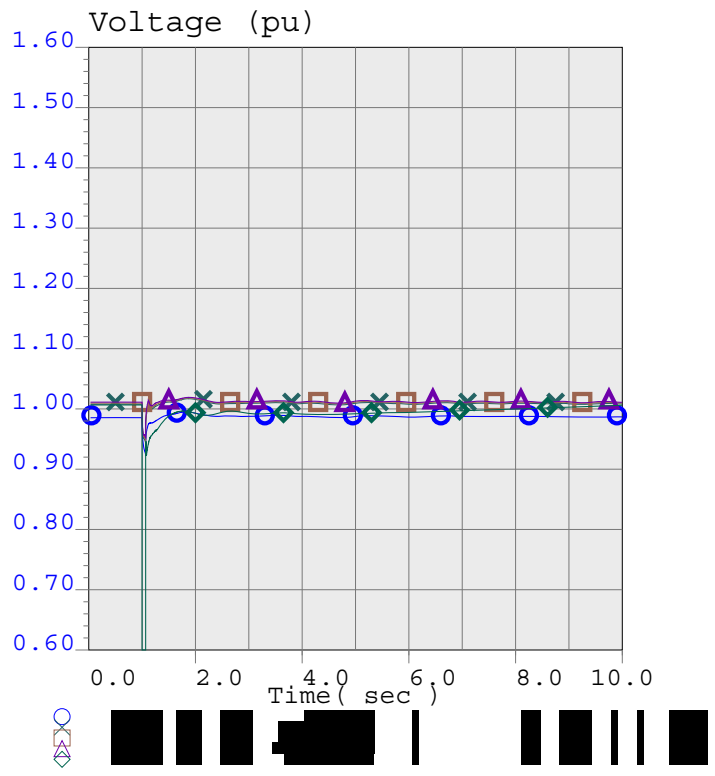


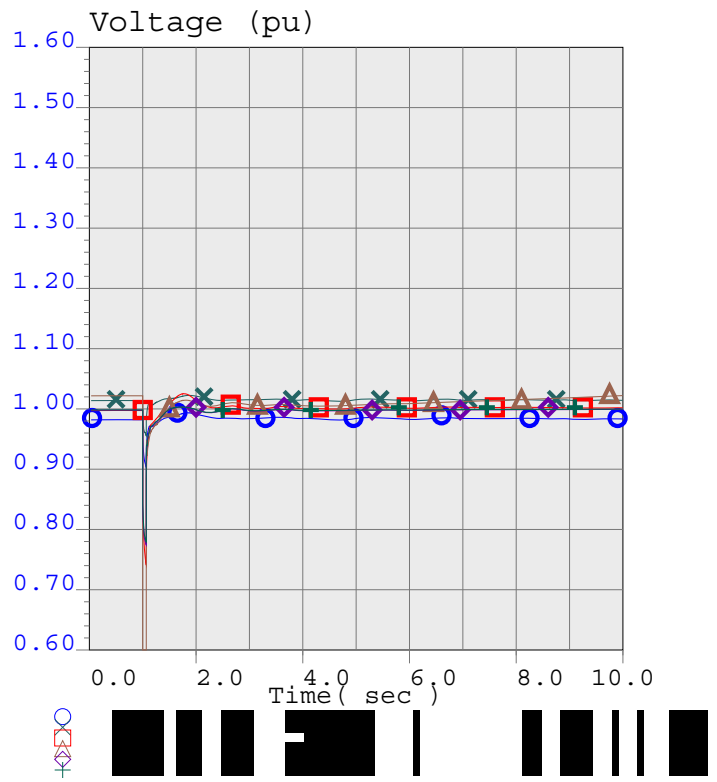
SYSTEM IMPACT STUDY (Rotor Angles)

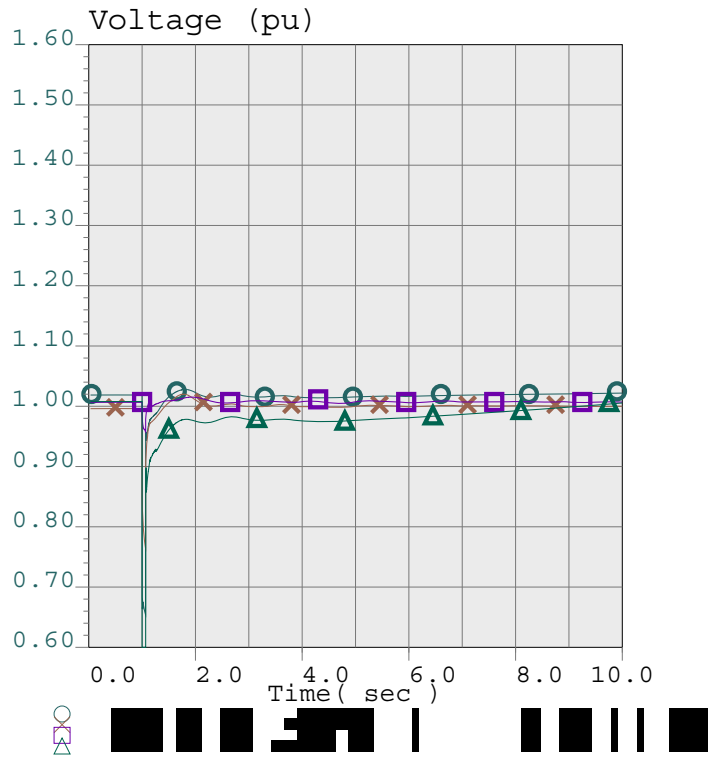


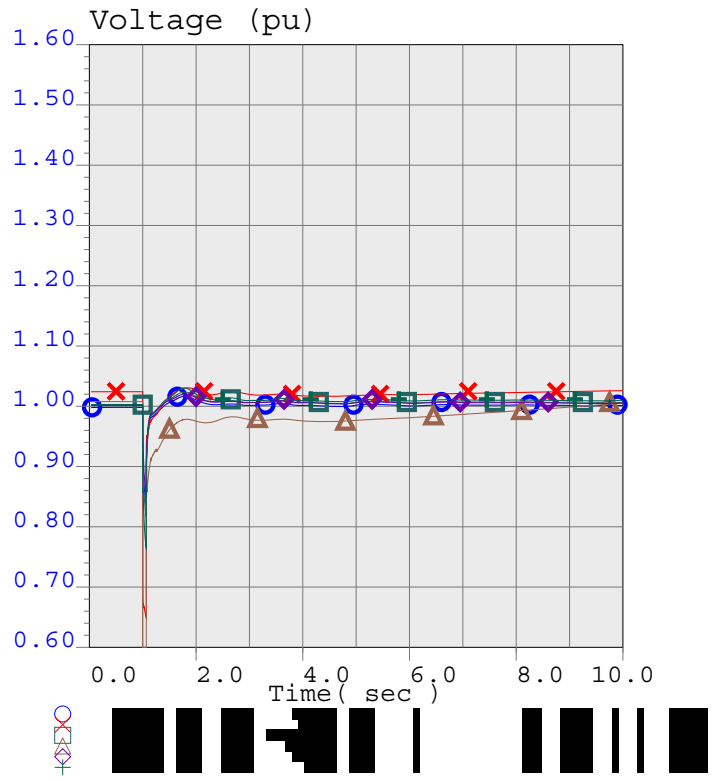


SYSTEM IMPACT STUDY (Voltage)

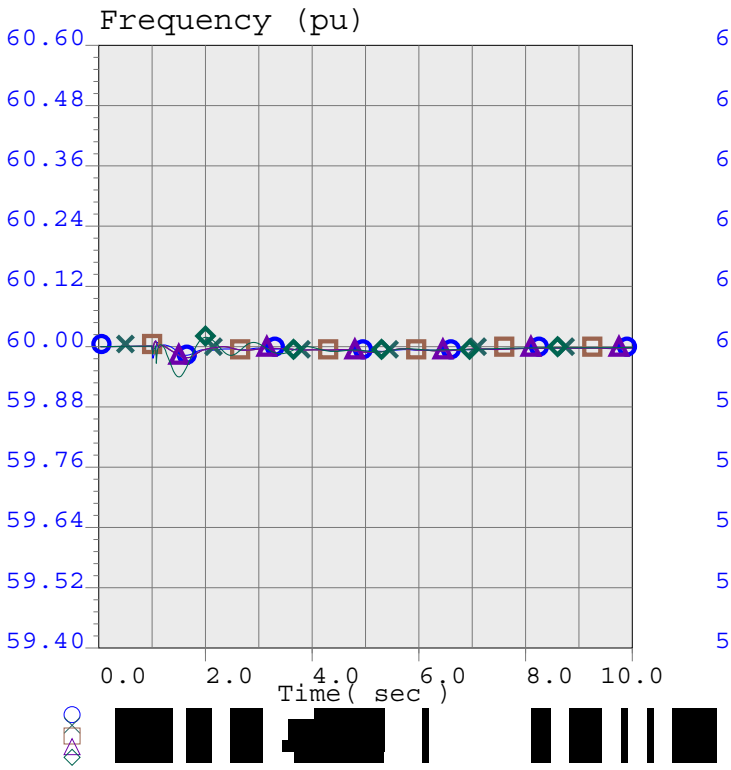


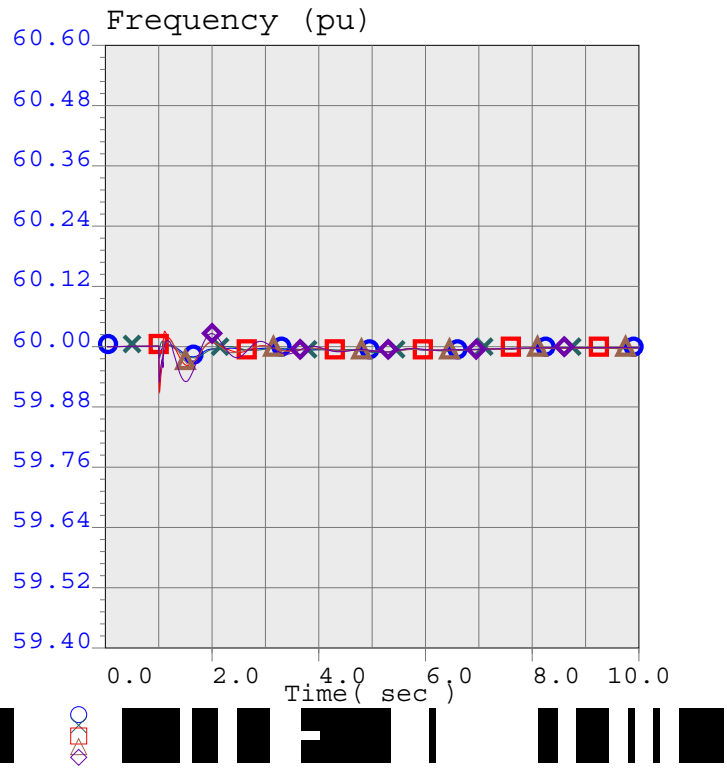


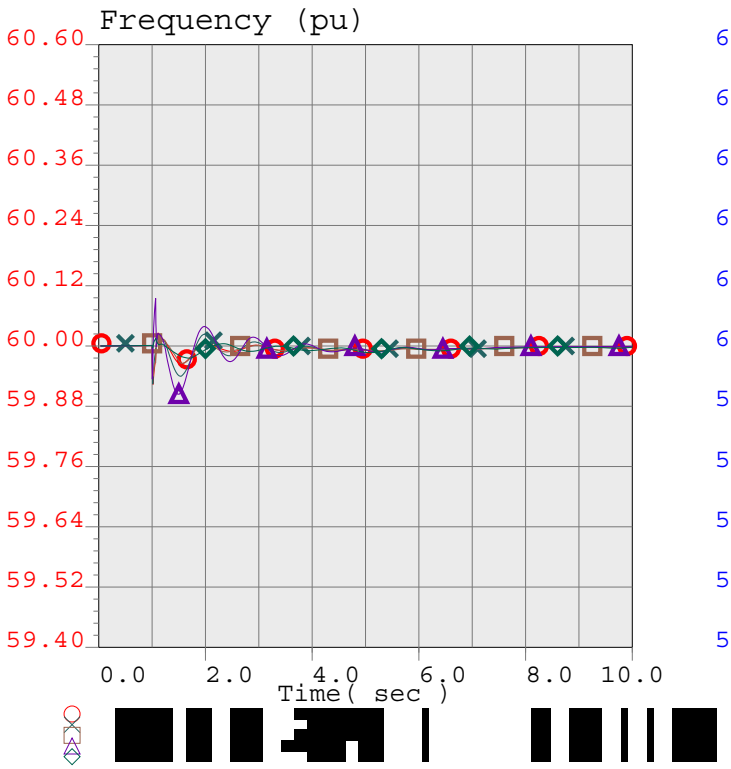


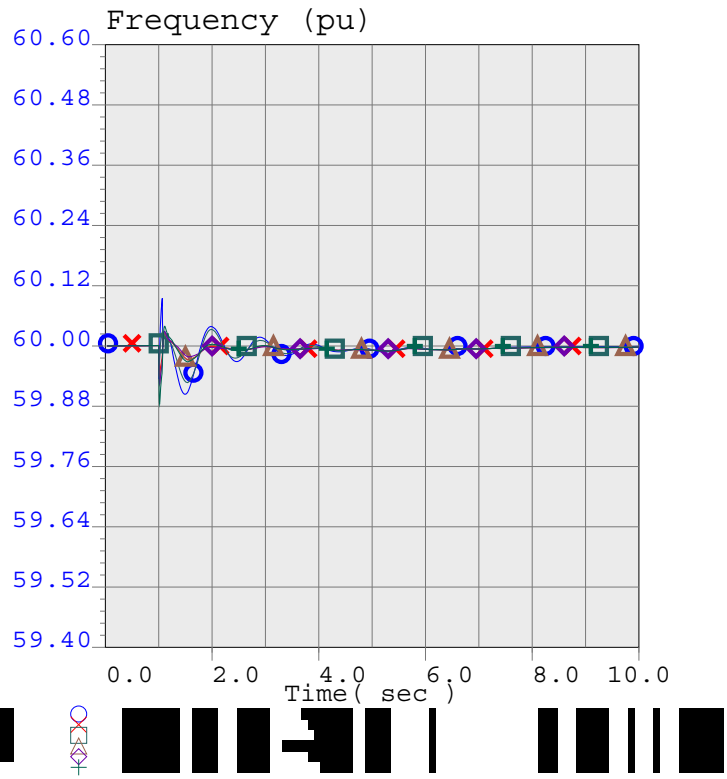


SYSTEM IMPACT STUDY (Frequency)

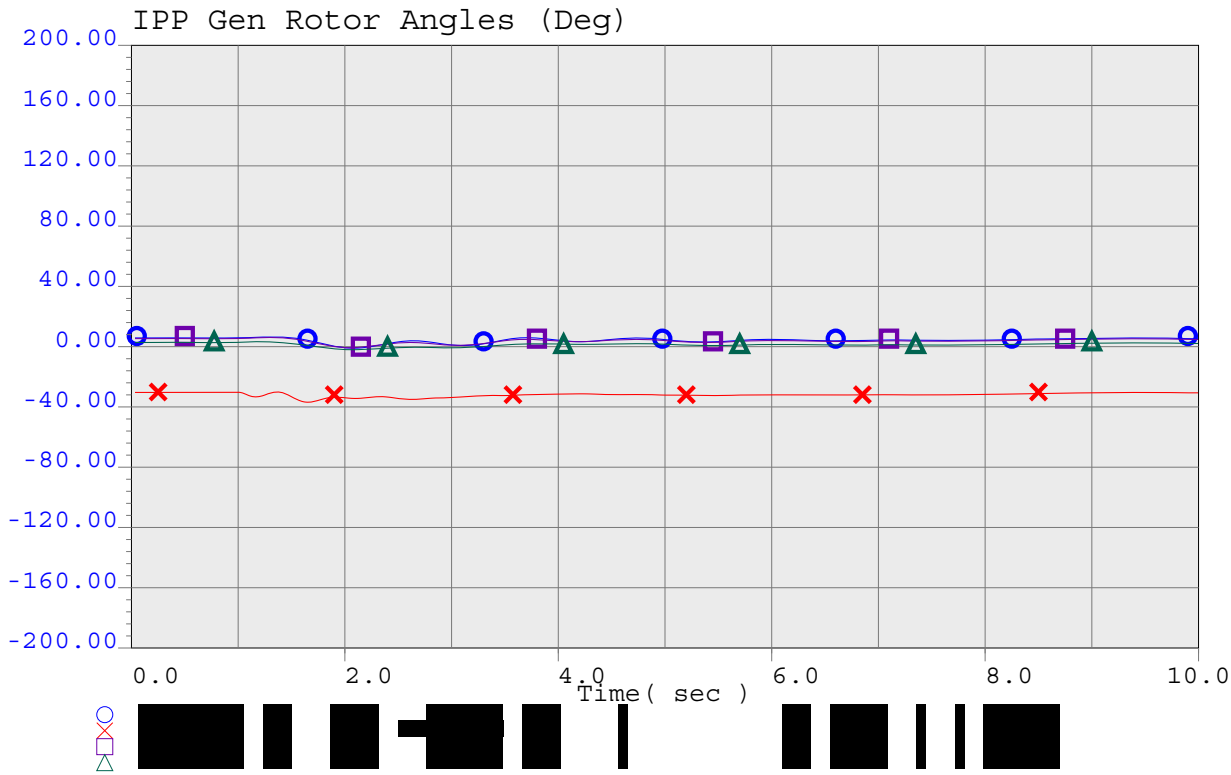


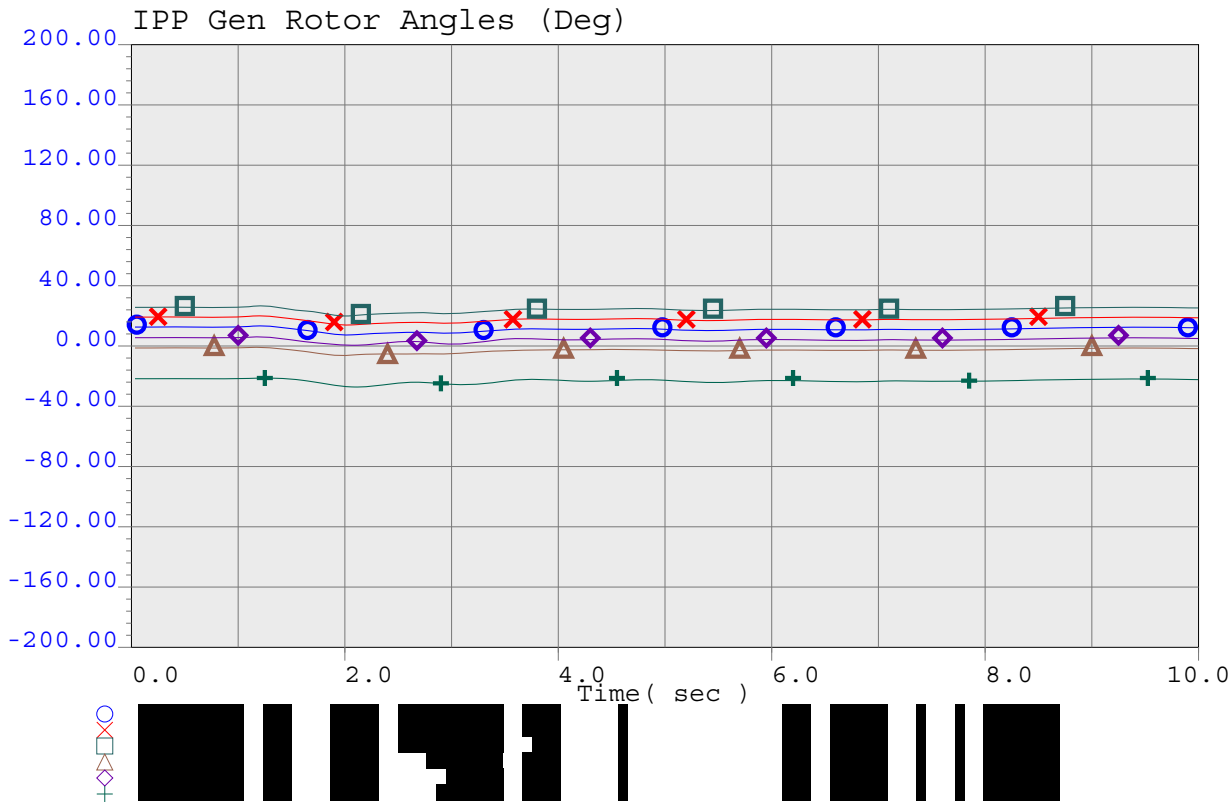






SYSTEM IMPACT STUDY (Rotor Angles)





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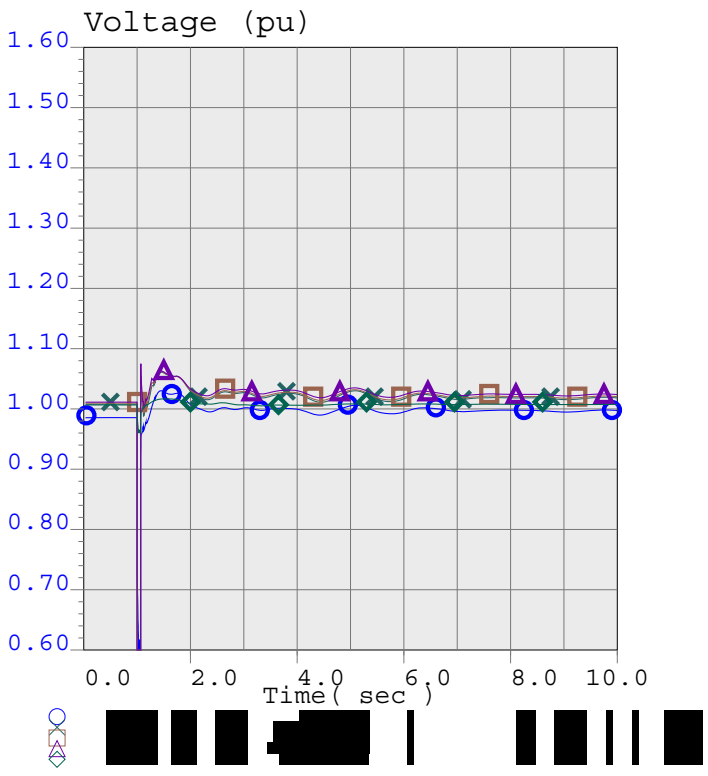

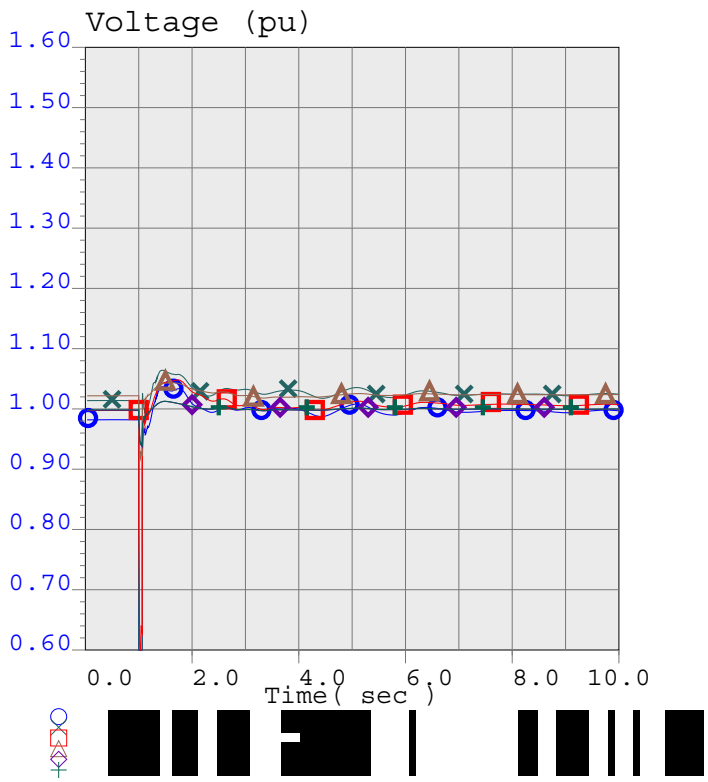

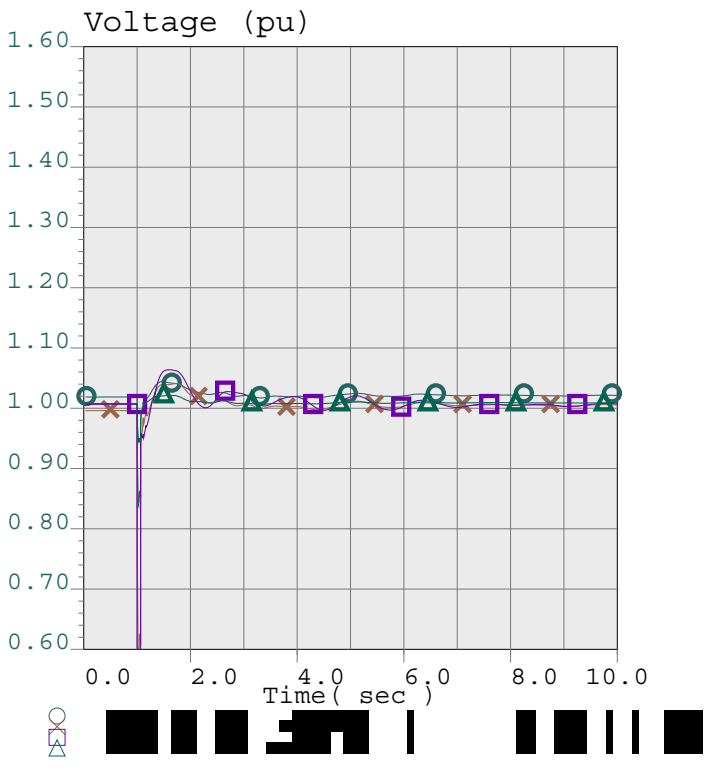

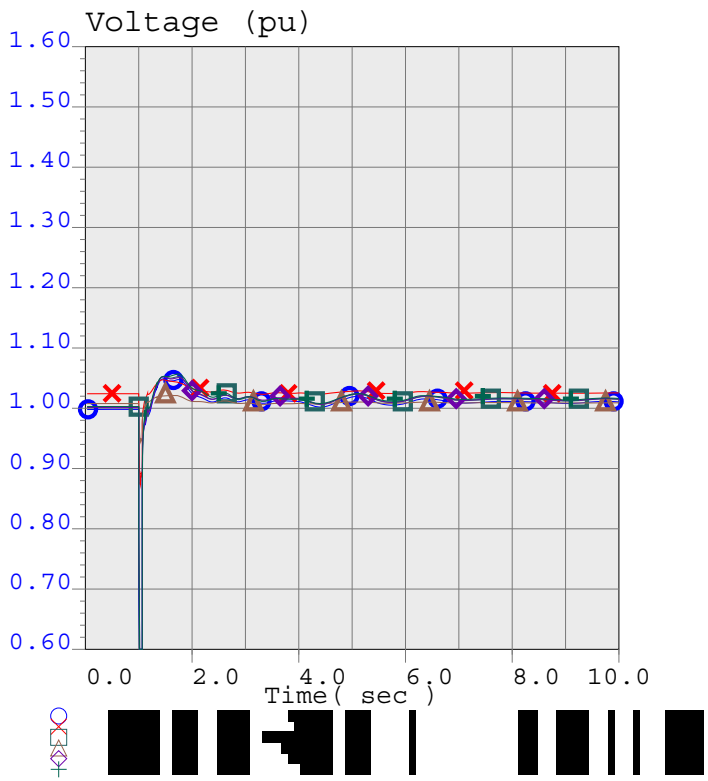

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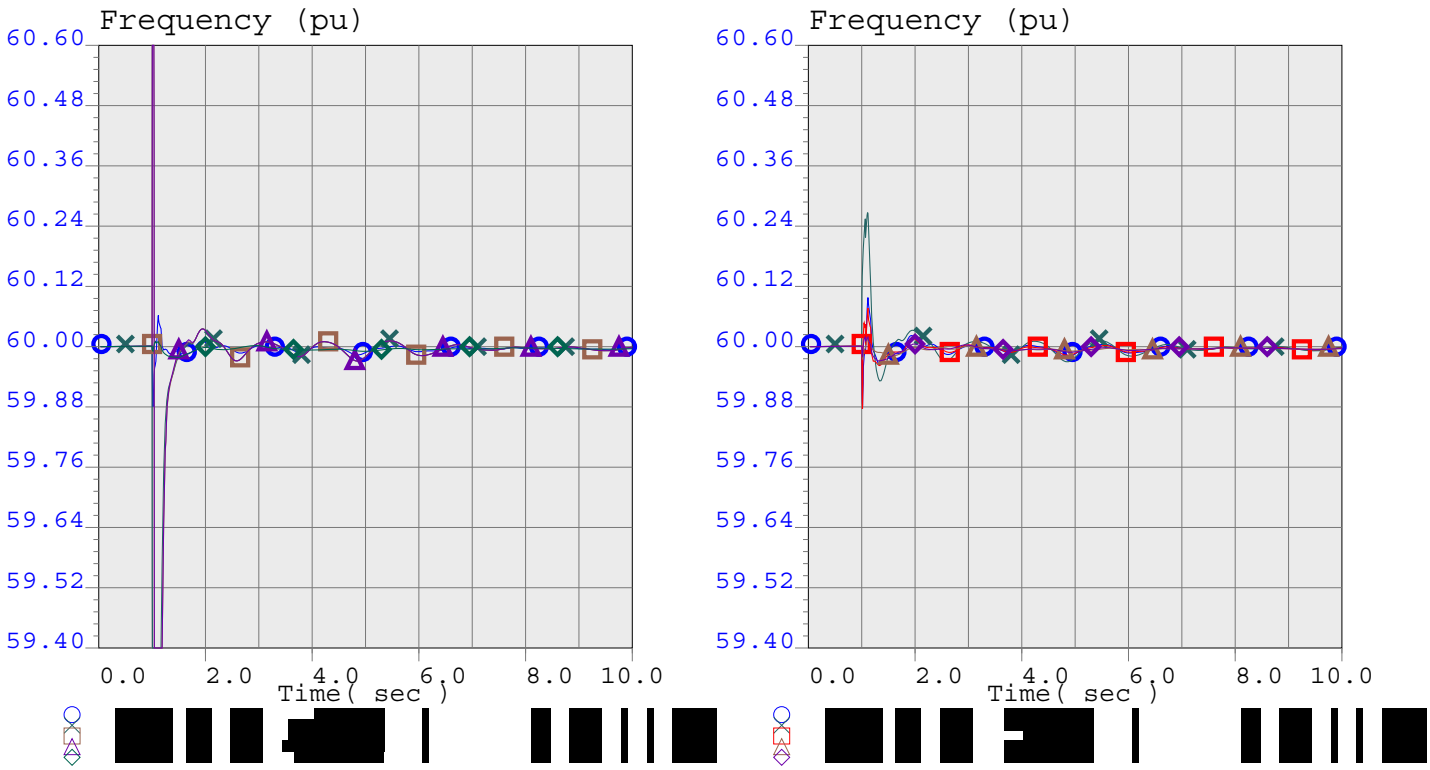
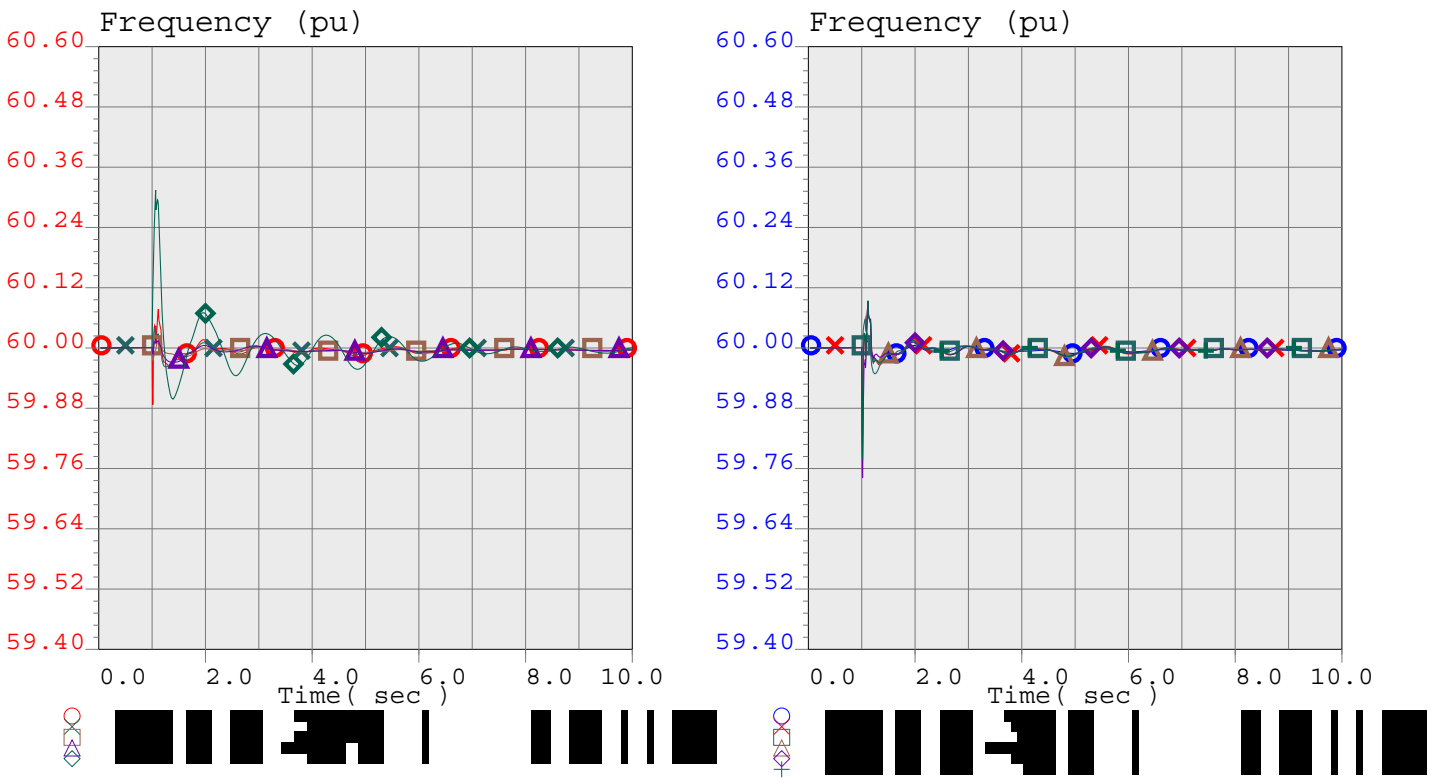
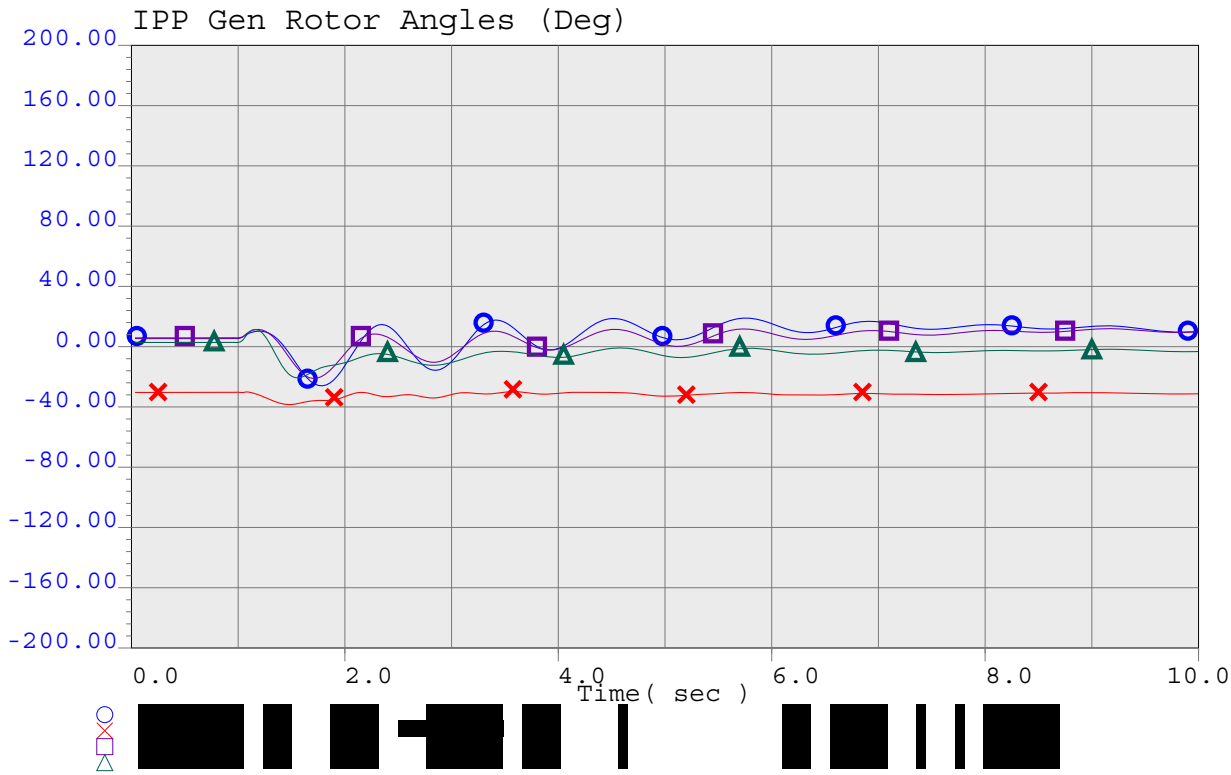
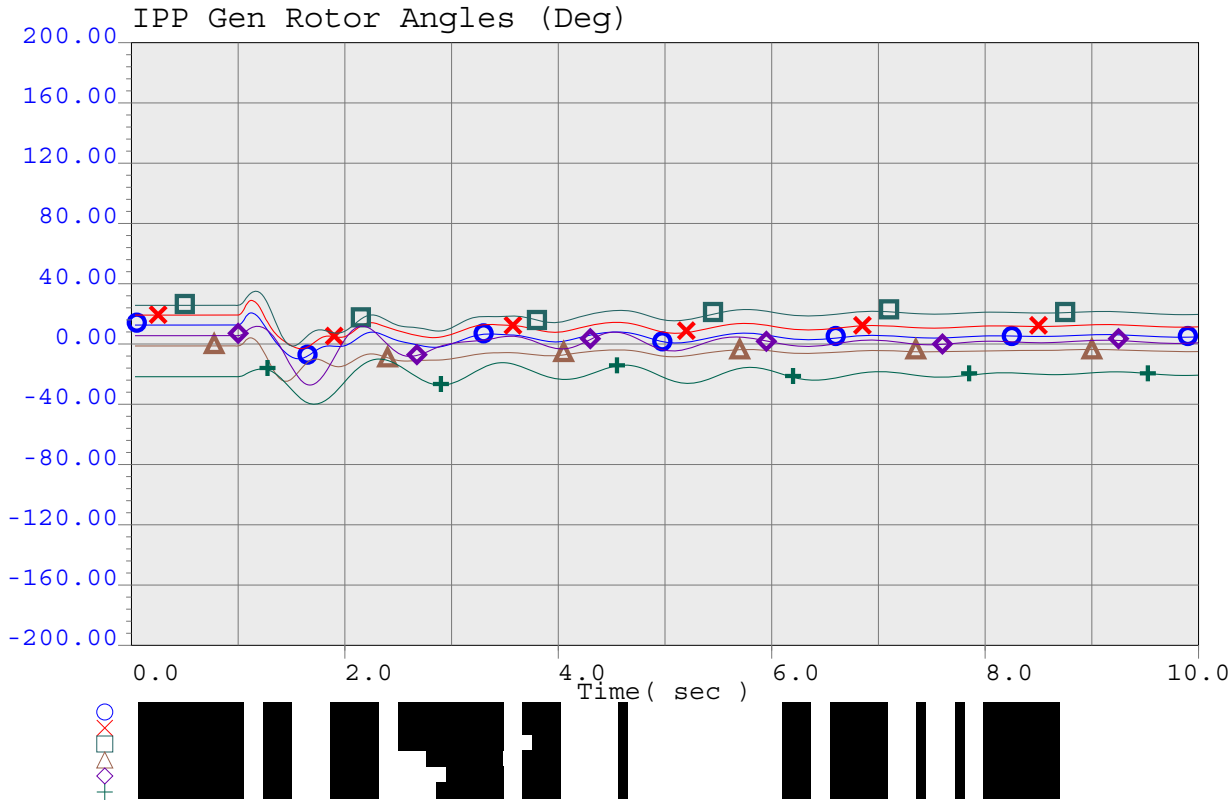
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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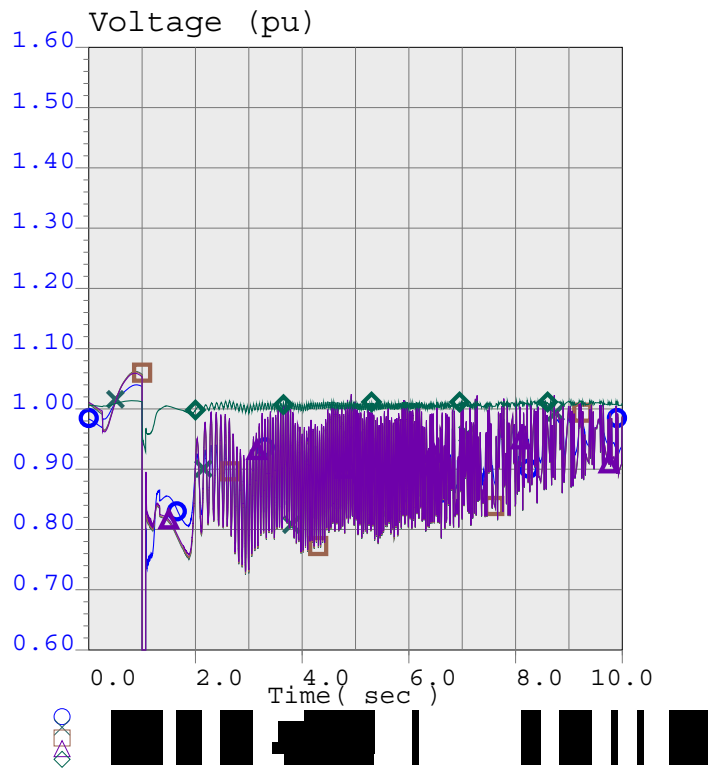

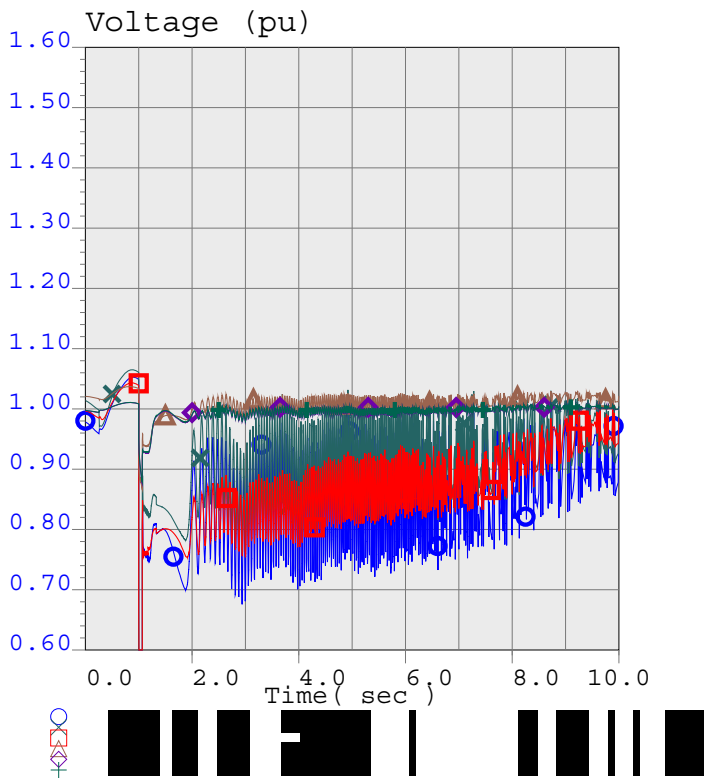

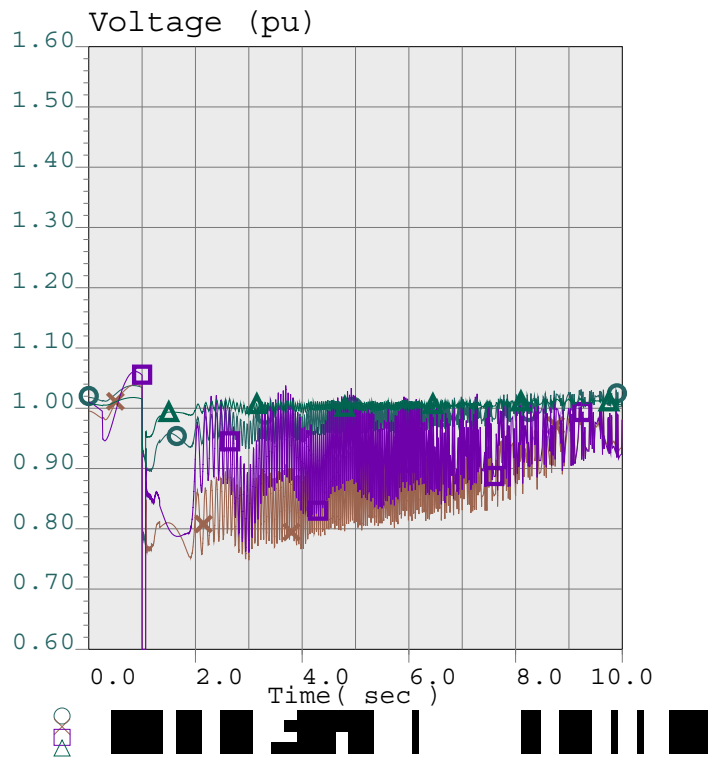

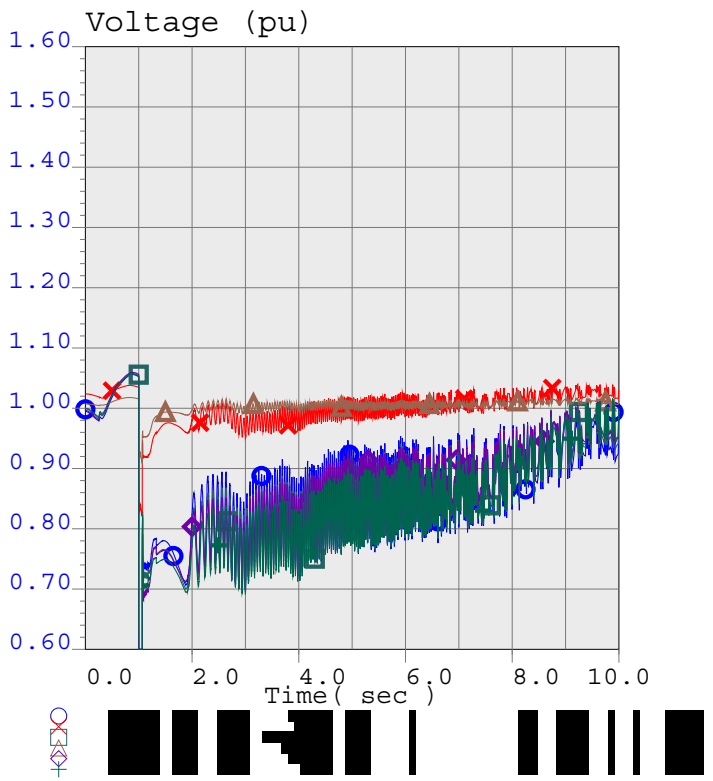

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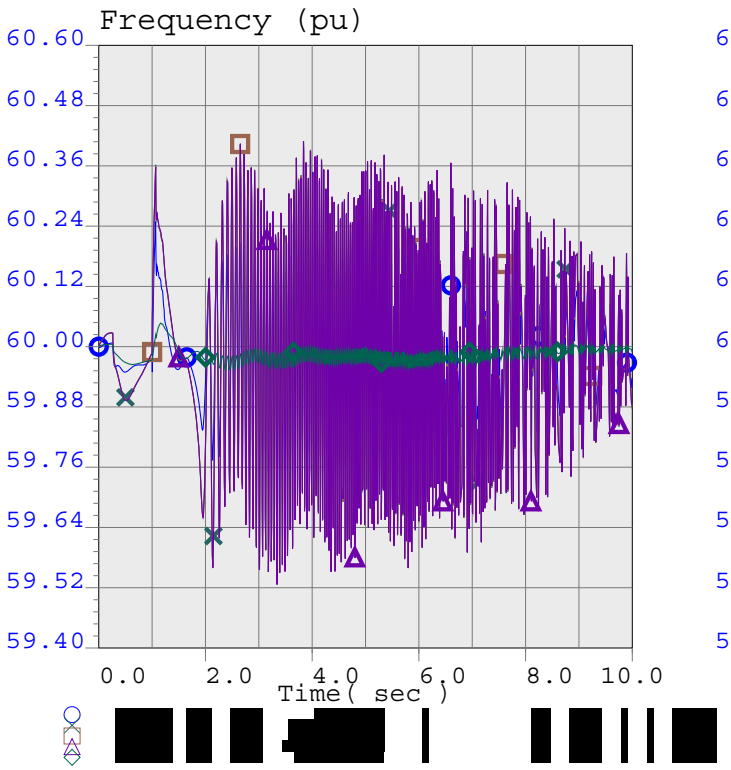
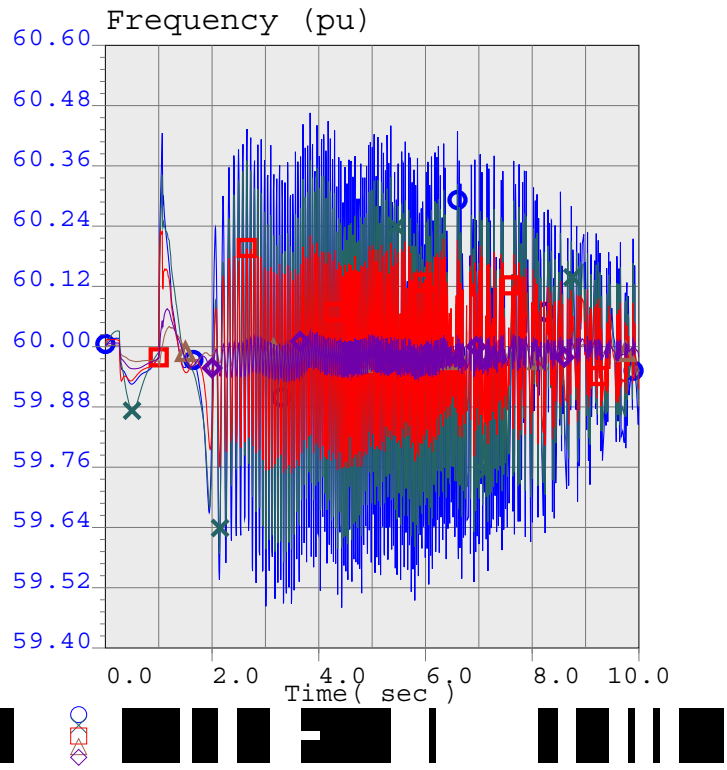
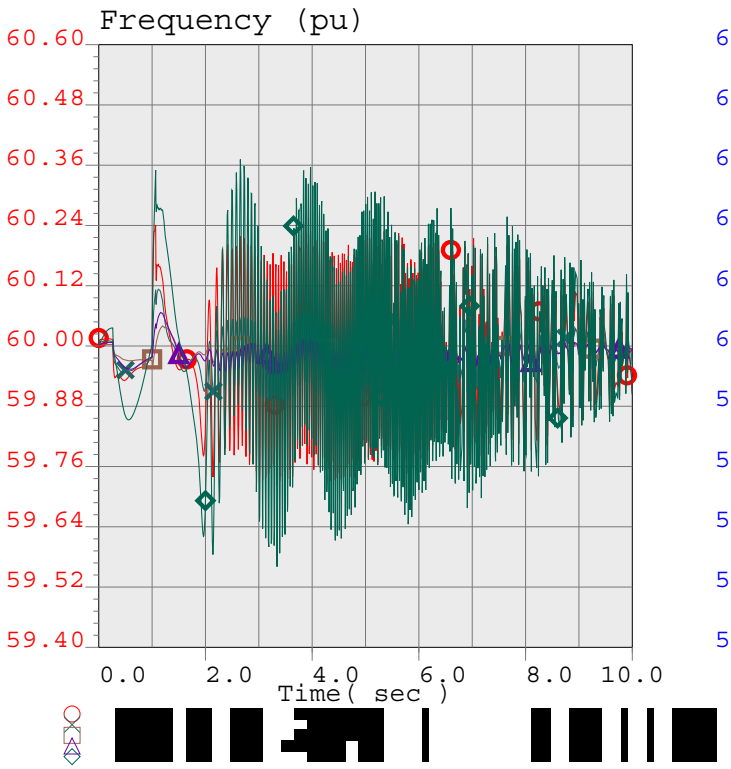
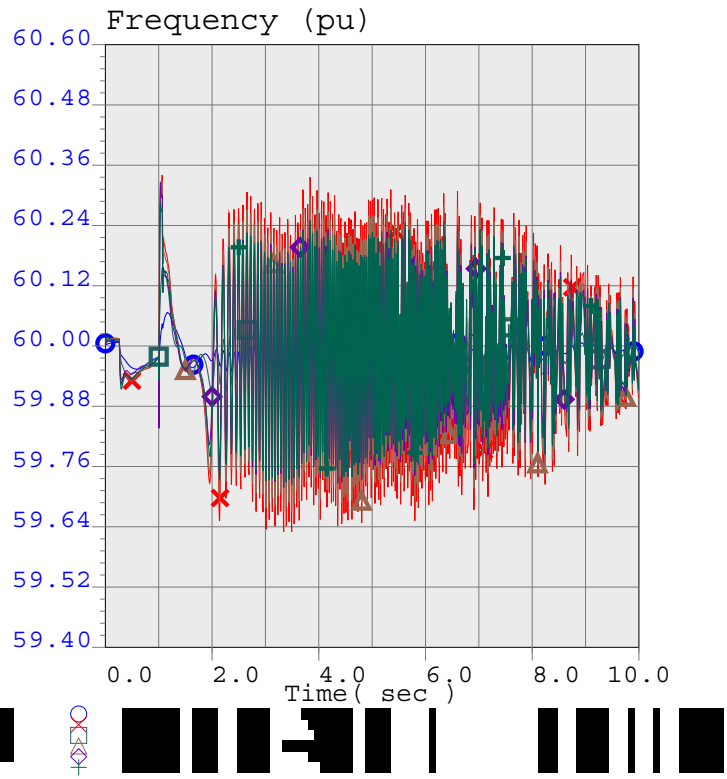
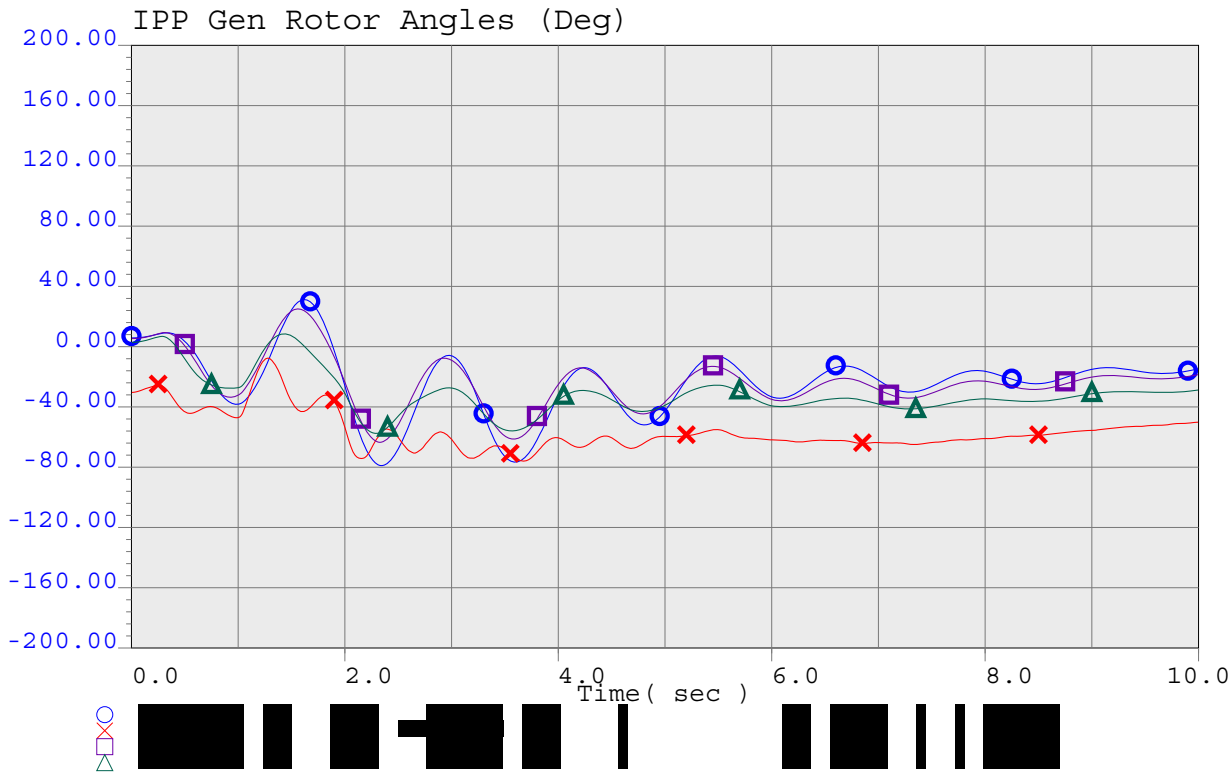


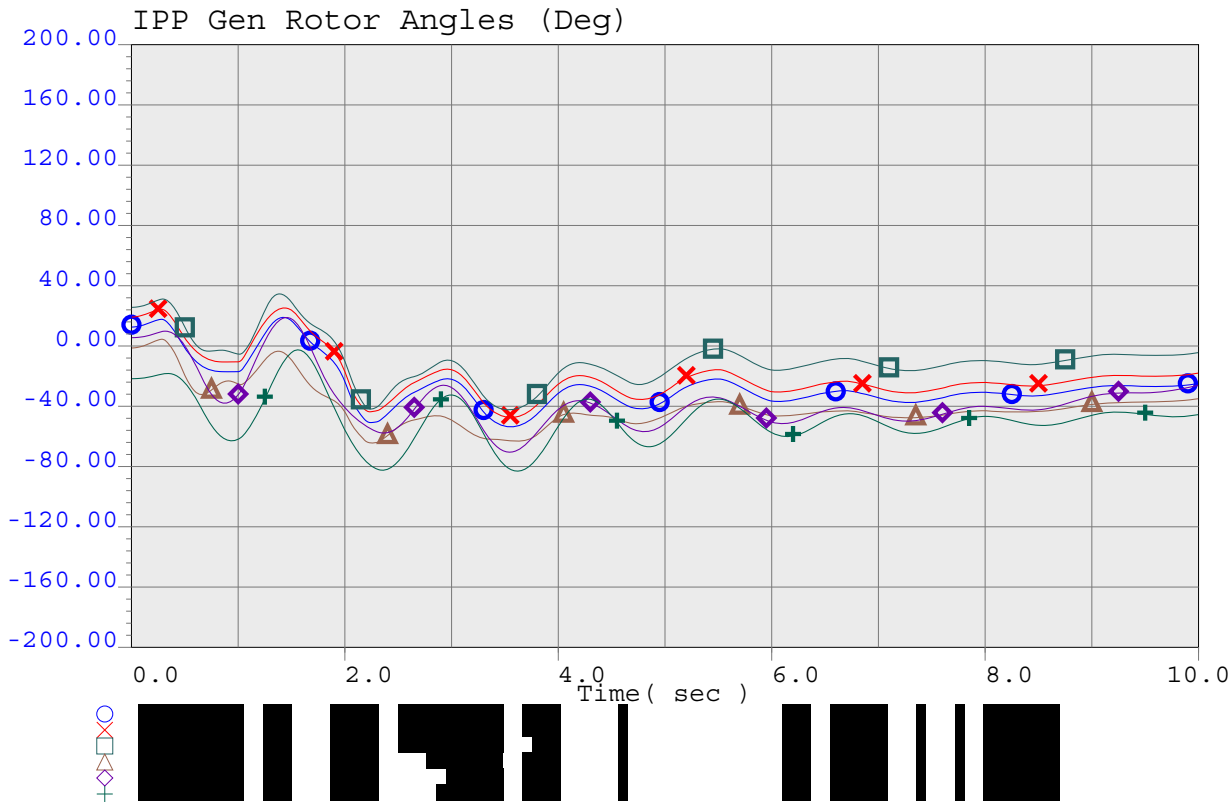




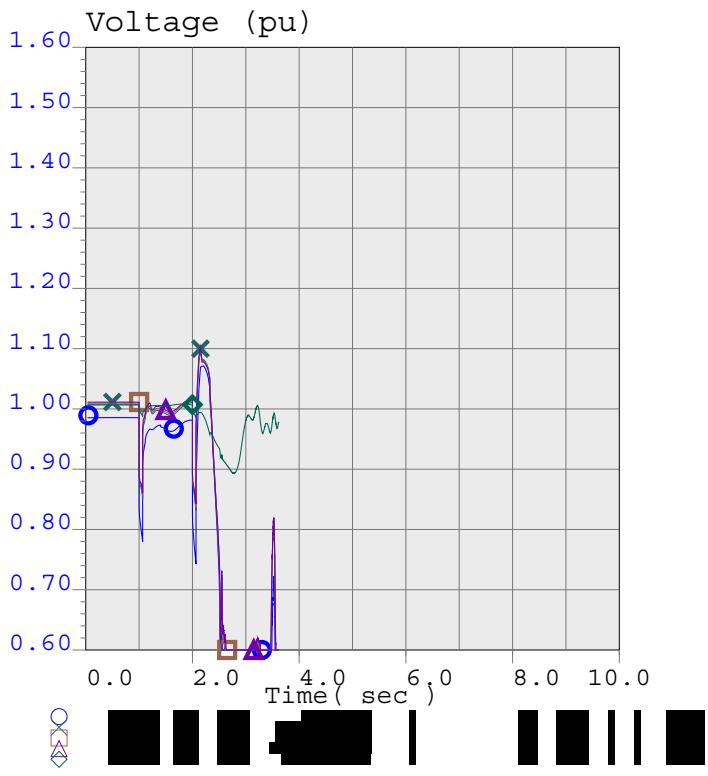


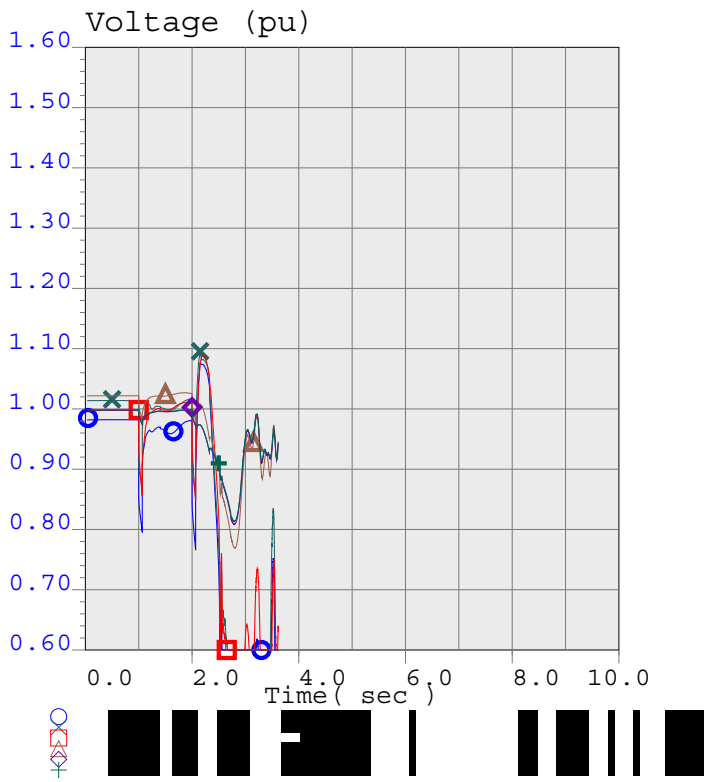
SYSTEM IMPACT STUDY (Rotor Angles)

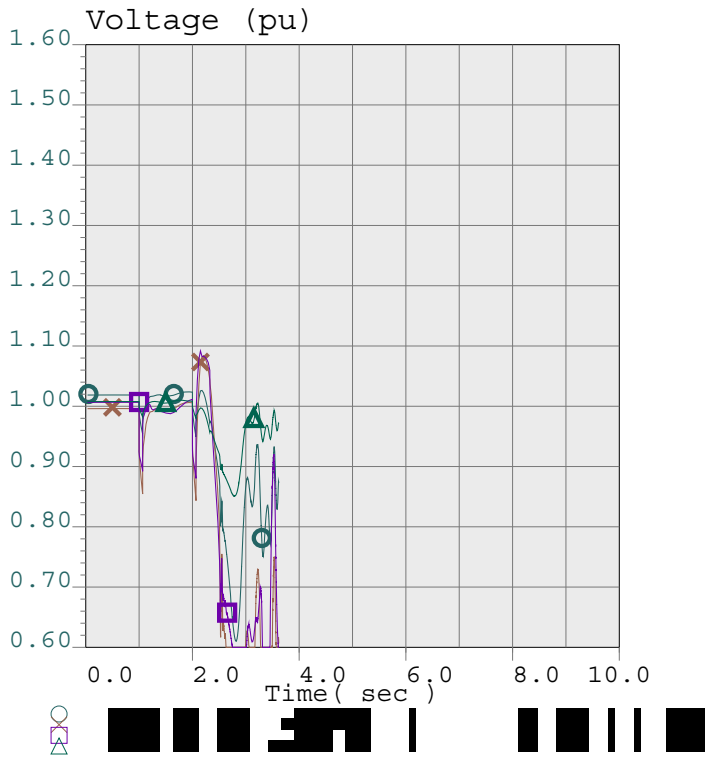


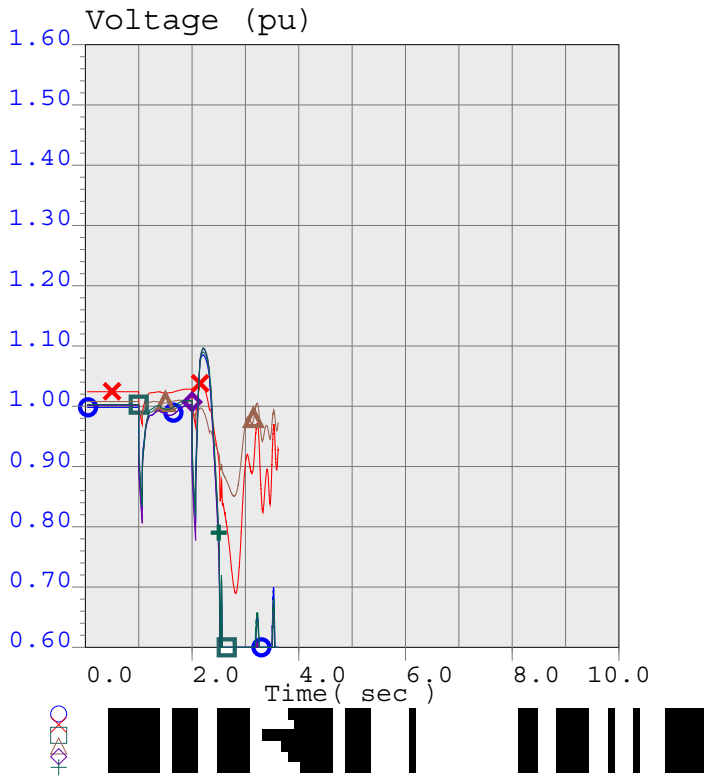


SYSTEM IMPACT STUDY (Voltage)









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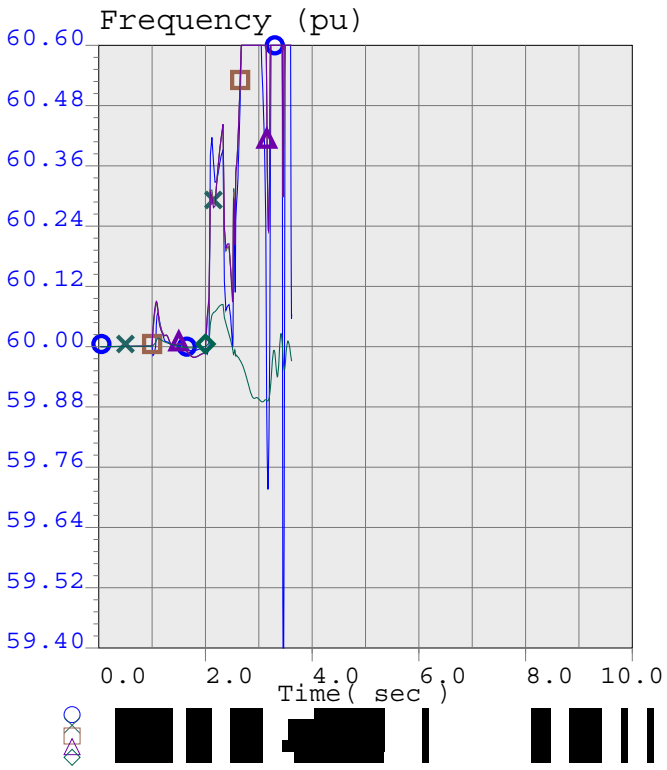
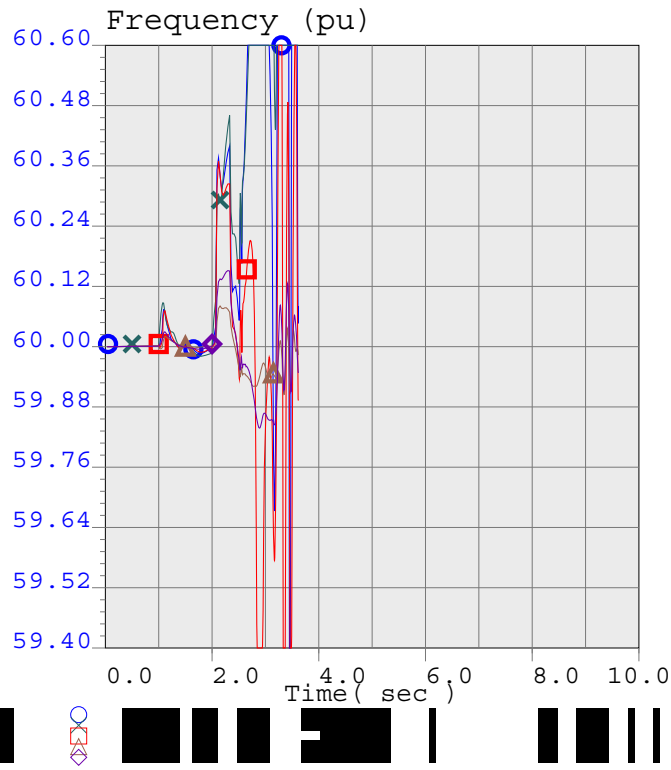
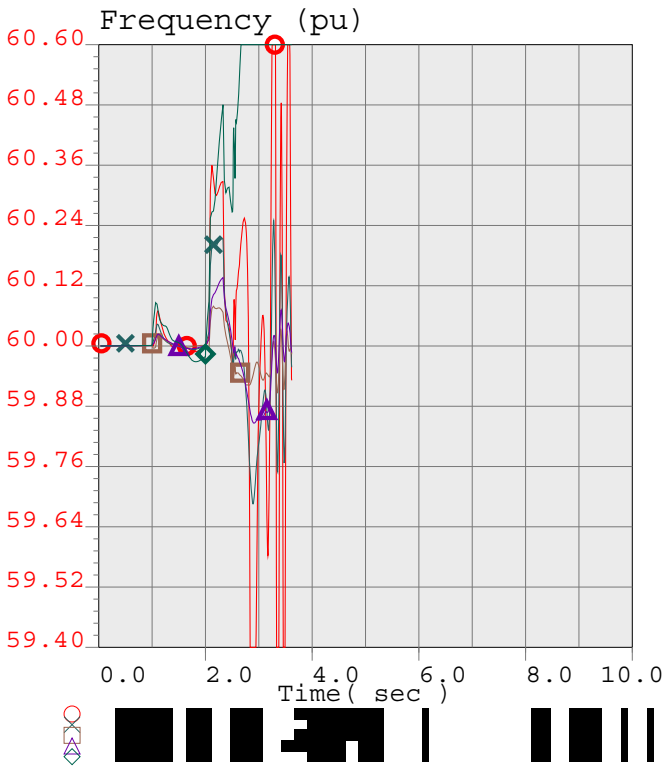
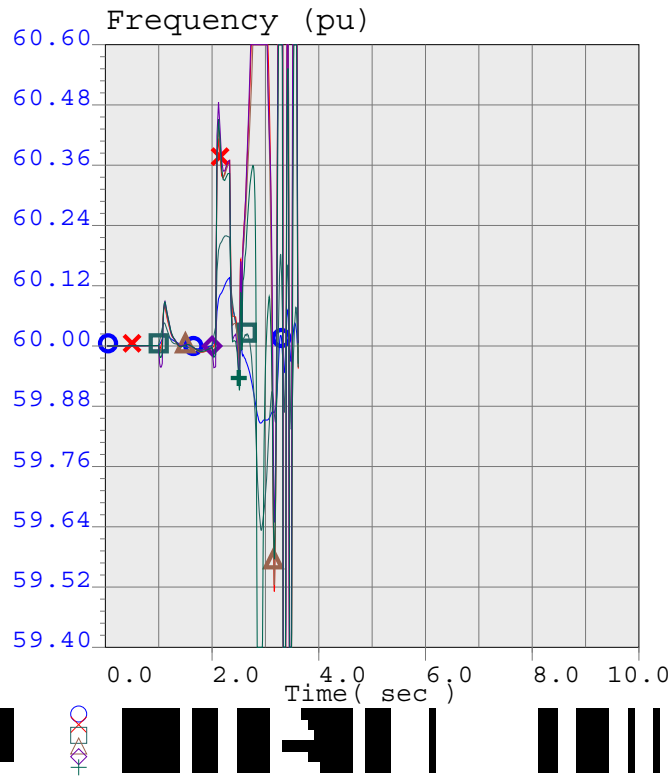
SYSTEM IMPACT STUDY (Frequency)









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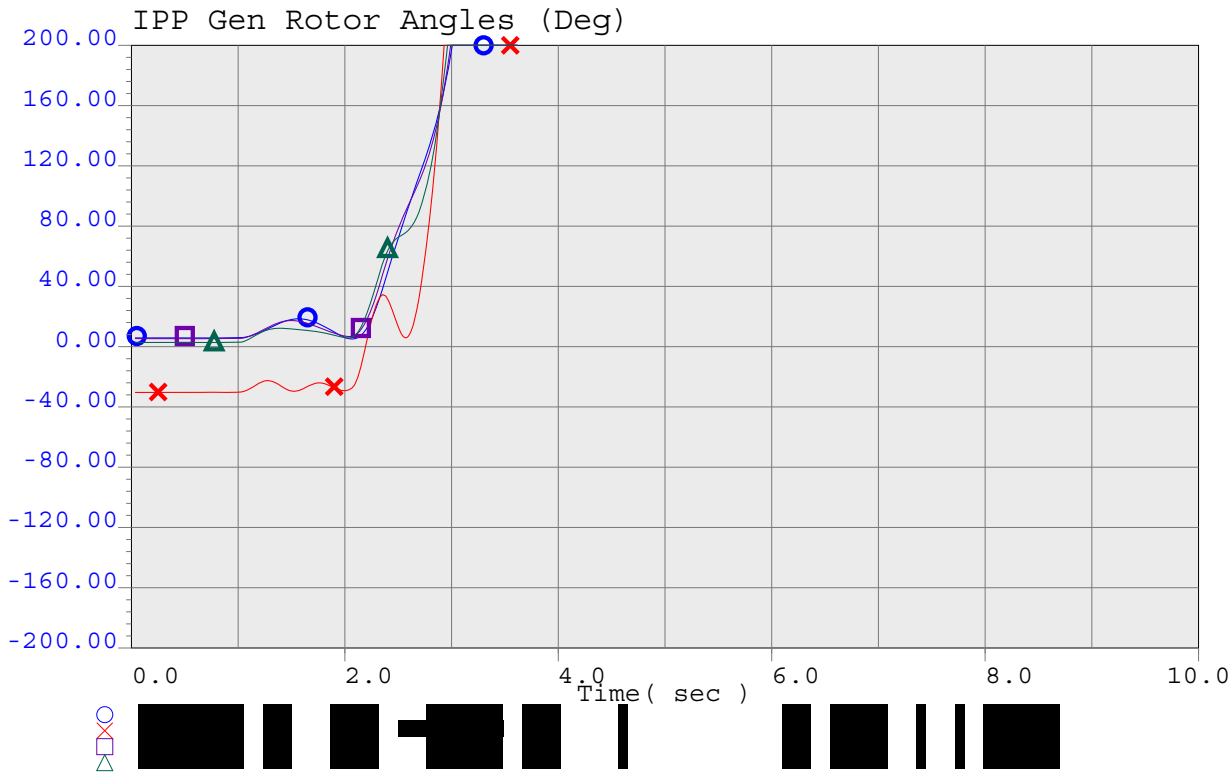
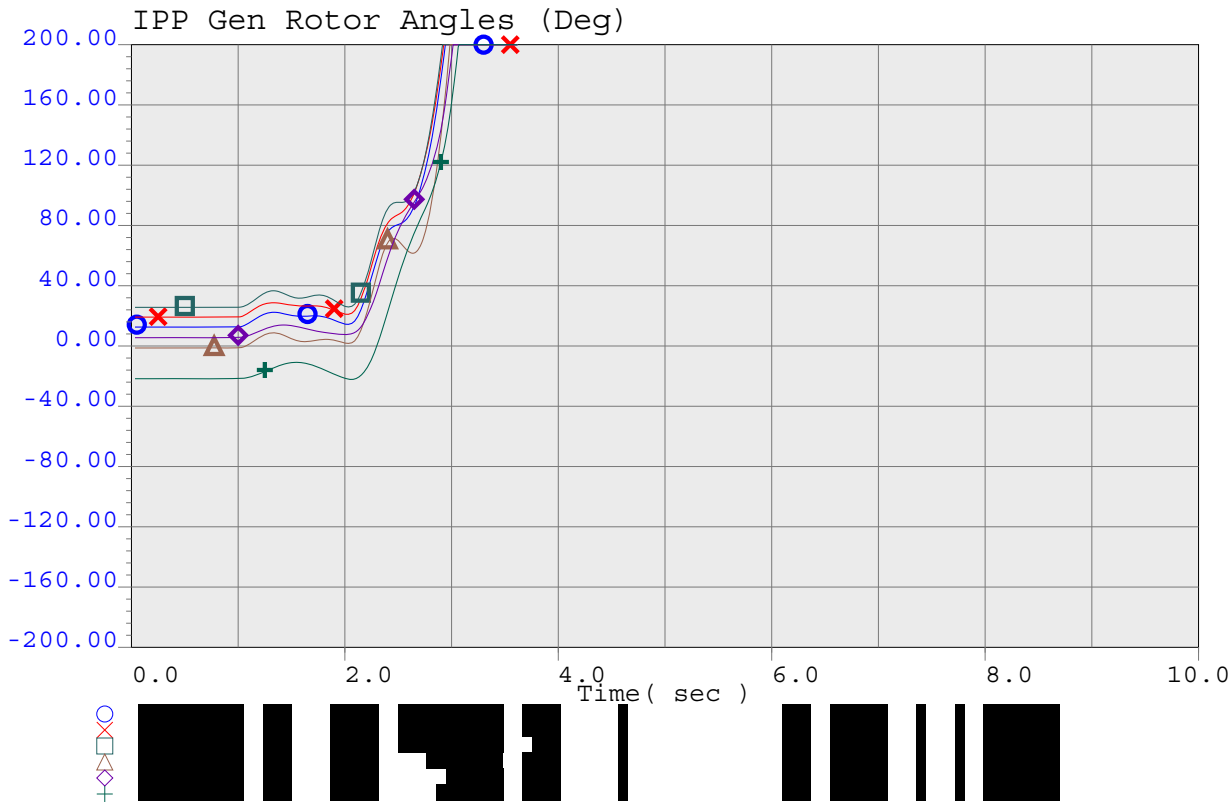
SYSTEM IMPACT STUDY (Rotor Angles)





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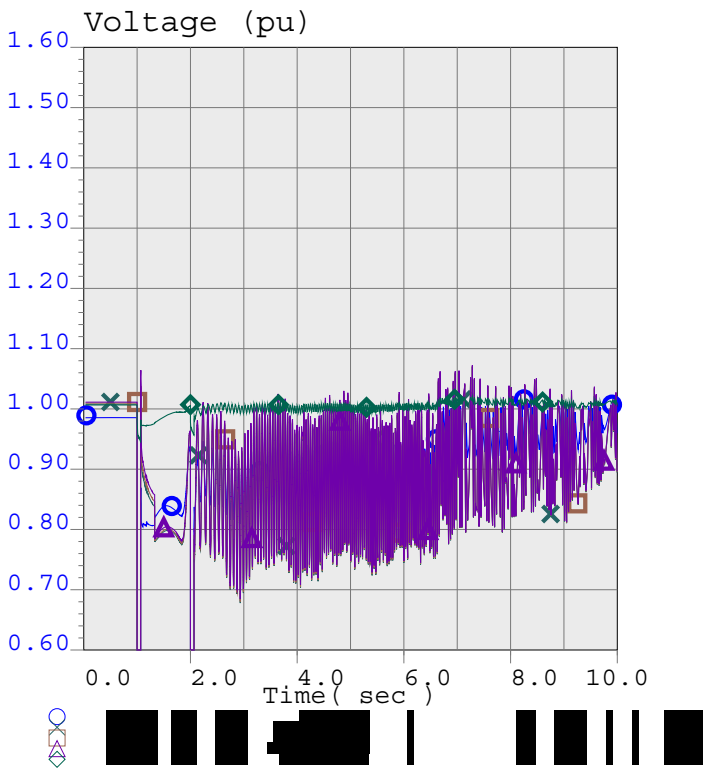
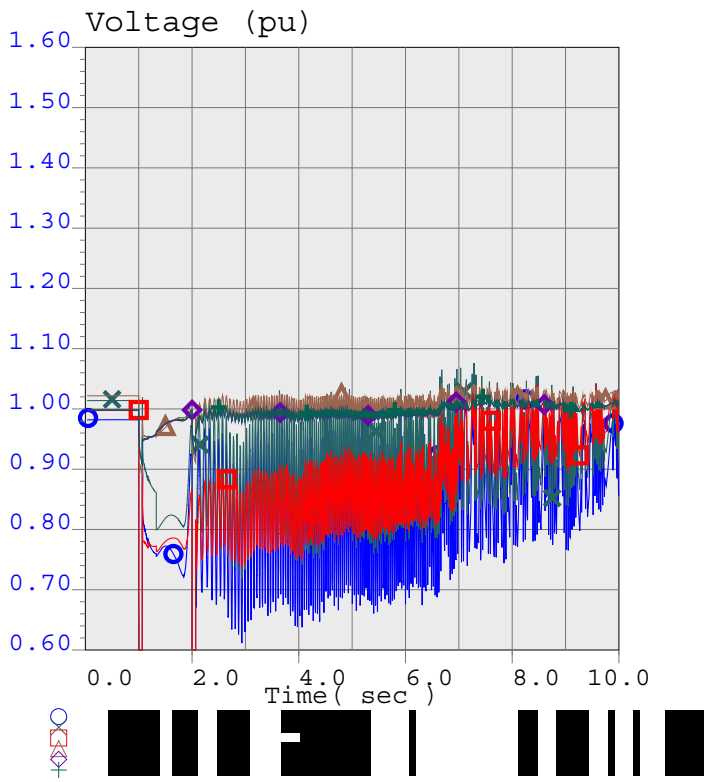
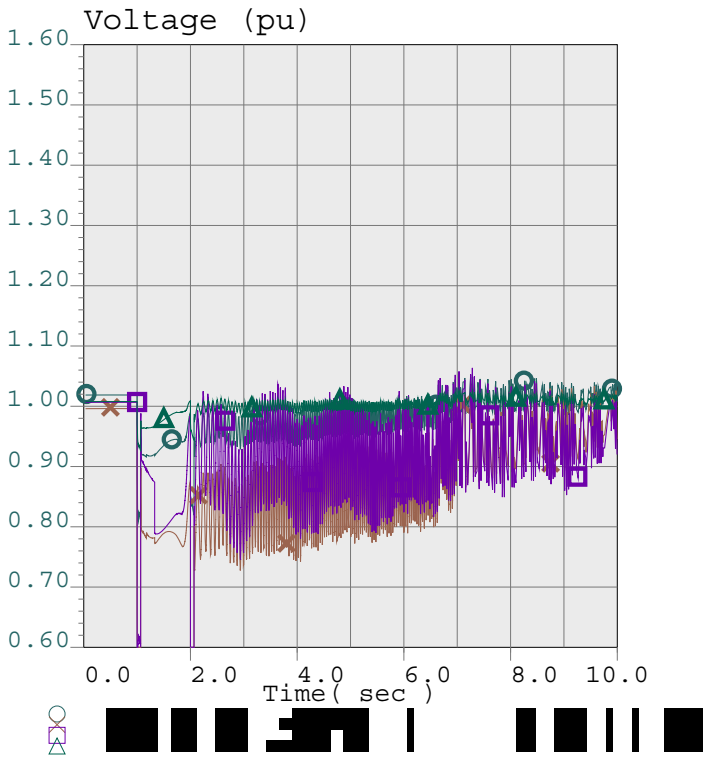
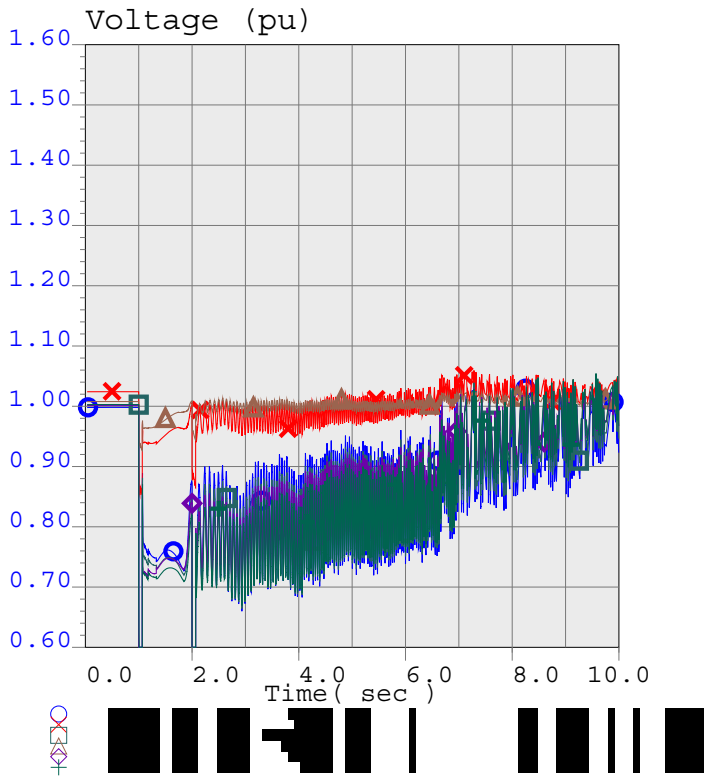
SYSTEM IMPACT STUDY (Voltage)









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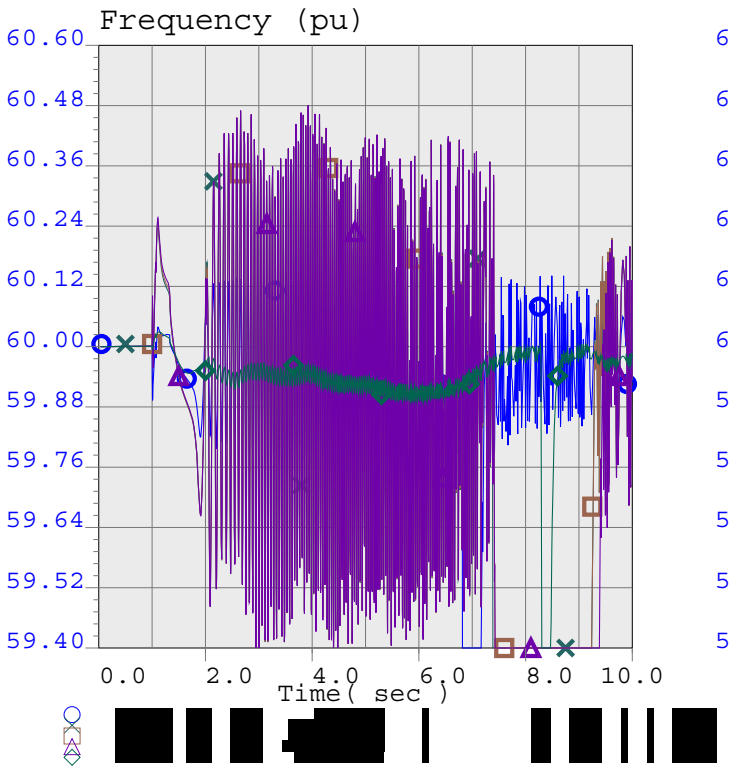
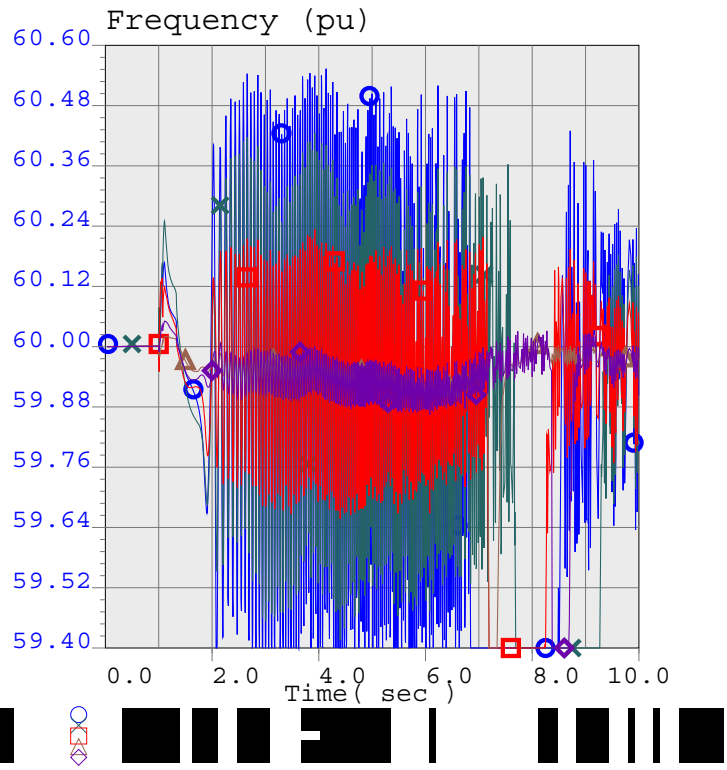
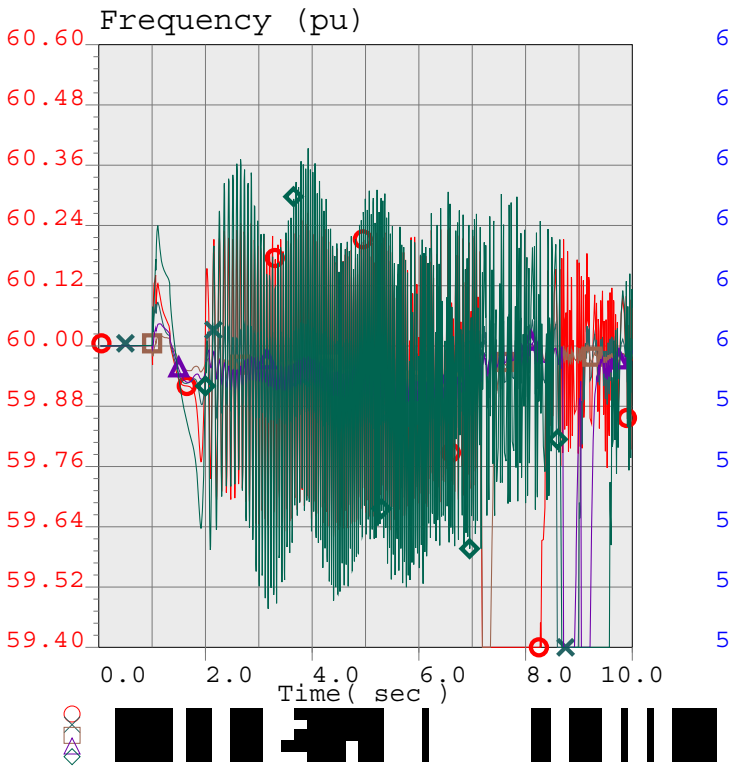
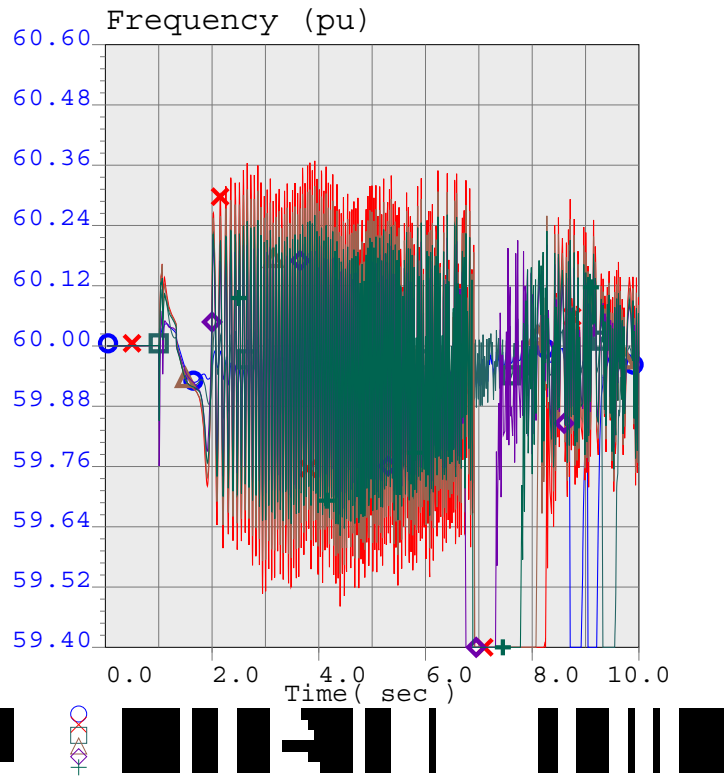
SYSTEM IMPACT STUDY (Frequency)

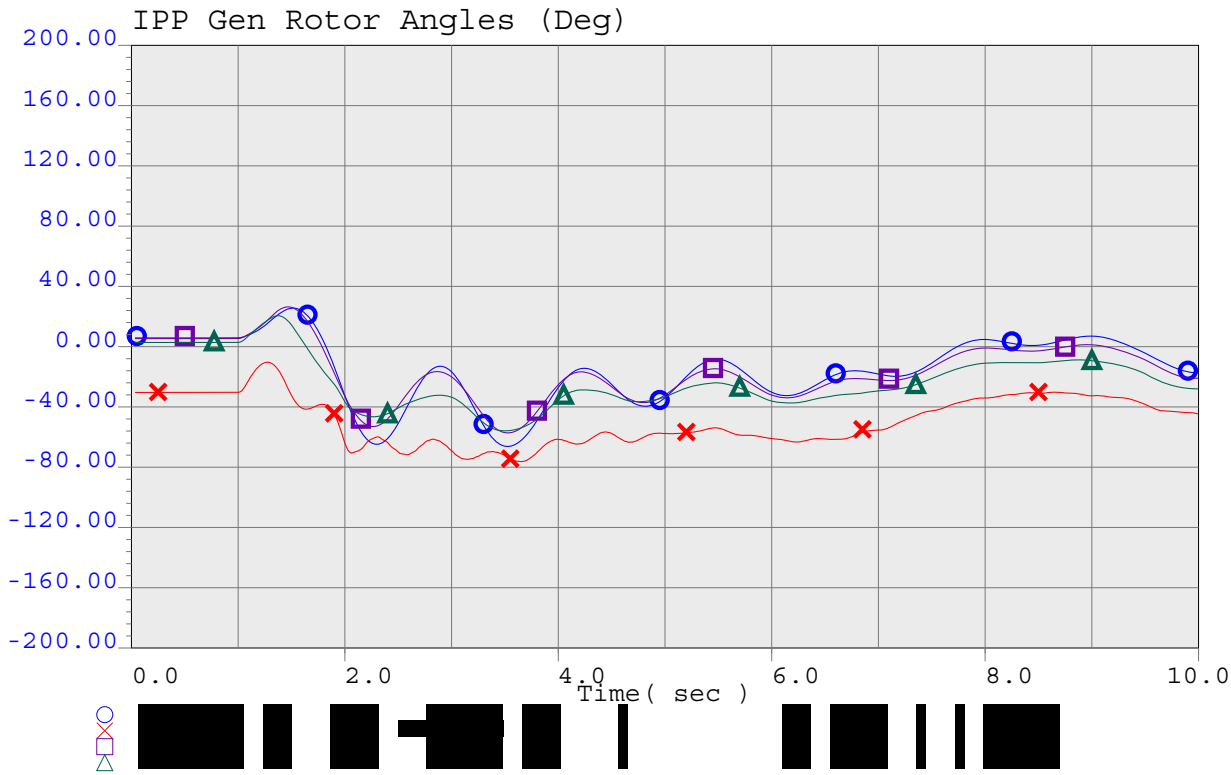


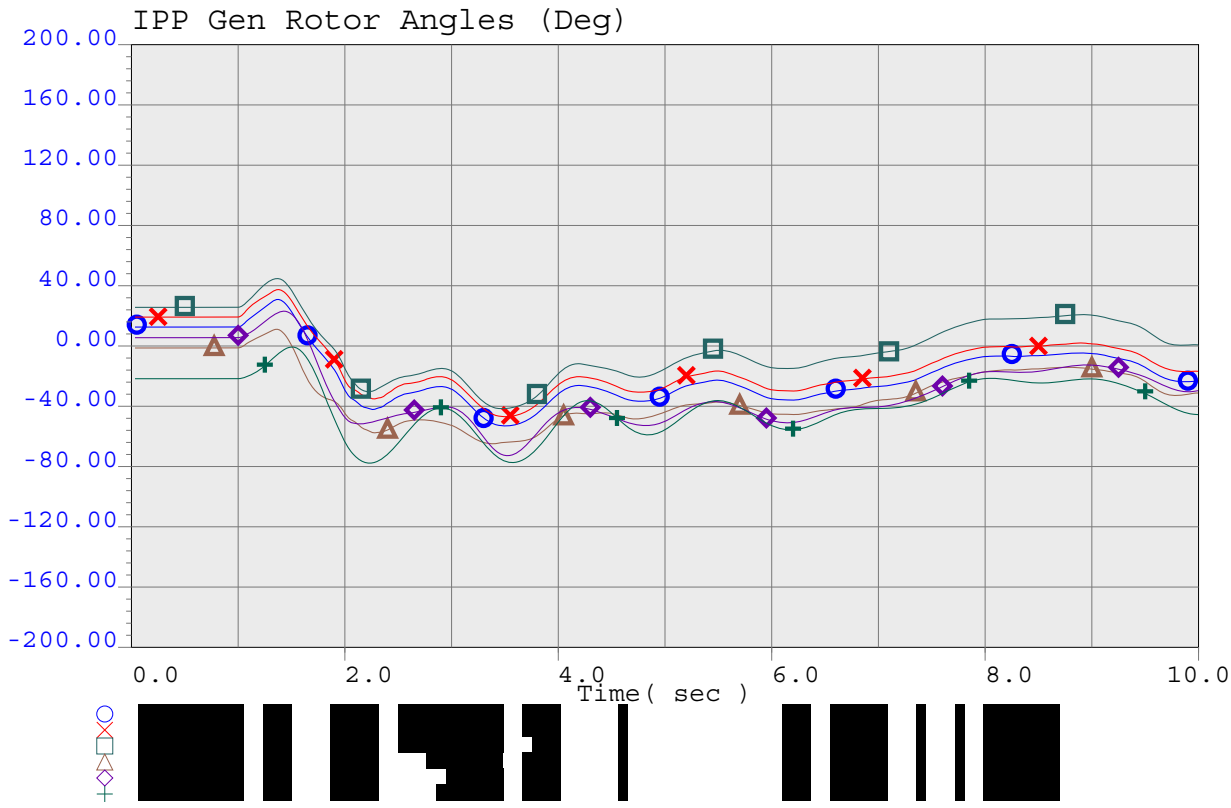




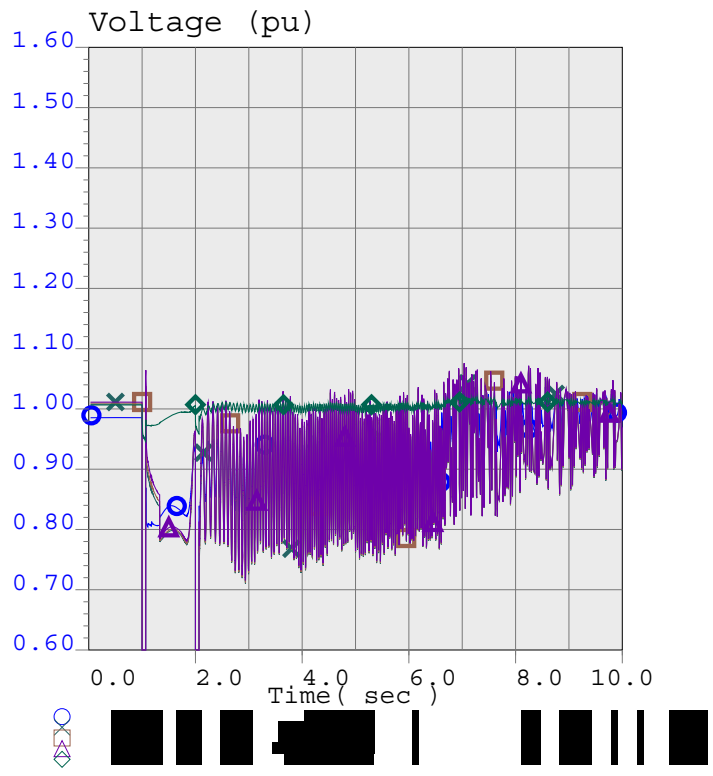


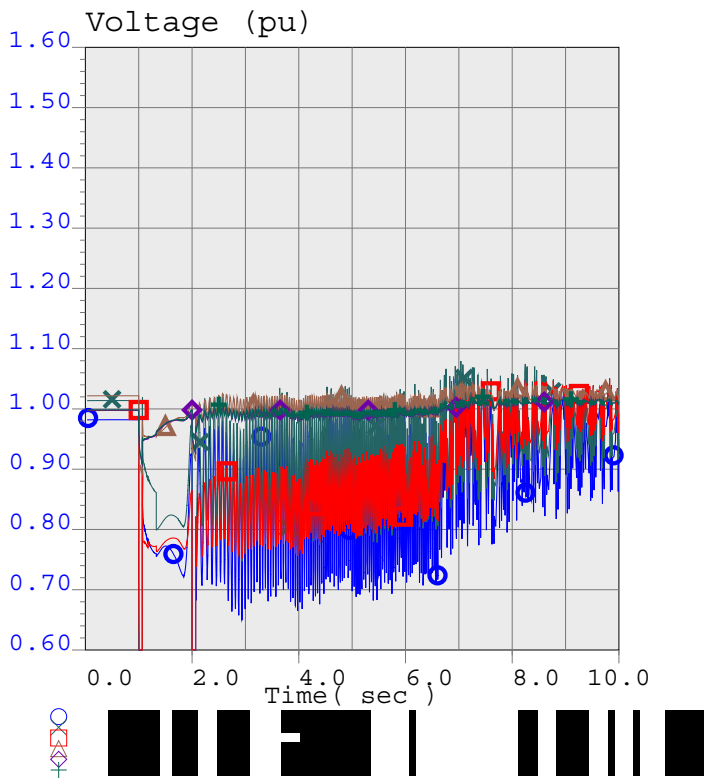
SYSTEM IMPACT STUDY (Rotor Angles)

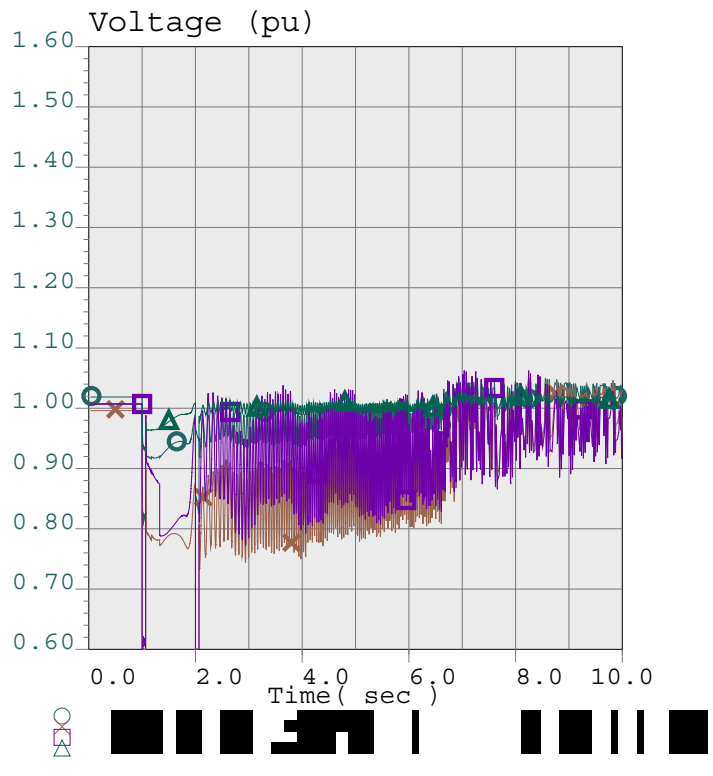


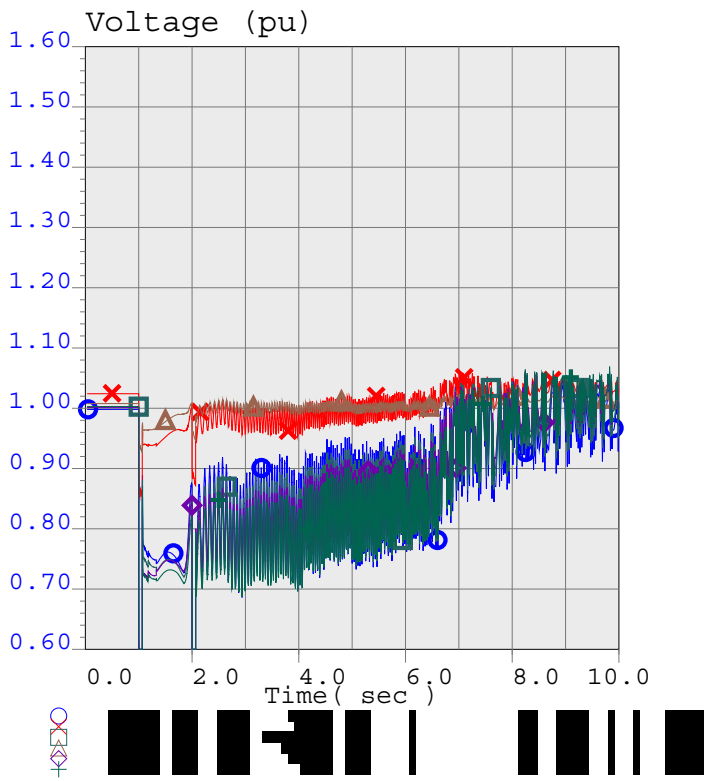


SYSTEM IMPACT STUDY (Voltage)









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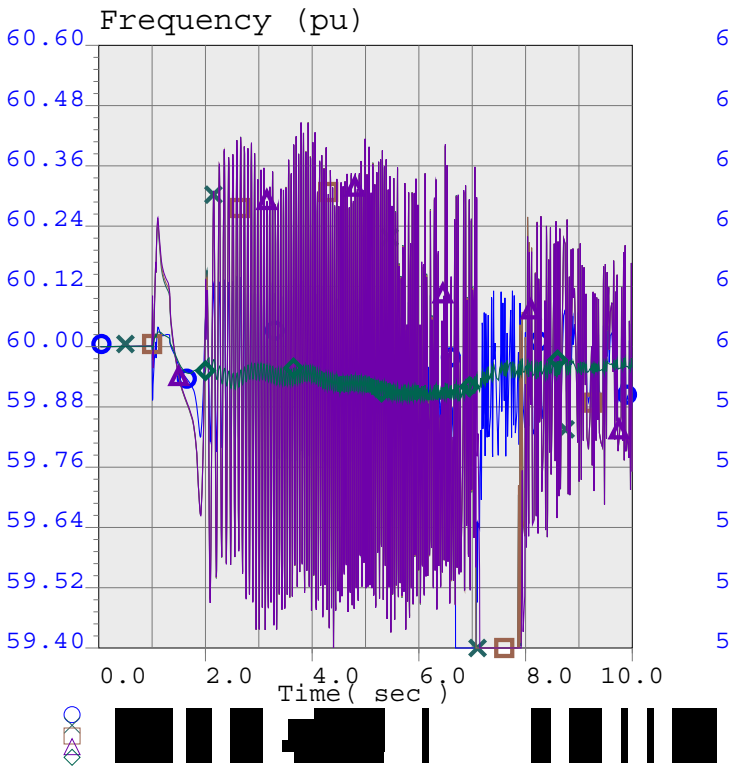
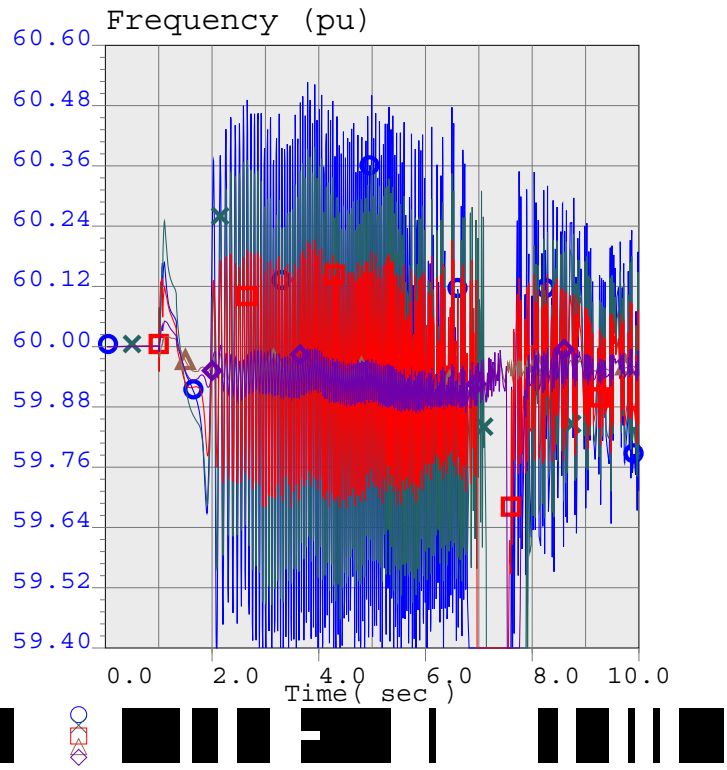
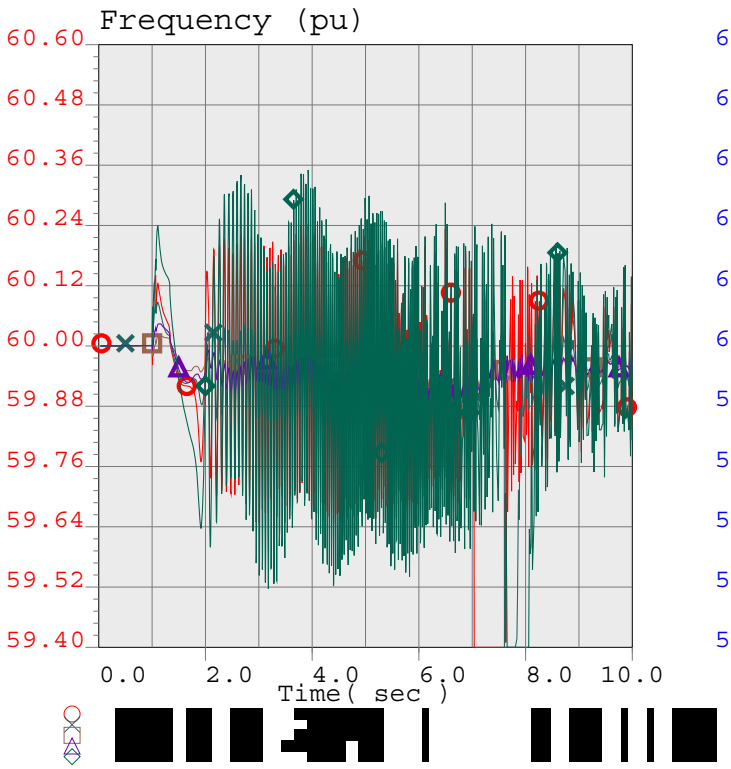
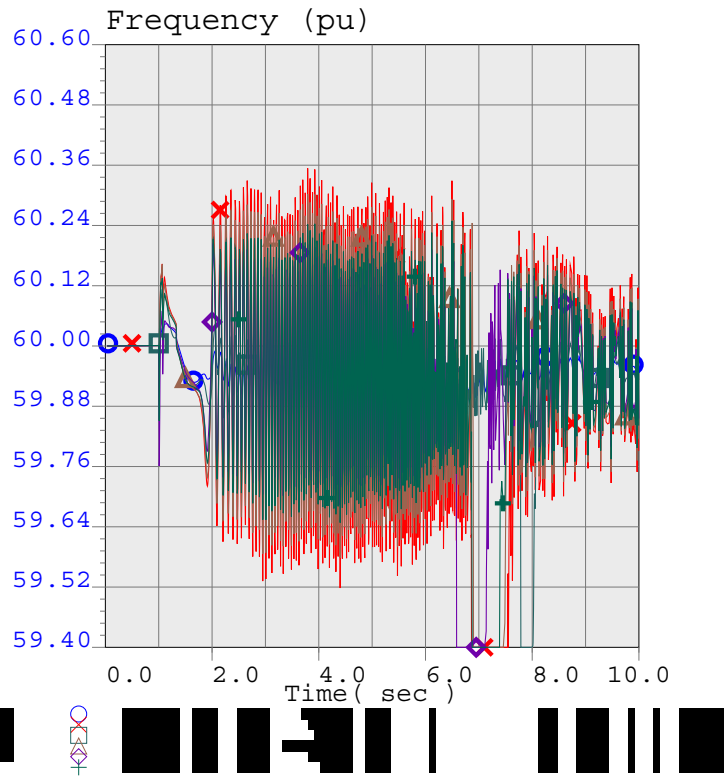
SYSTEM IMPACT STUDY (Frequency)

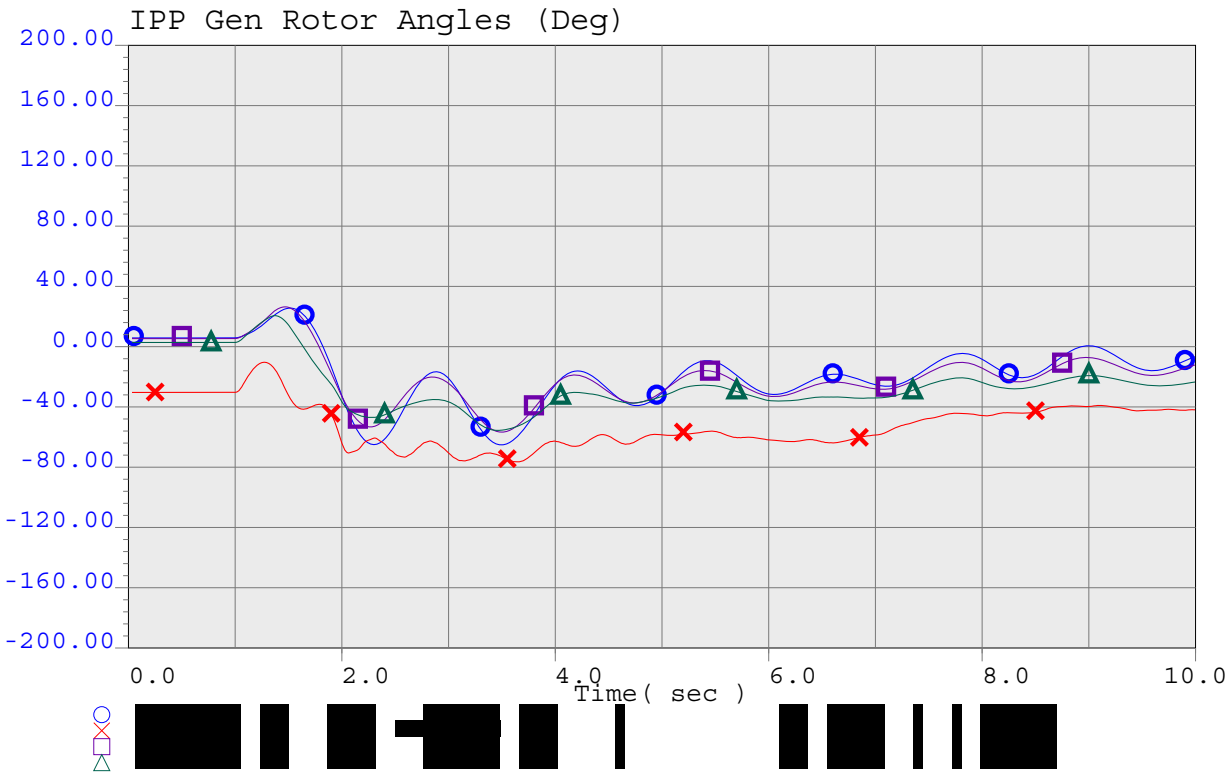


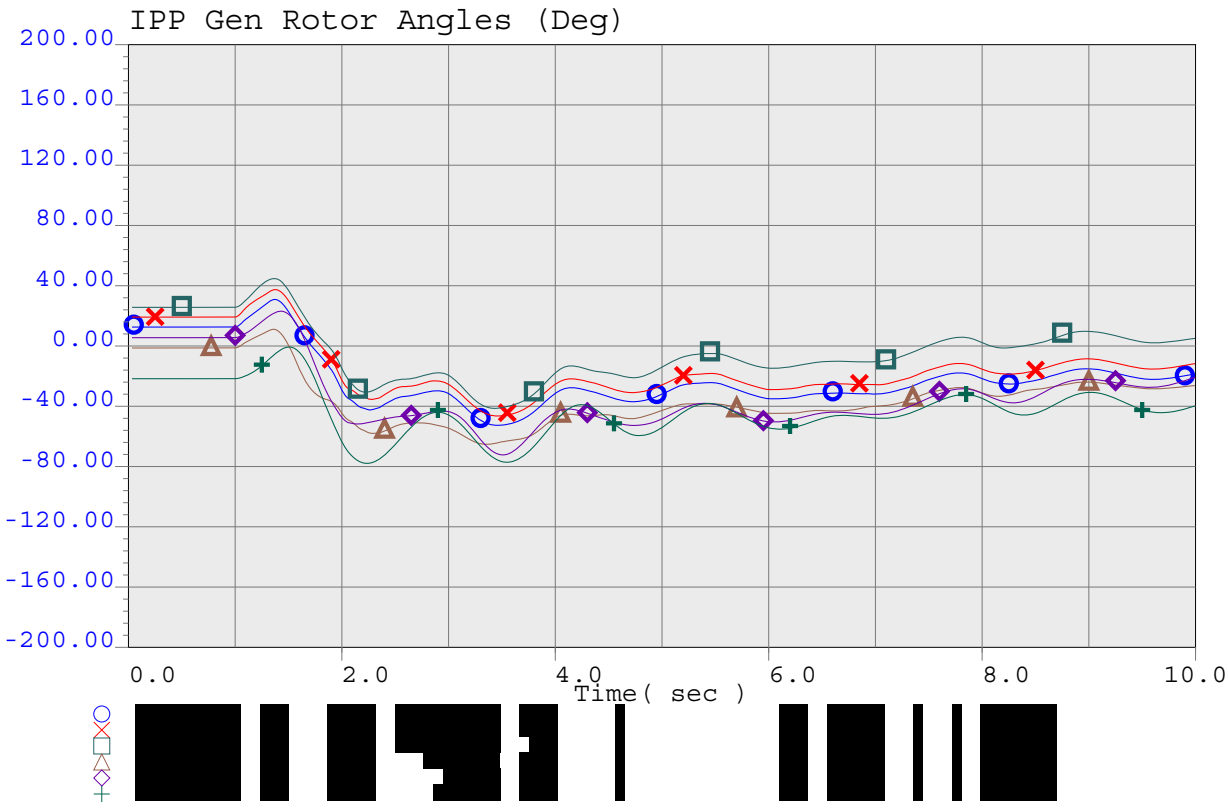




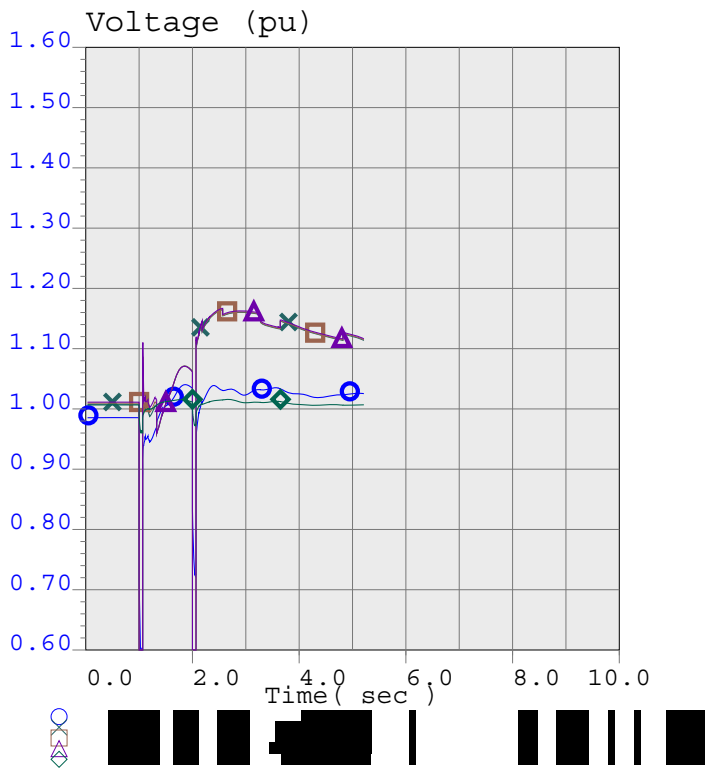


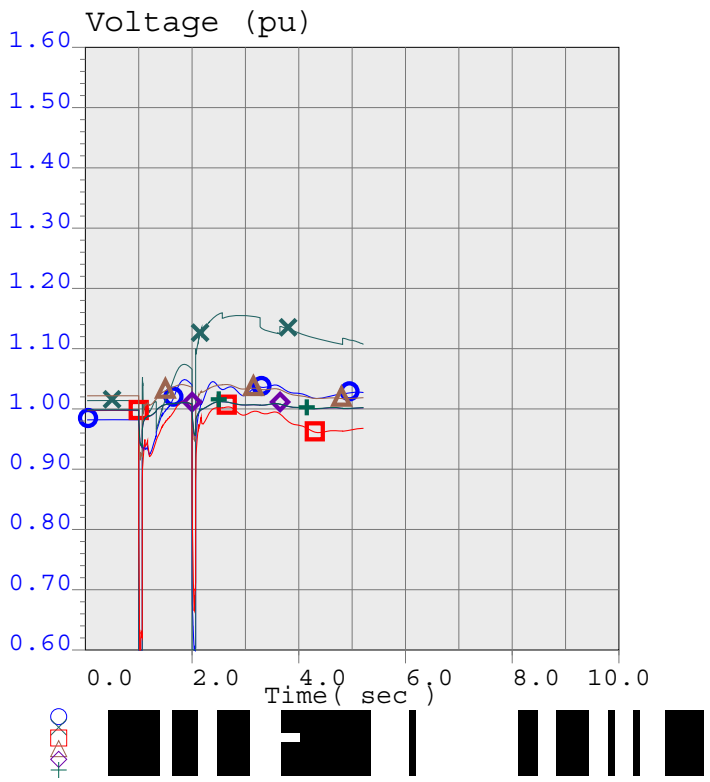
SYSTEM IMPACT STUDY (Rotor Angles)

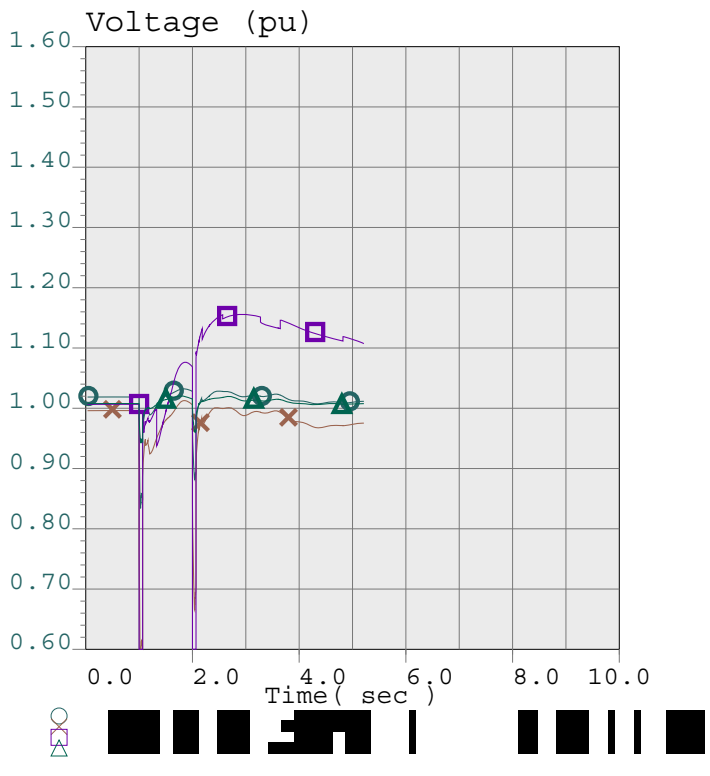


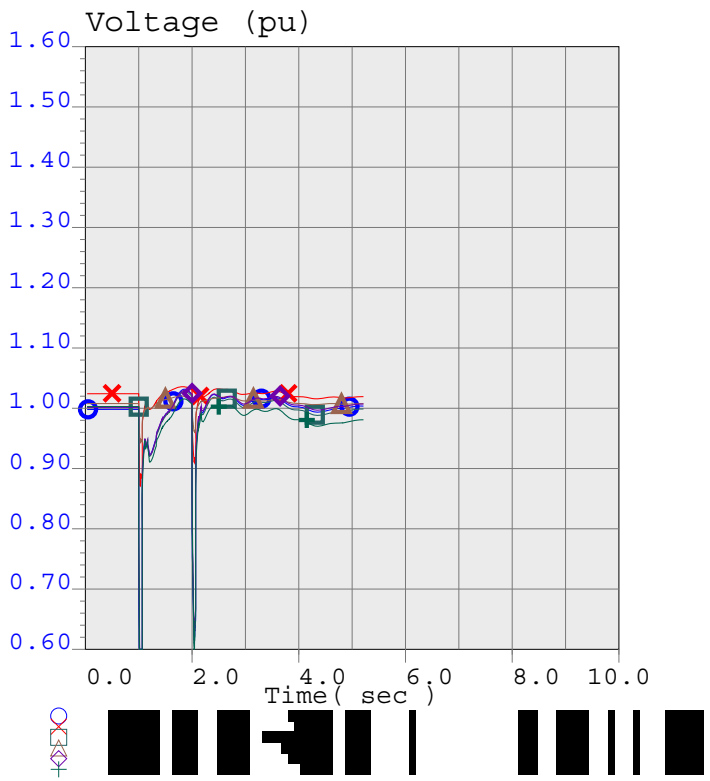


SYSTEM IMPACT STUDY (Voltage)









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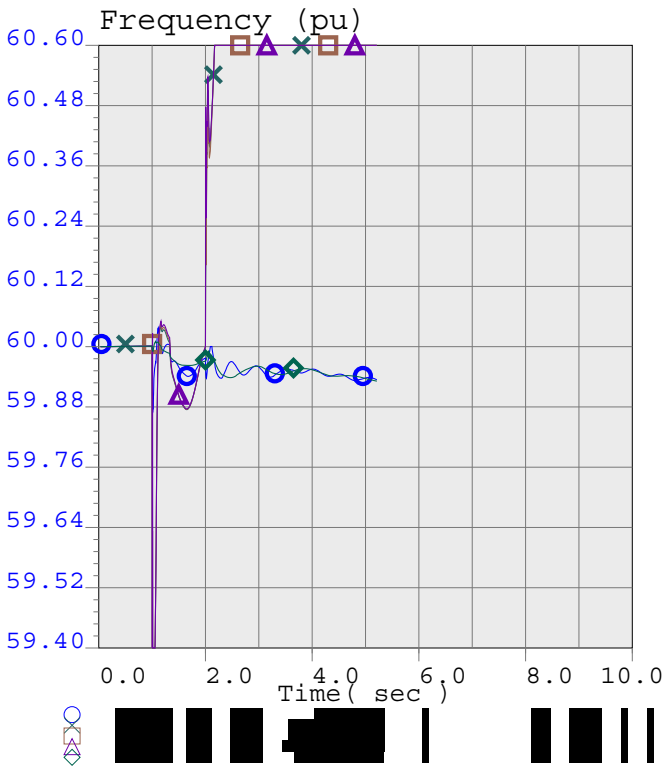
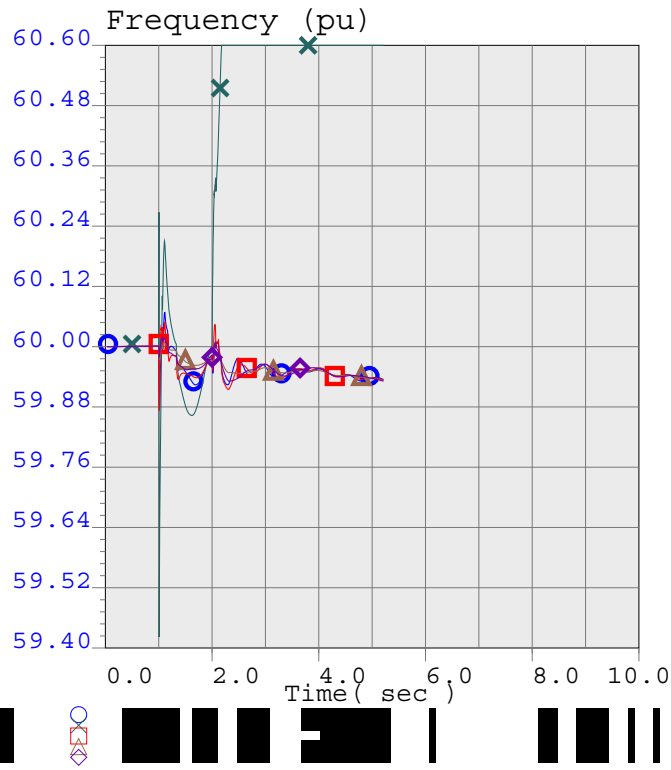
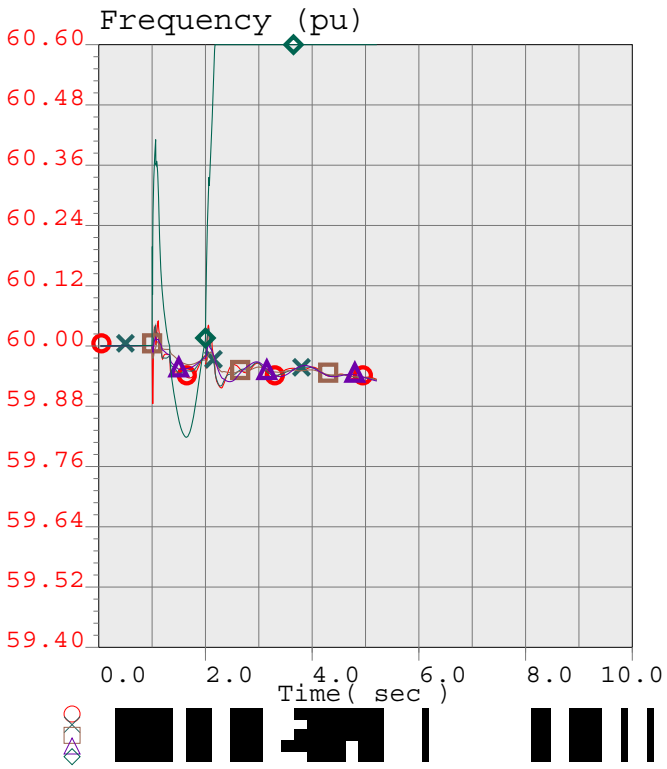
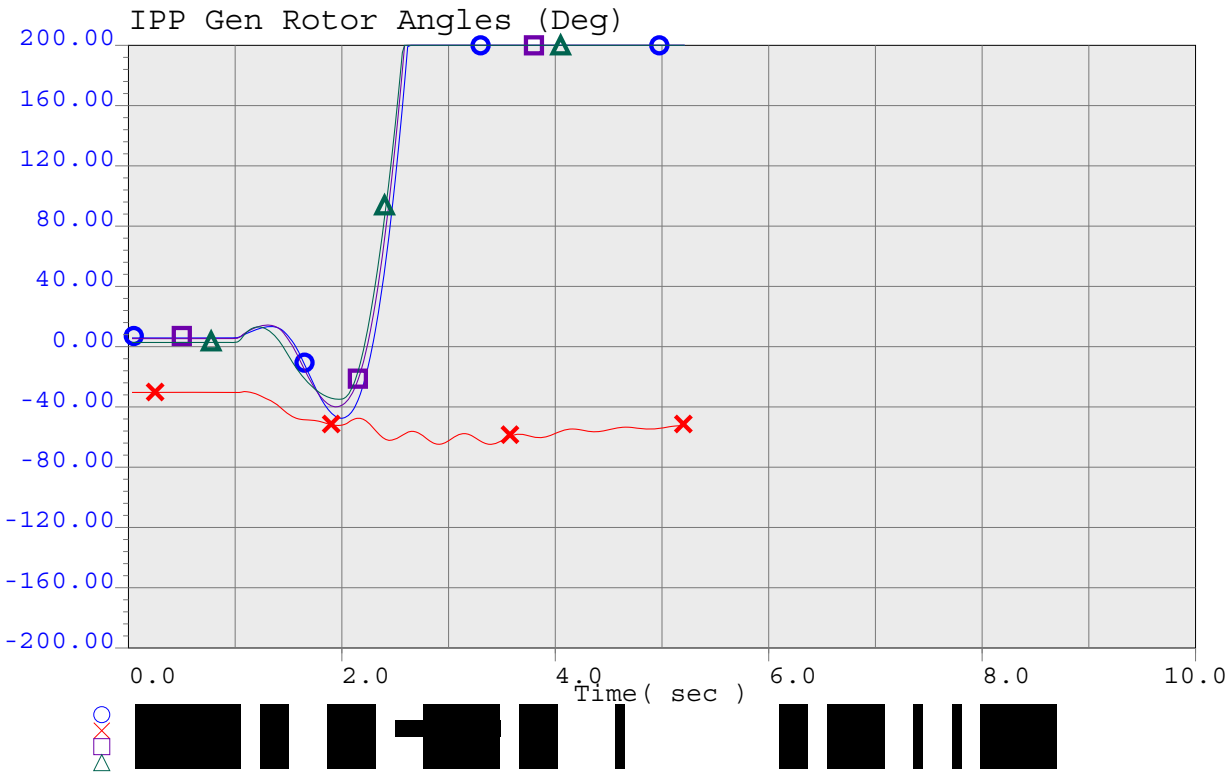
SYSTEM IMPACT STUDY (Frequency)

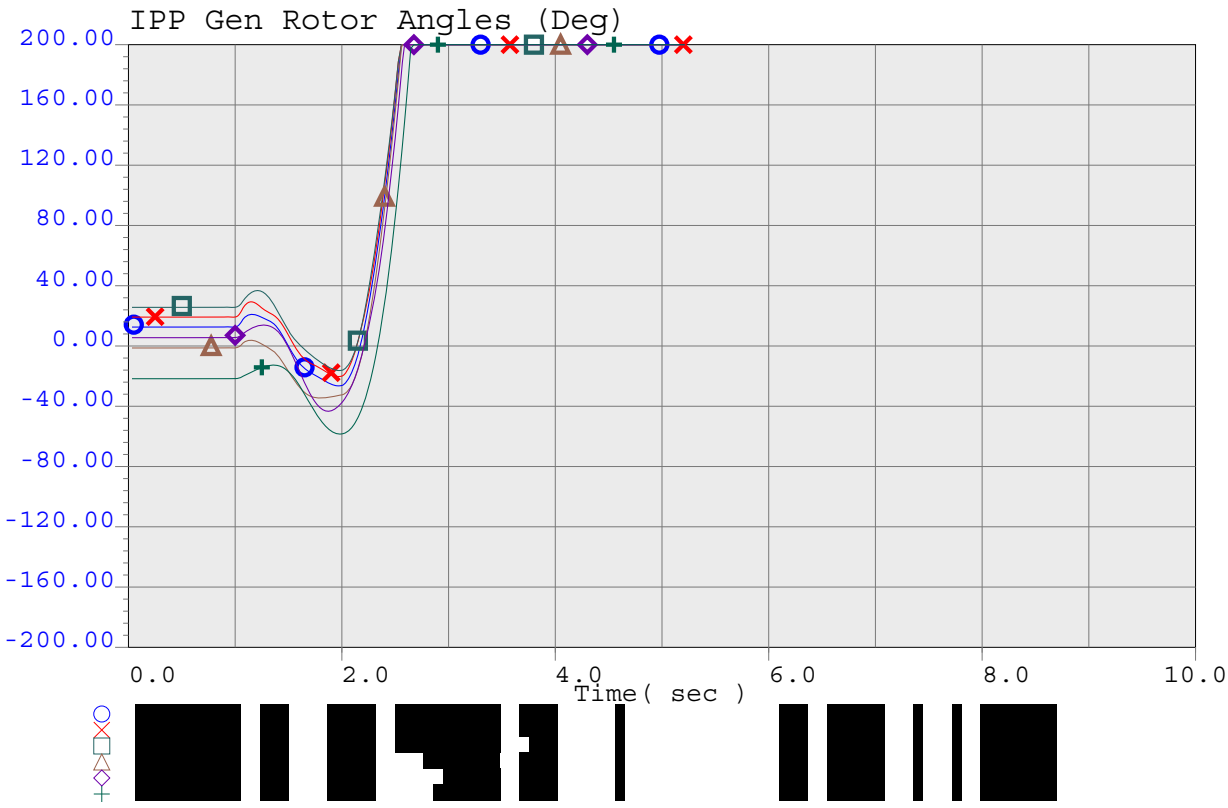




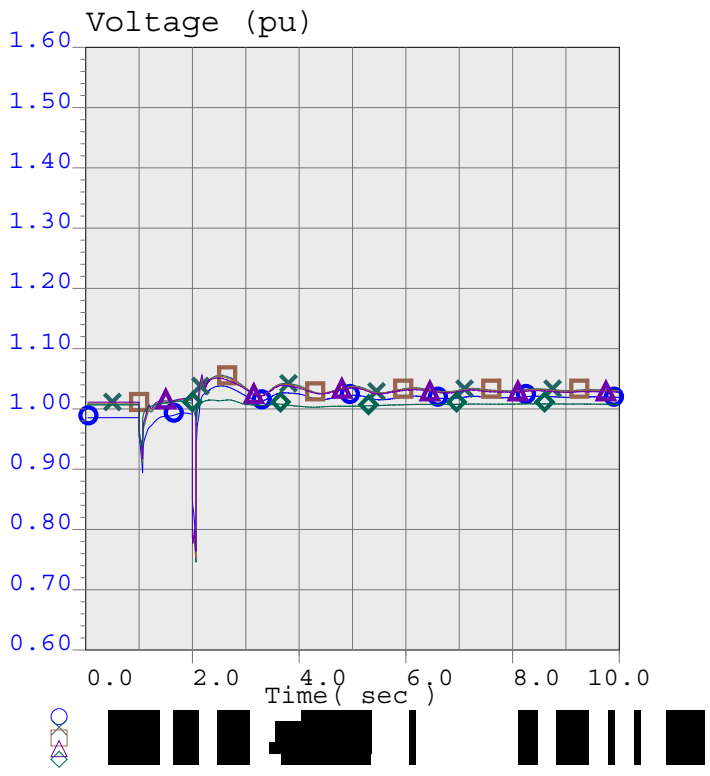


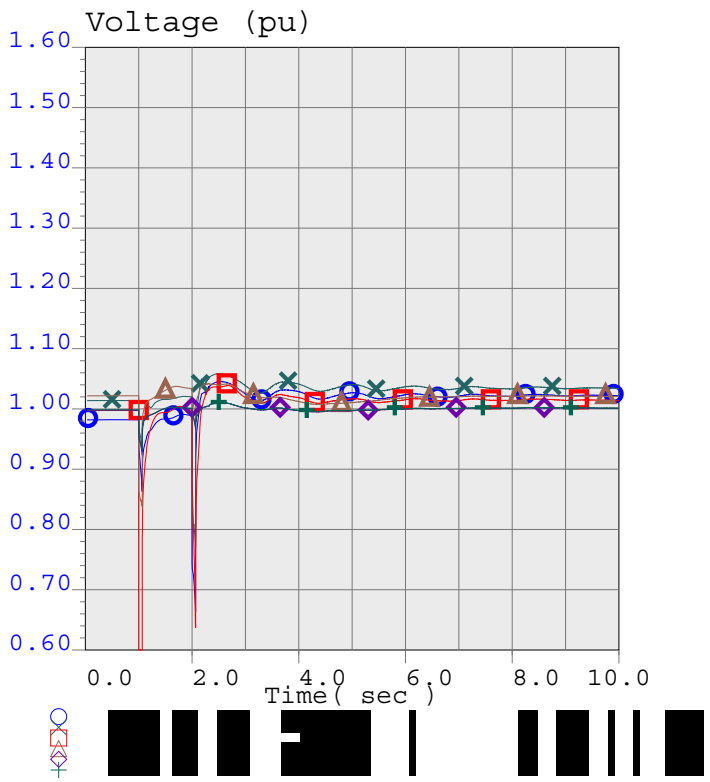
SYSTEM IMPACT STUDY (Rotor Angles)

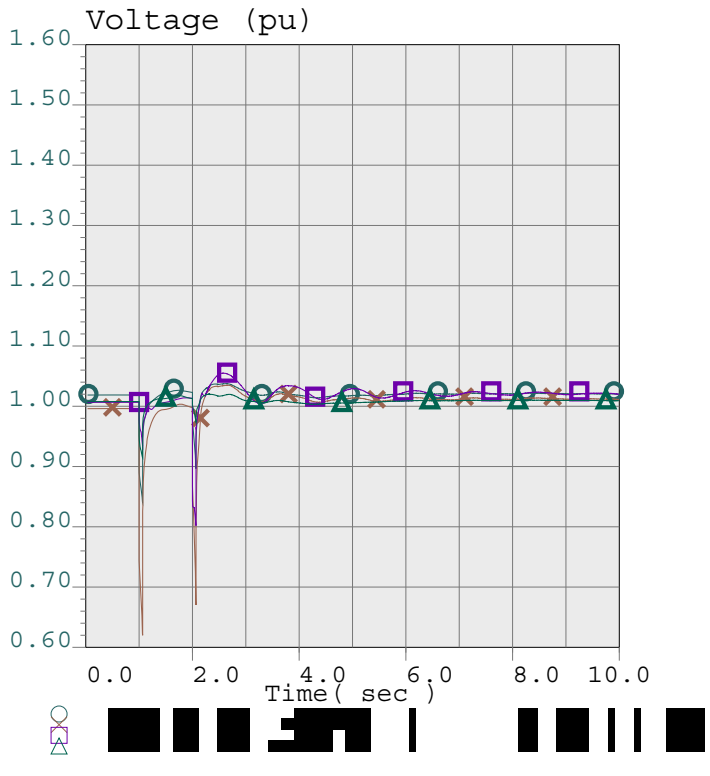


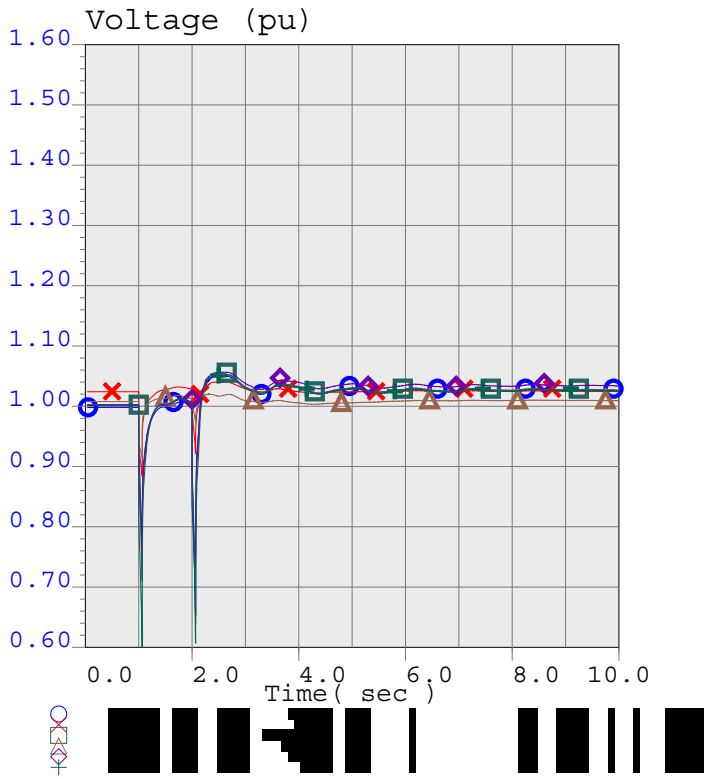


SYSTEM IMPACT STUDY (Voltage)









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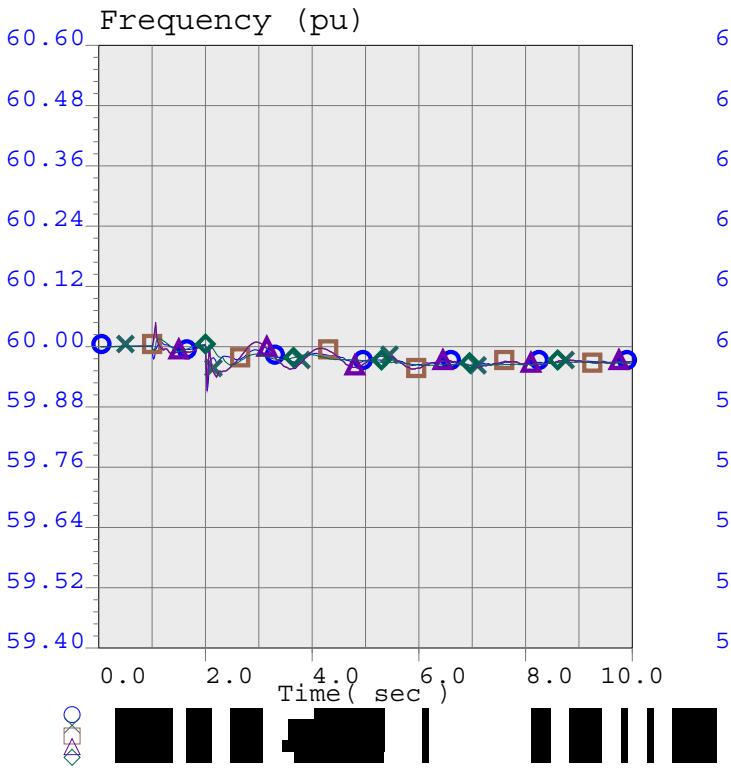
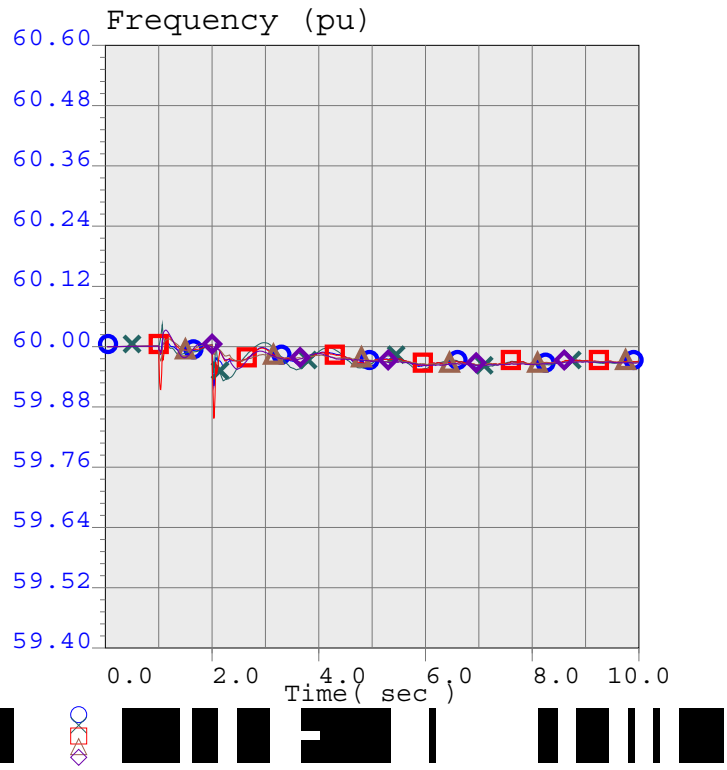
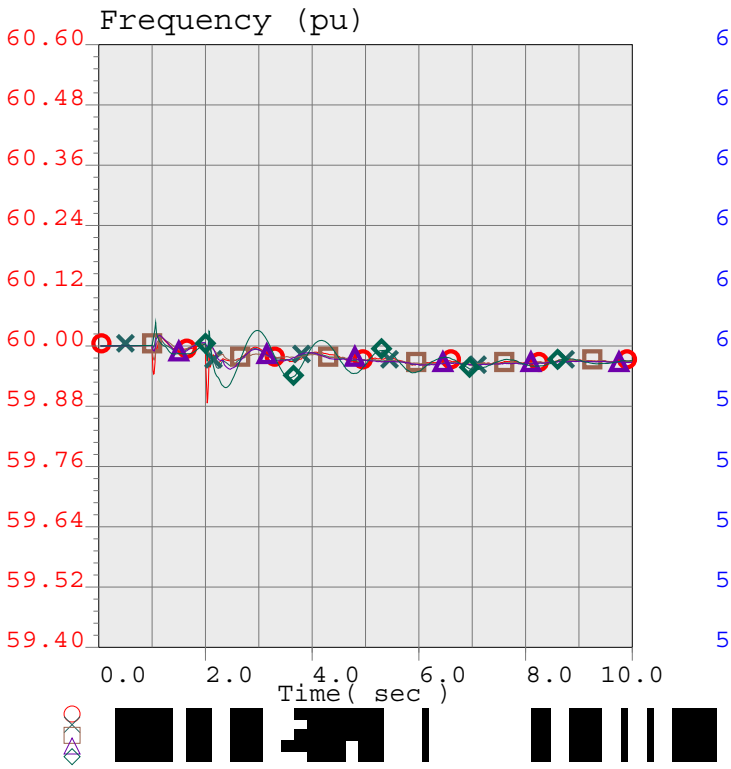
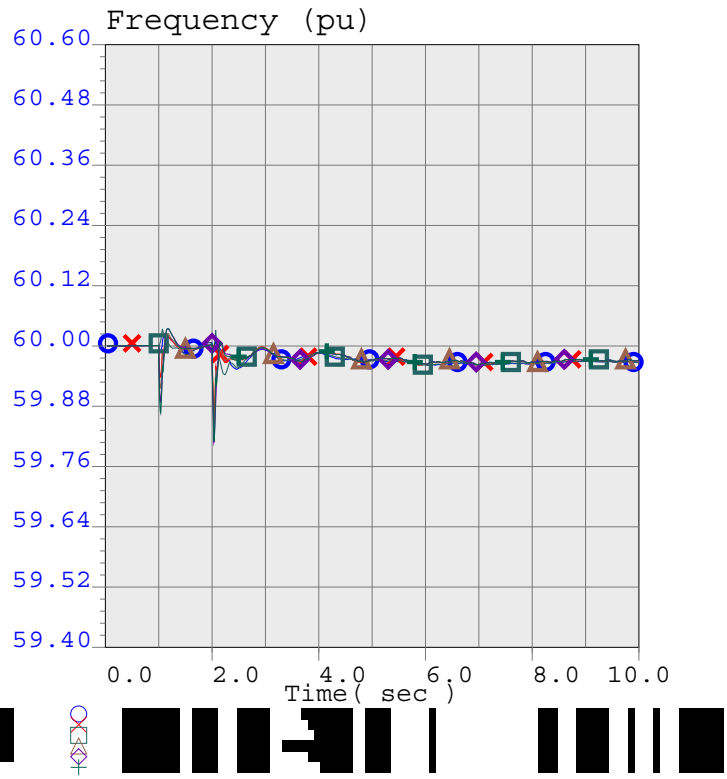
SYSTEM IMPACT STUDY (Frequency)

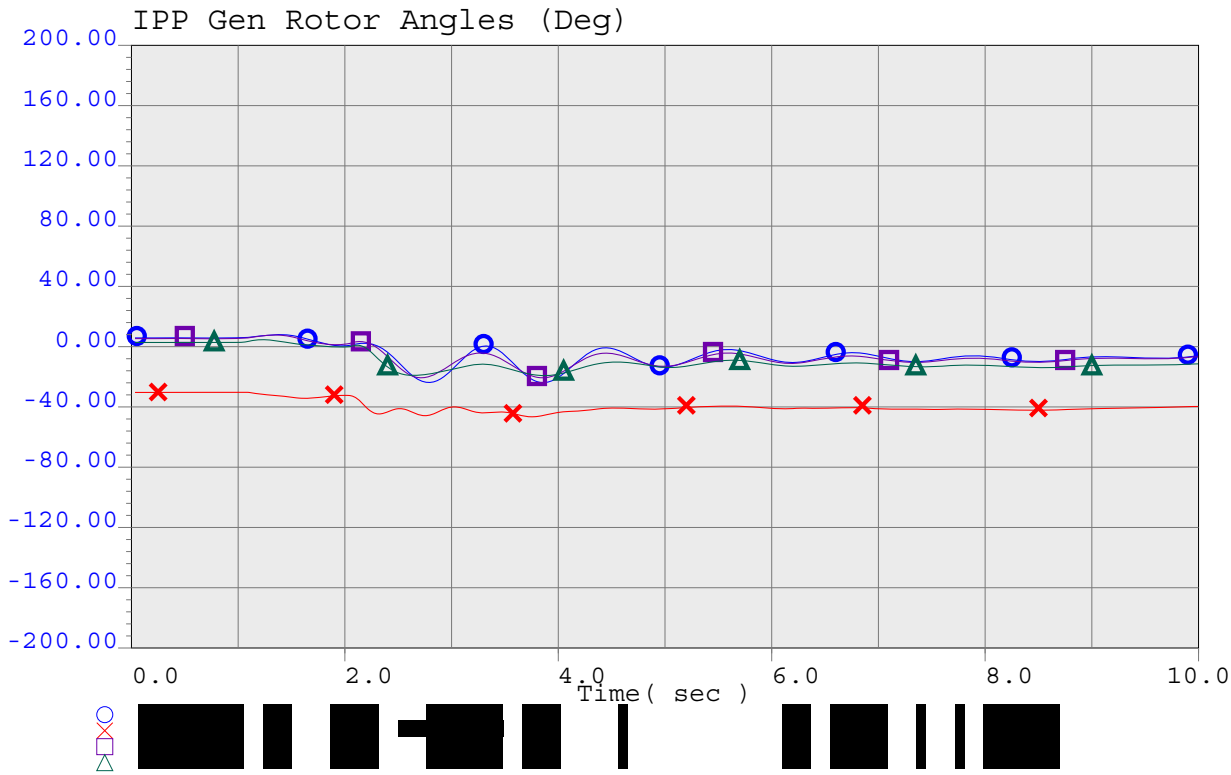


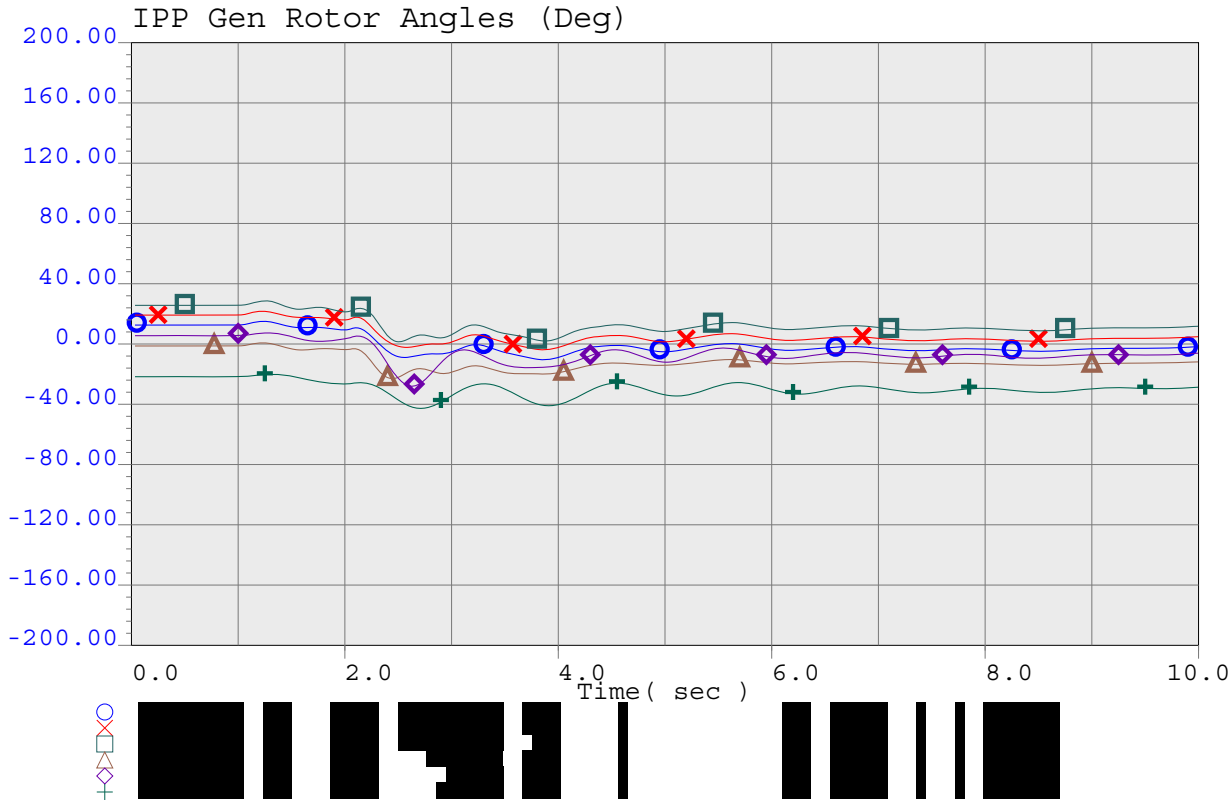




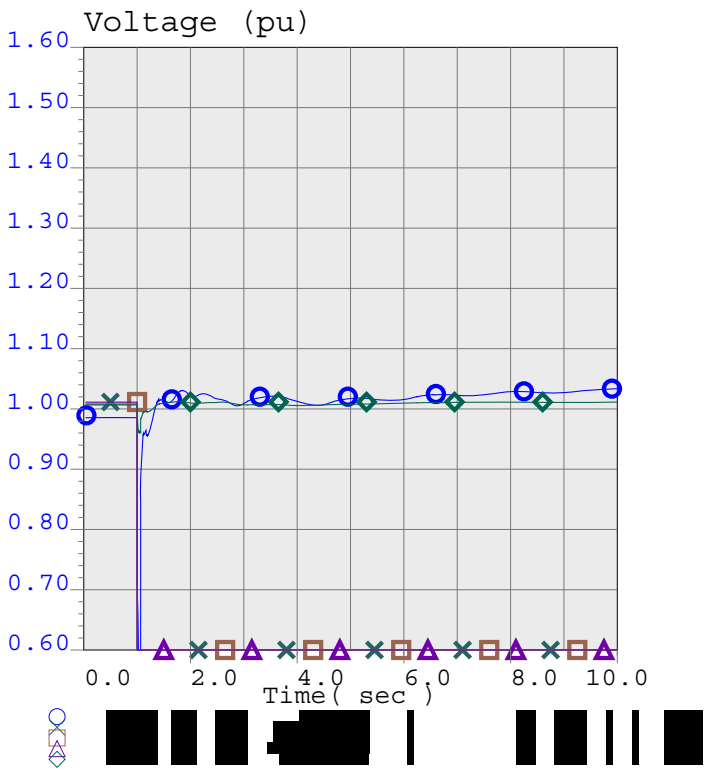


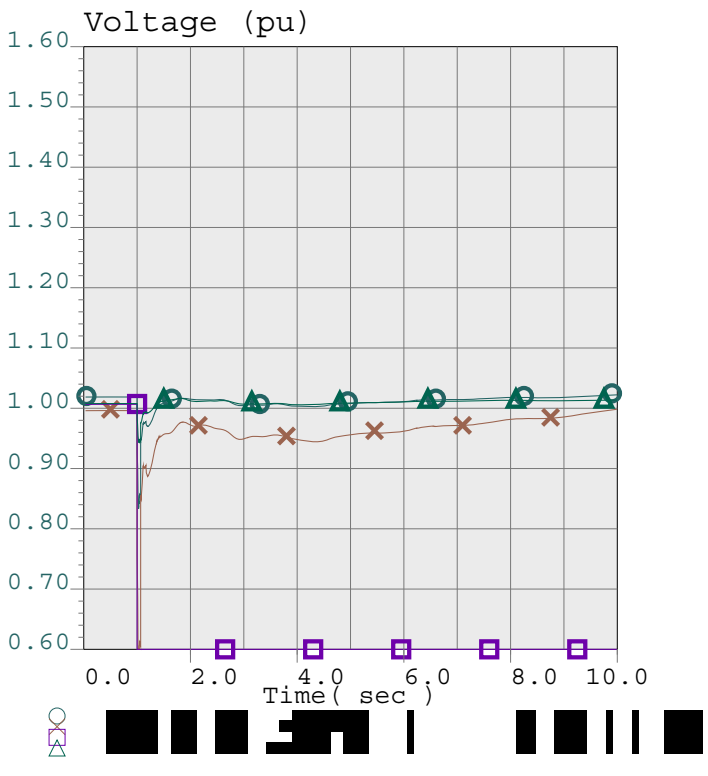
SYSTEM IMPACT STUDY (Rotor Angles)

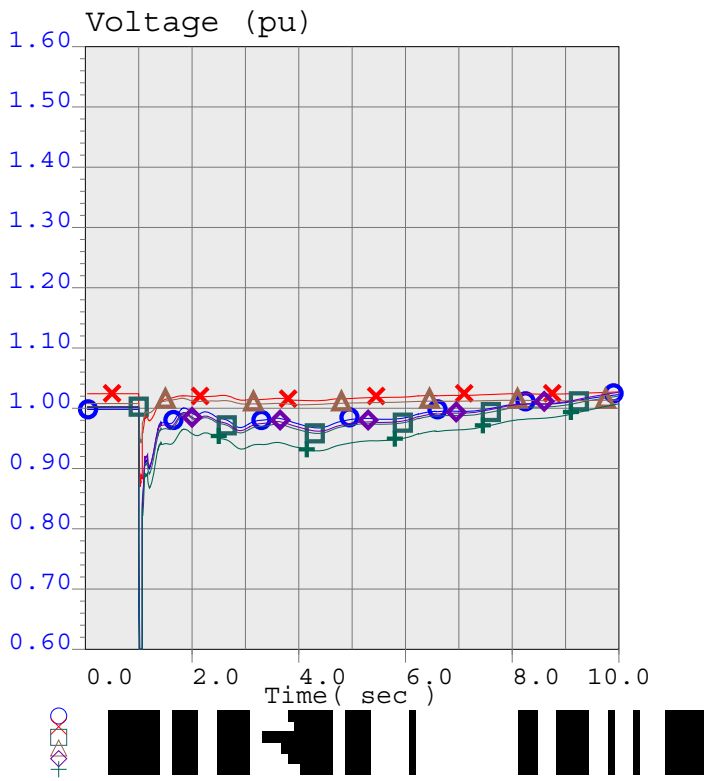




SYSTEM IMPACT STUDY (Voltage)







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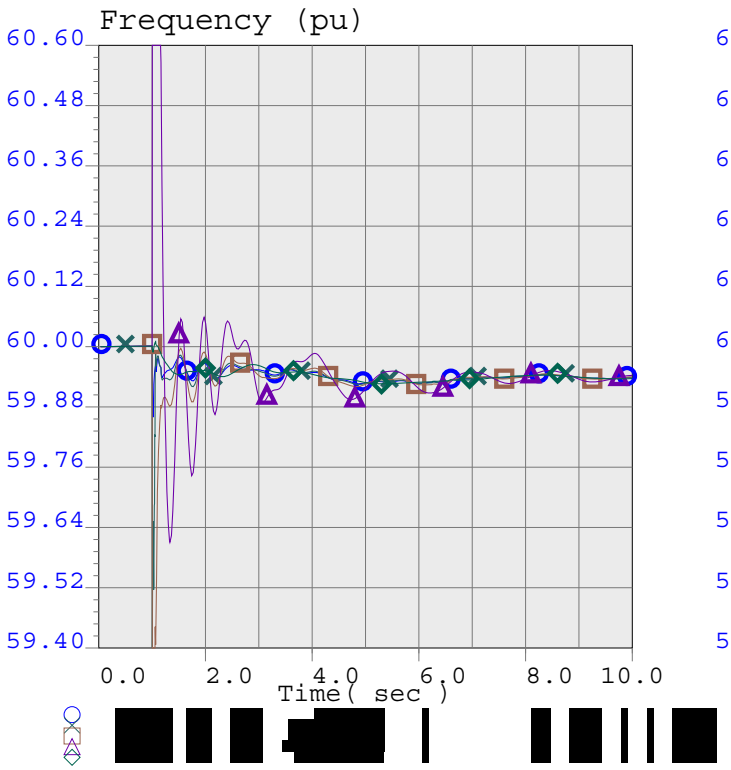

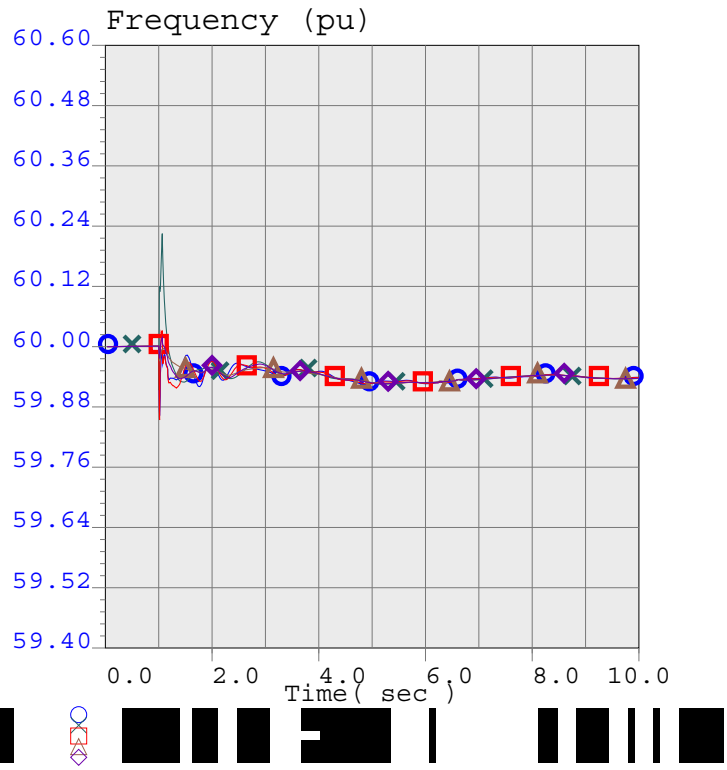

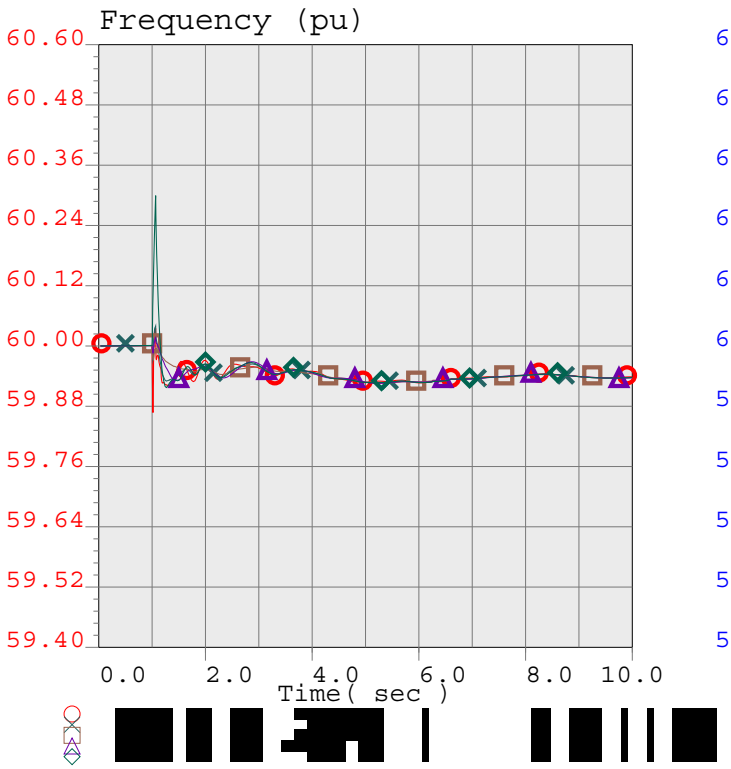

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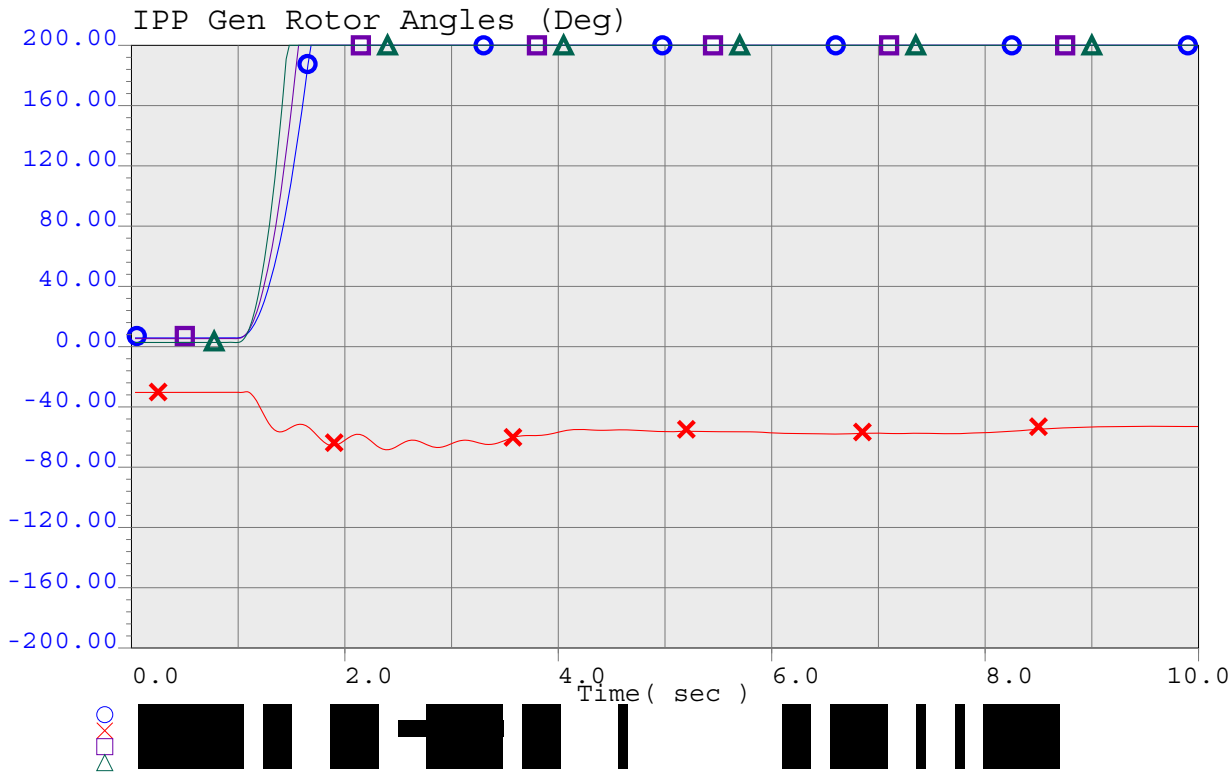
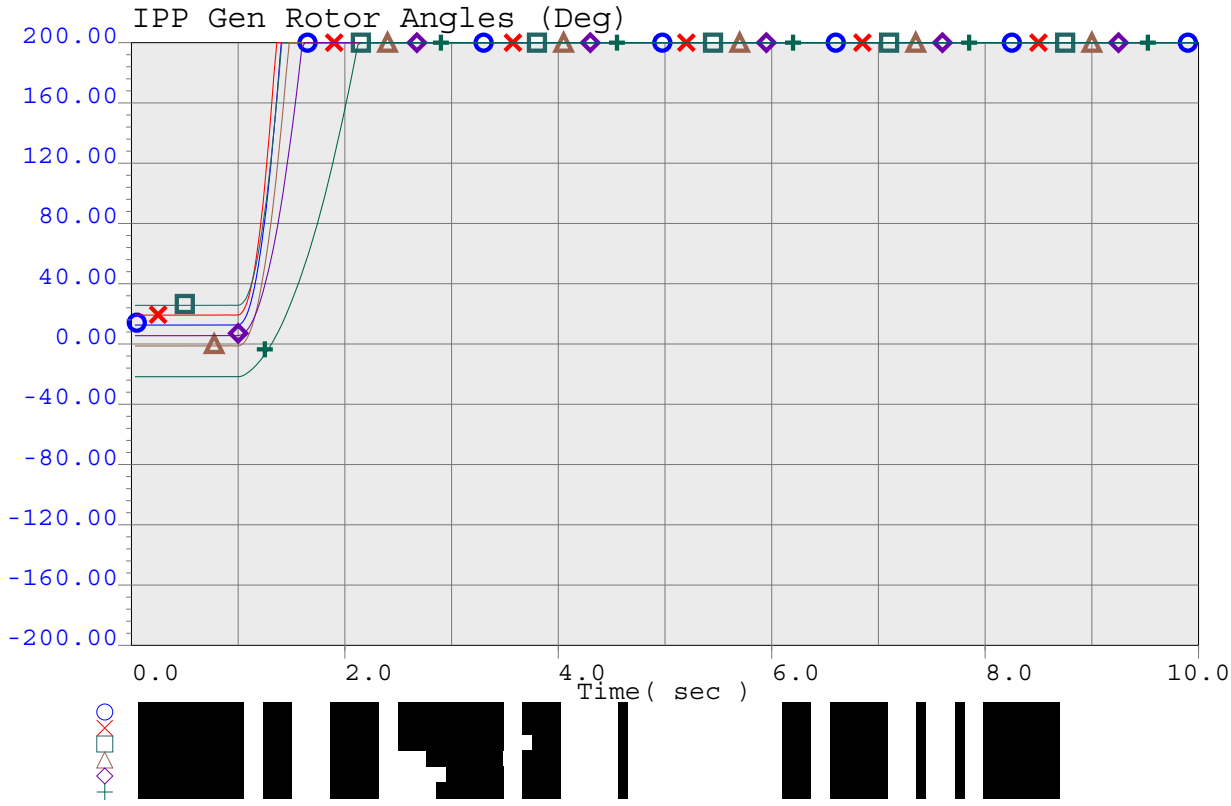
SYSTEM IMPACT STUDY (Rotor Angles)





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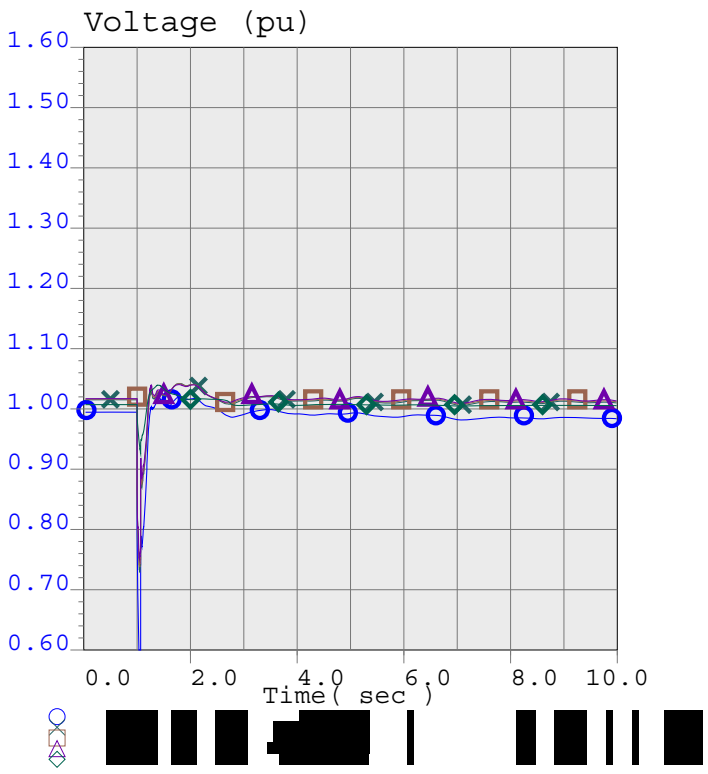
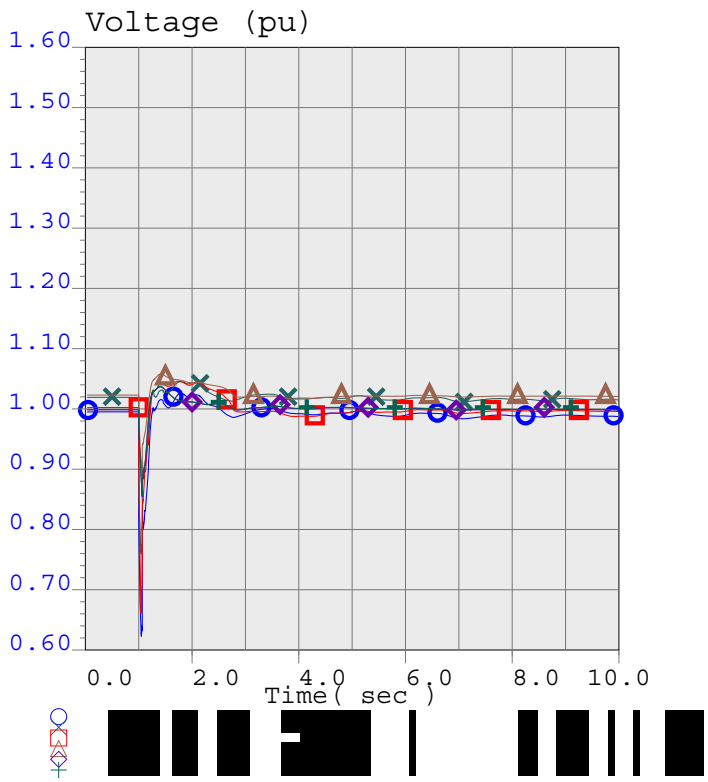
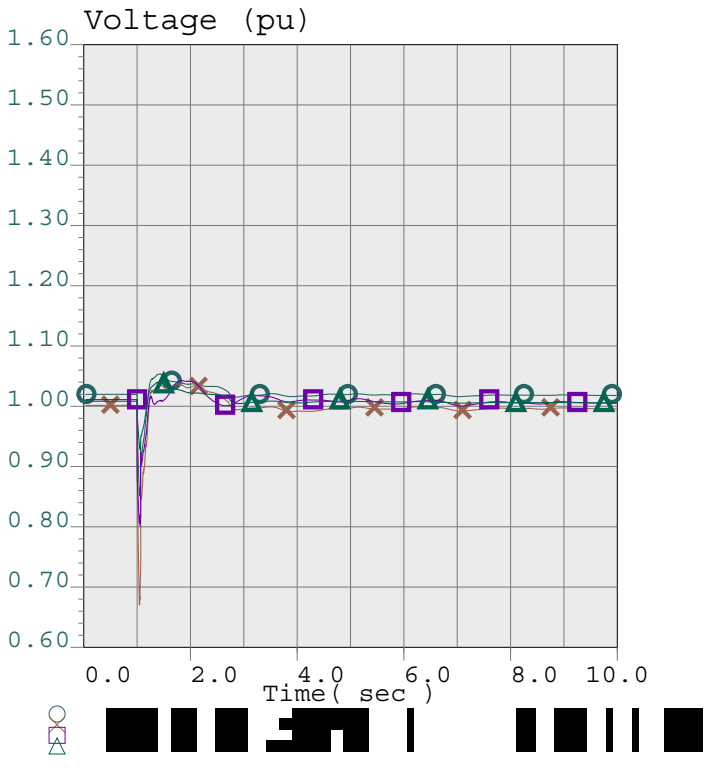
SYSTEM IMPACT STUDY (Voltage)







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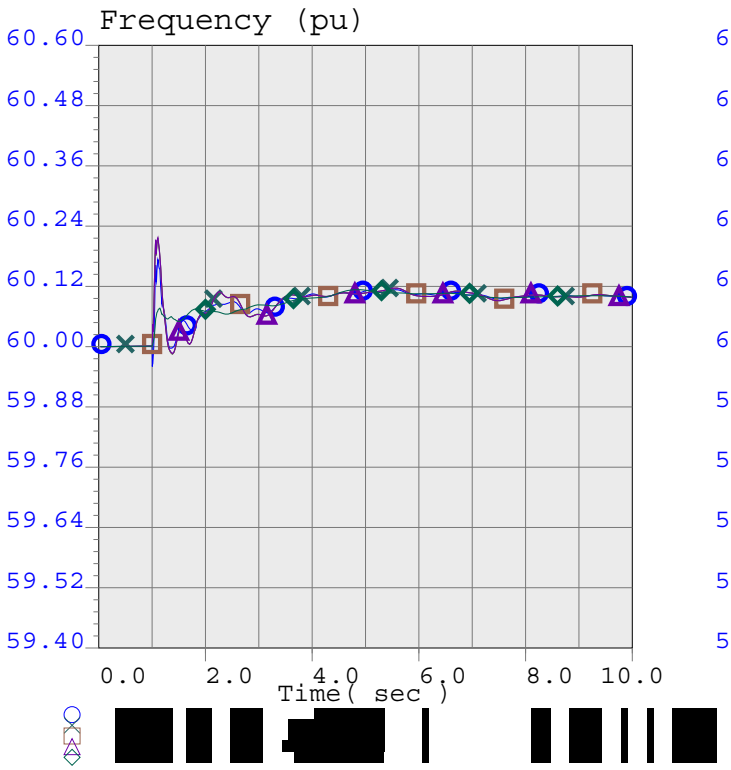
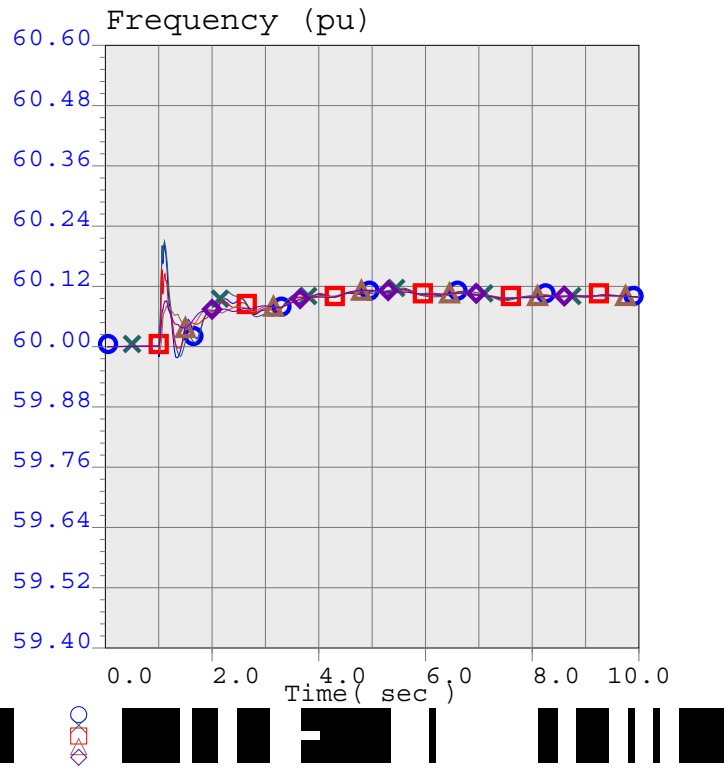
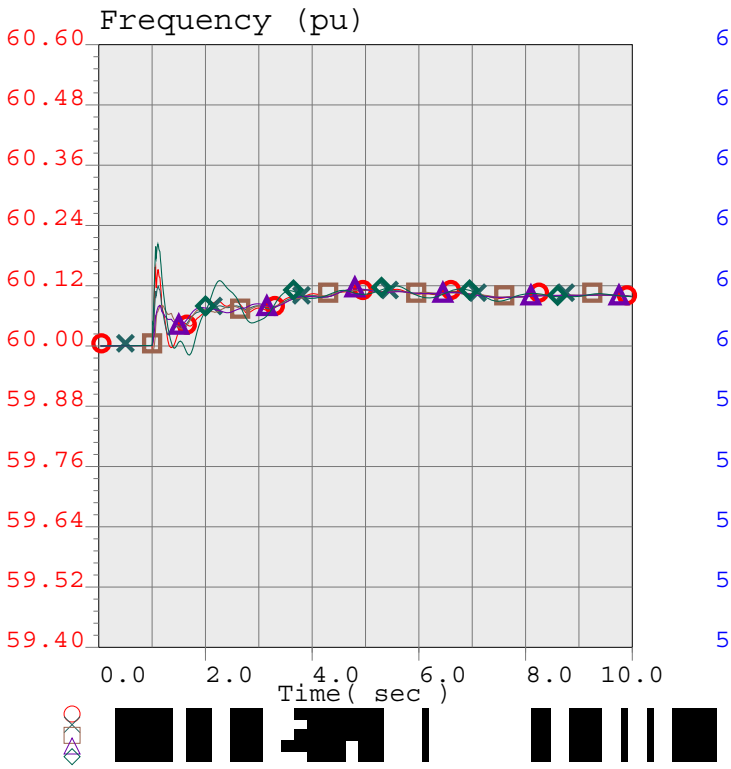
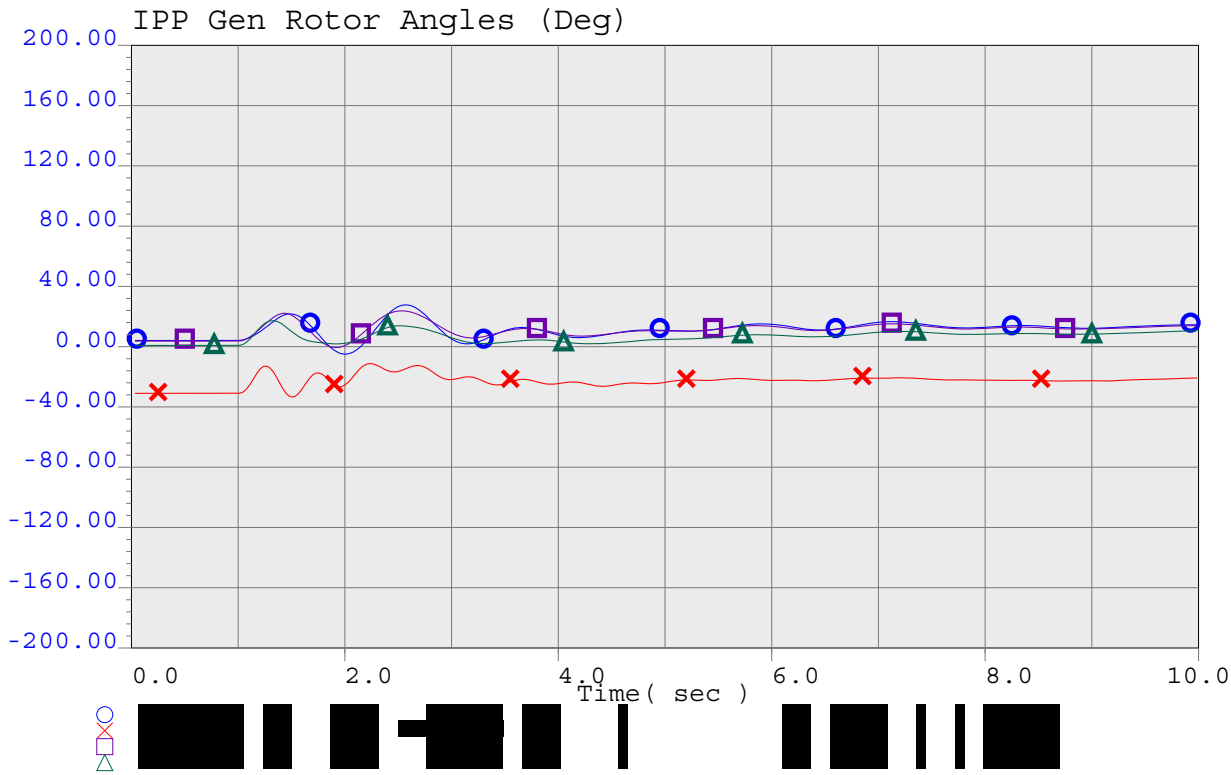
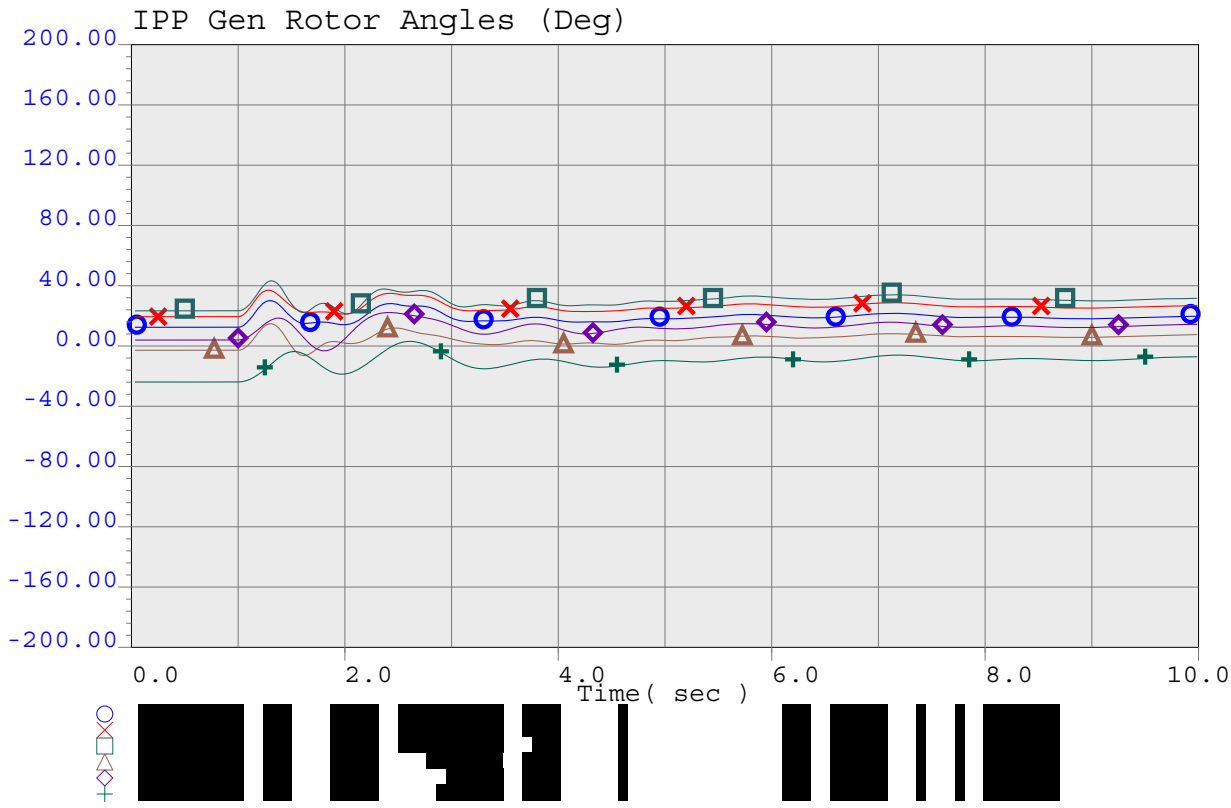




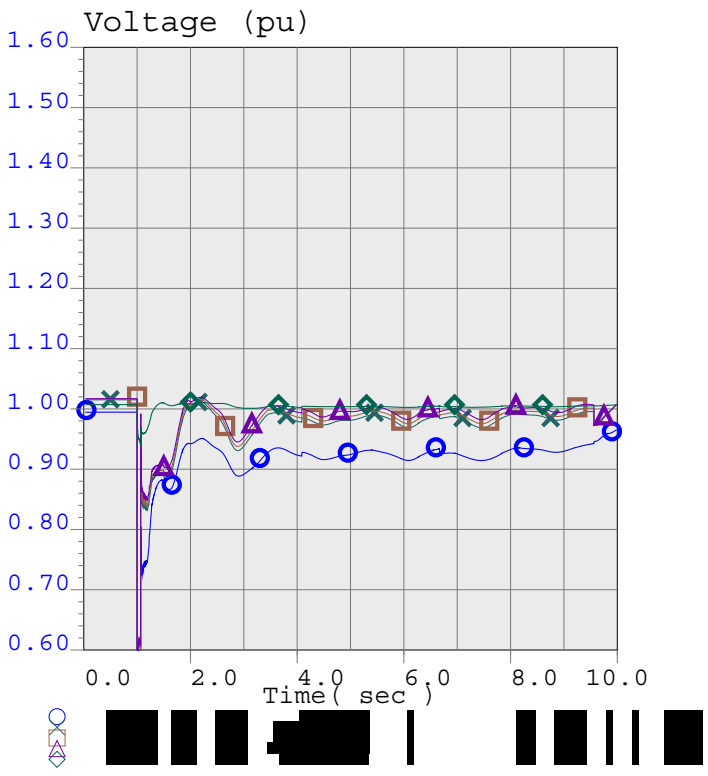


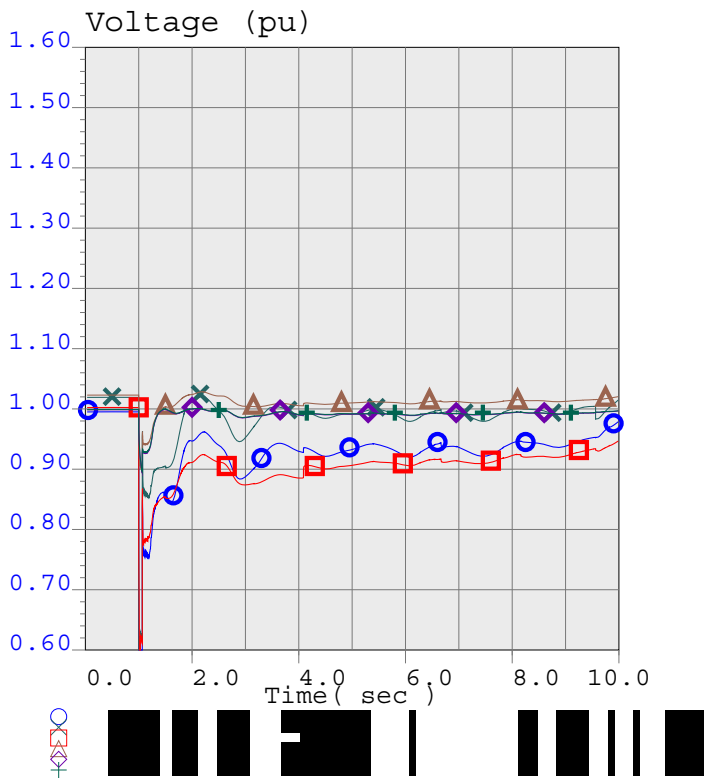
SYSTEM IMPACT STUDY (Rotor Angles)

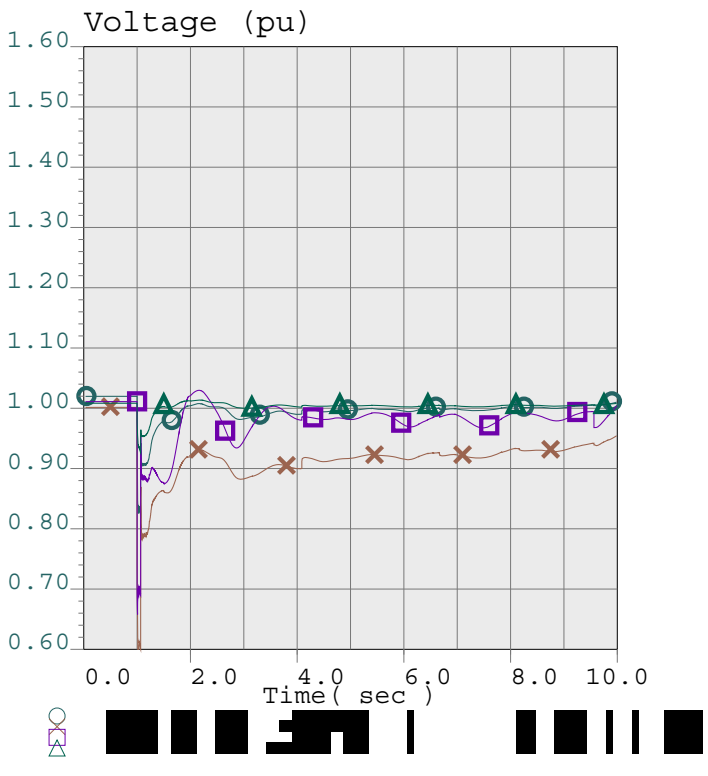


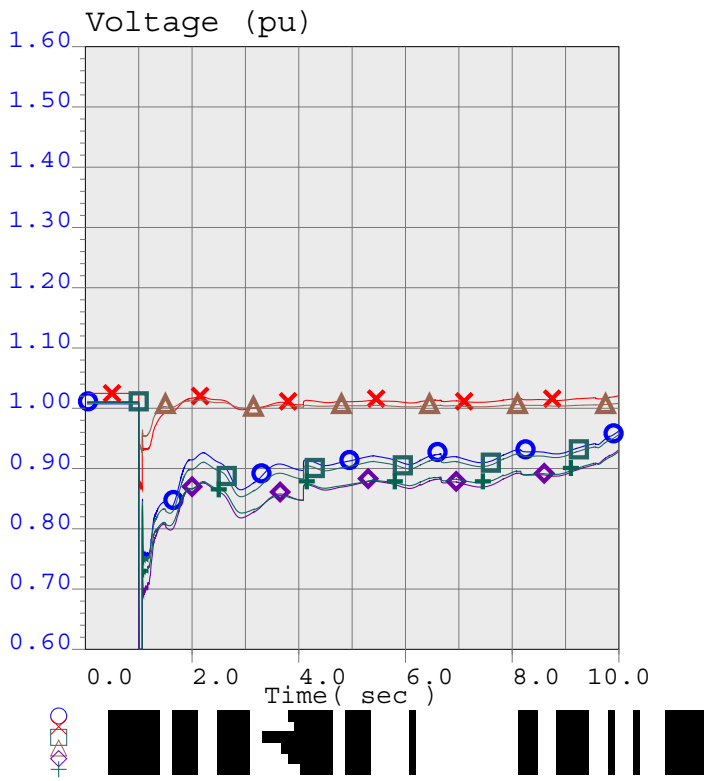


SYSTEM IMPACT STUDY (Voltage)









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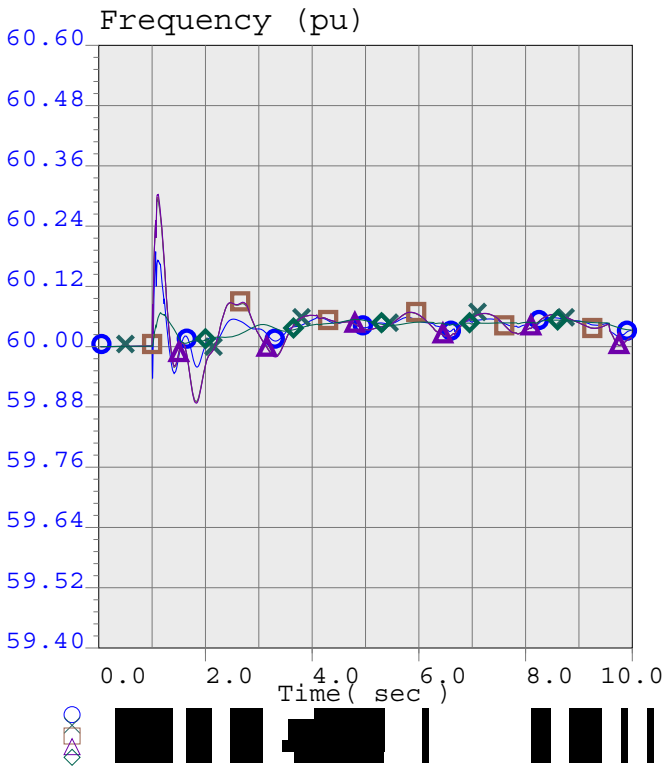
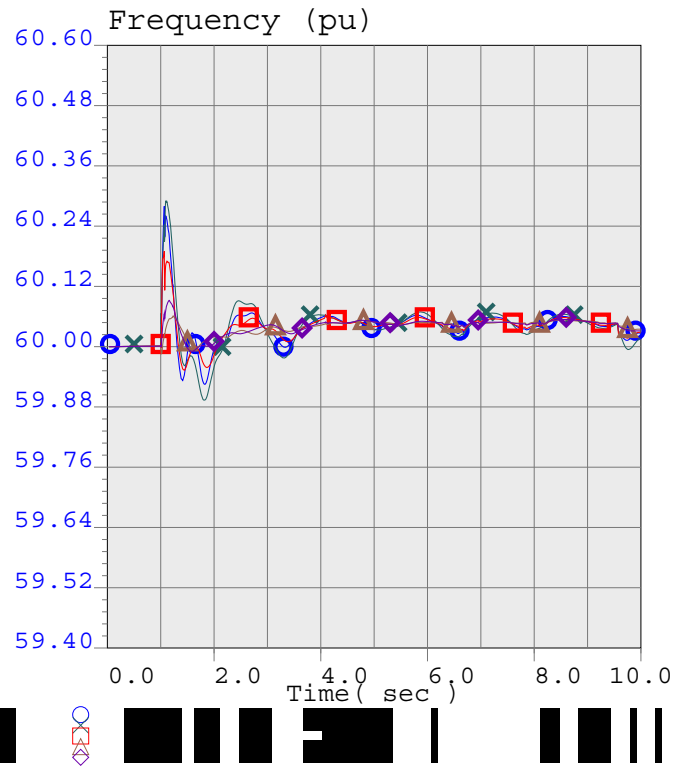
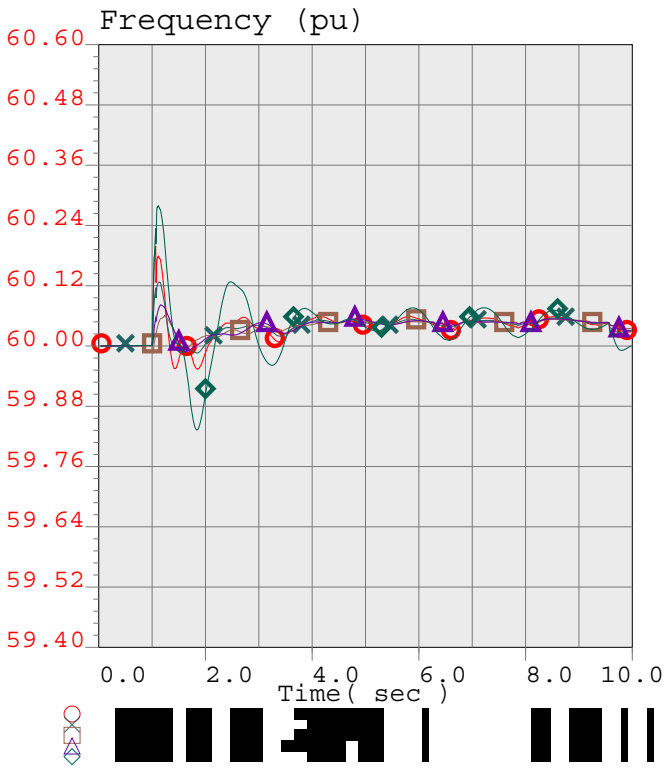
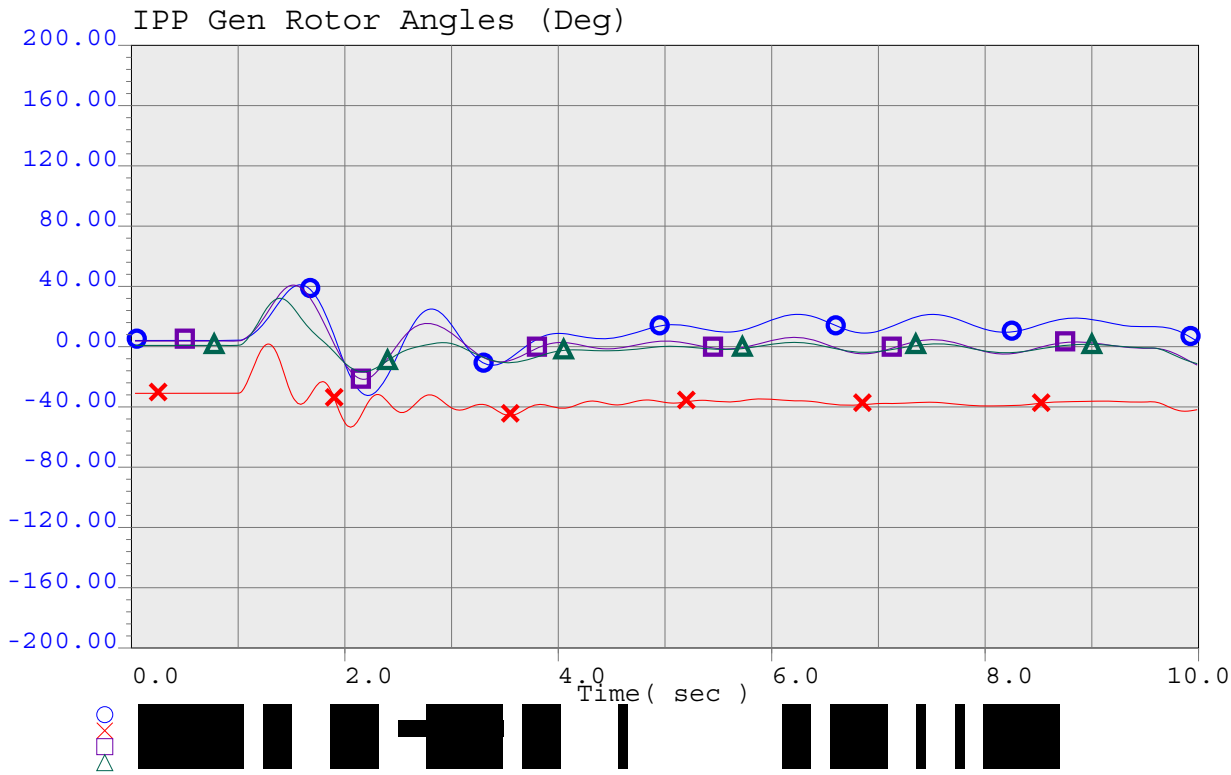
SYSTEM IMPACT STUDY (Frequency)

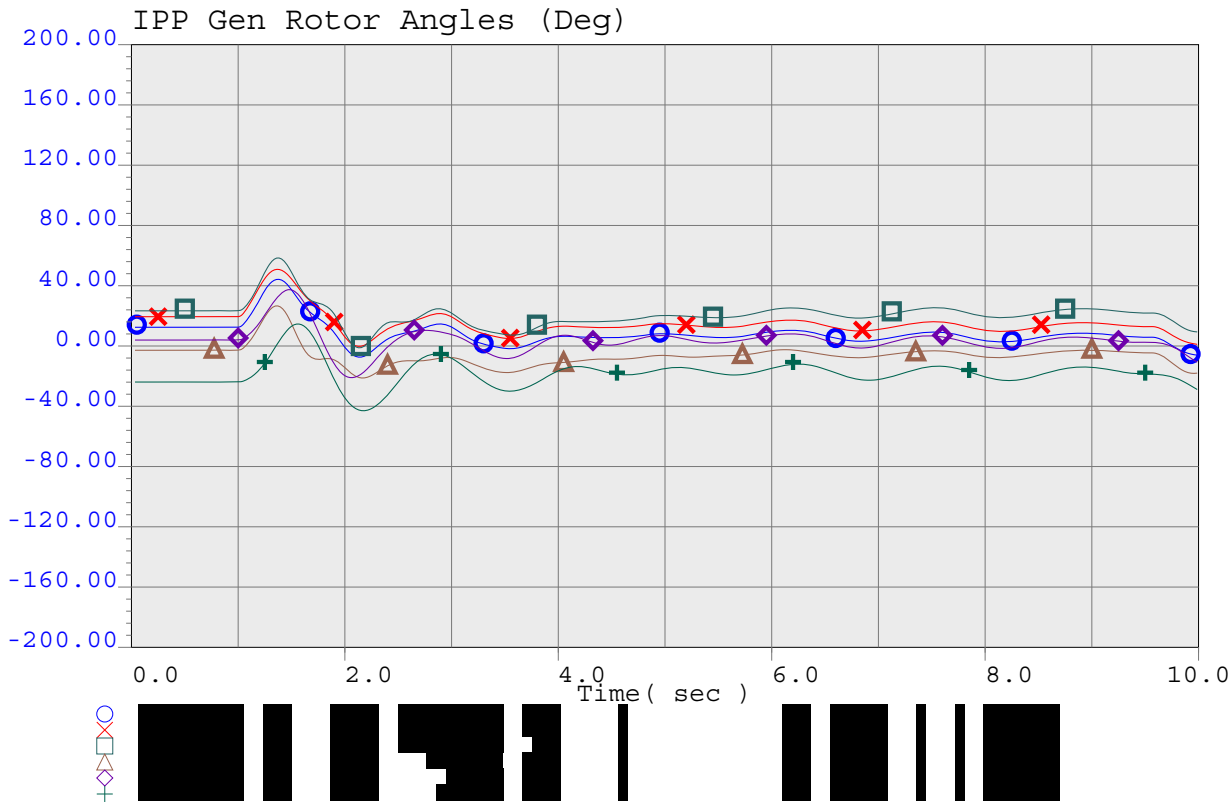






SYSTEM IMPACT STUDY (Rotor Angles)





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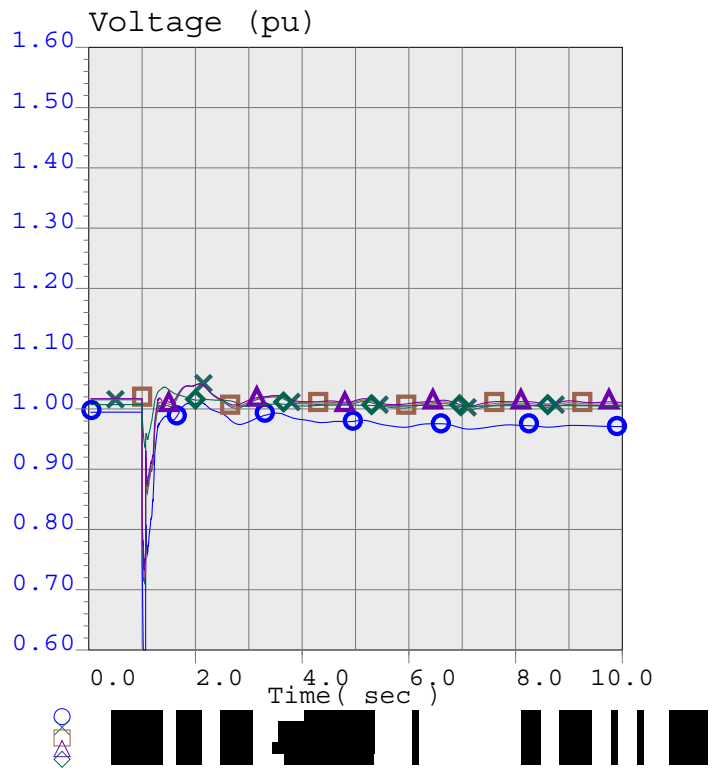

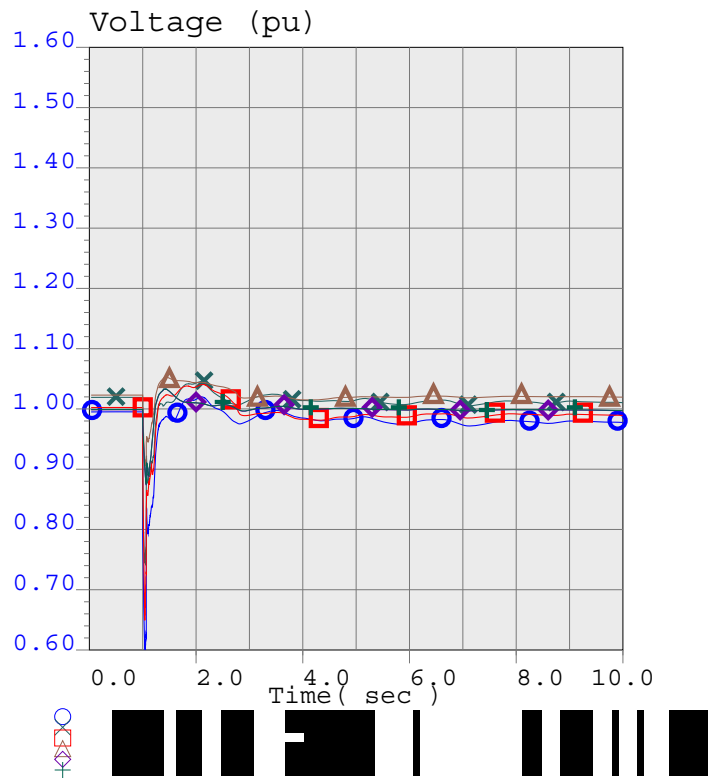

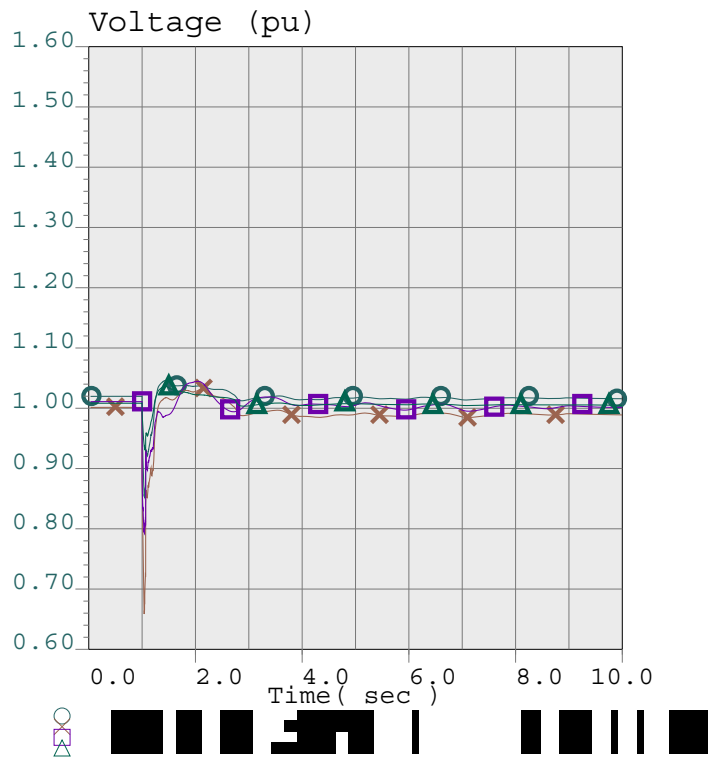

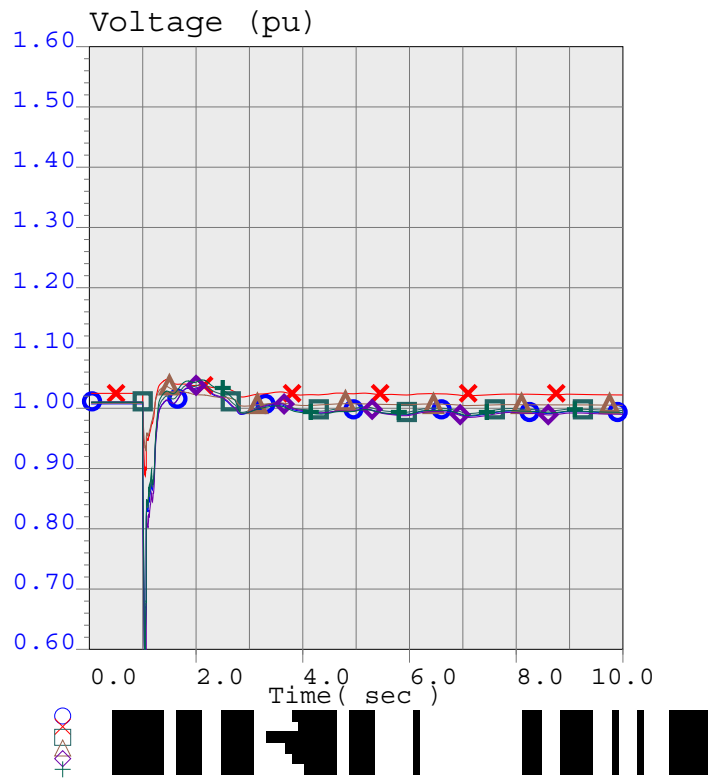

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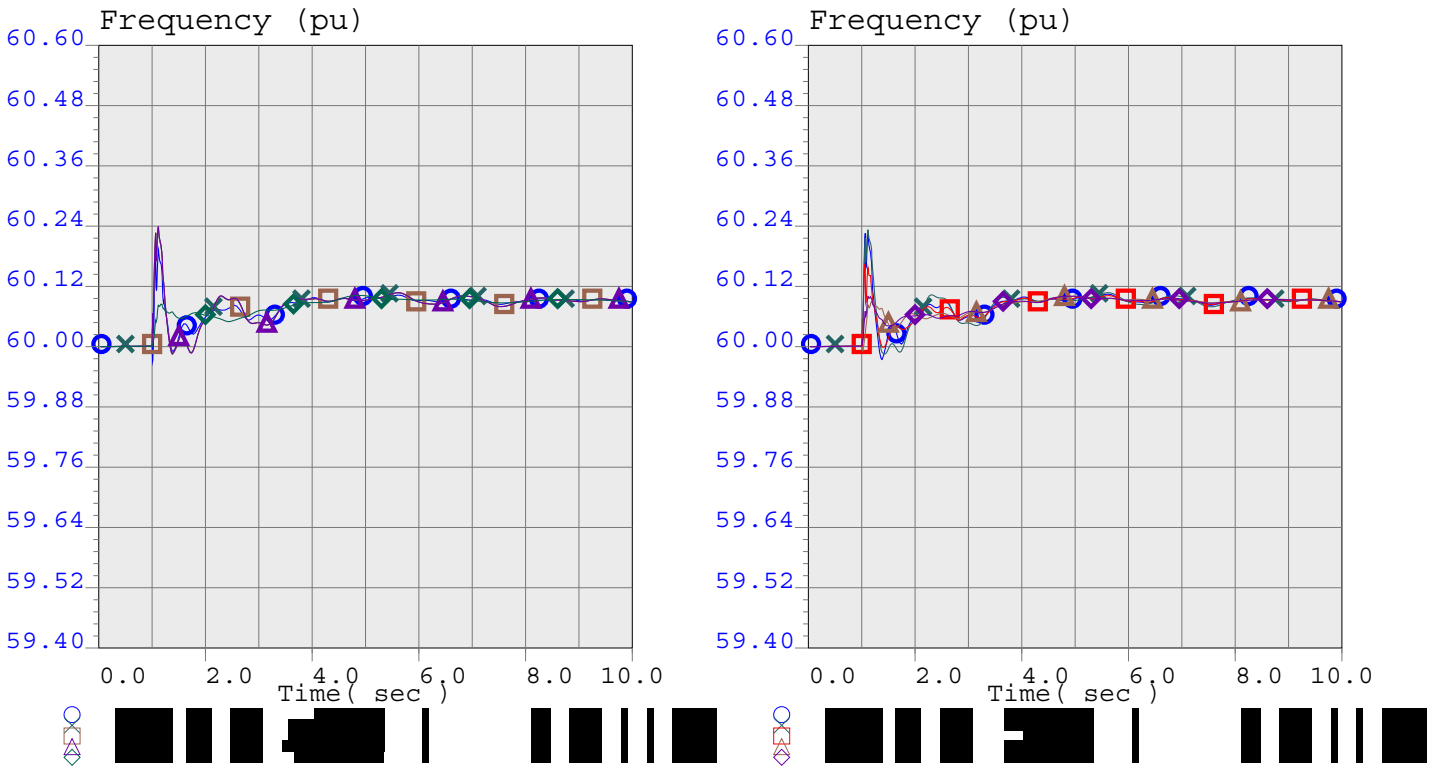
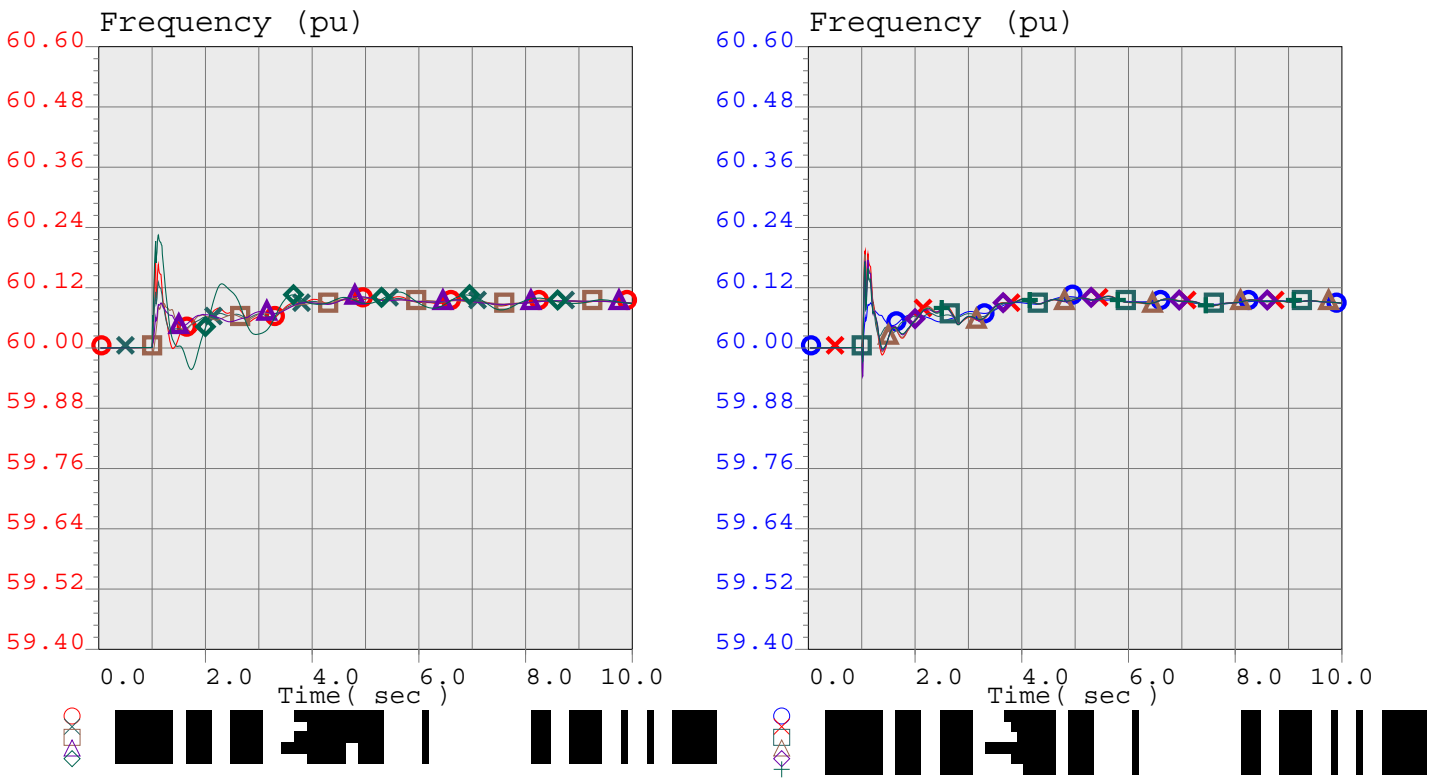
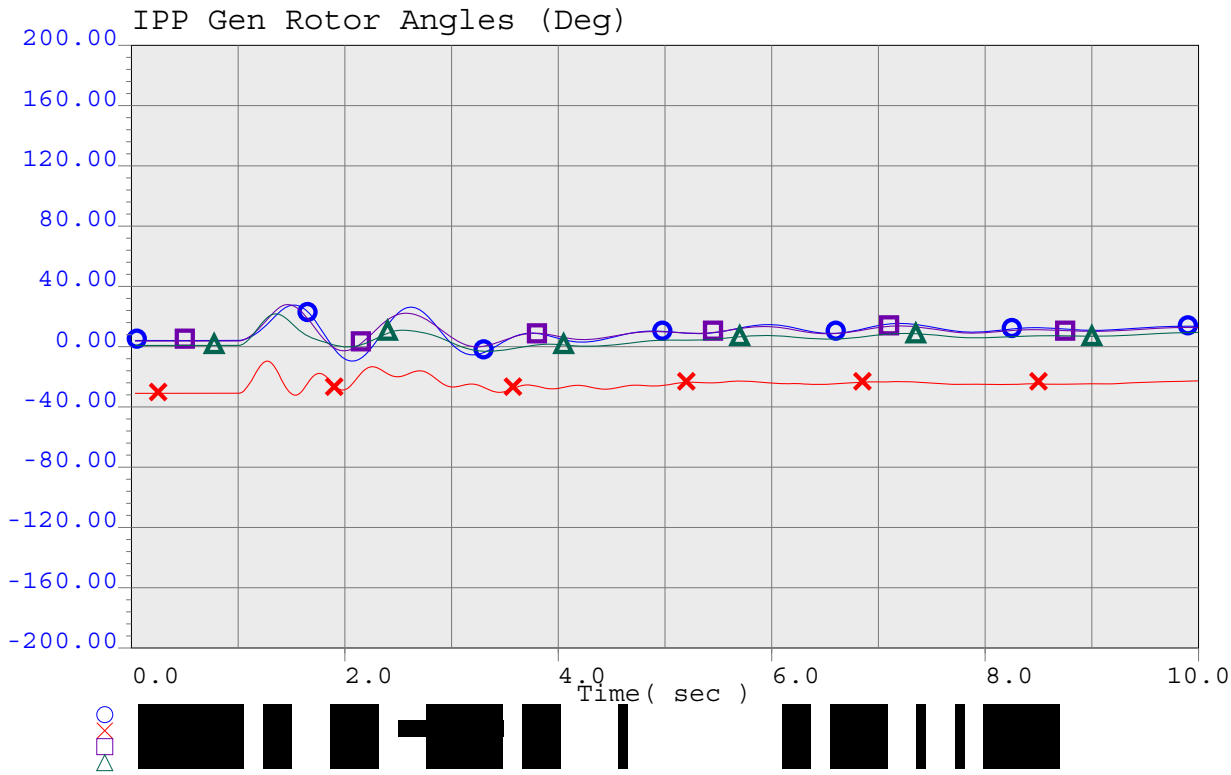
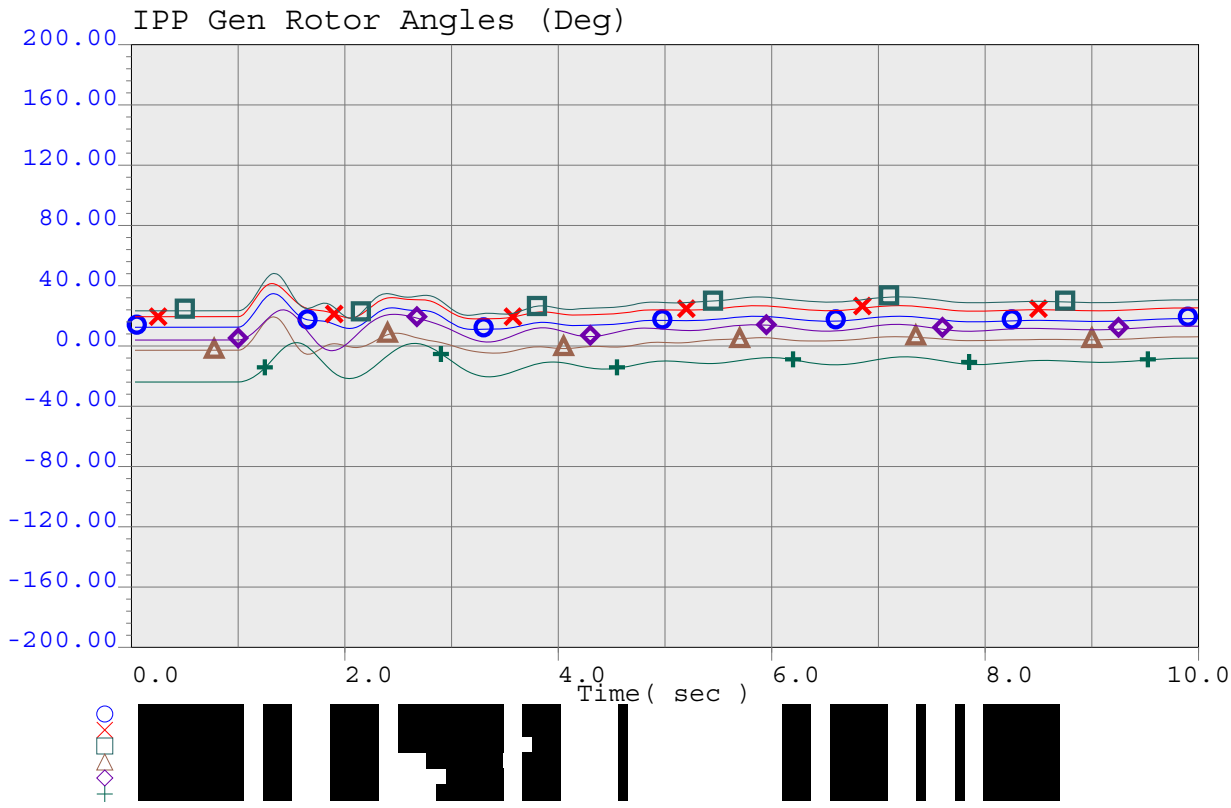


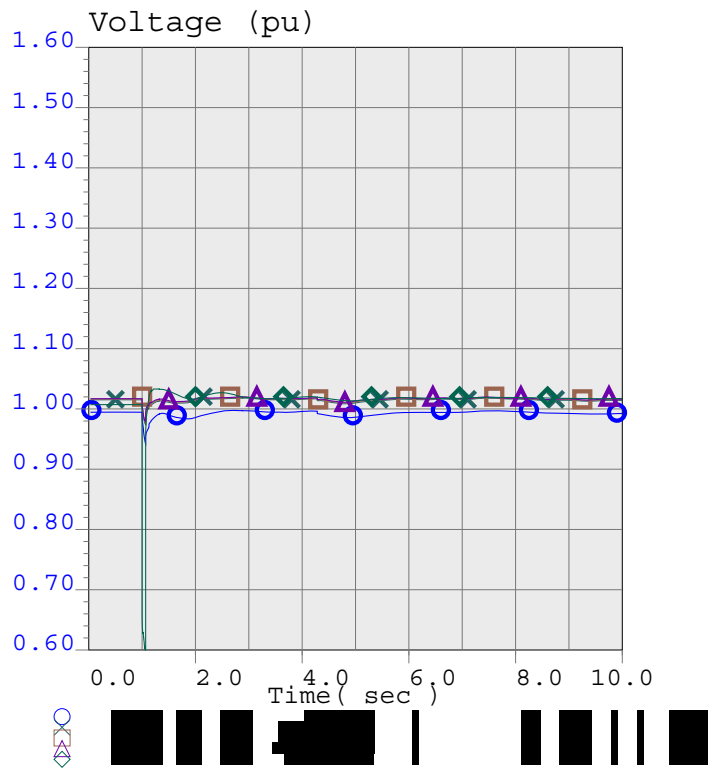


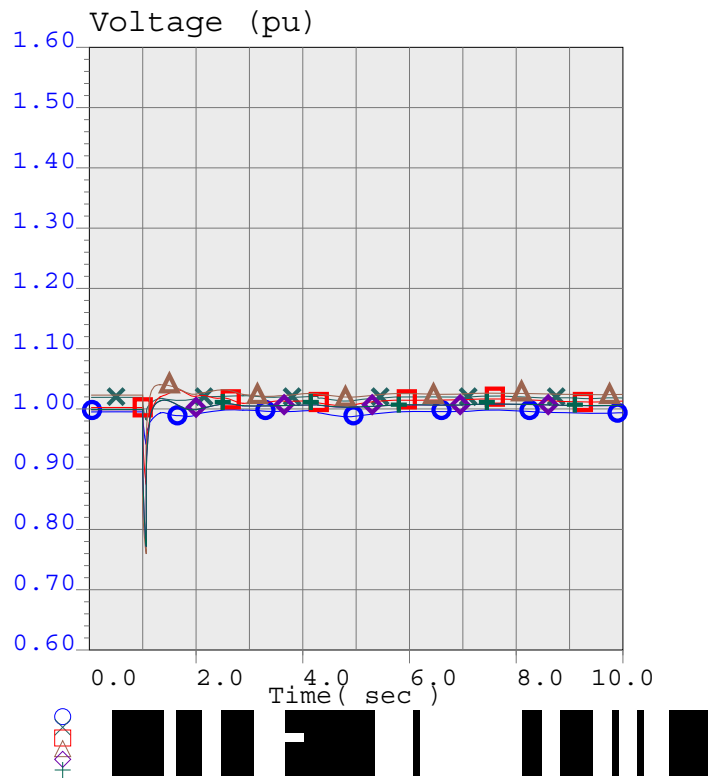
SYSTEM IMPACT STUDY (Rotor Angles)

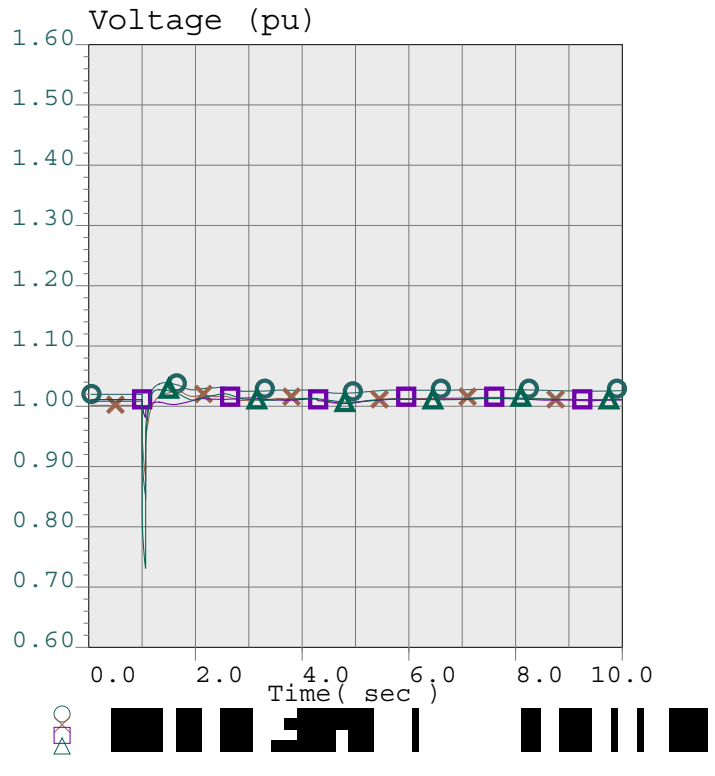


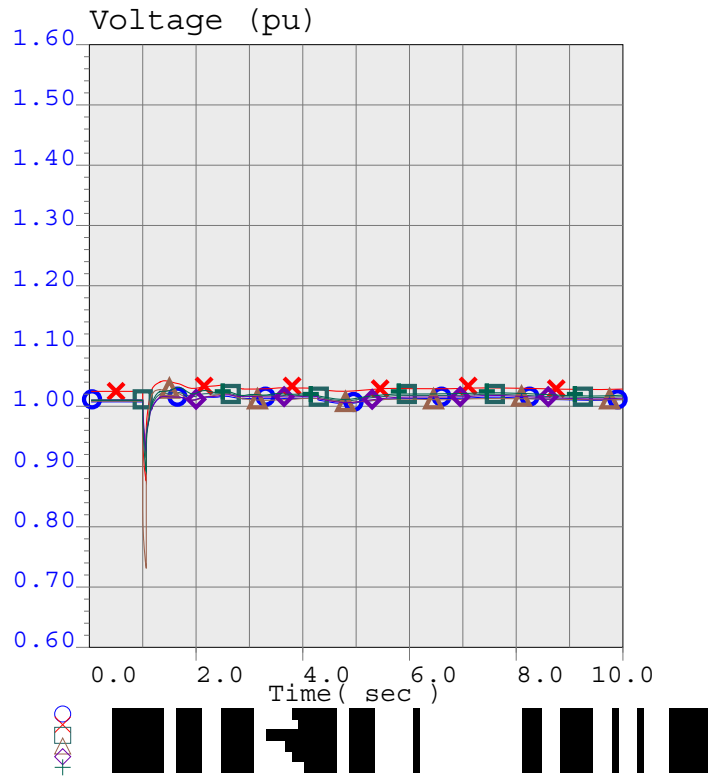


SYSTEM IMPACT STUDY (Voltage)

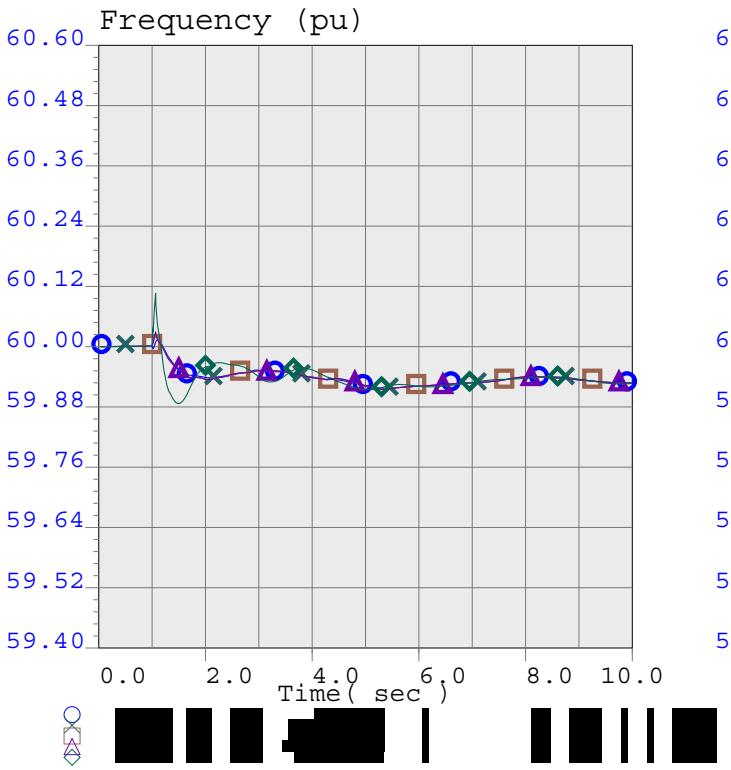


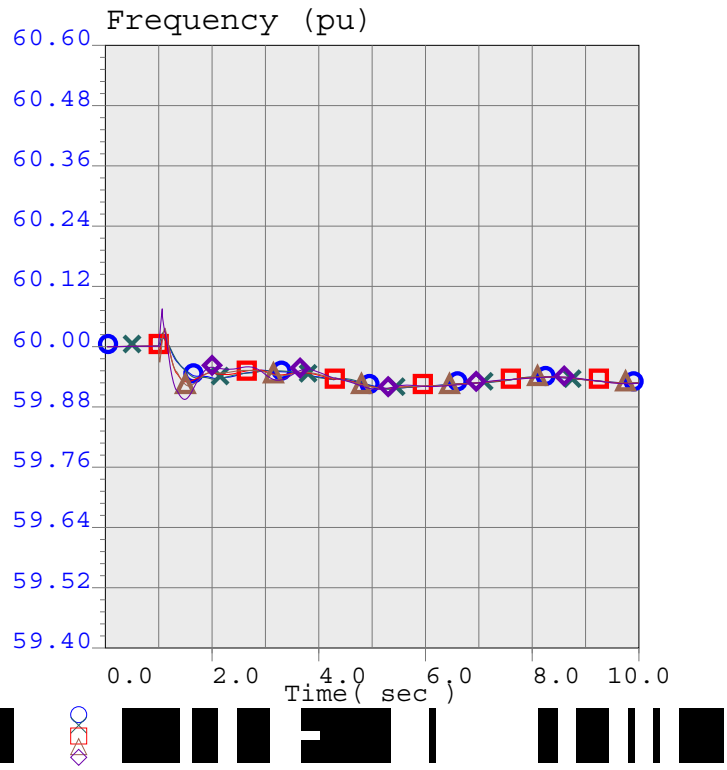


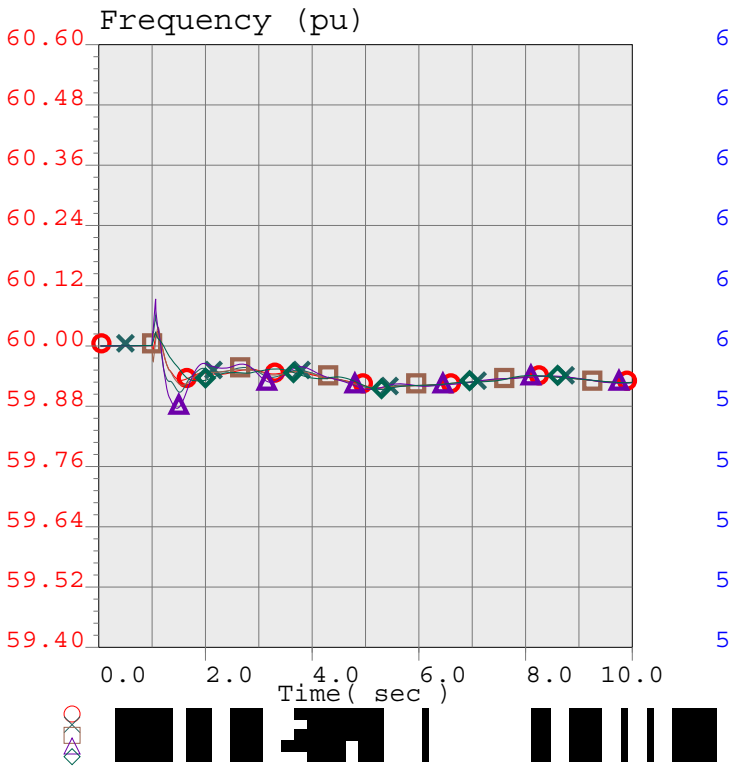


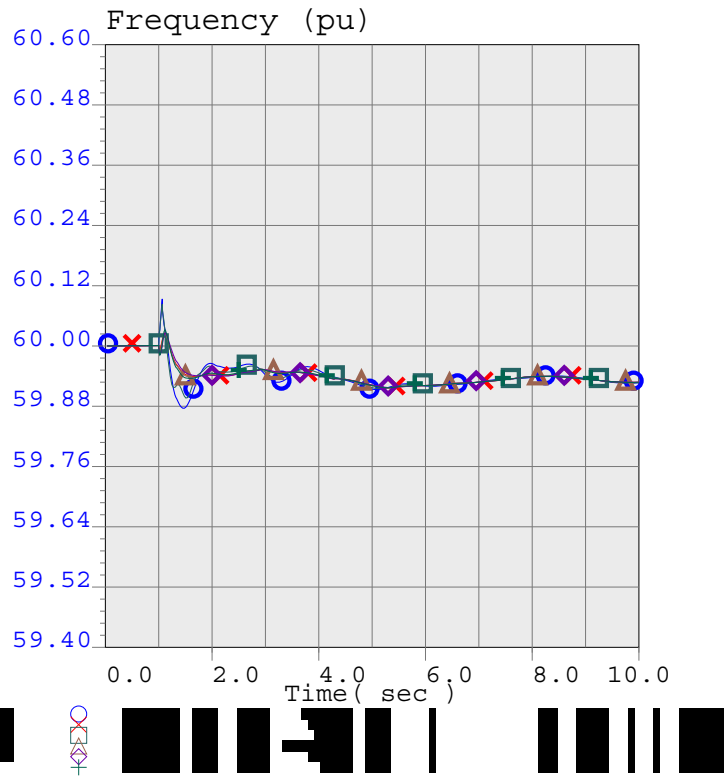


SYSTEM IMPACT STUDY (Frequency)

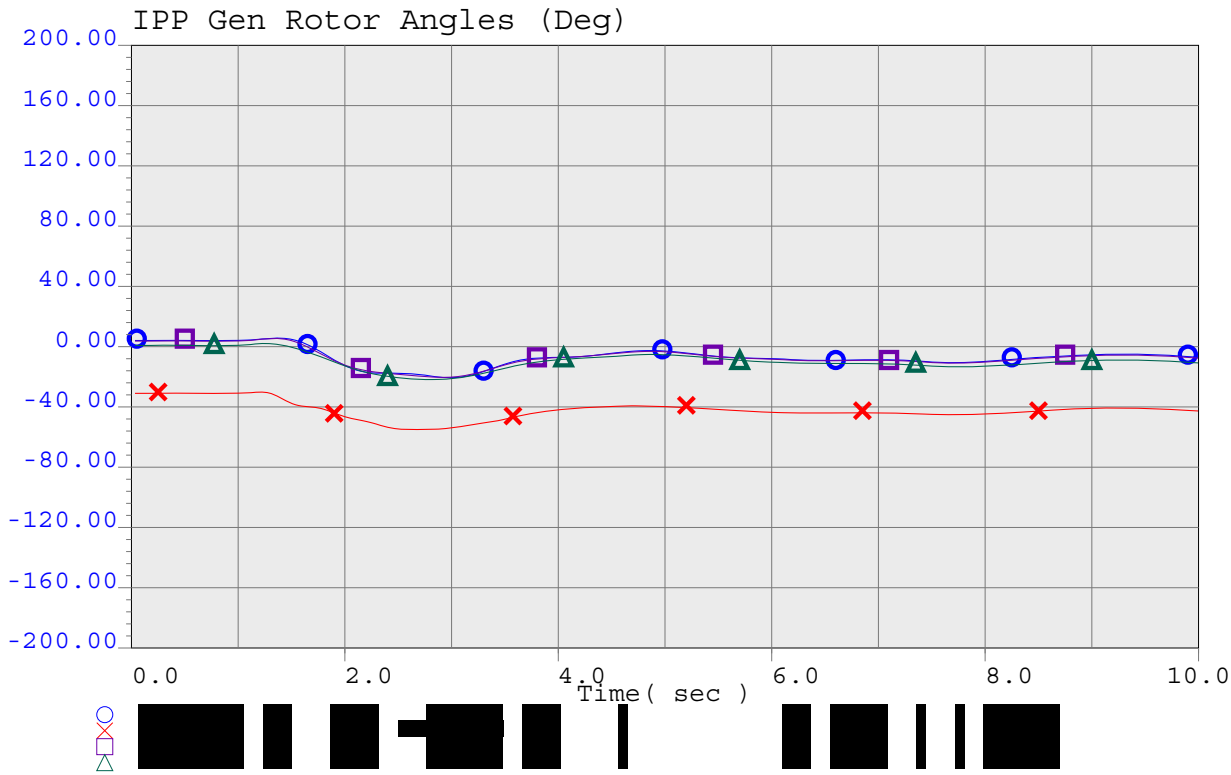


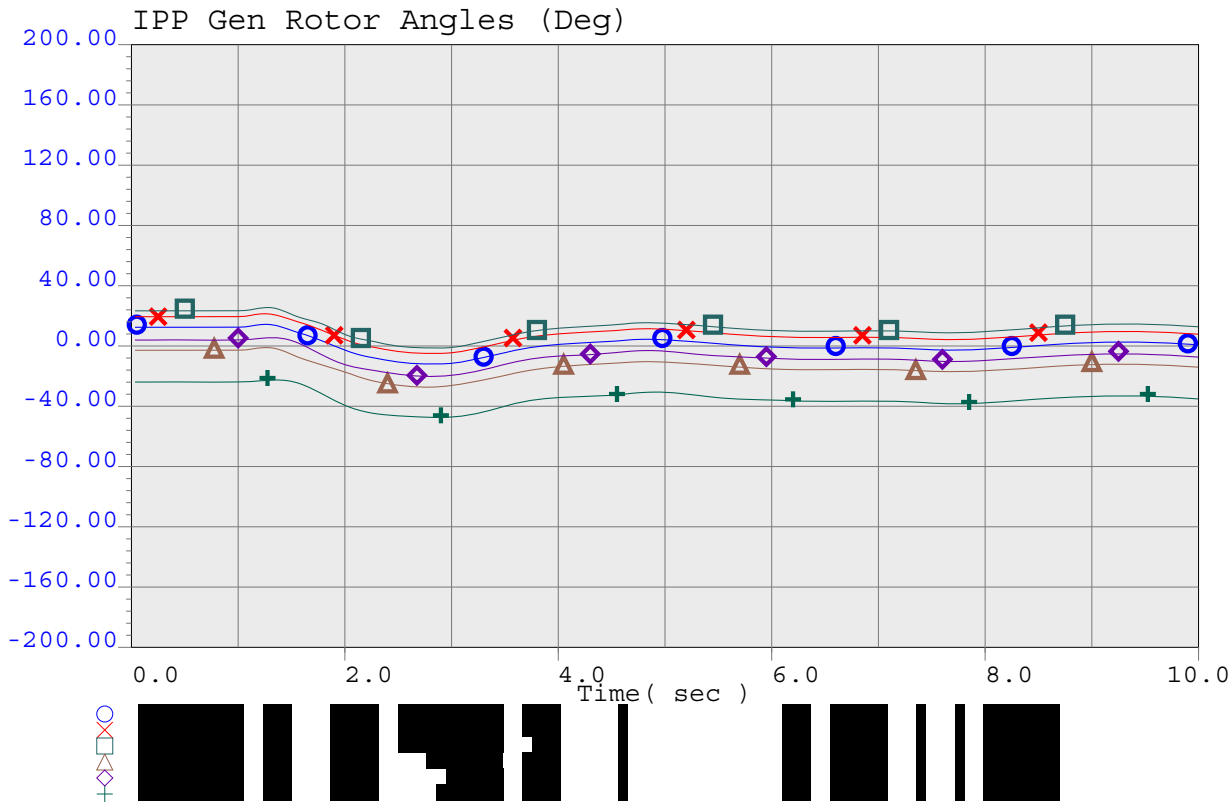




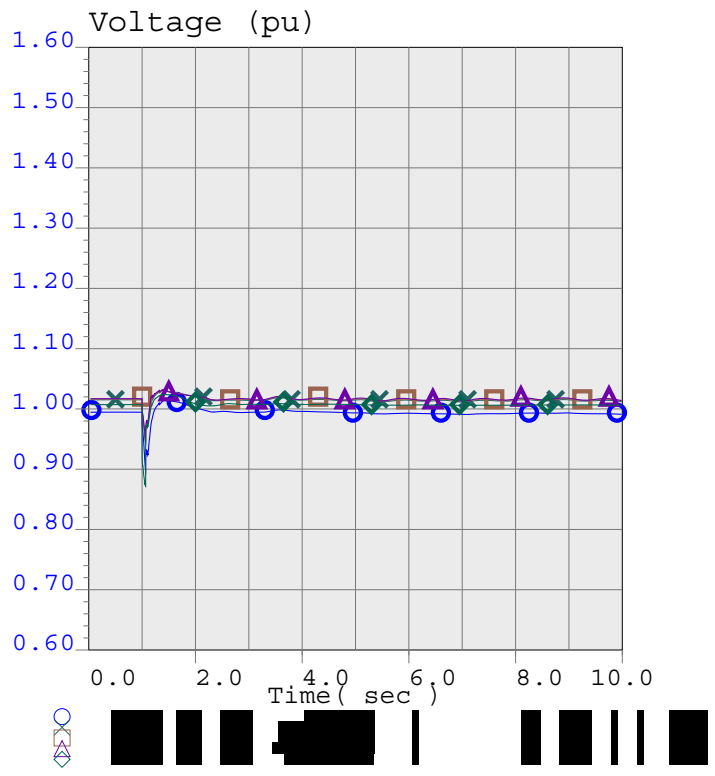


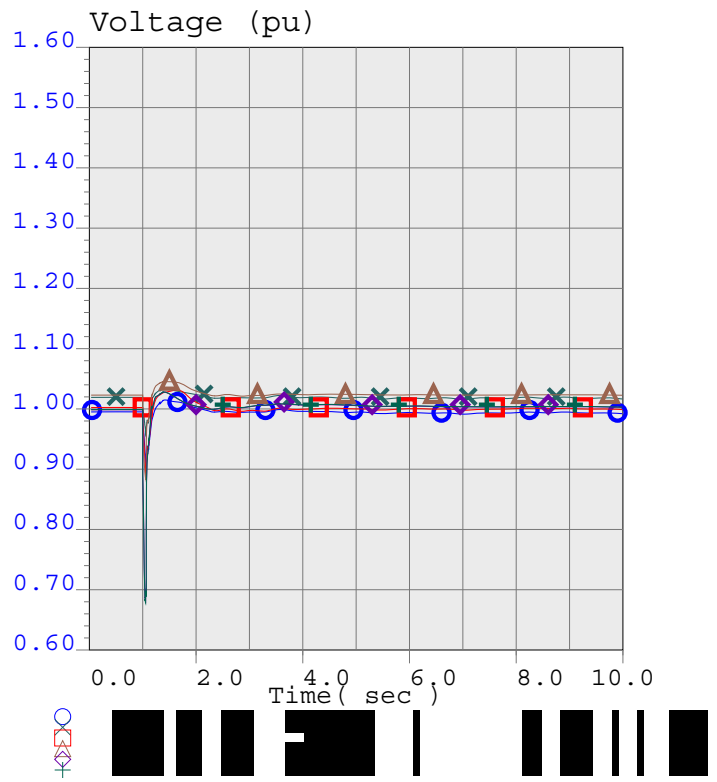
SYSTEM IMPACT STUDY (Rotor Angles)

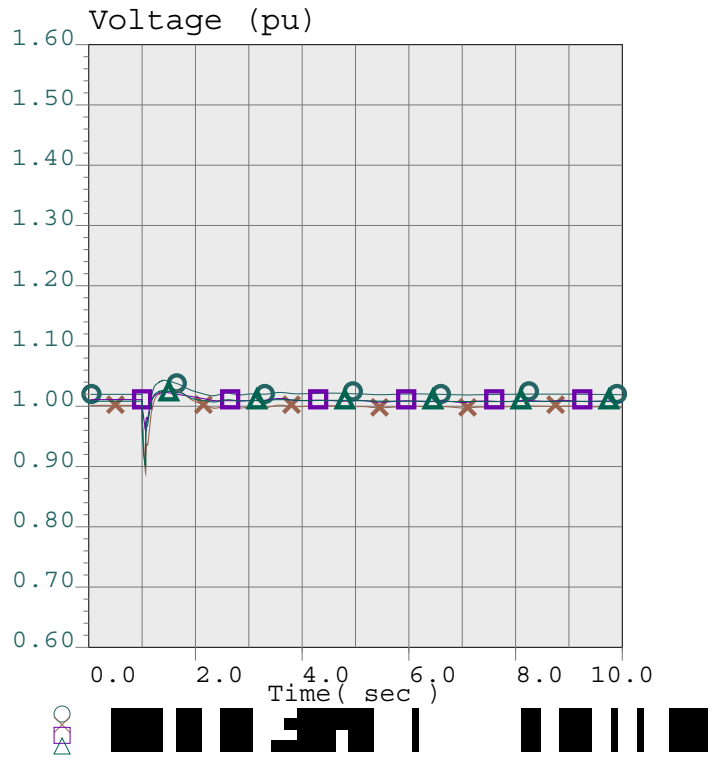


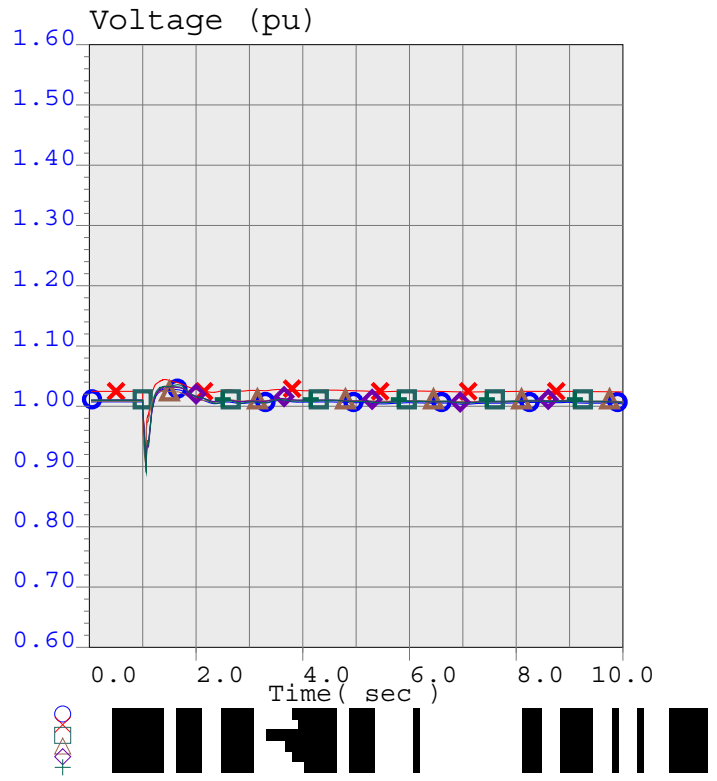


SYSTEM IMPACT STUDY (Voltage)

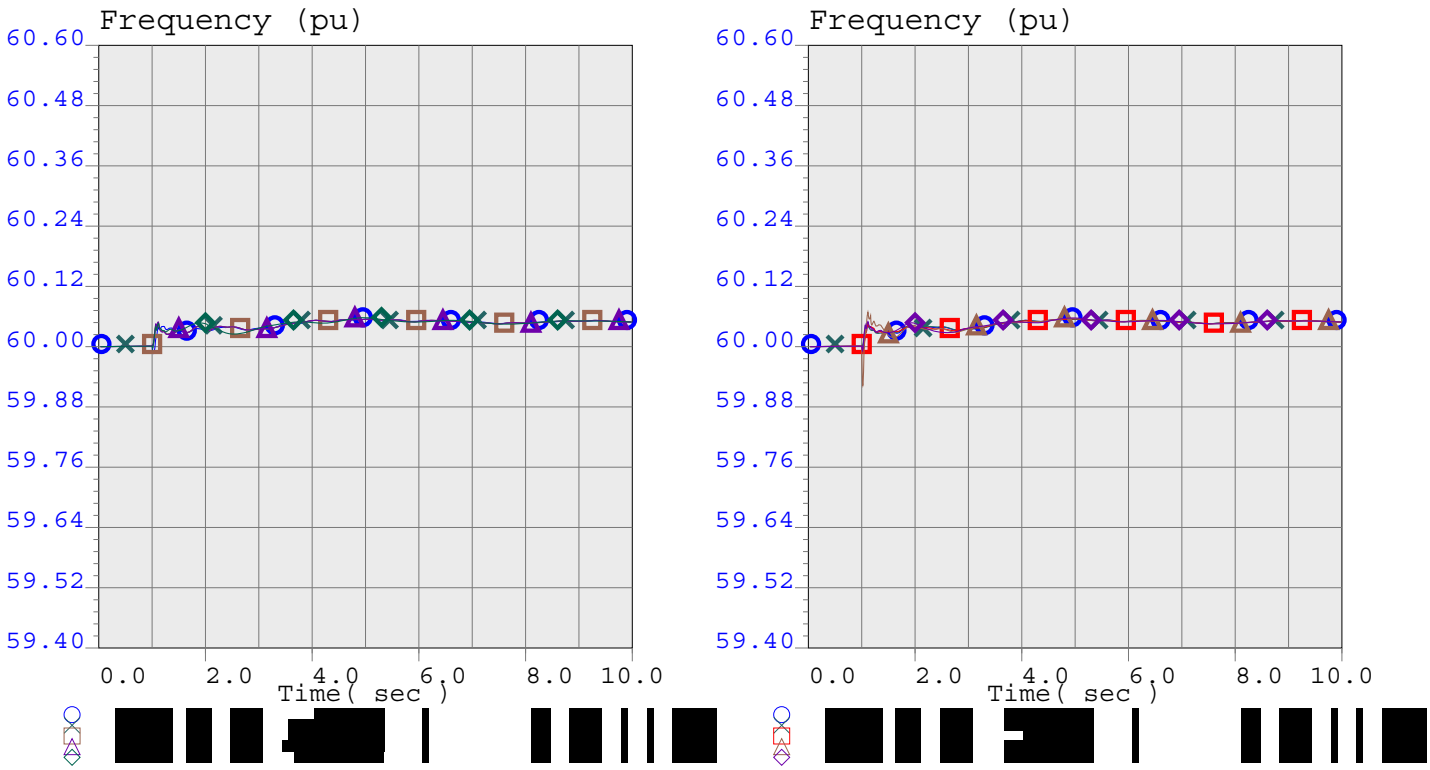


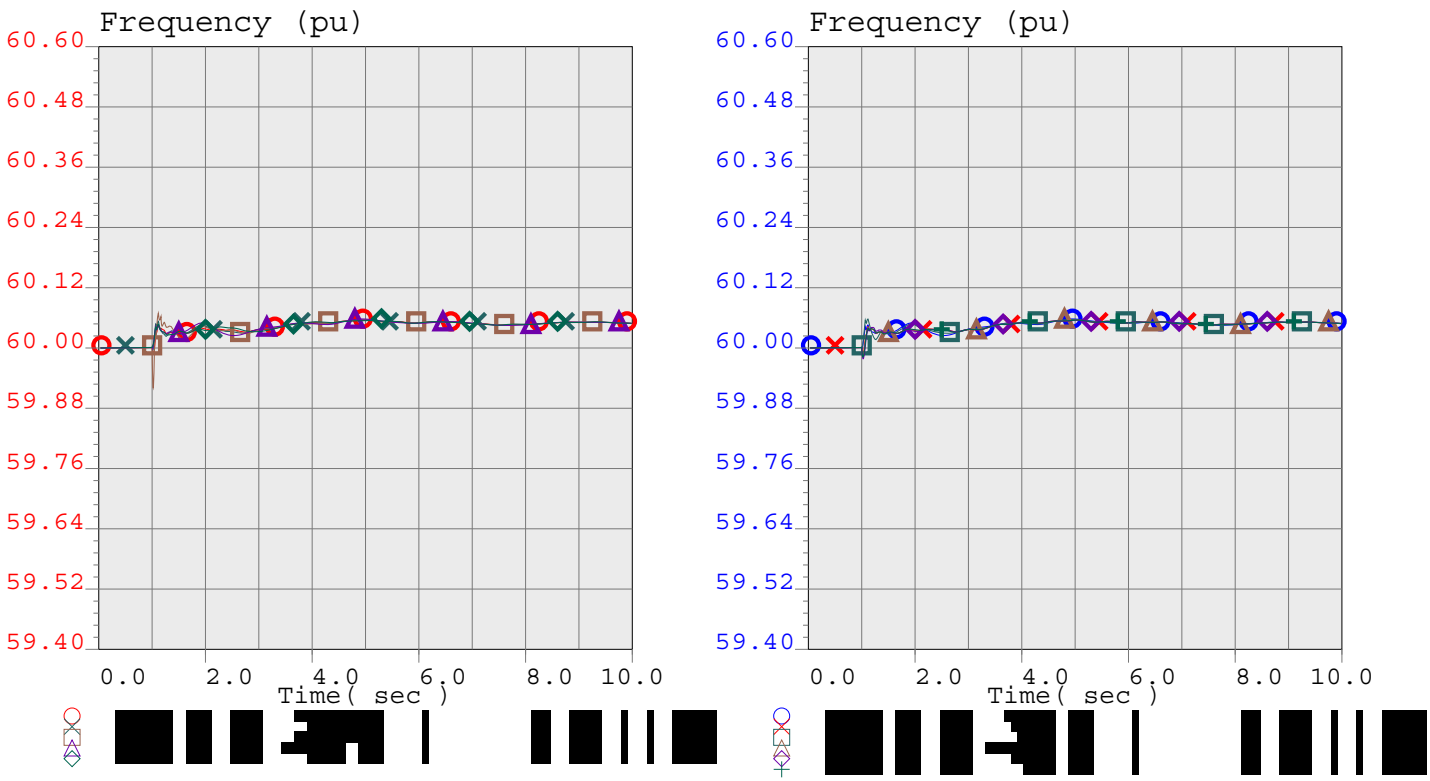




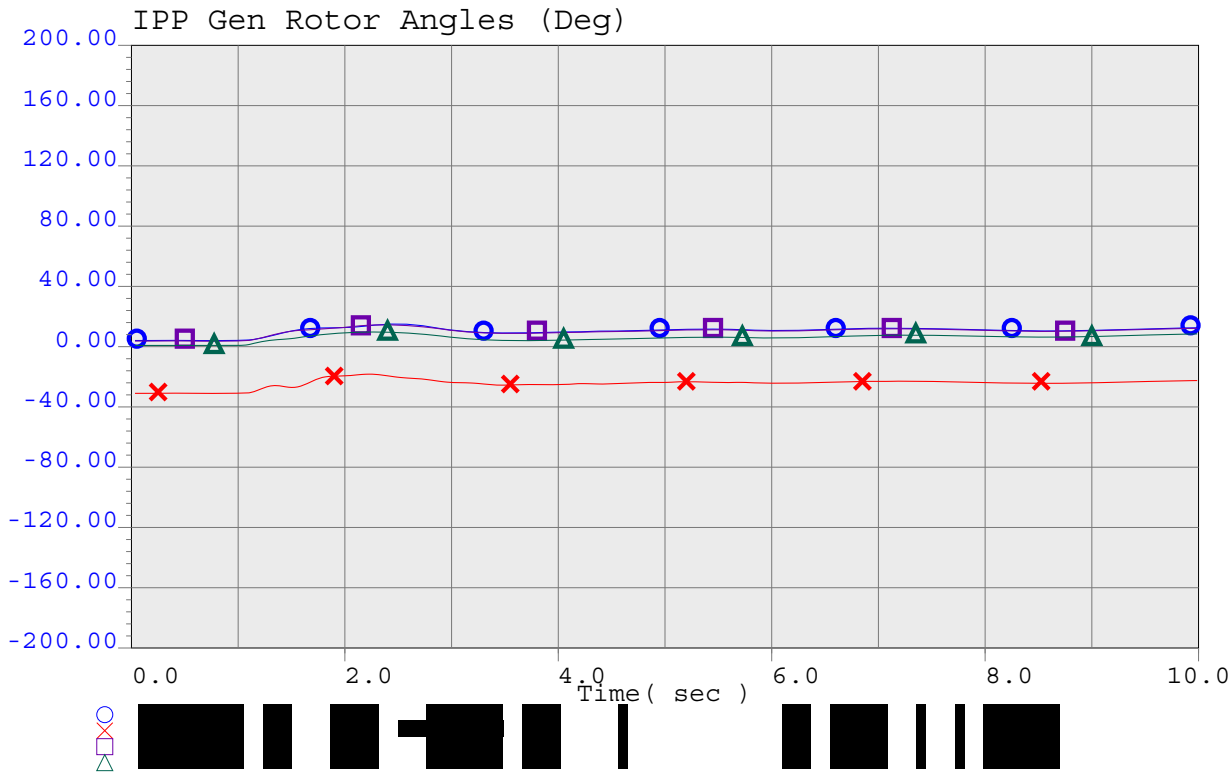


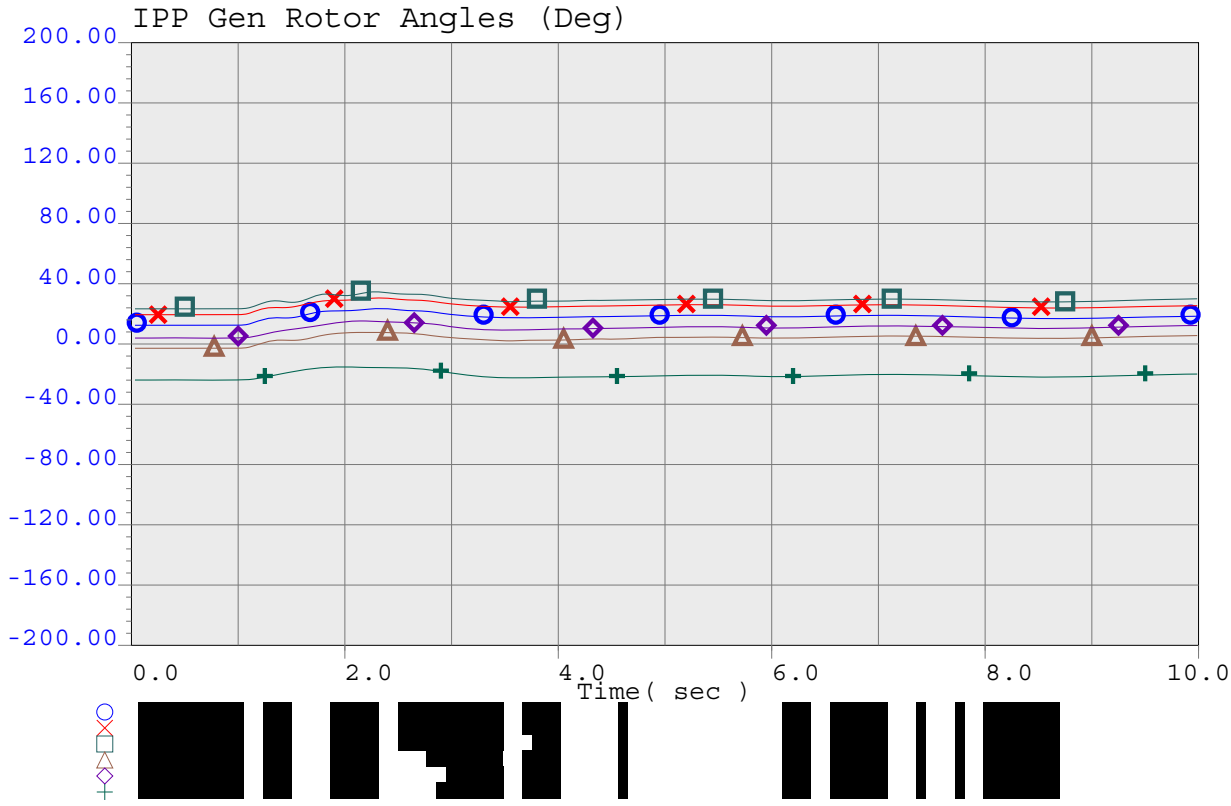
SYSTEM IMPACT STUDY (Frequency)



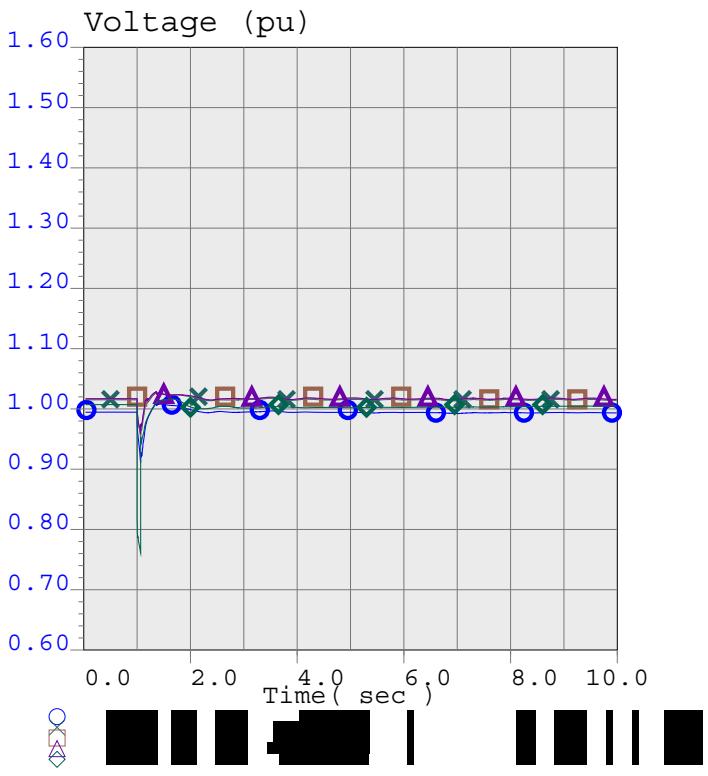


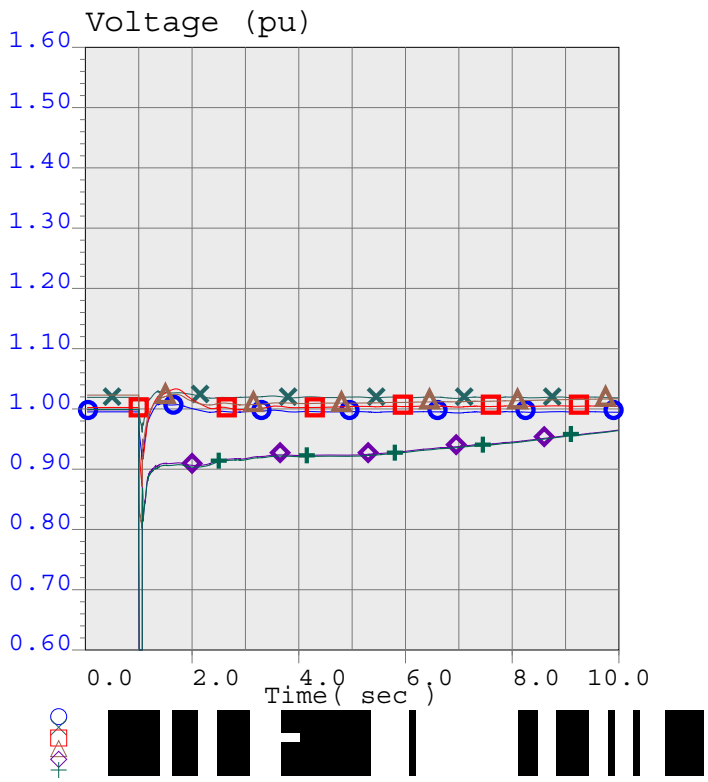
SYSTEM IMPACT STUDY (Rotor Angles)

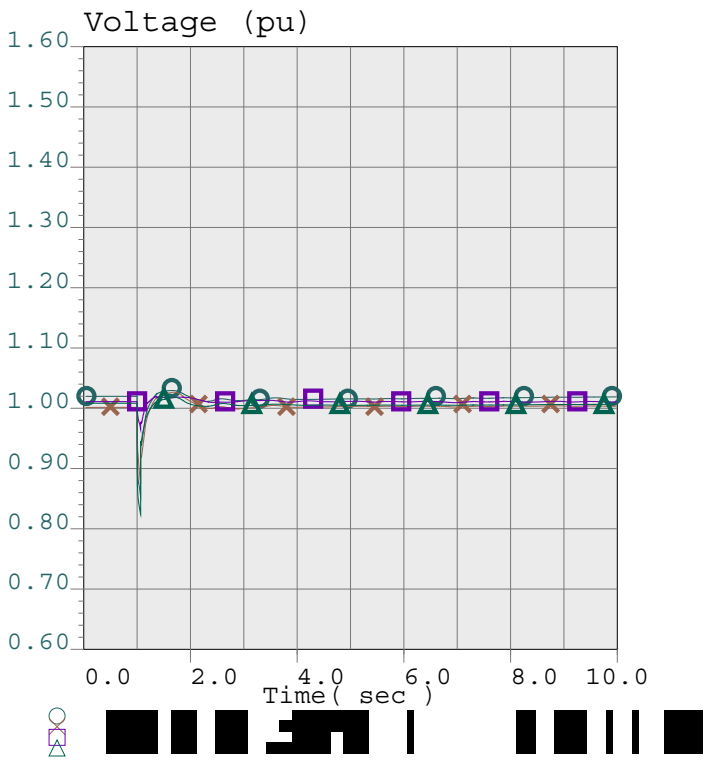


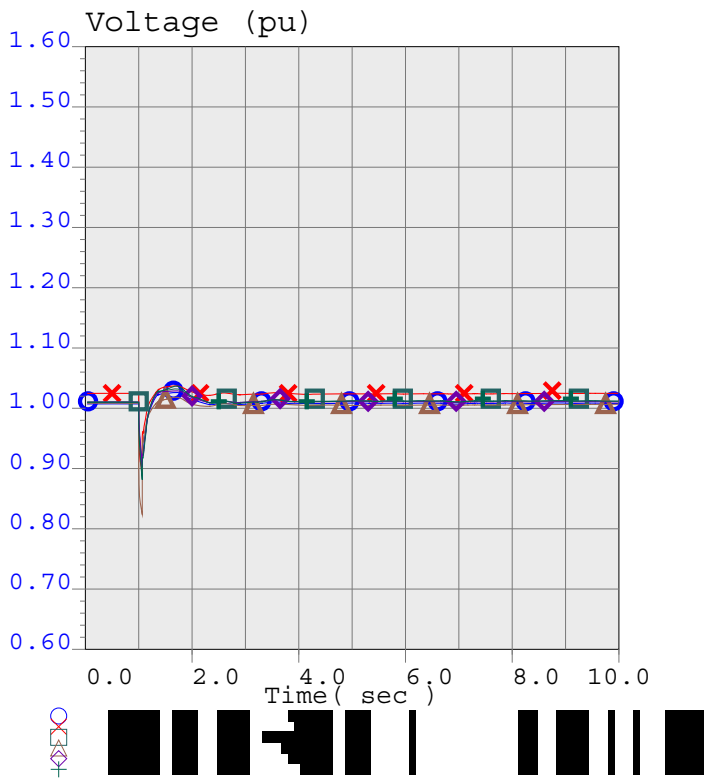


SYSTEM IMPACT STUDY (Voltage)









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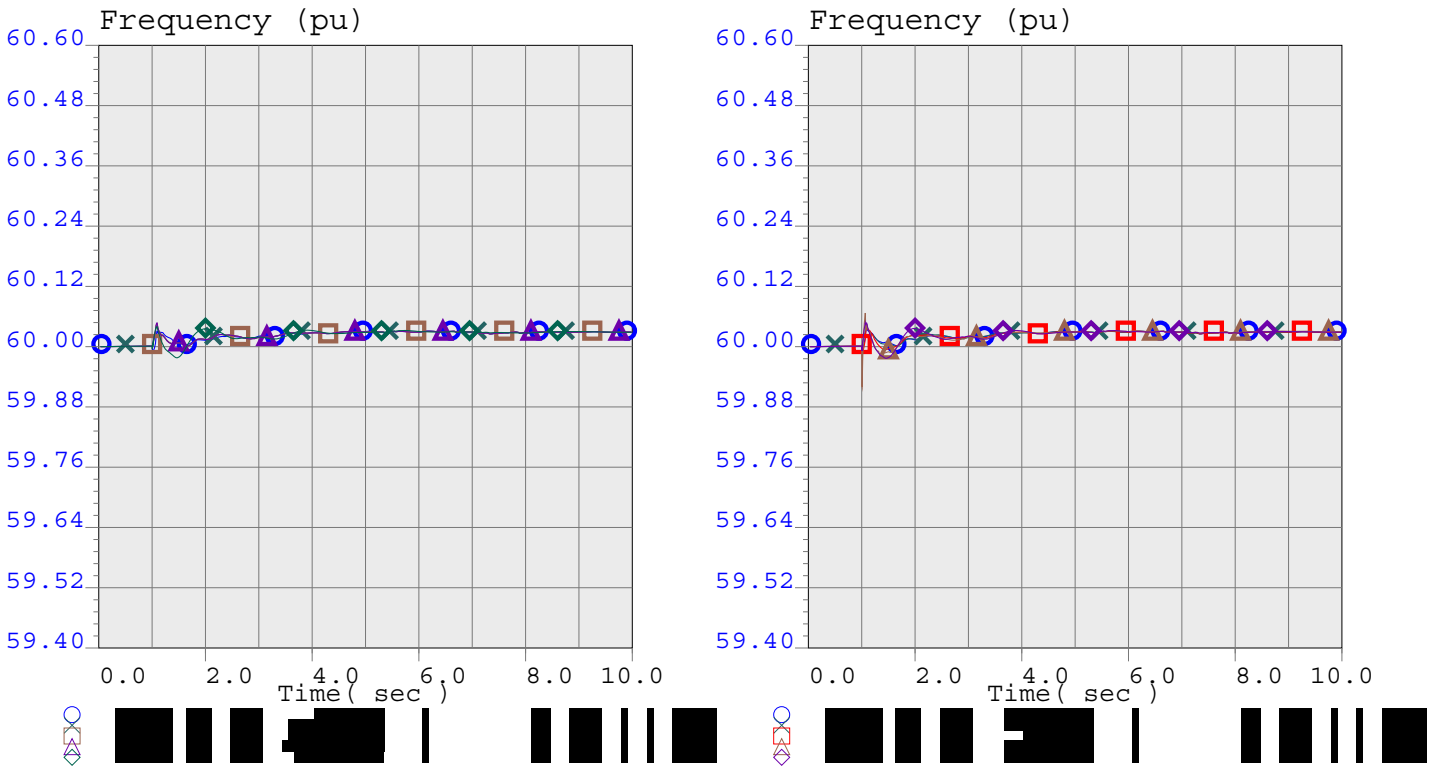
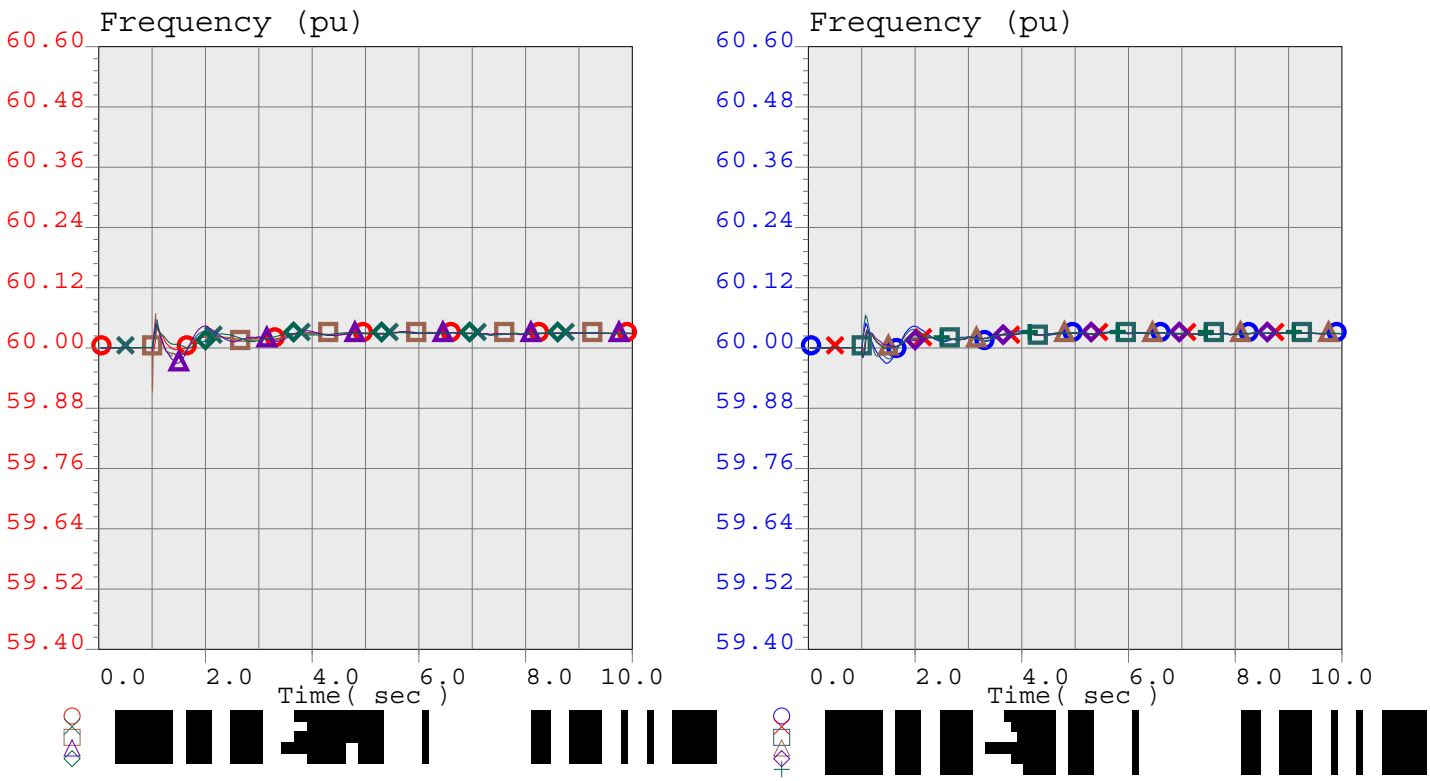
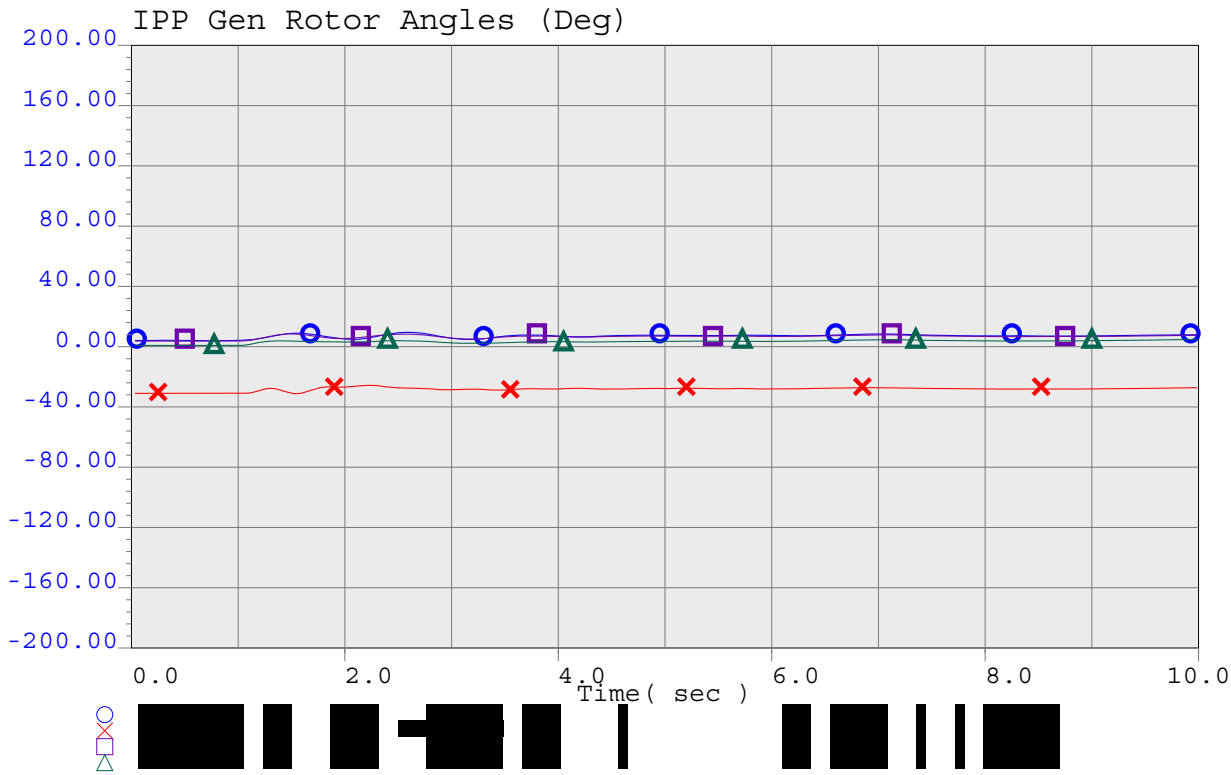
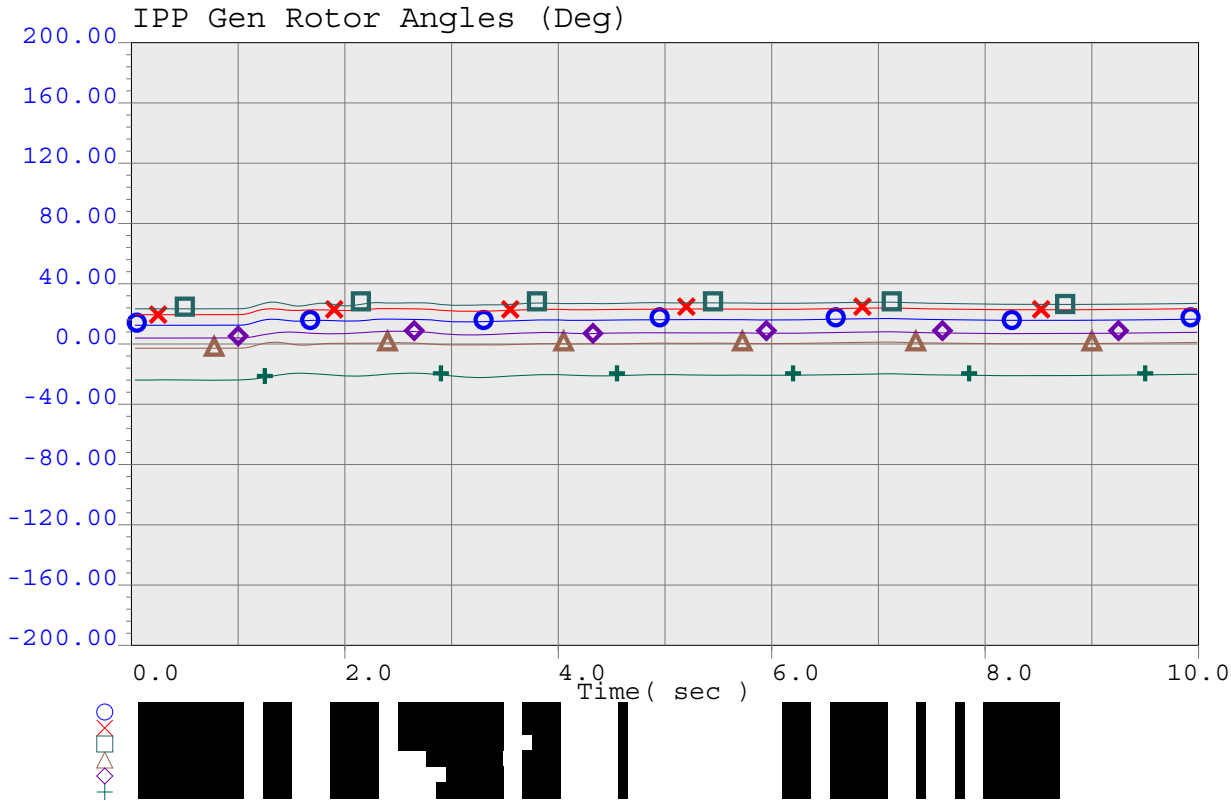
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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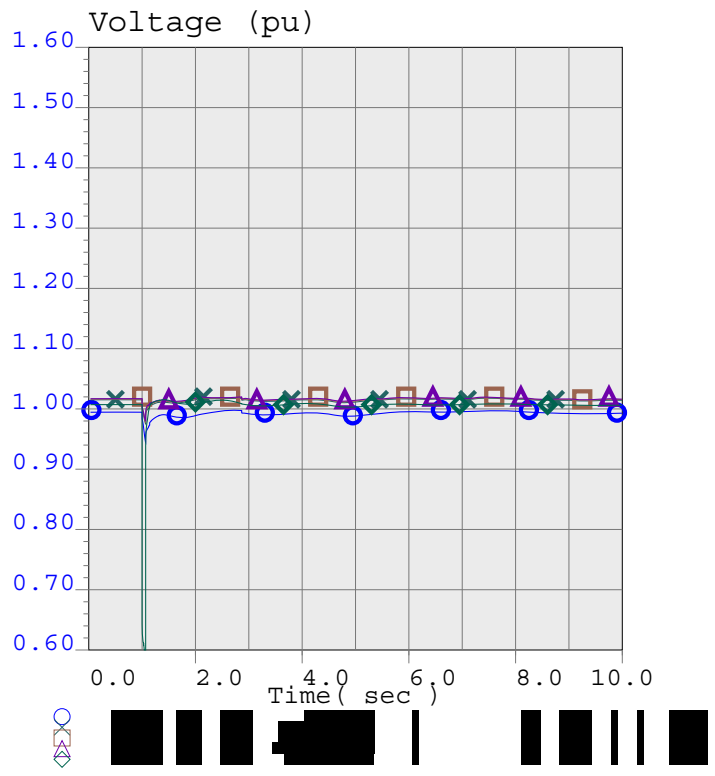

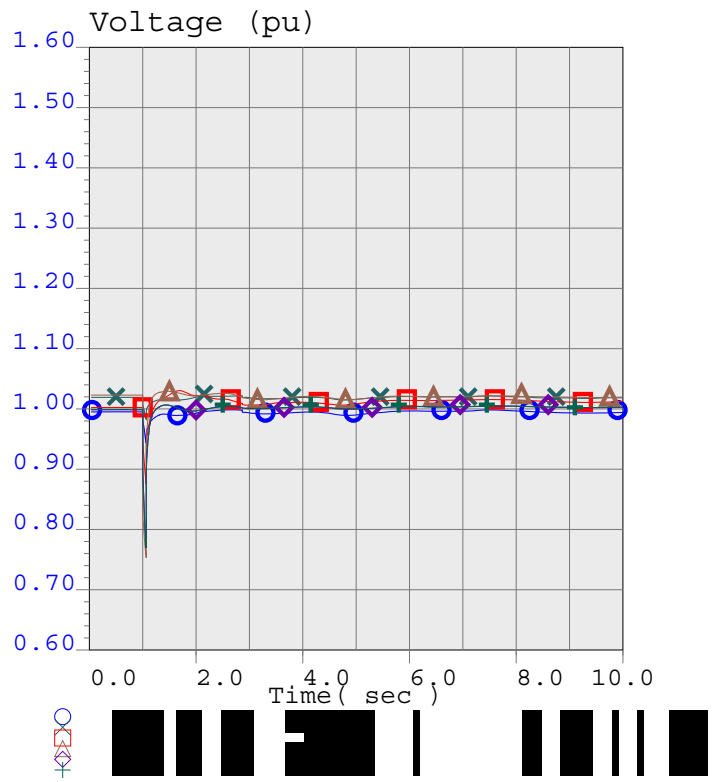

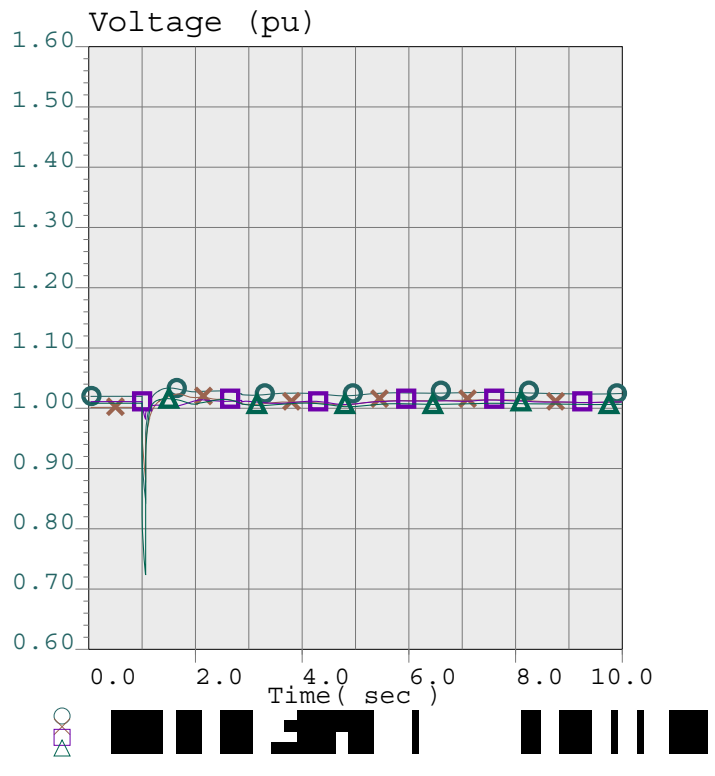

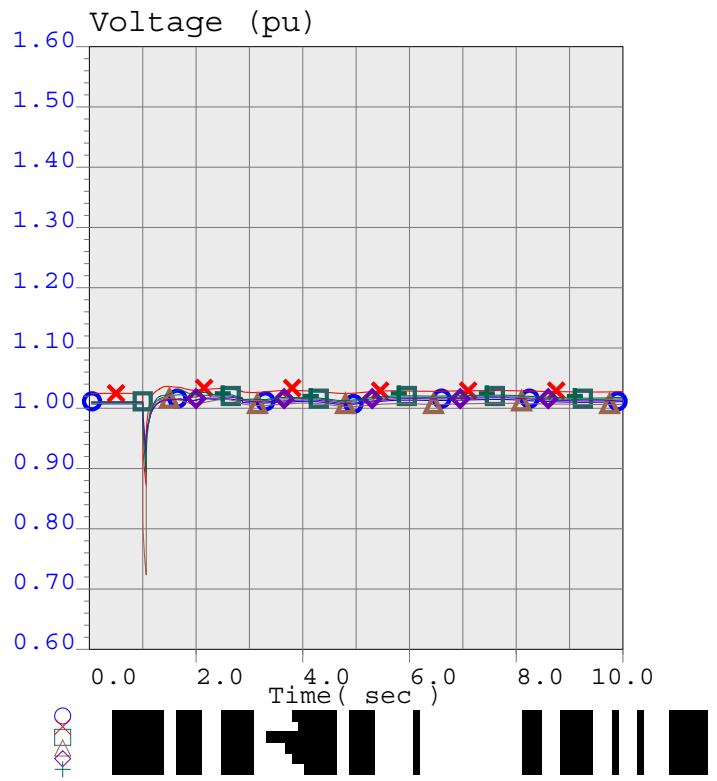

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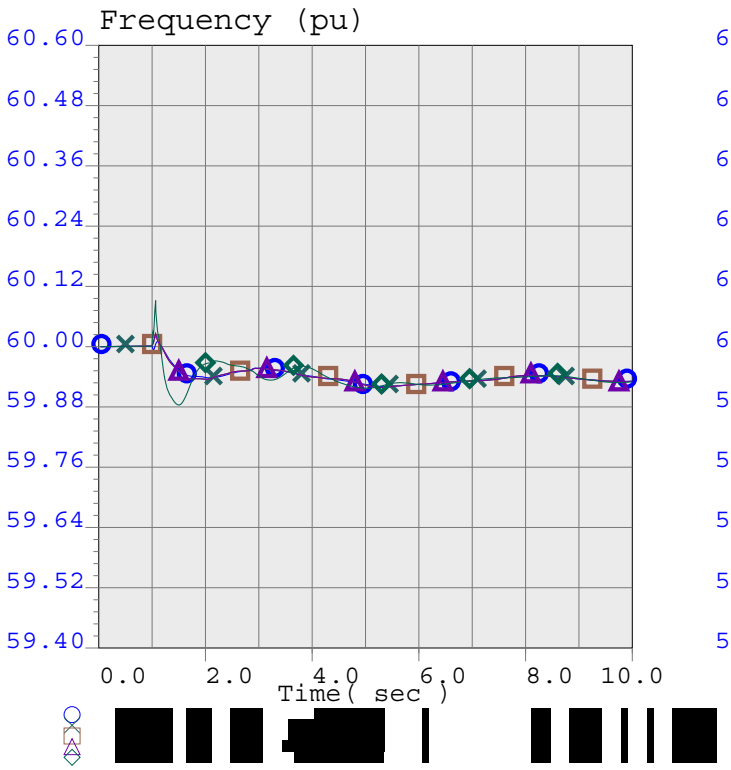
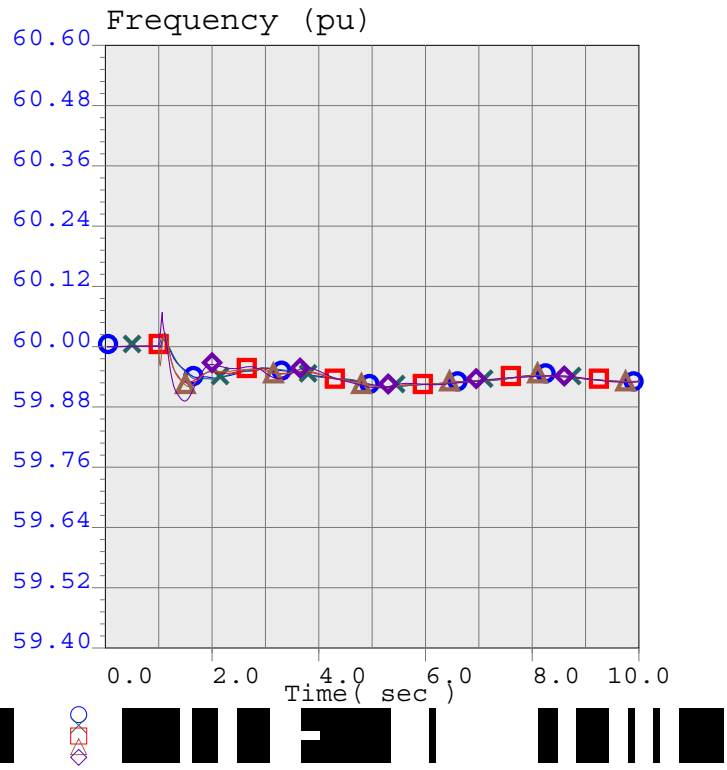
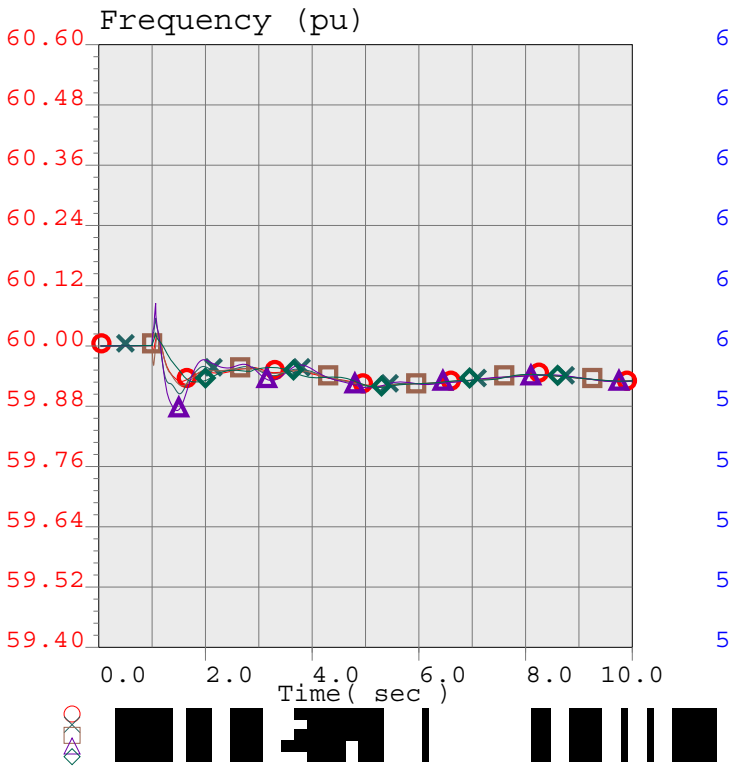
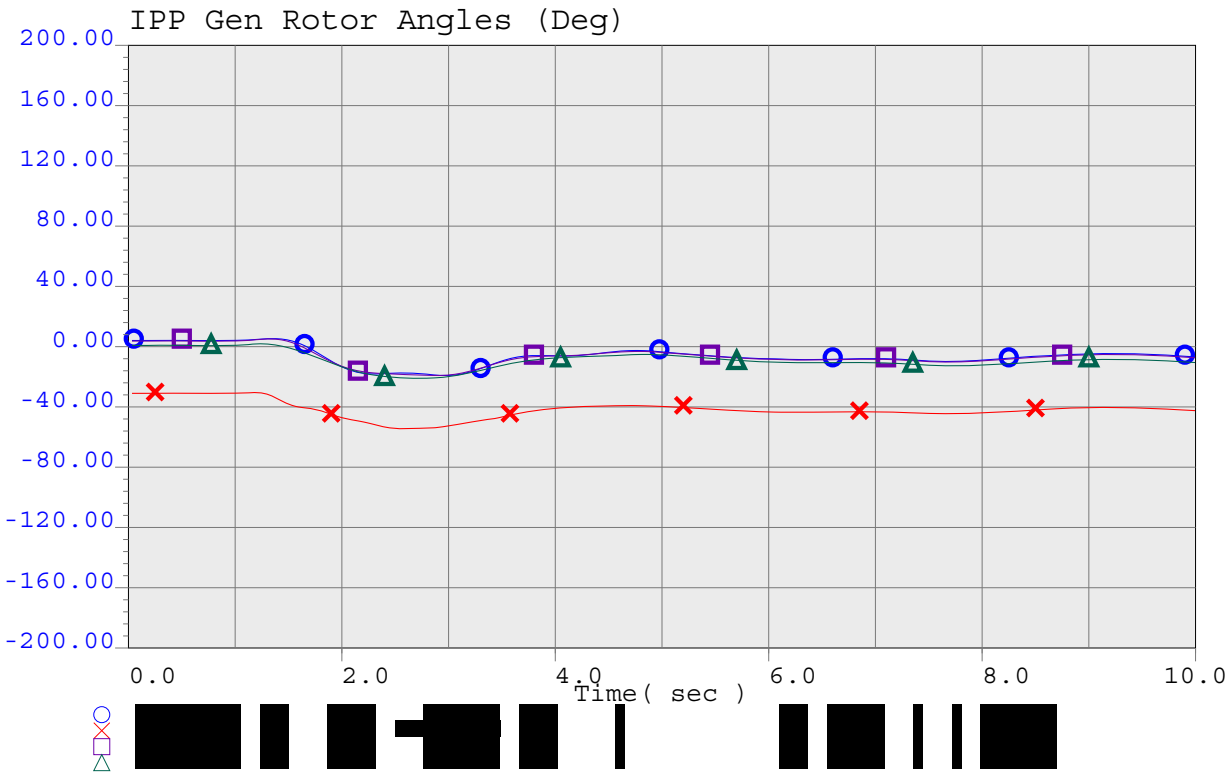
SYSTEM IMPACT STUDY (Frequency)

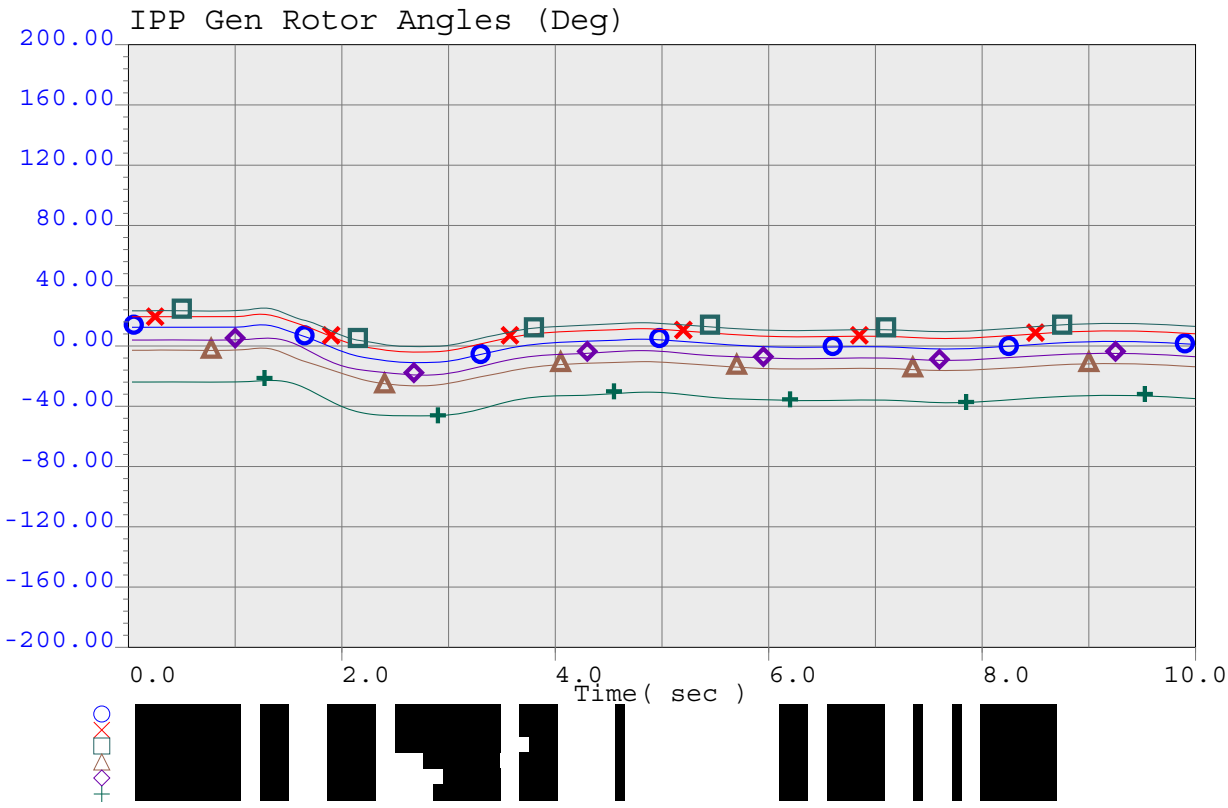




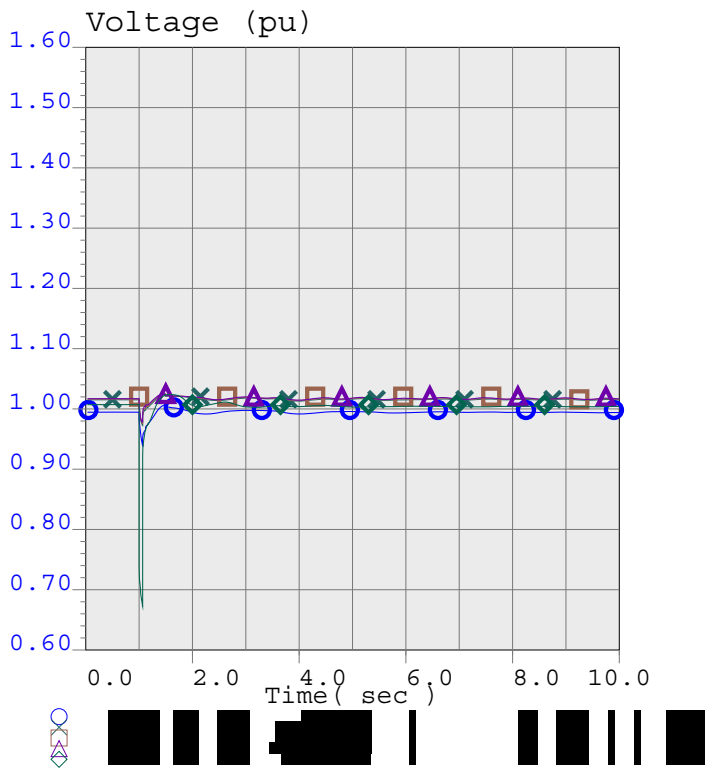


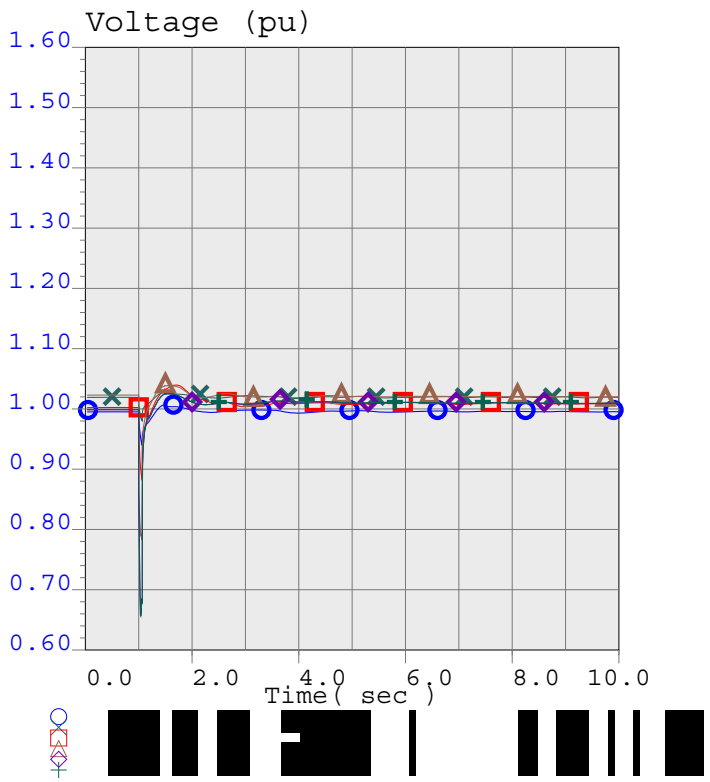
SYSTEM IMPACT STUDY (Rotor Angles)

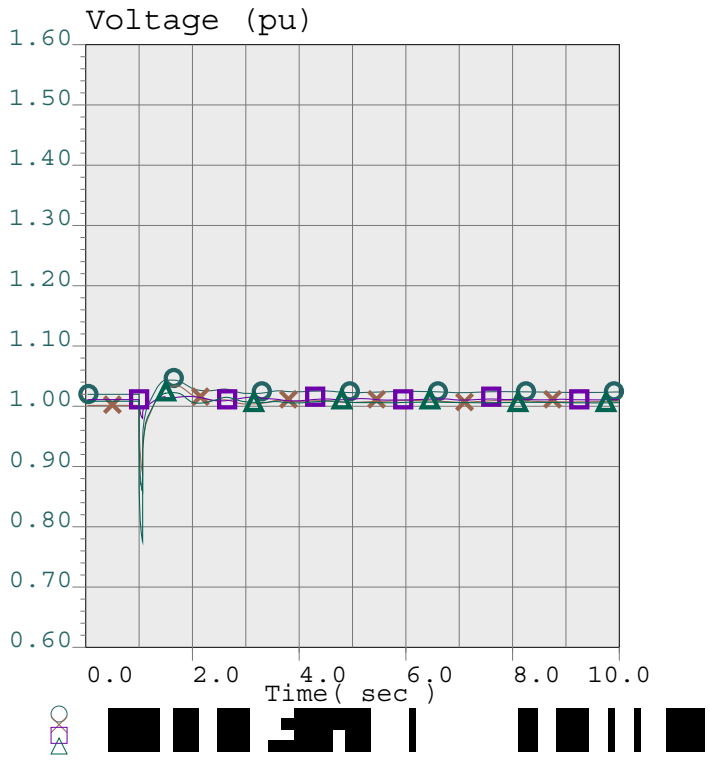


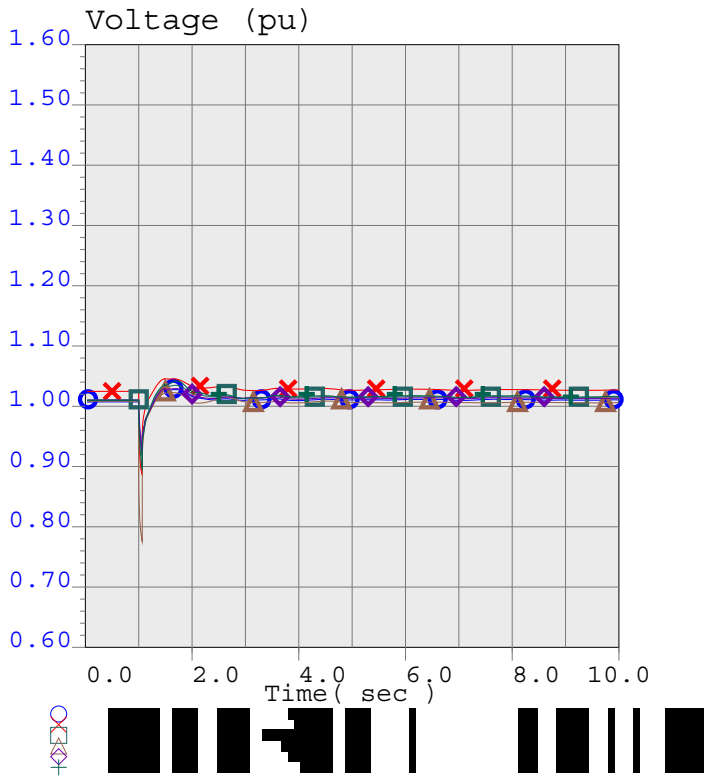


SYSTEM IMPACT STUDY (Voltage)









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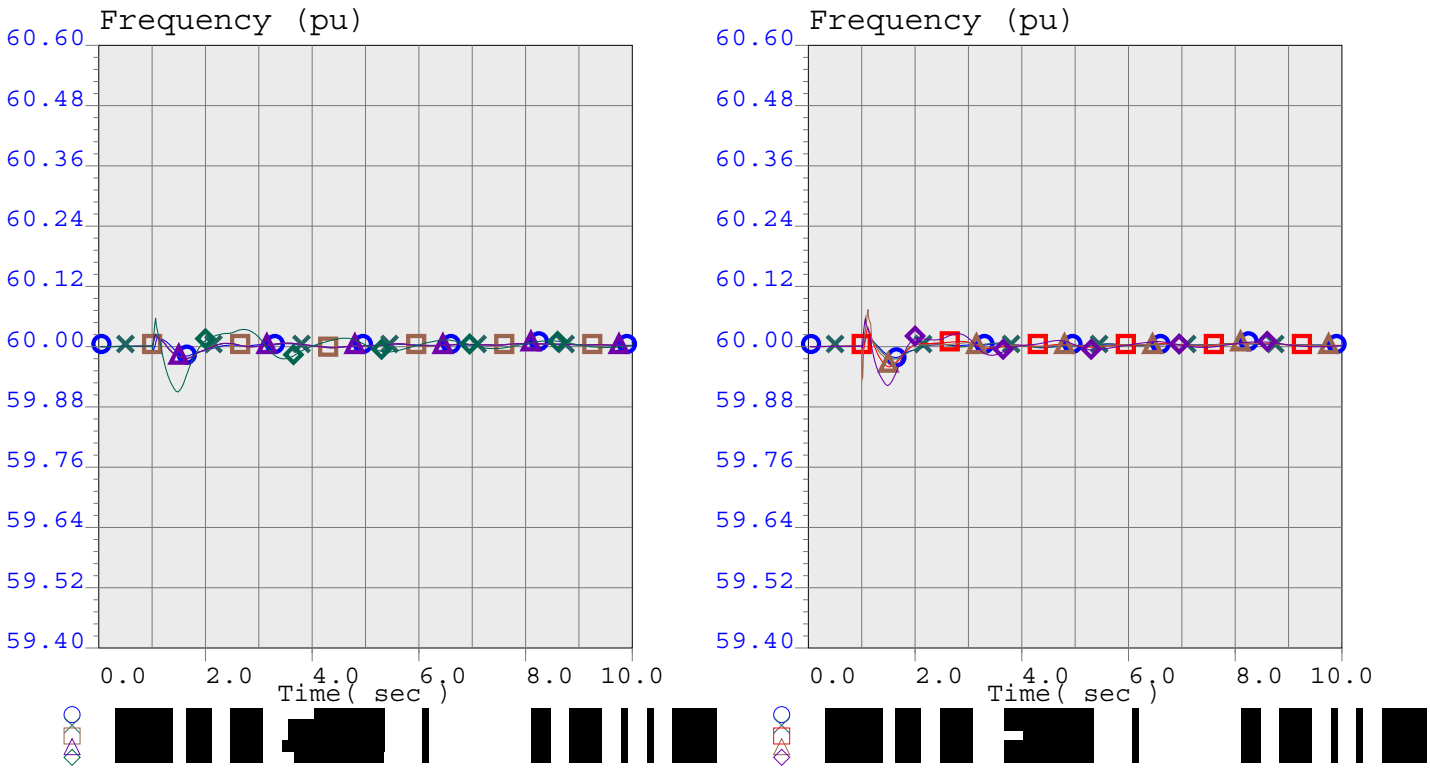
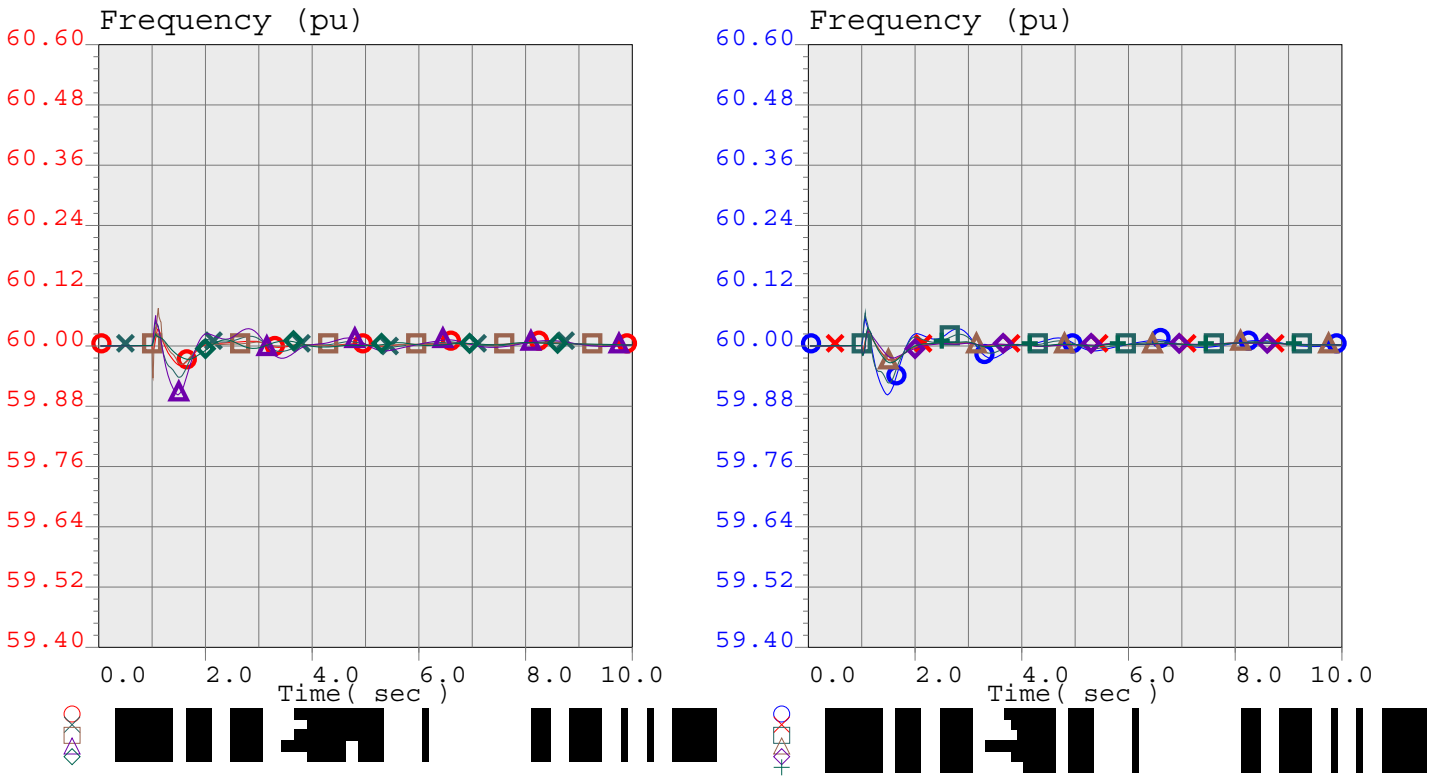
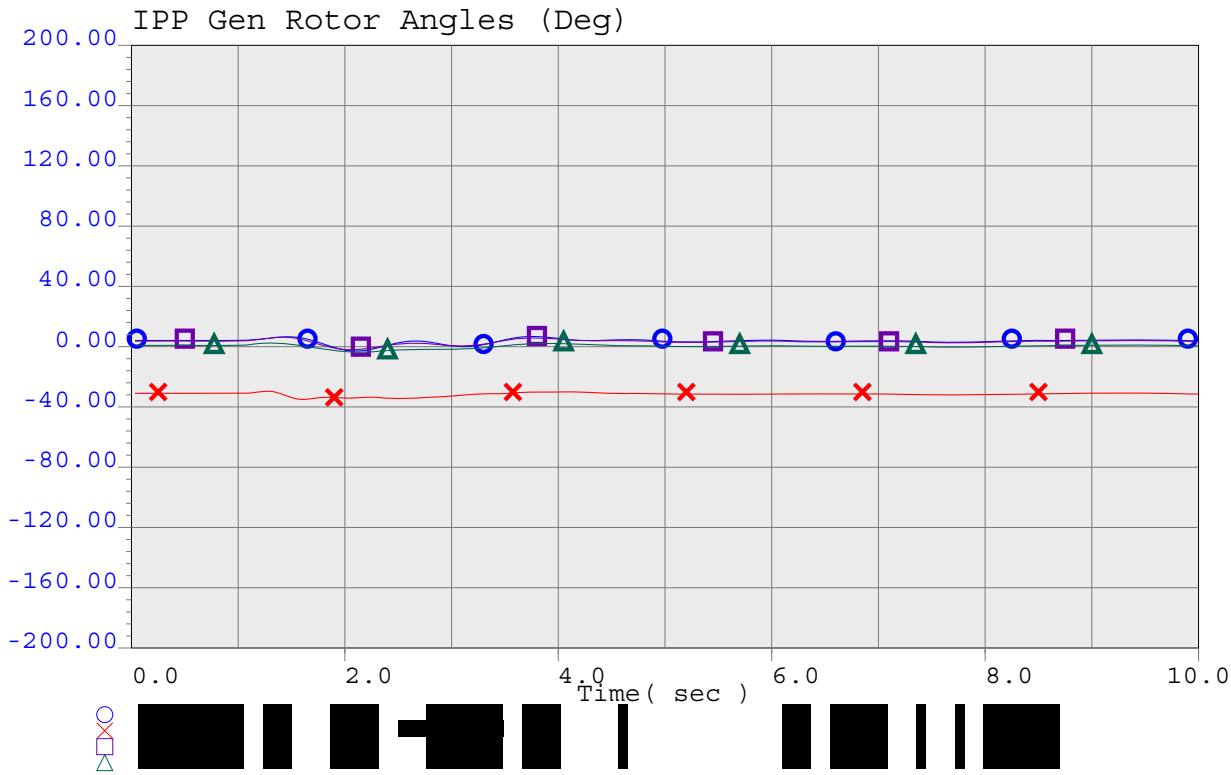
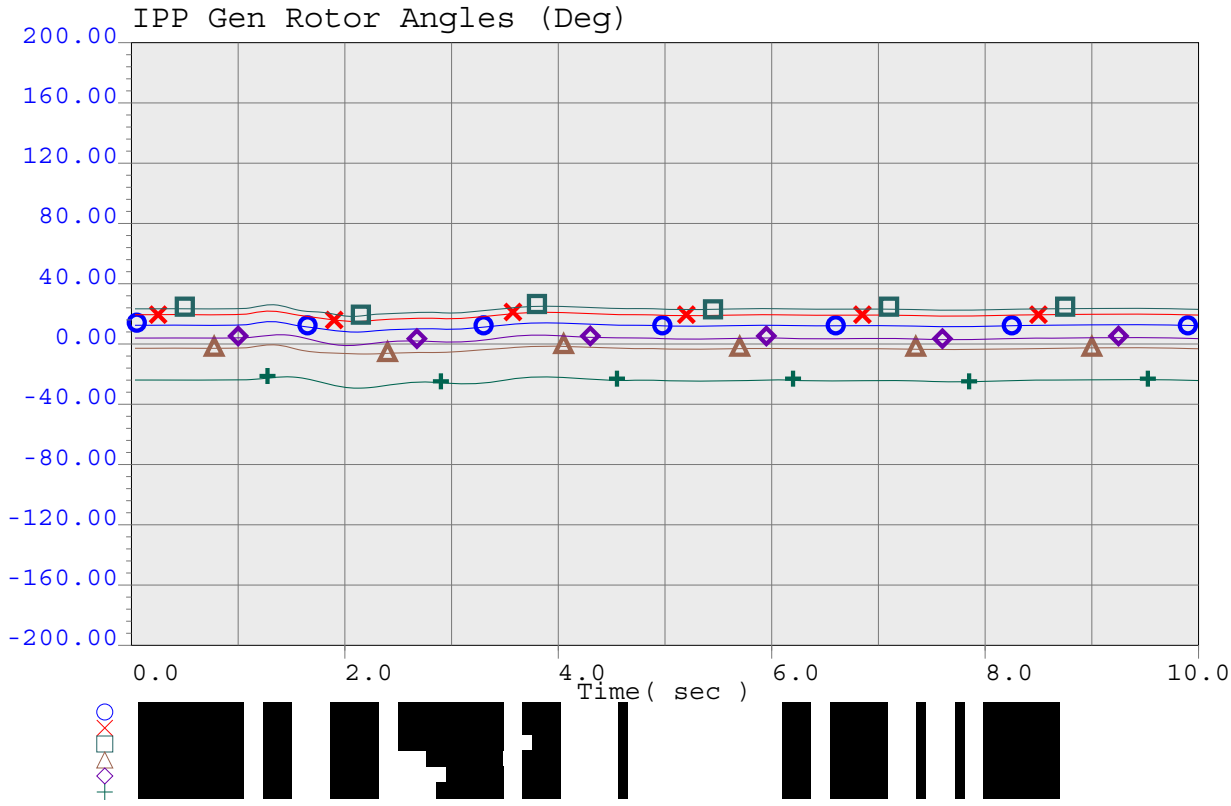
SYSTEM IMPACT STUDY (Frequency)



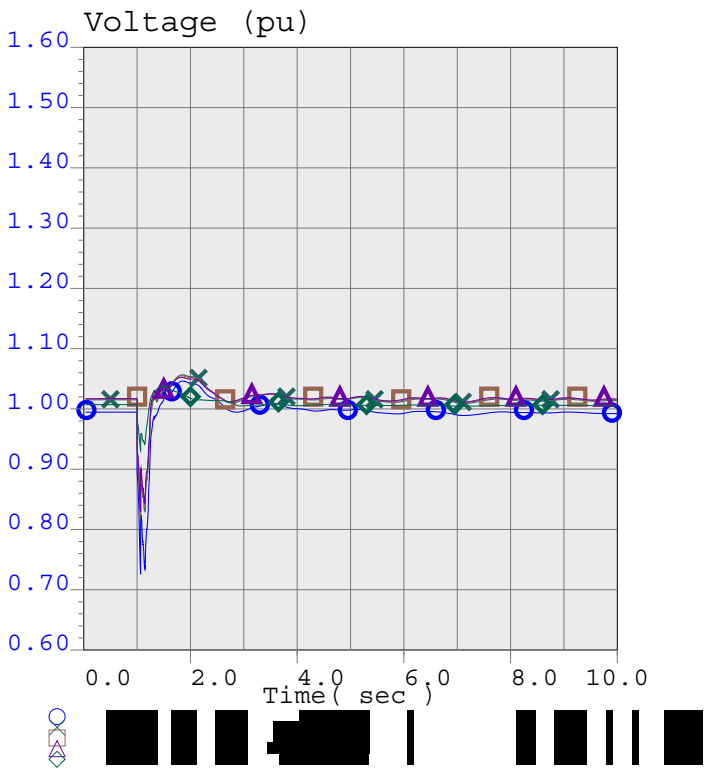


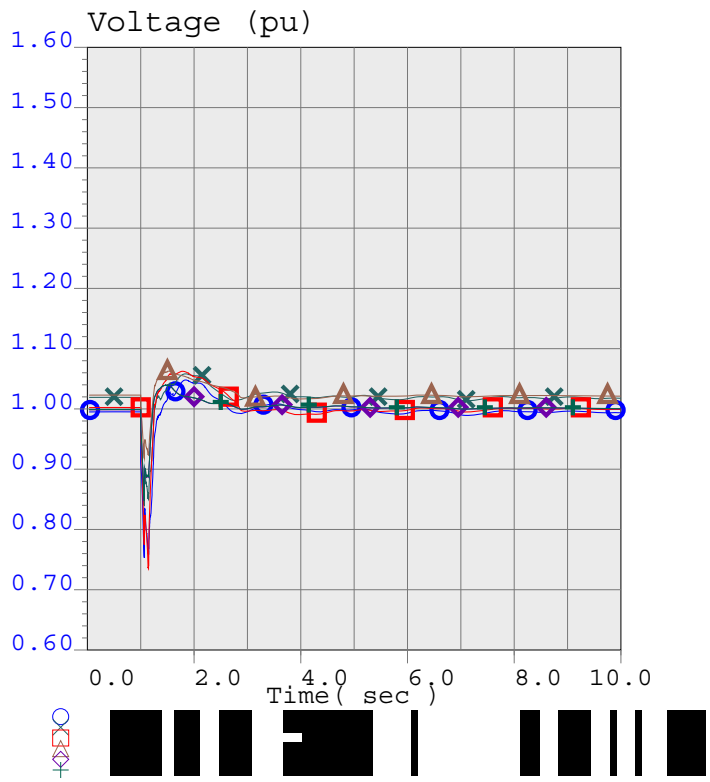
SYSTEM IMPACT STUDY (Rotor Angles)

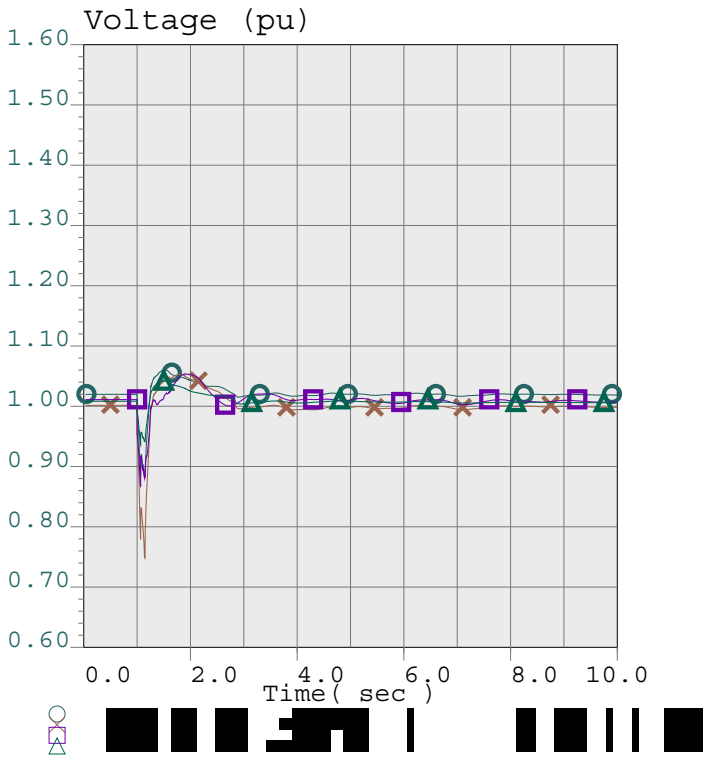


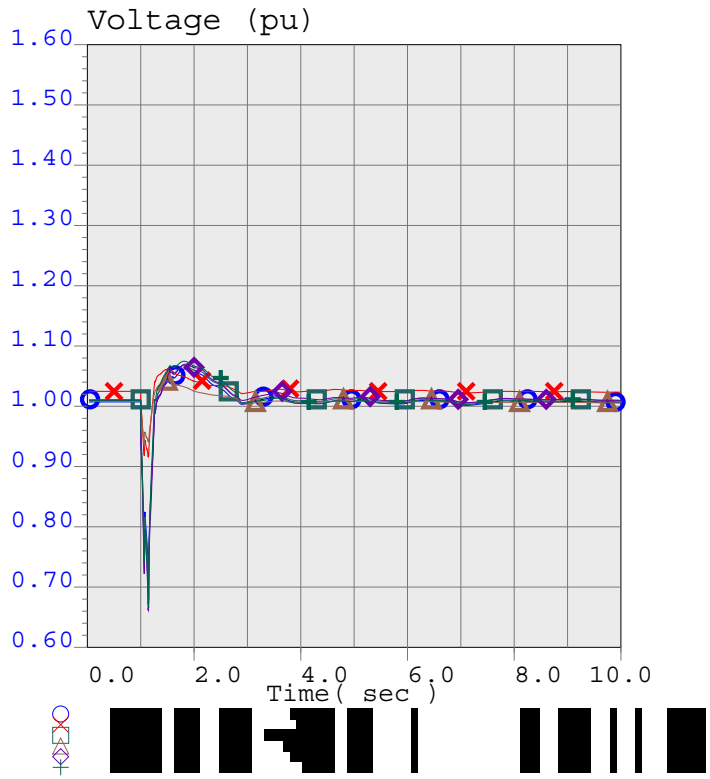


SYSTEM IMPACT STUDY (Voltage)









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Thu Aug 25 14:31:18 2022

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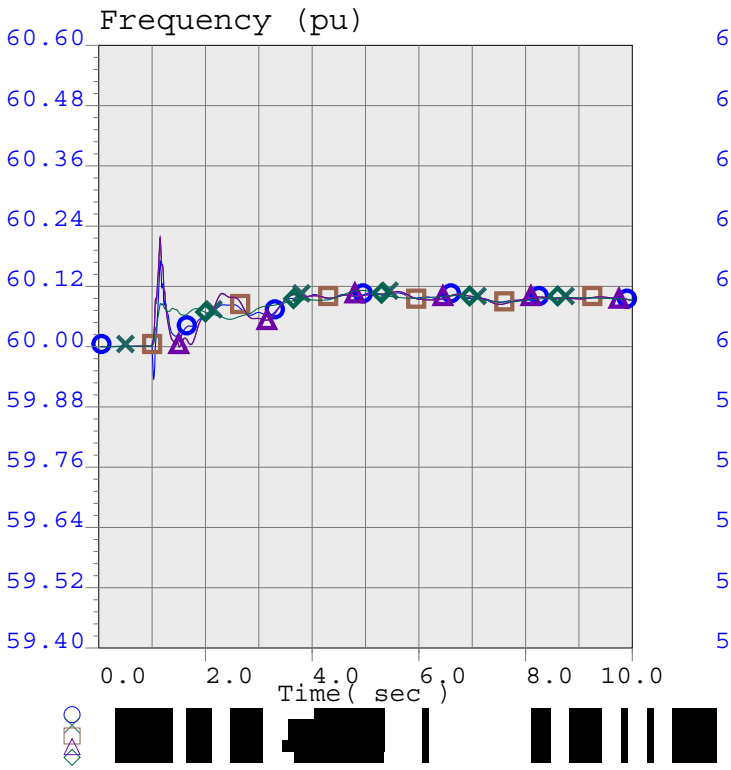
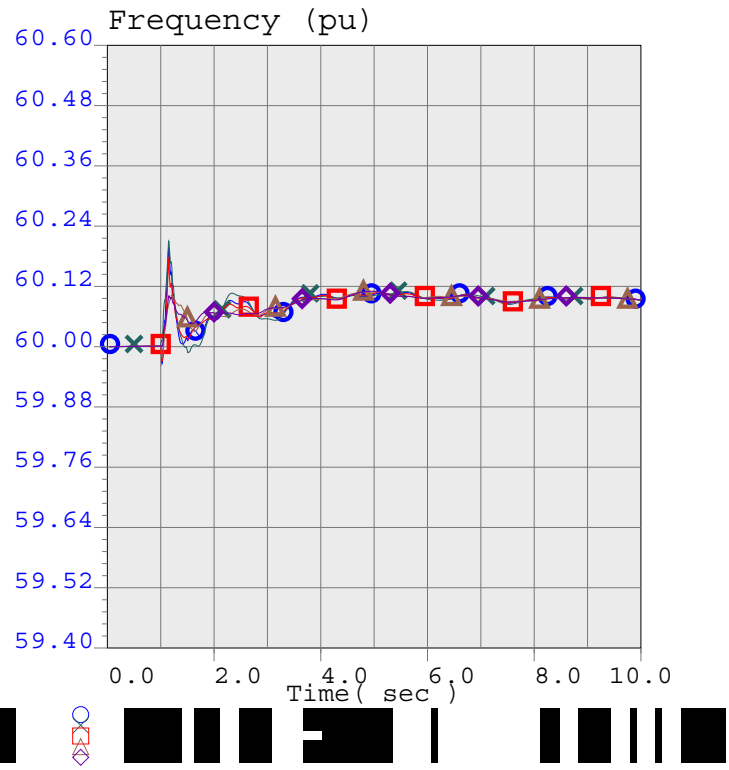
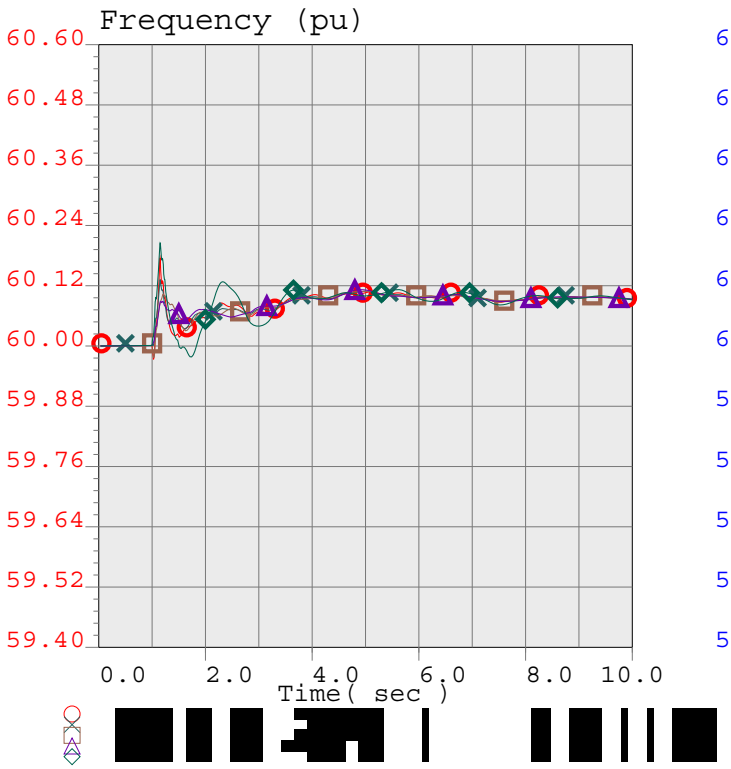
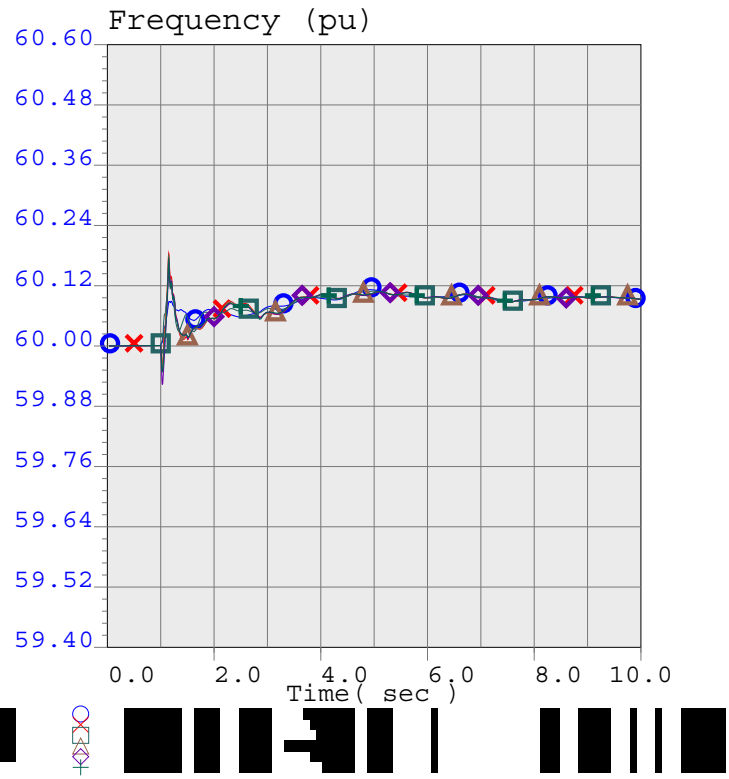
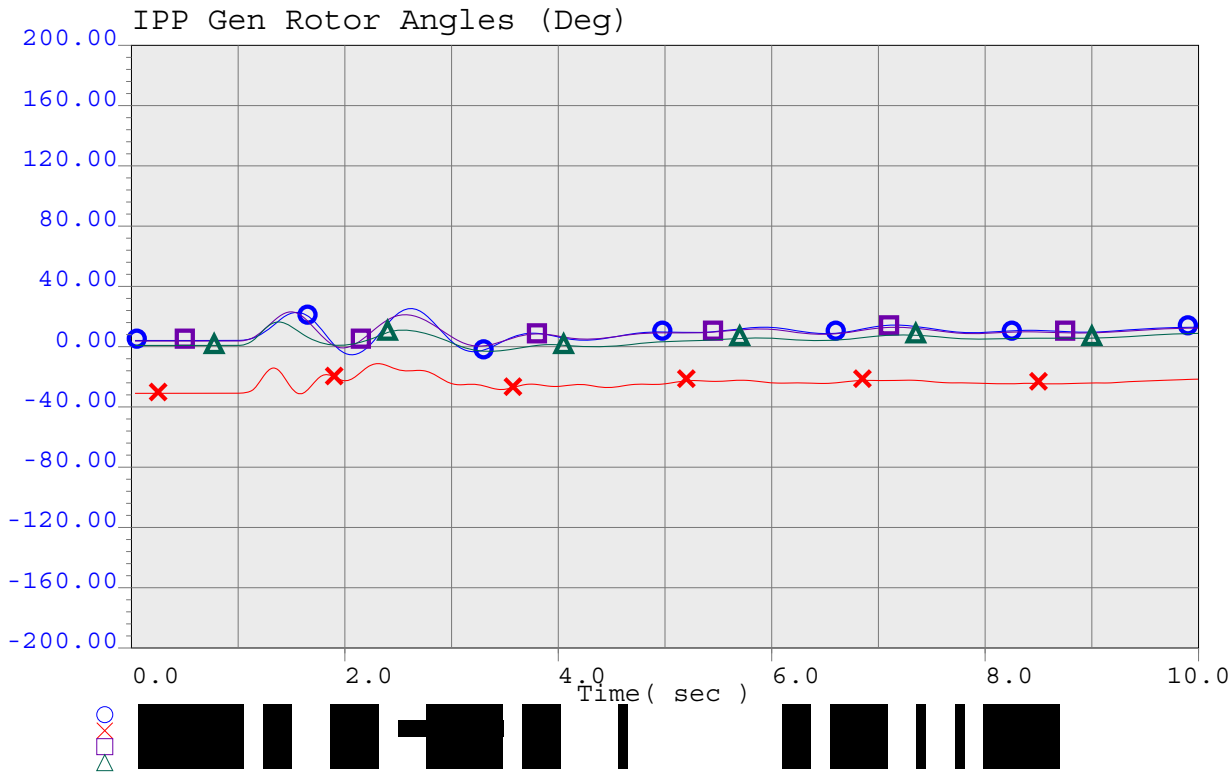


