

APPENDIX C:
Skagway-Whitehorse Interconnection System Analysis

Skagway-Whitehorse Interconnection

System Analysis

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This document was prepared for Yukon Energy Corporation. It provides an assessment of the impacts of the interconnection and combined systems on the reliability and operation of the YEC system.

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Executive Summary

A feasibility assessment has been conducted with regard to the proposed 180 km 138 kV transmission interconnection between Skagway and Whitehorse. The interconnection would join the Alaskan system that serves Skagway and Haines with the Yukon Energy Corporations (YEC) power system.

The economic drivers for the interconnection's construction are to reduce the use of and emissions from diesel powered generators; facilitate the economic transfer of clean energy between the systems and improve customer reliability in both systems. In addition, the interconnection is to facilitate supplying a Shore Power facility for Cruise Ships and the development of the West Creek hydro generating facility near Skagway. The Skagway- Haines system peak demand is presently 4 MW. Shore Power could add up to 20 MW and the West Creek hydro generating station will have a capacity of 25 MW.

The objectives of this feasibility assessment were to identify any critical flaws that may impact the economic viability of the proposed development and to recommend any changes and adjustments that should be considered toward the successful outcome of the project. No critical flaws were identified in the assessment. The findings are that the interconnection and interconnected system can be engineered to be stable and well behaved in all of the required conditions. This assessment also confirms that the interconnection was capable of transferring up to 25 MW in both directions with suitable facilities included in the development. Due to the low capacity of the system, the significant transmission exposure and the lack of redundancy, several aspects of the design of the interconnection require special attention as the project proceeds. This will ensure that system reliability is acceptable, economies are realized and good operational coordination is achieved.

These recommendations of this assessment are as follows:

1/ **Tap Changer.** An under-load tap-changer (ULTC) is required for the Nahku138/35 kV interconnection transformer. This is to permit balancing voltage and reactive power between the two systems.

2/ **Reactive Compensation.** Reactive compensation for the interconnection is required. In this assessment the total complement of 11 MVar with 7 fixed and 4 switchable reactors was found suitable. Although this arrangement meets the requirements of the interconnection it should be reviewed with regard to system contingencies and voltage control of the Alaskan system.

3/ **Frequency Control.** Several aspects of frequency control require attention.

The dynamic models provided for the West Creek facility, indicate a relatively poor load pick up and frequency regulation capability. The mechanical design of the hydraulic system should be perused to ensure that these capabilities are acceptable for isolated operation and provide ramp capability for Shore Power.

A requirement for braking resistors should be assumed for West Creek to make up for the limitations in throttle capability and to control over-frequency, reduce the reliance on over-frequency trips of generators.

The models for key generators in the Alaskan system, such as Goat Lake and Kasidaya, should be verified toward coordination of the under-frequency load shedding schemes and over-frequency protection for the two systems.

The approach to frequency control for the two systems appears different as indicated by the very different governor droop settings on generators. This should be resolved, along with decisions regarding frequency control.

4/ **Remedial Action Scheme (RAS).** To ensure frequency and voltage control through various system contingencies and isolation over the range of operating conditions, it is felt that a RAS may provide the most effective and flexible operational solution. A RAS is used to, when a contingency occurs, force systems to isolate in a manner that ensures predictable and favorable outcomes.

5/ **West Creek Excitation System.** This facility, due to its distance from the grid, should have provision to adjust dynamic damping. Although in this assessment the stability was acceptable it will depend on the final design of the facilities. Therefore provision for a power system stabilizer (PSS) should be included.

6/ **Shore Power.** It was noted that a typical Shore Power arrangement may not meet the requirements of an isolated Skagway-Haines system or the interconnected system. Due to the size of the system the power factor correction and speed may have to be enhanced. In this assessment the power factor was corrected to 99% and the net reactive load from this facility limited to 1 MVar. This is much higher than is usually provided.

Also the real and reactive power load transfer from ship to Shore Power requires special attention. Specifically the net reactive power from the utility must be limited through the transfer in all time frames. Also, real power transfer should be via a amp that is set by the system operator and vary with system conditions. For interconnected operations the rate may be limited to 1.5 MW/min which is the capability of YEC hydro units. For instances where the interconnection is out of service, this rate may be reduced to the capability of the West Creek units.

More specific information regarding the proposed Shore Power development must be further perused before proceeding confirming operational requirements.

These recommendations are best addressed through the ongoing collaboration and involvement of the two utilities from the design stage through to commercial operations.

1 Introduction

The proposed 138 kV interconnection will traverse 180km (112 miles) between Skagway and Whitehorse. The interconnection joins the Alaskan systems that serve Skagway and Haines with the Yukon Energy Corporations (YEC) power system. The economic drivers for the interconnection's construction are to reduce the use of and emissions from diesel powered generators; improve customer reliability in both systems; facilitate the development of a Shore Power facility and gain economies from joint dispatch and operational coordination.

The Skagway-Haines system has a combined peak load of just over 4 MW; 11 MW of diesel generating capacity and 9 MW of hydro generating capacity. In addition a Shore Power facility is proposed, to supply docked cruise ships that may increase load by 20 MW. A new hydroelectric facility is planned at West Creek to supply these loads and reduce emissions from diesel generation. The West Creek facility will have two hydroelectric generators rated 12.5 MW each. This Skagway-Haines system peaks during summer.

The YEC system is a winter peaking system with a peak demand of 85 MW in 2014. The summer peak demand is just above 40 MW. YEC has generating capacity of 92.6 MW from hydro and 41.5 MW from diesels. A significant portion of the hydro facilities are run-of-the river with little storage capability. YEC has 669 km (416 miles) of 138kV transmission and 274 km (170 miles) of 69 kV transmission. Although this transmission system permits YEC to generate virtually all of its energy from hydro, it has no redundancy. Diesel backup is used following transmission outages to supply load in remote locations. YEC is winter peaking system with hydro production that exceeds load in the summer months. Due to the length and light loading of the transmission system, voltage and frequency control require careful attention.

The objective of this assessment is to identify any specific technical aspects of the design that may be necessary to ensure that the interconnection does not reduce reliability to the YEC system. The agreed on scope is provided in Appendix E.

For this assessment the information on the Skagway-Haines systems, the interconnection, and the Shore Power facility were provided by Morrison Hershfield. This included the following:

- one-line diagram of the combined systems
- maximum and minimum power flow cases in PSS/e format
- dynamics file in PSS/e format

Information on the Shore Power facility was obtained from another source and confirmed through correspondence.

The work performed in this assessment included merging this information with the YEC power flow and stability cases, conducting analysis, and providing judgements and opinions based on the analysis and professional experience. This work is described in the following sections.

2 System Modeling

2.1 Skagway Haines - System & PSS/e Model

The PSS/e model provided for the Skagway-Haines systems had been recently assembled. When merged with the YEC model the following adjustments were made to the power flow cases:

- Bus numbers changed to greater than 500. This was done by adding 500 to all bus numbers that were less than 200
- Area number for the Alaska system changed from 1 to 10
- Alaskan system separated into two zones 10-Skogway and 11-Haines
- Area slack bus set to 1600 Goat Lake
- The nominal voltage on the Skagway end of the interconnection changed from 115 to 138 kV
- Reactive elements associated with the 138 kV interconnection added as indicated in Section 2.3
- Kasidaya transformer impedance changed

The PSS/e dynamics file contained models for the generators, excitations systems and speed governors. On review of the file the following observations and changes were made:

- All of the hydro governors have the same model with identical parameters. The exception is that Goat Lake has a 0% permanent droop rather than 5%. This may be employed to simulate isochronous operation. It was reset to 5% for interconnected operation. Although adequate for this assessment the models should be improved for at least Kasidaya and Goat Lake and verified by test before proceeding with subsequent studies.
- Generator parameters such as H, T'Do and Xd appear duplicated for the Skagway units. H is also identical for the Goat Lake, Kasidaya and West Creek units. No change is required for this assessment as the design of the West Creek units are not yet finalized.
- The PSS/e model used for all hydro exciters is SEXS. This is a simplistic model and used when specific information is not available. This may be adequate for this study. However, voltage control will be the focus of subsequent design studies for which the models should be improved.
- All diesel generators are represented with the same models and parameters. However, the units are of similar type, speed and size. The inertia constant H is 4.0 on all units. This should be verified.
- The Kasidaya generator quadrature reactance and leakage reactance were corrected using more typical values

The PSS/e models were tested using the PSS/e exciter and governor test facilities, ERUN and GRUN, and produced stable and reasonable results. The modeling was judged adequate for this assessment.

2.2 Shore Power Modeling

Only the interconnection transformer was represented in the PSS/e file. The transformer is rated 24.94-12.47/6.6 kV with each of three windings rated 12 MVA. The cruise ship loads were not represented nor was information provided.

A typical Shore Power configuration includes an interconnection transformer with a split winding with a total capacity of 16/20 MVA. The cruise ship (hotel) load is approximately 13 MW. The load power factor is just above 80%. Reactive support is provided by capacitor banks in a number of stages to correct the power factor to about 95%. The ship may have two or more generators that supply the hotel load. The ships system synchronizes with the utility and operates in parallel for up to 5 minutes (2-3 minutes is typical). During the parallel the power factor may be as low as 80%. Once synchronized the ships

generators are ramped down and excitation reduced until their load is less than 500kW and 500 kVAr and then they are disconnected. Power factor is corrected to 95% after about 5 minutes of stable operation with the utility system.

Due to the relatively small size of the utility system, some adjustments to this sequence may be required. Correcting a 13 MW load to 95% power factor leaves a 4.3 MVAR reactive load on the utility system. A higher level of power factor correction may be required unless further correction will be installed on the utility system. During the transition to Shore Power a 13 MW 80% power factor load draws 9.8 MVAR which cannot be accommodated by the system without additional reactive support. A modified sequence where the excitation is reduced and power factor correction caps engaged to supply the reactive load to maintain low reactive draw from the utility followed by the ramp down real power load and disconnection of generators will be required. The transfer of load (real power) will require coordination between the utility system and the Shore Power facility to commit sufficient utility resources to manage the transfer and maintain frequency. A coordinated automatic generation control (AGC) ramp may be required on both ends. Attention should be paid to the design of new generation with regard to ramping and load pick up capability for this purpose and for isolated operation.

For this assessment Shore Power is modeled as an 80% power factor load of up to 14 MW. Shunt capacitors are employed which correct the power factor to above 98% on the low voltage bus. The load characteristics are assumed to be 70% motor loads and 30% resistive. Of the motor loads half are induction and half are variable-speed drives.

2.3 Skagway-Whitehorse 138 kV Interconnection Modeling

The Skagway-Whitehorse 138 kV interconnection, as represented in the PSS/e power flow case is 180km (112 miles) in length. The conductor modeled is 336 MCM ACSR. Shunt reactors were not included and were added, to offset the 10.9 MVAR line charging current. Facilities to control over-frequency and under-frequency were also added. Aspects of the interconnection design are discussed below.

The interconnection must be operable, within acceptable voltage limits, across the range of expected loads, generation dispatches and power transfers. With both Shore Power and West Creek off line the system load is less than 4 MW and may be supplied from either YEC and/or small generators in Skagway-Haines. At this load level the reactive losses on the interconnection are insignificant. This establishes the total shunt compensation requirement at 100% of 10.9 MVAR line charging. When the power transfer on the interconnection is 25 MW, reactive power losses increase by 4.4 MVAR. Therefore a configuration with 7 MVAR fixed and 4 MVAR switched reactors is a possible solution. The switched reactors may be placed on the 35 kV bus as a number of 1-2 MVAR units. It is understood that the reactors will be used exclusively to compensate for the net line charging current on the interconnection and not to compensate load power factor or control steady-state voltage at either end of the interconnection. The 7 MVAR fixed reactive compensation is represented in PSS/e as two 3.5 MVAR shunt reactors, one at either end of the 138 kV interconnection. The switched reactors are placed at the 35 kV transformer terminals as four 1 MVAR reactors.

While there can be many acceptable arrangements for the reactive power compensation this one has been assumed and modeled in the PSS/e cases for this assessment.

The 138 kV interconnection terminates on the YEC Riverside bus (PSS/e #26).

2.4 Off-Nominal Frequency Protection

For under-frequency load shedding (UFLS) YEC utilizes a hybrid system comprised of both rate-of-change and threshold based relays. While changes will be required to accommodate the integration of the Alaskan system it is expected that a hybrid system will remain.

To complete this assessment it is assumed that a threshold based system will be applied to the existing loads in Haines and Skagway and rate-of-change relays be applied to Shore Power. It would be beneficial to split the Shore Power Load in two blocks although there is no certainty that can be consistently done so a single block is used in the modeling.

The threshold based UFLS will be applied to one-half the Skagway-Haines existing load in two blocks. The rate-of-change UFLS applied to Shore Power will have frequency and df/dt settings equal to the second stage applied to the YEC system but with time delays reduced. The settings applied are as indicated in Table 1.

Table 1: UFLS Simulated				
Load Application	Type	Settings (1)		
		Threshold	Rate-of-change	Time delay(1)
YEC Stage1- df/dt	df/dt	59.5Hz	-1.0Hz/s	0.6s
YEC Stage2- df/dt	df/dt	59.5	-1.8	0.4
YEC Stage3- df/dt	df/dt	59.5	-2.6	0.2
Haines-Skagway 1	Threshold	58	----	5 (2)
Haine-Skagway 2	Threshold	56	----	2
Shore Power	df/dt	59.5	-1.8	0.3

(1) This is the relay setting and does not include breaker times and measurement delays.

(2) Settings applied are for simulation only

It is expected that the settings for both the YEC system and the Alaskan system will change to facilitate both integrated and isolated operation of both systems and determined through a subsequent joint coordination study.

For over-frequency control YEC employs over-frequency trips on select units and specific conditions and braking resistors. Tripping generators in such a small system is problematic as it reduces inertia and voltage control capability. Increased braking resistor capacity is under consideration to reduce the need for over-frequency trips of generators.

The Alaskan system will at times export into the YEC system. For loss of key lines and substations this may create an over-frequency condition driven by the surplus generation from West Creek. This may be remedied by applying over-frequency trips to one of the two units and employing braking resistors to cover the remaining unit. Alternatively a remedial action scheme (RAS) may be employed with good communications between Whitehorse, Nahku and West Creek.

3 Combined System Assessment

The interconnection is to permit economic transfer of energy between the systems and provide capacity to enhance the reliability to customers of both systems. The required transfer capability over the intertie is 25 MW in both directions. The issues to be assessed are as follows:

- Ability of West Creek to remain synchronised with the YEC system over the interconnection
- Impact of the interconnection and operation on YEC system reliability
- Frequency control of the interconnected system
- Voltage control and reactive power balancing

Frequency control through contingencies has to be achieved through real power management and protection. The largest single generation contingency on the YEC system is the loss of WH4. WH4 has a rated capacity of 20 MW and in summer load conditions supplies approximately one-half the systems energy. The Aishihik facility is comprised of three units with a total capacity of 40 MW and is interconnected via a single 138 kV line, 129 km (80 miles) in length. As Aishihik is a peaking facility the most severe contingency is usually the loss WH4 which results in significant load shedding on the YEC system and fairly high rates of change of frequency. The West Creek facility has a total capacity of 25 MW exceeding that of WH4. Loss of West Creek or the interconnection can have similar outcomes. The under-frequency load shedding systems (UFLS) have to be coordinated on a combined interconnected system basis and also be effective for isolated operation.

Voltage control is a matter achieving reactive power balance following contingency events. It is of particular importance for the Alaskan system in order for it to balance following the loss of the interconnection or to survive contingencies that might occur during isolated operation. In this assessment, reactors have been placed on interconnection to facilitate this balancing. The correction of power factor suggested at the Shore Power facility is also toward this objective. However, achieving balance in the Alaskan system for a set of events in that system is not within the scope of this assessment.

The ability of West Creek to remain synchronized is addressed in Section 3.3. The impact of the interconnection on YEC system reliability is a matter of having the facilities to ensure positive outcomes to a set of system events. The facilities and positive outcomes are a matter of controlling frequency and voltage through these events. To assess the combined system a set of base cases and representative system events are developed in Section 3.1. The simulations and outcomes of these events on the base cases are discussed in Section 3.3. The impact of real power load transfer from Shore Power is addressed in Section 3.5. The outcome and conclusions of this effort is consolidated and discussed in Section 4.

3.1 Base Cases & System Events

Base cases were developed to cover the range of intended operations which are as follows:

- Transfer up to 25 MW from the YEC system to supply Shore Power when West Creek is unavailable, uneconomical or at less than full capacity
- Transfer up to 25 MW from Skagway to Whitehorse when Shore Power is off or at less than full capacity and West Creek has surplus capacity or is the economic producer.
- Supply the Haines/Skagway load from YEC with both Shore Power and West Creek off-line

A set of representative contingencies were chosen to test the robustness of the system and determine any need for special provisions.

The set of base cases and contingencies are included in Table 2 and Table 3 respectively. The cases in Table 2 cover the range of required operation, to the extent possible, to meet the intended use of the interconnection. The first four of five winter peak cases cover imports of power up to 25 MW. The fifth winter peak case is an export of 10 MW to Alaska which should cover any foreseeable condition with minimal generation in Alaska. The next three summer peak cases are at zero transfers but Shore Power at different levels and supplied from Alaskan hydro resources (S0, S0sp10, S0sp14). Next there are three

summer peak export cases and three import cases at 10, 15 and 20 MW each, which cover the range of Shore Power and West Creek operations with economic transfers between the systems. The final three cases are light load cases with transfers of up to 10 MW which may further test stability where inertia and throttle capability may be at minimum. The PSS/e one-line diagrams of the initial power flow conditions for these base cases are included in Appendix A, Figures A-1 to A-17 respectively.

In the winter cases as indicated in Table 2, the highest export case from YEC is W10e, a 10 MW export. Higher levels of export were not included as this would require committing diesel generation to supply the export. In the light load condition, the highest import case is LL10i. Higher levels were not included as this required spilling water in Whitehorse.

The set of contingencies provided in Table 3 were selected, as representative of the most severe contingencies for voltage and frequency control and stability. These event simulations may provide indication of where subsequent design efforts should be focused to derive maximum benefit from the interconnection and achieve acceptable reliability and security to the customers of the respective utilities. The selected events are described below.

Event 1: Fault Whitehorse North

A fault occurs on the 138 kV circuit (L172) running north from Whitehorse which separates Whitehorse from the northern grid and disconnects the MacIntyre substation. In summer conditions this line normally supplies the MacIntyre substation from Whitehorse. The trip therefore puts Whitehorse in an over-speed condition. Any import from Alaska will increase the over-speed potential.

Event 2: Fault Takhini to Aishihik L171

A fault occurs on the 138 kV Takhini to Aishihik line (L171). Its trip disconnects the Aishihik facility from the grid causing an under-frequency event.

Event 3: Trip Whitehorse 4

This is the trip of Whitehorse Hydro 4 (WH4). This unit in summer will at times supply one-half of the YEC system load and its loss can produce the largest frequency swings.

Events 4: Open 138 kV Interconnection at Whitehorse

This is a single-ended trip at the Whitehorse end of the interconnection. In the import and export condition may result in frequency control issues. Should there be a surplus or deficiency of reactive power then voltage control may undermine frequency control particularly in conditions of low generation in the Alaskan system

Events 5 & 6: Fault and Loss of Interconnection

These are faults at either end of the interconnection. Fault clearing time is a stability issue and may drive communication and protection needs.

Events 7: Fault and Loss of Nahku to Skagway Connector

This is a fault on the connector between Nahku and Skagway. Trip separates Nahku (with West Creek and Shore Power) from Skagway-Haines. Fault duration will be varied to confirm protection and communication needs and stability.

Events 8: Fault 35 KV West Creek Line

This is a fault on the 35kV line between Nahku and West Creek. Trip disconnects the 35 kV circuit and isolates West Creek.

Events 9: Fault 35 kV Shore Power Line

This is a fault on the 35kV line between Nahku and Shore Power. Trip disconnects the 35 kV circuit and the Shore Power facility.

Table 2: Base Case Conditions																	
Case	Interconnection			Transfers(1)			Alaska Load and Generation							Yukon			
							Skagway/ Haines		West Creek		Shore Power						
	(1) Tie	Fixed Shunt	Switch Shunt	Whitehorse North	Takhini South	Load	Gen	G1	G2	Load	MVAr	Caps	Load	AH	Whitehorse	Mayo	
	MW	MVAr	MVAr	MW	MW	MW	MW	MW	MW	MW	MVAr	MVAr	MW	MW	Hydro	LNG/ Dies	Hydro
Winter Peak																	
W0	0	7	4	12.3	-6.1	4	4	Off	Off	Off	Off	Off	79.3	26	36.7vs	8.2	11
W10i	-10	7	4	21.7	-6.6	4	4	10	Off	Off	Off	Off	79.3	16	36.4	8.2	11
W20i	-20	7	0	29.5	-1.2	4	4	10	10	Off	Off	Off	79.3	8	35	8.2	11
W25i	-25	7	0	30.5	-2	4	4	11	11	Off	Off	Off	79.3	7	31	8.2	11
W10e	10	7	3	6.3	-22.1	4	Off	Off	Off	6	4.5	3.5	7.3	30.5	37.6	11.7(2)	11
Summer Peak – West Creek Supplying Shore Power																	
S0	0	7	4	19.8	+4.9	4	4	Off	Off	Off	Off	Off	44.6	0	29	8.2	9.5
S0sp10	0	7	4	19.8	+4.4	4	4	10	Off	10	7.5	6.5	44.6	7	28.5	8.2	10
S0sp14	0	7	4	19.8	4.9	4	4	7.0	7.0	14	10.5	9.0	44.6	0	32.2	4.1	9.5
Summer Peak – YEC Supplying Shore Power																	
S10e	10	7	2	15.8	+0.9	4	4	Off	Off	10	7.5	6.5	44.6	4	16.3	8.2	9.5
S15e	15	7	1	8.9	-6.0	4	Off	Off	Off	10	7.5	6.5	44.6	7	32.4	8.2	9.5
S20e	20	7	0	3.1	-11.8	4	Off	Off	Off	16	10.5	9.0	44.6	17	33.1	8.2	9.5
Summer Peak – West Creek Supplying Shore Power and Exporting to YEC																	
S10i	-10	7	4	20.3	5.4	4	4	10	10	10	7.5	6.5	44.6	0	24	4.1	9
S15i	-15	7	3	20.2	5.3	4	4	12.5	12.5	10	7.5	6.5	44.6	0	23.2	0	9
S20i	-20	7	4	16.3	1.4	2.5	7.5	12.5	12.5	10	7.5	6.5	44.6	4	14.5	0	9
Light Load – Imports & Exports and Supplying Shore Power																	
LL0	0	7	3	13.1	1.6	1.5	4	7.5	Off	10	7.5	6.5	33.7	0	26.5	0	8.5
LL10e	11	7	1	13.1	1.6	1.5	4	Off	Off	14	10.5	9.5	33.7	0	34.1	4.1	8.5
LL10i	-10.2	7	4	16.3	4.7	1.5	4	11	11	14	10.5	9.5	35.8	0	19.5	4.1	7
Case Used for Critical Fault Clearing Time (only)																	
S25i	-25	7	0	22.1	7.2	2.5		12.5	12.5	Off	Off	Off	36.9	0	13.7	0	9

(1) Transfers are relative to the Whitehorse bus. A positive transfer Whitehorse north is toward Takhini. A positive transfer on Takhini South is toward Takhini..

(2) Includes 3.5 MW diesel

Table 3: Contingencies			
Event	Description (1)	Details	Challenges
1	Fault_WHN: Fault L172 Riverside-Takhini at Riverside	3phase 6~ fault, Whitehorse North, Trip Riverside to McIntyre	Frequency control Whitehorse-Alaska
2	Fault_TAKW: Fault L171 Aishihik Line at Takhini	3 phase 6~fault, Takhini West, Trip L171, disconnects Aishihik units	Frequency control Whitehorse-Alaska
3	TripWH4: Trip Whitehorse 4	Disconnect WH4 near full load	Under frequency
4	OpenTie_WH: Single end interconnection trip at Whitehorse	Separation at Whitehorse leaving Alaska with intertie	Balance & Control Skagway
5	Fault_TieNak_WH: Fault Intertie at 138 kV Whitehorse	Near end 6~, far end 24~(variable), reactors trip with Nahku. Trips 138 at Whitehorse and 35kV at Nahku	Clearing time, stability
6	FaultTie_Nak: Fault Intertie at 35kV Nahku	Near end 6~, far end 24~(variable),reactors trip with Nahku. Trips 138 at Whitehorse and 35kV at Nahku	Clearing Time, stability
7	Fault_SKAG: Fault Skagway to Nahku connector. Isolates West Creek and Cruiseship with Yukon	Short line. Clears 6 cycles both ends	Clearing time, stability, frequency control
8	Fault_Werk: Fault West Creek 35 kV Line at Nahku	6~ fault at Nahku, isolates line and West Creek	Stability, frequency control
9	Fault_Cship: Fault Shore Power 35 kV Line at Nahku	6~ fault at Nahku, isolates line and Shore Power	Stability, frequency control

- (1) In the dynamics case files a case file which reads "EV7_10s_Fault_SKAG_LL10e_YAchn.out" is the plot file for Event 7 on base case "LL10e.sav" with snapshot file YAchn.snp. The ".10s" means the near end fault duration was 6 cycles. "Fault_SKAG" again states that event 7 has been simulated.

3.2 Base Case Power Flow Observations

In setting up the base cases it was found necessary to have the Nahku 138-35kV transformer equipped with an under-load tap changer (ULTC) in order to control voltage and balance reactive power between the two systems across the range of power flow conditions.

Initially it was assumed the Shore Power facility would correct its power factor to 98% rather than the more usual 95% (section 2.2). This was found inadequate even at 10 MW as it resulted in a 2.9 MVar draw from the utility system and entails switching out 3 MVar of reactors at Nahku. The 98% correction was then changed to 99% and the net reactive power drawn from the utility by Shore Power further limited to 1 MVar. This also implies that a 1 MVar switched element may be the correct choice.

3.3 West Creek Stability – Critical Fault Clearing Time

The ability of the West Creek units to stay in synchronism with the YEC system following faults is dependent on the strength of the interconnection, the power transferred between the systems, the fault duration, voltage control and inertia. Critical fault clearing time is the fault duration beyond which the systems lose synchronism.

A set of simulations was conducted to determine the critical fault clearing time. This consisted of the following:

- West Creek operated at maximum load
- Alaska-Haines system at minimum load 1.5 MW
- Shore Power Off
- Goat Lake and Kasidaya on line
- Summer Peak conditions in YEC system
- Three-phase fault is applied to the Nahku-Skagway 35 kV connector at Nahku
- Fault duration varied.

West Creek lost synchronism with Whitehorse for fault durations of more than 10 cycles. Applying a 5% margin on accelerating torque the maximum fault clearing time should be limited to 9 cycles or less. This time may be less if the inertia of the West Creek units are reduced below $H=3$. The simulation plots are included in Appendix C.

3.4 Simulation Results - Base Cases & System Events

The ten contingencies (EV1-EV9) of Table 3 were simulated for each of the base cases listed in Table 2. A full set of simulation plots are included in Appendix B. The simulation results are discussed below by event.

3.4.1 Event 1: Fault L172 – Whitehorse North

In this event a fault occurs on L172 (Whitehorse-MacIntyre-Takhini) at Whitehorse and trips. The level of import or export on the intertie, at the time of the fault, determines the extent of the frequency control problem.

The winter cases indicate that over-frequency control is inadequate. The case with the intertie flow at 0 MW results in a frequency swing that approaches 64 Hz (plots EV1-W0-a). The over-generation

condition caused by the trip is 12.3 MW. The LNG units contribute to the swing by increasing power transmitted north. The LNG units, relative to the diesels that they replace, have similar low inertia and very poor throttle response. This makes the LNG units the choice for application of over-frequency trip protection. As can be seen from plots of mechanical power the Whitehorse hydro units (WH1) respond fairly well to the event. The LNG units (“WD1”) have a very poor response as do the West Creek hydro units. The response of the West Creek units can be improved in design of the water delivery system and for an isolated system, should be. Also, the governor droop settings on the Alaskan units are set at 5% while the YEC units are set at 2-3% making the YEC units pickup a disproportionate share of the regulation. This is a coordination issue for interconnected operation that can be resolved.

Importing 25 MW on the intertie in winter conditions results in an over-frequency that approaches 70 Hz (plot EV1-W25i-a) and if the LNG were tripped (by a frequency relay or a RAS) the frequency would approach 67 Hz. In the 25 MW import case the Whitehorse units throttle to their minimum gate position. This indicates that additional frequency control is required by means of throttle control and/or braking resistors at West Creek and/or tripping of West Creek units by RAS. The event was re-simulated and one of the two West Creek units tripped 17 cycles after fault inception (plot EV1R-W25i-a). The high-speed generation rejection limited the frequency rise to 64 Hz. It is apparent from this plot that equalizing governor droop settings, improving the frequency response of the West Creek units and employing braking resistors will result in acceptable performance.

In the summer cases the need to reject the Whitehorse LNG units for a trip on L172 is again apparent but as the export on the intertie increases and the pre-contingency flow north on L172 decreases and the need for generation rejection reduced.

3.4.2 Event 2: Fault L171 – Takhini to Aishihik

This event results in loss of the Aishihik facility, the largest single-contingency generation loss.

The cases with the highest Aishihik generation are the winter cases with the intertie at 0 MW (W0) and the export case (W10e).

In the W0 case, as can be seen from the frequency plot (EV2-W0-a), the UFLS sheds sufficient load to arrest the decline at about 58 Hz. The frequency recovers and does not exceed 63 Hz and settles well. The Mayo braking resistors are not included in this simulation and would have engaged just above 61.5 Hz and reduced the over-frequency. The “PMECH” plots indicate that because of the better throttle response and the lower droop settings that almost all of the frequency control is done by the Yukon hydro units.

The UFLS is also effective in the W10e case but with less shedding and no over-frequency.

3.4.3 Event 3: Trip Whitehorse 4

The Whitehorse 4 unit supplies up to one-half of YECs energy requirements during summer conditions. This contingency represents the largest generation loss when both system inertia and throttle capability are lowest.

The UFLS provided adequate frequency control in the winter cases as the low Alaskan load was not significant and Shore Power off-line.

In the summer case with 0 MW inertie flow (S0) the UFLS over shed and the frequency rebounded to 64.0 Hz before settling back (plot EV3-S0-a). The damping is marginal. However the action of the Mayo braking resistors, not simulated, would have engaged just above 61.5 Hz reducing the over-frequency. In the S0sp10 case Shore Power is at 10 MW and one West Creek unit on-line. The additional shedding of Shore Power results in an over-frequency which exceeds 65 Hz. Although the action of the braking resistors was not simulated they would have been inadequate to maintain frequency below 63 Hz and the event subsequently result in a generation trip at Mayo. This over-shedding and over-frequency condition may be improved by better granularity of UFLS and coordination. This would require applying UFLS relays to smaller blocks of load, with more stages, on the YEC system and if possible Shore Power. The case was re-simulated with the settings changed to 59.5 Hz, 0.016s, -2.6 Hz/s (compare with Table 1). This creates a fourth stage UFLS that, on large events, operates before all other stages. Although these would not be the final settings the simulation results (plot EV3R-S0sp10-a) indicates that coordination can be achieved. There is little overshoot with these settings as over-shedding of load did not occur.

3.4.4 Event 4: Trip Interconnection at Whitehorse

In this event the intertie is tripped at Whitehorse without fault. This case tests frequency control in the YEC system and tests both frequency and voltage control in the Alaskan system. However, the arrangement of reactors and the small set of dispatch conditions are not sufficient for the latter test.

The import cases indicate inadequate frequency control measures, as simulated, at West Creek and in the Alaskan system. This can be improved in the design of the water delivery system, by adding braking resistors and inertia, by tripping generators and improving the UFLS schedule.

3.4.5 Event 5: Fault 138 kV Interconnection at Whitehorse

In this event the fault occurs on the 138 kV Whitehorse terminal of the interconnection. The fault is cleared by the Whitehorse terminal in 6 cycles and the Nahku terminal in 24 cycles.

The plot for the S15i case (plot EV5-S15i) indicates a much more severe frequency swing at Whitehorse than occurs in the same case for events 4 and 6. This due to the voltage depression caused event 5, which results in a backswing or acceleration of the YEC generators and subsequently causes an over-shedding. In the S15i case LNG is off-line. Therefore additional frequency control in the YEC system can only be provided by braking resistors and hydro generator rejections. In this the RAS is not an option unless expensive communications are extended from Whitehorse to Mayo. Increasing the braking resistor capacity on the YEC system may be the most practical approach. Additional braking resistors are currently being considered for YEC.

3.4.6 Event 6: Fault 35 kV Interconnection at Nahku

In this event the fault occurs on the 35kV terminal of the interconnection. The fault is cleared by the Nahku terminal in 6 cycles and the Whitehorse terminal in 24 cycles.

Observations for Event 6 are the same as Event 5.

3.4.7 Event 7: Fault Nahku to Skagway Connector

Event 7 is a fault on the Nahku-Skagway connector. Loss of the connector isolates the existing Skagway-Haines system from West Creek-Shore Power and YEC systems. This event tests the ability

of the West Creek generators to pull into synchronism with the YEC system following a close it fault. It is a measure of the adequacy of facilities for the required power transfer.

In some events there is over-frequency in the Skagway system such as S20i due to the over-generation condition that occurs on separation and the lack of governing action provided by the Haines-Skagway hydro units. In other cases such as S0sp14 the over generation condition is caused by over shedding, specifically Shore Power.

In all cases the West Creek units remain in synchronism with YEC units. The damping of swings is acceptable but could be improved by the design of the West Creek generator controls. Frequency control provided by the governors in the Alaskan system could also be improved although it is believed that the models used provide a poorer than actual response. Model verification for key units such as Goat Lake and Kasidaya is recommended.

3.4.8 Event 8: Fault 35 kV Line to West Creek

This event disconnects faults and isolates the West Creek facility.

The UFLS, as modeled, performs well in all cases with frequency remaining above 57.5 Hz in all cases and over-shedding is not significant.

3.4.9 Event 9: Fault 35 kV Line to Shore Power

This event faults and disconnects the Shore Power facility at Nahku.

The loss of load caused over-frequency conditions in many cases. This can be resolved with braking resistors, improving governor response and generation rejections by RAS.

Generators stayed in synchronism in all cases through the event, transient stability and voltage control were maintained. The synchronizing power oscillation although damped indicates the need to be attentive to stabilization in the design of the West Creek controls (plots EV9-W25i-a,b).

3.5 Shore Power Ramping – System Frequency Response

Two cases were simulated to estimate the YEC systems frequency control in response to an applied load ramp at the Shore Power facility. This simulates the transfer of load from ship to the utility system following synchronization to by ramping down the ships generation. In these simulations the net reactive draw from the utility remains unchanged through the event. The case setup and simulation results are discussed below:

S15e – 3 MW/min ramp to 15 MW

The S15e case was re-dispatched by placing 4 MW of generation on line in Skagway-Haines to supply the non Shore Power Load and by setting the Shore Power real power load to zero. Hydro units at Whitehorse and Aishihik were re-dispatched on a pro-rata basis to accommodate the reduced export and prepare for the load ramp. A 3 MW/min load ramp was then applied at the Shore Power facility.

The frequency deviation in the simulation results (plot S15e-3MW/Min Ramp, Appendix C) is 60 mHz indicating that by positioning the hydro units before the ramp will be adequate.

LL10e –3 MW/min ramp to 10 MW

The LL10e case was prepared for the ramp by reducing Shore Power load to zero and re-dispatching generation. The hydro units were re-dispatched on a pro-rata basis to maximize frequency regulation. A 3 MW/min load ramp was then applied at the Shore Power facility. Simulation results are provided in Appendix C.

The frequency deviation in the simulation results (plot LL10e-3MW/Min Ramp, Appendix C) is 180 mHz. In this case Aishihik was off-line which reduced the frequency regulating capability of the YEC system.

From the results it is reasonable to set a maximum ramp rate for the Shore Power load transfer at 1.5 MW /min with interconnected operation. Prior to the ramp the YEC operator must position hydro units to maximize frequency response and provide for the increased load.

The ramping capability of the West Creek units is yet unknown. The better performing YEC hydro units have load pickup capabilities that are 1 MW/min or more. To cater to the possibility that Shore Power is required and the interconnection is out, it would be prudent to ensure that ramping and load pick up capability are design requirements of the West Creek facility. The ramp rate used by Shore Power, on any specific day, may be variable and specified by the system operator depending on the unit commitment and system conditions.

At the end of the ramp the final system frequency will depend on the total load increase and the governor droop settings. With approximately 50 MW of on-line capacity and all generators operating in frequency droop mode the final frequency will be 59.7 Hz for a 10 MW pickup and droop settings of 2.5%. With 5% droop settings the frequency would settle at 59.4 Hz. This can be corrected by operating a number of units in isochronous mode during the ramp, setting a higher system frequency before the ramp or with a coordinated ramp through an automatic generation control program (AGC) program. Currently YEC does not employ an AGC program.

The approach to frequency control needs to be resolved between the two system operators with regard to droop, use of isochronous or AGC and the ramp requirements.

4 Conclusions & Recommendations

The objective of this assessment is to confirm the technical viability of proposed interconnection and identify any design and operational issues to be addressed before the interconnection is completed, to ensure that the required performance is achieved and reliable operation maintained.

From this assessment it is apparent that the interconnection, as proposed, can be designed and constructed to achieve this objective. At a 25 MW power transfer the power or load angle between West Creek and Whitehorse is less than 20 degrees. This generally implies that the system will be stable and can be well damped and this has been confirmed by simulations. There were several points noted in this report where either changes to or attention must be paid to proposed and existing systems to ensure that the objectives are met and reliable operations results. Some of these points require attention early in the design stage and others should be addressed before the interconnection is completed. The conclusions and recommendations are discussed below:

West Creek Governors/ Load Regulation –Improvements

The simulations indicate that West Creek units will have poor frequency regulating and load pick up capability. However while it is possible that the response of these units is as poor as the models indicate, the models are questionable and the response can be improved through the mechanical design. Thus it is recommended that before further analysis is conducted that the models be verified from the current mechanical design and that changes in the design to improve the response be pursued. As a minimum objective the West Creek units should be able to regulate Shore Power and Skagway-Haines while isolated from YEC and maintain acceptable frequency control. The units should be able to ramp as fast as Shore Power will transfer and vary load. While the YEC units will provide regulation much of the time, it is advisable to make every effort to ensure that isolated operation is feasible. The regulating capability is dependent on the penstock and surge tank designs and the mechanical start time of the unit. However, changes in the water delivery system can be expensive and limited by distance and geology so the final design is a compromise.

The simulations indicate that controlling over frequency is an issue in many cases and several events. This can be corrected by tripping generators and/or installing braking resistors. Tripping generators in a small isolated system reduces inertia and voltage regulating capability and can be counterproductive. A compromise solution is to trip one of the two units via Remedial Action Scheme (RAS) and engage braking resistors to provide the governors on the remaining unit time to throttle. Braking resistors should be included in the basis of design at West Creek. The RAS is further discussed below.

West Creek Excitation Controls – May require speed and damping

The excitation systems models for all of the Alaskan units including West Creek are generic. While this is adequate for this feasibility study and simulation results indicate adequate damping, it is advisable to ensure that the unit has a fast response, provision for a power system stabilizer, and can be field tested and tuned.

Model Verification - Goat lake and Kasidaya

In this assessment it was assumed that the systems will be served by clean energy only. All of the dispatch cases reflect this as there are no diesels running in any case. In terms of frequency regulation these are worst case dispatches and the most challenging to accommodate in terms of frequency regulation. In order to design a UFLS for both interconnected and isolated operation the dynamic models of generators should be verified by test. West Creek can be verified through the design and commissioning process. Goat Lake and Kasidaya, as the largest hydro units on the existing system, should have models verified by test.

It is recommended that model verification tests be carried out on these units and preferably after decisions are made regarding governor droop settings.

Remedial Action Scheme (RAS)

It was apparent from the simulations that in several cases over-frequency control would be inadequate.

This occurs for loss of the 138 kV line running north from Whitehorse with the interconnection at 0 MW. This is due to the replacement of Whitehorse diesels with LNG units which diminishes their throttle

response. Importing power on the interconnection worsens the situation. This control issue also occurs when YEC exports via the interconnection.

A conventional approach to this issue is to trip select generators on over-speed. A less conventional means is to employ braking resistors to give the hydro gates time to decelerate the water column. A third approach is to employ a RAS.

YEC employs braking resistors and over-speed trips on generators at Mayo generating station and over-speed trips at Aishihik, in the northern system. While these are effective they are difficult to coordinate for the range of dispatch conditions and system events. The limited communications between Whitehorse, Aishihik and Mayo preclude a RAS. The West Creek facility is similar in that it can export most of its production to Whitehorse. While the simpler approach, to employ over-speed relays and braking resistors alone, has merit it is doubtful that coordination will be acceptable. For this reason it is recommended that a RAS be included in the basis of design unless, through further work, its requirement is precluded.

There are many ways to fabricate a RAS although dedicated path logic is preferred. Such a RAS may have Programmable Logic Controllers (PLCs) at Whitehorse, Nahku, and possibly West Creek and Shore Power. The PLCs receive arming signals from SCADA. If armed and they receive trigger signals (events) from protection and breakers, they execute their programmed task (tripping specific breakers). For generation rejection, circuit interruption would occur 17 cycles or less following fault inception and 16 cycles following protection operate. This scheme permits high speed action once the action is determined necessary. This is the most effective, reliable solution. Communications appear to be included in the West Creek and Nahku developments making the RAS viable provided that the same is included in the Skagway-Whitehorse interconnection.

As a minimum a RAS would be installed at Whitehorse and would act to disconnect LNG and/or the interconnection in reaction to specific events. This would not provide good service to customers in Alaska and is not in keeping with good interconnected system operation. Extending the RAS to Nahku provides reliability benefits to Alaskan customers.

Further work is required to specify the RAS, the braking resistors and coordinate the over-speed trips.

Reactive Power Balance – Interconnection

There are three aspects of reactive power balance that should be addressed in the final design. The first is the reactive balance required to cover the transfer of power across the interconnection. The second is to ensure that there is sufficient reactive support to correct load power factor and control Skagway-Haines voltages. The third is to ensure that following system separation and breakups that the reactive power balance and voltage control are maintained to permit the isolated system to stabilize.

The 138 kV interconnection provides just under 10.9 MVar line charging. At a loading of 25 MW the reactive losses on the interconnection are 4.4 MVar. In the base cases used for this assessment 7 MVar of fixed and 4 MVar of switched reactors were employed. The 7 MVar fixed reactors comprised of two 3.5 MVar reactors, one at each end of the line. This permits tapping the line for additional substations without changing the reactors. The 4 MVar switched reactors comprised of 4x1 MVar units installed on

the 35 kV Nahku bus. It was assumed that these reactors would be placed between the transformer and the bus such that any isolation of the 138-35 kV transformer from the 35 kV bus isolate the reactors from the Skagway system. The 1 MVar size was selected due to the capacity of the Skagway-Haines system. A under-load tap-changer (ULTC) was found necessary and is recommended to balance voltage and reactive power between the two systems.

Managing load power factor is almost entirely dependent on the power factor correction and controls at the Shore Power facility. Due to its size and the load characteristics of ship systems the speed and extent of power factor correction are critical. For this assessment the power factor was corrected to 99% and the net reactive draw from the utility further limited to 1 MVar. While correction of load power factor of this facility is of little concern to YEC the power flow results suggest that some adjustment of the usual sizing and number of the power factor correction capacitors, and the speed of the controller, may be required for a system of this size.

Through system separations, in order for the Skagway-Haines systems to find real and reactive power balance voltage control must be maintained. The outcome will be dependent on the reactive power balance in the isolated system comprised of the net reactive load (line charging and reactors) and the generating capability. With West Creek operating voltage control is much easier as this facility can accommodate fairly large reactive power imbalances. The smaller reactor sizes and tighter load power factor correction becomes more critical when West Creek is off-line. Through system events the RAS can be utilized to force separations in a manner that ensures balance is achieved for a range of conditions and events.

Shore Power – Coordination of Real and Reactive Power Transfer

For this assessment, information pertaining to the design and operation of a Shore Power facility being installed on a larger system was assumed. As discussed in Section 2.2, the transfer of real and reactive power from ship to utility system has to be customized respecting the size and characteristics of the power system.

The transfer of real power should be with a ramp rate that respects the power systems capability provided by the system operator at the time of the transfer. Based on the simulations discussed in Section 3.5 the ramp rate can be limited to a maximum 1.5 MW/min. At light load and when the Alaskan system is isolated this may be reduced by the system operator.

Governor Droop and Frequency Regulation – Interconnected Operation

The governor droop employed by YEC and Alaska Power suggest different philosophies on frequency regulation. For good frequency control the droop settings need to be close to the same. If different there can be benefit to the smaller system having the lesser droop (catering to system separation events).

The dynamic models provided for the Alaskan system have droop setting of 5%. The YEC system has droop settings that range between 2 and 3%. A 5% droop setting is the default value set by the North American Reliability Corporation on all interconnected utilities.

A common approach to frequency droop and frequency control has to be resolved by the two utilities for interconnected operation.

Over-frequency Protection - Braking Resistors

Over –frequency protection has to be included in the design for both coordination with YEC facilities and for isolated operation of the Skagway-Haines system.

For coordination, the off-nominal frequency chart included in Appendix D should be used which was recently set as a requirement for the Whitehorse LNG design. Also in the Appendix is Attachment 1A from NERC Standard PRC-006. This is the frequency bounds of the Hydro Quebec system. The red line on the graph should be used as the frequency range within which generator trips are not permitted. This ensures that transient frequency excursions from 55.4 and 66 Hz are recoverable swings. This permitted range of operation allows for some coordination of over-frequency trips, braking resistor action and under-frequency load shedding coordination.

To control over-frequency following various contingencies and ensure coordination the following approach is proposed.

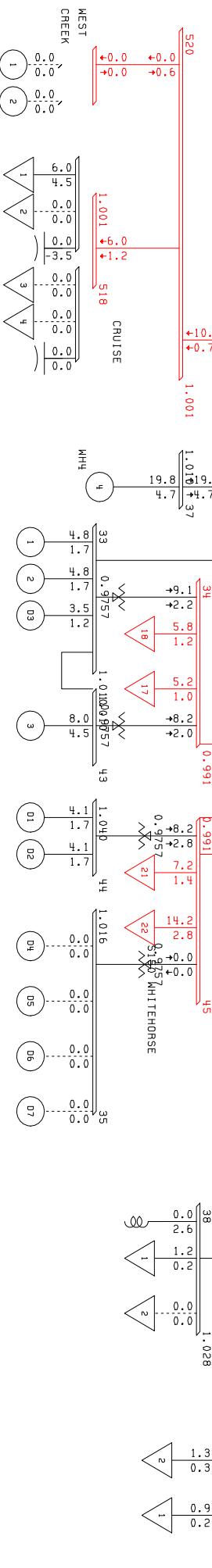
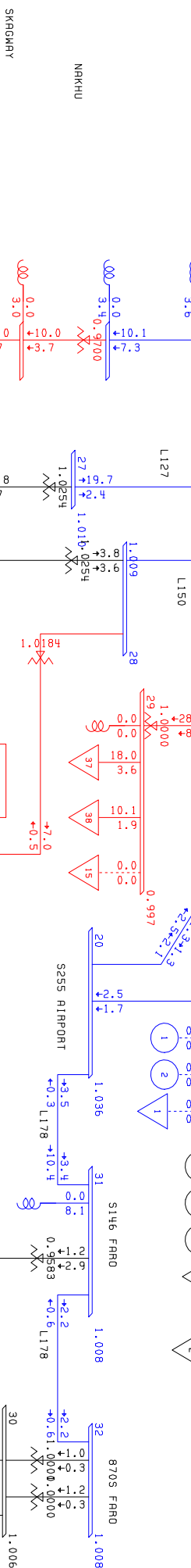
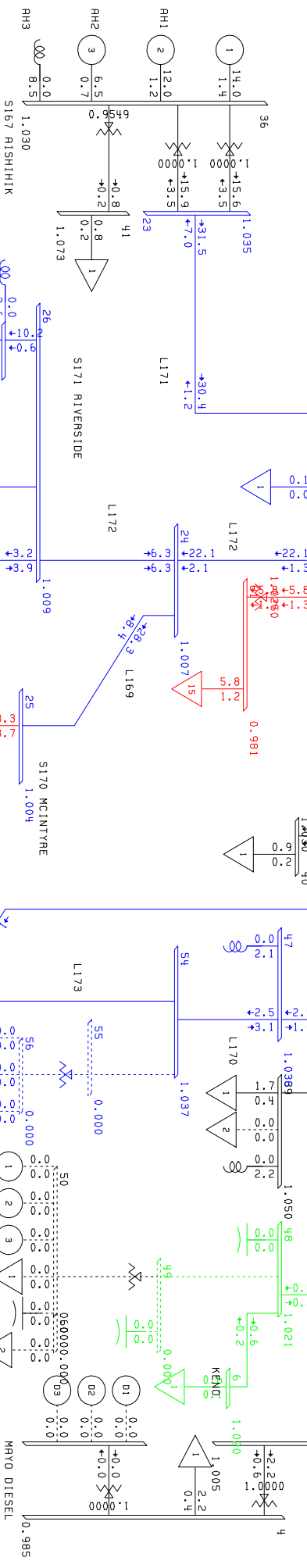
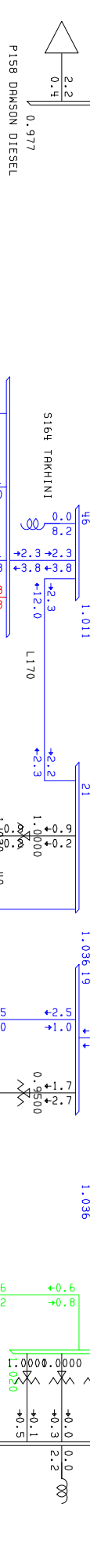
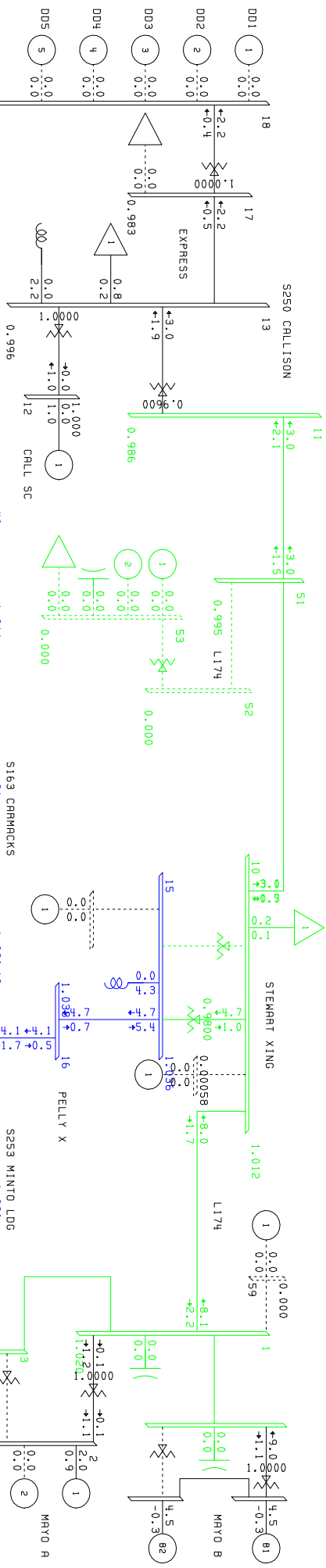
- Apply over-frequency trips to West Creek units. Settings may include threshold, rate and time delay
- Apply braking resistors to cover one of the two units with appropriate controls
- Trip units via RAS in high-speed improving coordination for specific events and conditions

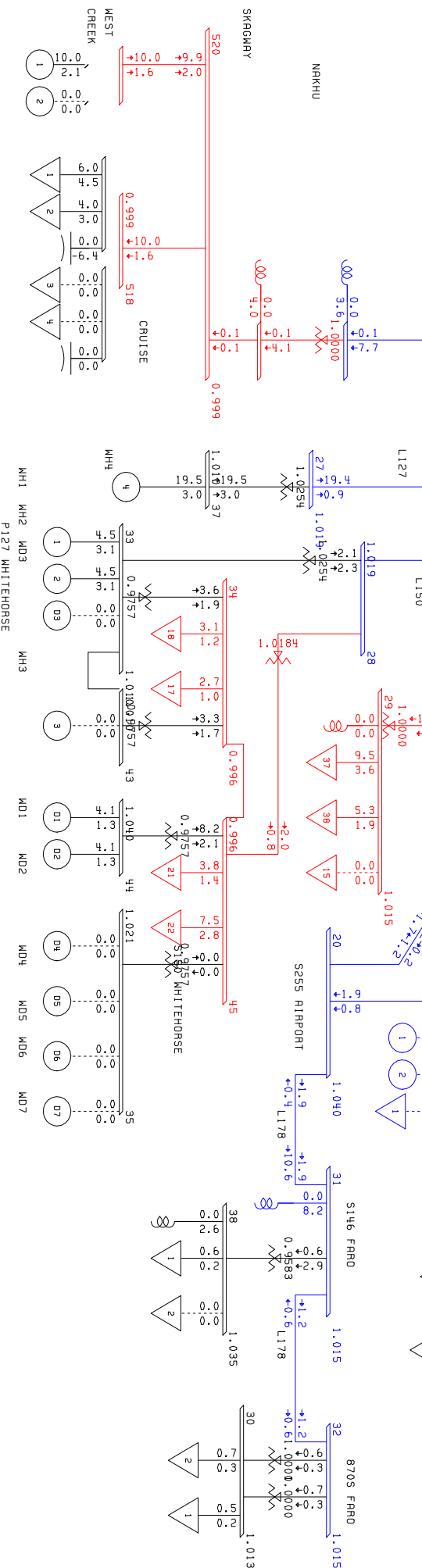
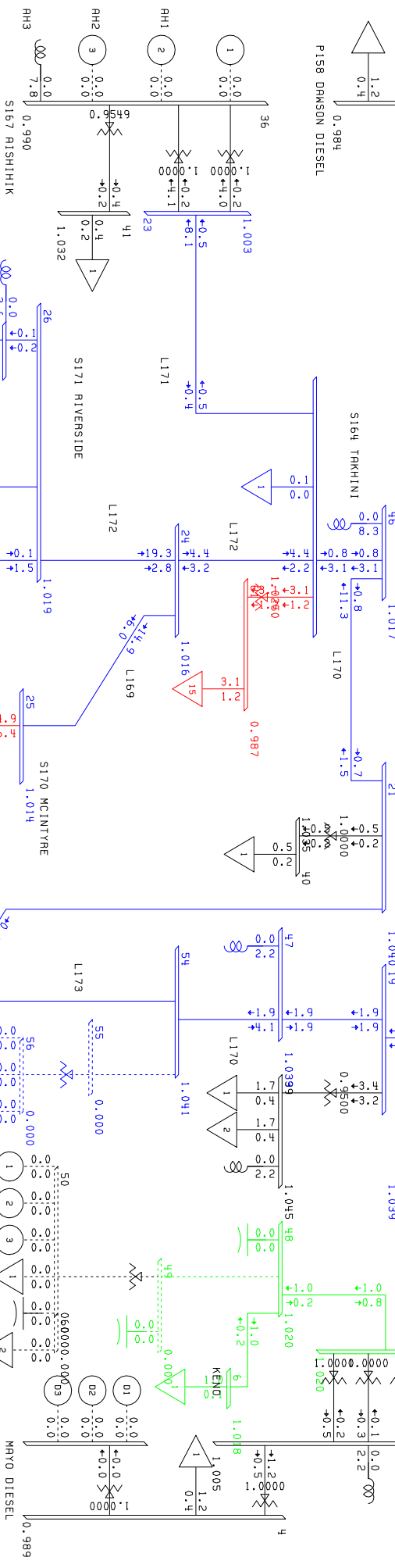
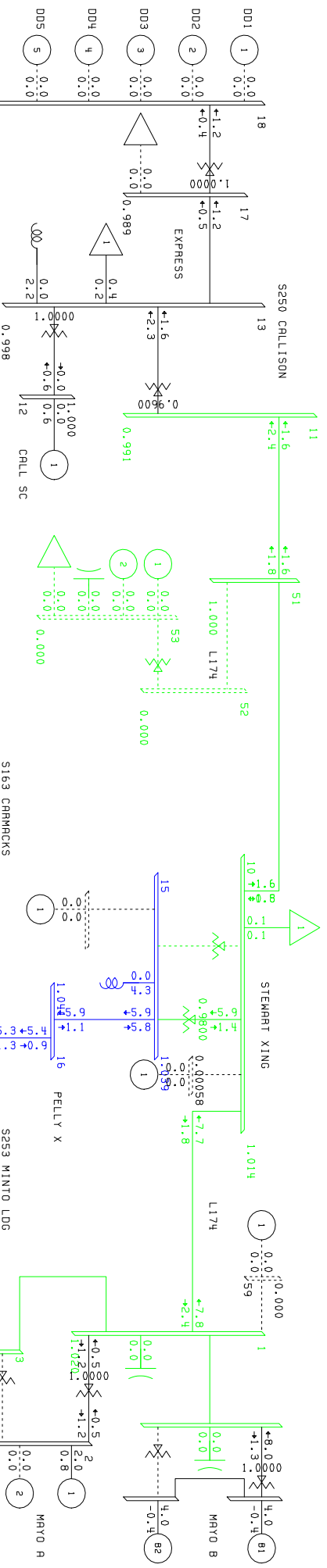
Over-frequency will be normally limited to 63Hz with RAS tripping and braking resistors. Intentional over-frequency trips may be applied between 63 and 66Hz and used as backup and to cater to extraneous operating conditions and equipment outages that affect the RAS and braking resistors.

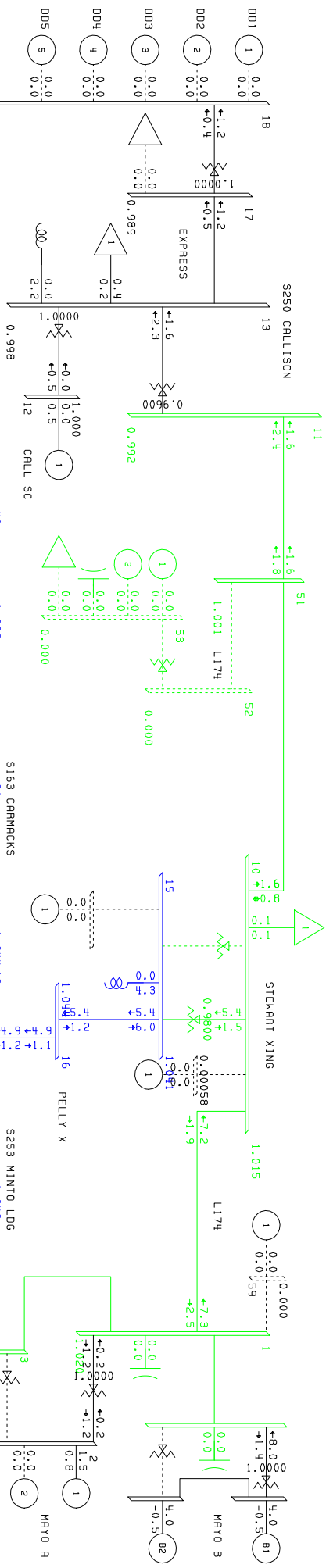
UFLS Design & Coordination

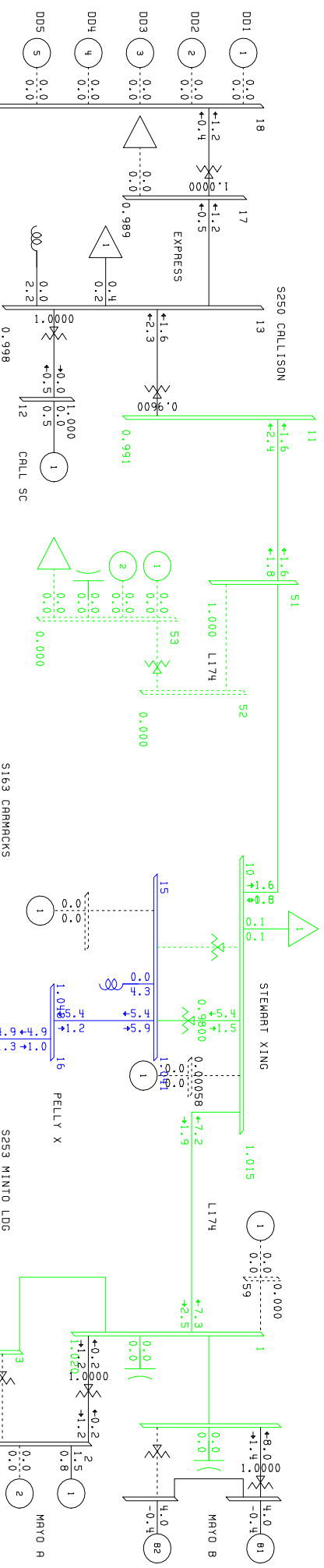
To control under-frequency Shore Power will require a UFLS relay with both threshold and rate-of-change settings. A UFLS coordination study should be completed covering the two systems for both isolated and interconnected operation. For this study more information on the Shore Power facility and the permissible range of frequency operation of the ships systems and over and under frequency protection is required as well as more specific information on the design of the West Creek facility.

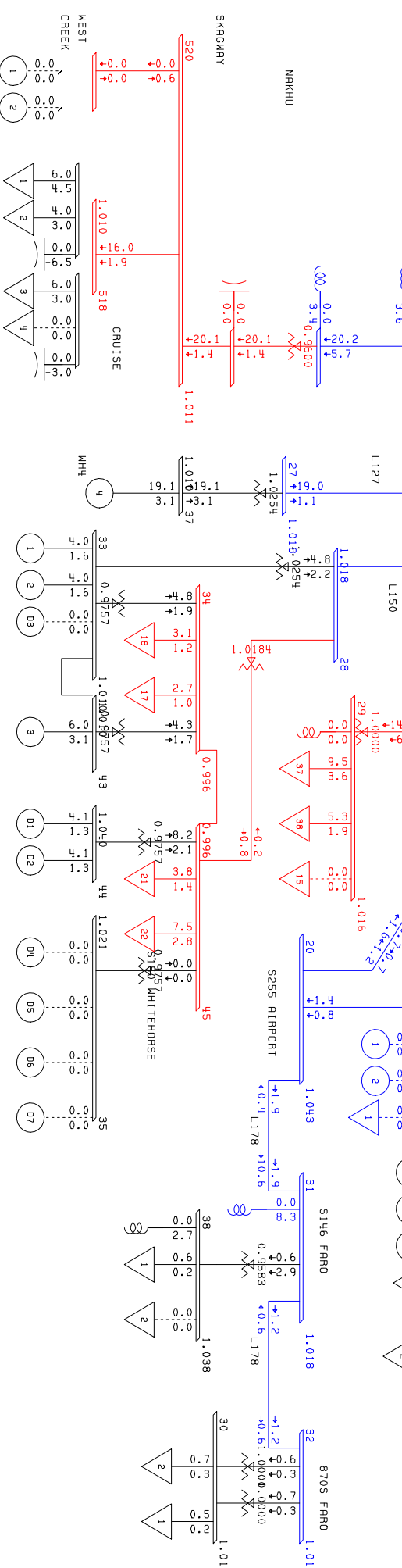
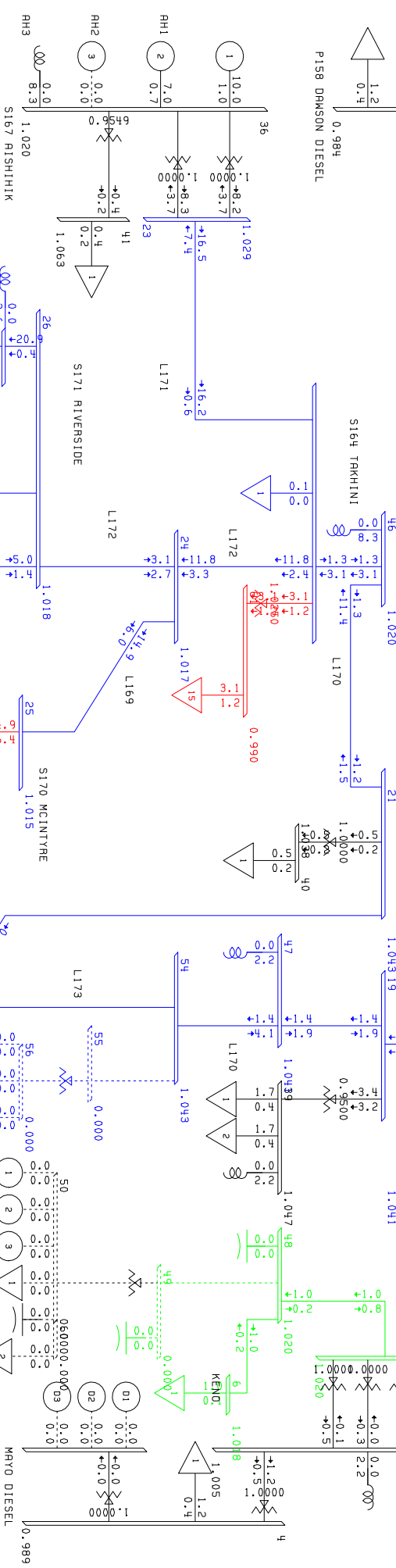
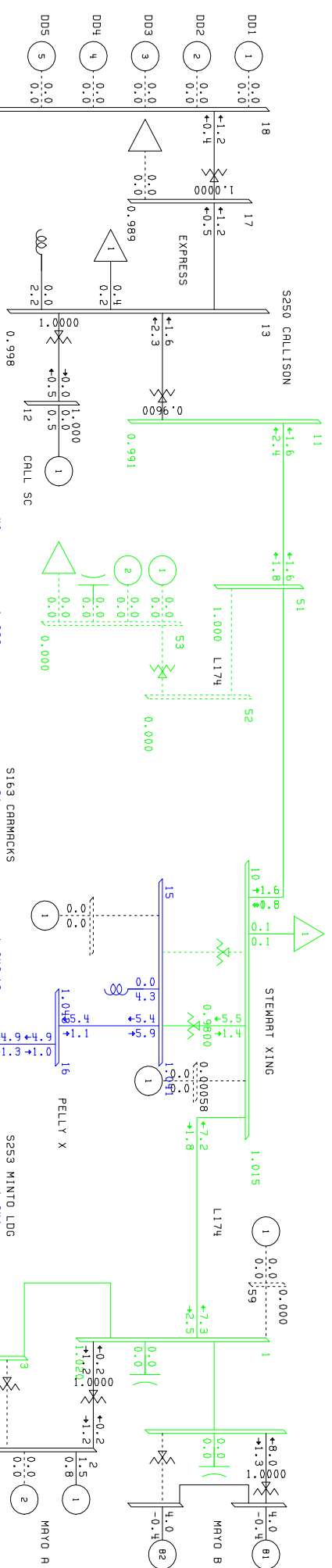
Appendix A: Base Cases

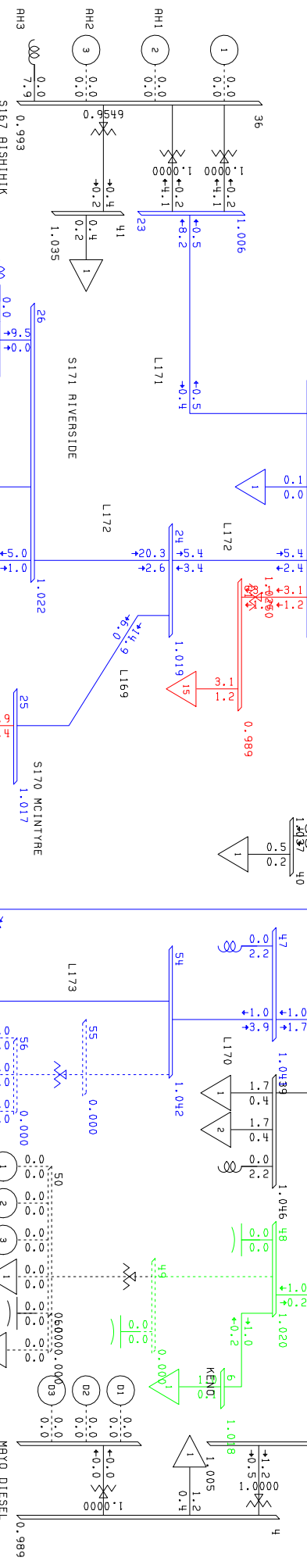
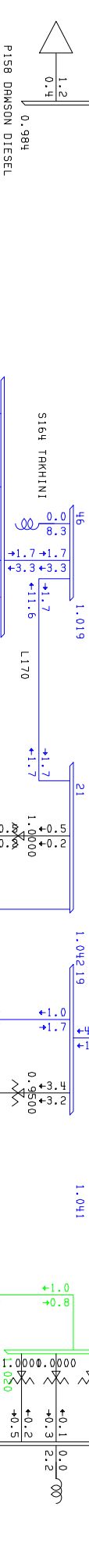
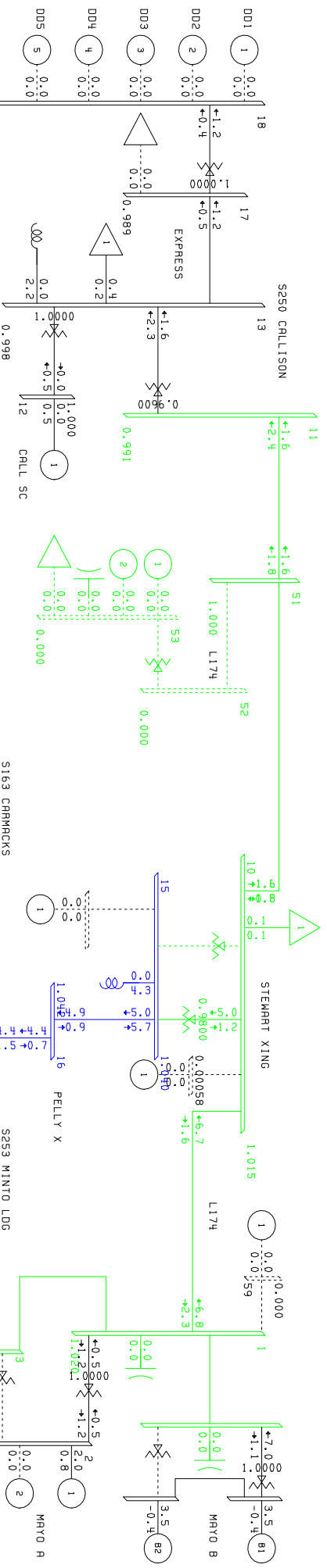


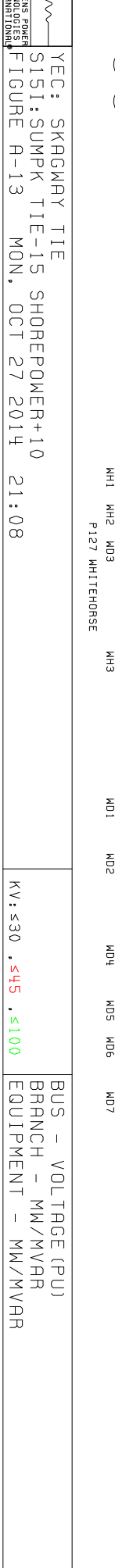
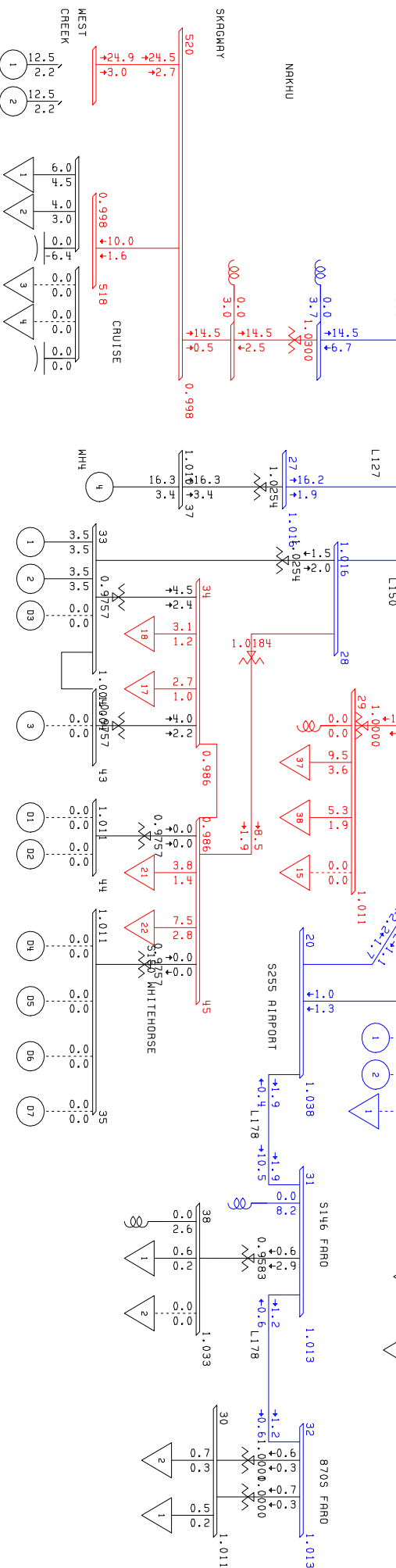
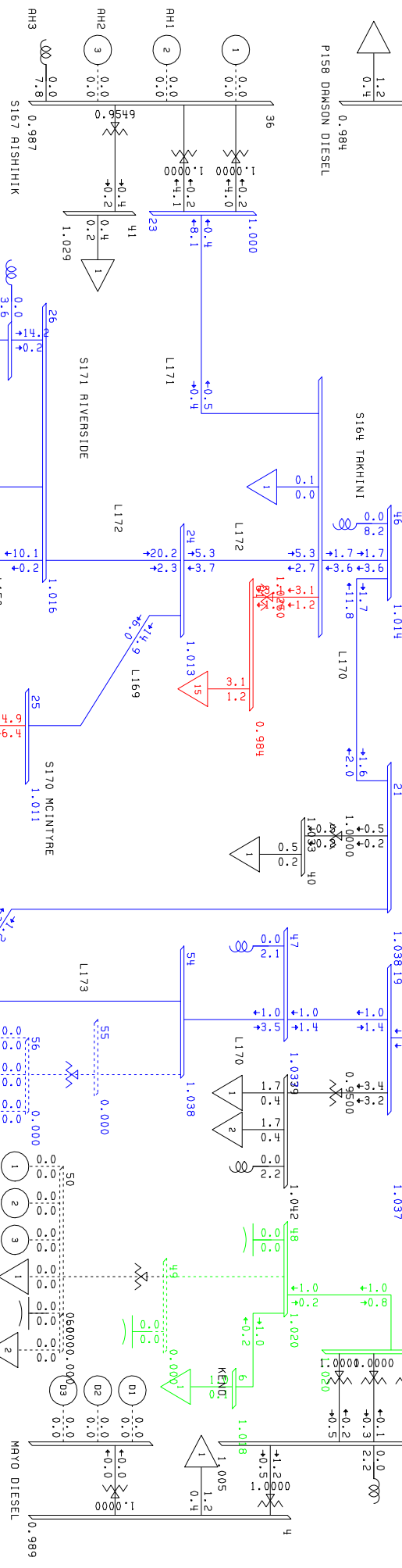
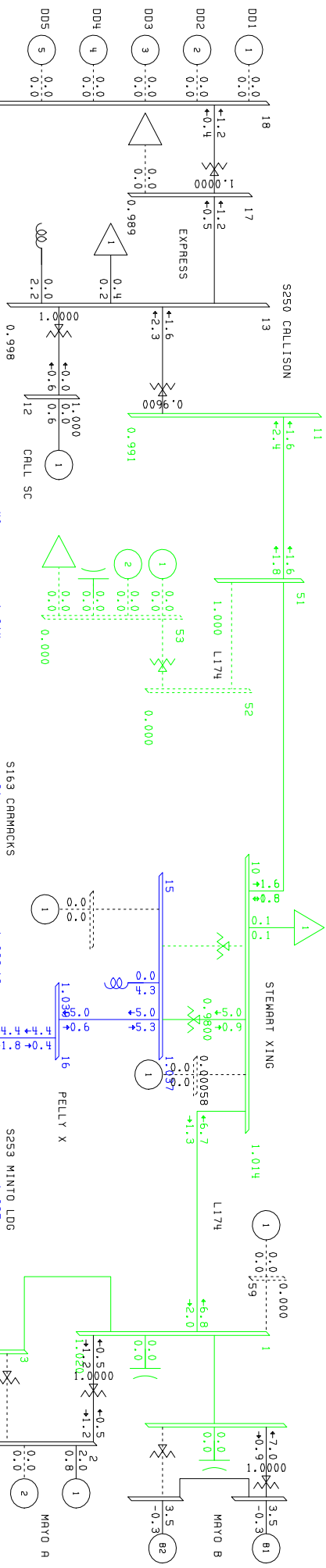


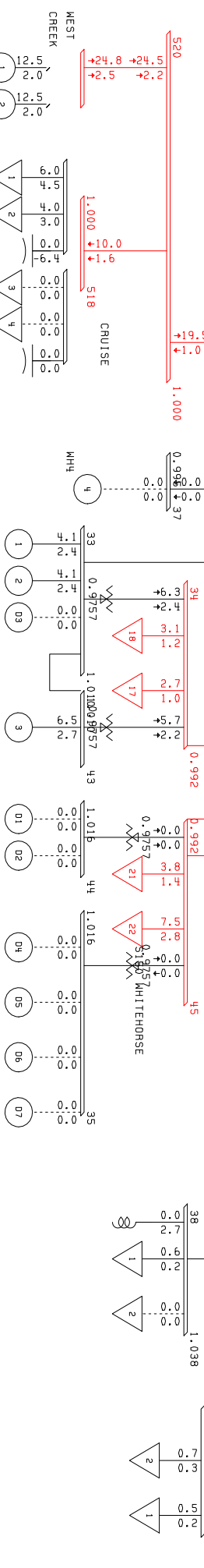
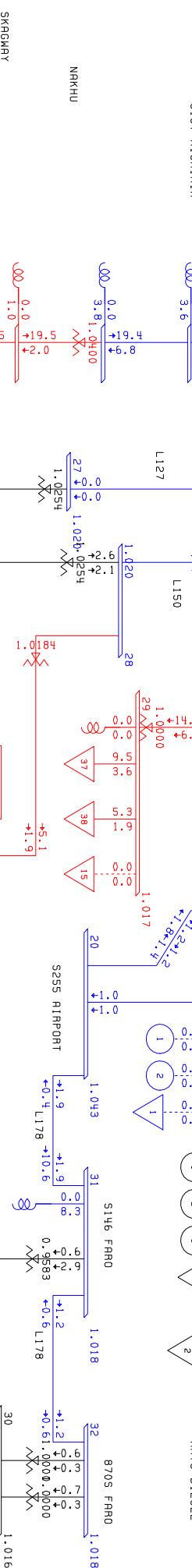
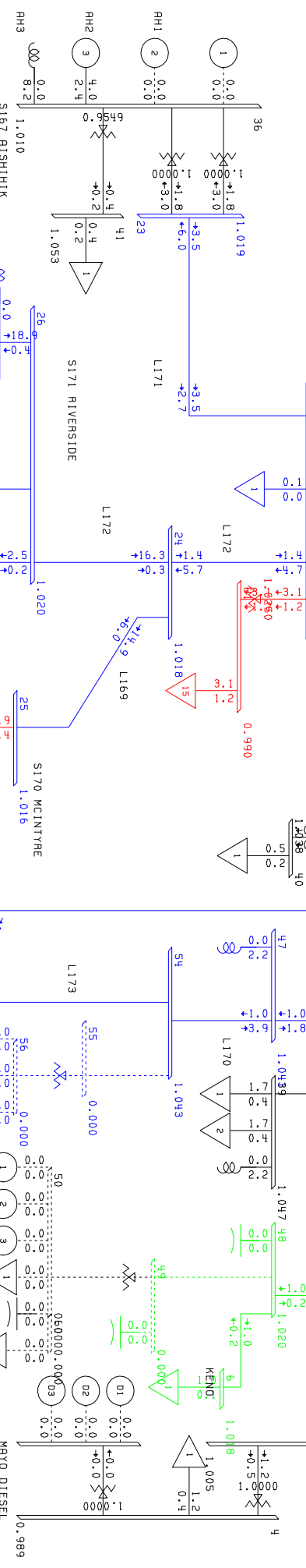
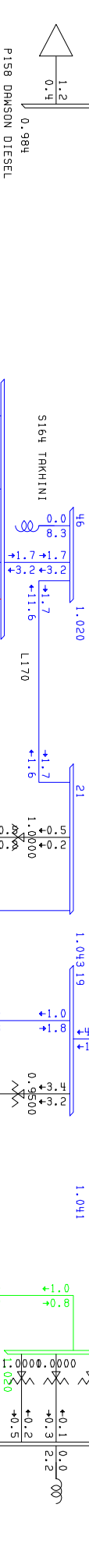
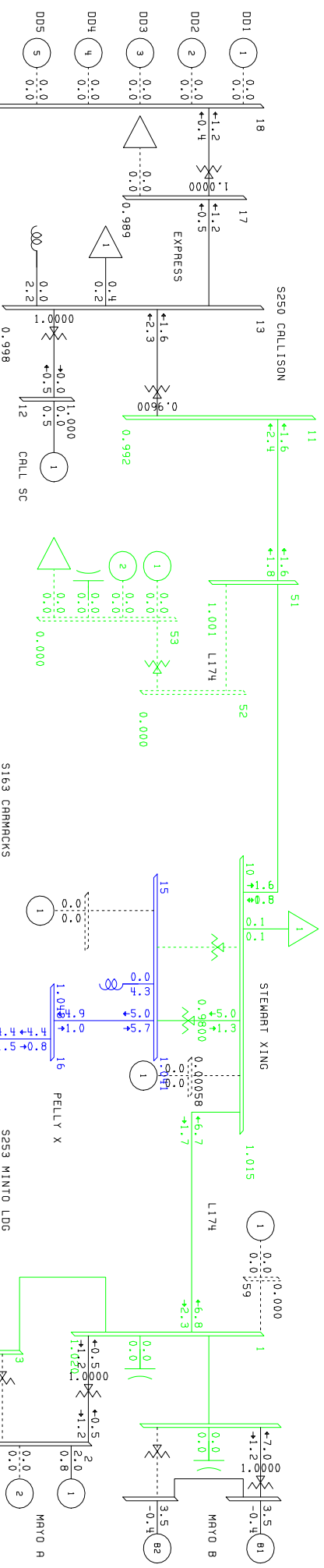














	YEC: SKRGWAY TIE LLO: LIGHTLOAD TIE+0 SHOREPOWER+10 FIGURE A-15 MON, OCT 27 2014 21:09	BUS - VOLTAGE (PU) BRANCH - MW/MVAR EQUIPMENT - MW/MVAR
	KV: ≤30 , ≤45 , ≤100	

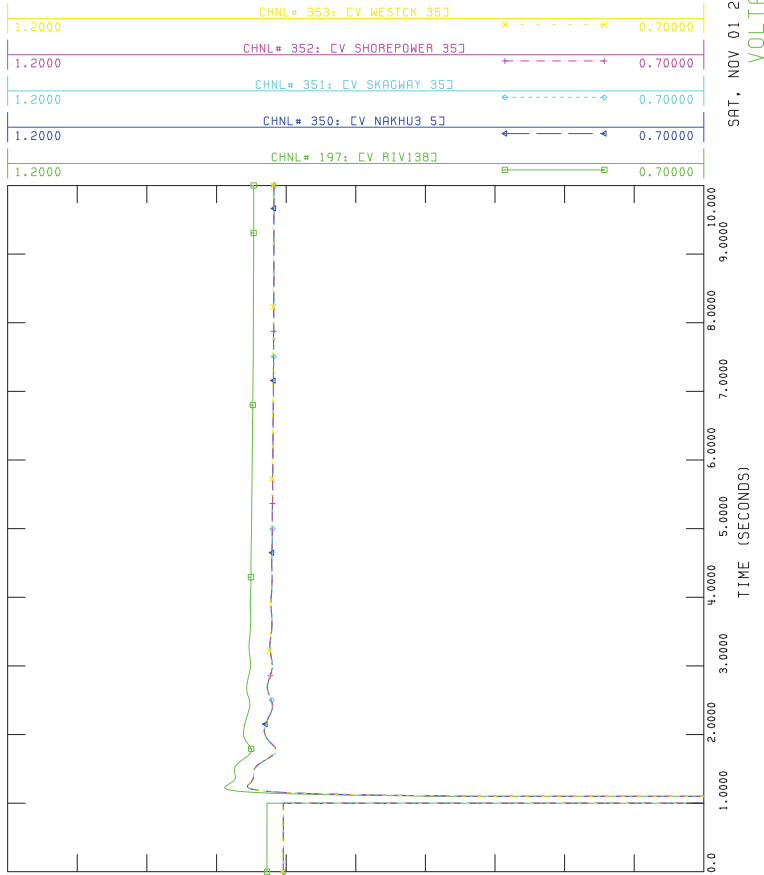
Appendix B: Simulation Results – All Plots

Provided in digital copy of report only.