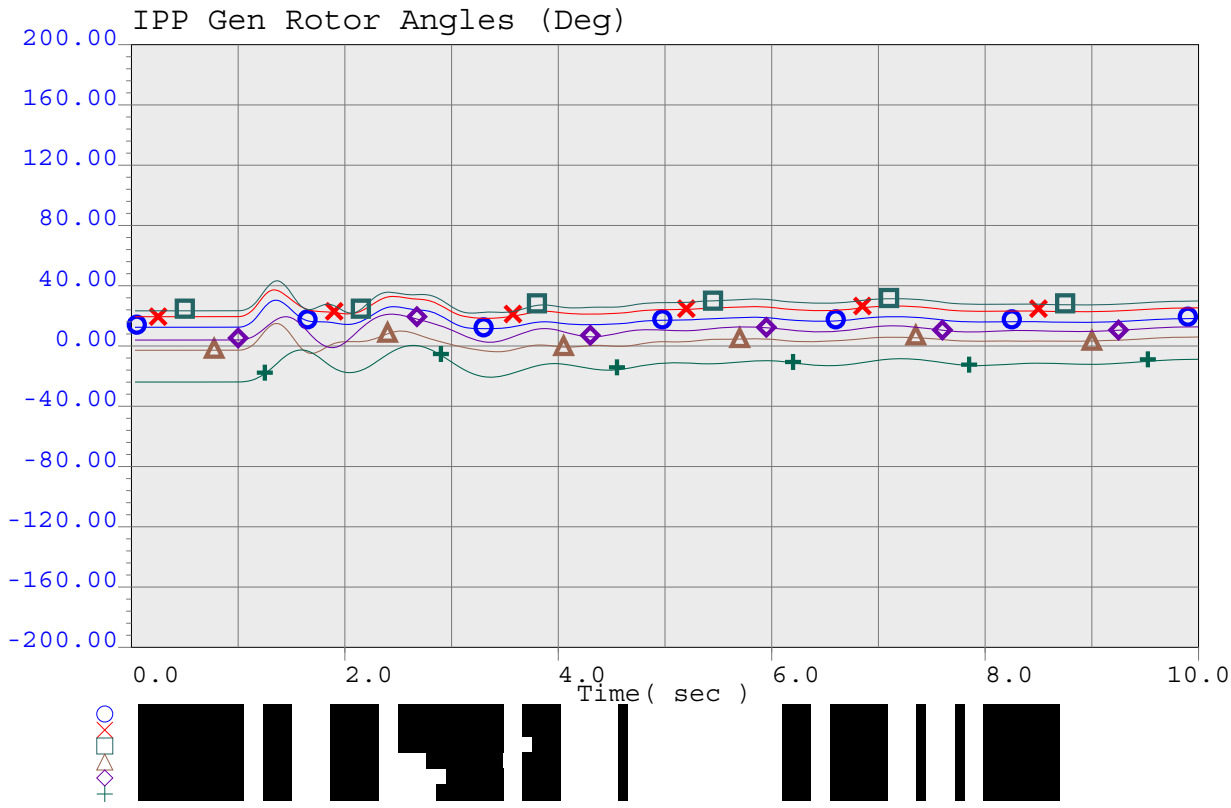




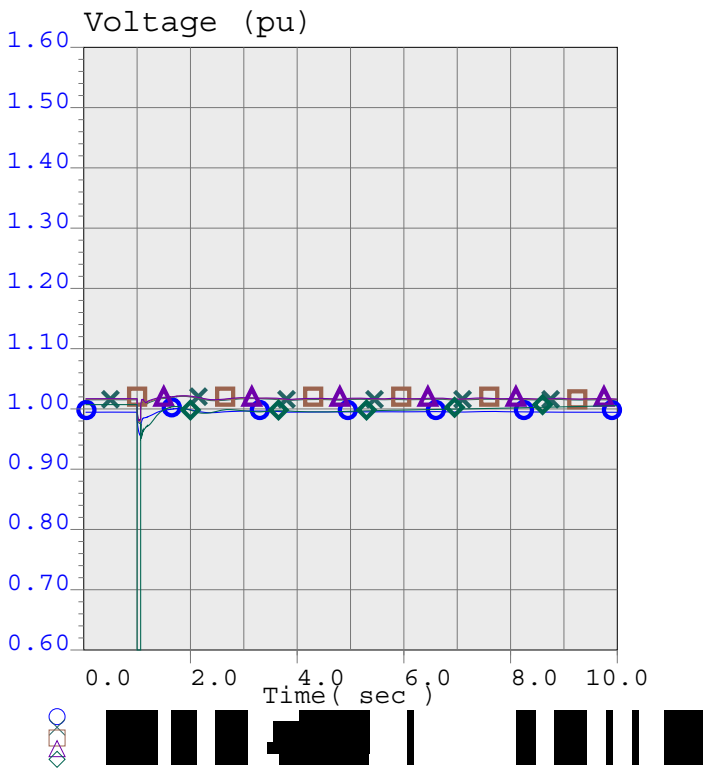


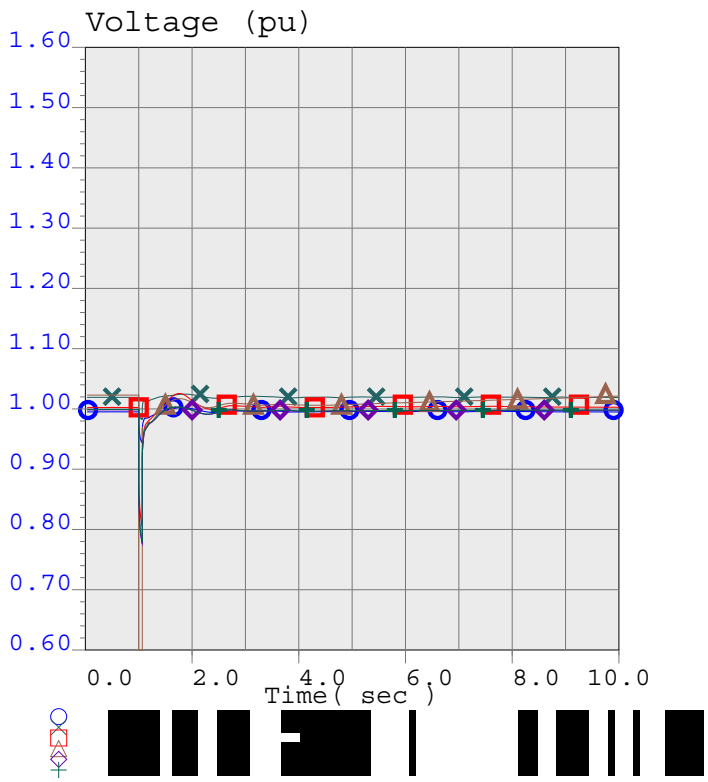
SYSTEM IMPACT STUDY (Rotor Angles)

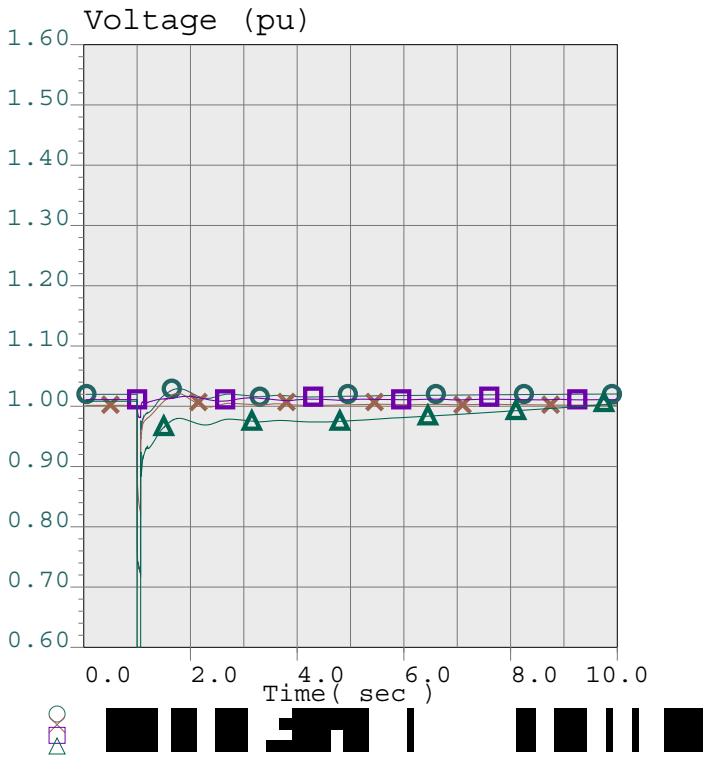


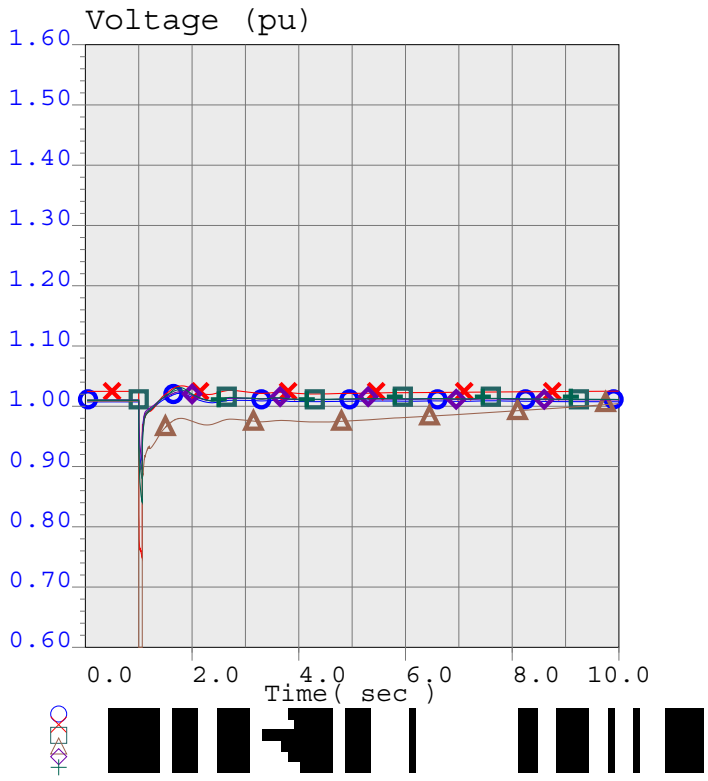


SYSTEM IMPACT STUDY (Voltage)

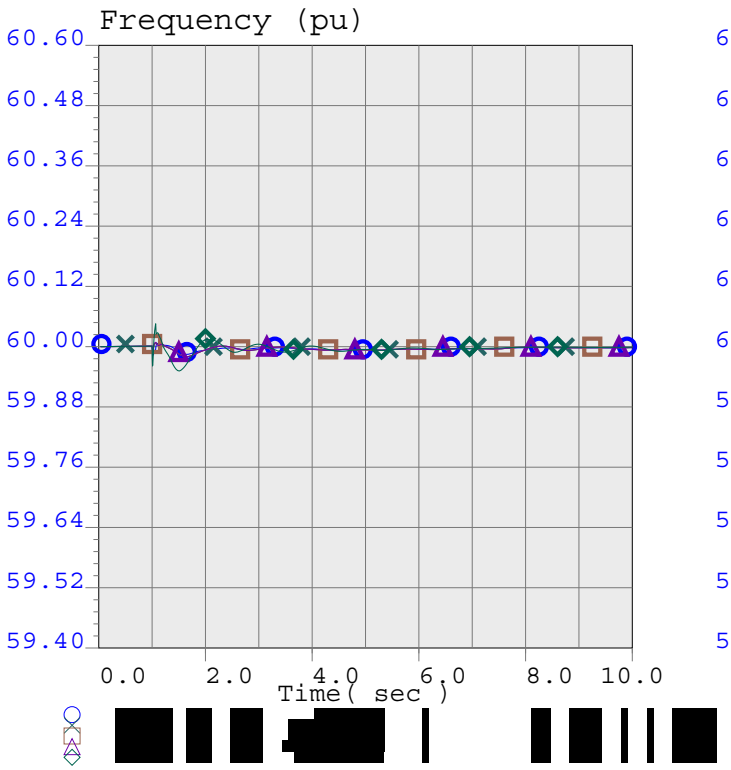


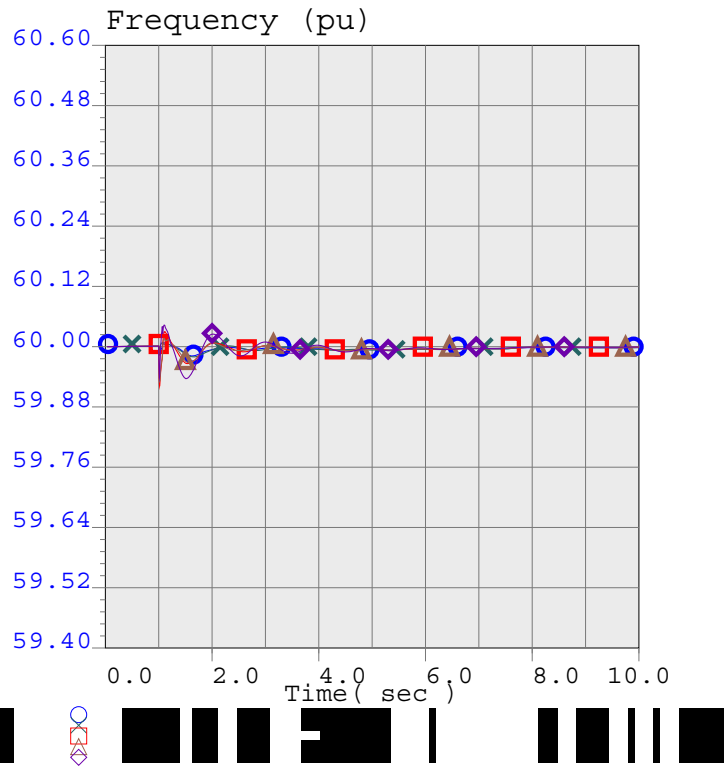


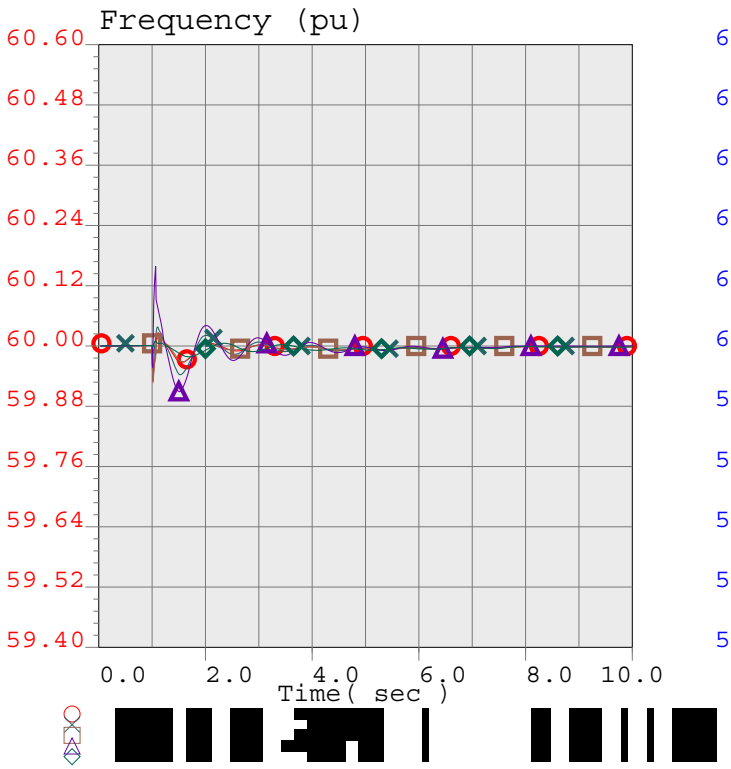


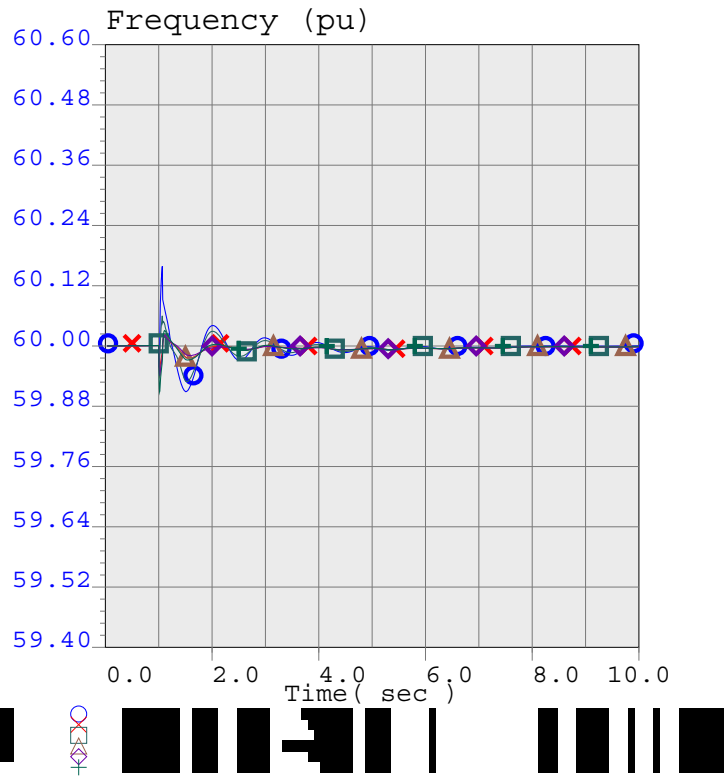


SYSTEM IMPACT STUDY (Frequency)

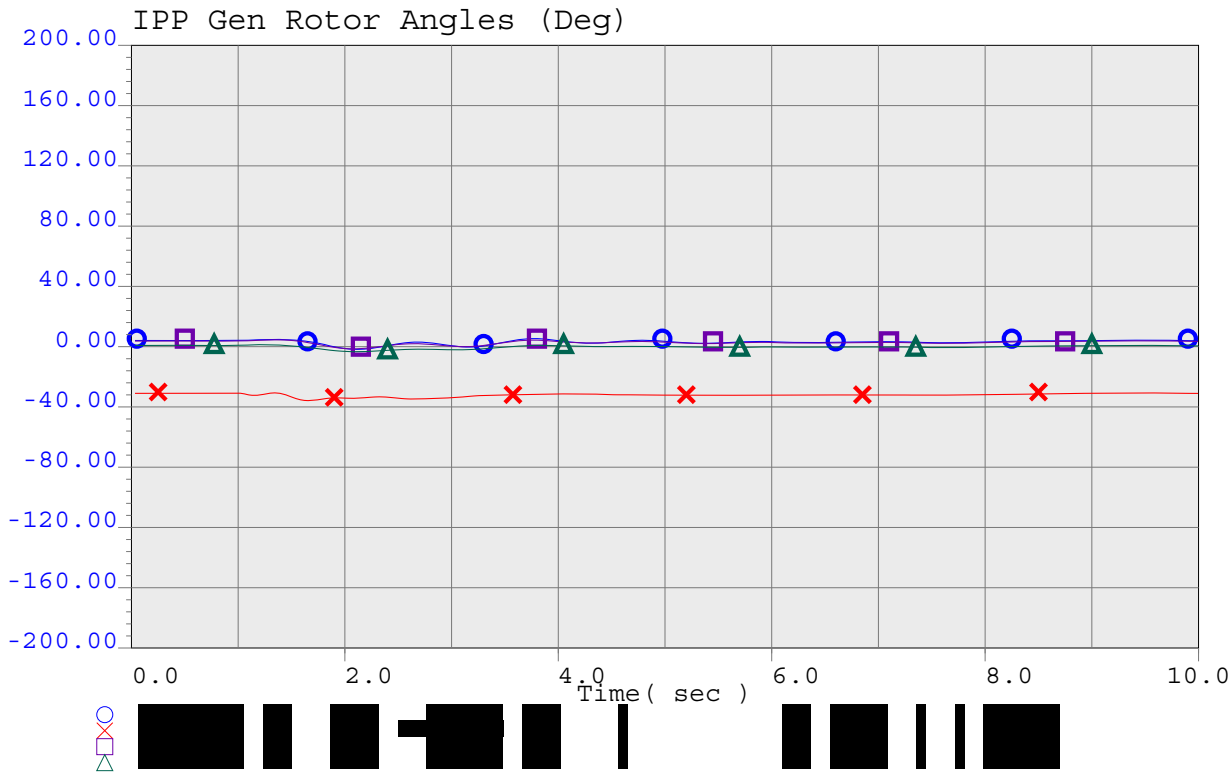


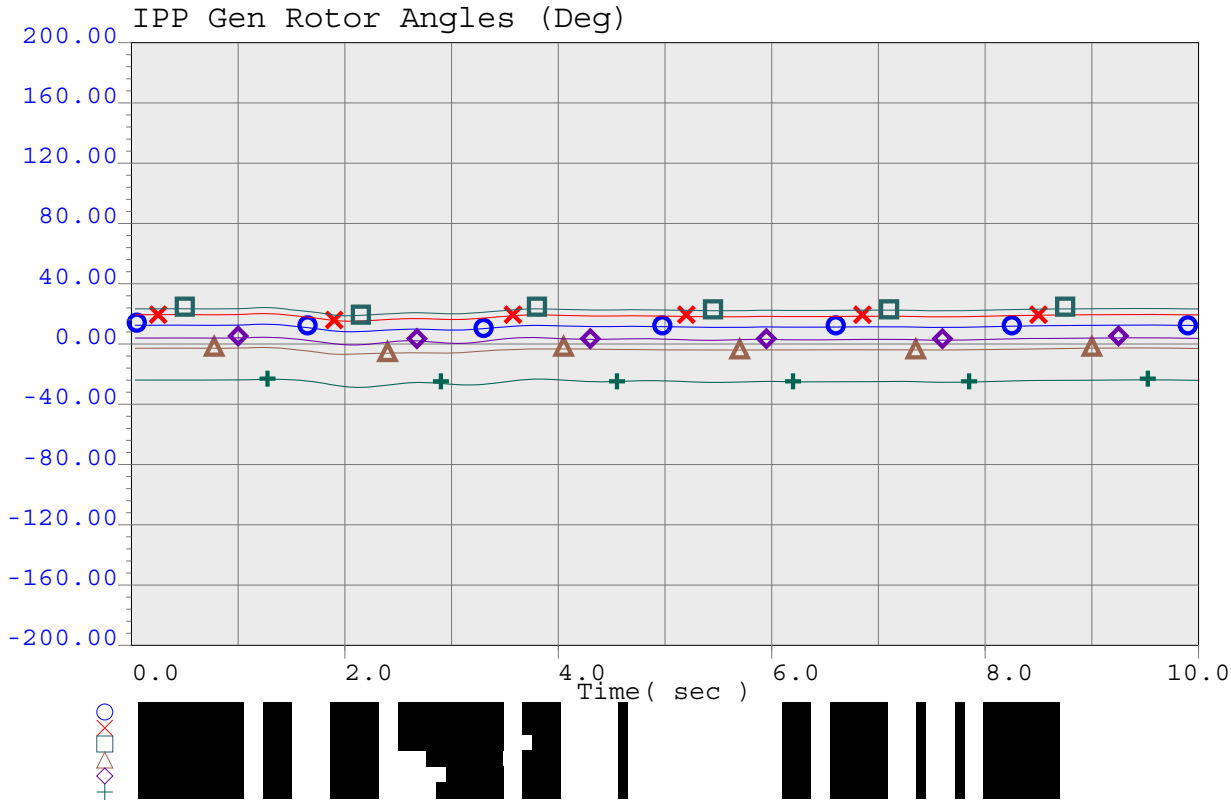




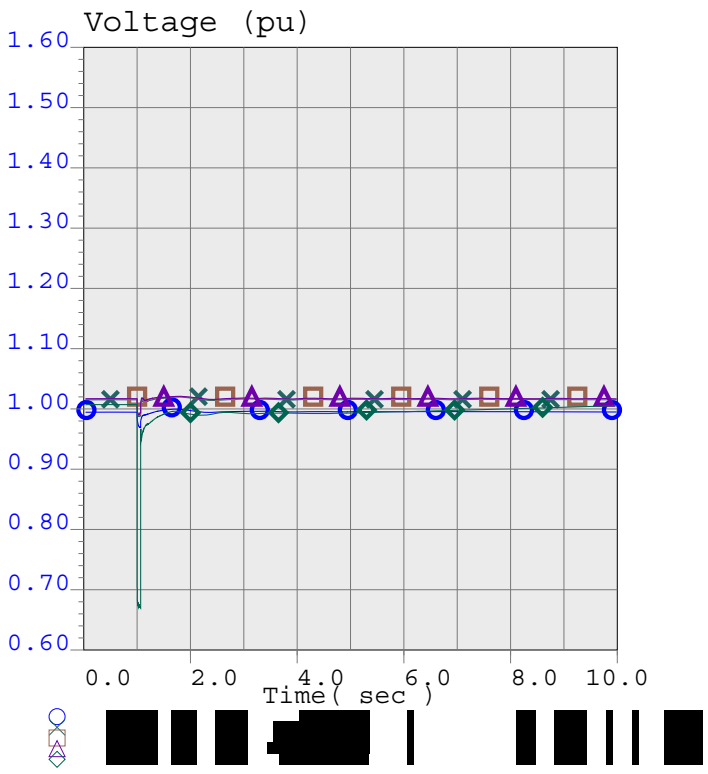


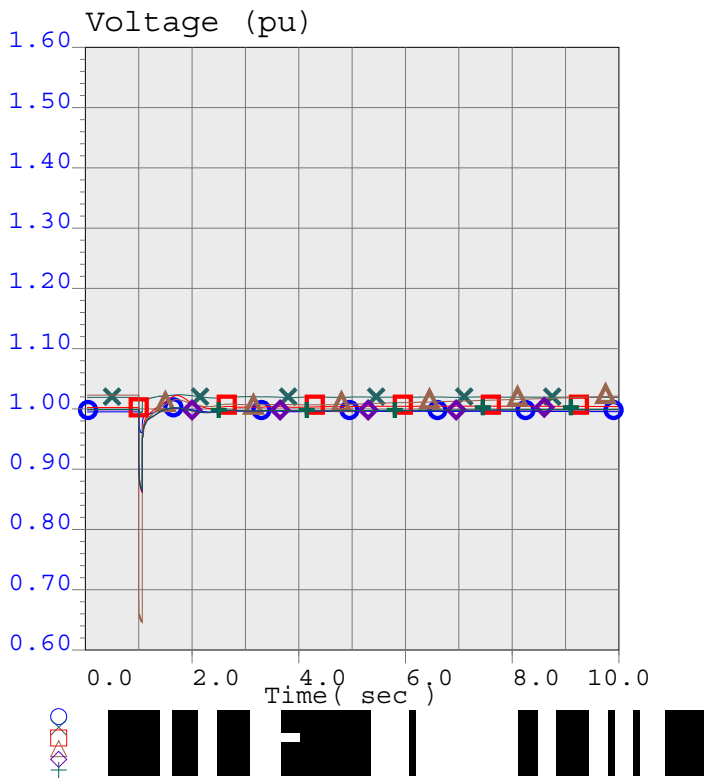
SYSTEM IMPACT STUDY (Rotor Angles)

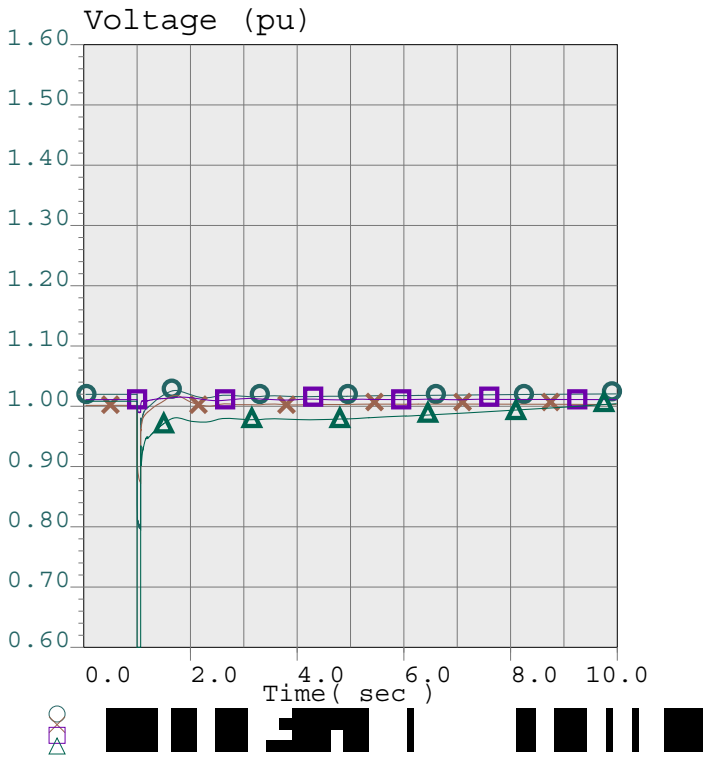


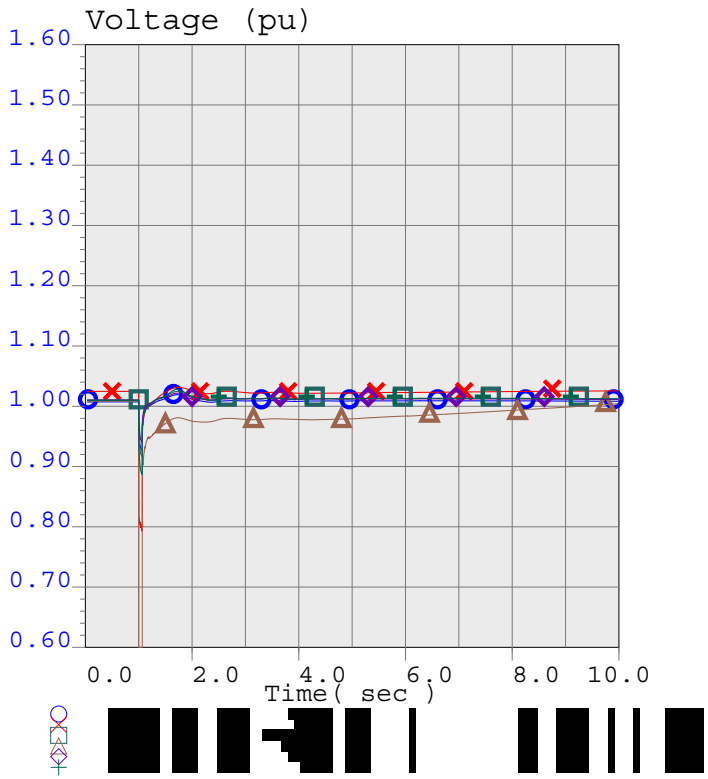


SYSTEM IMPACT STUDY (Voltage)

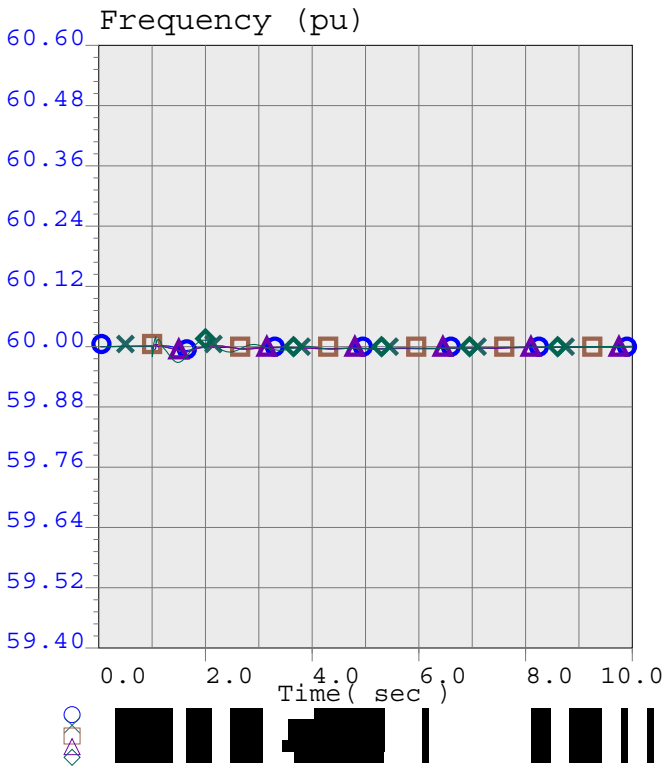


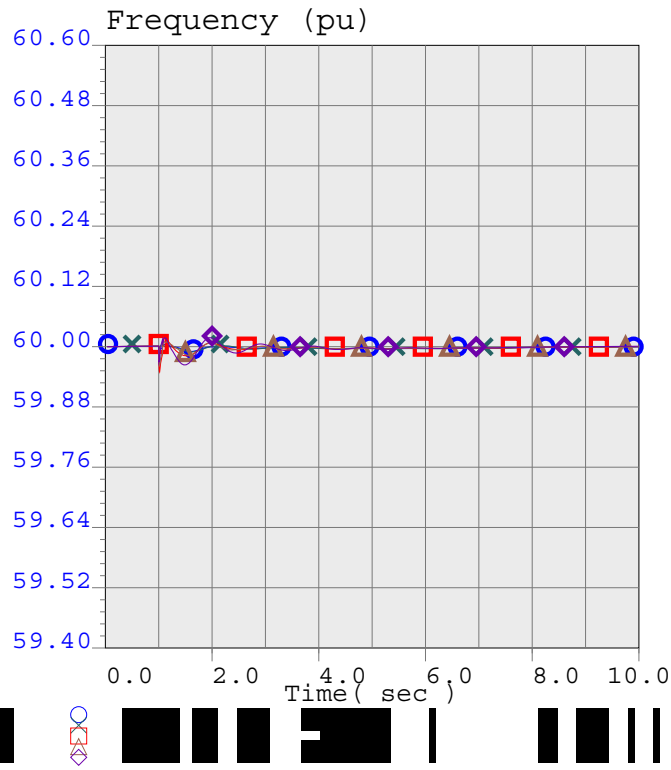


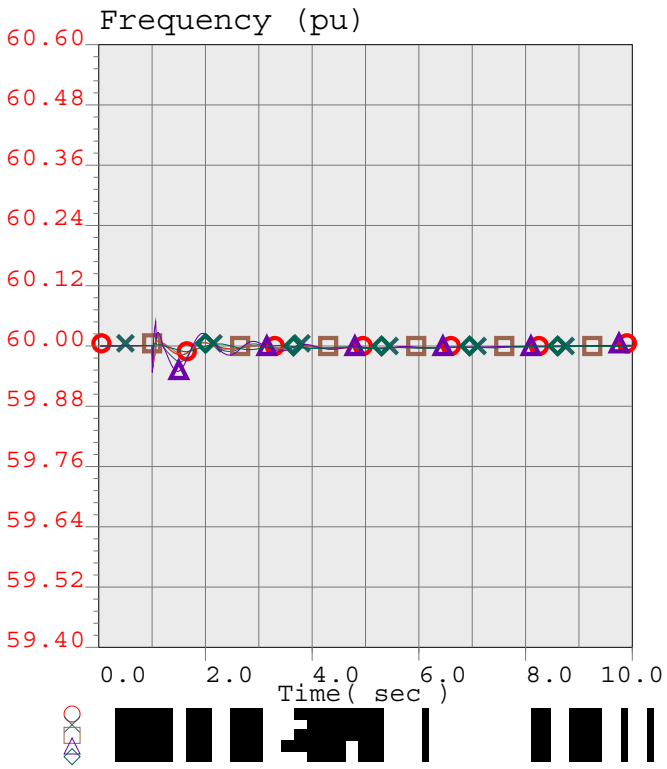


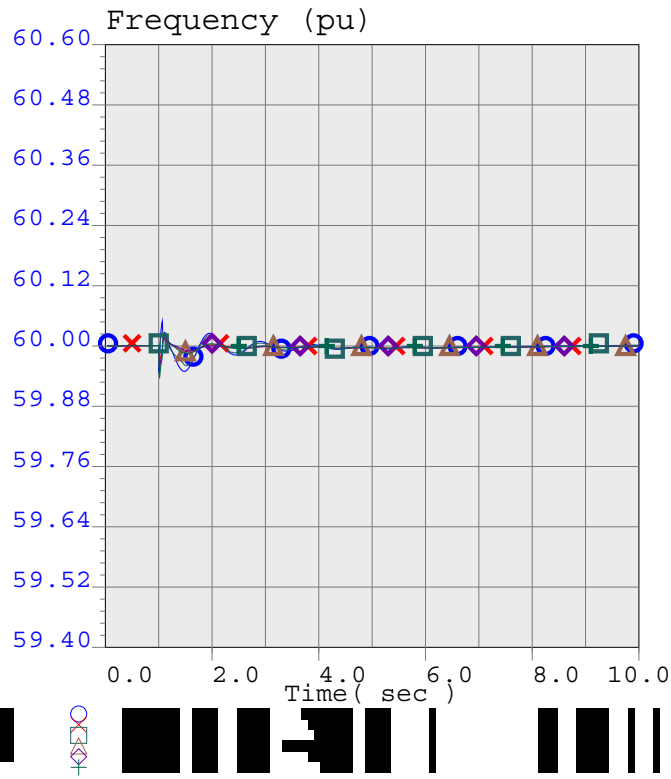


SYSTEM IMPACT STUDY (Frequency)

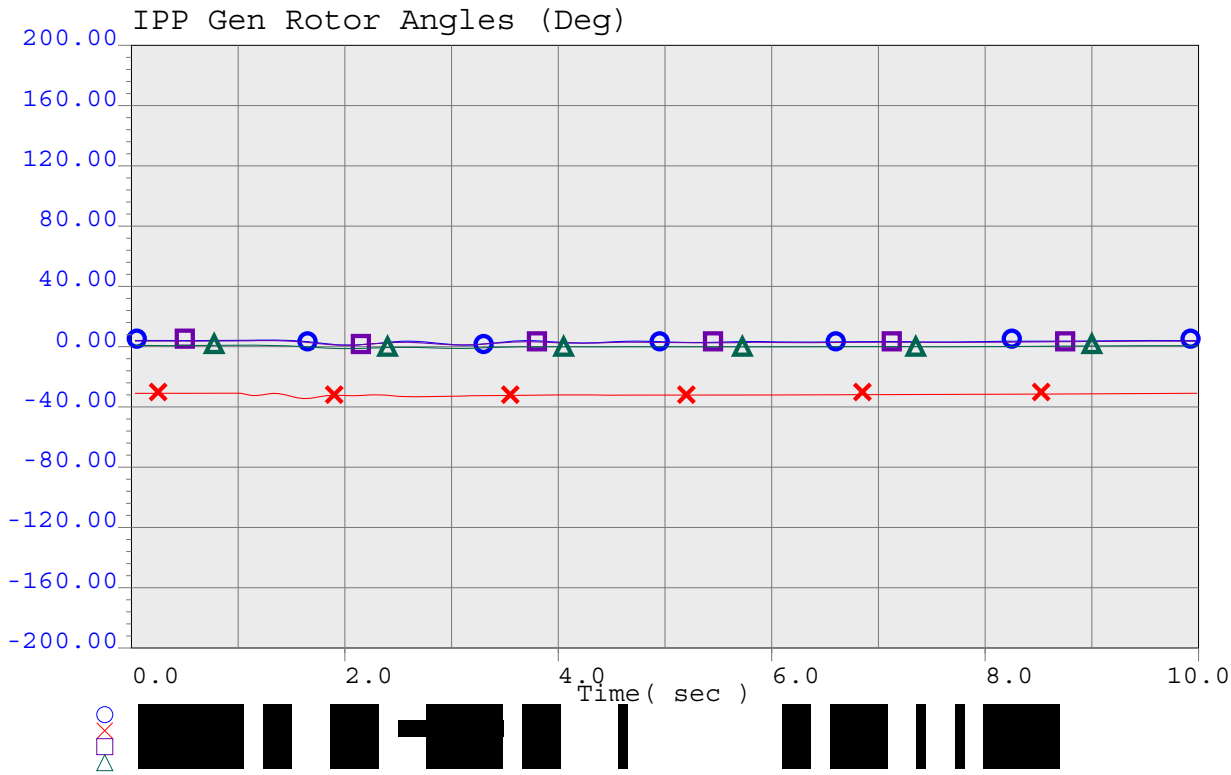


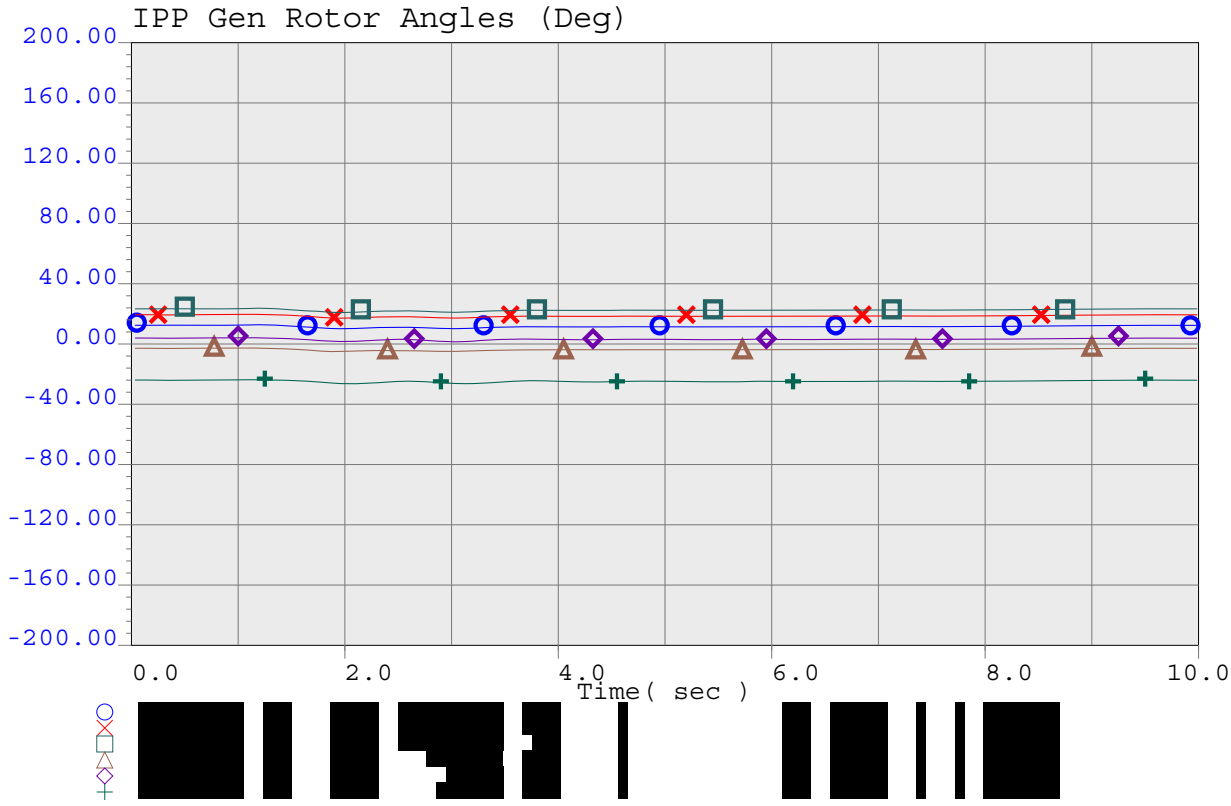




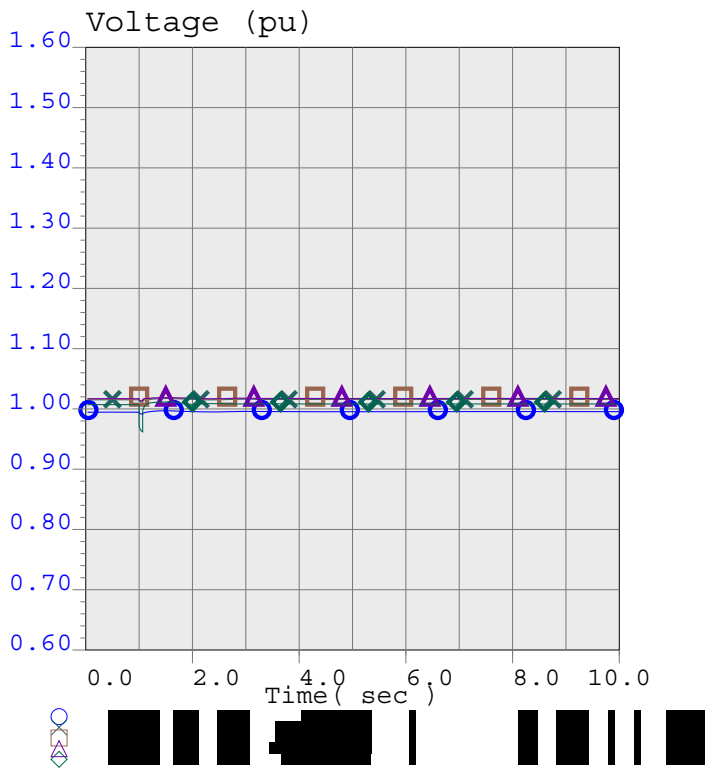


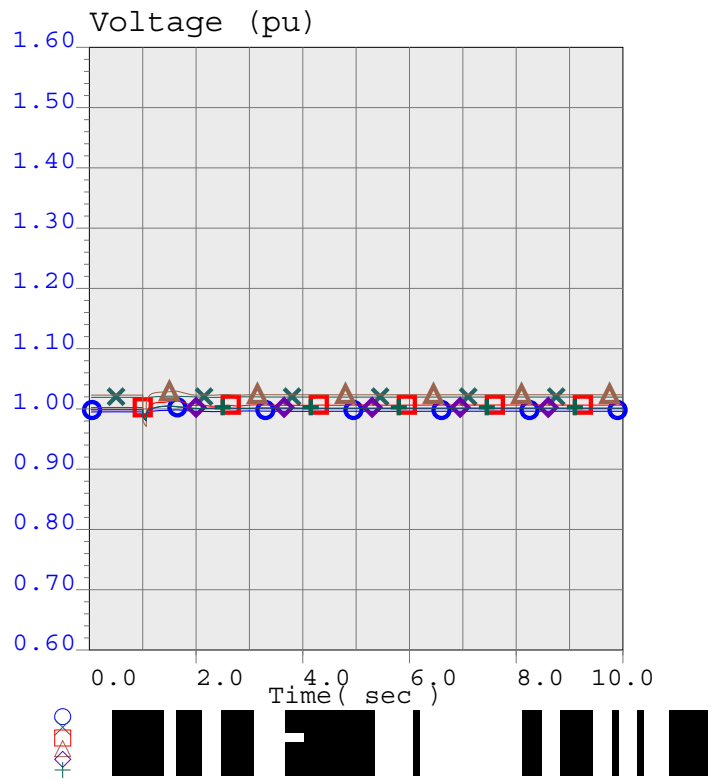
SYSTEM IMPACT STUDY (Rotor Angles)

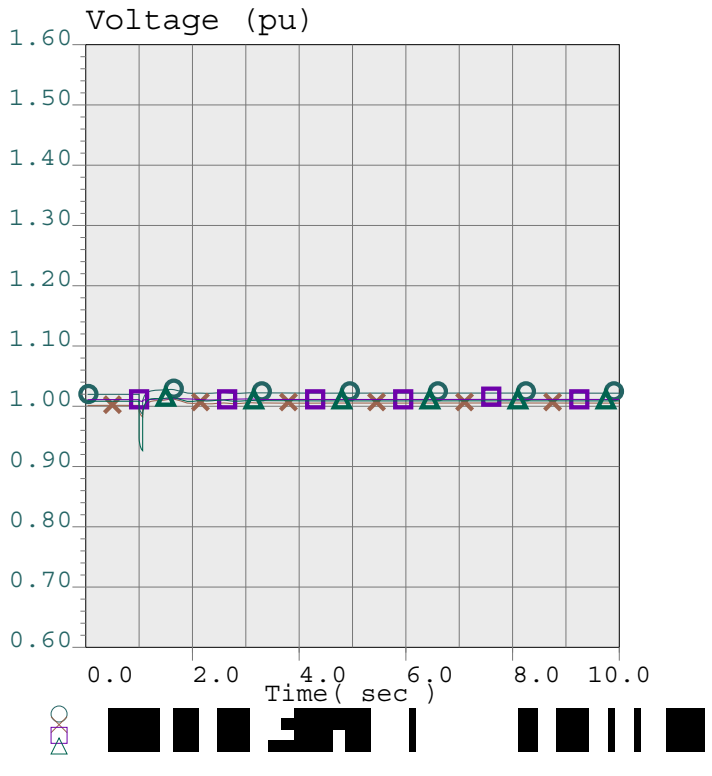


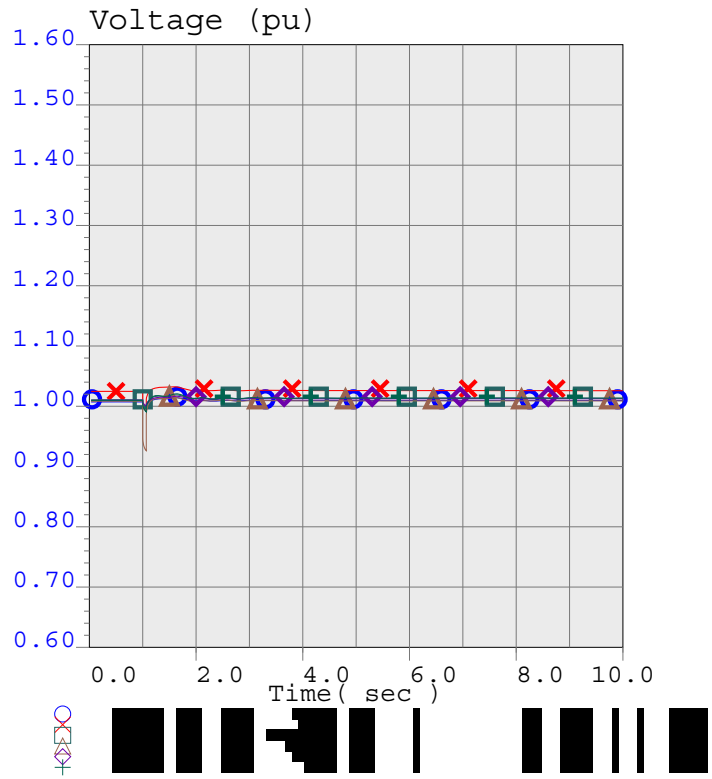


SYSTEM IMPACT STUDY (Voltage)

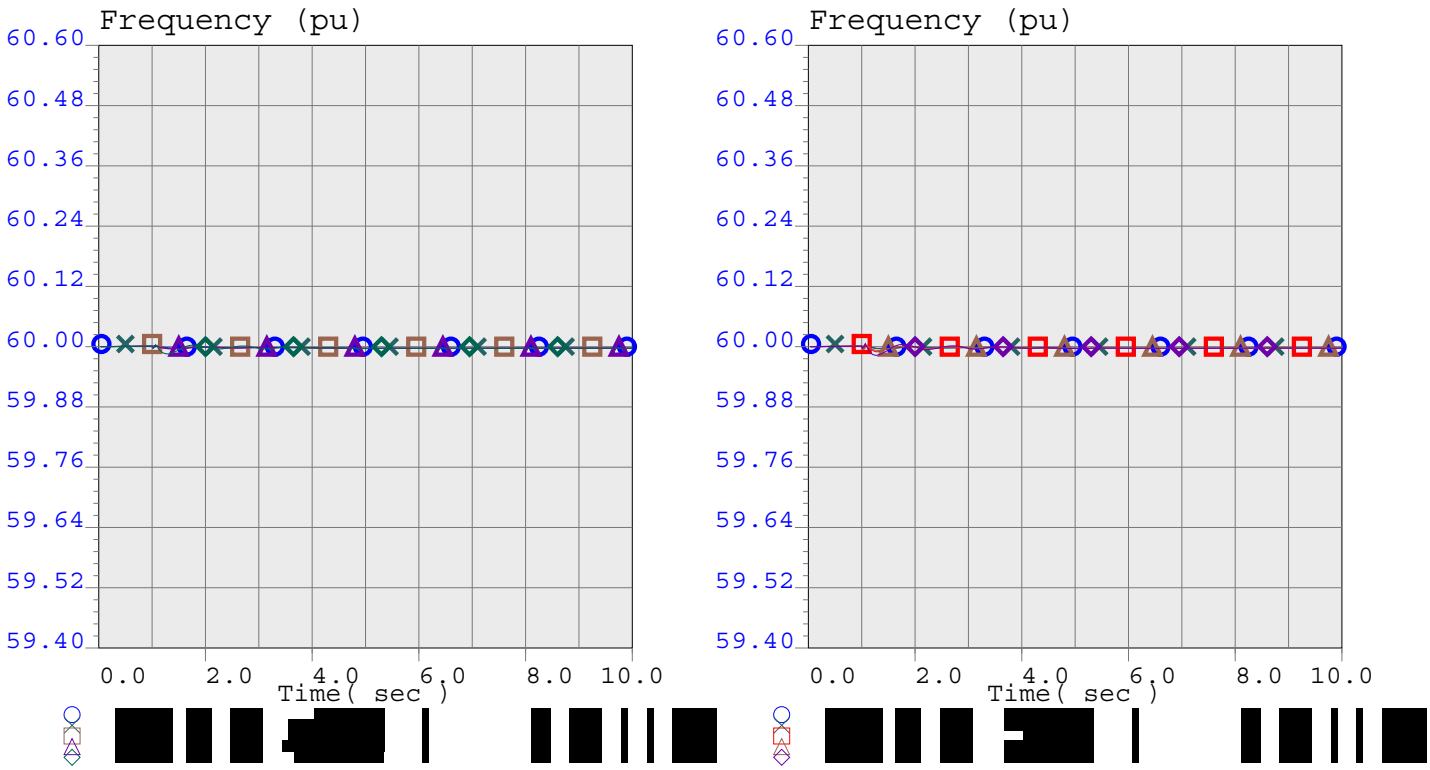


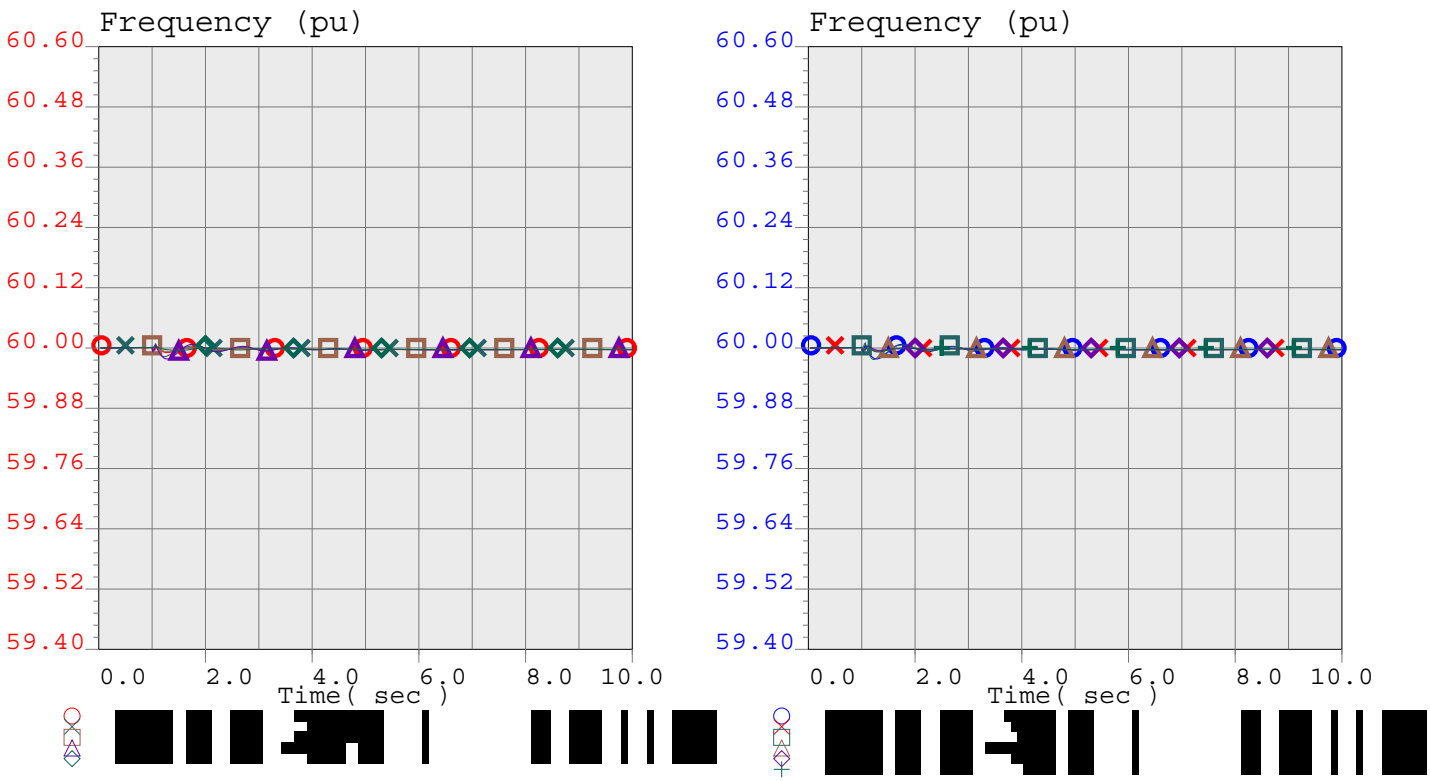




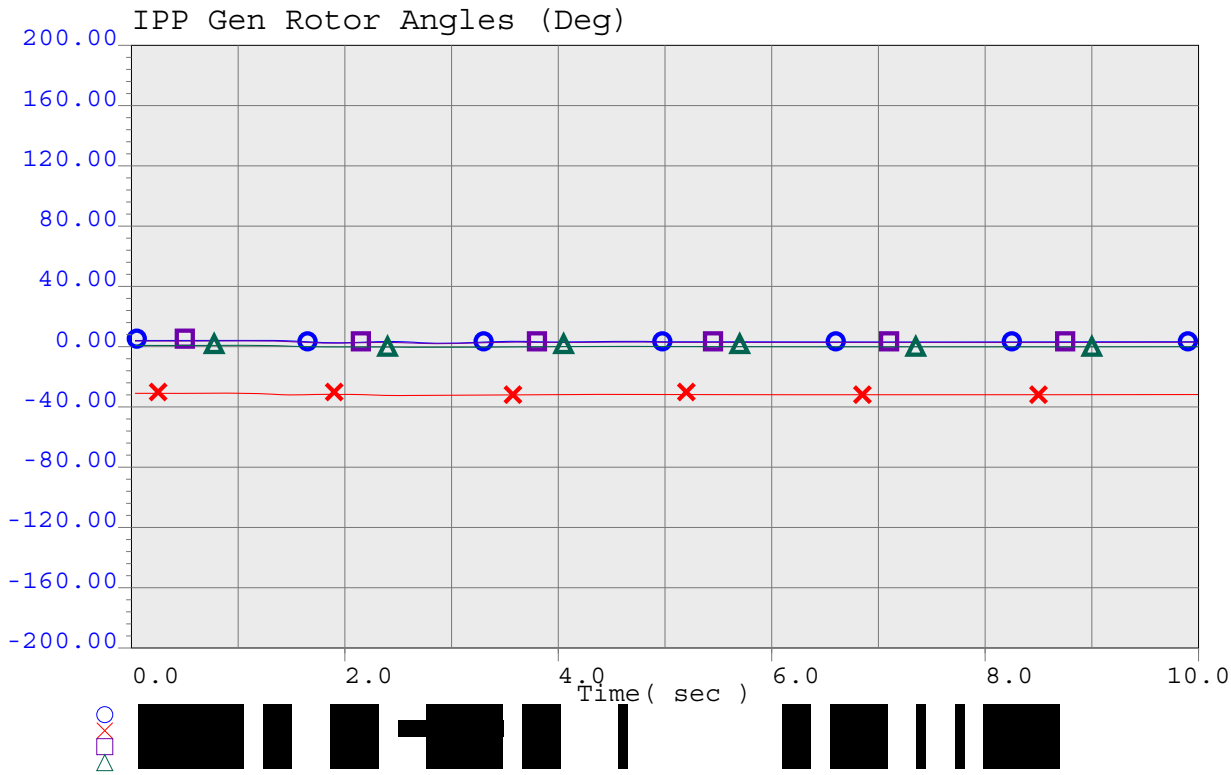


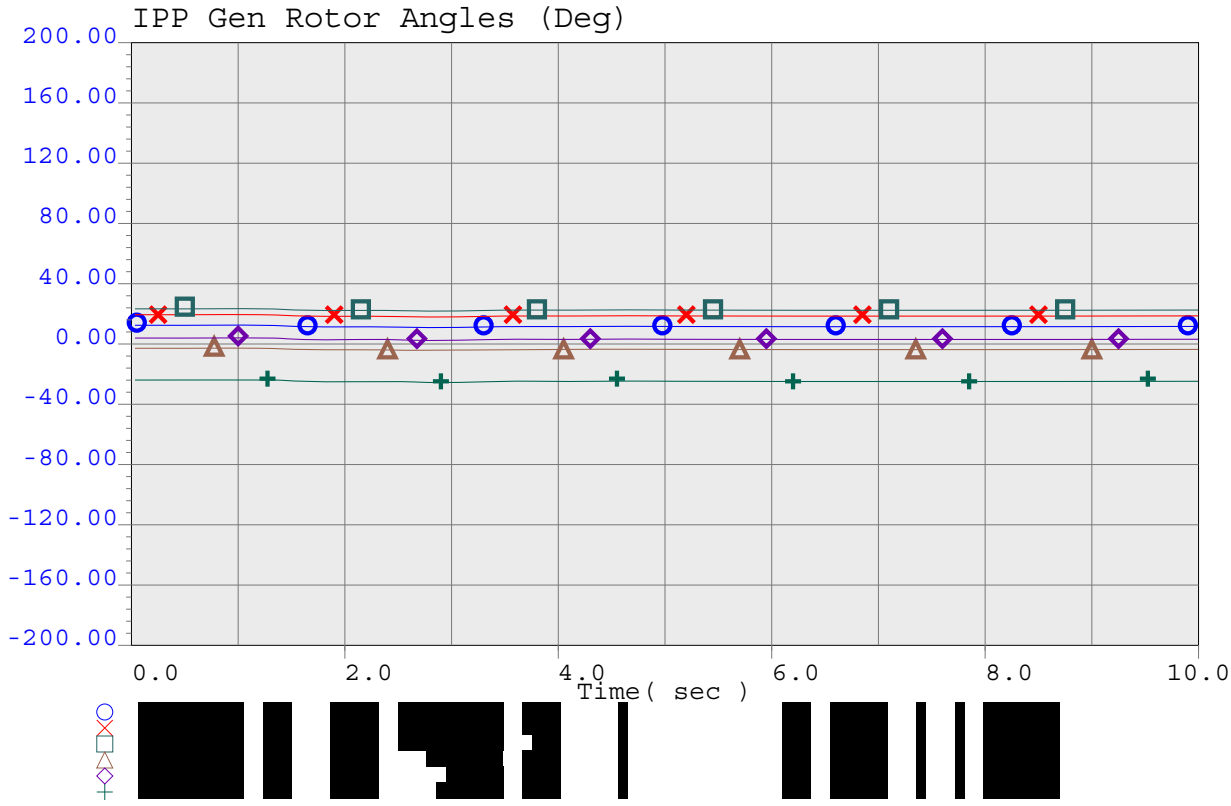
SYSTEM IMPACT STUDY (Frequency)



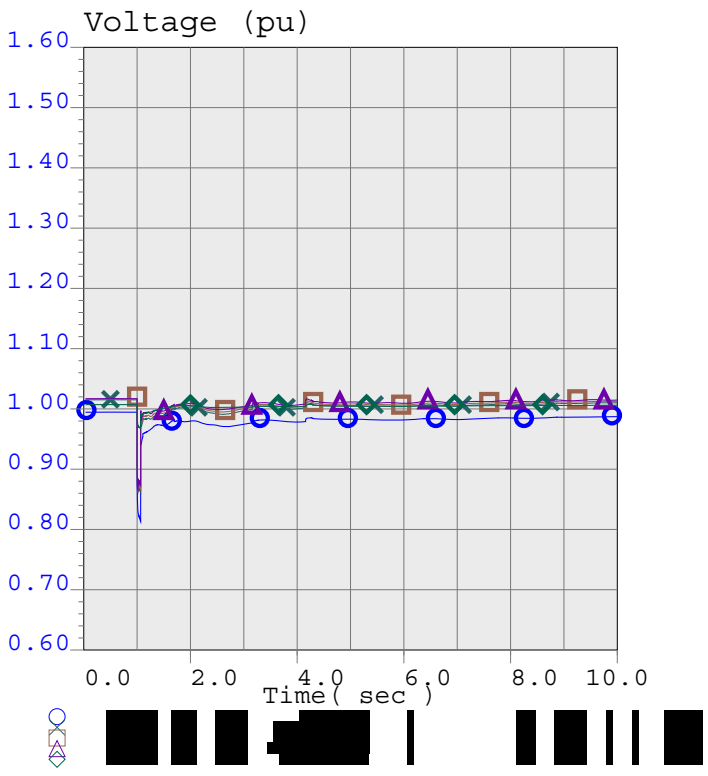


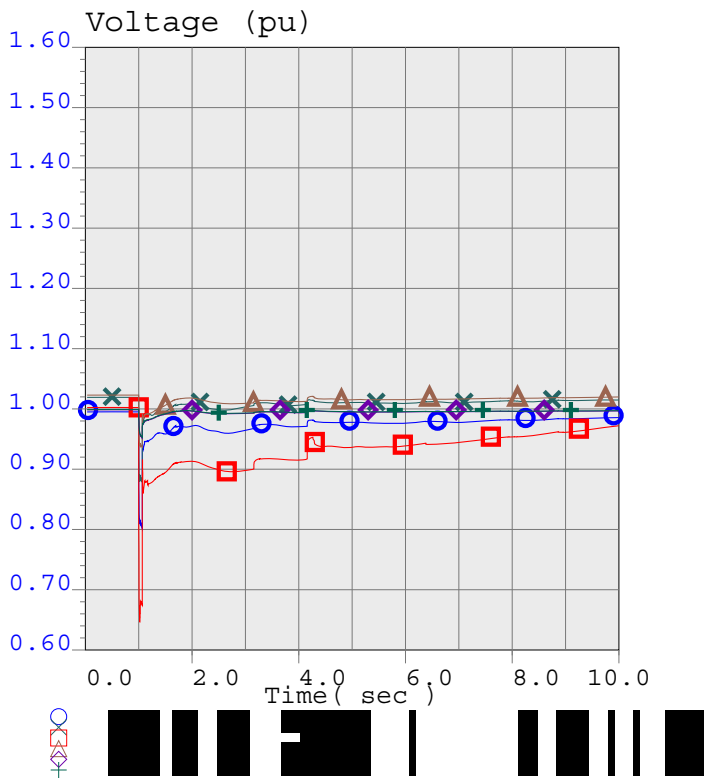
SYSTEM IMPACT STUDY (Rotor Angles)

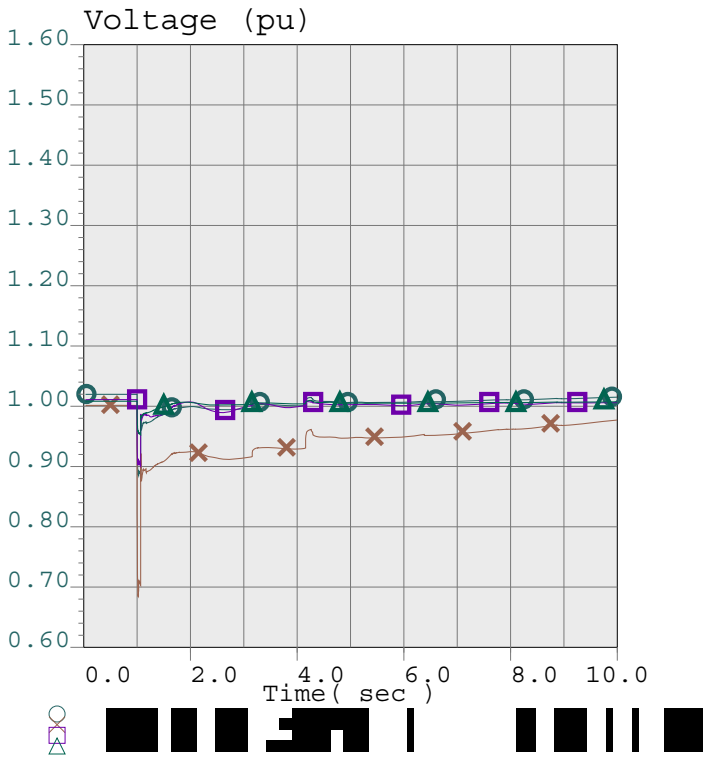


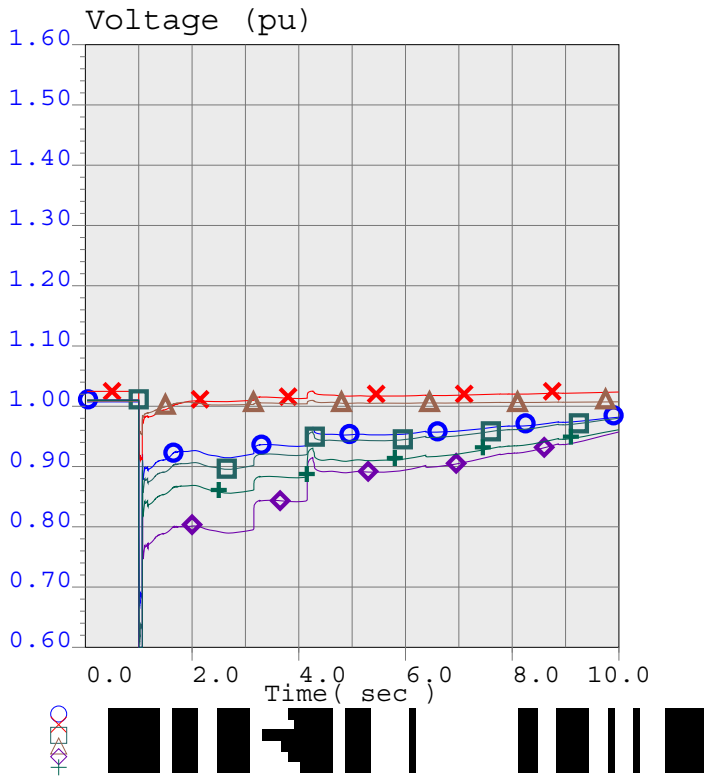


SYSTEM IMPACT STUDY (Voltage)

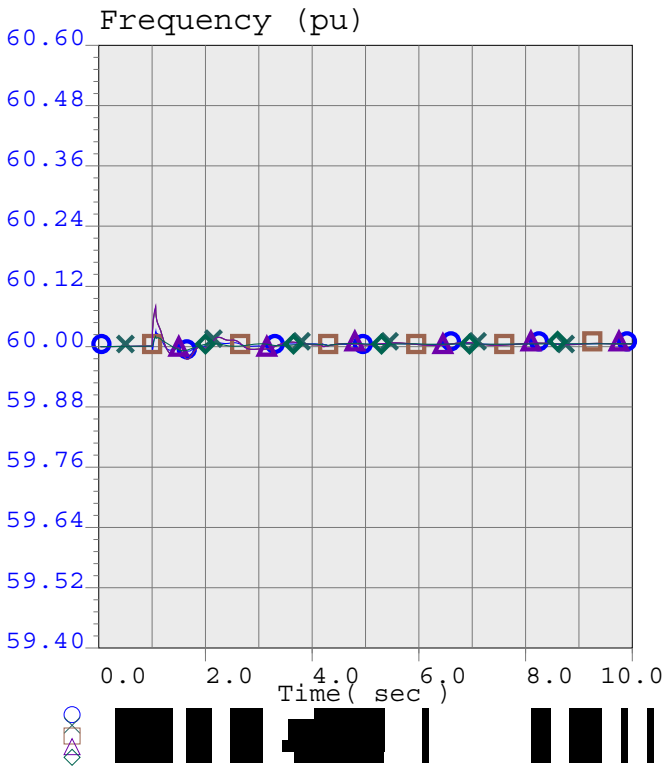


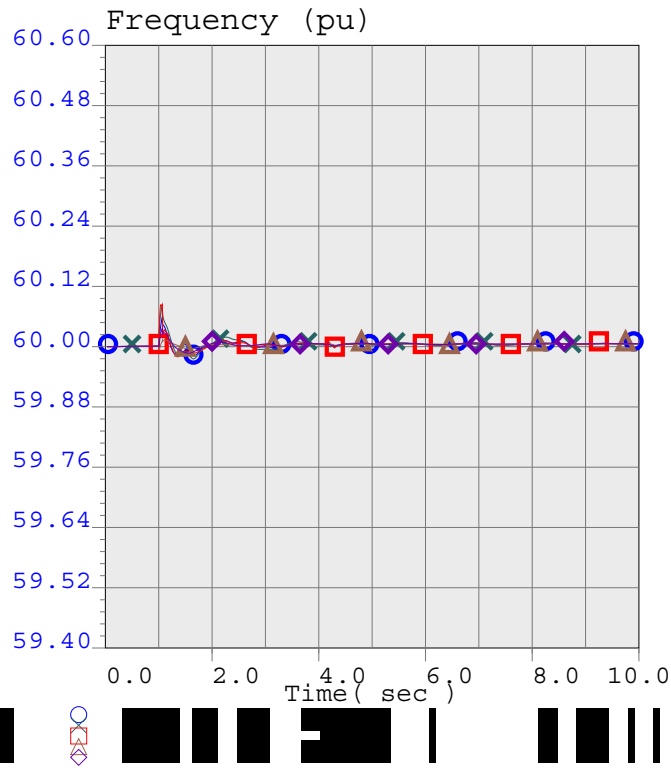


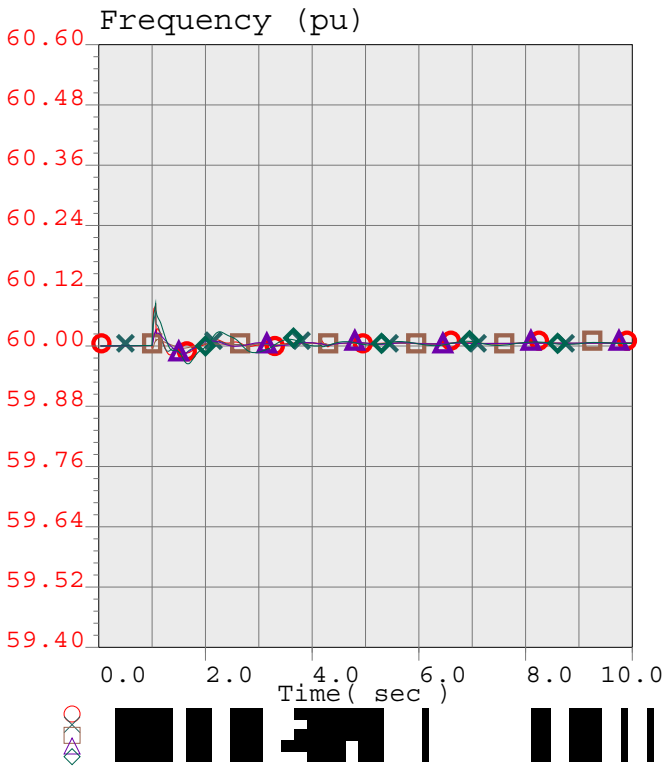


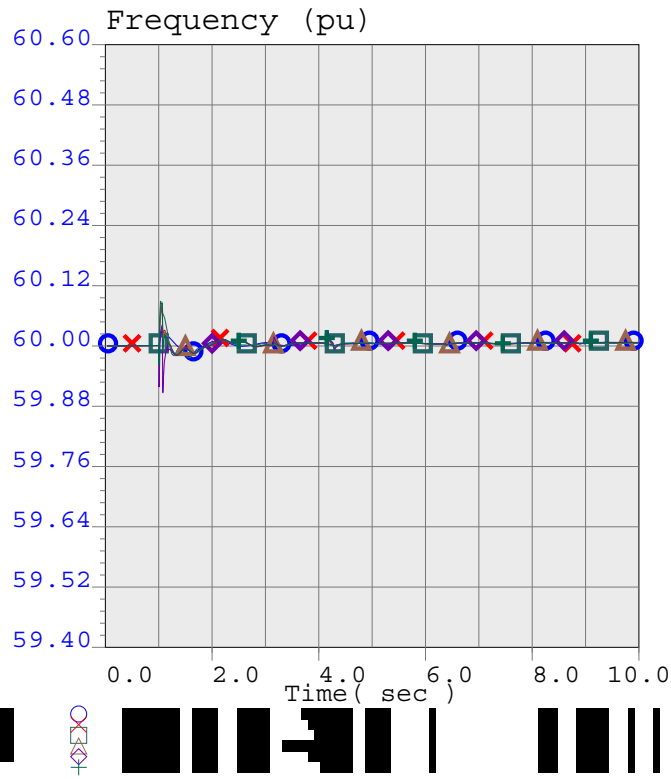


SYSTEM IMPACT STUDY (Frequency)

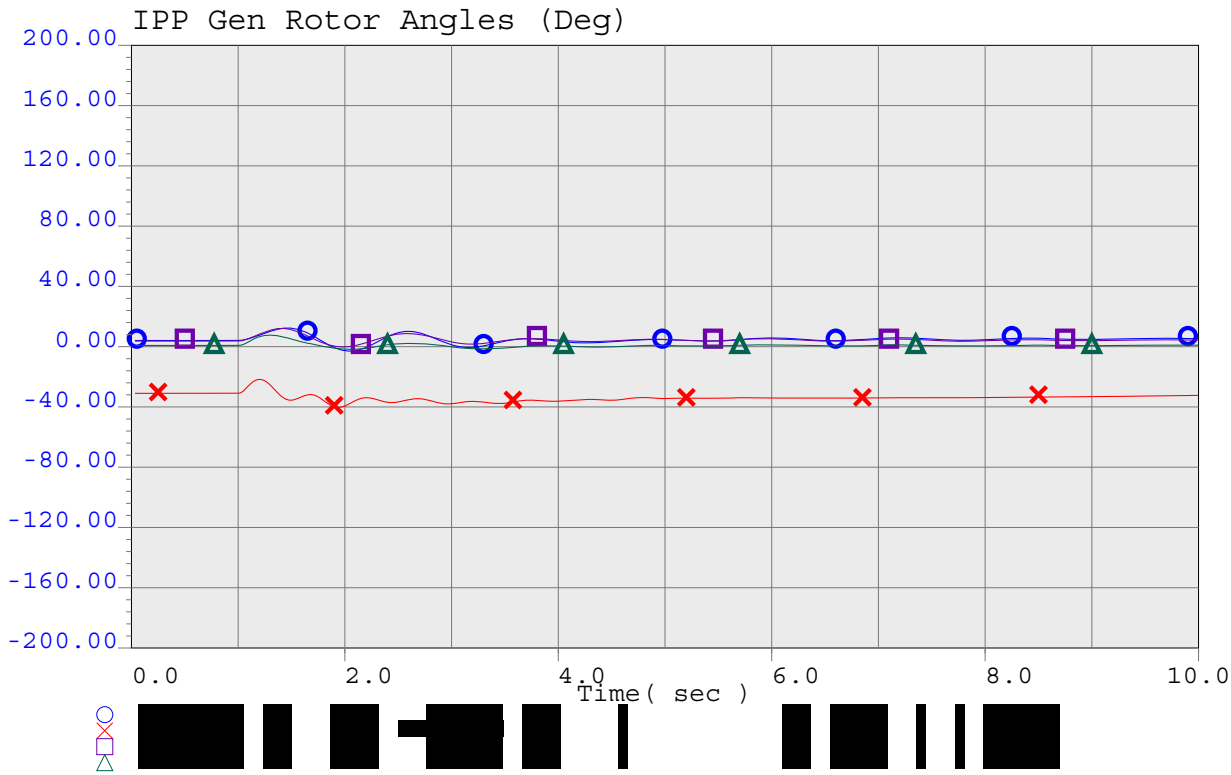


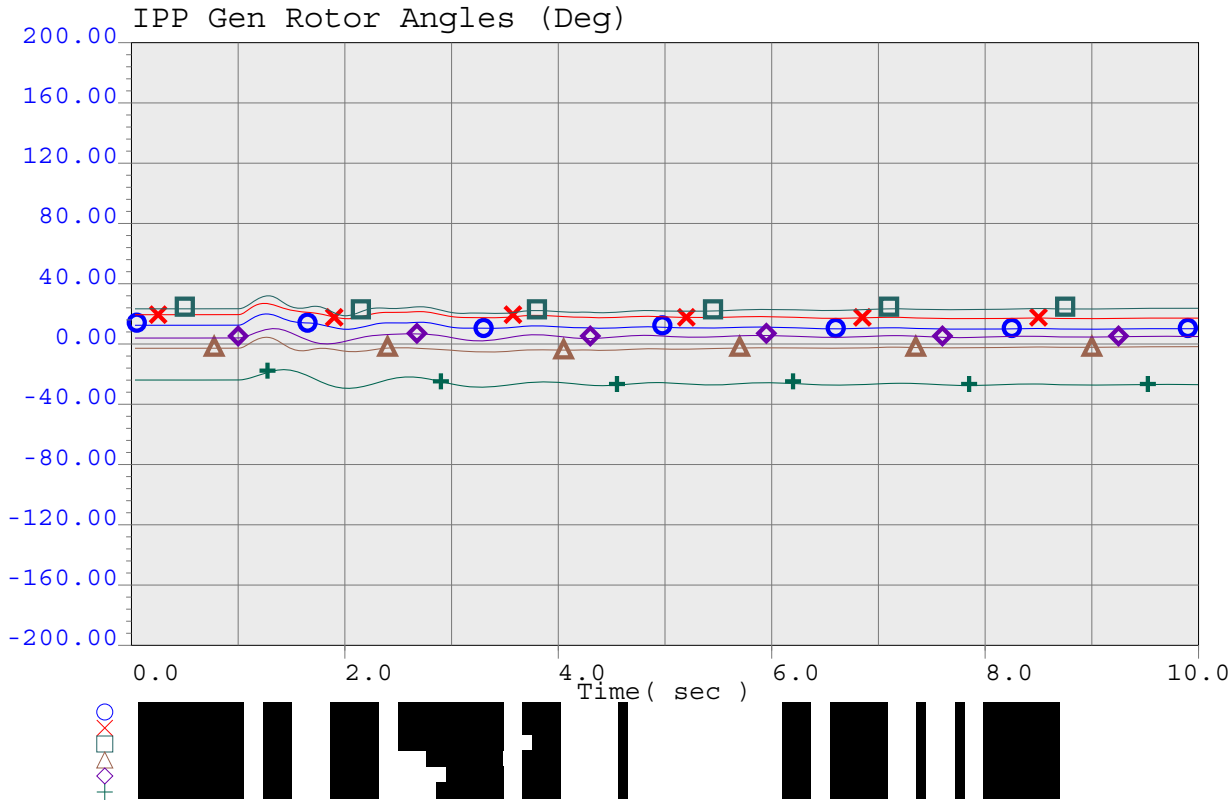




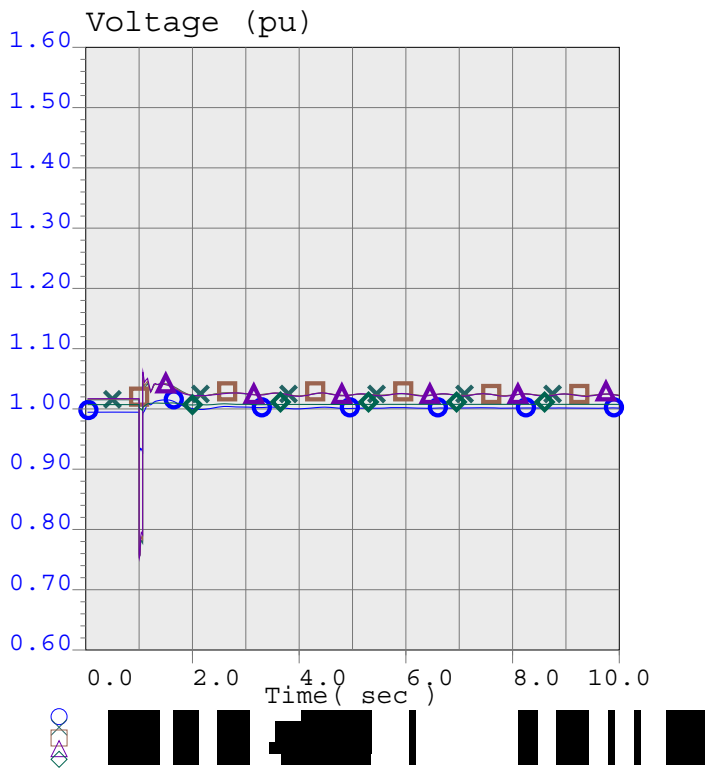


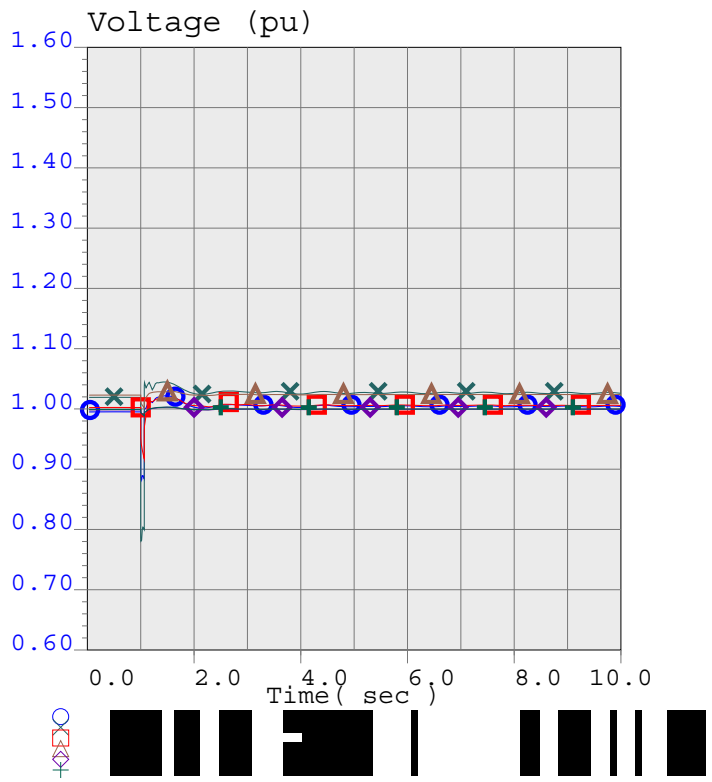
SYSTEM IMPACT STUDY (Rotor Angles)

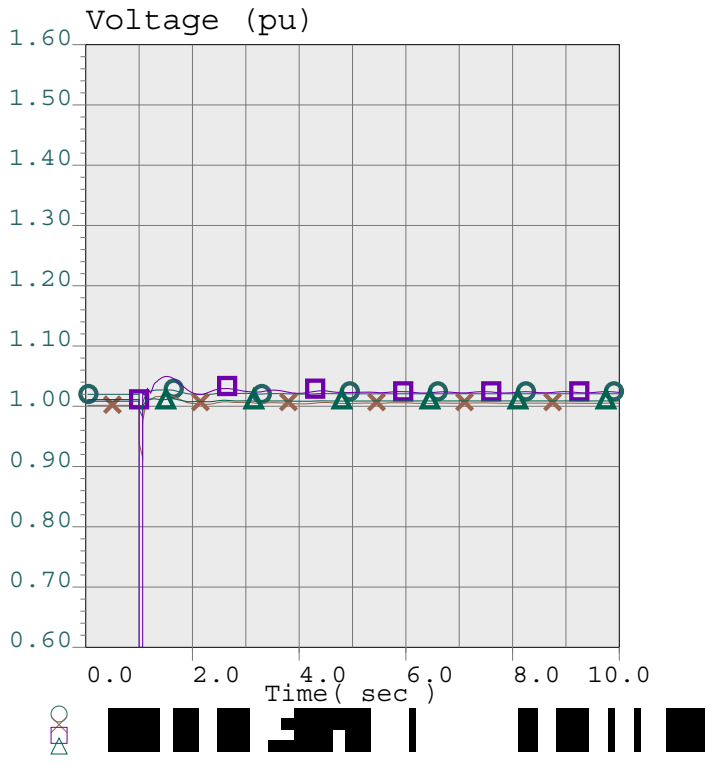


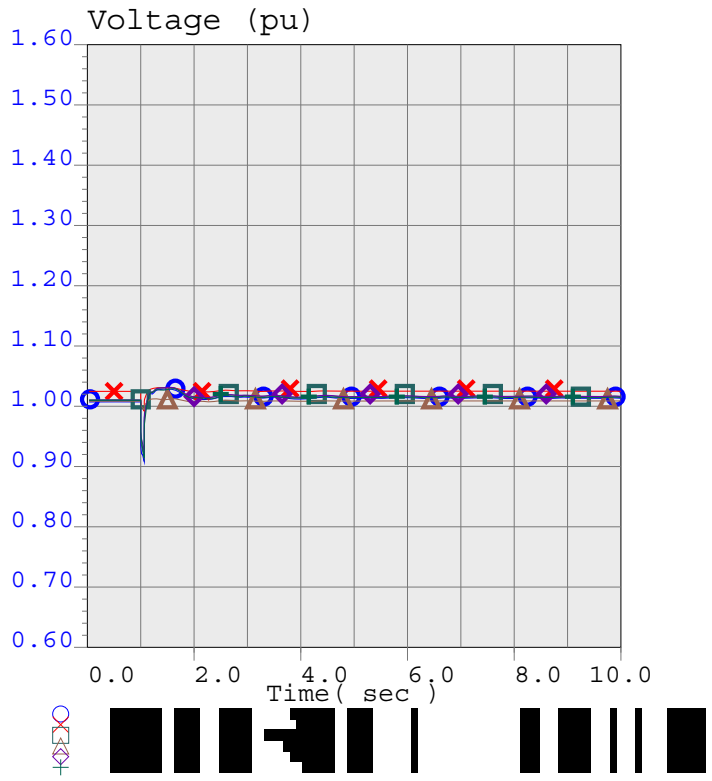


SYSTEM IMPACT STUDY (Voltage)









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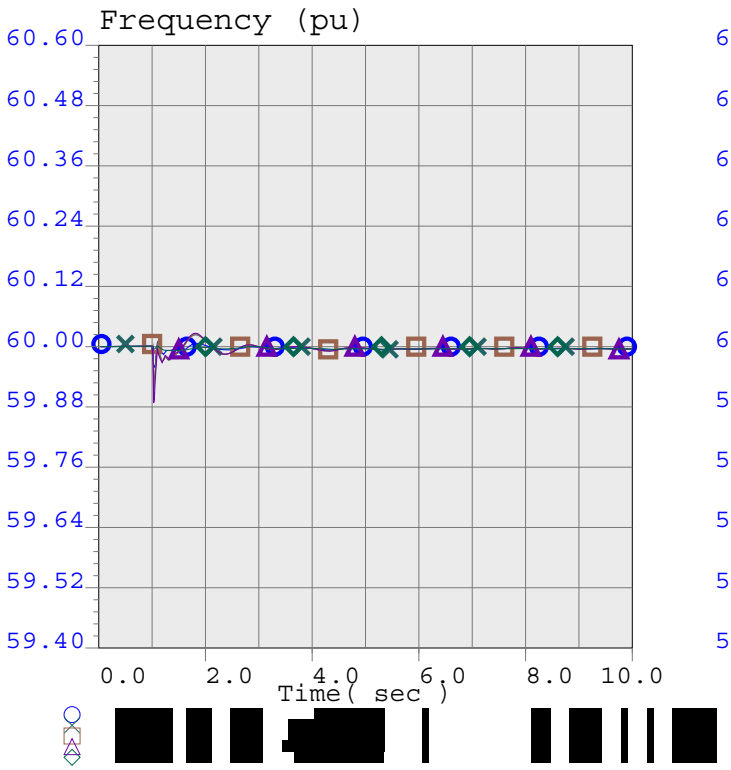
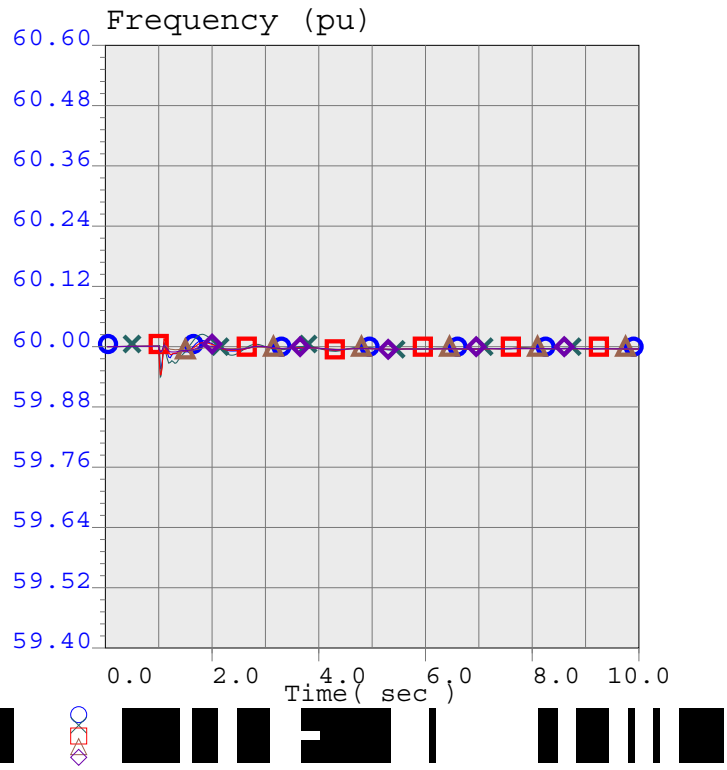
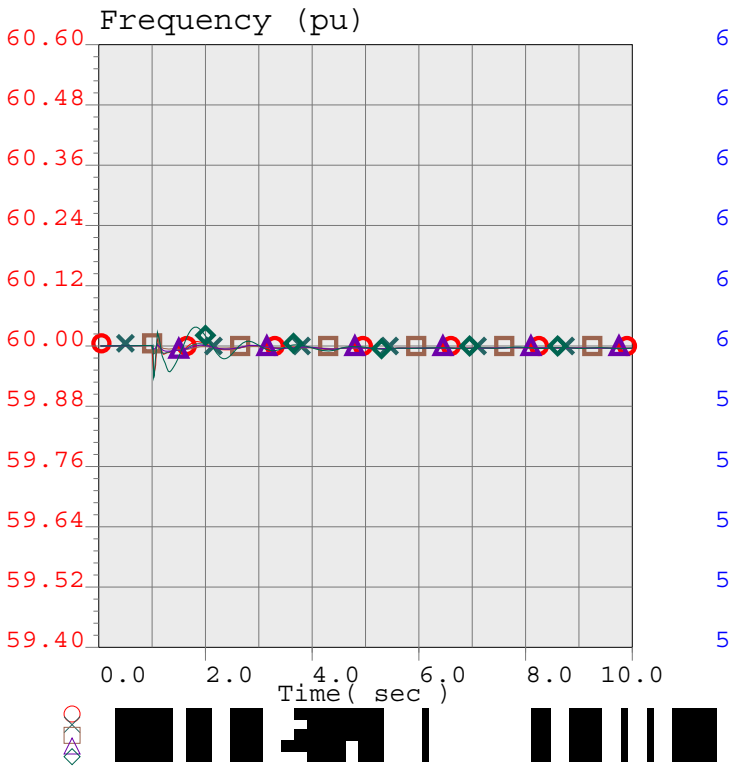
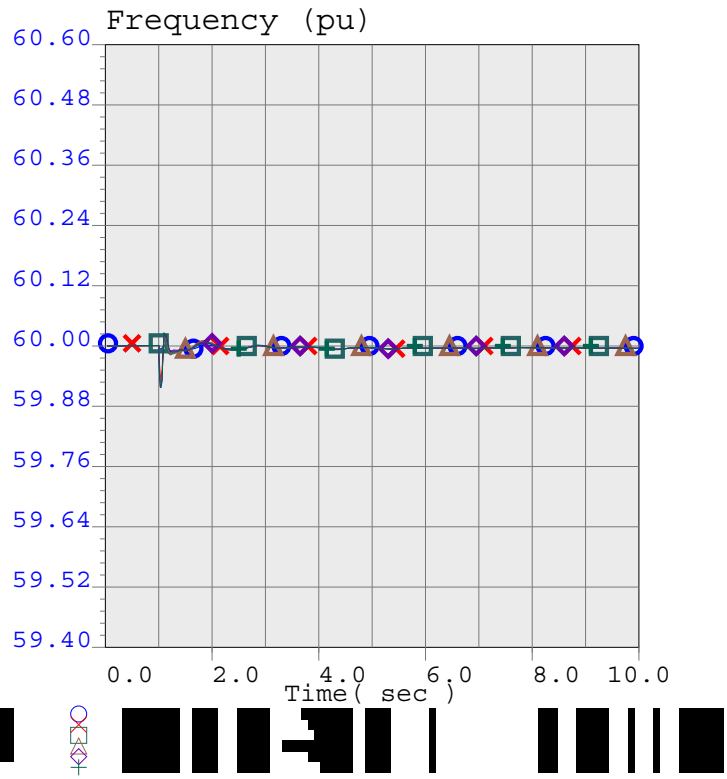
Thu Aug 25 14:31:32 2022

SYSTEM IMPACT STUDY (Frequency)

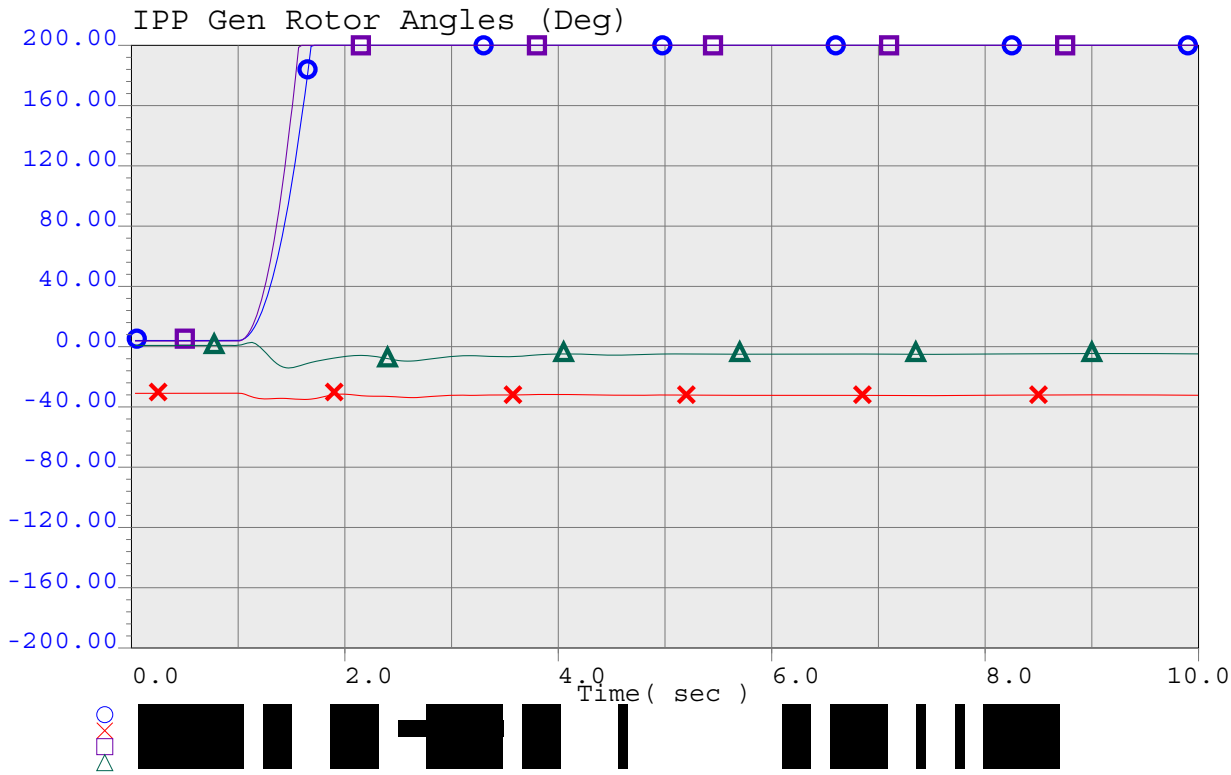


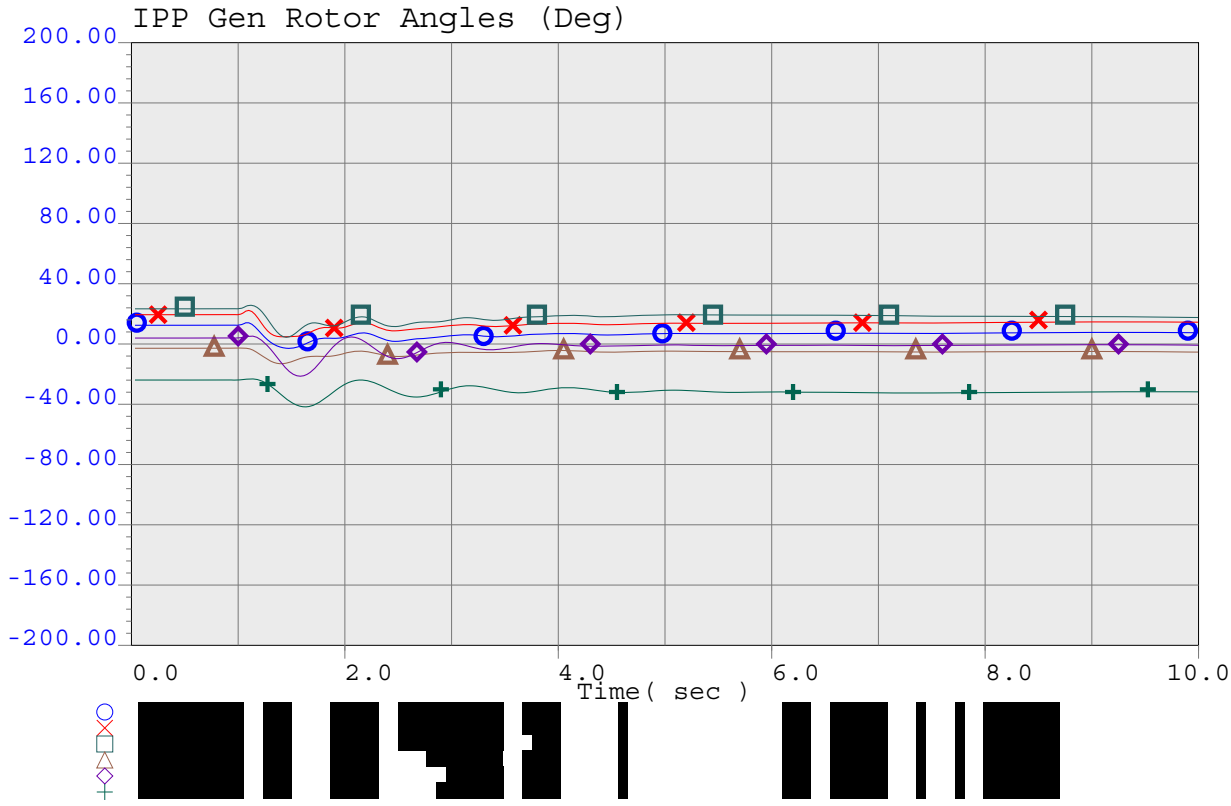




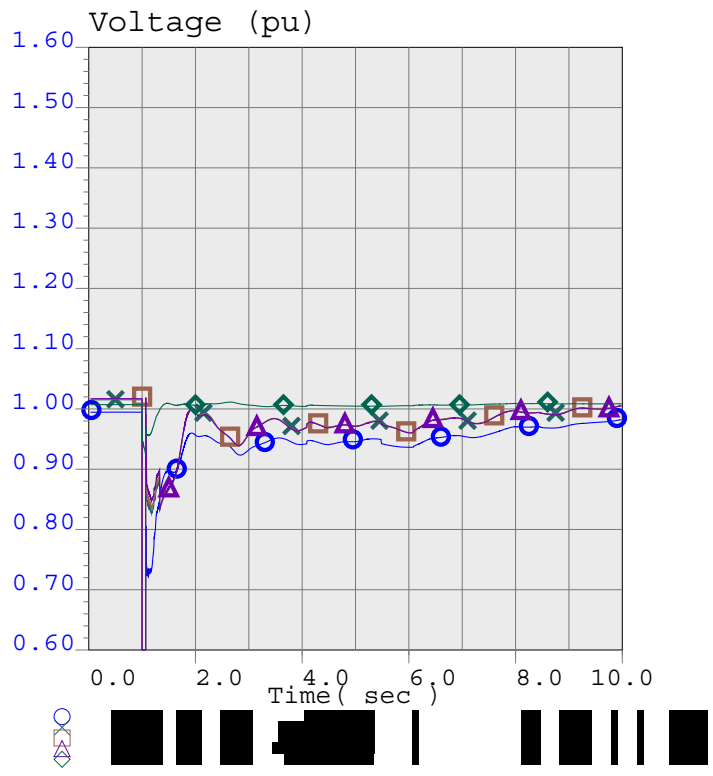


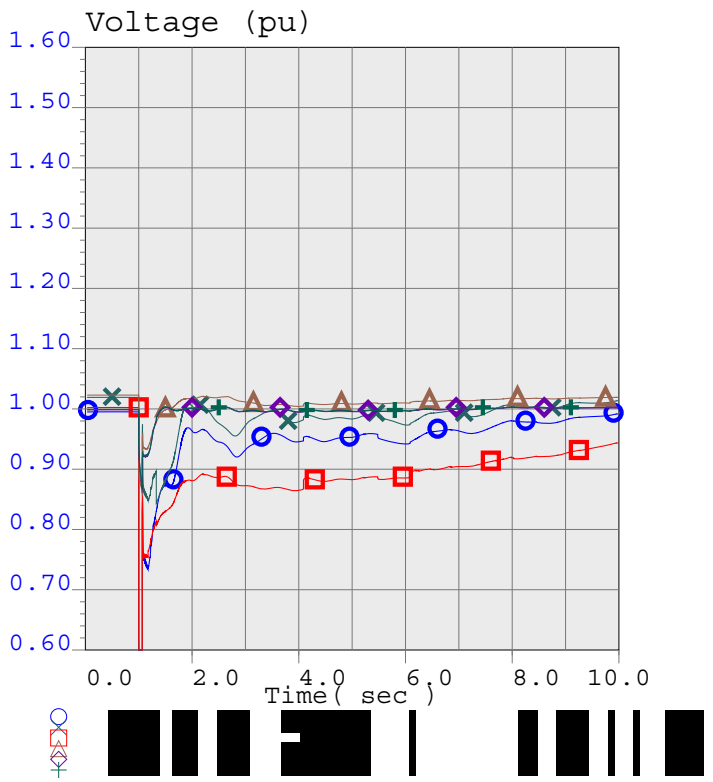
SYSTEM IMPACT STUDY (Rotor Angles)

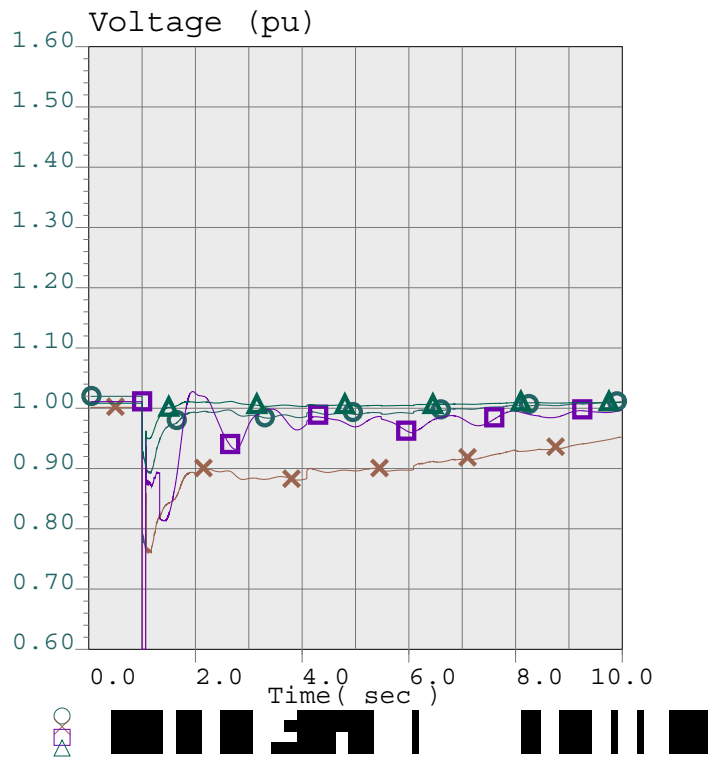


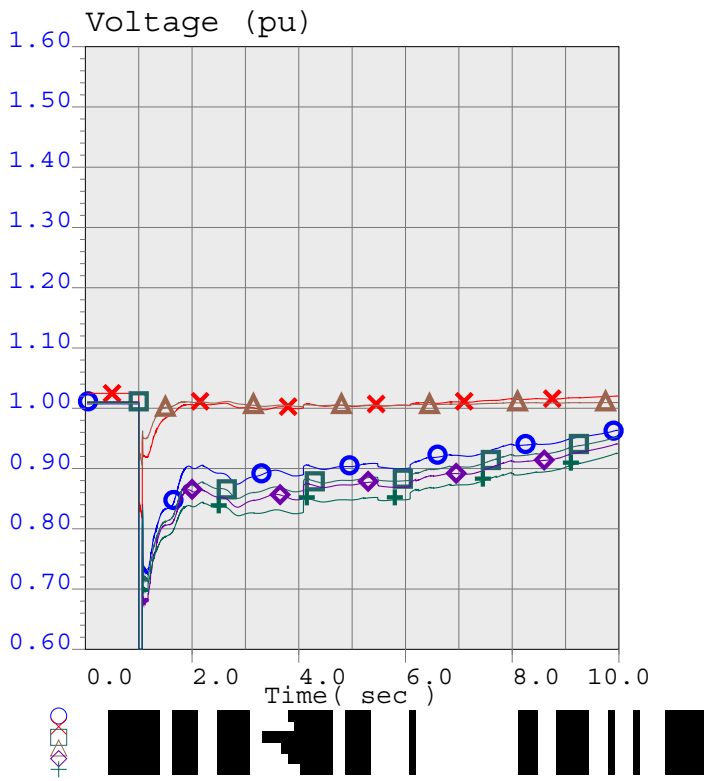


SYSTEM IMPACT STUDY (Voltage)









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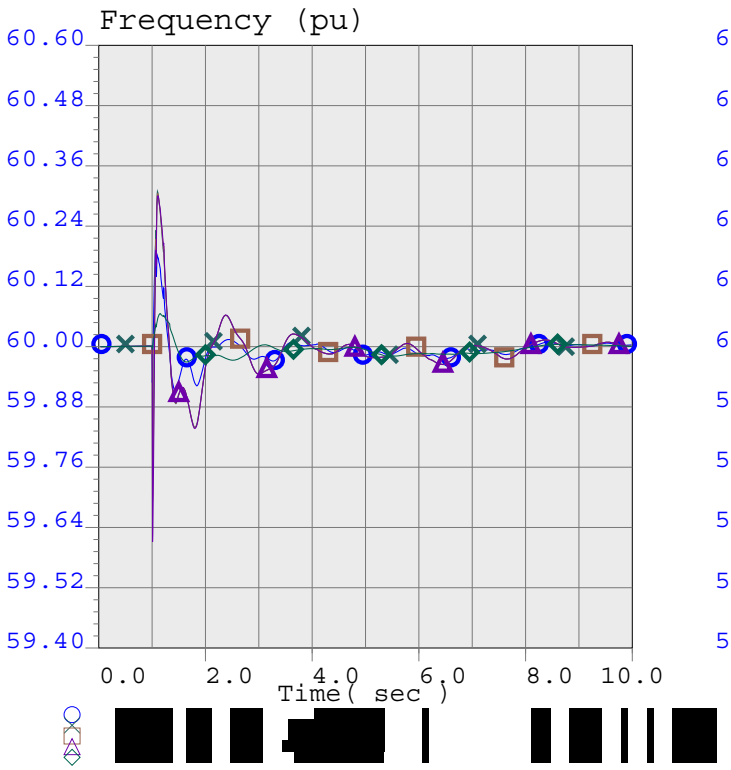
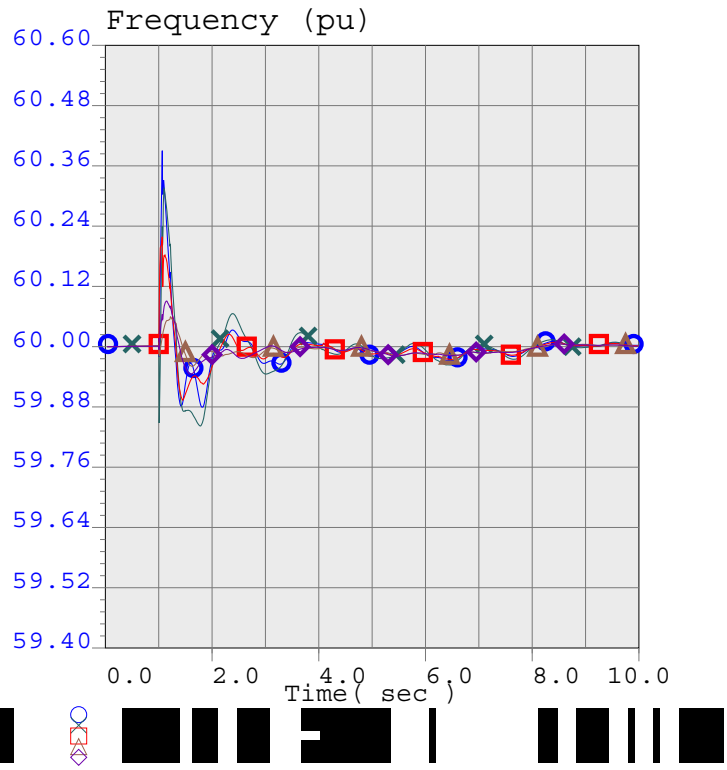
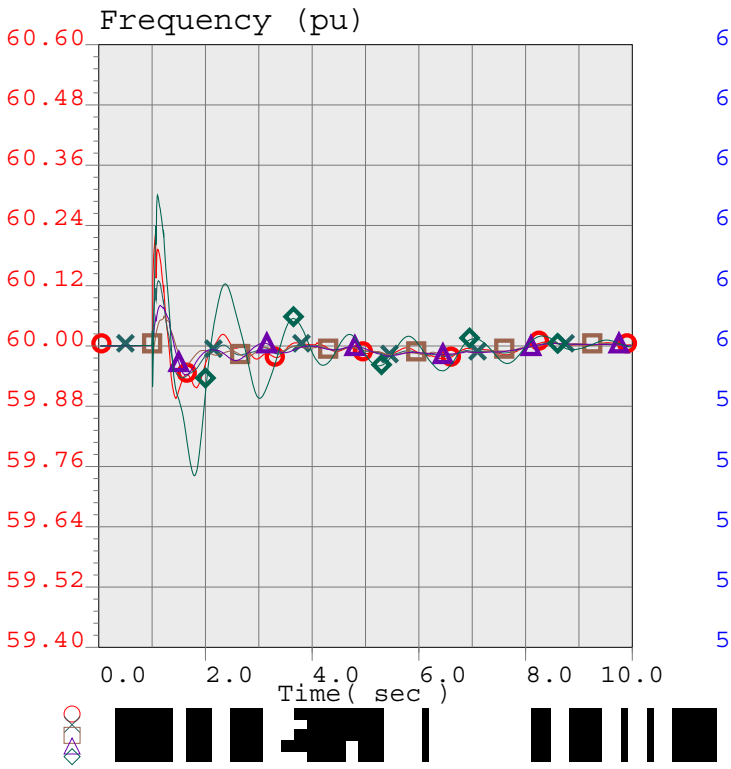
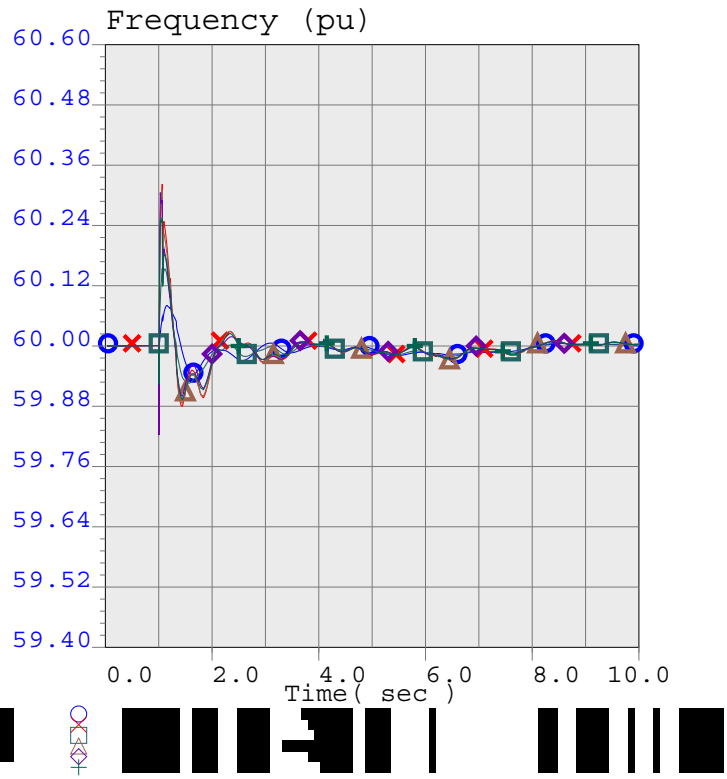
SYSTEM IMPACT STUDY (Frequency)

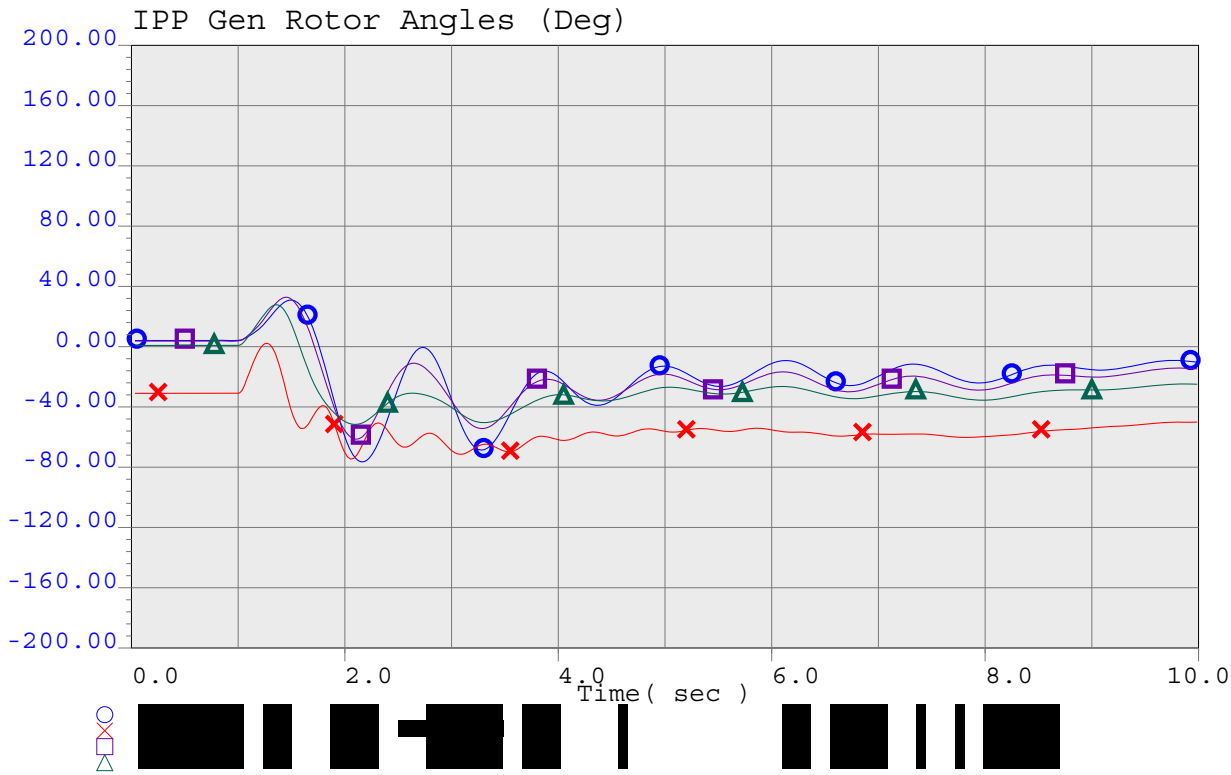


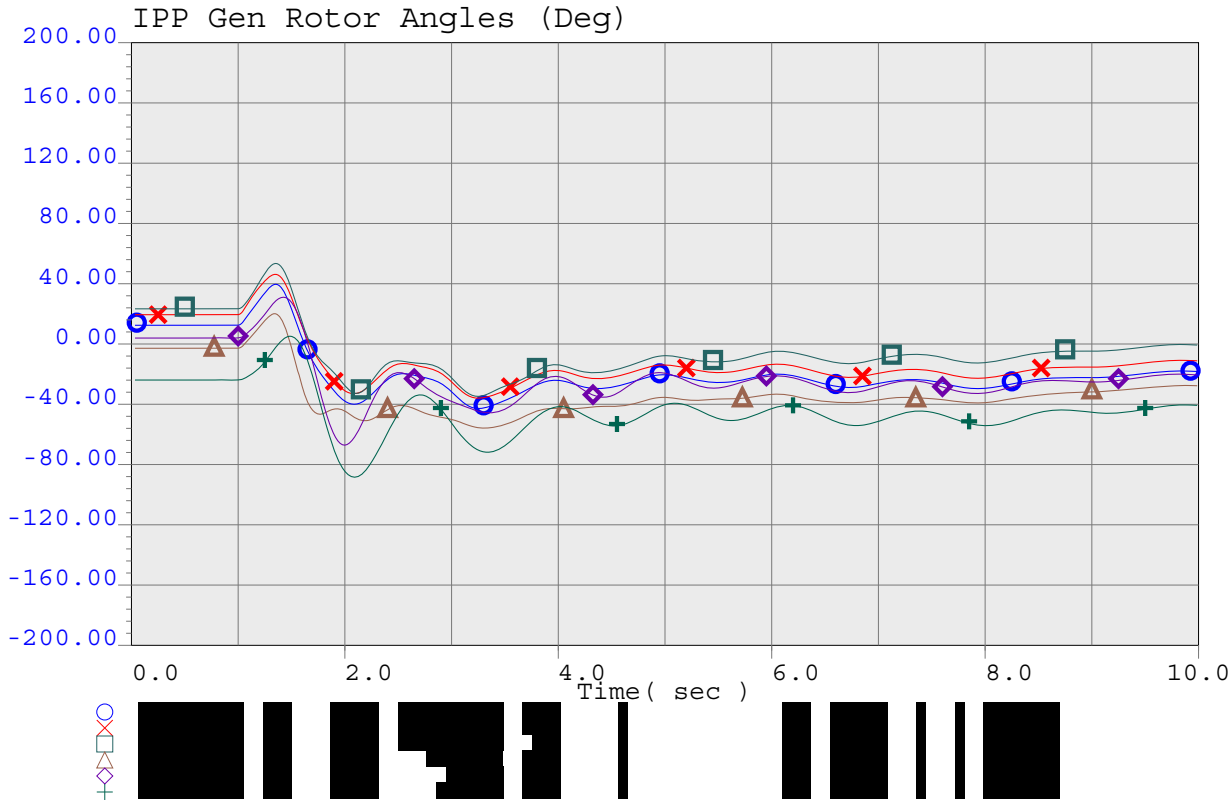




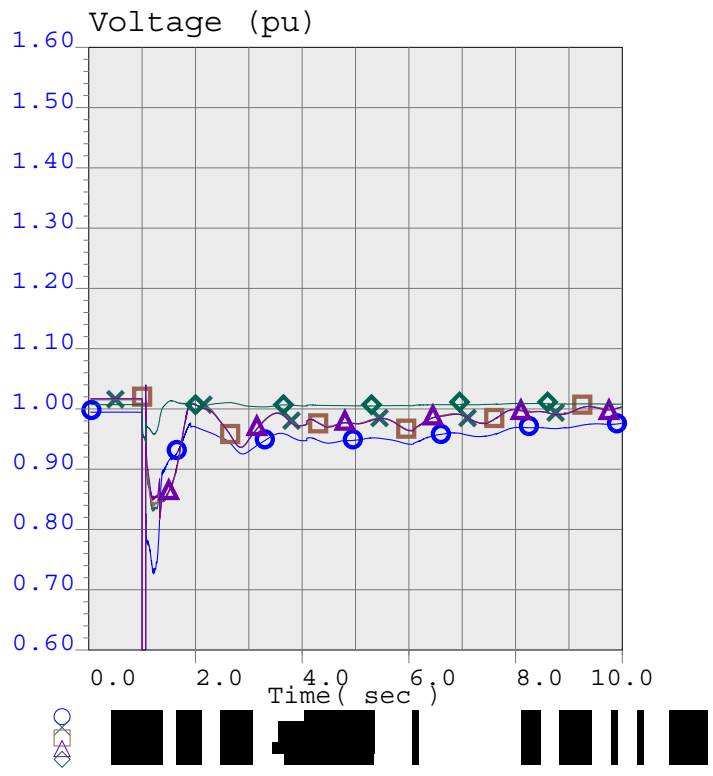


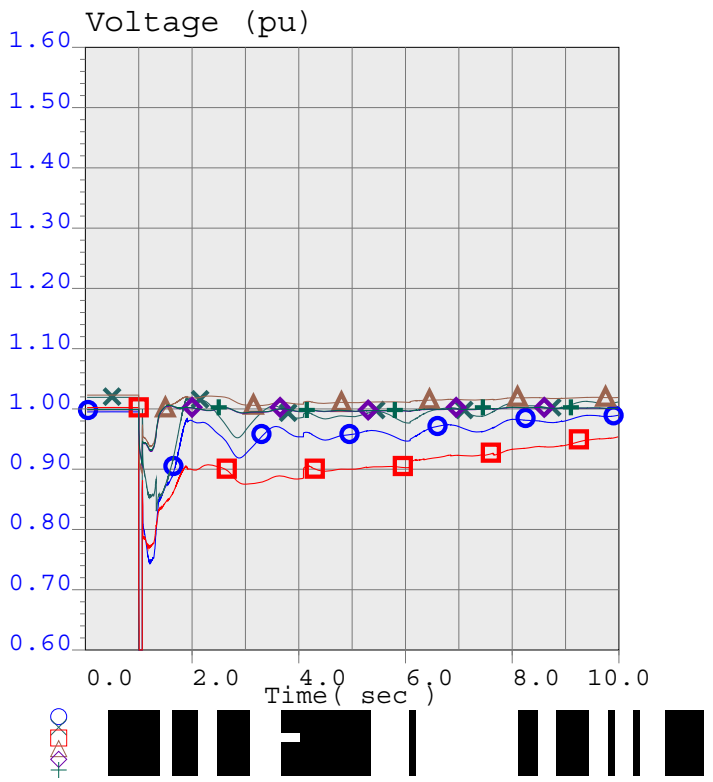
SYSTEM IMPACT STUDY (Rotor Angles)

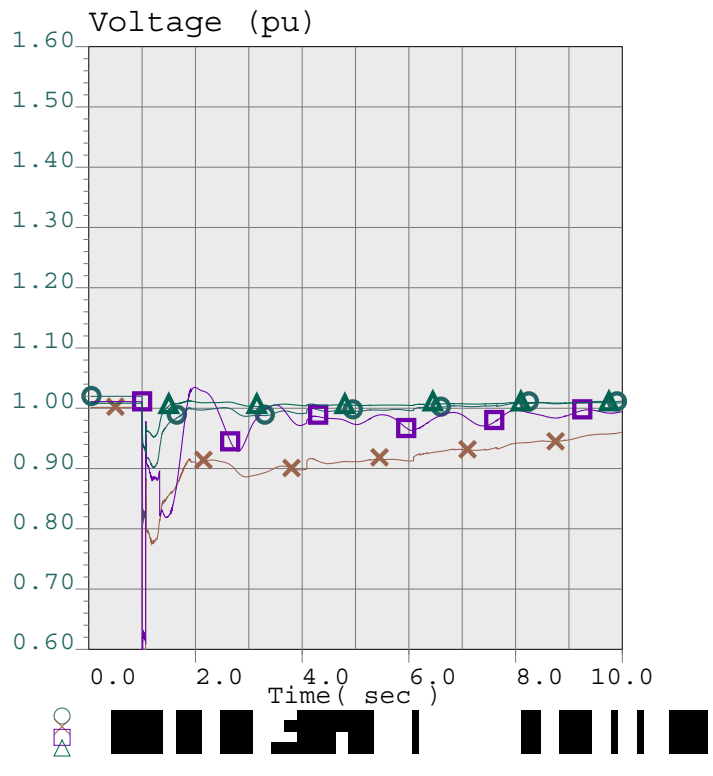


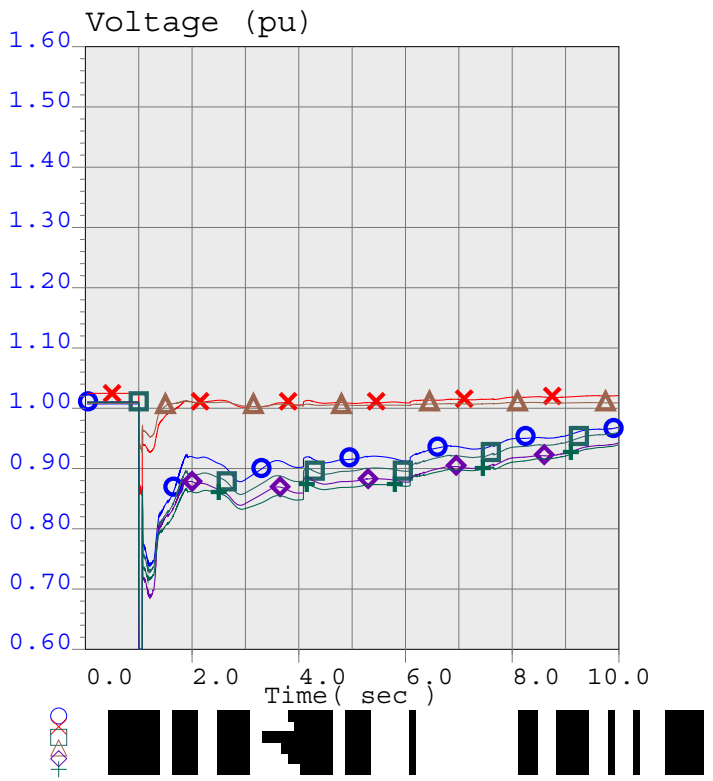


SYSTEM IMPACT STUDY (Voltage)









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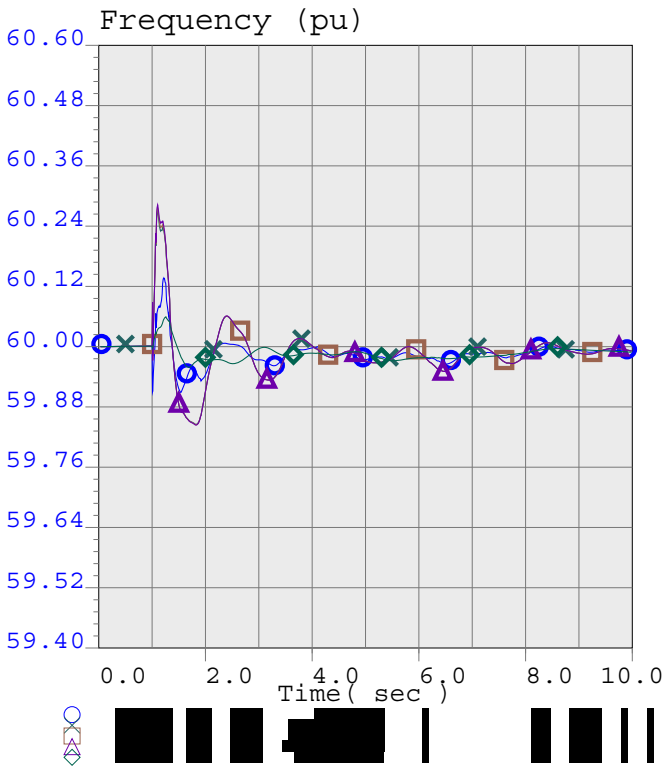
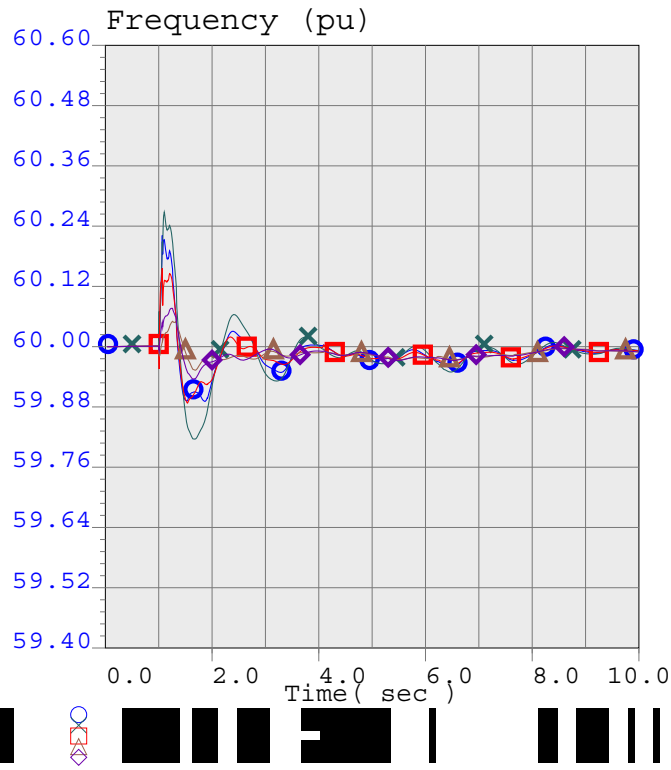
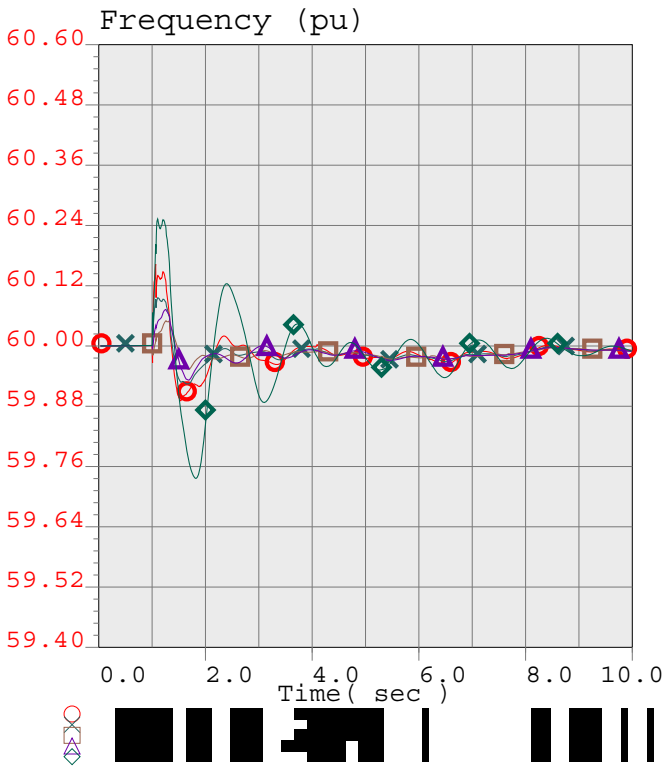
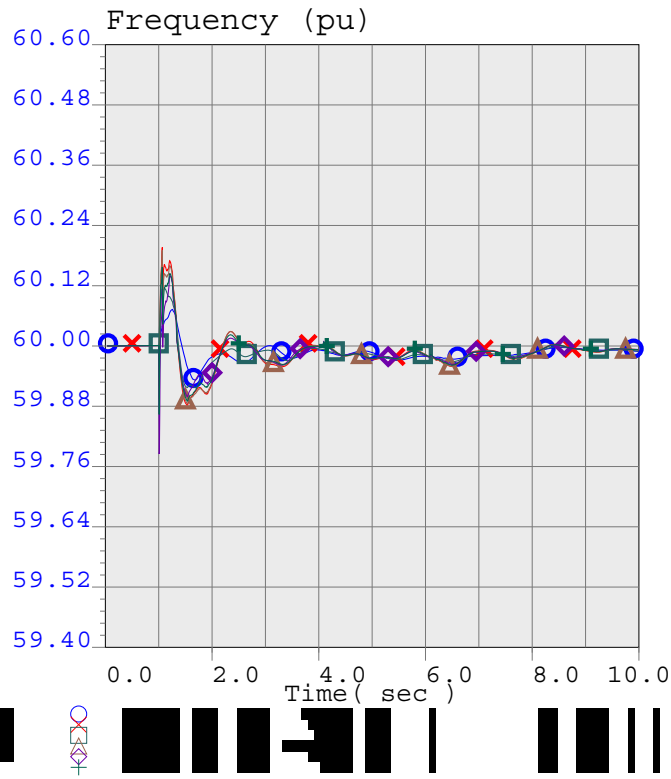
SYSTEM IMPACT STUDY (Frequency)

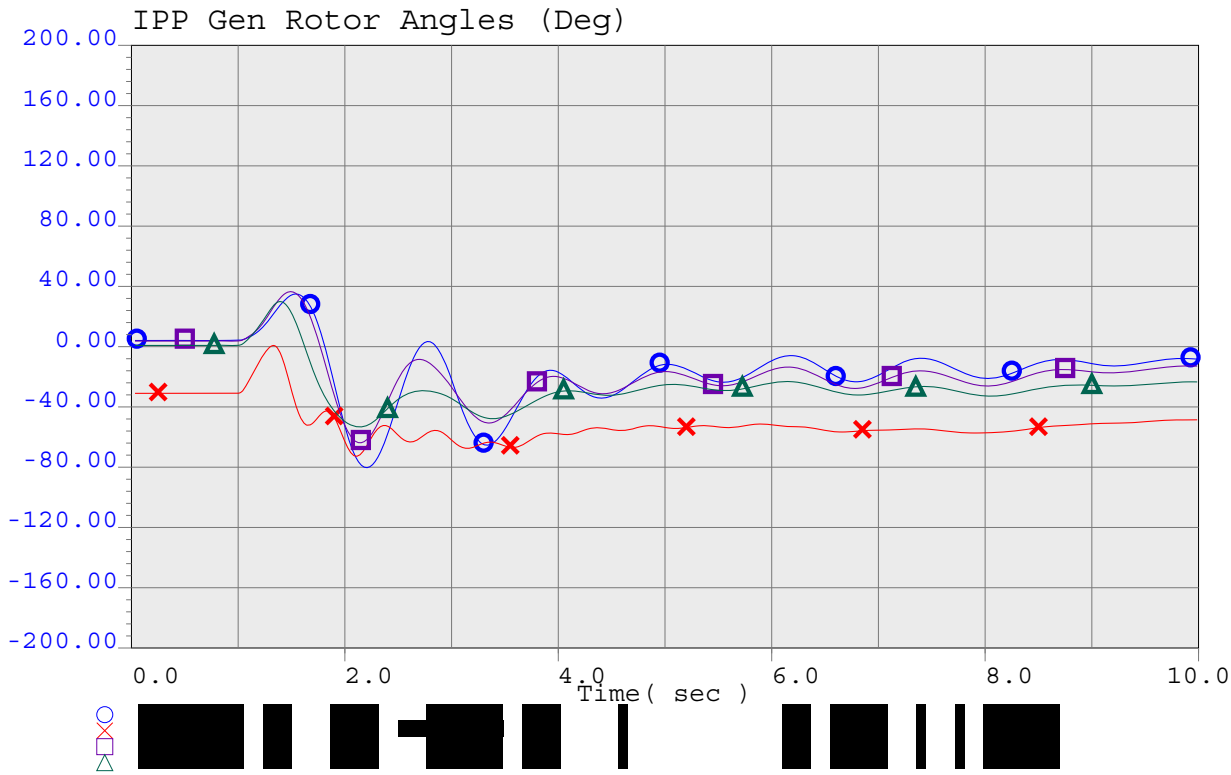


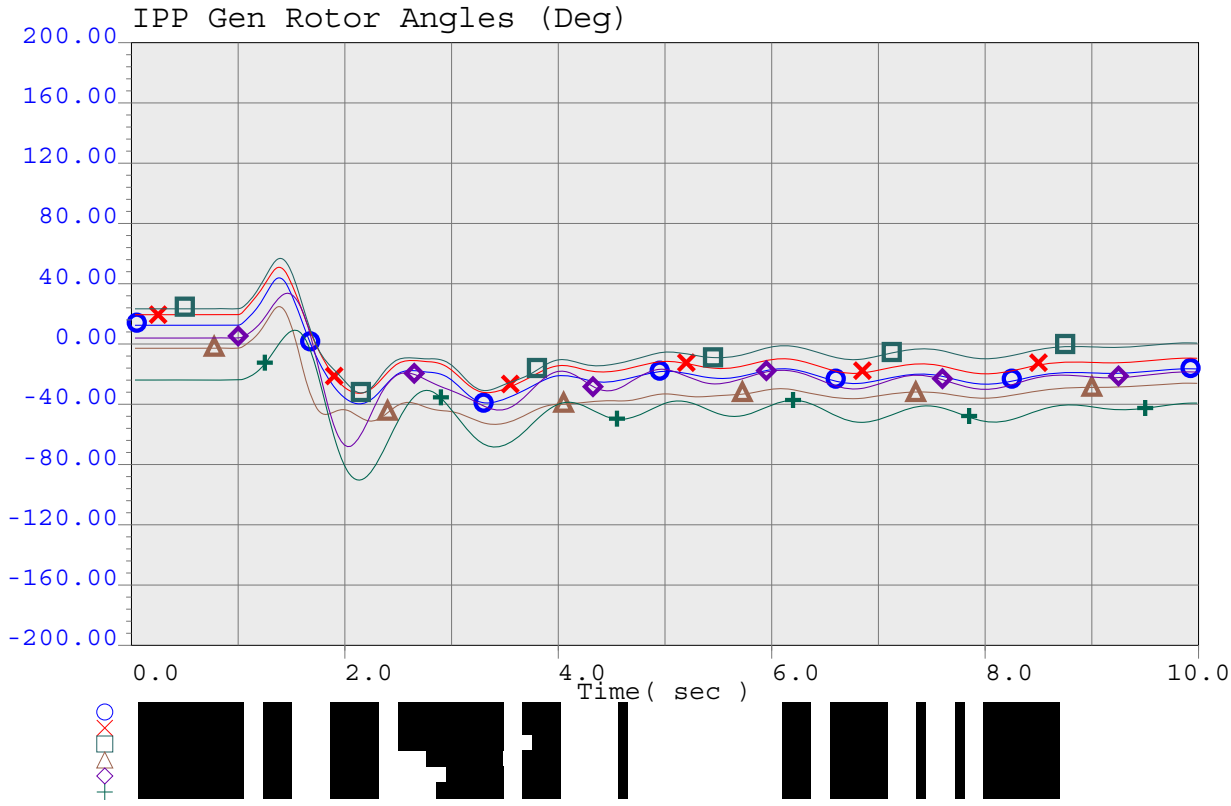




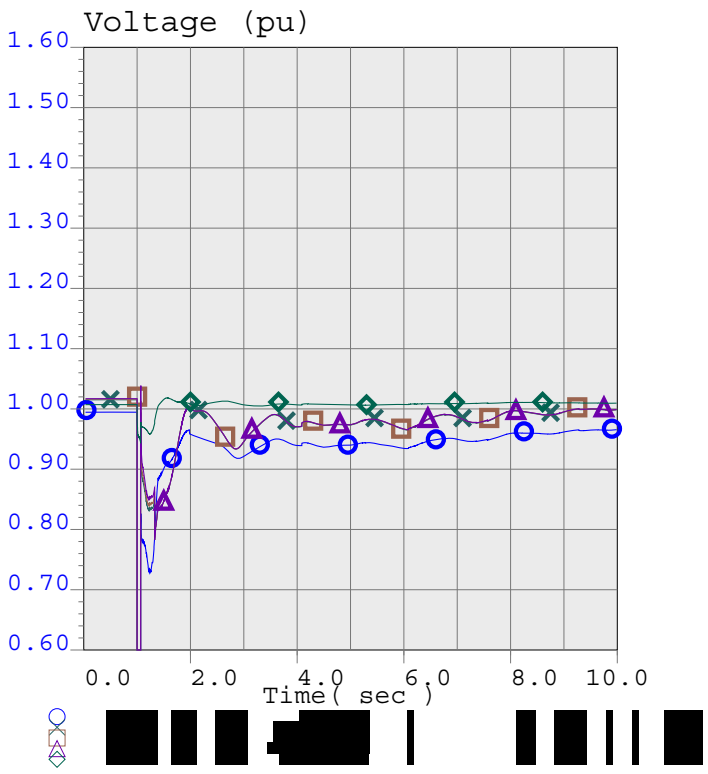


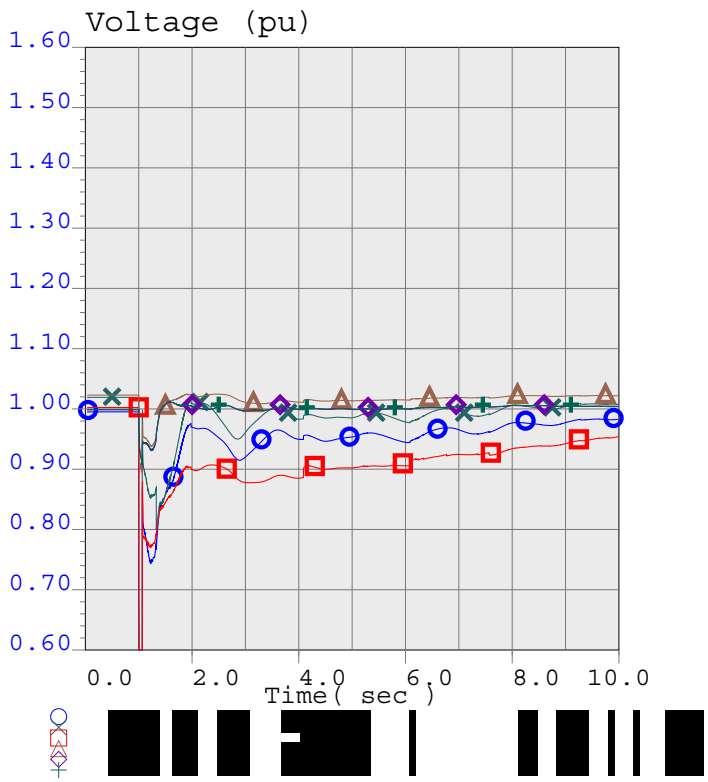
SYSTEM IMPACT STUDY (Rotor Angles)

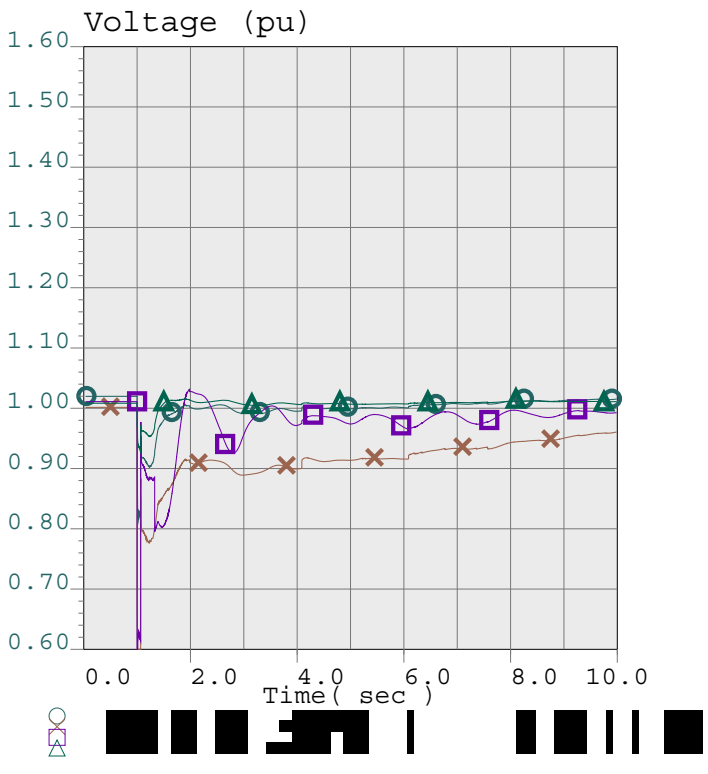


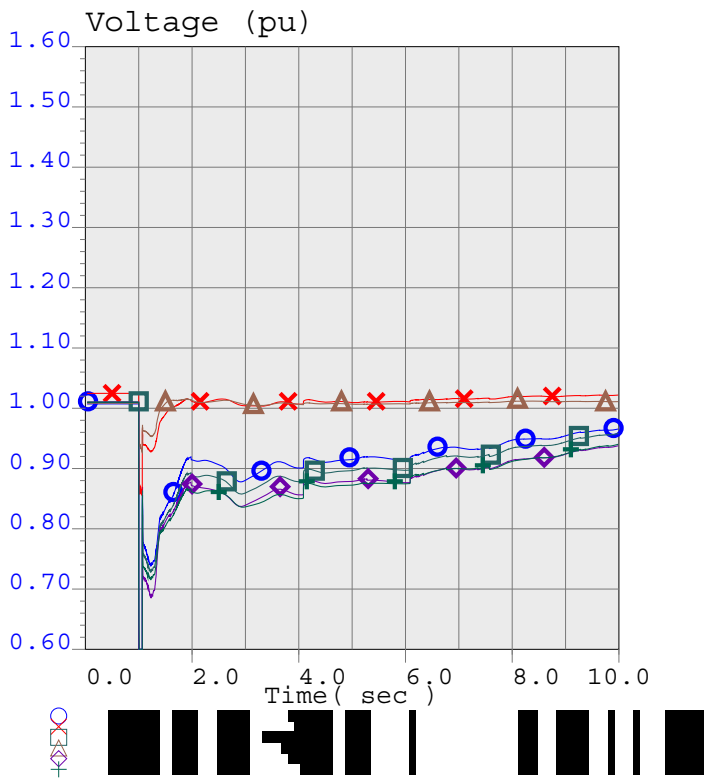


SYSTEM IMPACT STUDY (Voltage)









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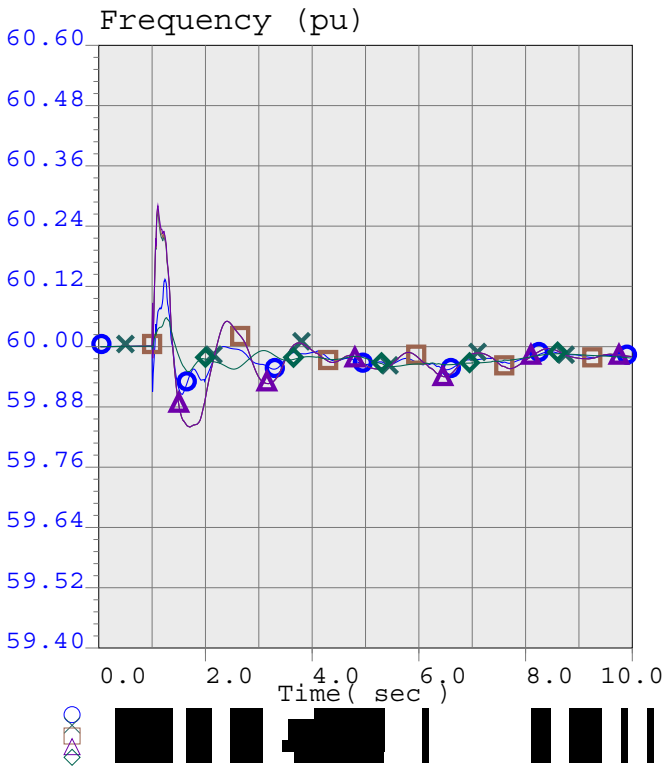
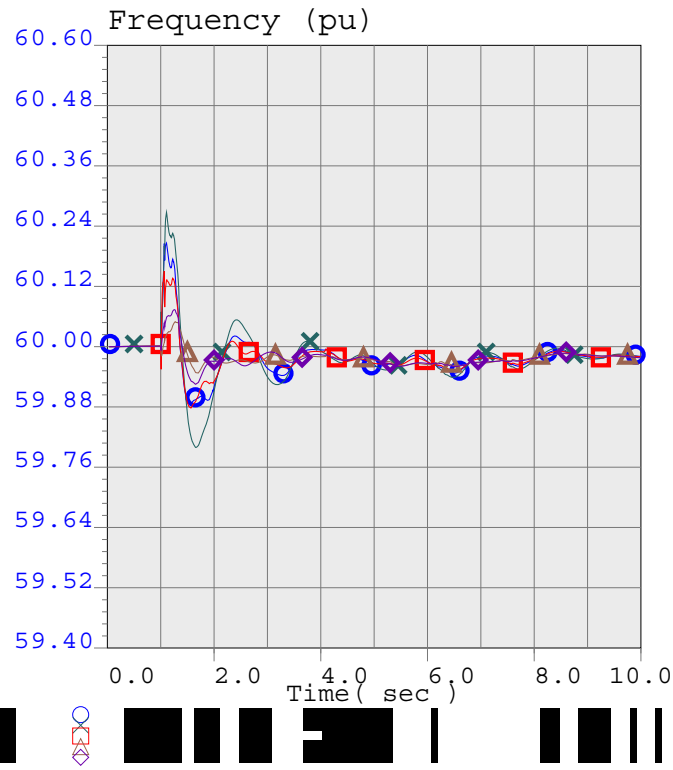
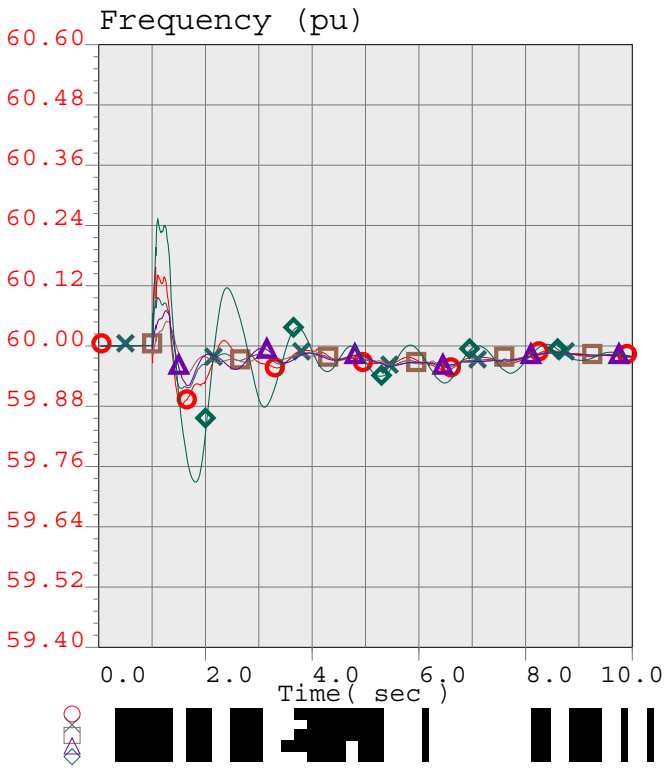
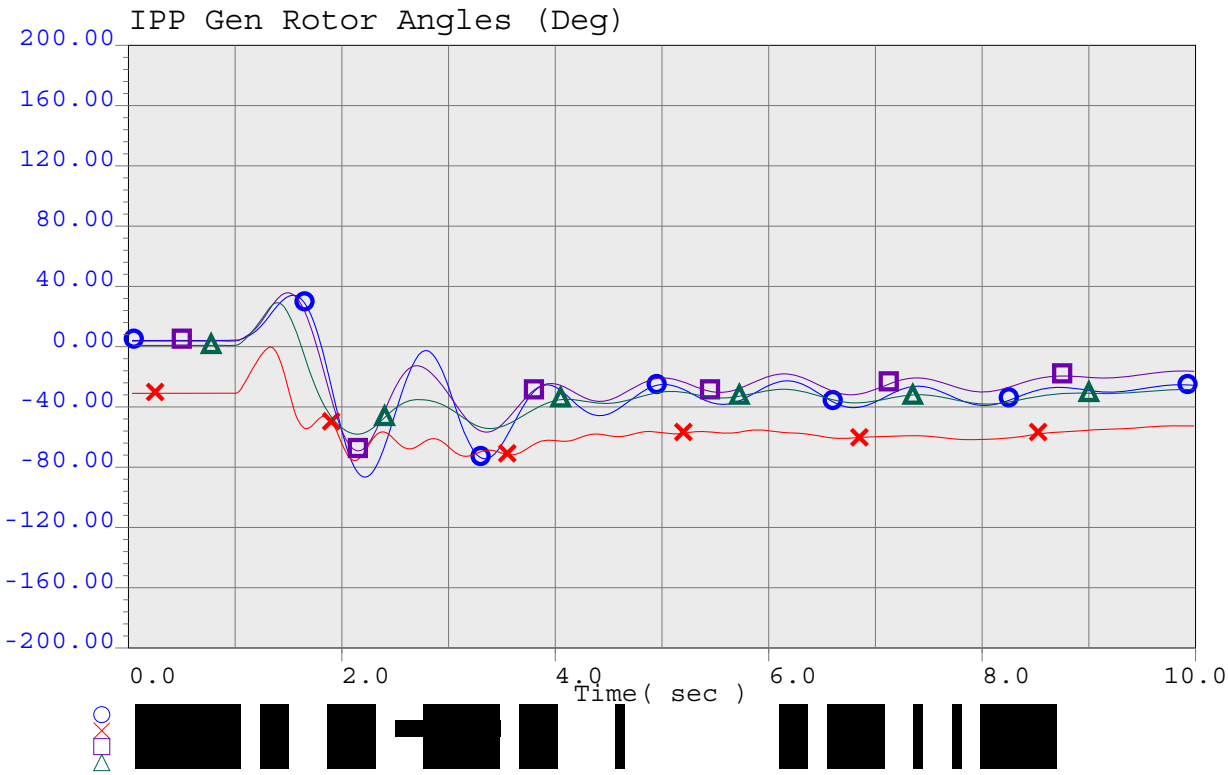
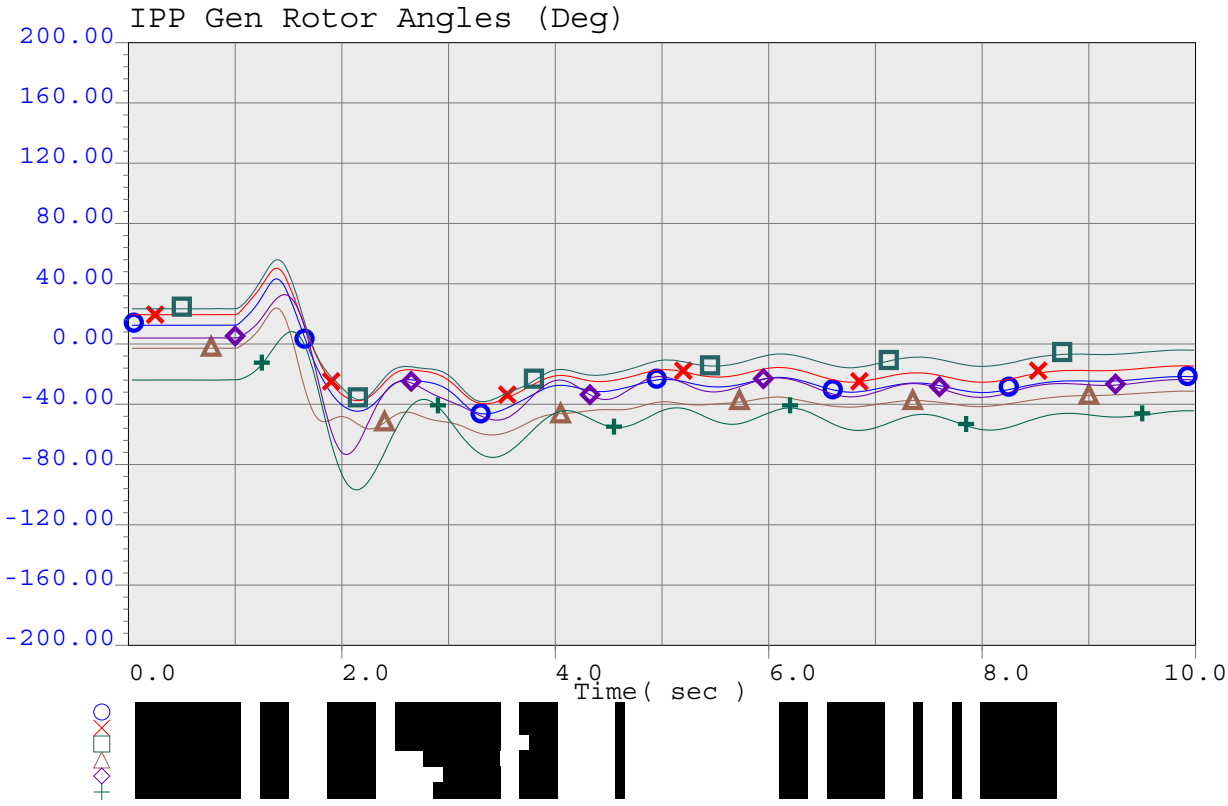




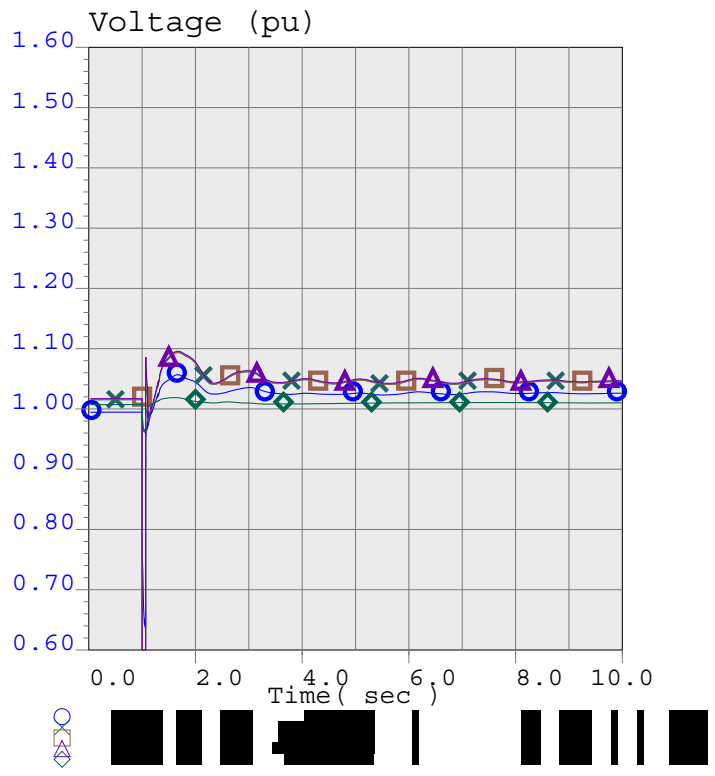


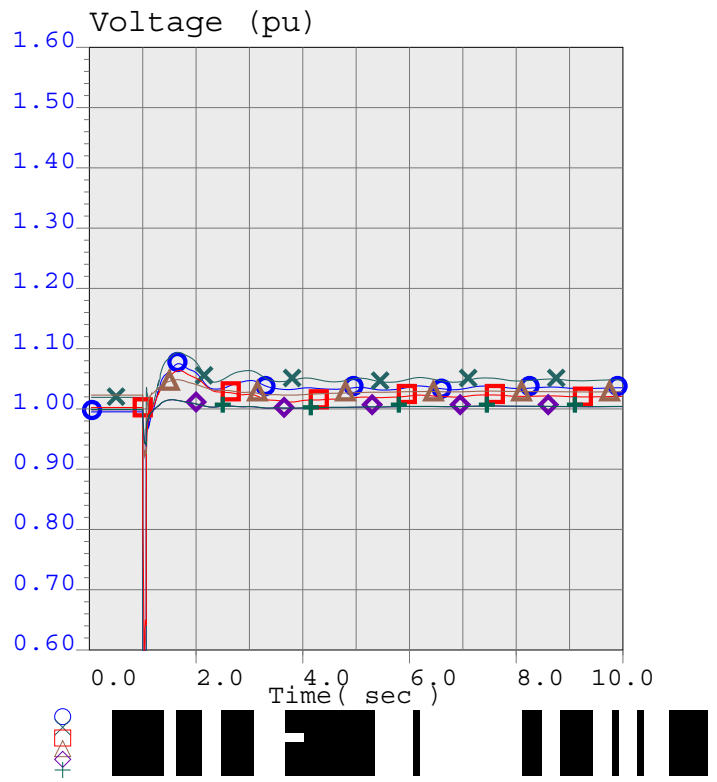
SYSTEM IMPACT STUDY (Rotor Angles)

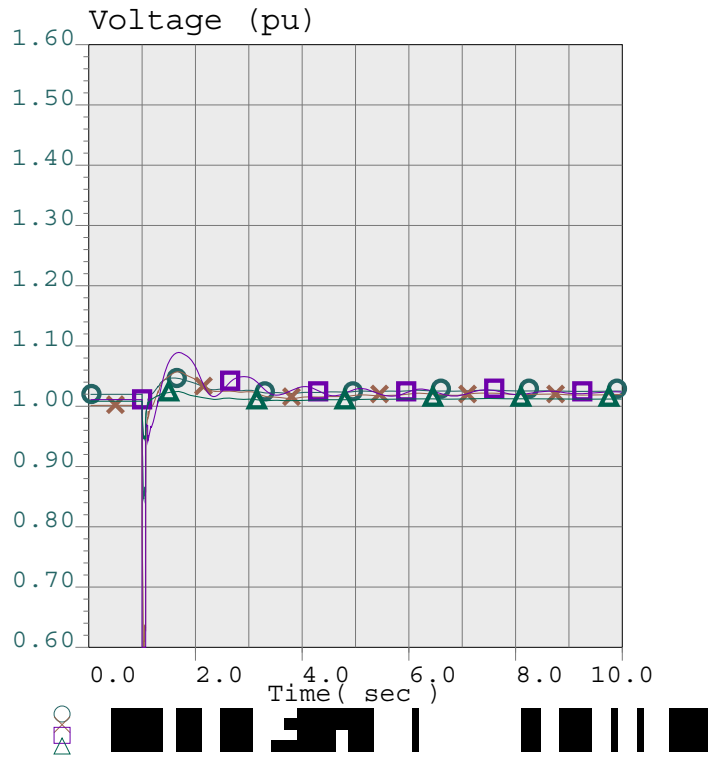


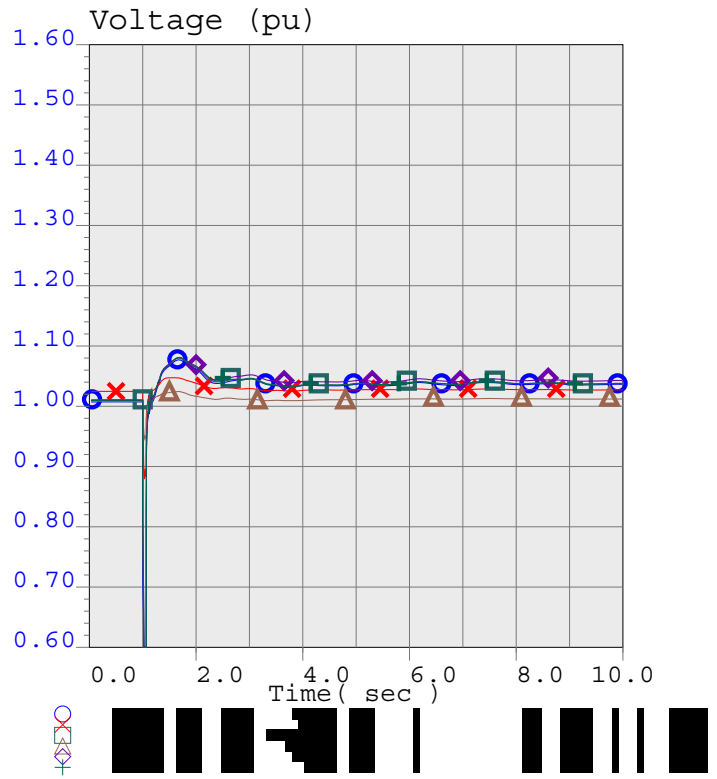


SYSTEM IMPACT STUDY (Voltage)

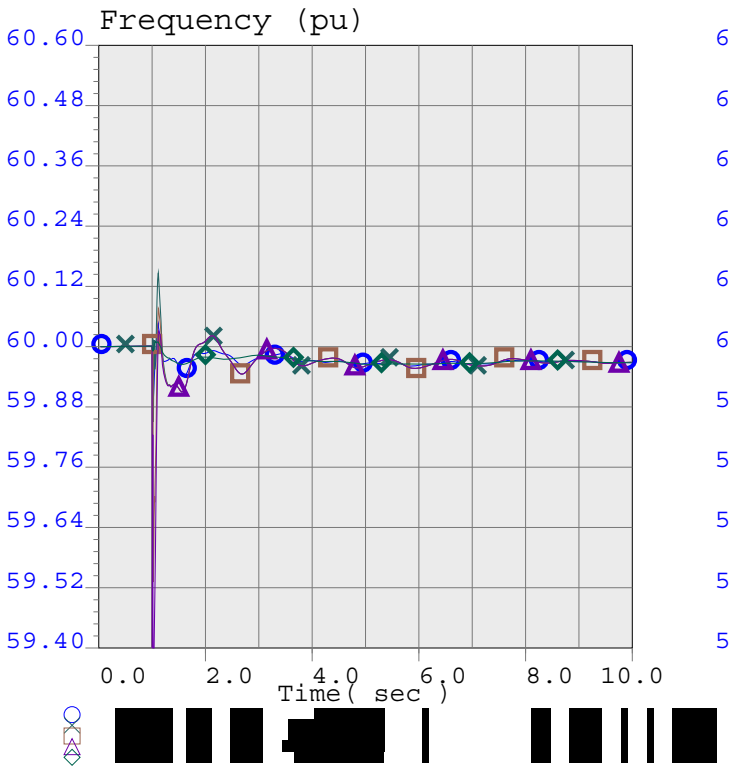


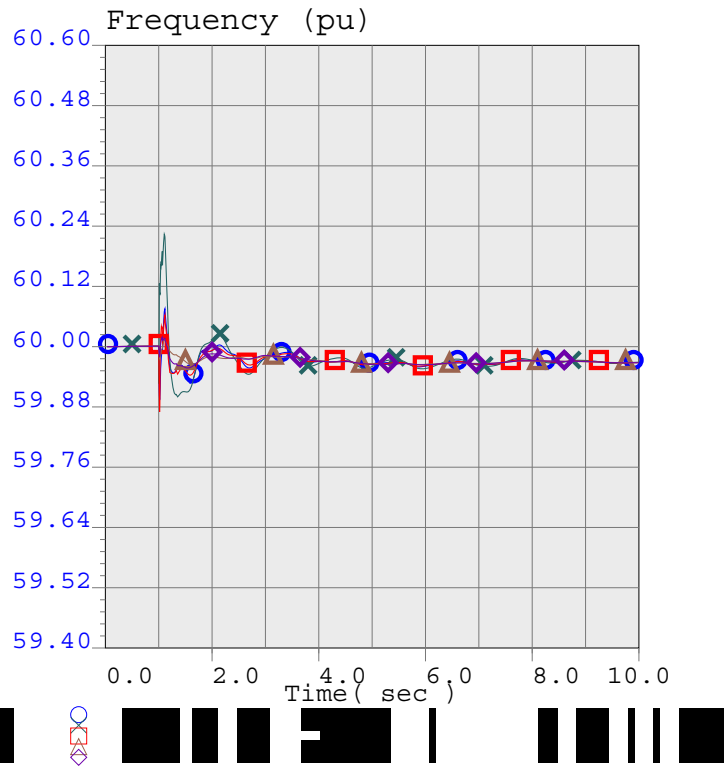


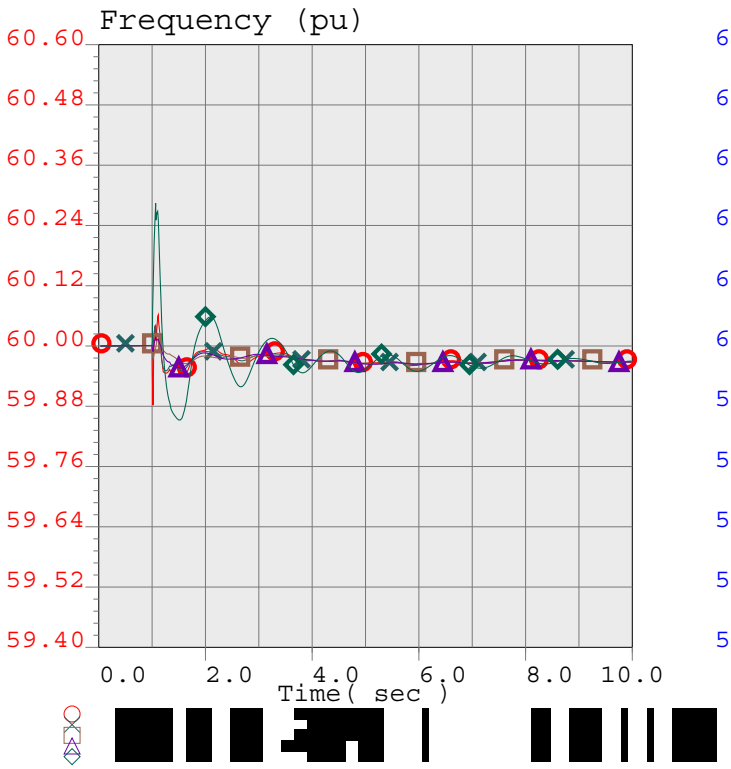


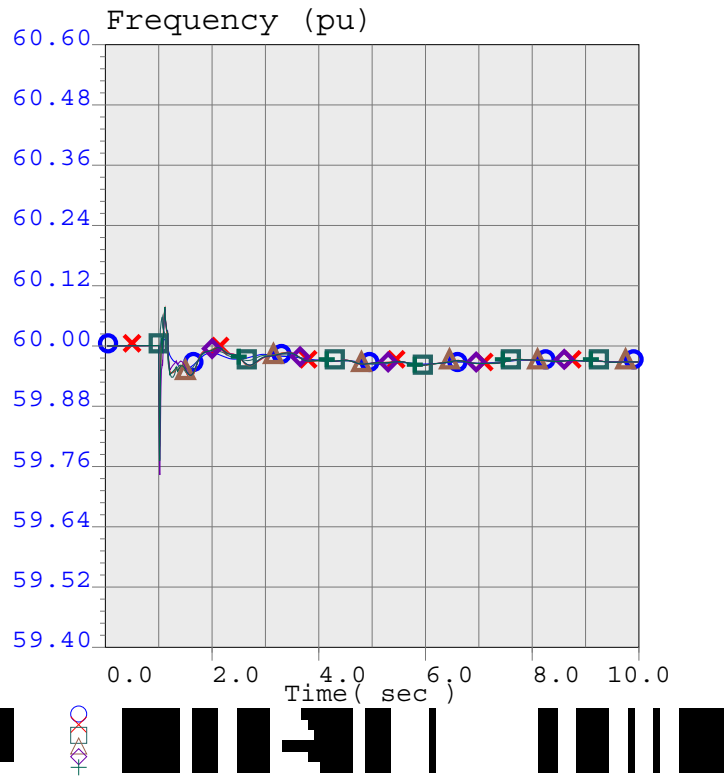


SYSTEM IMPACT STUDY (Frequency)

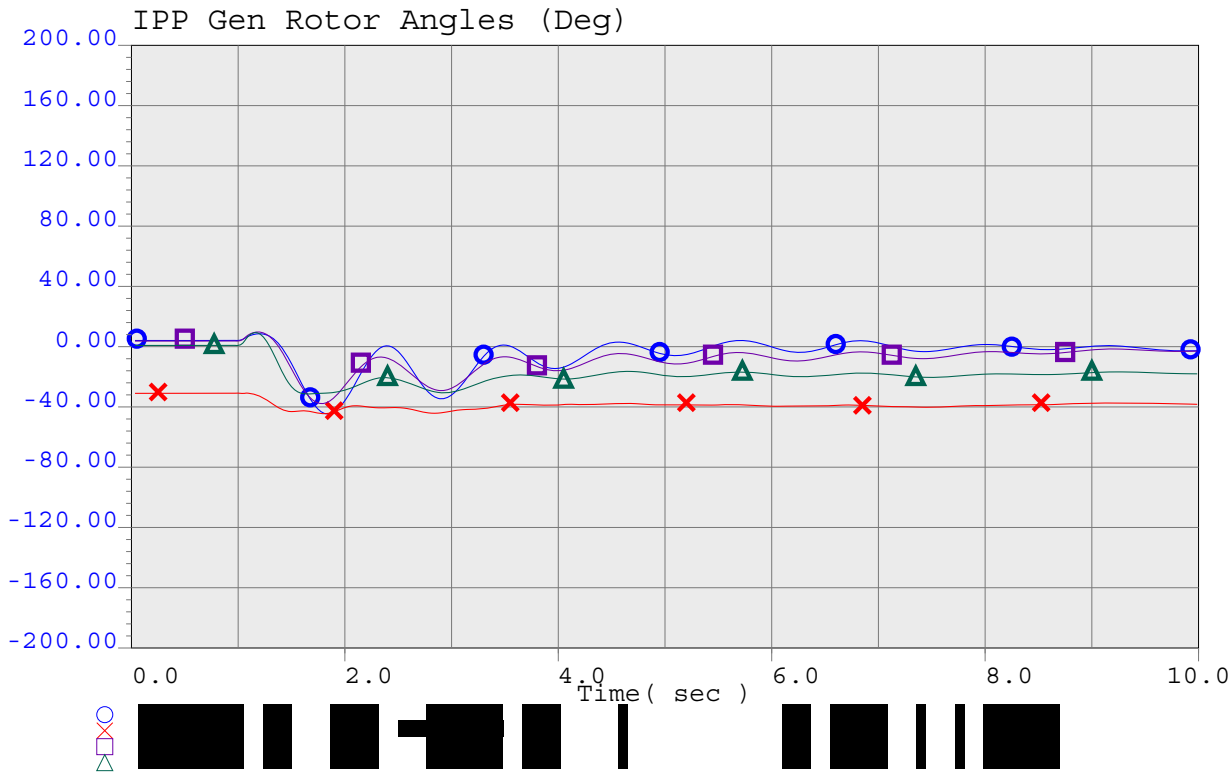


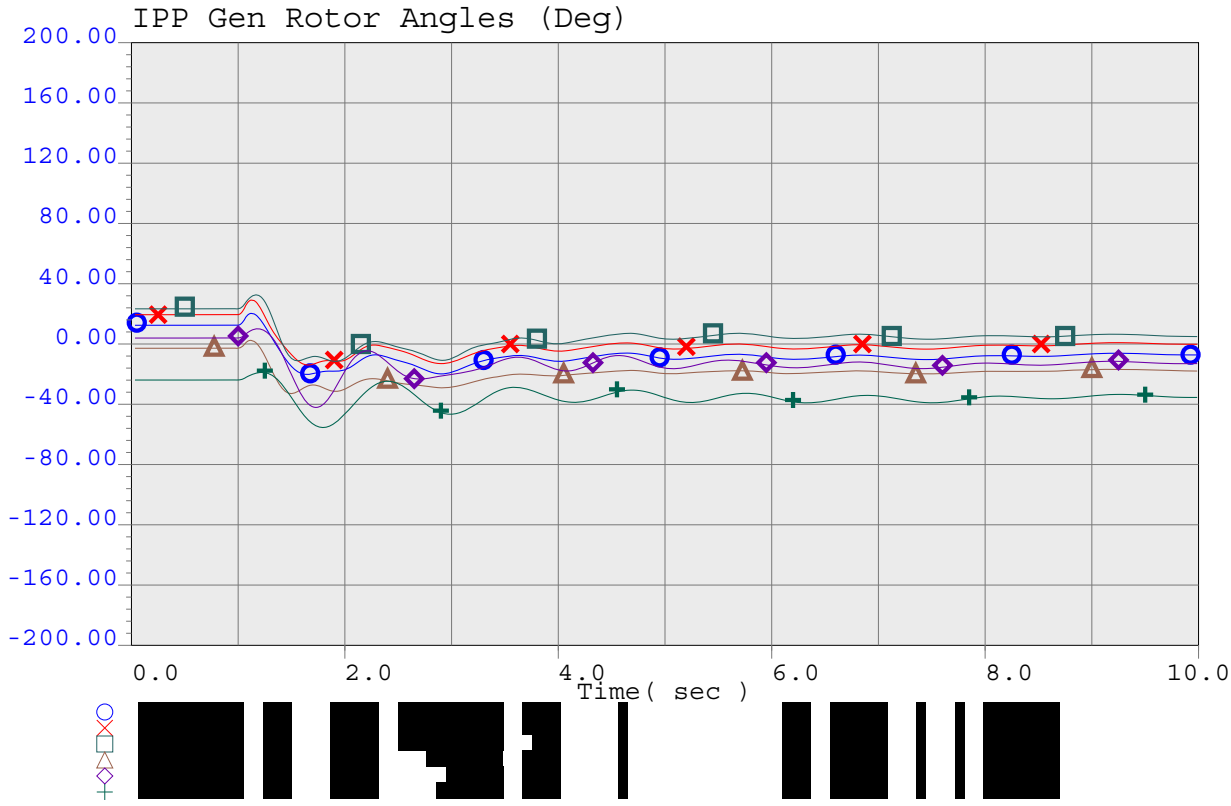




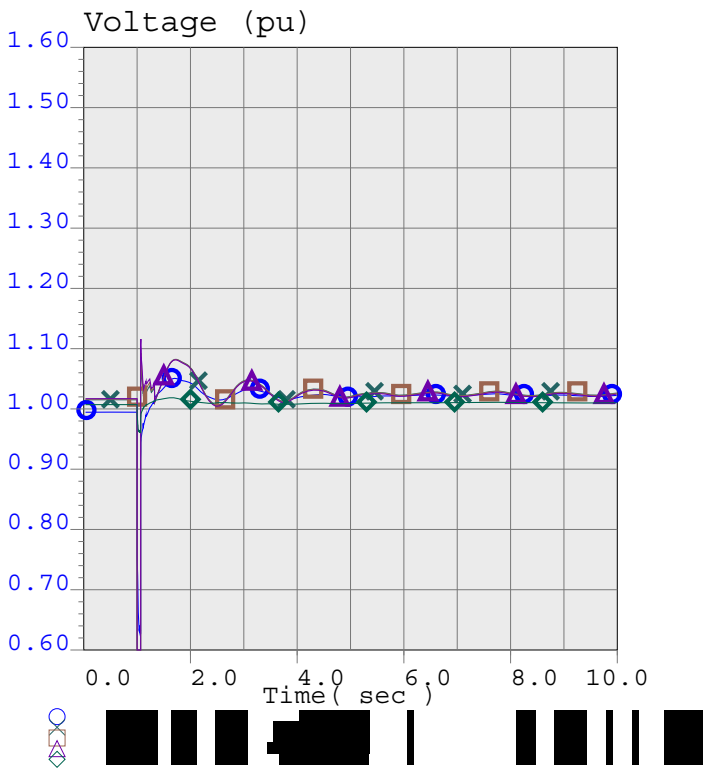


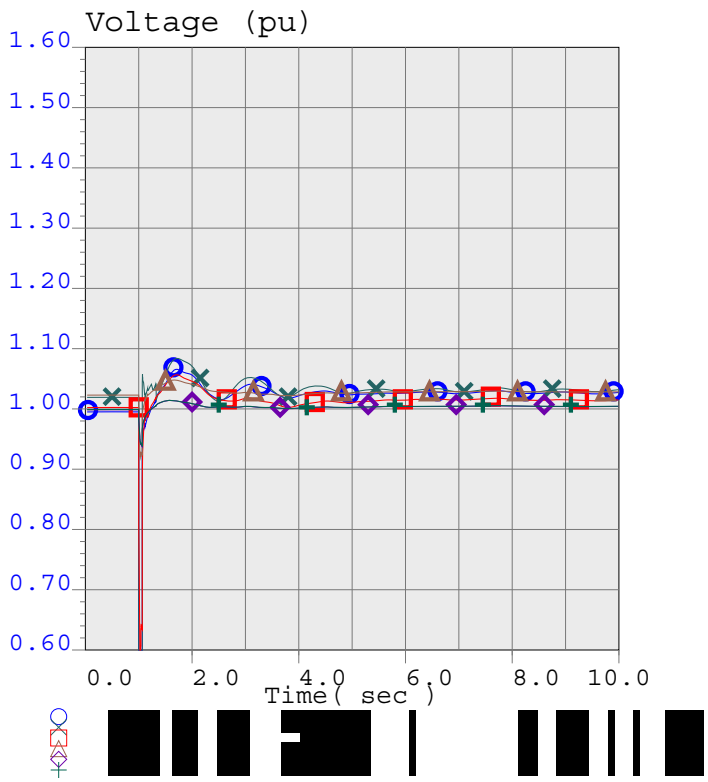
SYSTEM IMPACT STUDY (Rotor Angles)

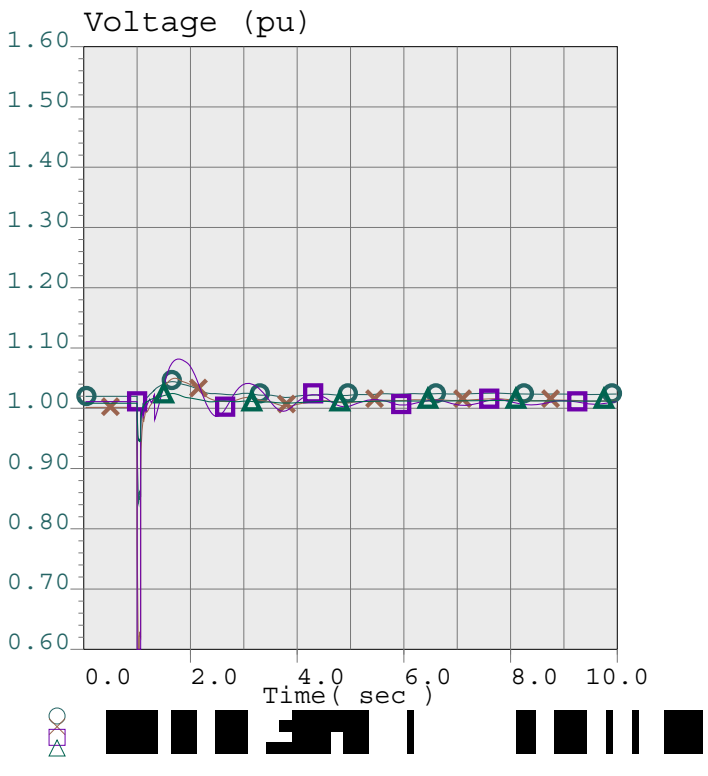


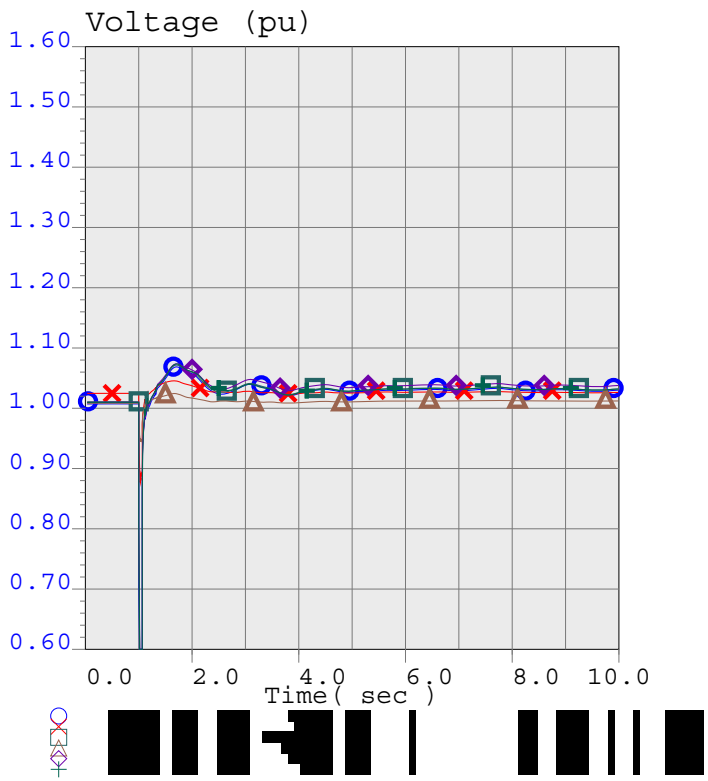


SYSTEM IMPACT STUDY (Voltage)

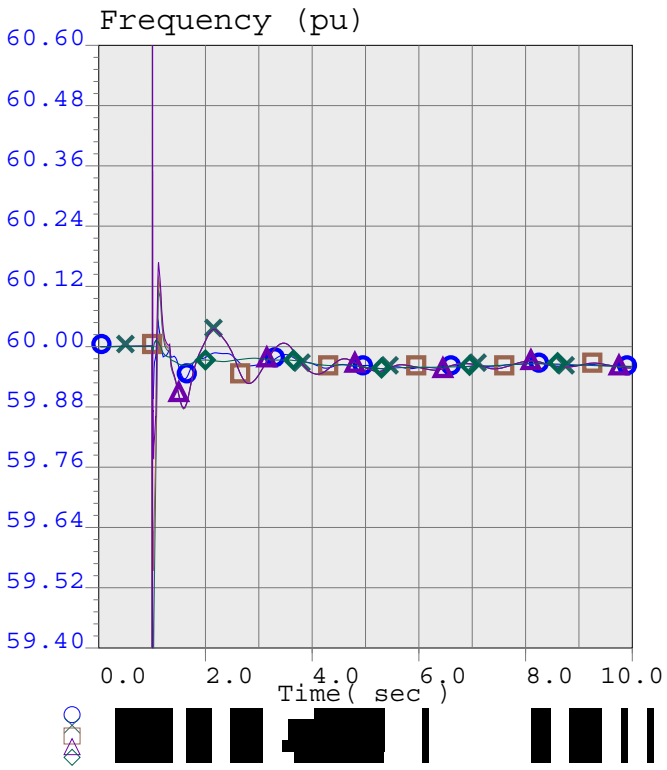


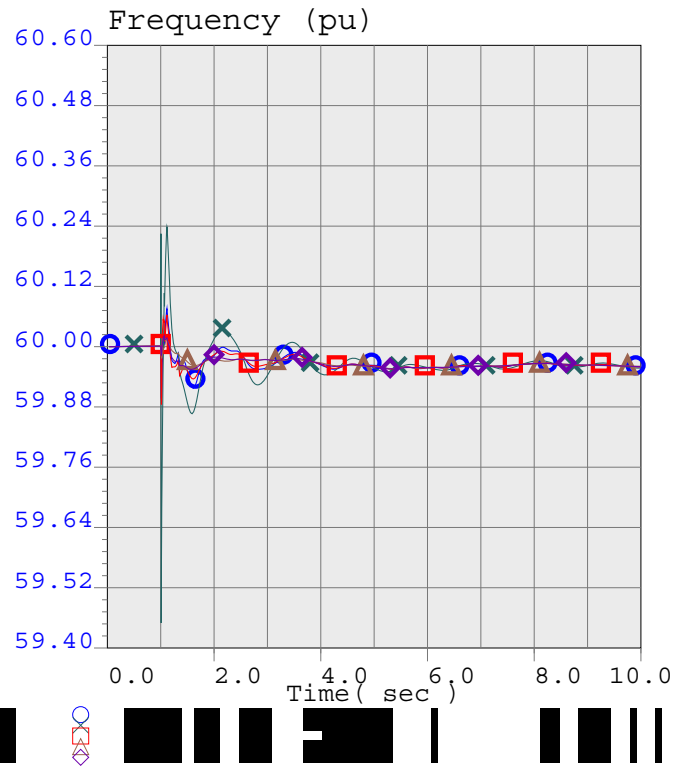




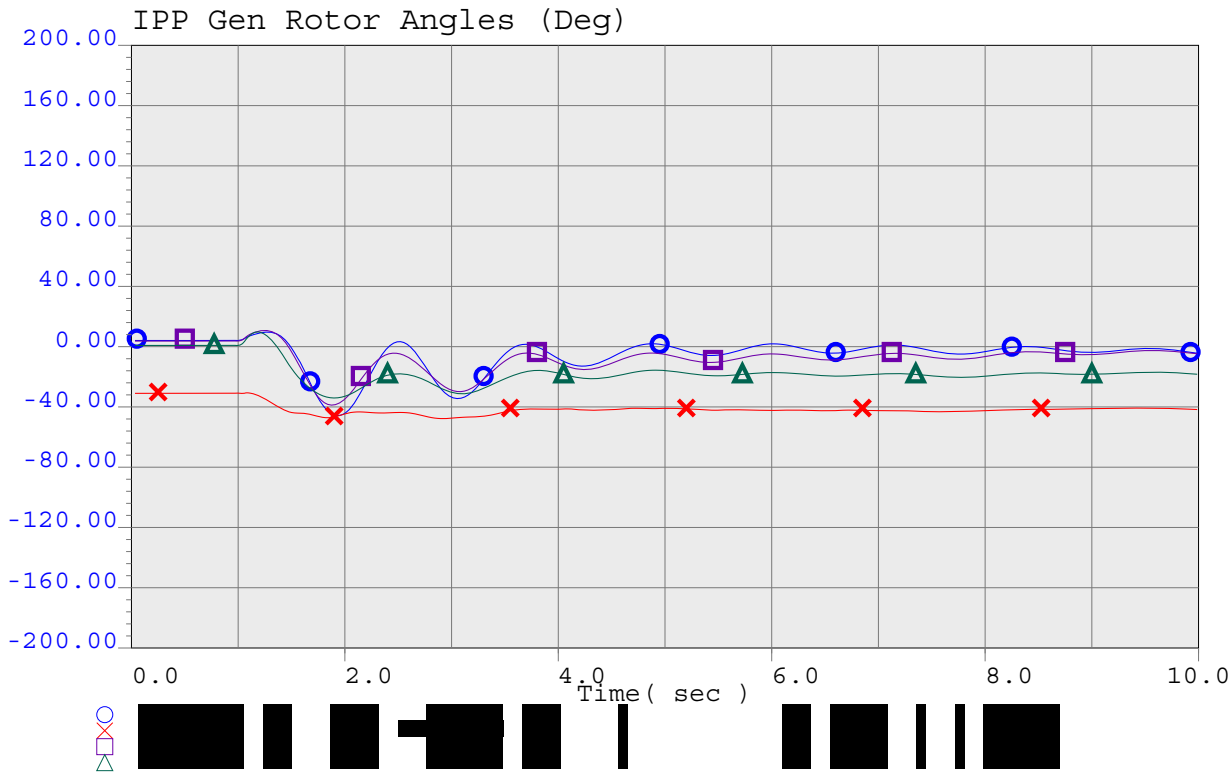


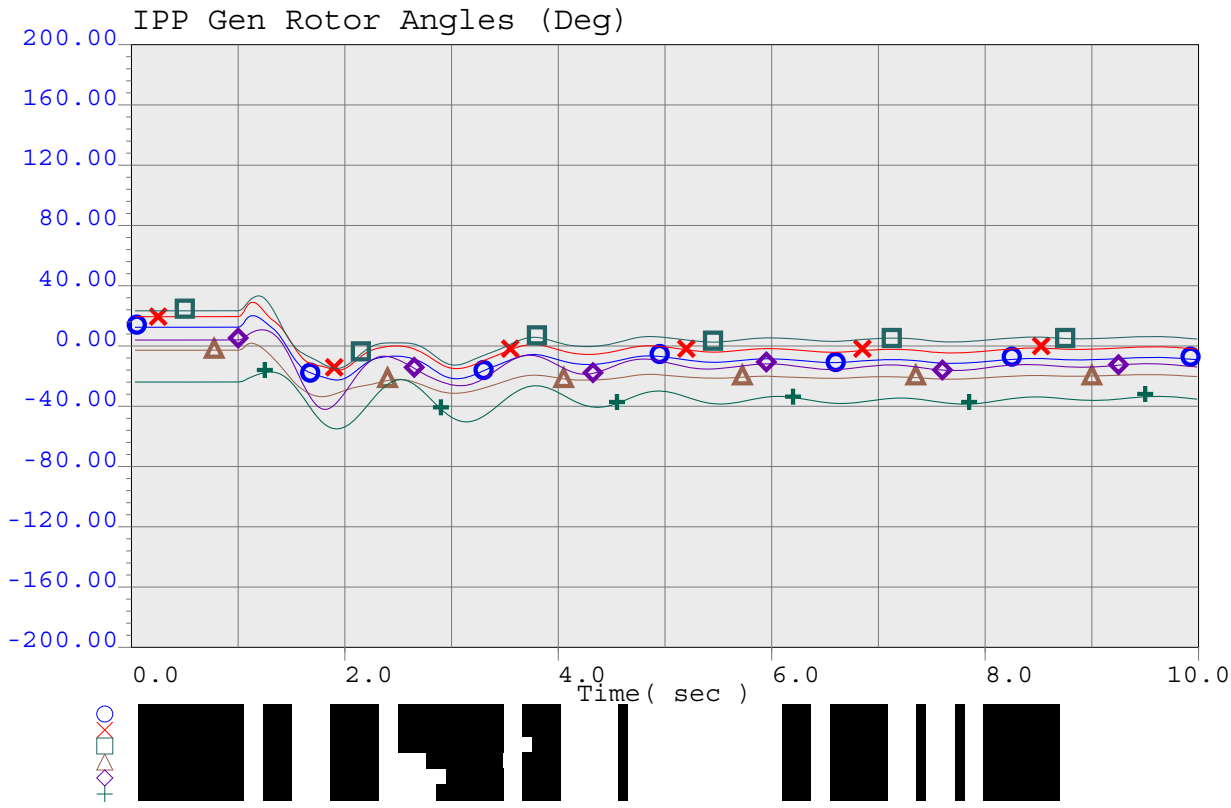
SYSTEM IMPACT STUDY (Frequency)



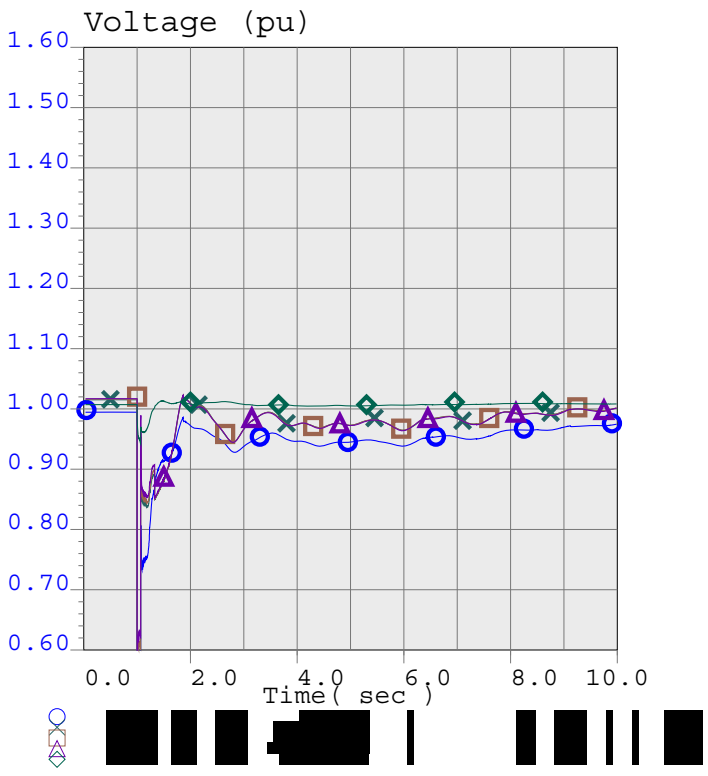


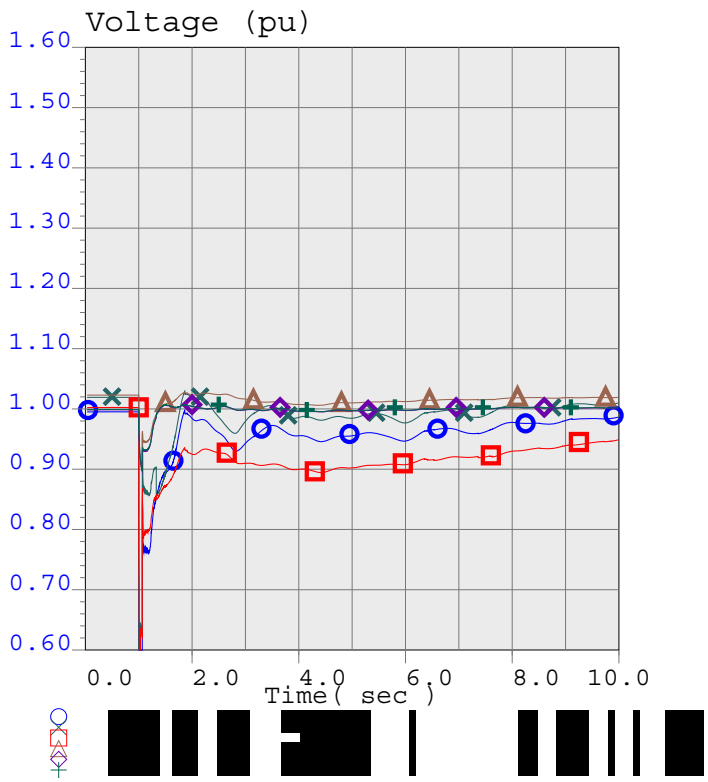
SYSTEM IMPACT STUDY (Rotor Angles)

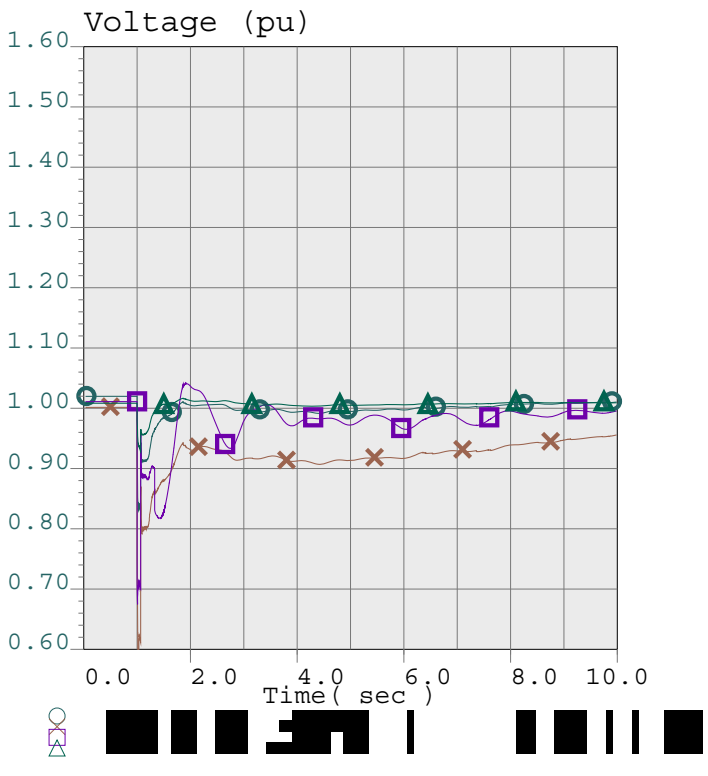


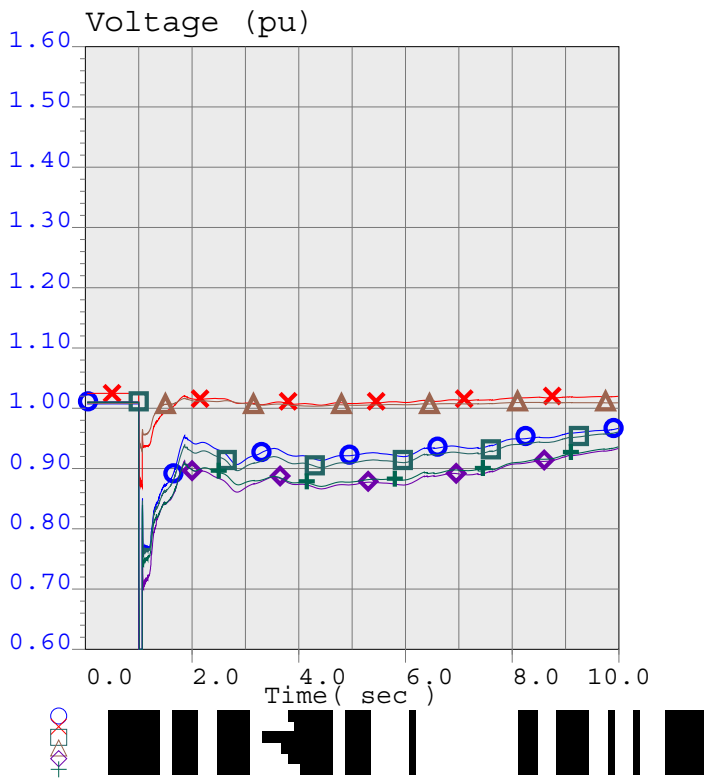


SYSTEM IMPACT STUDY (Voltage)









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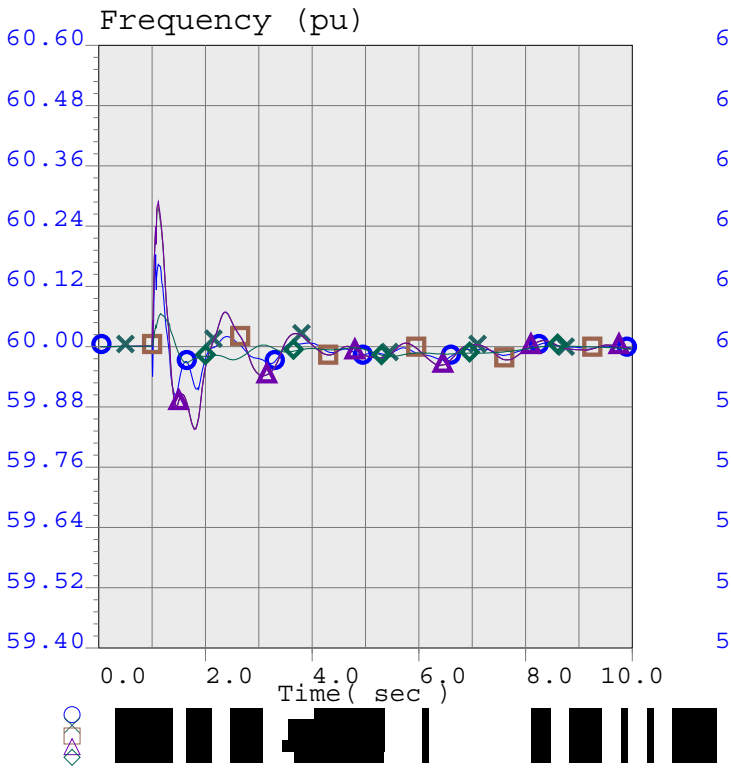
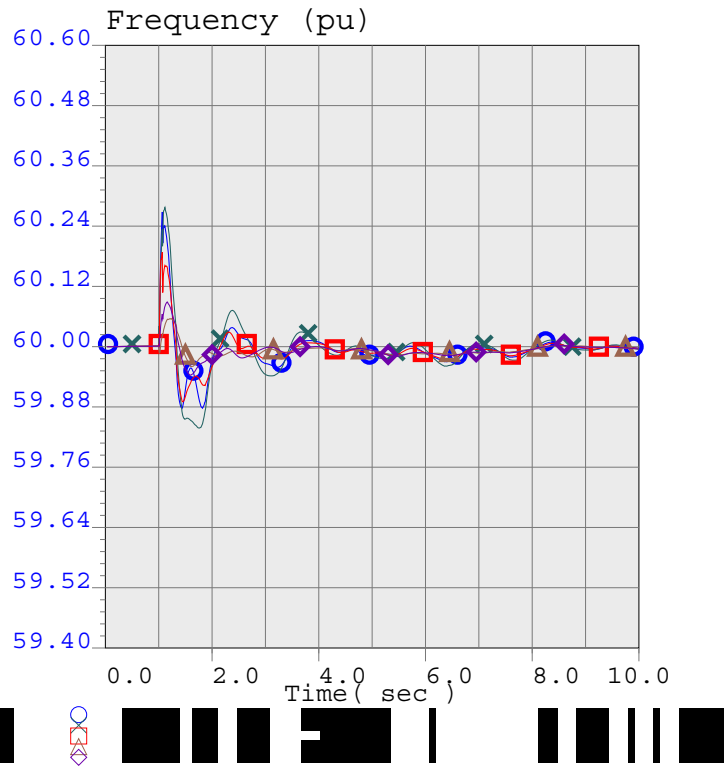
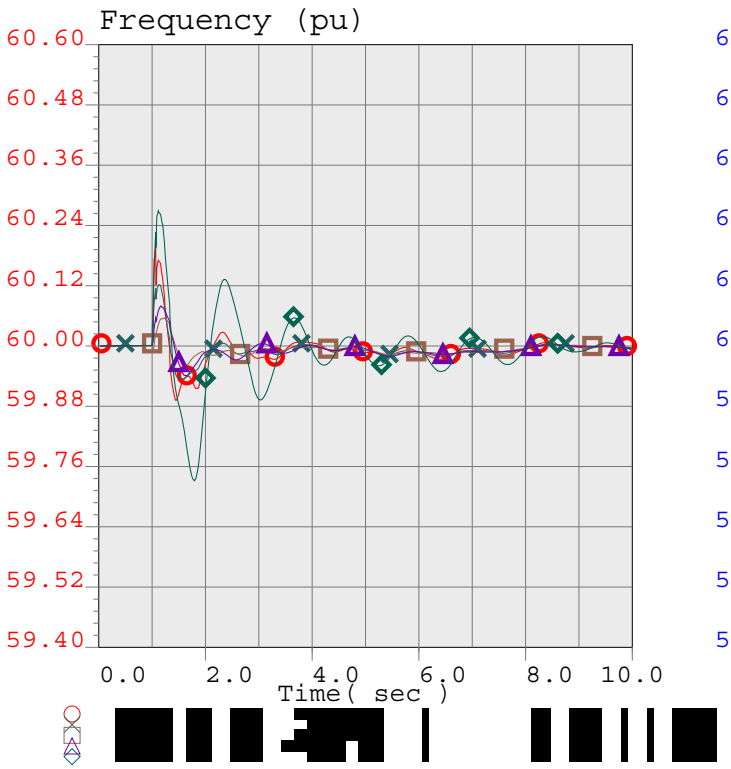
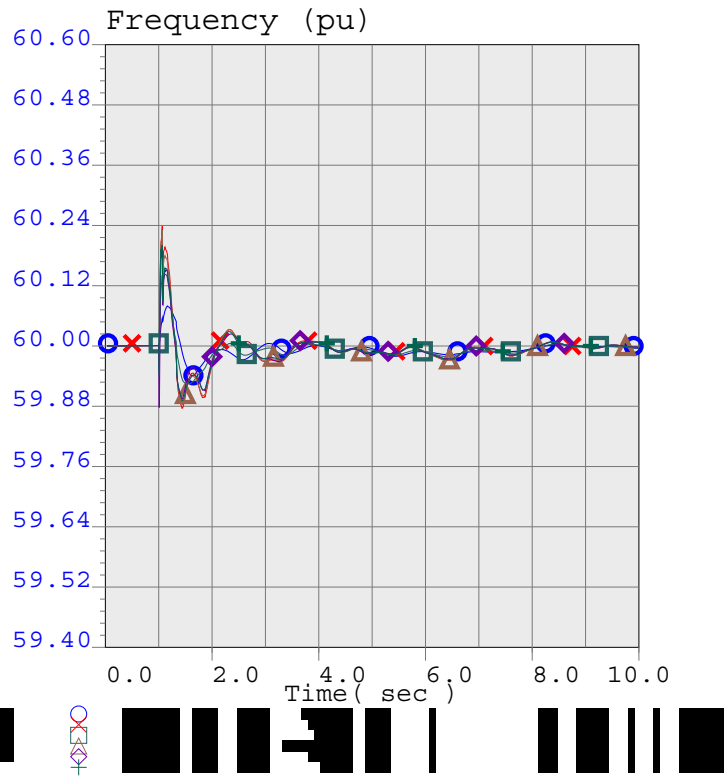
SYSTEM IMPACT STUDY (Frequency)

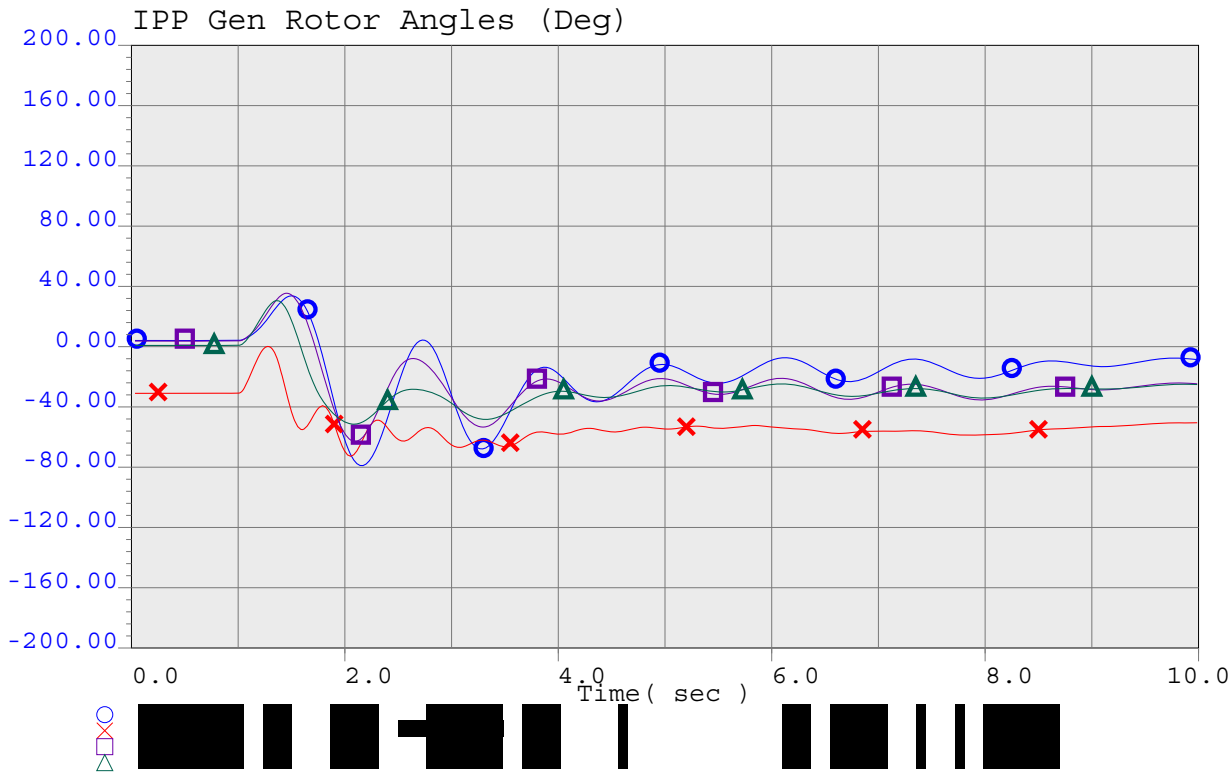


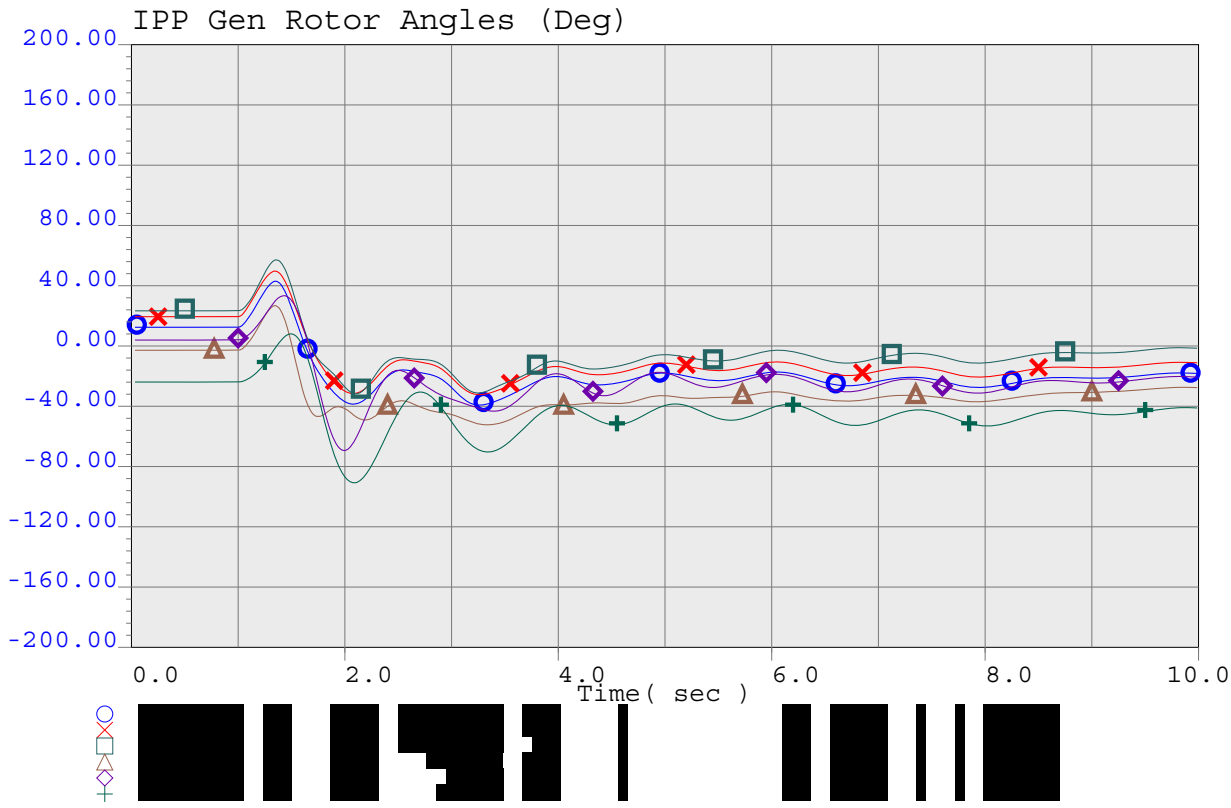




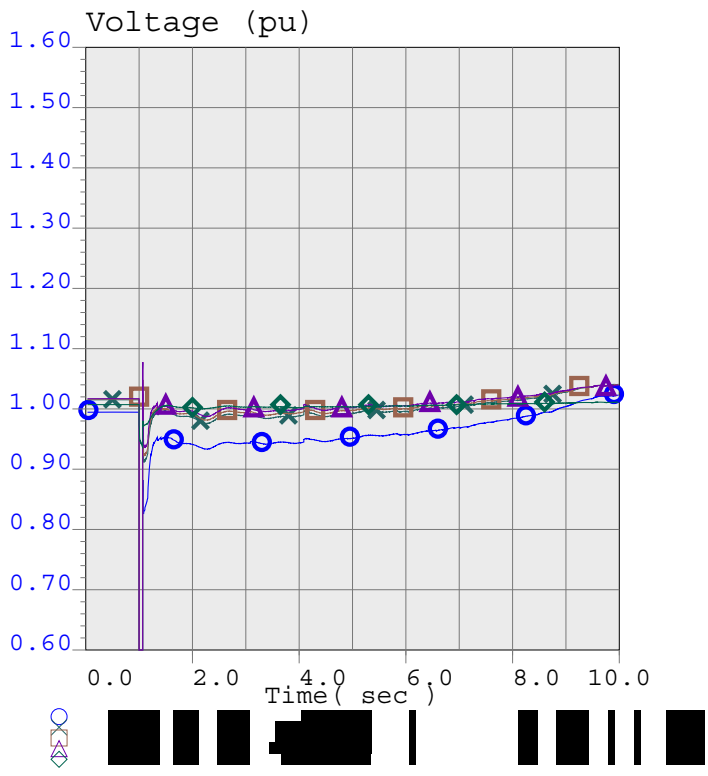


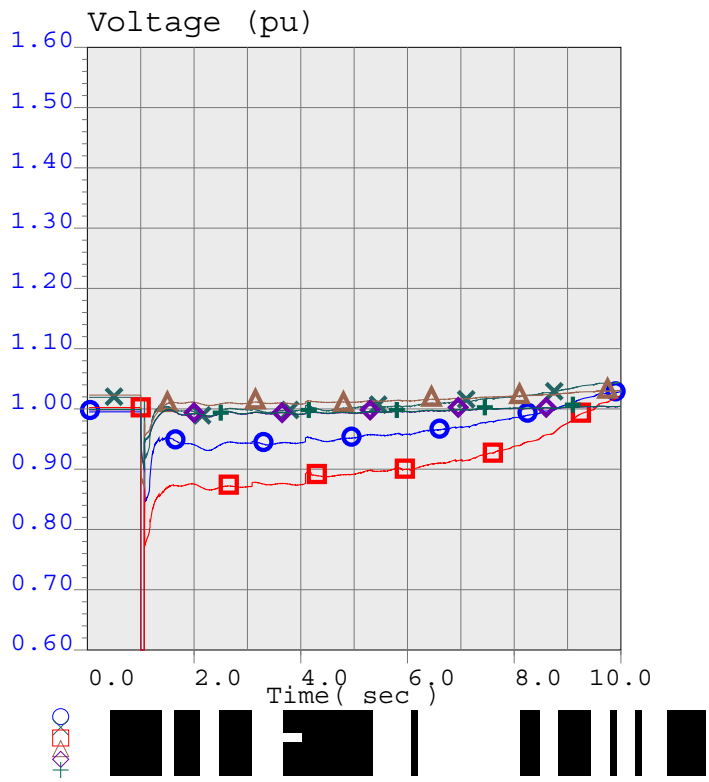
SYSTEM IMPACT STUDY (Rotor Angles)

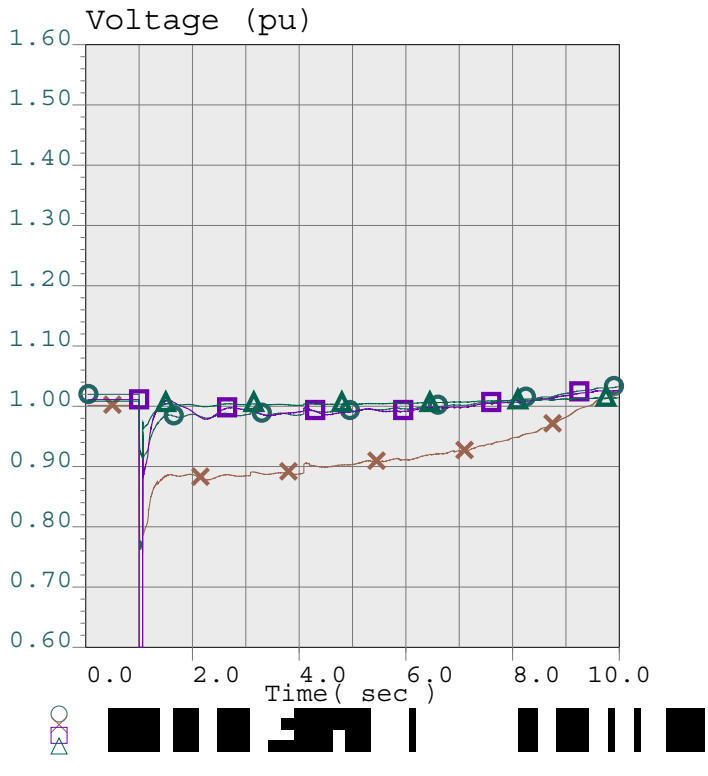


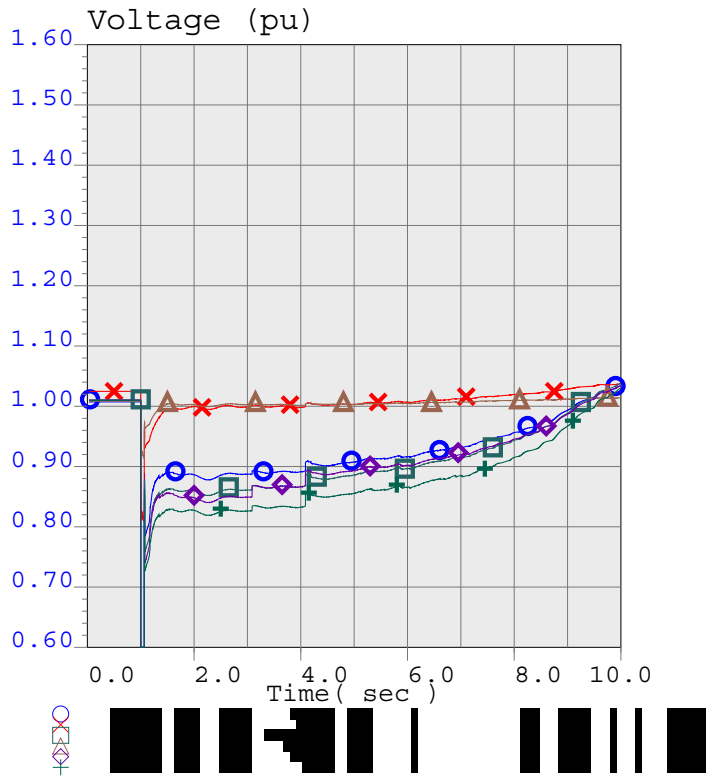


SYSTEM IMPACT STUDY (Voltage)

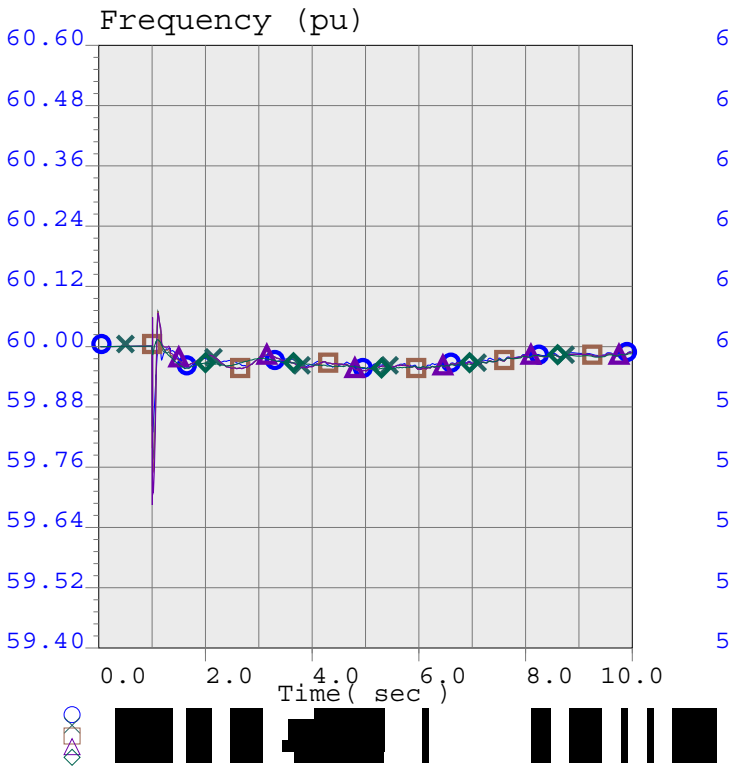


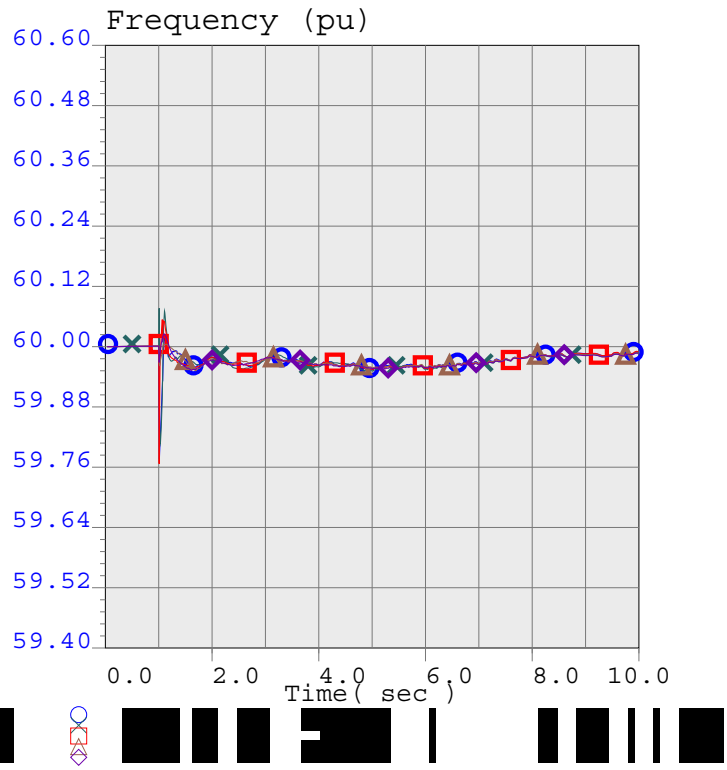


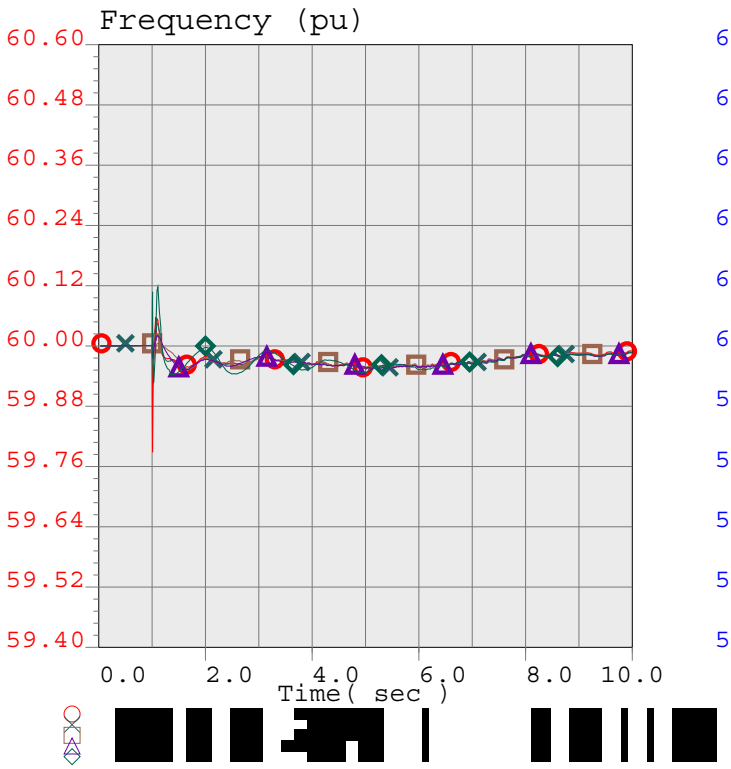


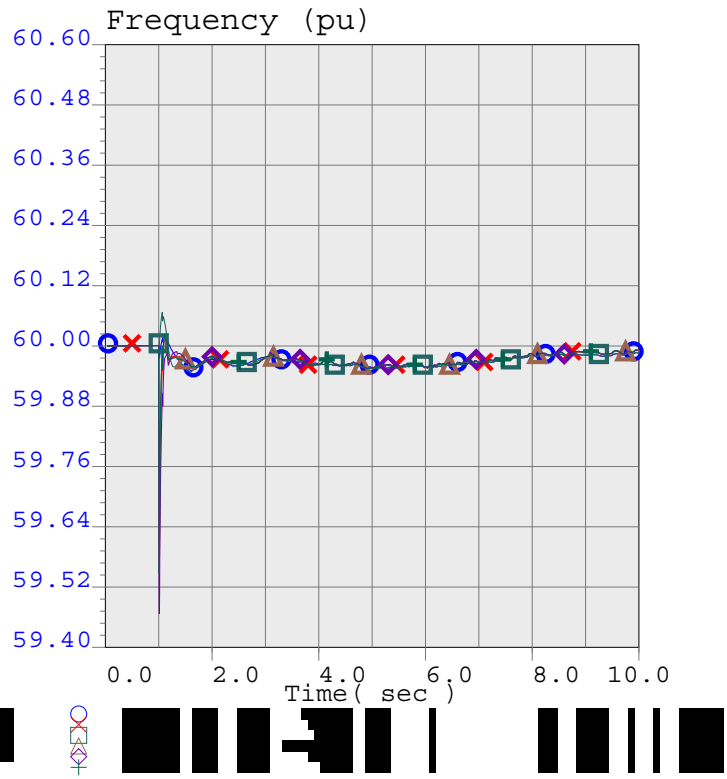


SYSTEM IMPACT STUDY (Frequency)

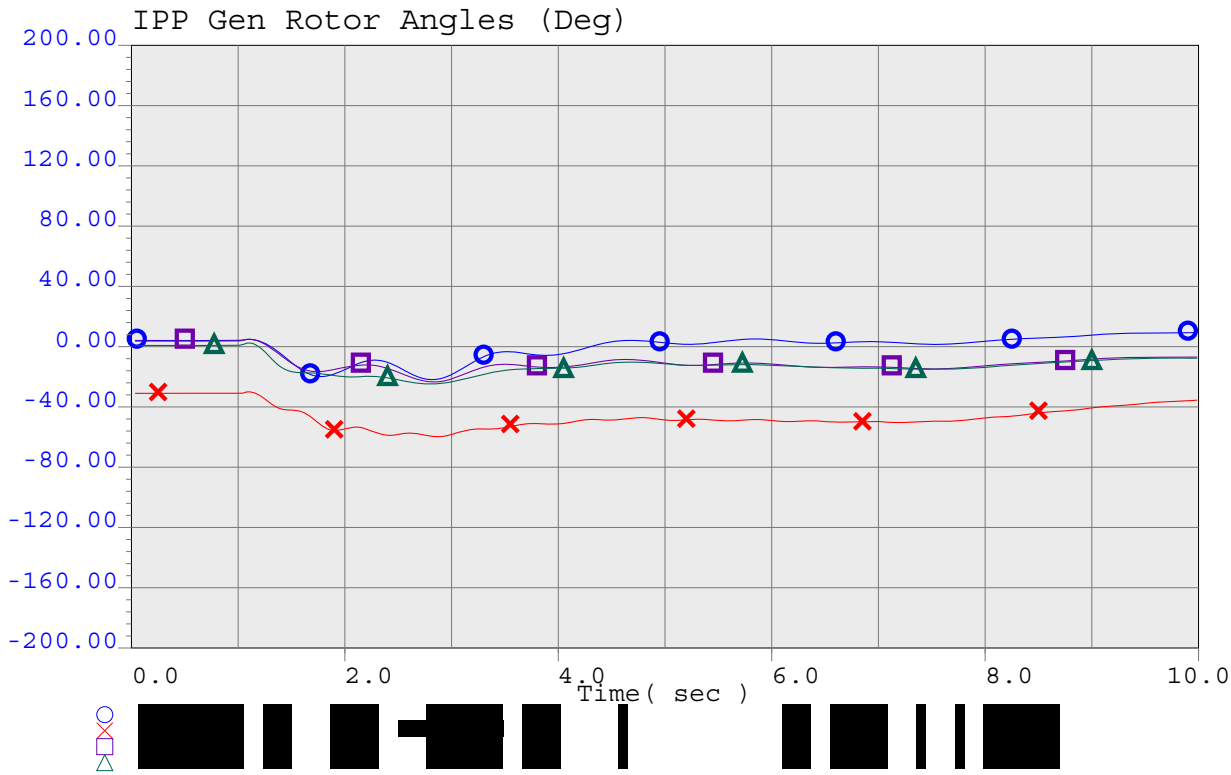


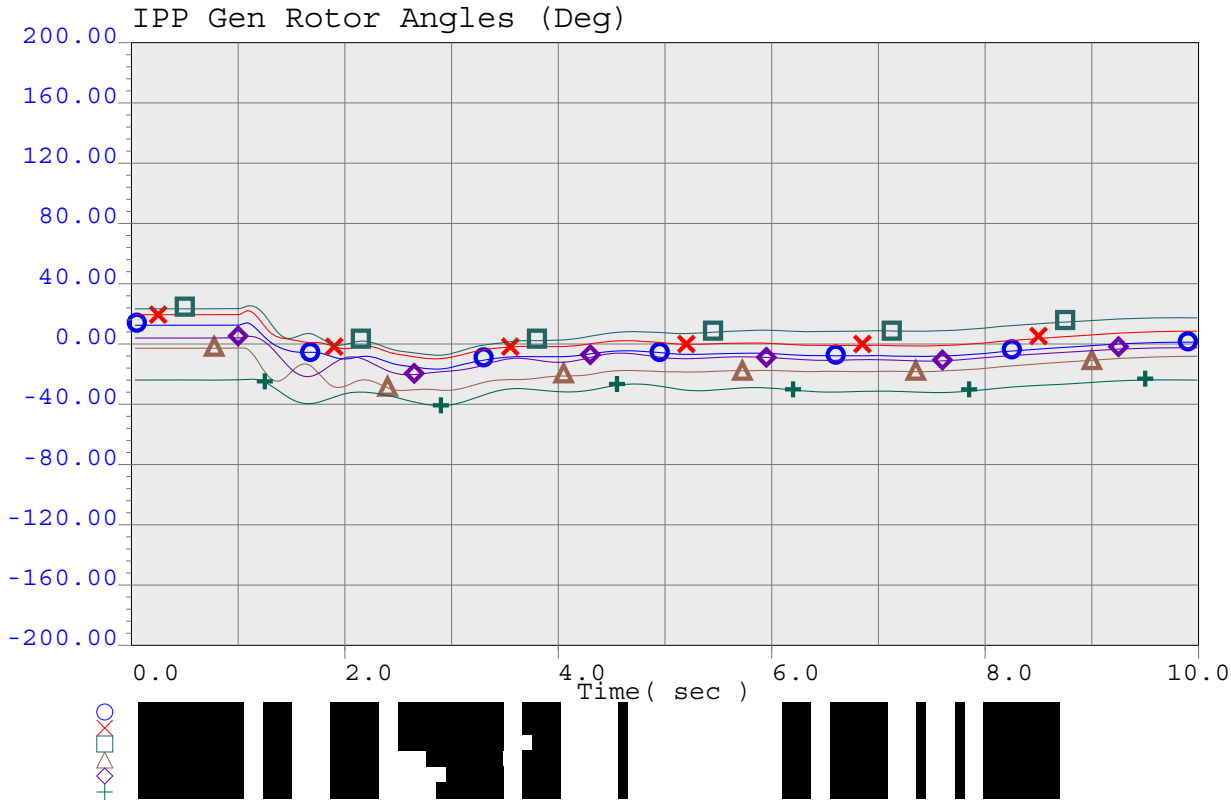




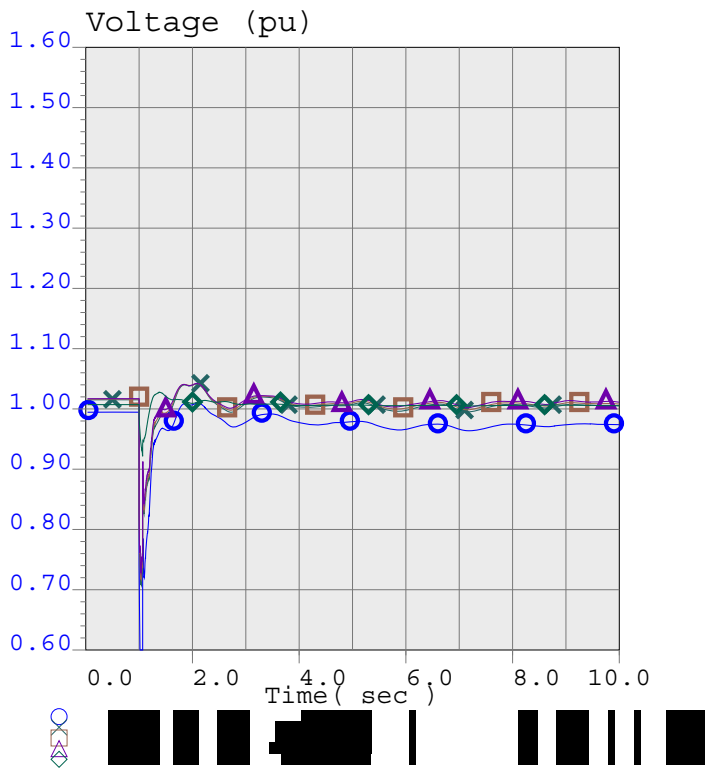


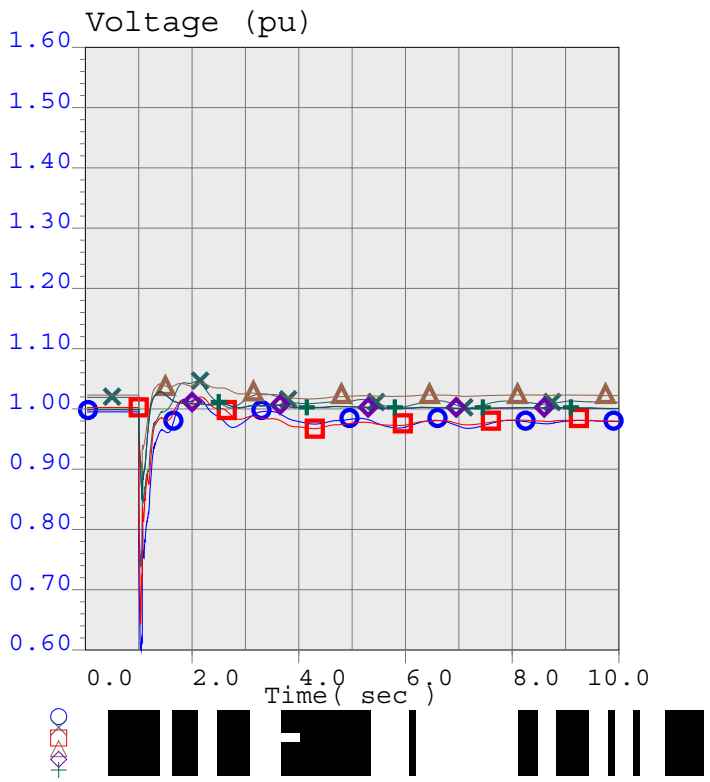
SYSTEM IMPACT STUDY (Rotor Angles)

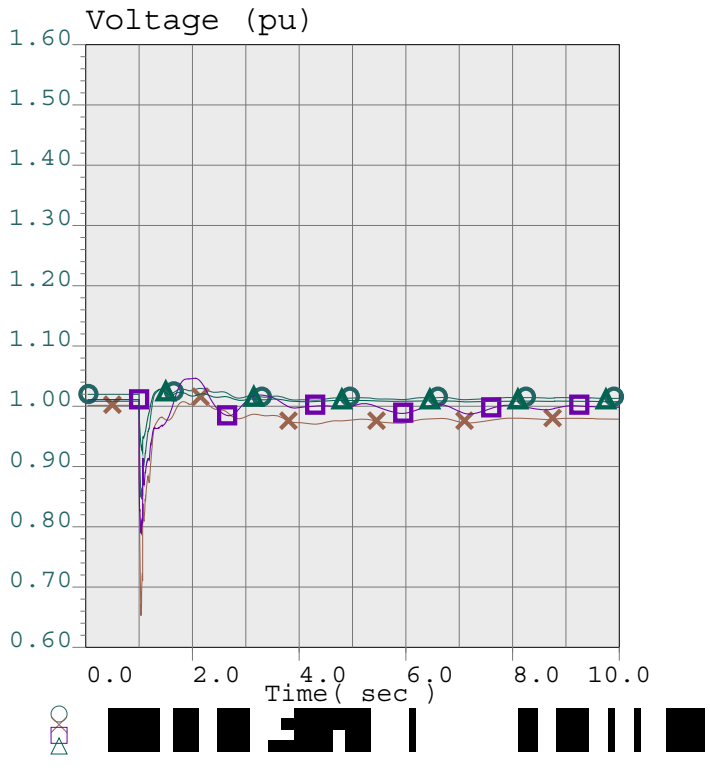


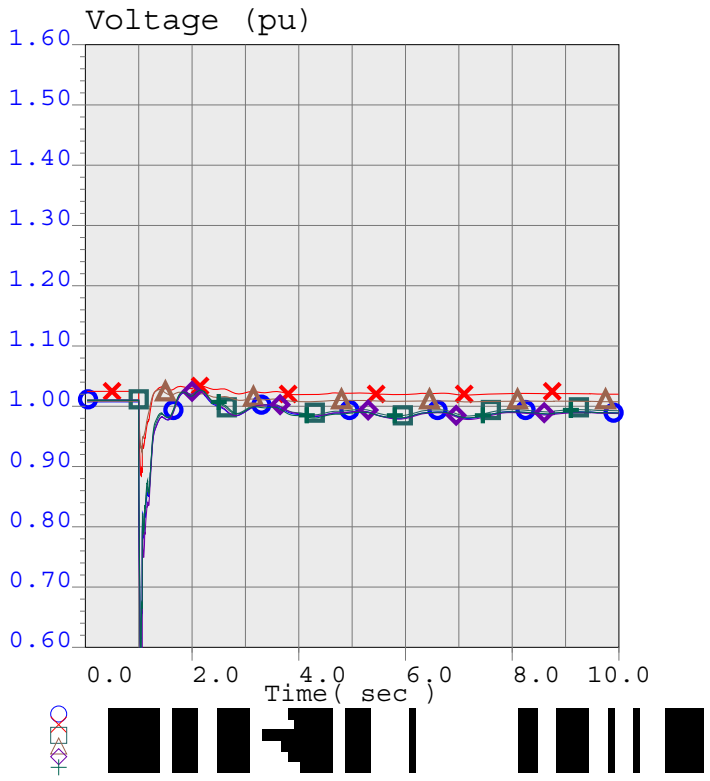


SYSTEM IMPACT STUDY (Voltage)

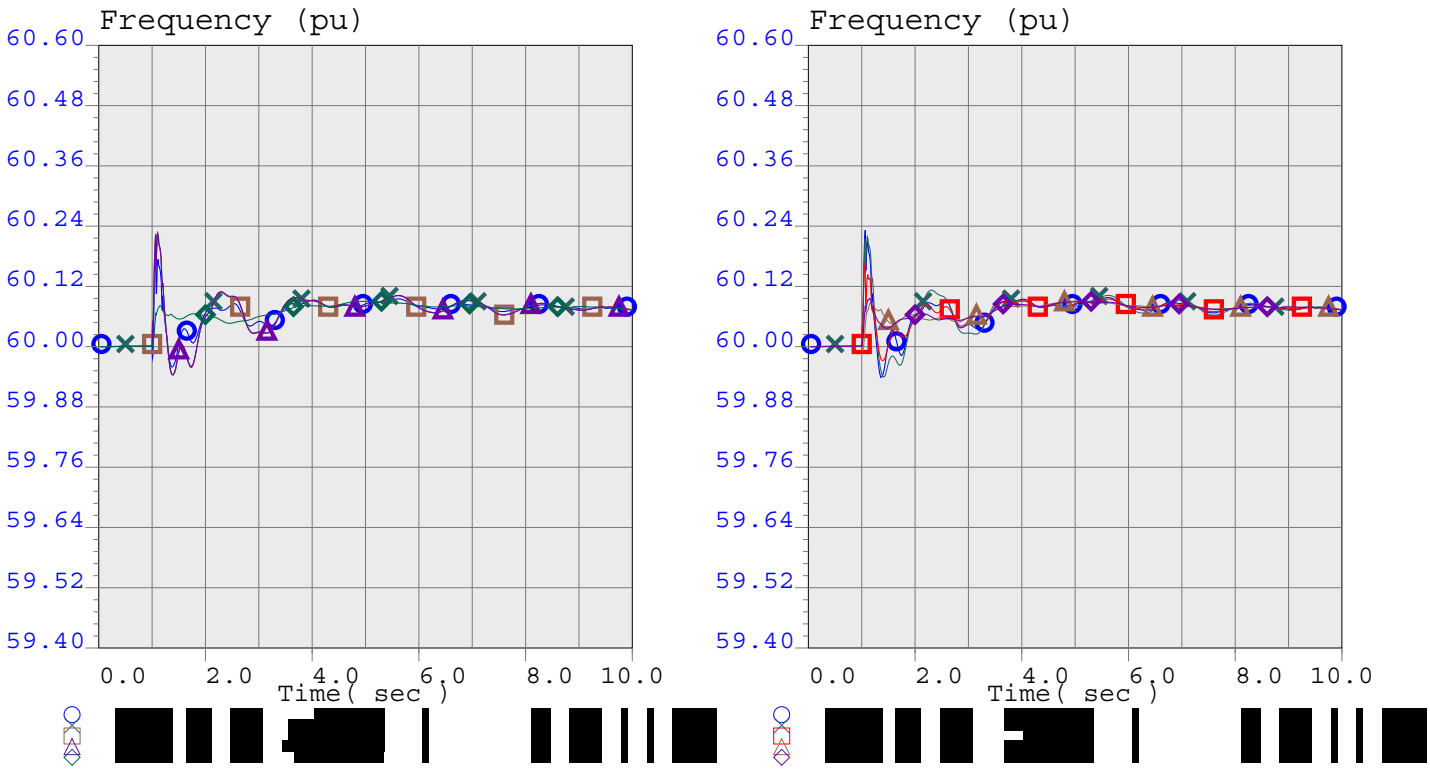


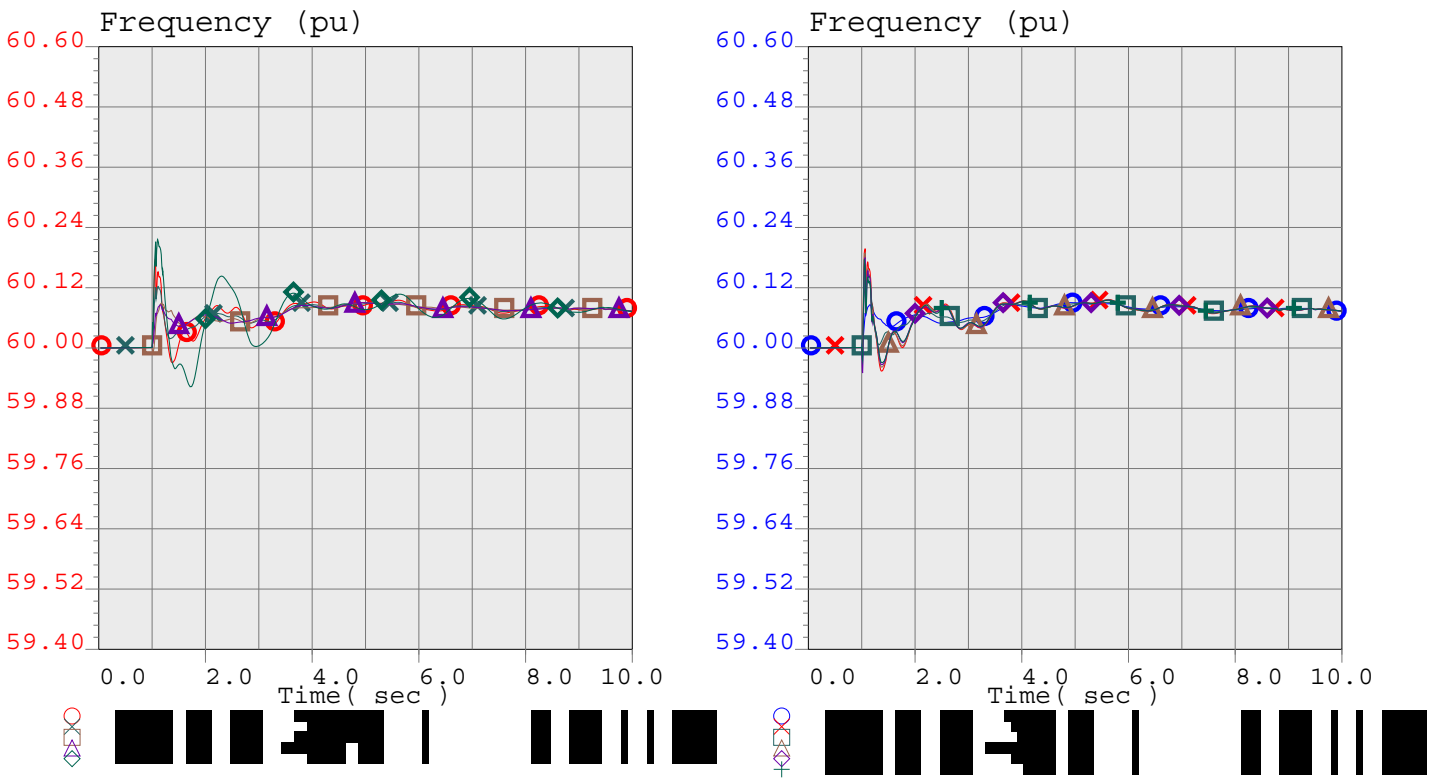




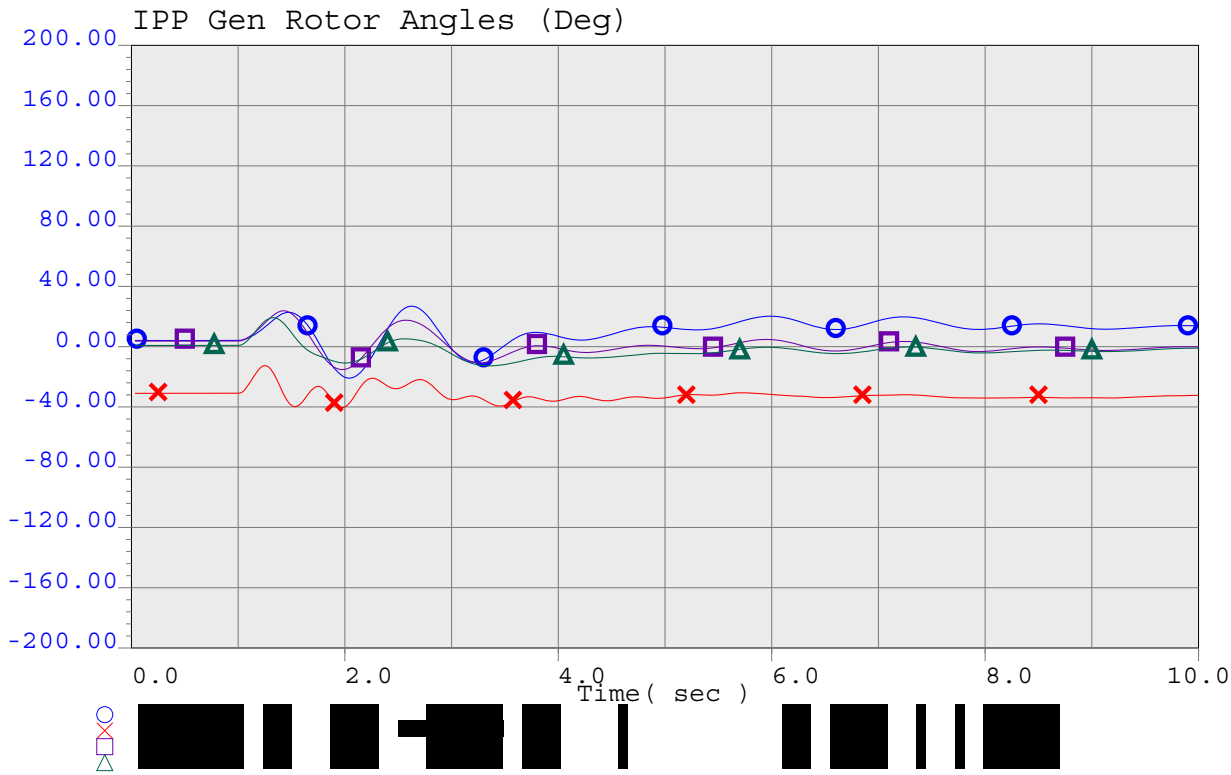


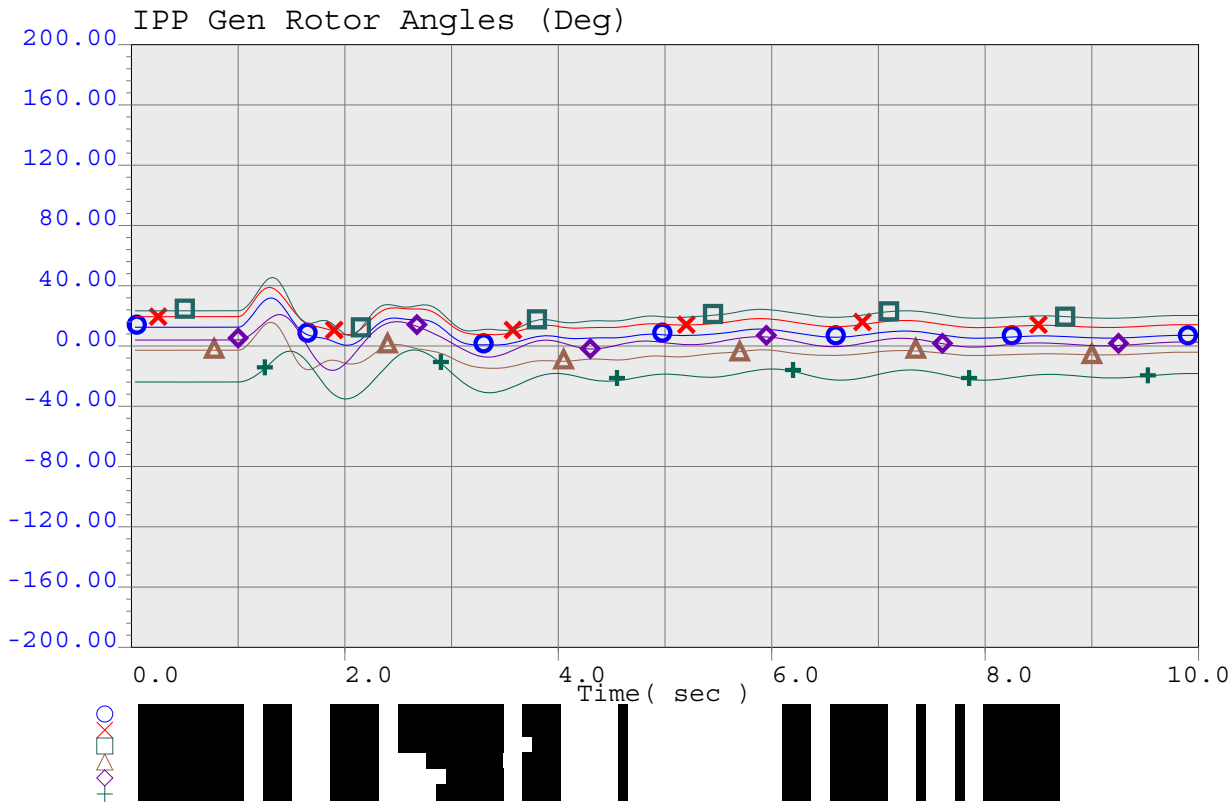
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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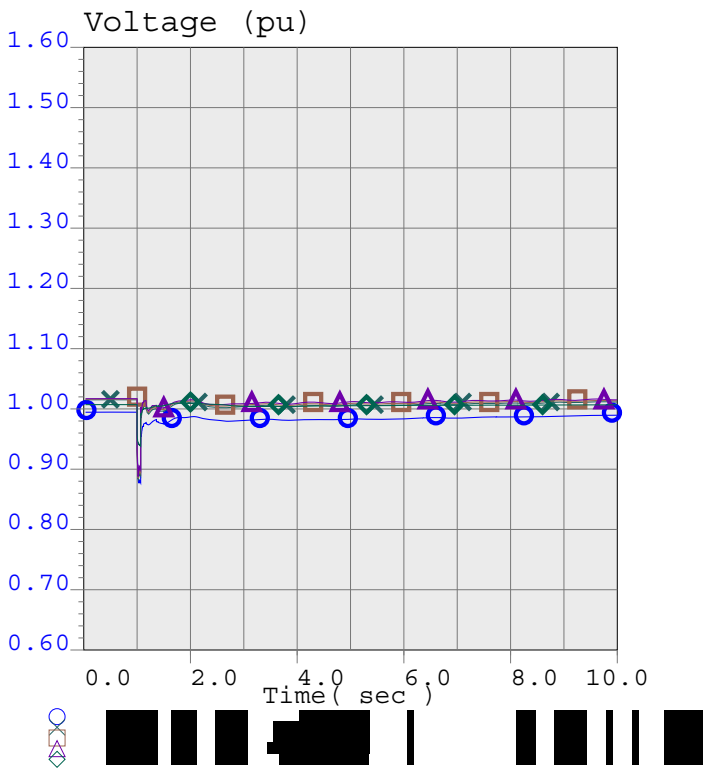

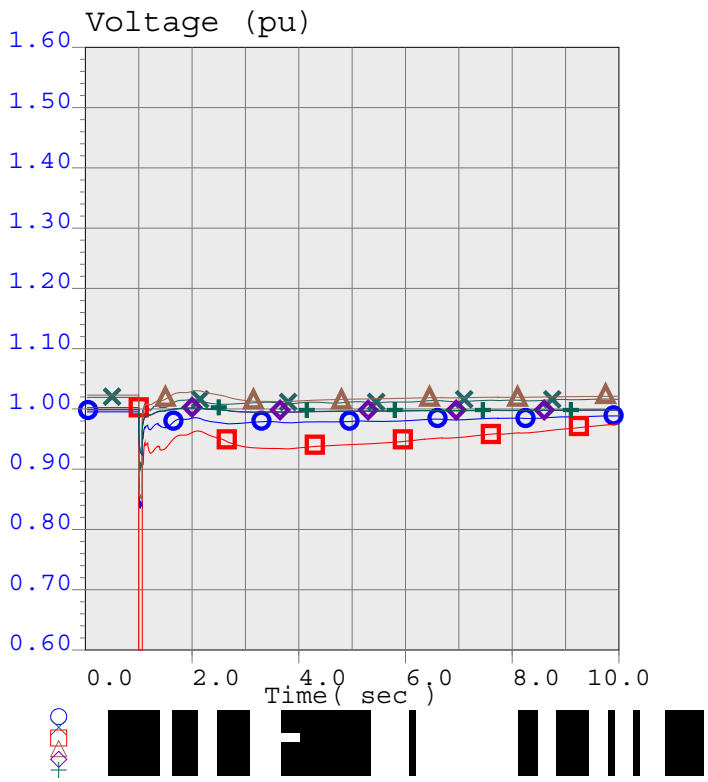

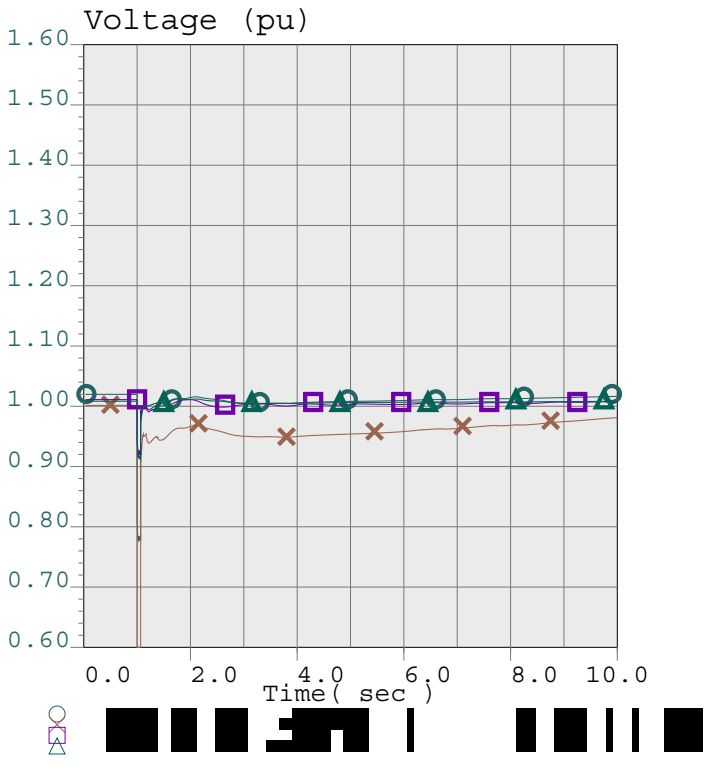

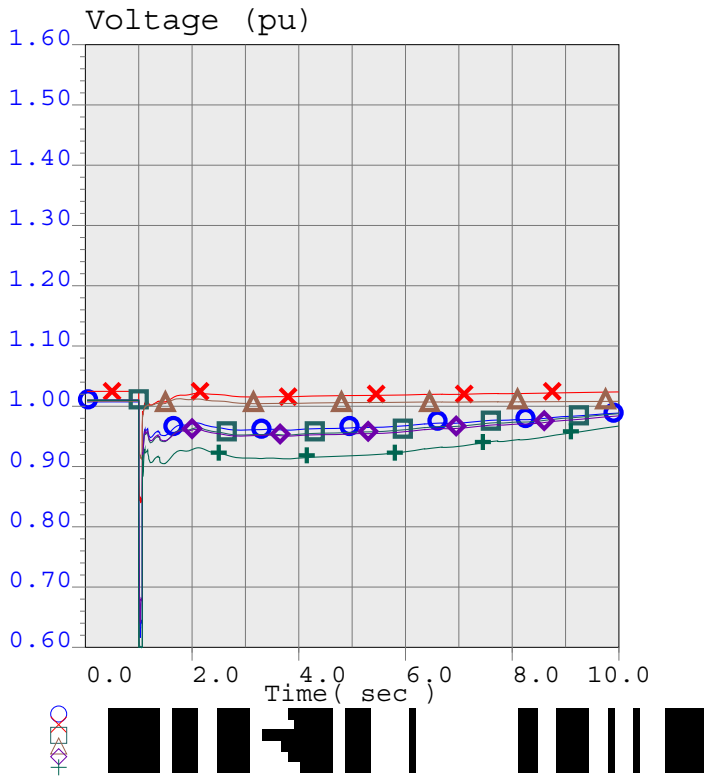

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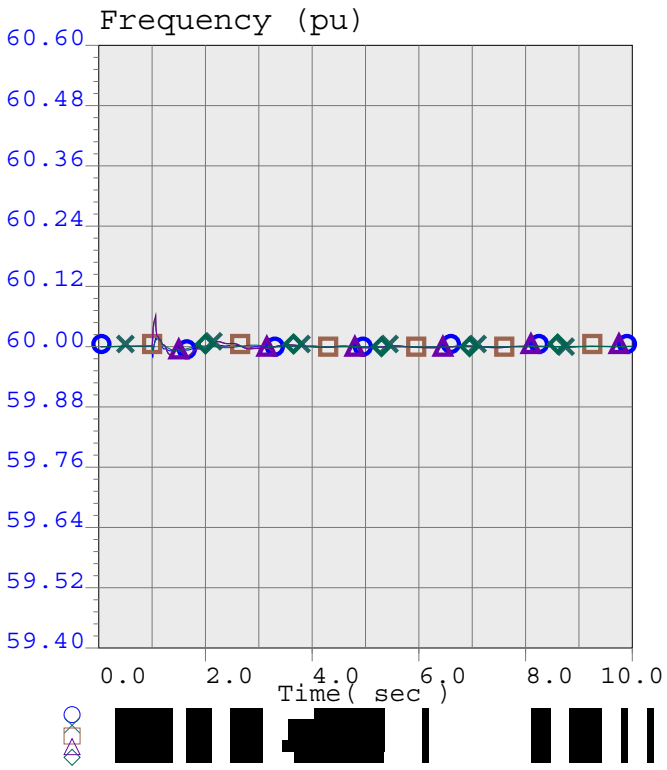
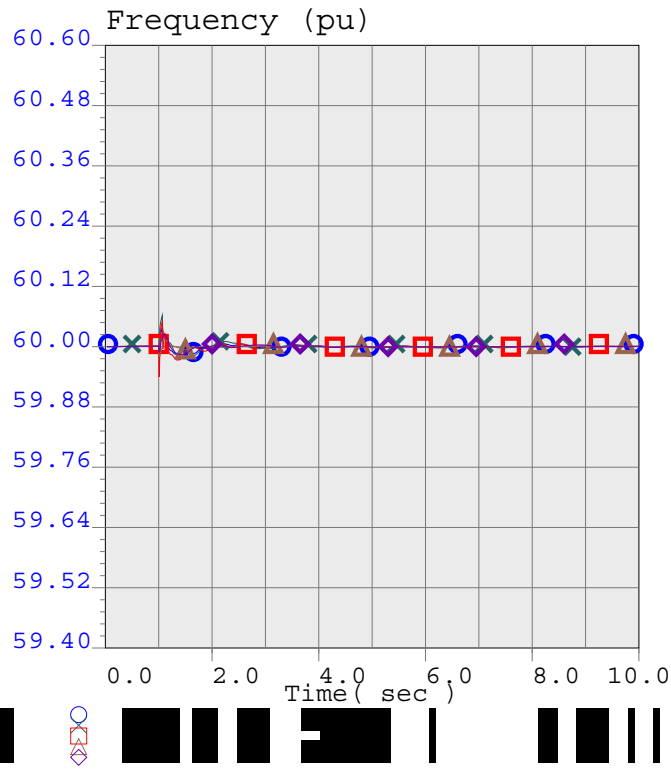
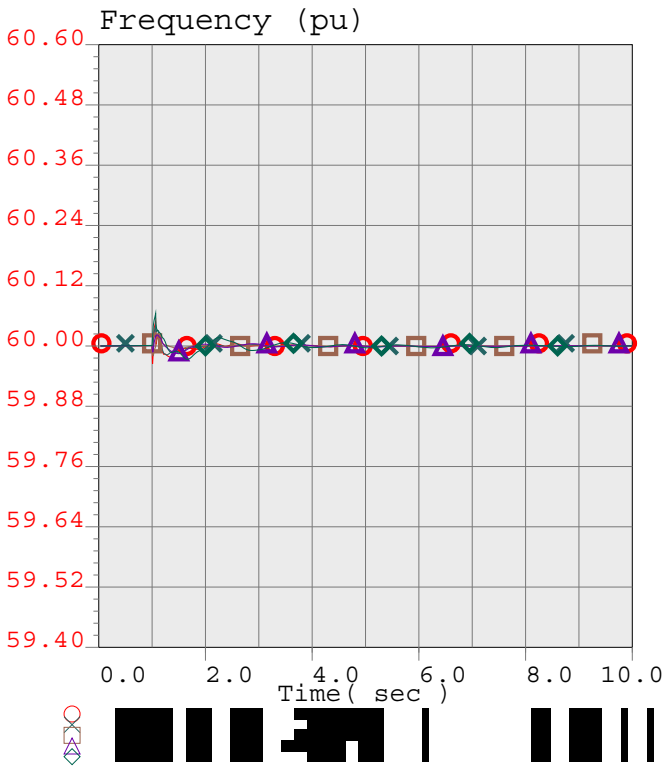
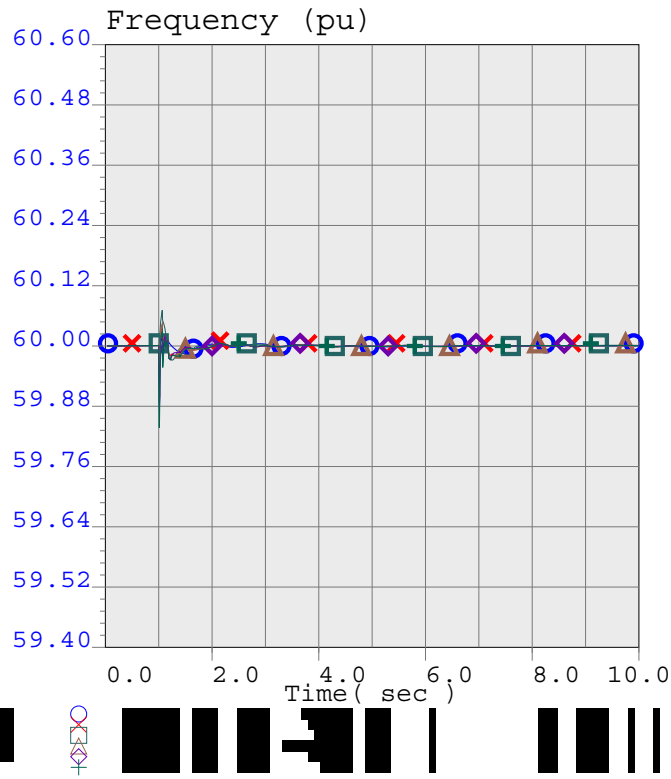
SYSTEM IMPACT STUDY (Frequency)

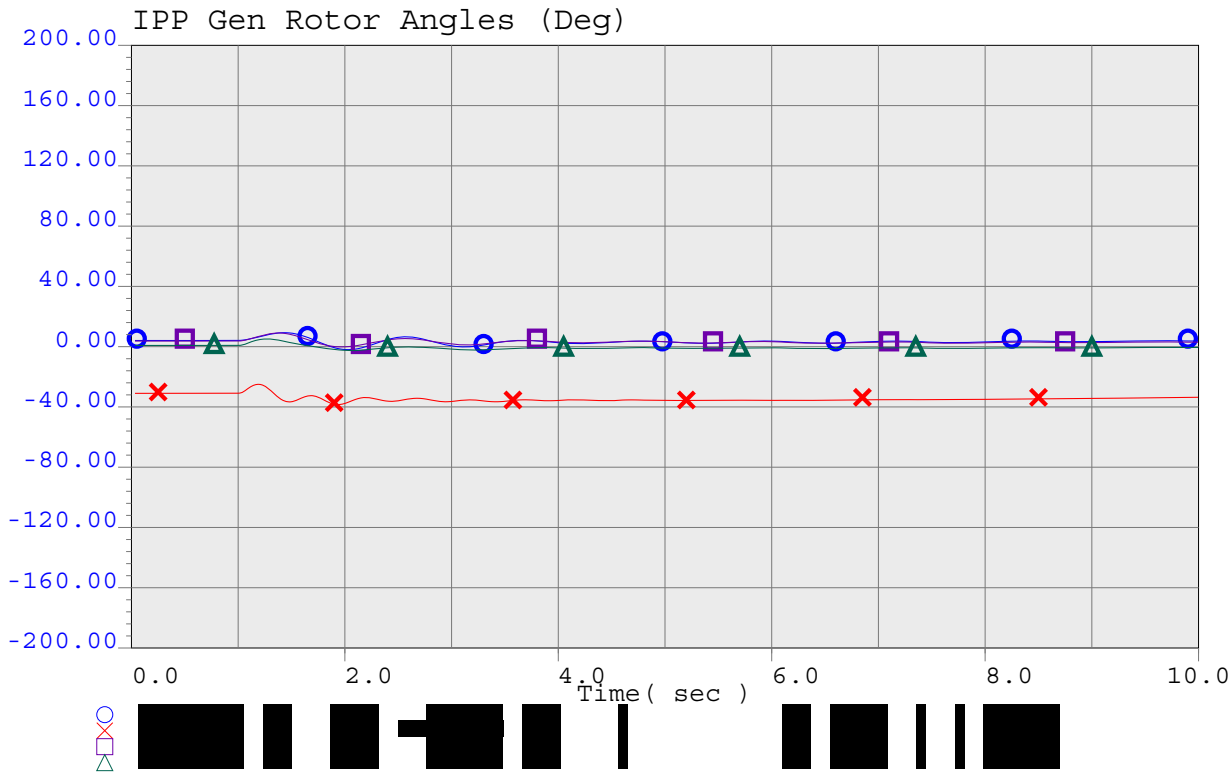


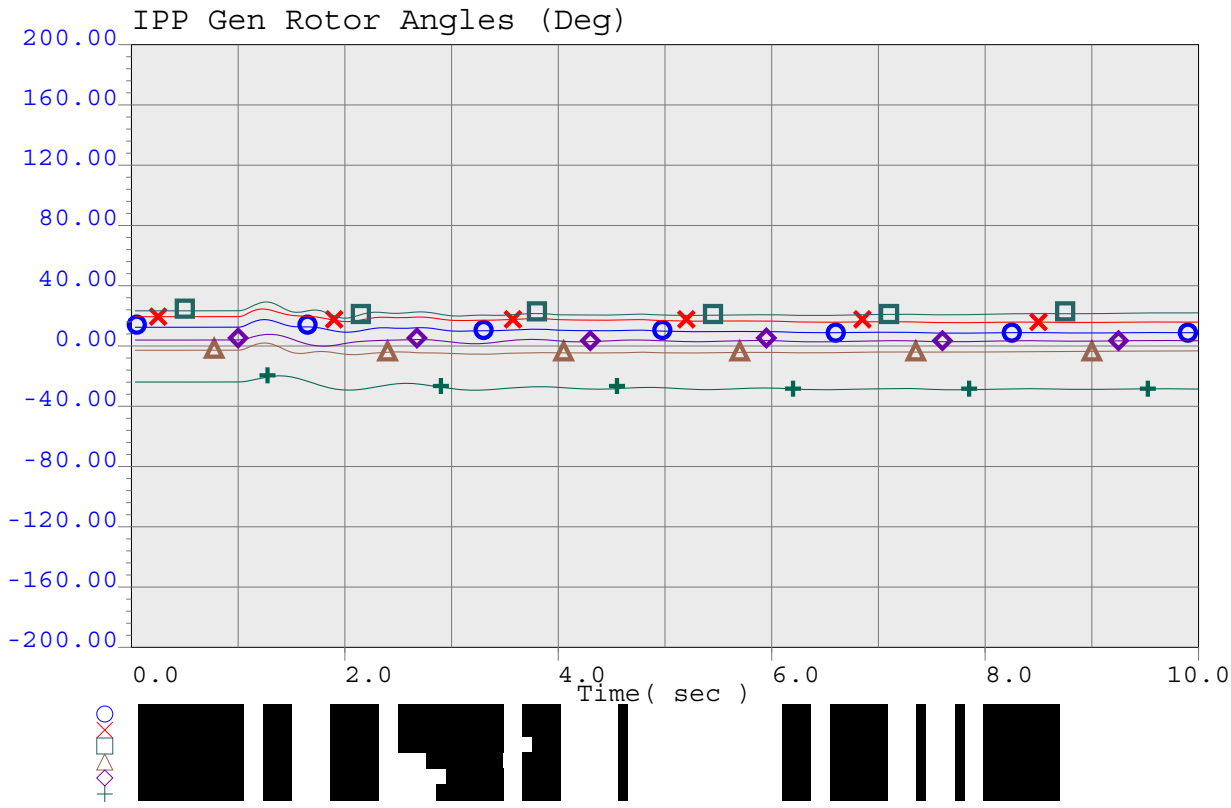




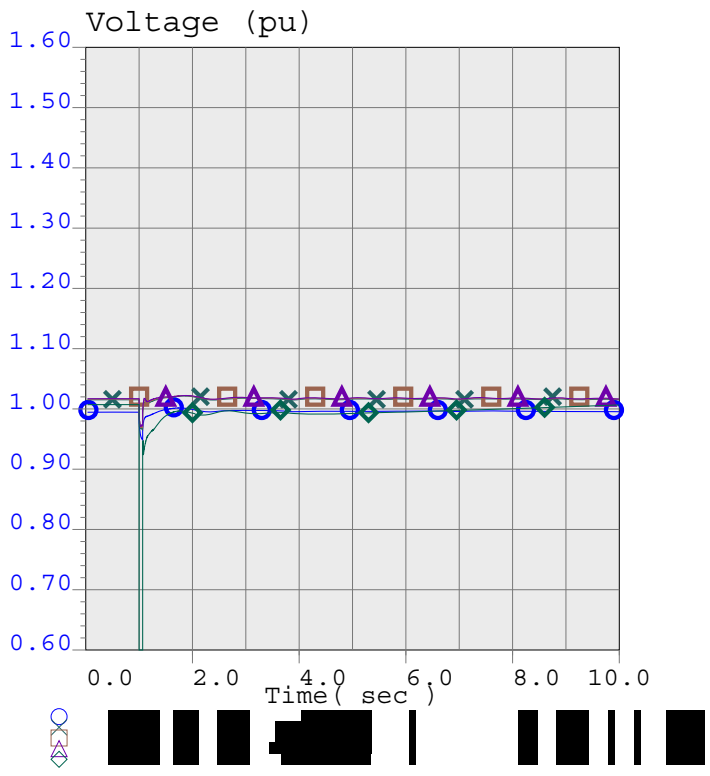


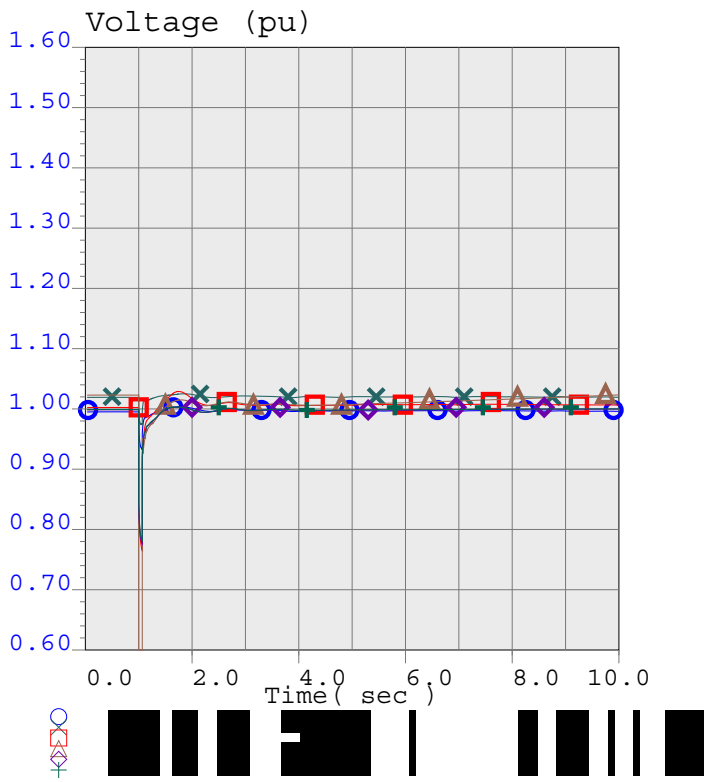
SYSTEM IMPACT STUDY (Rotor Angles)

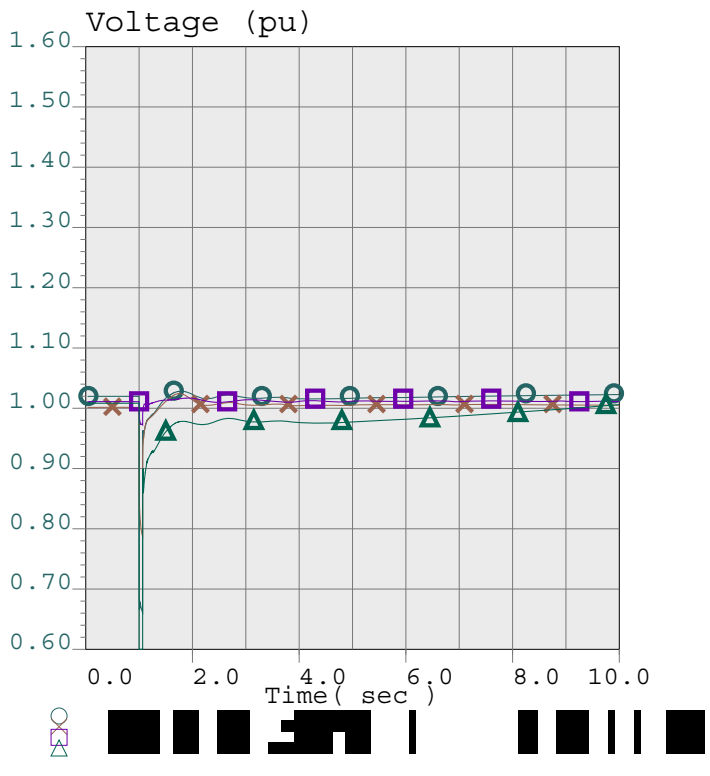


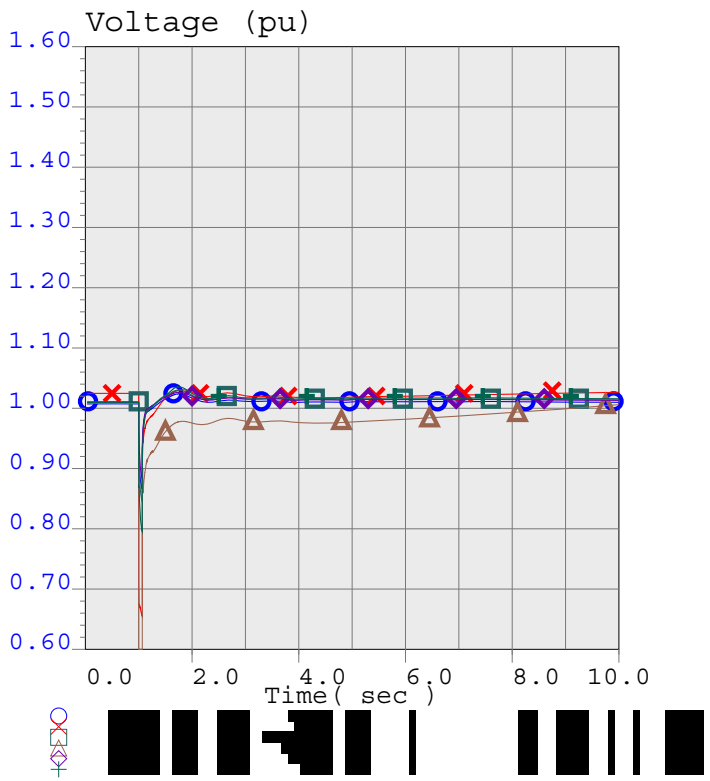


SYSTEM IMPACT STUDY (Voltage)

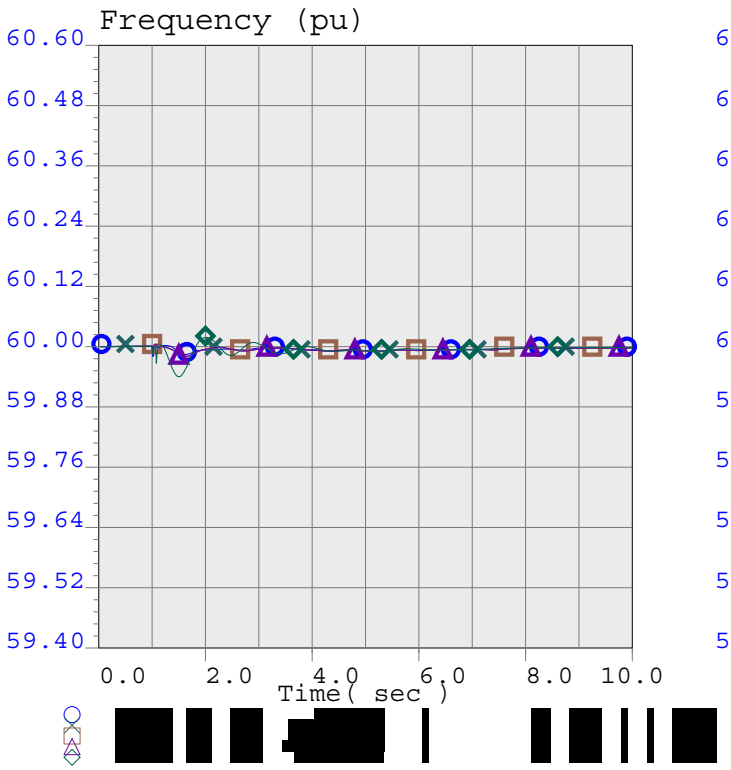


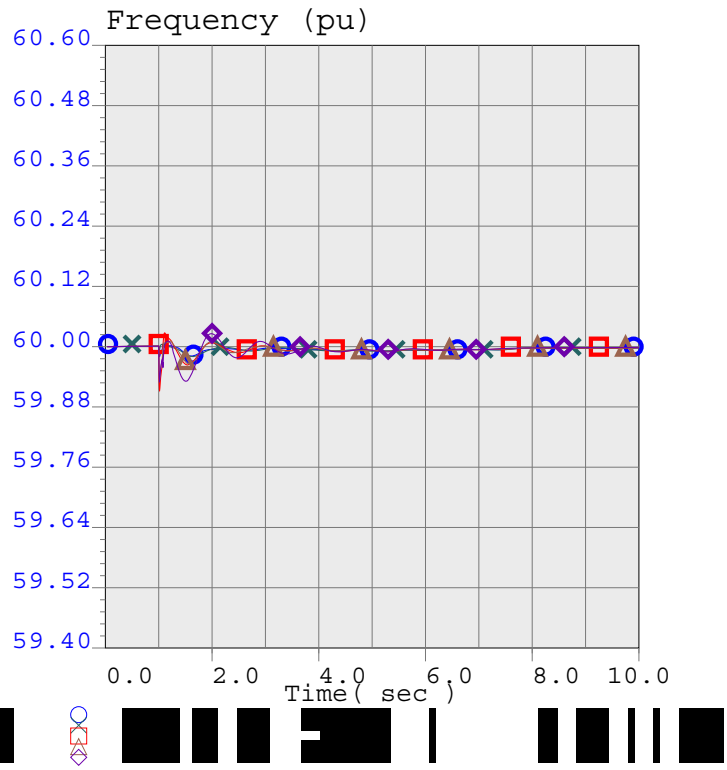


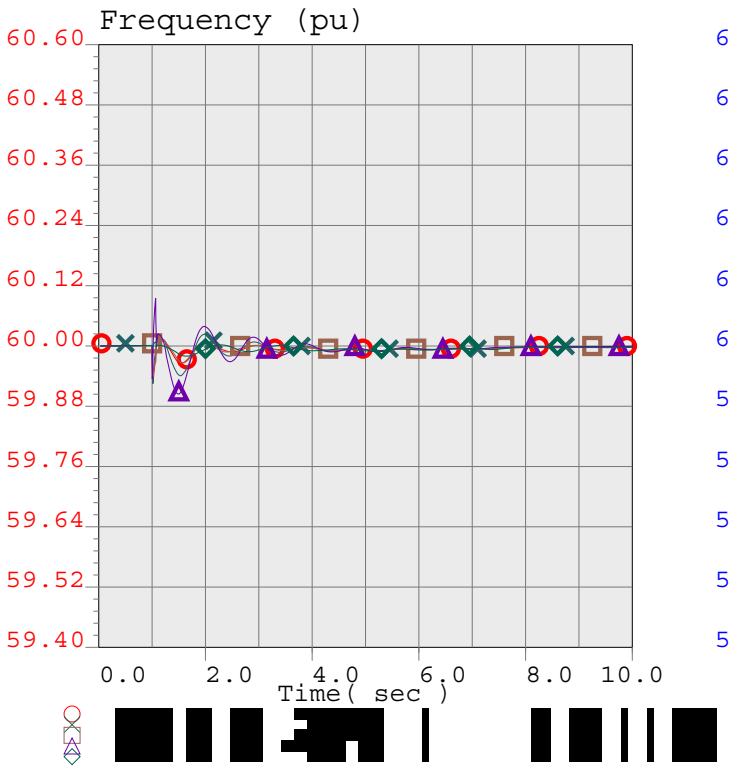


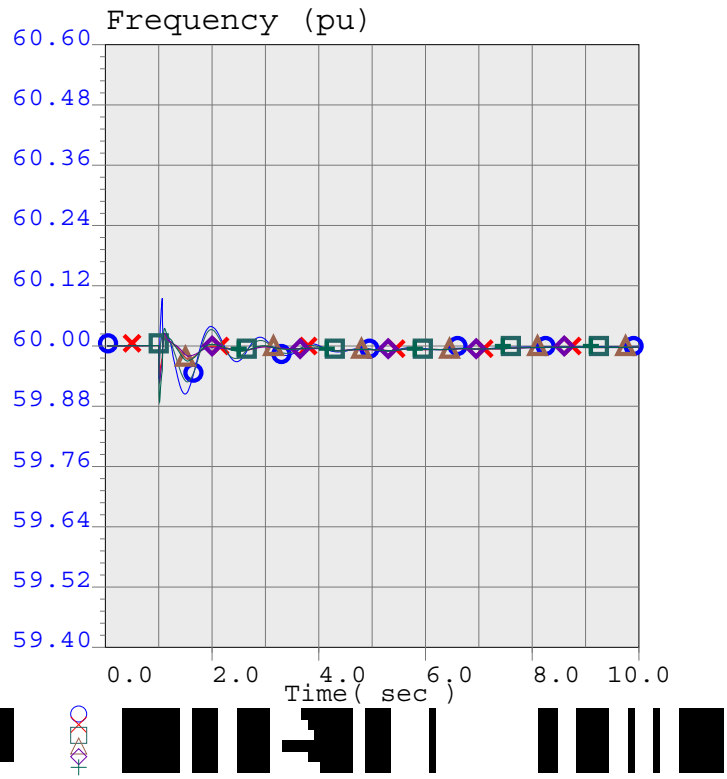


SYSTEM IMPACT STUDY (Frequency)

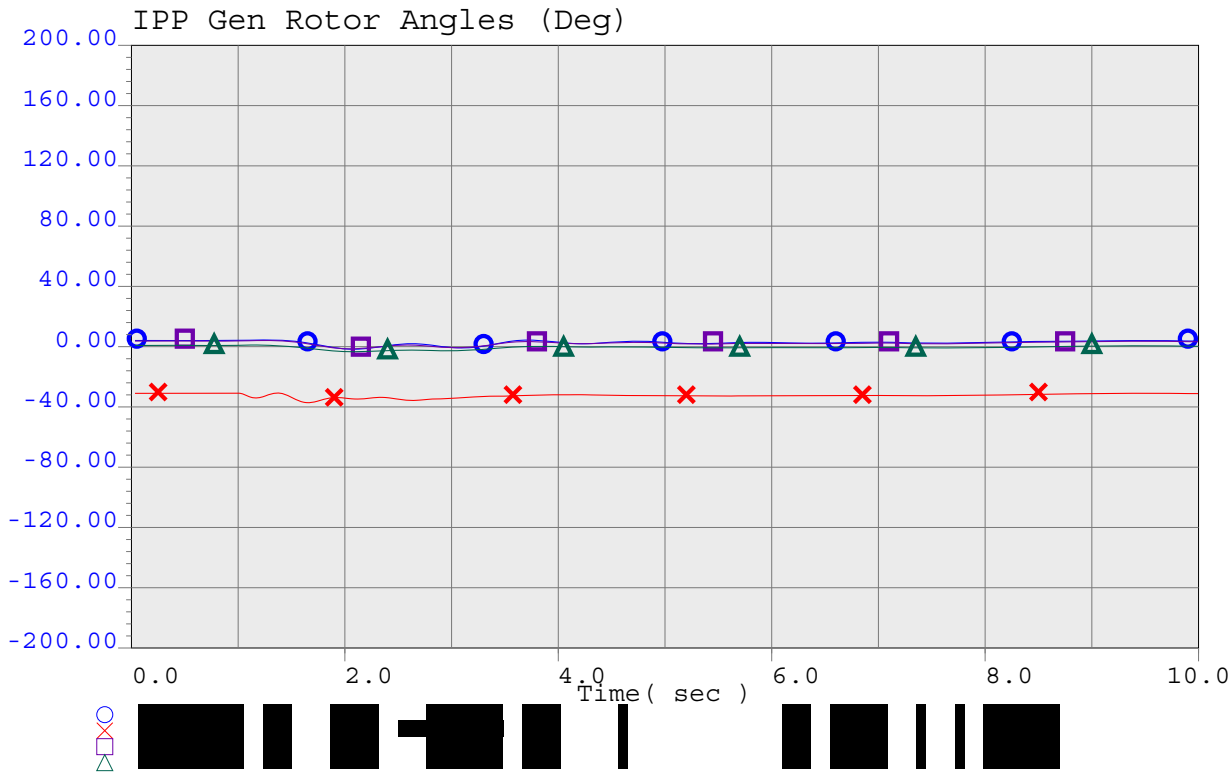


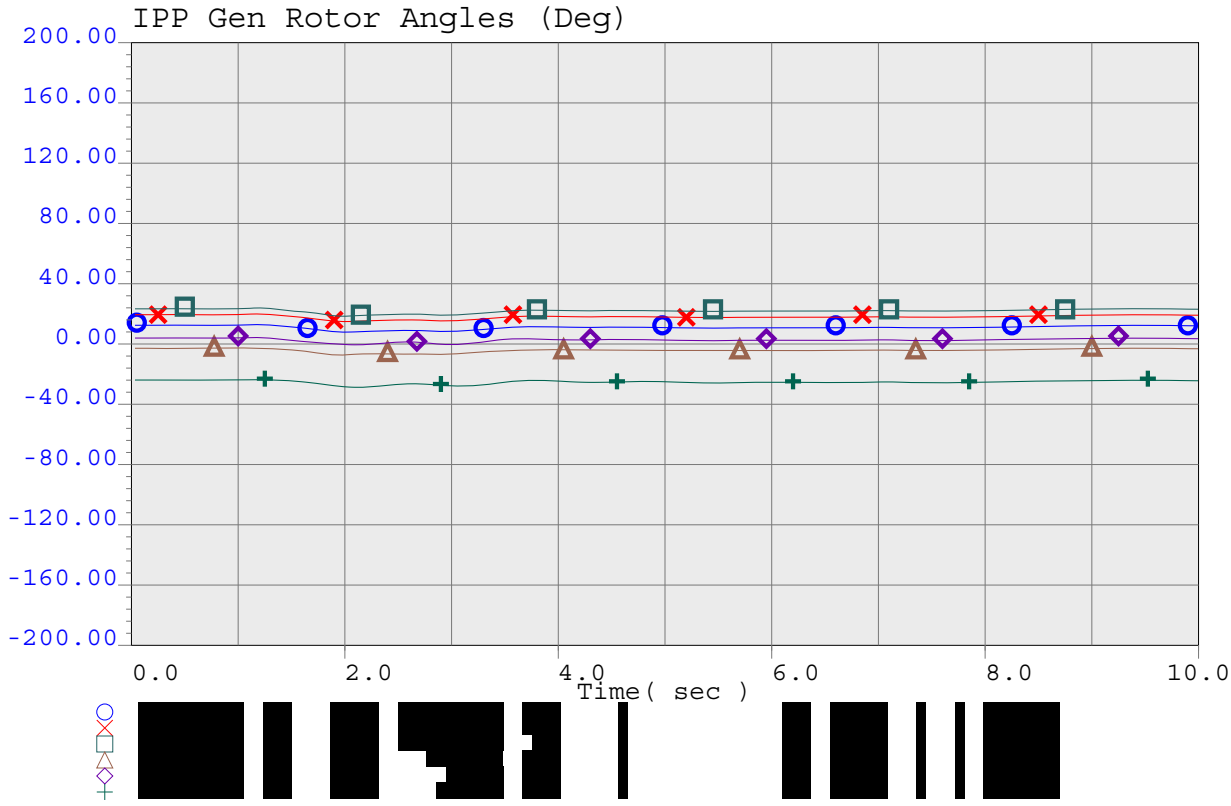




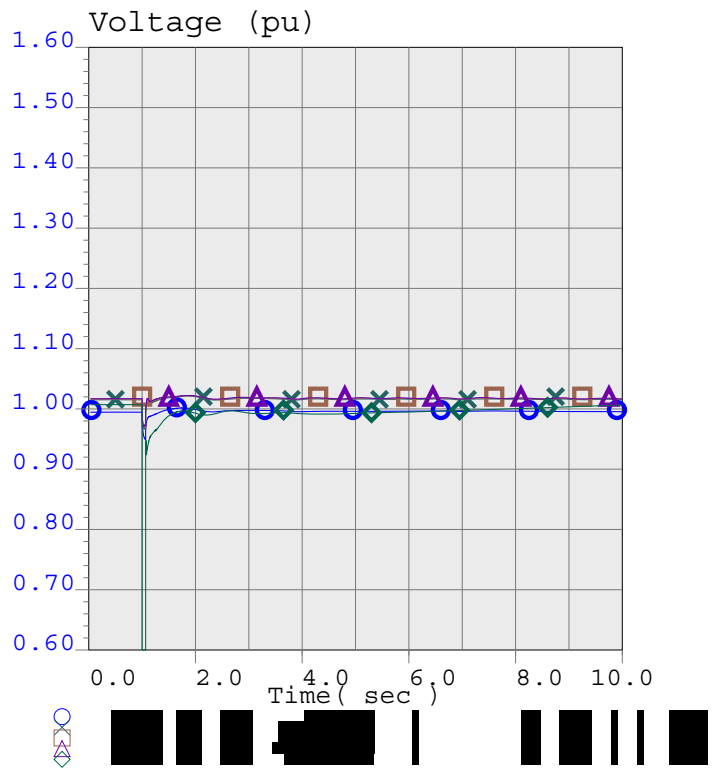


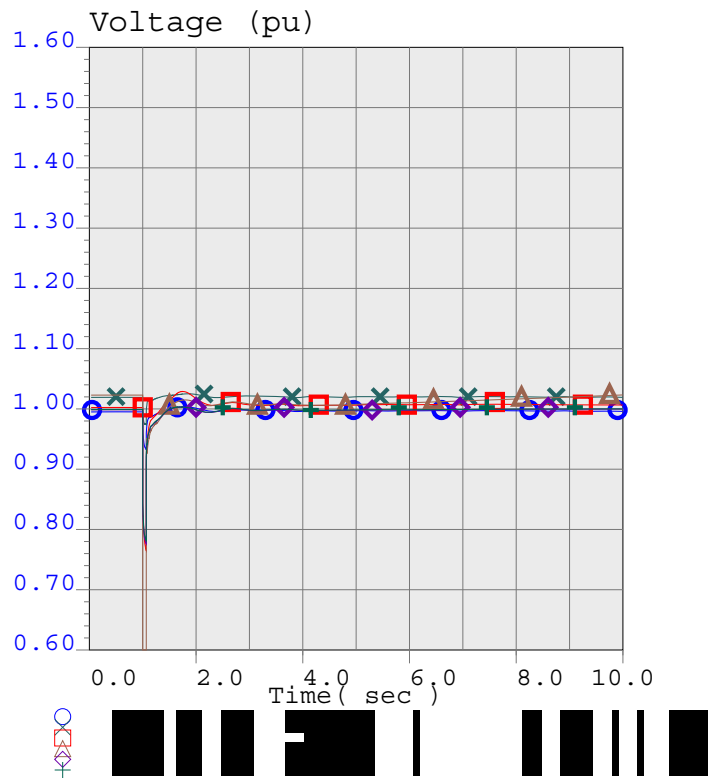
SYSTEM IMPACT STUDY (Rotor Angles)

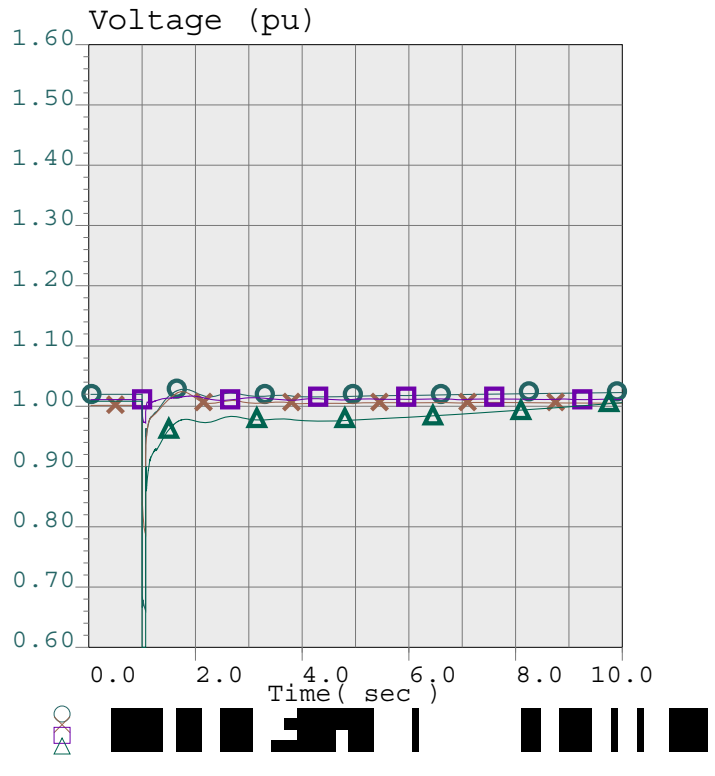


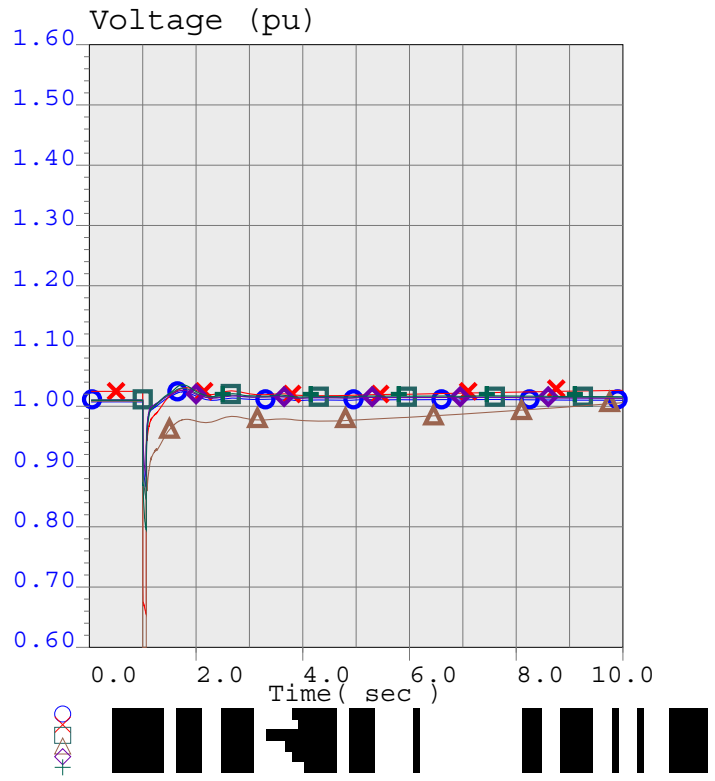


SYSTEM IMPACT STUDY (Voltage)

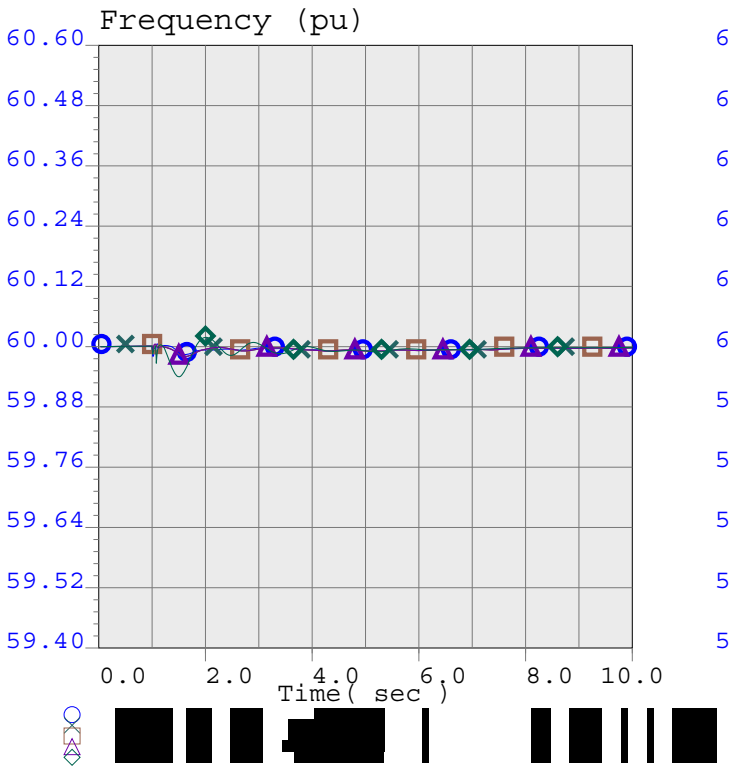


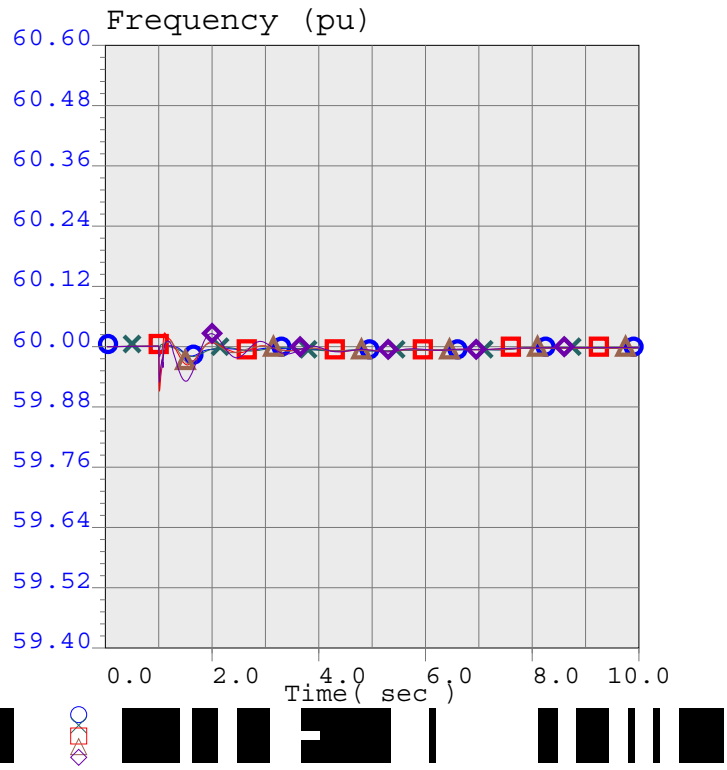


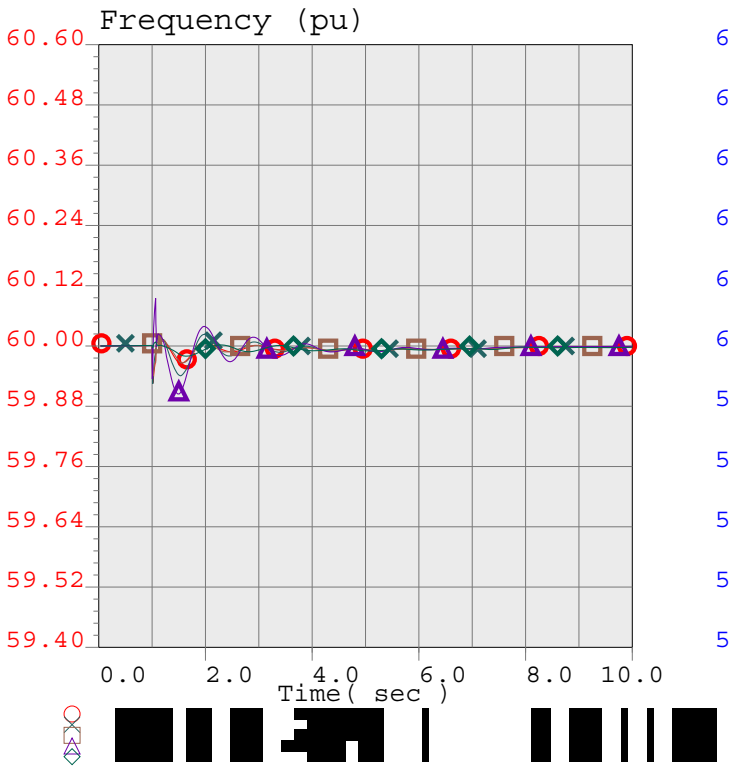


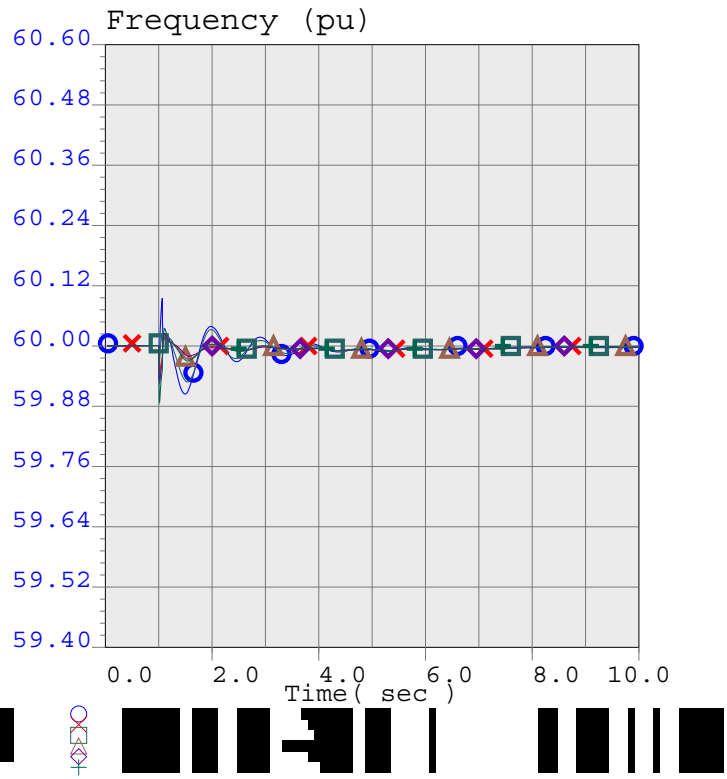


SYSTEM IMPACT STUDY (Frequency)

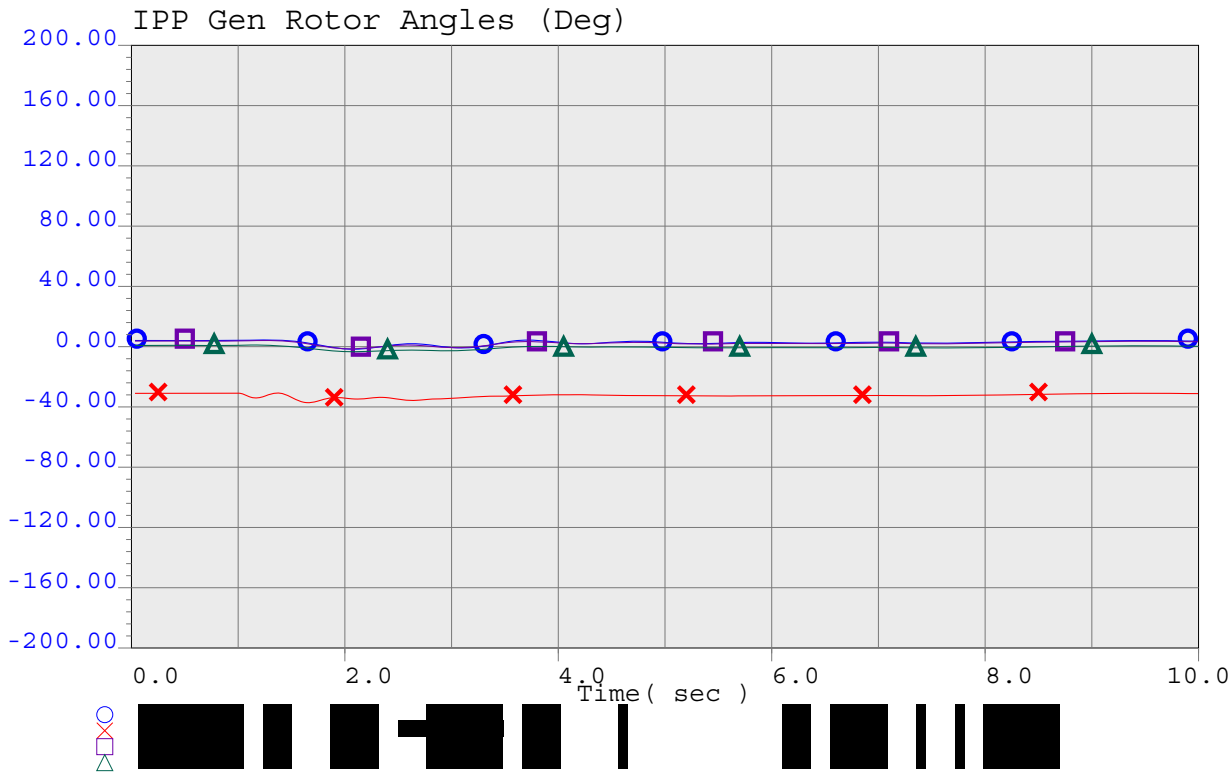


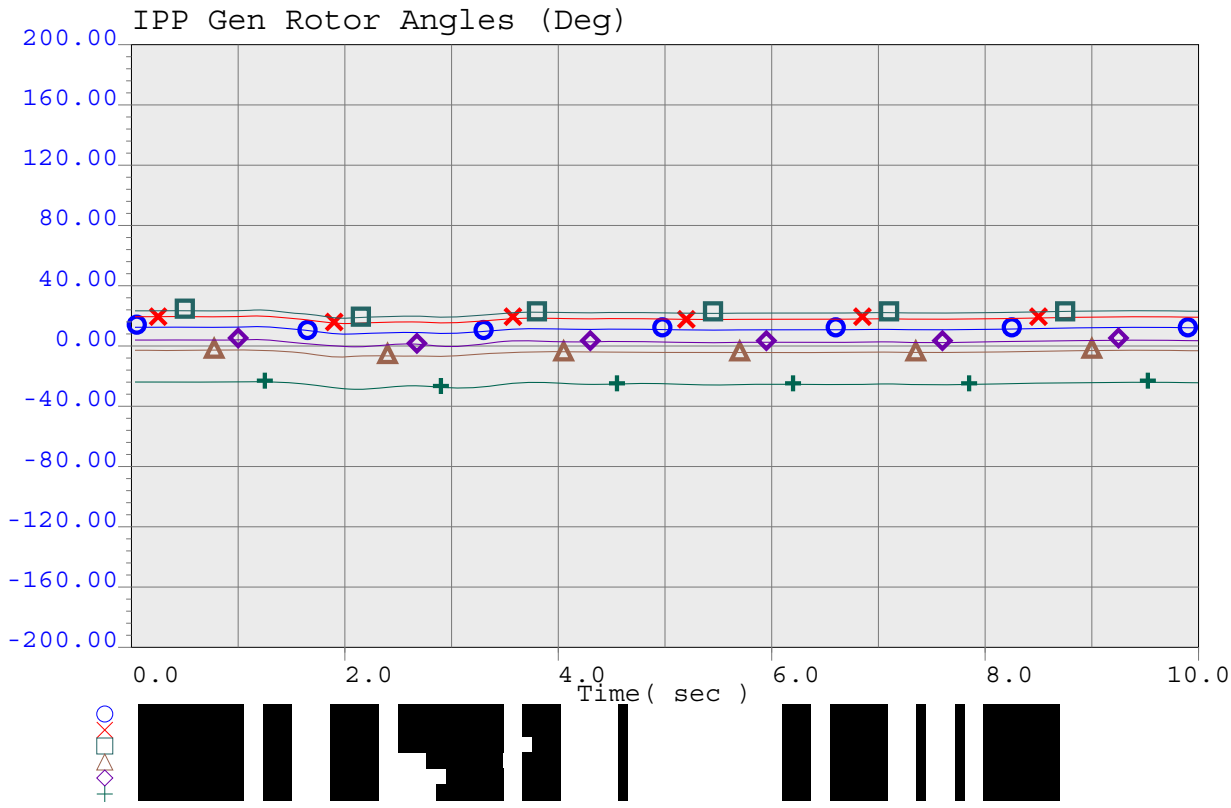




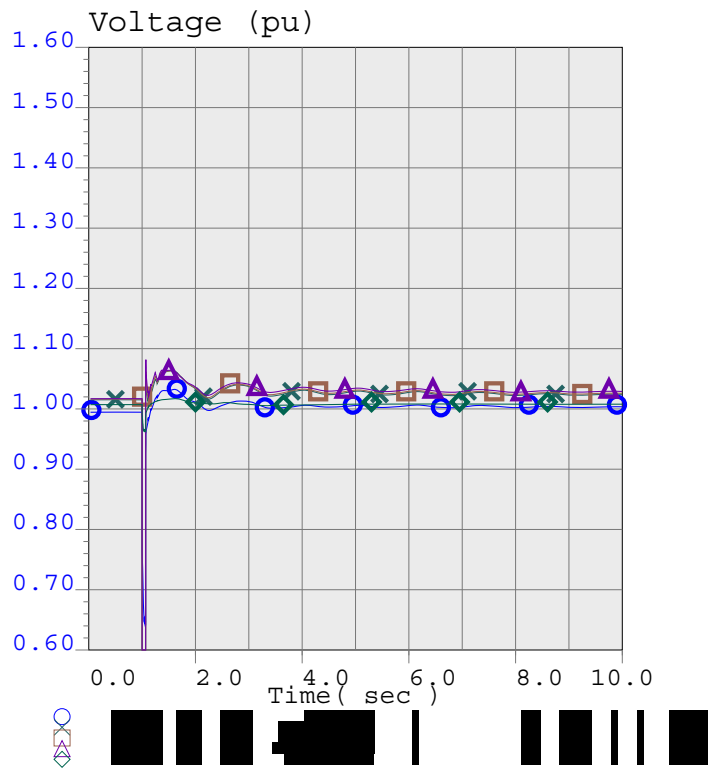


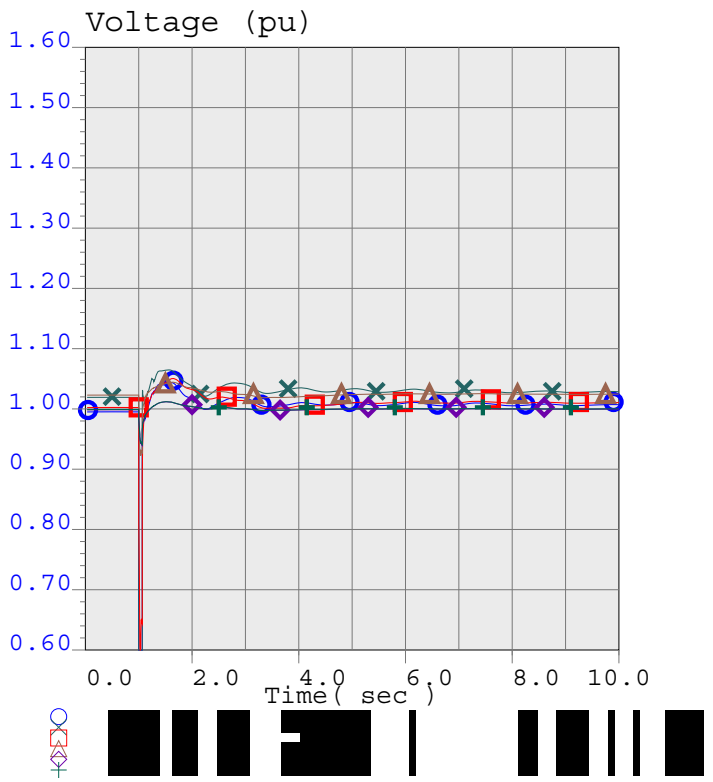
SYSTEM IMPACT STUDY (Rotor Angles)

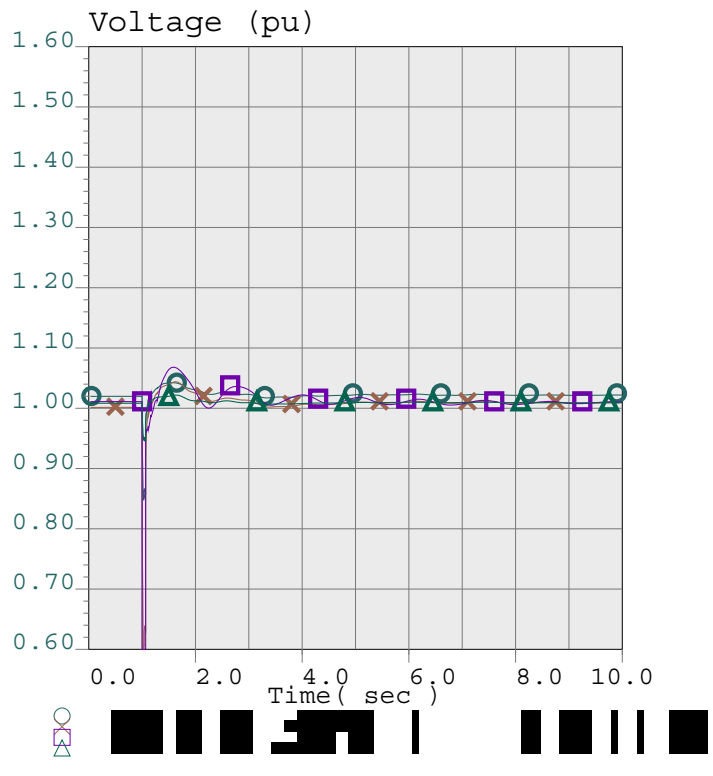




SYSTEM IMPACT STUDY (Voltage)







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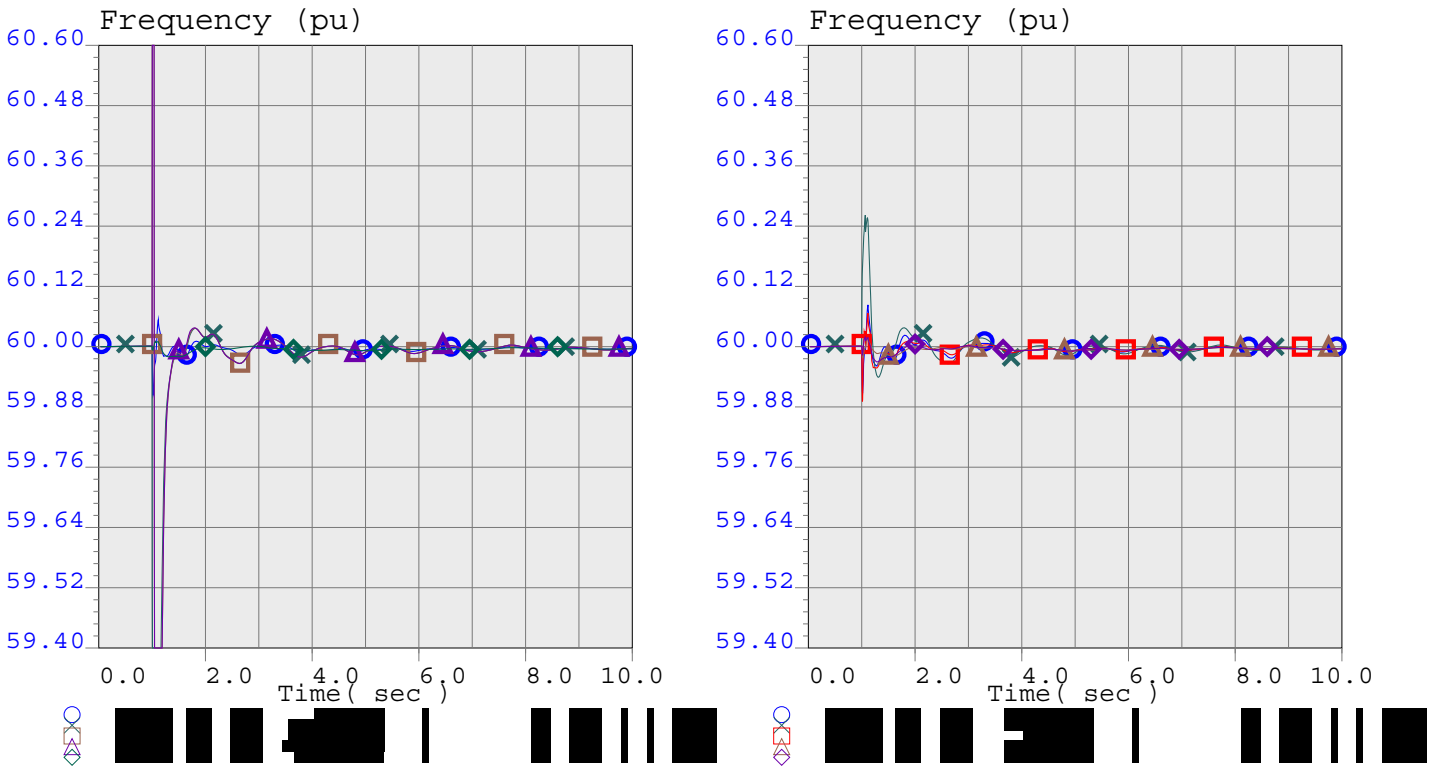
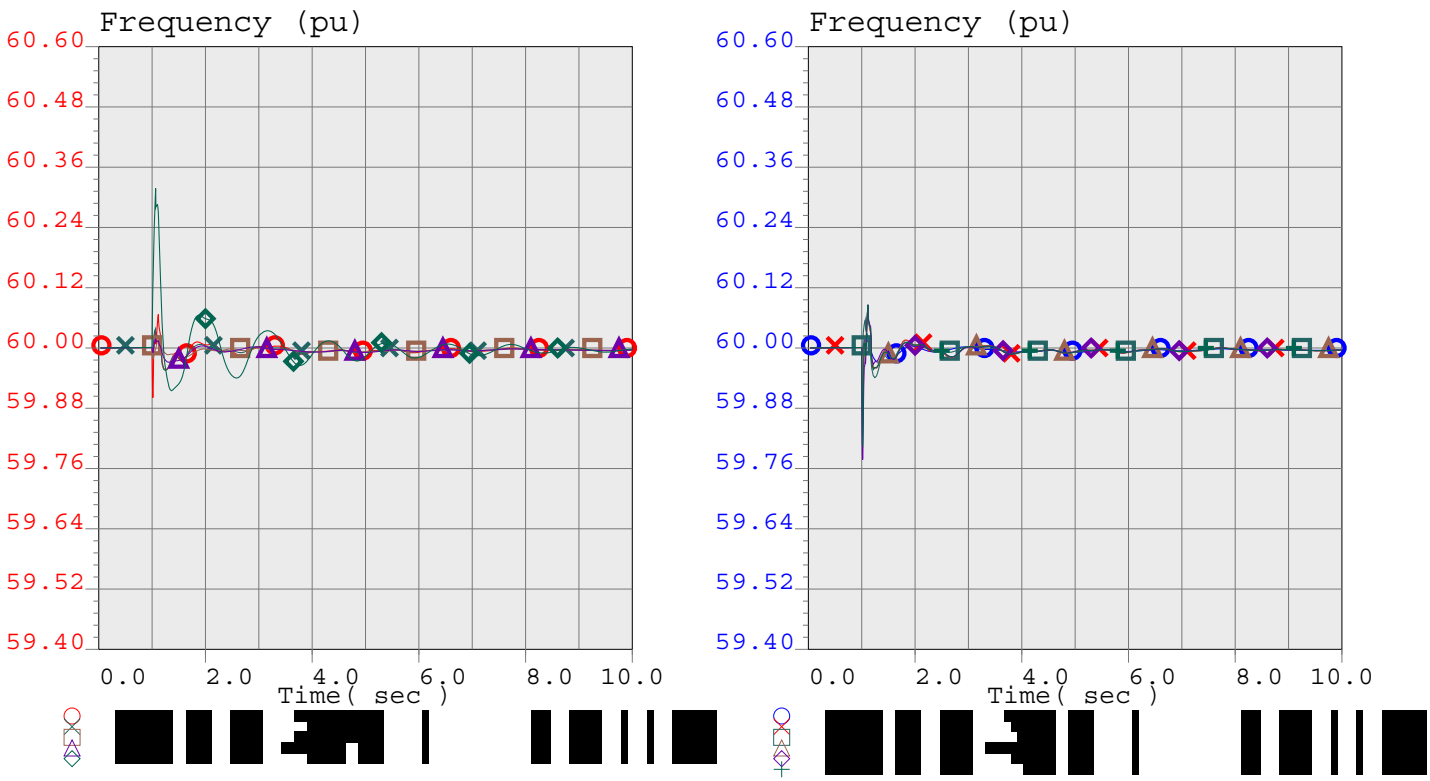
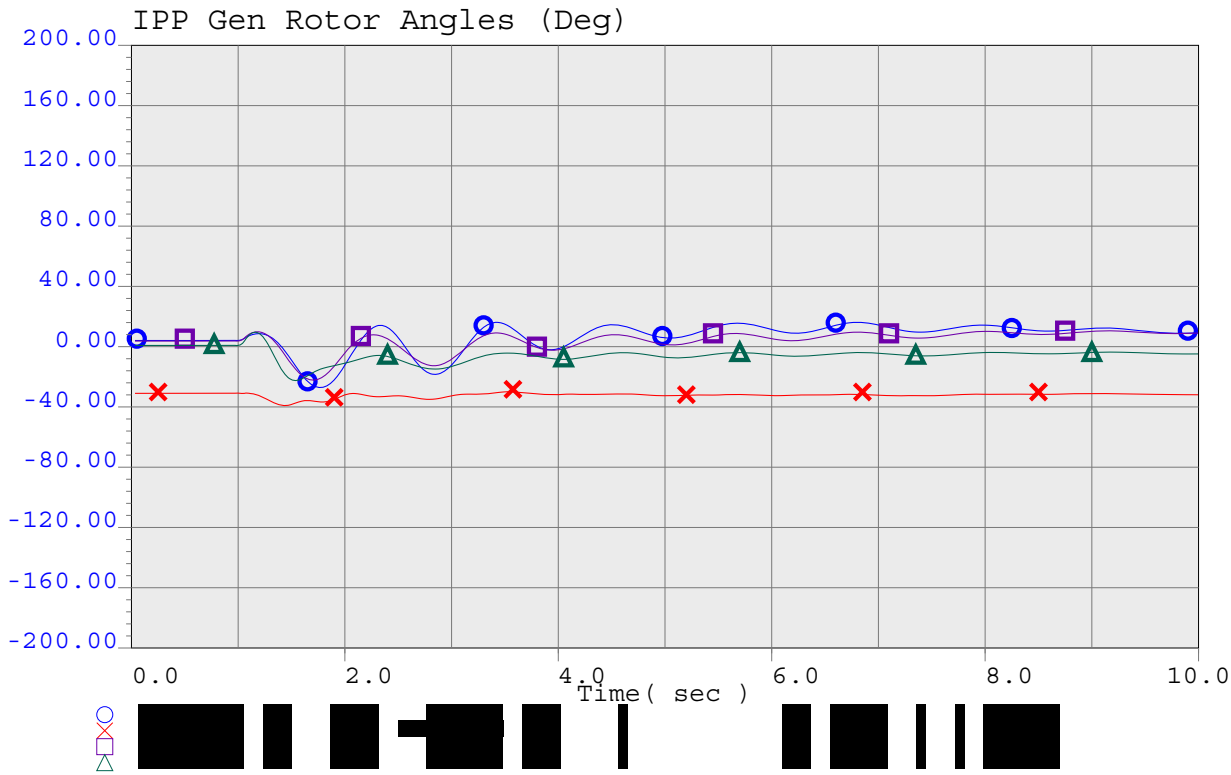
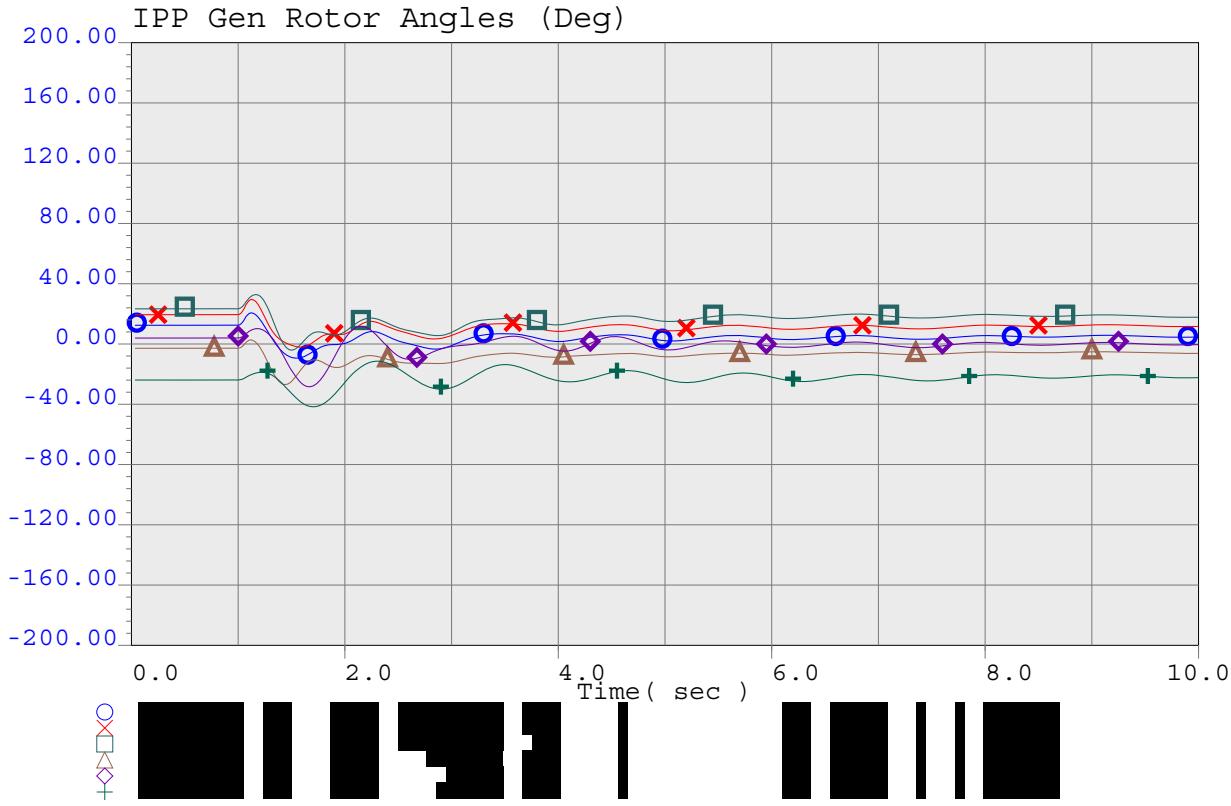
SYSTEM IMPACT STUDY (Frequency)



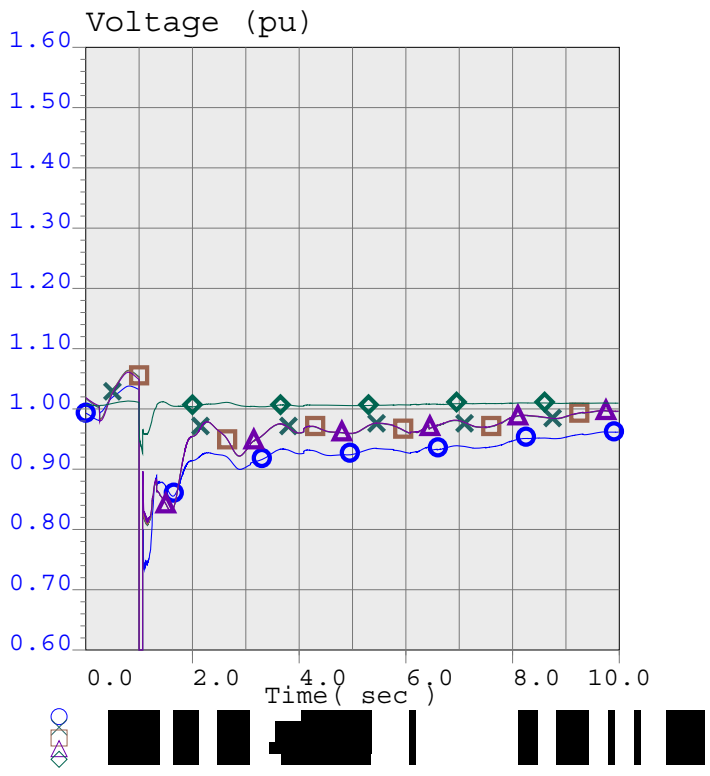


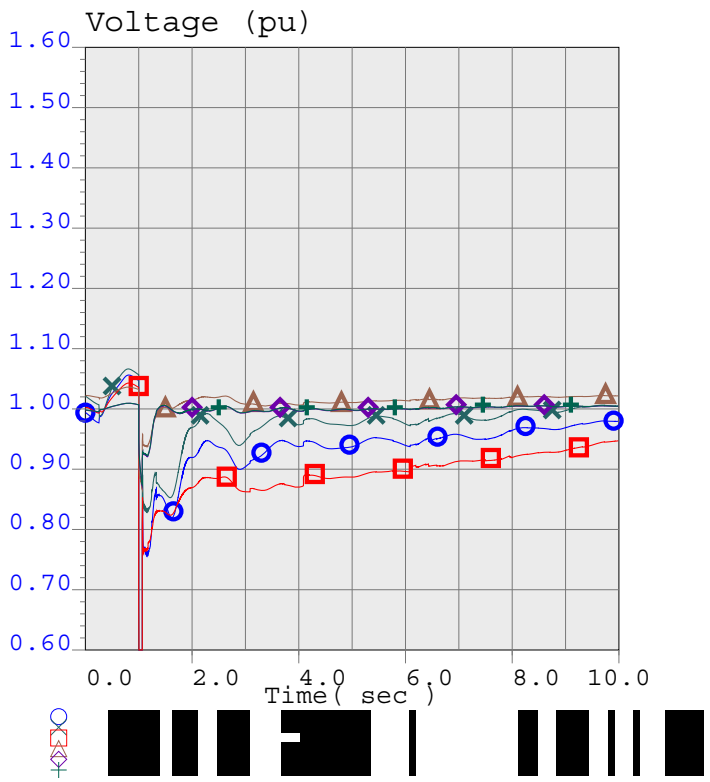
SYSTEM IMPACT STUDY (Rotor Angles)