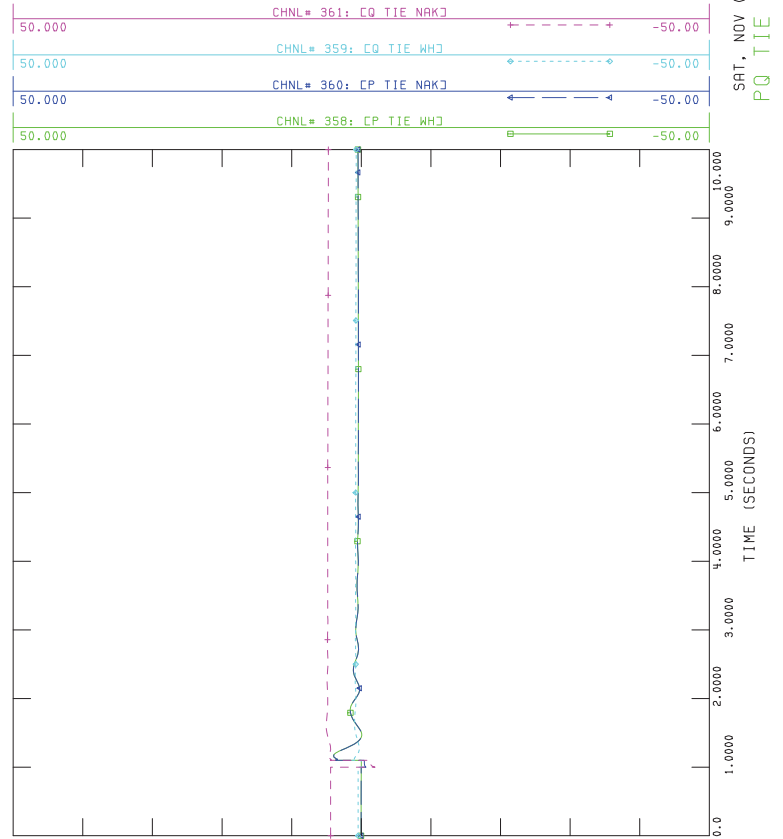
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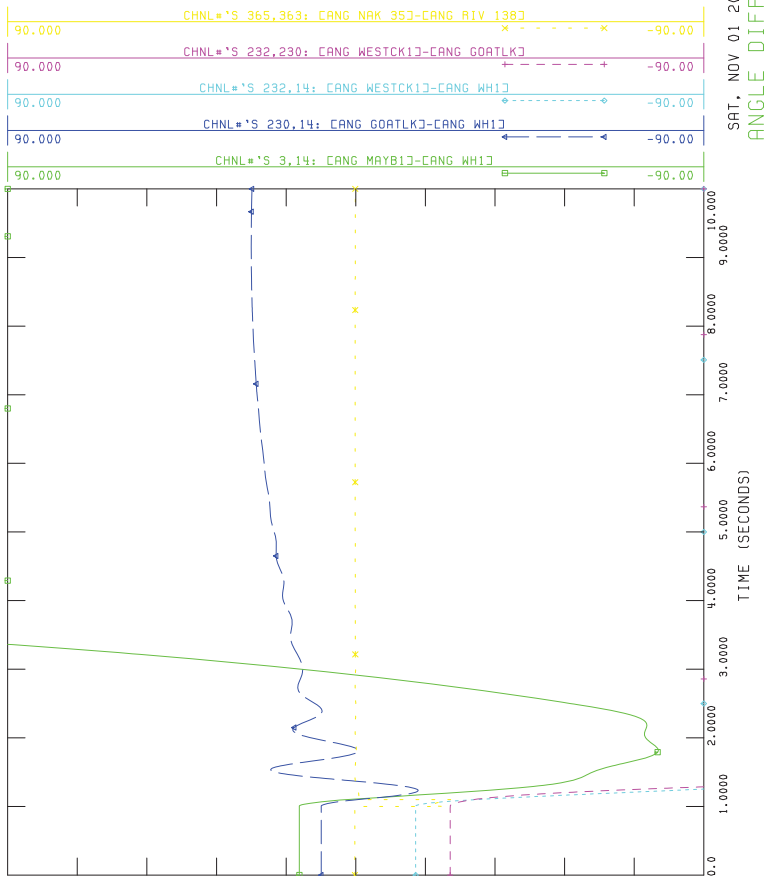
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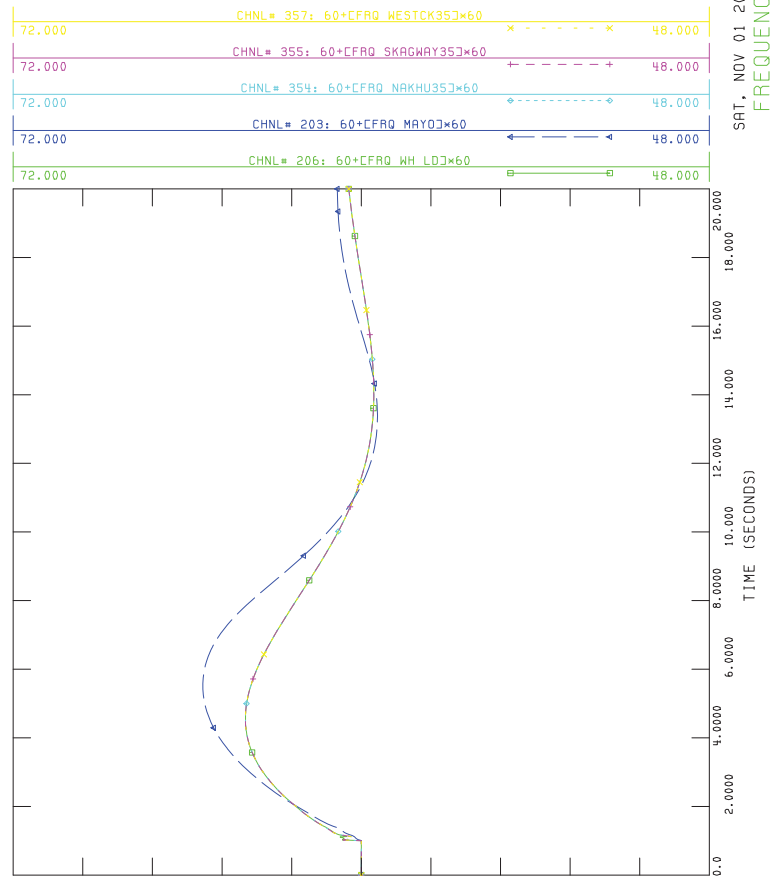
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV1_.10s_Fault_WHN_W0_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

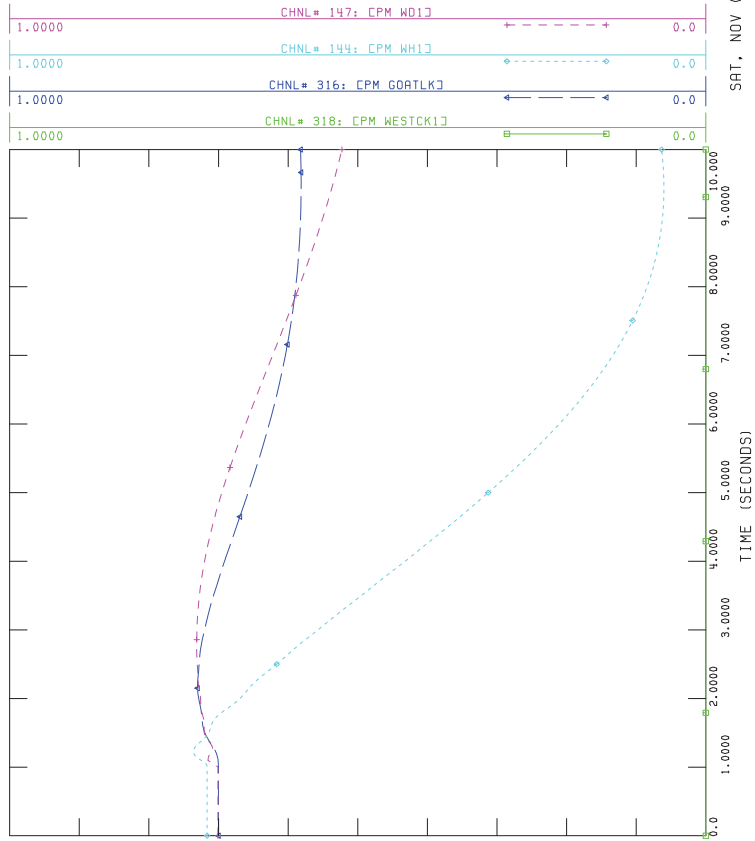
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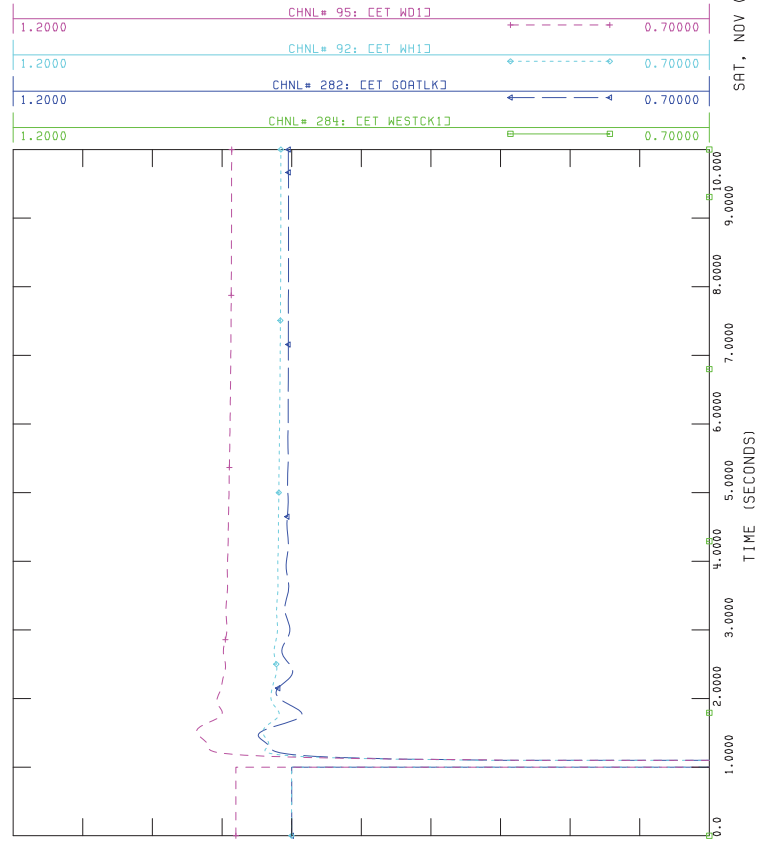
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INTERCONNECTION

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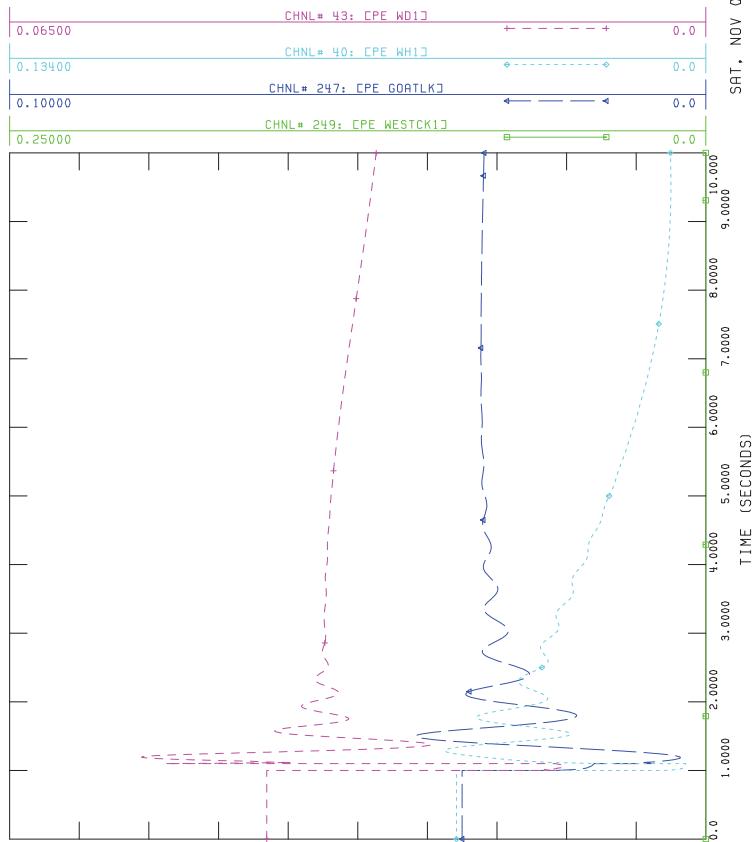
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INTERCONNECTION

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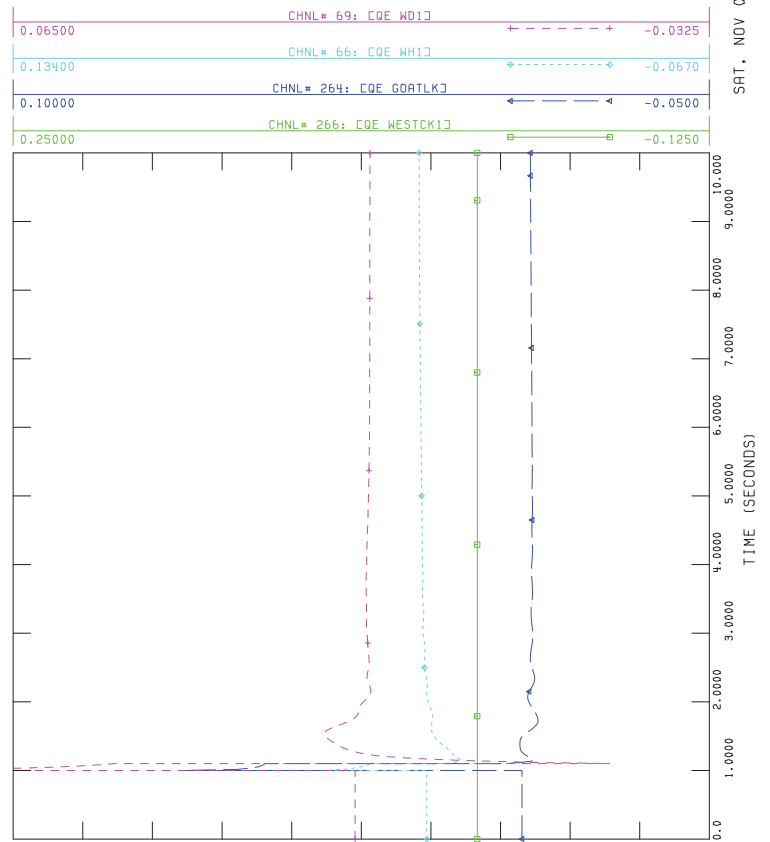
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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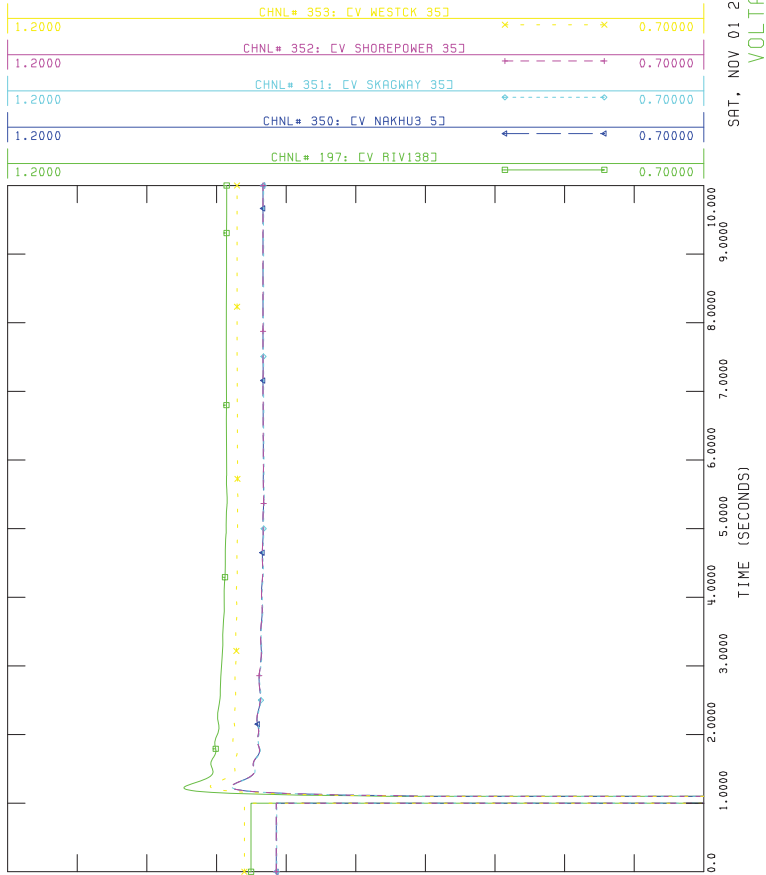
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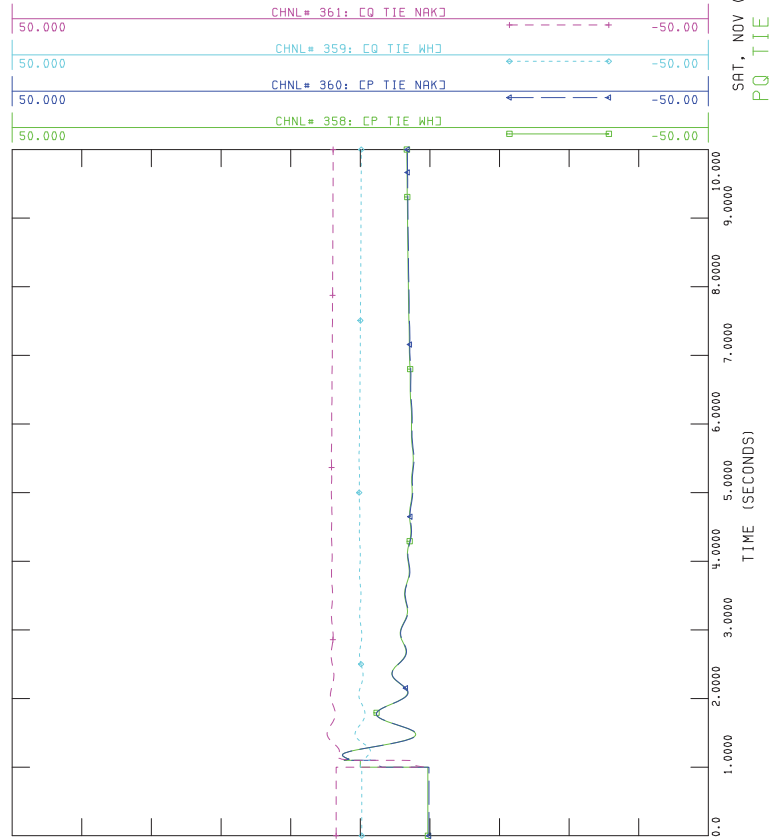
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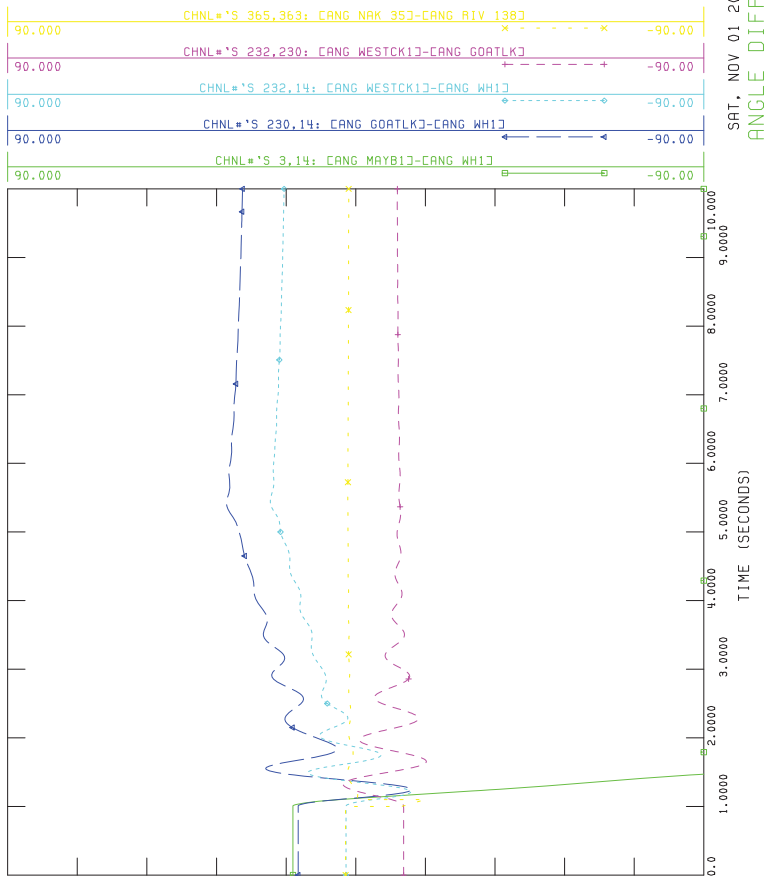
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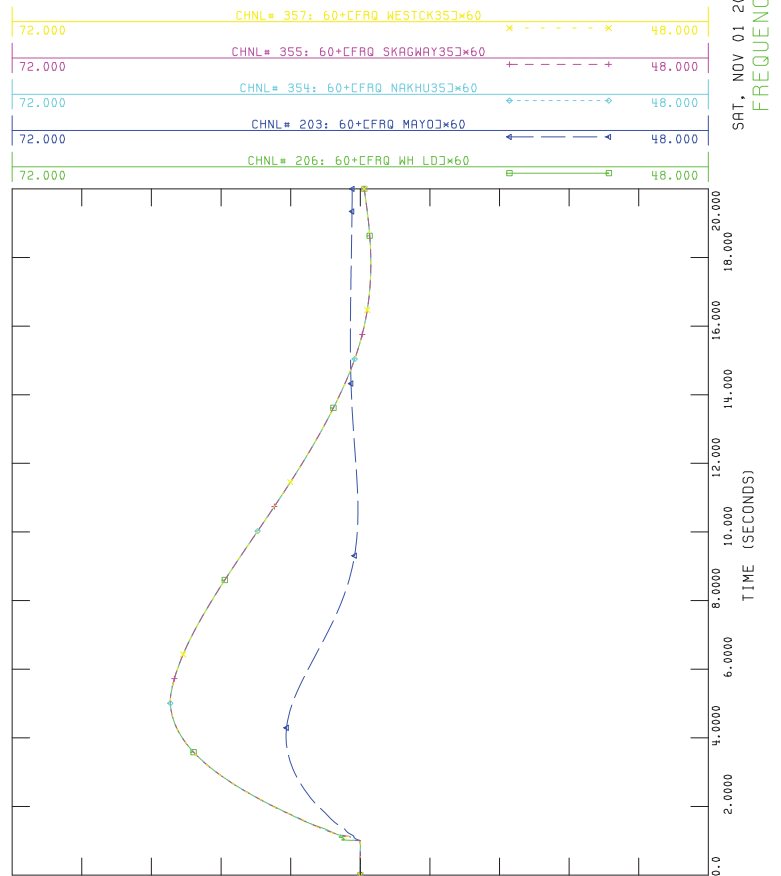
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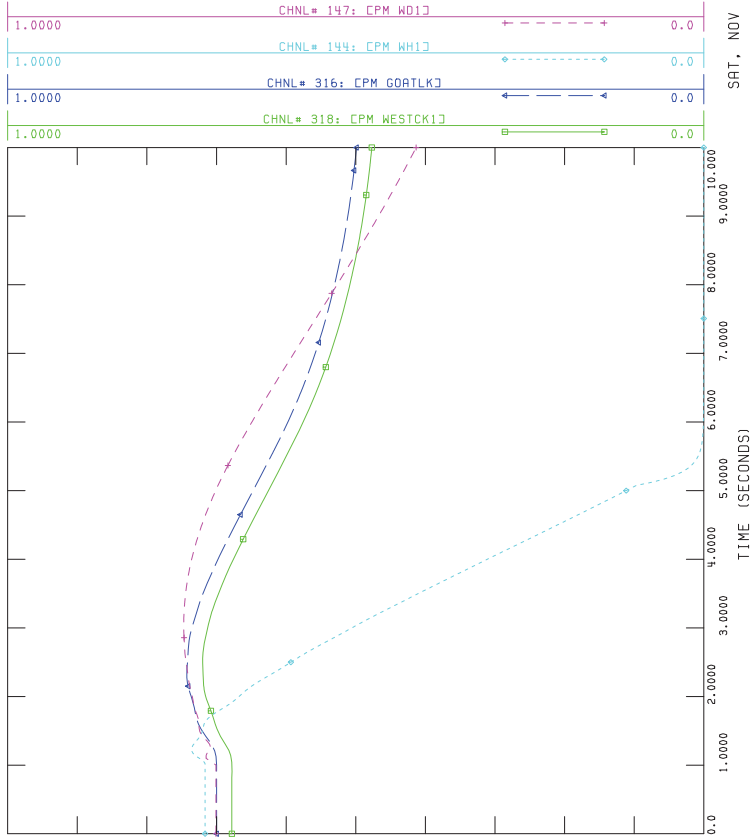
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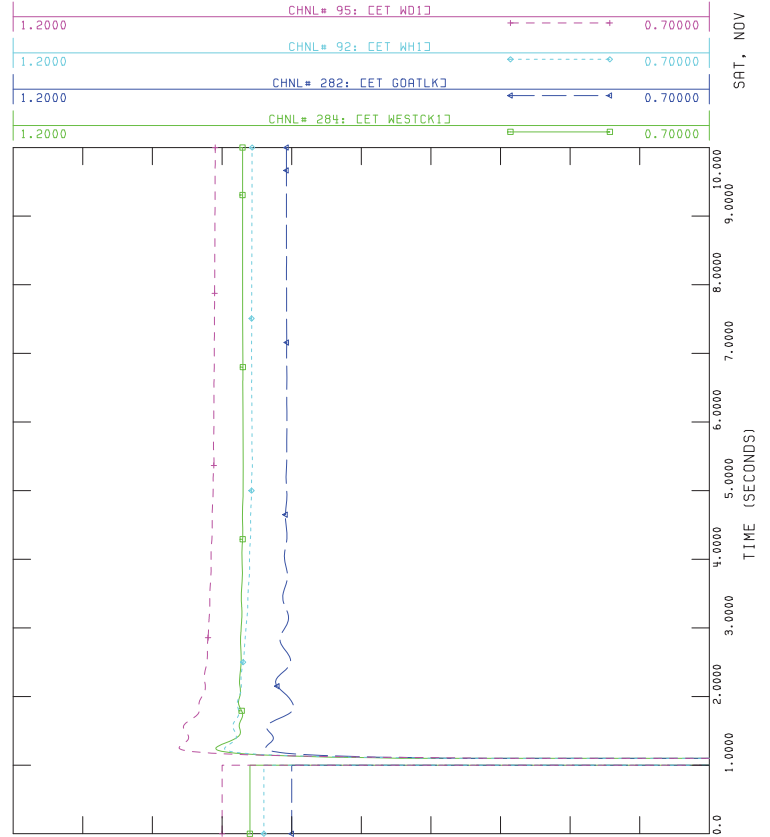
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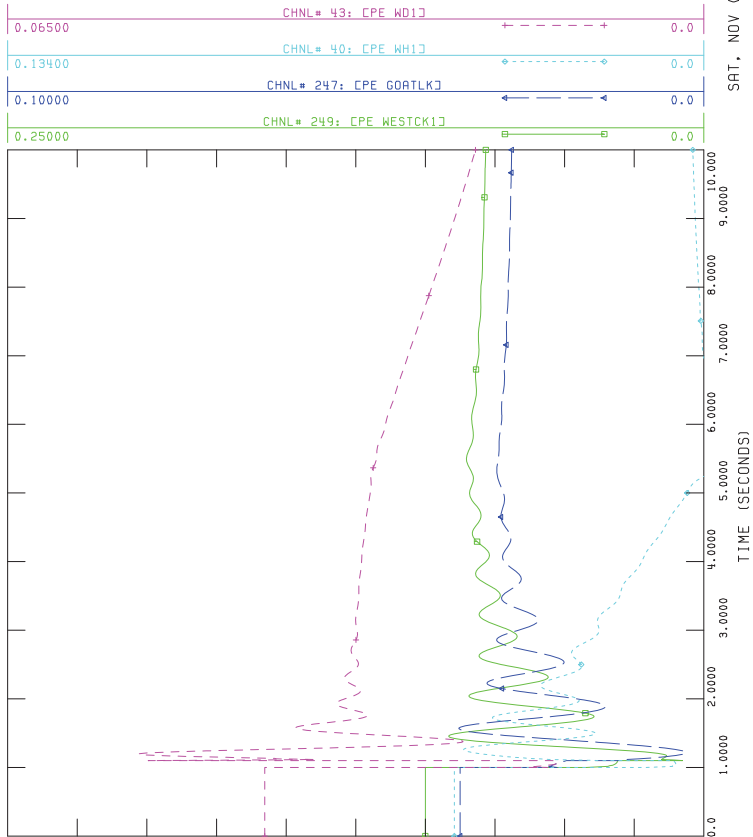
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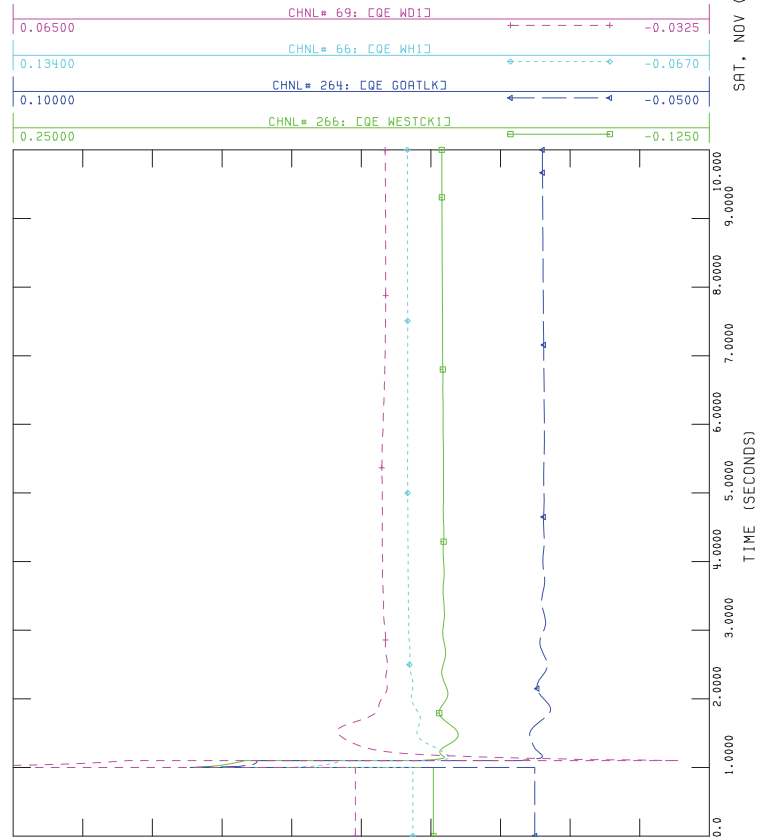
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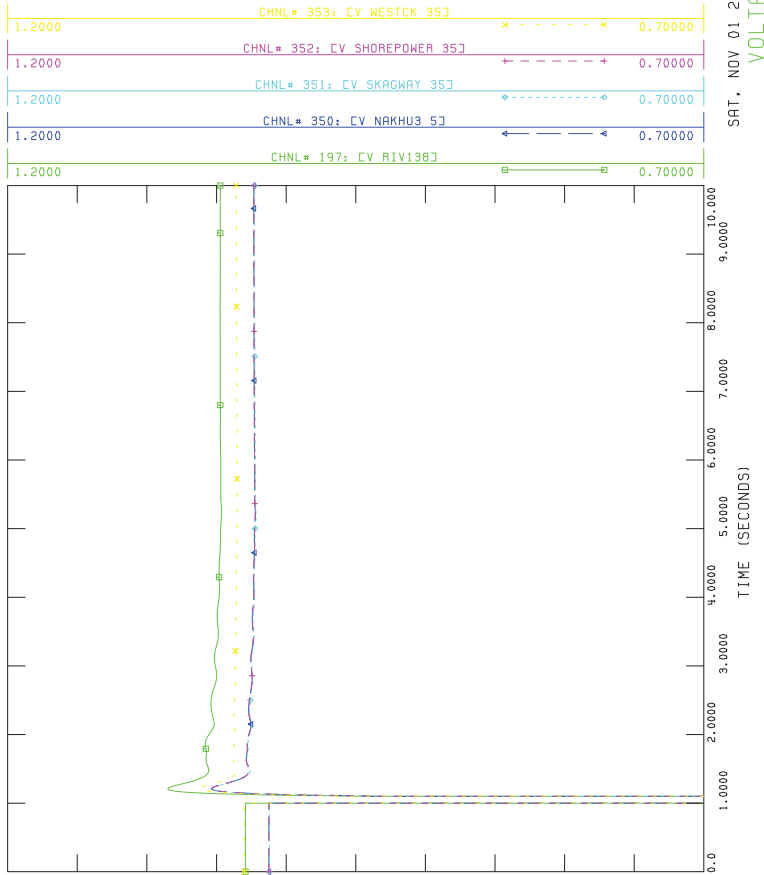
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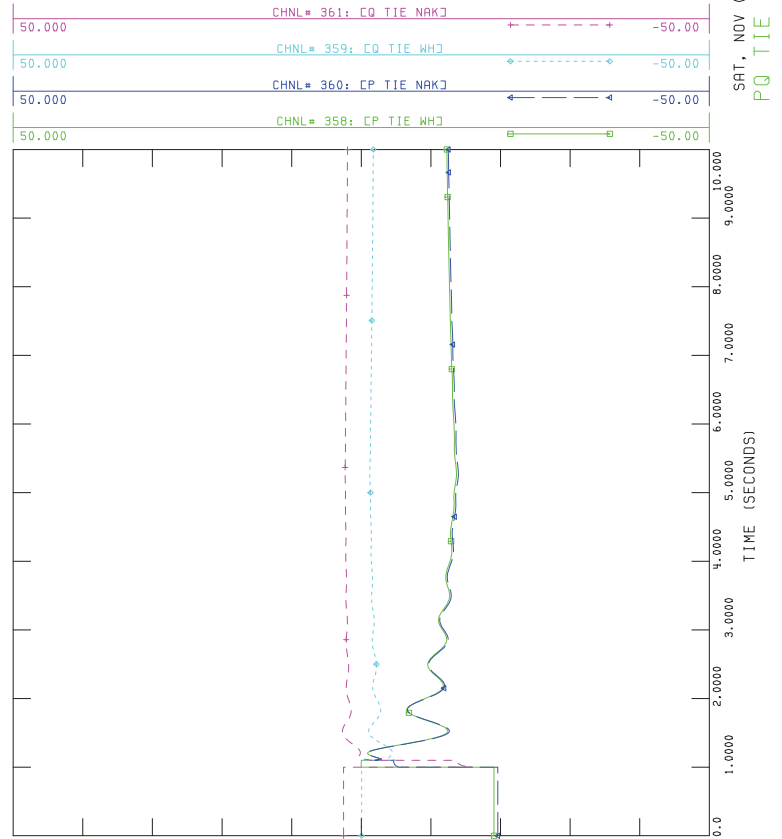
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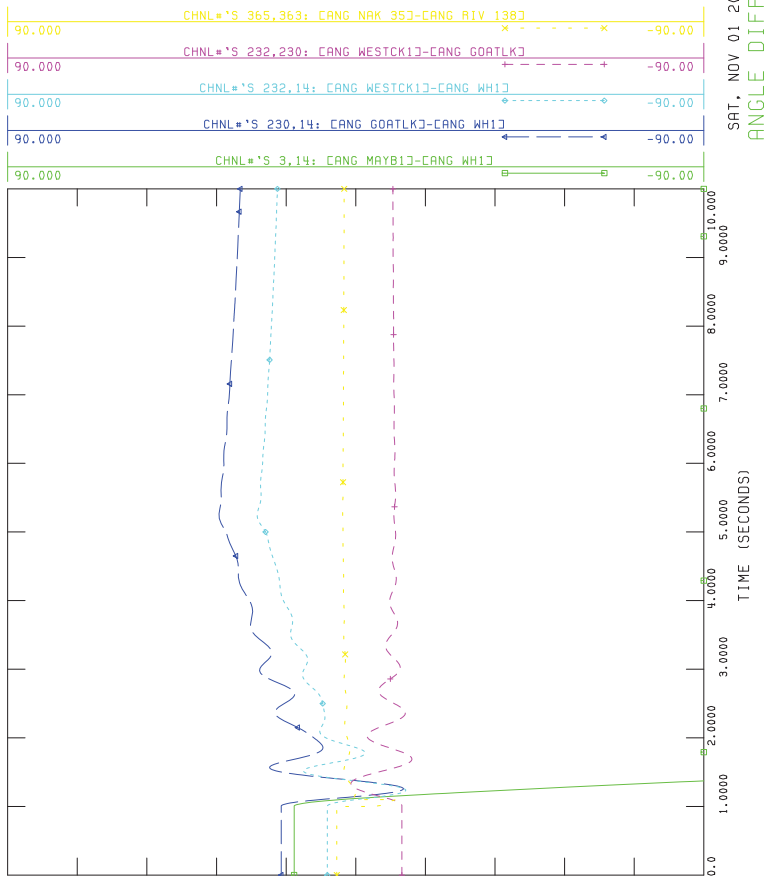
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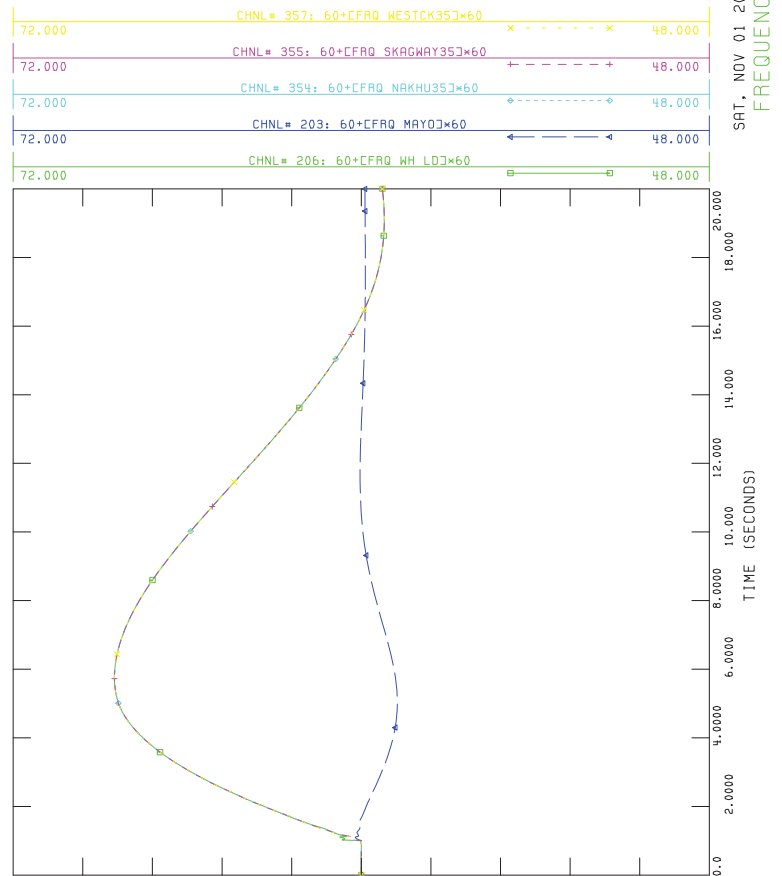
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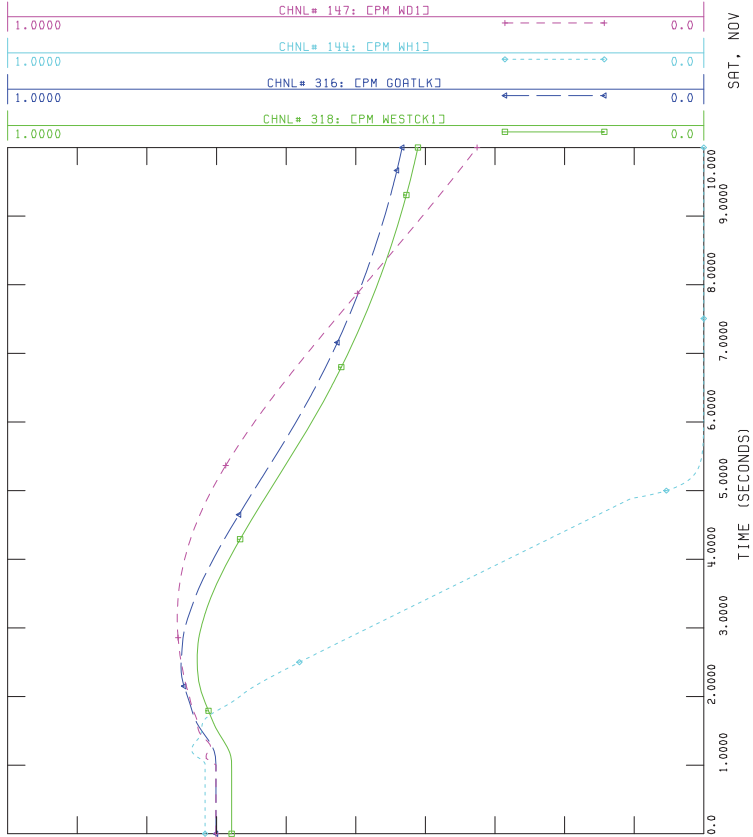
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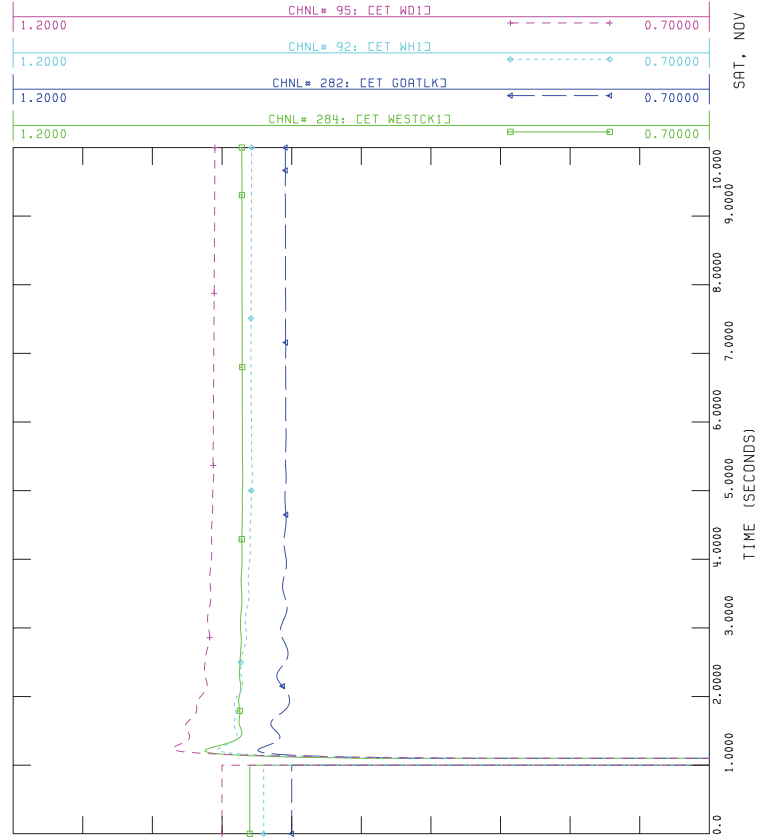
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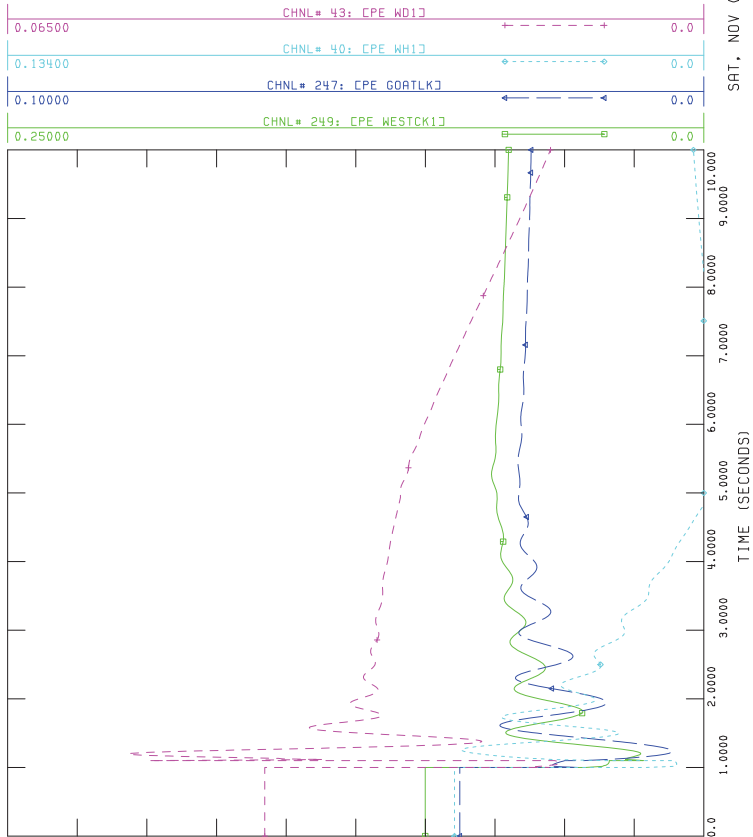
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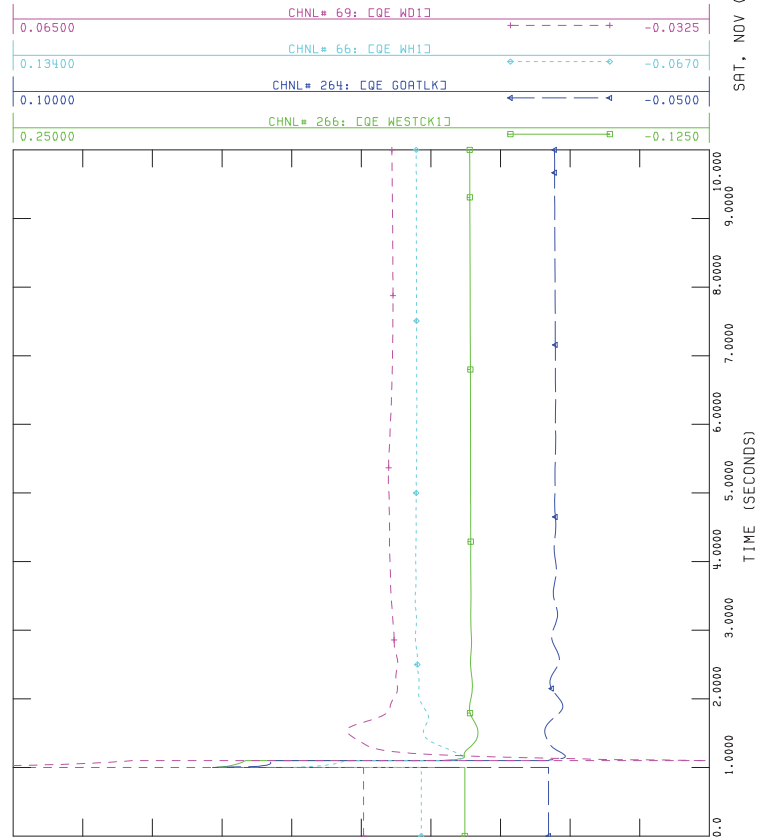
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WHITEHORSE SKAGWAY
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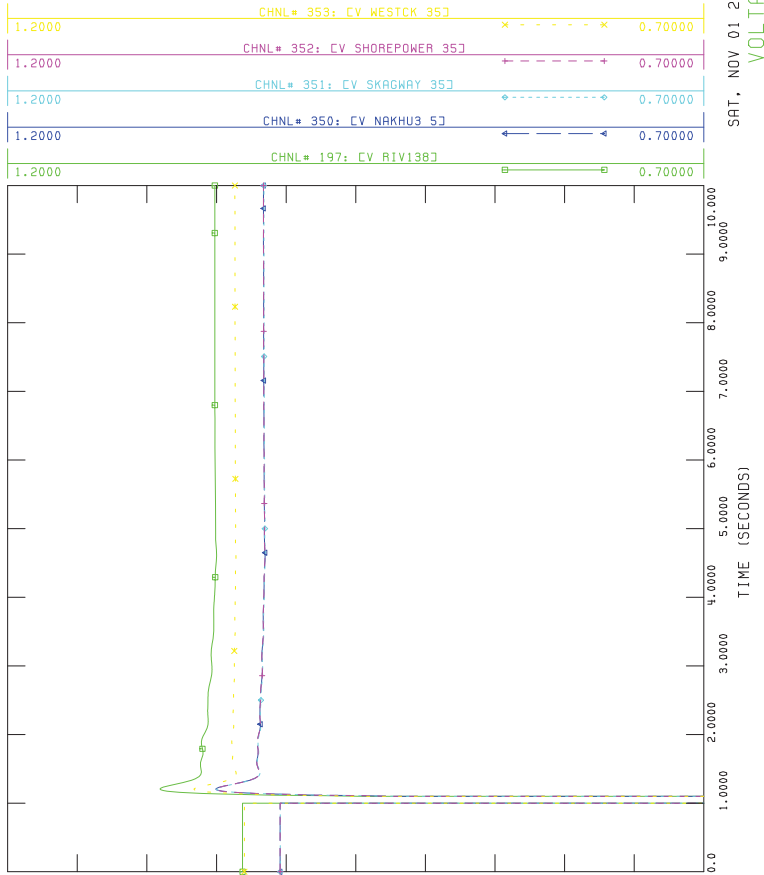
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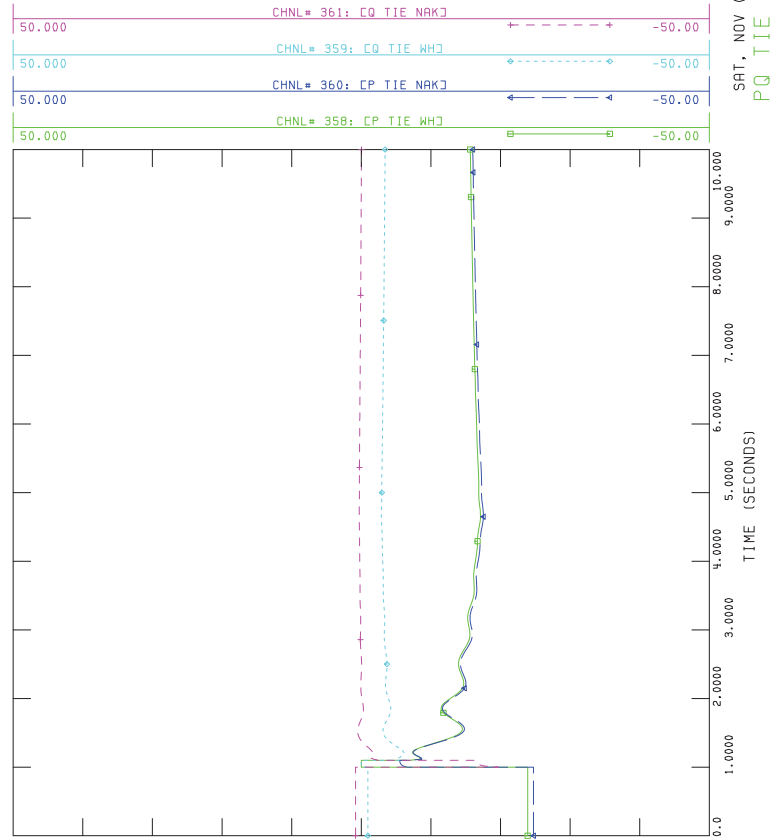
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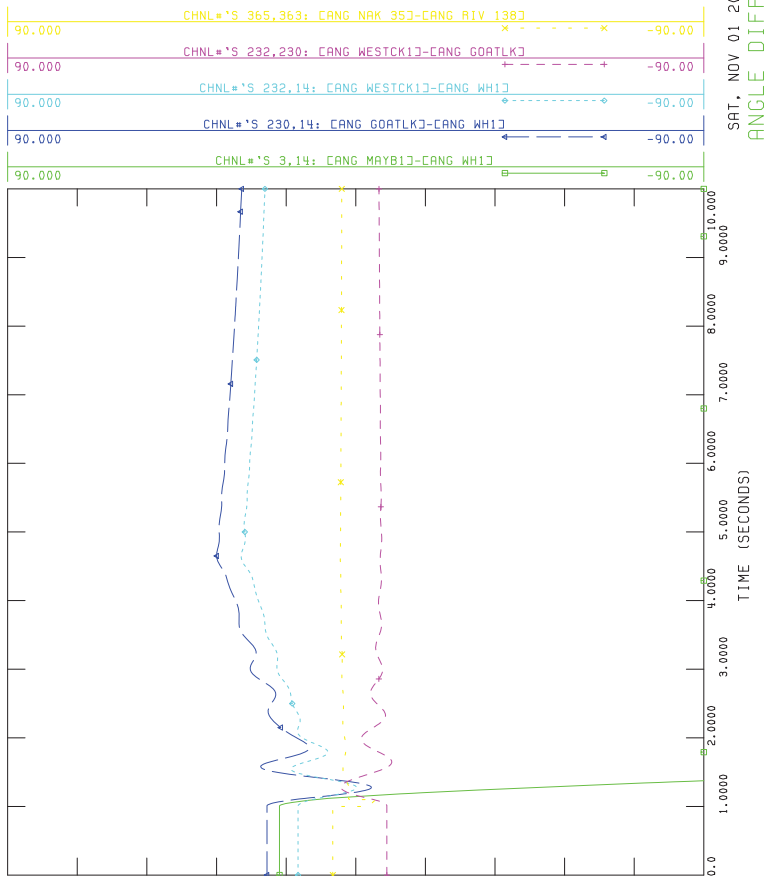
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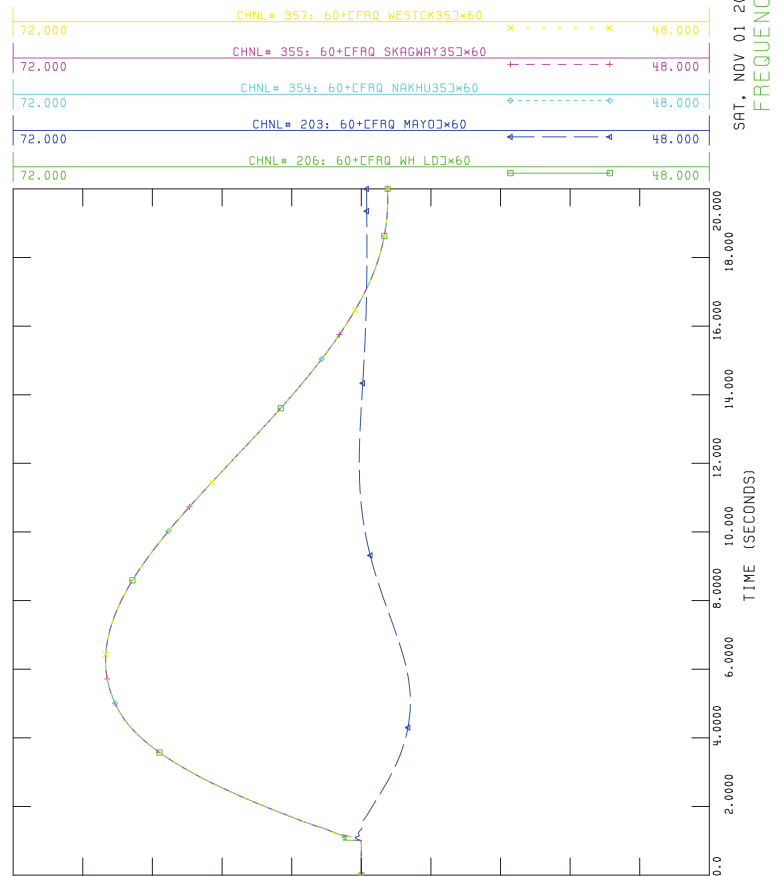
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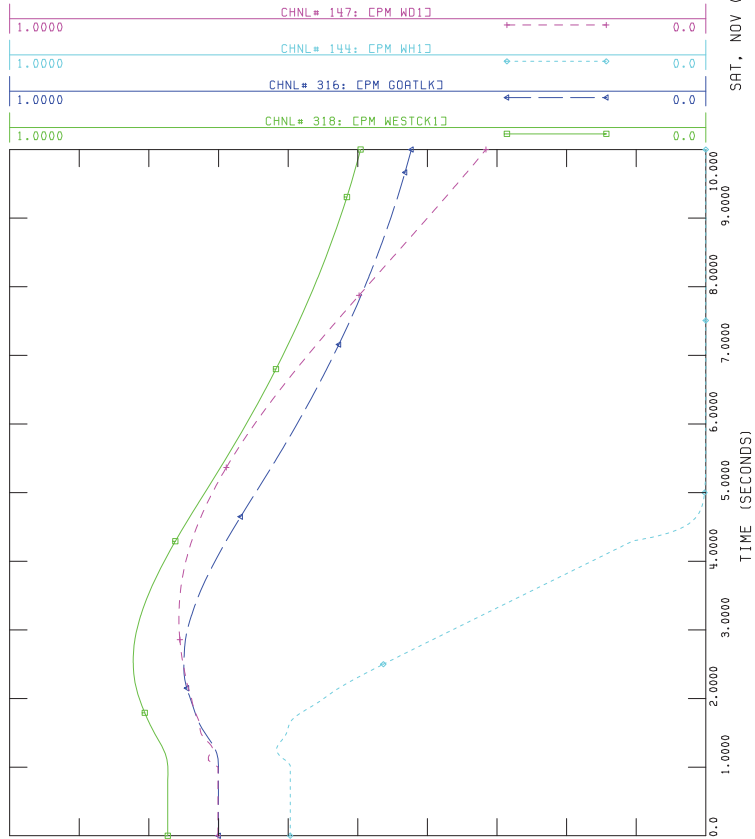
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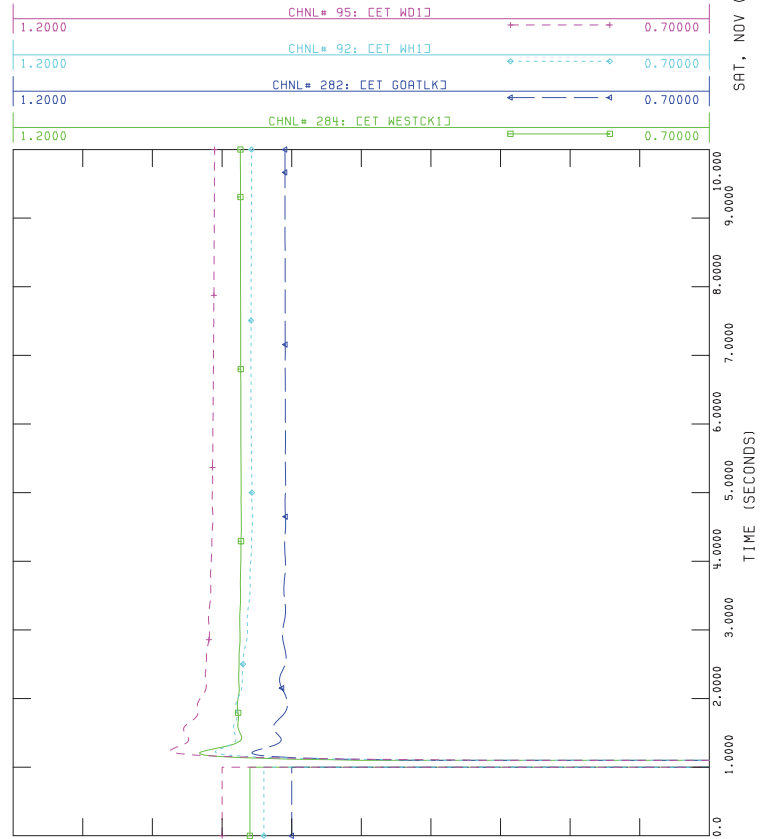
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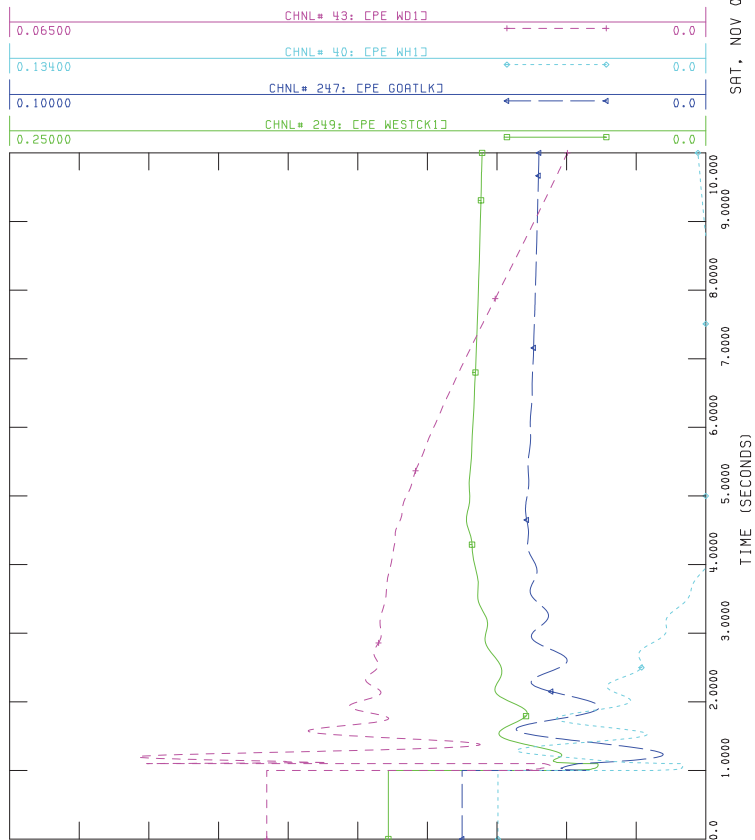
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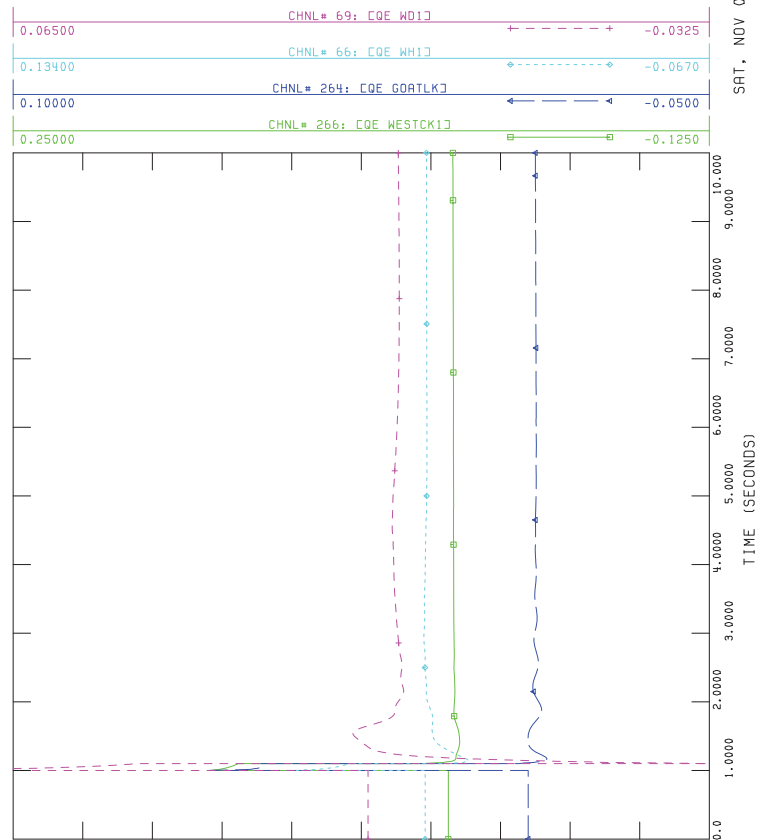
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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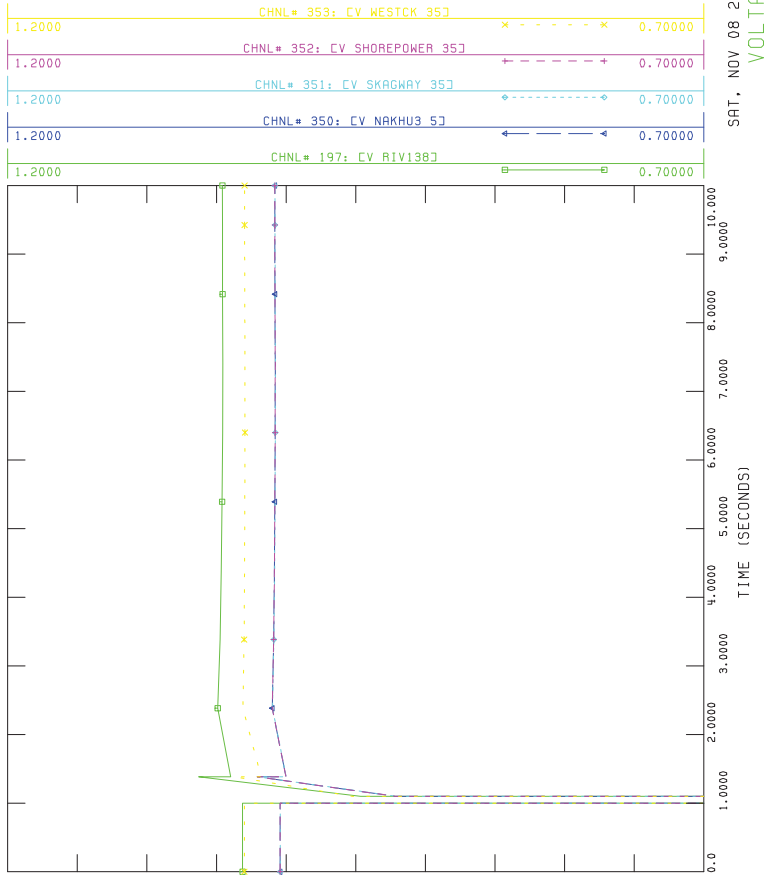
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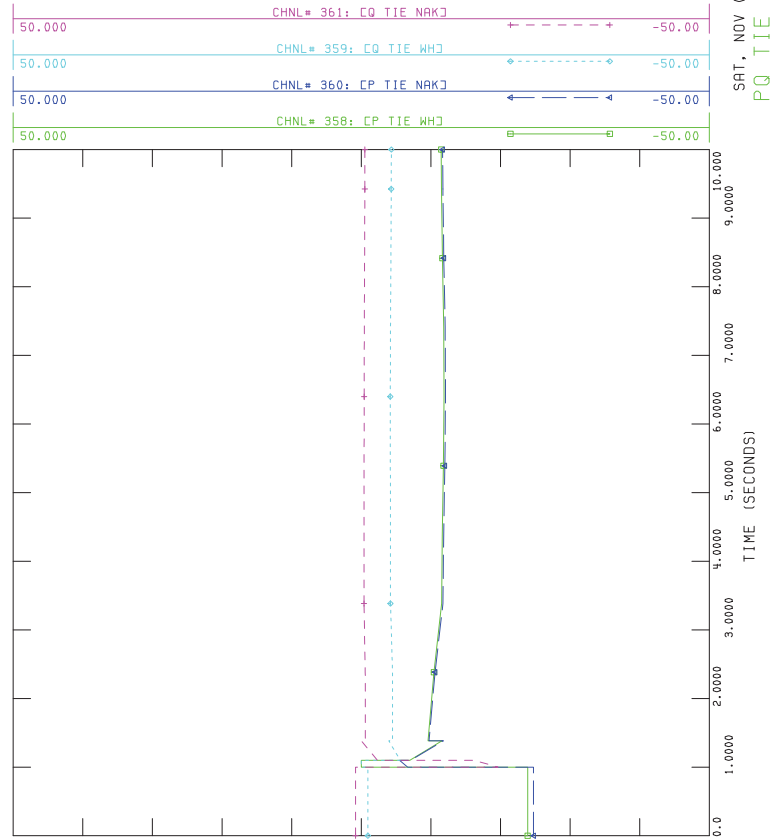
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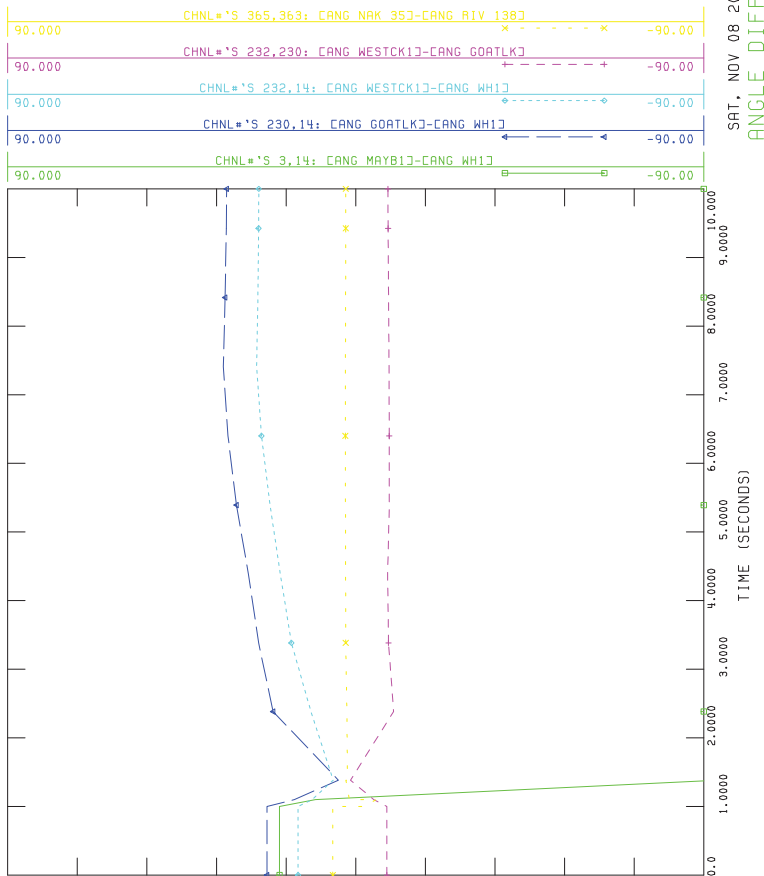
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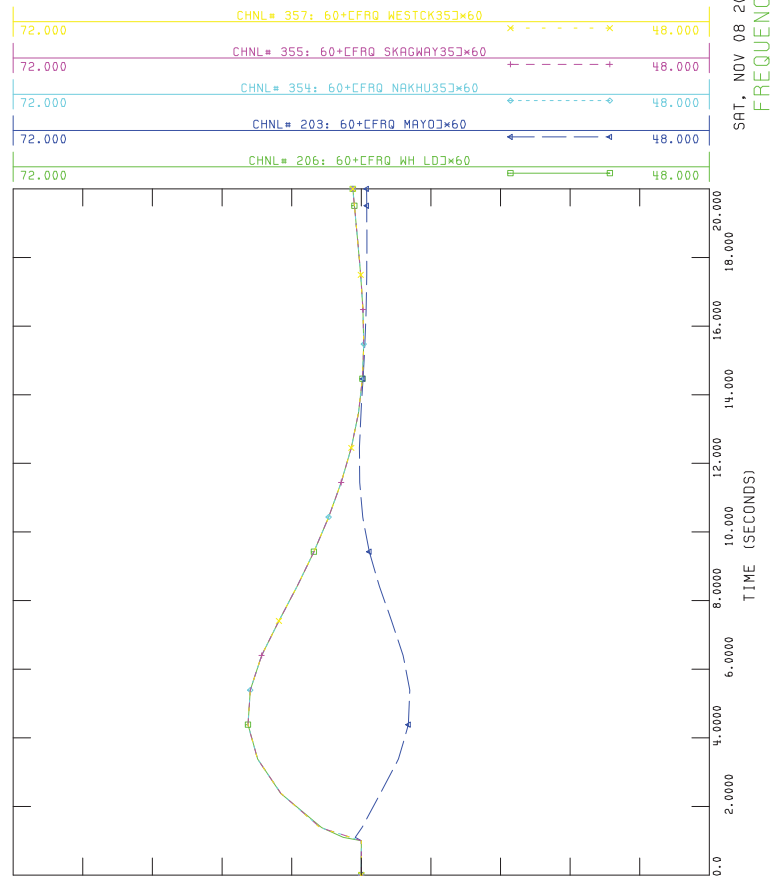
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WHITEHORSE SKAGWAY INTERCONNECTION

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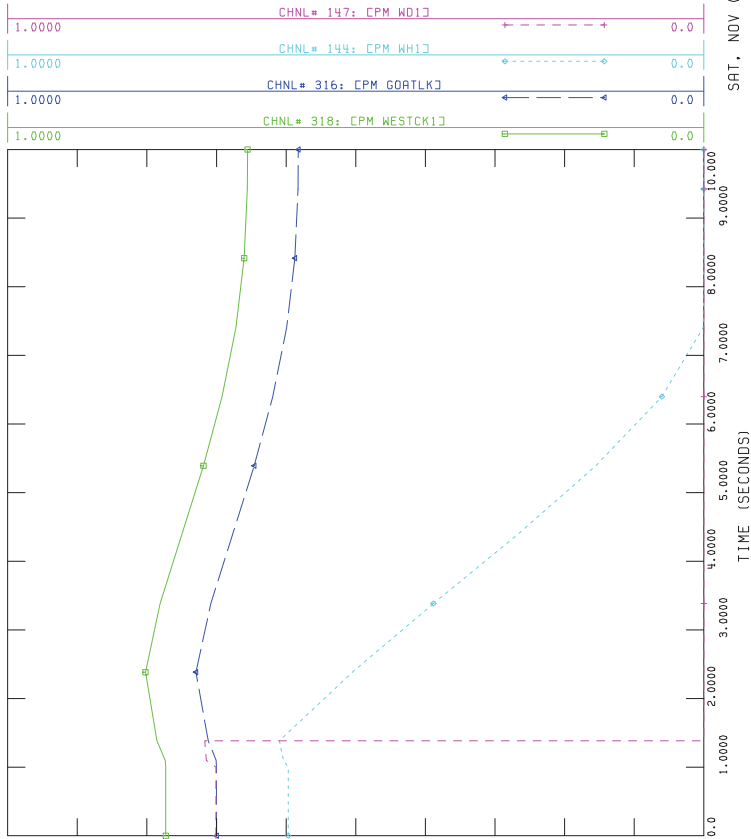




WHITEHORSE SKAGWAY
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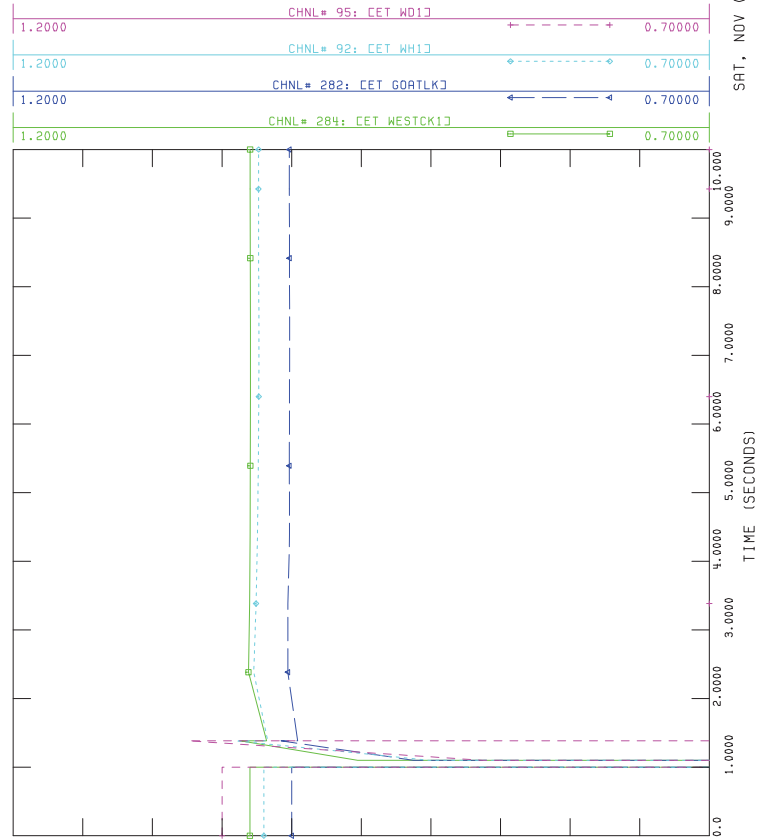
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PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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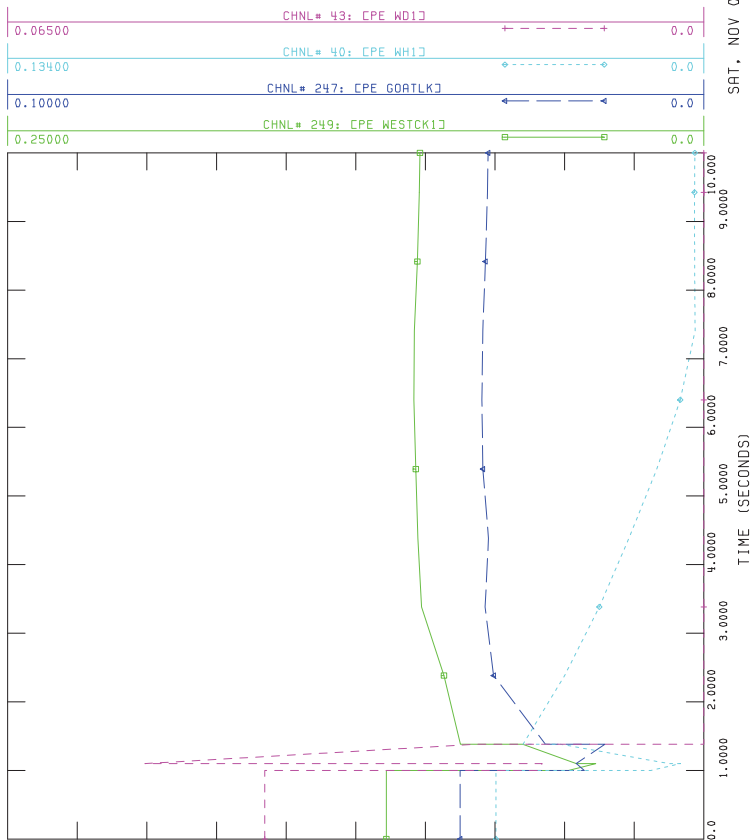
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WHITEHORSE SKAGWAY
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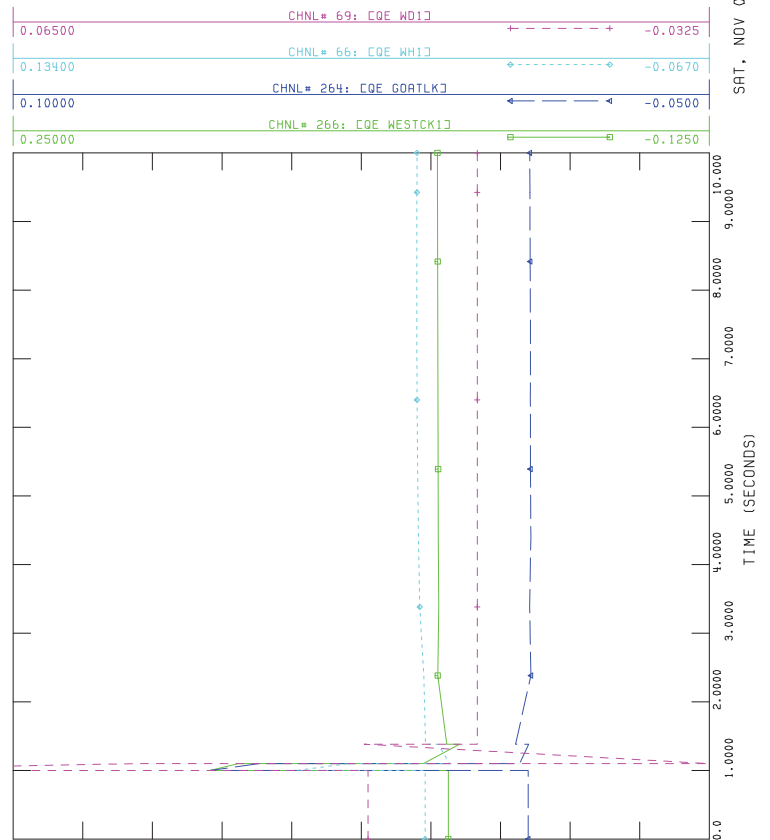
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WHITEHORSE SKAGWAY
INTERCONNECTION

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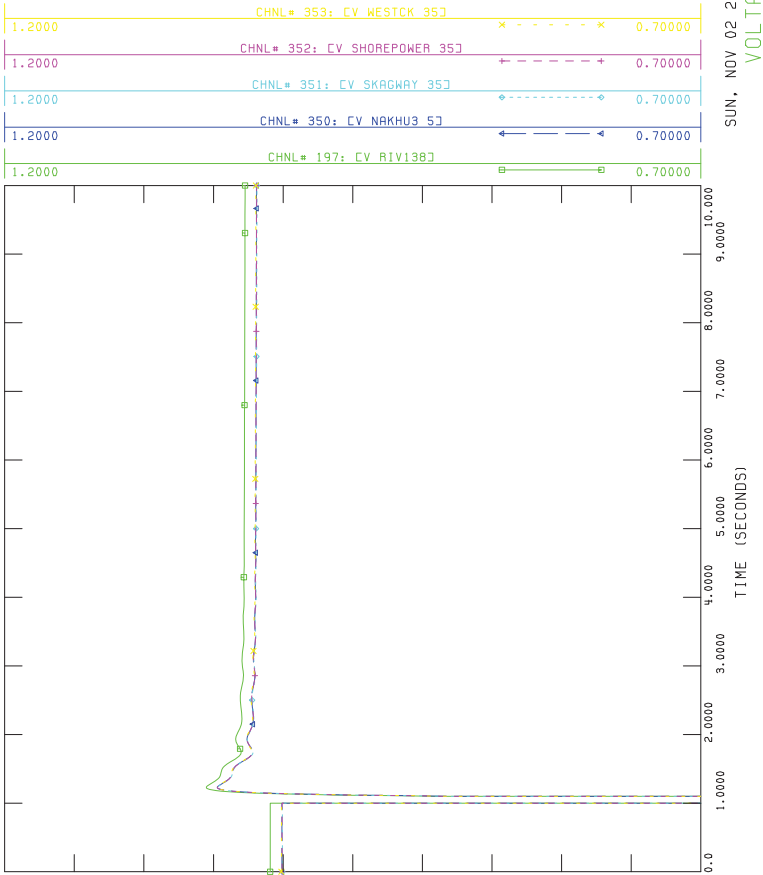
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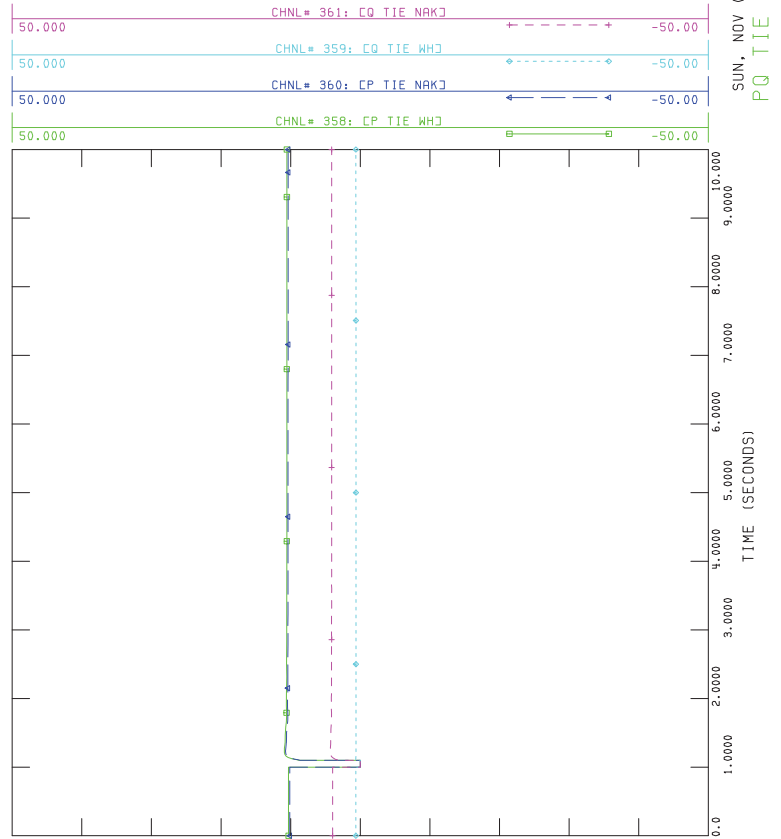
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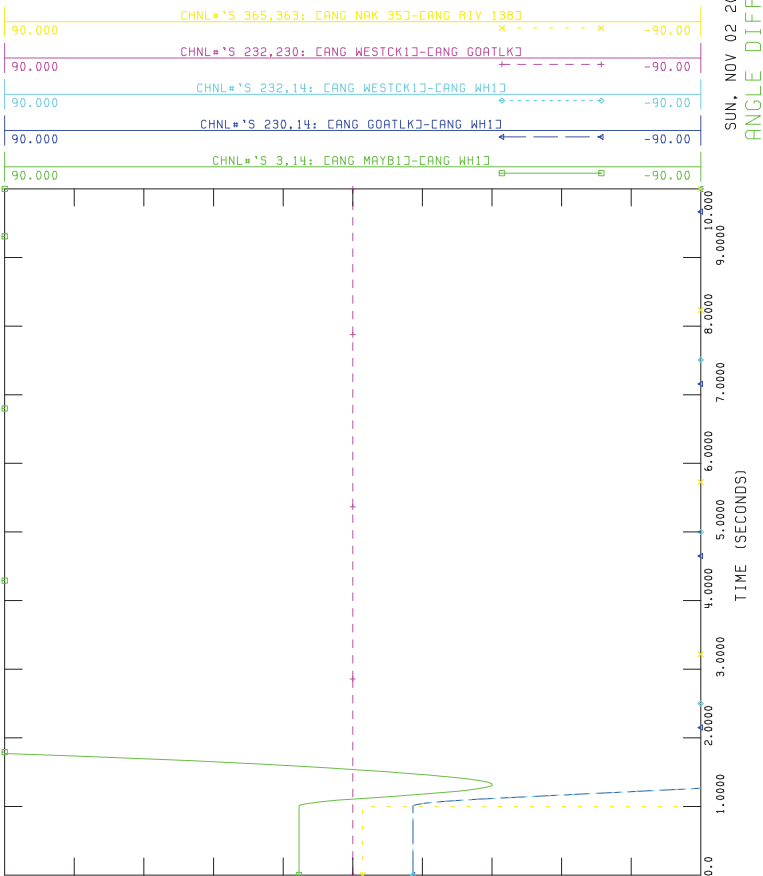
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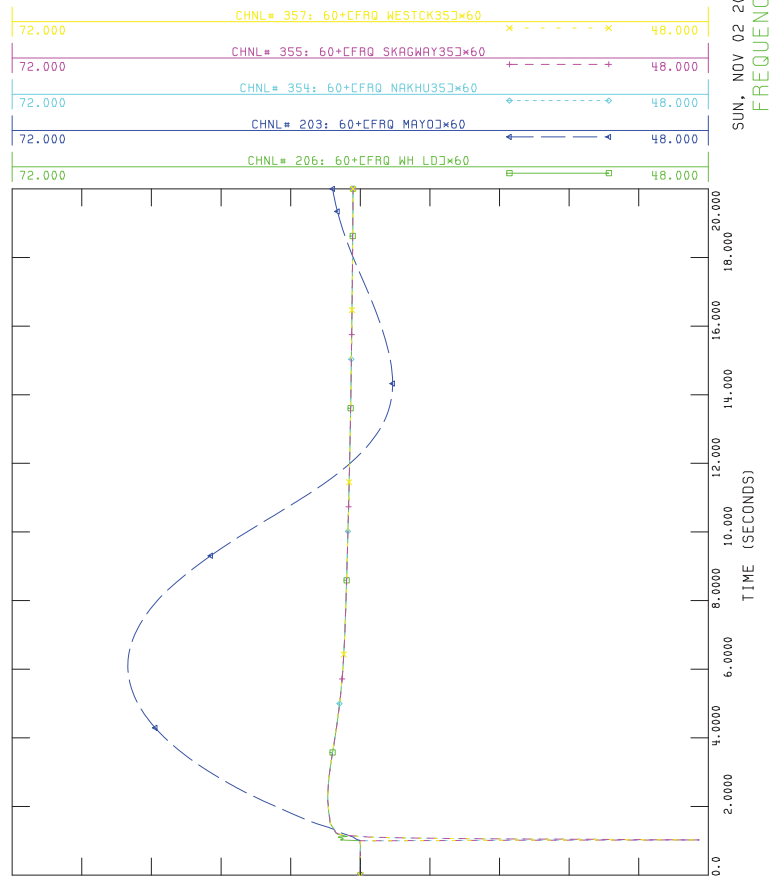
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WHITEHORSE SKAGWAY INTERCONNECTION

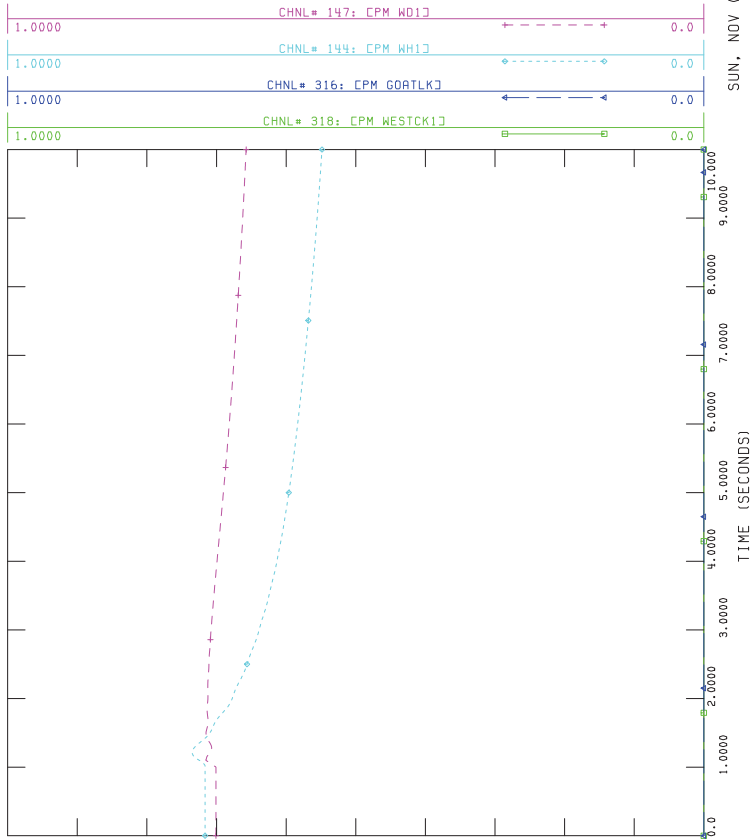
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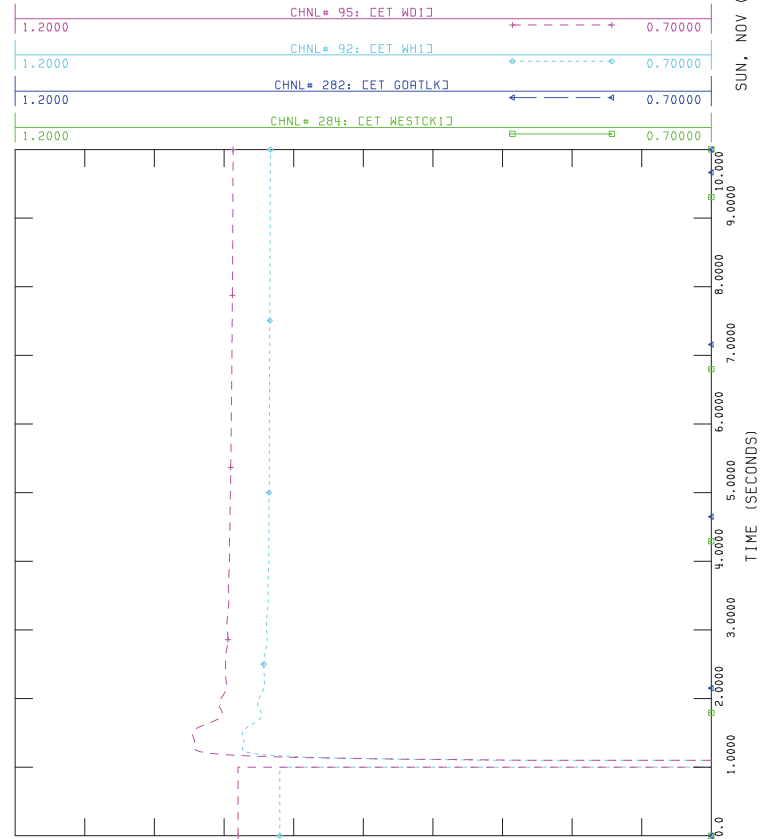
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INTERCONNECTION

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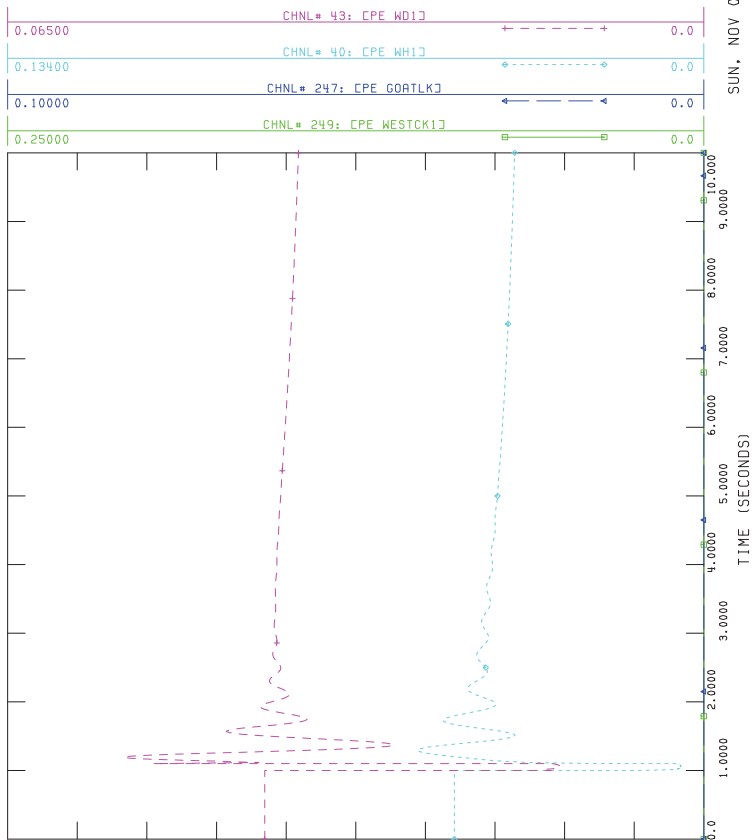
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INTERCONNECTION

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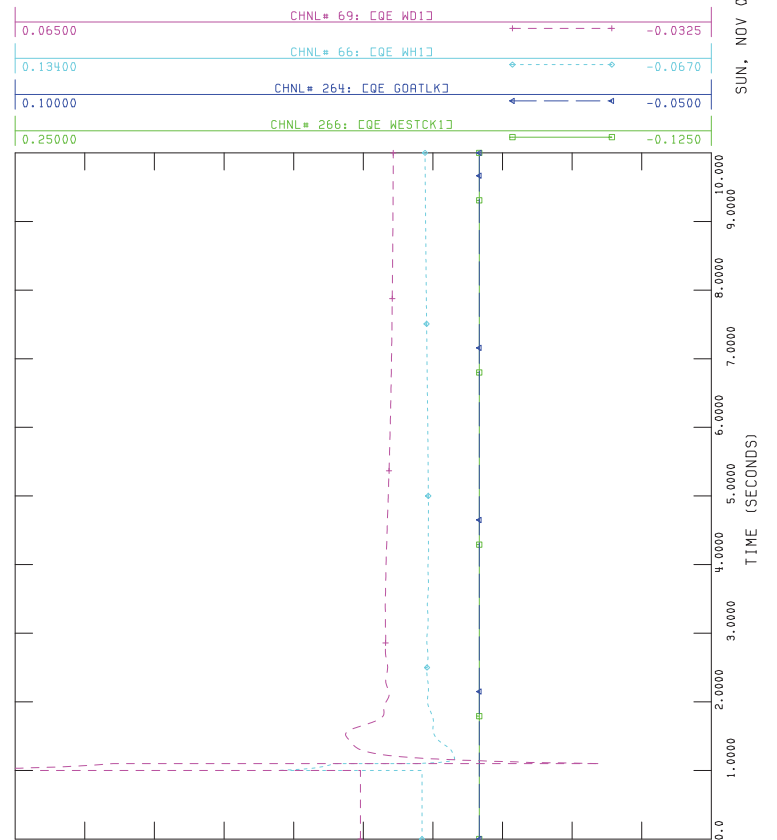
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

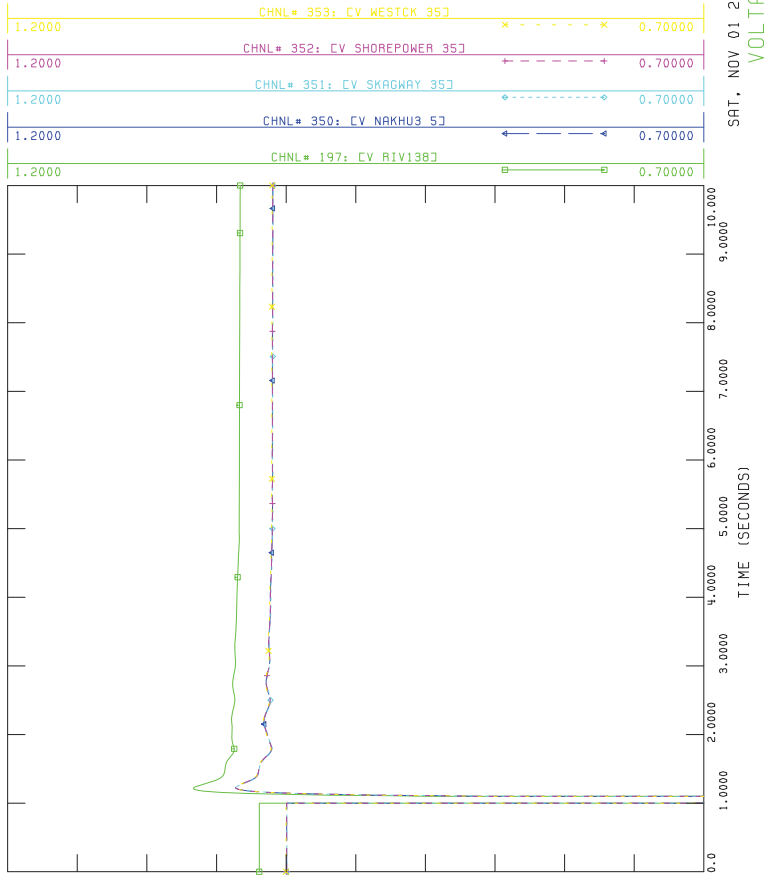
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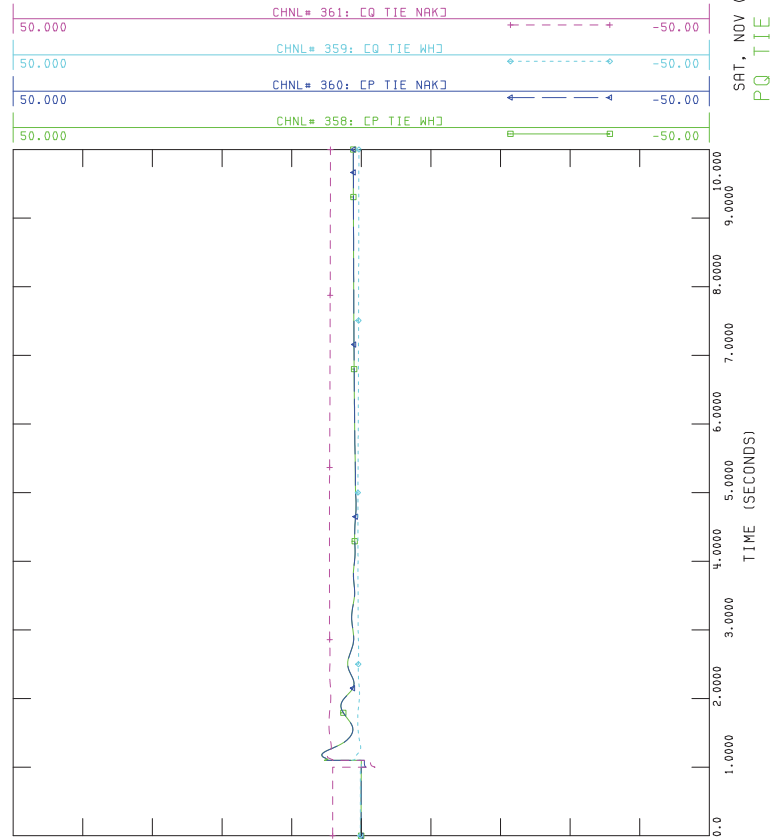
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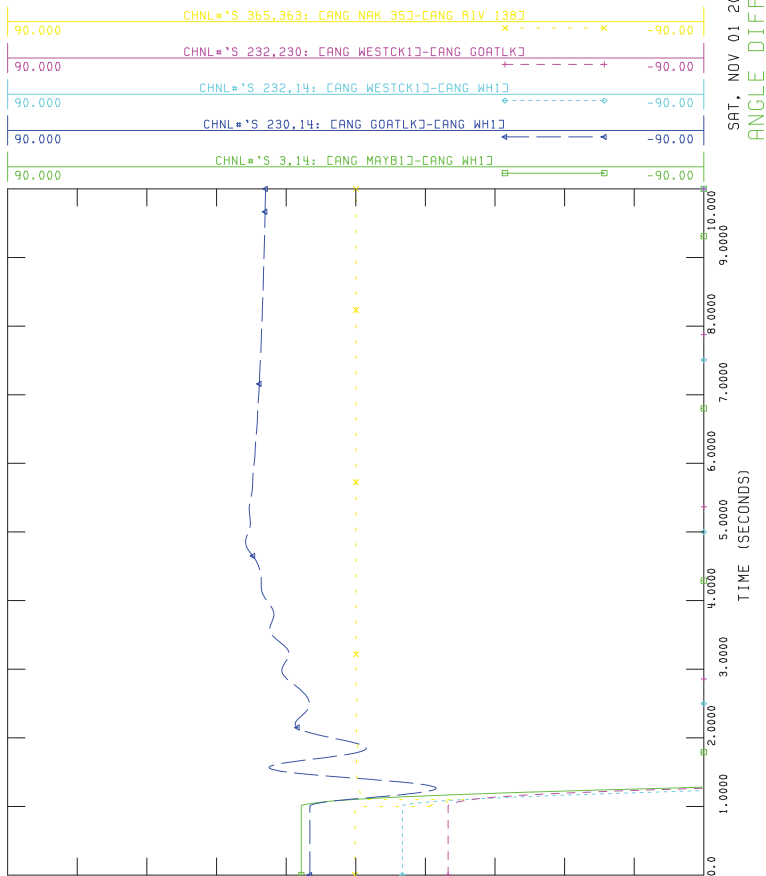
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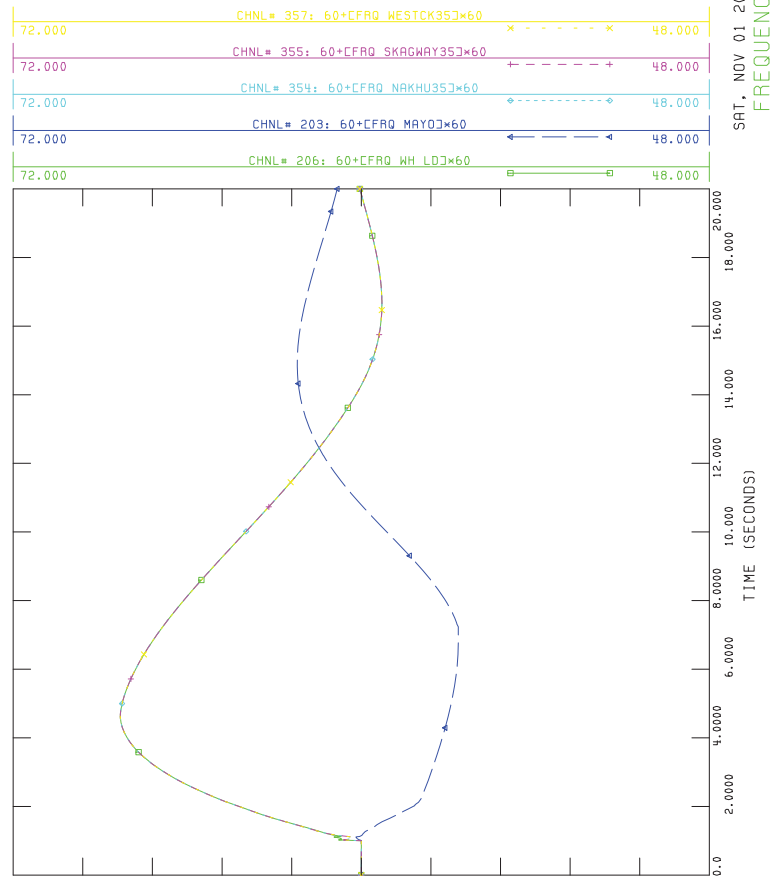
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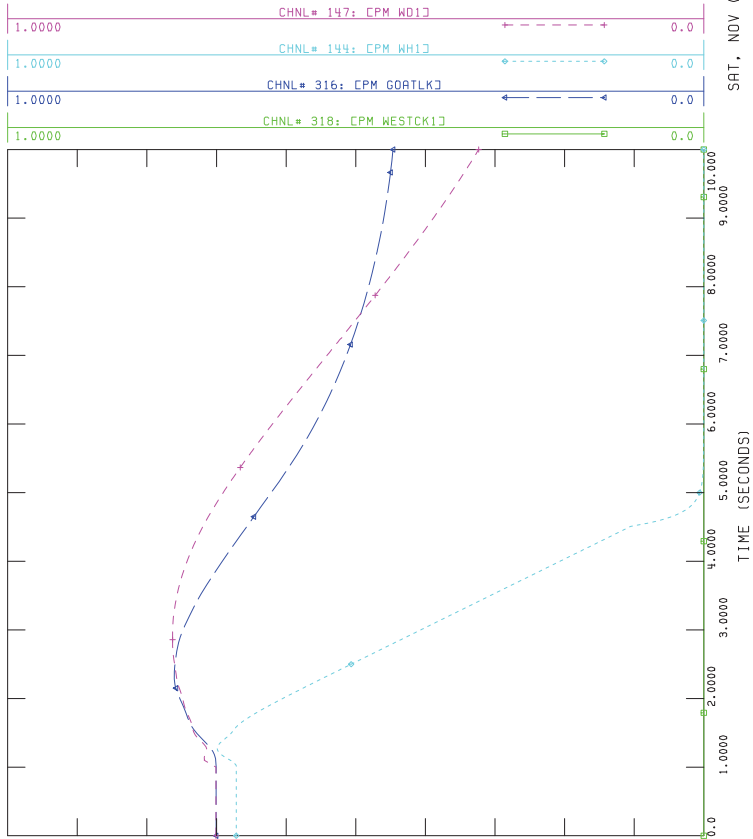
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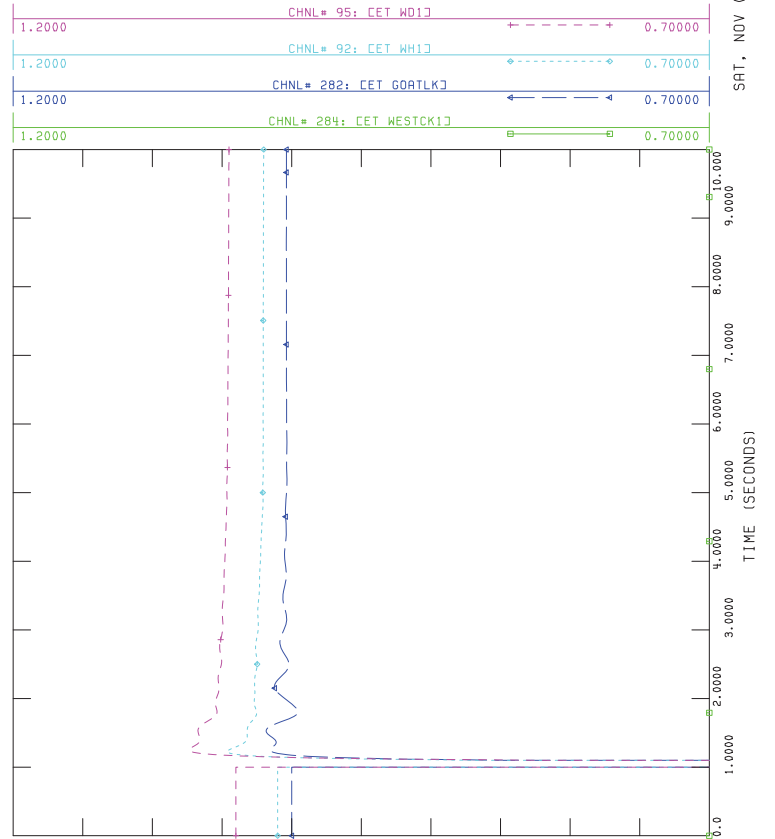
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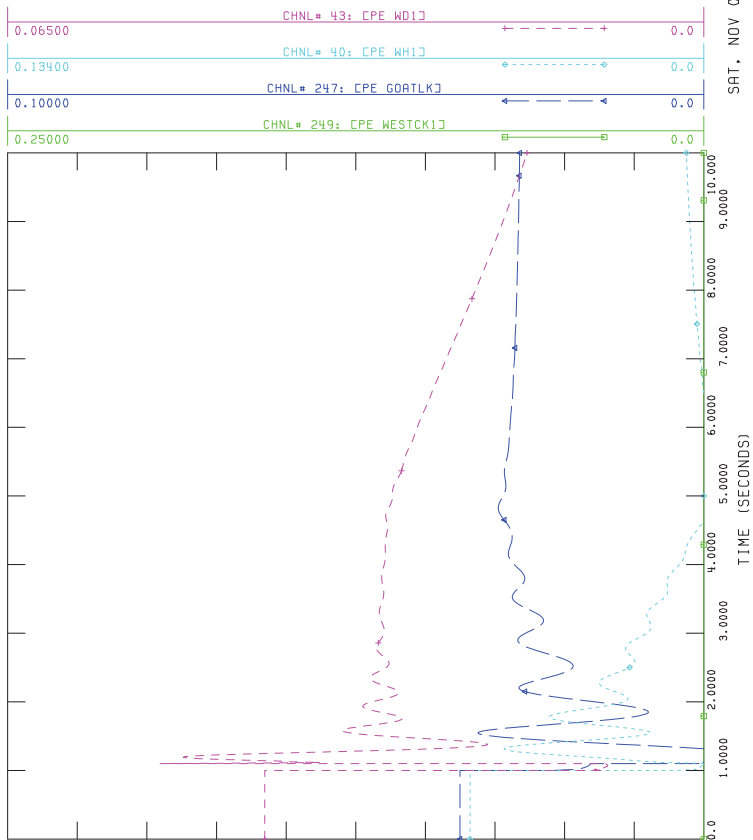
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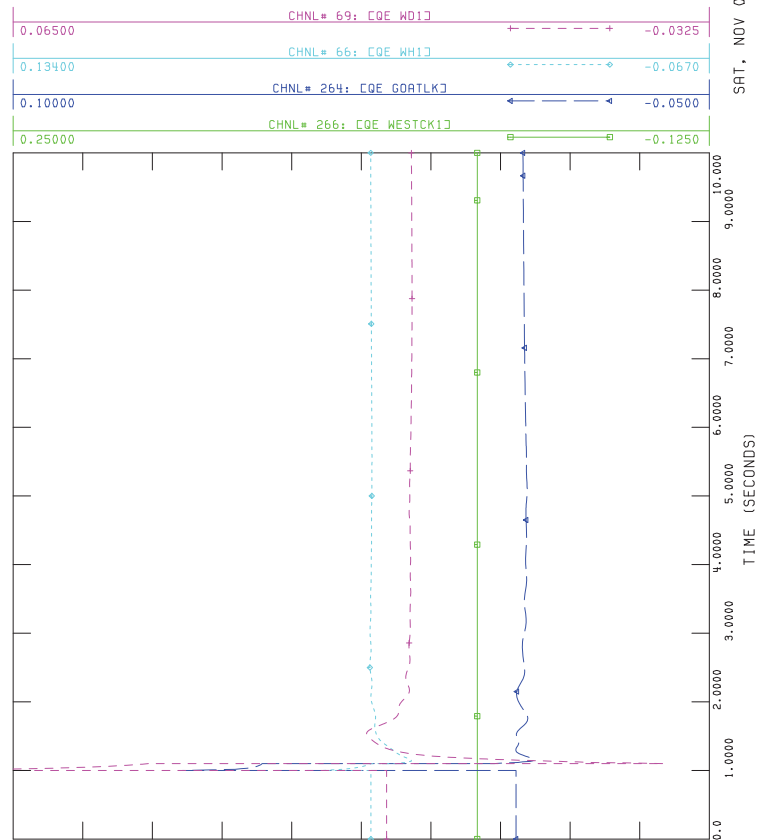
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WHITEHORSE SKAGWAY
INTERCONNECTION