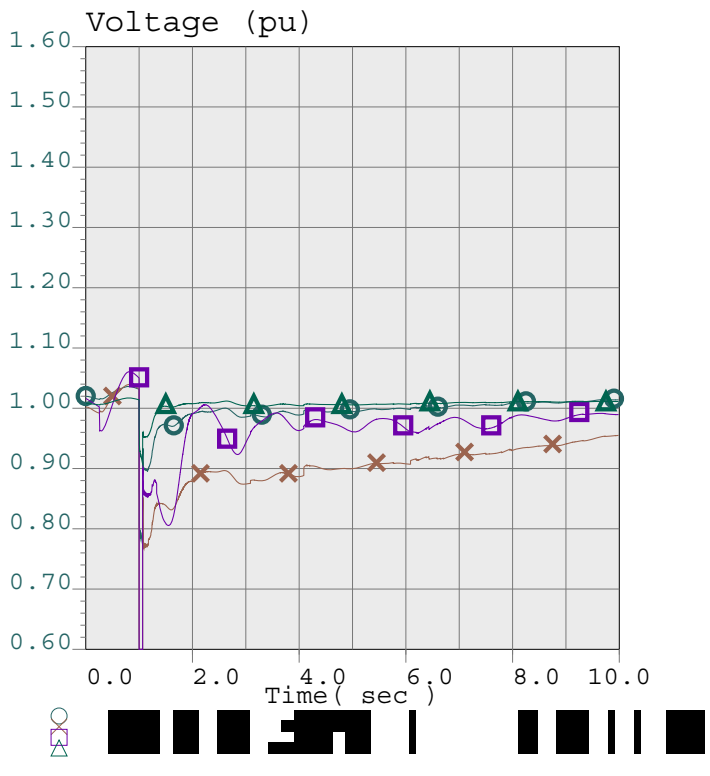


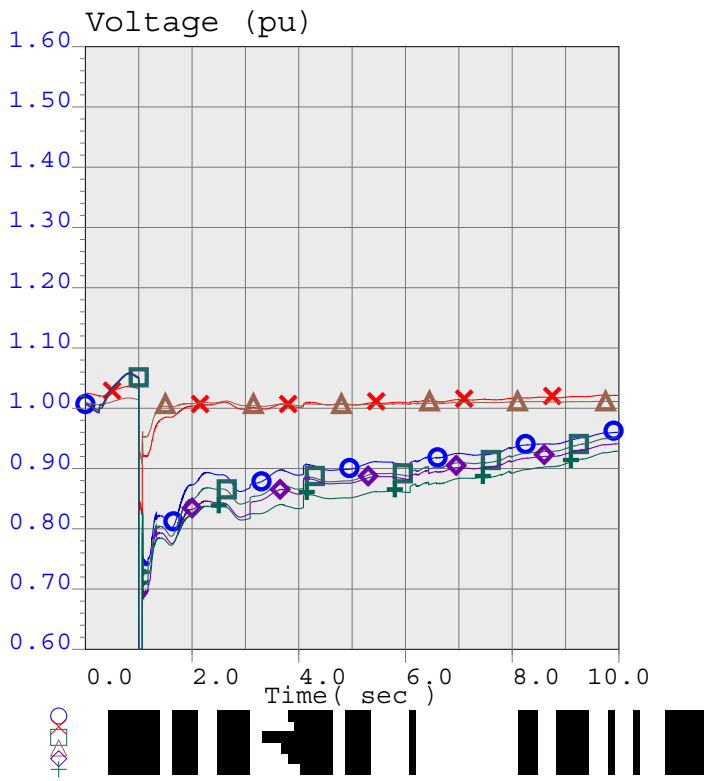


SYSTEM IMPACT STUDY (Voltage)









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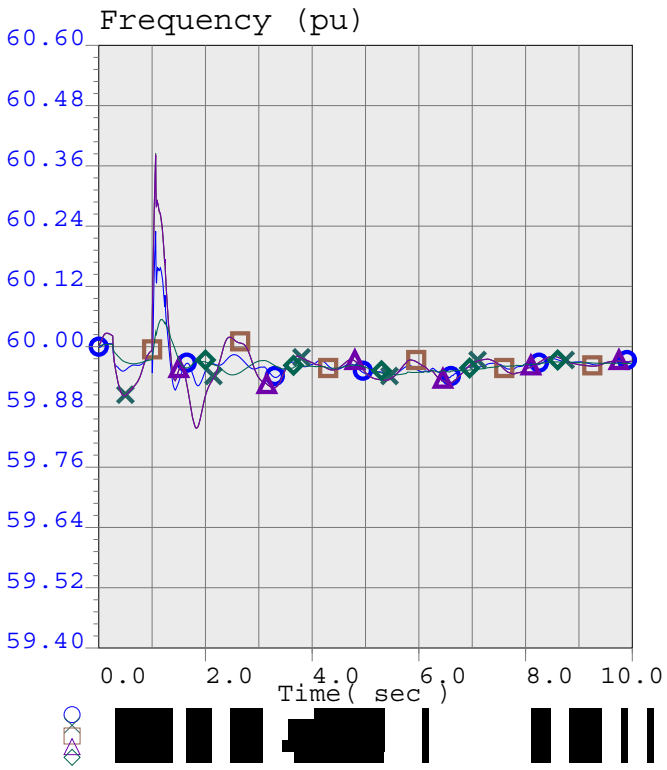
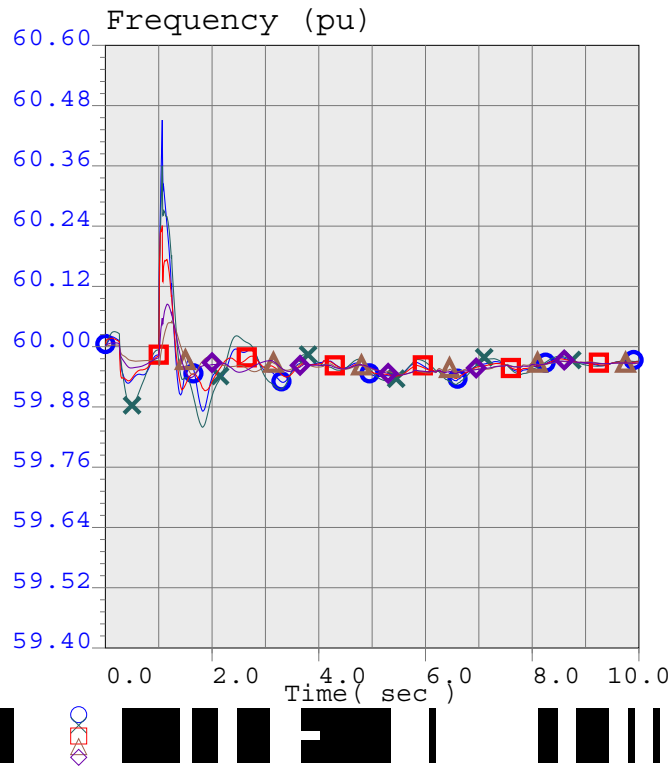
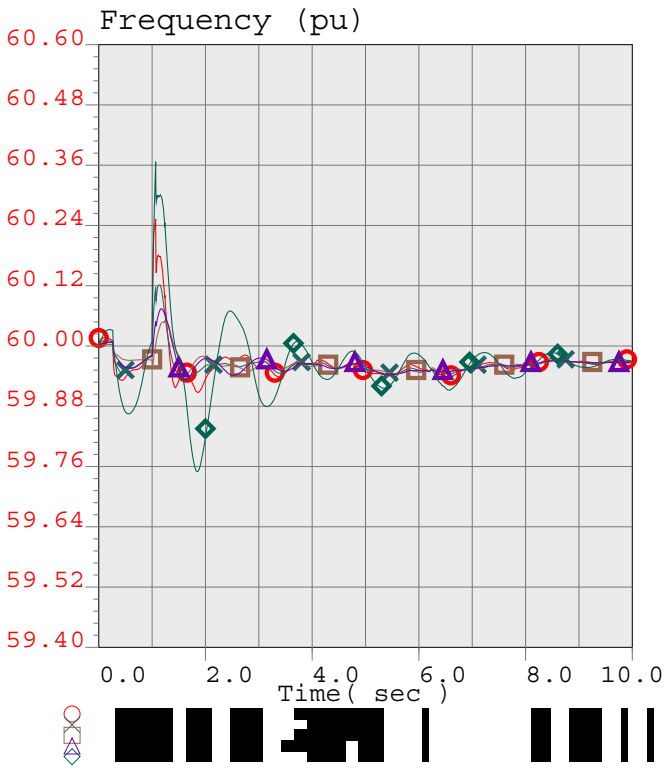
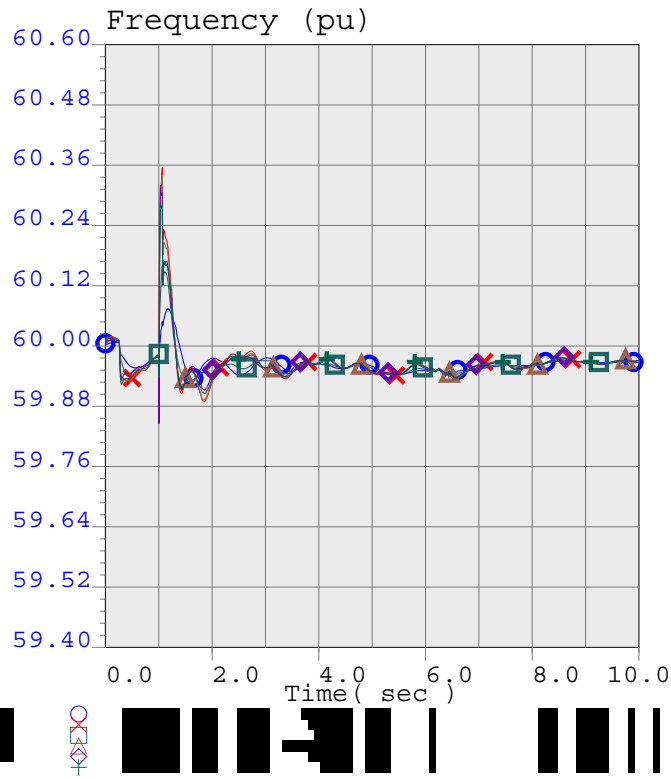
SYSTEM IMPACT STUDY (Frequency)

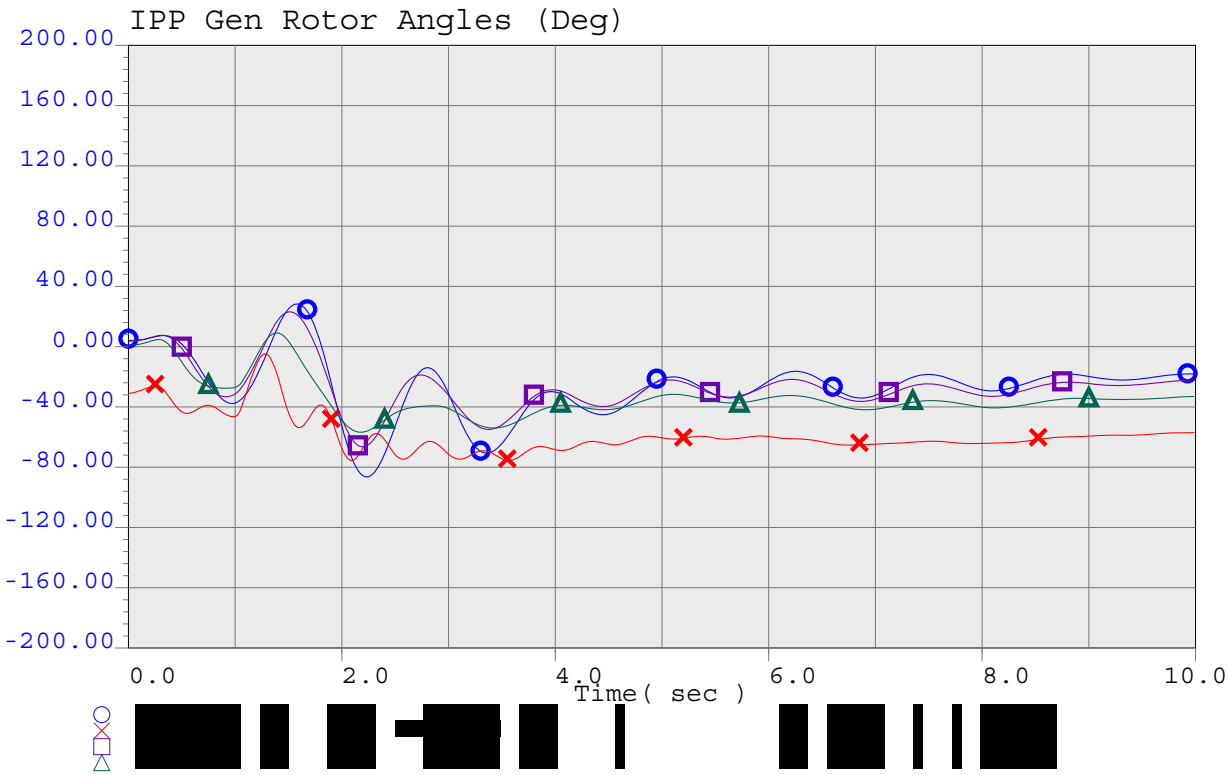


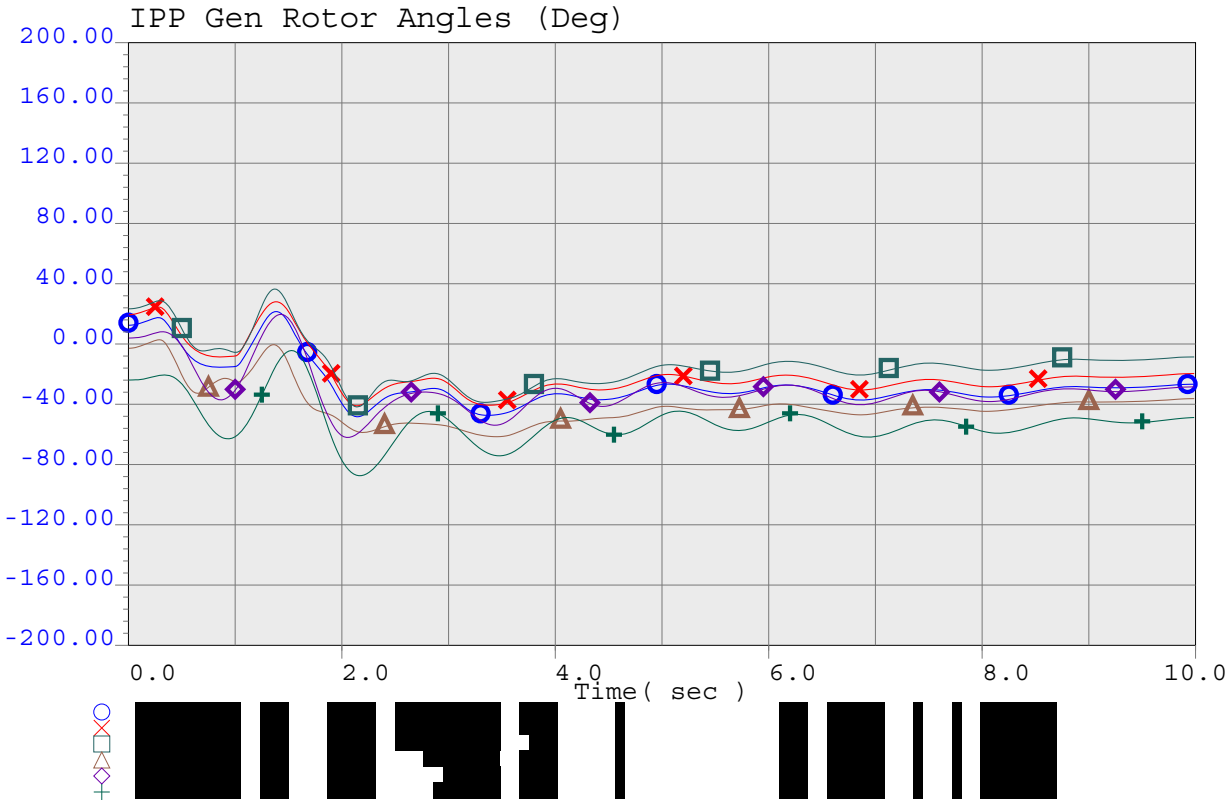




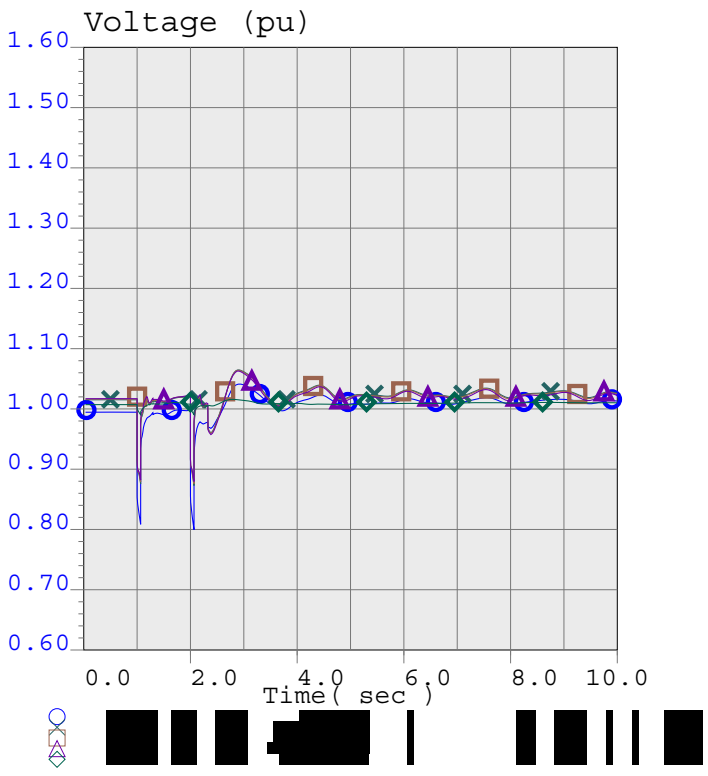


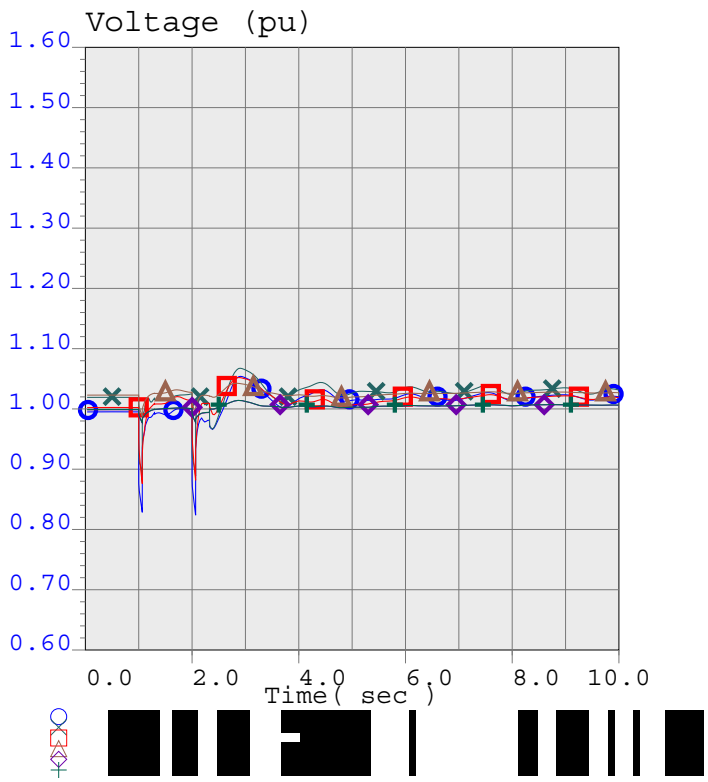
SYSTEM IMPACT STUDY (Rotor Angles)

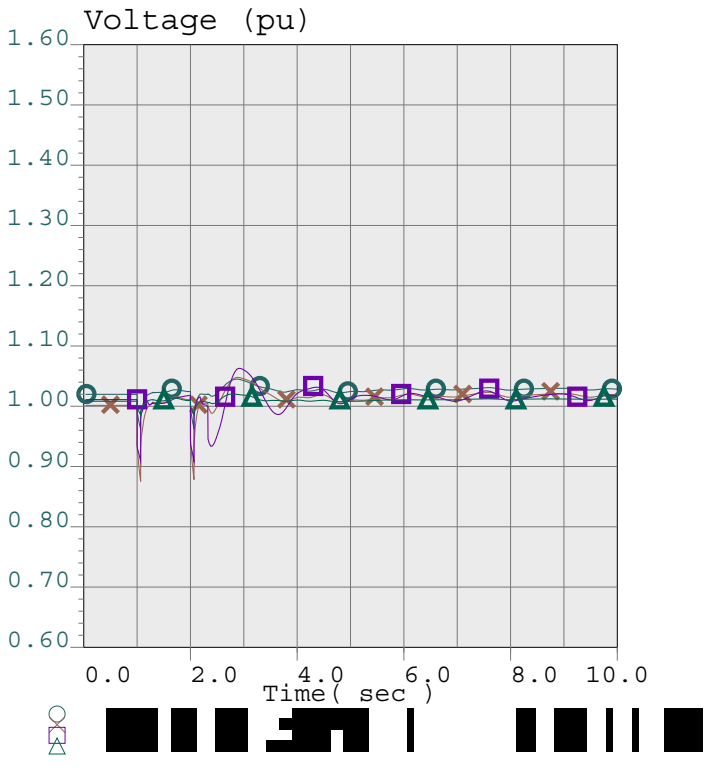


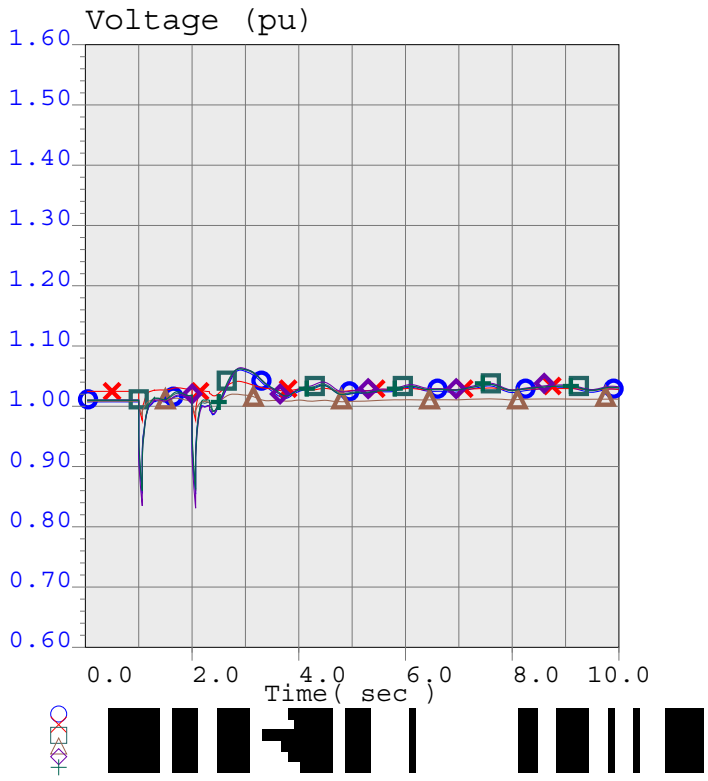


SYSTEM IMPACT STUDY (Voltage)









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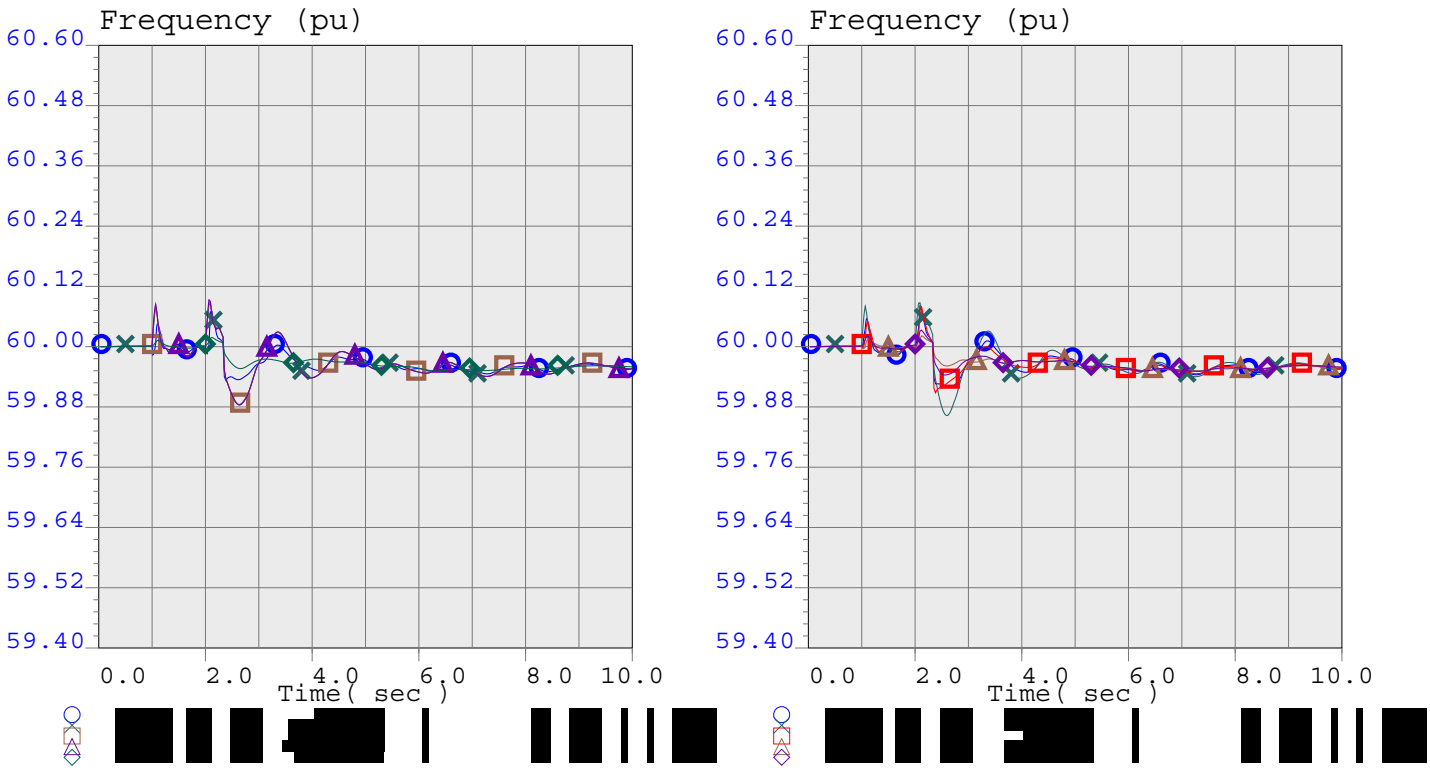
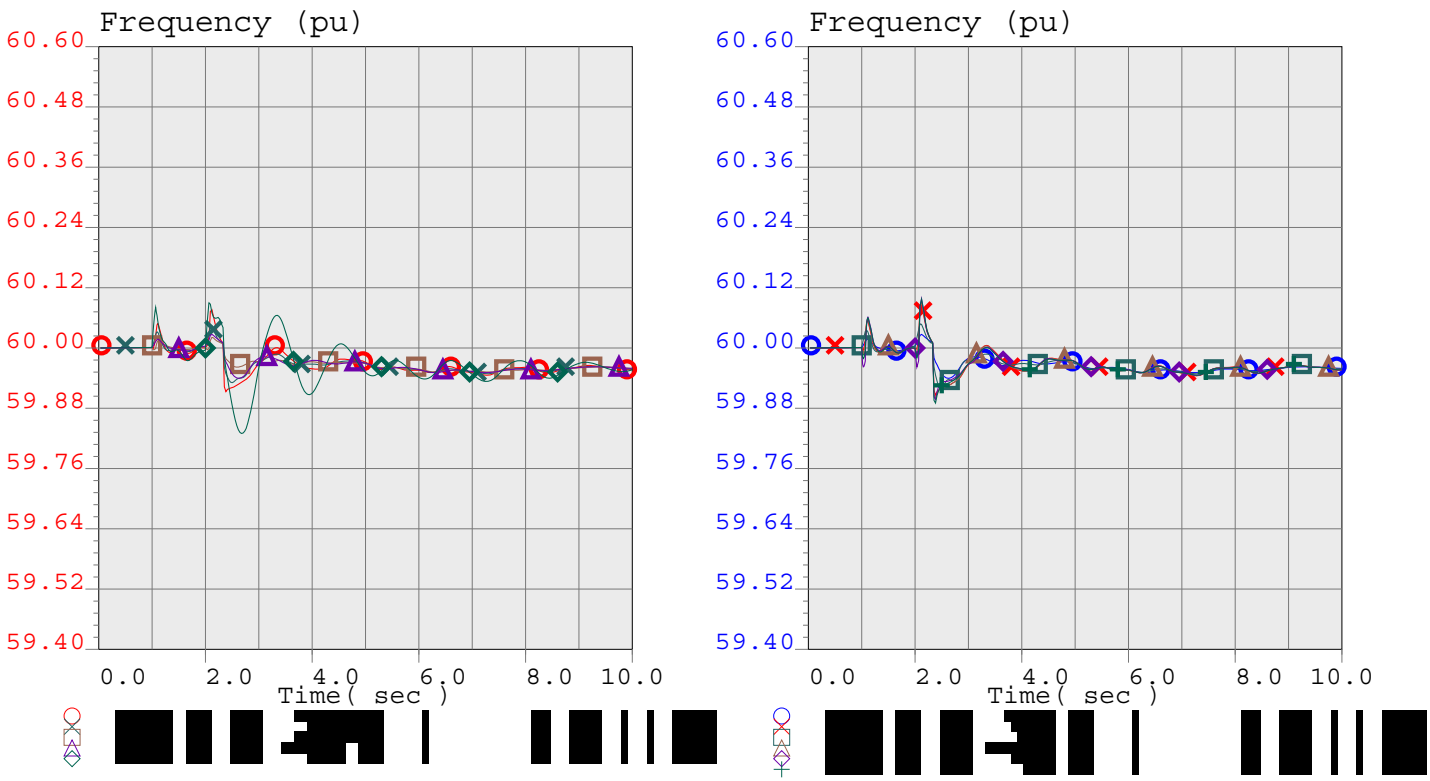
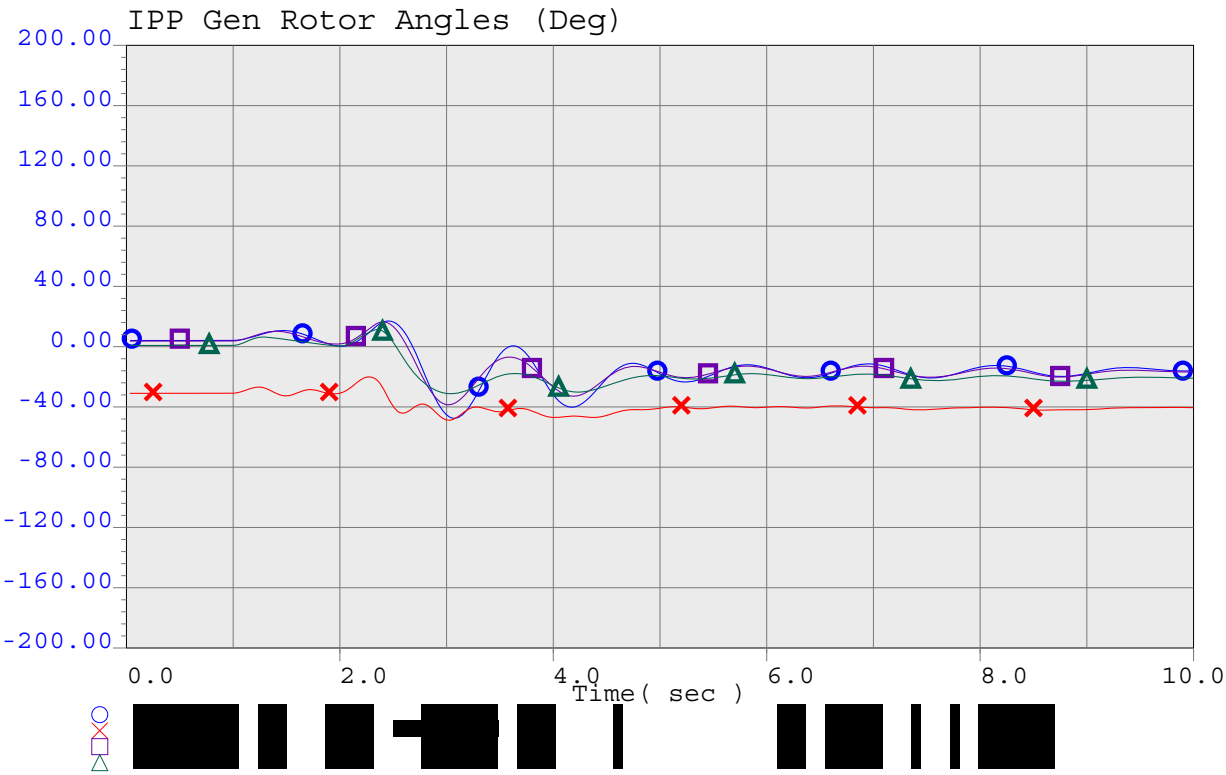
Fri Aug 26 11:40:26 2022

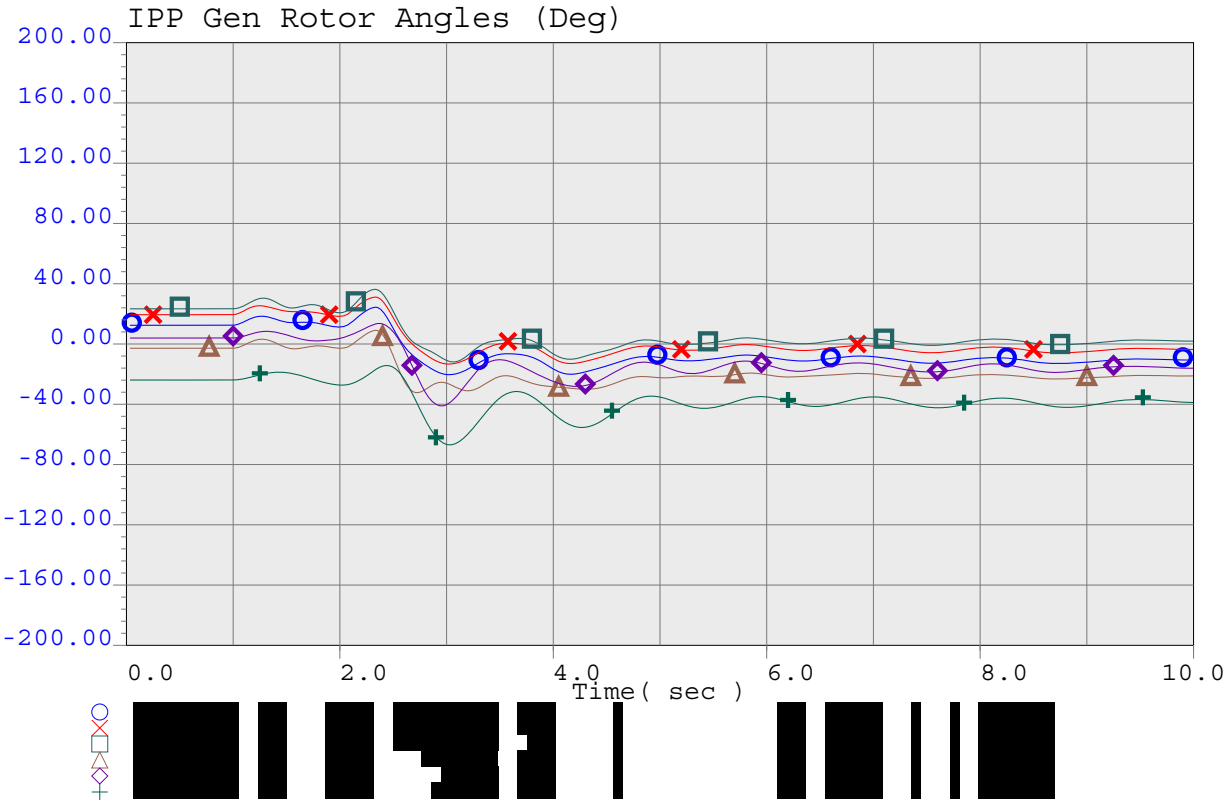
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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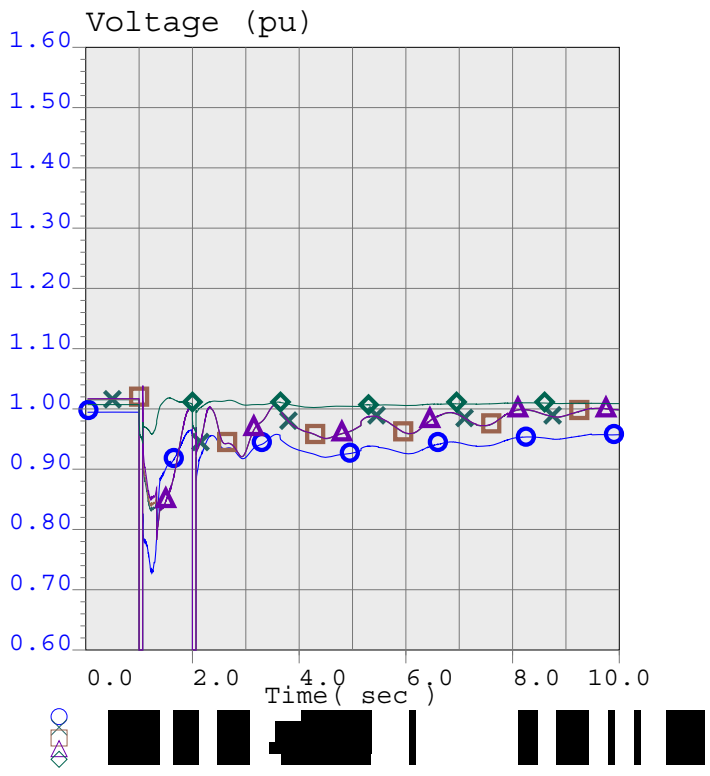

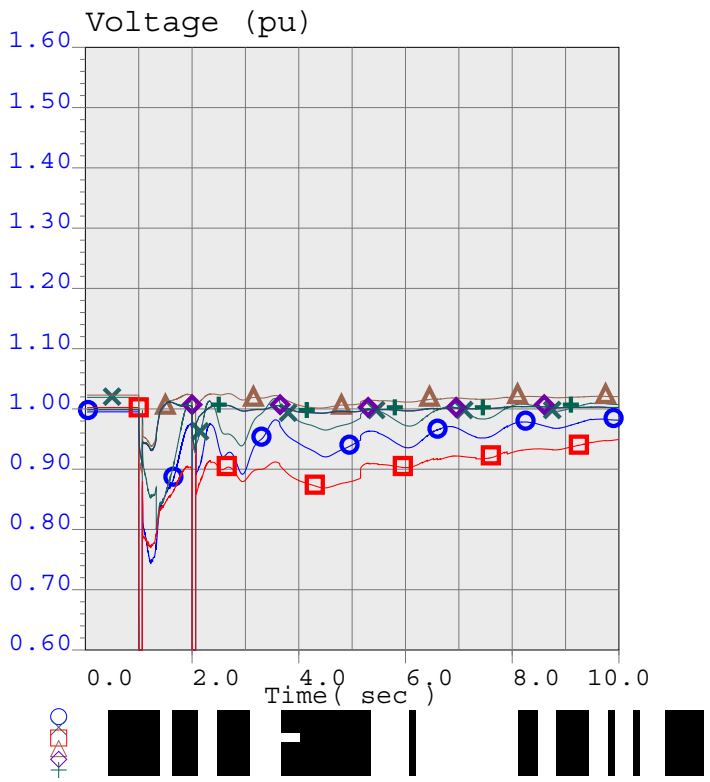

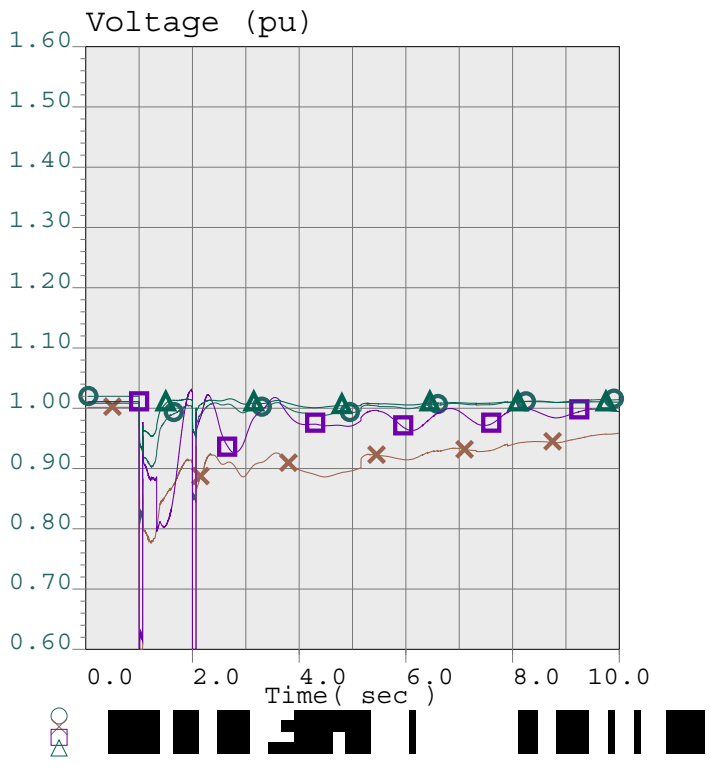

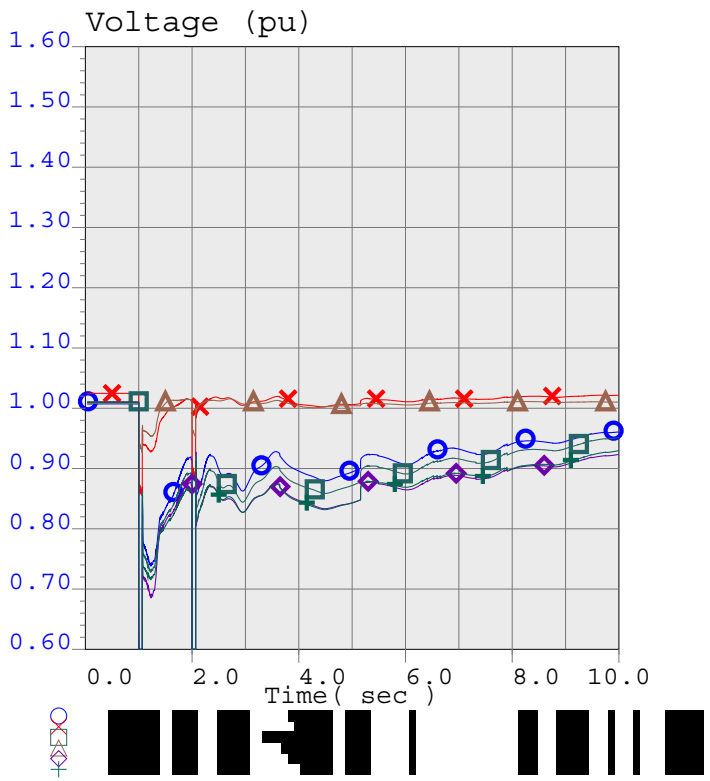

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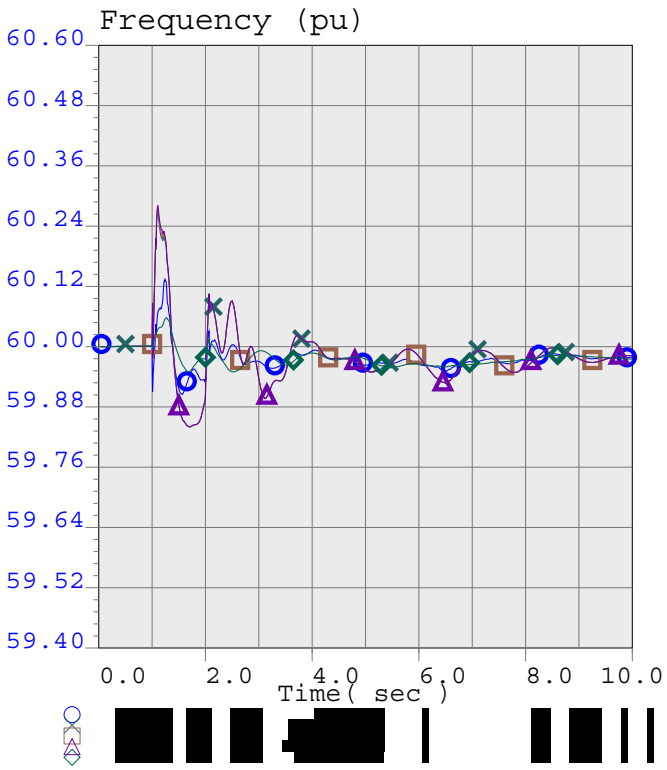
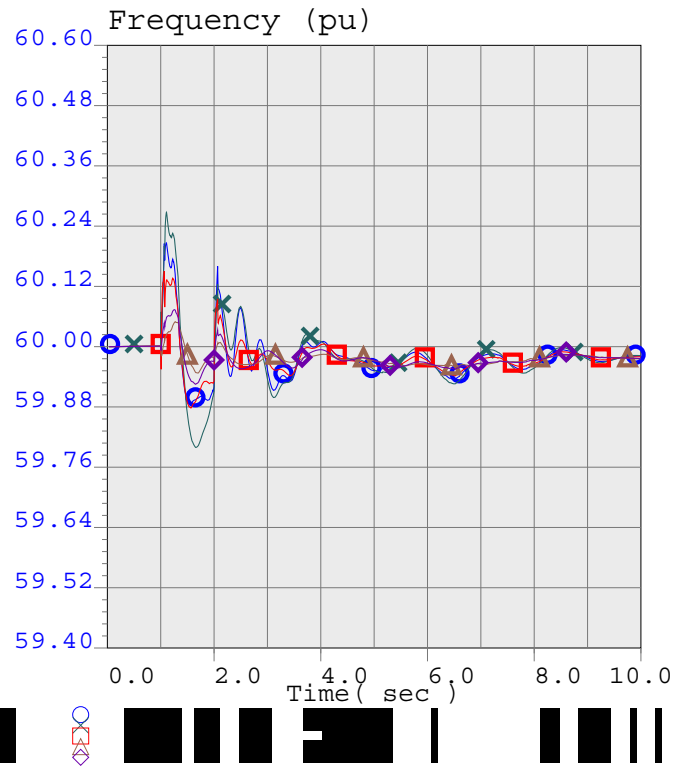
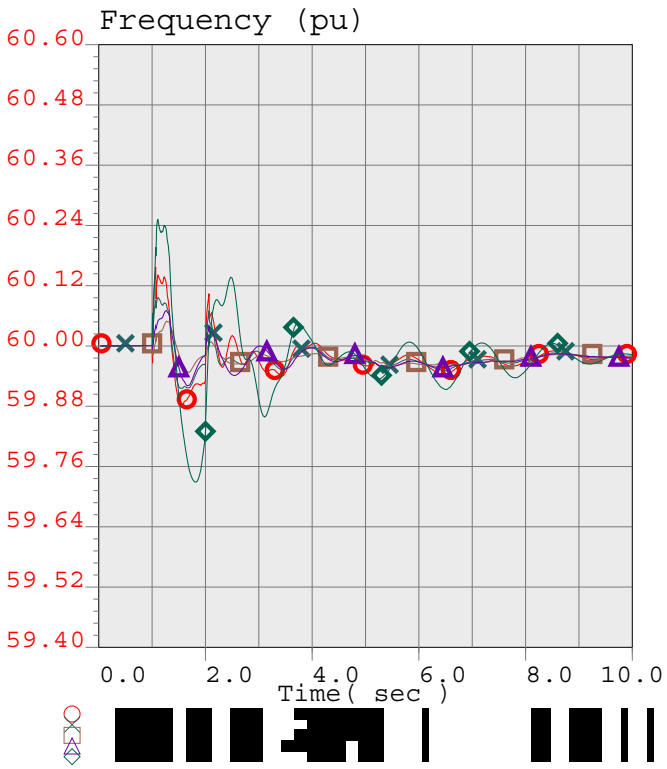
Thu Aug 25 14:32:35 2022

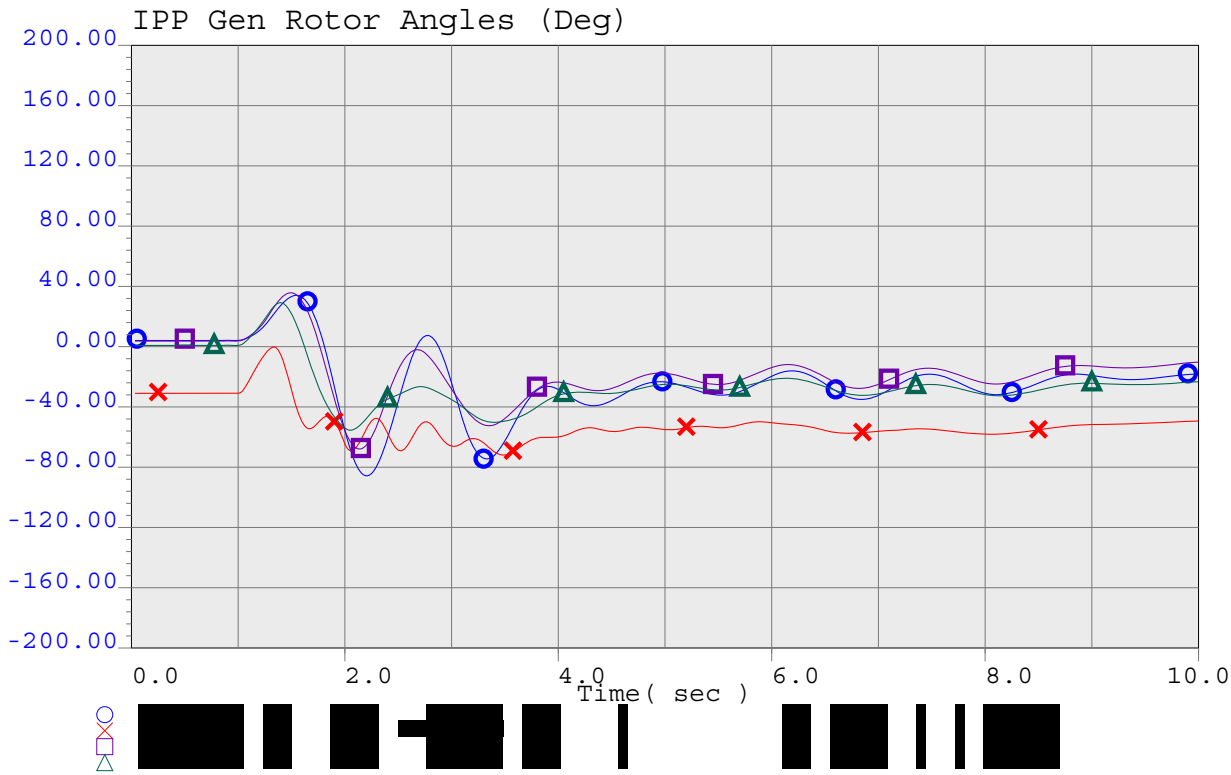
SYSTEM IMPACT STUDY (Frequency)

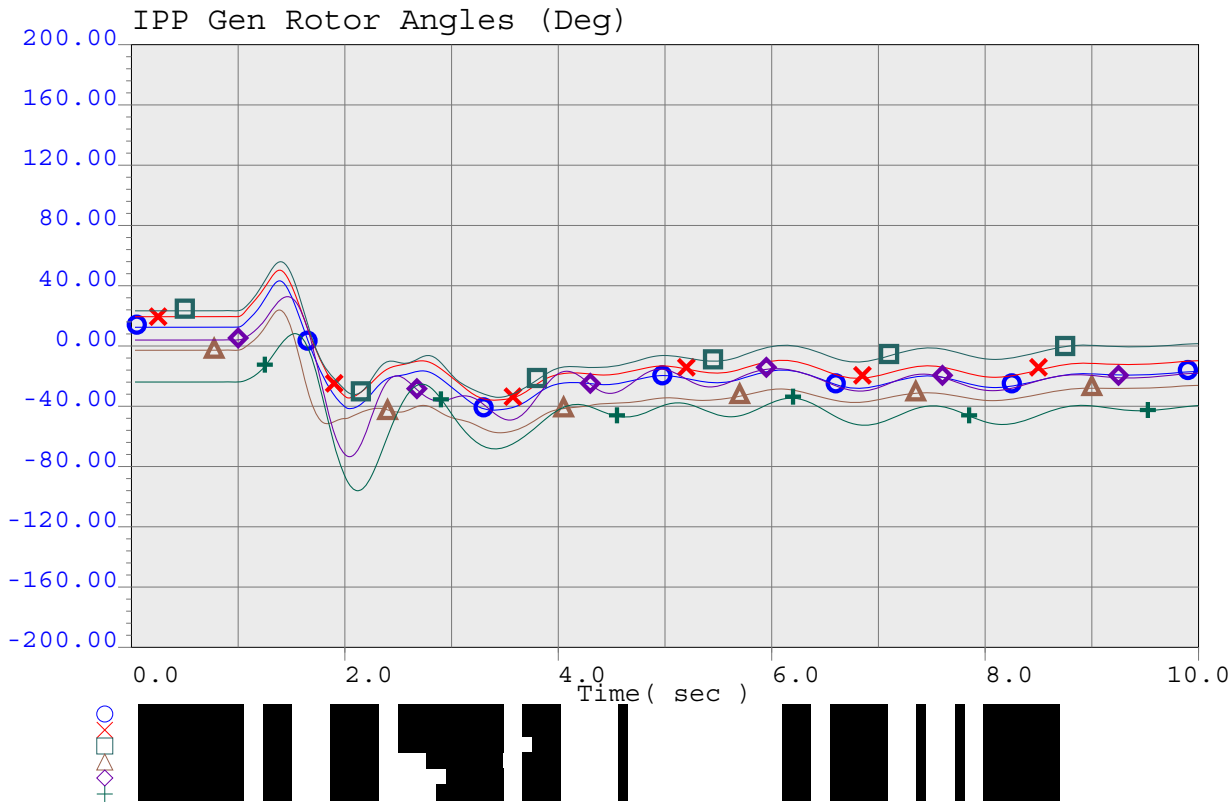




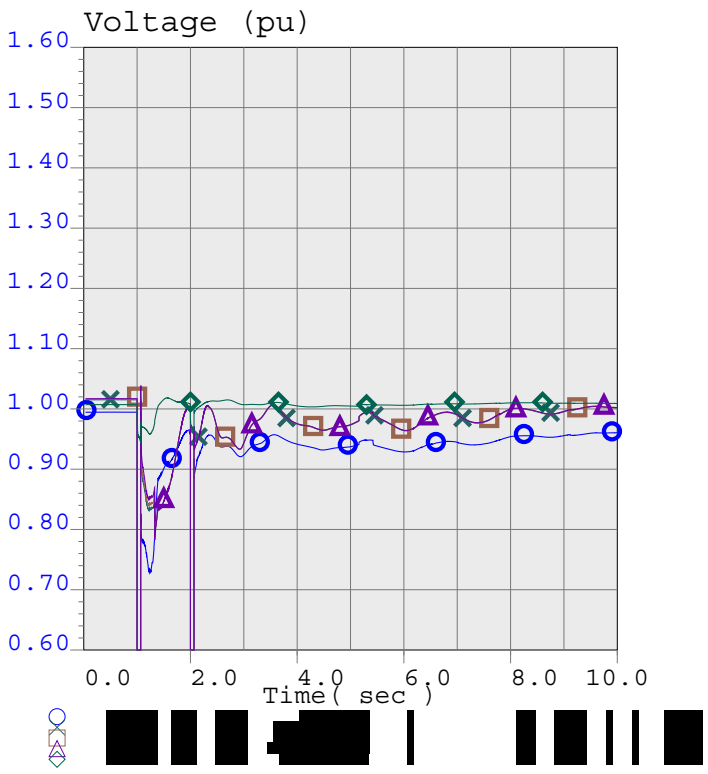


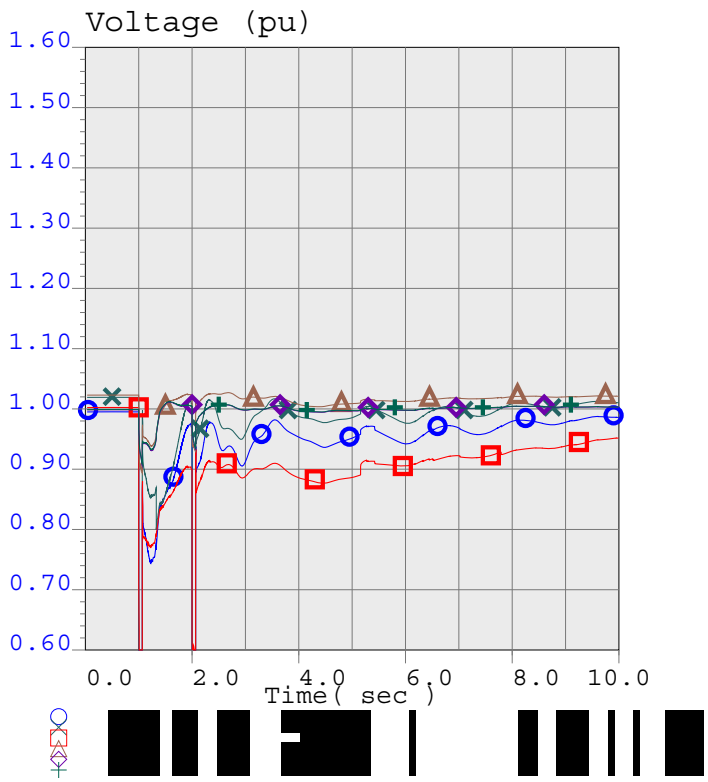
SYSTEM IMPACT STUDY (Rotor Angles)

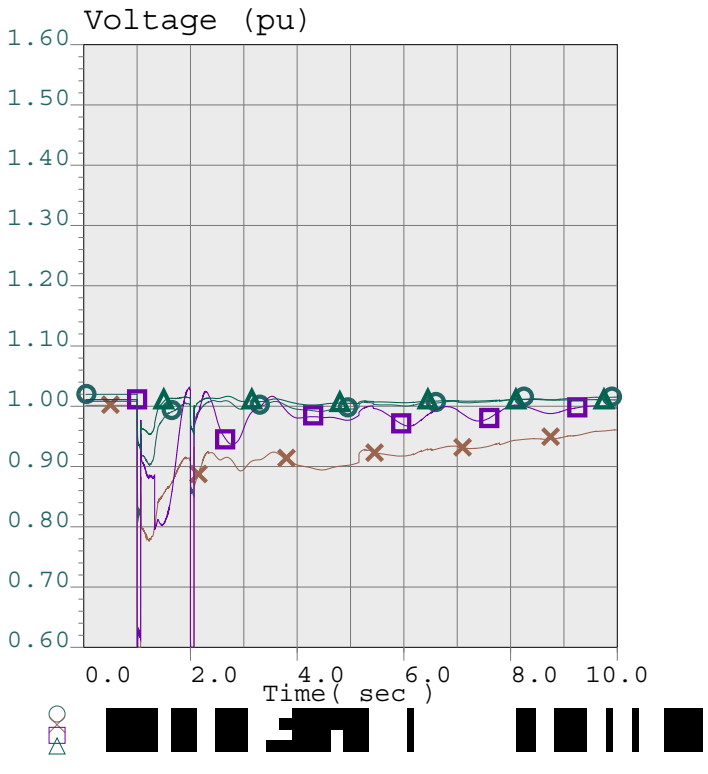


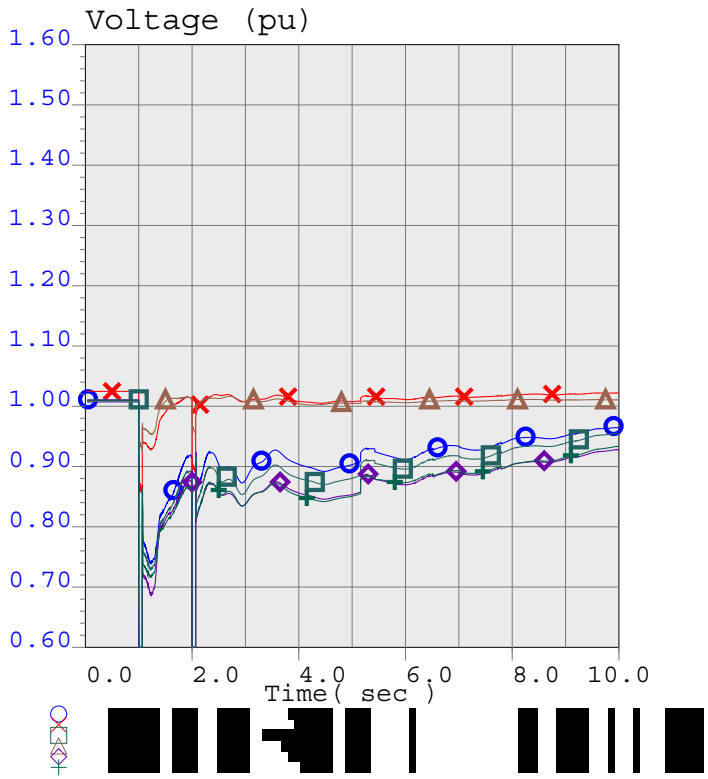


SYSTEM IMPACT STUDY (Voltage)









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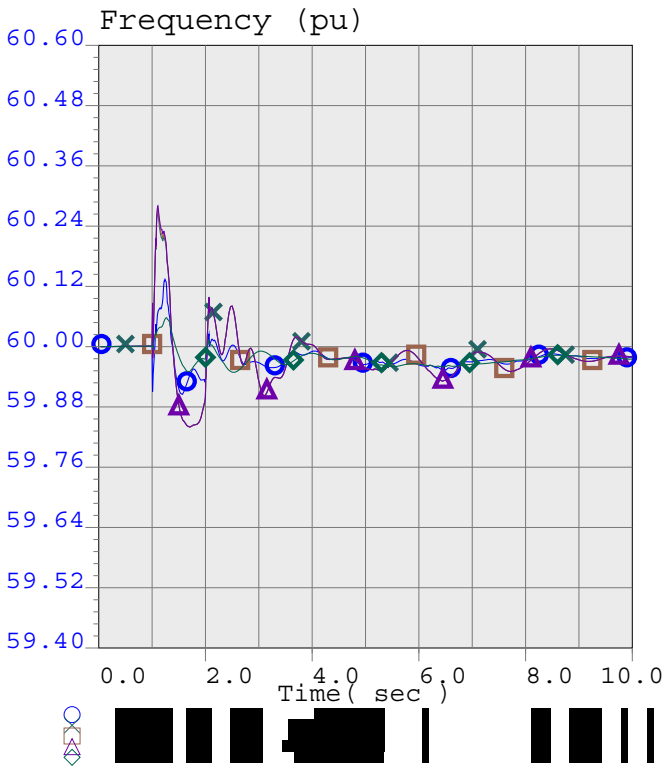
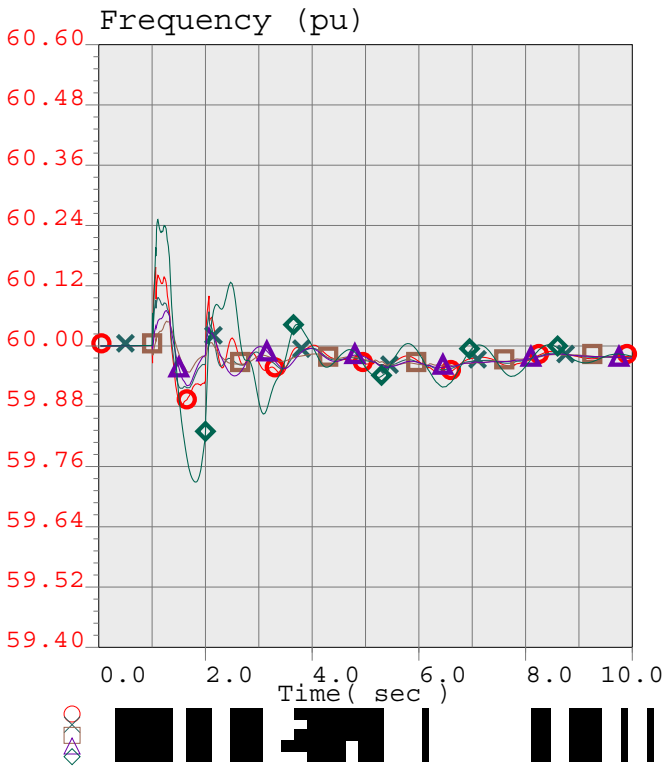
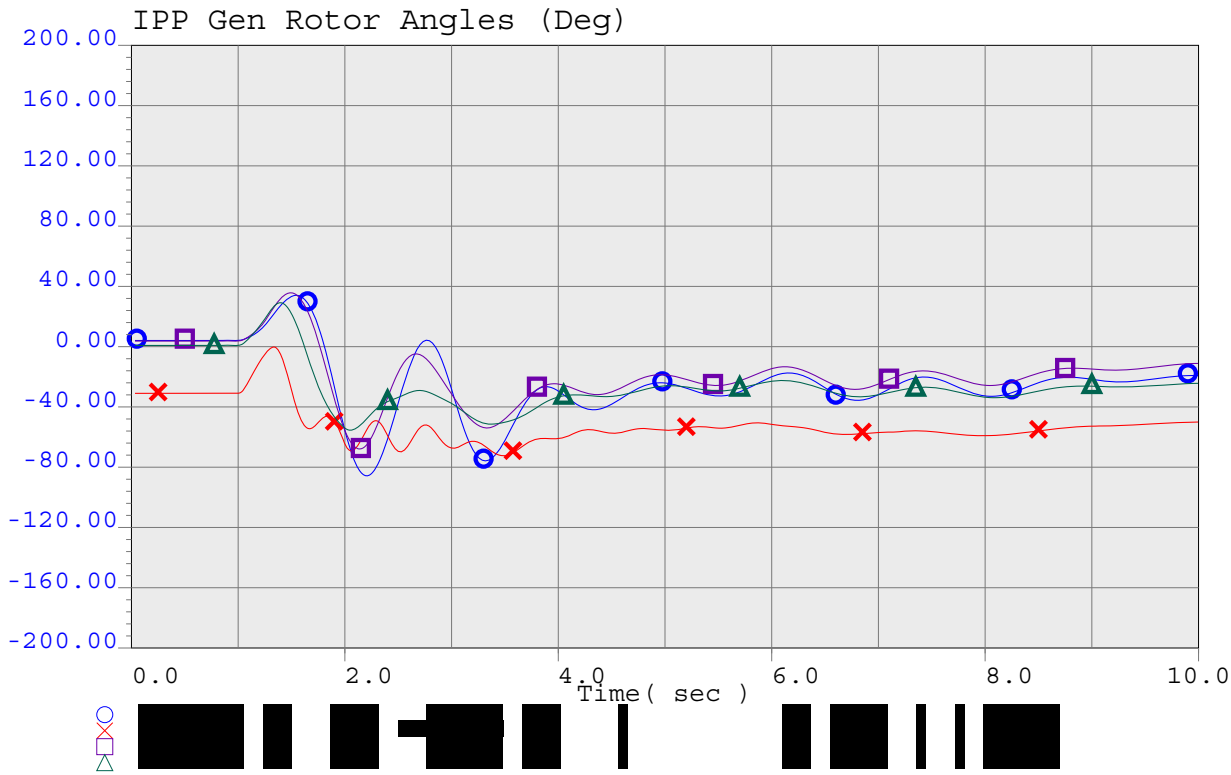
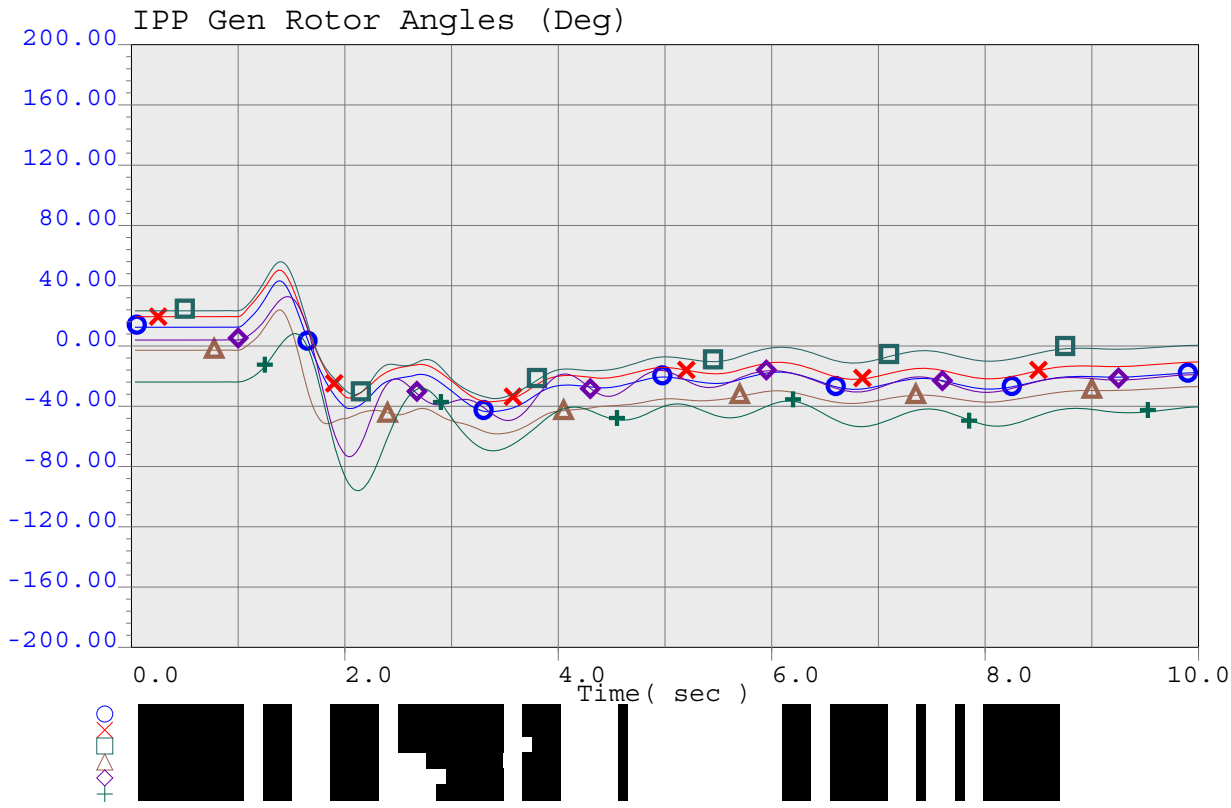
SYSTEM IMPACT STUDY (Frequency)



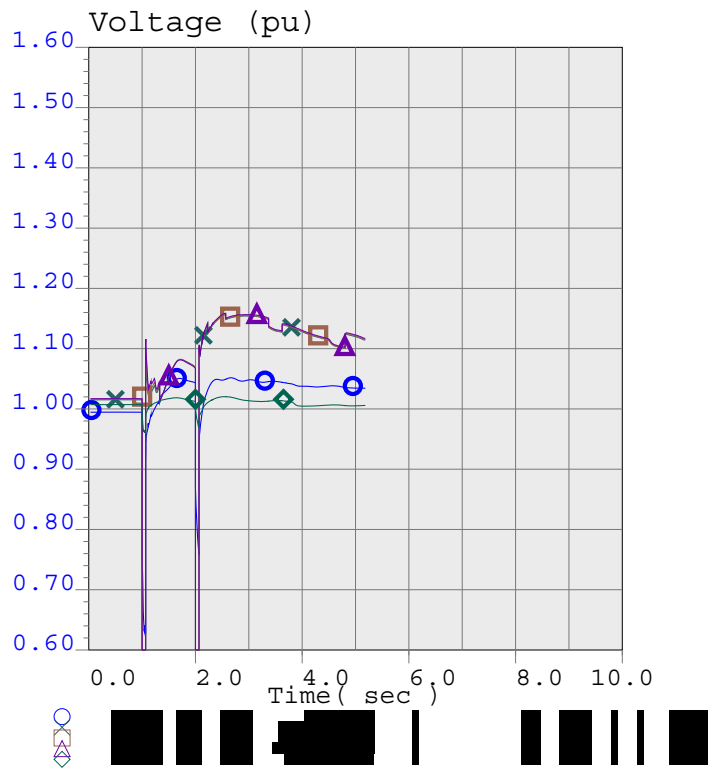


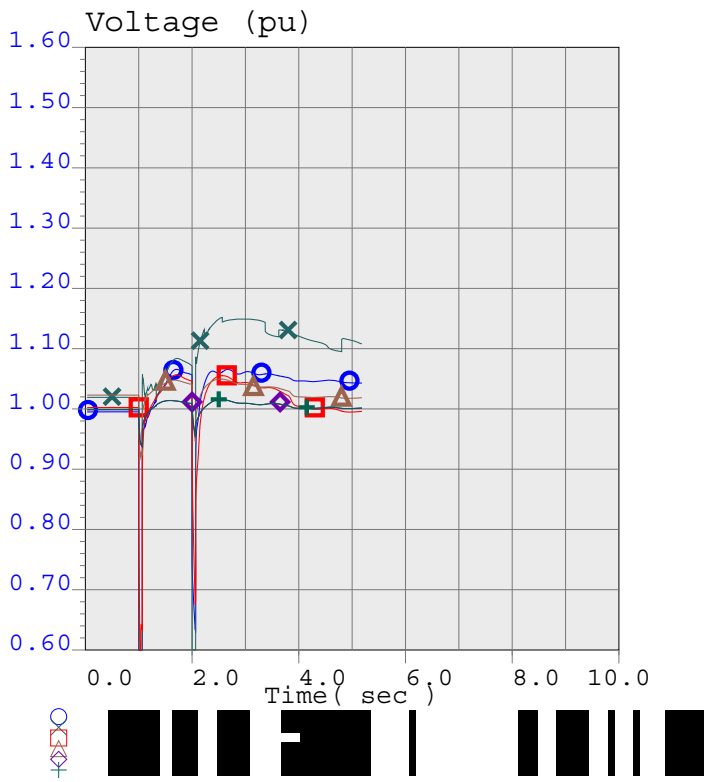
SYSTEM IMPACT STUDY (Rotor Angles)

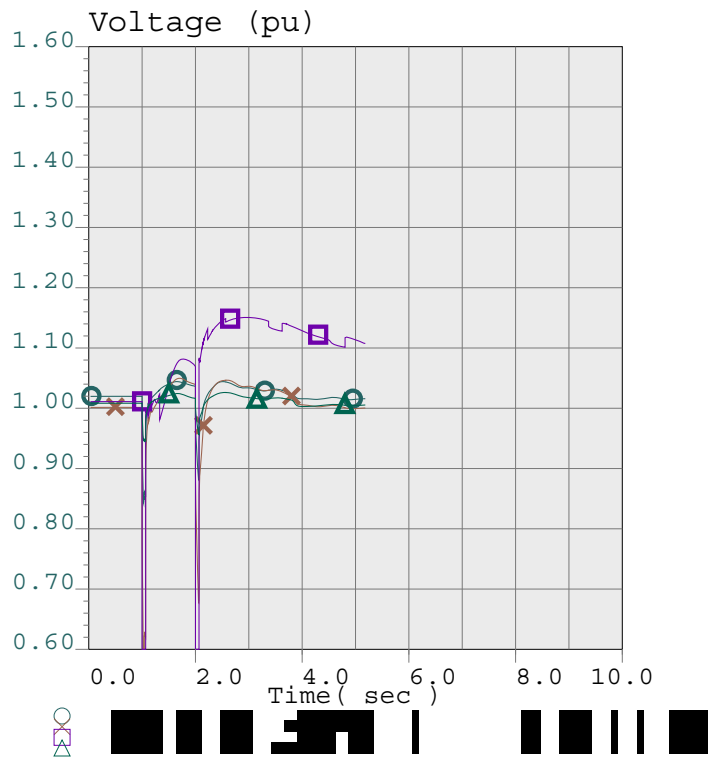


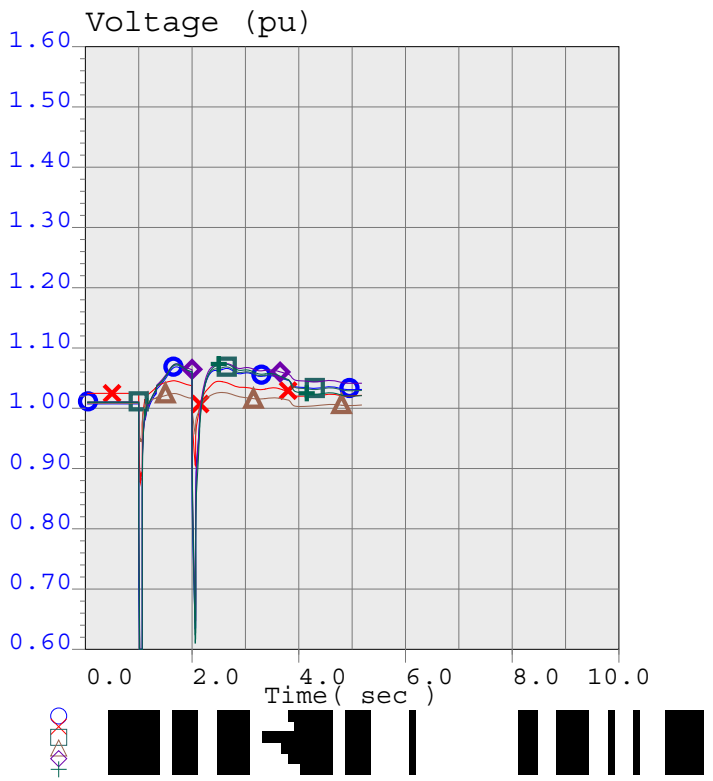


SYSTEM IMPACT STUDY (Voltage)









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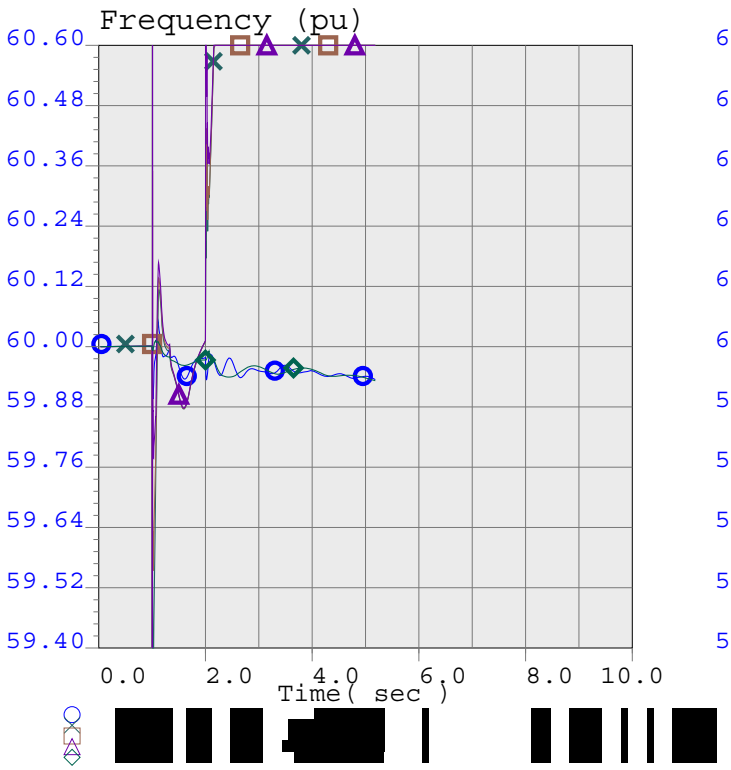
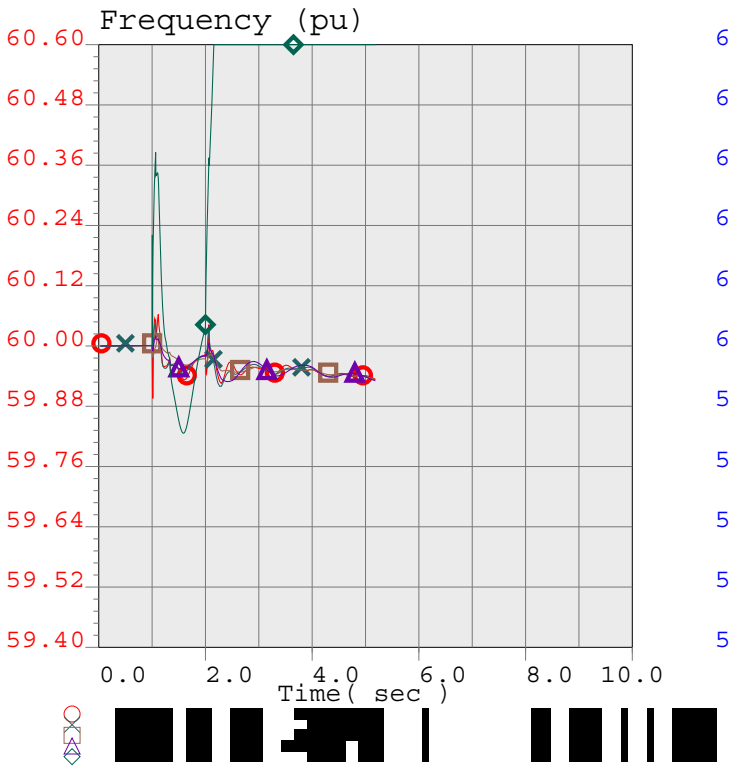
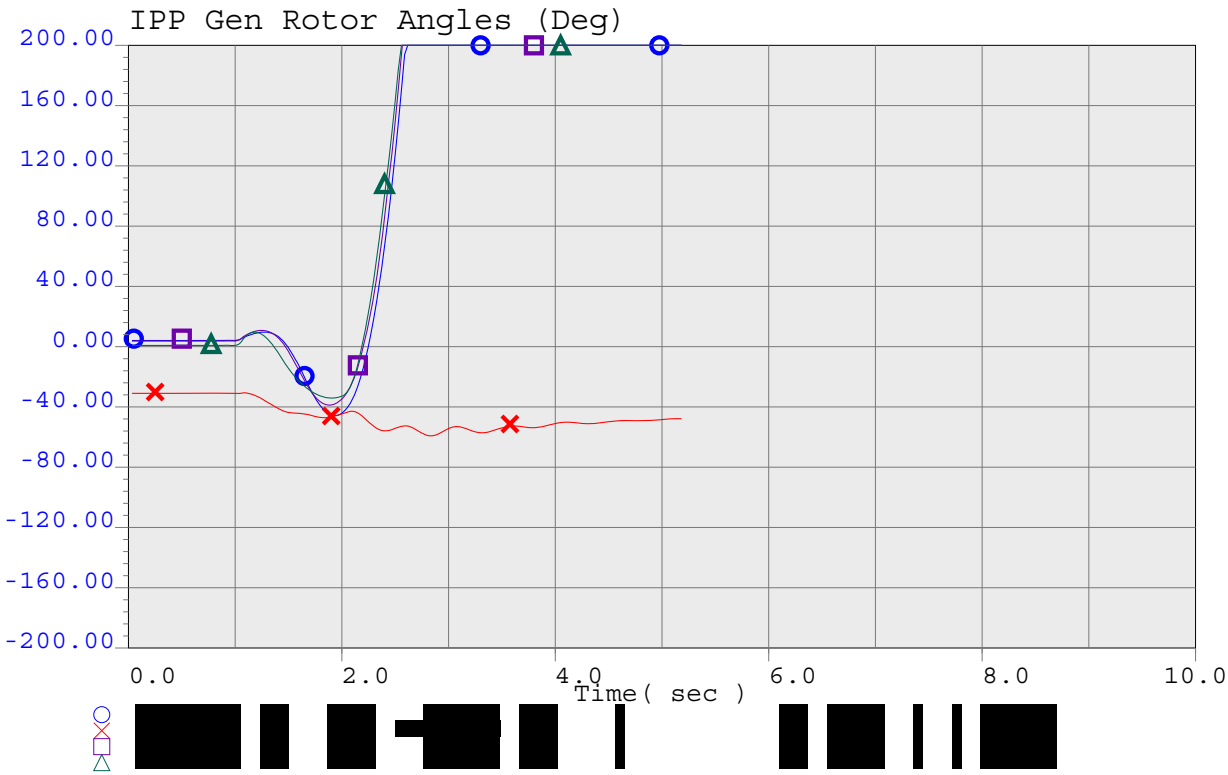
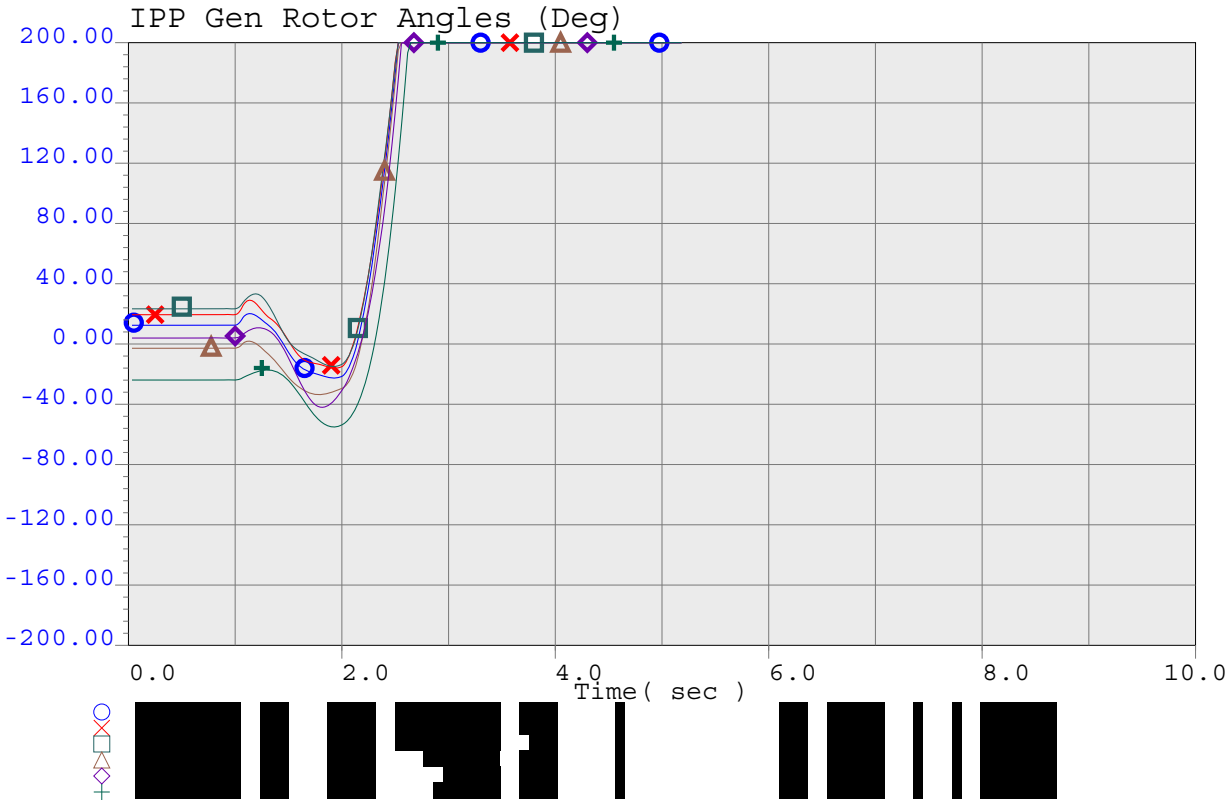
SYSTEM IMPACT STUDY (Frequency)



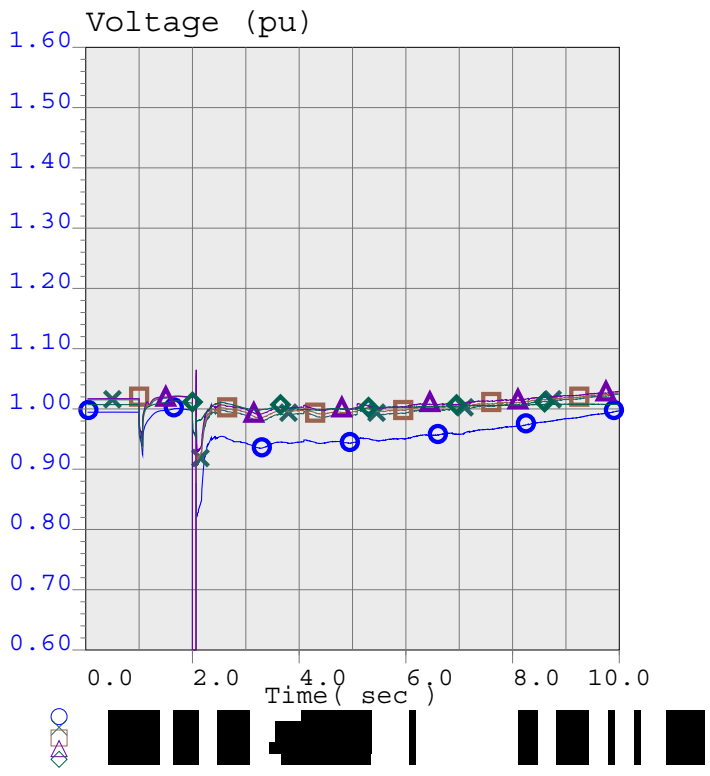


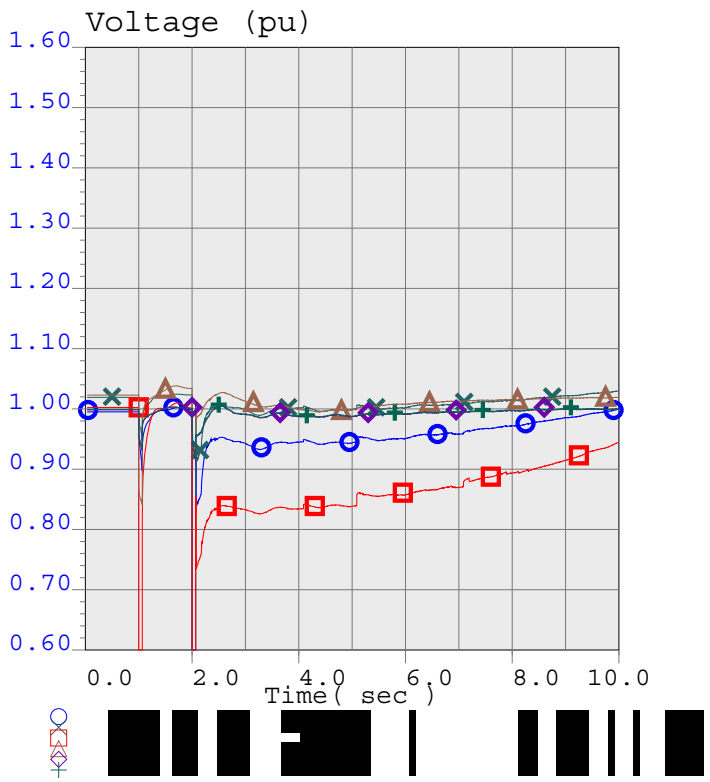
SYSTEM IMPACT STUDY (Rotor Angles)

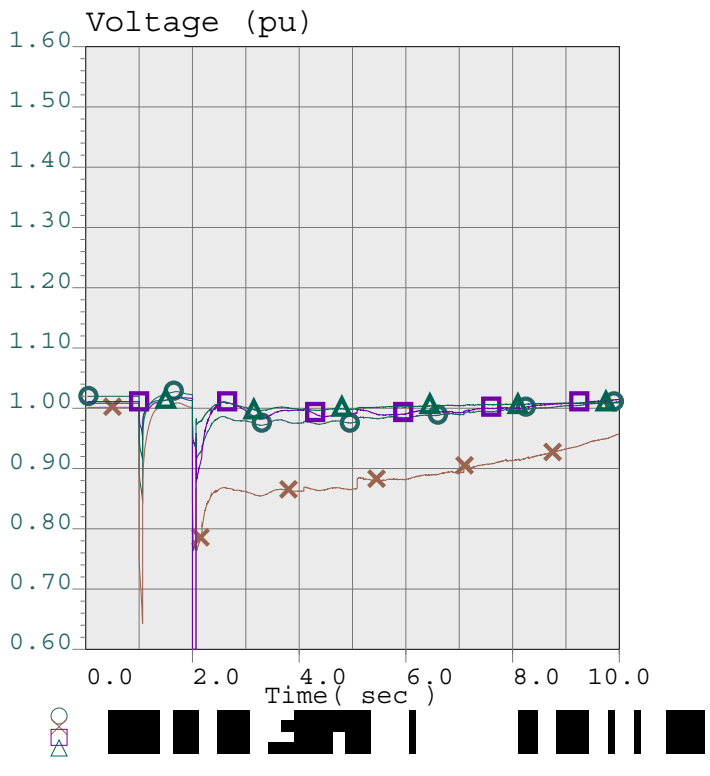


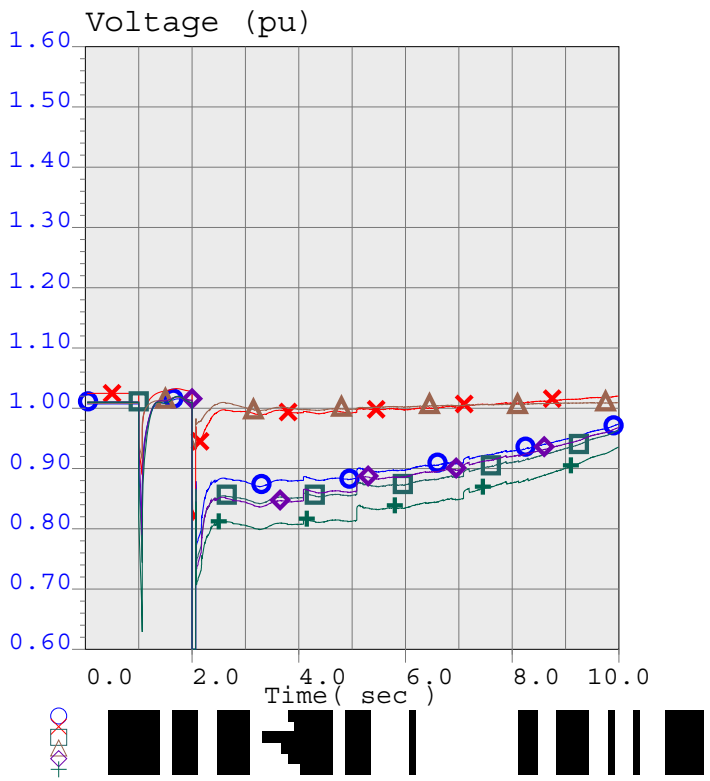


SYSTEM IMPACT STUDY (Voltage)









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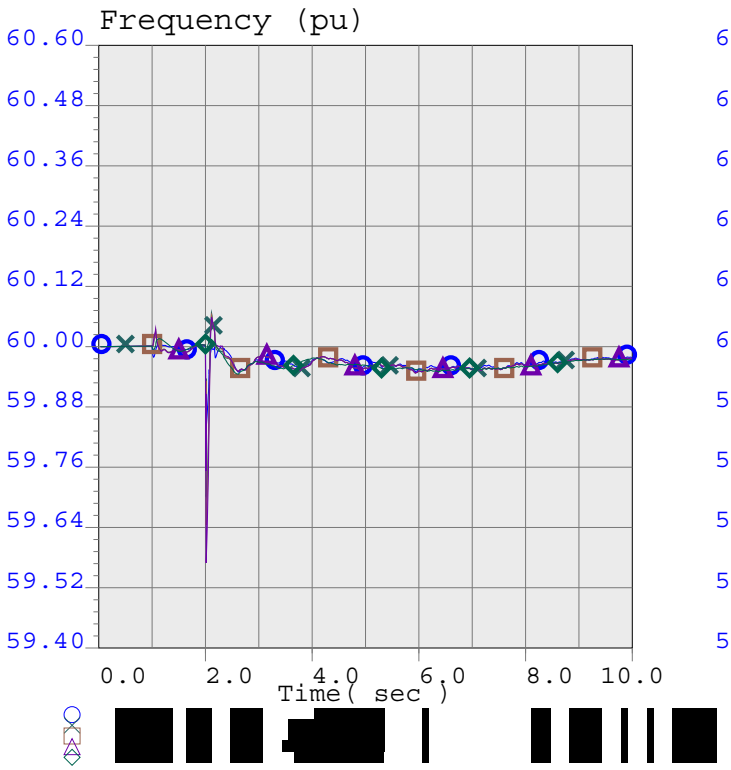
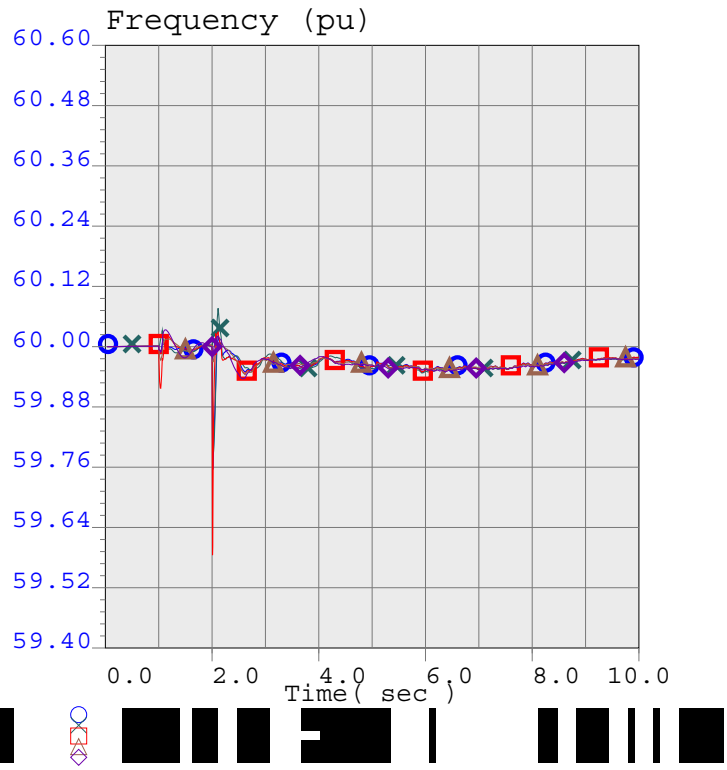
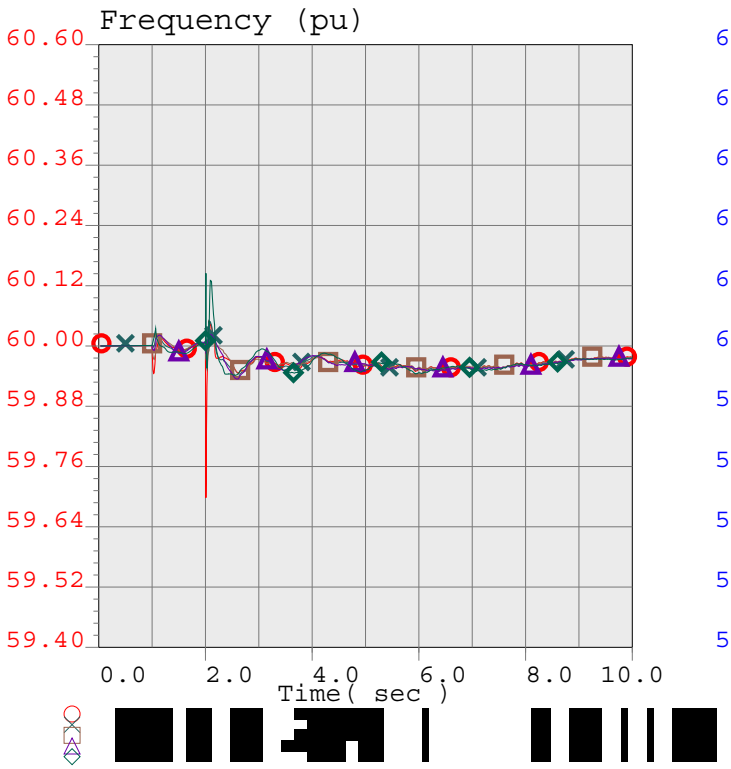
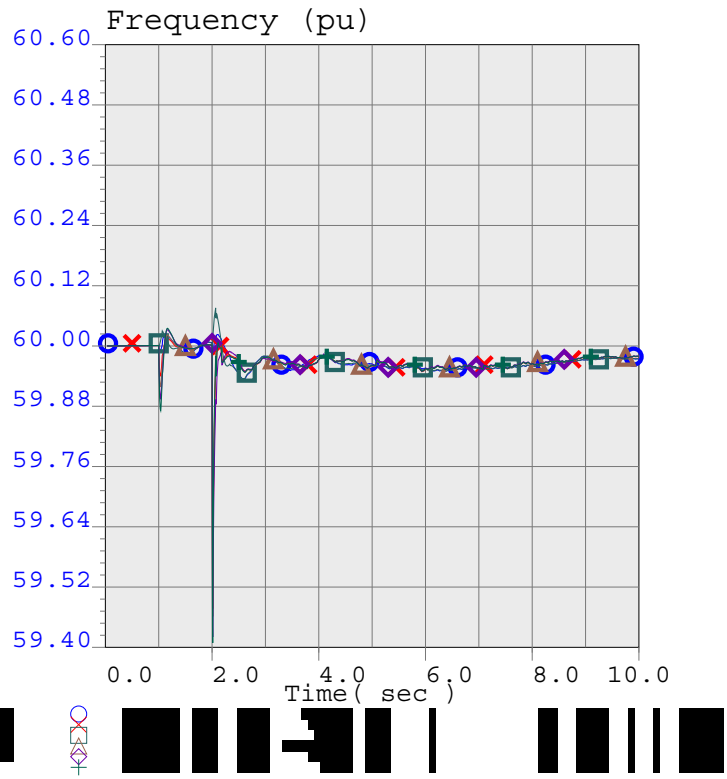
Thu Aug 25 14:32:52 2022

SYSTEM IMPACT STUDY (Frequency)

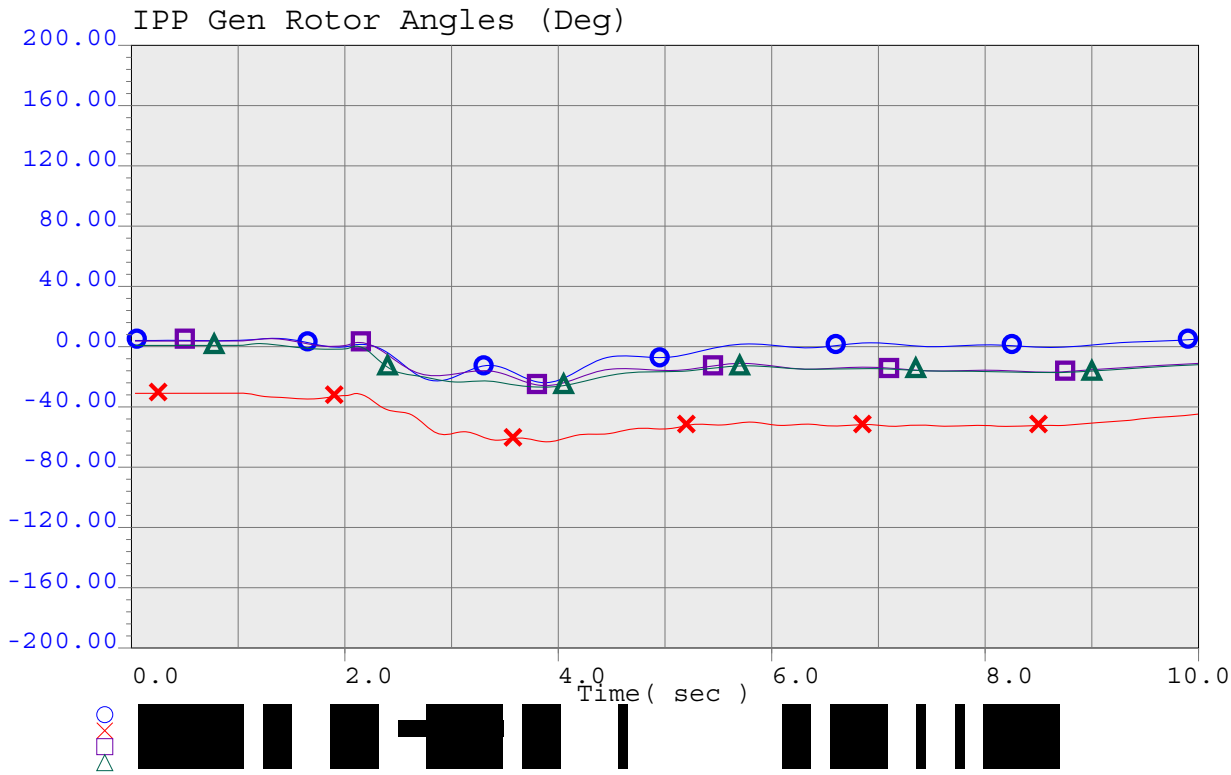


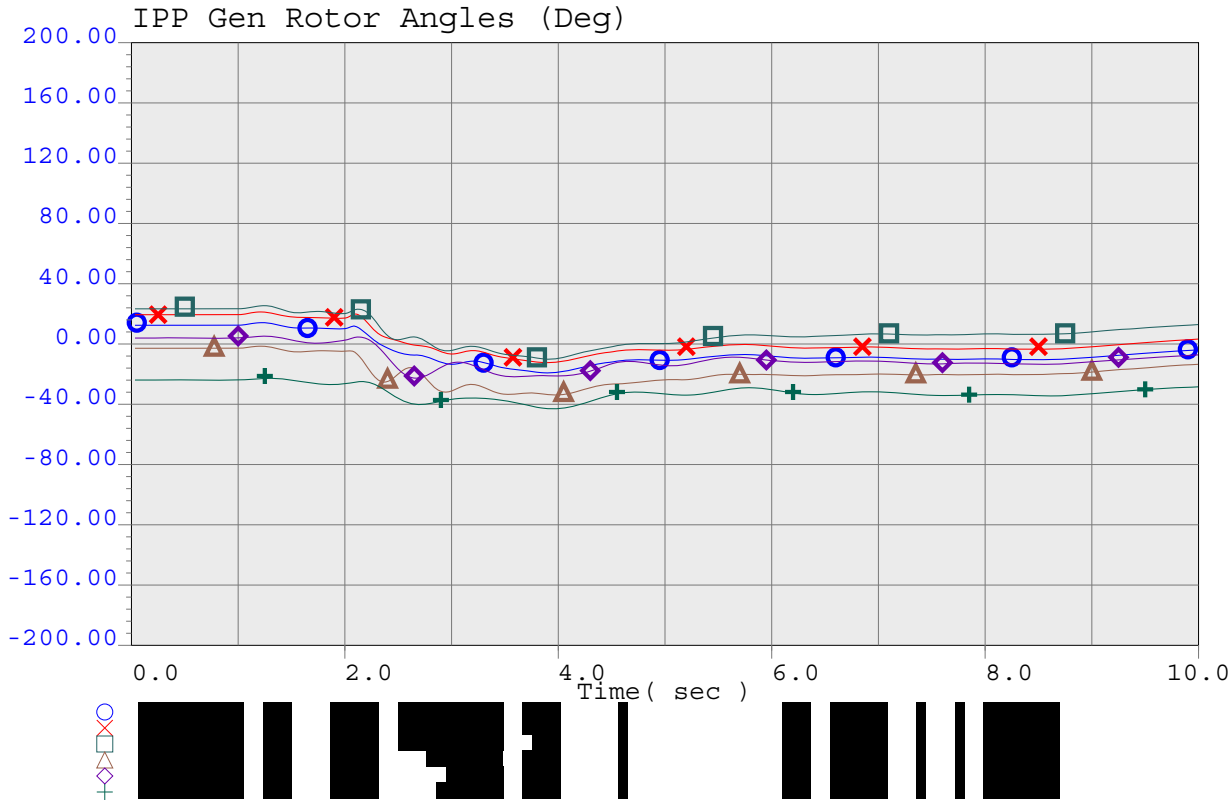




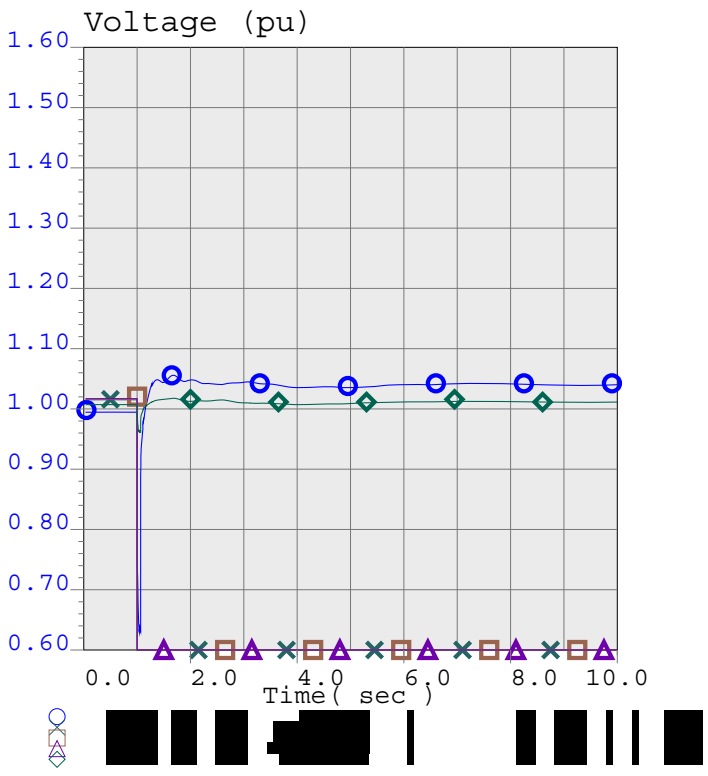


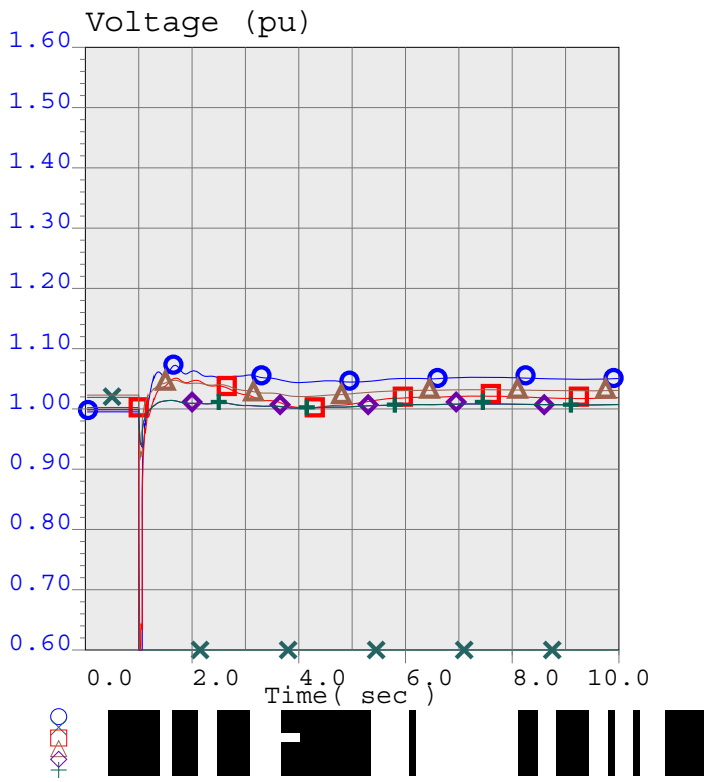
SYSTEM IMPACT STUDY (Rotor Angles)

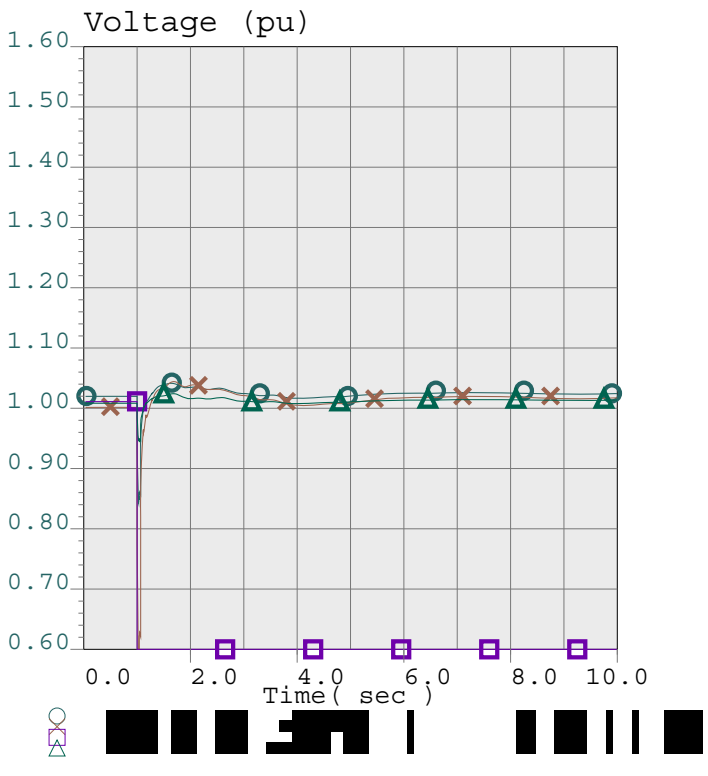




SYSTEM IMPACT STUDY (Voltage)







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Fri Aug 26 10:09:06 2022

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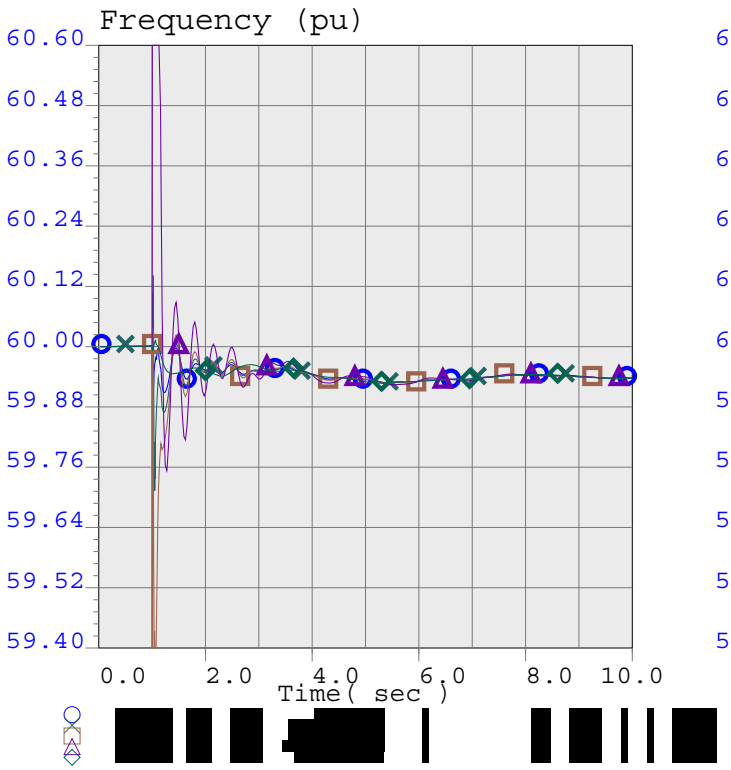

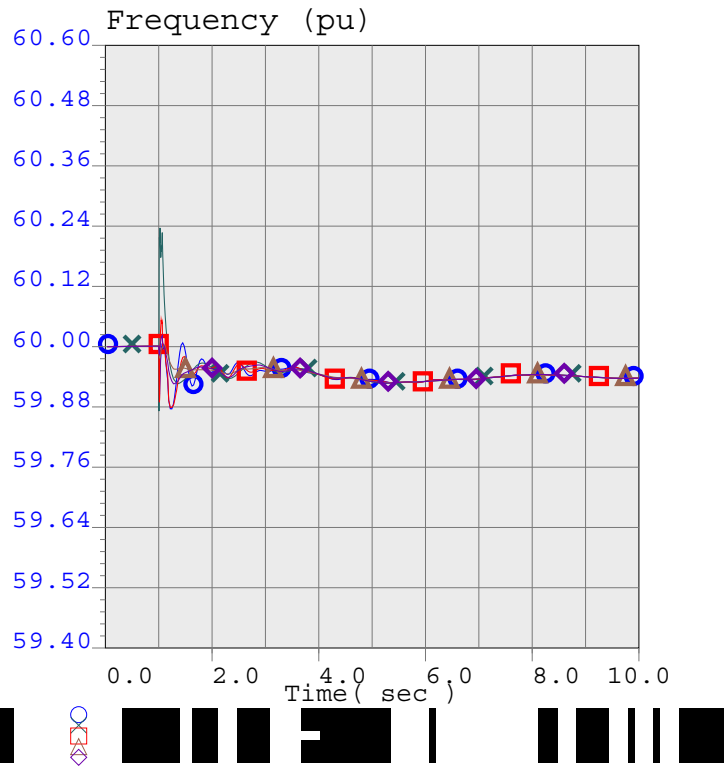

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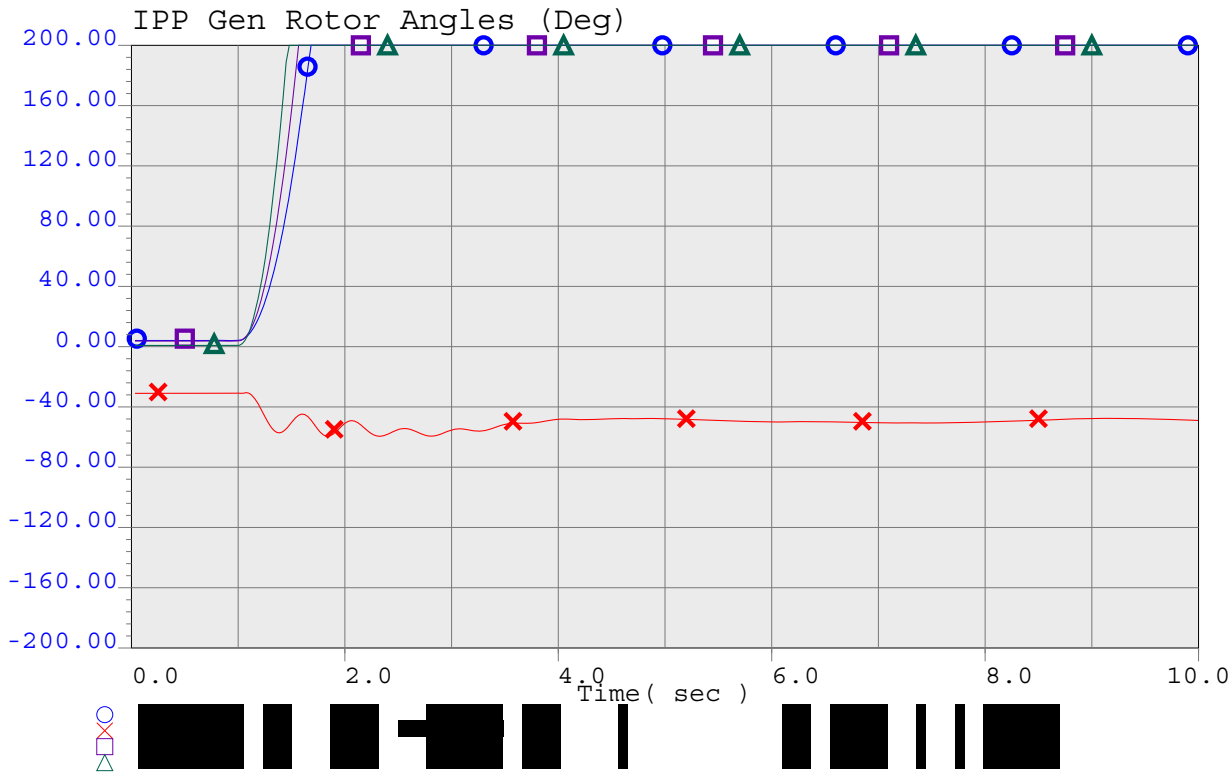
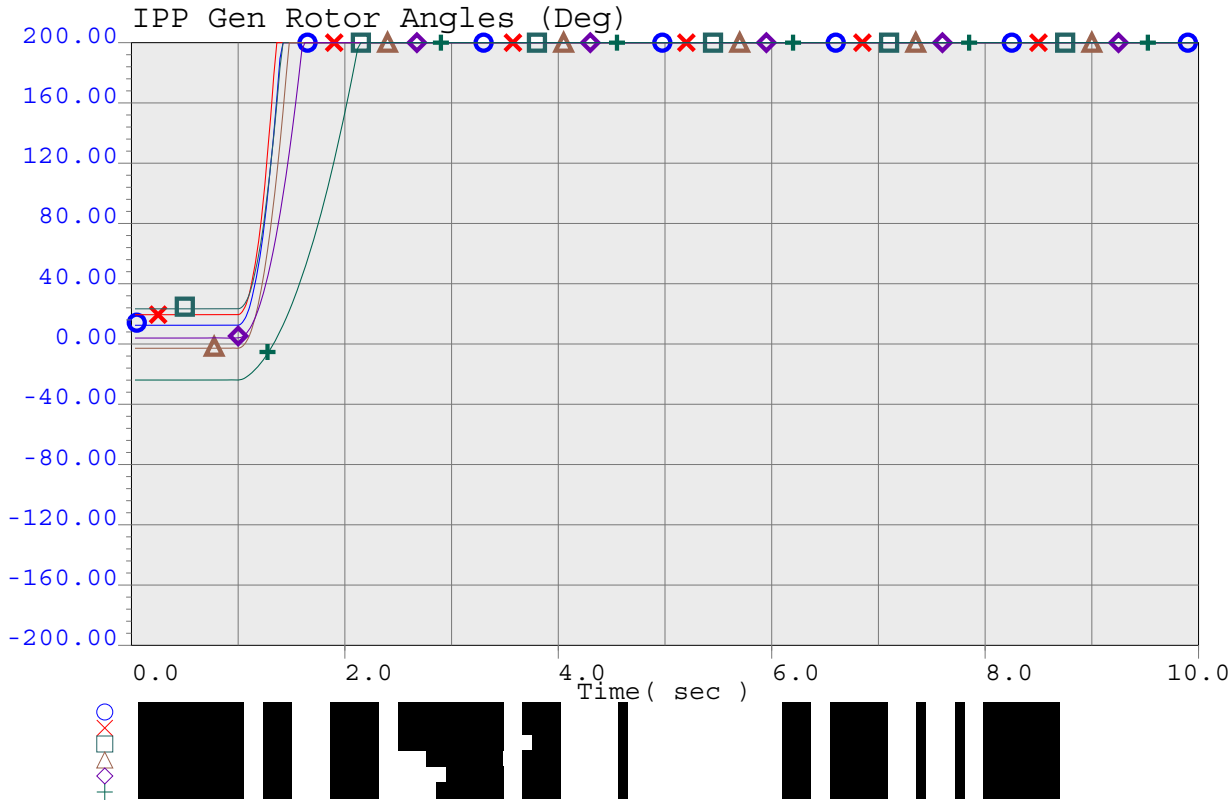
SYSTEM IMPACT STUDY (Rotor Angles)





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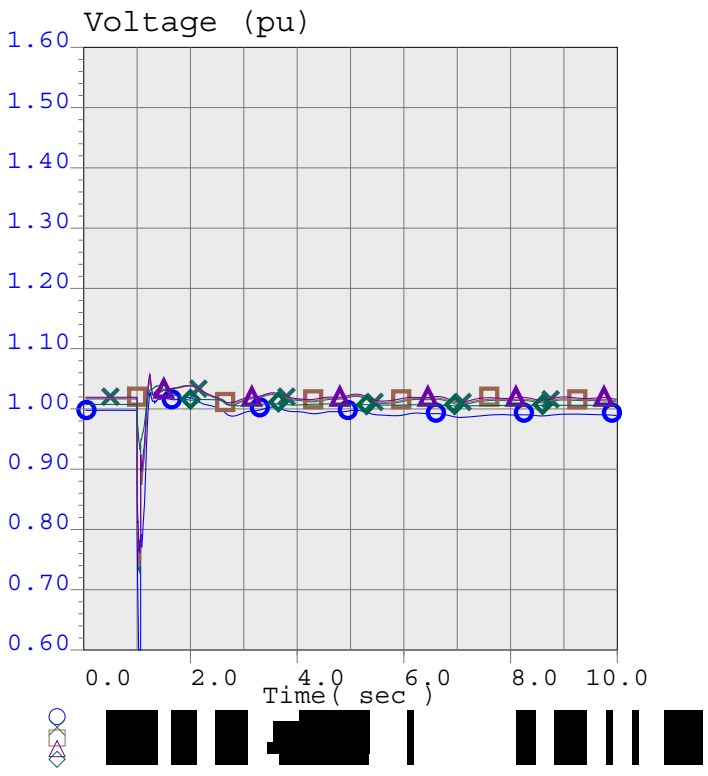
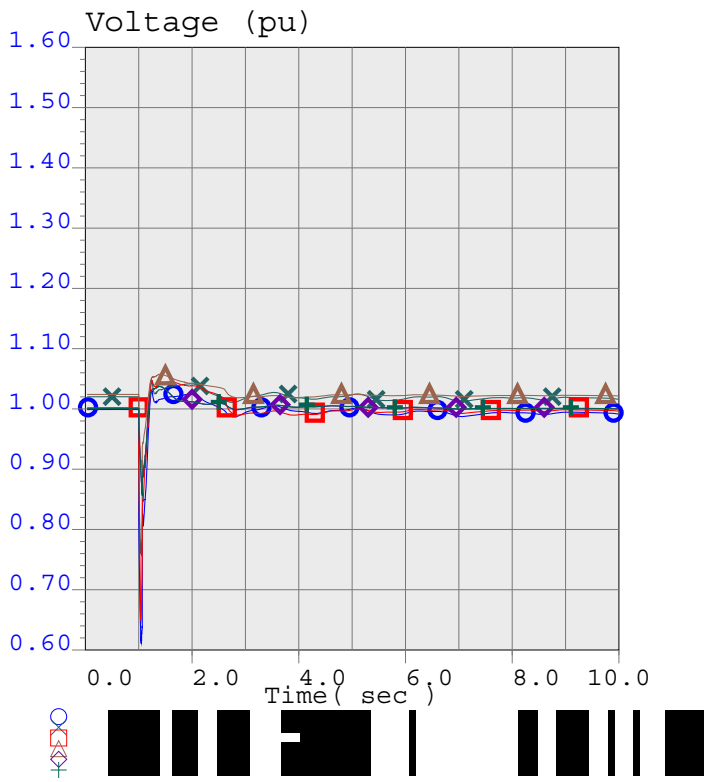
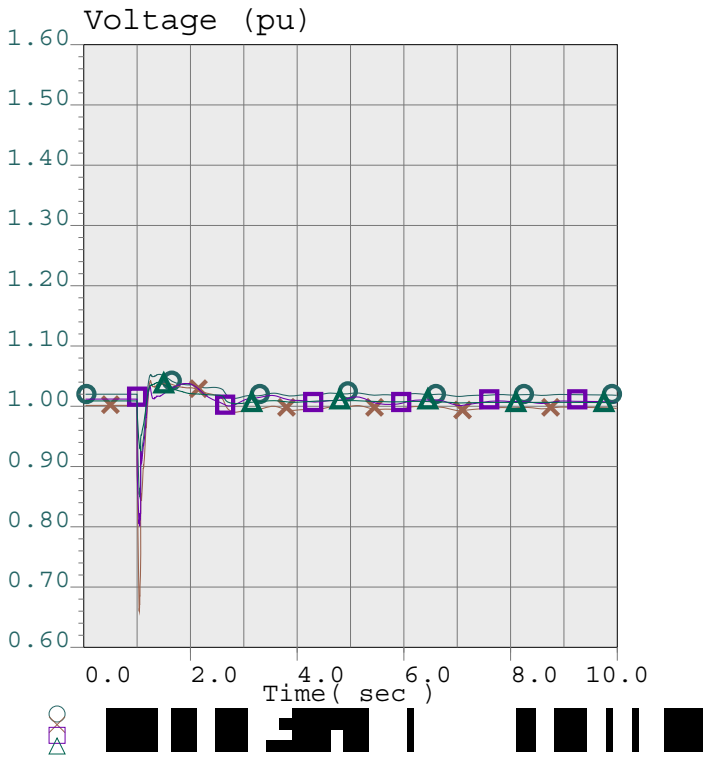
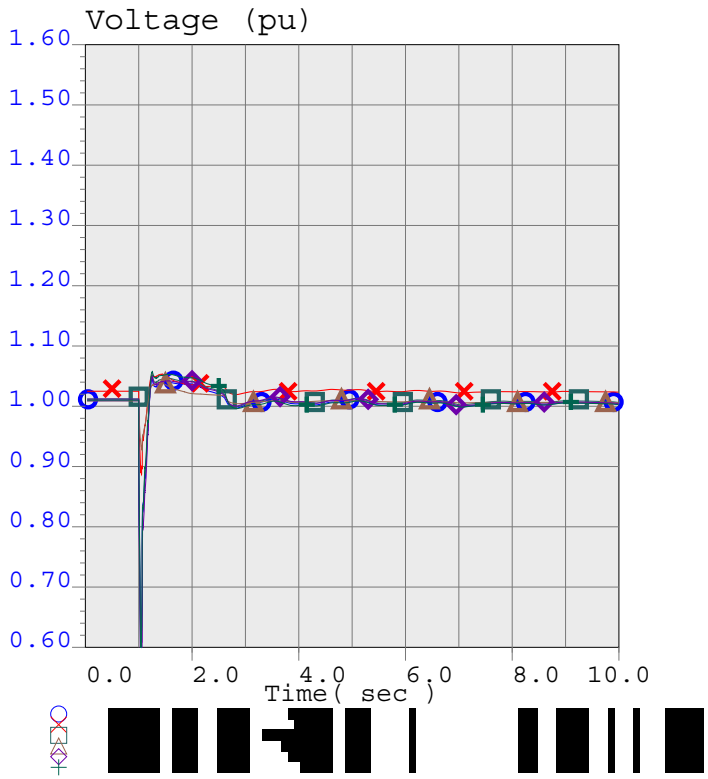
SYSTEM IMPACT STUDY (Voltage)









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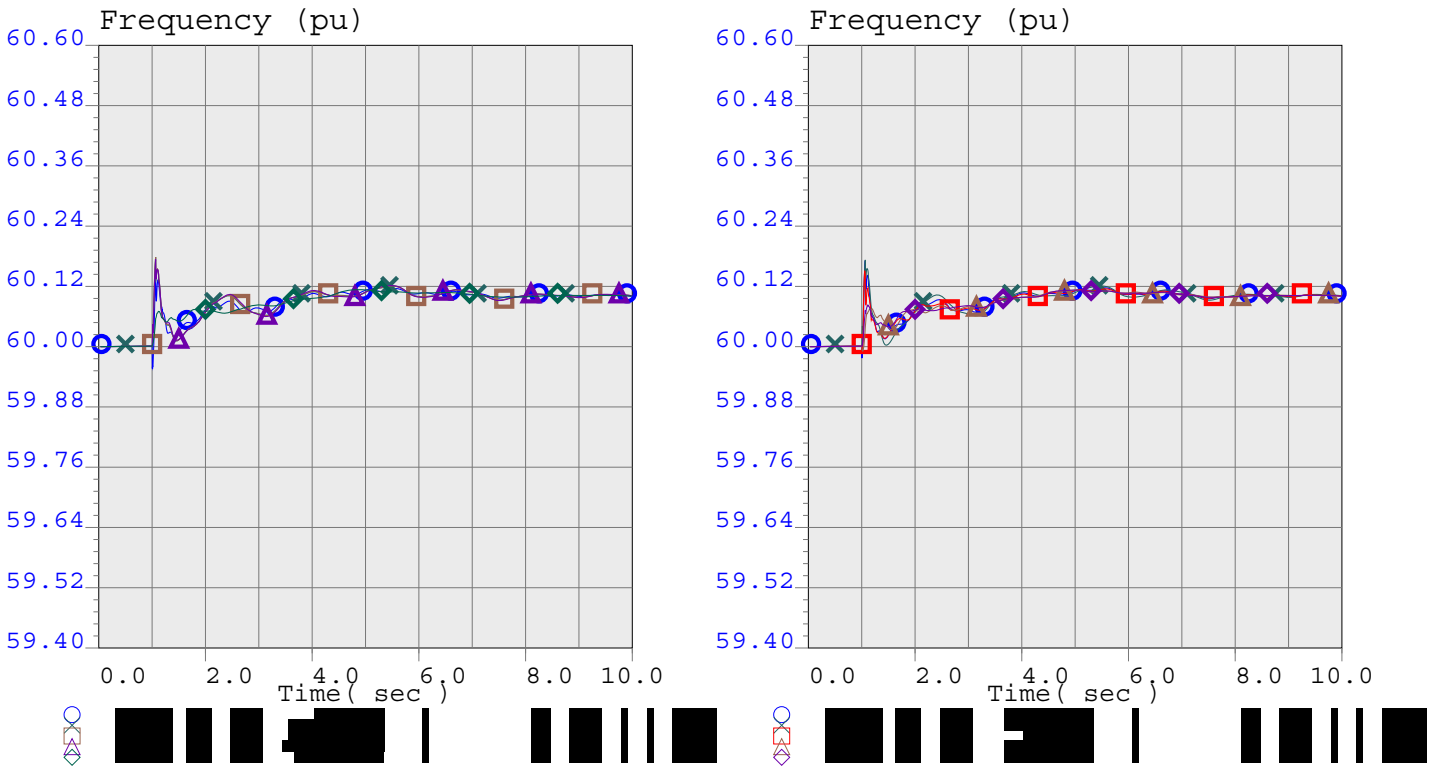
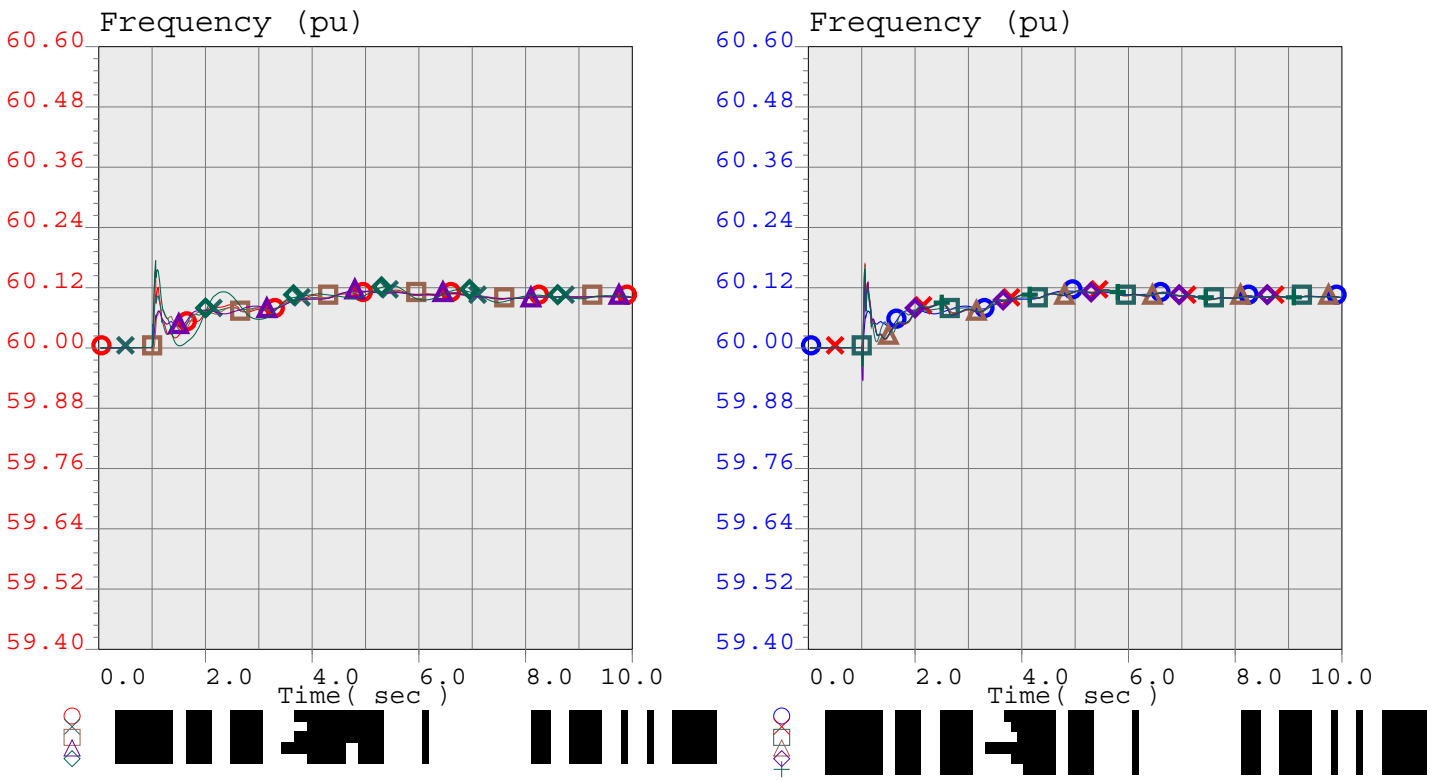
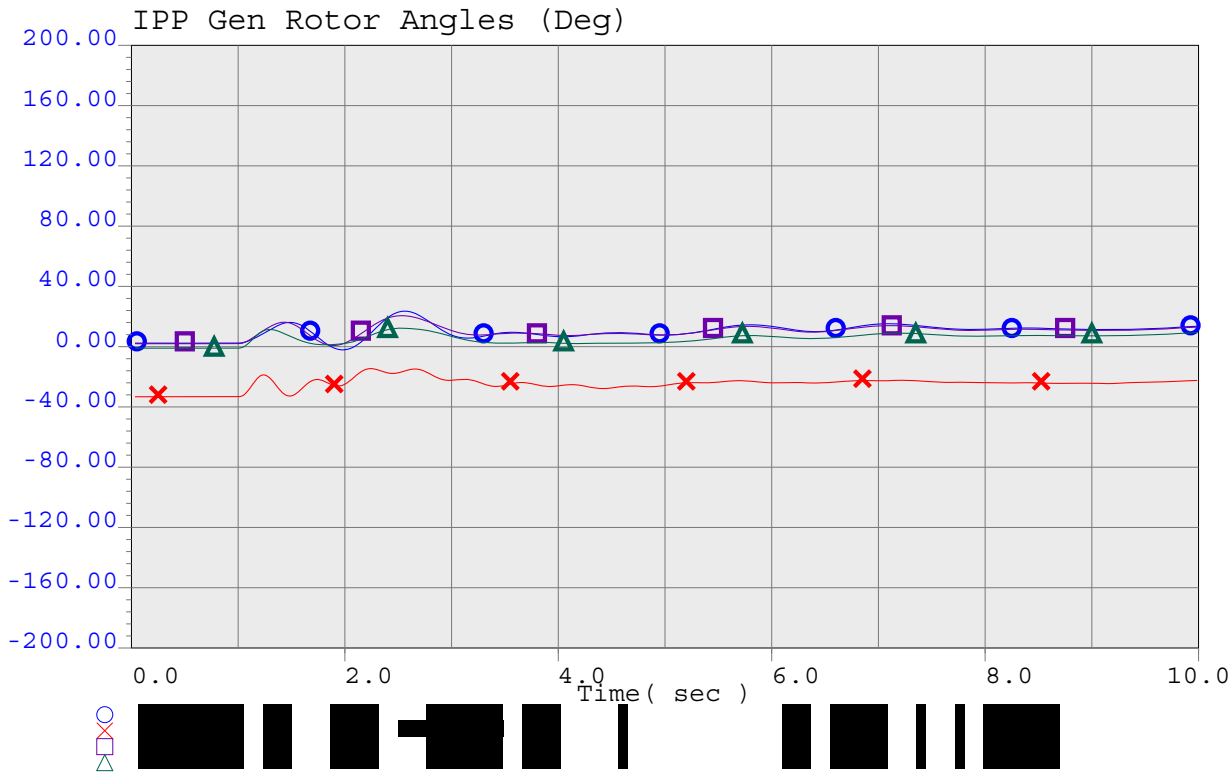
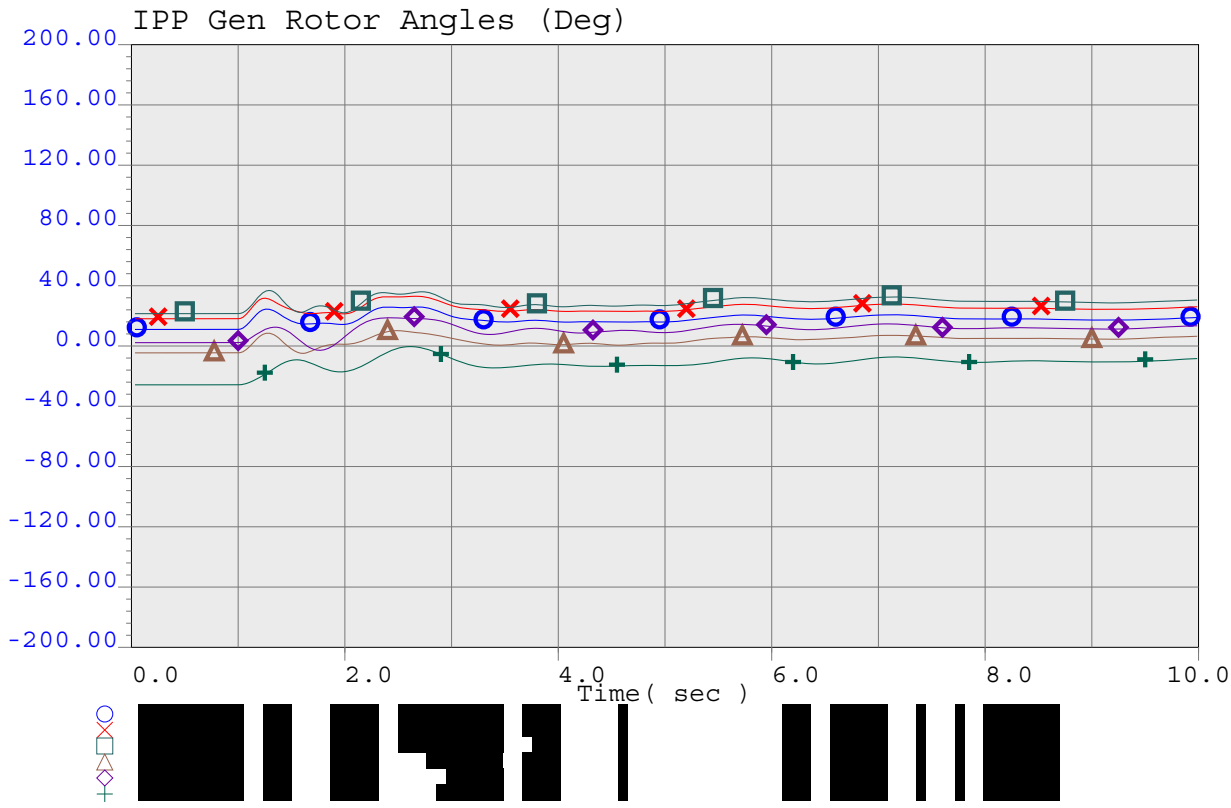


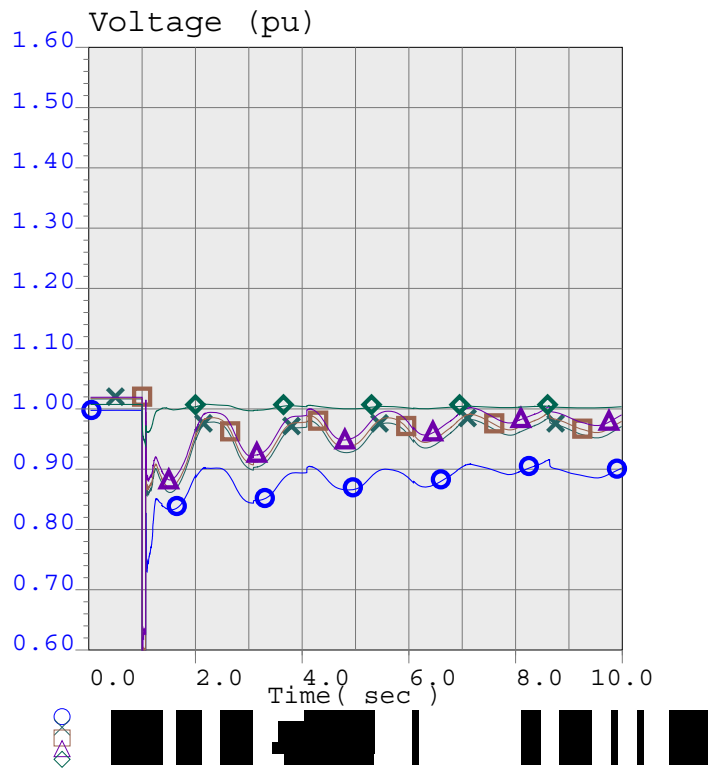


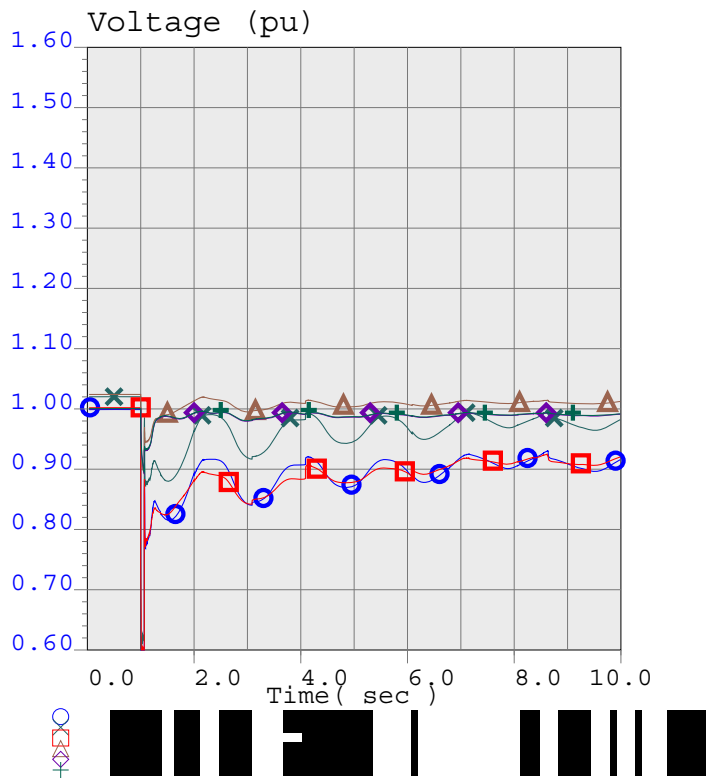
SYSTEM IMPACT STUDY (Rotor Angles)

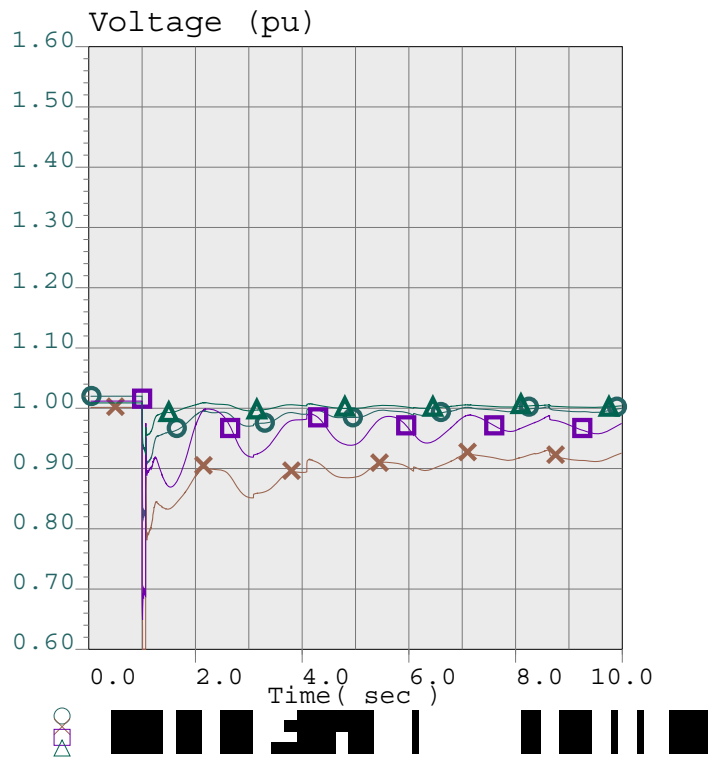


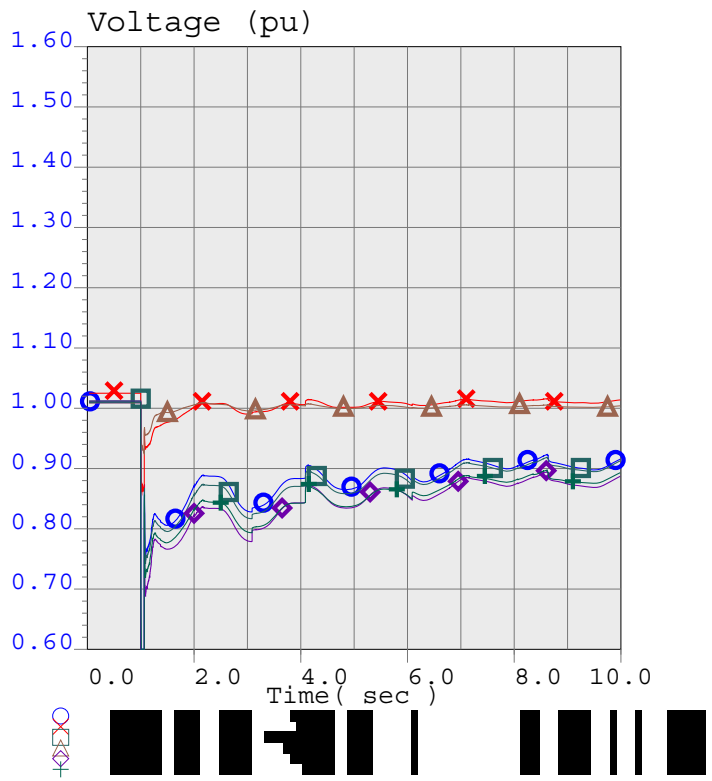


SYSTEM IMPACT STUDY (Voltage)









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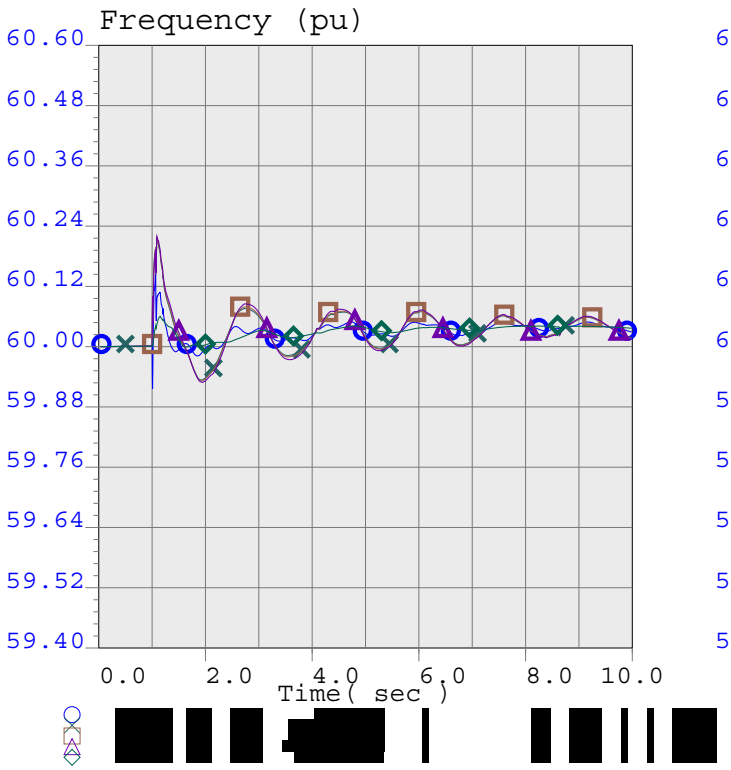
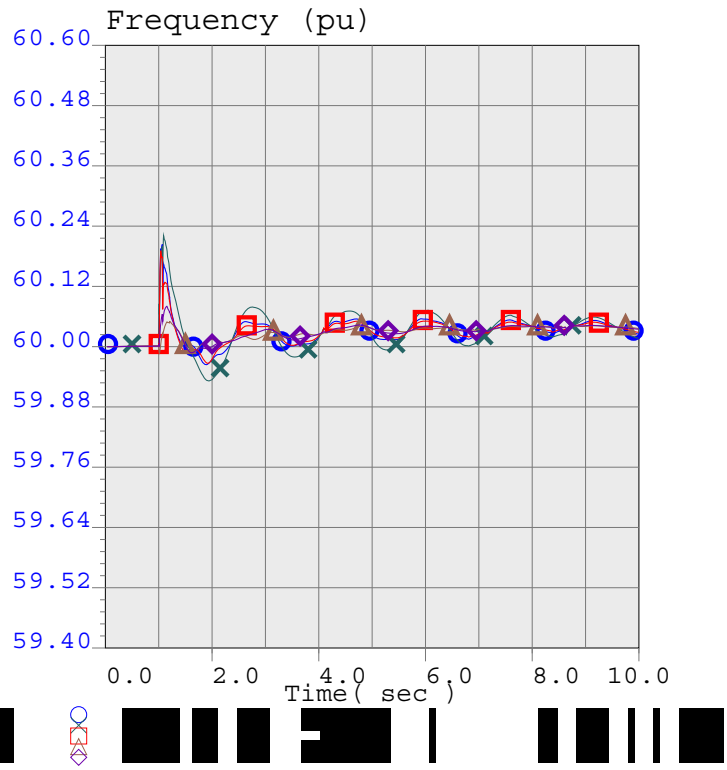
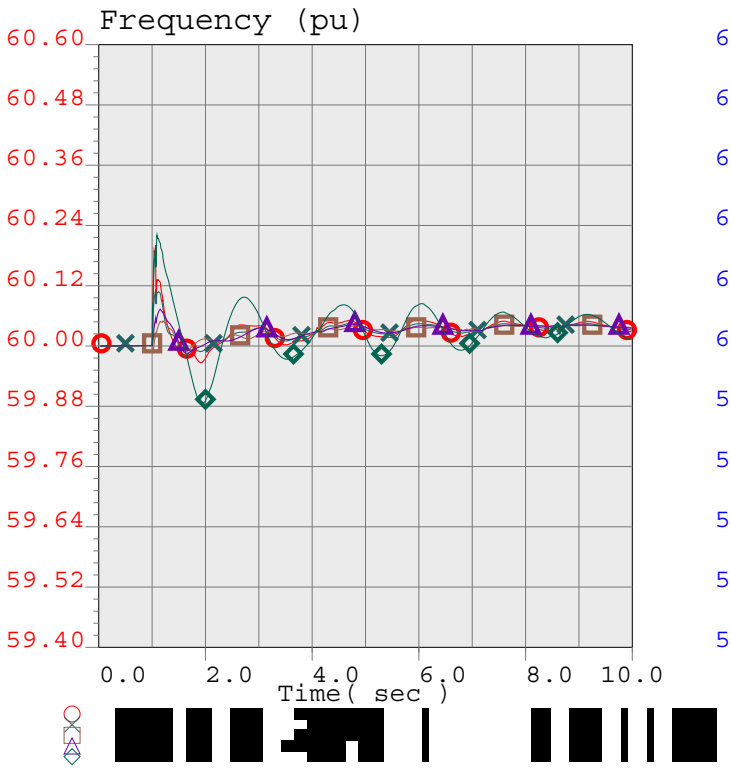
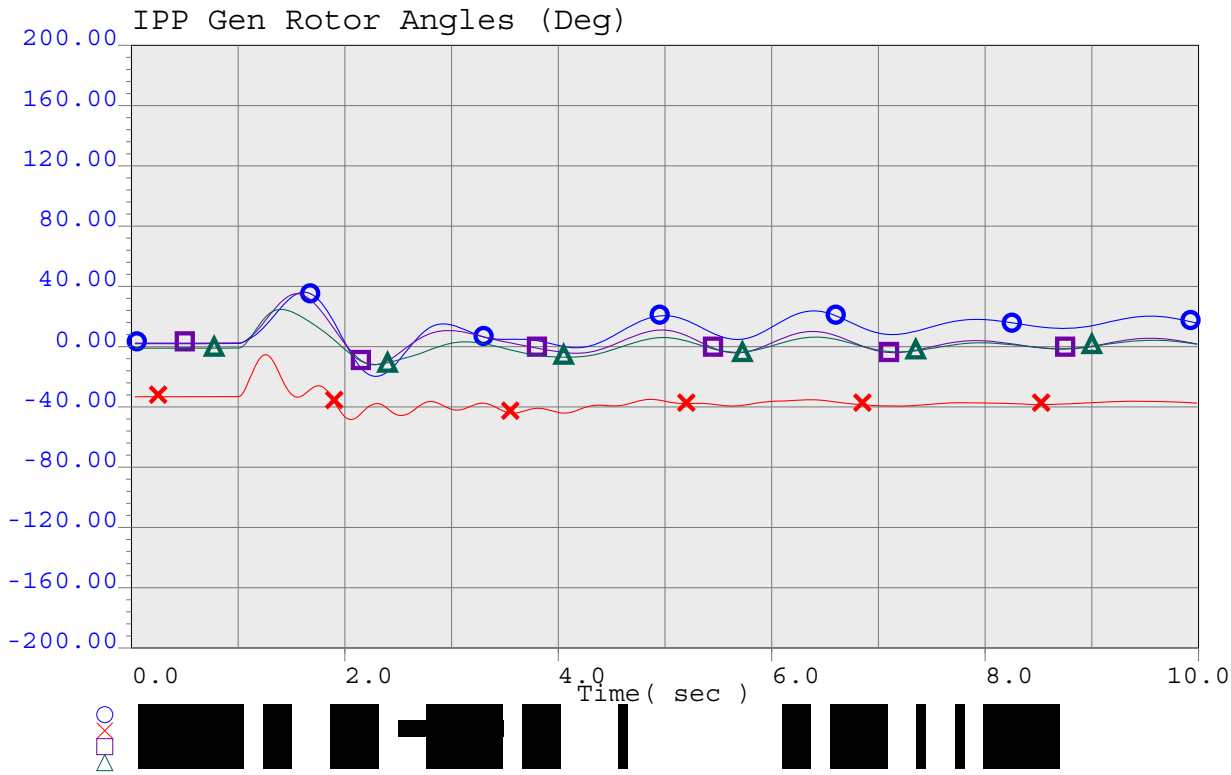
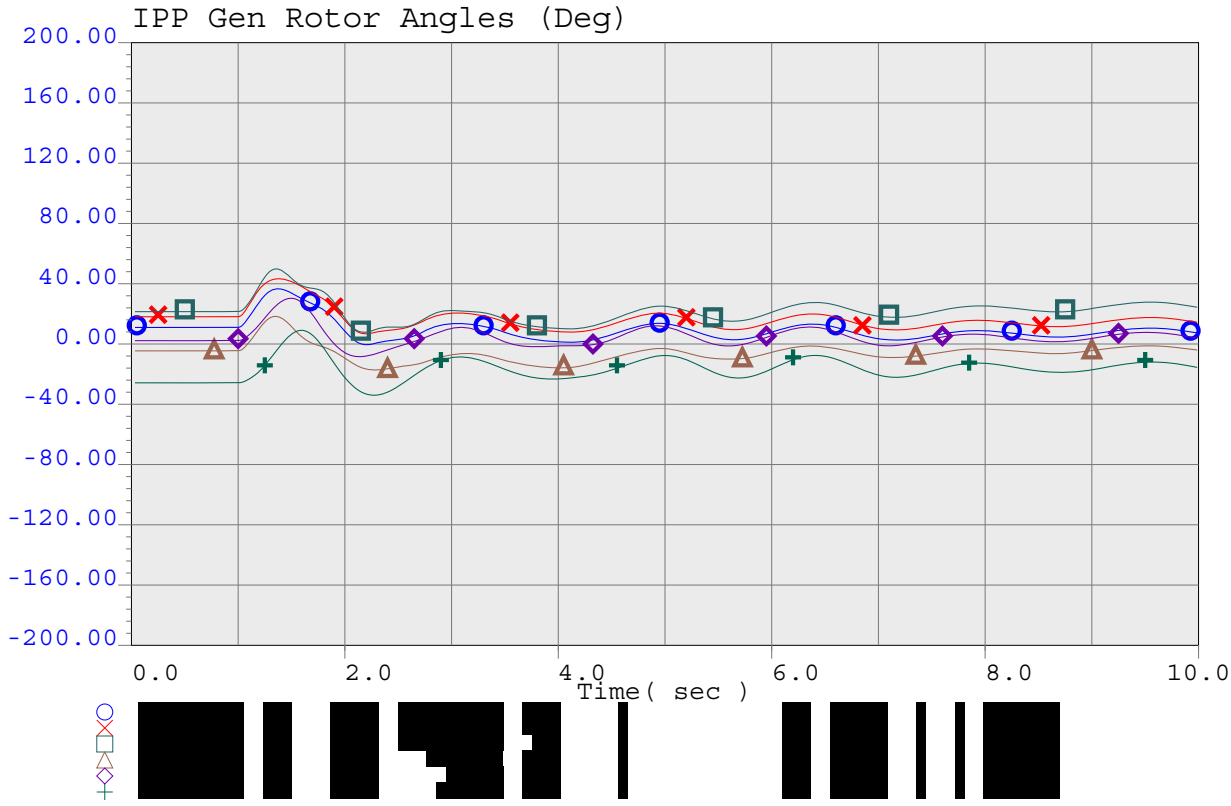




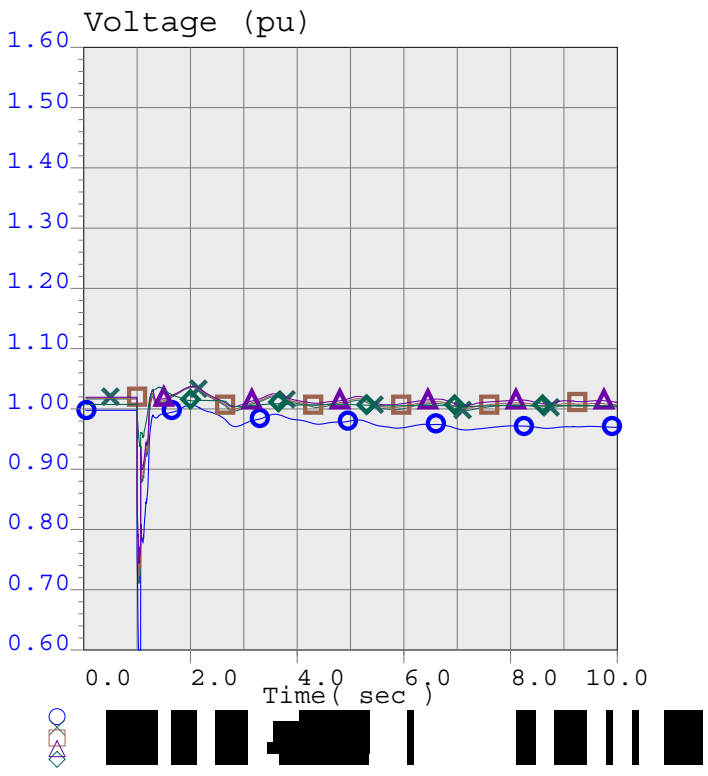


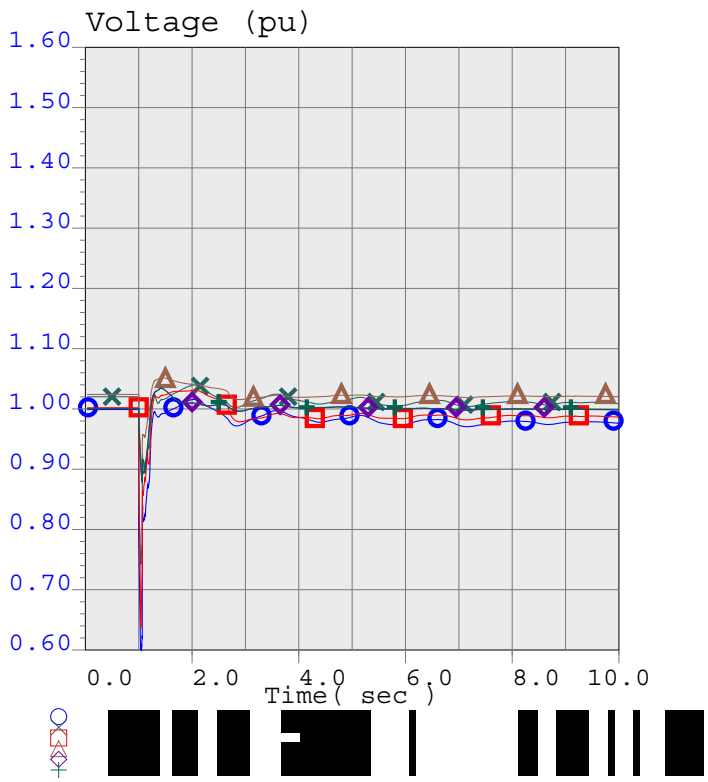
SYSTEM IMPACT STUDY (Rotor Angles)

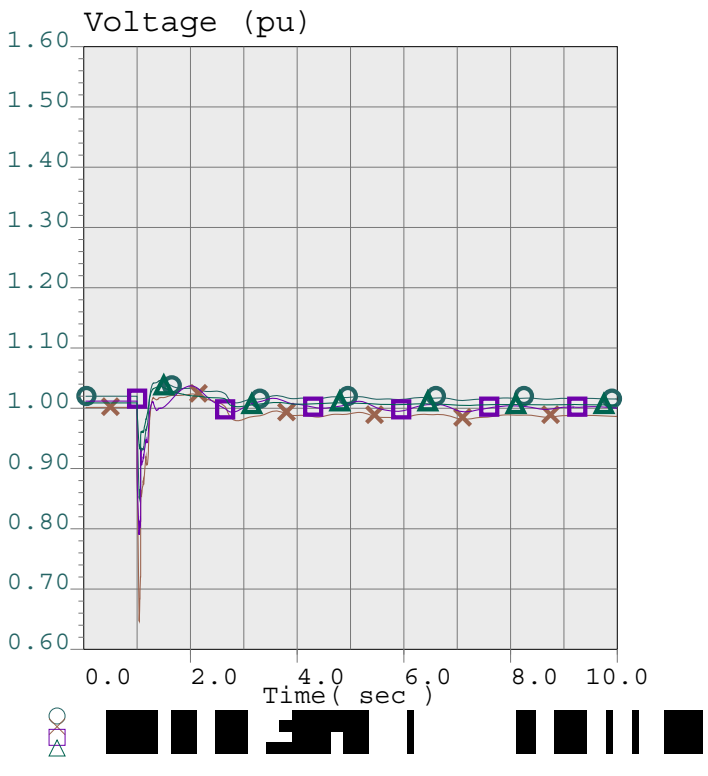


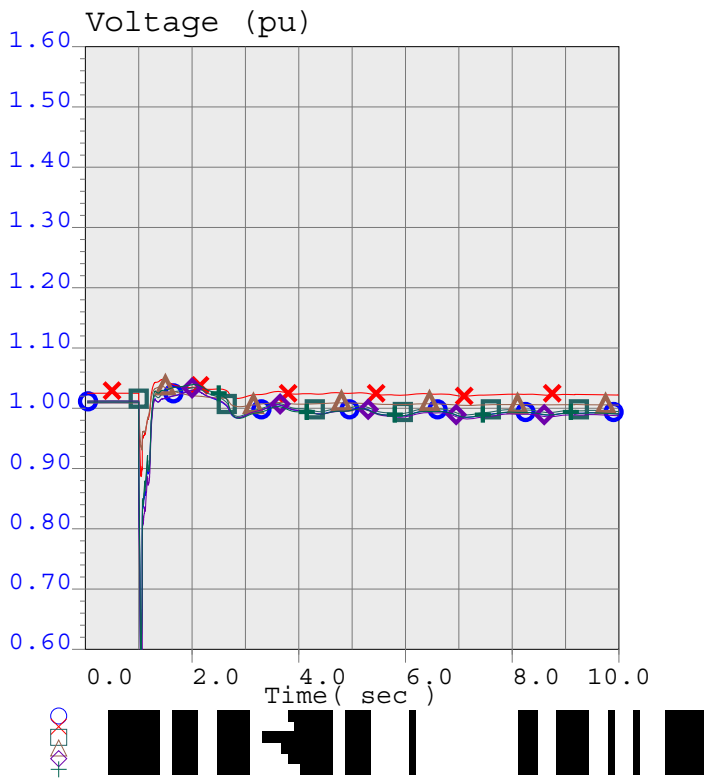


SYSTEM IMPACT STUDY (Voltage)









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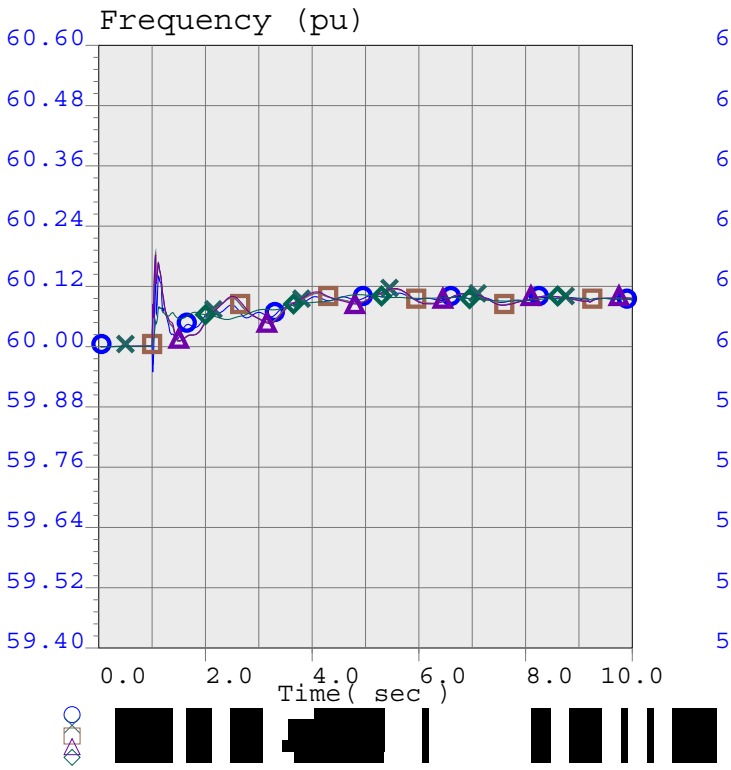
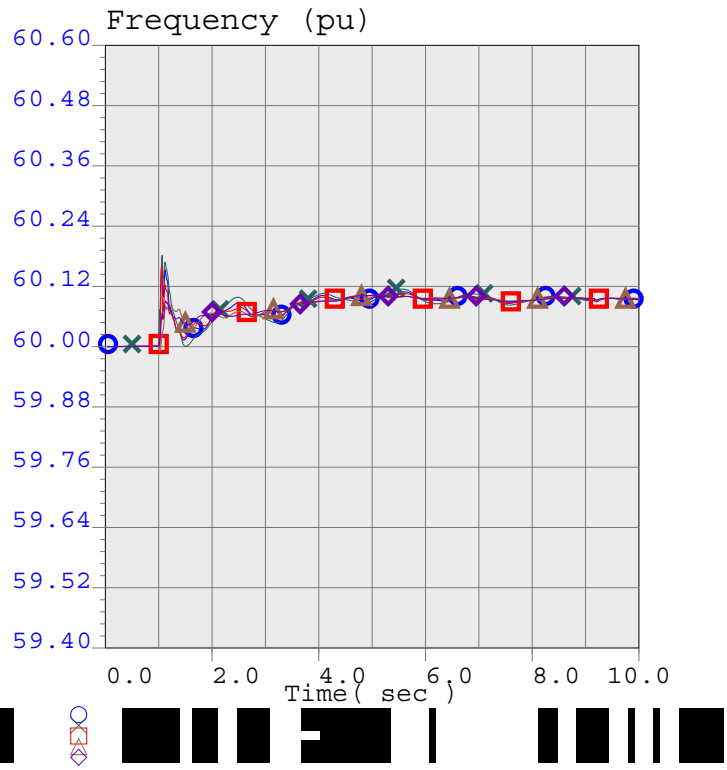
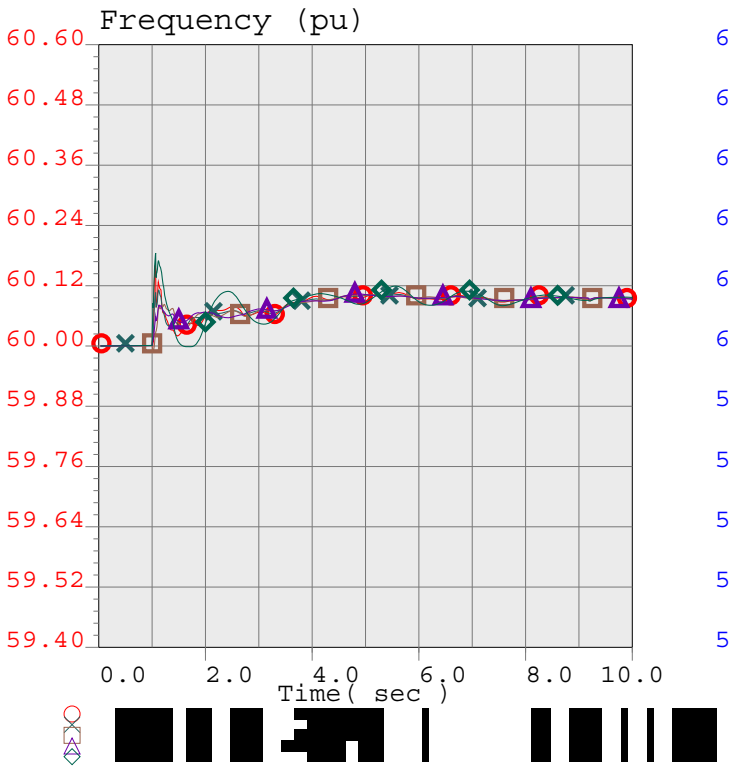
Thu Aug 25 14:09:41 2022

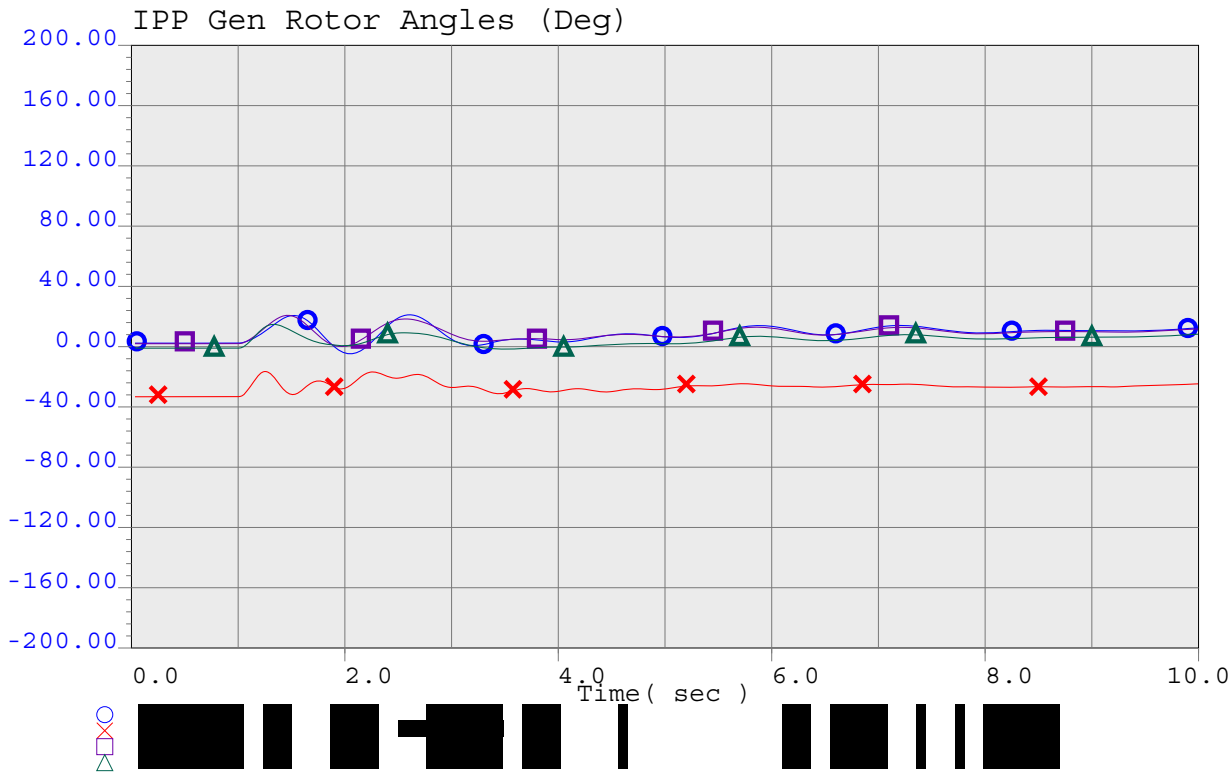
SYSTEM IMPACT STUDY (Frequency)

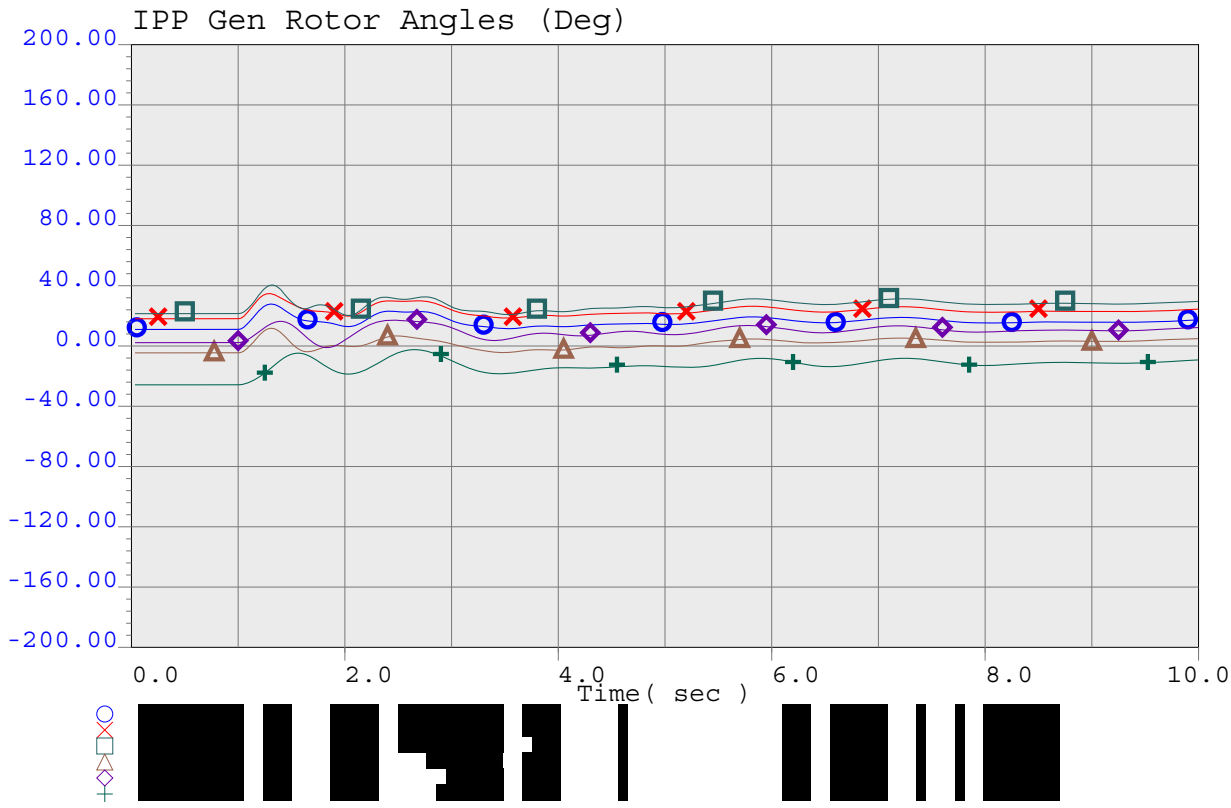




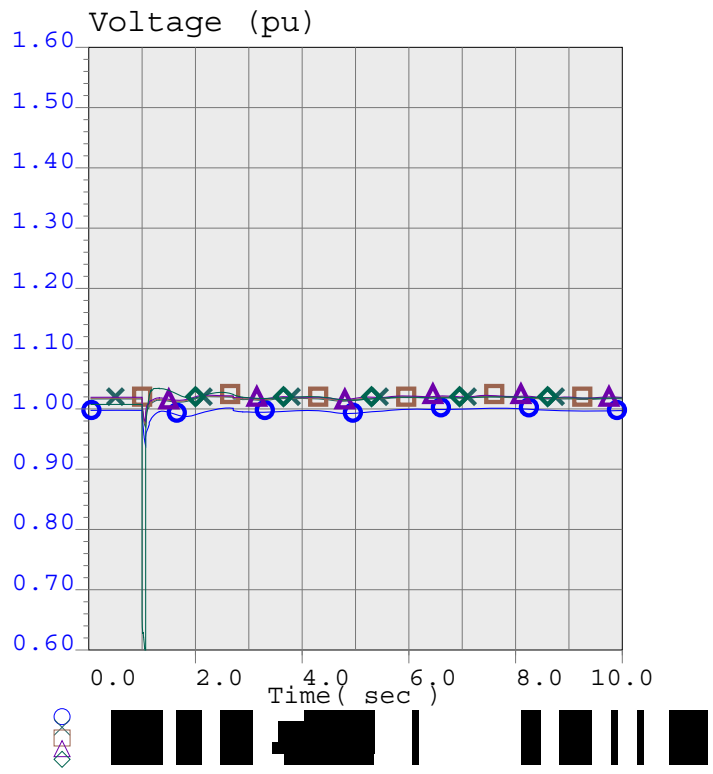


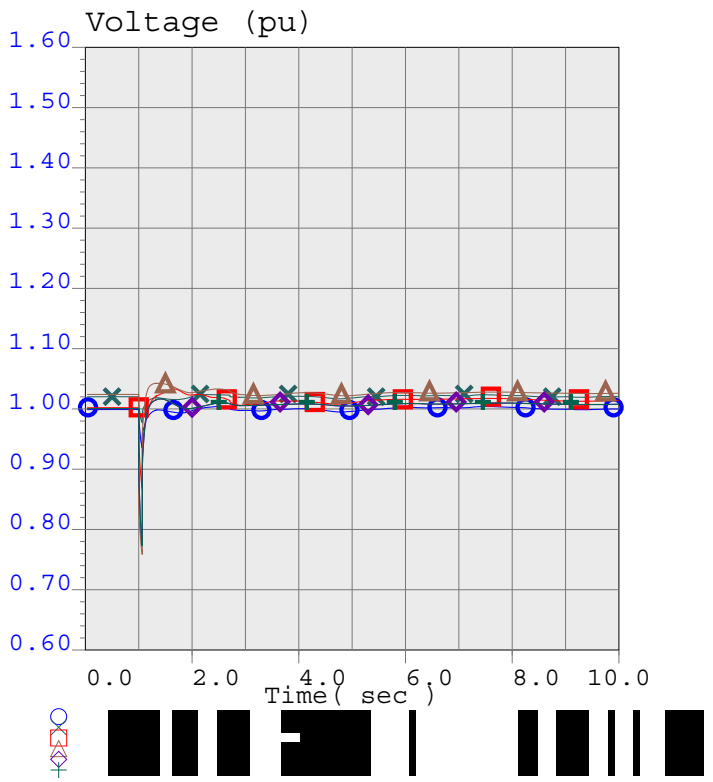
SYSTEM IMPACT STUDY (Rotor Angles)

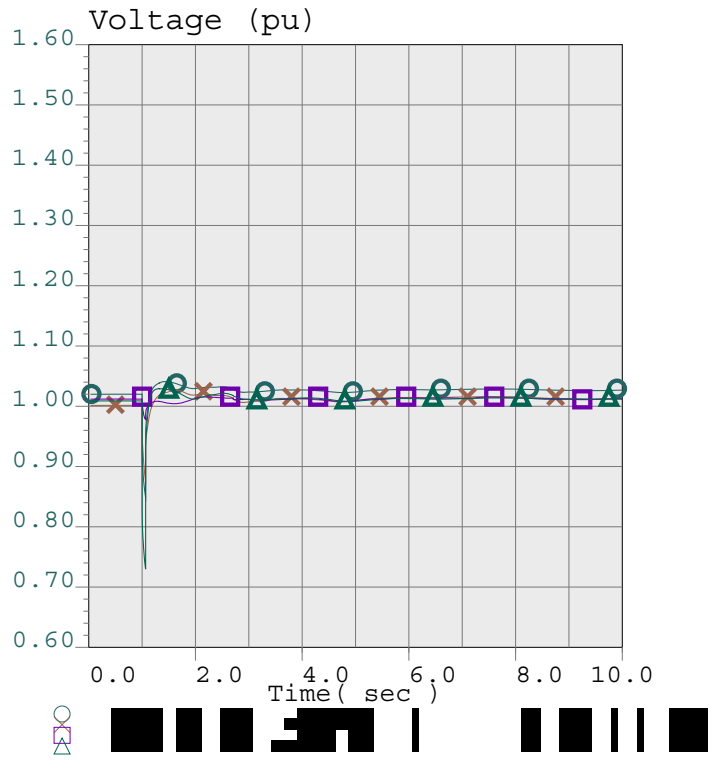


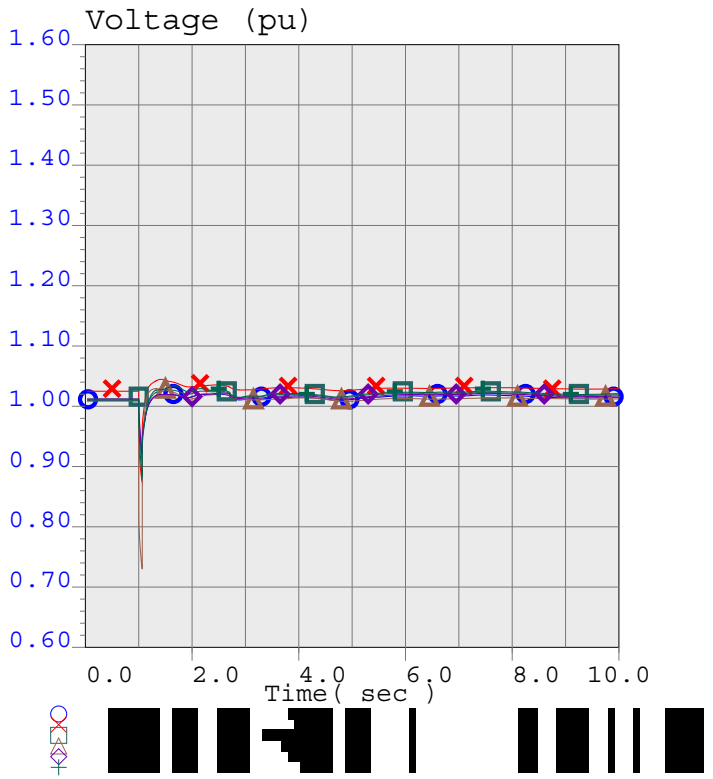


SYSTEM IMPACT STUDY (Voltage)









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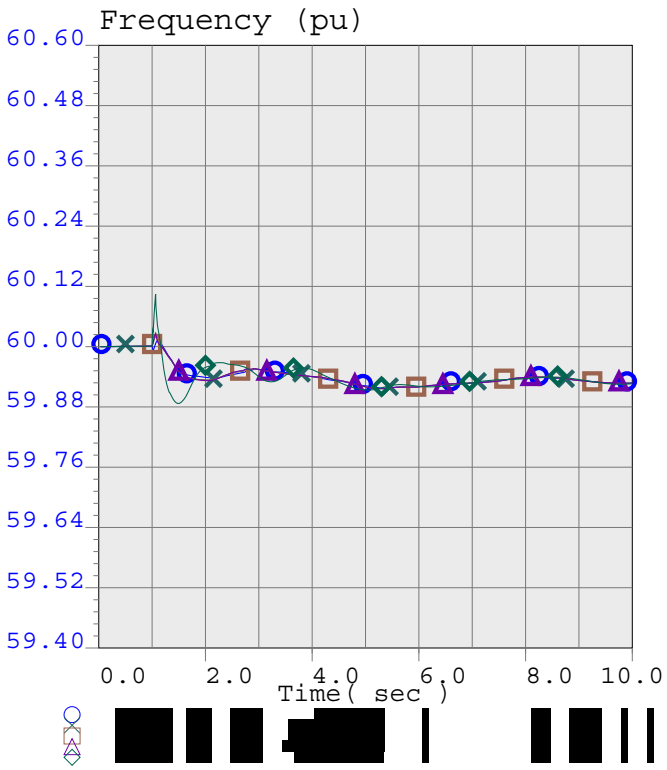
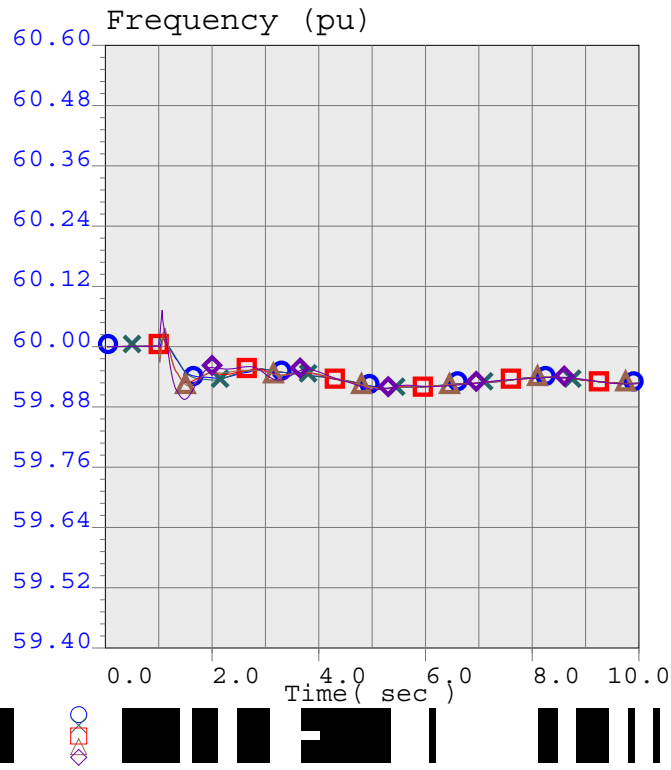
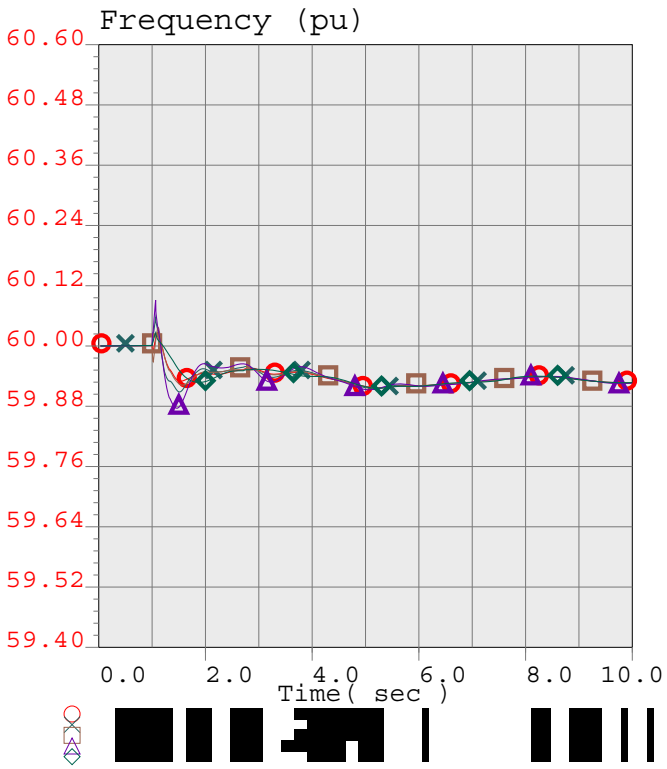
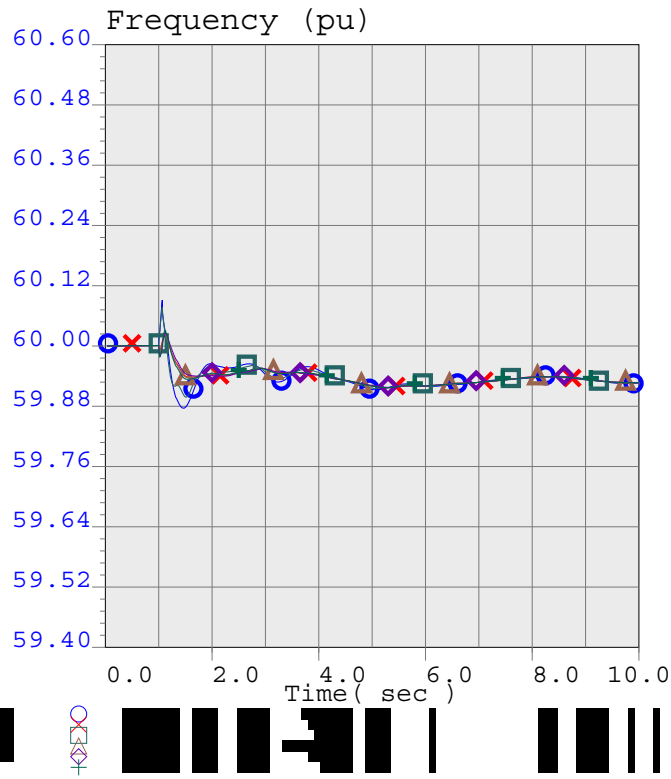
SYSTEM IMPACT STUDY (Frequency)

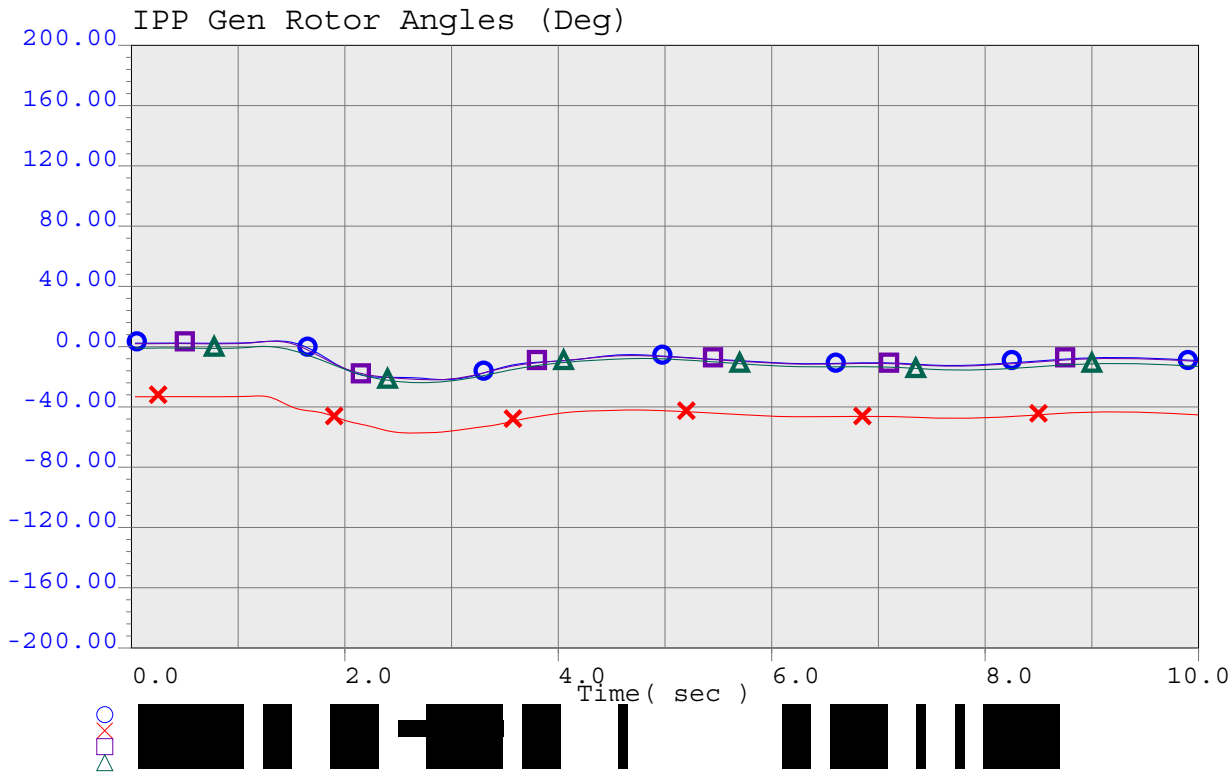


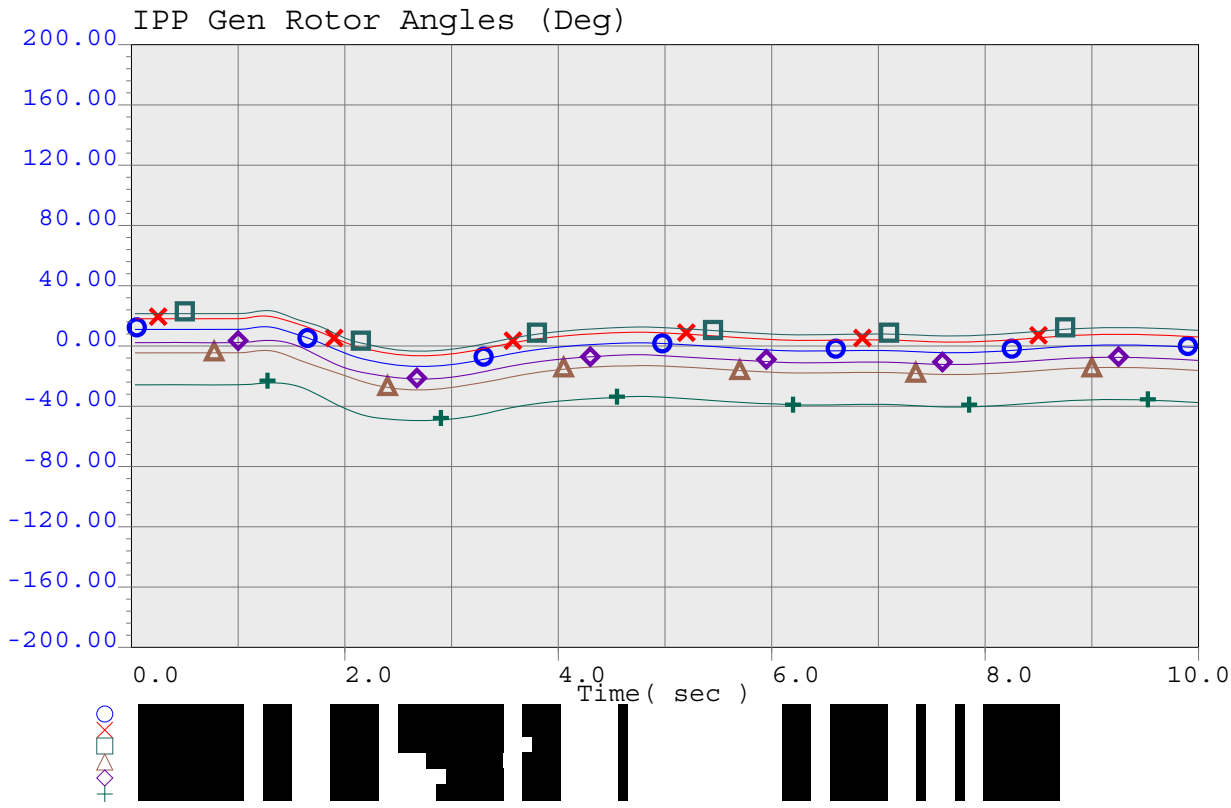




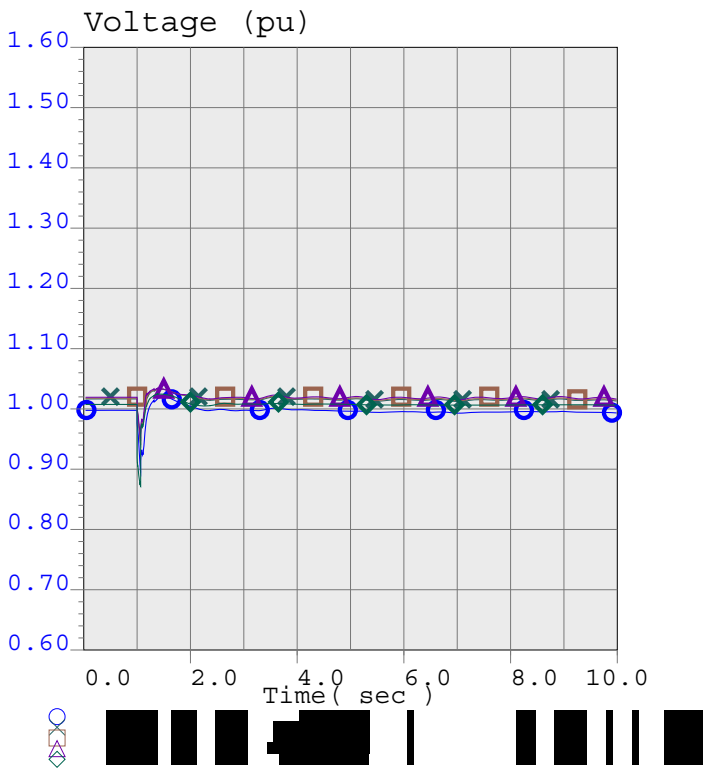


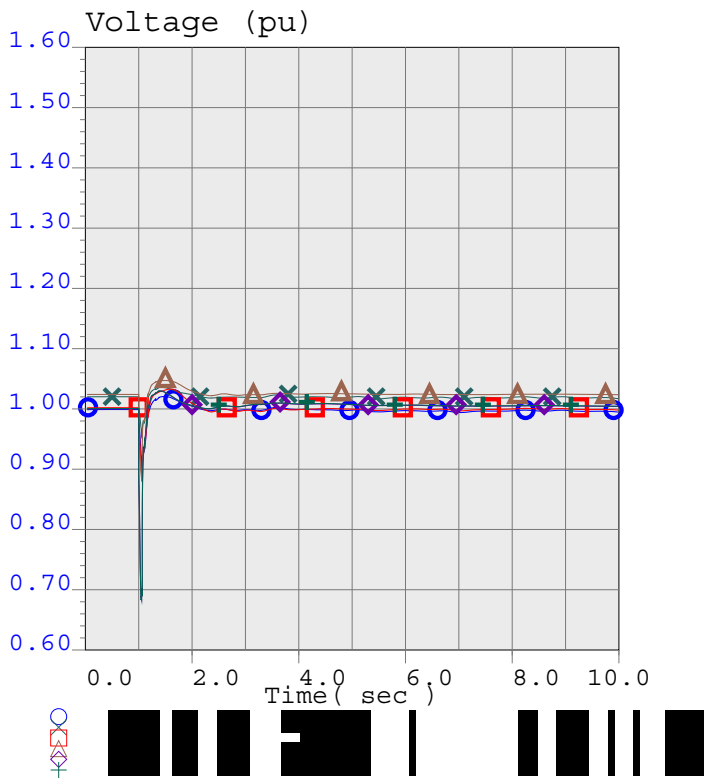
SYSTEM IMPACT STUDY (Rotor Angles)

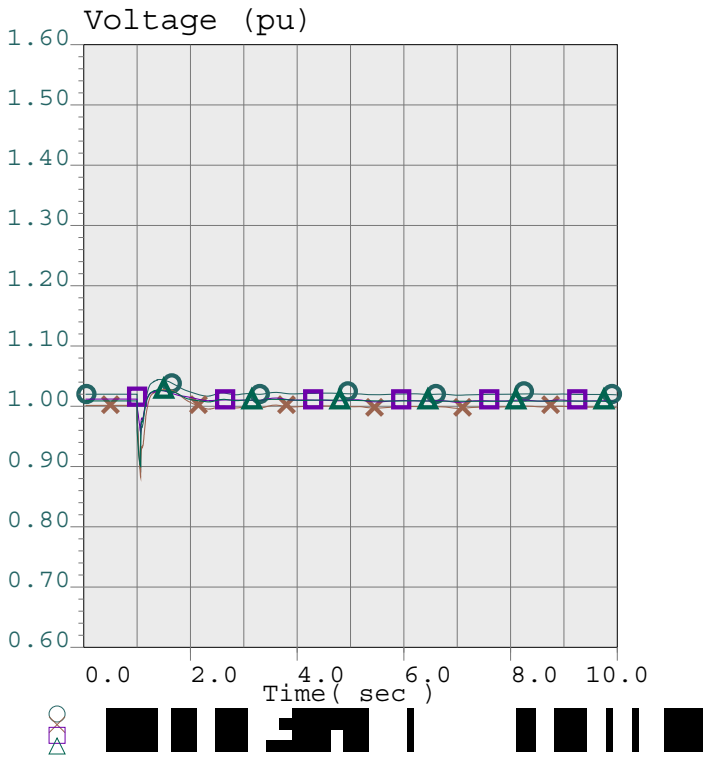


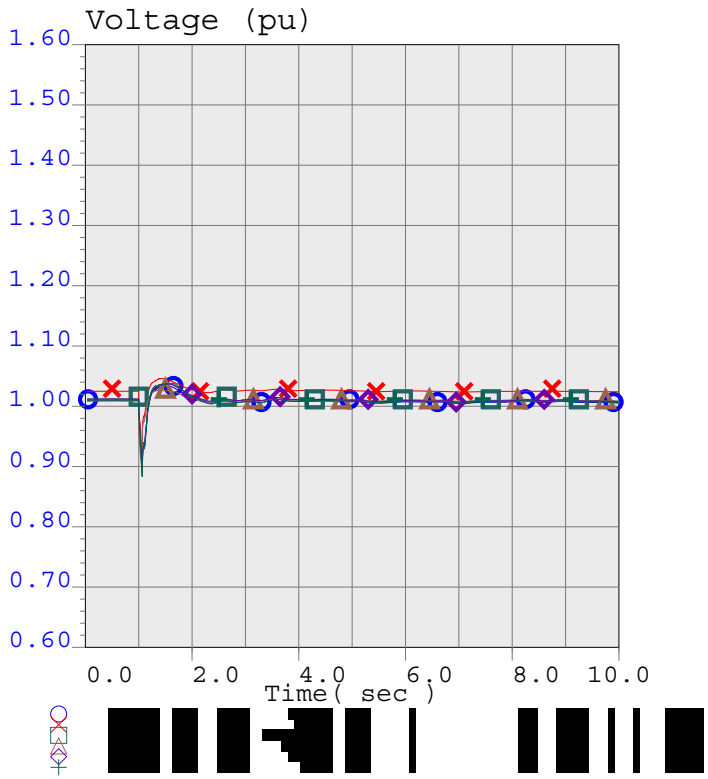


SYSTEM IMPACT STUDY (Voltage)









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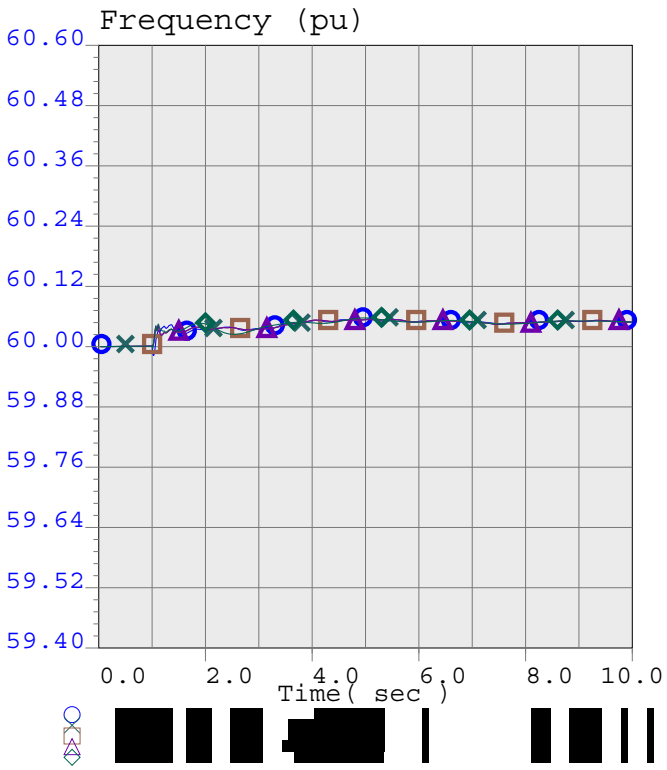
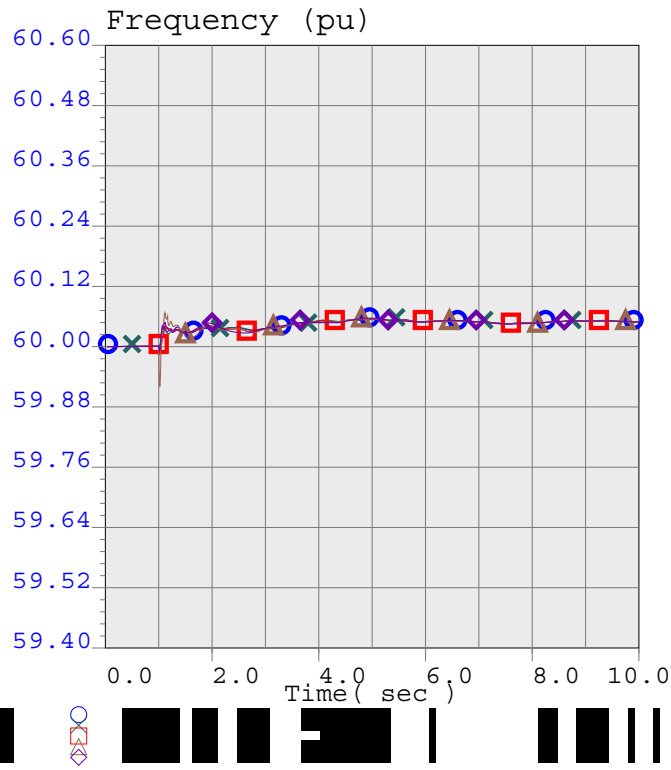
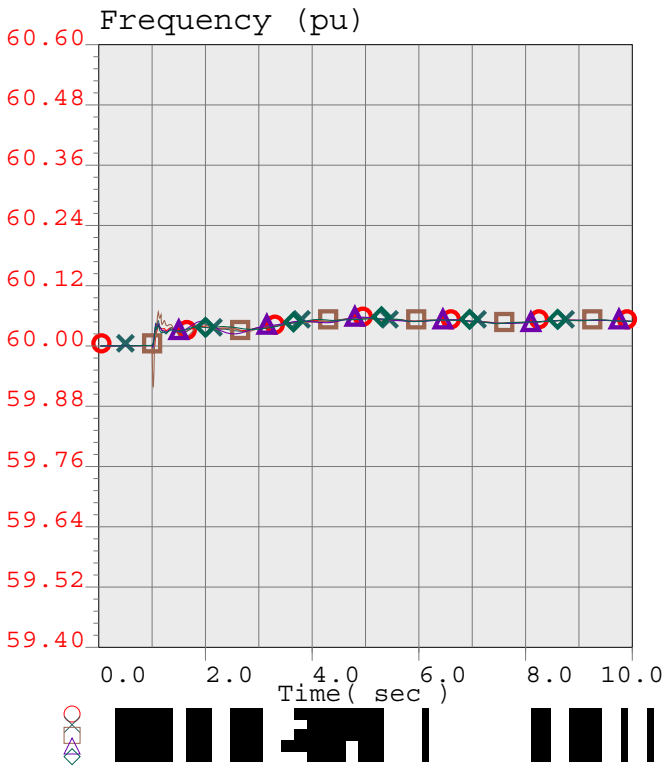
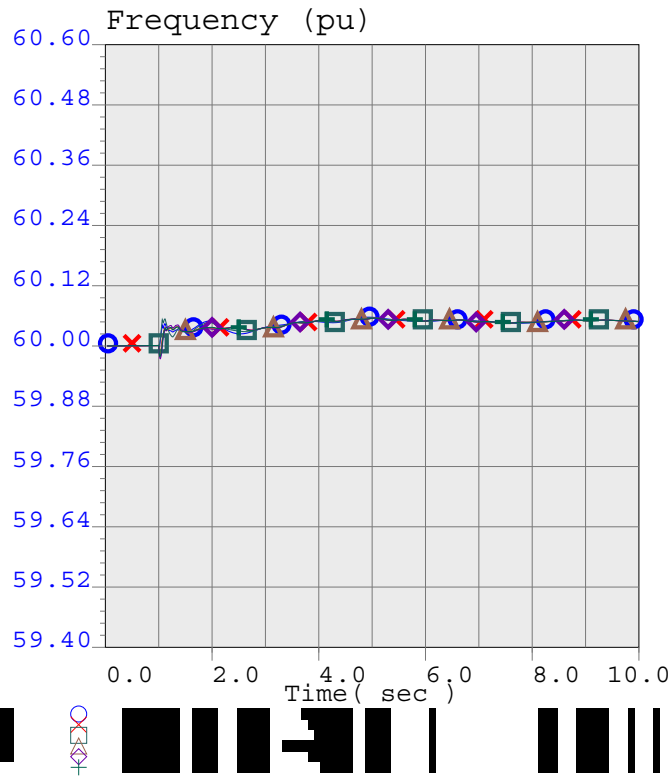
SYSTEM IMPACT STUDY (Frequency)

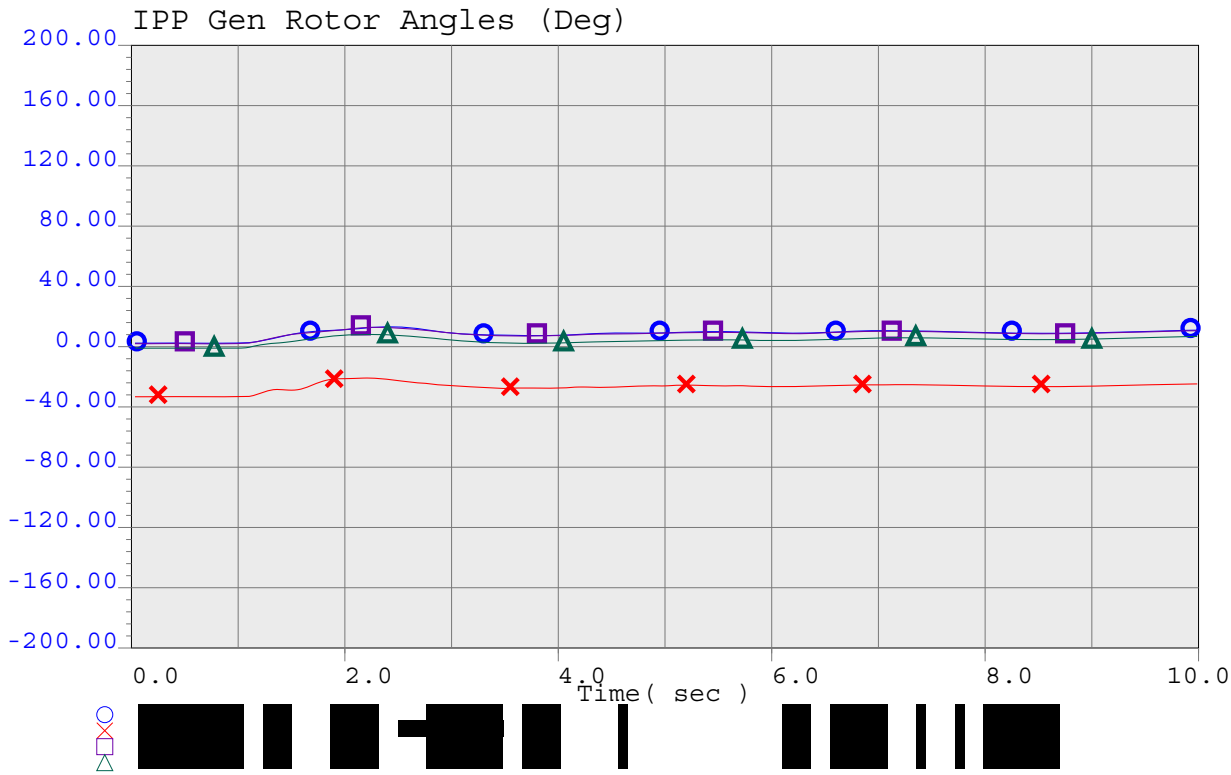


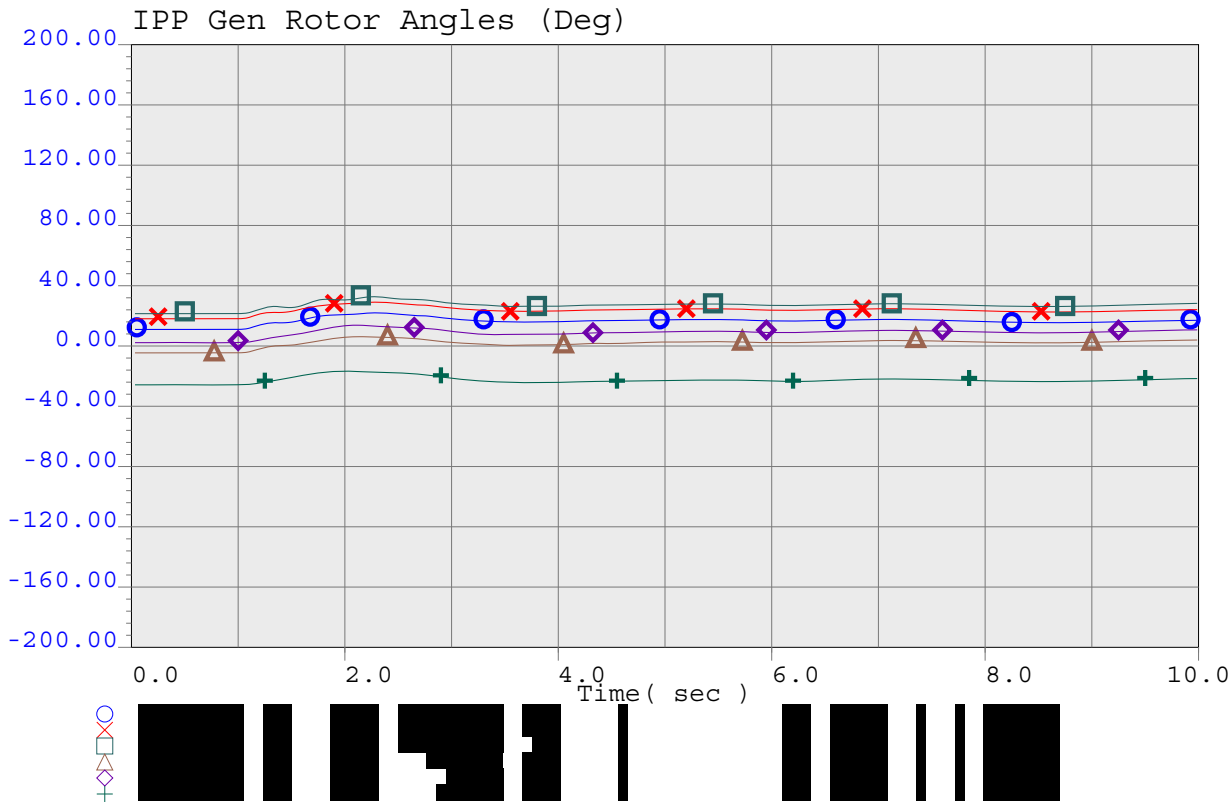




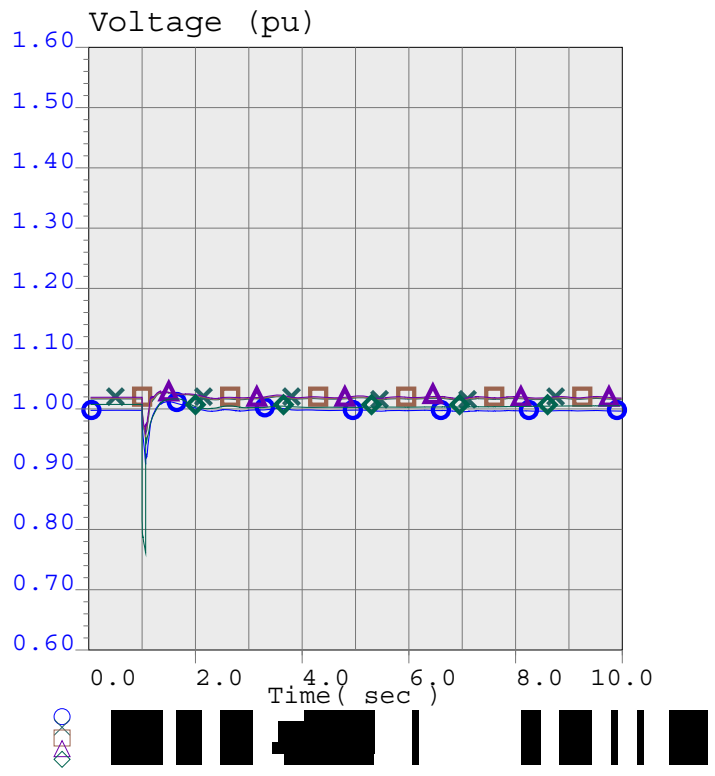


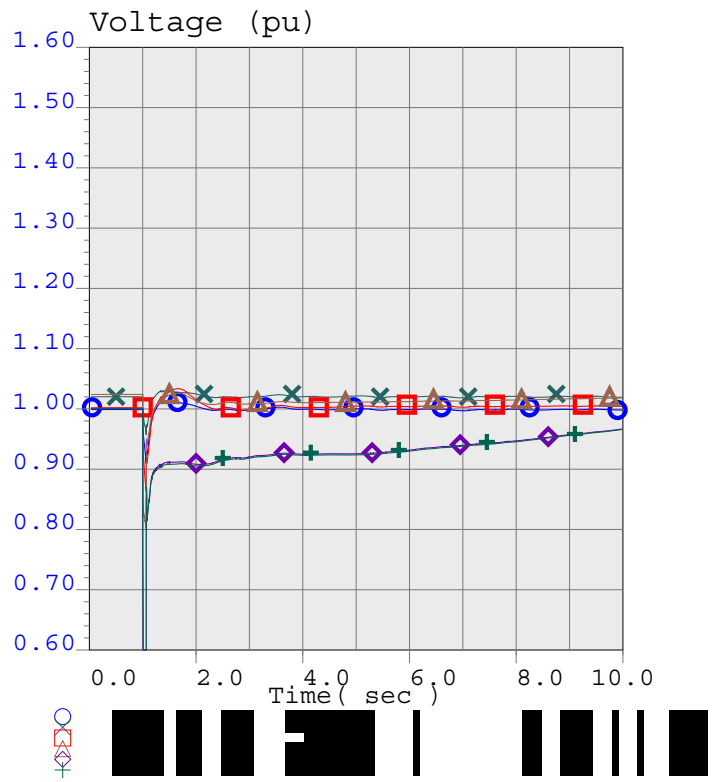
SYSTEM IMPACT STUDY (Rotor Angles)

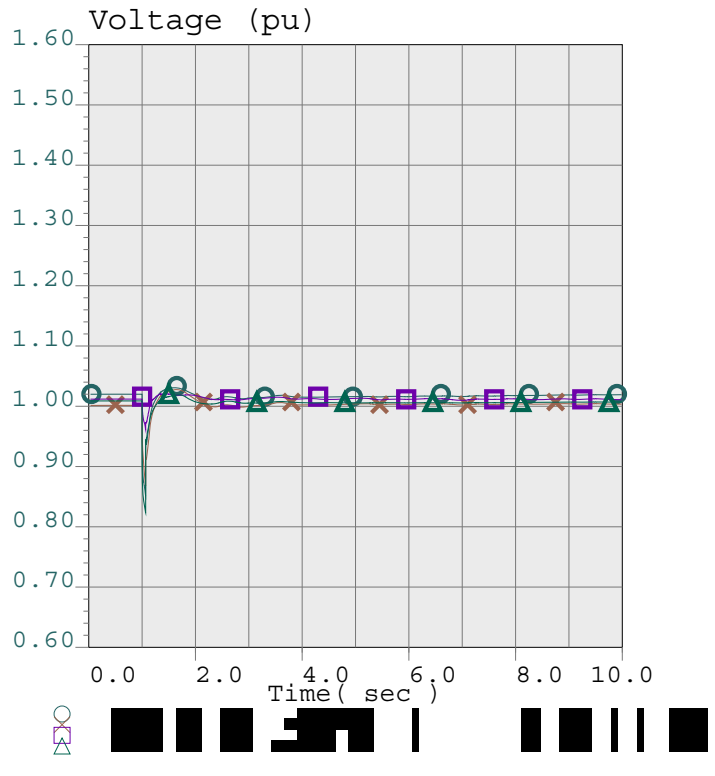


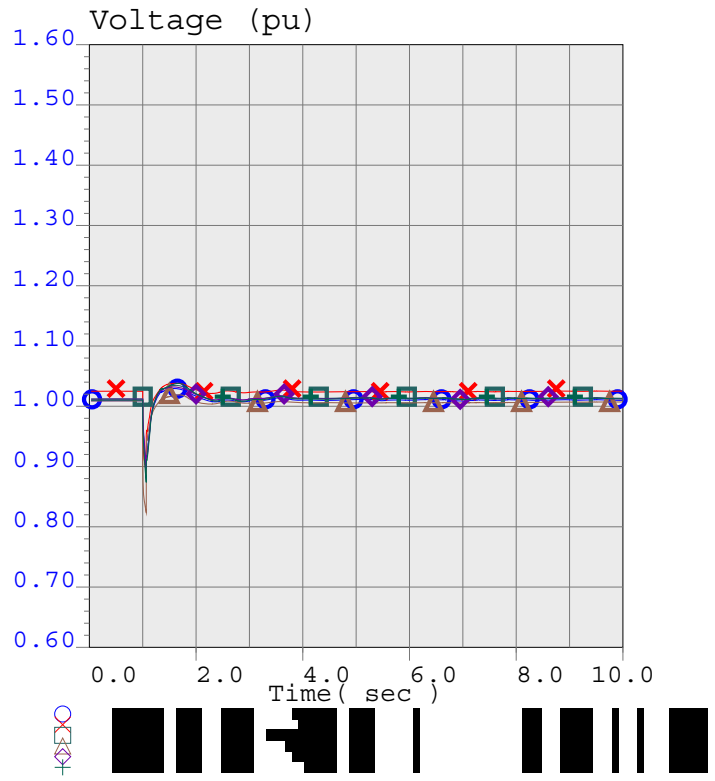


SYSTEM IMPACT STUDY (Voltage)









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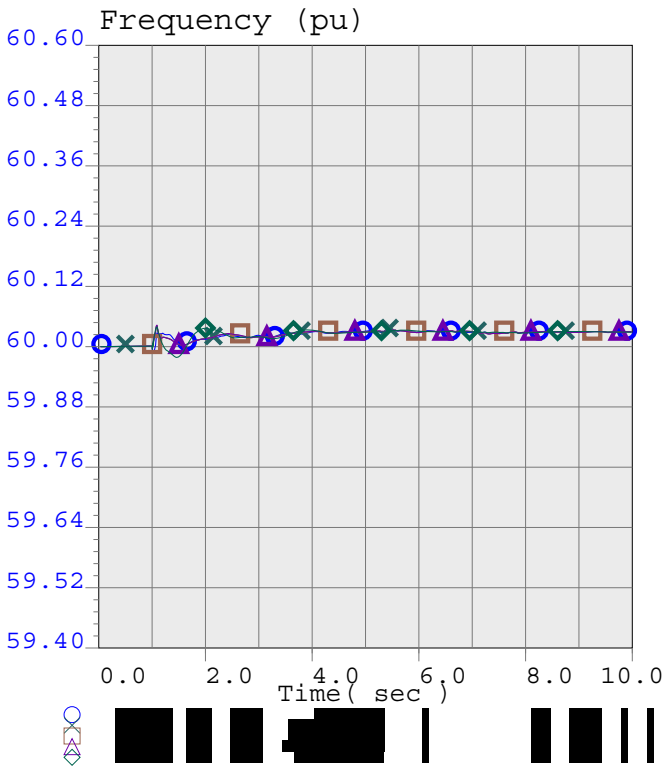
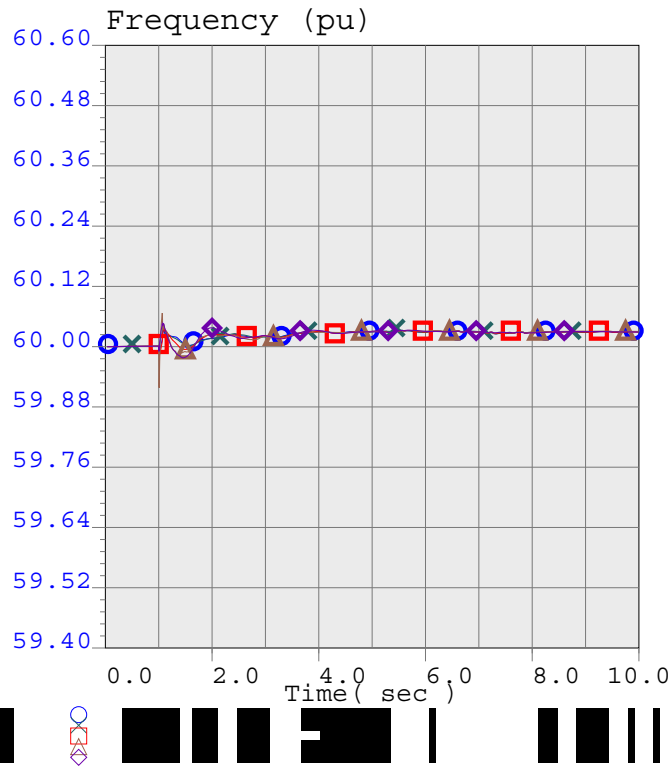
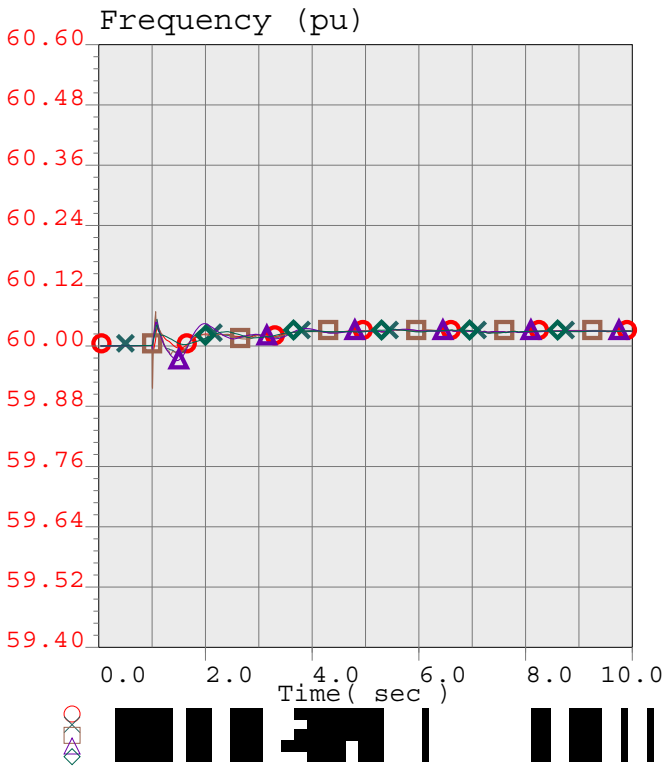
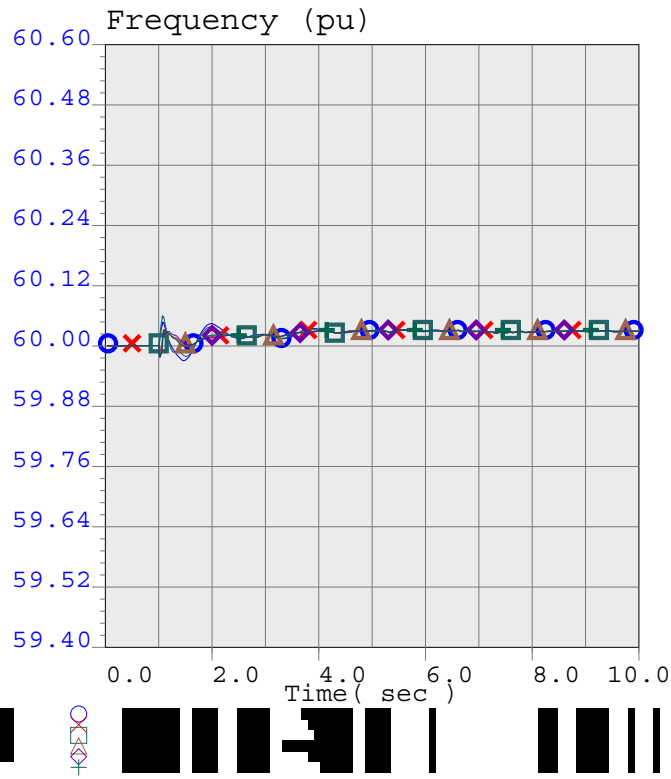
SYSTEM IMPACT STUDY (Frequency)

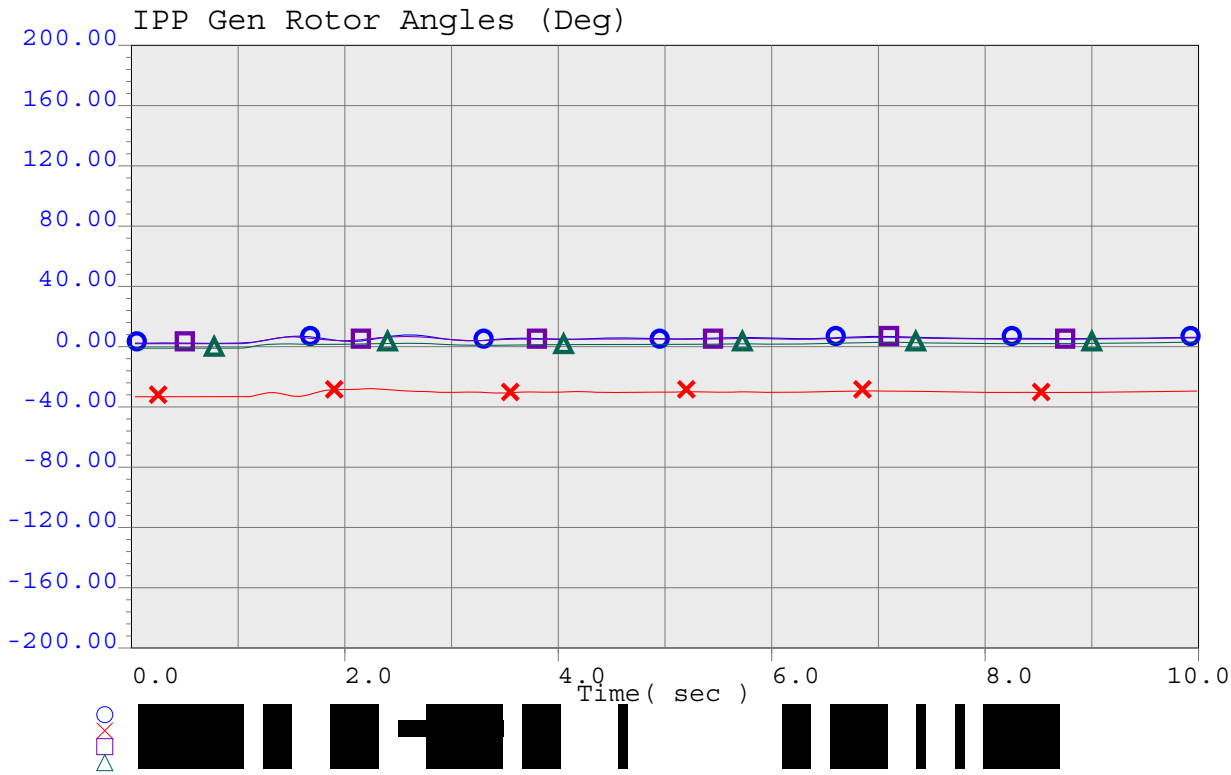


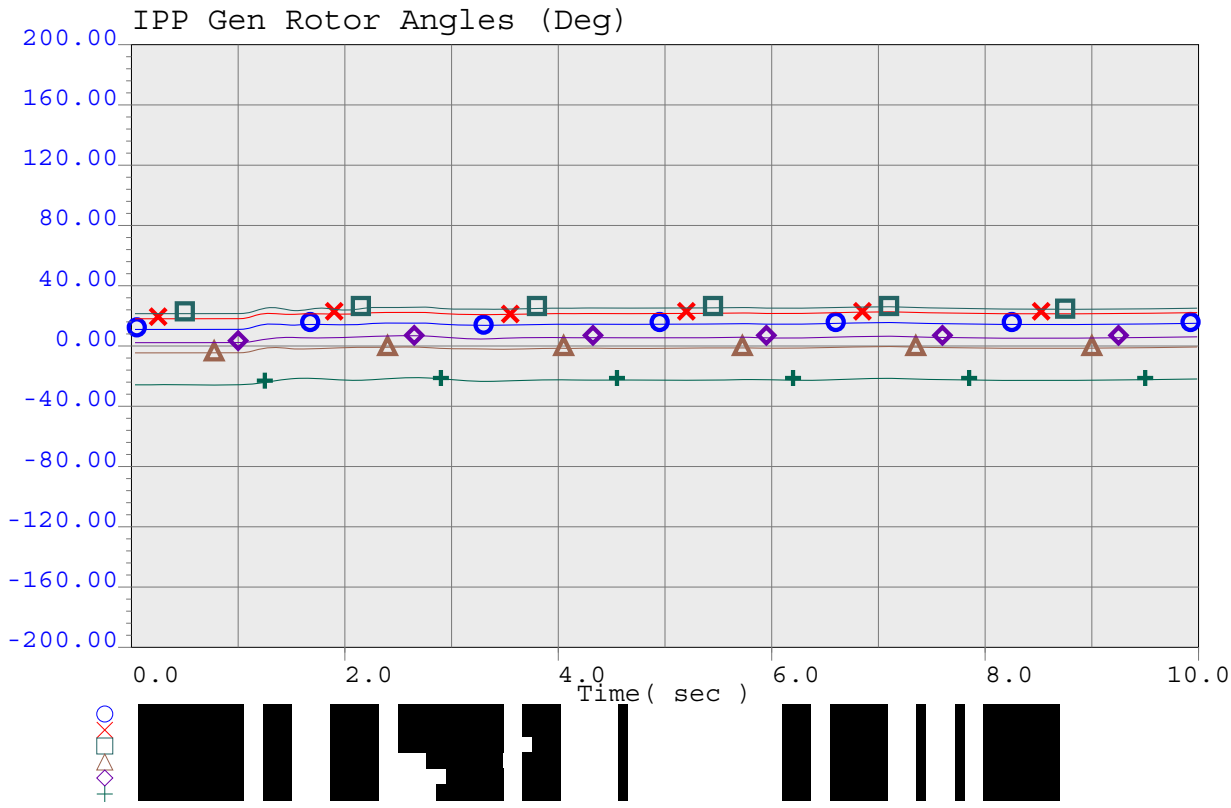




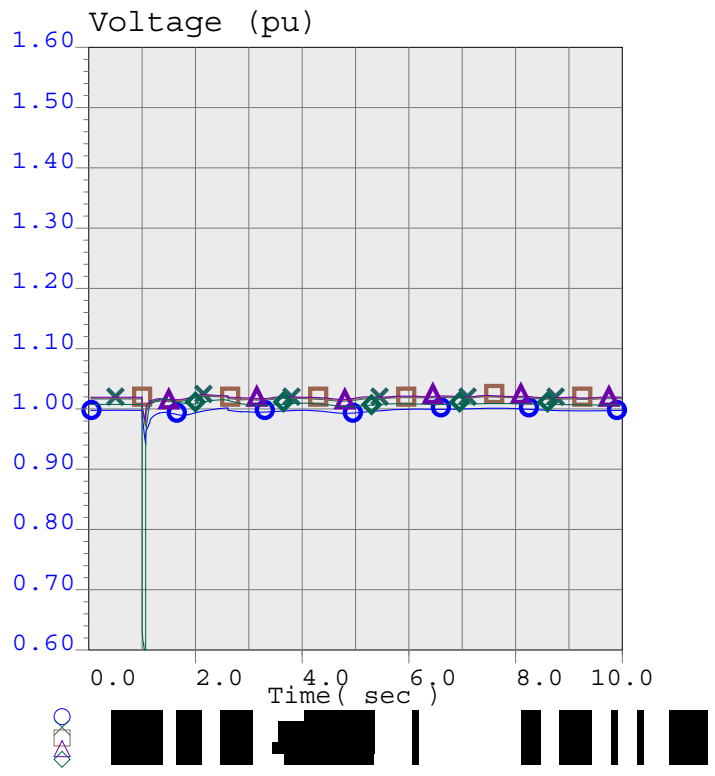


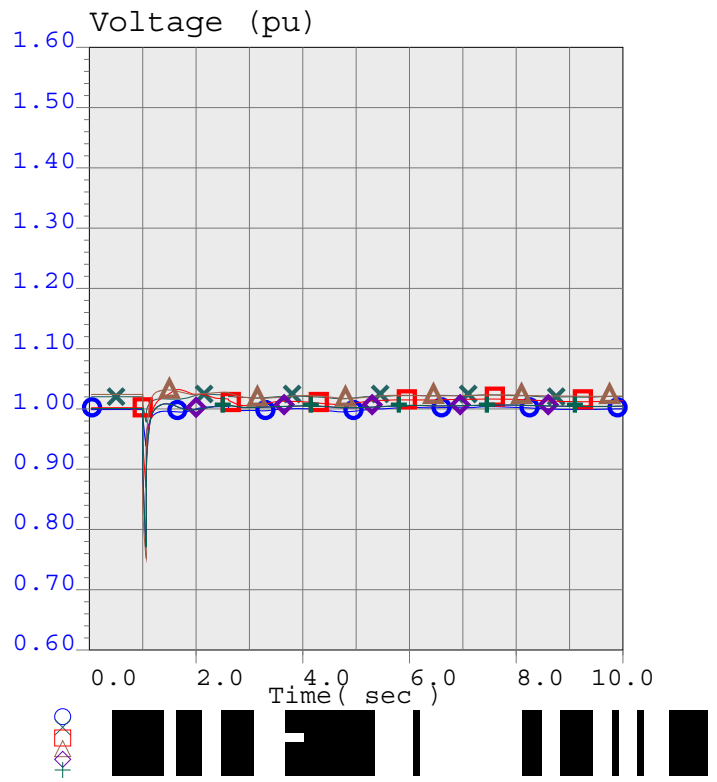
SYSTEM IMPACT STUDY (Rotor Angles)

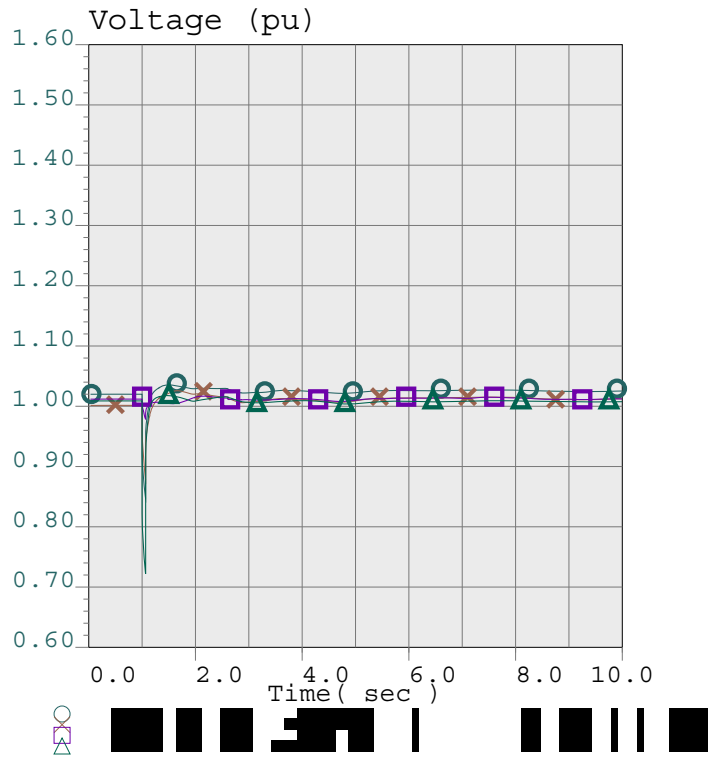


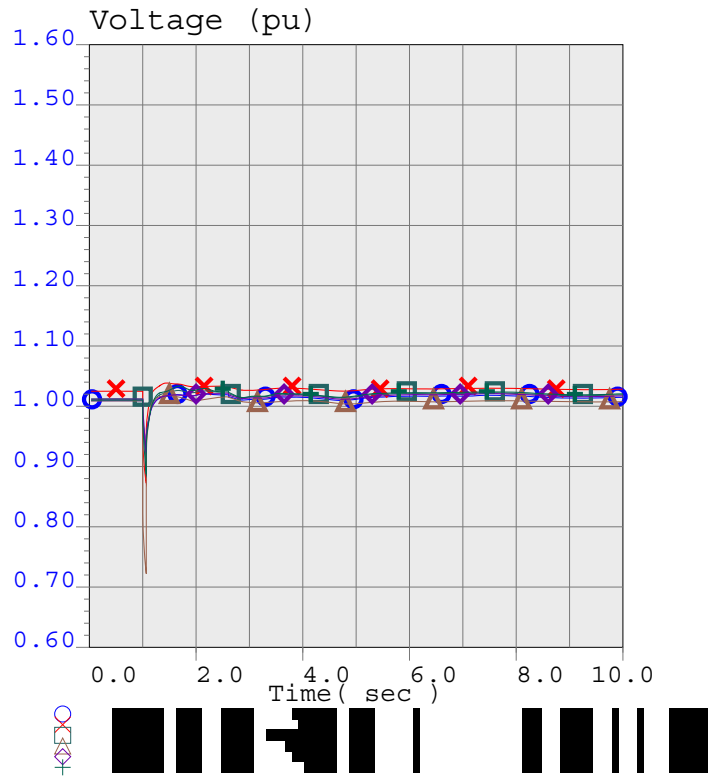


SYSTEM IMPACT STUDY (Voltage)









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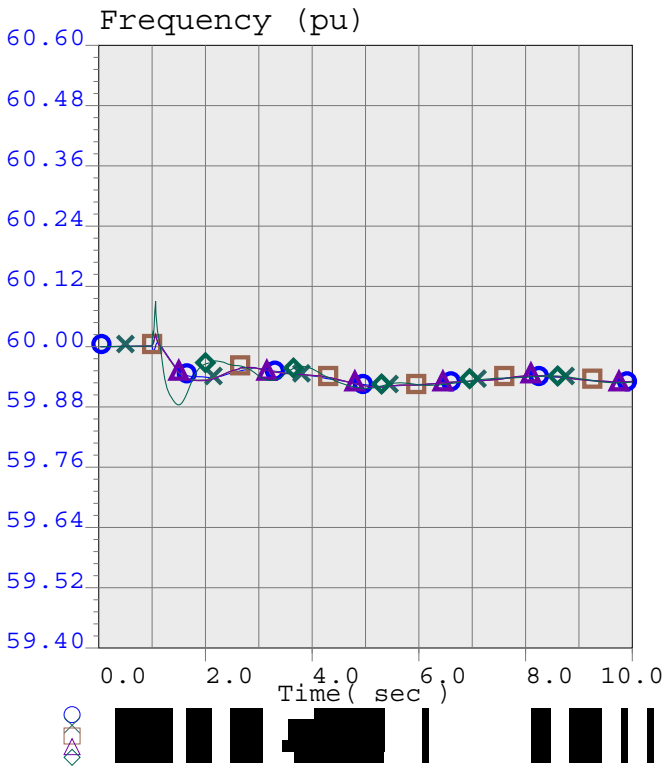
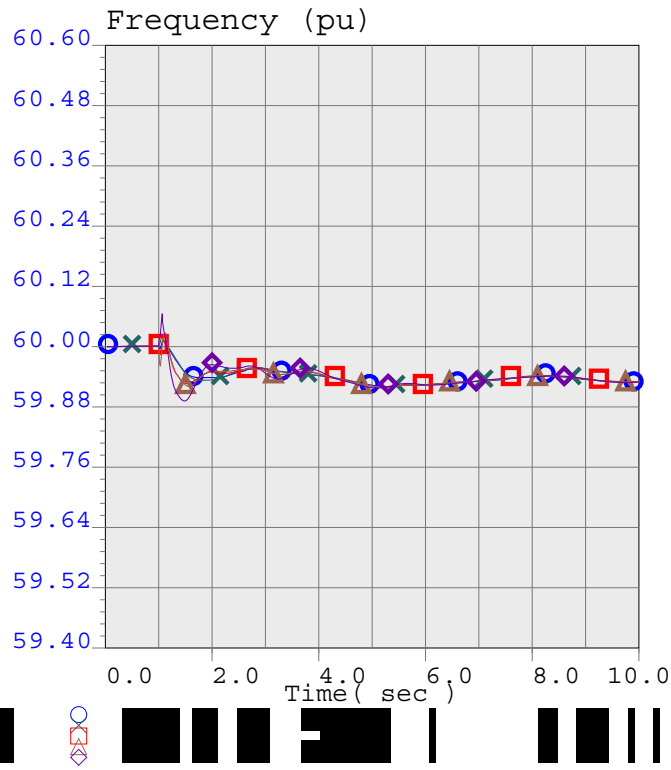
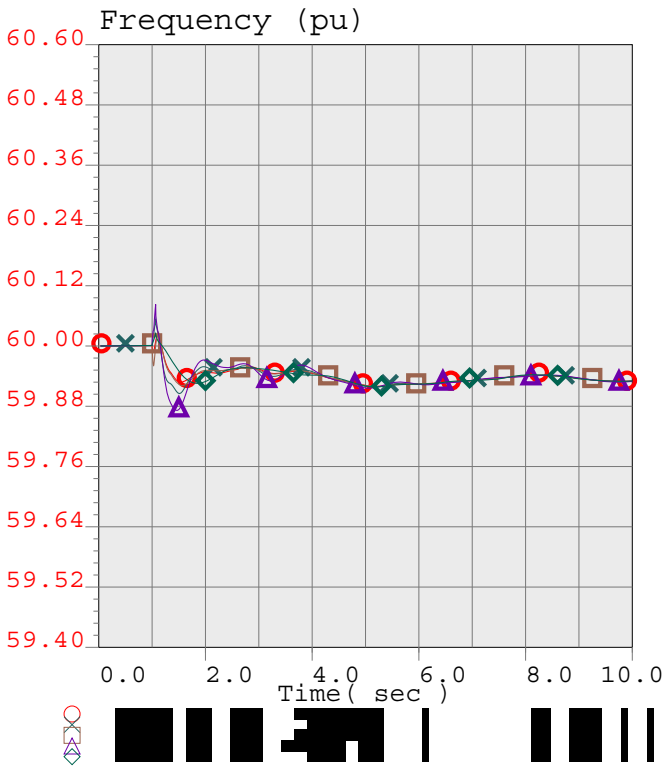
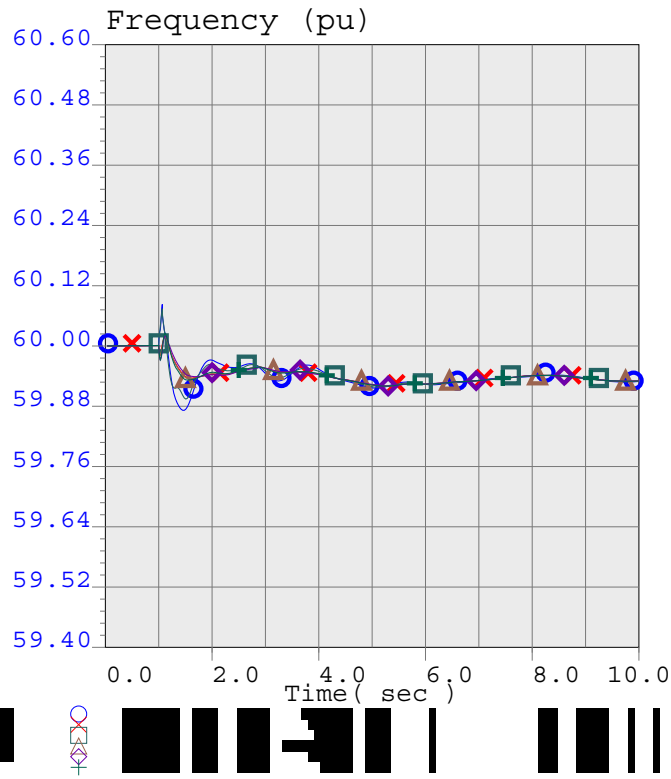
SYSTEM IMPACT STUDY (Frequency)

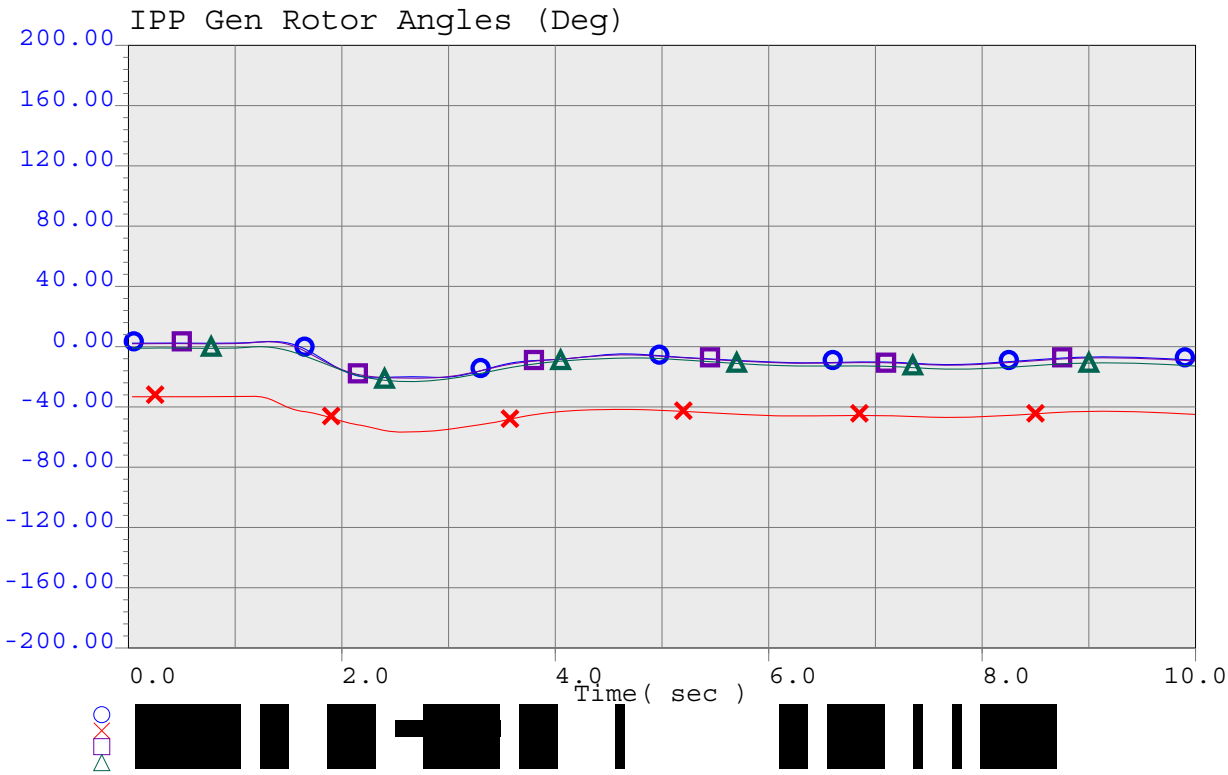


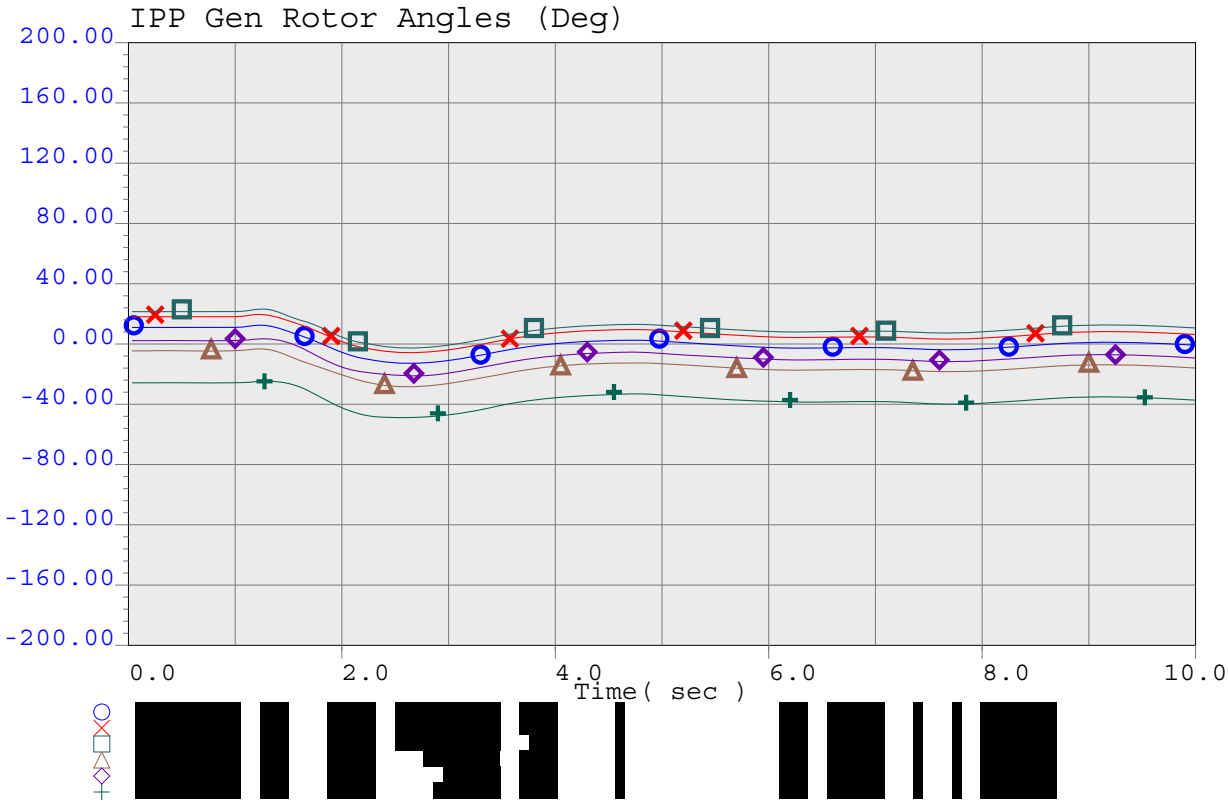




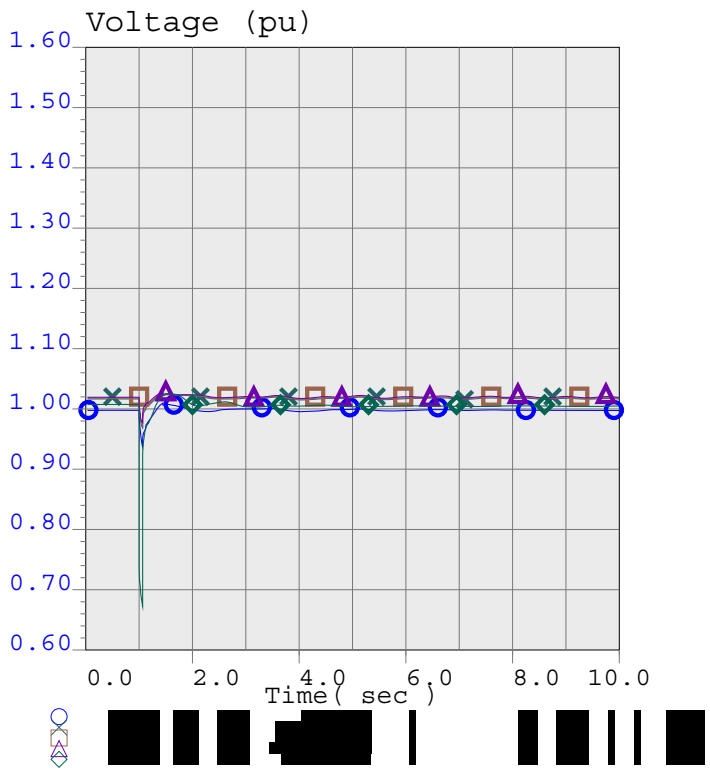


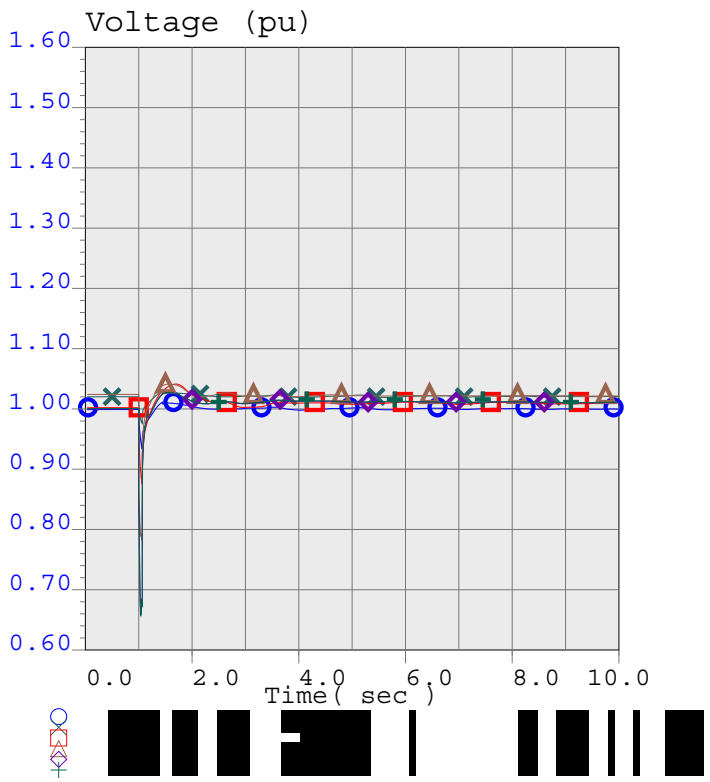
SYSTEM IMPACT STUDY (Rotor Angles)

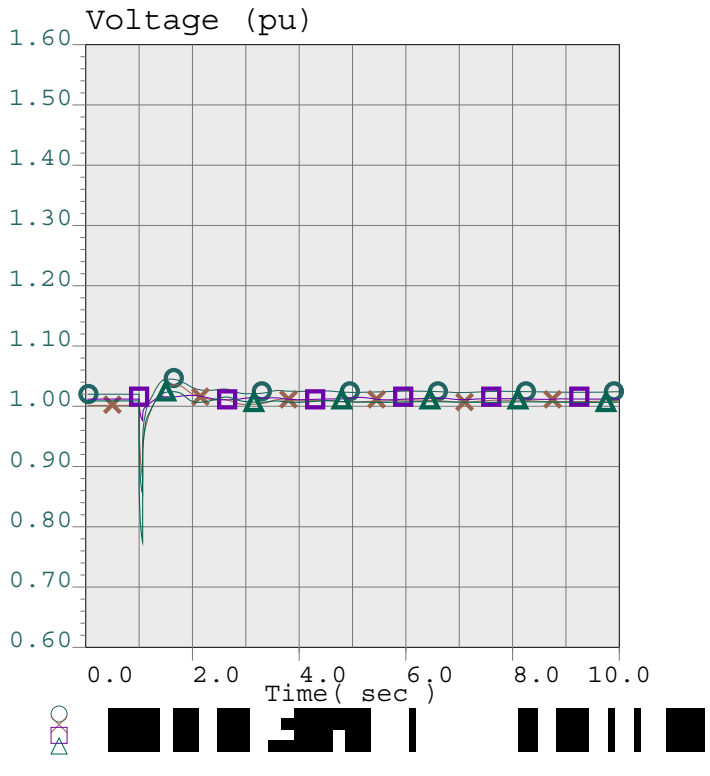


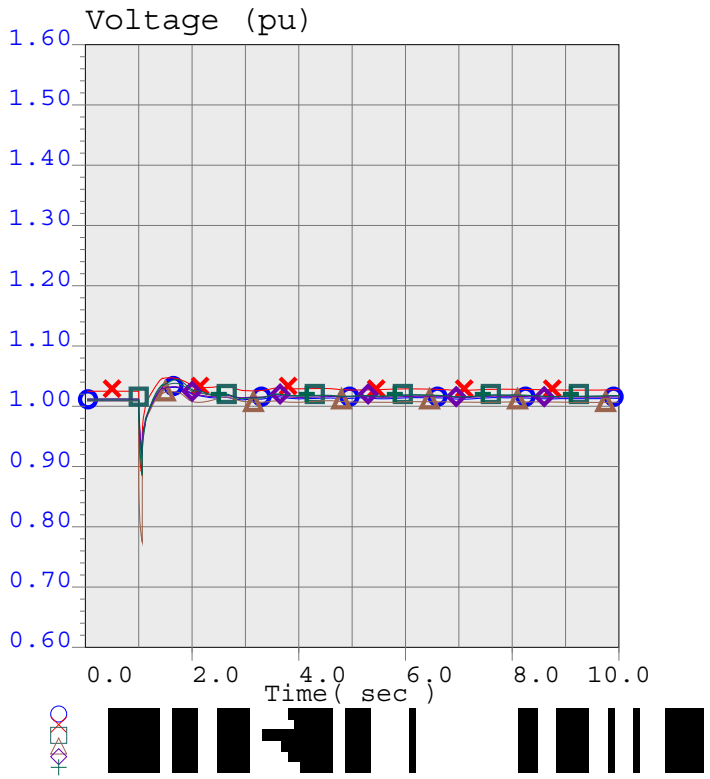


SYSTEM IMPACT STUDY (Voltage)









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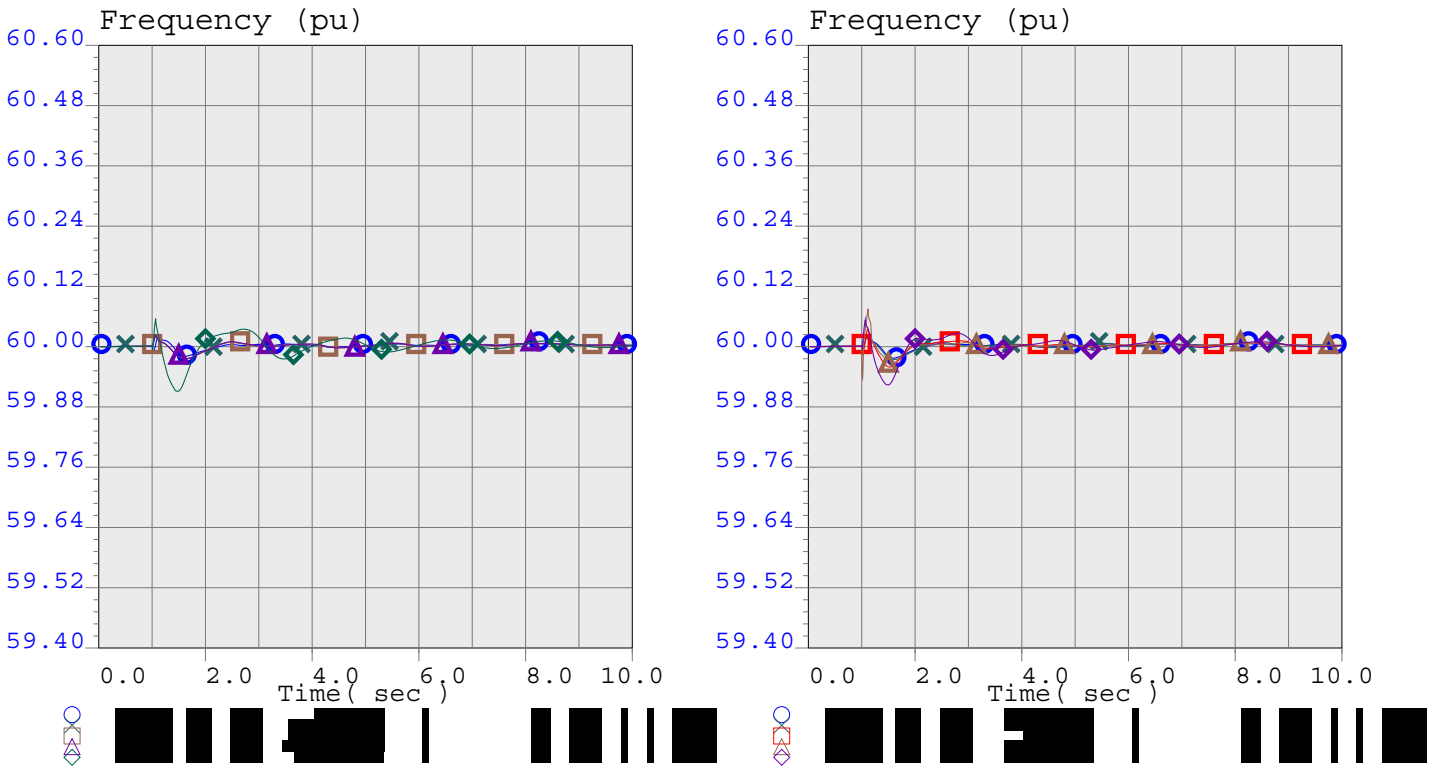
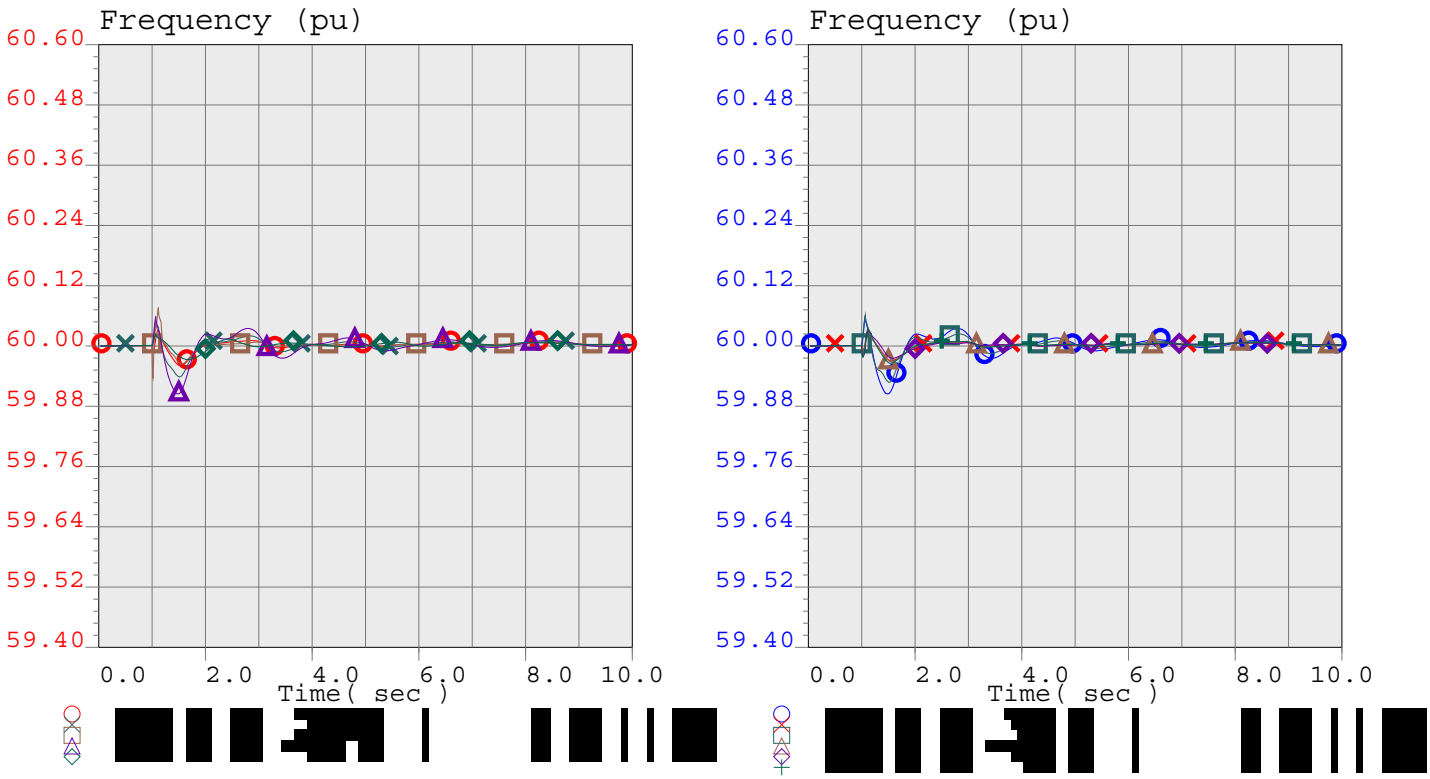
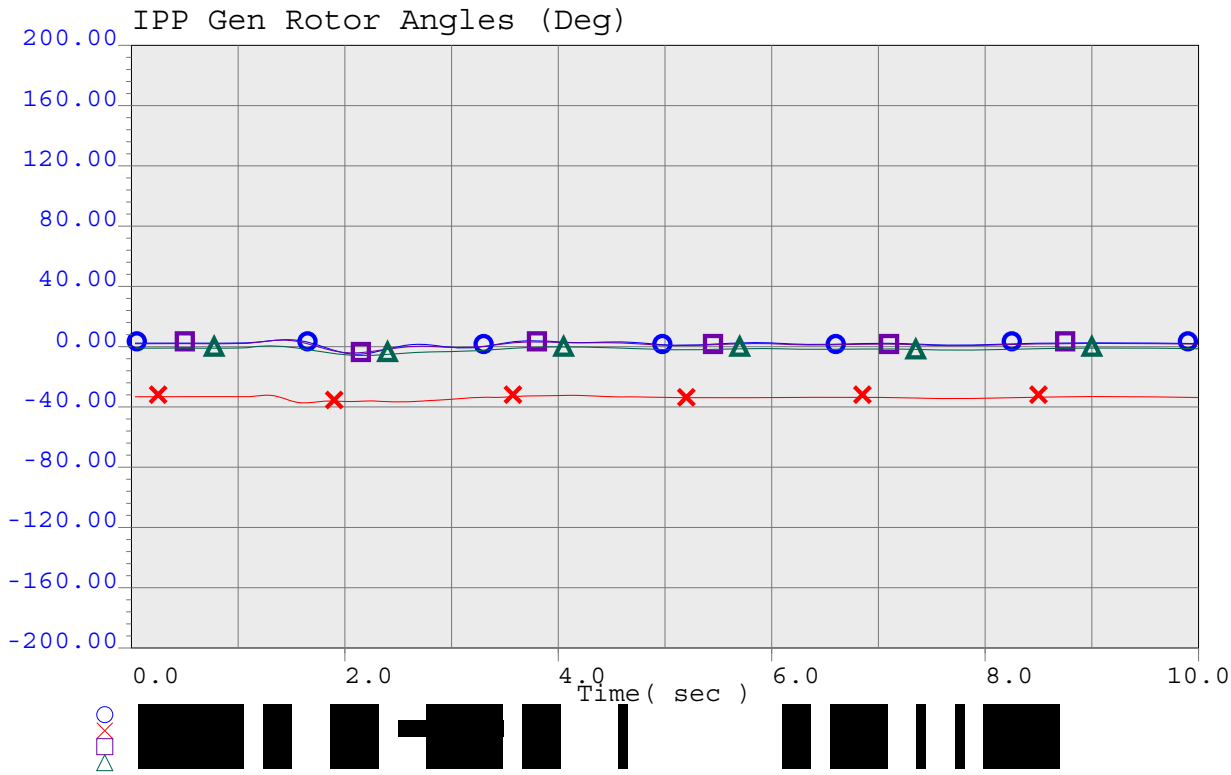
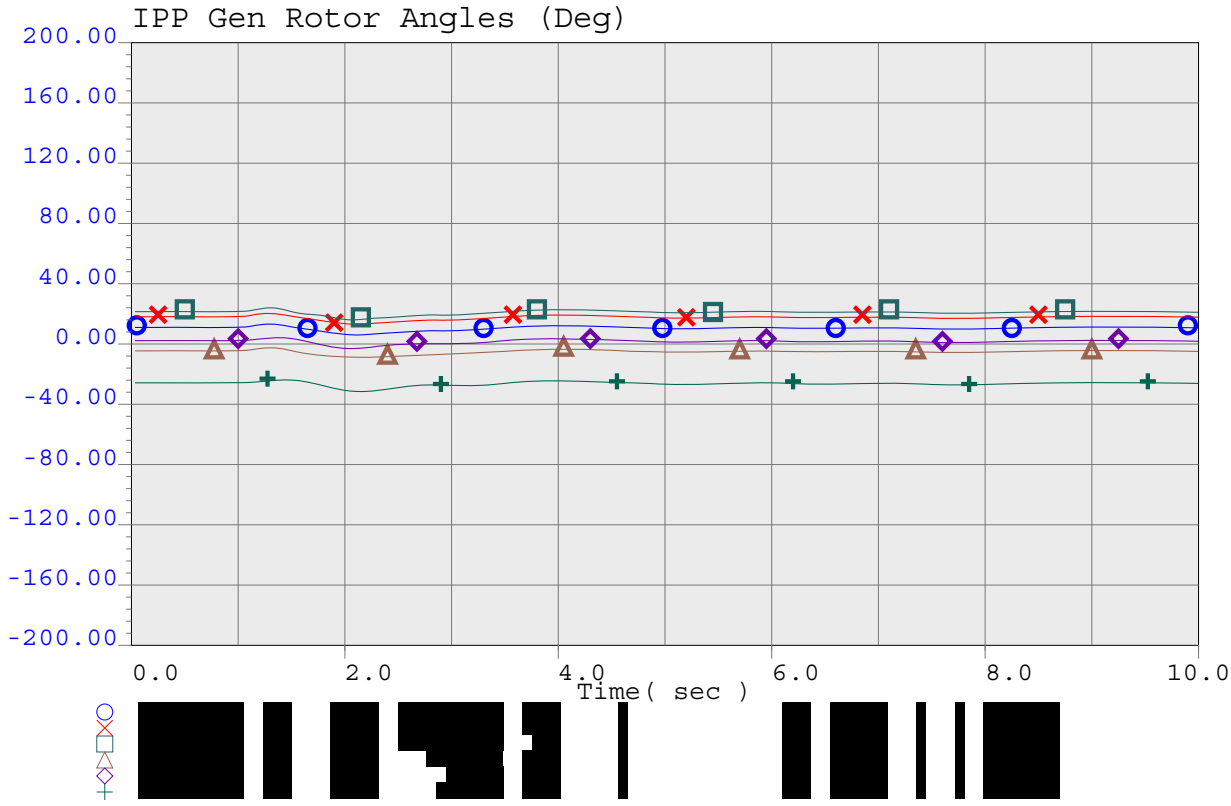
SYSTEM IMPACT STUDY (Frequency)



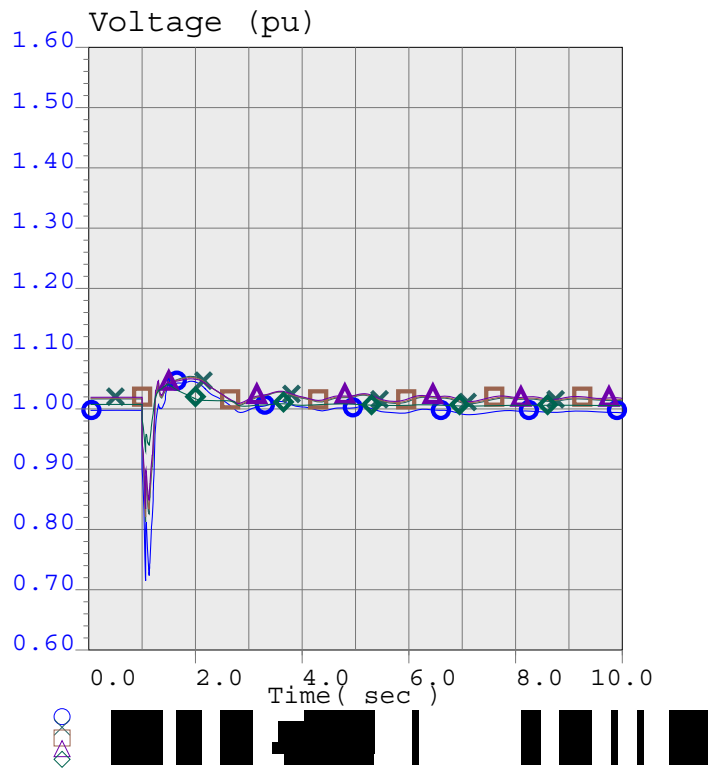


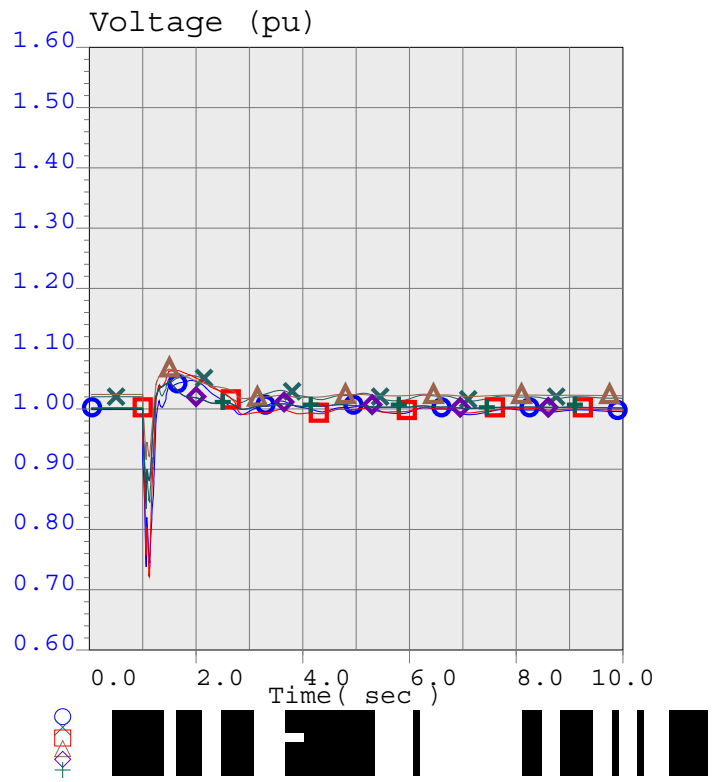
SYSTEM IMPACT STUDY (Rotor Angles)

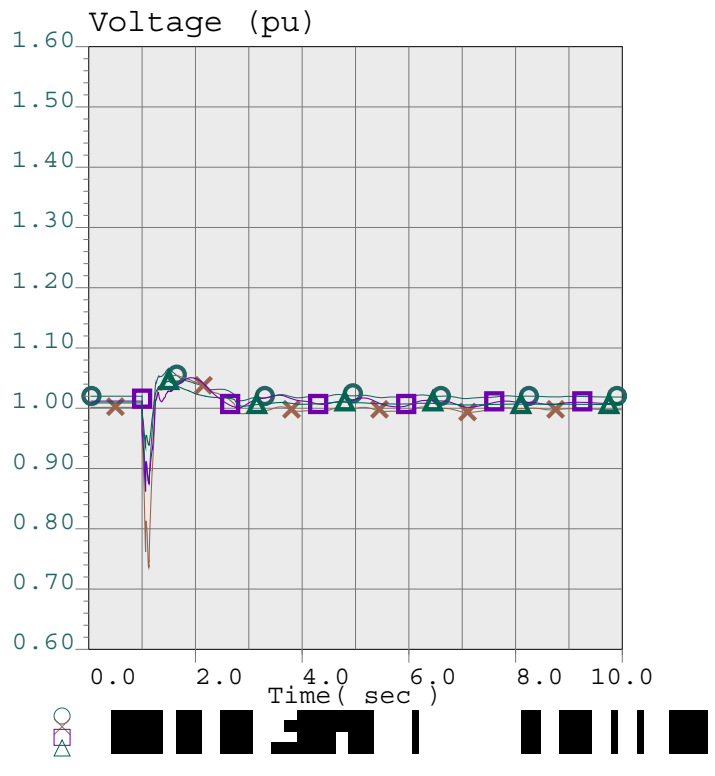


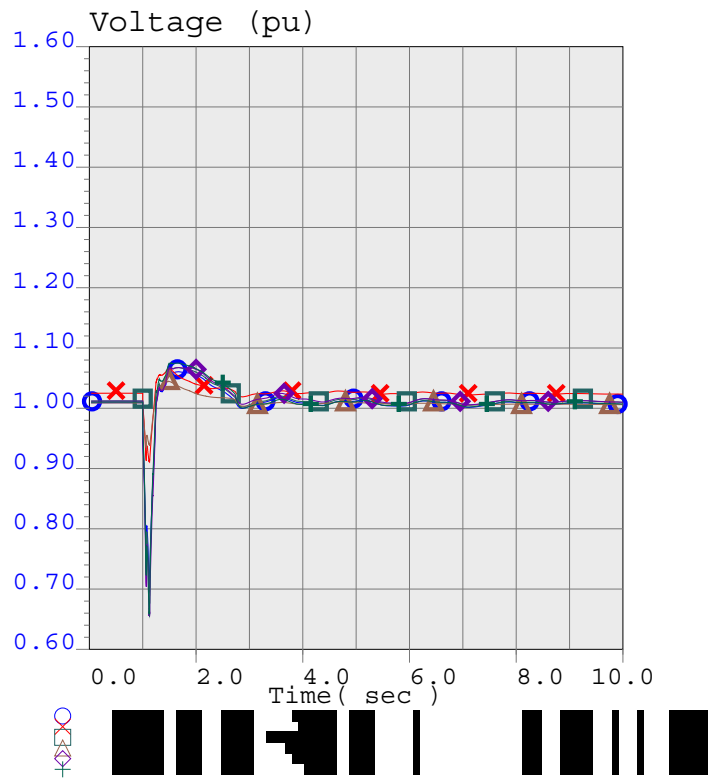


SYSTEM IMPACT STUDY (Voltage)









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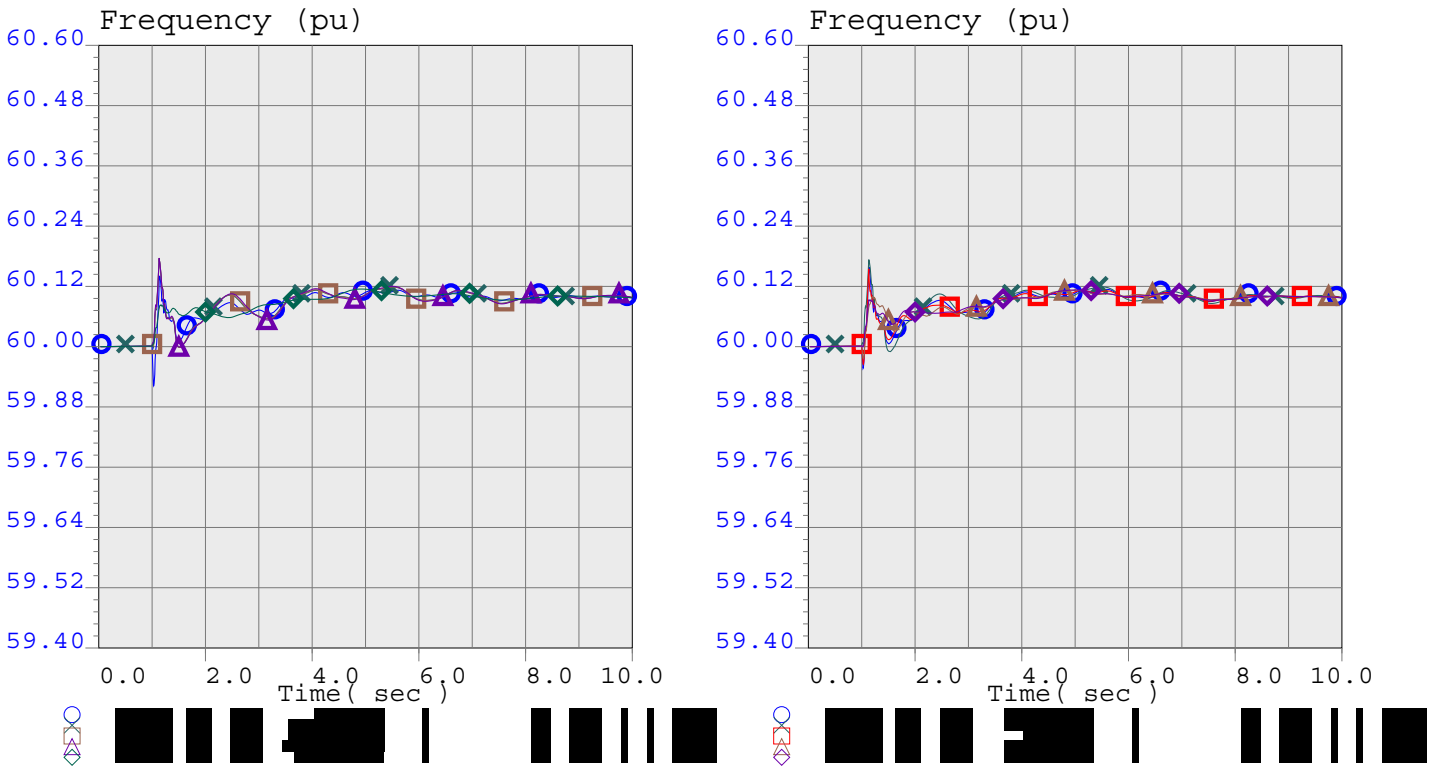
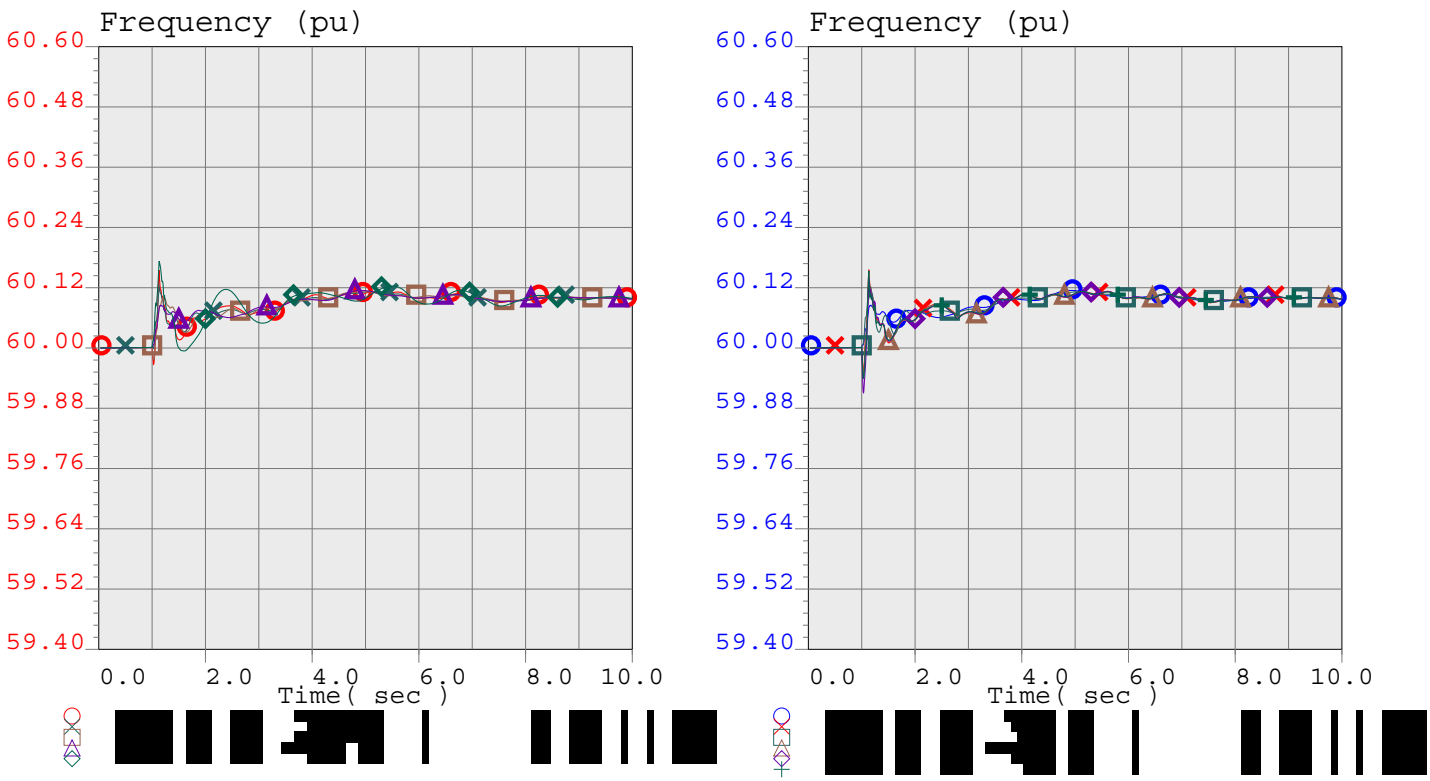
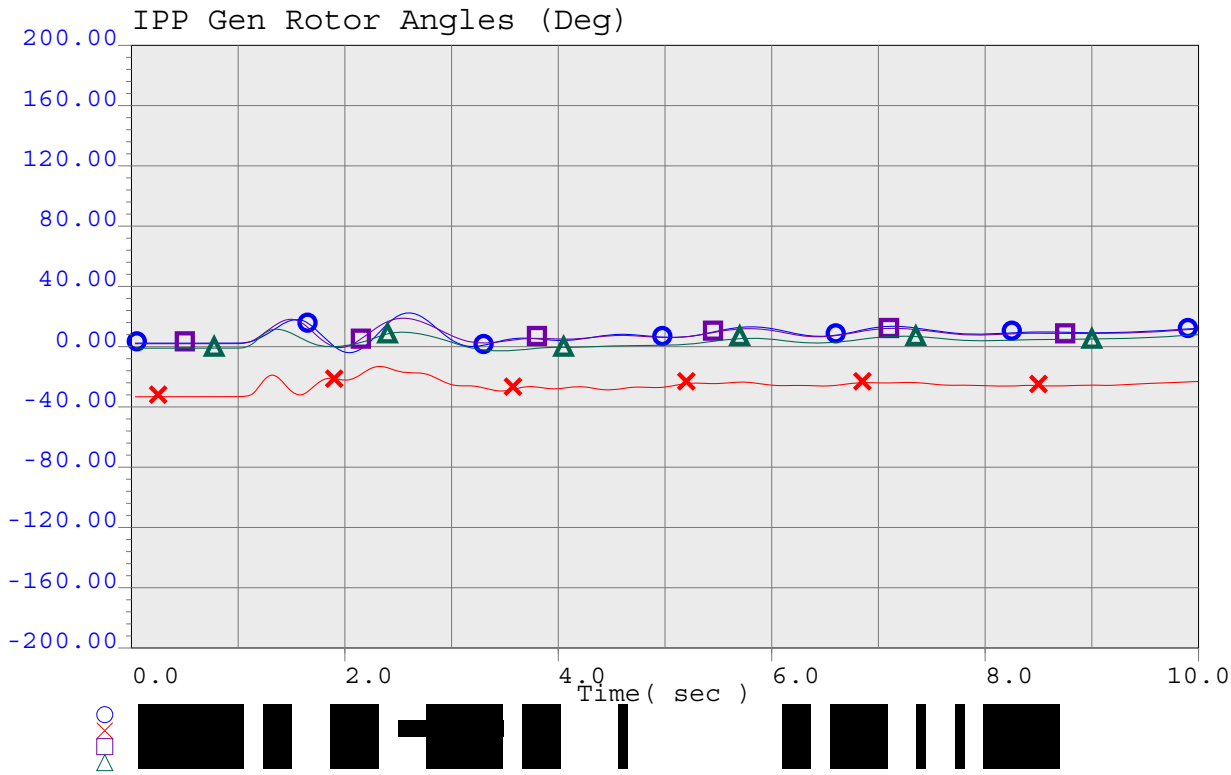
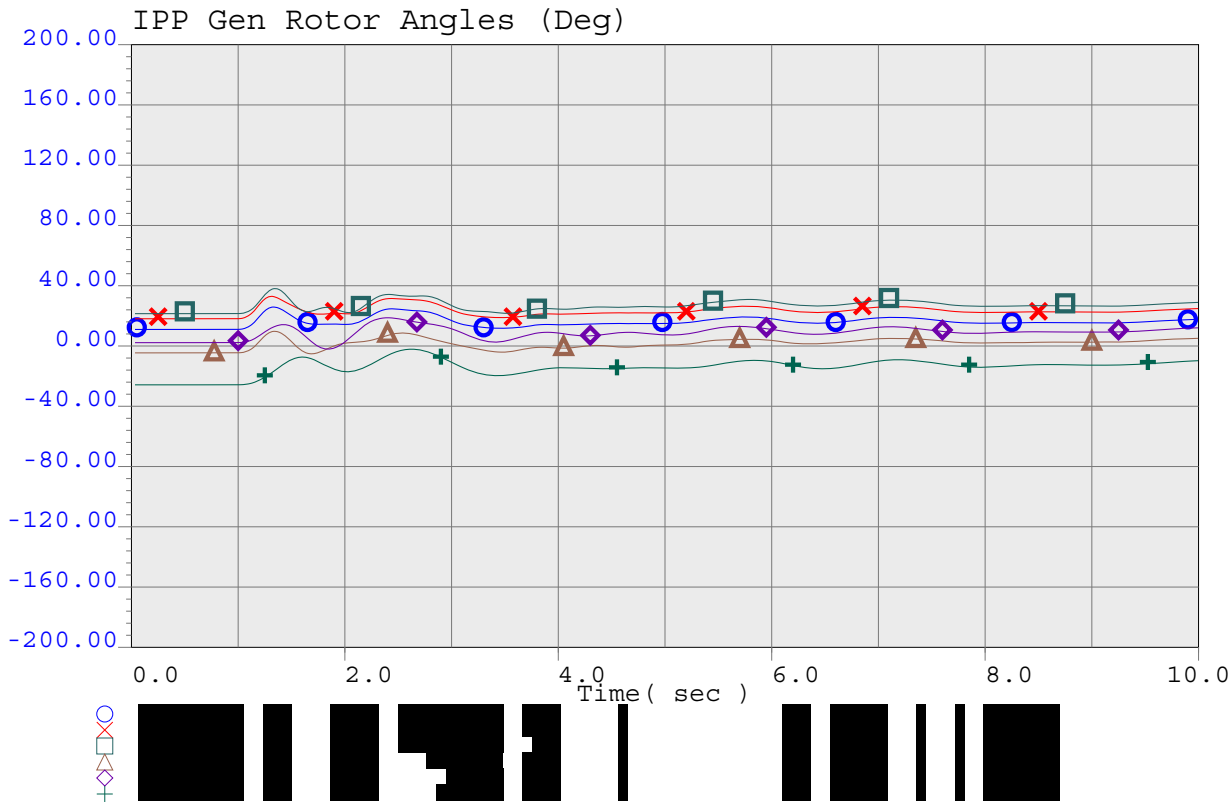


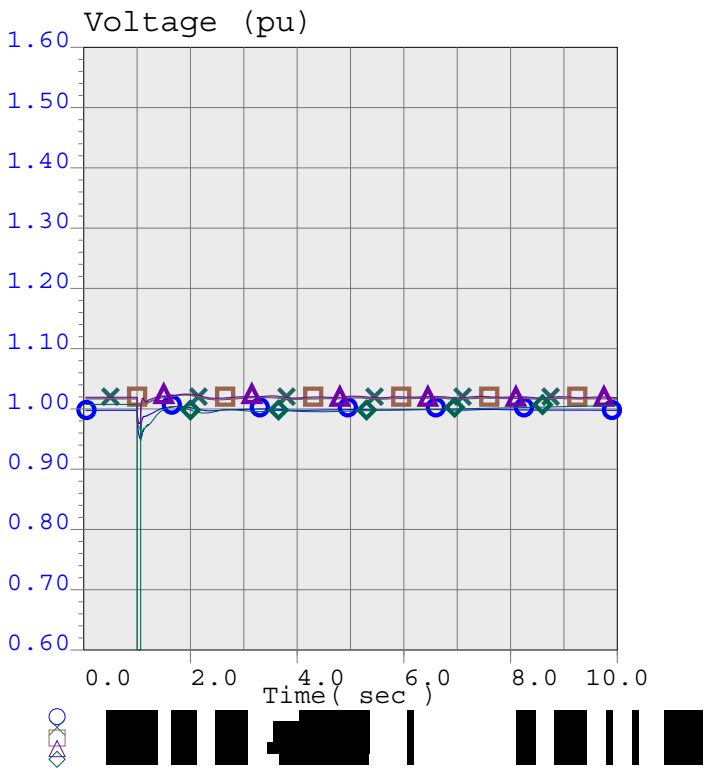


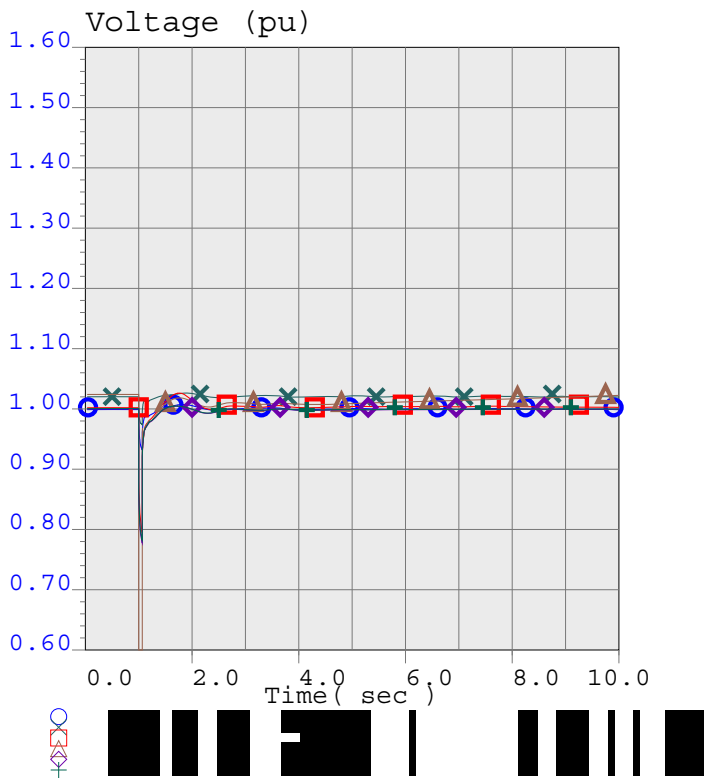
SYSTEM IMPACT STUDY (Rotor Angles)

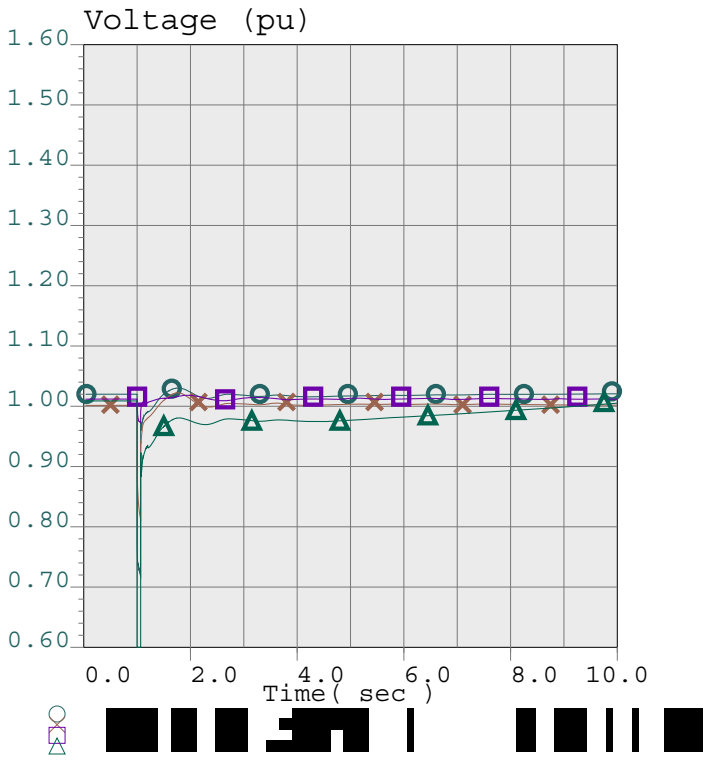


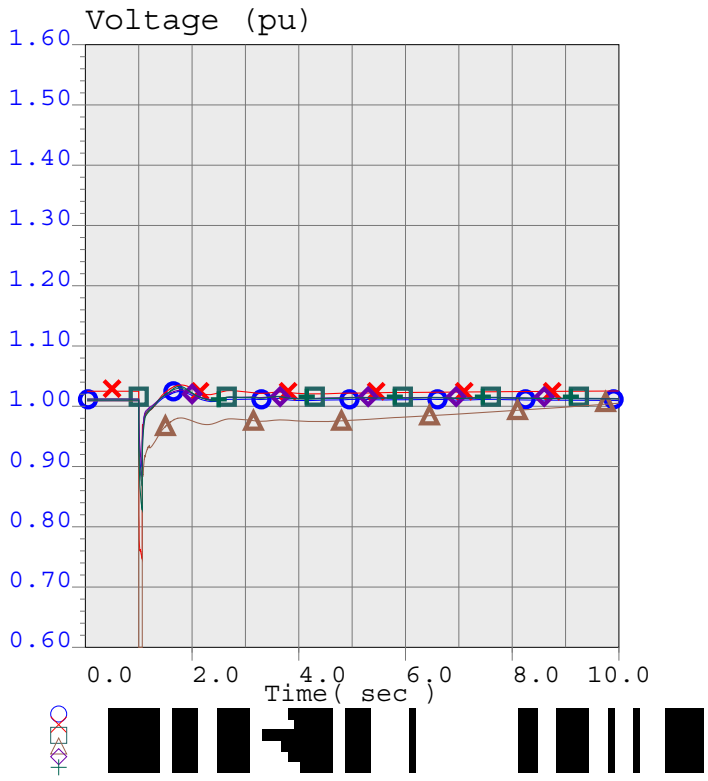


SYSTEM IMPACT STUDY (Voltage)









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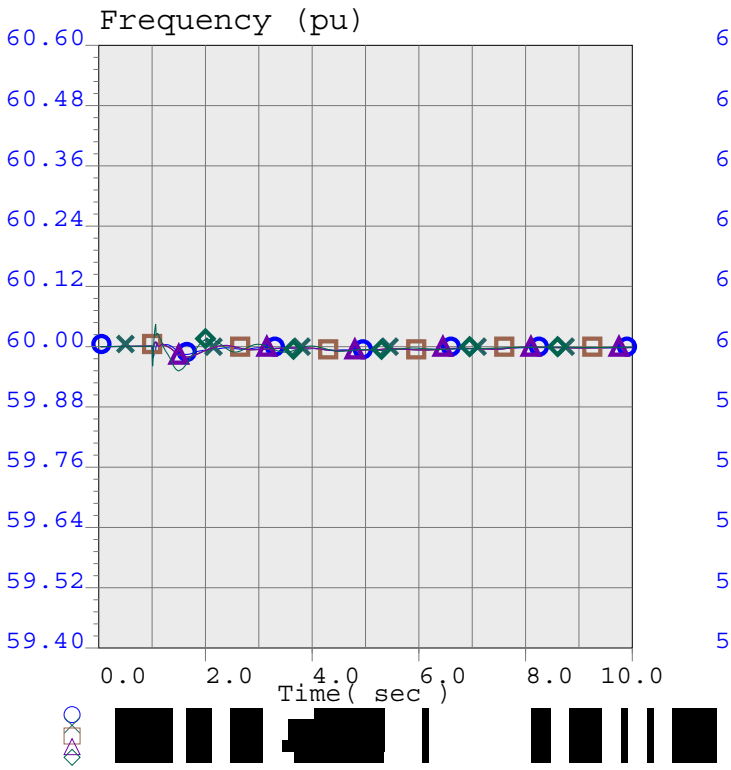
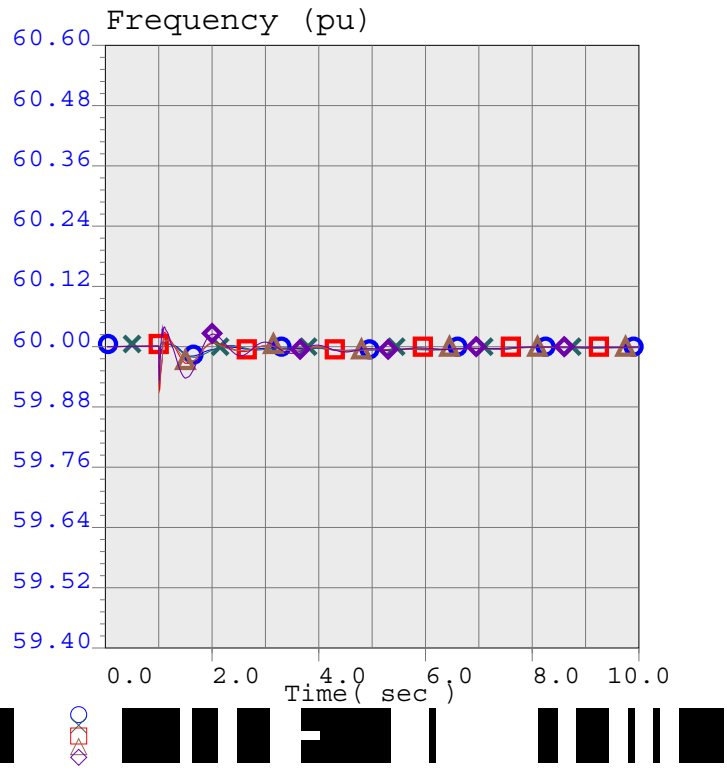
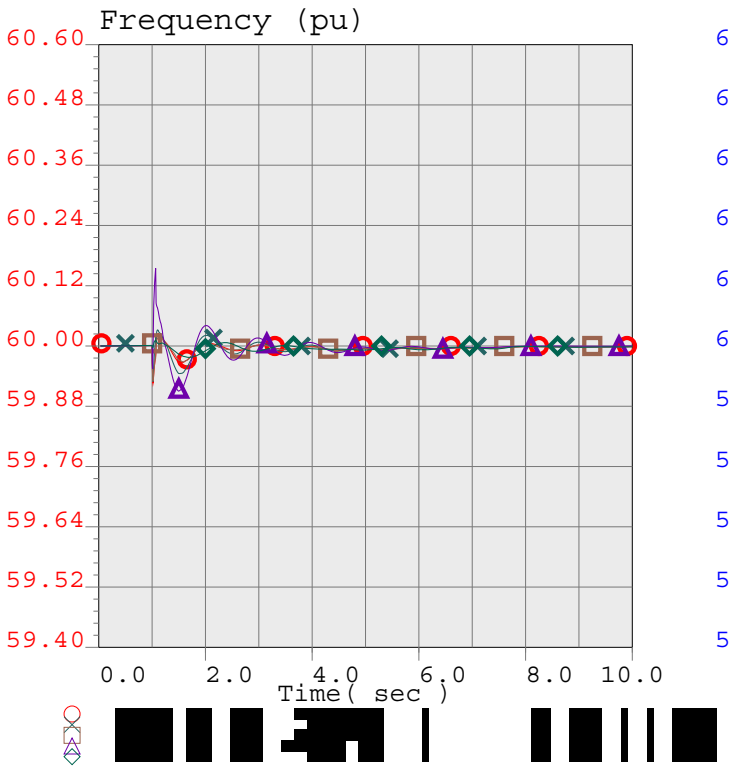
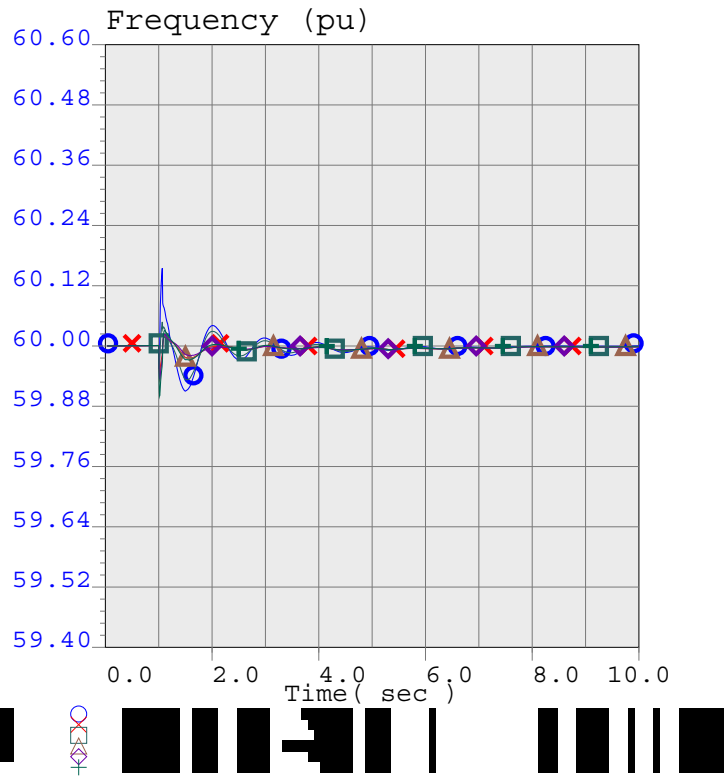
SYSTEM IMPACT STUDY (Frequency)

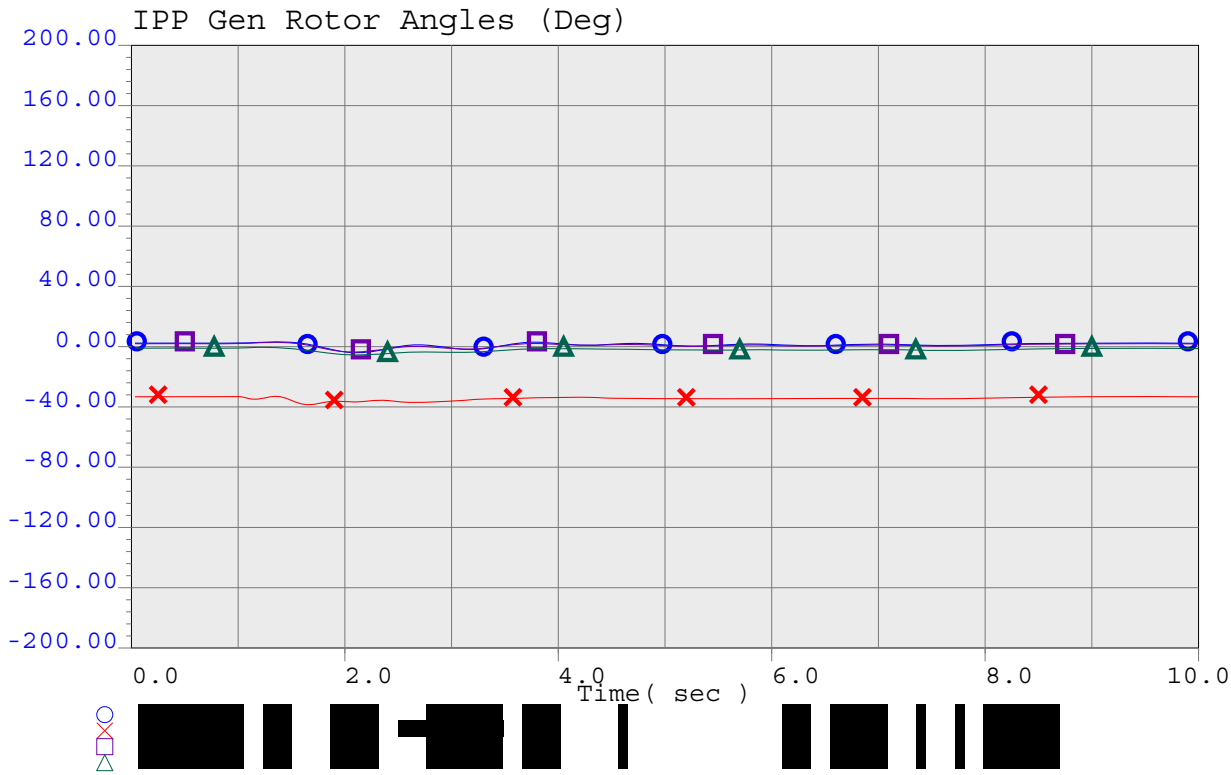


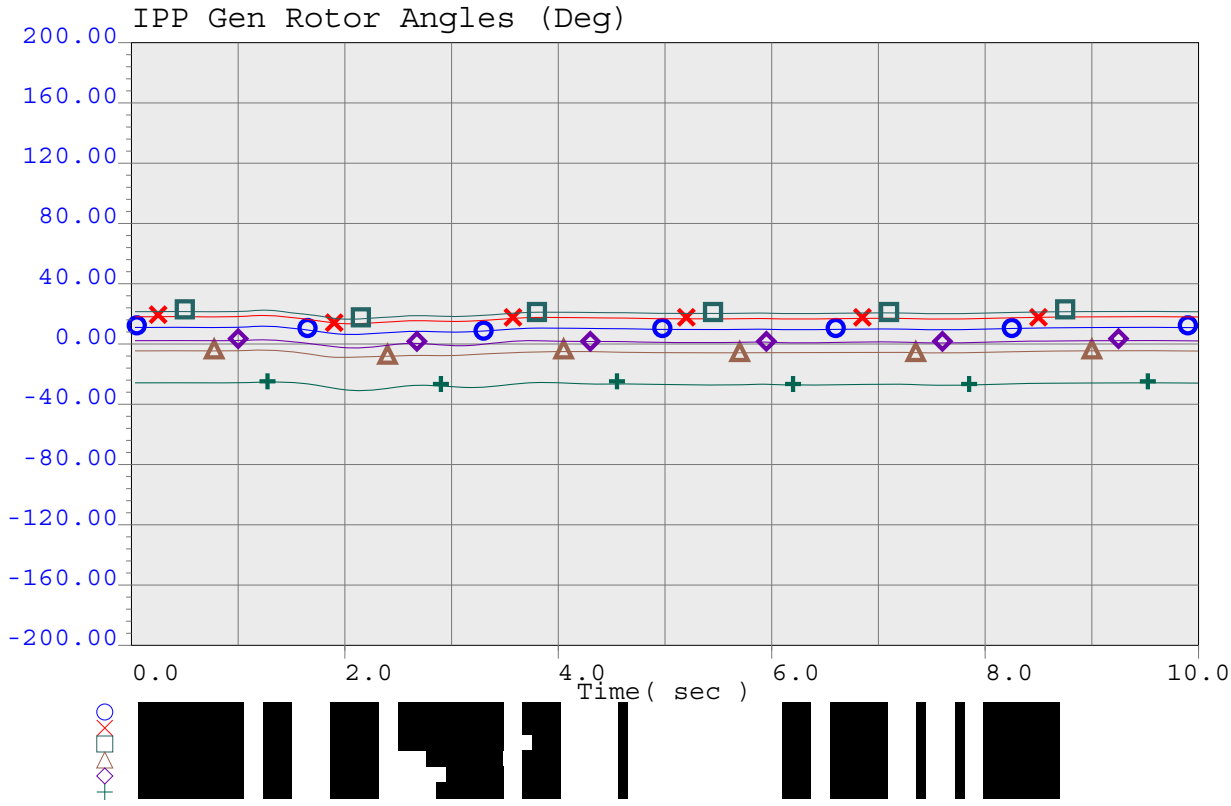




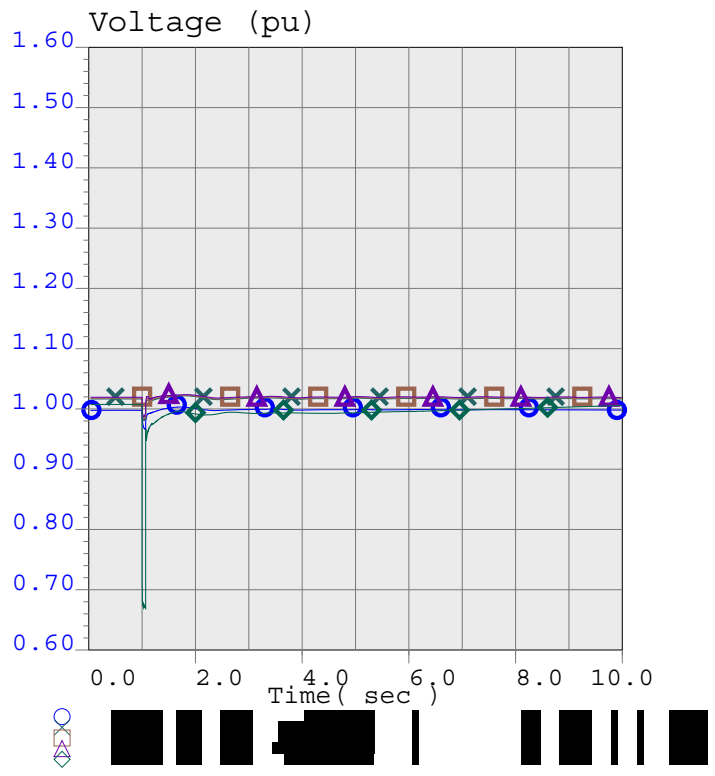


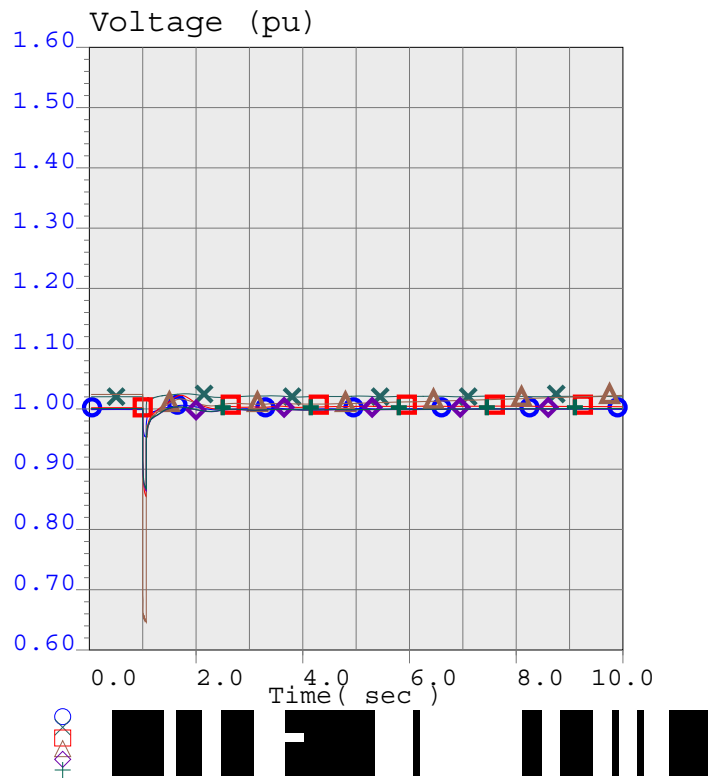
SYSTEM IMPACT STUDY (Rotor Angles)

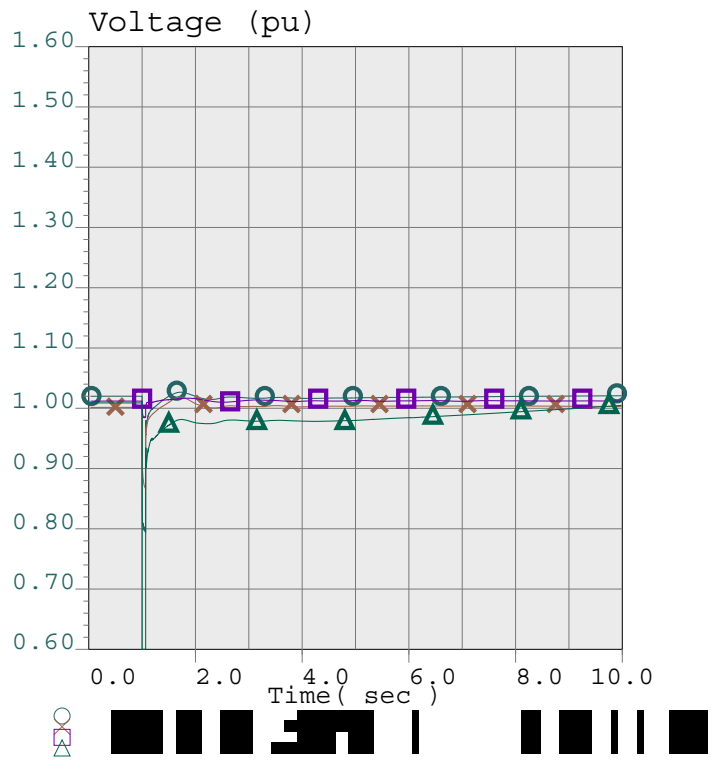


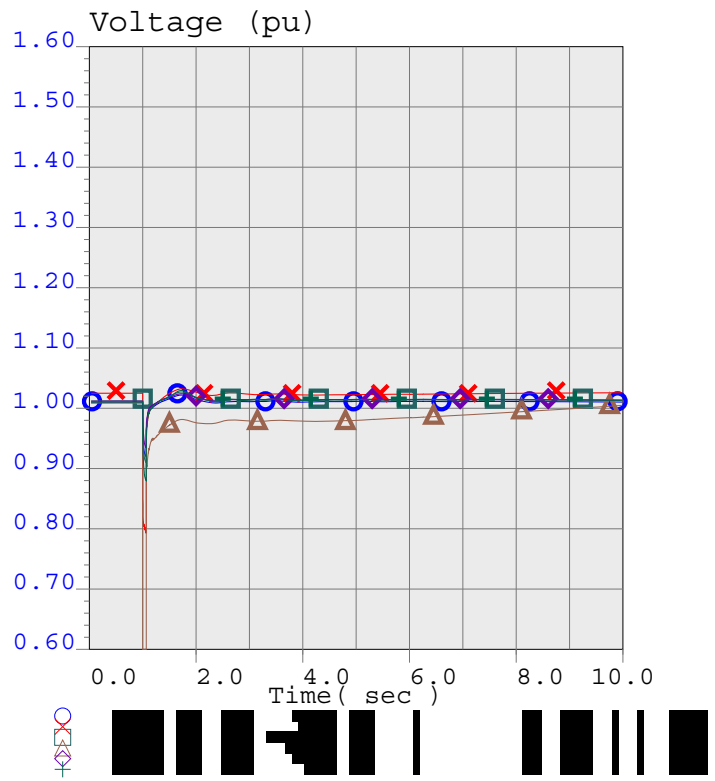


SYSTEM IMPACT STUDY (Voltage)

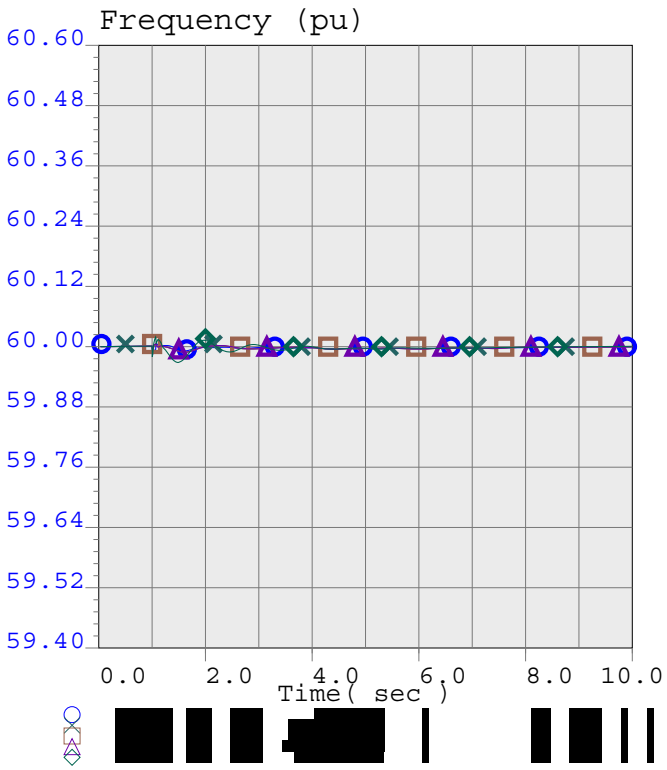


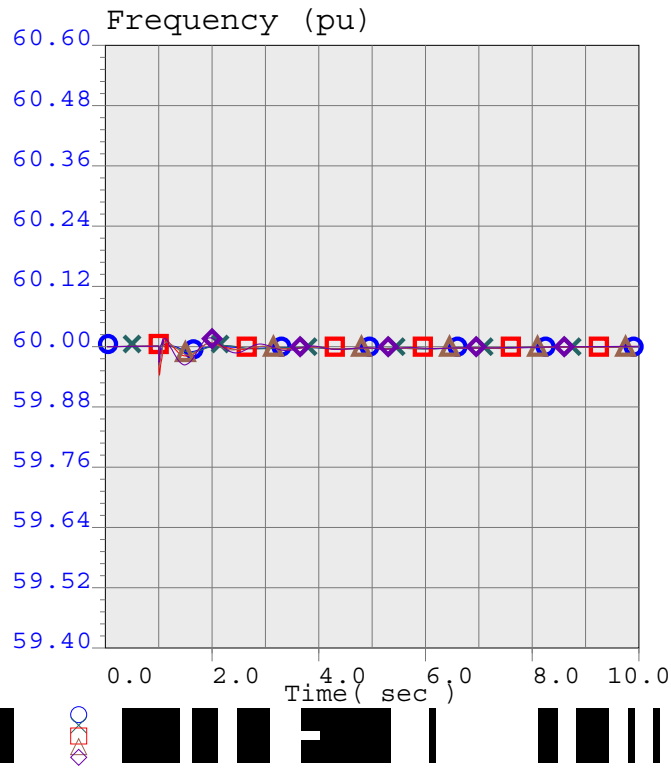


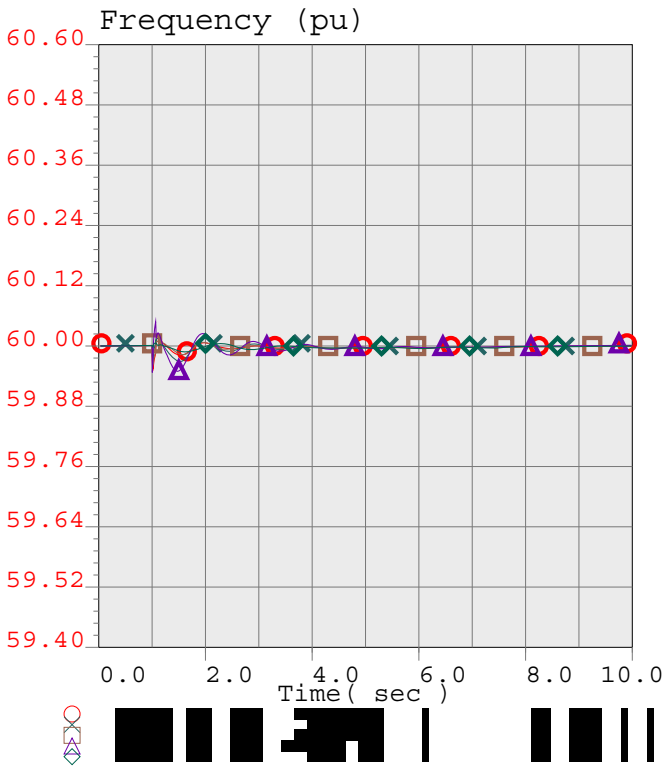


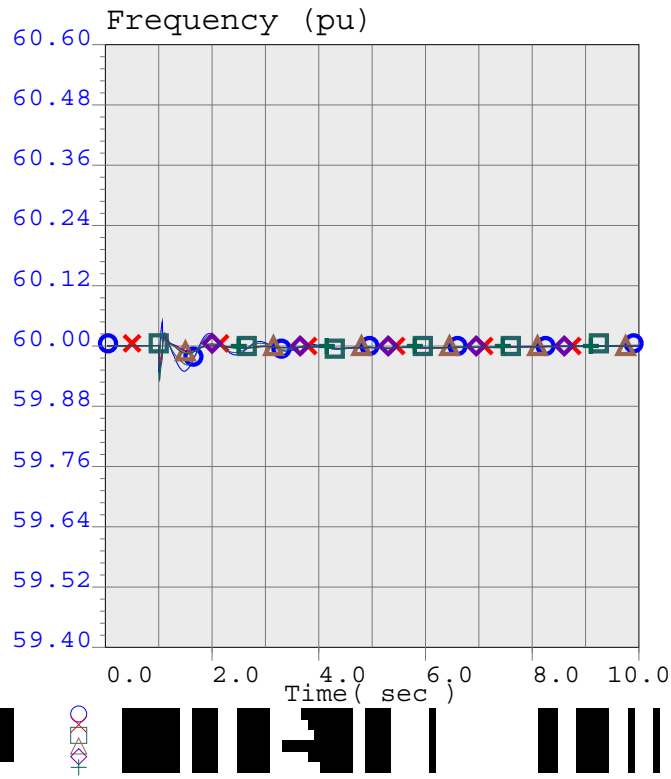


SYSTEM IMPACT STUDY (Frequency)

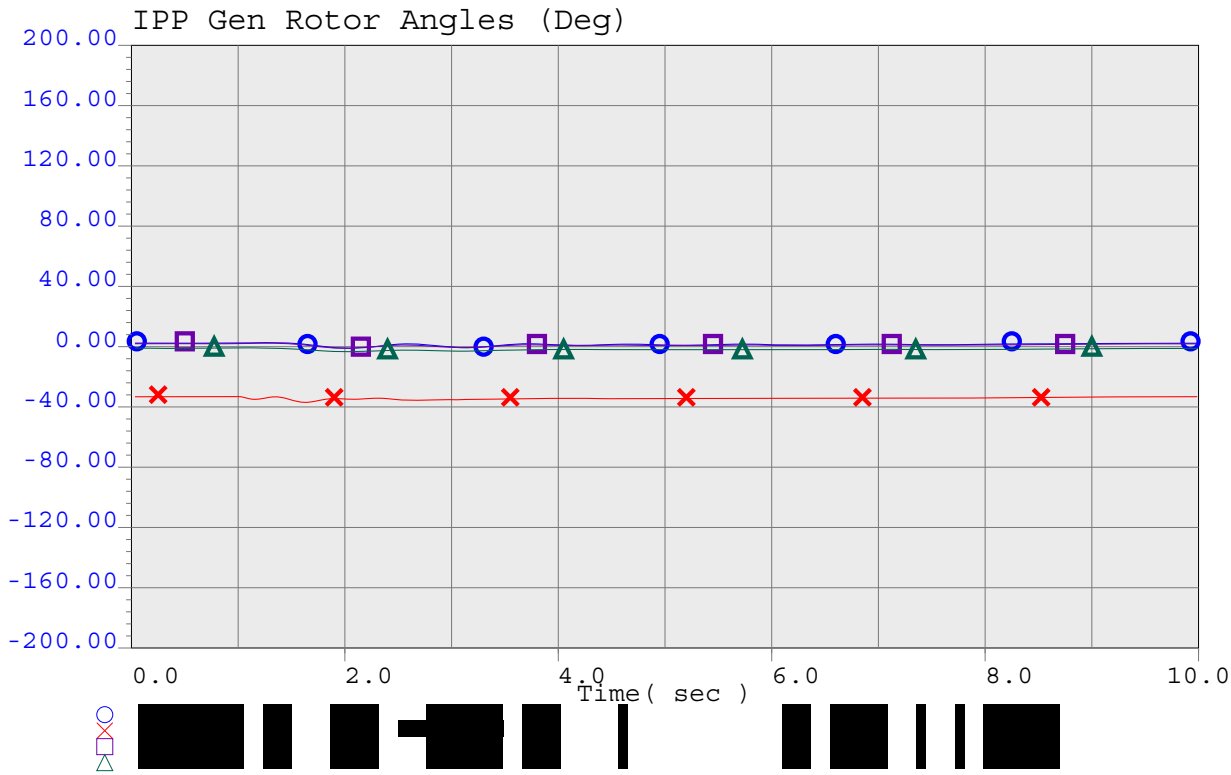


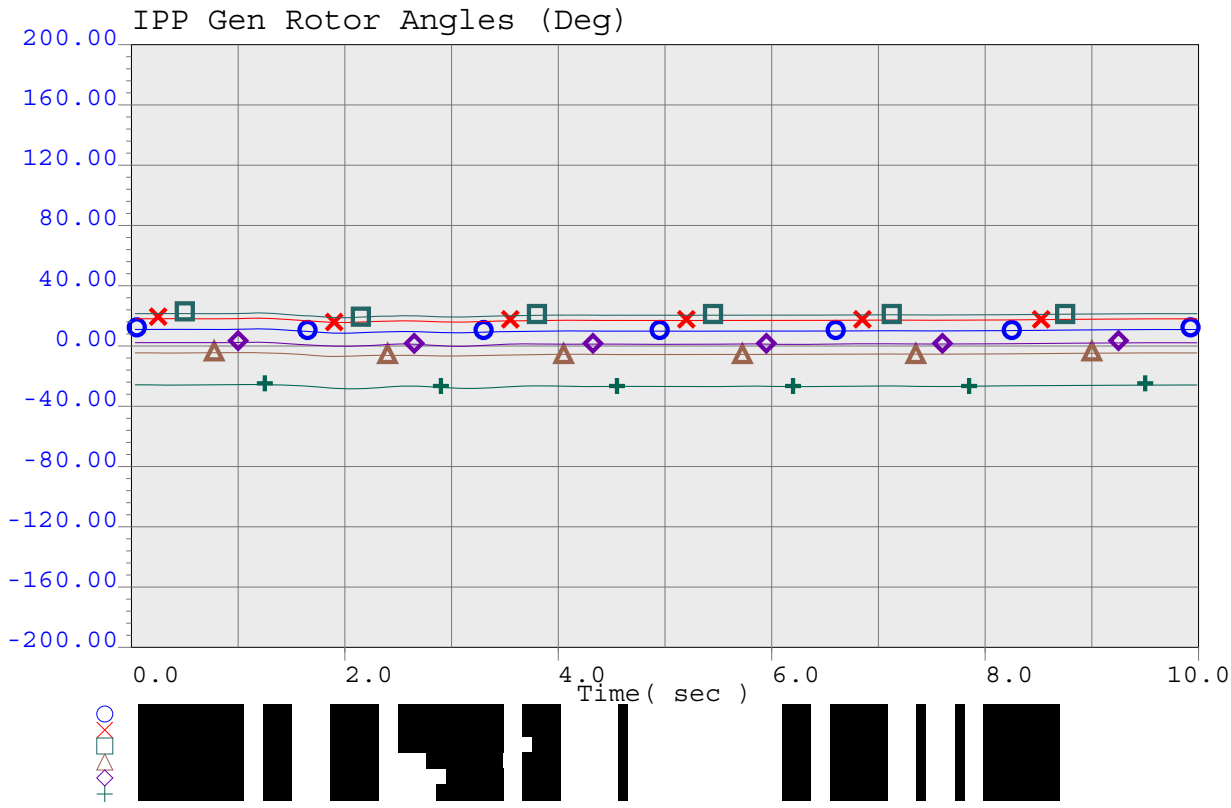




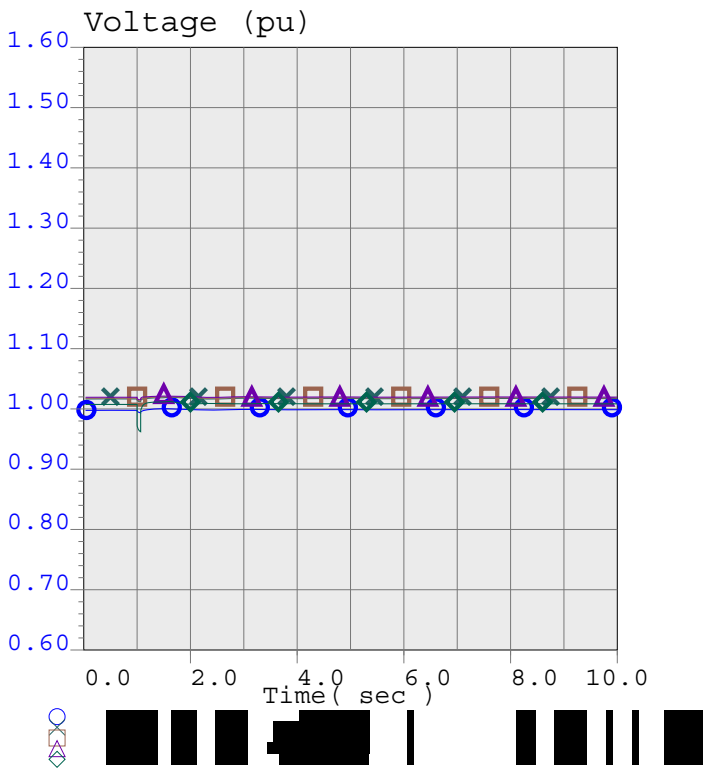


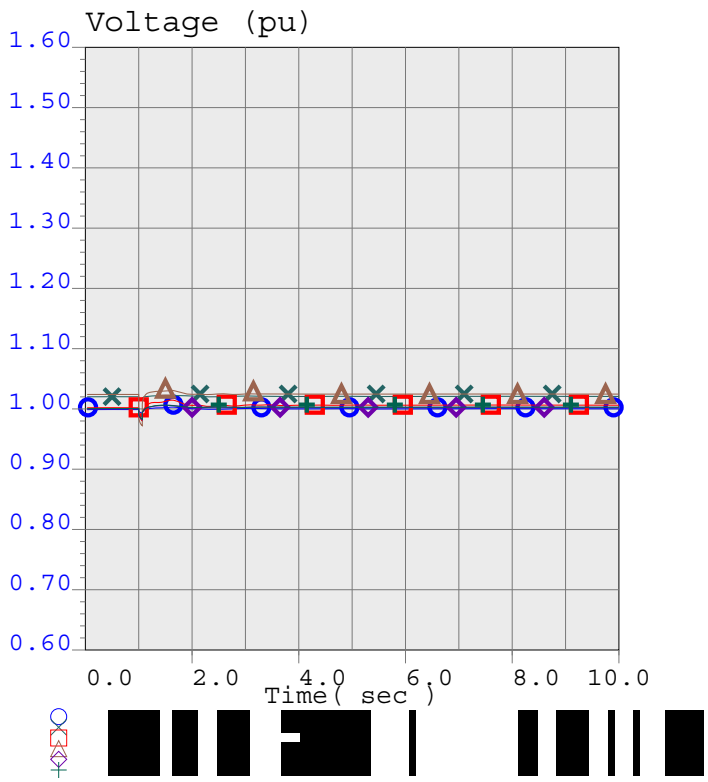
SYSTEM IMPACT STUDY (Rotor Angles)

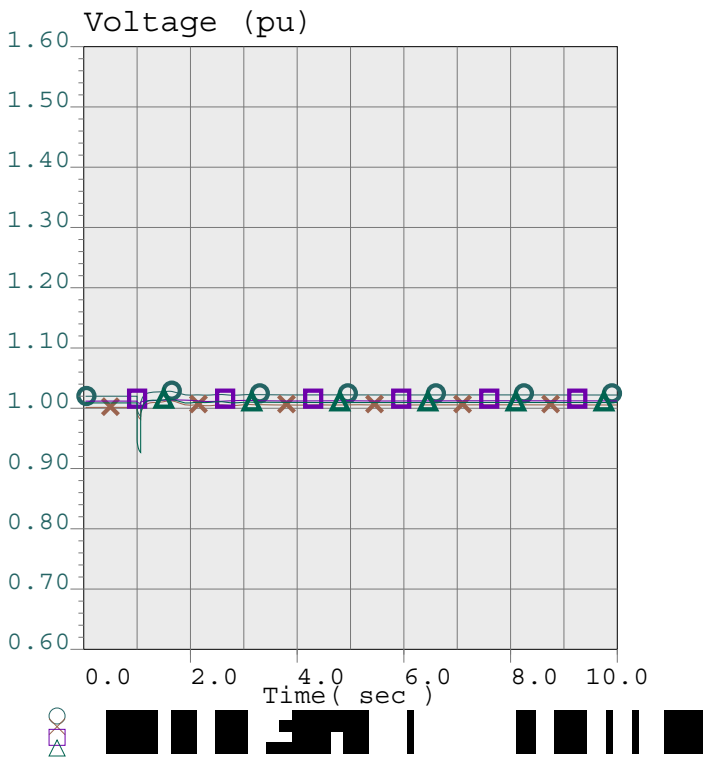


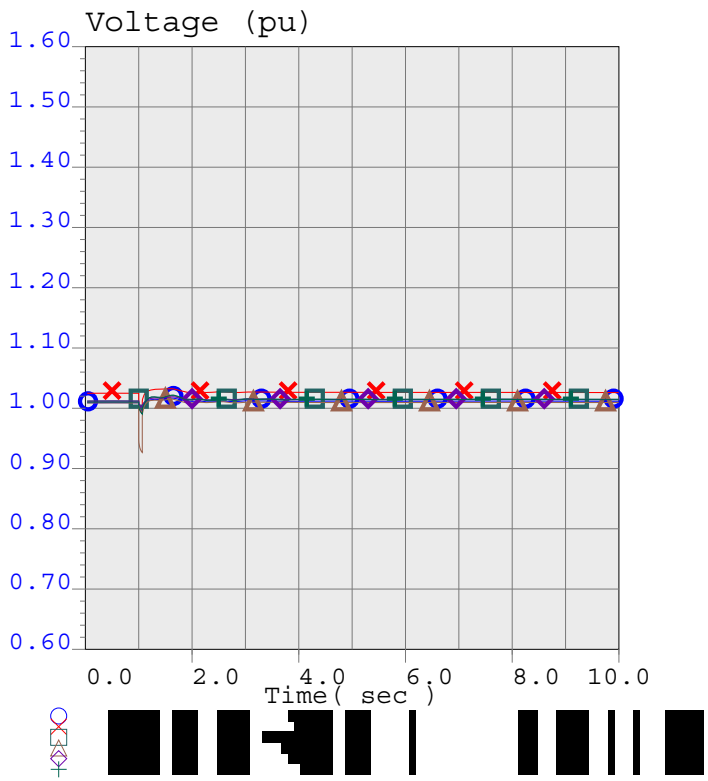


SYSTEM IMPACT STUDY (Voltage)