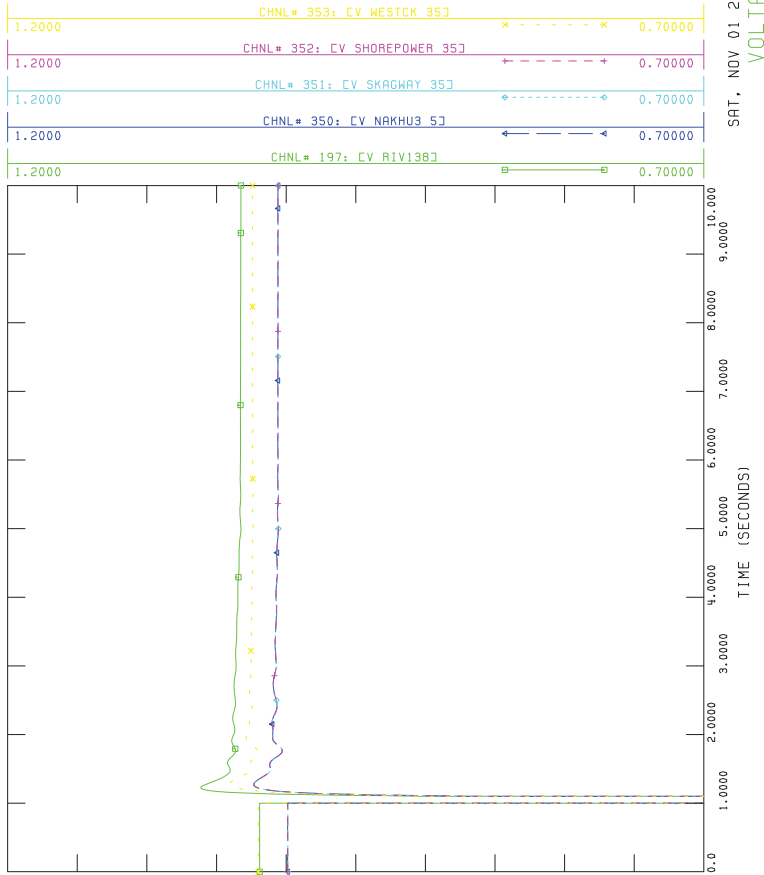
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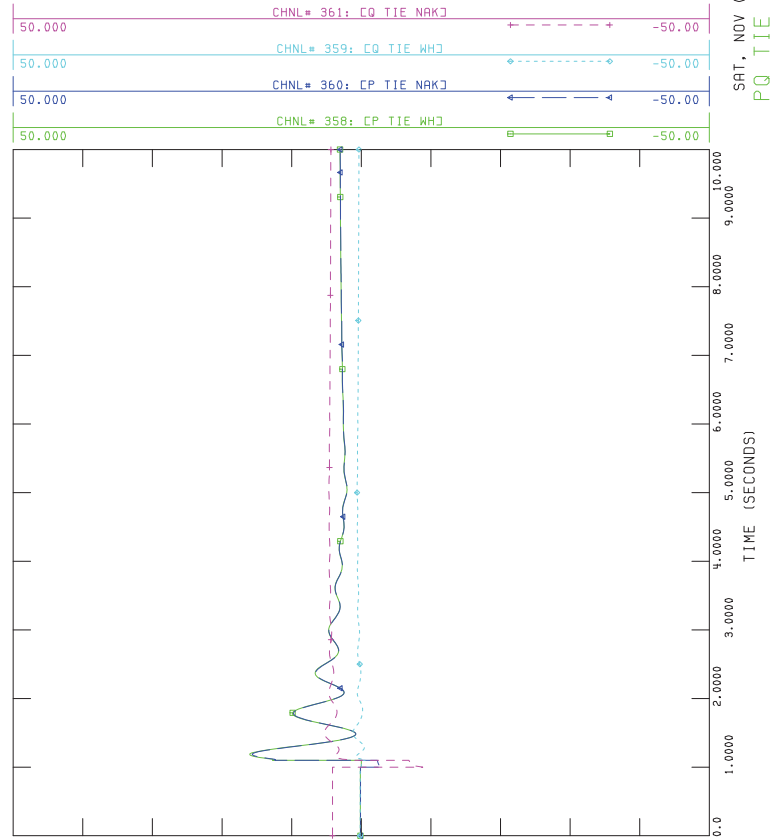
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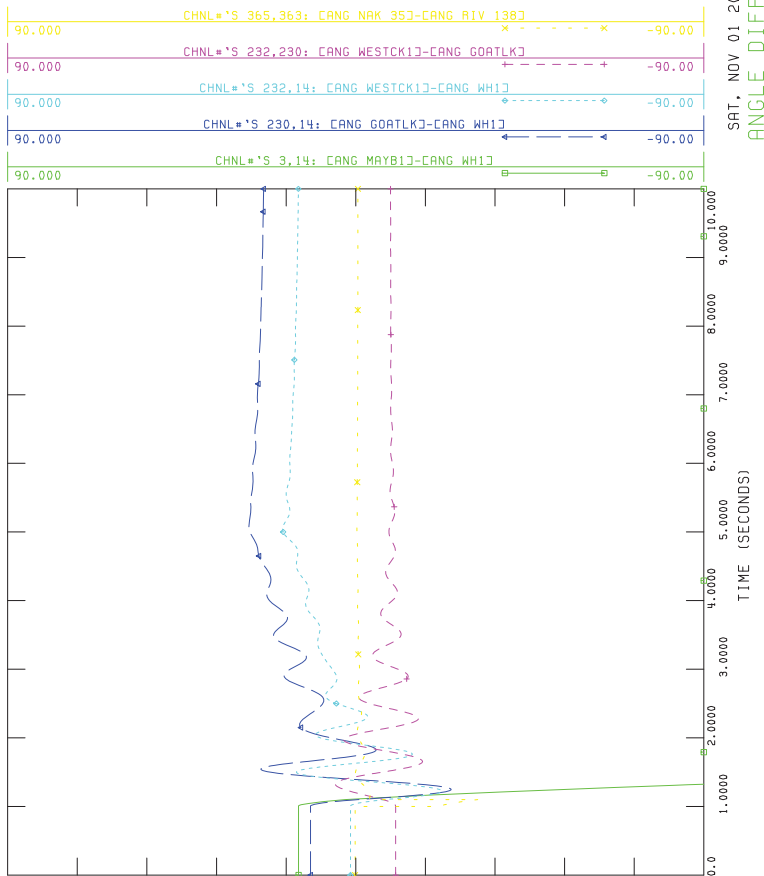
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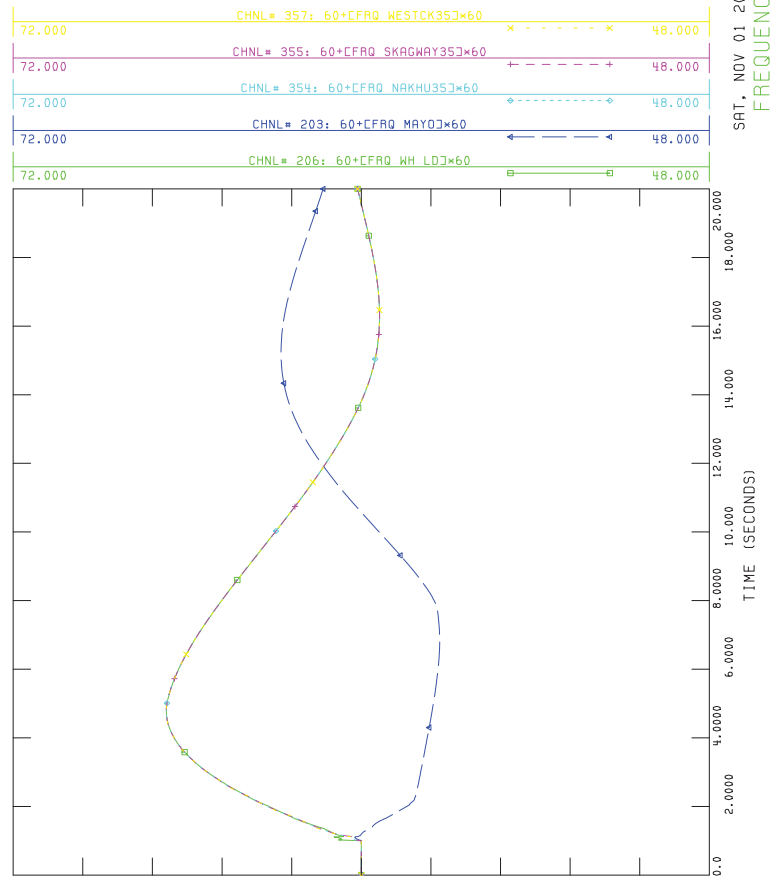
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

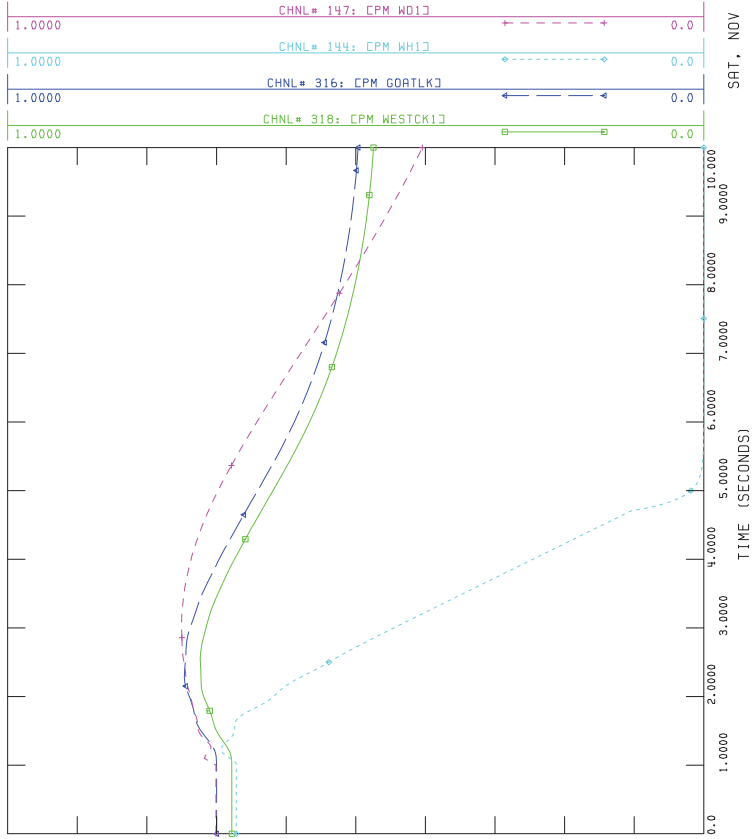
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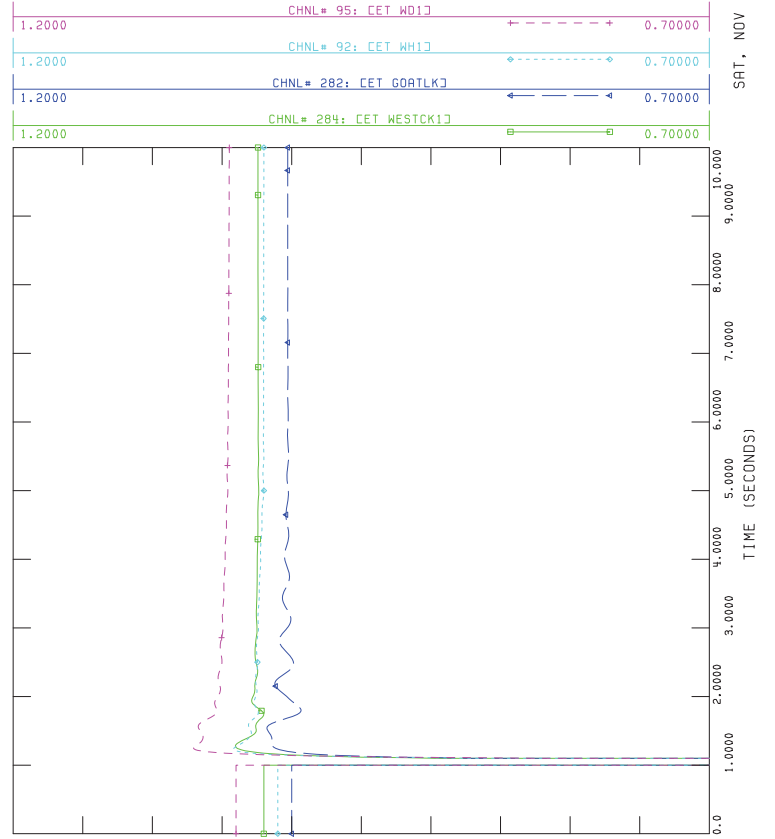
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INTERCONNECTION

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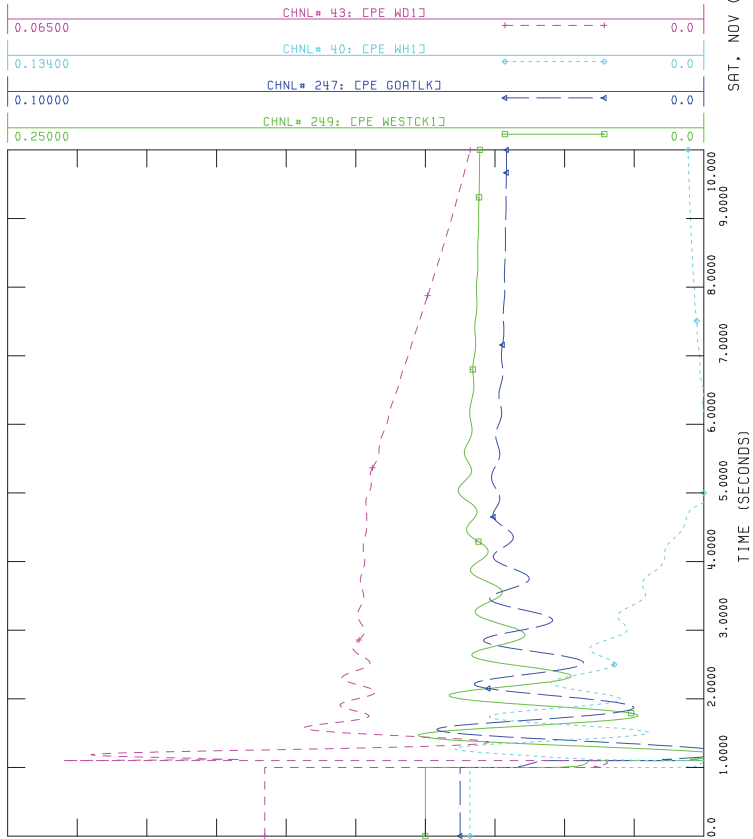
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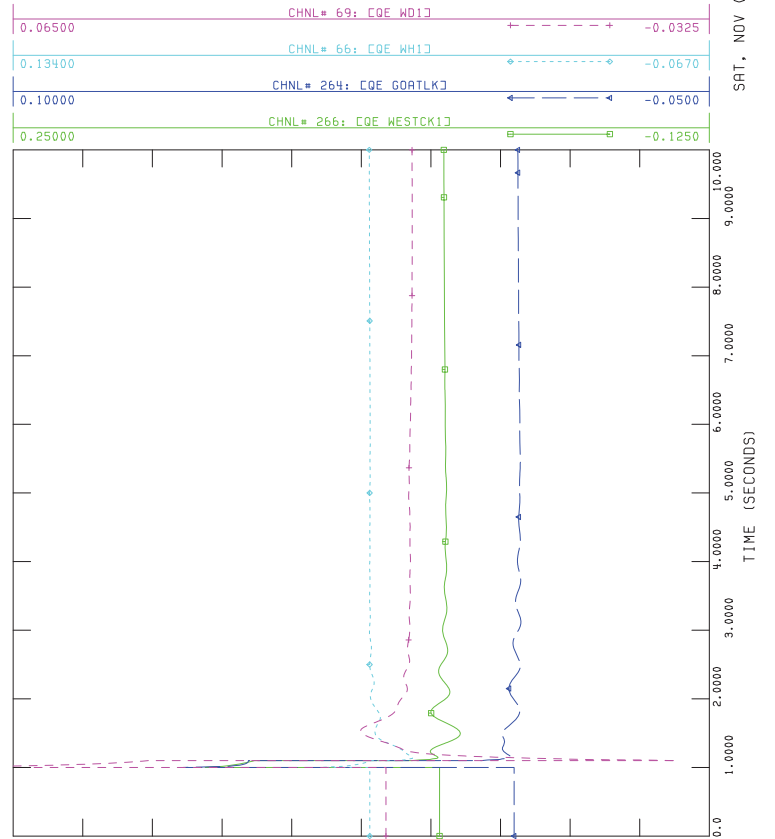
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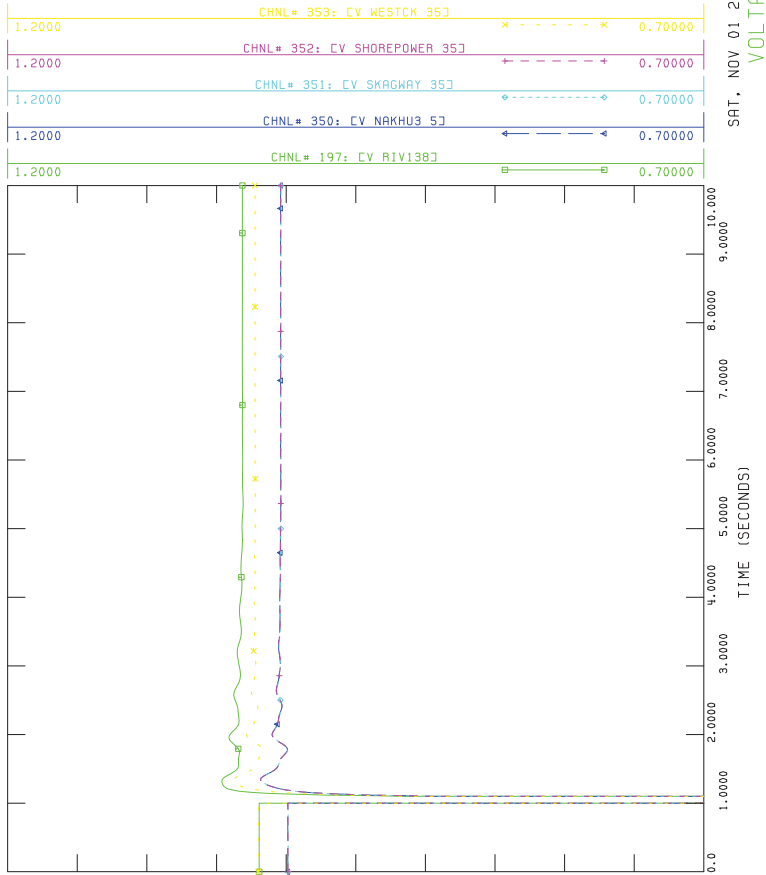
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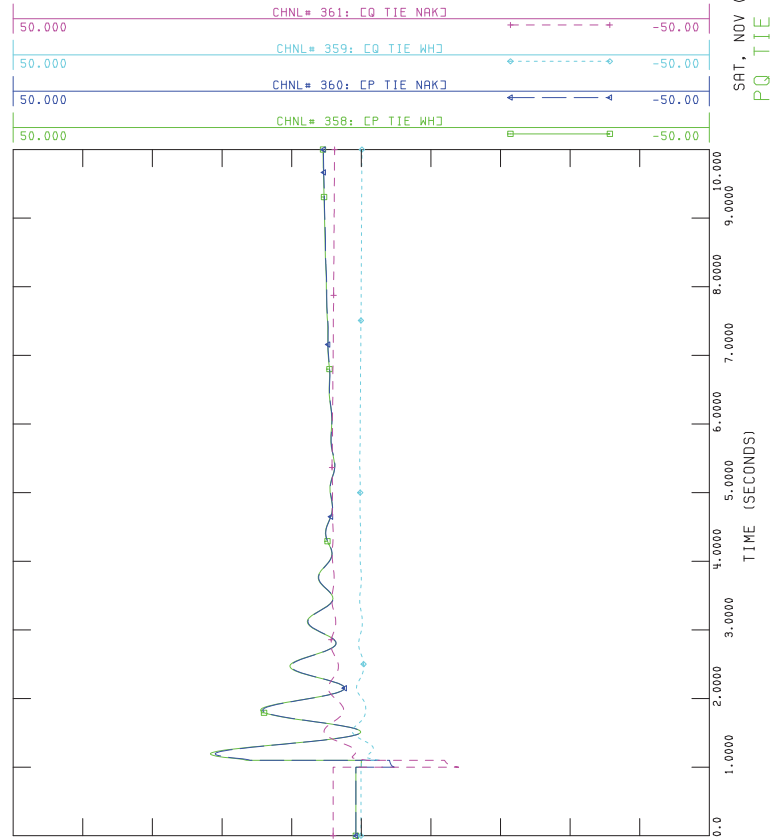
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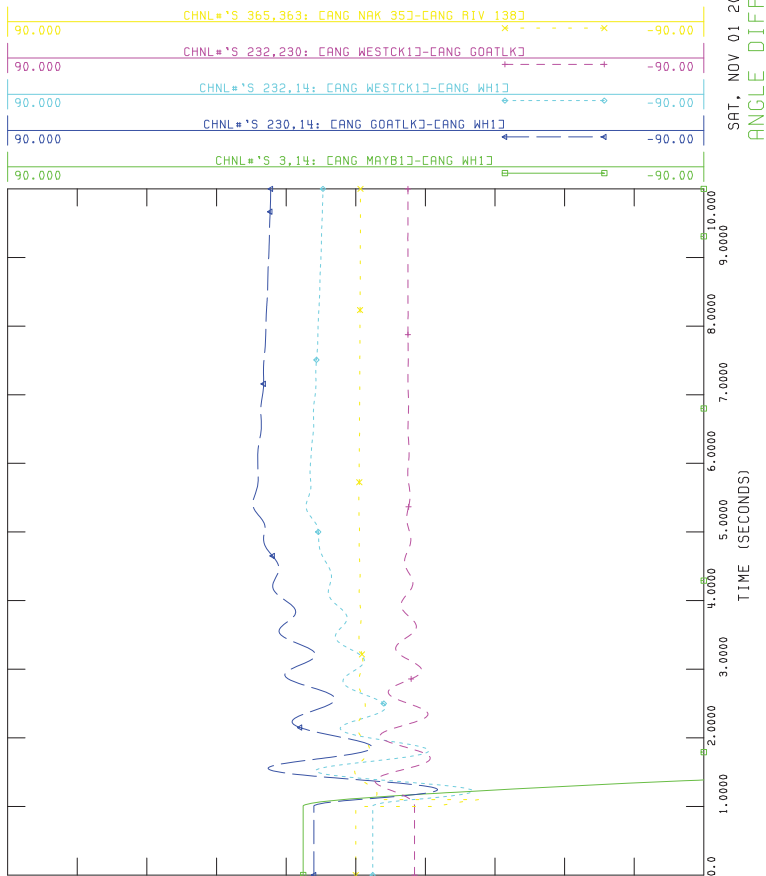
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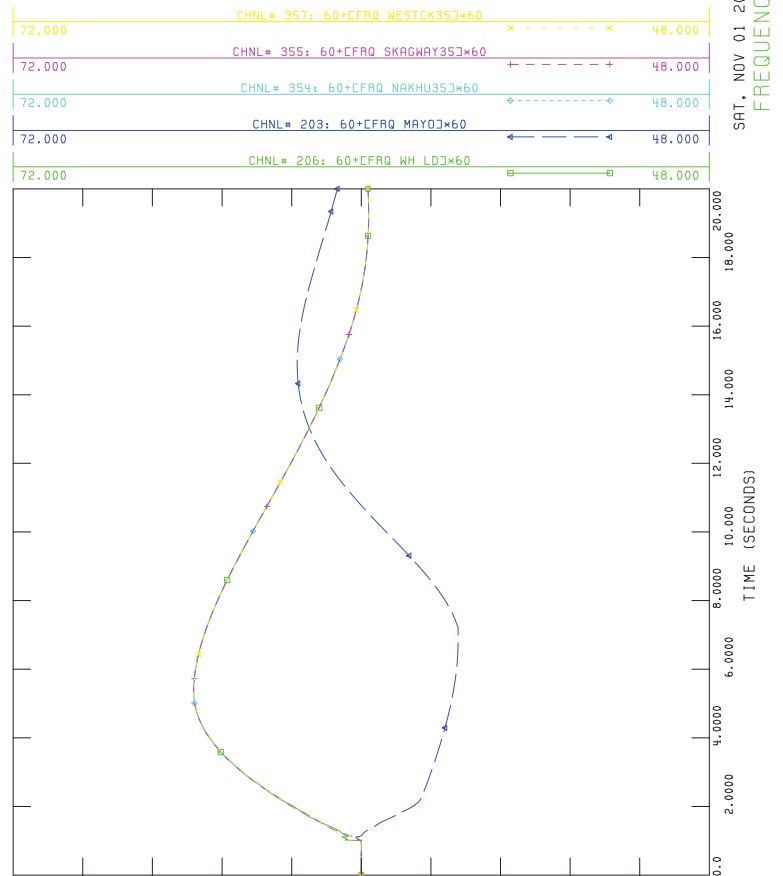
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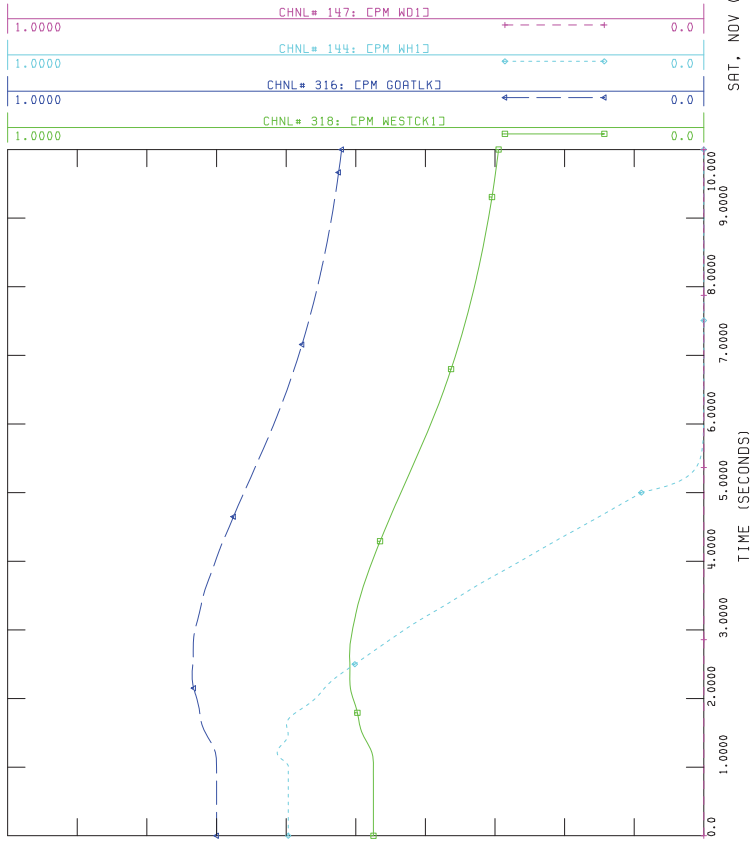
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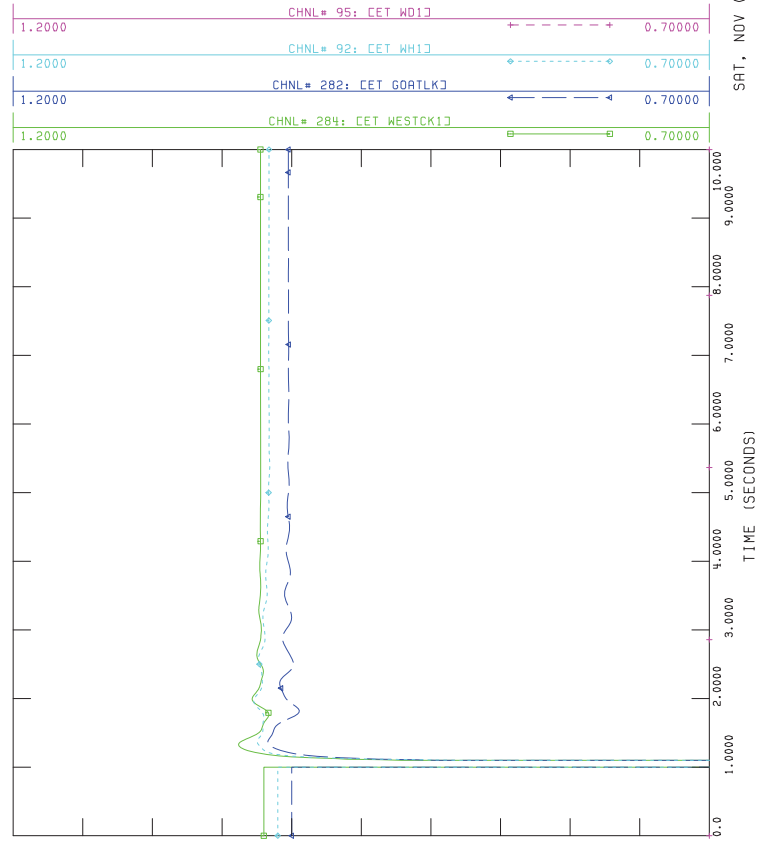
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INTERCONNECTION

FILE: EV1_.10s_Fault_WHN_S0sp14_YAchn.out



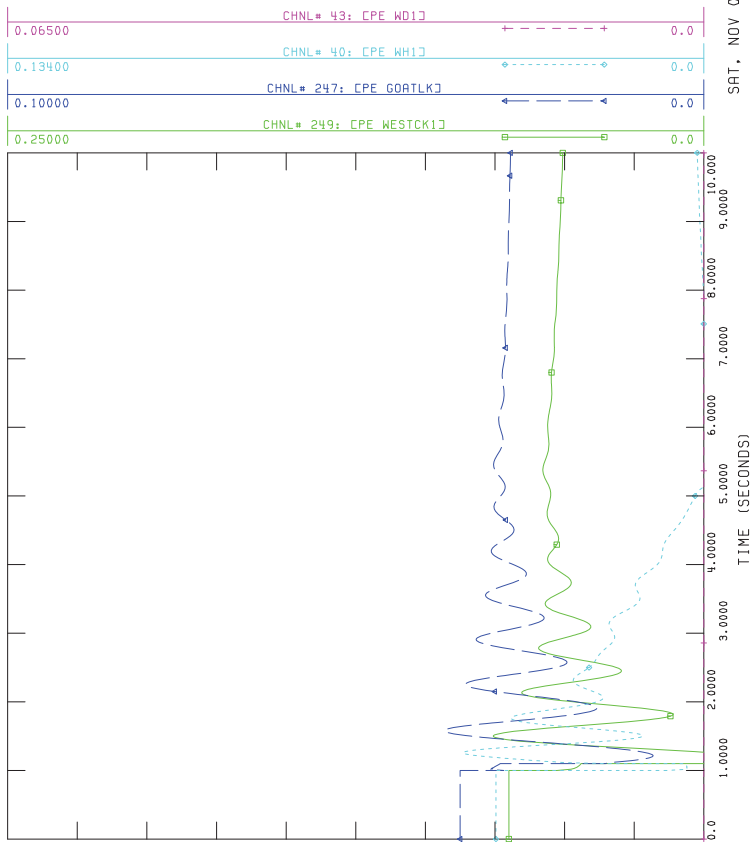
WHITEHORSE SKAGWAY
INTERCONNECTION

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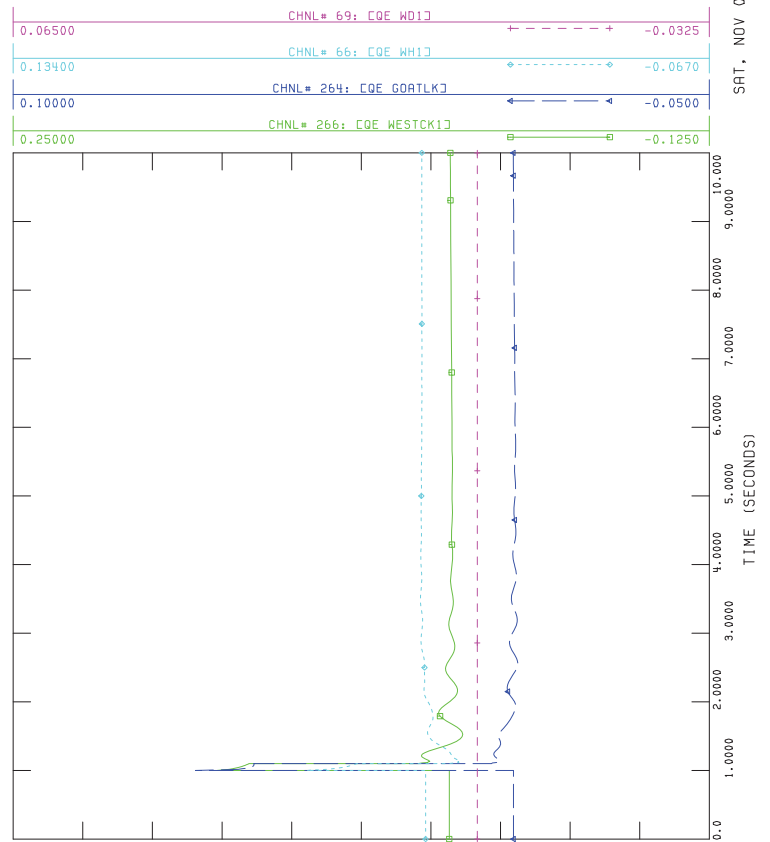
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INTERCONNECTION

FILE: EV1_.10s_Fault_WHN_S0sp14_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

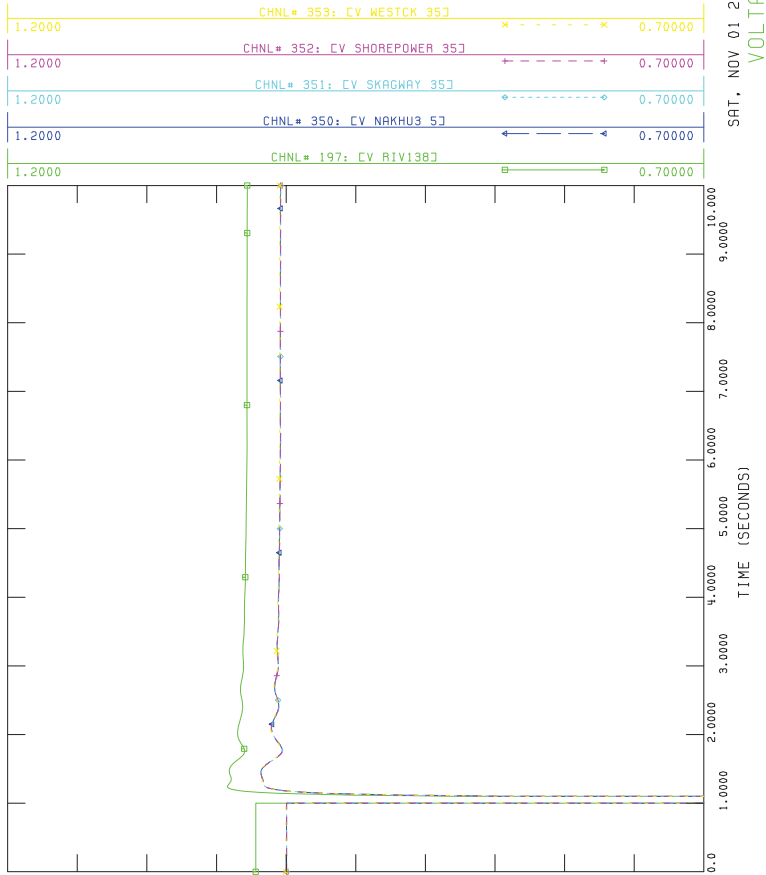
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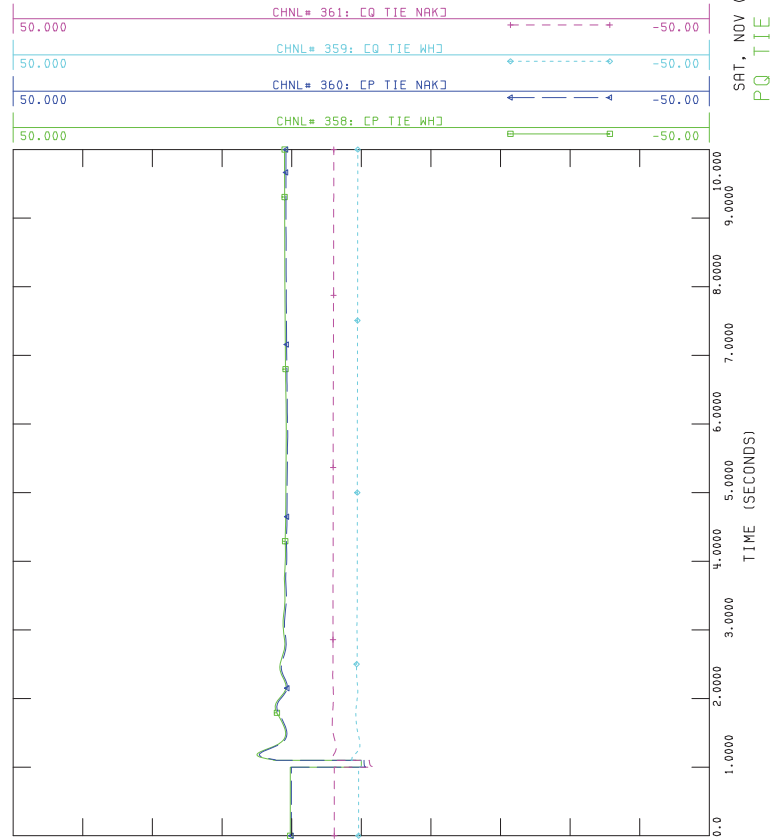
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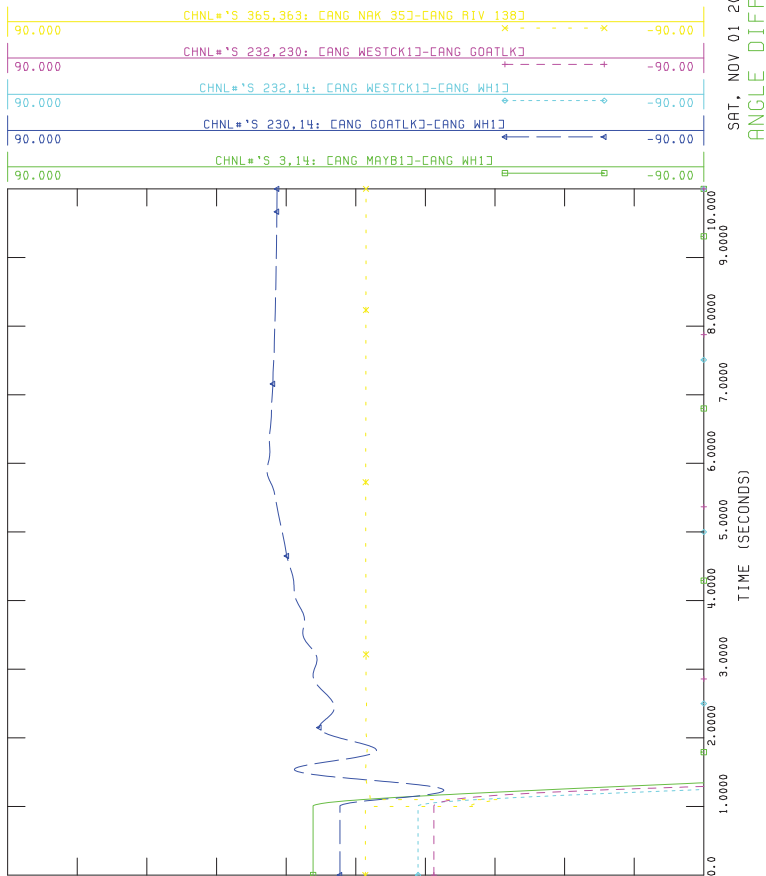
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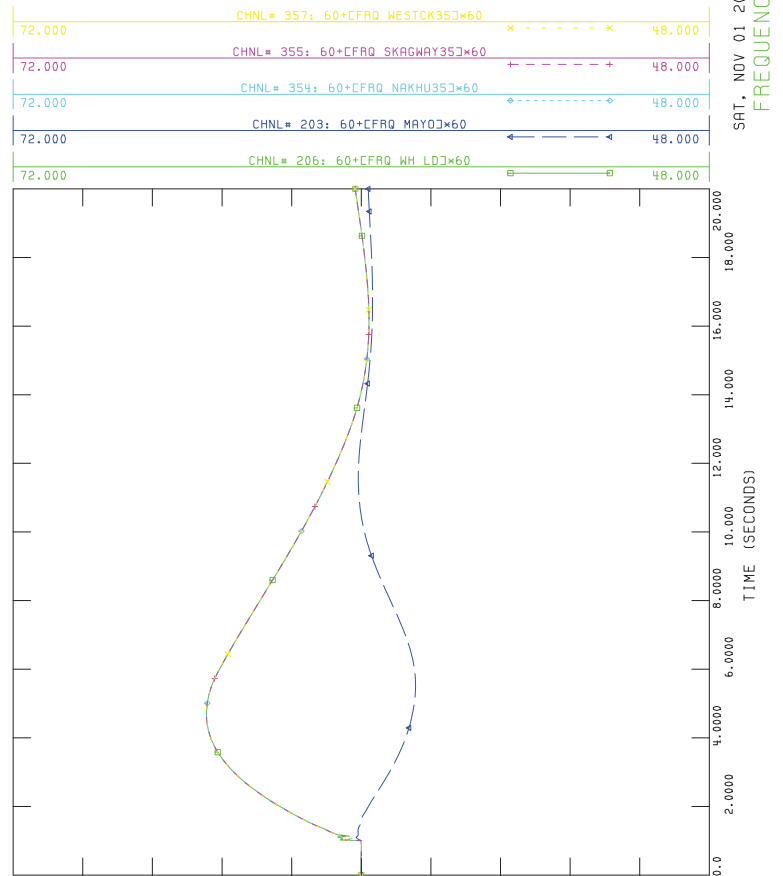
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WHITEHORSE SKAGWAY INTERCONNECTION

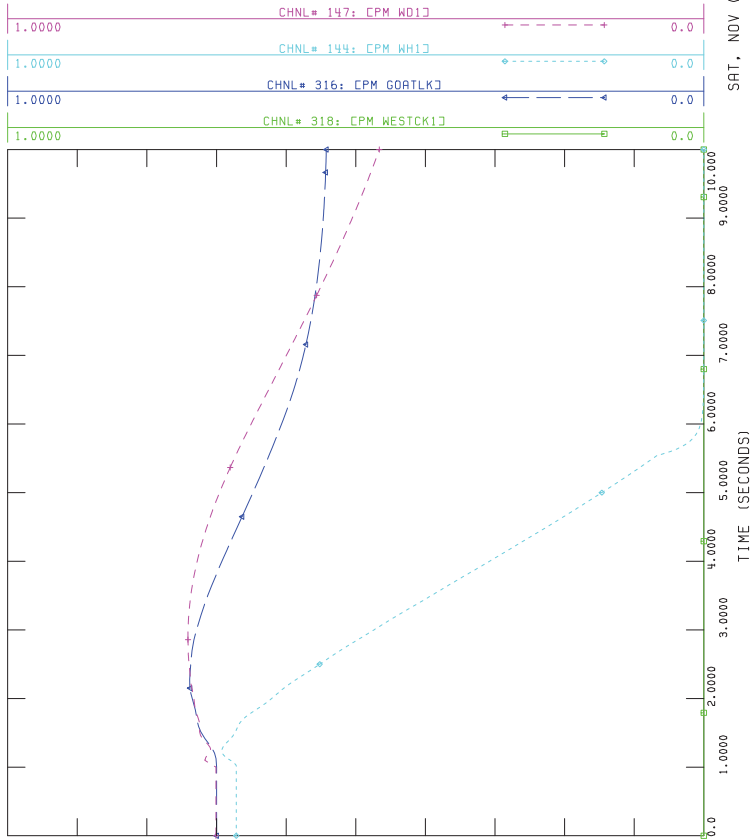
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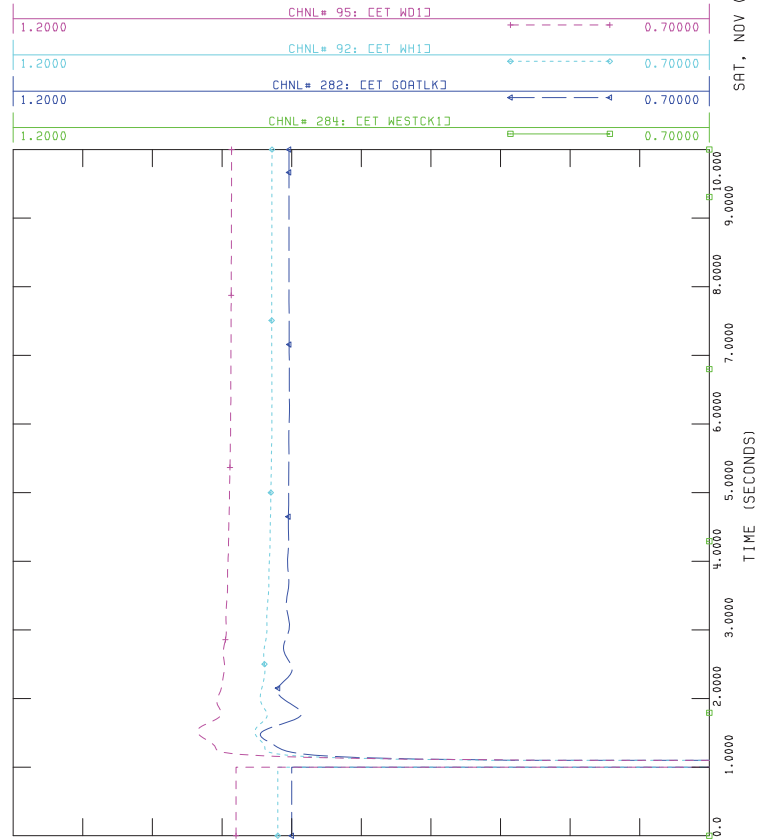
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INTERCONNECTION

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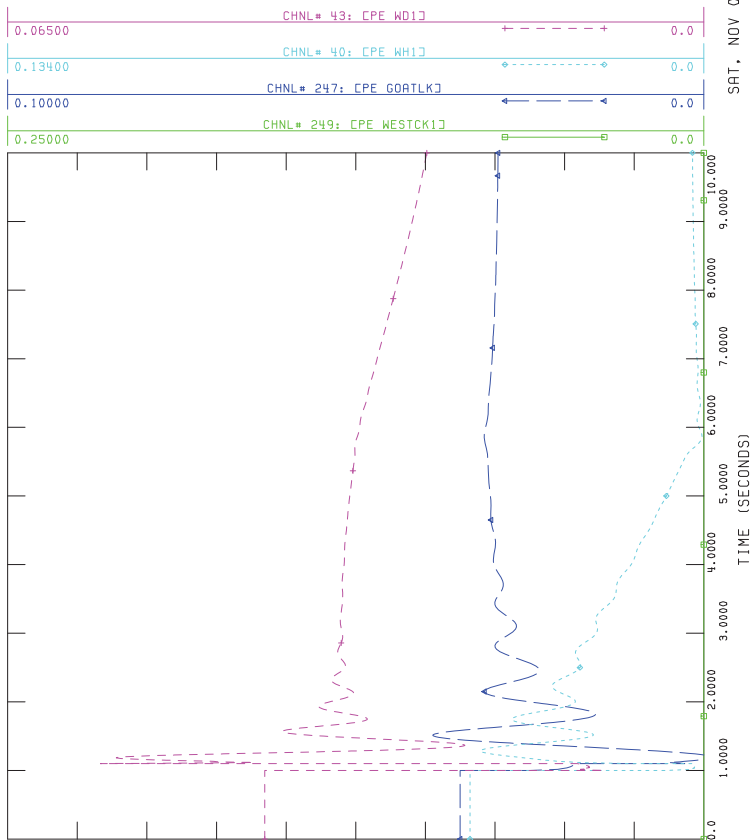
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INTERCONNECTION

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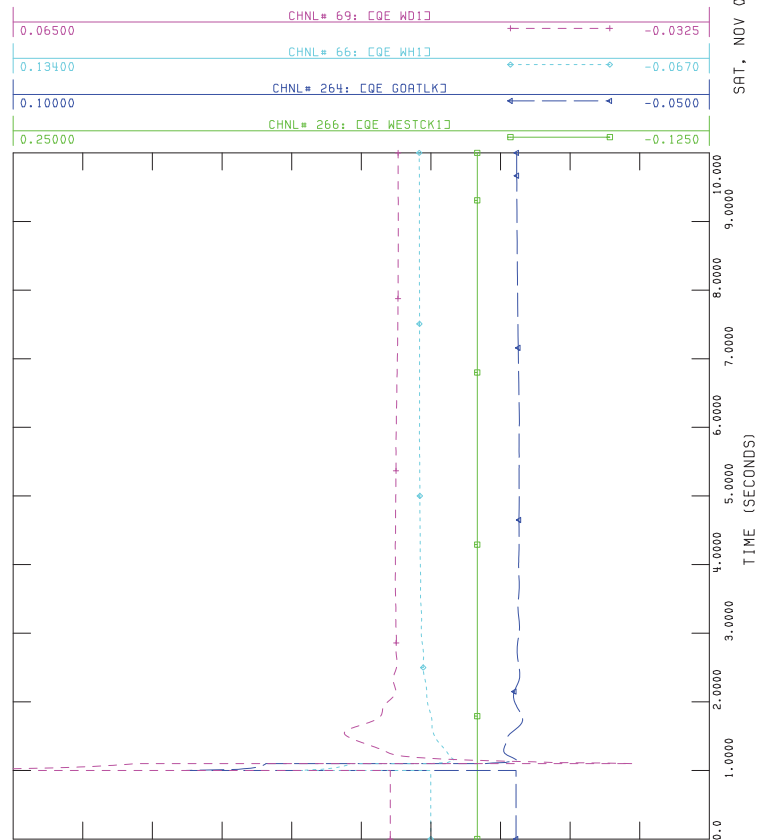
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INTERCONNECTION

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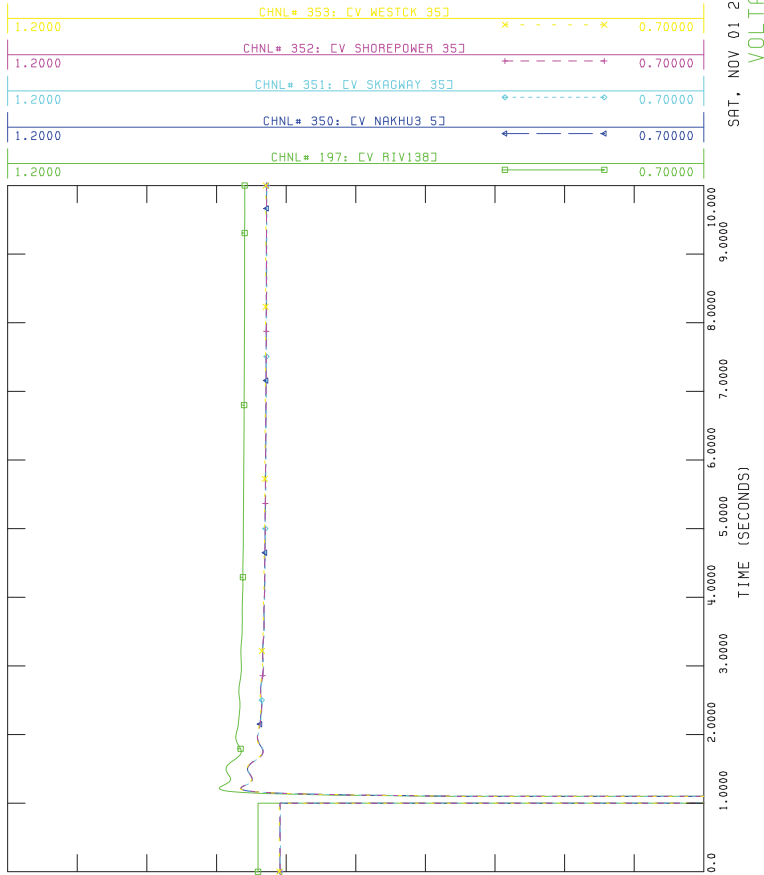
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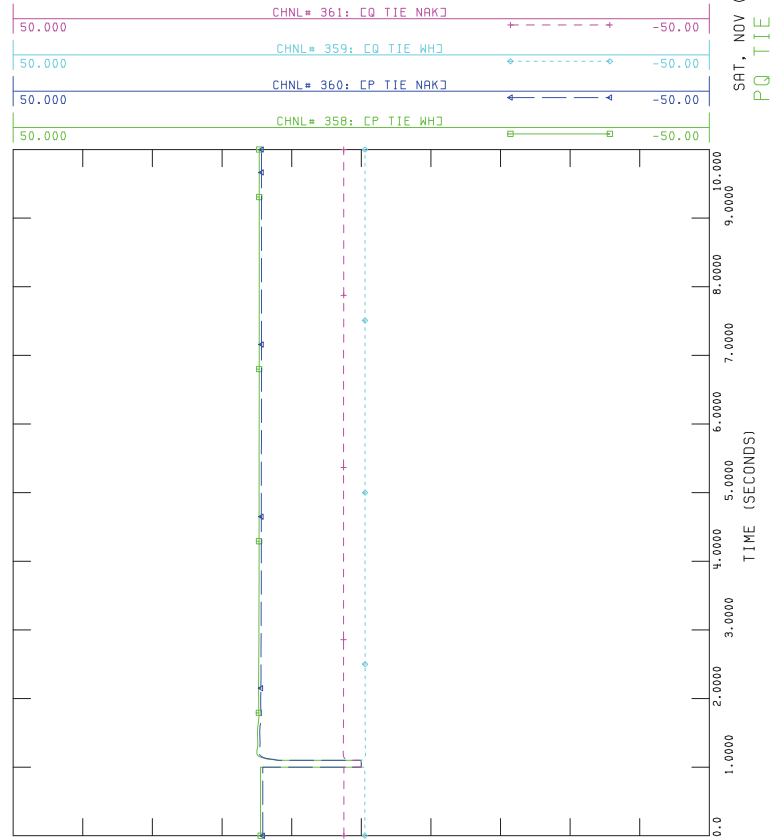
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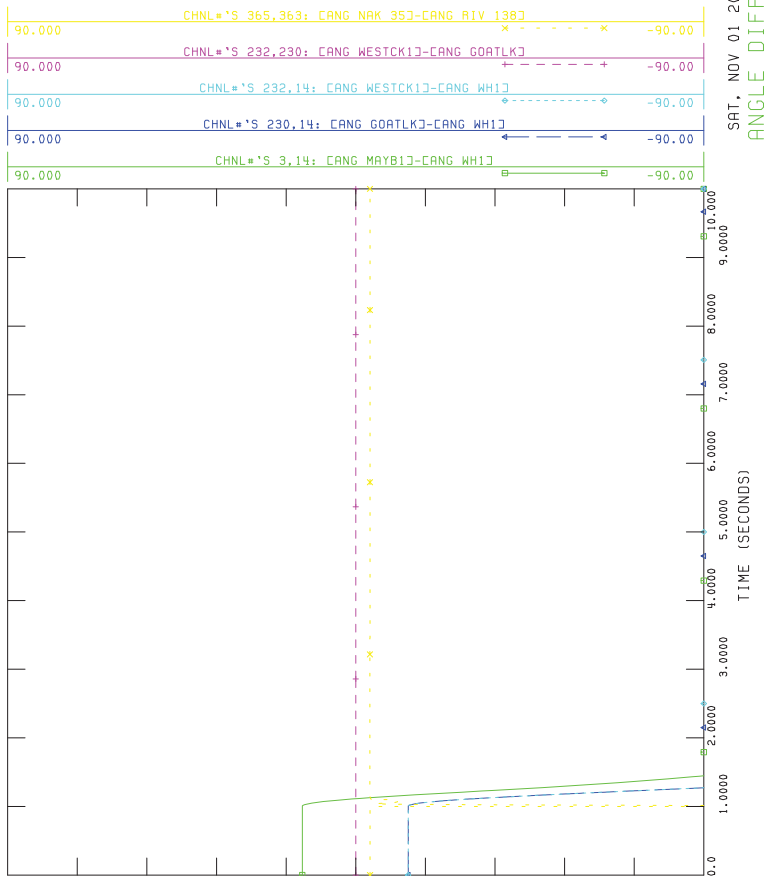
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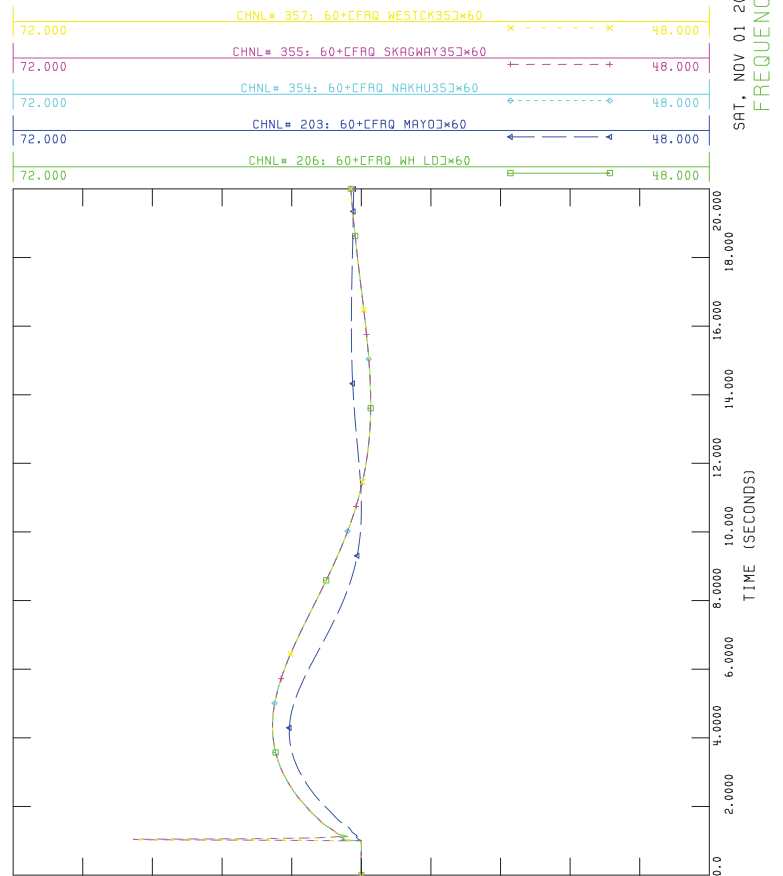
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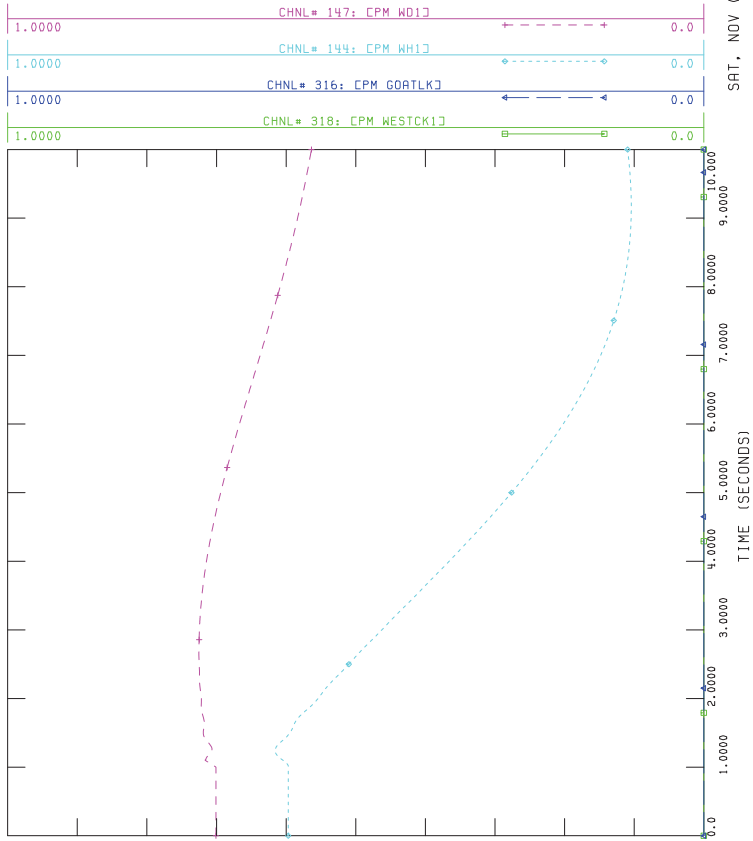
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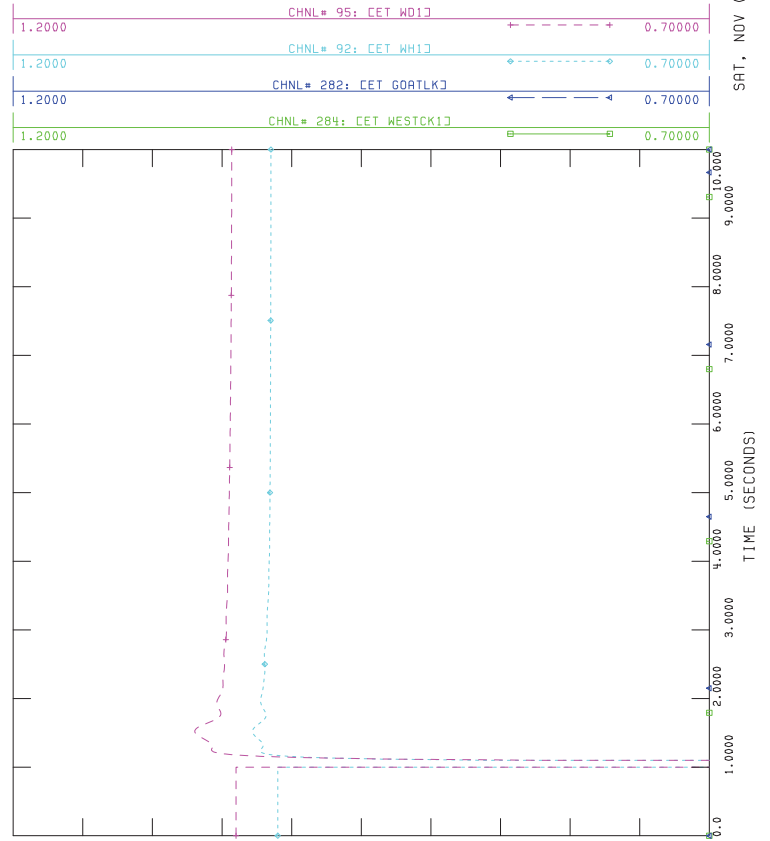
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INTERCONNECTION

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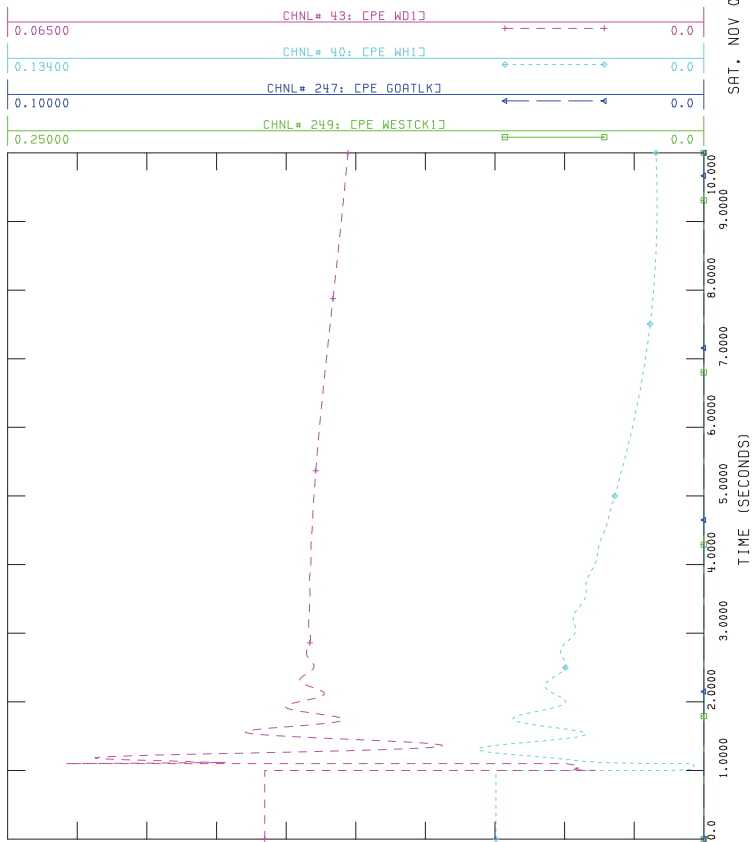
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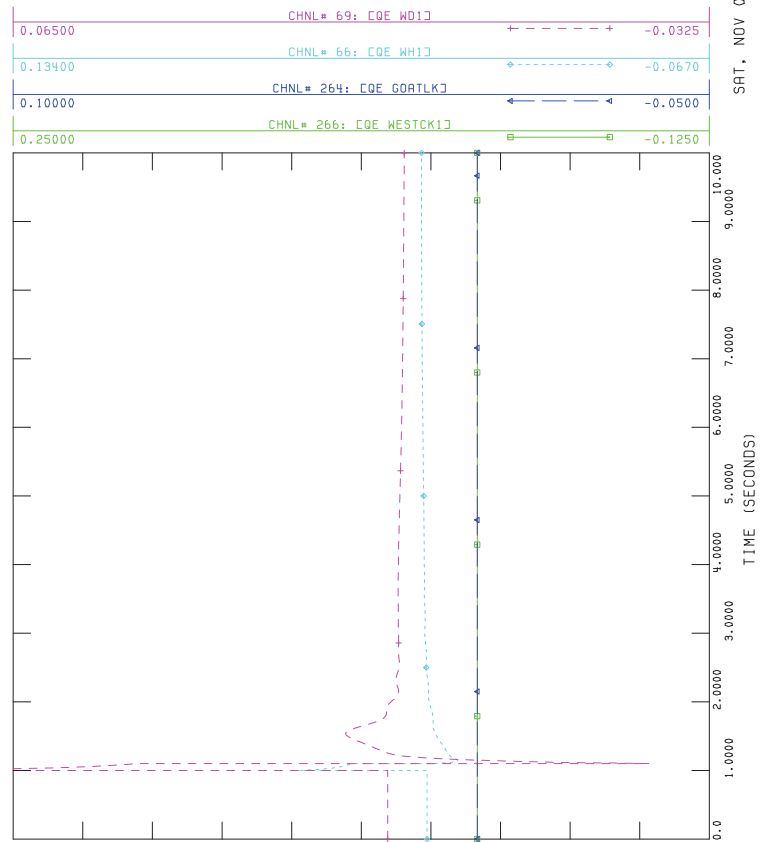
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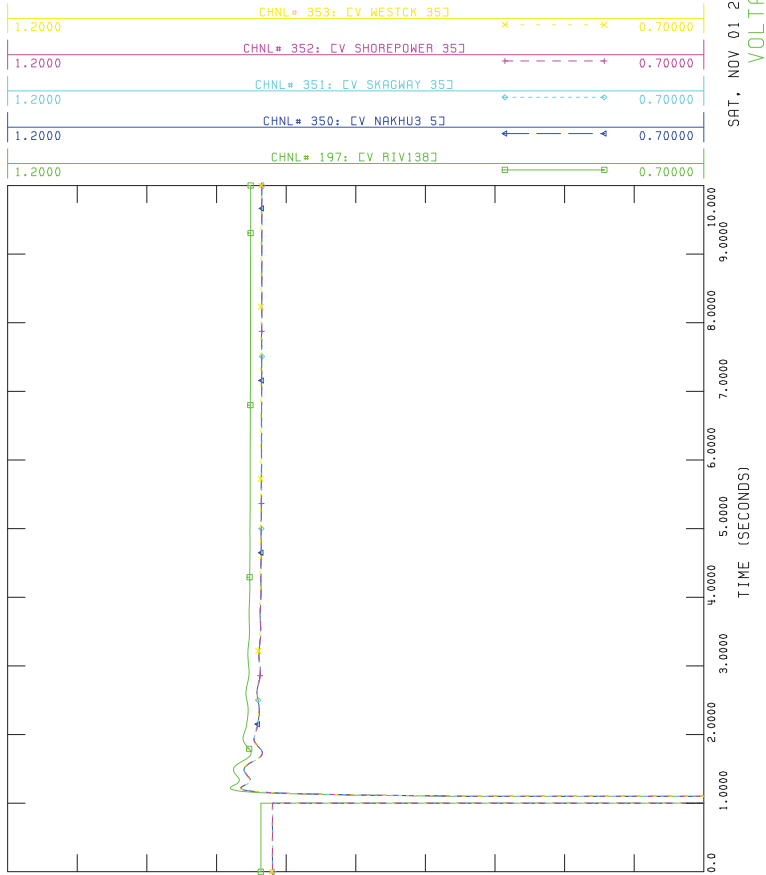
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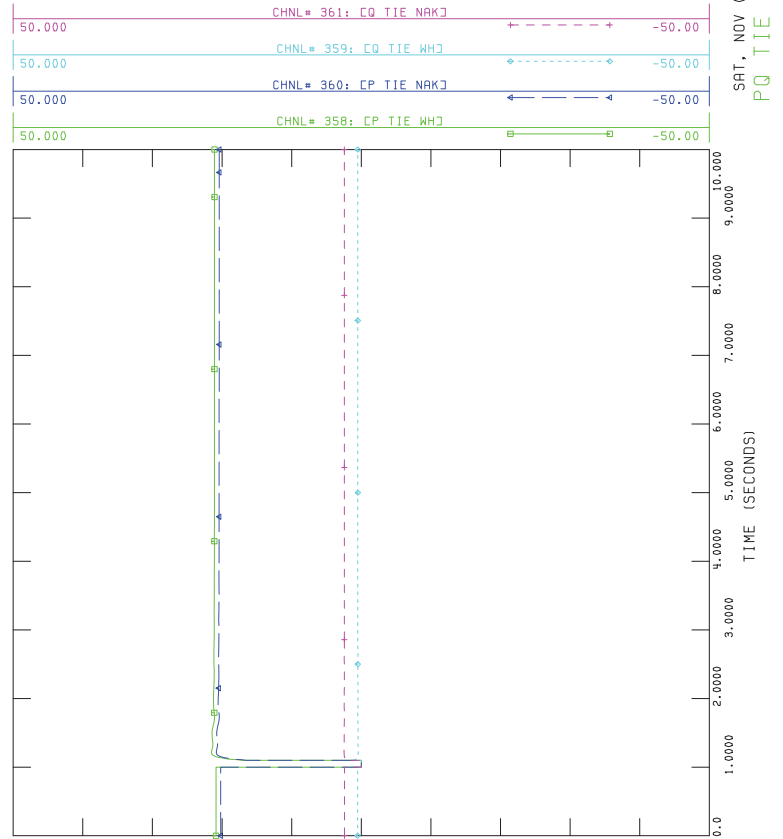
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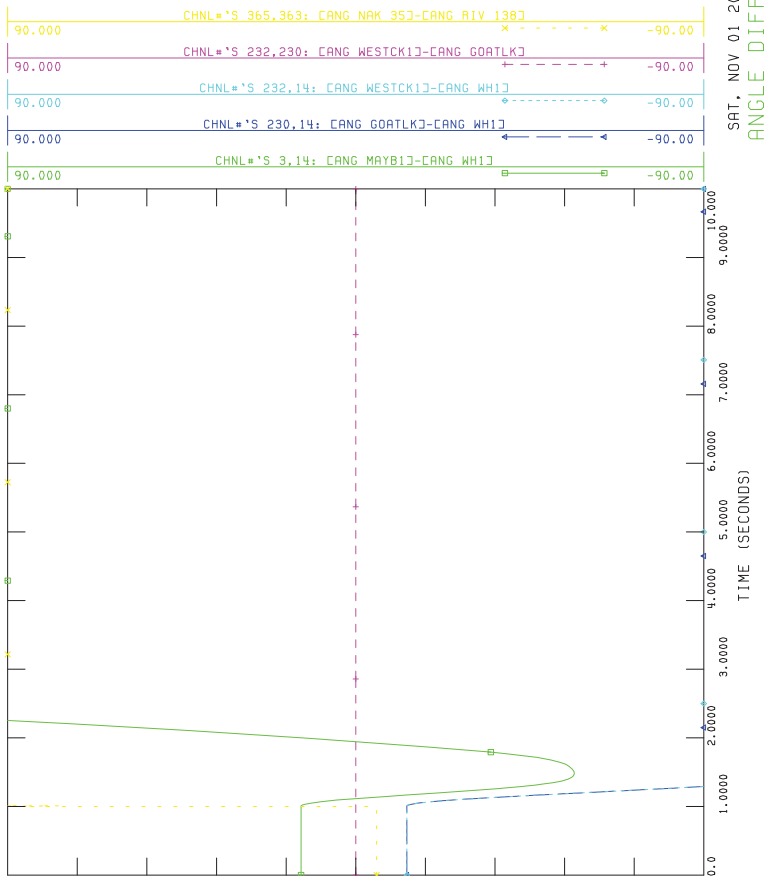
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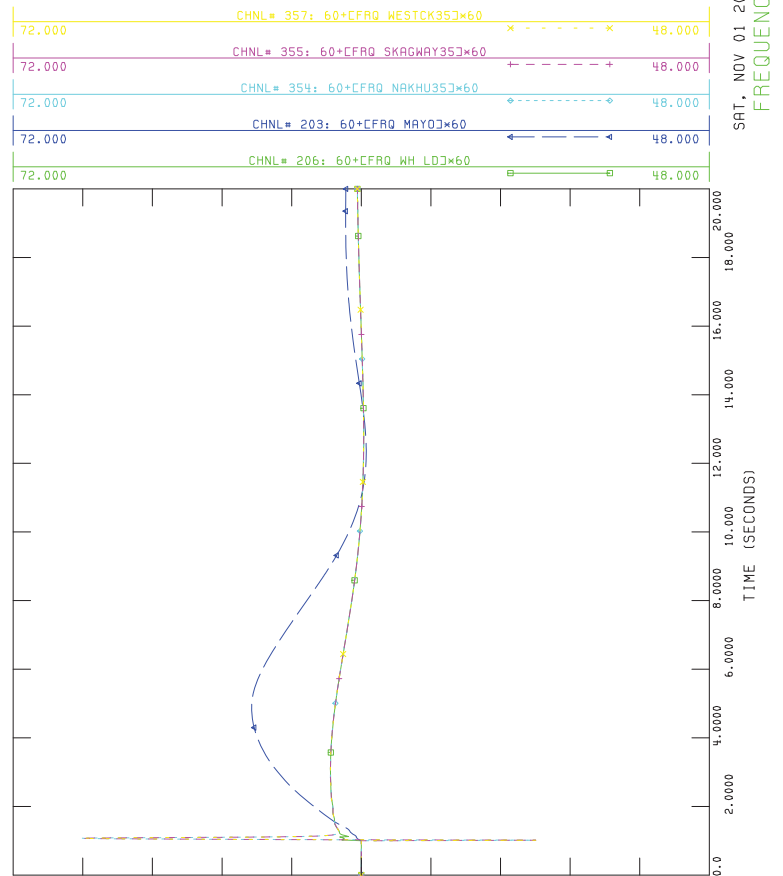
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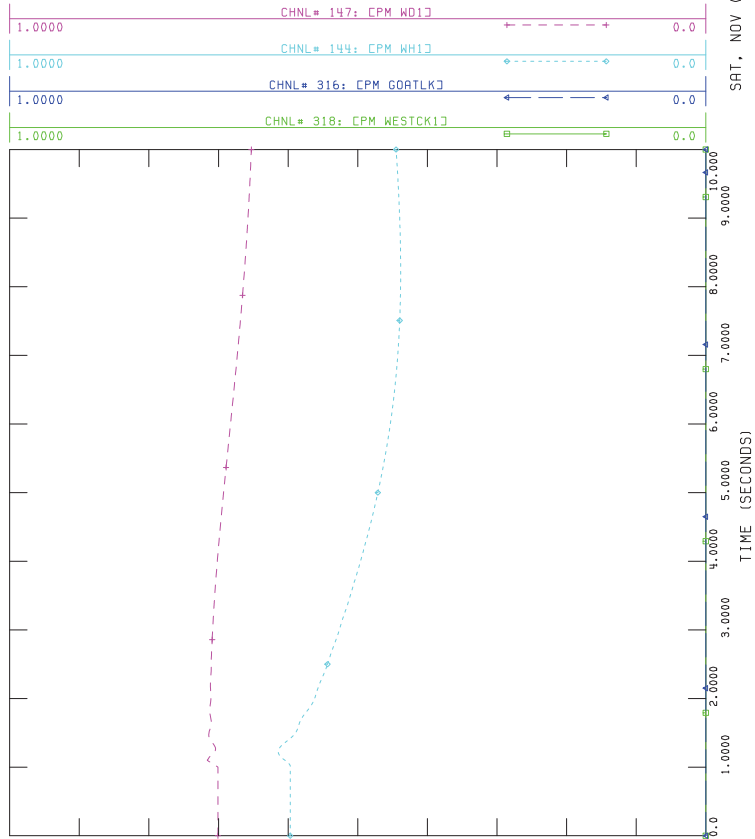
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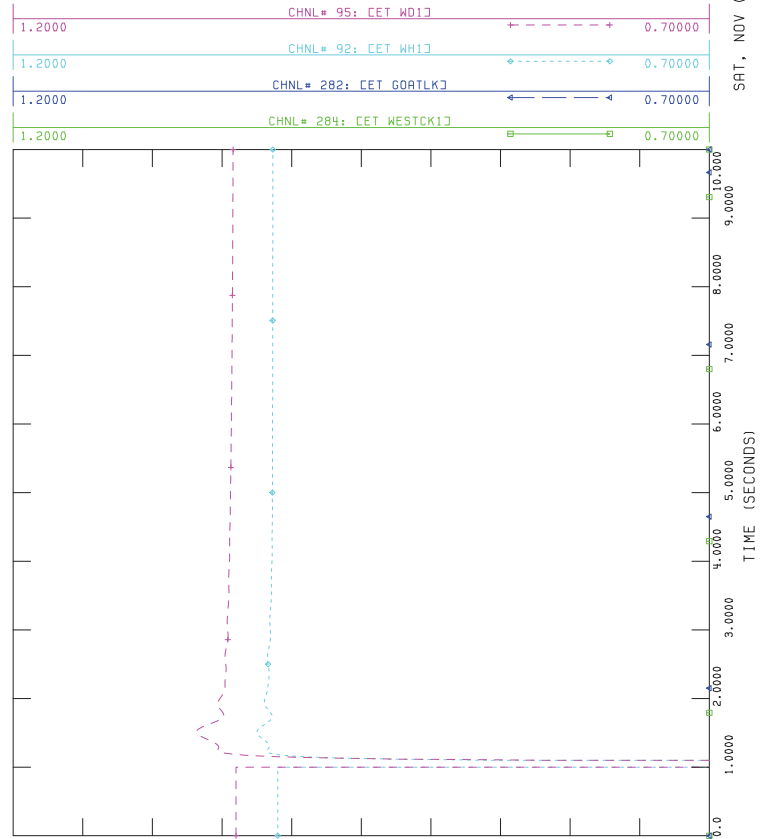
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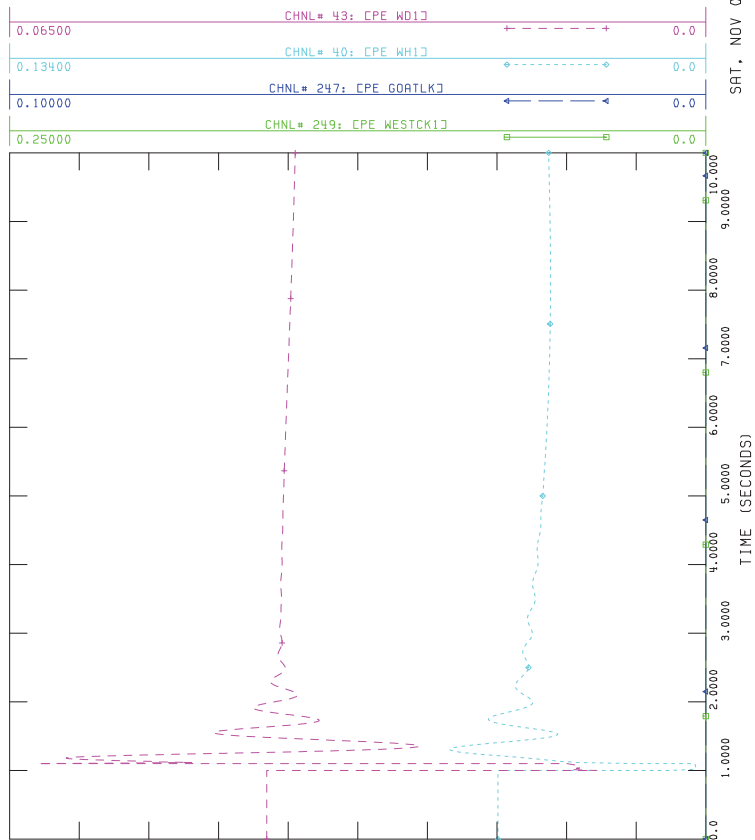
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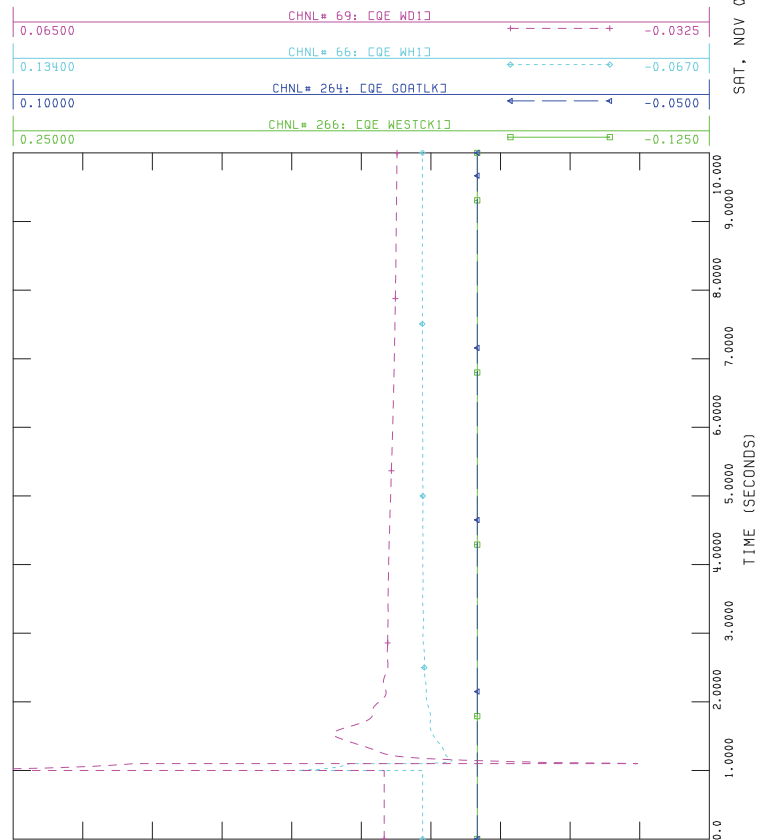
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