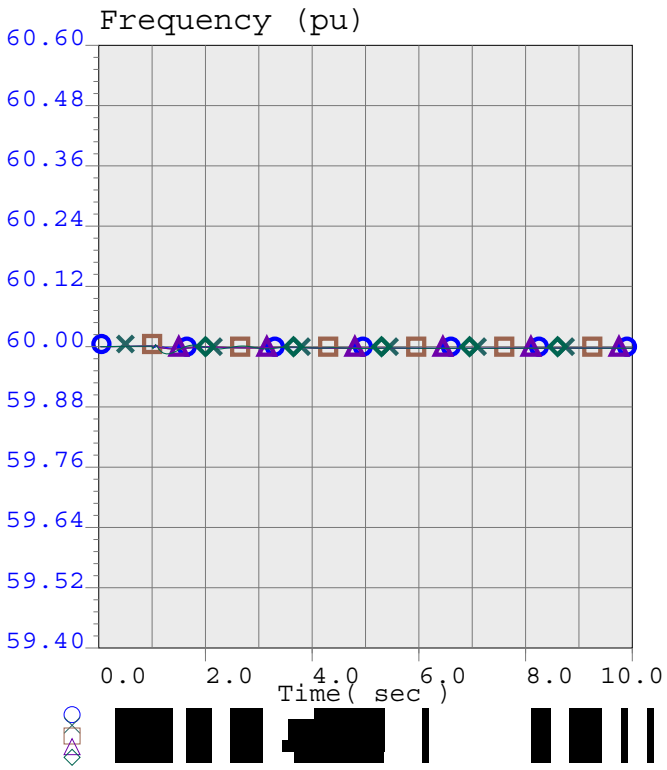


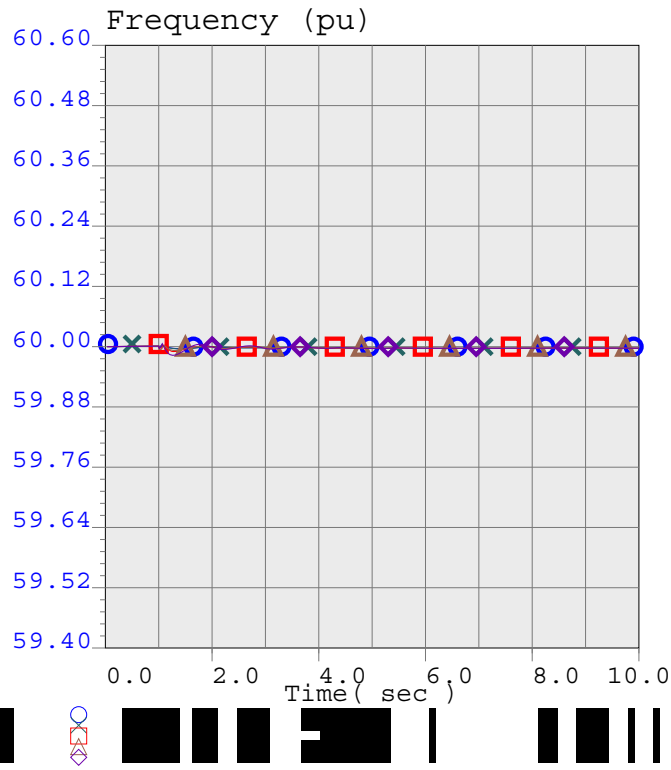


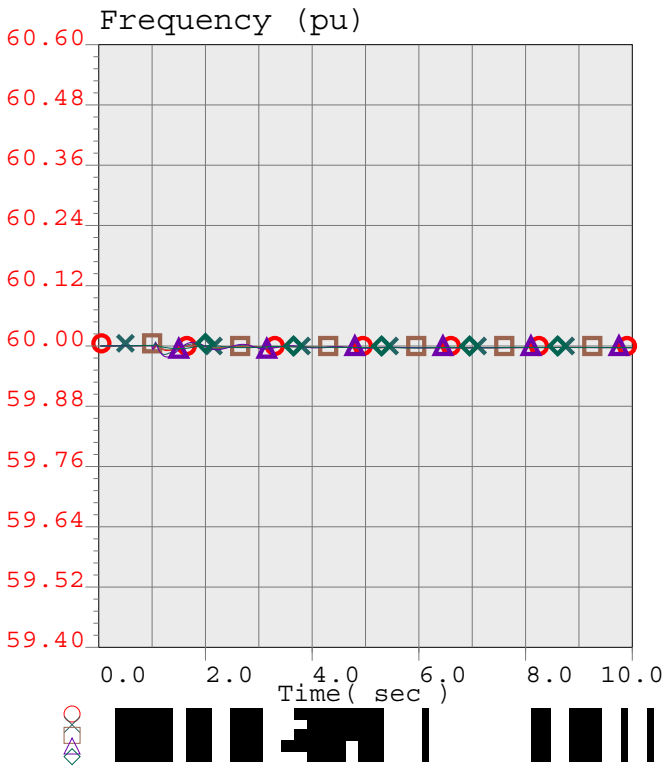


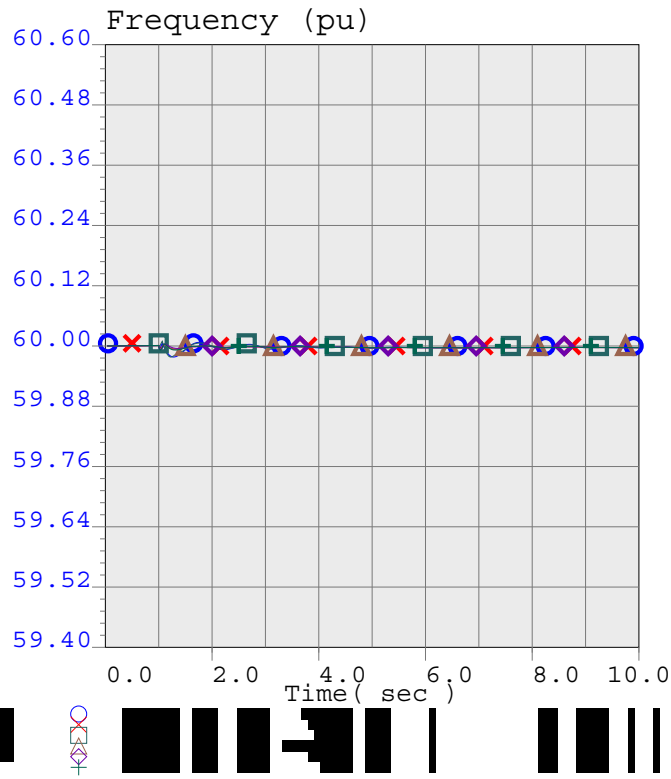


SYSTEM IMPACT STUDY (Frequency)

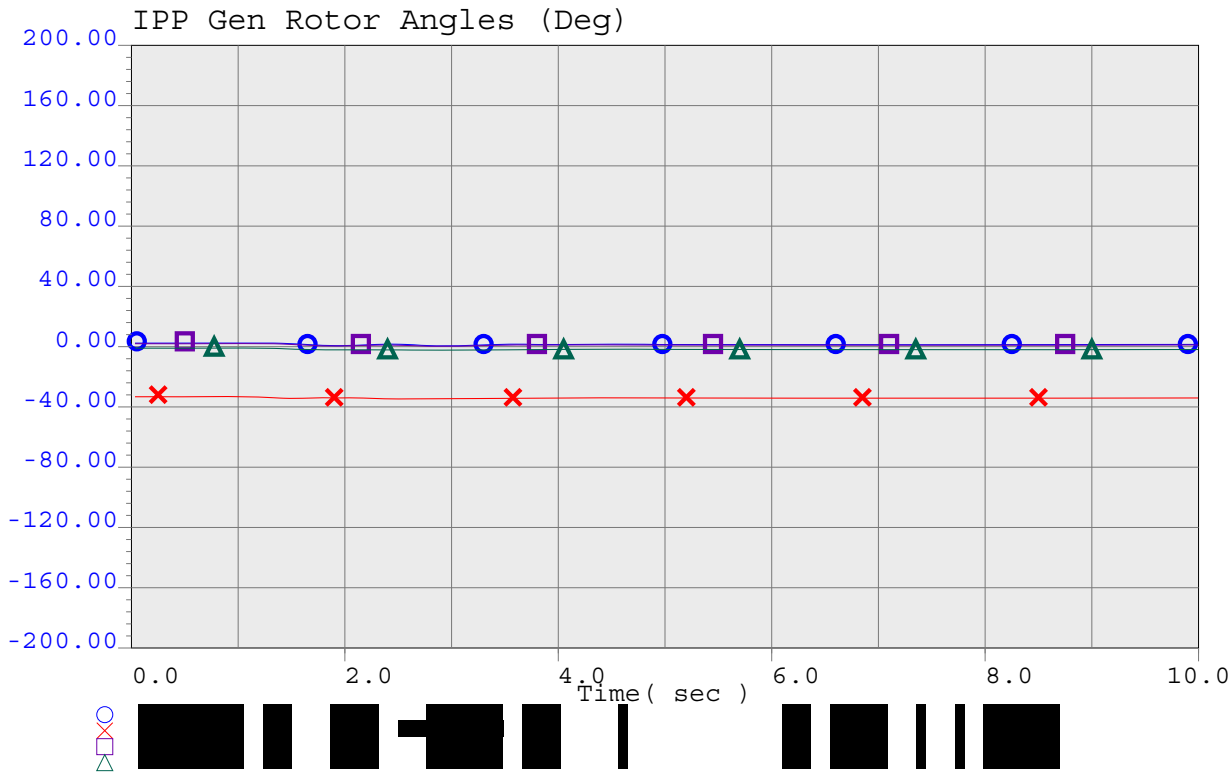


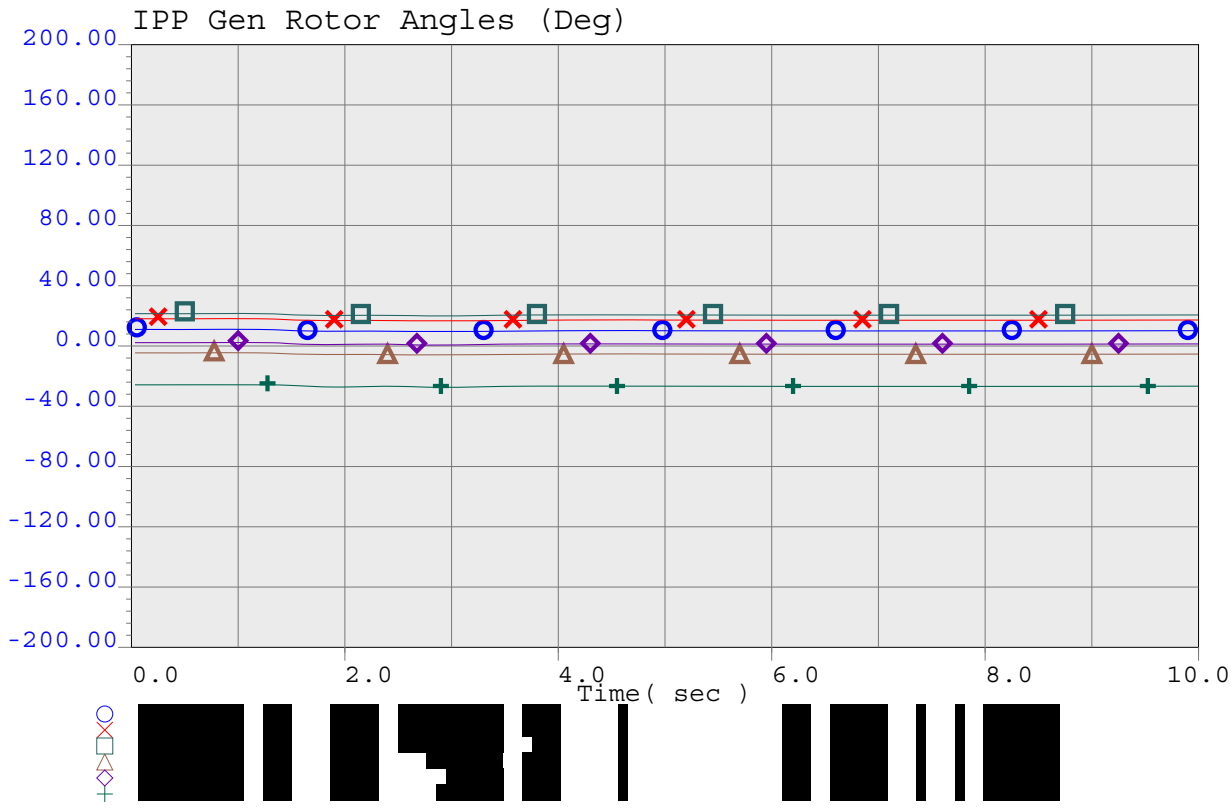




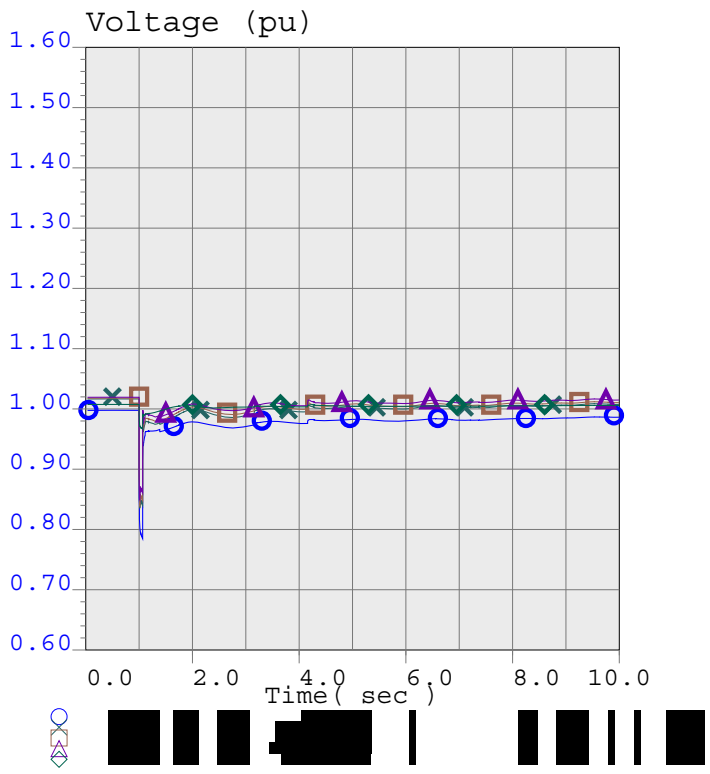


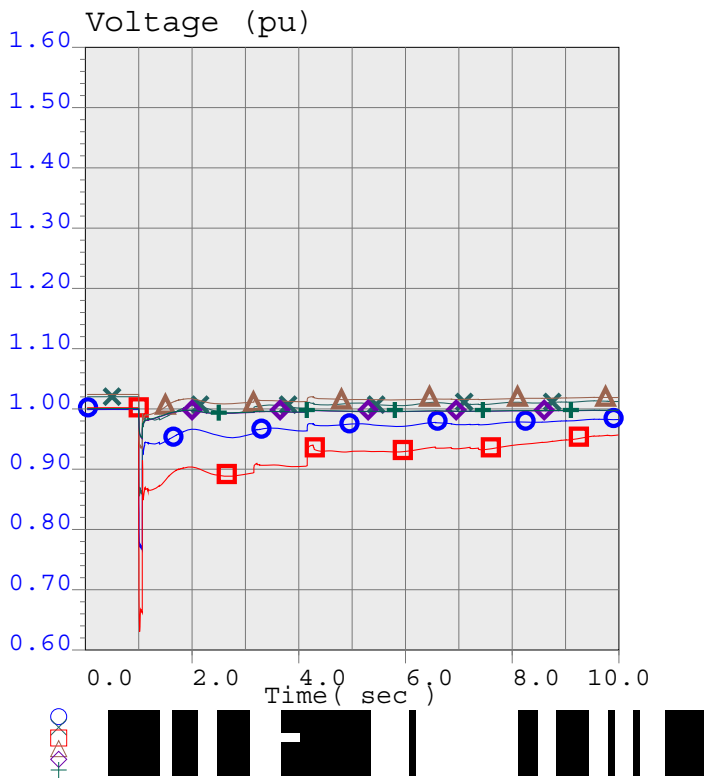
SYSTEM IMPACT STUDY (Rotor Angles)

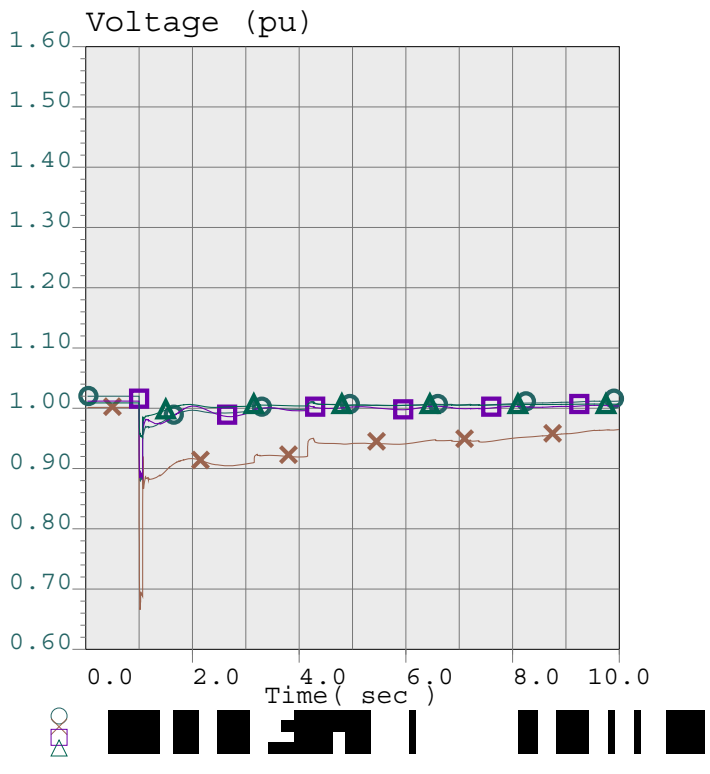


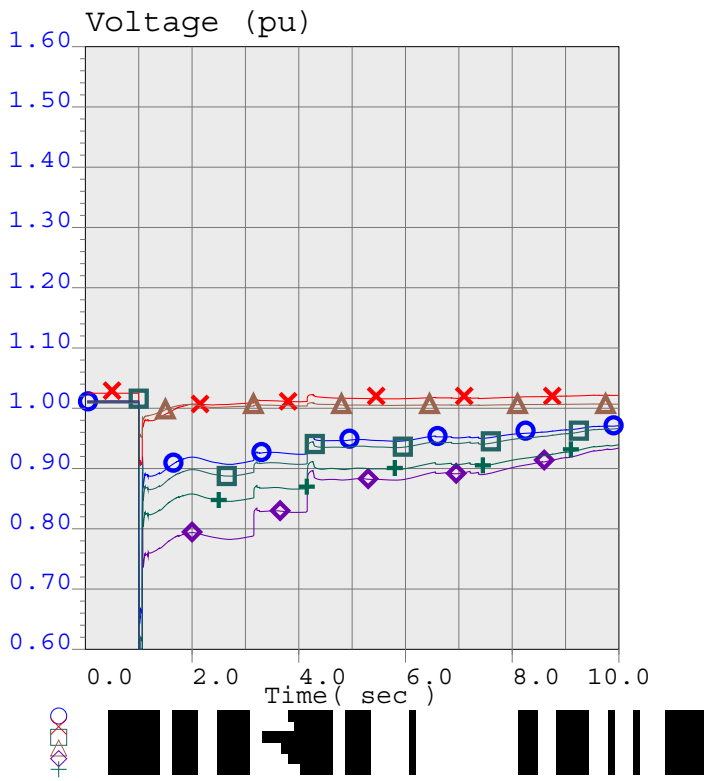


SYSTEM IMPACT STUDY (Voltage)









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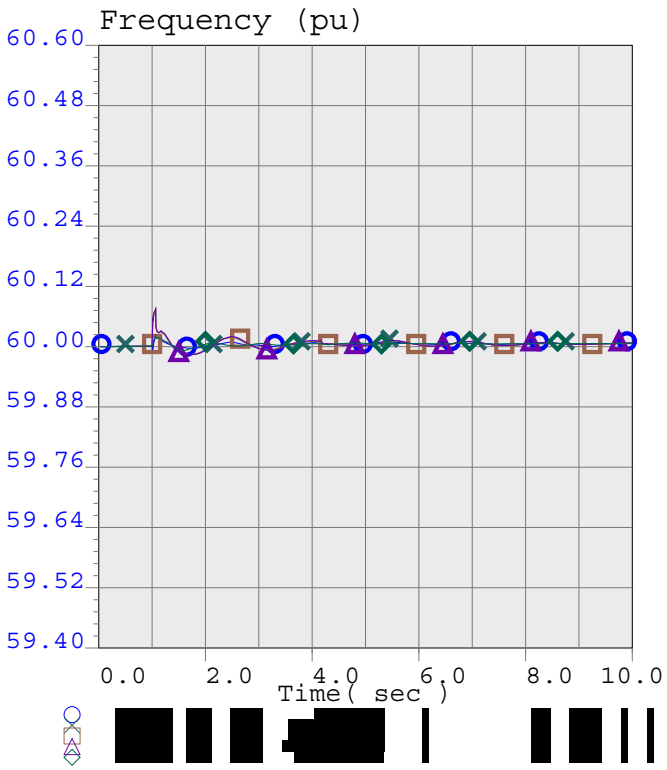
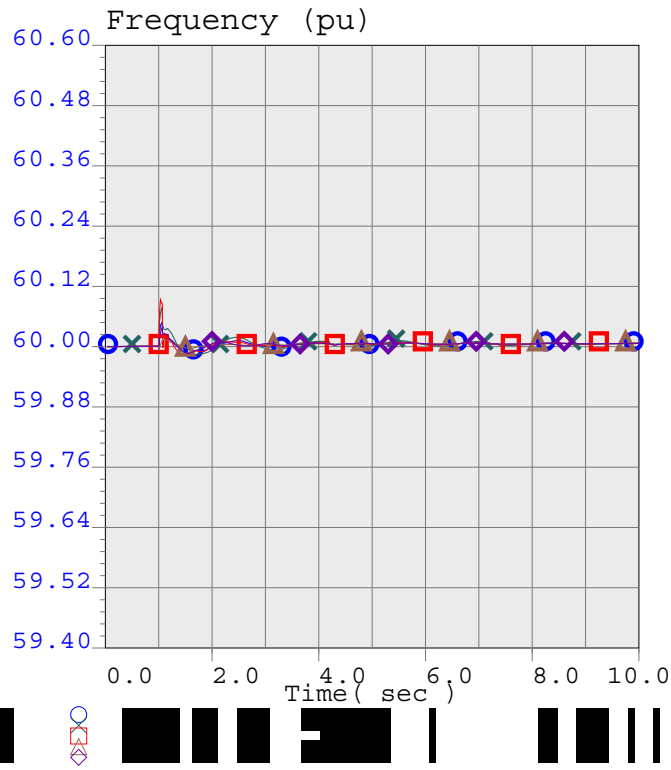
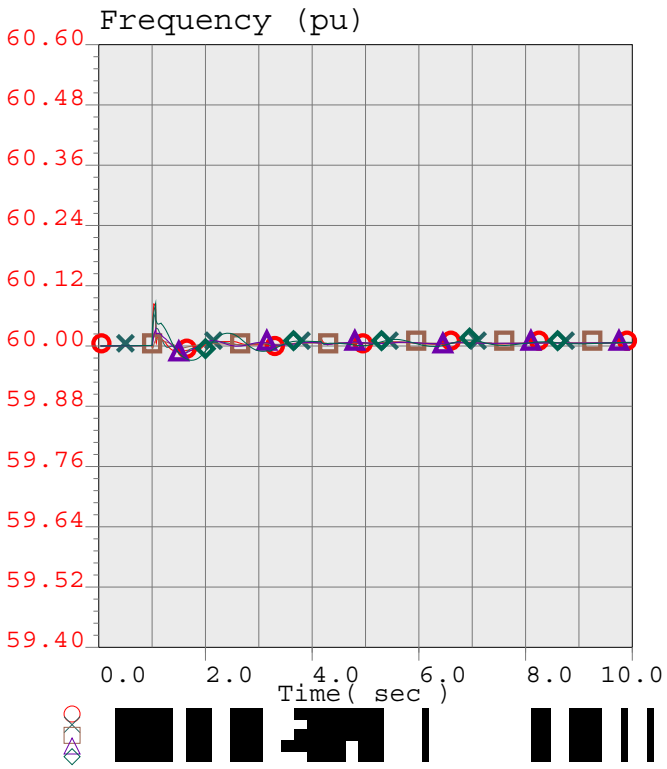
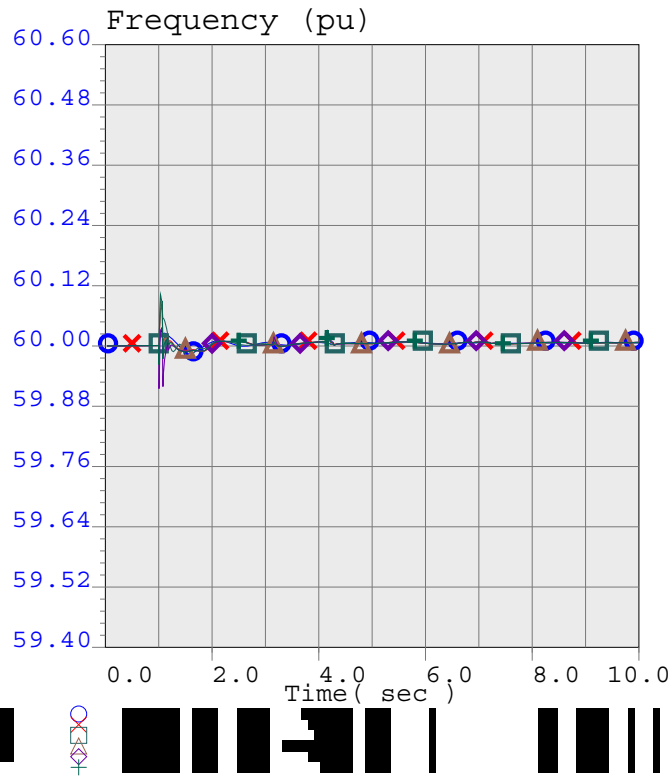
SYSTEM IMPACT STUDY (Frequency)

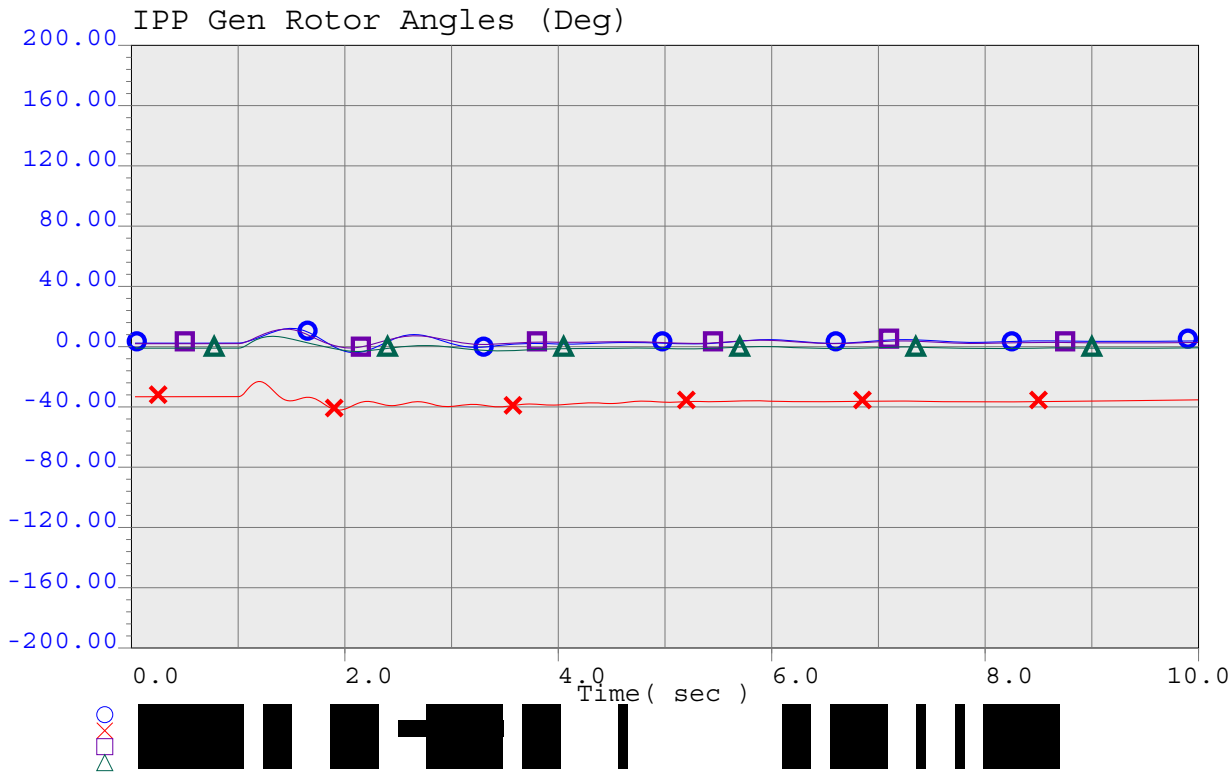


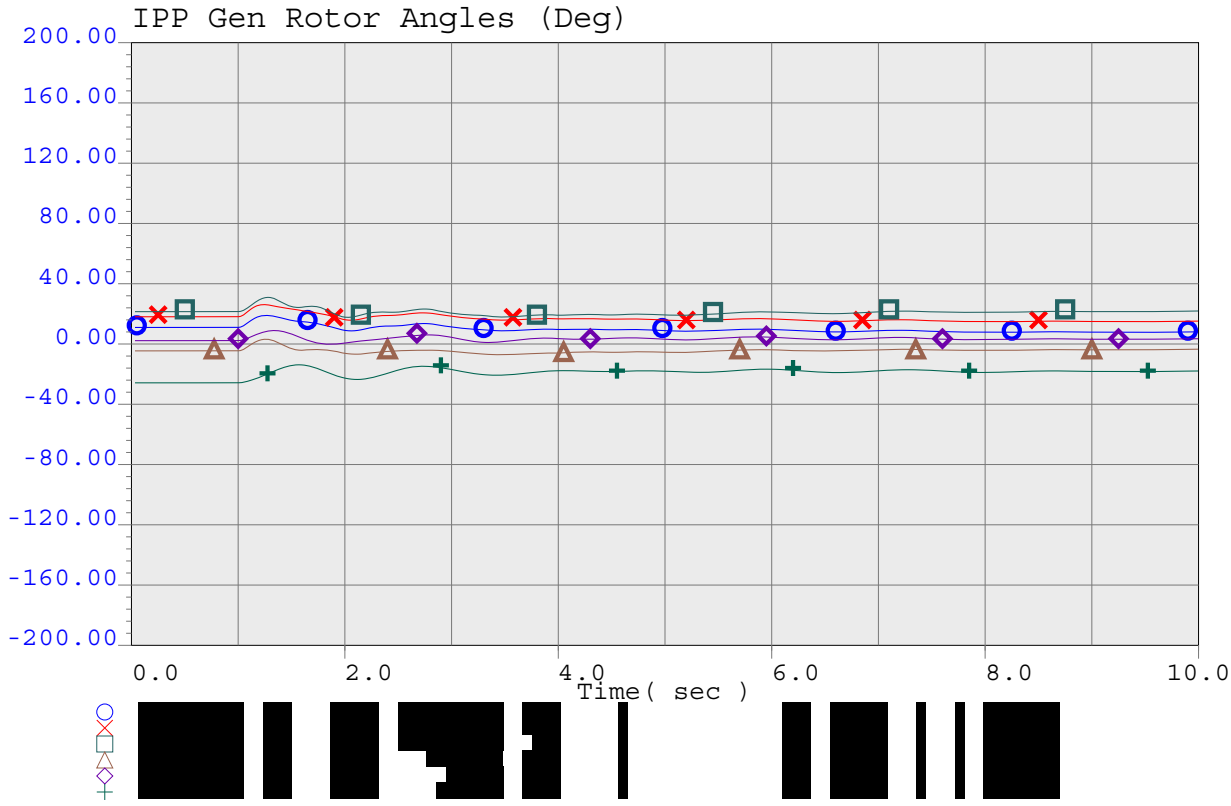






SYSTEM IMPACT STUDY (Rotor Angles)





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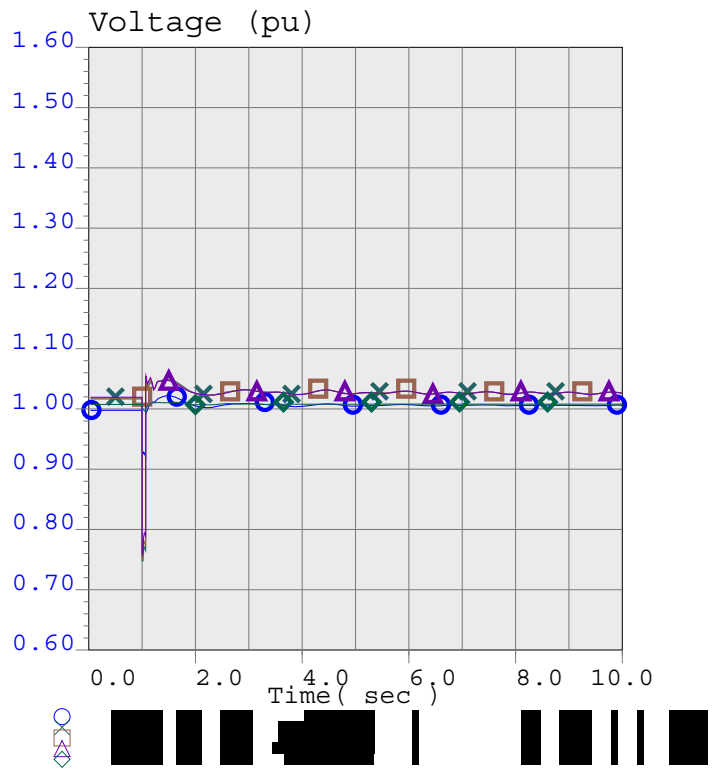

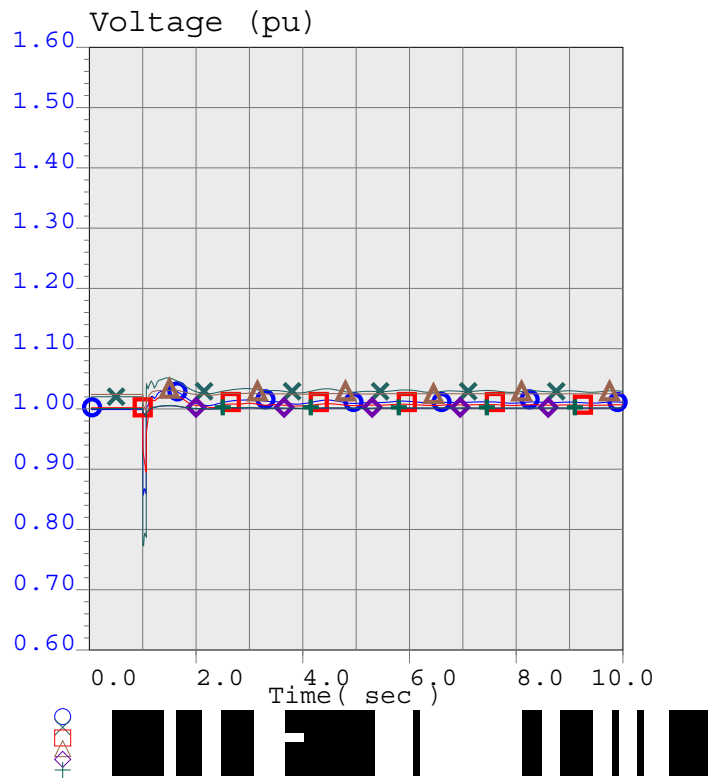

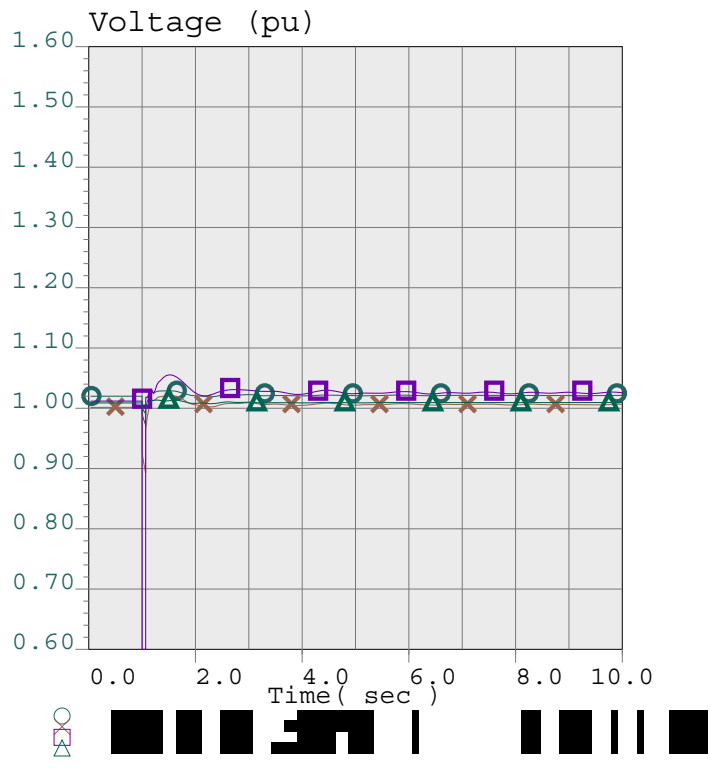

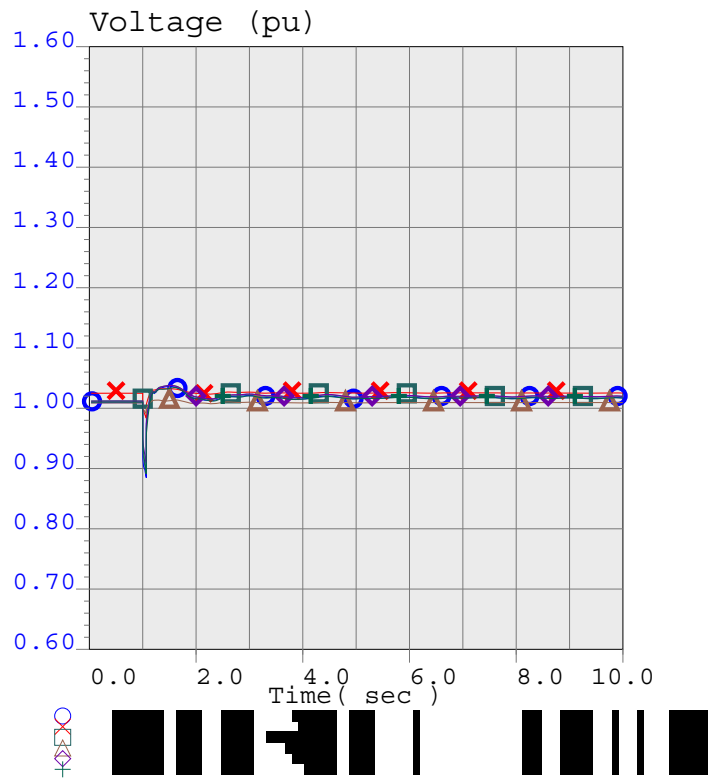

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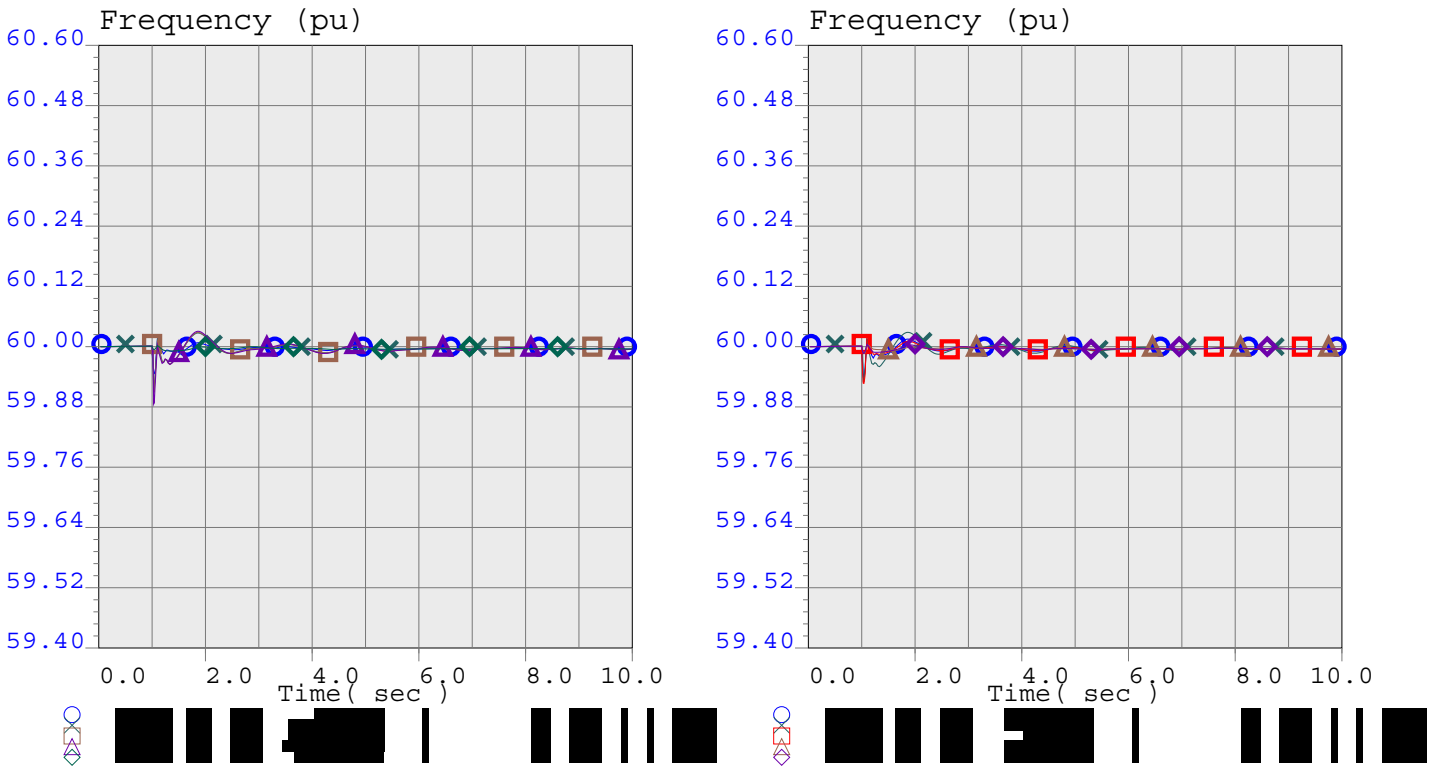
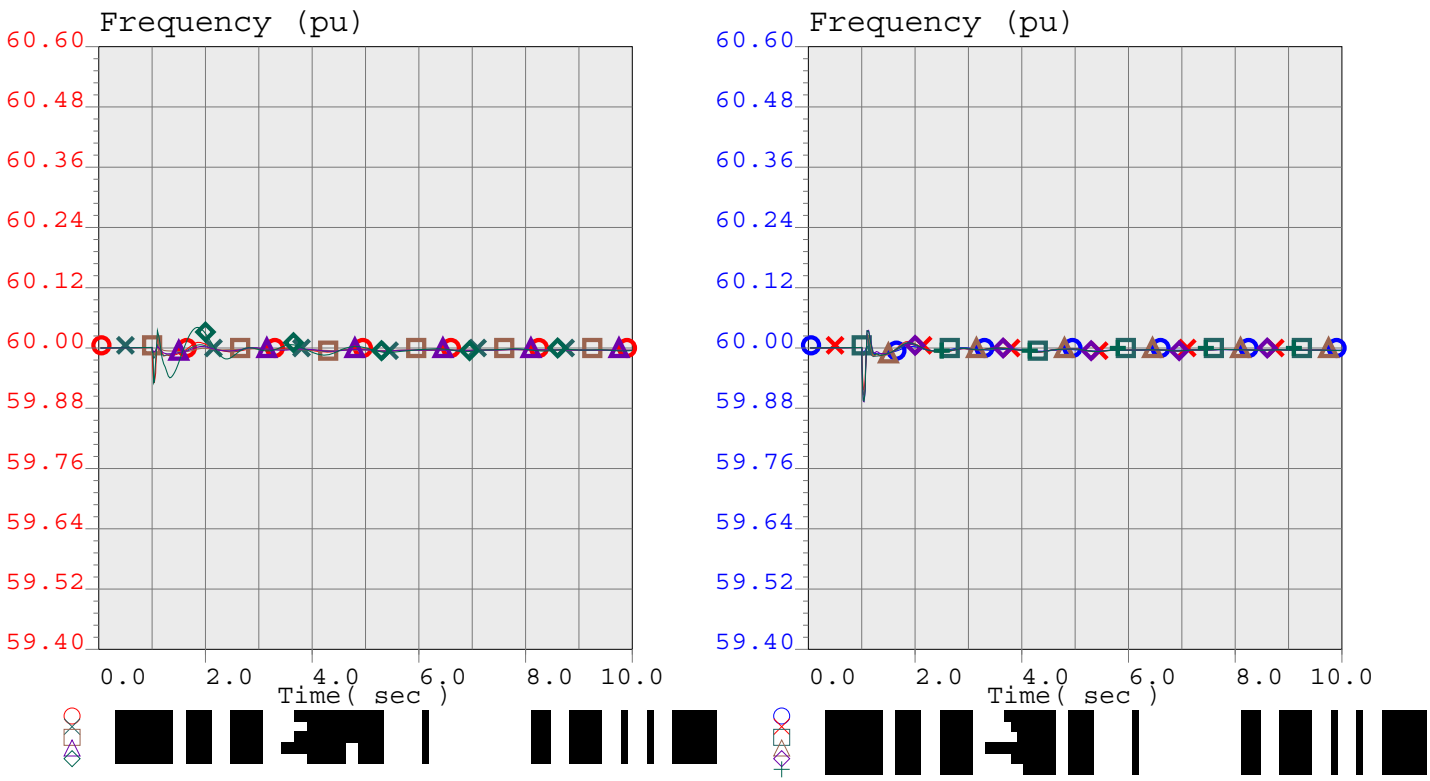
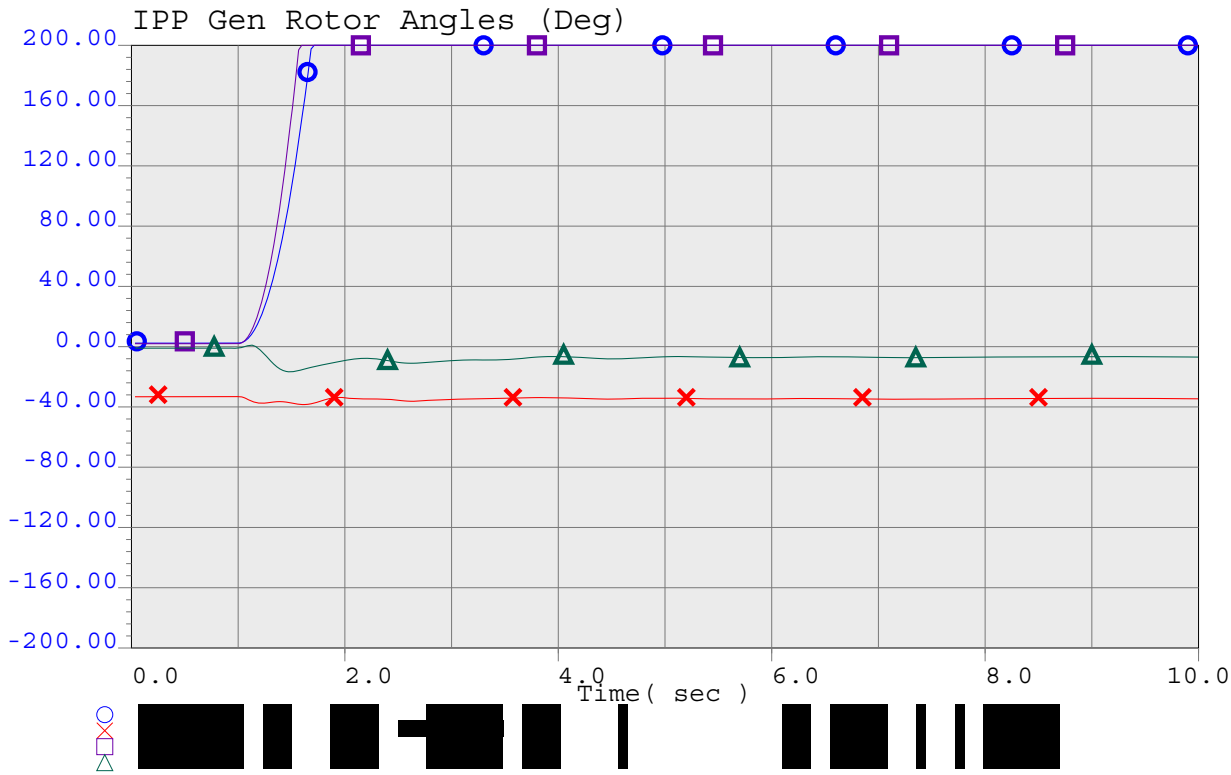
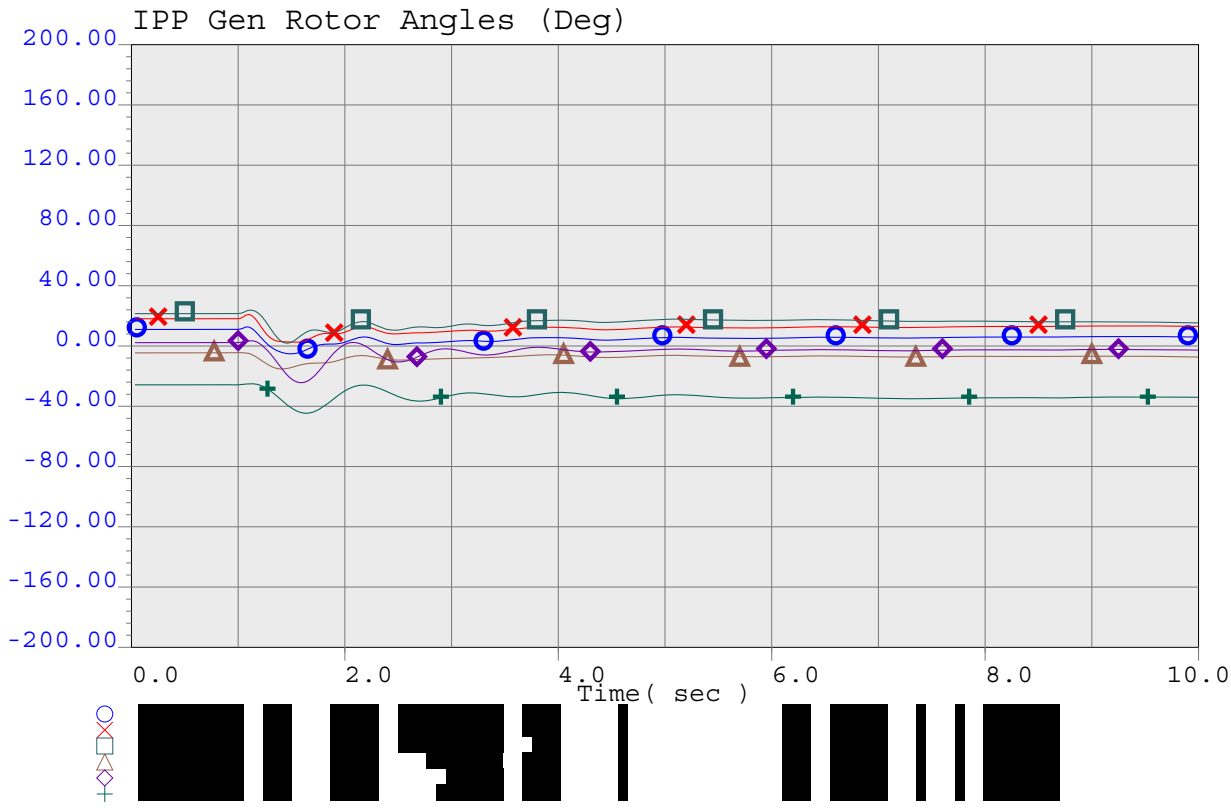
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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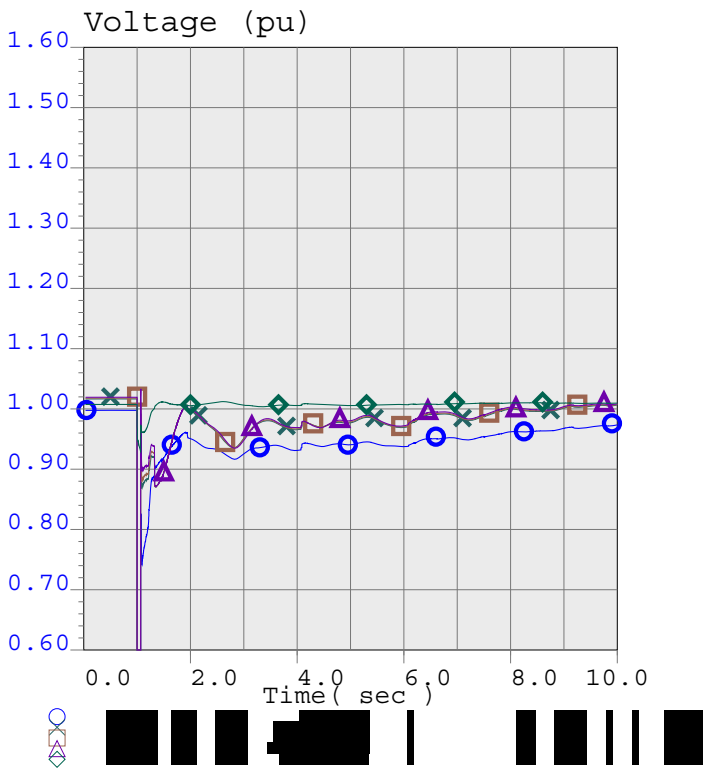
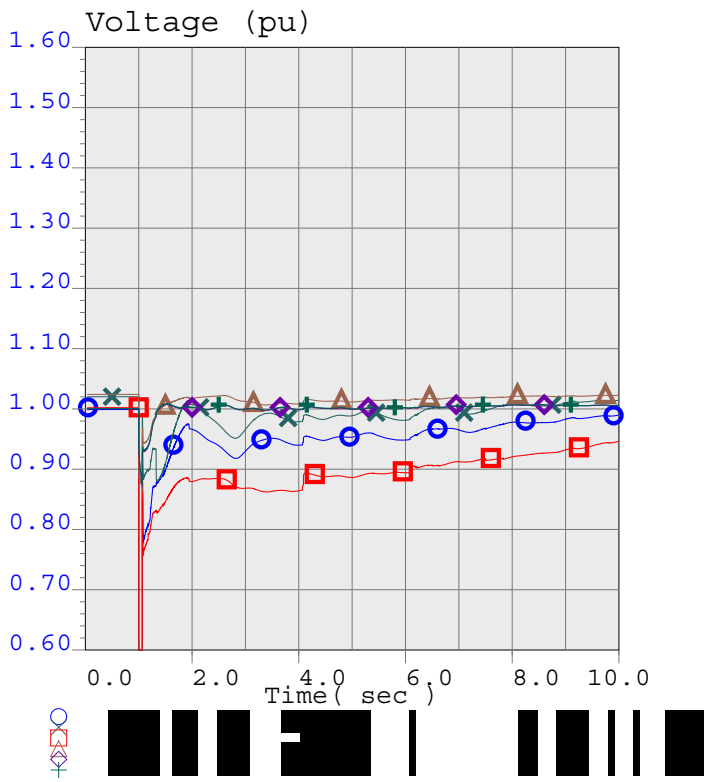
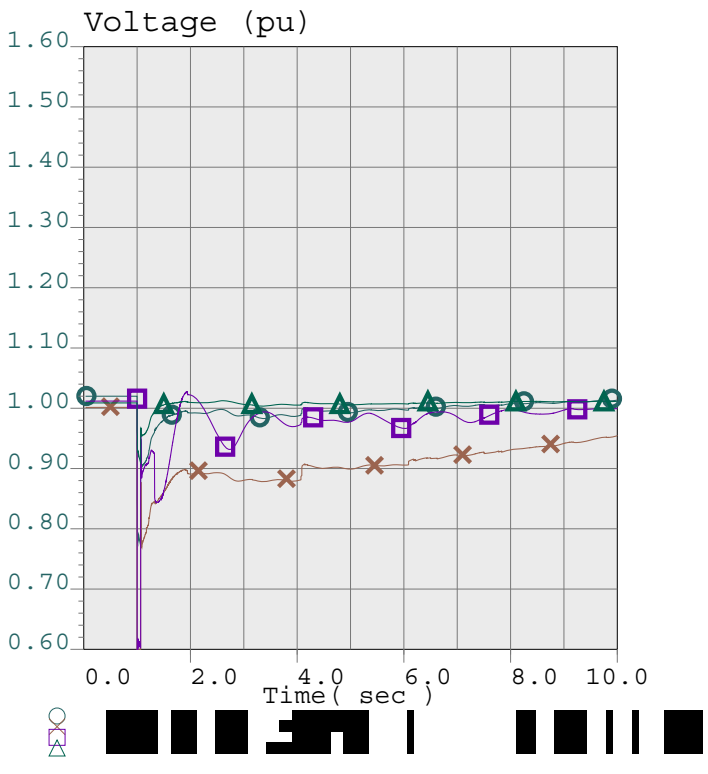
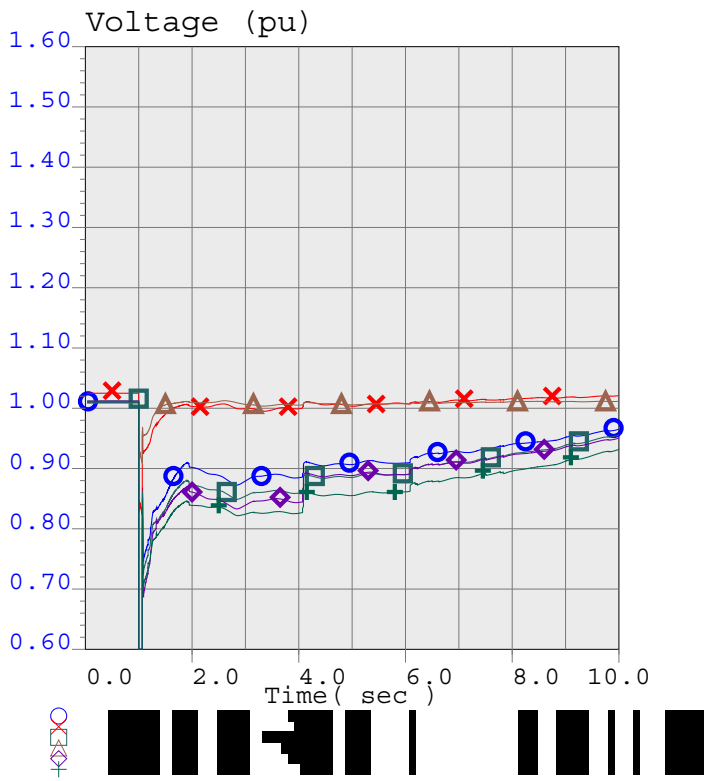
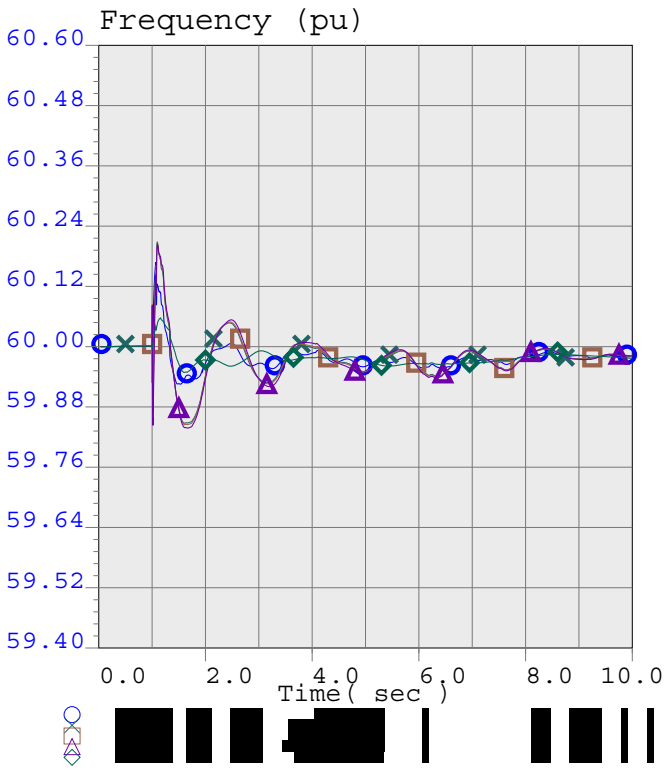


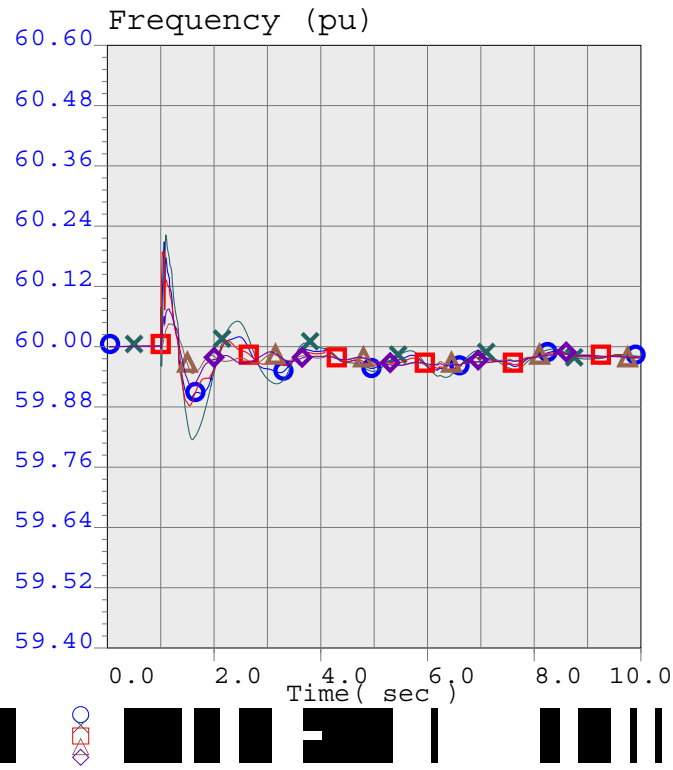


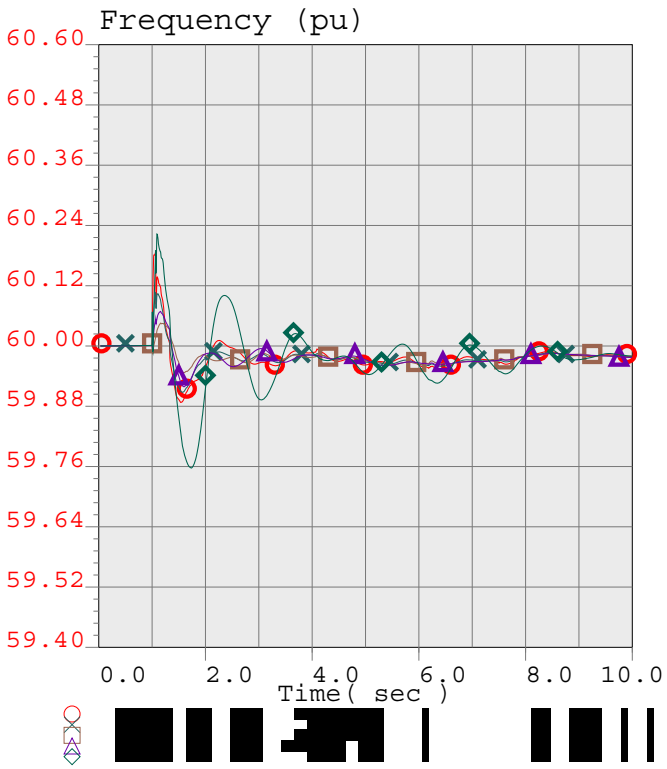




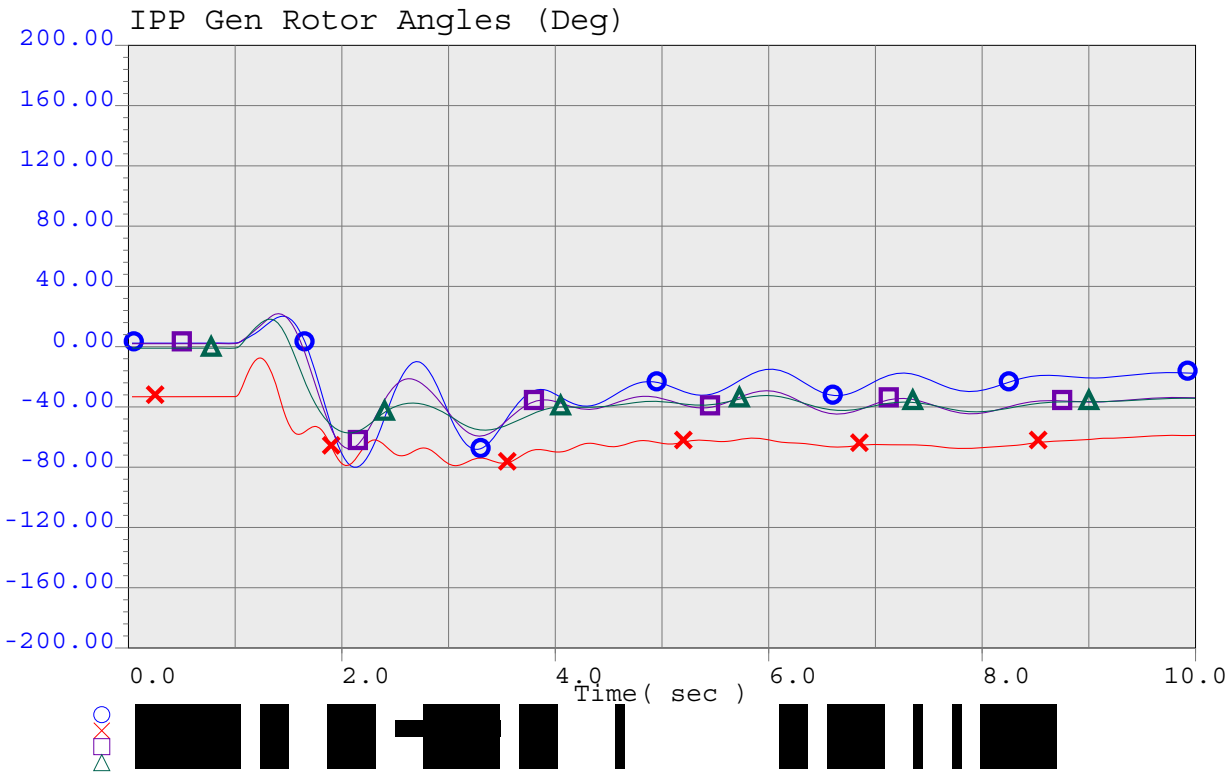
SYSTEM IMPACT STUDY (Frequency)

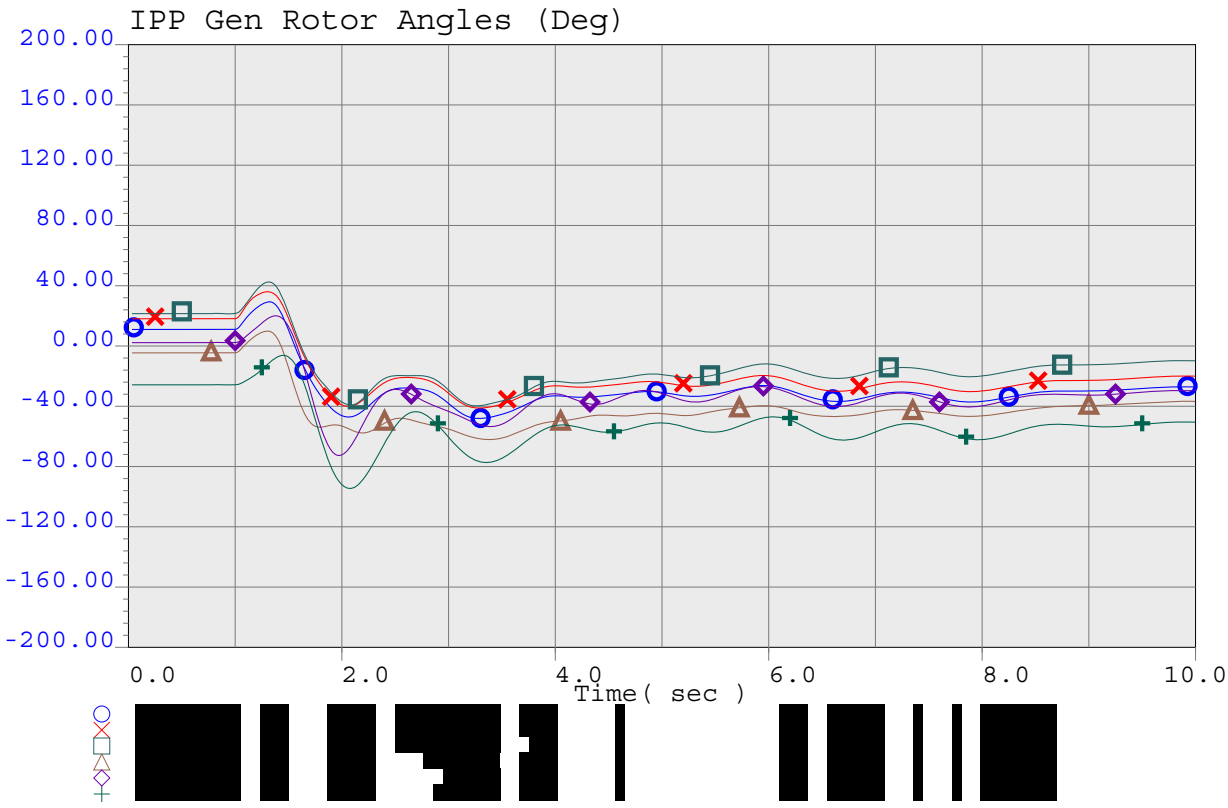




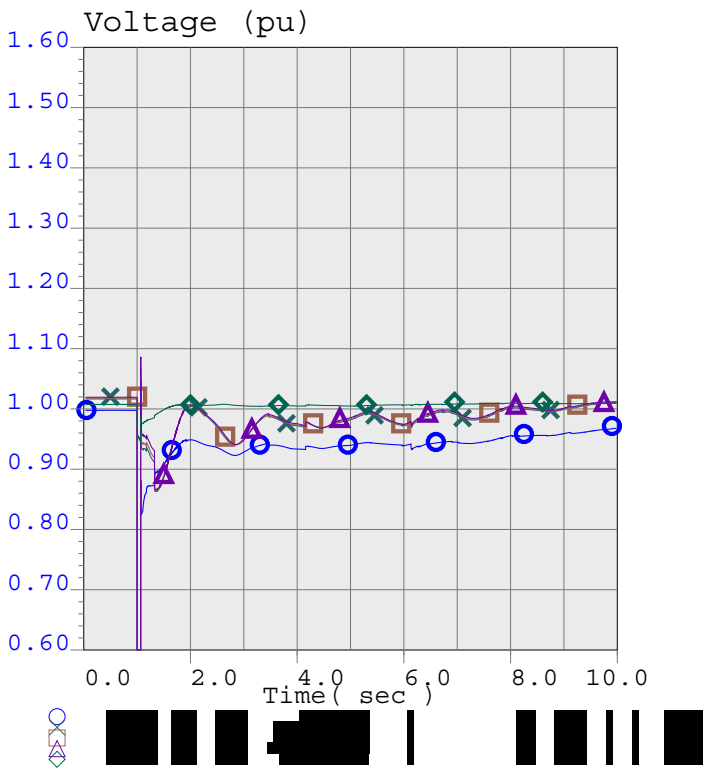


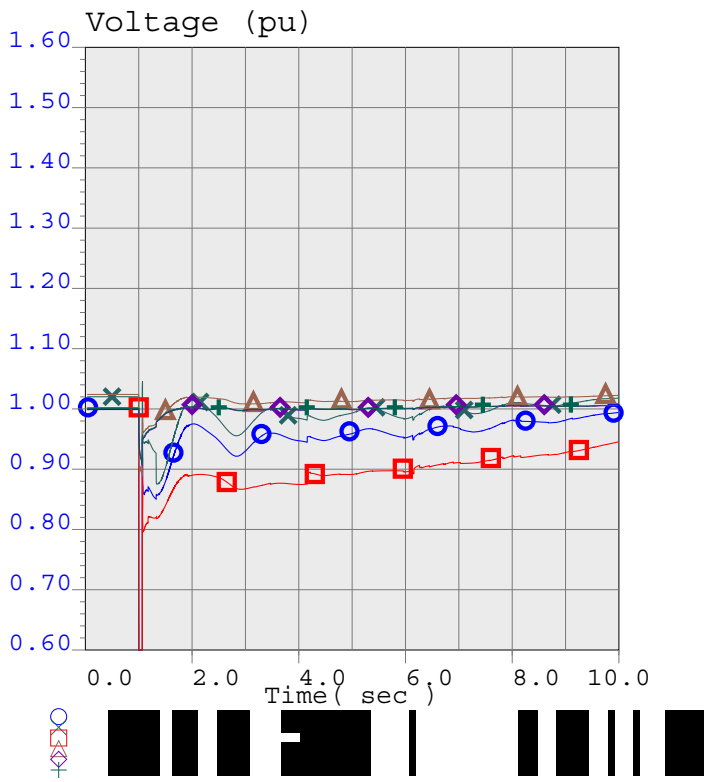
SYSTEM IMPACT STUDY (Rotor Angles)

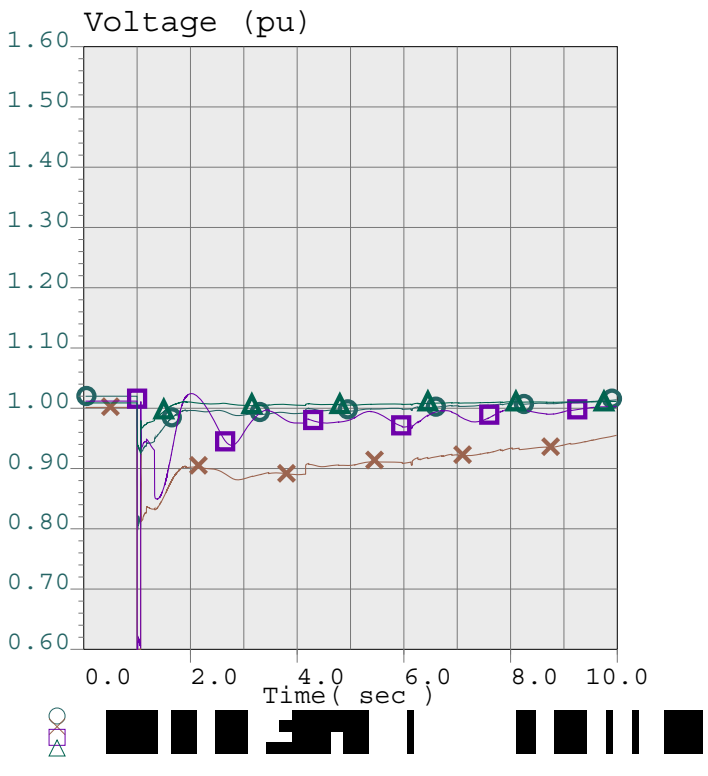


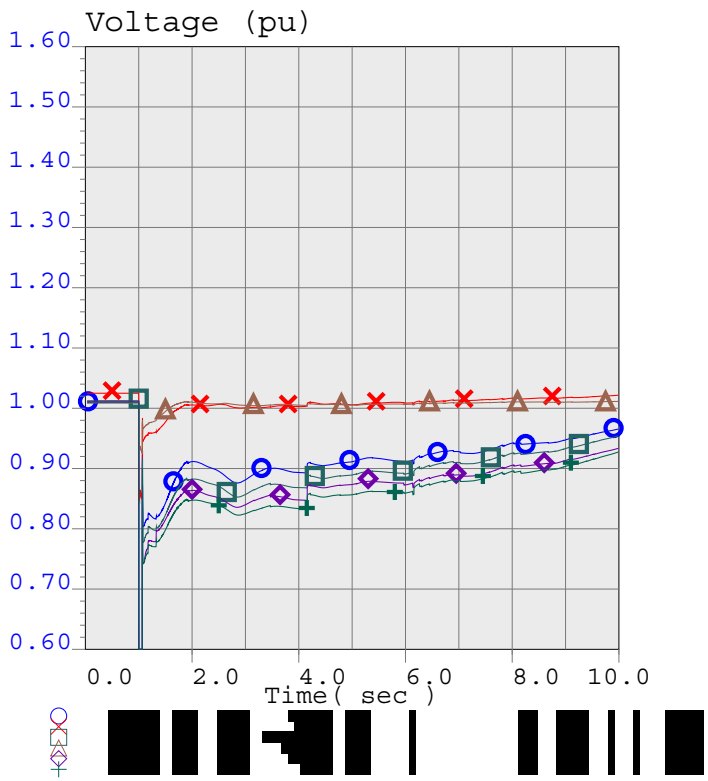


SYSTEM IMPACT STUDY (Voltage)









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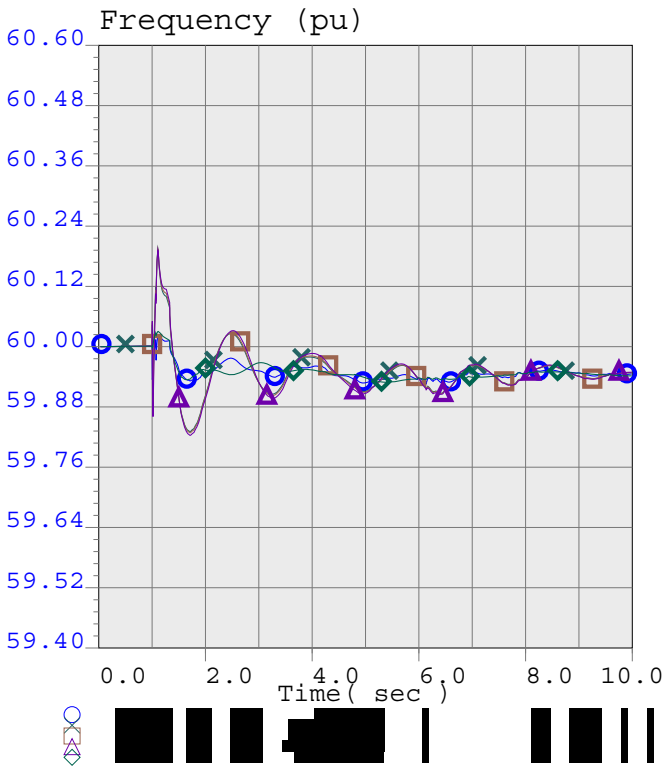
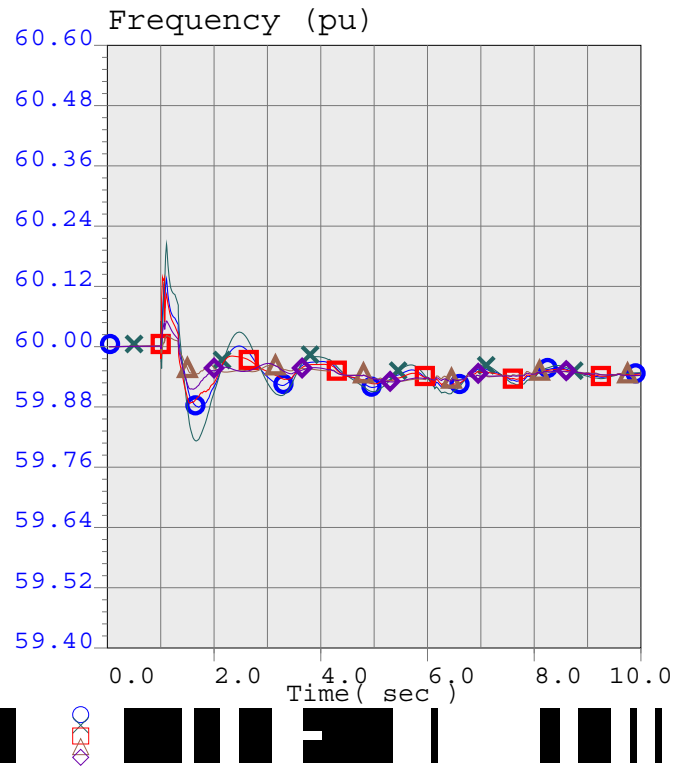
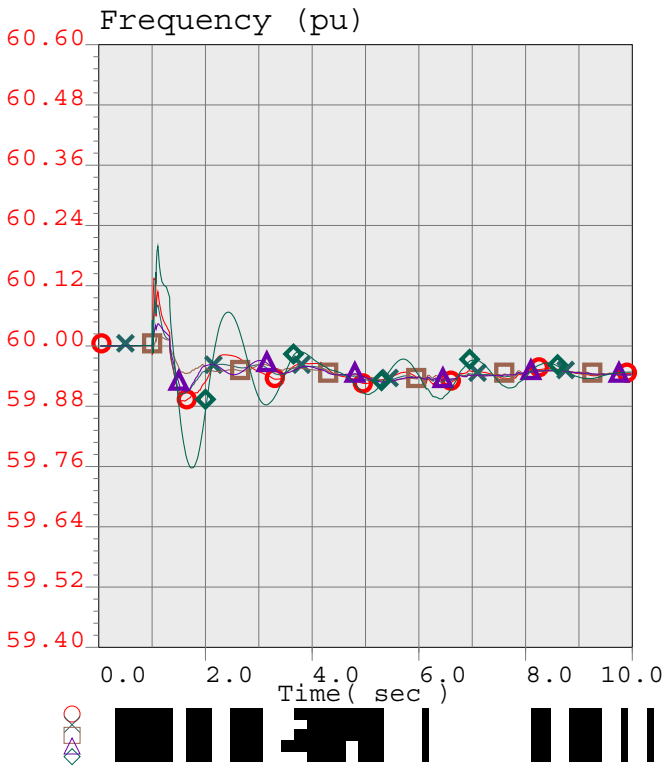
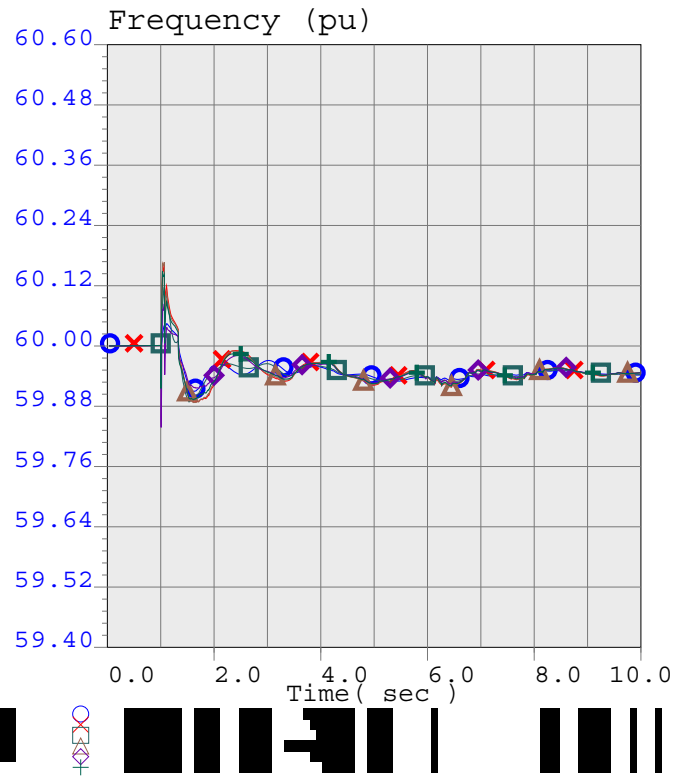
SYSTEM IMPACT STUDY (Frequency)

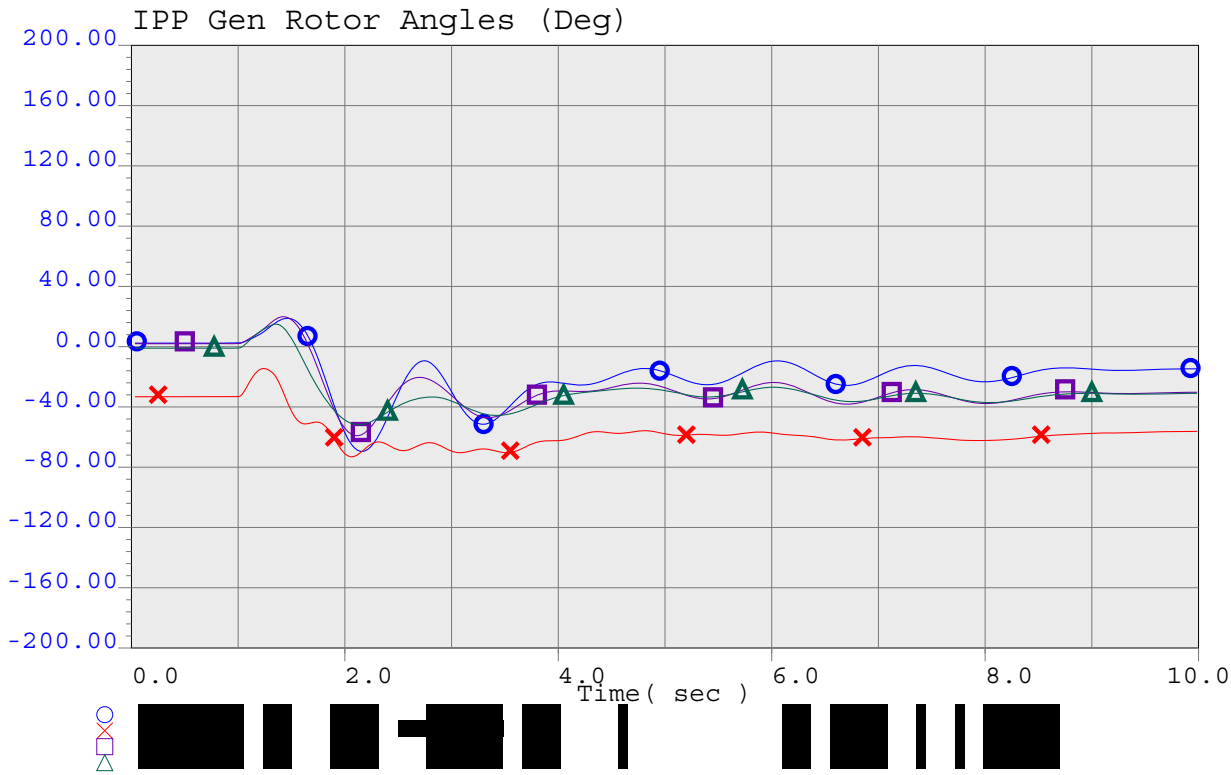


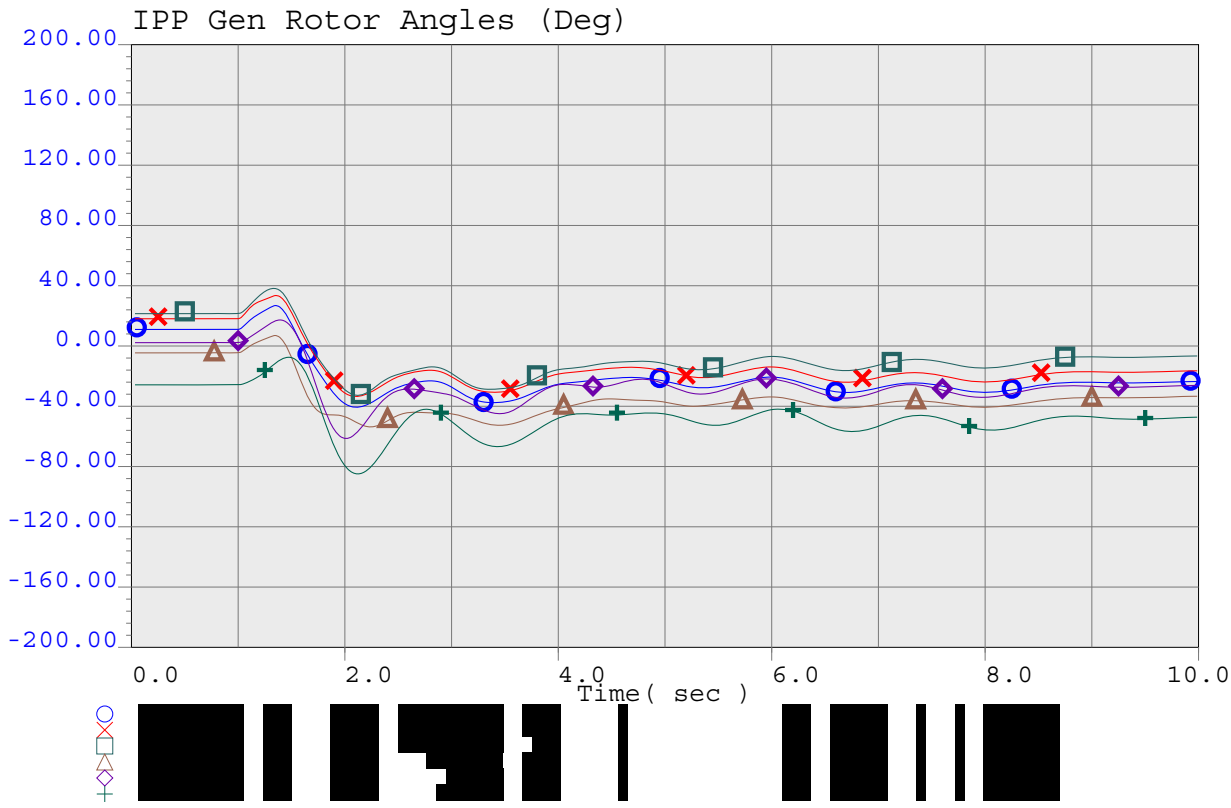




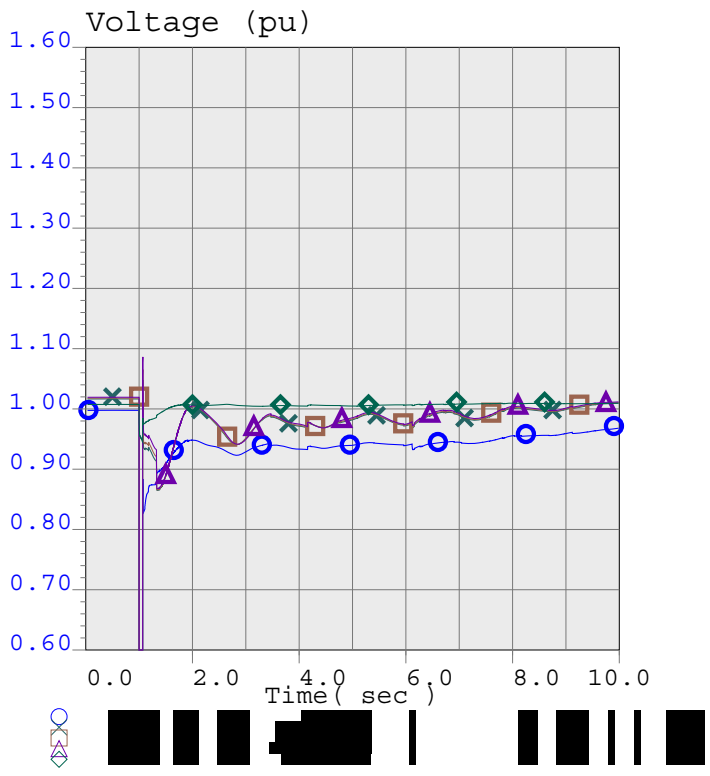


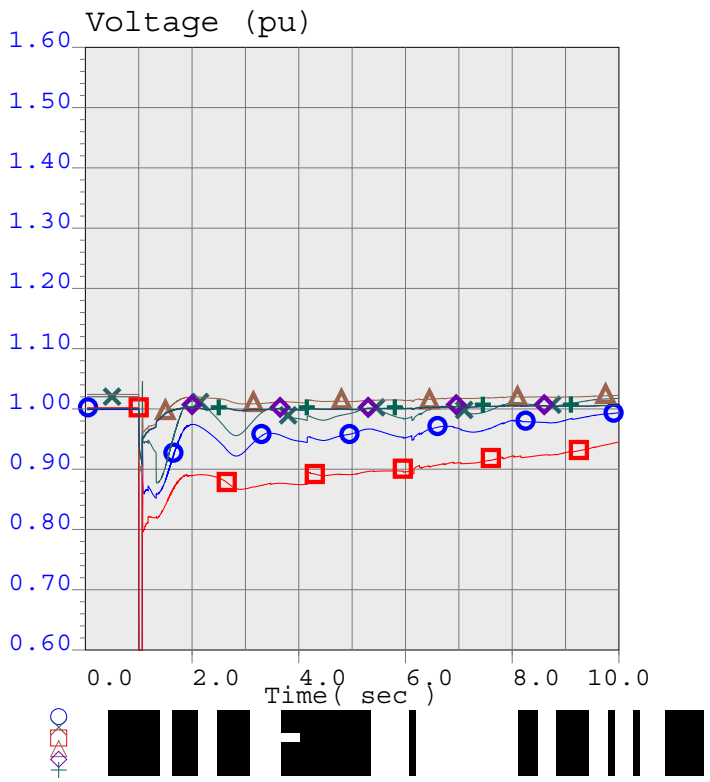
SYSTEM IMPACT STUDY (Rotor Angles)

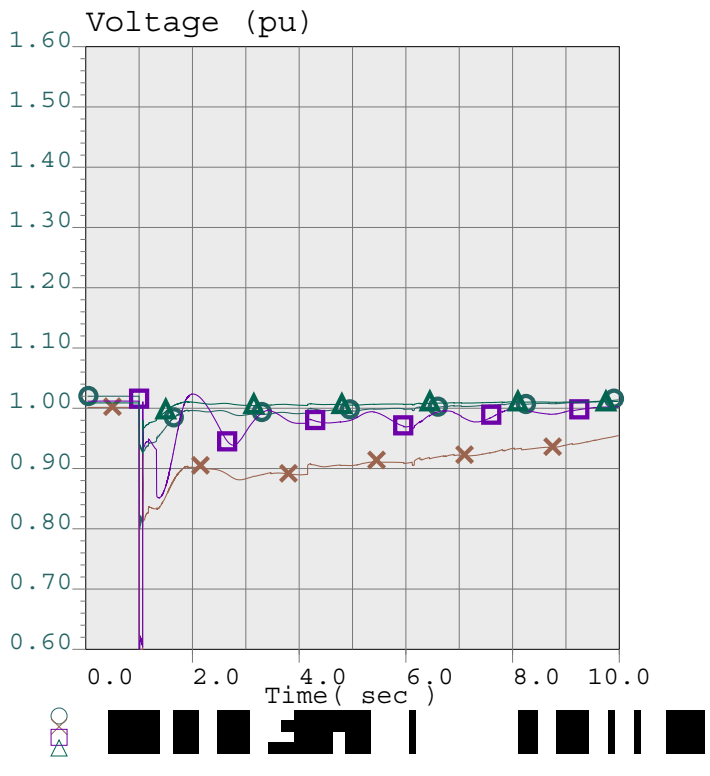


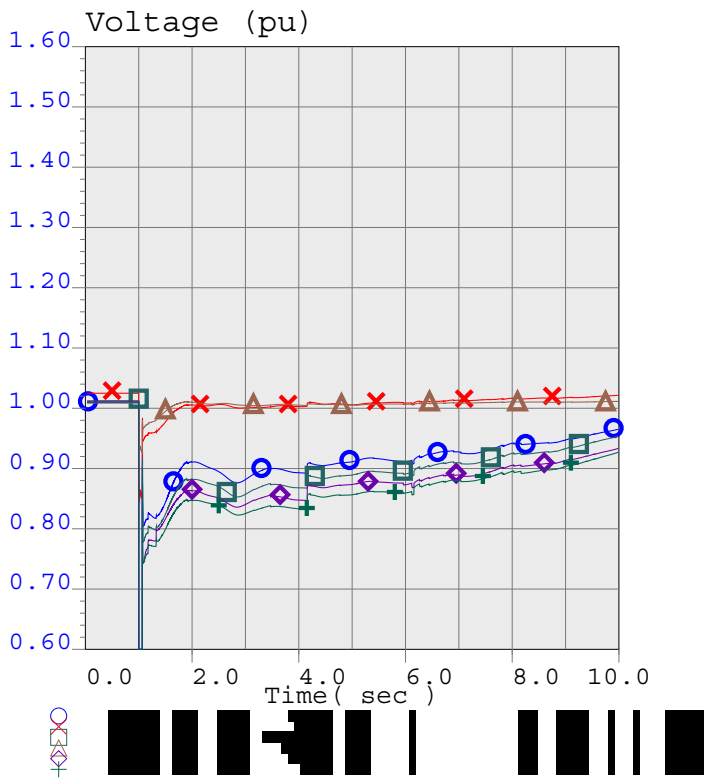


SYSTEM IMPACT STUDY (Voltage)









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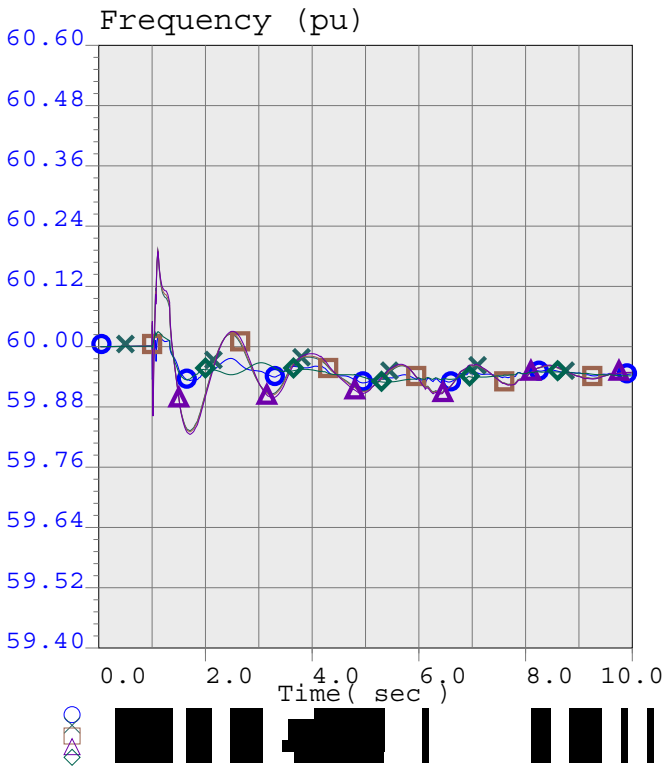
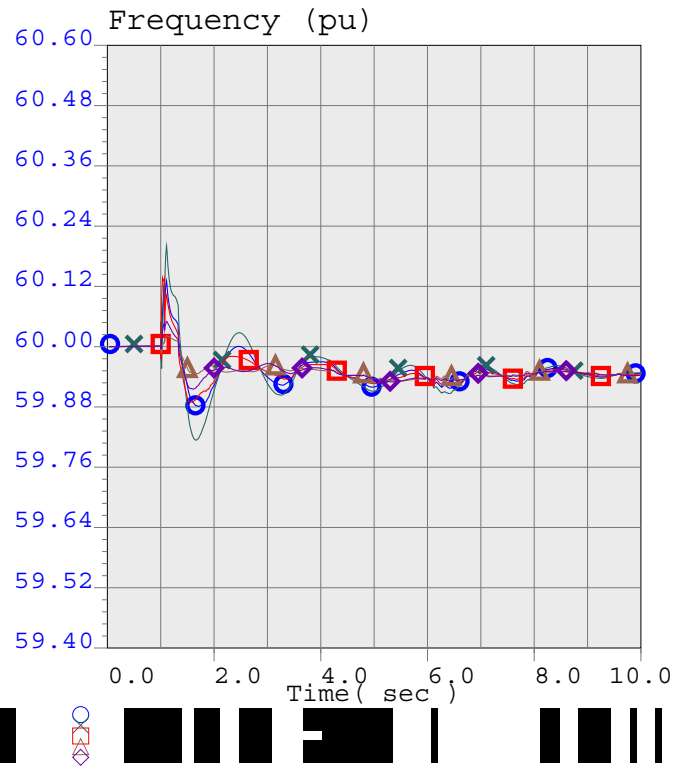
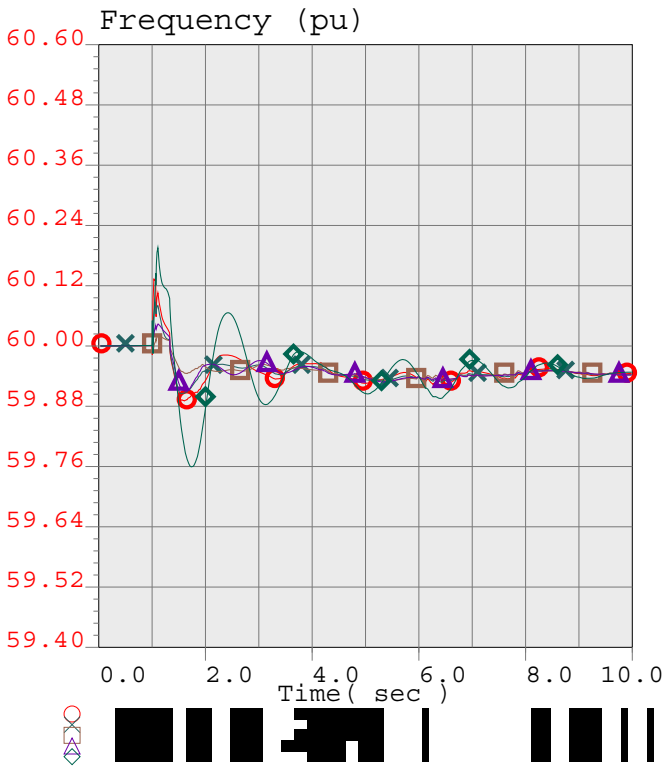
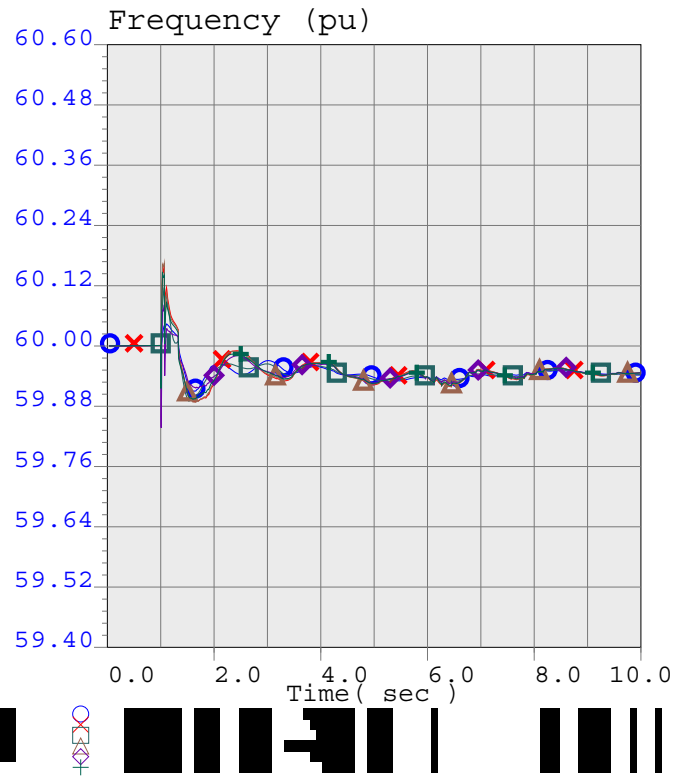
SYSTEM IMPACT STUDY (Frequency)

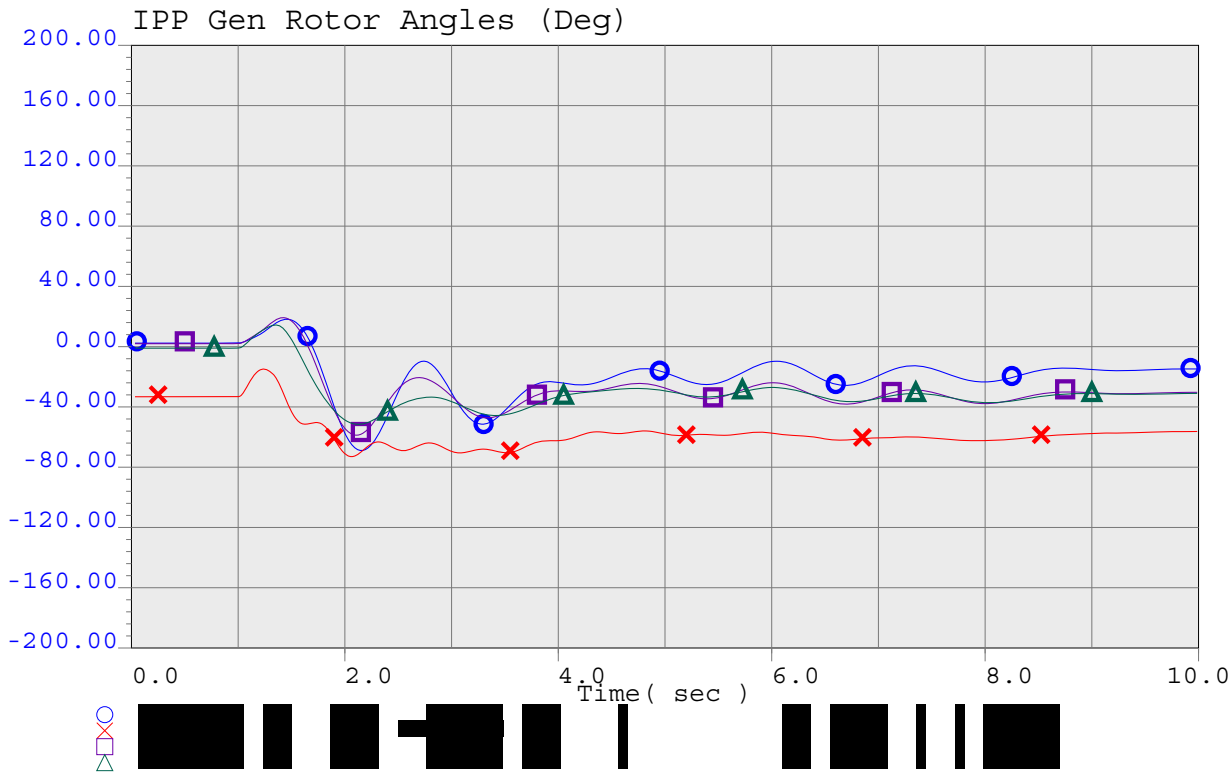


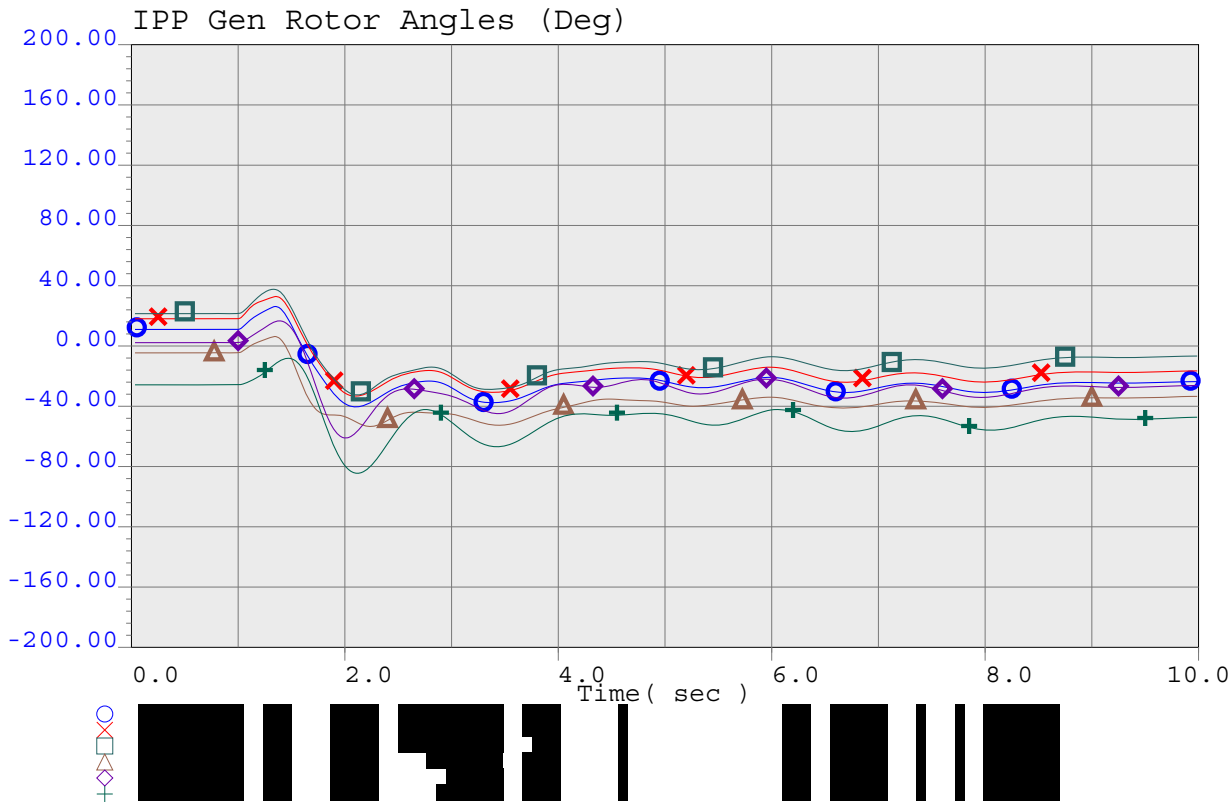




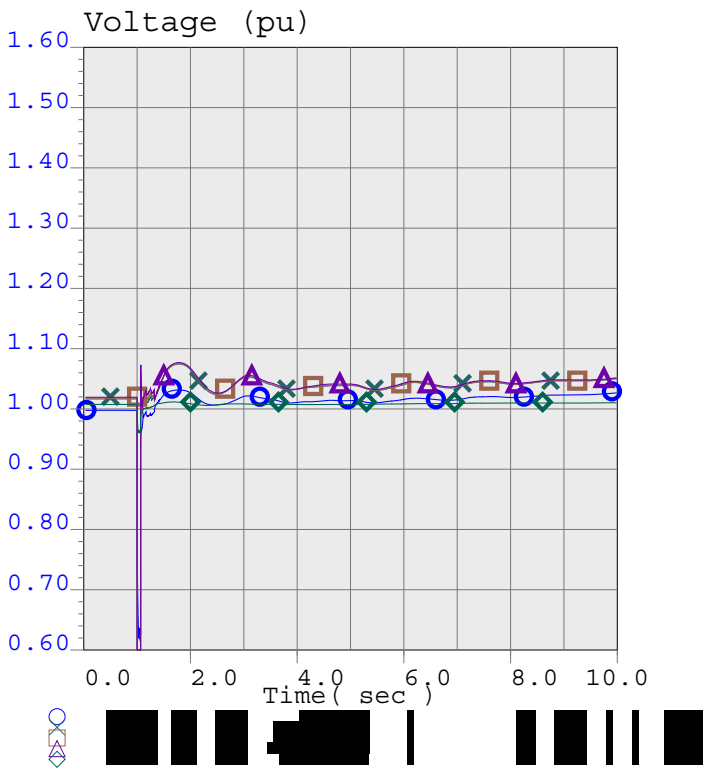


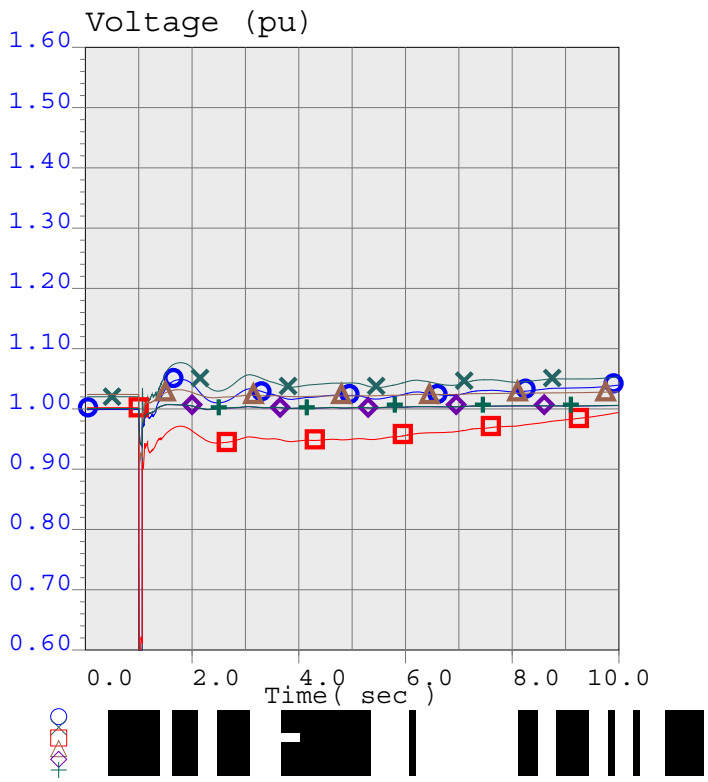
SYSTEM IMPACT STUDY (Rotor Angles)

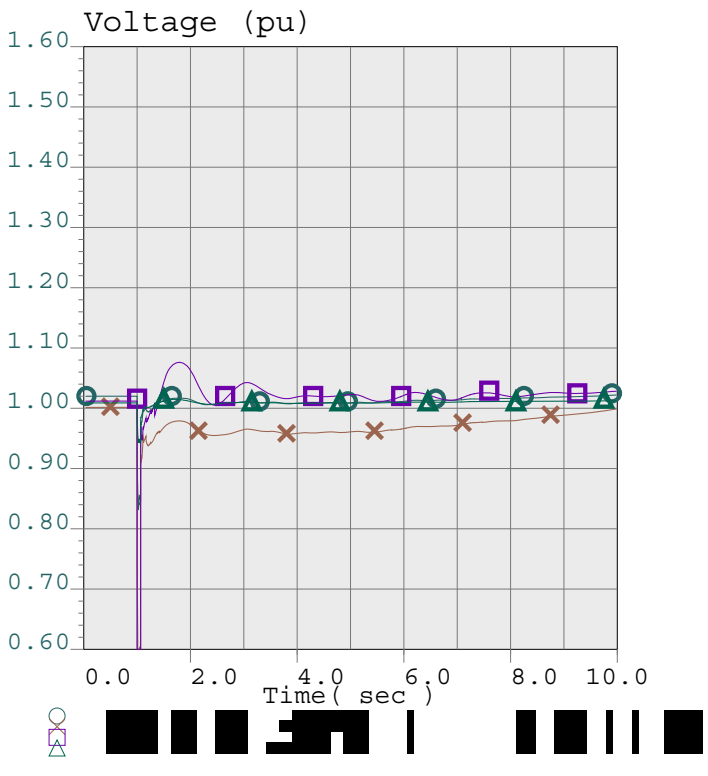


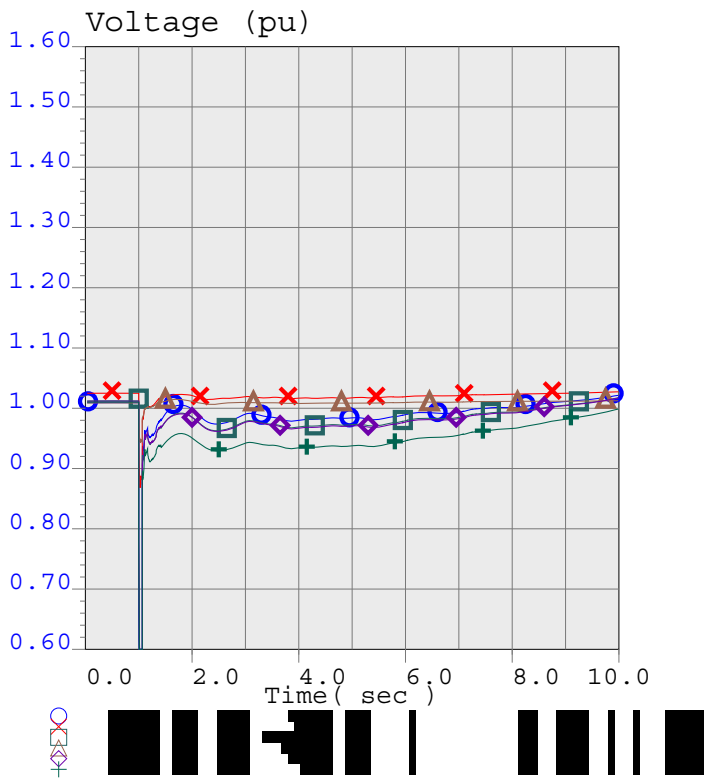


SYSTEM IMPACT STUDY (Voltage)









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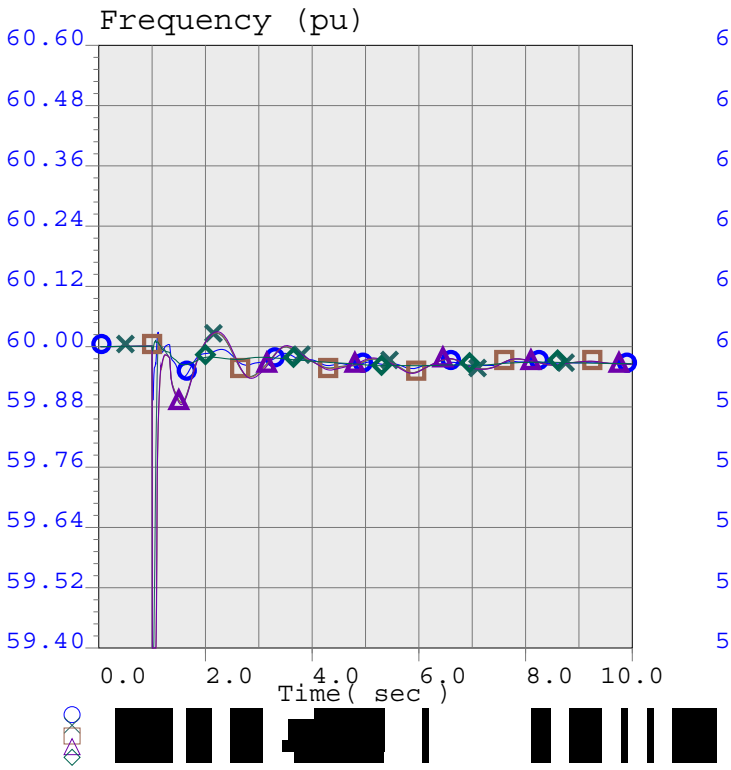
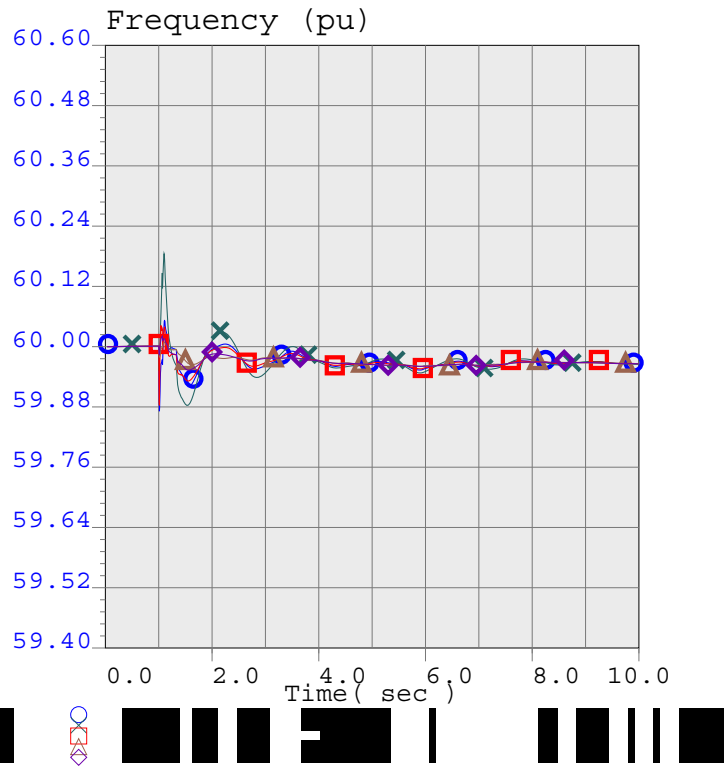
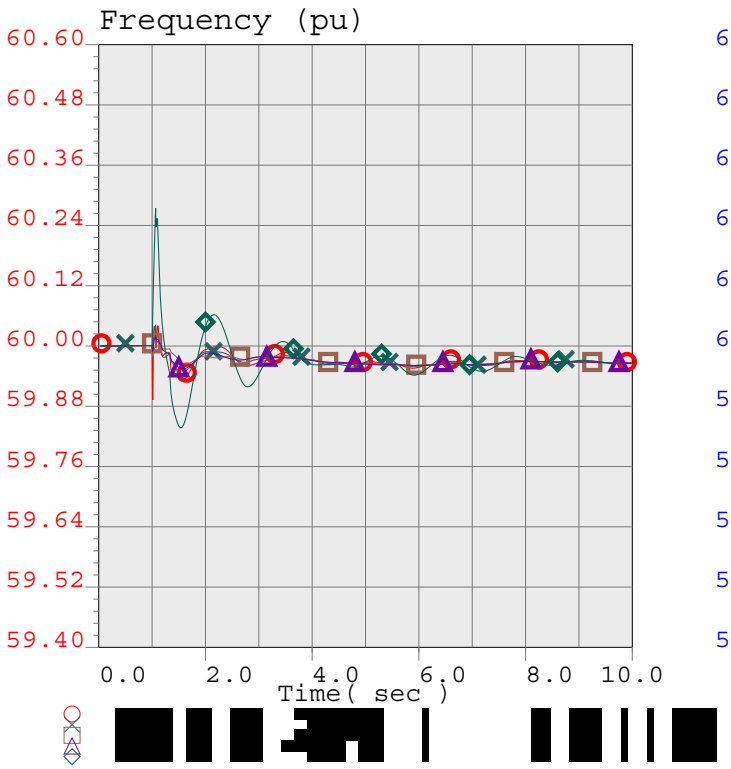
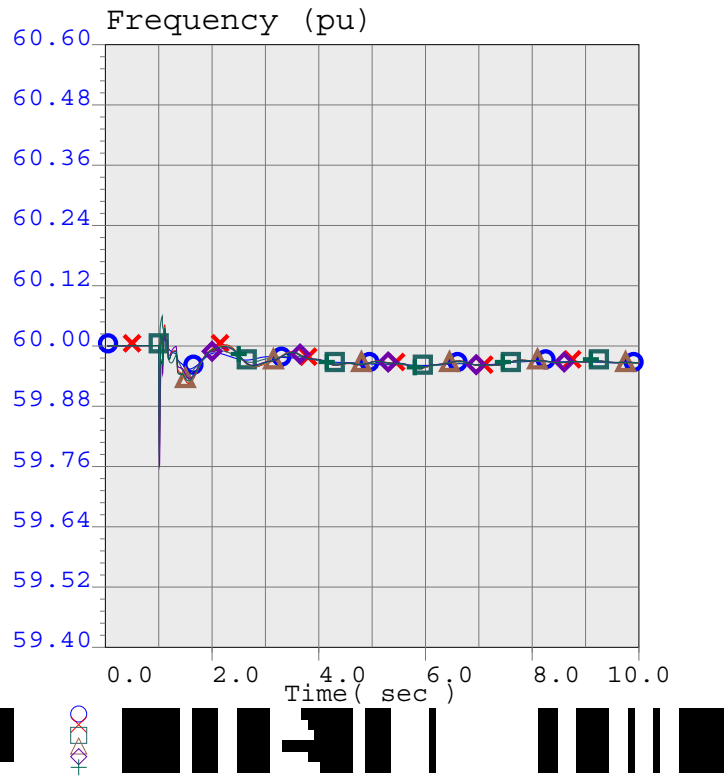
SYSTEM IMPACT STUDY (Frequency)

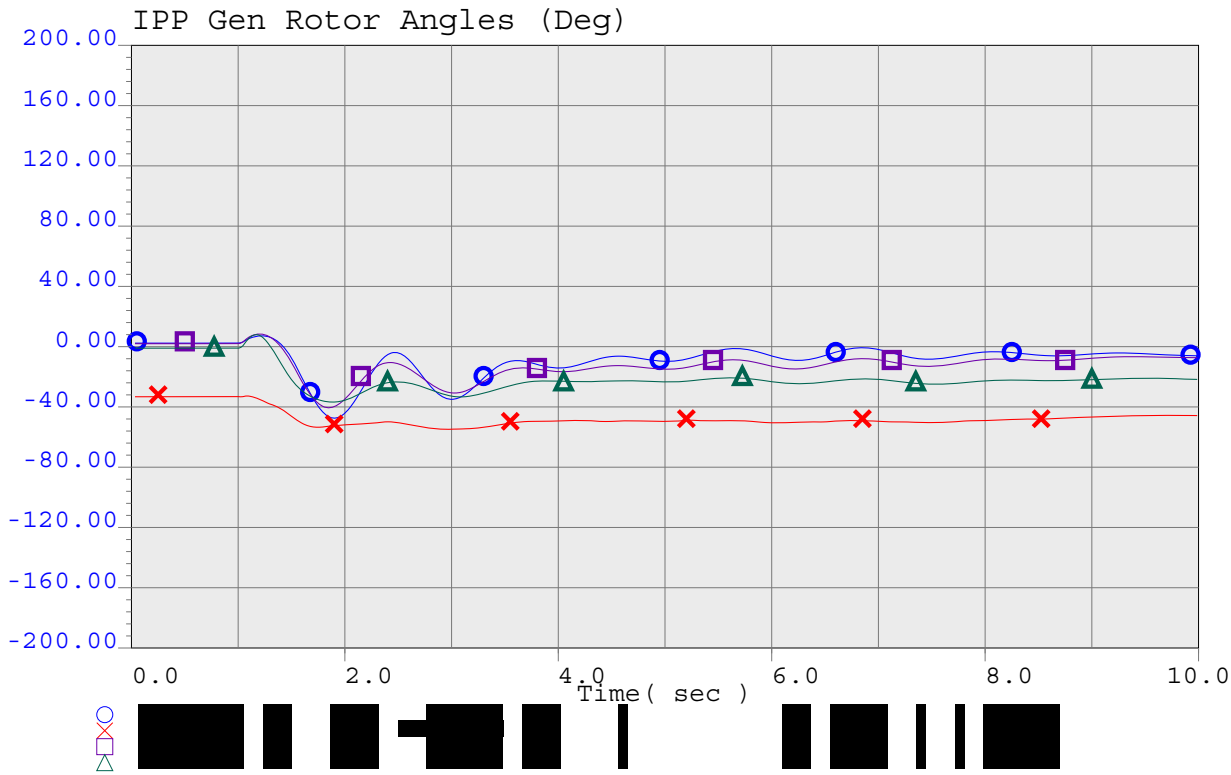


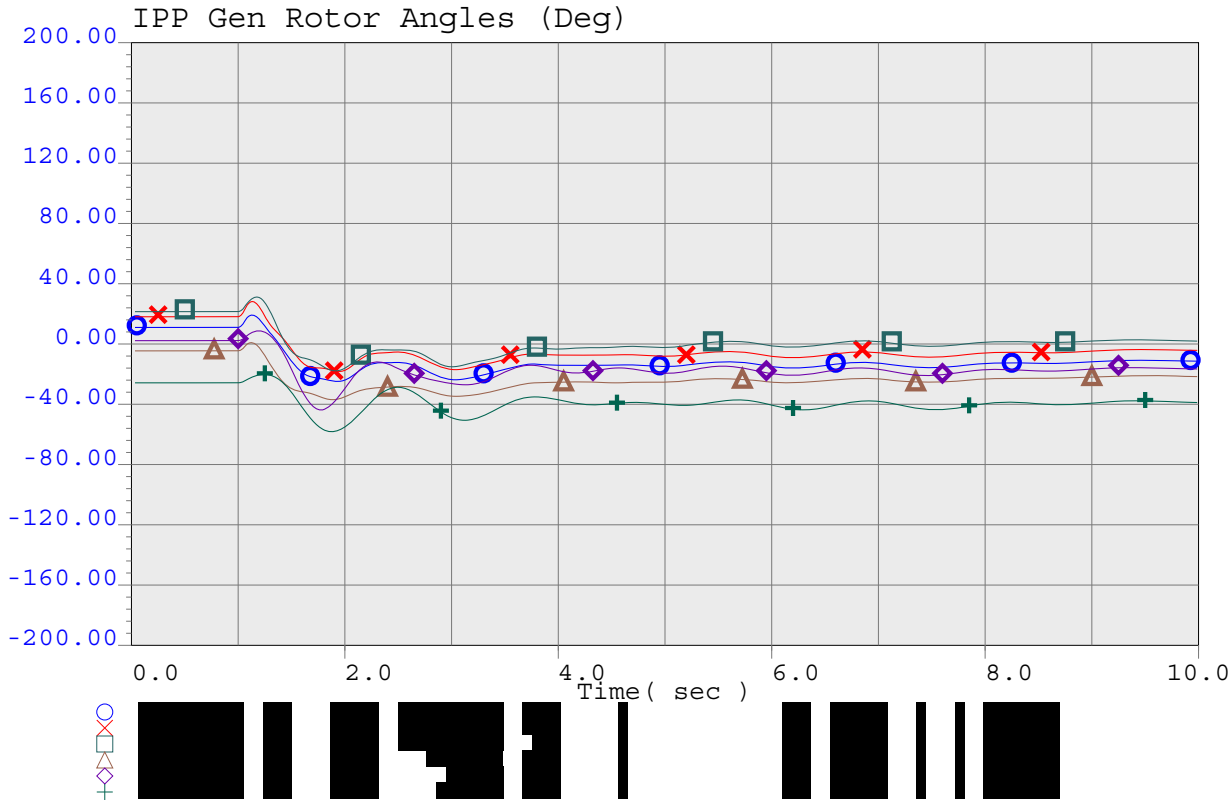




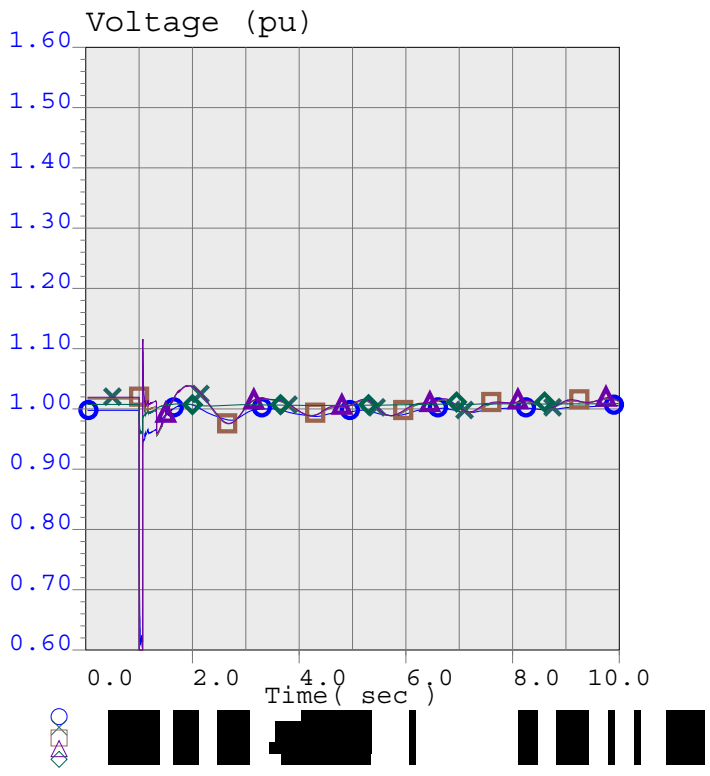


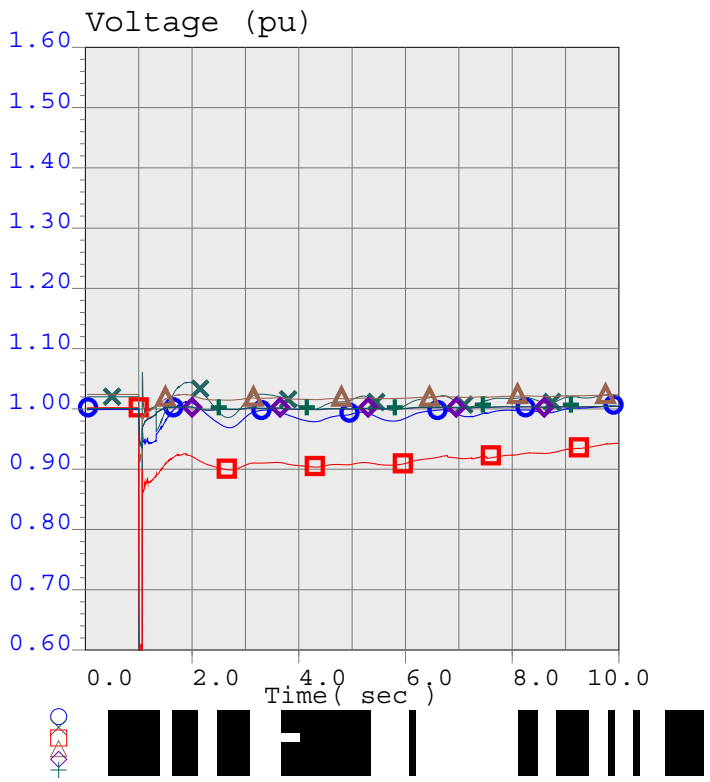
SYSTEM IMPACT STUDY (Rotor Angles)

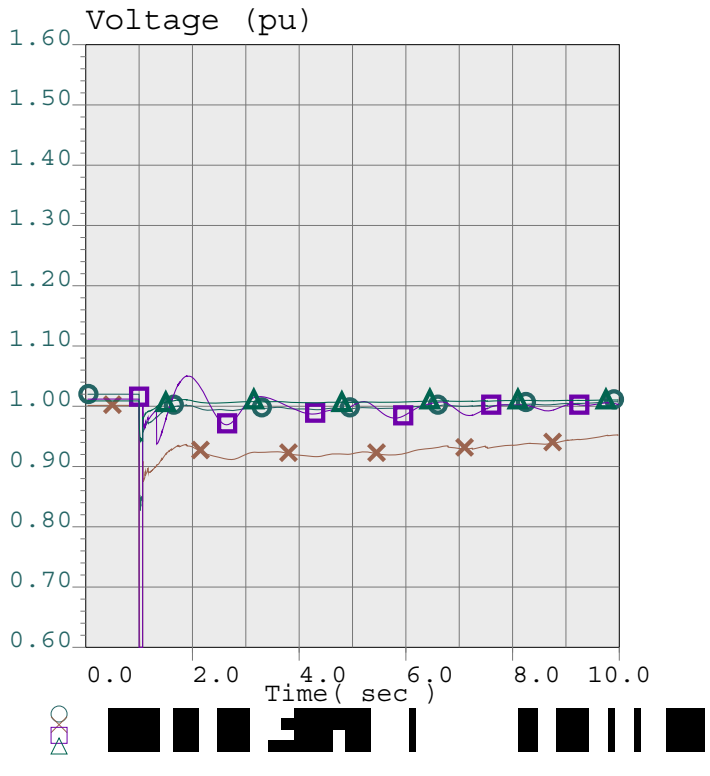


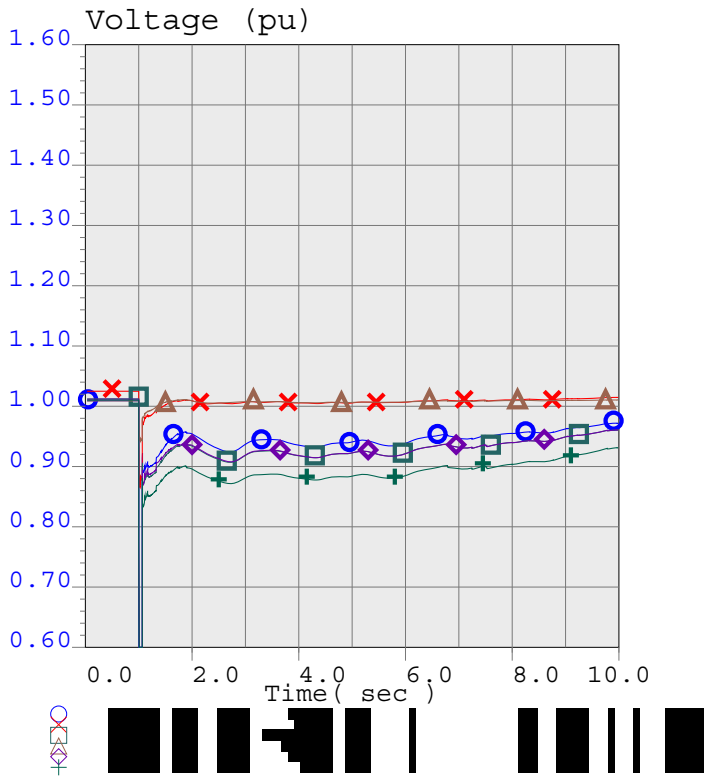


SYSTEM IMPACT STUDY (Voltage)









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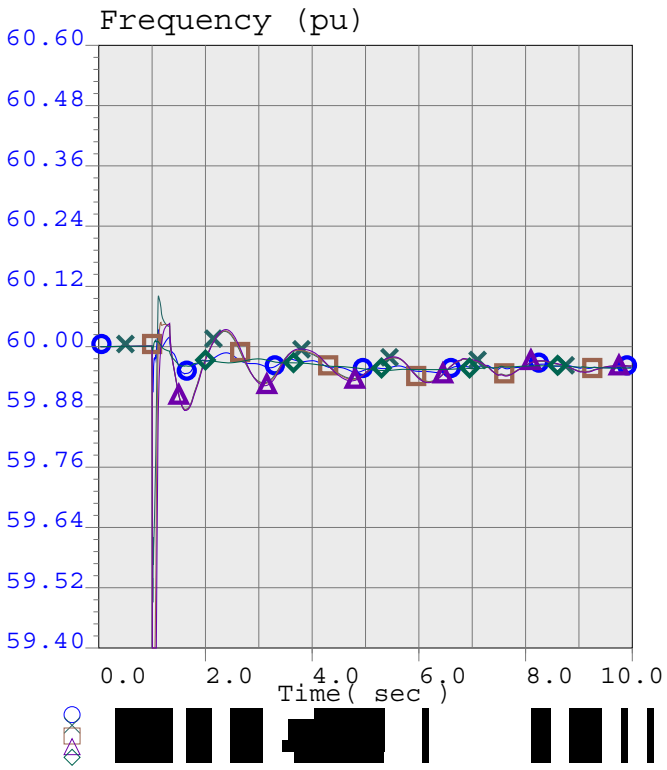
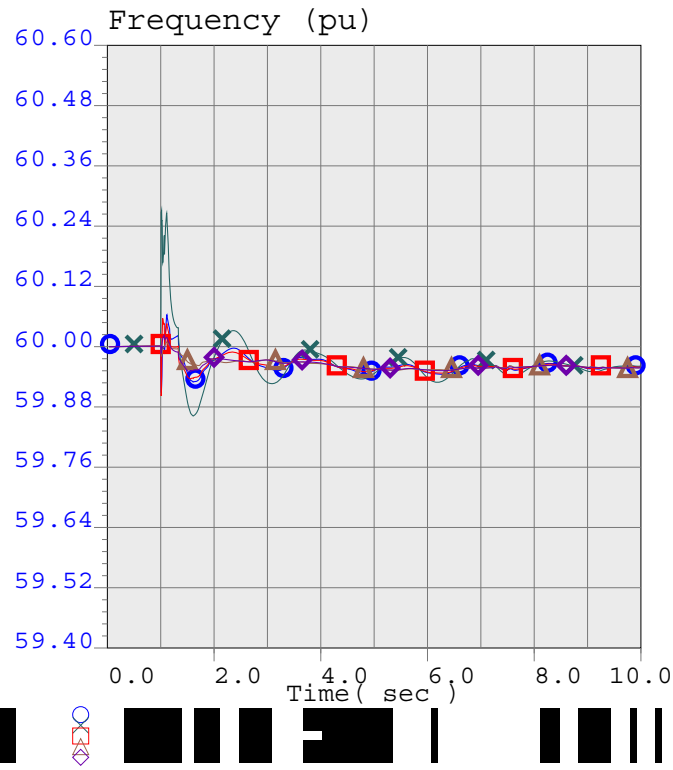
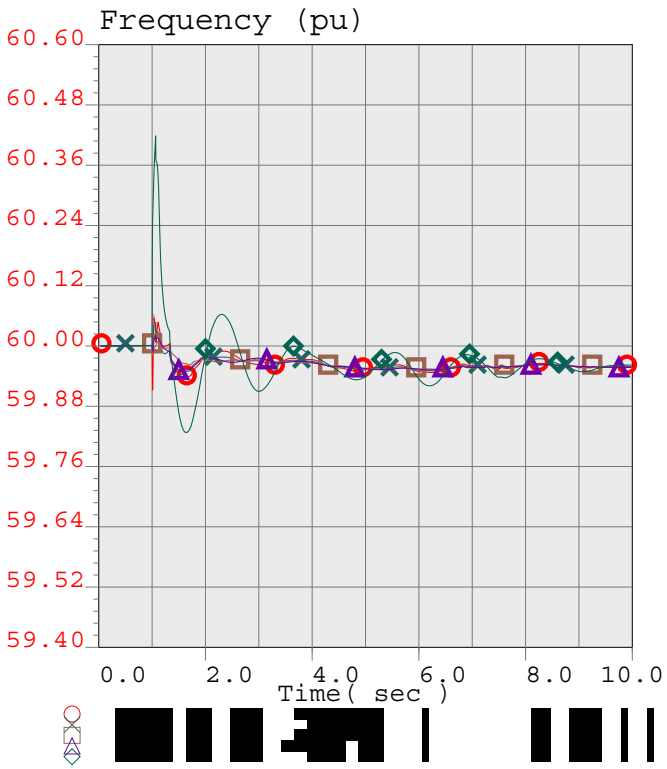
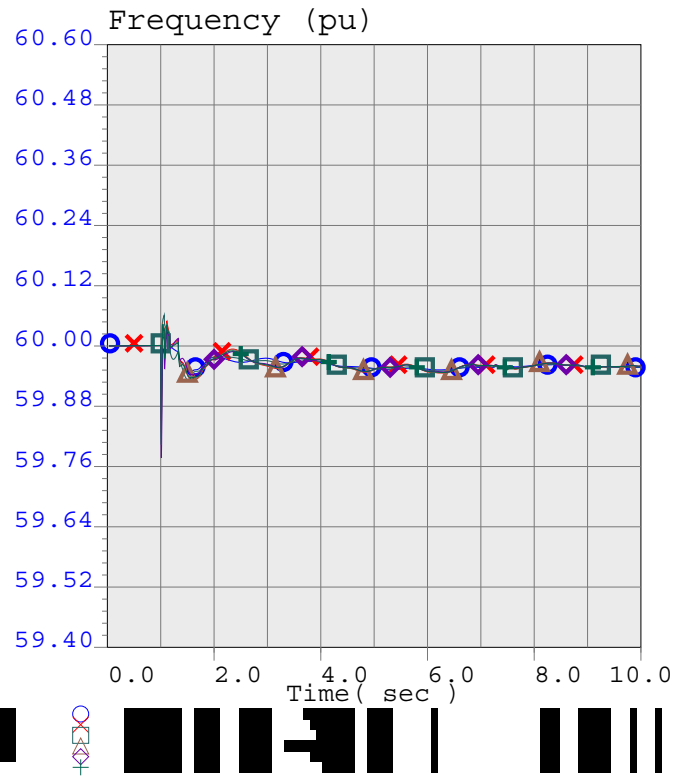
SYSTEM IMPACT STUDY (Frequency)

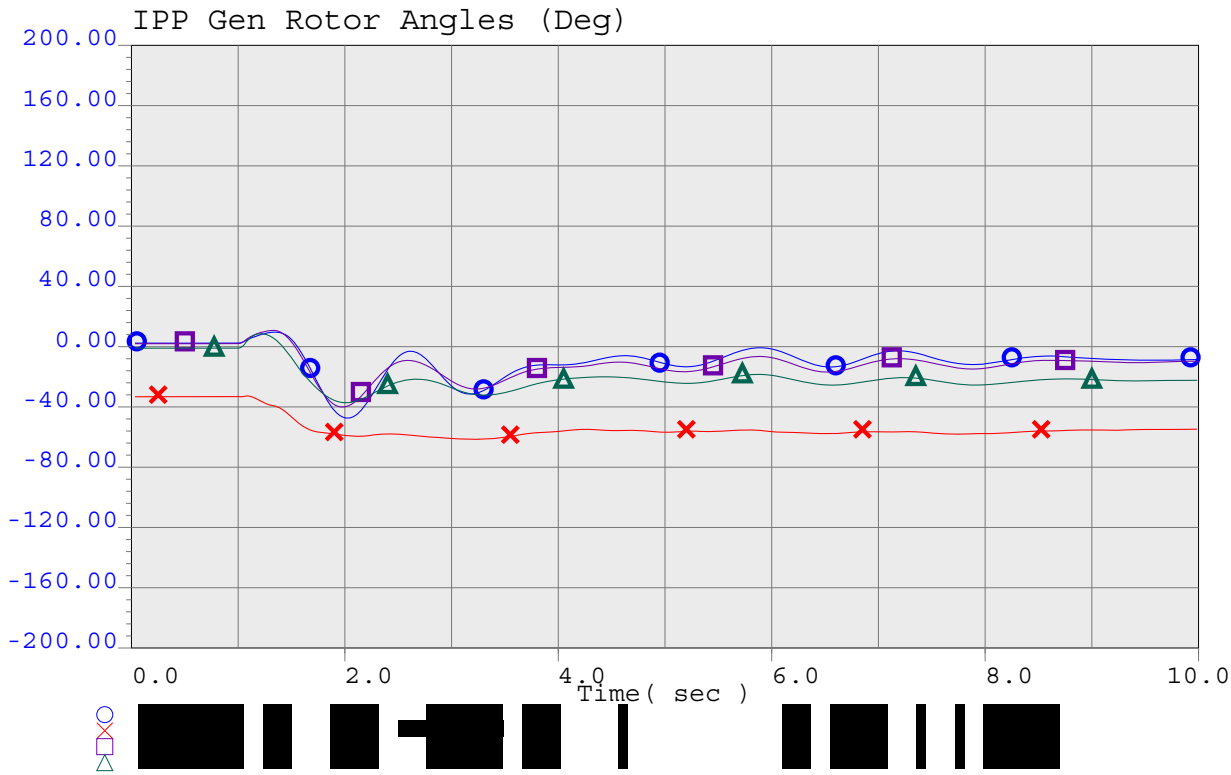


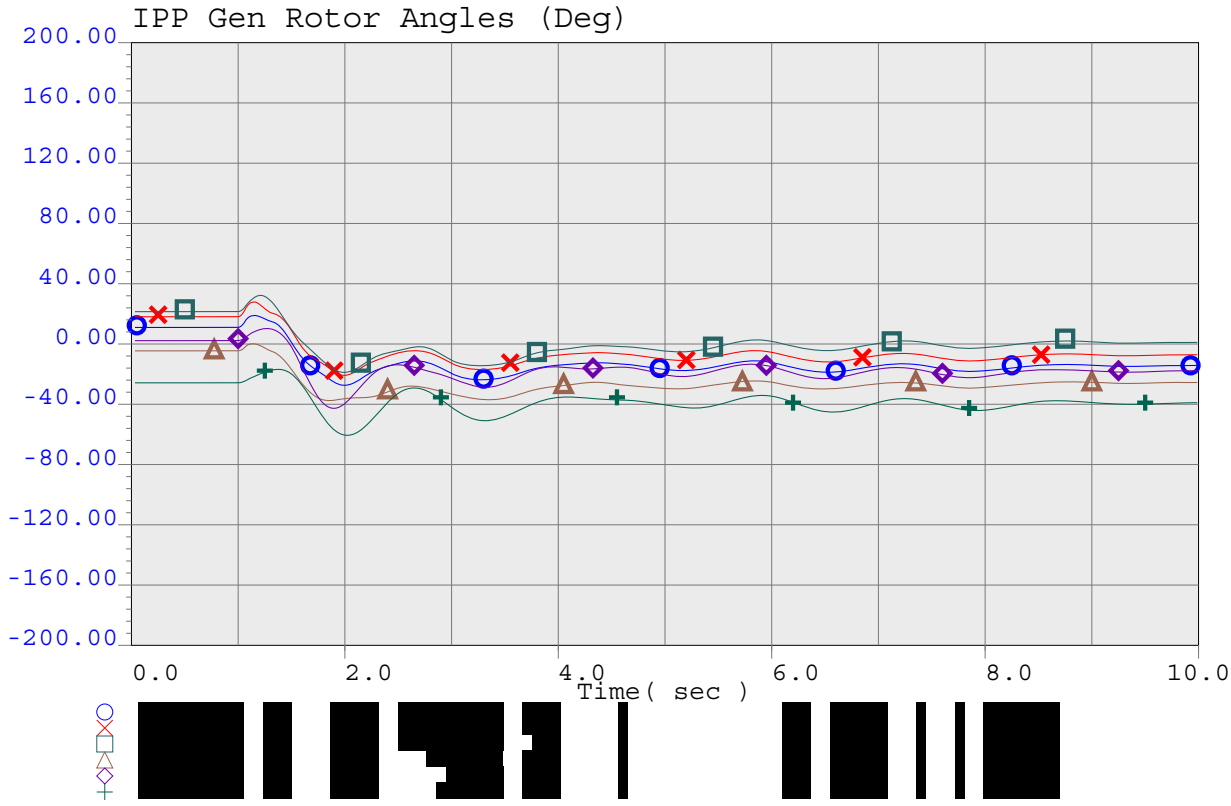




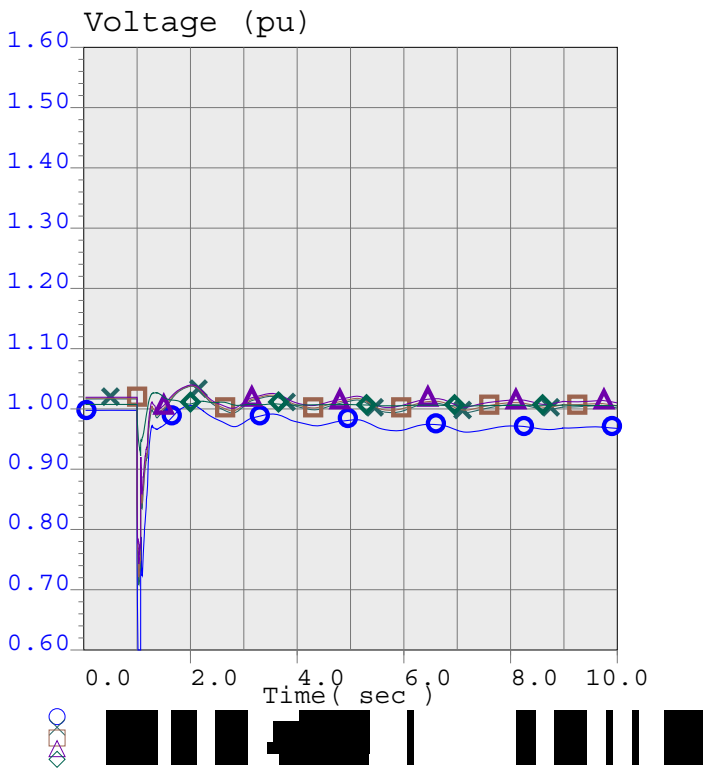


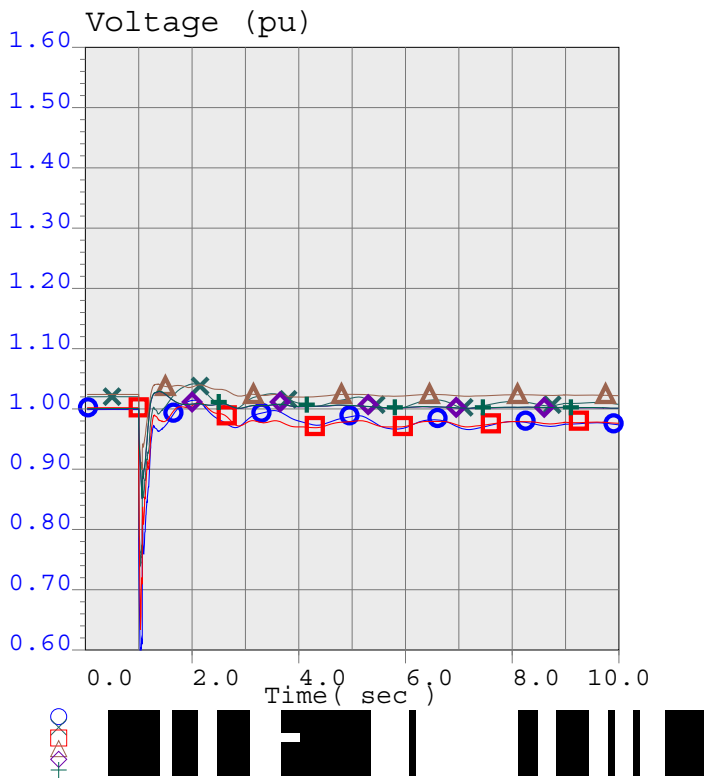
SYSTEM IMPACT STUDY (Rotor Angles)

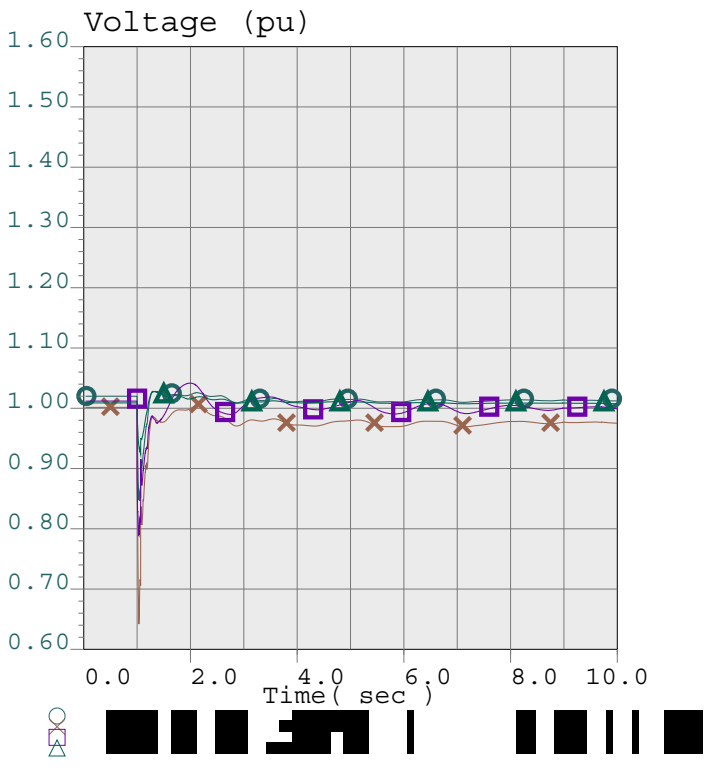


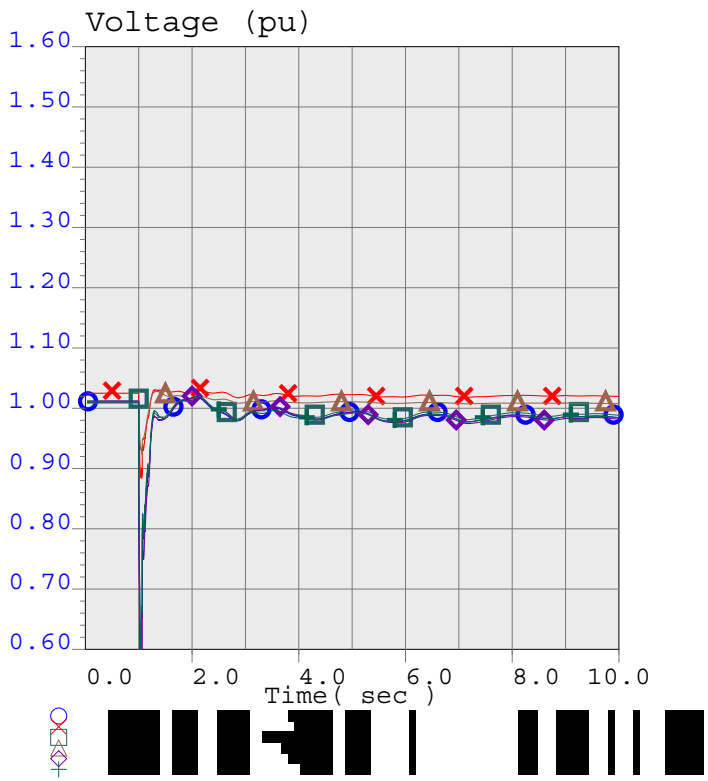


SYSTEM IMPACT STUDY (Voltage)









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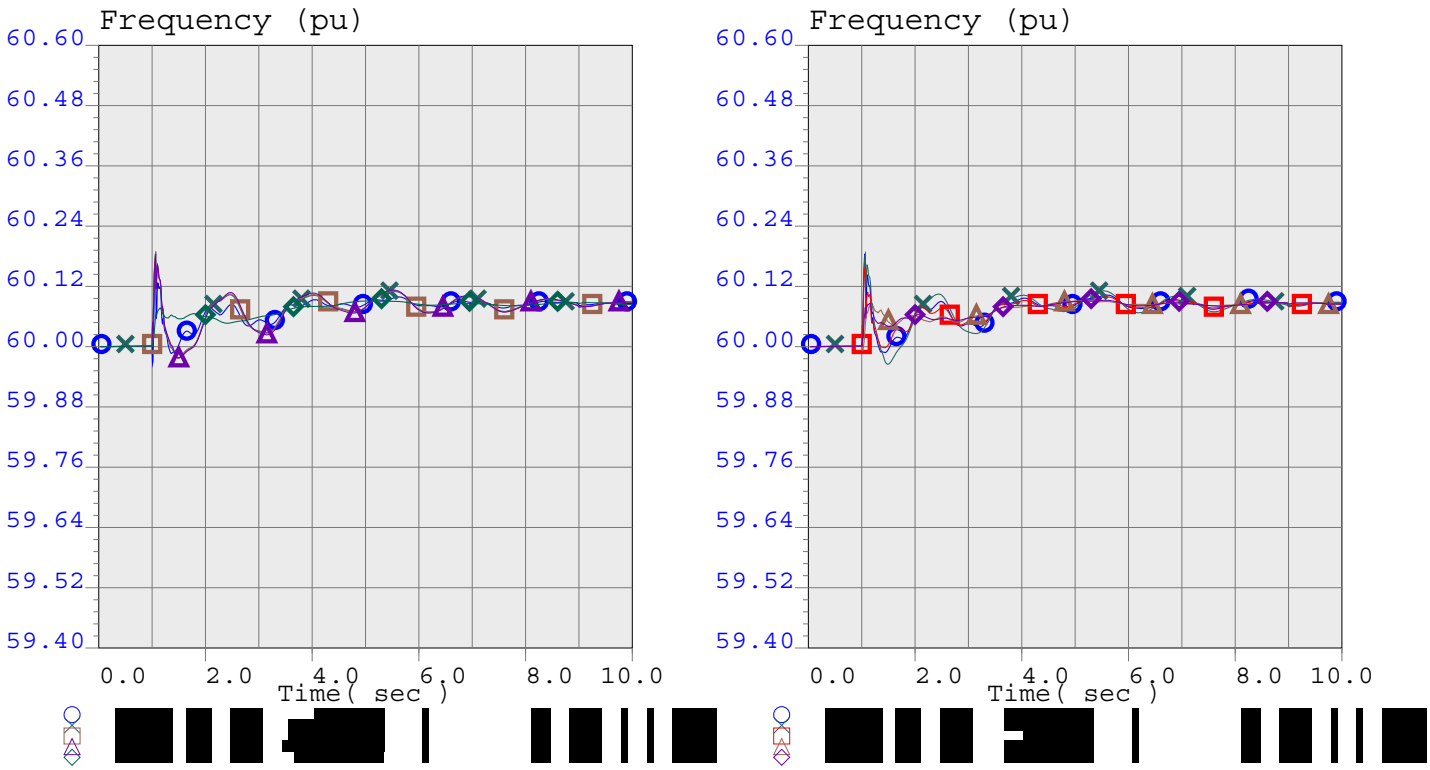
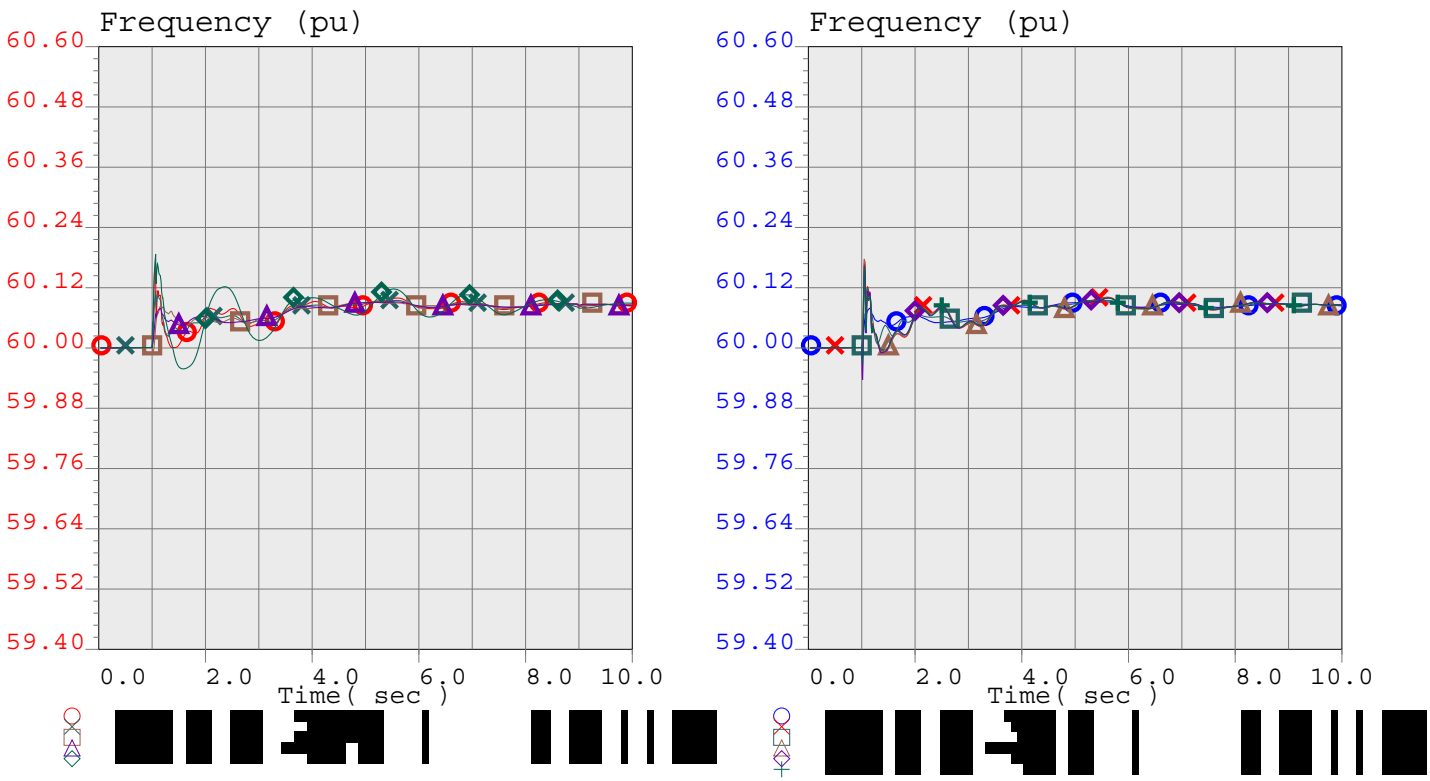
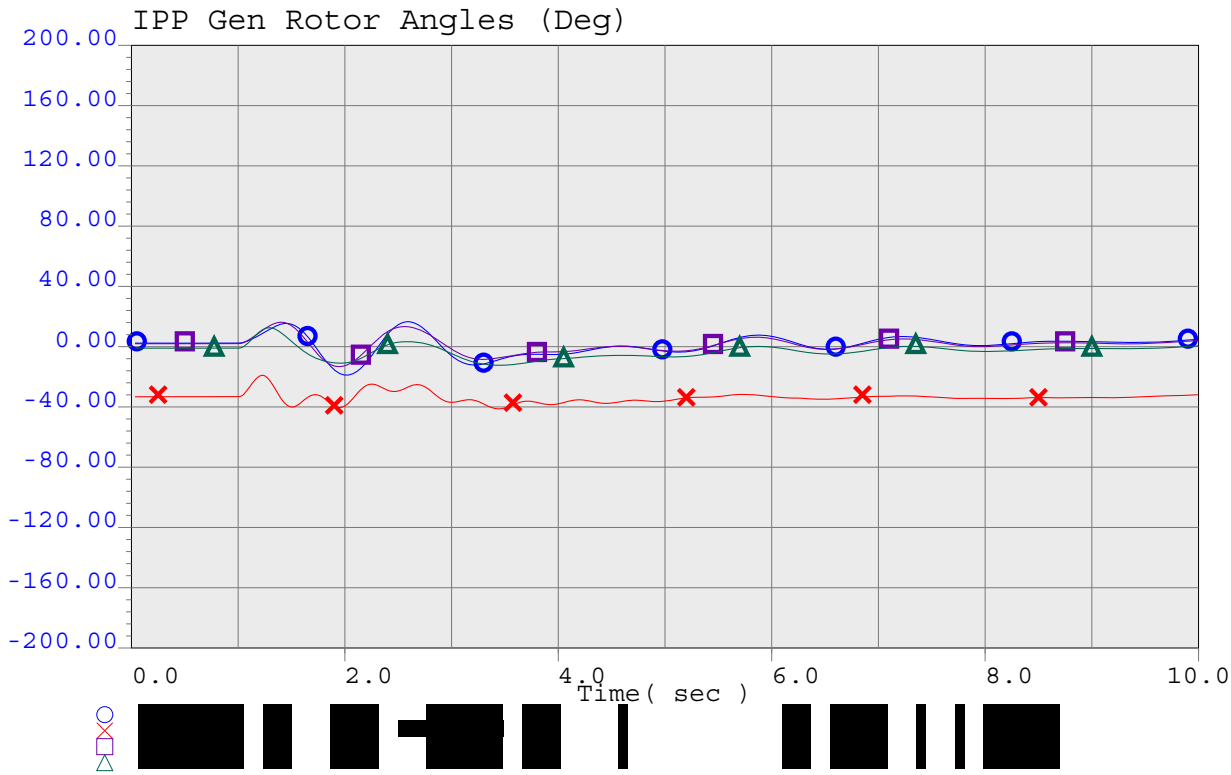
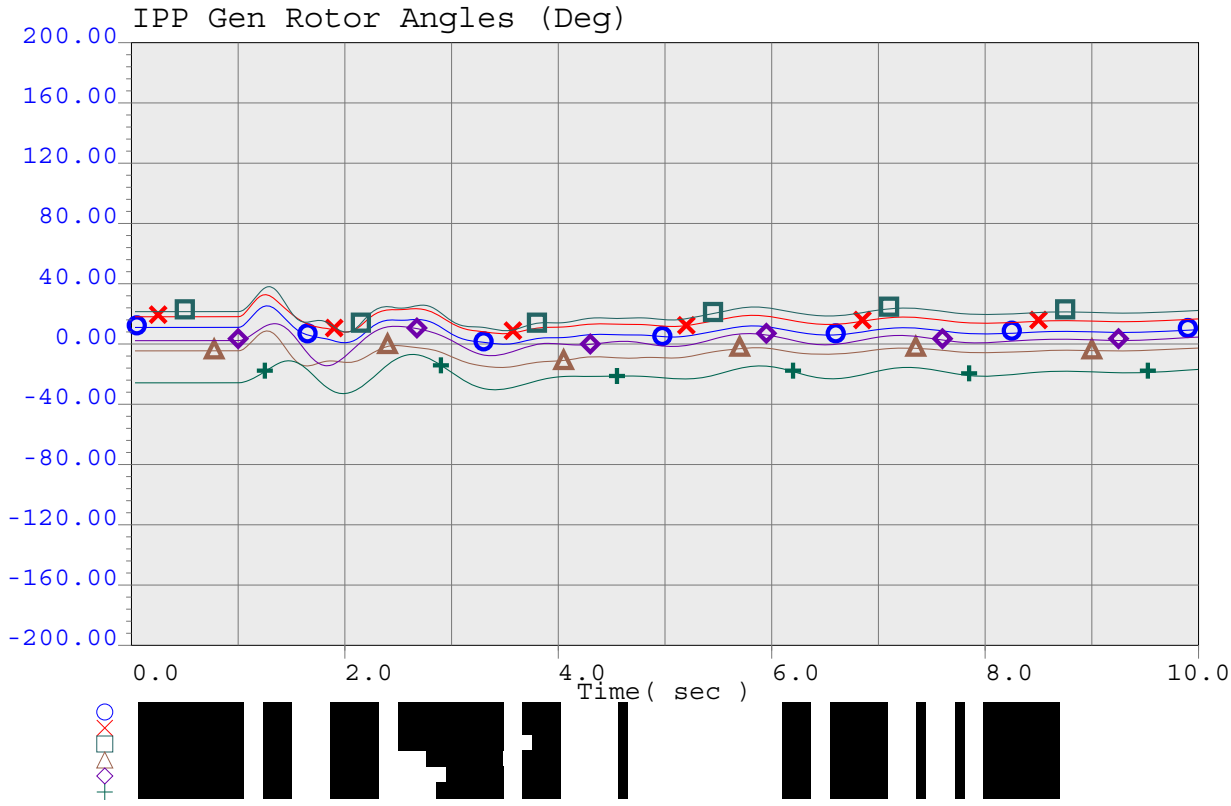
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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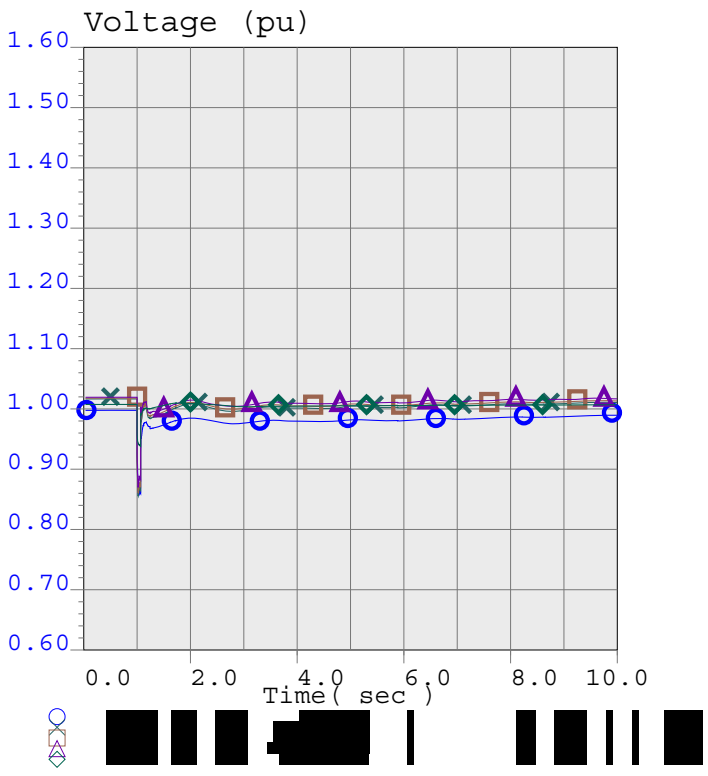

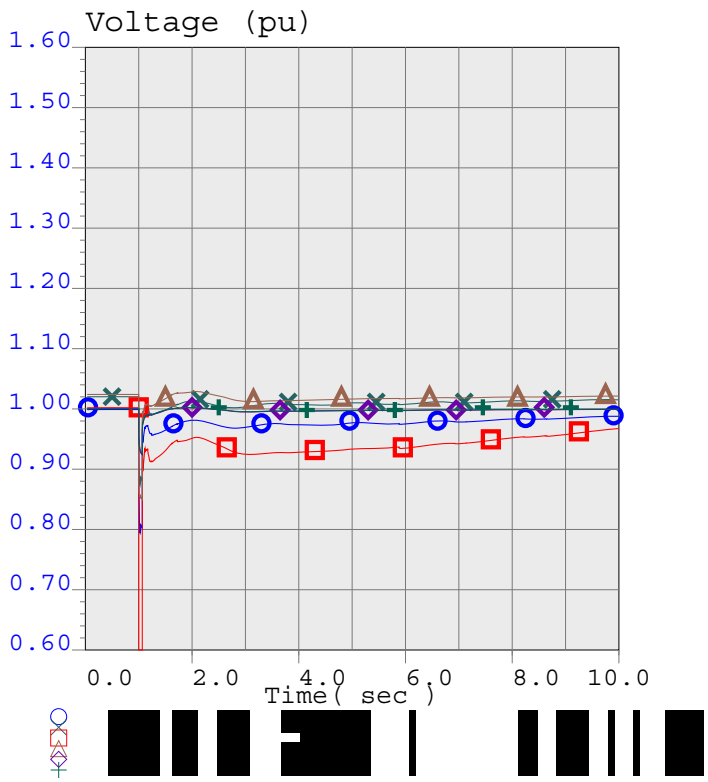

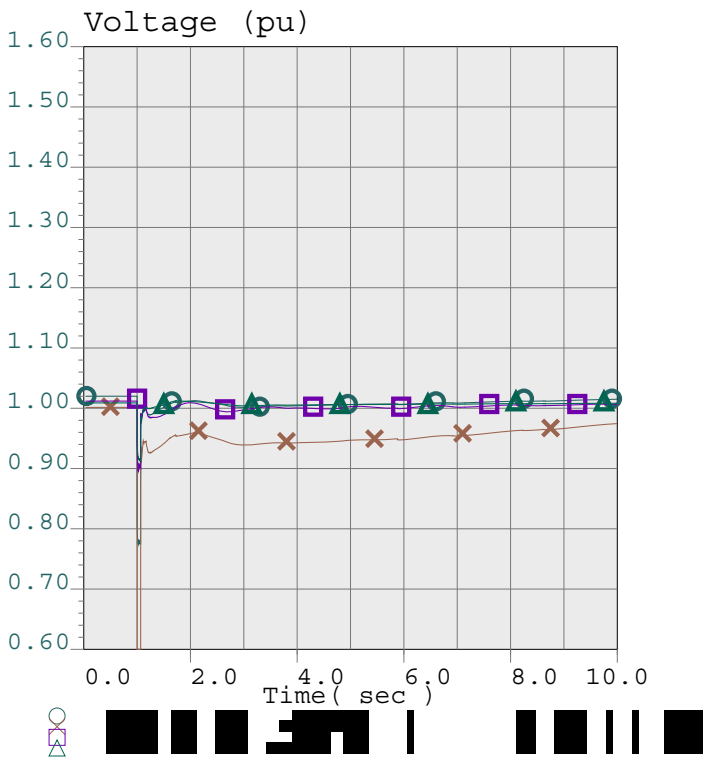

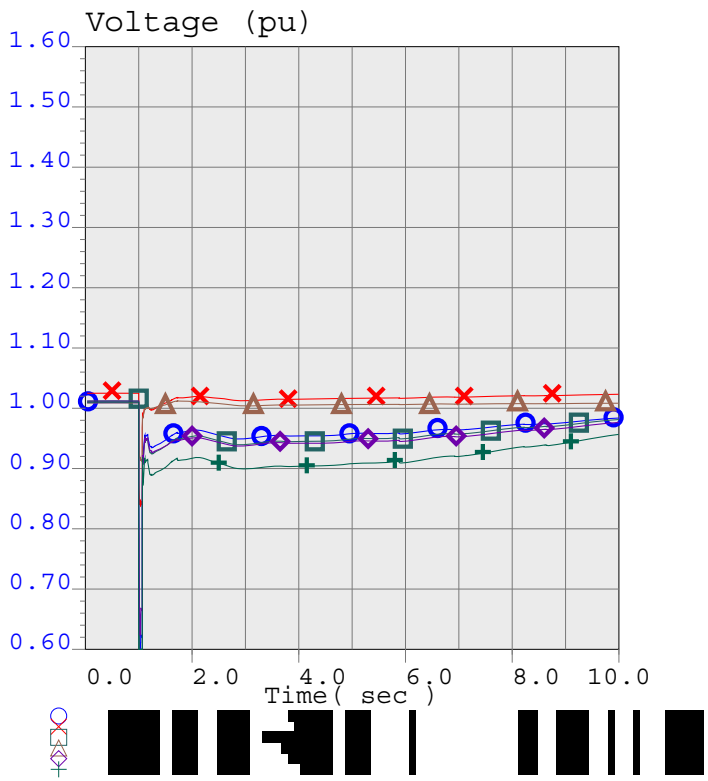

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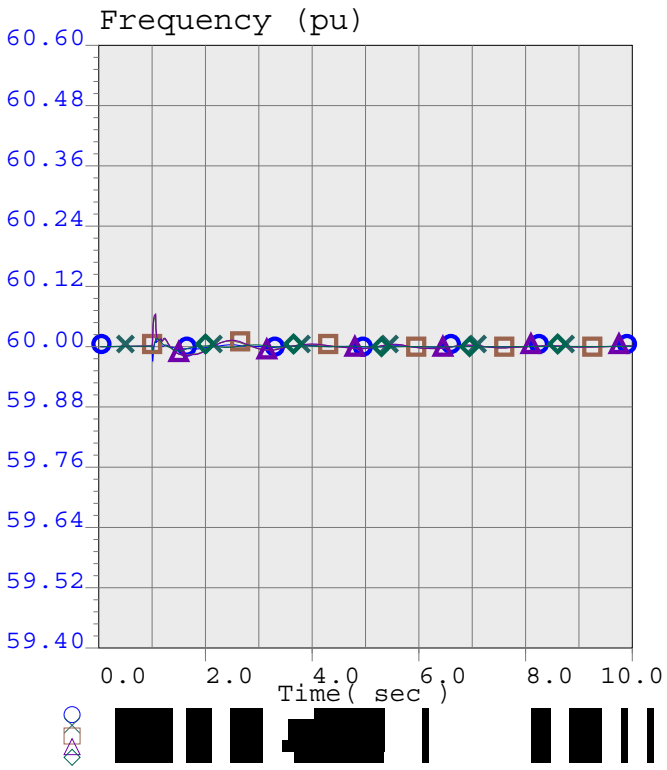
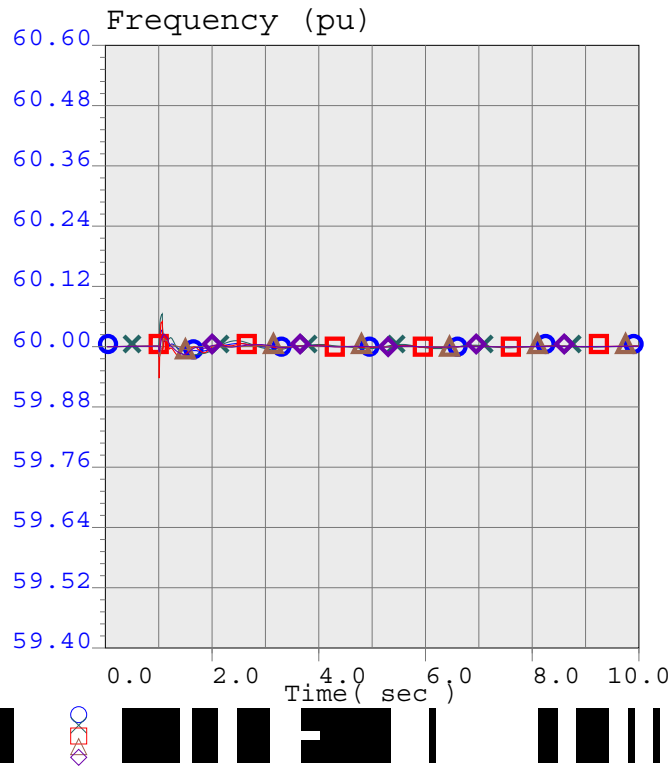
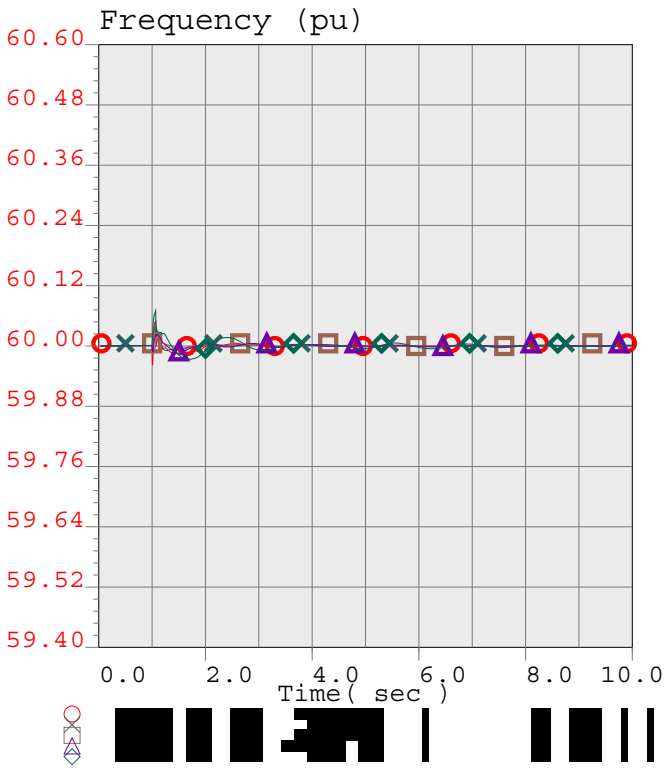
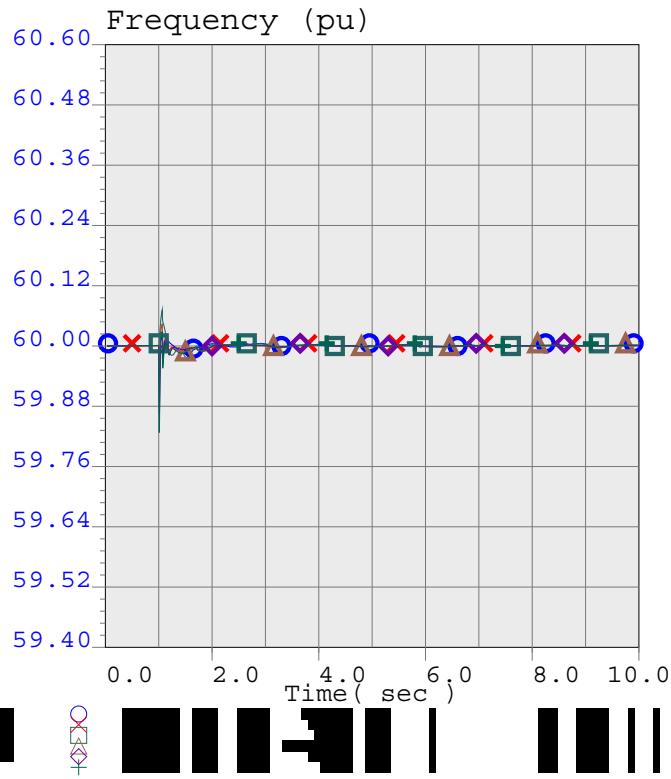
SYSTEM IMPACT STUDY (Frequency)

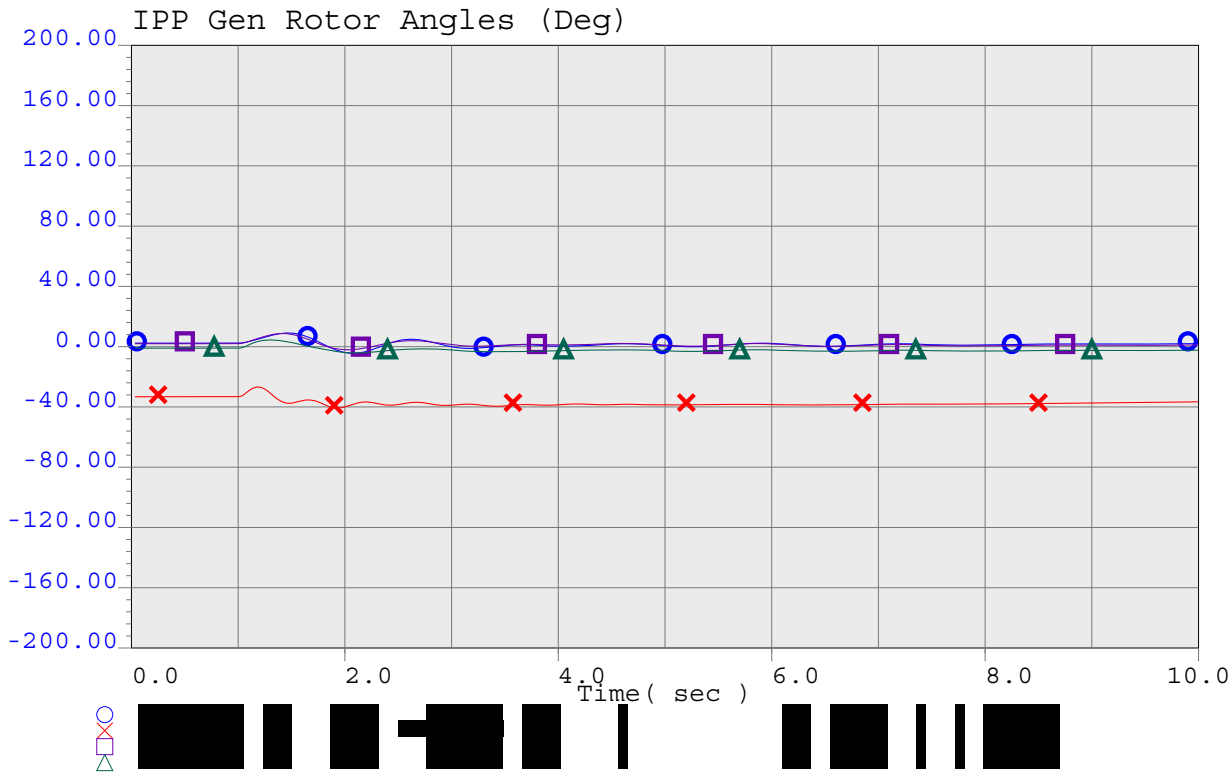


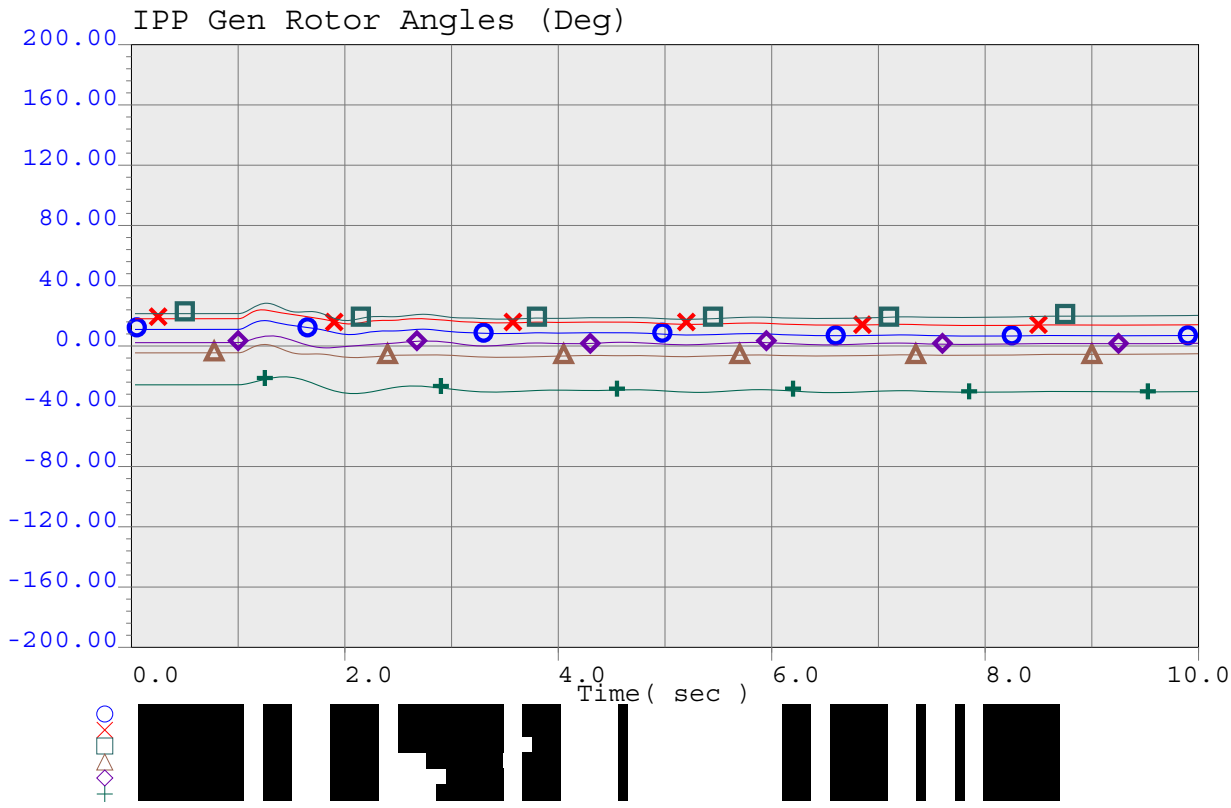




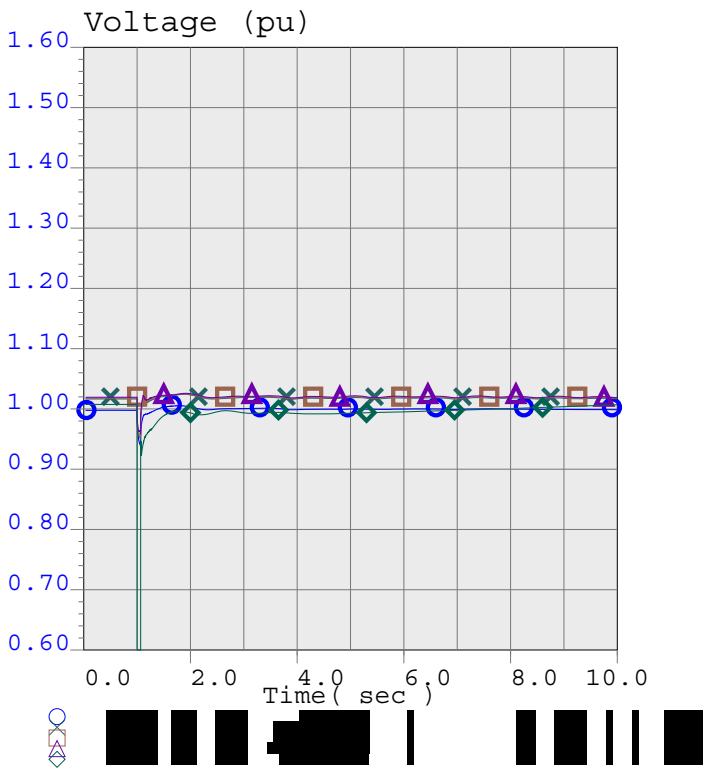


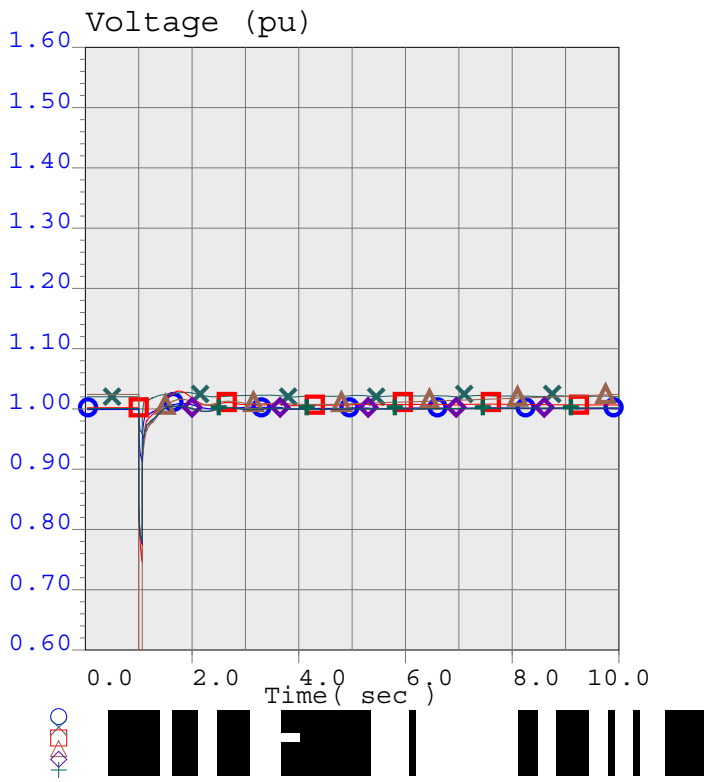
SYSTEM IMPACT STUDY (Rotor Angles)

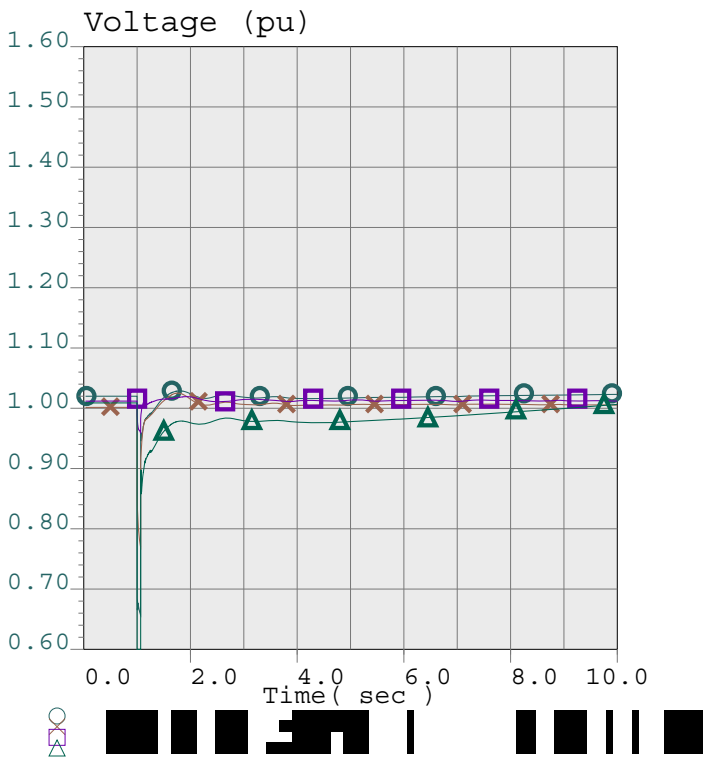


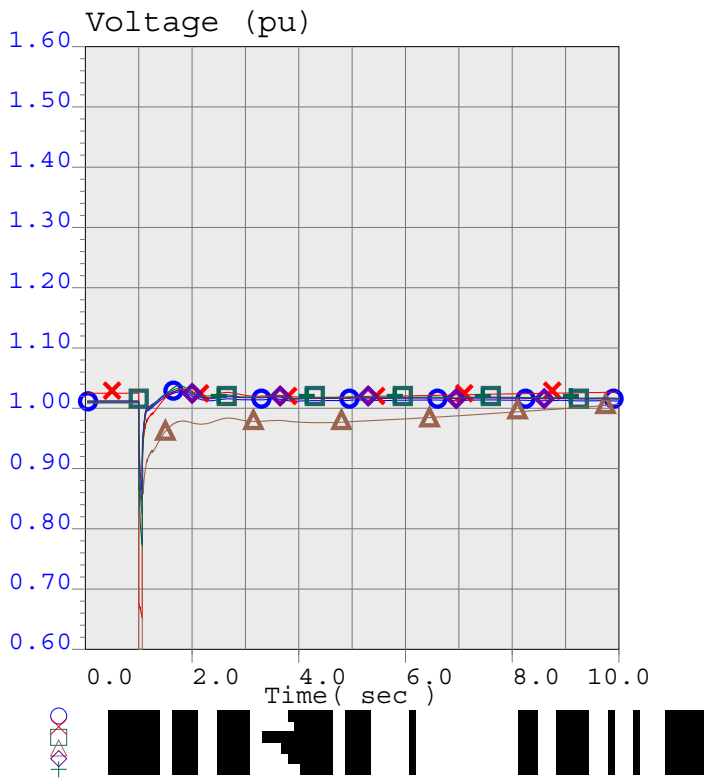


SYSTEM IMPACT STUDY (Voltage)









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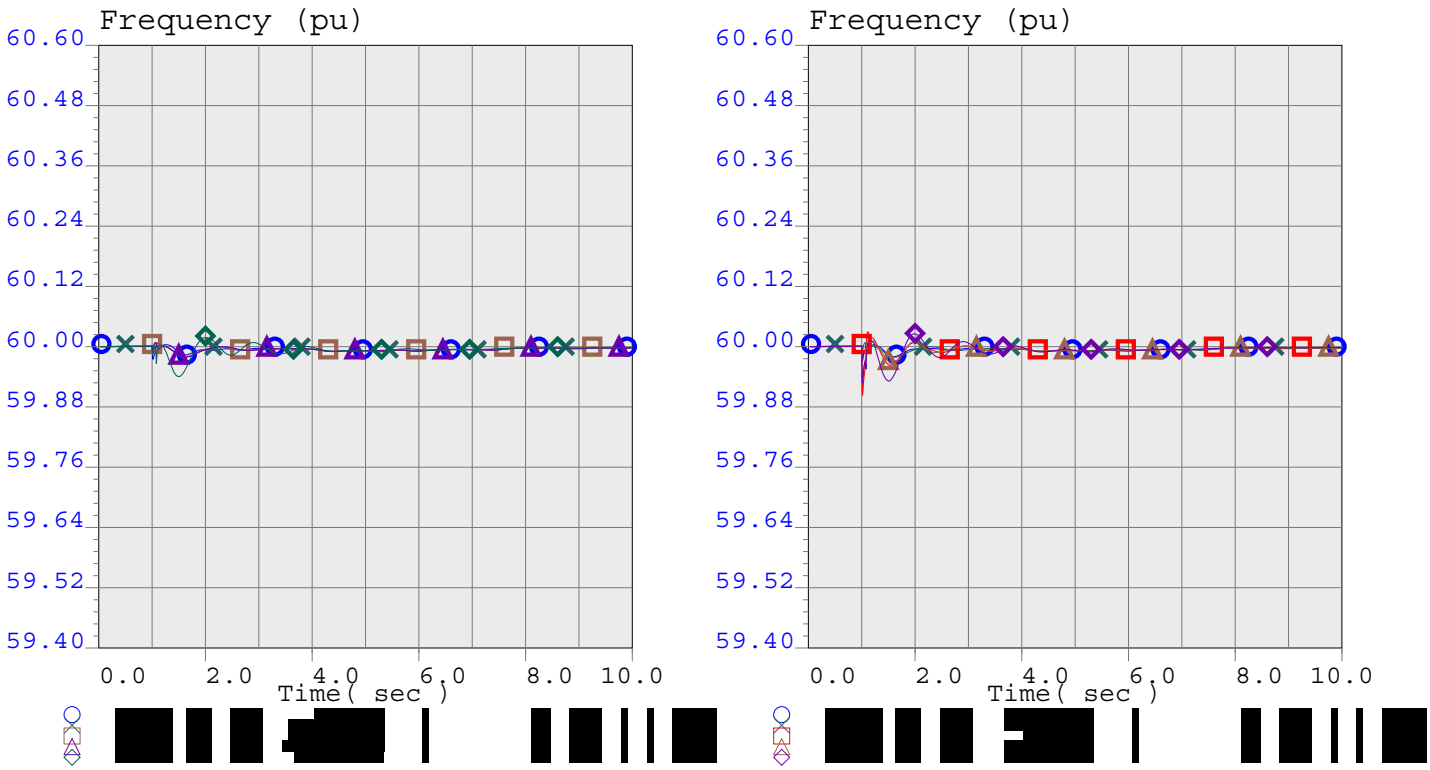
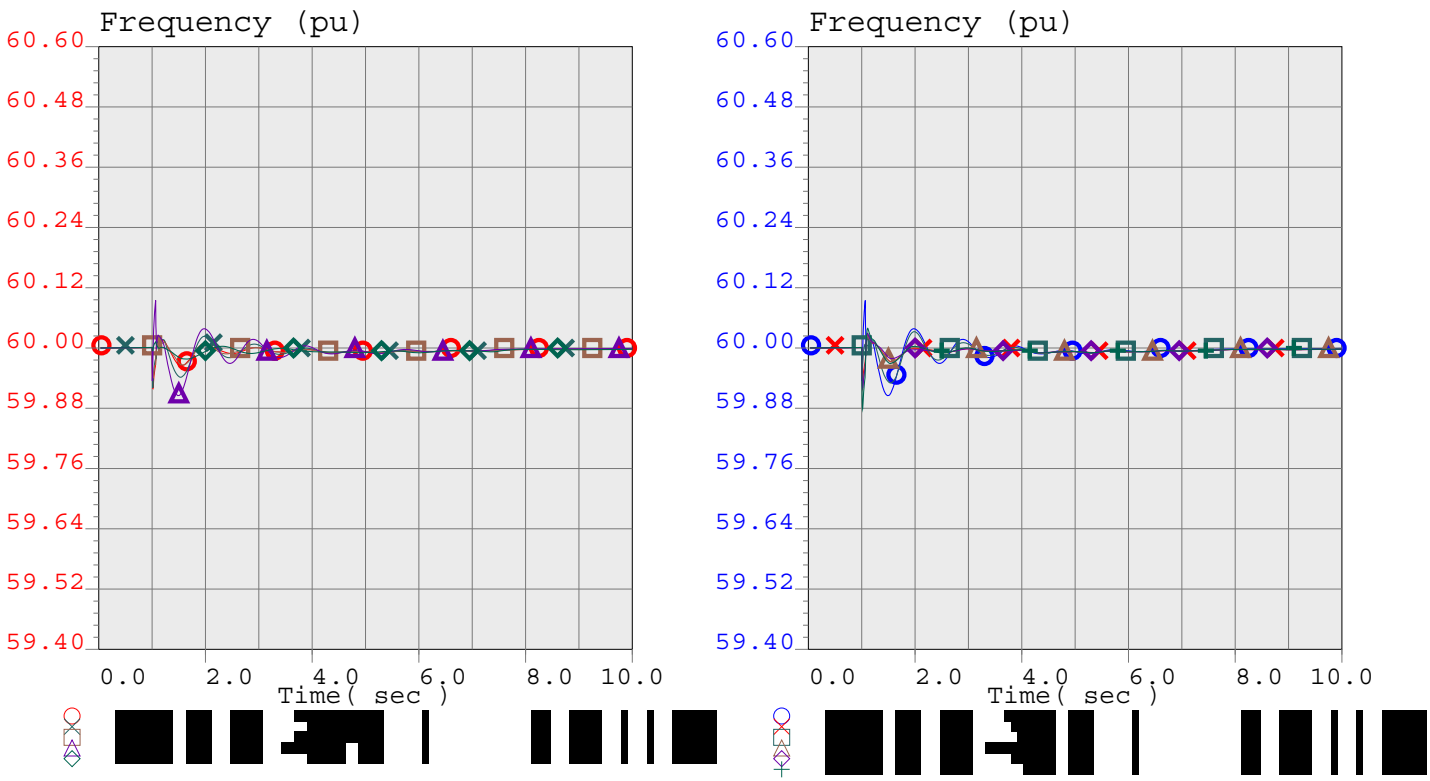
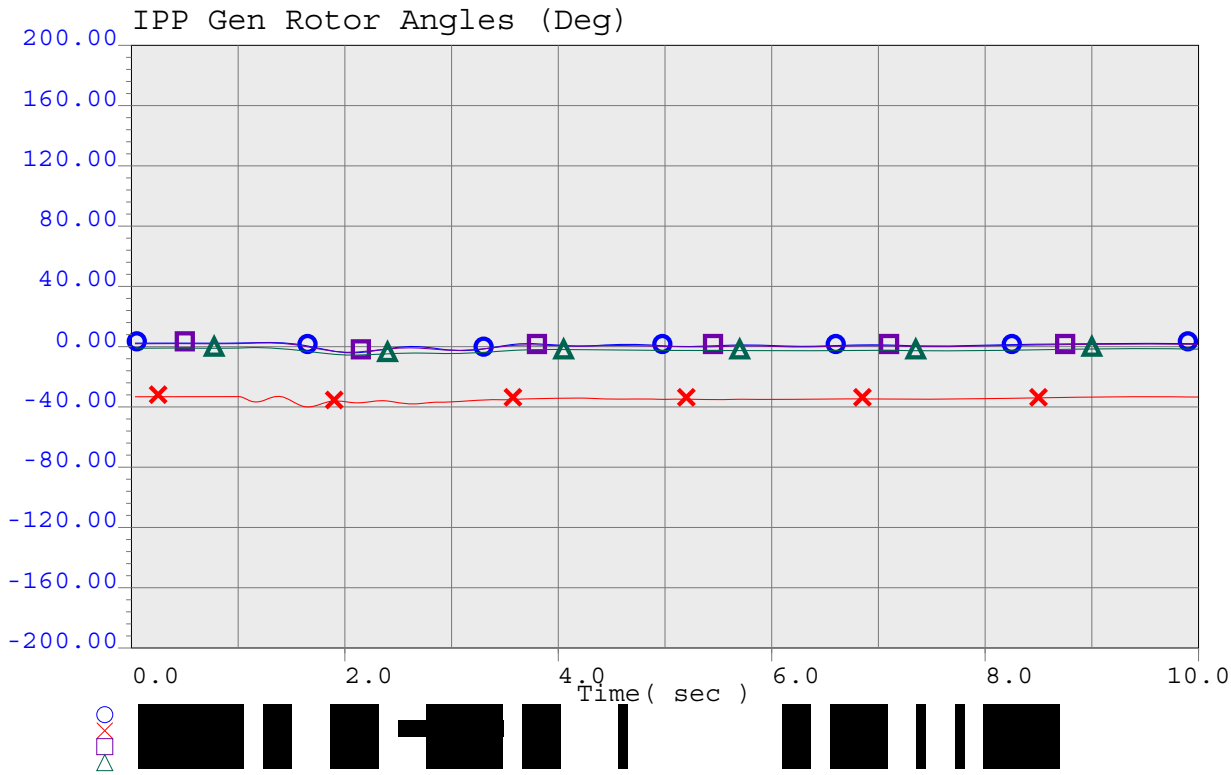
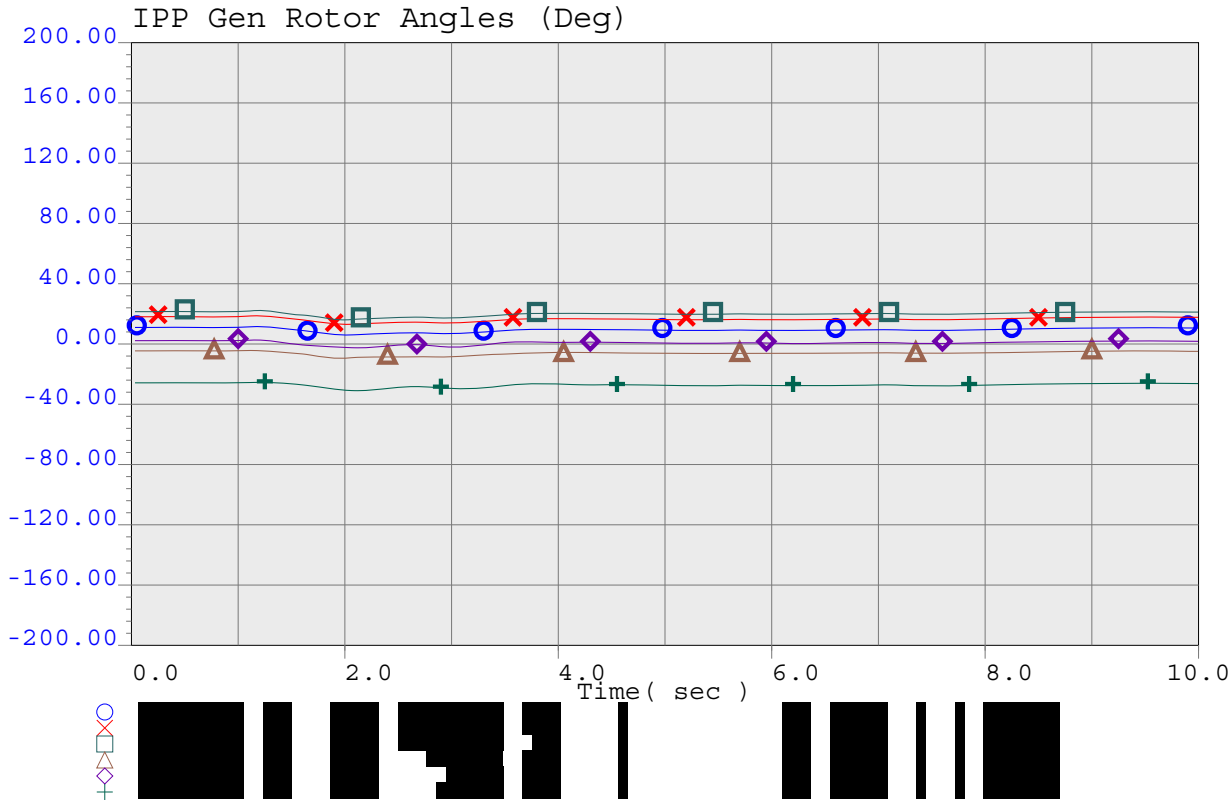
SYSTEM IMPACT STUDY (Frequency)



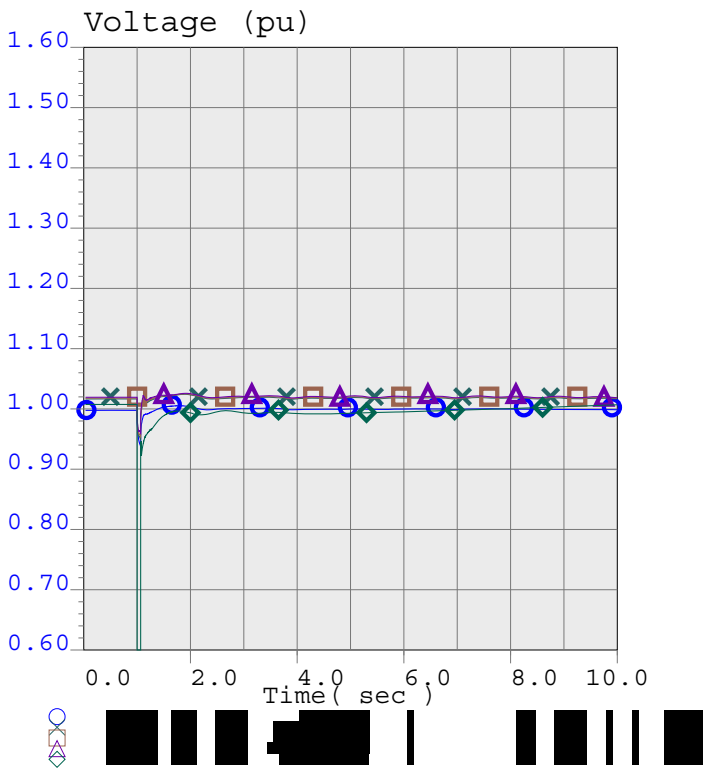


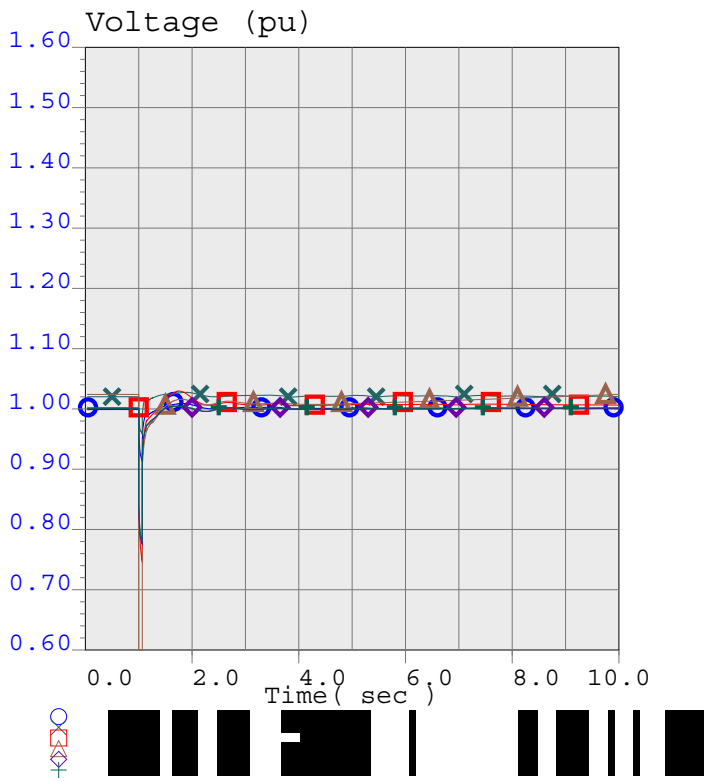
SYSTEM IMPACT STUDY (Rotor Angles)

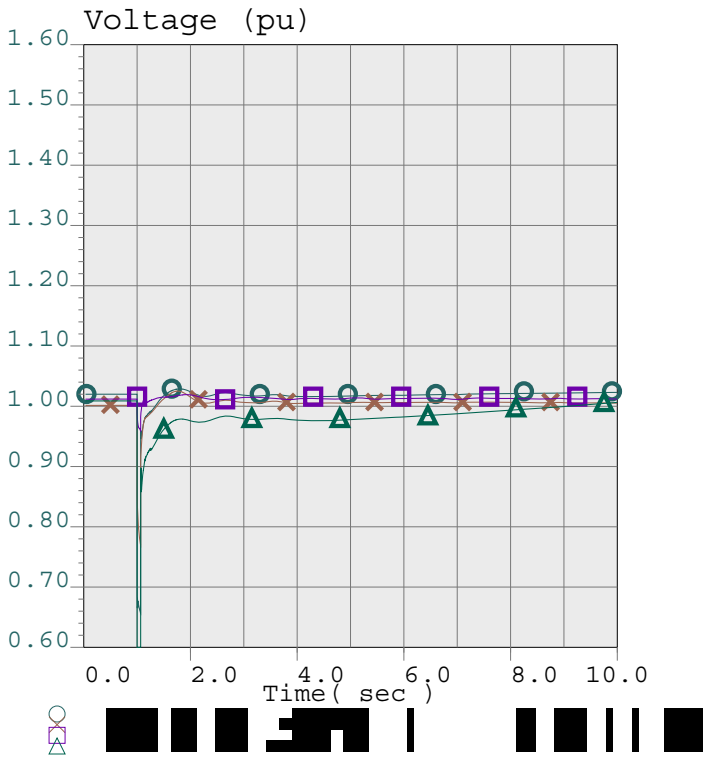


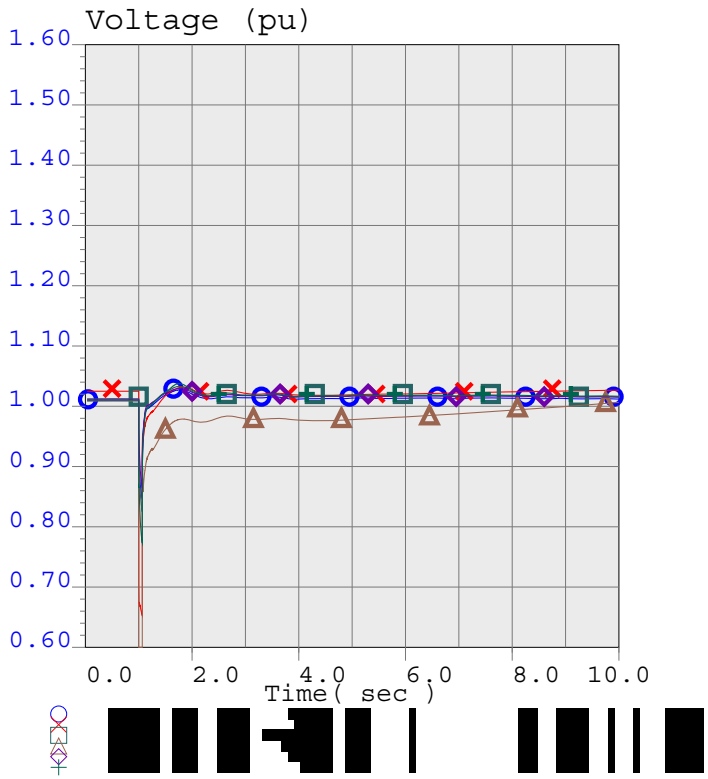


SYSTEM IMPACT STUDY (Voltage)









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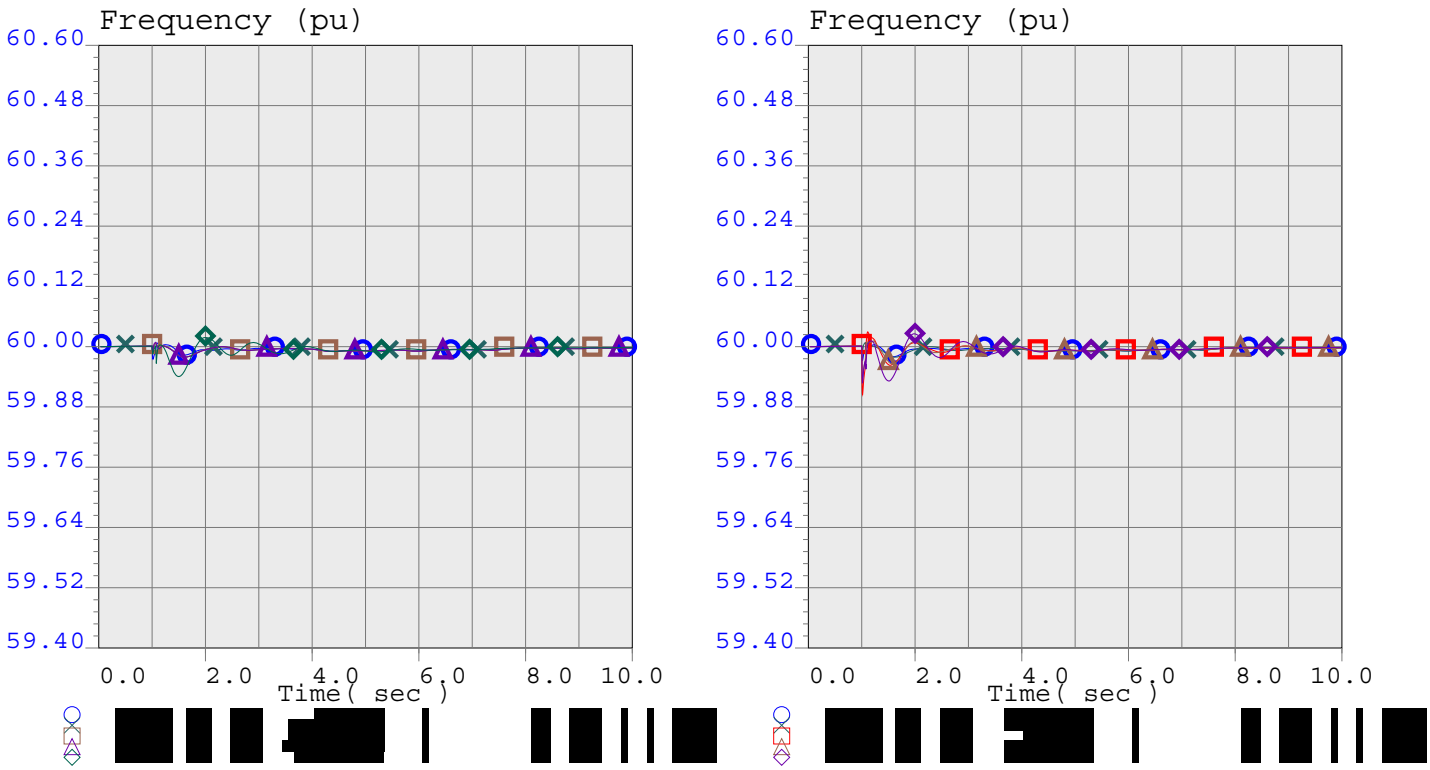

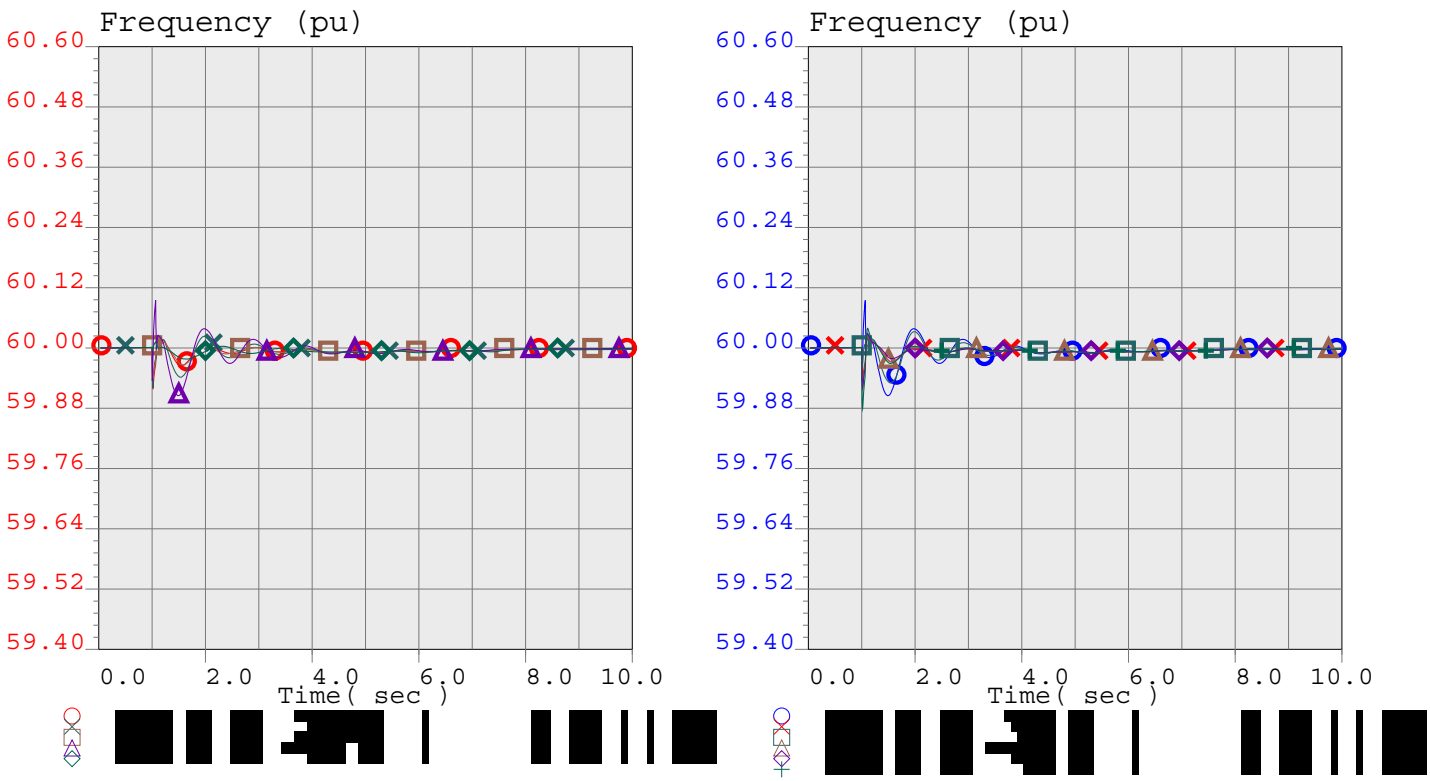

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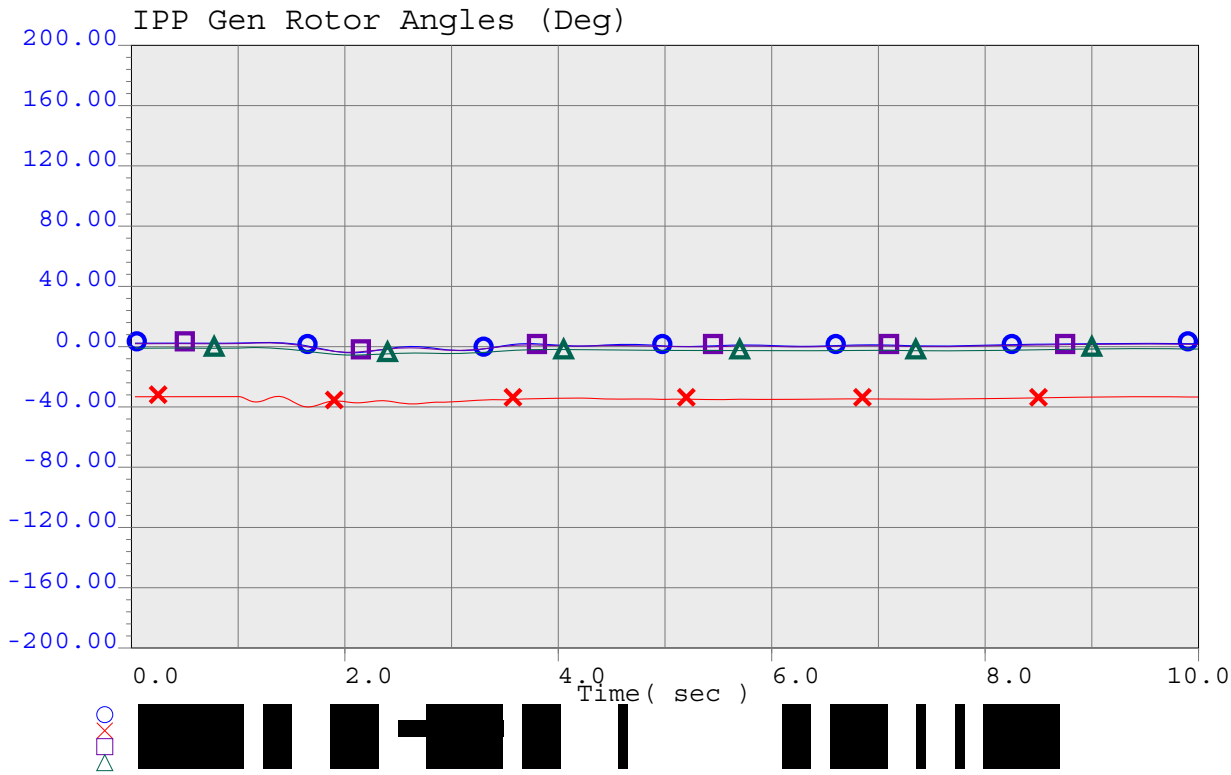
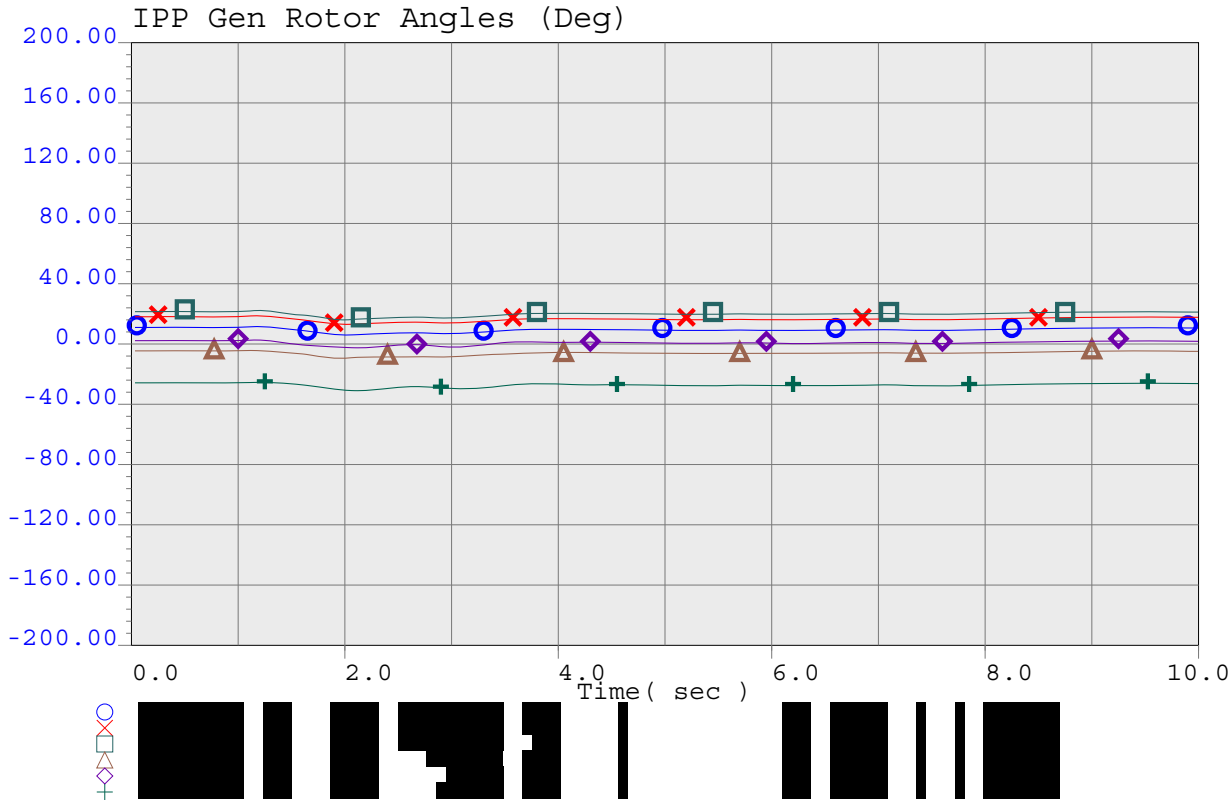
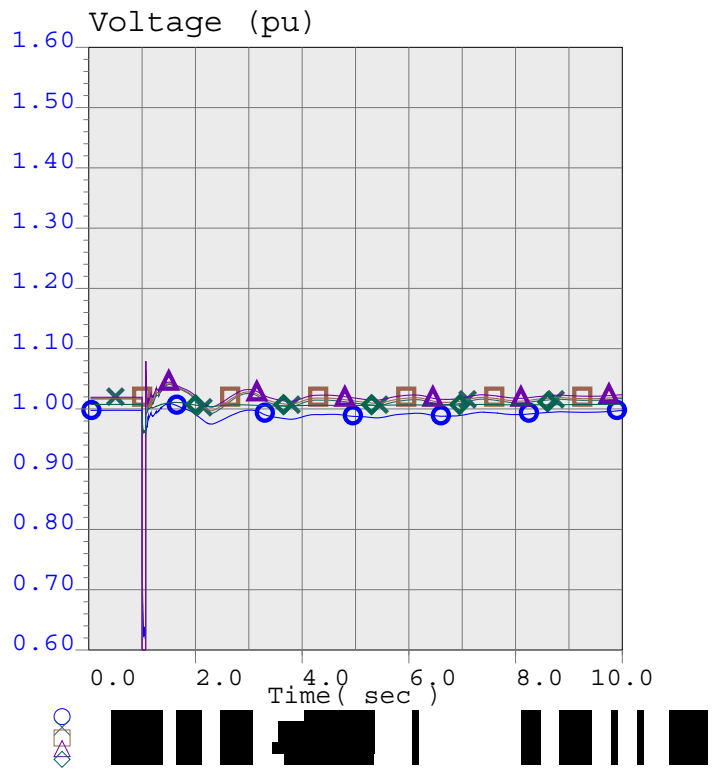
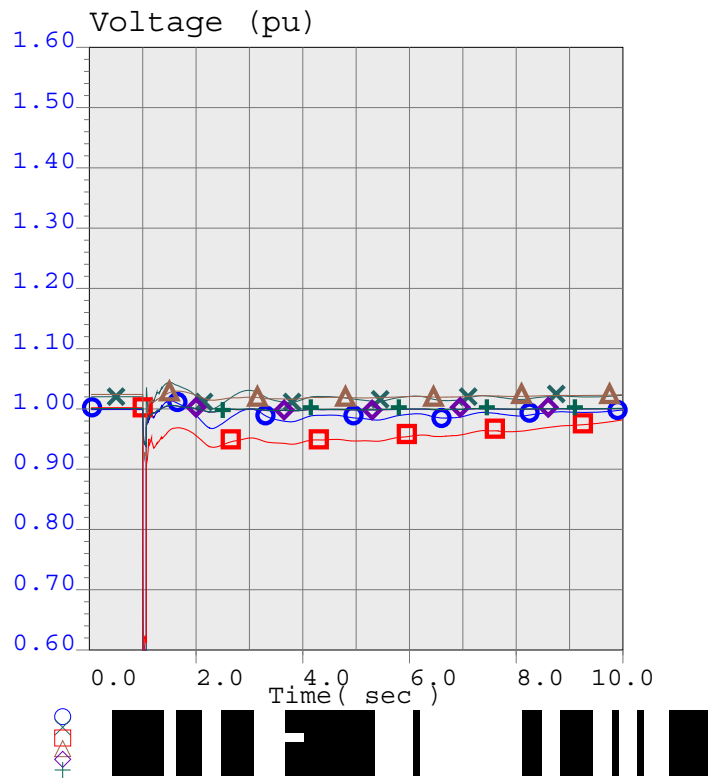
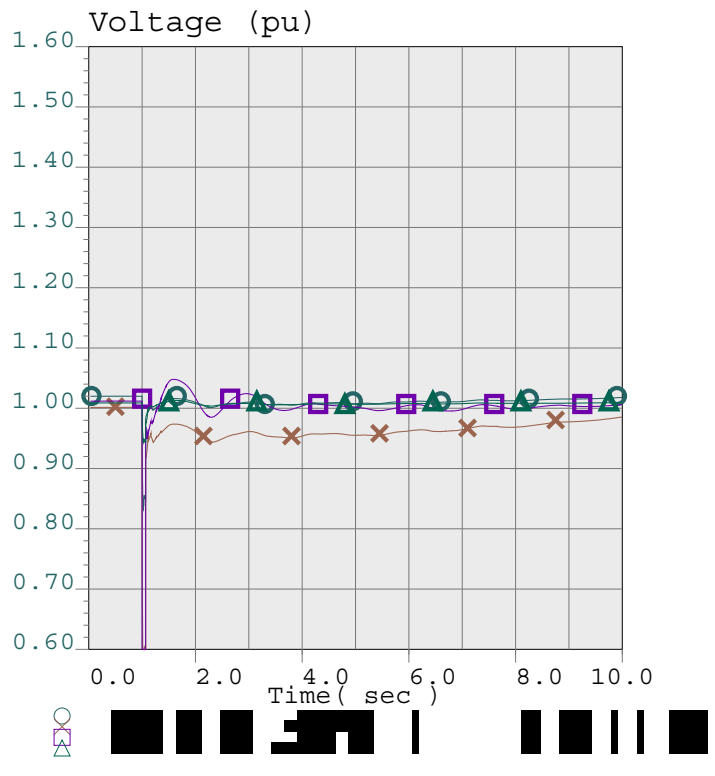


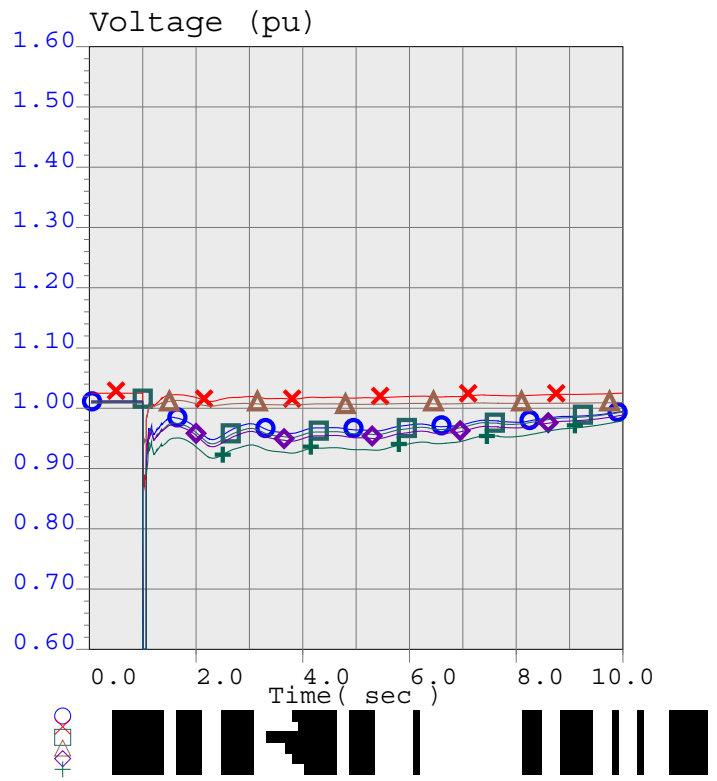


SYSTEM IMPACT STUDY (Voltage)









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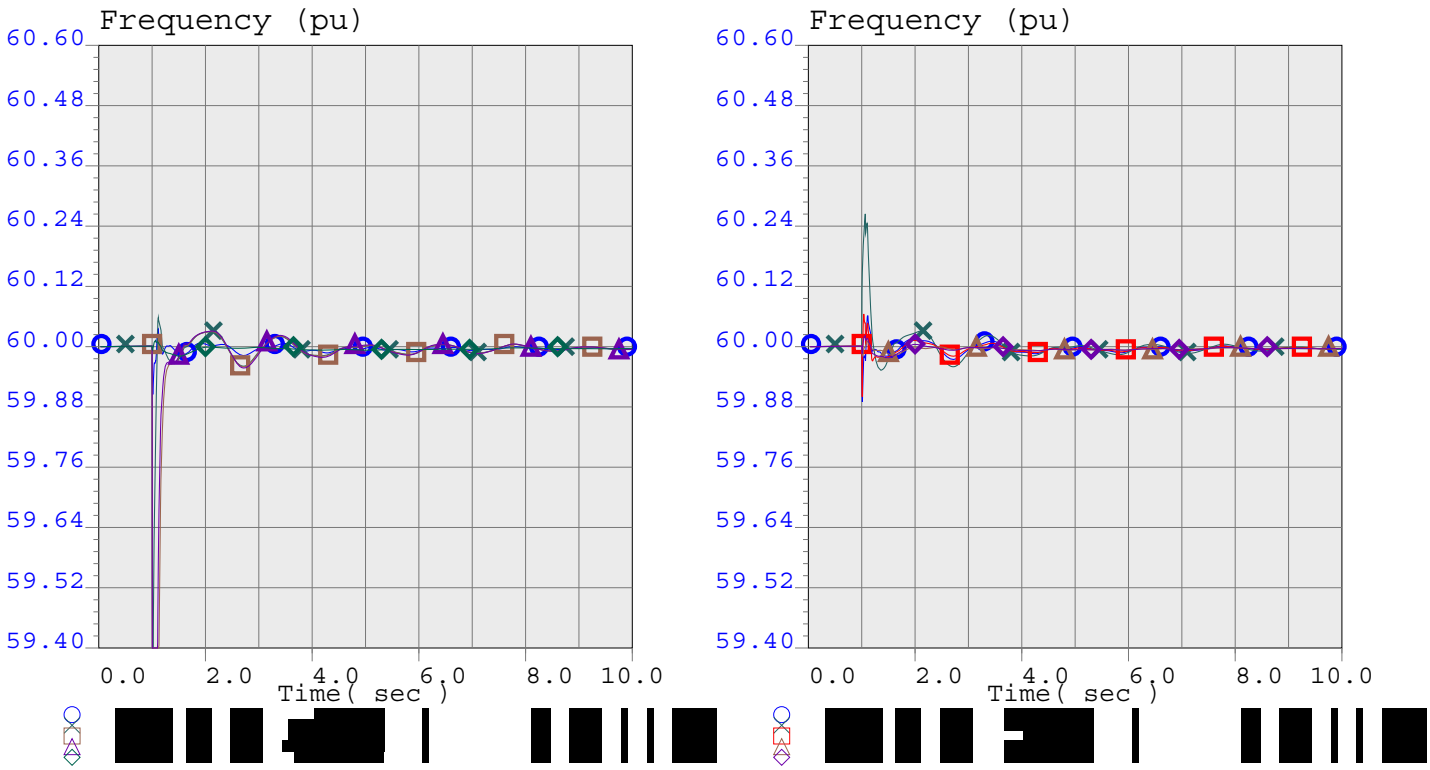
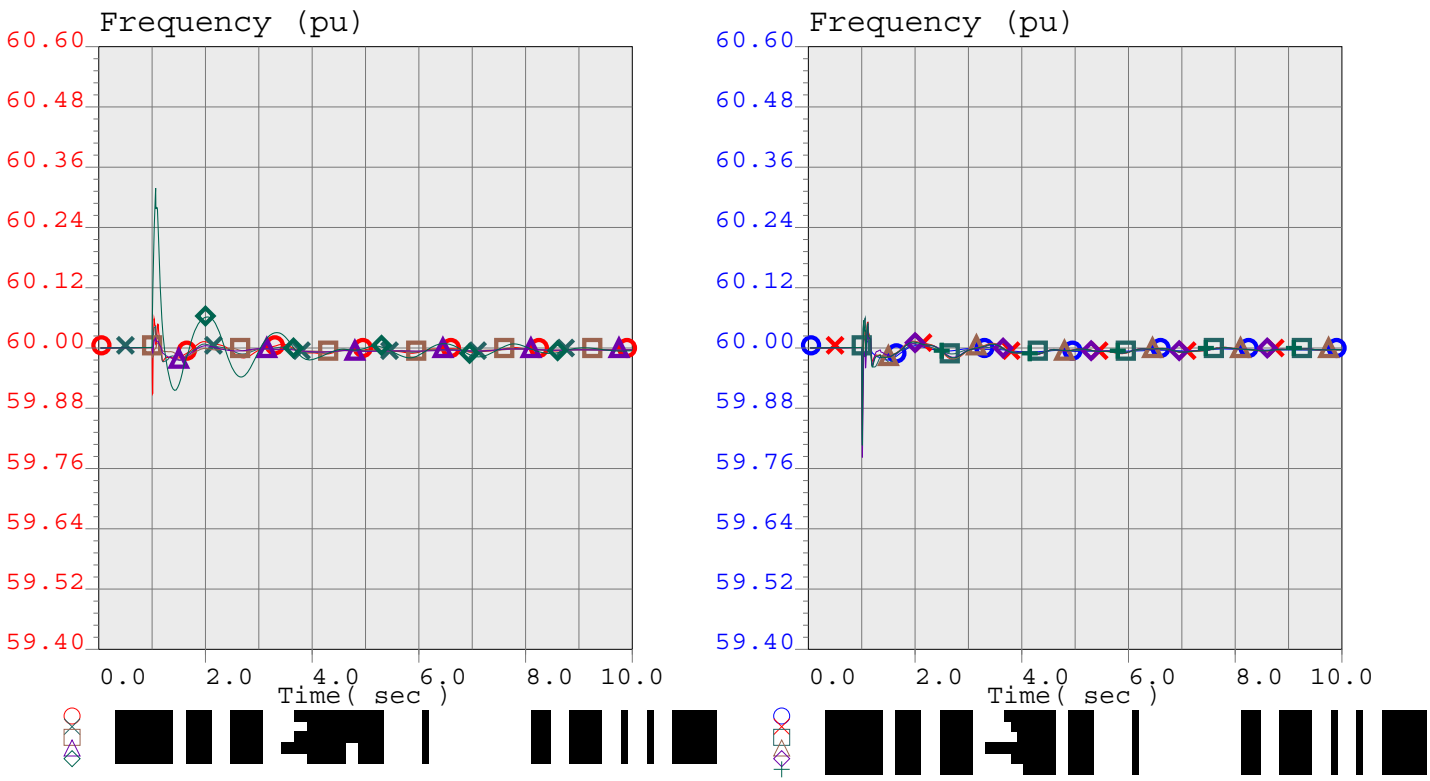
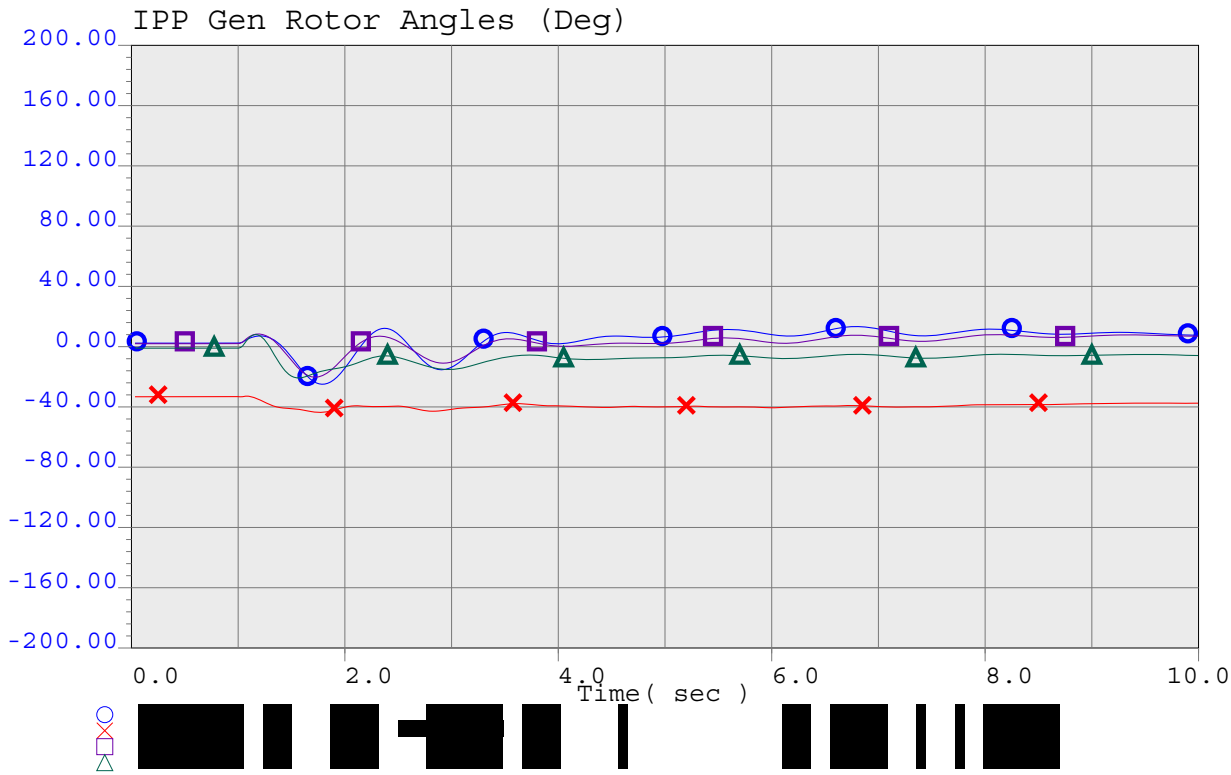
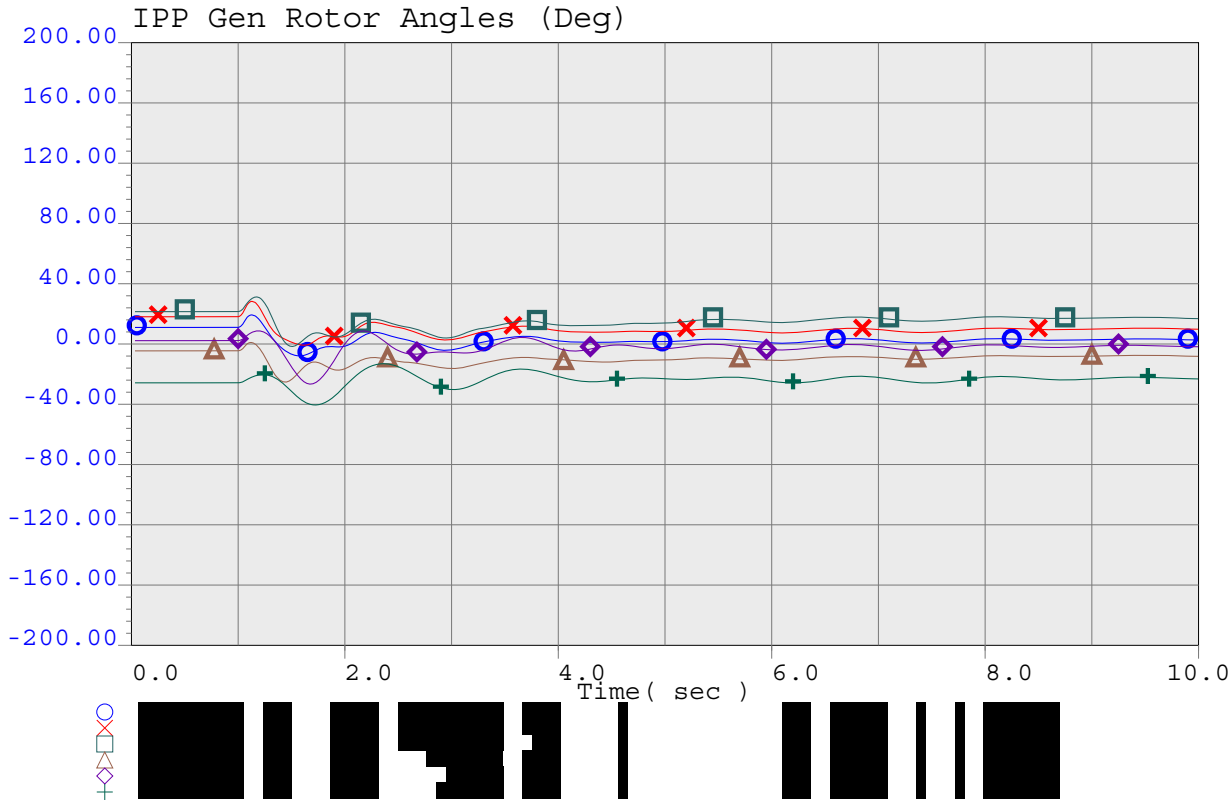


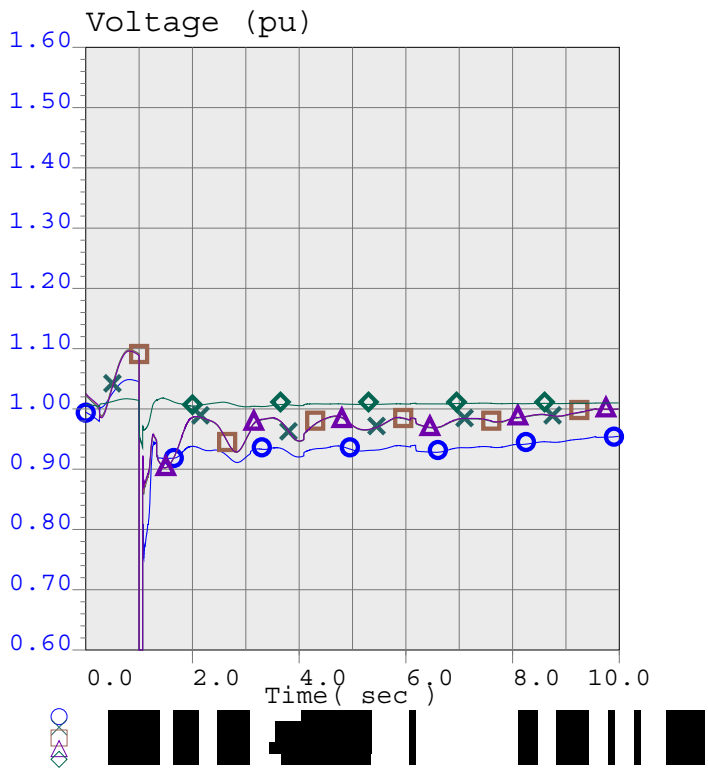


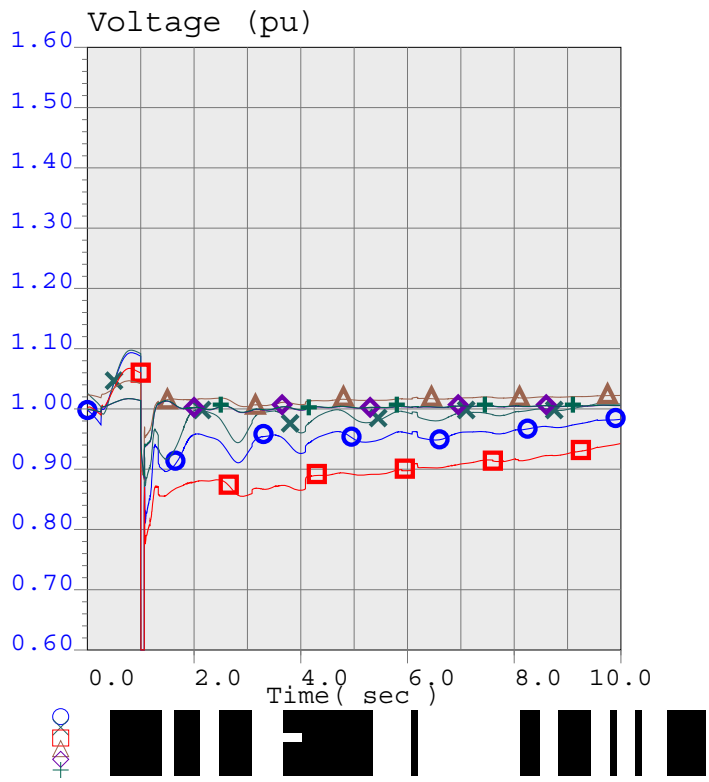
SYSTEM IMPACT STUDY (Rotor Angles)

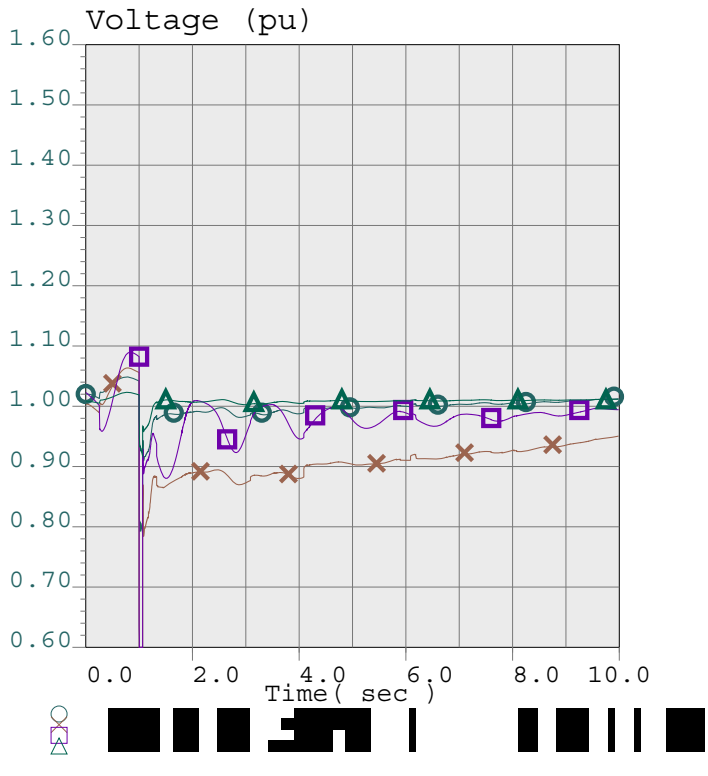


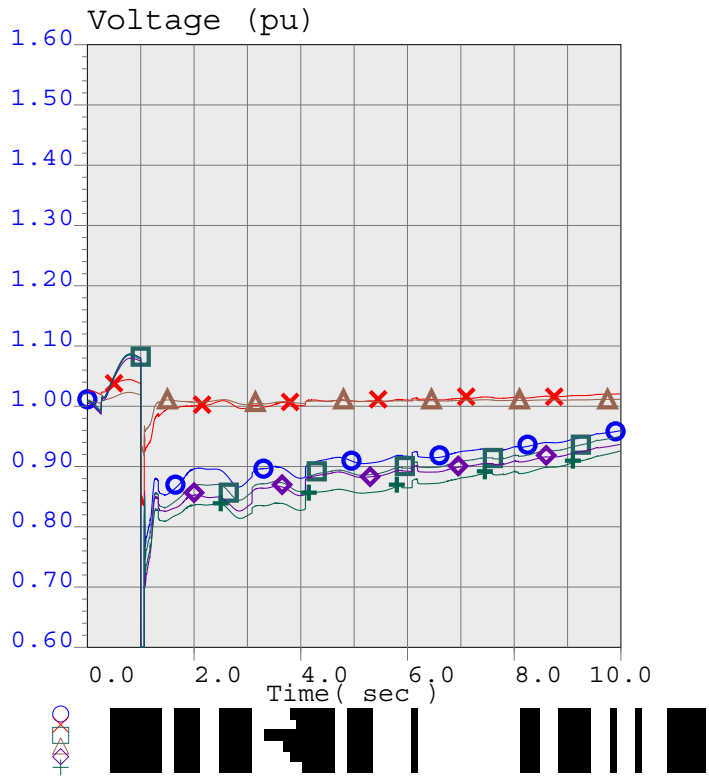


SYSTEM IMPACT STUDY (Voltage)









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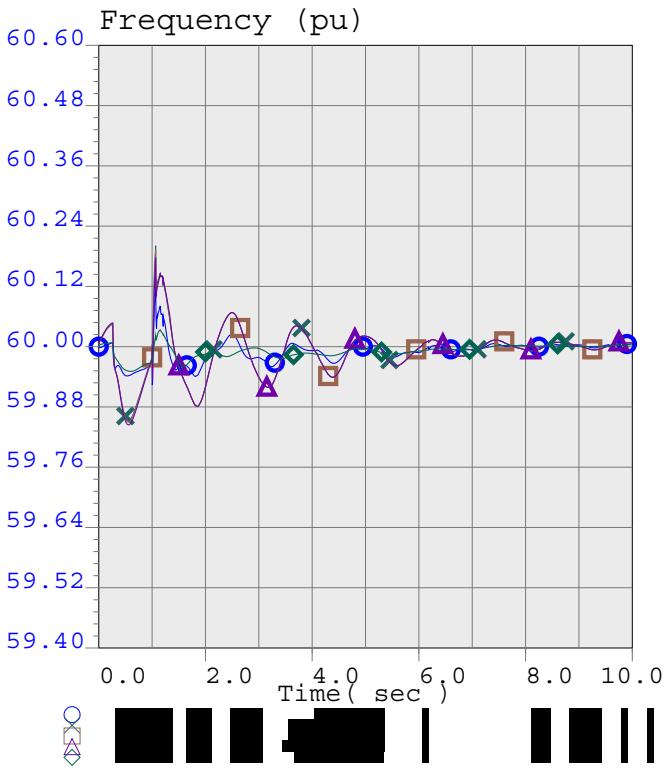
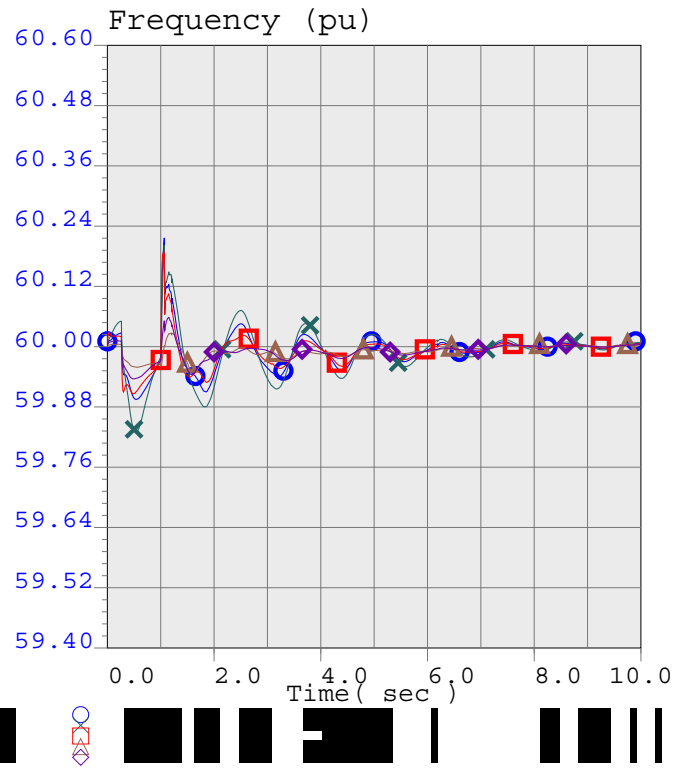
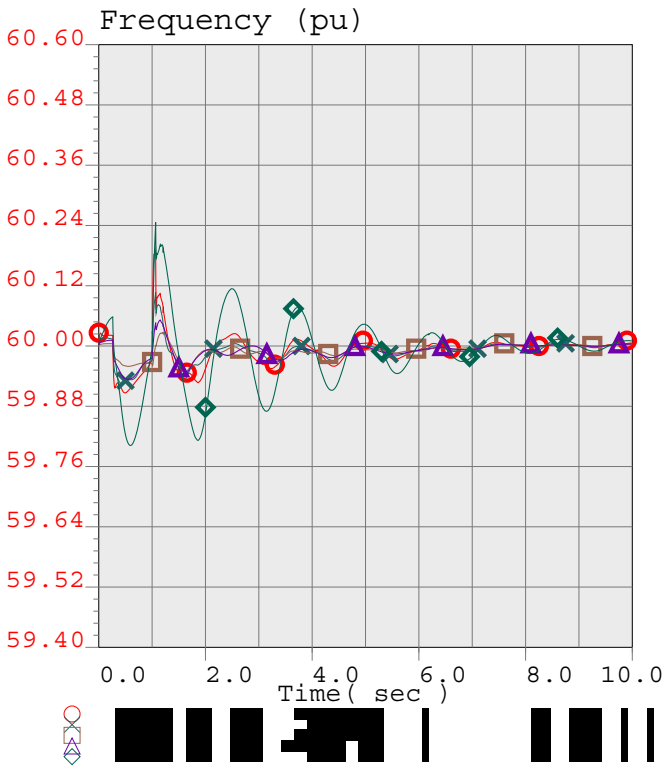
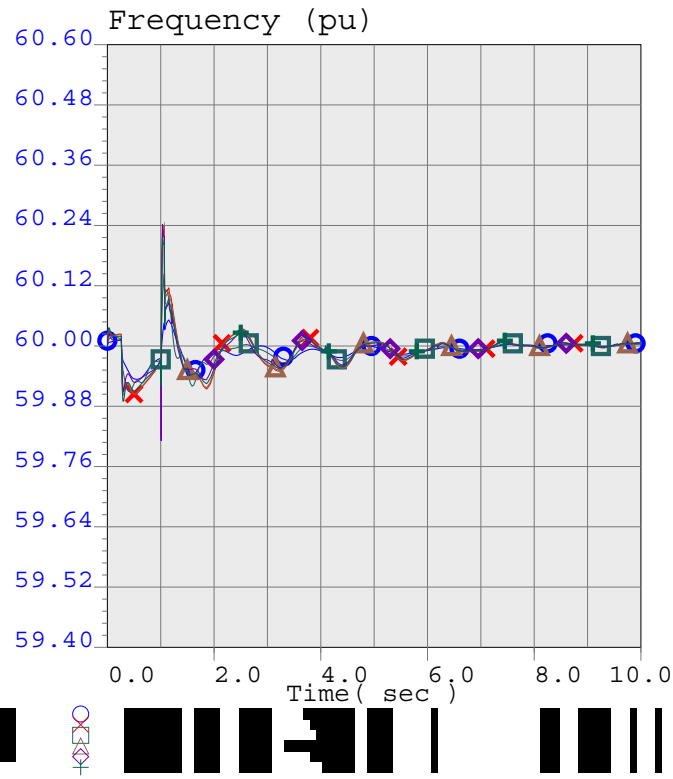
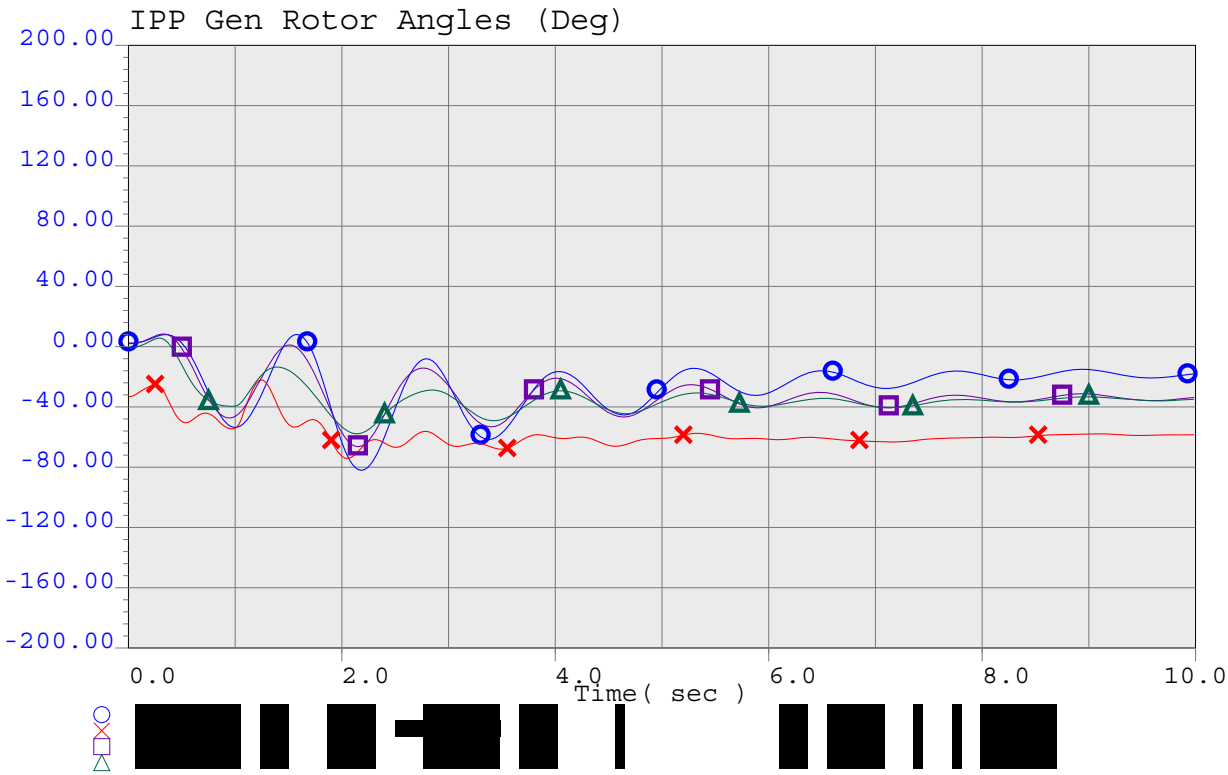


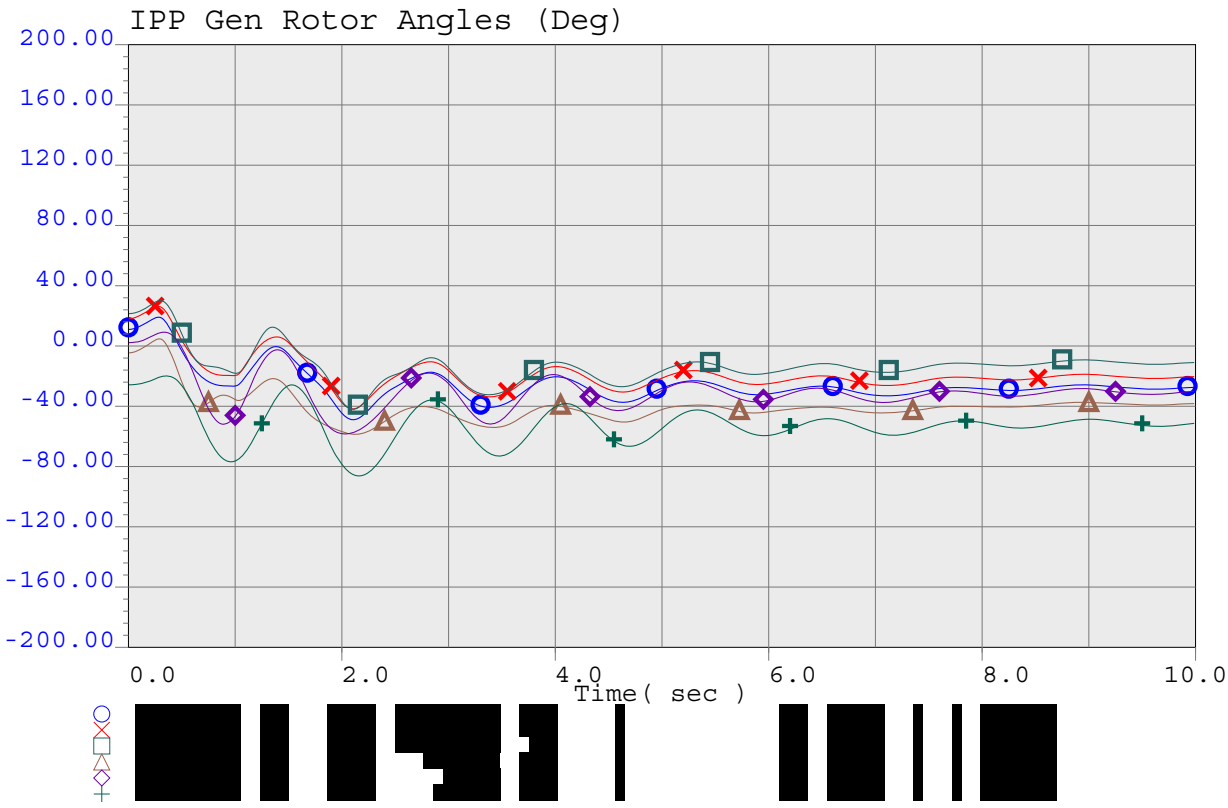




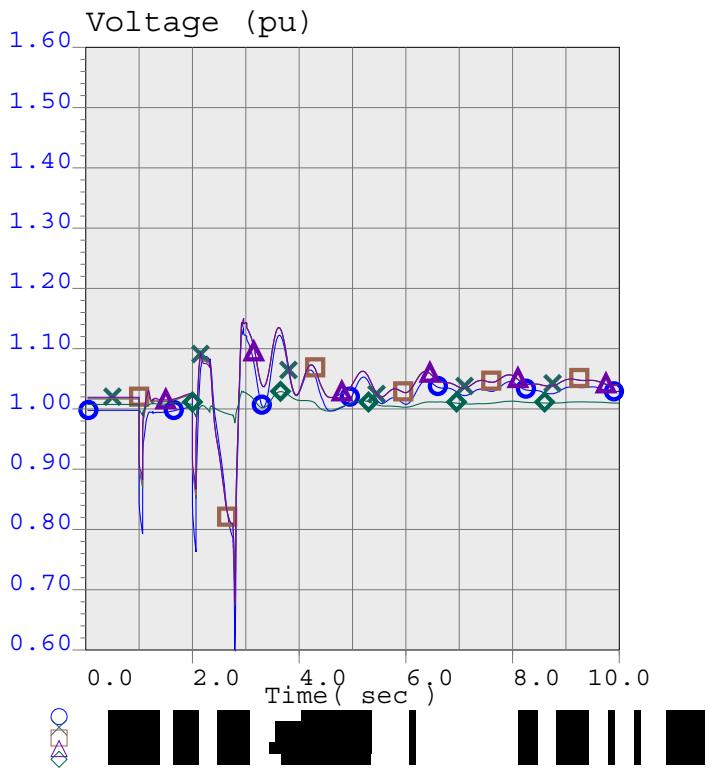


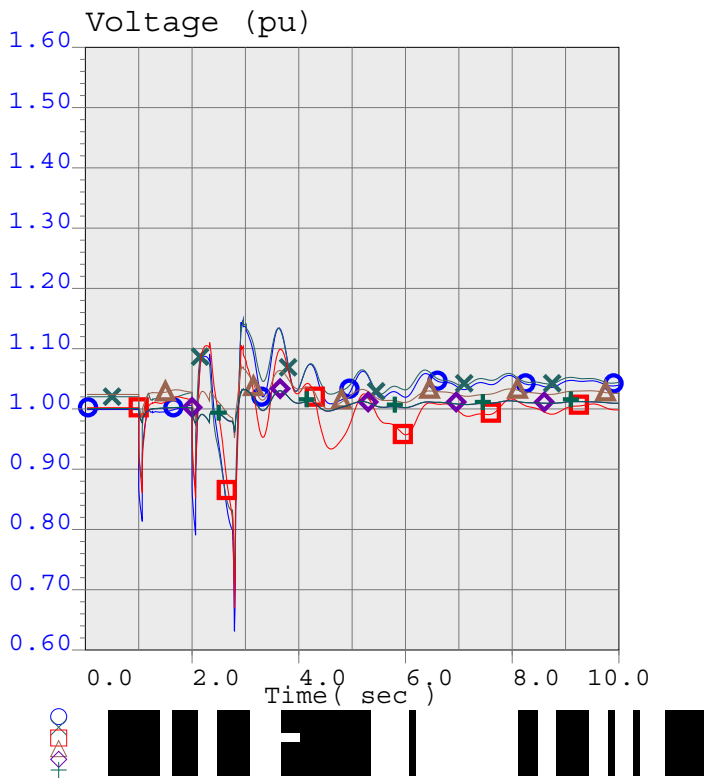
SYSTEM IMPACT STUDY (Rotor Angles)

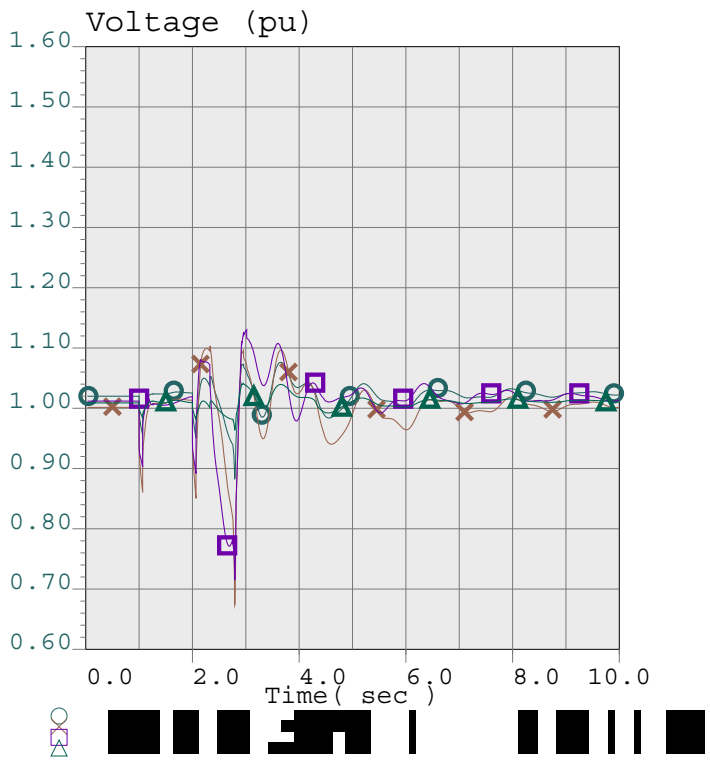


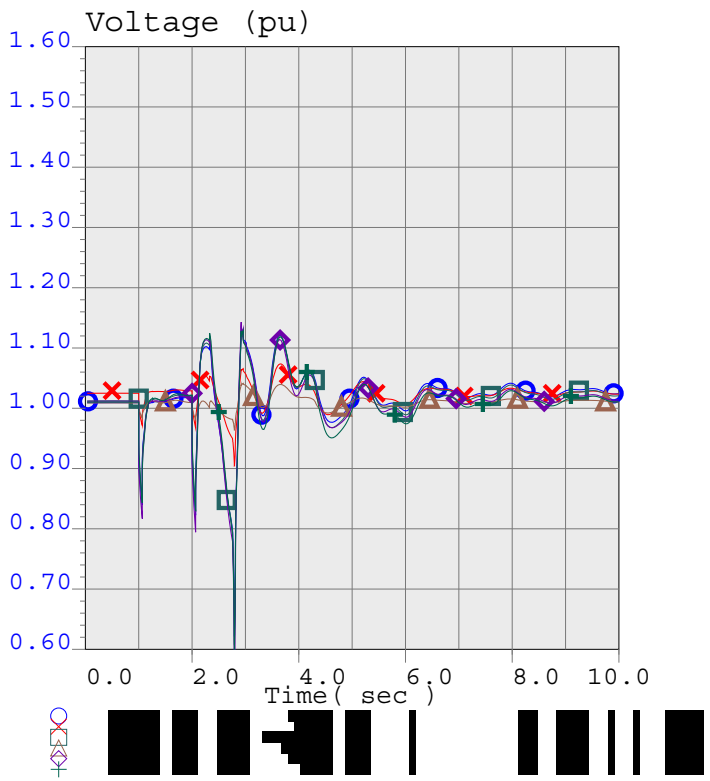


SYSTEM IMPACT STUDY (Voltage)









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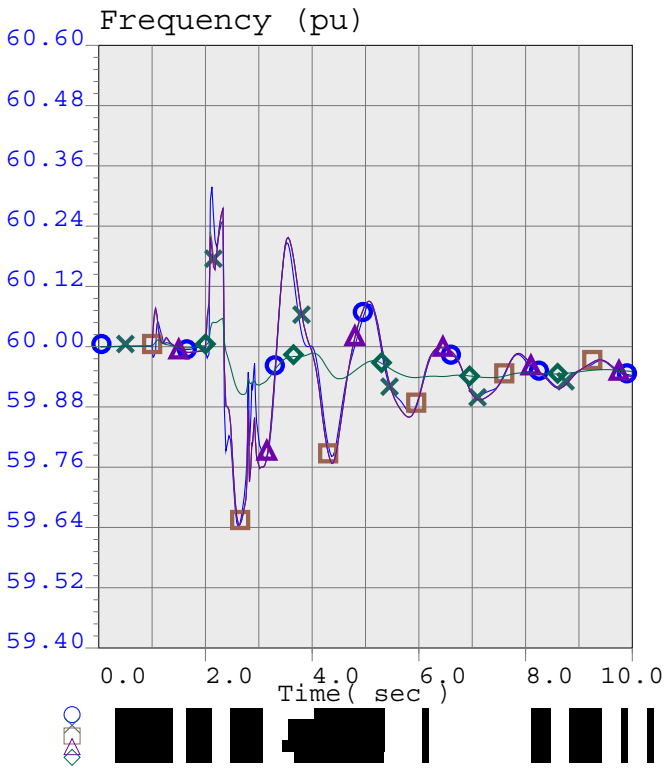
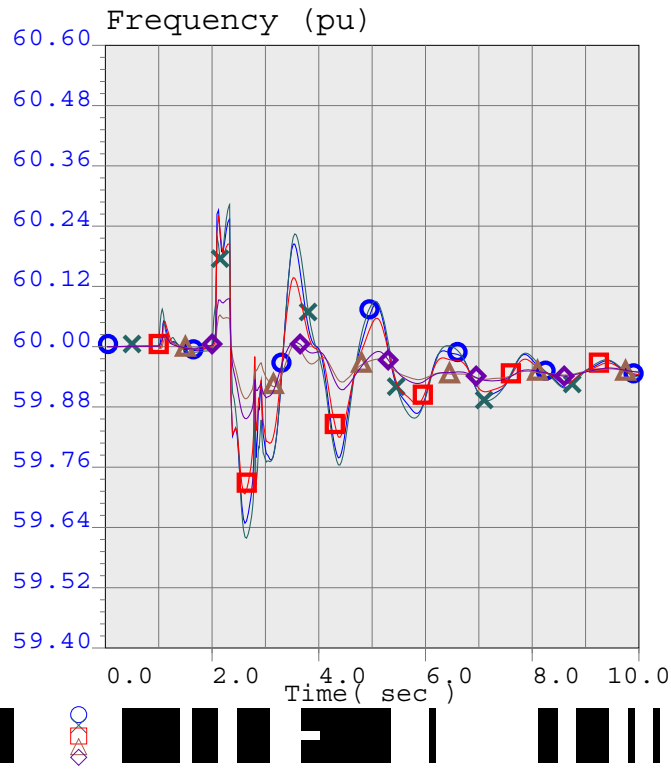
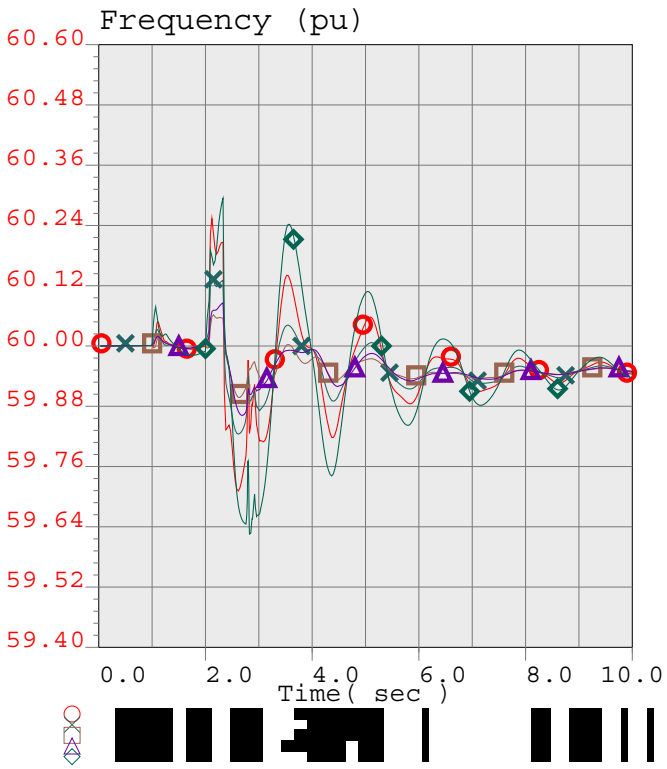
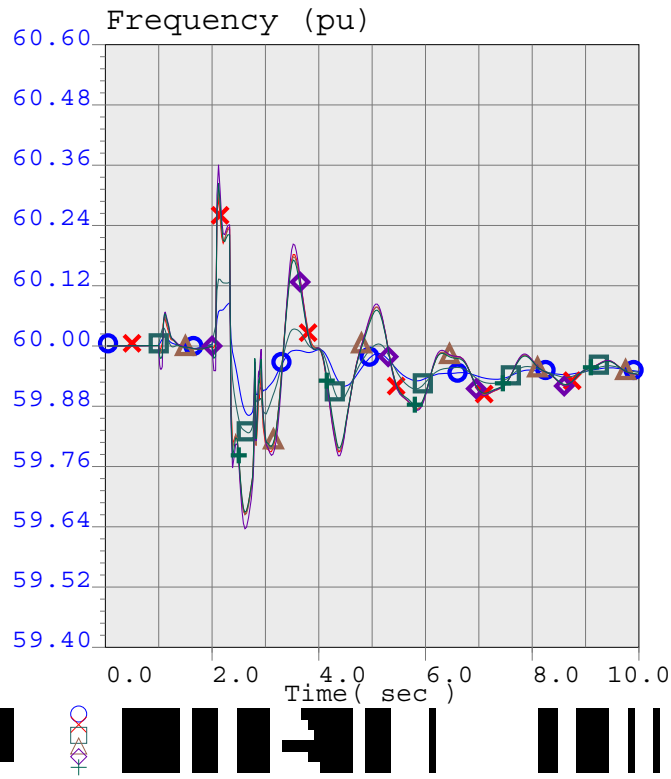
SYSTEM IMPACT STUDY (Frequency)

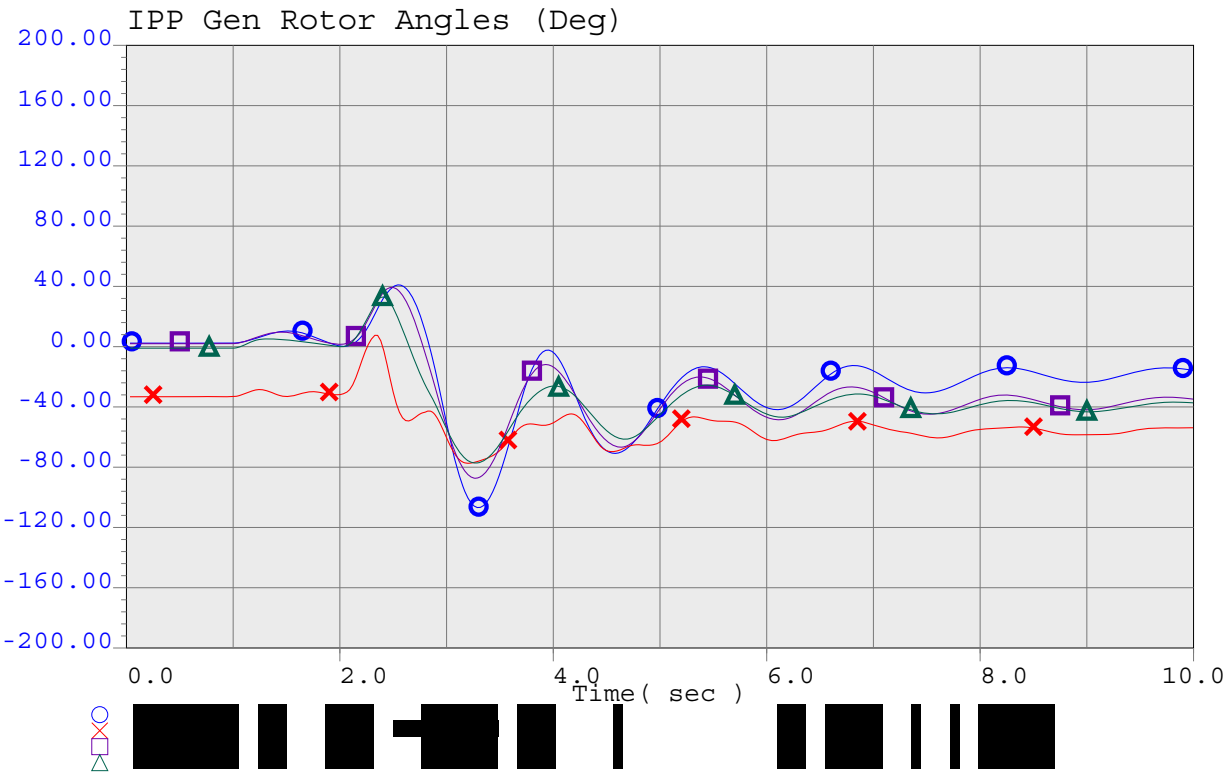


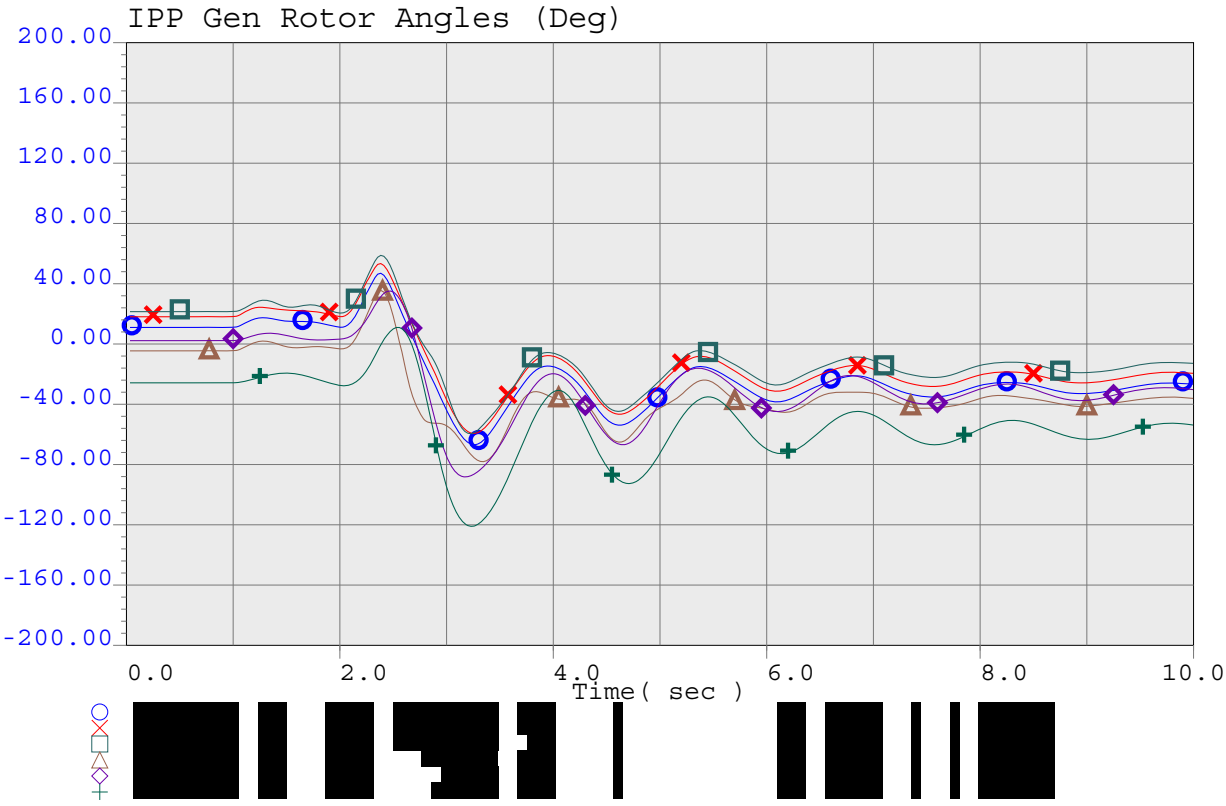






SYSTEM IMPACT STUDY (Rotor Angles)





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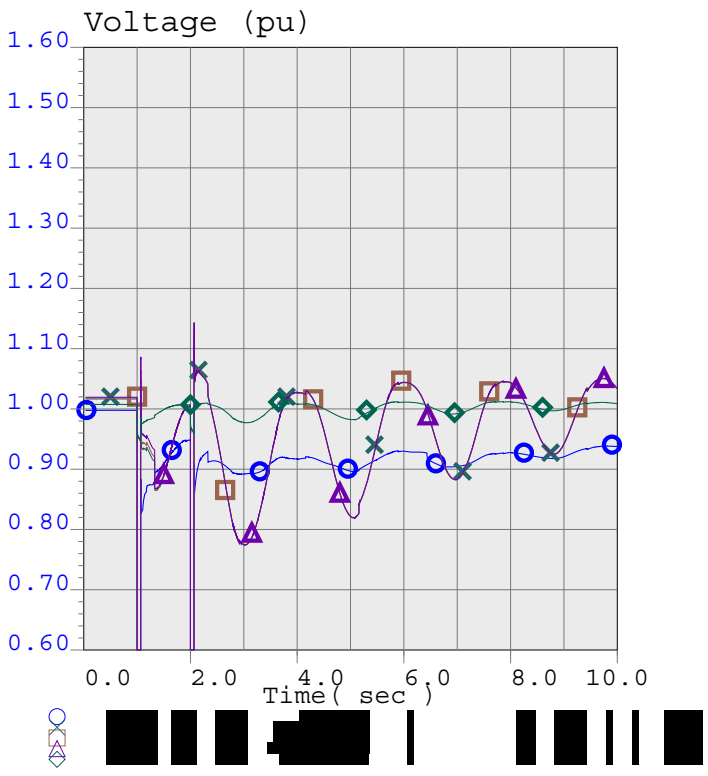
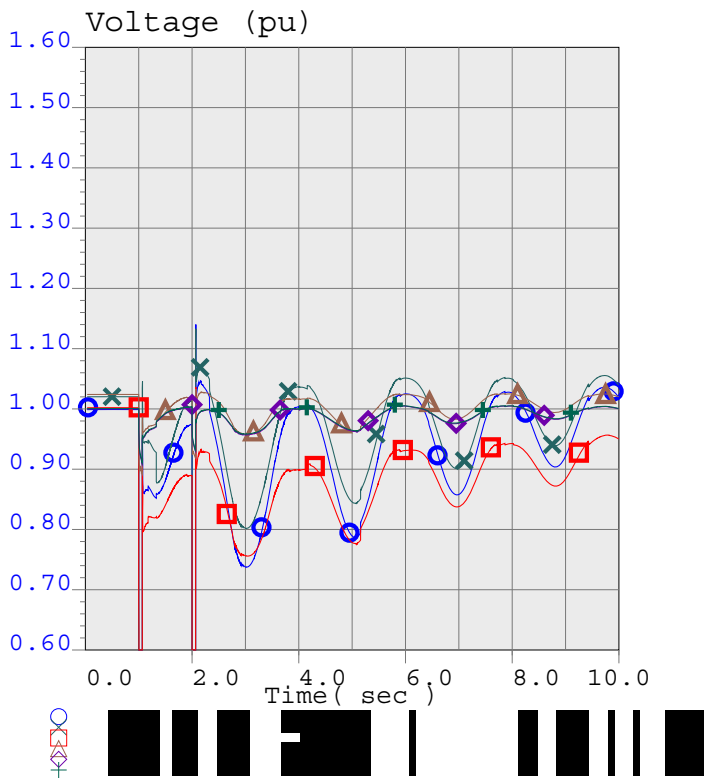
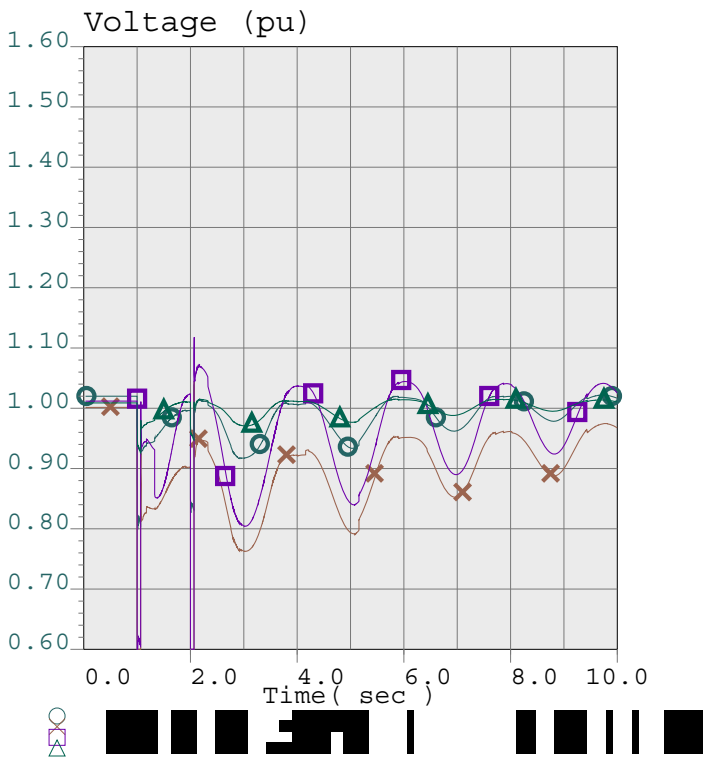
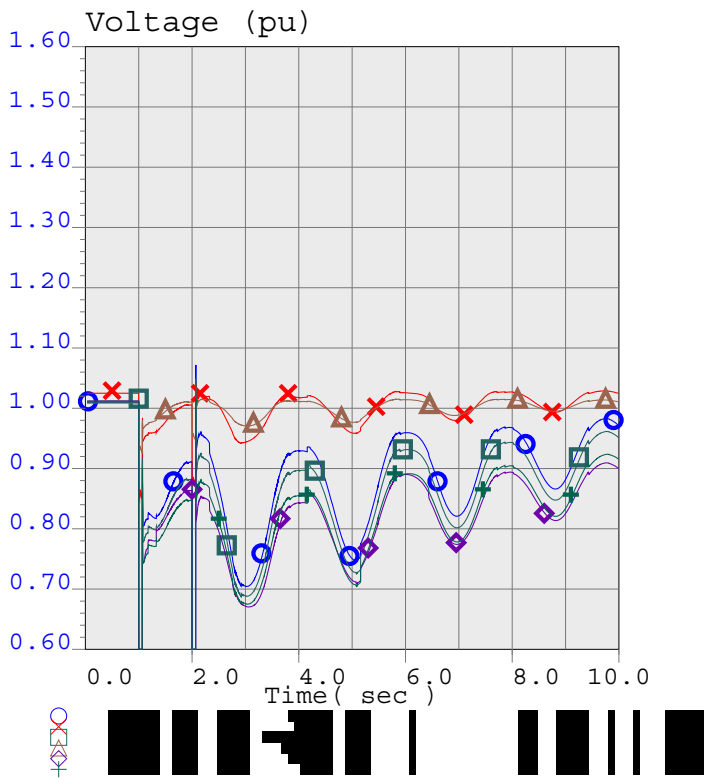
SYSTEM IMPACT STUDY (Voltage)









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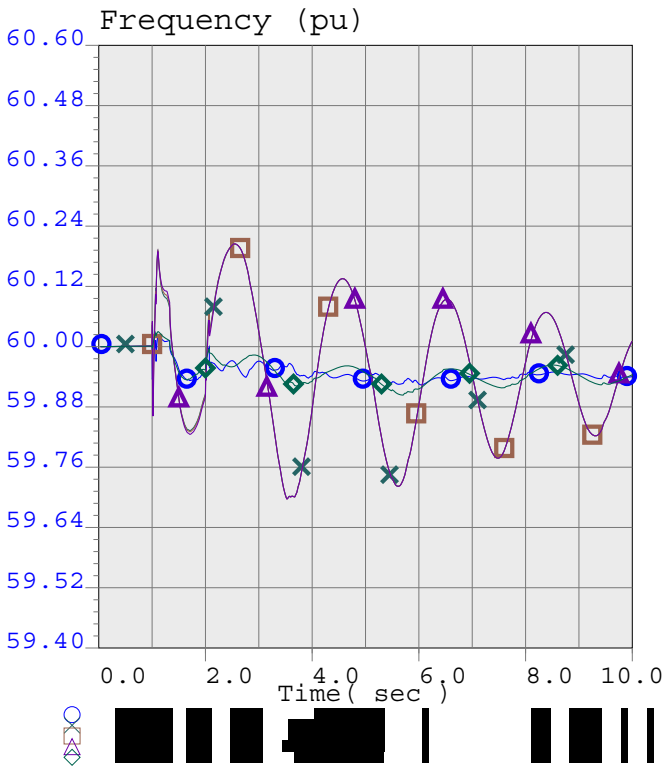
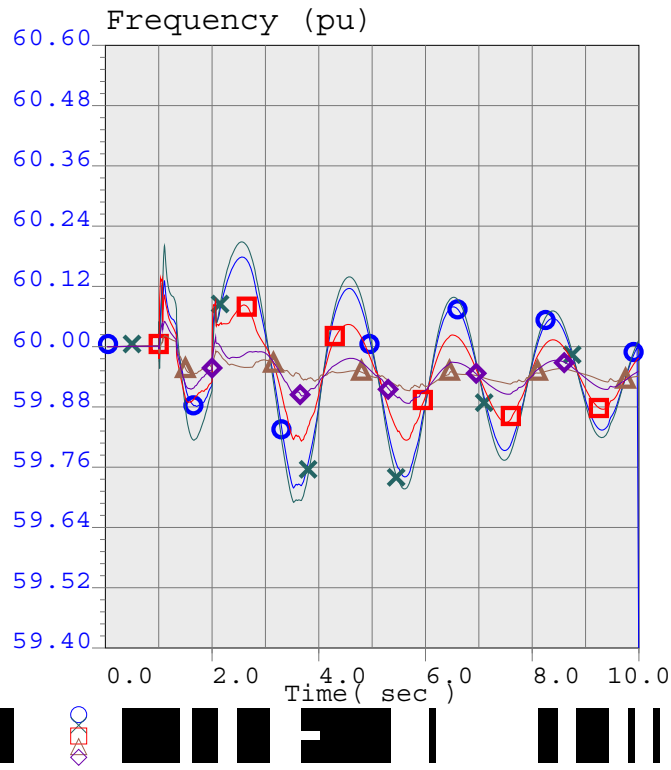
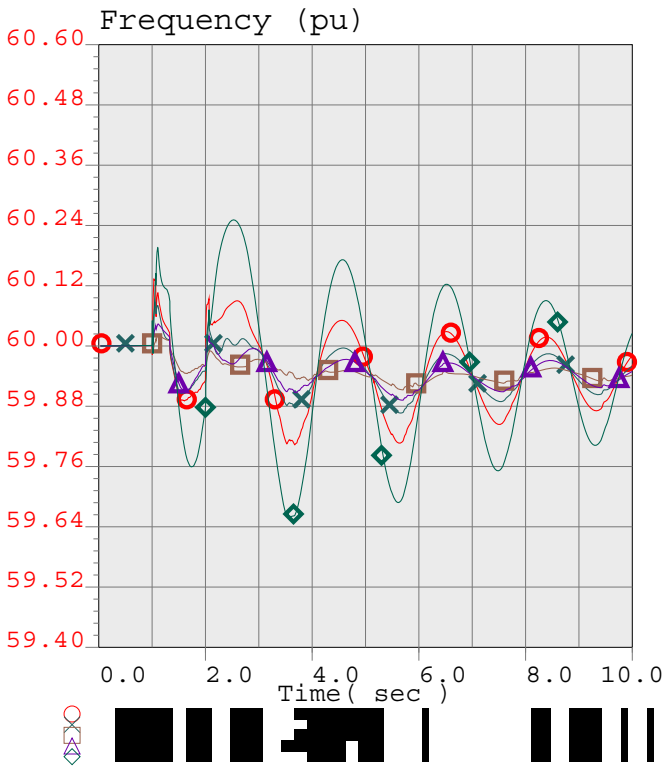
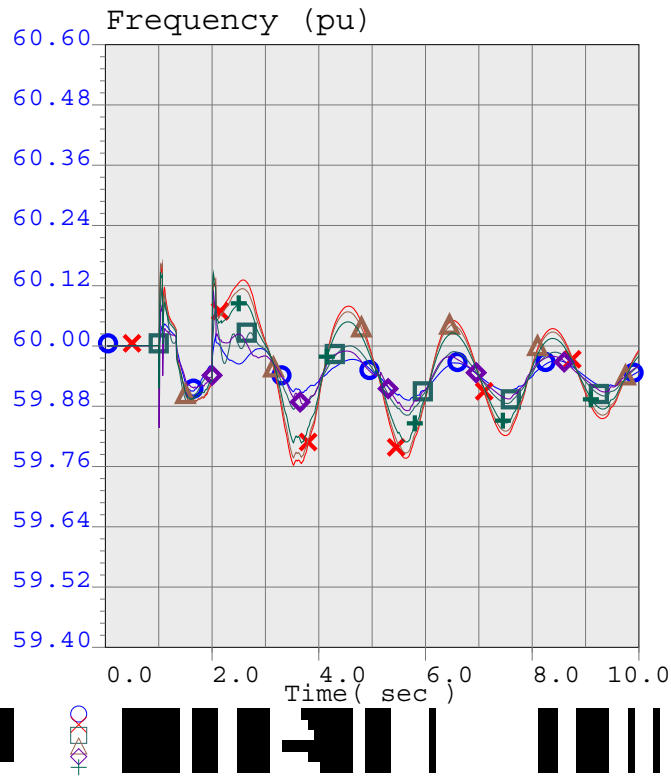
SYSTEM IMPACT STUDY (Frequency)









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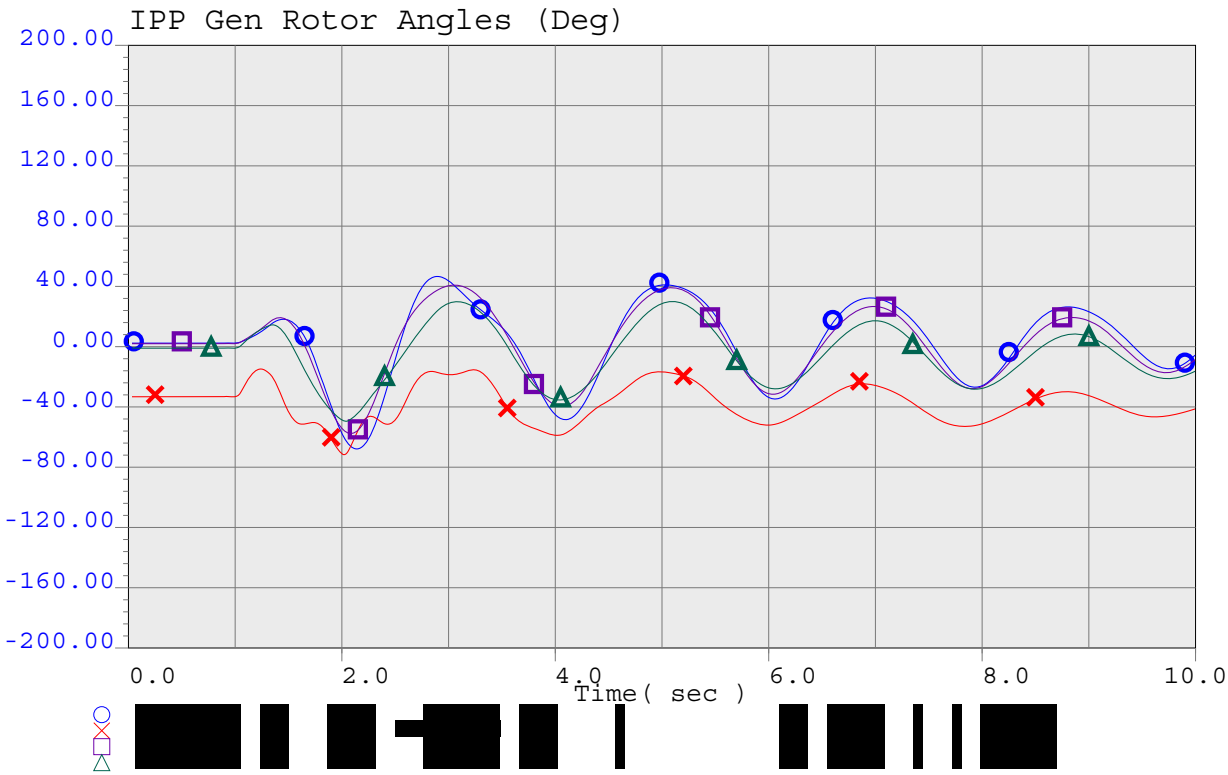
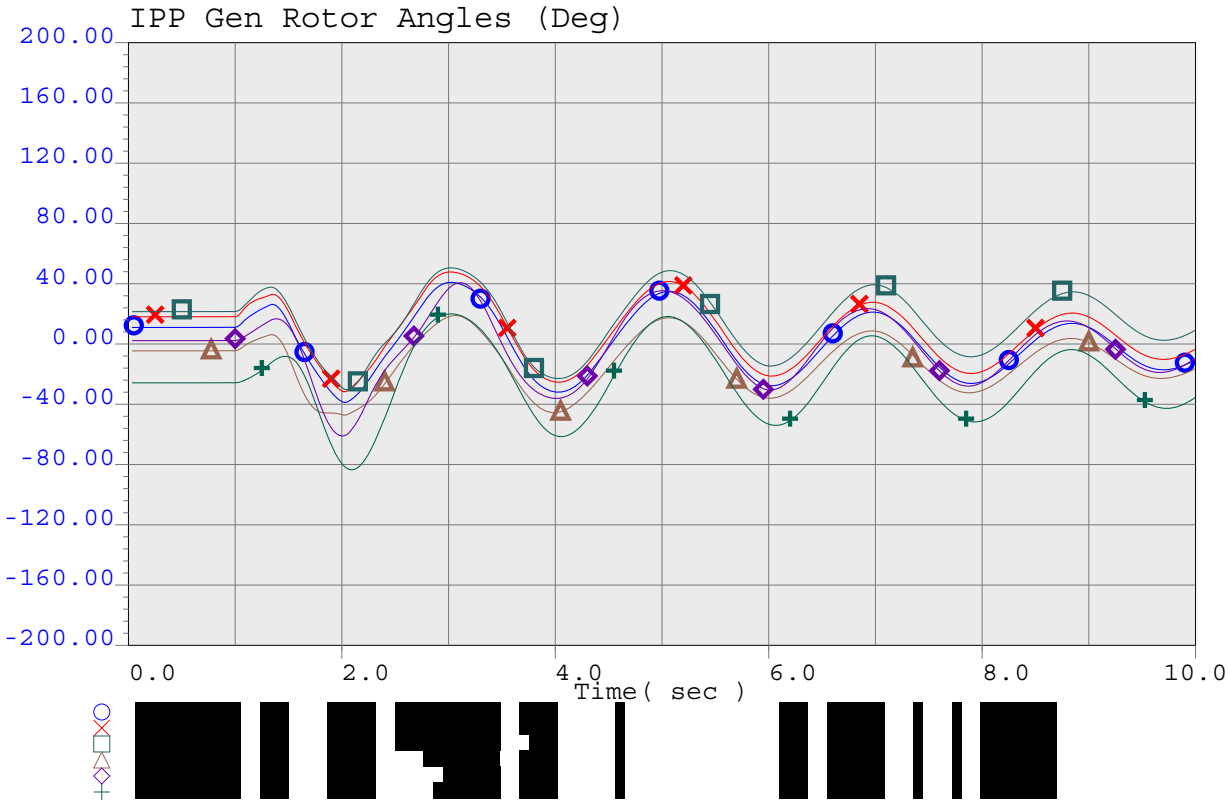
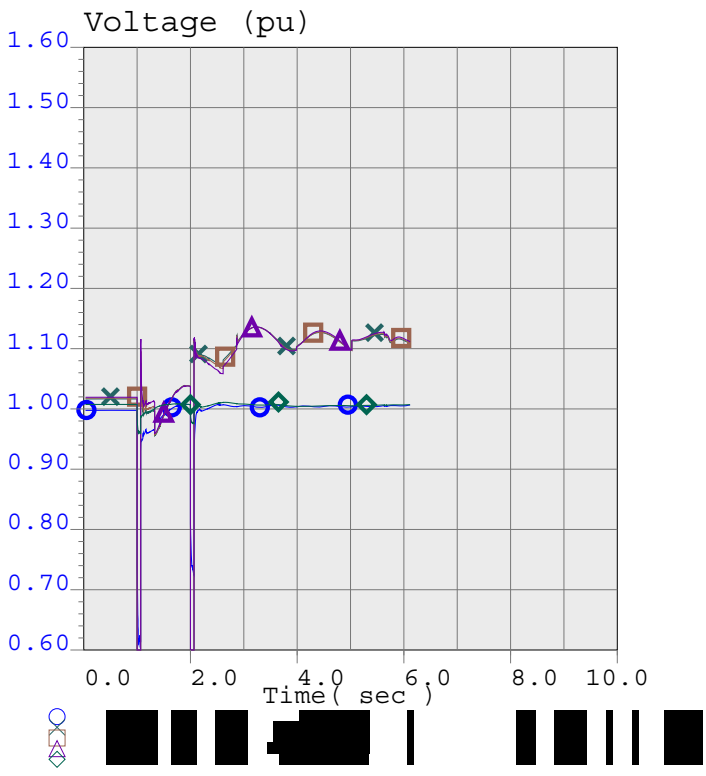
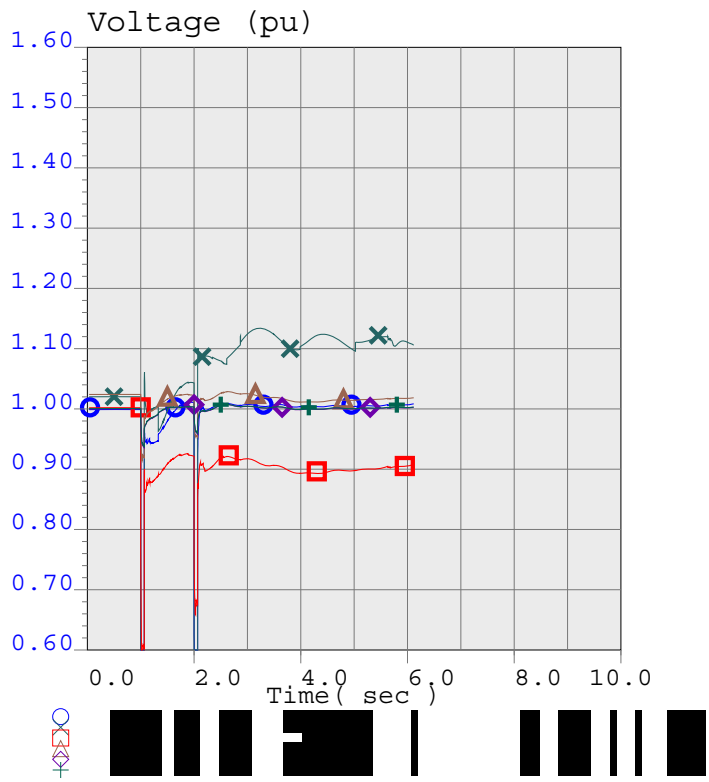
SYSTEM IMPACT STUDY (Rotor Angles)

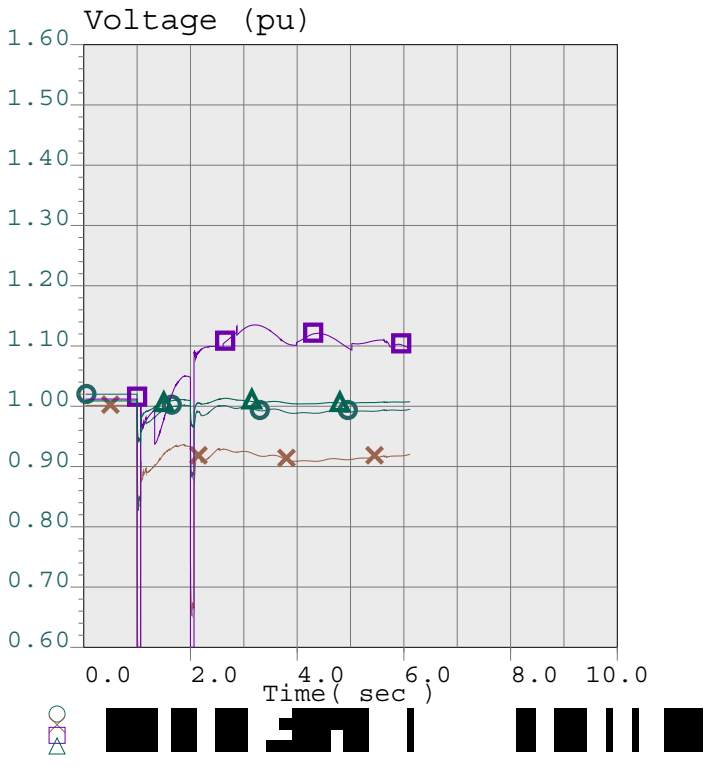


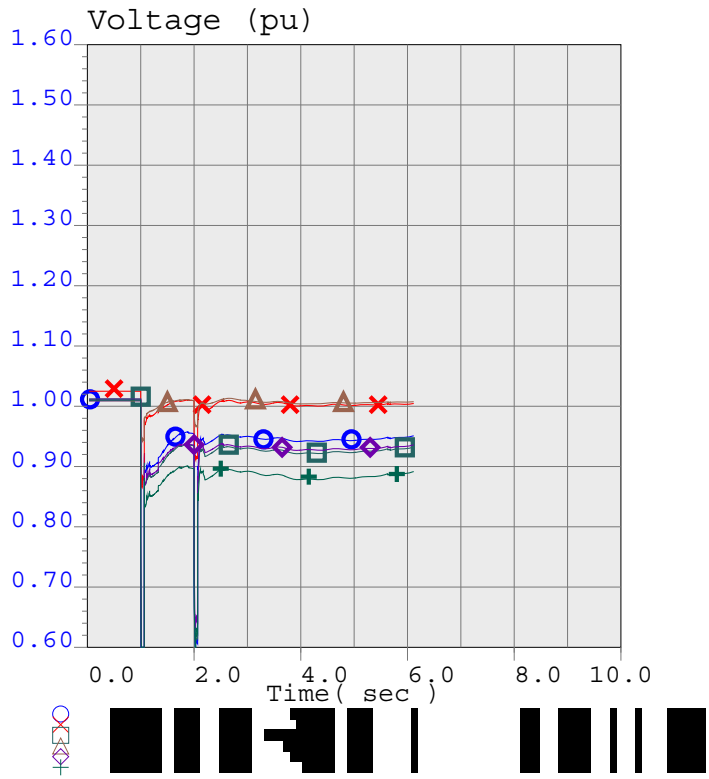


SYSTEM IMPACT STUDY (Voltage)









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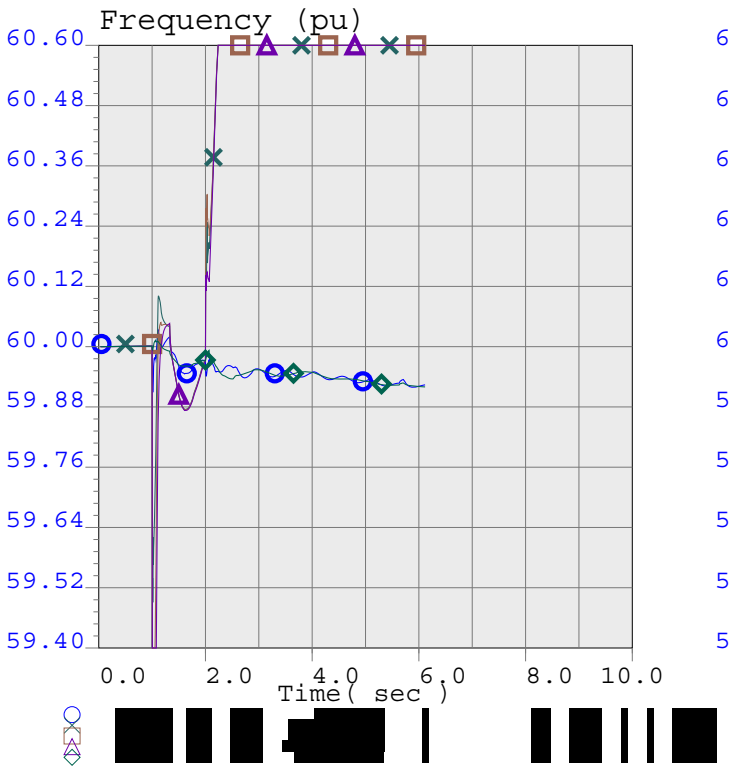
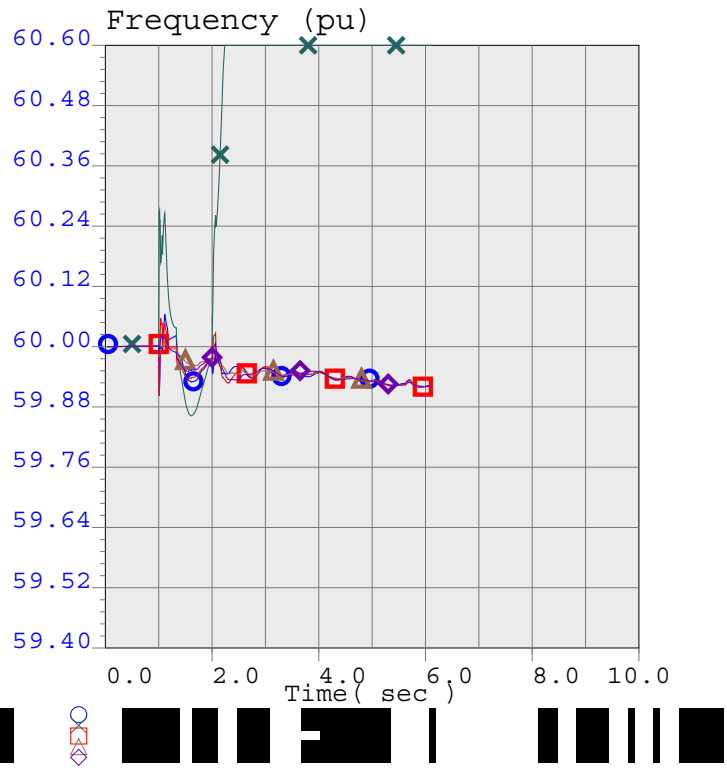
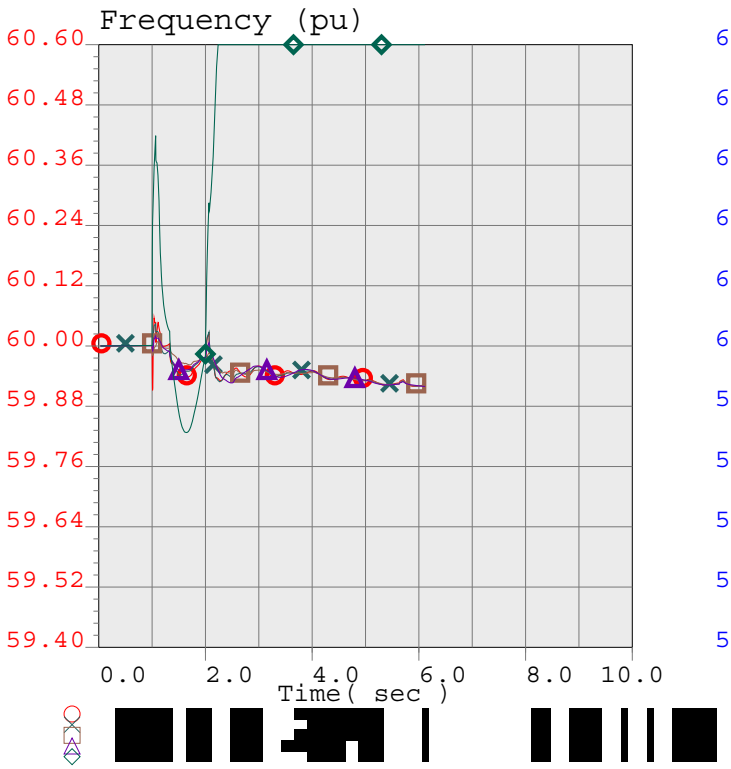
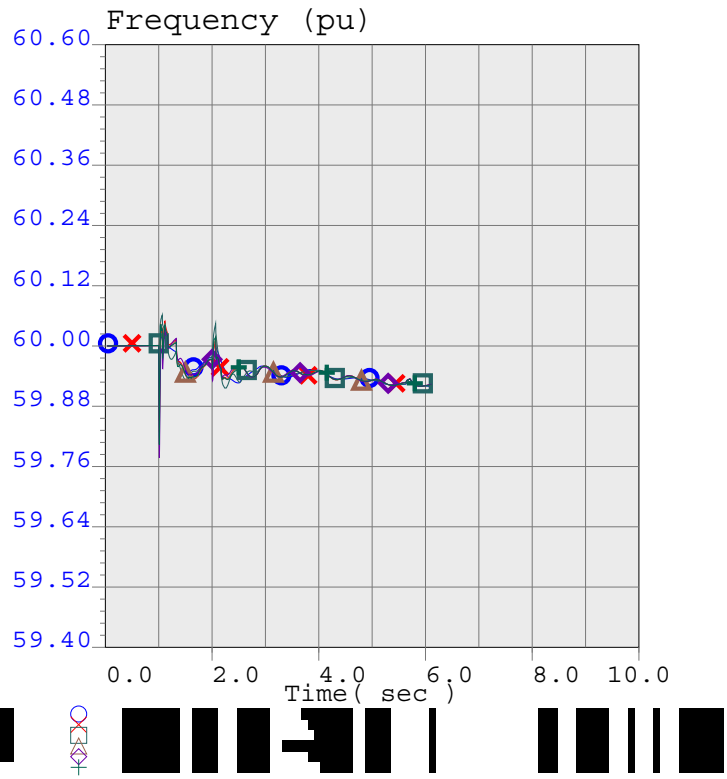
SYSTEM IMPACT STUDY (Frequency)

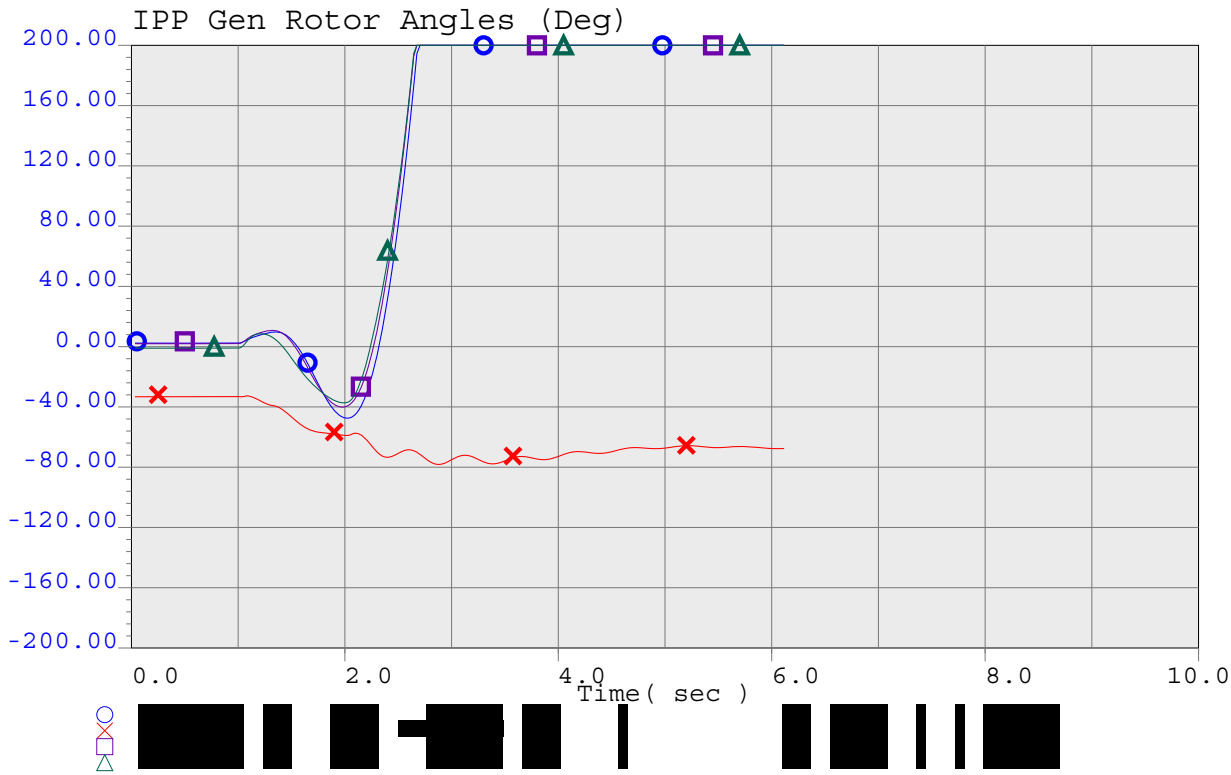


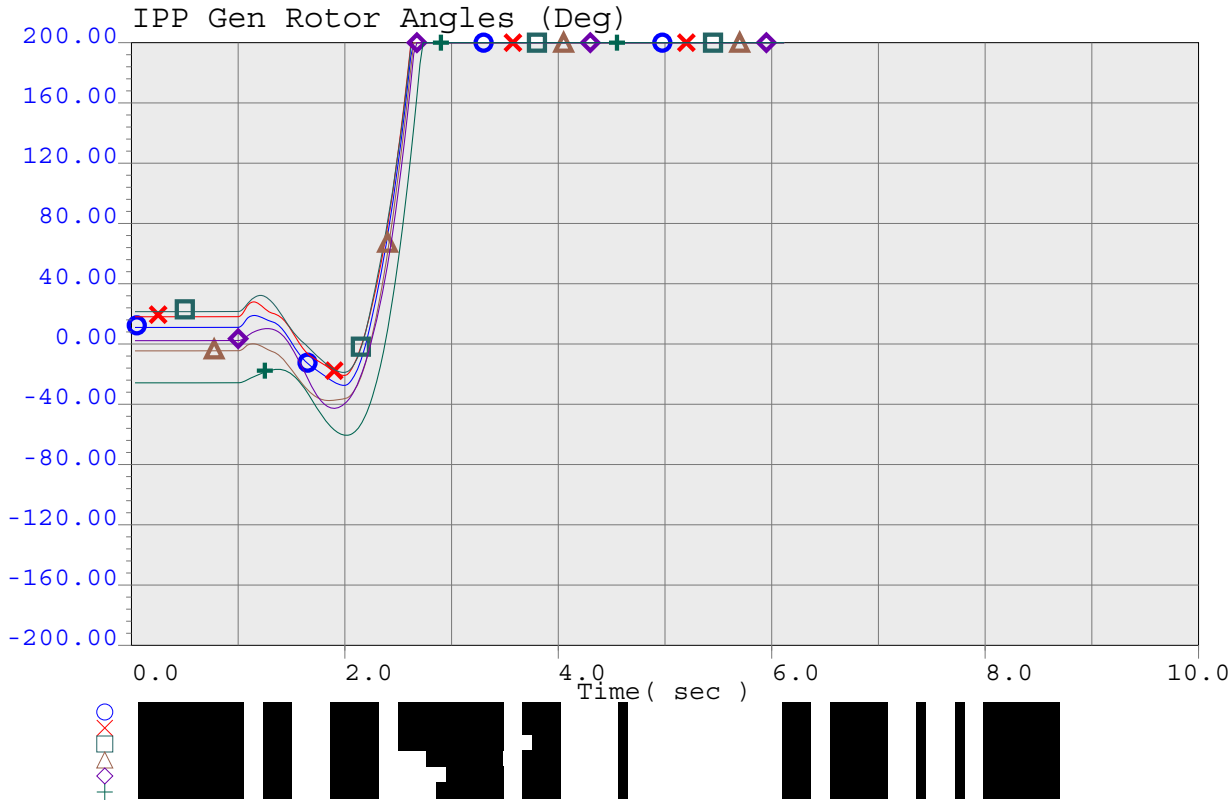




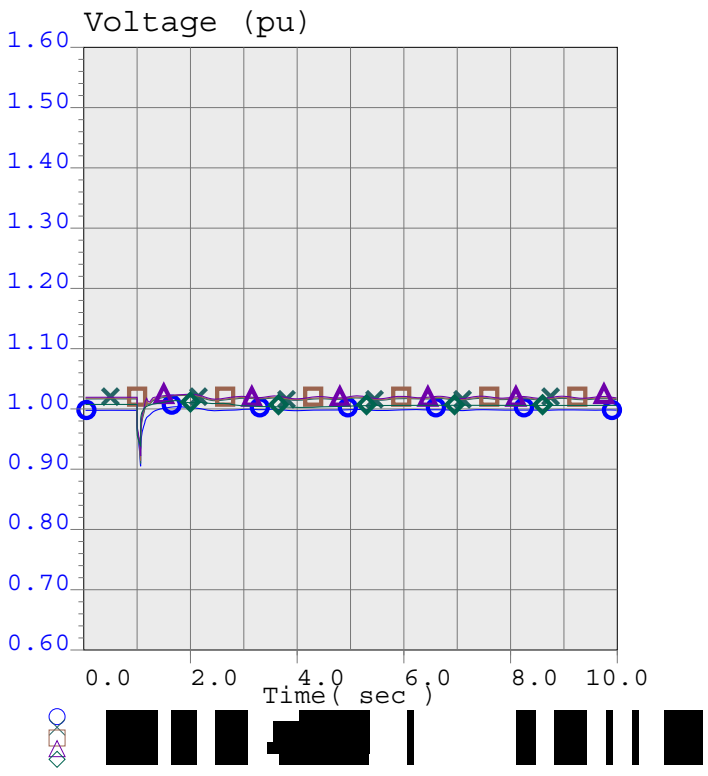


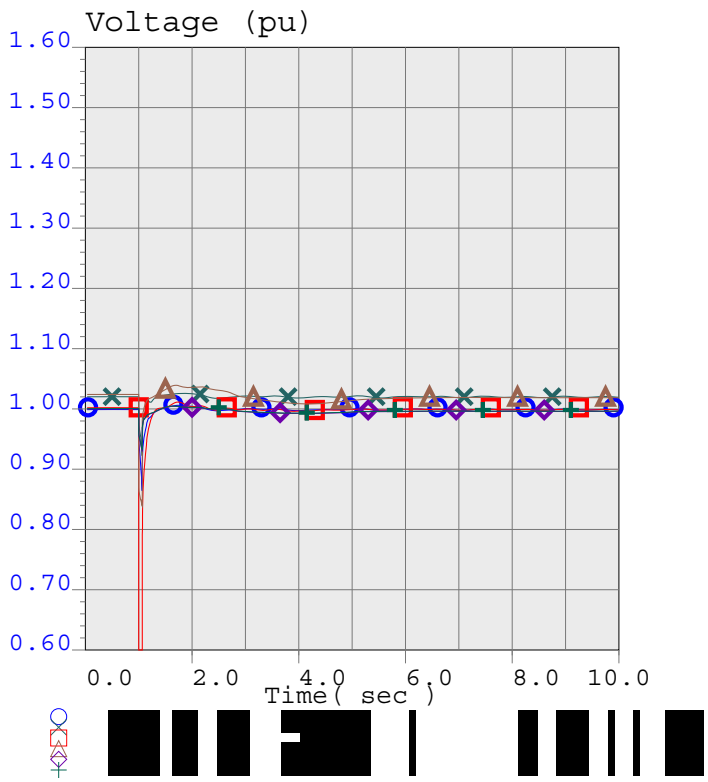
SYSTEM IMPACT STUDY (Rotor Angles)

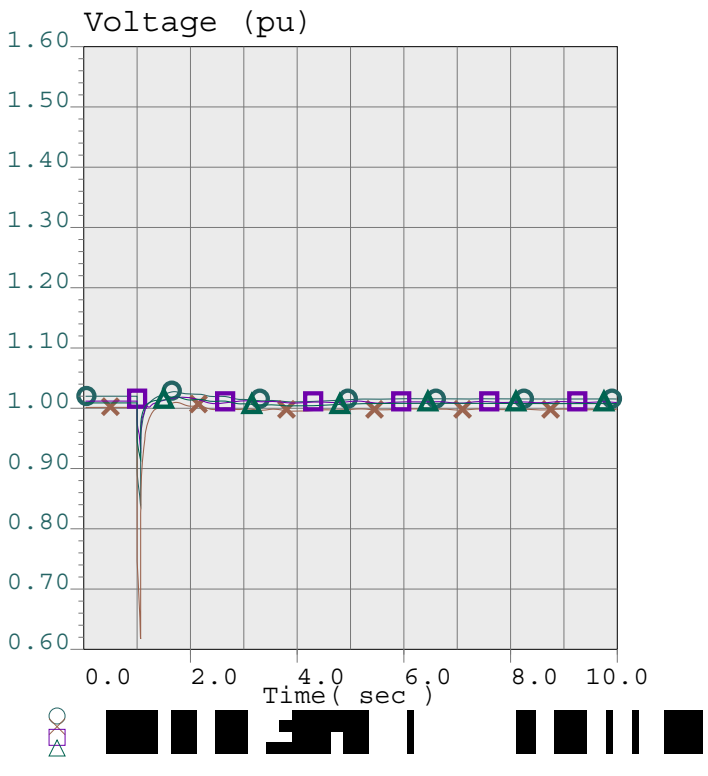


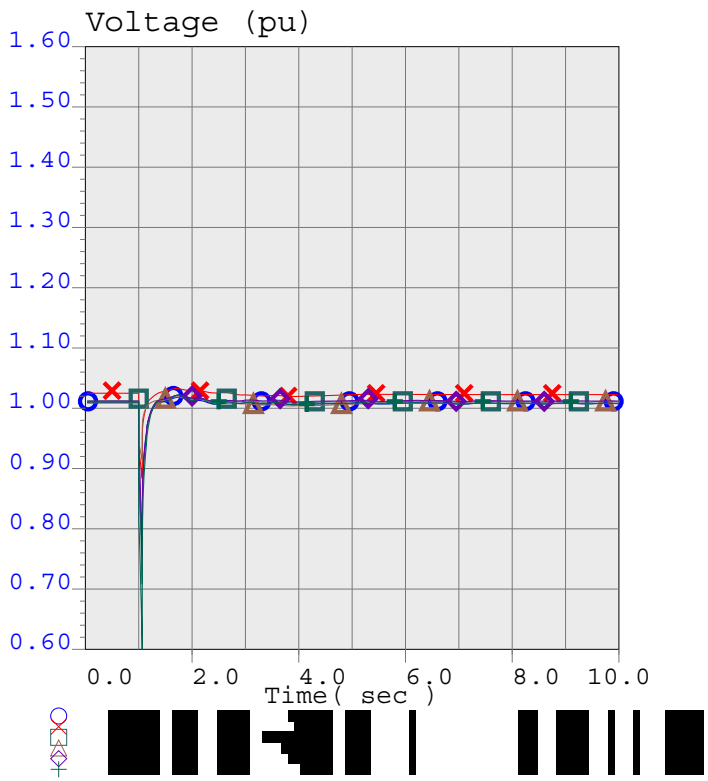


SYSTEM IMPACT STUDY (Voltage)









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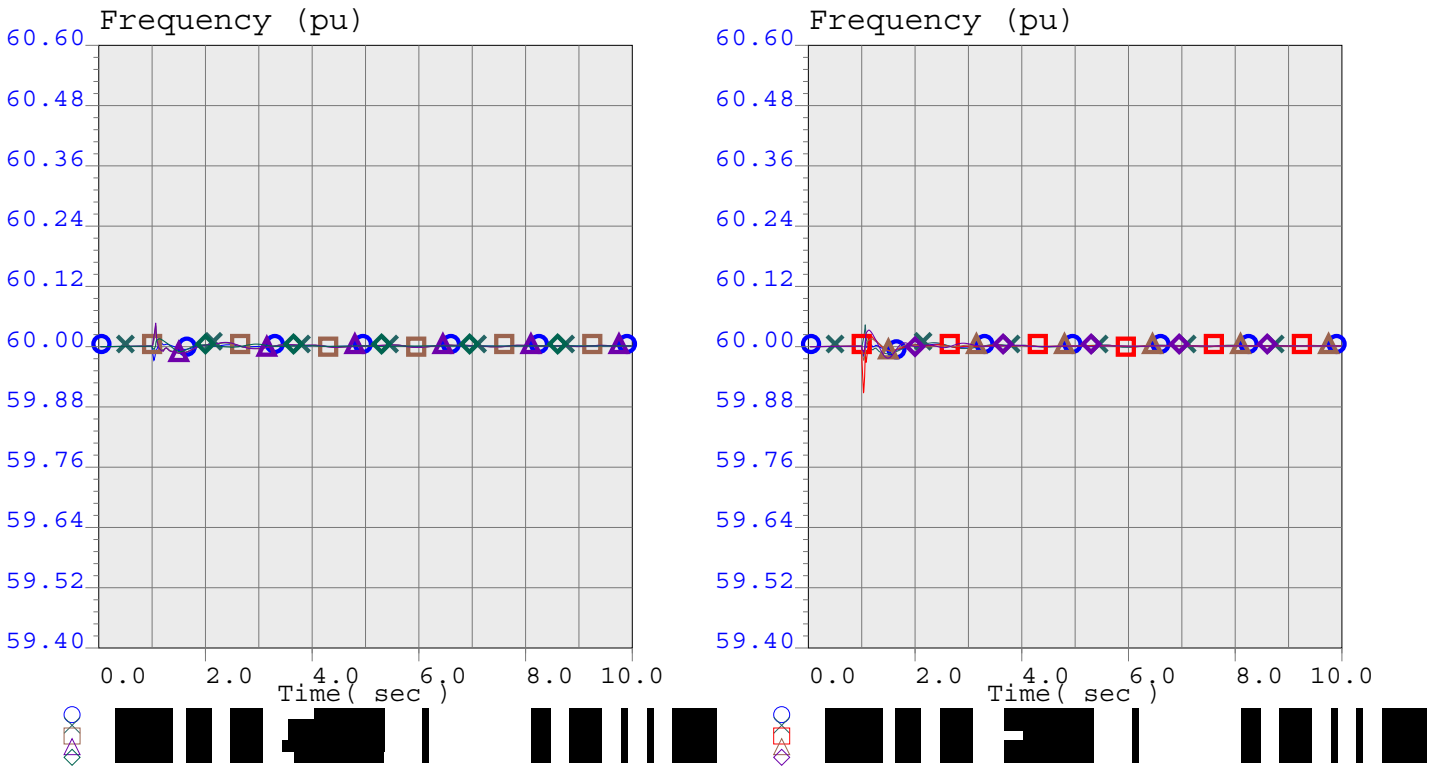
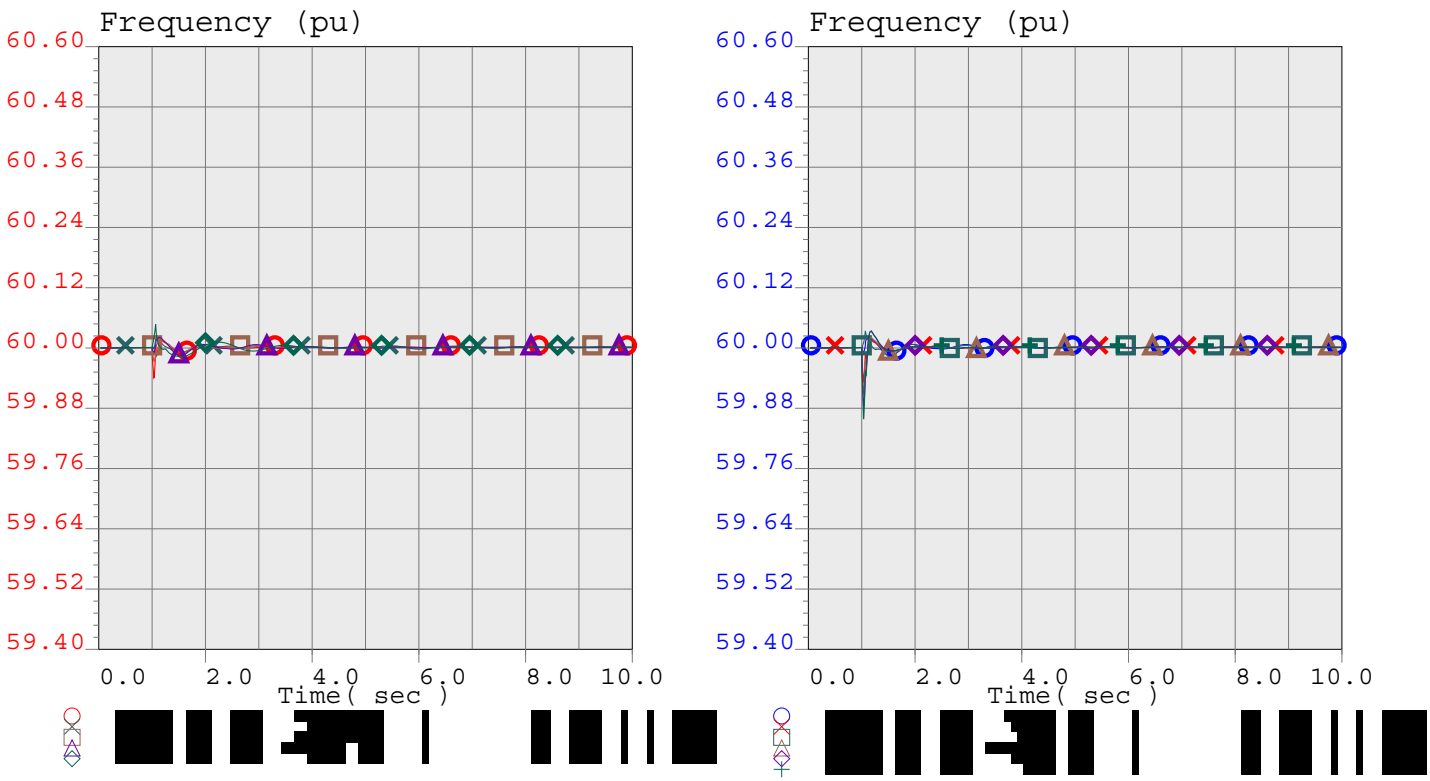
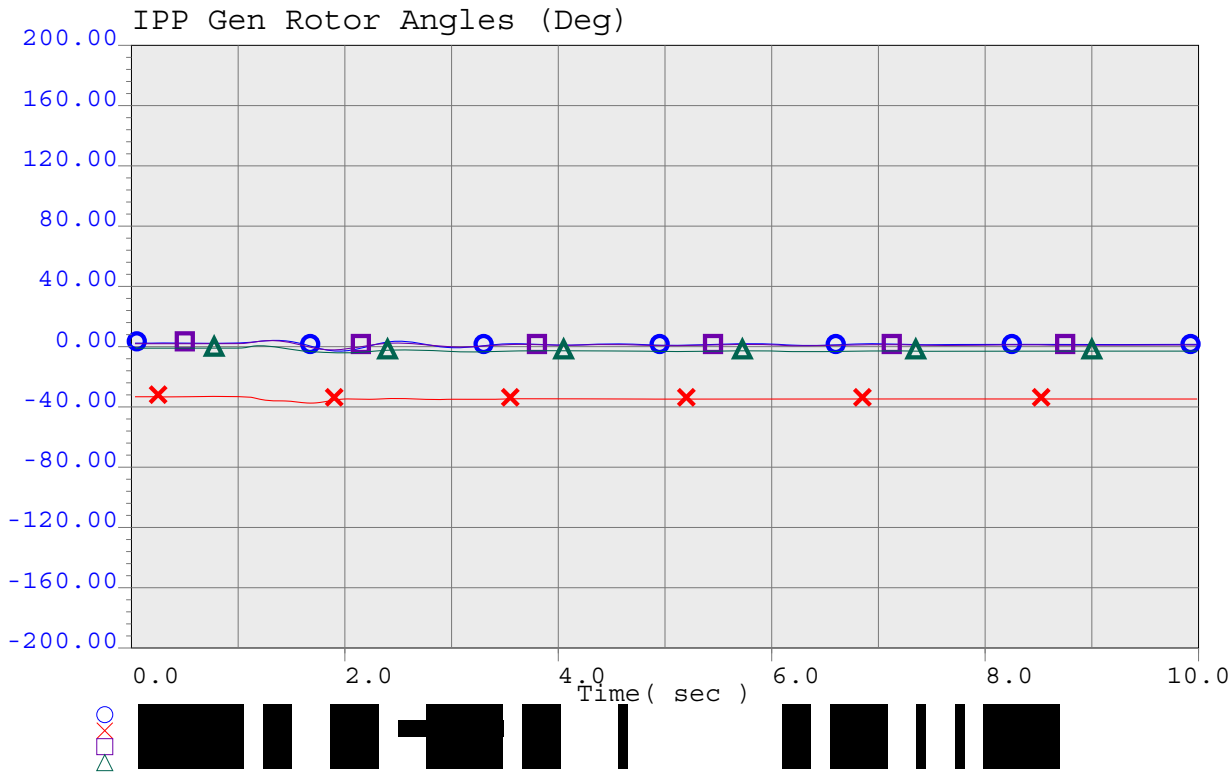
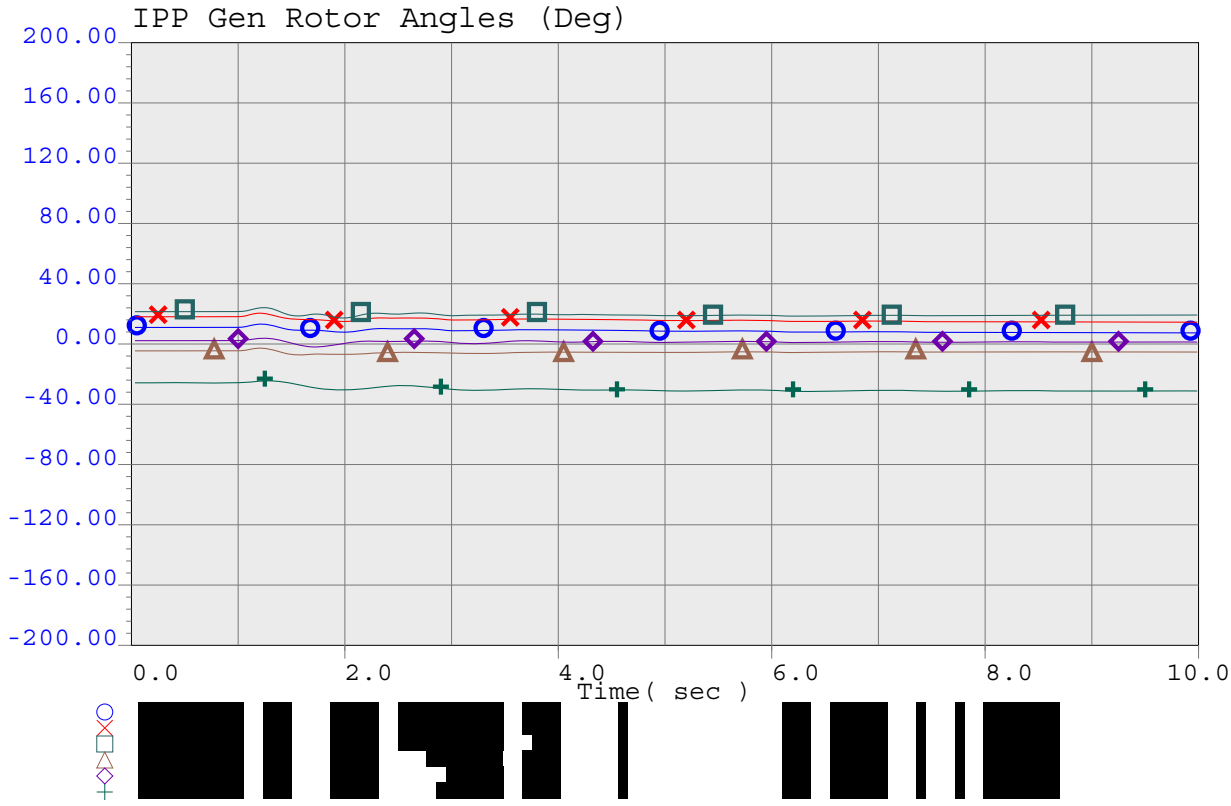