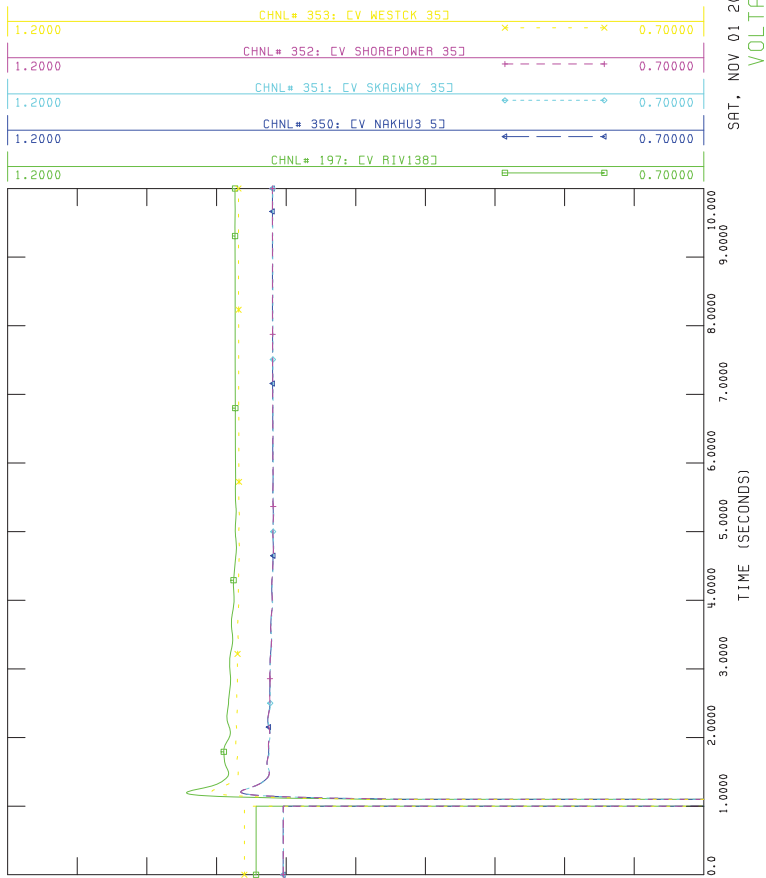
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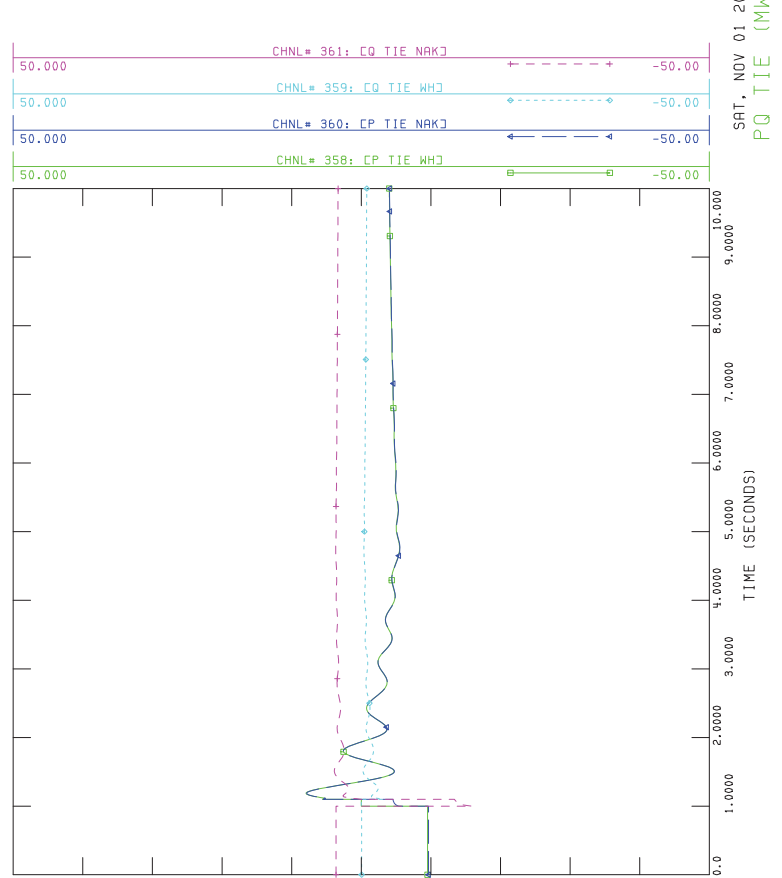
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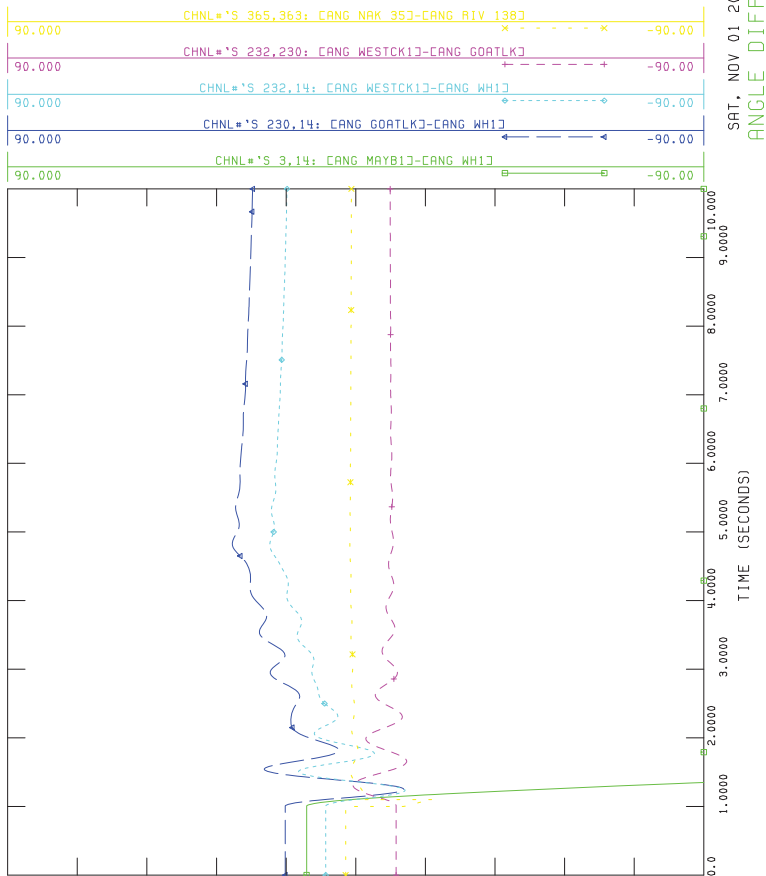
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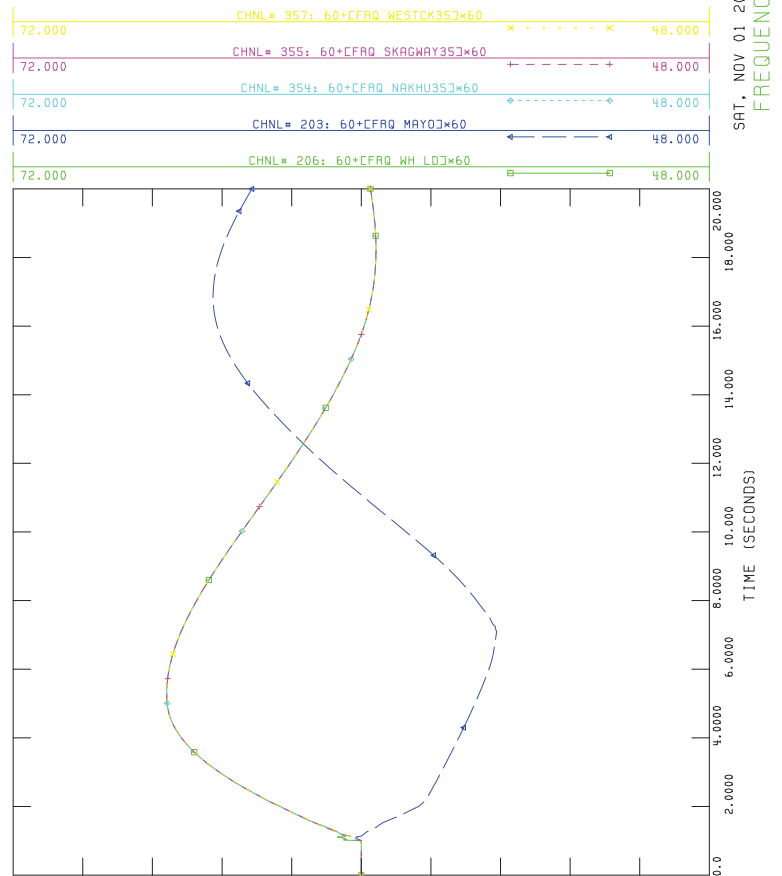
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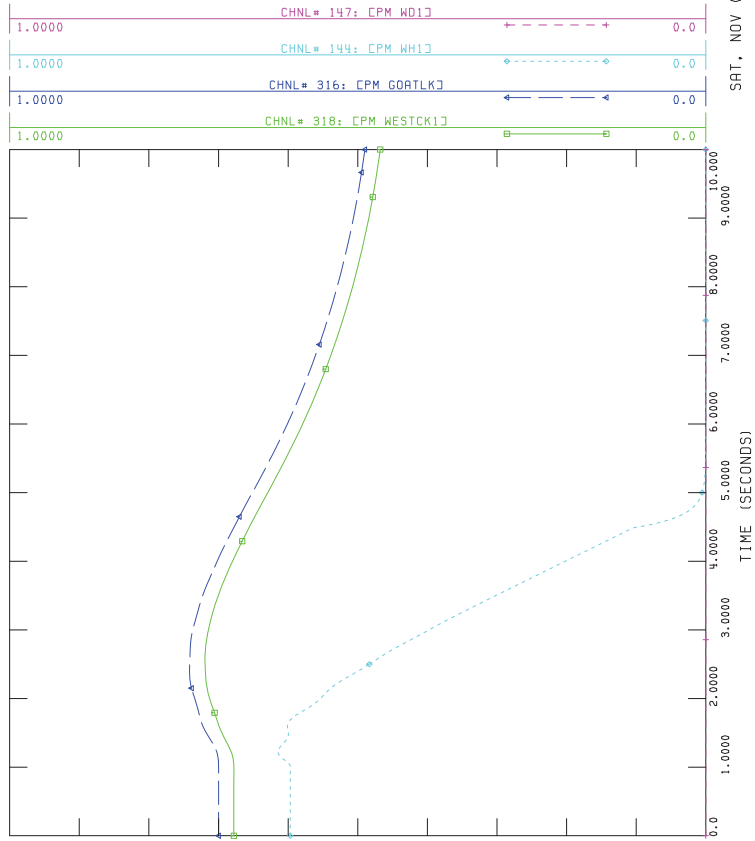
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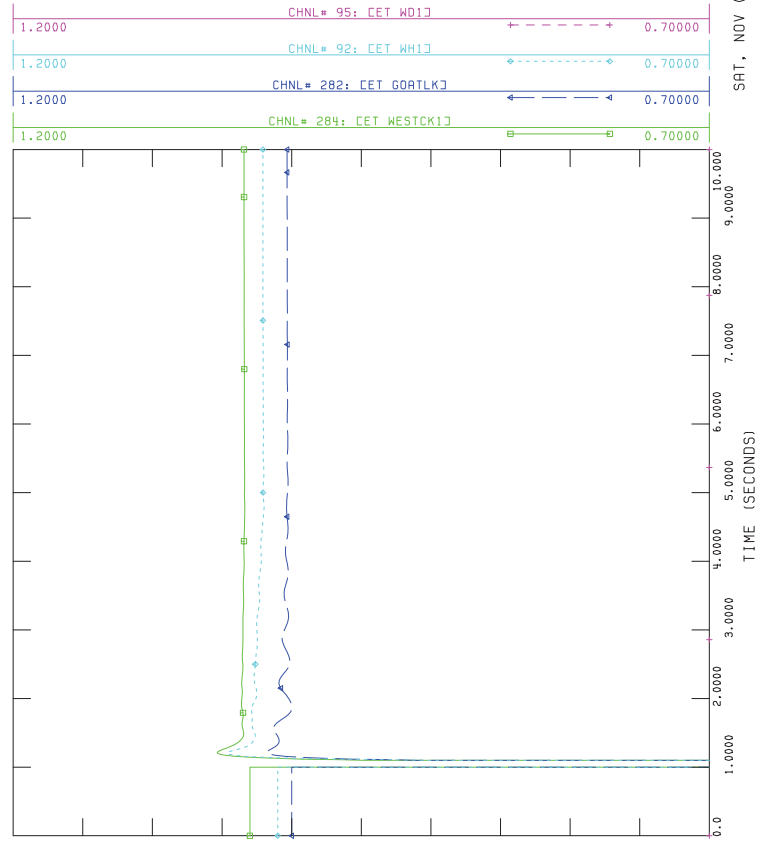
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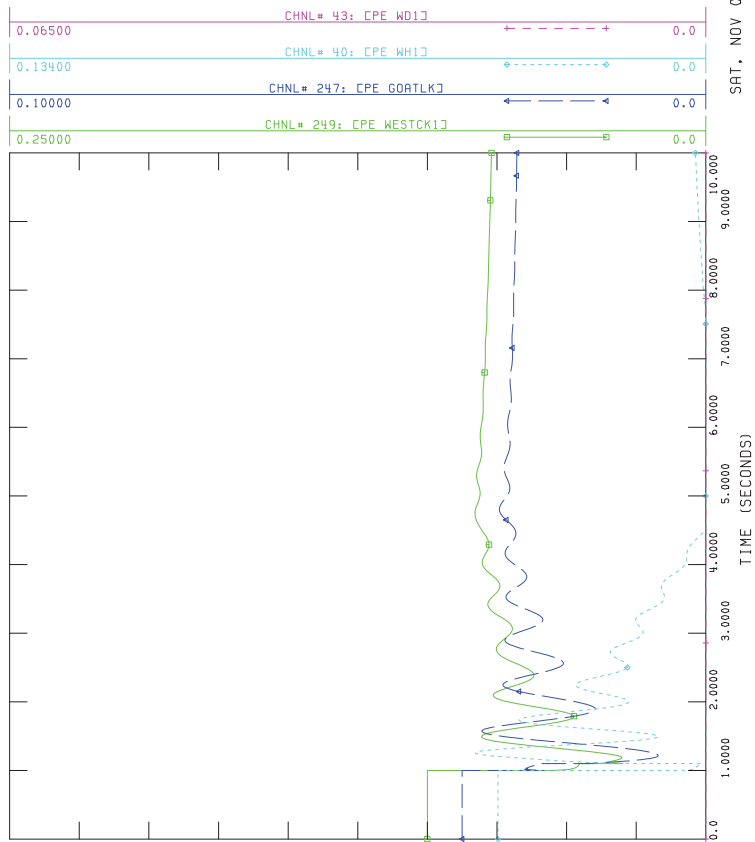
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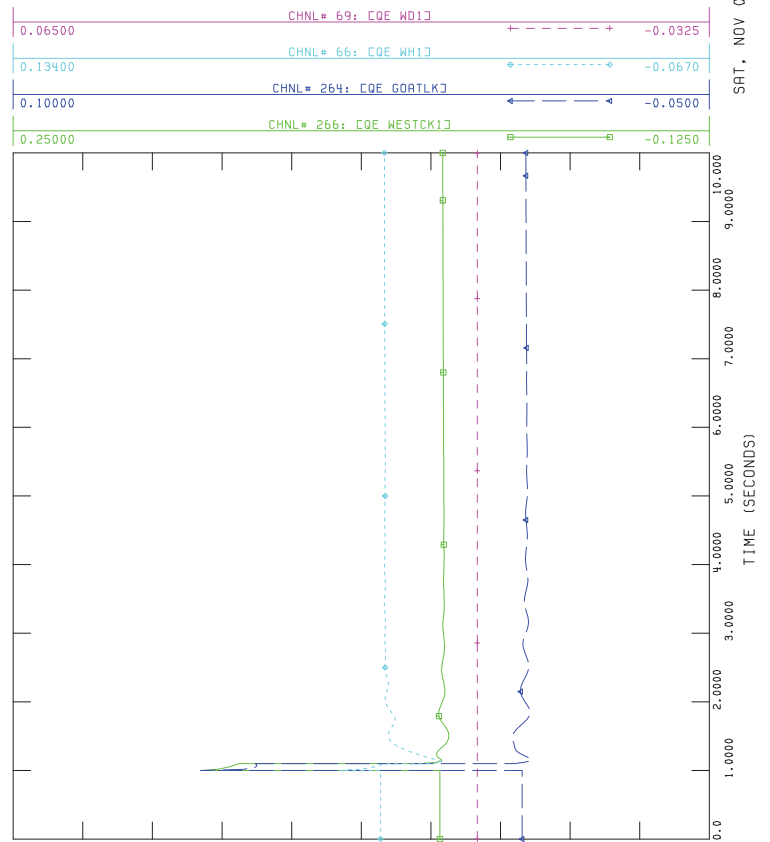
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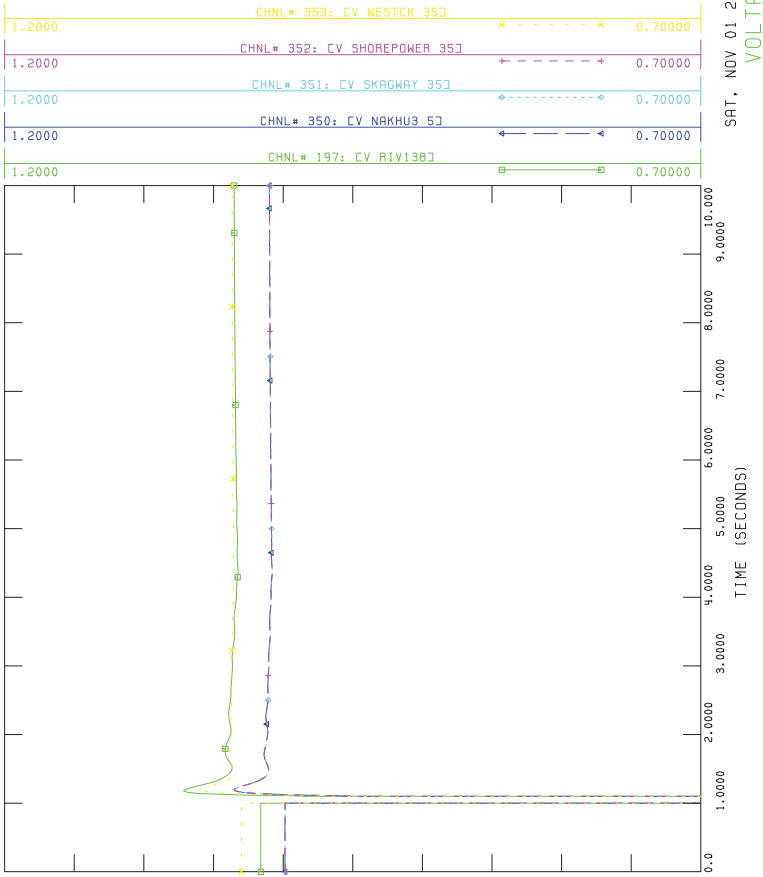
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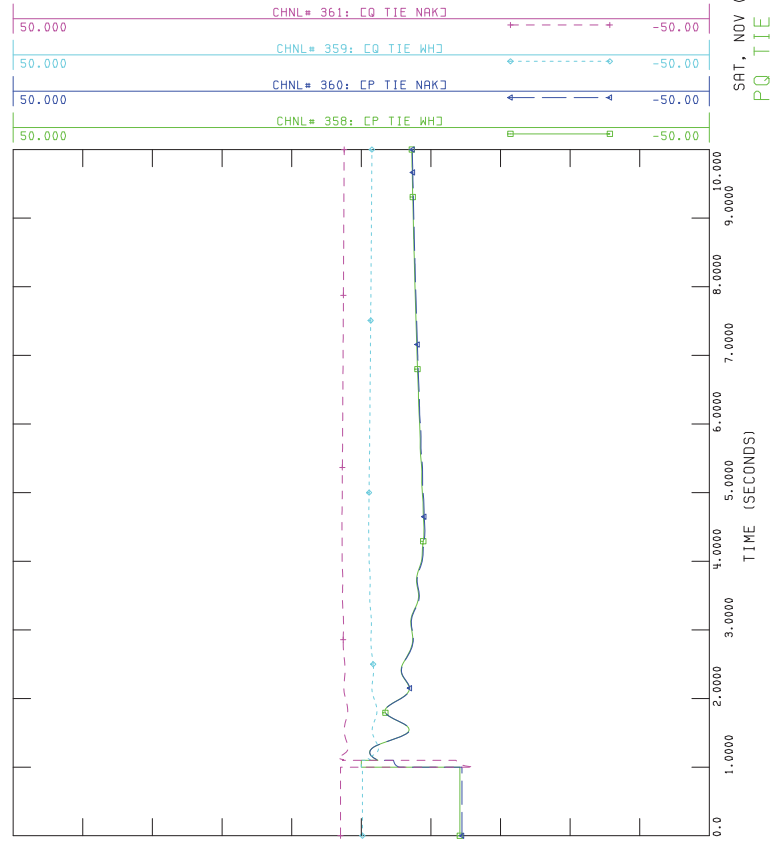
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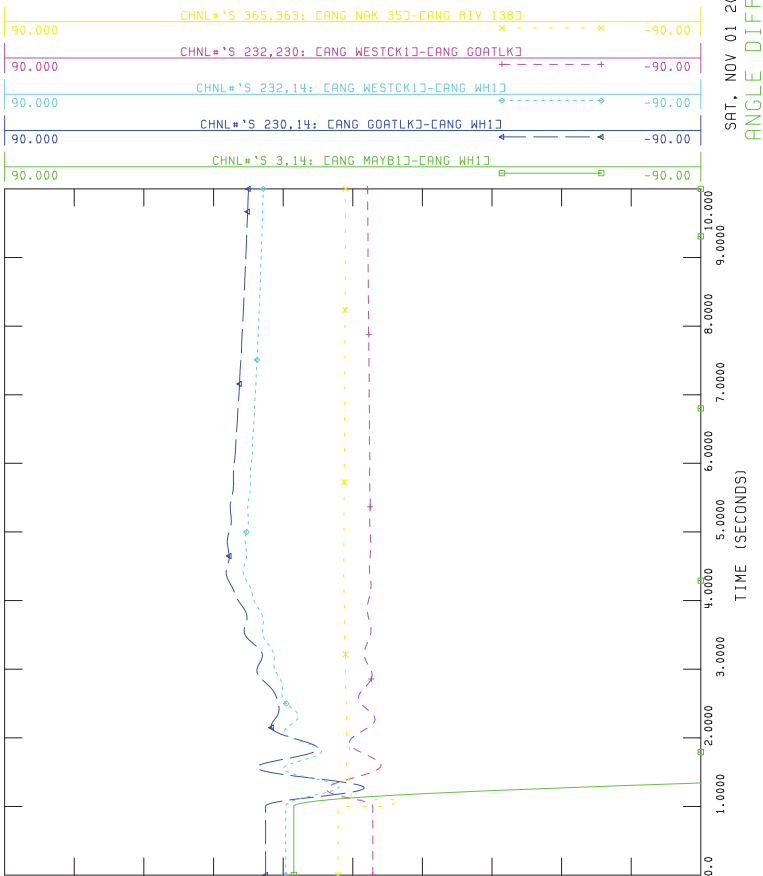
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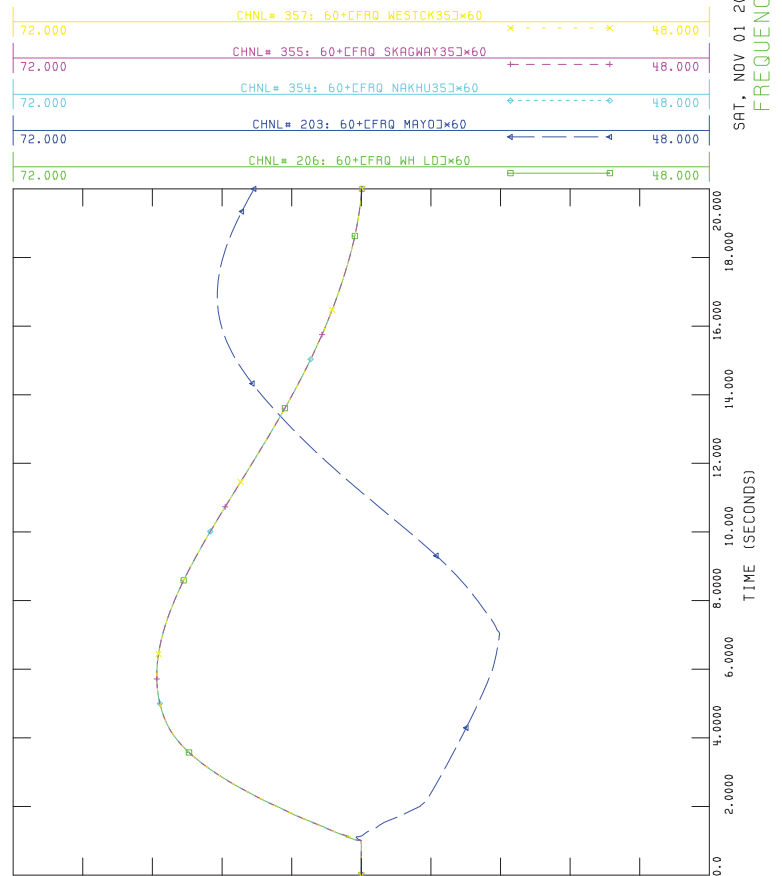
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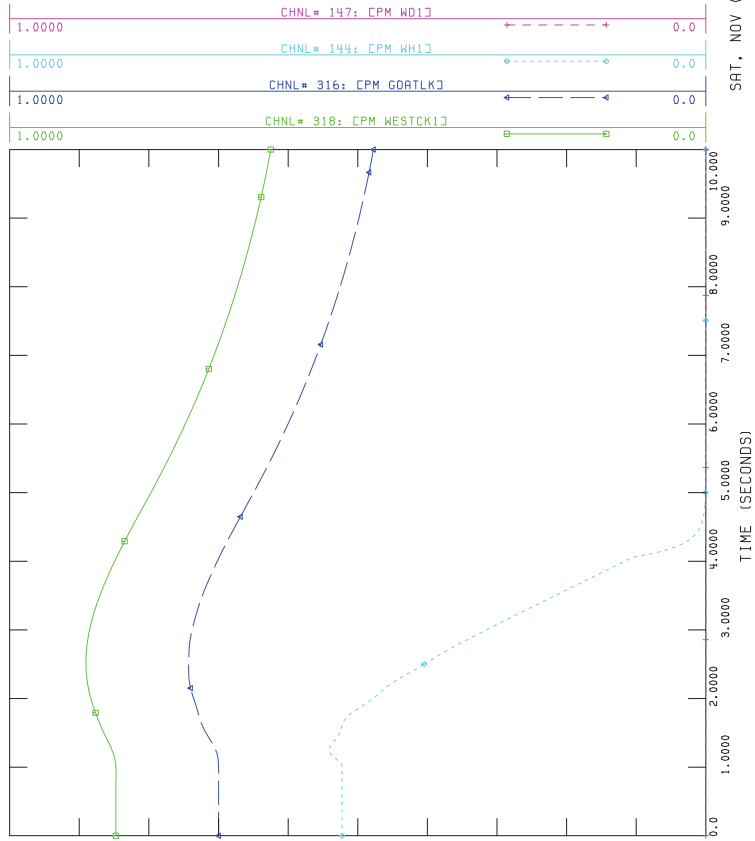
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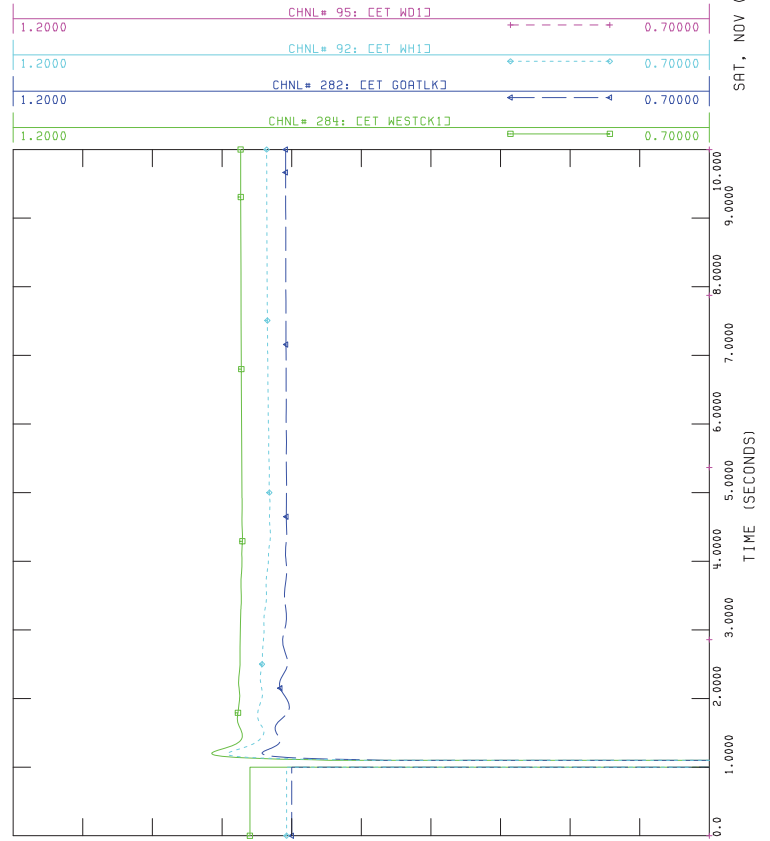
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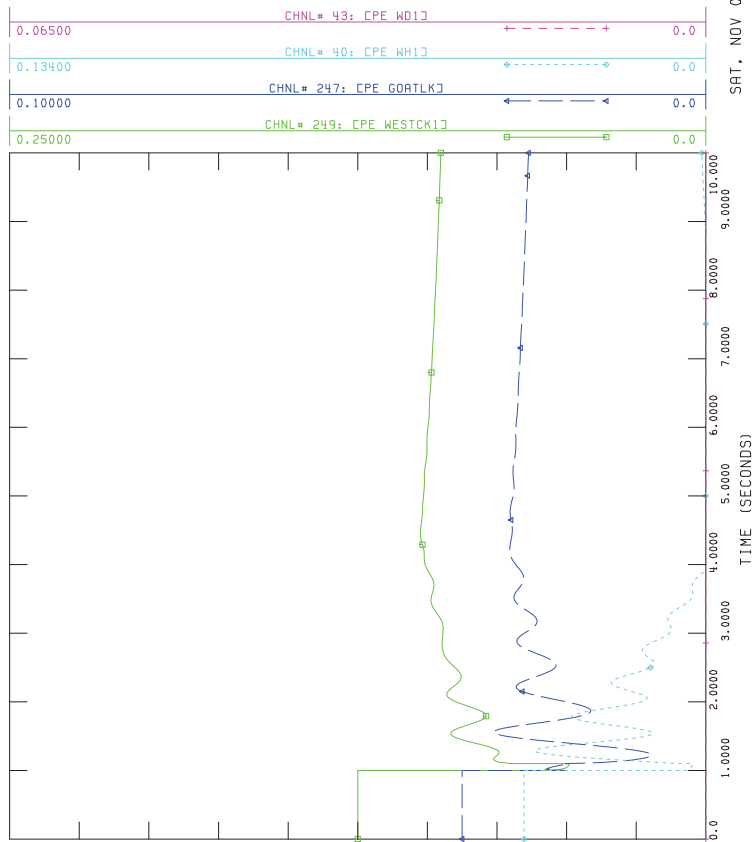
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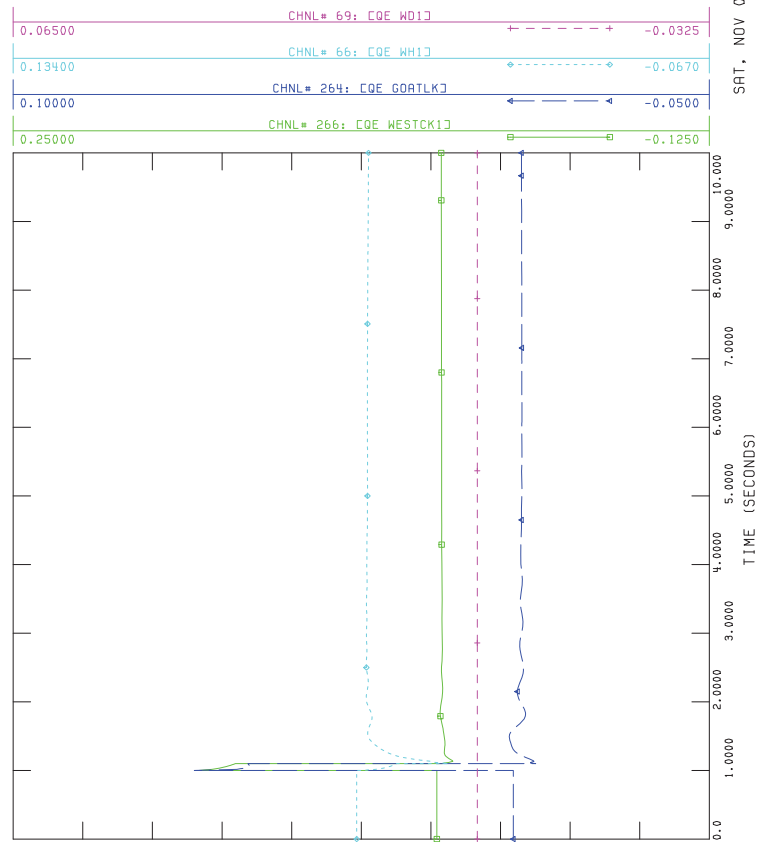
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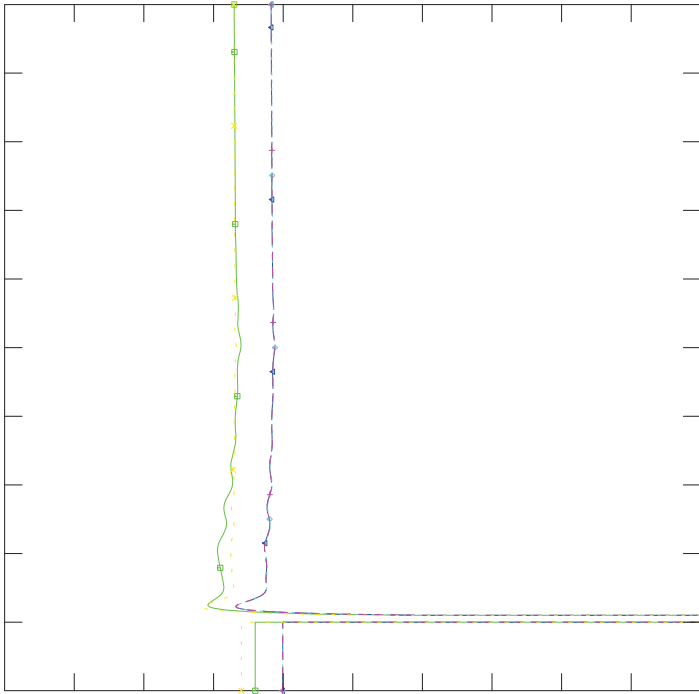
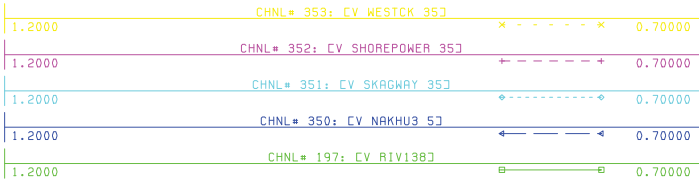
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WHITEHORSE SKAGWAY INTERCONNECTION

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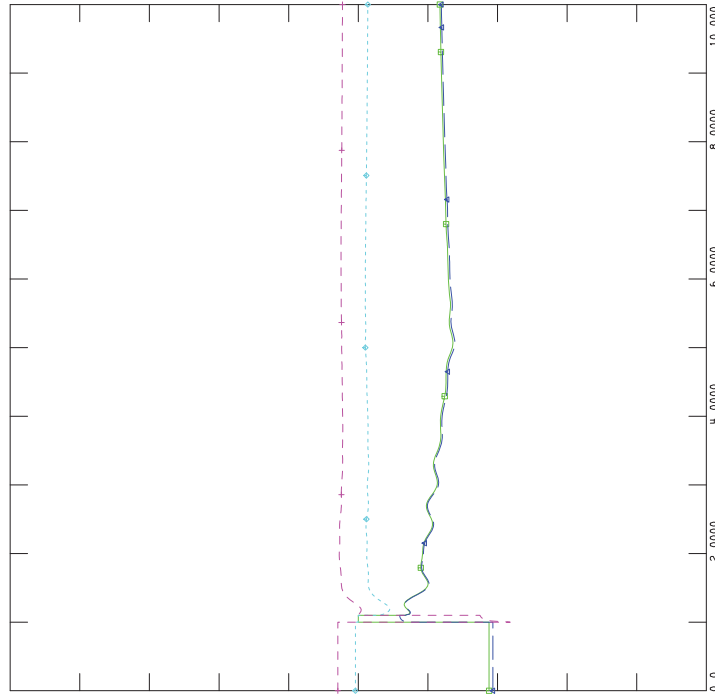
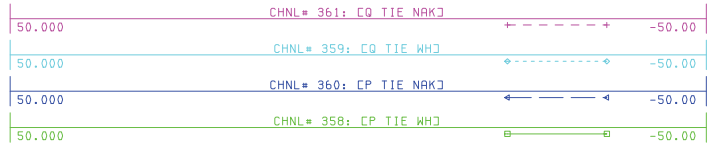


SAT, NOV 01 2014 12:56
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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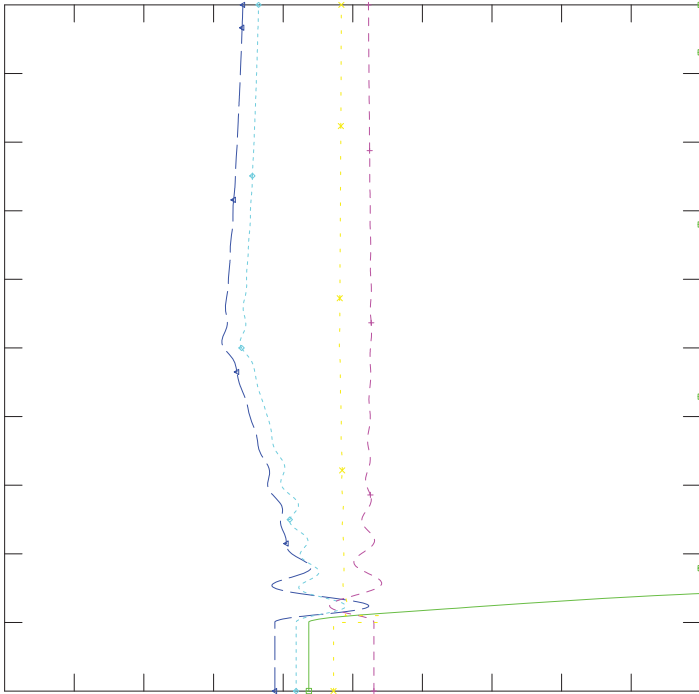


SAT, NOV 01 2014 12:56
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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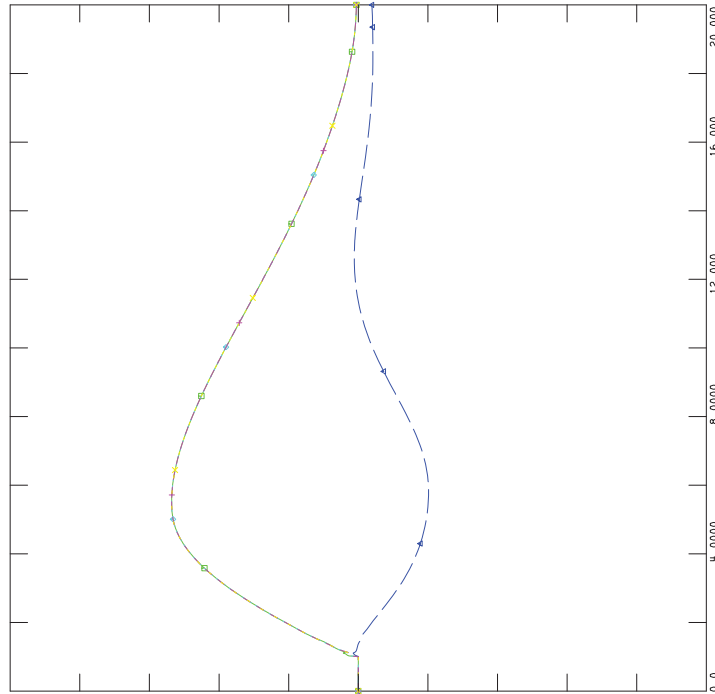


SAT, NOV 01 2014 12:55
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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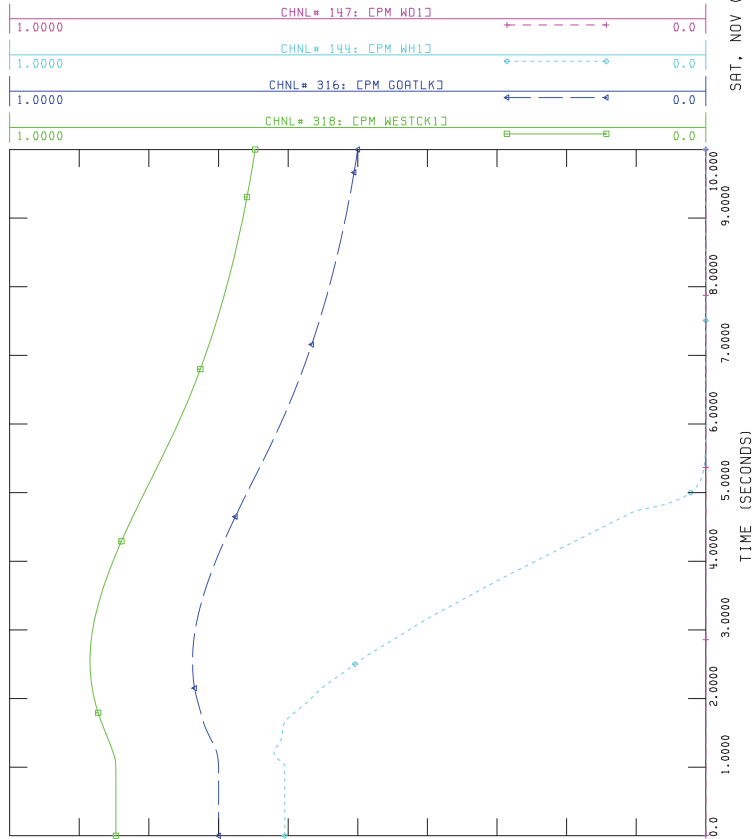


SAT, NOV 01 2014 12:56
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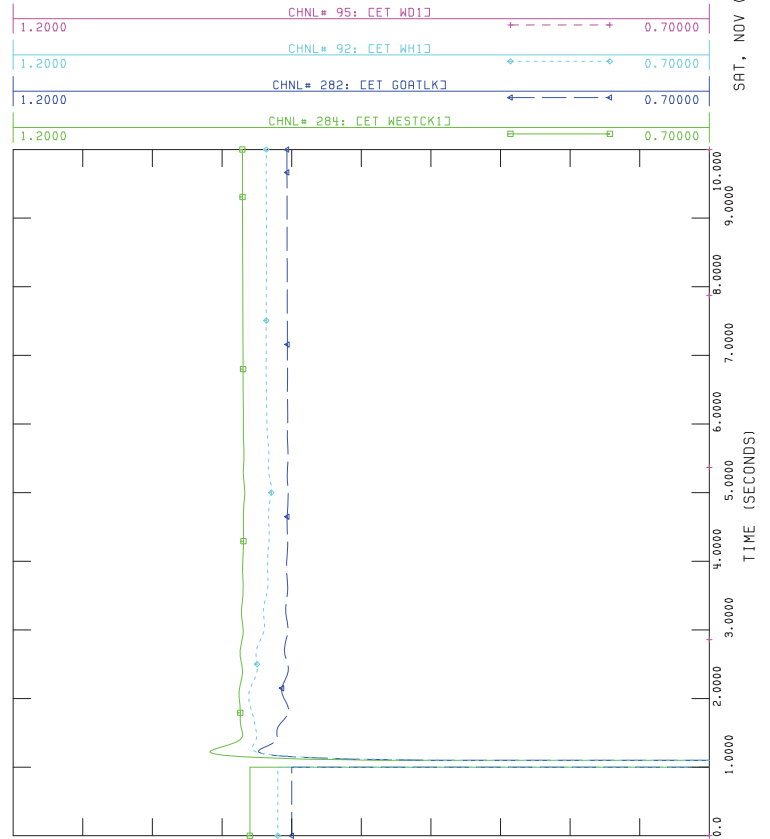
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INTERCONNECTION

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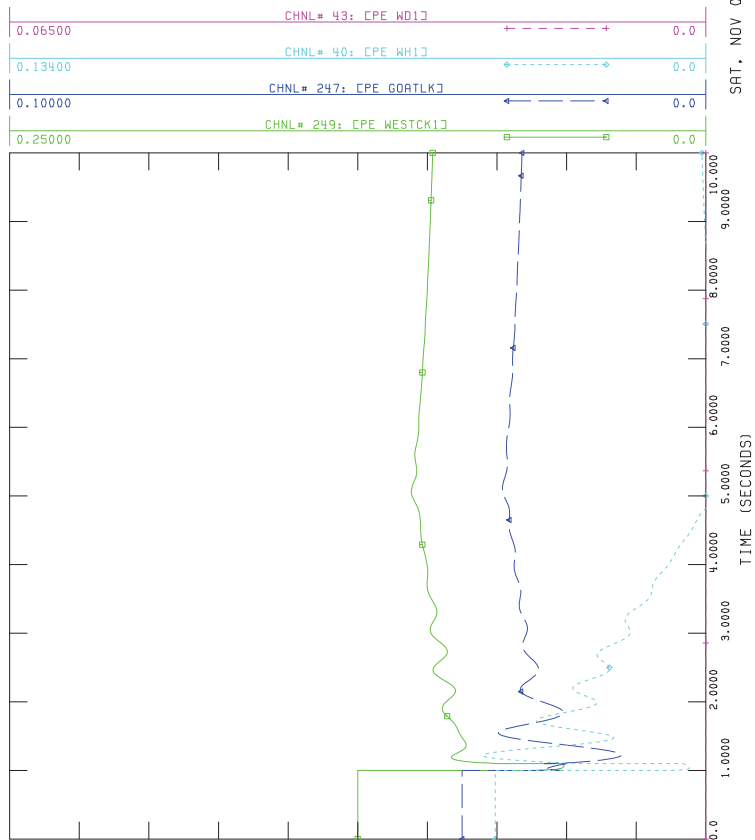
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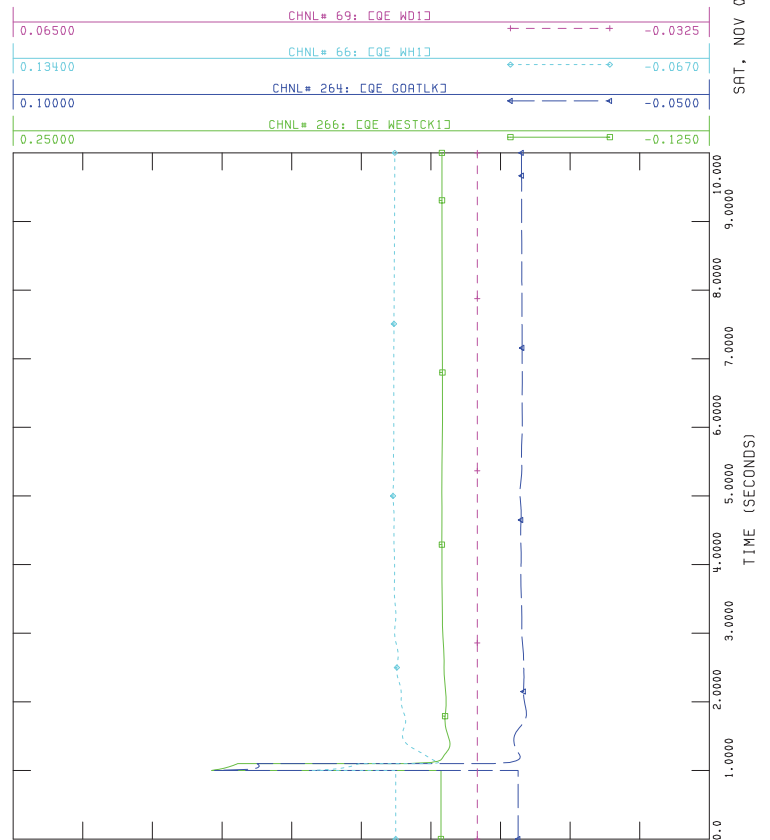
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INTERCONNECTION

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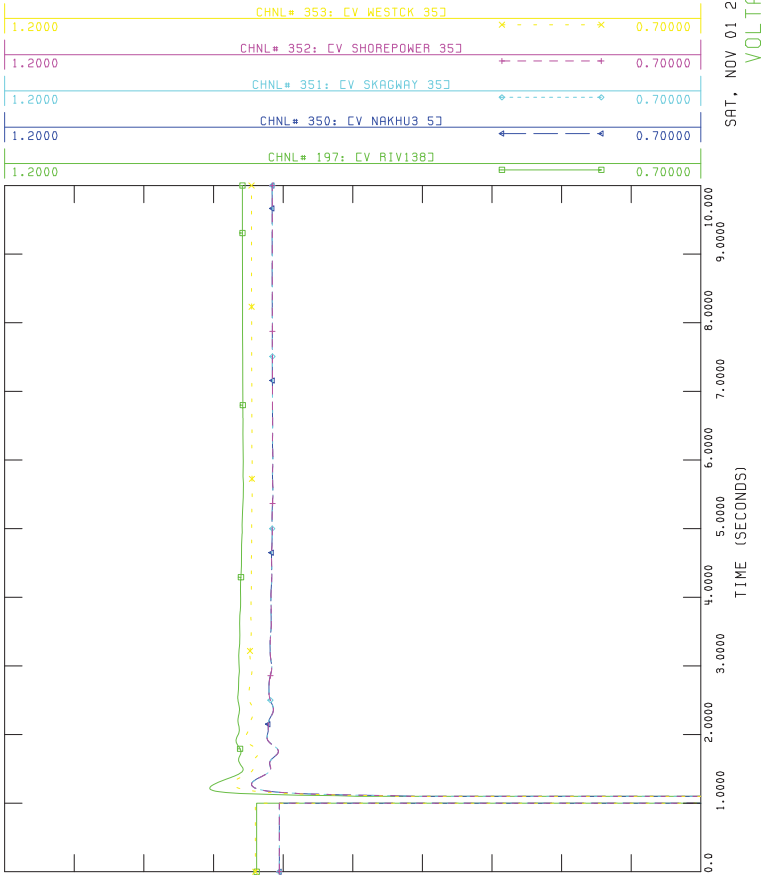
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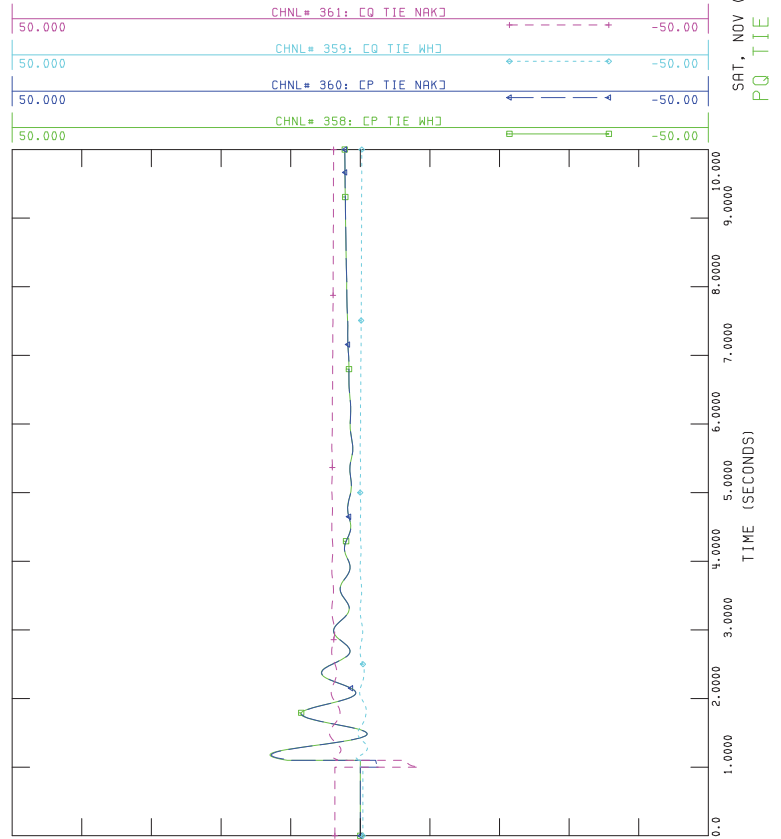
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INTERCONNECTION

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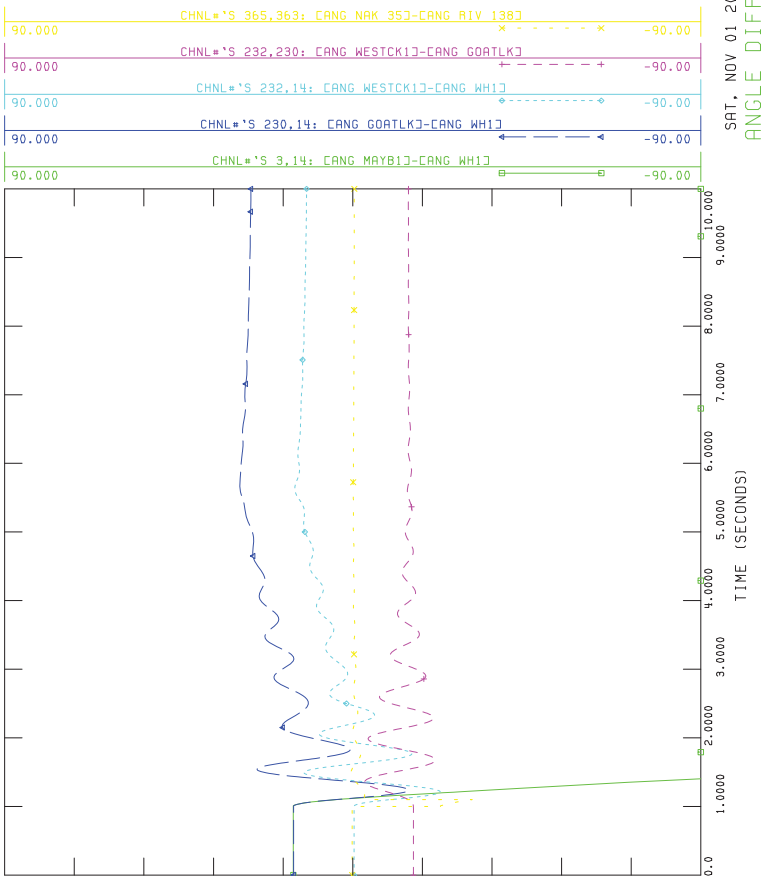
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INTERCONNECTION

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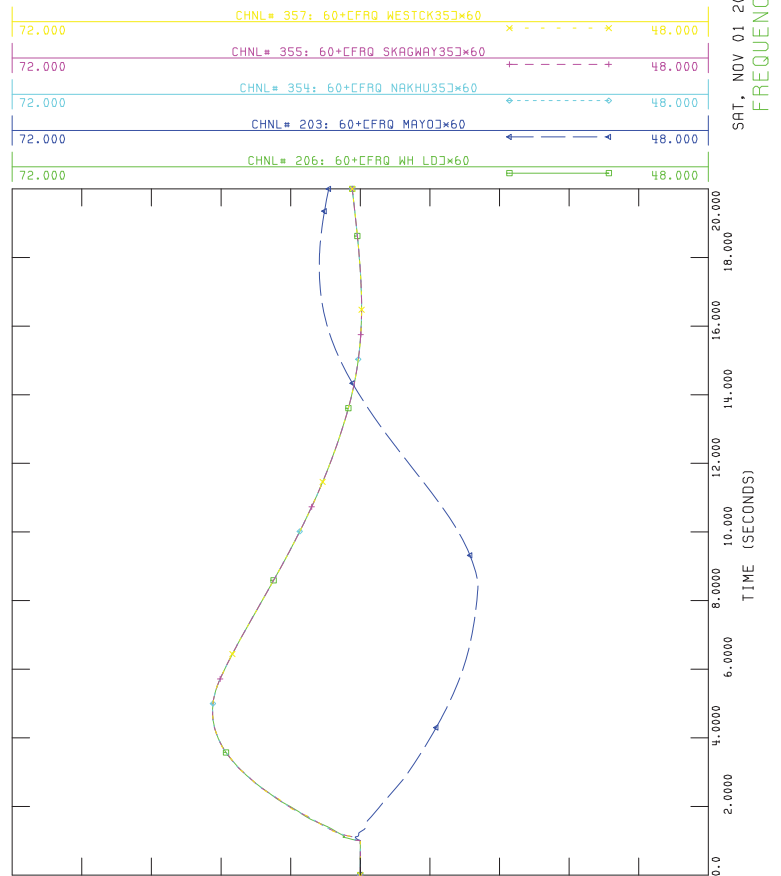
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

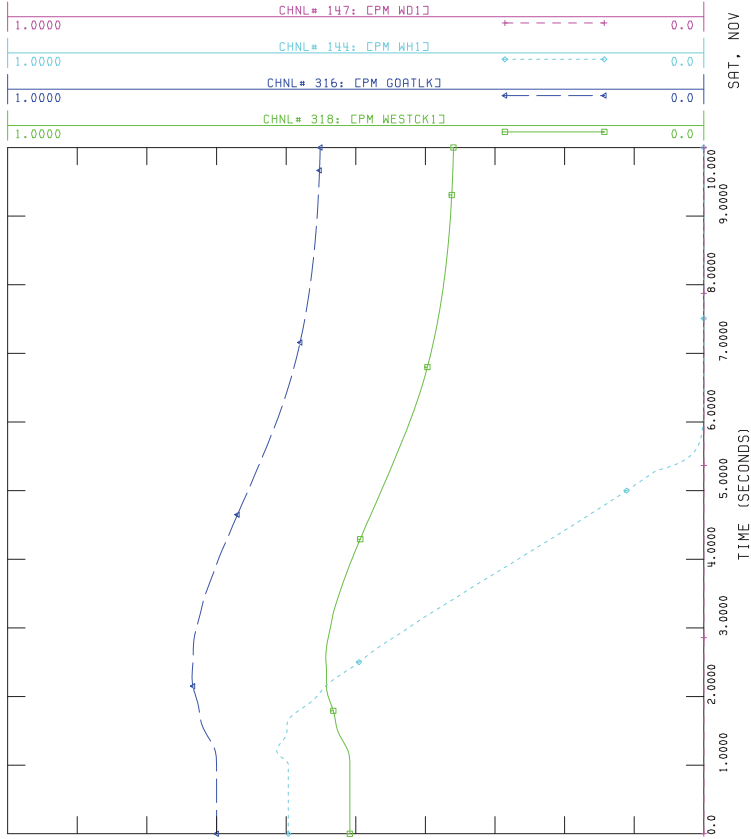
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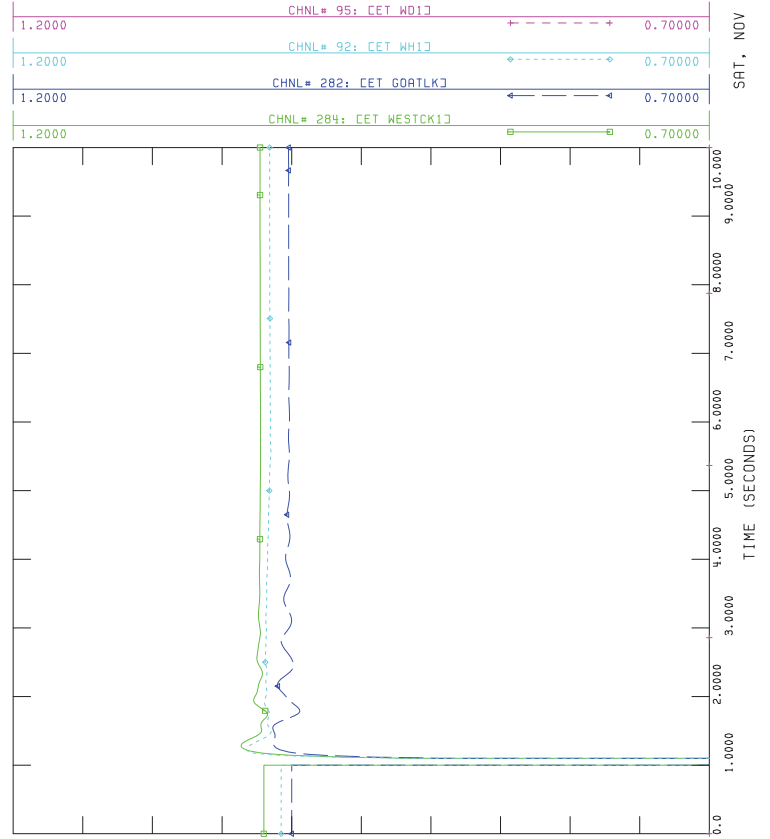
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INTERCONNECTION

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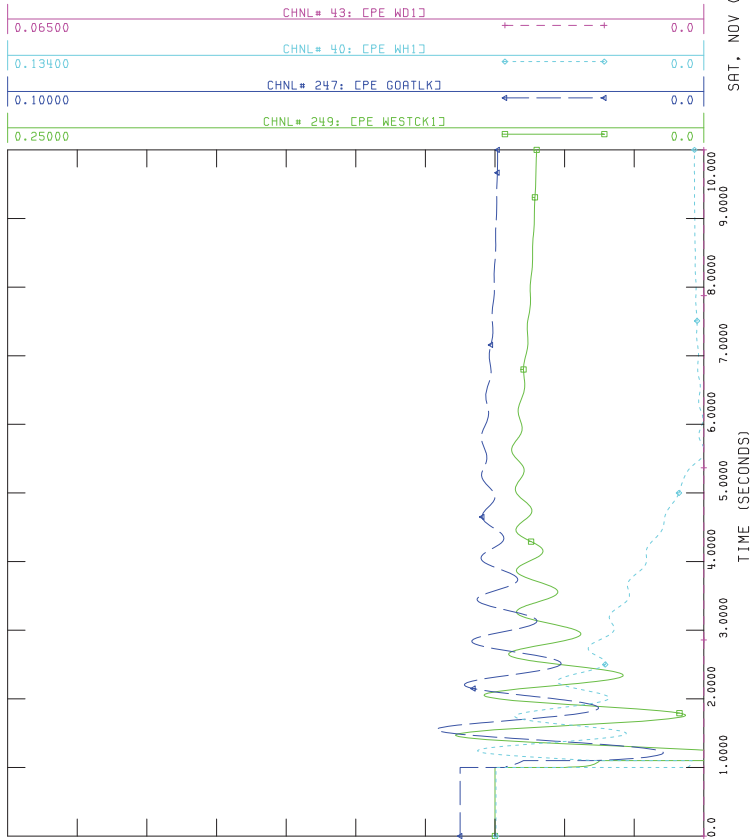
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INTERCONNECTION

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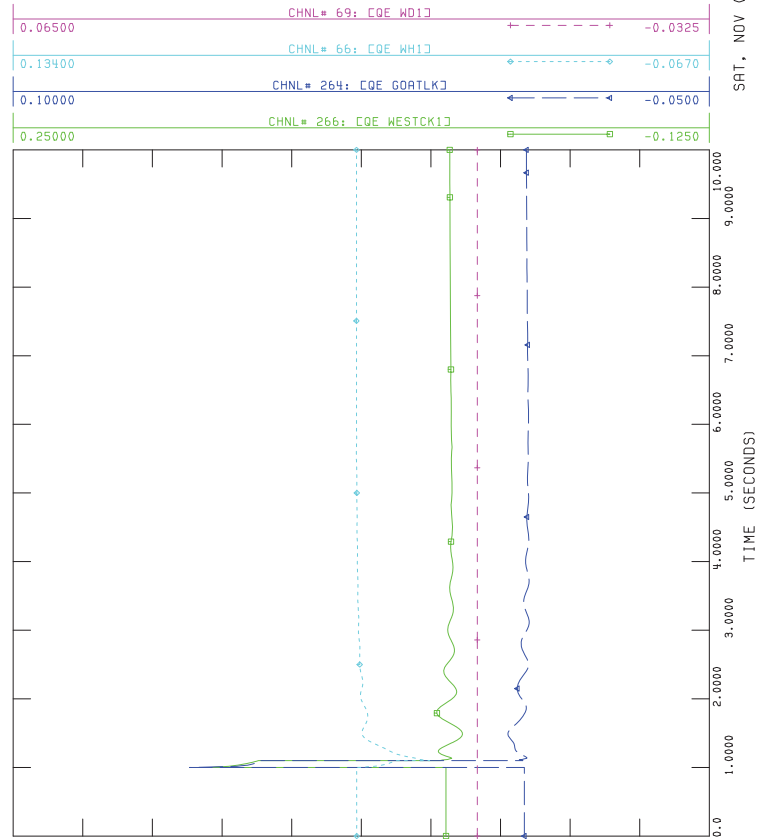
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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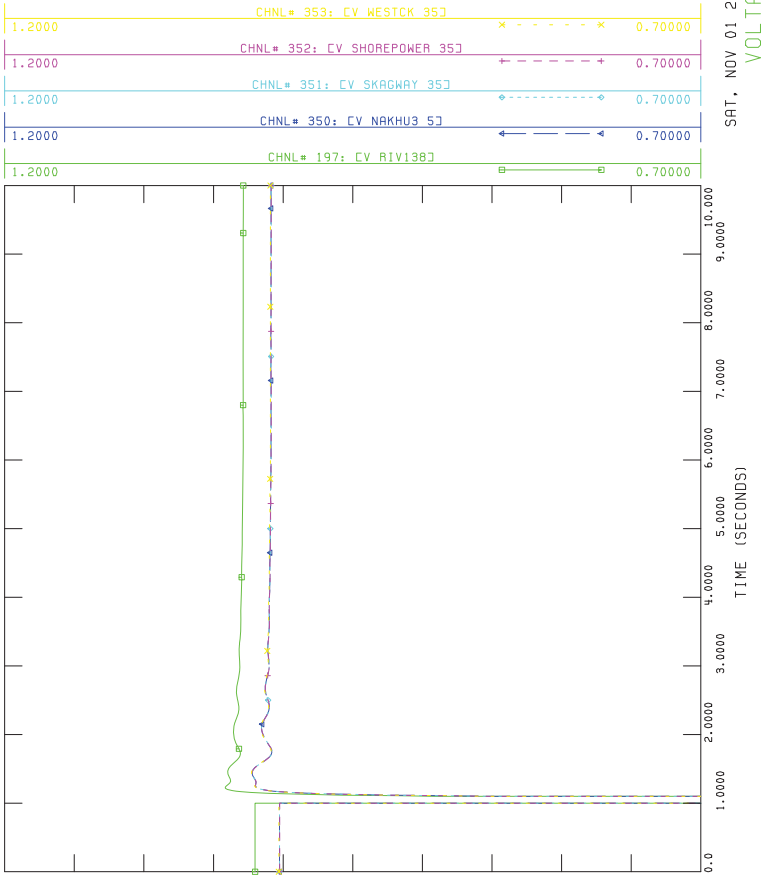
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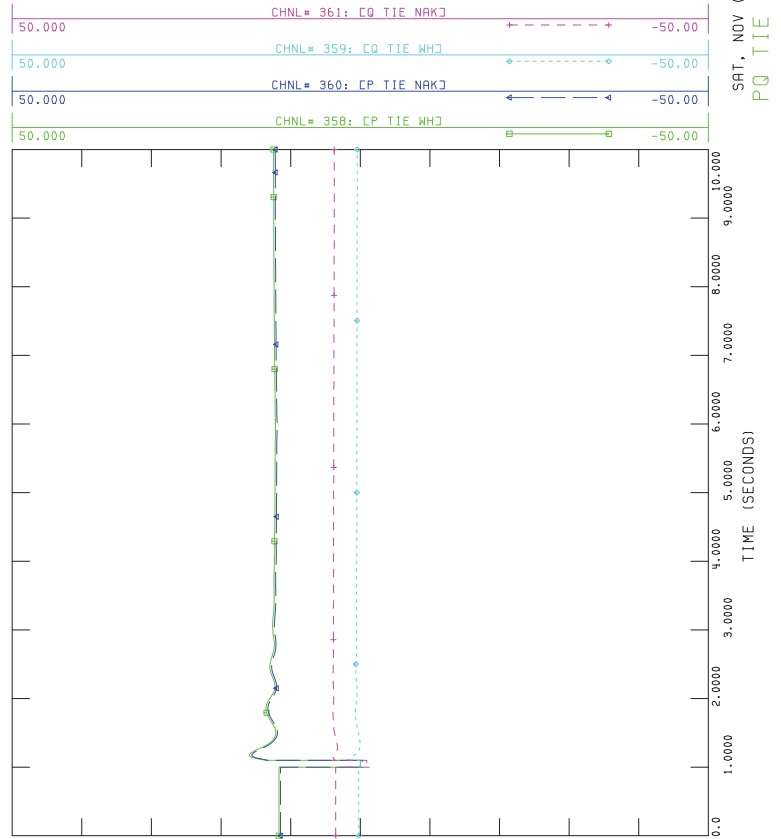
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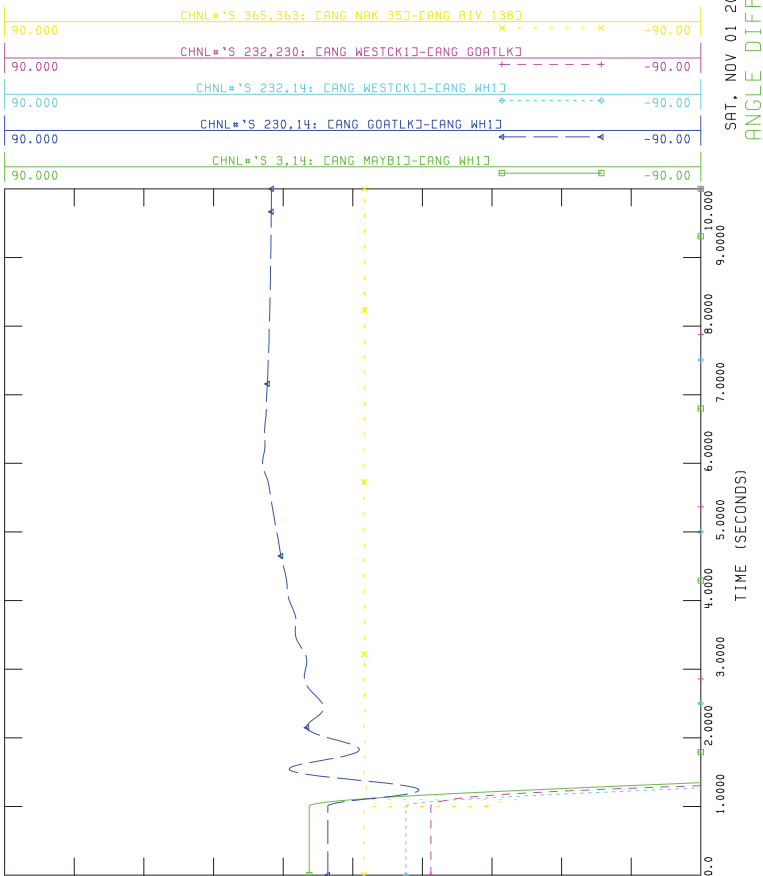
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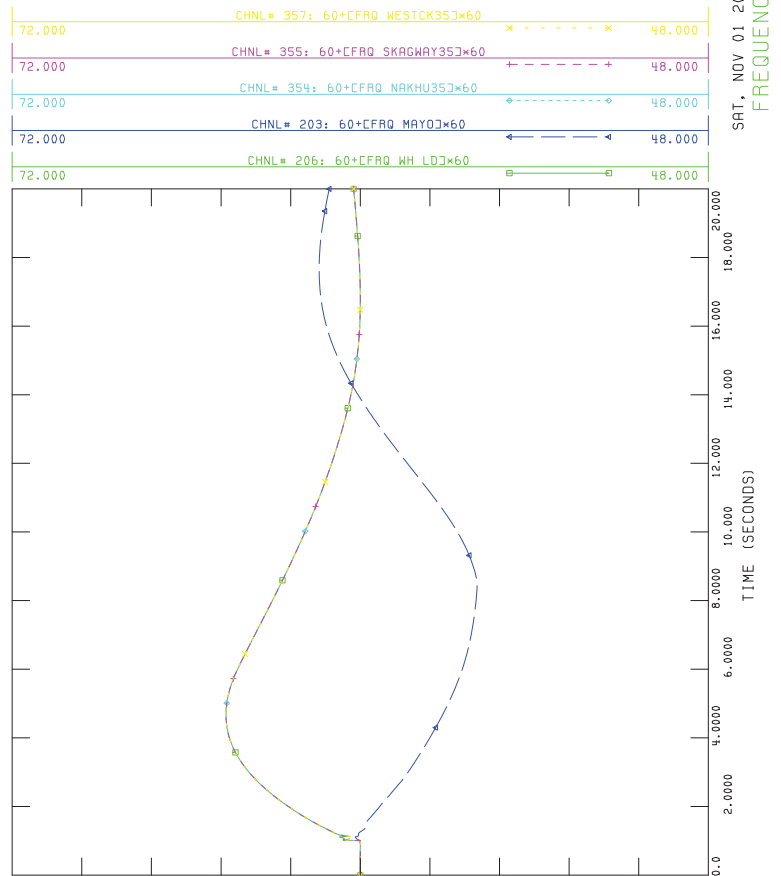
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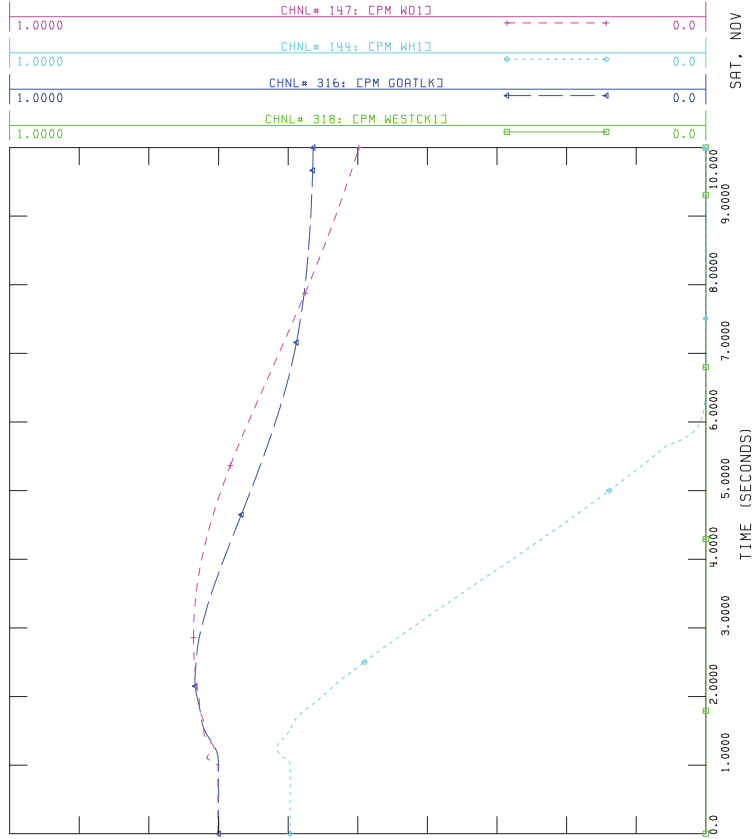
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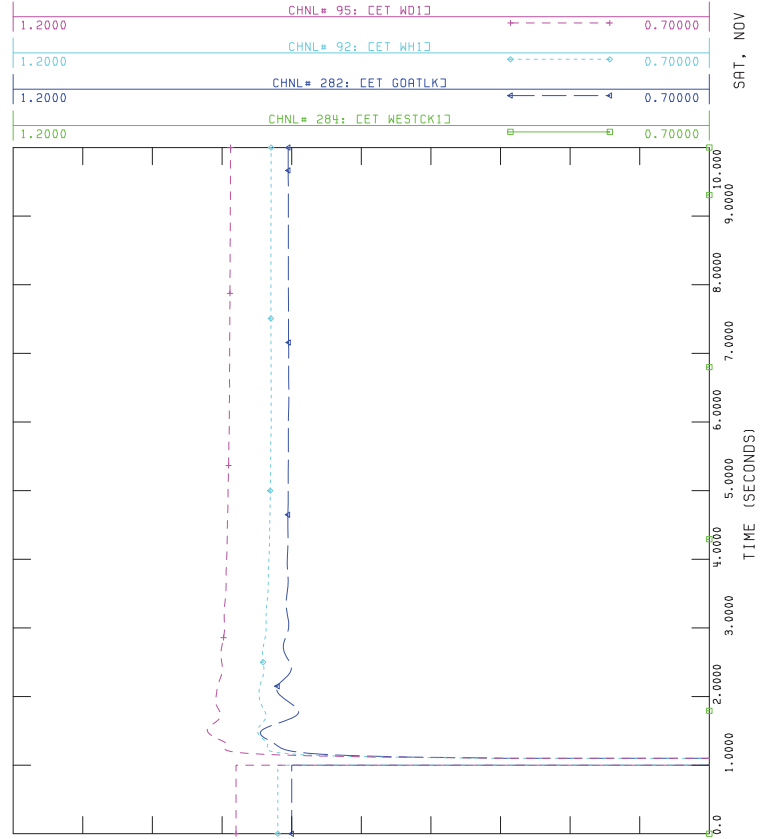
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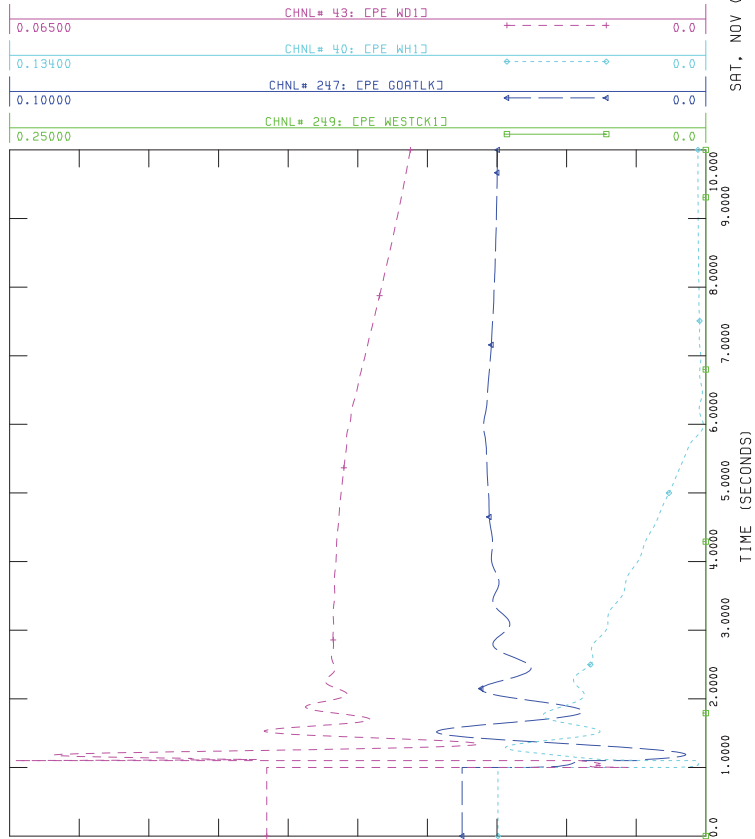
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INTERCONNECTION

FILE: EV1_.10s_Fault_WHN_LL10e_YAchn.out



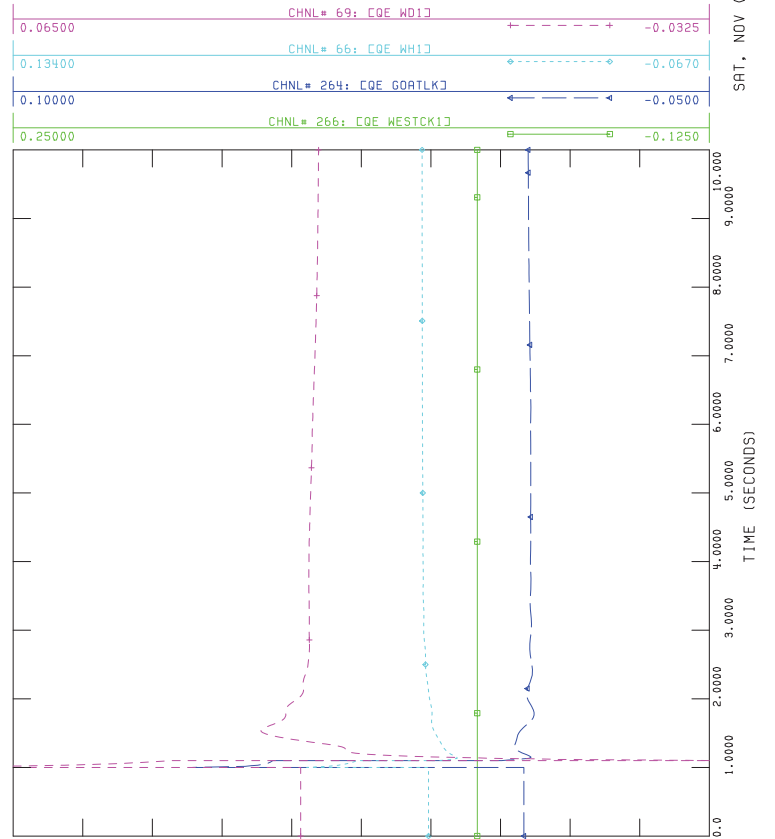
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV1_.10s_Fault_WHN_LL10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

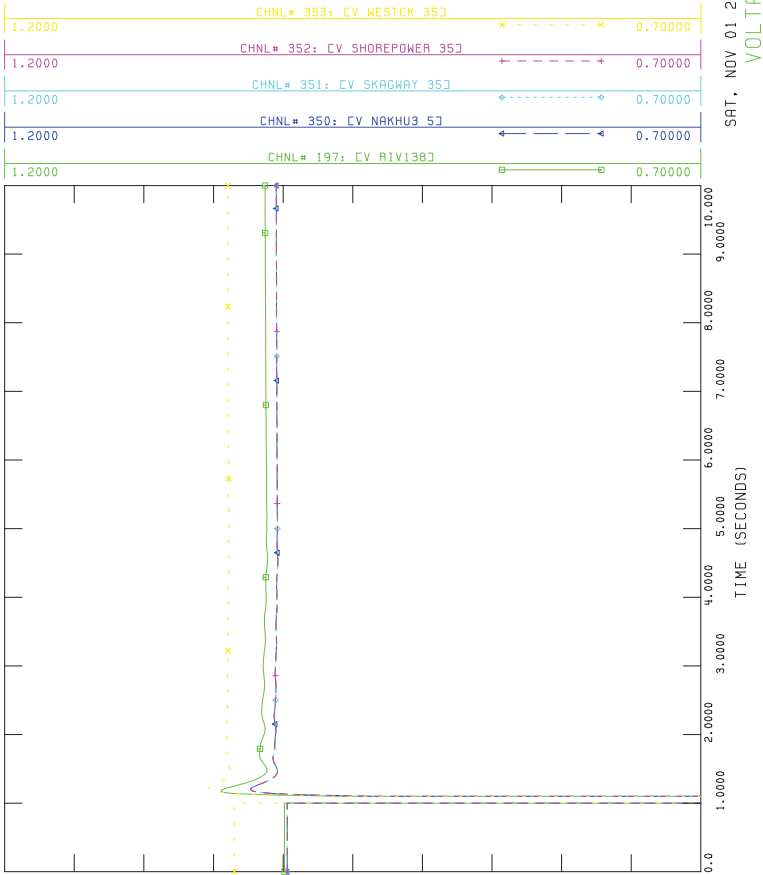
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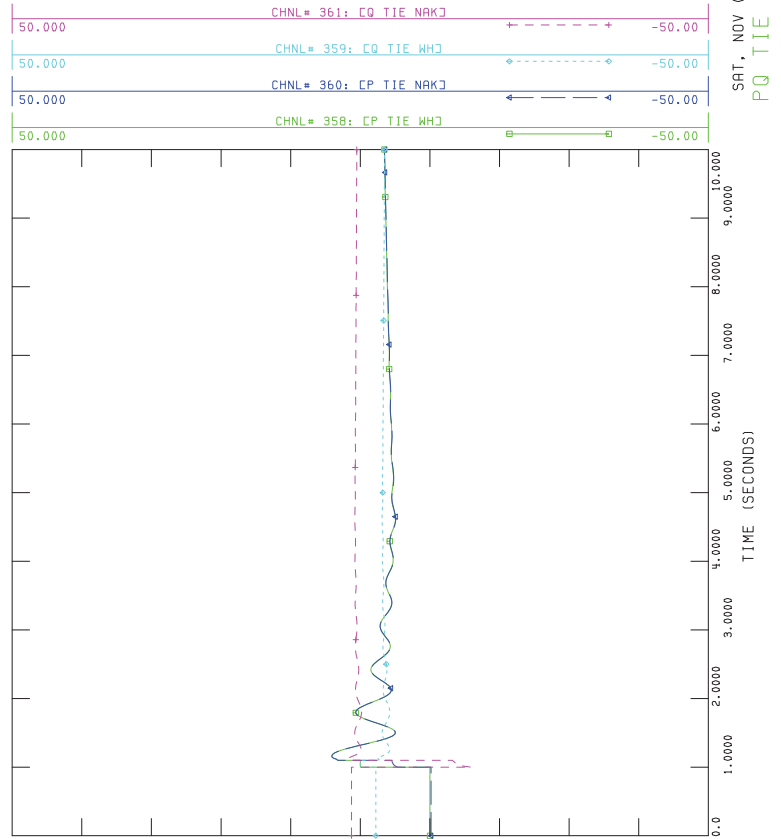
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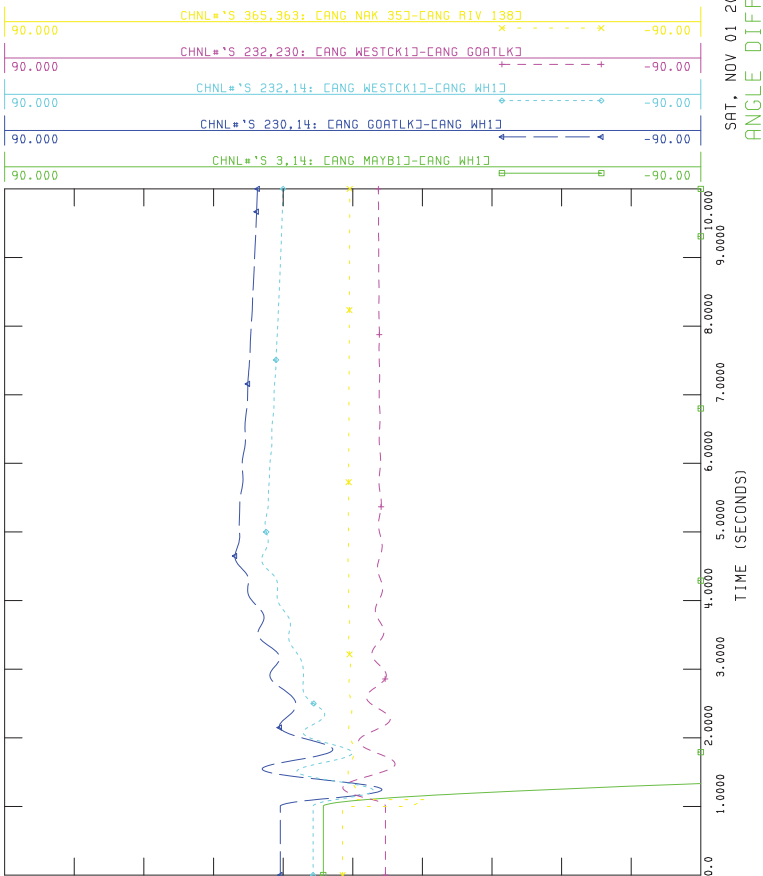
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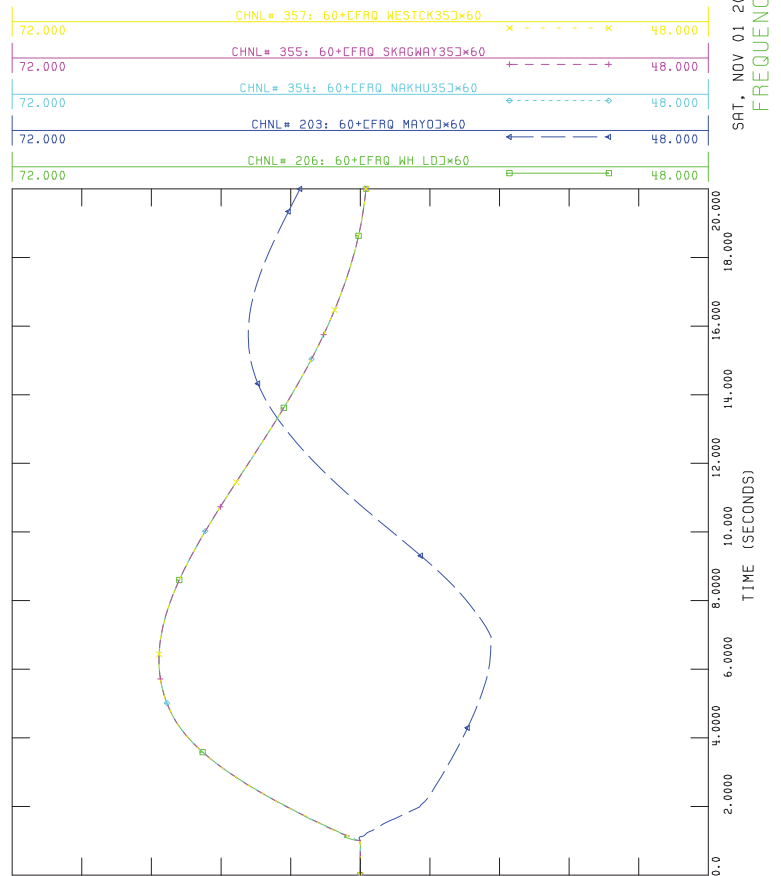
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WHITEHORSE SKAGWAY INTERCONNECTION

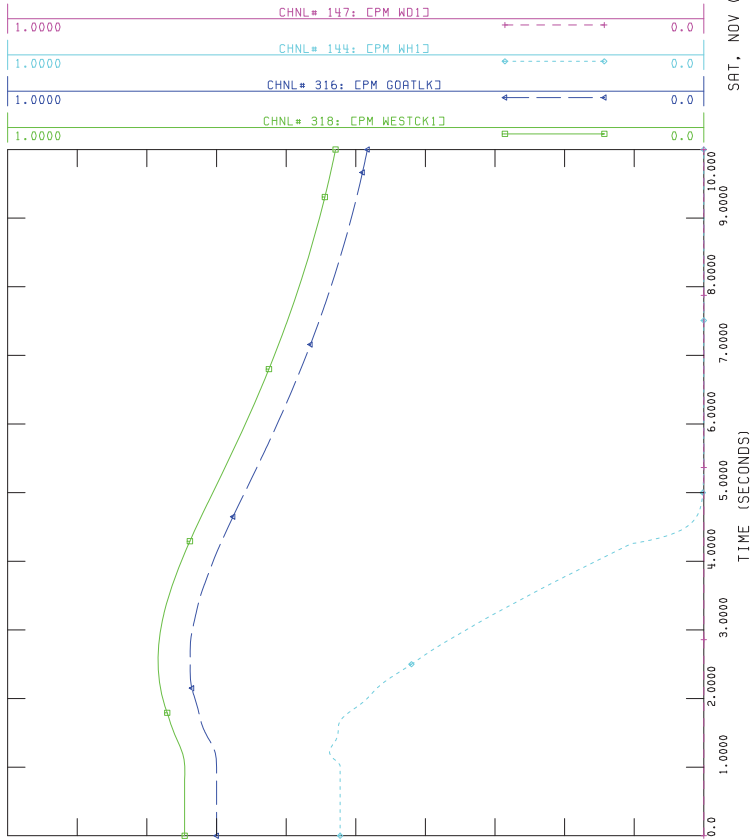
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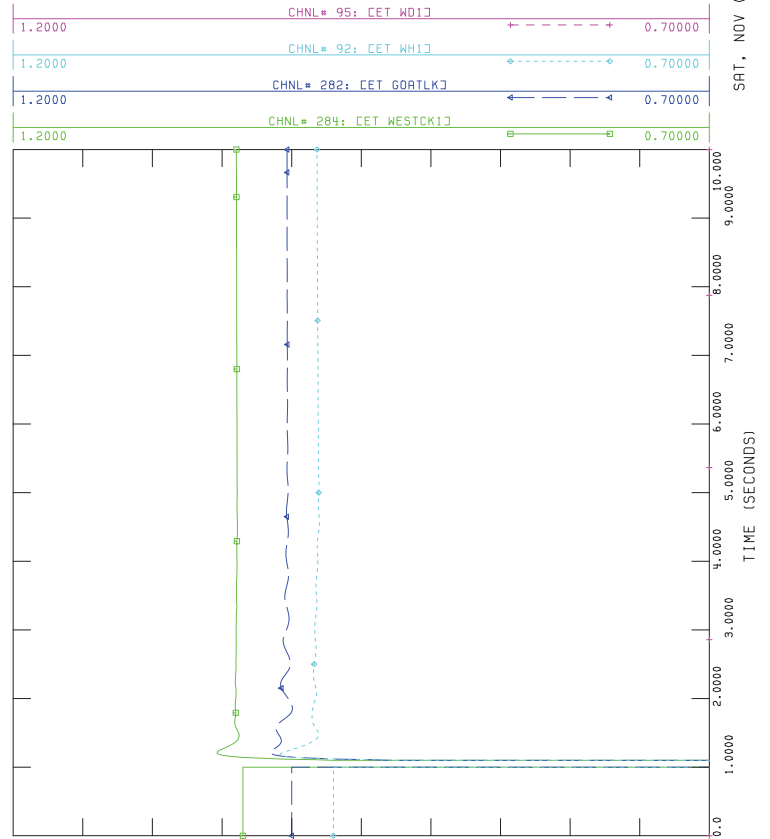
WHITEHORSE SKAGWAY
INTERCONNECTION

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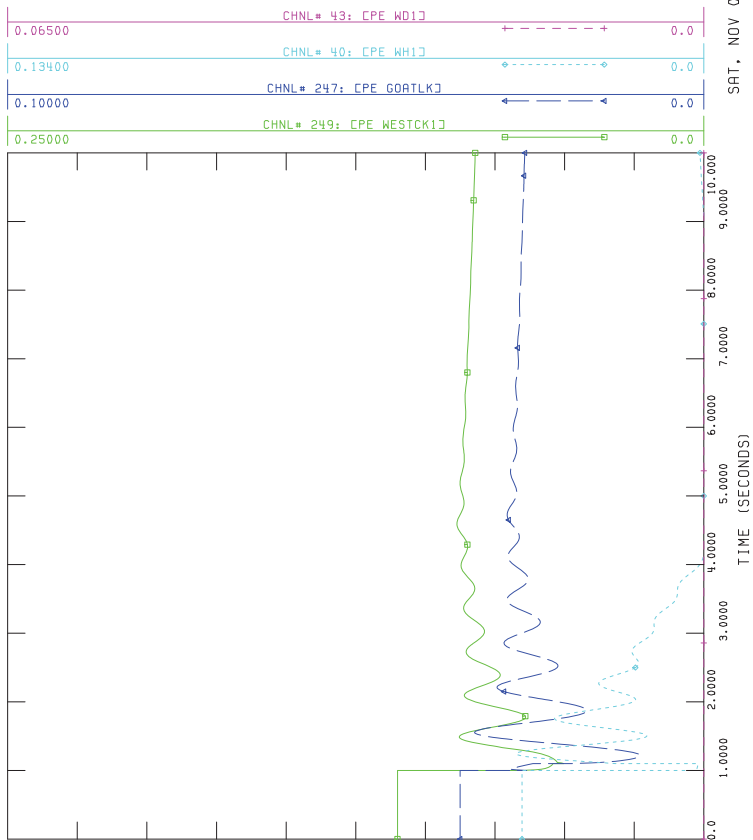
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INTERCONNECTION

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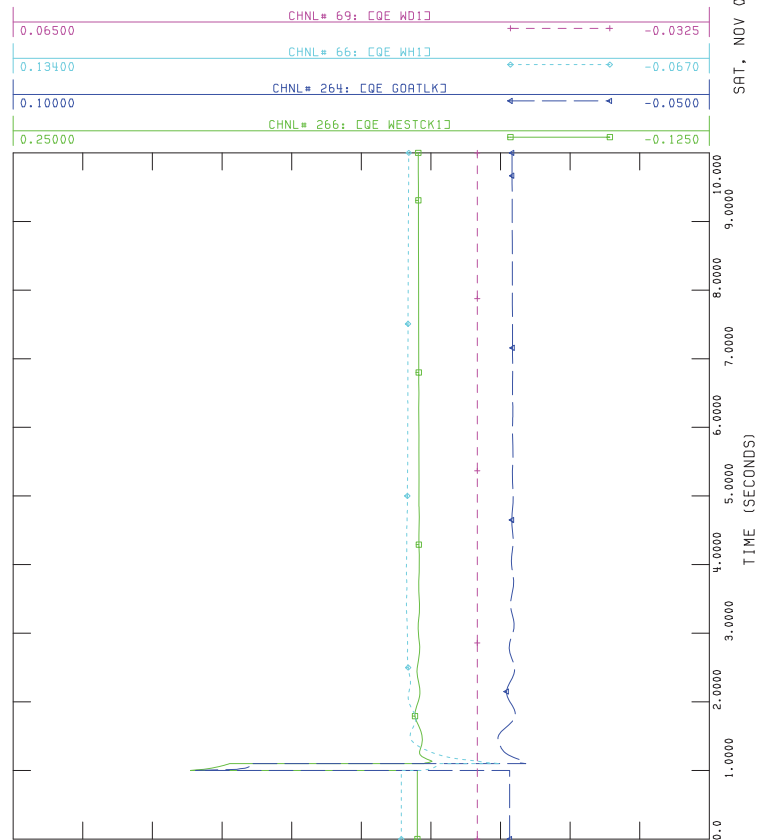
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

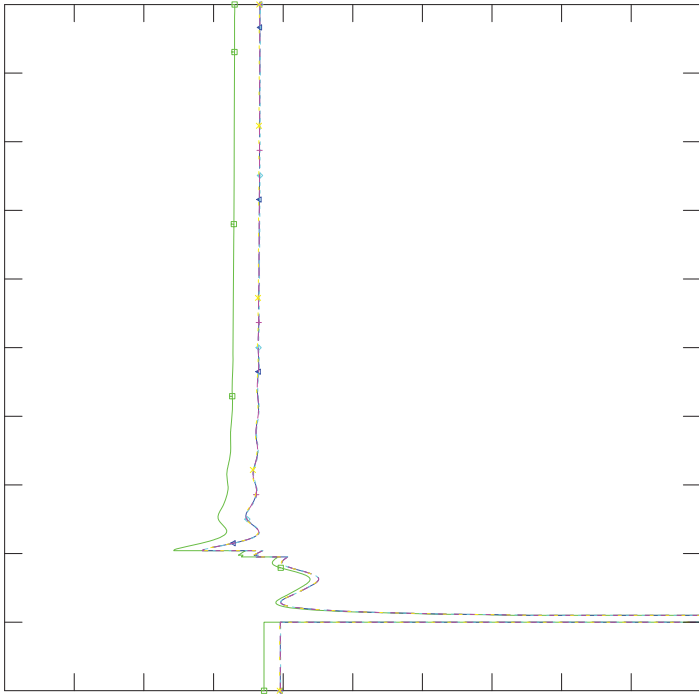
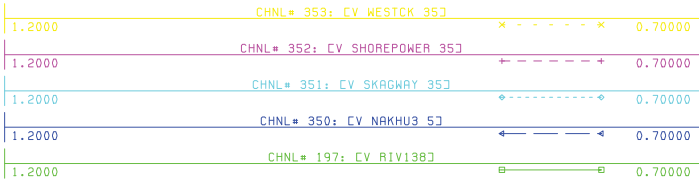
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WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W0_YAchn.out



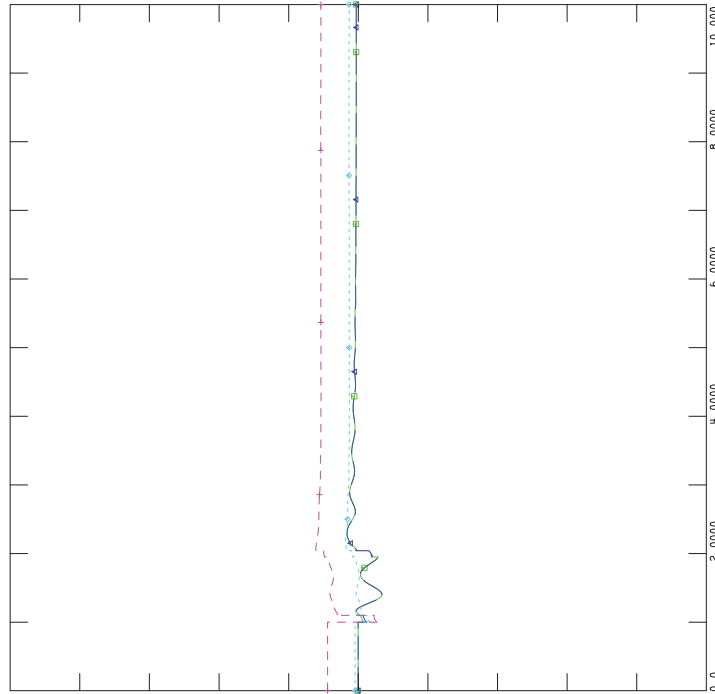
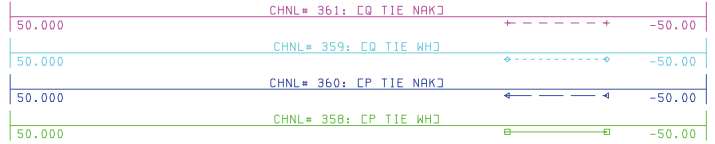
SAT, NOV 01 2014 13:39

VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W0_YAchn.out



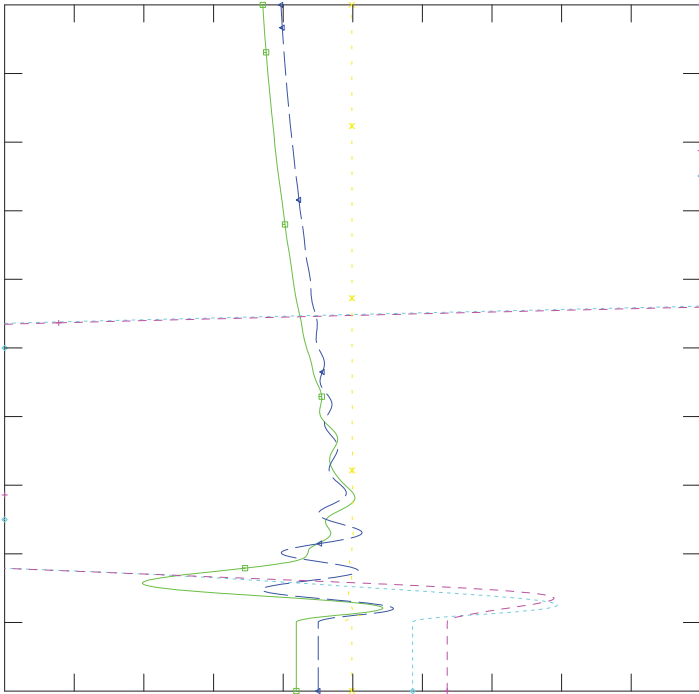
SAT, NOV 01 2014 13:39

PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W0_YAchn.out



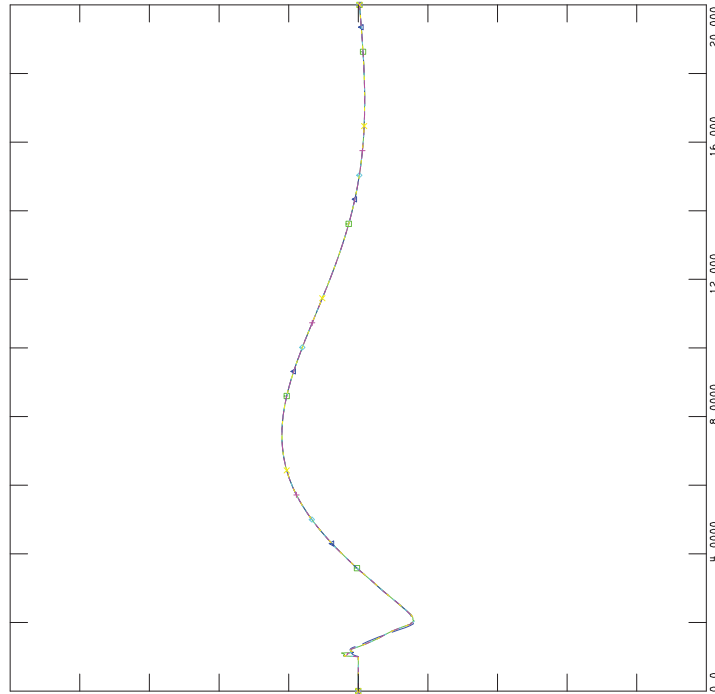
SAT, NOV 01 2014 13:38

ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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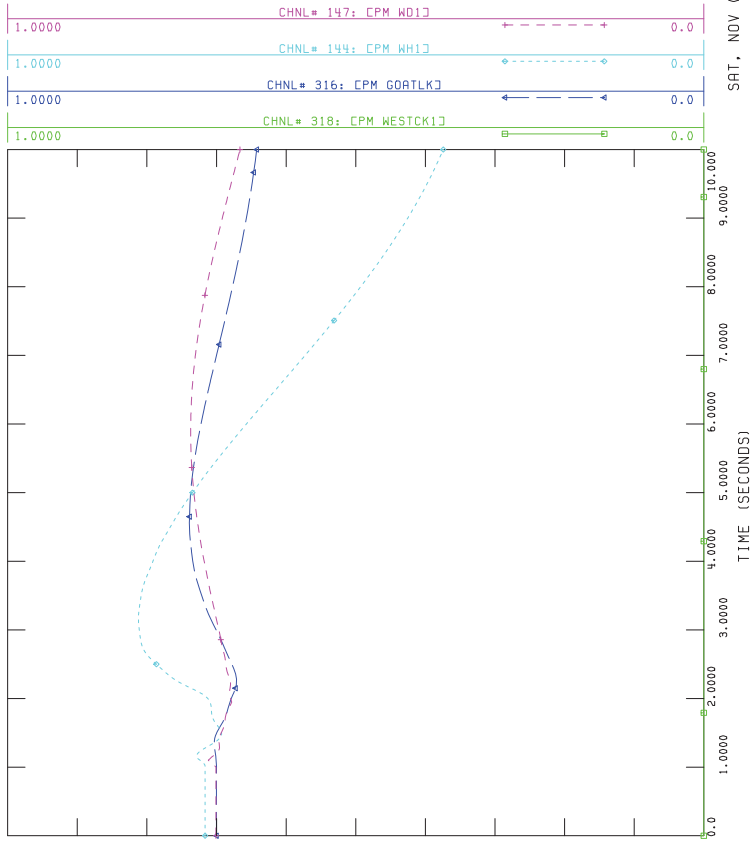
SAT, NOV 01 2014 13:39

FREQUENCY (HZ)



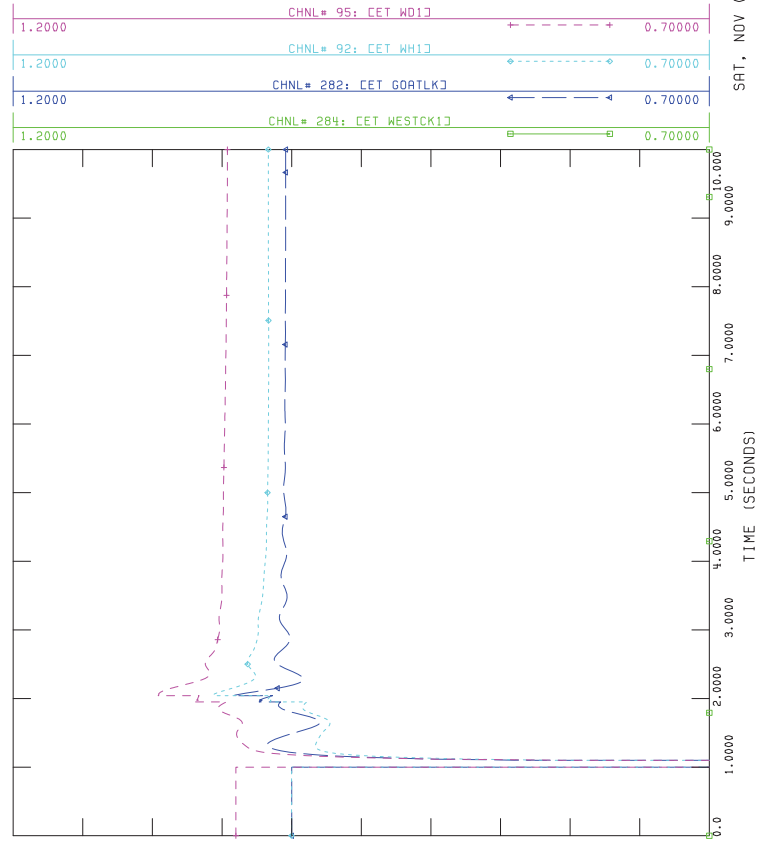
WHITEHORSE SKAGWAY
INTERCONNECTION

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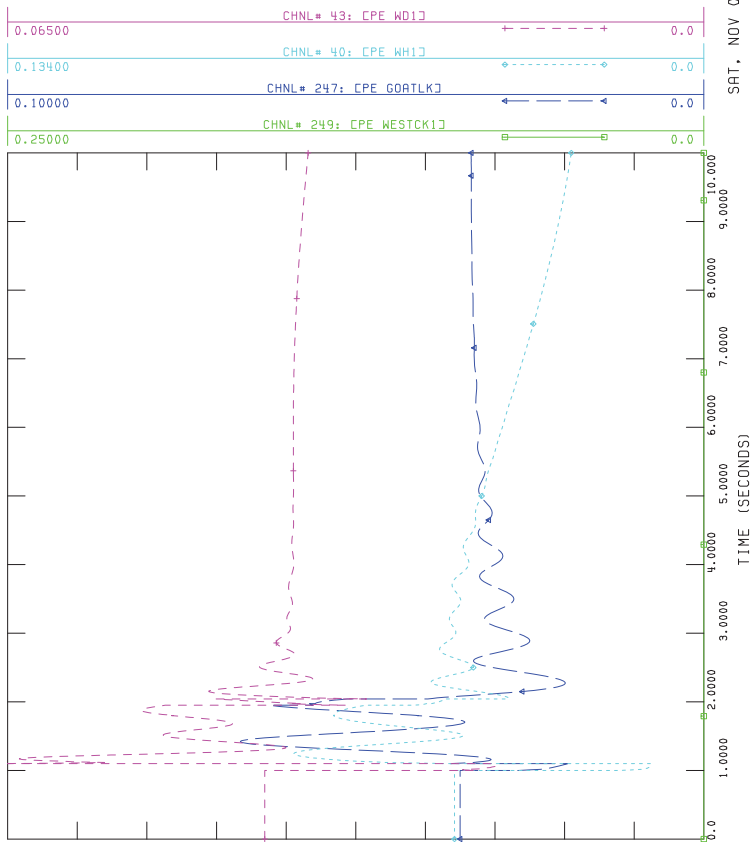
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INTERCONNECTION

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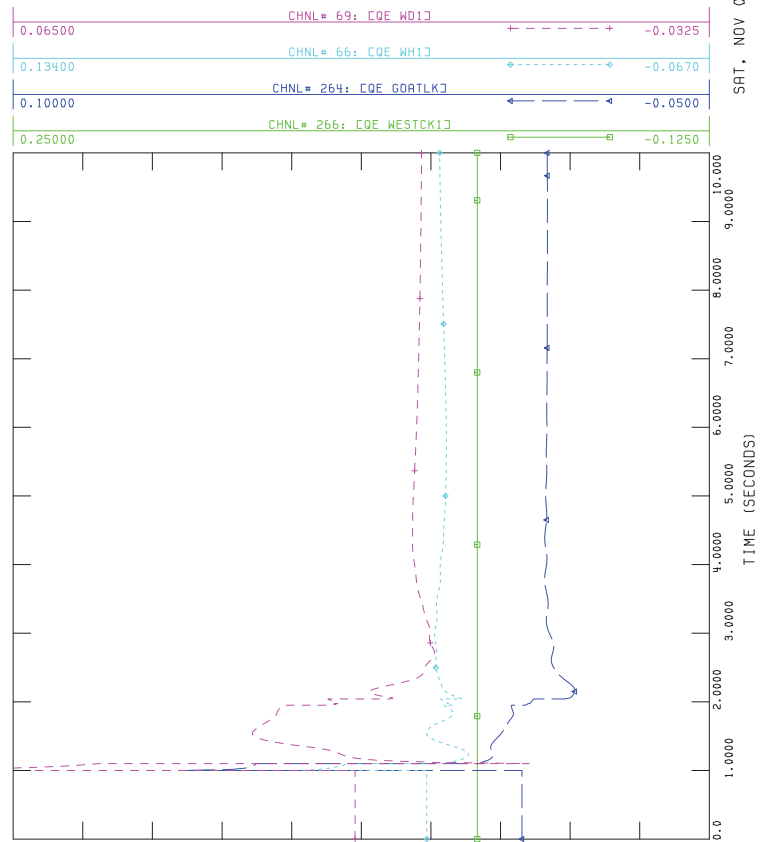
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

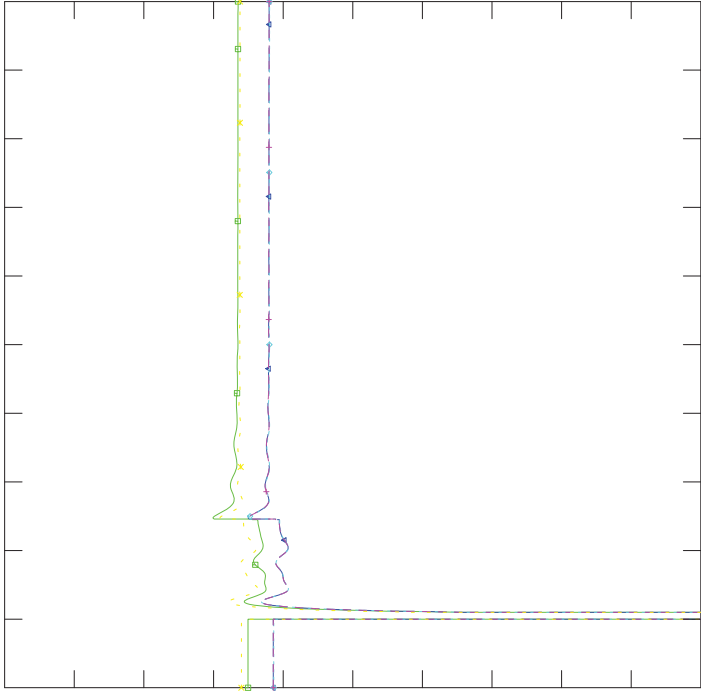
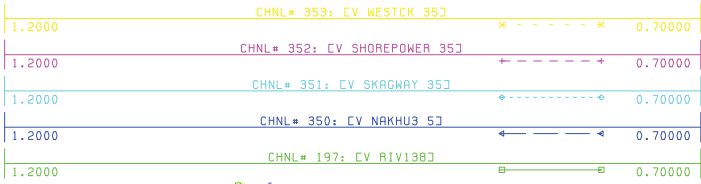
FILE: EV2_.10s_Fault_TAKW_W0_YAchn.out





WHITEHORSE SKAGWAY INTERCONNECTION

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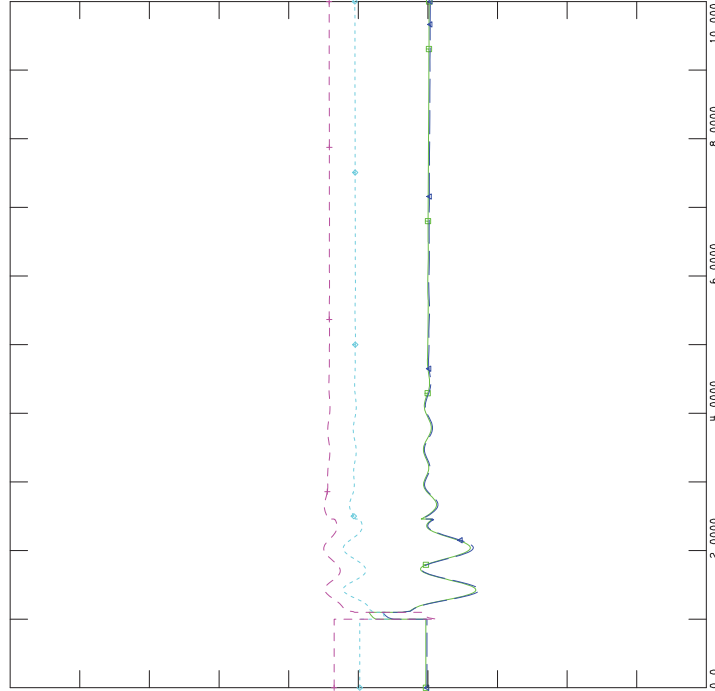
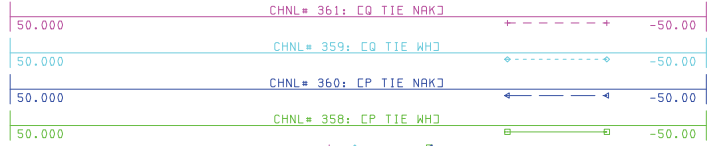


SAT, NOV 01 2014 13:39
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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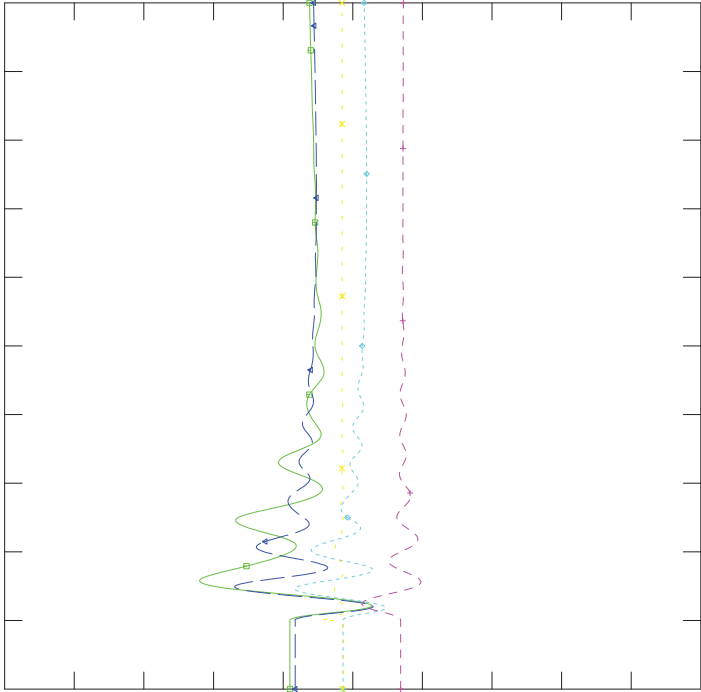


SAT, NOV 01 2014 13:39
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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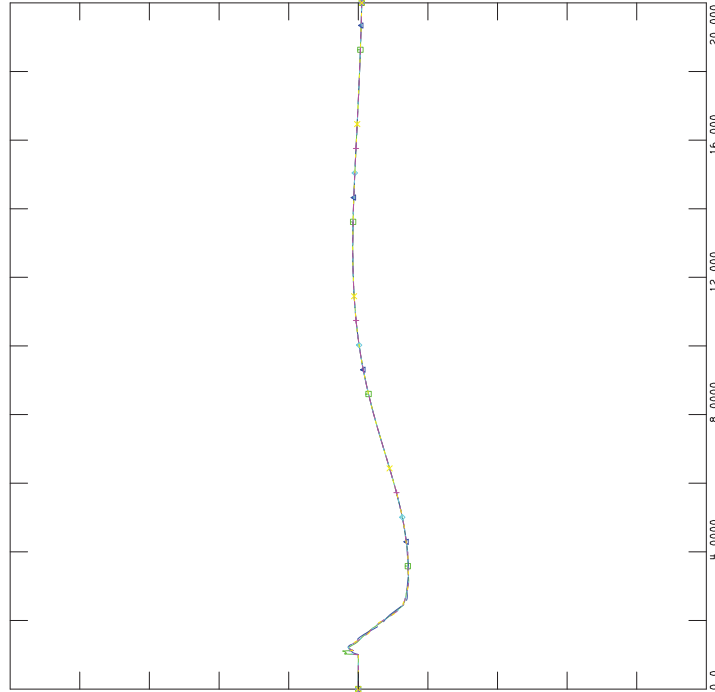


SAT, NOV 01 2014 13:39
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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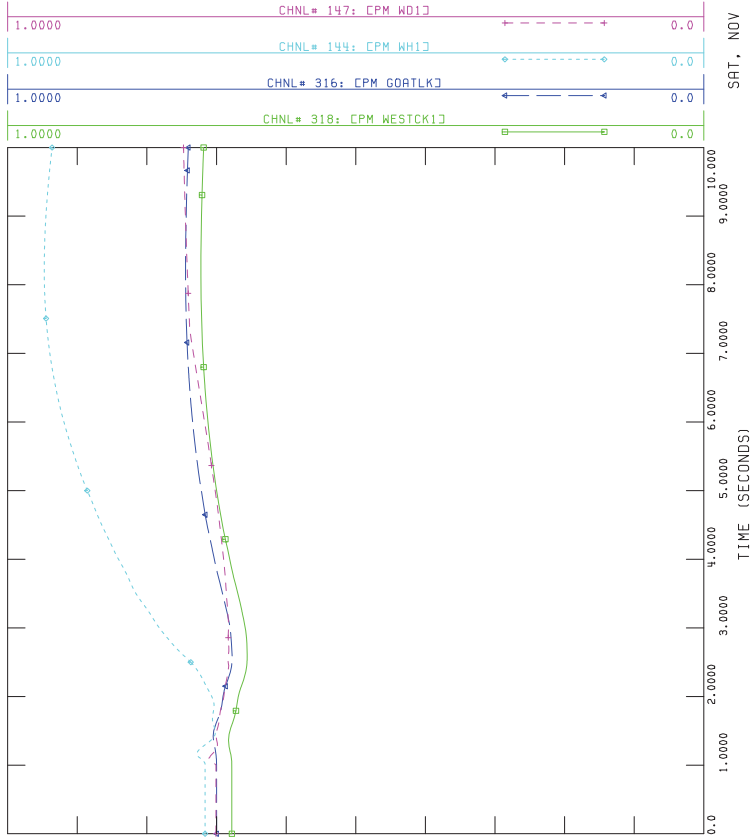


SAT, NOV 01 2014 13:39
FREQUENCY (HZ)



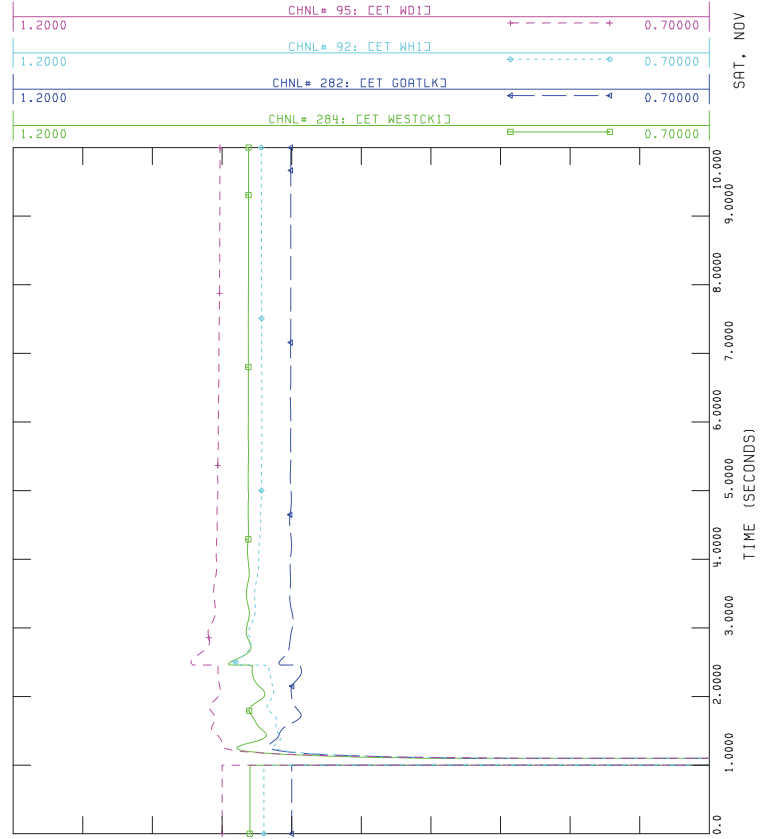
WHITEHORSE SKAGWAY
INTERCONNECTION

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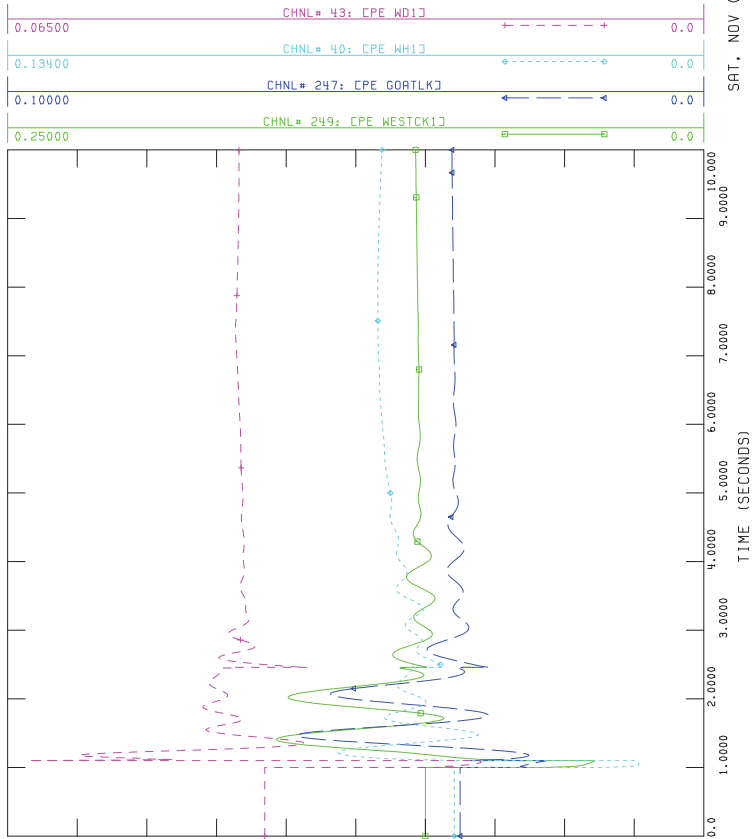
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INTERCONNECTION

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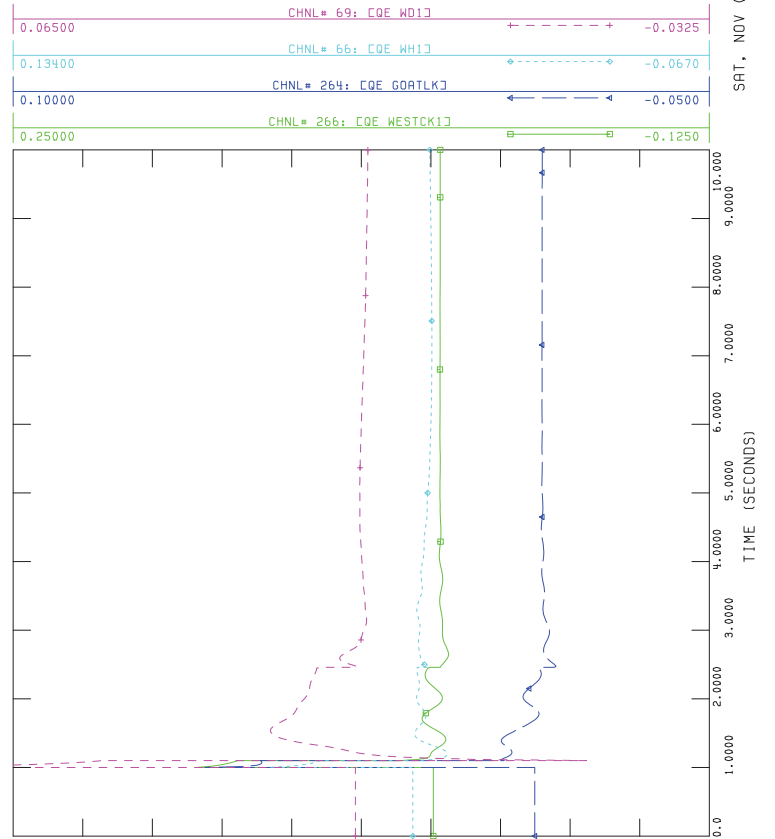
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

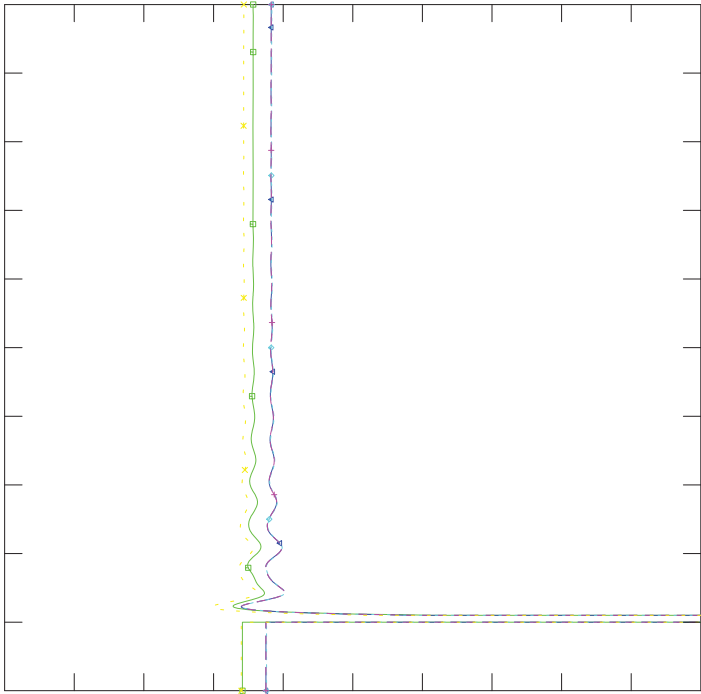
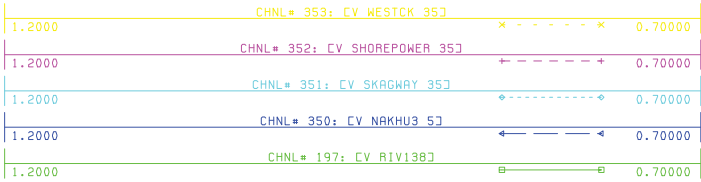
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WHITEHORSE SKAGWAY INTERCONNECTION

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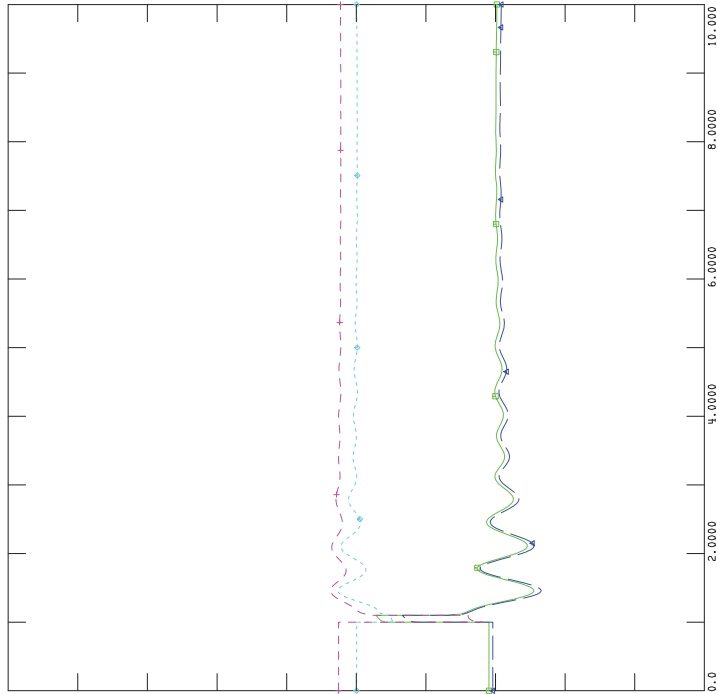
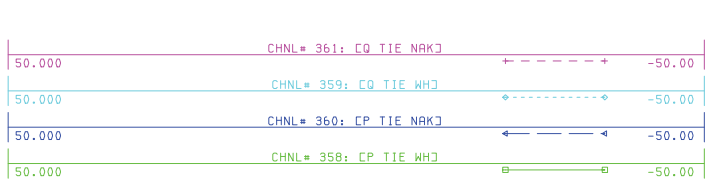


SAT, NOV 01 2014 13:39
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W20i_YAchn.out

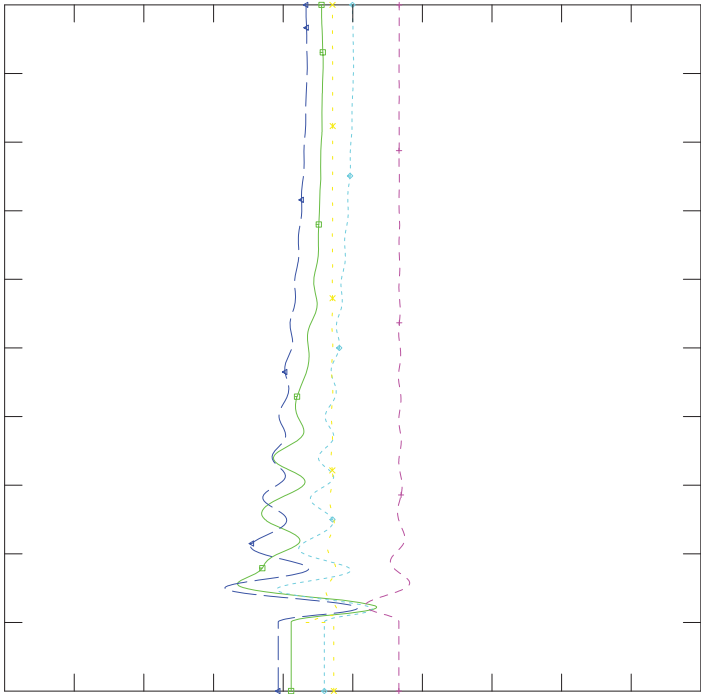


SAT, NOV 01 2014 13:39
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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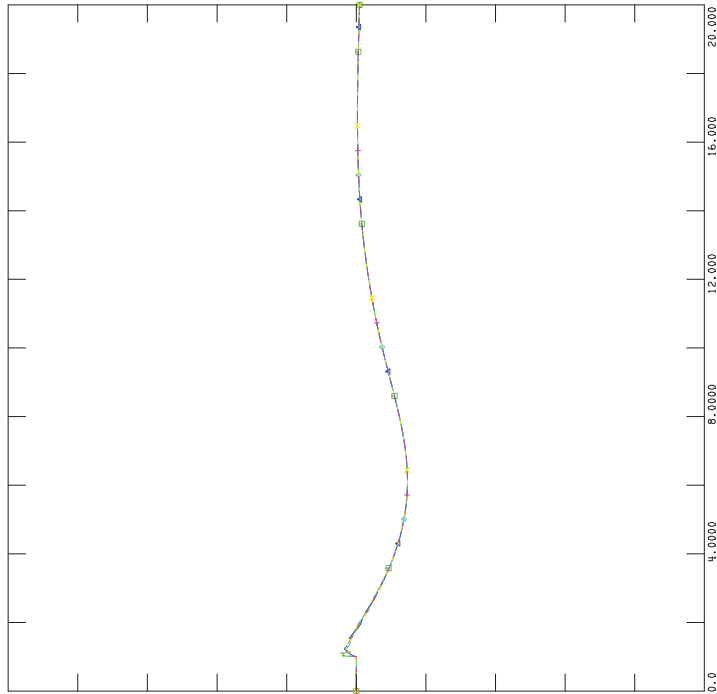
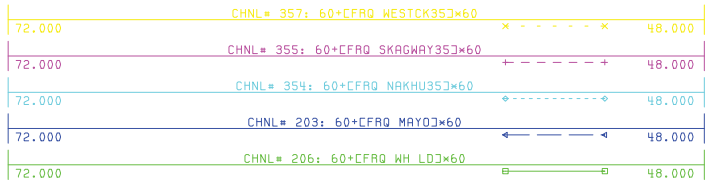


SAT, NOV 01 2014 13:39
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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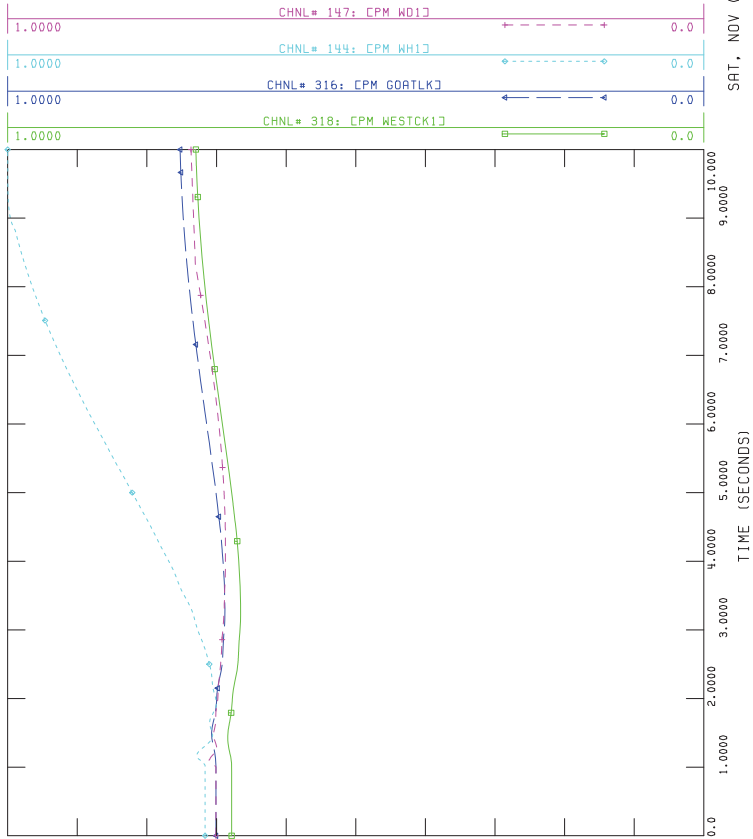


SAT, NOV 01 2014 13:39
FREQUENCY (HZ)



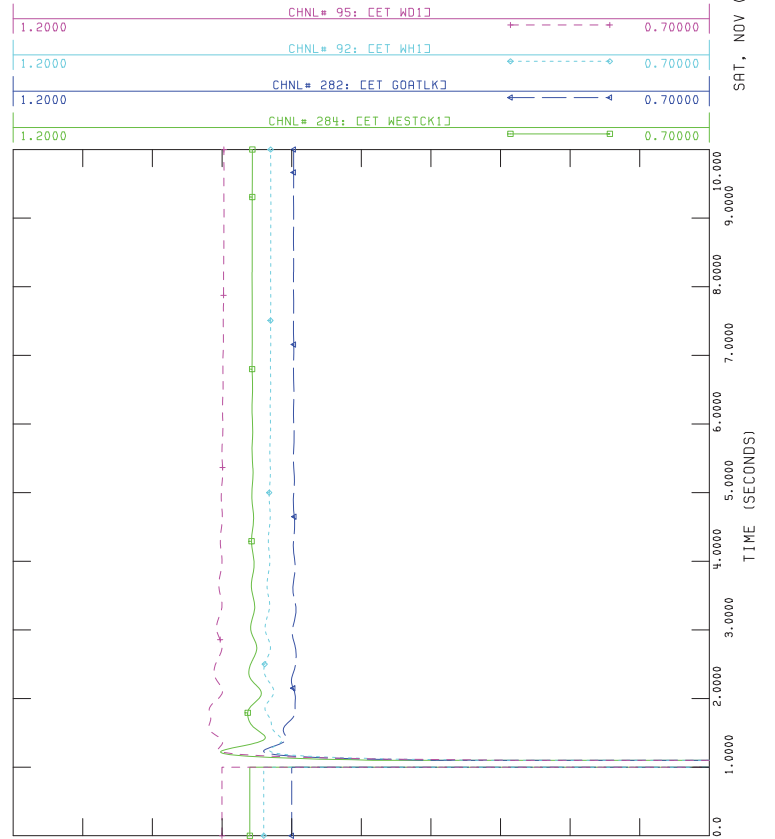
WHITEHORSE SKAGWAY
INTERCONNECTION

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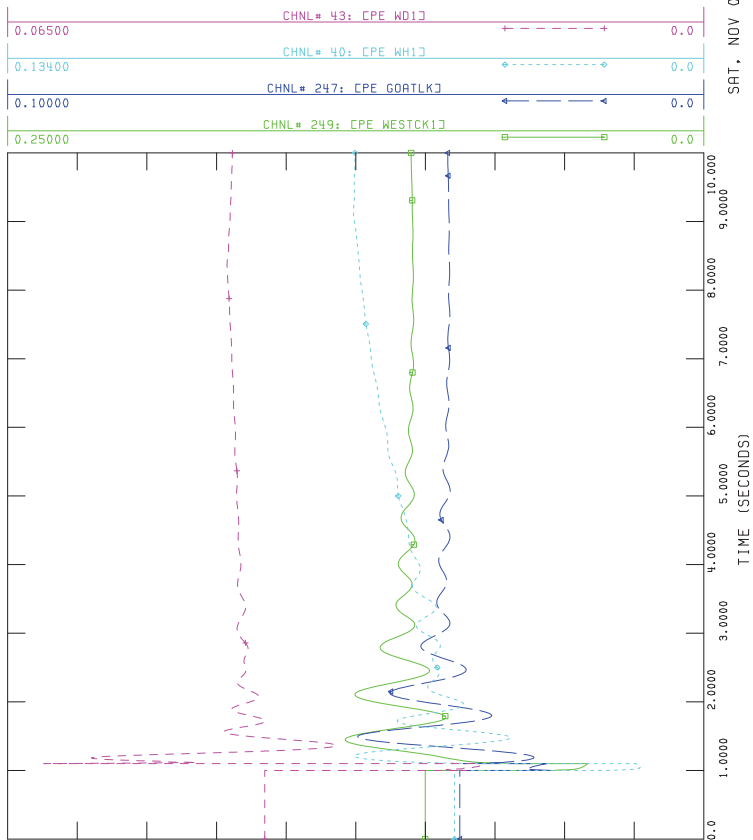
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INTERCONNECTION

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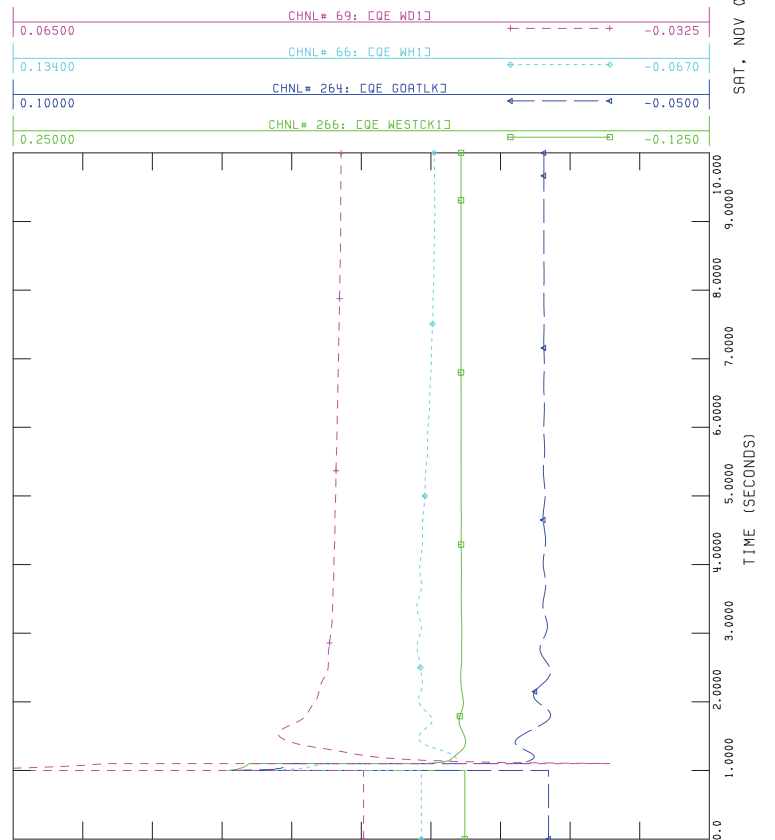
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INTERCONNECTION

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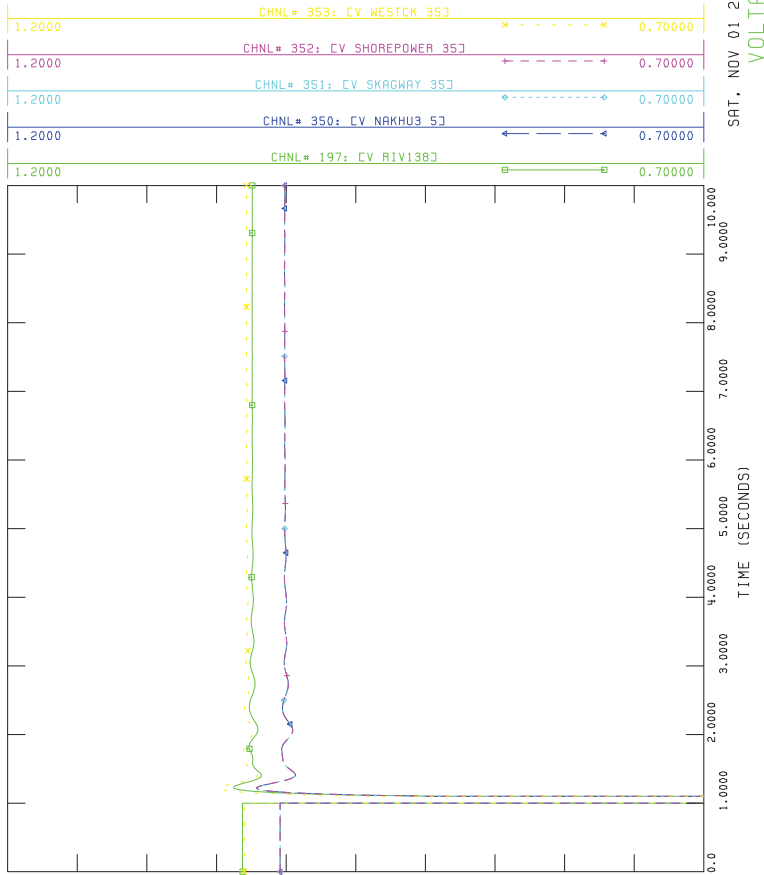
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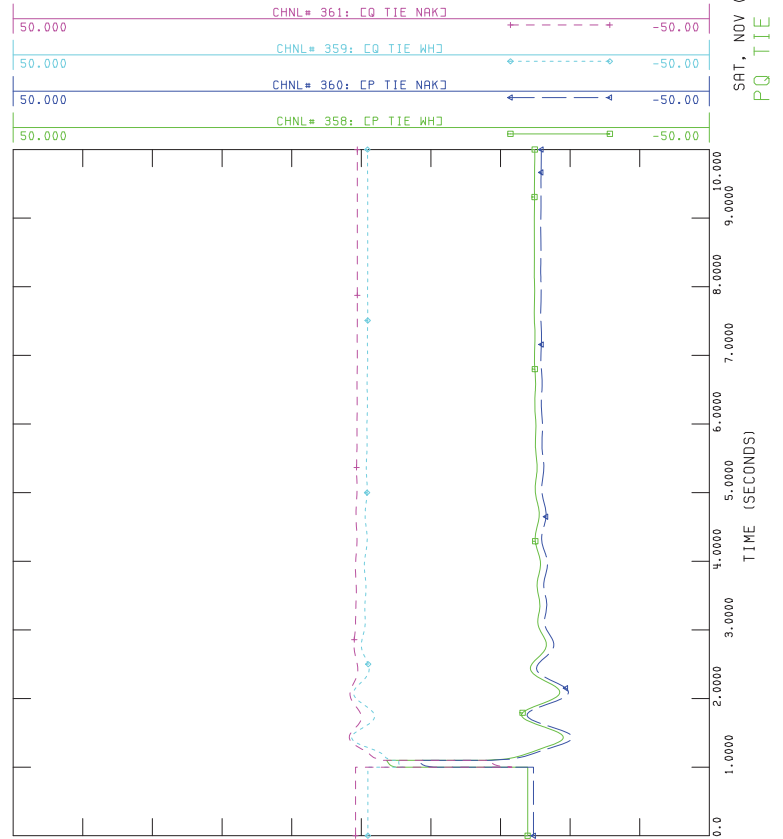
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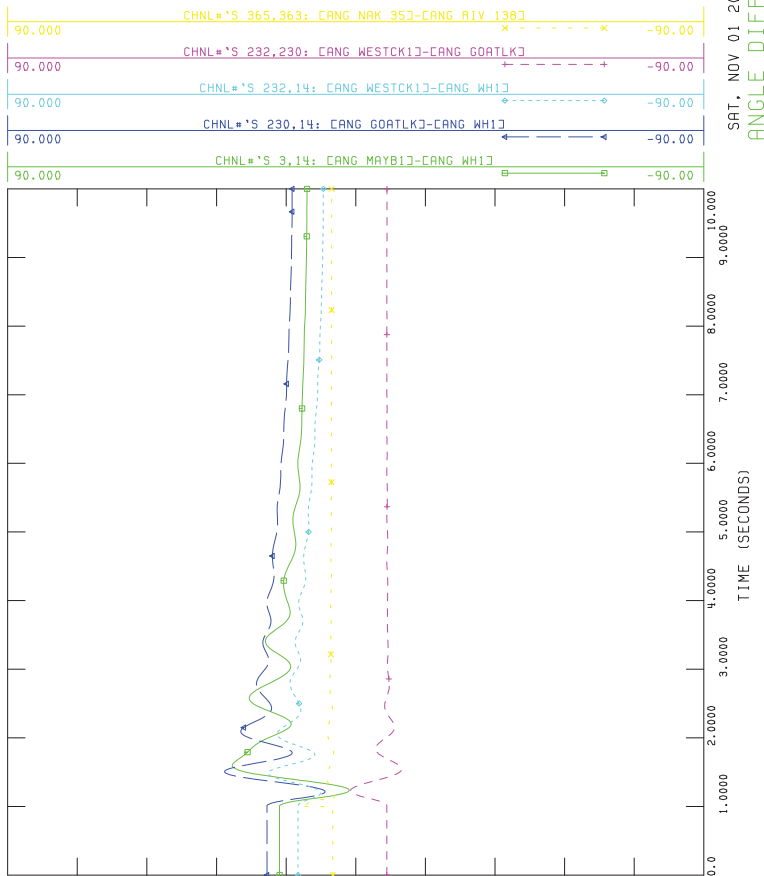
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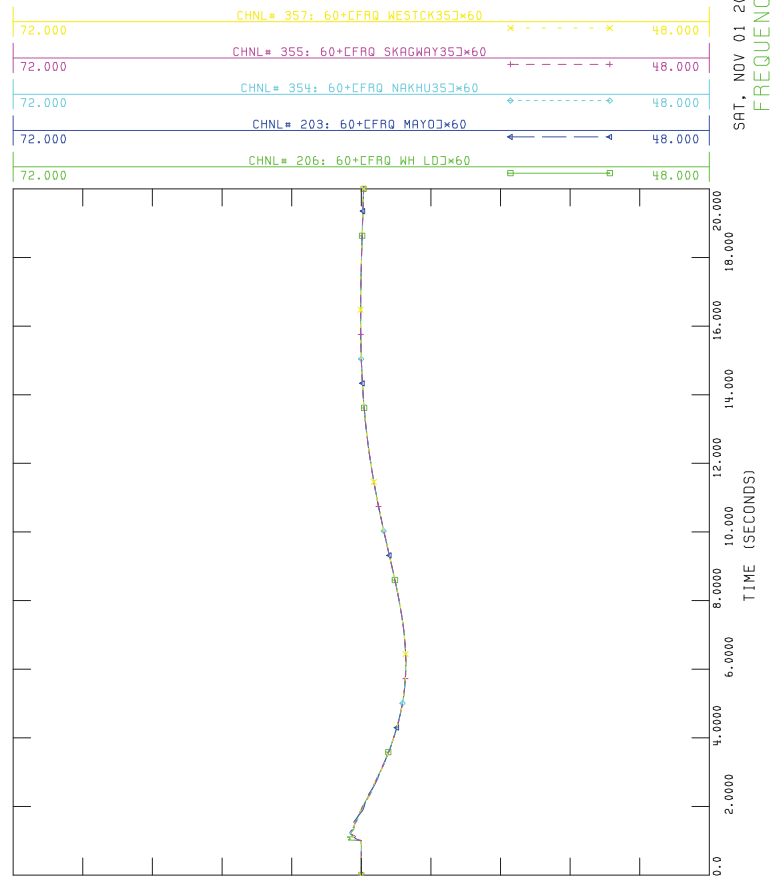
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WHITEHORSE SKAGWAY INTERCONNECTION

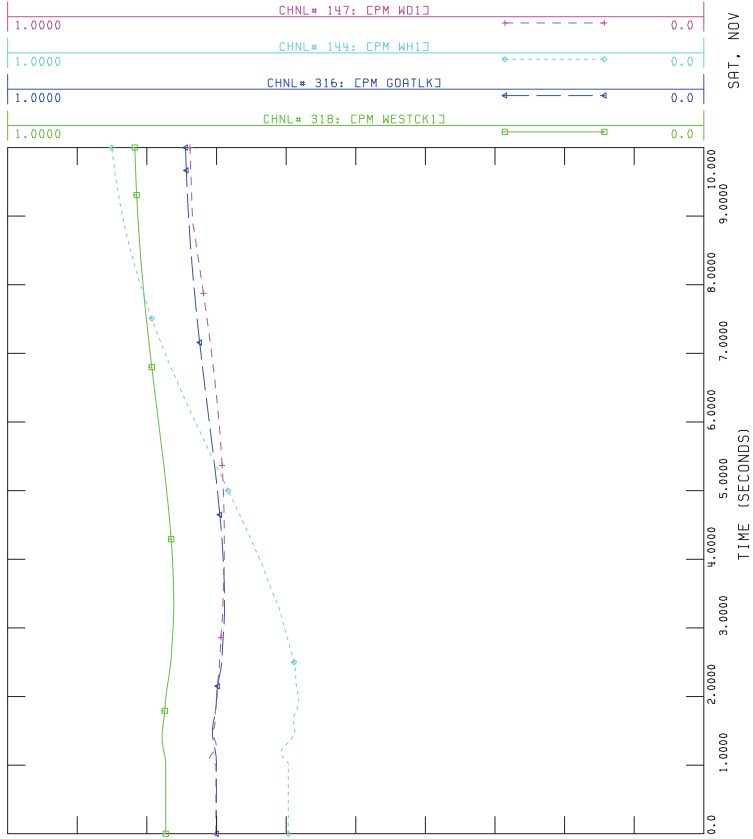
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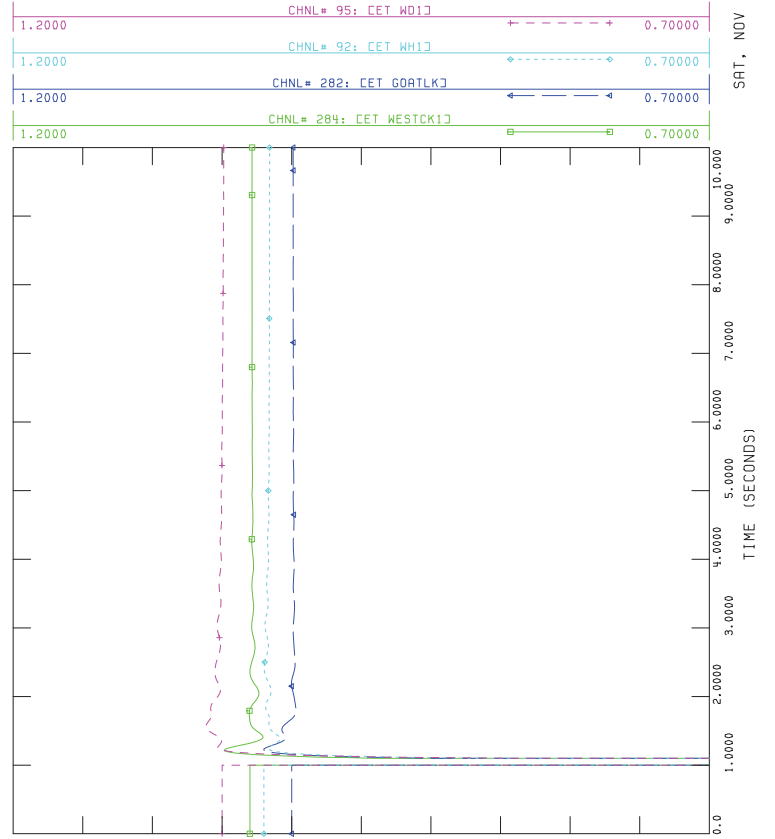
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INTERCONNECTION

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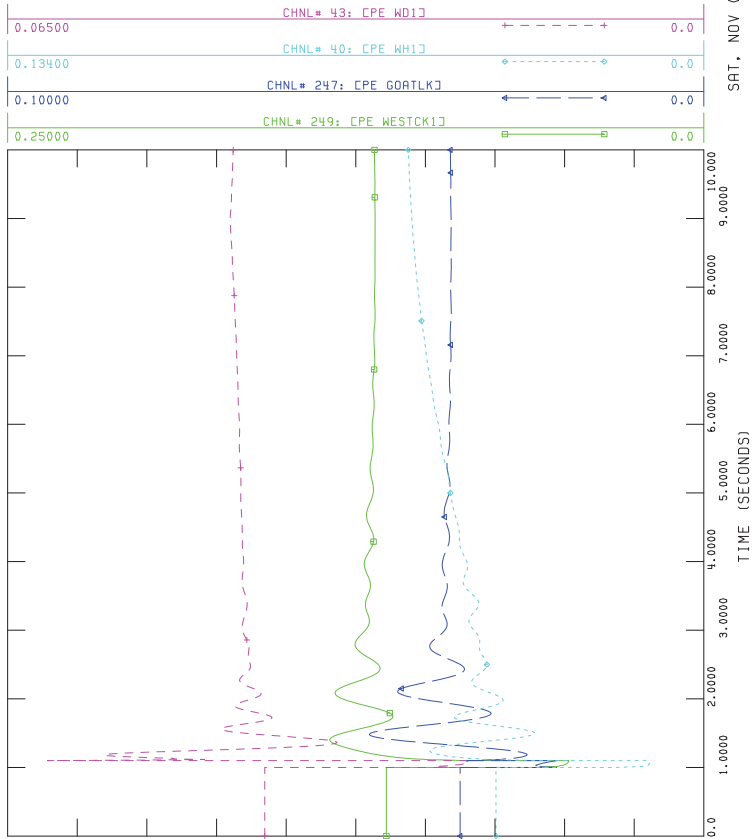
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INTERCONNECTION

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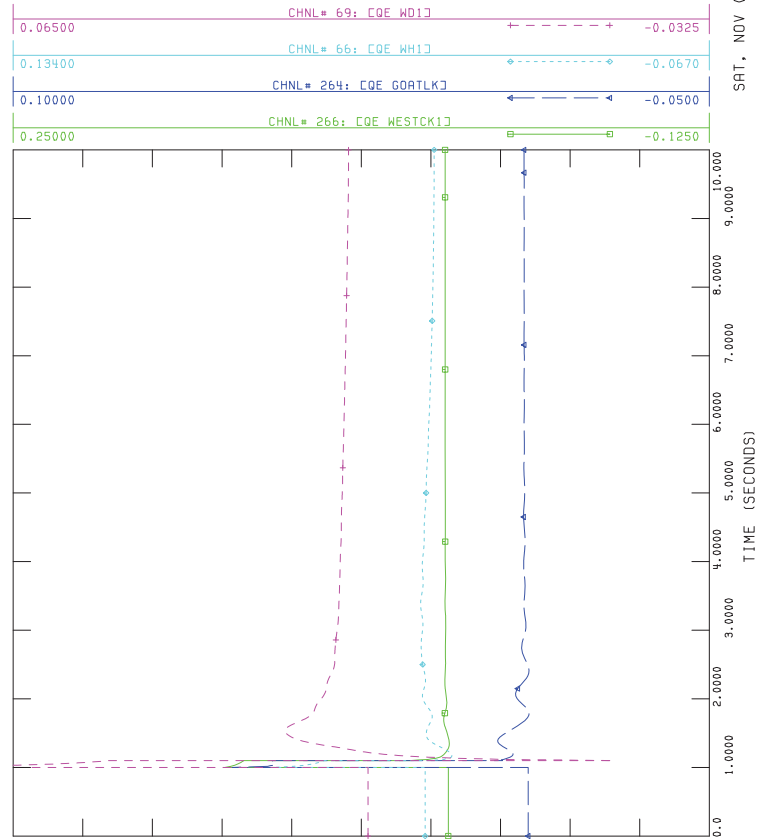
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INTERCONNECTION

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INTERCONNECTION

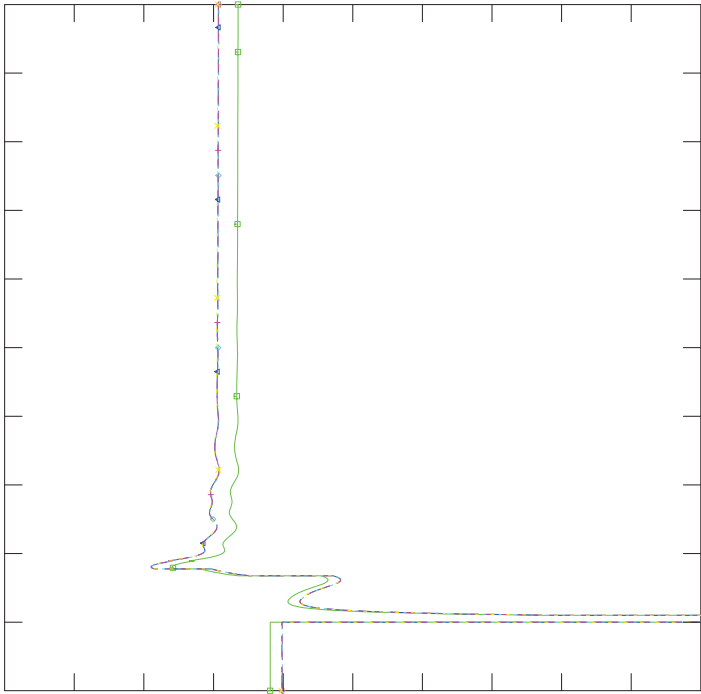
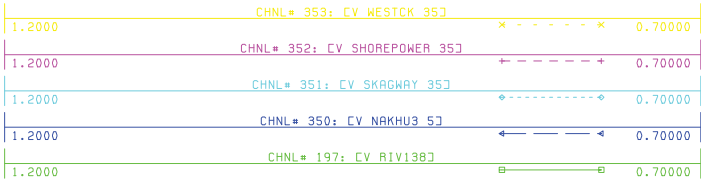
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WHITEHORSE SKAGWAY INTERCONNECTION

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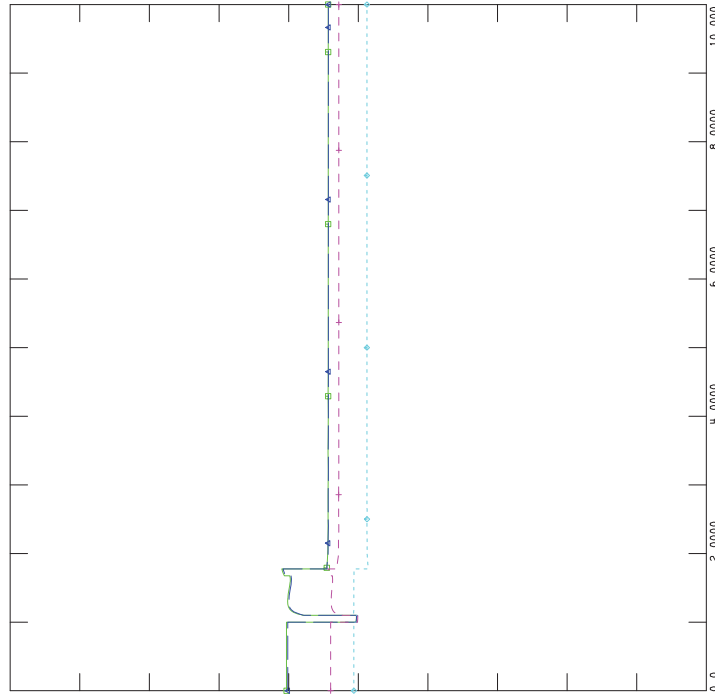
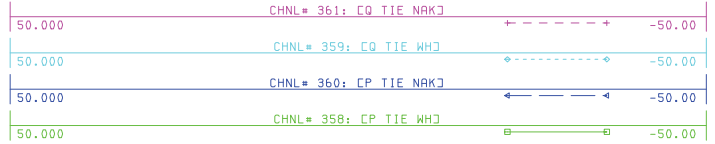


SUN, NOV 02 2014 8:19
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W10e_YAchn.out

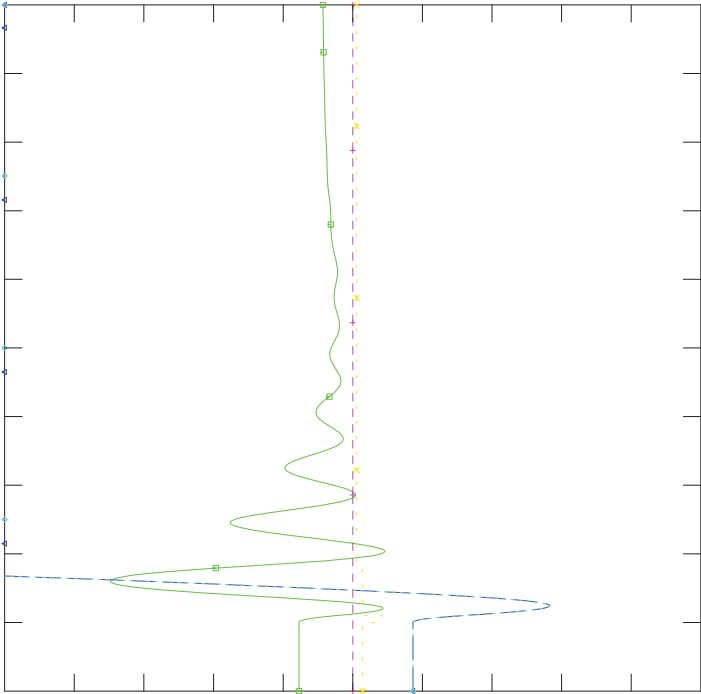


SUN, NOV 02 2014 8:19
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W10e_YAchn.out

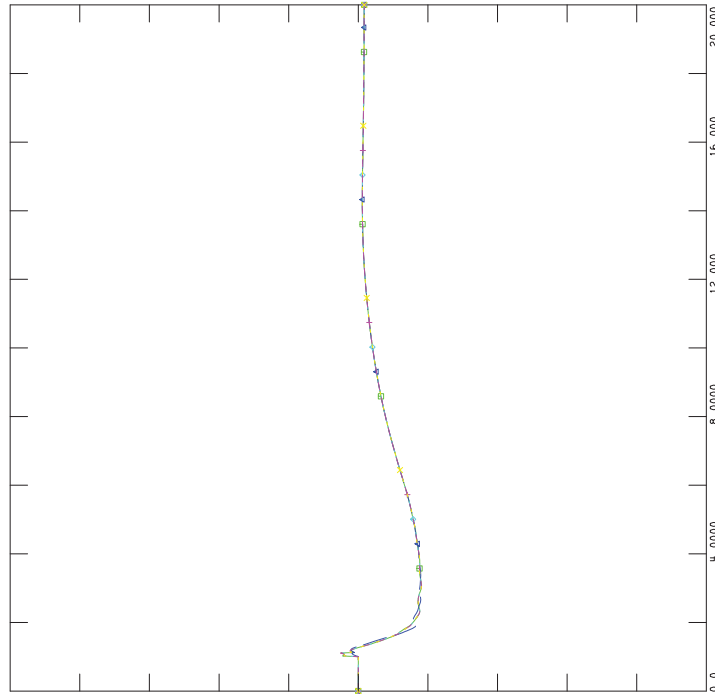


SUN, NOV 02 2014 8:19
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W10e_YAchn.out

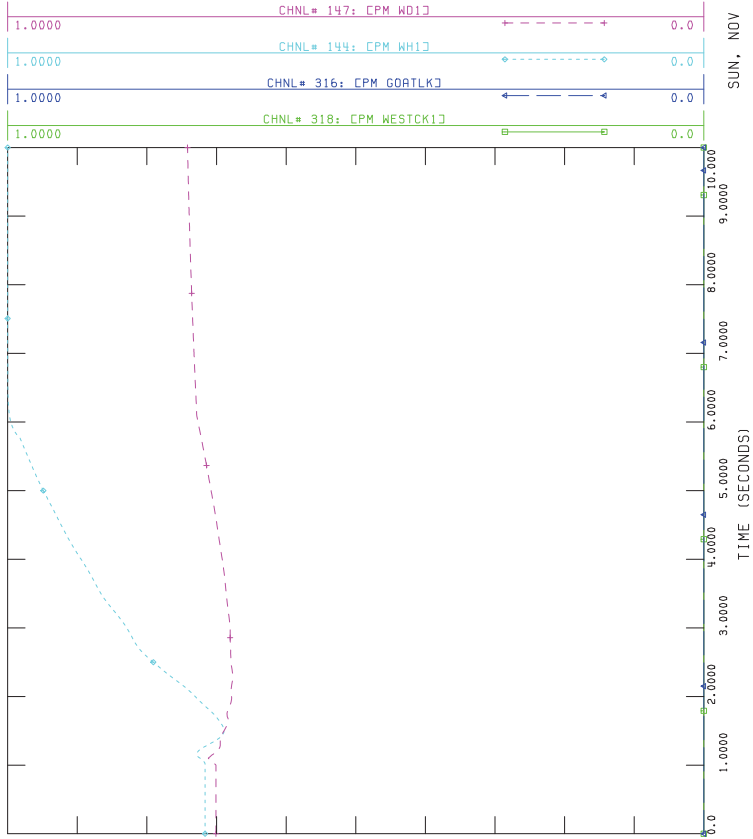


SUN, NOV 02 2014 8:19
FREQUENCY (HZ)



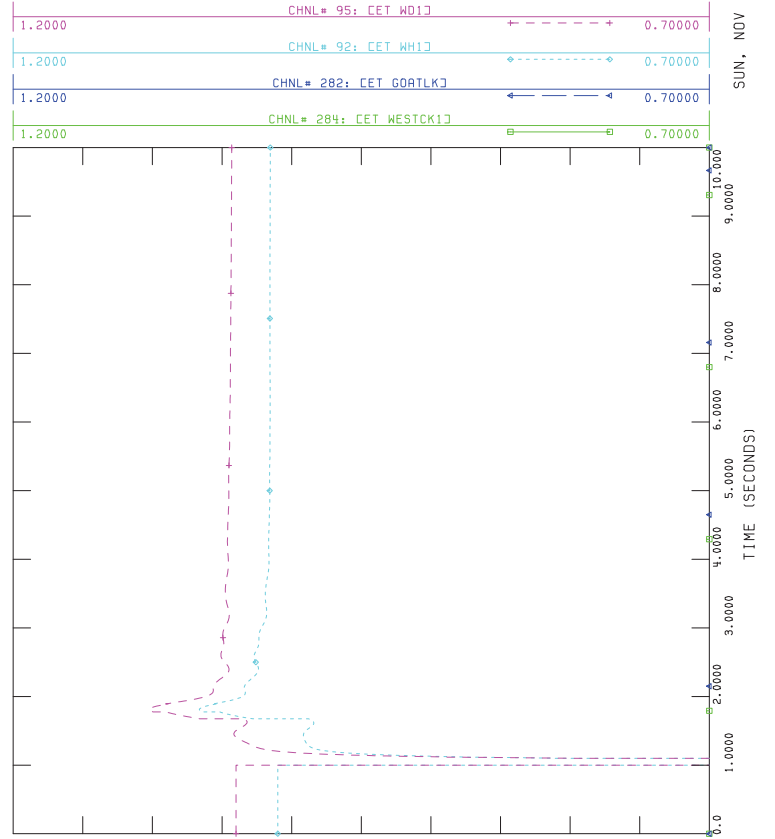
WHITEHORSE SKAGWAY
INTERCONNECTION

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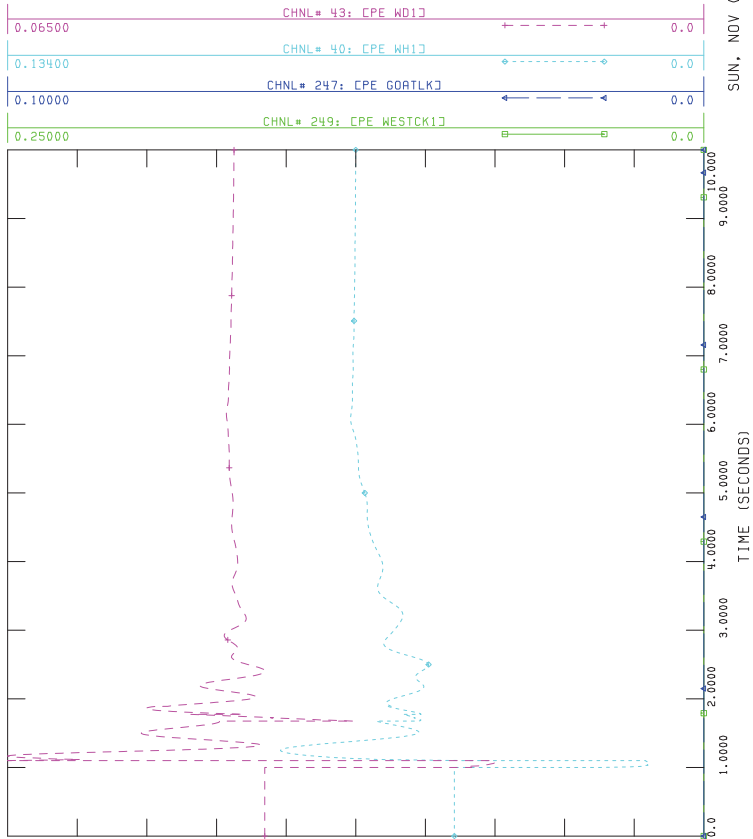
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INTERCONNECTION

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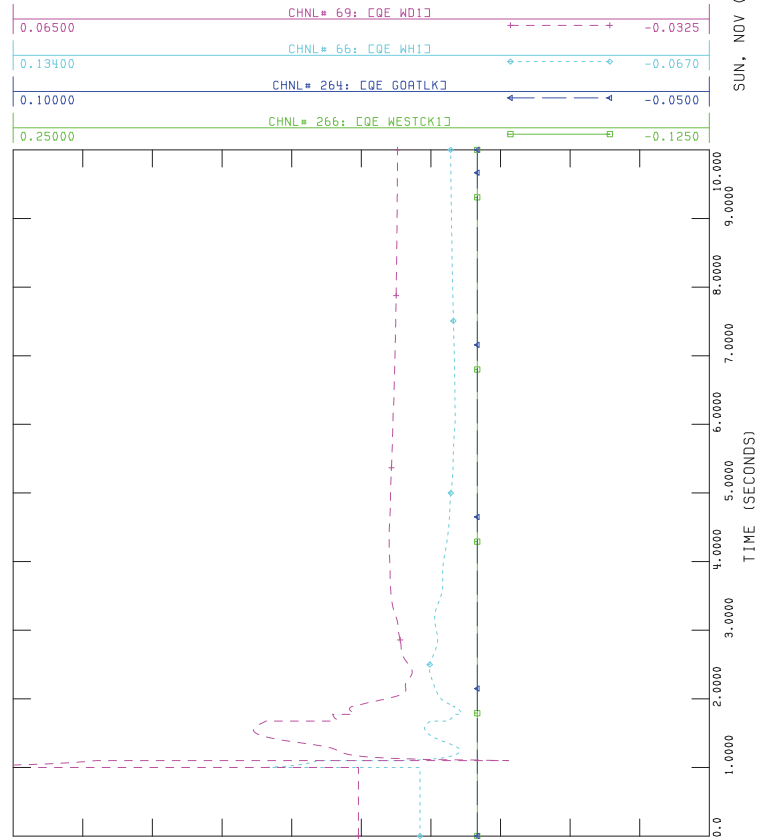
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INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_W10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

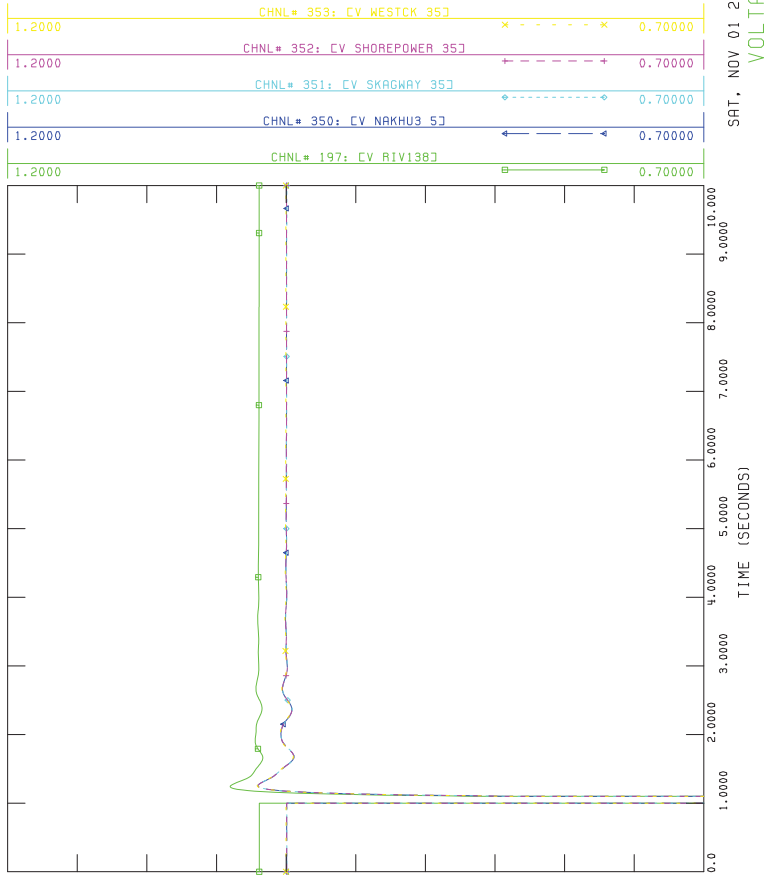
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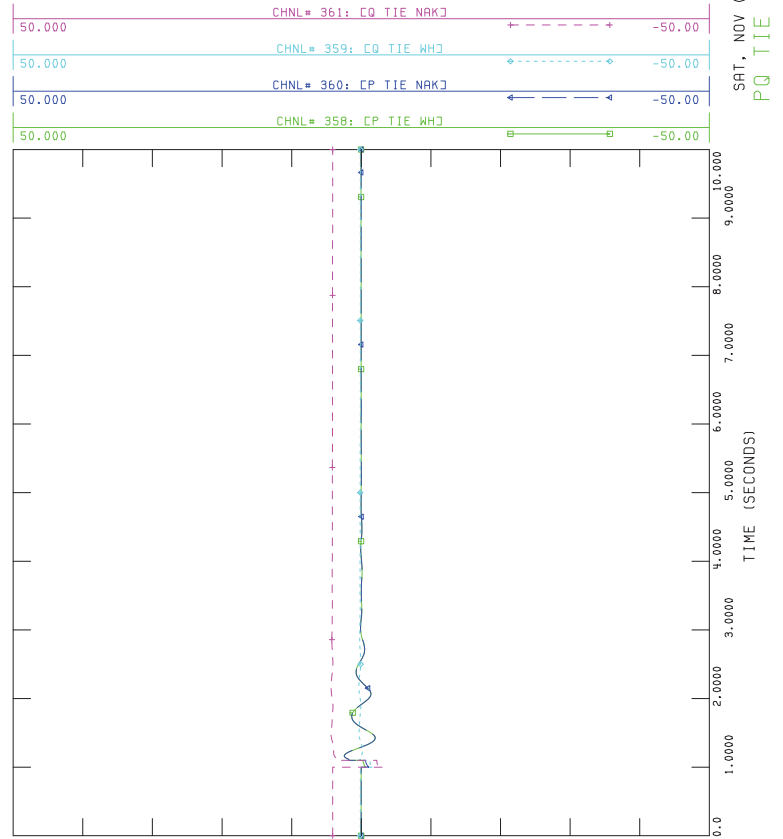
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_S0_YAchn.out



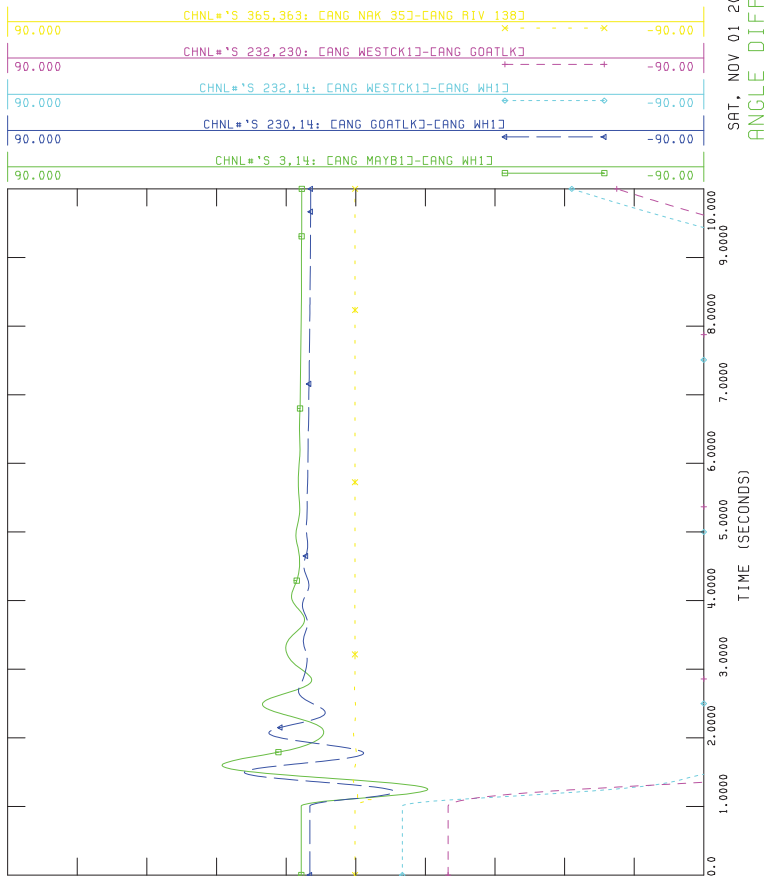
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_S0_YAchn.out



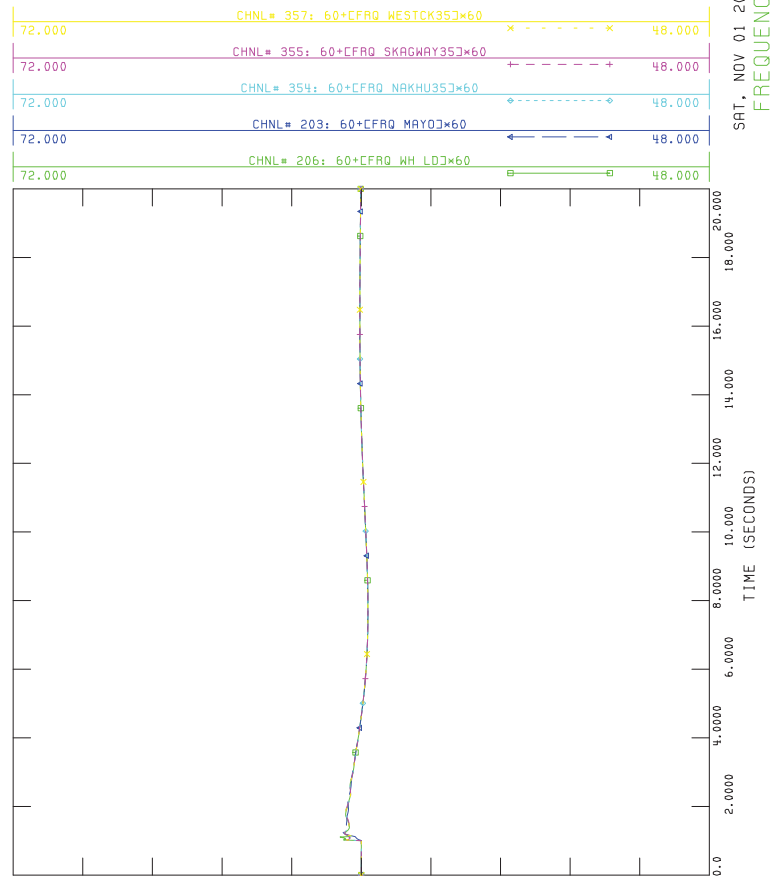
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FILE: EV2_.10s_Fault_TAKW_S0_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

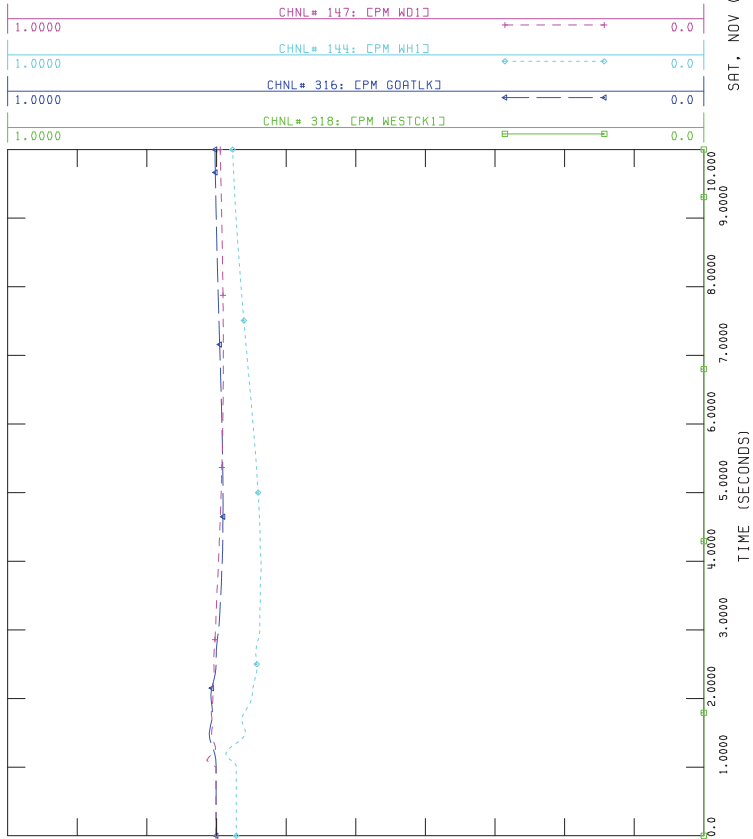
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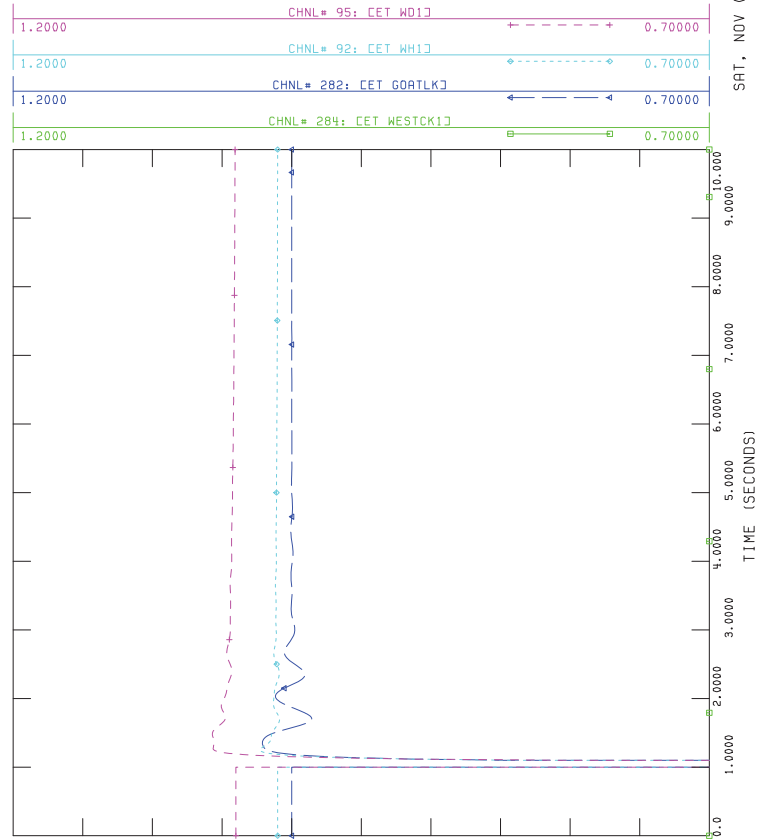
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INTERCONNECTION

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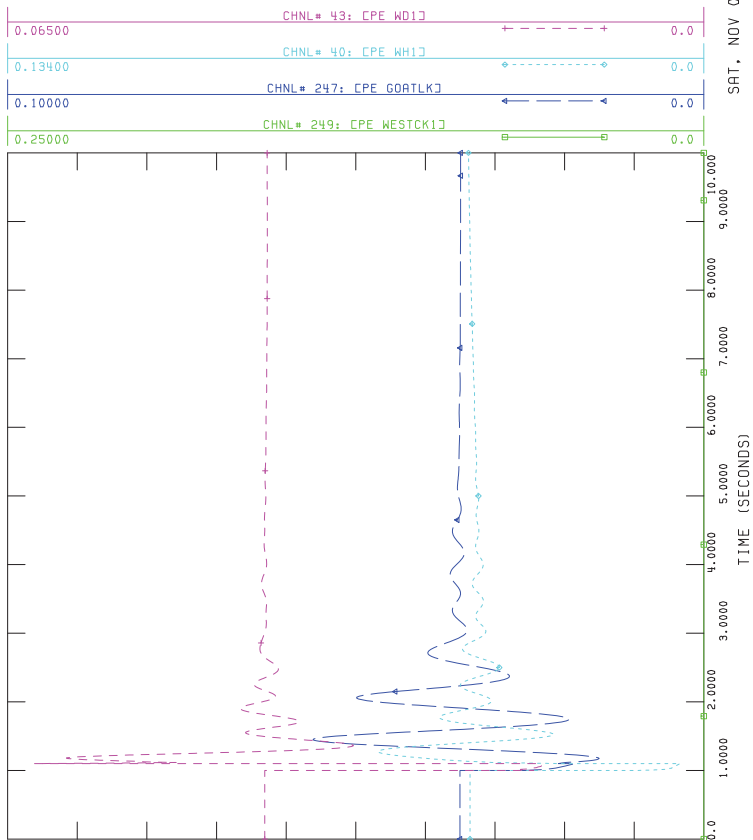
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INTERCONNECTION

FILE: EV2_.10s_Fault_TAKW_S0_YAchn.out



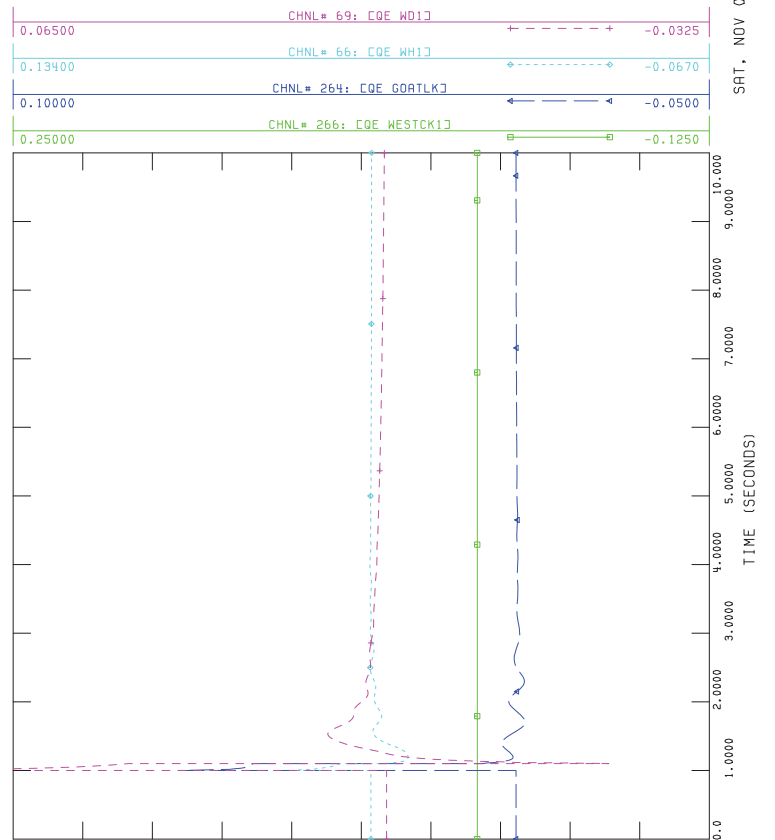
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

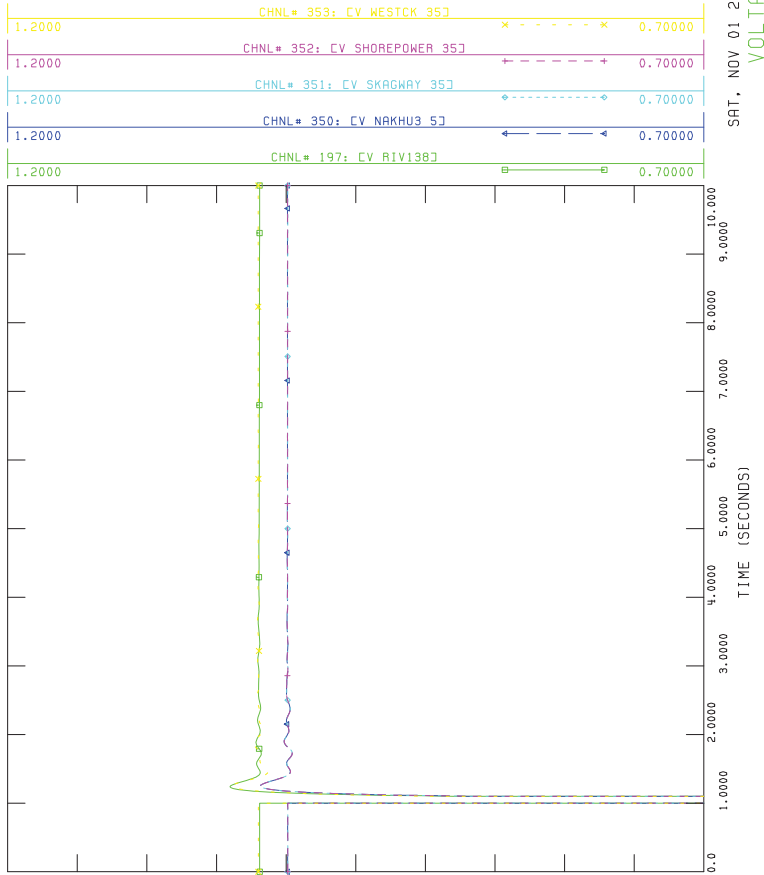
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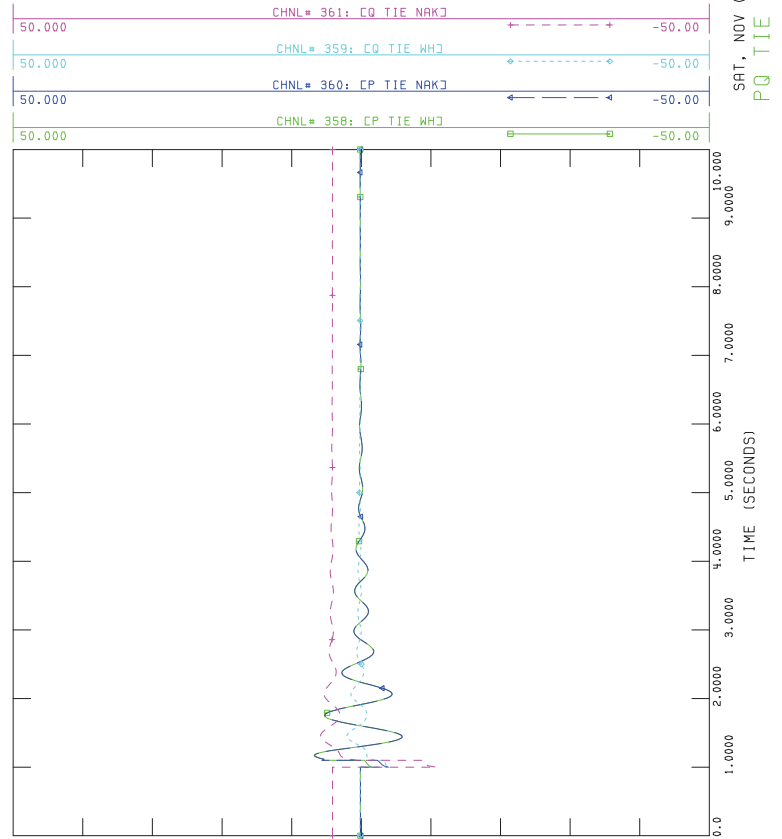
WHITEHORSE SKAGWAY
INTERCONNECTION

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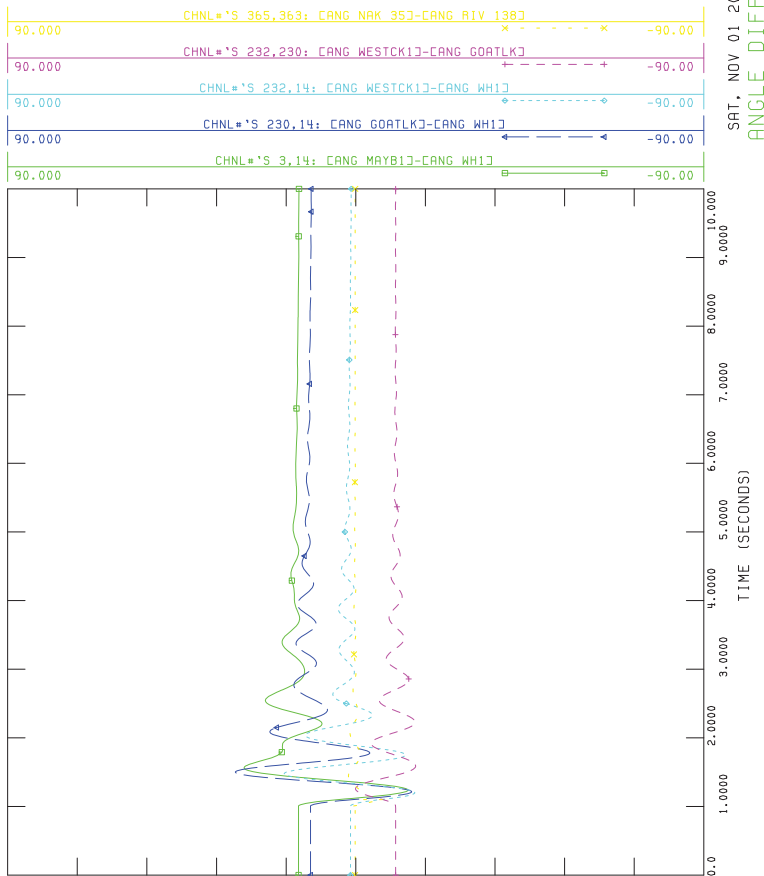
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INTERCONNECTION