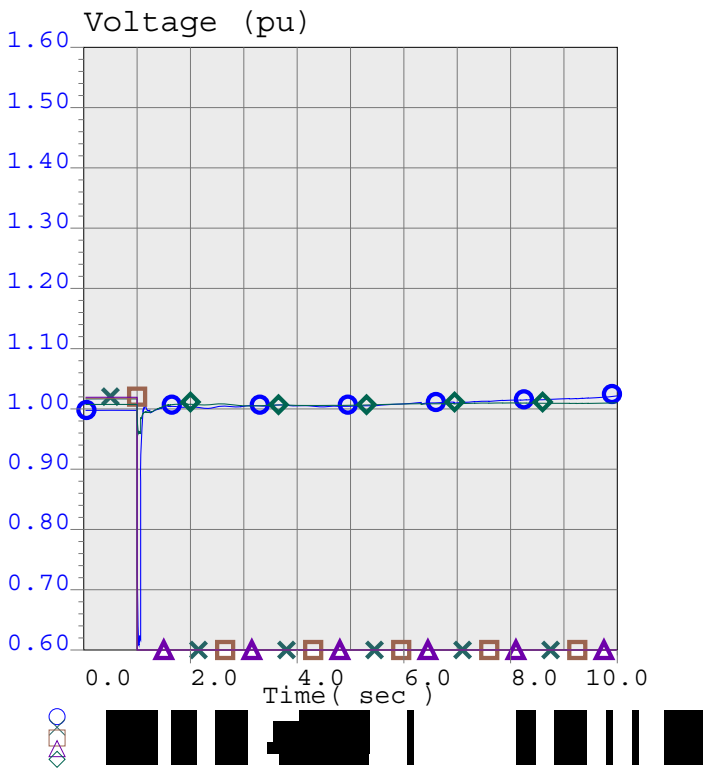


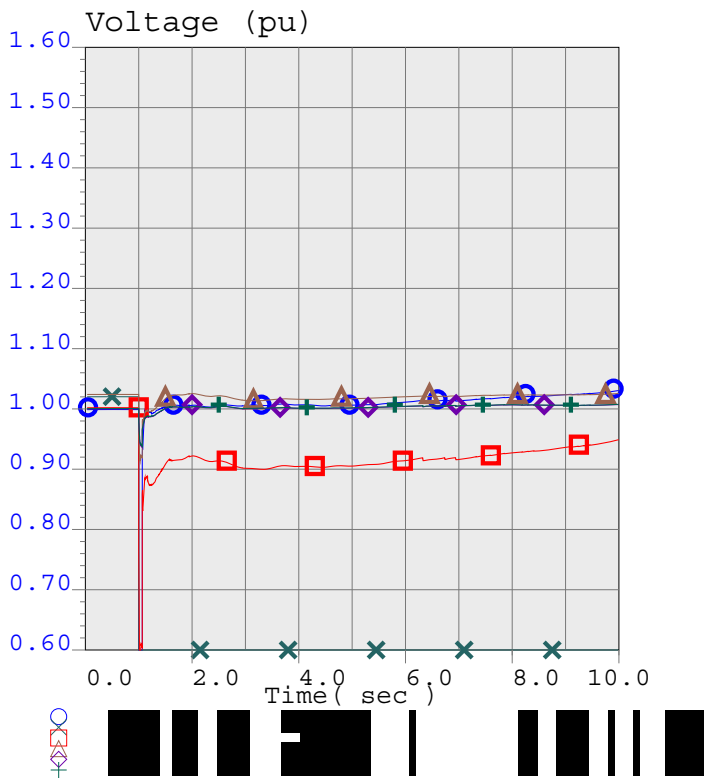
SYSTEM IMPACT STUDY (Rotor Angles)

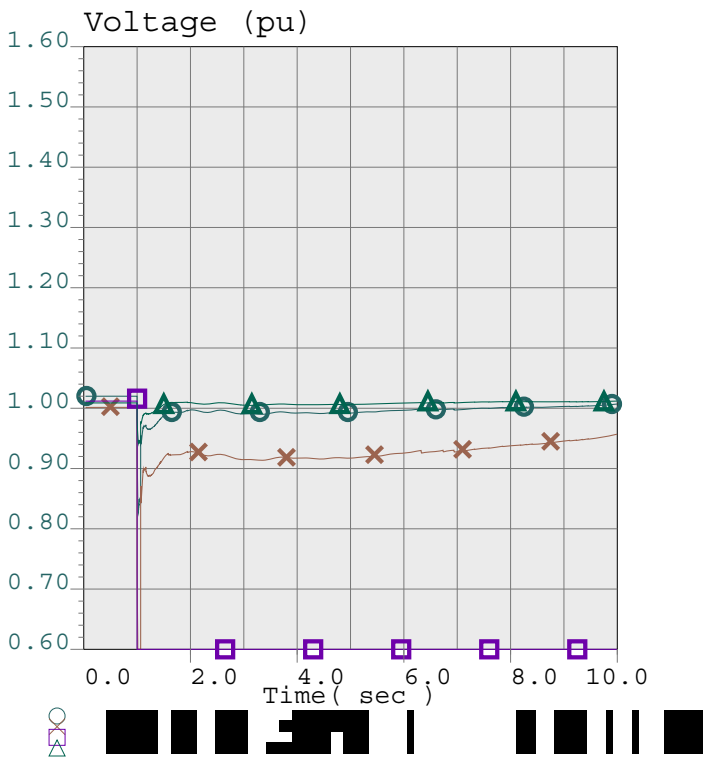


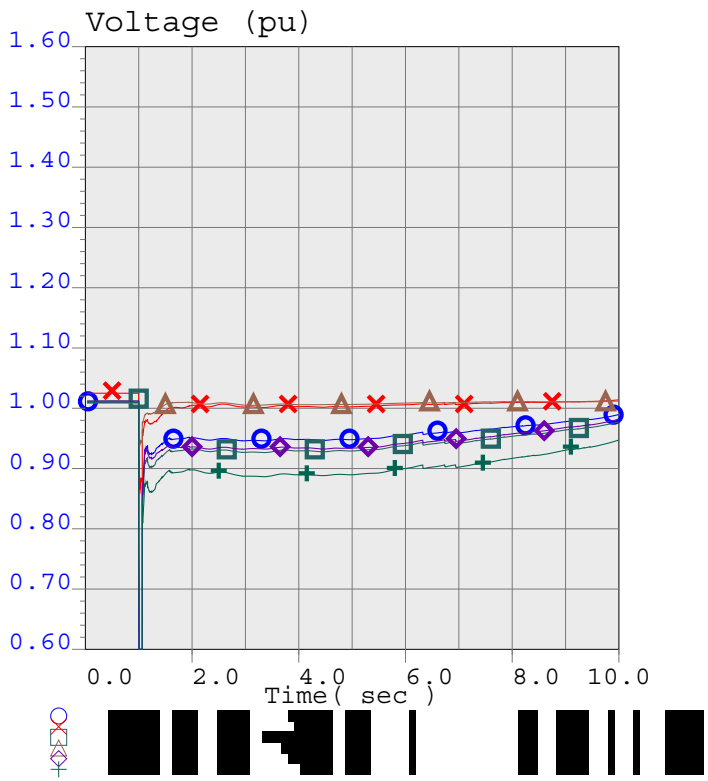


SYSTEM IMPACT STUDY (Voltage)









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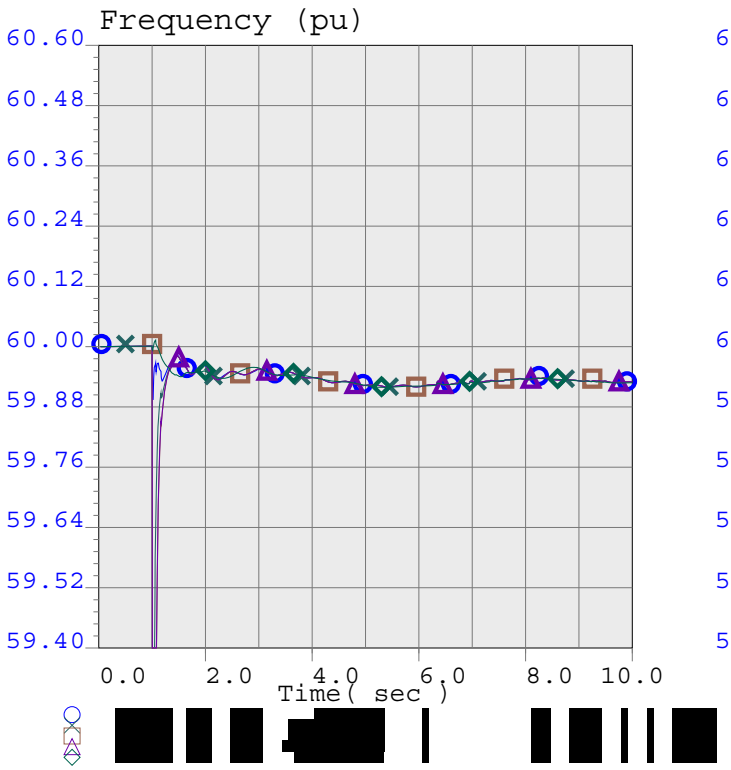

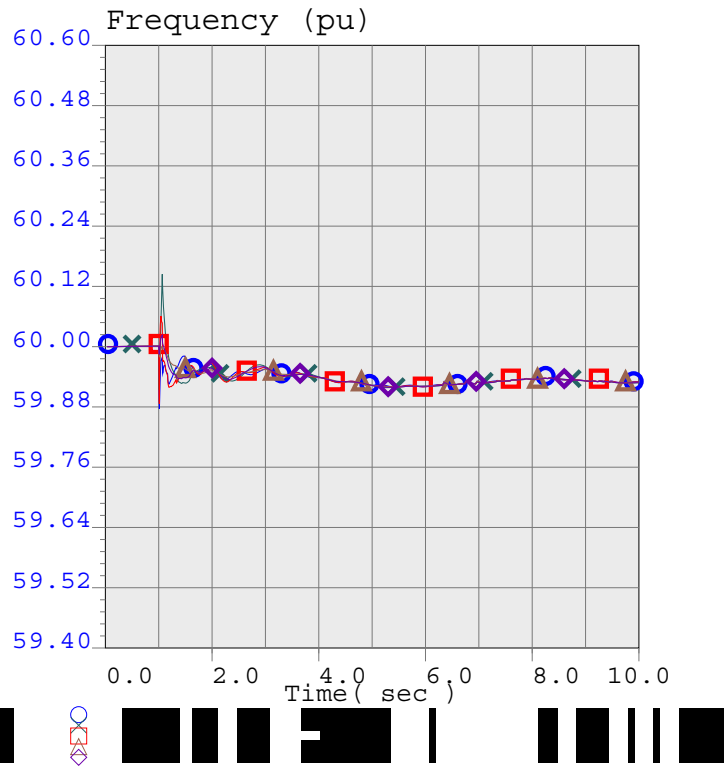

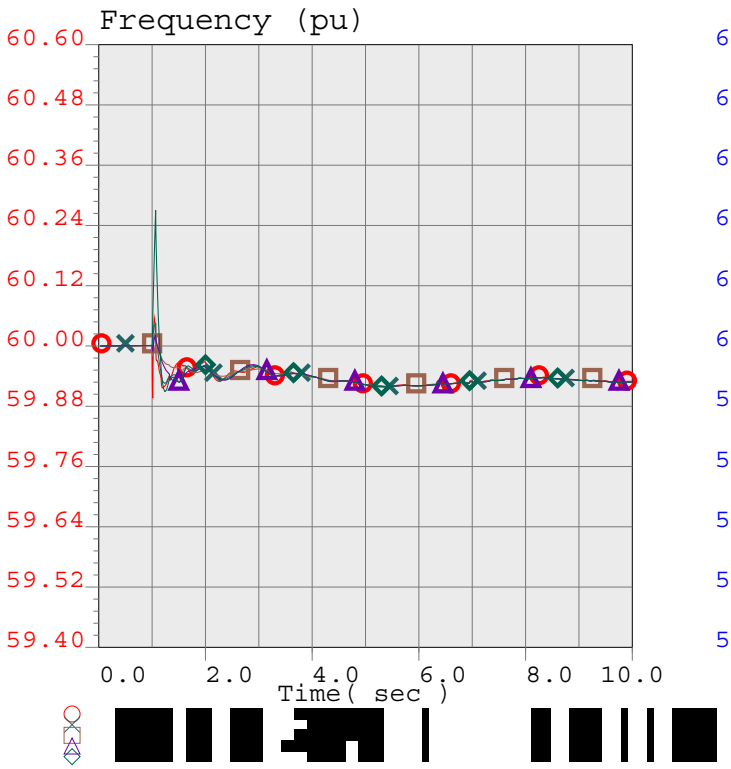

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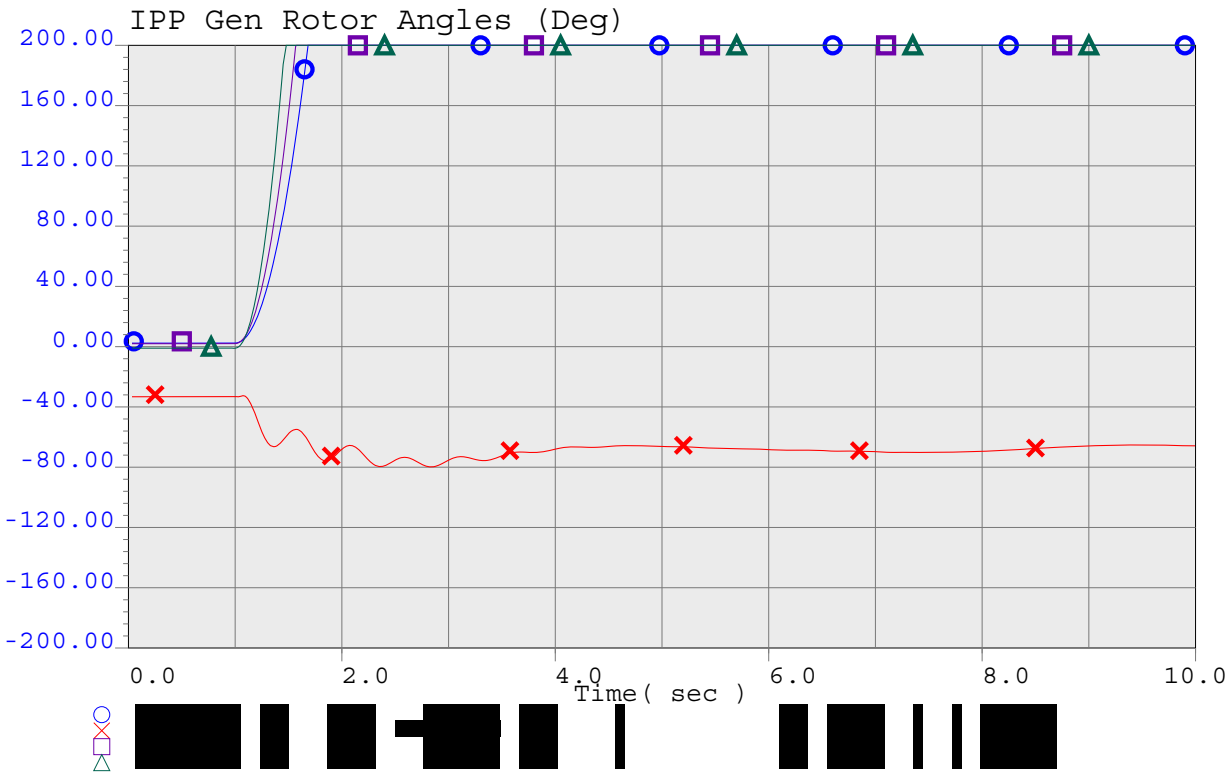
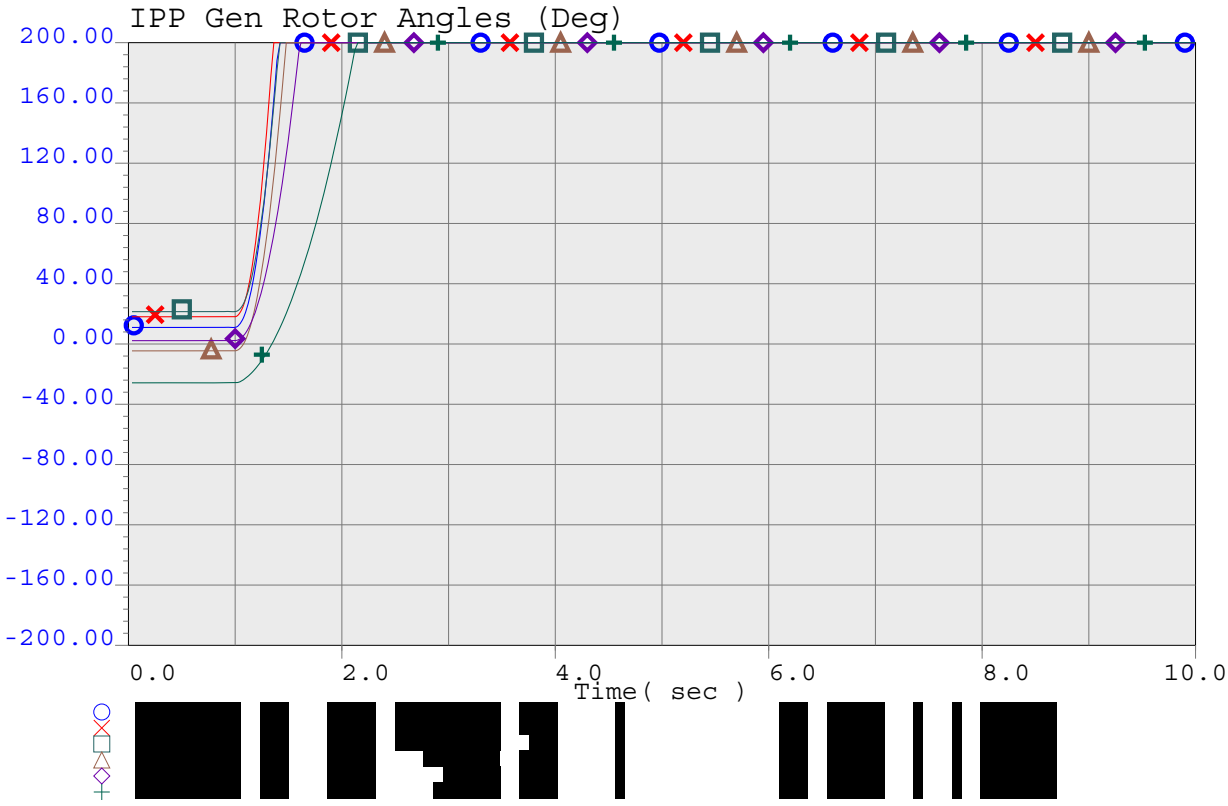
SYSTEM IMPACT STUDY (Rotor Angles)





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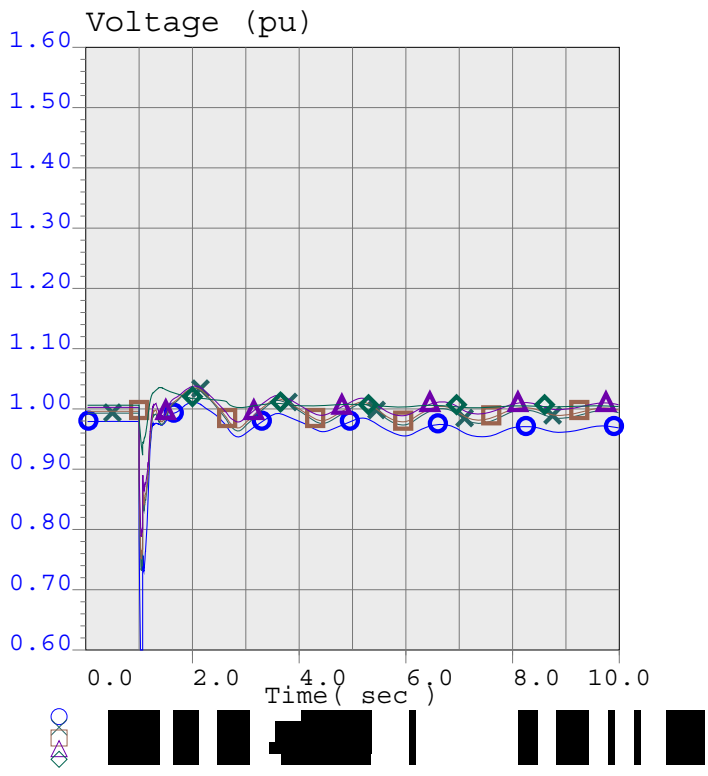
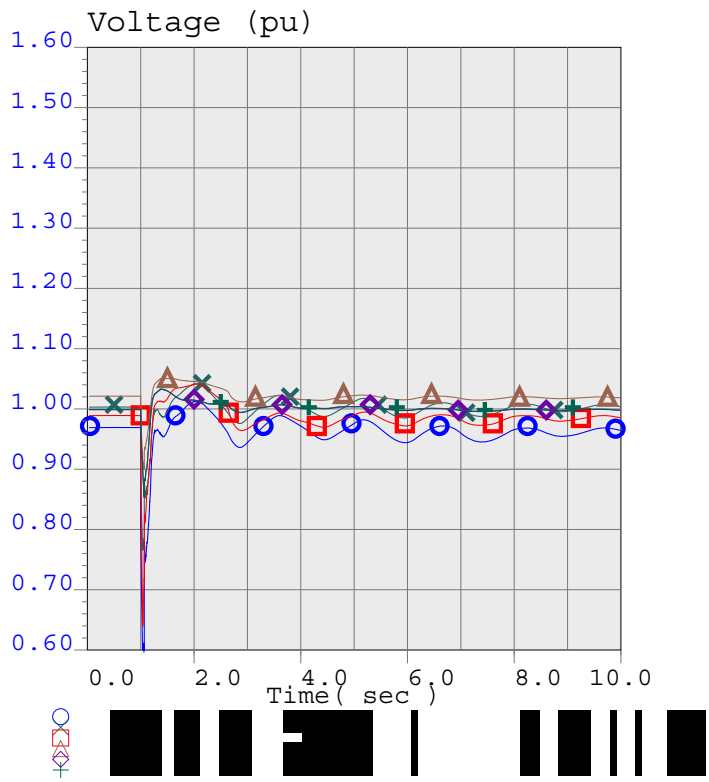
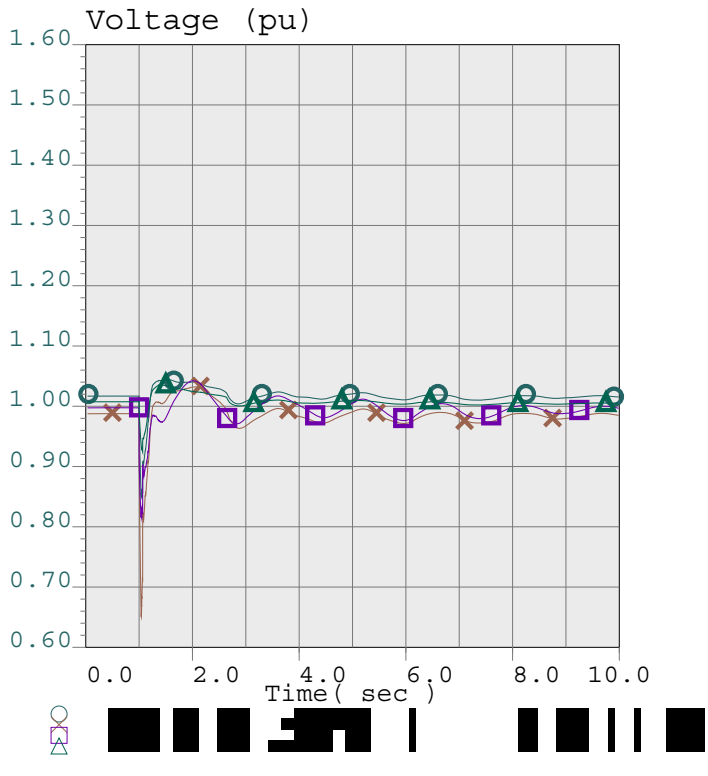
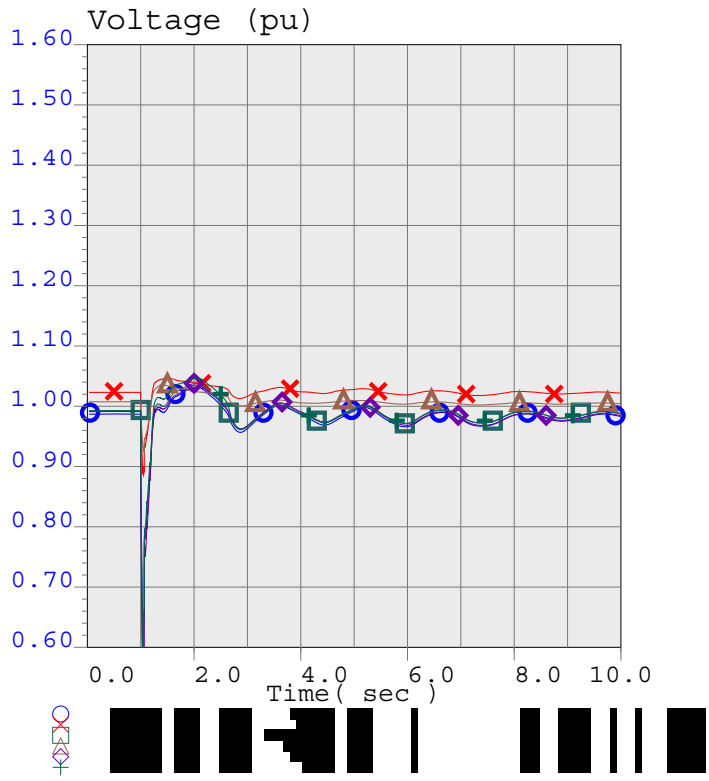
SYSTEM IMPACT STUDY (Voltage)









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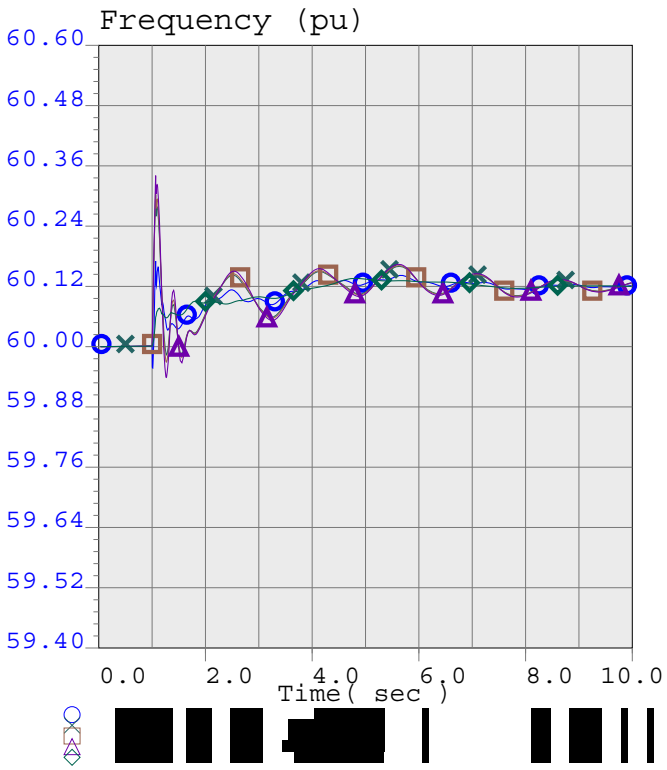

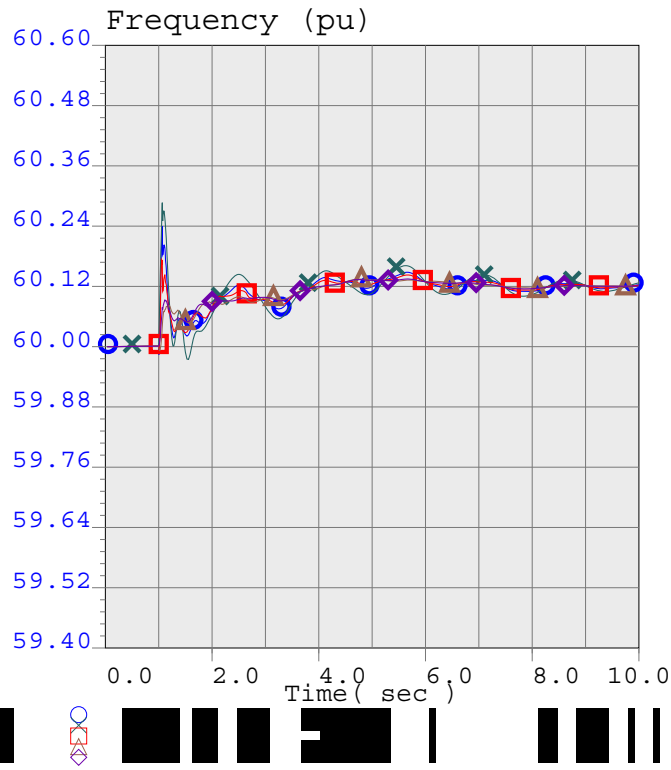

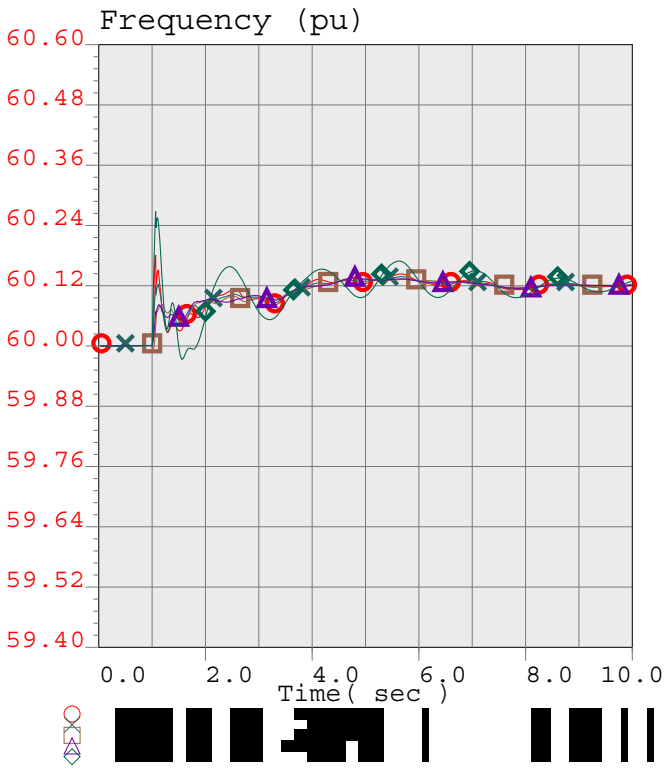

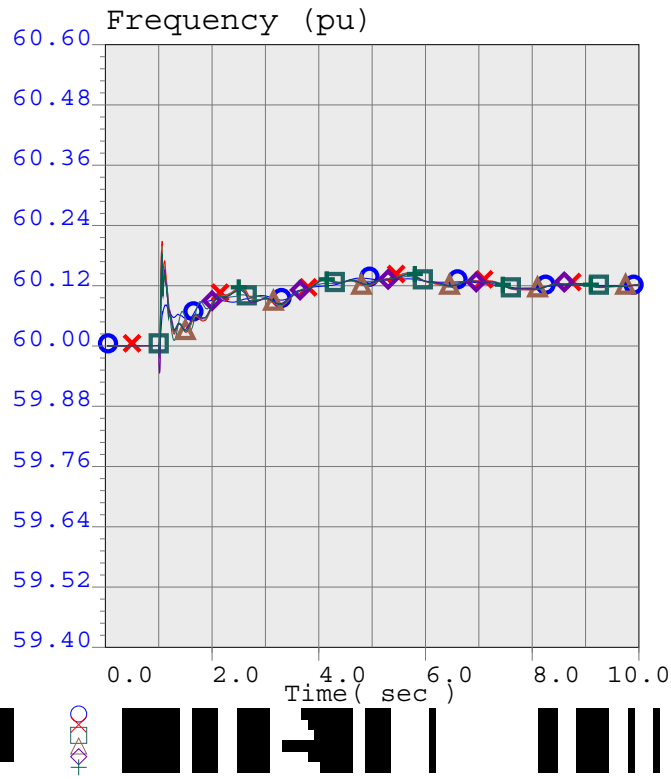

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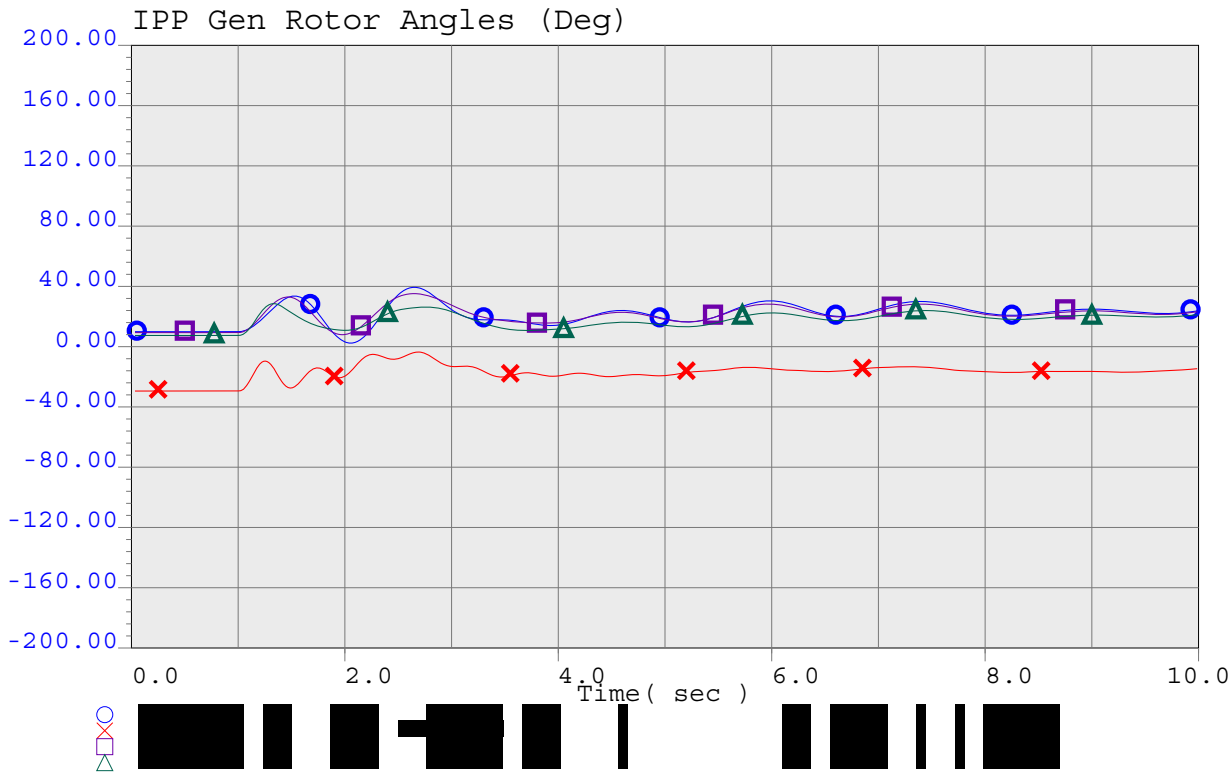
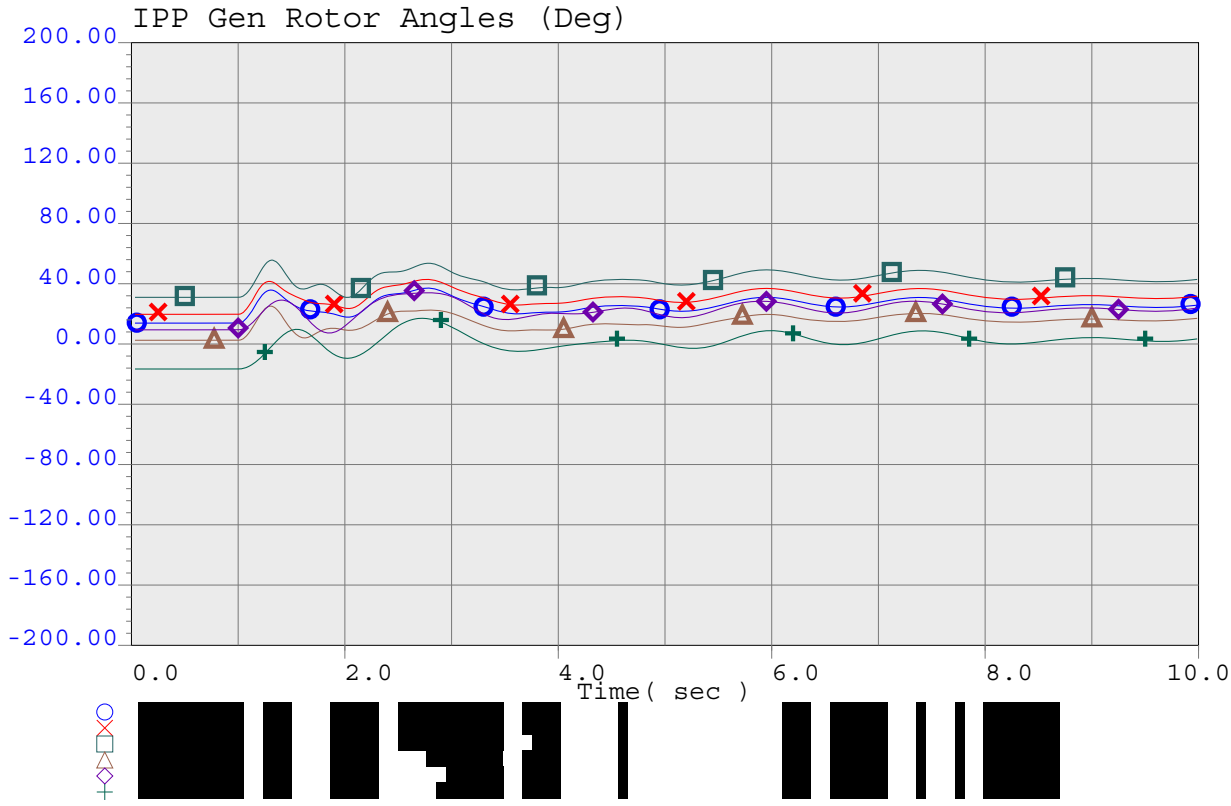
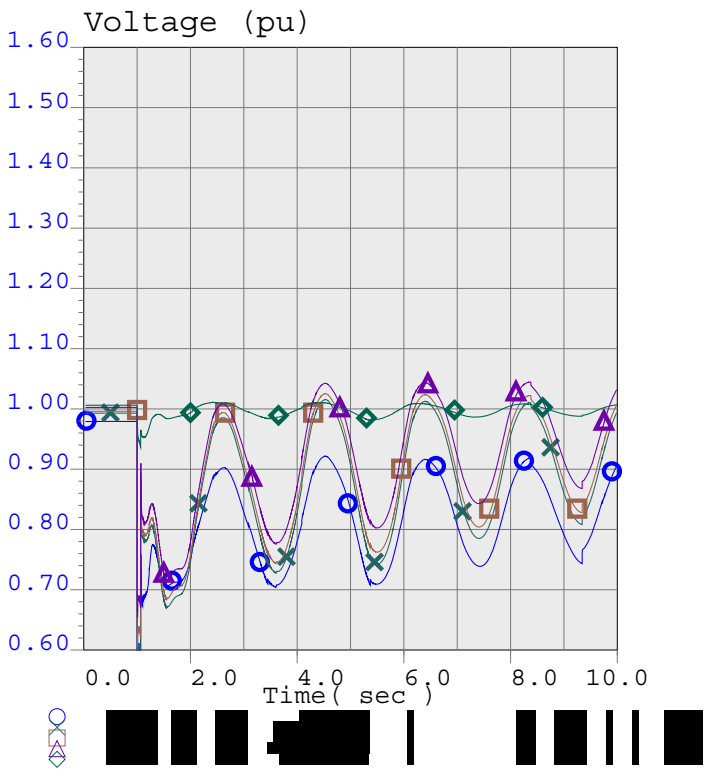
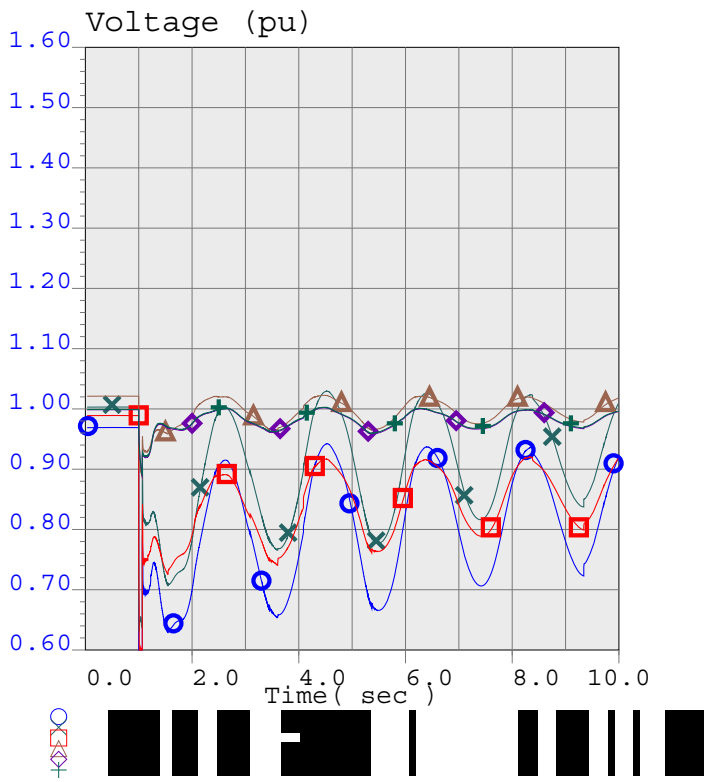
SYSTEM IMPACT STUDY (Rotor Angles)

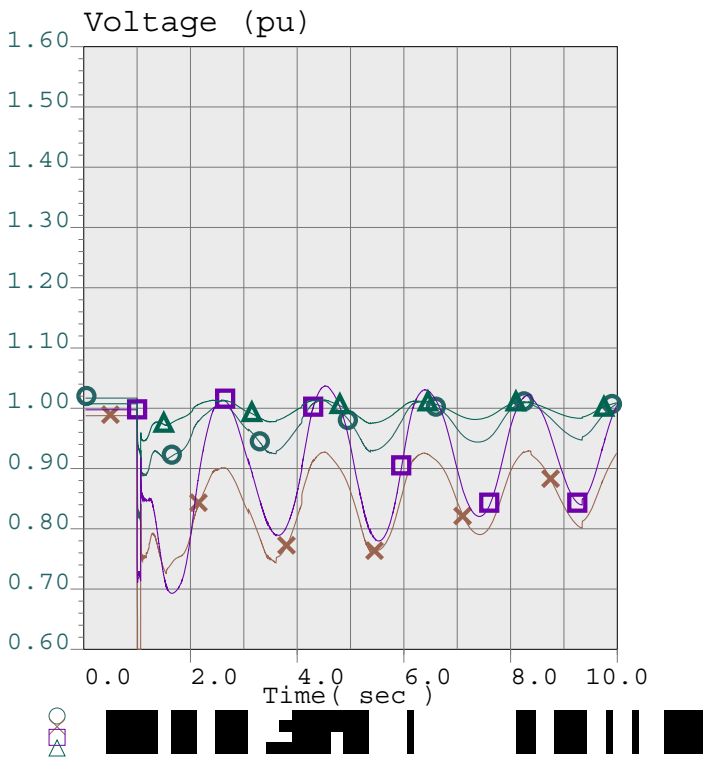


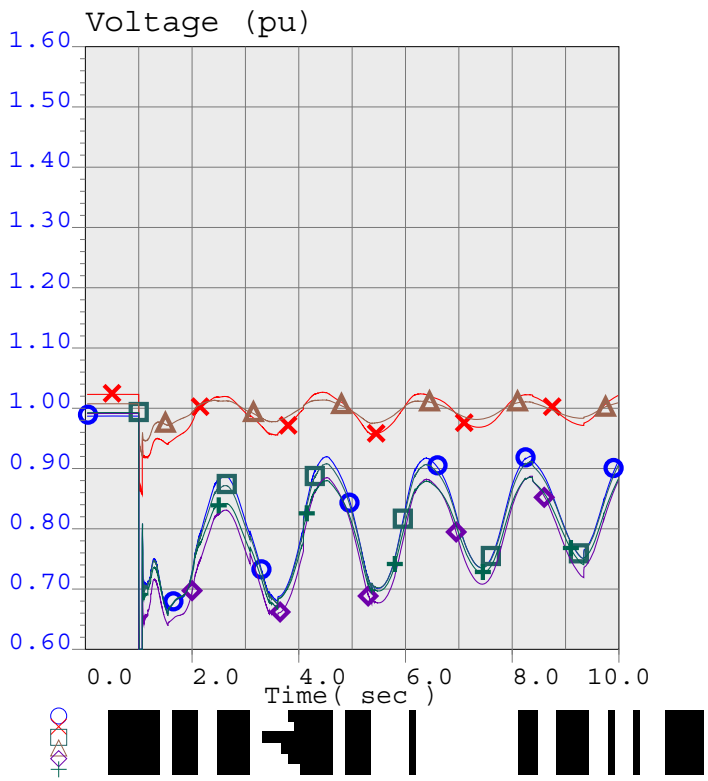


SYSTEM IMPACT STUDY (Voltage)









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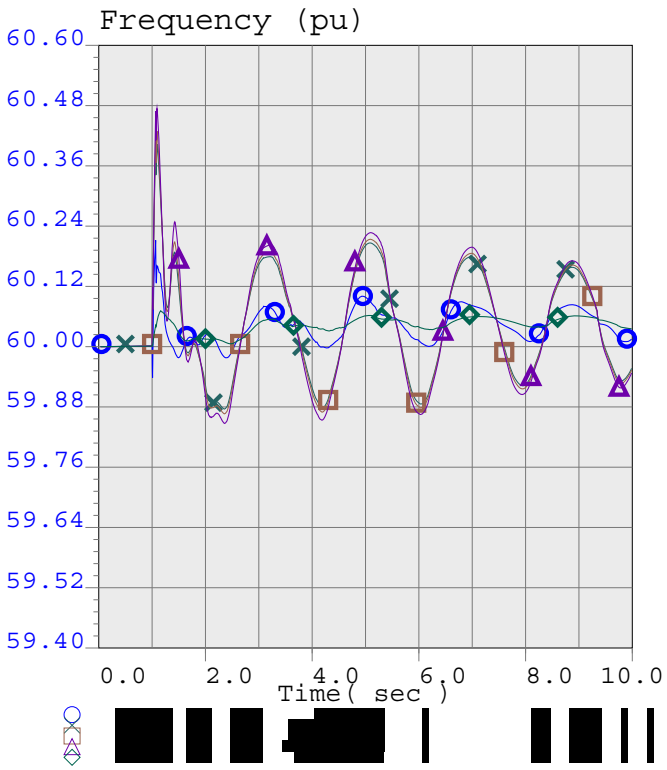
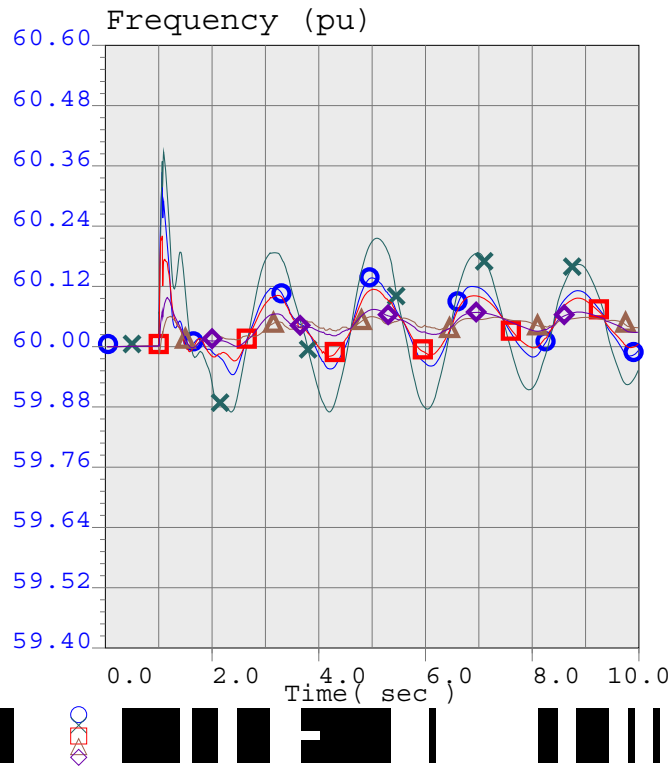
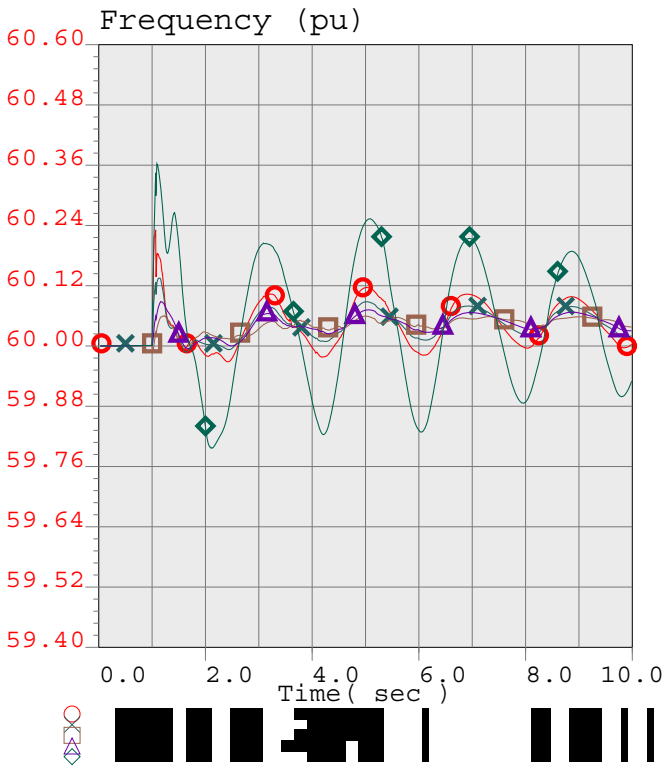
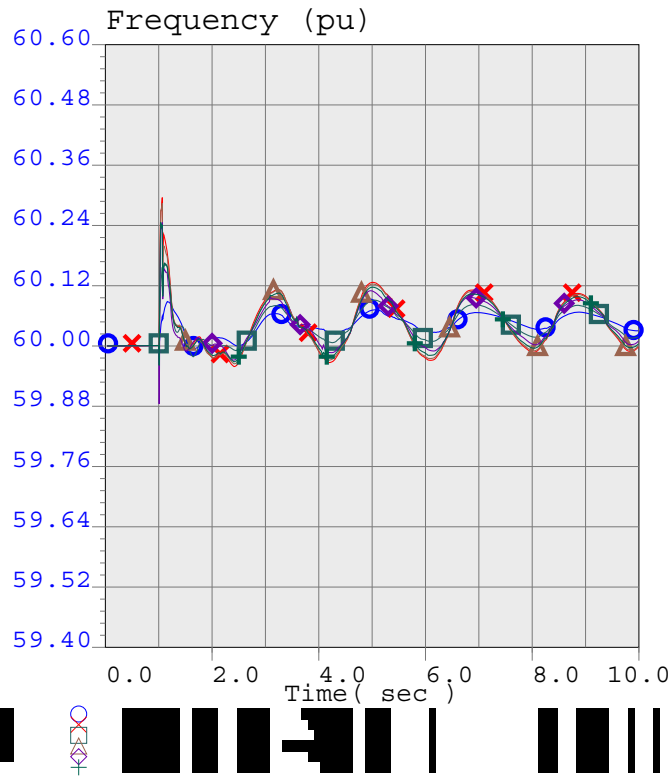
SYSTEM IMPACT STUDY (Frequency)

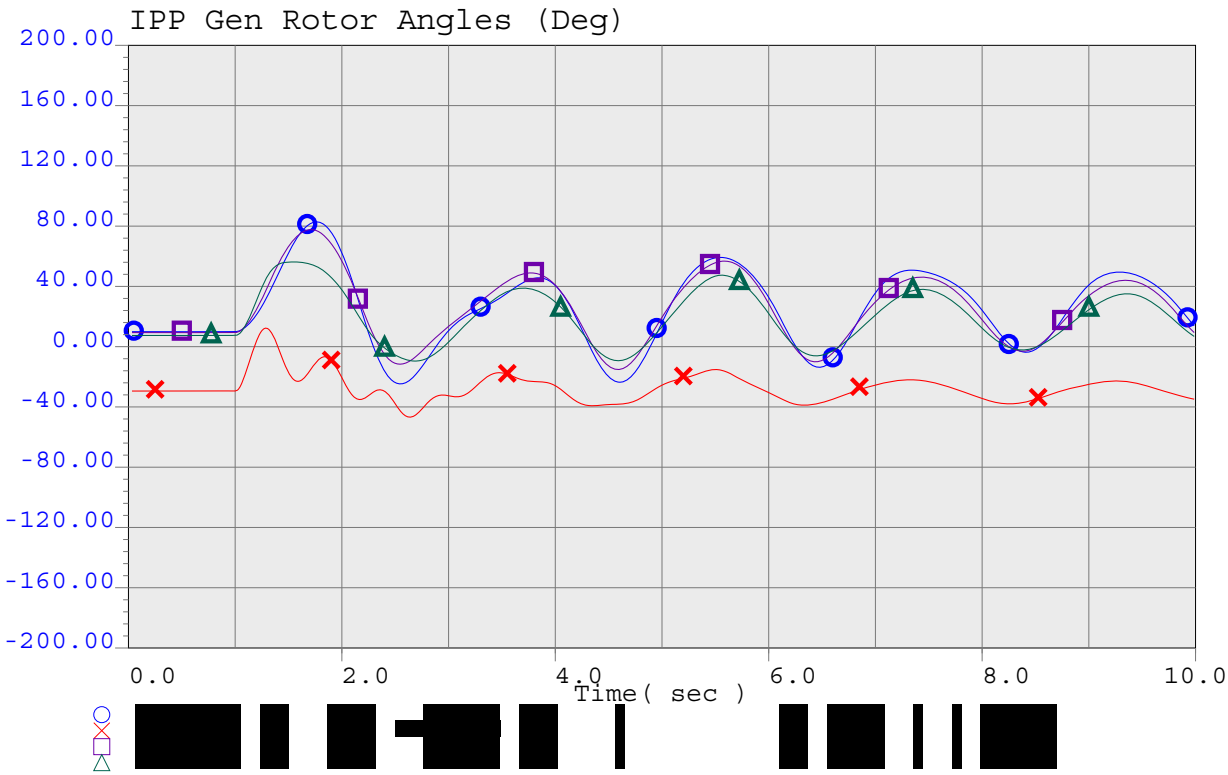


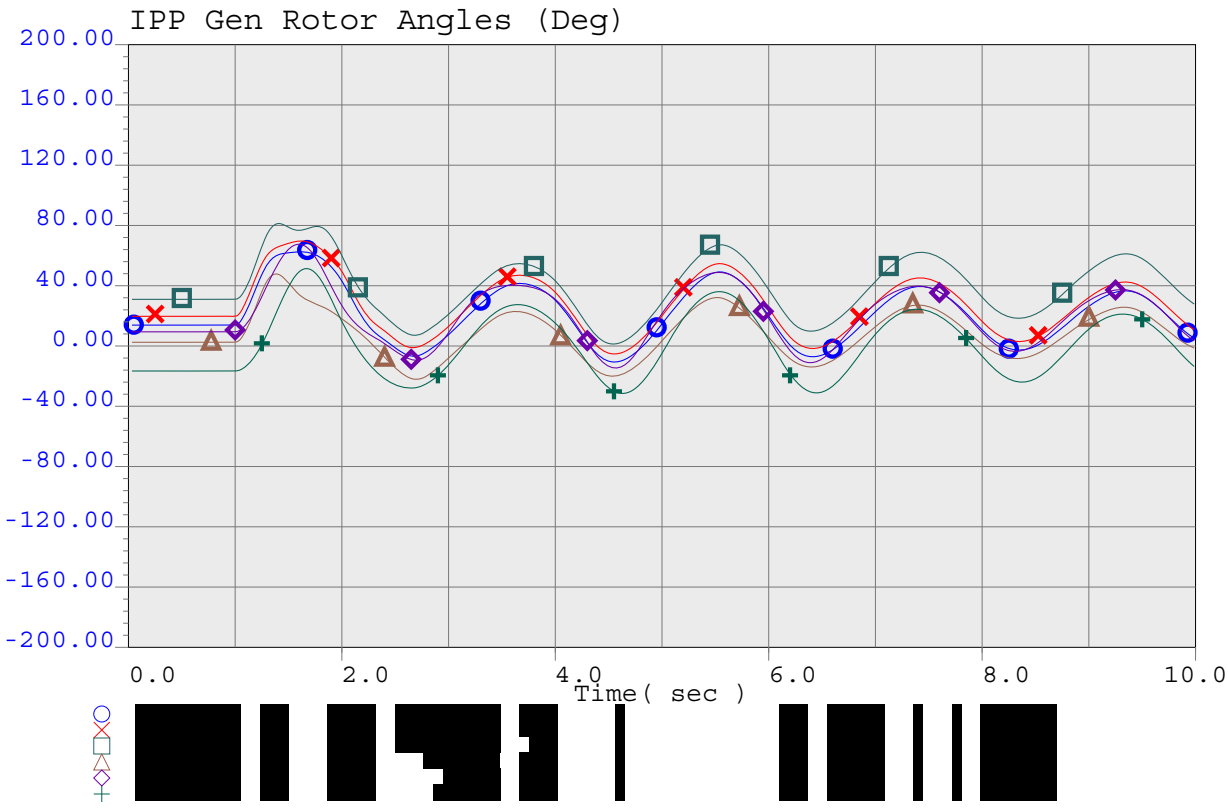






SYSTEM IMPACT STUDY (Rotor Angles)





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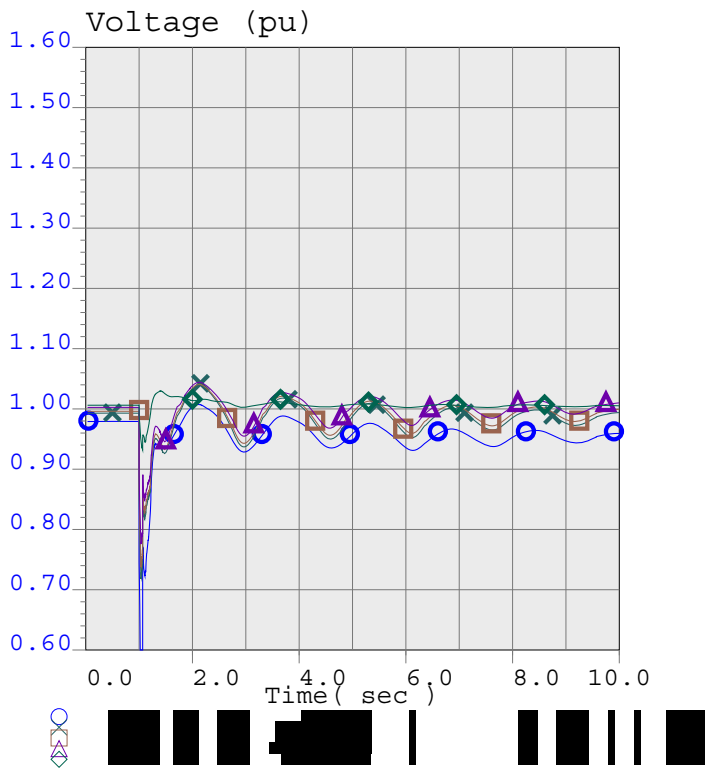

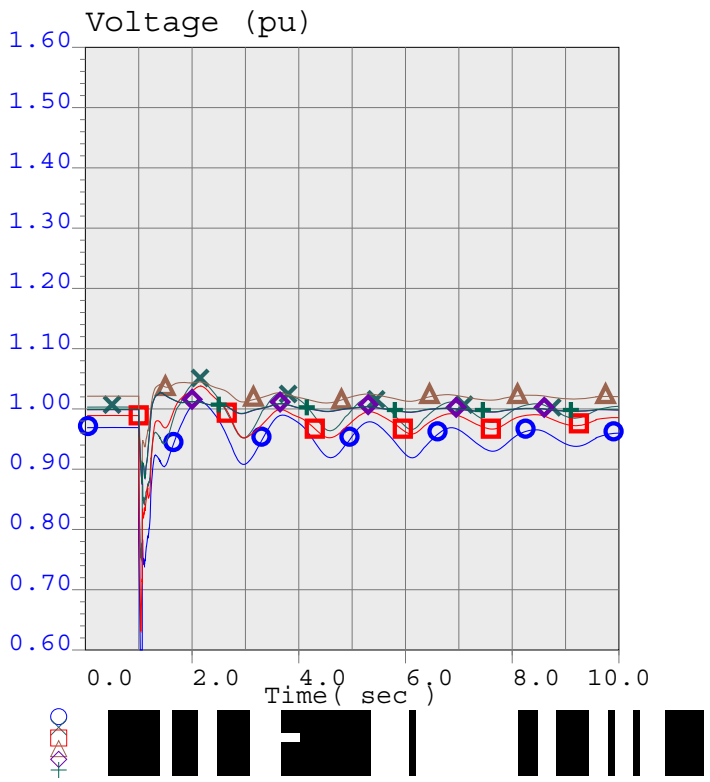

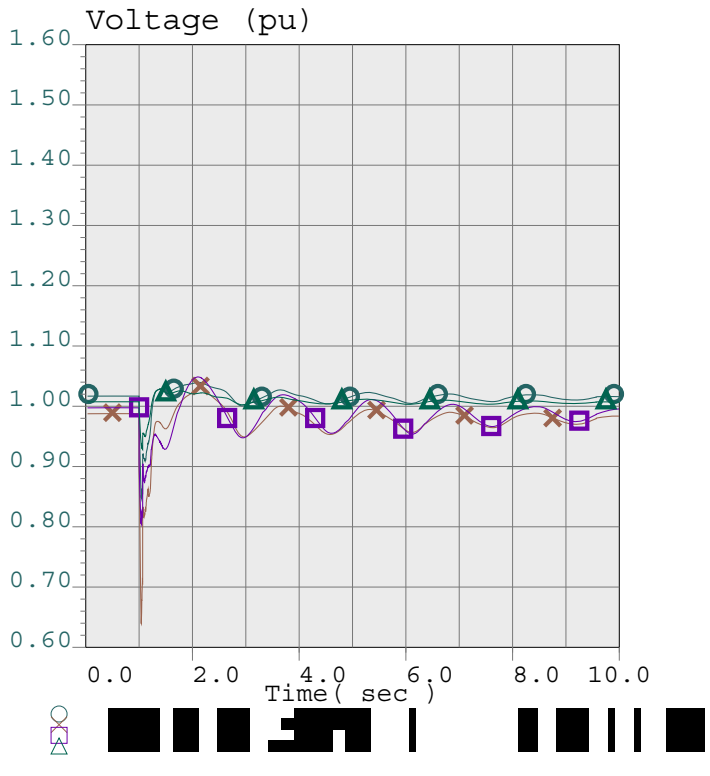

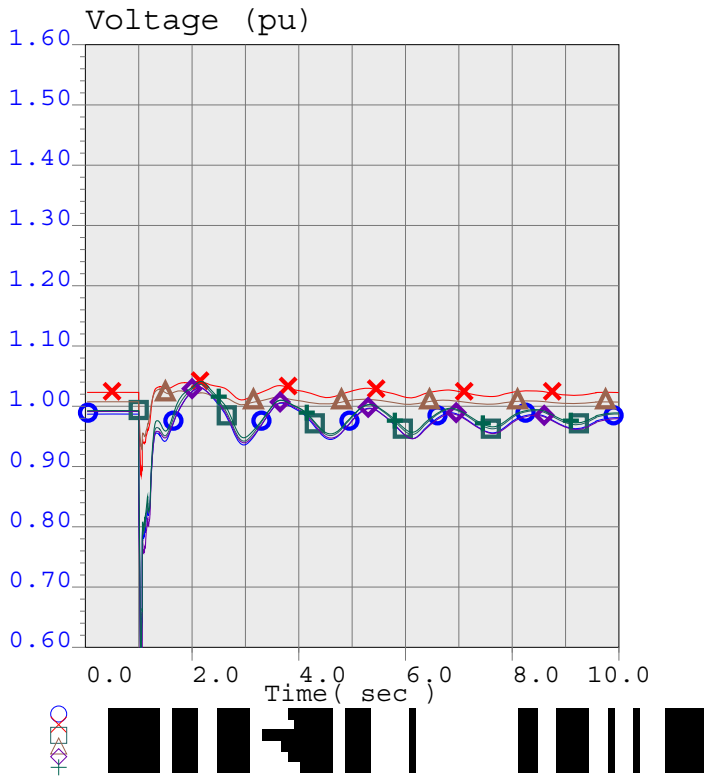

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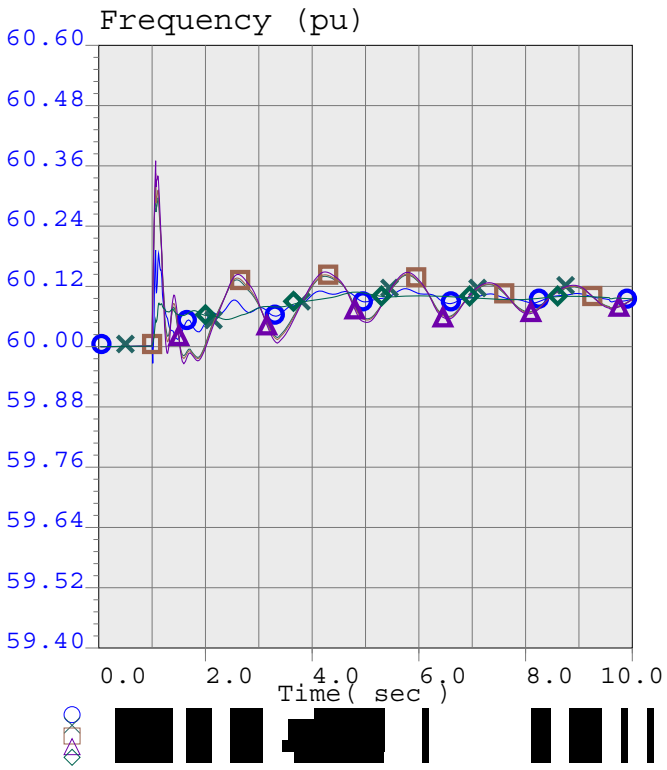
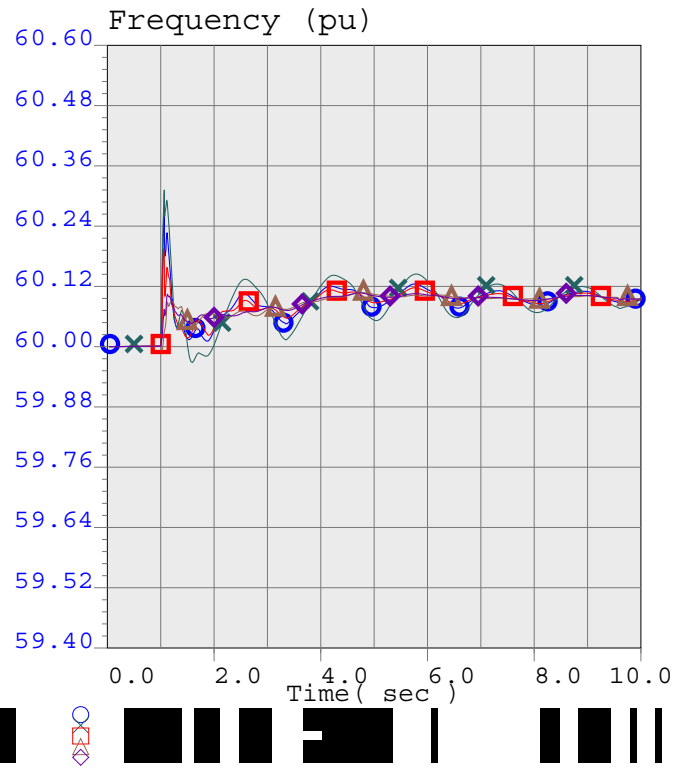
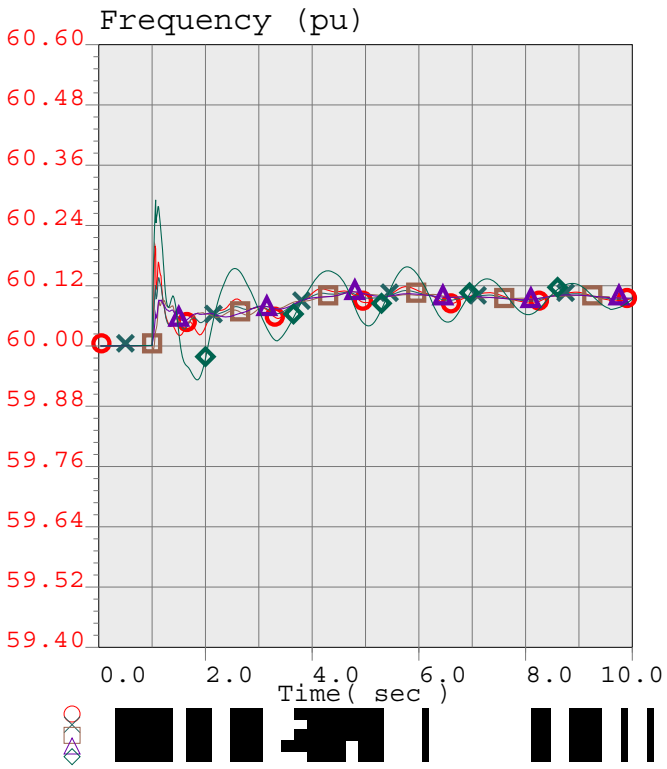
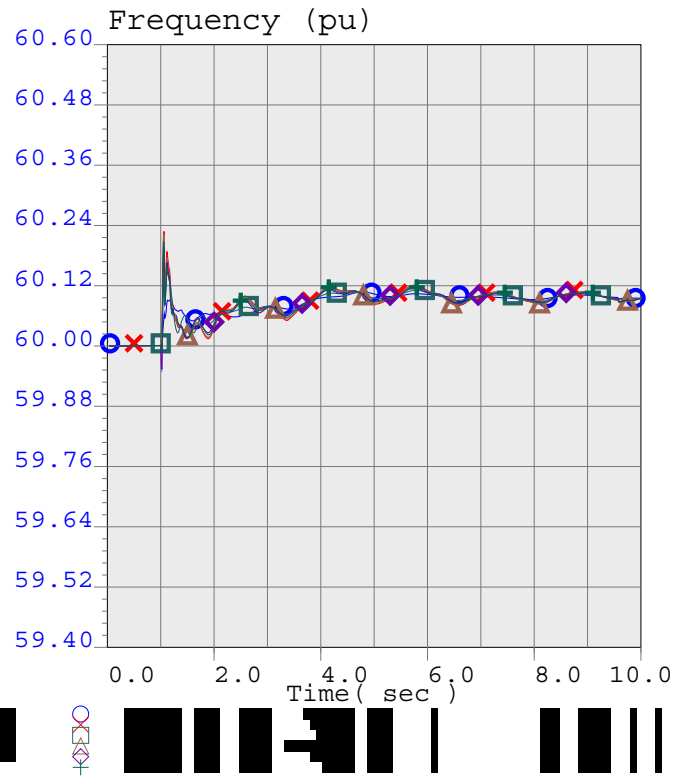
SYSTEM IMPACT STUDY (Frequency)

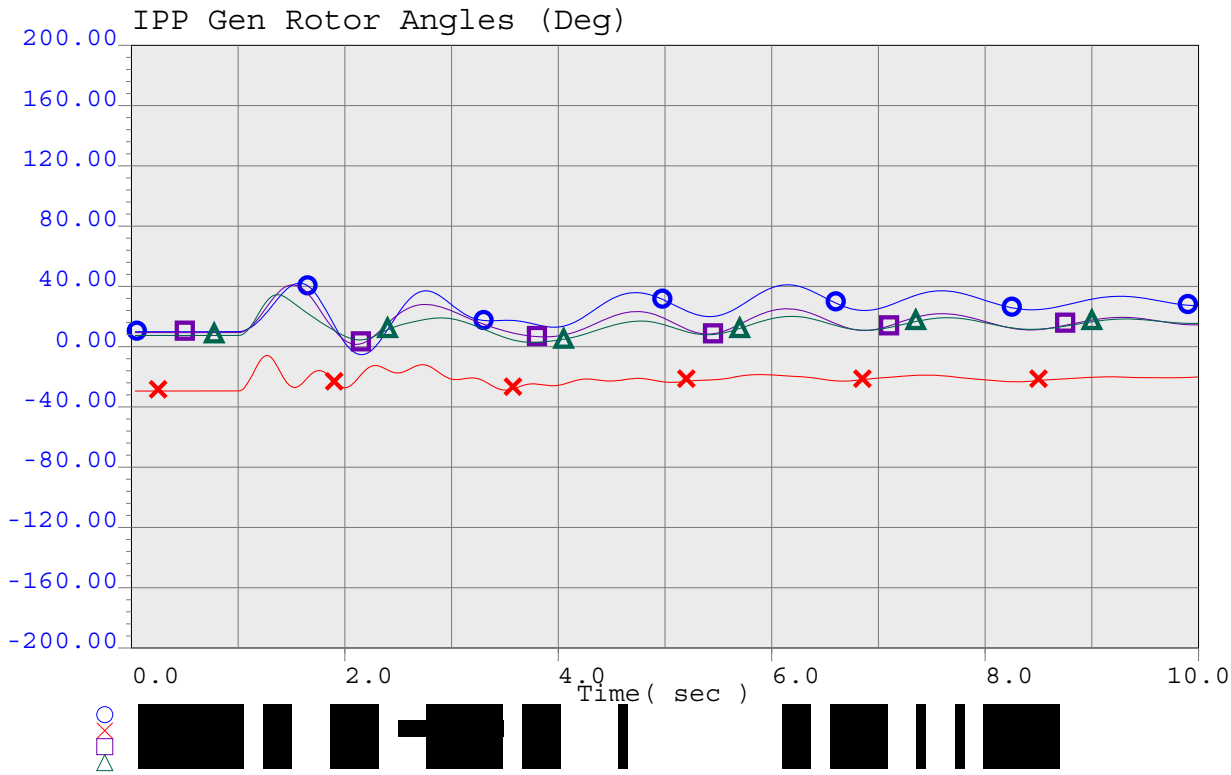


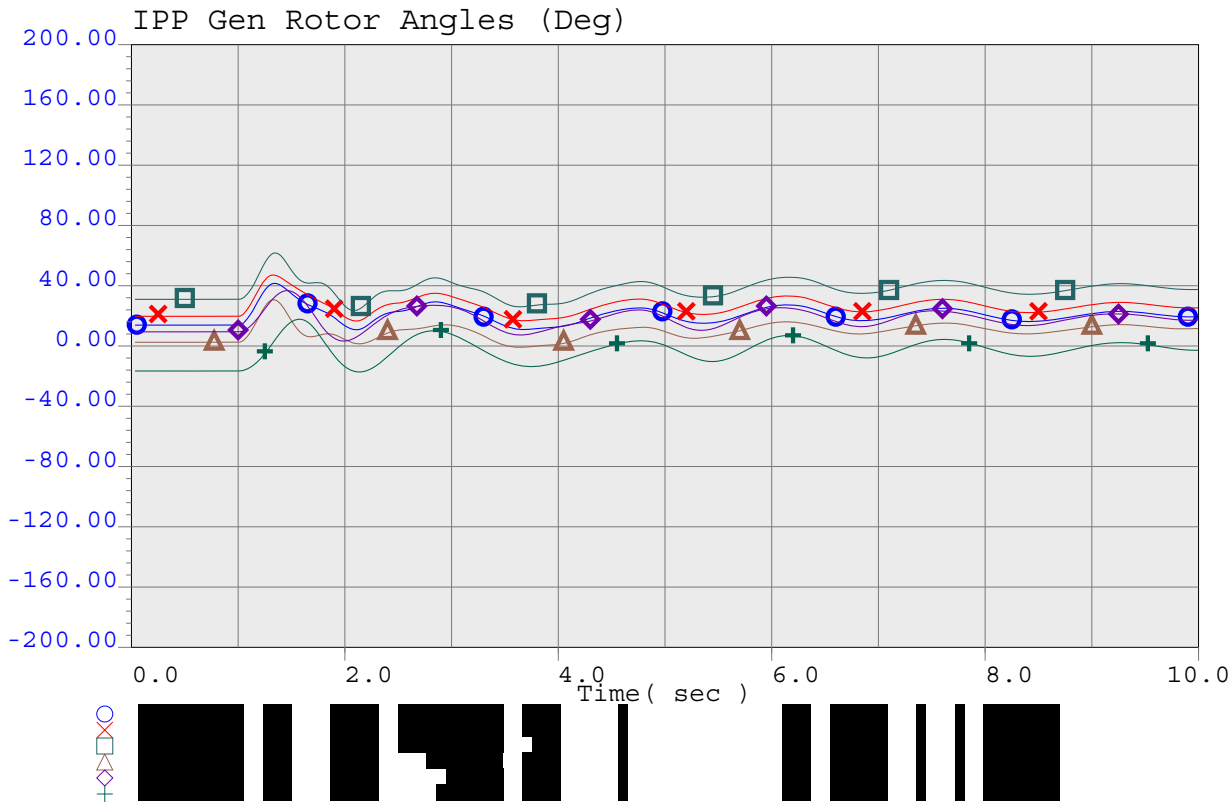




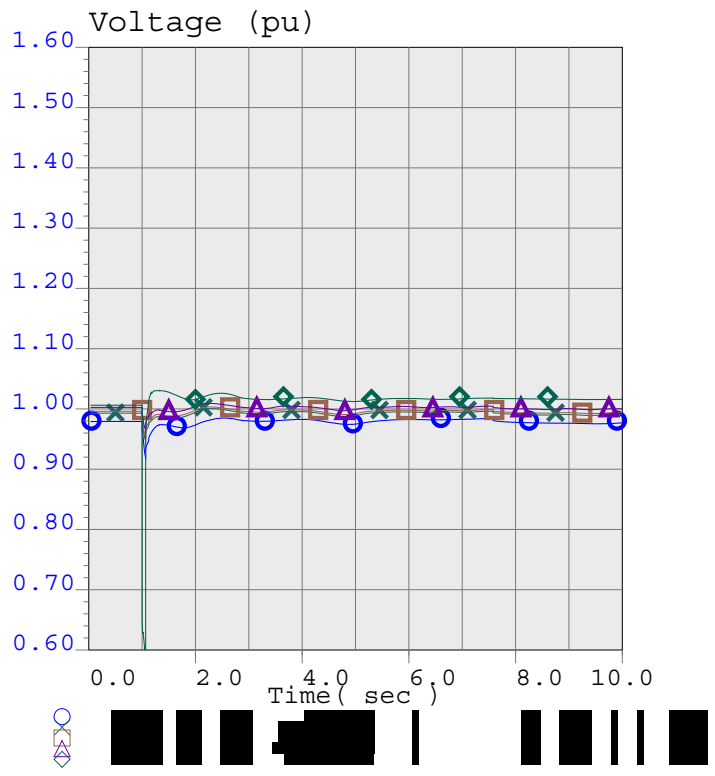


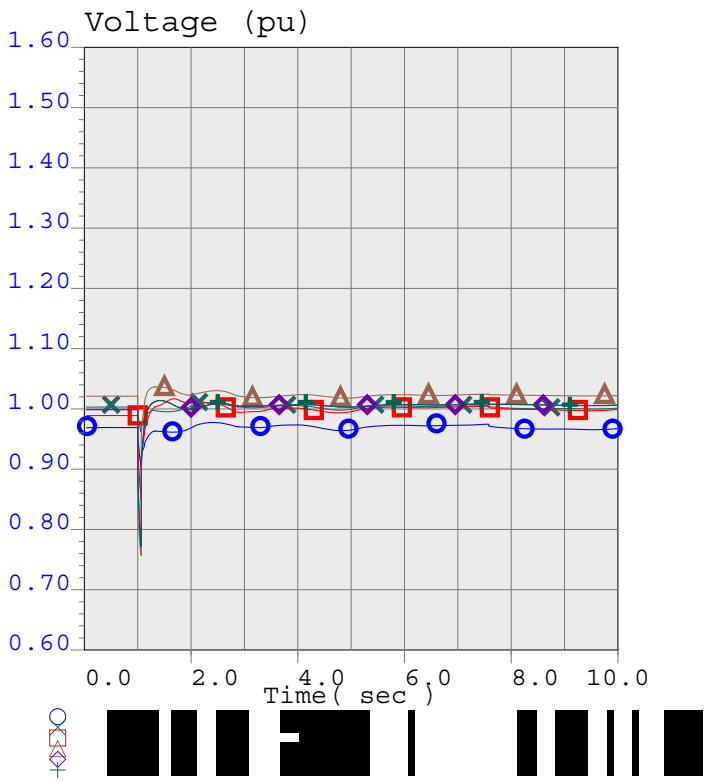
SYSTEM IMPACT STUDY (Rotor Angles)

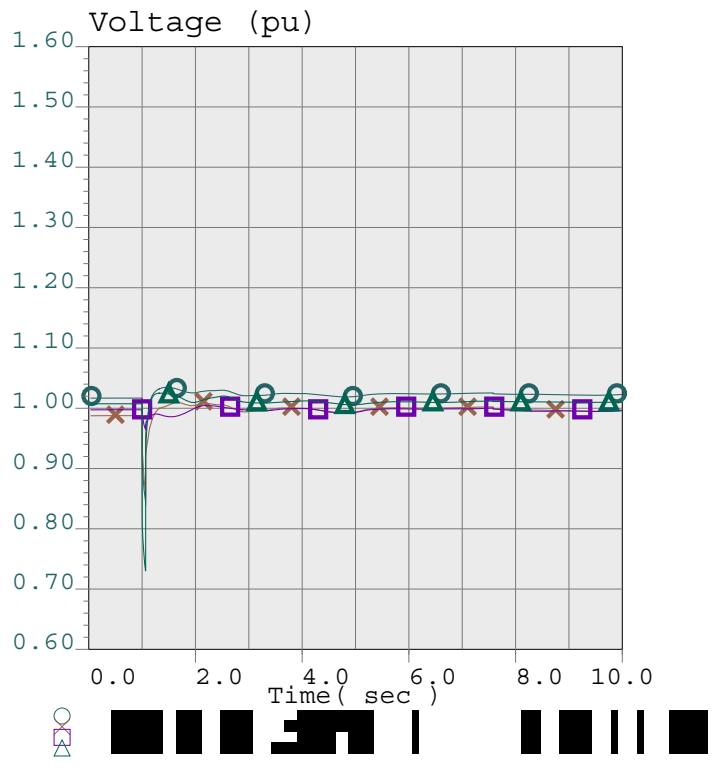


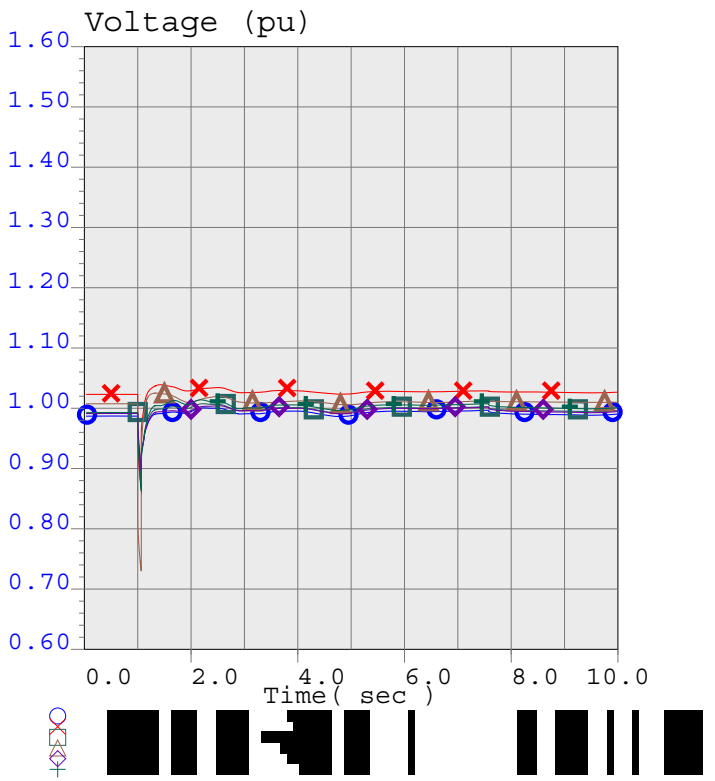


SYSTEM IMPACT STUDY (Voltage)









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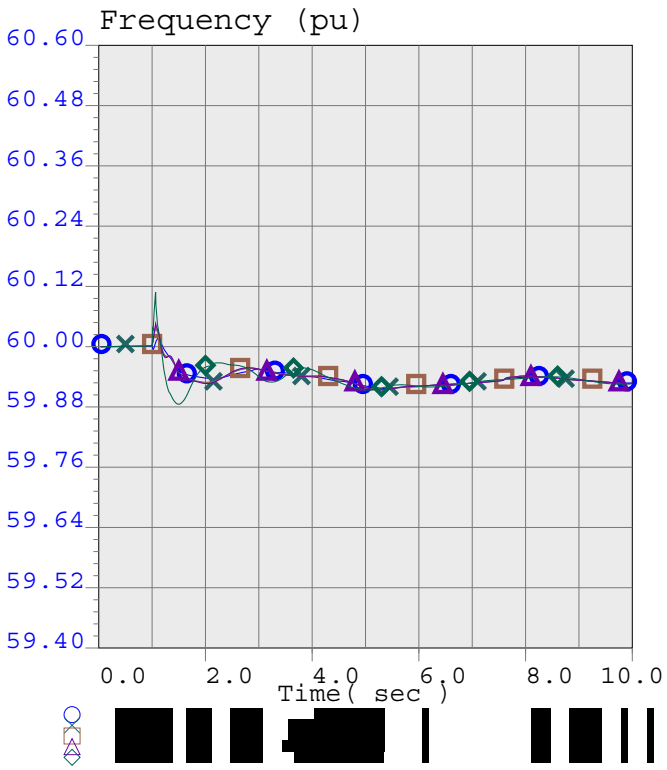
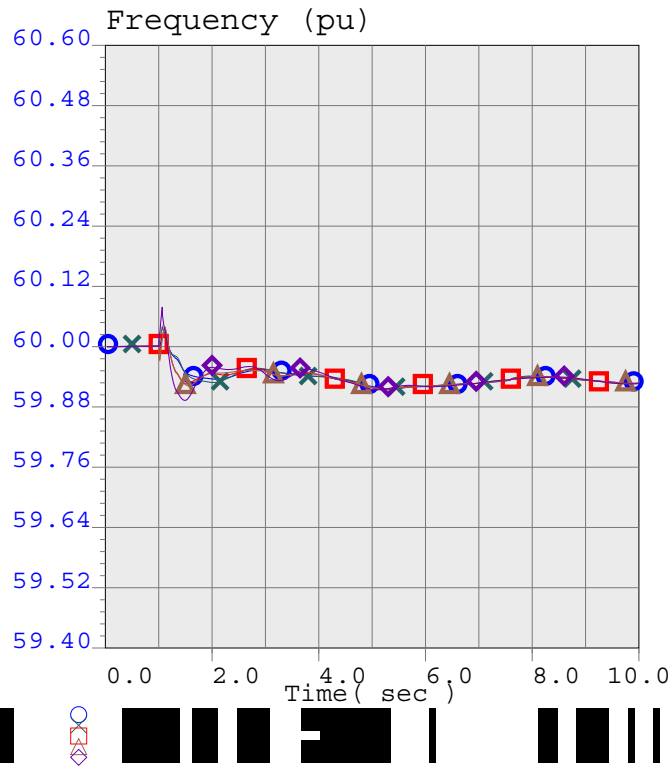
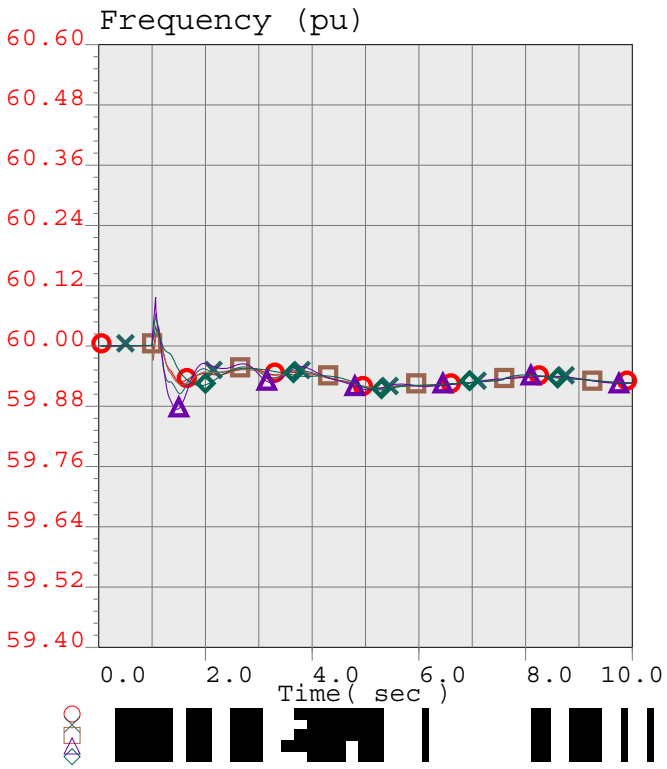
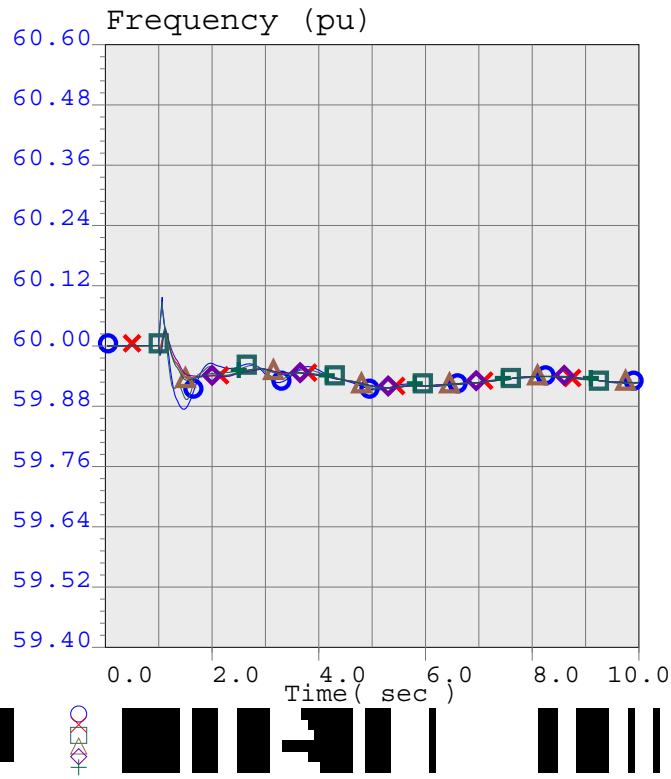
SYSTEM IMPACT STUDY (Frequency)

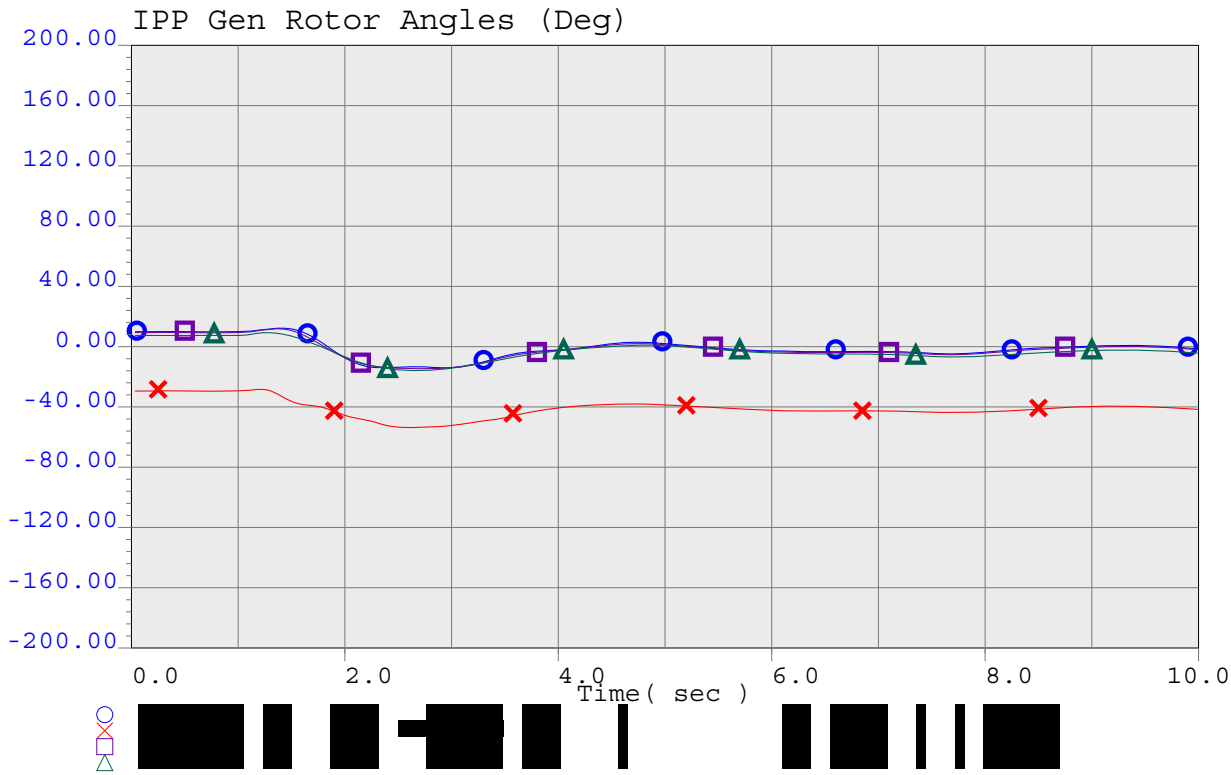


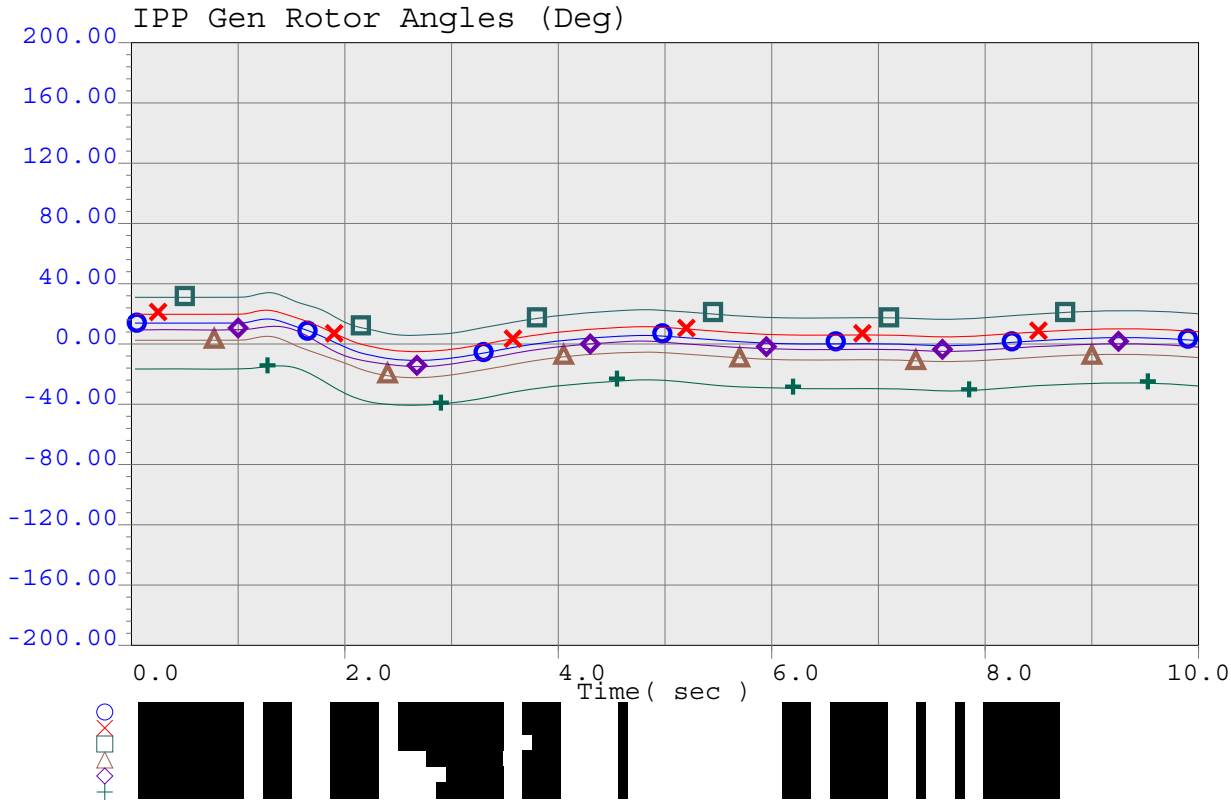




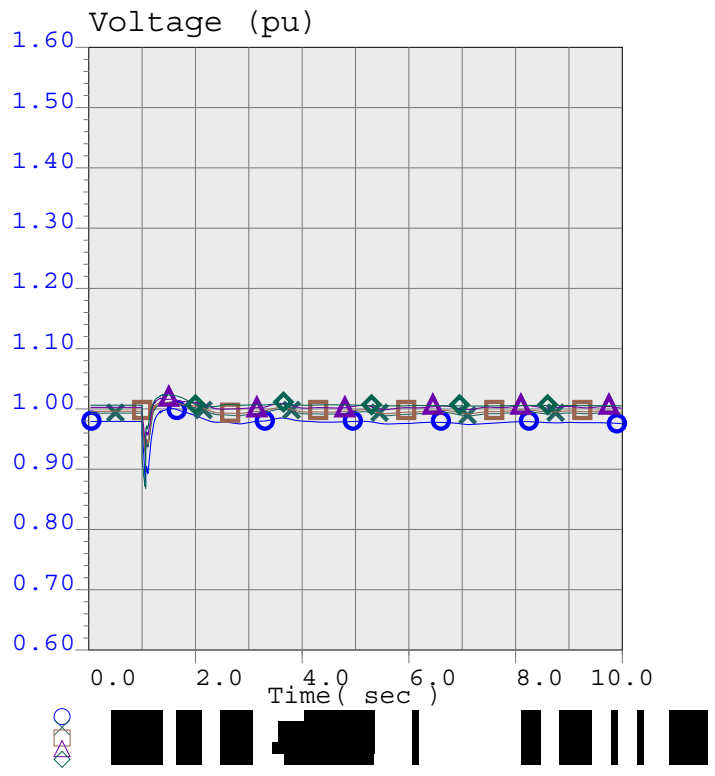


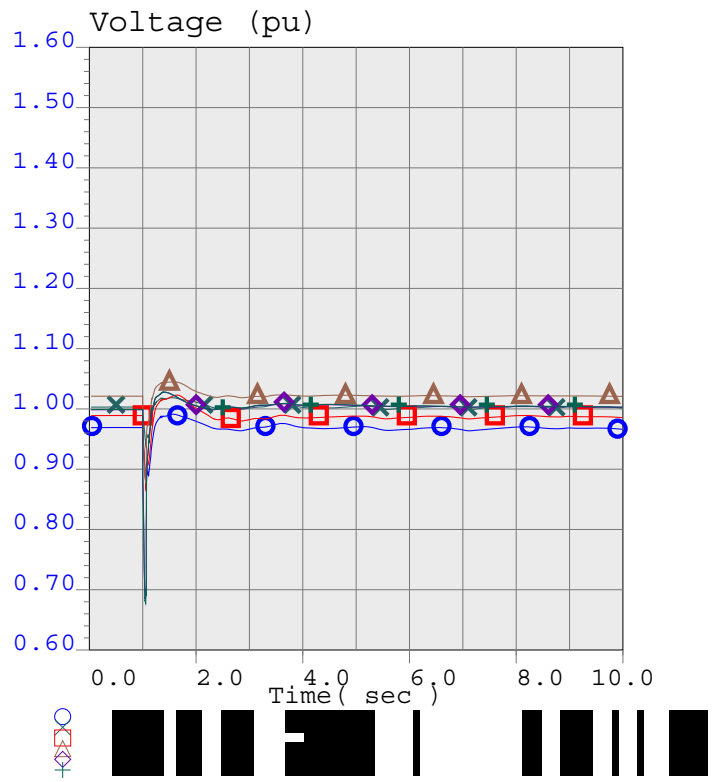
SYSTEM IMPACT STUDY (Rotor Angles)

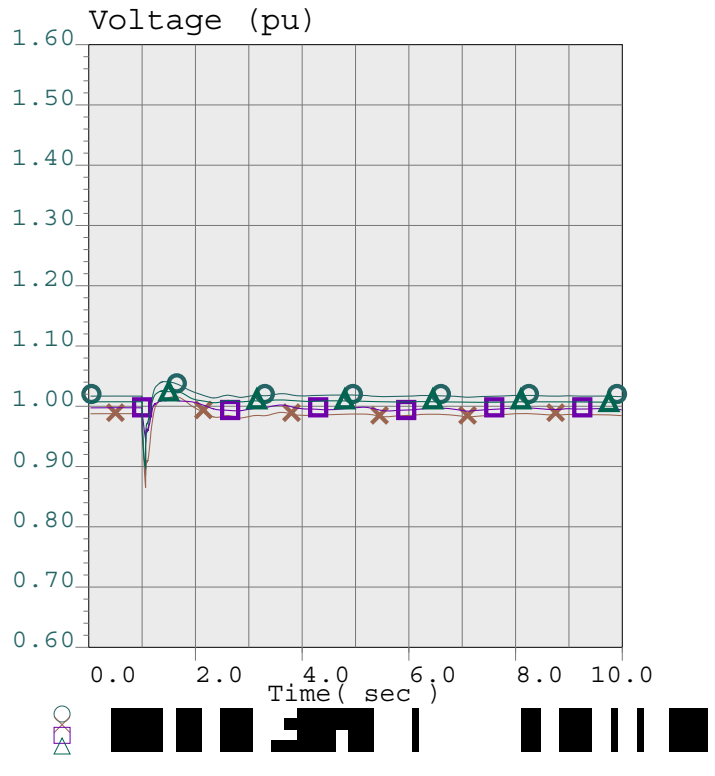


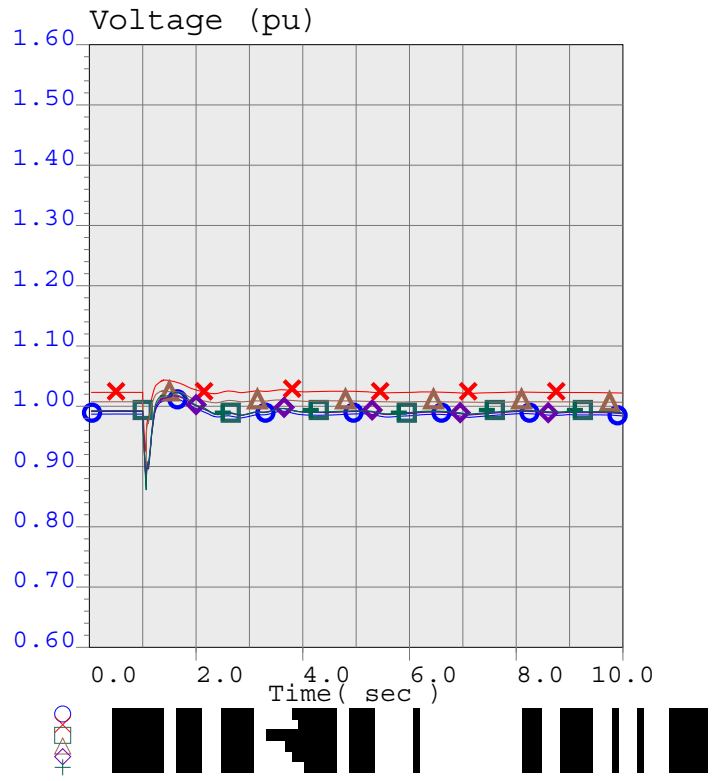


SYSTEM IMPACT STUDY (Voltage)









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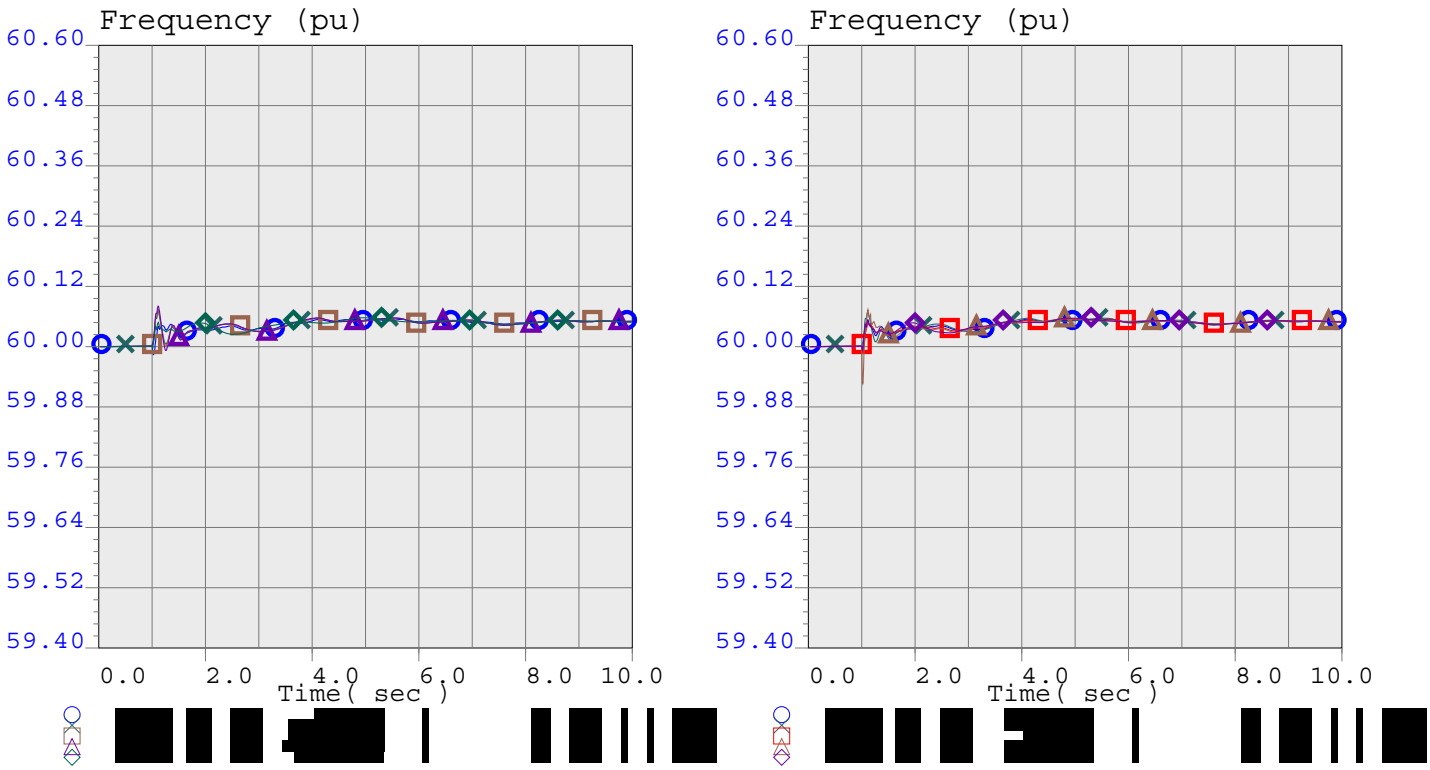
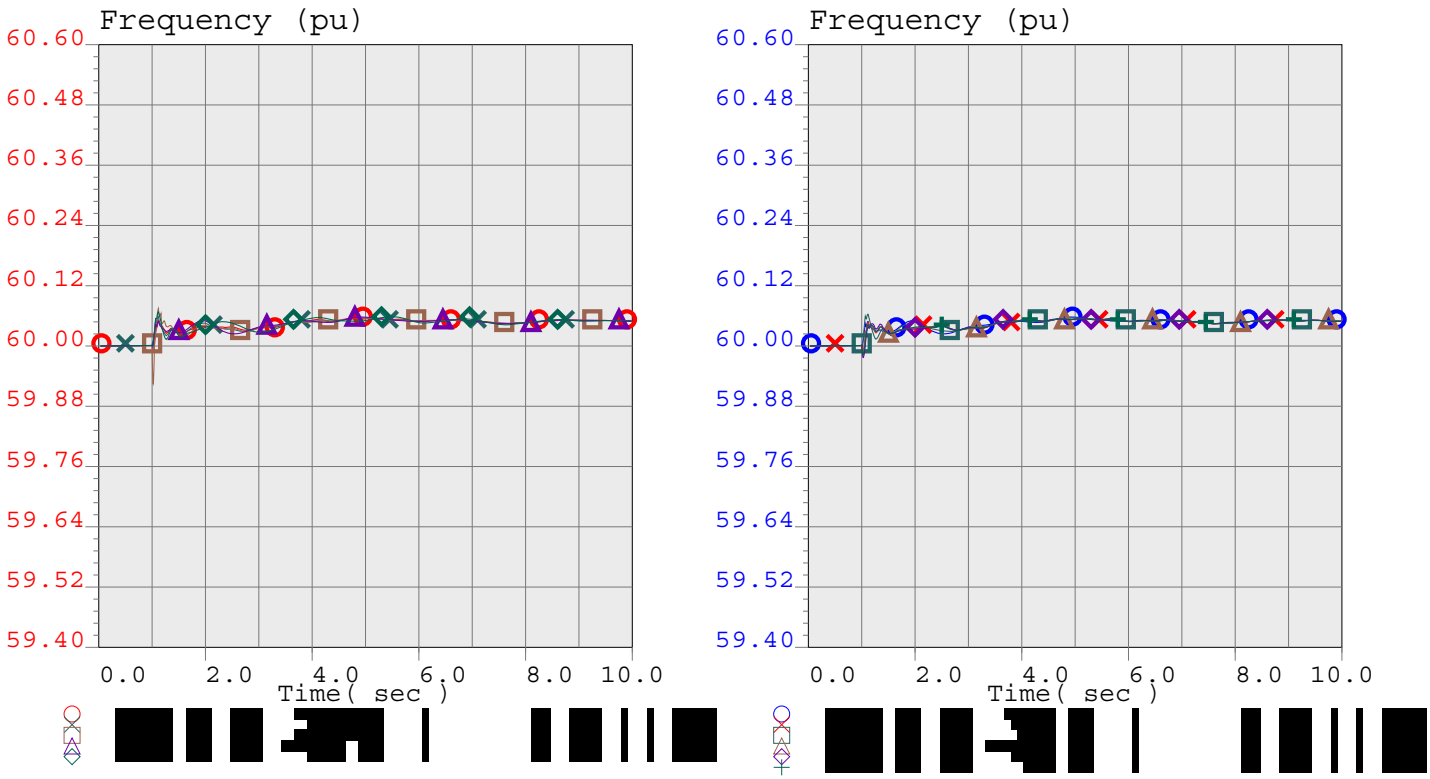
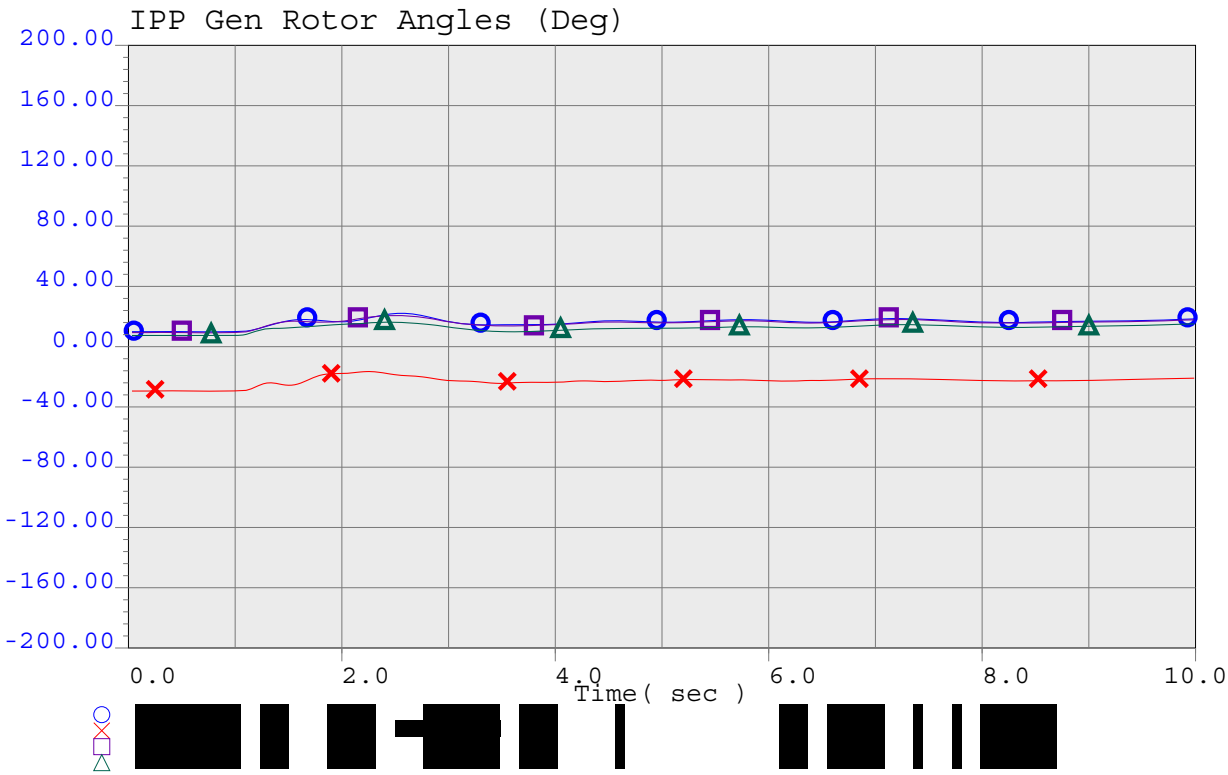
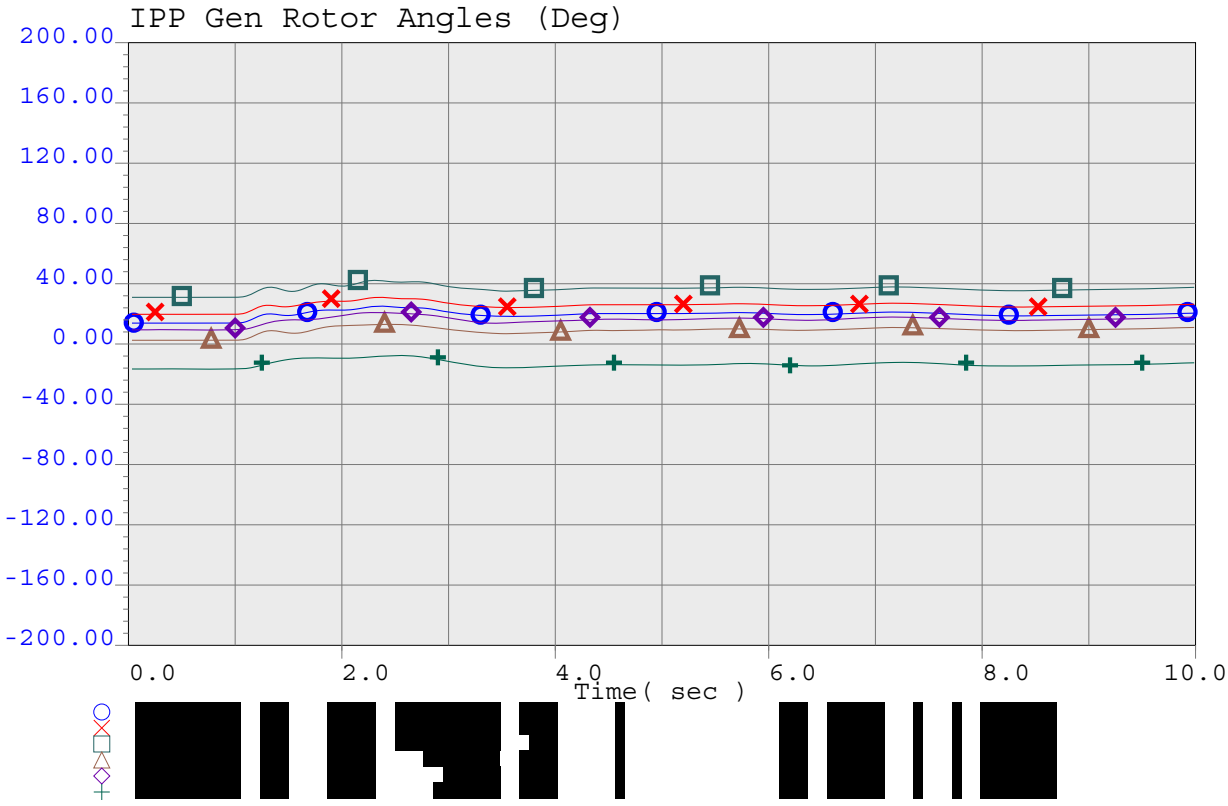
SYSTEM IMPACT STUDY (Frequency)



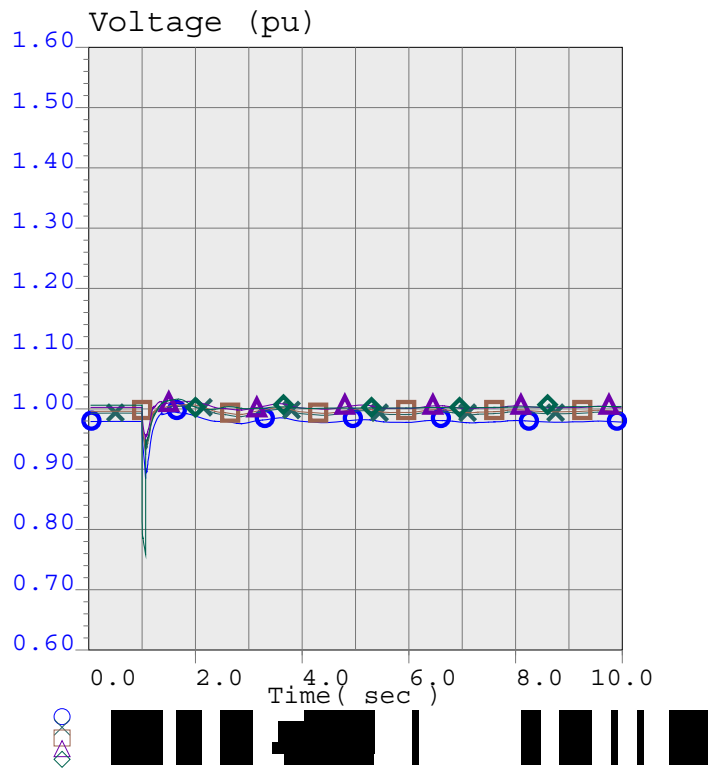


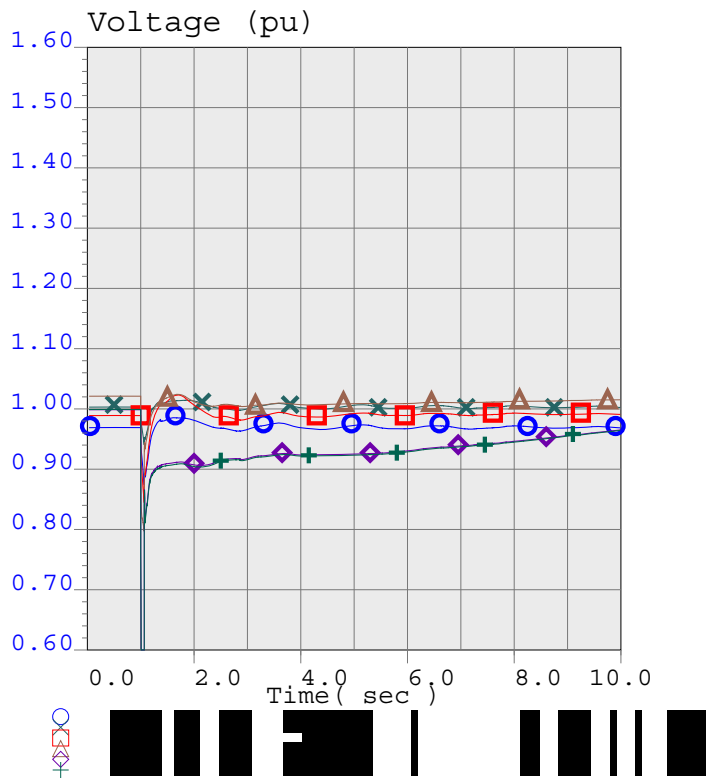
SYSTEM IMPACT STUDY (Rotor Angles)

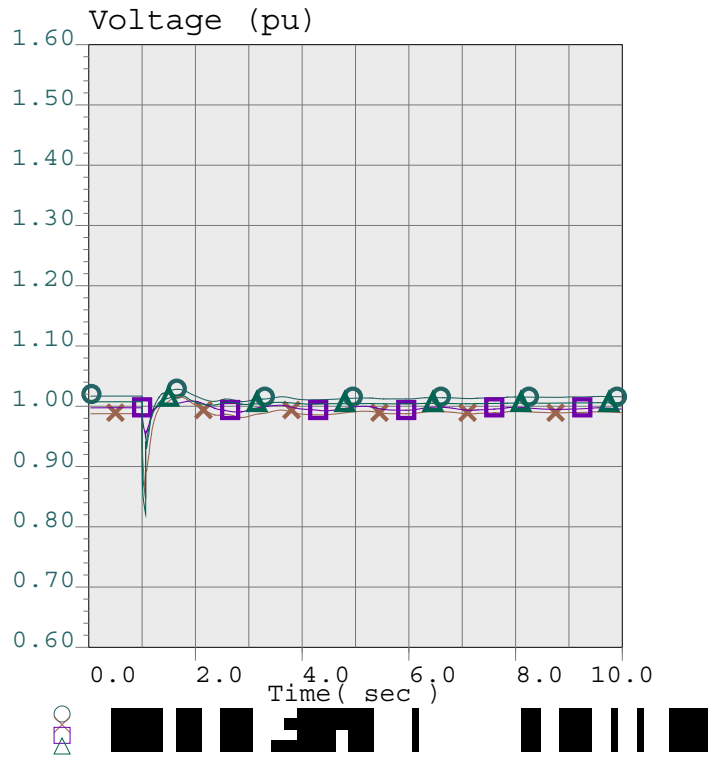


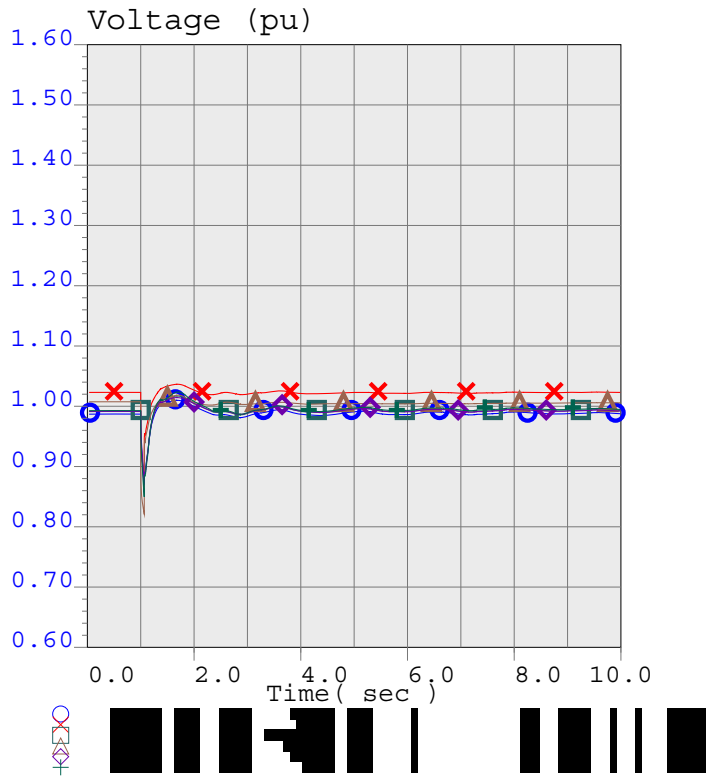


SYSTEM IMPACT STUDY (Voltage)









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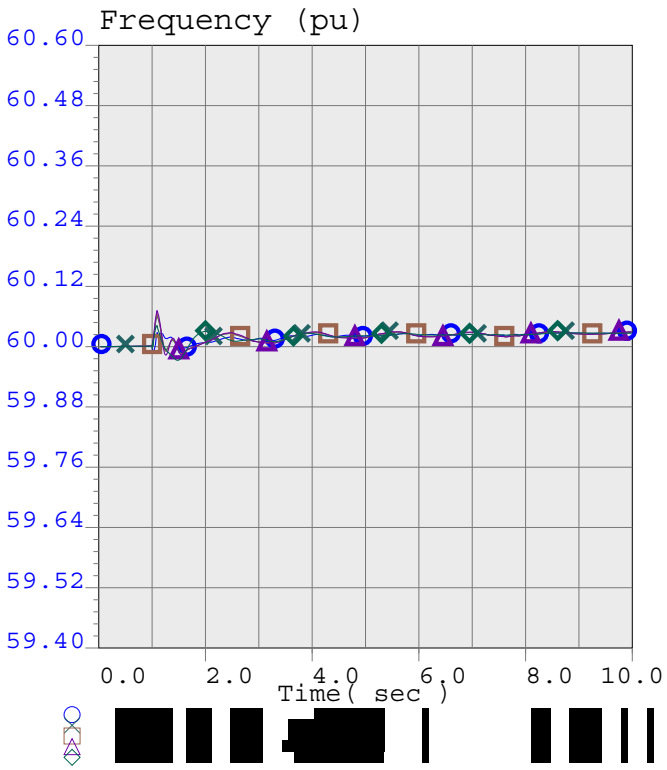
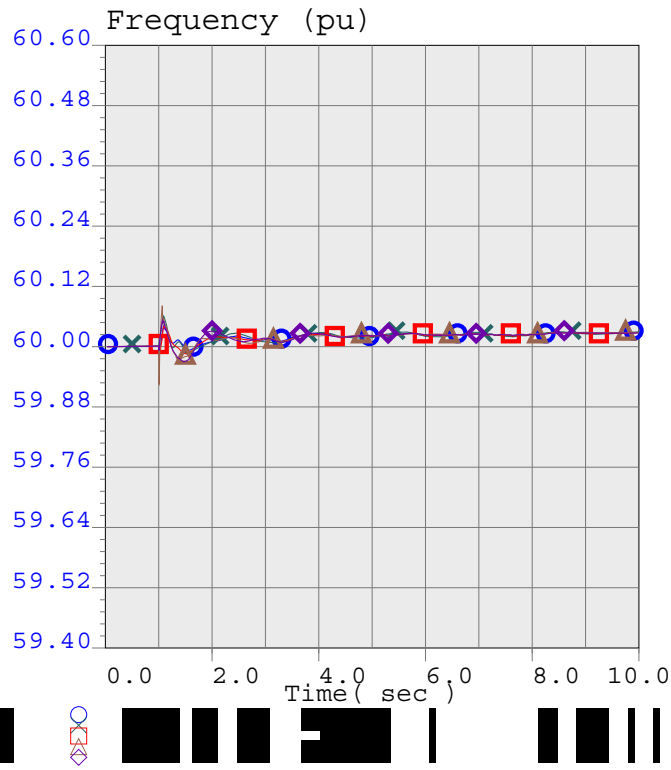
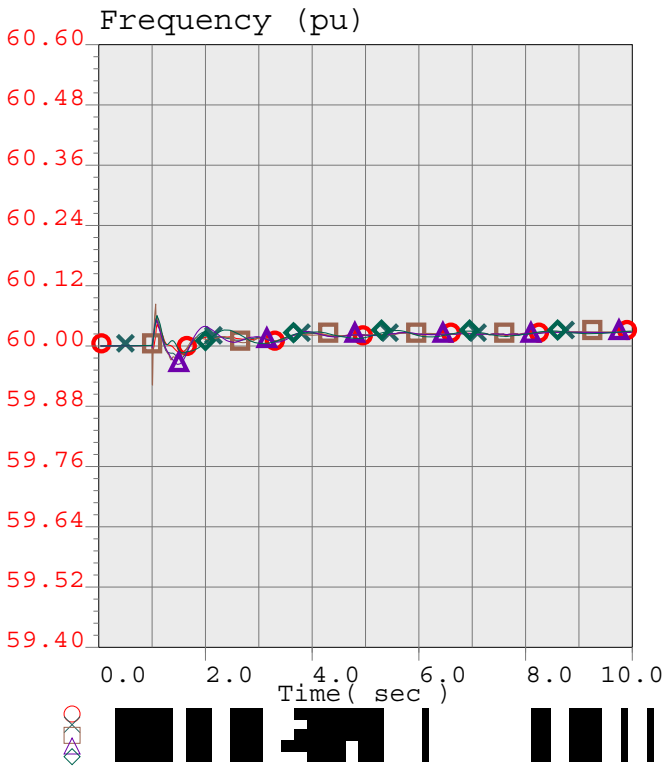
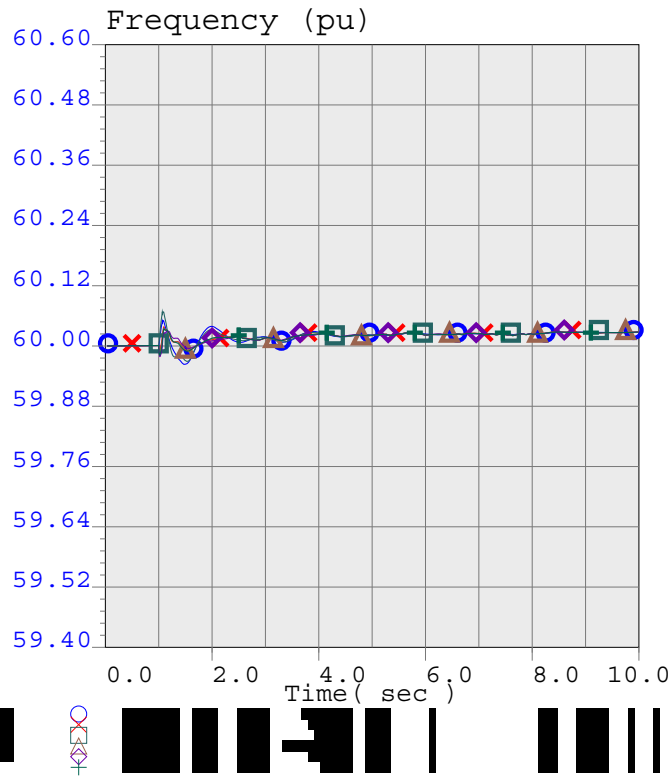
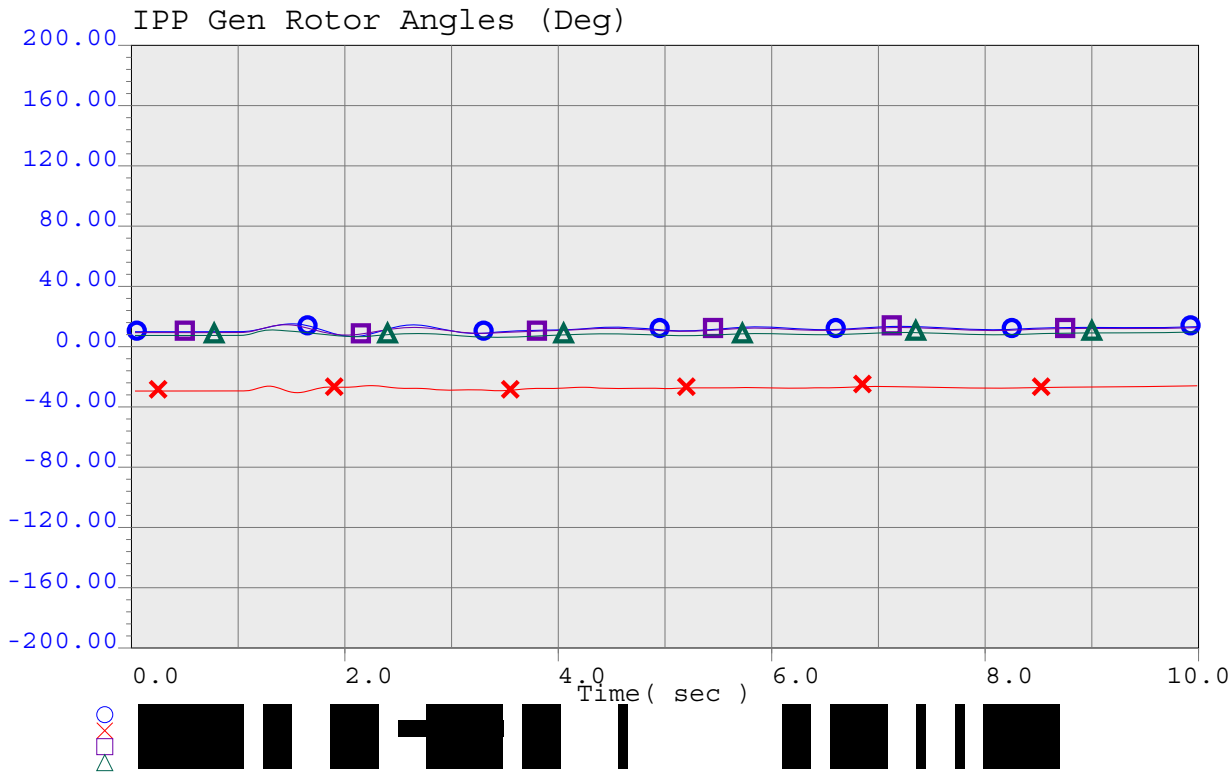


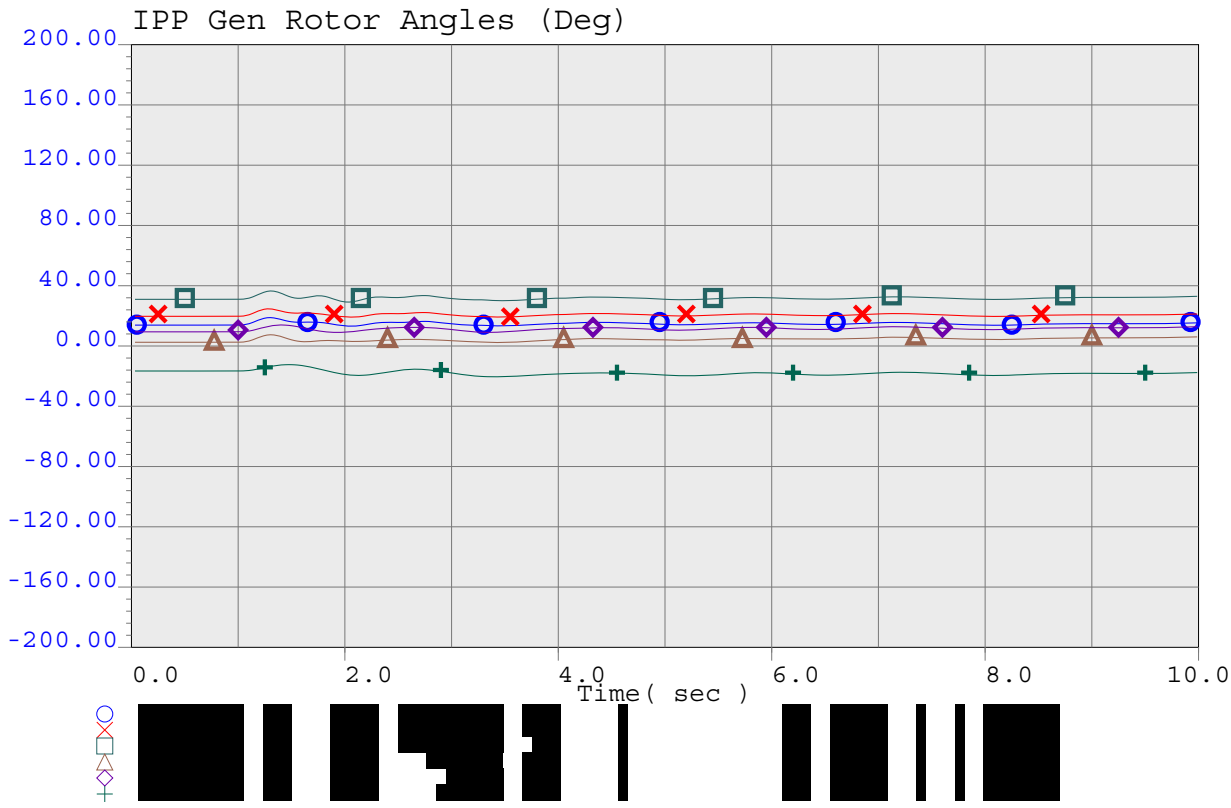




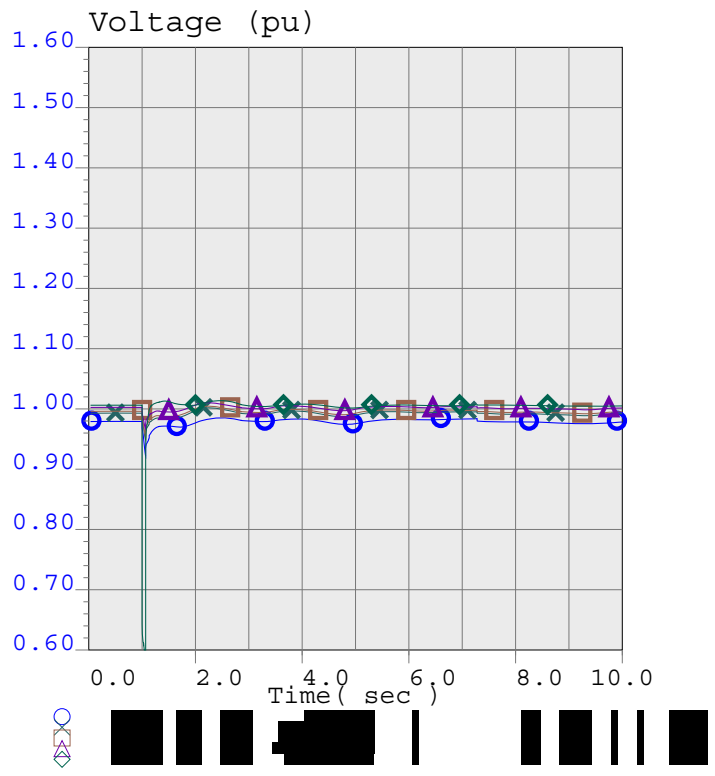


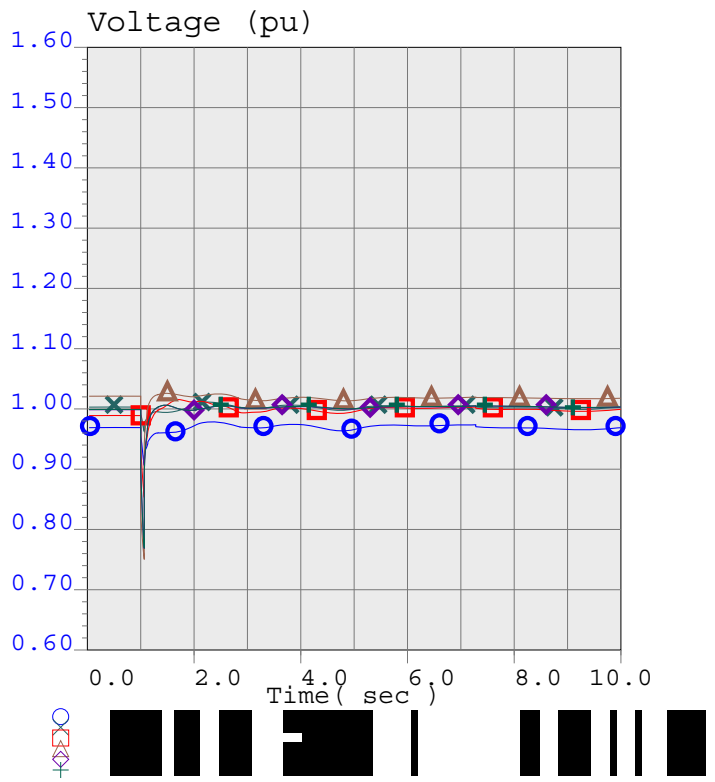
SYSTEM IMPACT STUDY (Rotor Angles)

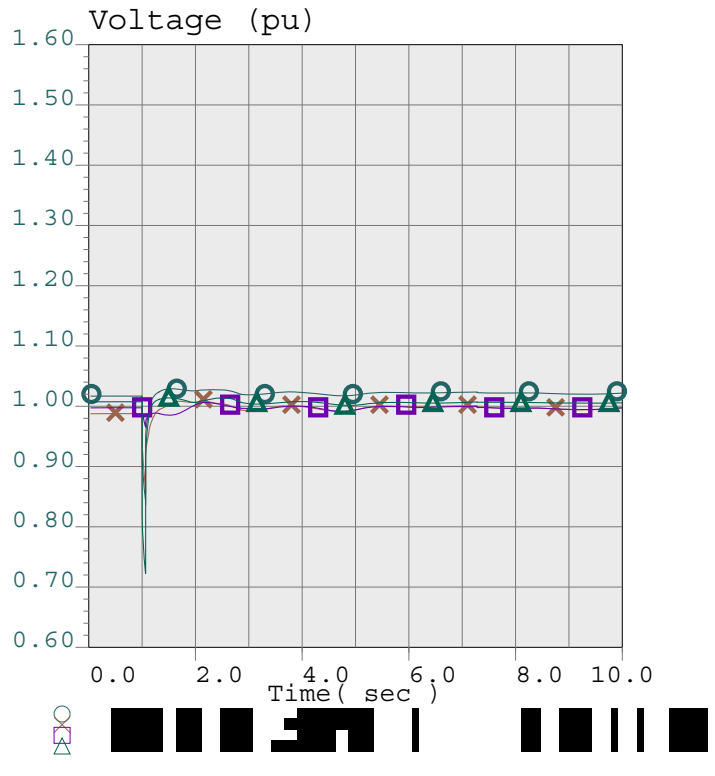


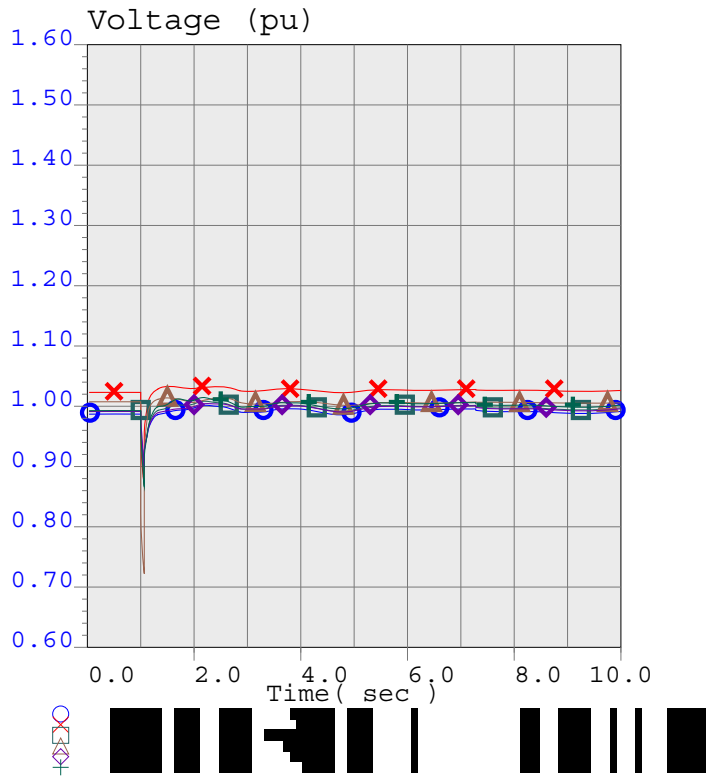


SYSTEM IMPACT STUDY (Voltage)









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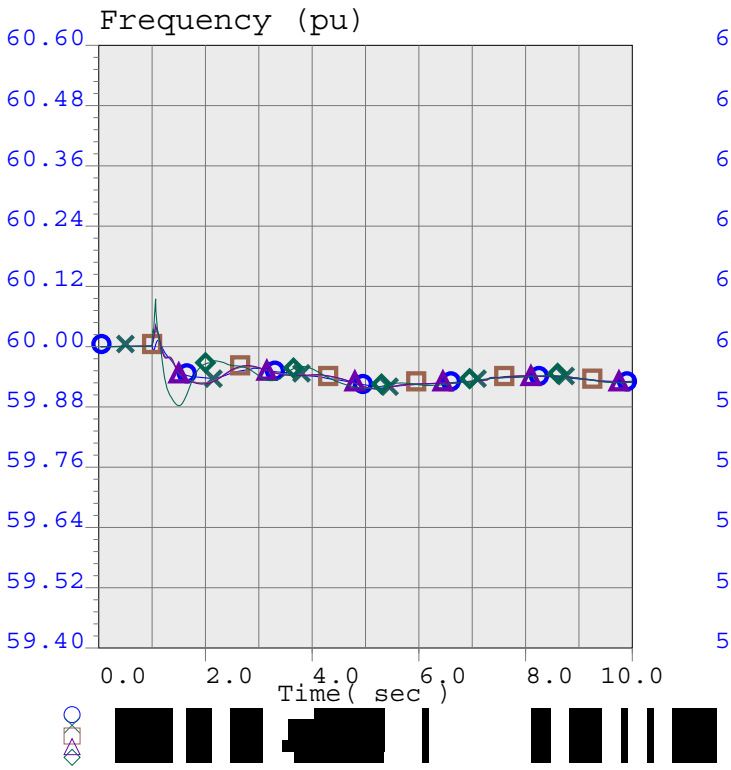
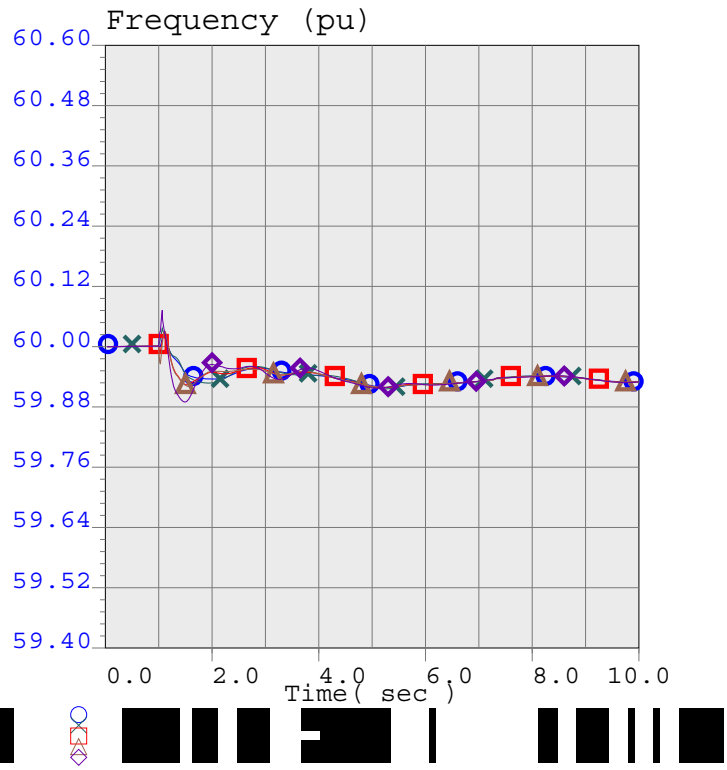
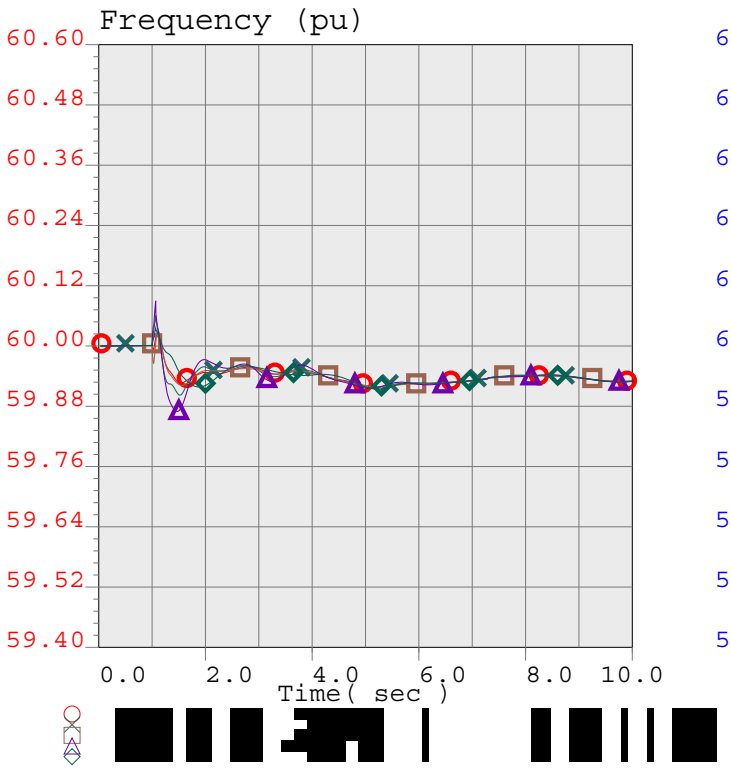
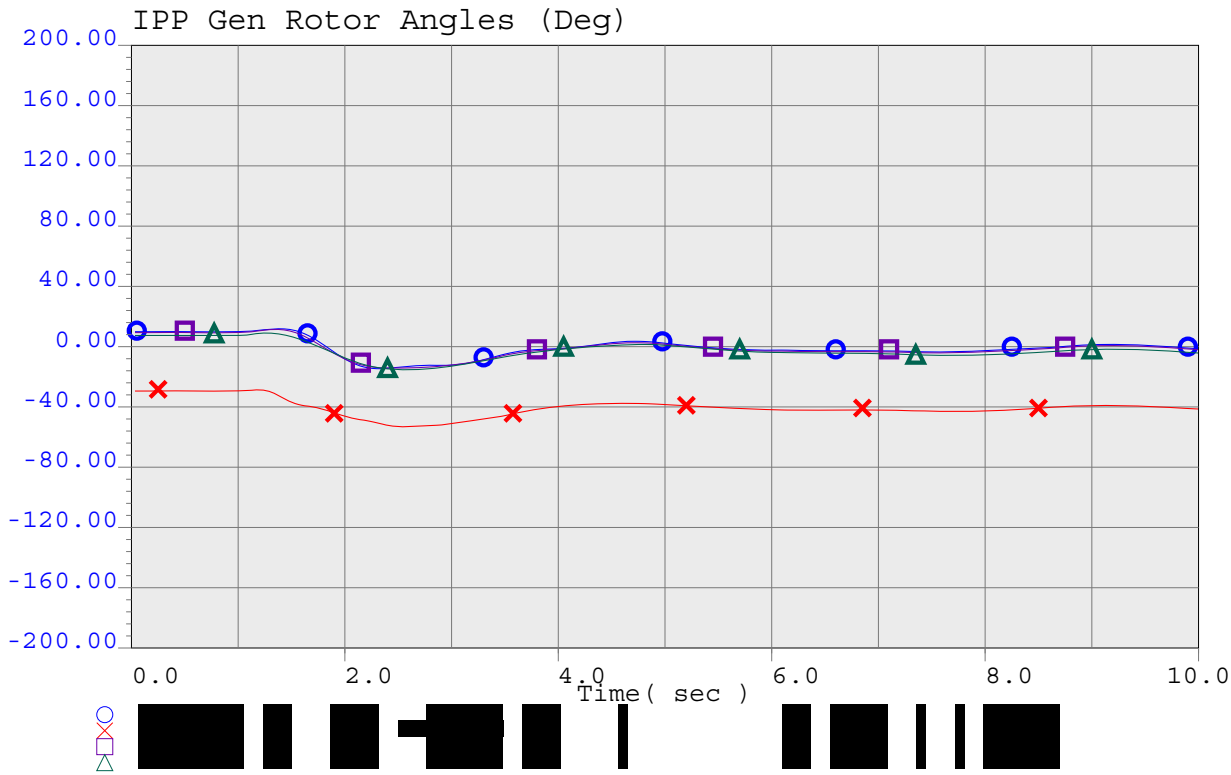
SYSTEM IMPACT STUDY (Frequency)

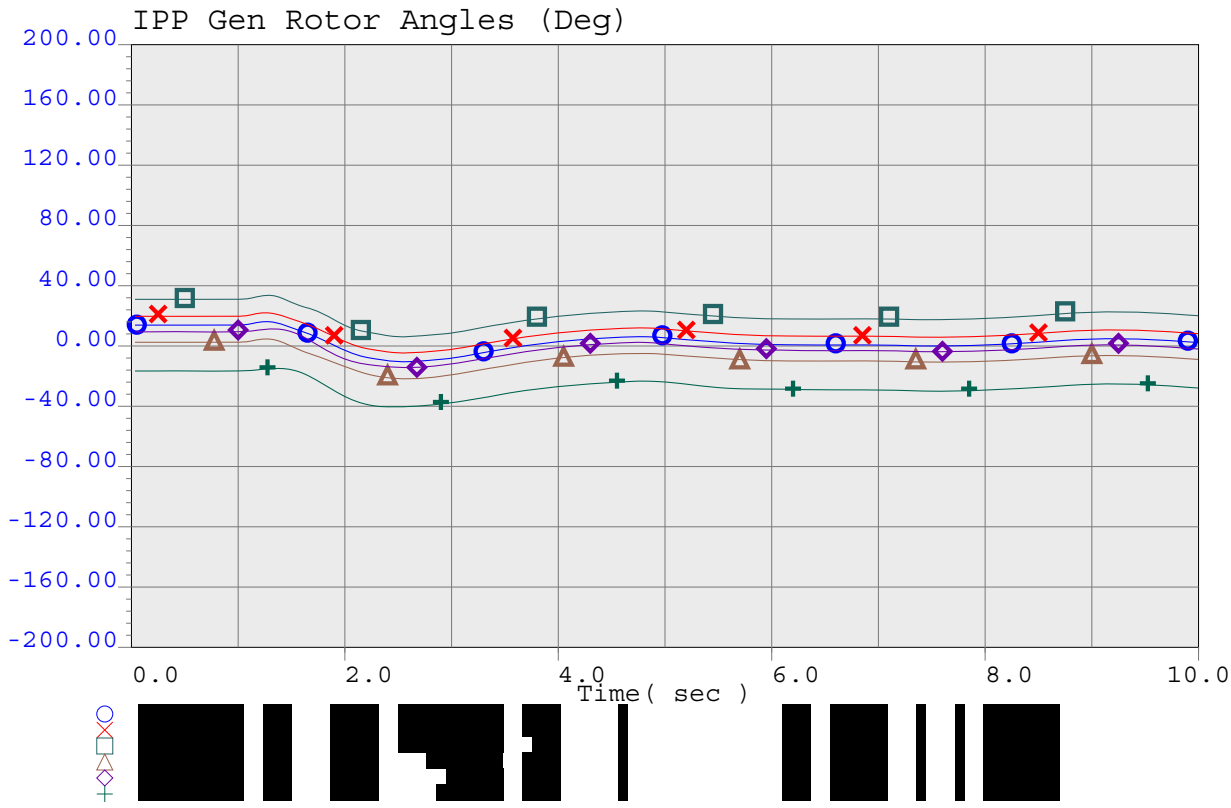




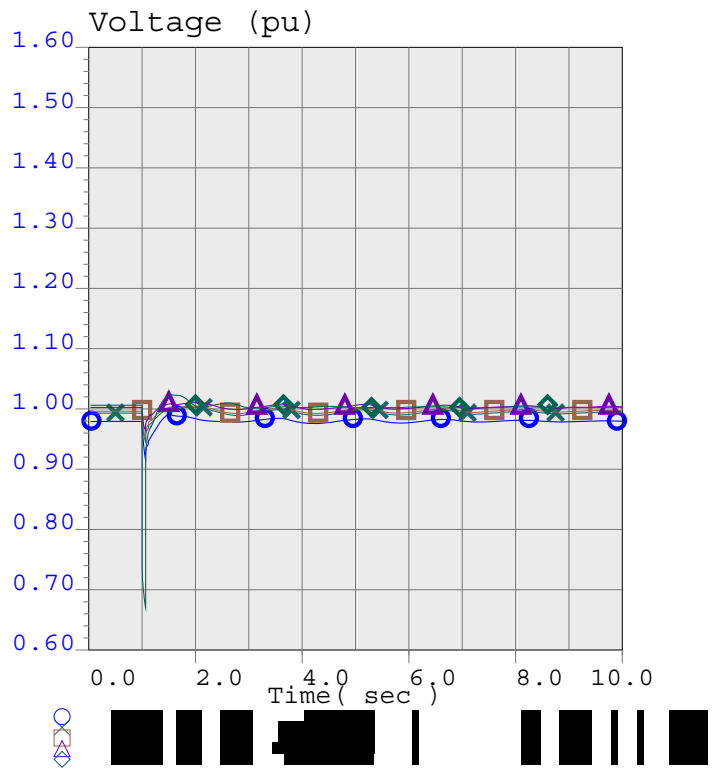


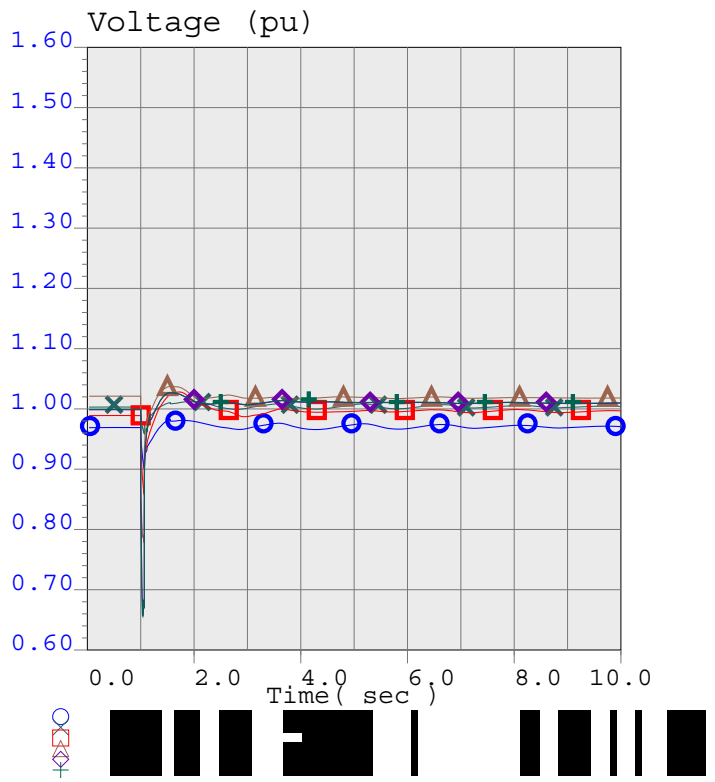
SYSTEM IMPACT STUDY (Rotor Angles)

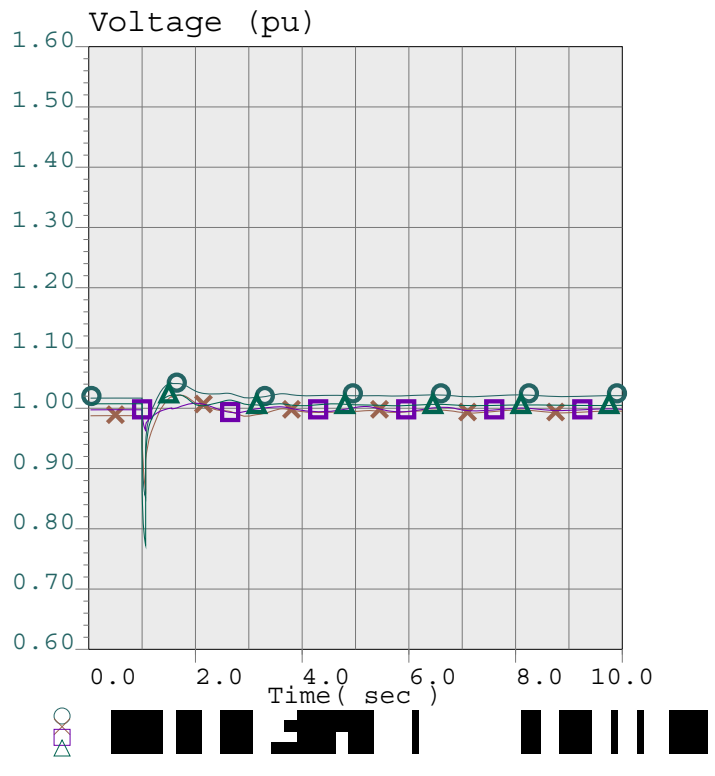


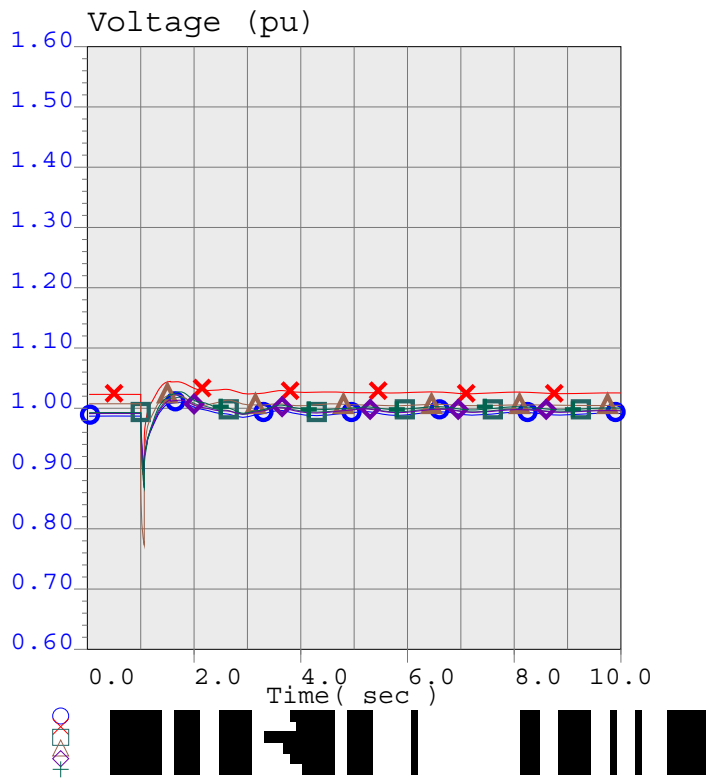


SYSTEM IMPACT STUDY (Voltage)

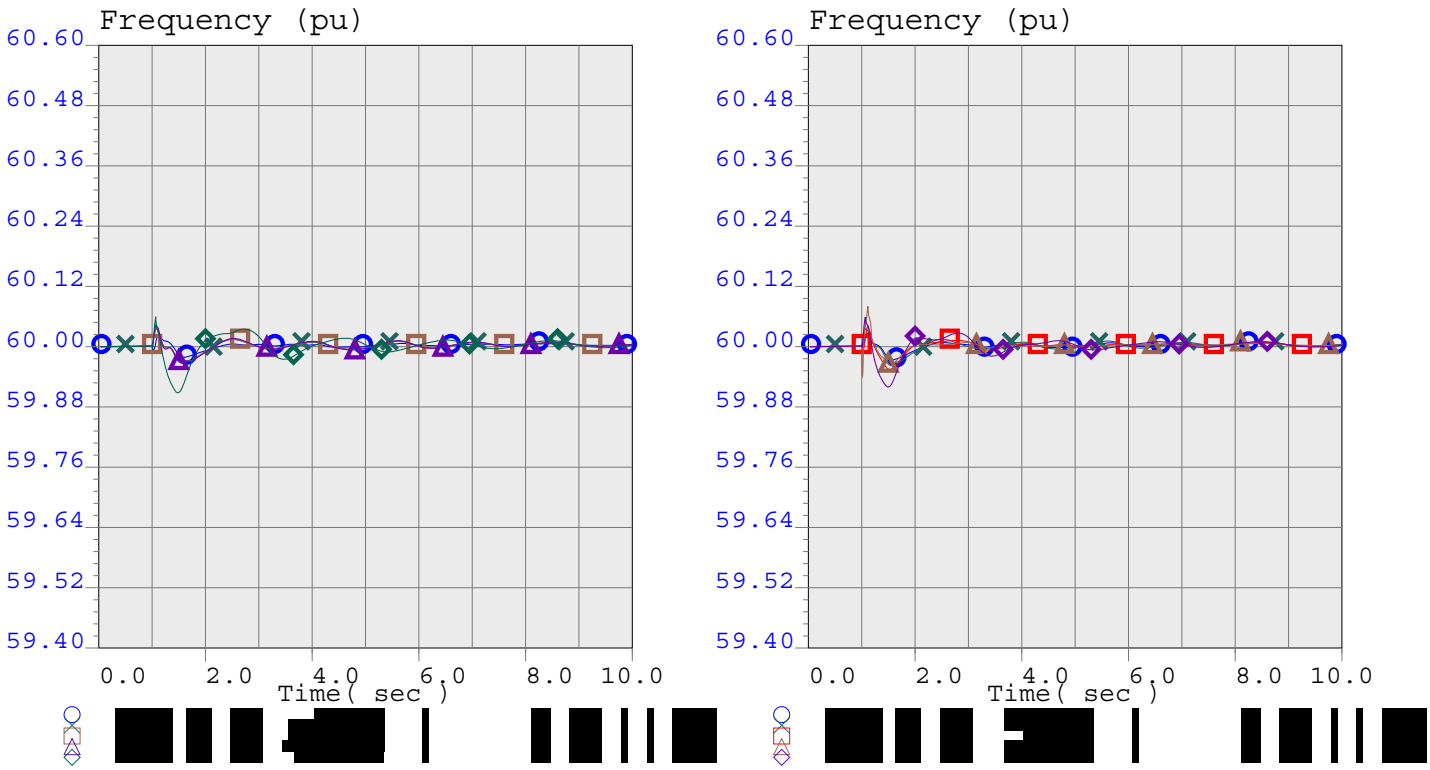


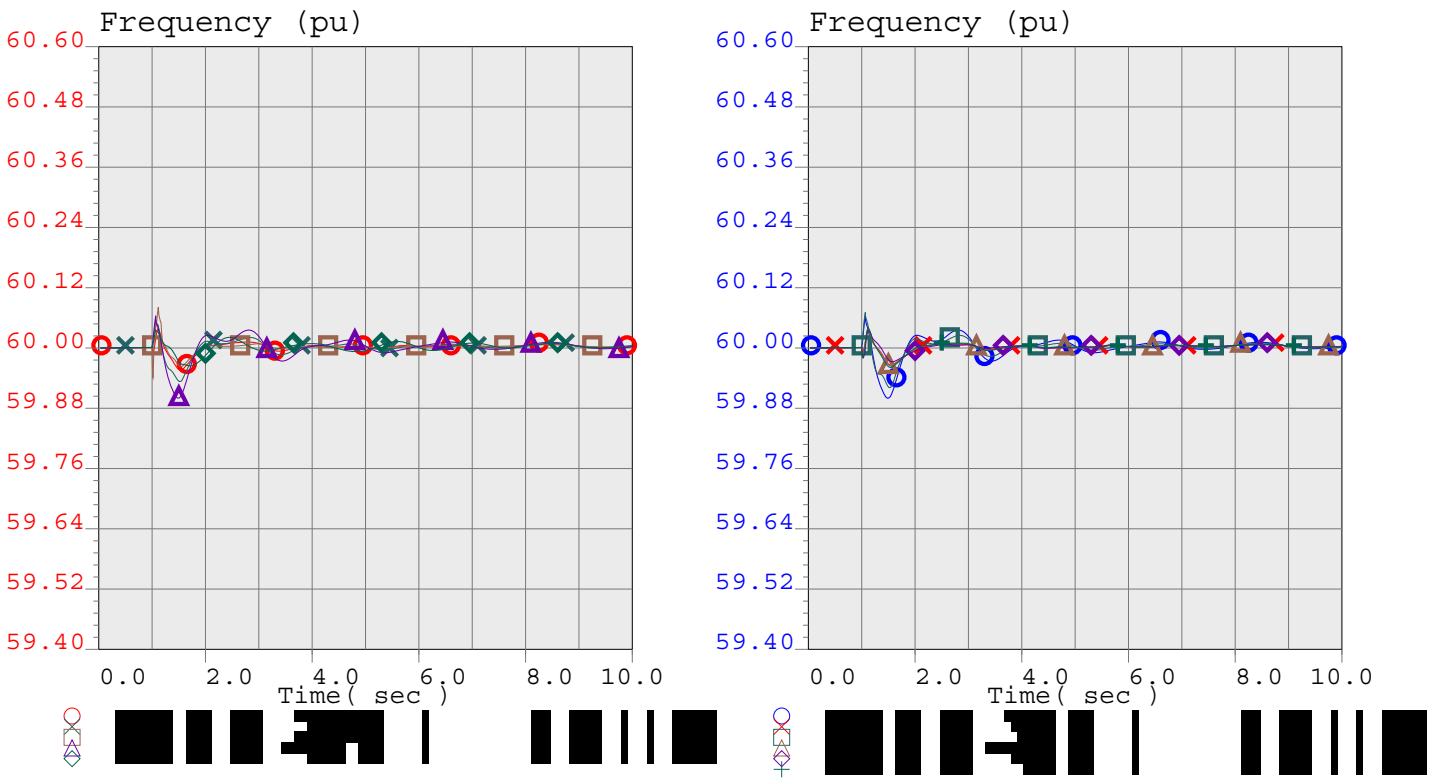




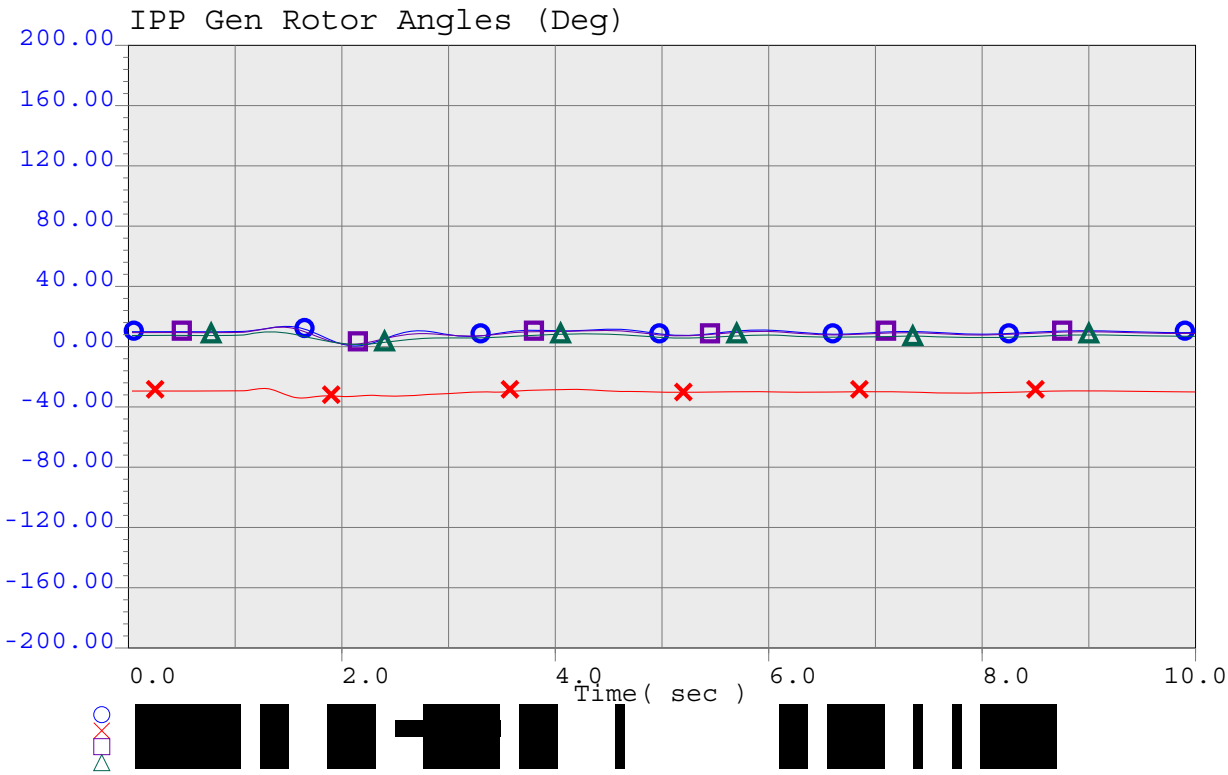


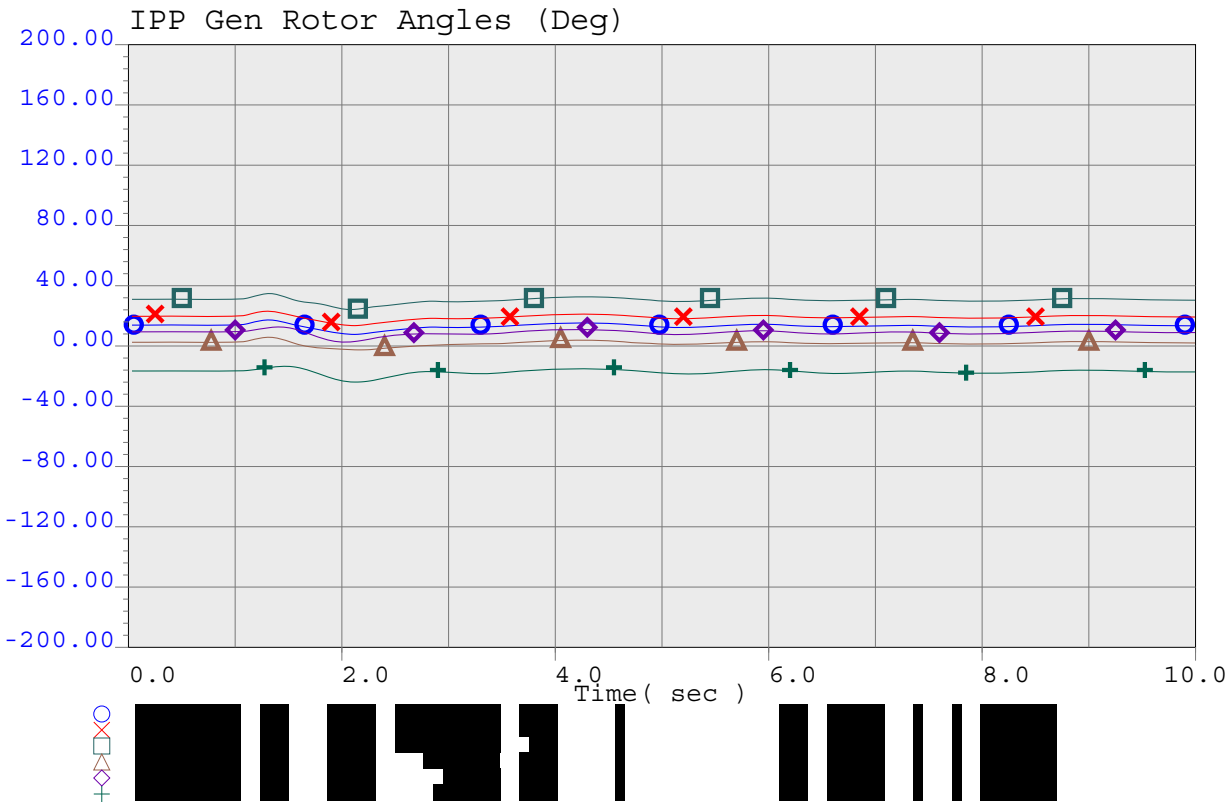
SYSTEM IMPACT STUDY (Frequency)



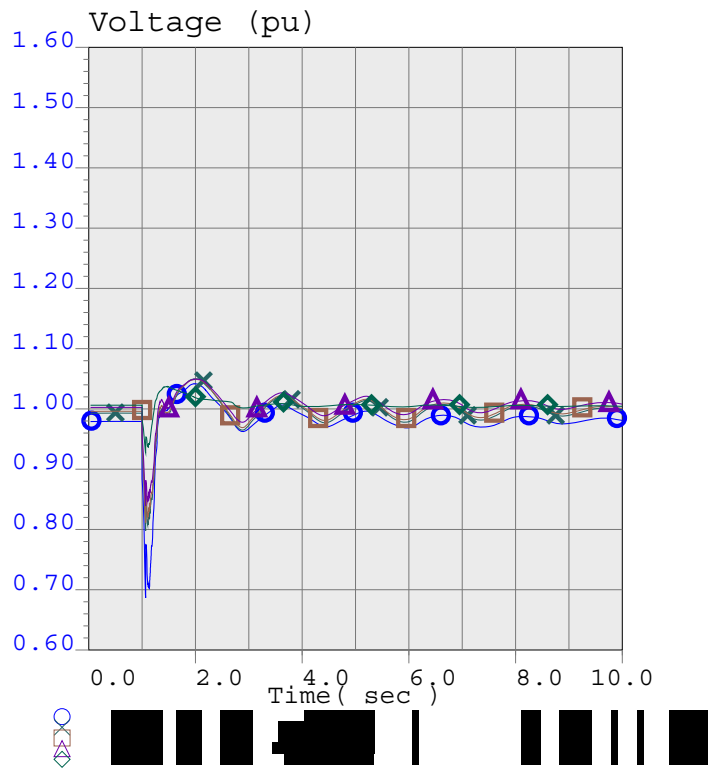


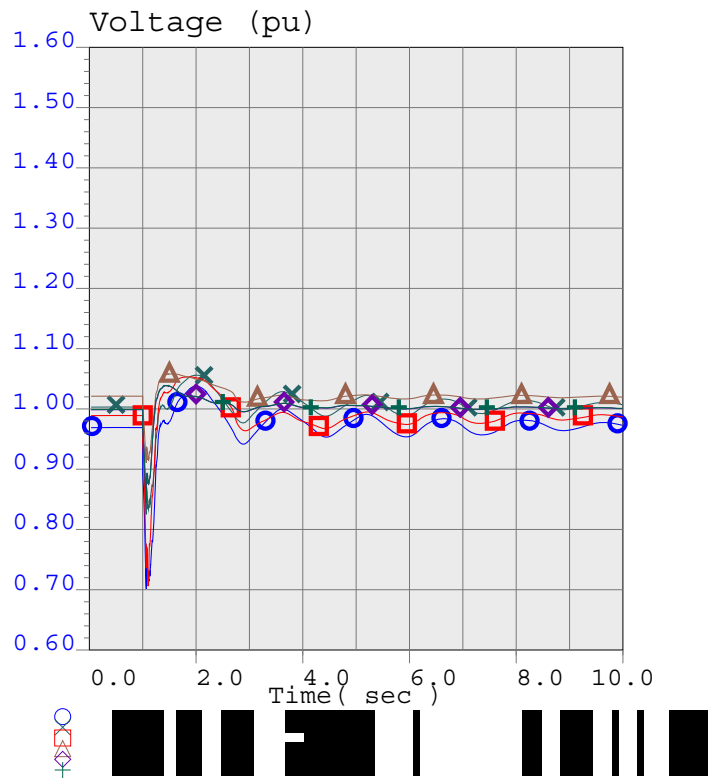
SYSTEM IMPACT STUDY (Rotor Angles)

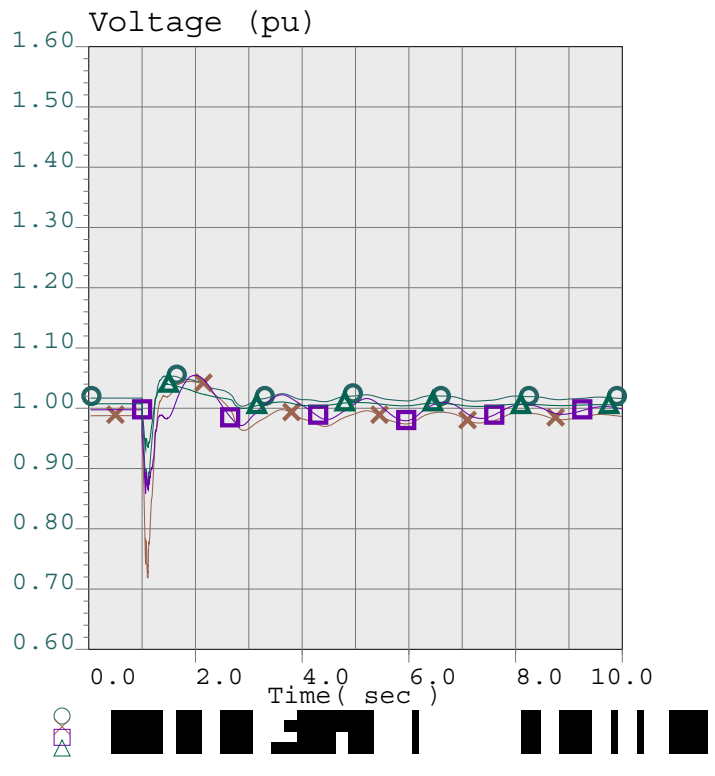


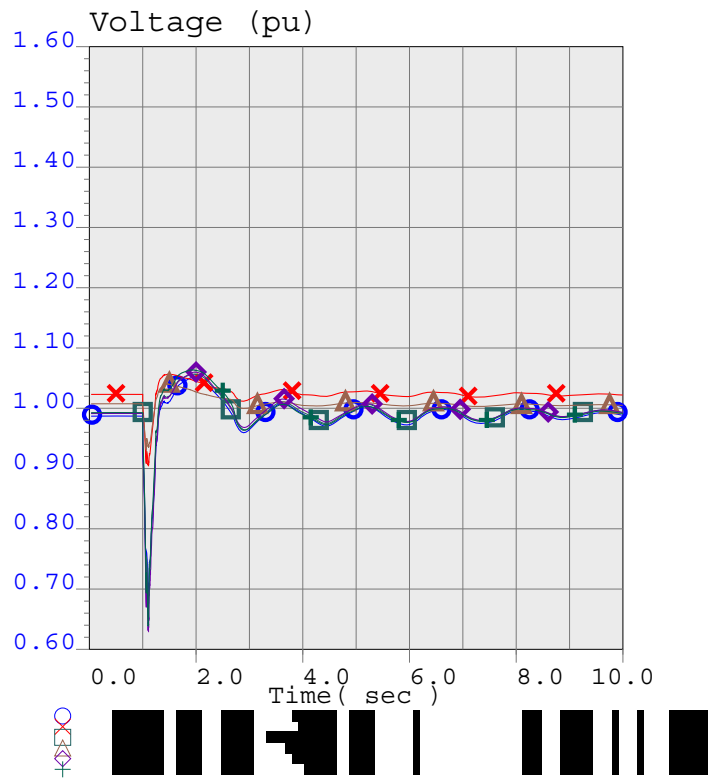


SYSTEM IMPACT STUDY (Voltage)









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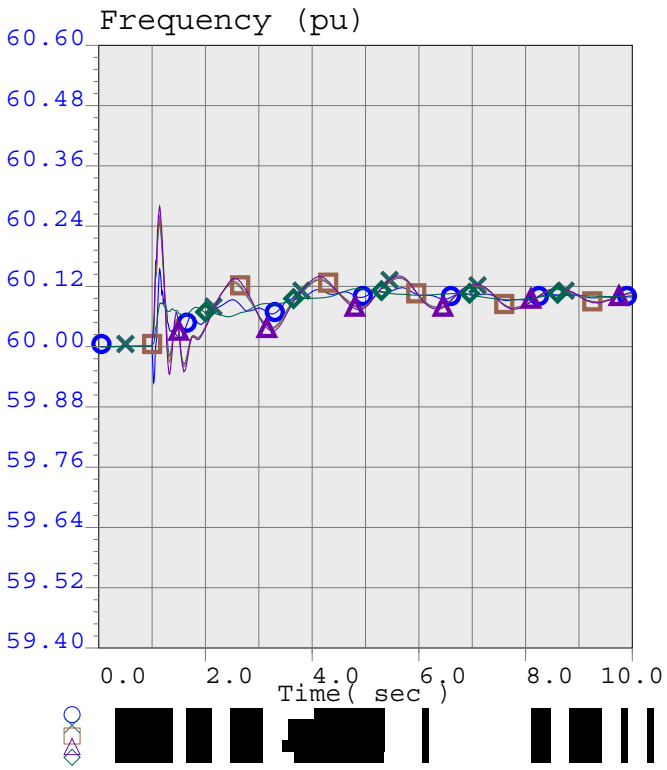
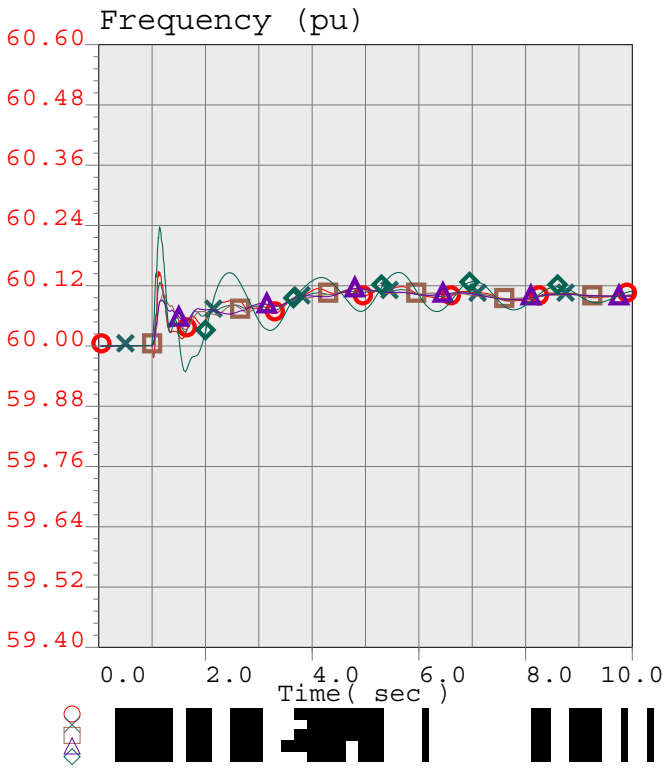
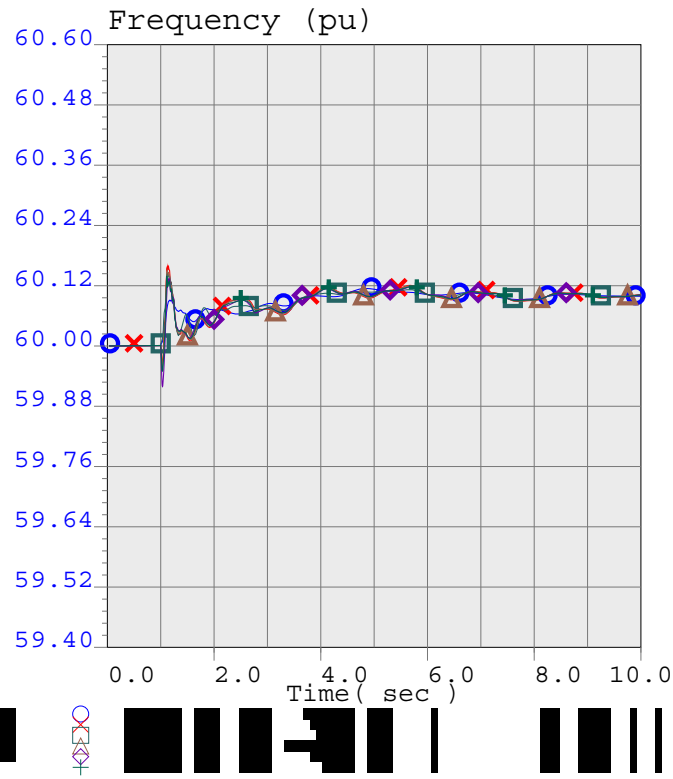
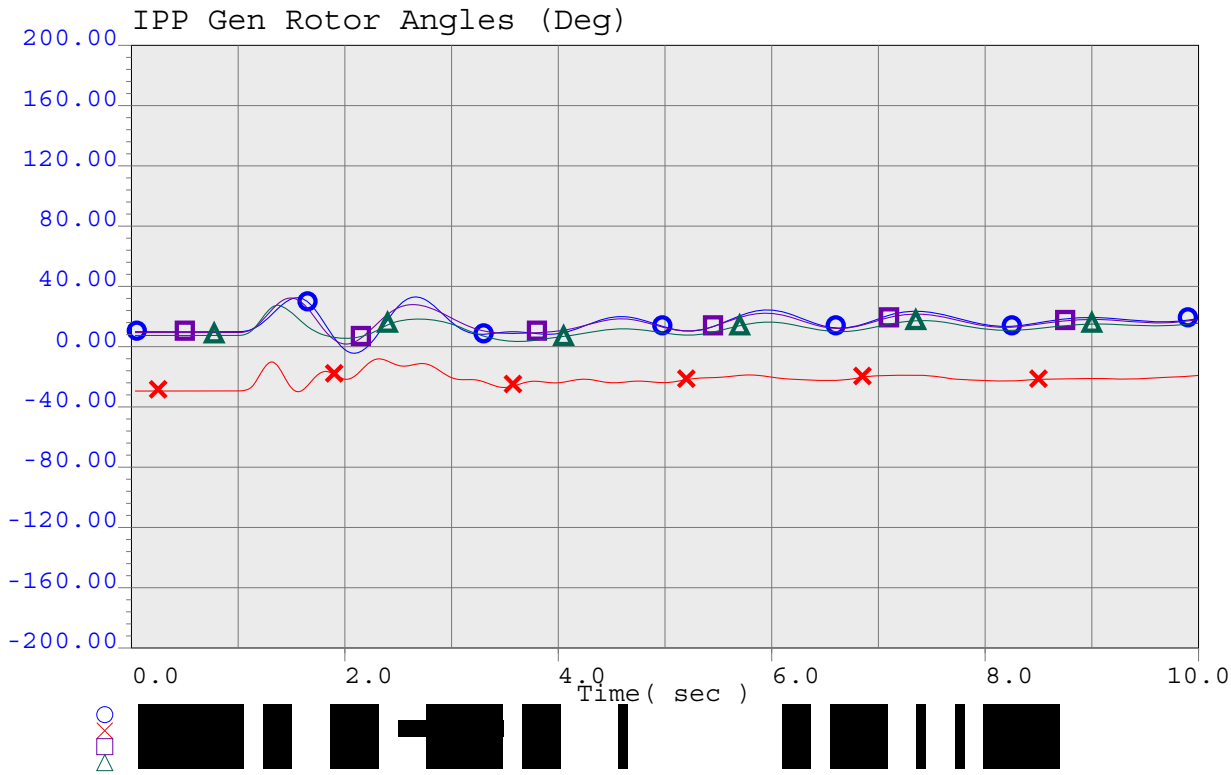
SYSTEM IMPACT STUDY (Frequency)

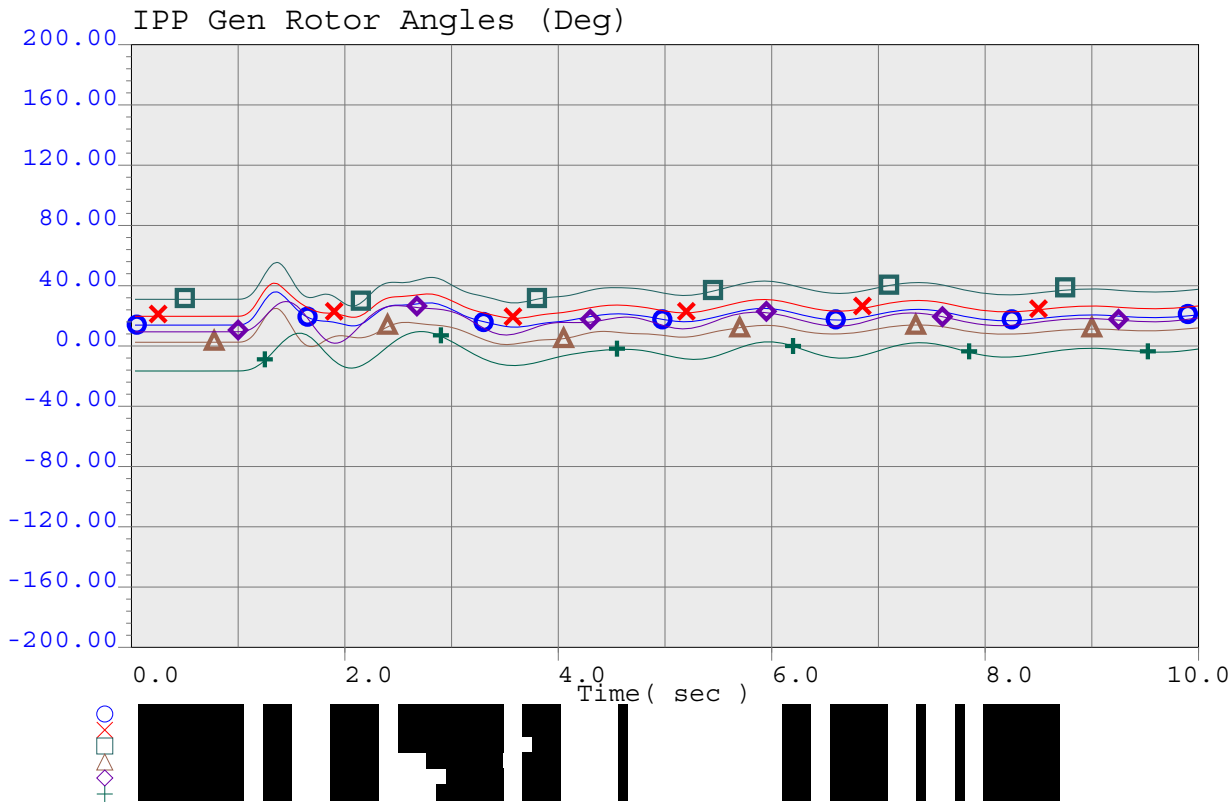




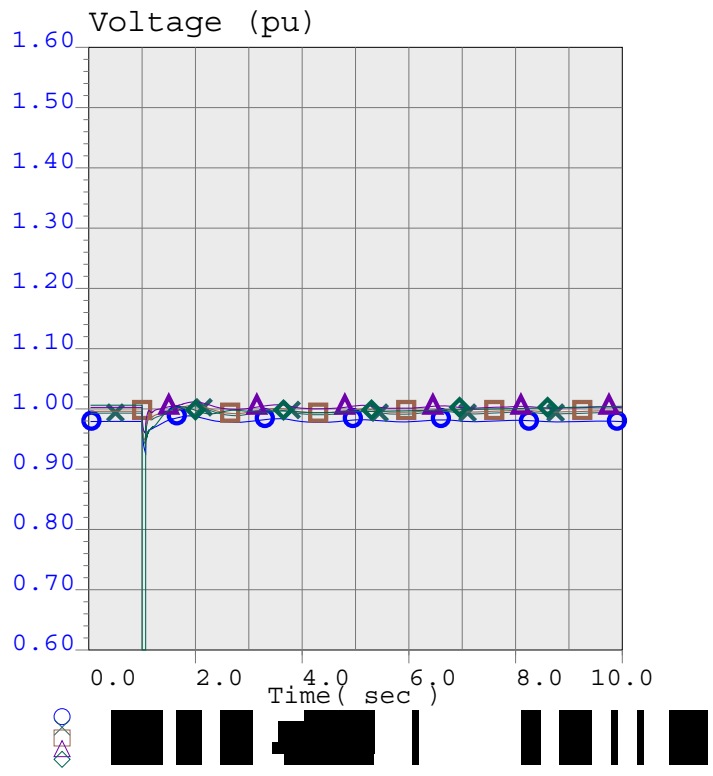


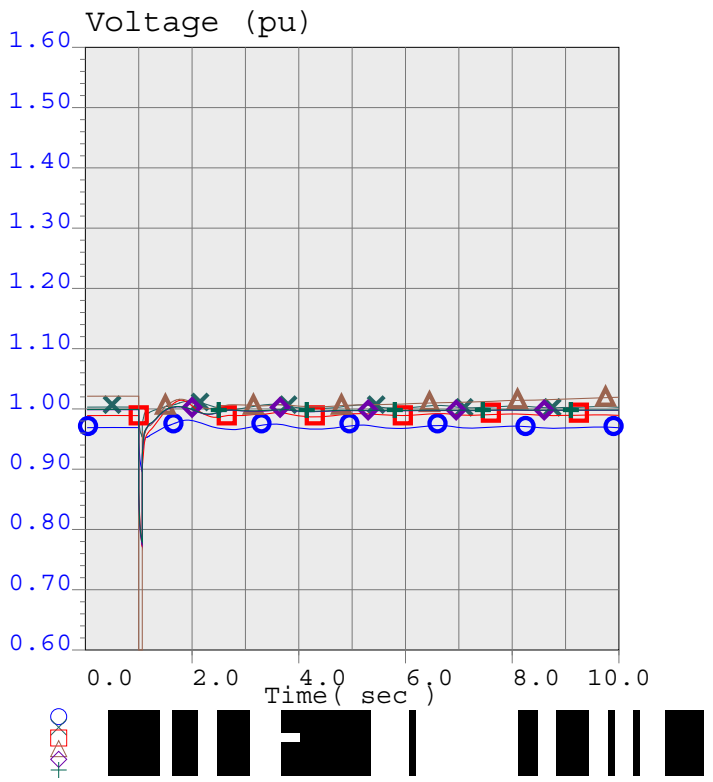
SYSTEM IMPACT STUDY (Rotor Angles)

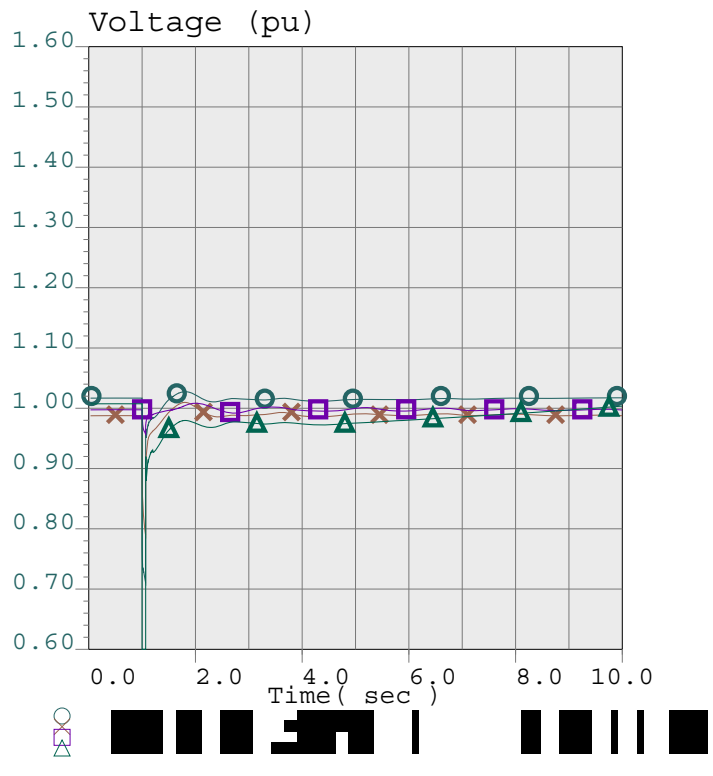


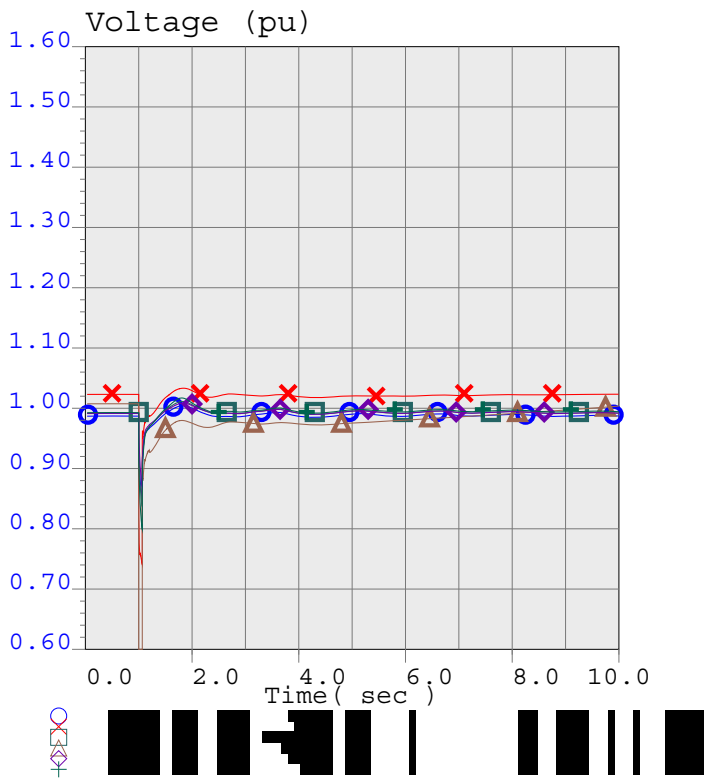


SYSTEM IMPACT STUDY (Voltage)









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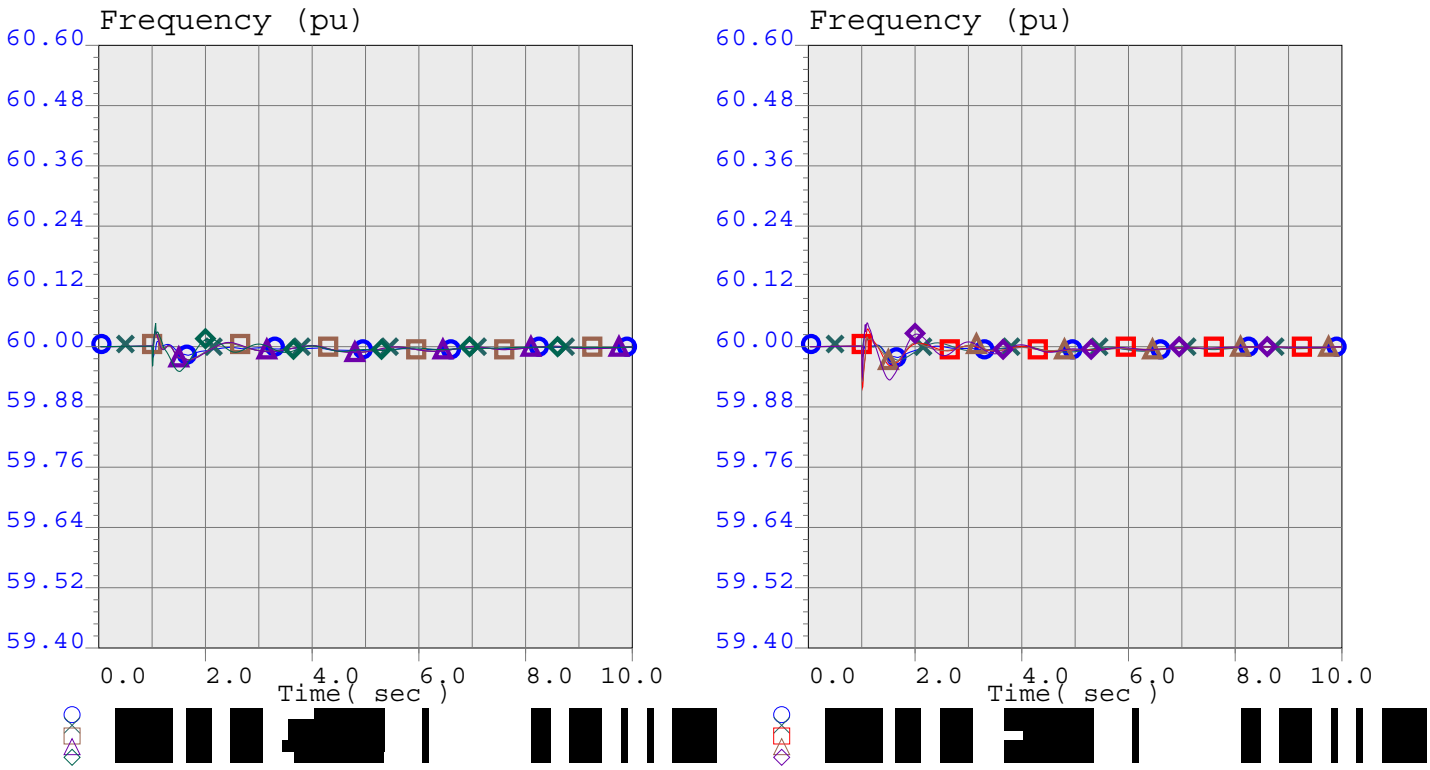
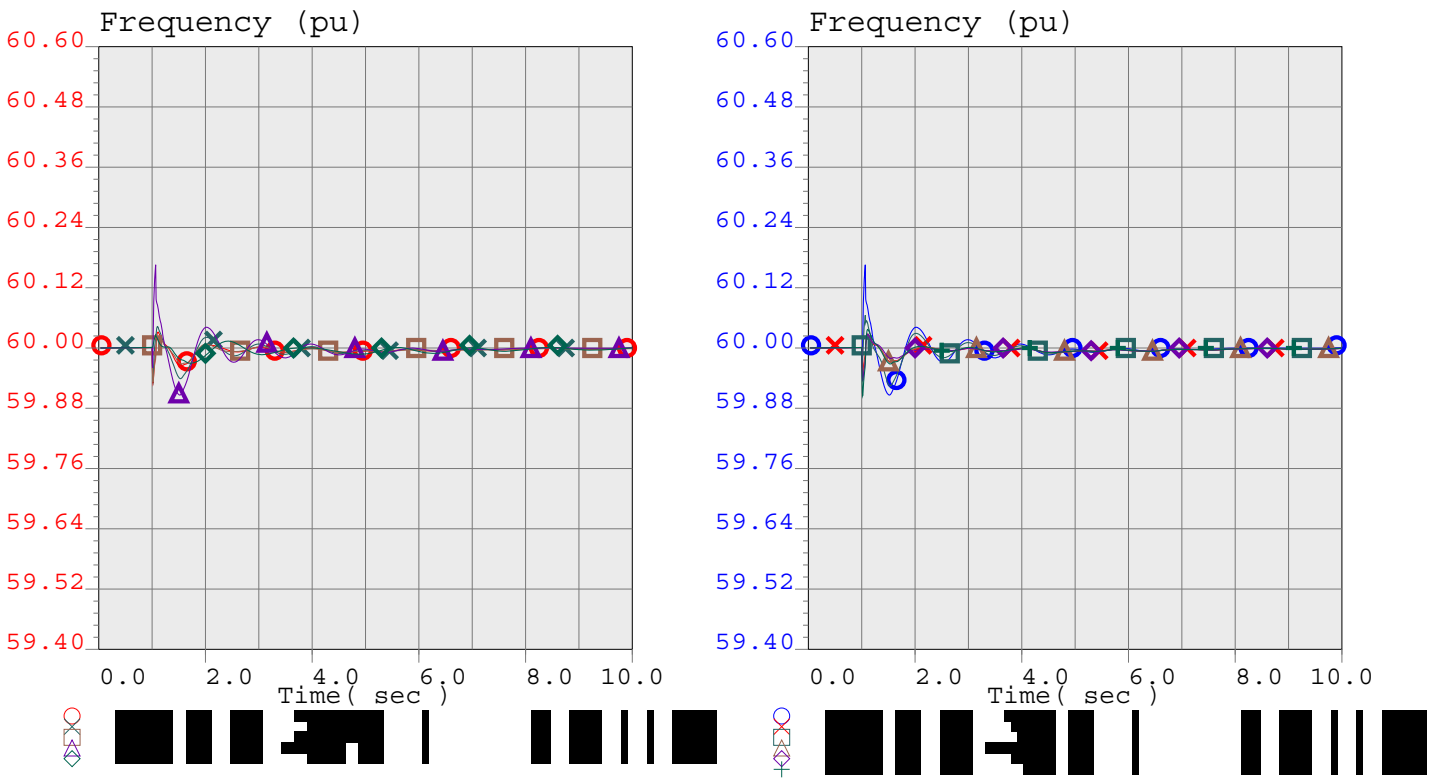
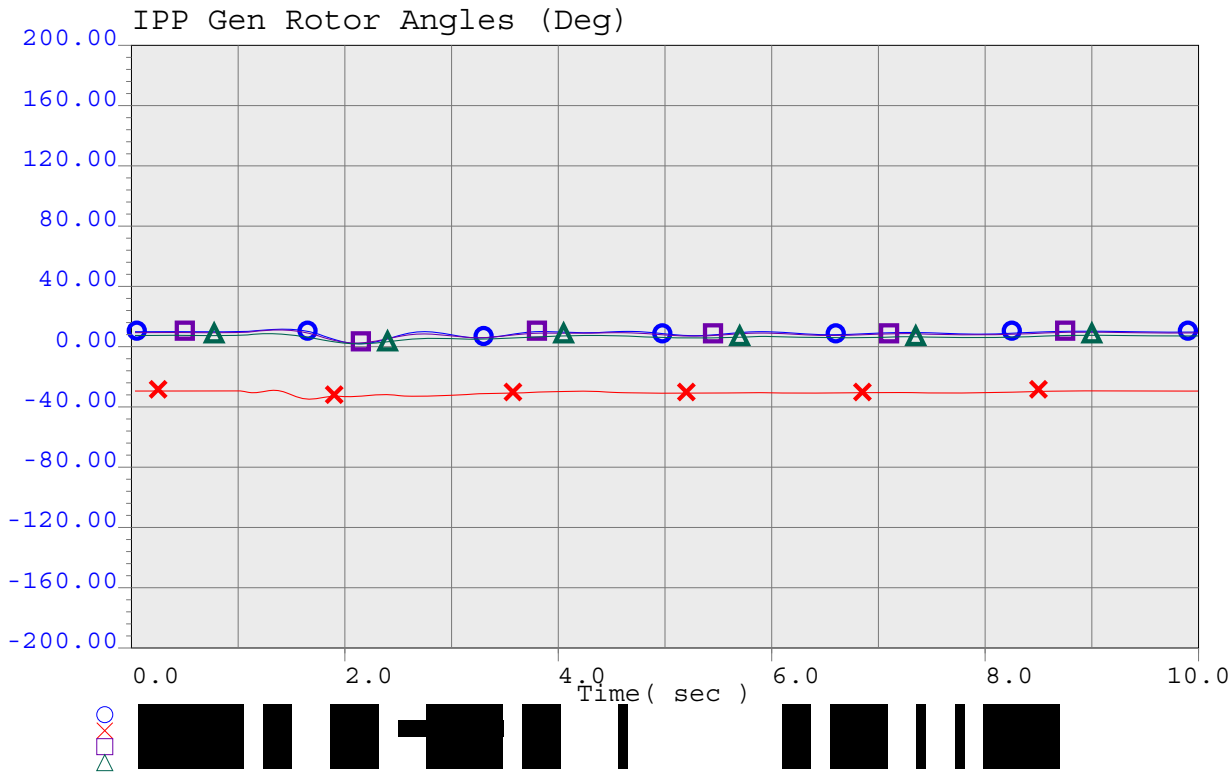
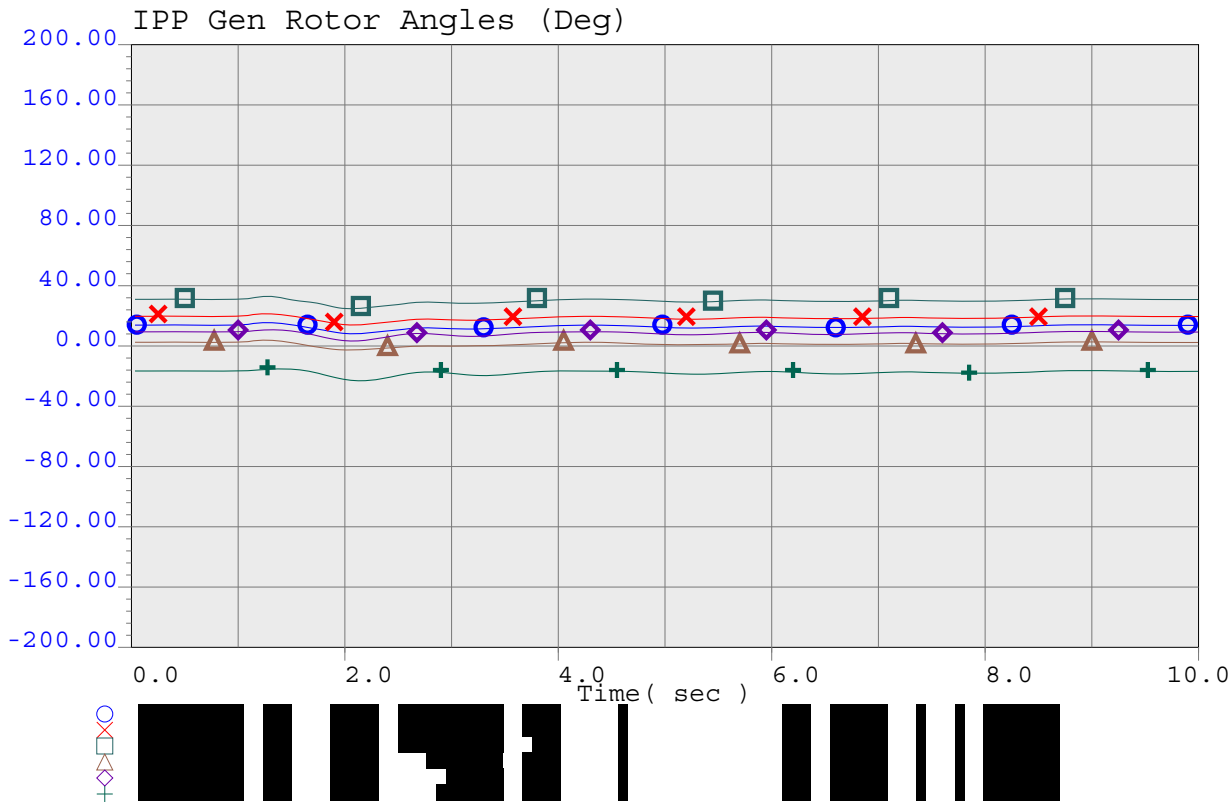




SYSTEM IMPACT STUDY (Rotor Angles)





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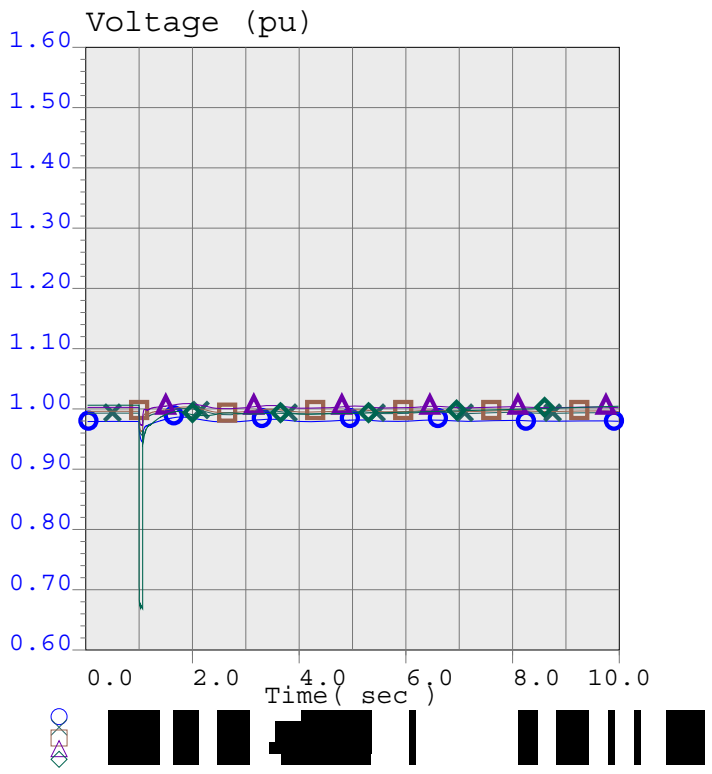
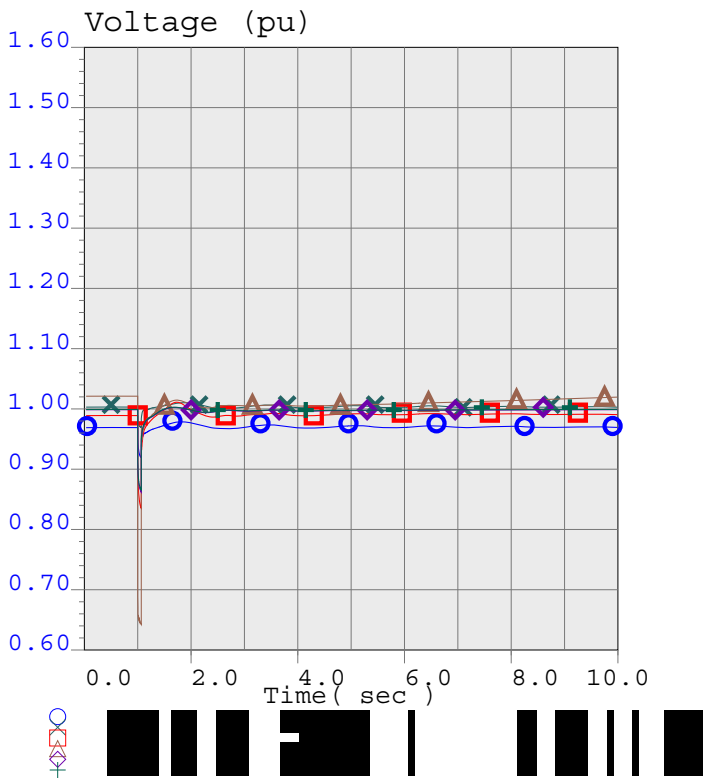
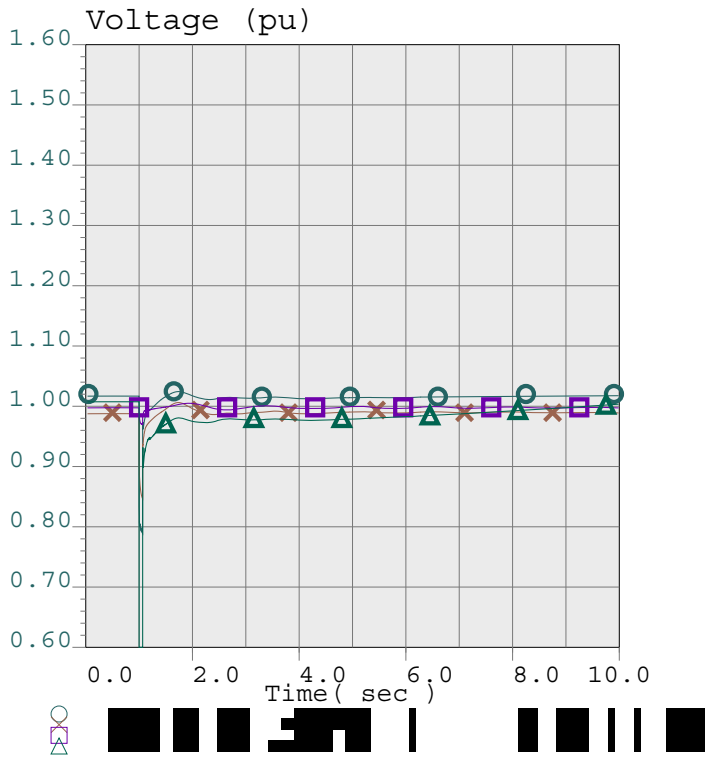
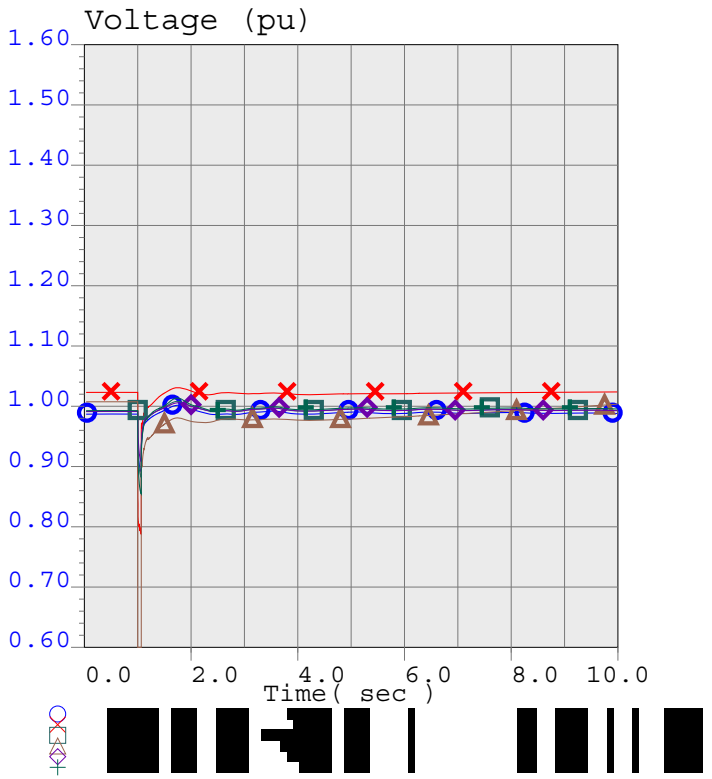
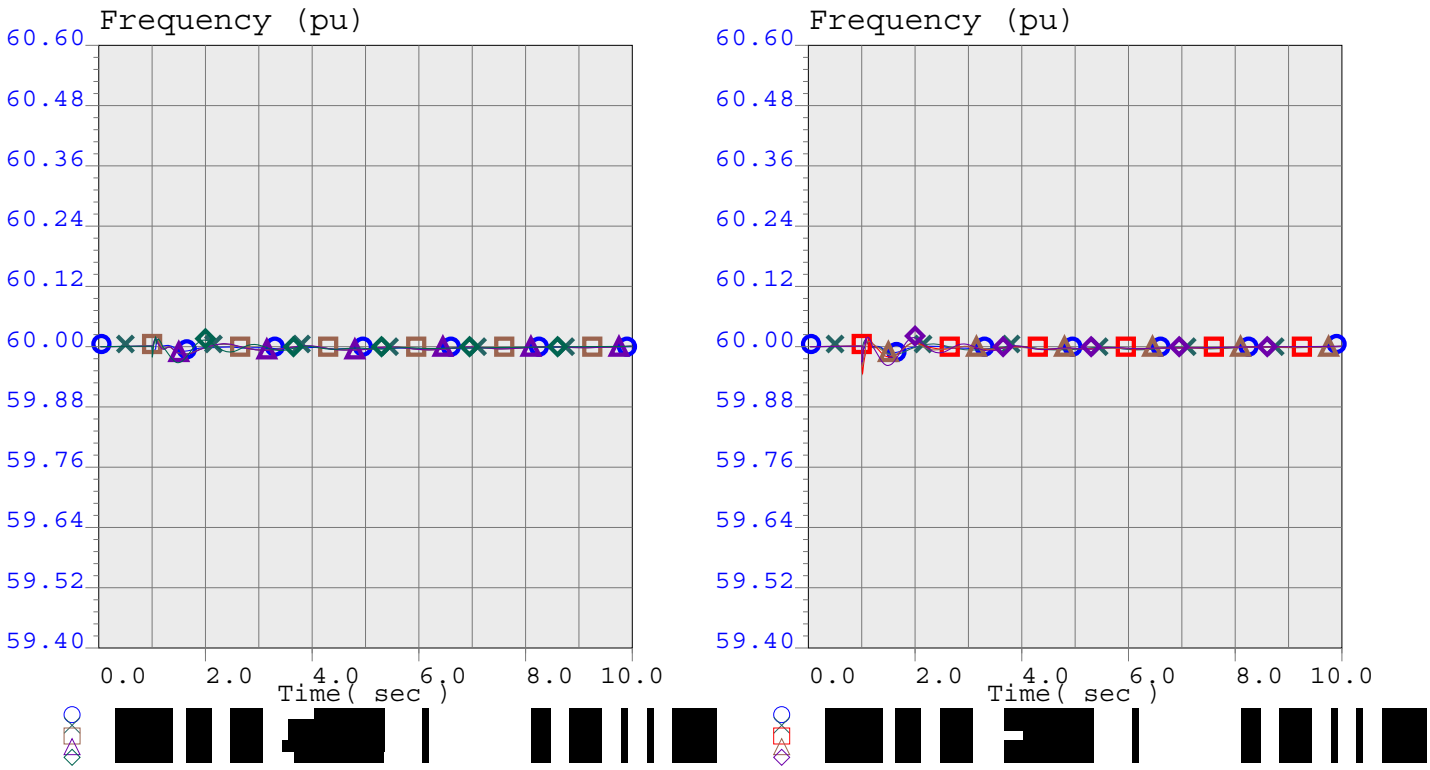


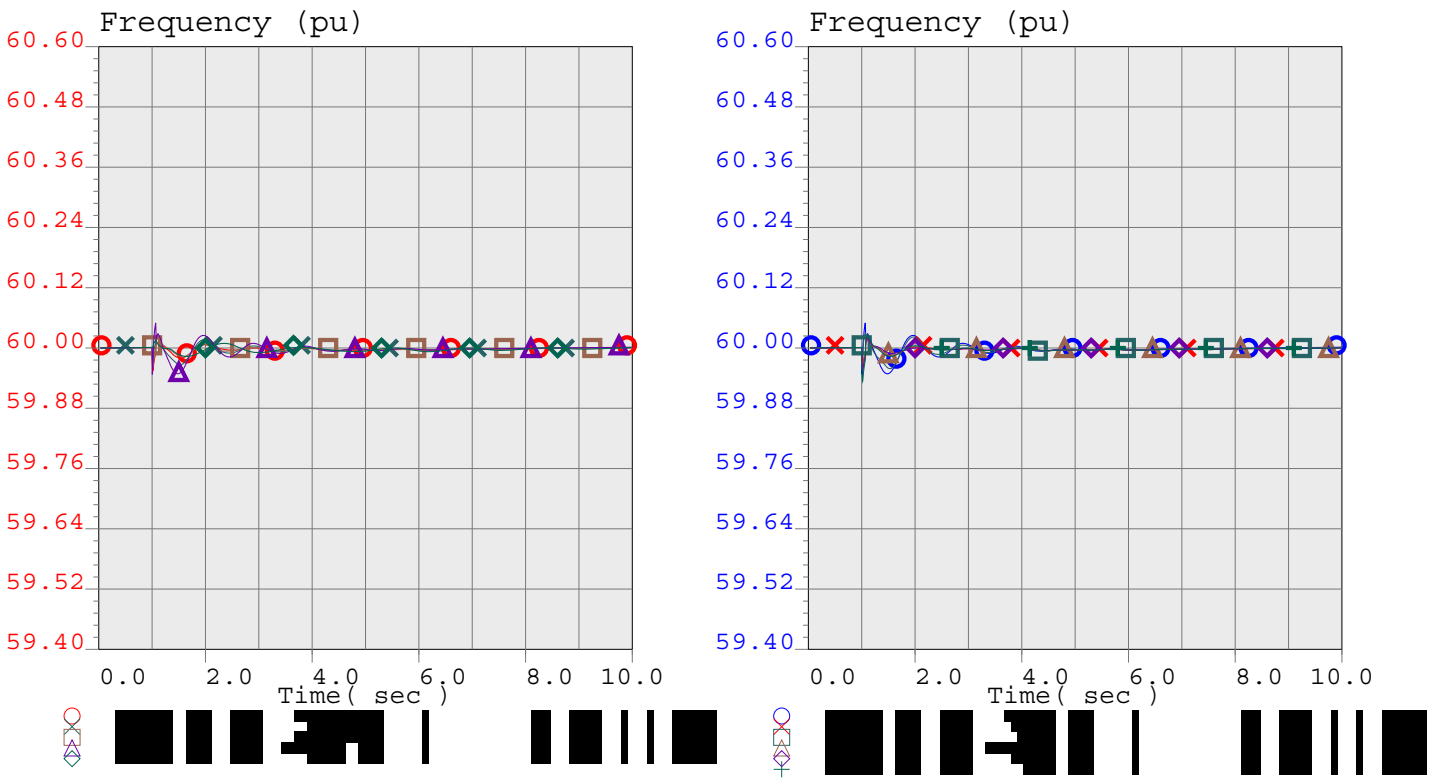




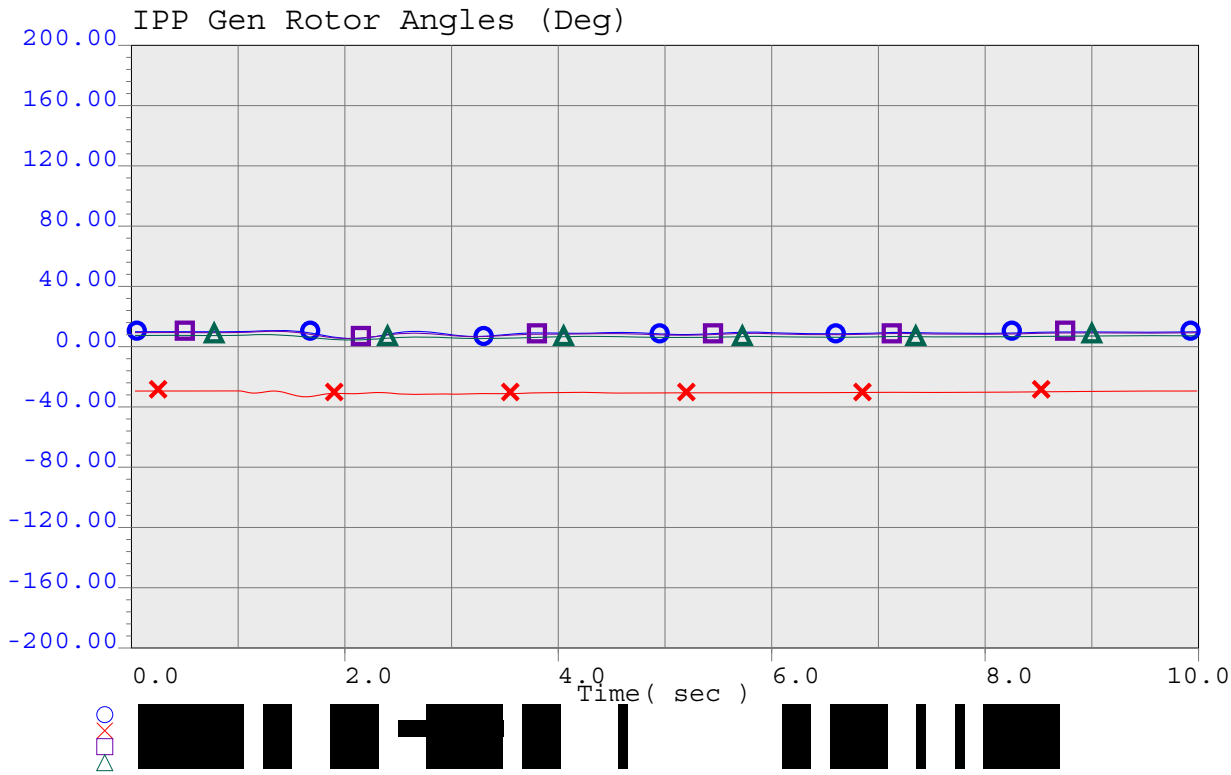


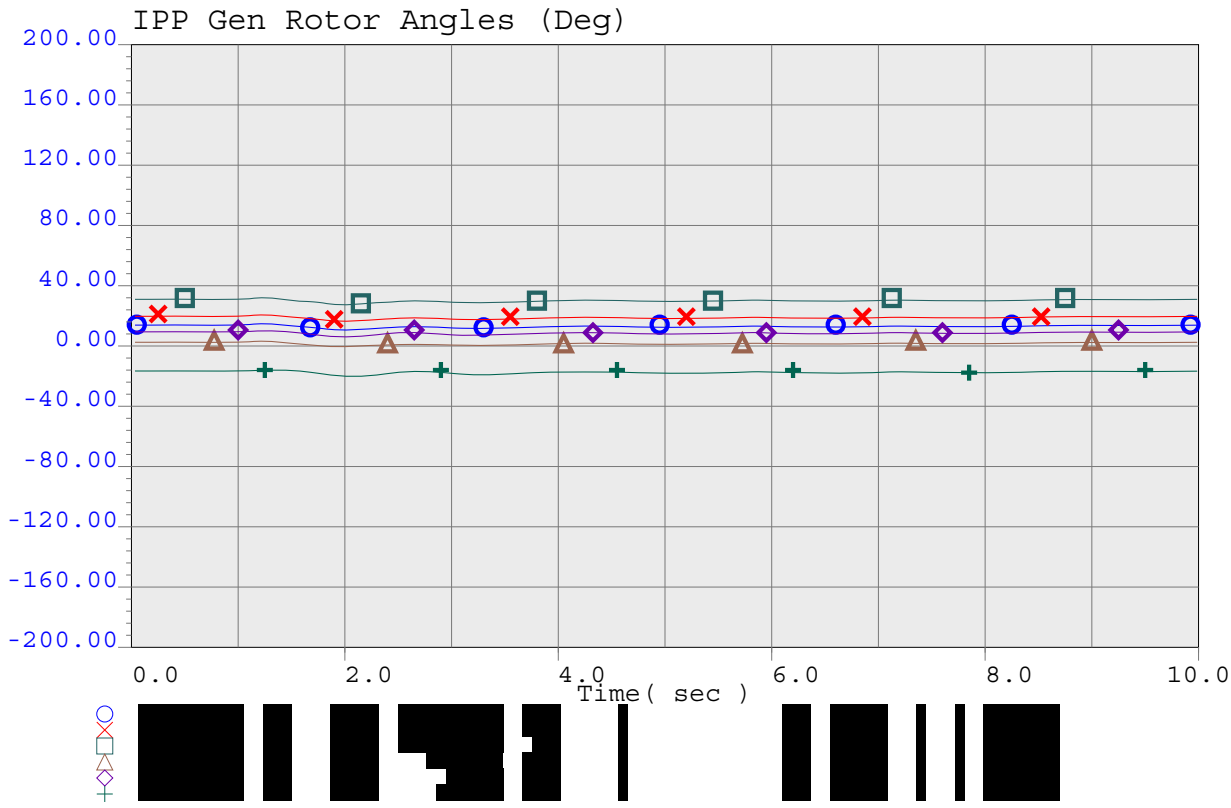
SYSTEM IMPACT STUDY (Frequency)



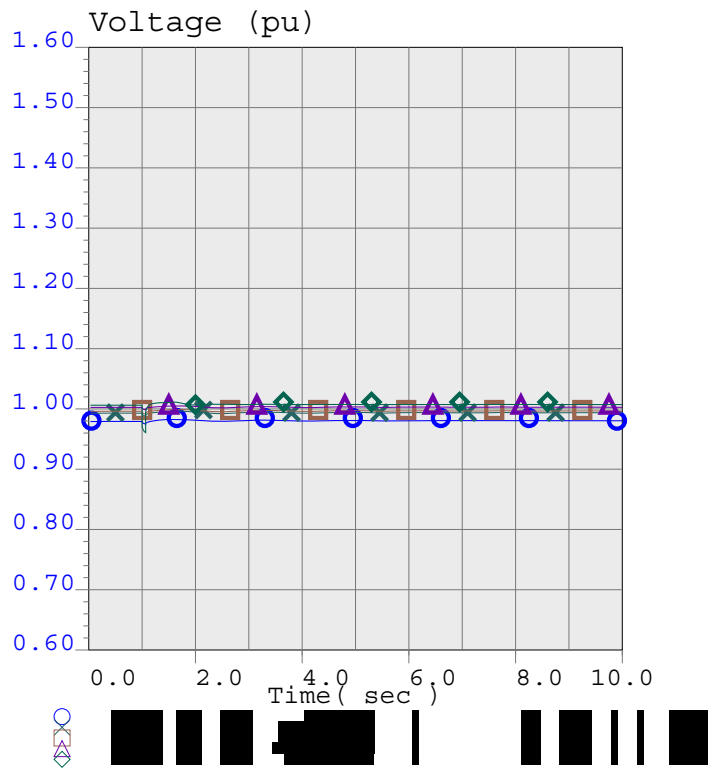


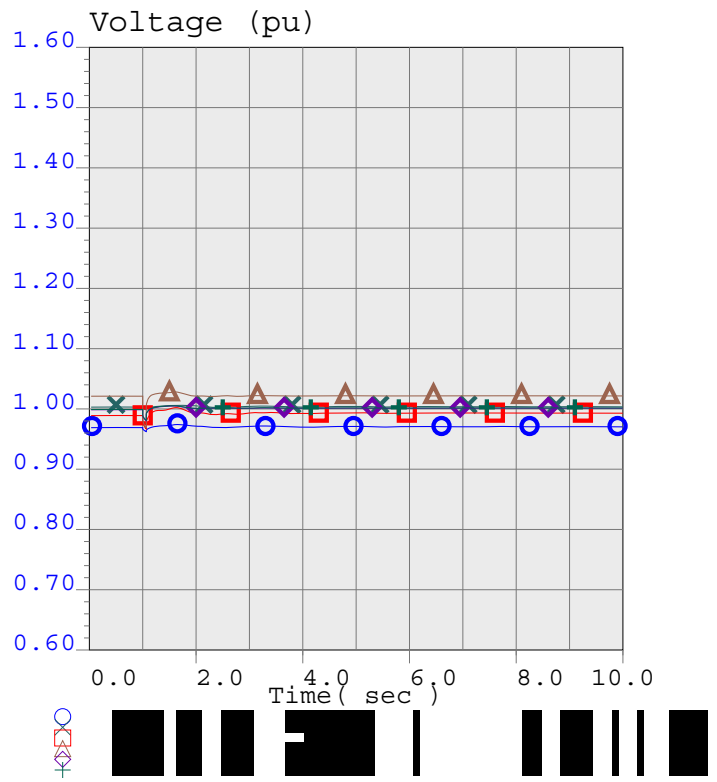
SYSTEM IMPACT STUDY (Rotor Angles)

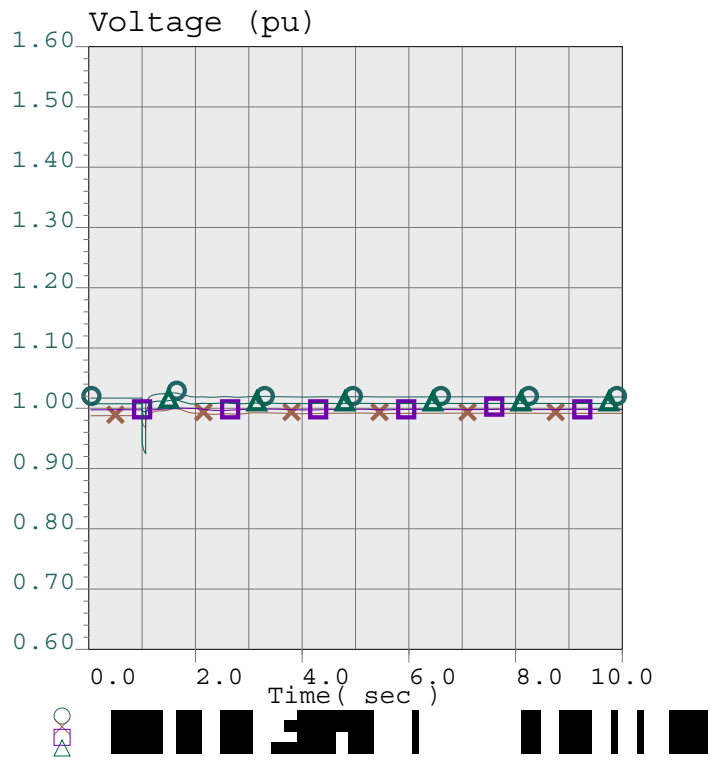


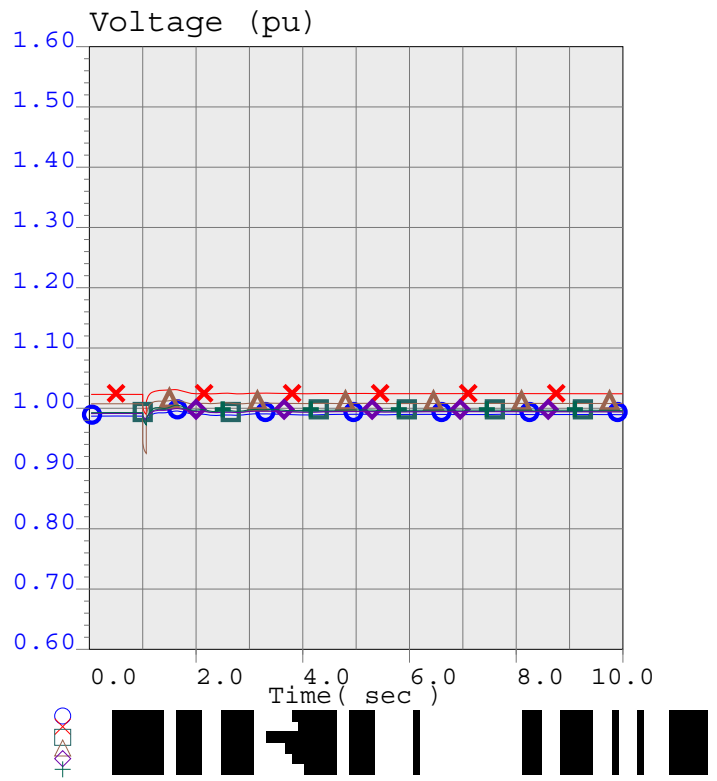


SYSTEM IMPACT STUDY (Voltage)









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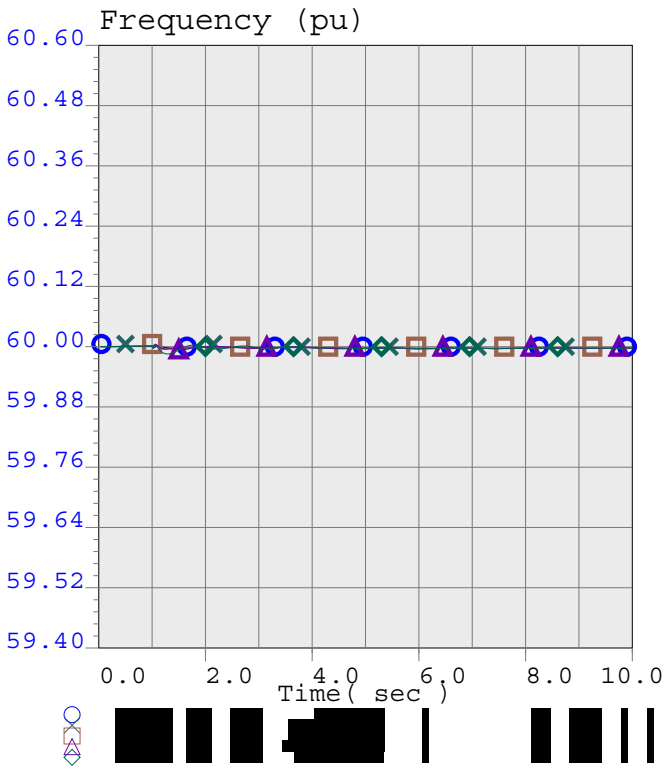
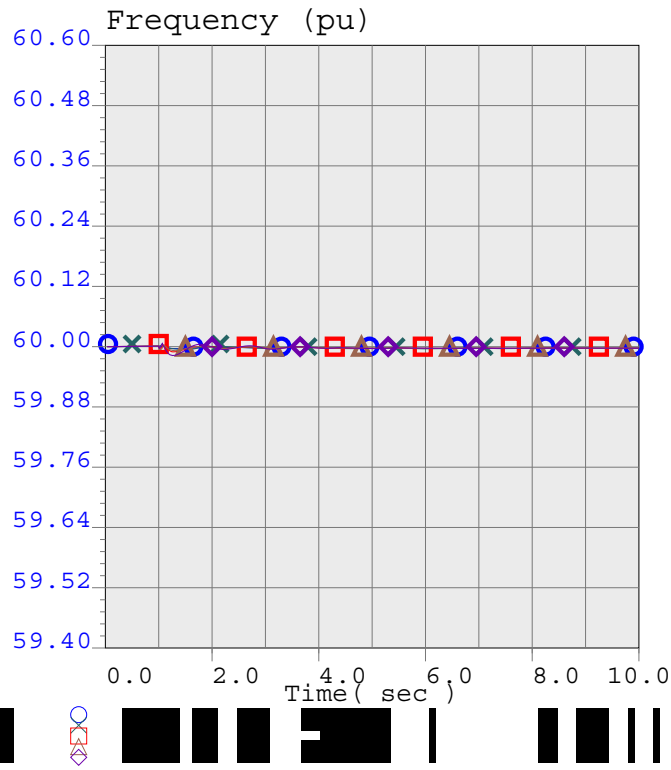
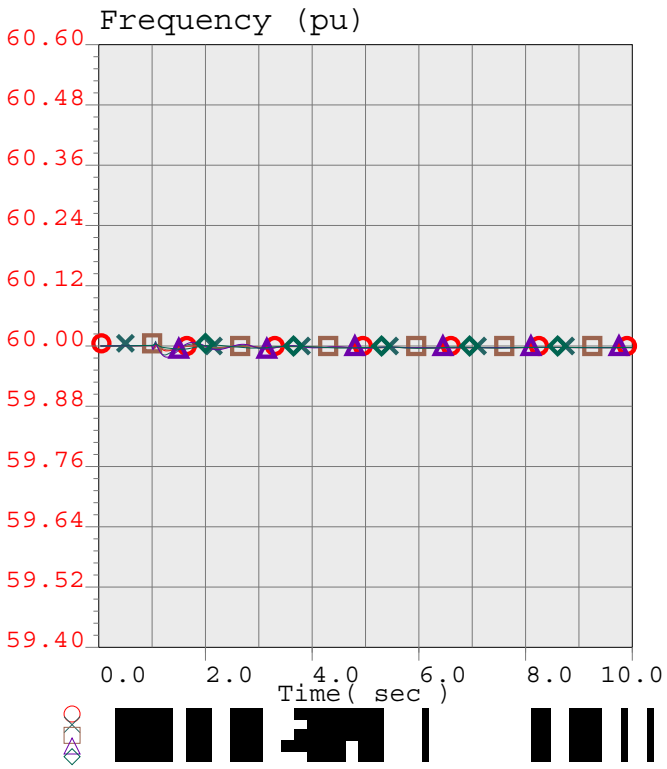
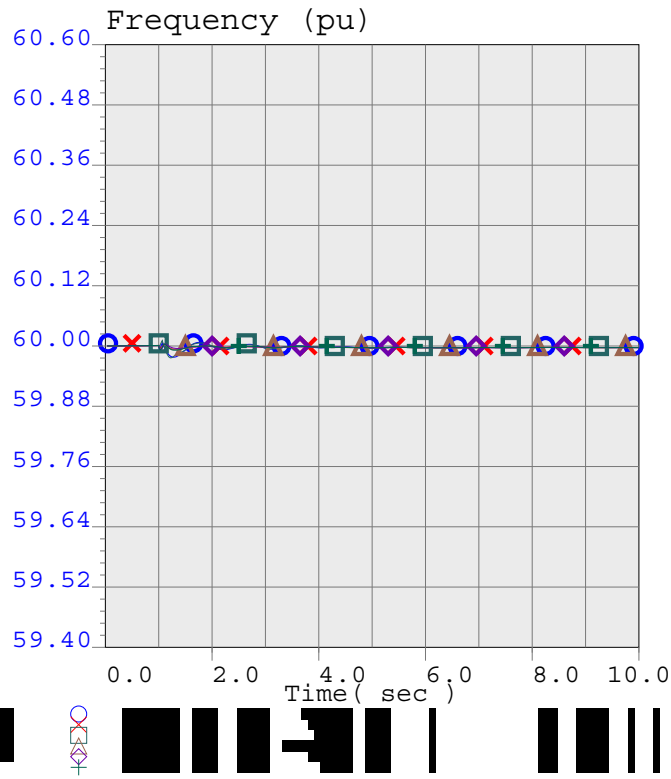
SYSTEM IMPACT STUDY (Frequency)

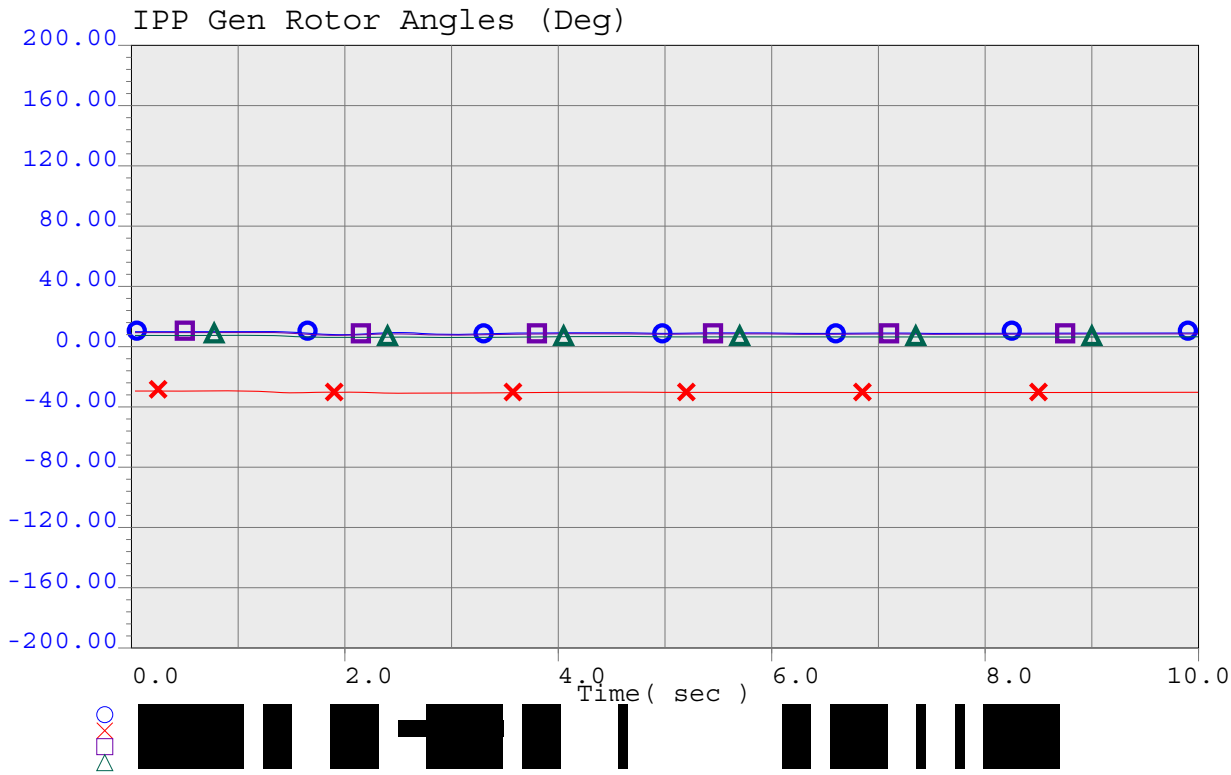


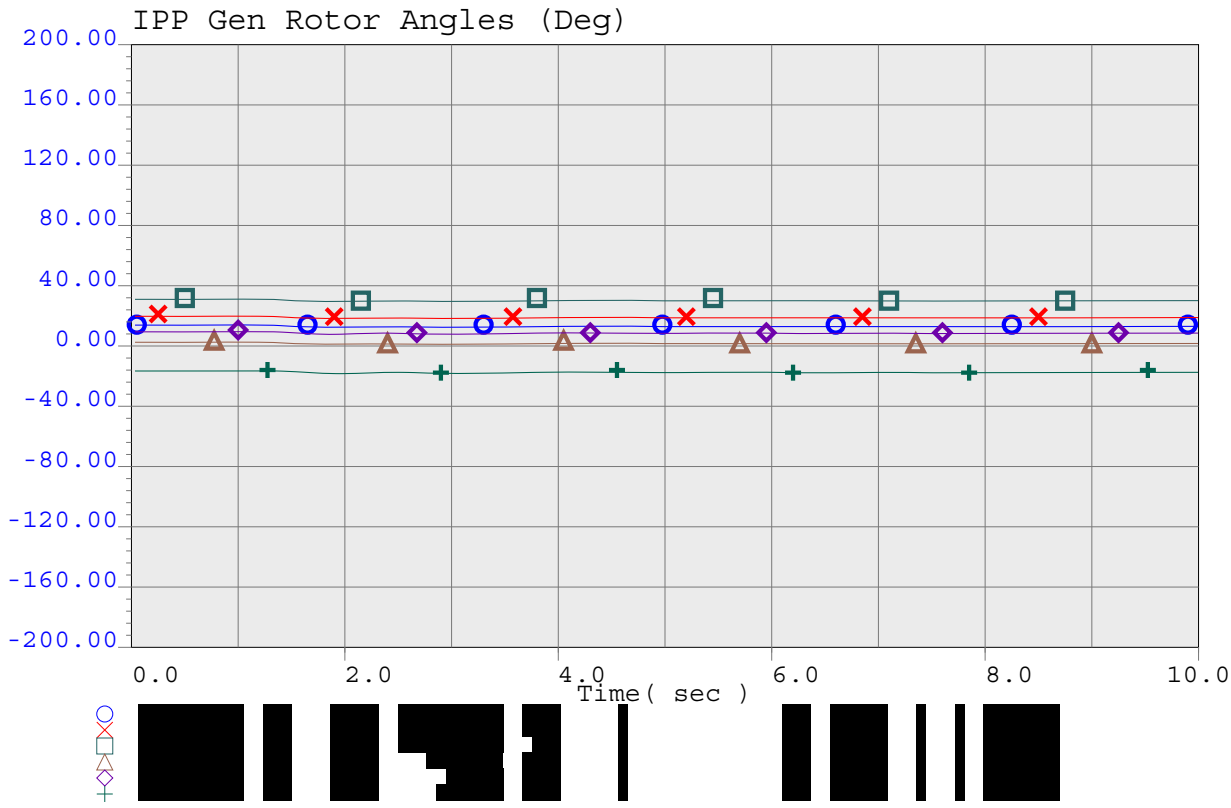




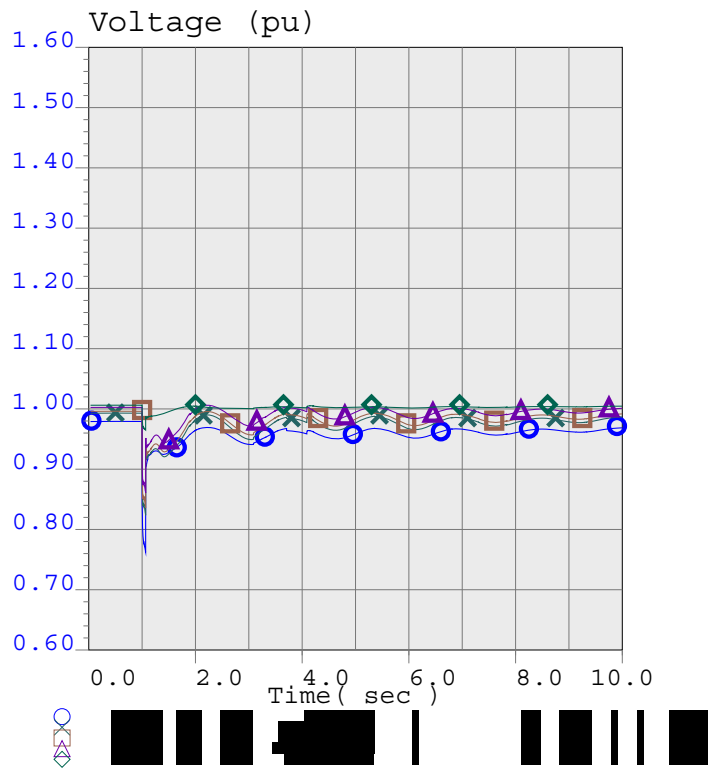


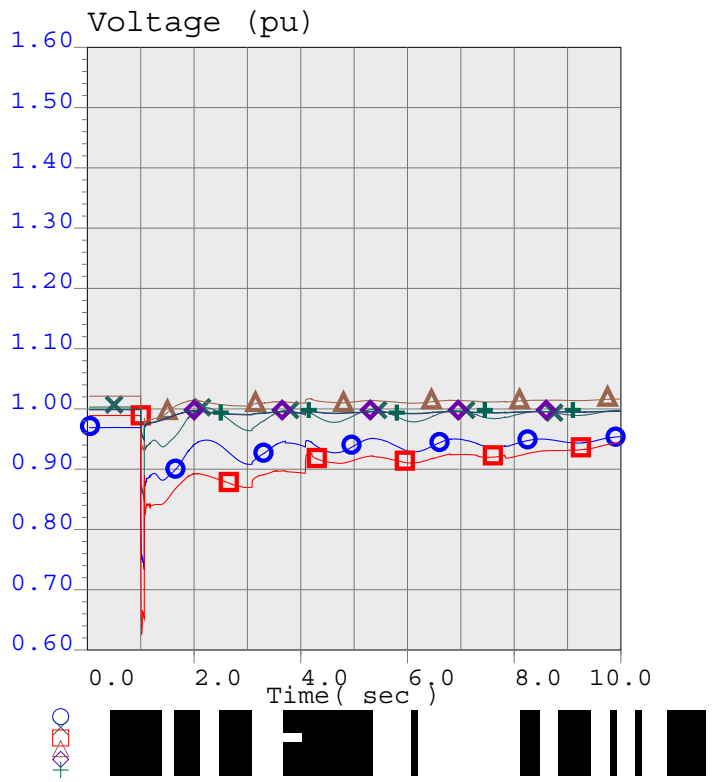
SYSTEM IMPACT STUDY (Rotor Angles)

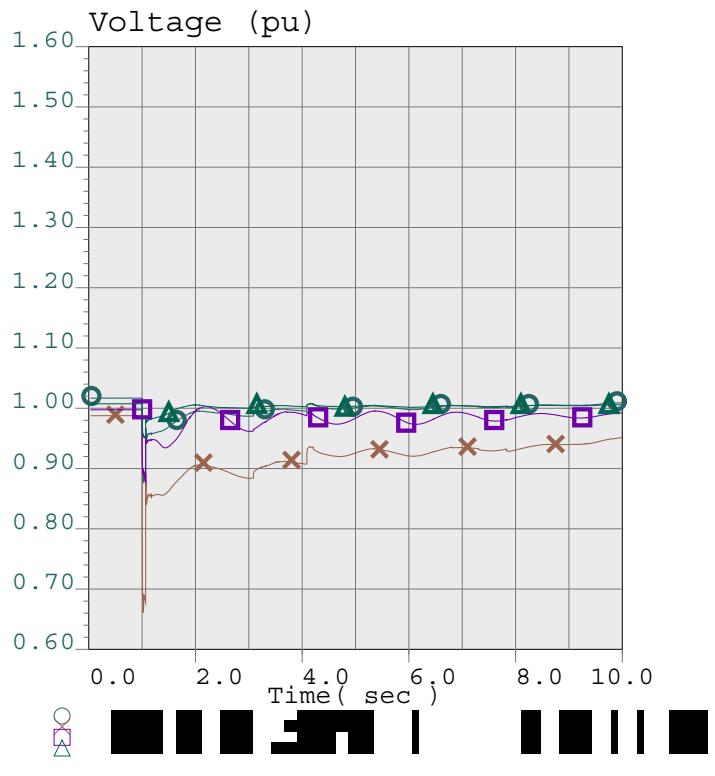


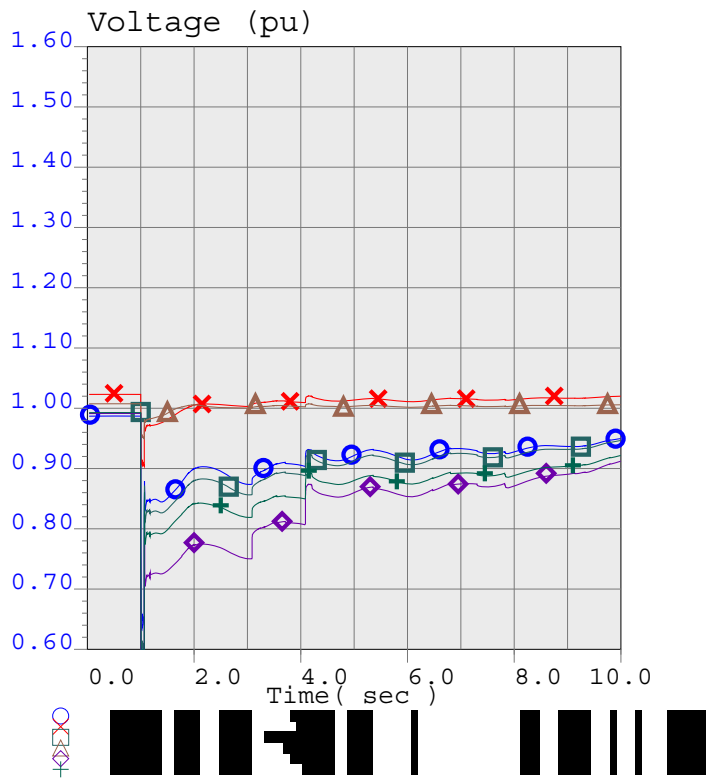


SYSTEM IMPACT STUDY (Voltage)









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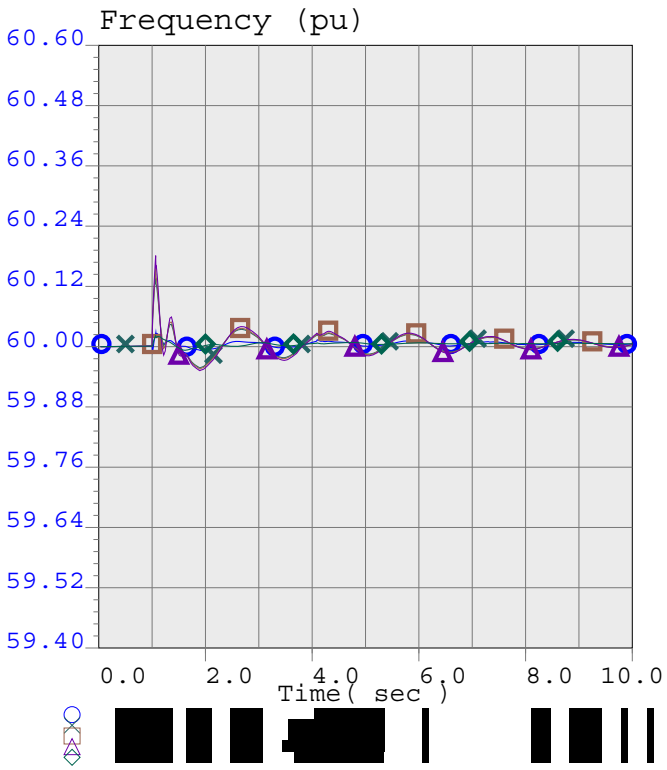
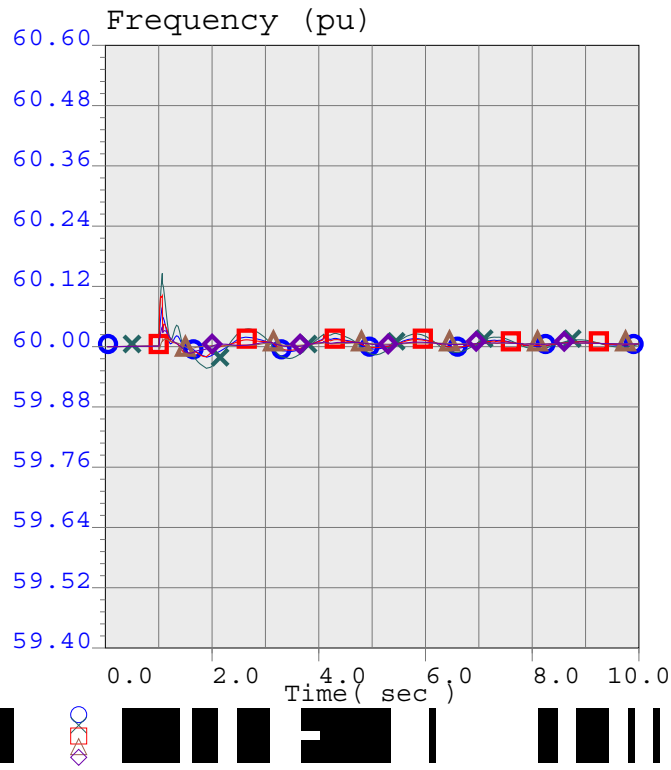
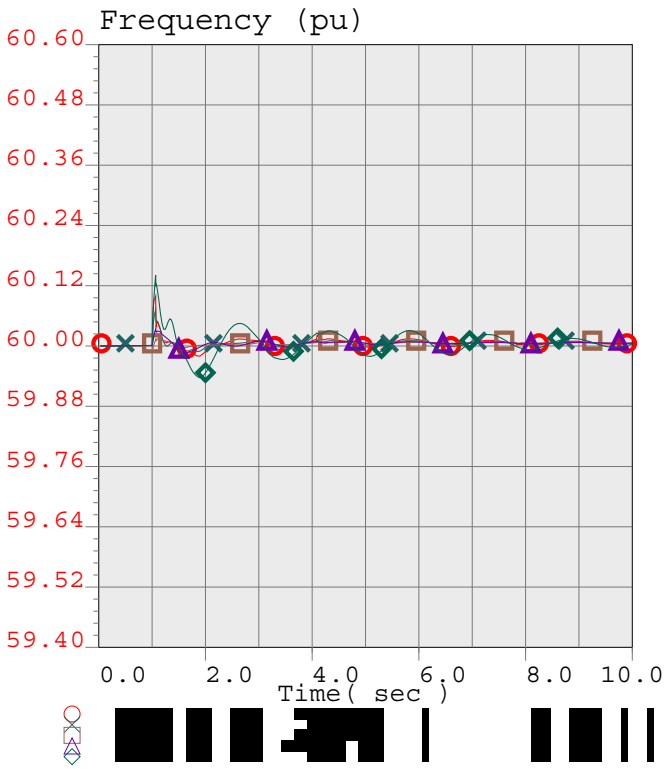
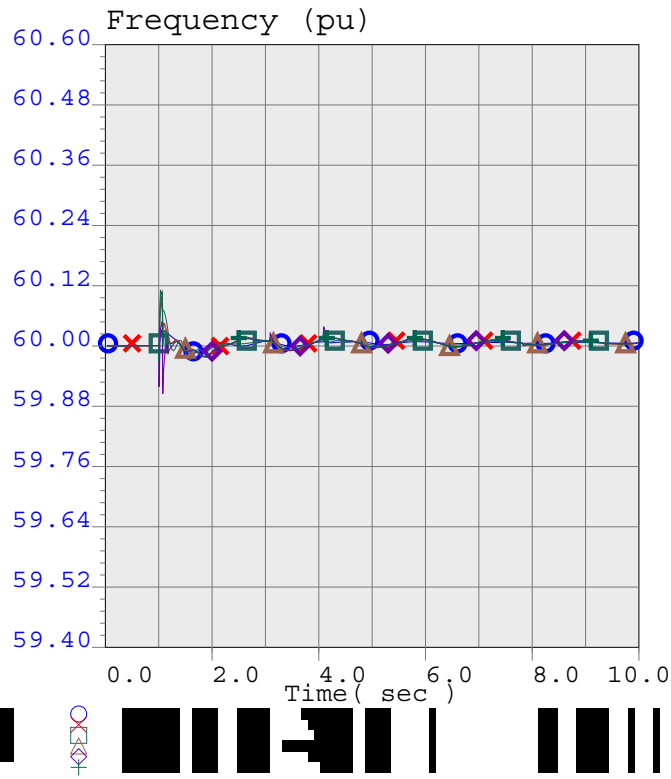
SYSTEM IMPACT STUDY (Frequency)

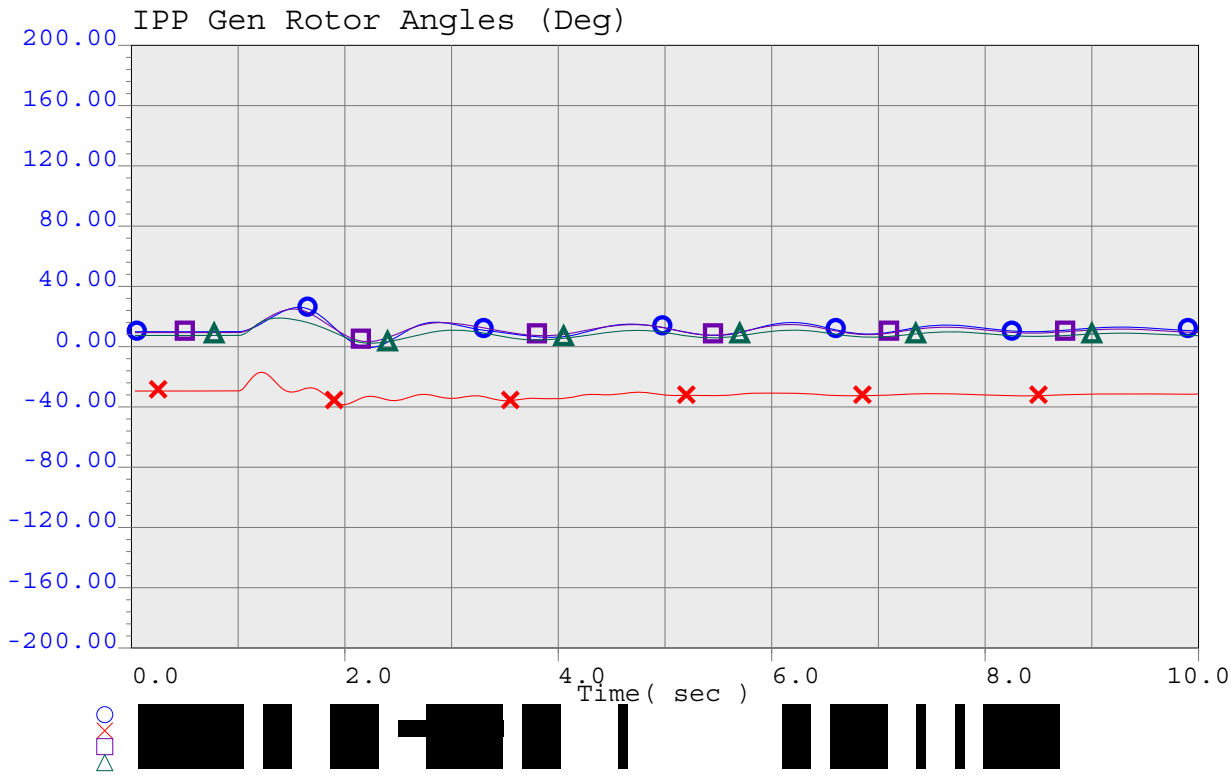


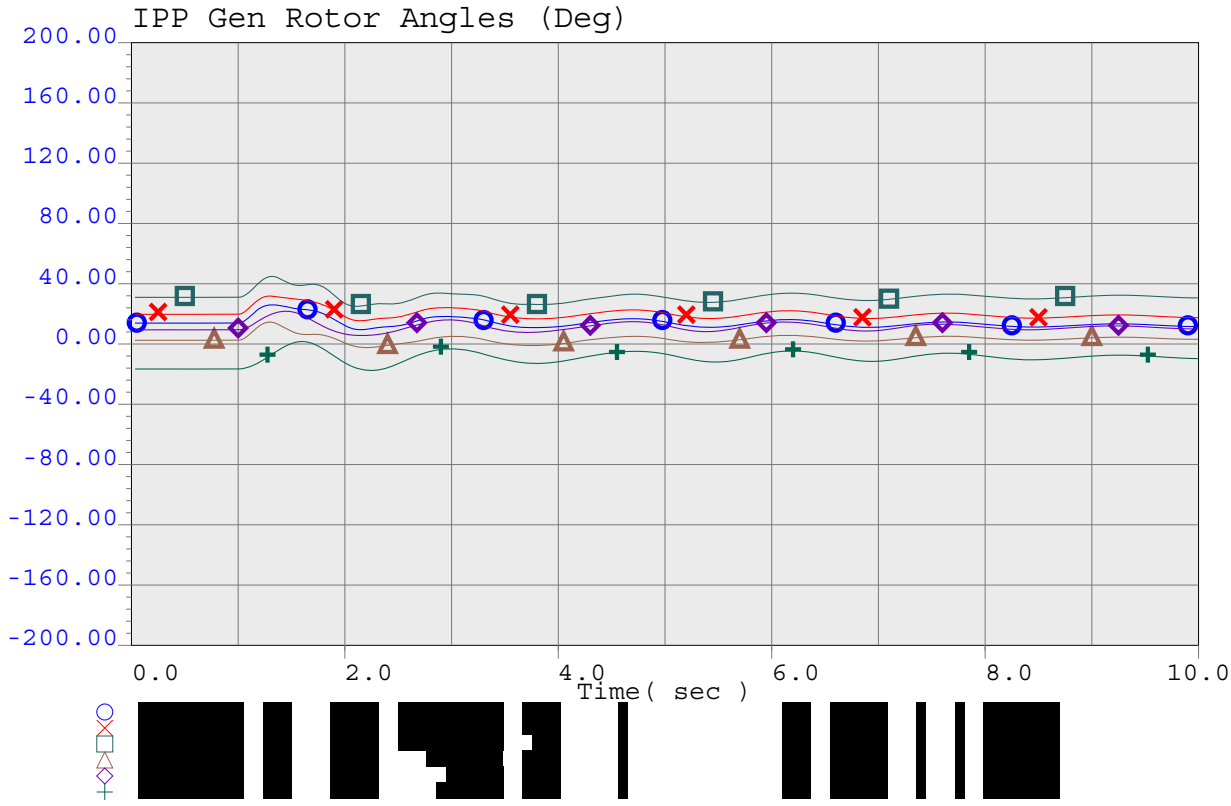




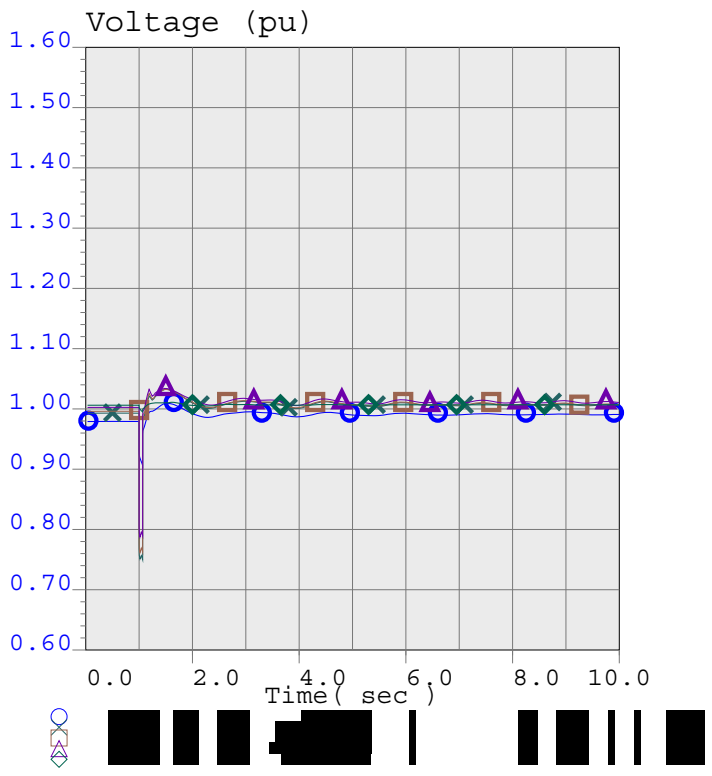


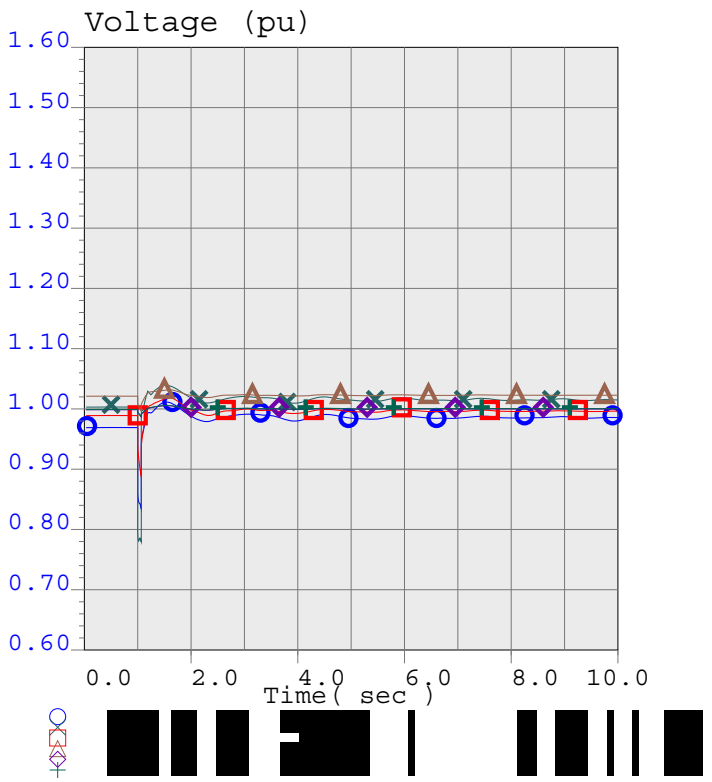
SYSTEM IMPACT STUDY (Rotor Angles)

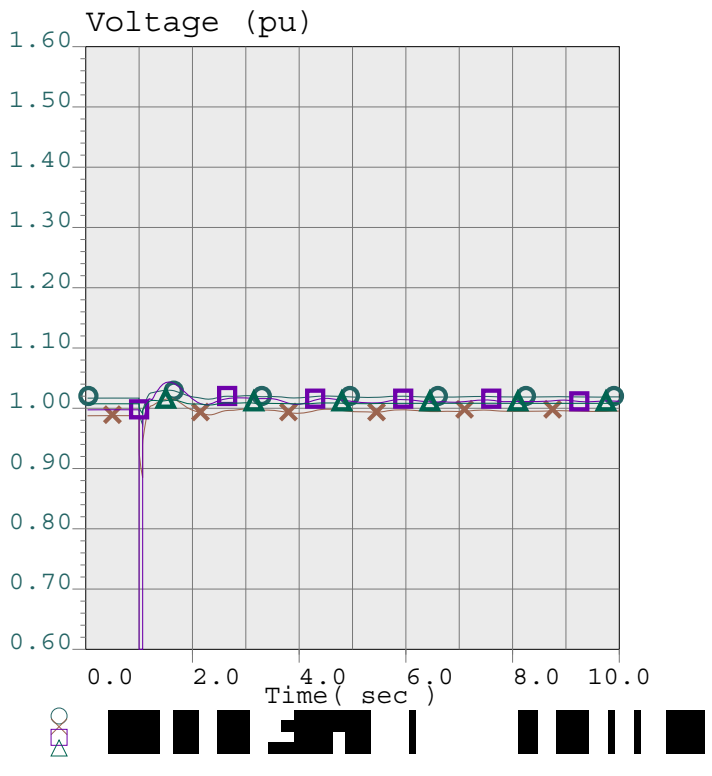


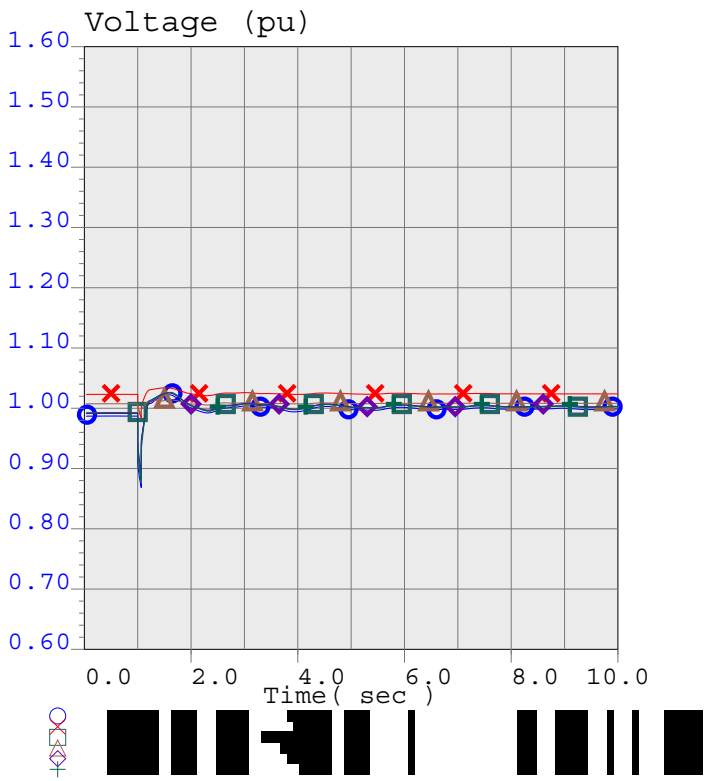


SYSTEM IMPACT STUDY (Voltage)









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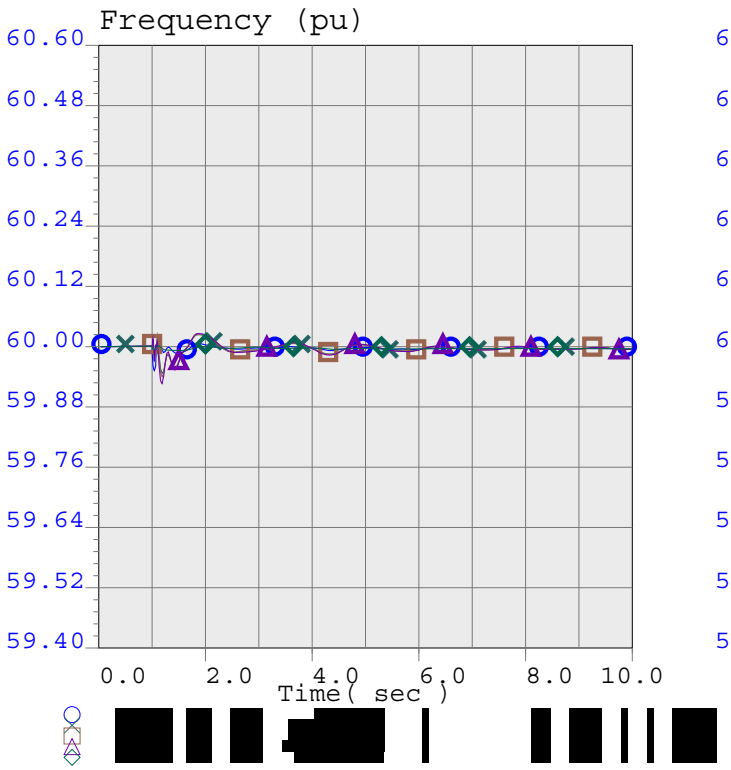
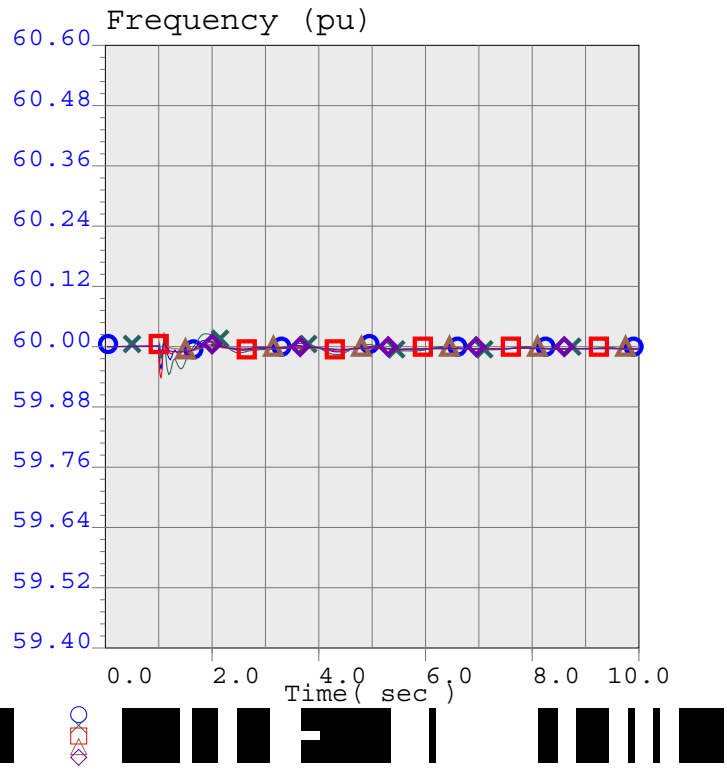
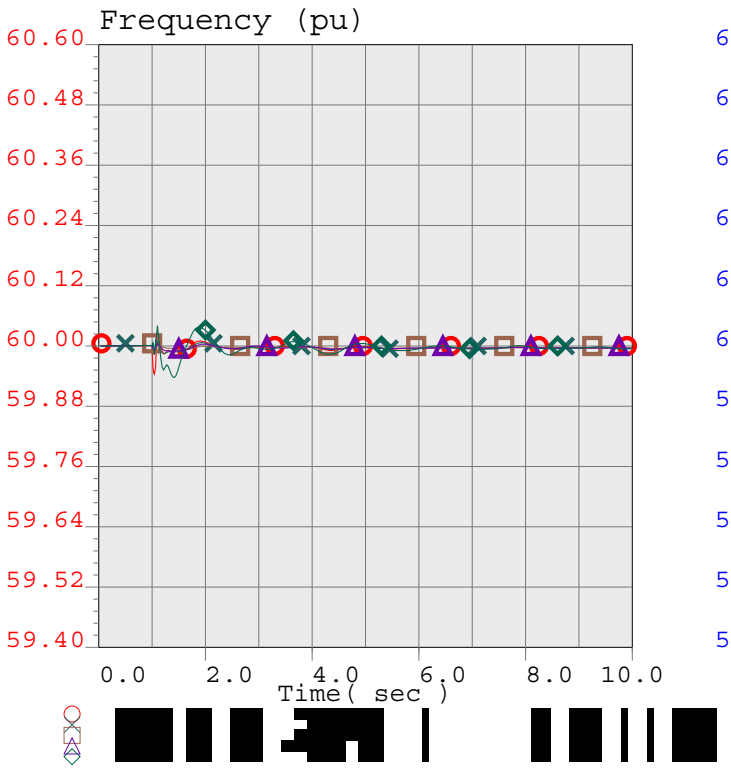
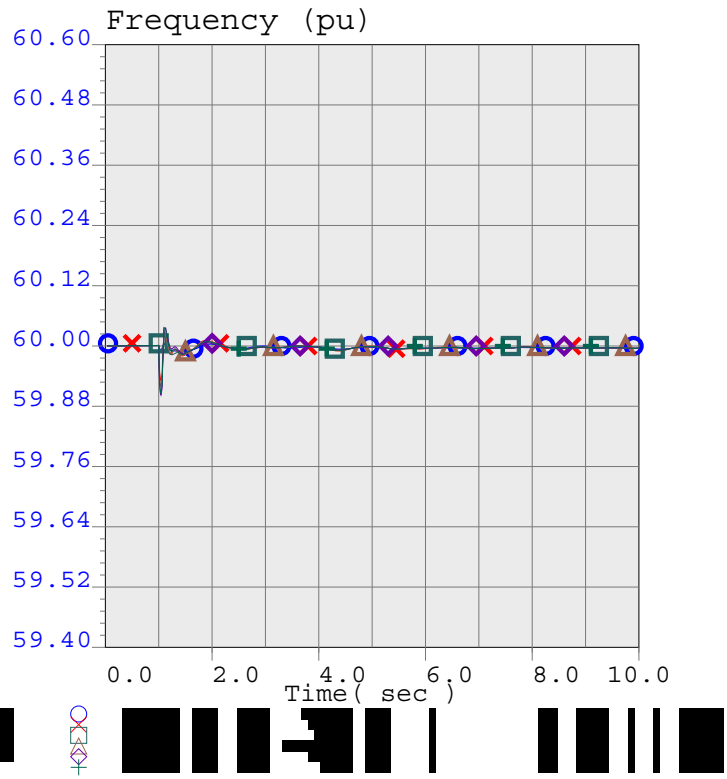
SYSTEM IMPACT STUDY (Frequency)









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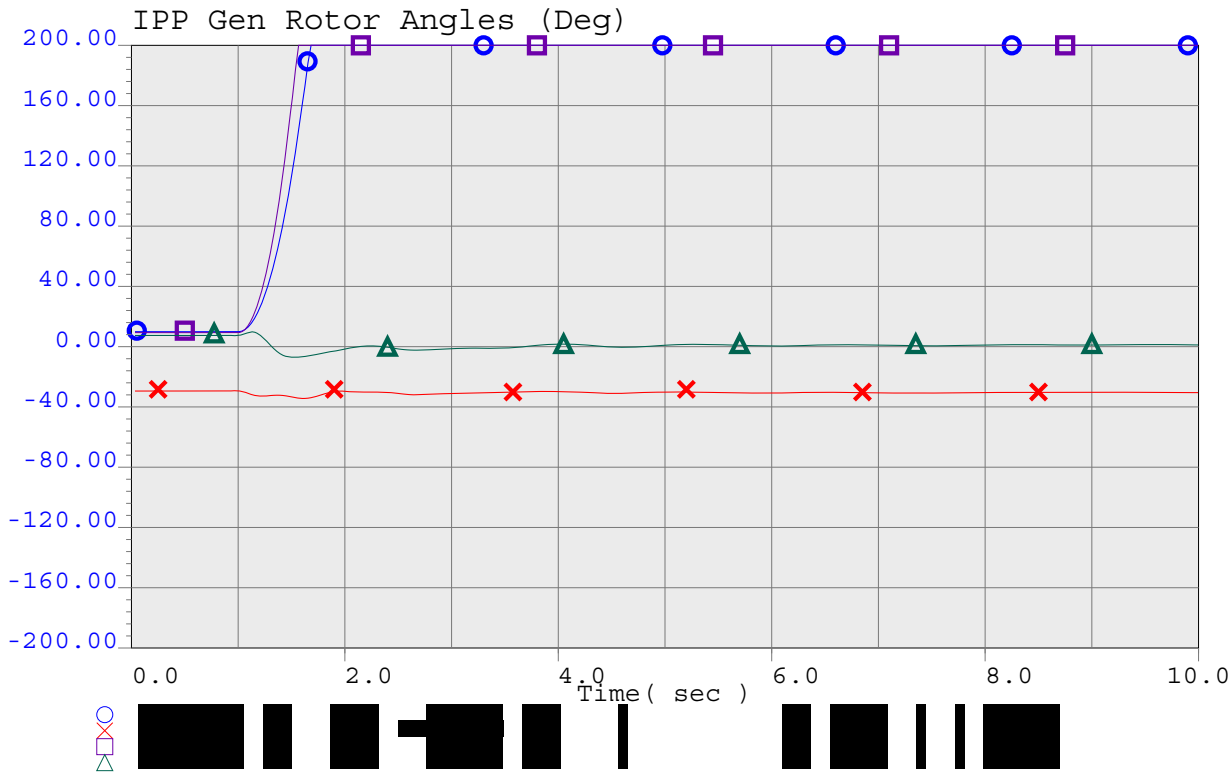
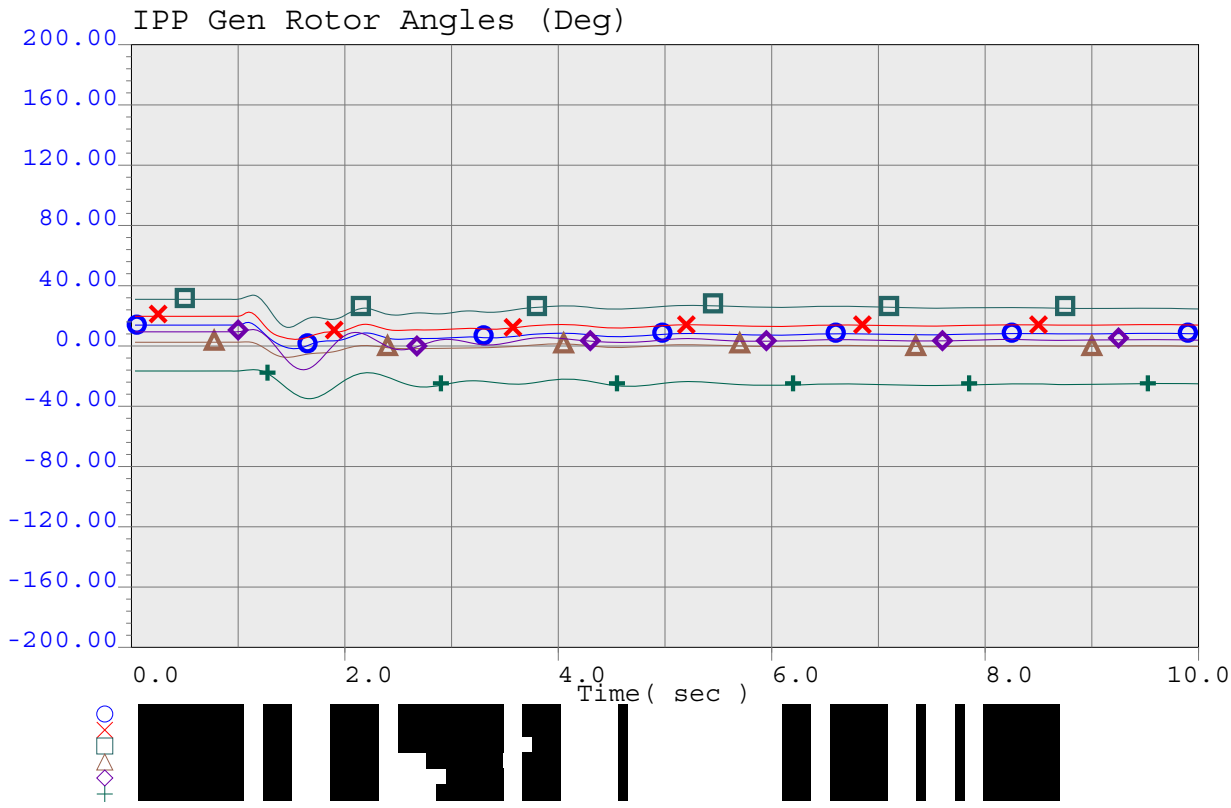
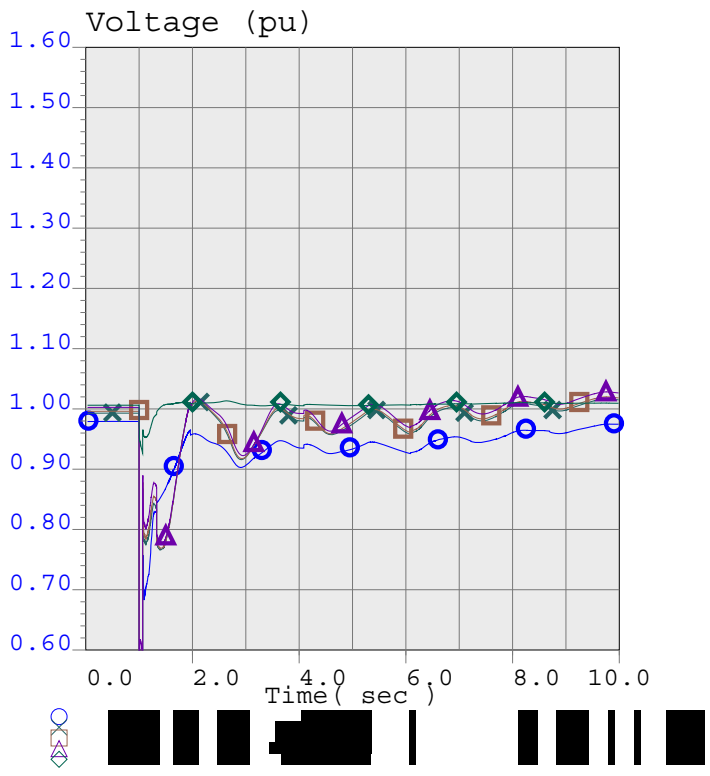
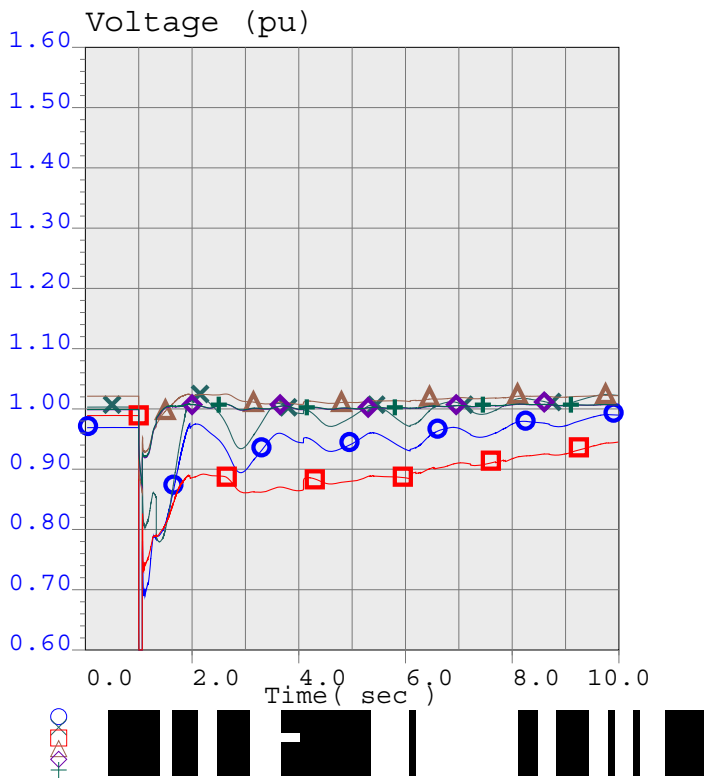
SYSTEM IMPACT STUDY (Rotor Angles)

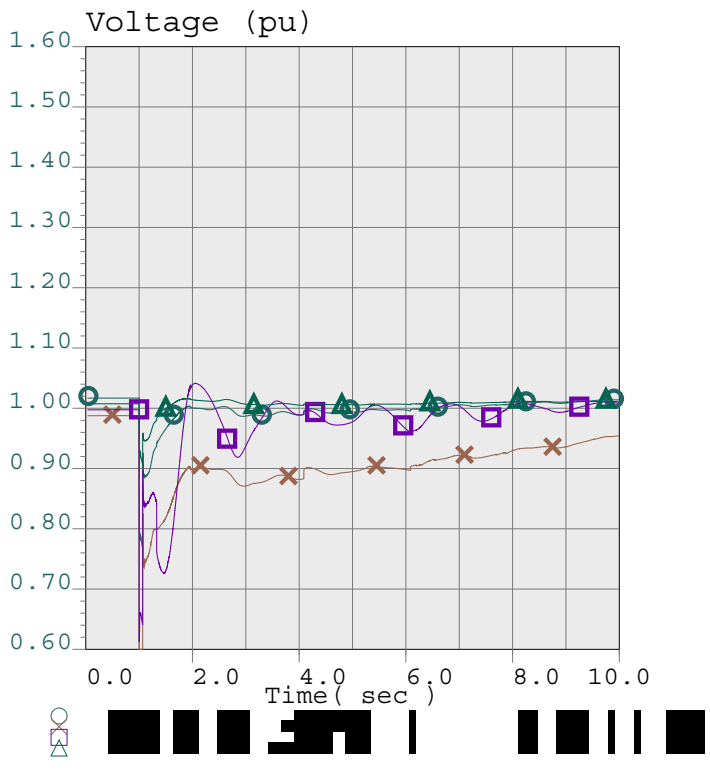


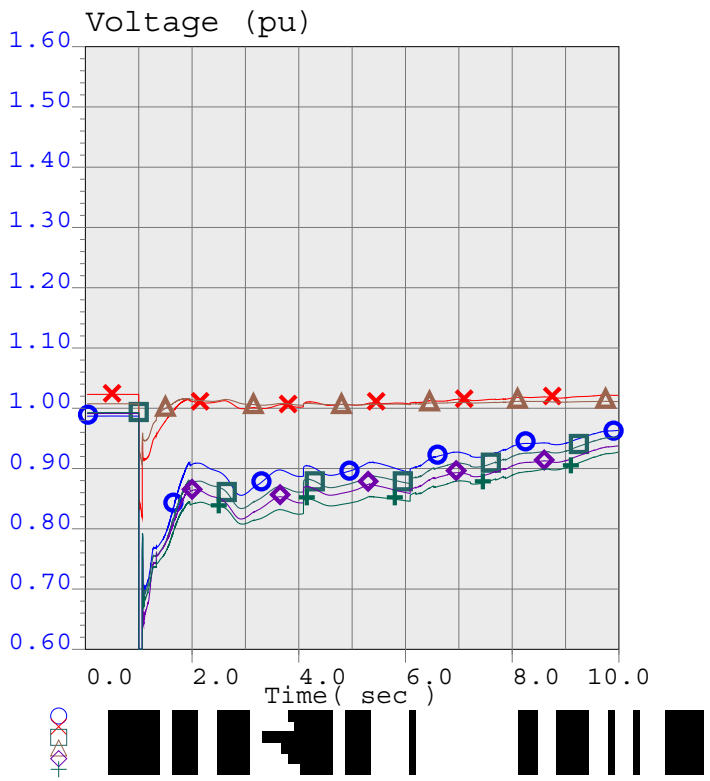


SYSTEM IMPACT STUDY (Voltage)









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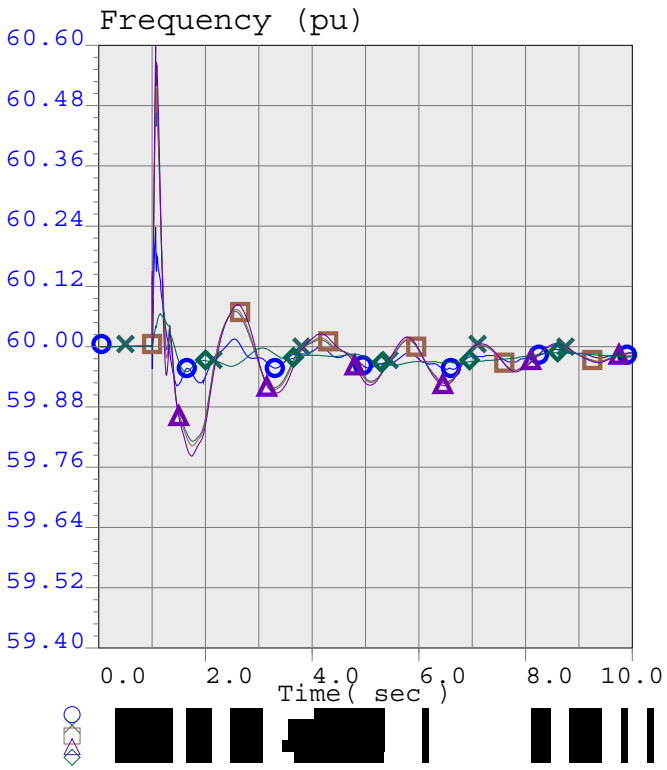
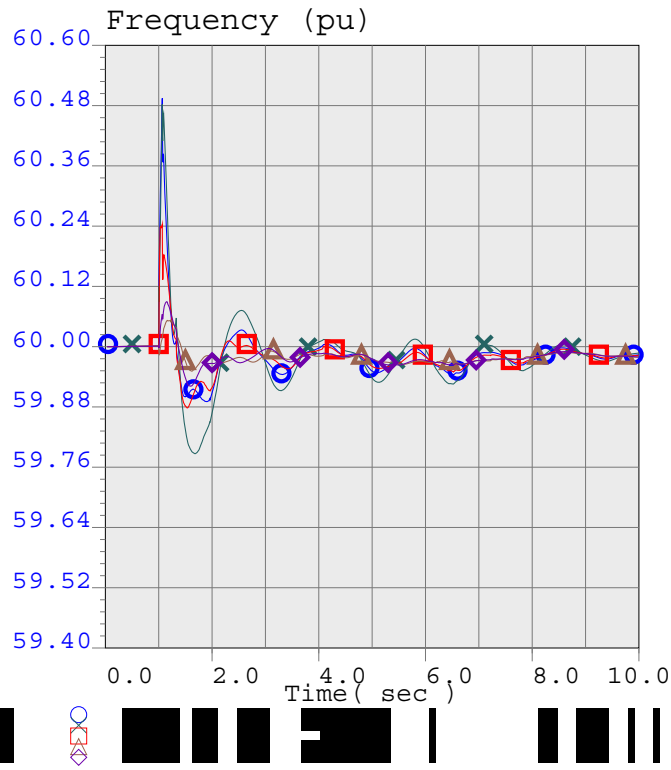
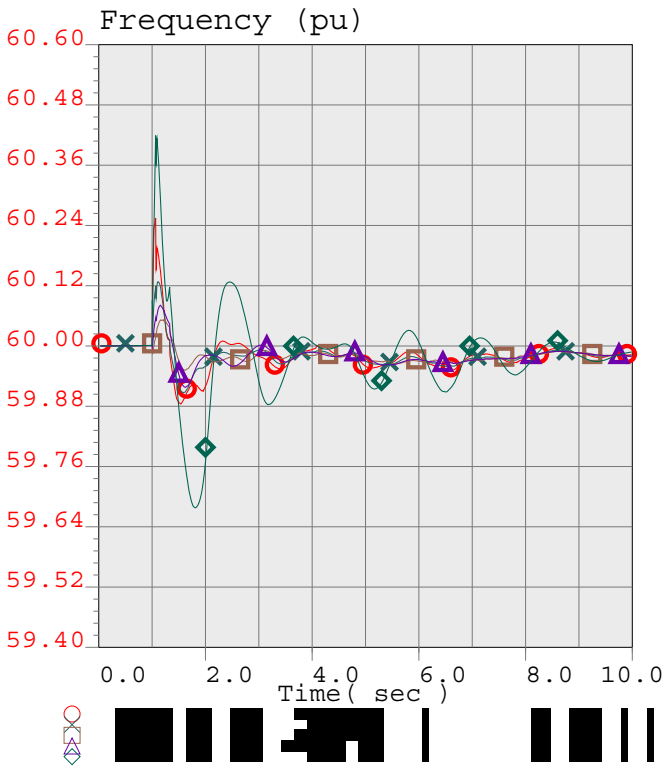
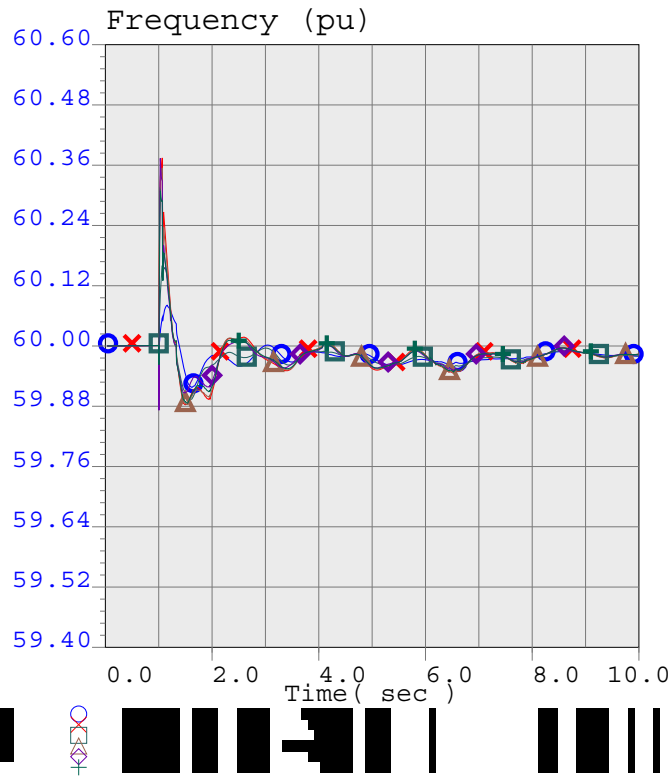
SYSTEM IMPACT STUDY (Frequency)

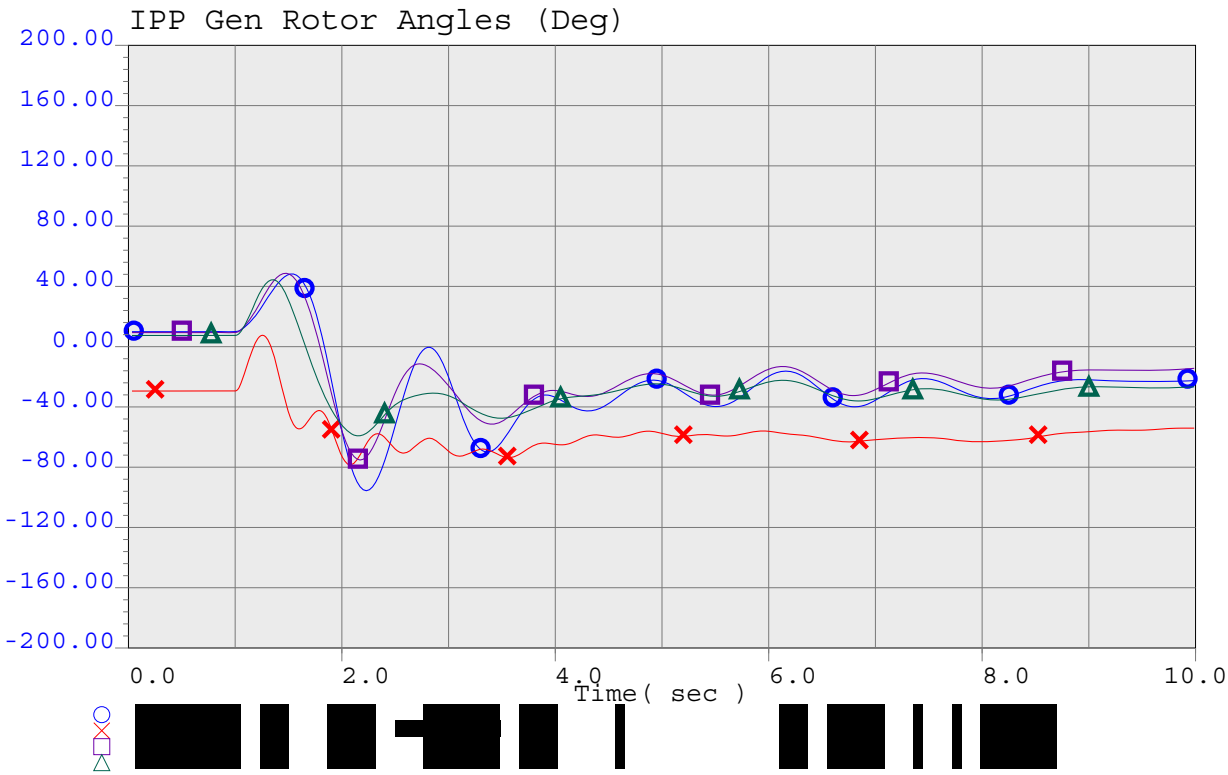


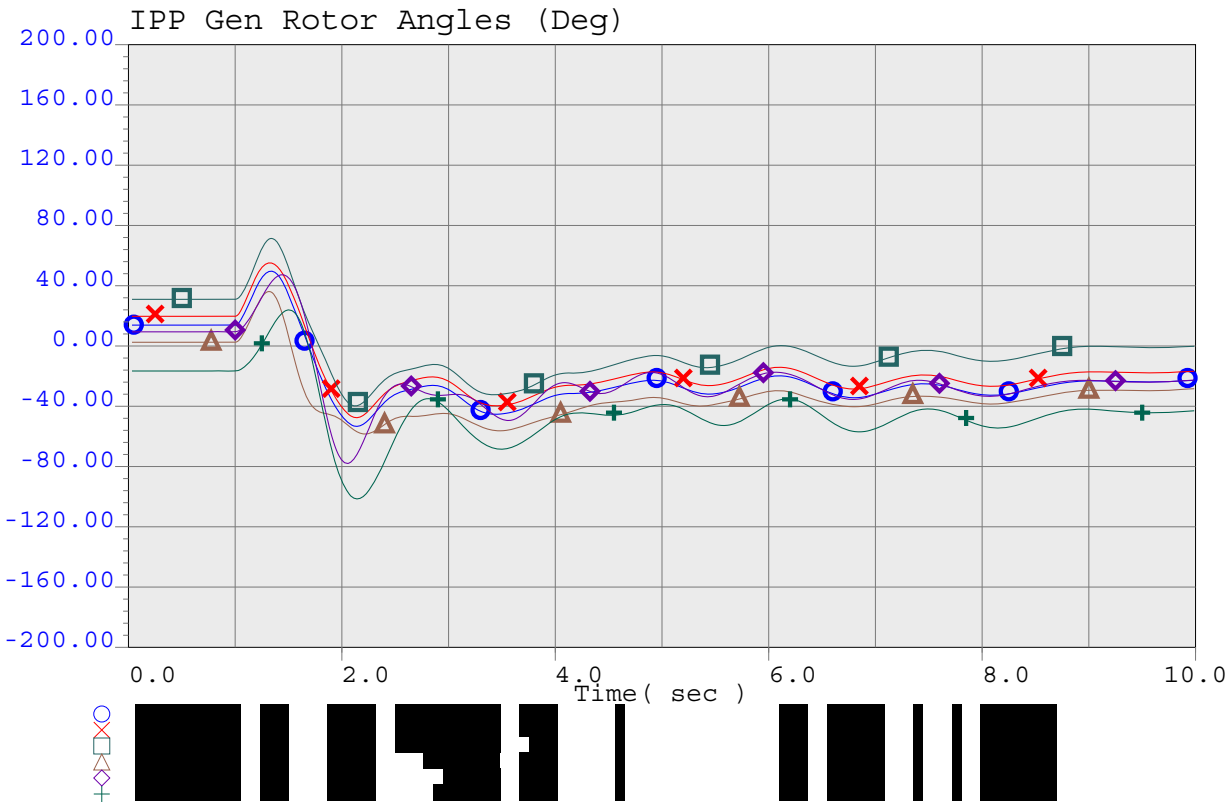




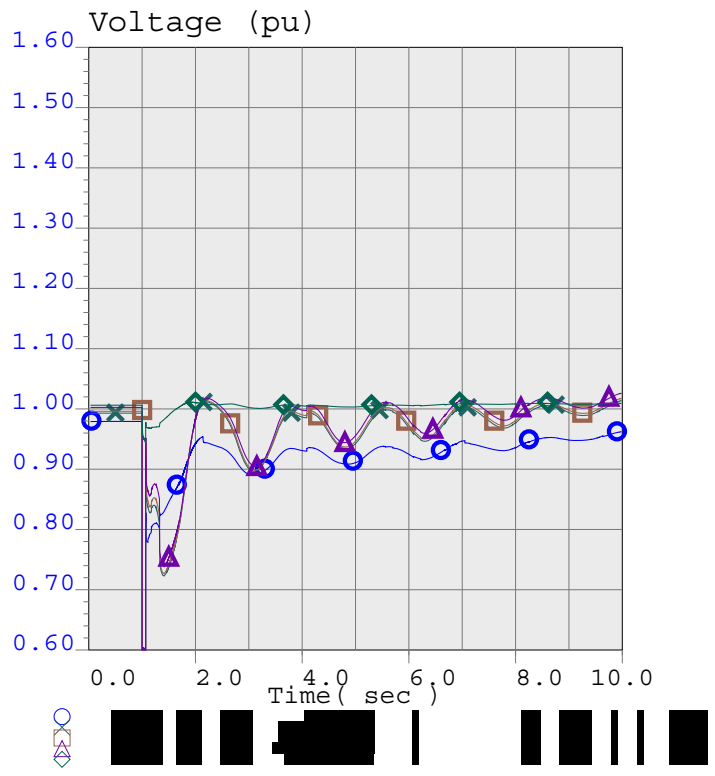


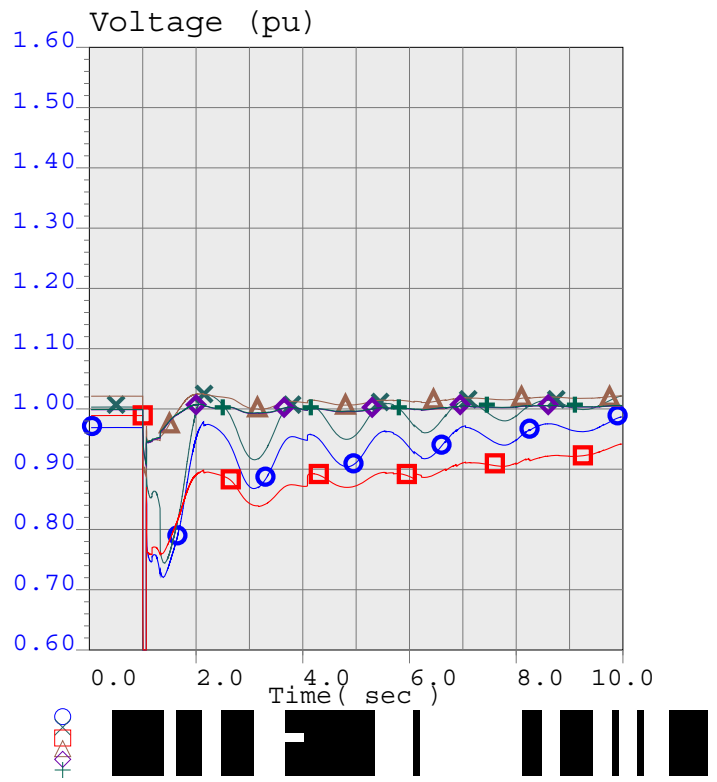
SYSTEM IMPACT STUDY (Rotor Angles)

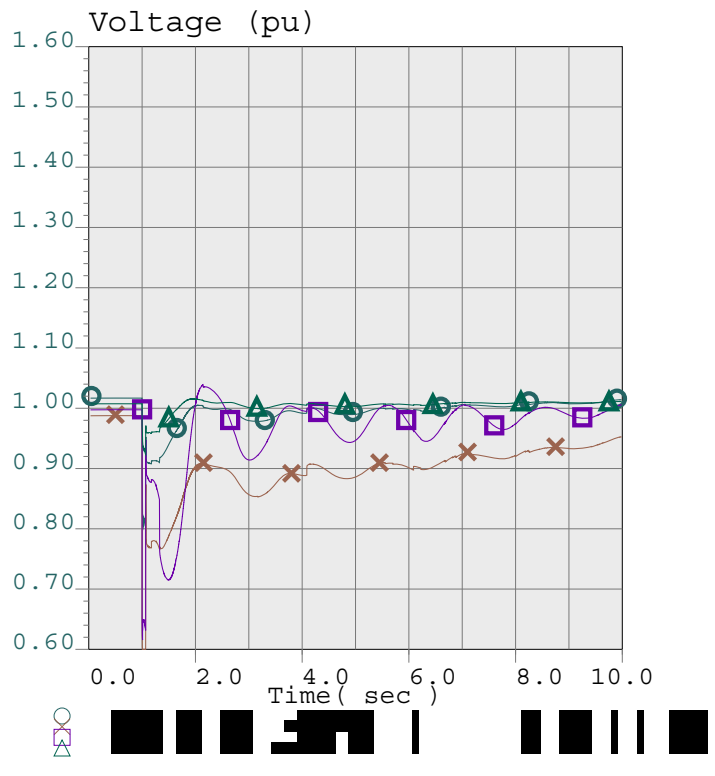


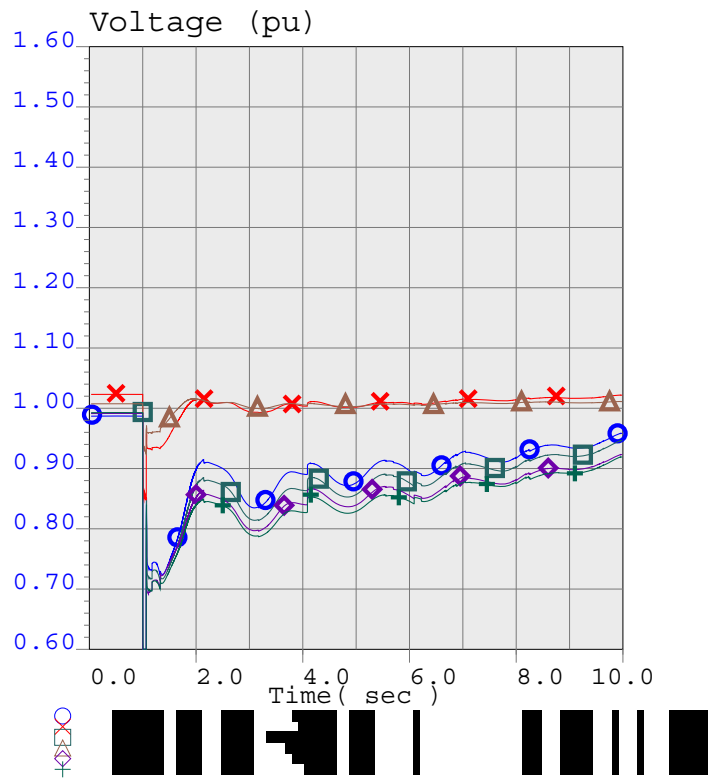


SYSTEM IMPACT STUDY (Voltage)









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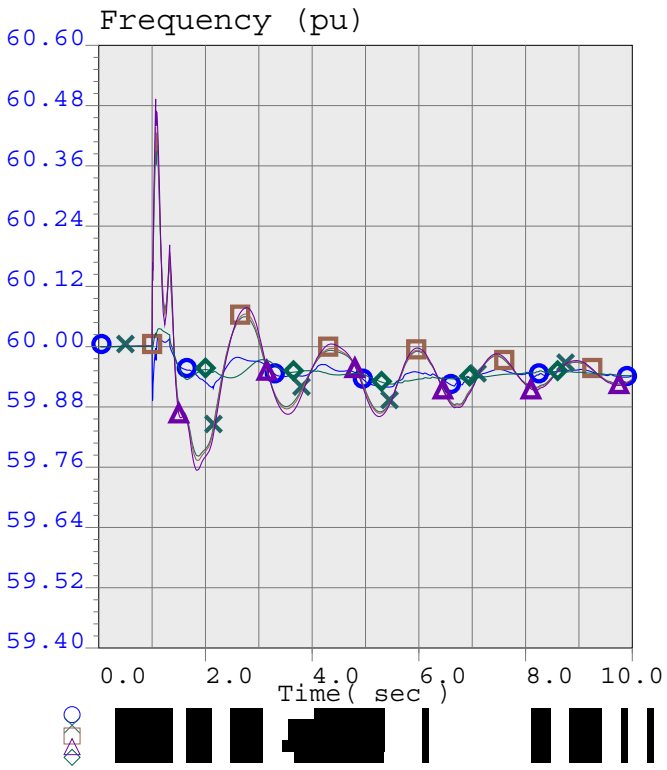
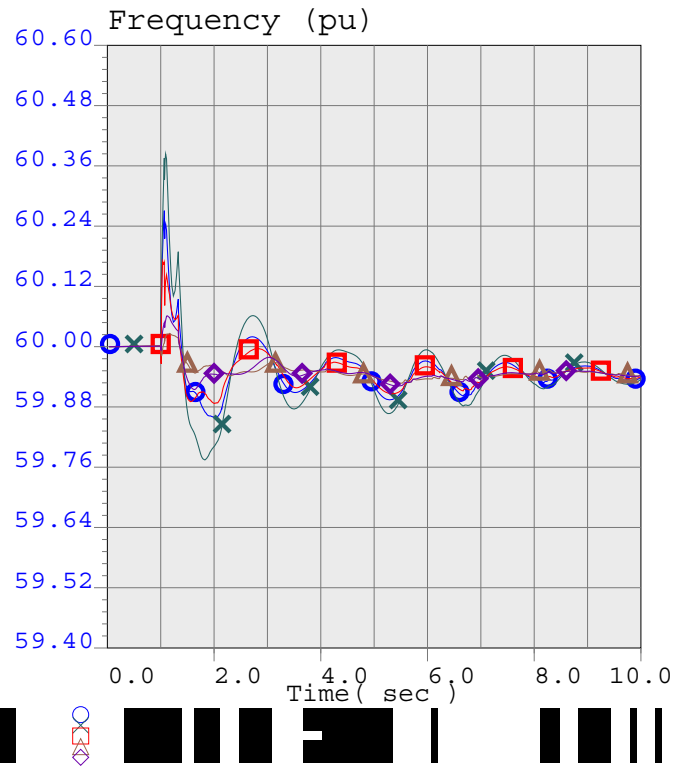
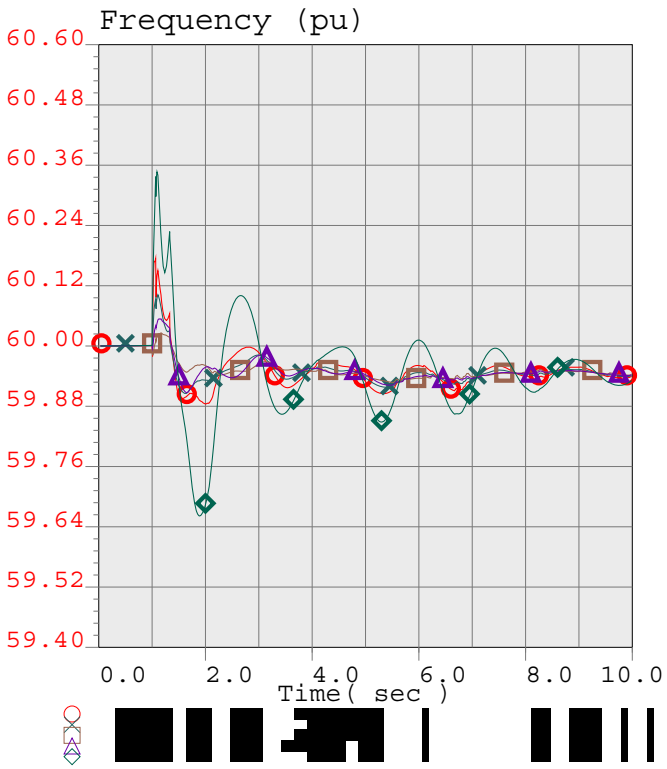
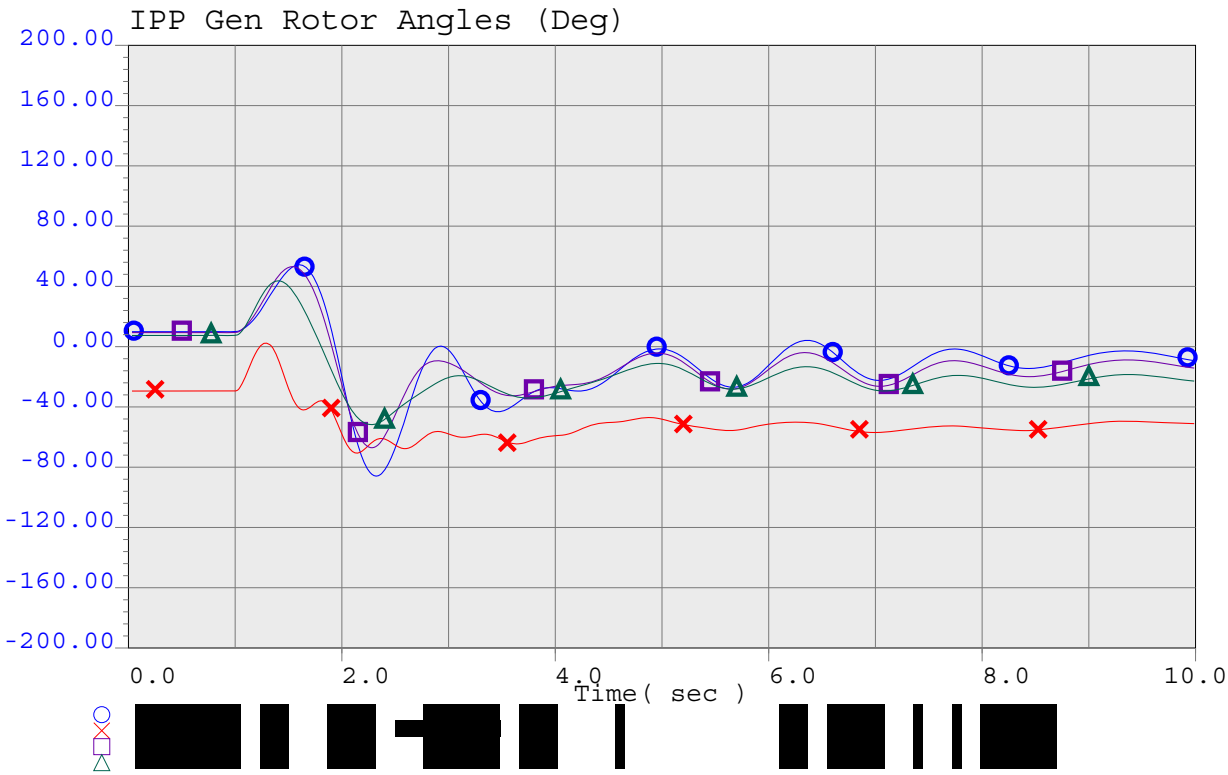
SYSTEM IMPACT STUDY (Frequency)

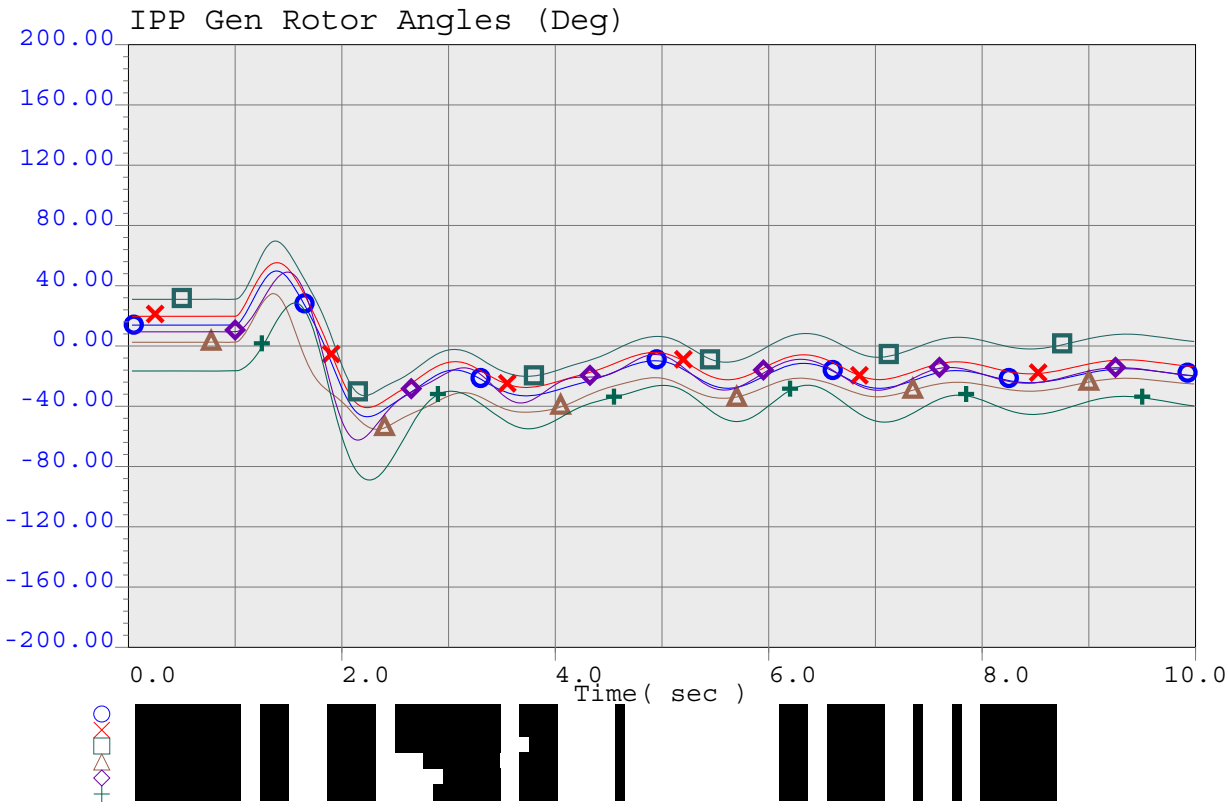




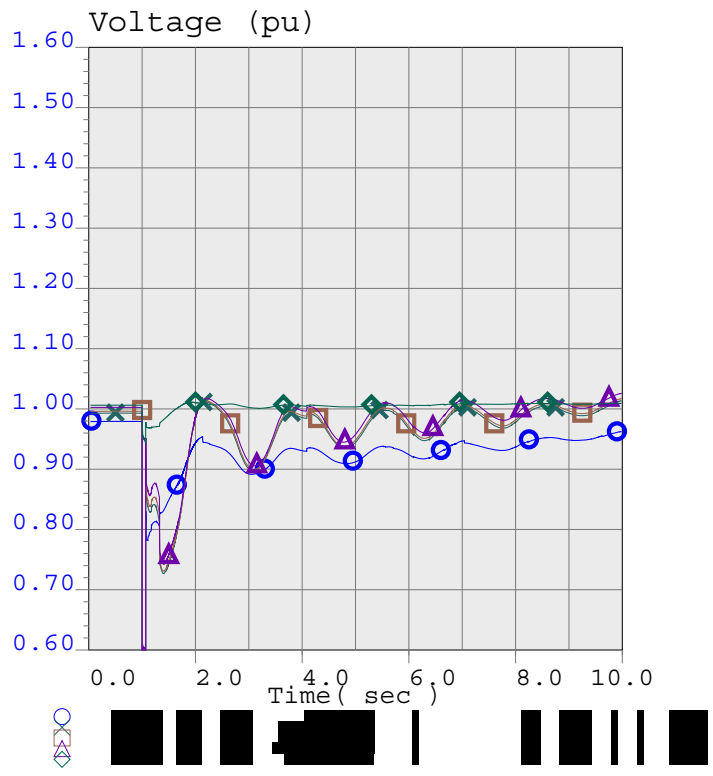


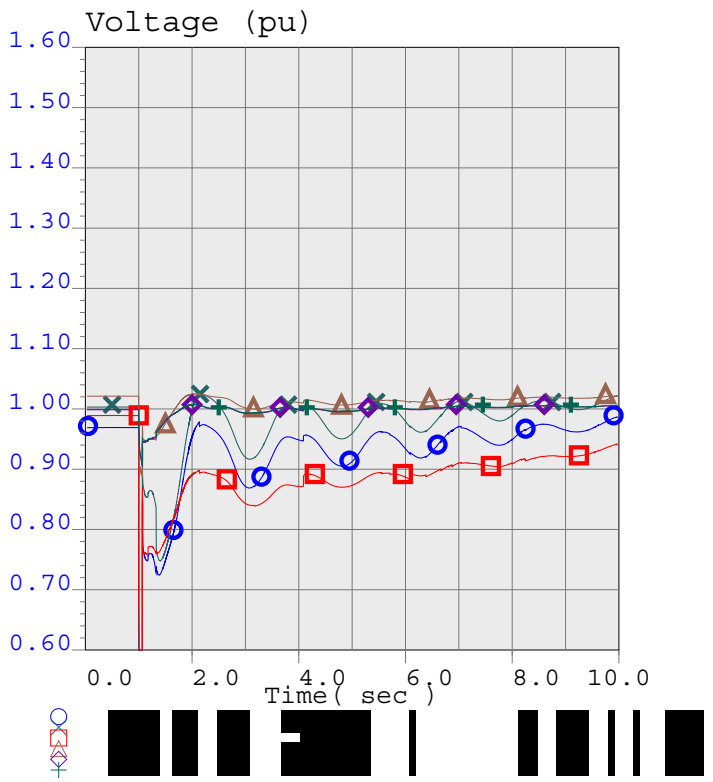
SYSTEM IMPACT STUDY (Rotor Angles)

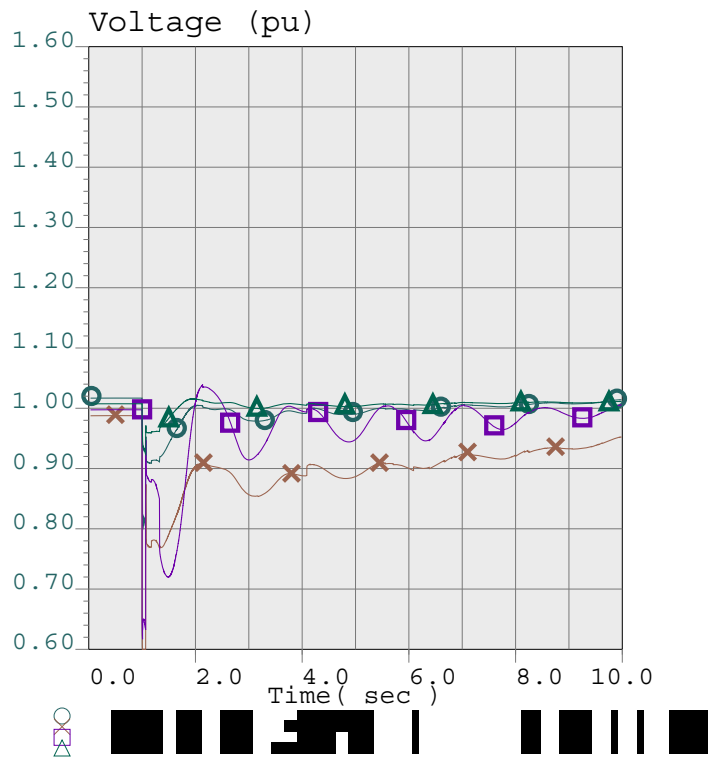


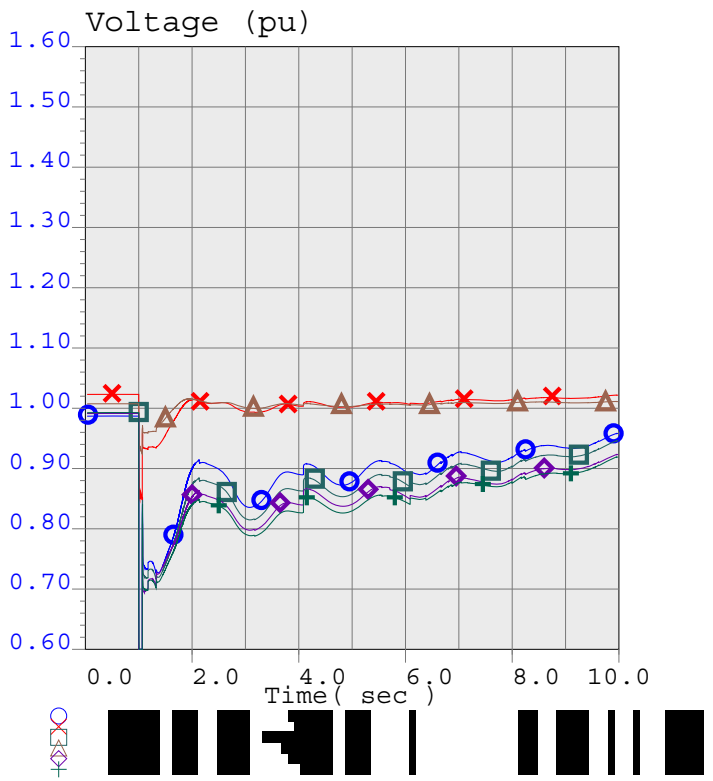


SYSTEM IMPACT STUDY (Voltage)