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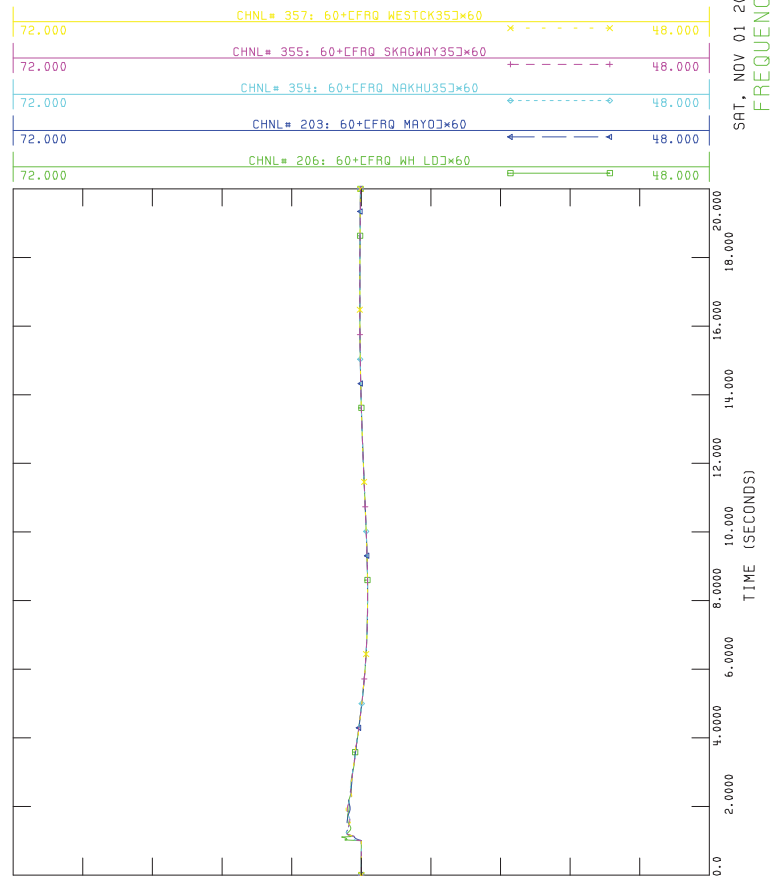
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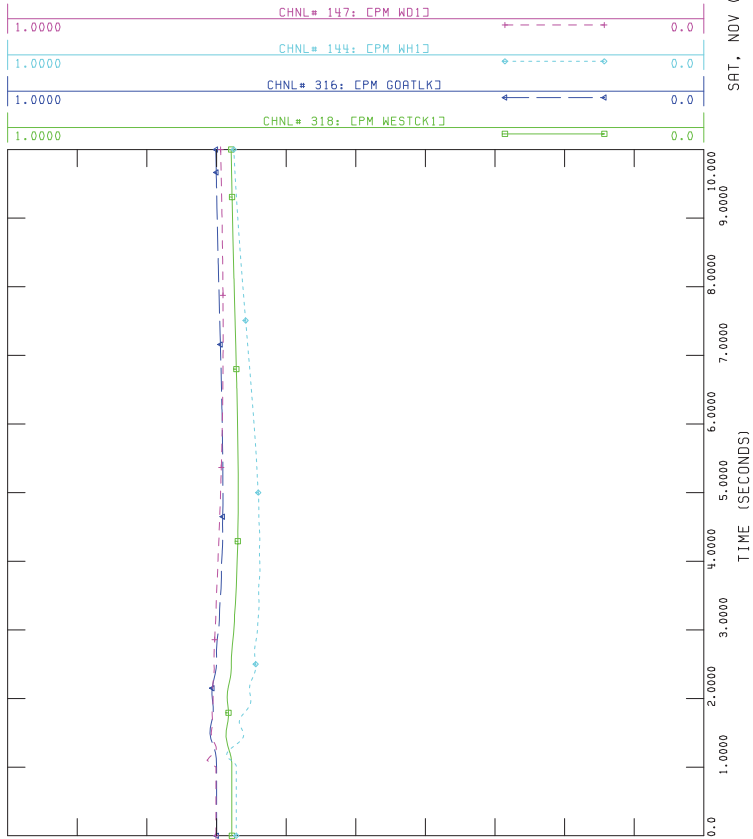
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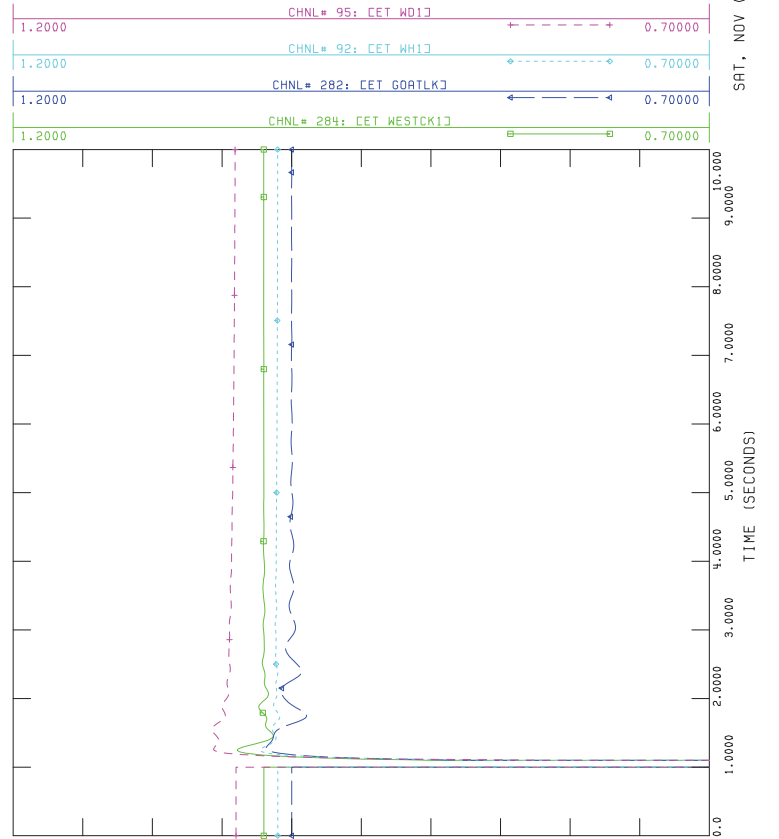
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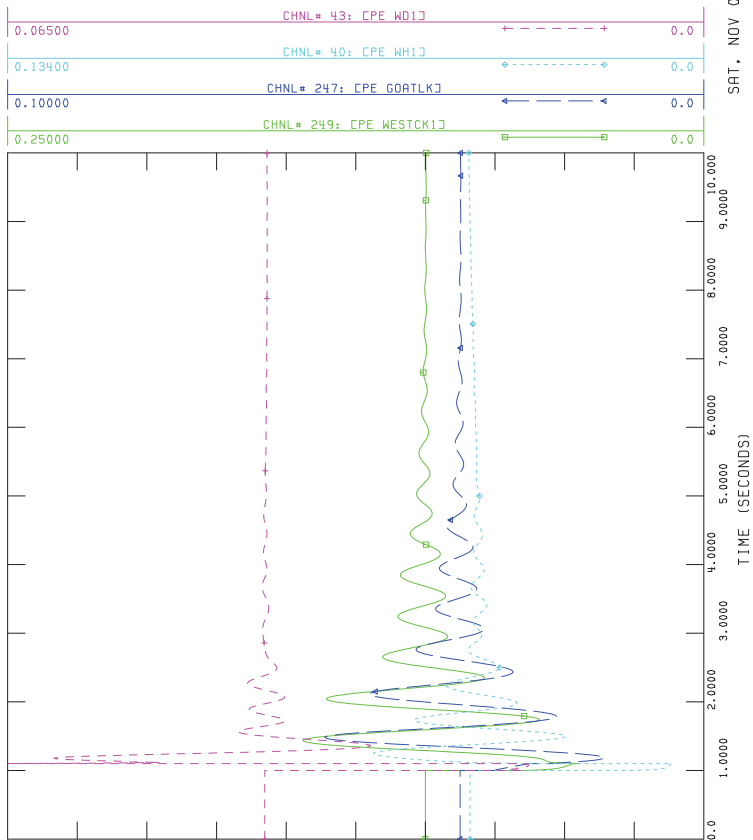
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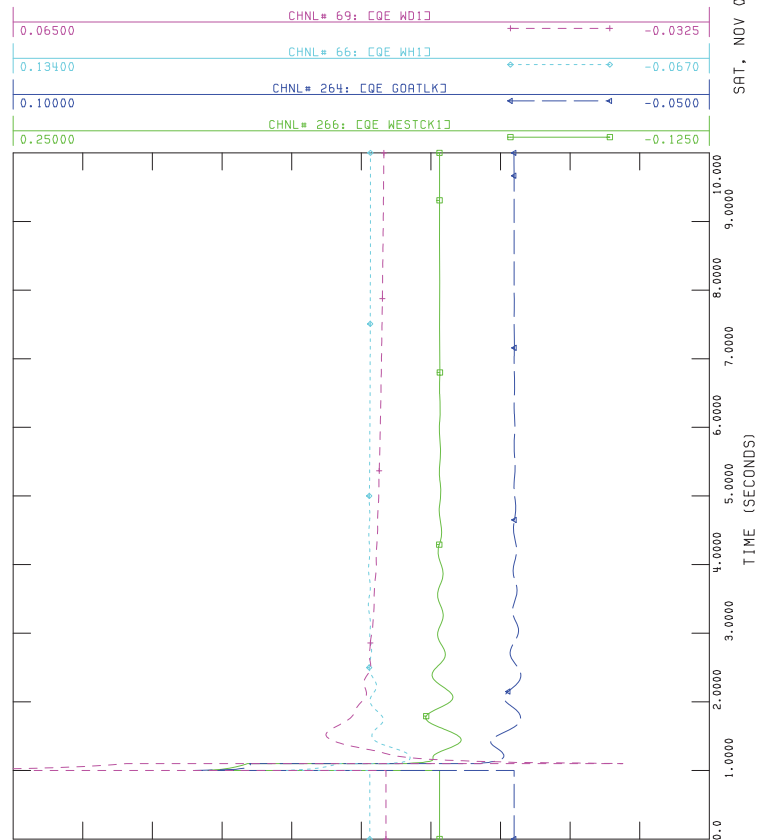
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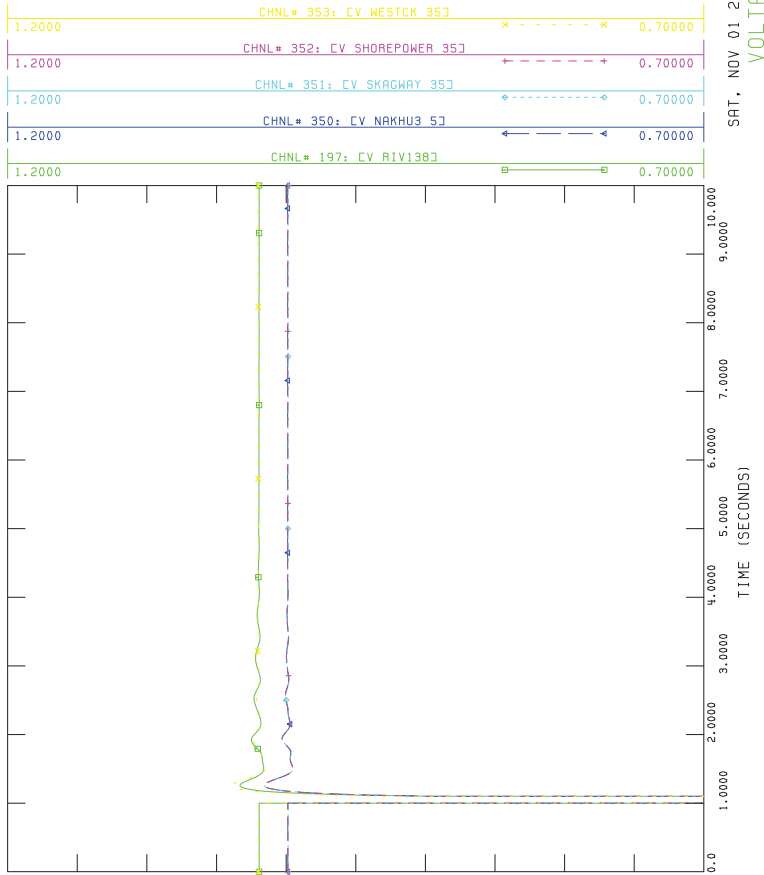
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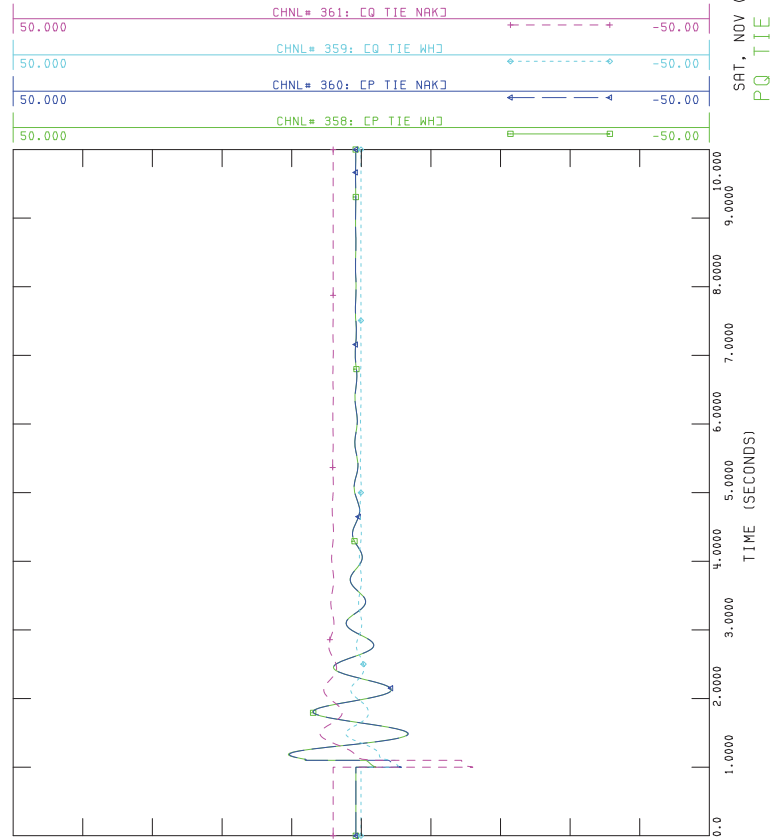
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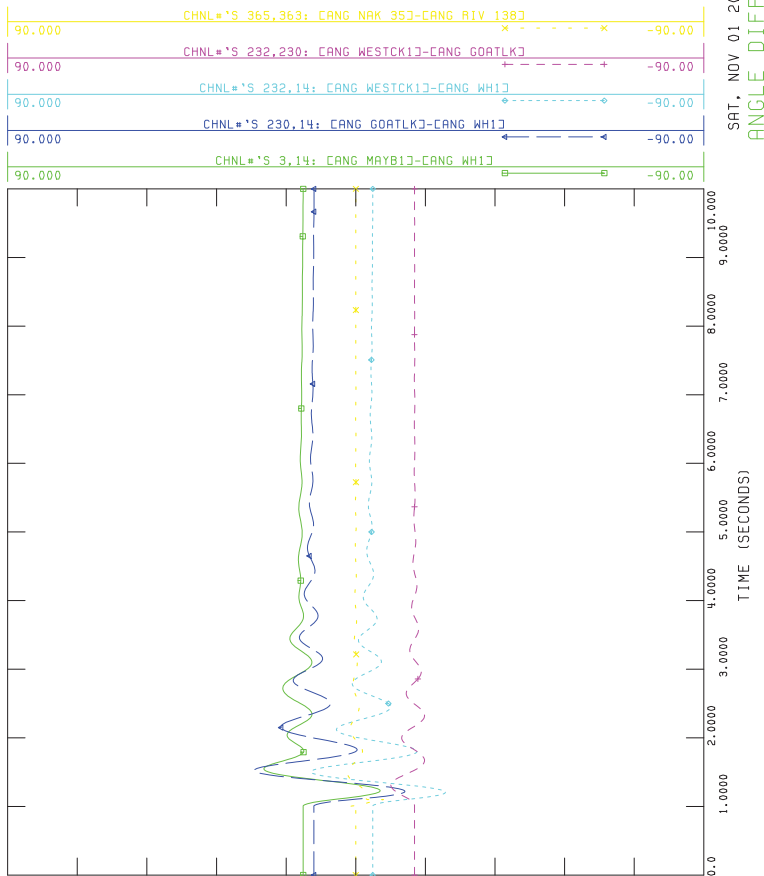
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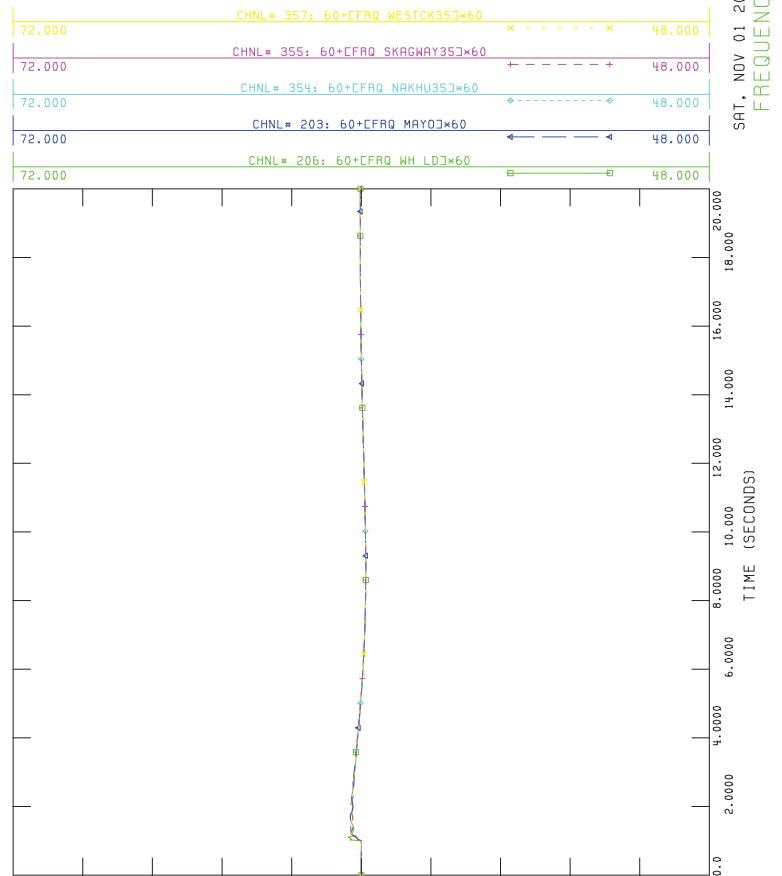
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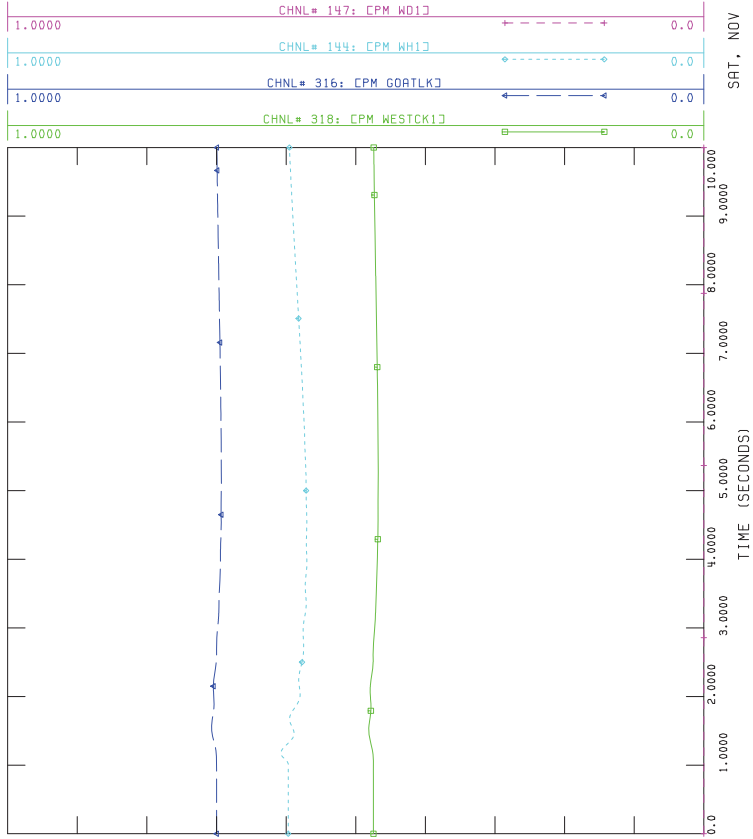
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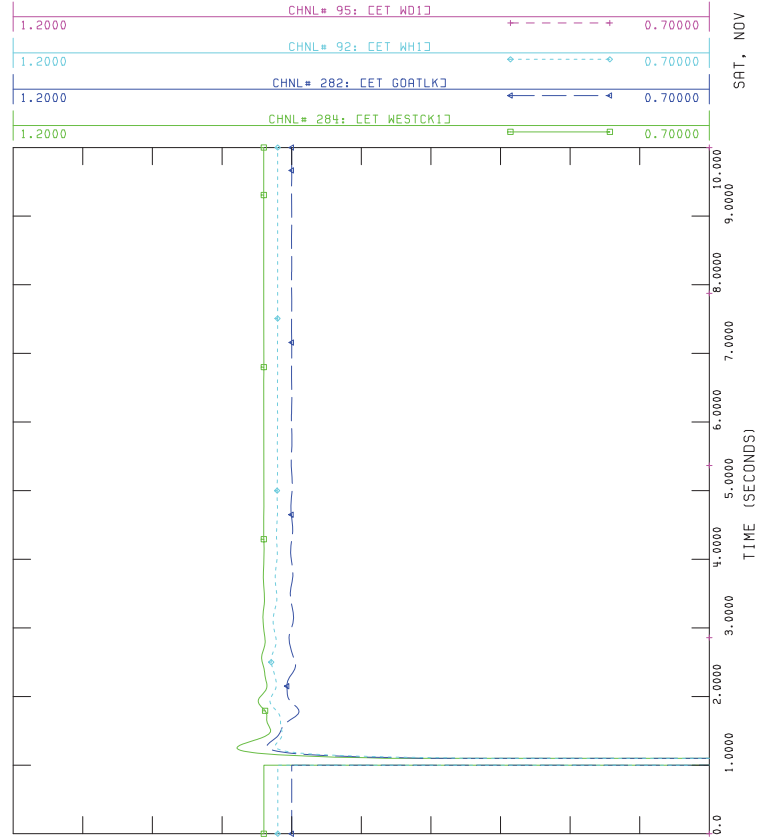
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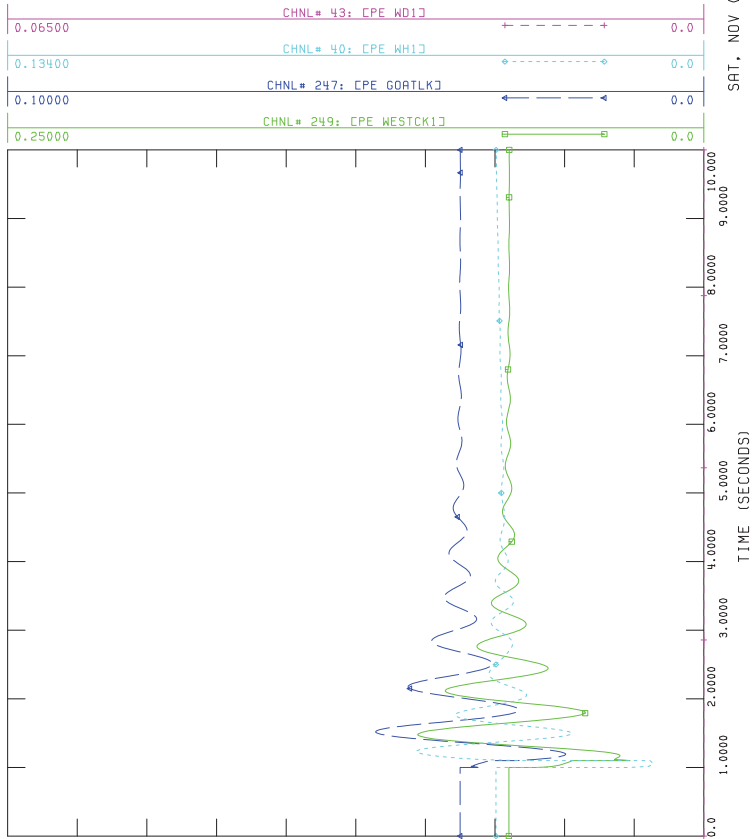
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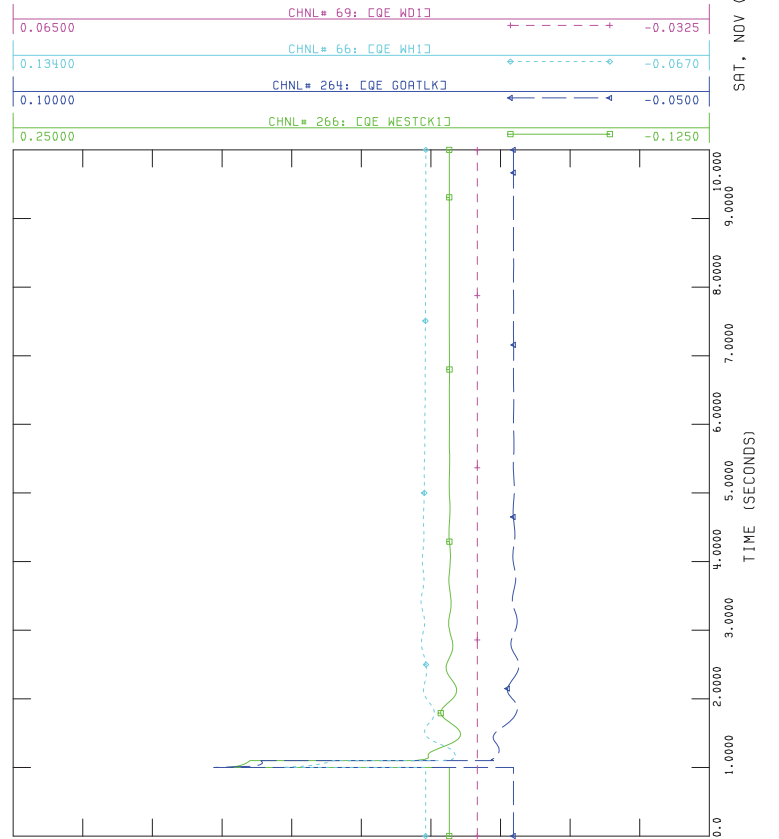
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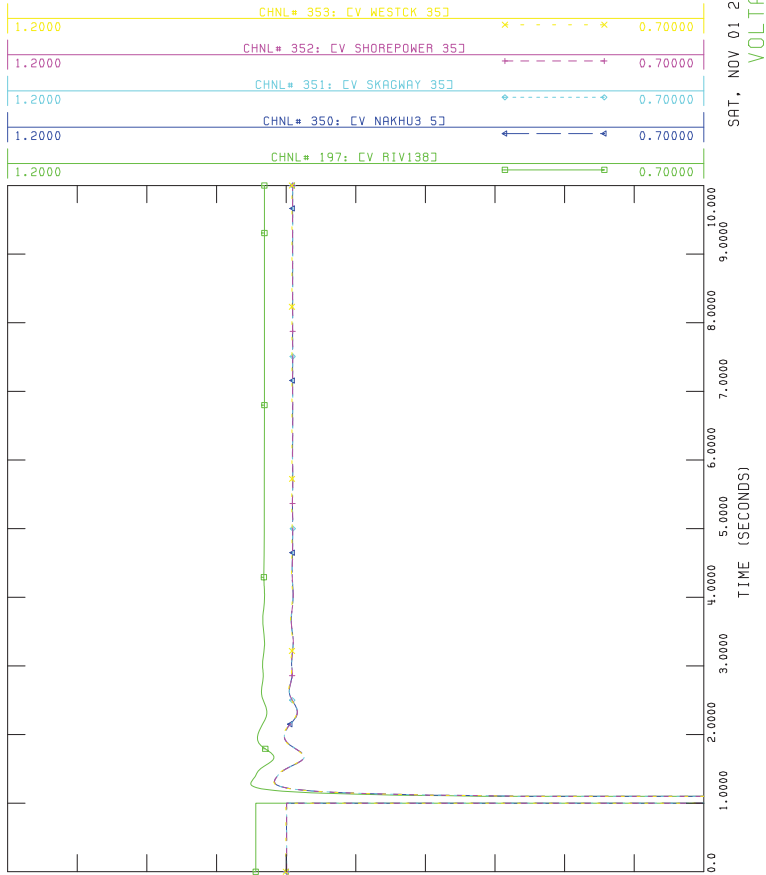
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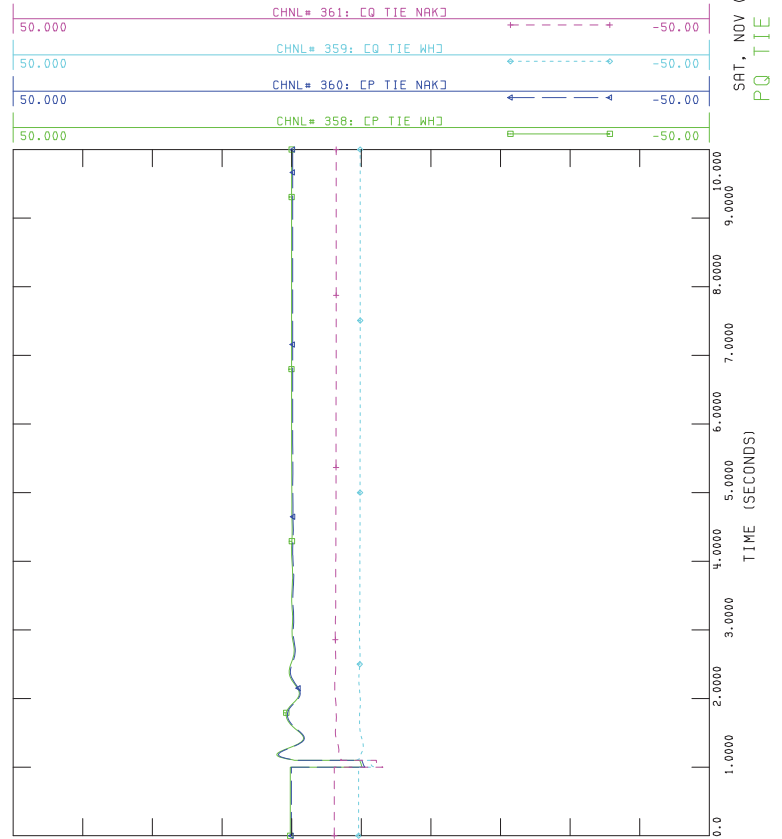
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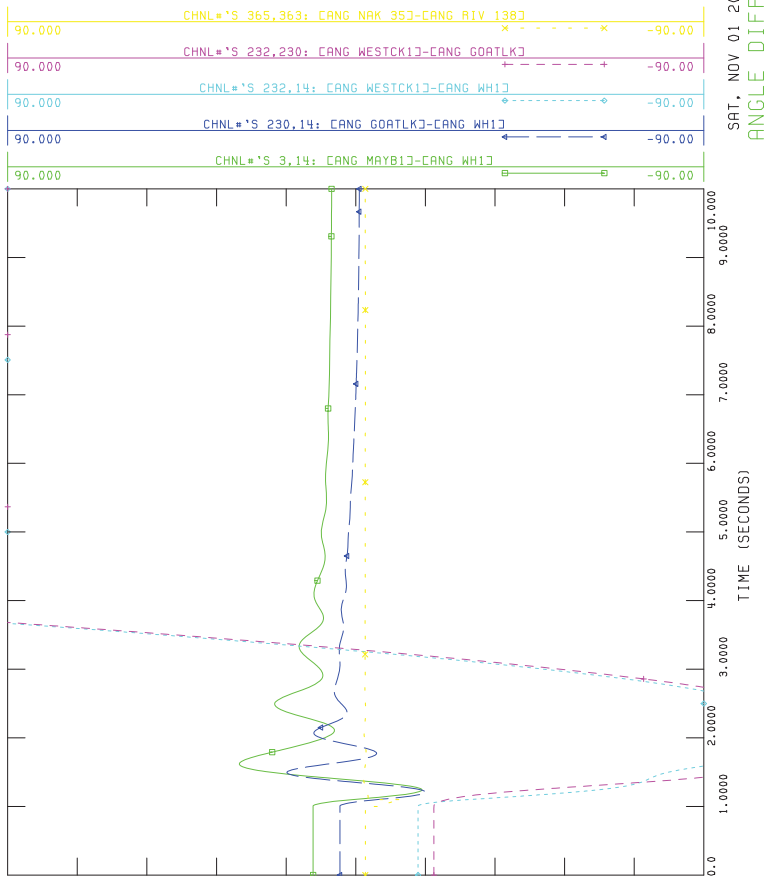
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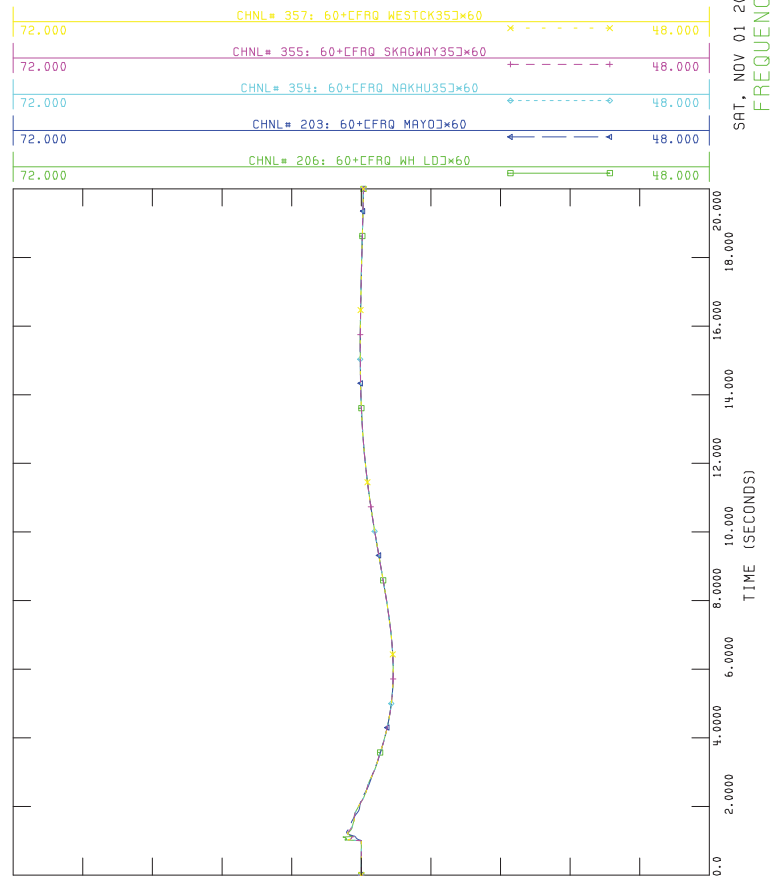
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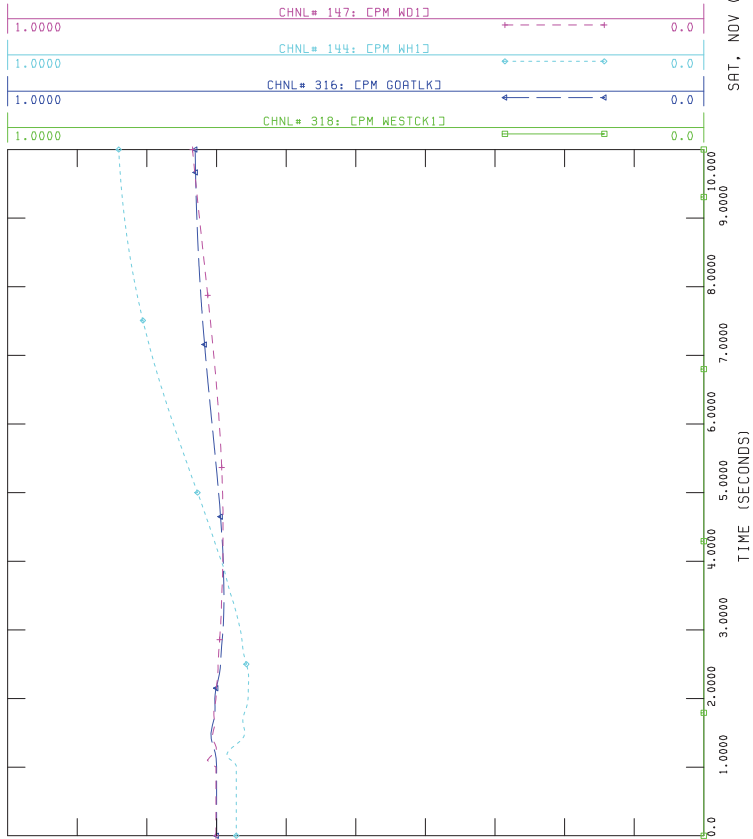
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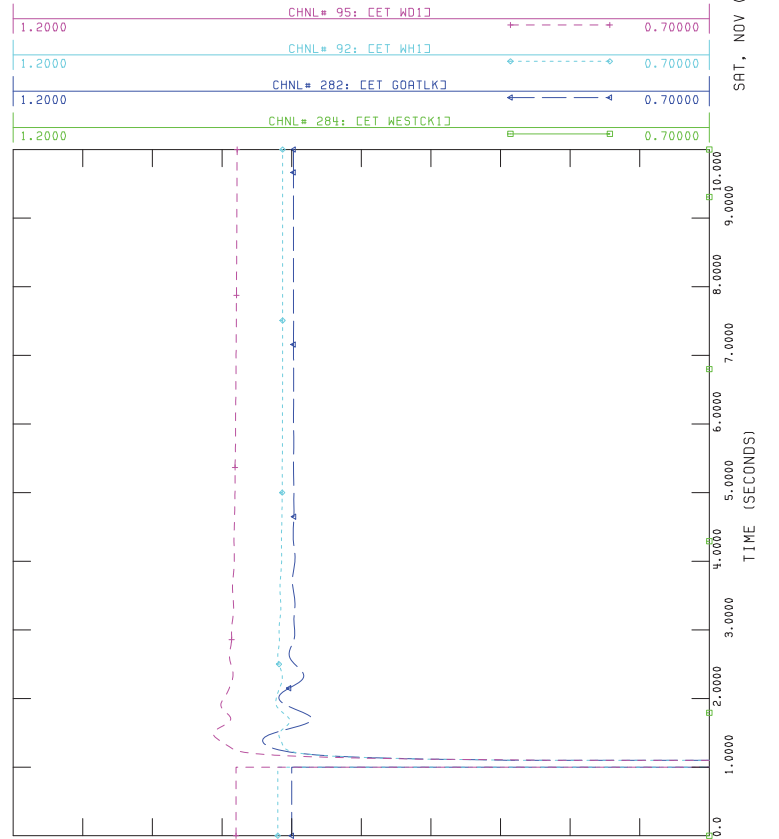
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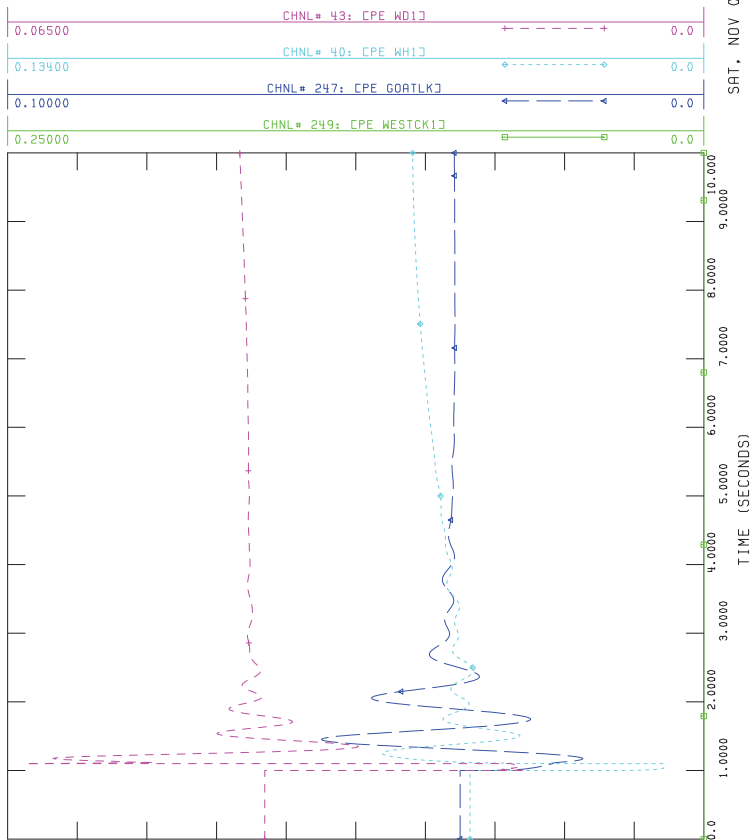
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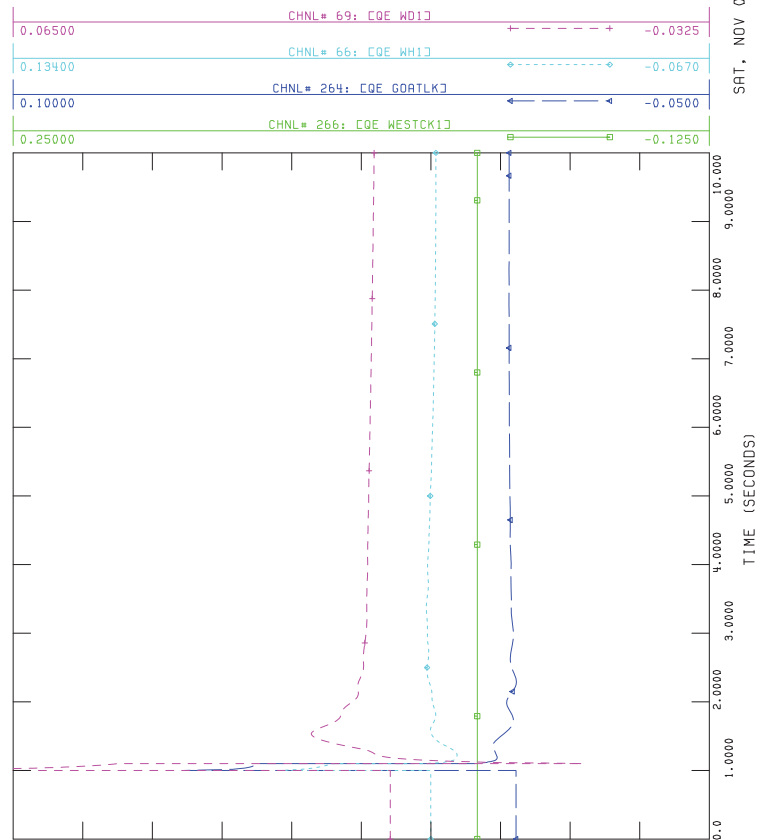
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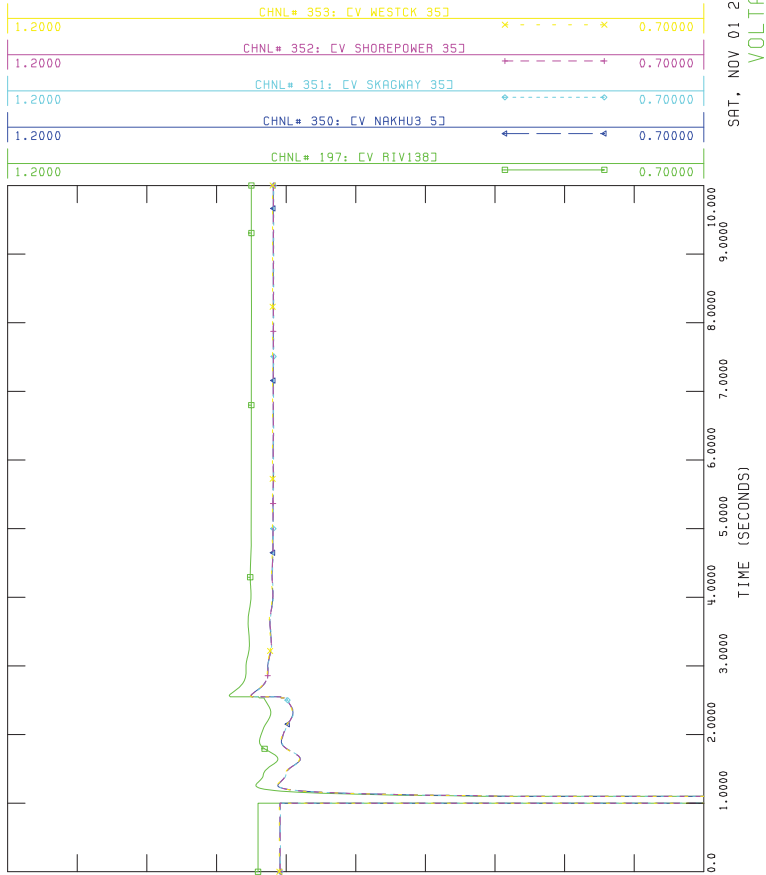
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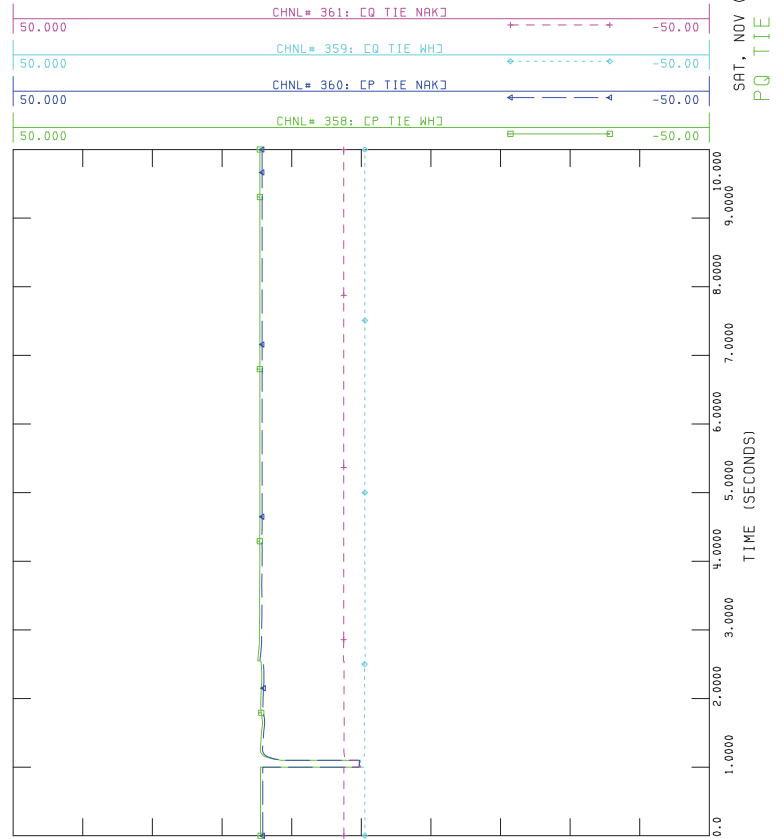
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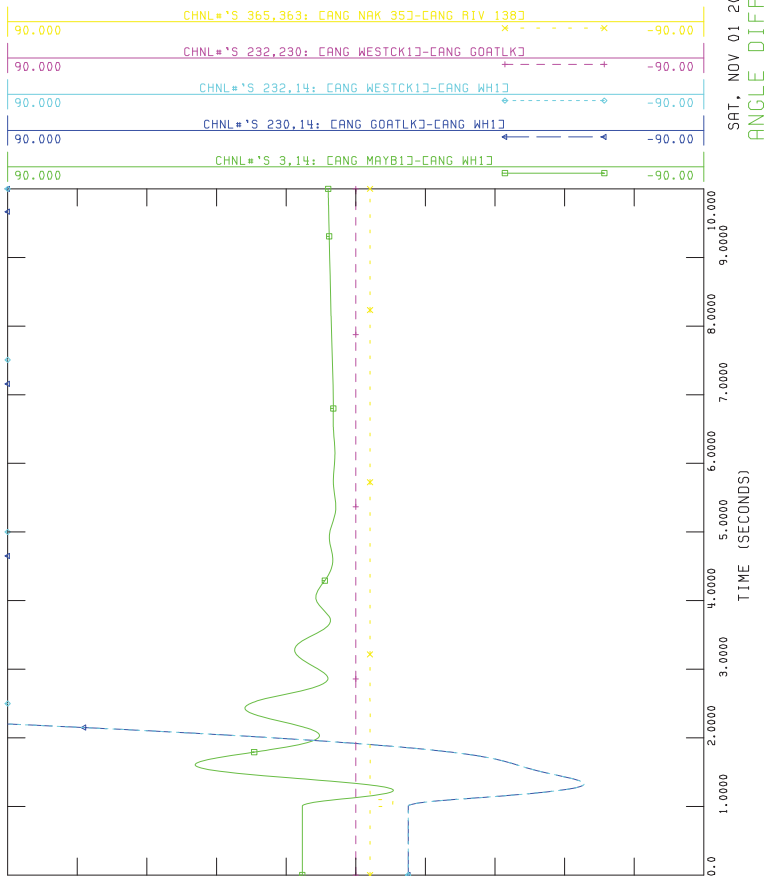
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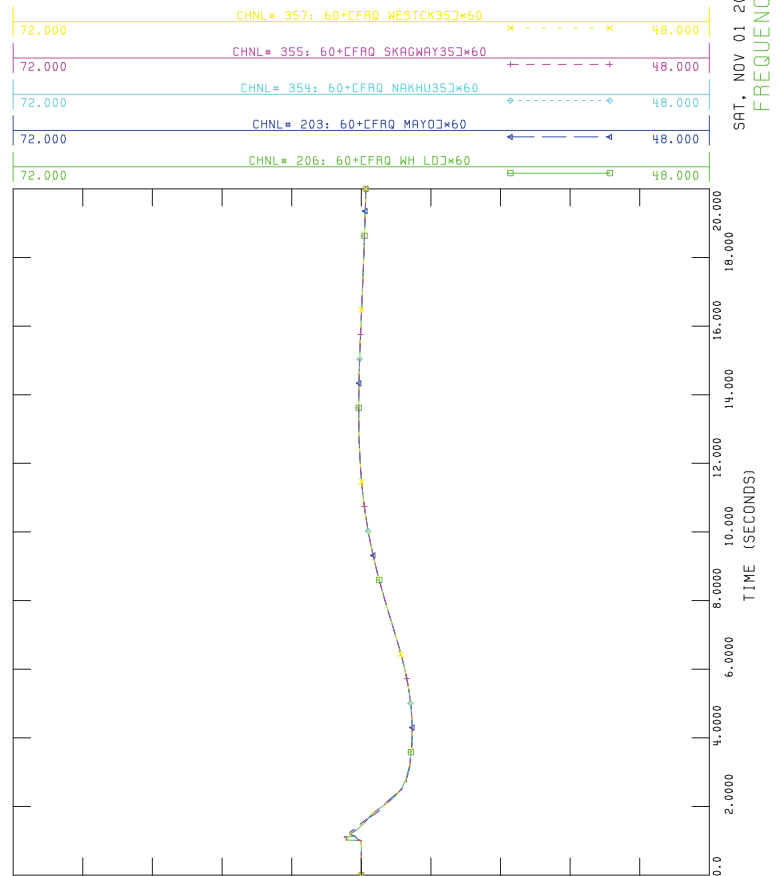
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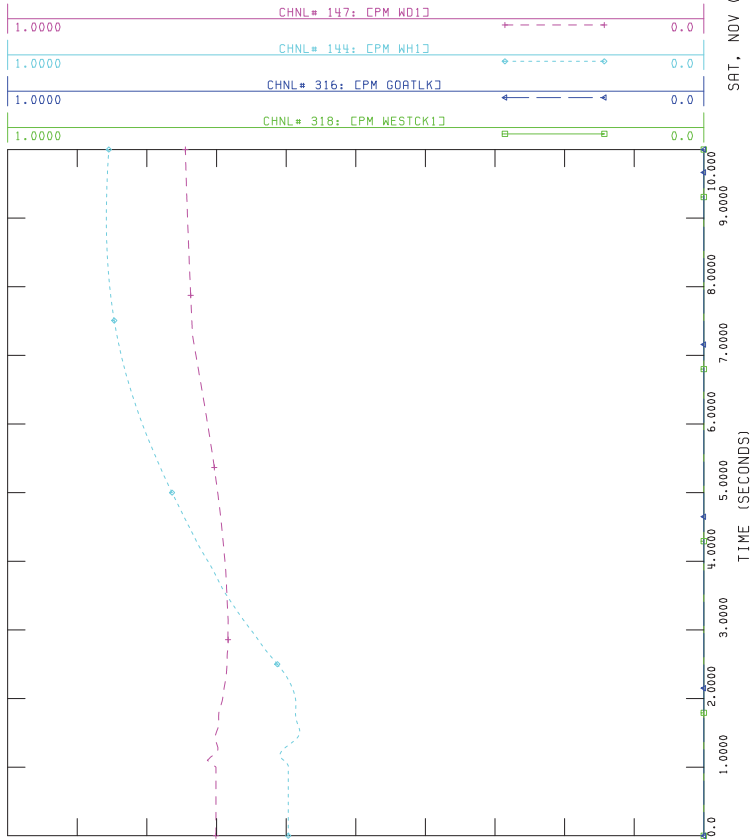
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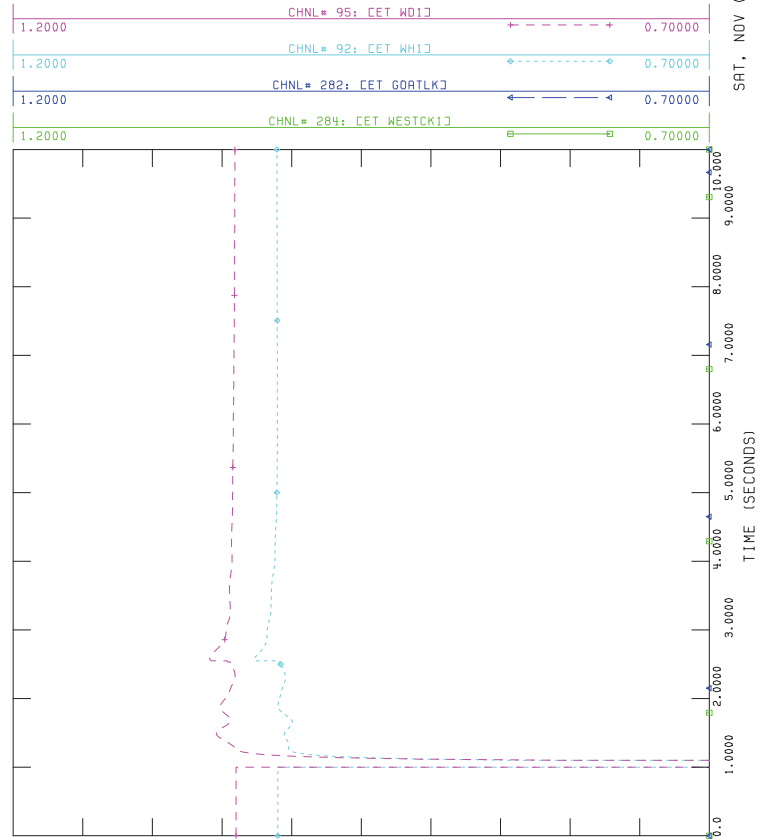
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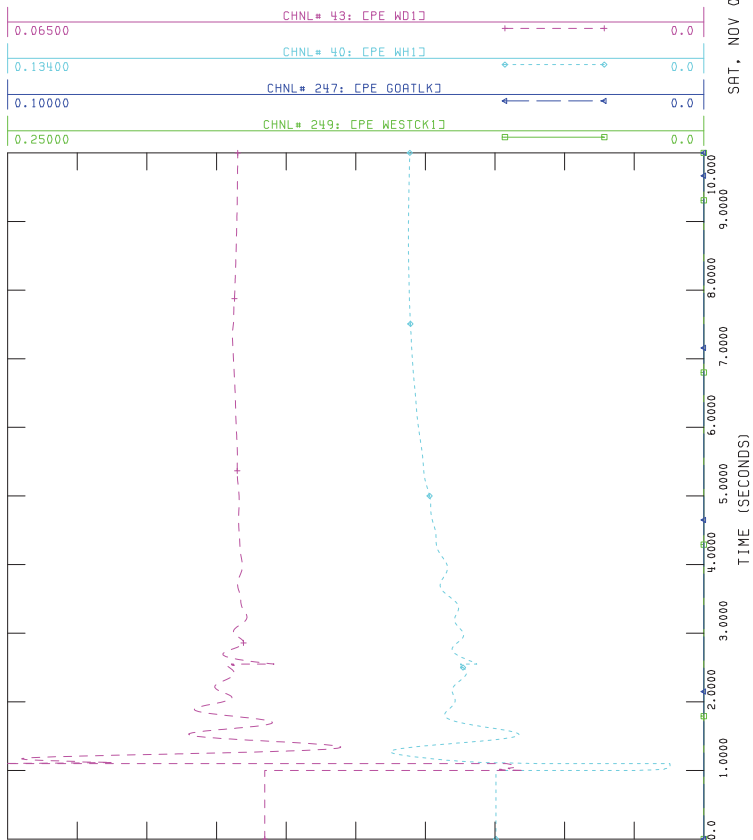
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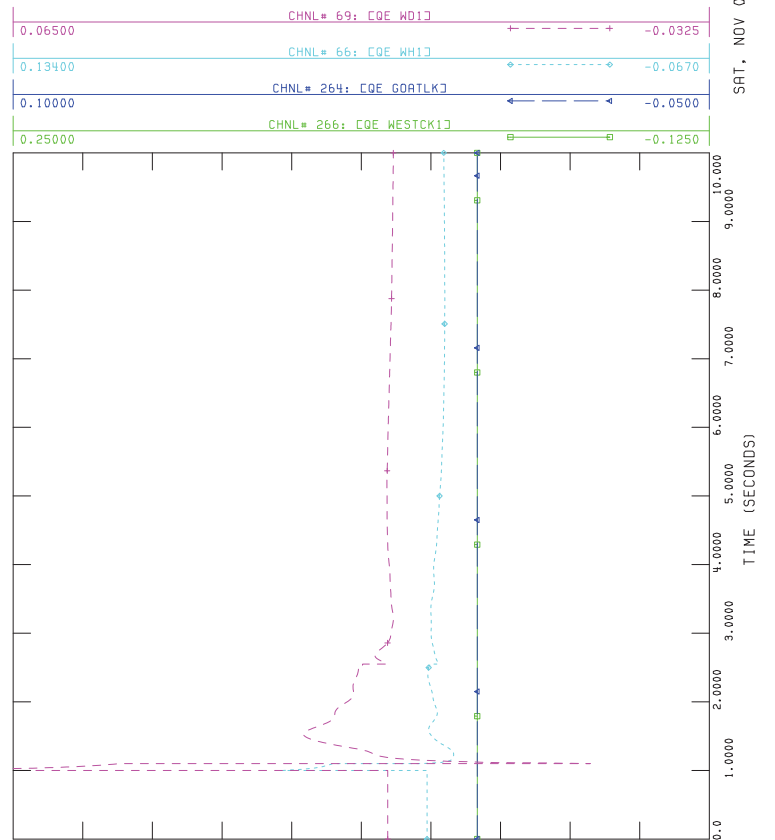
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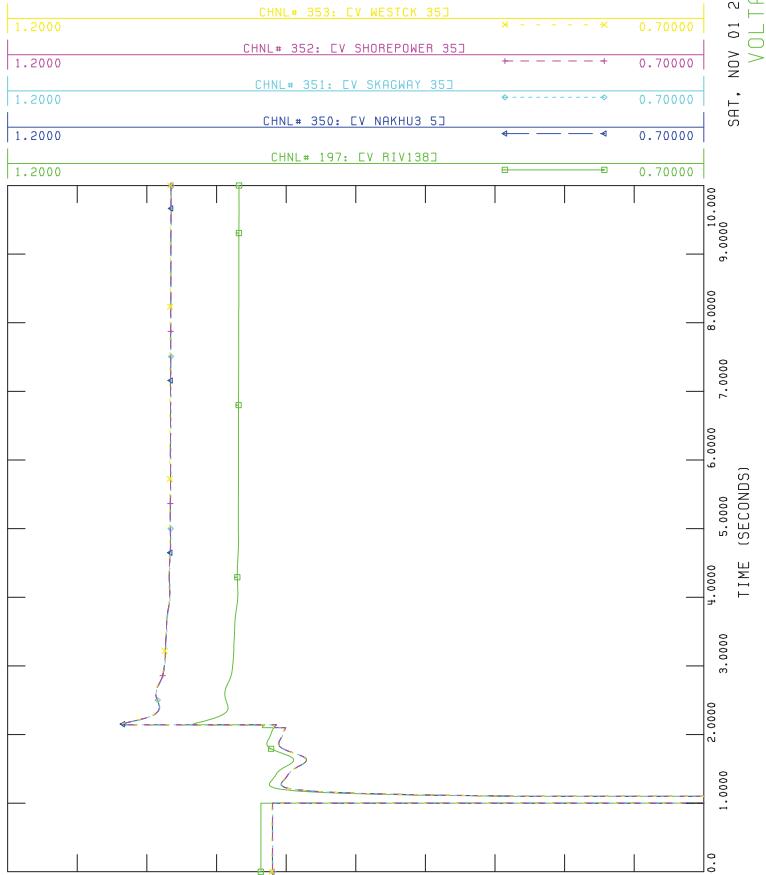
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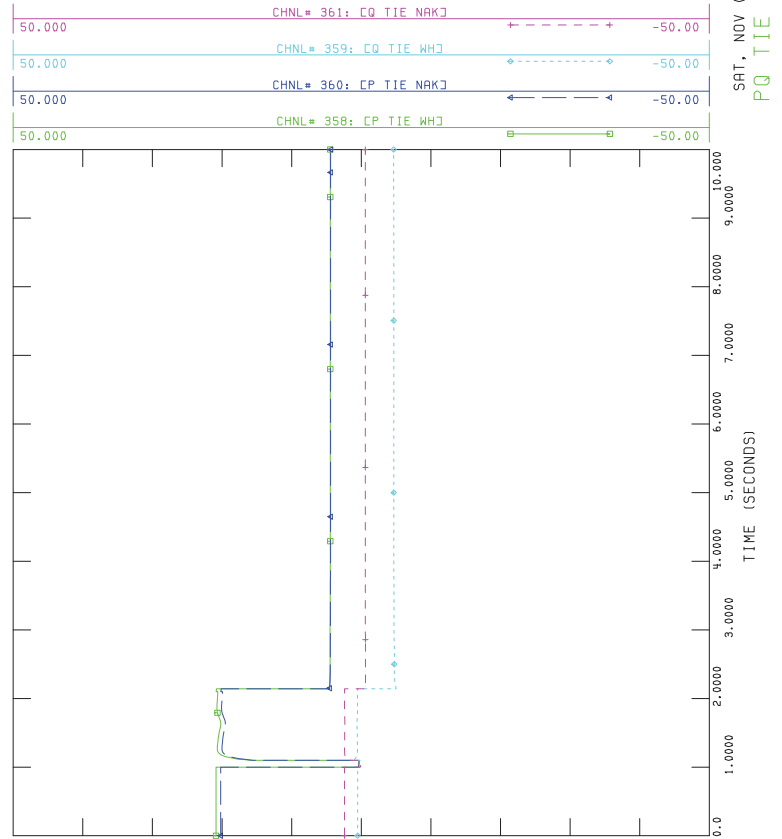
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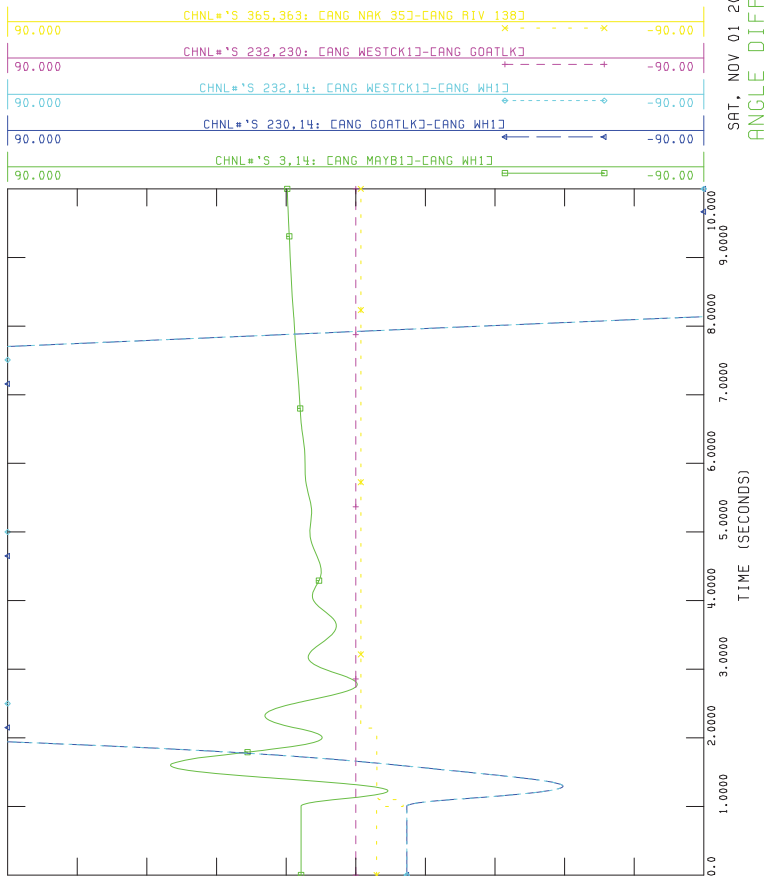
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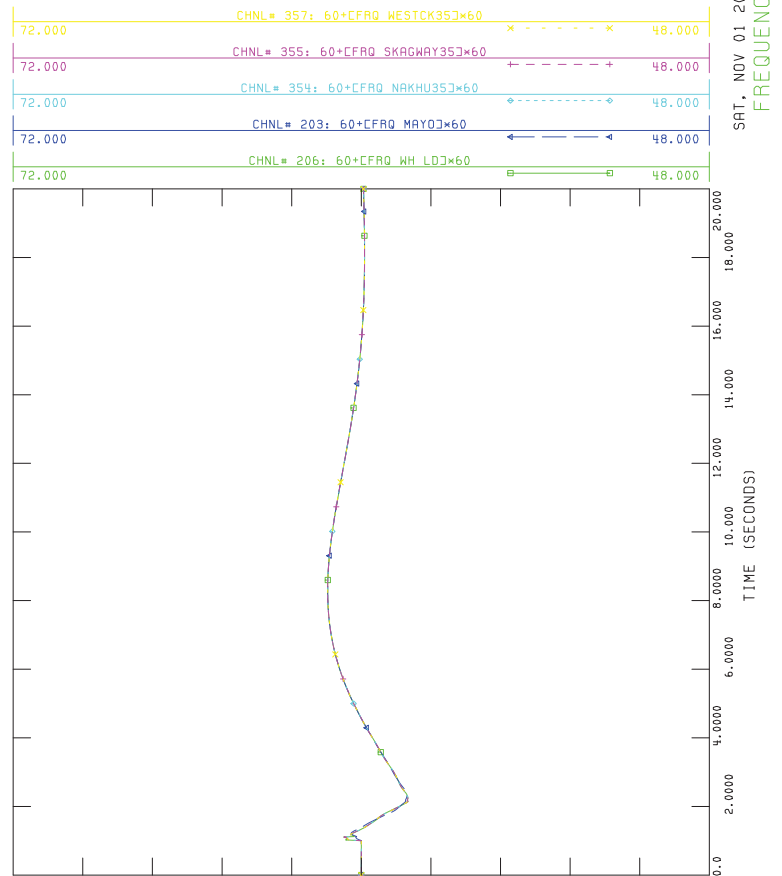
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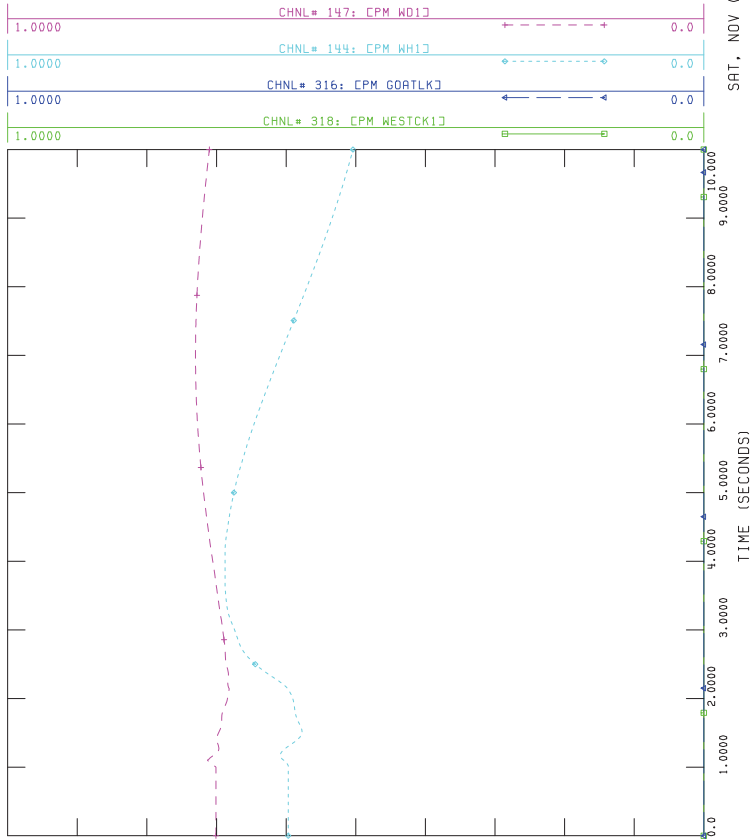
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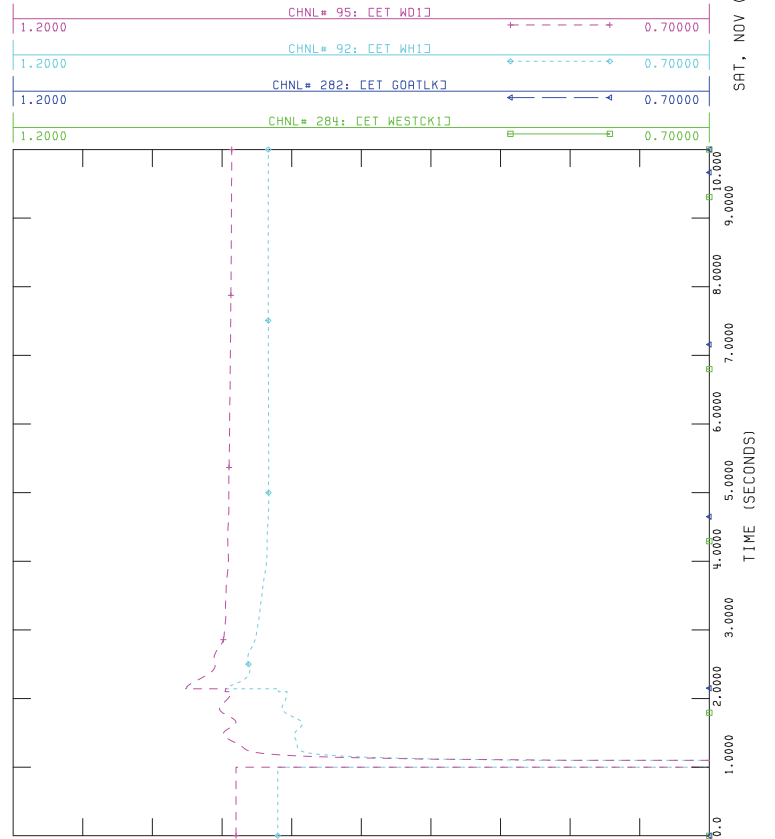
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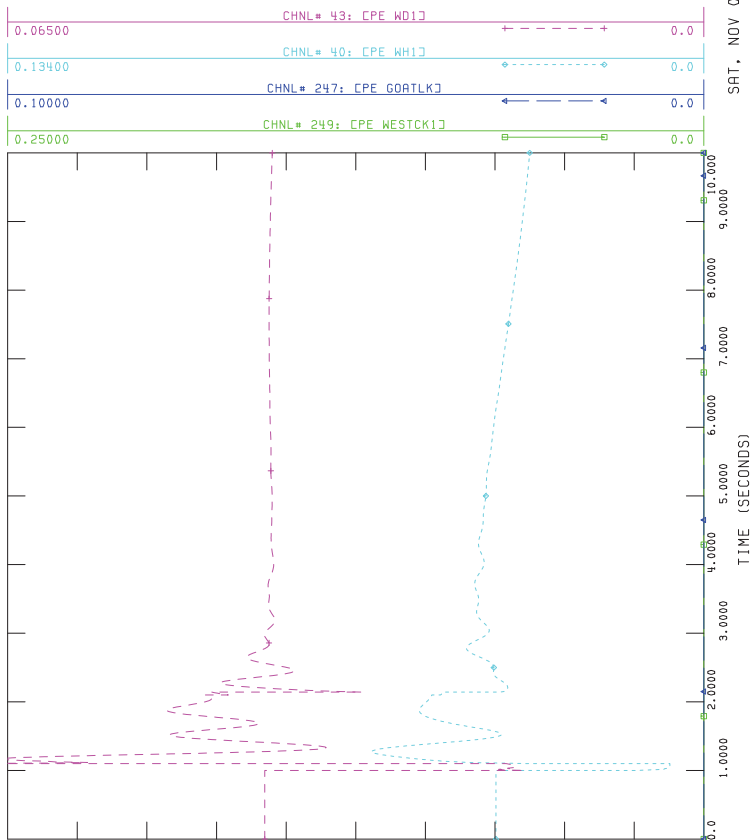
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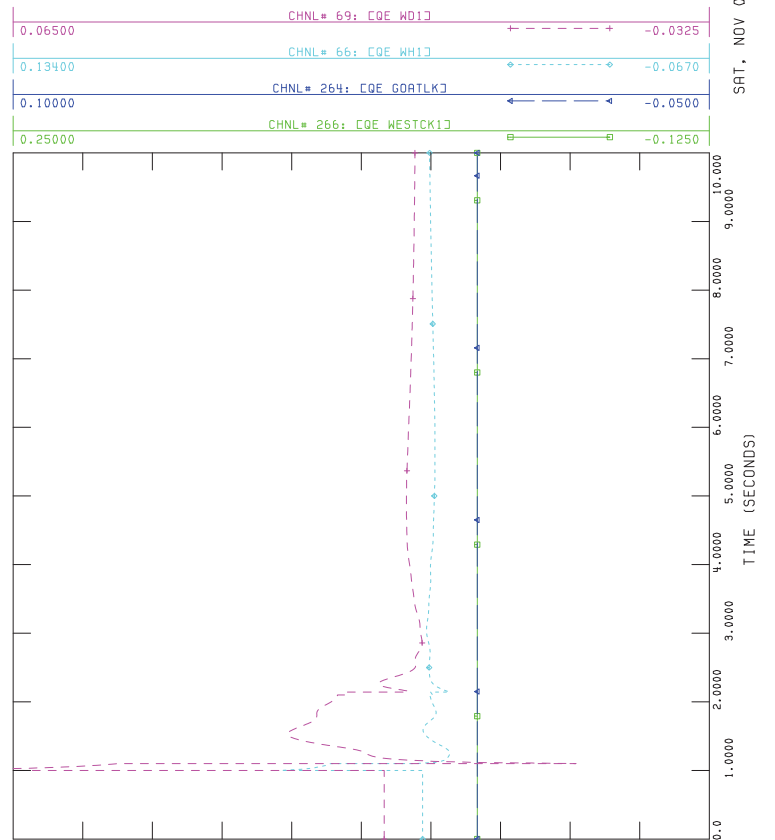
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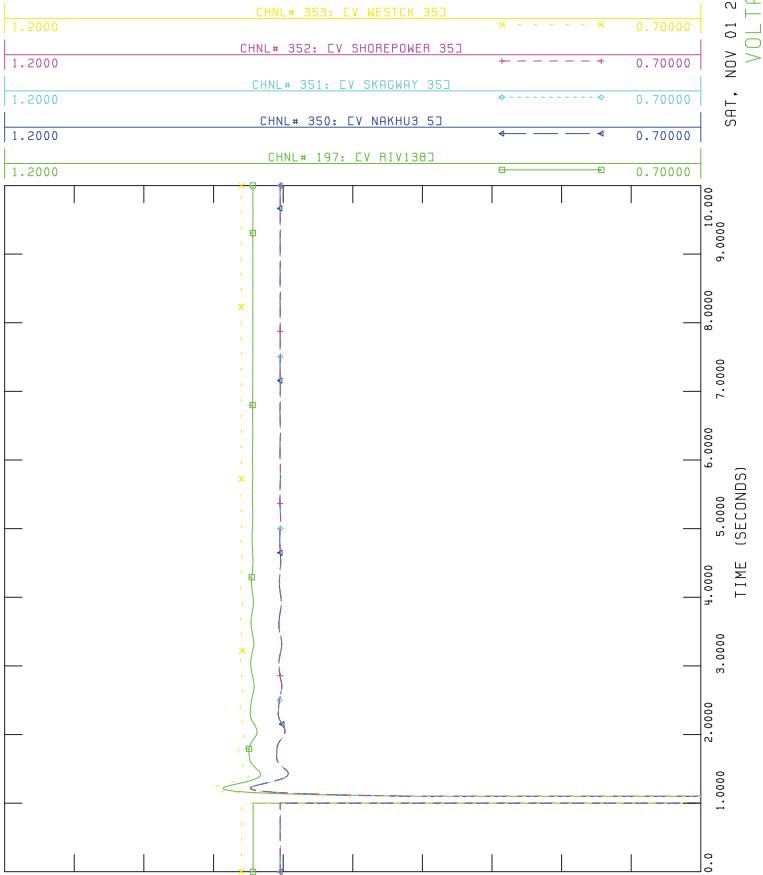
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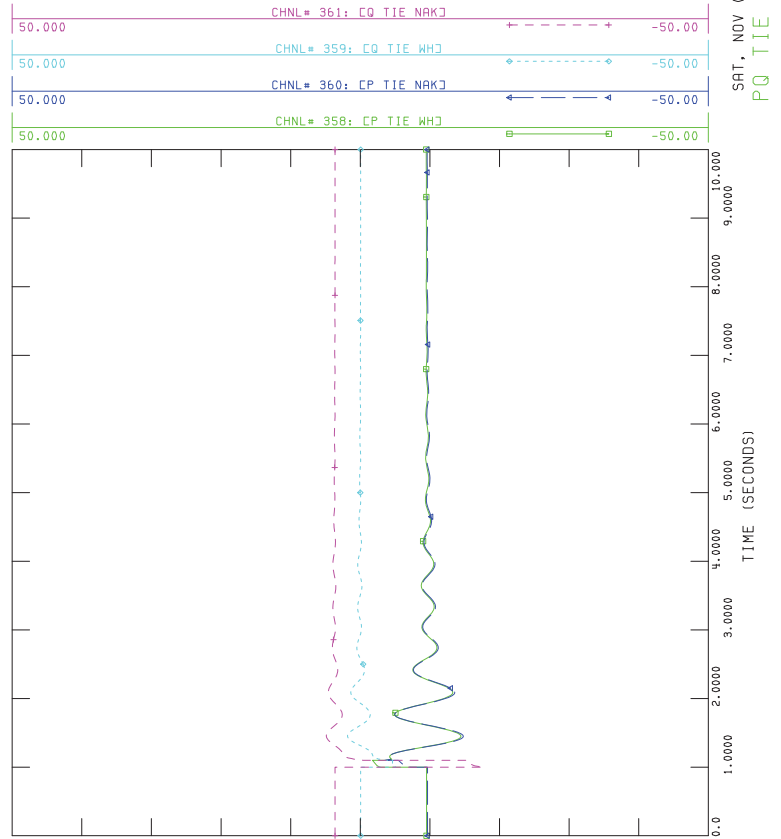
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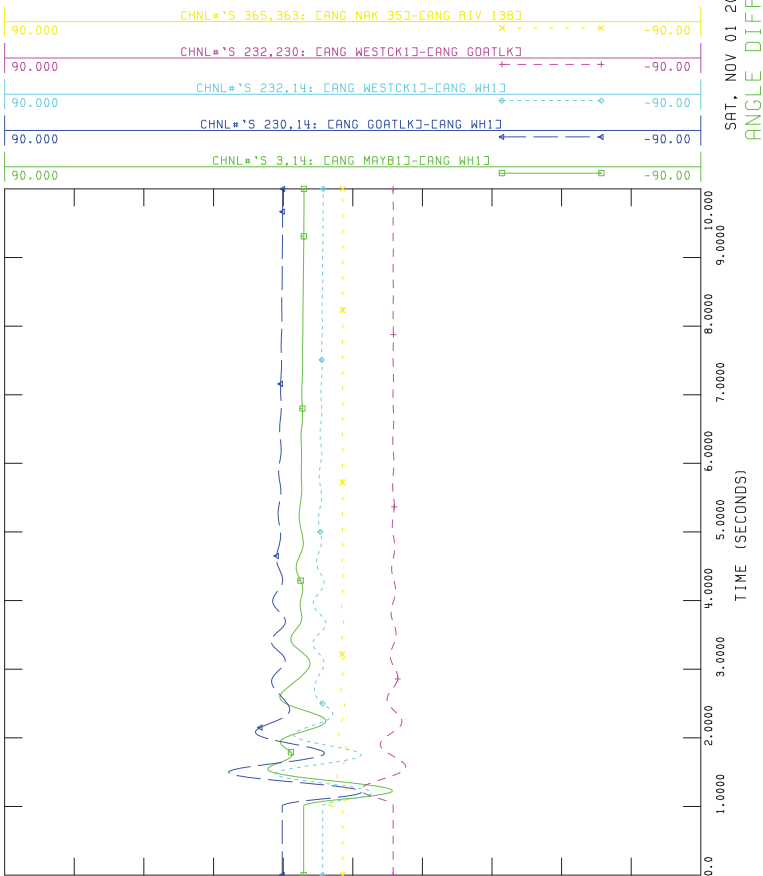
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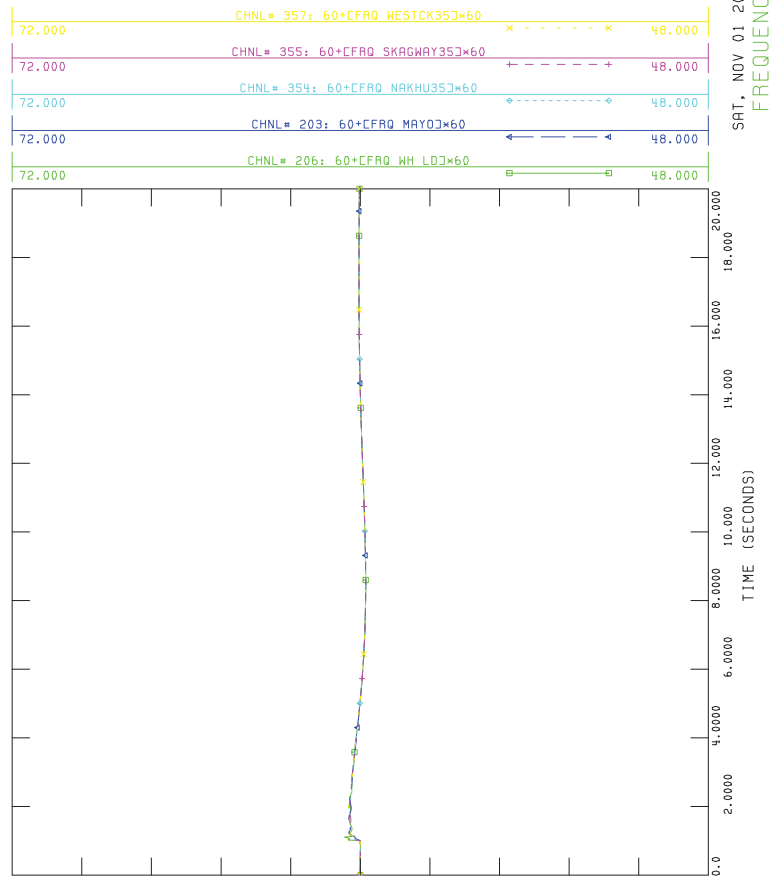
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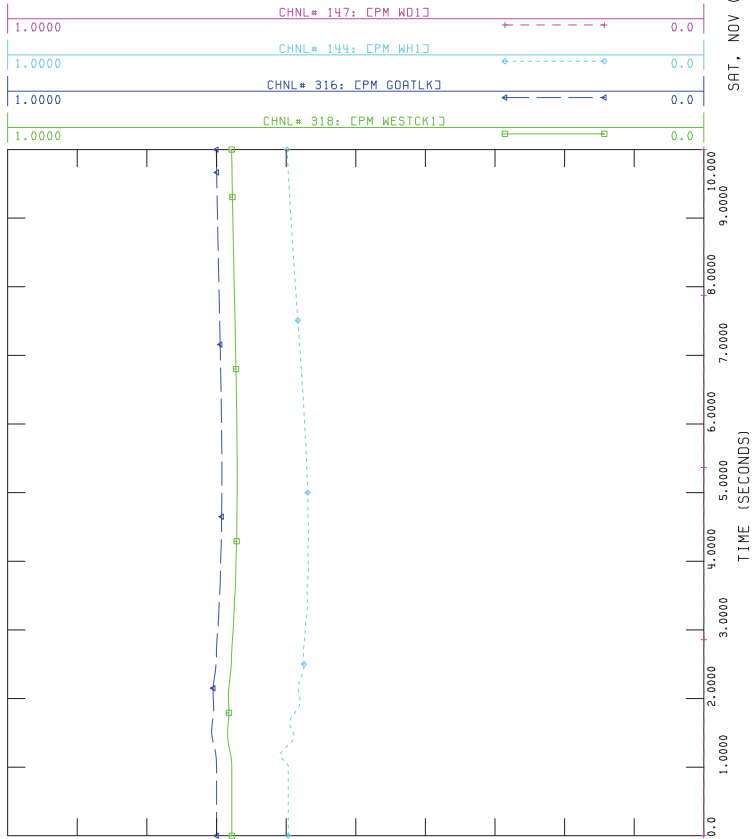
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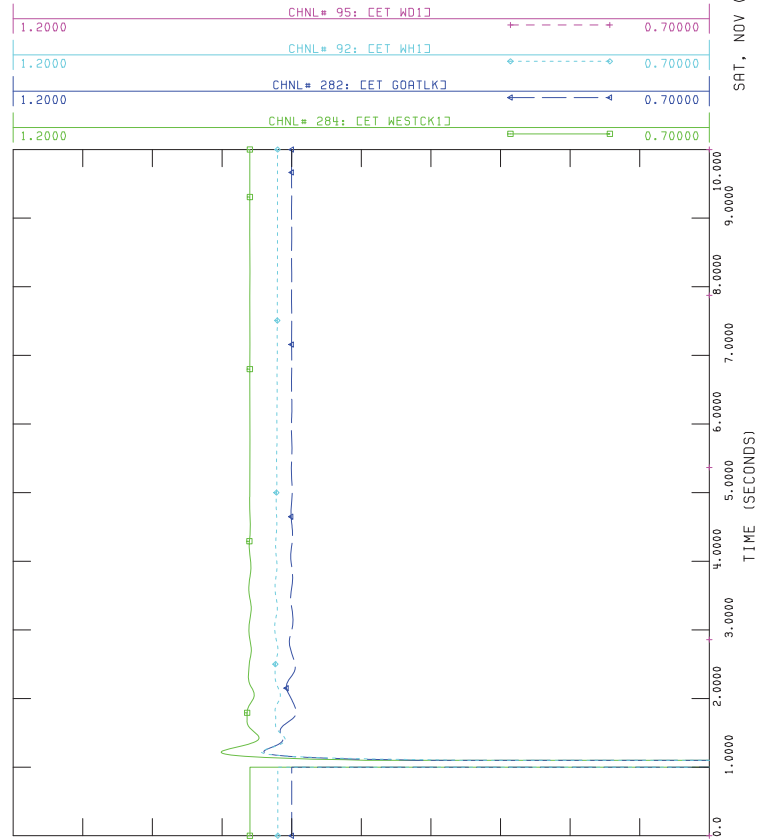
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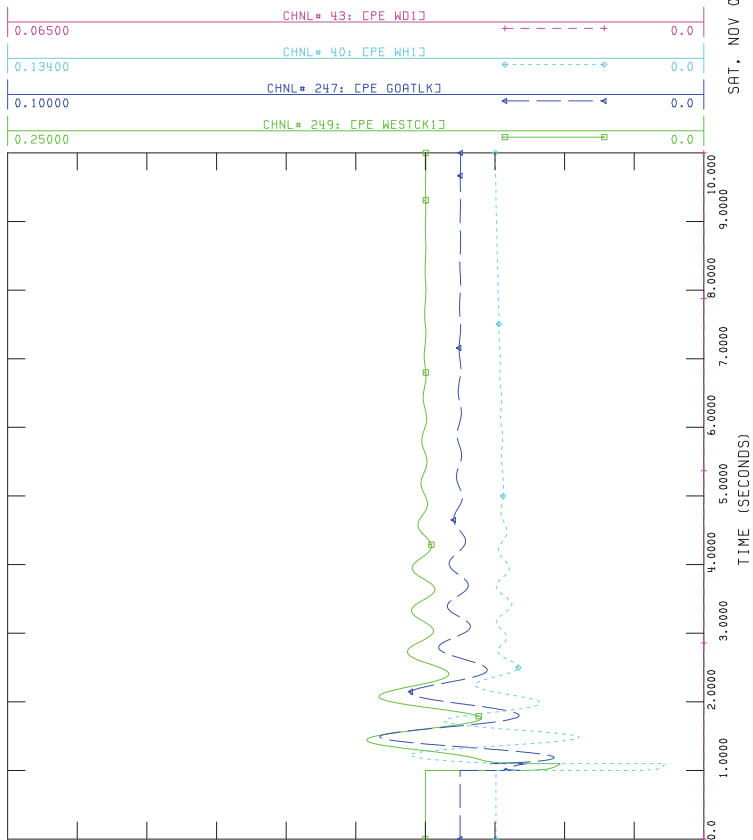
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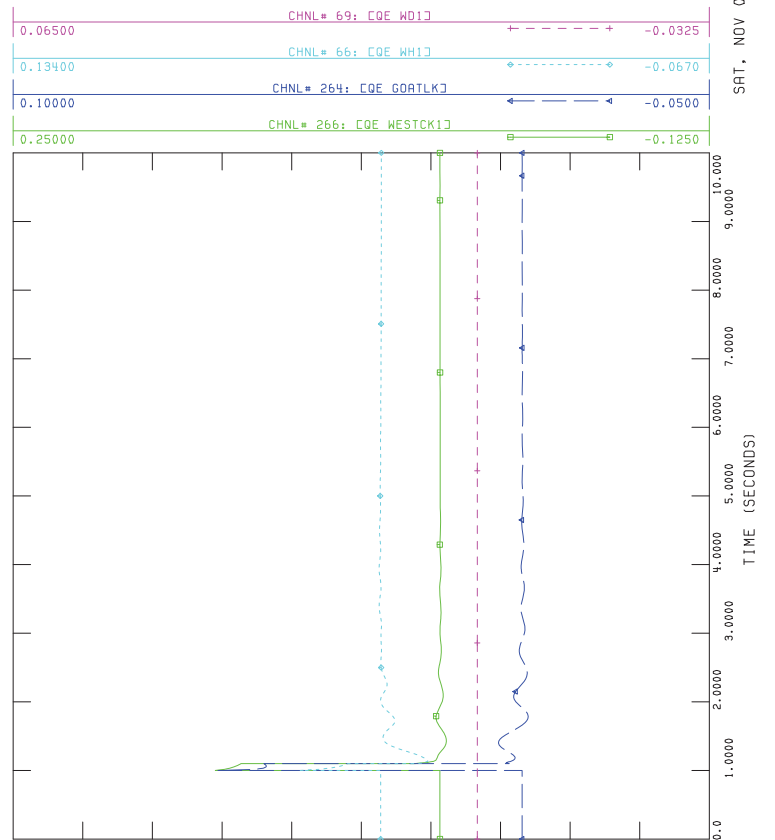
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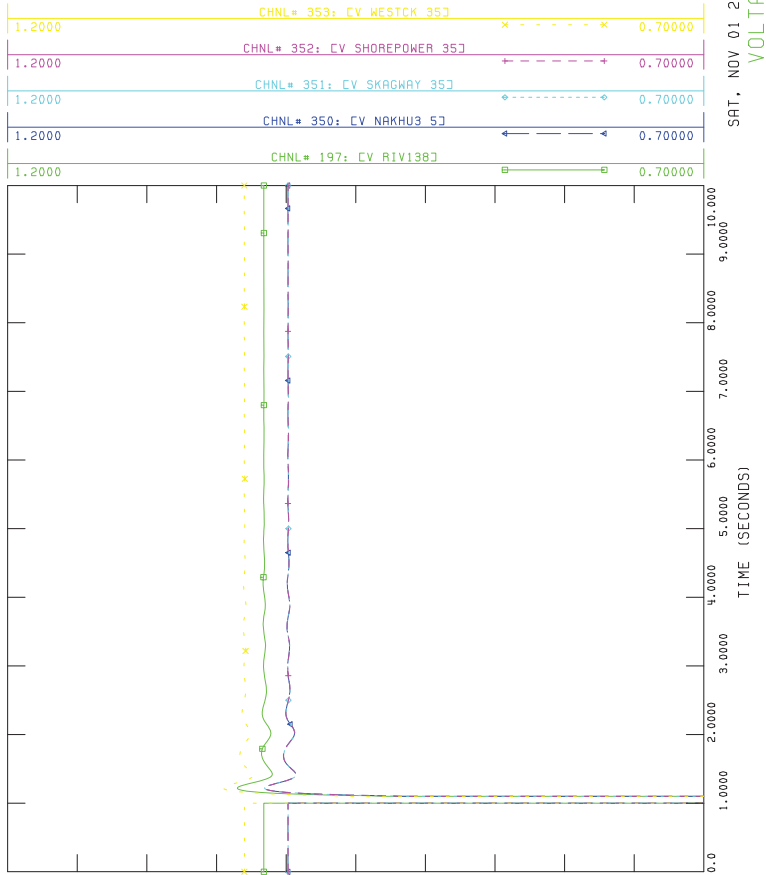
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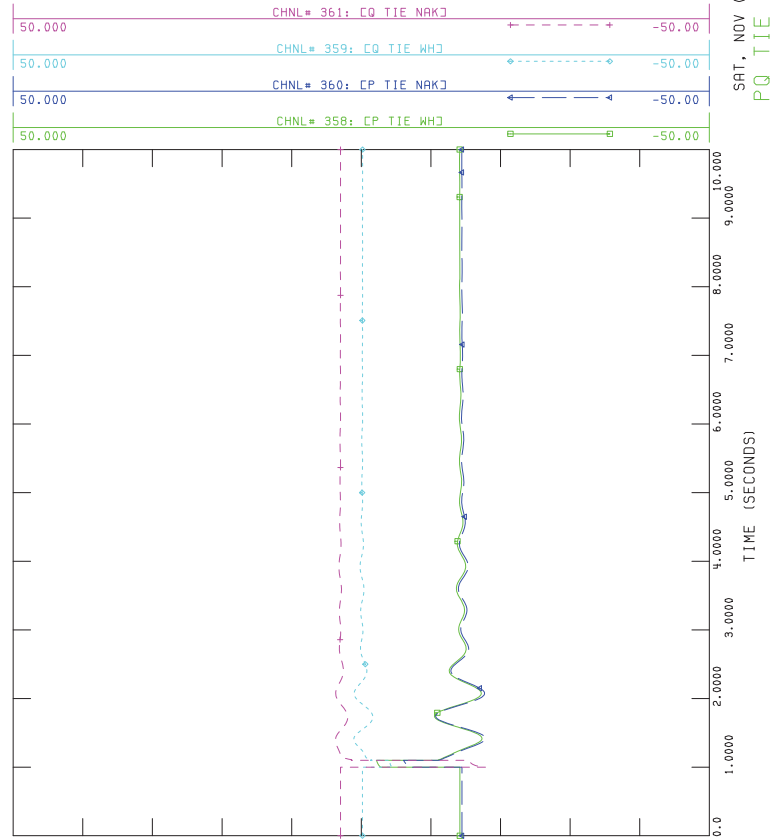
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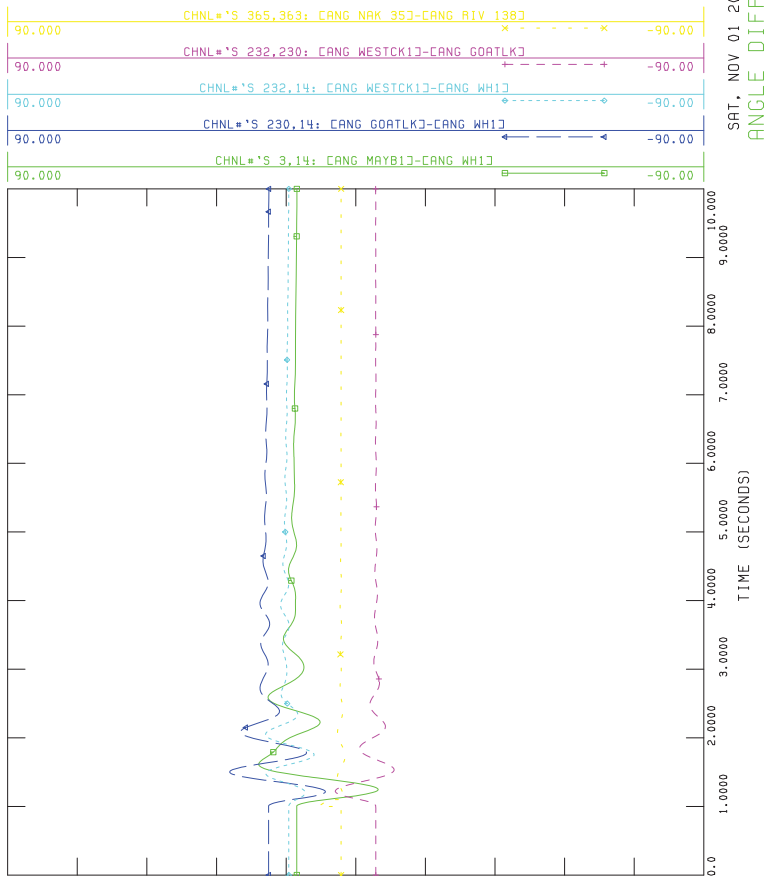
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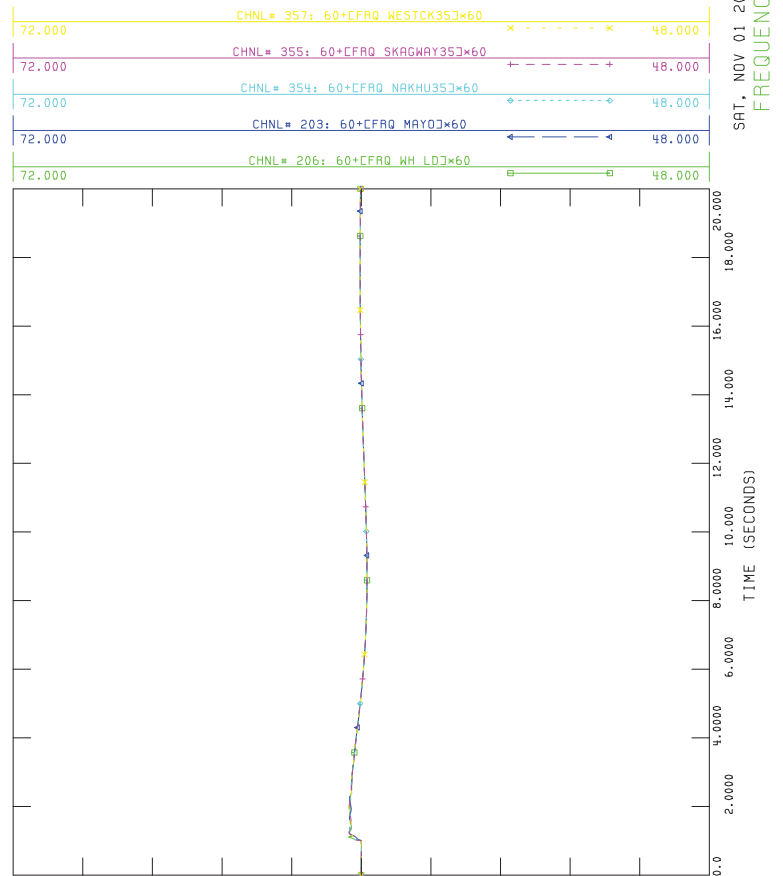
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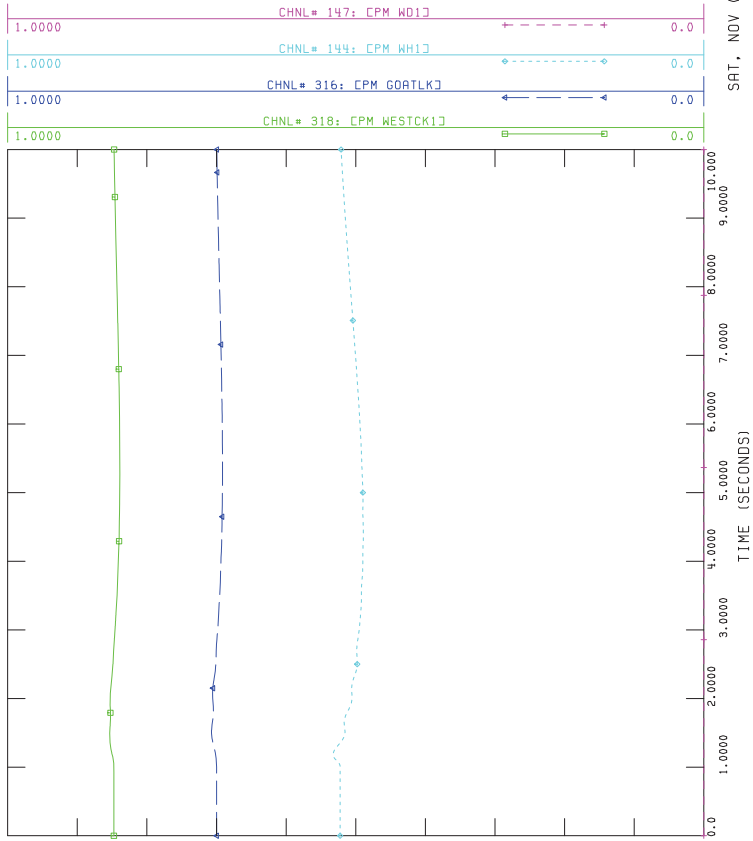
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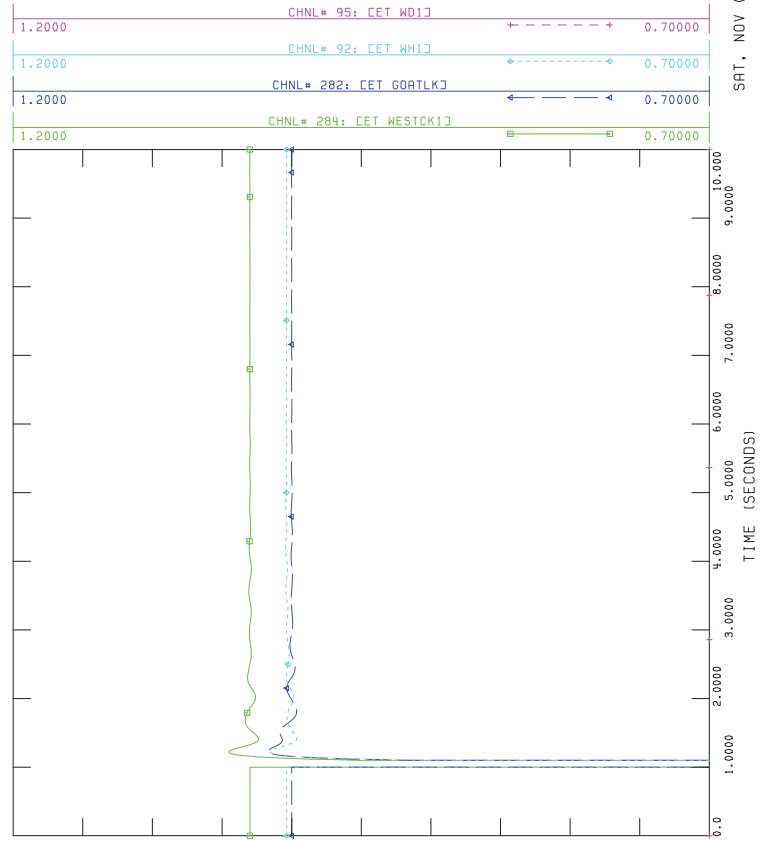
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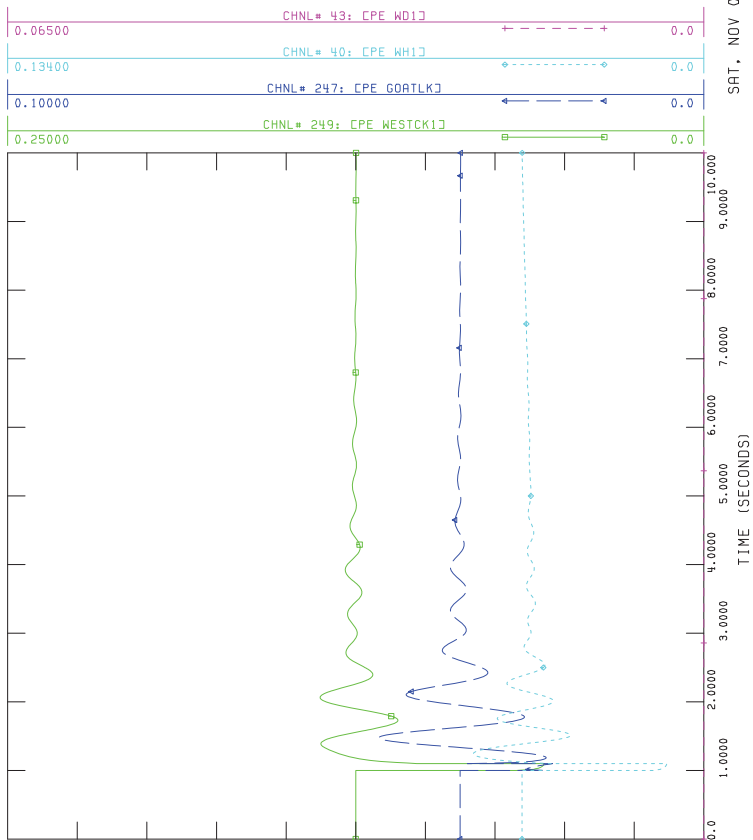
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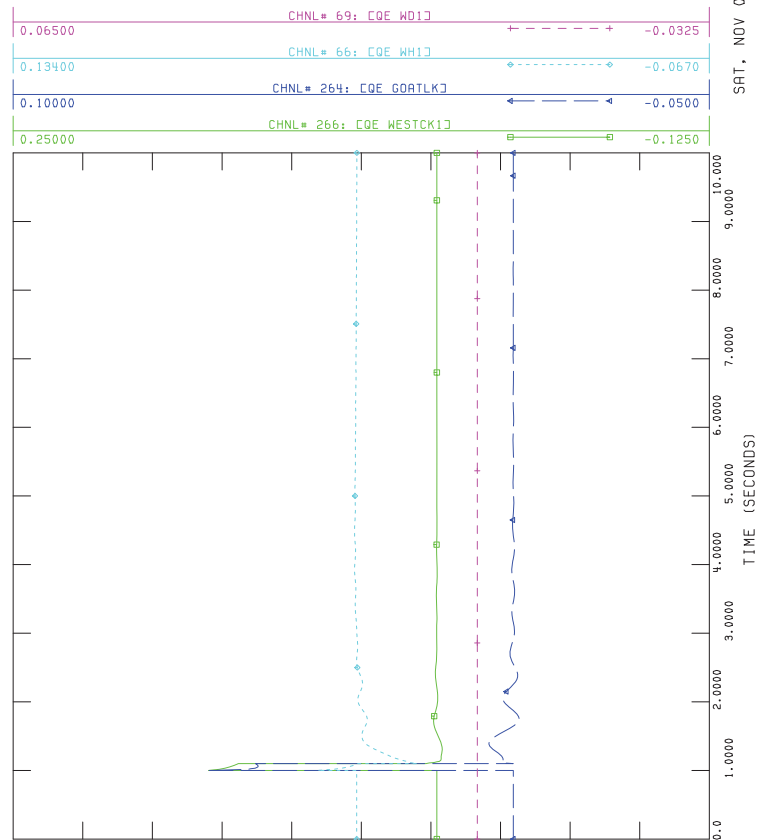
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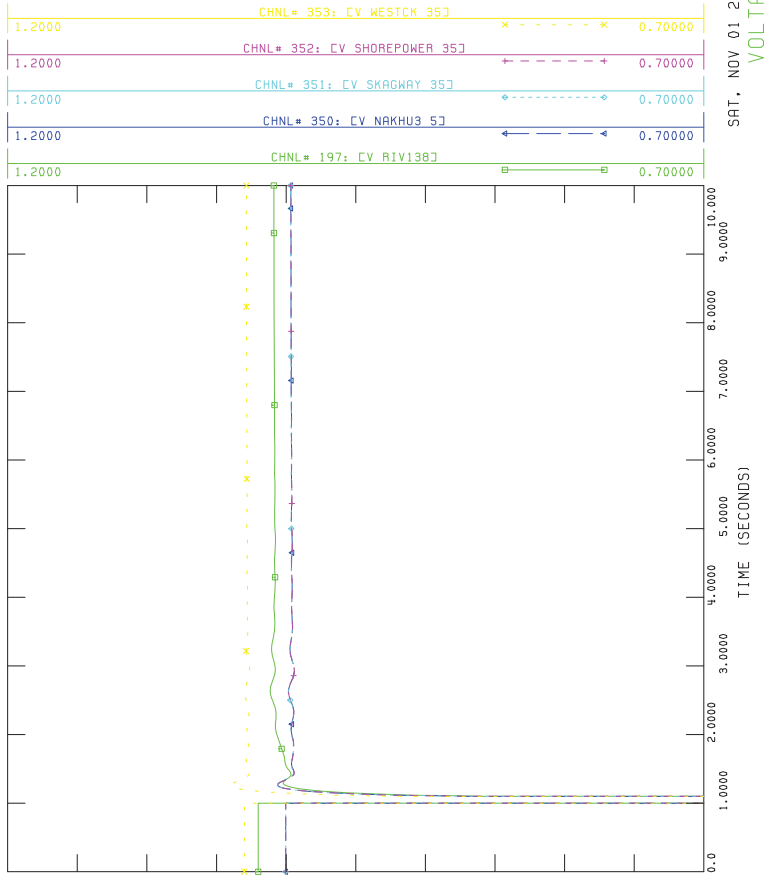
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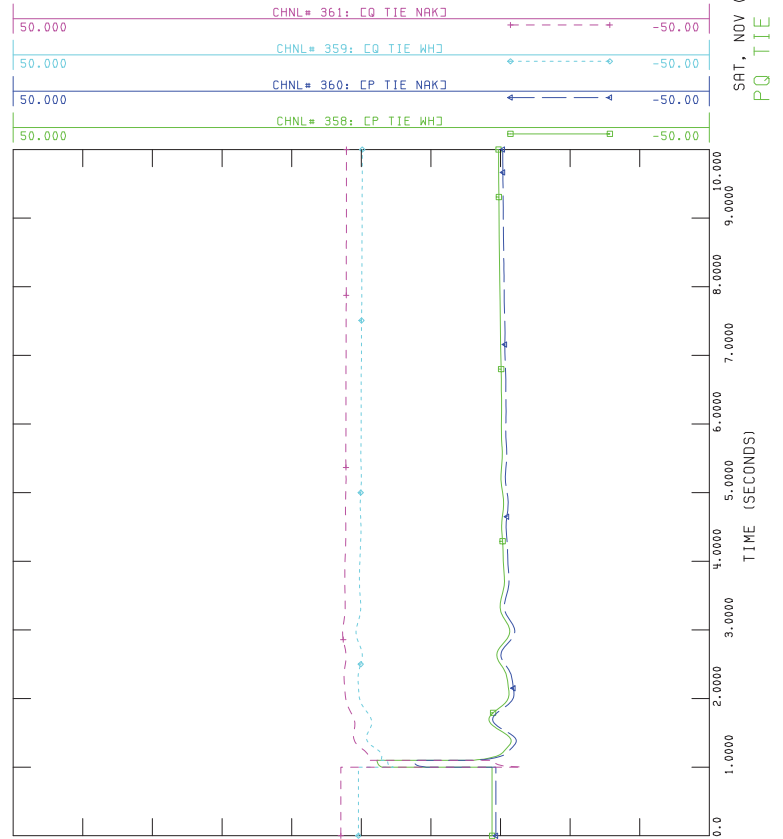
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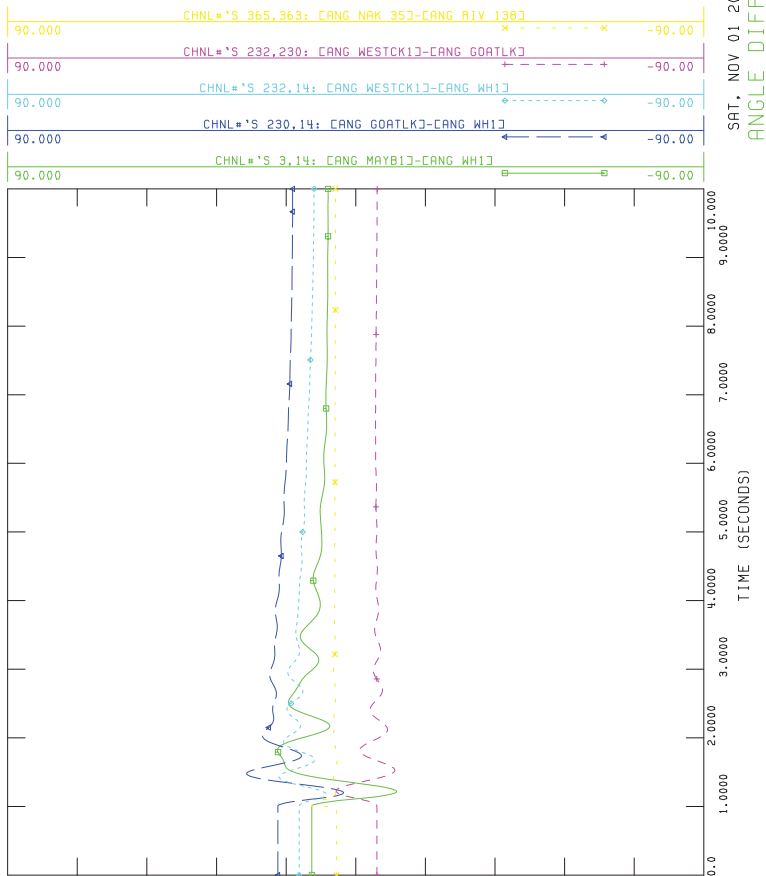
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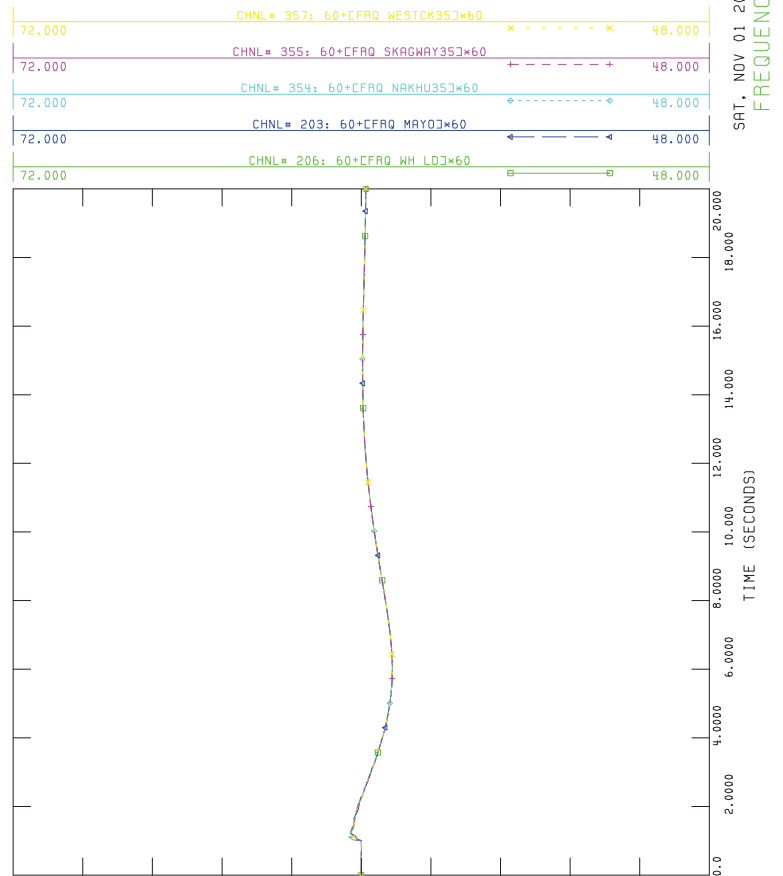
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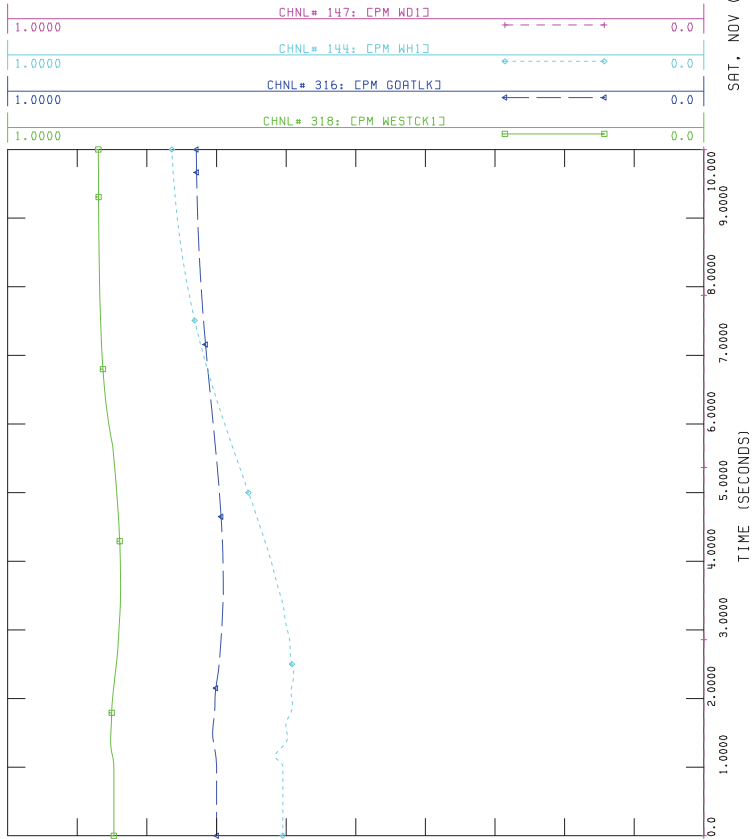
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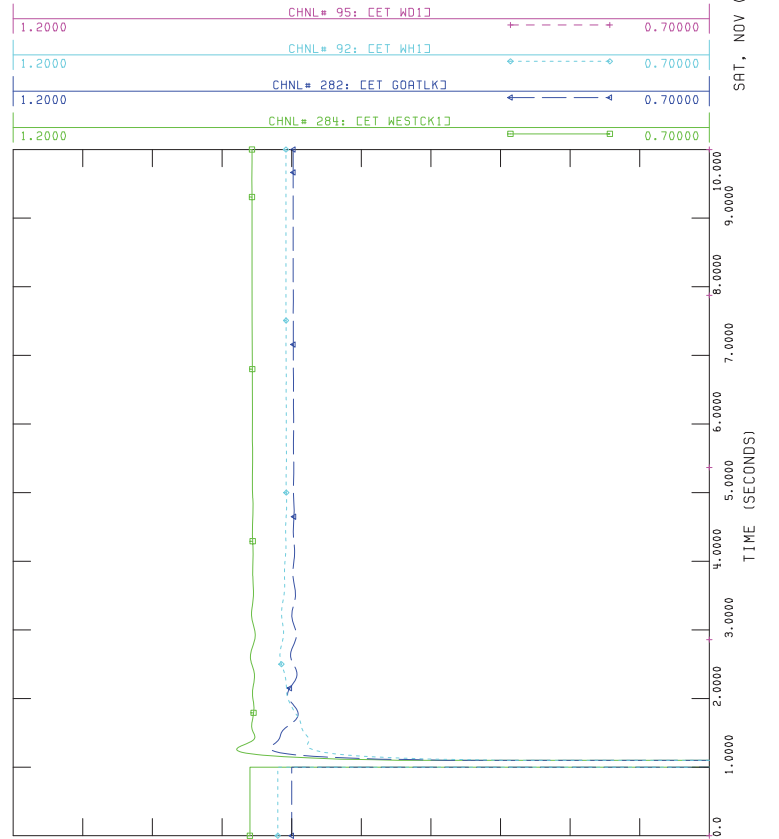
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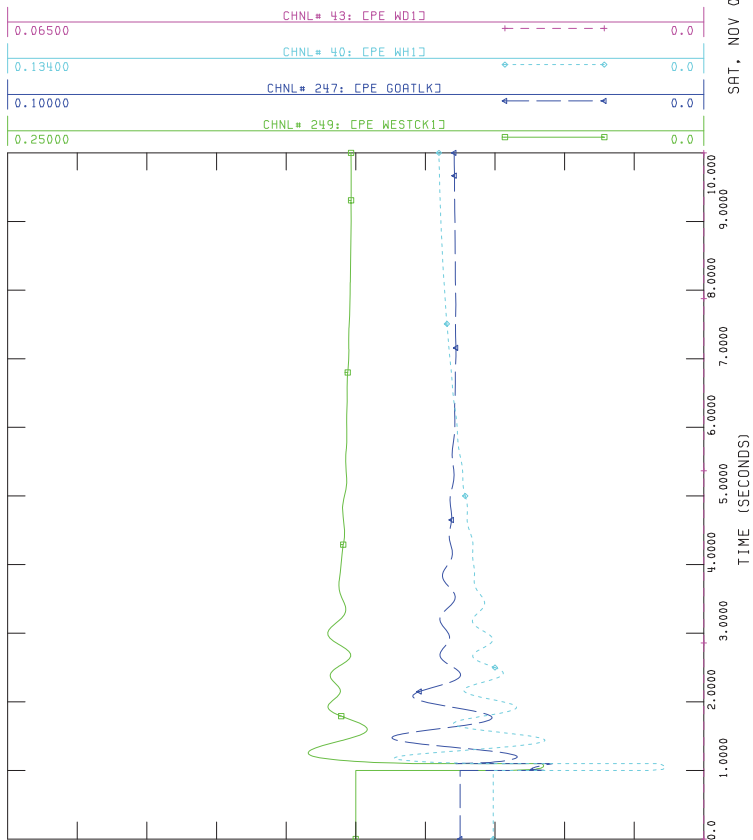
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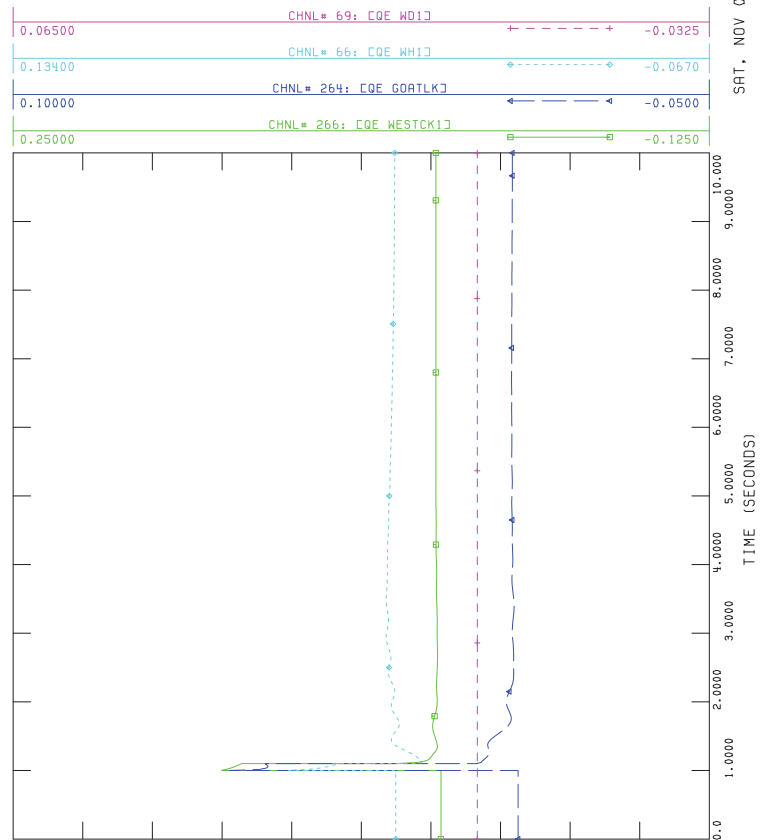
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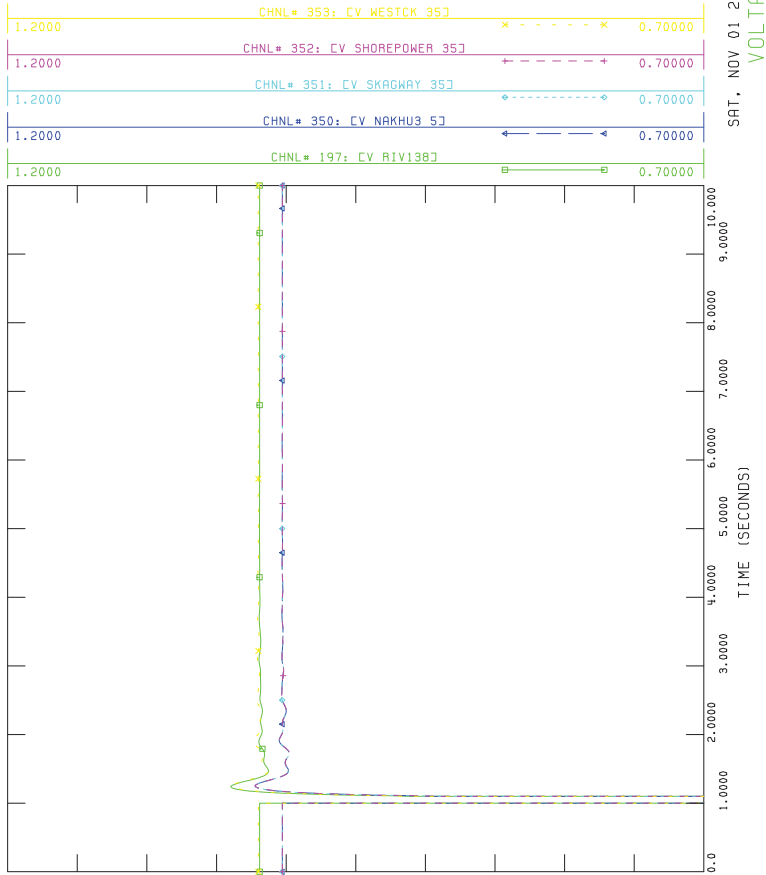
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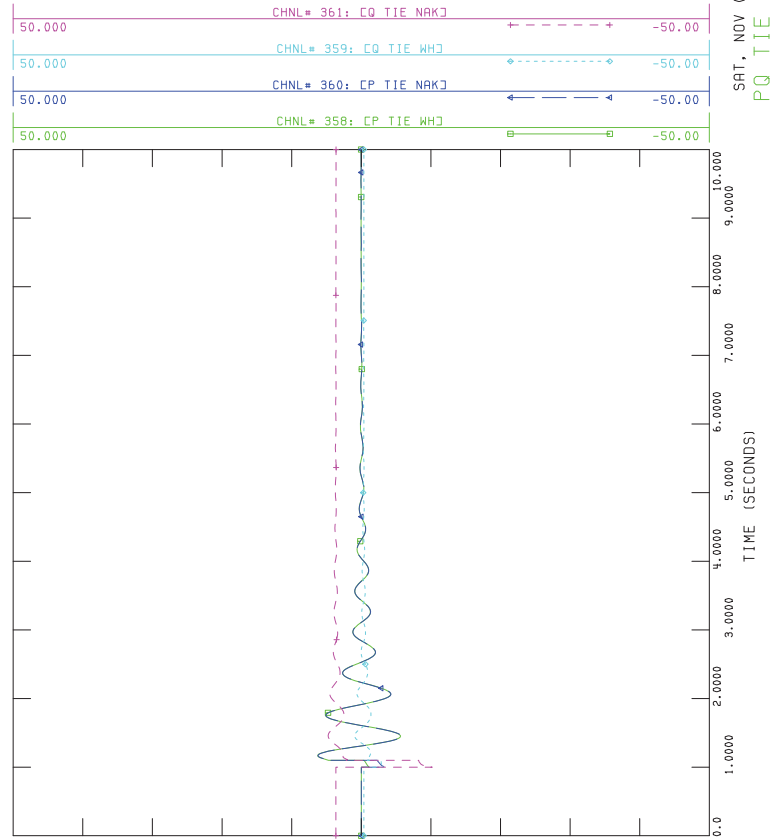
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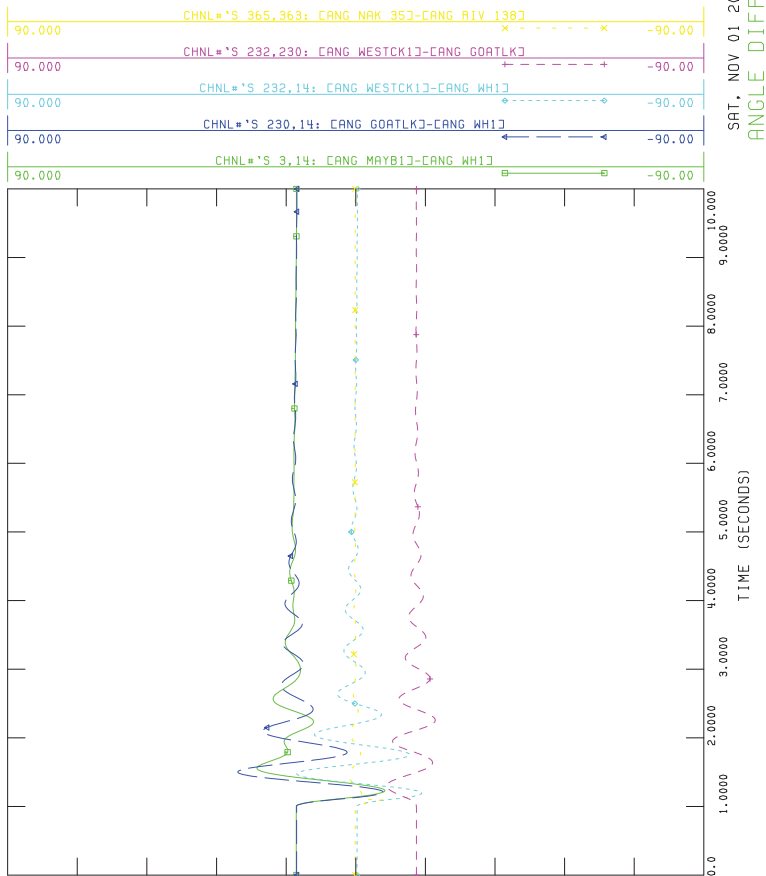
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INTERCONNECTION