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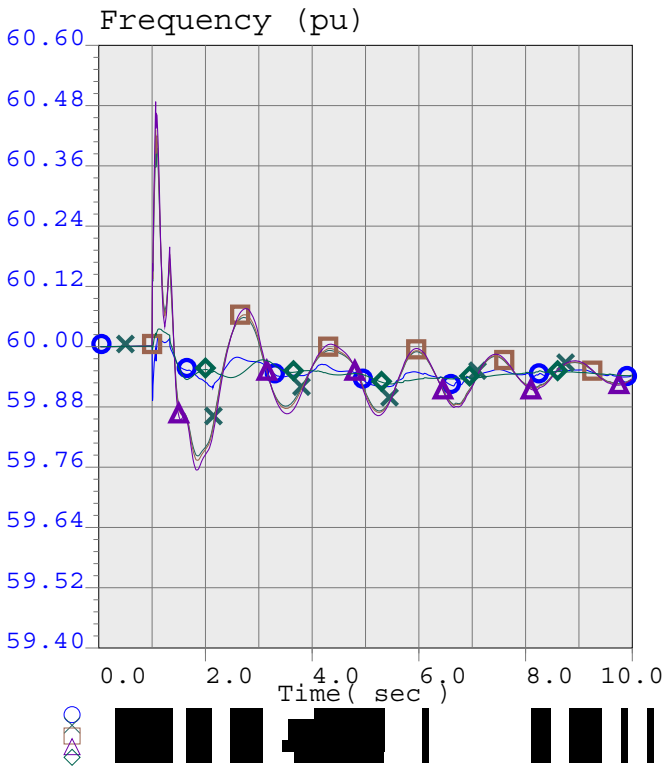
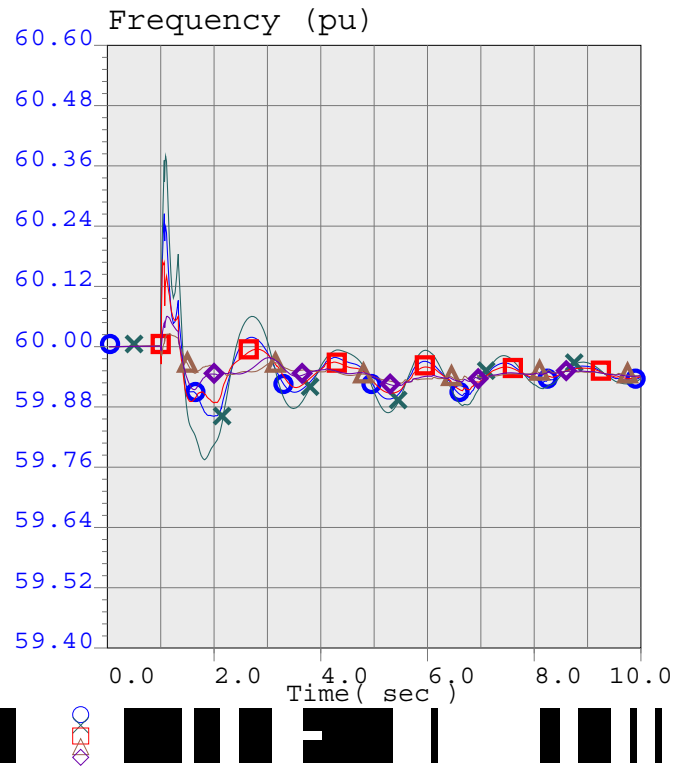
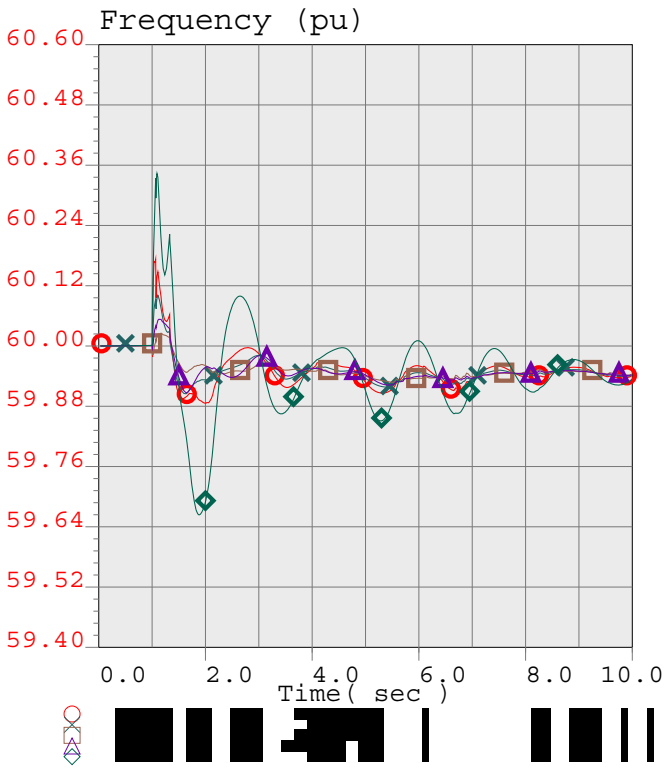
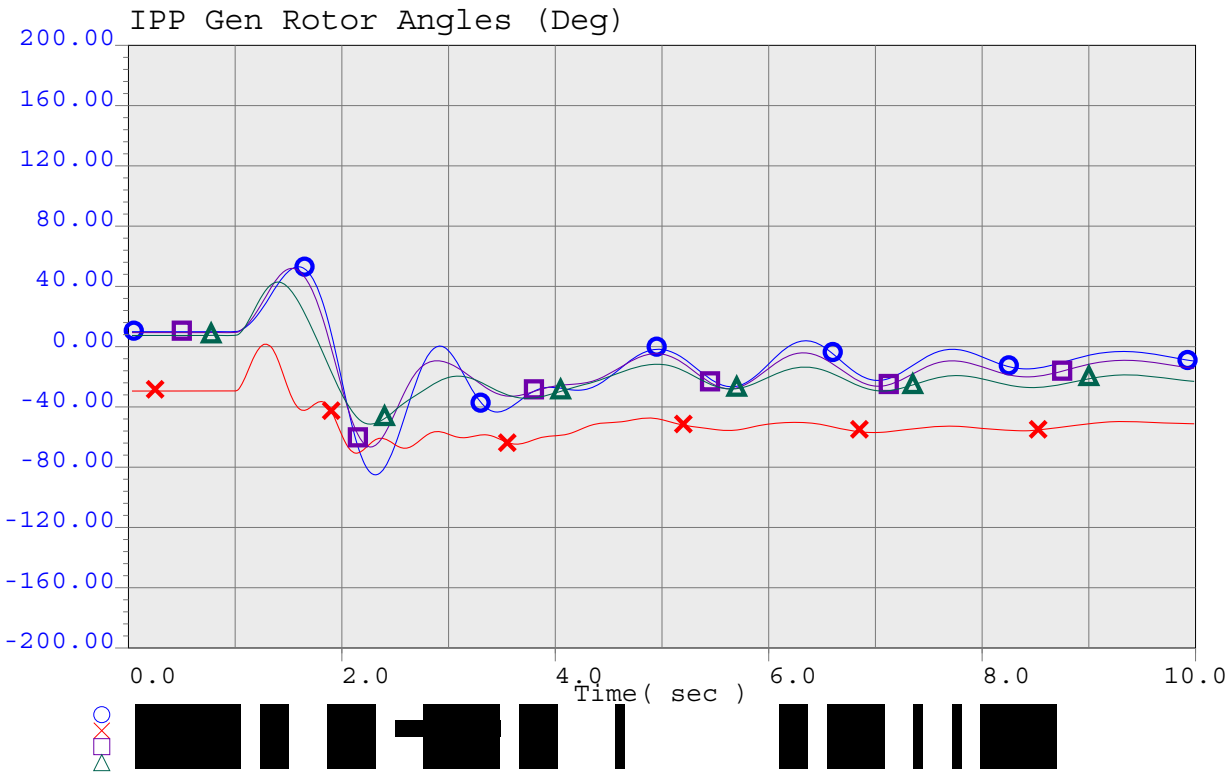
SYSTEM IMPACT STUDY (Frequency)

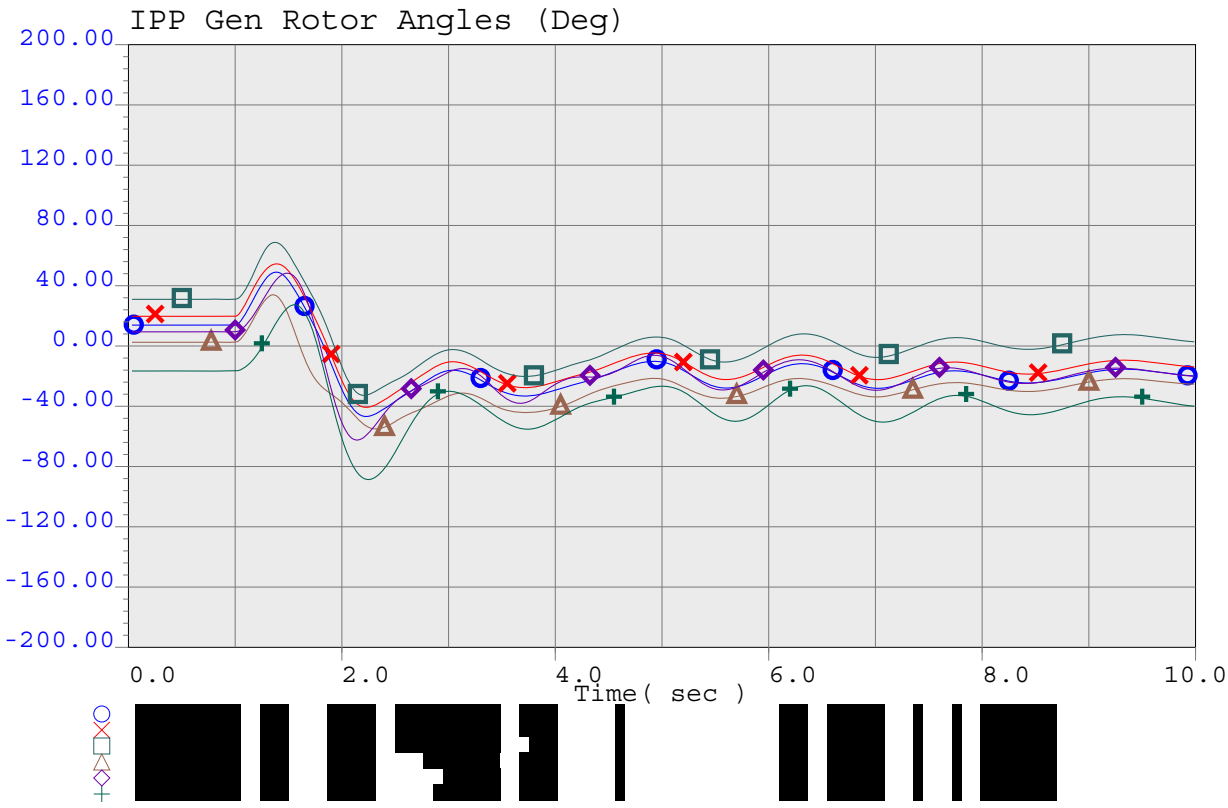




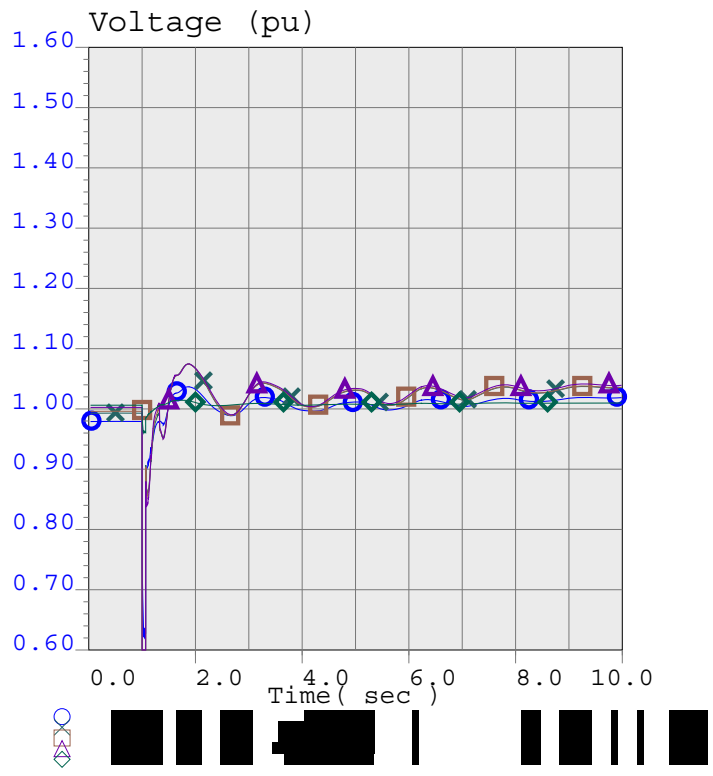


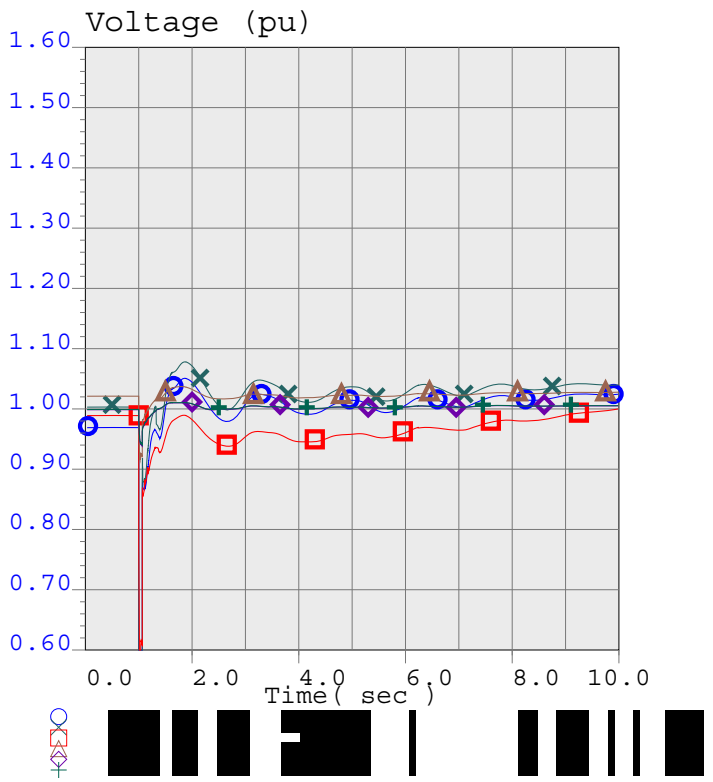
SYSTEM IMPACT STUDY (Rotor Angles)

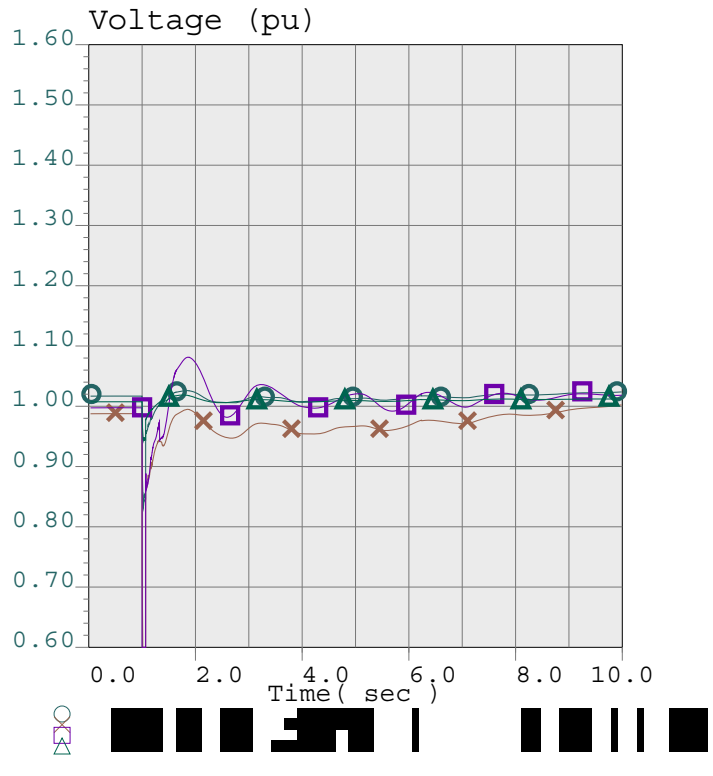


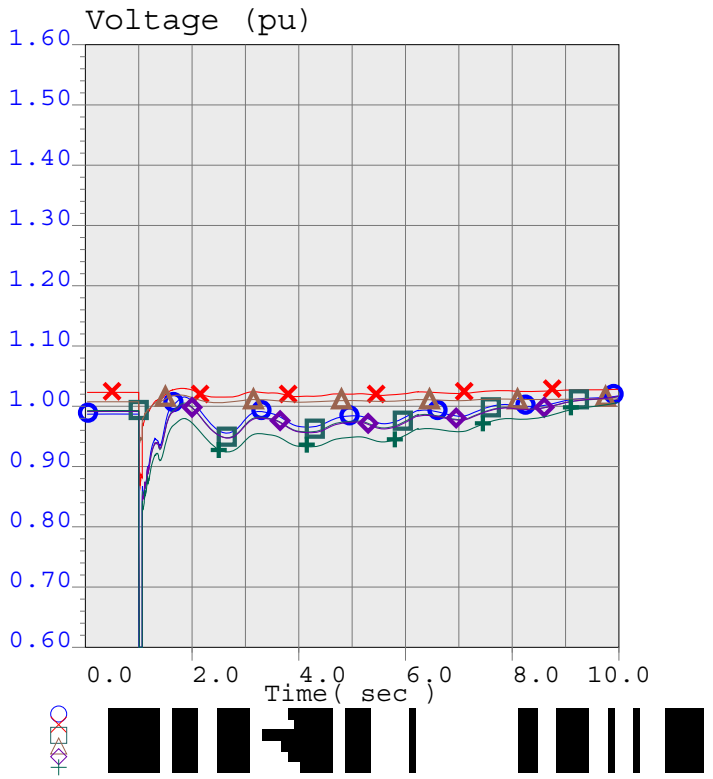


SYSTEM IMPACT STUDY (Voltage)









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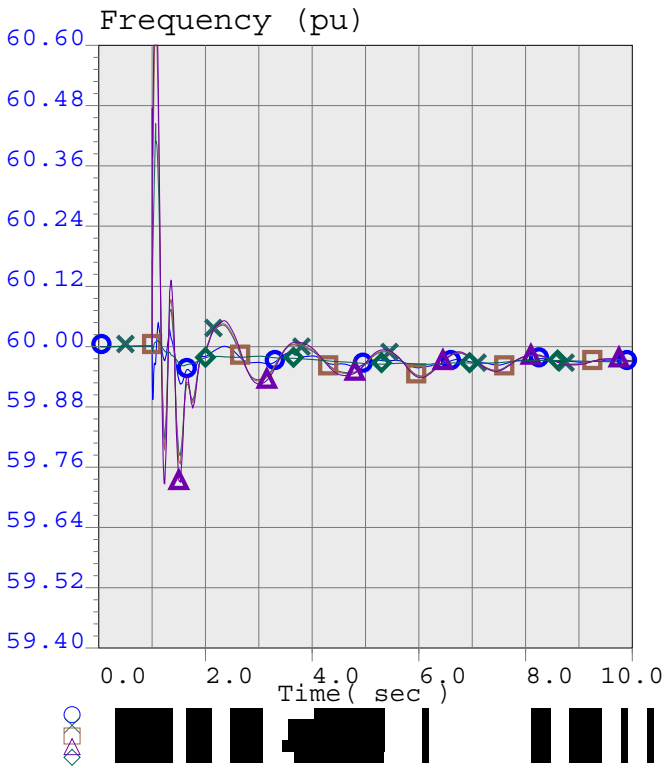
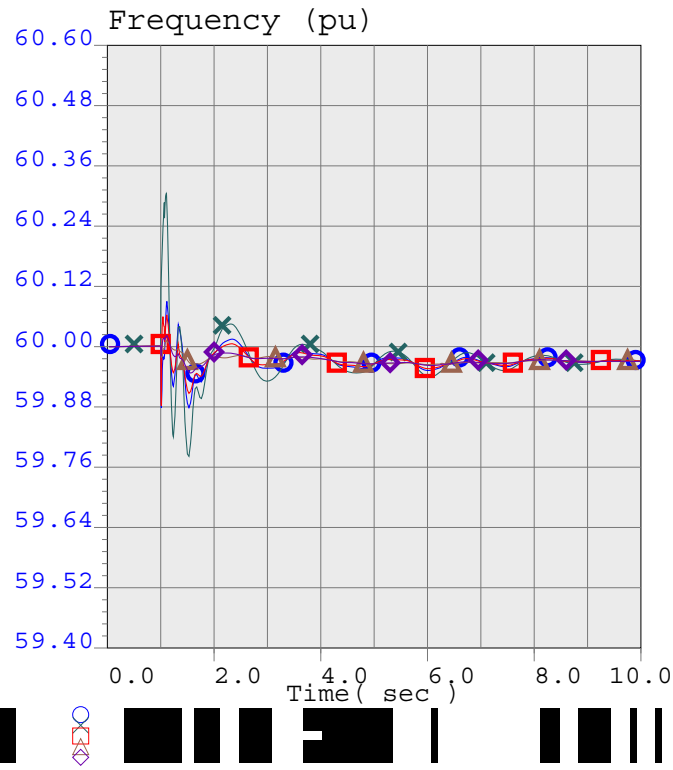
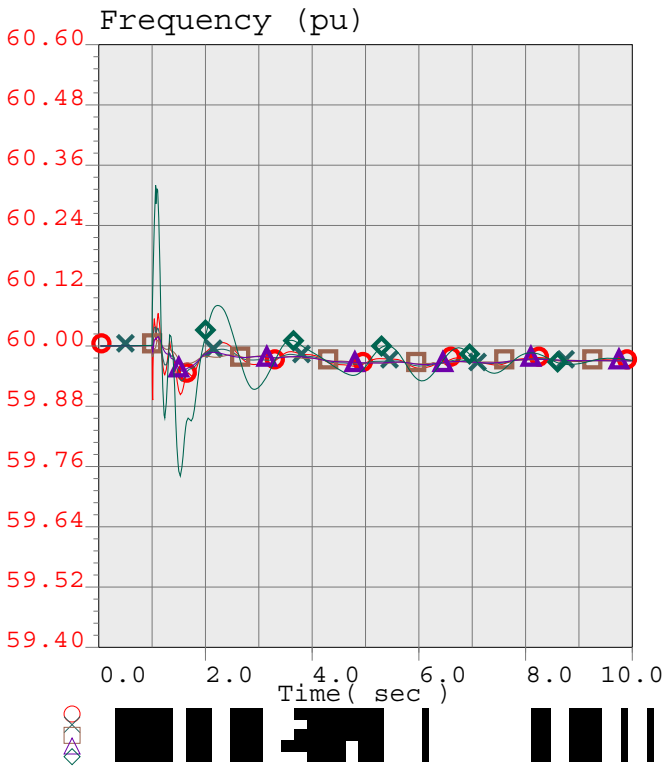
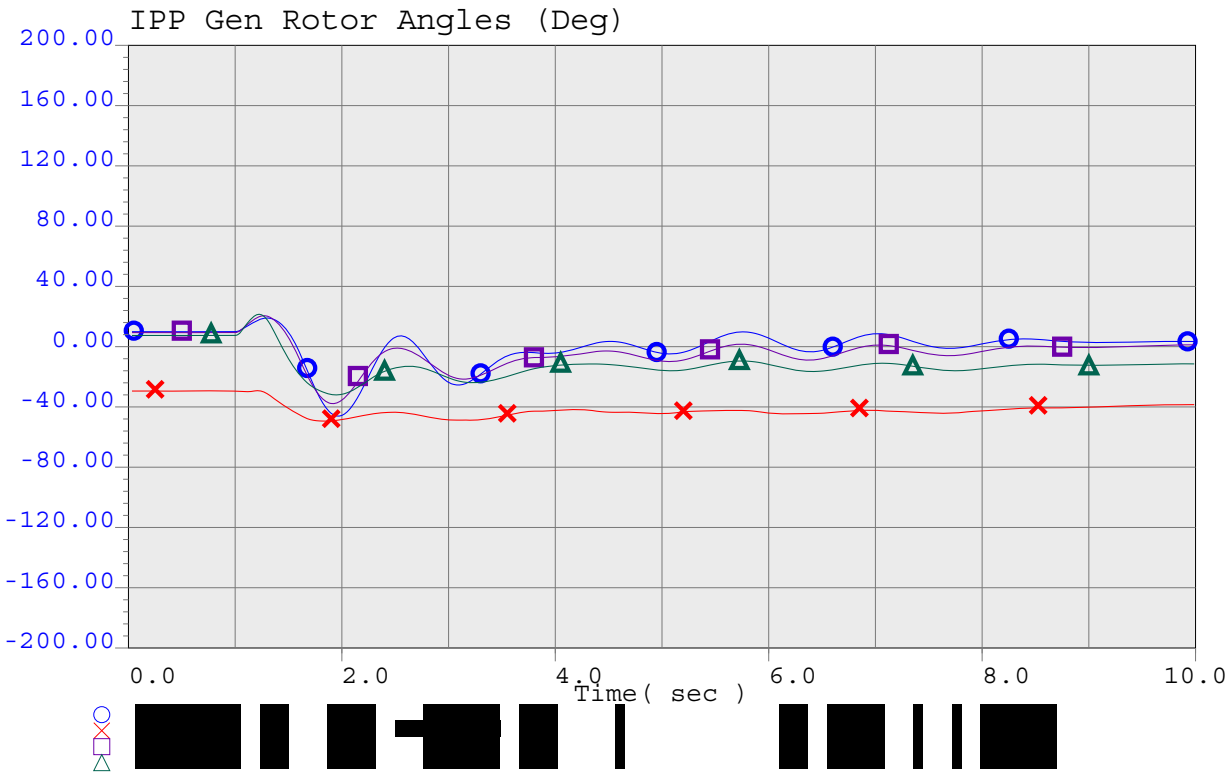
SYSTEM IMPACT STUDY (Frequency)

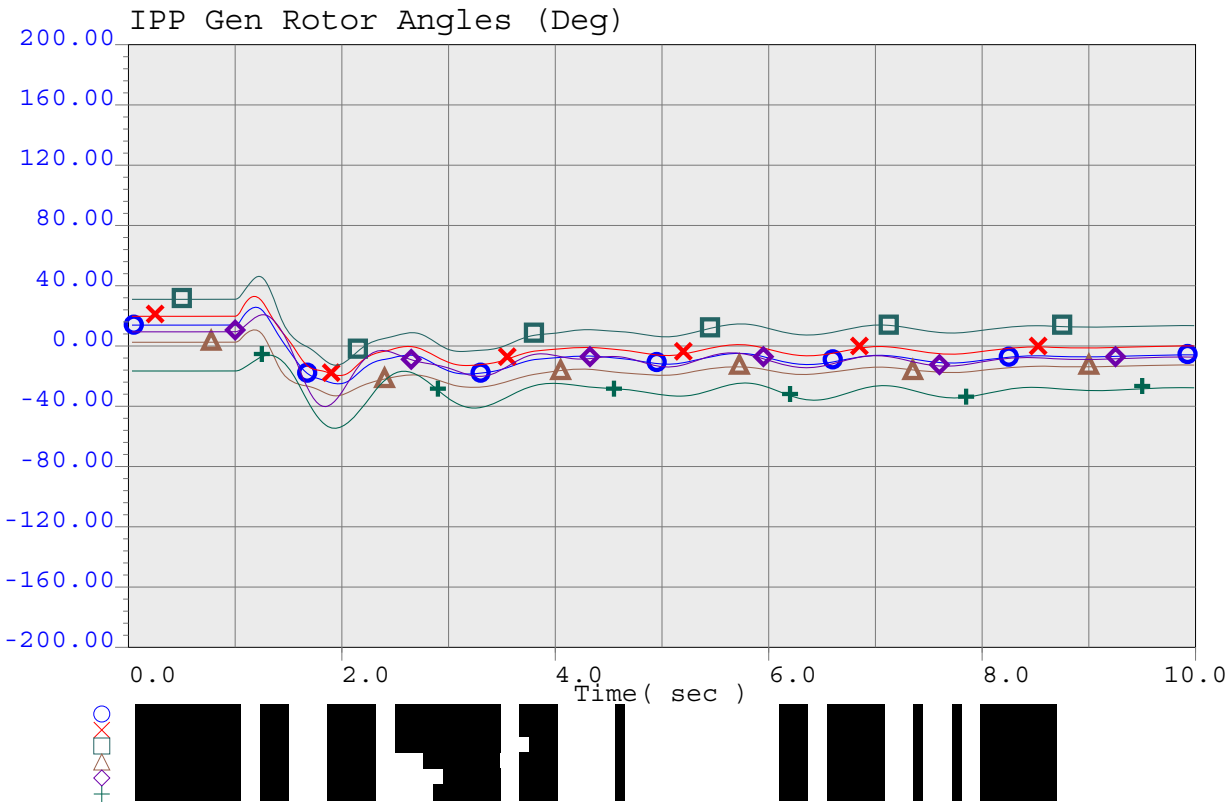




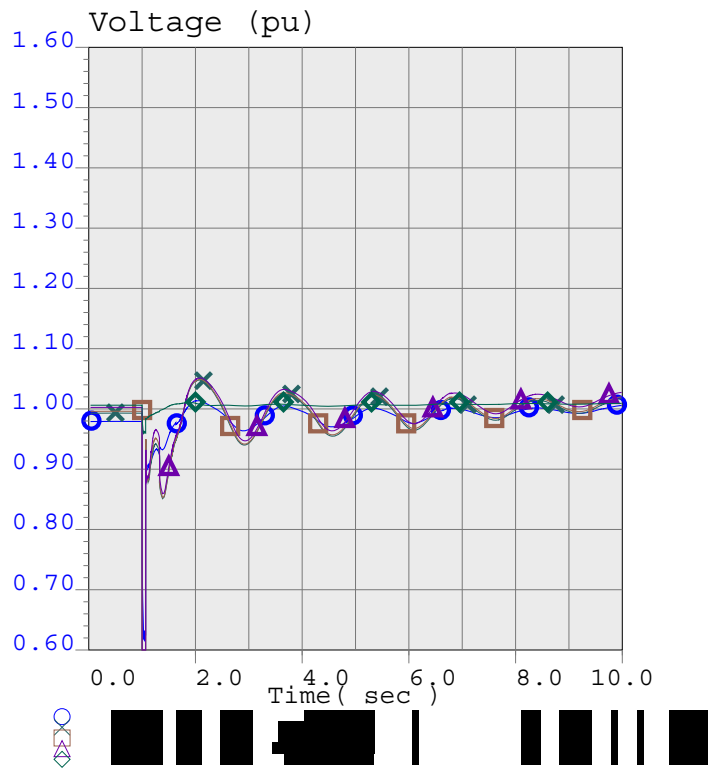


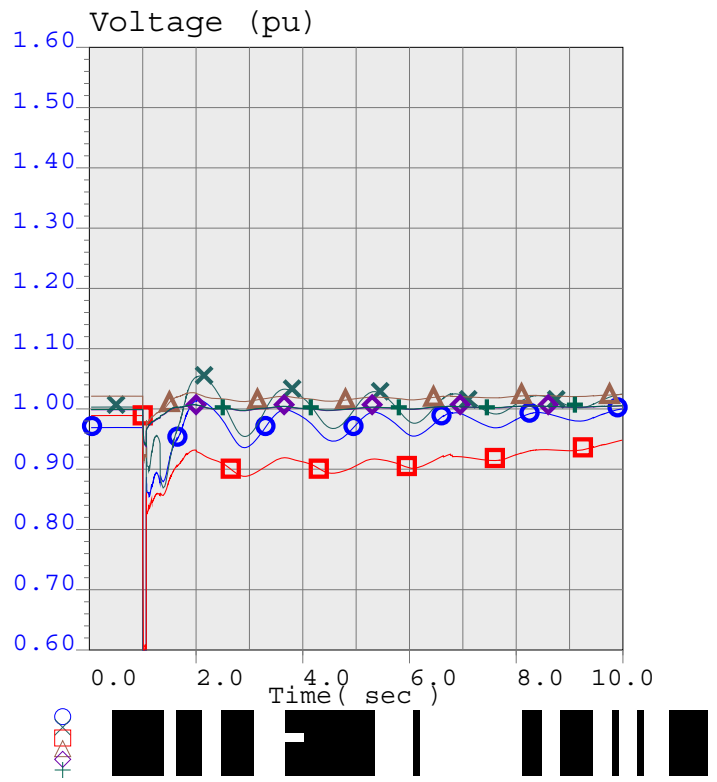
SYSTEM IMPACT STUDY (Rotor Angles)

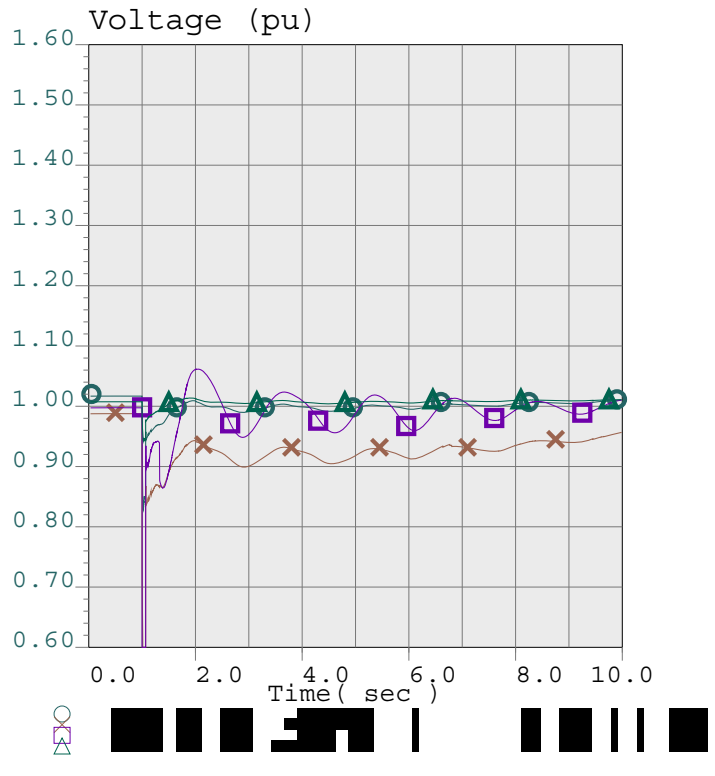


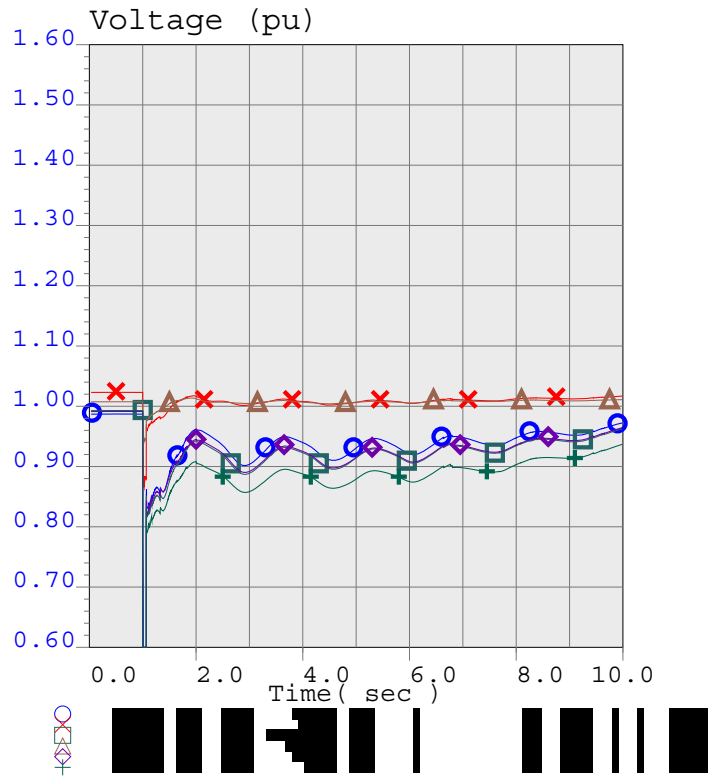


SYSTEM IMPACT STUDY (Voltage)









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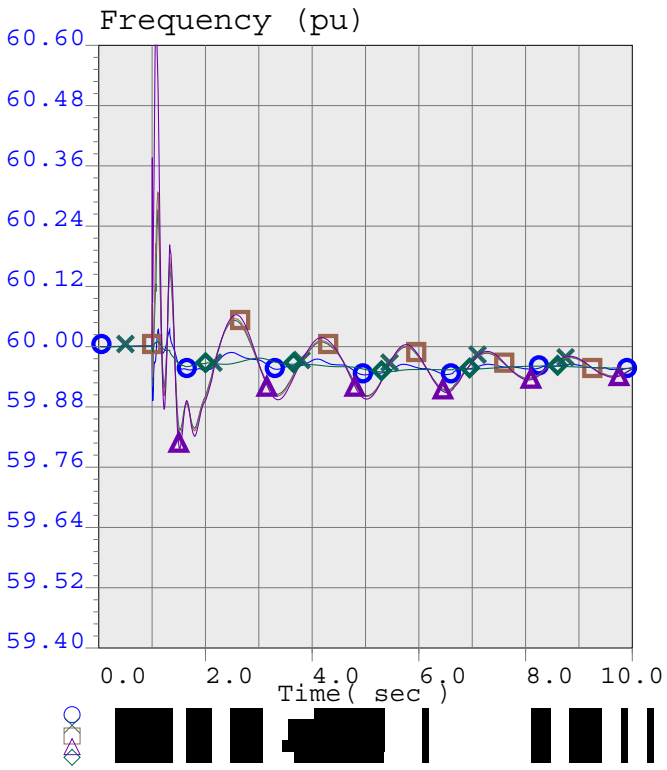
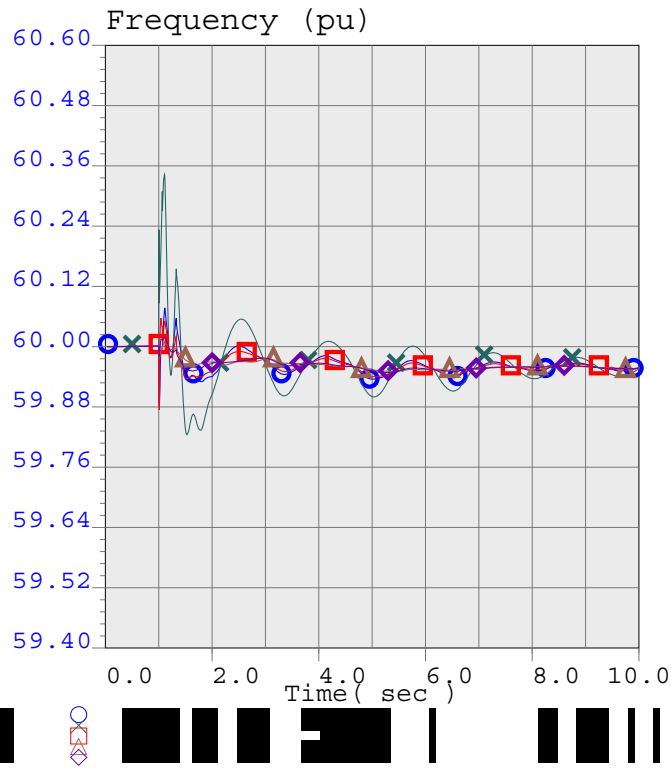
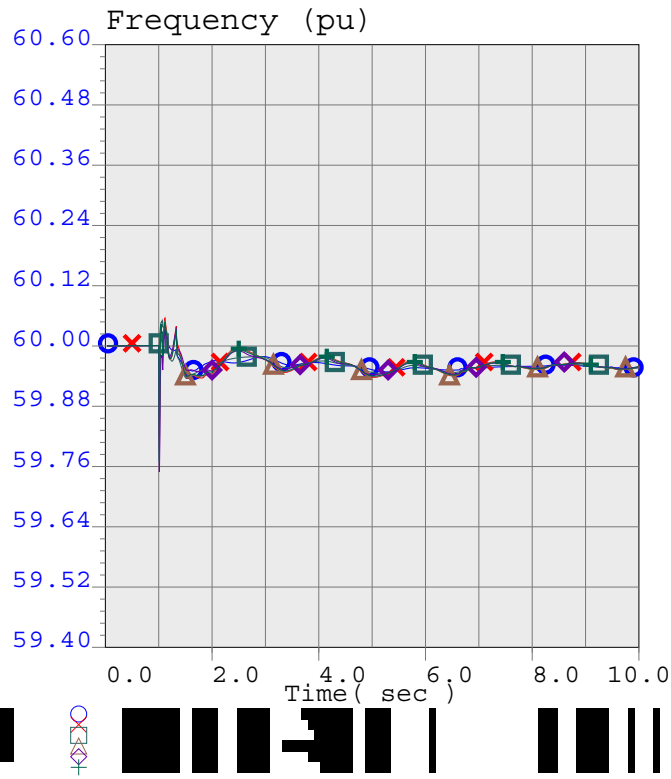
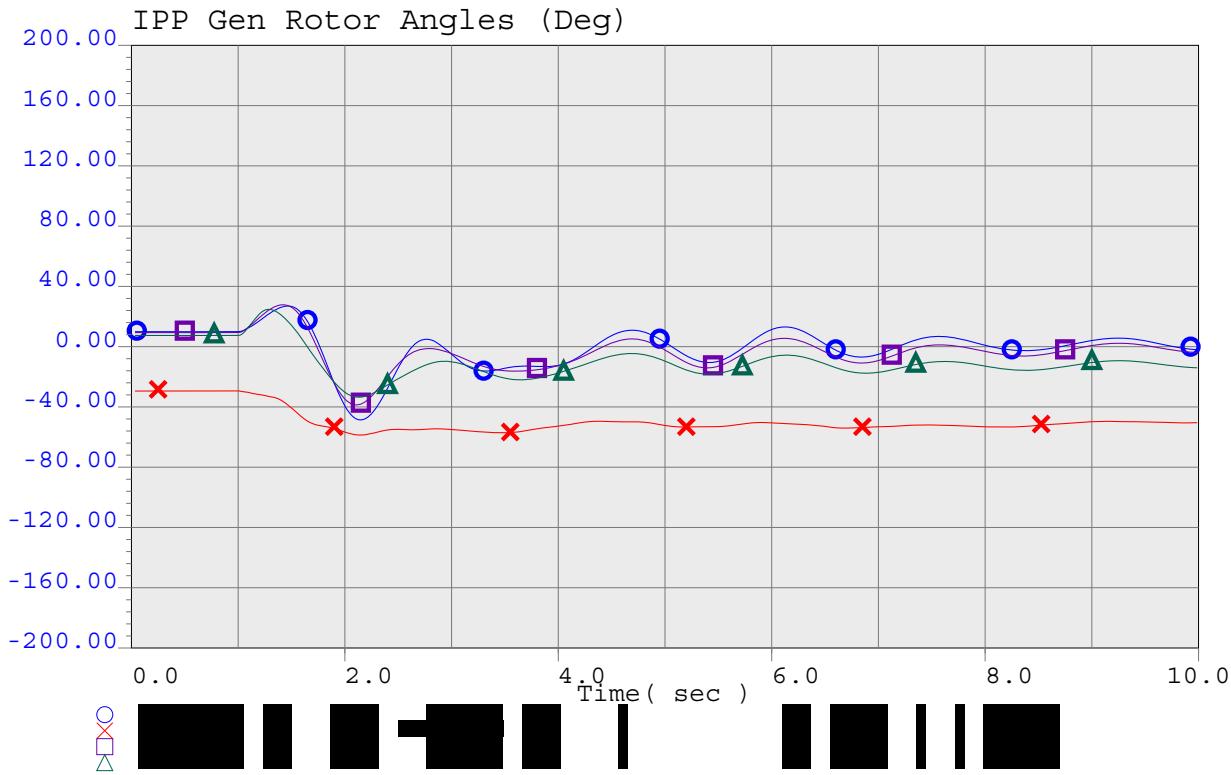
SYSTEM IMPACT STUDY (Frequency)

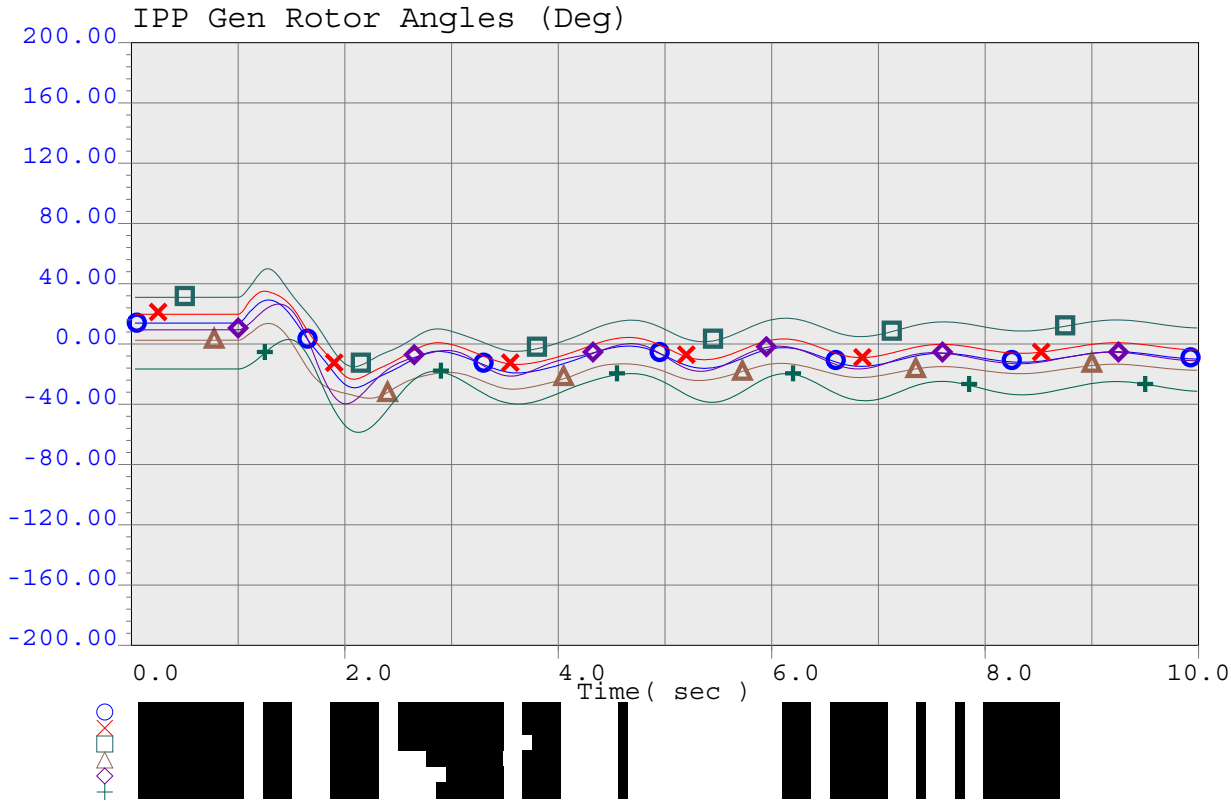




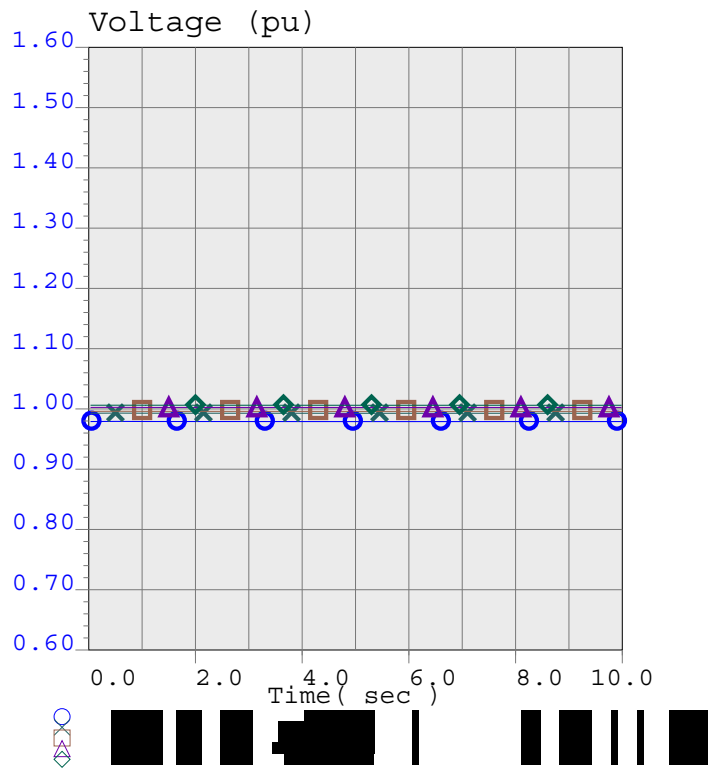


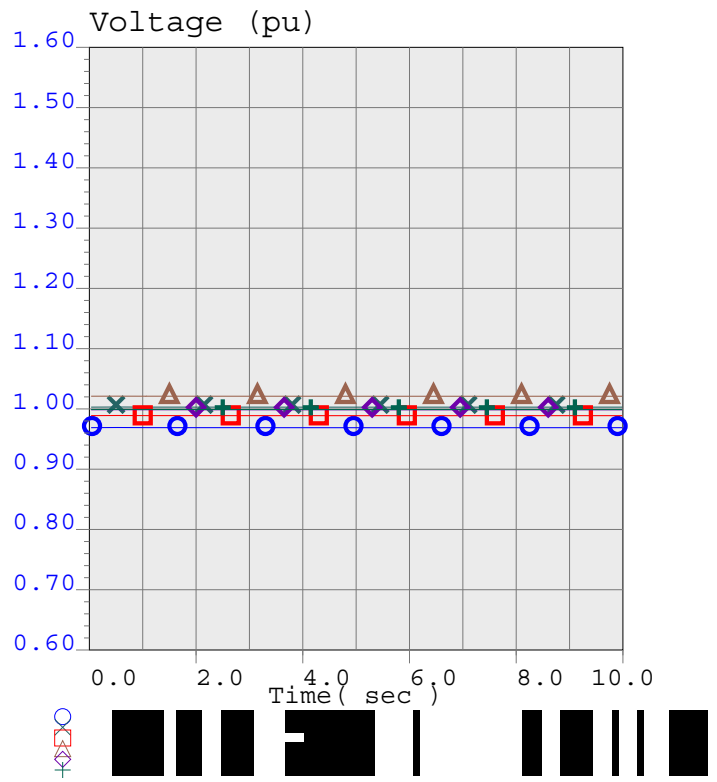
SYSTEM IMPACT STUDY (Rotor Angles)

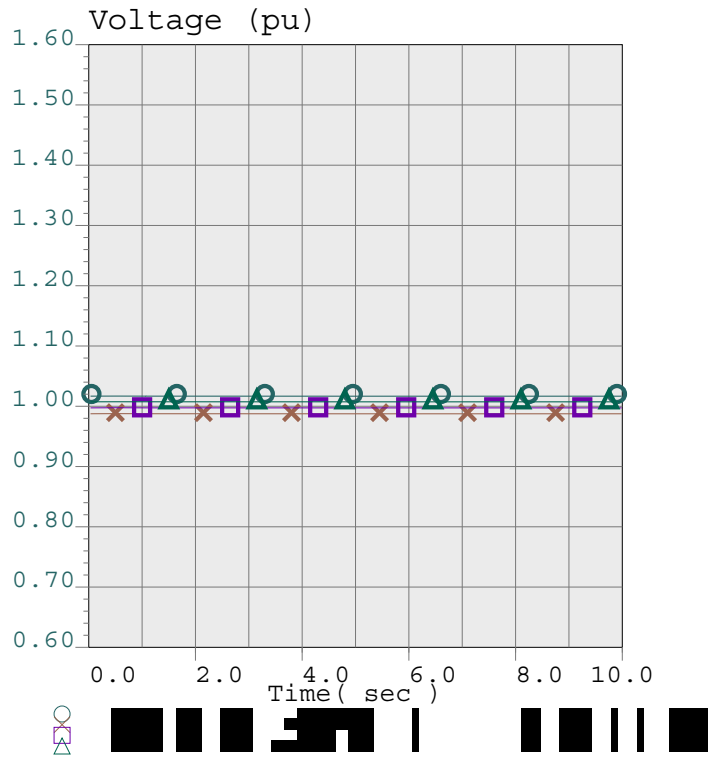


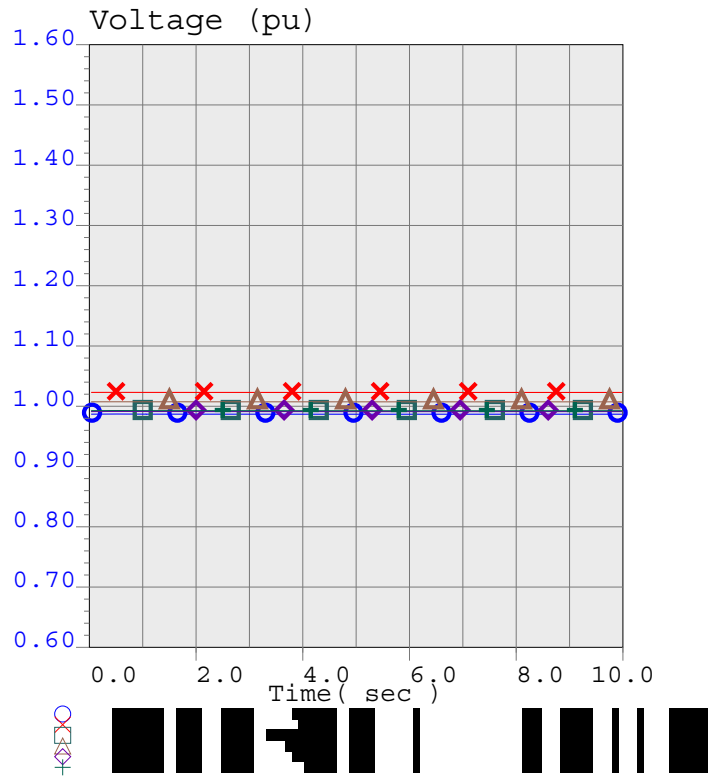


SYSTEM IMPACT STUDY (Voltage)









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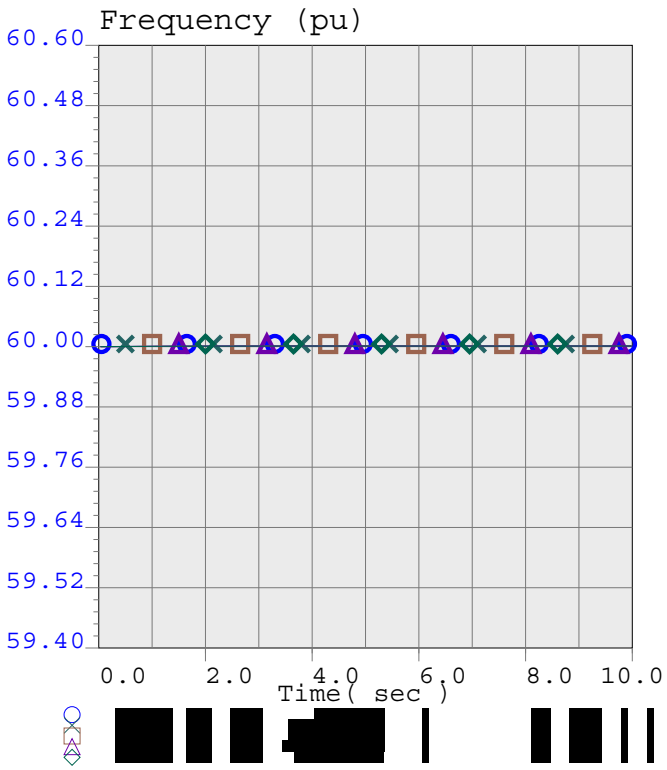
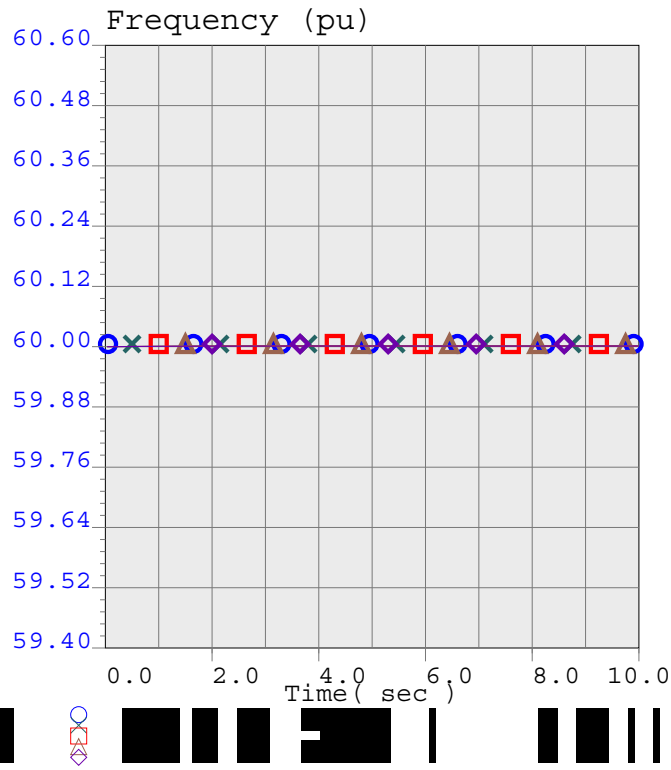
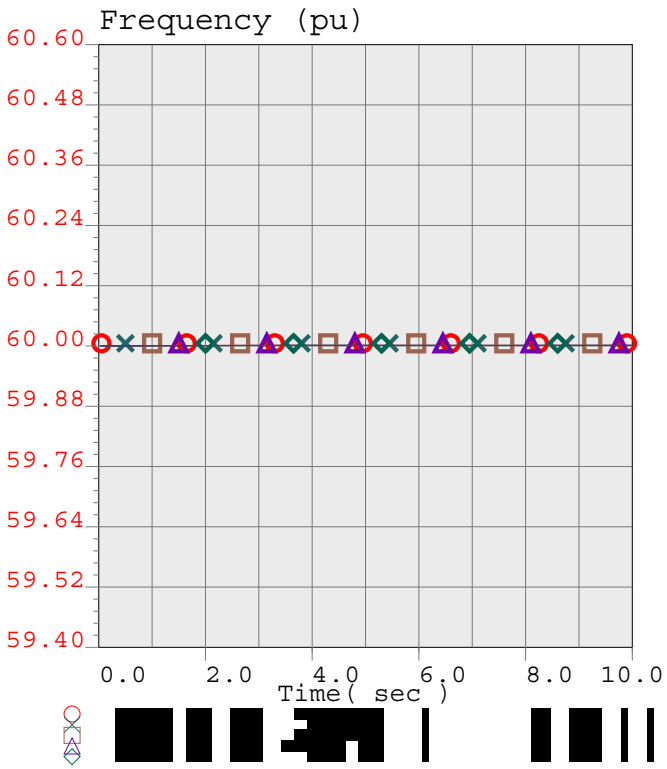
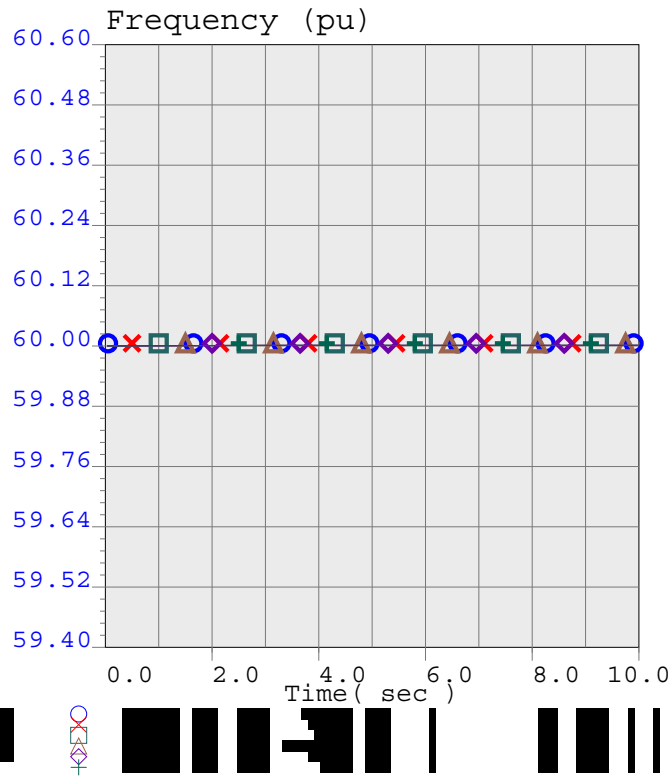
SYSTEM IMPACT STUDY (Frequency)

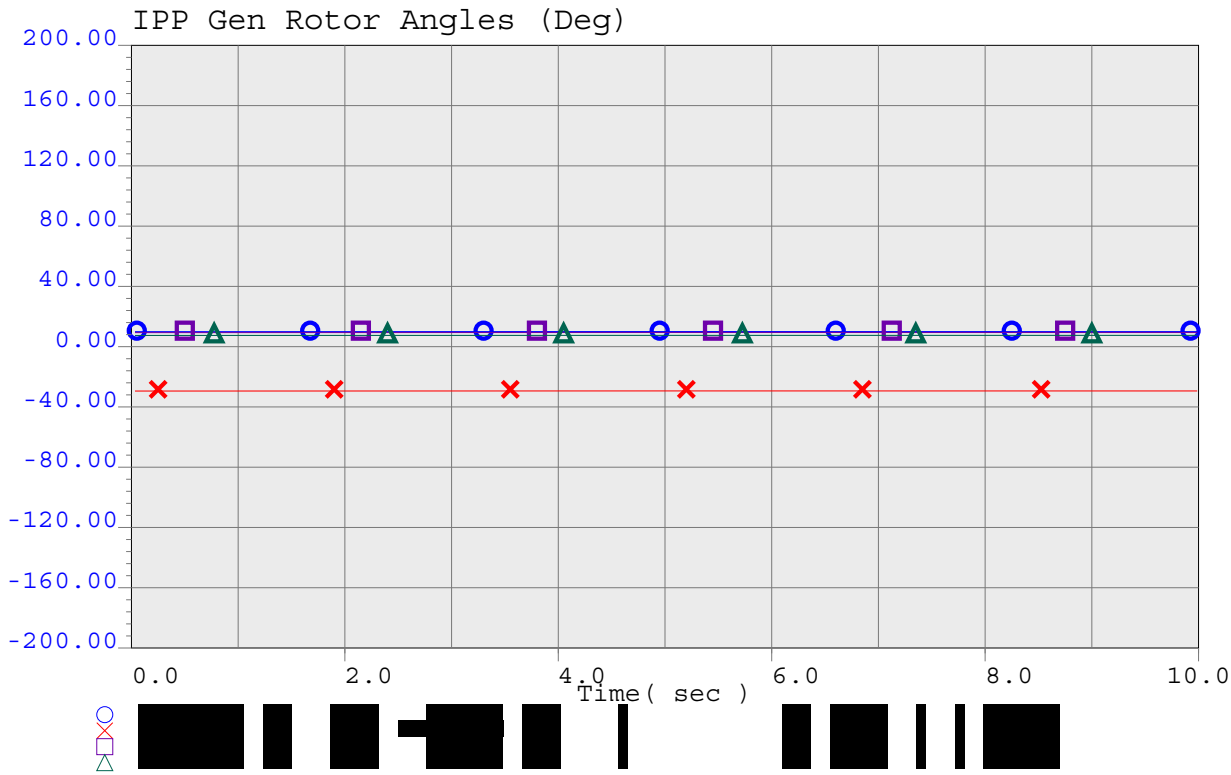


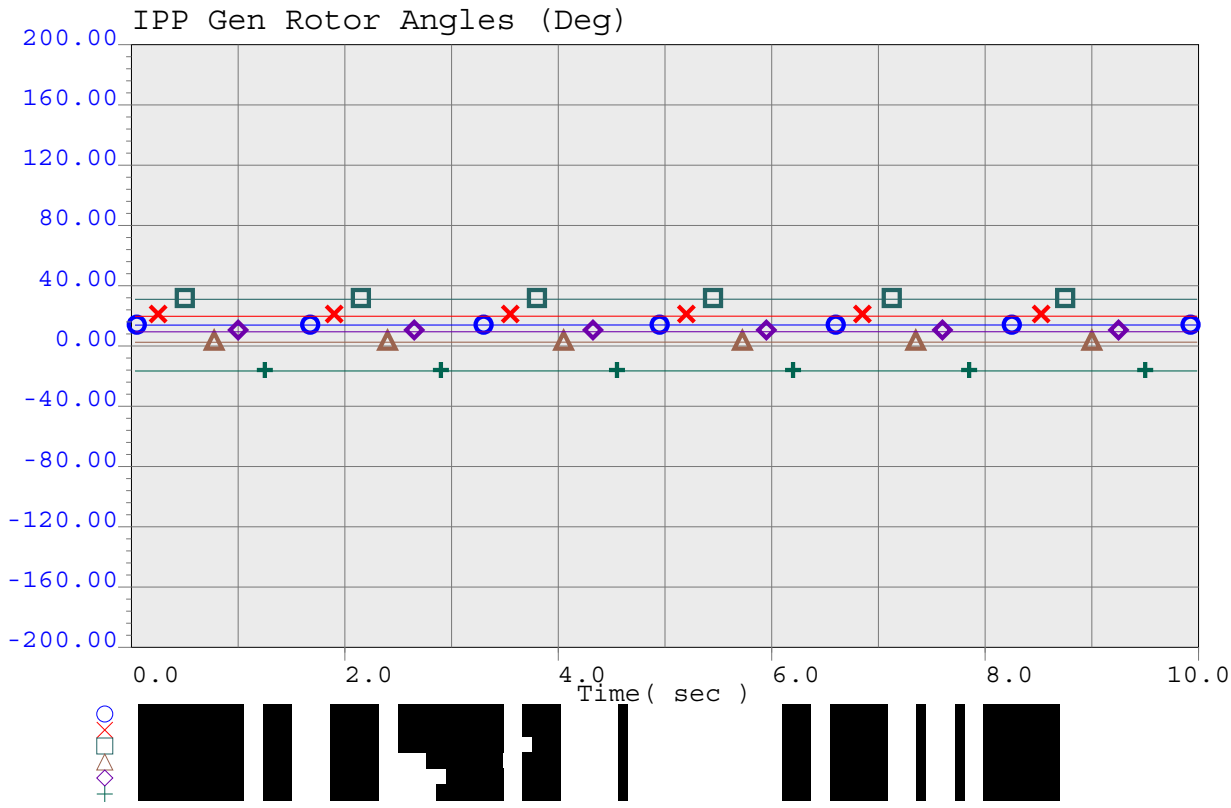




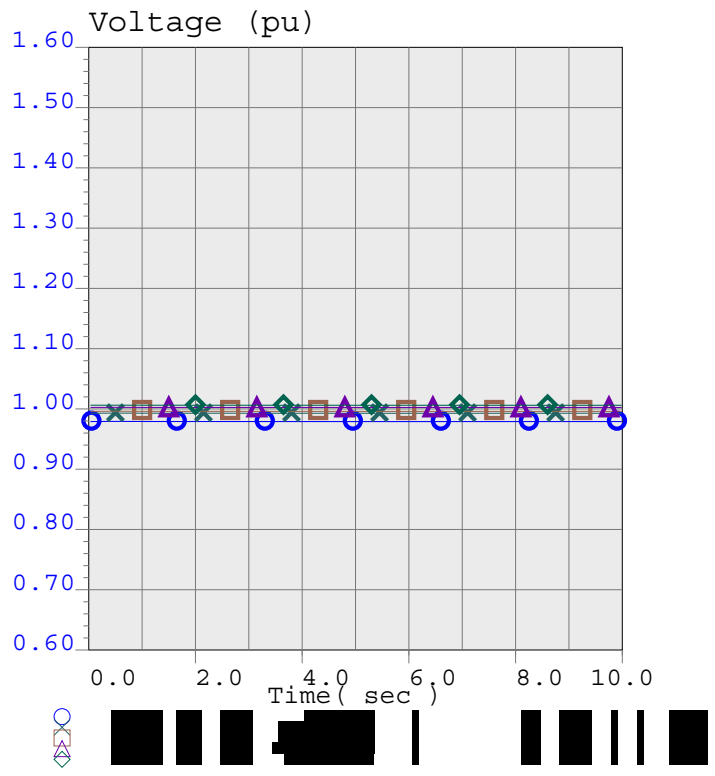


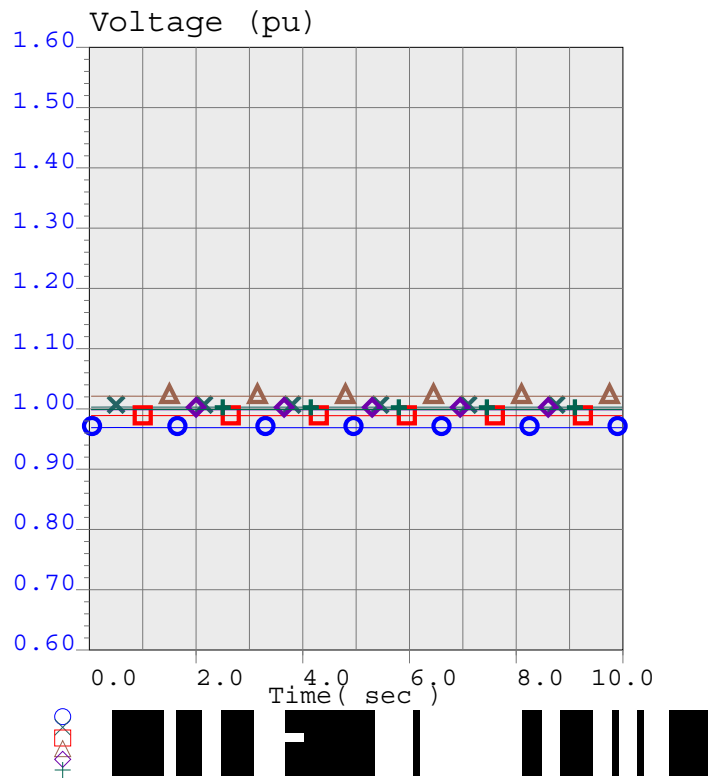
SYSTEM IMPACT STUDY (Rotor Angles)

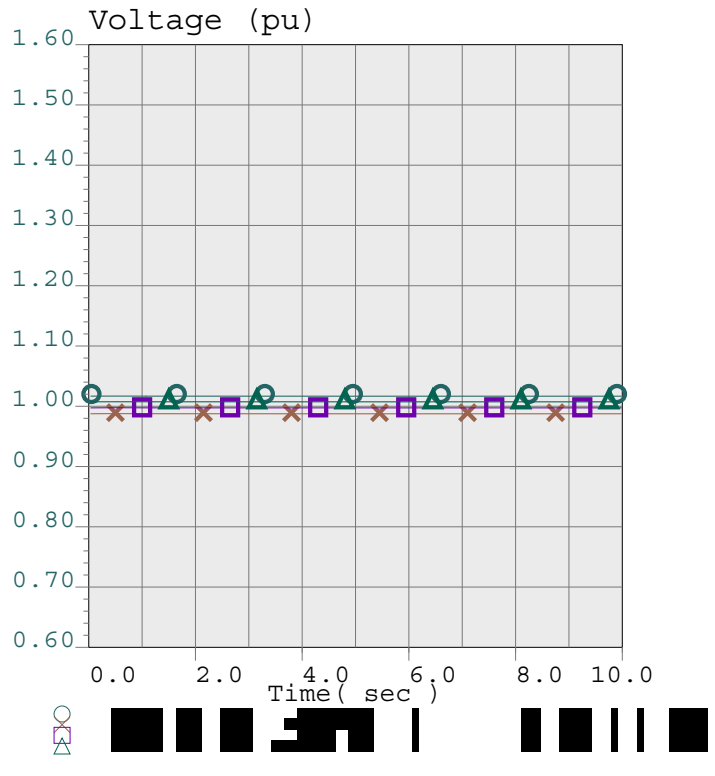


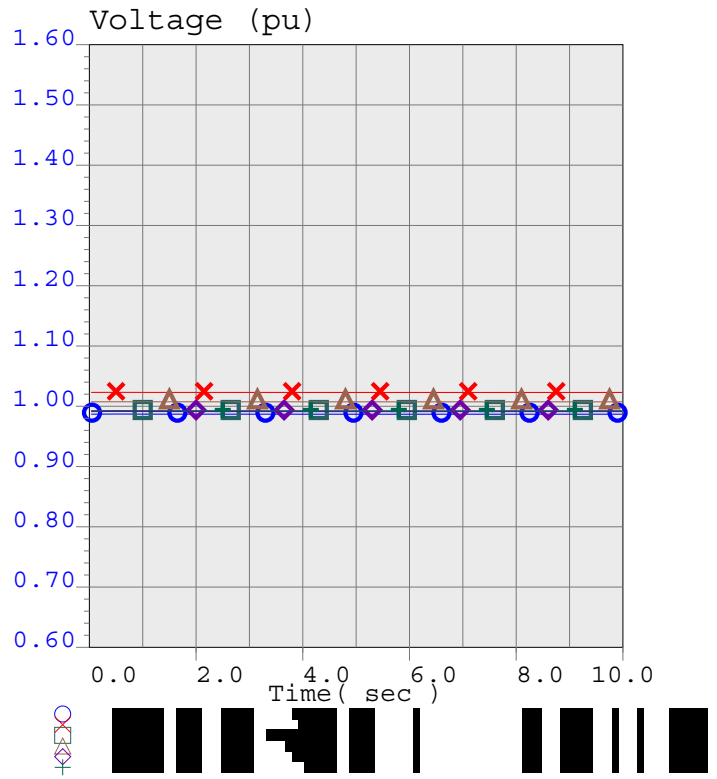


SYSTEM IMPACT STUDY (Voltage)









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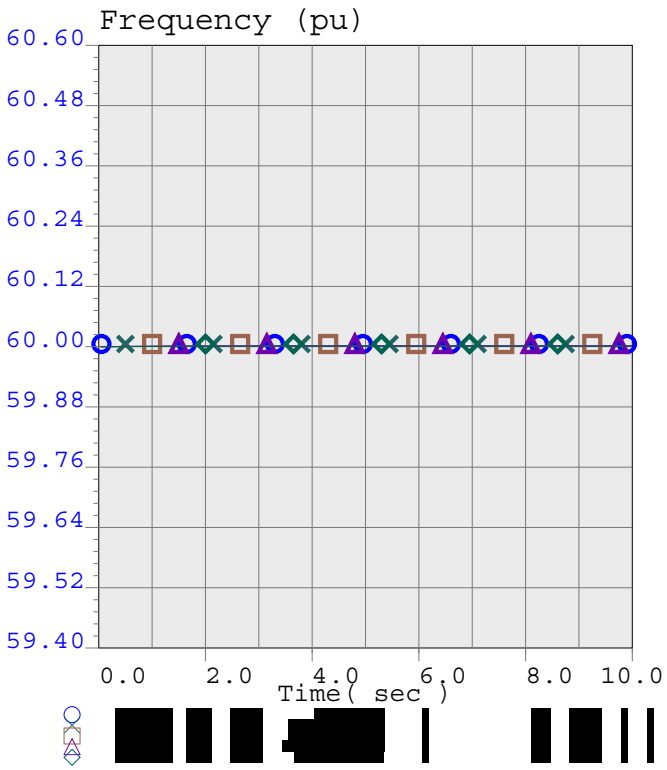
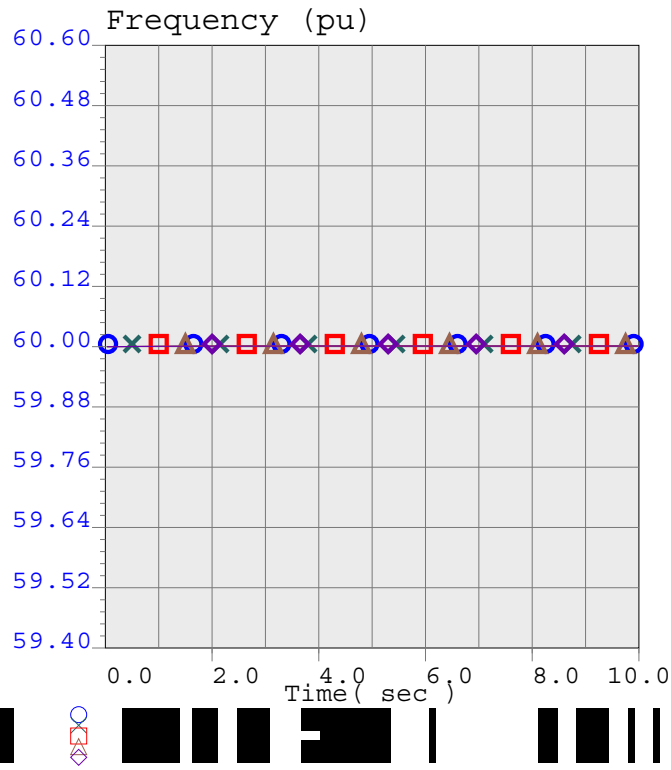
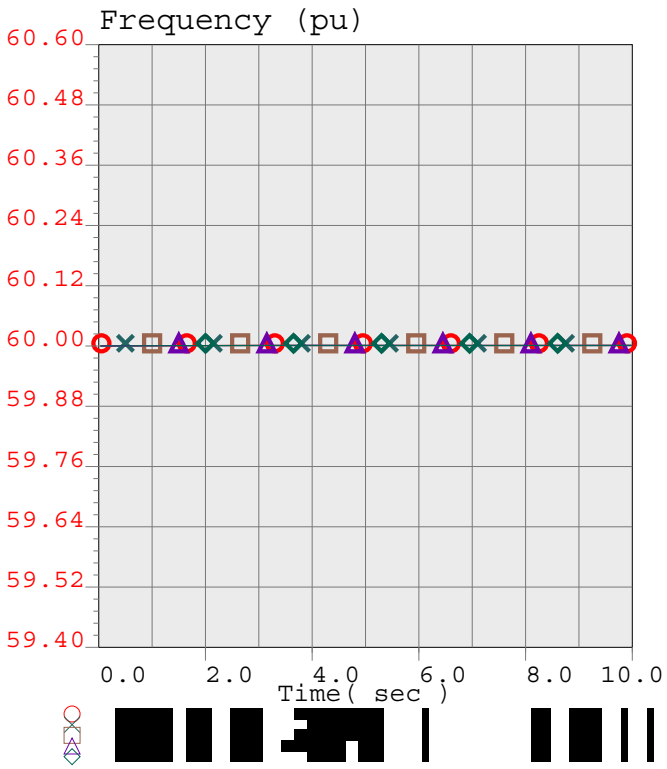
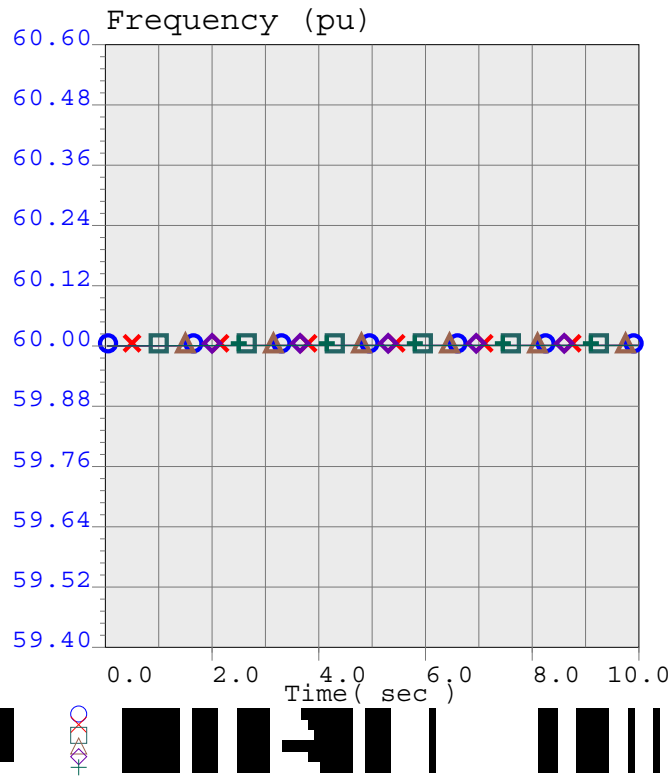
SYSTEM IMPACT STUDY (Frequency)

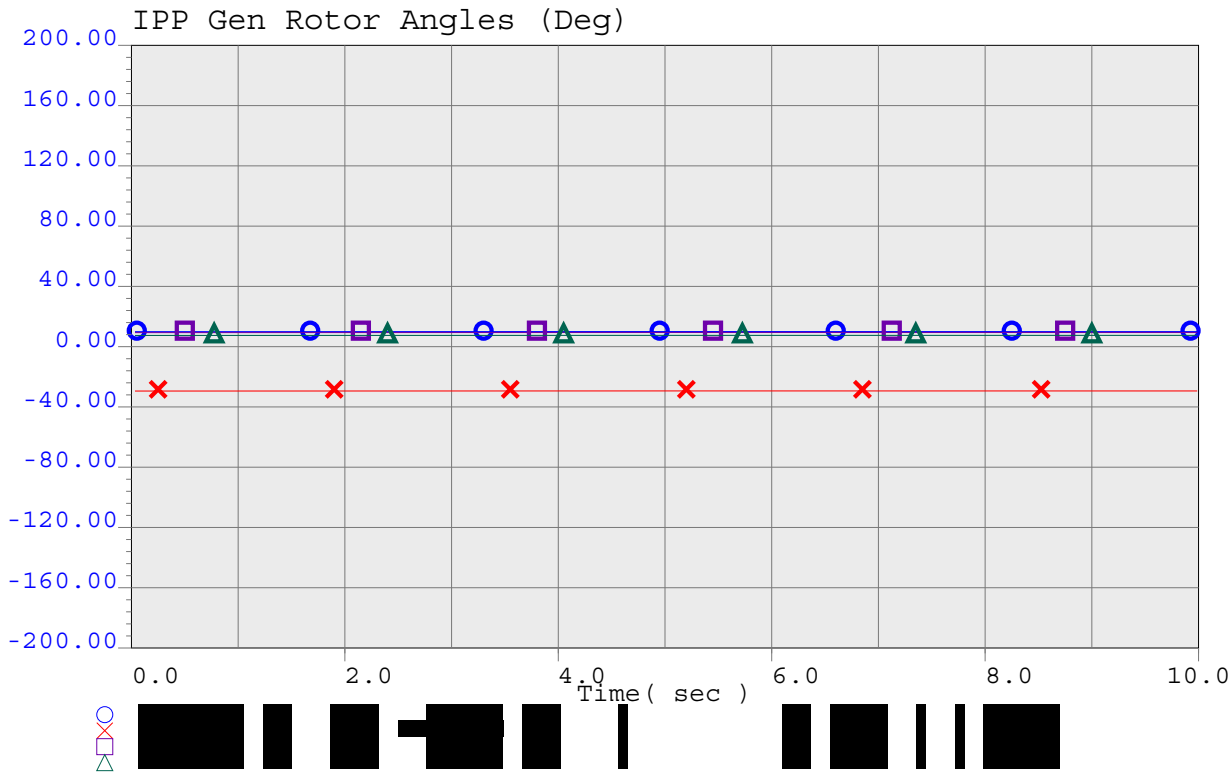


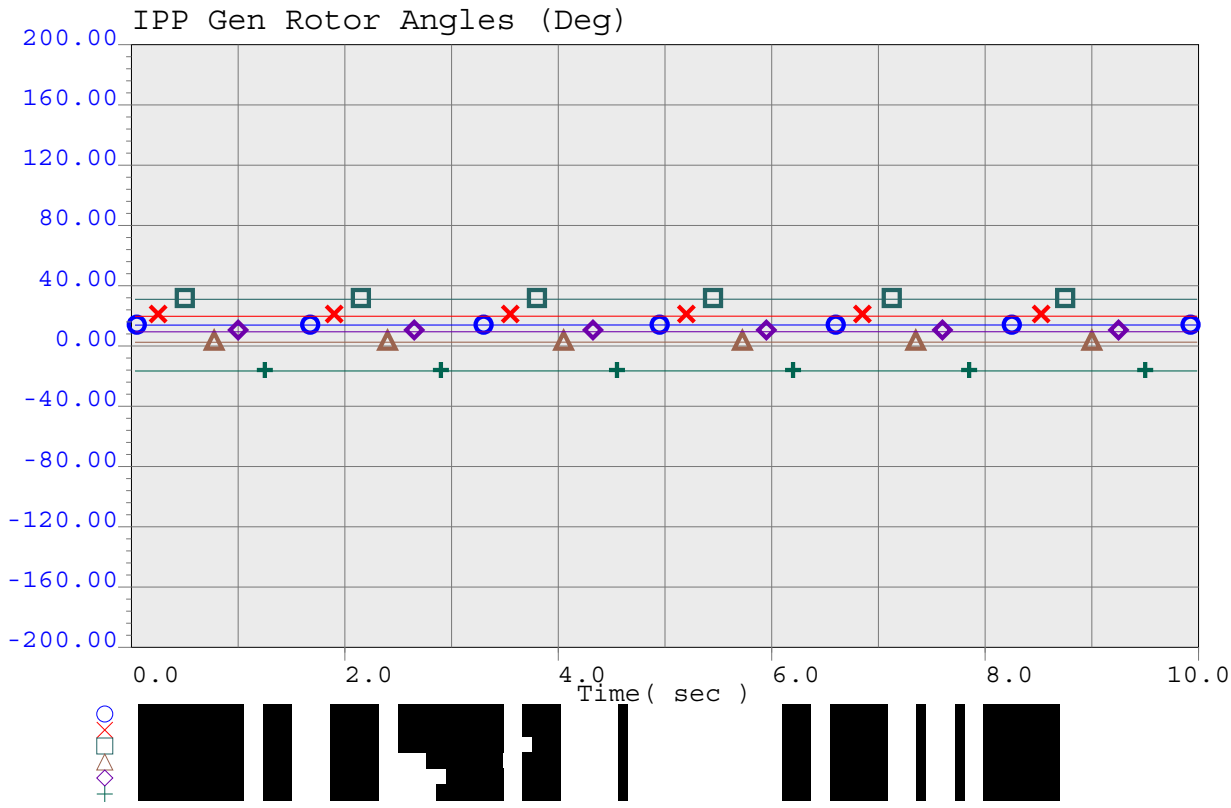




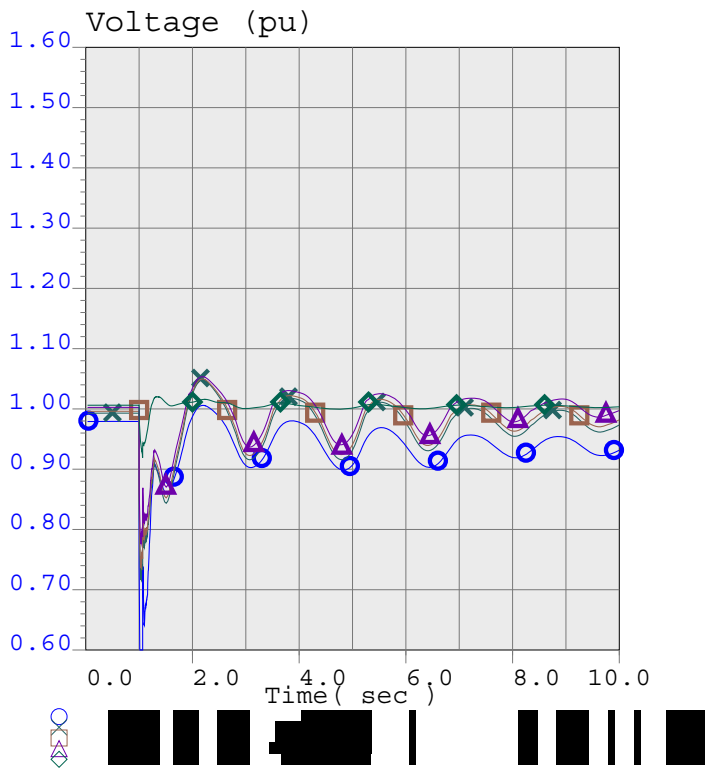


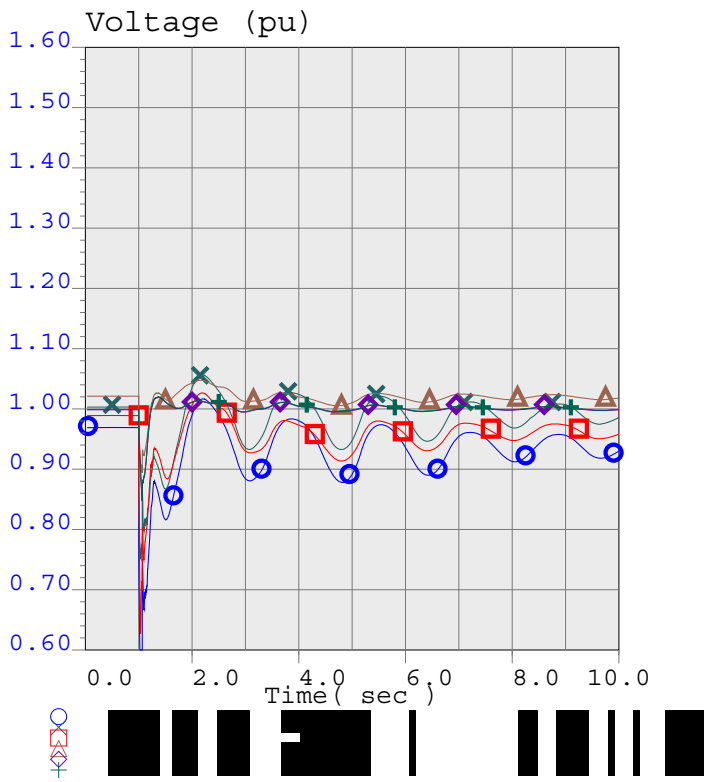
SYSTEM IMPACT STUDY (Rotor Angles)

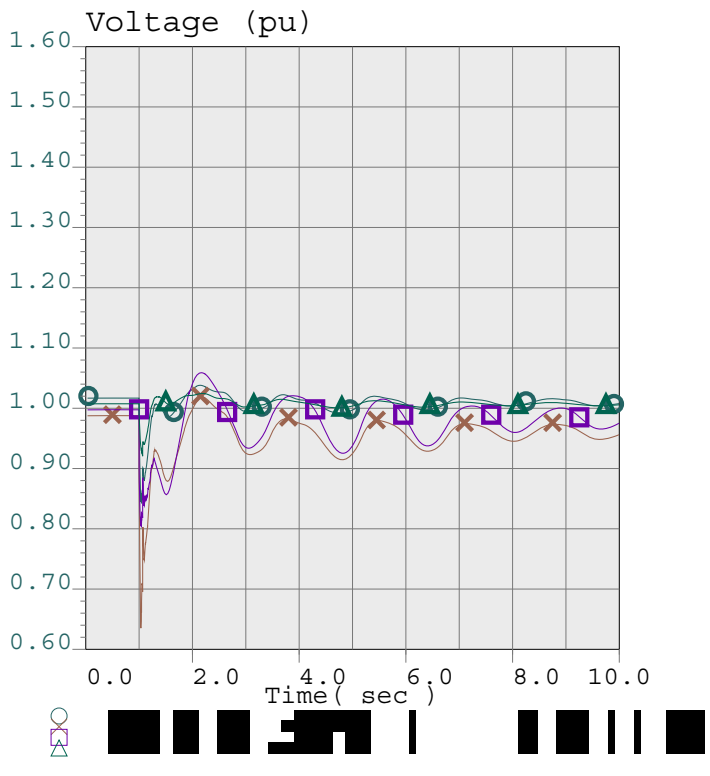


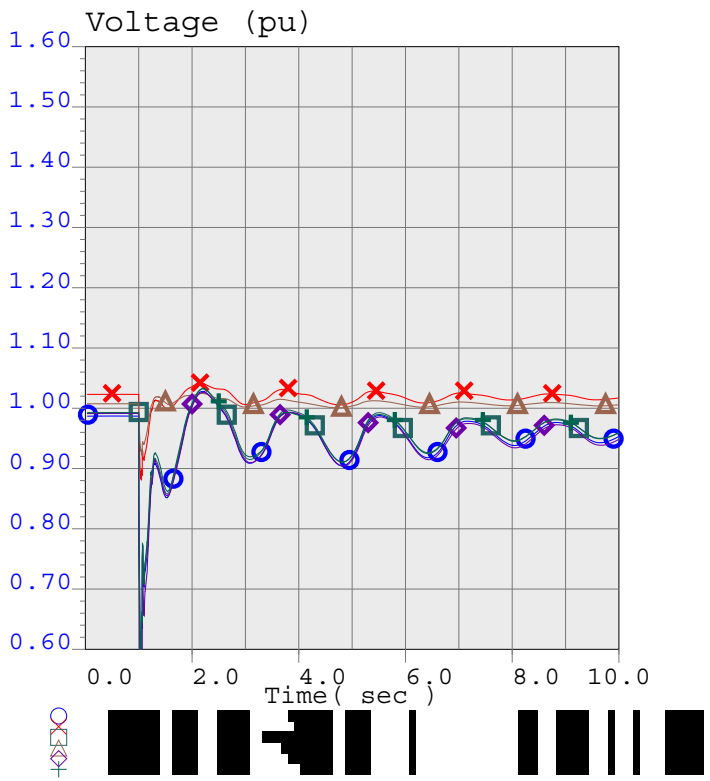


SYSTEM IMPACT STUDY (Voltage)









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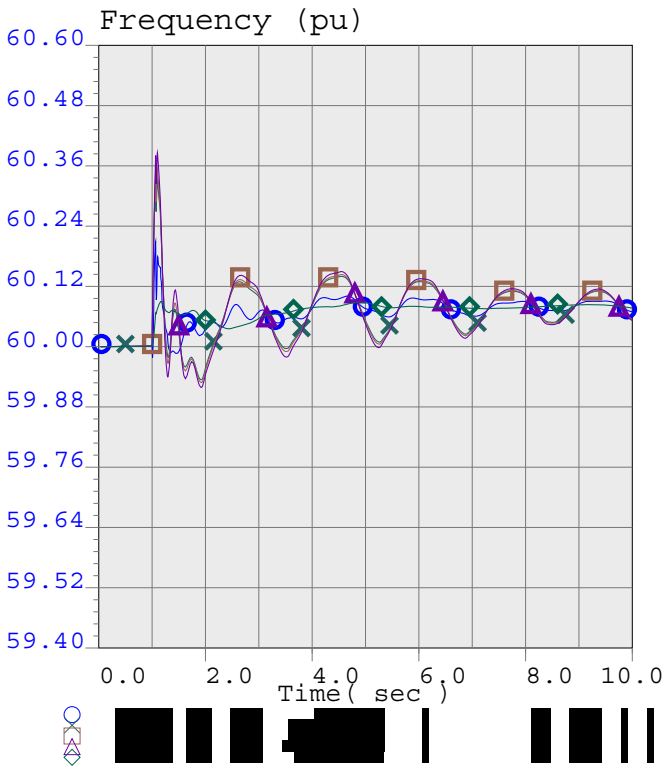
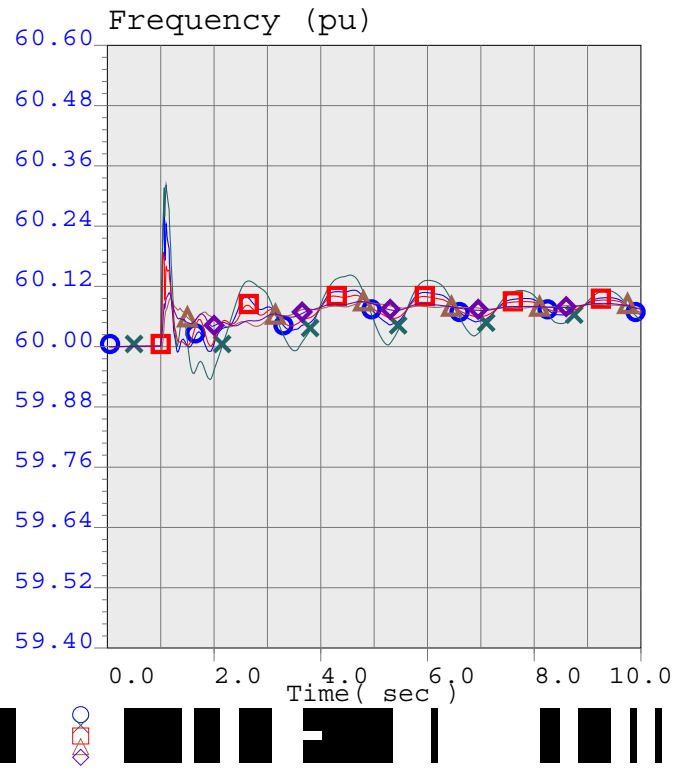
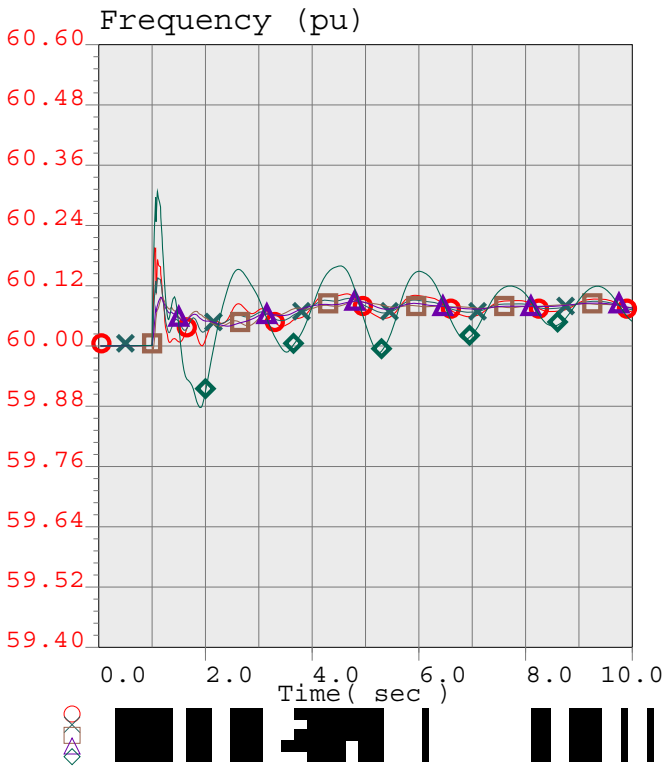
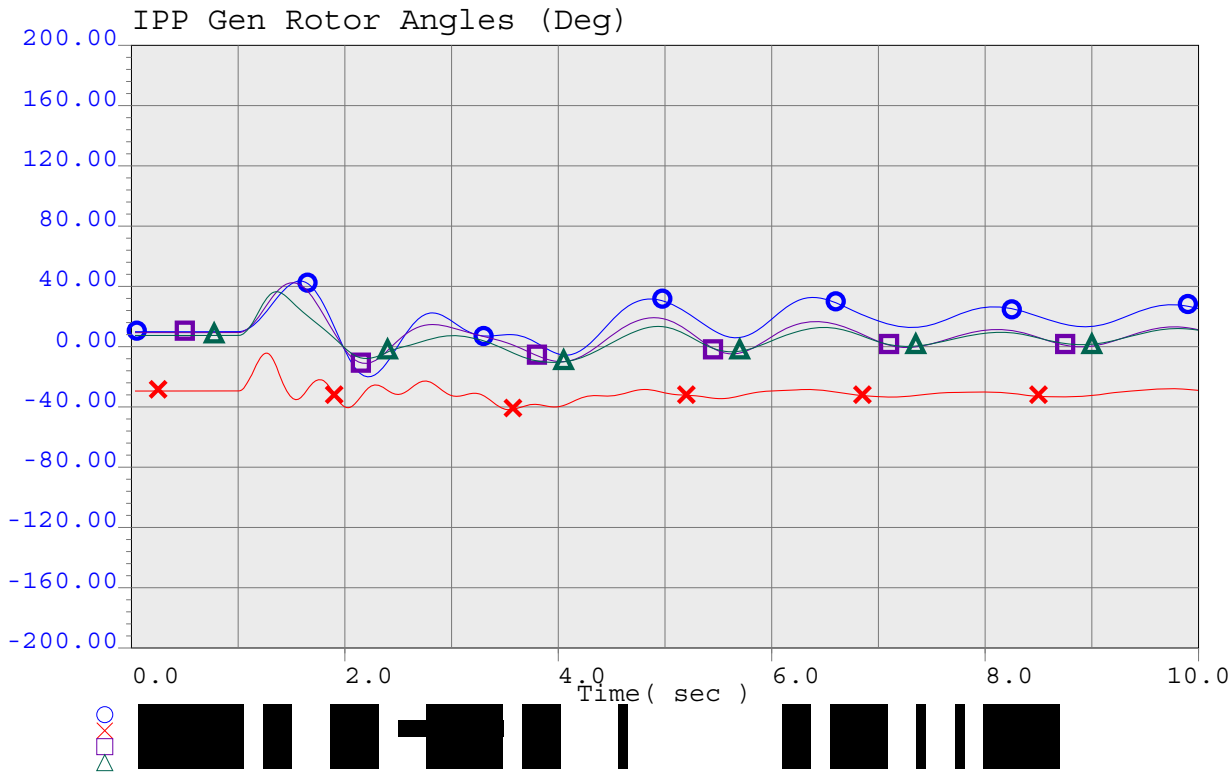
SYSTEM IMPACT STUDY (Frequency)

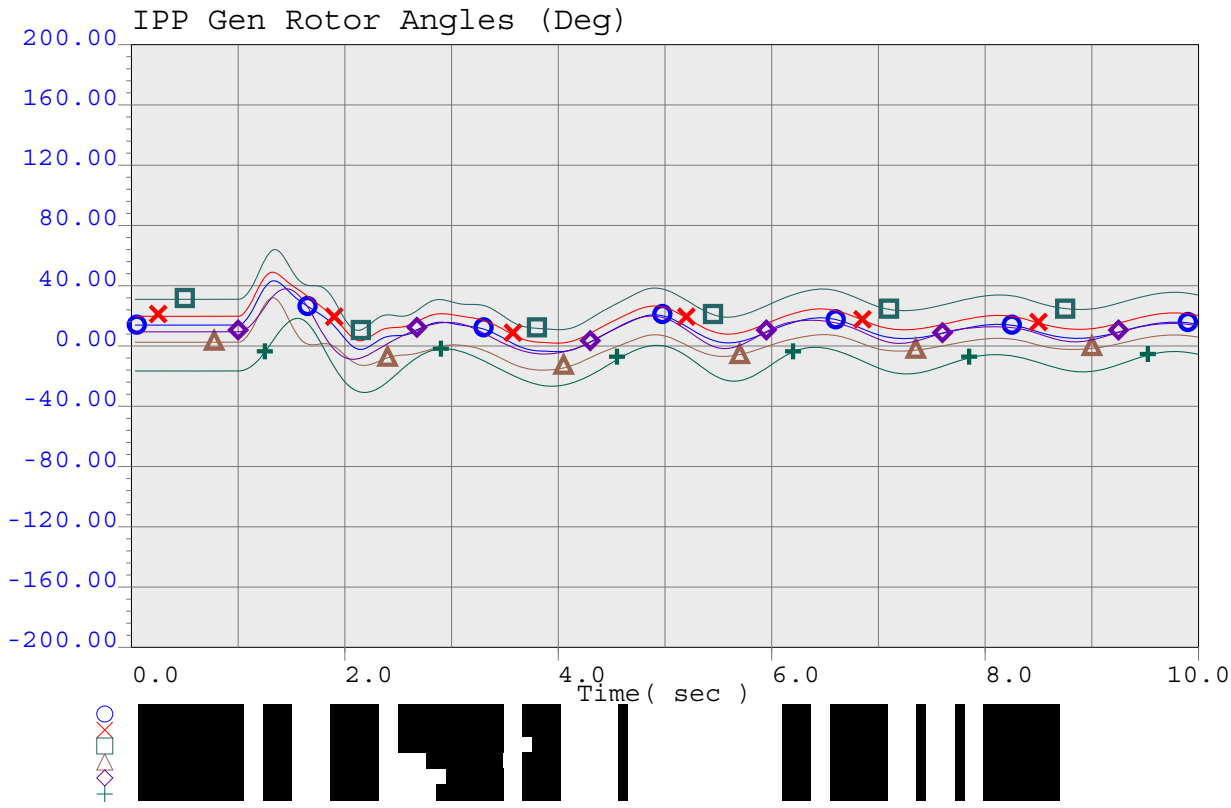




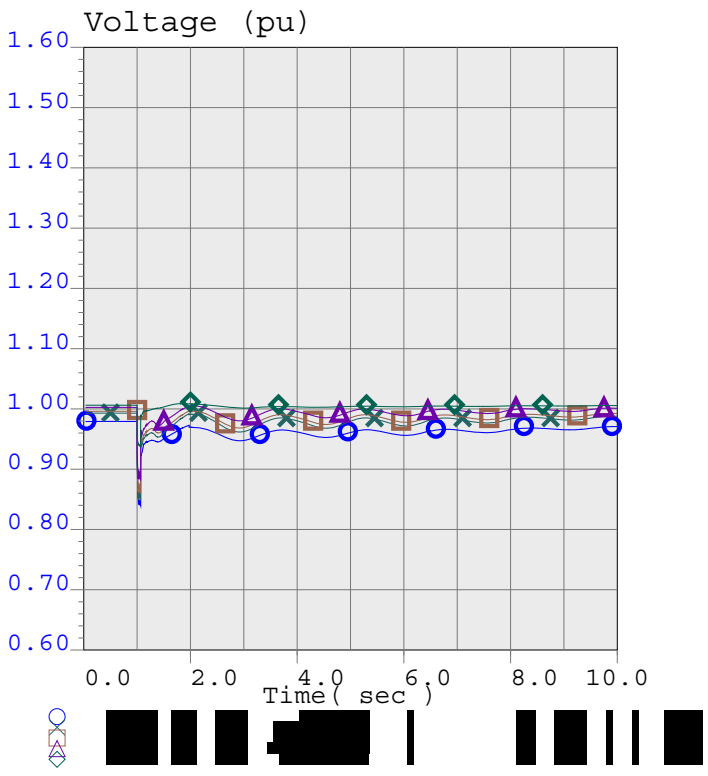


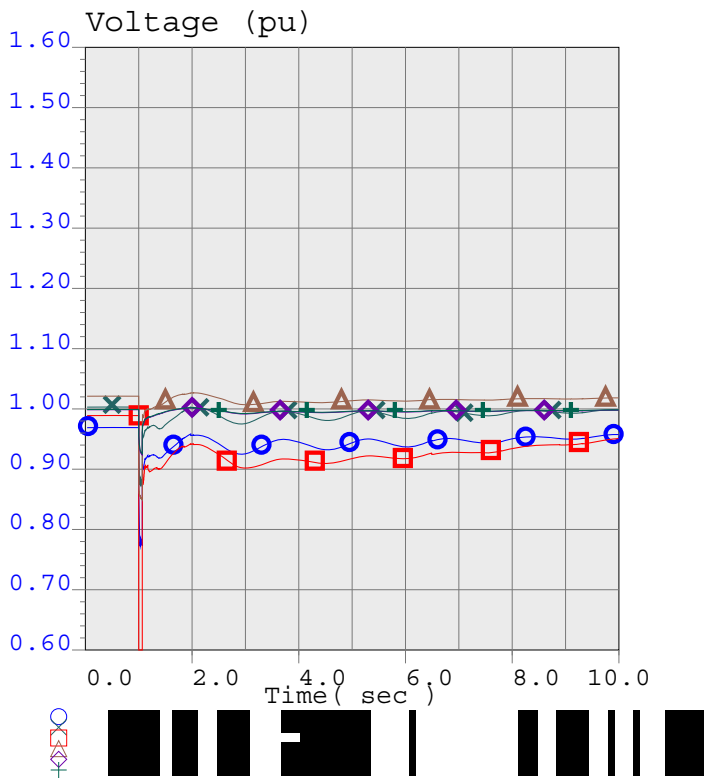
SYSTEM IMPACT STUDY (Rotor Angles)

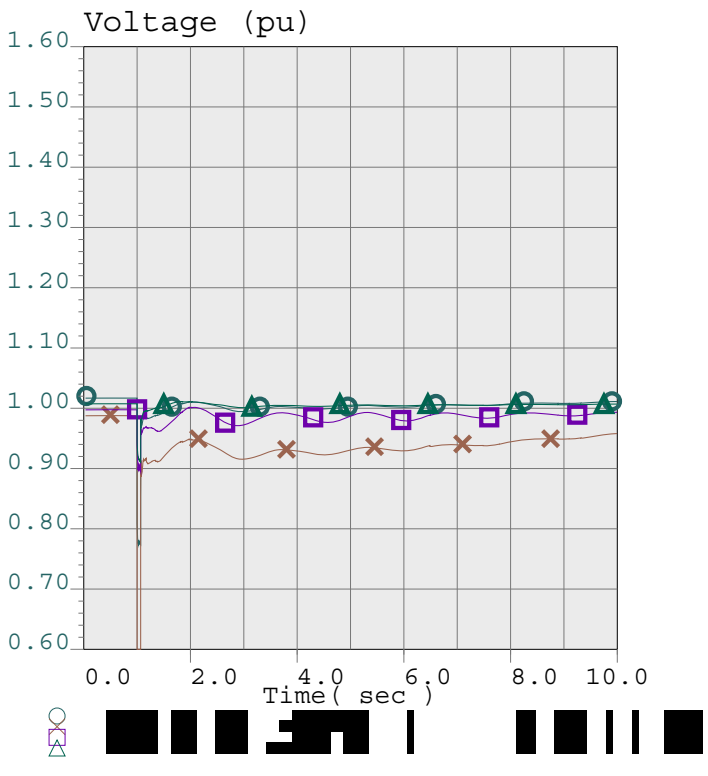


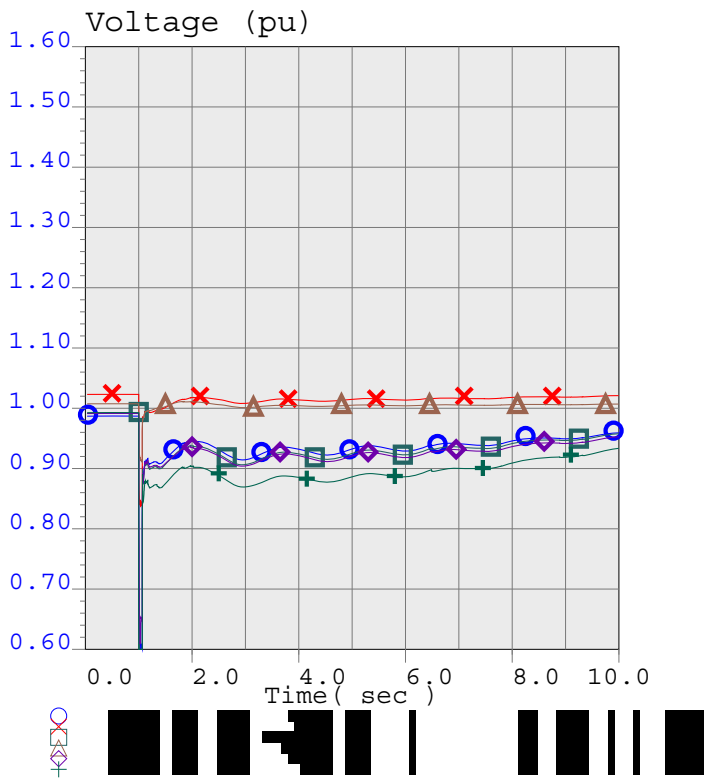


SYSTEM IMPACT STUDY (Voltage)









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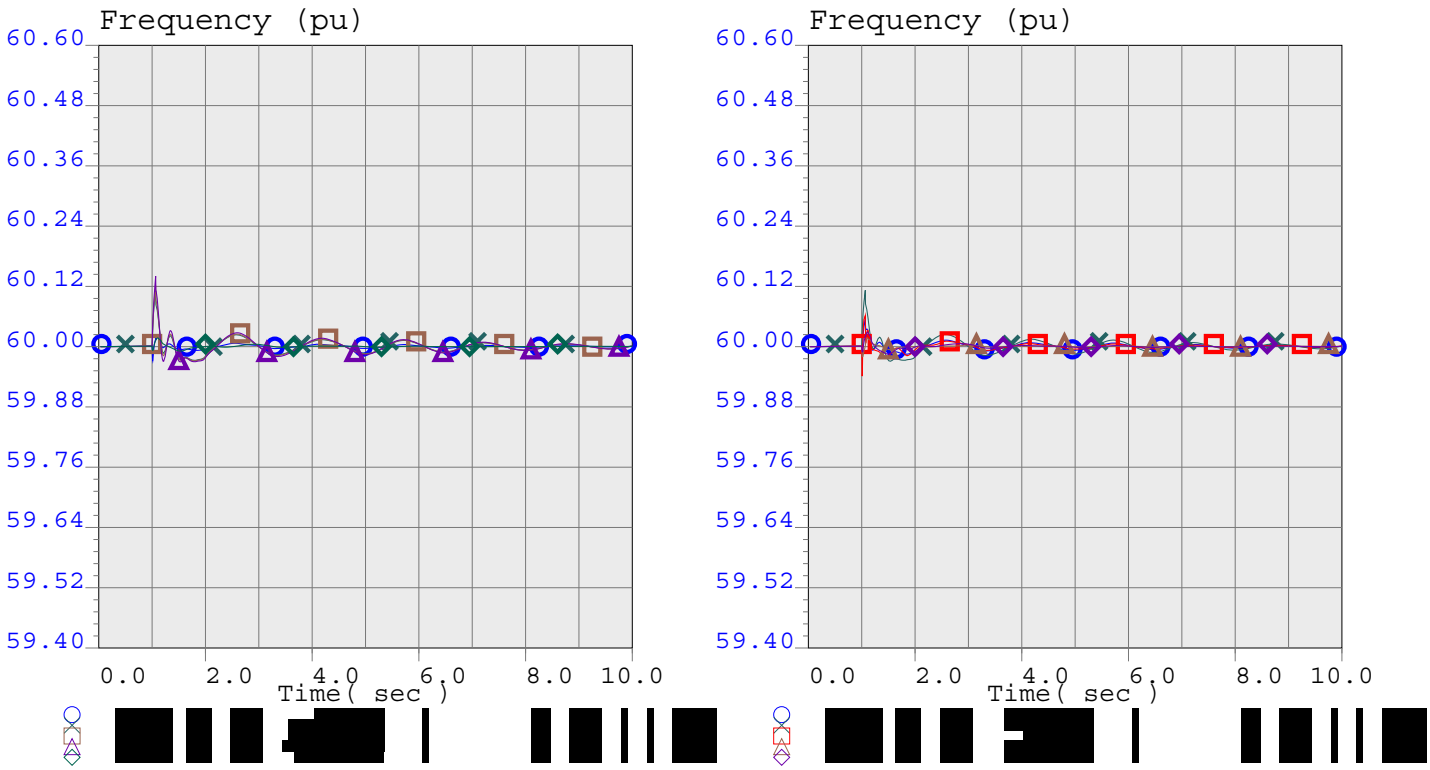
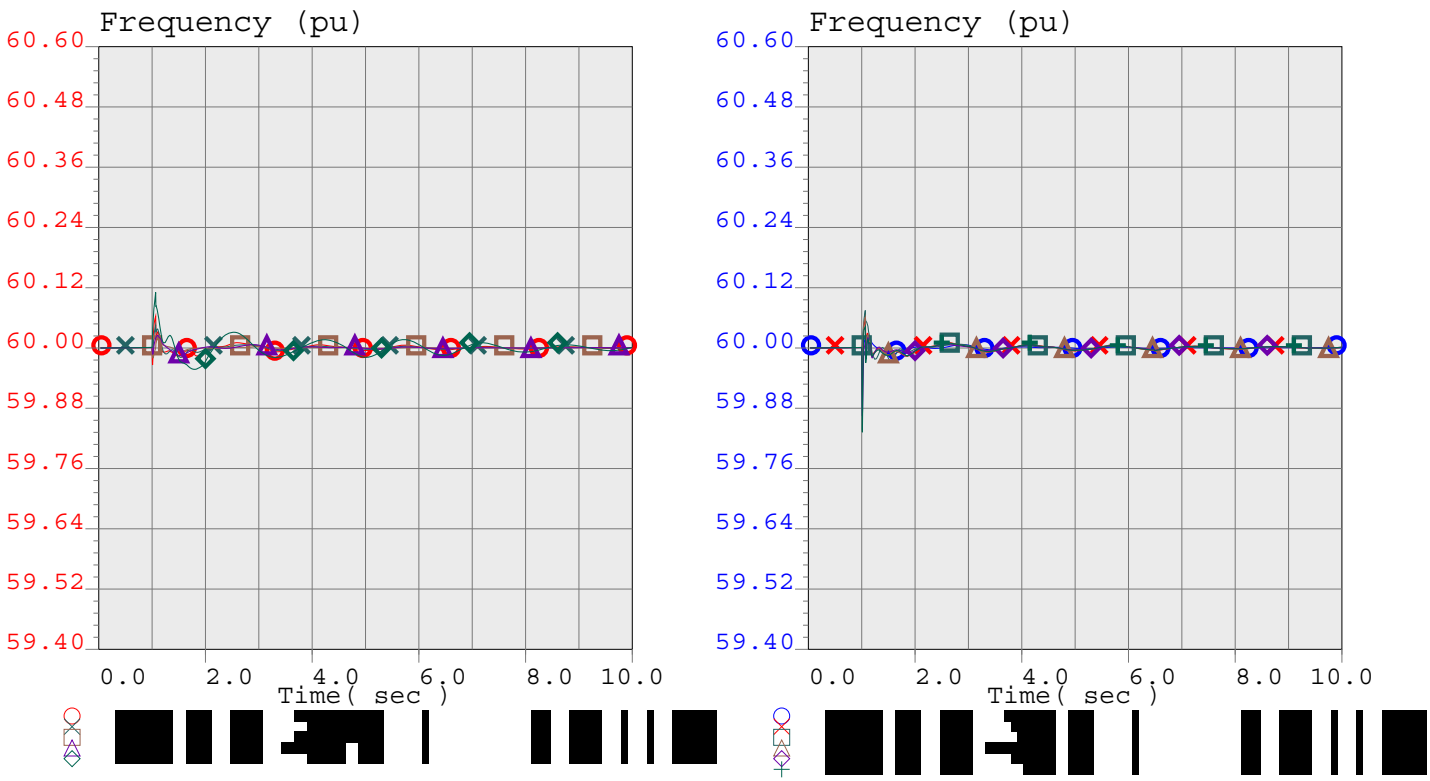
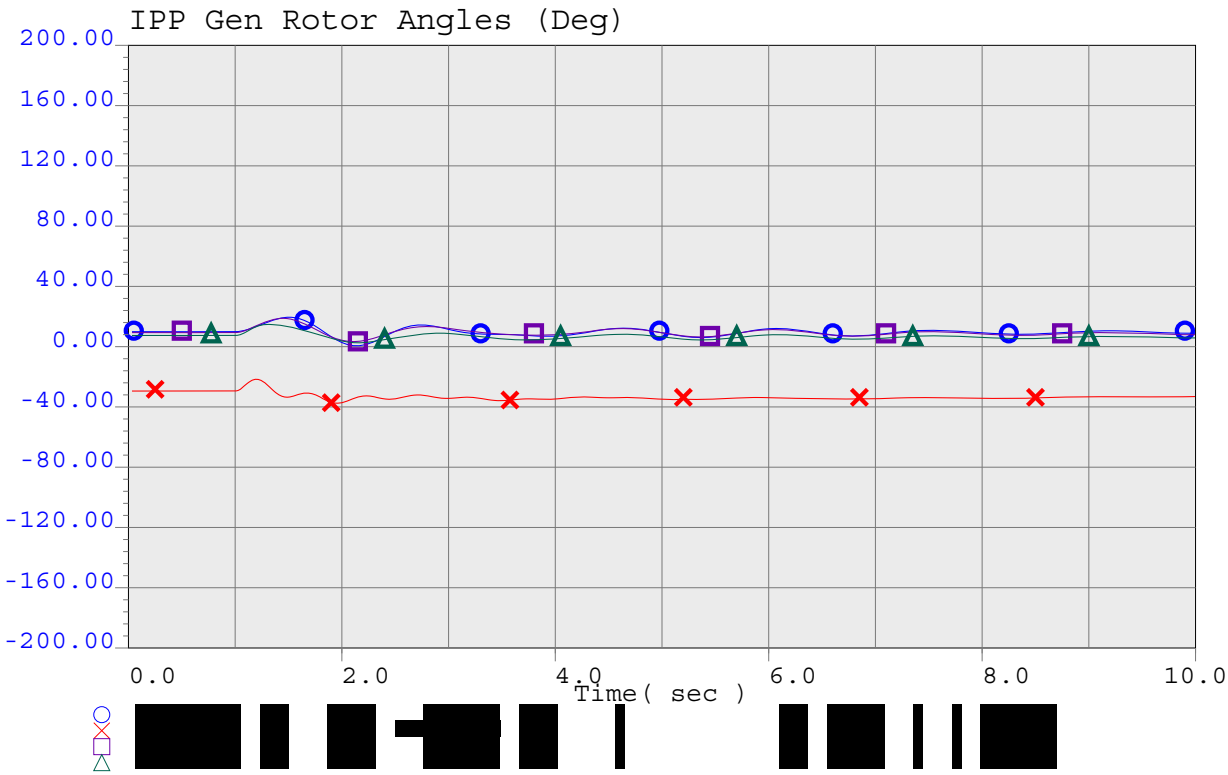
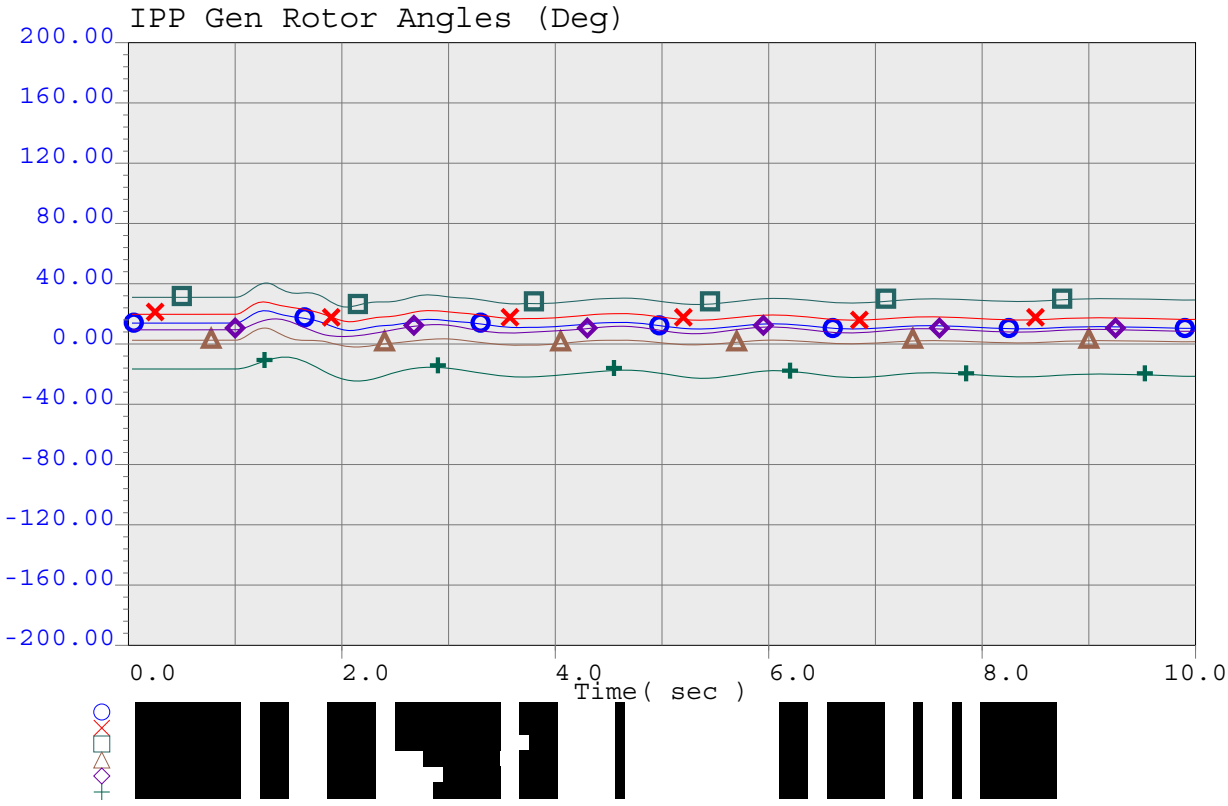
SYSTEM IMPACT STUDY (Frequency)



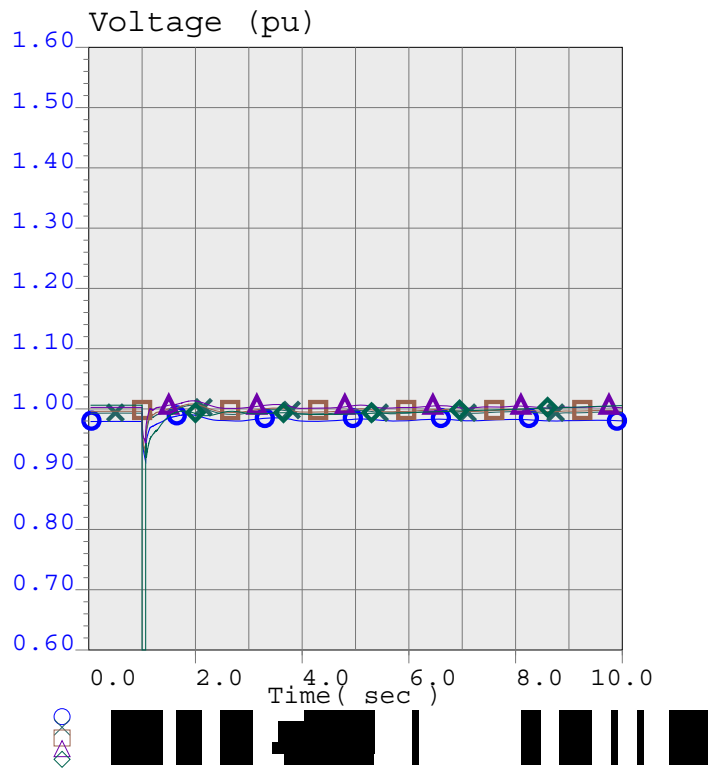


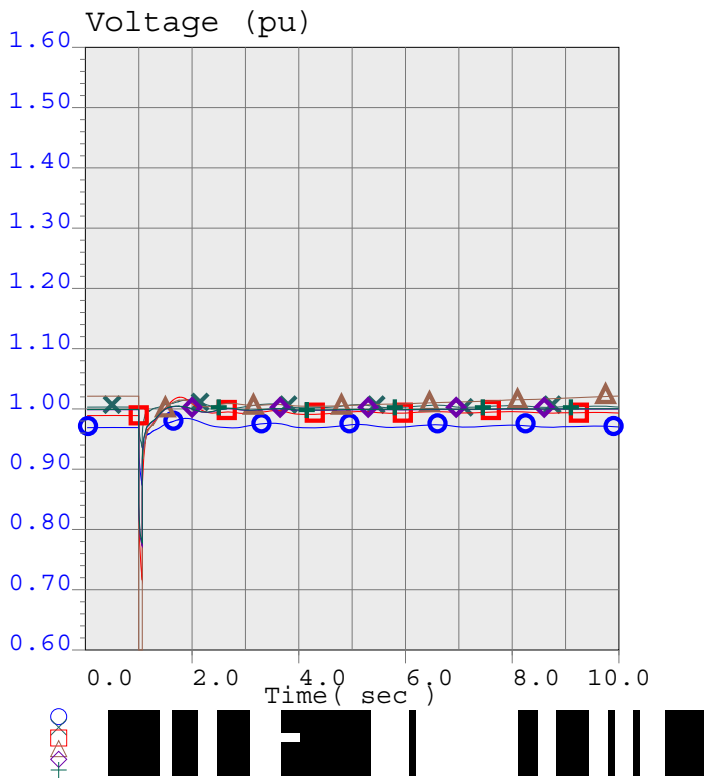
SYSTEM IMPACT STUDY (Rotor Angles)

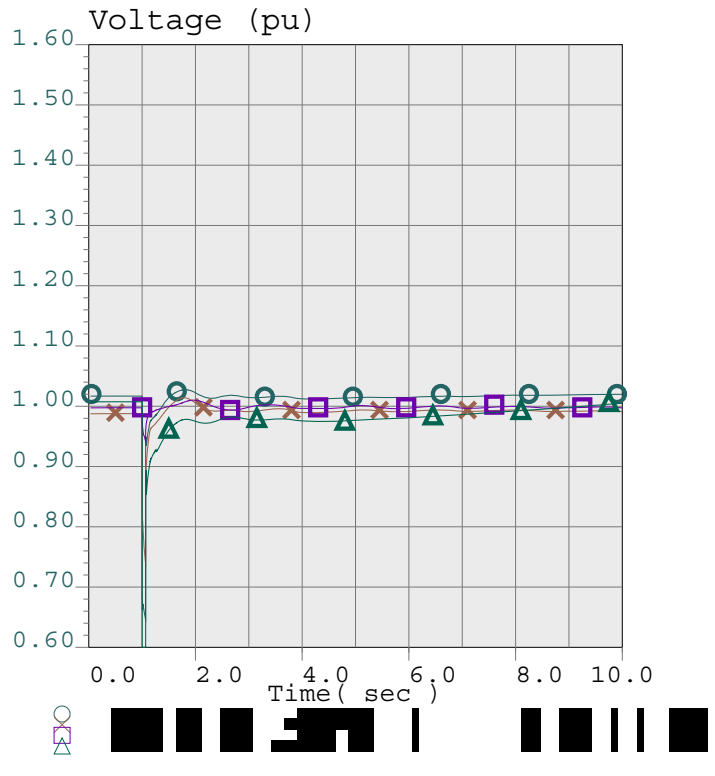


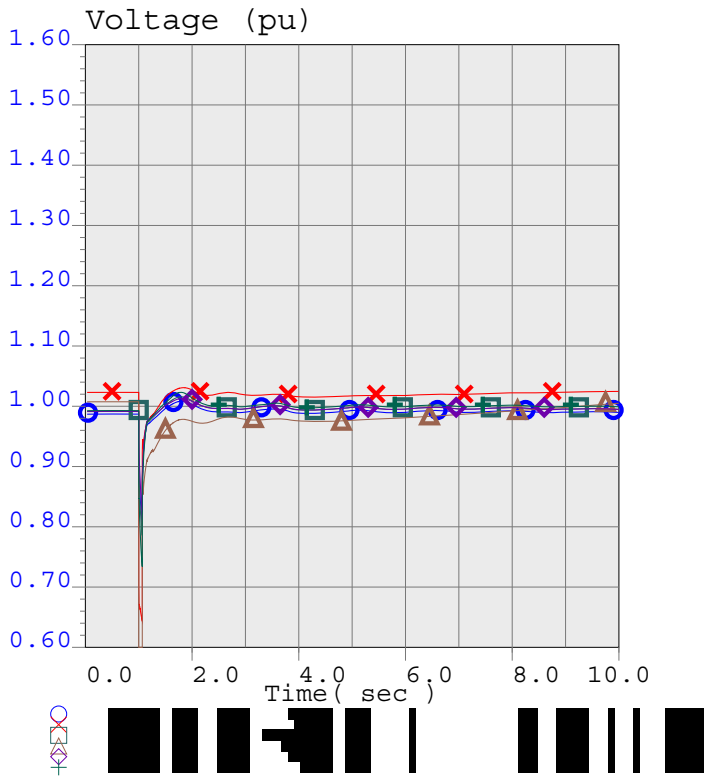


SYSTEM IMPACT STUDY (Voltage)

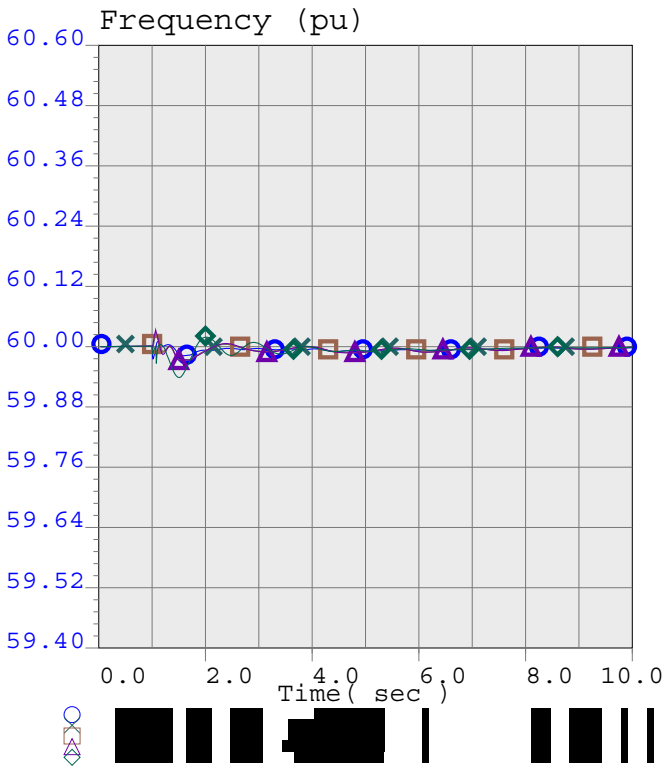


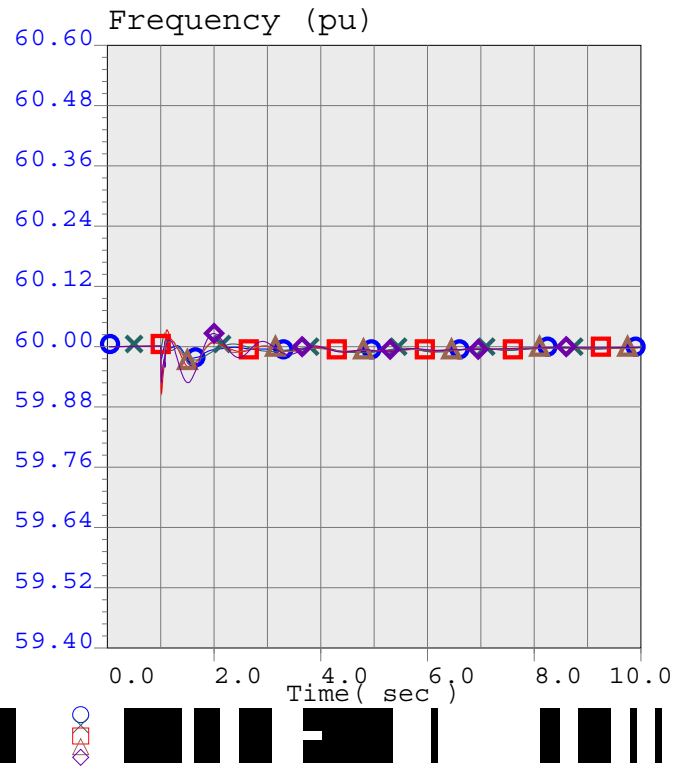


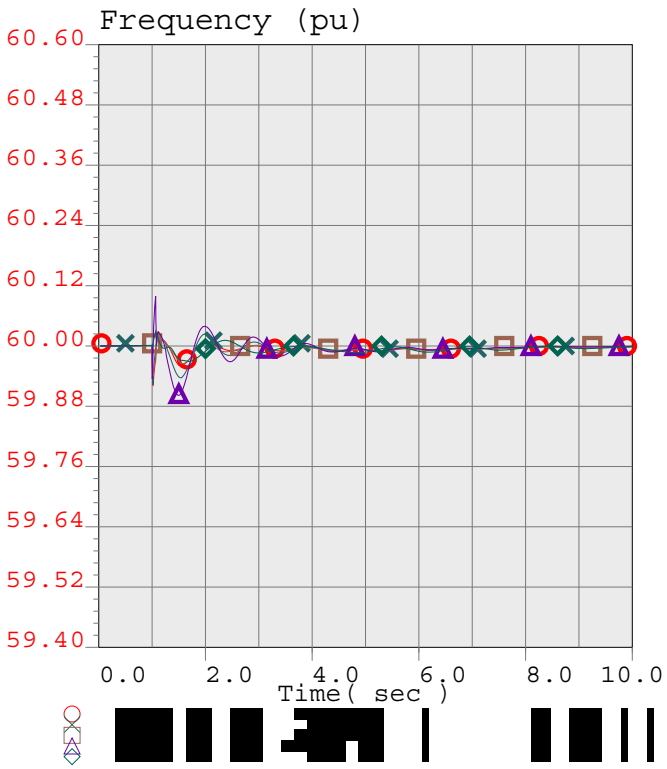


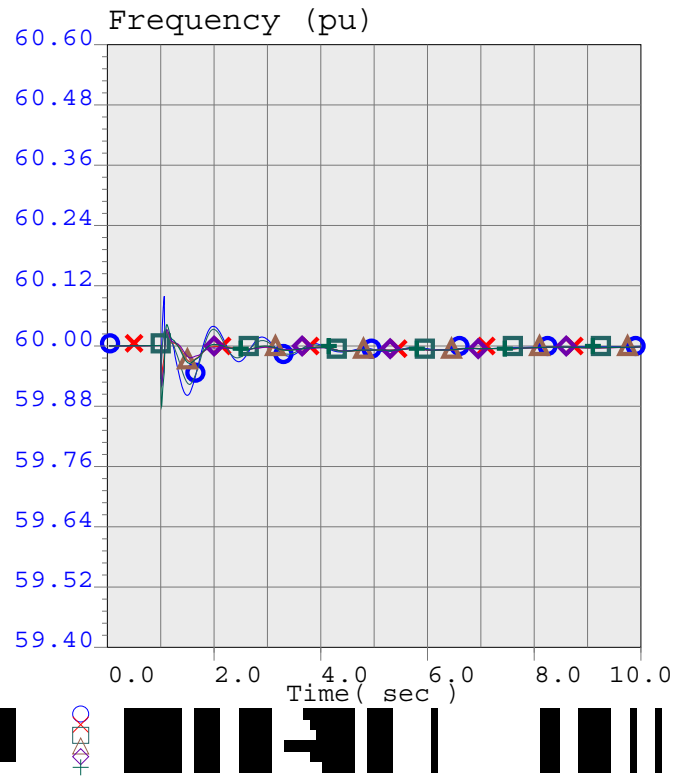


SYSTEM IMPACT STUDY (Frequency)

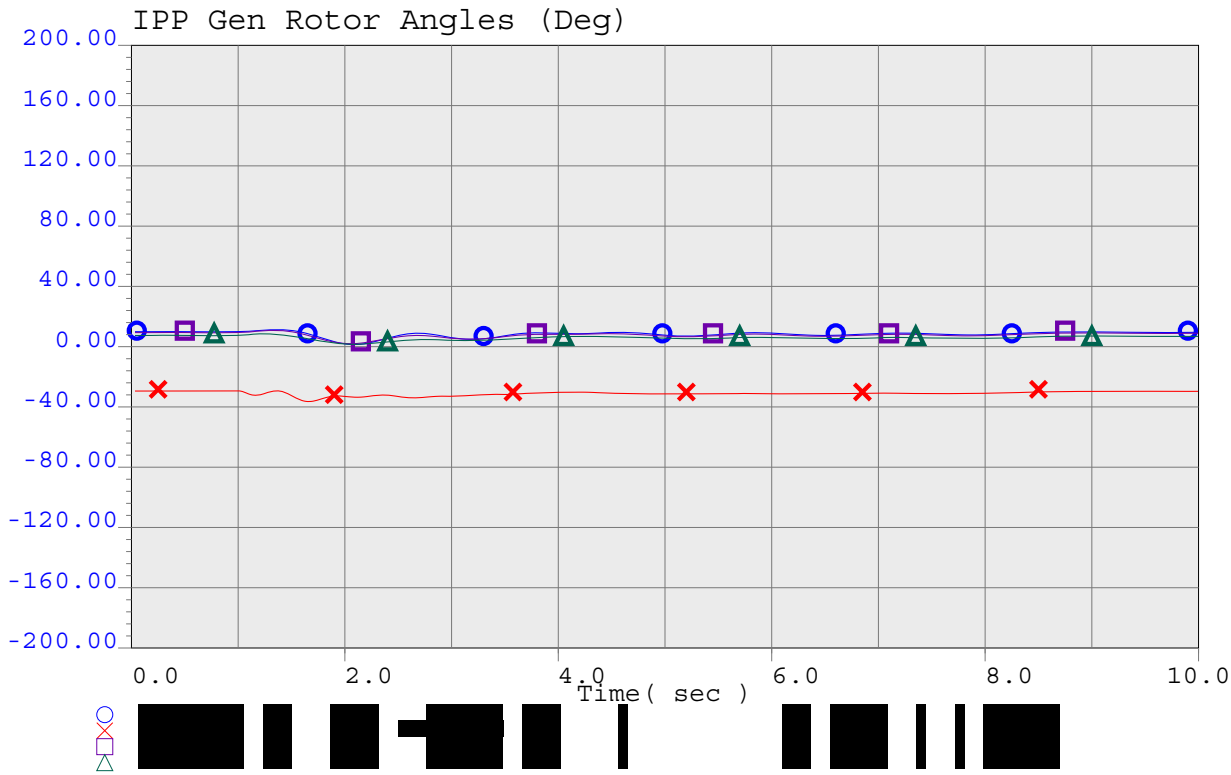


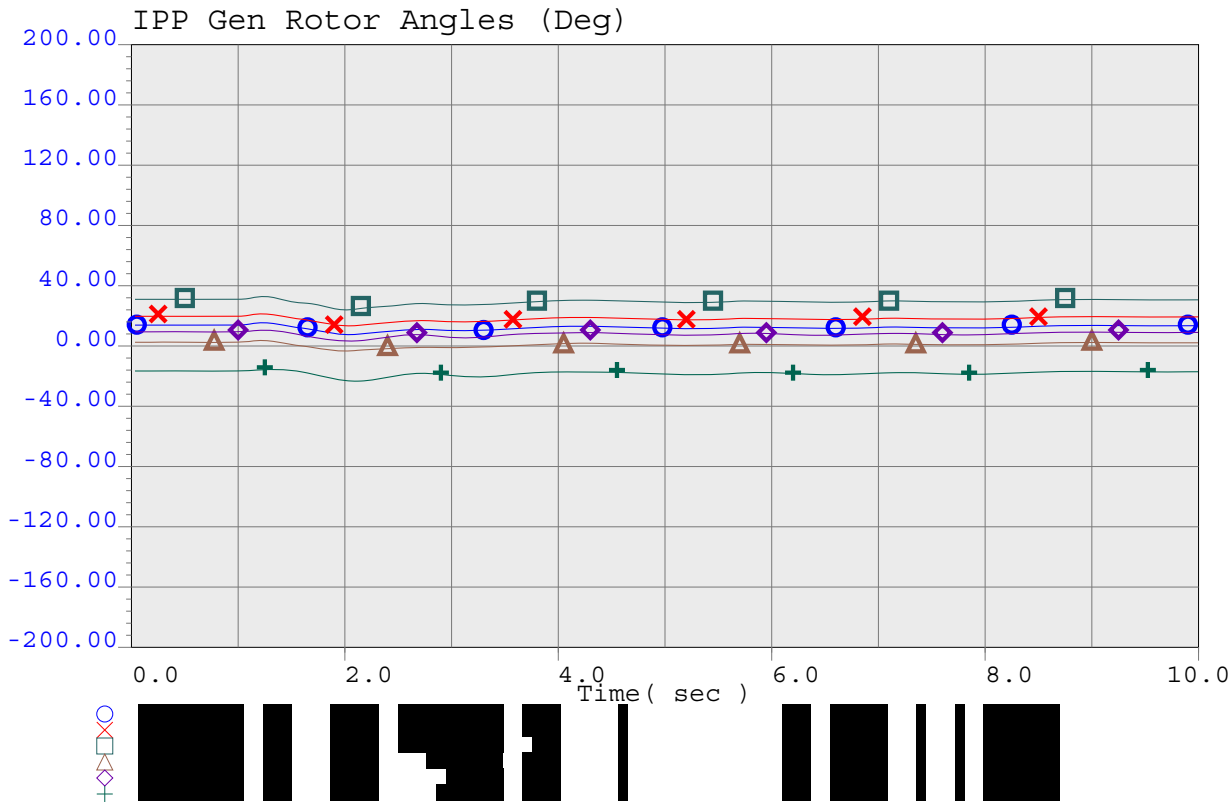




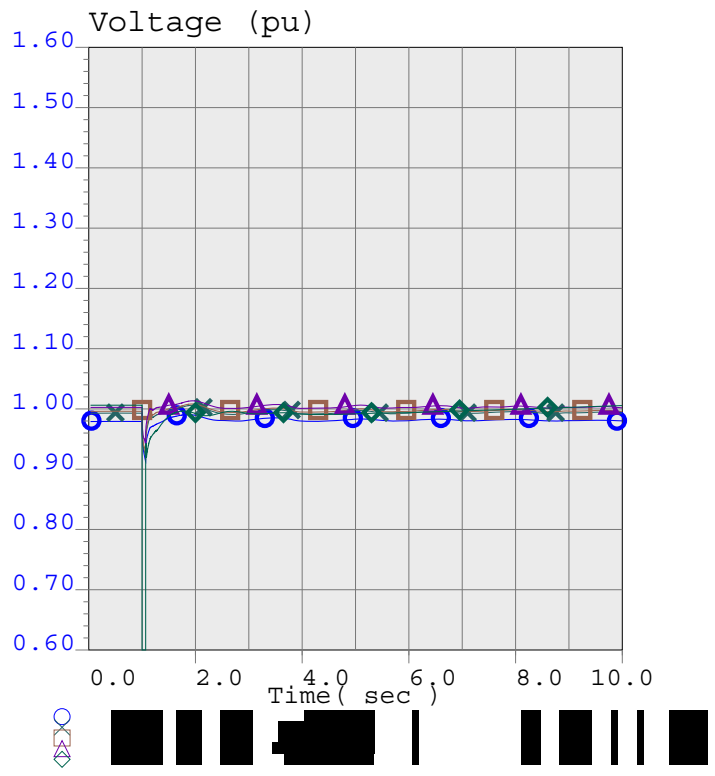


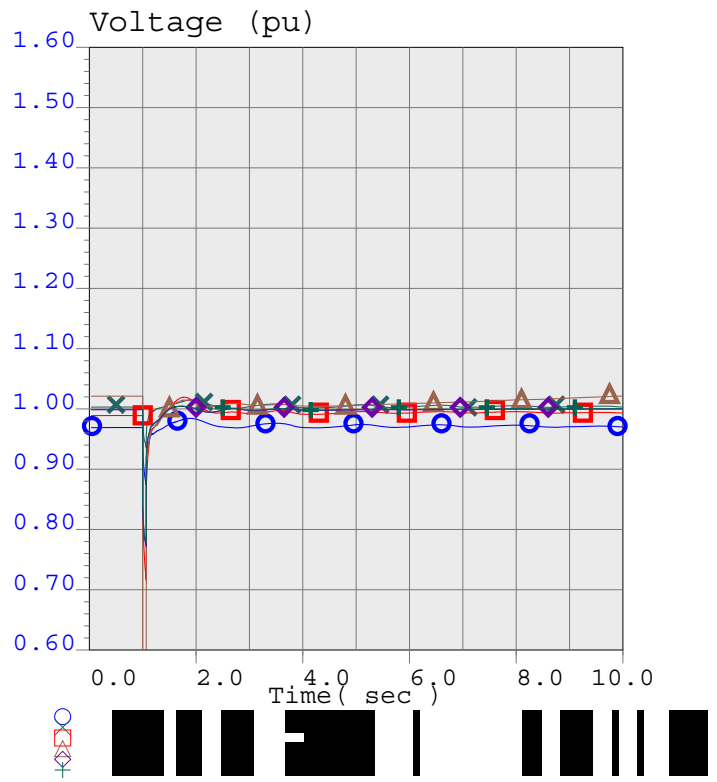
SYSTEM IMPACT STUDY (Rotor Angles)

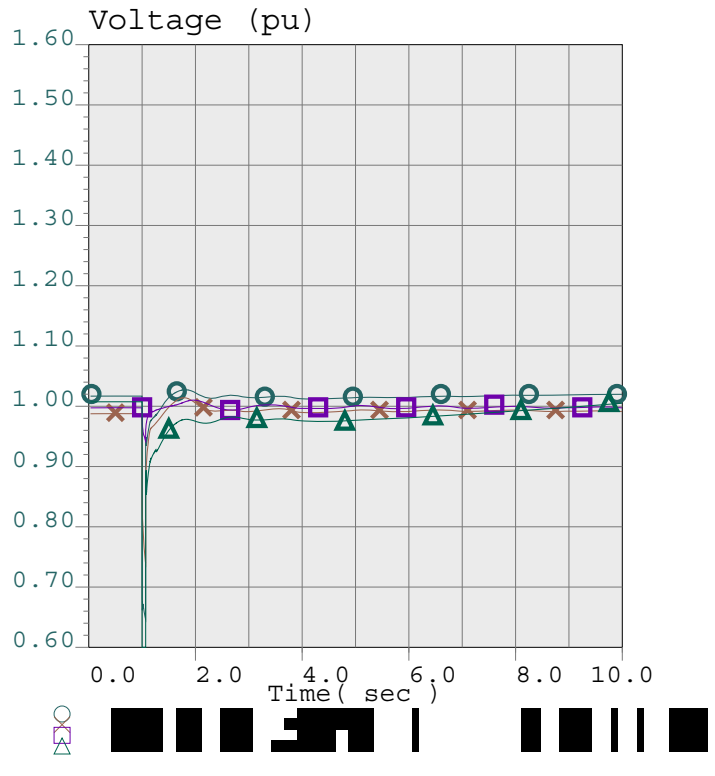


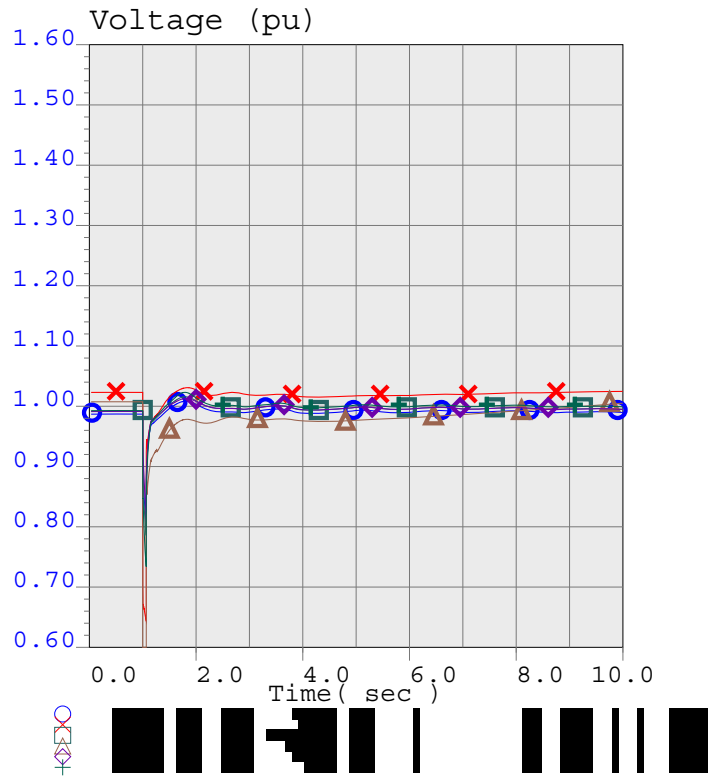


SYSTEM IMPACT STUDY (Voltage)









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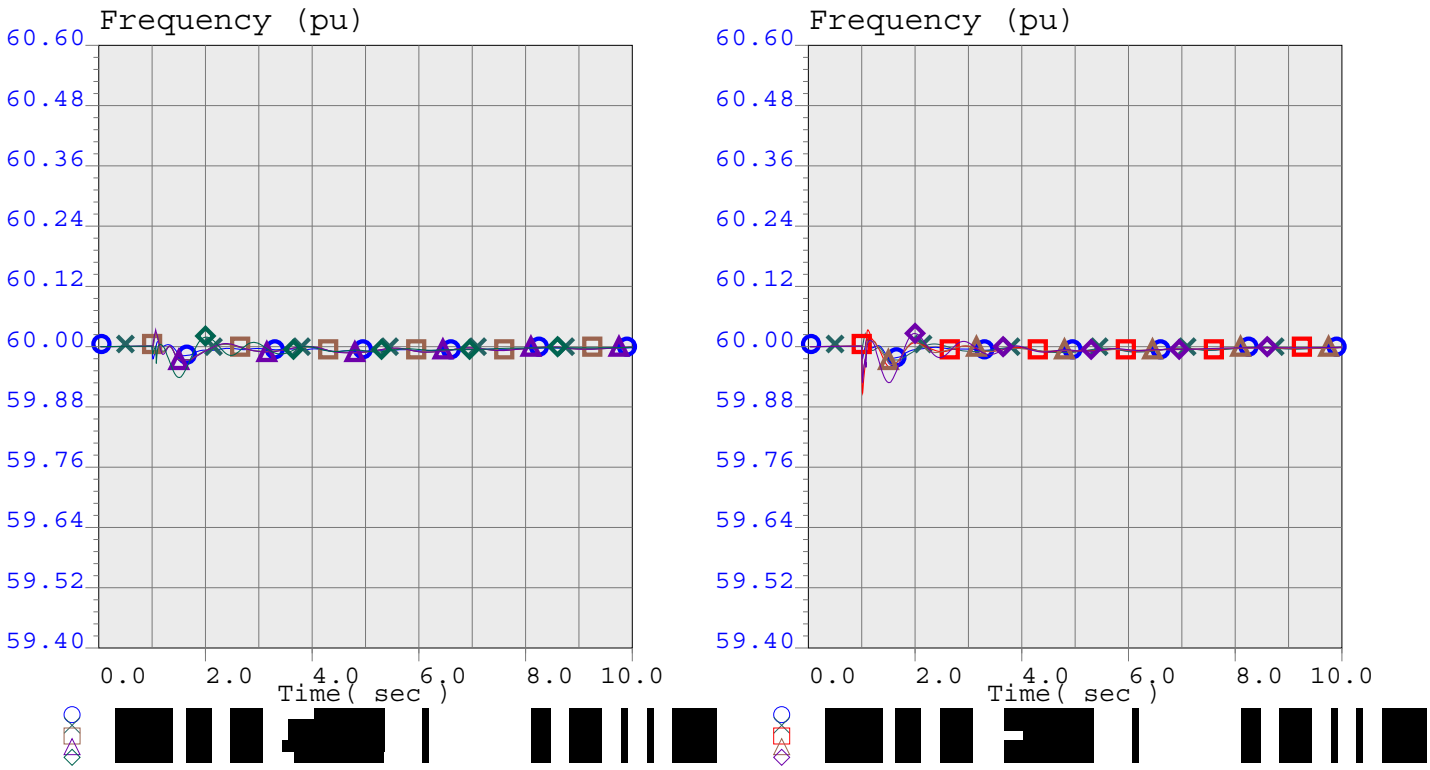
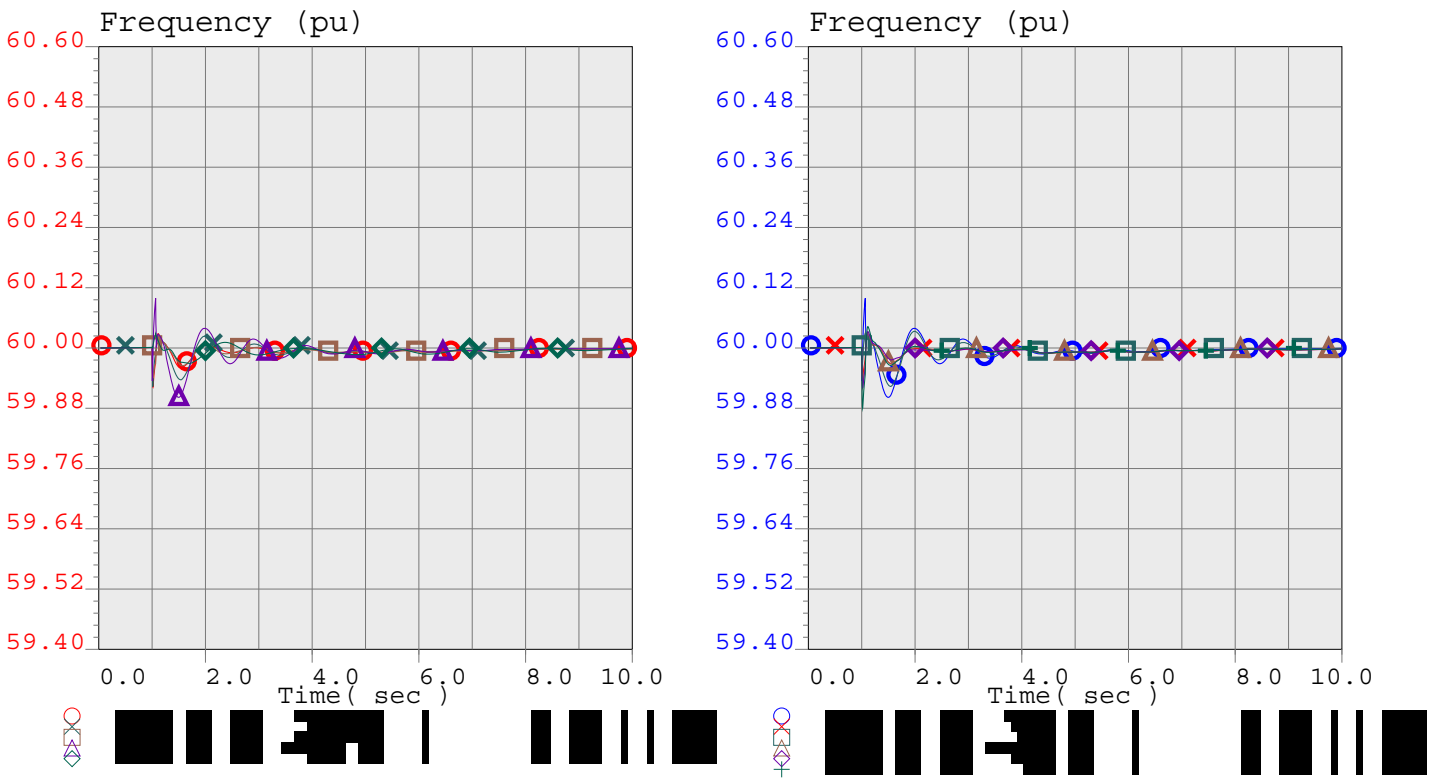
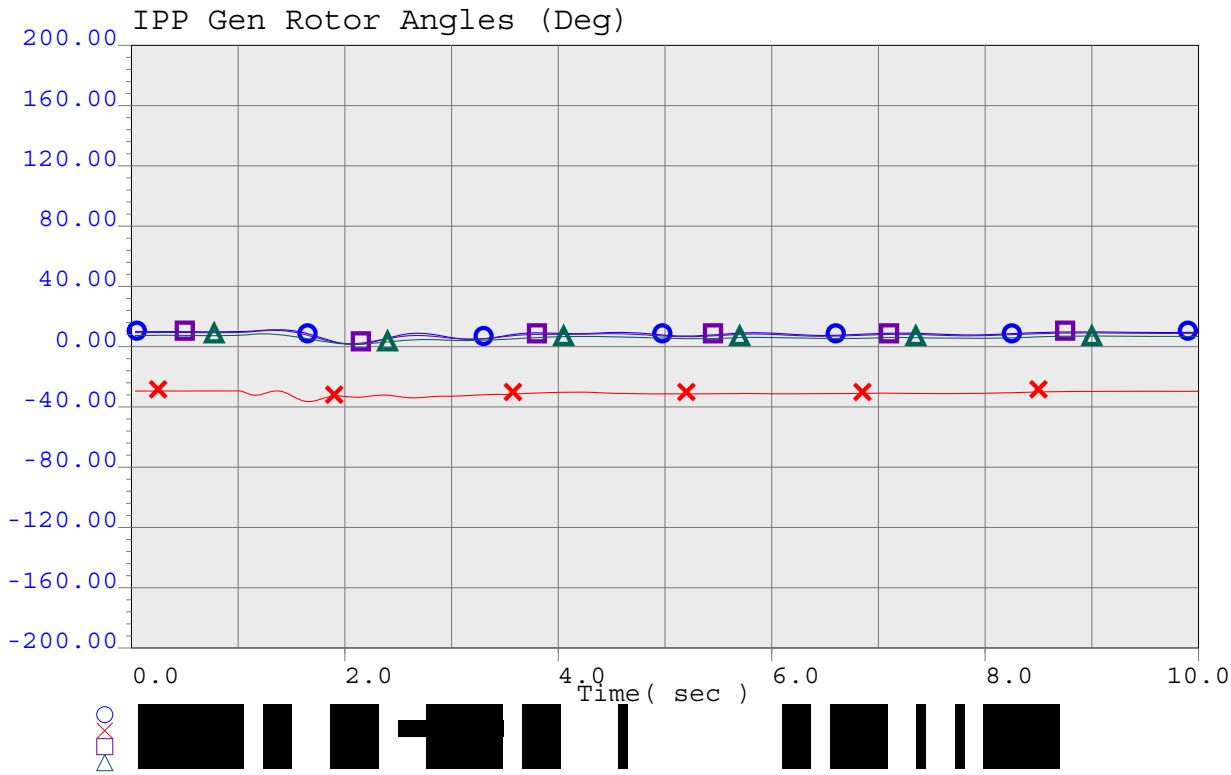
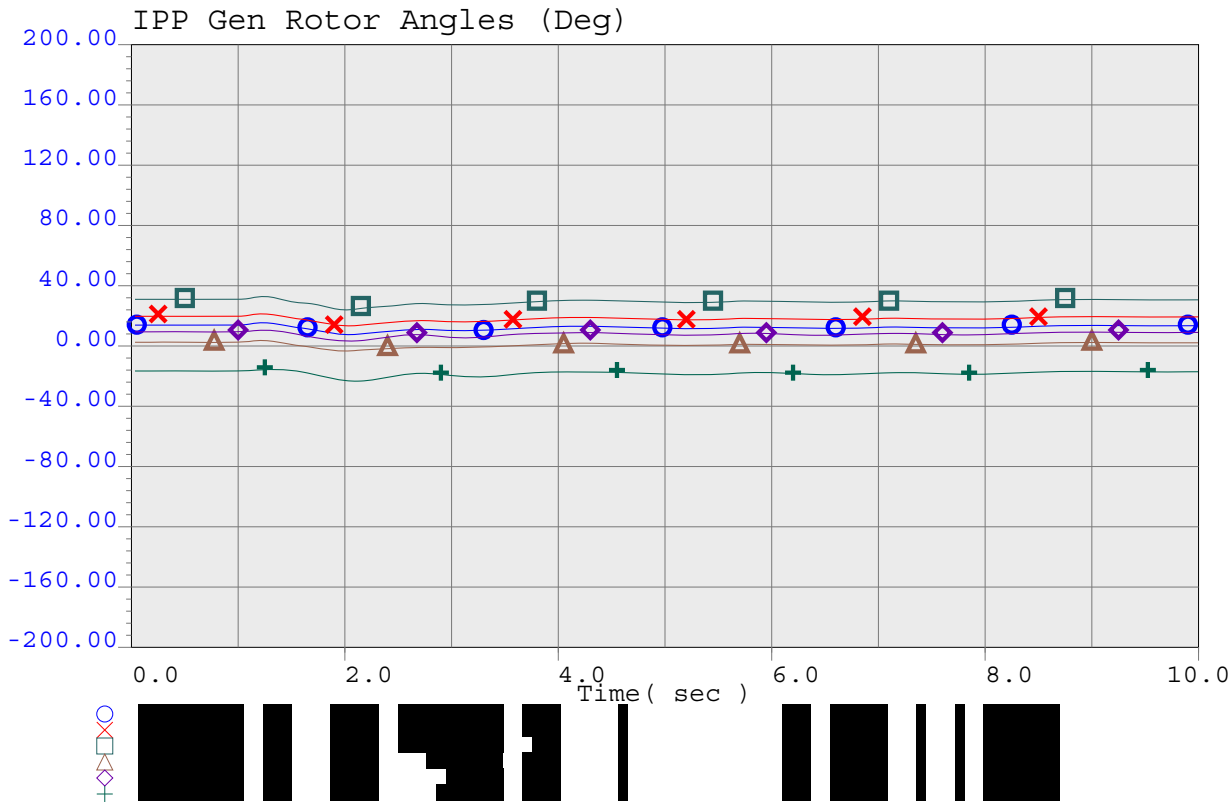


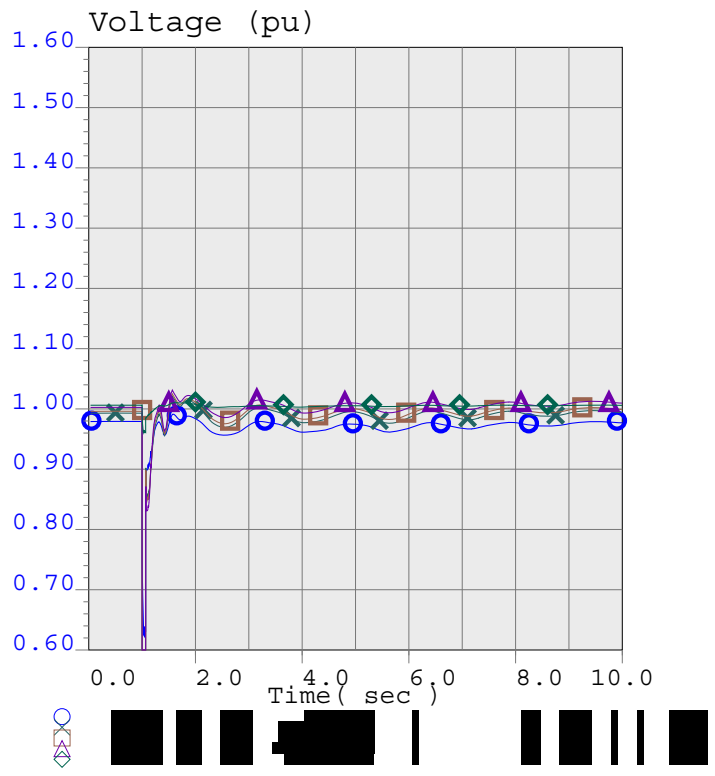


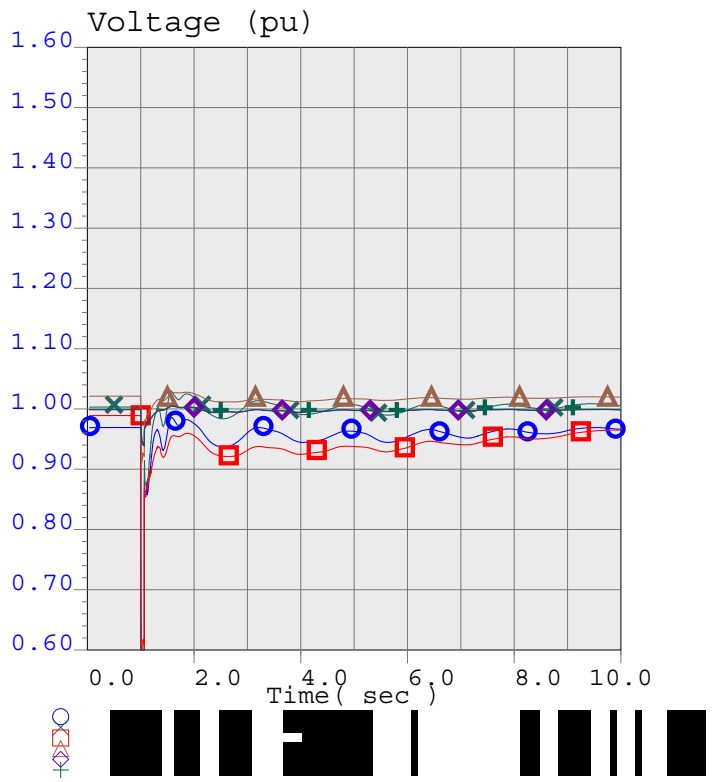
SYSTEM IMPACT STUDY (Rotor Angles)

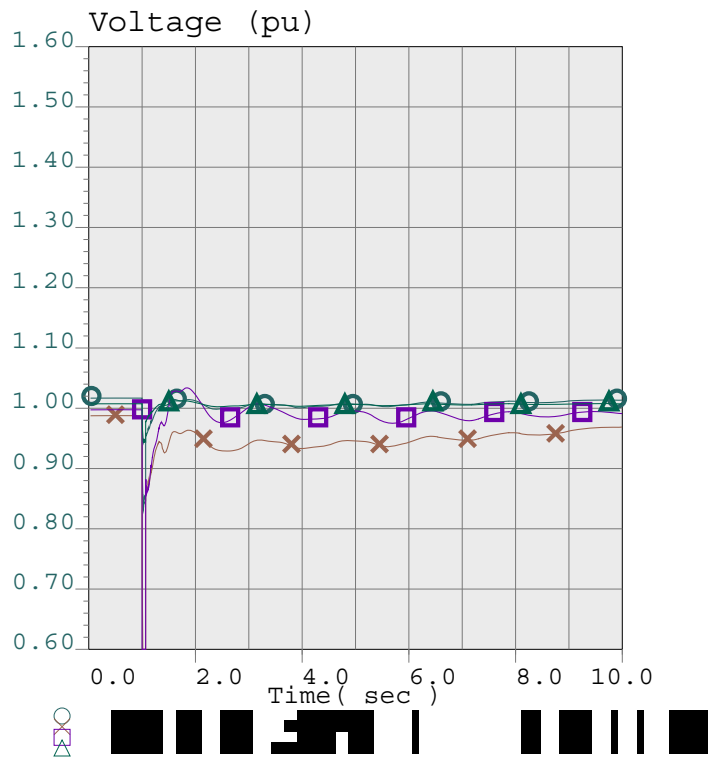


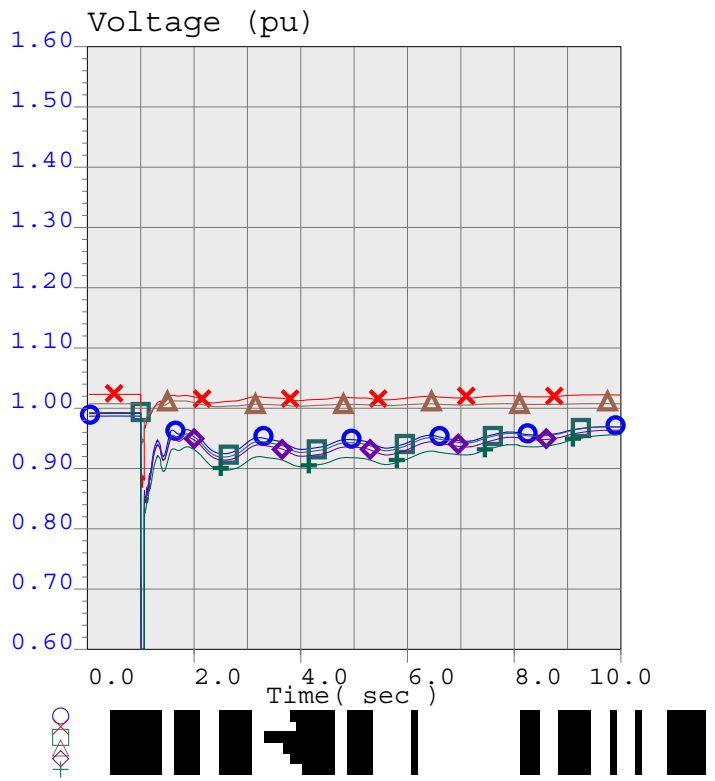


SYSTEM IMPACT STUDY (Voltage)









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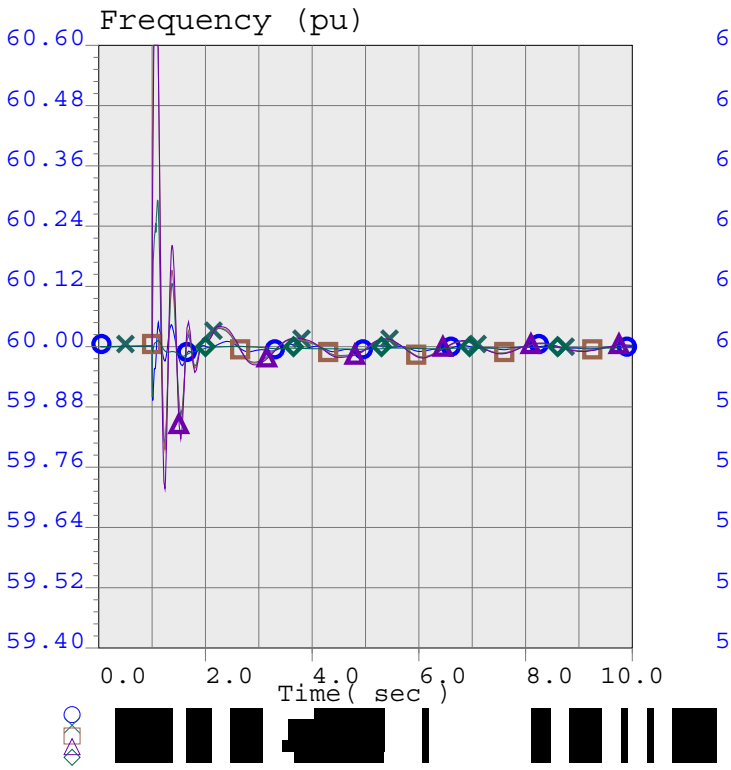
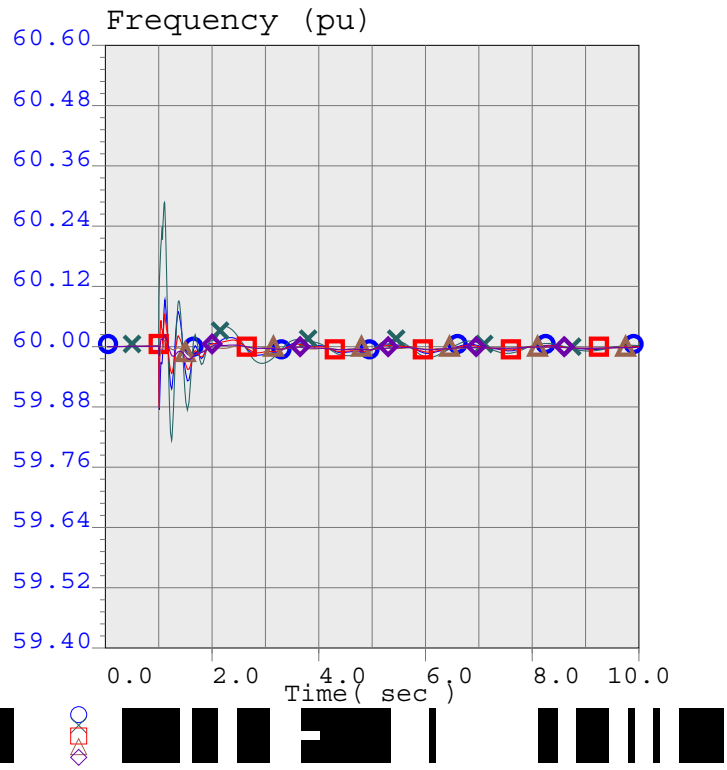
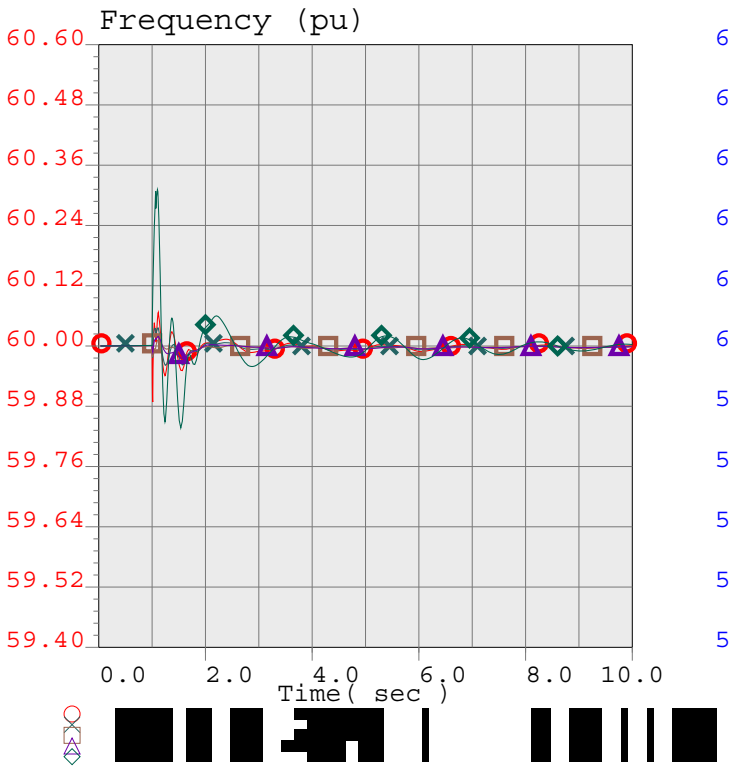
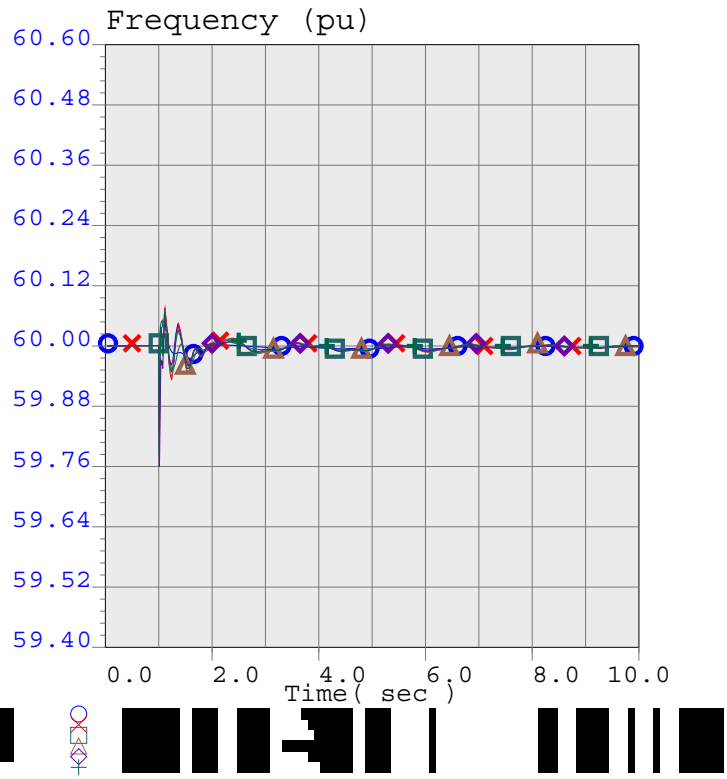
SYSTEM IMPACT STUDY (Frequency)

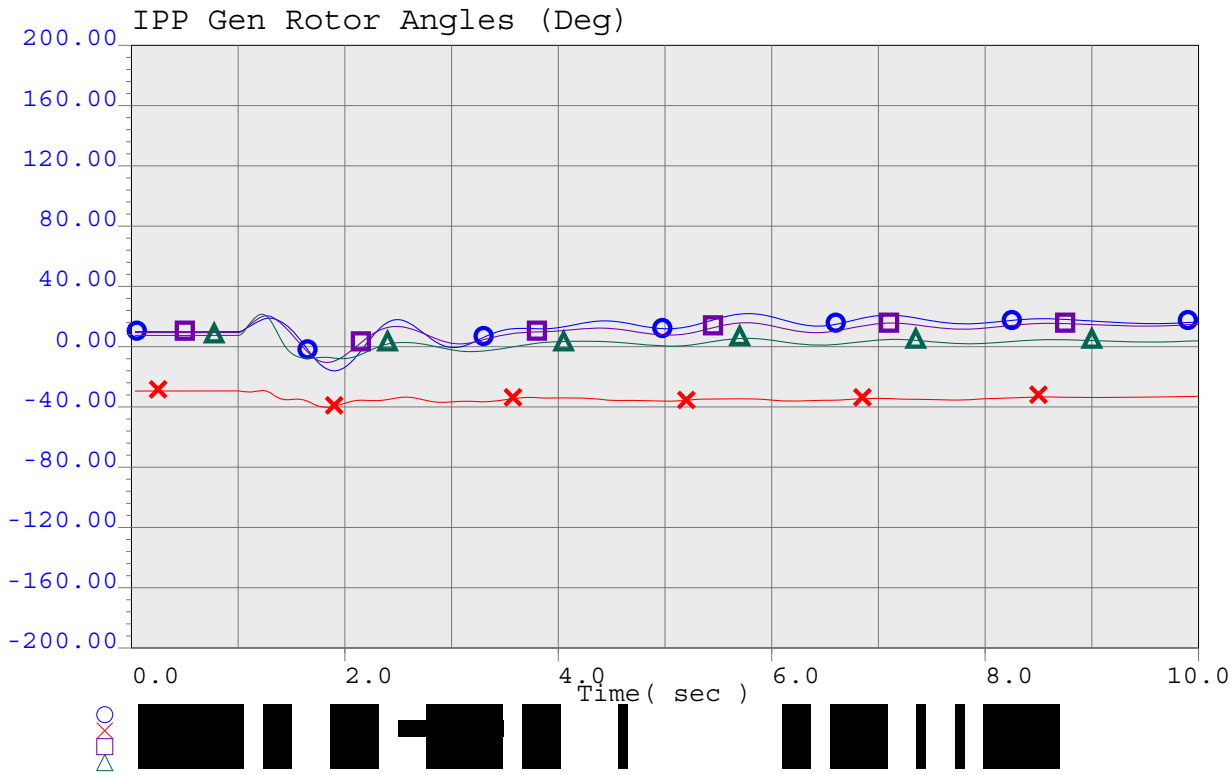


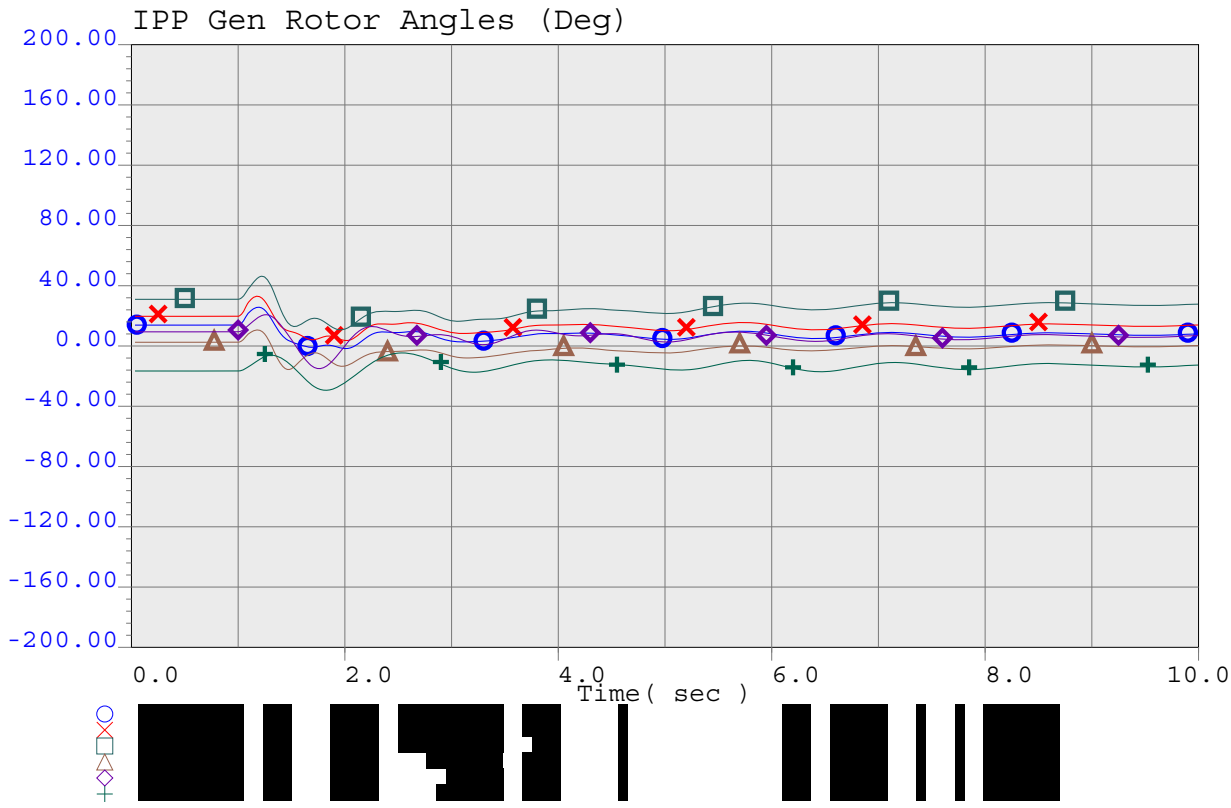




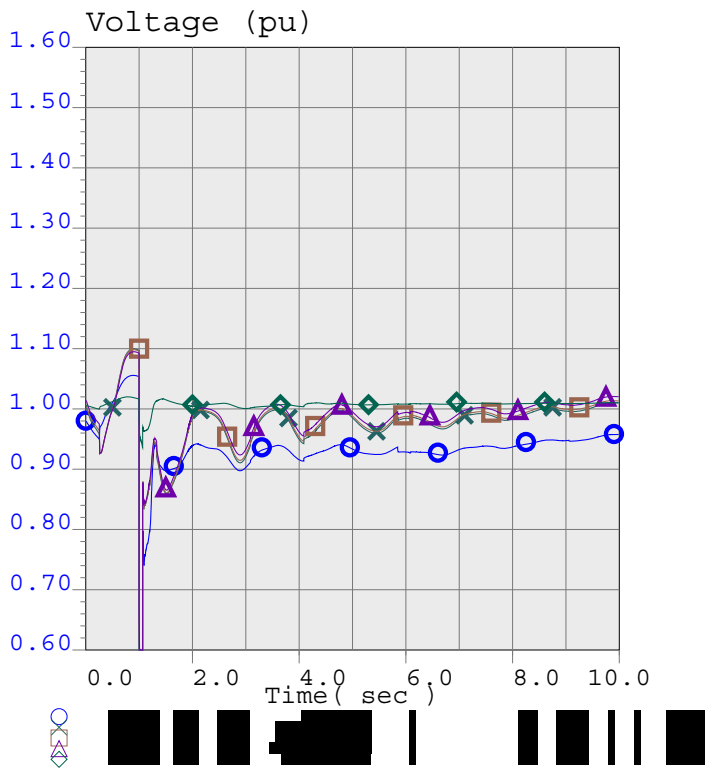


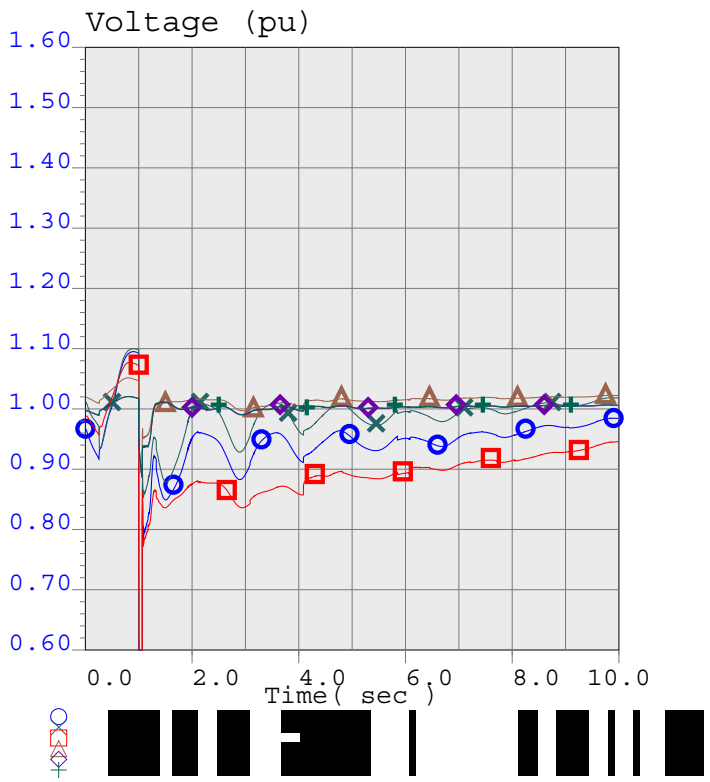
SYSTEM IMPACT STUDY (Rotor Angles)

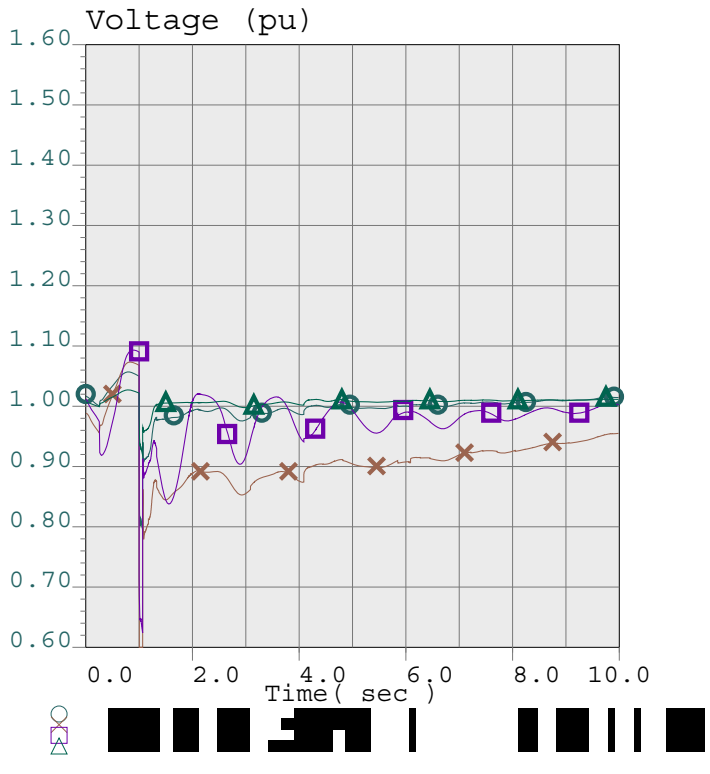


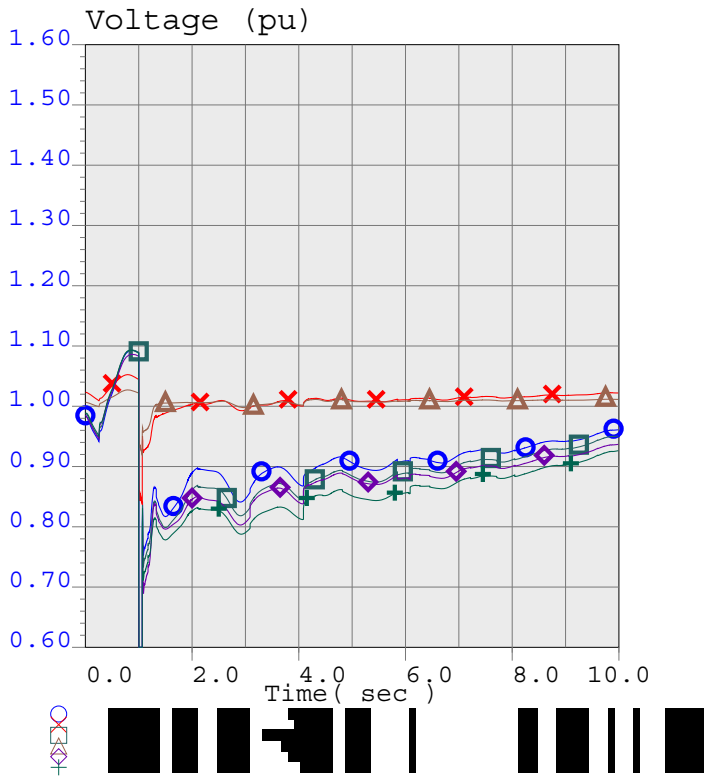


SYSTEM IMPACT STUDY (Voltage)









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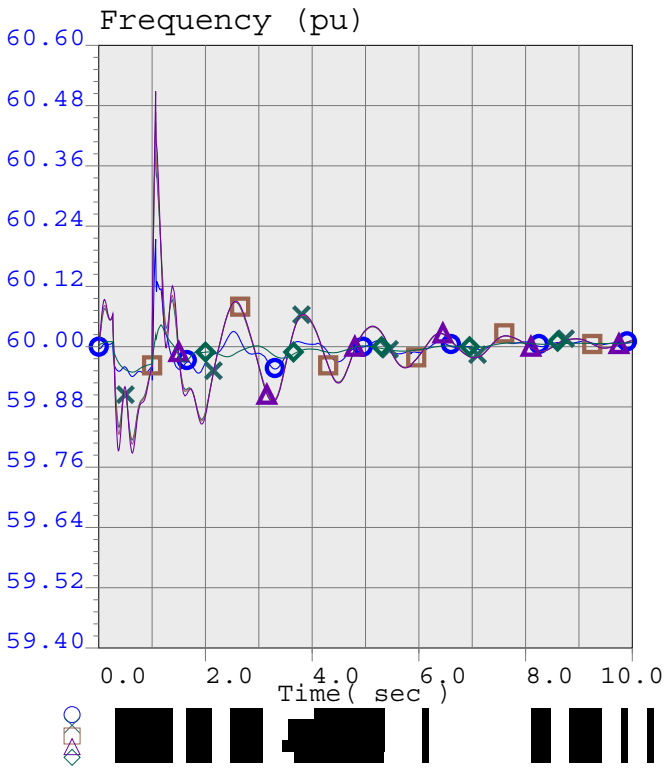
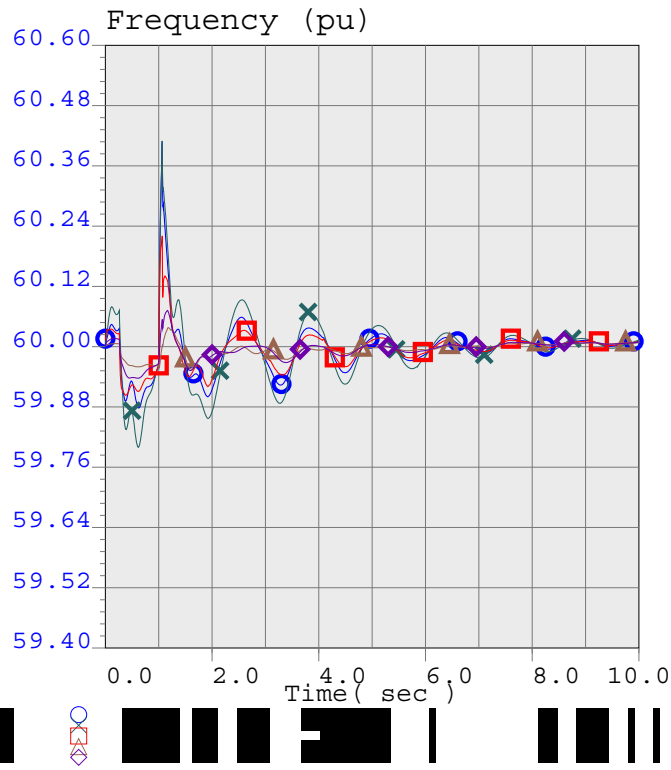
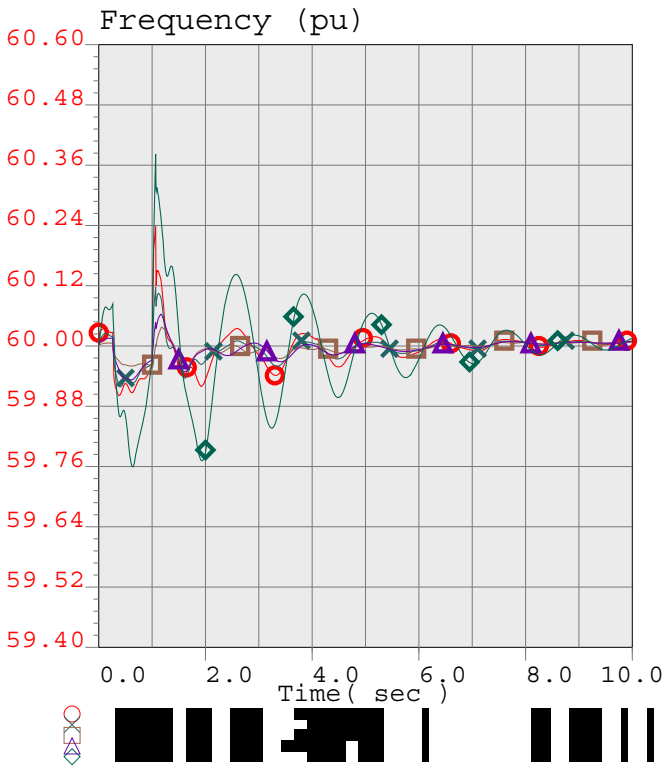
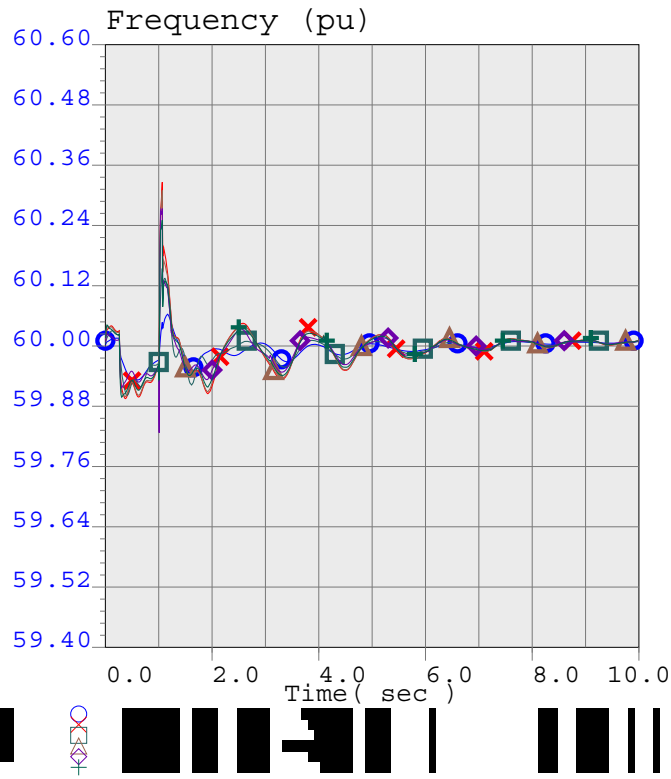
SYSTEM IMPACT STUDY (Frequency)

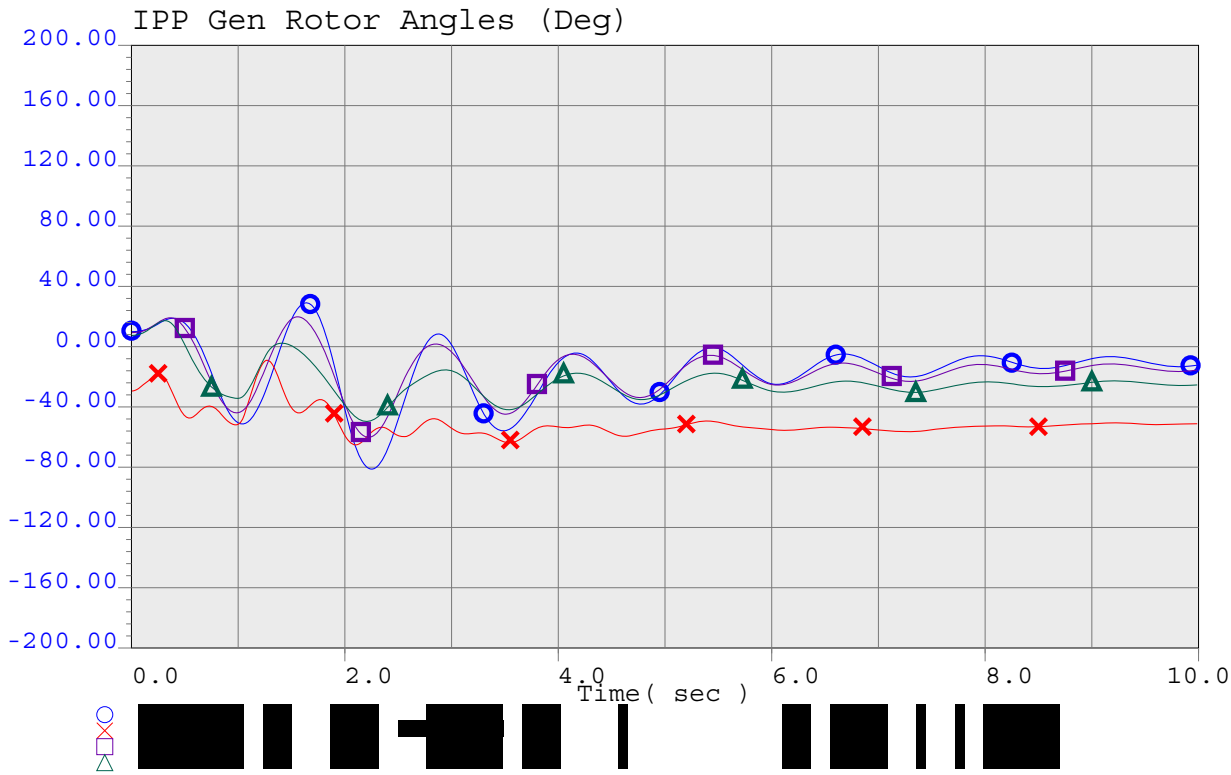


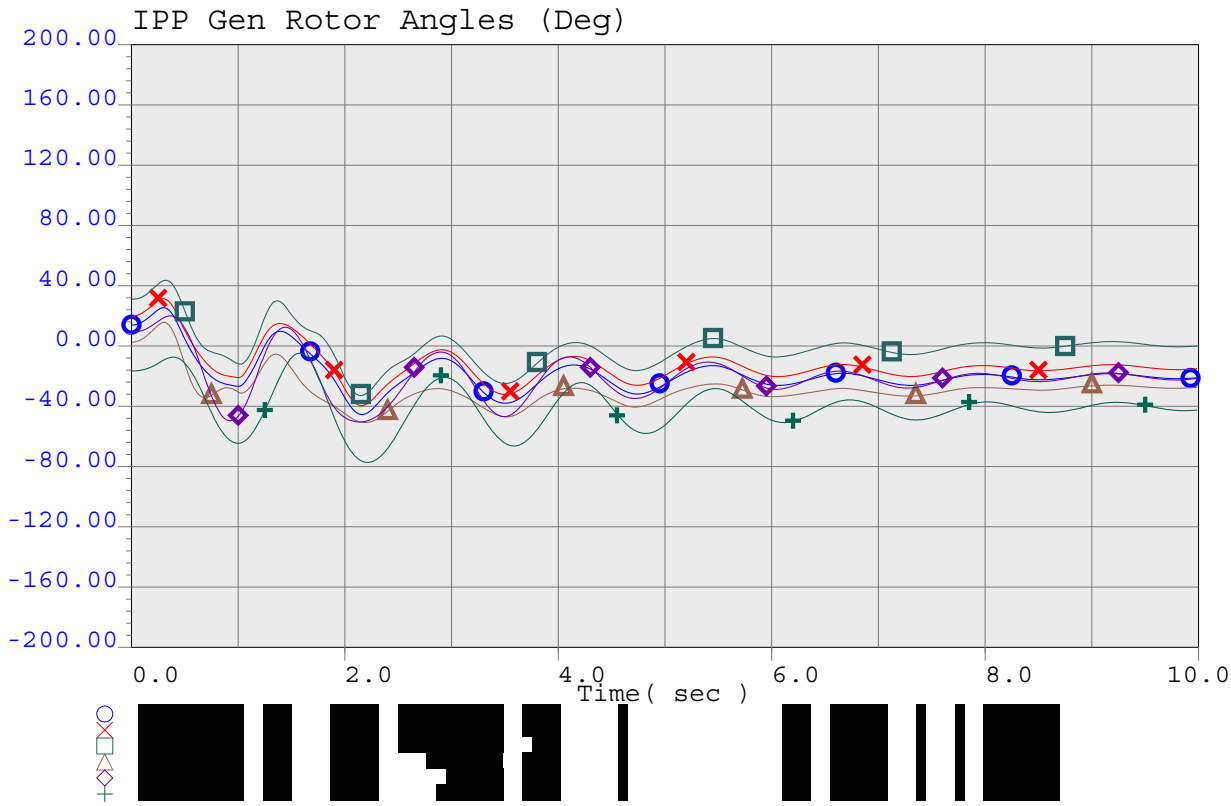




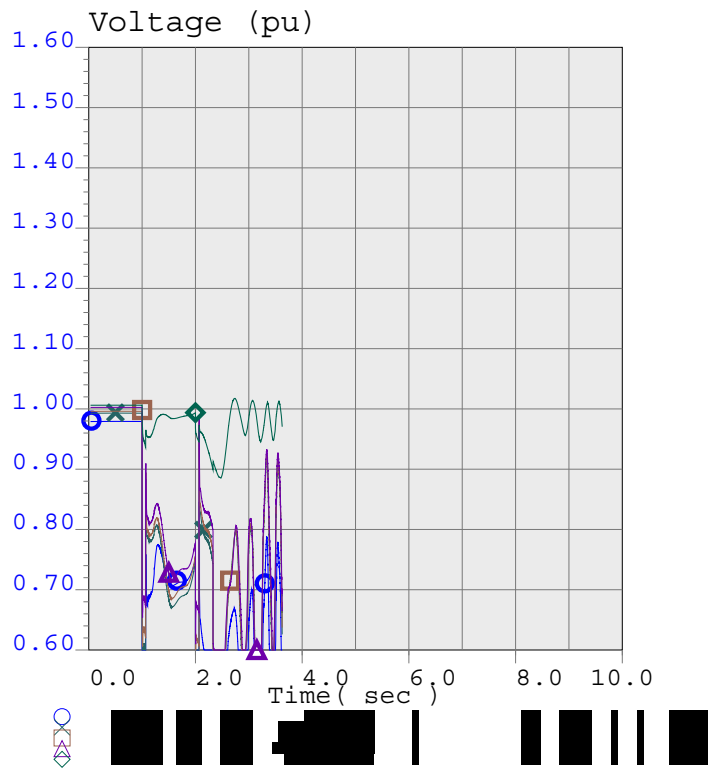


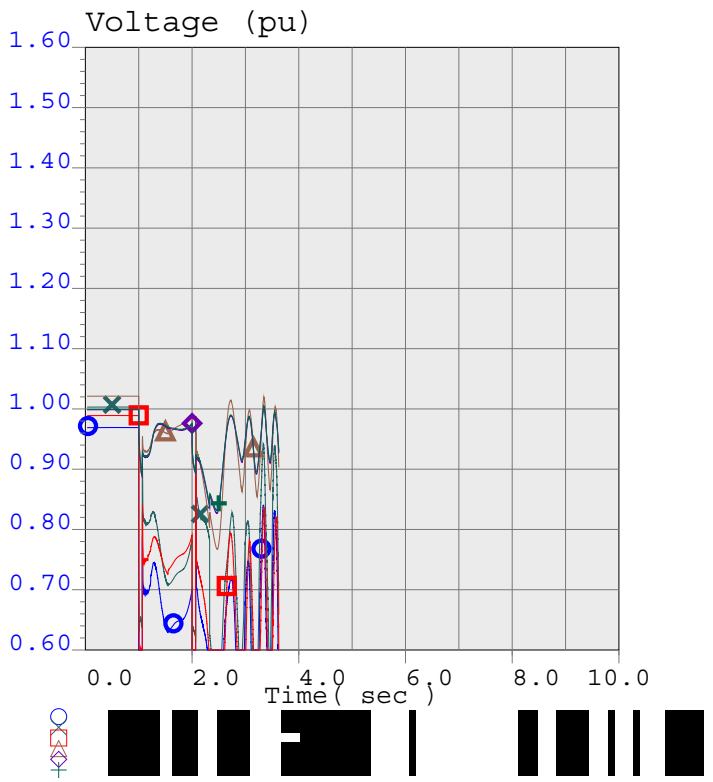
SYSTEM IMPACT STUDY (Rotor Angles)

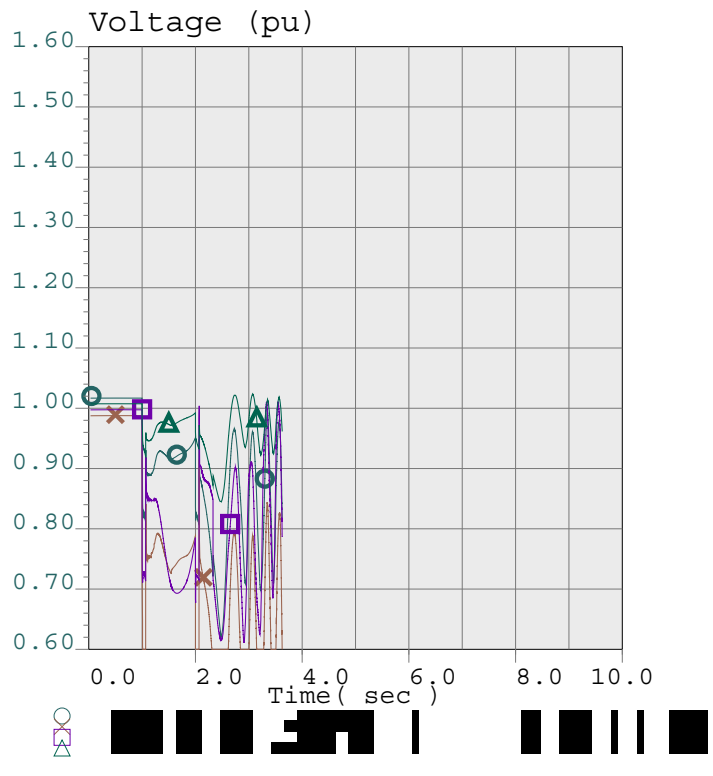


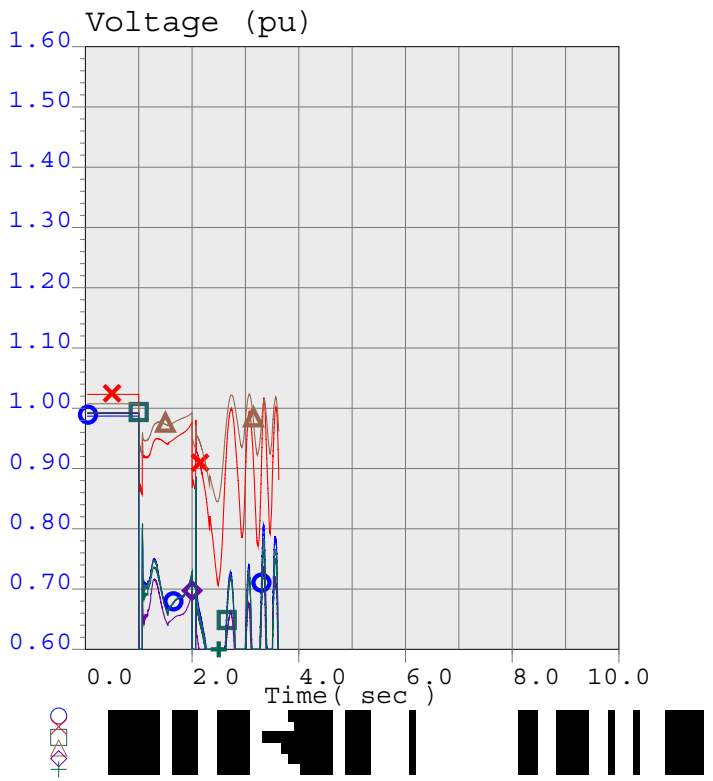


SYSTEM IMPACT STUDY (Voltage)









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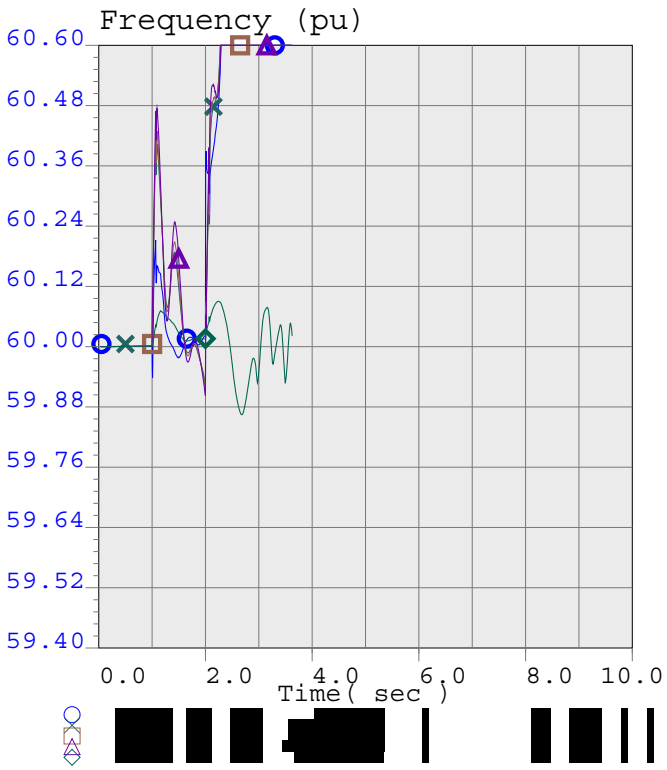
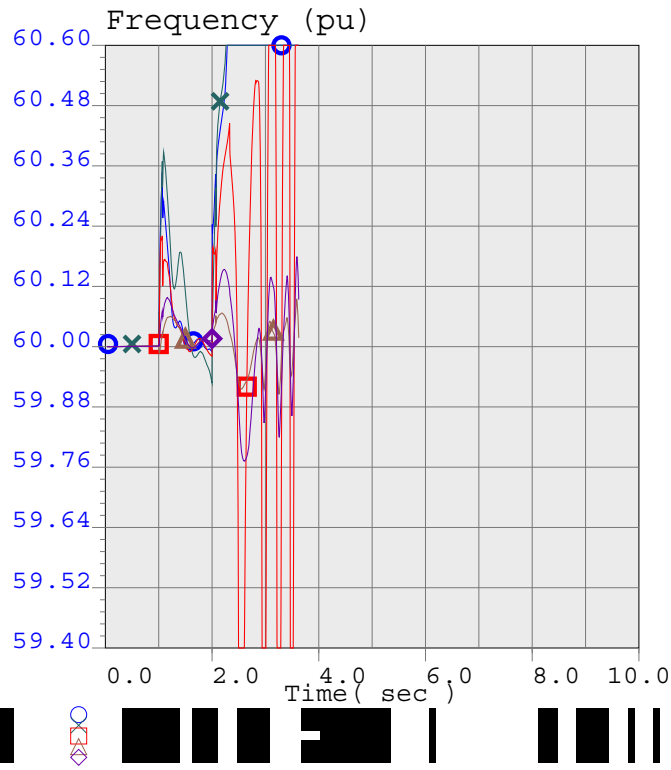
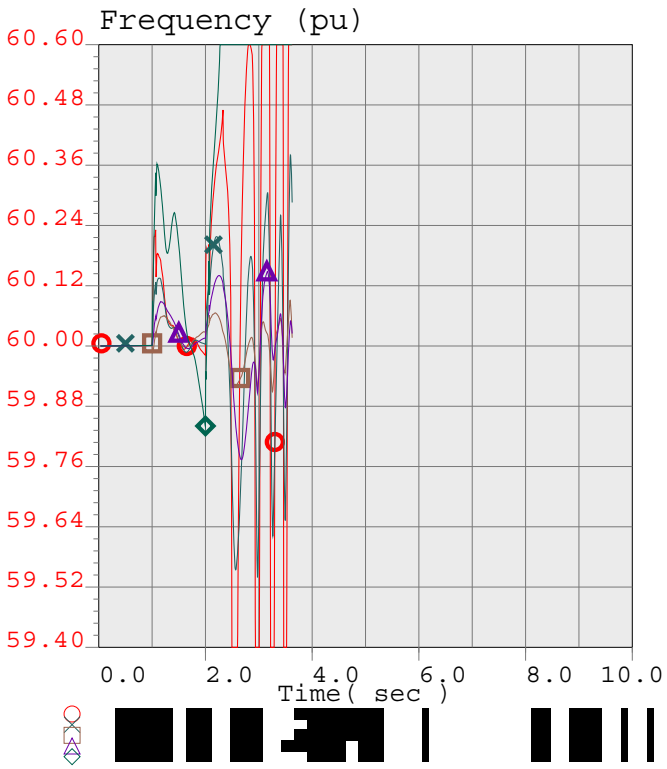
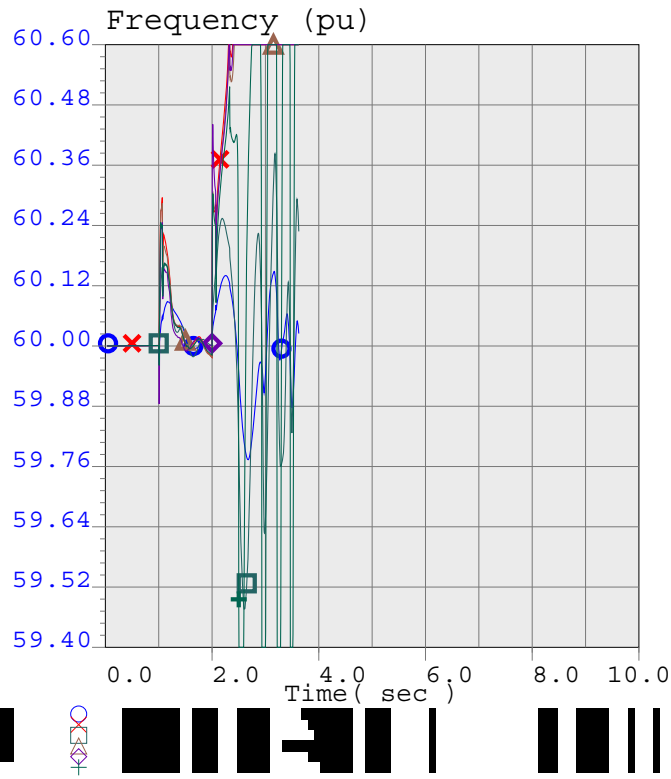
SYSTEM IMPACT STUDY (Frequency)

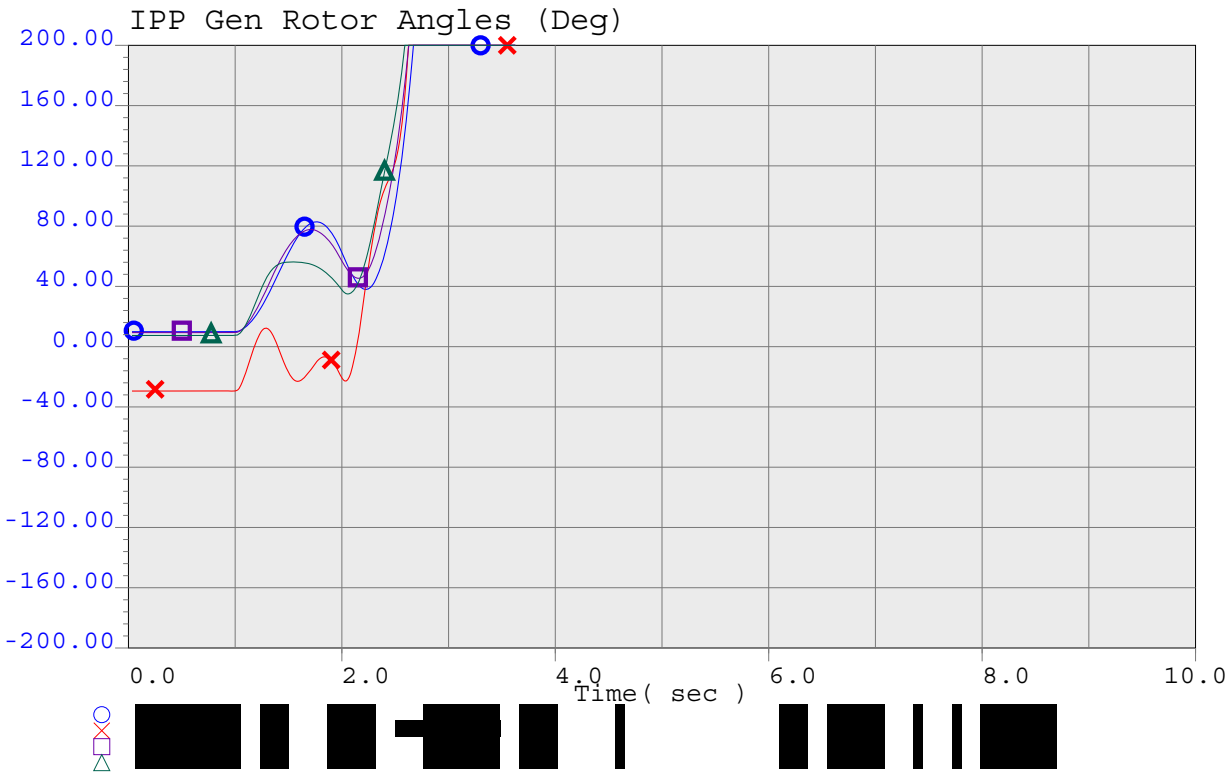


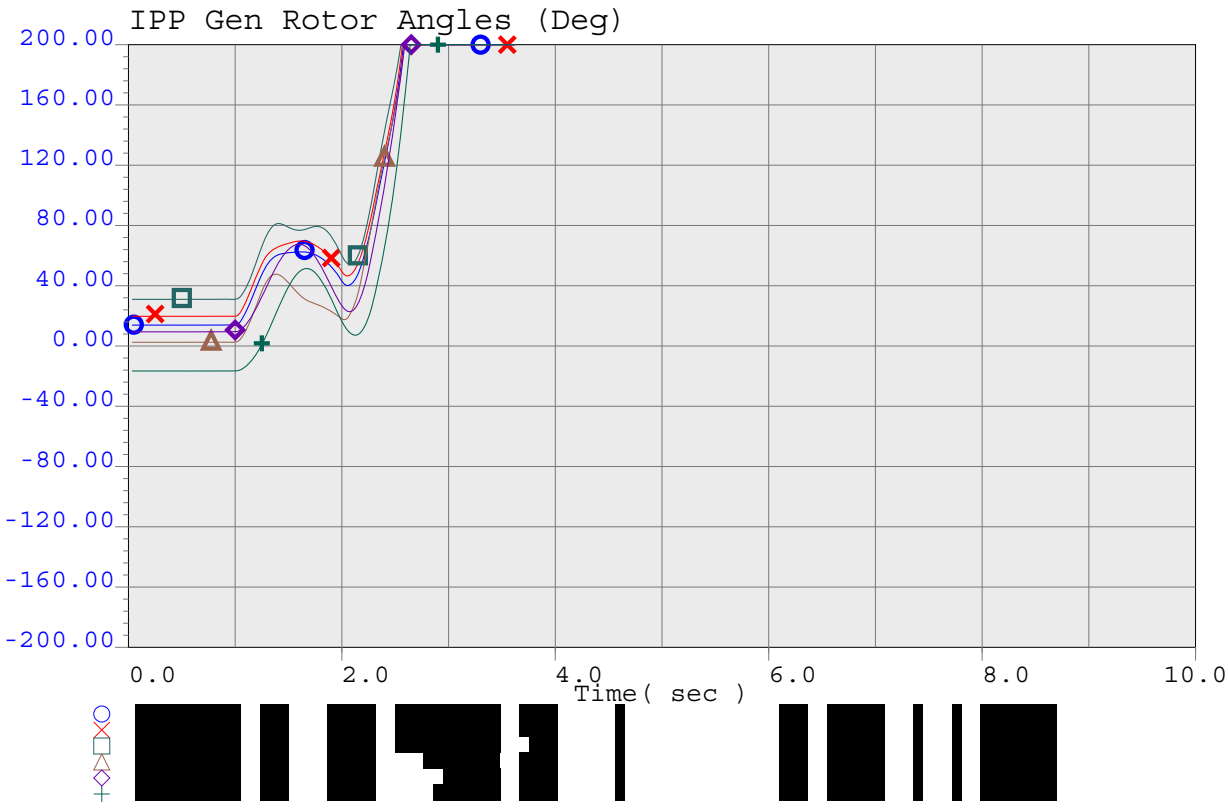




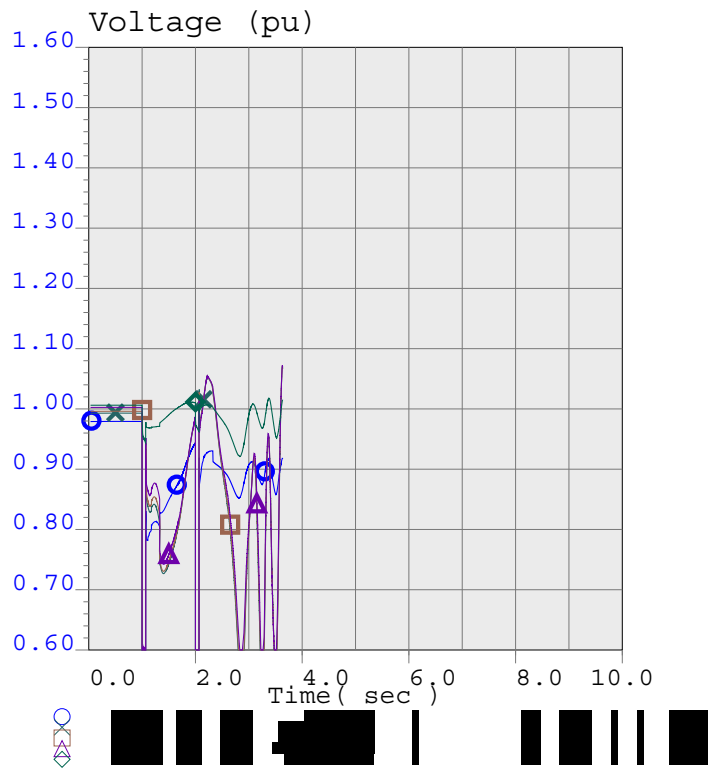


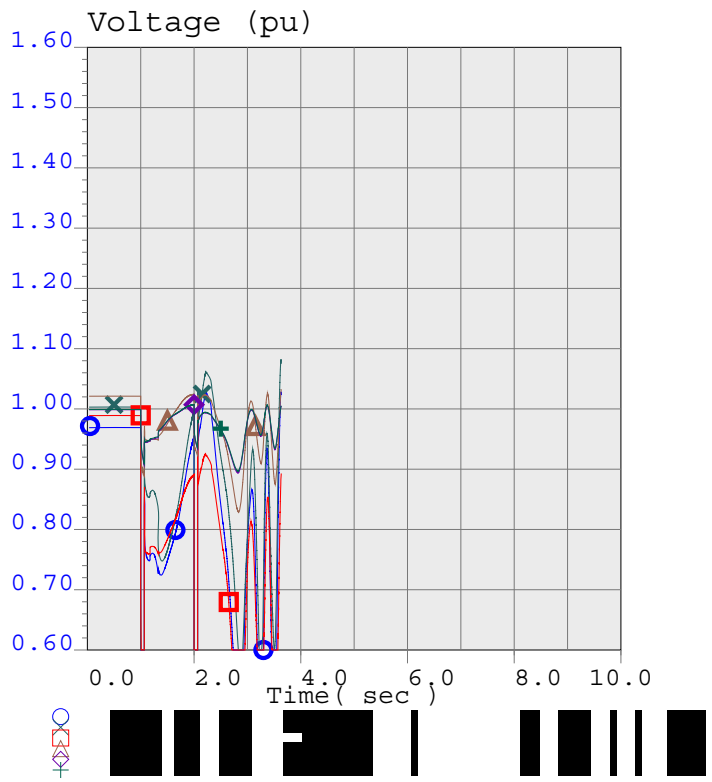
SYSTEM IMPACT STUDY (Rotor Angles)

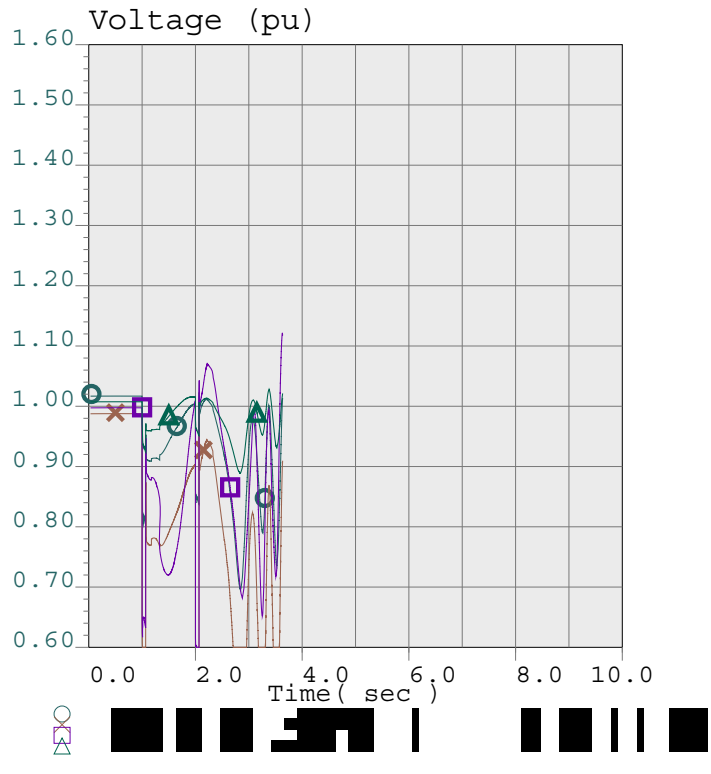


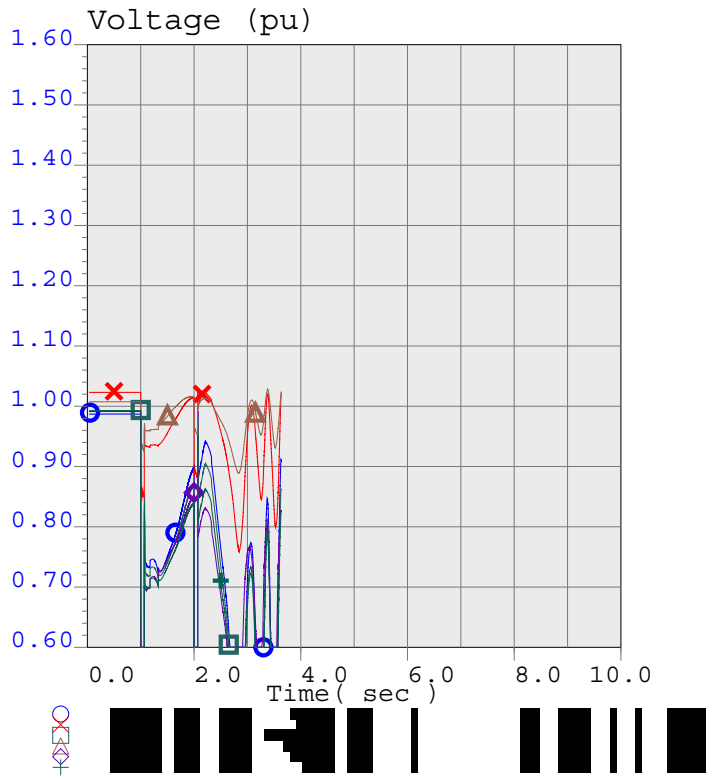


SYSTEM IMPACT STUDY (Voltage)









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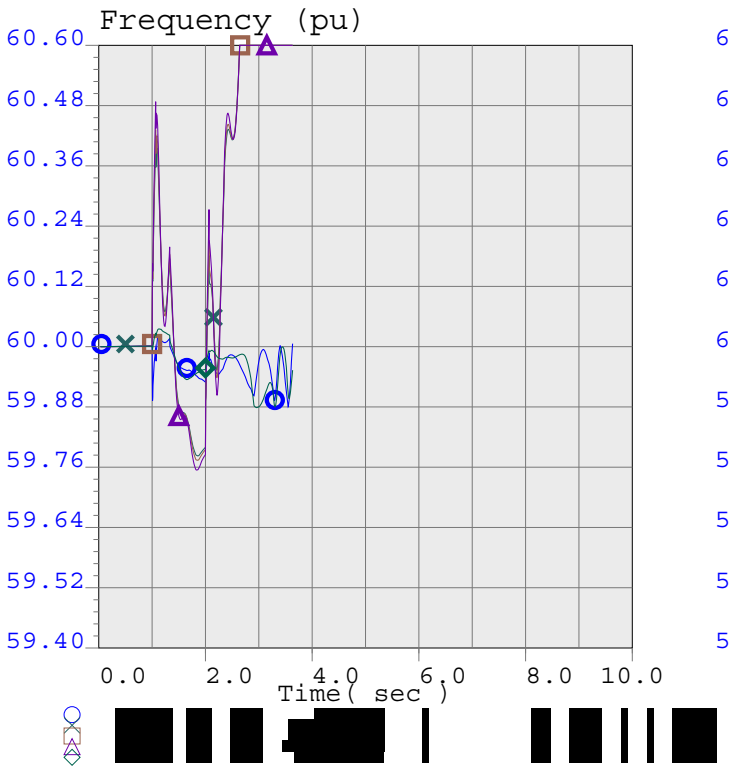
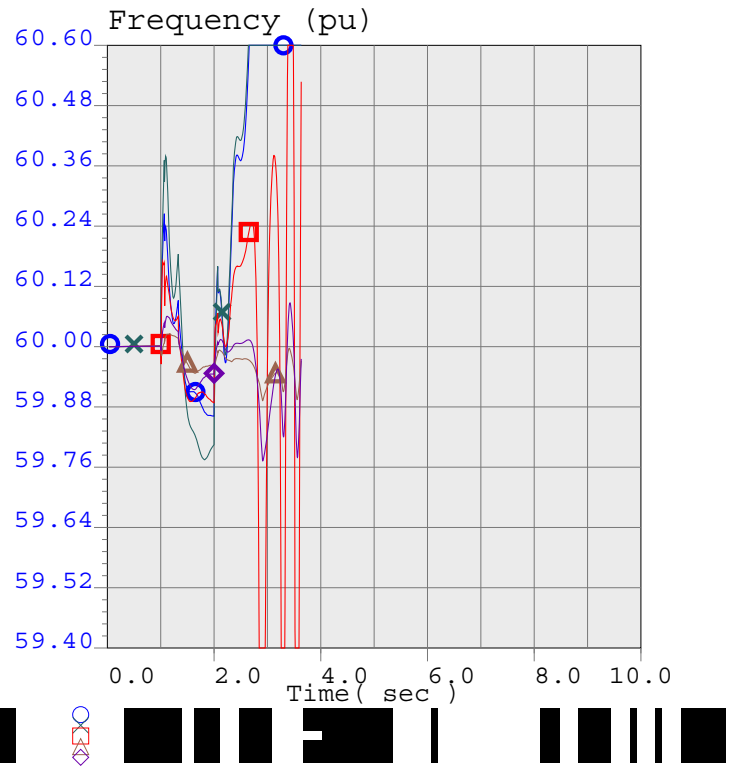
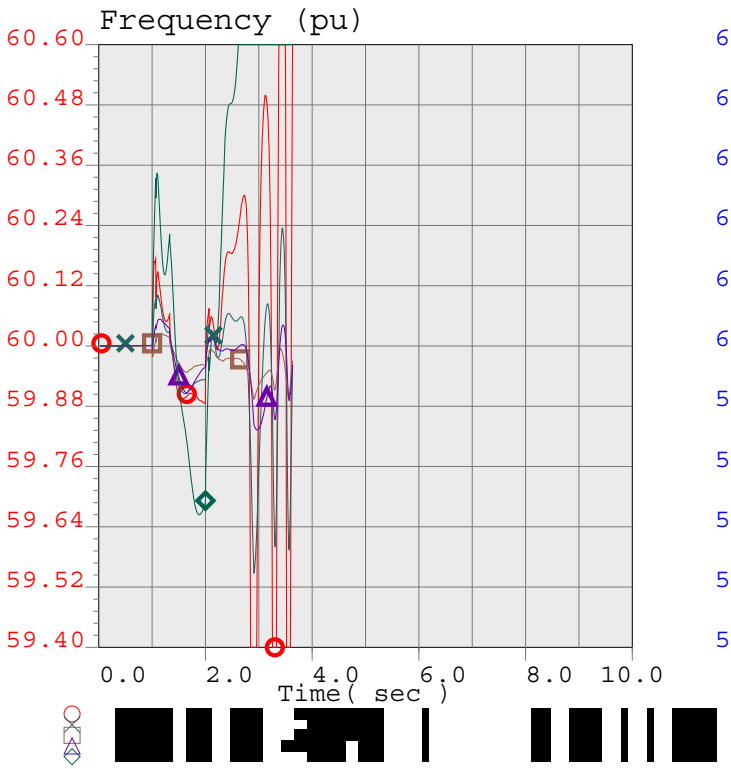
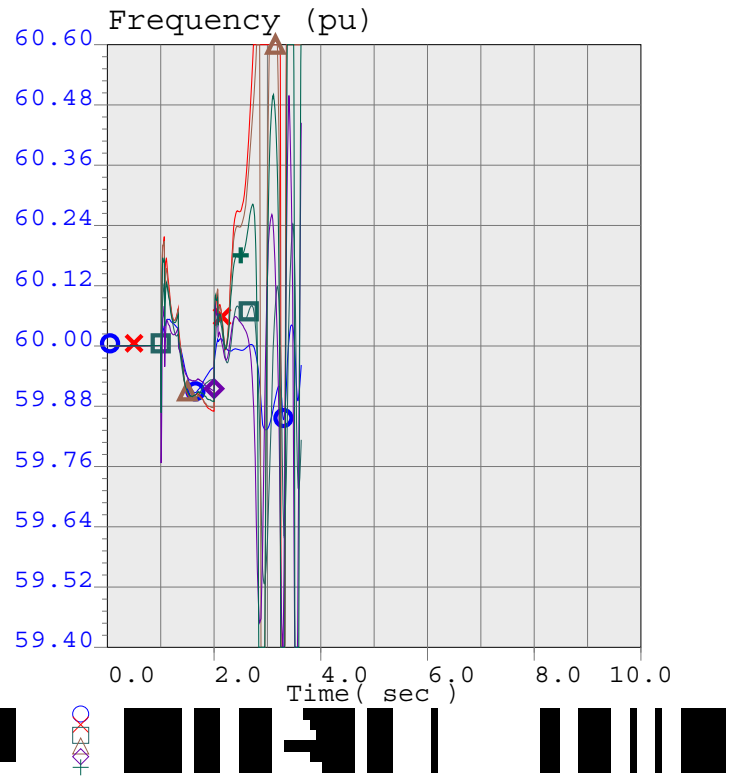
SYSTEM IMPACT STUDY (Frequency)









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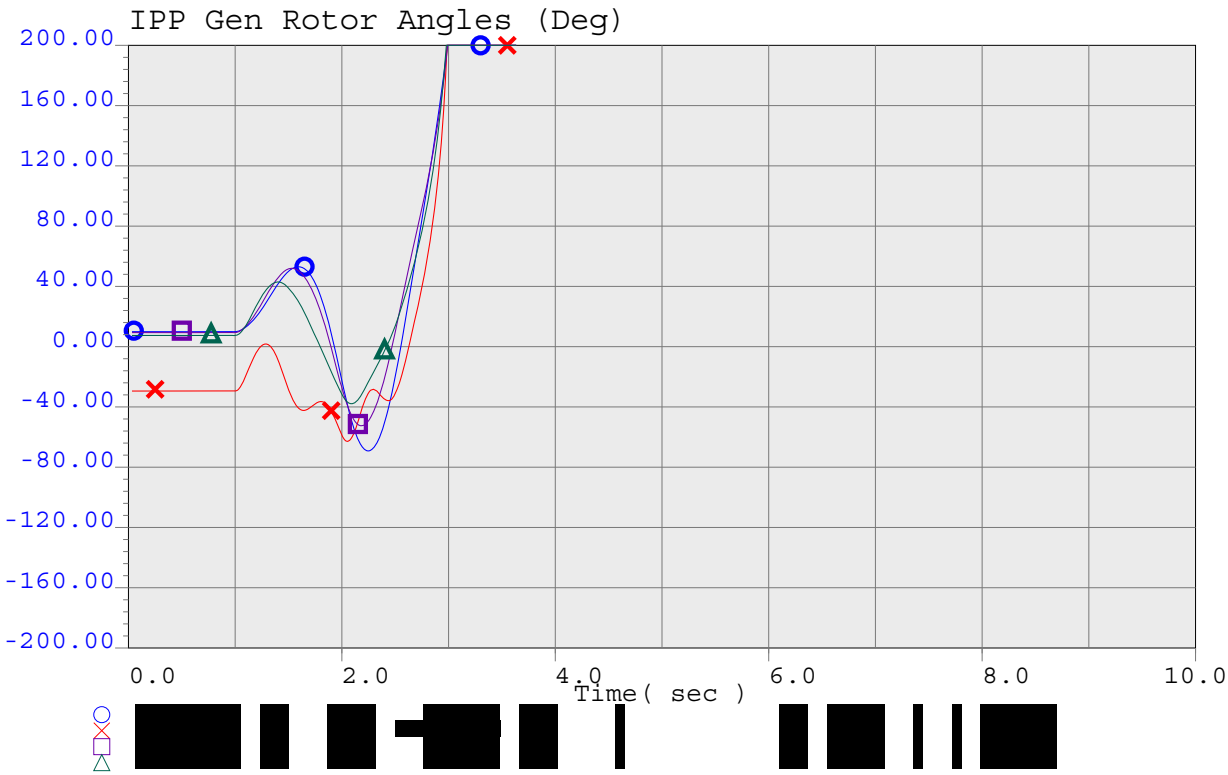
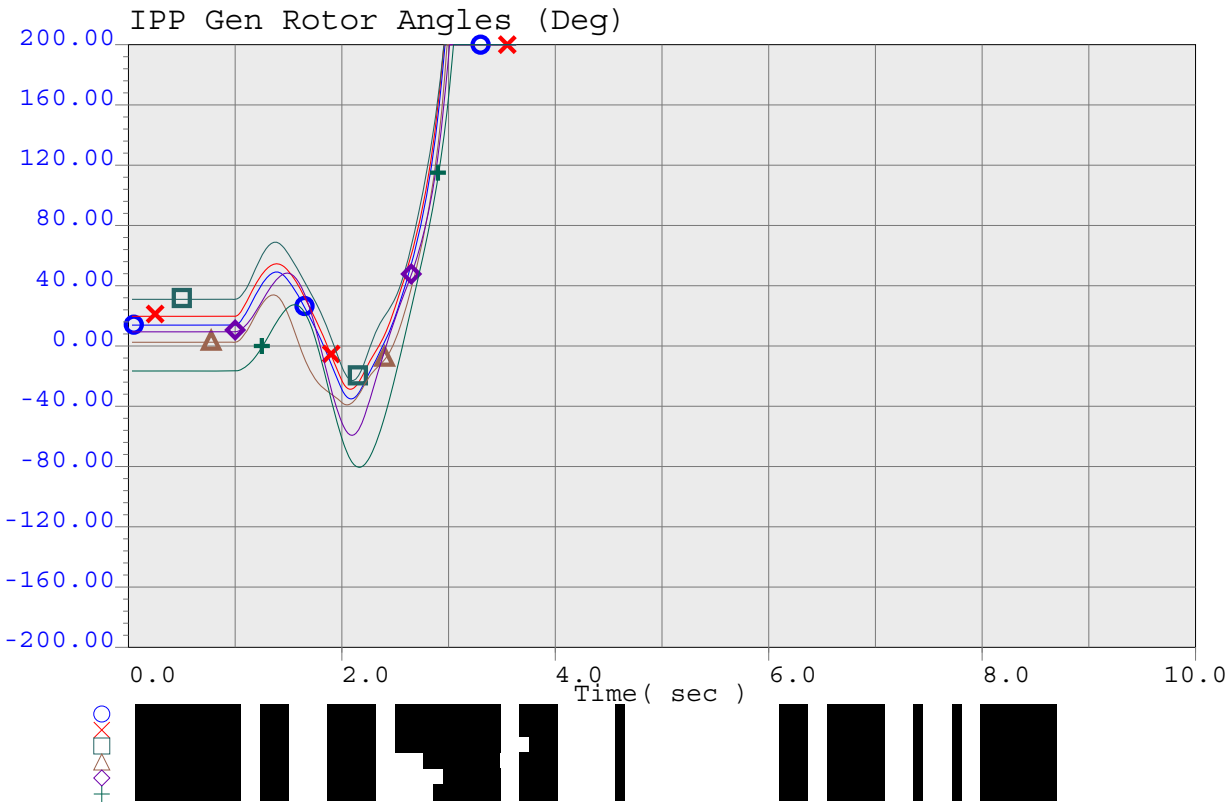
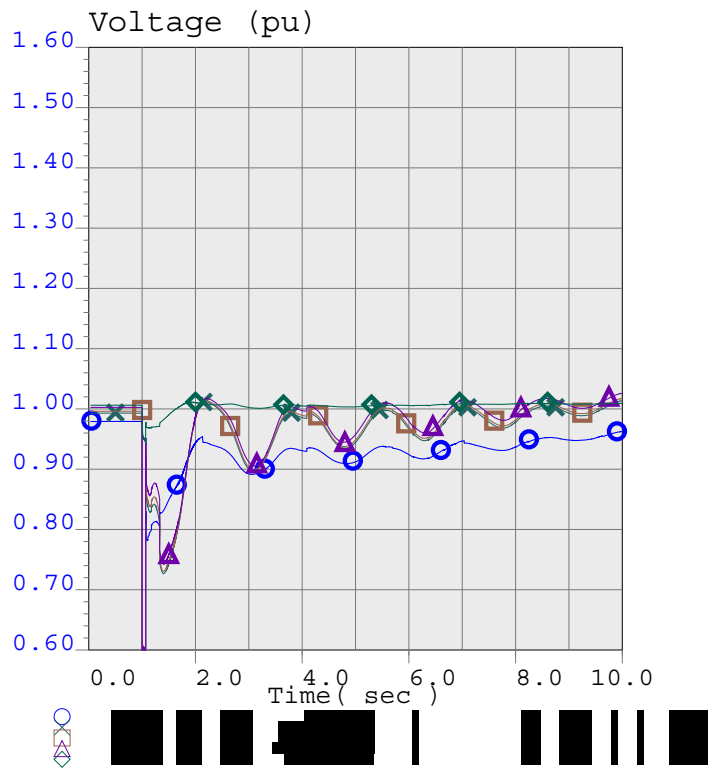
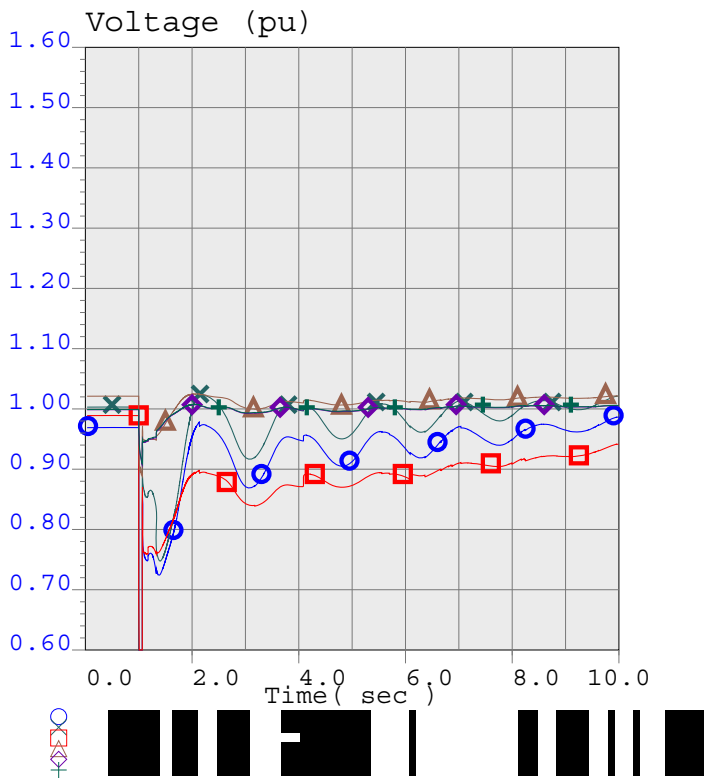
SYSTEM IMPACT STUDY (Rotor Angles)

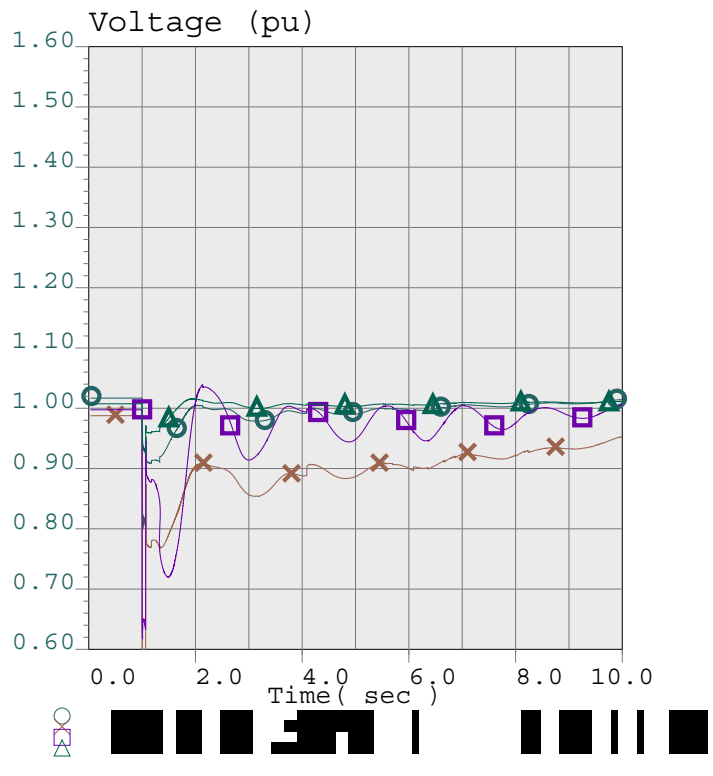


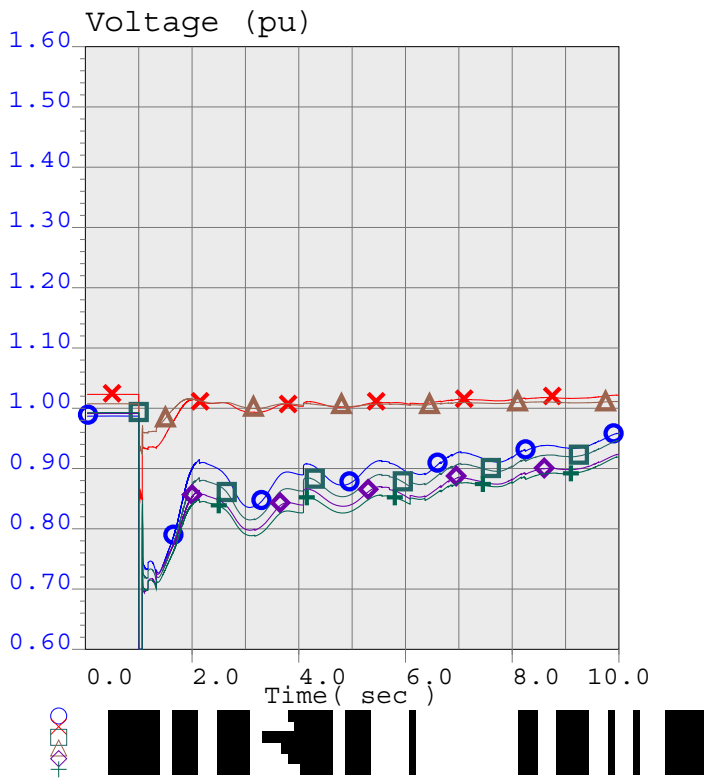


SYSTEM IMPACT STUDY (Voltage)









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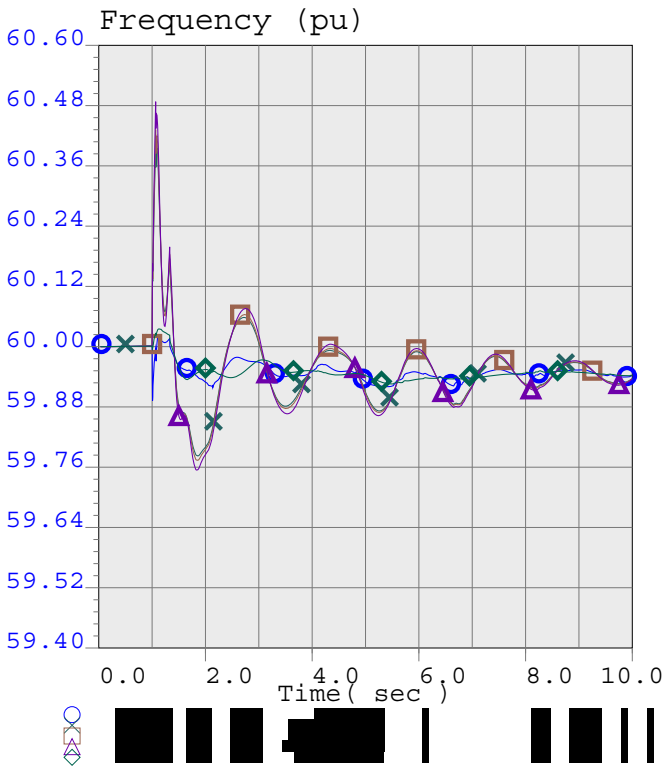
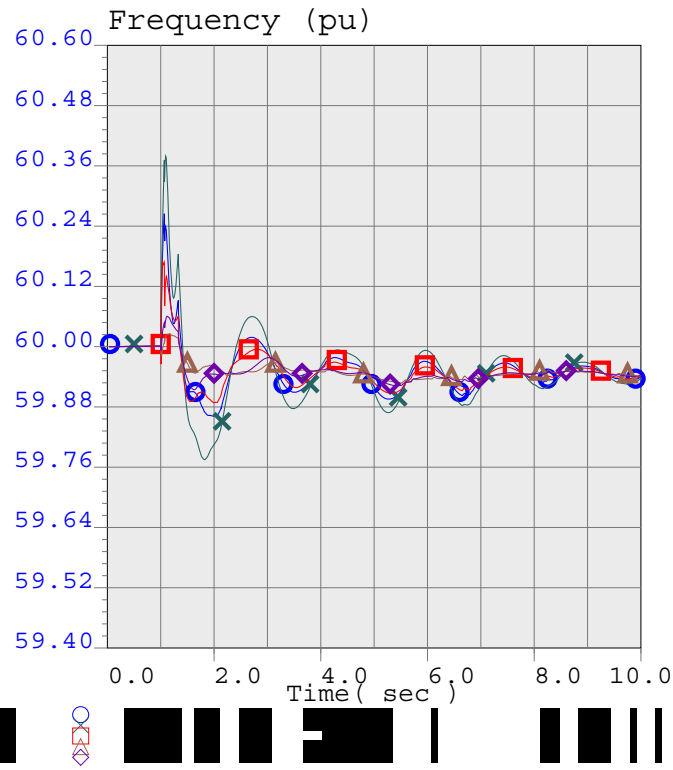
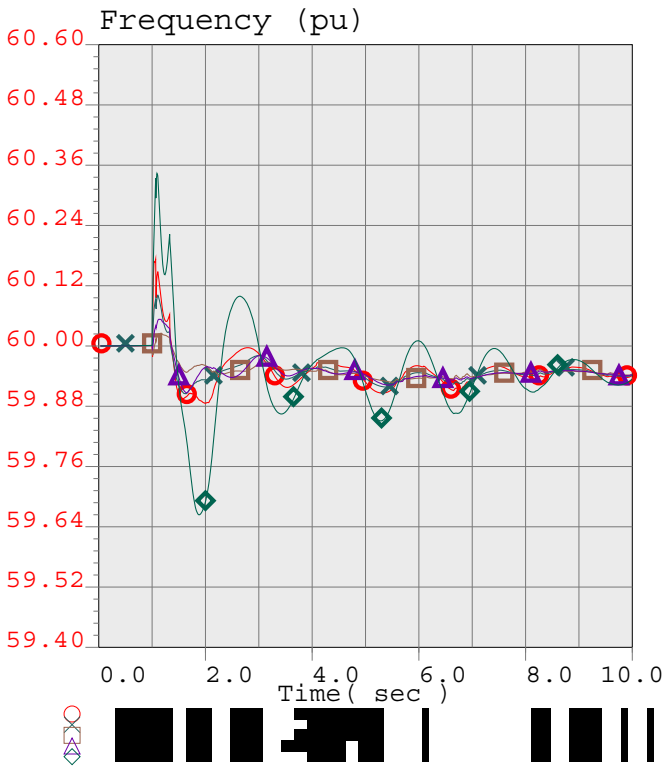
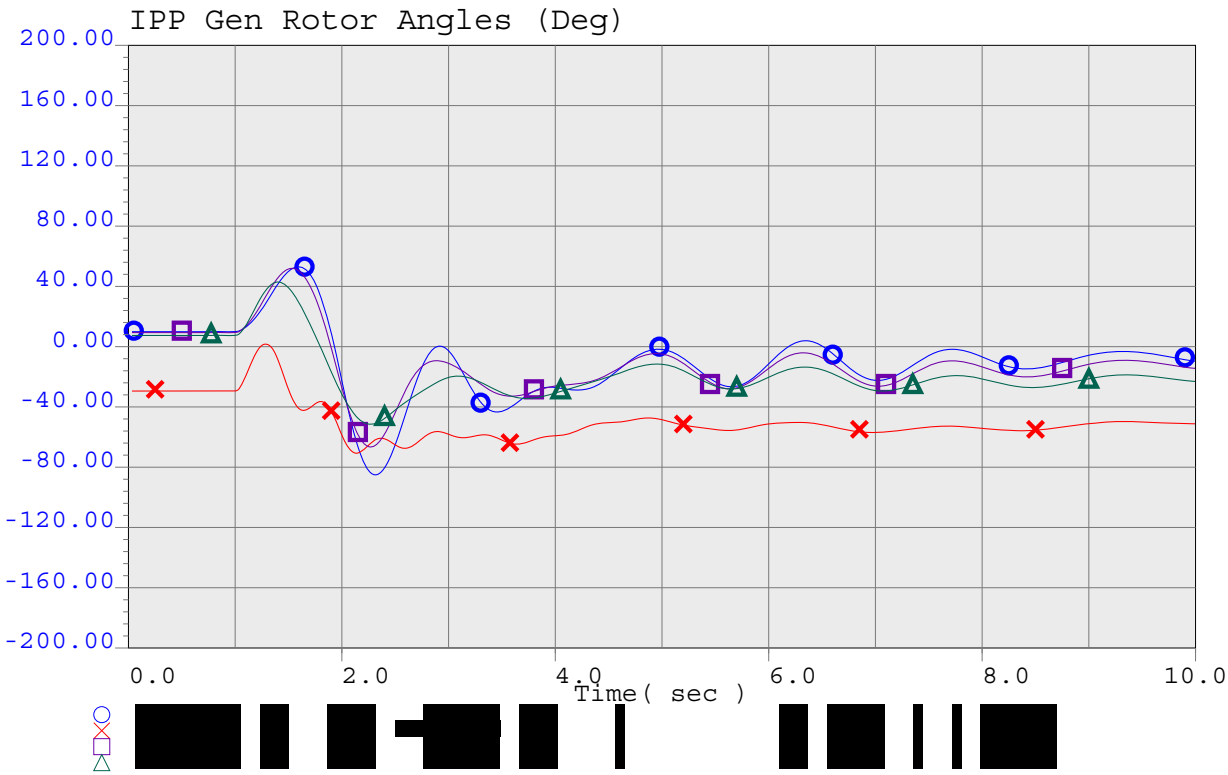
SYSTEM IMPACT STUDY (Frequency)

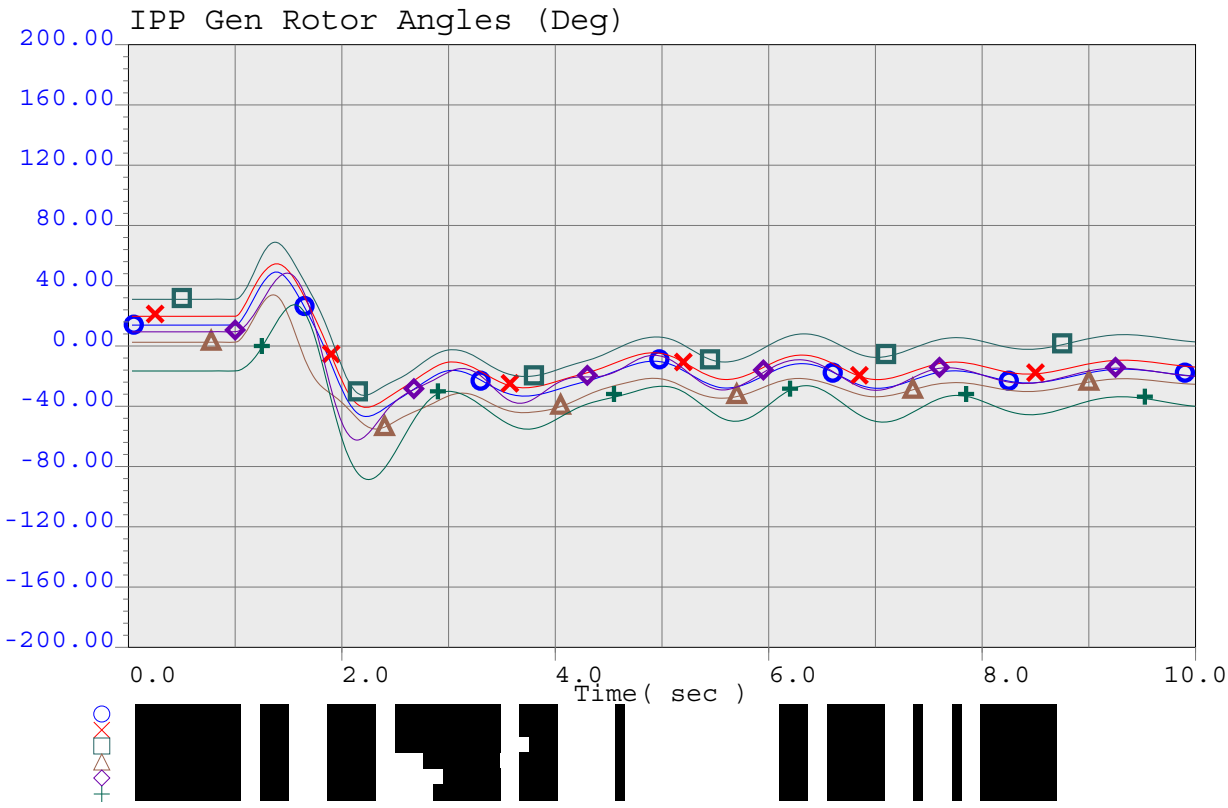




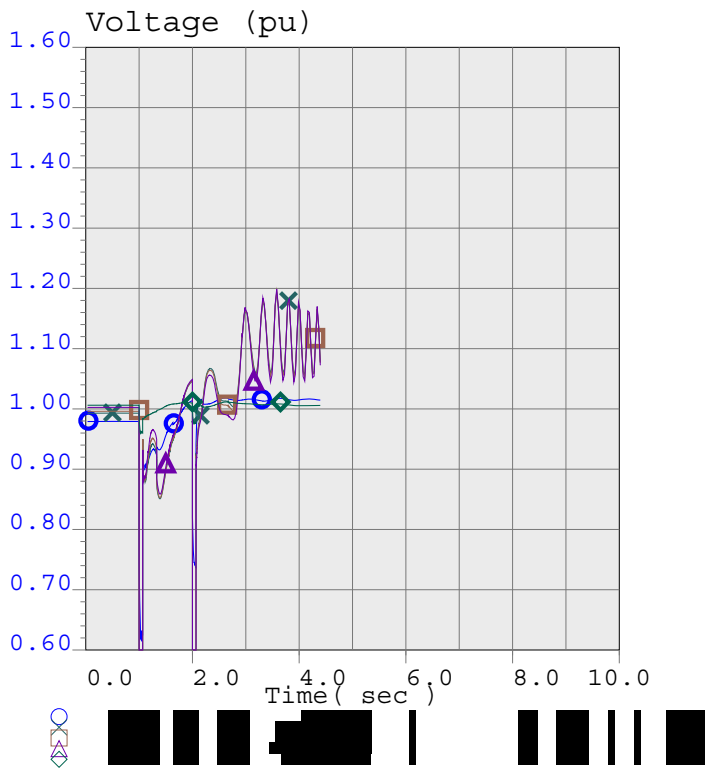


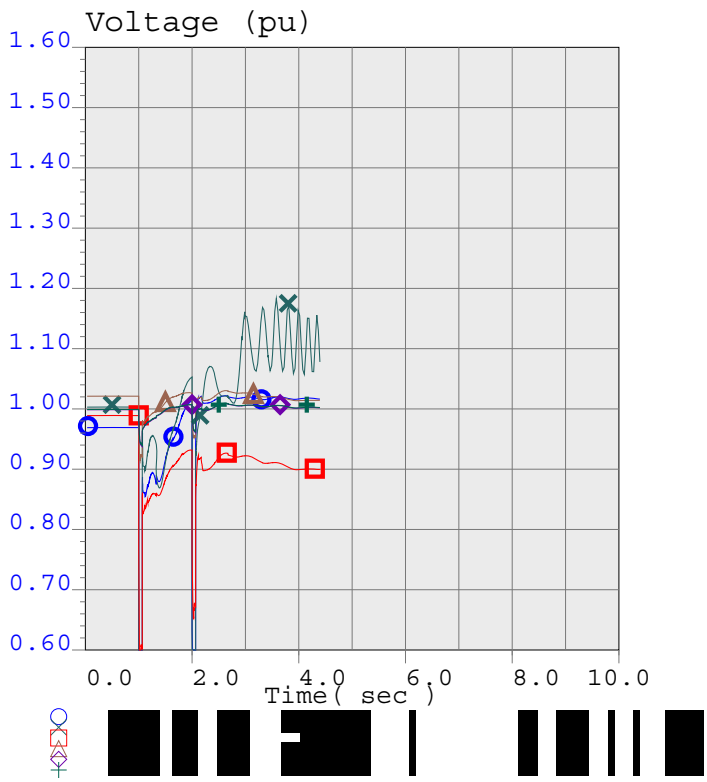
SYSTEM IMPACT STUDY (Rotor Angles)

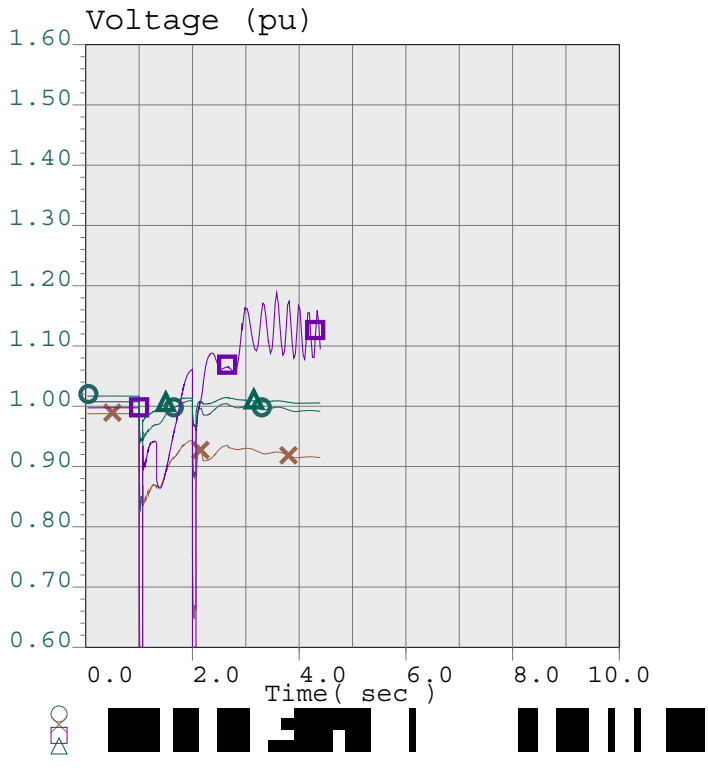


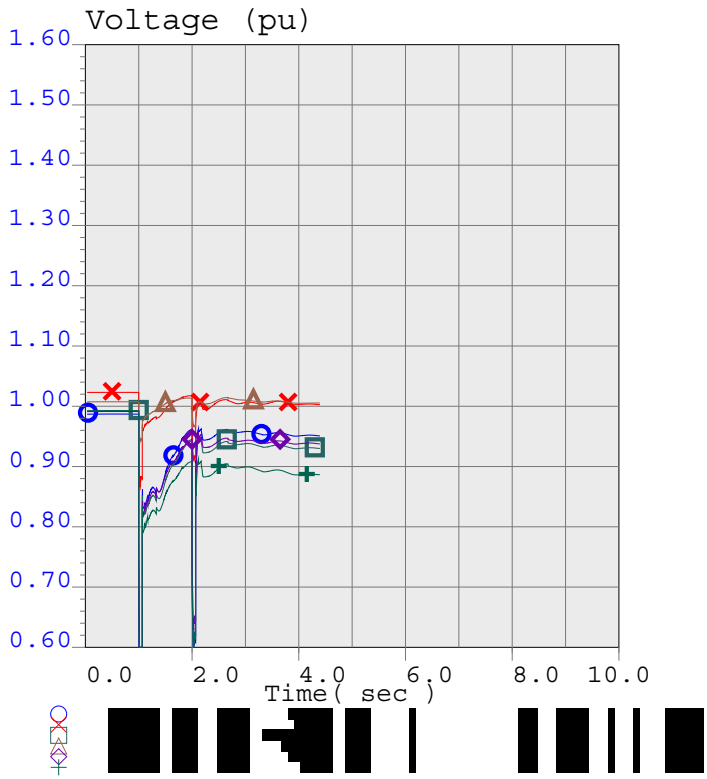


SYSTEM IMPACT STUDY (Voltage)









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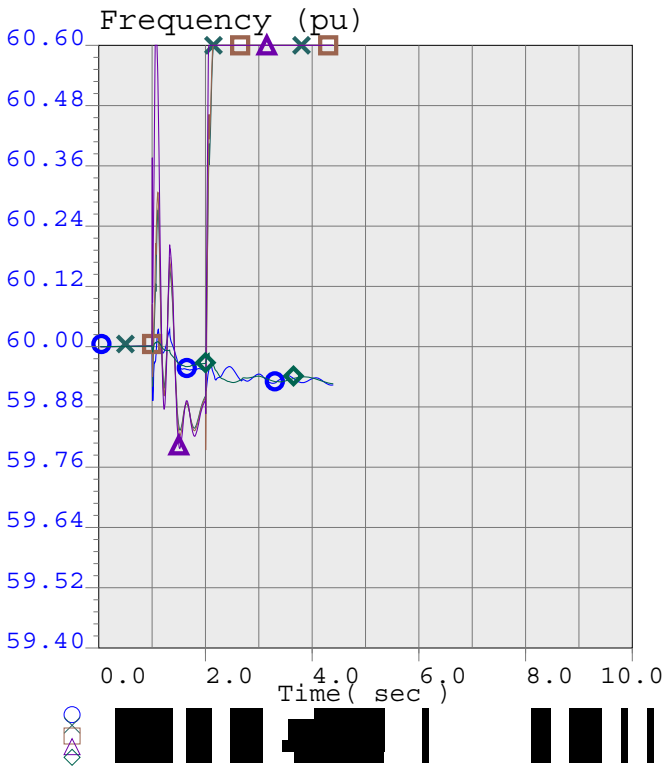
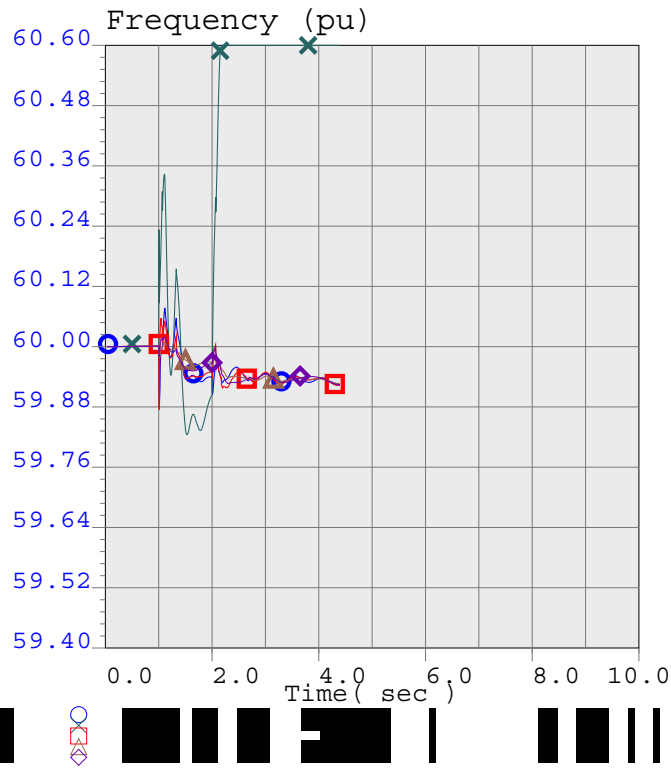
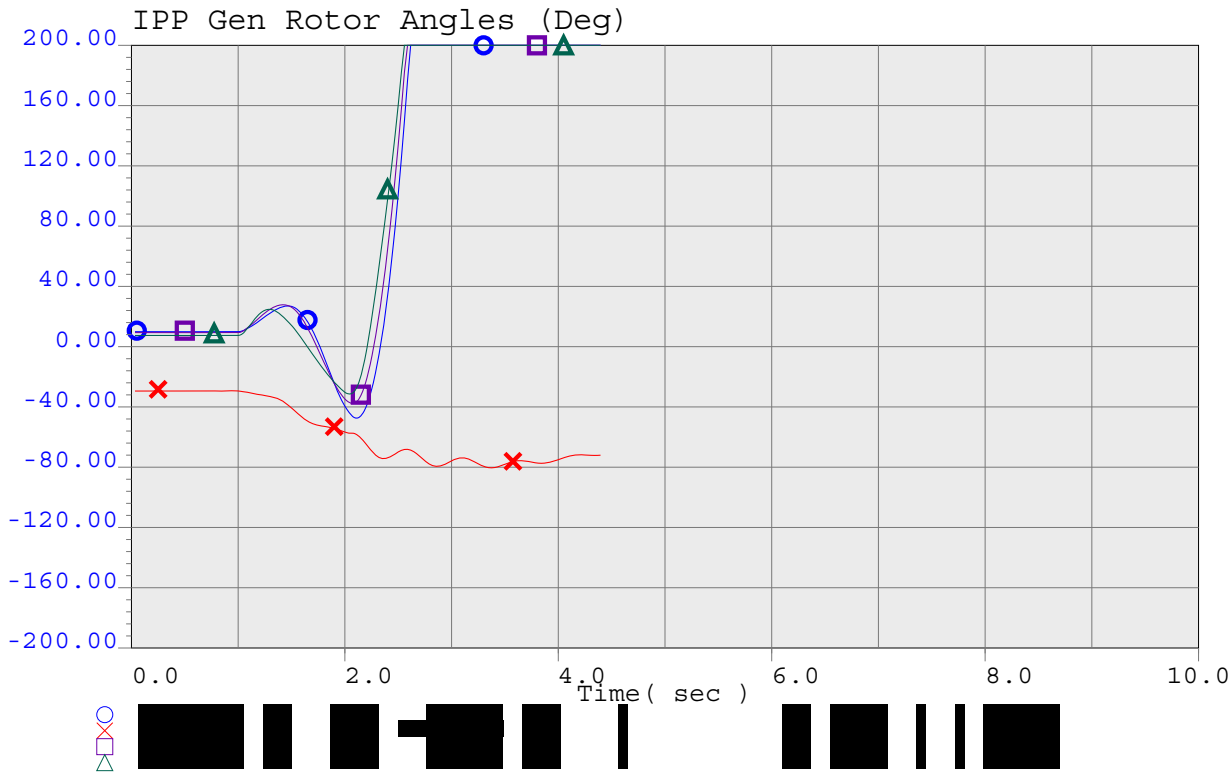
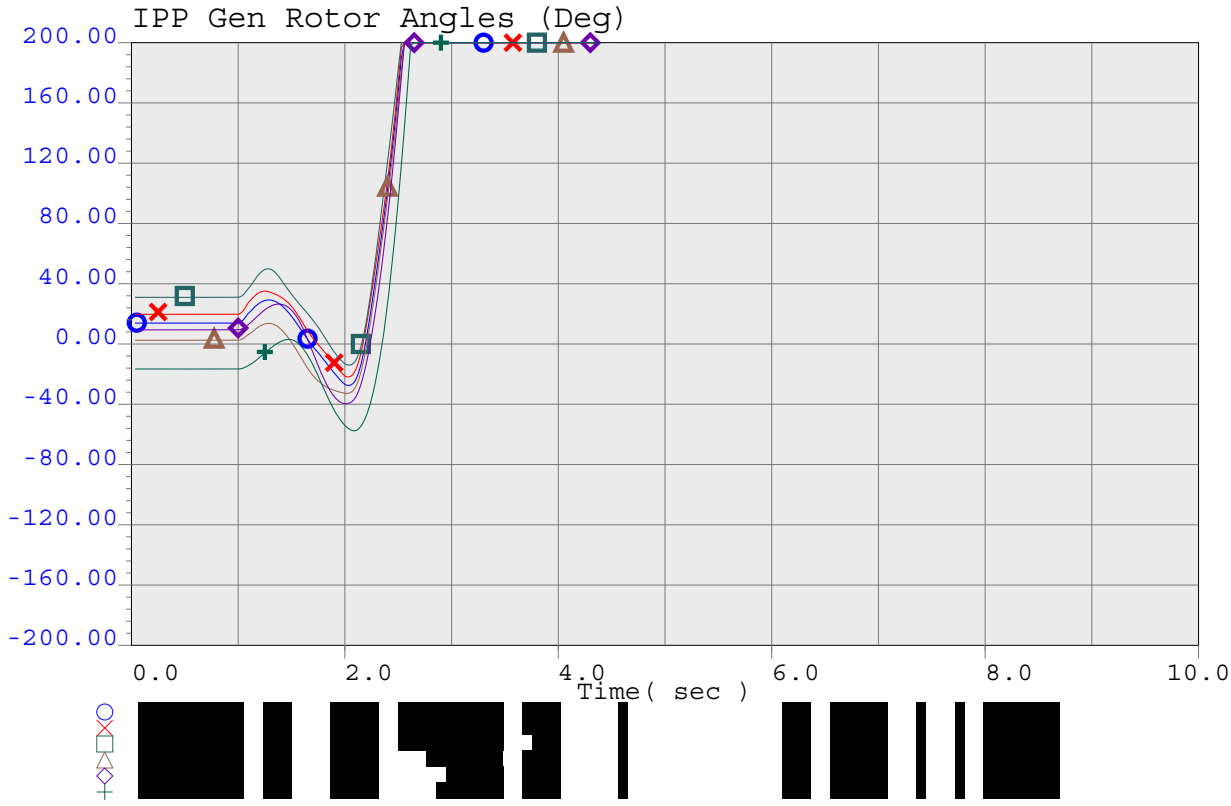
SYSTEM IMPACT STUDY (Frequency)



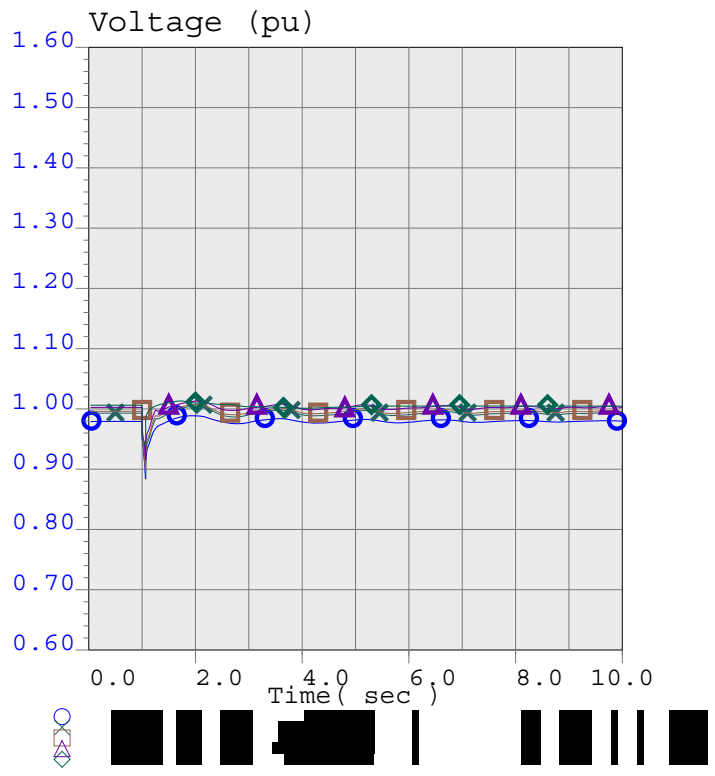


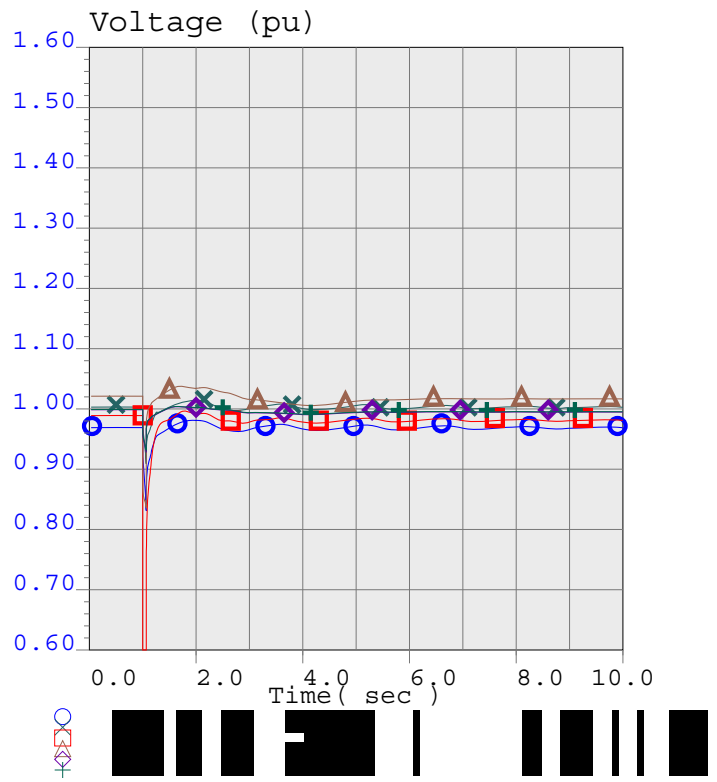
SYSTEM IMPACT STUDY (Rotor Angles)

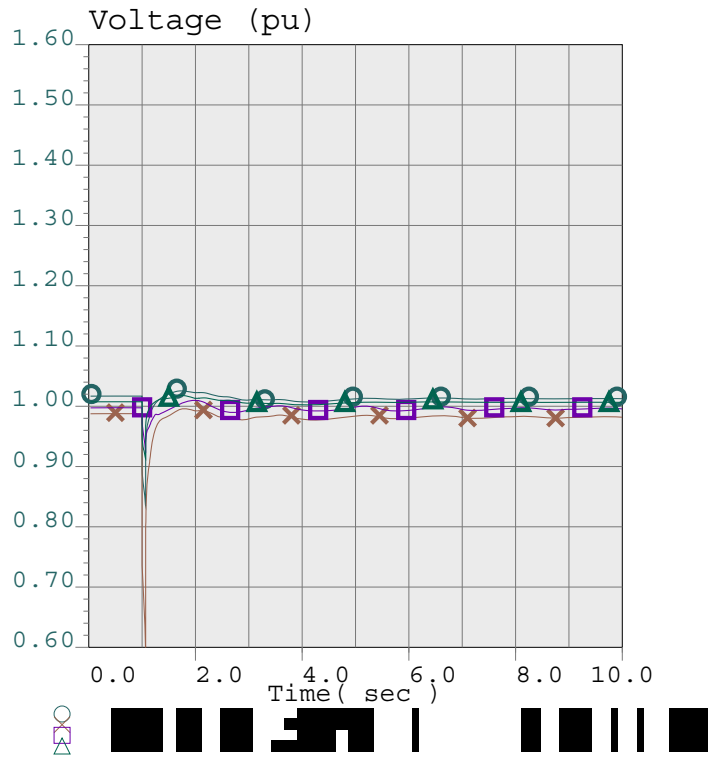


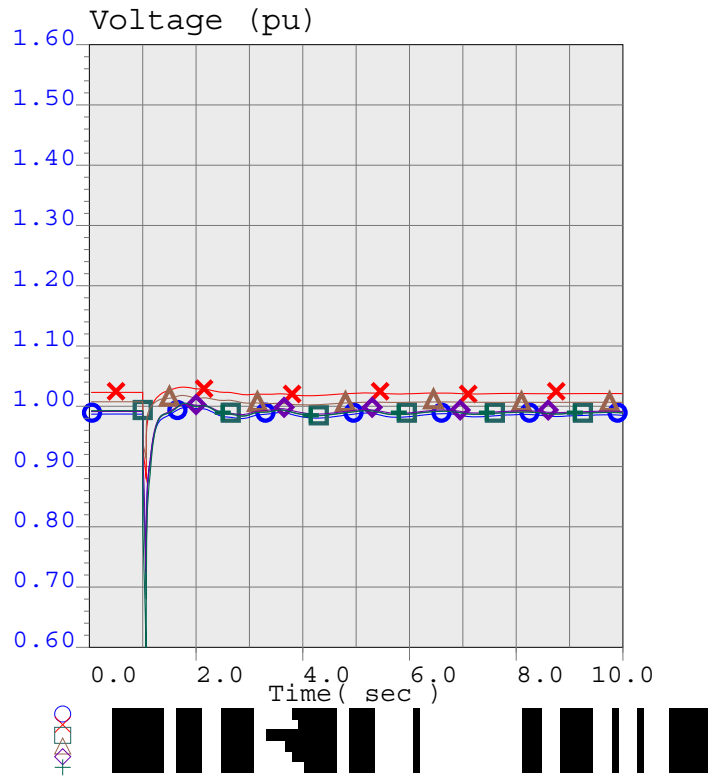


SYSTEM IMPACT STUDY (Voltage)









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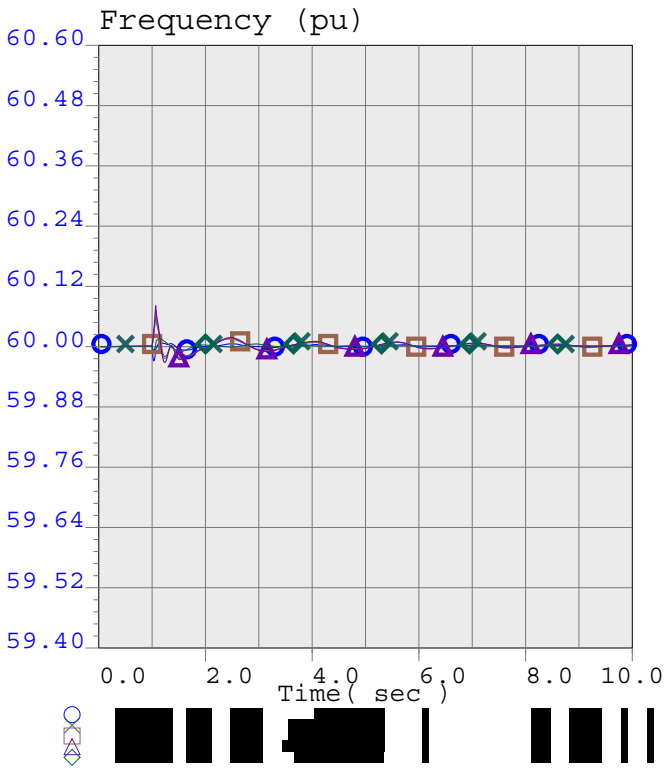
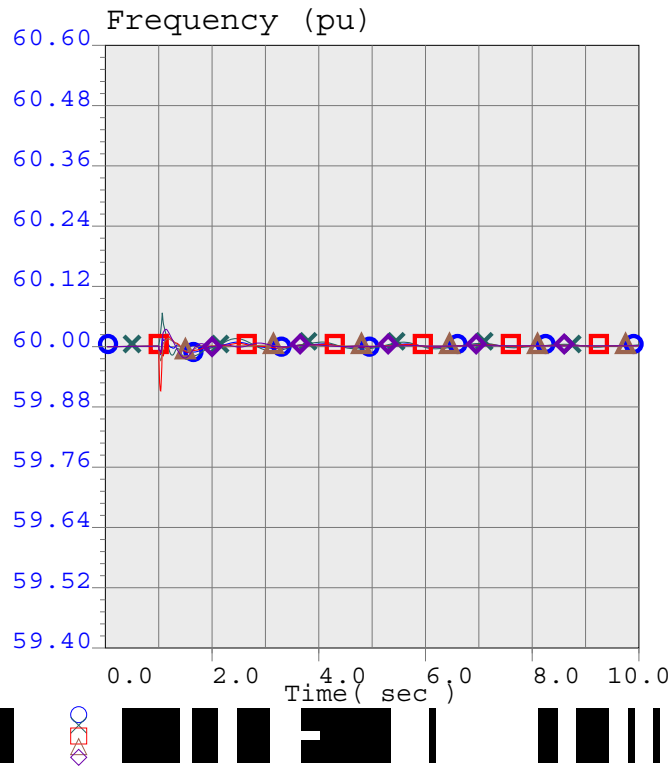
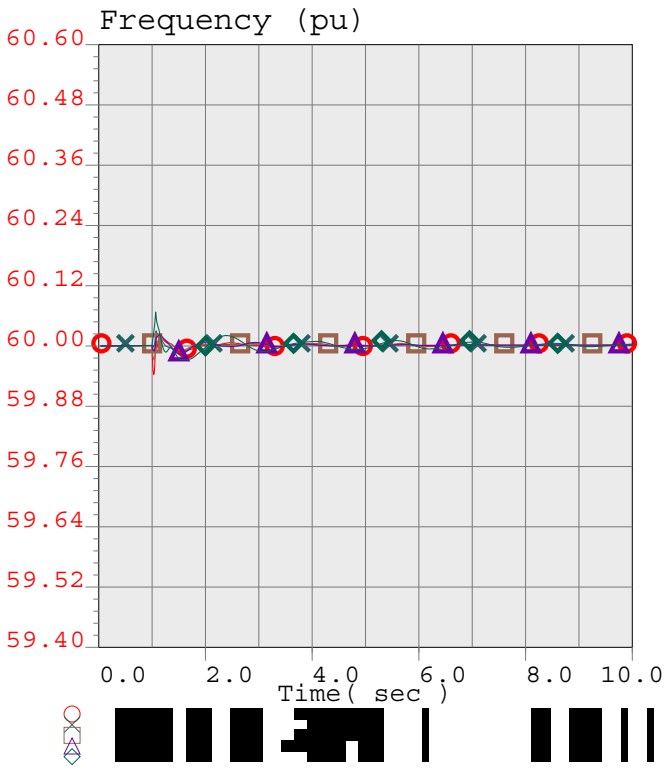
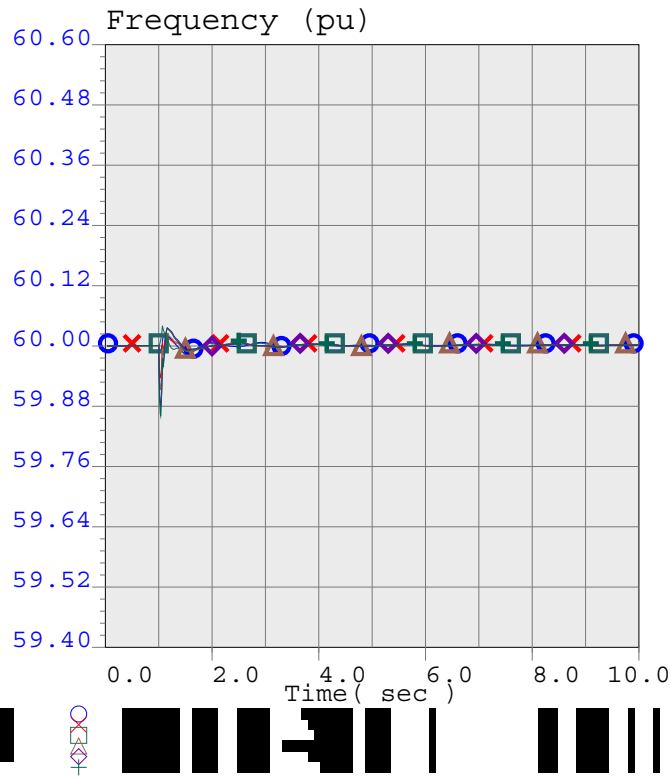
SYSTEM IMPACT STUDY (Frequency)









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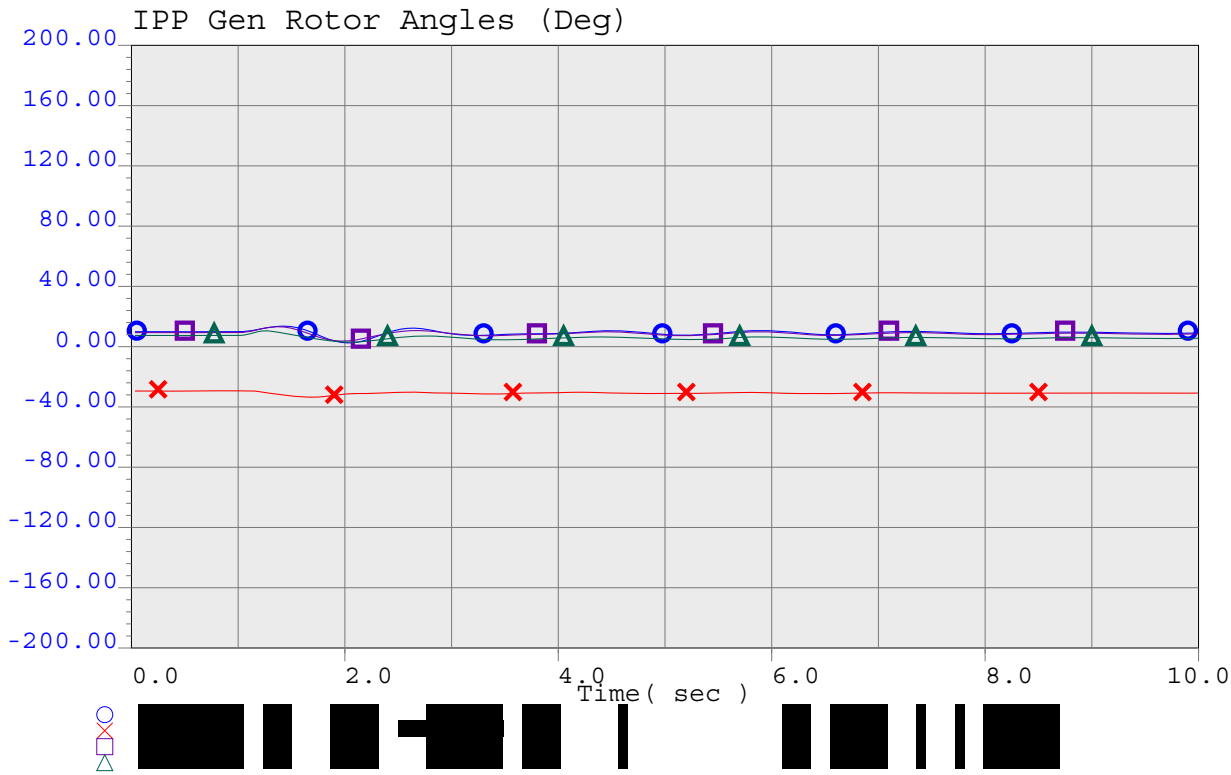
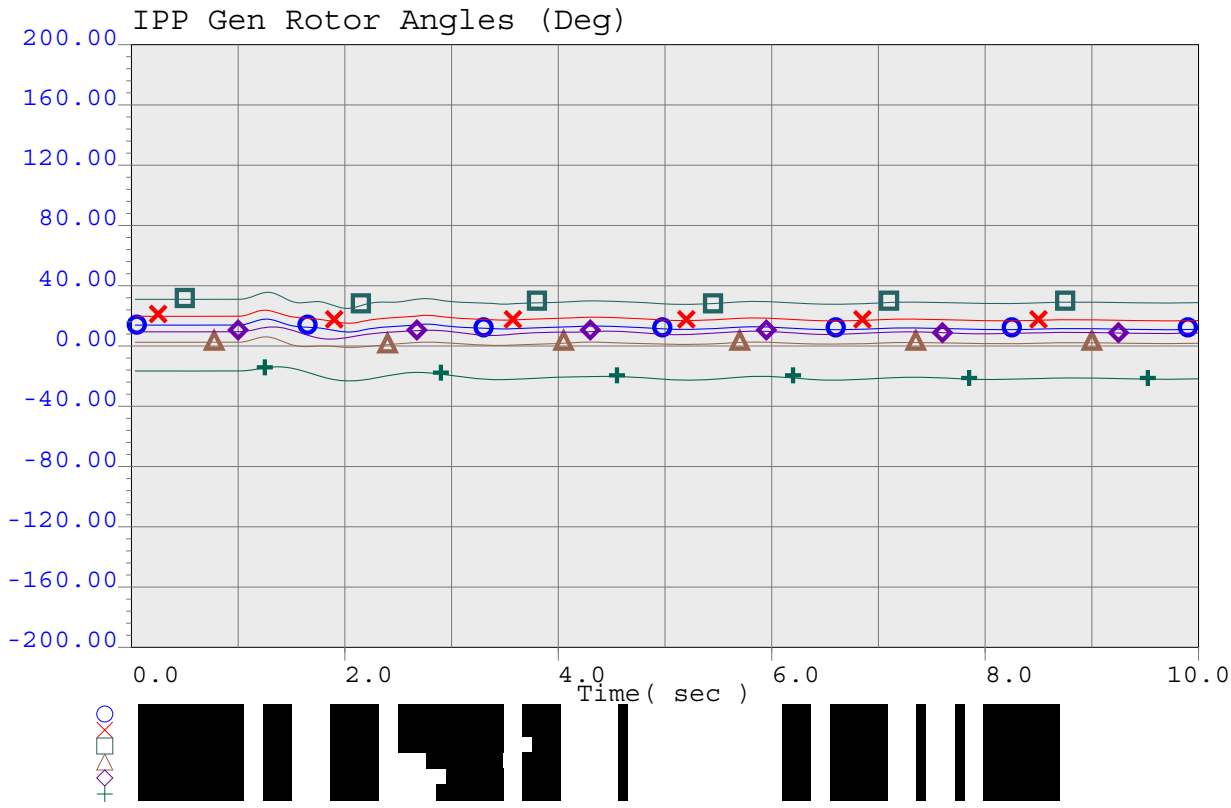
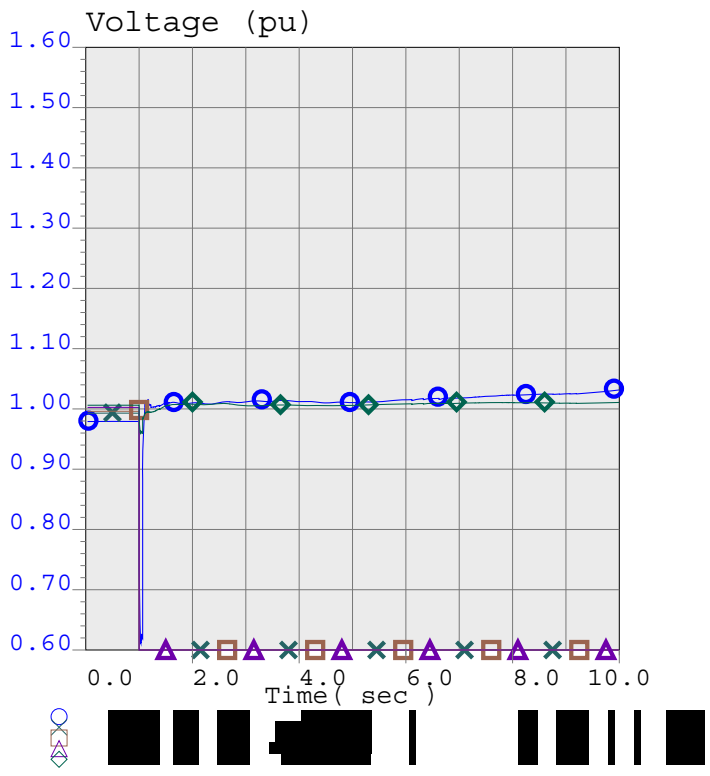
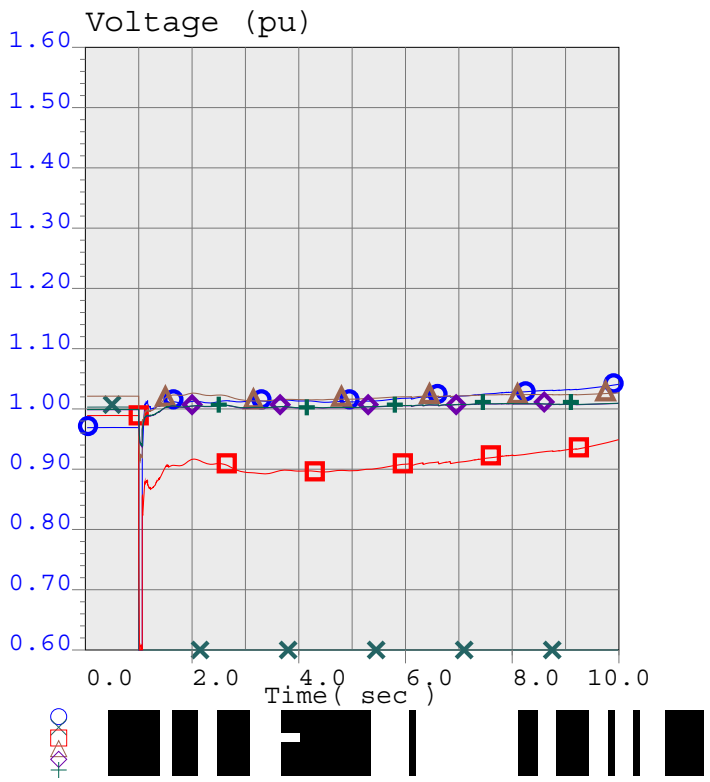
SYSTEM IMPACT STUDY (Rotor Angles)

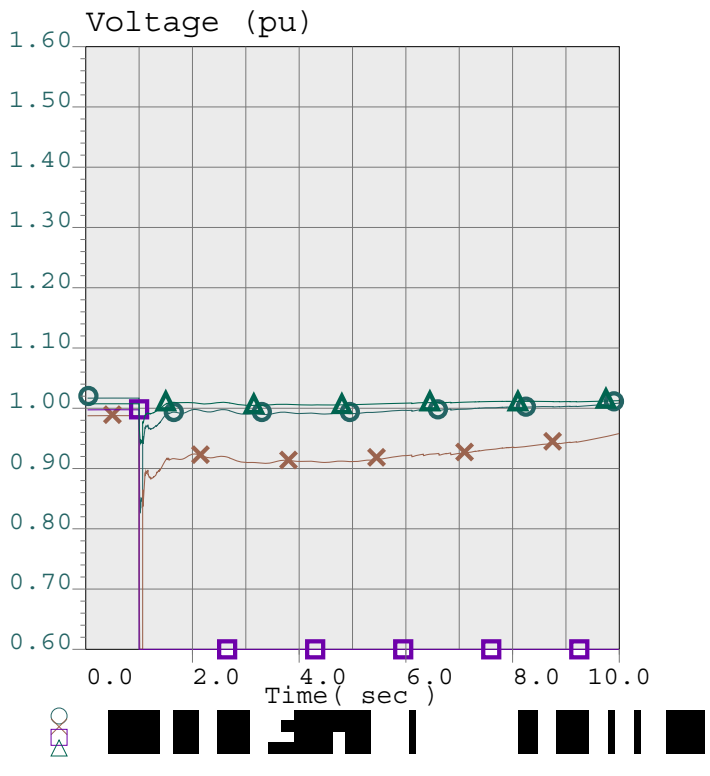


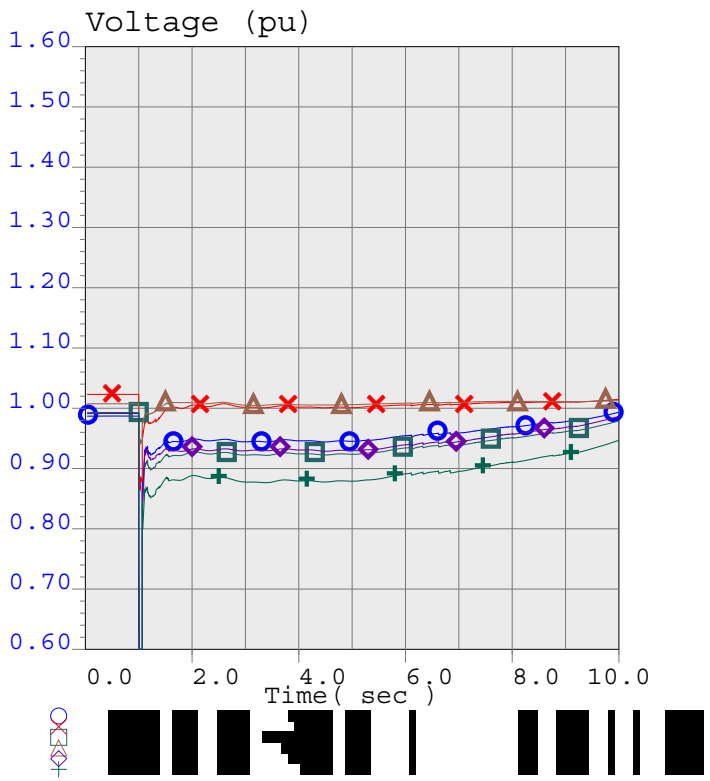


SYSTEM IMPACT STUDY (Voltage)









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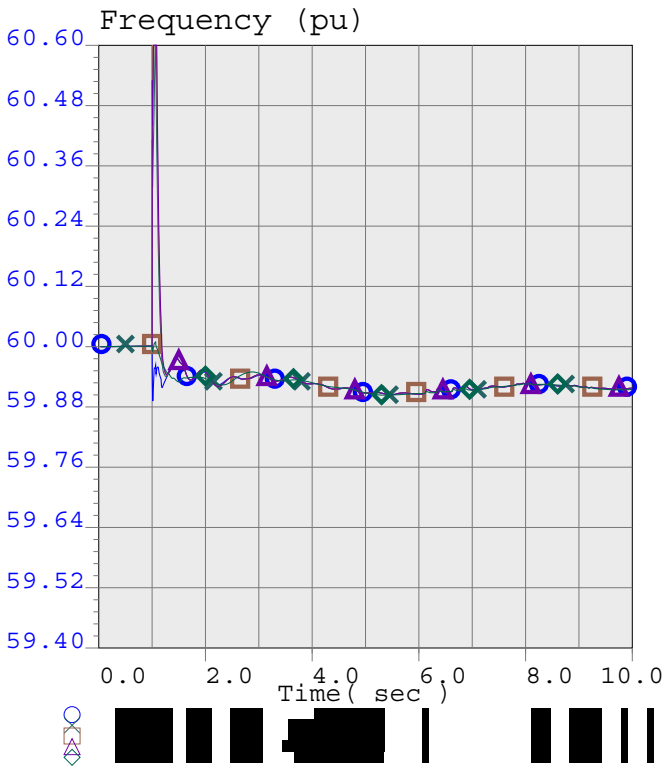
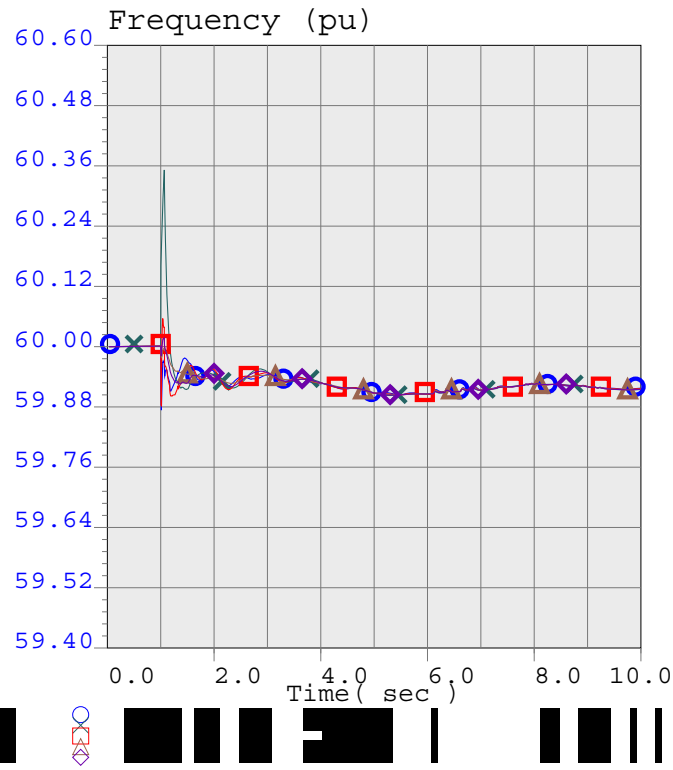
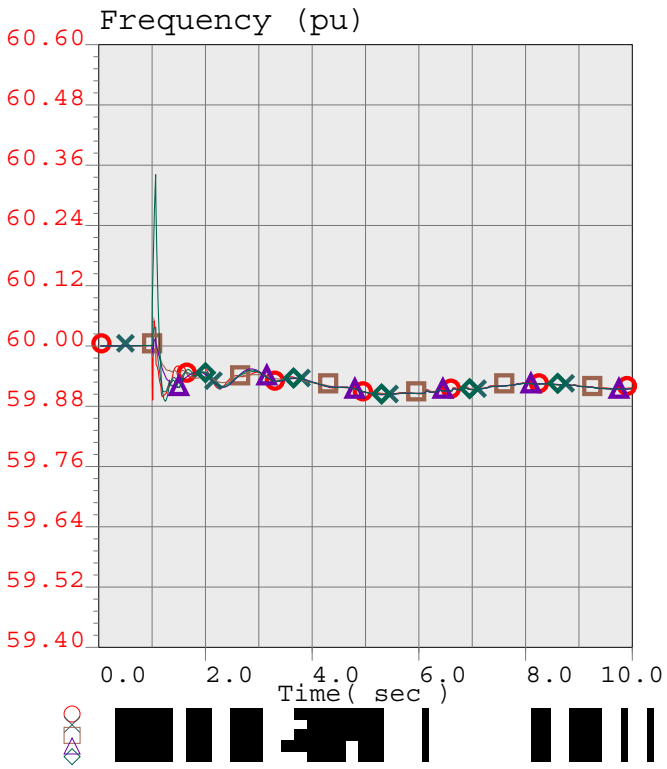
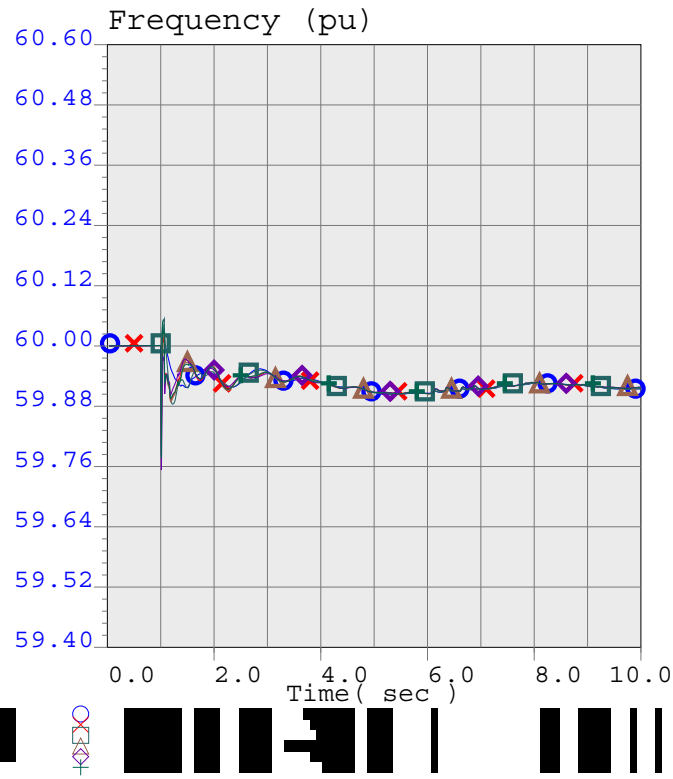
SYSTEM IMPACT STUDY (Frequency)









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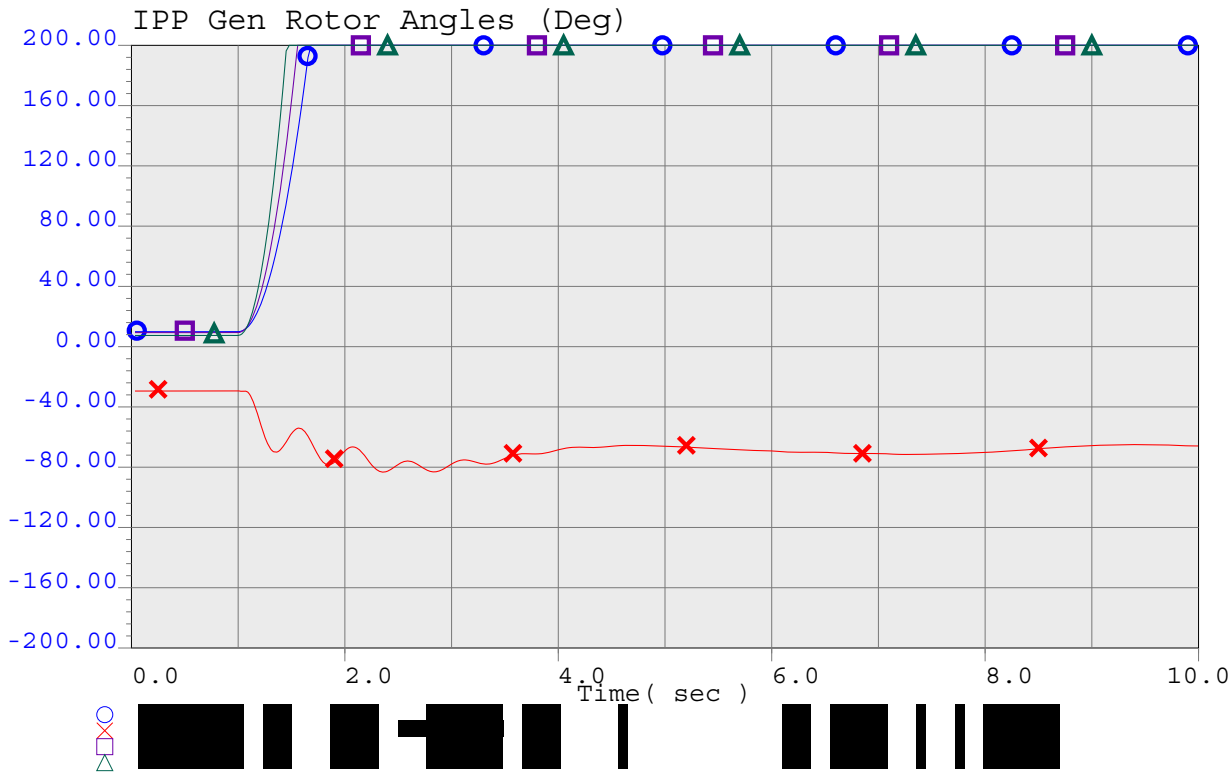
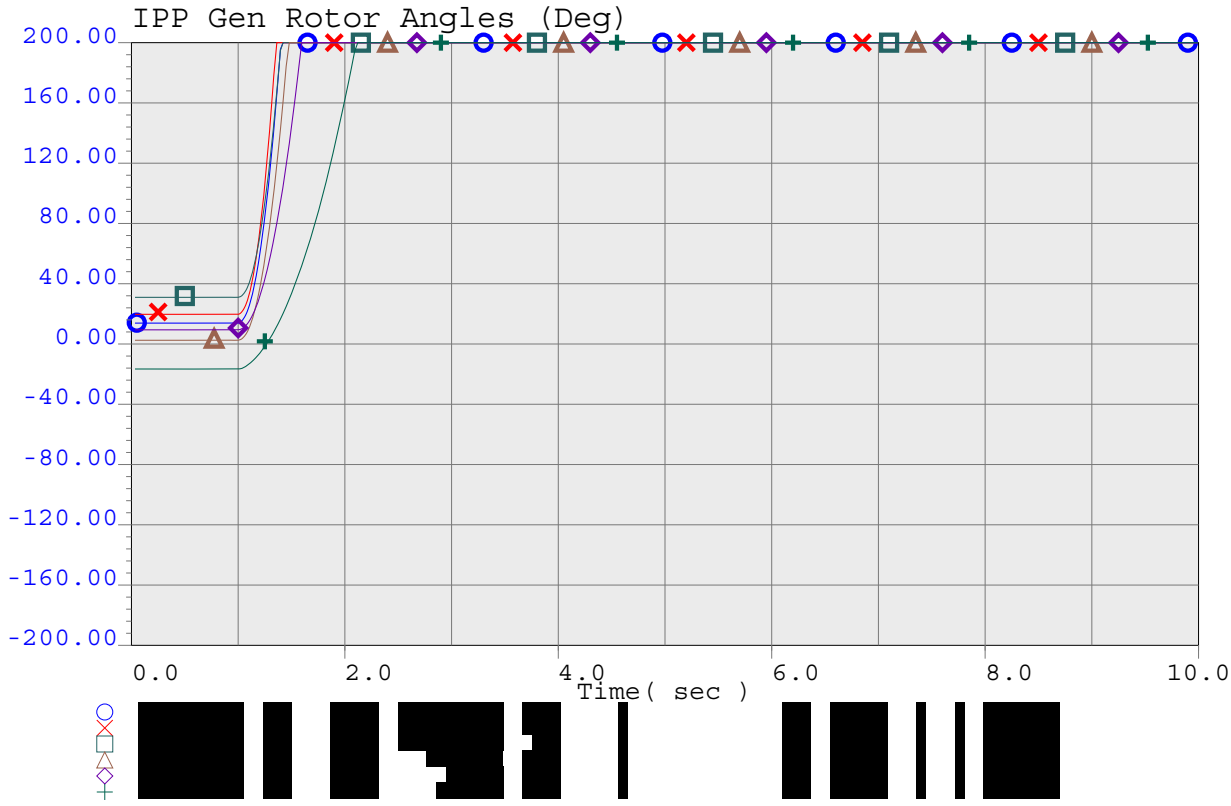
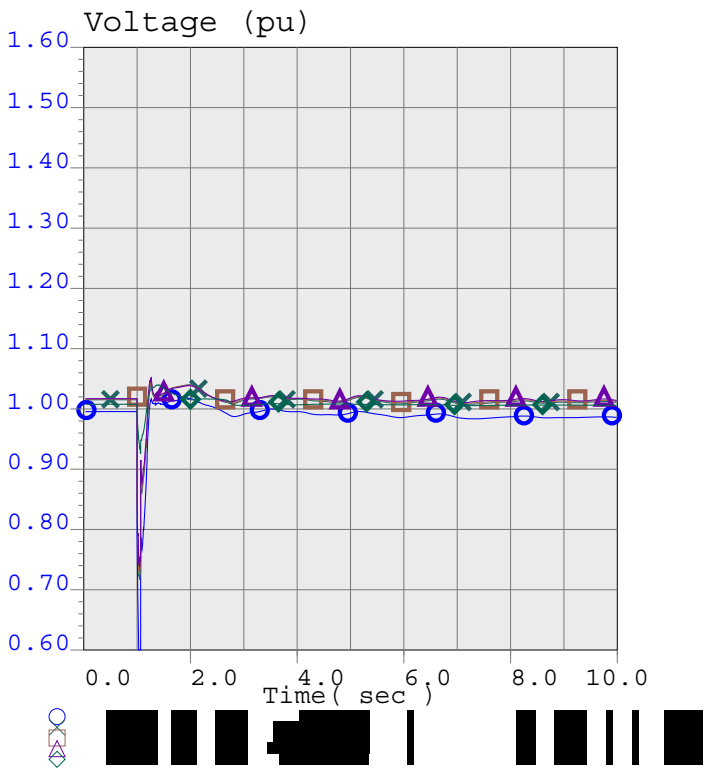
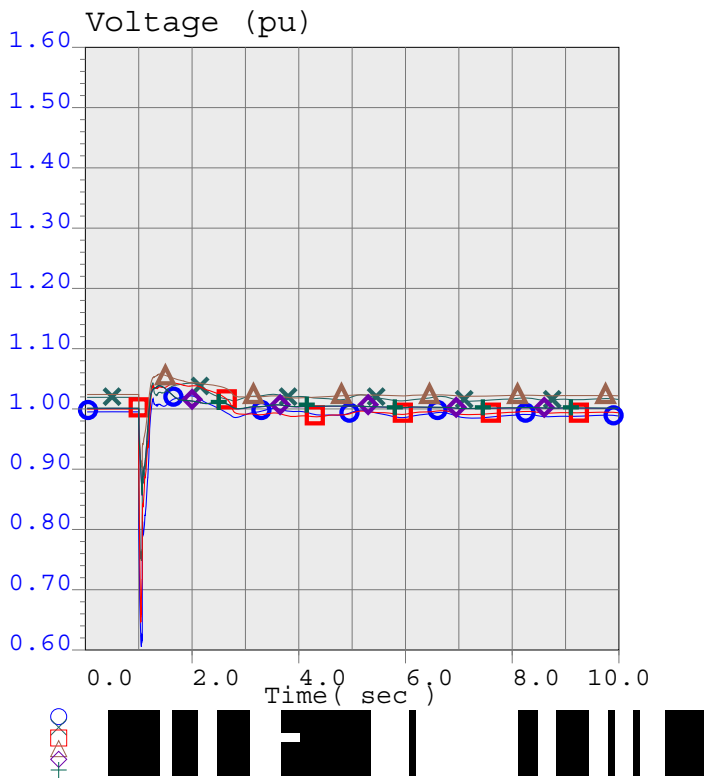
SYSTEM IMPACT STUDY (Rotor Angles)

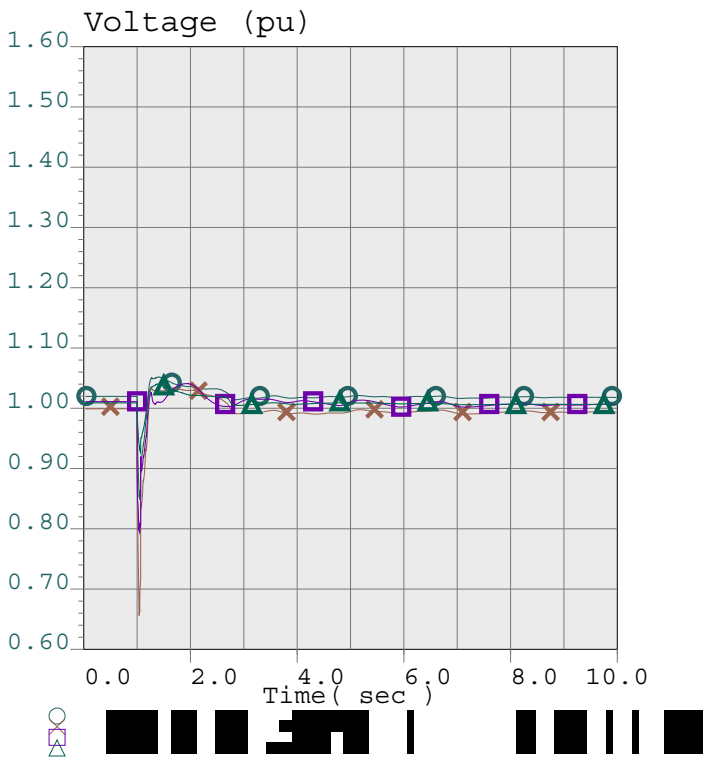




SYSTEM IMPACT STUDY (Voltage)







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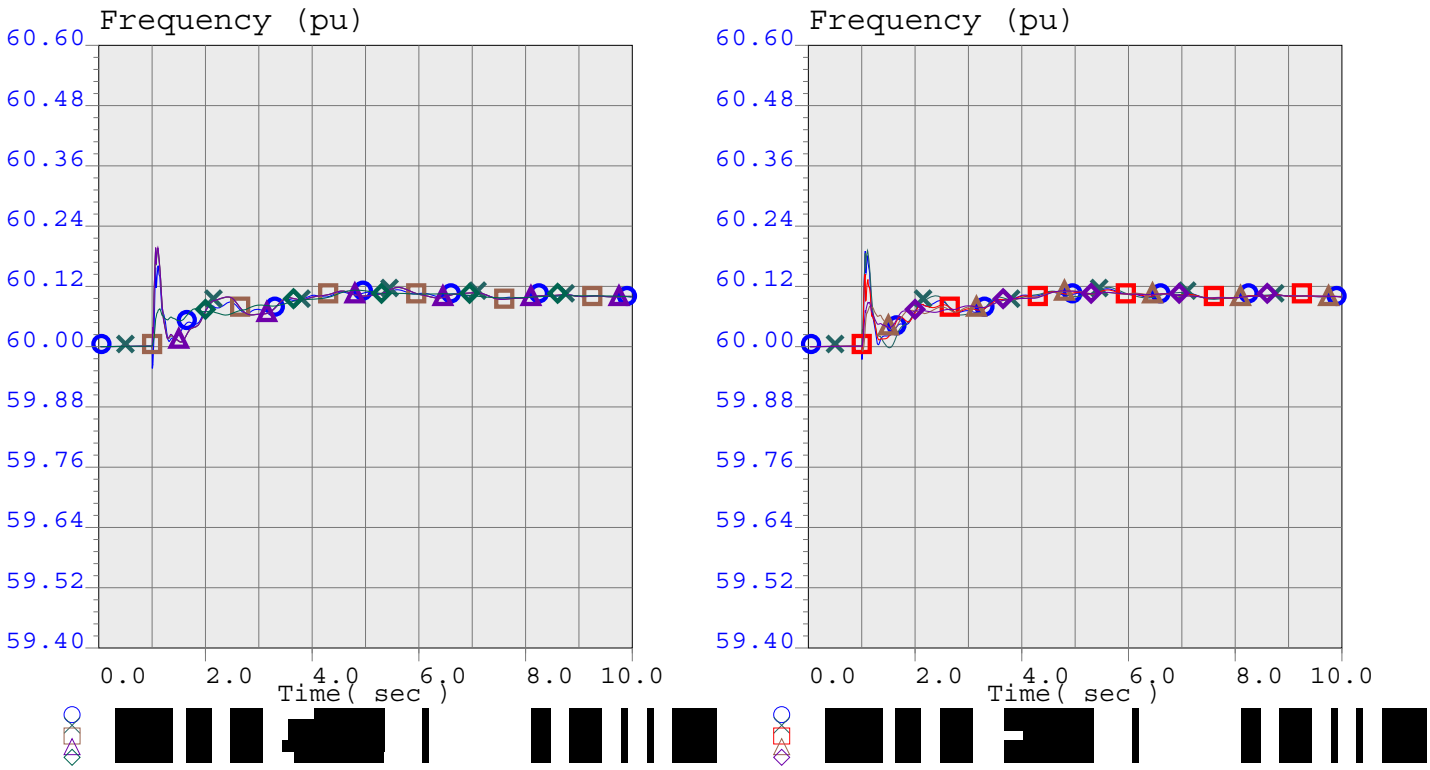
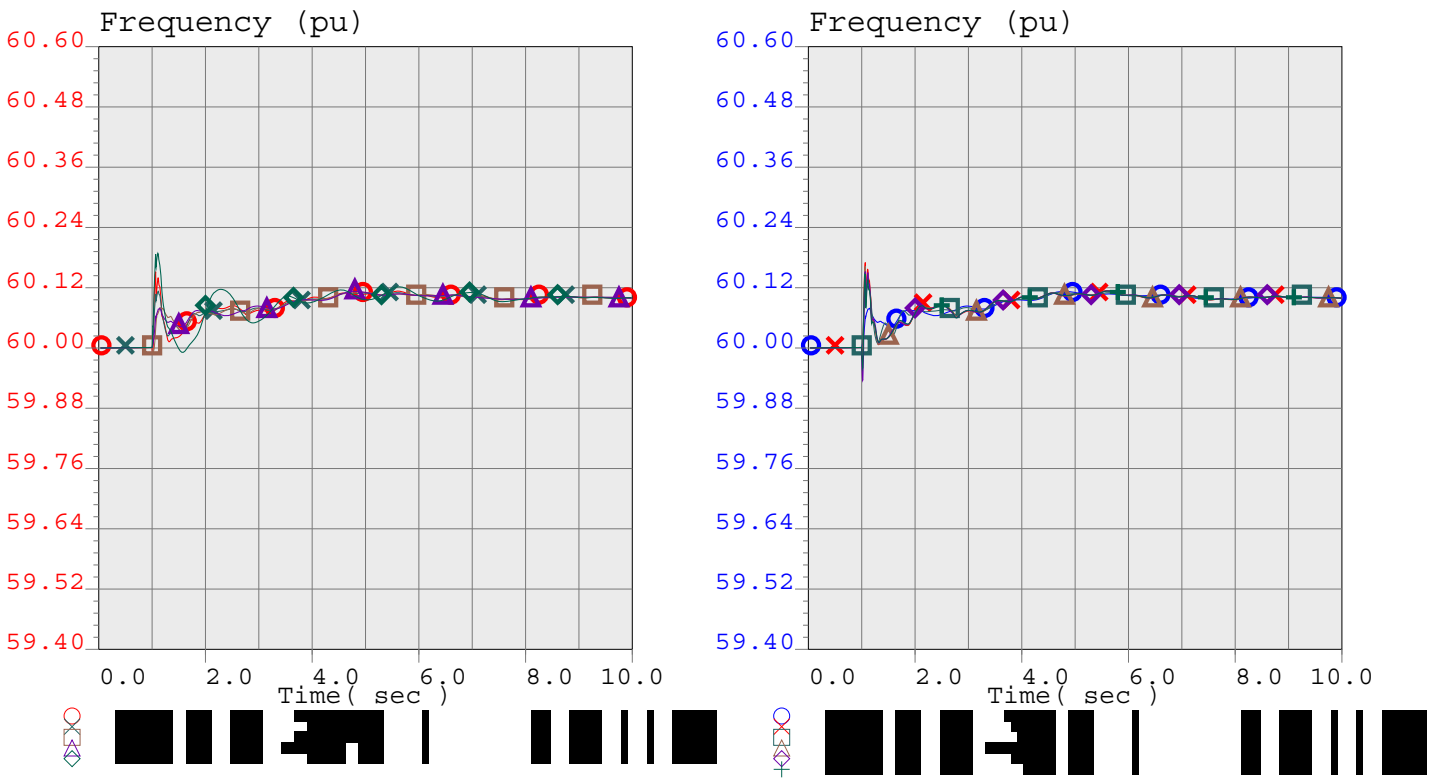
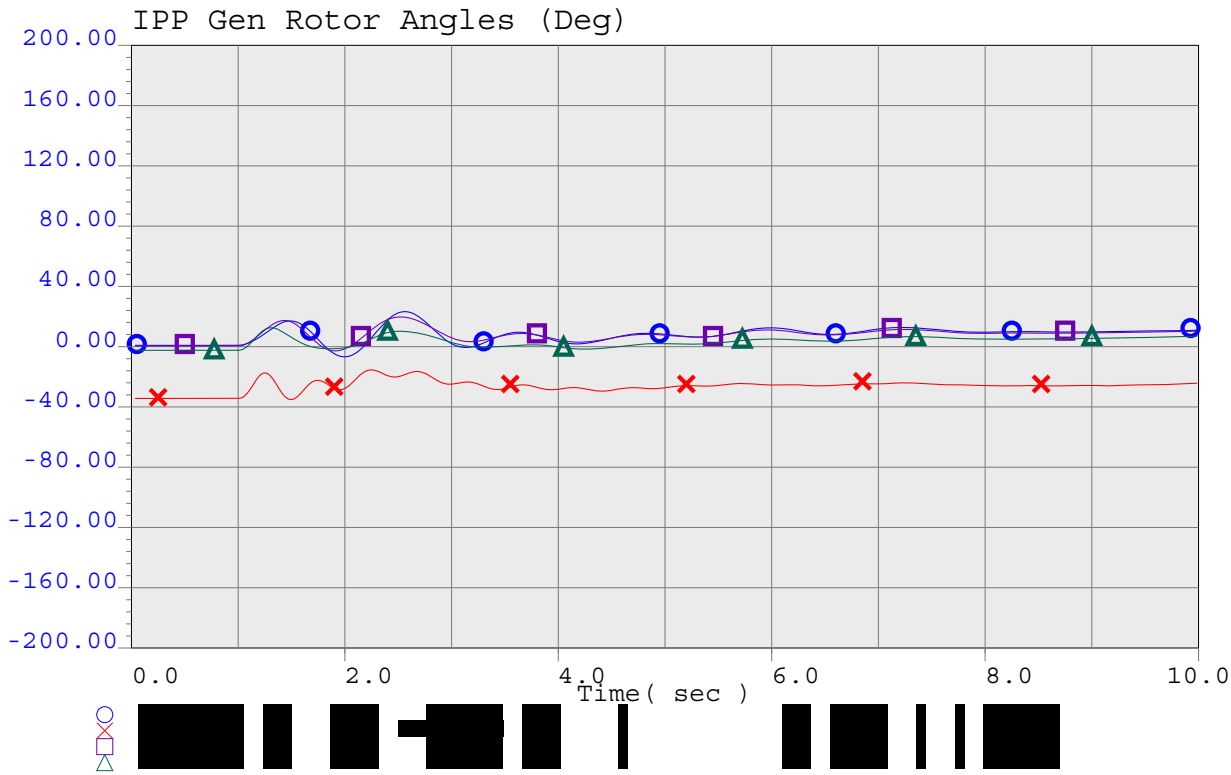
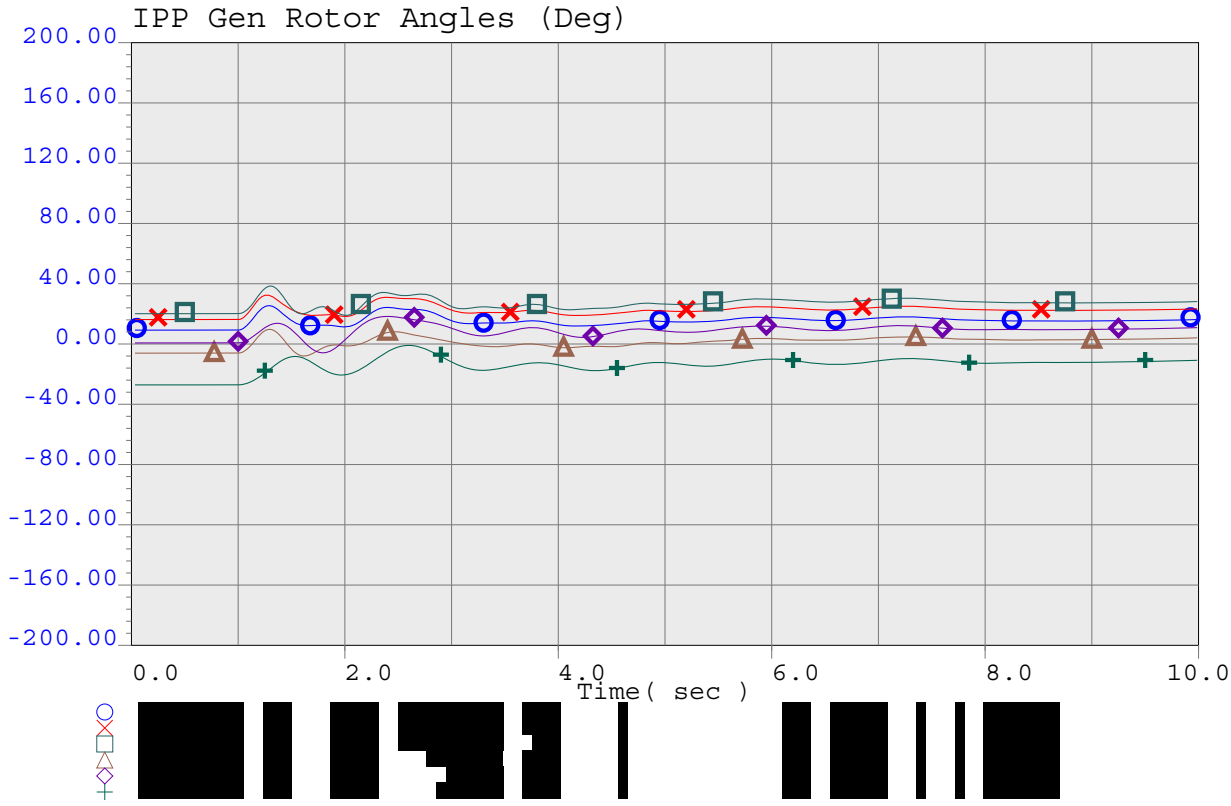
SYSTEM IMPACT STUDY (Frequency)



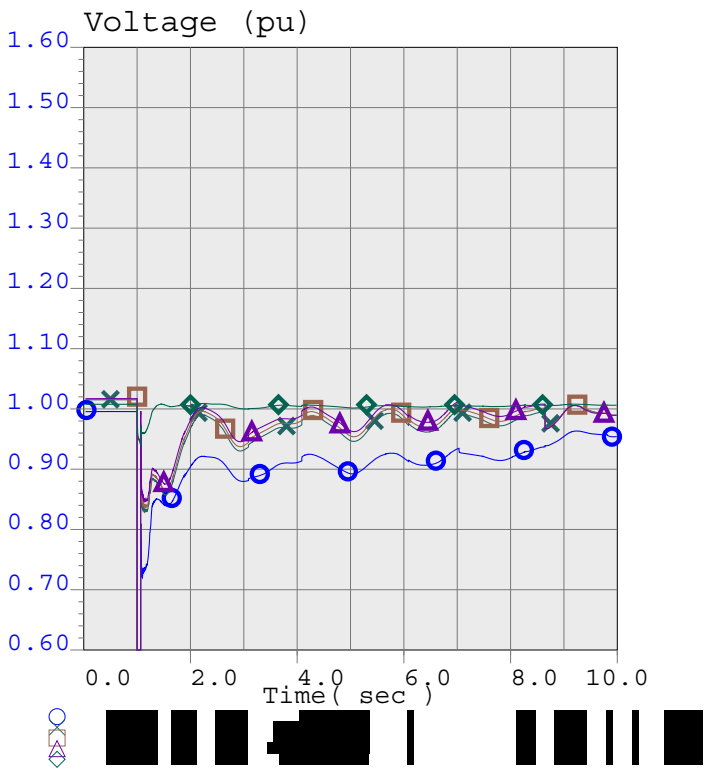


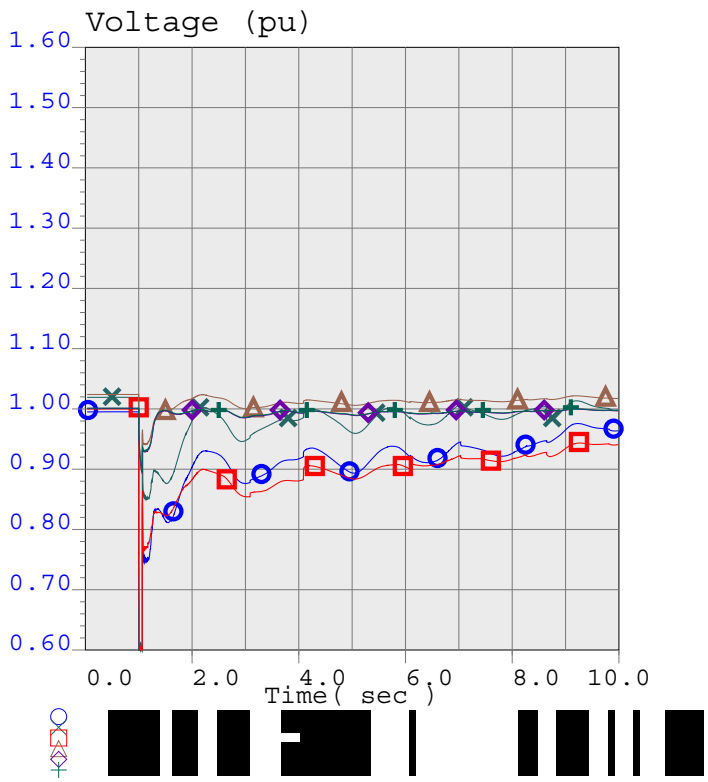
SYSTEM IMPACT STUDY (Rotor Angles)

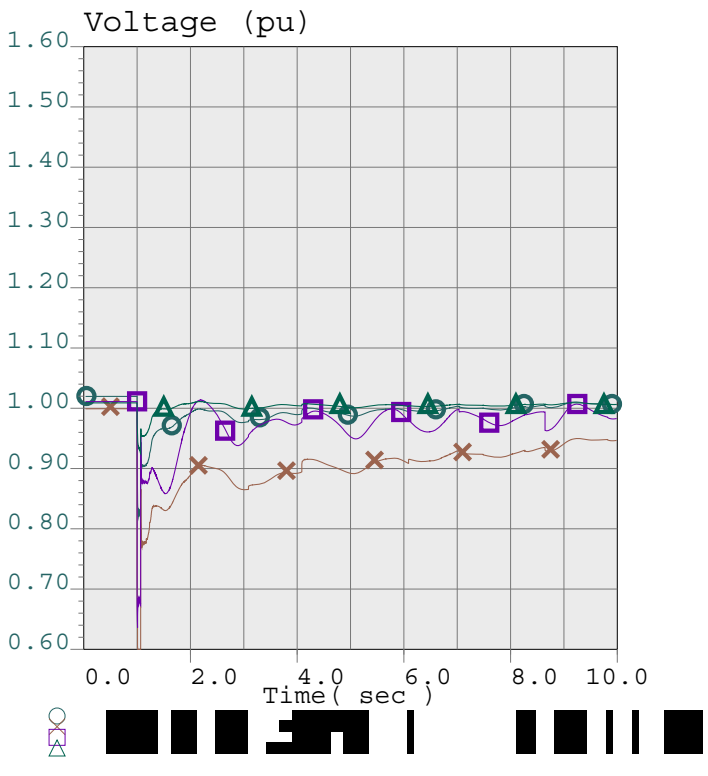


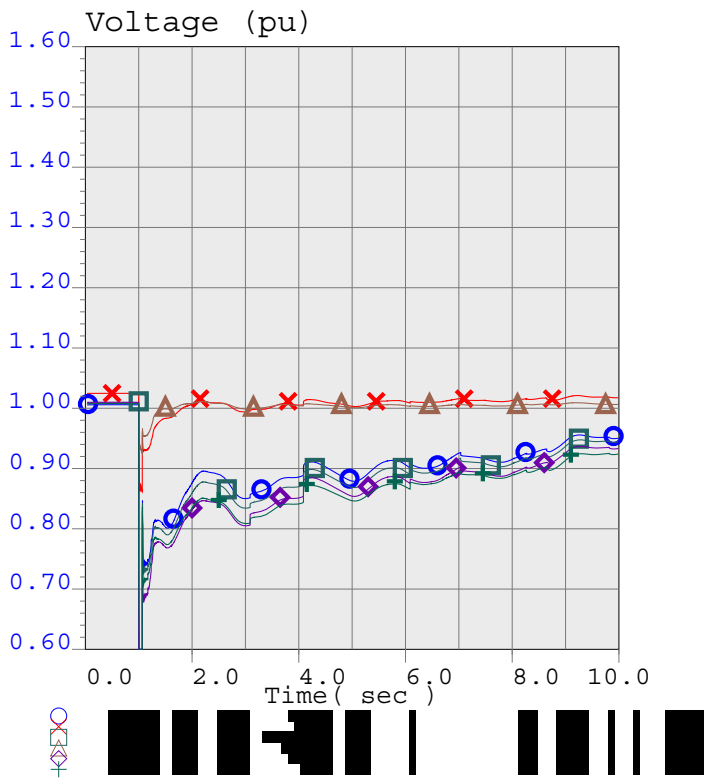


SYSTEM IMPACT STUDY (Voltage)