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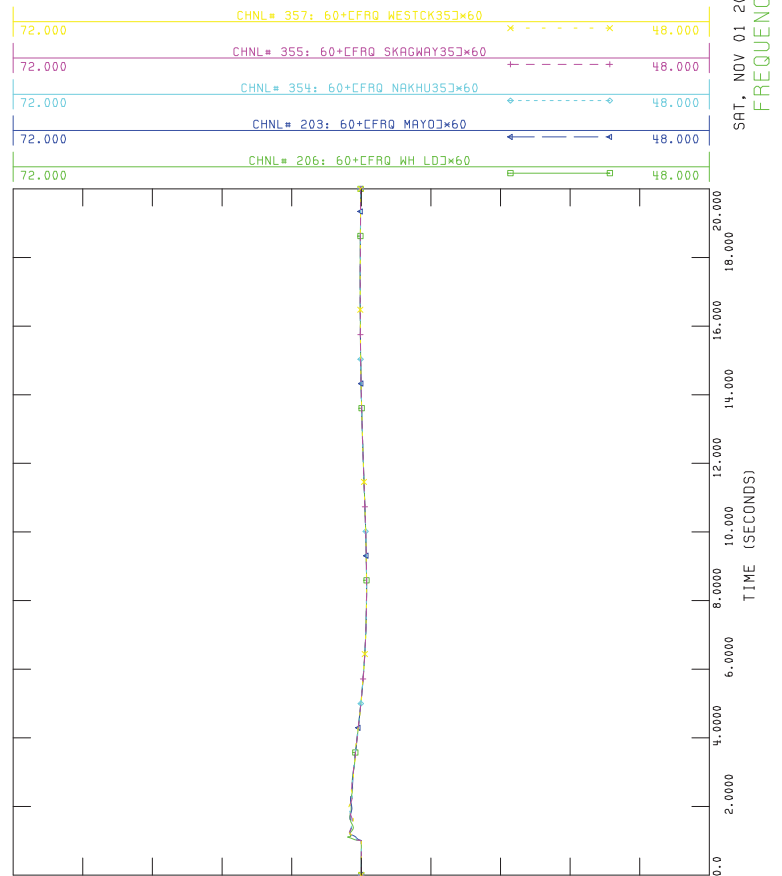
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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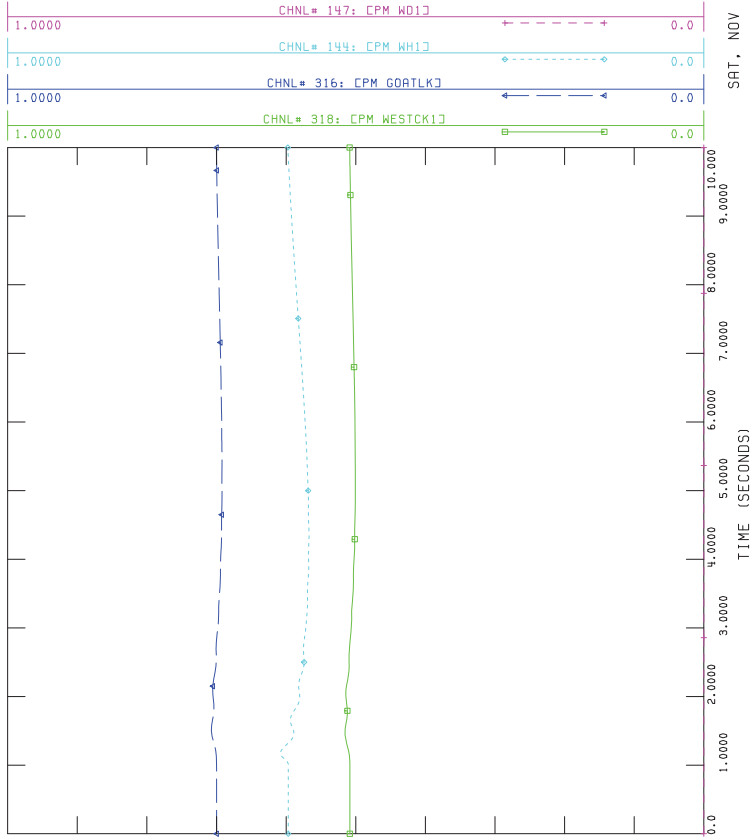
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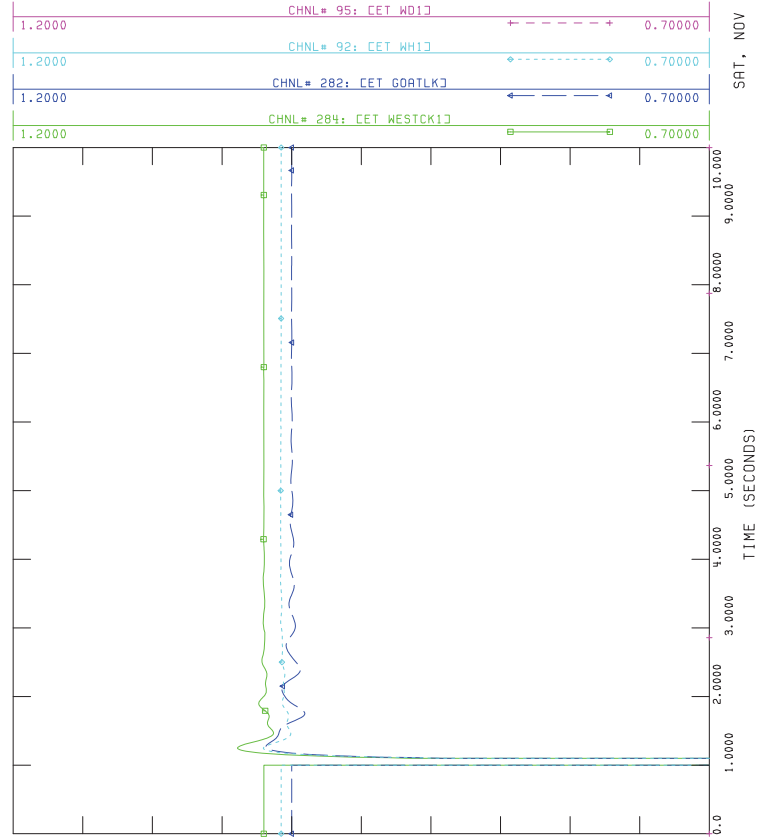
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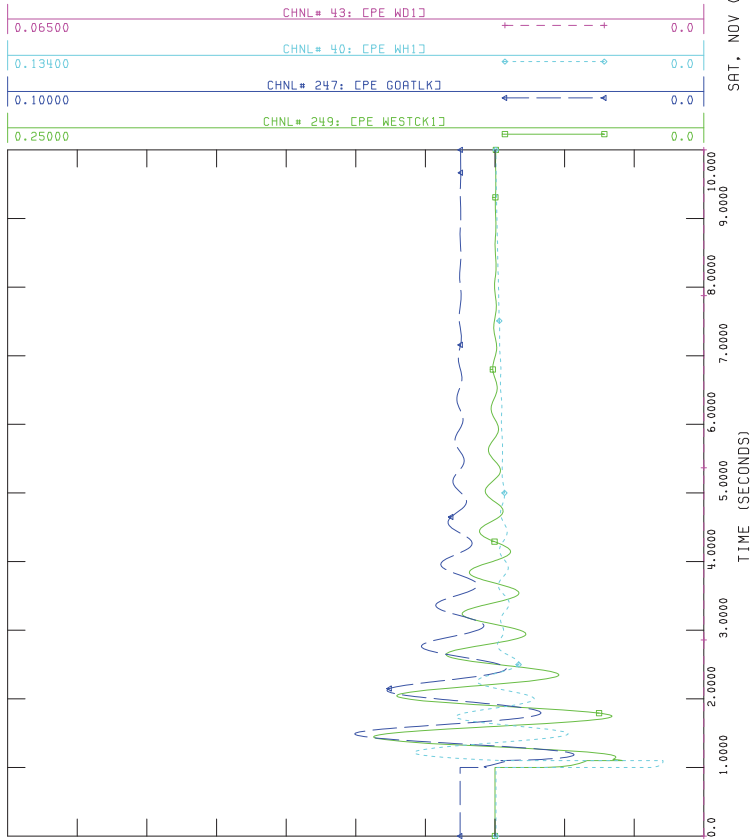
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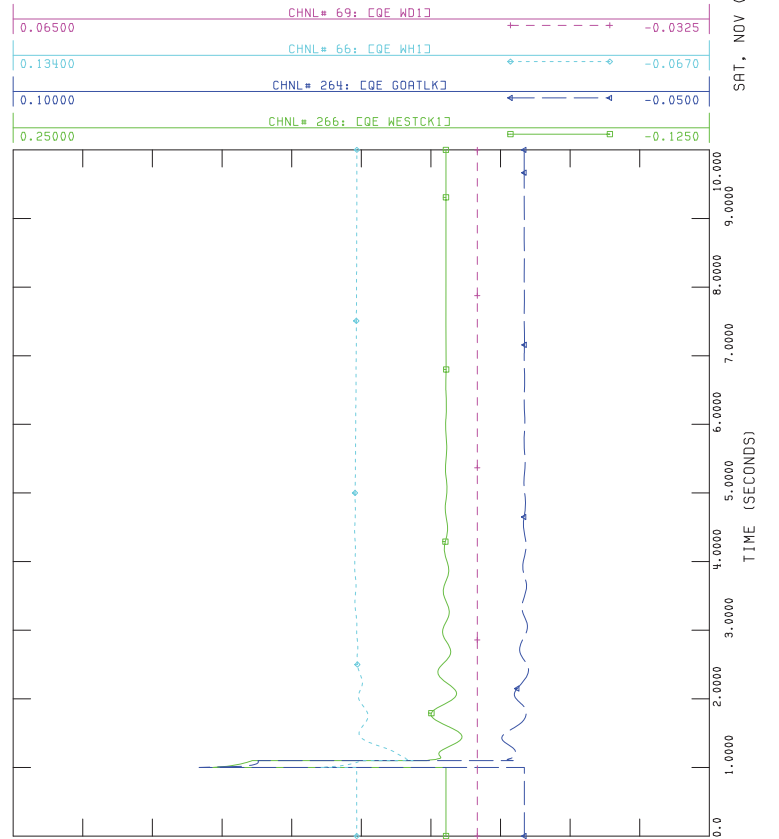
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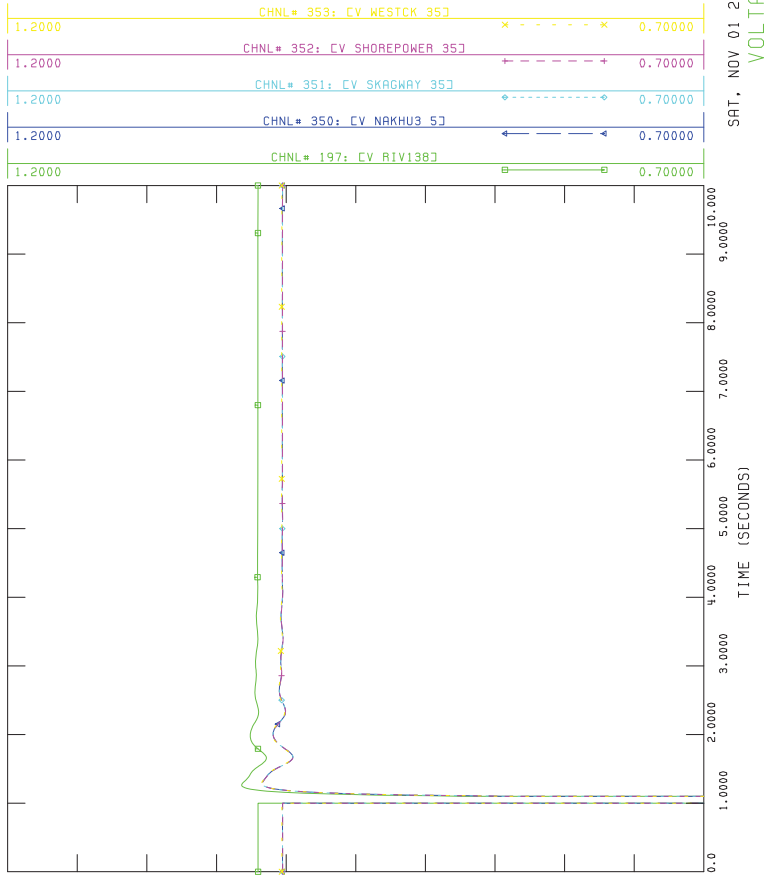
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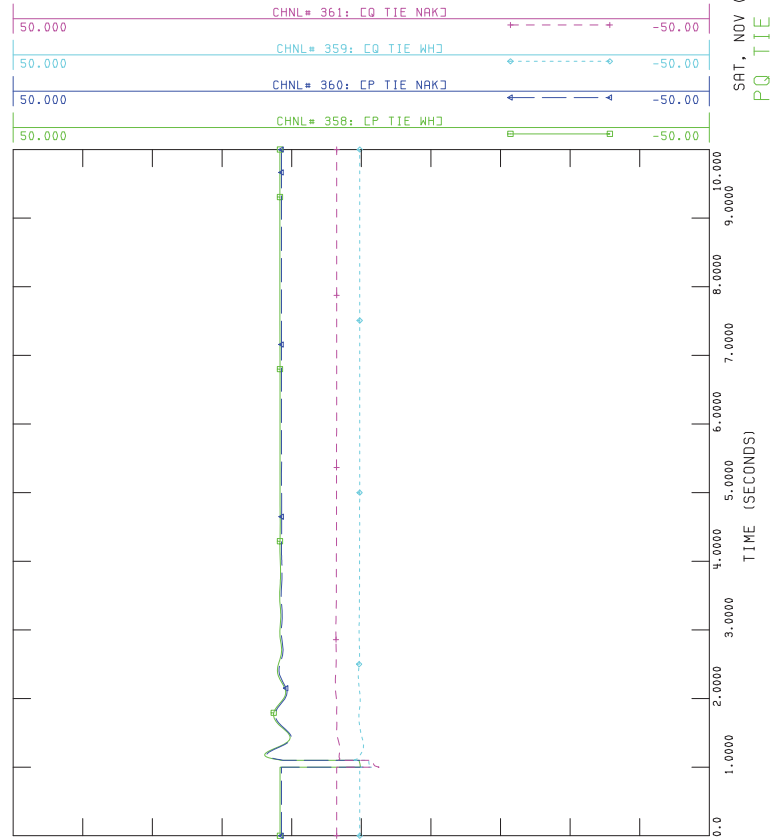
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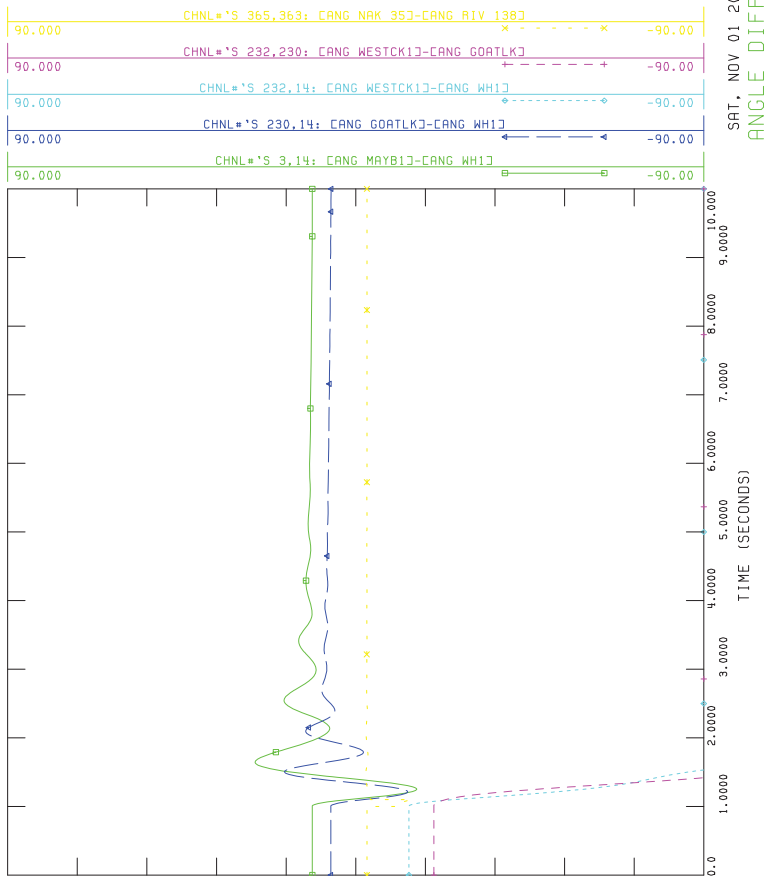
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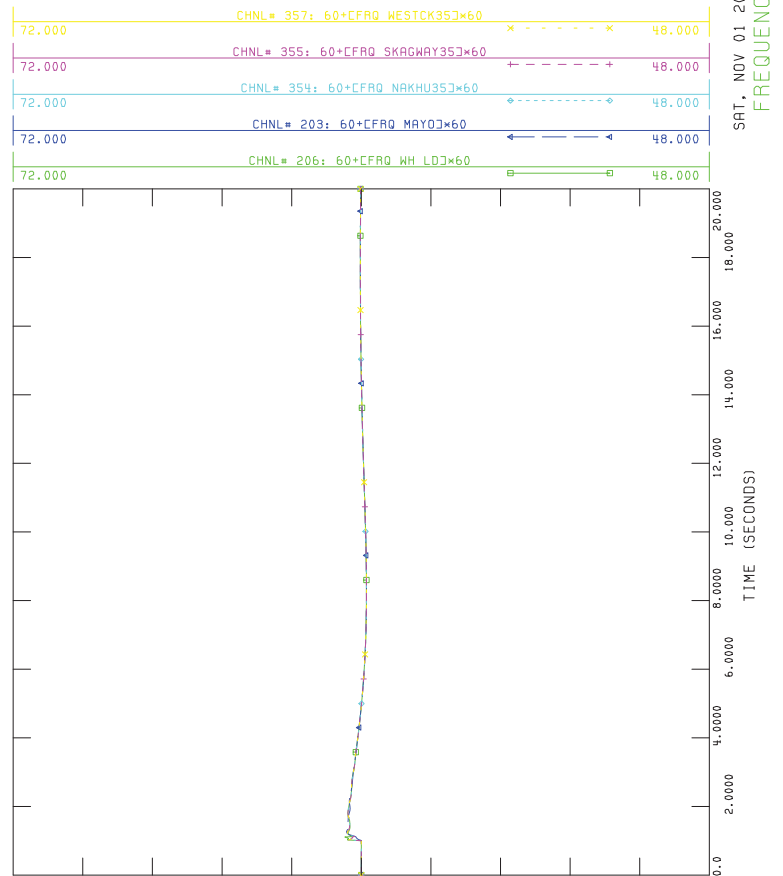
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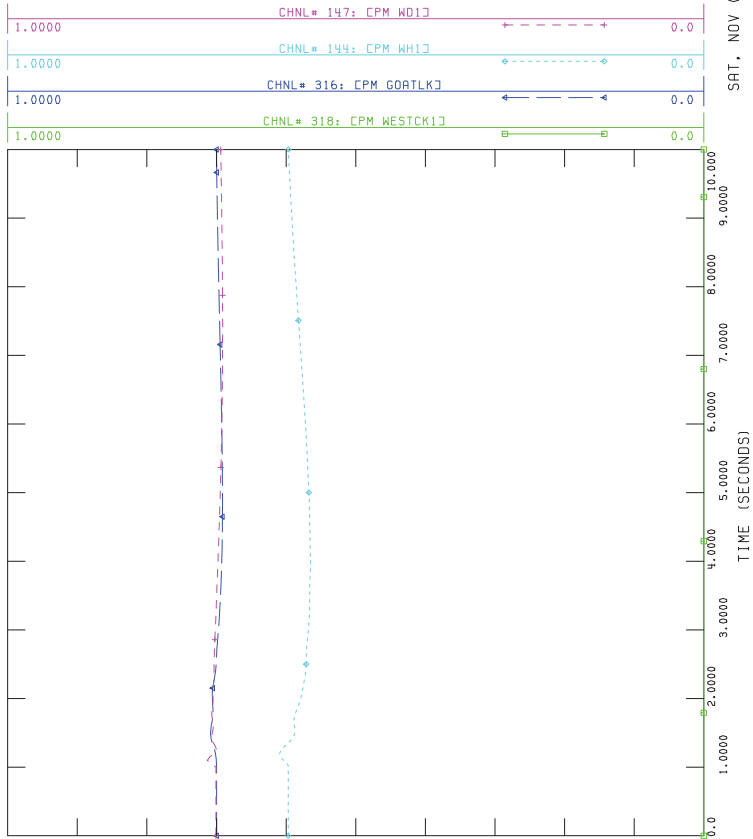
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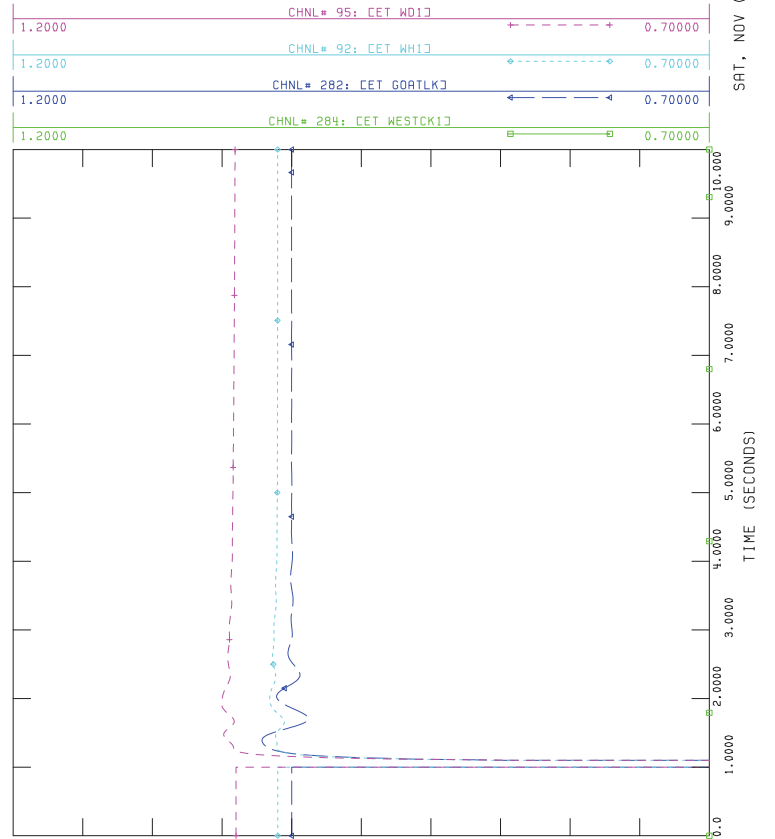
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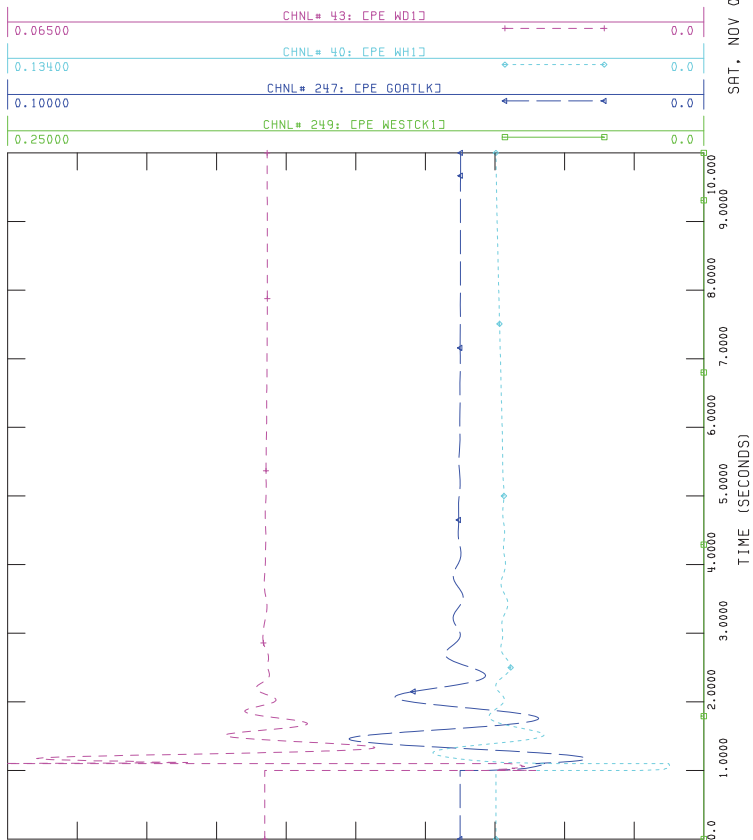
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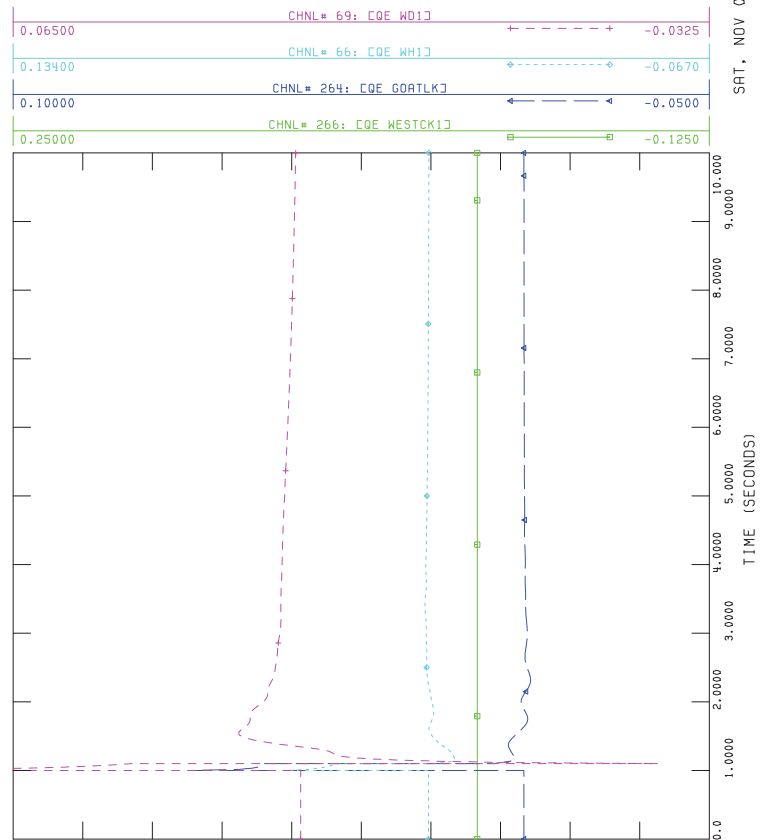
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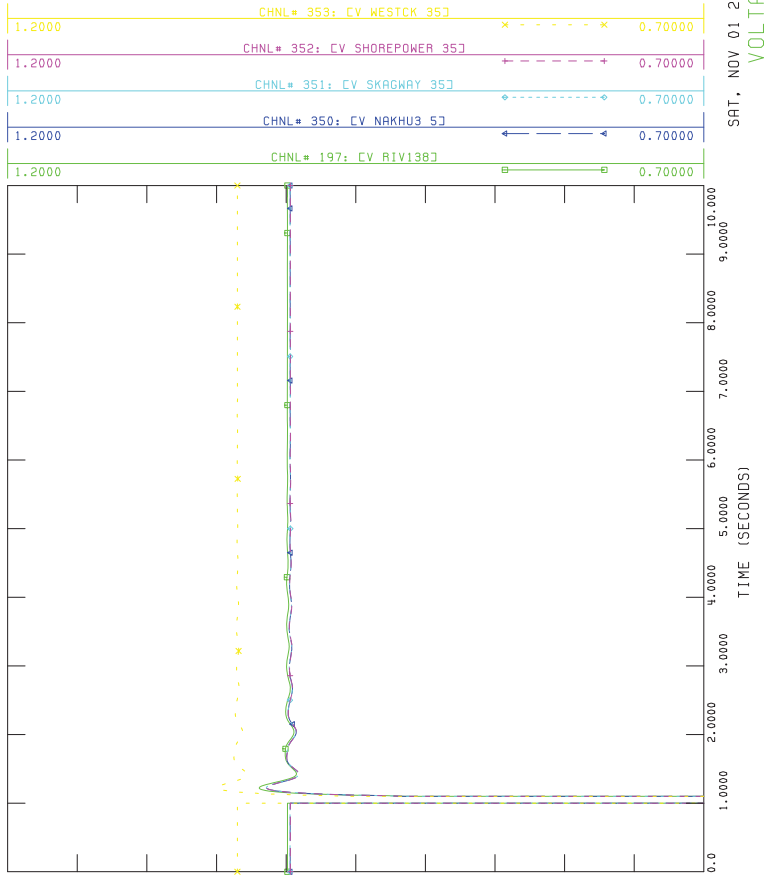
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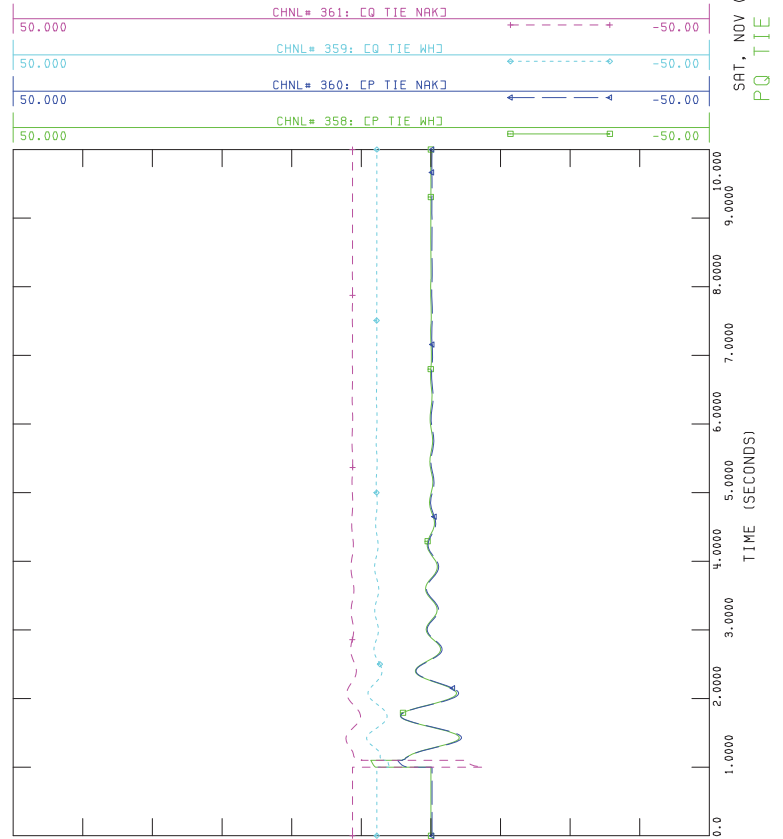
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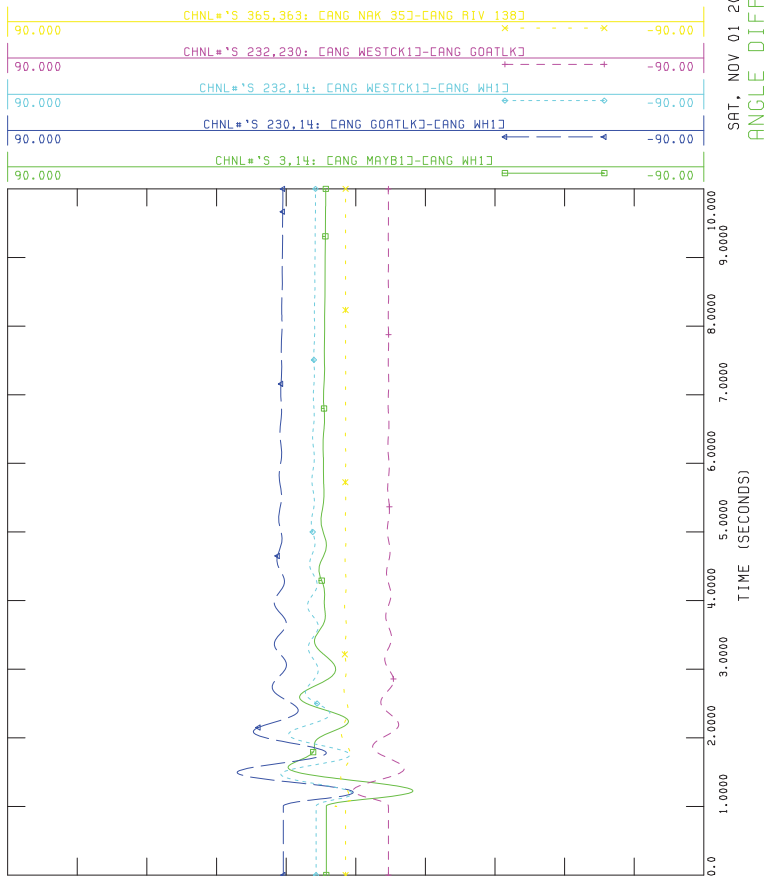
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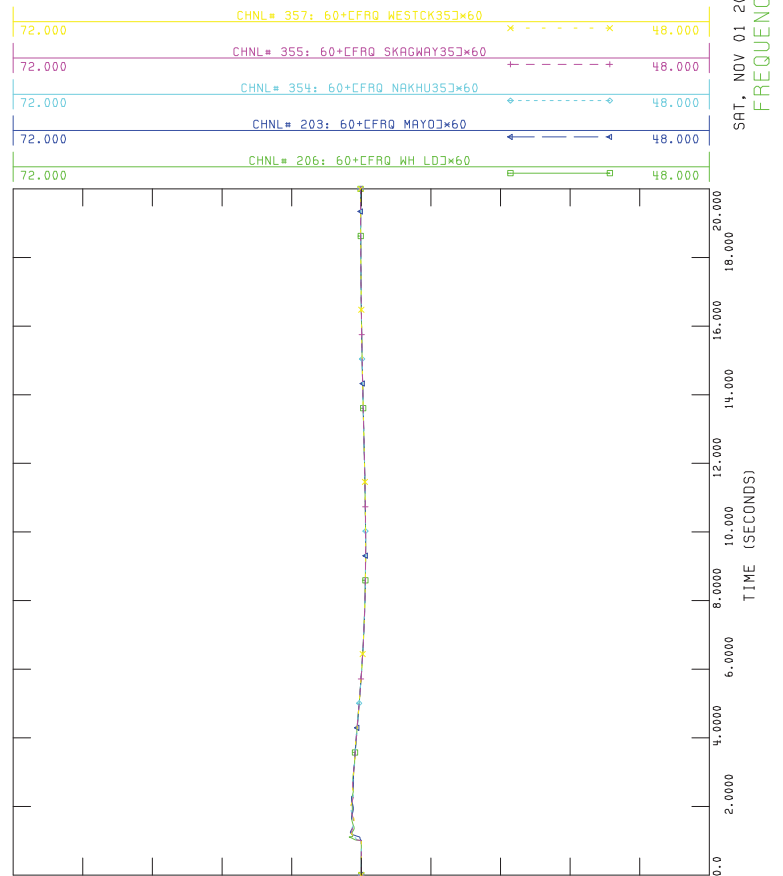
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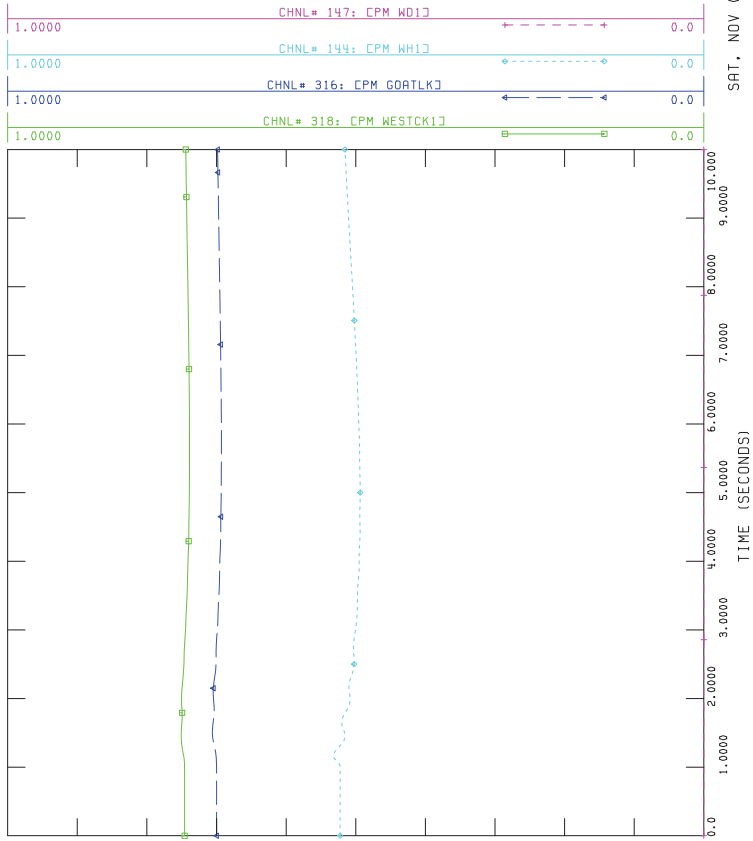
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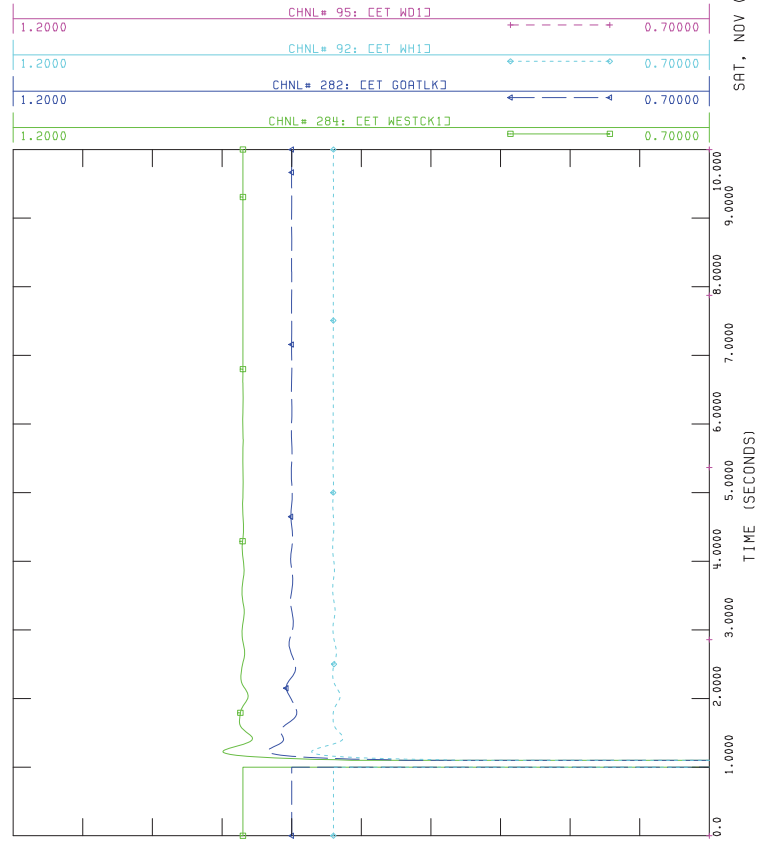
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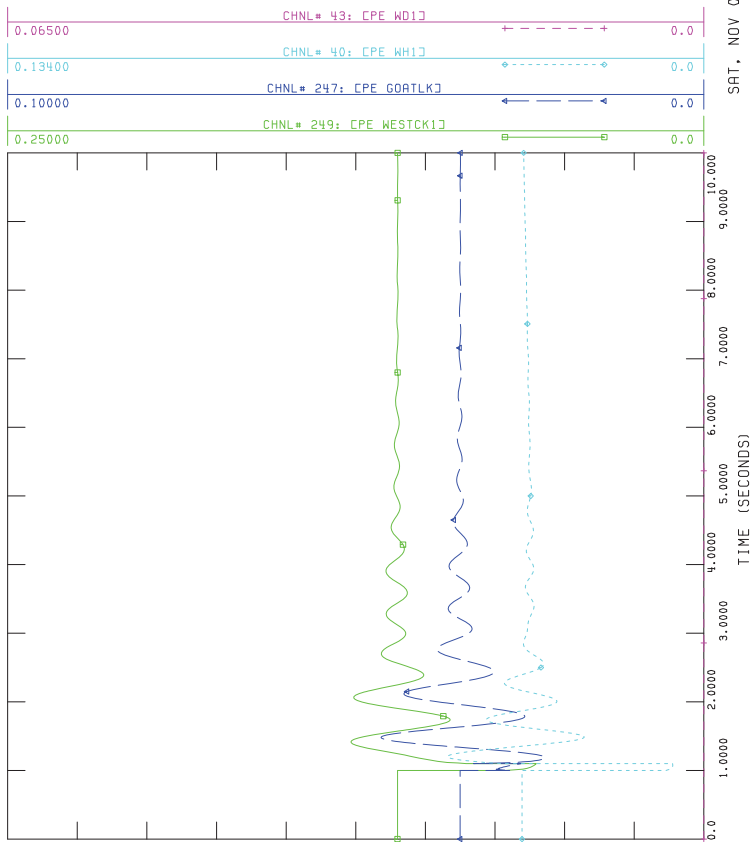
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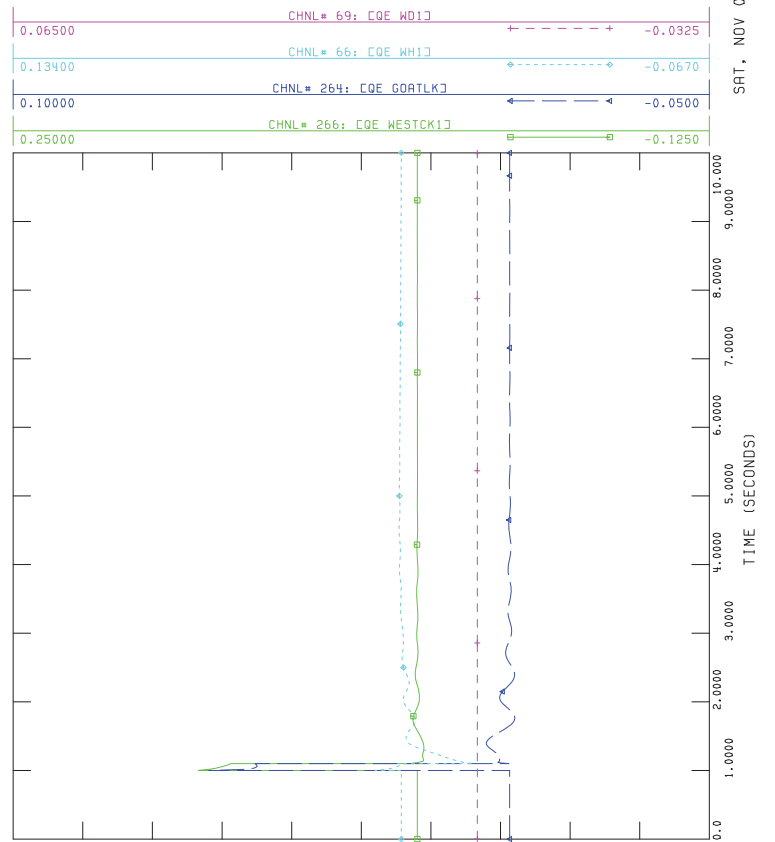
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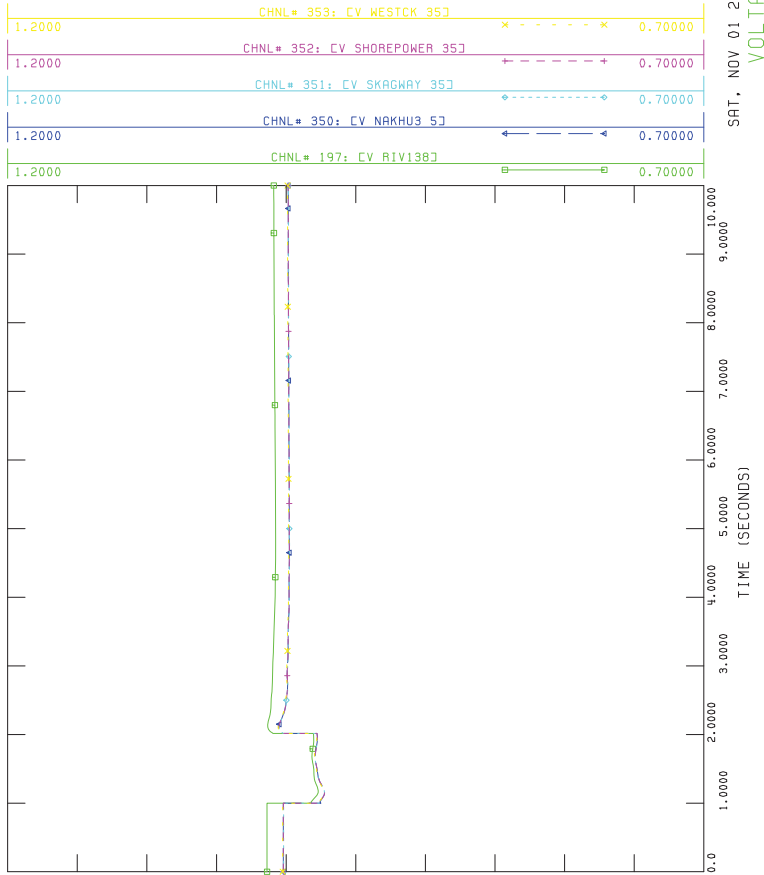
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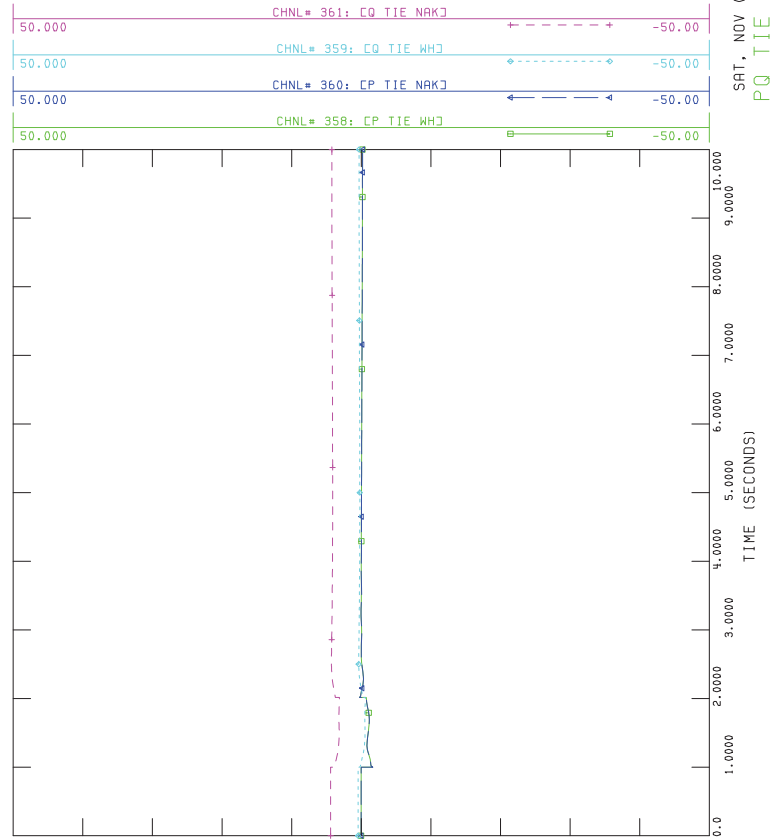
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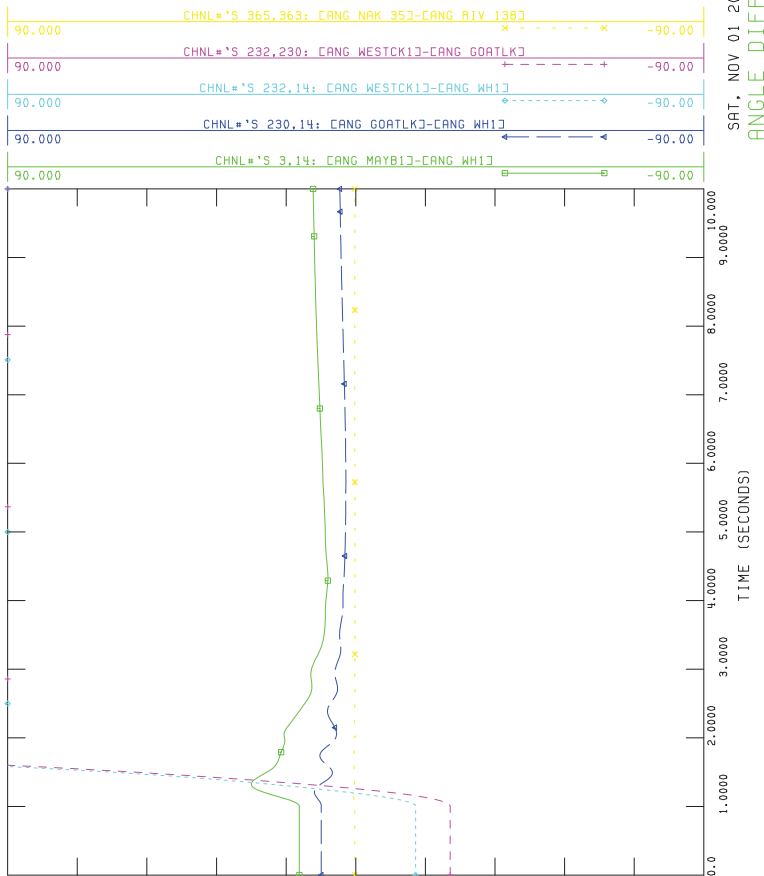
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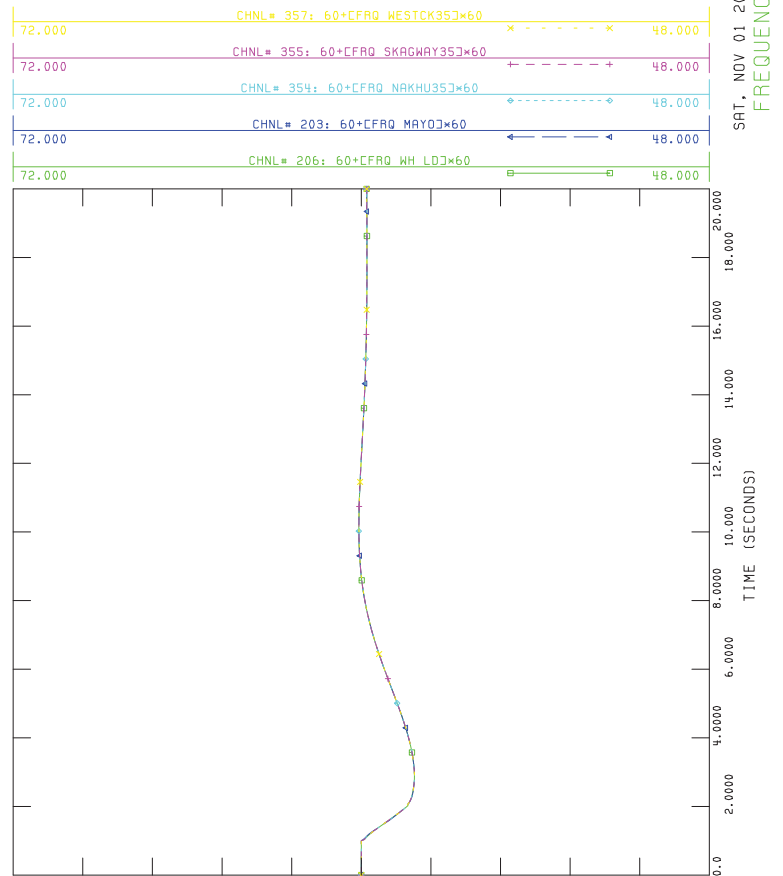
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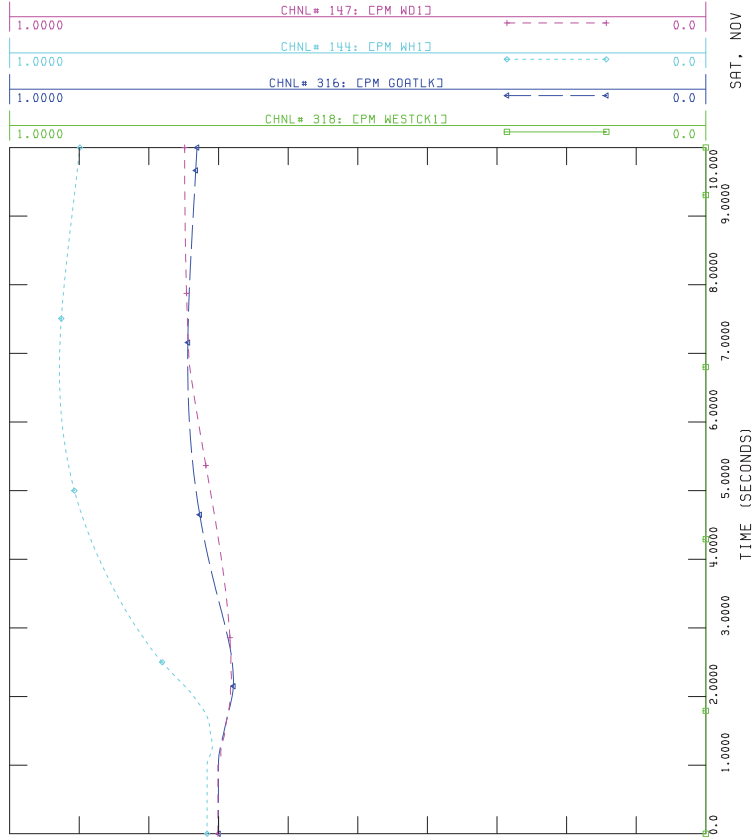
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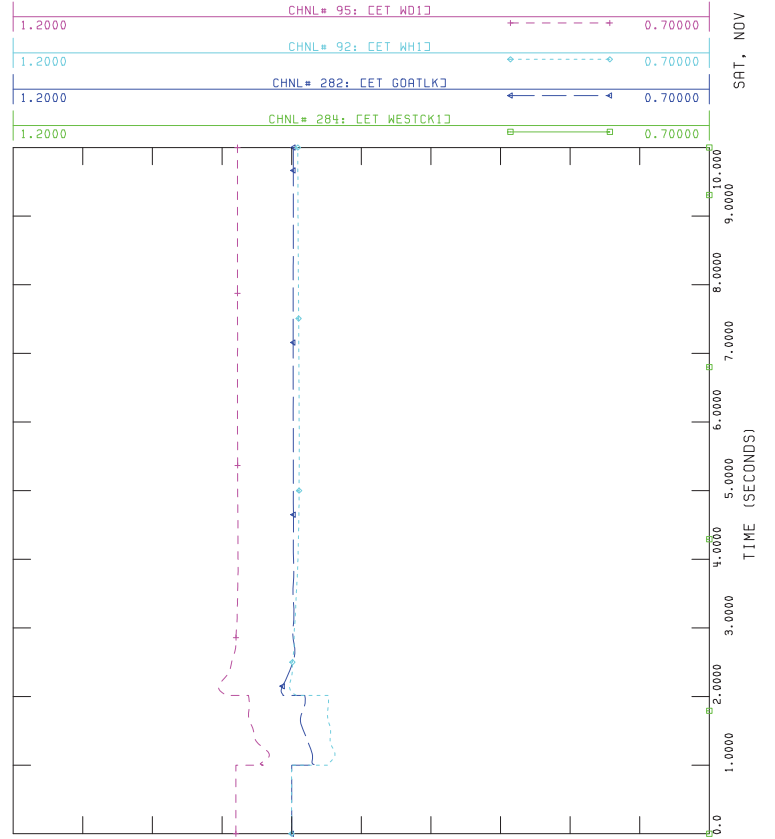
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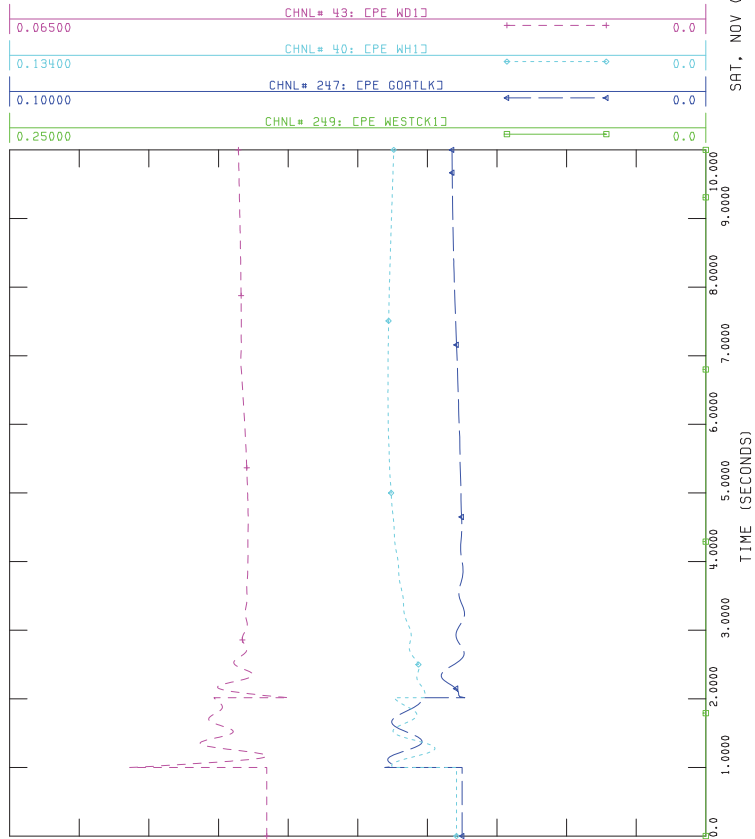
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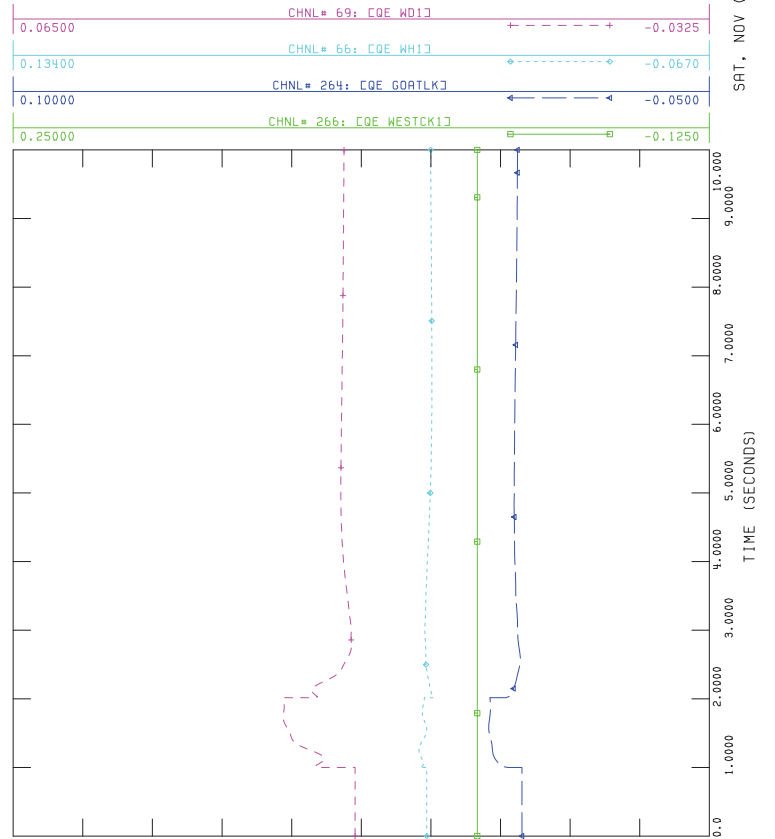
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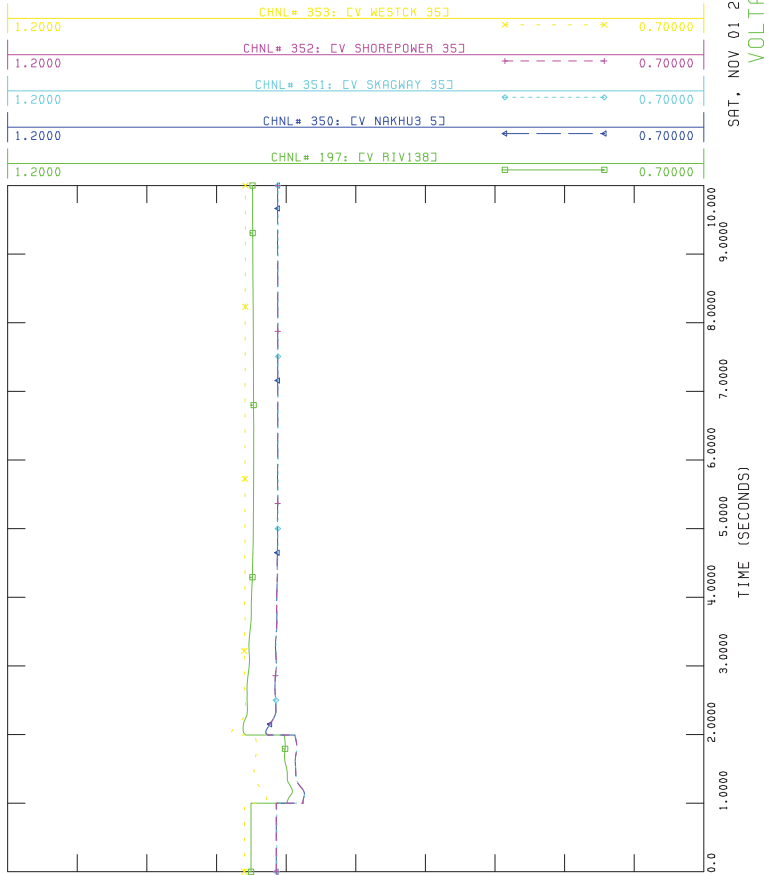
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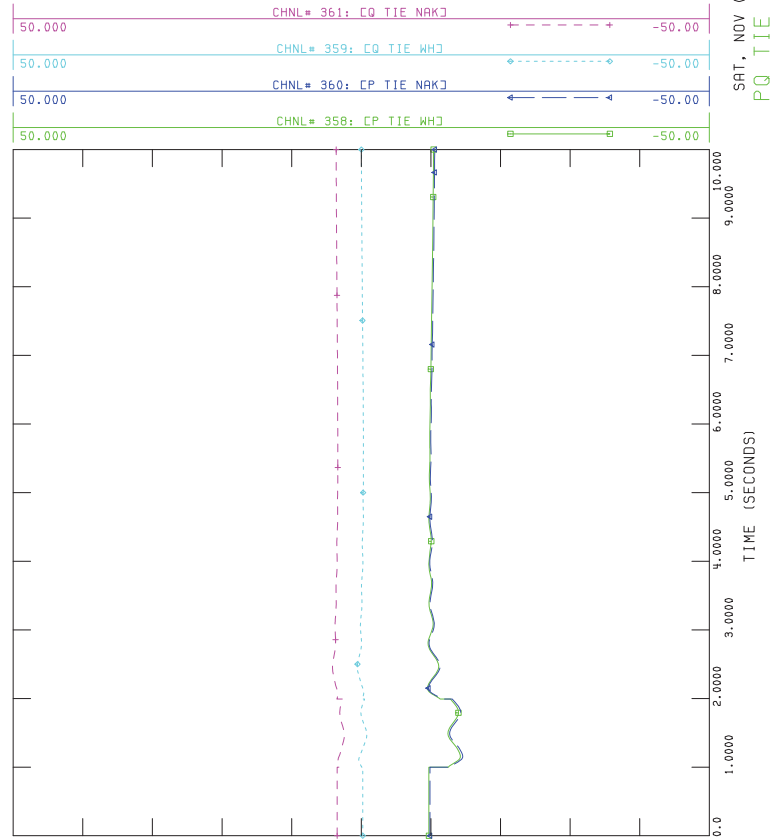
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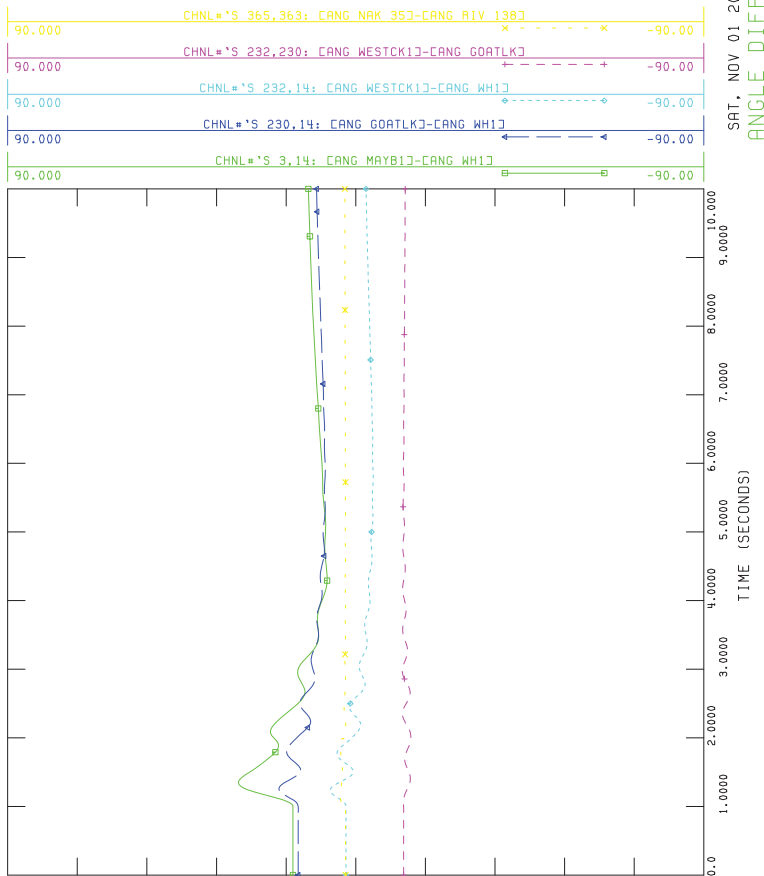
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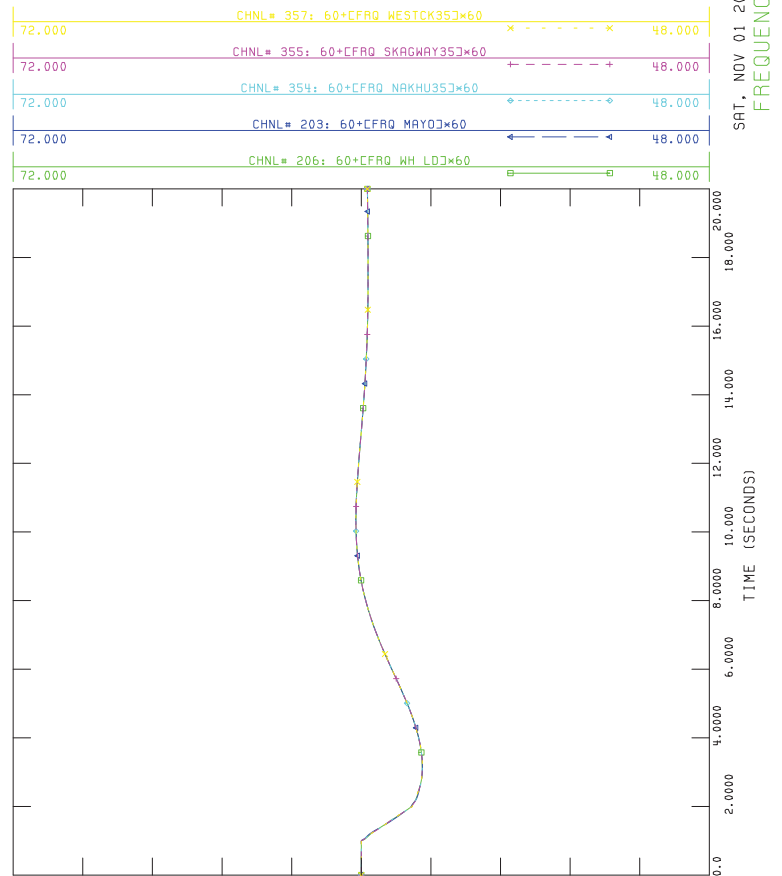
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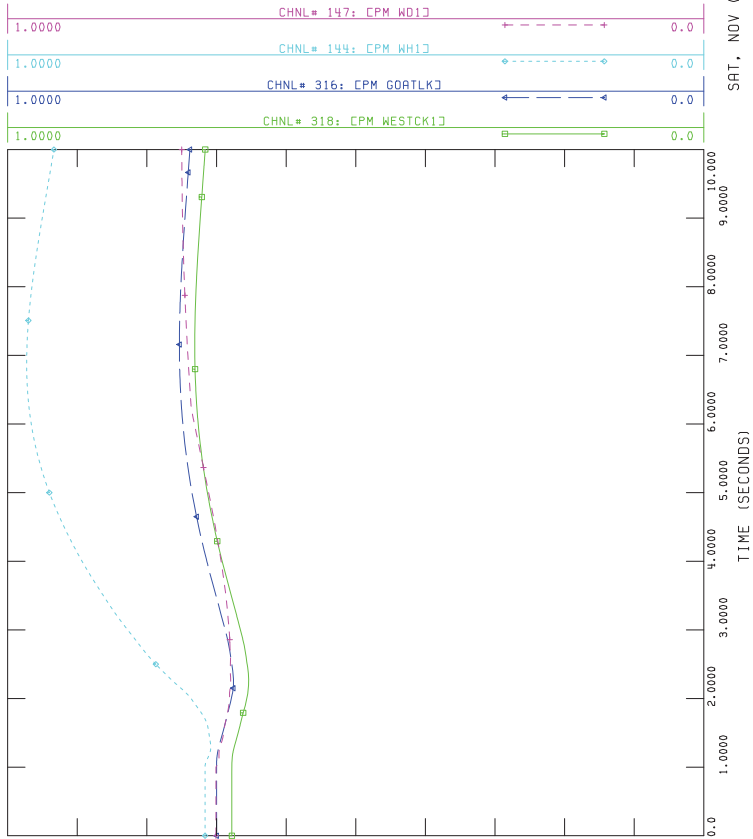
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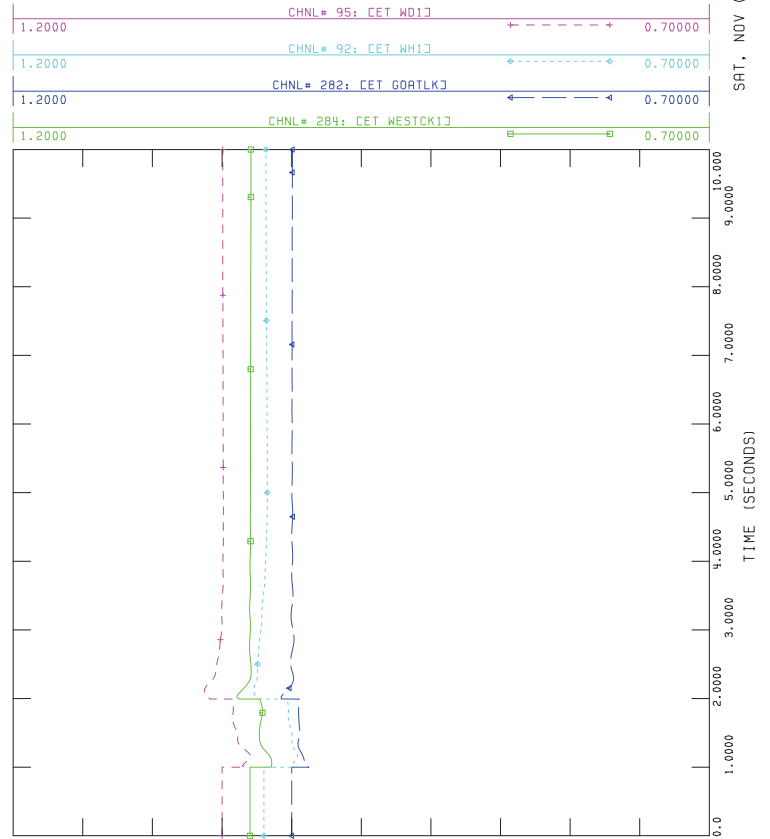
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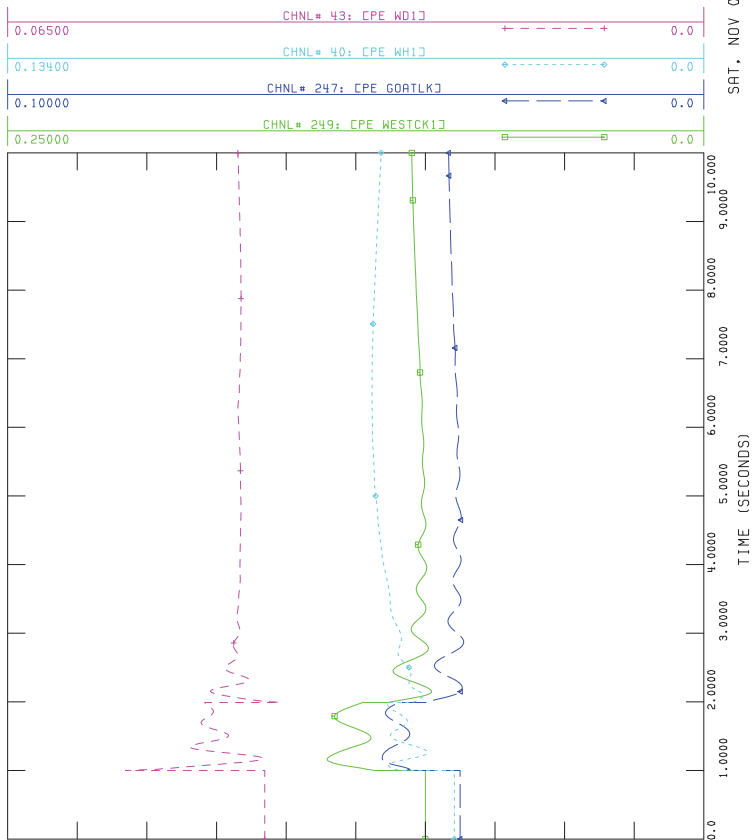
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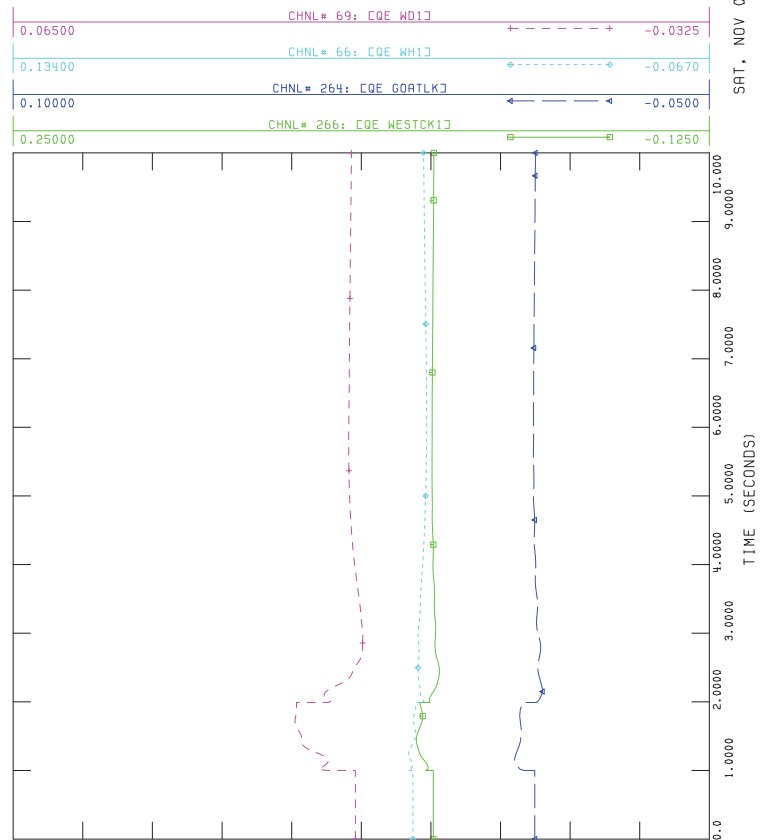
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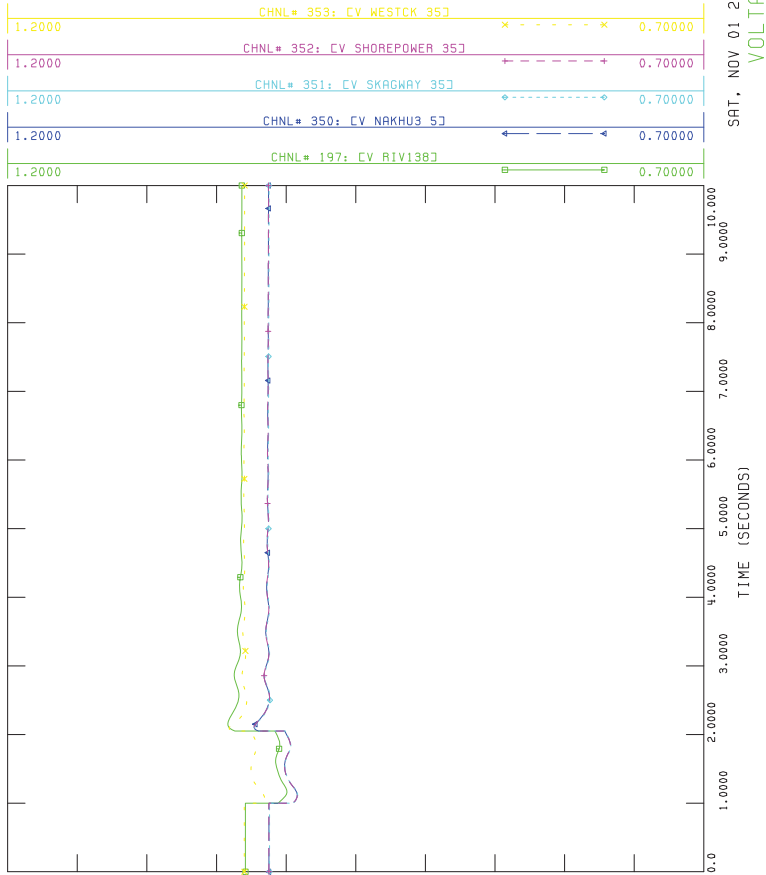
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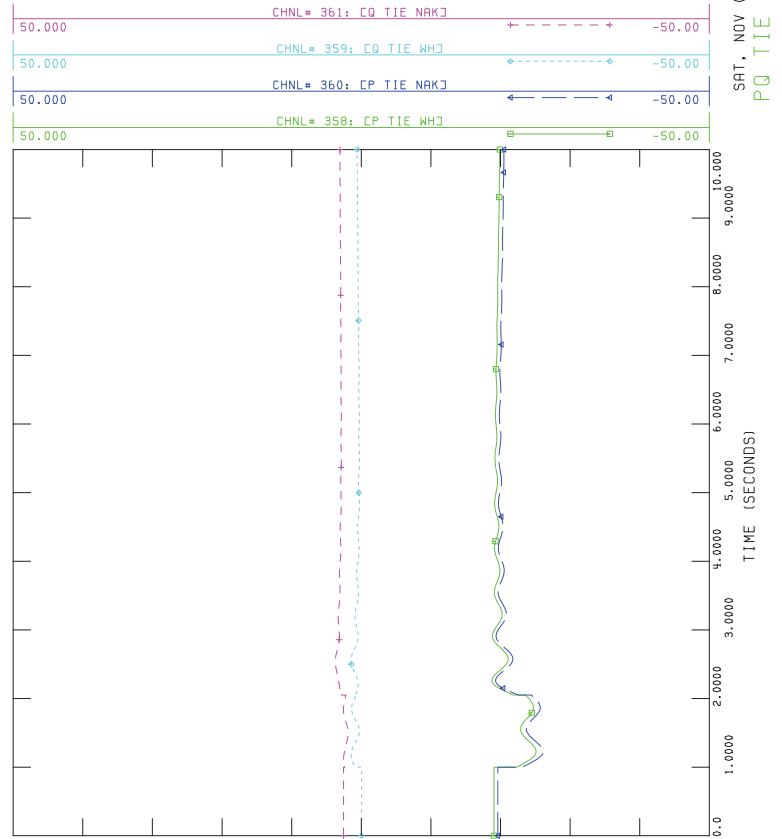
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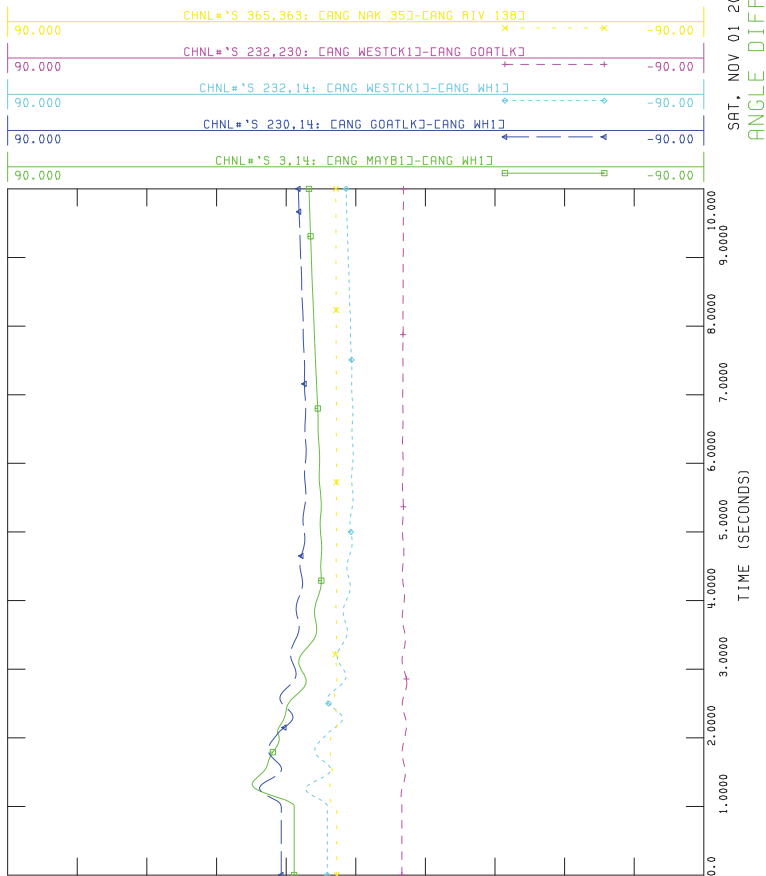
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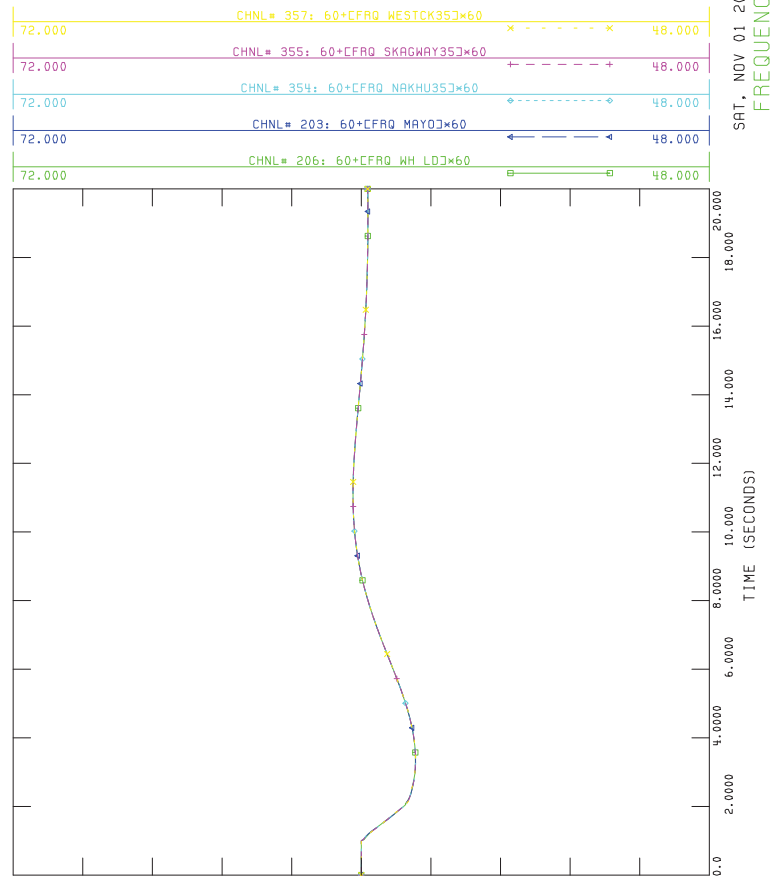
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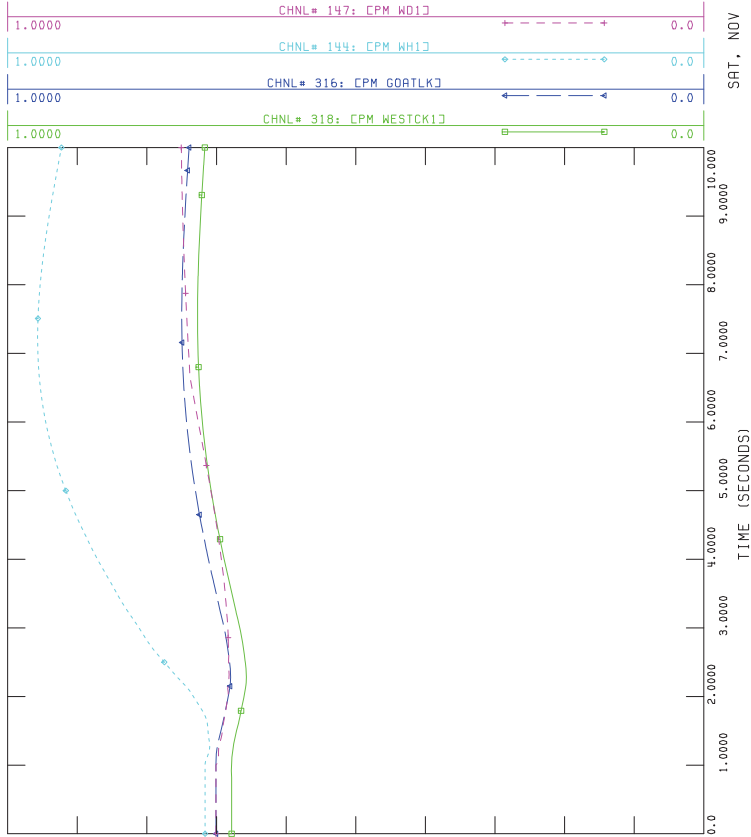