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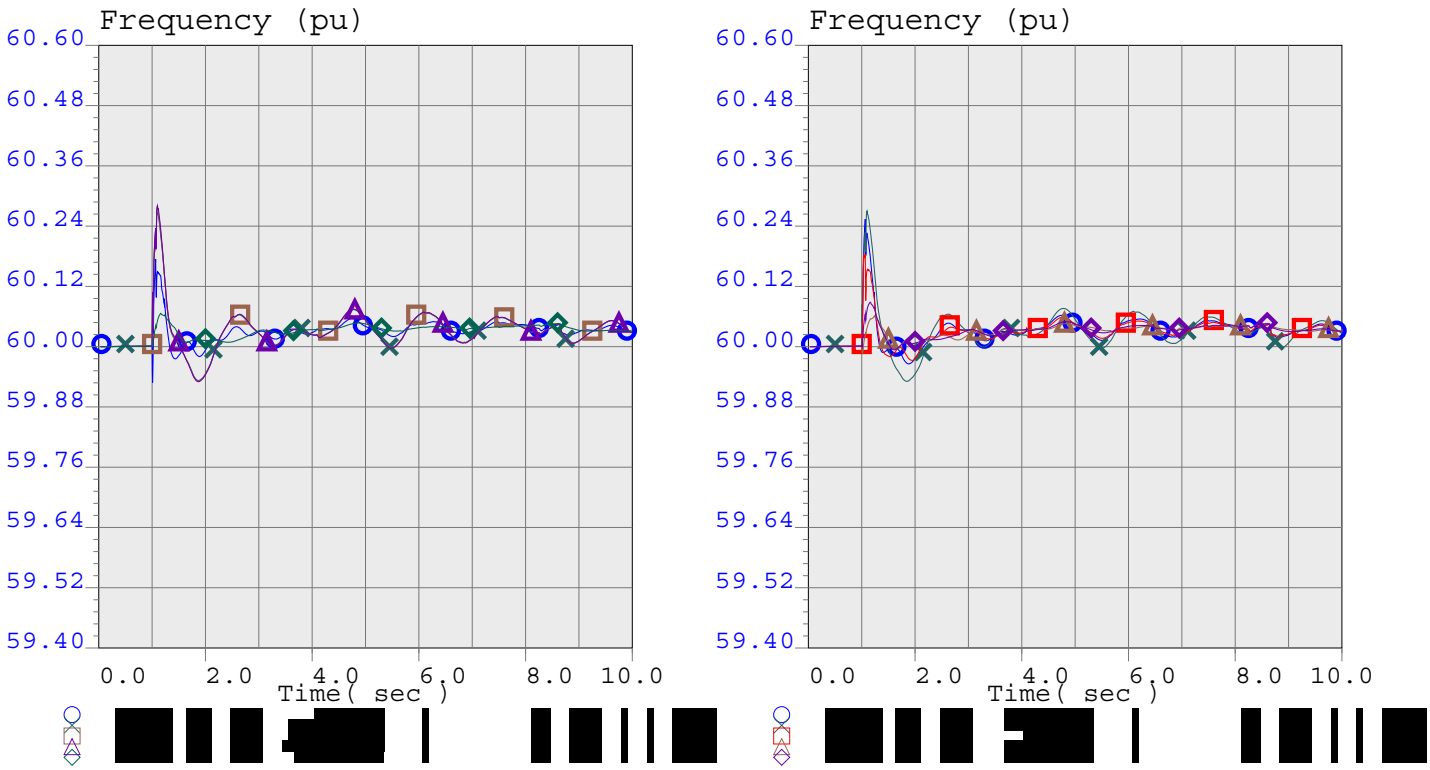

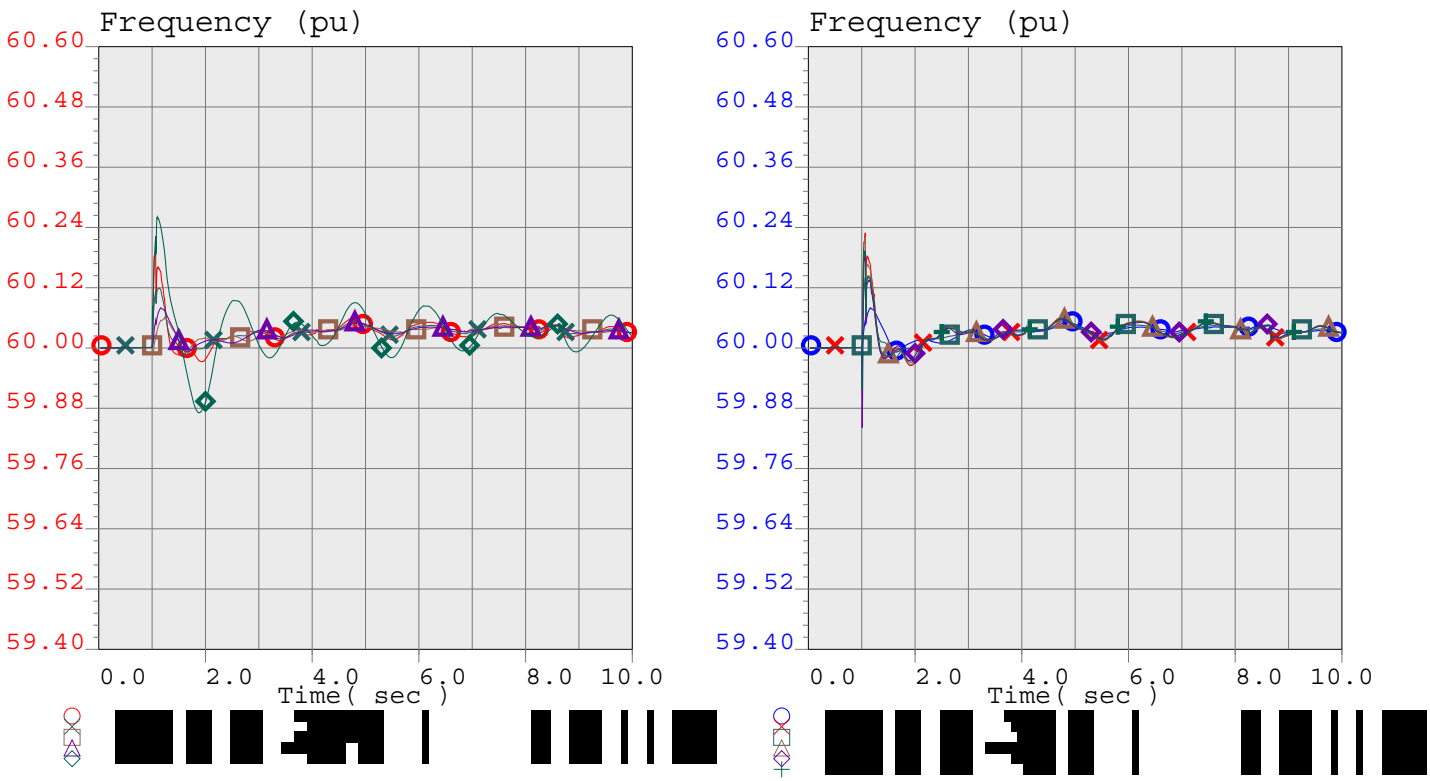

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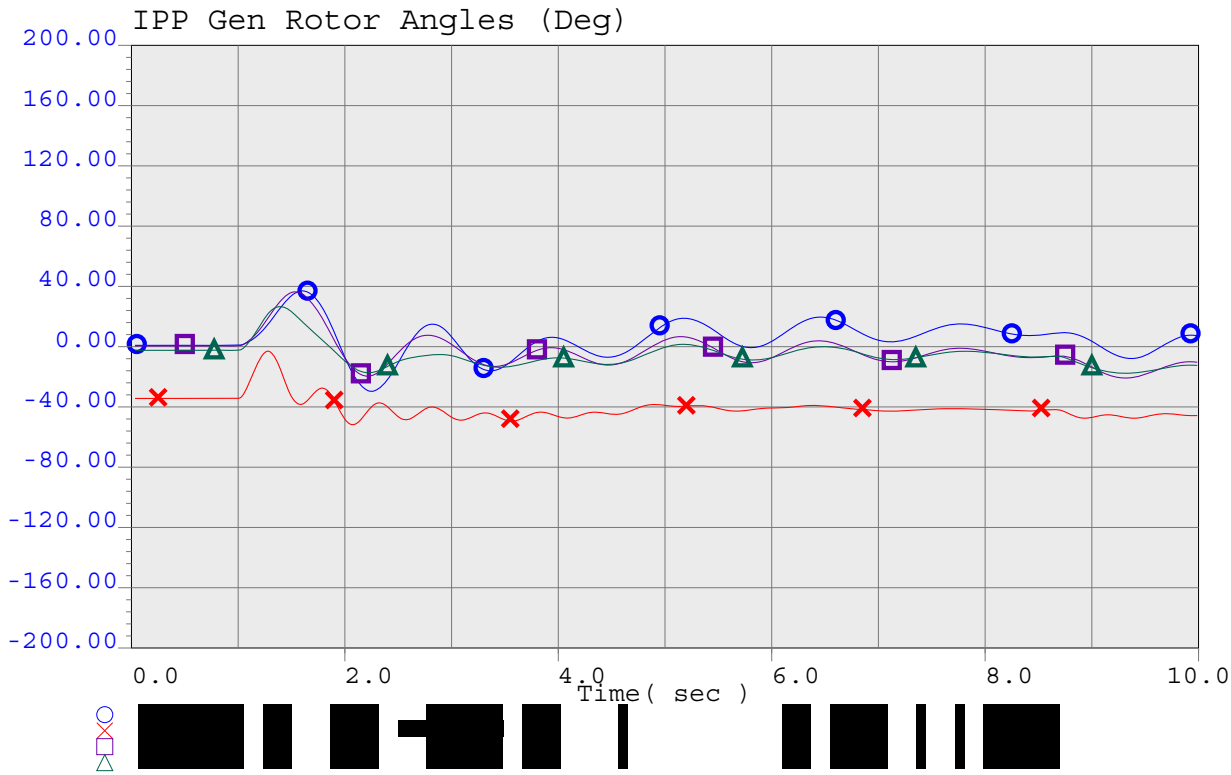

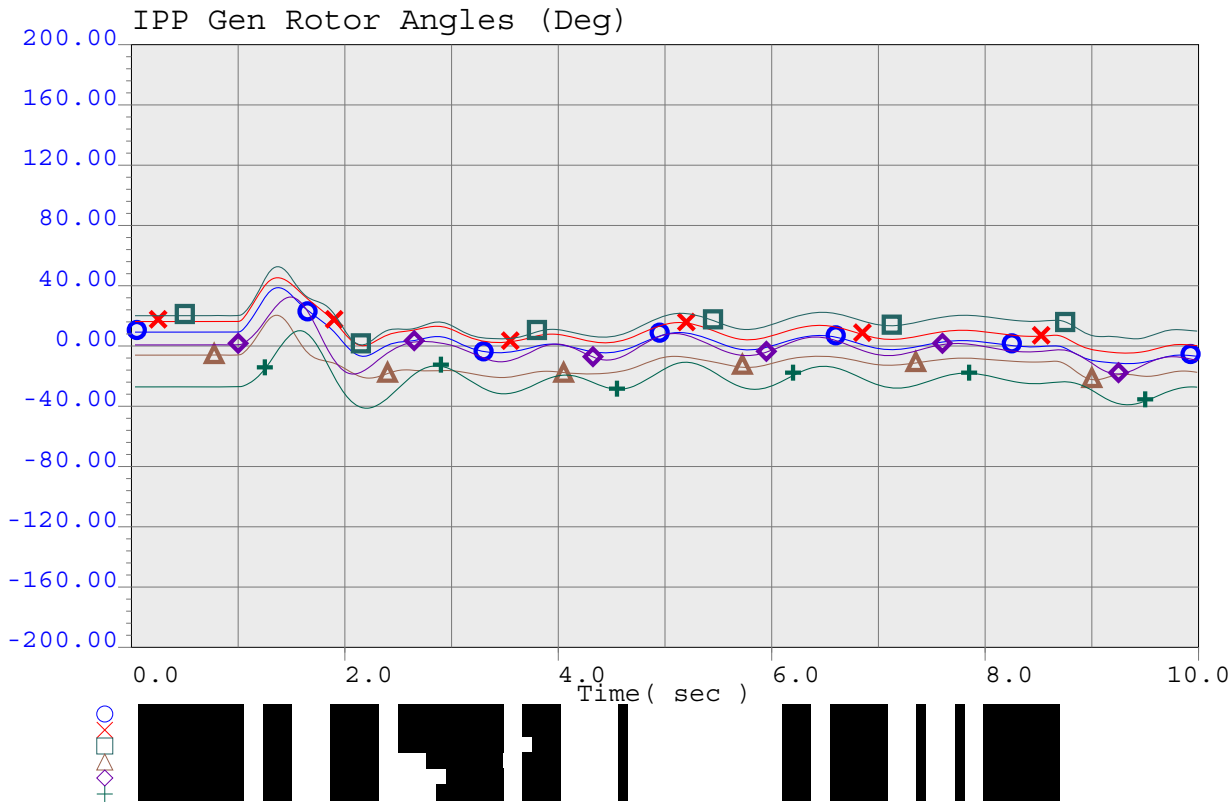

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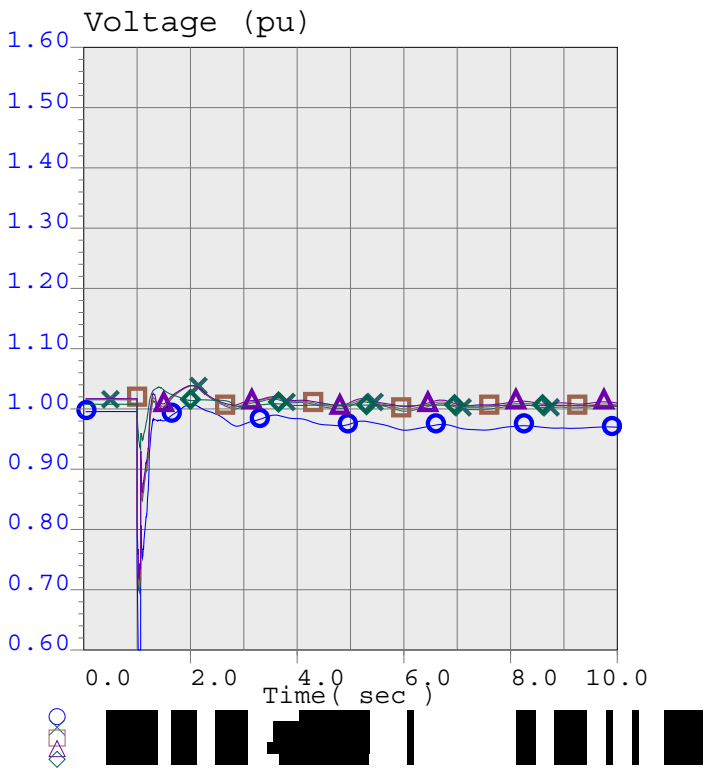

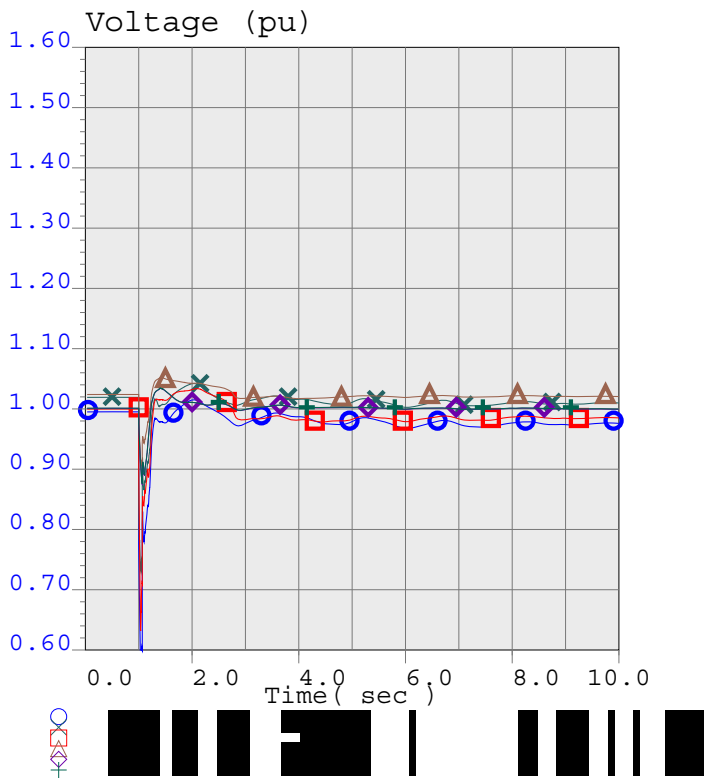

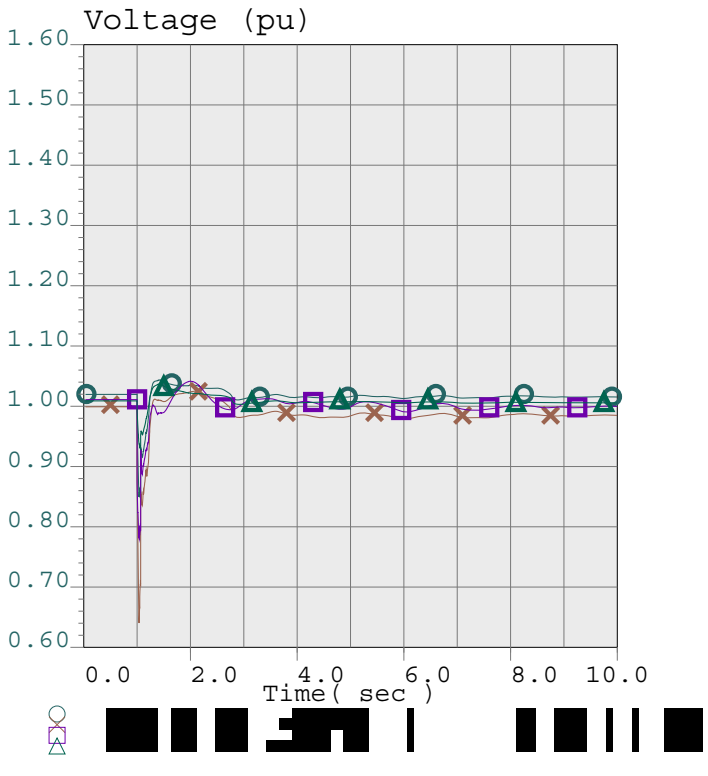

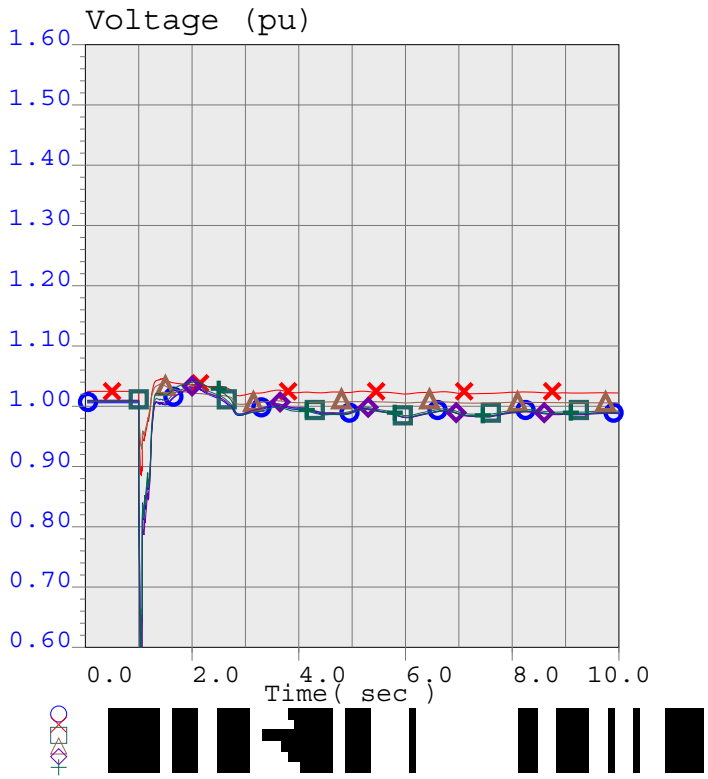

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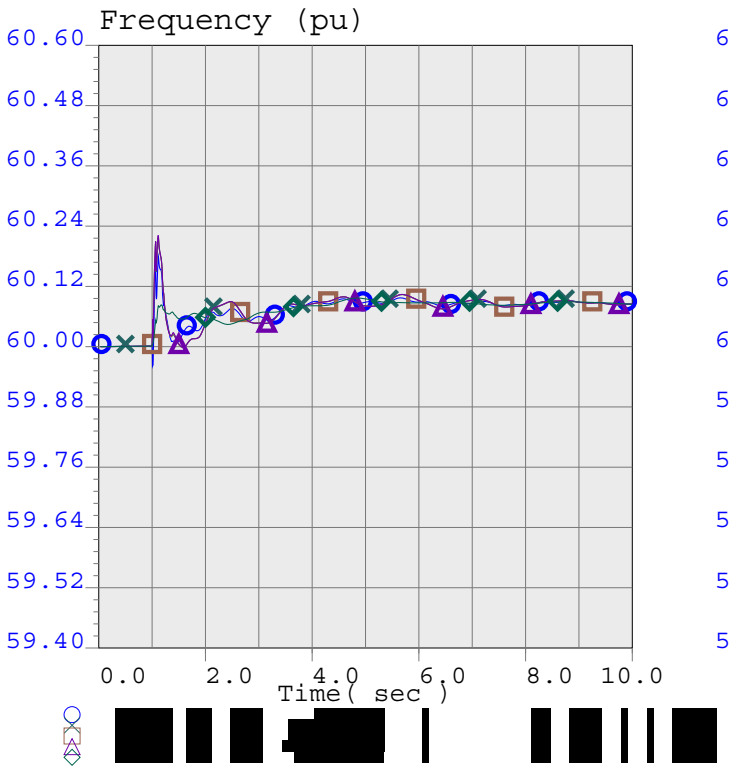
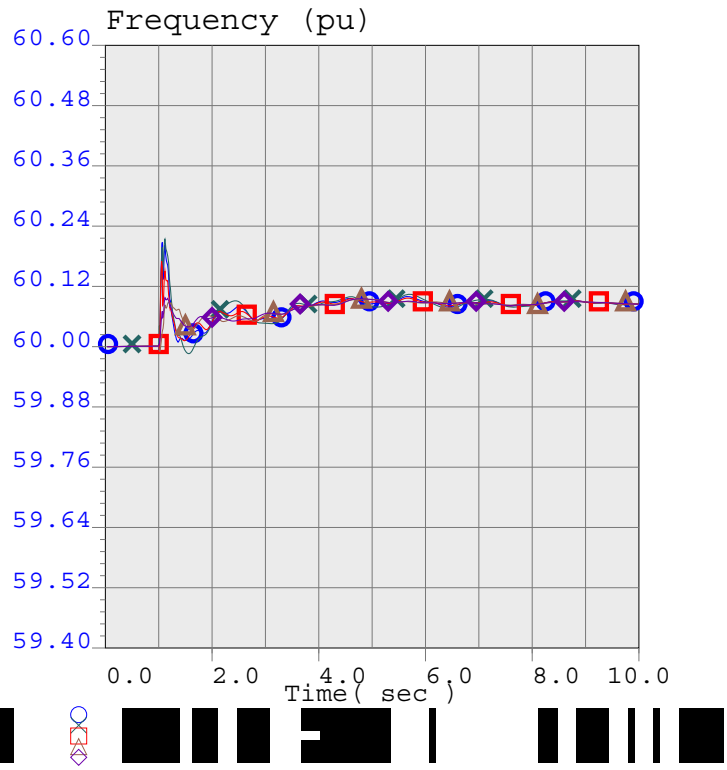
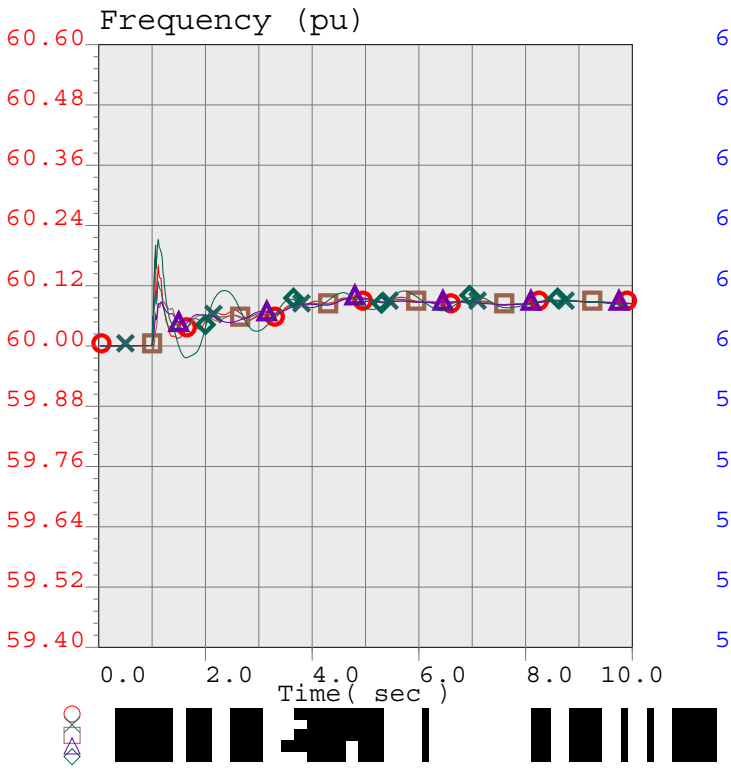
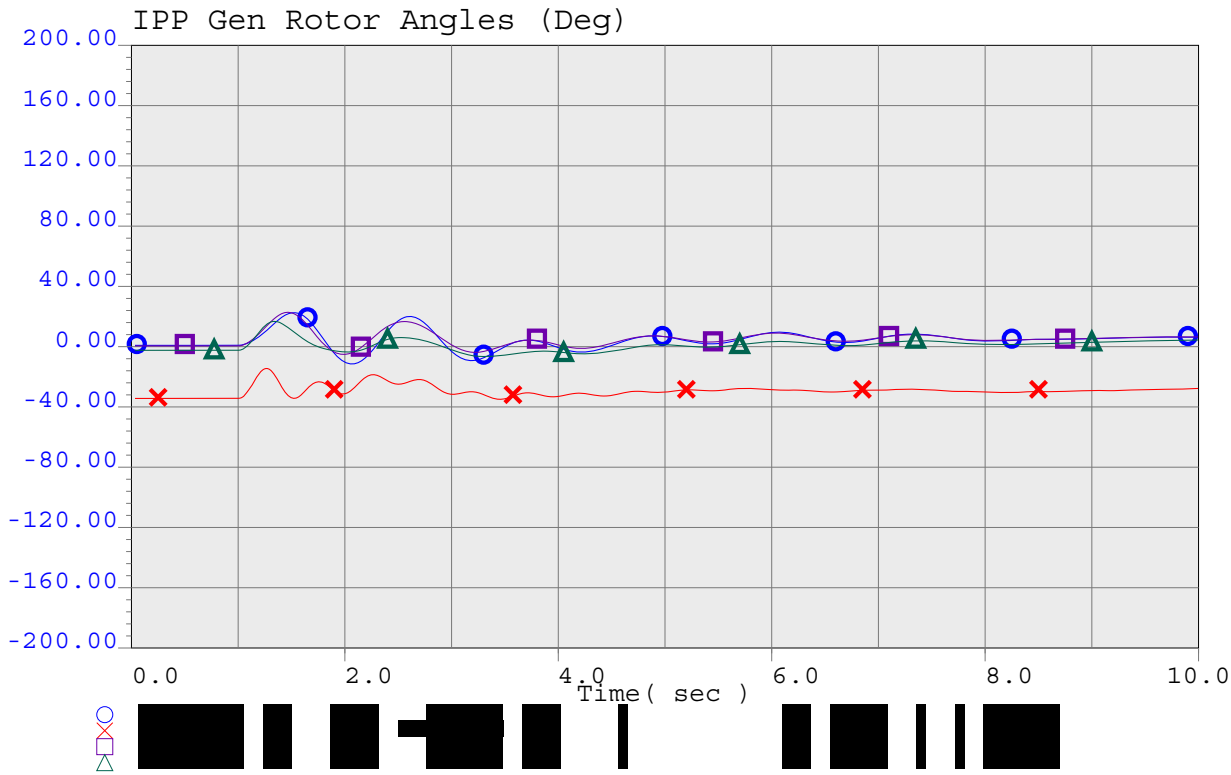
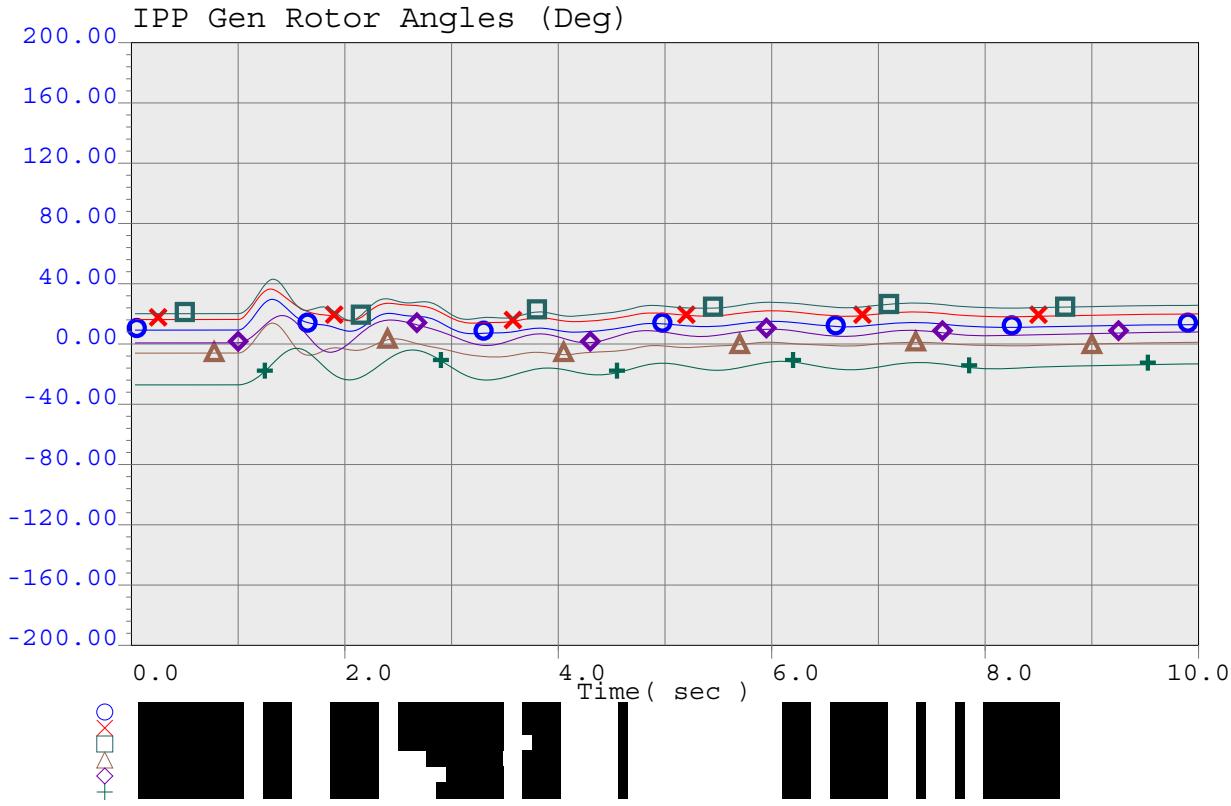




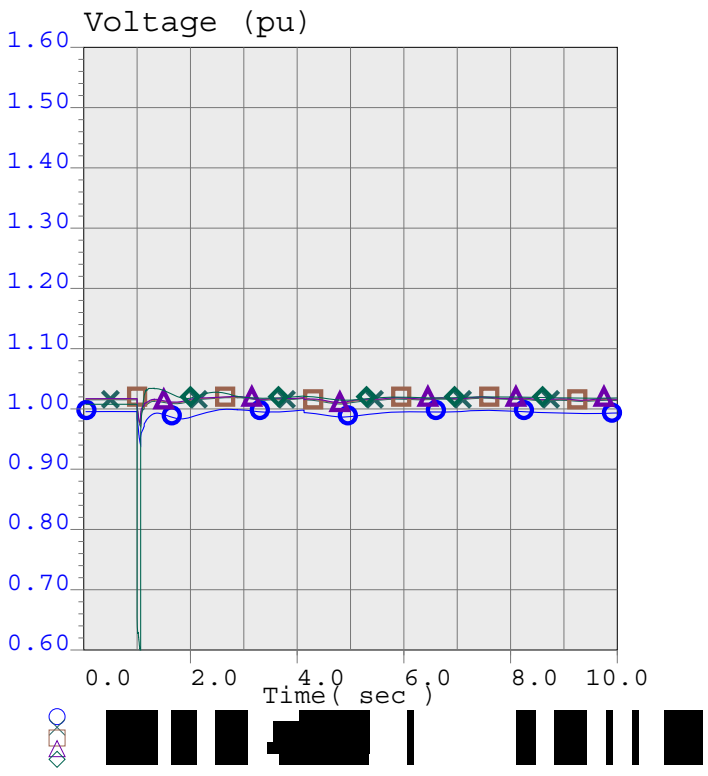


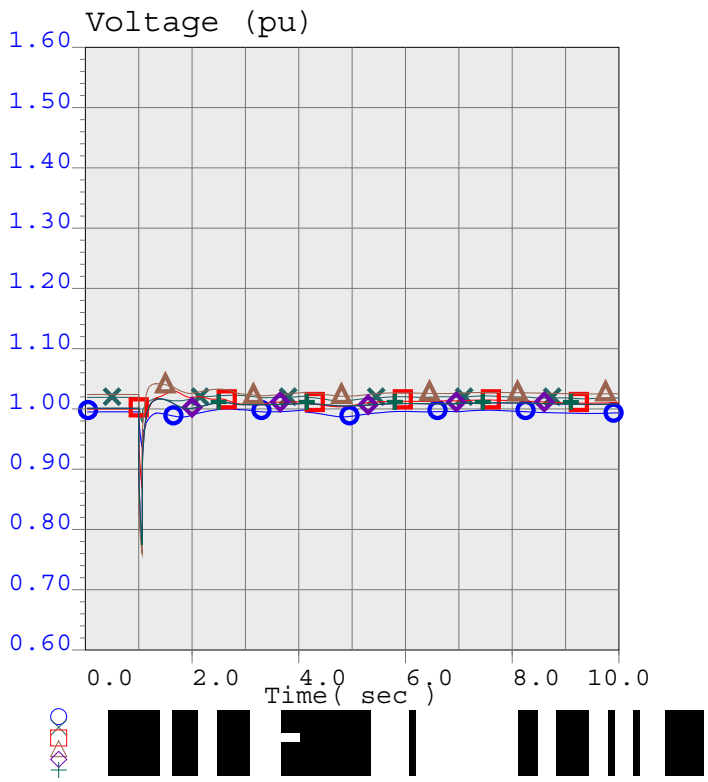
SYSTEM IMPACT STUDY (Rotor Angles)

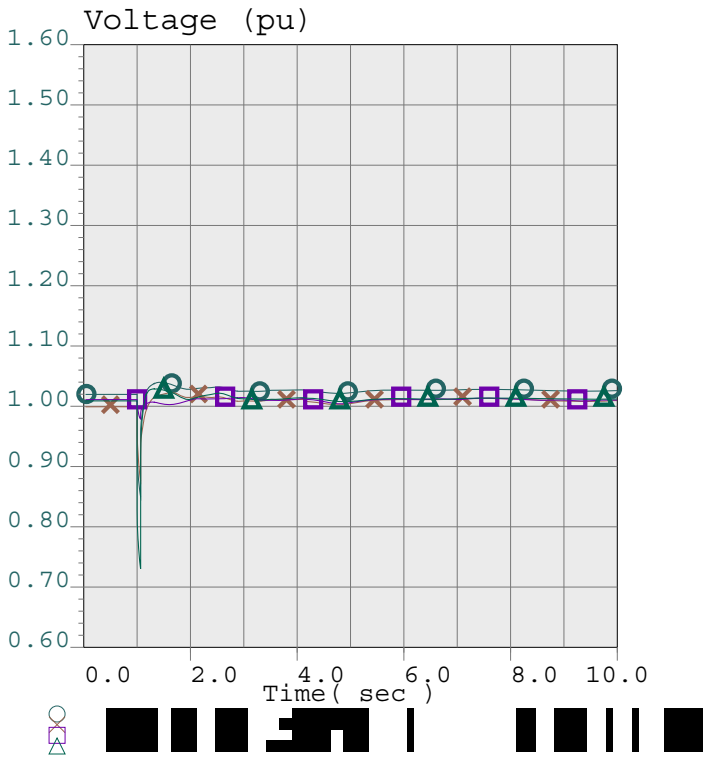


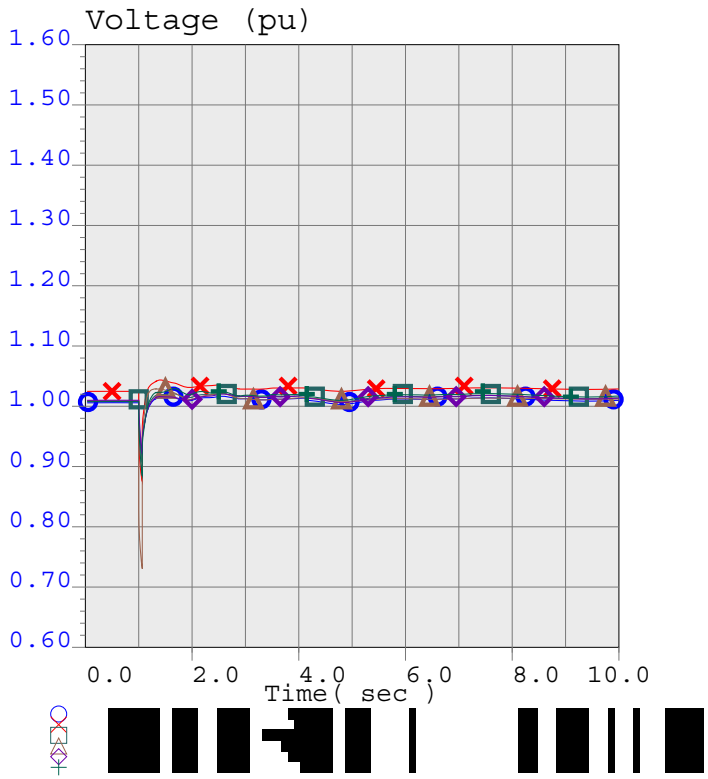


SYSTEM IMPACT STUDY (Voltage)









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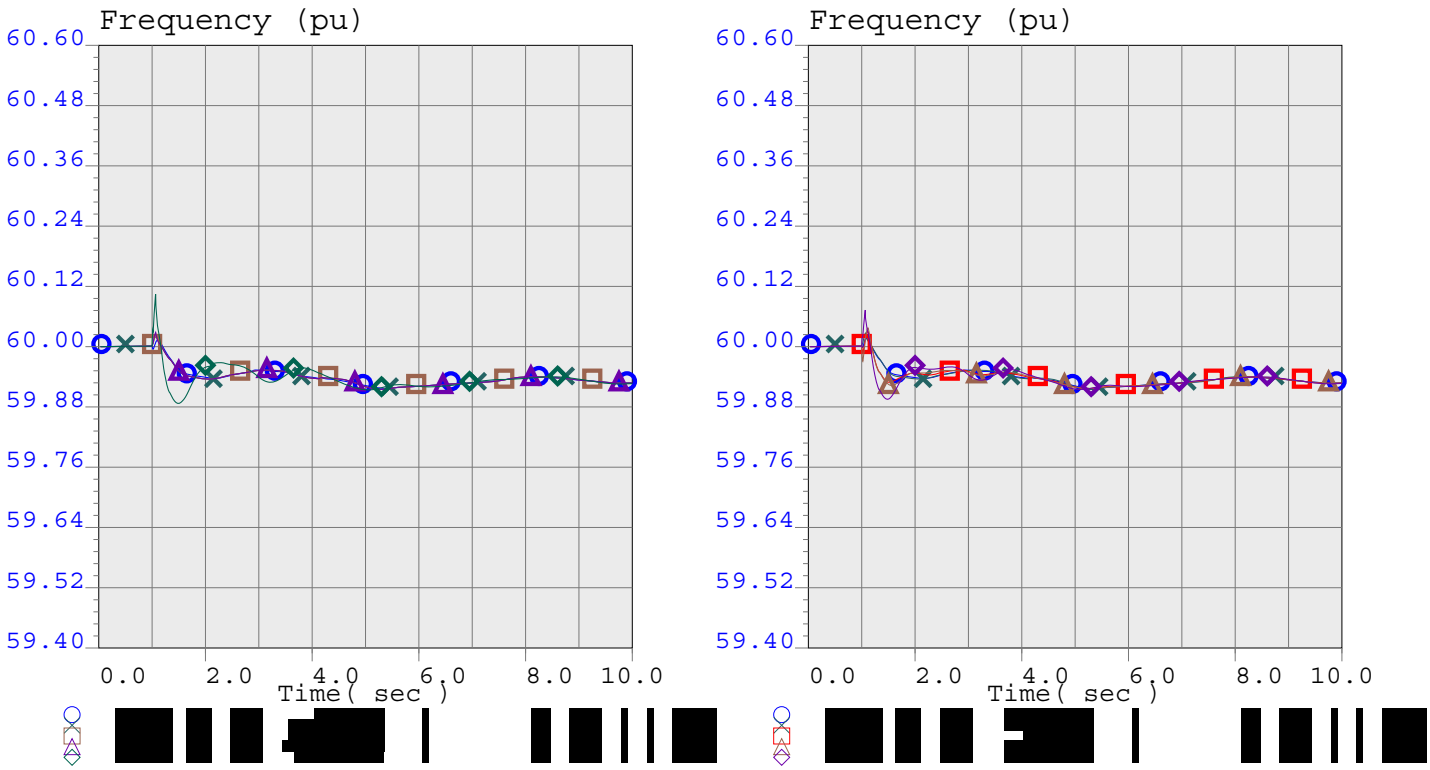
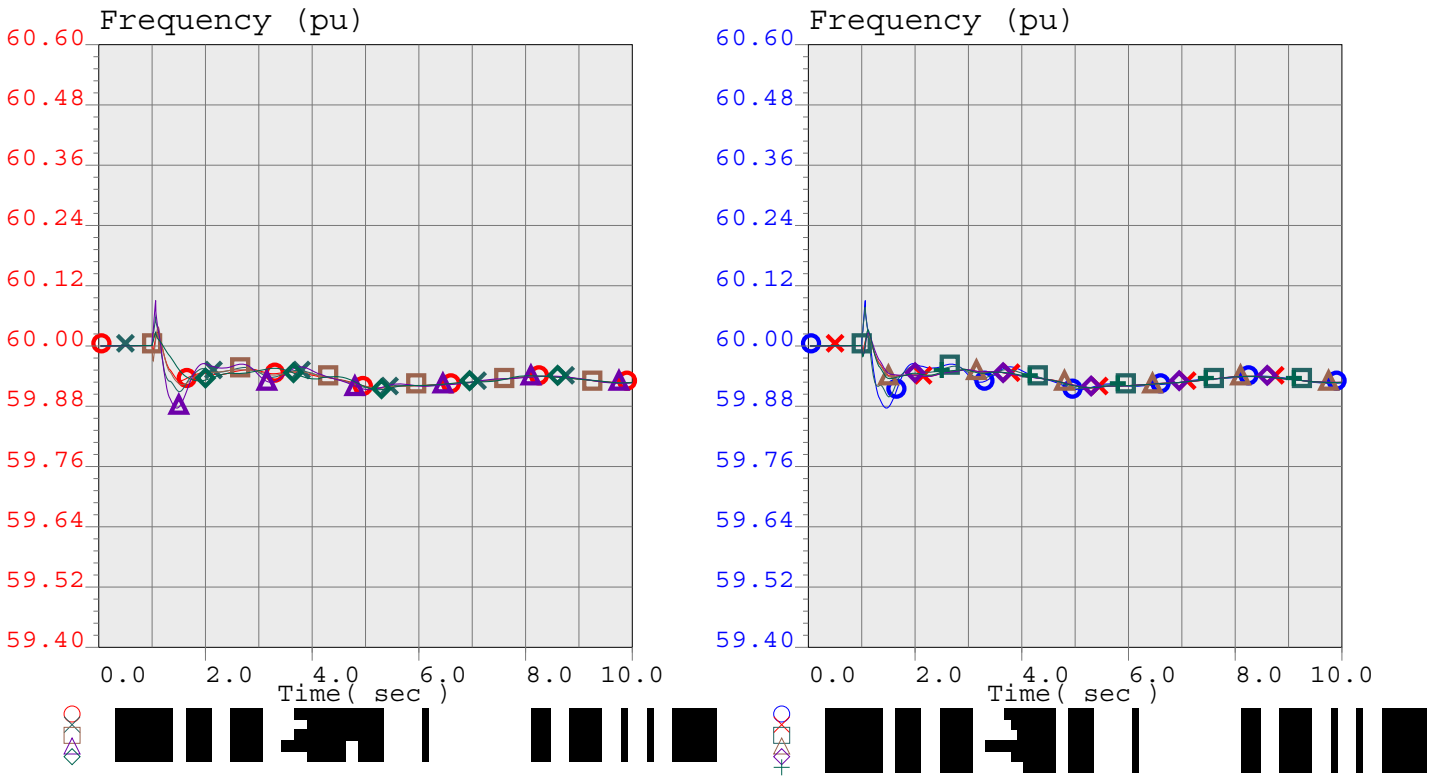
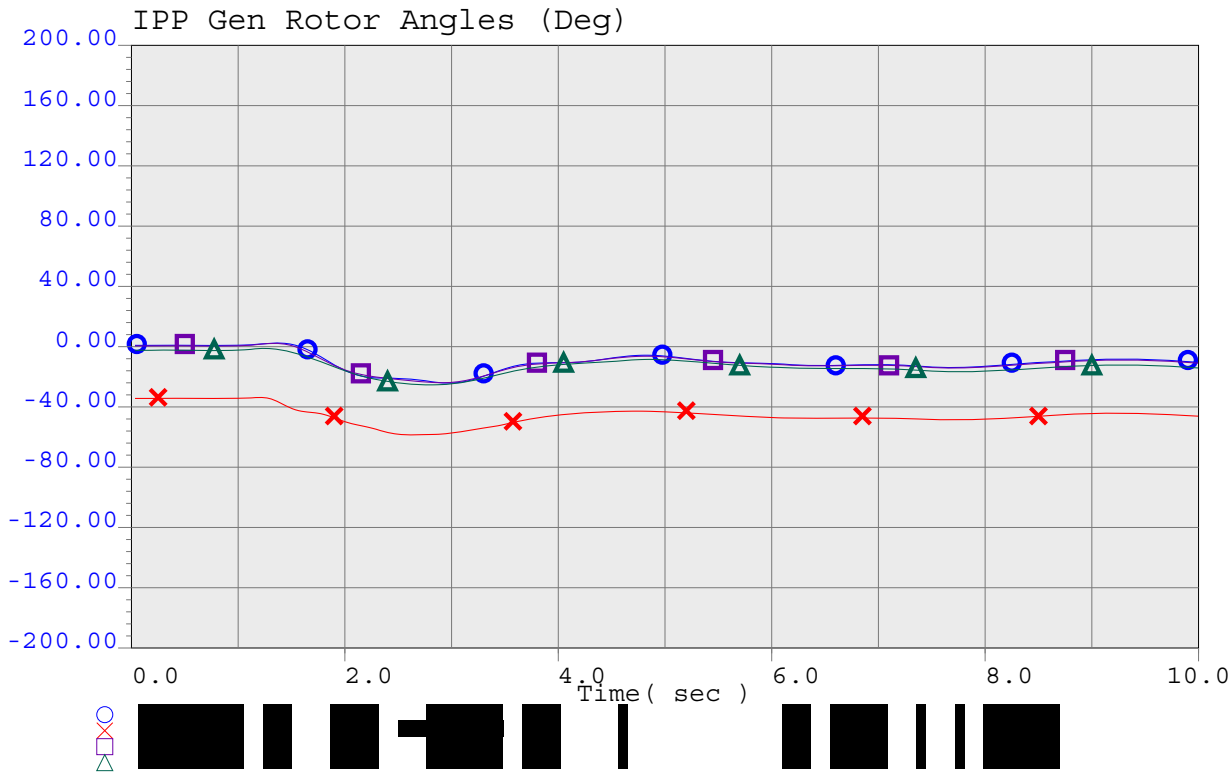
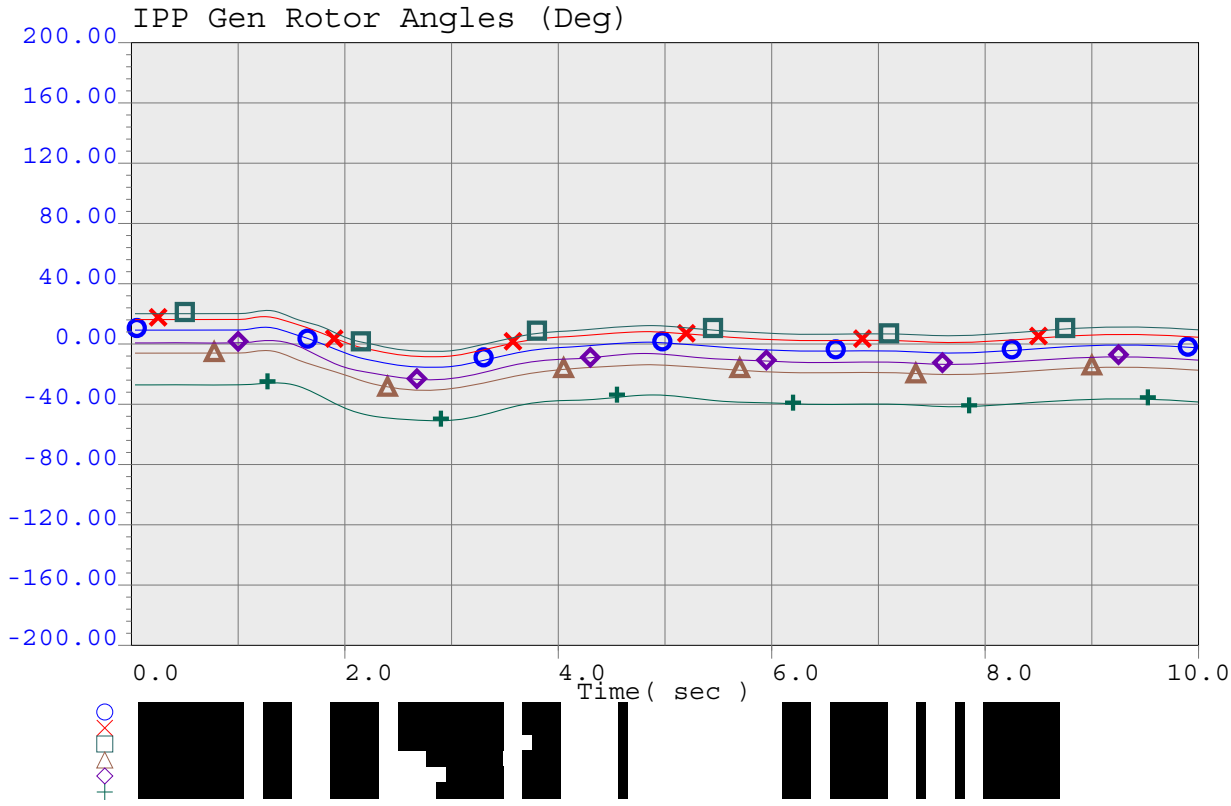
SYSTEM IMPACT STUDY (Frequency)





SYSTEM IMPACT STUDY (Rotor Angles)





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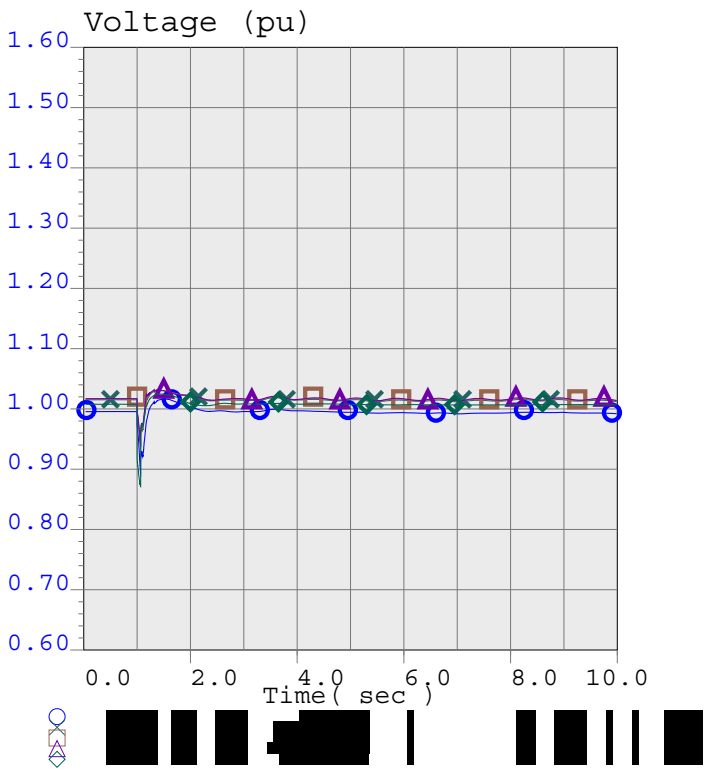

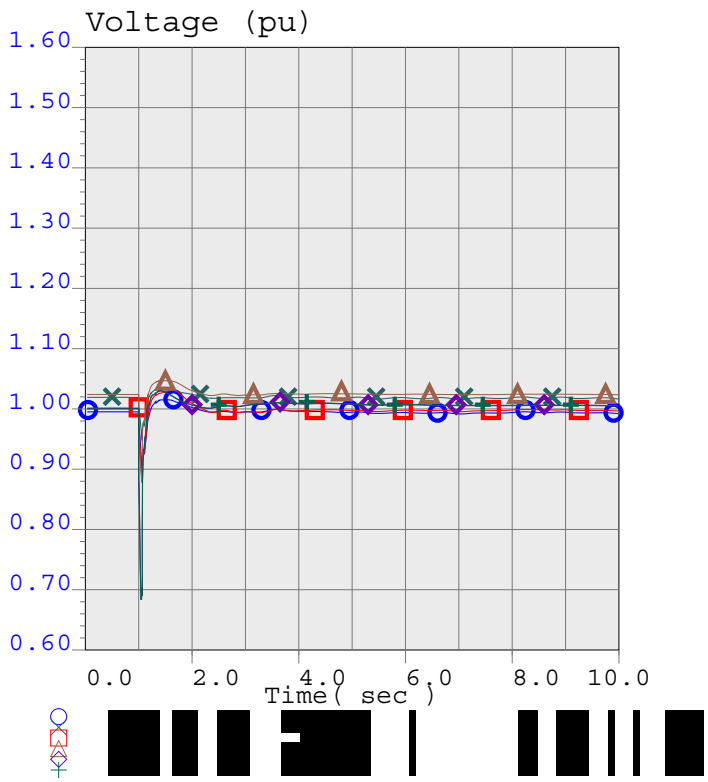

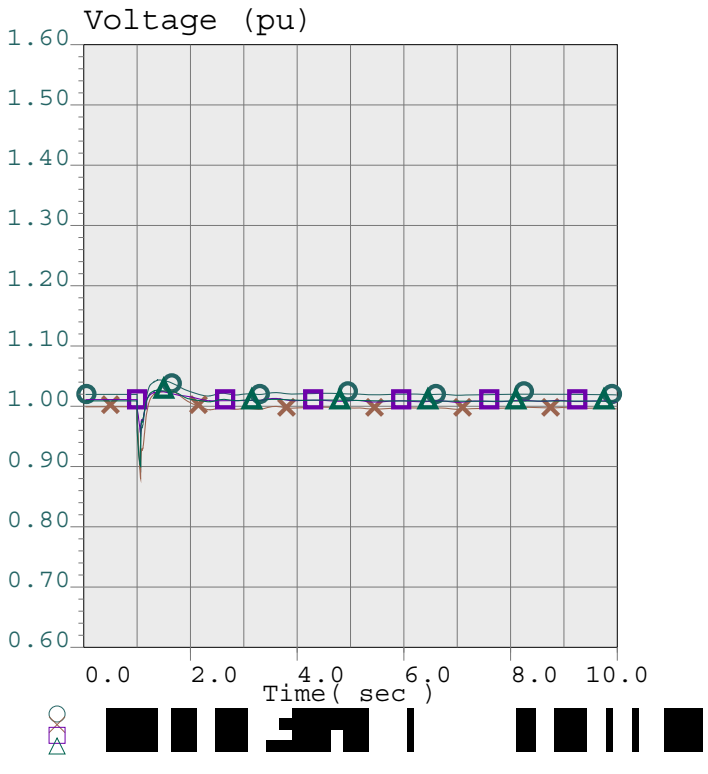

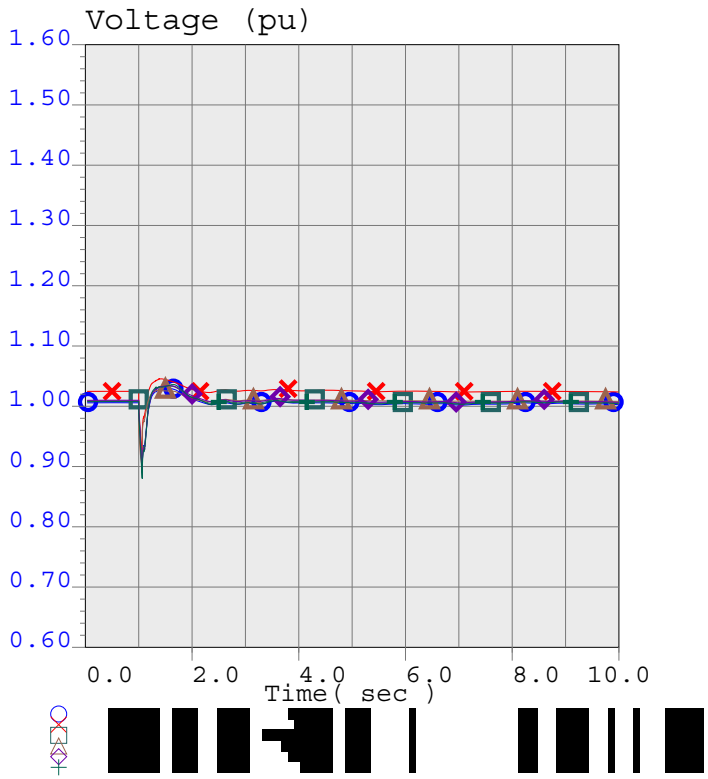

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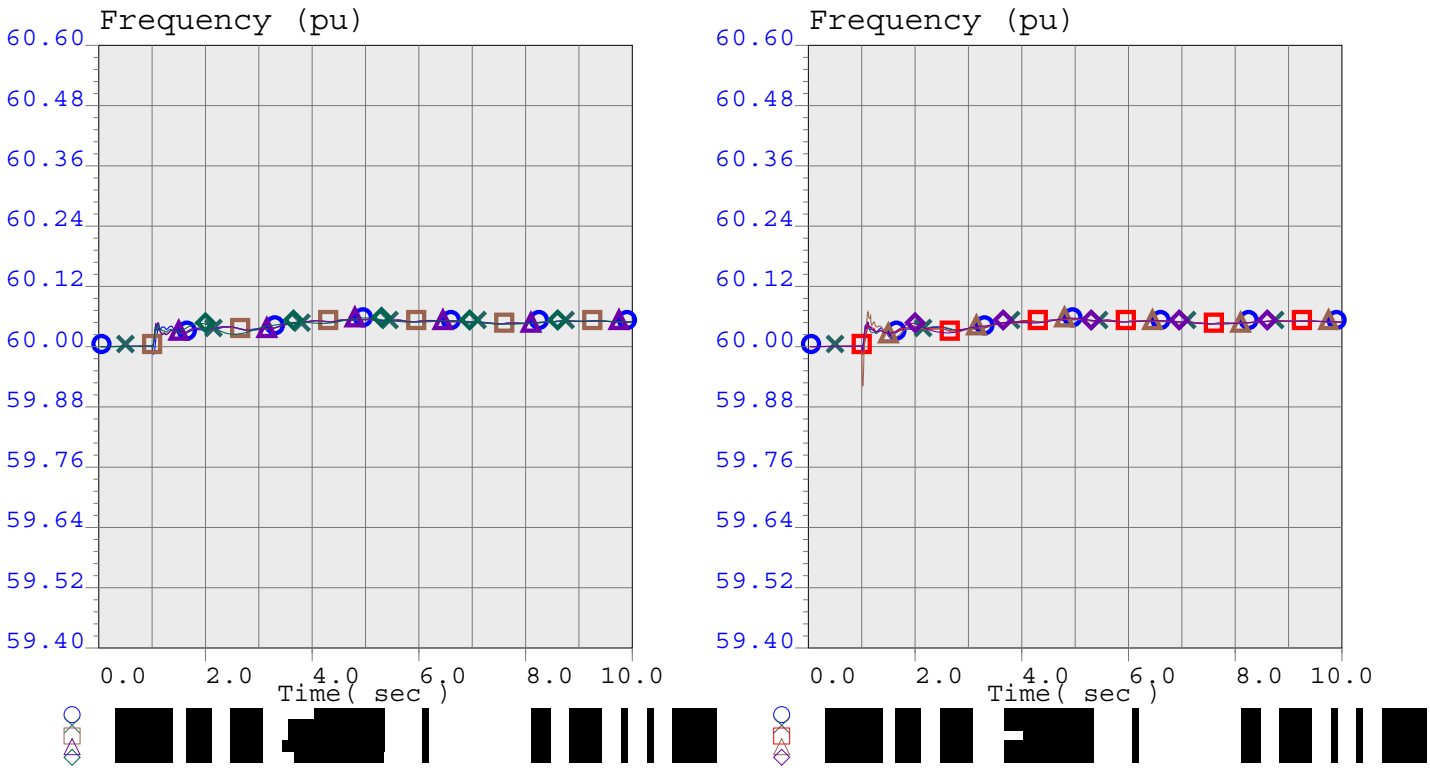
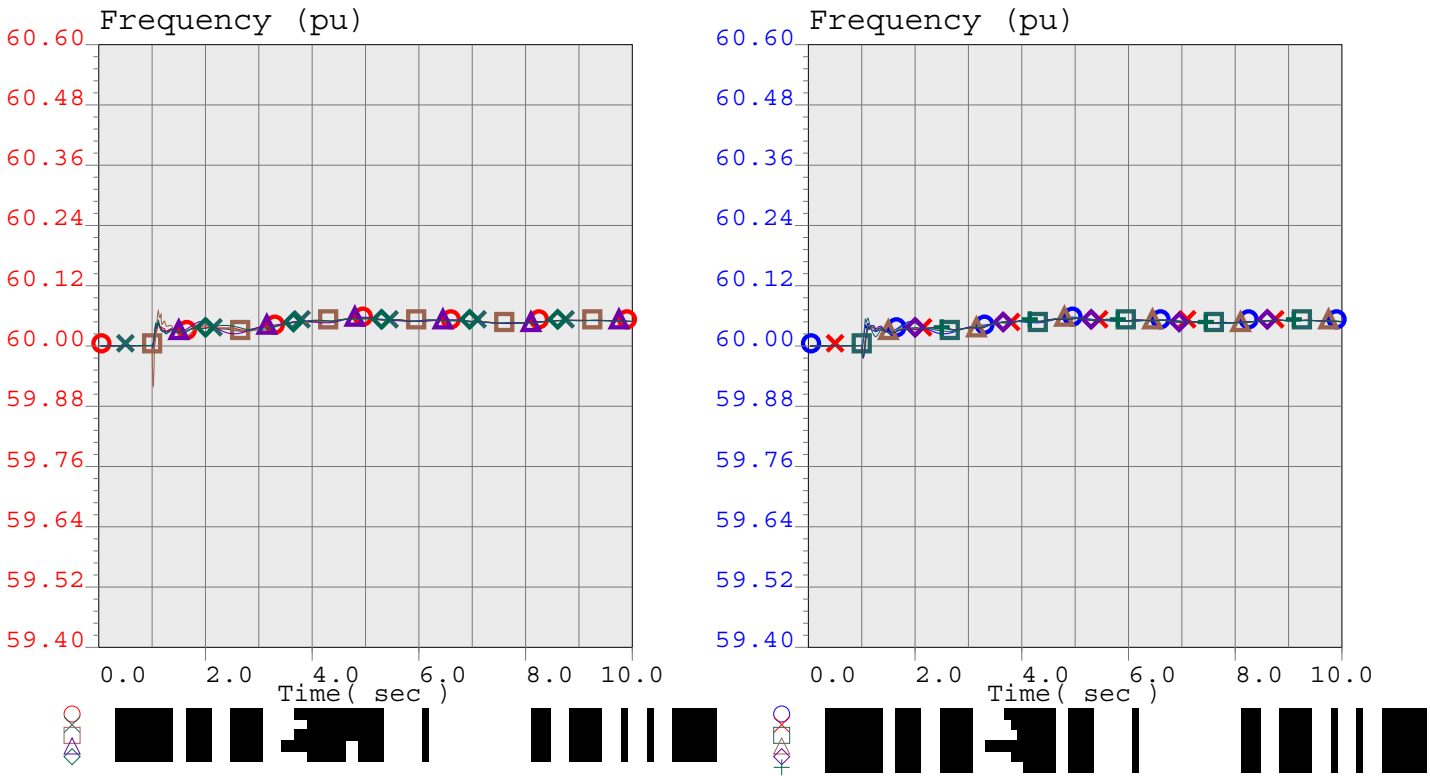
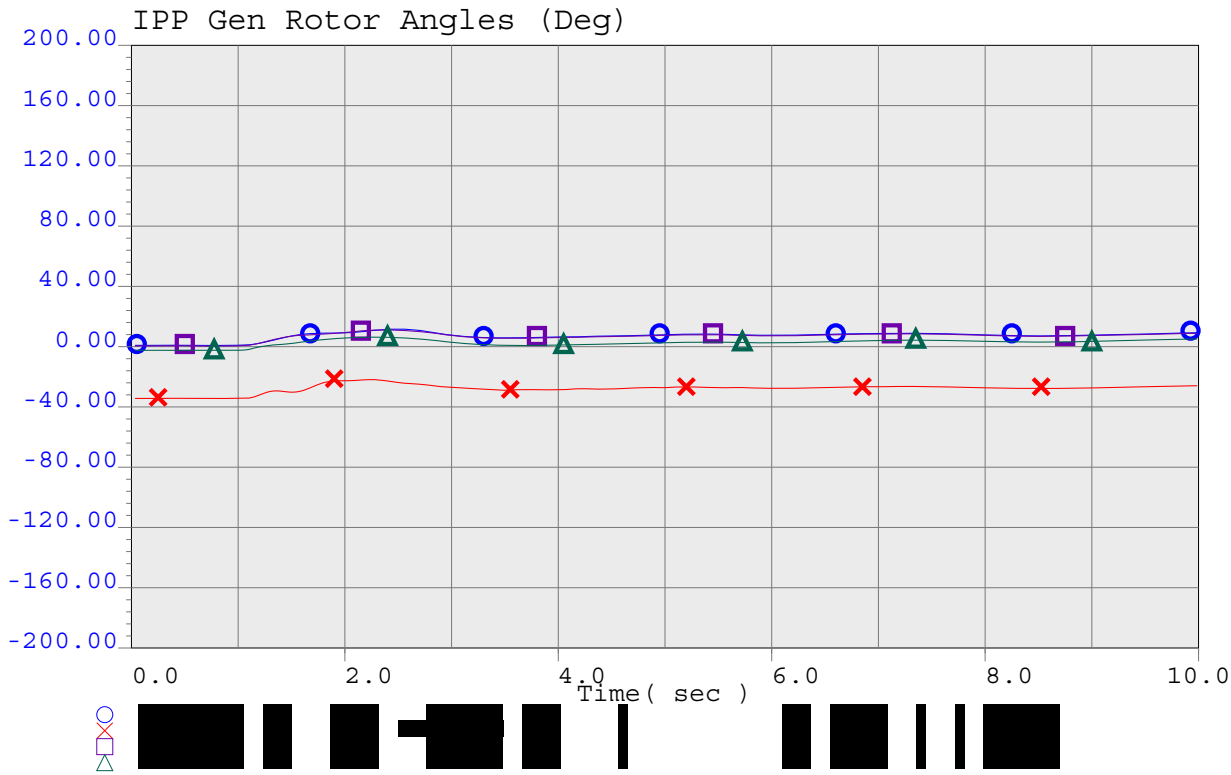
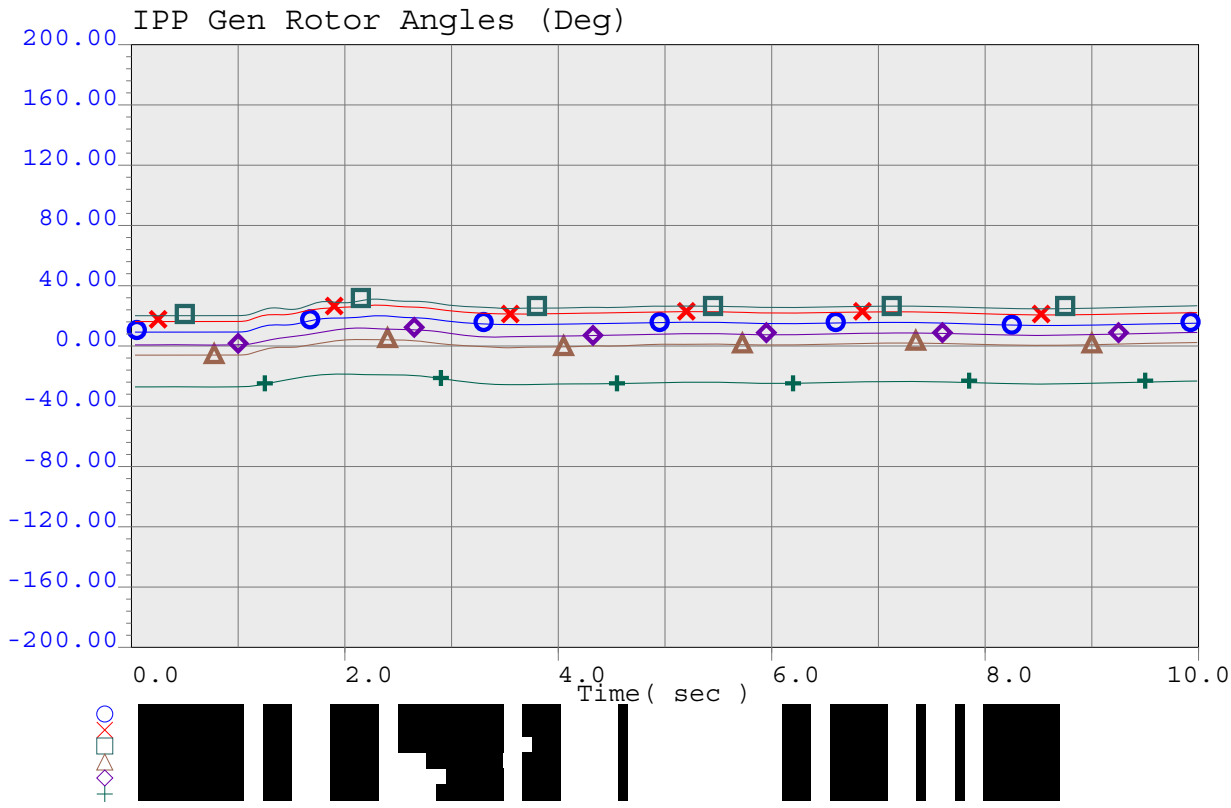
SYSTEM IMPACT STUDY (Frequency)



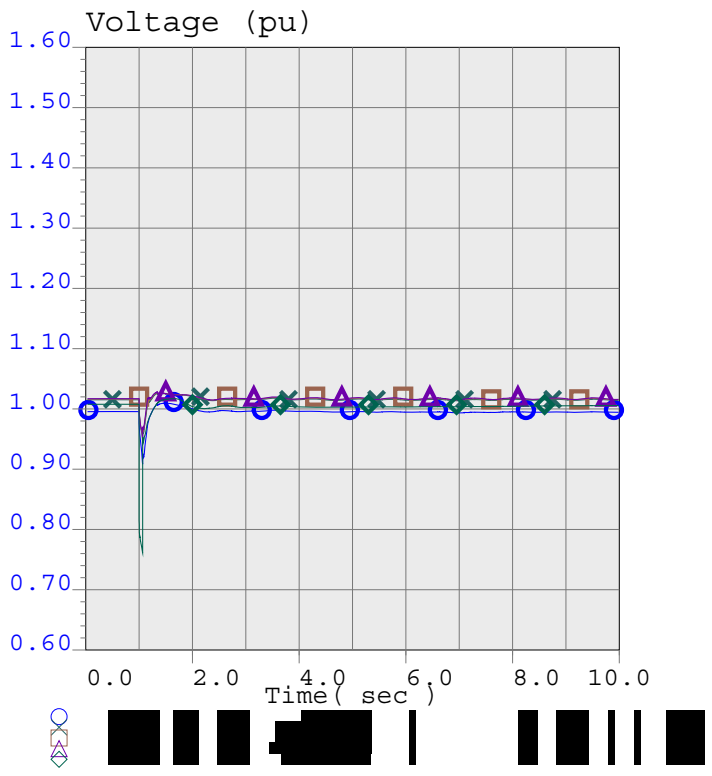


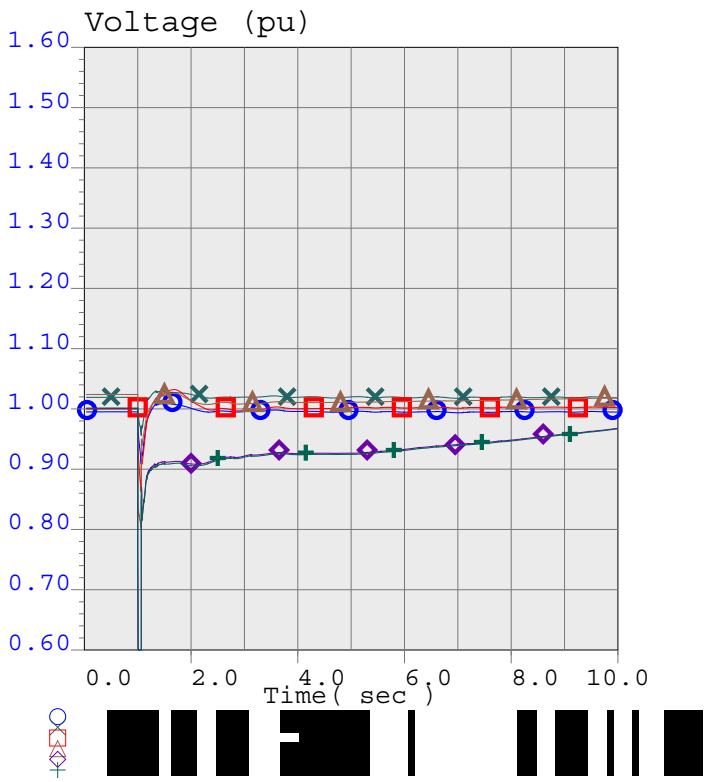
SYSTEM IMPACT STUDY (Rotor Angles)

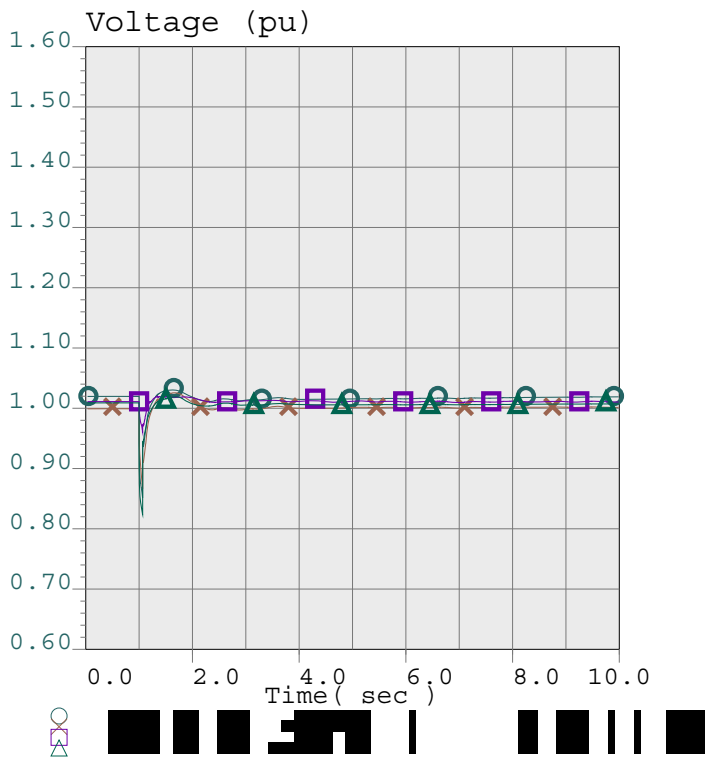


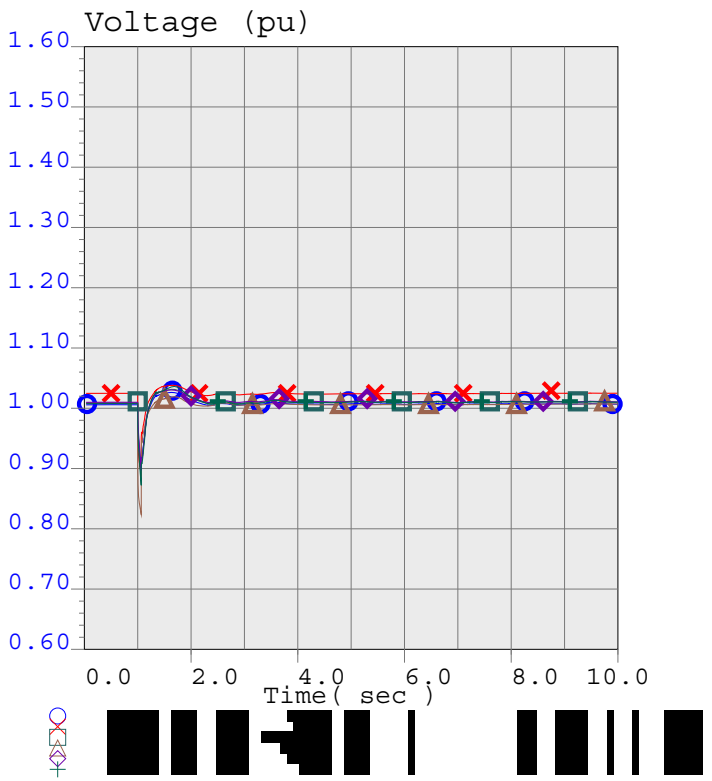


SYSTEM IMPACT STUDY (Voltage)









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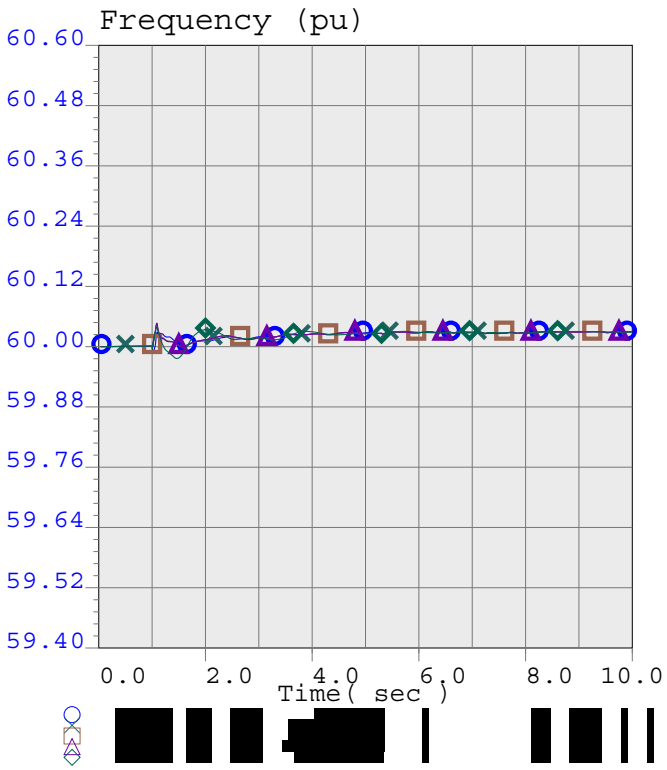
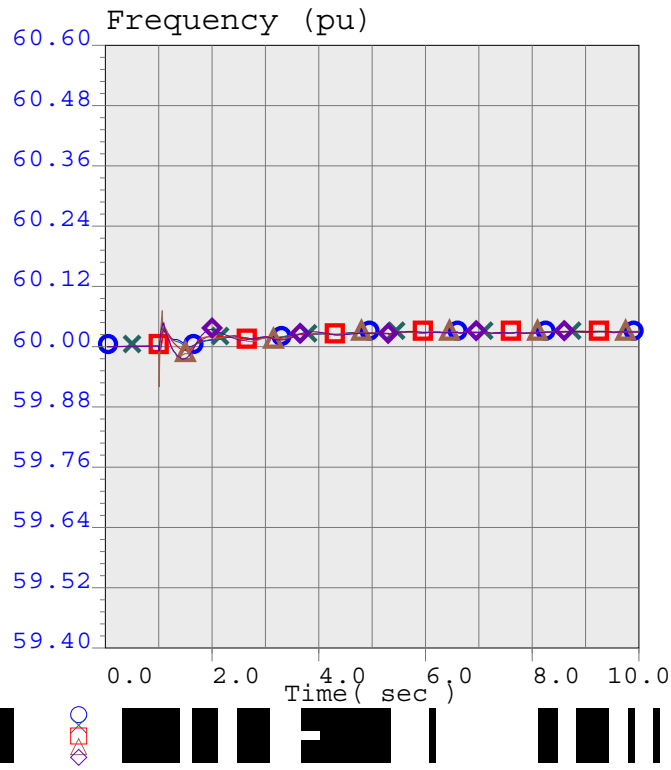
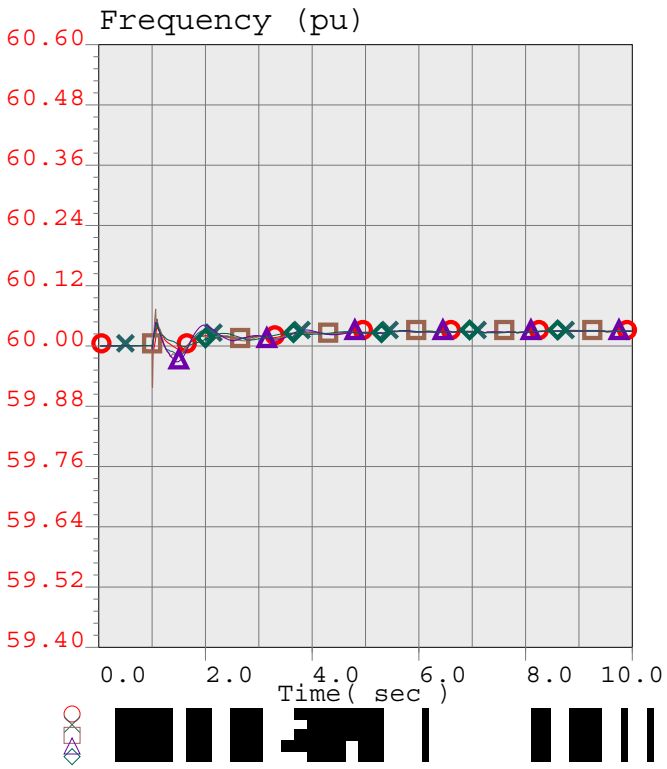
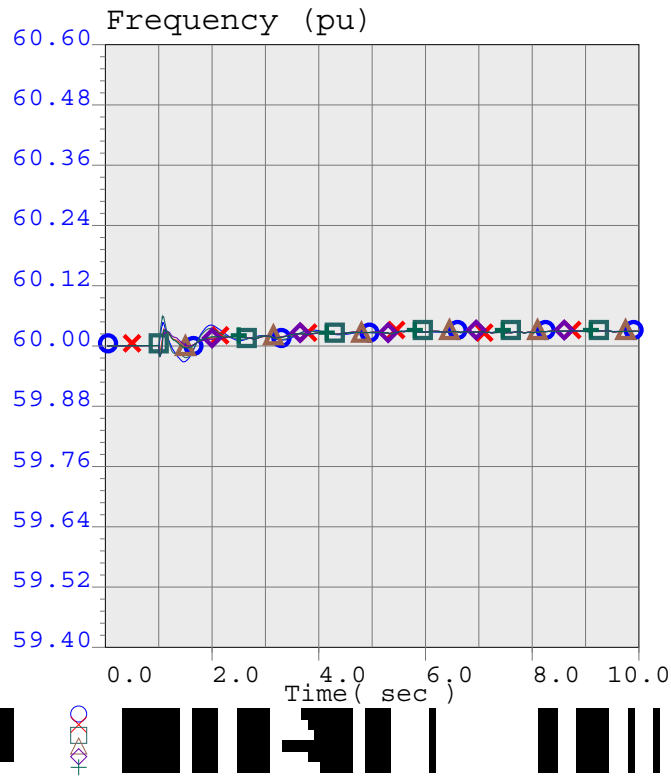
SYSTEM IMPACT STUDY (Frequency)

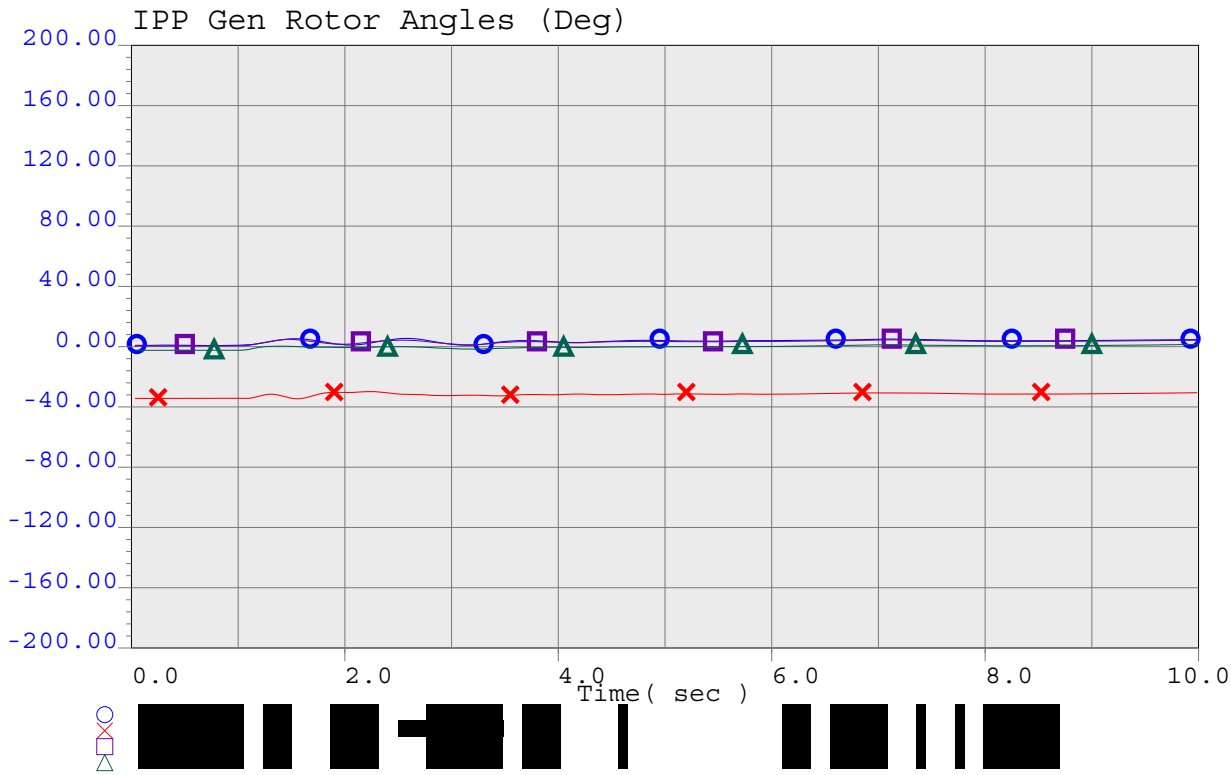


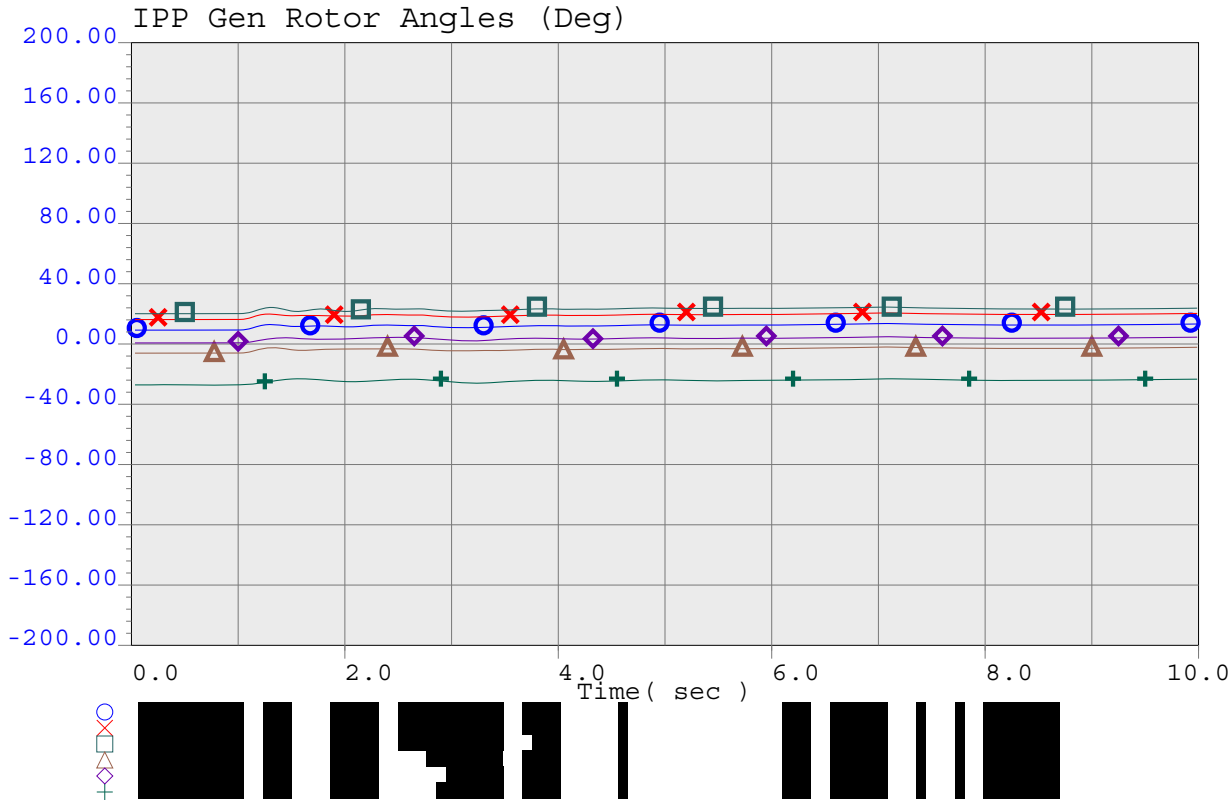




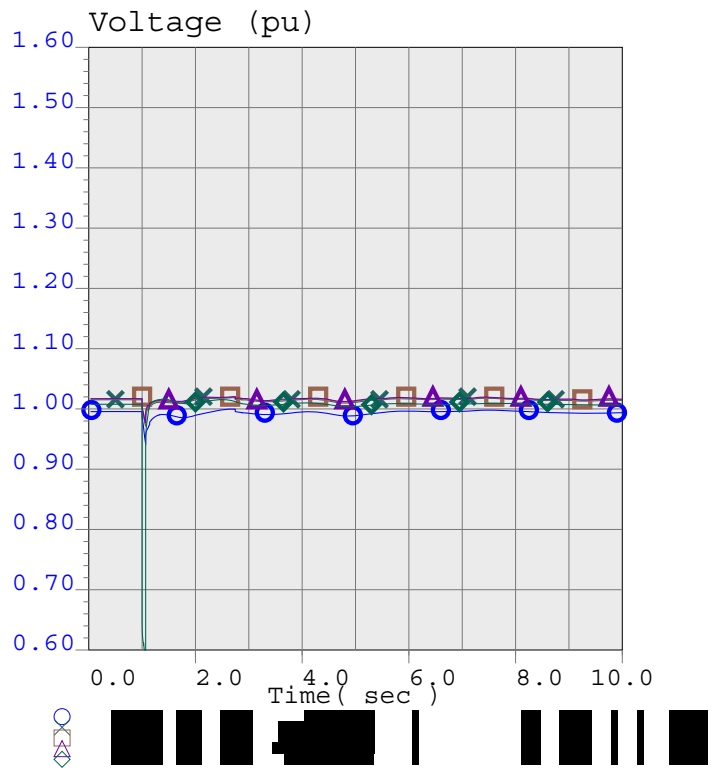


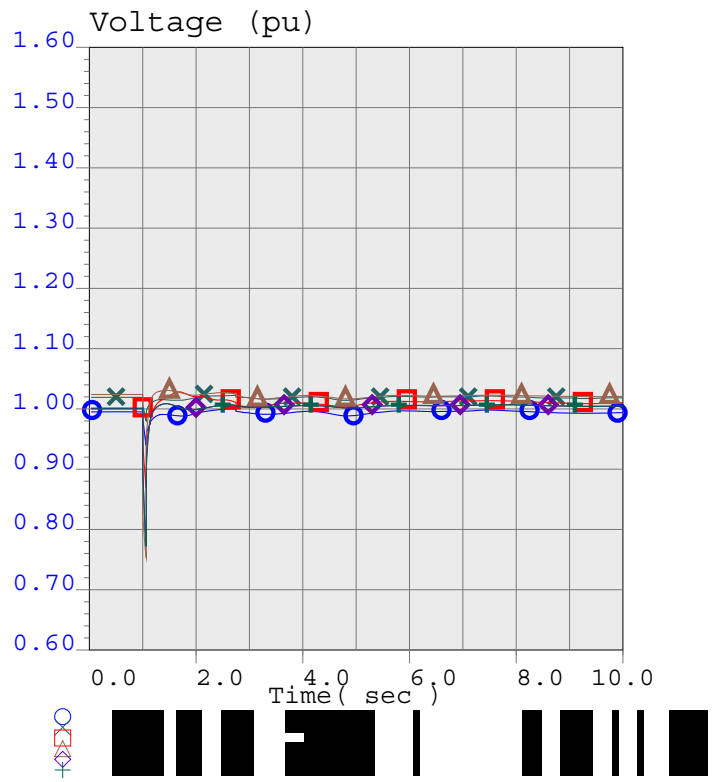
SYSTEM IMPACT STUDY (Rotor Angles)

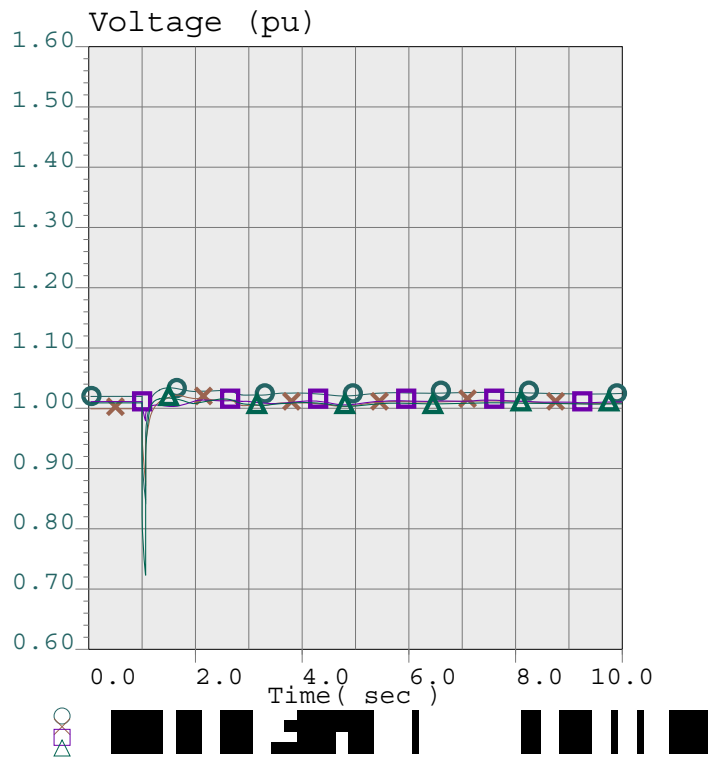


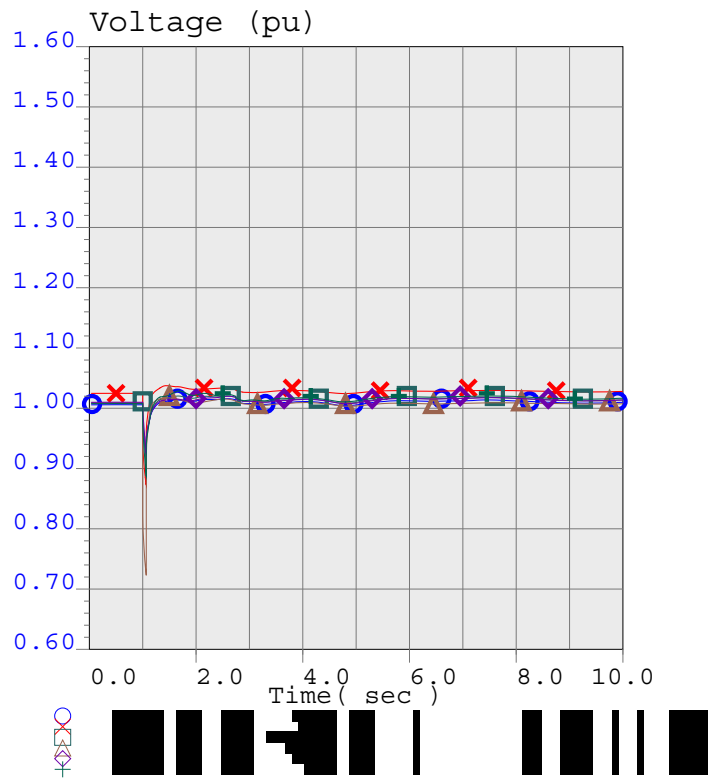


SYSTEM IMPACT STUDY (Voltage)









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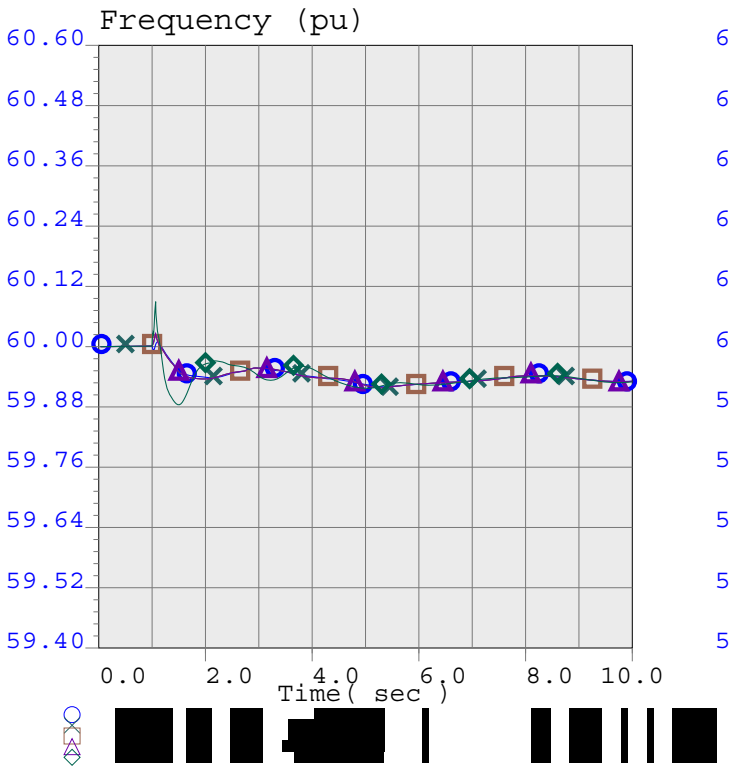
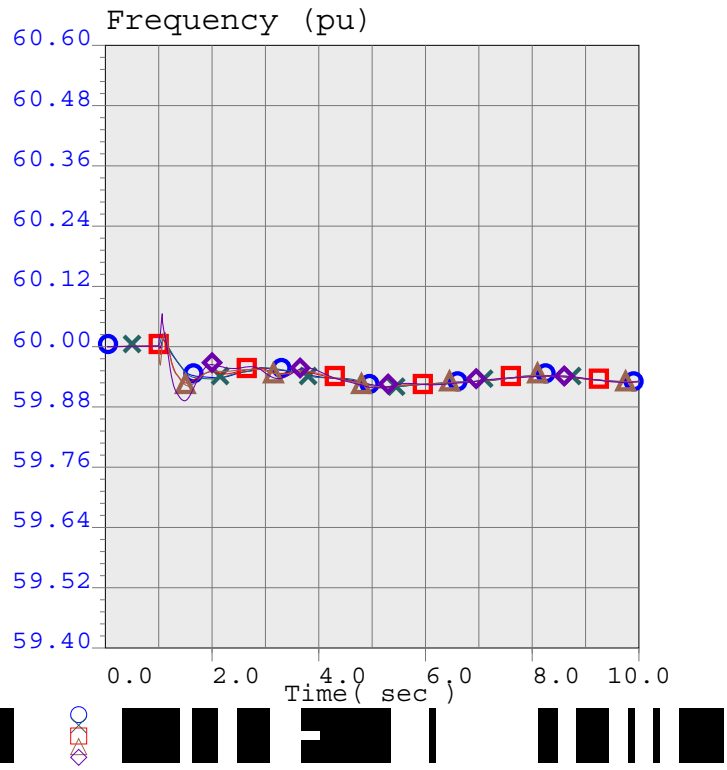
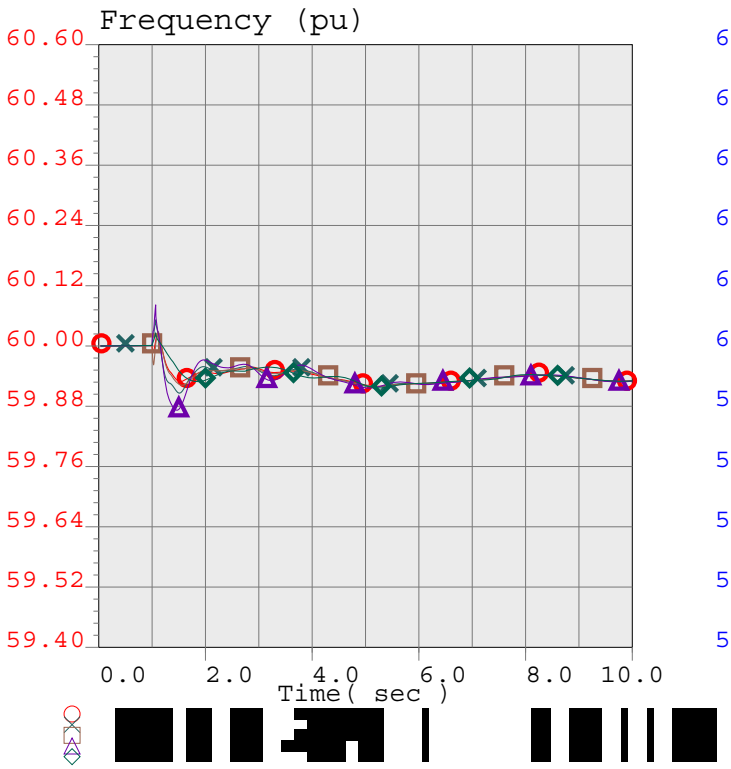
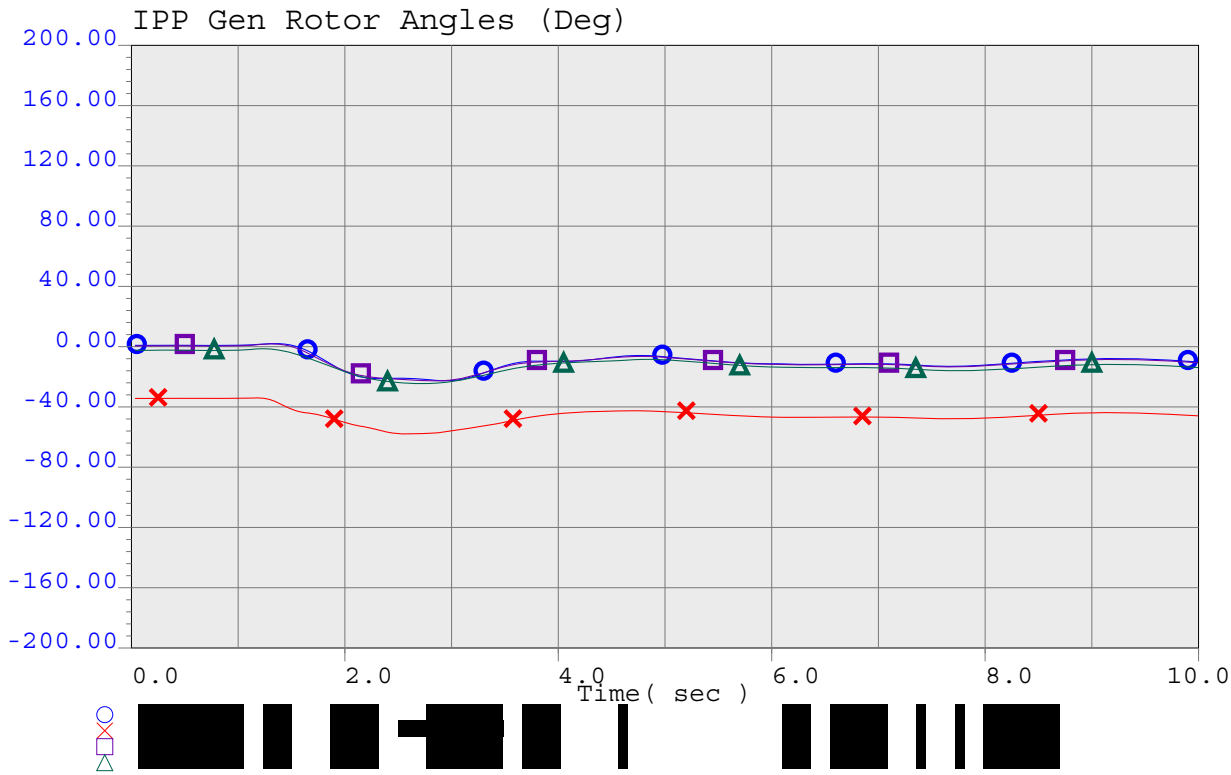
SYSTEM IMPACT STUDY (Frequency)

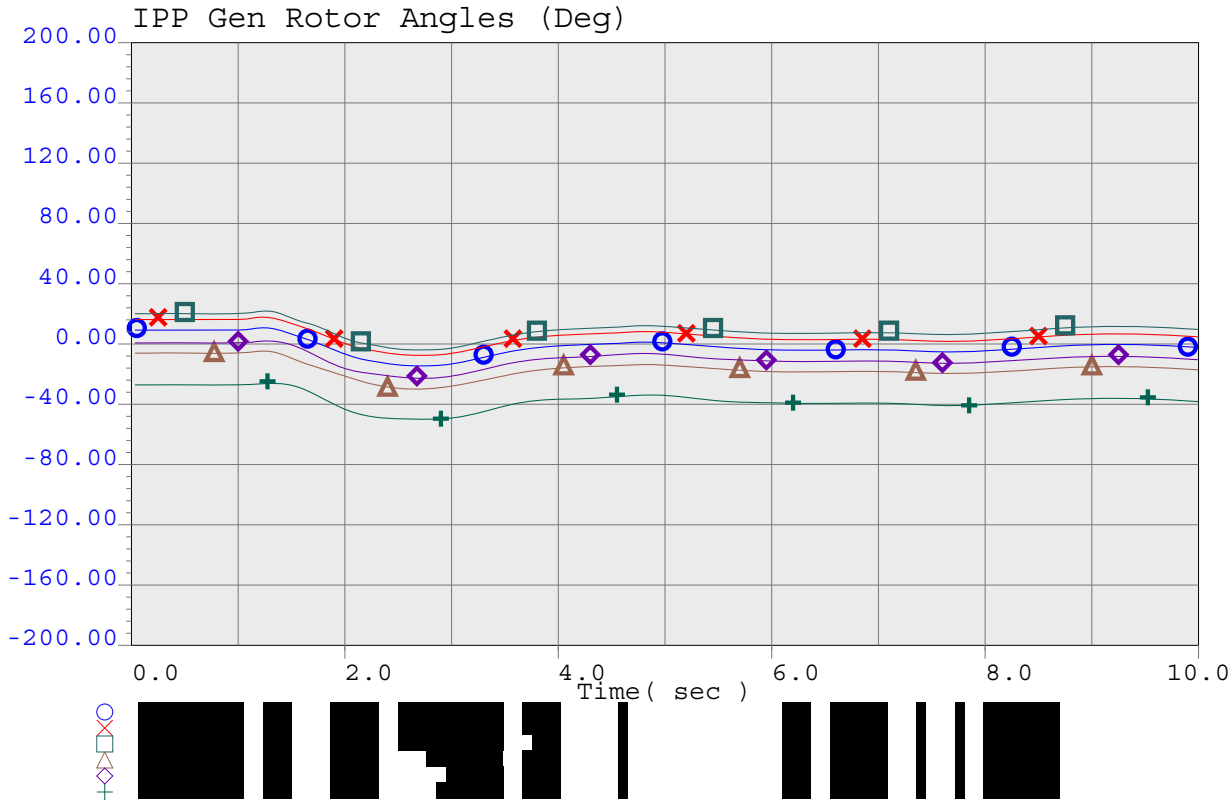




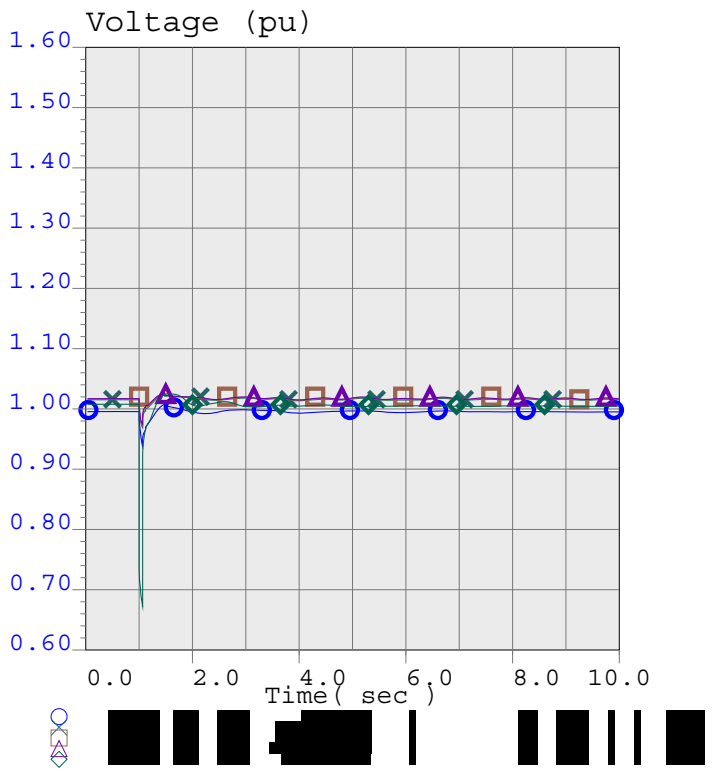


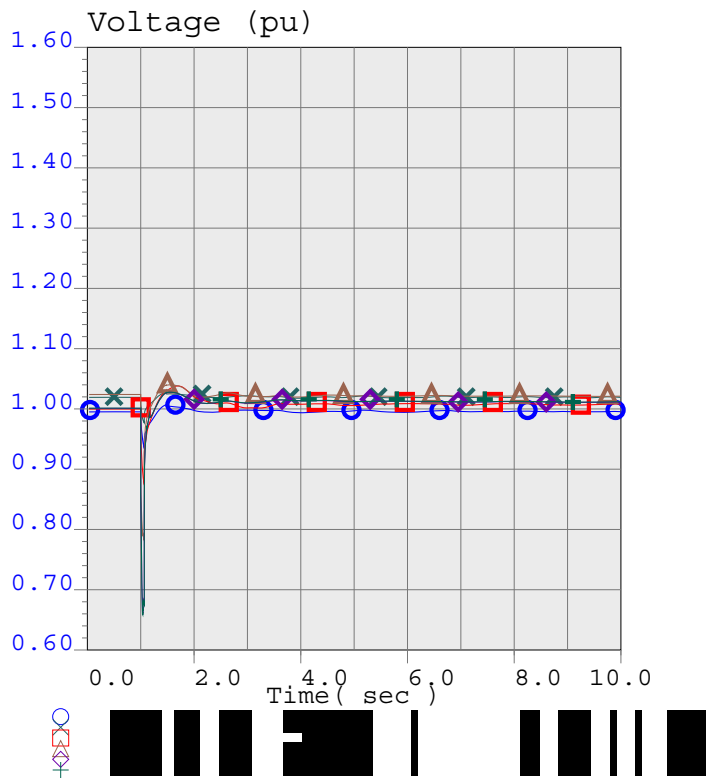
SYSTEM IMPACT STUDY (Rotor Angles)

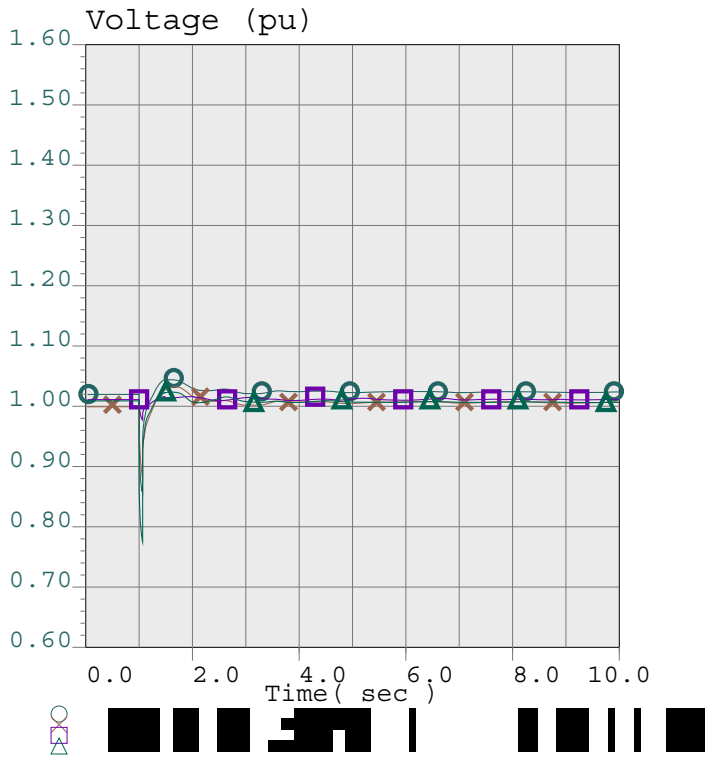


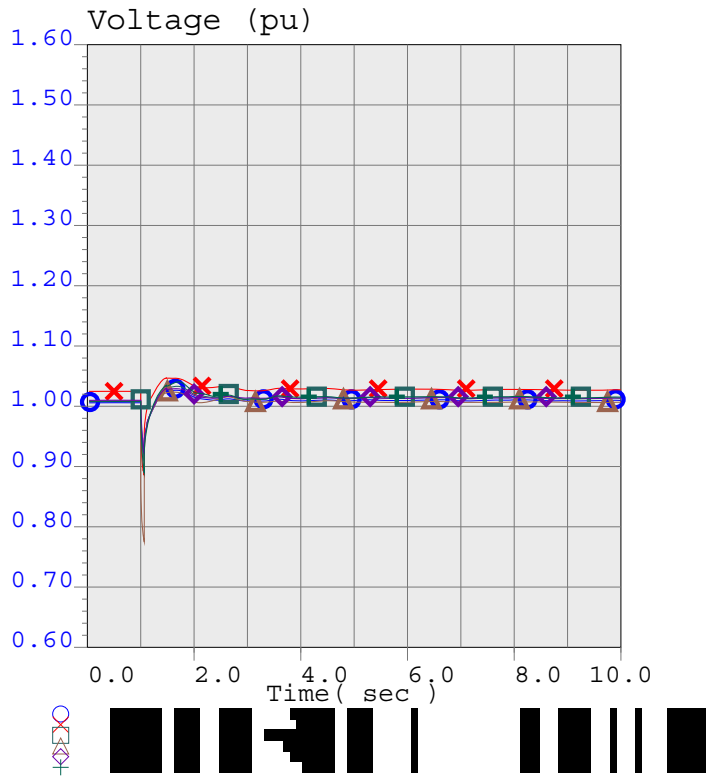


SYSTEM IMPACT STUDY (Voltage)









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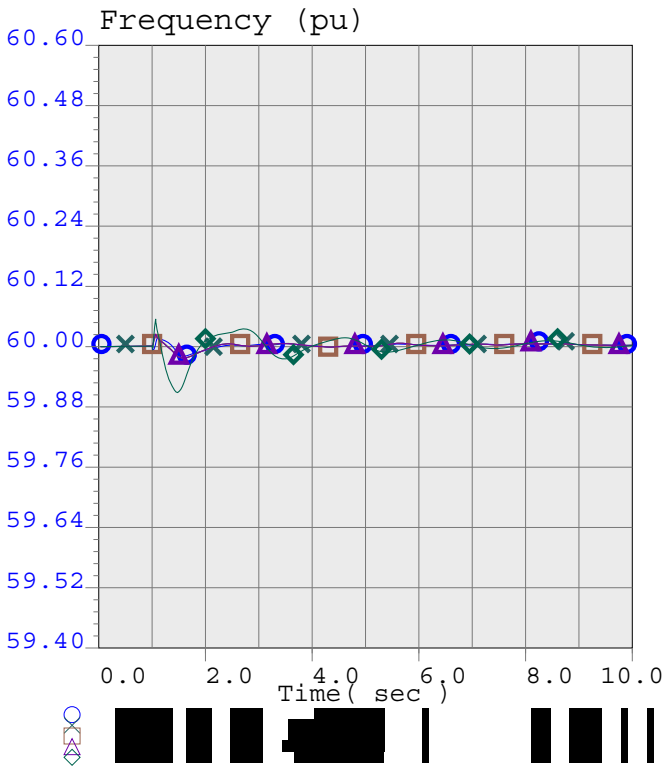
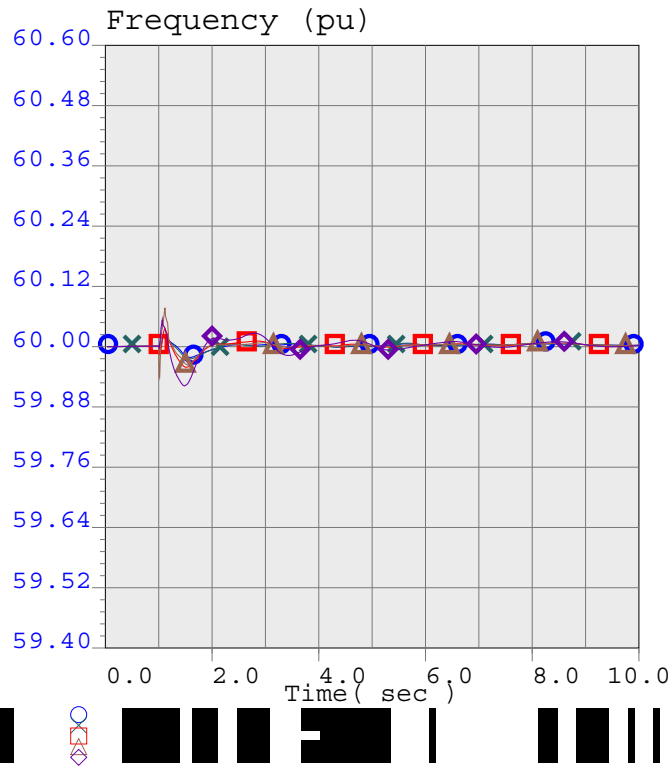
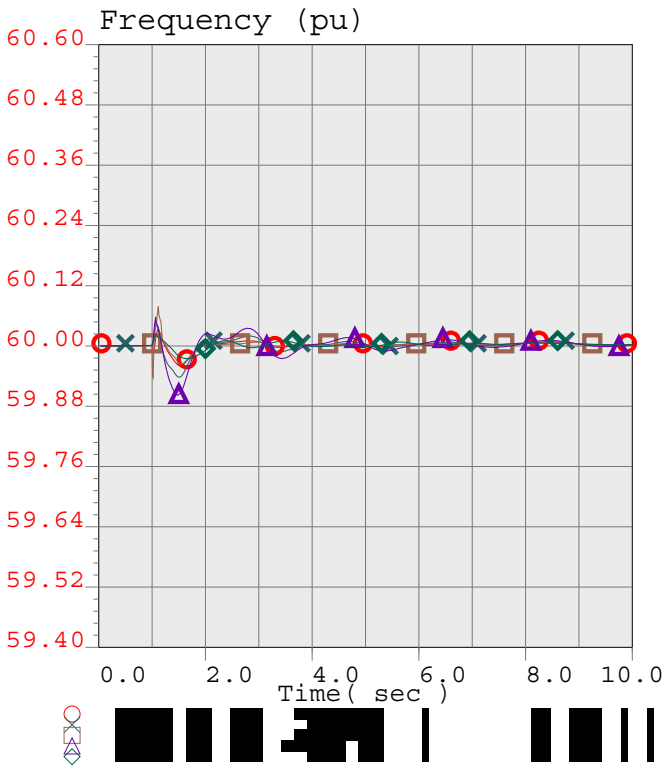
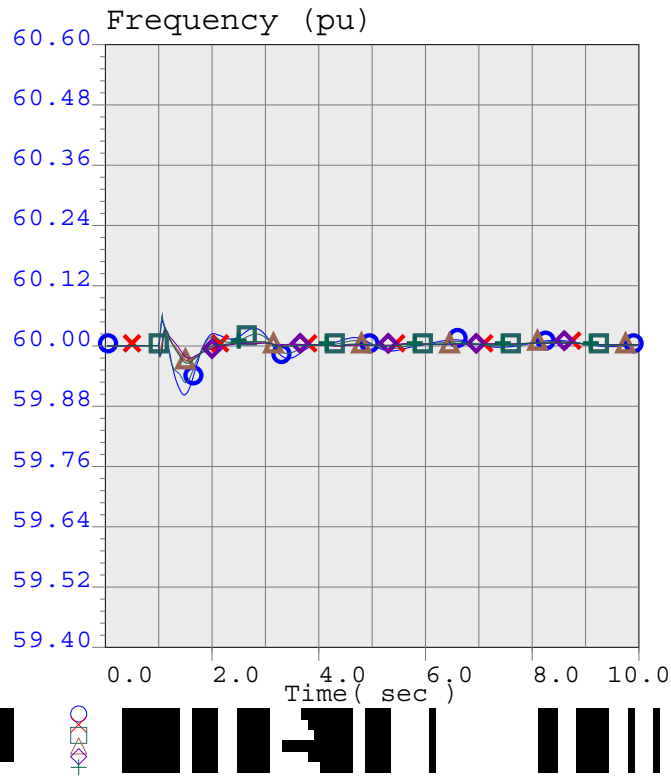
SYSTEM IMPACT STUDY (Frequency)

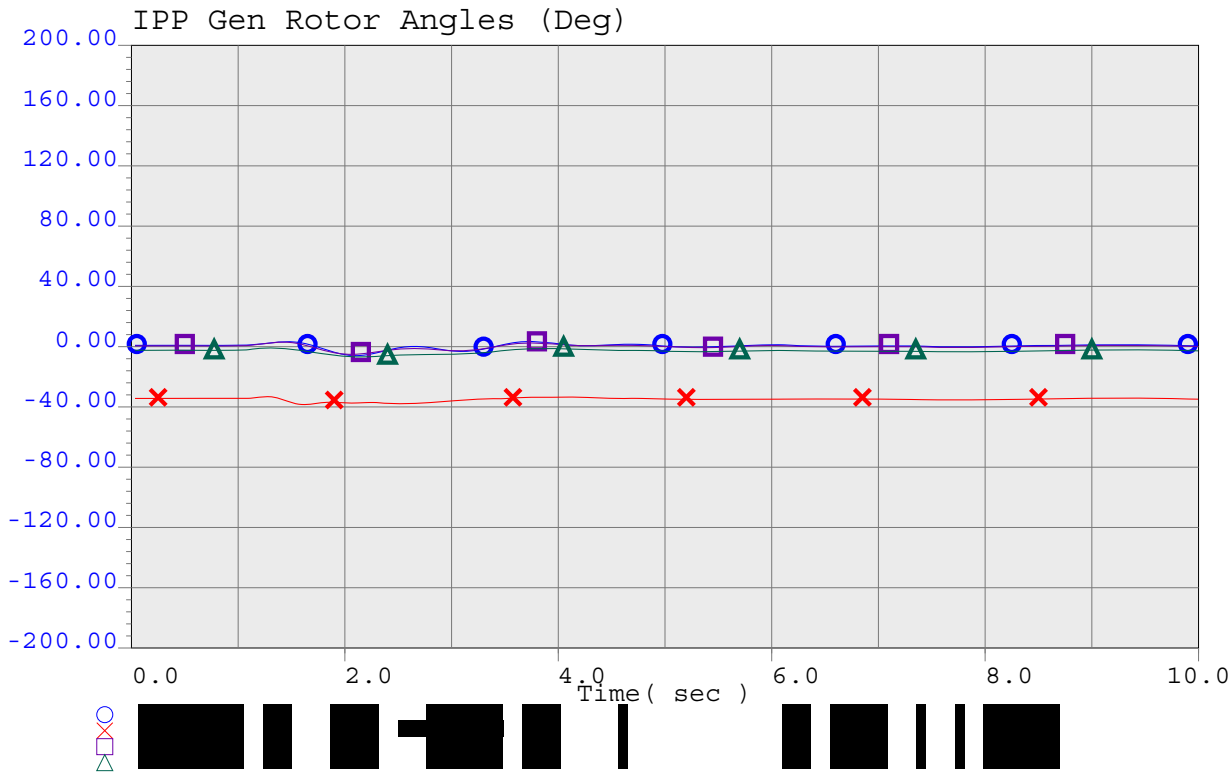


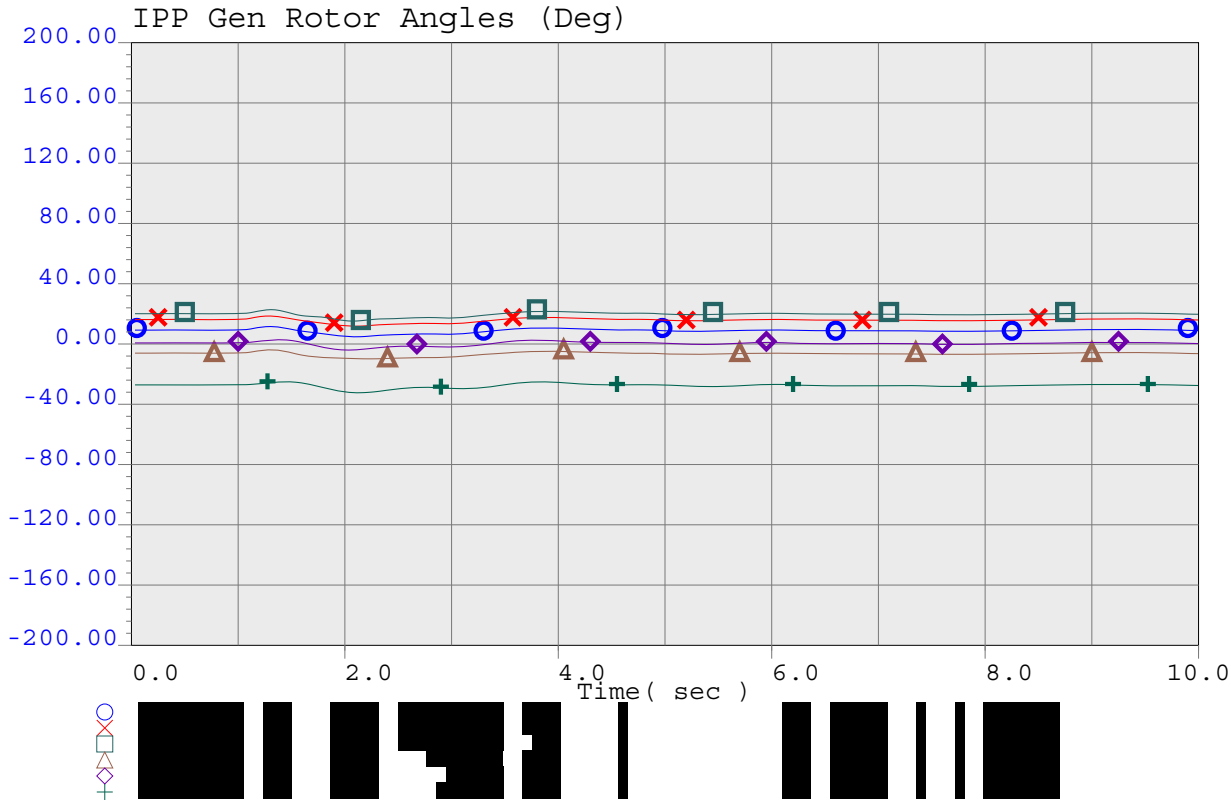




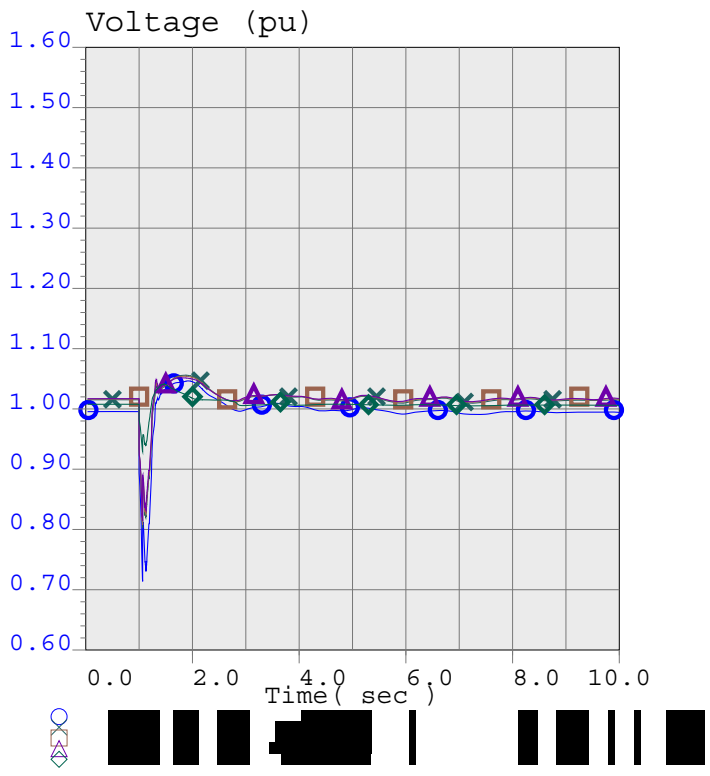


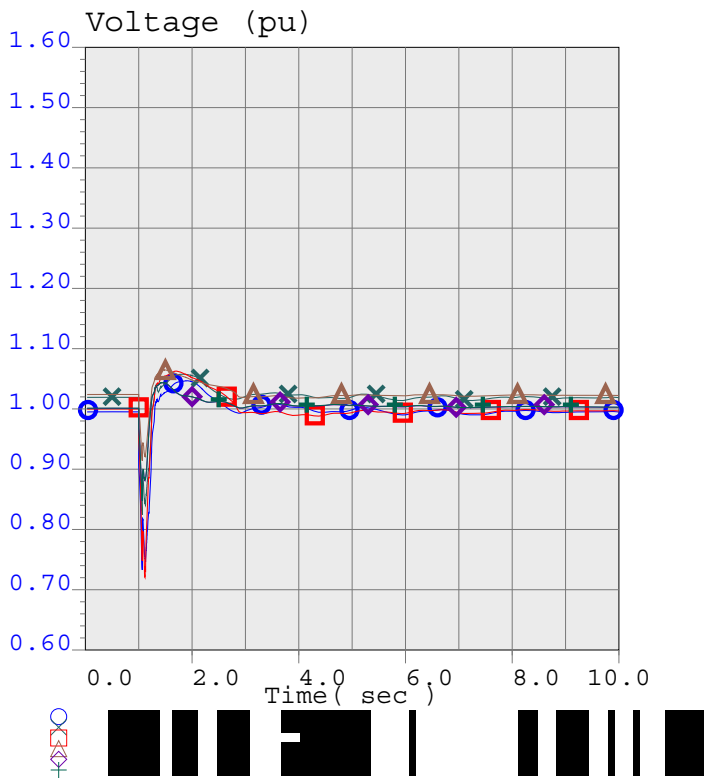
SYSTEM IMPACT STUDY (Rotor Angles)

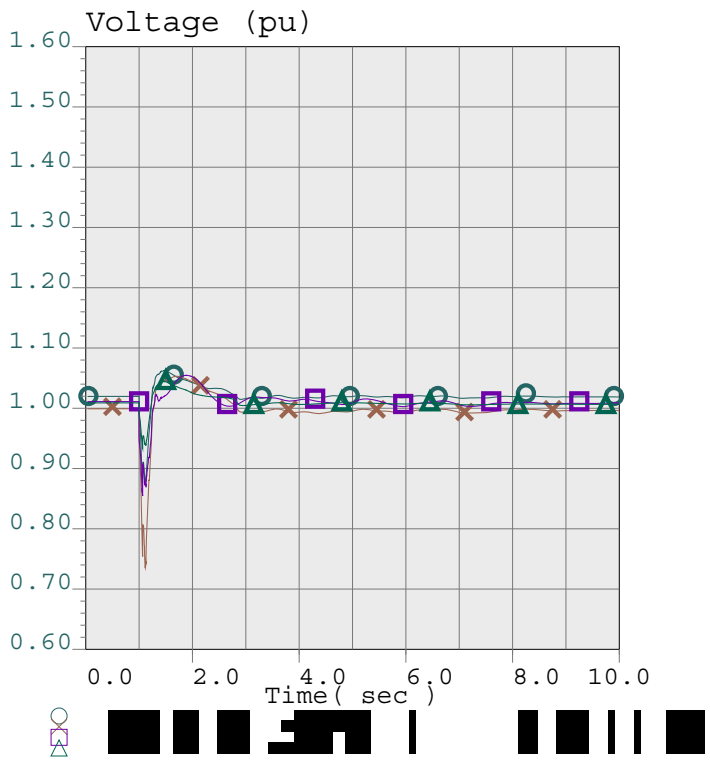


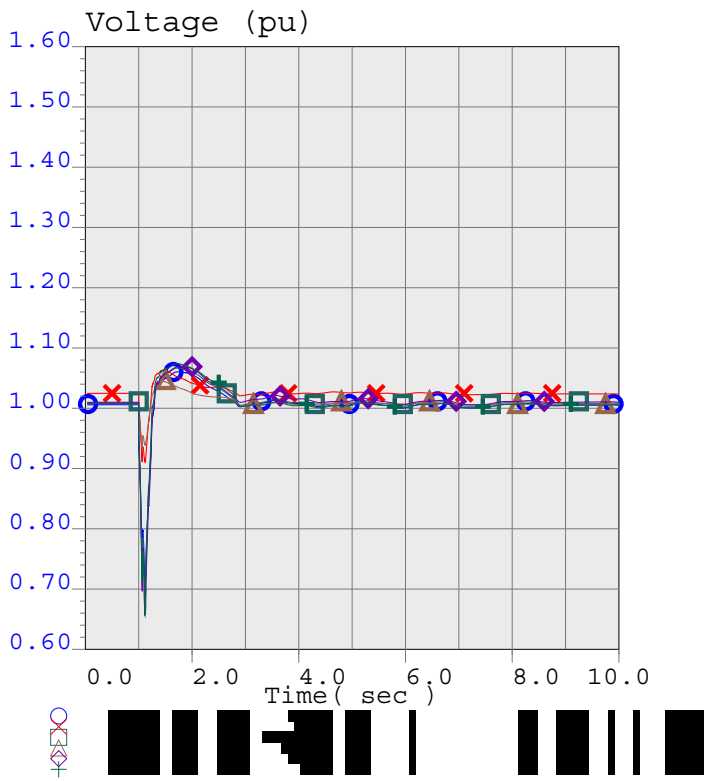


SYSTEM IMPACT STUDY (Voltage)









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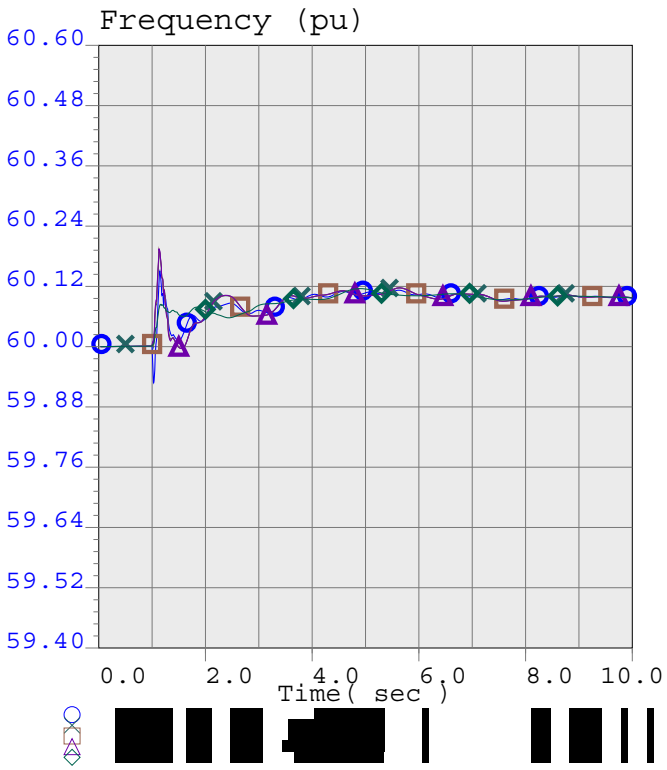
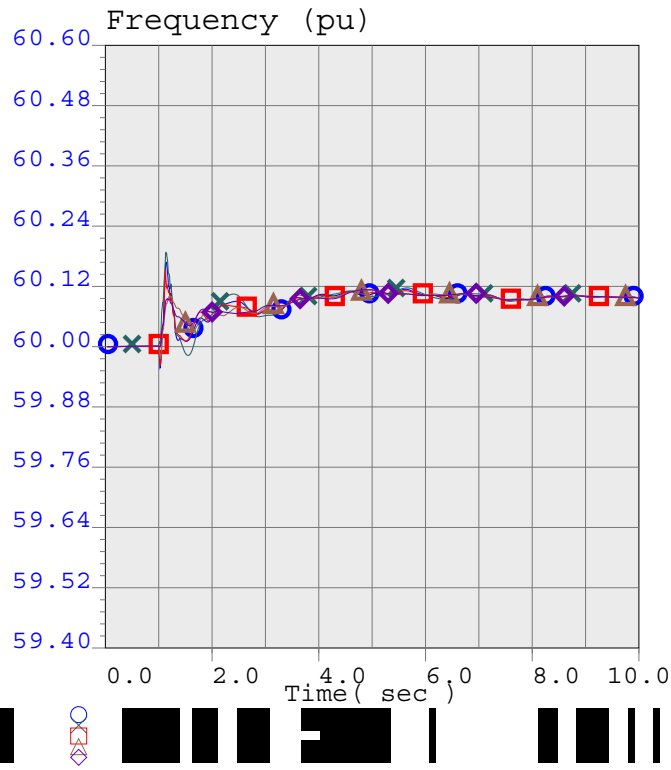
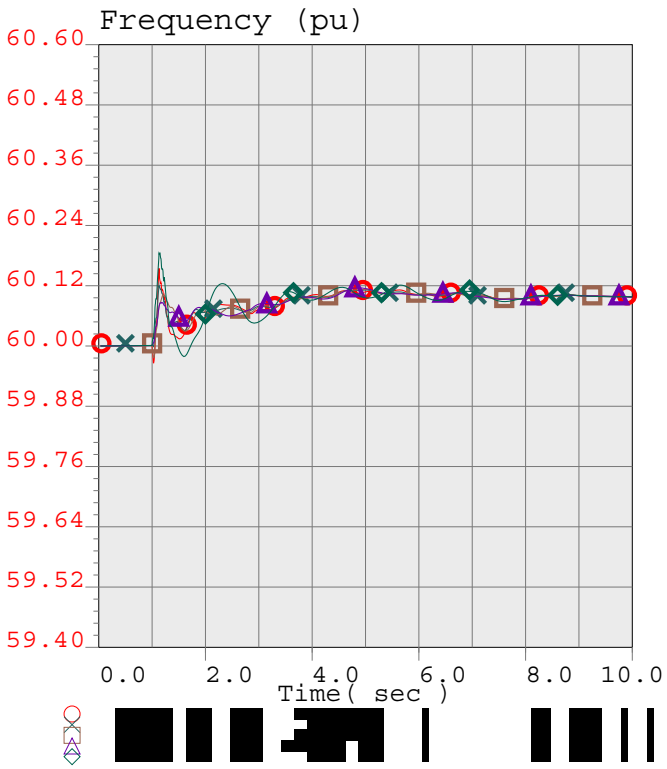
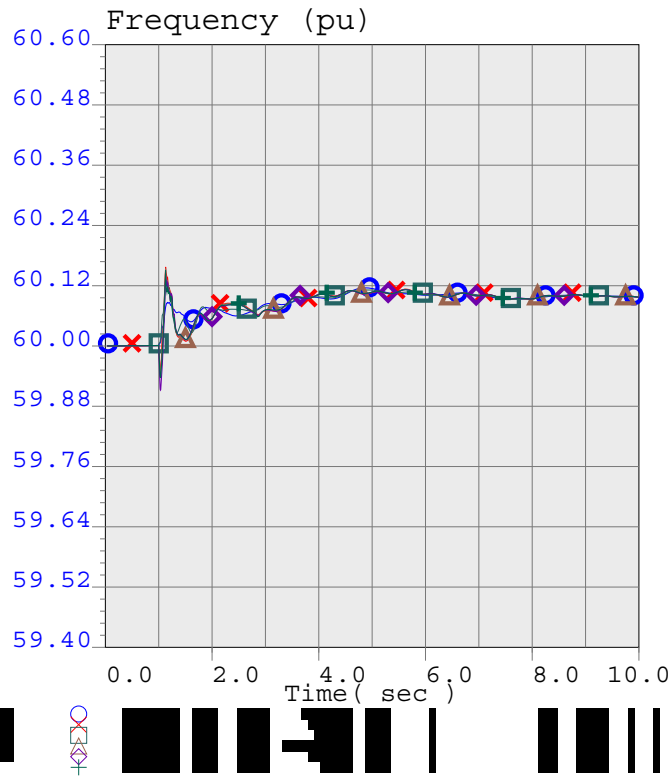
SYSTEM IMPACT STUDY (Frequency)

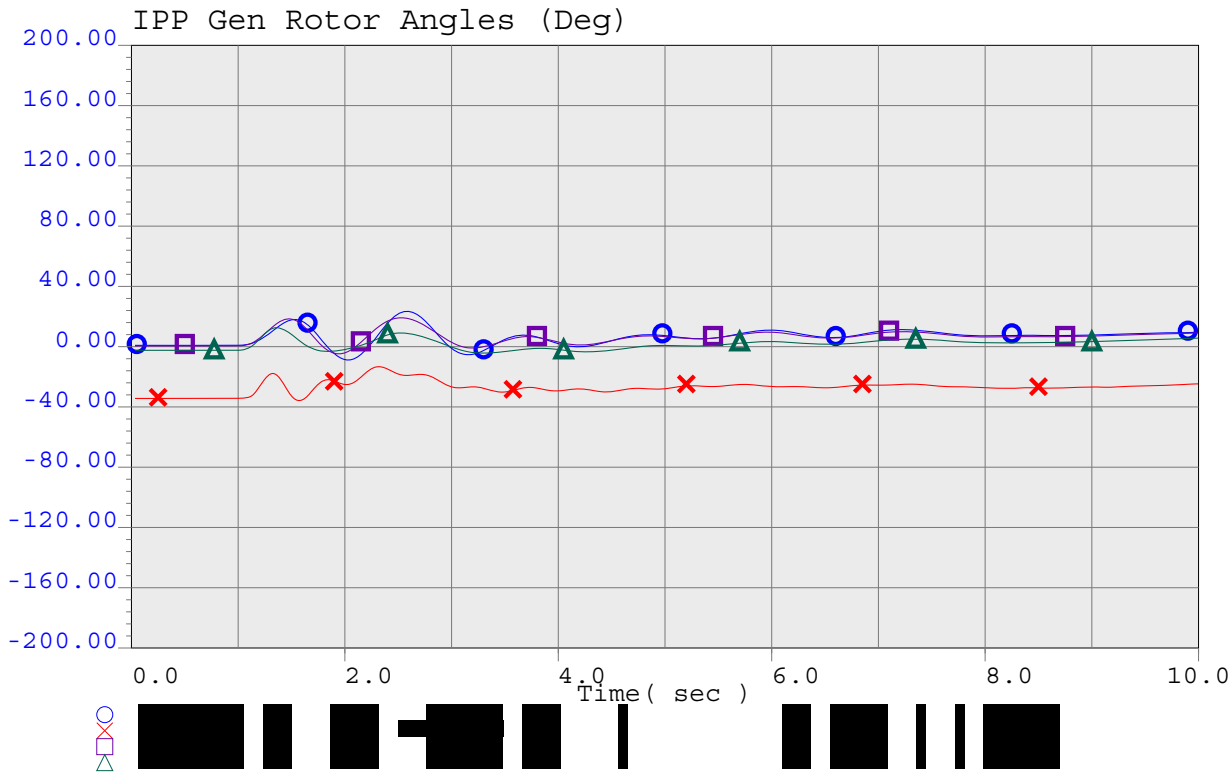


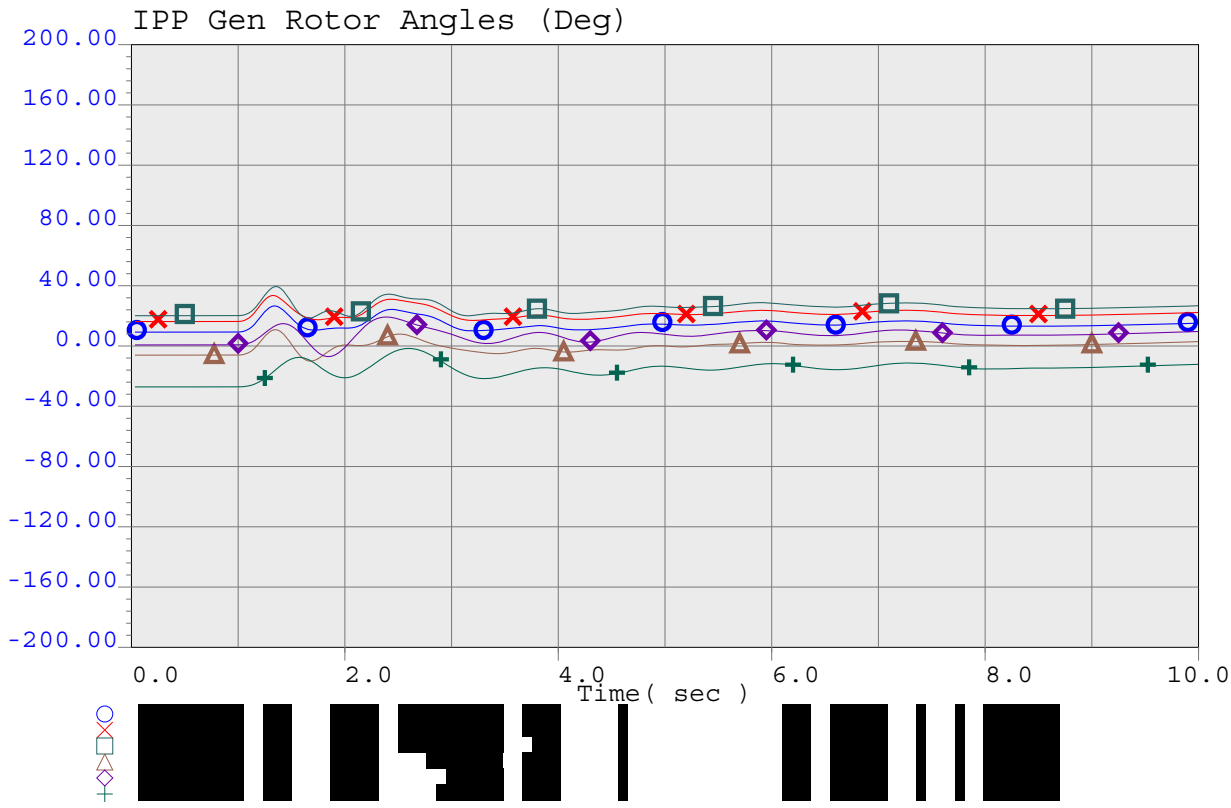




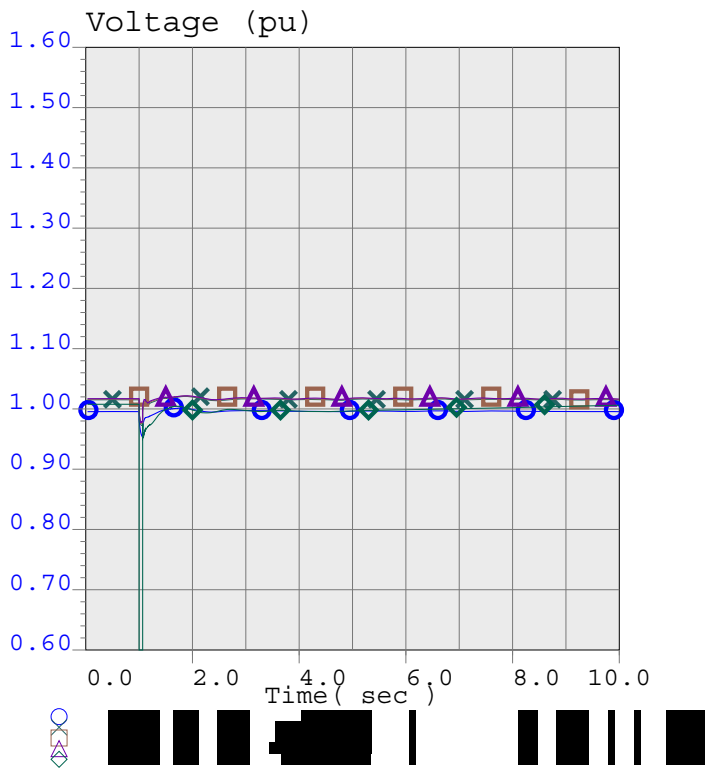


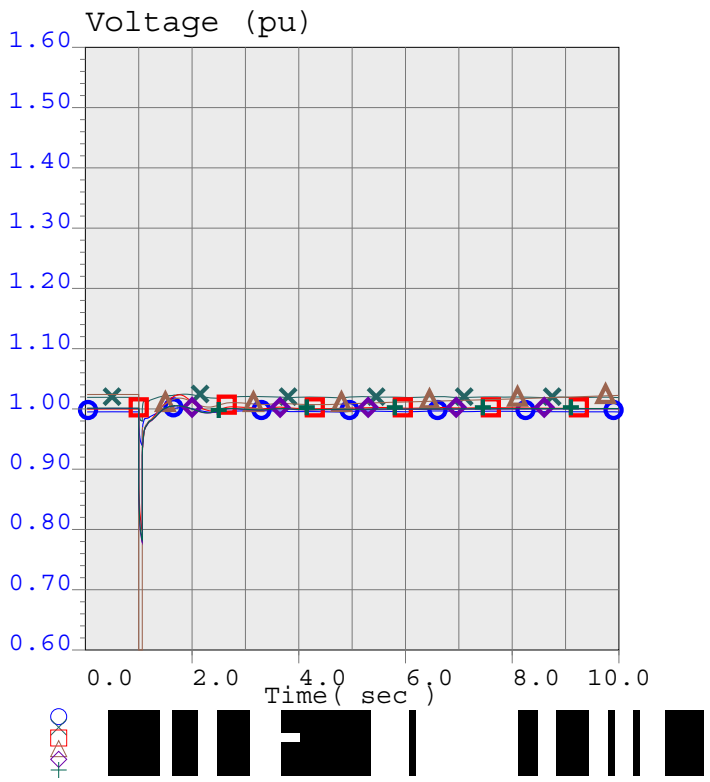
SYSTEM IMPACT STUDY (Rotor Angles)

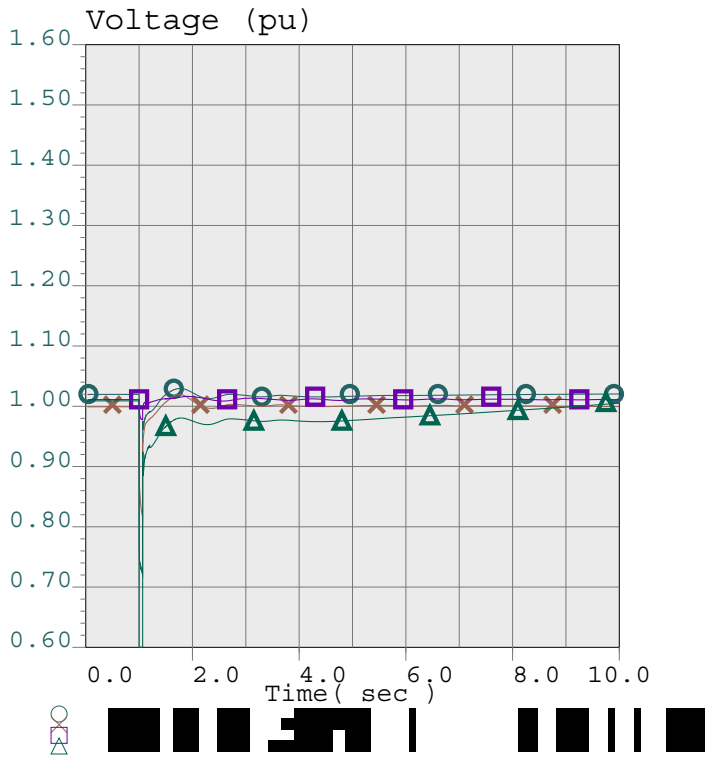


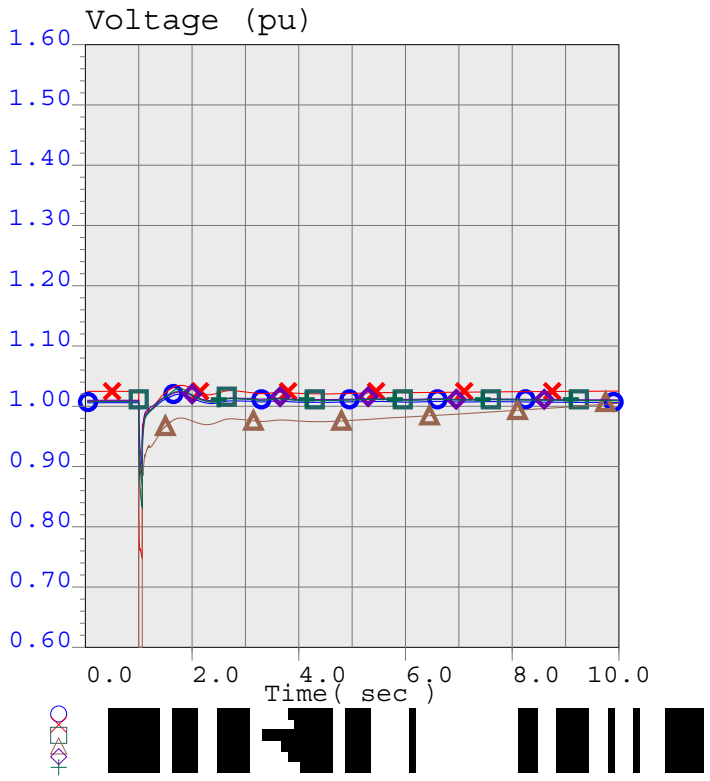


SYSTEM IMPACT STUDY (Voltage)









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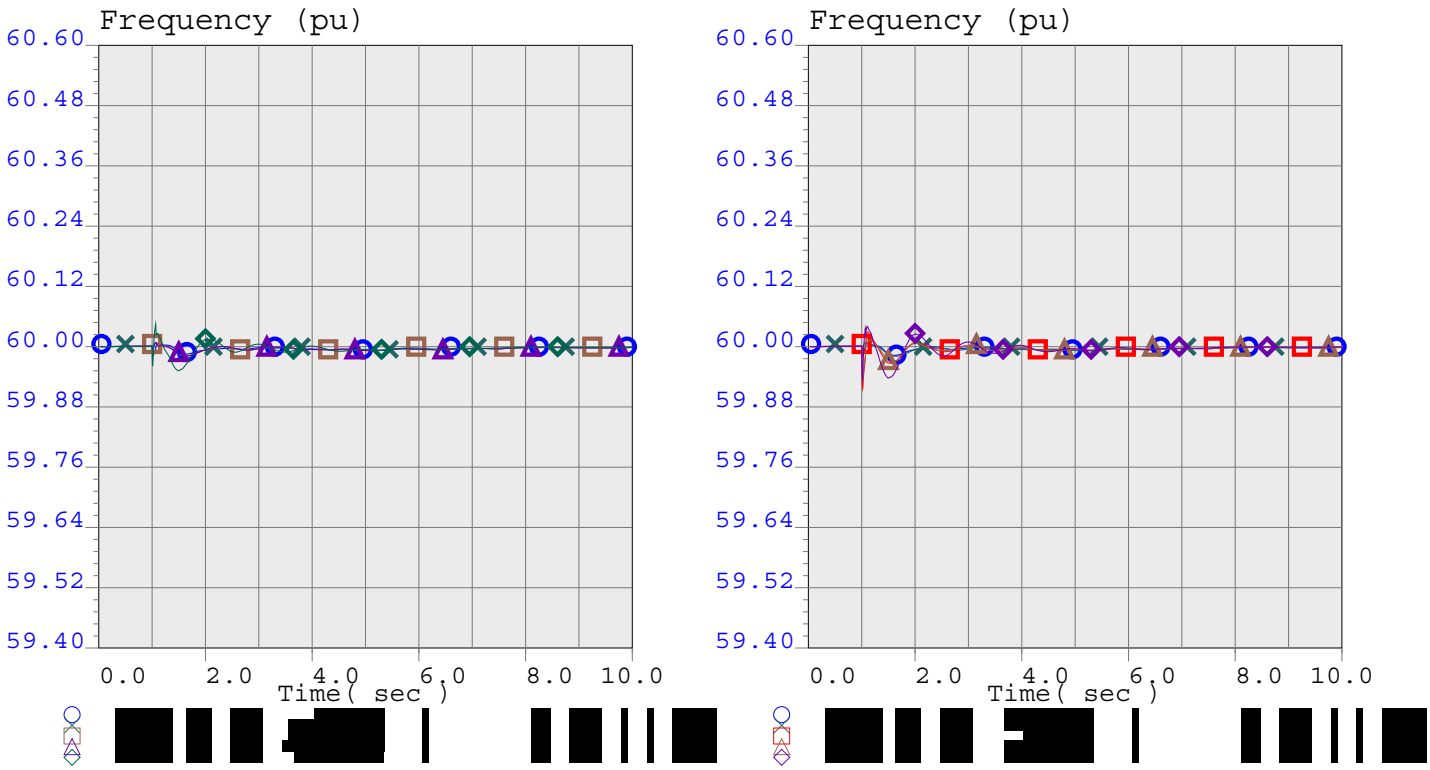
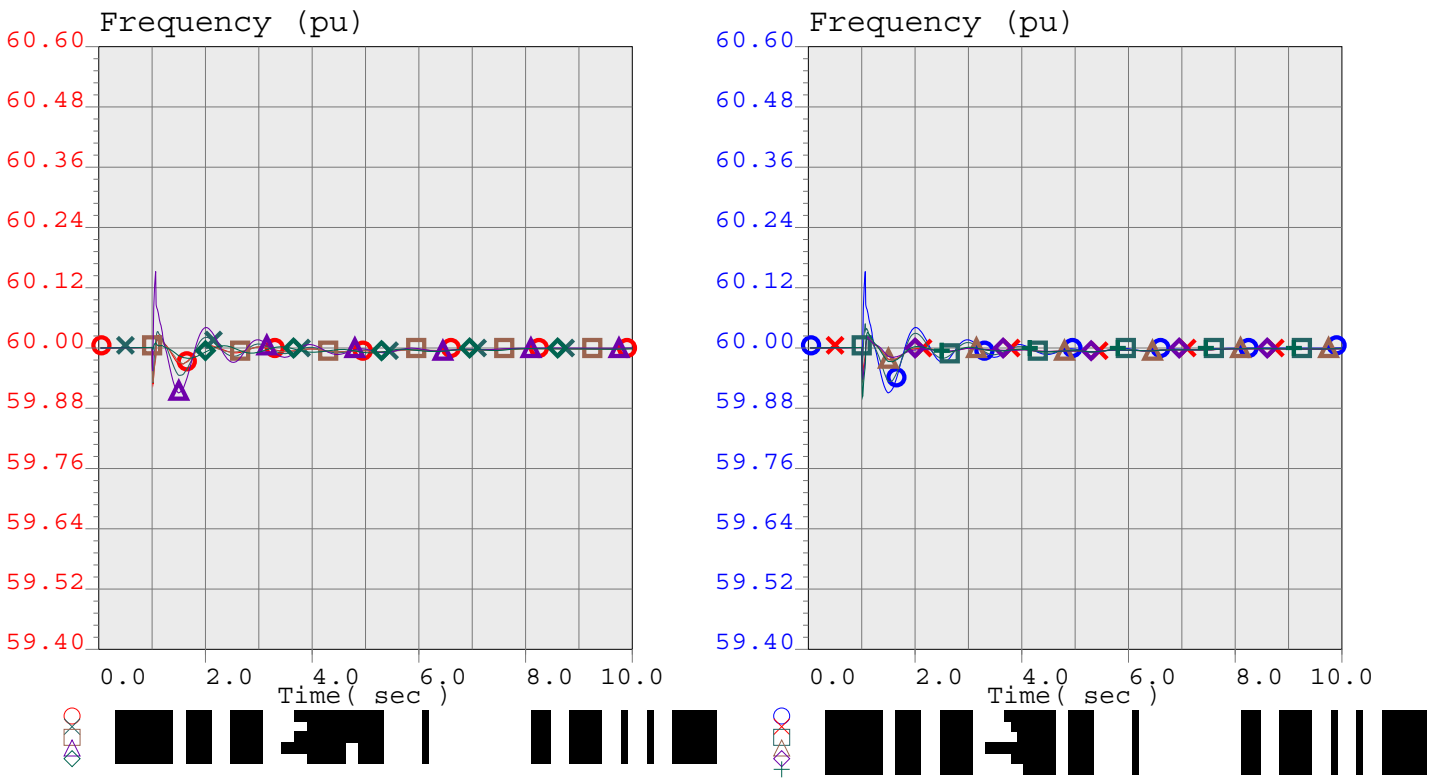
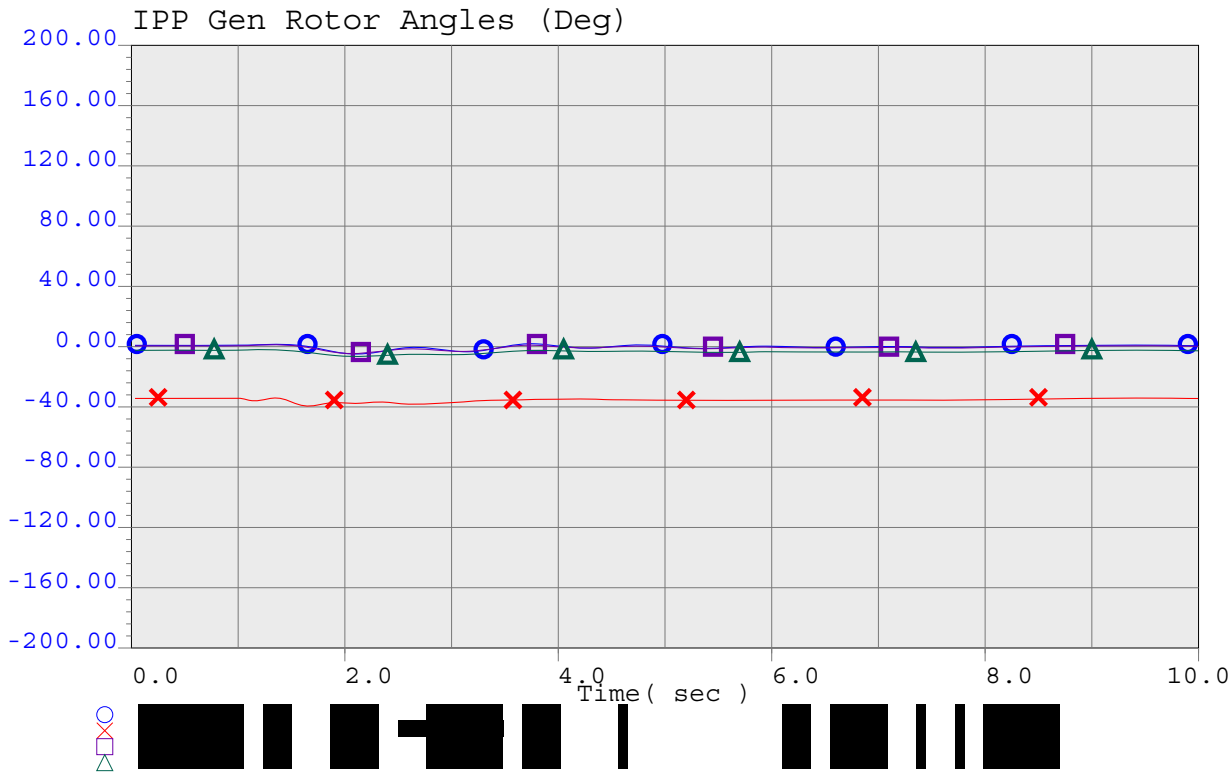
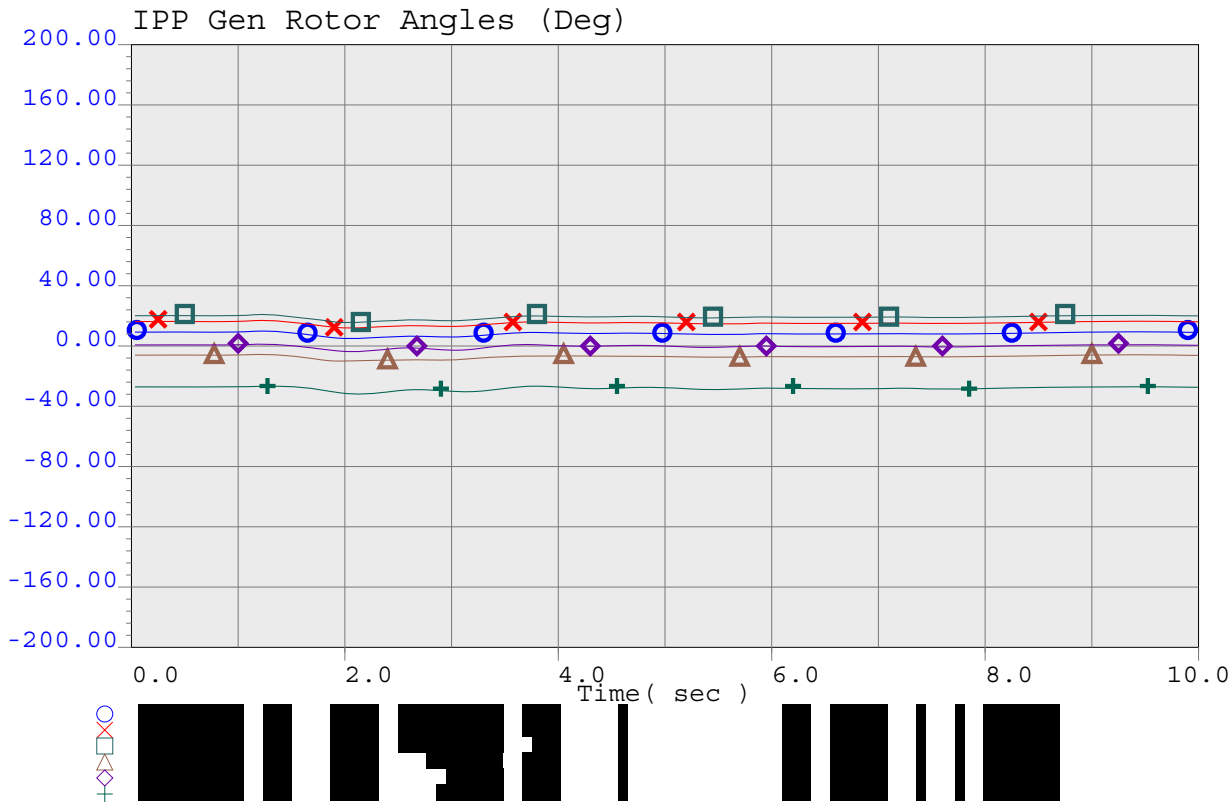
SYSTEM IMPACT STUDY (Frequency)



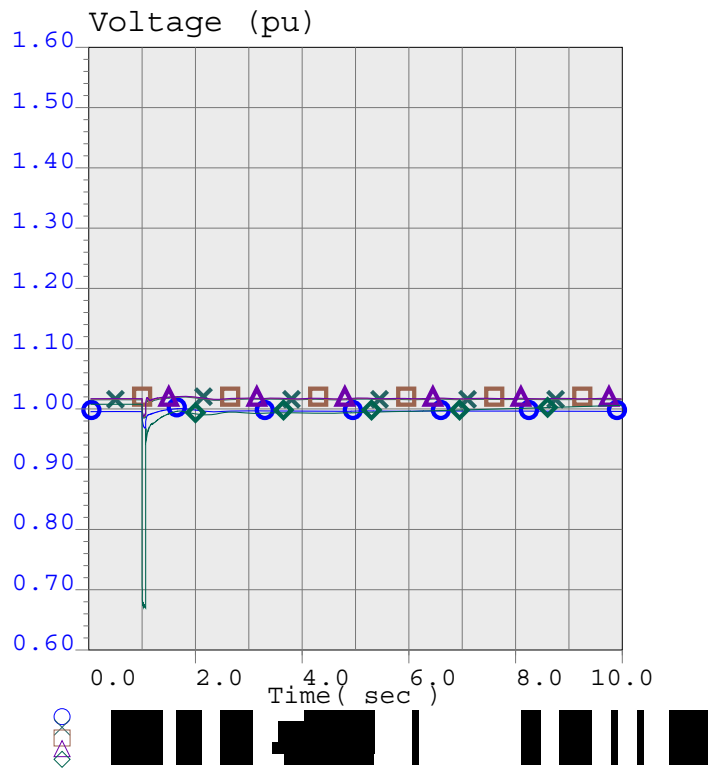


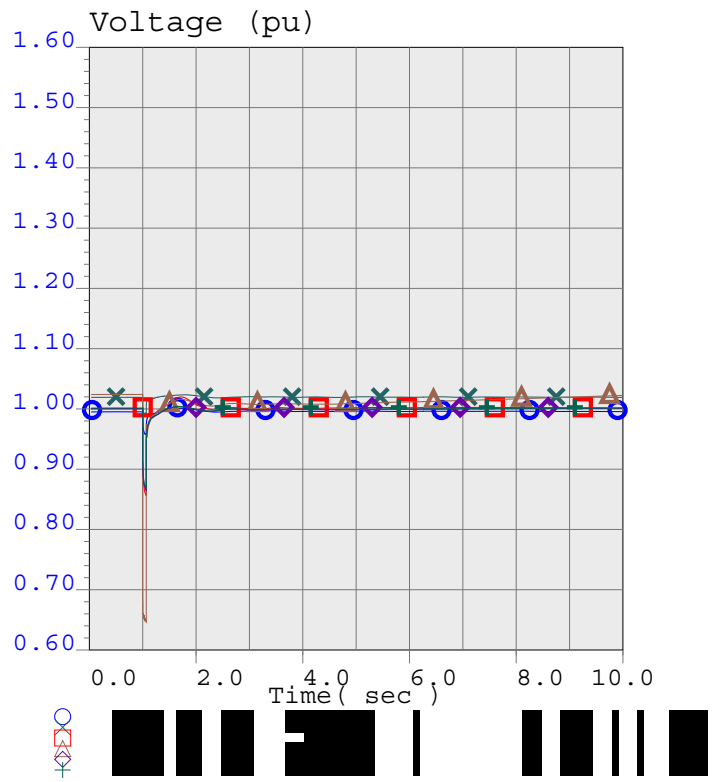
SYSTEM IMPACT STUDY (Rotor Angles)

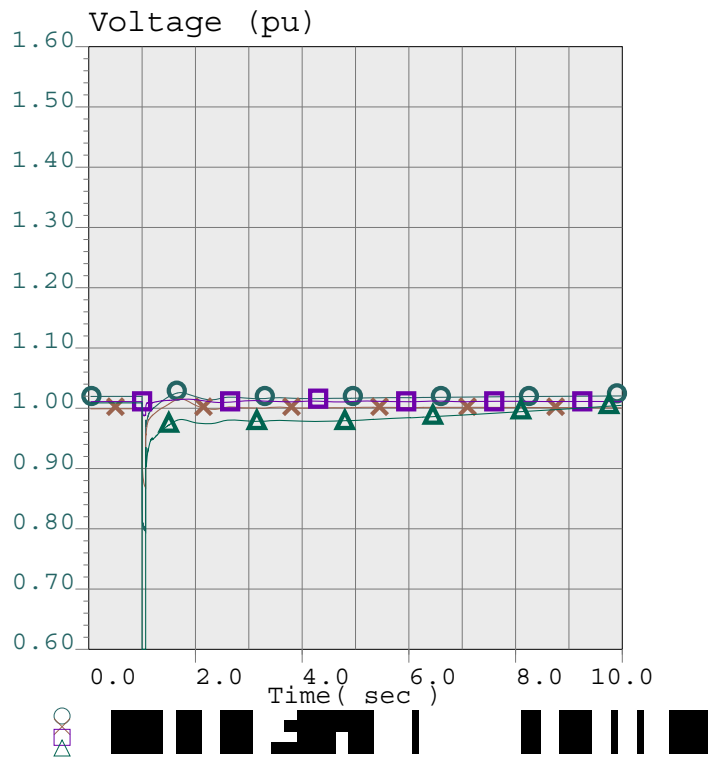


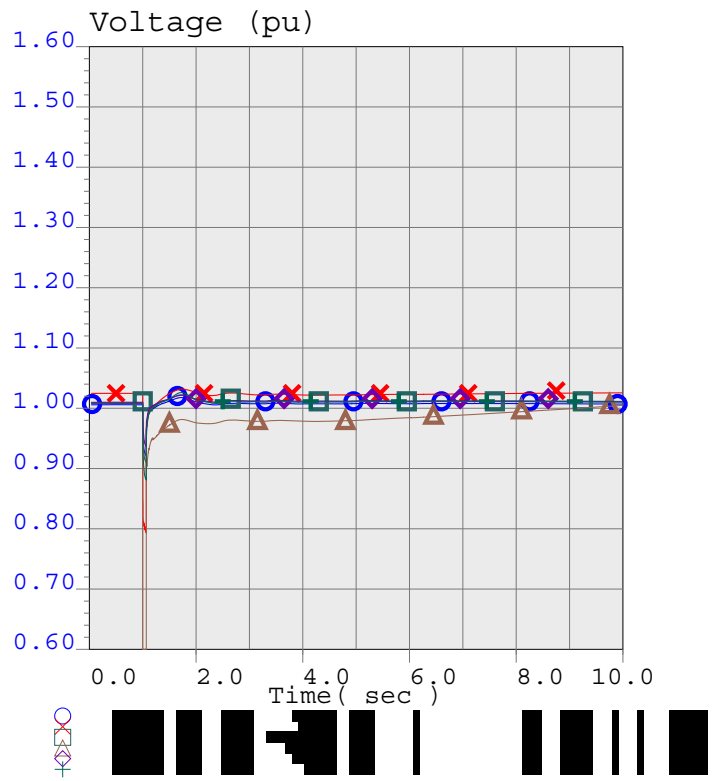


SYSTEM IMPACT STUDY (Voltage)









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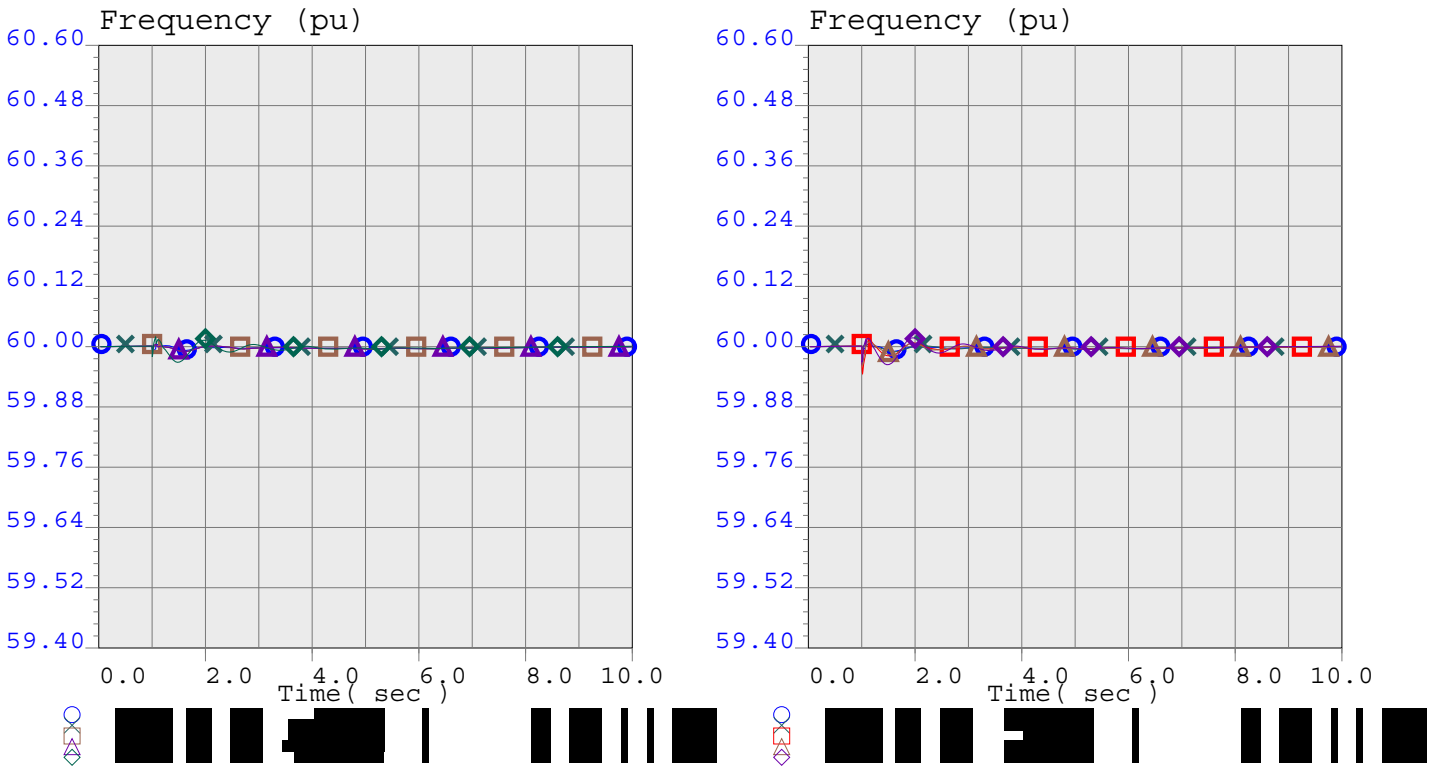
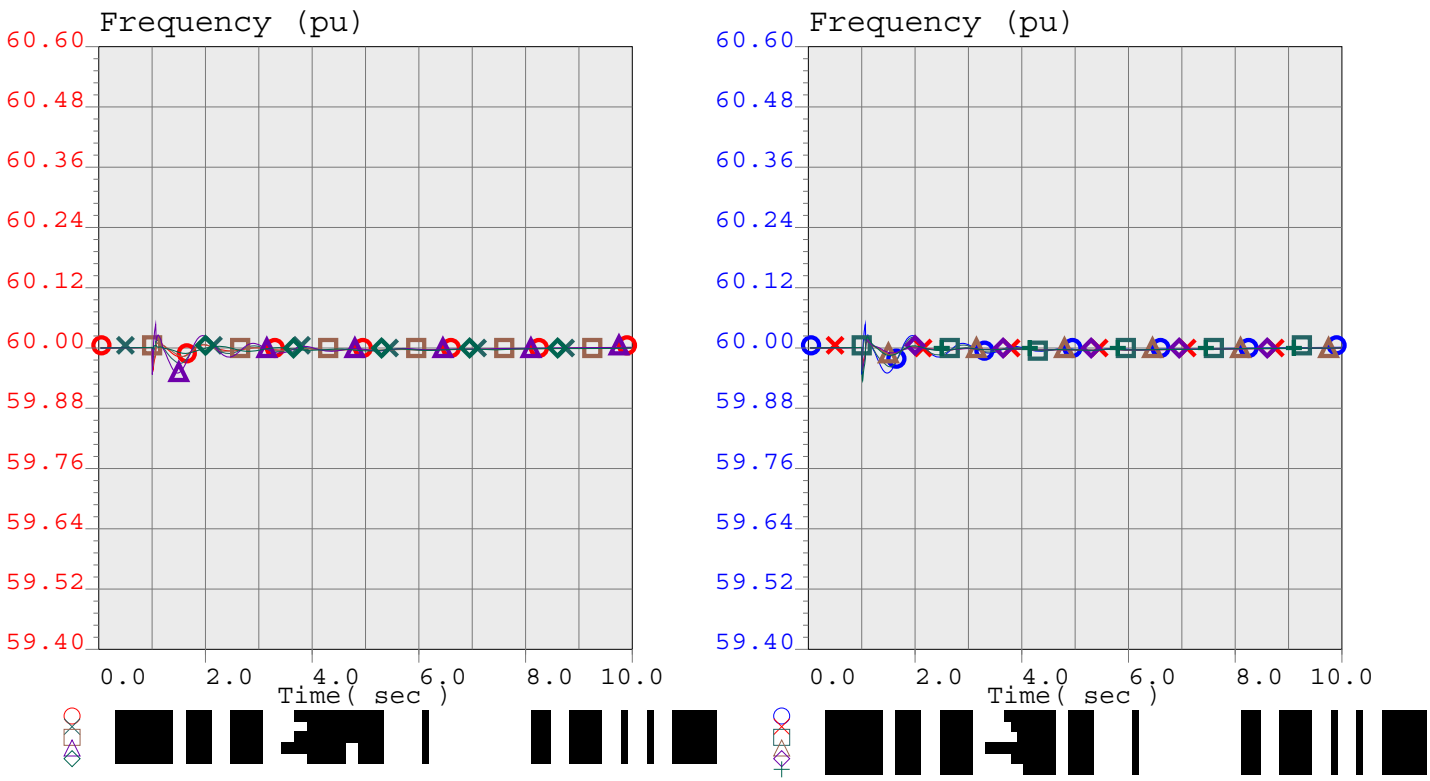
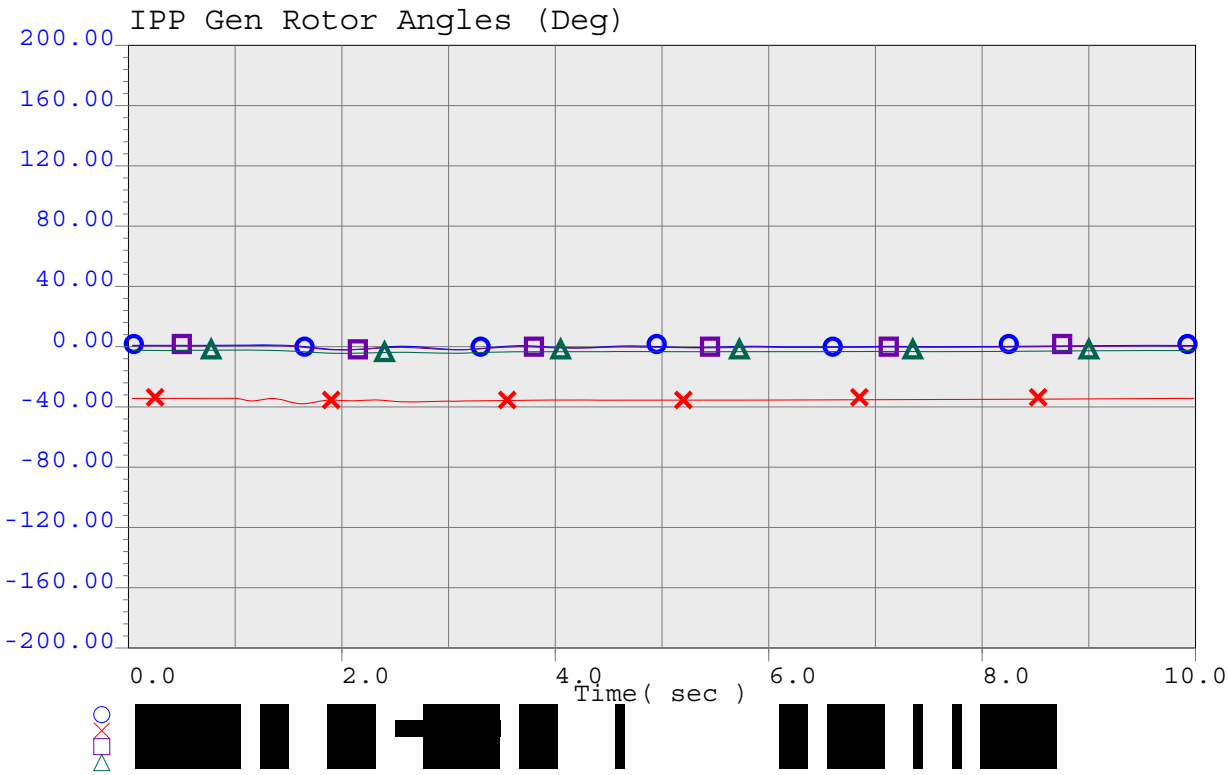
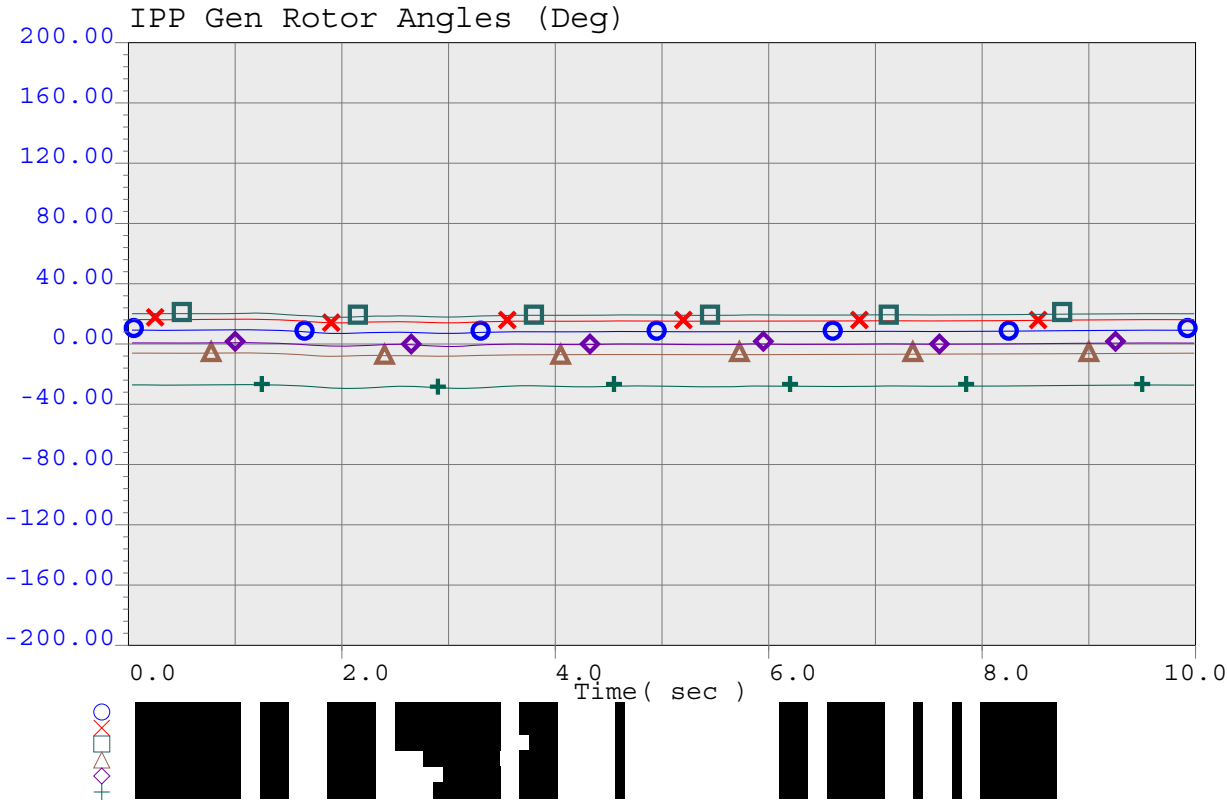
SYSTEM IMPACT STUDY (Frequency)



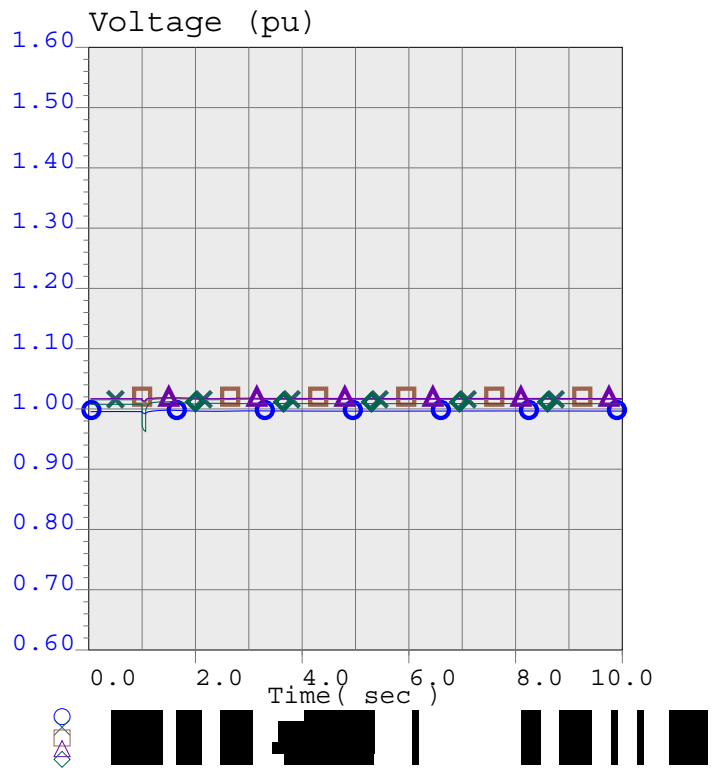


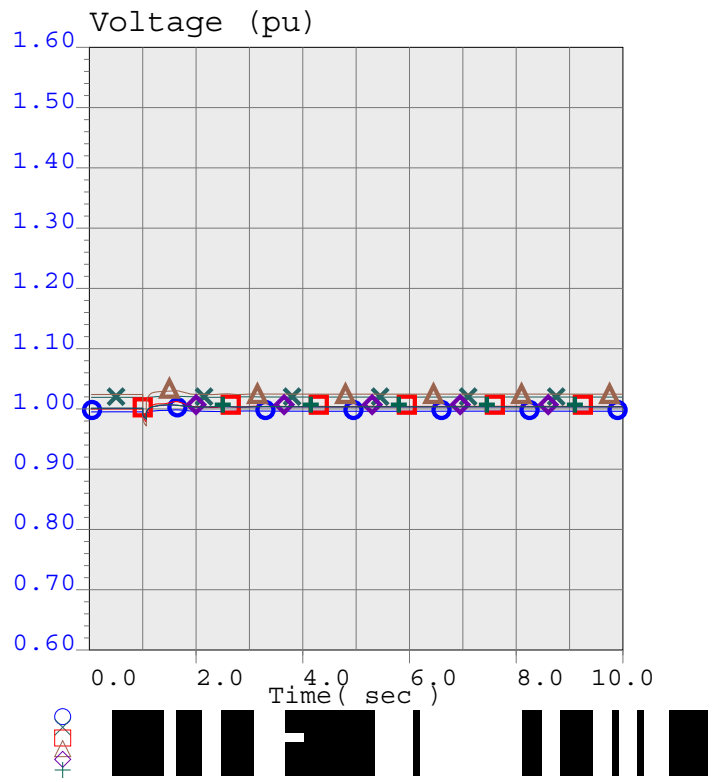
SYSTEM IMPACT STUDY (Rotor Angles)

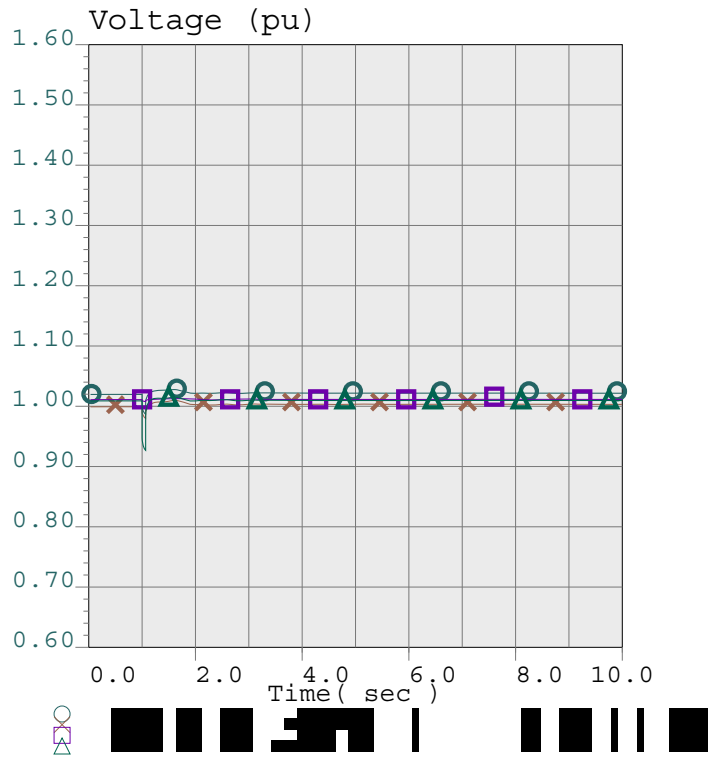


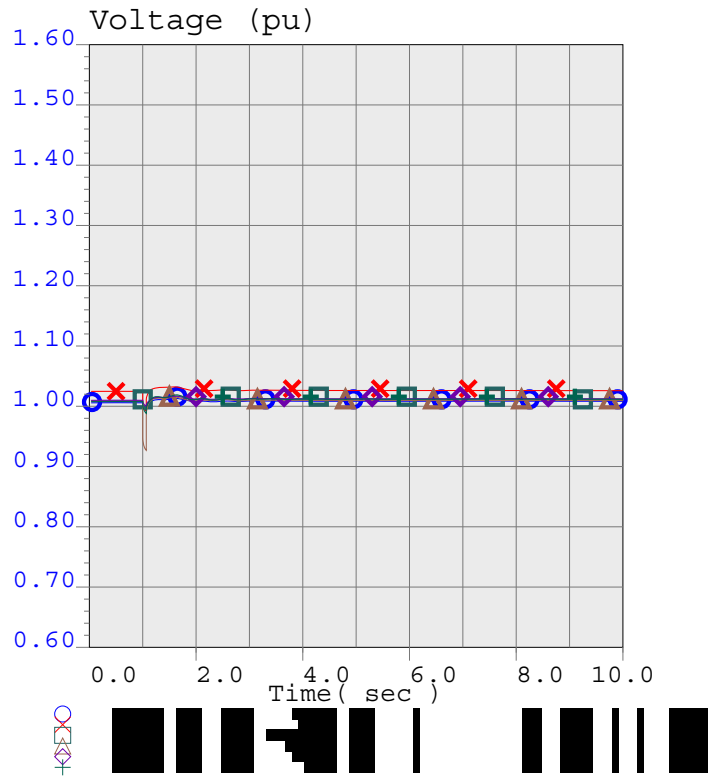


SYSTEM IMPACT STUDY (Voltage)









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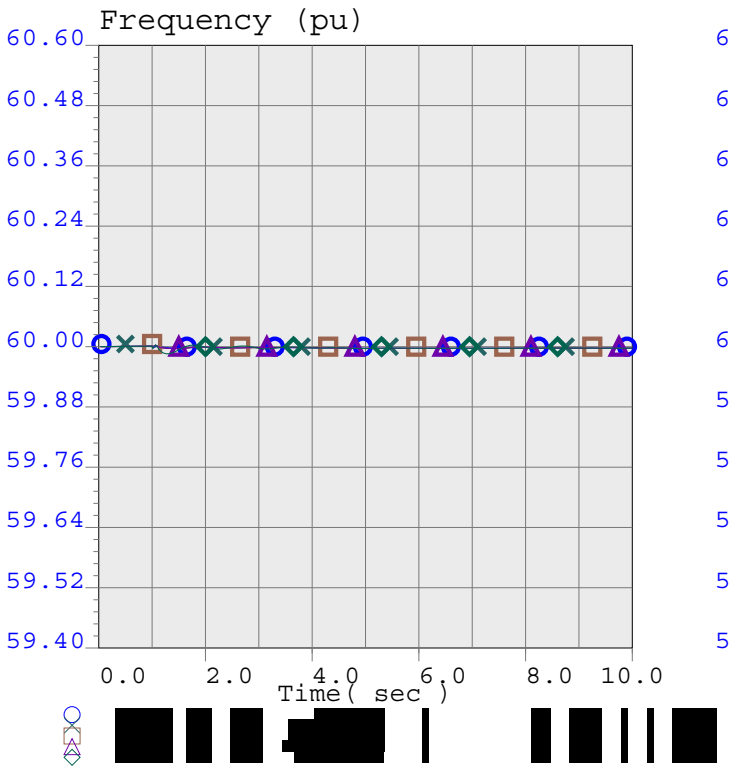
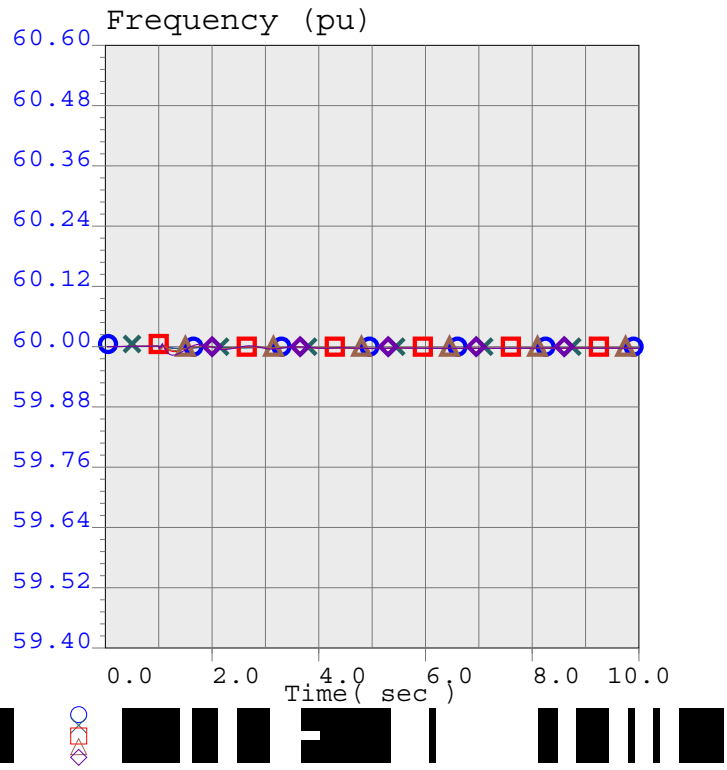
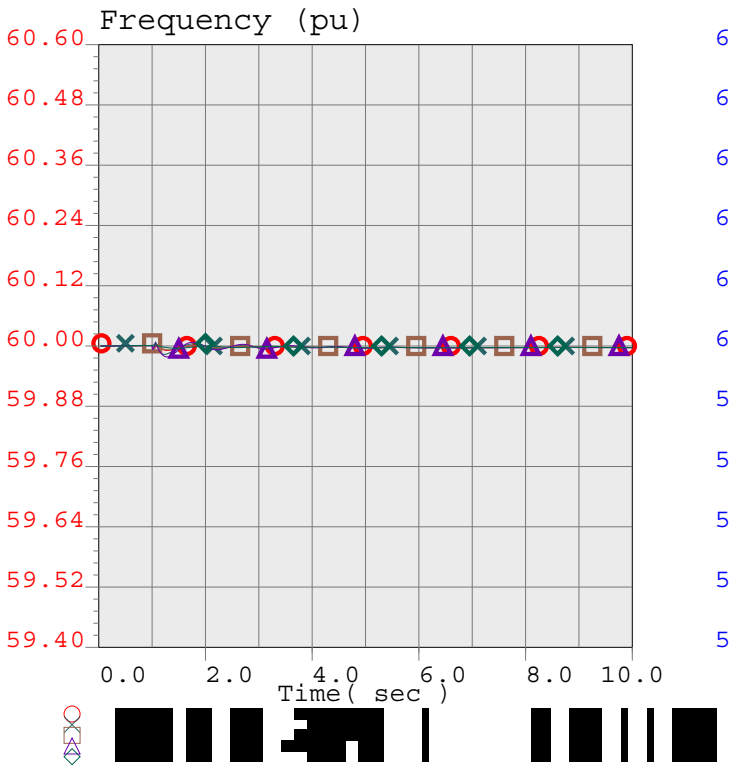
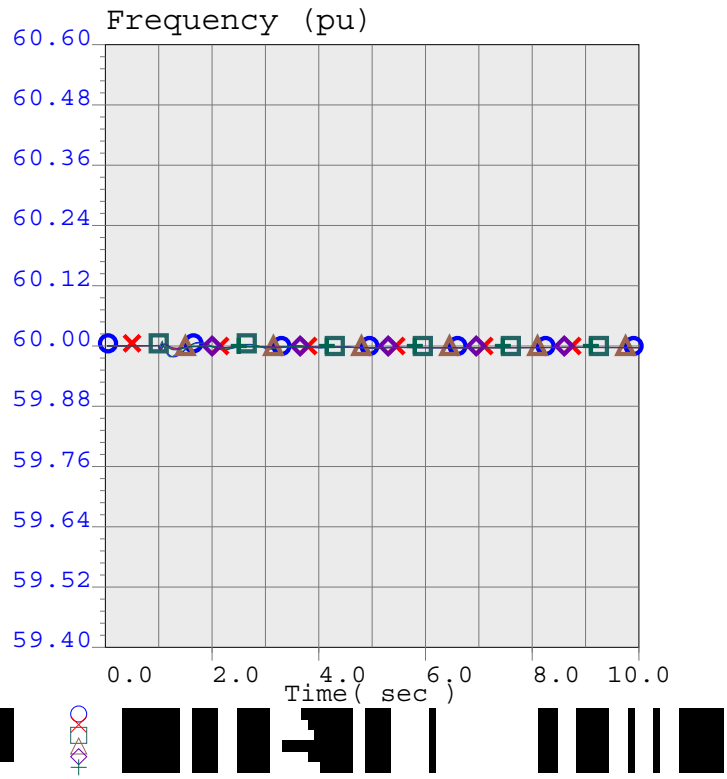
SYSTEM IMPACT STUDY (Frequency)

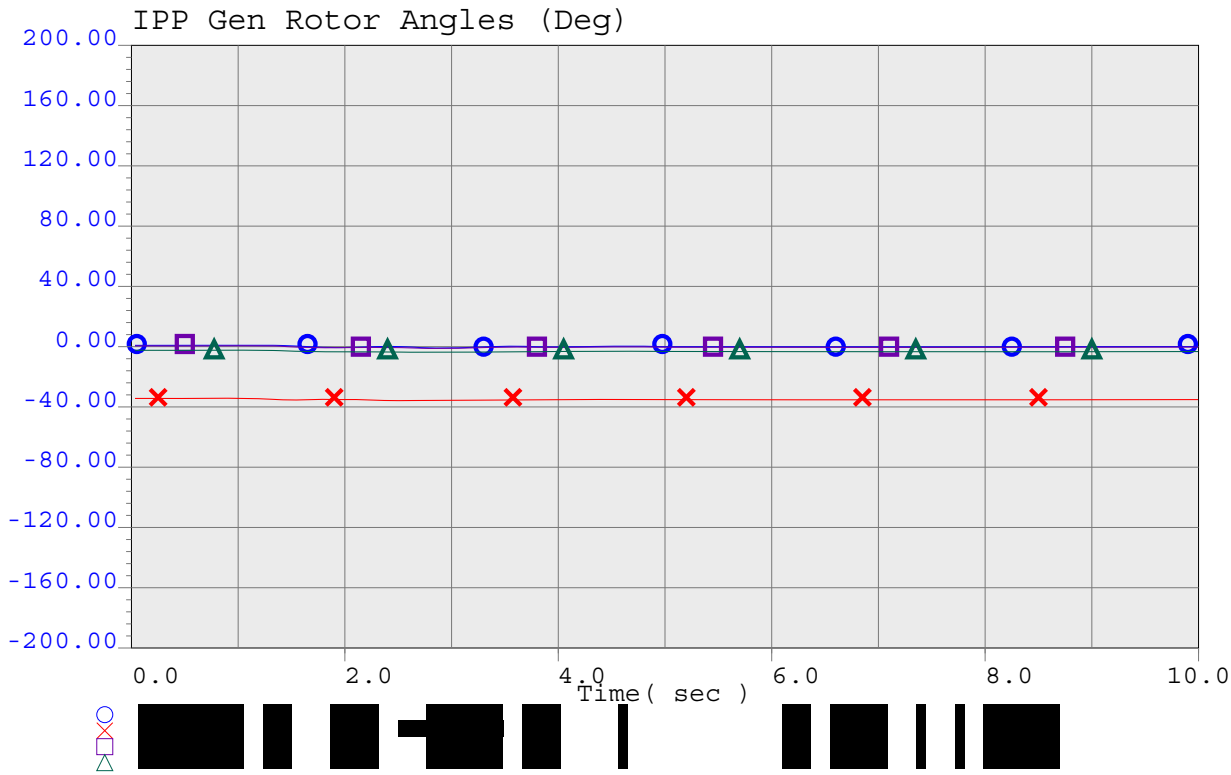


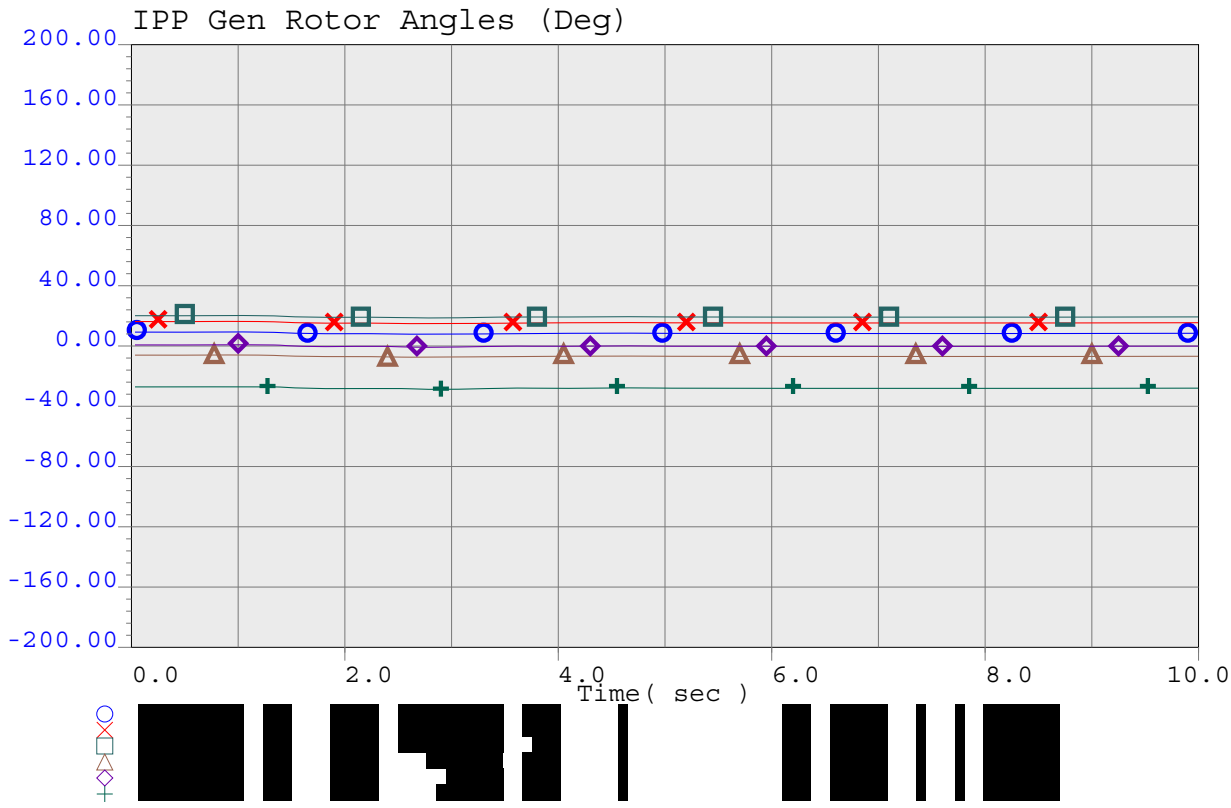




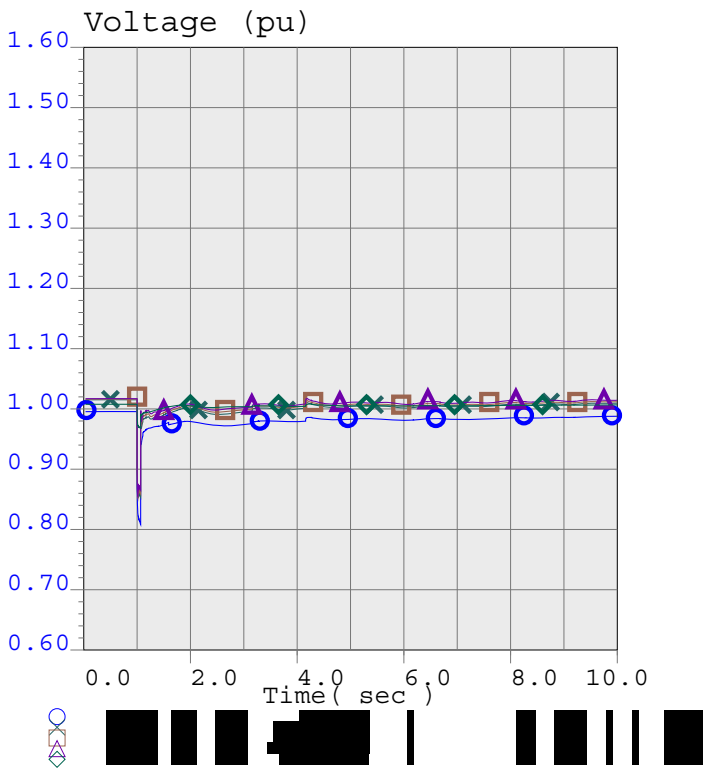


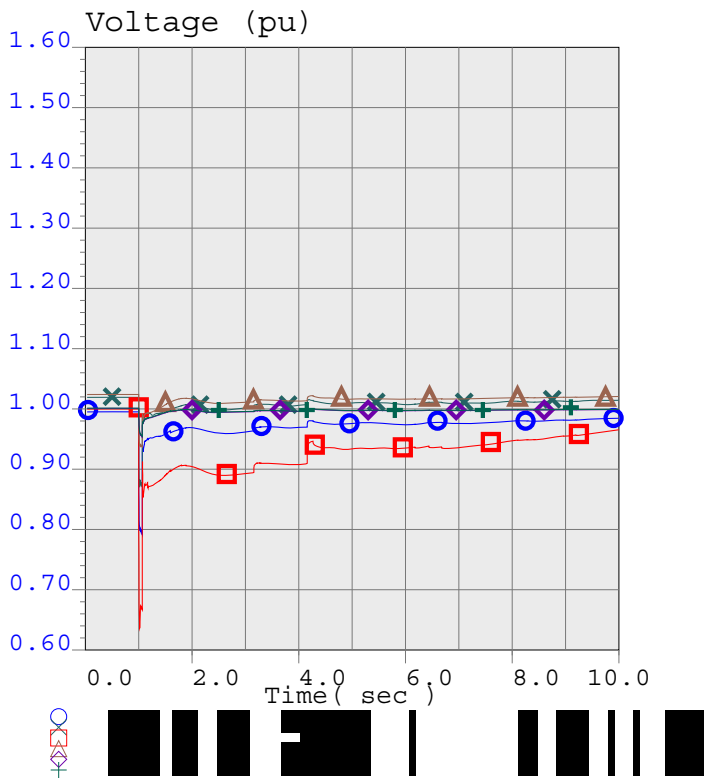
SYSTEM IMPACT STUDY (Rotor Angles)

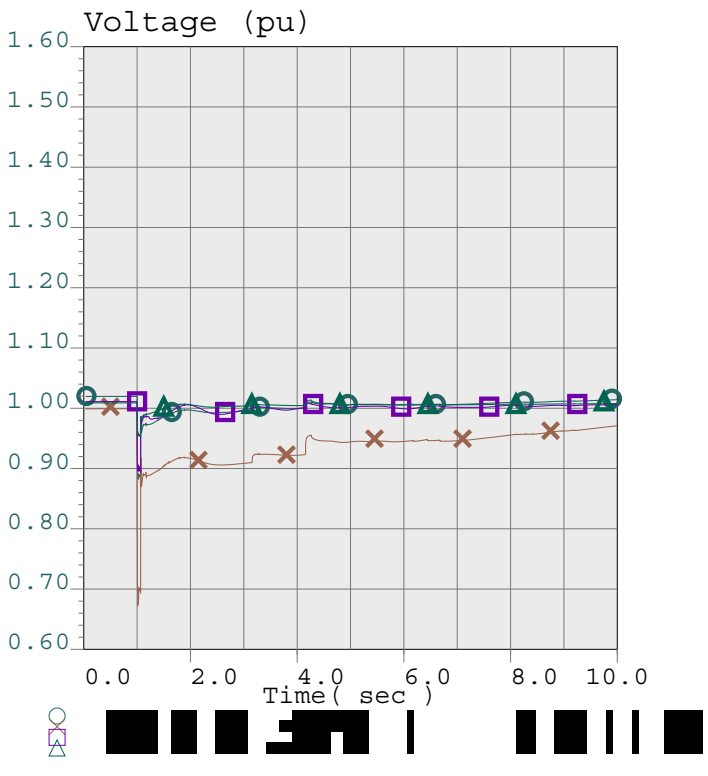


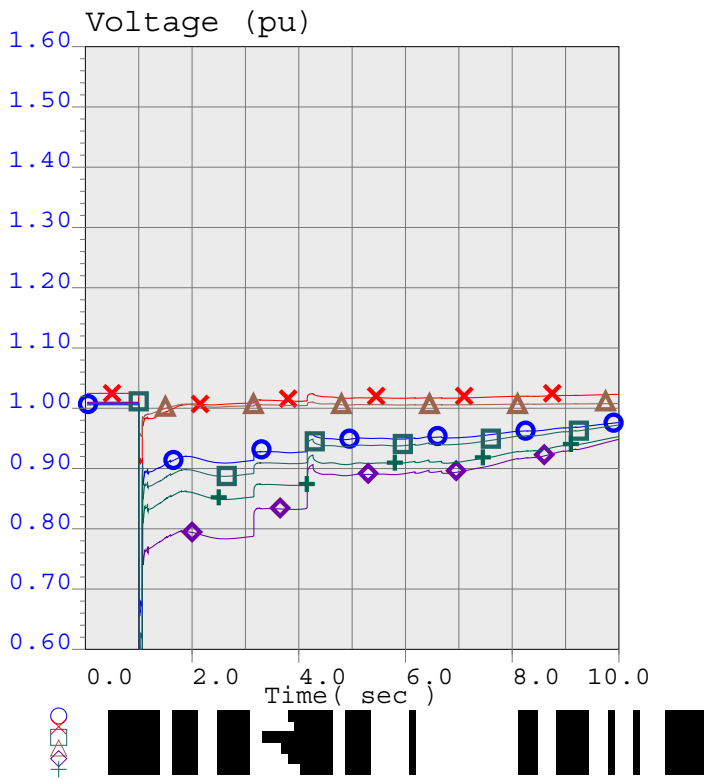


SYSTEM IMPACT STUDY (Voltage)









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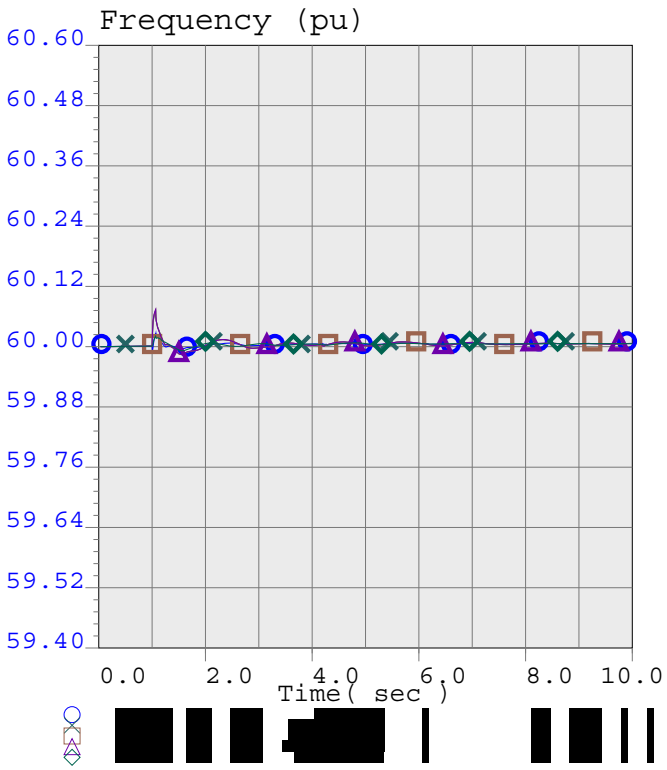
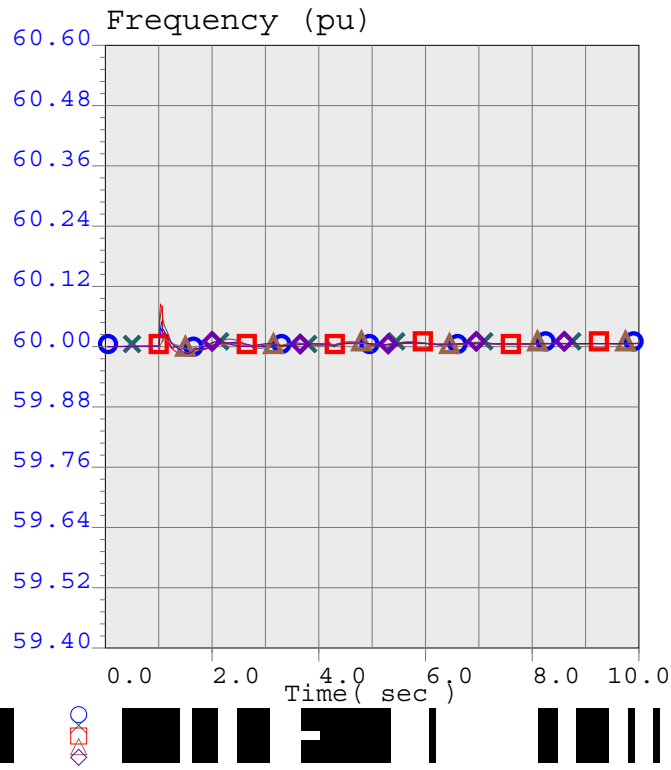
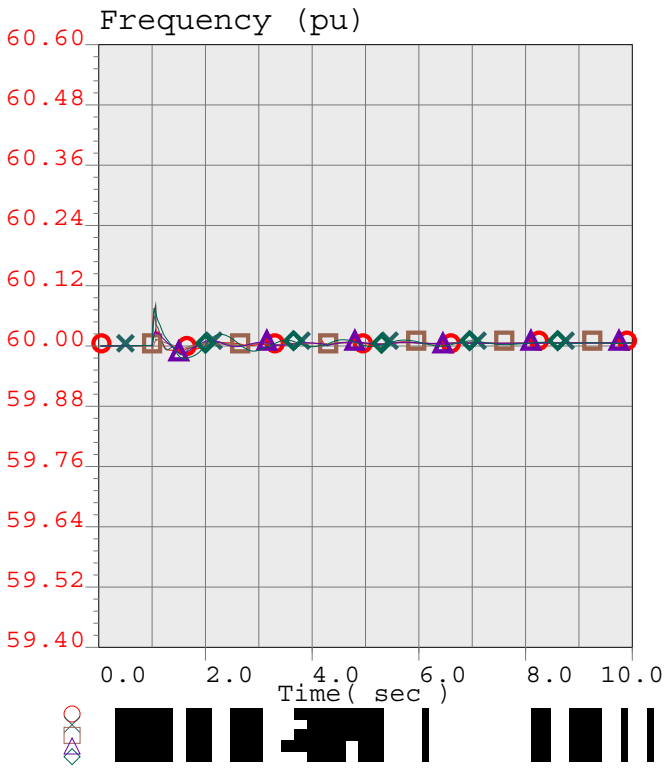
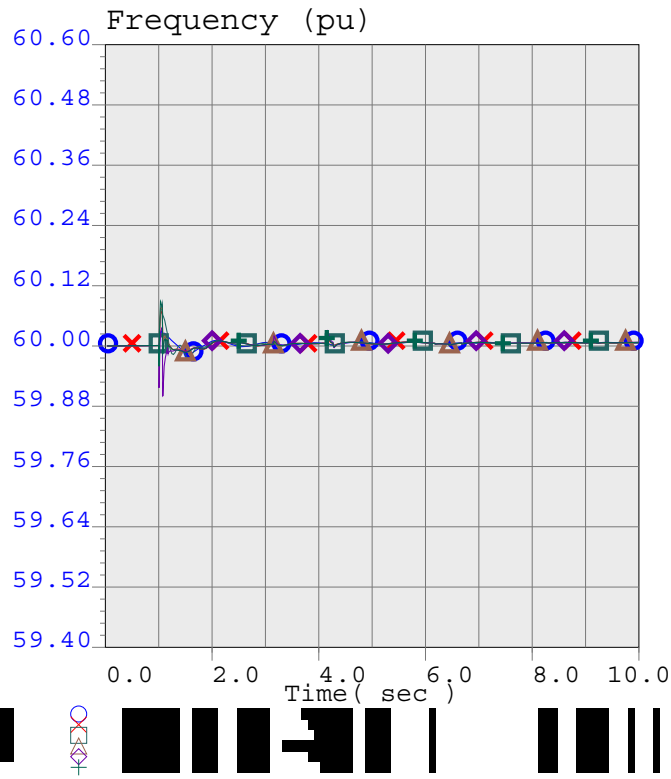
SYSTEM IMPACT STUDY (Frequency)

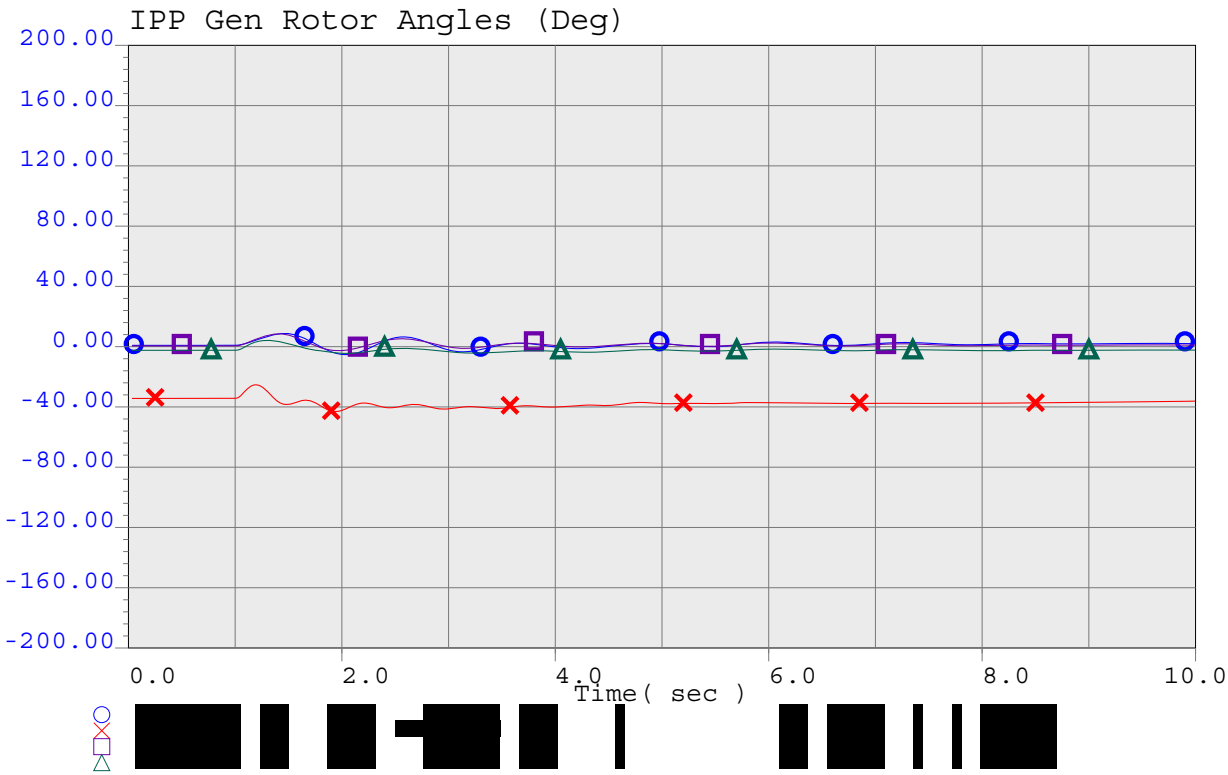


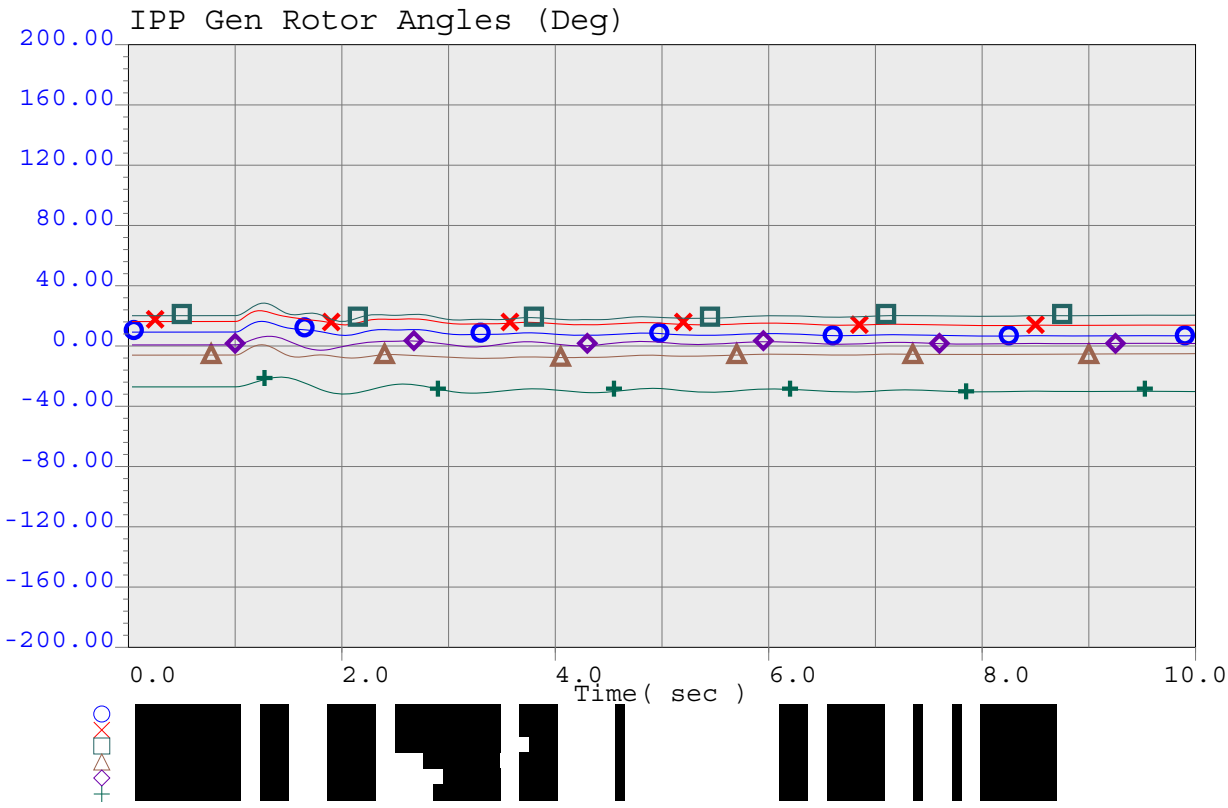




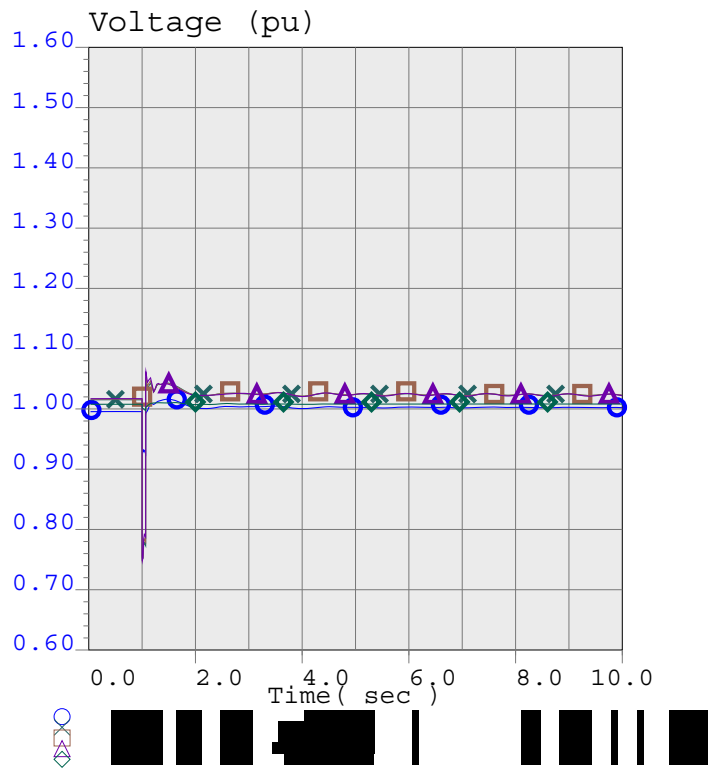


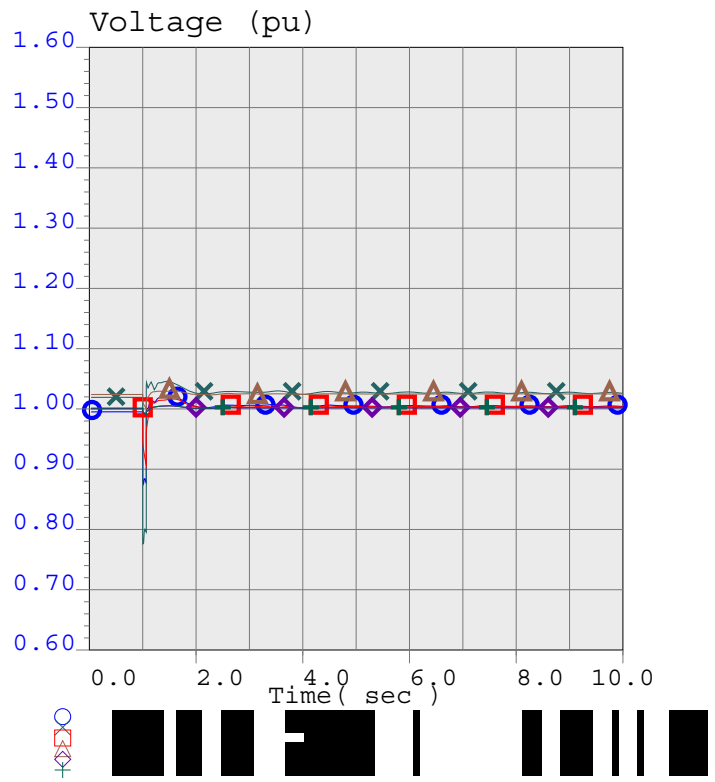
SYSTEM IMPACT STUDY (Rotor Angles)

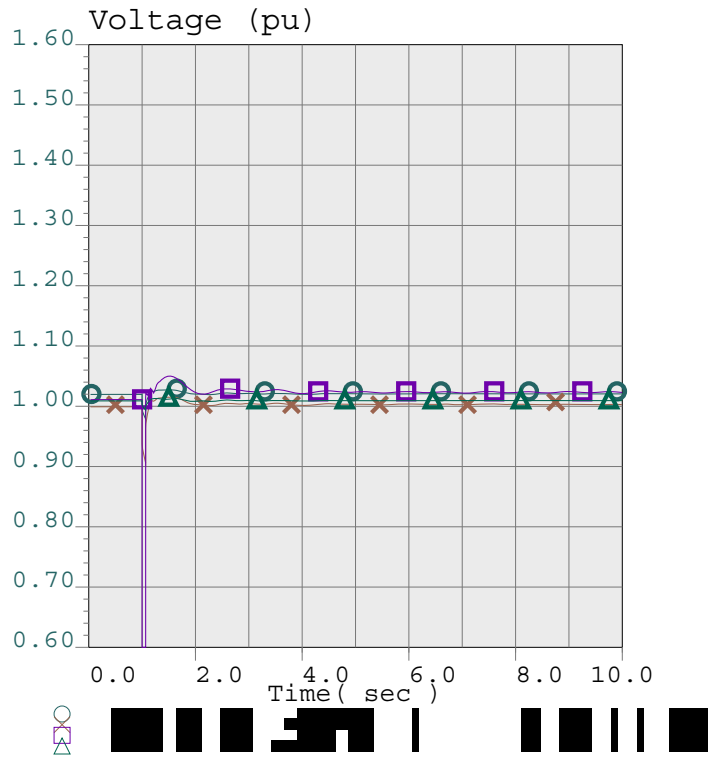


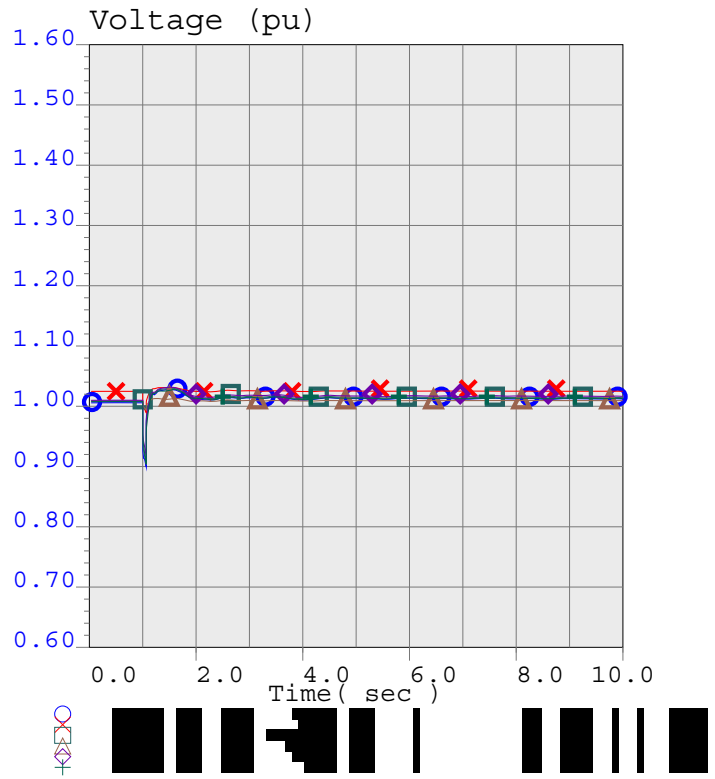


SYSTEM IMPACT STUDY (Voltage)









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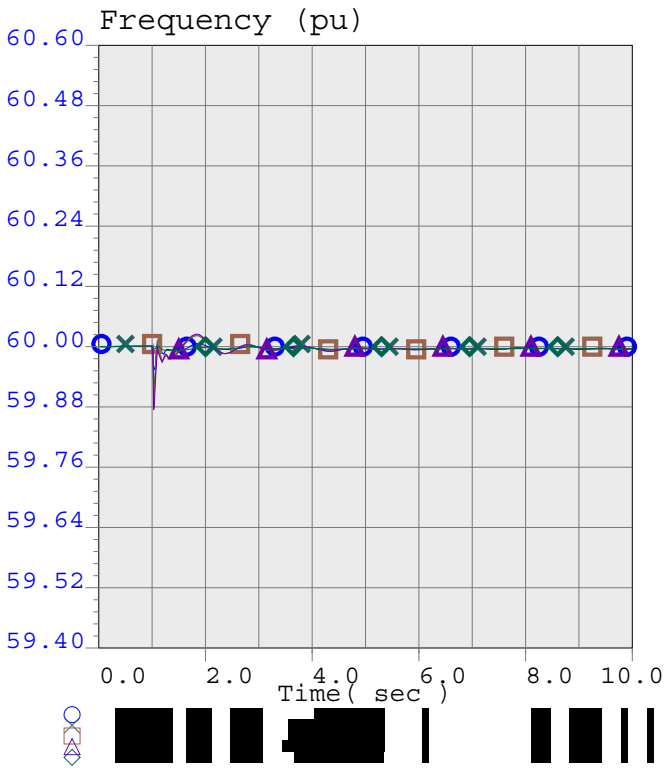
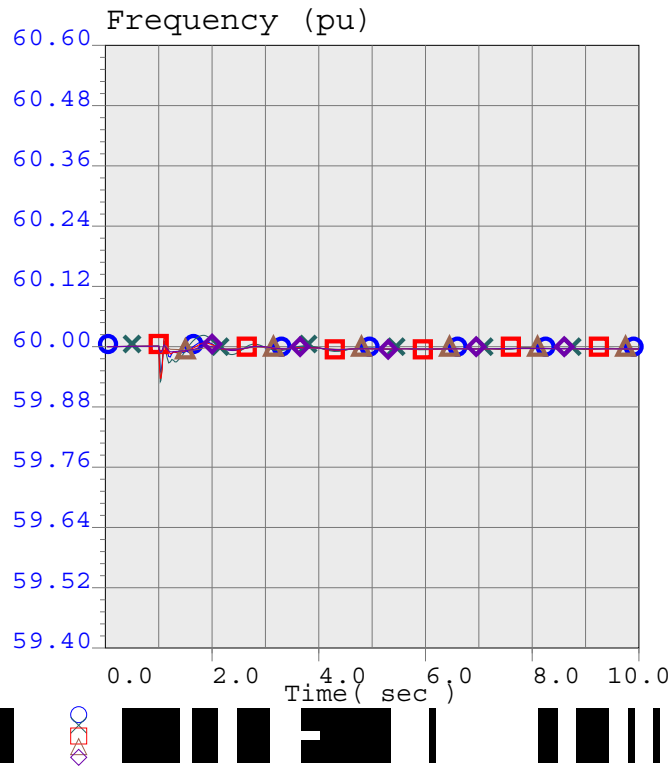
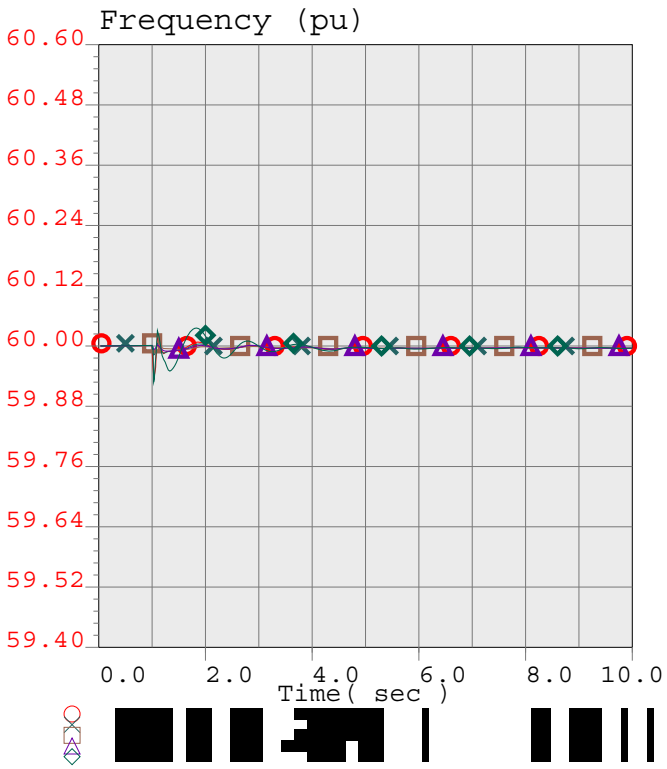
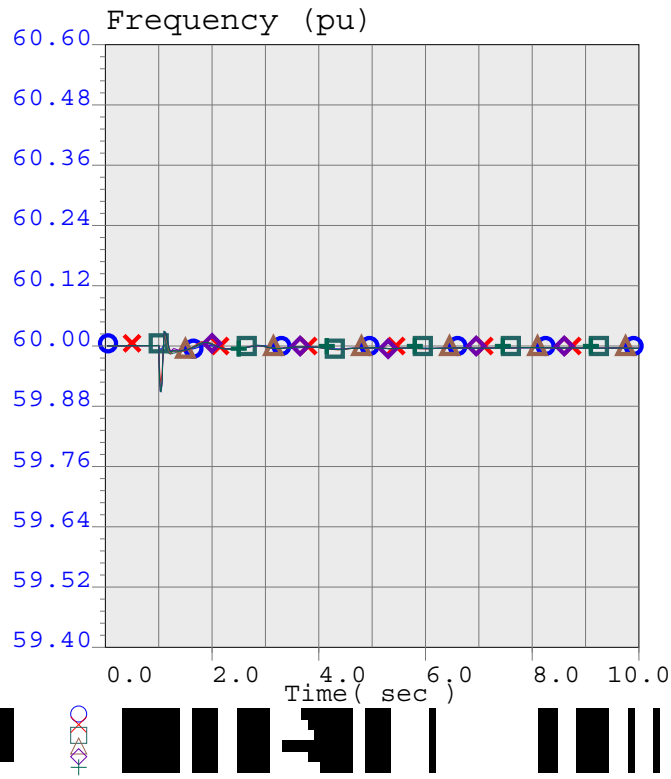
SYSTEM IMPACT STUDY (Frequency)

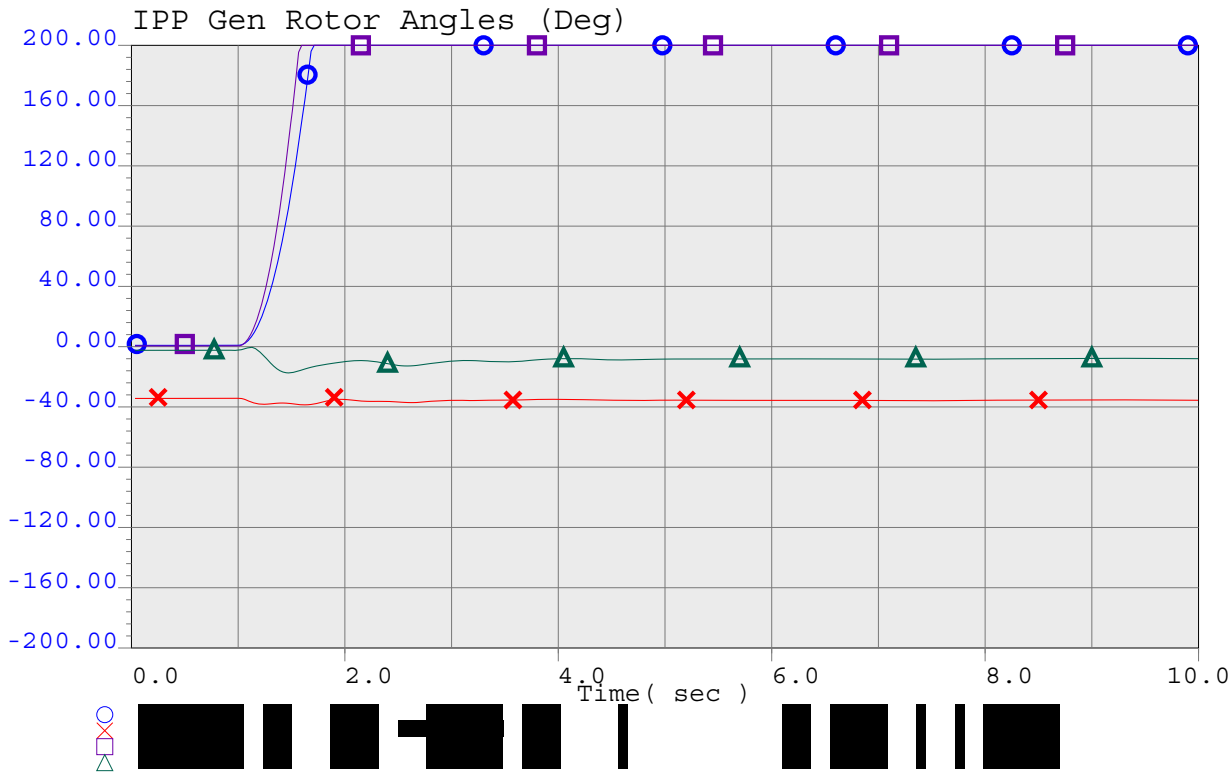


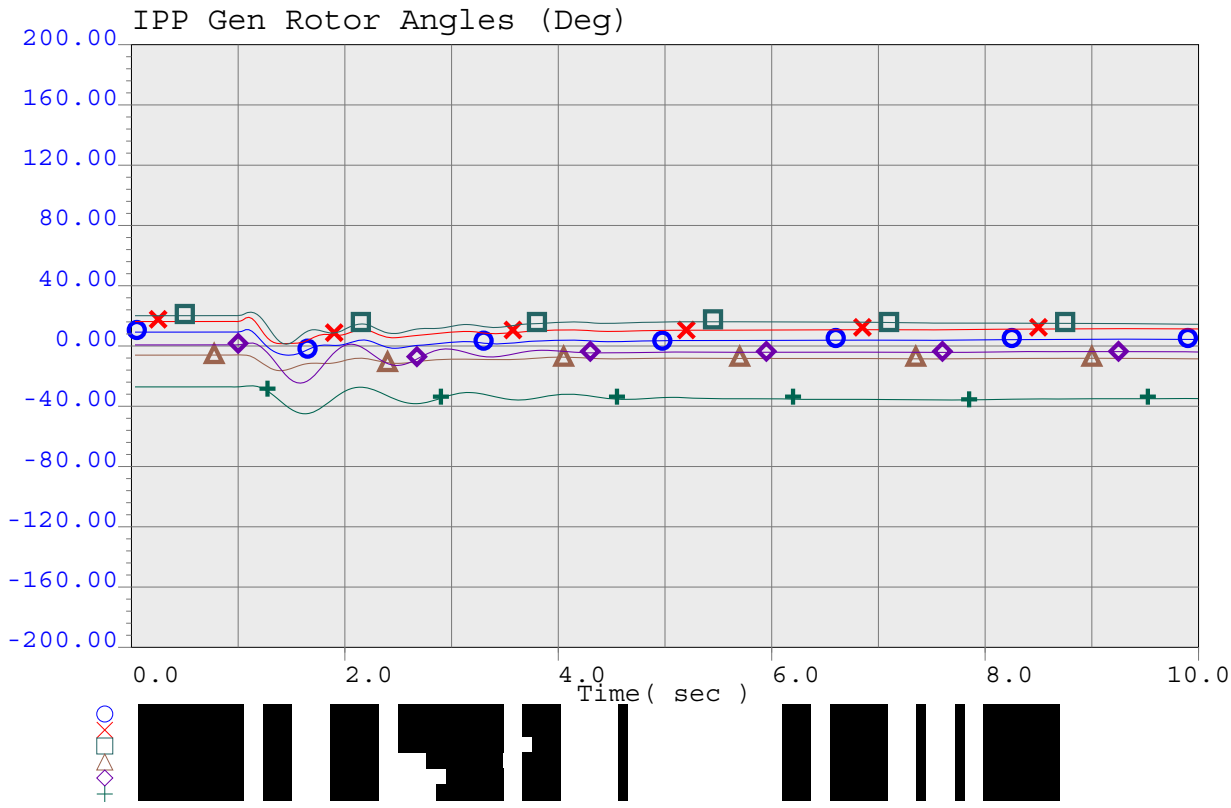




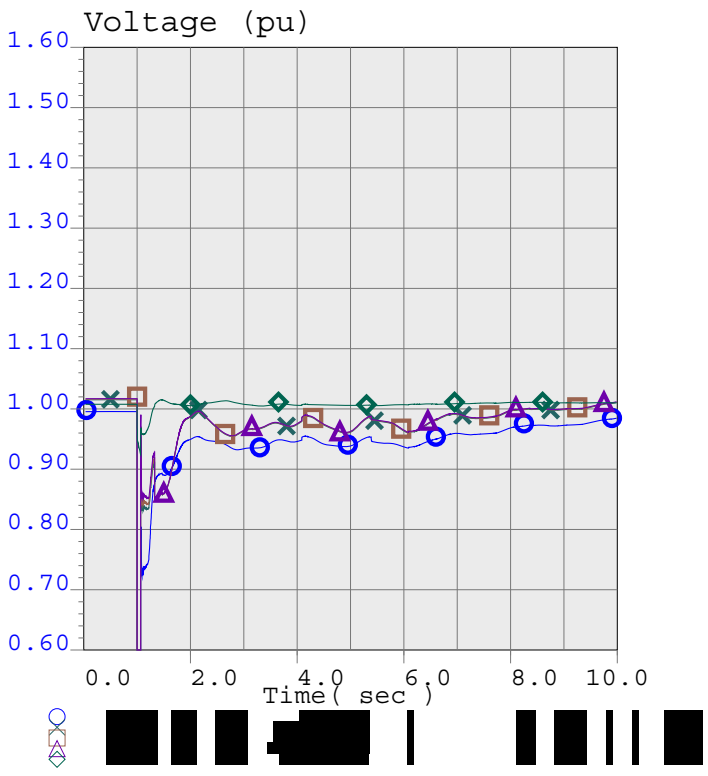


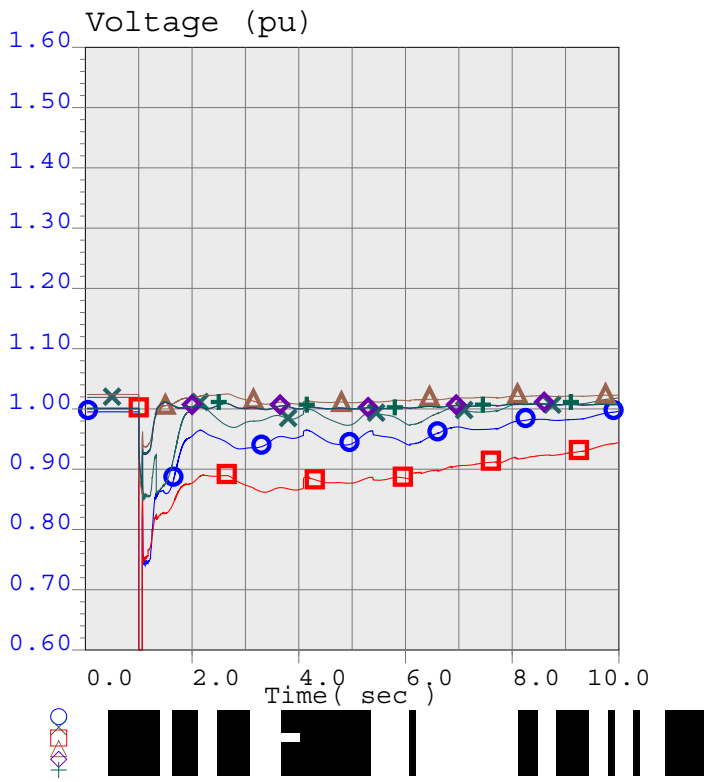
SYSTEM IMPACT STUDY (Rotor Angles)

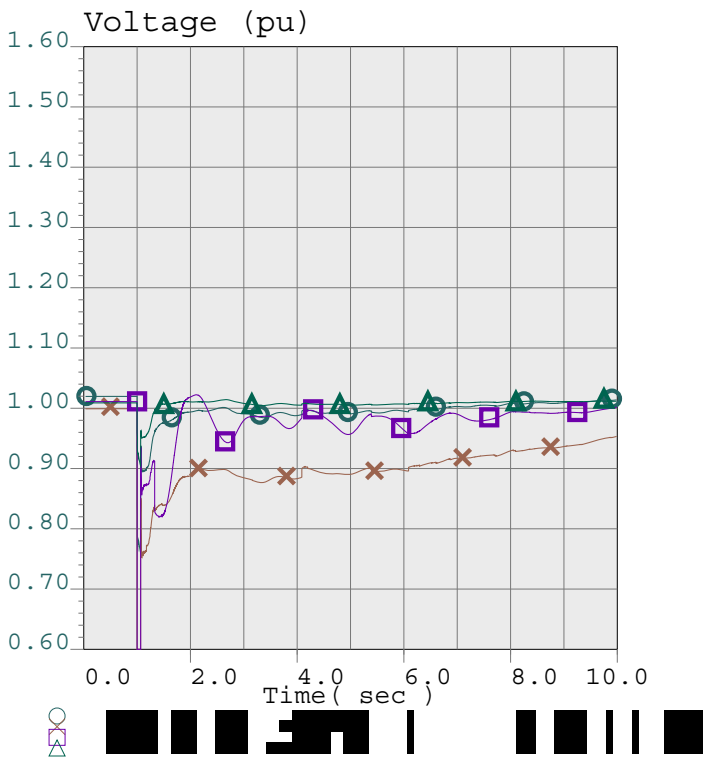


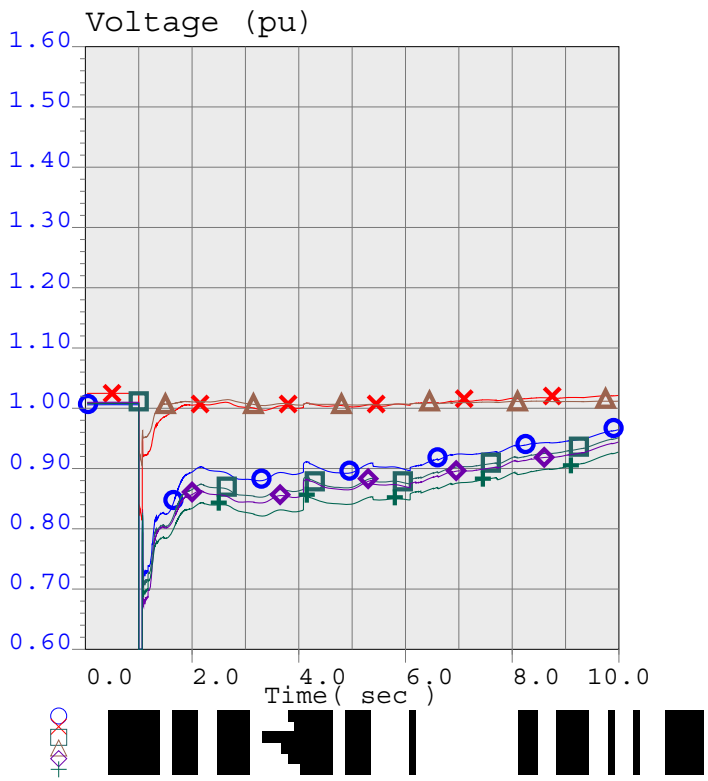


SYSTEM IMPACT STUDY (Voltage)









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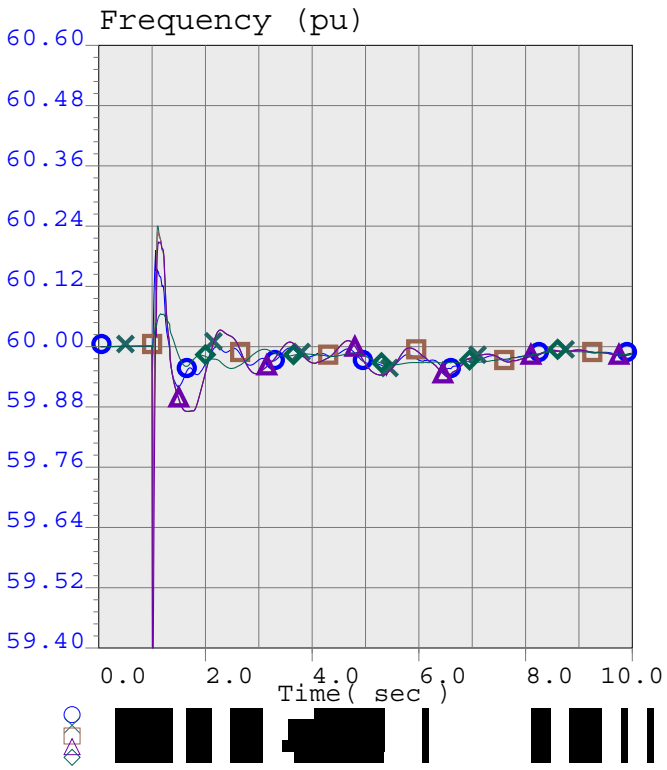
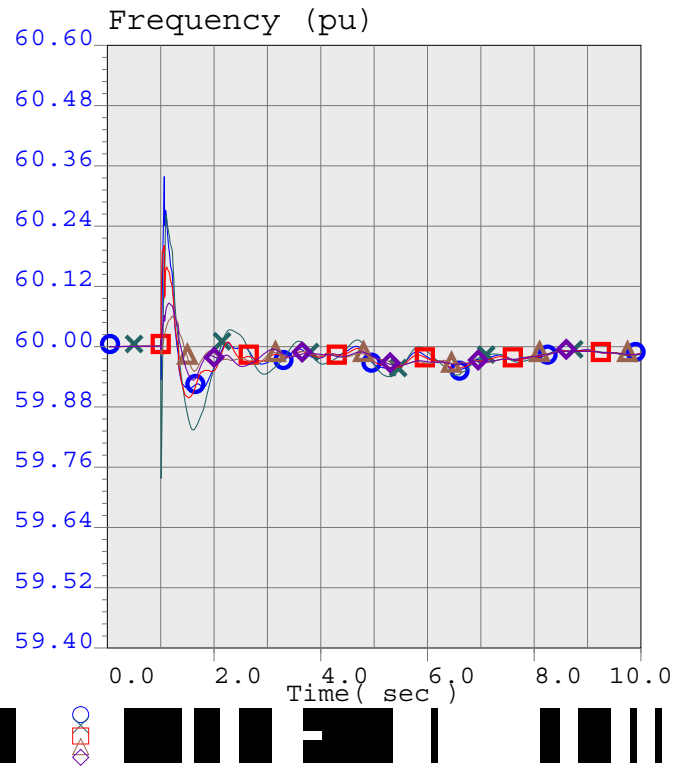
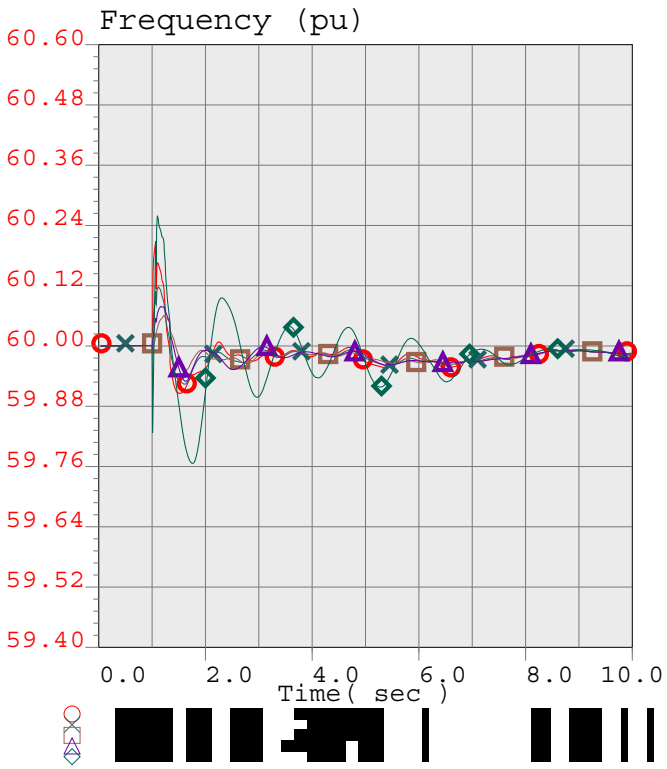
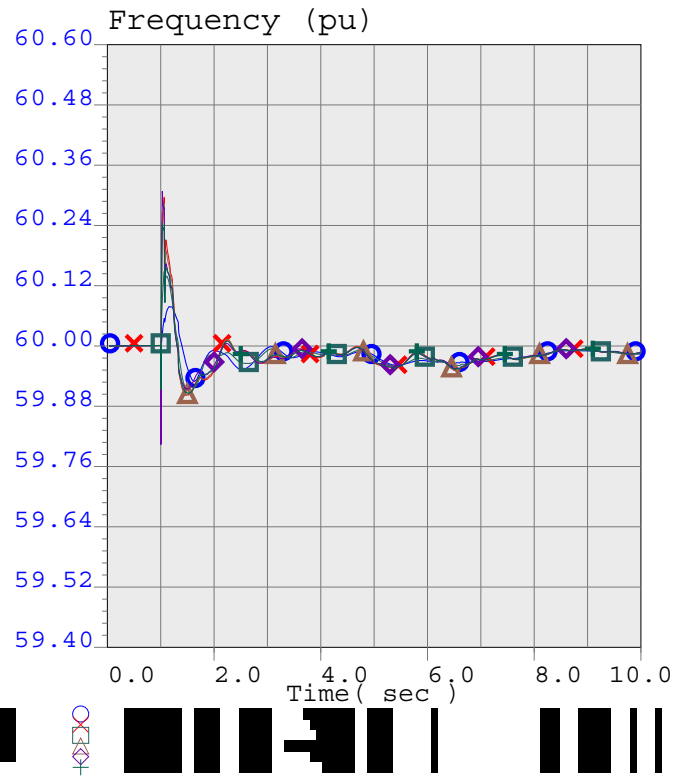
SYSTEM IMPACT STUDY (Frequency)

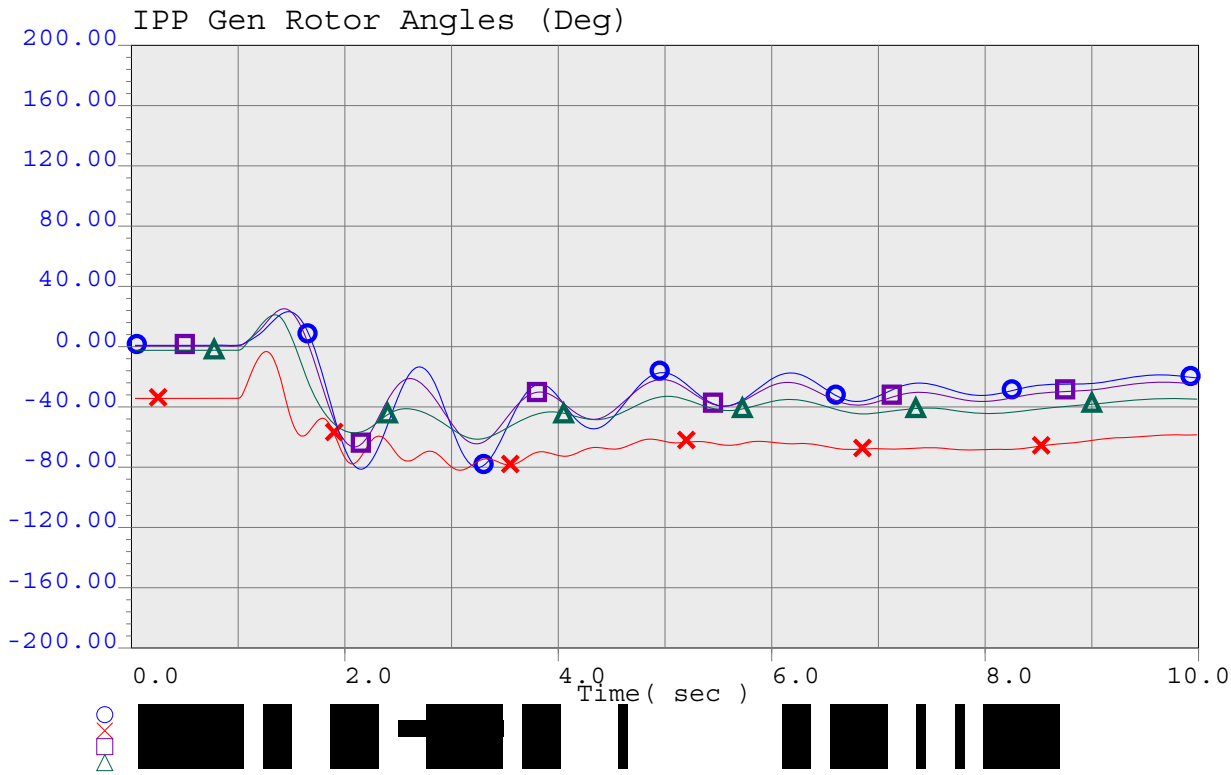


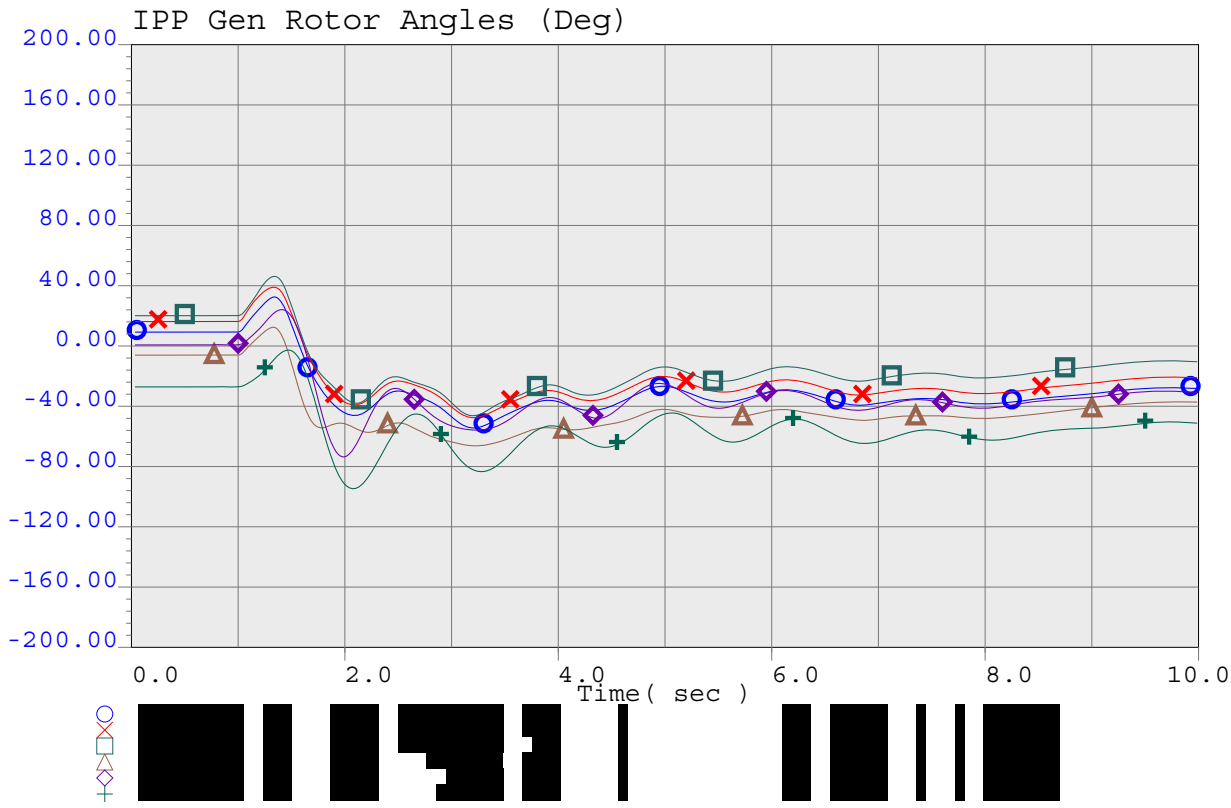




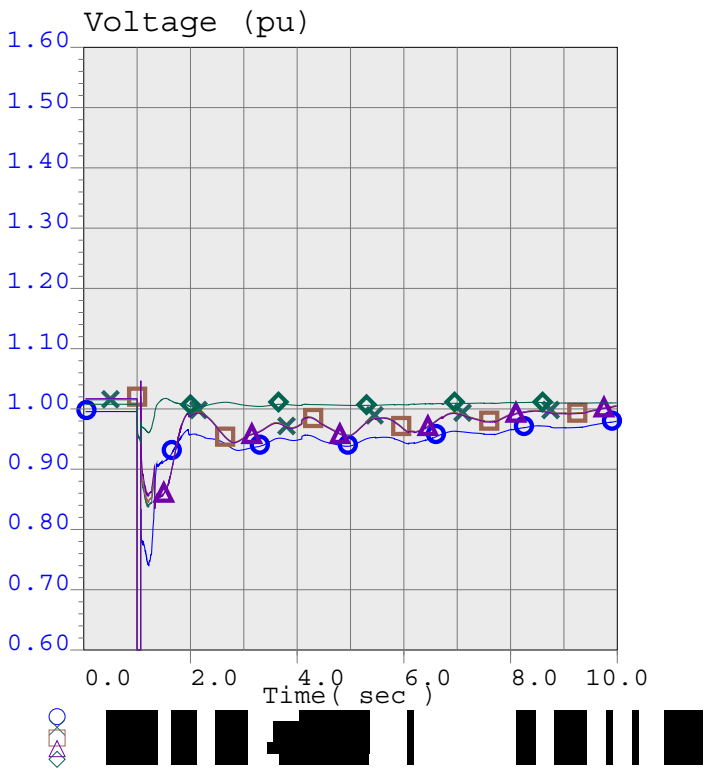


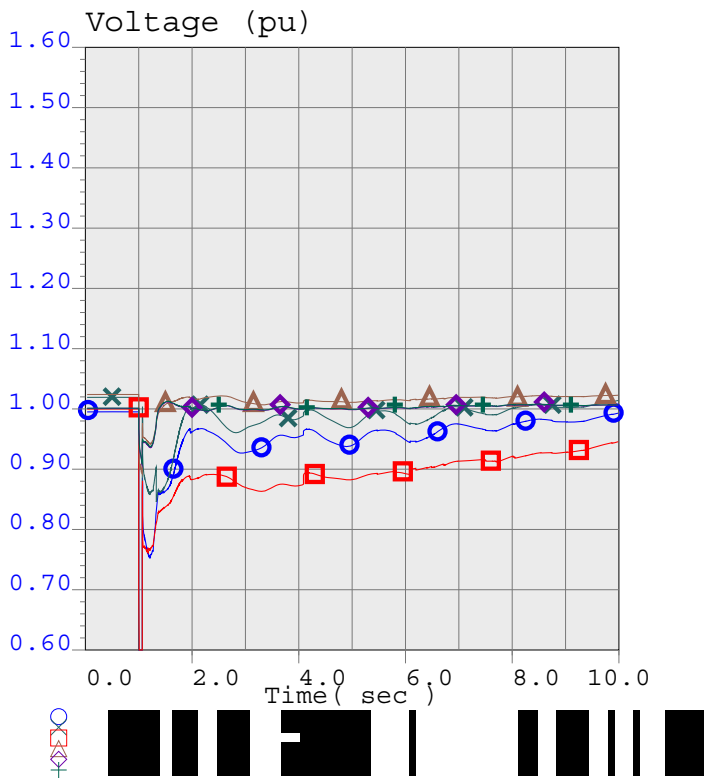
SYSTEM IMPACT STUDY (Rotor Angles)

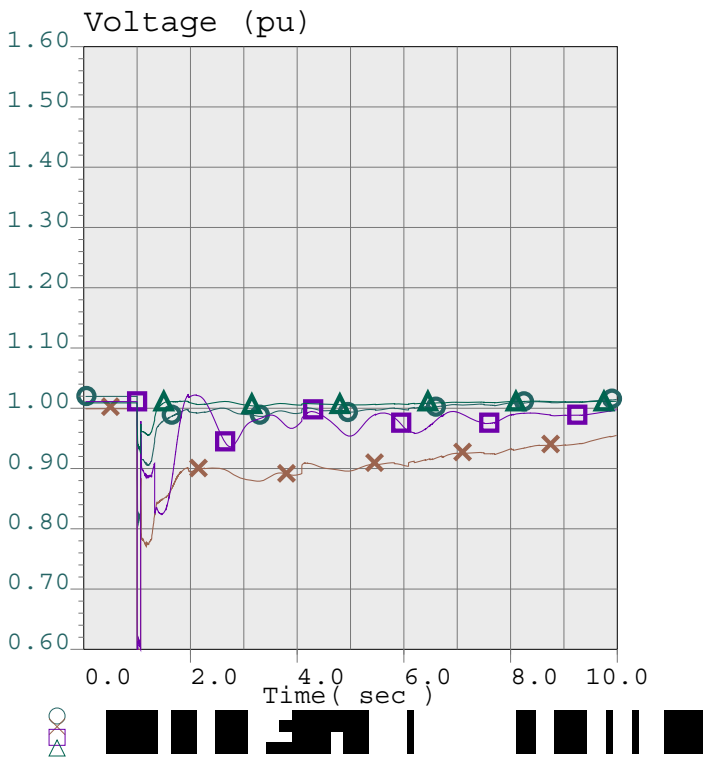


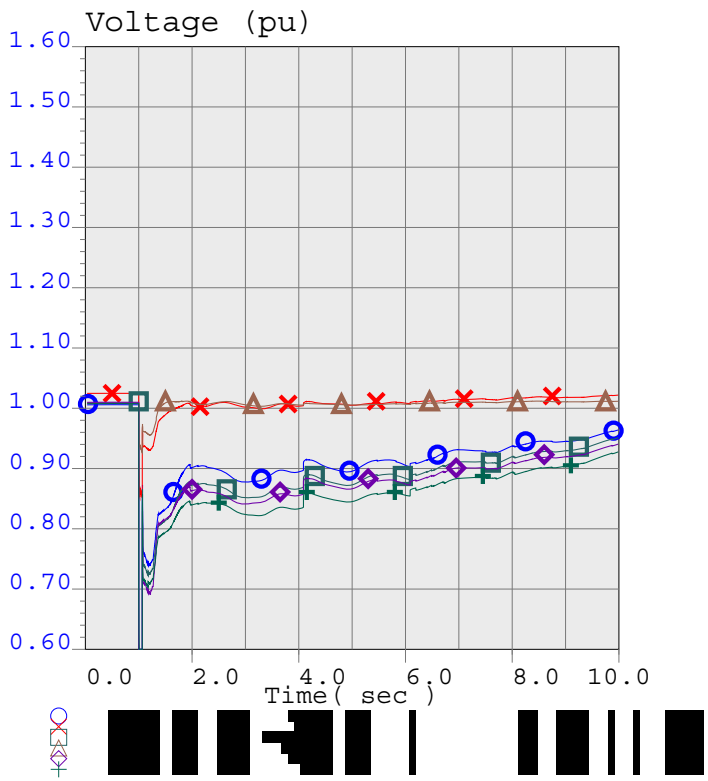


SYSTEM IMPACT STUDY (Voltage)









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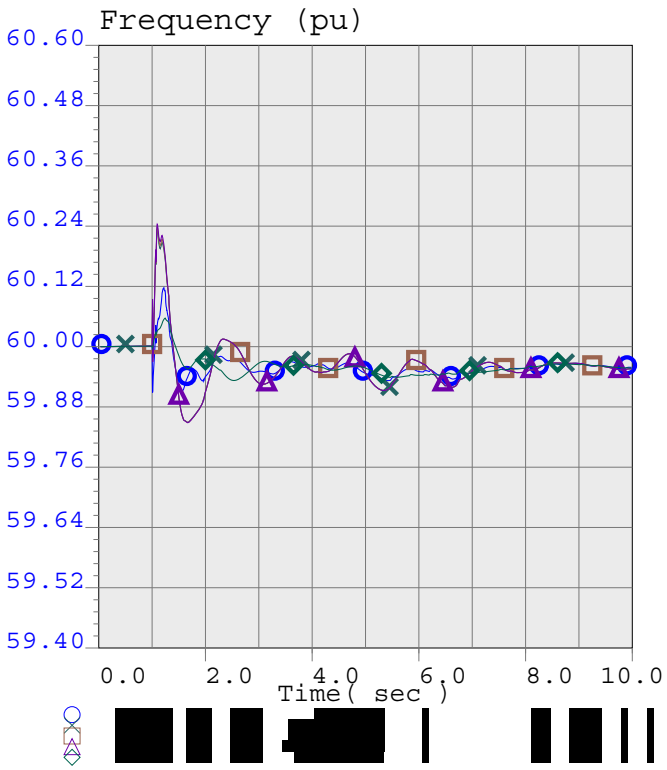
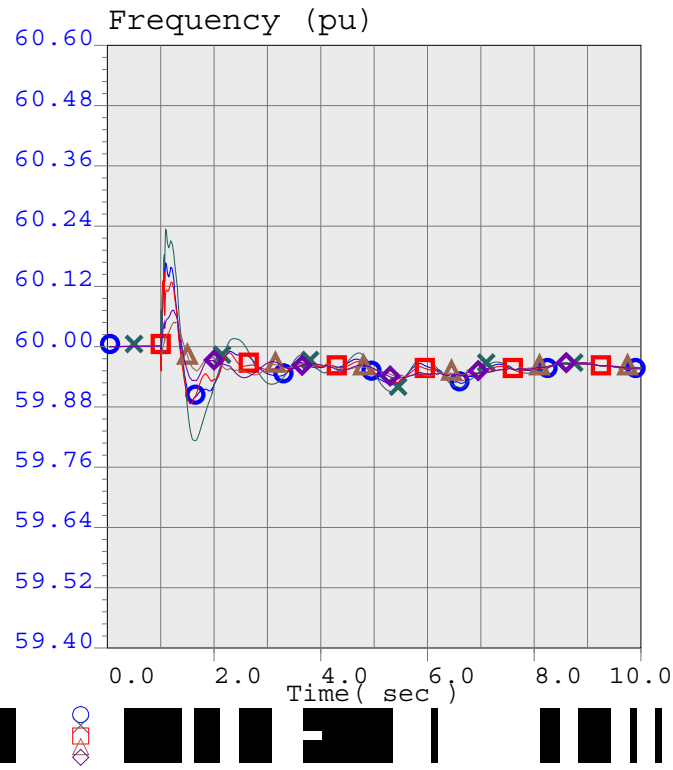
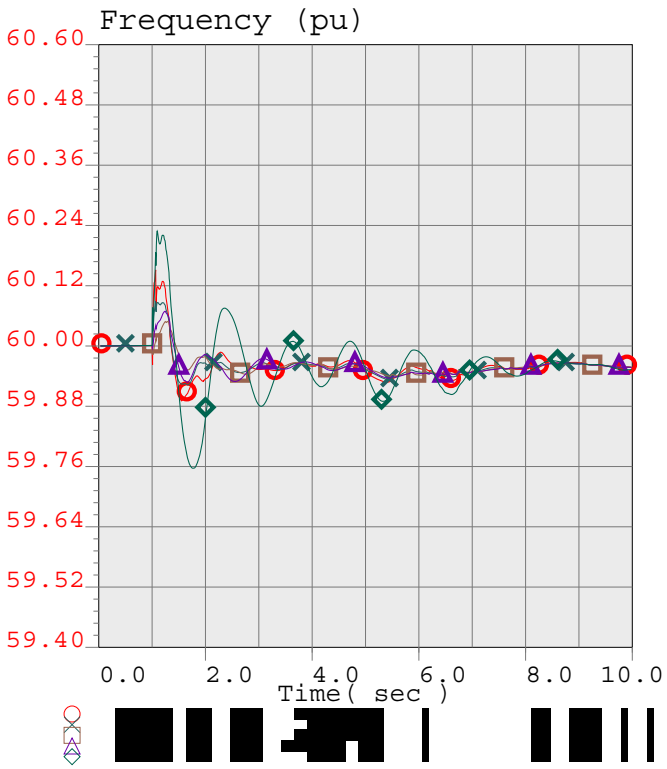
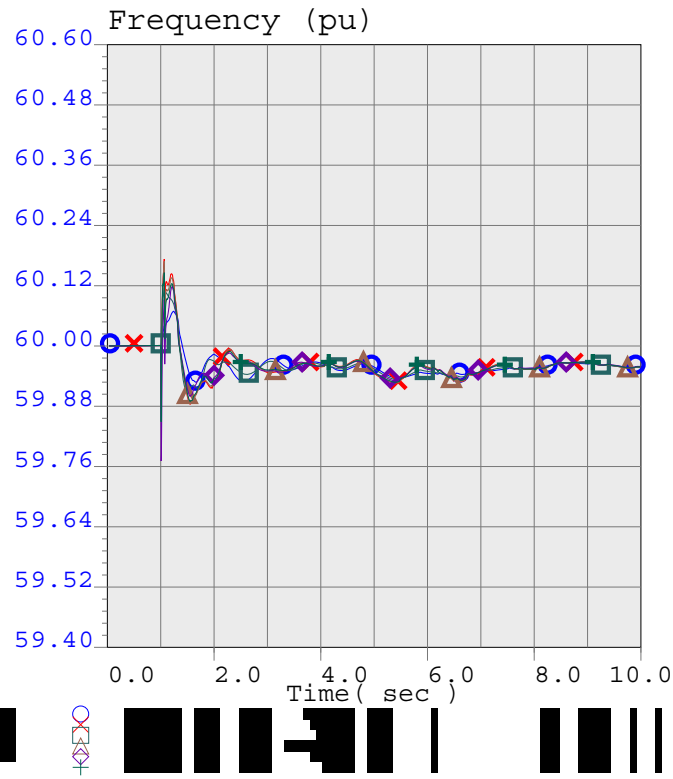
SYSTEM IMPACT STUDY (Frequency)

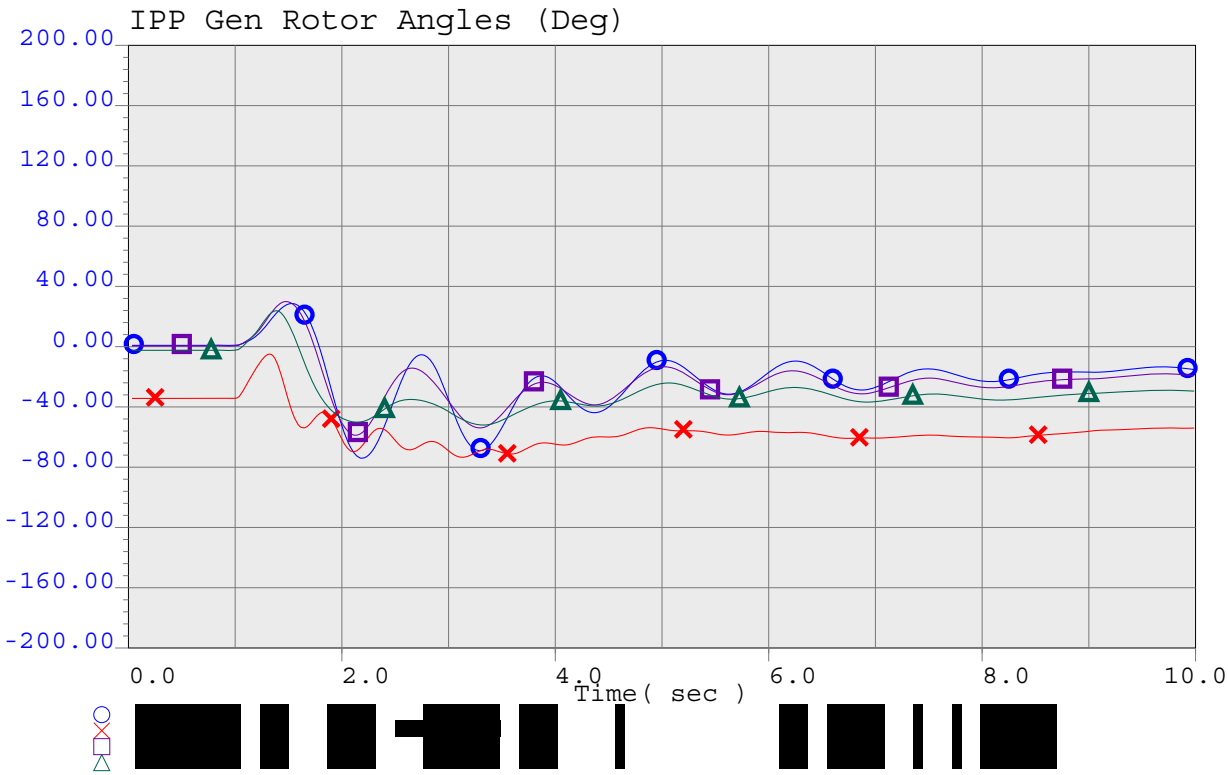


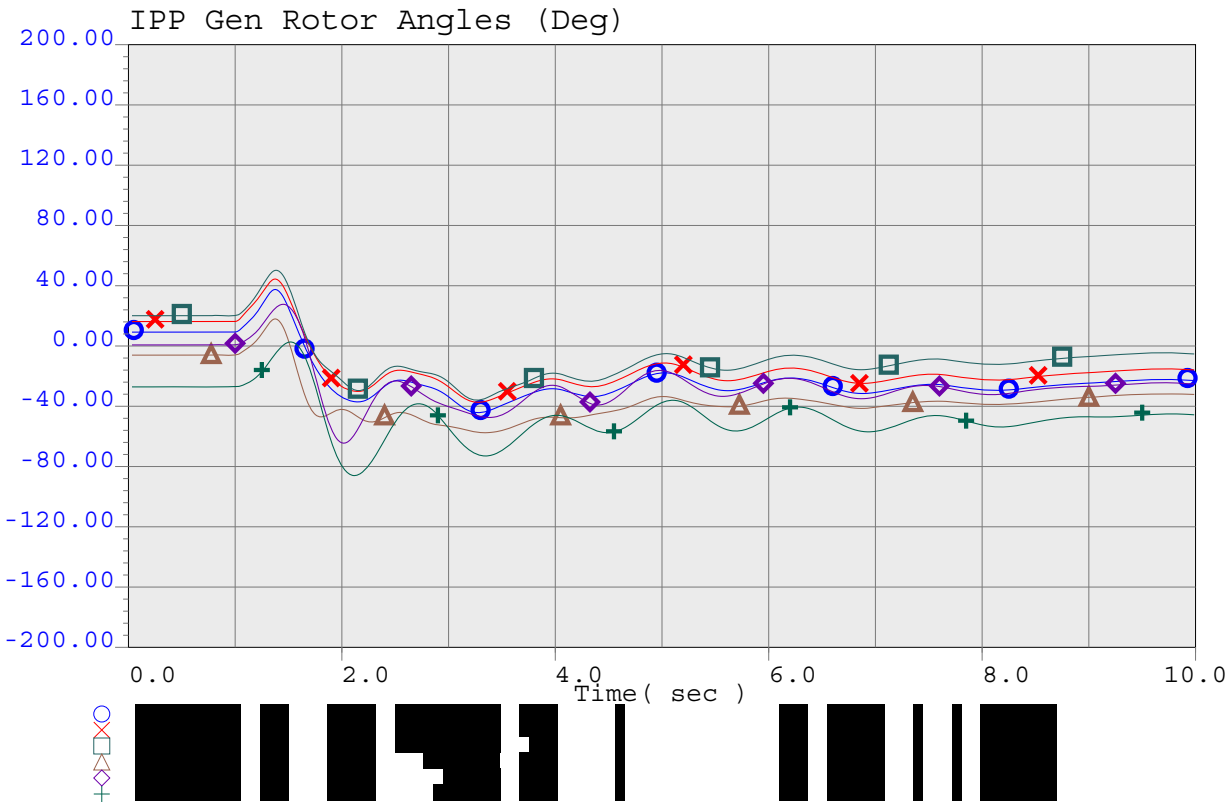




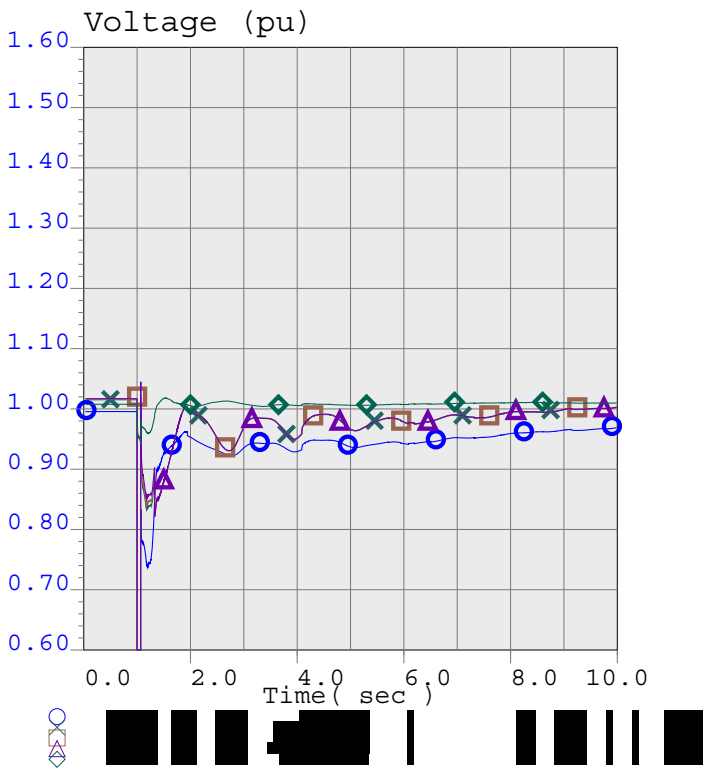


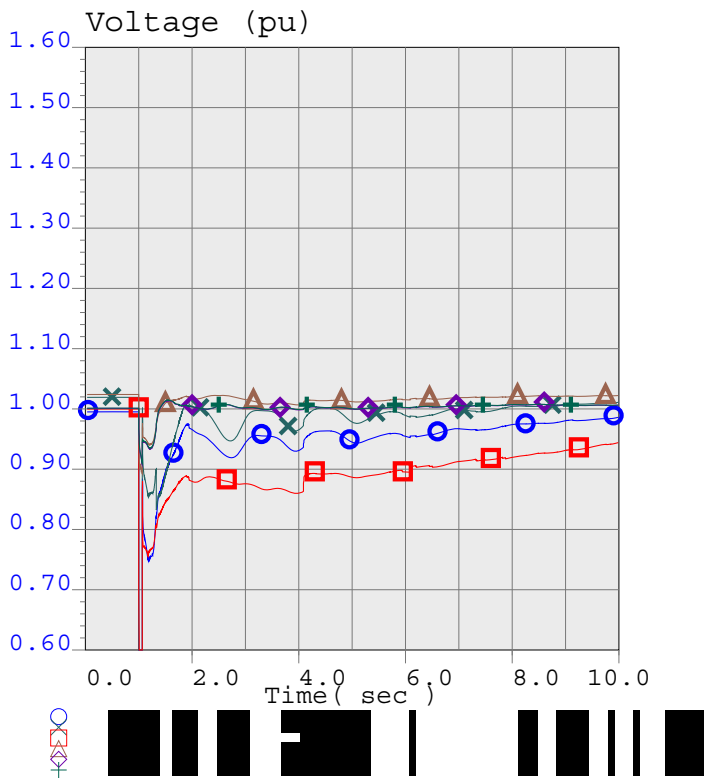
SYSTEM IMPACT STUDY (Rotor Angles)

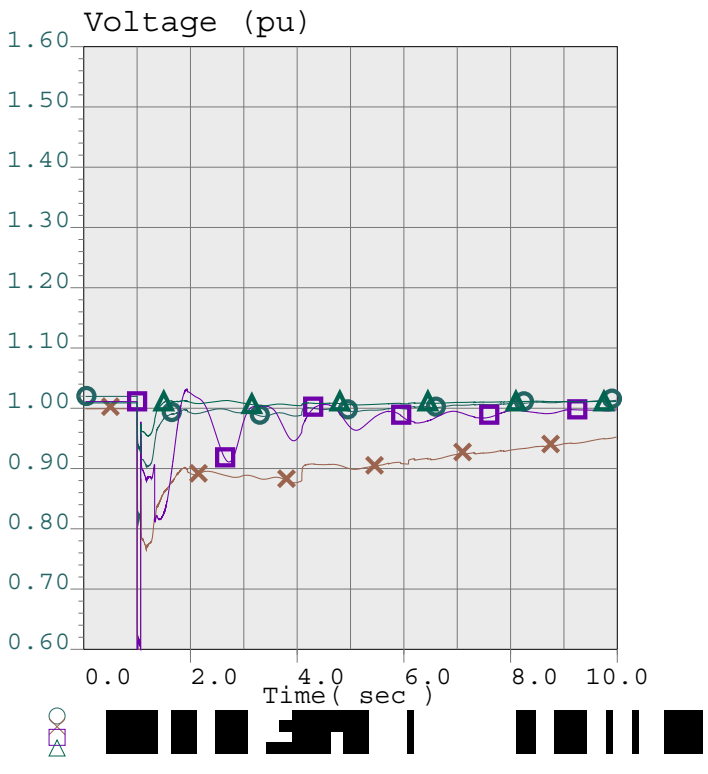


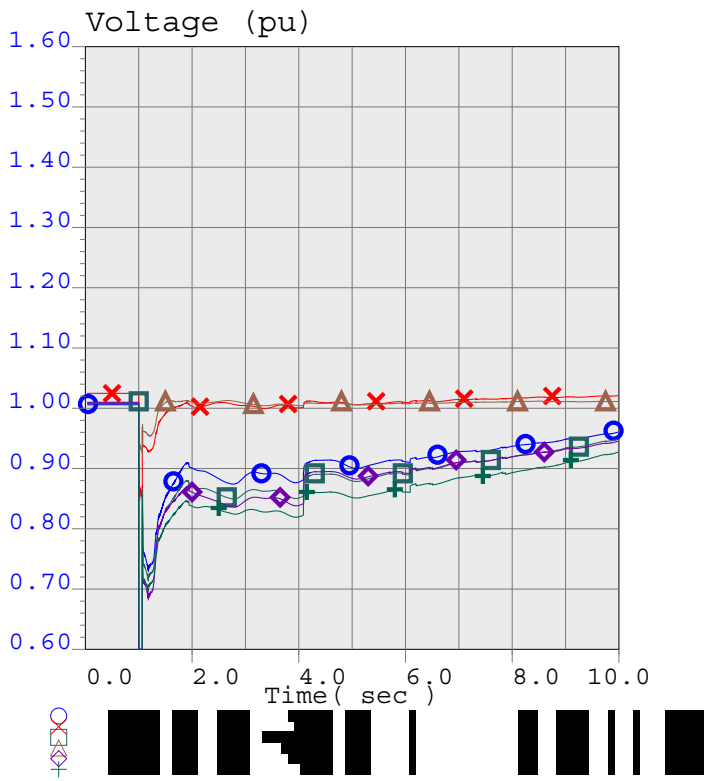


SYSTEM IMPACT STUDY (Voltage)

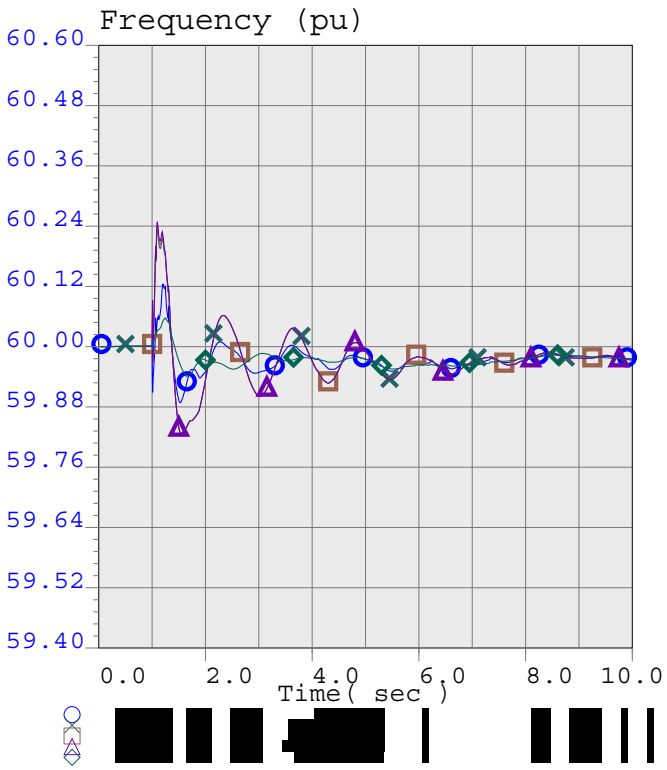


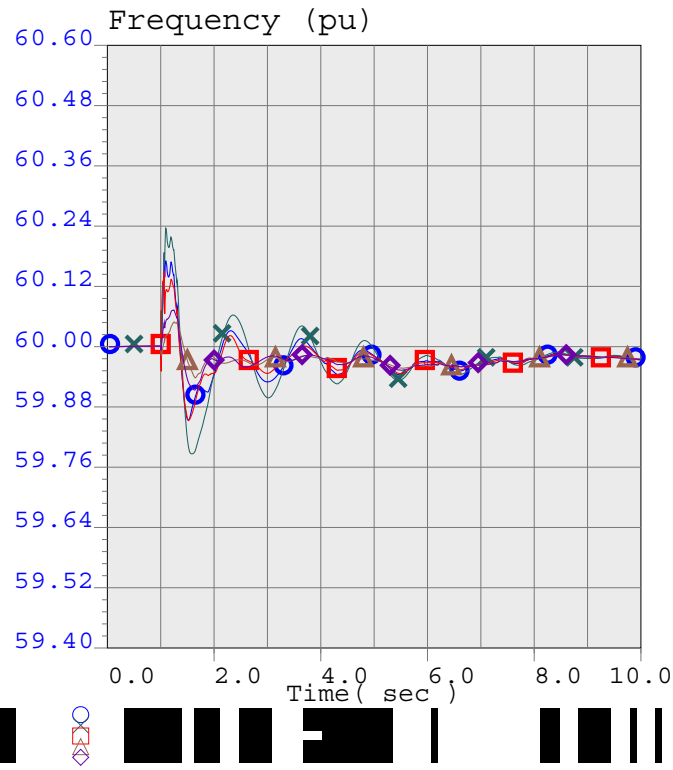


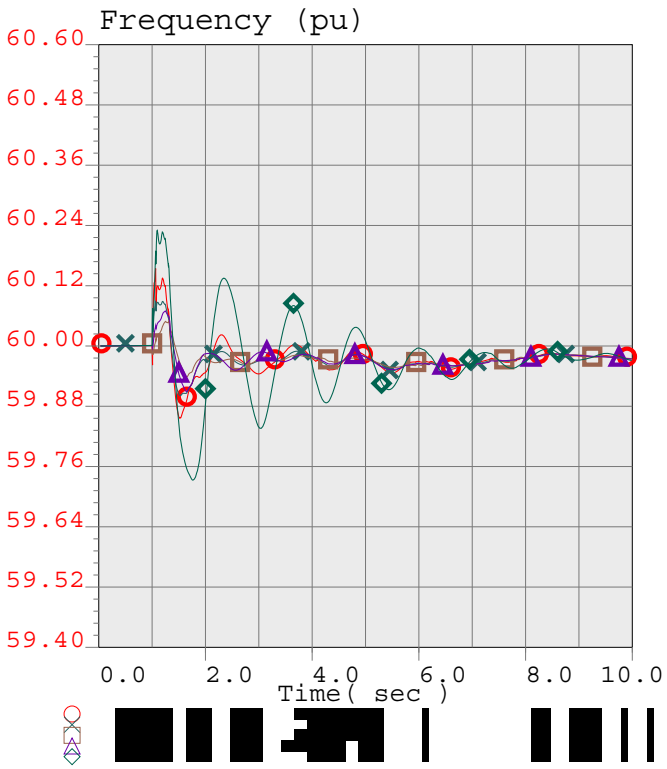




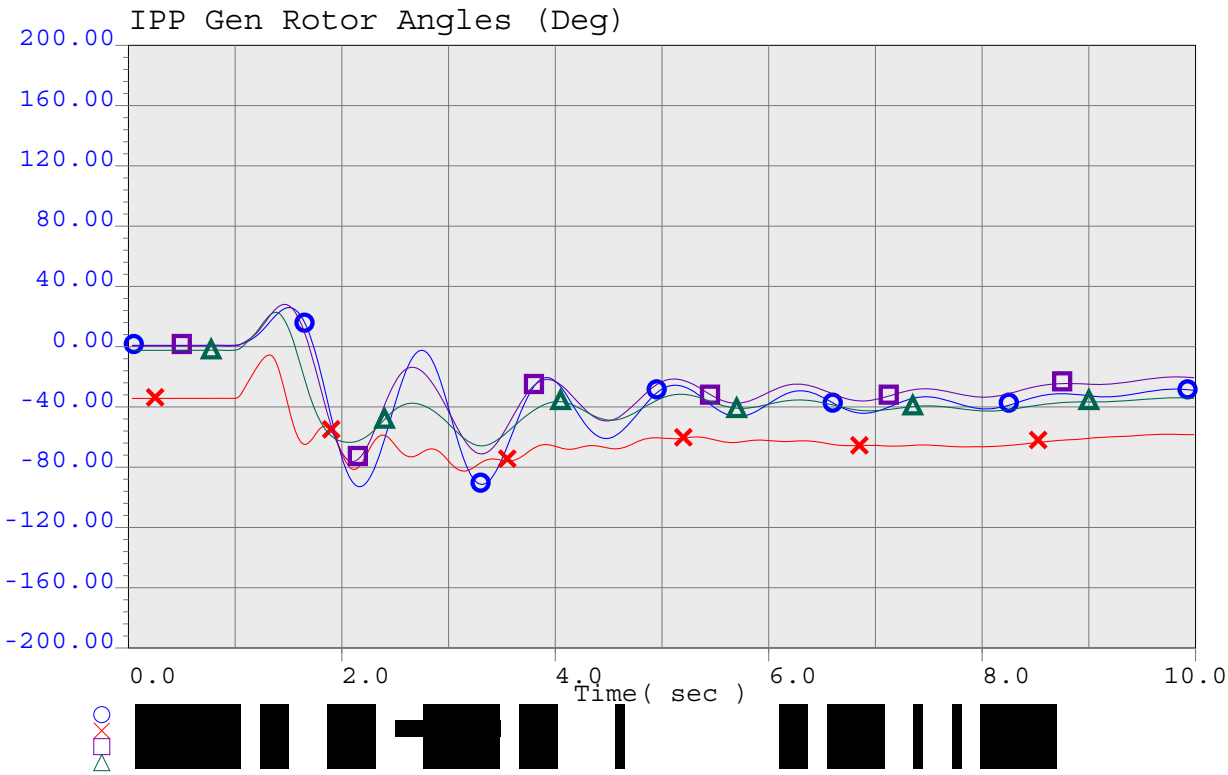
SYSTEM IMPACT STUDY (Frequency)

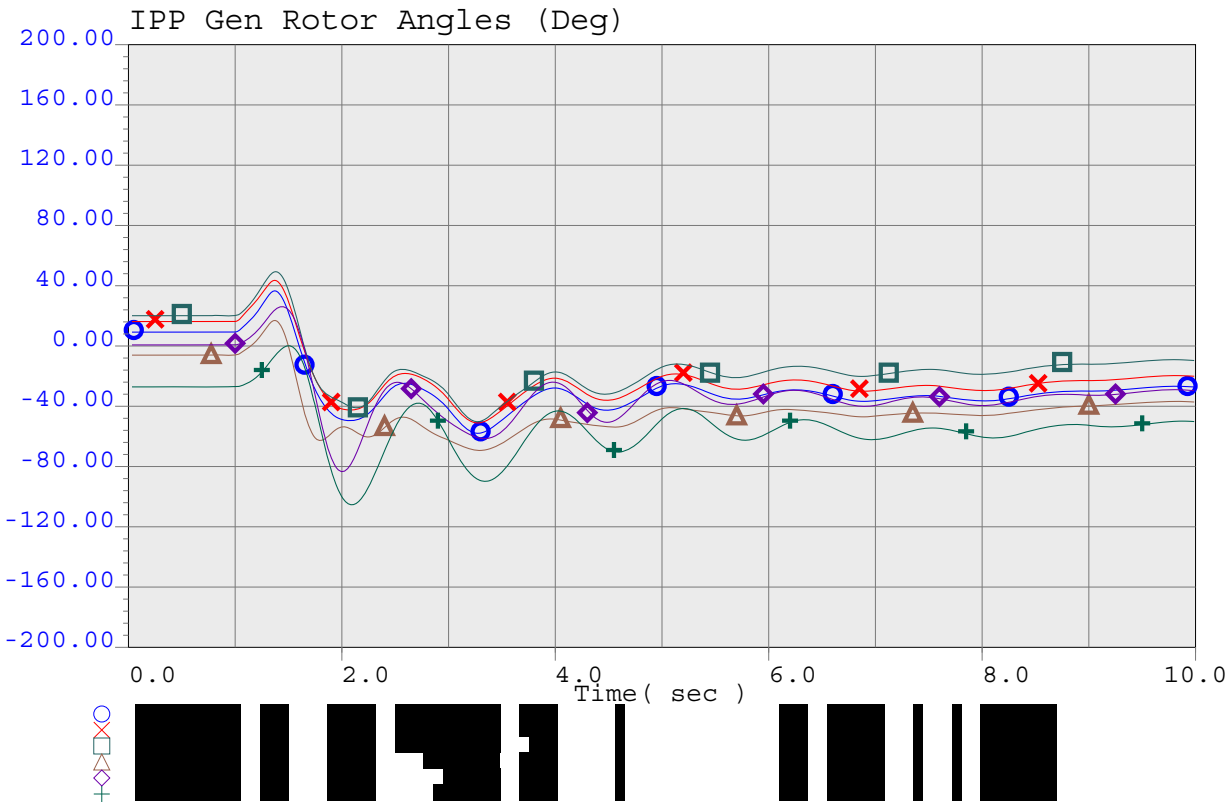




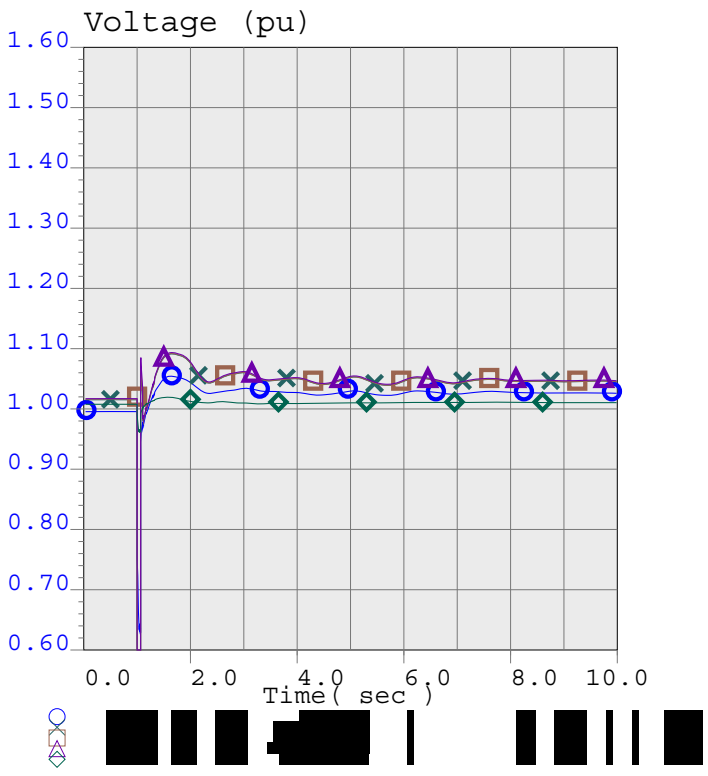


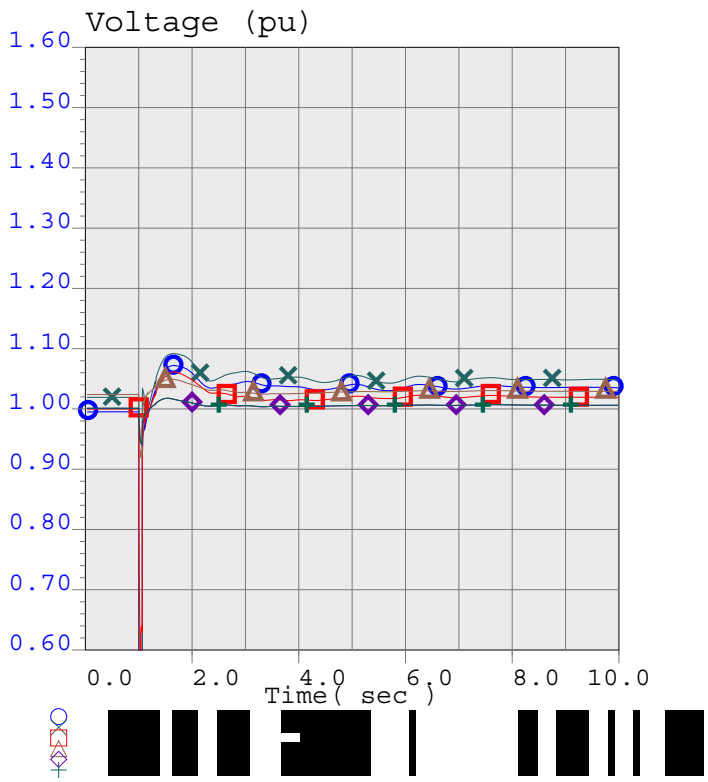
SYSTEM IMPACT STUDY (Rotor Angles)

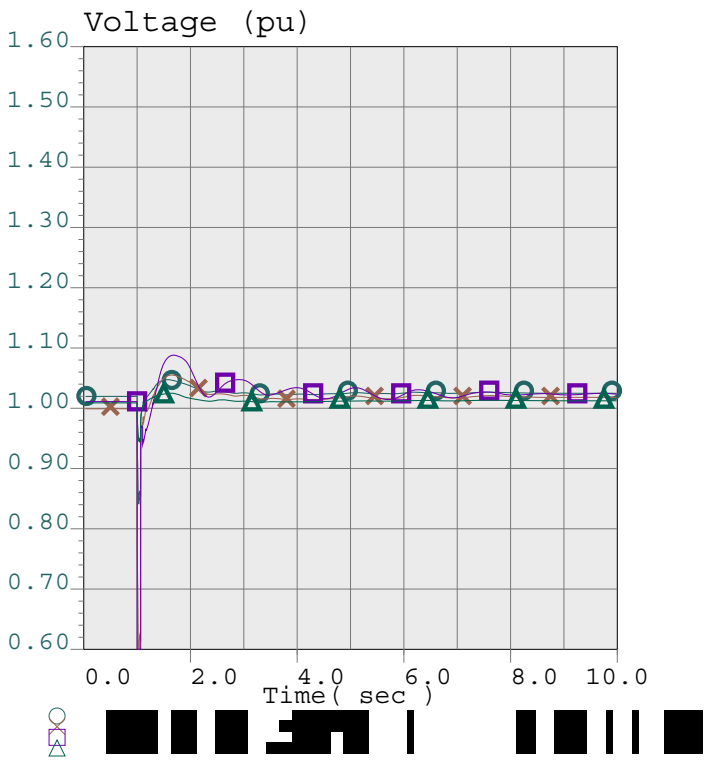


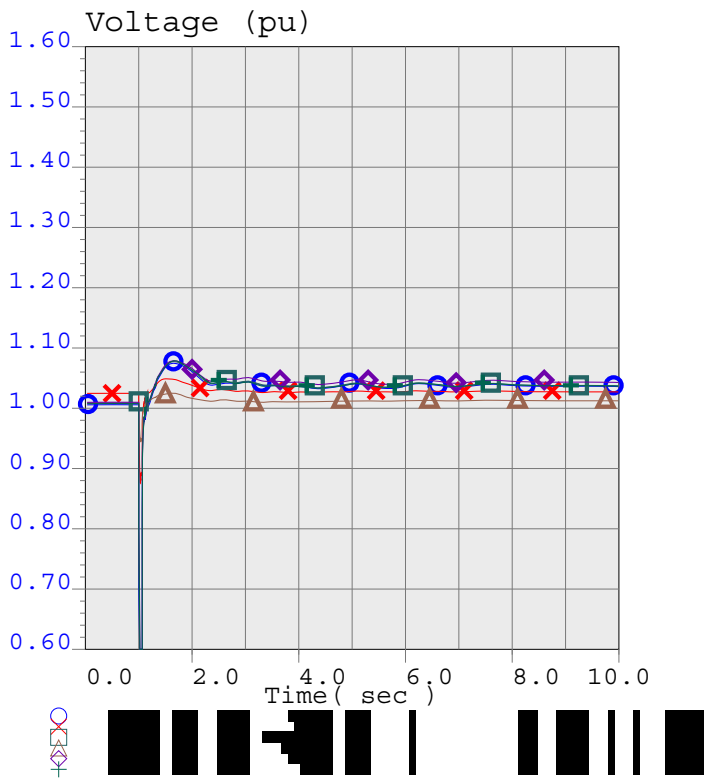


SYSTEM IMPACT STUDY (Voltage)

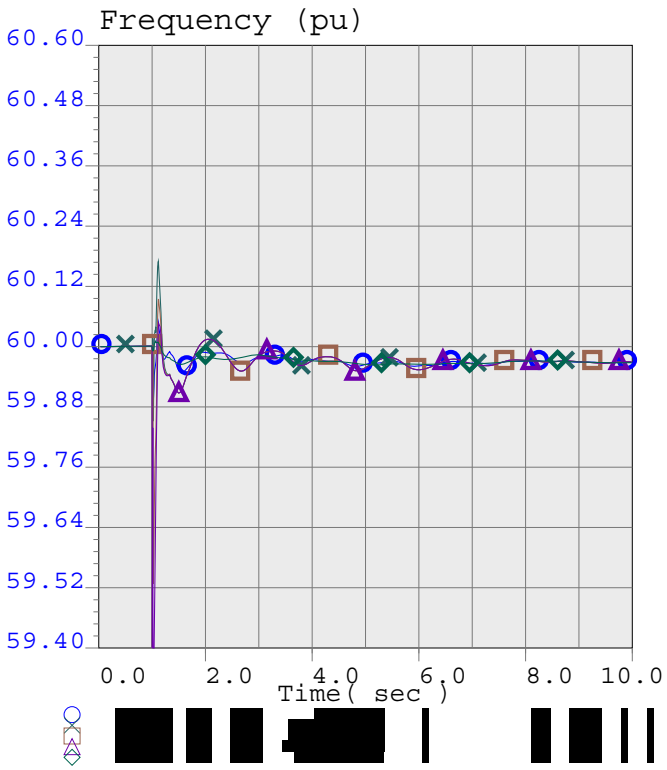


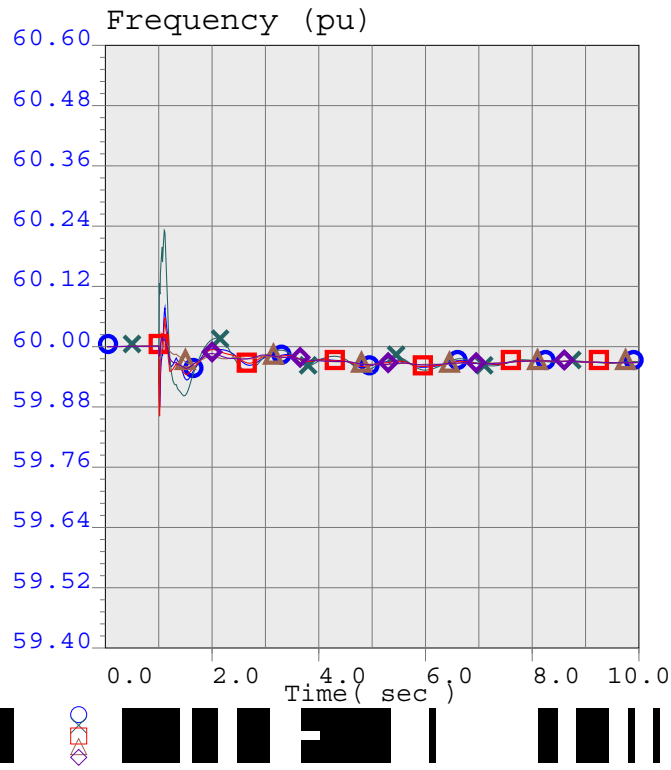


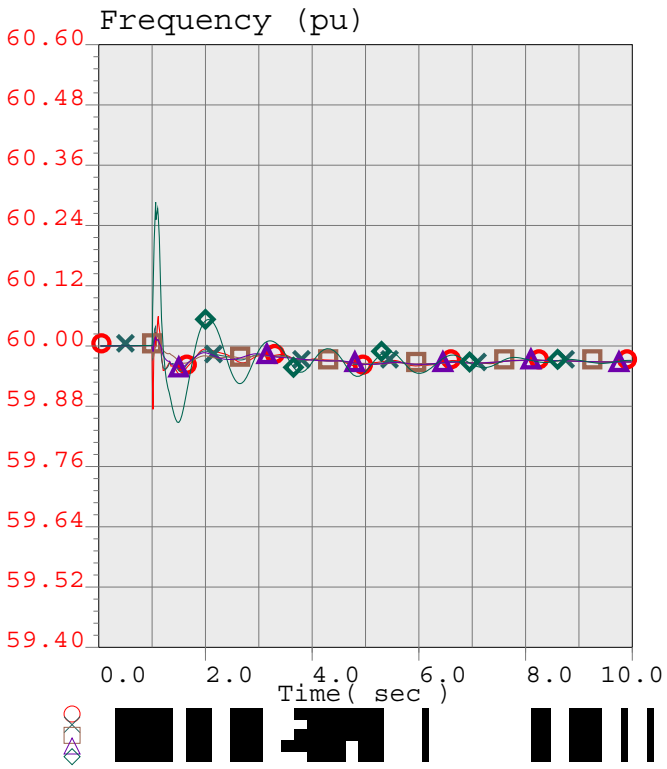


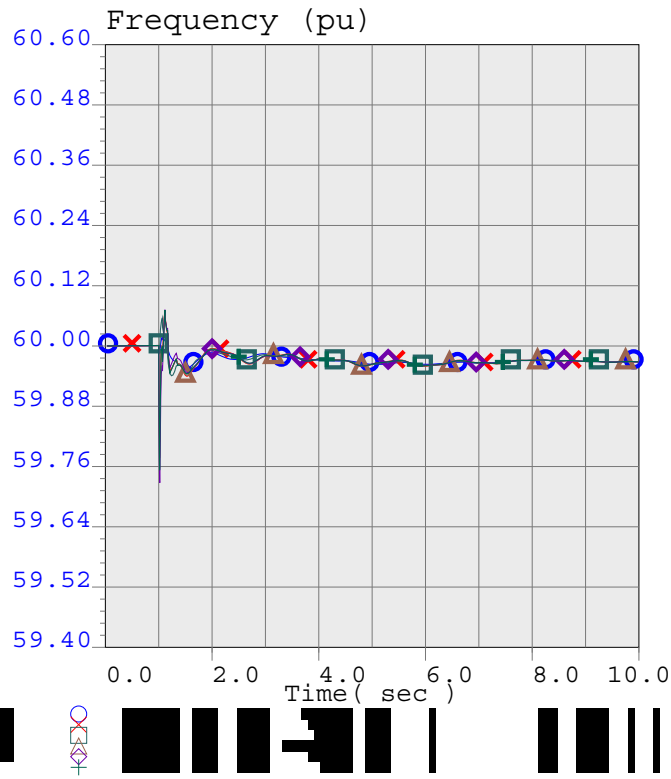


SYSTEM IMPACT STUDY (Frequency)

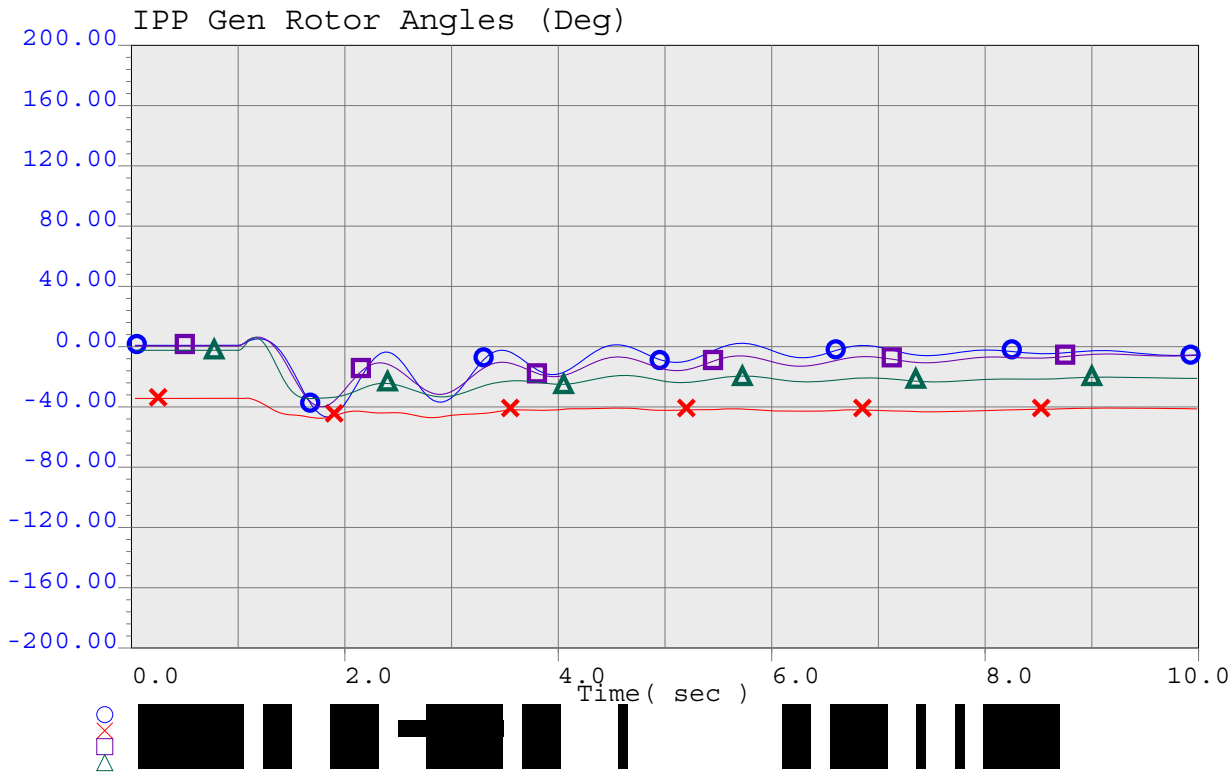


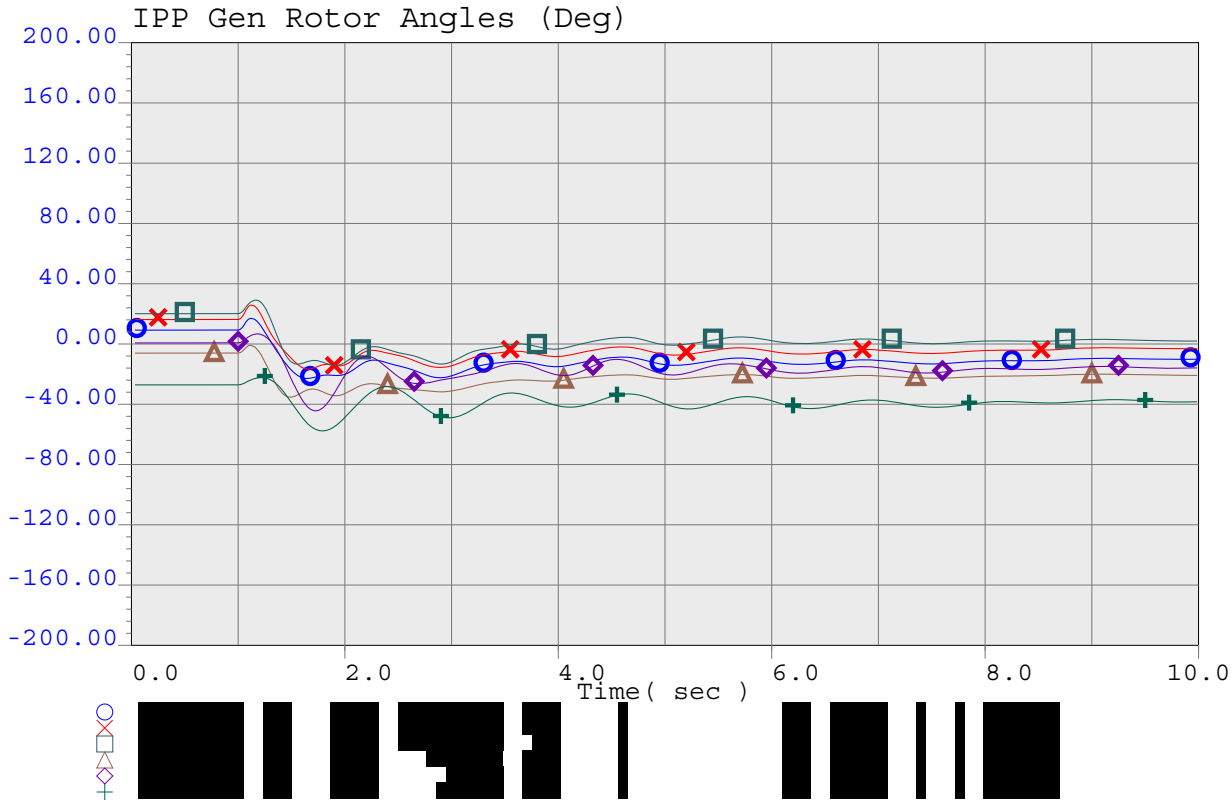




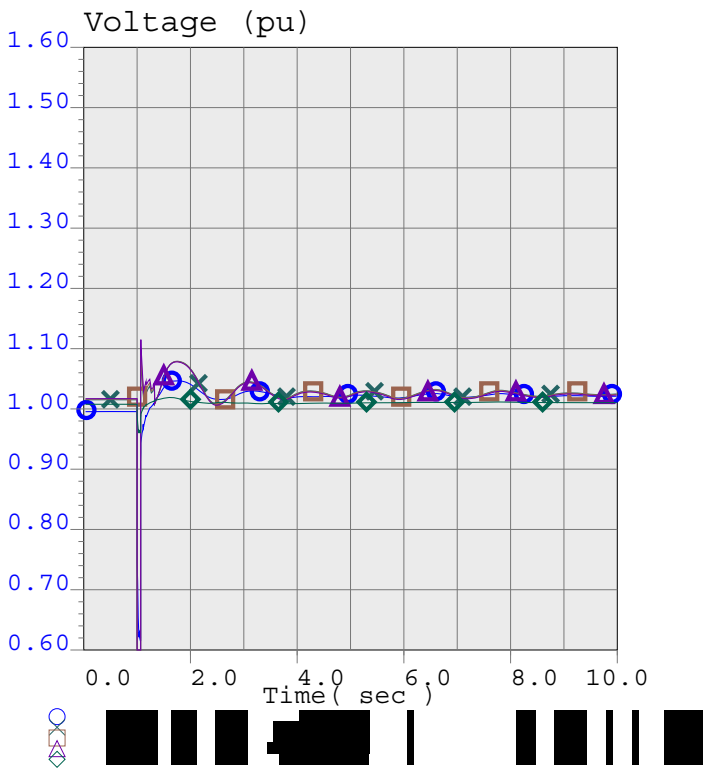


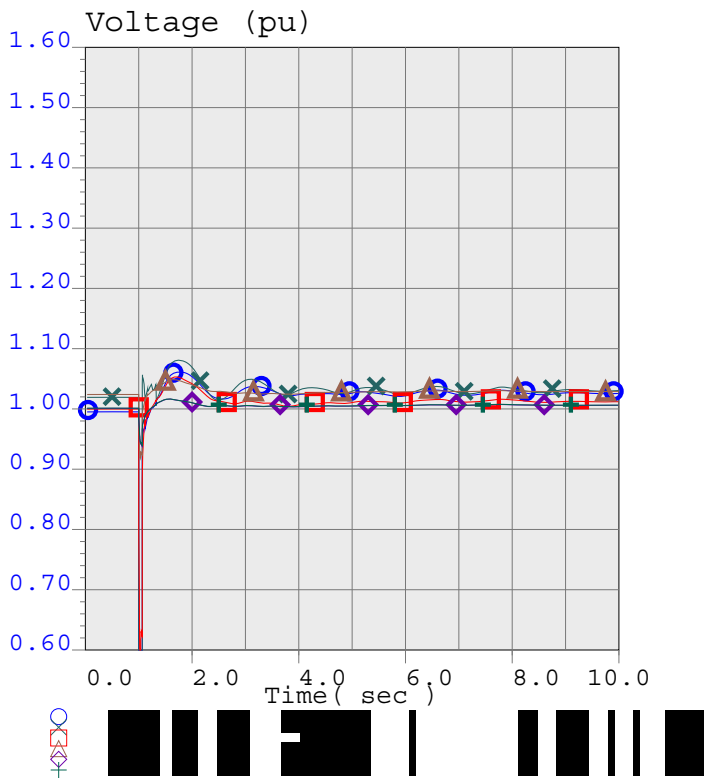
SYSTEM IMPACT STUDY (Rotor Angles)

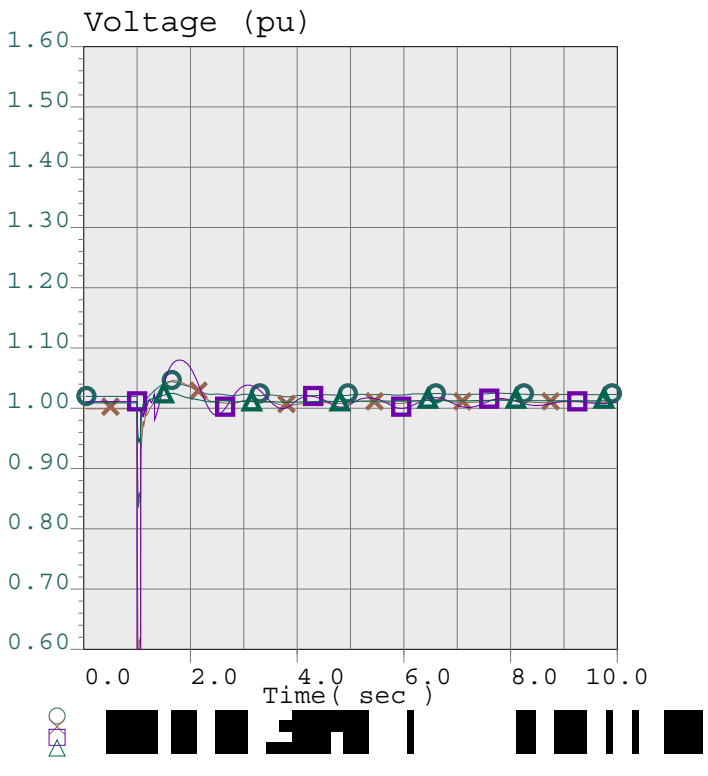


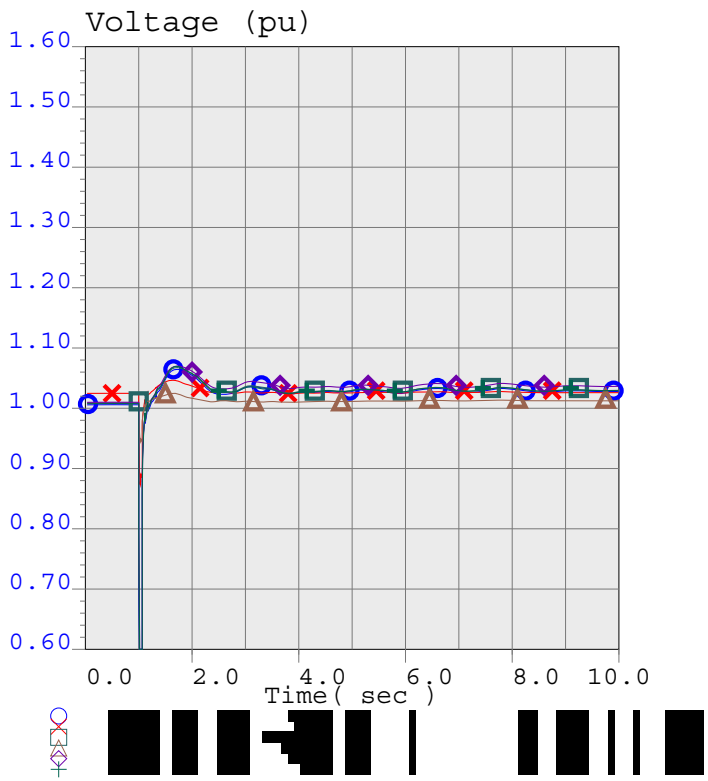


SYSTEM IMPACT STUDY (Voltage)









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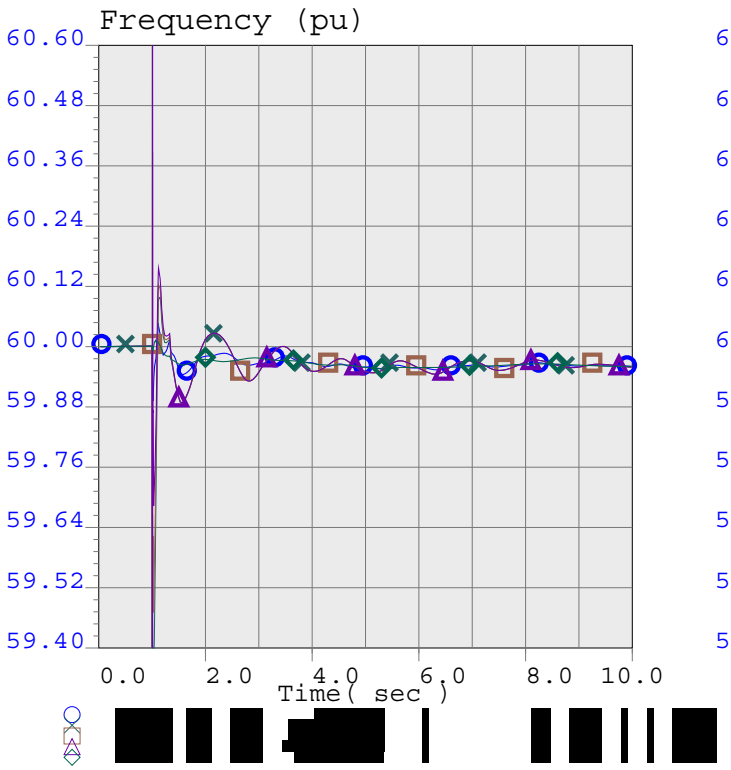
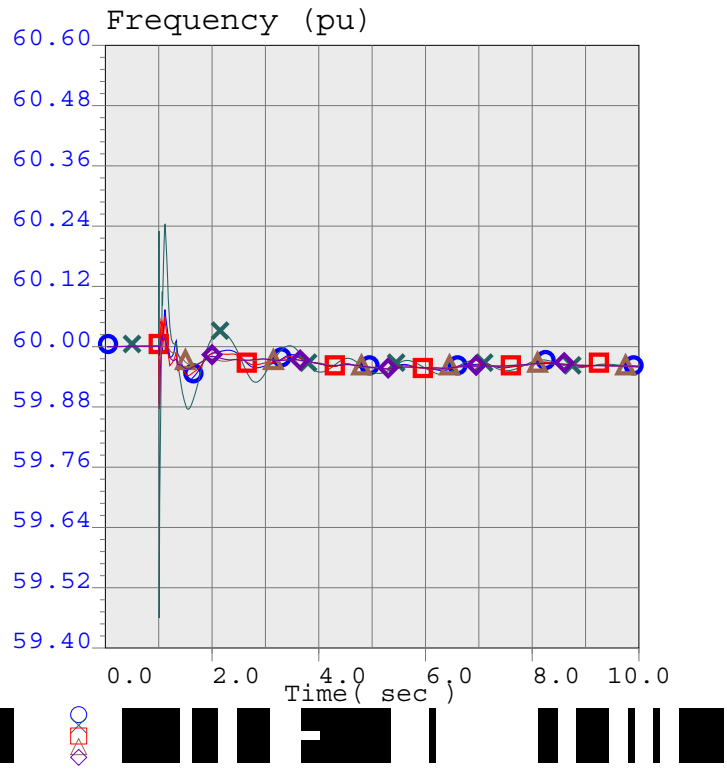
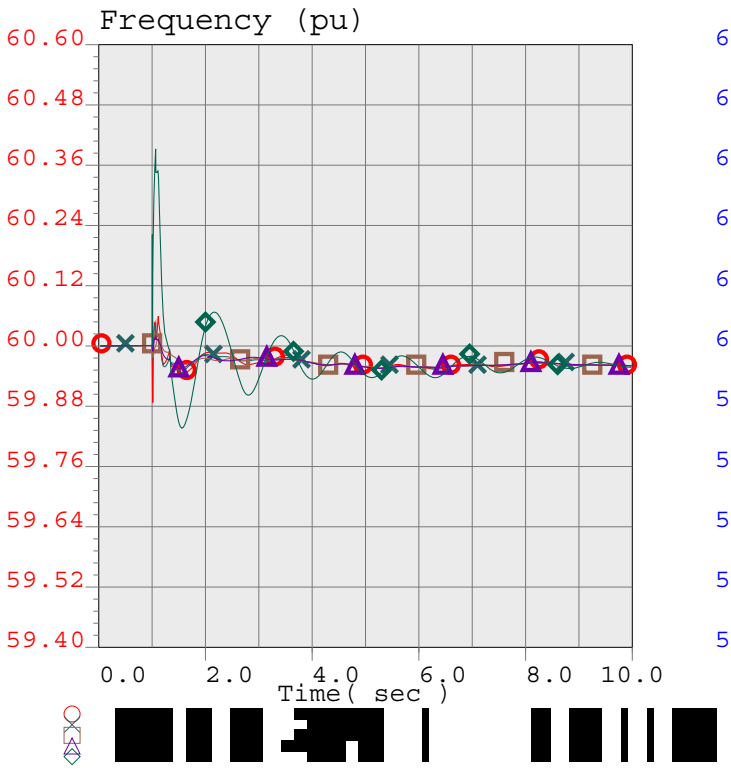
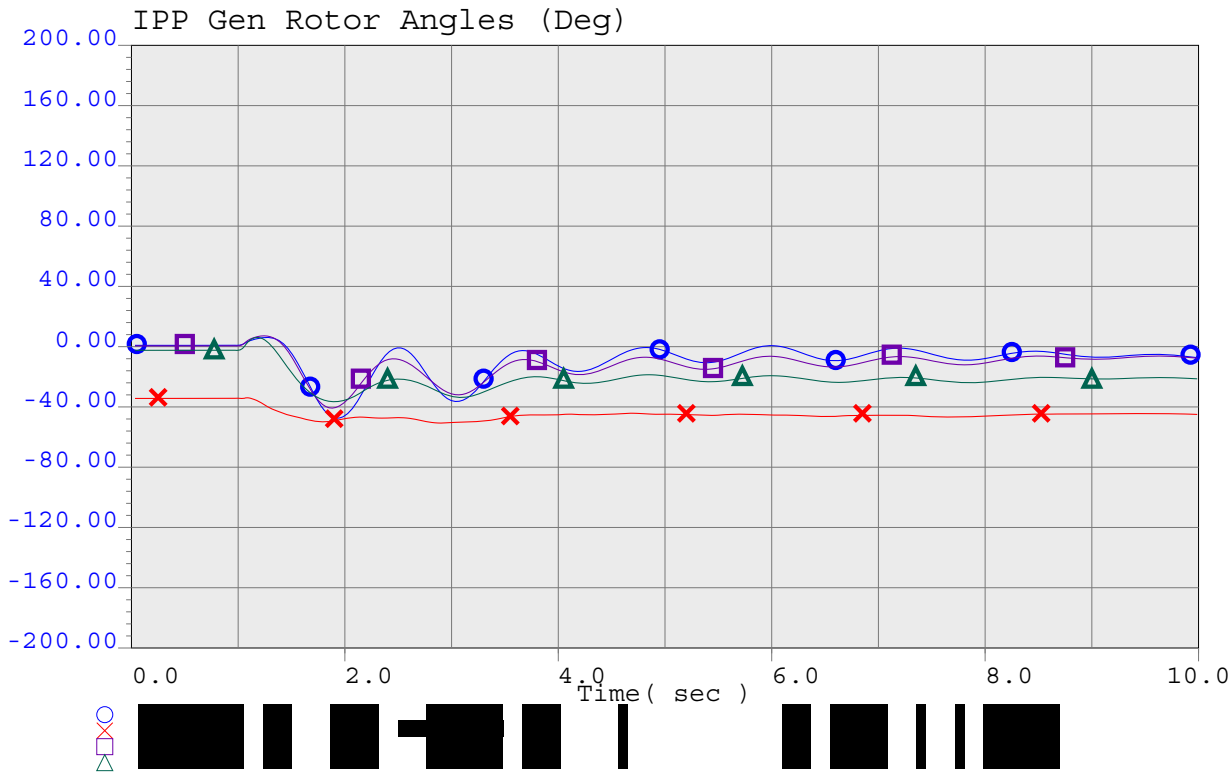
SYSTEM IMPACT STUDY (Frequency)

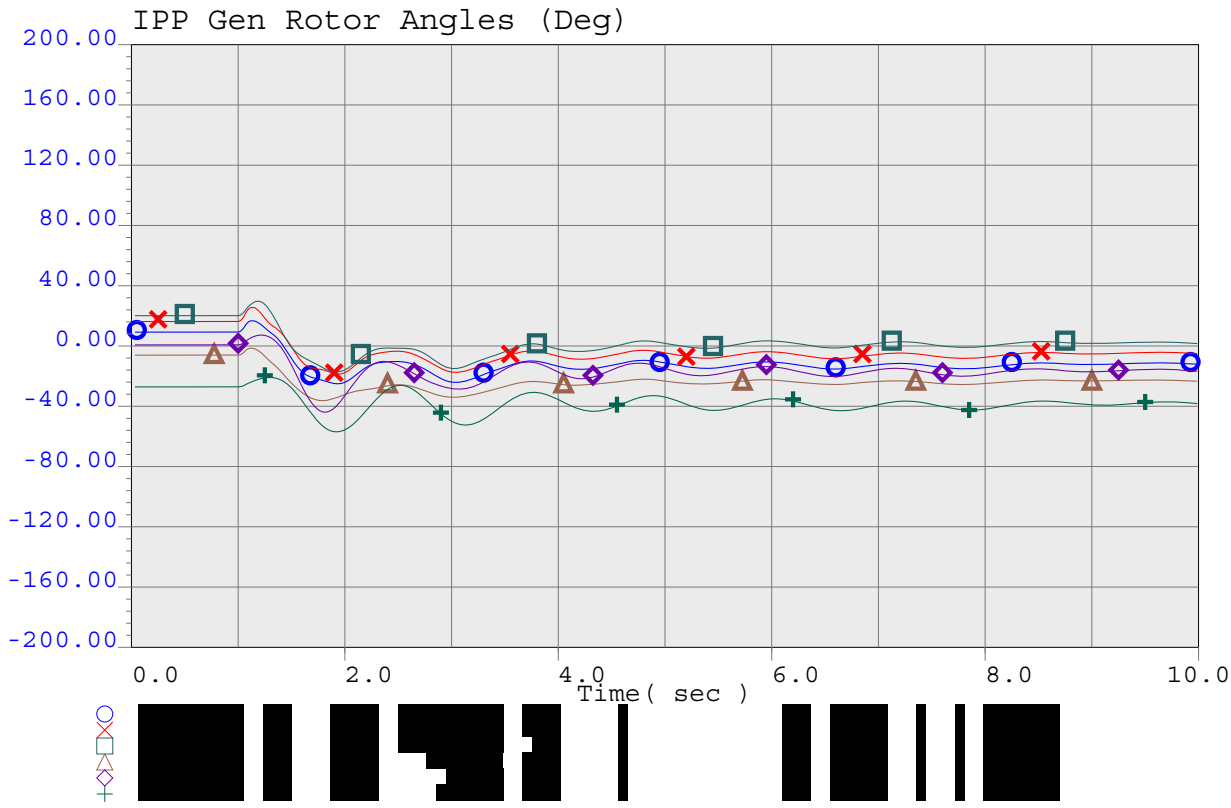




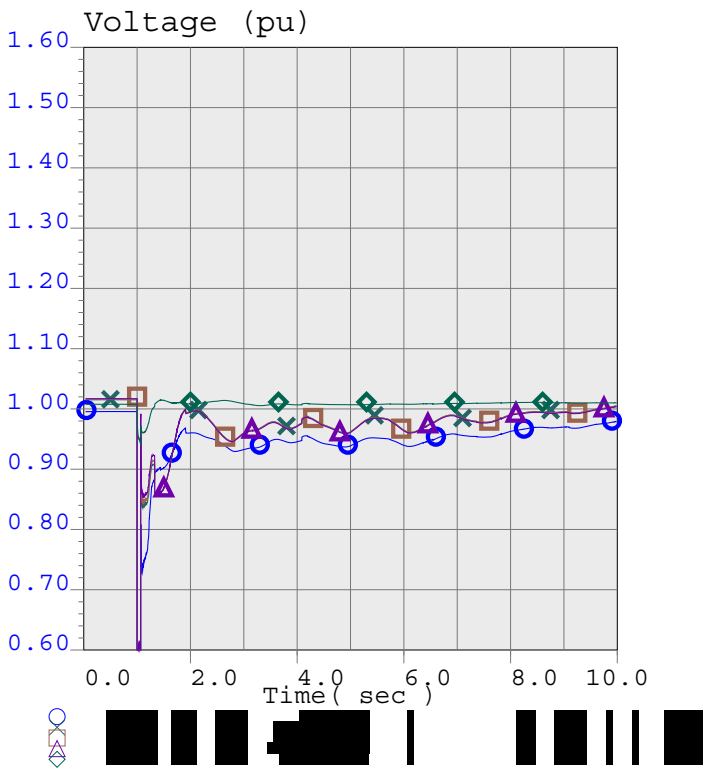


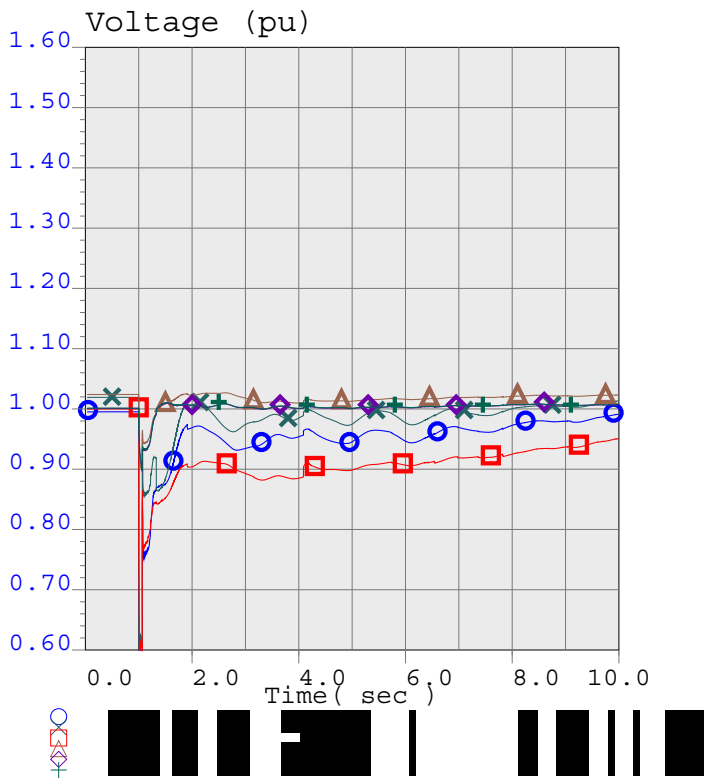
SYSTEM IMPACT STUDY (Rotor Angles)

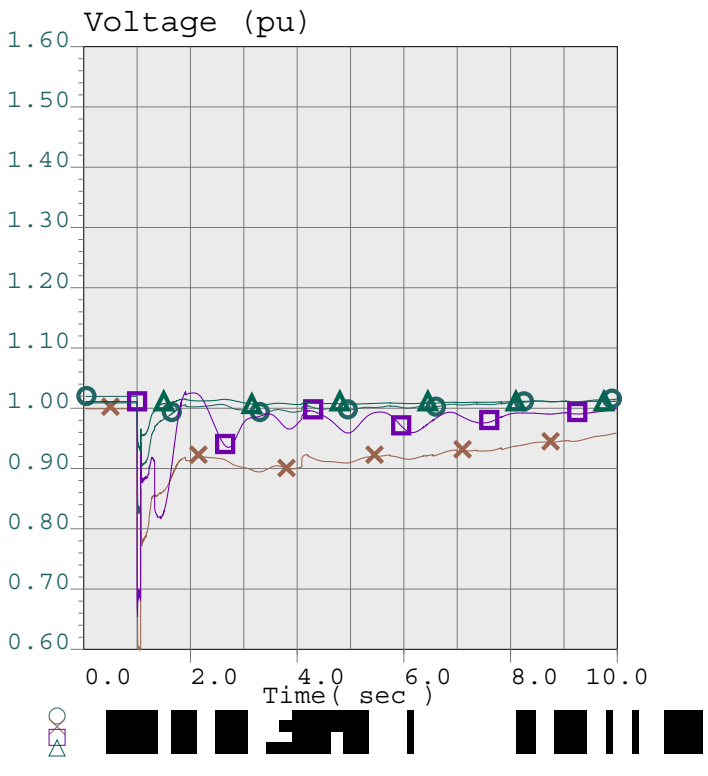


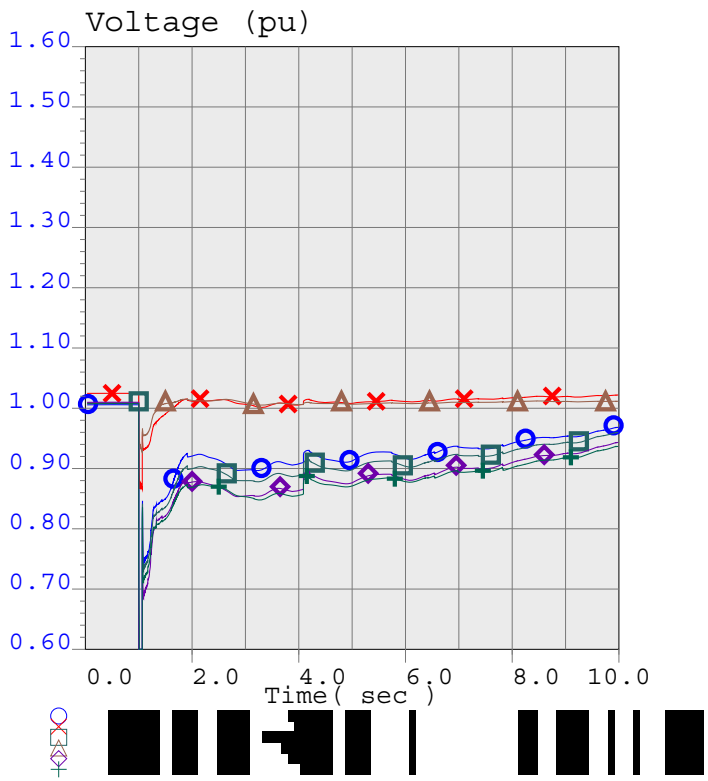


SYSTEM IMPACT STUDY (Voltage)









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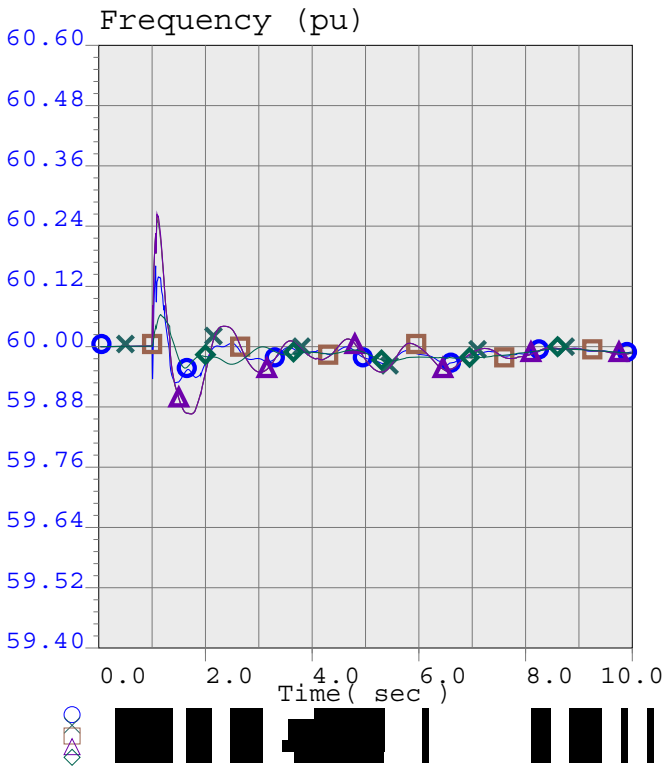
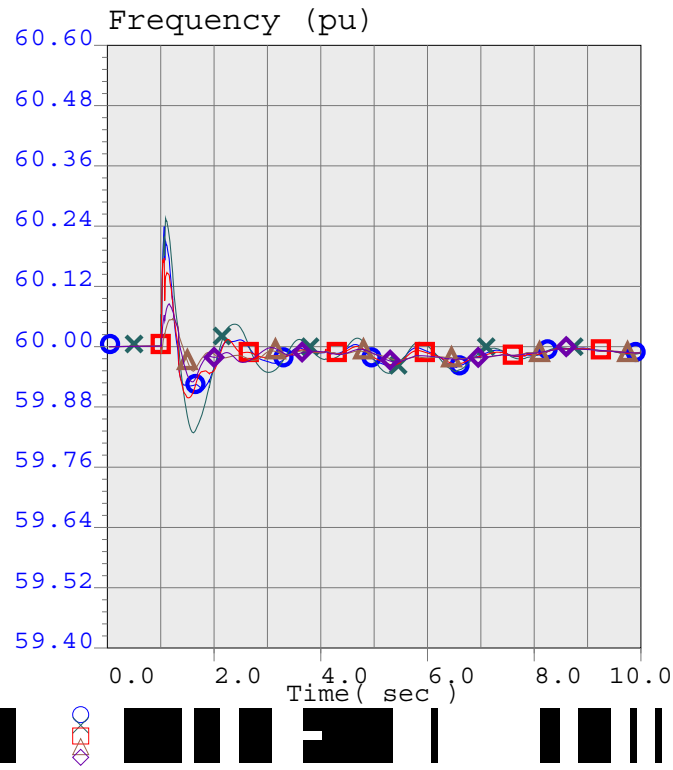
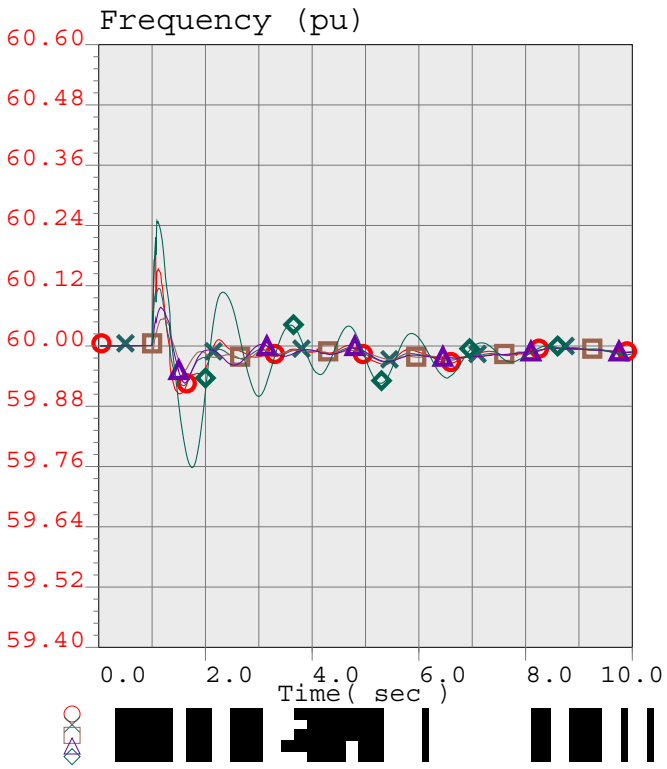
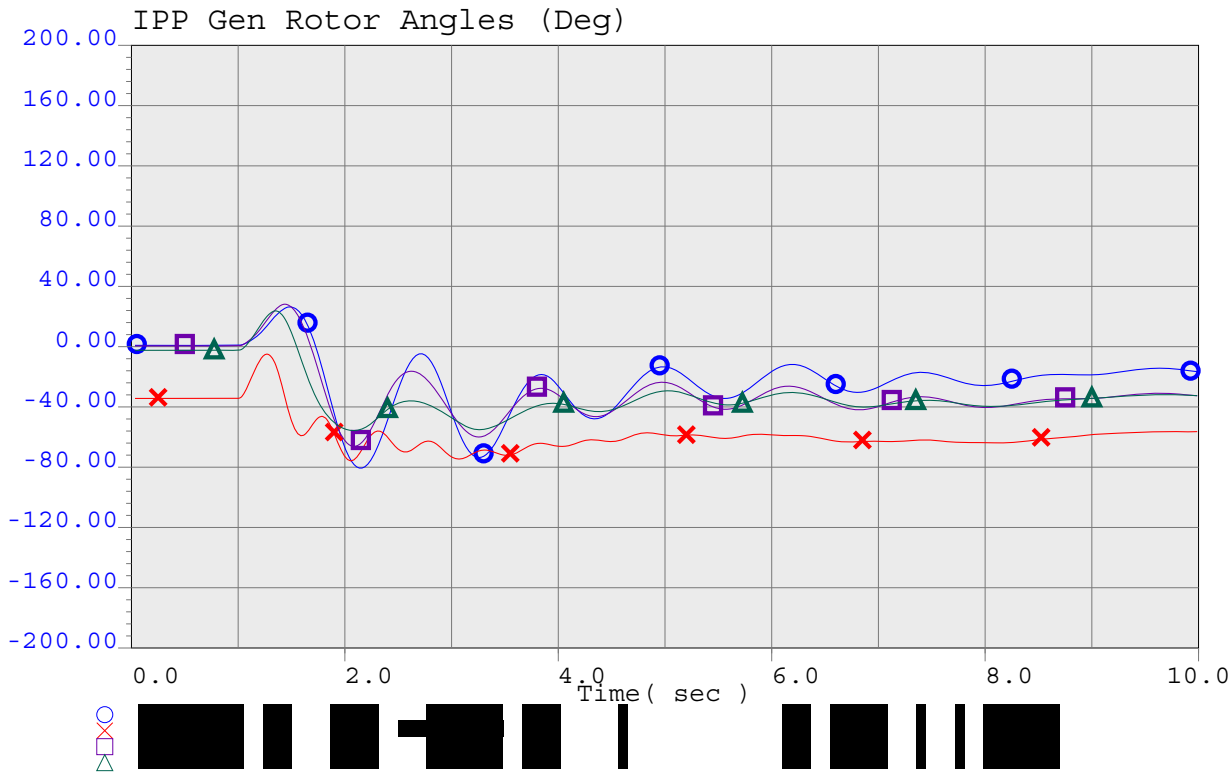
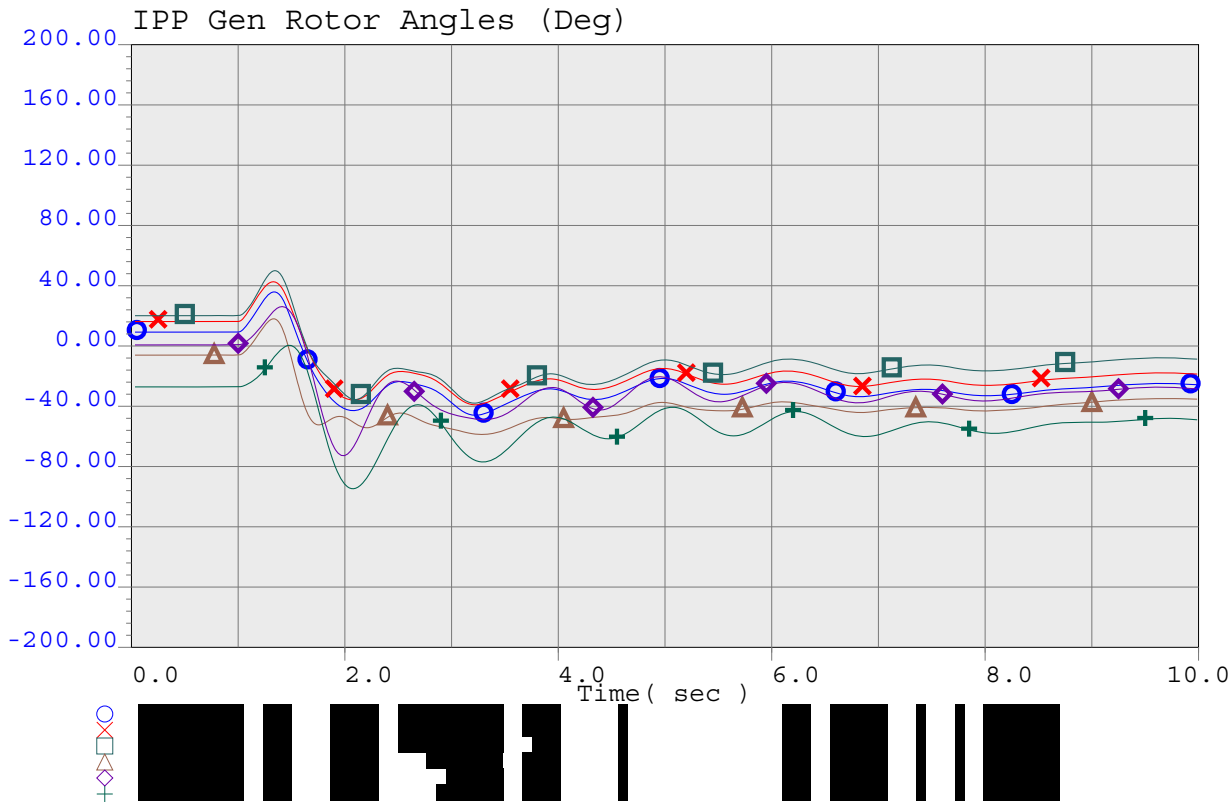




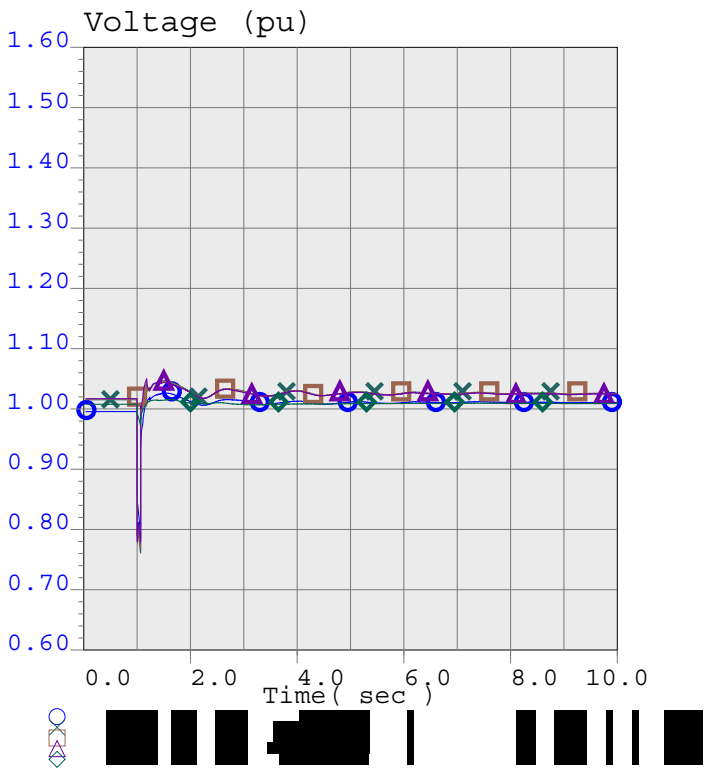


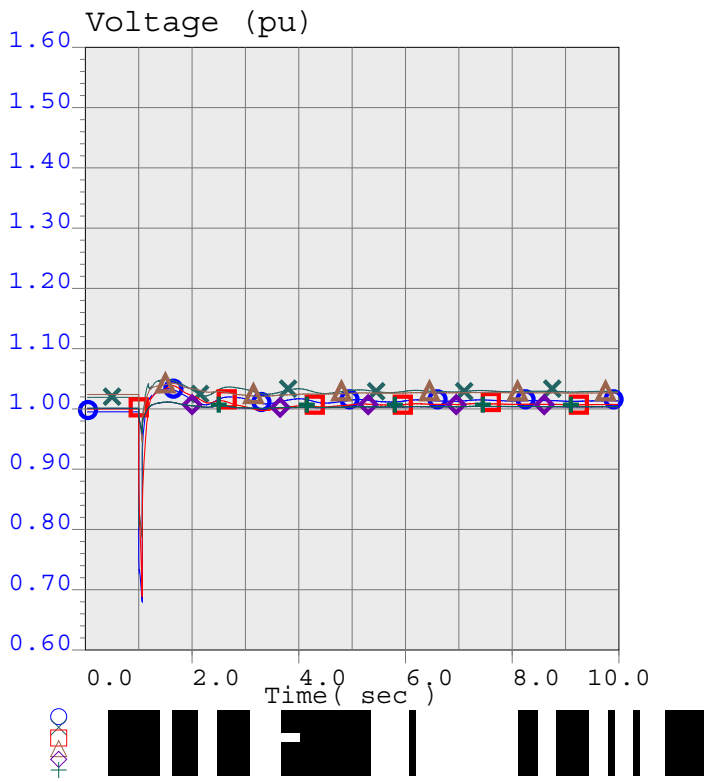
SYSTEM IMPACT STUDY (Rotor Angles)

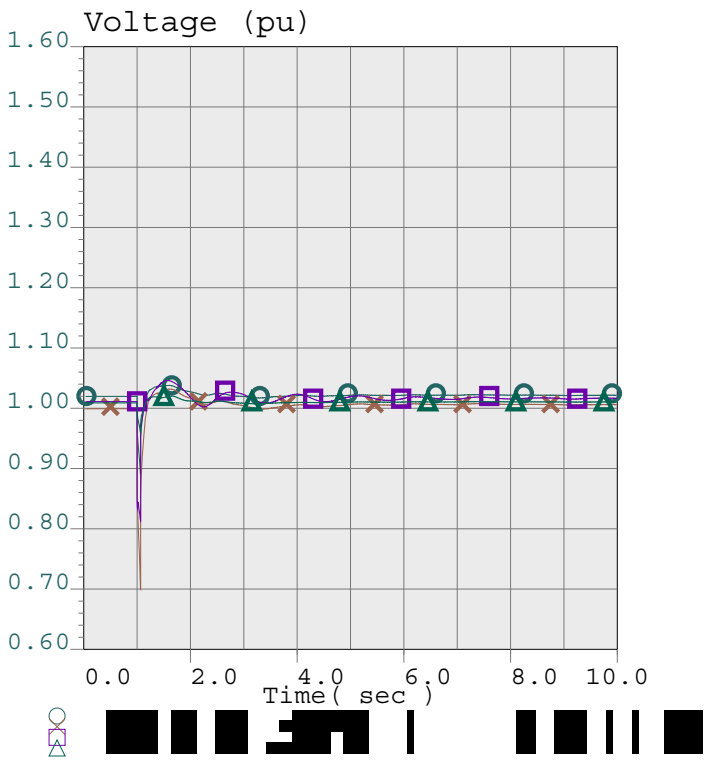


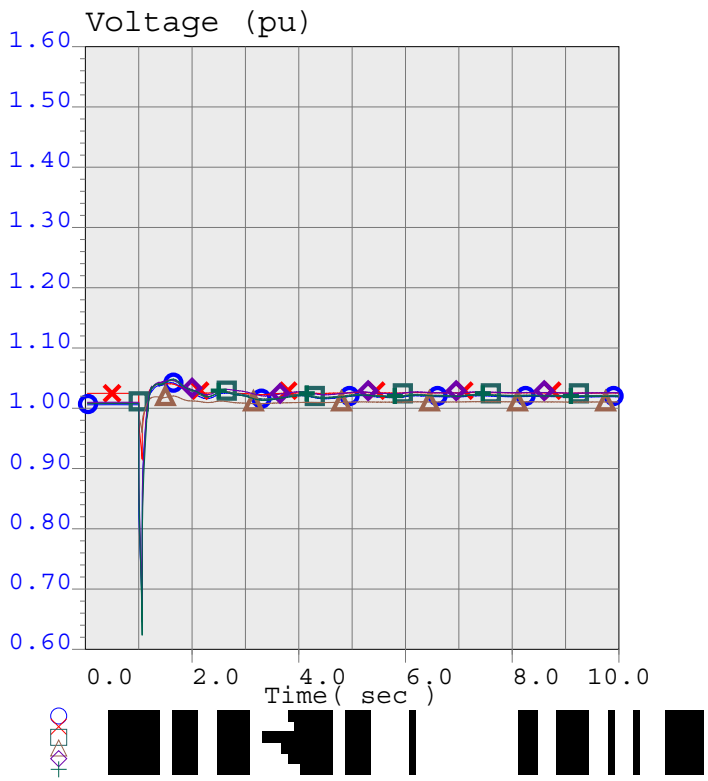


SYSTEM IMPACT STUDY (Voltage)









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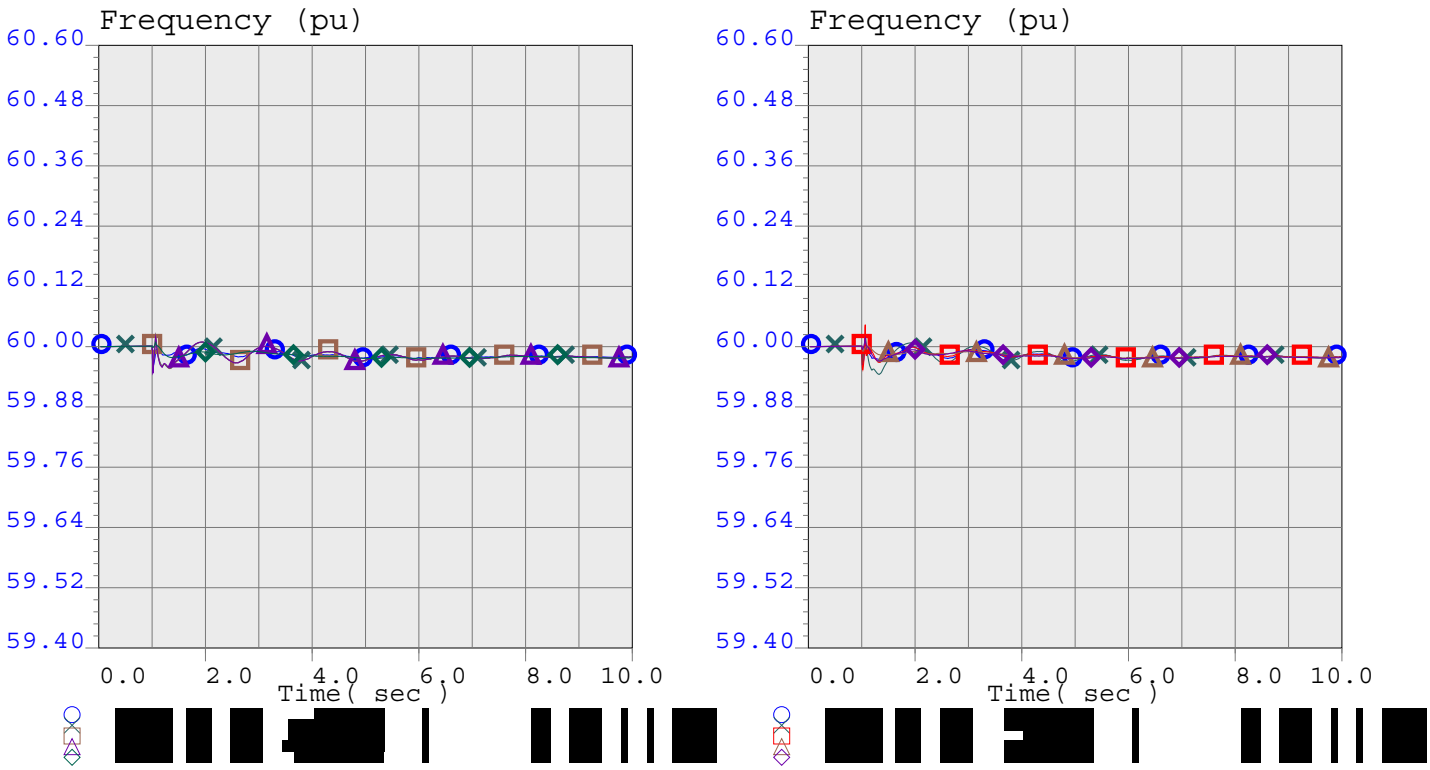
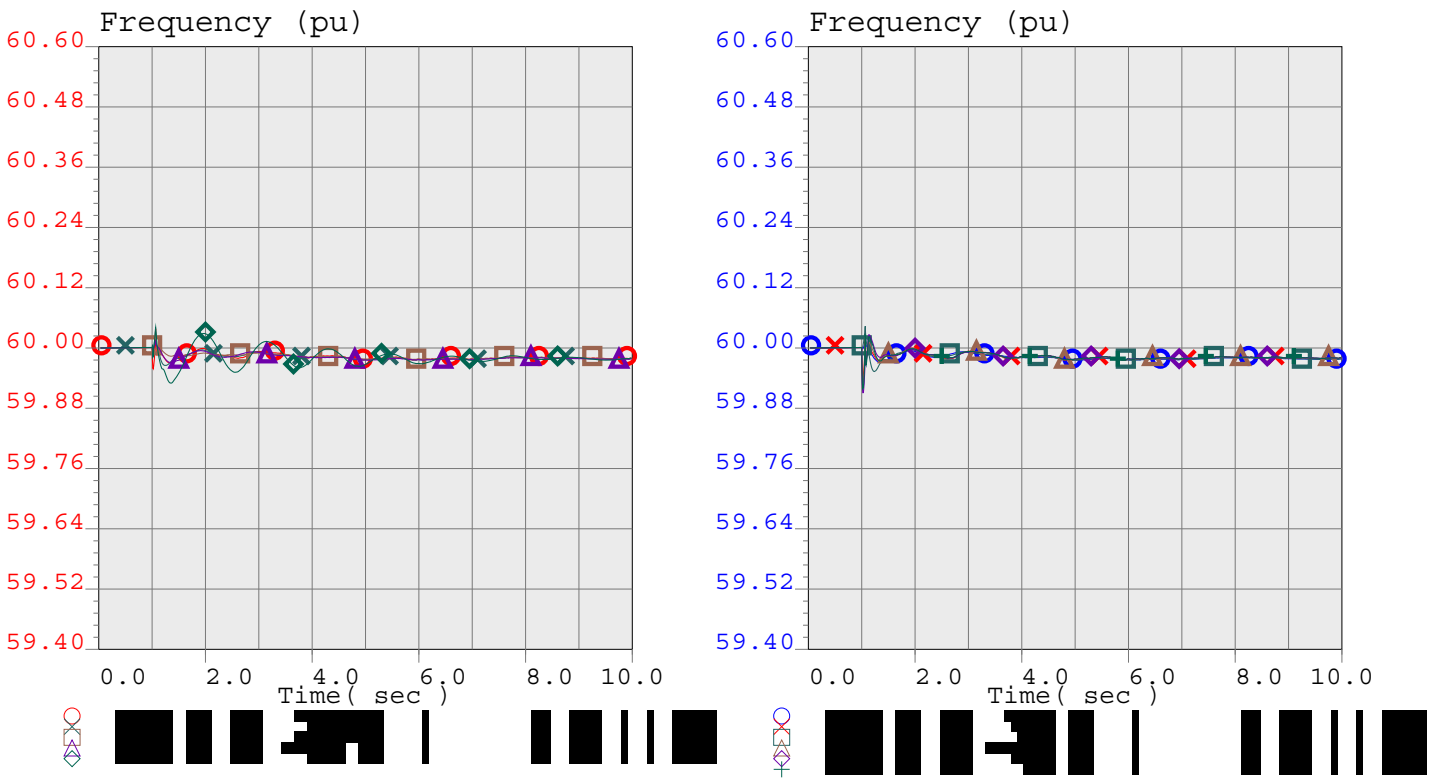
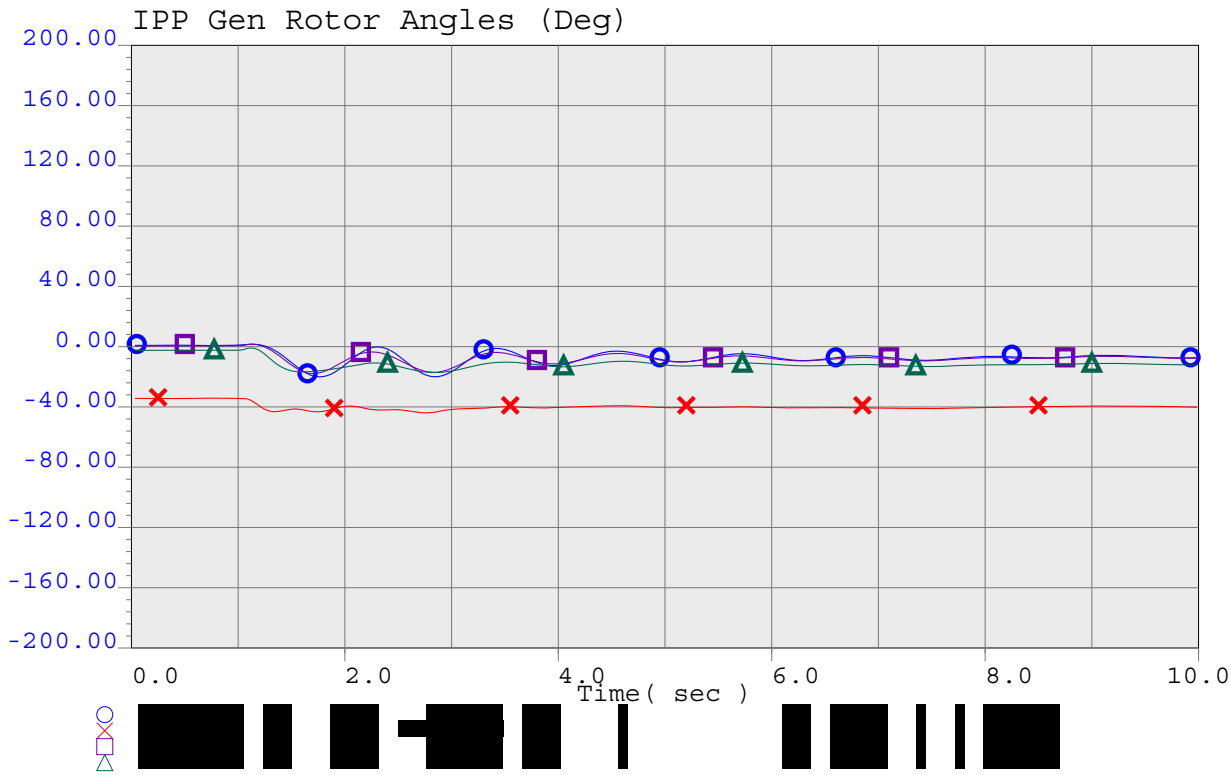
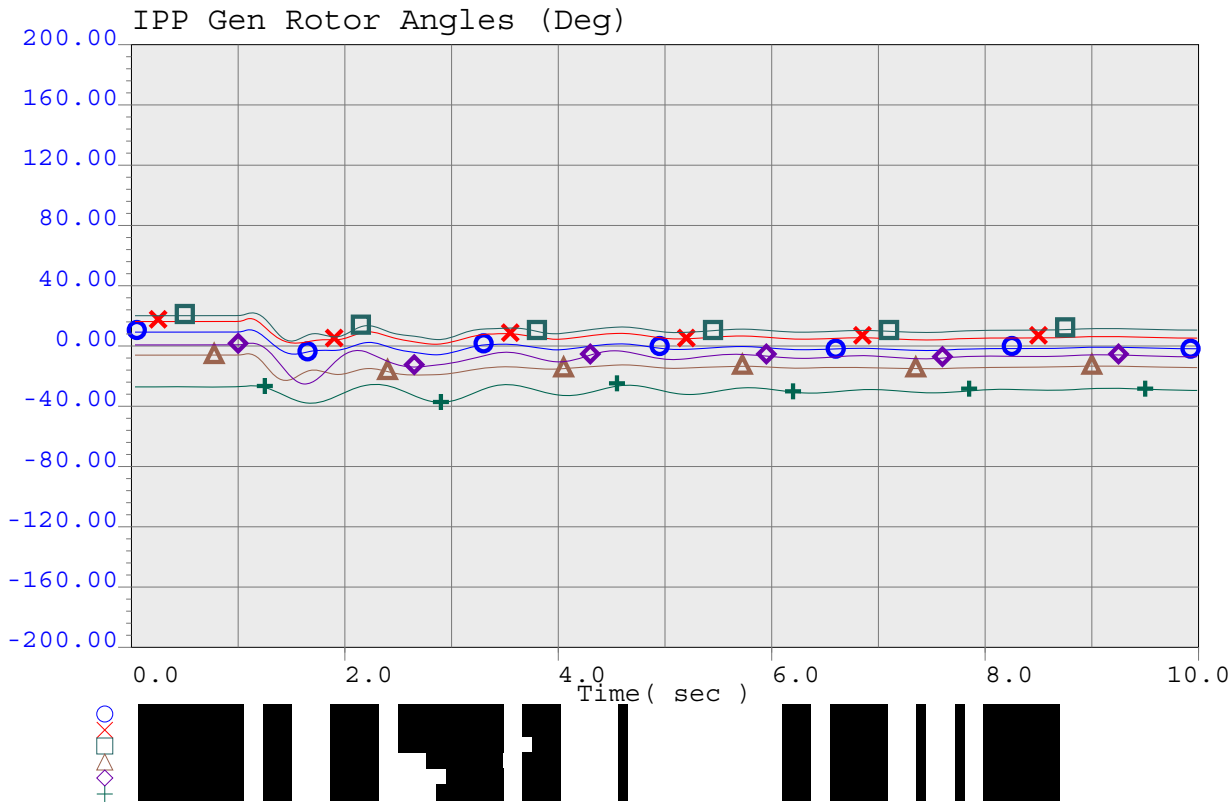
SYSTEM IMPACT STUDY (Frequency)



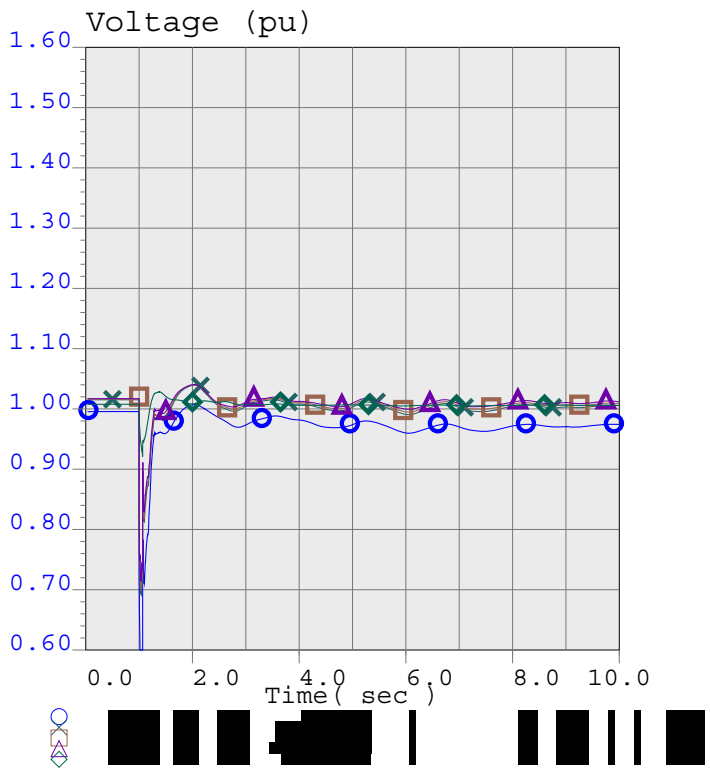


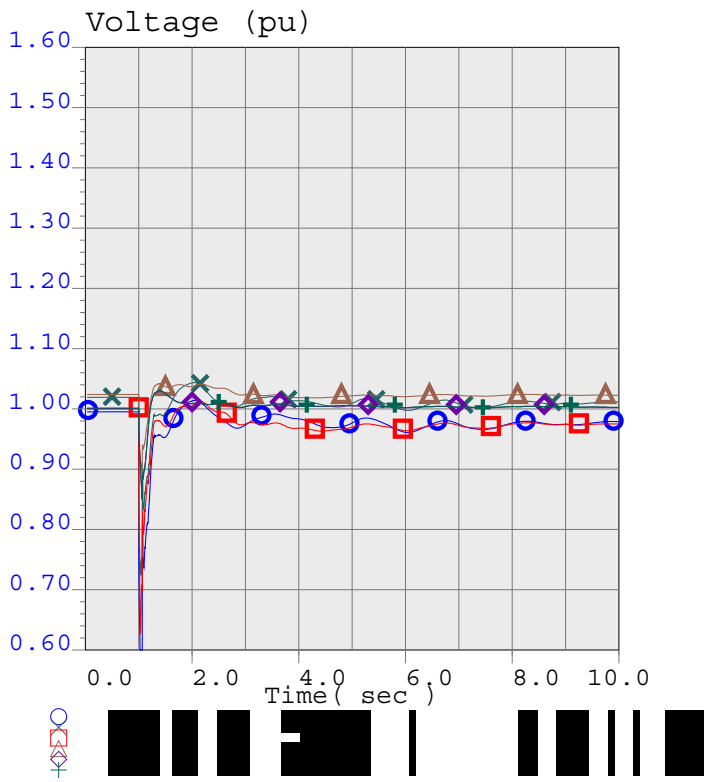
SYSTEM IMPACT STUDY (Rotor Angles)

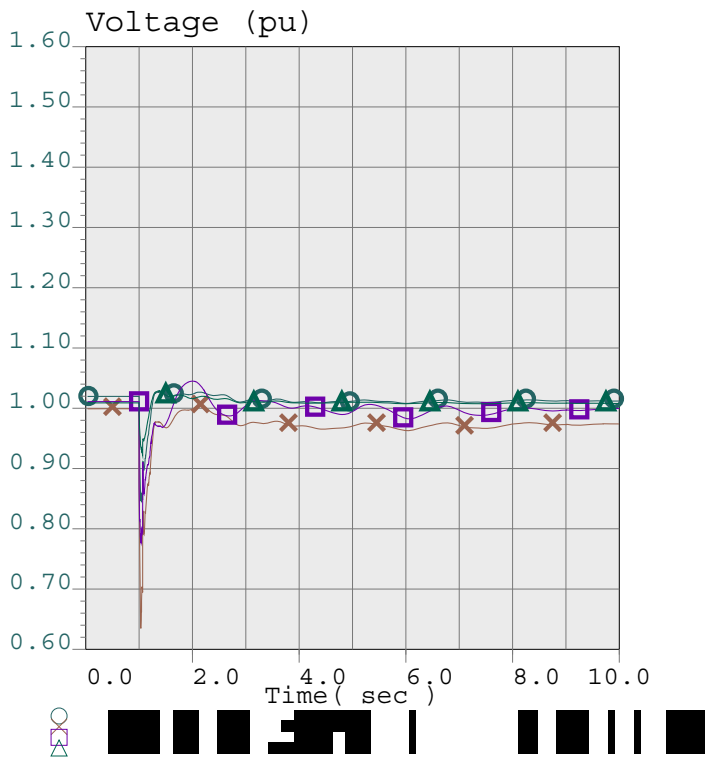


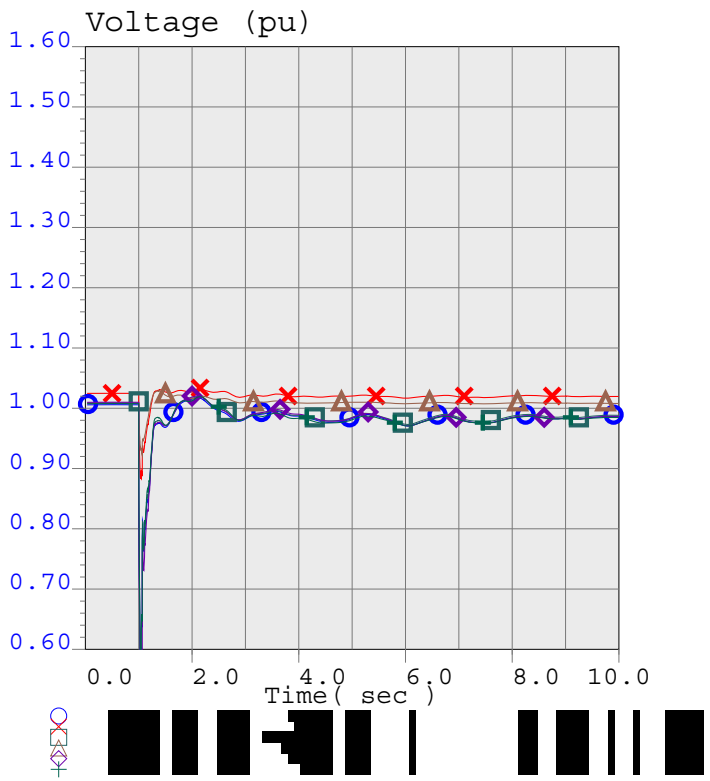


SYSTEM IMPACT STUDY (Voltage)









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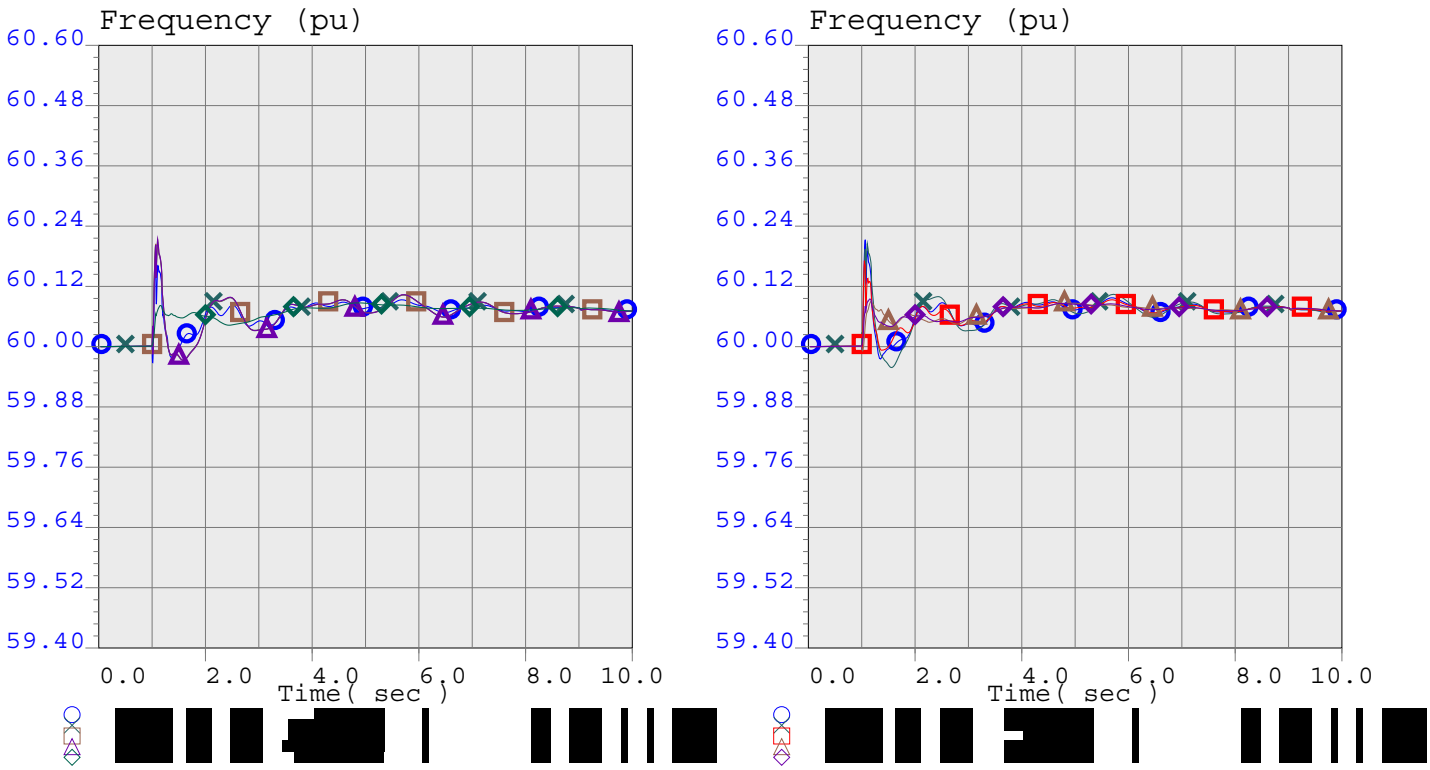
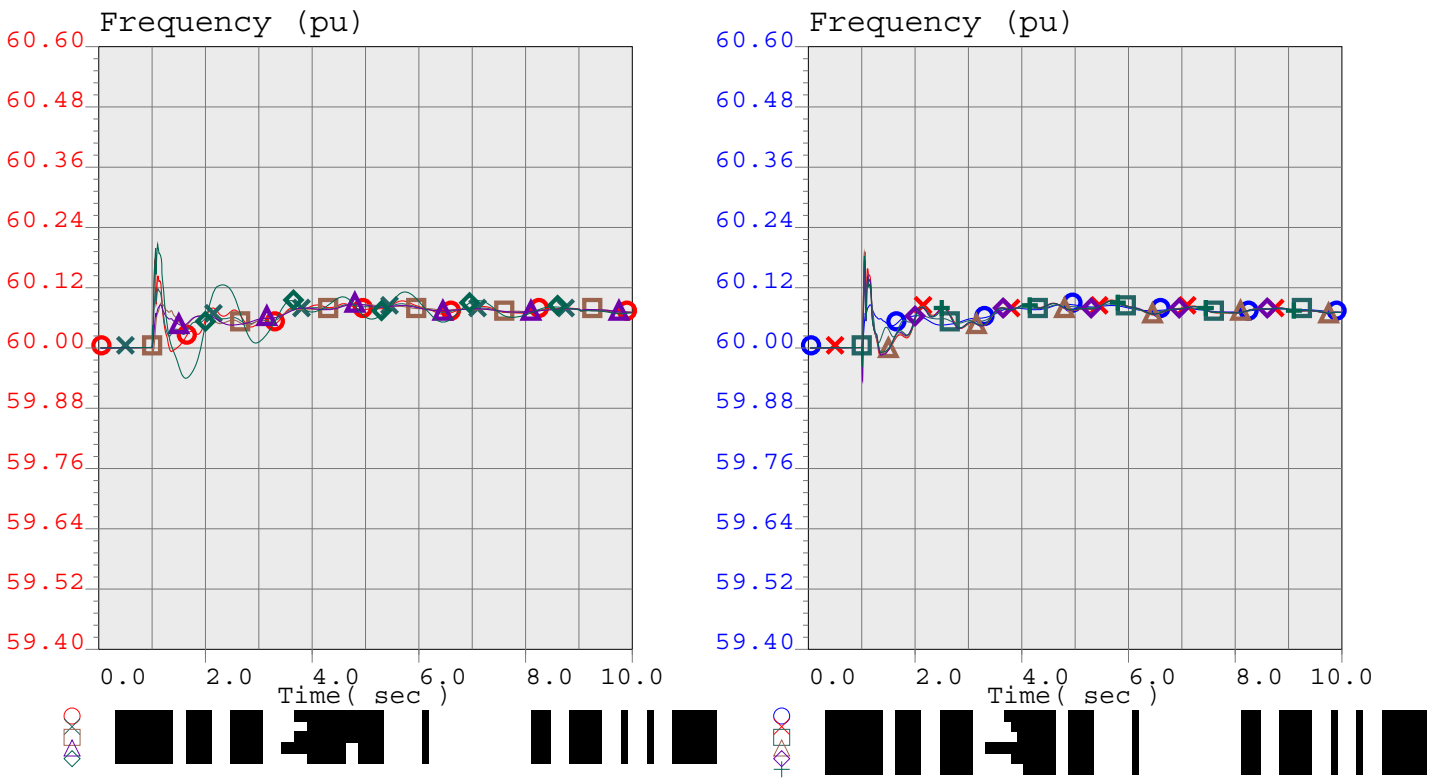
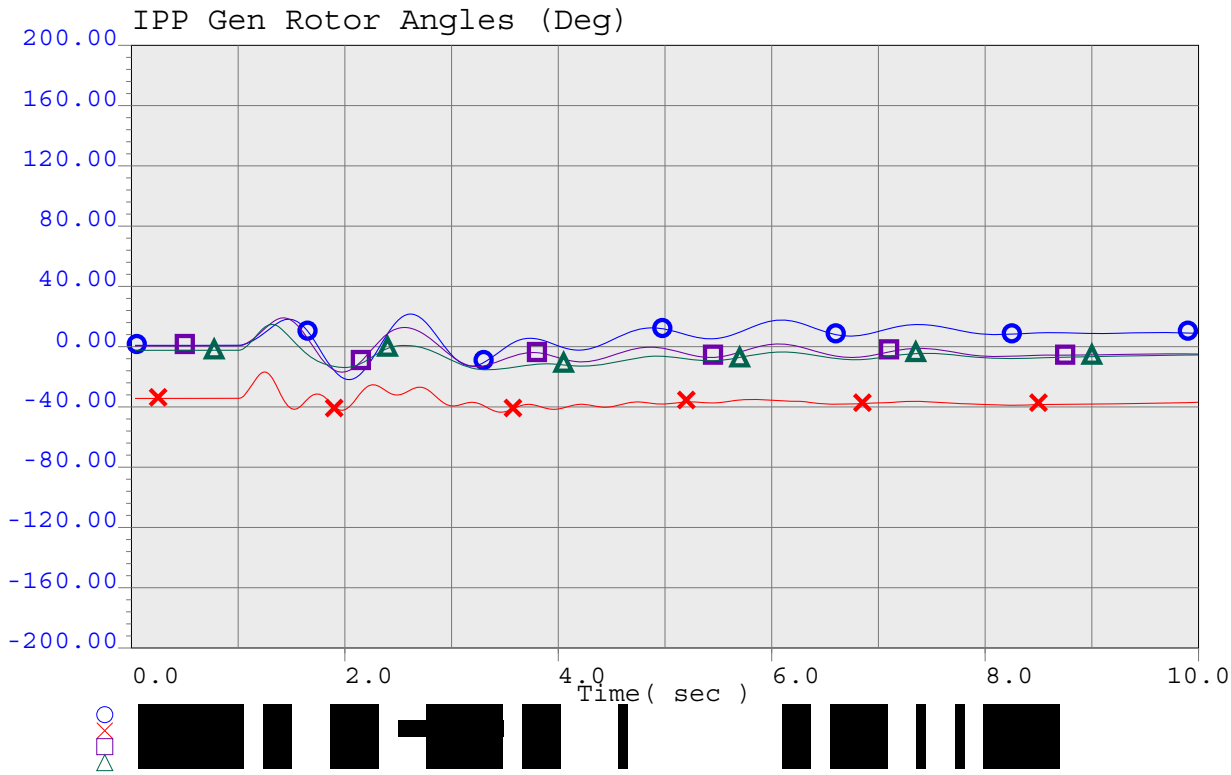
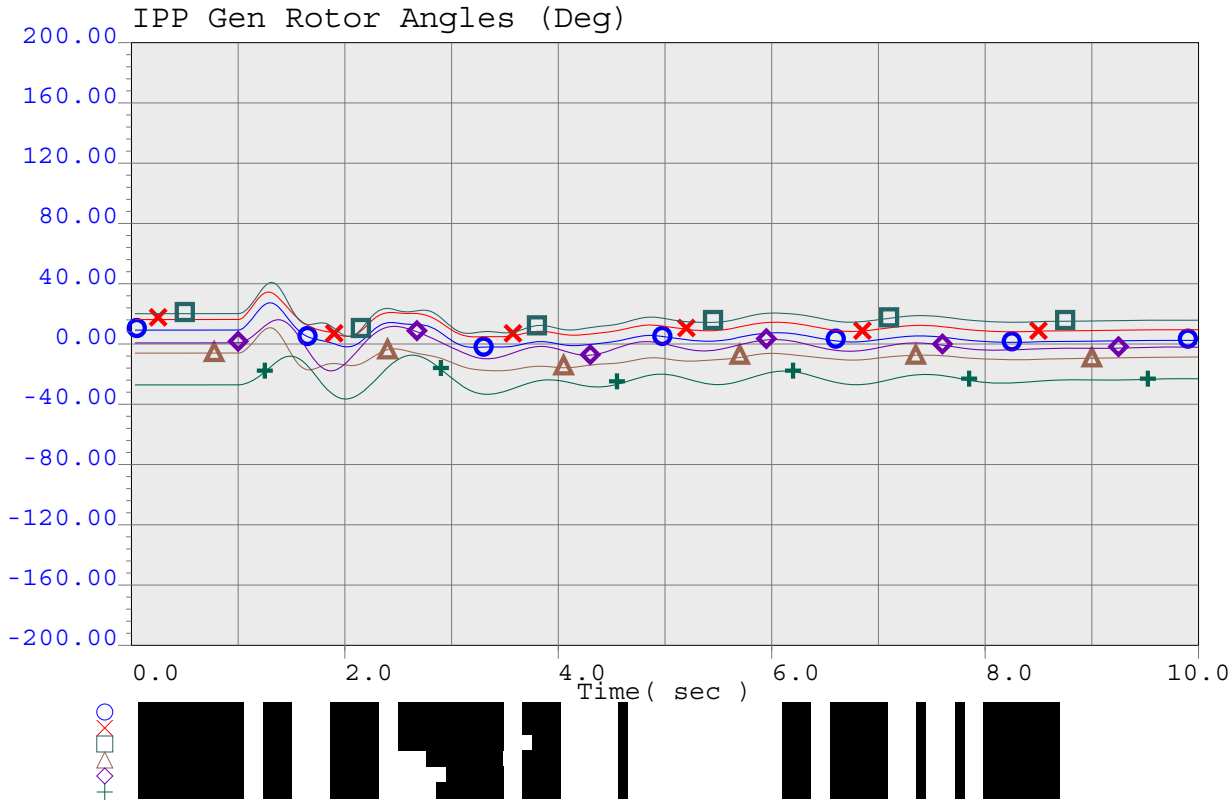
SYSTEM IMPACT STUDY (Frequency)



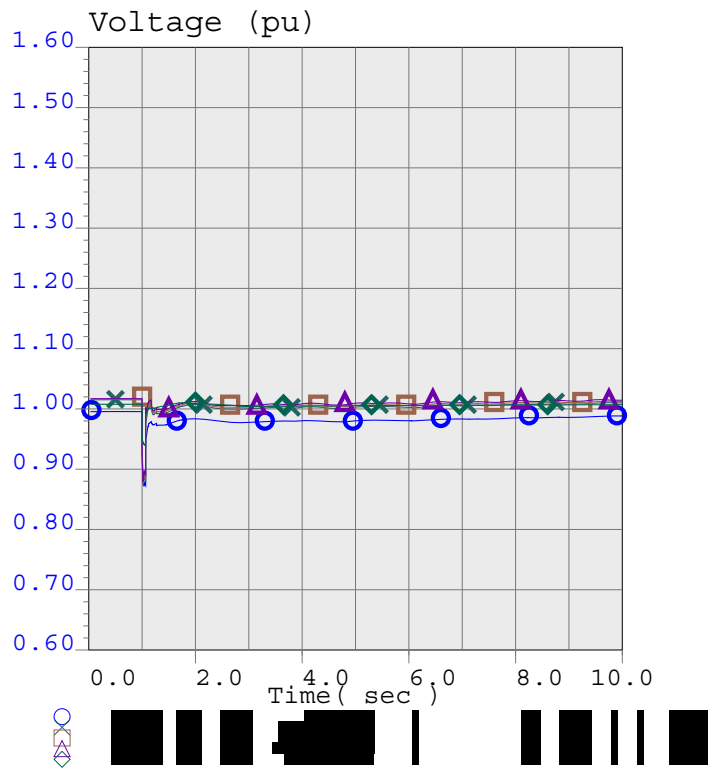


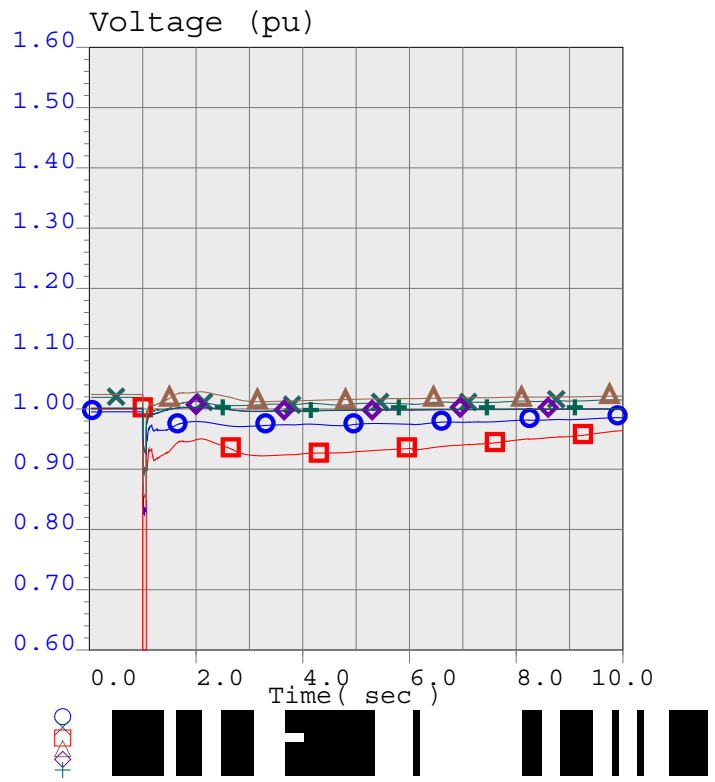
SYSTEM IMPACT STUDY (Rotor Angles)

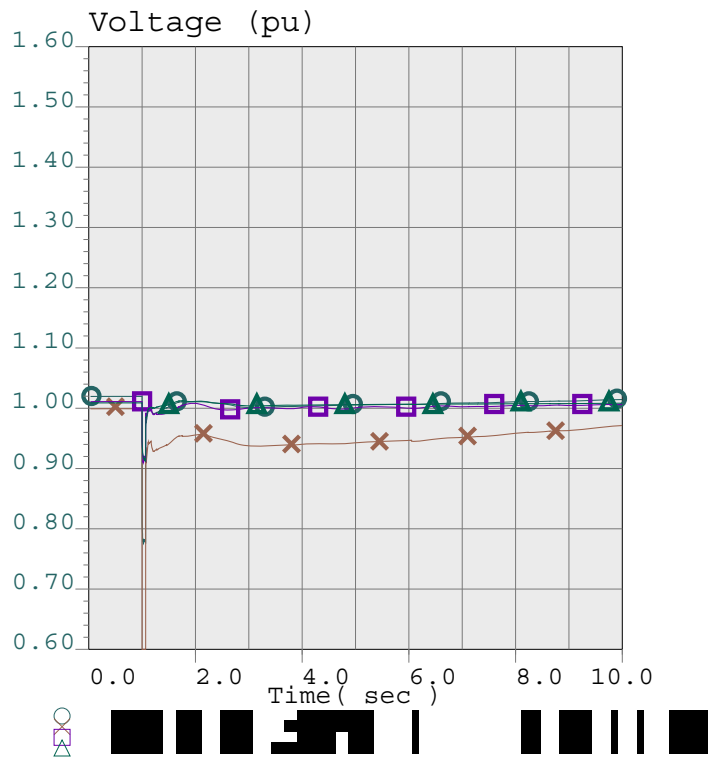


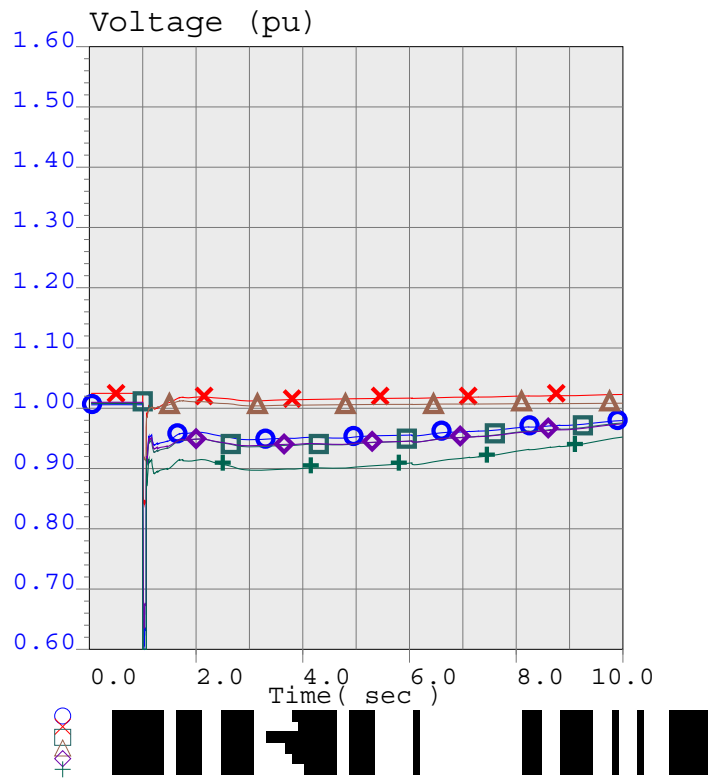


SYSTEM IMPACT STUDY (Voltage)









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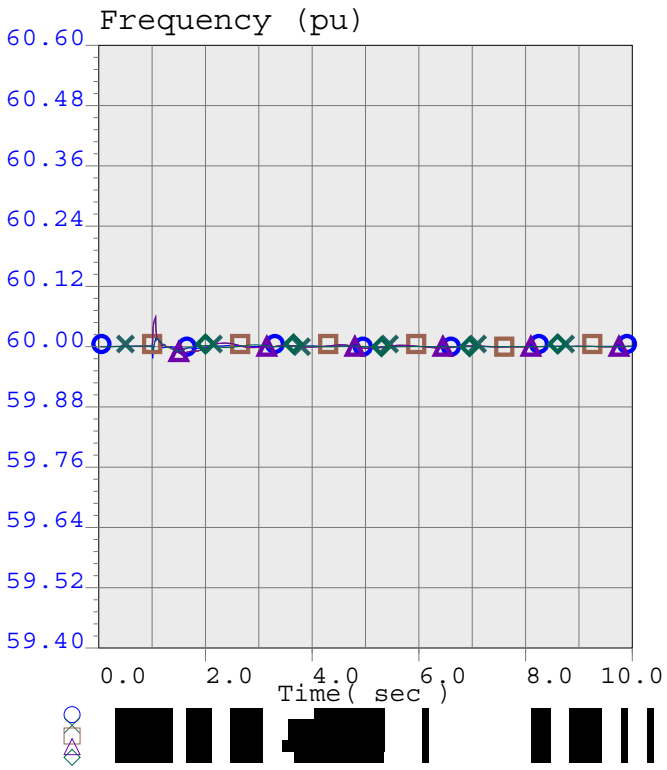
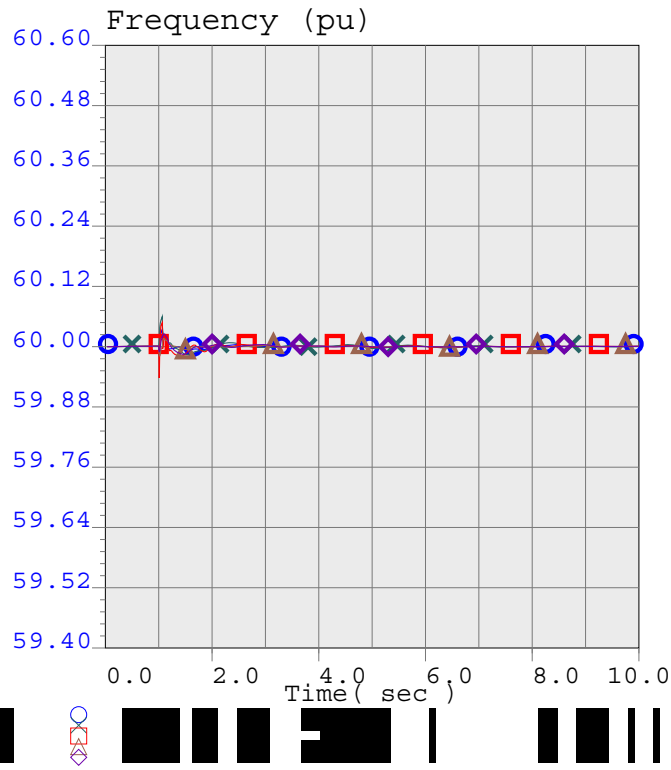
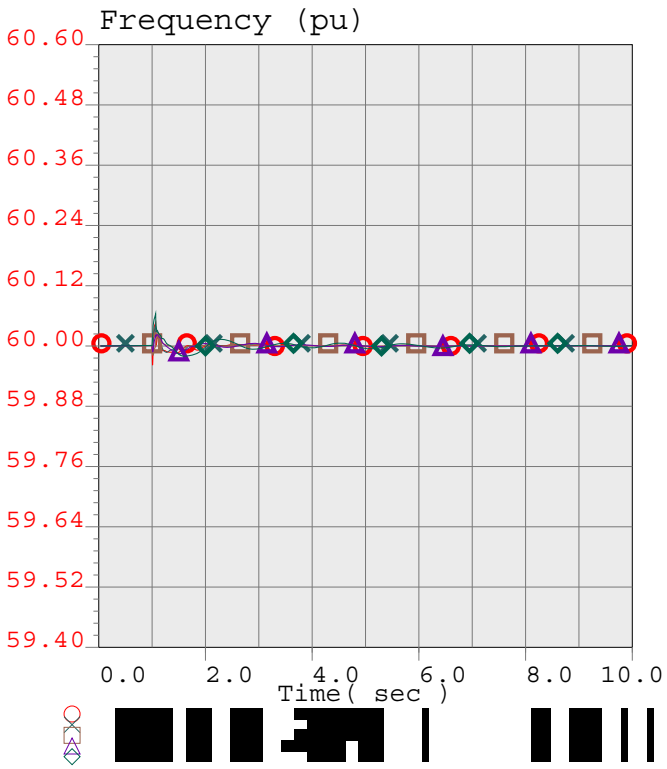
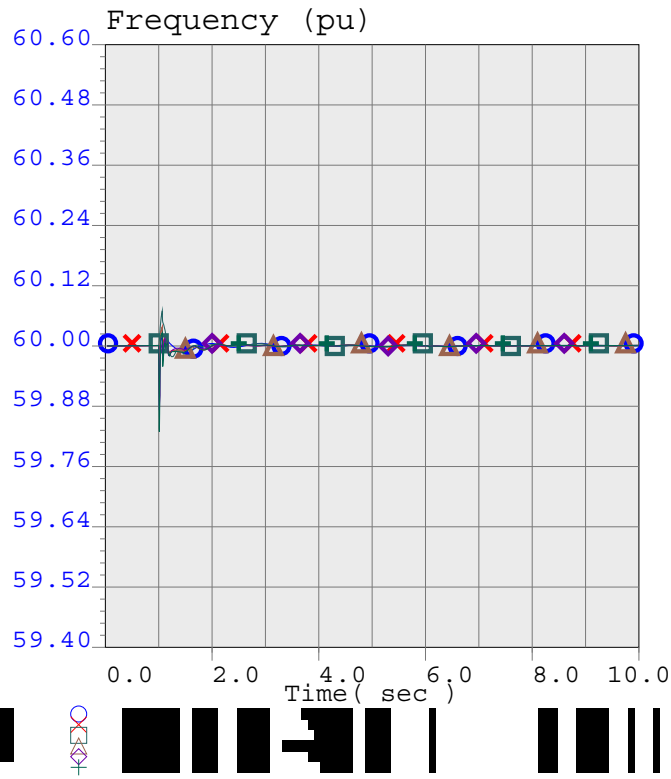
SYSTEM IMPACT STUDY (Frequency)

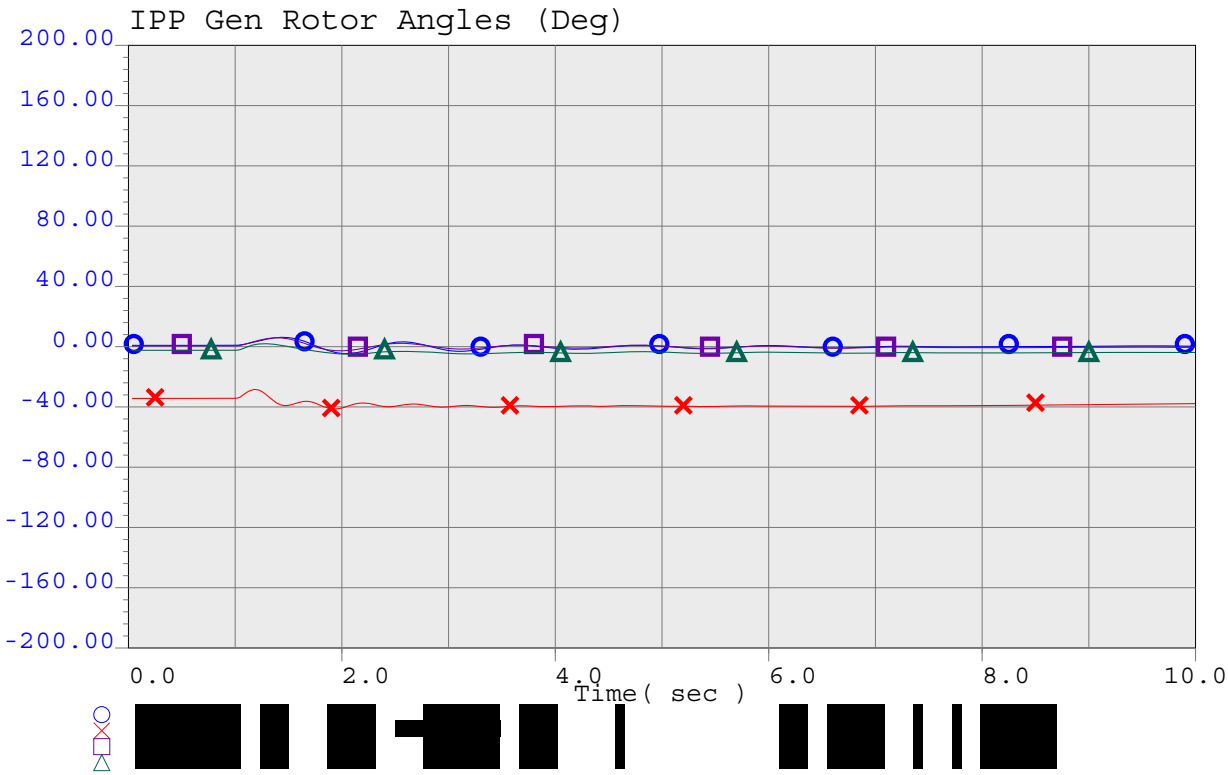


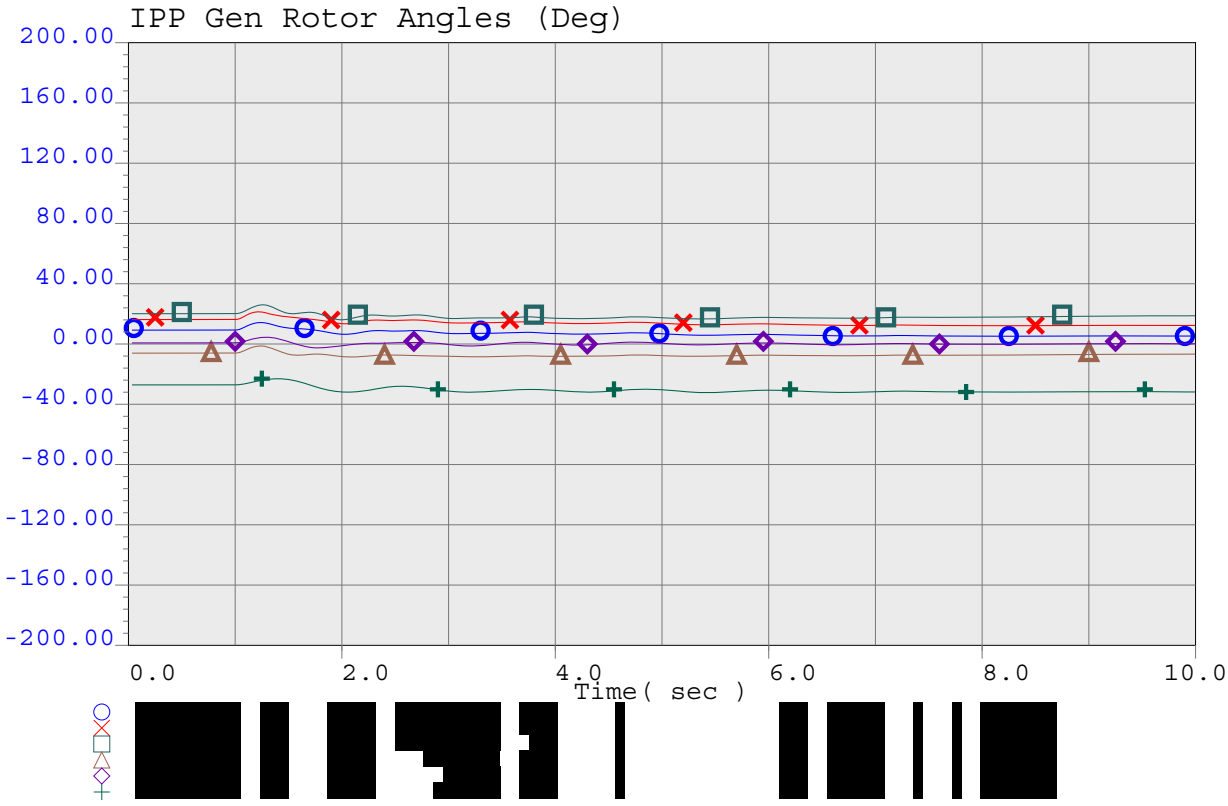




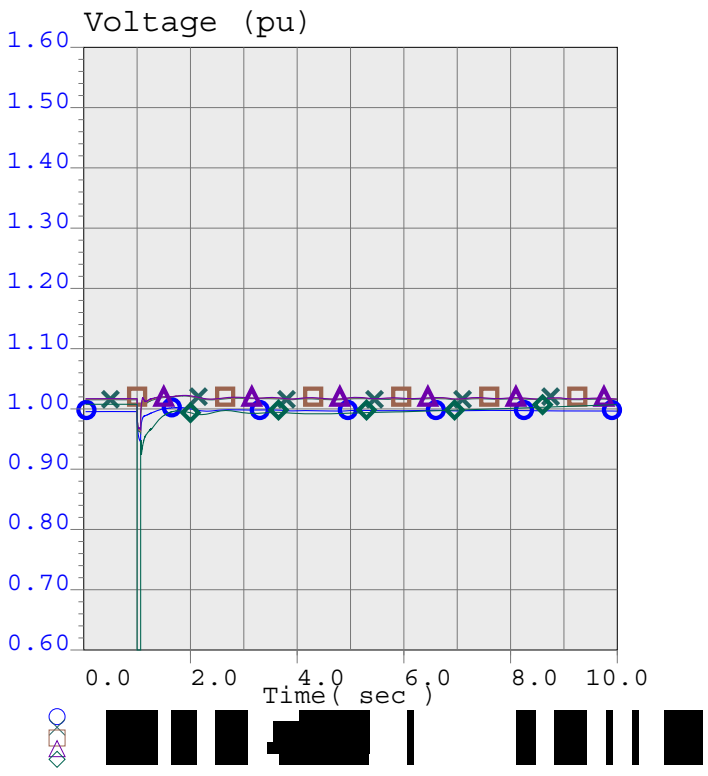


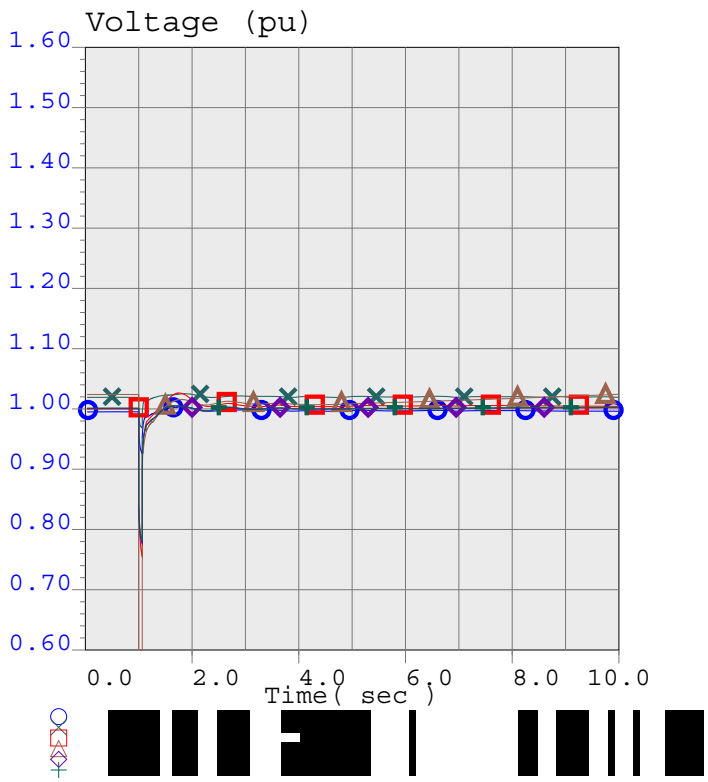
SYSTEM IMPACT STUDY (Rotor Angles)

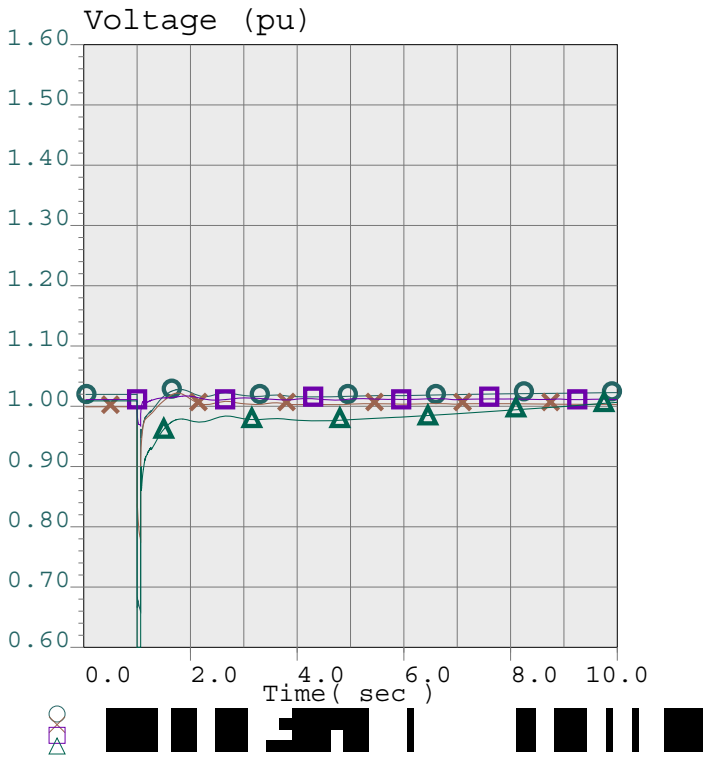


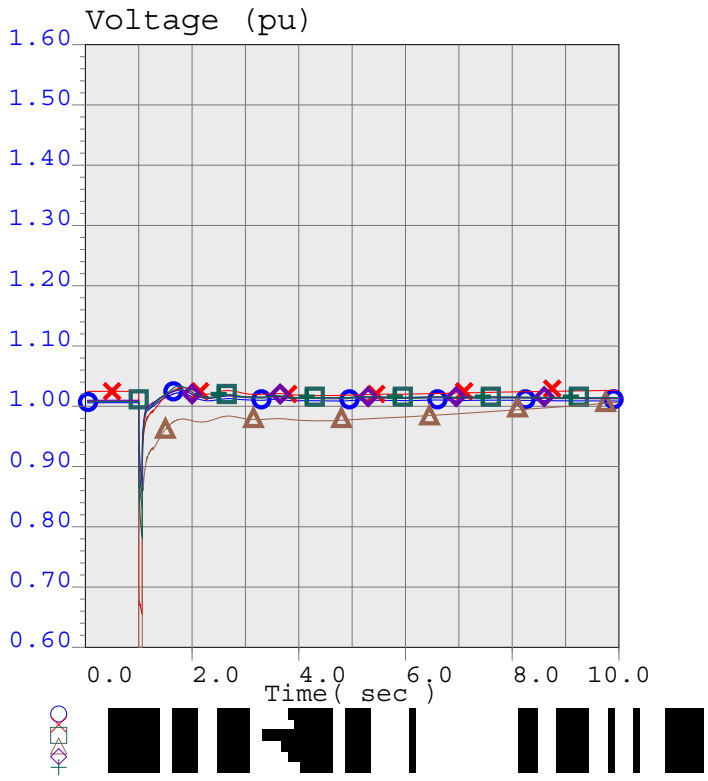


SYSTEM IMPACT STUDY (Voltage)









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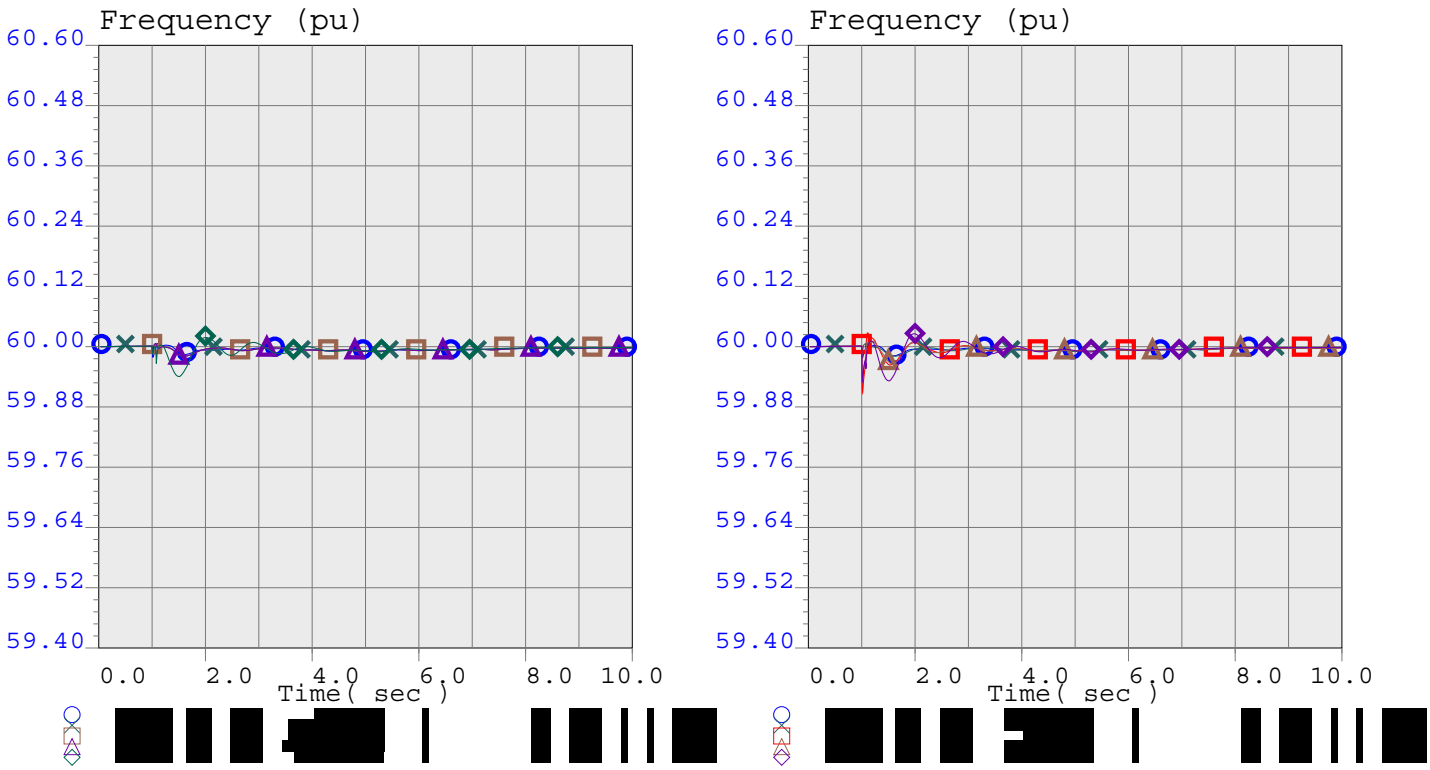
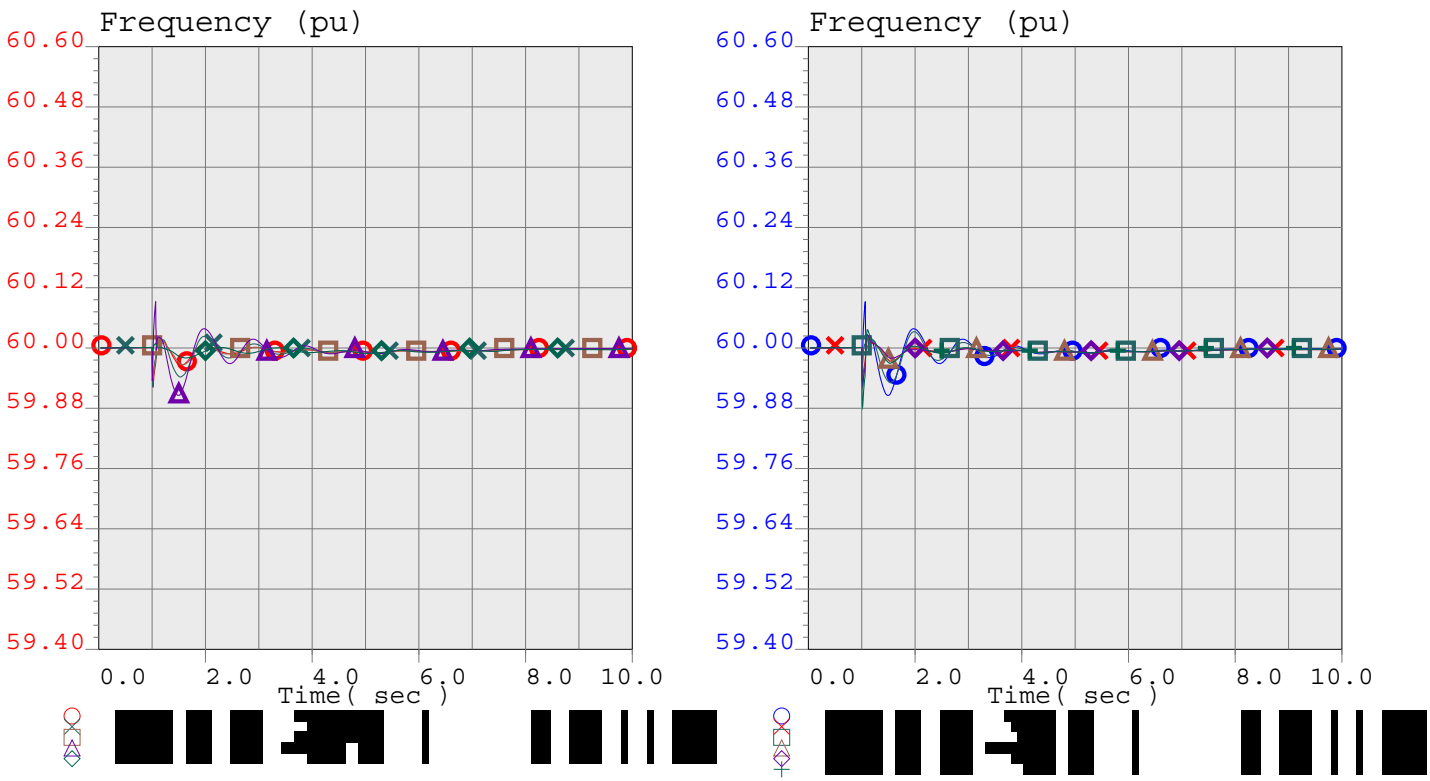
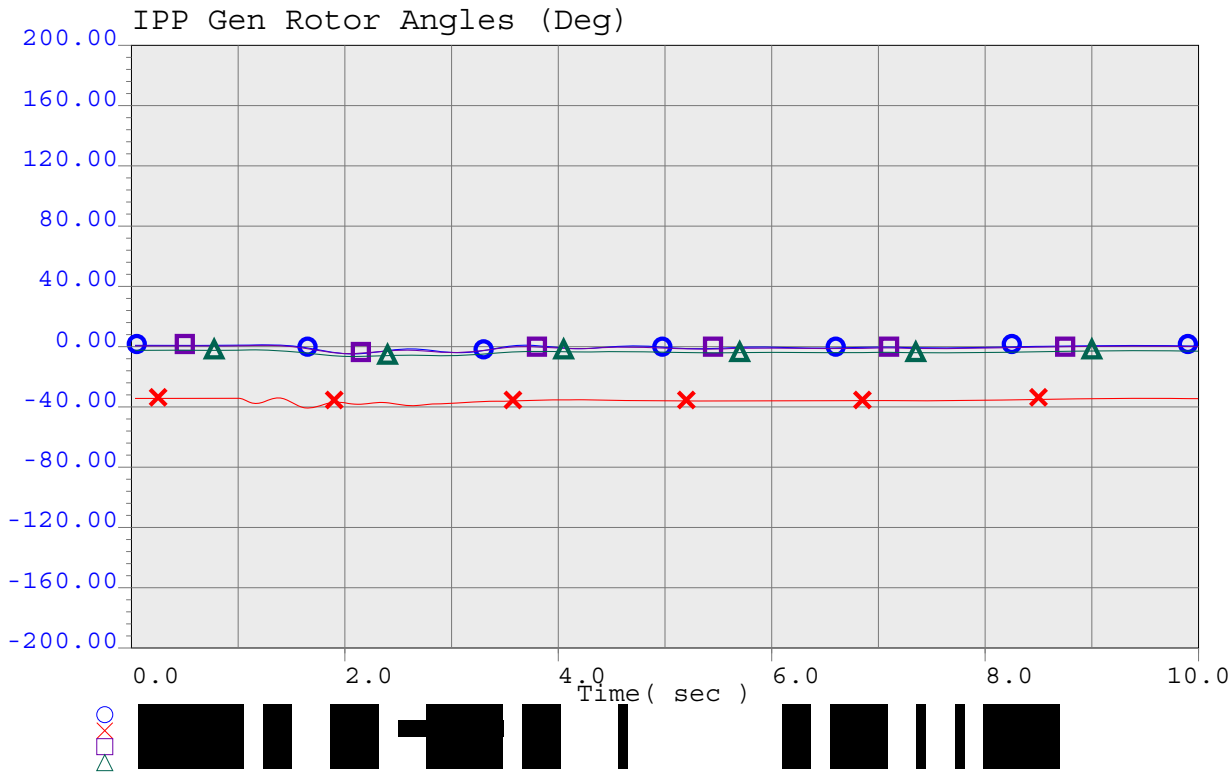
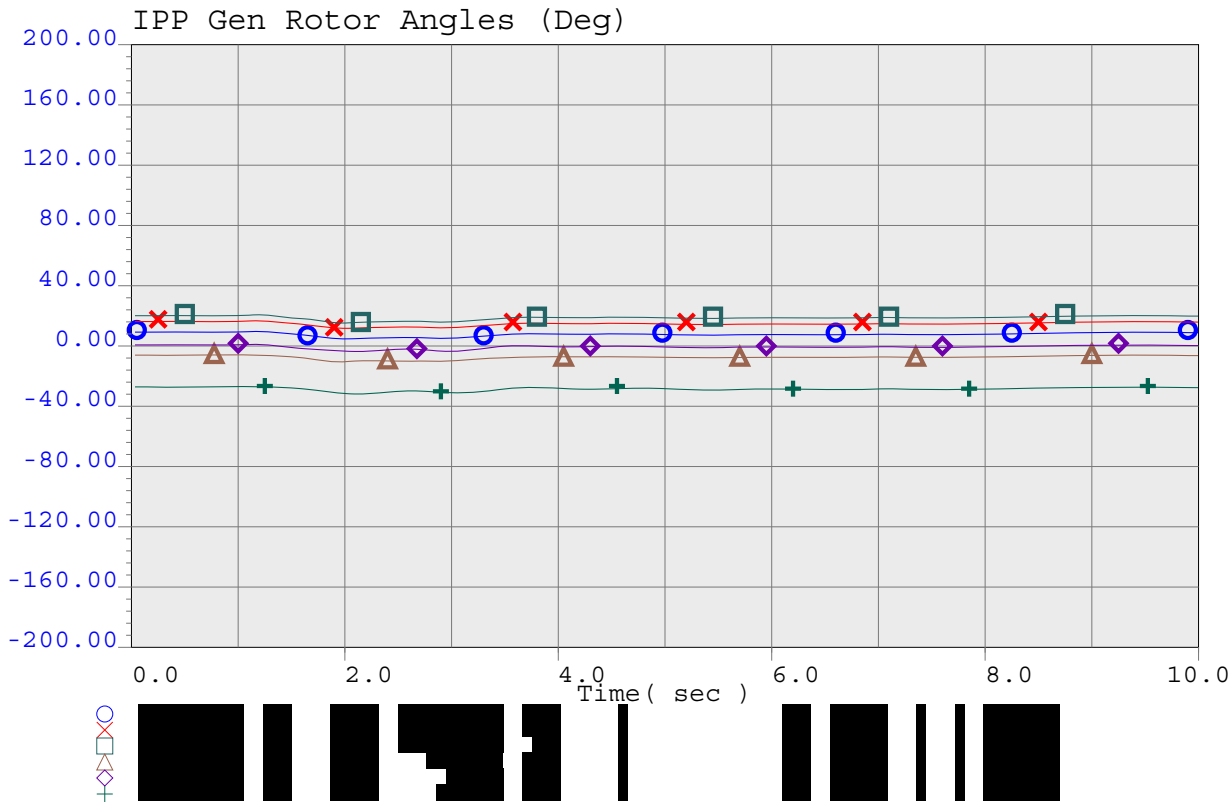
SYSTEM IMPACT STUDY (Frequency)



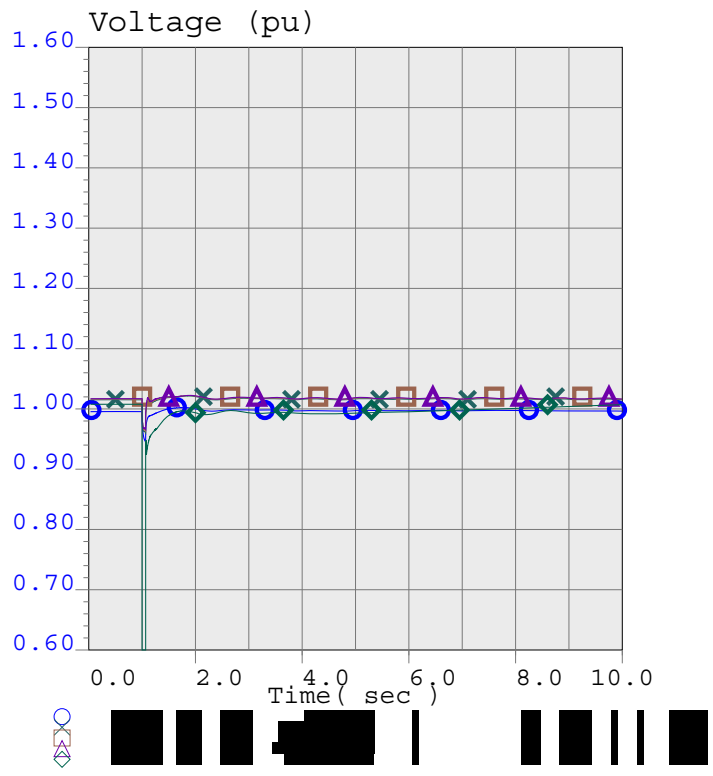


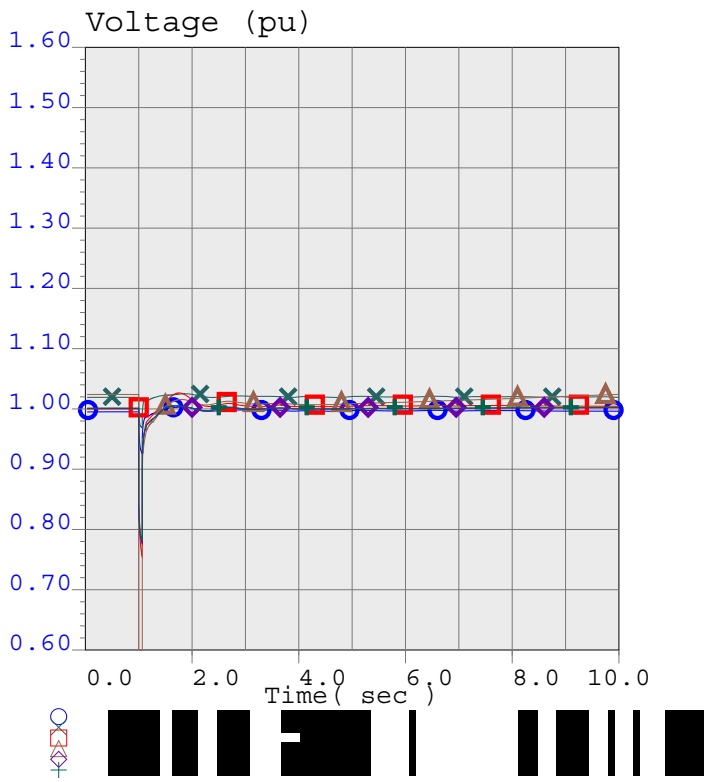
SYSTEM IMPACT STUDY (Rotor Angles)

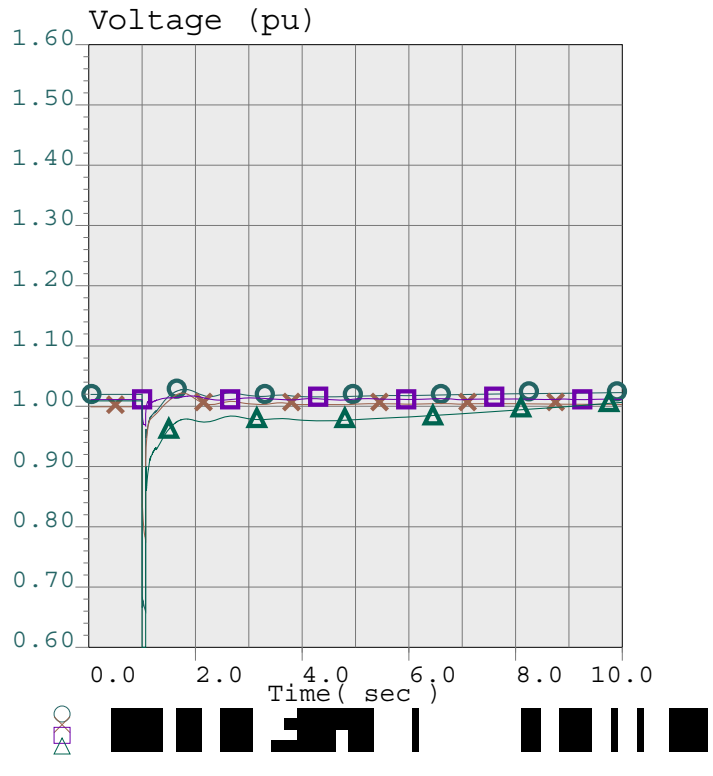


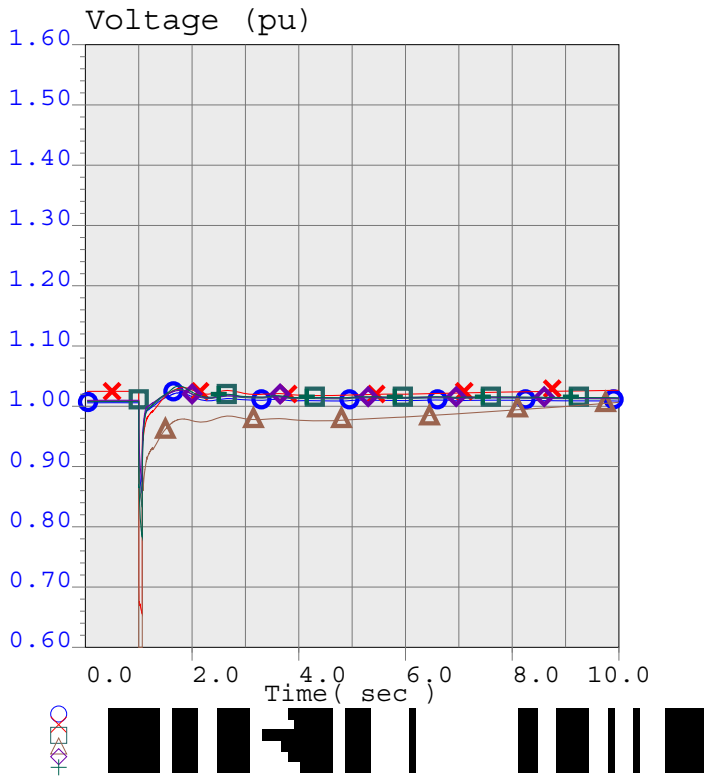


SYSTEM IMPACT STUDY (Voltage)









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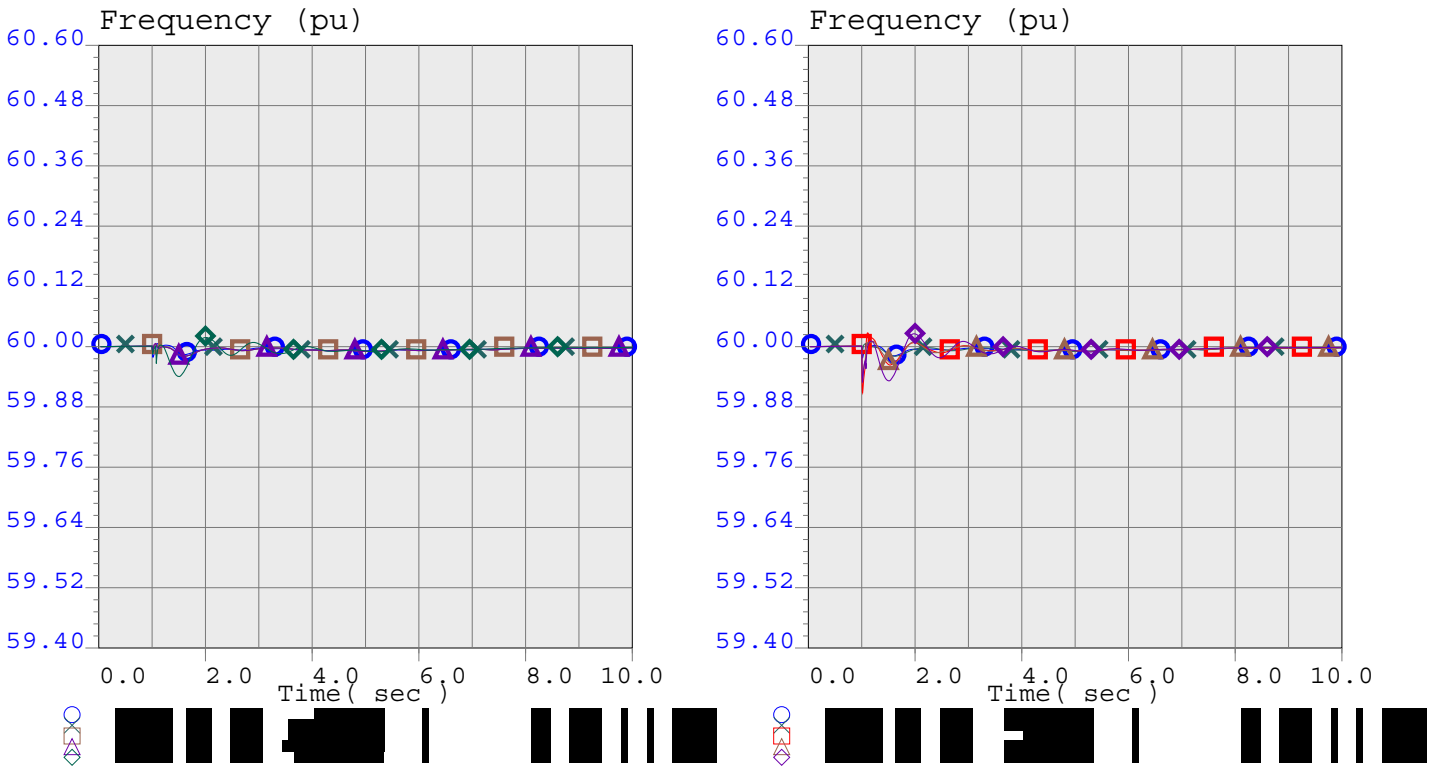
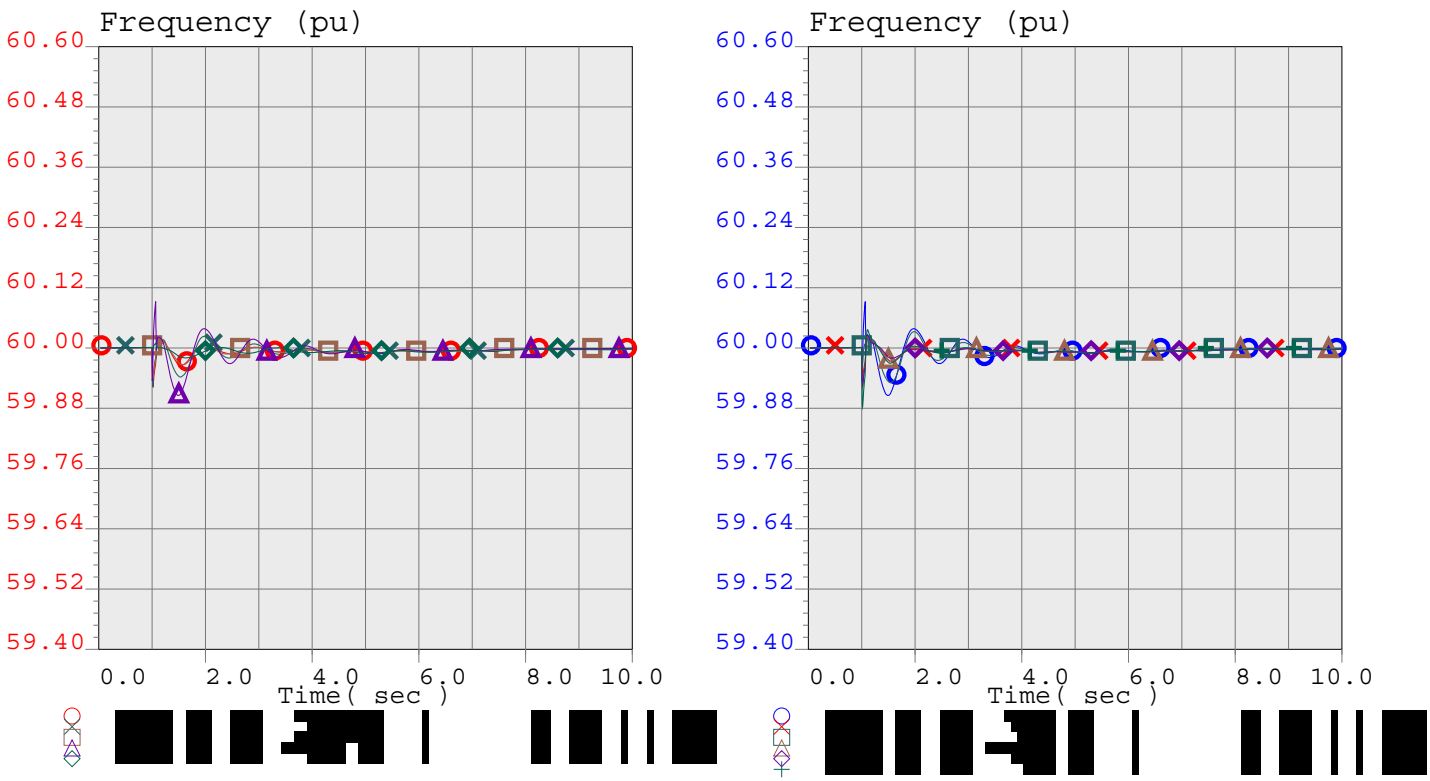
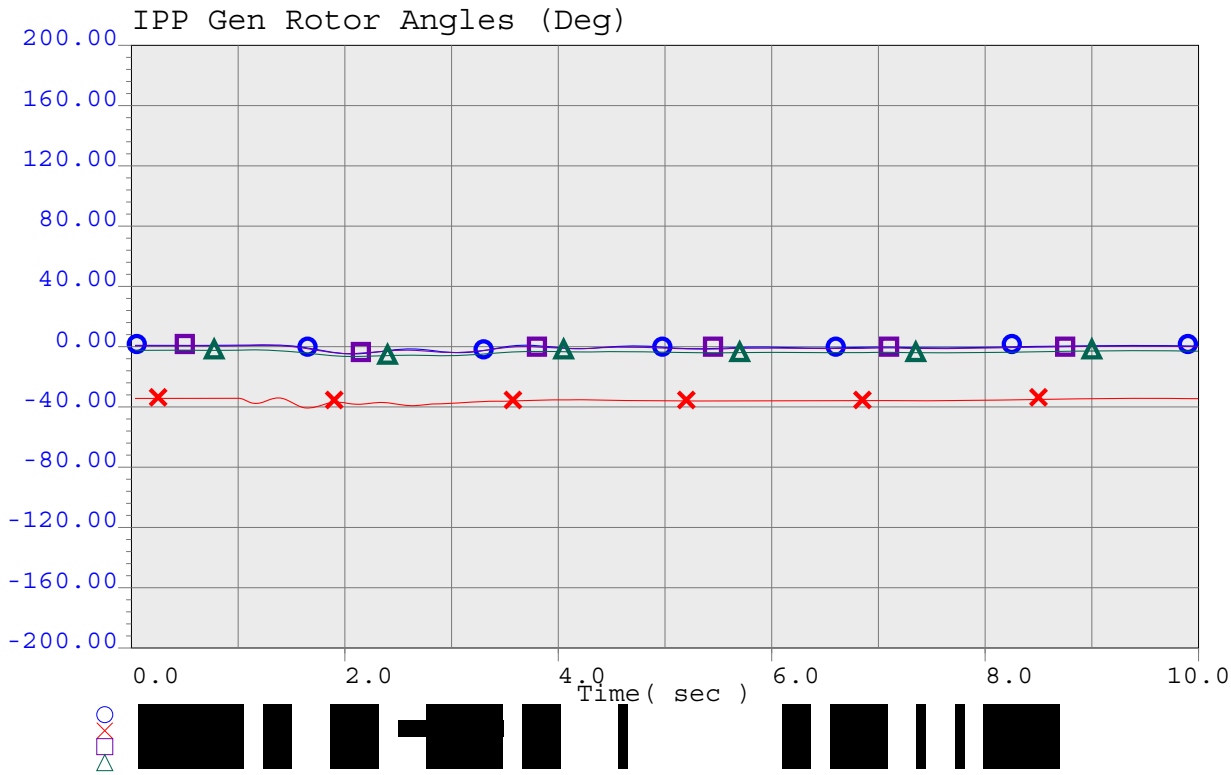
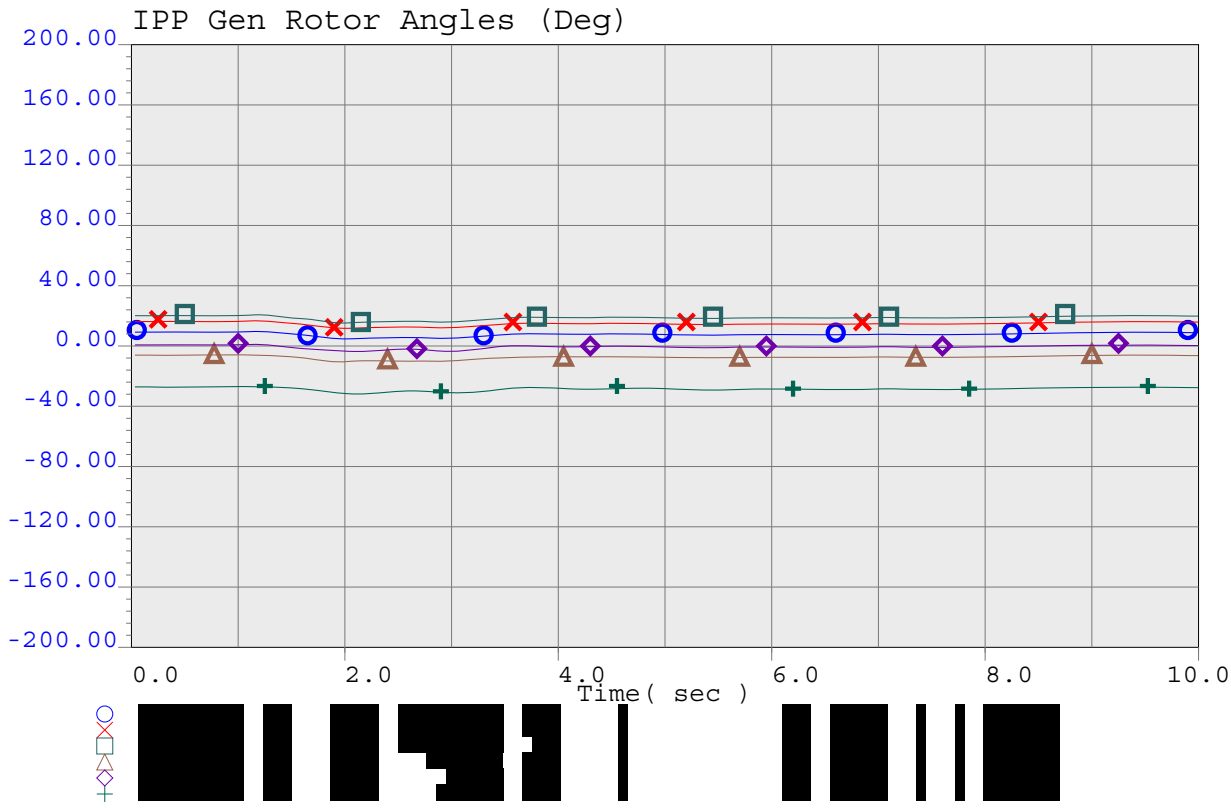


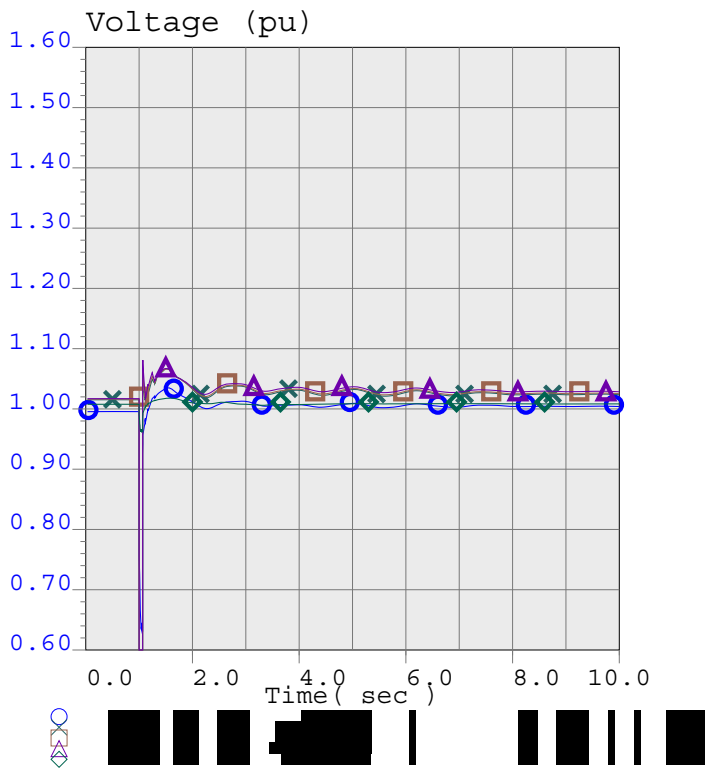


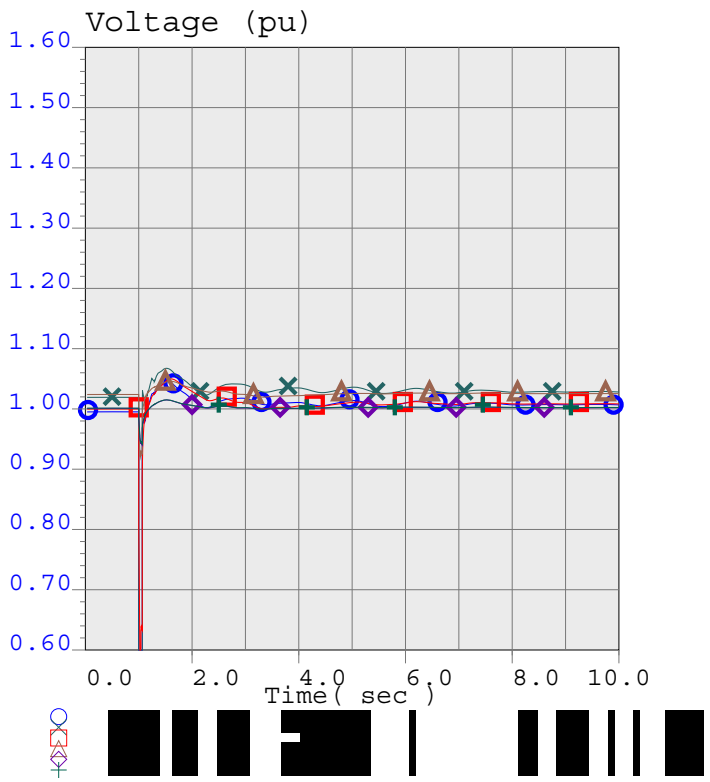
SYSTEM IMPACT STUDY (Rotor Angles)

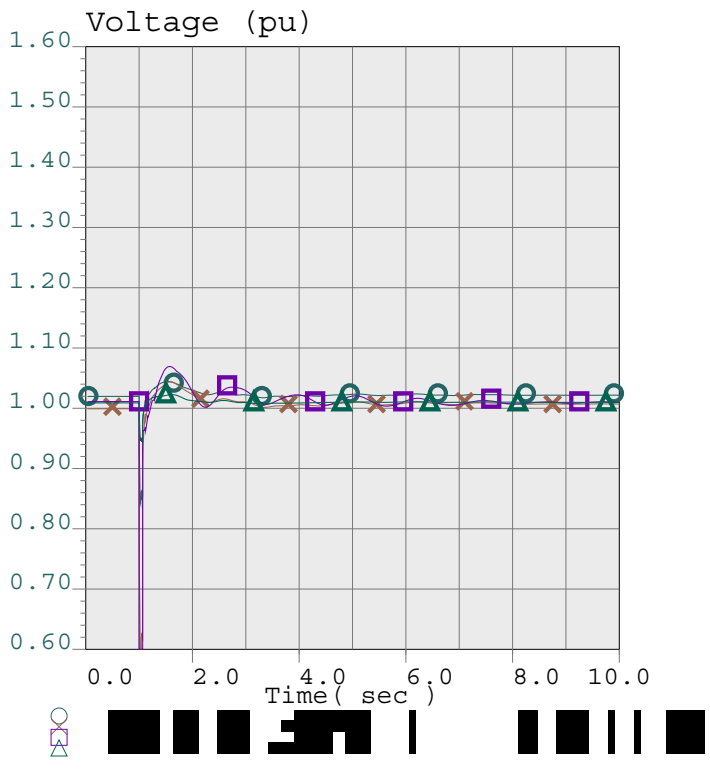


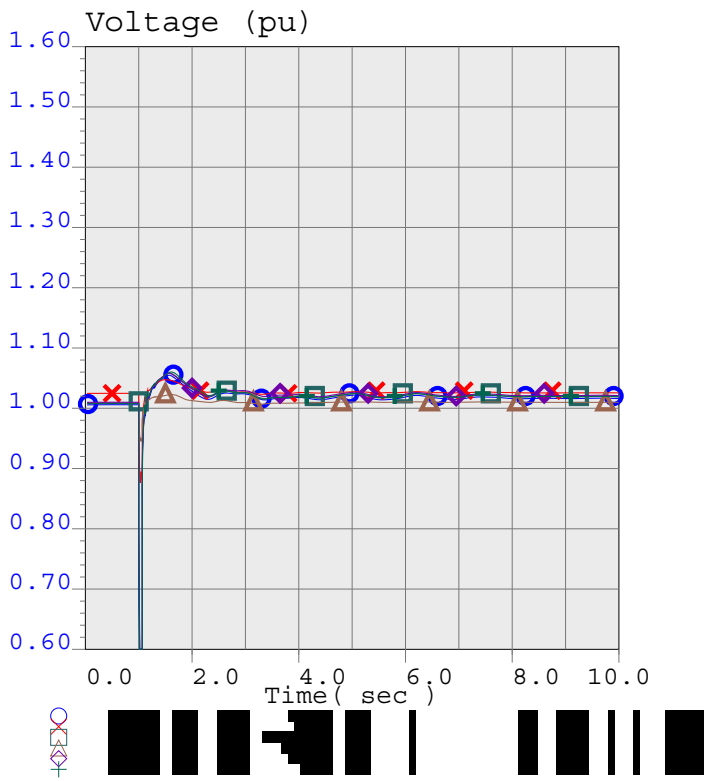


SYSTEM IMPACT STUDY (Voltage)

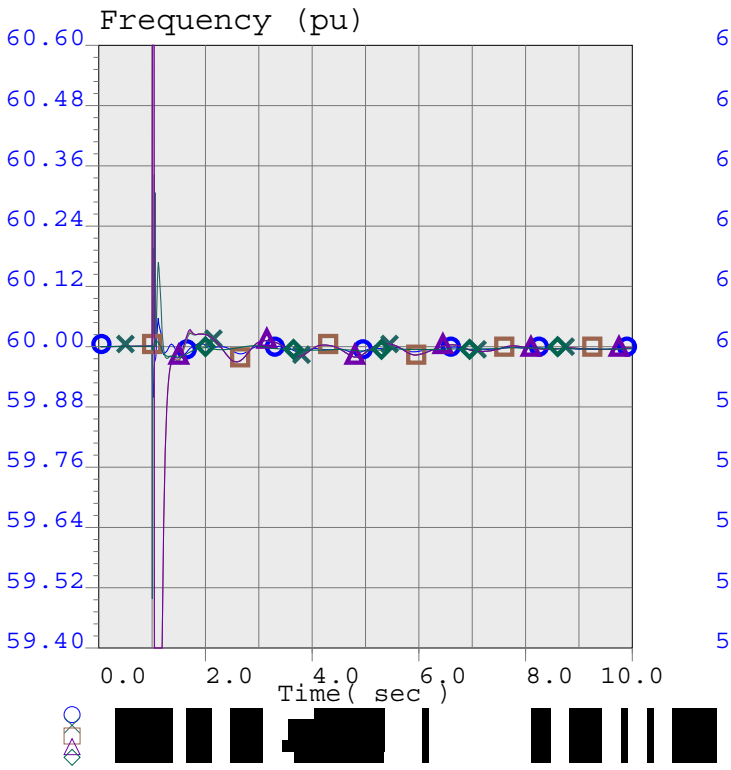


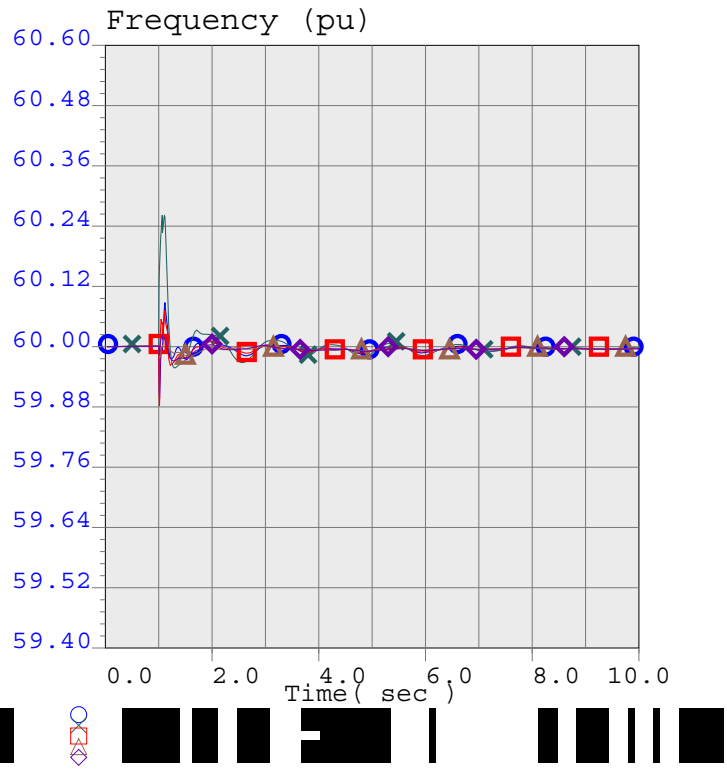


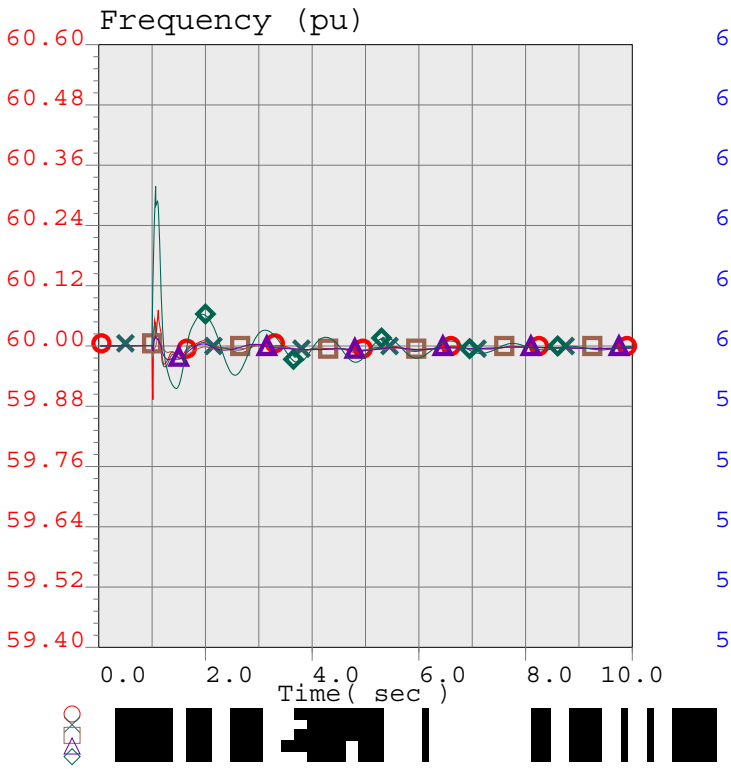


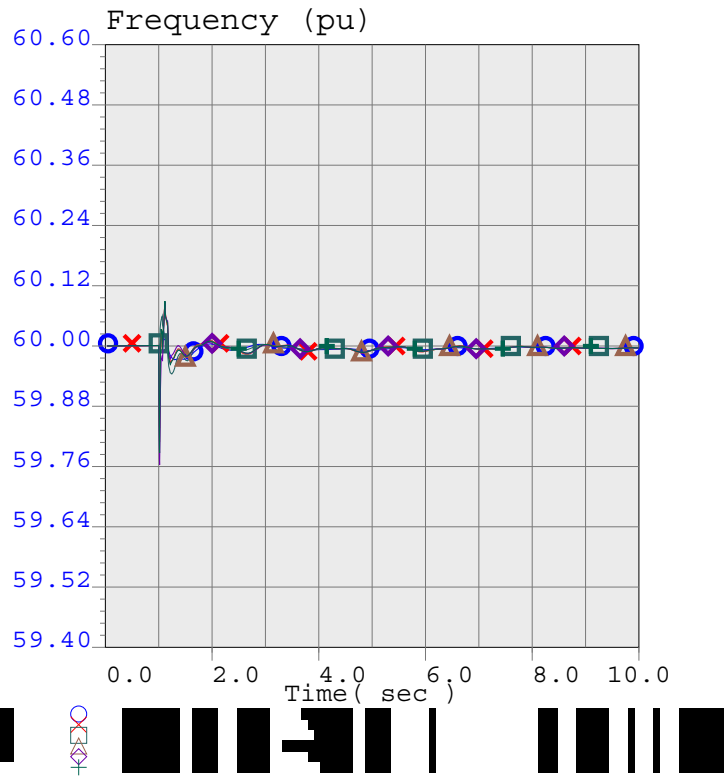


SYSTEM IMPACT STUDY (Frequency)

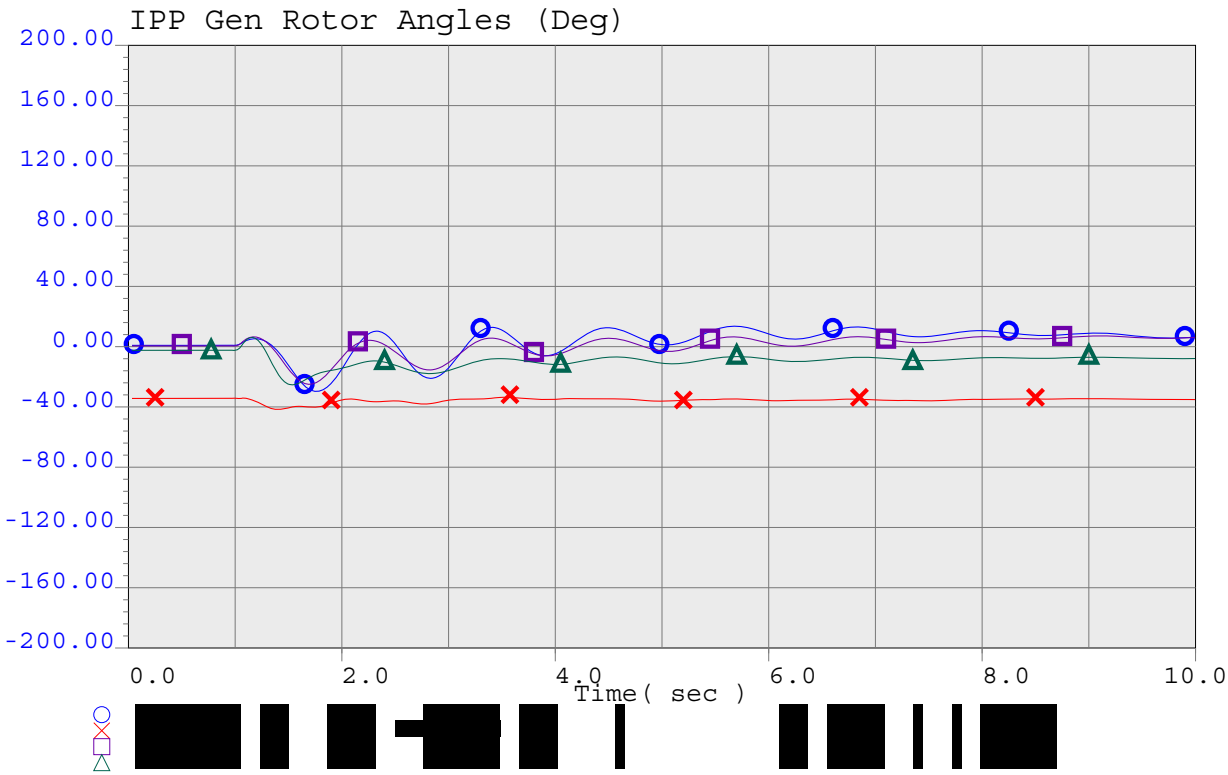


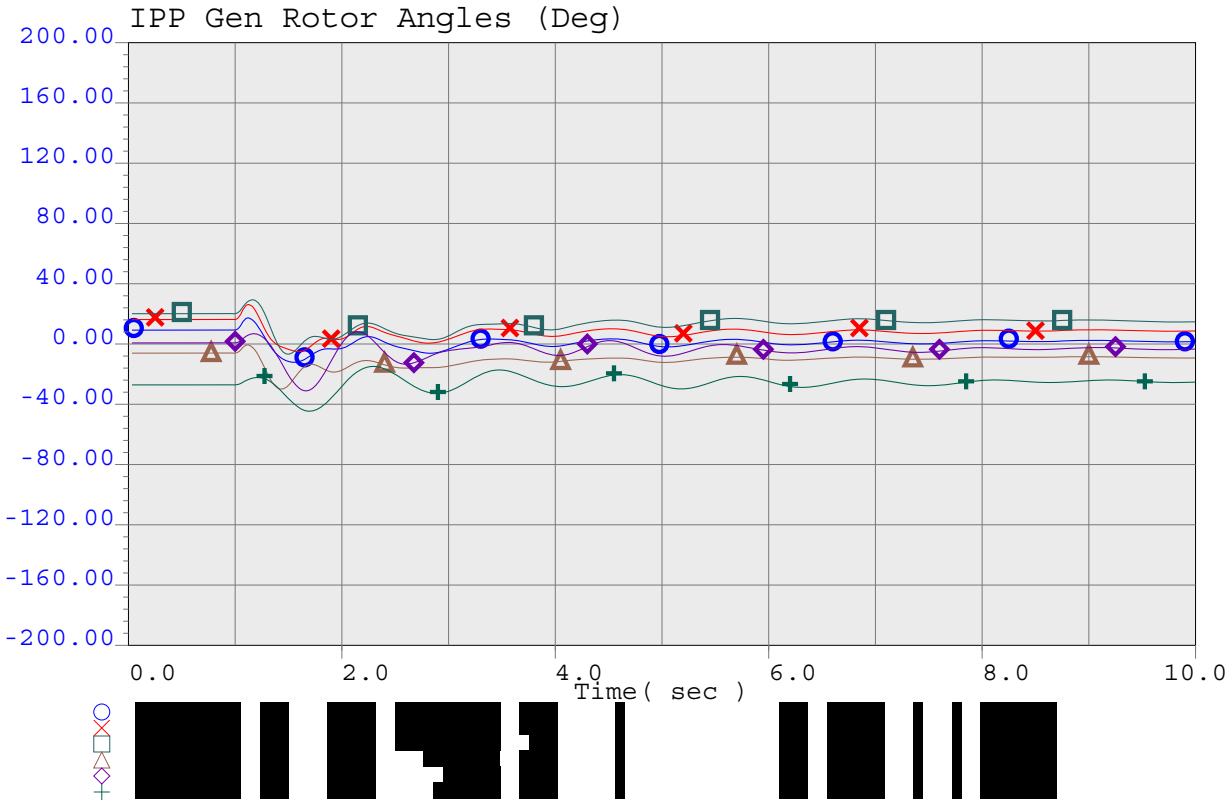






SYSTEM IMPACT STUDY (Rotor Angles)





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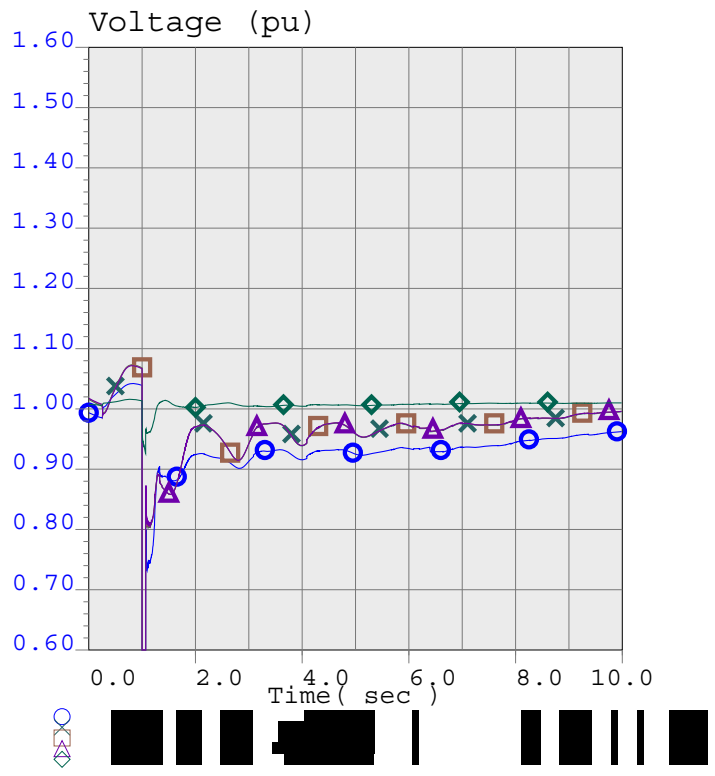
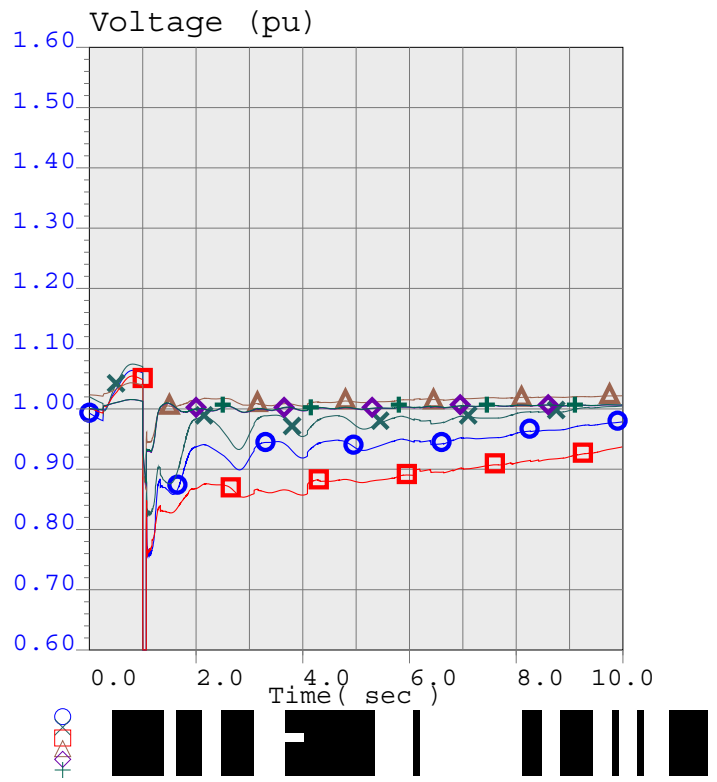
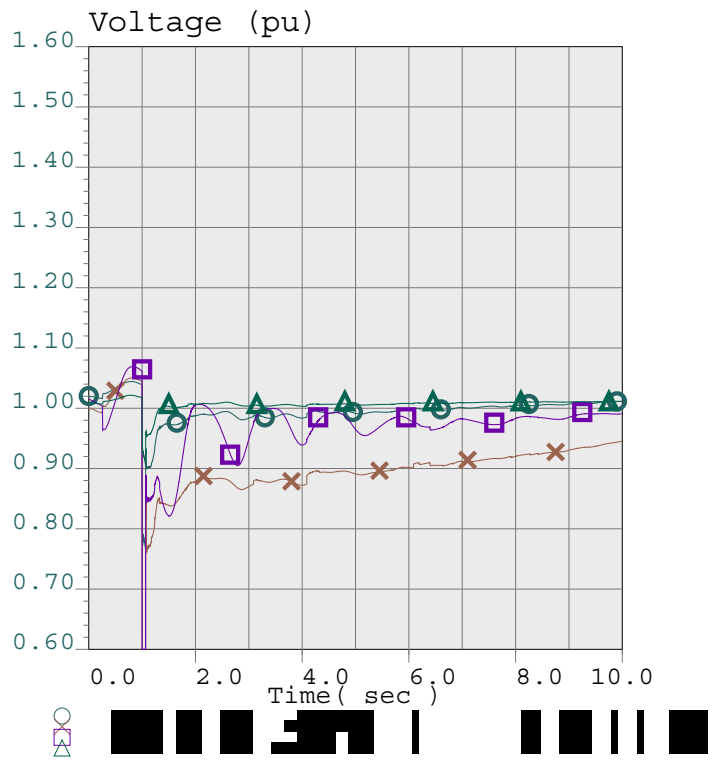
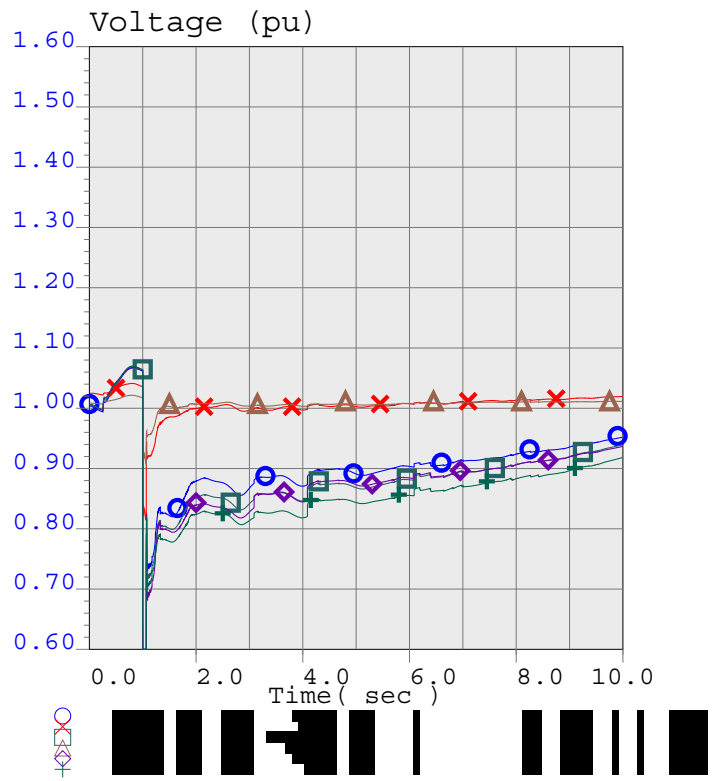
SYSTEM IMPACT STUDY (Voltage)









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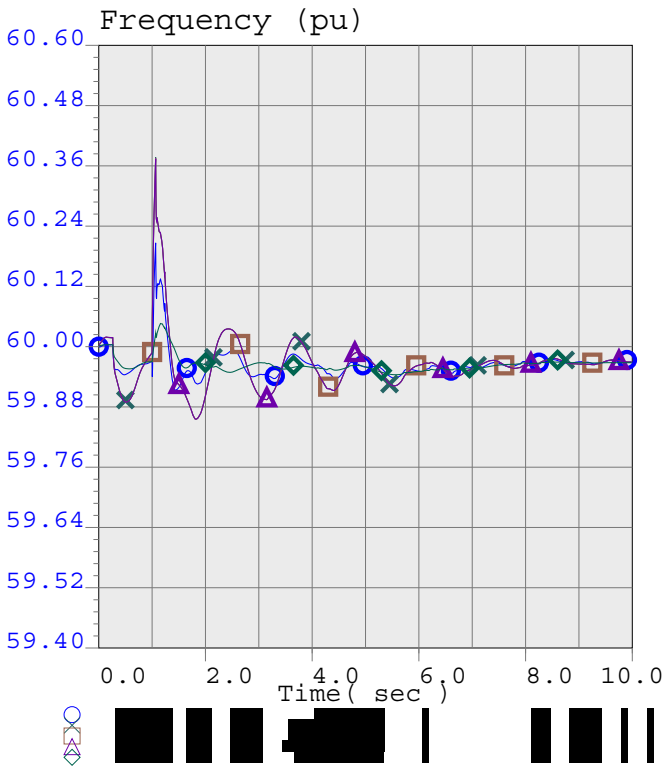
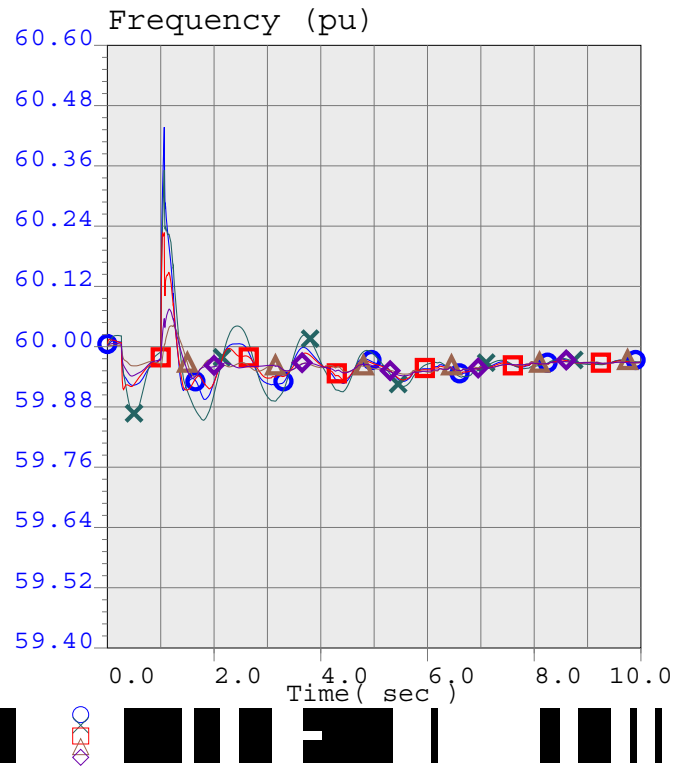
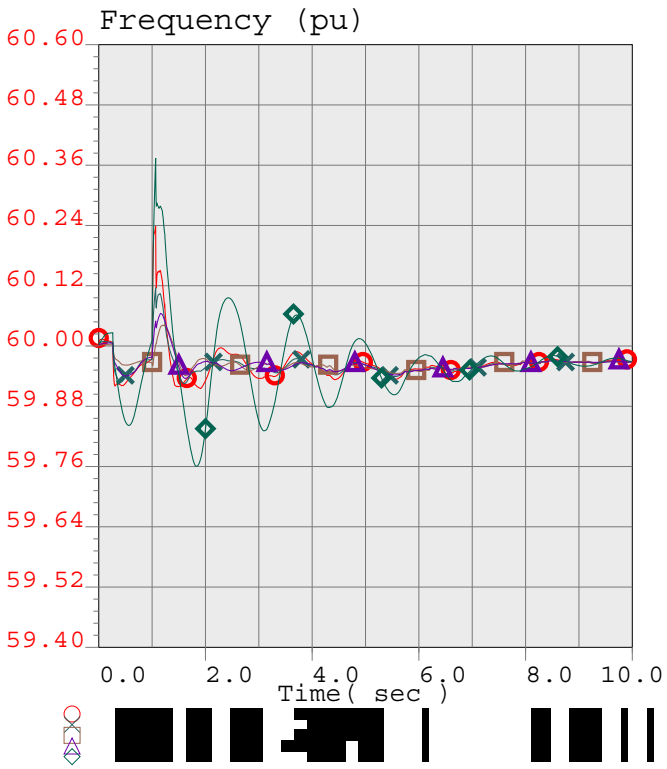
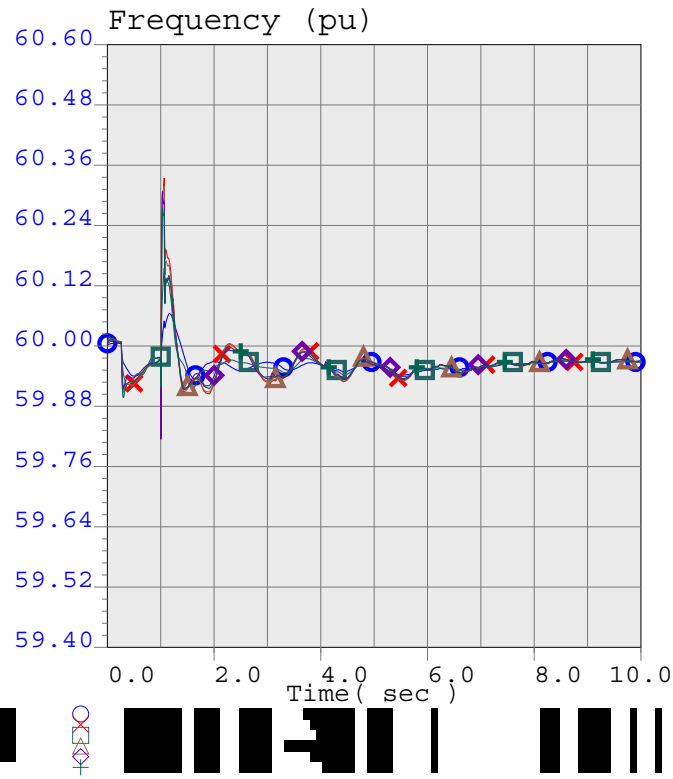
SYSTEM IMPACT STUDY (Frequency)









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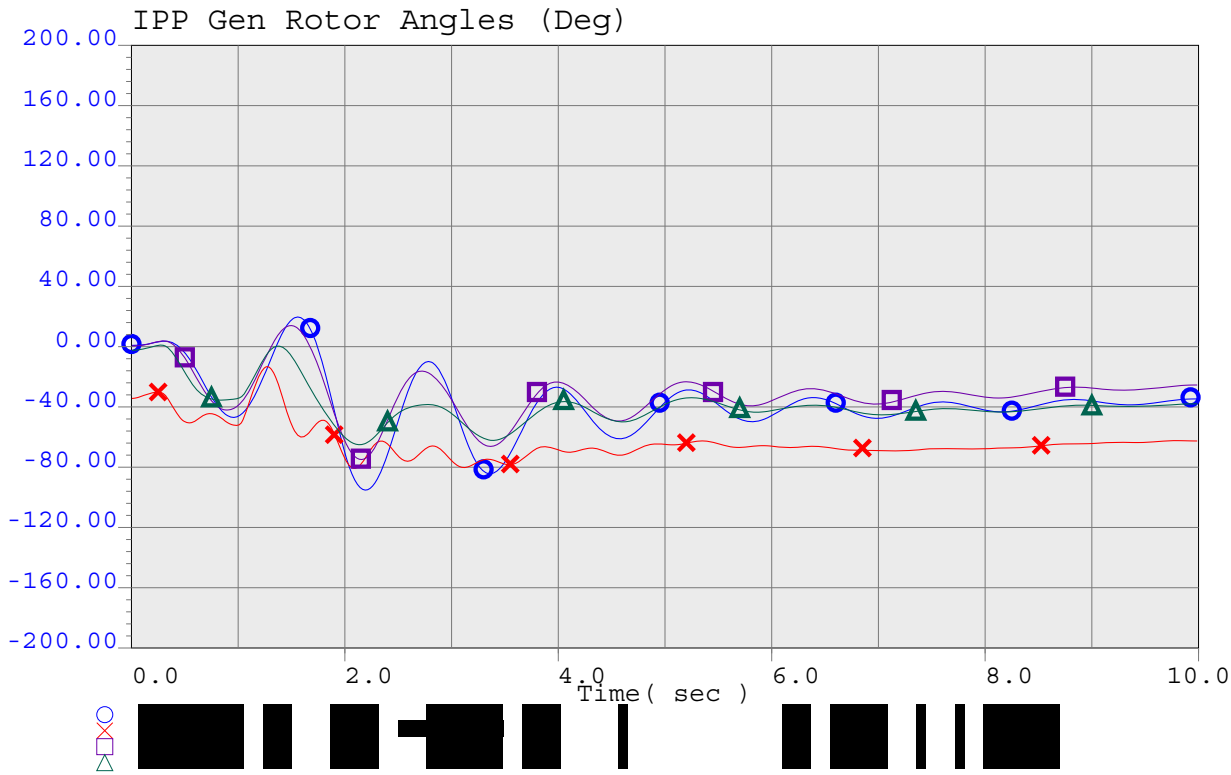
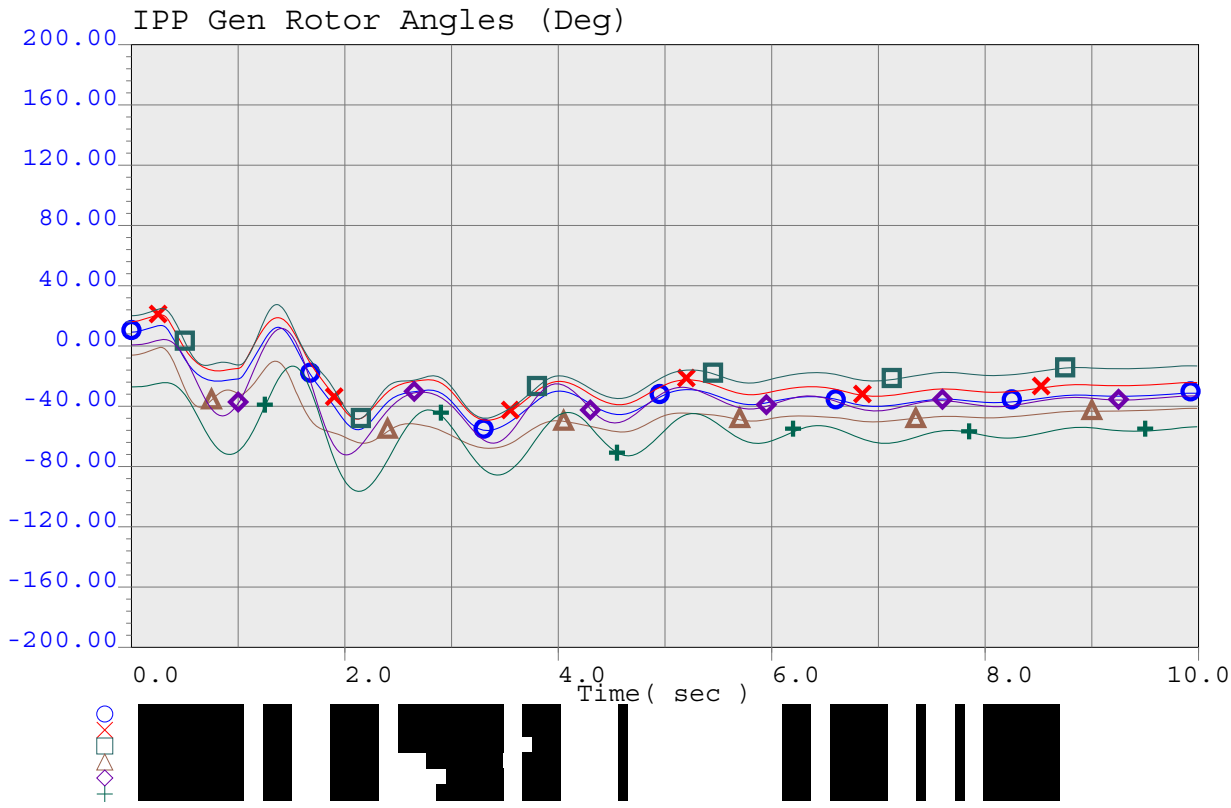
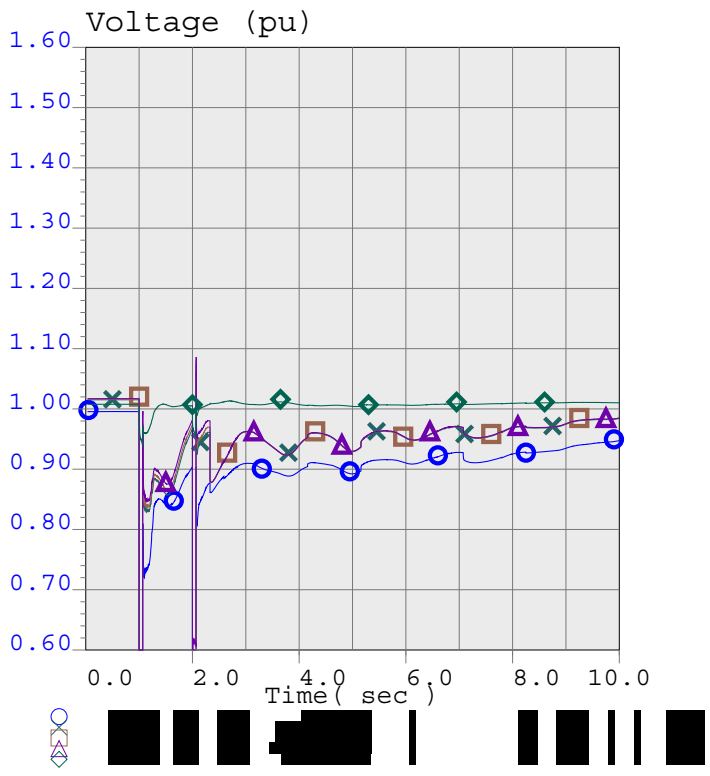
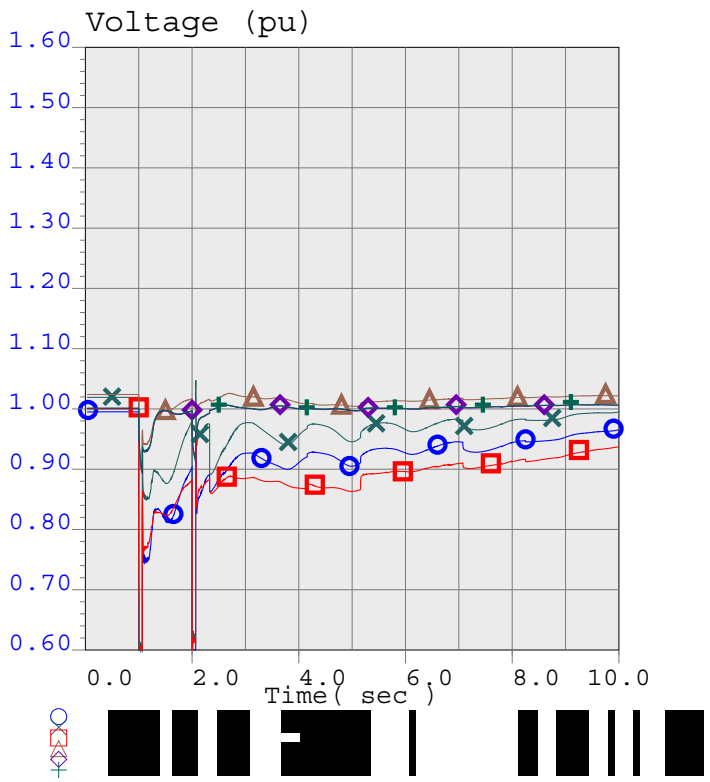
SYSTEM IMPACT STUDY (Rotor Angles)

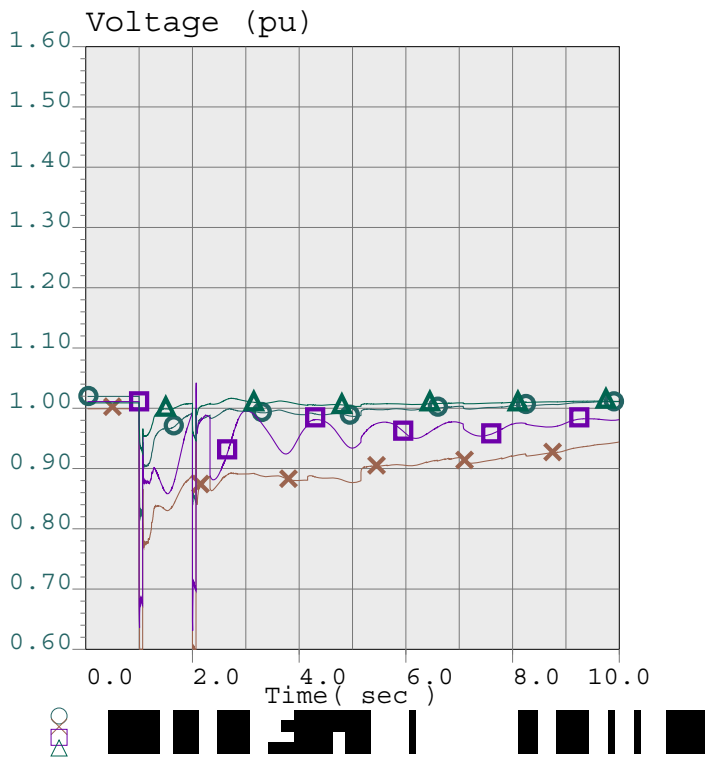


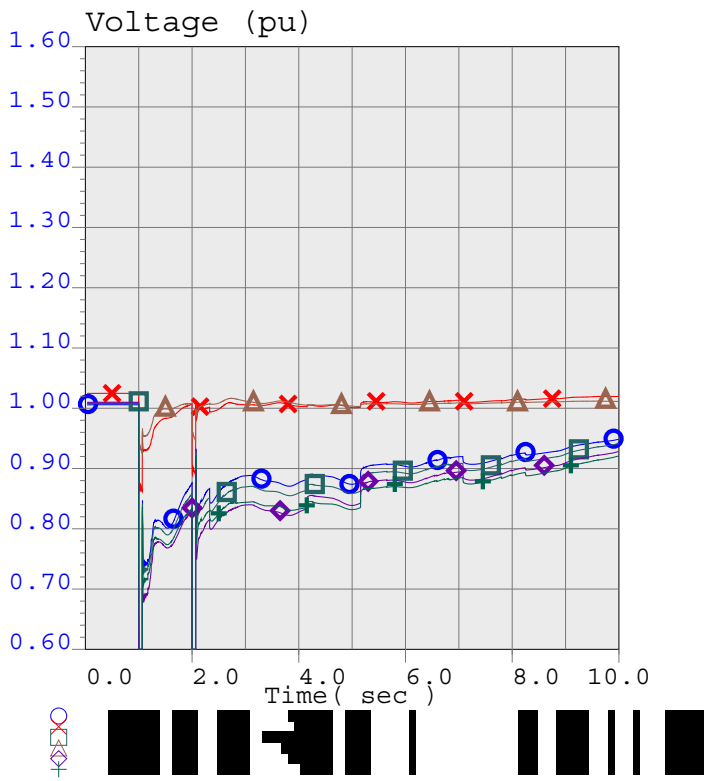


SYSTEM IMPACT STUDY (Voltage)









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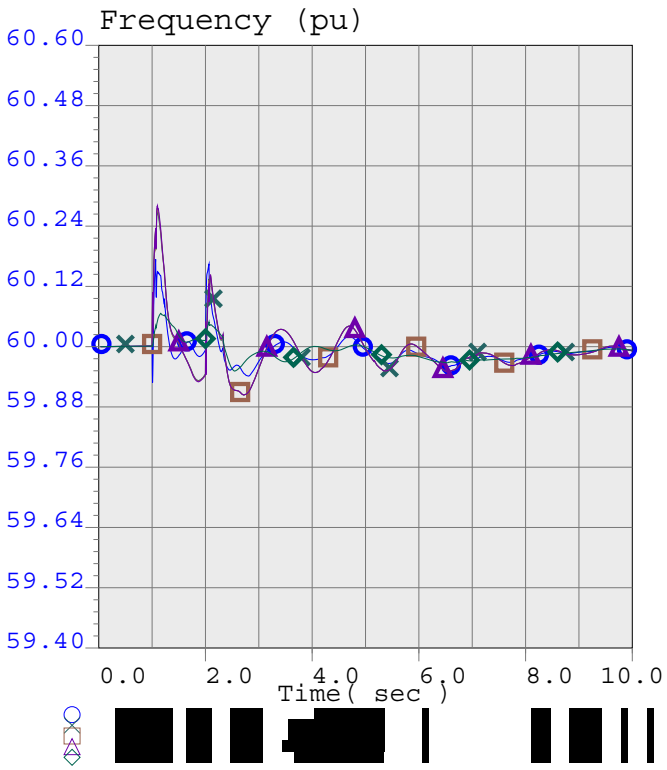
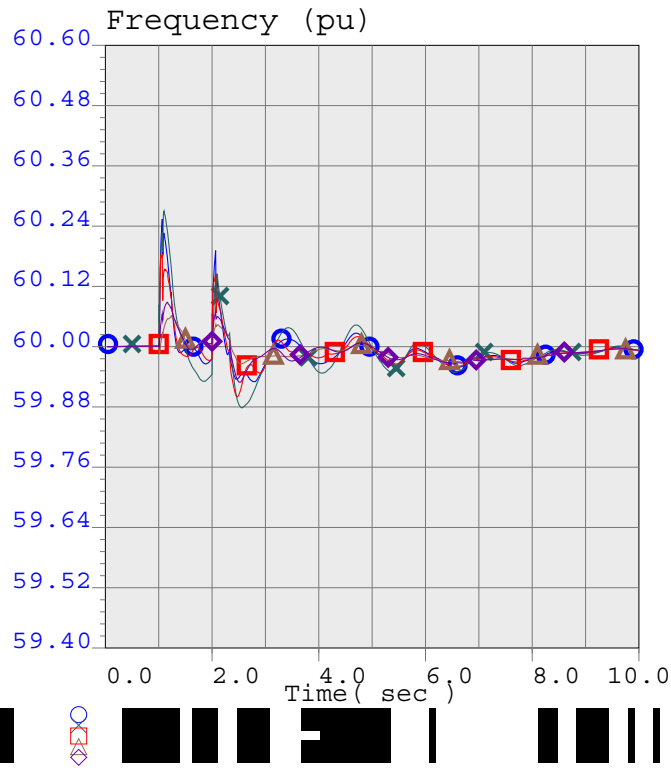
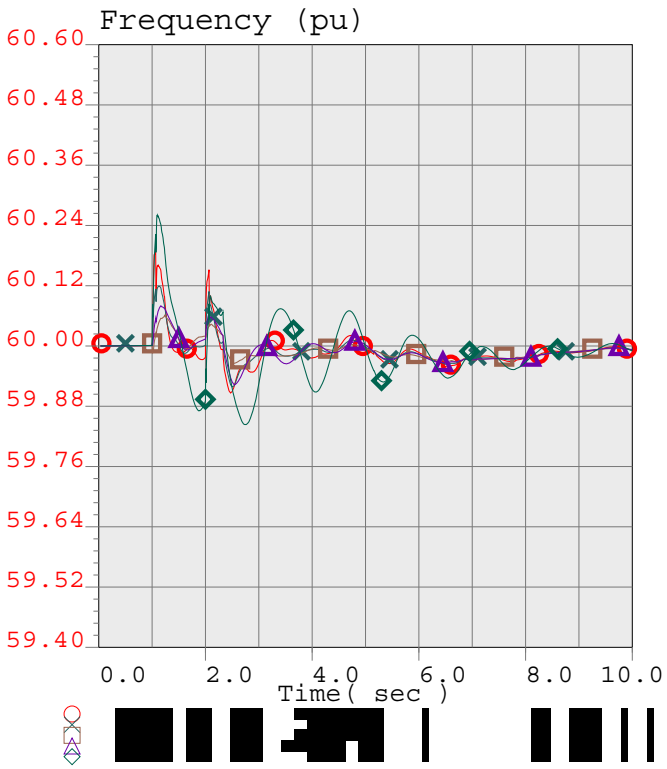
SYSTEM IMPACT STUDY (Frequency)







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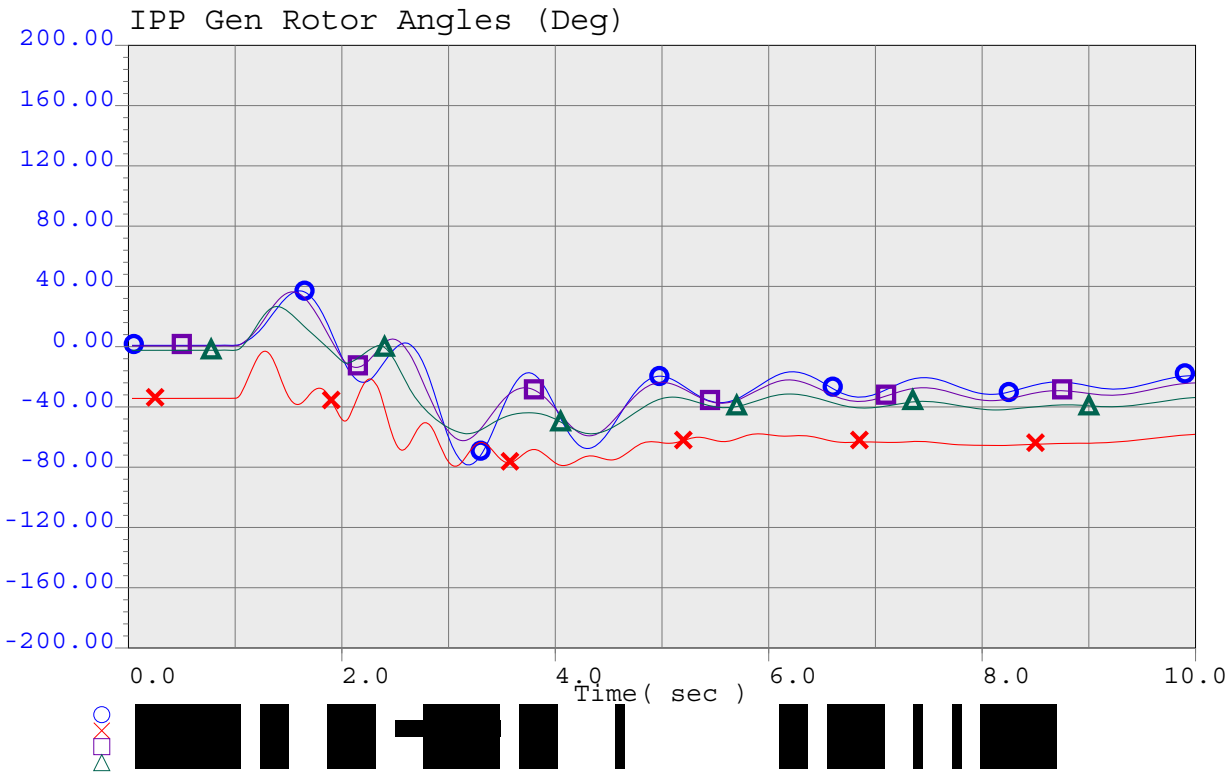
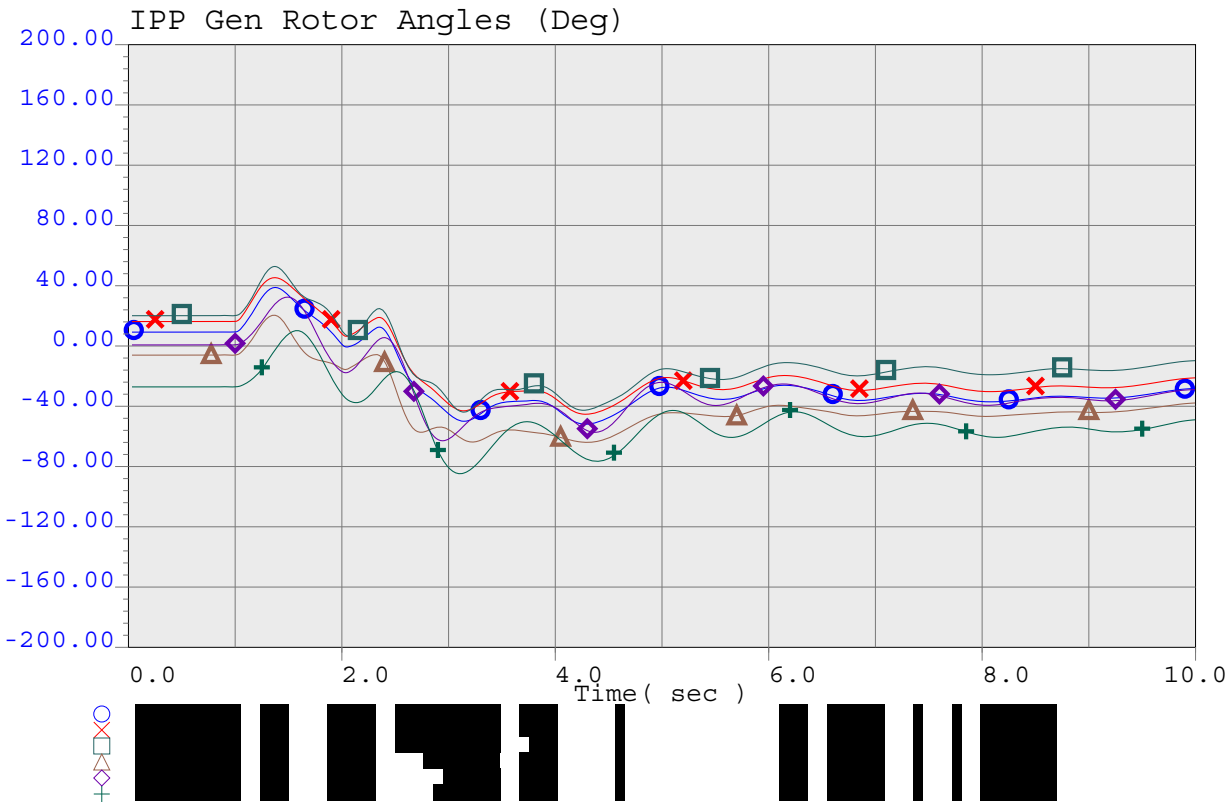
SYSTEM IMPACT STUDY (Rotor Angles)





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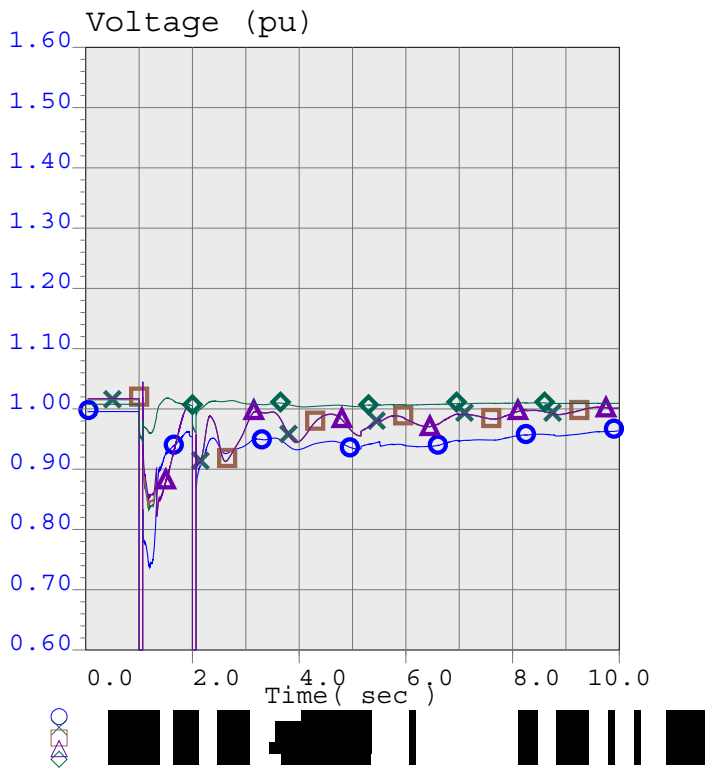

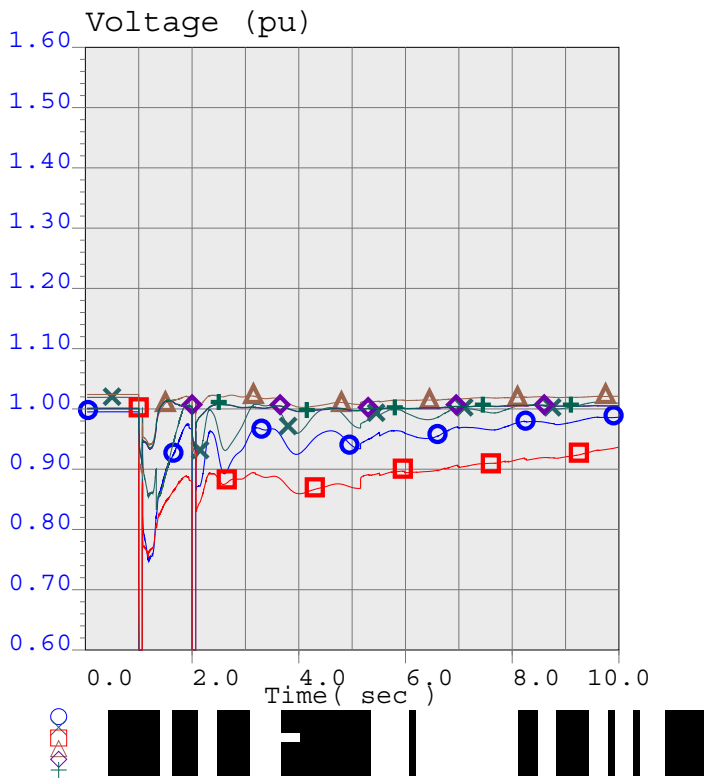

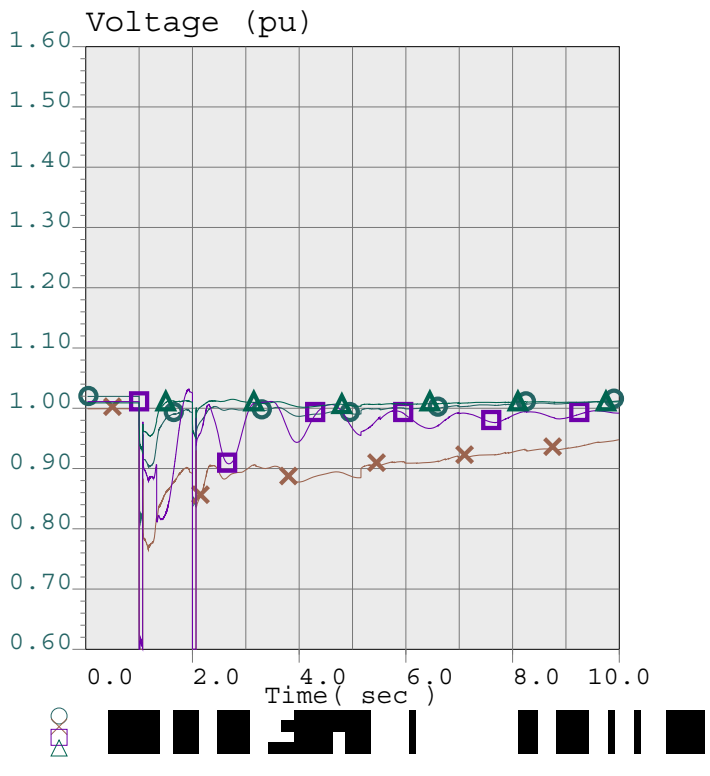

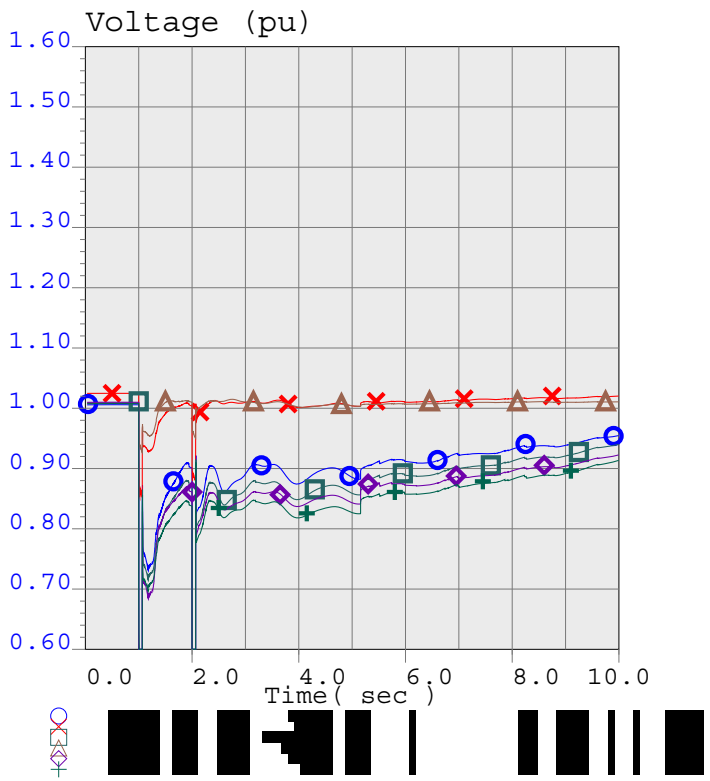

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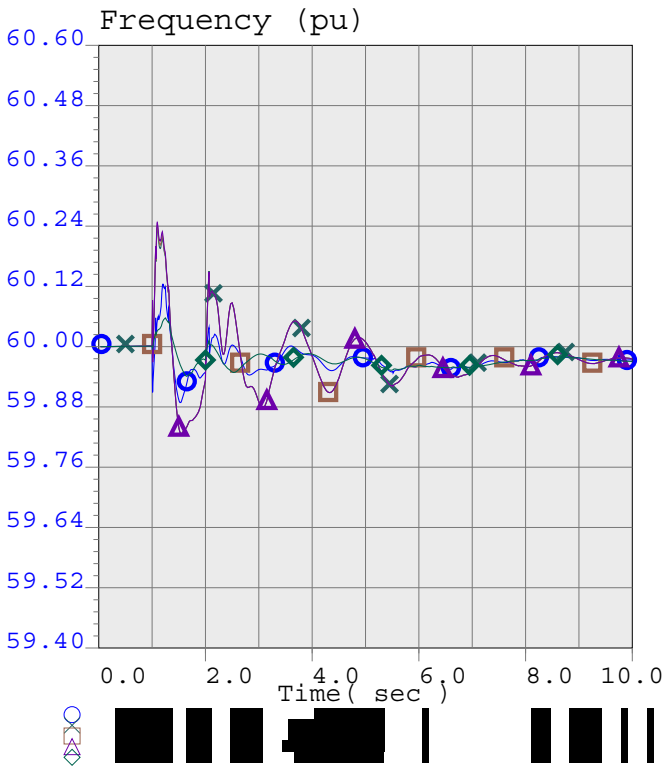

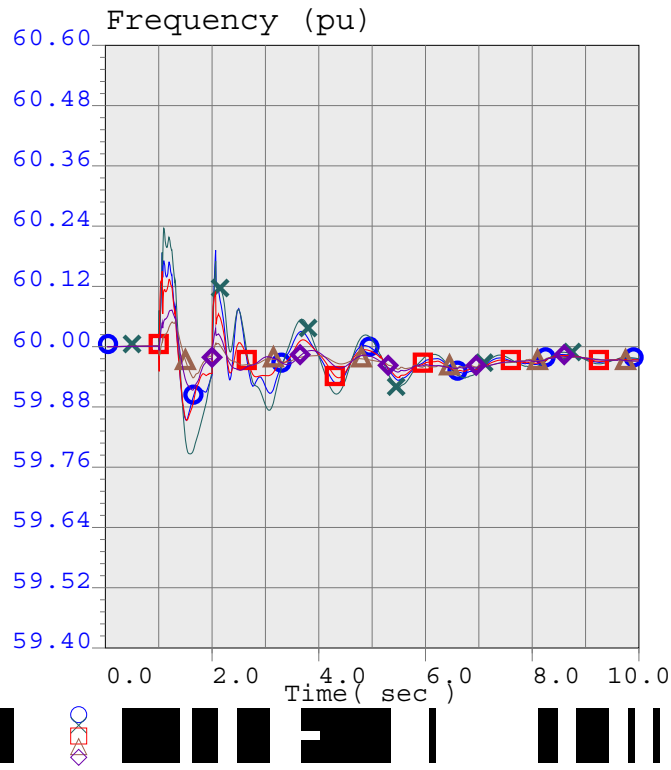

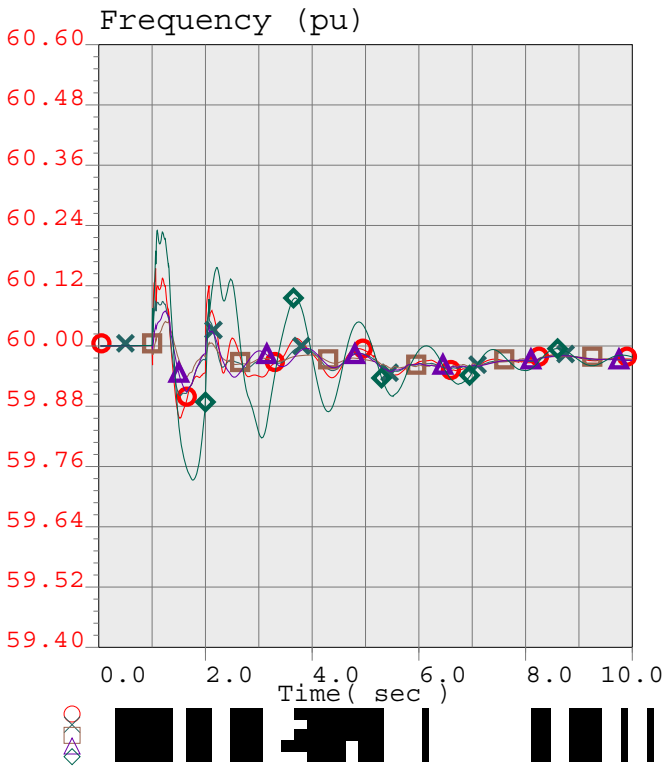

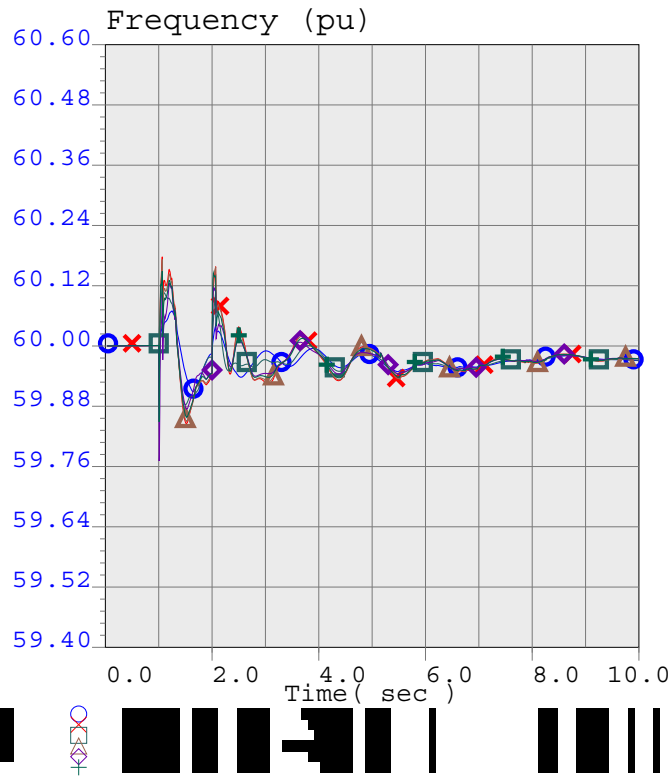

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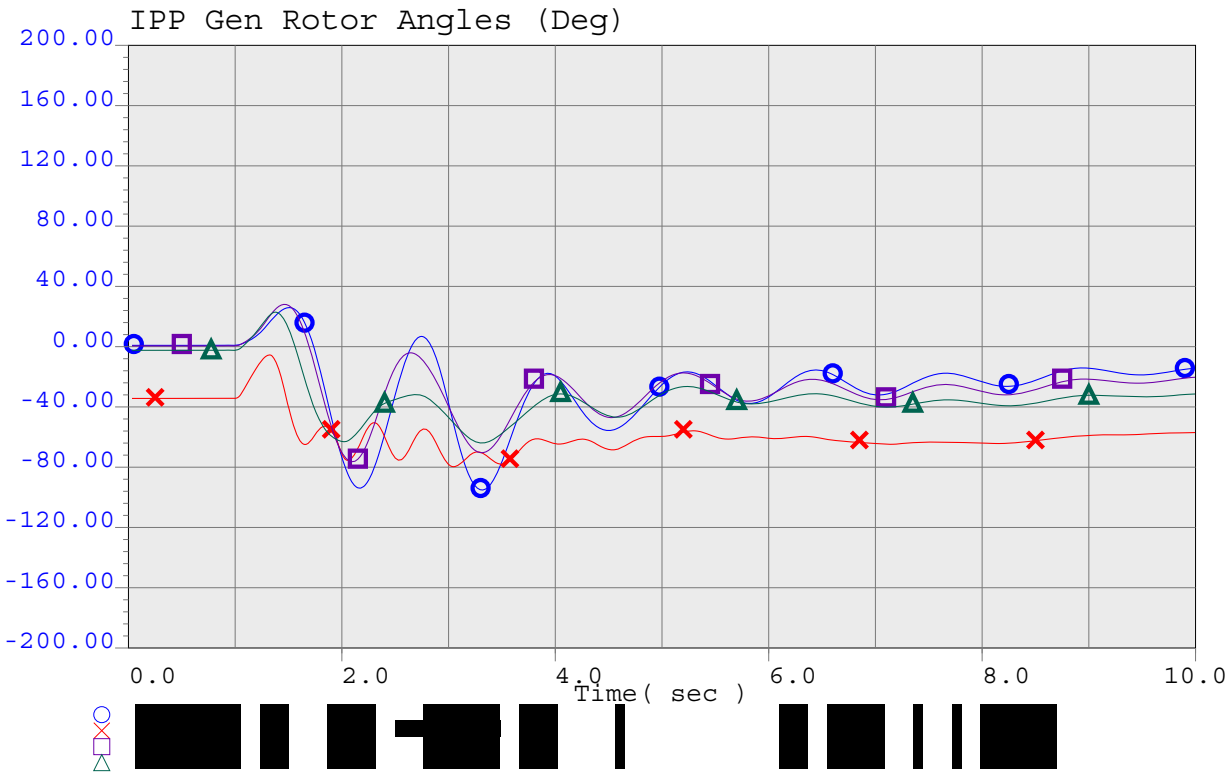

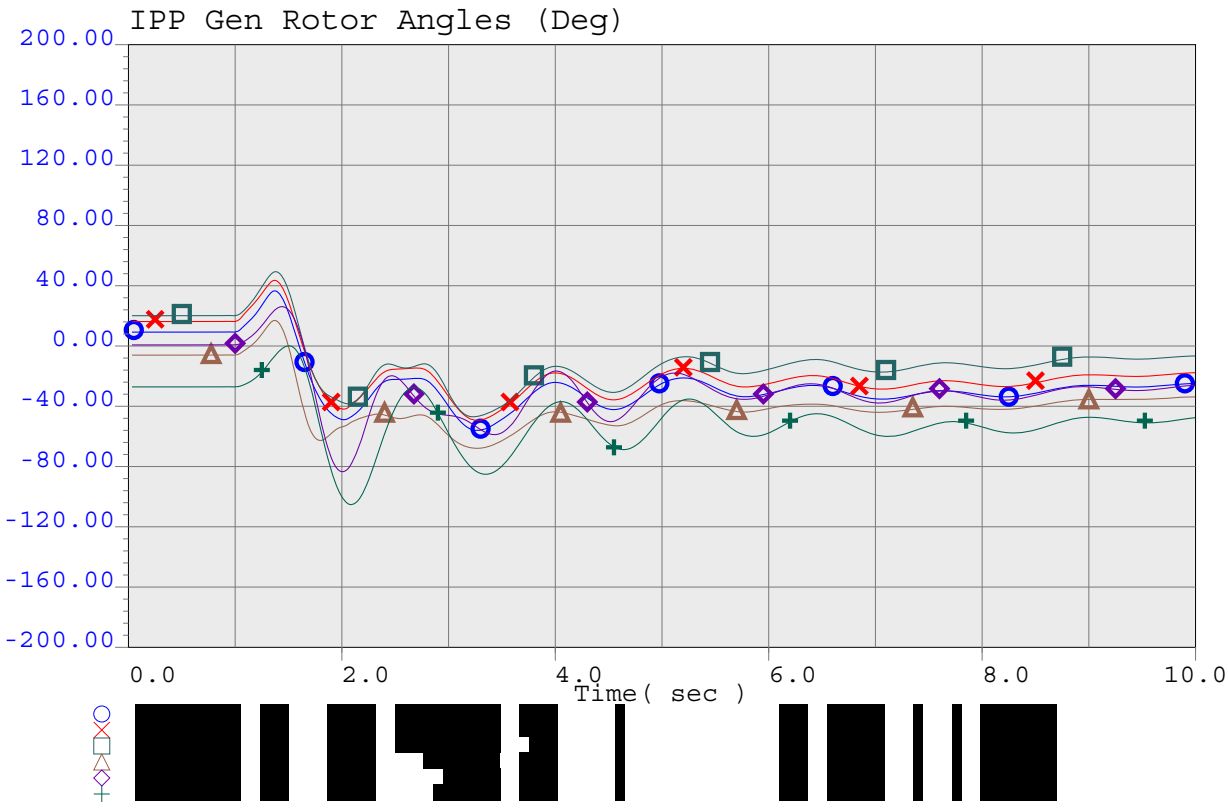

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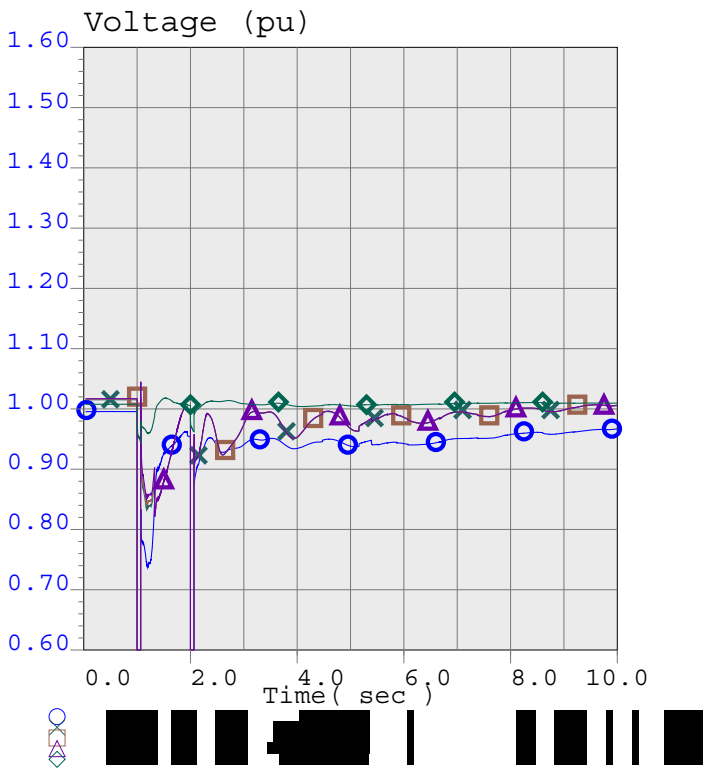

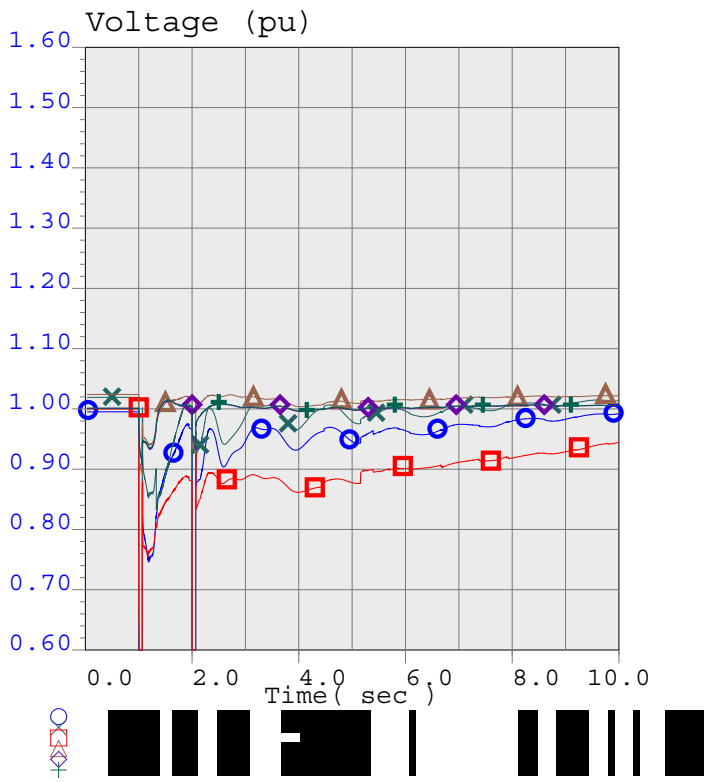

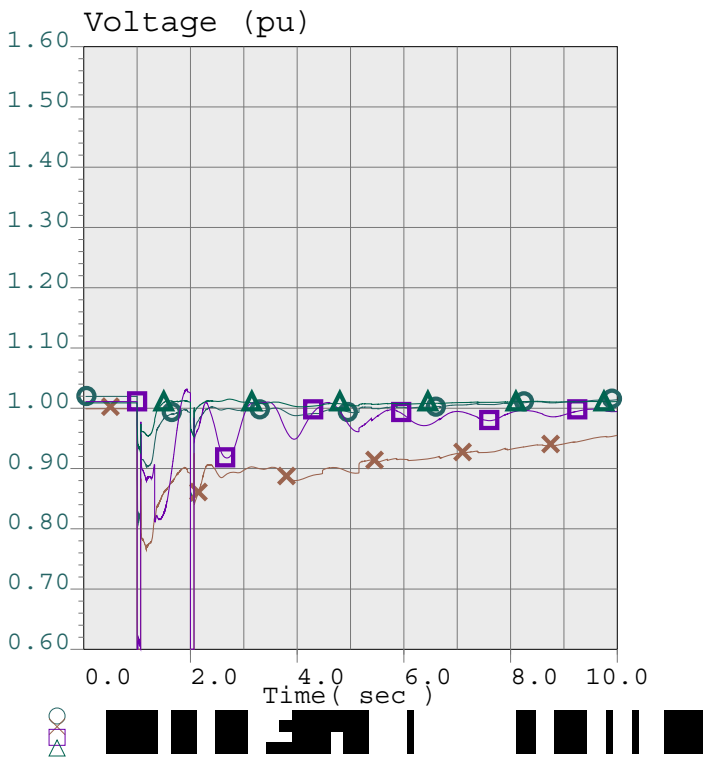

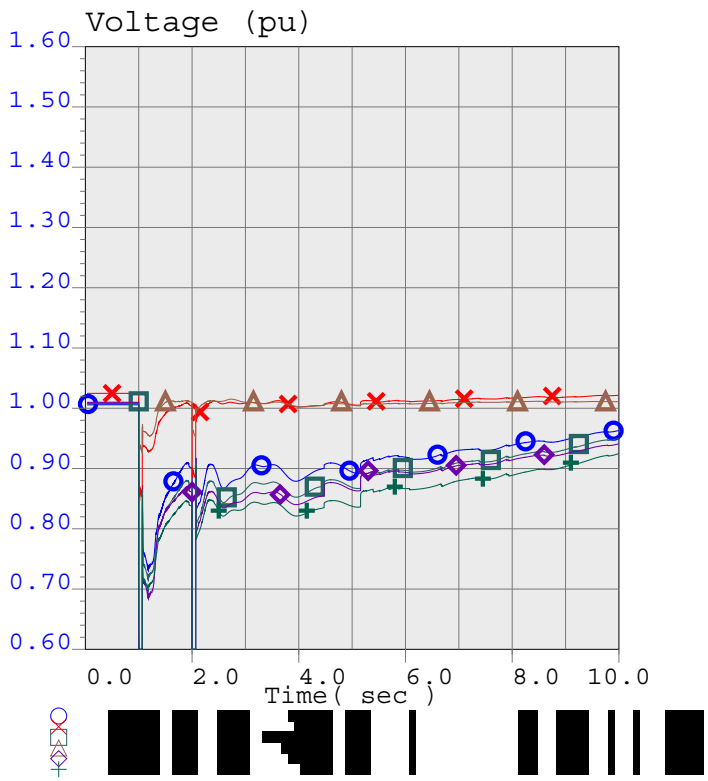

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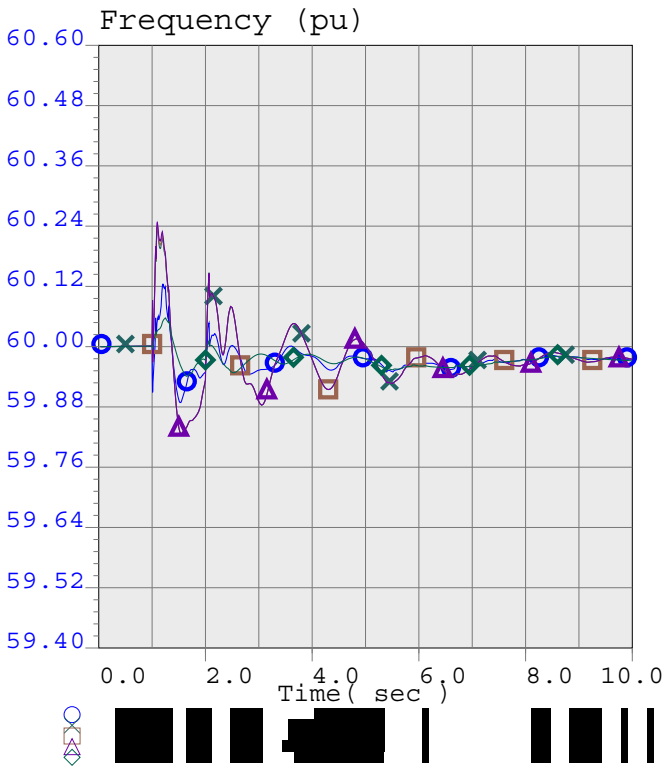

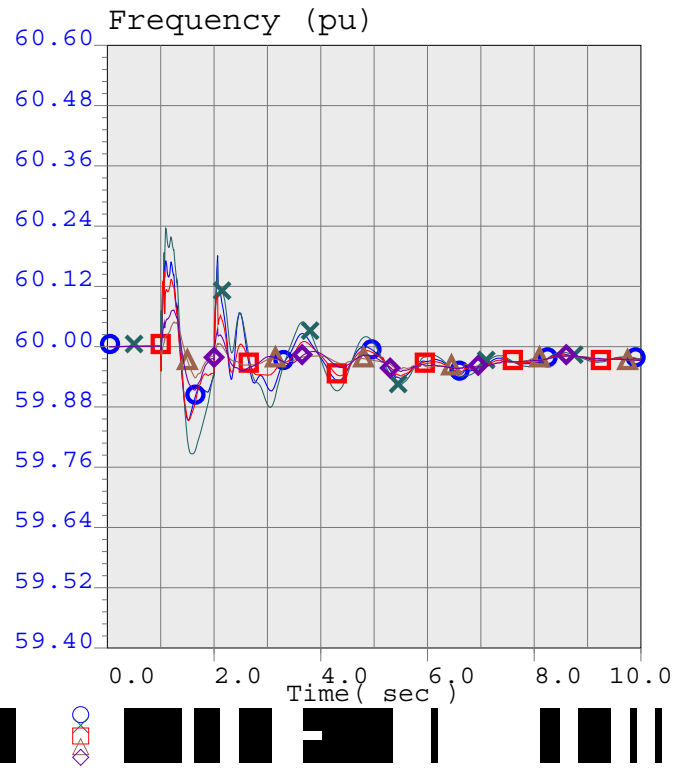

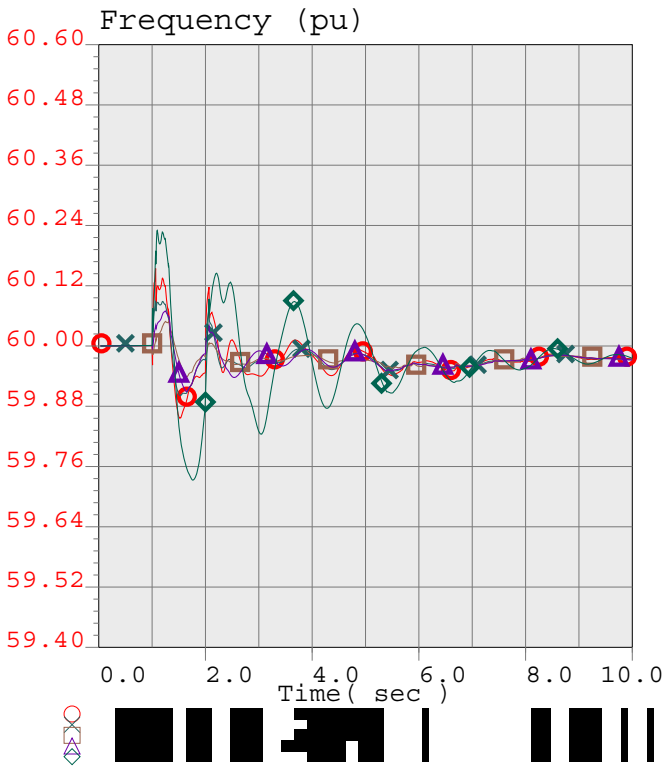

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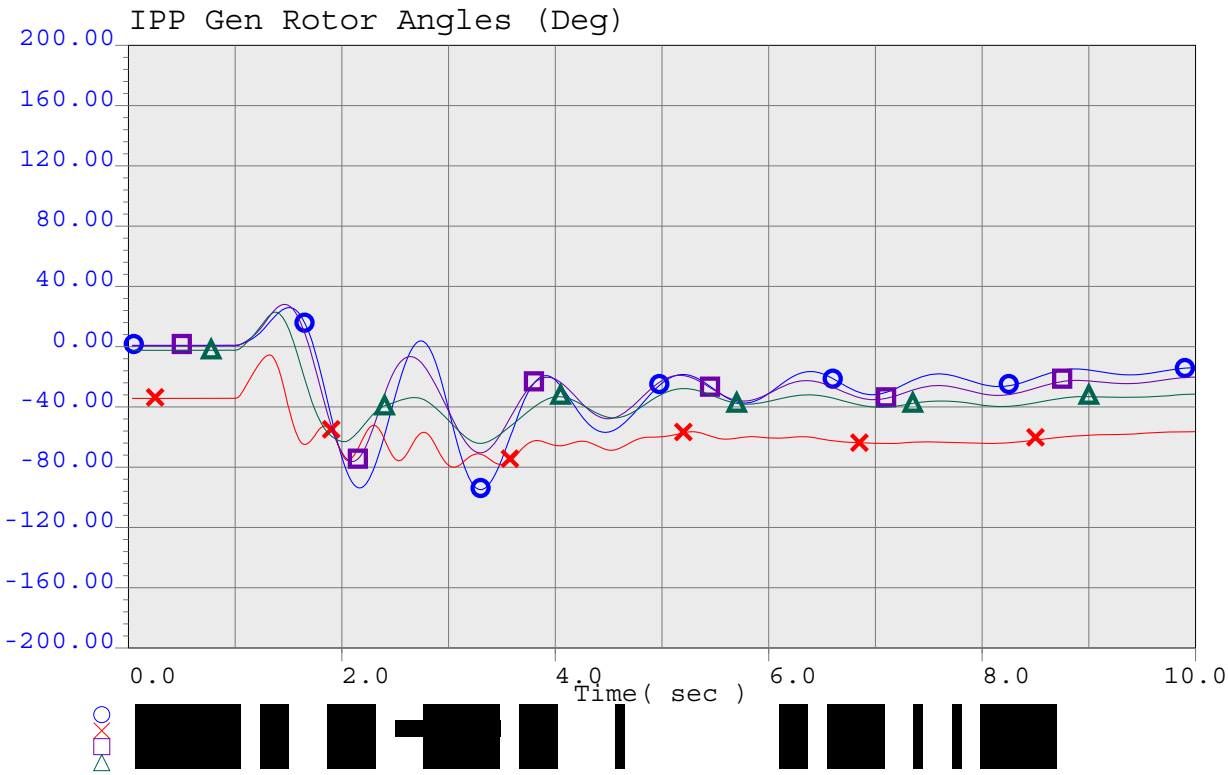

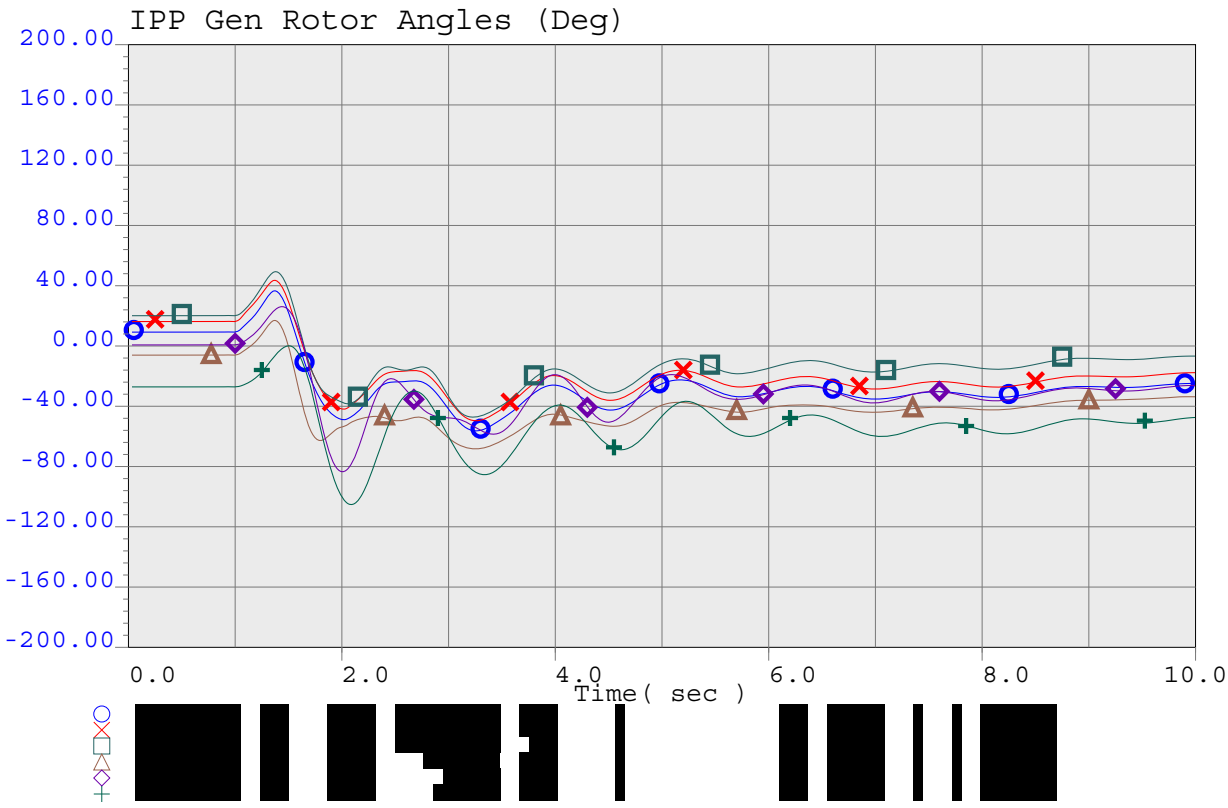

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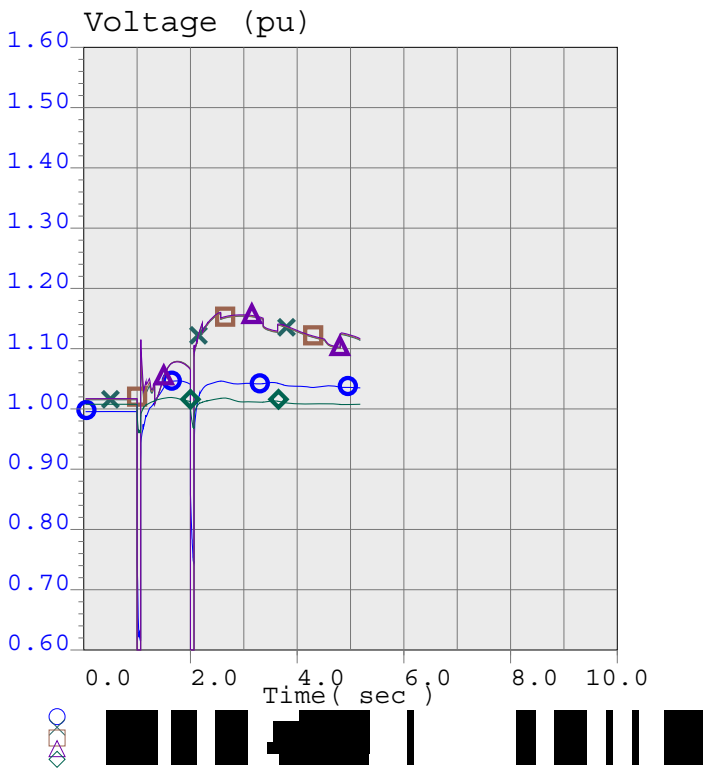

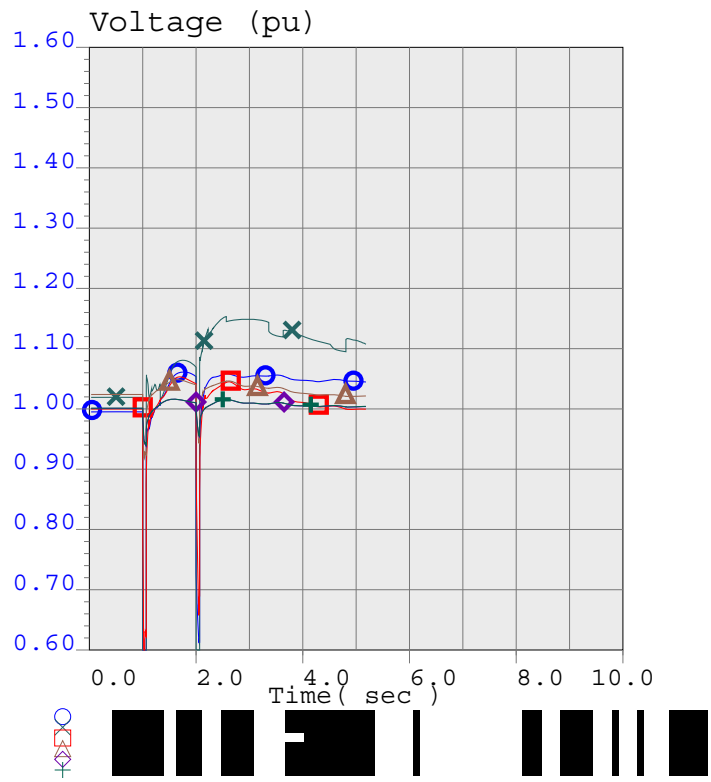

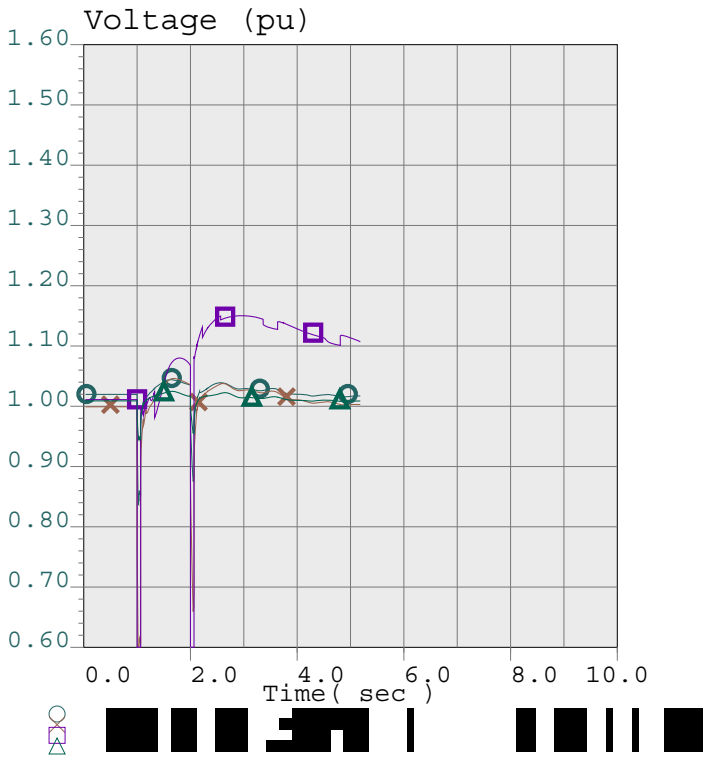

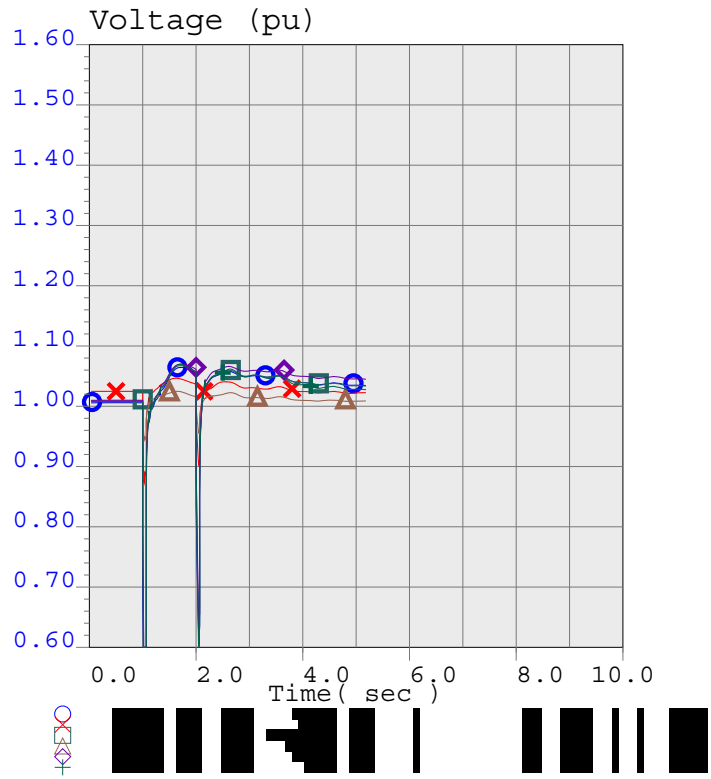

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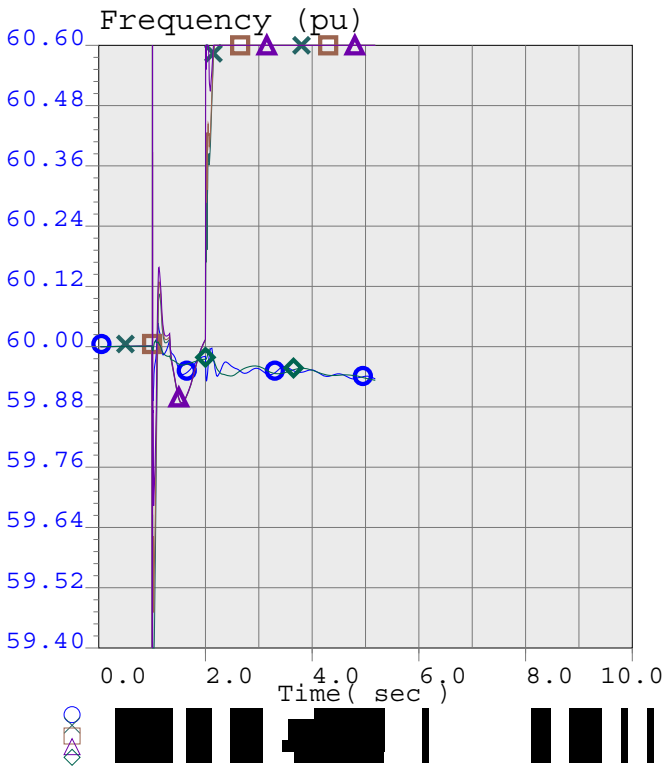

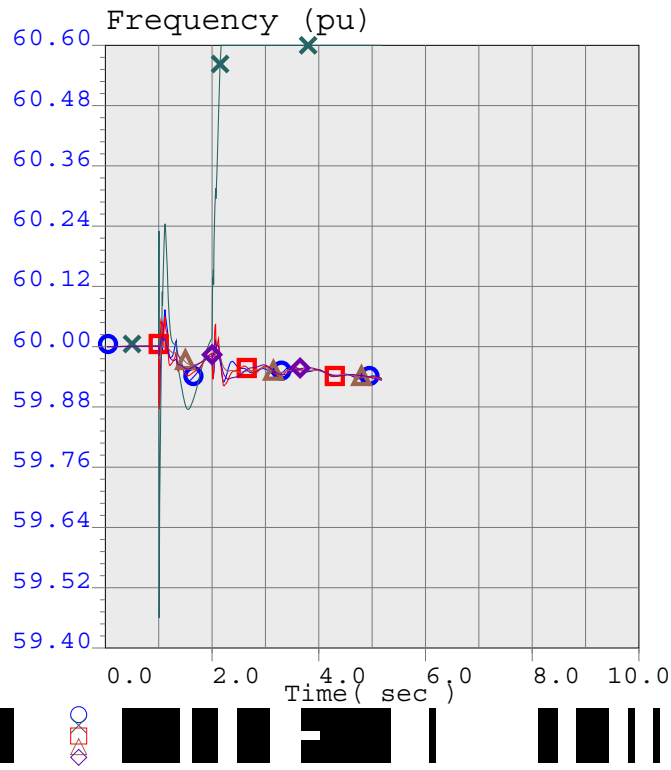

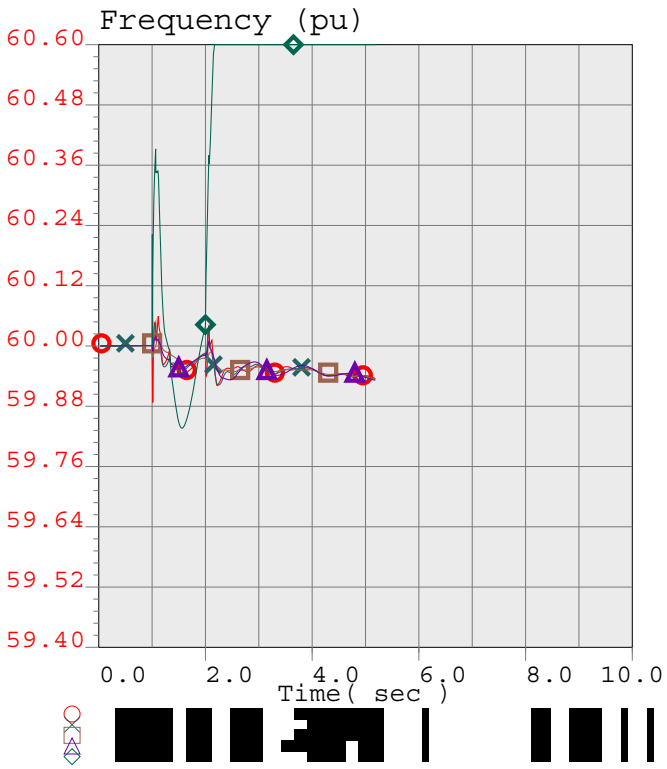

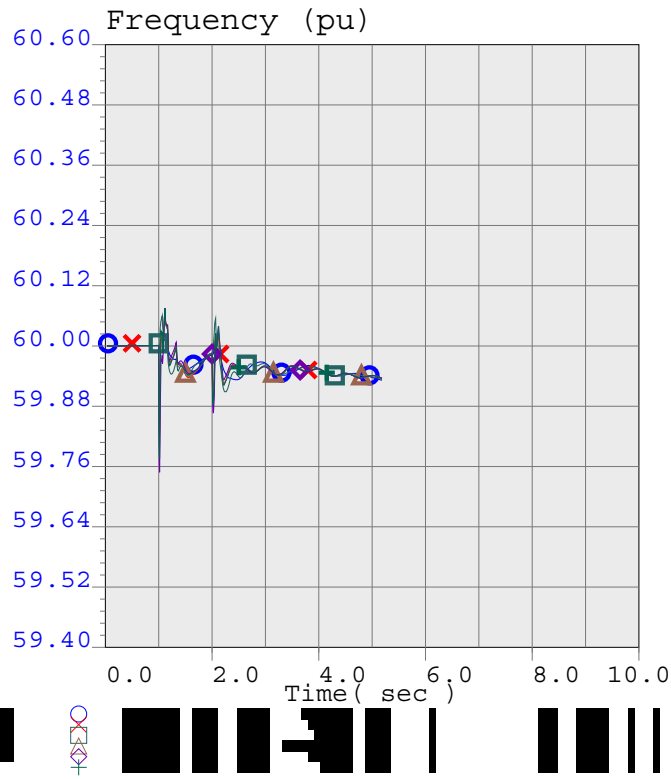

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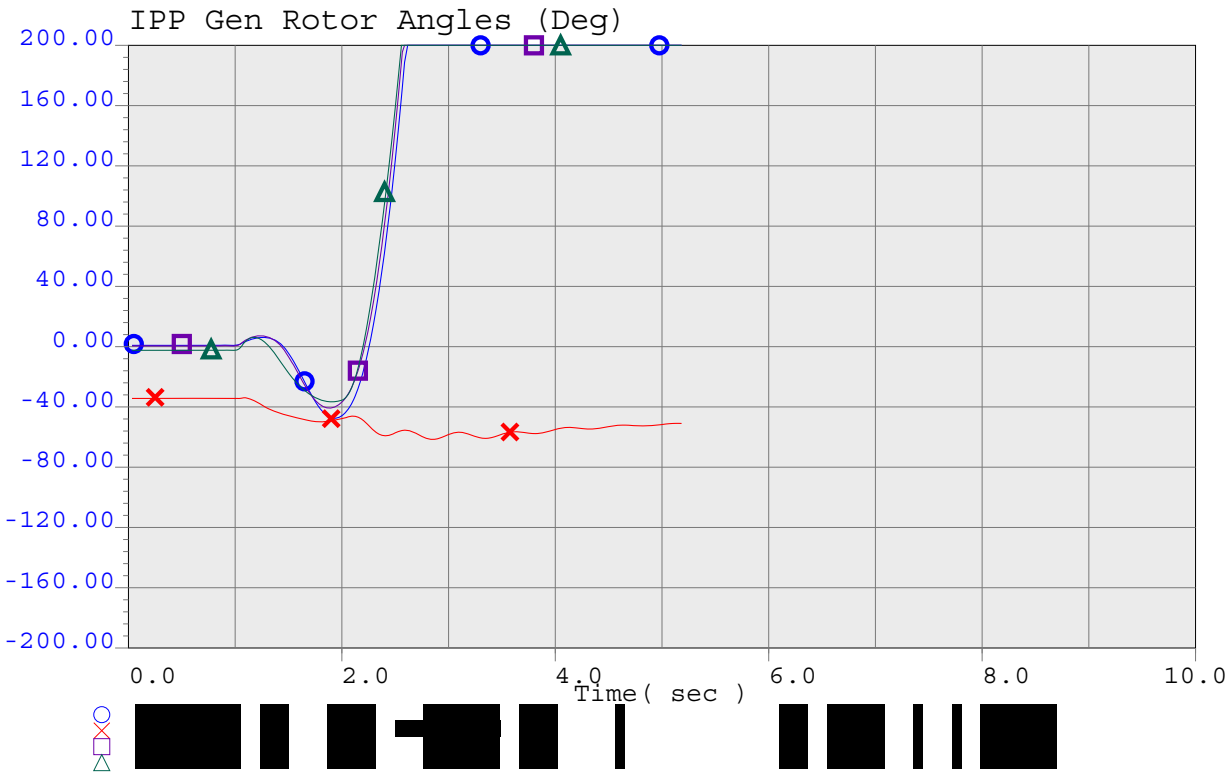

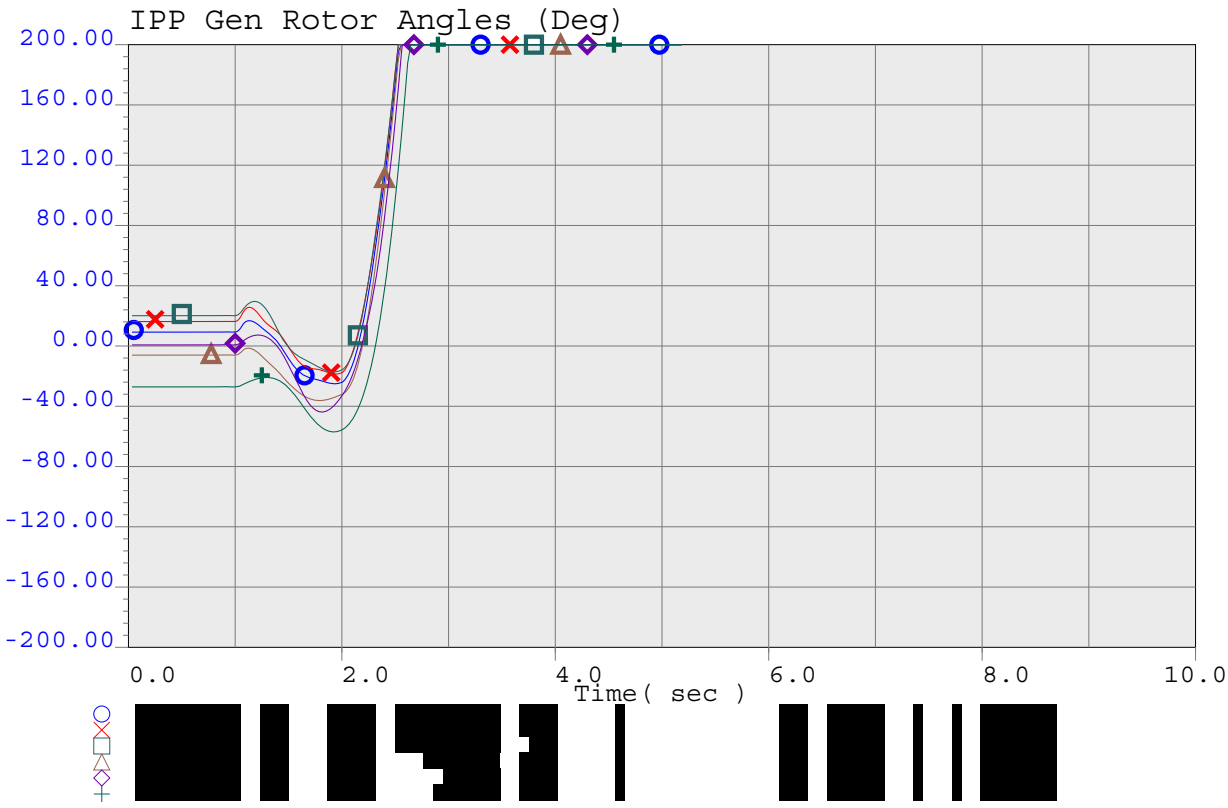

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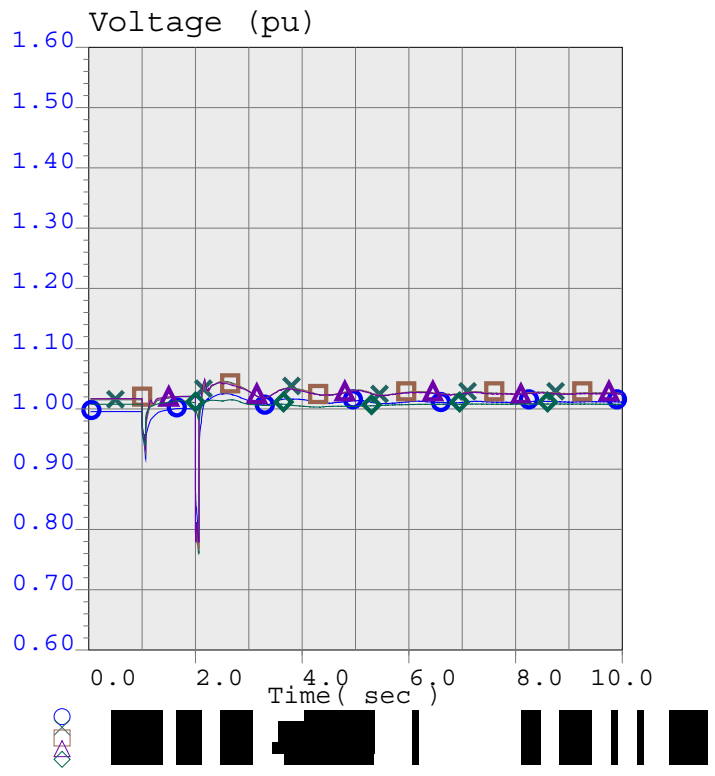

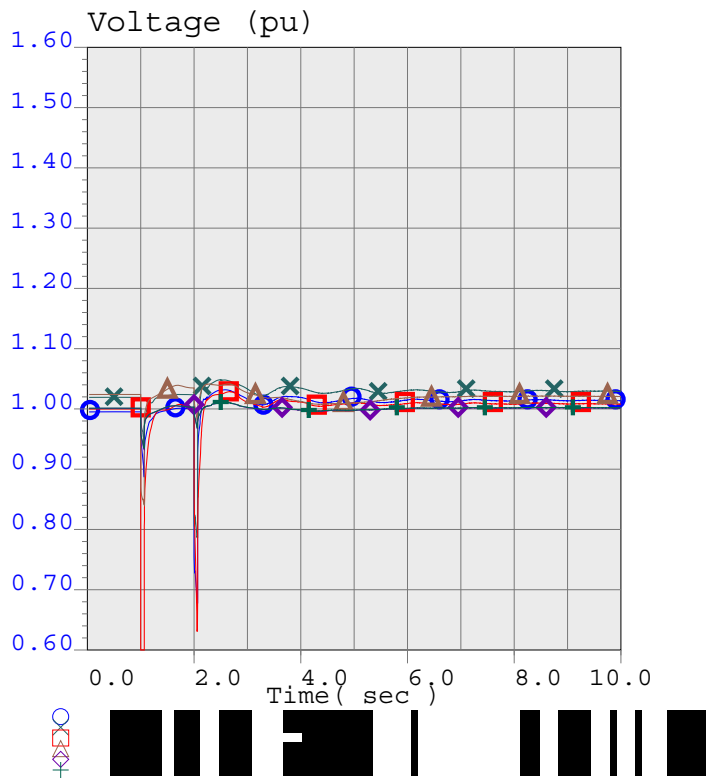

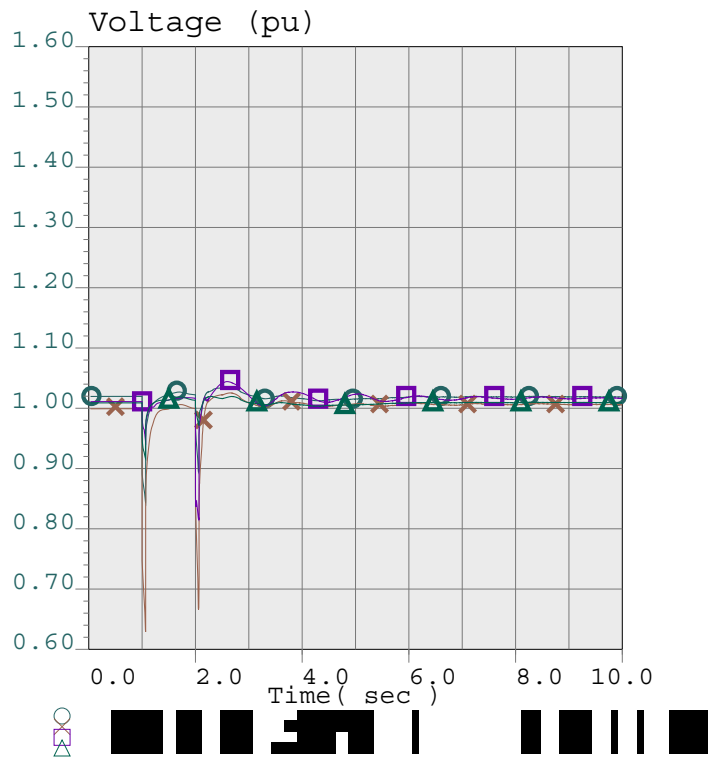

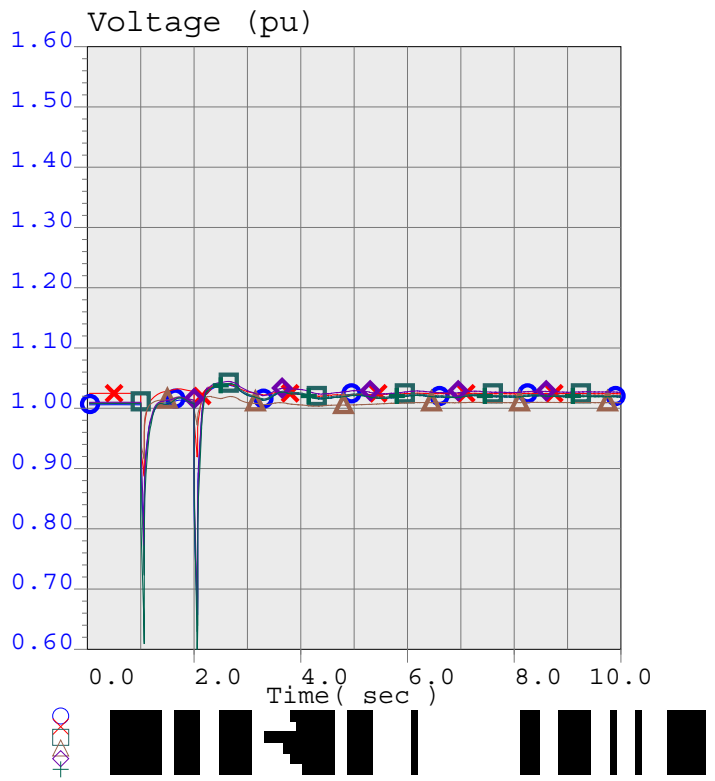

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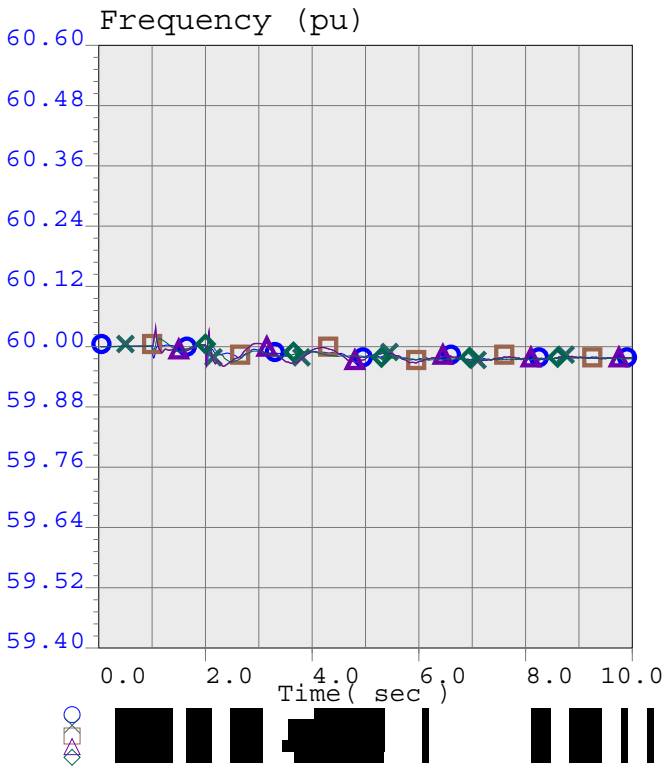

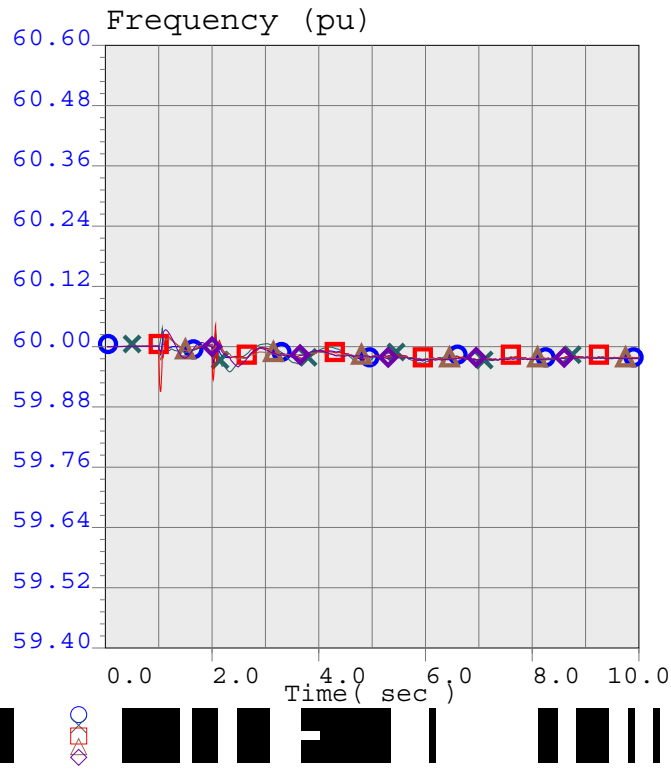

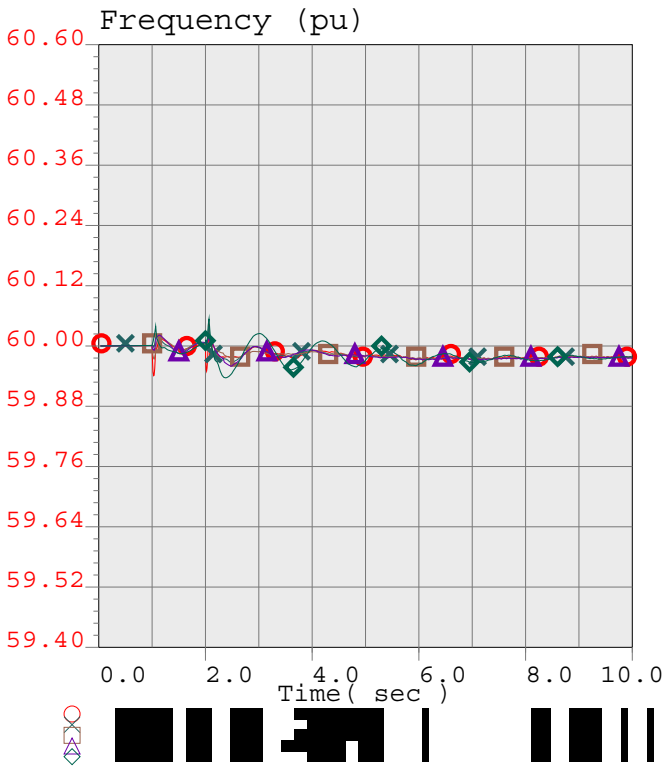

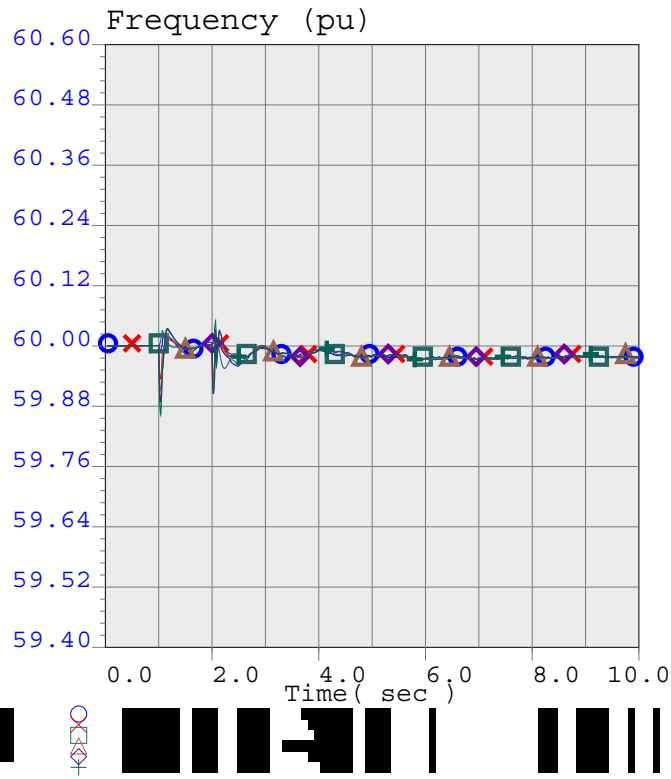

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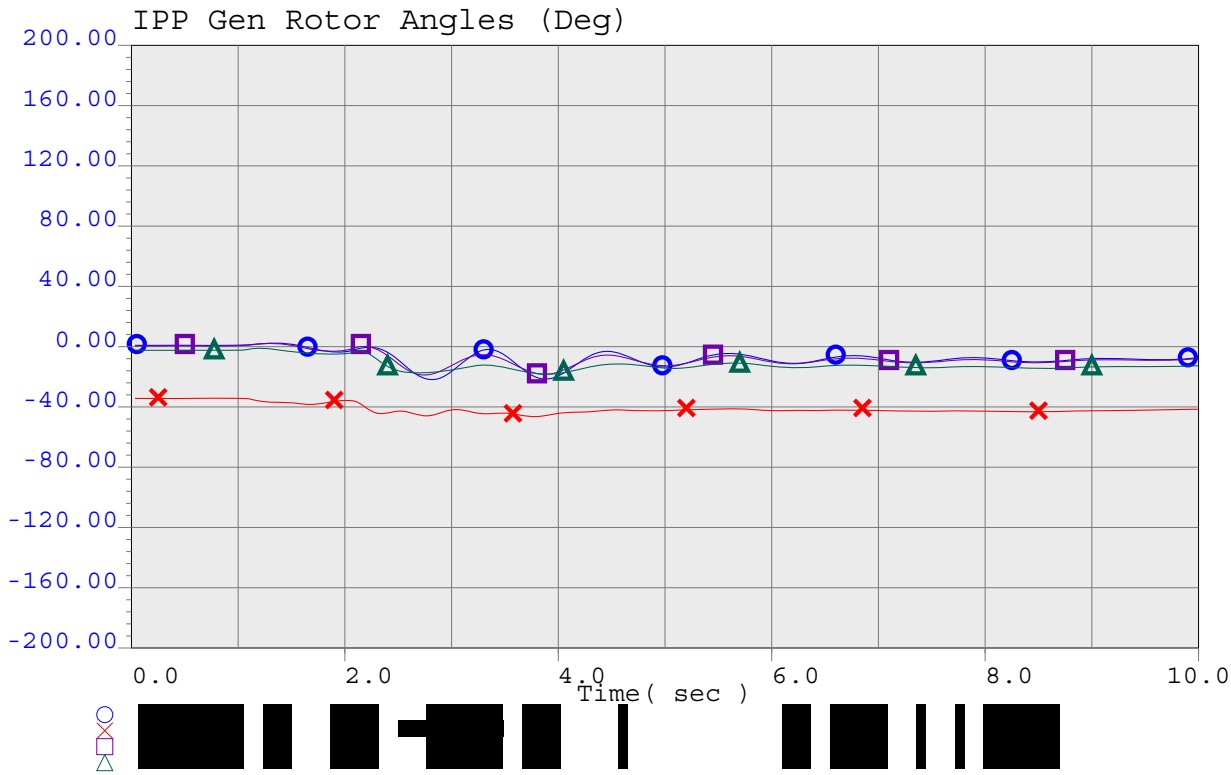

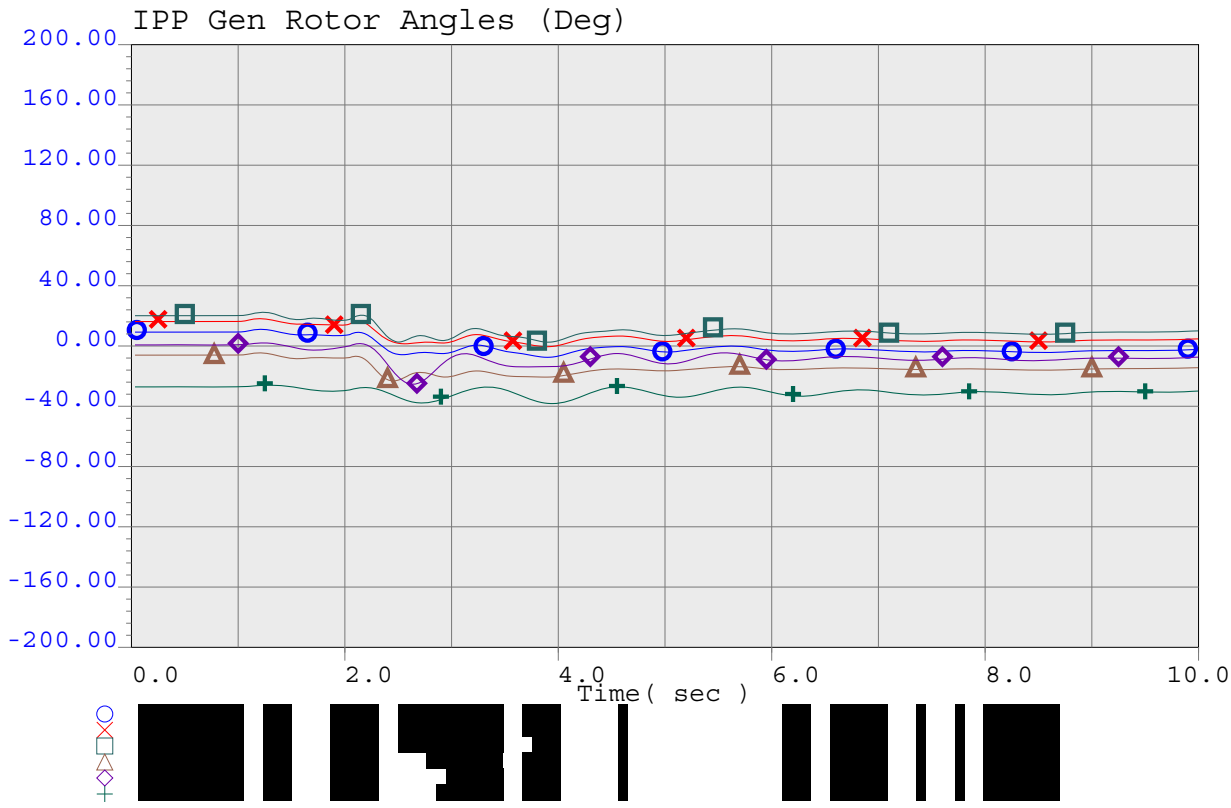

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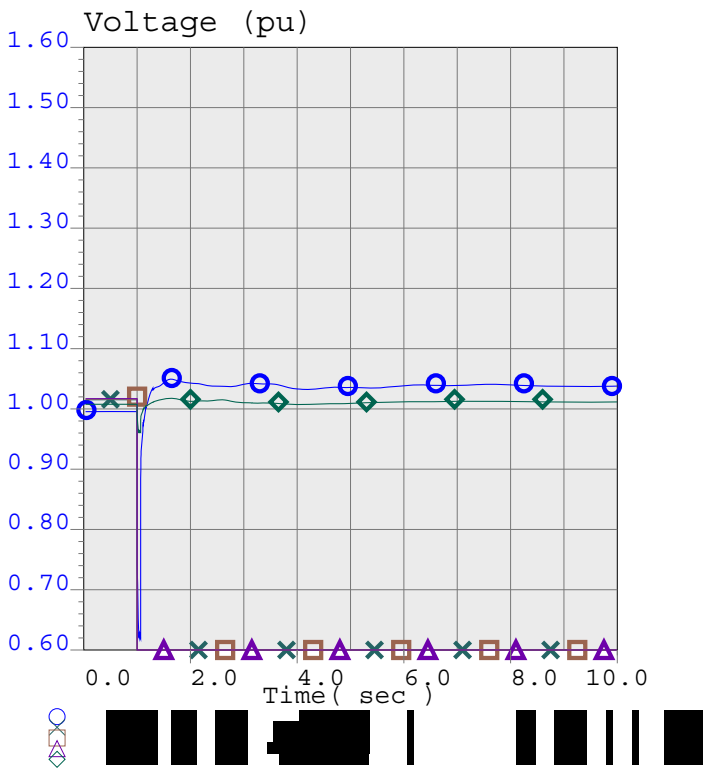

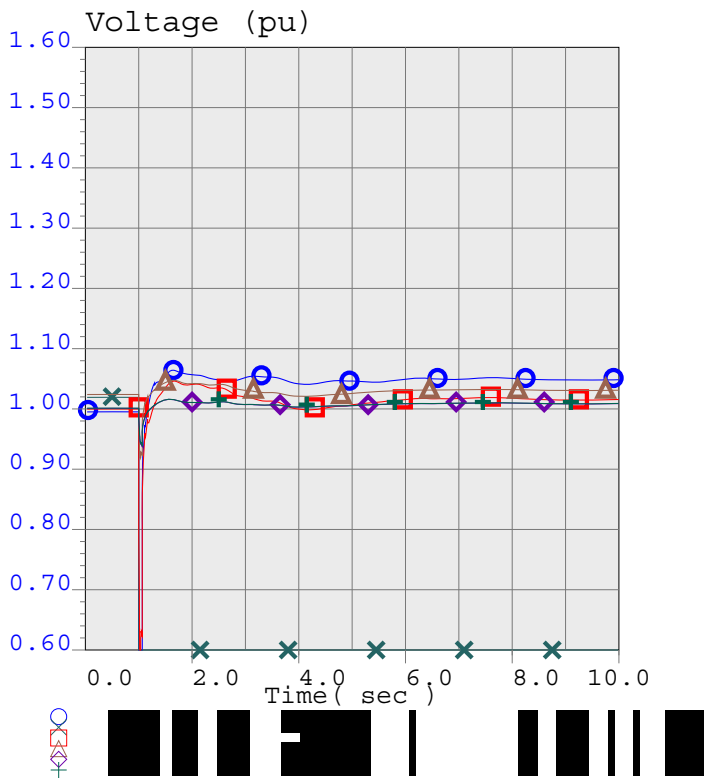

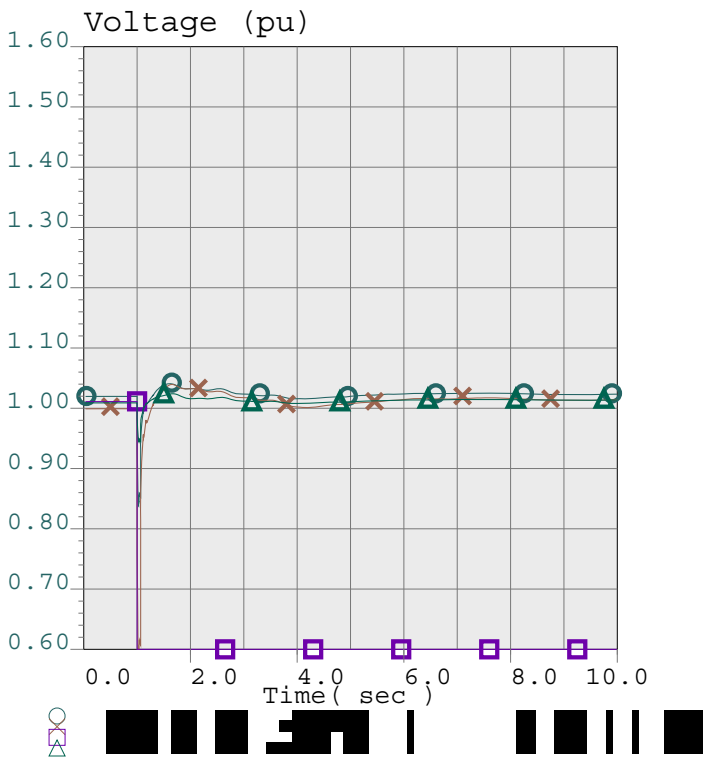

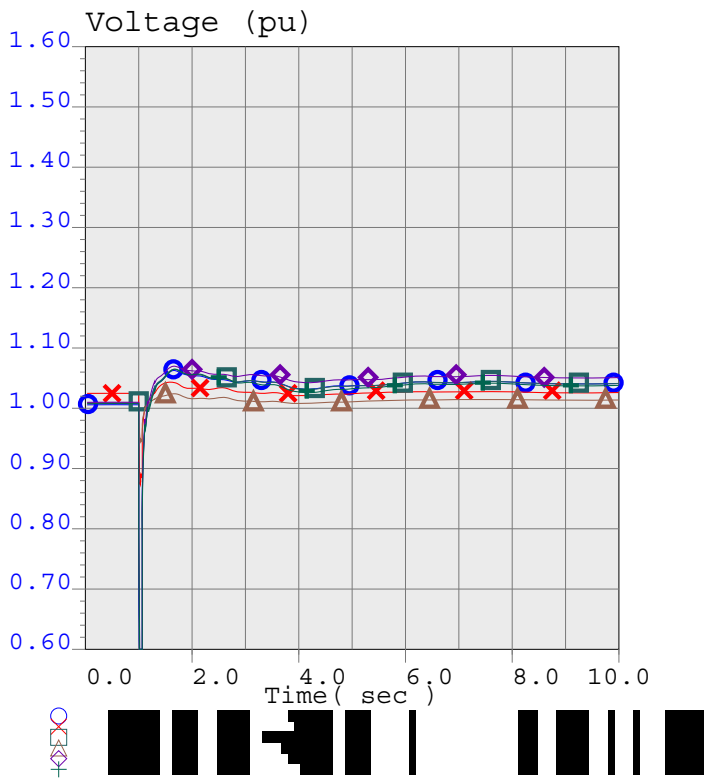

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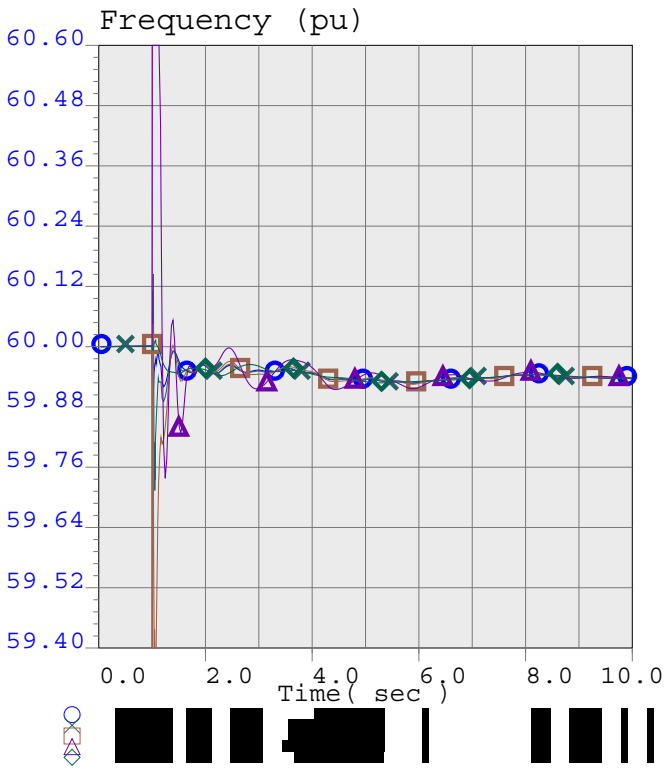

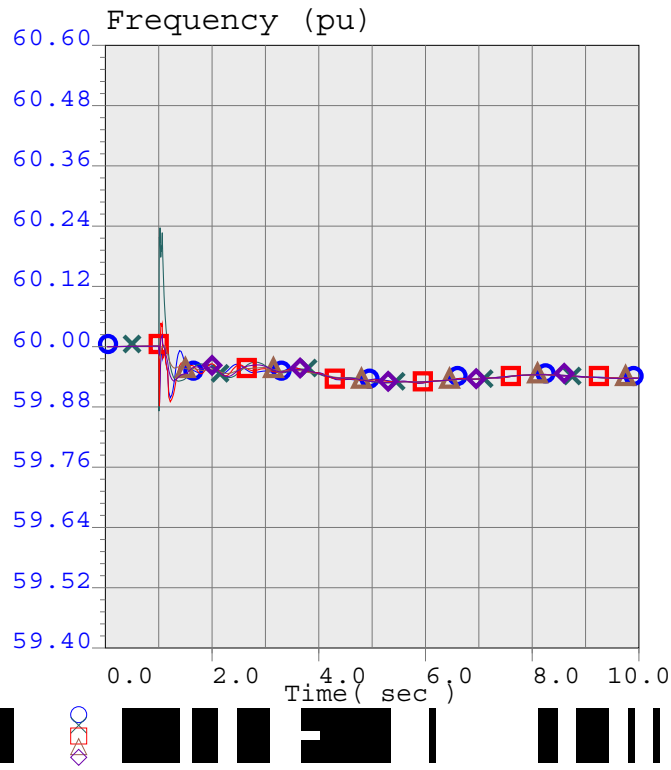

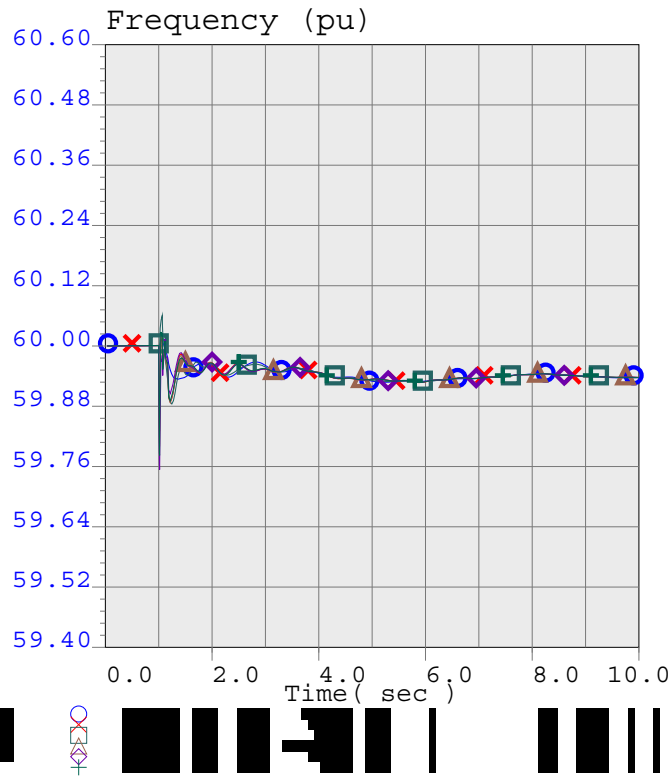

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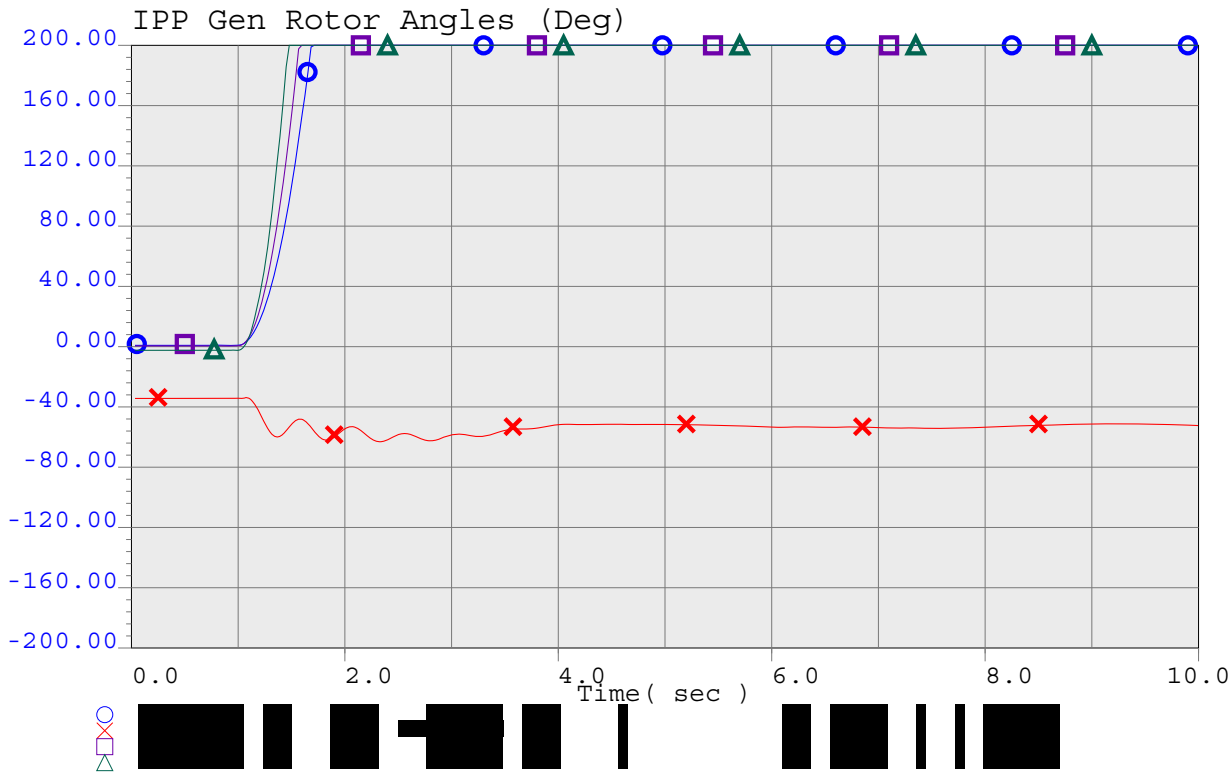

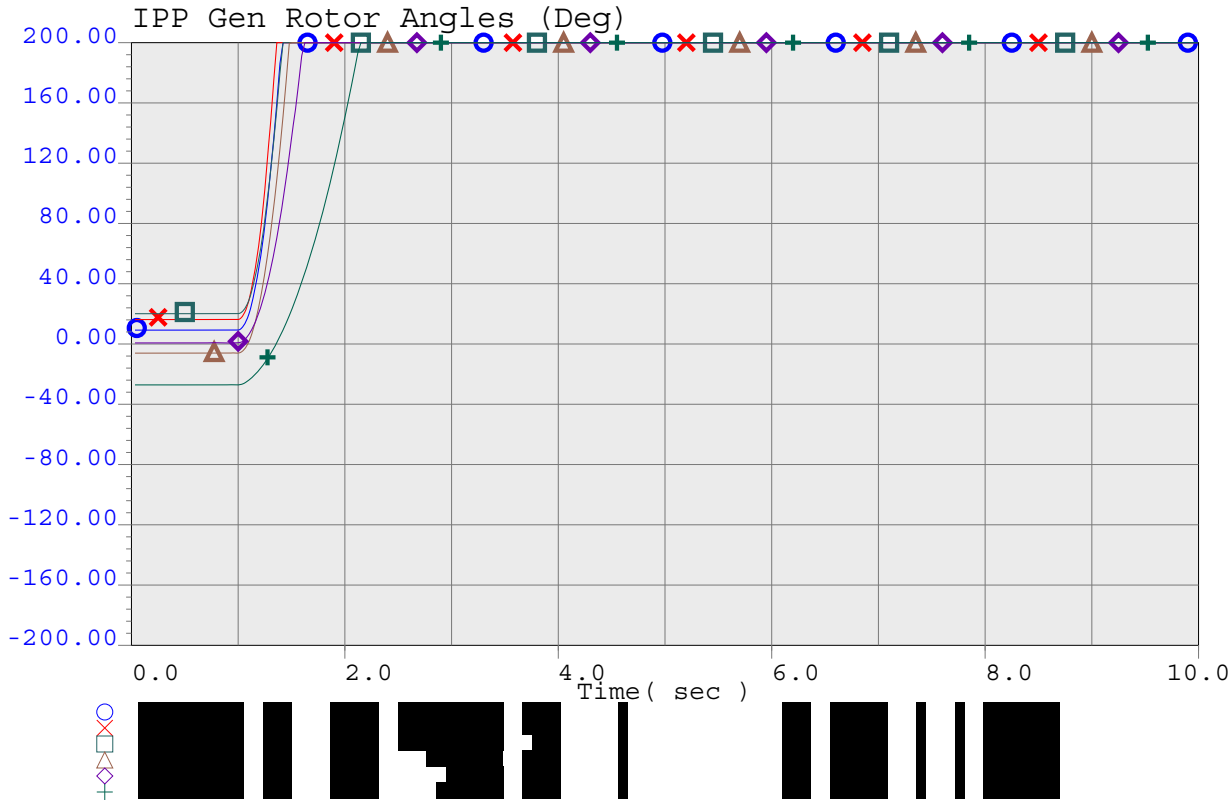

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Attachment DR 254 DRR 83 –
IID BHE Cluster System Impact Study

VERSION: FINAL

NOVEMBER 7, 2022

BHE CLUSTER – 357MW (IPP-150, IPP-151, IPP-152) SYSTEM IMPACT STUDY

TRANSMISSION PLANNING

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ABSTRACT

The following report contains the results for an interconnection analysis conducted in order to verify the feasibility of the BHE Cluster Projects (357MW net total), a combination of three (3) Geothermal Projects and discover potentially impacted facilities belonging to the Imperial Irrigation District (IID). The tools used for this analysis were General Electric (GE) Positive Sequence Load Flow (PSLF) and its EPCL script functionalities.

1. EXECUTIVE SUMMARY

BHE Renewables, LLC ("Customer") submitted a completed generator interconnection application to IID, to be connected within IID metered boundaries, for their BHE Cluster ("Projects"). The Projects combined net total output between three geothermal facilities is 357 MW located in Imperial County, California. The Projects are, Black Rock a 77 MW (79 MW Gross) geothermal facility, Elmore North a 140 MW (153 MW Gross) geothermal facility, and Morton Bay 140 MW (153 MW Gross) geothermal facility. Each proposing a Point of Interconnection (POI) at a new IID 230 kV Switching Station located southeast of the Salton Sea. The Projects propose to deliver to the California Independent System Operator (CAISO) via Southern California Edison's (SCE) 230 kV [redacted] and [redacted] substations. The project's all share the same Commercial Operation Date (COD) of June 2026.

IID has performed a System Impact Study (SIS), for the Projects, which included power flow, transient stability, post-transient stability, and short circuit analysis. The scope of the analysis was to identify the transmission system impacts caused solely by the addition of the Projects, and to identify the transmission system reinforcements, if any, necessary to mitigate the adverse impact of the Project under different system operating conditions. The following Scenarios were studied accordingly, due to other generation projects in the queue as year's progress:

- 2026 Heavy Summer
- 2026 Heavy Summer (w/o [redacted])
- 2026-2027 Light Winter Sensitivity
- 2026-2027 Light Winter Sensitivity (w/o [redacted])

Each scenario includes three versions, a pre case which has all generation in the queue as well as planned IID upgrades, a post case which includes the Projects without system mitigations and a post mitigation case.

1.1 STEADY STATE RESULTS – EXCLUDED [redacted]

The steady state analysis which included all generation in the queue excluding [redacted] showed that the Projects overload both the 230kV [redacted] Lines between [redacted] Substation to the future [redacted] Switching Station, and 230 kV [redacted] Line between [redacted] Substation to [redacted] substation under N-0 and N-1 conditions. The Projects also overload multiple 92 kV line sections in the Coachella Valley area under N-1 conditions related to [redacted] The Projects will be required to build out a new 230kV transmission line from a future IID Switching Station, used to collect all geothermal power in the southern portion of the Salton Sea, to IID's 230kV [redacted] Substation in order to alleviate overloads on the [redacted] Lines. To alleviate the overloads seen on the [redacted] Line as well as the 92 kV overloads the Projects will be required to build out a new 230kV transmission line from [redacted] Substation to [redacted] Substation. It was discovered with the introduction of these new transmission lines, which allow for more flow and less losses to the Coachella Valley area, that new N-1 & N-2 overloads are seen on IID's 92 kV [redacted] Line. The Project will be responsible for creating a new [redacted] Line N-2" Remedial Action Scheme (RAS) that will drop [redacted] and [redacted] when specific N-1 and N-2 conditions are met. Additionally, the Projects caused the reactive power net interchange for IID to be negative (i.e. IID was consuming reactive power from its neighbors). In order to correct this deficit, a total of ~75MVAR capacitors will need to be installed at the [redacted] 230kV substation.

1.2 STEADY STATE RESULTS – ALL QUEUED PROJECTS

The steady state analysis that includes all generation in the queue showed that the Projects caused N-0 overloads on [redacted] circuits #1 & #2 transmission circuits. The Projects will be required to build out a new 230kV transmission line from IID's [redacted] Substation to SCE's [redacted] Substation. Additionally, with the introduction of the Project utilizing the new 230kV transmission line from the new IID switching station to [redacted] Substation, we see the line start to exceed its surge impedance loading. The Projects will be required to install series compensation to compensate the line by 50%. The project will also be required to install ~75MVAR capacitors at the [redacted] 230kV substation.

1.3 TRANSIENT STABILITY RESULTS – EXCLUDES [redacted]

Transient stability analysis which excluded [redacted] indicates that the Projects causes unstable conditions during N-1 and N-2 conditions. These instabilities are corrected with the transmission upgrades as indicated in Section 1.1 but also require the new 230kV transmission line from IID's [redacted] Substation to SCE's [redacted] Substation

1.4 TRANSIENT STABILITY RESULTS – ALL QUEUED PROJECTS

Transient stability analysis which included [redacted] indicates that the Projects causes unstable conditions during N-1, N-2, and N-1-1 conditions. These instabilities are corrected with the transmission upgrades as indicated in Section 1.2.

1.5 POST-TRANSIENT (REACTIVE MARGIN) RESULTS

Post-Transient analysis indicates that the Projects causes unsatisfactory results and confirm the addition of a new 230kV transmission line is required.

1.6 SHORT CIRCUIT RESULTS

Results indicate that no IID circuit breaker exceeded their interrupting capability as a result of the potential interconnection of this project with proposed upgrades mentioned above.

Disclaimer

Please note that the assessment contained in this study report is specific to the Imperial Irrigation District system only. It does not address impacts on systems belonging to or under operational control of other entities. IID's assessment evaluated delivery of generation from your facility from the point of interconnection to the boundary/intertie point identified in the study report. You will be required to address impacts on the system or systems of others through a separate process. IID will provide a copy of your study report to the affected systems, and will notify you when that has occurred. IID does not make any representation with regard to, but not limited to, the availability of deliverability, resource adequacy, maximum import capability, or other structure specific to the market or operational control of other entities. You should check with the off-taker of your generation or the California Independent System Operator Corporation with regard to how your project will be treated with regard to deliverability, resource adequacy and/or maximum import capability.

2. PROJECT DESCRIPTION

The proposed BHE Cluster consists of three (3) geothermal facilities with a combined output of 357 MW located in Imperial County, California. The cluster is proposing delivering to Southern California Edison via SCE's [redacted] and [redacted] substations. Please refer to Table 1 for further breakdown.

IID Queue	Project Name	Point of Interconnection	Type	MW at POI	Proposed COD
150	Elmore North	New IID Facilities	Geo	140	June 2026
151	Black Rock	New IID Facilities	Geo	77	June 2026
152	Morton Bay	New IID Facilities	Geo	140	June 2026

TABLE 1 - BREAKDOWN OF PROJECTS IN CLUSTER

2.1 ELMORE NORTH PROJECT DESCRIPTION

The proposed project consists of a 140 MW geothermal facility located in Imperial County, California. Its interconnection point will be to a new 230 kV line via a new 230 kV switching station. The project will feed into IID's new switching station used to collect geothermal in the area and then exported through new 230 kV transmission facilities.

The project's geothermal facilities will operate at a power factor range of +/-.85. The project output will be sold into the California Independent System Operator (CAISO). The proposed commercial operation date is June 2026. Figure 1 illustrates a single-line representation of the project site, and Figure 2 shows the geographical location of the project site.

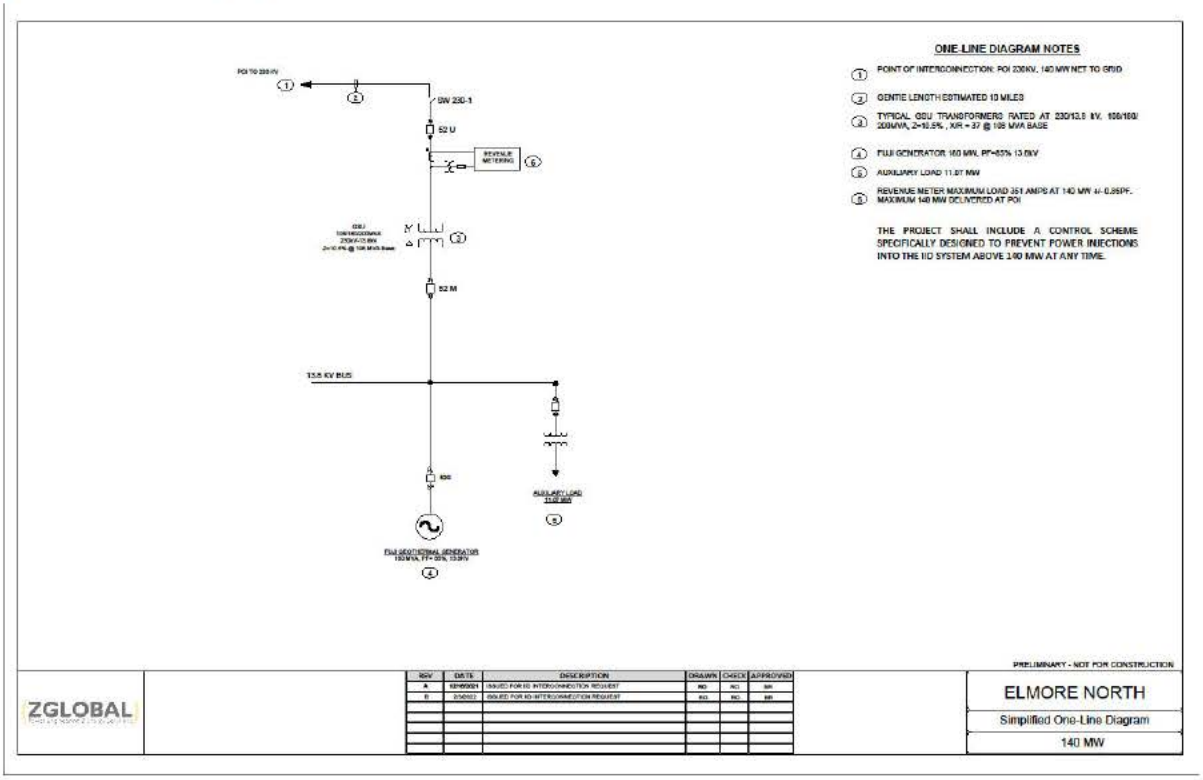


FIGURE 1: SINGLE-LINE REPRESENTATION OF THE ELMORE NORTH PROJECT

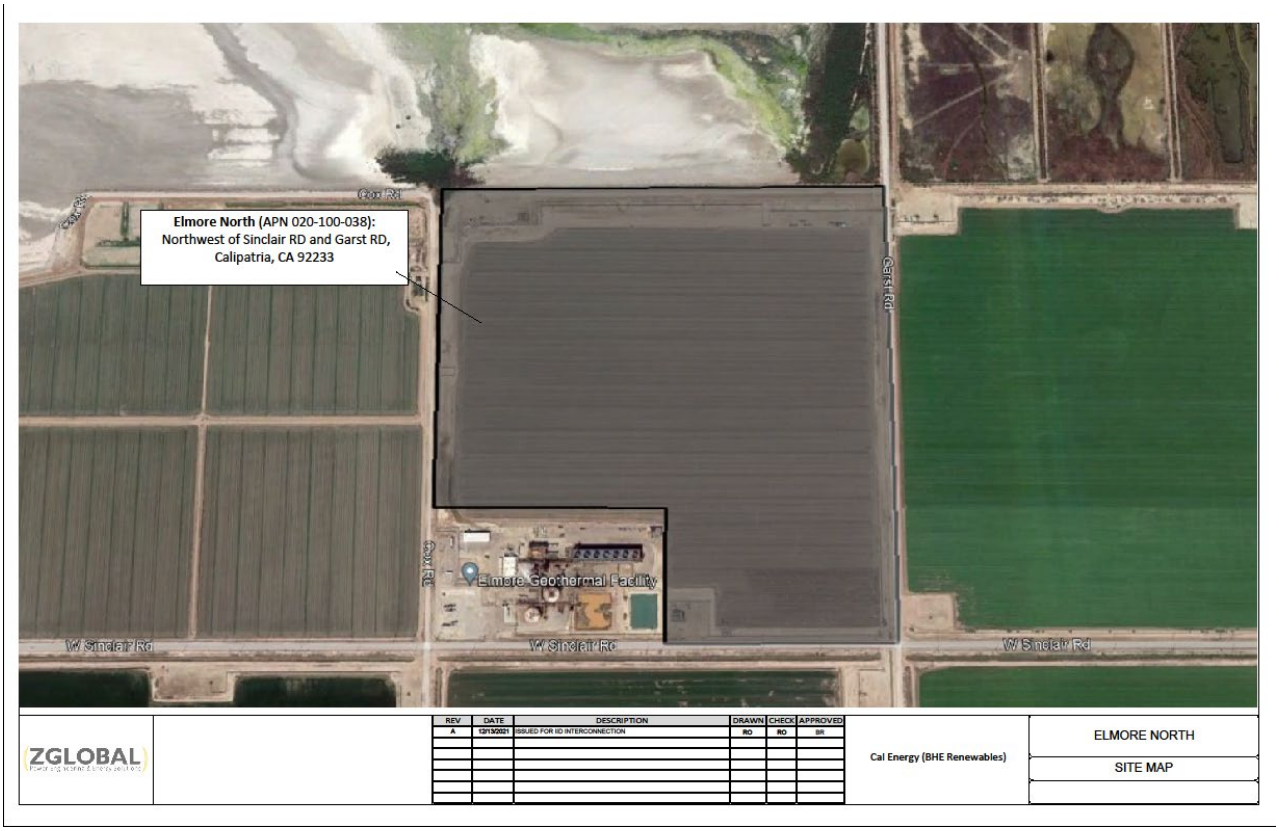


FIGURE 2: GEOGRAPHIC LOCATION OF ELMORE NORTH PROJECT SITE

2.2 BLACK ROCK PROJECT DESCRIPTION

The proposed project consists of a 77 MW geothermal facility located in Imperial County, California. Its interconnection point will be to a new 230 kV line via a new 230 kV switching station. The project will feed into IID's new switching station used to collect geothermal in the area and then exported through new 230 kV transmission facilities.

The project's geothermal facilities will operate at a power factor range of +/-.85. The project output will be sold into the California Independent System Operator (CAISO). The proposed commercial operation date is June 2026. Figure 3 illustrates a single-line representation of the project site, and Figure 4 shows the geographical location of the project site.

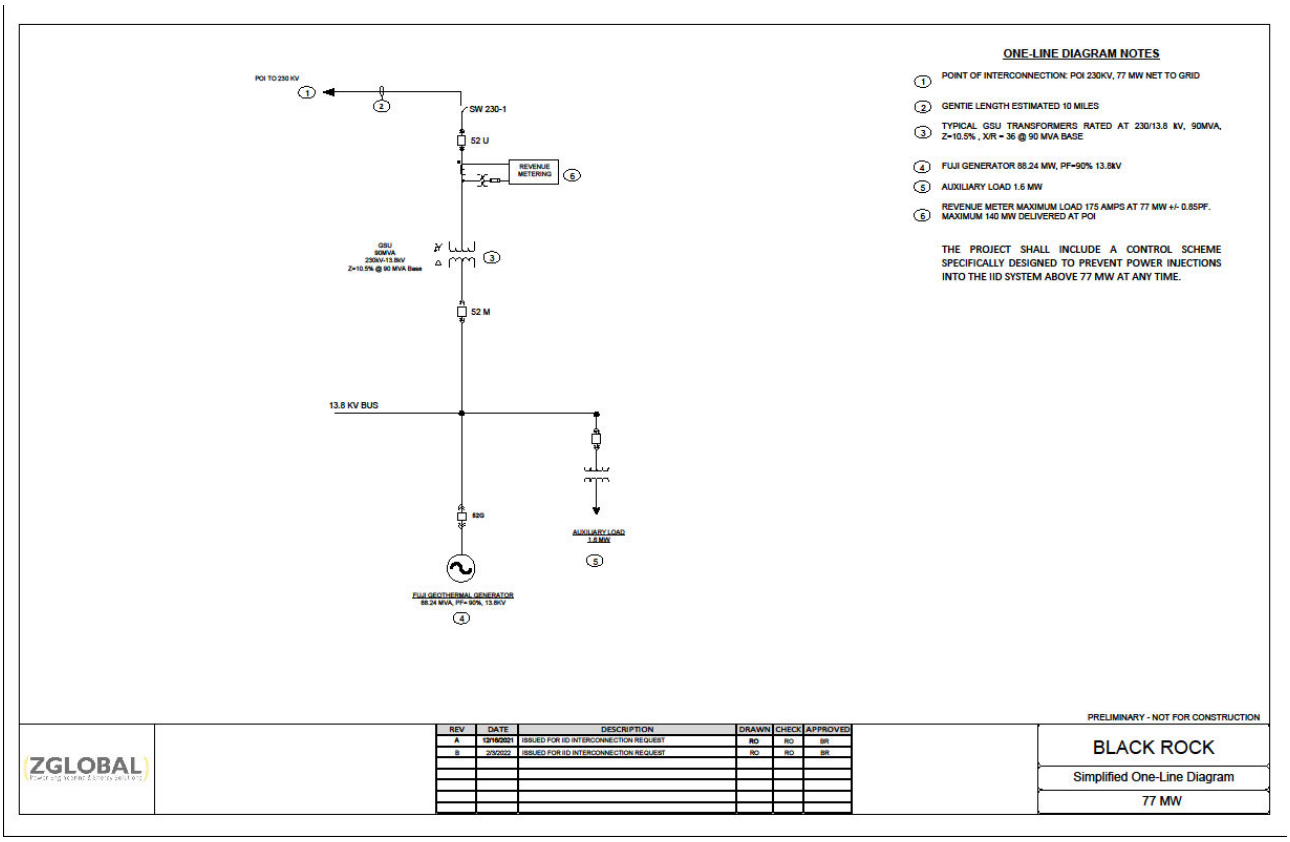


FIGURE 3: SINGLE-LINE REPRESENTATION OF THE BLACK ROCK PROJECT

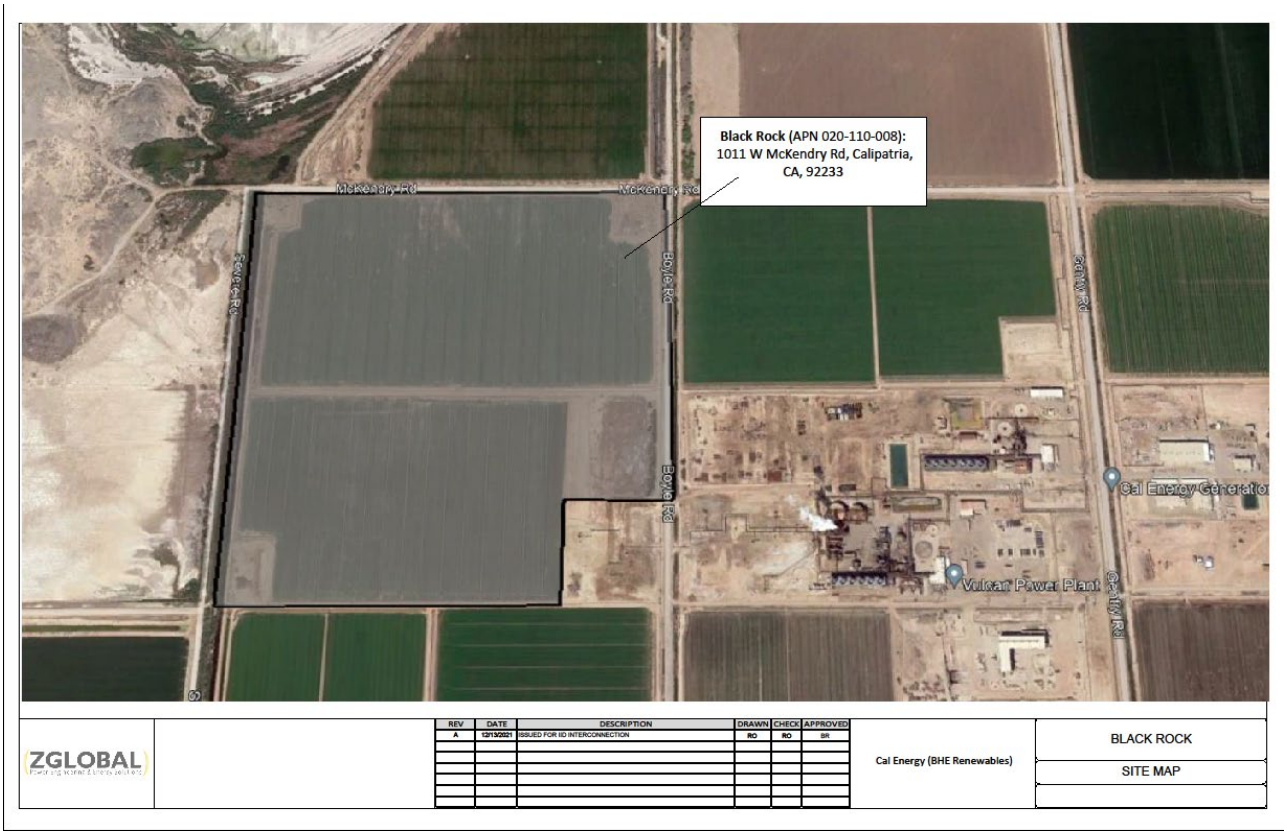


FIGURE 4: GEOGRAPHIC LOCATION OF BLACK ROCK PROJECT SITE

2.3 MORTON BAY PROJECT DESCRIPTION

The proposed project consists of a 140 MW geothermal facility located in Imperial County, California. Its interconnection point will be to a new 230 kV line via a new 230 kV switching station. The project will feed into IID's new switching station used to collect geothermal in the area and then exported through new 230 kV transmission facilities.

The project's geothermal facilities will operate at a power factor range of +/-.85. The project output will be sold into the California Independent System Operator (CAISO). The proposed commercial operation date is June 2026. Figure 5 illustrates a single-line representation of the project site, and Figure 6 shows the geographical location of the project site.

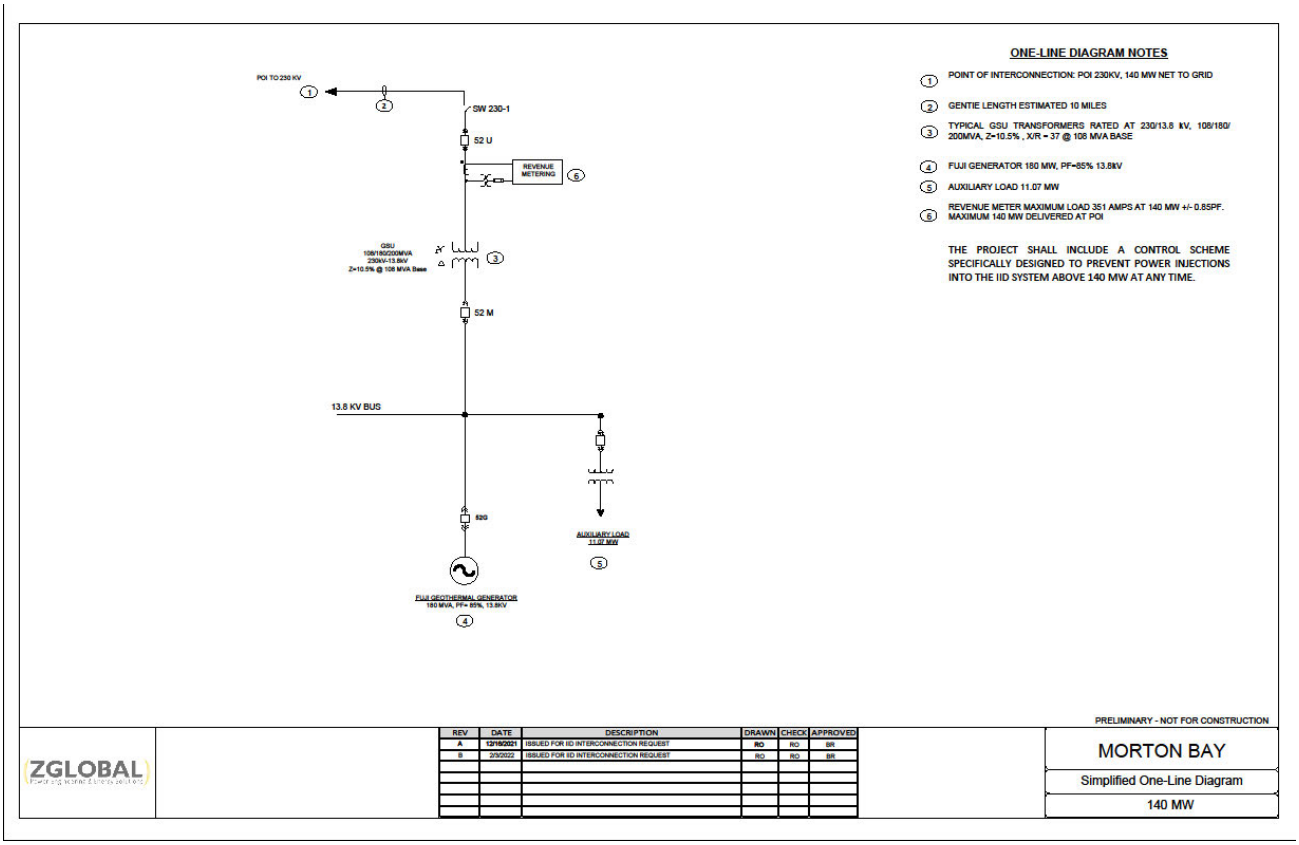


FIGURE 5: SINGLE-LINE REPRESENTATION OF THE MORTON BAY PROJECT

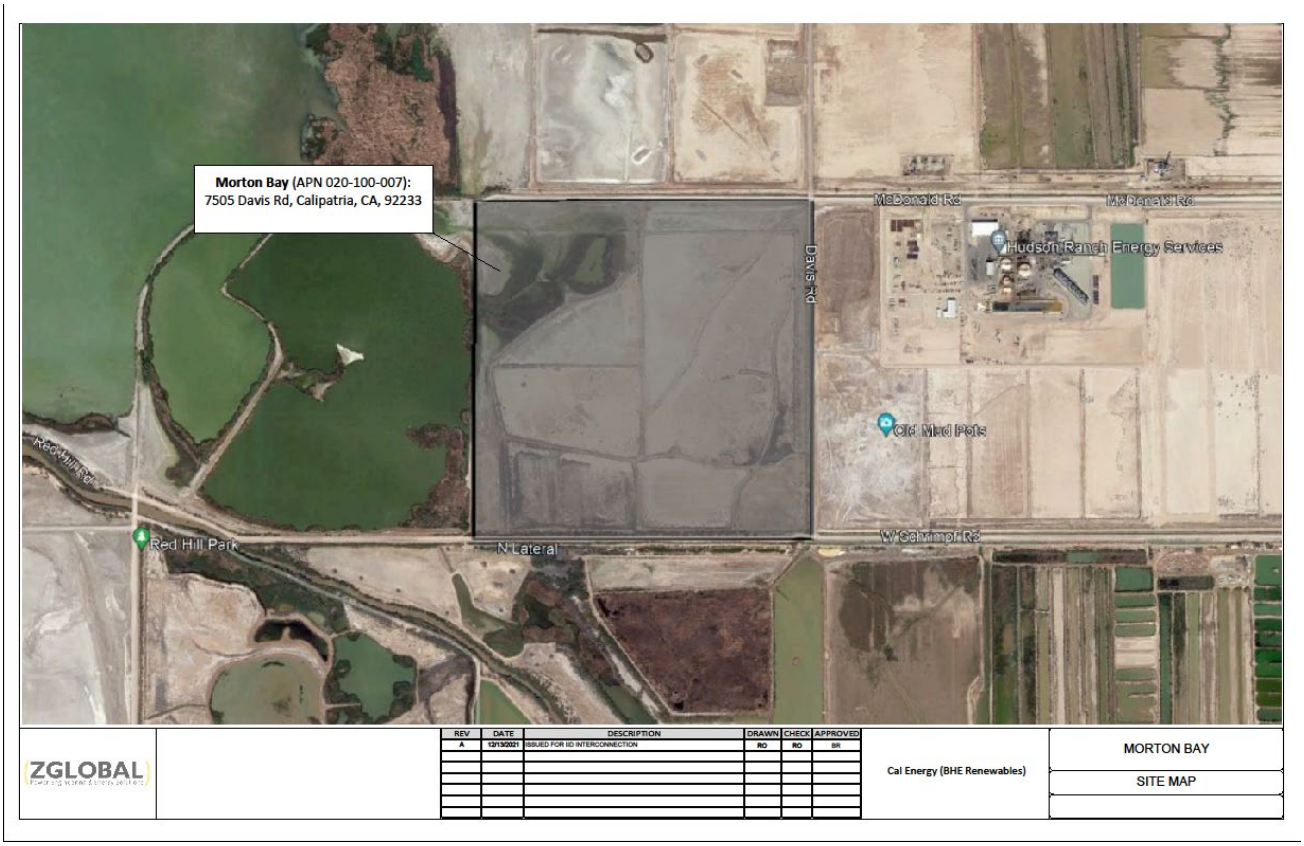


FIGURE 6: GEOGRAPHIC LOCATION OF MORTON BAY PROJECT SITE

3. STUDY DATA ASSUMPTIONS AND METHODOLOGY

3.1 BASE CASES AND ASSUMPTIONS

Various base cases were developed for this assessment with the intent to cover all critical operating scenarios, and to document all potential impacts that could be caused by the interconnection of the Projects. All base cases used stem from the Western Electric Coordinating Council (WECC) approved base cases. Any generation that was found to be ahead, of the Projects in IIDs Queue and in accordance with Attachment J of IIDs Open Access Transmission Tariff (OATT), was included in the base cases. The base cases were developed to represent the Heavy Summer operating conditions and the Early Morning Winter operating conditions. For the early morning winter assessments, an early morning time frame of 1000-1200 was analyzed, due to the problematic operating conditions caused by low system load and full photovoltaic output.

Summer Scenarios - Steady State & Transient Stability	
PSLF base case name	**Description**
S3_26HS_BHE_pre.sav	2026 Heavy Summer w/o Project (pre-case)
S3_26HS_BHE_pst.sav	2026 Heavy Summer w/Project (post-case)
S3_26HS_BHE_pst-mit.sav	2026 Heavy Summer w/Project (mit-case)
S3_26HS_BHE_WO[redacted]_pre.sav	2026 Heavy Summer w/o Project (pre-case) w/o [redacted]
S3_26HS_BHE_WO[redacted]_pst.sav	2026 Heavy Summer w/Project (post-case) w/o [redacted]
S3_26HS_BHE_WO[redacted]_pst-mit.sav	2026 Heavy Summer w/Project (mit-case) w/o [redacted]
Light Winter Scenarios - Steady State & Transient Stability	
Base Case name	**Description**
S4_27LWS_BHE_pre.sav	2026-2027 Light Winter w/o Project (pre-case)
S4_27LWS_BHE_pst.sav	2026-2027 Light Winter w/Project (post-case)
S4_27LWS_BHE_pst-mit.sav	2026-2027 Light Winter w/Project (mit-case)
S4_27LWS_BHE_WO[redacted]_pre.sav	2026-2027 Light Winter w/o Project (pre-case) w/o [redacted]
S4_27LWS _BHE_WO[redacted]_pst.sav	2026-2027 Light Winter w/Project (post-case) w/o [redacted]
S4_27LWS_BHE_WO[redacted]_pst-mit.sav	2026-2027 Light Winter w/Project (mit-case) w/o [redacted]
Short Circuit	
Base Case name	**Description**
2026_SC_pre-BHEClst.olr	2026 IID System w/o Project
2026_SC_pst-BHEClst.olr	2026 IID System w/Project

TABLE 2: SUMMARY OF BASE CASES ANALYZED

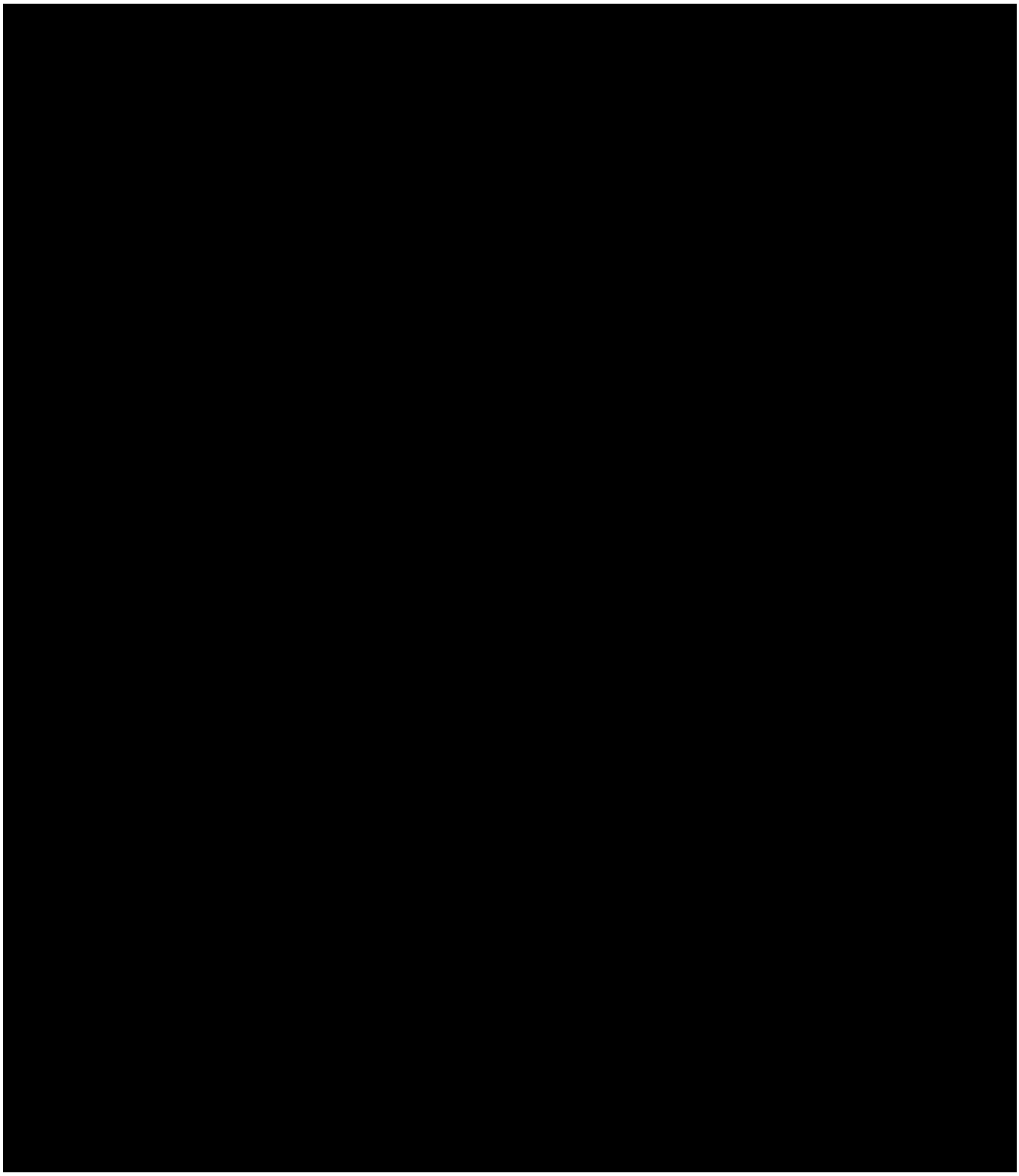
The GE PSLF version 22.0.4 software was used to analyze the pre and post Projects study cases, with respect to the North American Electric Reliability Corporation (NERC) revised NERC TPL-001-4 standard, reflecting the use of P0-P7 outage categories and the corresponding WECC system performance criteria. GE PSLF was also used to check for system performance criteria violations in each of the post-Projects cases when comparing to the corresponding pre-Projects case. GE ProvisoHD was utilized to accumulate the power flow results in order to facilitate the comparison between pre and post Projects cases. The base cases developed are designed to reflect the IID electrical system via loads, resources, topology and conditions expected when the Projects starts operation. While it is impossible to study all the IID transmission system flows and generation levels during all seasons, these pre-Projects base cases represent extreme generation and transmission flows that will potentially expose any transmission constraints at the POI. However, the IID cannot guarantee that the Projects can operate at its maximum rated output year round without impacting the transmission system, during times and seasons not studied. Table 2 provides an overview of the base cases developed.

3.2 METHODOLOGY

Steady state, short circuit, transient stability and post-transient reactive margin analysis were performed for this assessment. Table 3 describes the type of analysis completed on each base case.

PSLF Base Case Name	Steady State	Transient Stability	Post Transient	Short Circuit
S3_26HS_BHE_pre.sav	X	X	X	
S3_26HS_BHE_pst.sav	X	X	X	
S3_26HS_BHE_pst-mit.sav	X	X	X	
S3_26HS_BHE_WO[redacted]_pre.sav	X	X	X	
S3_26HS_BHE_WO[redacted]_pst.sav	X	X	X	
S3_26HS_BHE_WO[redacted]_pst-mit.sav	X	X	X	
S4_27LWS_BHE_pre.sav	X	X		
S4_27LWS_BHE_pst.sav	X	X		
S4_27LWS_BHE_pst-mit.sav	X	X		
S4_27LWS_BHE_WO[redacted]_pre.sav	X	X		
S4_27LWS _BHE_WO[redacted]_pst.sav	X	X		
S4_27LWS_BHE_WO[redacted]_pst-mit.sav	X	X		
2026_SC_pre-BHEClst.olr				X
2026_SC_pst-BHEClst.olr				X

TABLE 3: DESCRIPTION OF THE ANALYSIS COMPLETED ON DEVELOPED BASE CASES VIA PSLF

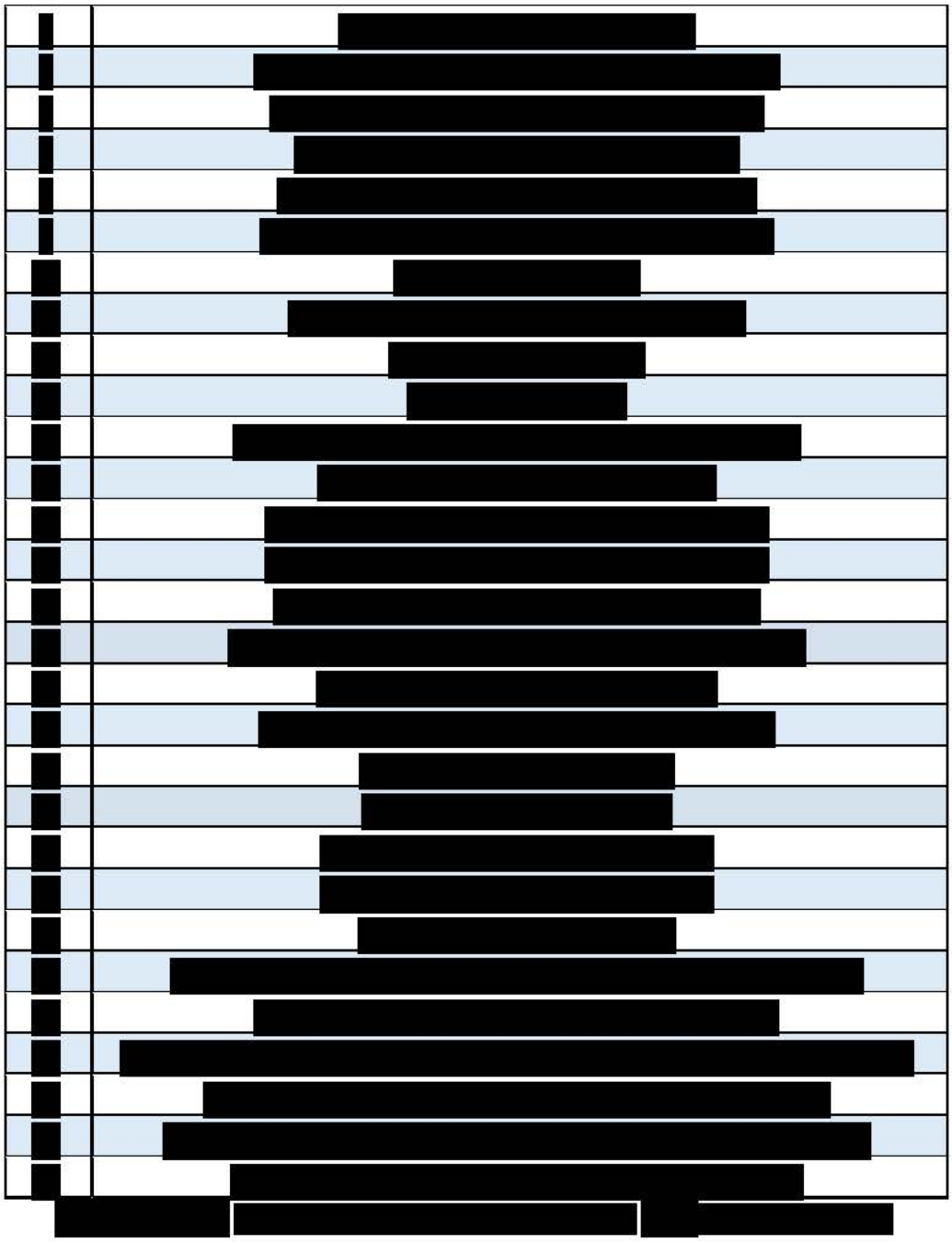


3.2.1 Steady State Contingency Analysis

The assessment considered all of IIDs credible single and multiple contingencies, as well as the most severe multiple contingencies within the IID system. External contingencies that are known to cause the most severe impacts to the IID transmission system were analyzed also. The scope of the steady-state analysis consisted of thermal, voltage magnitude and angle difference violations. The full suite of NERC standard TPL-001-4 contingency sets, P1-P7, were analyzed.

3.2.2 Transient Stability Analysis

Transient stability analysis is a time-based simulation that assesses the performance of the power system shortly before, during, and after a transient disturbance. Initial conditions are characterized by the power flow case and model equations are used to simulate expected behavior from dynamic elements, such as generators and loads over time. Bus voltage and frequency plots are developed with an emphasis on all Bulk Electric System (BES) buses, and various non-BES buses in the IID system. These buses are the following:



3.2.3 Post-Transient Analysis (Reactive Margin)

Post-transient stability analysis was performed on selected buses in the IID transmission system following selected, most severe, and critical outages. Moreover, governor power flow tools were used for the analysis. For each bus assessed, a synchronous condenser was modeled to determine the highest reactive power margin available on that bus. All BES and critical buses were monitored.

During post-transient simulations, the following assumptions were used:

- Loads were modeled as constant MVAs, during the post-transient time frame
- Reactive power output of the system swing generator was limited to its maximum capability
- No manual operator intervention was allowed to increase generator MVAR flow
- Remedial actions, such as generator dropping, load shedding, or blocking of automatic generator control were not considered for single outages

Positive reactive margin is desired at all of the buses. For the IID transmission system, the post-transient stability analysis criteria are the following:

- For transfer paths, all P0-P1 events shall demonstrate a positive reactive power margin at a minimum of 105 percent of transfer path flow.
- For transfer paths, all P2-P7 events shall demonstrate a positive reactive power margin at a minimum of 102.5 percent of transfer path flow.
- For load areas, all P0-P1 events shall demonstrate a positive reactive power margin at a minimum of 105 percent of forecasted peak load.
- For load areas, all P2-P7 events shall demonstrate a positive reactive power margin at a minimum of 102.5 percent of forecasted peak load.

Selected critical contingencies listed above in Table 5 were simulated for post-transient stability analysis. These contingencies included the most severe internal and external contingencies.

3.2.4 Short Circuit Analysis

For the short circuit portion of the assessment, Aspen One Liner was utilized with the most recent case developed by the IID System Protections Department, which was updated to represent the future conditions expected when the Projects materialize. The Projects were modeled as synchronous generators using Aspen OneLiner V14.6. The following documents the assumptions made to model the Projects:

- Three (3) synchronous machines were modeled using customer supplied specifications sheets.

Appendix G contains the Aspen short circuit results for this assessment.

3.3 MODELING

The following sections document the modeling methods used to represent the Projects in steady state, dynamic and short-circuit analyses.

3.3.1 Power Flow Modeling

The power flow representation of a central station generator plant includes:

- An explicit representation of the interconnection transmission line, if it exists.
  - Modeled, refer to interconnection request package. Each project will be interconnecting at a new IID 230kV Switching Station. New 230kV Transmission Line was modeled as a double bundled 1033.5 ACSS/TW “Curlew”.
- A generator step-up (GSU) transformer with a scaled MVA rating.
  - One 13.8/230 kV GSU rated at 90 MVA. (Black Rock)
  - One 13.8/230 kV GSU rated at 180 MVA. (Elmore North)
  - One 13.8/230 kV GSU rated at 180 MVA. (Morton Bay)
- Equivalent generators scaled to match the total capacity of the plant.
  - One 88 MVA Geothermal Generator with a 0.85 lead/lag power factor. (Black Rock)
  - One 180 MVA Geothermal Generator with a 0.85 lead/lag power factor. (Elmore North)
  - One 180 MVA Geothermal Generator with a 0.85 lead/lag power factor. (Morton Bay)

3.3.2 Dynamic Models

WECC approved models from the GE PSLF library was used to represent the Projects. It was assumed that the Projects will operate under centralized plant control. For the Projects, dynamic stability models included models for the following:

- Geothermal Unit for Black Rock, Elmore North, and Morton Bay
  - Generator Machine Type model: **gentpj**
  - Excitation model: **exst1**
  - General Governor model: **ieeeg1**
  - Power system stabilizer model: **pss2a**

3.3.3 Short Circuit Model

The Aspen One Liner model used was the most recent case developed, by the IID System Protections Department, which was updated to represent the future conditions expected when the Projects materializes. The Projects were modeled as synchronous generators using Aspen OneLiner V14.6

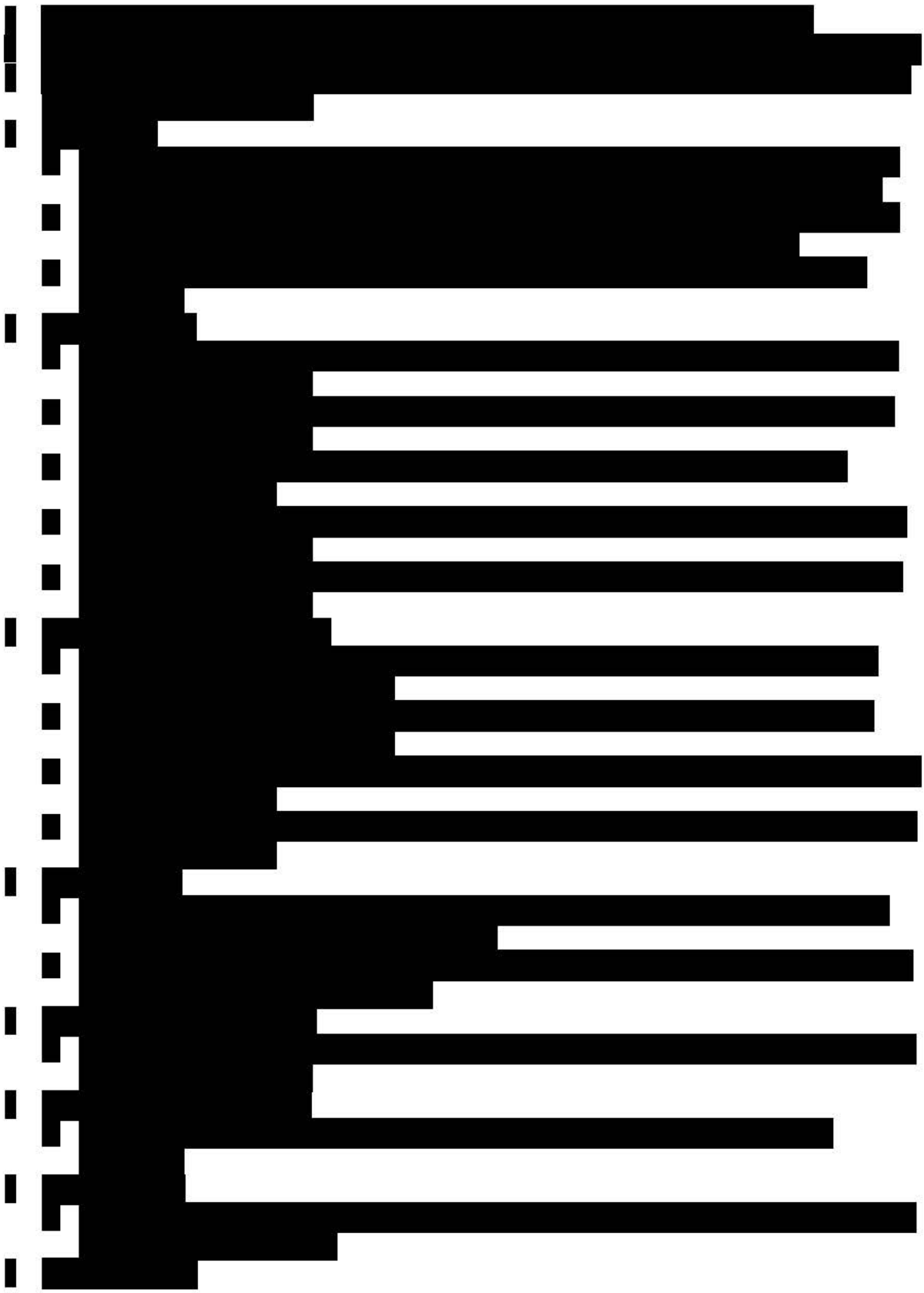
3.3.4 Generator Model Updates

IID requires that the Generator Owner (GO) will provide updates to the power flow and dynamic data used in this SIS after the Projects are built and tested prior to COD. The updated models need to be provided prior to synchronization and must be built on tested and as-built data. Models should be provided as soon as readily available to prevent any delays to COD. The updated model will be completed in accordance with NERC Reliability Standards, the WECC Data Preparation Manual, the WECC Generating Unit Model Validation Policy, and the WECC Generating Facility Data, Testing, and Model Validation Requirements.

When updated data is received, these models will be updated in both the power flow base cases, associated dynamic file and short circuit databases for use by all WECC members.

3.3.5 Remedial Action Scheme Modeling

Various Remedial Action Schemes (RAS) were modeled in conjunction with the various projects included in the base cases. A summary of the internal automatic actions taken are described below:



4. STUDY CRITERIA

Grid Reliability Criteria, which incorporates the WECC and NERC planning criteria, was used for this assessment. IIDs standards and procedures were followed during the study process.

4.1 NERC RELIABILITY STANDARDS

The need for transmission upgrades and additions was determined in accordance with NERC Reliability Standards. These standards set forth criteria for system performance requirements, which must be met under a specific set of operating conditions. The following NERC Reliability Standards are applicable to the Transmission Operators (TOs) as registered NERC Planning Authorities, Transmission Planners, and are the primary standards for the interconnection of new facilities and system performance:

- FAC-001: Facility Connection Requirements
- FAC-002: Coordination of Plans for New Facilities
- TPL-001-4: Transmission System Planning Performance Requirements

4.2 WECC RELIABILITY CRITERIA

The WECC TPL system performance criteria, TPL-001-WECC-CRT-3.2, sets forth additional requirements that must be met under various, but specific set of operating conditions and may be applicable to the TOs as Planning Authorities.

4.3 STEADY STATE STUDY CRITERIA

The system performance, with the addition of the Projects, was evaluated under normal conditions and following losses of a single or multiple Bulk Electric System (BES) element(s), as defined by the applicable reliability standards and criteria. Figure 7: Listing of TPL-001-4 P1-P7 contingency descriptions summarizes the contingencies per NERC Reliability Standards, and WECC Regional Criteria.

Category	Initial Condition	Event [1]	Fault Type [2]	BES Level [3]	Interruption of Firm Transmission Service Allowed [4]	Non-Consequential Load Loss Allowed
P0 No Contingency	Normal System	None	N/A	EHV, HV	No	No
P1 Single Contingency	Normal System	Loss of one of the following: 1. Generator 2. Transmission Circuit 3. Transformer [5] 4. Shunt Device [6]	3Ø	EHV, HV	No[9]	No[12]
		5. Single Pole of a DC line	SLG			
P2 Single Contingency	Normal System	1. Opening of a line section w/o a fault [7]	N/A	EHV, HV	No[9]	No[12]
		2. Bus Section Fault	SLG	EHV	No[9]	No
				HV	Yes	Yes
		3. Internal Breaker Fault [8] (non-Bus-tie Breaker)	SLG	EHV	No[9]	No
				HV	Yes	Yes
		4. Internal Breaker Fault (Bus-tie Breaker) [8]	SLG	EHV, HV	Yes	Yes
P3 Multiple Contingency	Loss of generator unit followed by System adjustments[9]	Loss of one of the following: 1. Generator 2. Transmission Circuit 3. Transformer [5] 4. Shunt Device [6]	3Ø	EHV, HV	No[9]	No[12]
		5. Single pole of a DC line	SLG			
P4 Multiple Contingency *(Fault plus stuck breaker[10])*	Normal System	Loss of multiple elements caused by a stuck breaker [10](non-Bus-tie Breaker) attempting to clear a Fault on one of the following: 1. Generator 2. Transmission Circuit 3. Transformer [5] 4. Shunt Device [6] 5. Bus Section	SLG	EHV	No[9]	No
				HV	Yes	Yes
		6. Loss of multiple elements caused by a stuck breaker[10] (Bus-tie Breaker) attempting to clear a Fault on the associated bus	SLG	EHV, HV	Yes	Yes
P5 Multiple Contingency *(Fault plus relay failure to operate)*	Normal System	Delayed Fault Clearing due to the failure of a non-redundant relay[13] protecting the Faulted element to operate as designed, for one of the following: 1. Generator 2. Transmission Circuit 3. Transformer [5] 4. Shunt Device [6] 5. Bus Section	SLG	EHV	No[9]	No
				HV	Yes	Yes
P6 Multiple Contingency *(Two overlapping singles)*	Loss of one of the following followed by System adjustments.[9] 1. Transmission Circuit 2. Transformer [5] 3. Shunt Device[6] 4. Single pole of a DC line	Loss of one of the following: 1. Transmission Circuit 2. Transformer [5] 3. Shunt Device [6]	3Ø	EHV, HV	Yes	Yes
		4. Single pole of a DC line	SLG	EHV, HV	Yes	Yes
P7 Multiple Contingency *(Common Structure)*	Normal System	The loss of: 1. Any two adjacent (vertically or horizontally) circuits on common structure [11] 2. Loss of a bipolar DC line	SLG	EHV, HV	Yes	Yes

FIGURE 7: LISTING OF TPL-001-4 P1-P7 CONTINGENCY DESCRIPTIONS

4.3.1 Normal Overloads

Normal overloads are those that exceed 100 percent of normal facility rating under NERC Category P0 conditions (no contingencies). Normal overloads are identified in the Reliability Study power flow analysis, in accordance with the Reliability Standard, TPL-001-4. It is required that loading of all transmission system facilities be within their normal ratings under NERC Category P0 conditions.

4.3.2 Emergency Overloads

Emergency overloads are those that exceed 100 percent of emergency ratings under NERC and WECC Category P1-P7 contingency conditions. Emergency overloads are identified in the Reliability Study power flow analysis in accordance with Reliability Standards, TPL-001-4. It is required that loading of all transmission system facilities be within their emergency ratings under the Category P1-P7 contingency conditions.

4.3.3 Voltage Criteria

A voltage criteria violation occurs if a bus within the transmission system, of each TO, fails to meet the requirements defined in Table 6. For Voltage Criteria, bus voltages are relative to the nominal bus voltages of the system under study.

Voltage Level	Normal Conditions (P0)		Contingency Conditions (P1-P7)		Voltage Deviation	
	VMIN (p.u.)	VMAX (p.u.)	VMIN (p.u.)	VMAX (p.u.)	Load Buses (P1)	Non-Load (P1) & All Buses (P2-P7)
≤200kV	0.95	1.05	0.9	1.1	≤8%	≤10%
≥200kV	0.95	1.05	0.9	1.1	≤8%	≤10%
≥500kV	0.95	1.05	0.9	1.1	≤8%	≤10%

TABLE 6: VOLTAGE CRITERIA

The maximum total voltage deviation for P3 and P6 events will be measured from the voltage that exists after the initial condition and therefore takes into consideration only voltage deviation due to the second event. Buses within the IID controlled grid that cannot meet the requirements in Table 6 will be further investigated.

4.4 TRANSIENT STABILITY DATA

Transient stability analysis is a time-based simulation that assesses the performance of the power system shortly before, during, and quickly following a contingency. Transient stability studies were performed to verify the stability of the system following a system fault. Transient stability analysis was performed based on the WECC Disturbance-Performance Criteria, for selected system contingencies, using Version 22 of the GE PSLF software. Transient stability contingencies were simulated for a minimum of 10 seconds, including 1 second of pre-disturbance data. Unless specified, all faults were modeled as 3-phases with 4 cycles of breaker clearing time. System damping was assessed visually with the aid of stability plots.

4.4.1 Bus Voltage

Bus voltage plots provide a means of detecting out-of-step conditions and are useful to assess the magnitude and duration of post-disturbance voltage dips and peak-to-peak voltage oscillations. The voltage plots also indicate system damping response and the expected bus voltage following the disturbance. WECC Regional Criteria, TPL-001-WECC-CRT-3.2, requires that the following criteria be applied:

- Following fault clearing, the voltage shall recover to 80% of the pre-contingency voltage within 20 seconds of the initiating event for all P1 through P7 events, and for each applicable BES bus serving load.
- Following fault clearing and voltage recovery above 80%, voltage at each applicable BES bus serving load shall neither dip below pre-contingency voltage, for more than 30 cycles, nor remain below 80% of pre-contingency voltage for more than 2 seconds, for all P1 through P7 events.
- For contingencies without a fault (P2.1 category event), voltage dips at each applicable BES bus serving load shall neither dip below 70% of pre-contingency voltage, for more than 30 cycles, nor remain below 80% of pre-contingency voltage for more than two seconds.
- All oscillations that do not show positive damping within 30-seconds, after the start of the studied event, shall be deemed unstable.
- Figure 8 and 9 represent the acceptable recovery trajectory.

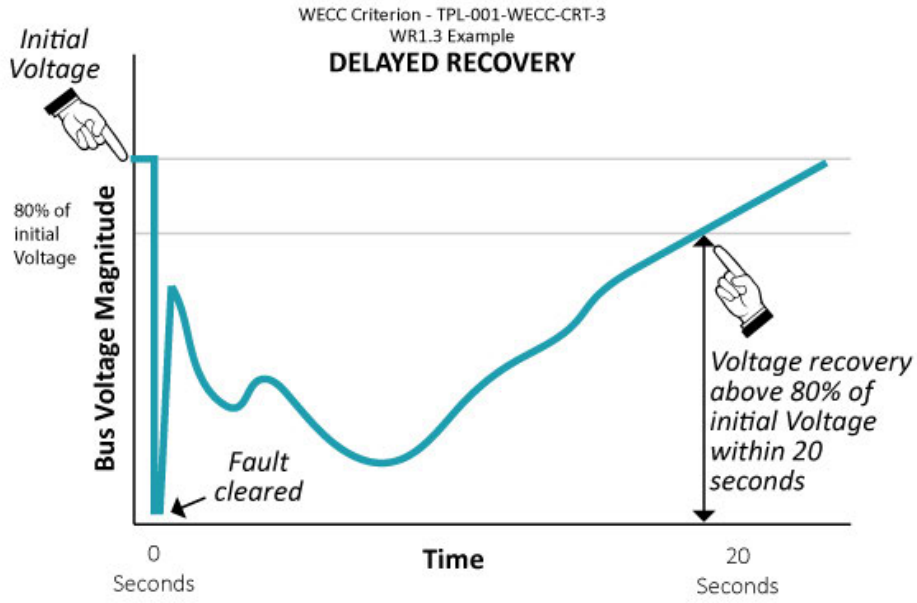


FIGURE 8: WECC DIAGRAM REPRESENTING ADEQUATE VOLTAGE RECOVERY (DELAYED)

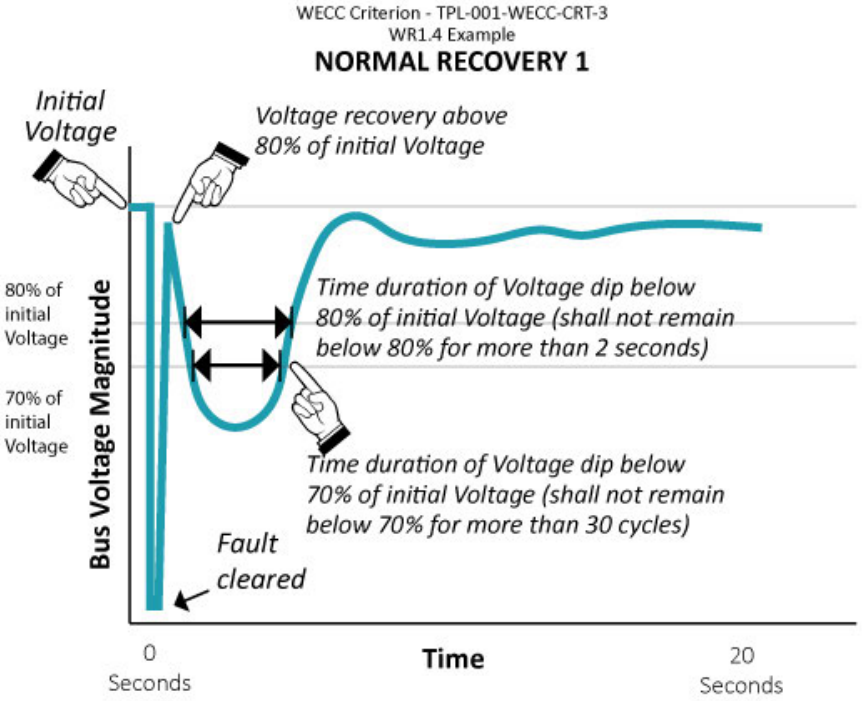


FIGURE 9: WECC DIAGRAM REPRESENTING ADEQUATE VOLTAGE RECOVERY (NORMAL)

4.4.2 Bus Frequency

Bus frequency plots provide expected magnitude and duration of post-disturbance frequency swings, and possible over-frequency or under-frequency conditions. WECC Regional Criteria, TPL-001-WECC-CRT-3.2, requires that the following be applied:

- All oscillations that do not show positive damping, within 30-seconds, after the start of the studied event, shall be deemed unstable.

4.5 REACTIVE MARGIN CRITERIA

Post-transient stability analysis was performed on selected buses in the IID transmission system, following selected critical outages. For each bus assessed, a synchronous condenser was modeled to extract reactive power, until the point where voltage collapse occurs. The maximum reactive power consumed prior to the voltage collapse is determined. Positive reactive margin is desired at all buses.

4.6 SHORT CIRCUIT CRITERIA

Short circuit studies were performed to determine the fault duty impact of adding the proposed Project to the transmission system and to ensure system coordination. Criteria to determine if circuit breakers are overburdened can be taken from the IEEE Application Guide, for AC High Voltage Circuit Breakers > 1000 VAC Rated on a Symmetrical Current Basis. Furthermore, the fault duties will be calculated with and without the Projects to identify if any equipment is now found to be an overburden, due to the existence of the Projects. Once overstressed circuit breakers are identified, the fault current contribution from the Projects are determined. Using Aspen One-Liner and the IID database, the fault duties were calculated before and after the Projects integration, in order to identify any equipment overstress conditions. Three-line-to-ground (3LG) and single line-to-ground (1LG) faults were simulated with and without the Projects in service.

5. STUDY RESULTS

This SIS modeled the Projects to their maximum generating conditions (357MW). The following analysis tested the impact, of the Projects, on the reliability of IIDs electrical system.

5.1 POWER FLOW ANALYSIS:

Power flow analysis was performed using the base cases identified in Table 2, under Section 3. System thermal and voltage performance were tested during normal and emergency (contingency) conditions, in order to compare pre-Projects and post-Projects scenarios. Identified impacts, if any, are caused solely by these Projects.

Thermal and voltage performance of the system was evaluated for base cases under normal, (P0), single element outage, (P1, P2), and selected multiple element outages, (P3-P7). Thermal loadings were reported when a models transmission component was loaded above 95% of its continuous MVA rating, (P0), and above 95% of its emergency rating, (P1-P7). Generally, the concerns are raised when an element is found loaded above 100% of its normal or emergency rating; however, 95% was chosen to identify circuits that are also at the edge of an overload. Moreover, such circuits need to be closely monitored and can be placed as potential candidates for future upgrades.

Transmission voltage violations for normal, (P0), conditions were reported when per unit voltages were less than 0.95 or greater than 1.05. Transmission voltage violations, following single or multiple outages, were reported when per unit voltages were less than 0.90 or greater than 1.1. Voltage deviations were recorded whenever these deviations were greater than 8% for P1 load buses and 10% for all other.

The steady state study results for each of the cases is described in the following sections, while the complete results can be found in Appendix C.

5.1.1 (2026) Heavy Summer

5.1.1.1 Thermal and Voltage Performance

- The Projects did not cause buses in the base cases to experience voltage exceedances or deviations with respect to the criteria on Table 6.
- Few voltage angle exceedances occurred in the base case under contingency. The exceedances can be mitigated by the curtailment of generation before the line is tested to close. IID is normally limited to 25° closing angles.
- The Projects caused thermal violations on multiple elements in IID's system. The analysis shows that the Projects overload the [redacted] circuits #1 and #2 under N-0 conditions. The project will be responsible for building a new 230kV transmission line from IID's [redacted] substation to SCE's substation.

Refer to Appendix C for all steady state results.

5.1.2 (2026) Heavy Summer without [redacted]

5.1.2.1 Thermal and Voltage Performance

- The Projects did cause buses in the base cases to experience voltage exceedances or deviations with respect to the criteria on Table 6. These voltage issues occurred during [redacted] rated outages and are corrected with the transmission line upgrade.
- Few voltage angle exceedances occurred in the base case under contingency. The exceedances can be mitigated by the curtailment of generation before the line is tested to close. IID is normally limited to 25° closing angles.

- The Projects caused thermal violations on multiple elements in IID's system. The analysis shows that the Projects overload the 230kV [redacted] Lines from [redacted] substation to [redacted] switching station and 230kV [redacted] Line from [redacted] substation to [redacted] Substation under N-0 and N-1 conditions. Additionally, the Projects cause overloads on the 92kV [redacted]-Line. The Projects will be responsible for building a new 230kV transmission line from the new IID switching station to [redacted] substation and 230kV Line from [redacted] substation to [redacted] substation. The Projects will also be responsible for creating the [redacted] Line N-2" RAS to drop identified generation sites when conditions are met.
- The Projects caused the reactive power net interchange for IID to be relatively low (i.e. IID was not providing enough reactive power from its system). The Projects will be required to provide reactive support at the [redacted] 230kV substation.

Refer to Appendix C for all steady state results.

5.1.3 (2026-2027) Light Winter Sensitivity

5.1.3.1 Thermal and Voltage Performance

- The Projects did not cause buses in the base cases to experience voltage exceedances or deviations with respect to the criteria on Table 6.
- Few voltage angle exceedances occurred in the base case under contingency. The exceedances can be mitigated by the curtailment of generation before the line is tested to close. IID is normally limited to 25° closing angles.
- The Projects caused thermal violations on multiple elements in IID's system. The analysis shows that the Projects overload the [redacted] circuits #1 and #2. The Projects will be responsible for building a new 230kV transmission line from IID's [redacted] substation to SCE's [redacted] substation.
- The Projects caused the reactive power net interchange for IID to be relatively low (i.e. IID was not providing enough reactive power from its system). The Projects will be required to provide reactive support at the 230kV [redacted] substation and install series compensation at the new switching station.

Refer to Appendix C for all steady state results.

5.1.4 (2026-2027) Light Winter Sensitivity without [redacted]

5.1.4.1 Thermal and Voltage Performance

- The Projects did cause buses in the base cases to experience voltage exceedances or deviations with respect to the criteria on Table 6. These voltage issues occurred during [redacted] rated outages and are corrected with the transmission line upgrade.
- Few voltage angle exceedances occurred in the base case under contingency. The exceedances can be mitigated by the curtailment of generation before the line is tested to close. IID is normally limited to 25° closing angles.
- The Projects caused thermal violations on multiple elements in IID's system. The analysis shows that the Projects overload the 230kV [redacted] Lines from [redacted] substation to [redacted] switching station and 230kV [redacted] Line from [redacted] substation to [redacted] substation under N-0 and N-1 conditions. Additionally, the Projects cause overloads on the 92kV [redacted]-Line. The Projects will be responsible for building a new 230kV transmission line from the new IID switching station to [redacted] substation and 230kV Line from [redacted] substation to [redacted] substation. The Projects will also be responsible for creating the [redacted] Line N-2" RAS to drop identified generation sites when conditions are met.

- The Project caused the reactive power net interchange for IID to be relatively low (i.e. IID was not providing enough reactive power from its system). The Projects will be required to provide reactive support at the 230kV [redacted] substation.

Refer to Appendix C for all steady state results.

5.2 TRANSIENT STABILITY ANALYSIS

Transient stability was performed on the Heavy Summer and Light Winter pre- and post- Projects base cases. The Projects were modeled in accordance with Subsection 3.3.2. Refer to Appendix B, for the dynamic model parameters, during transient simulations.

5.2.1 (2026) Heavy Summer

The Projects caused instability in IID's system during N-1 and N-2 contingencies. The Projects will be required to build a new 230kV Circuit from [redacted].

Refer to Appendix D for the transient pre and post stability plots.

5.2.2 (2026) Heavy Summer without [redacted]

The Projects caused instability in IID's system during N-1 and N-2 contingencies. The Projects will be required to build a new 230kV Circuit to [redacted] Substation, [redacted], and [redacted].

Refer to Appendix D for the transient pre and post stability plots.

5.2.3 (2026-2027) Light Winter Sensitivity

The Projects caused instability in IID's system during N-1 and N-2 contingencies. The Projects will be required to build a new 230kV Circuit from [redacted].

Refer to Appendix E for the transient pre and post stability plots.

5.2.4 (2026-2027) Light Winter Sensitivity without [redacted]

The Projects caused instability in IID's system during N-1 and N-2 contingencies. The Projects will be required to build a new 230kV Circuit to [redacted] Substation, [redacted], and [redacted].

Refer to Appendix E for the transient pre and post stability plots.

5.3 POST TRANSIENT STABILITY AND REACTIVE POWER MARGIN: HEAVY SUMMER

Post-transient stability was performed on selected buses in IID transmission system following selected critical outages.

- Results confirmed that the new 230kV Transmission Circuits are acceptable.

Refer to Appendix F for complete post-transient stability (reactive margin) results.

5.4 SHORT CIRCUIT DUTY ANALYSIS

The total fault current was compared against the circuit breaker's interrupting capability to determine whether or not the breaker interrupting capability is exceeded. The Projects were shown to not cause any severe impacts to the IIDs fault interrupting capabilities. The breakers that have been identified, as potentially over-dutied, are a pre-existing condition, as shown by comparing the pre Projects figures to their post Projects counterpart.

Refer to Appendix G for complete short circuit analysis results.

6. CONCLUSIONS

The assessment proves the feasibility of the Projects with certain investments into transmission system upgrades. When including all projects ahead in IID's queue, the Projects will be required to build a breaker-and-a-half switching station to allow all projects to interconnect. The switching station would loop in-and-out the new 230kV circuit to [redacted] Substation (previously identified for [redacted]). Due to N-0 overloads, the Projects will be responsible for building out a 230kV transmission circuit from IID's [redacted] substation to SCE's [redacted] substation. This new line will require an expansion to IID's [redacted] substation. Additionally, the Projects caused the reactive power net interchange for IID to be negative (i.e. IID was consuming reactive power from its neighbors). In order to correct this deficit, a total of ~75MVAR capacitors will need to be installed at the [redacted] 230kV substation as well as the installation of series compensation to compensate the new 230kV line by 50%. This series compensation is to be located at the new IID switching station.

6.1 REQUIRED MITIGATIONS

1. New 230kV switching station, configured as a breaker-and-a-half, to loop in-and-out the 230kV transmission line identified for [redacted]
2. New 230kV transmission line from IID's [redacted] substation to SCE's [redacted] substation.
3. Expand [redacted] substation
4. 75MVAR Reactive Support at [redacted] substation
5. Series compensation located at new 230kV switching station

All new RAS as well as proposed modification to planned or existing RAS require WECC RASRS and RC WEST approval. Exporting these projects to CAISO will require an increase to established path ratings. Please see disclaimer in executive summary.

6.2 REQUIRED MITIGATIONS CONTINGENT ON [redacted] COD*

1. New 230kV transmission circuit from IID switching station to [redacted] substation
2. Rebuild of [redacted] substation
3. New 230kV transmission circuit from [redacted] substation to [redacted] substation
4. Expansion of [redacted] substation
5. Create [redacted]-Line N-2" RAS

*These network upgrades have been triggered by [redacted], these are considered Contingent Network Upgrades for the BHE Cluster Project. Currently [redacted] COD is Q2 2025 and is therefore financially responsible for listed upgrades.

7. COST

This assessment proves the feasibility of the Projects through participation in the following:

No.	Upgrade Description	Cost
[redacted]	[redacted]	[redacted]

TABLE 7: COST BREAKDOWN

*Identified line items are considered network upgrades and would therefore qualify for transmission rate credits.

**The following cost is a good faith, high-level estimate. Additional details and precise costs will be provided in the facility study report.

This estimate does not include the new 230kV transmission line from [redacted] switching station to [redacted] and new 230kV transmission line from [redacted] substation to [redacted] substation. This upgrade is currently assigned to [redacted] and are considered Contingent Network Upgrades for the BHE Cluster. The anticipated cost for these upgrades are [redacted]

Contingent Network Upgrades:

- New 230kV transmission circuit from IID switching station to [redacted] substation
- New 230kV transmission circuit from [redacted] substation to [redacted] substation
- Expansion of [redacted] substation
- Rebuild of [redacted] substation
- Create "[redacted]-Line N-2" RAS

8. APPENDICES

APPENDIX A – CONTINGENCY LISTING

APPENDIX B – PROJECT DYNAMIC MODEL

APPENDIX C – CONTINGENCY ANALYSIS RESULTS

APPENDIX D – TRANSIENT STABILITY PLOTS (HEAVY SUMMER)

APPENDIX E – TRANSIENT STABILITY PLOTS (LIGHT WINTER)

APPENDIX F – POST TRANSIENT (REACTIVE MARGIN) RESULTS

APPENDIX G – SHORT CIRCUIT RESULTS