WHITEHORSE SKAGWAY
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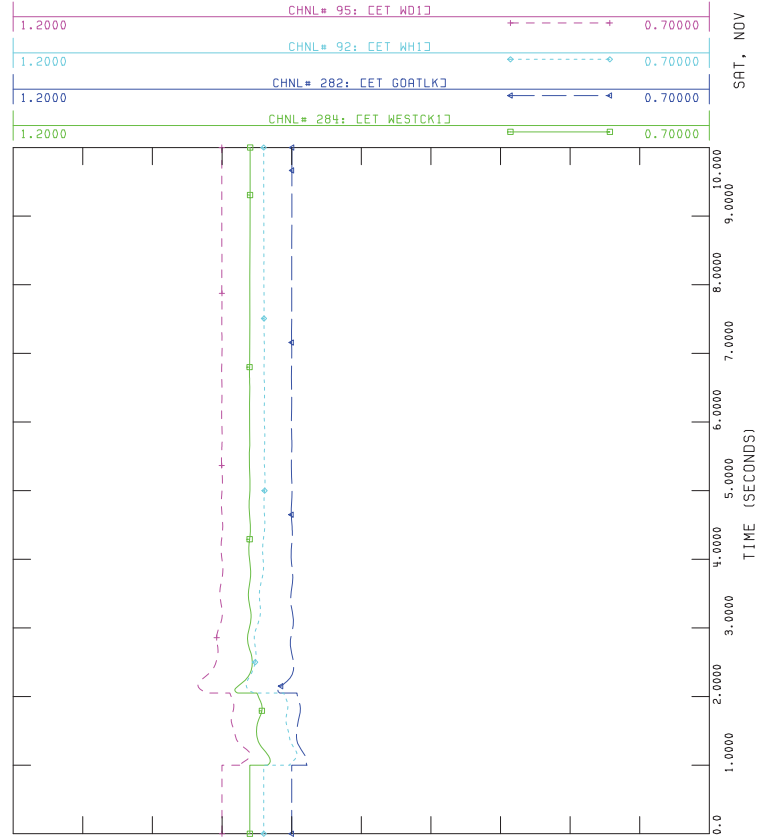
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WHITEHORSE SKAGWAY
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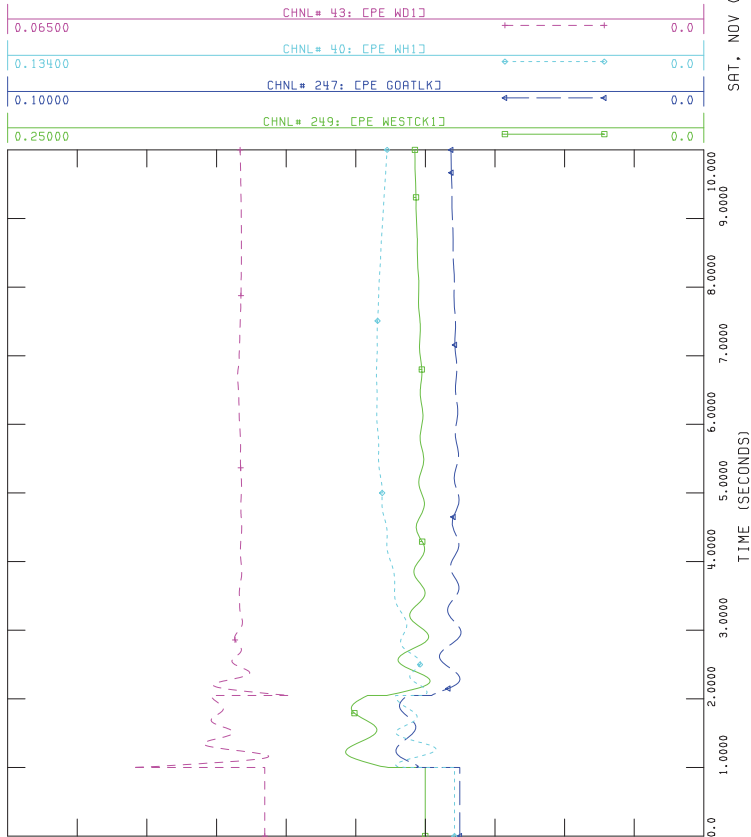
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WHITEHORSE SKAGWAY
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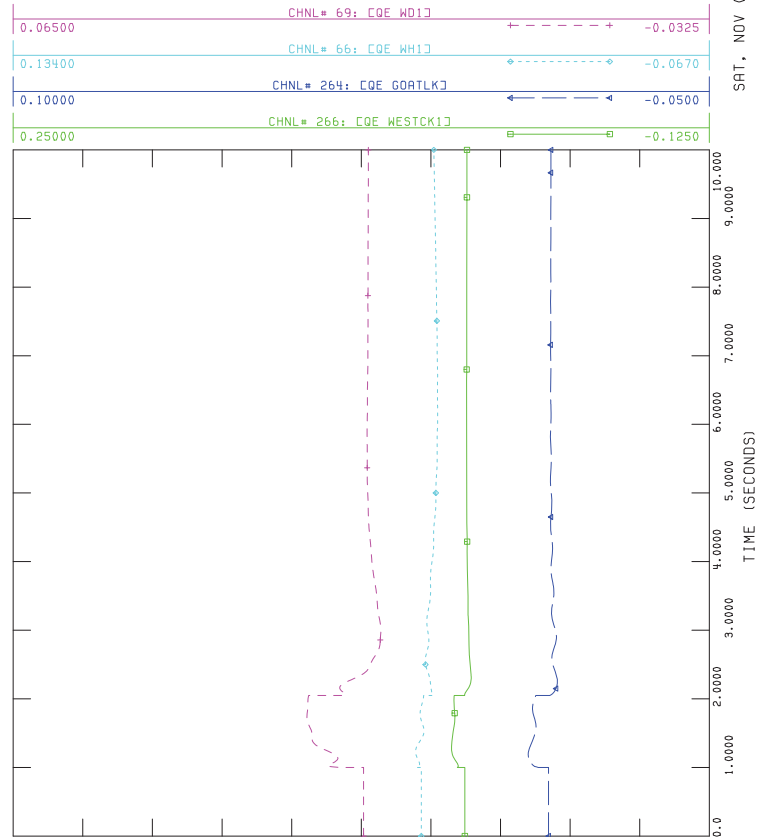
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WHITEHORSE SKAGWAY
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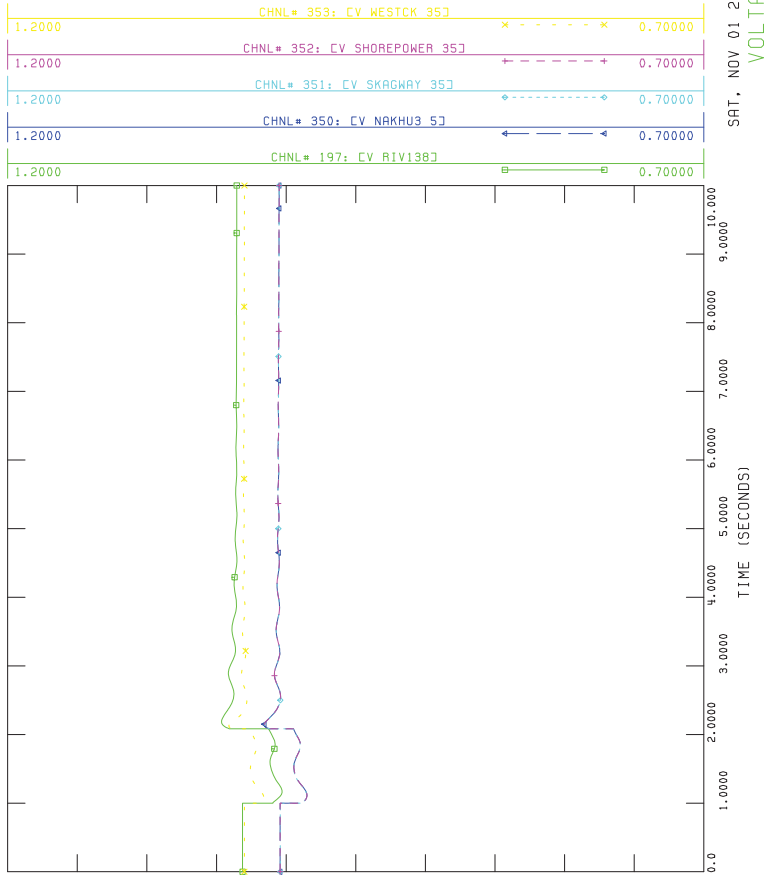
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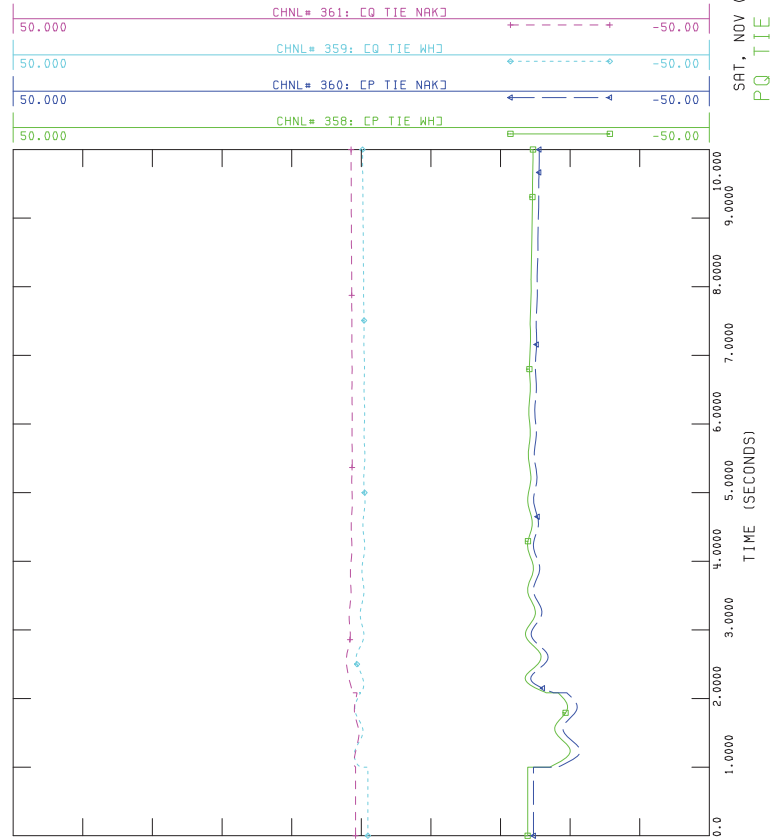
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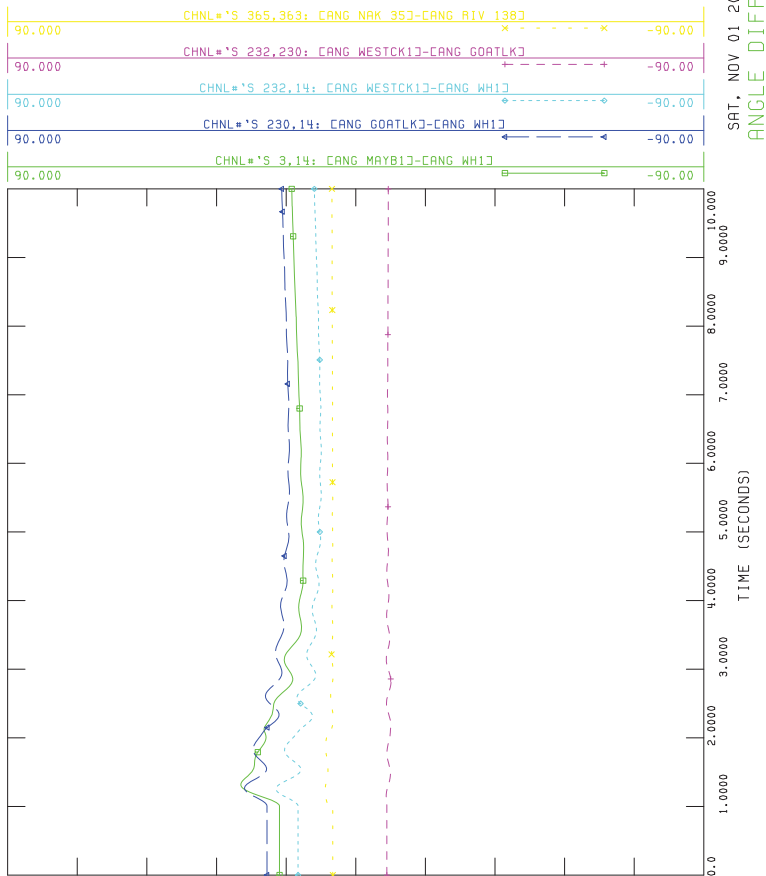
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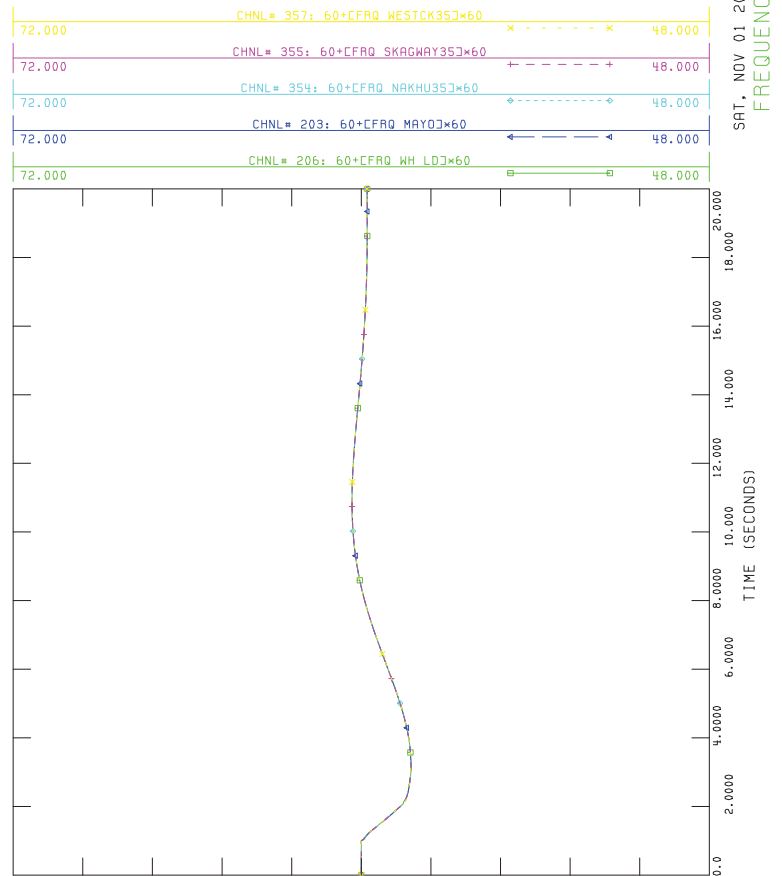
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WHITEHORSE SKAGWAY
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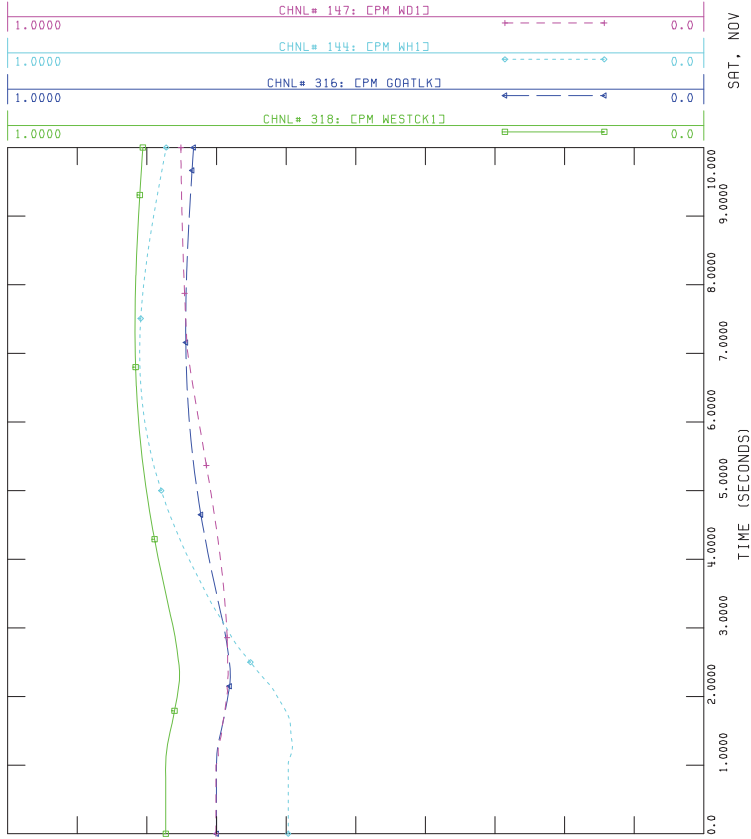
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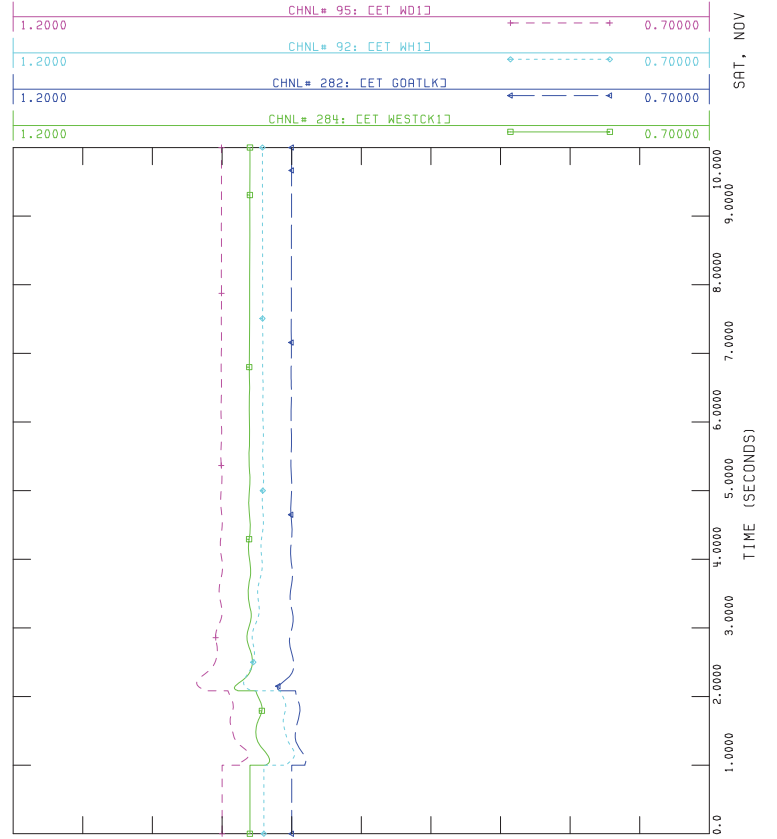
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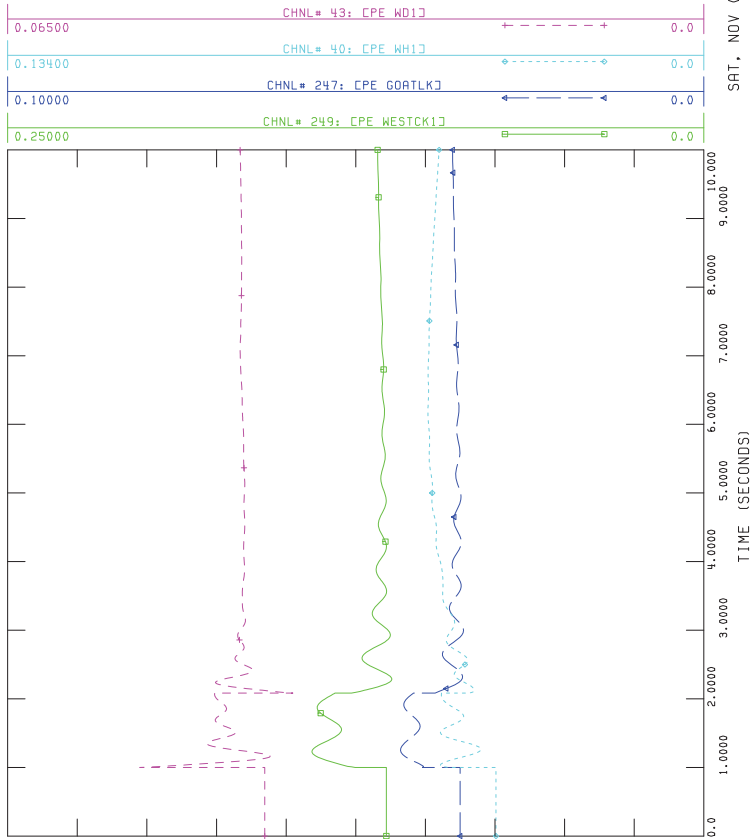
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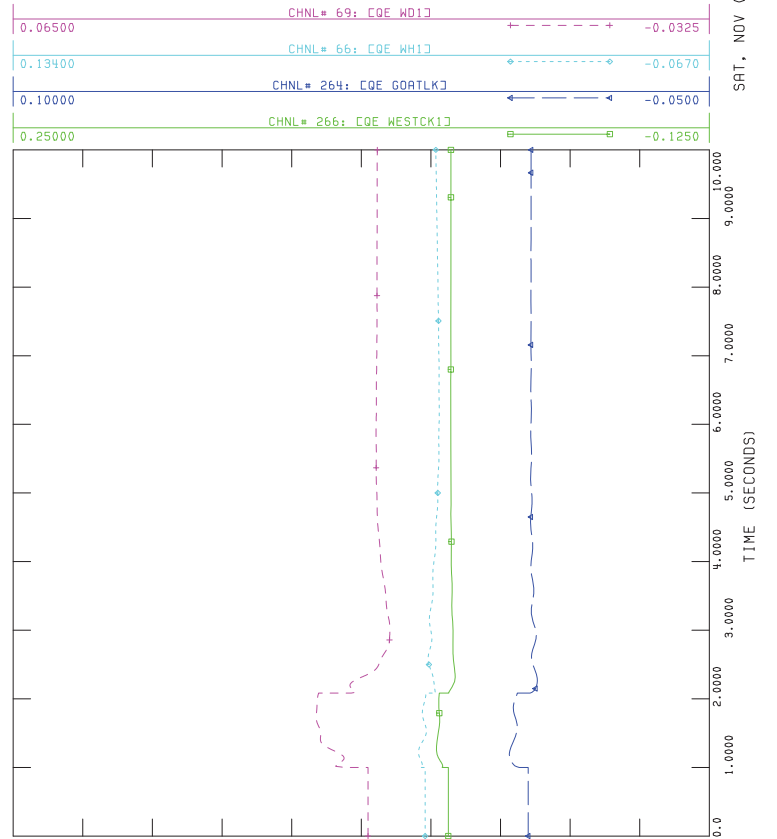
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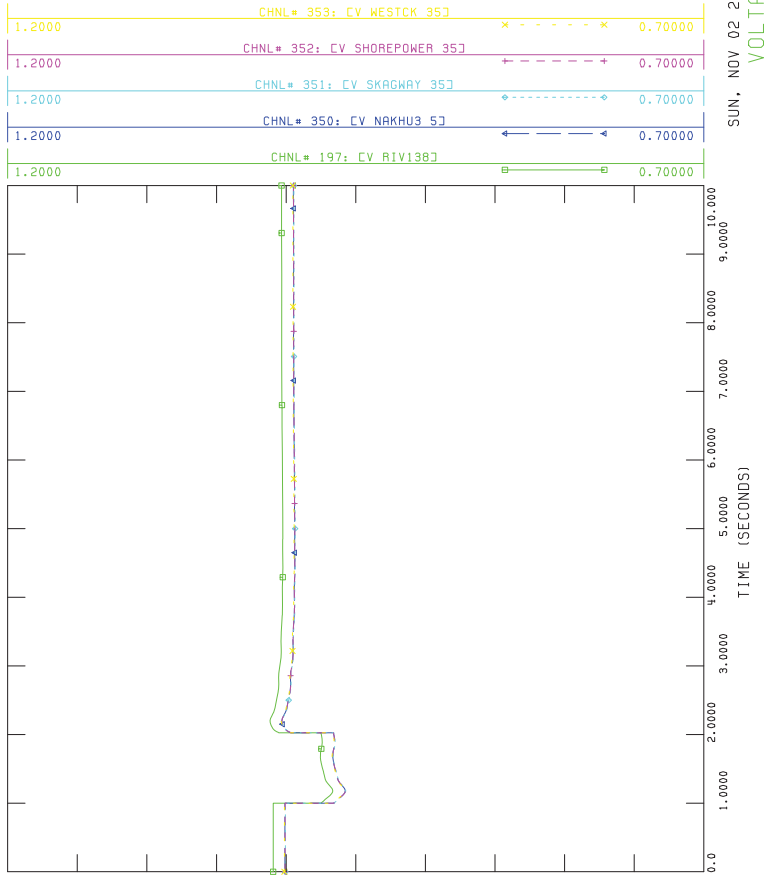
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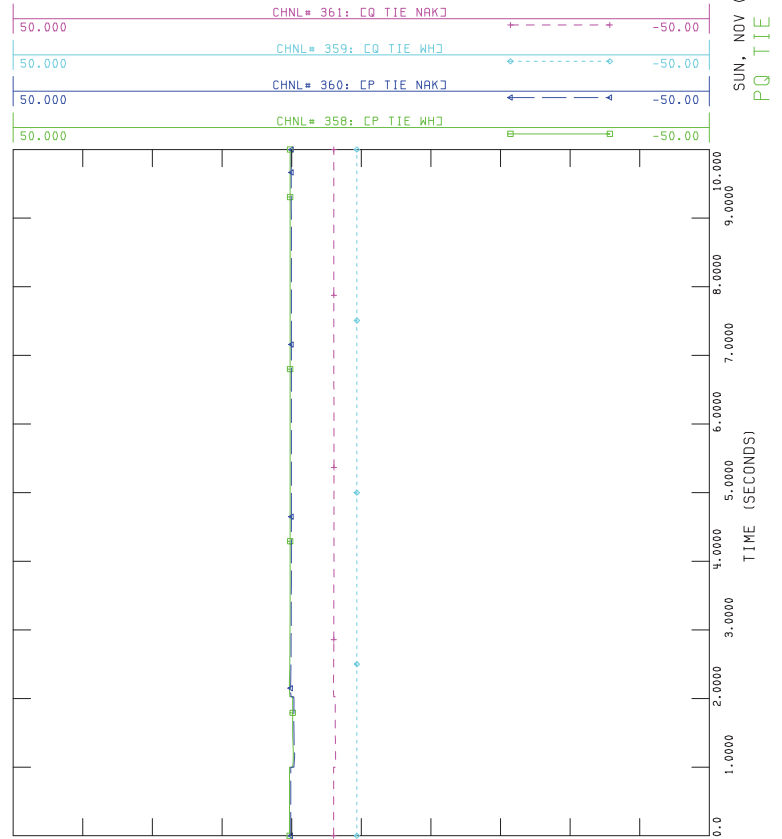
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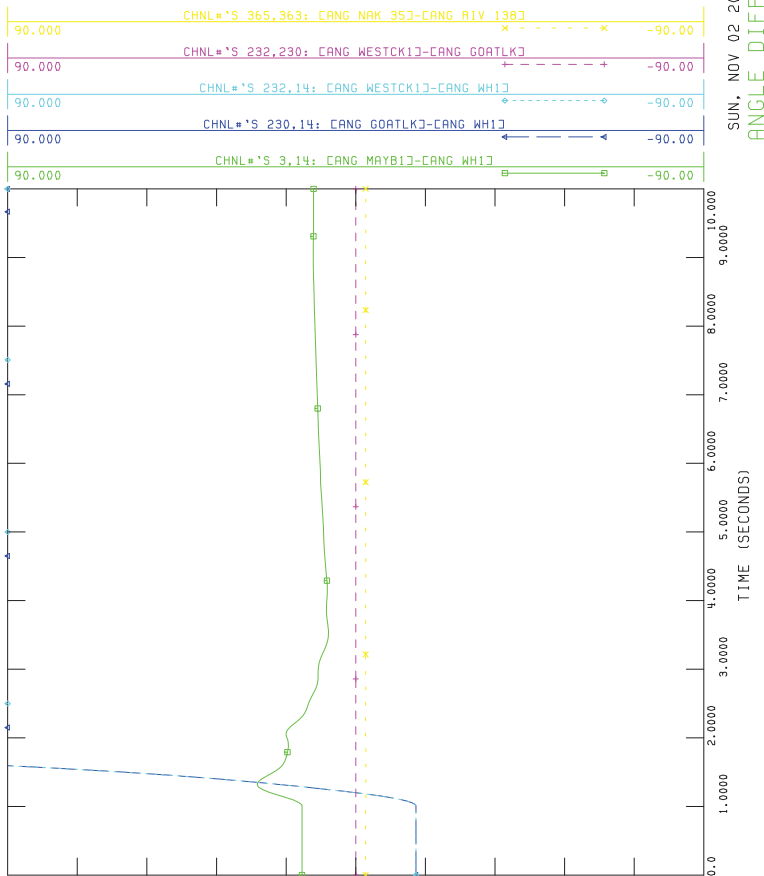
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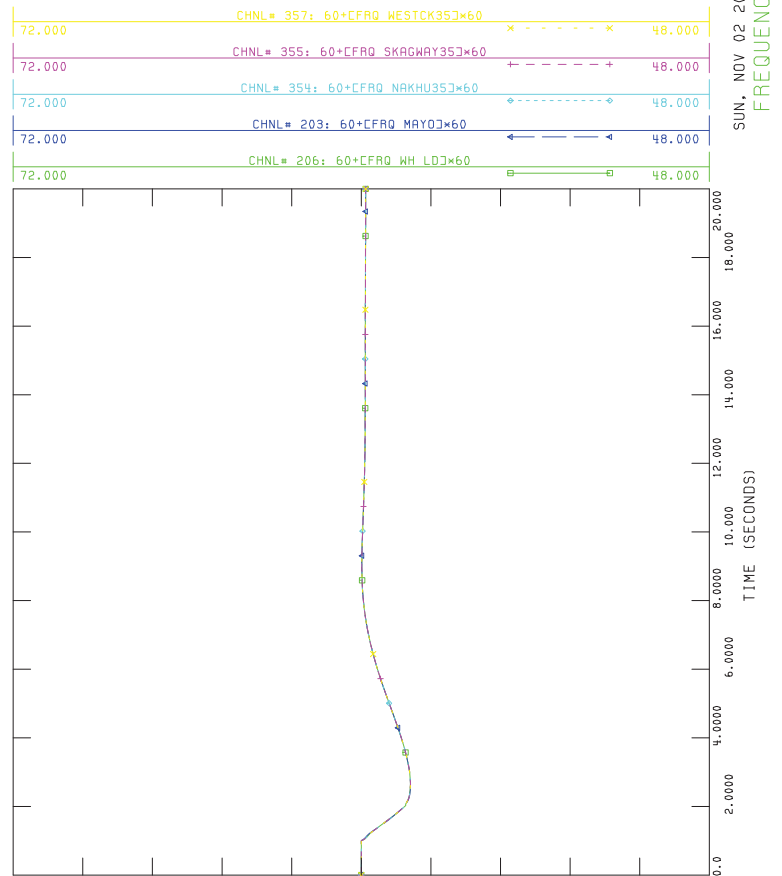
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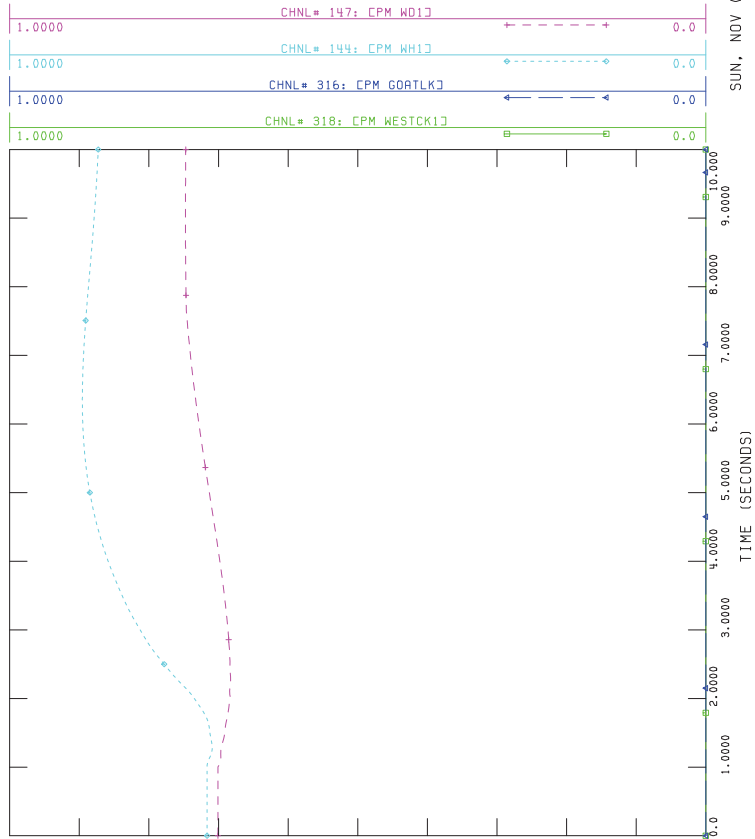
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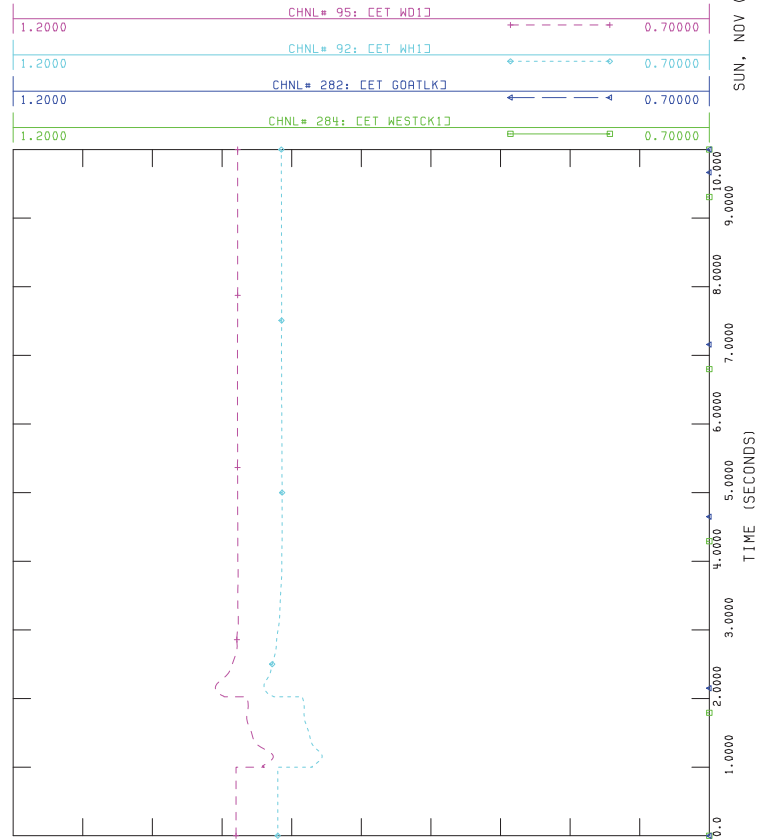
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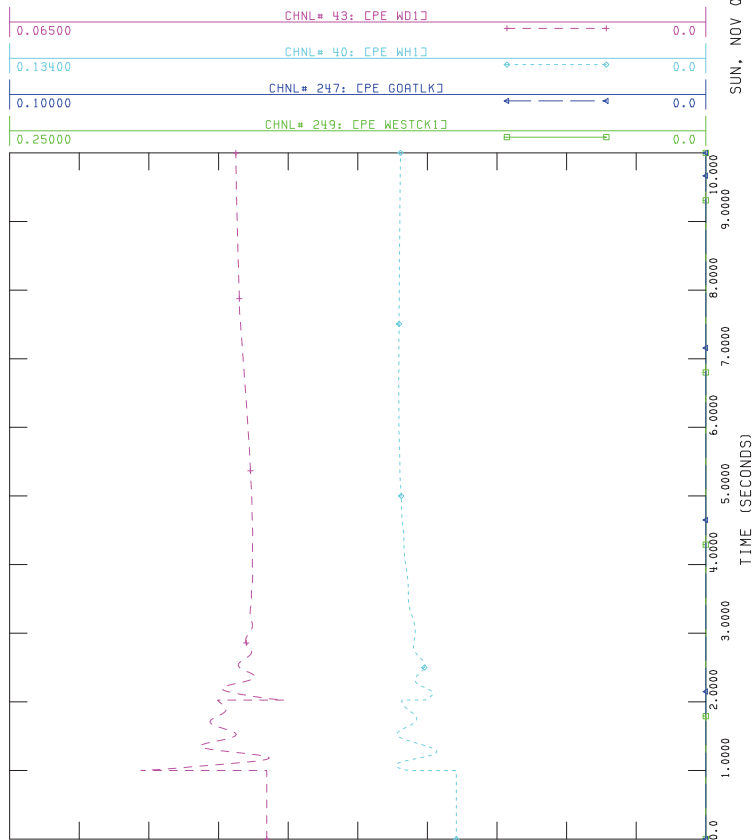
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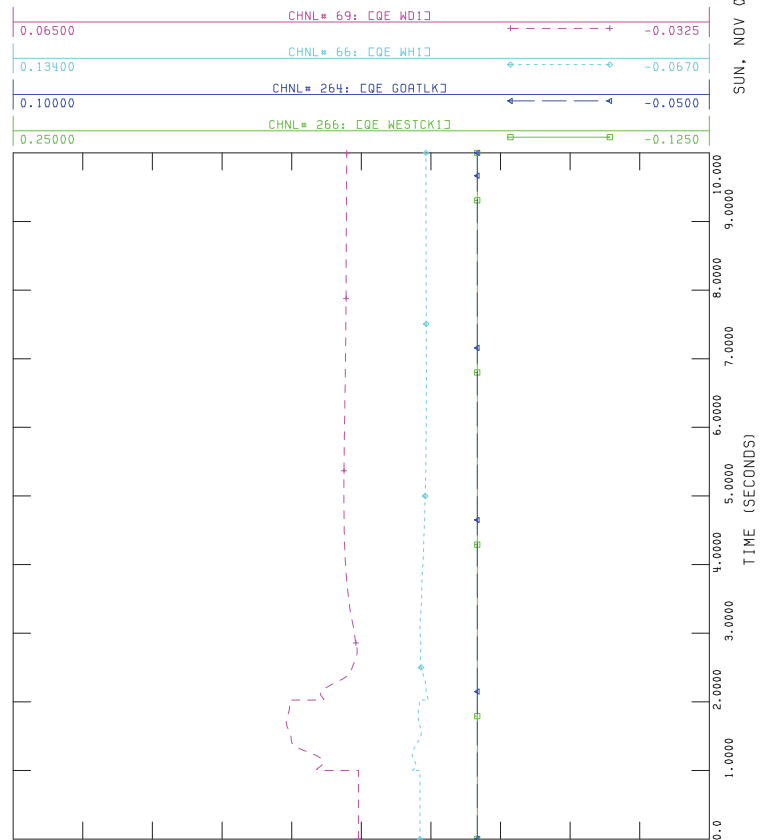
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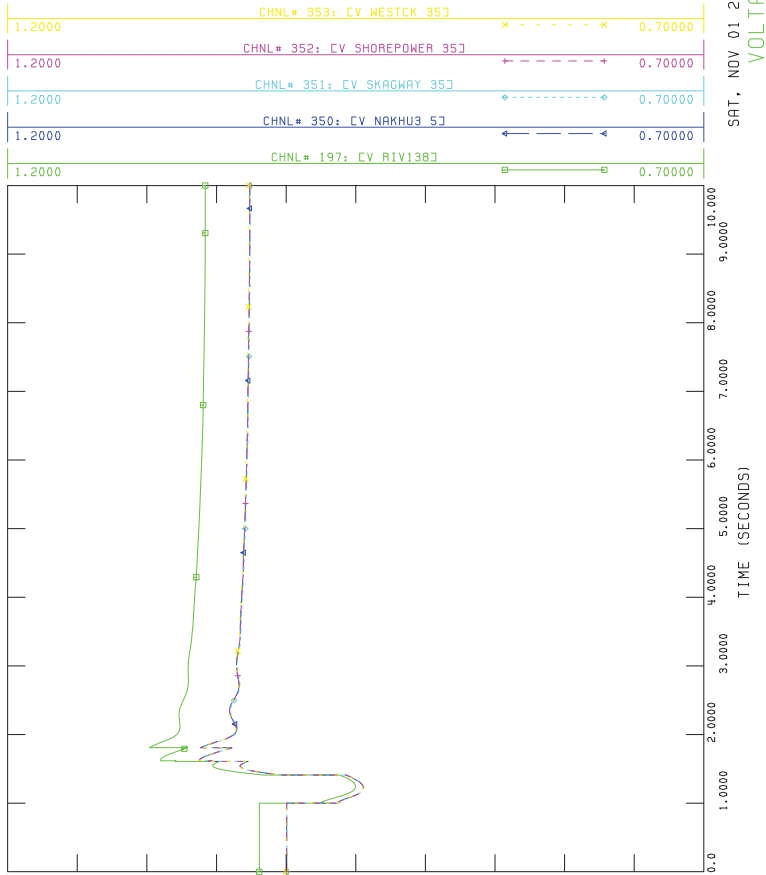
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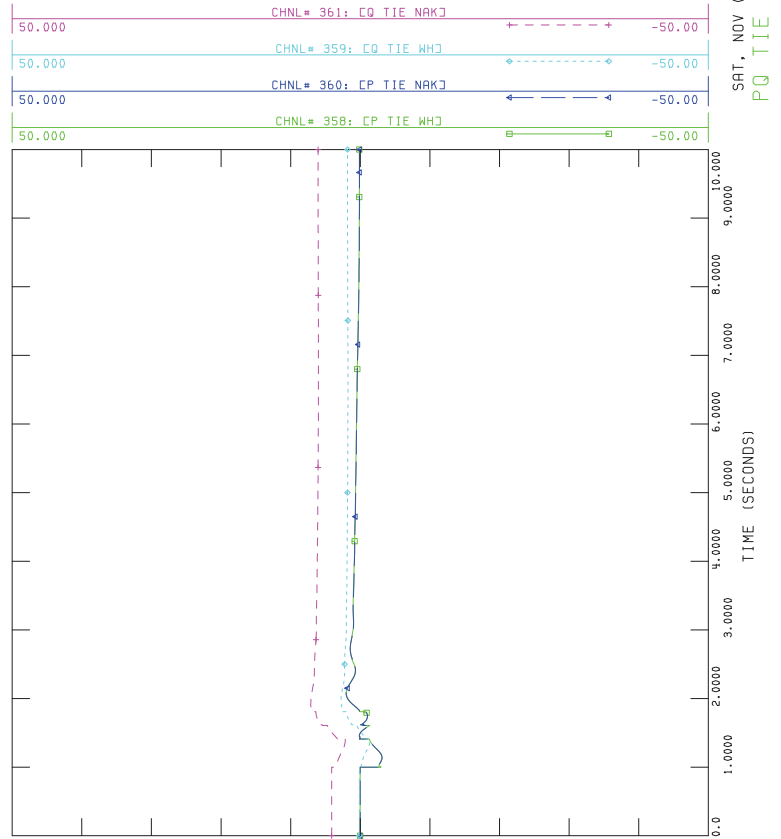
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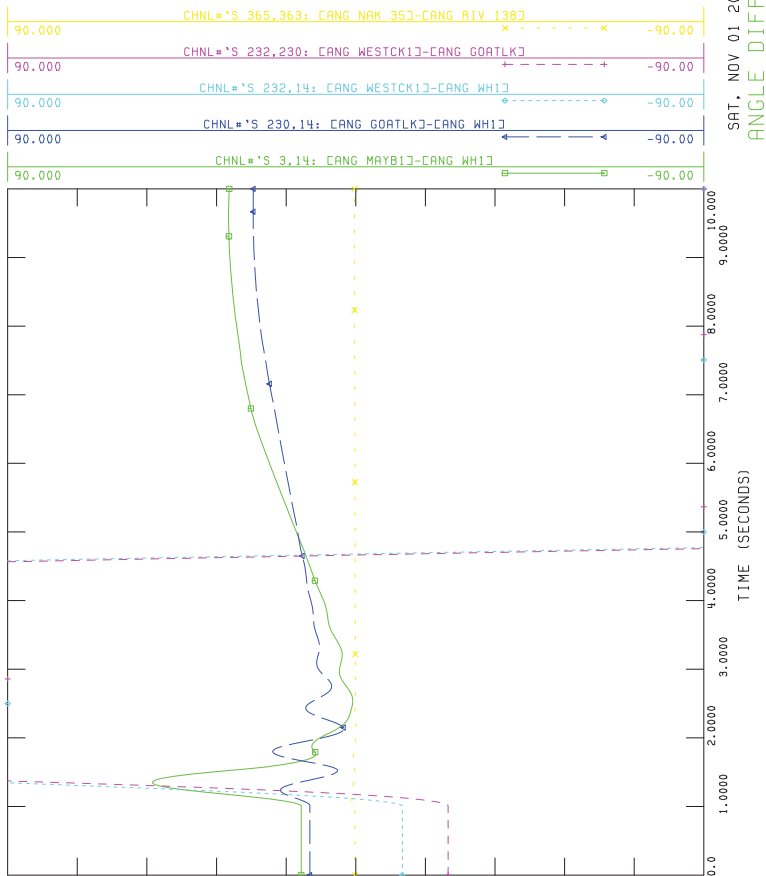
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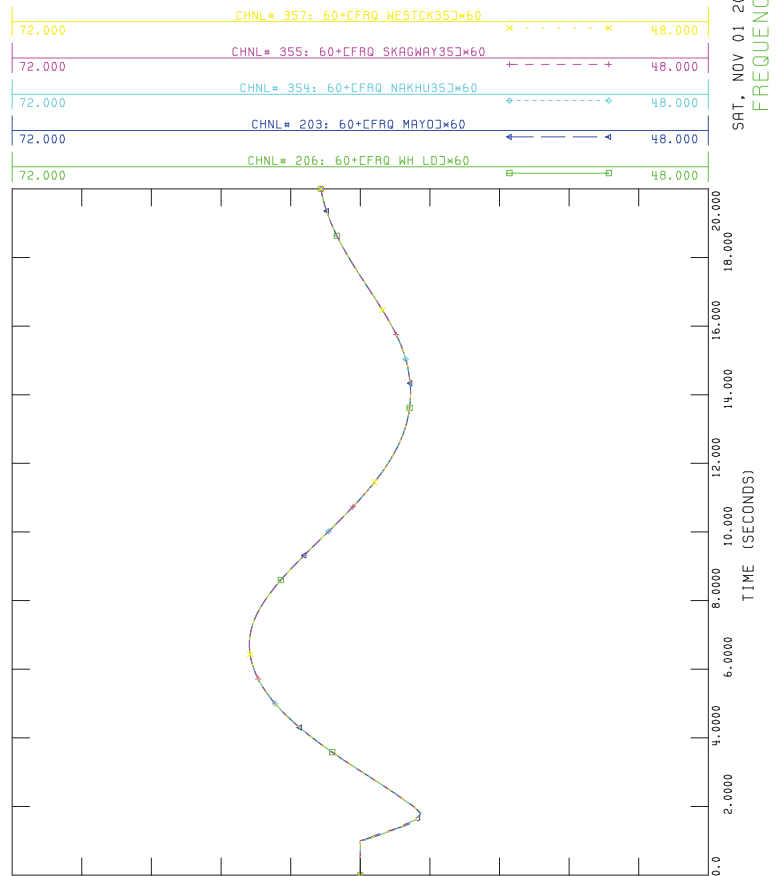
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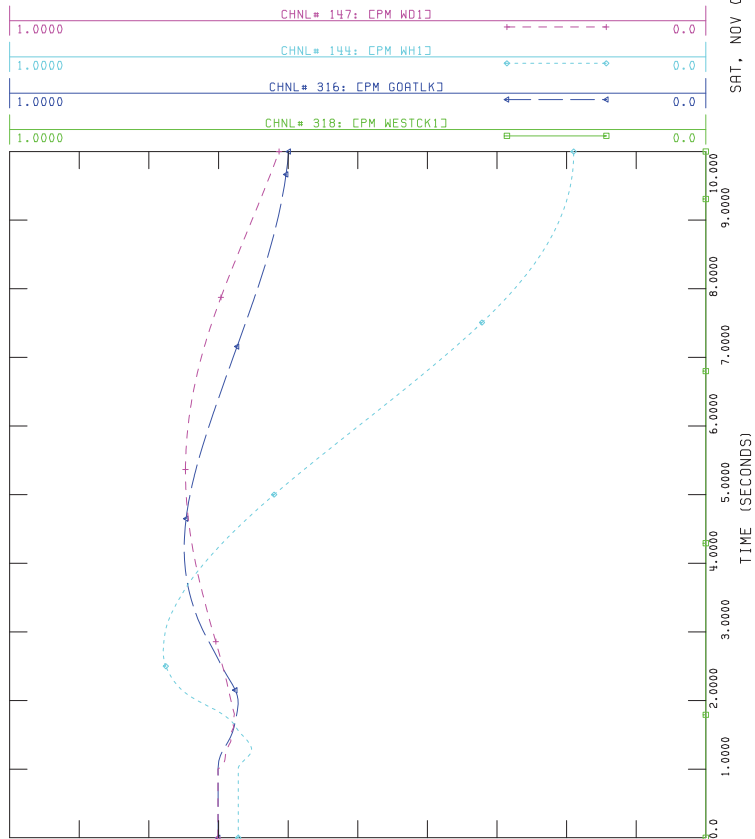
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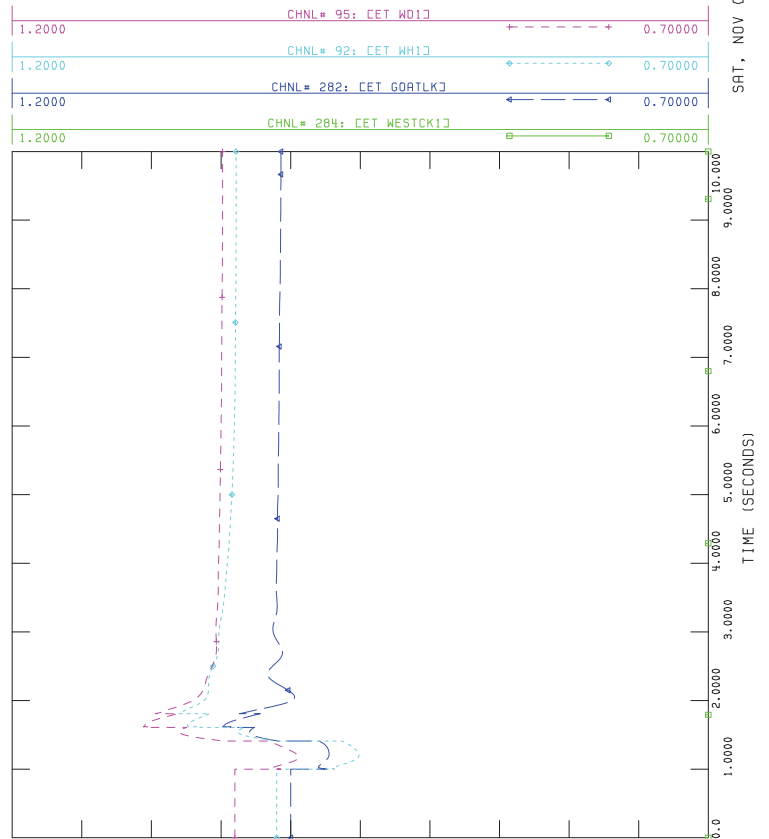
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INTERCONNECTION

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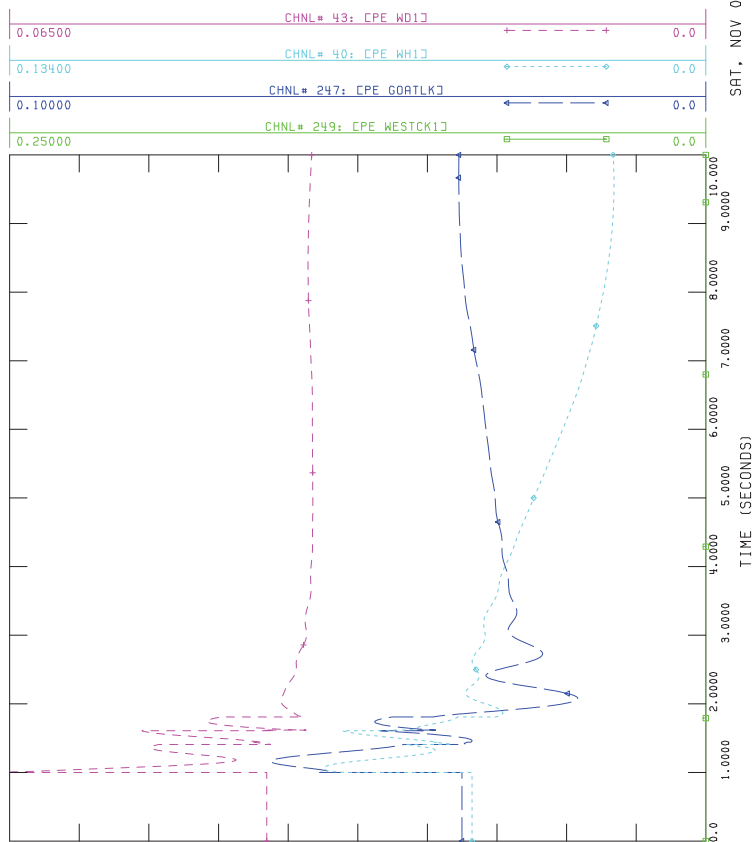
WHITEHORSE SKAGWAY
INTERCONNECTION

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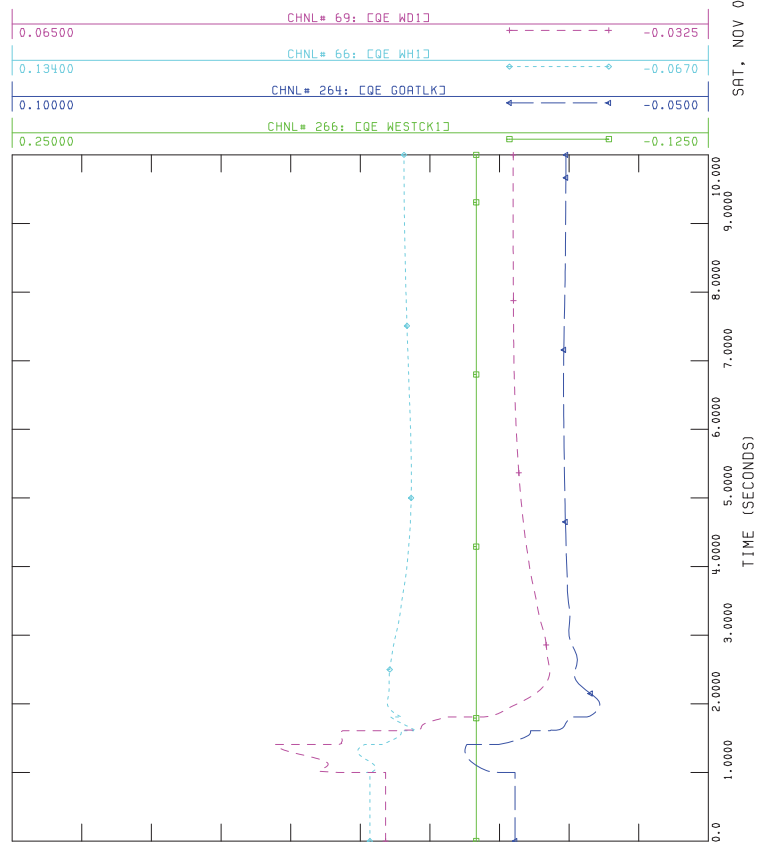
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

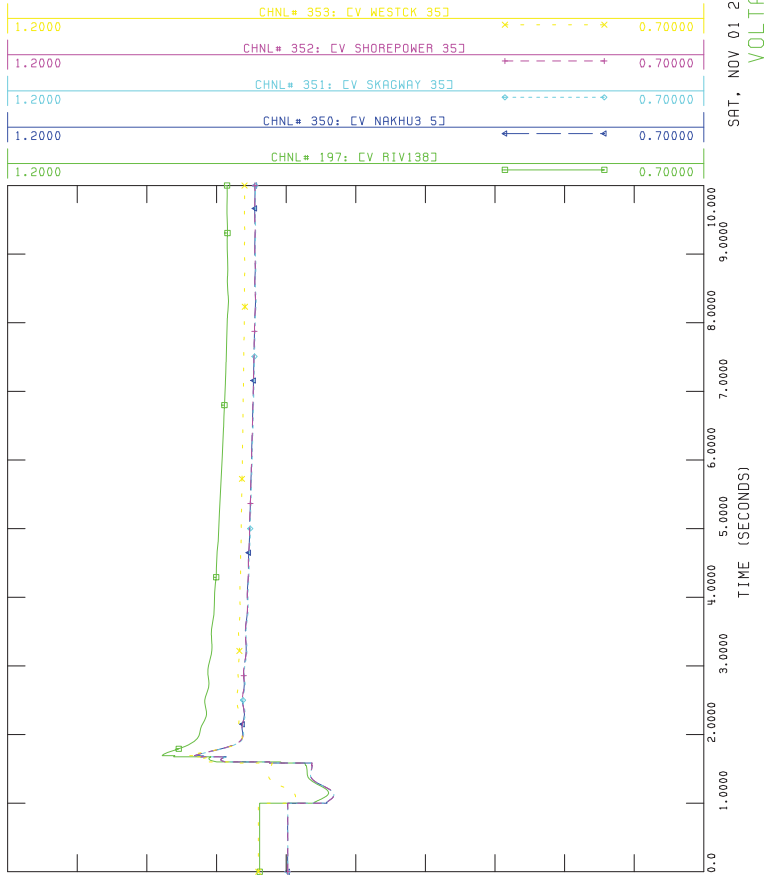
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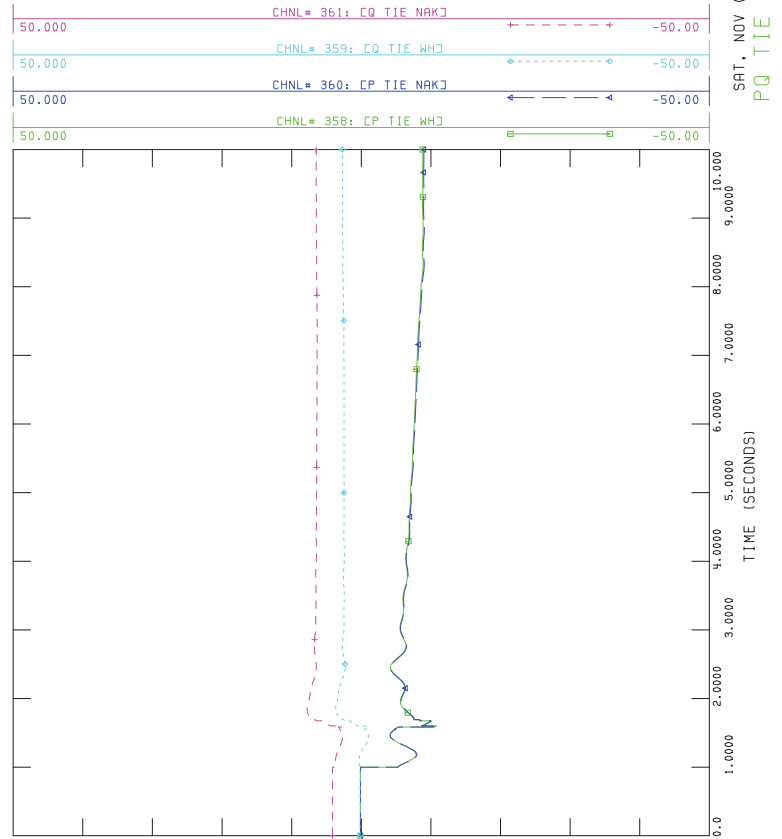
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S0sp10_YAchn.out



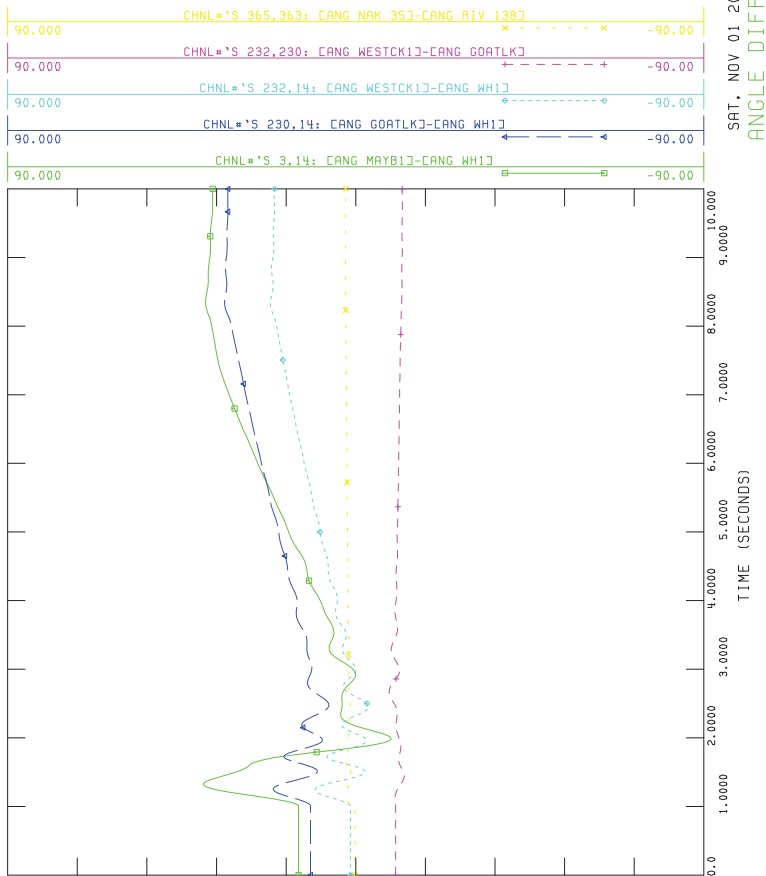
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INTERCONNECTION

FILE: EV3_TripWH4_S0sp10_YAchn.out



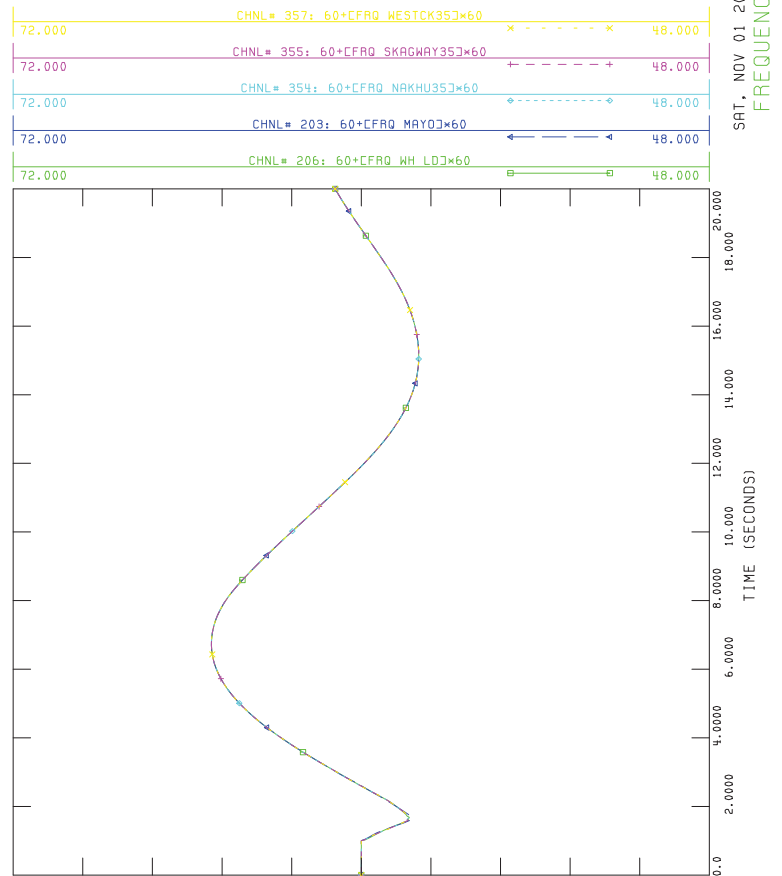
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S0sp10_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S0sp10_YAchn.out

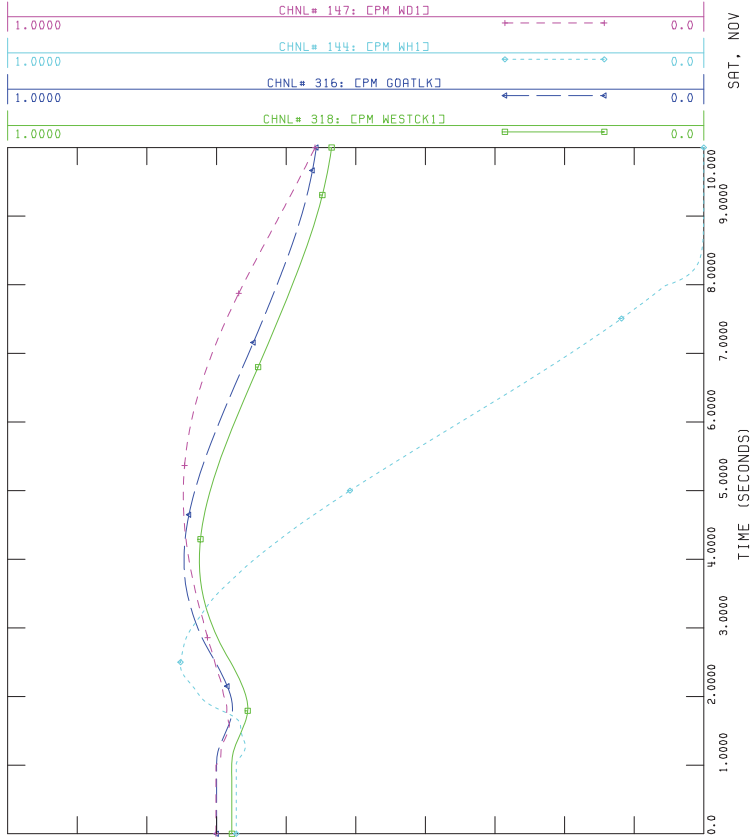




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INTERCONNECTION

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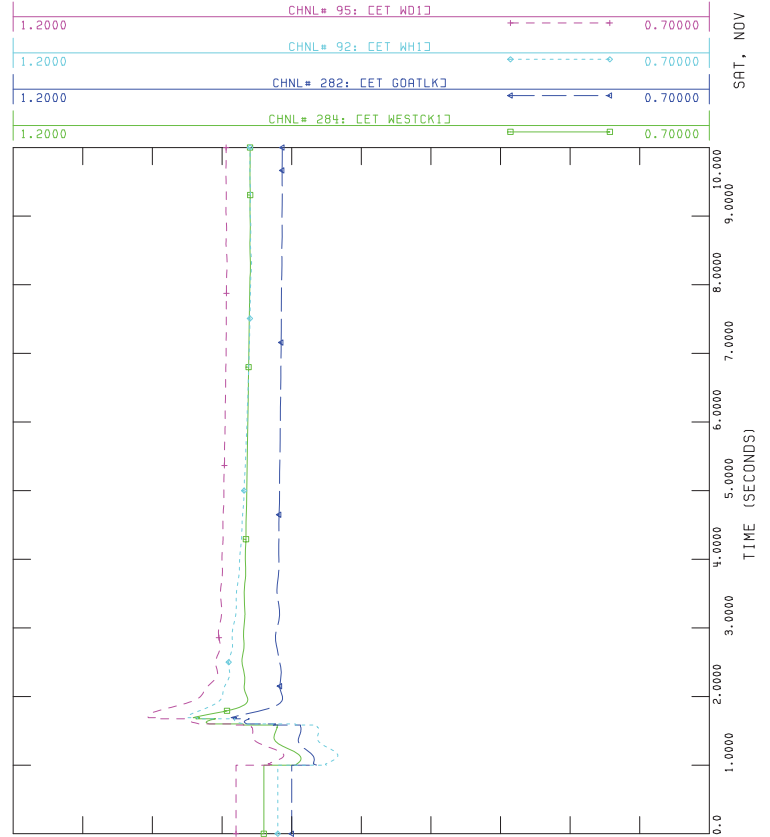
SAT, NOV 01 2014 14:22
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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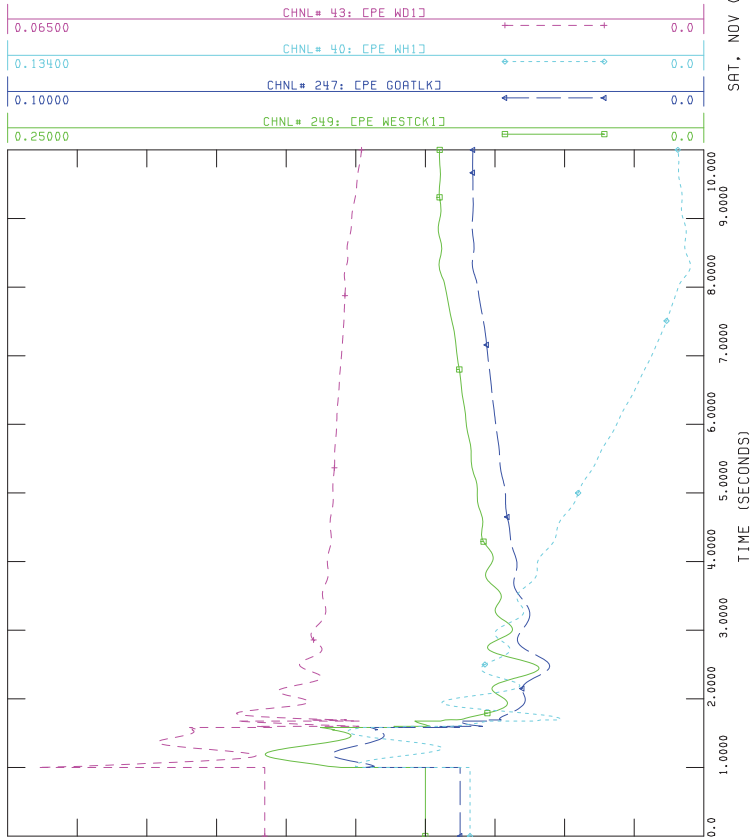
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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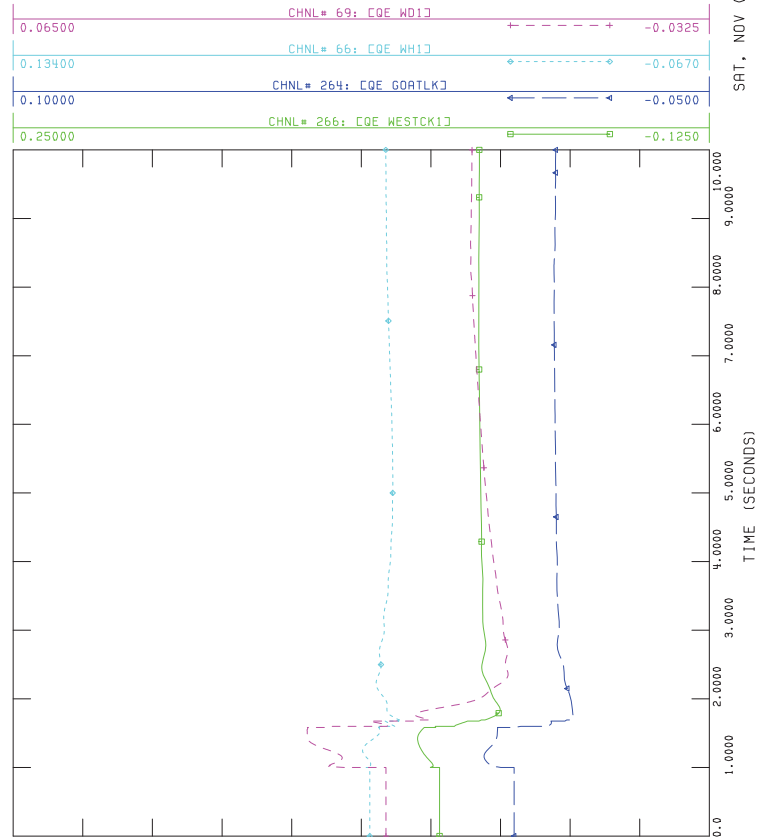
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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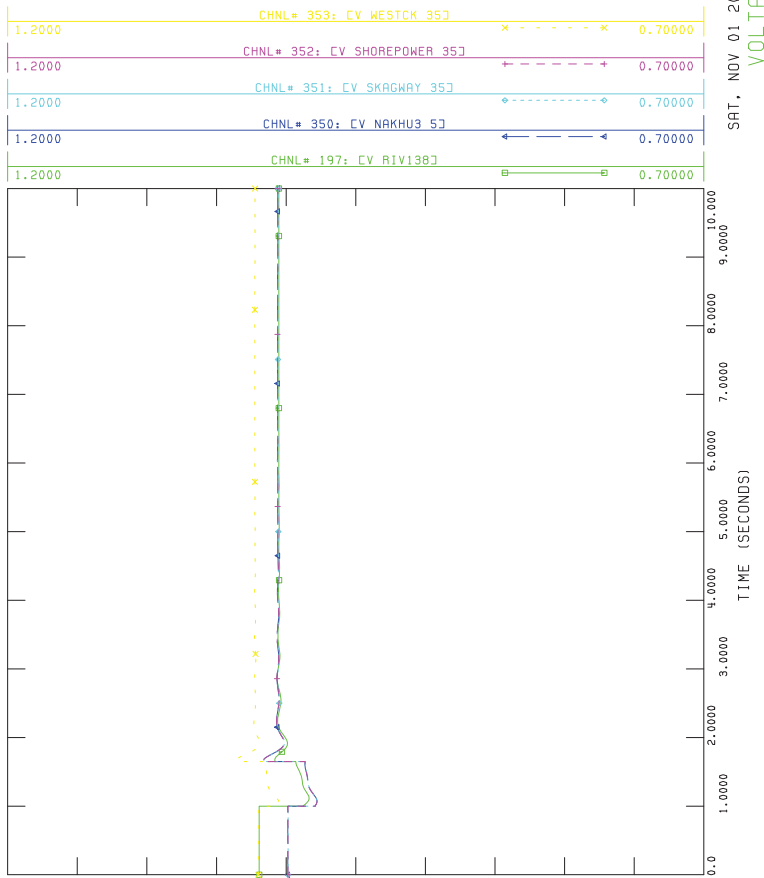
SAT, NOV 01 2014 14:22
QE





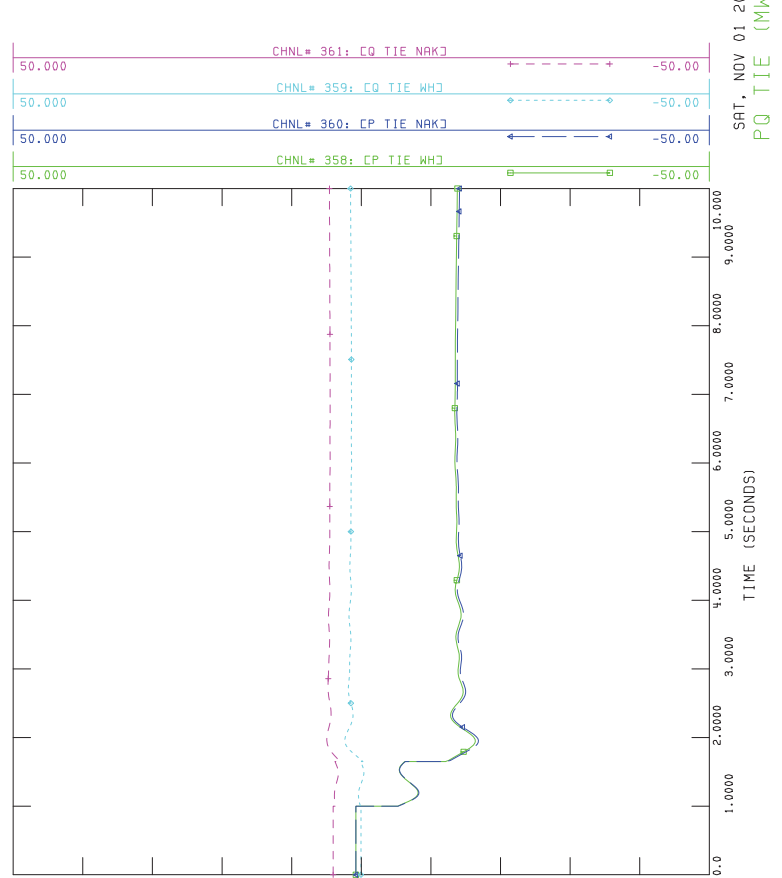
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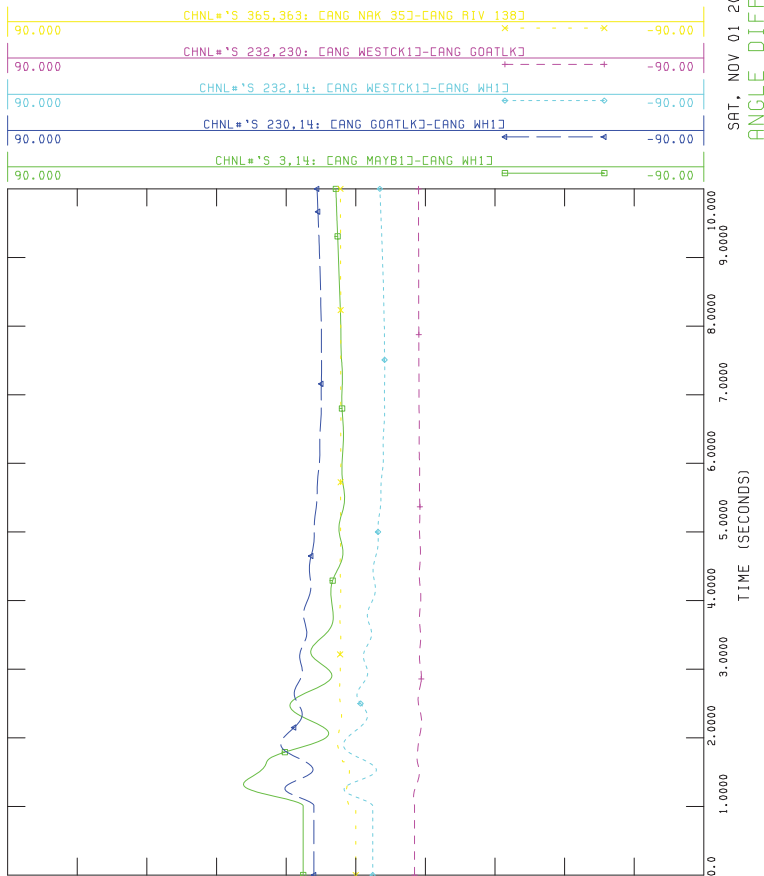
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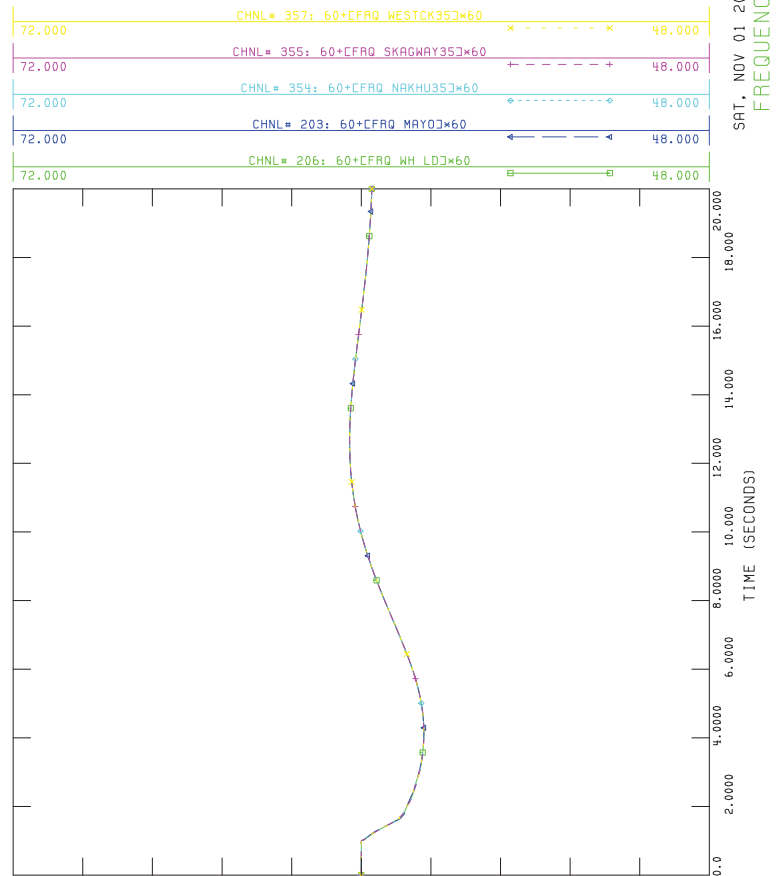
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV3_TripWH4_S0sp14_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV3_TripWH4_S0sp14_YAchn.out

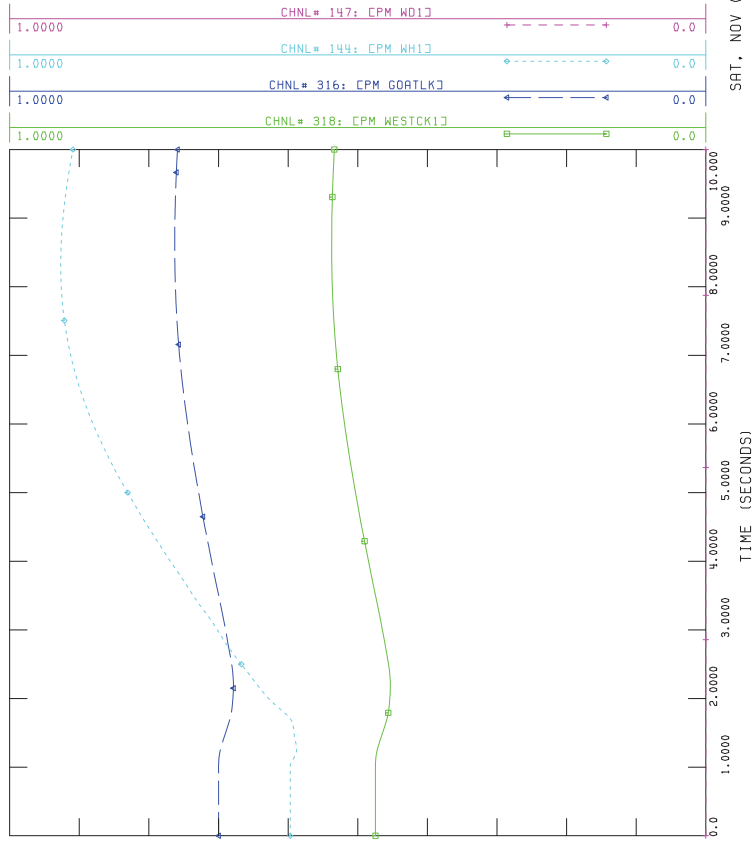




WHITEHORSE SKAGWAY
INTERCONNECTION

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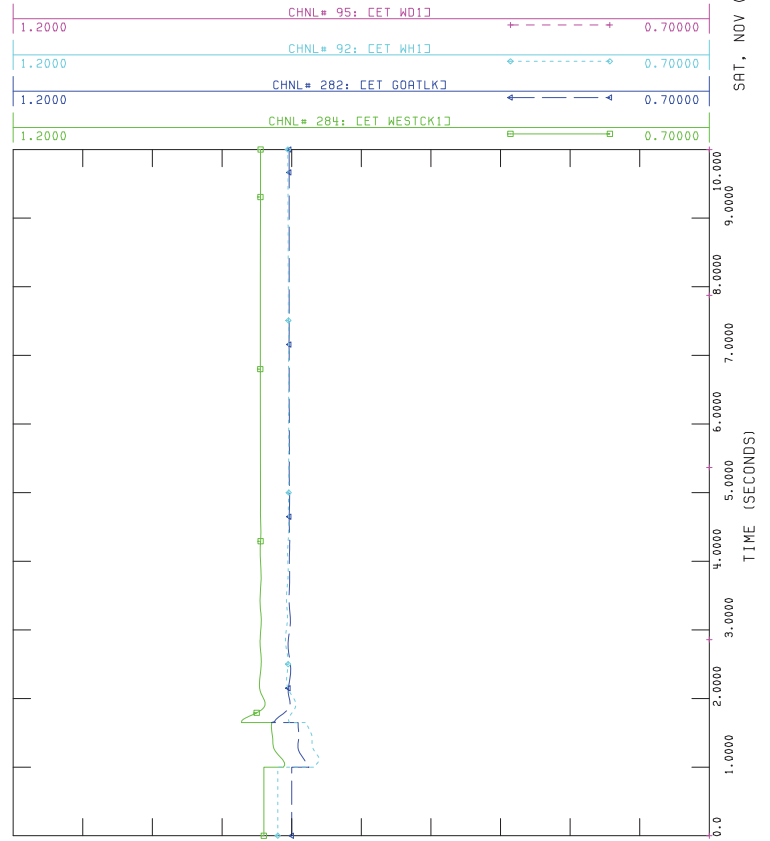
SAT, NOV 01 2014 14:22
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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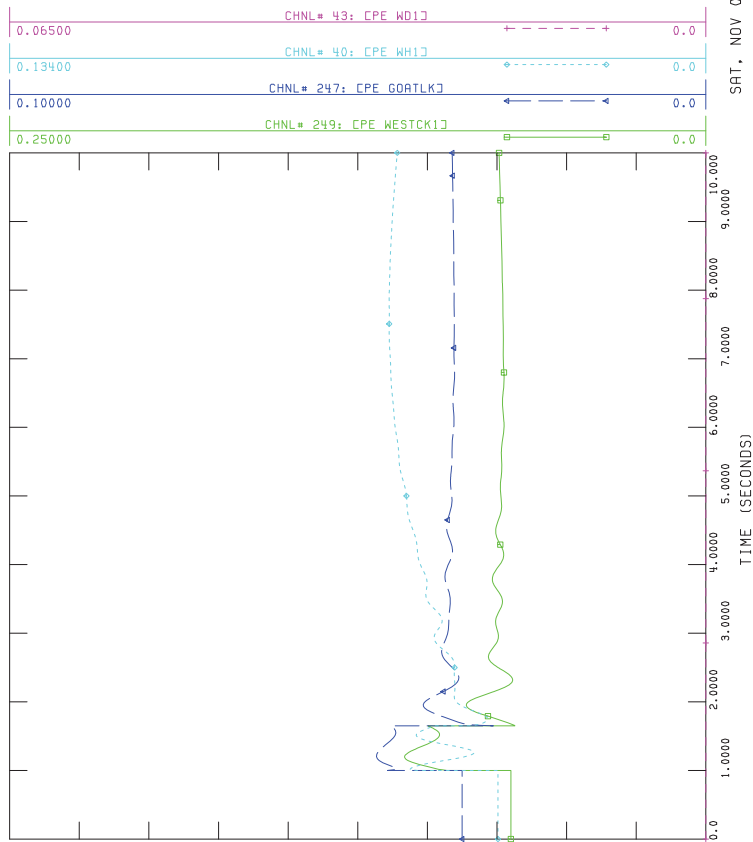
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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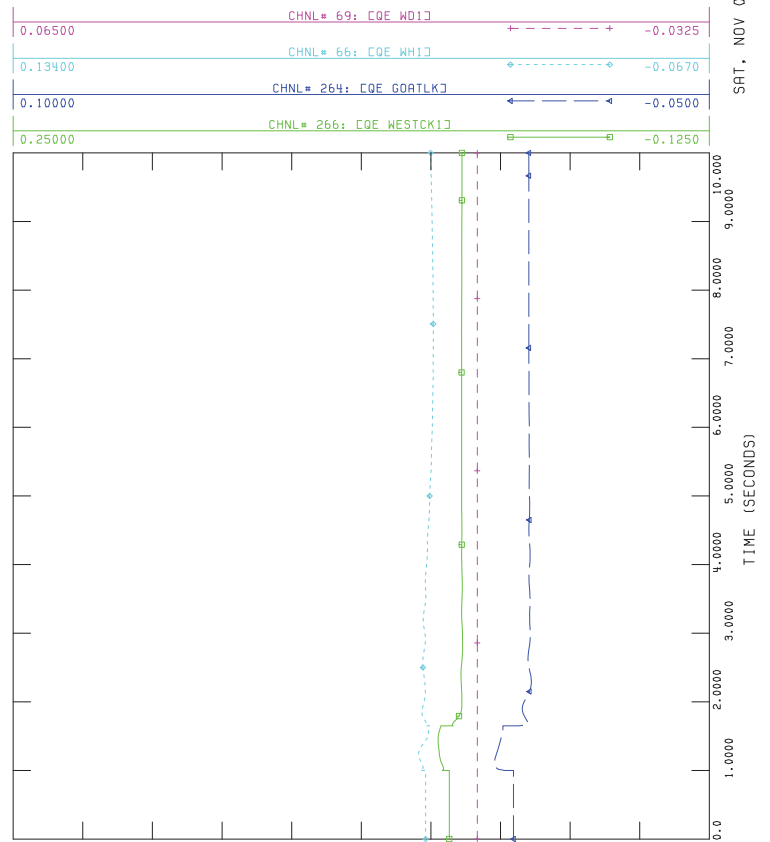
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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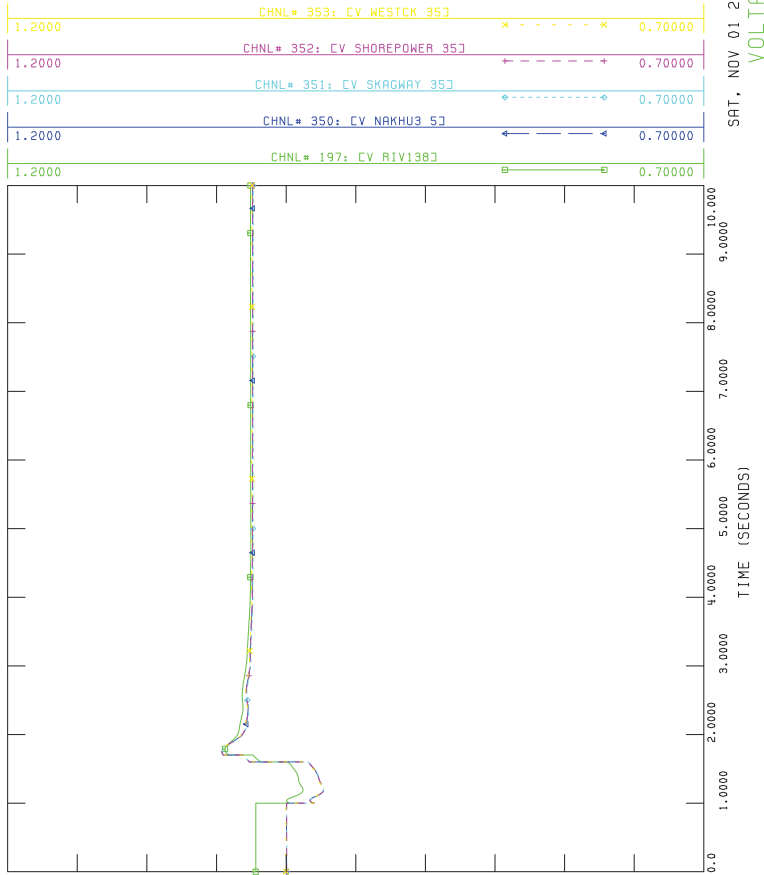
SAT, NOV 01 2014 14:22
QE





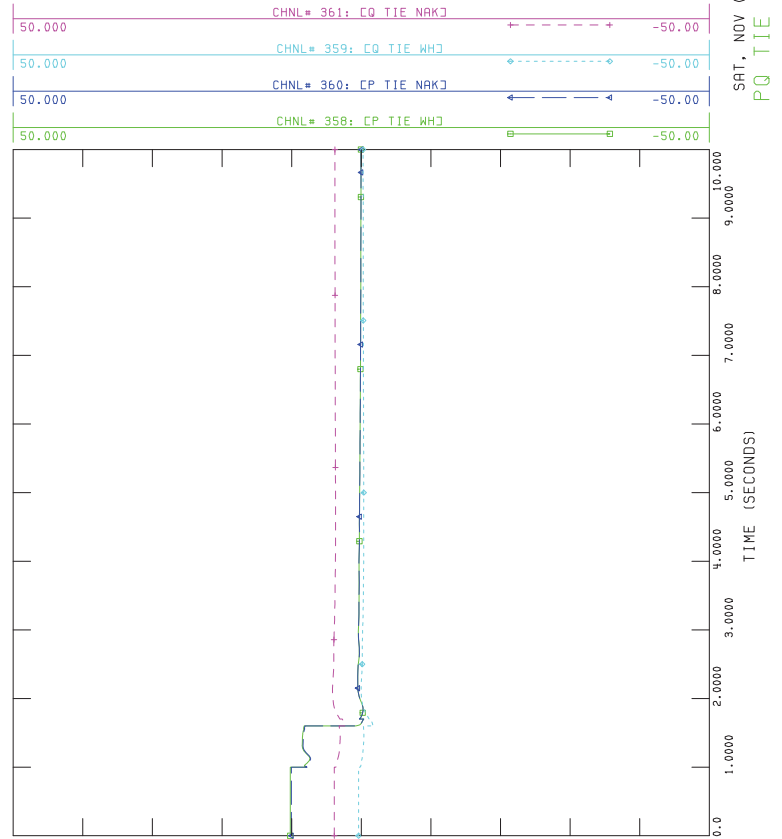
WHITEHORSE SKAGWAY
INTERCONNECTION

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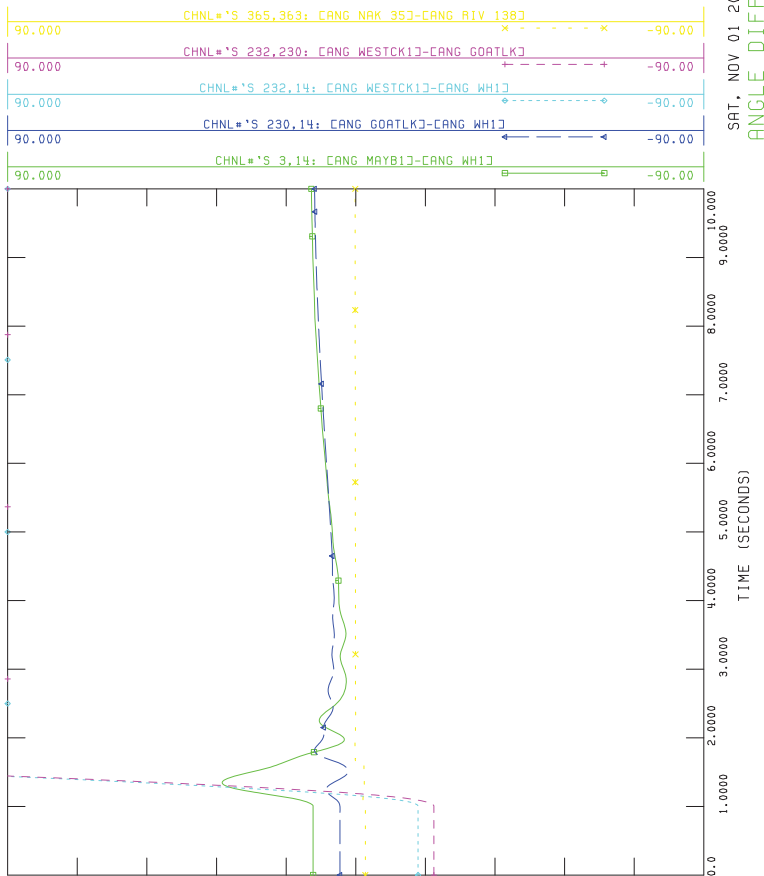
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INTERCONNECTION

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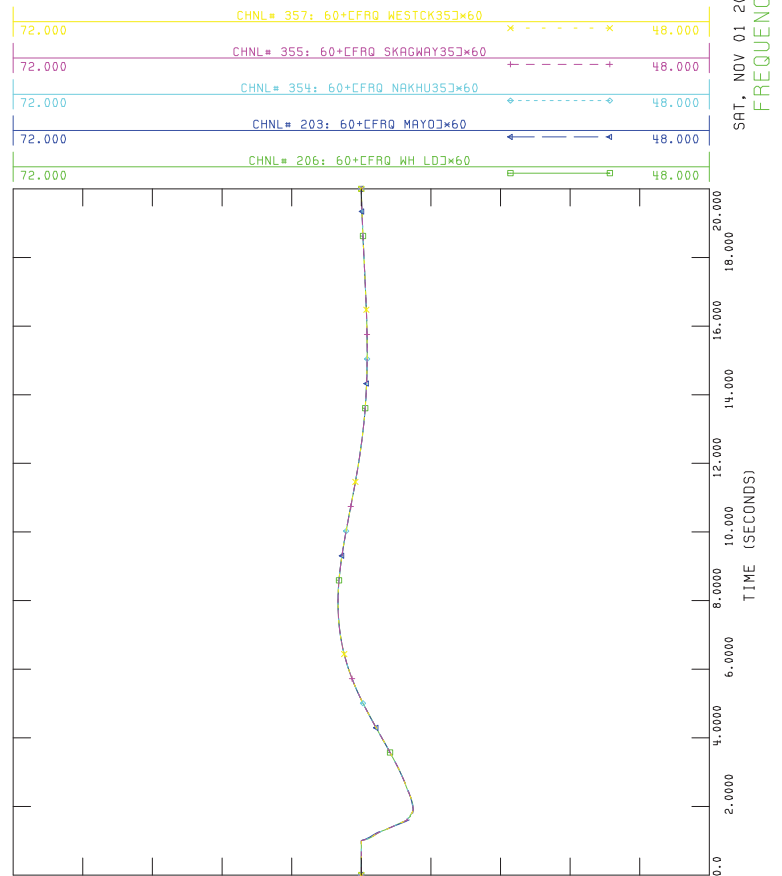
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INTERCONNECTION

FILE: EV3_TripWH4_S10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

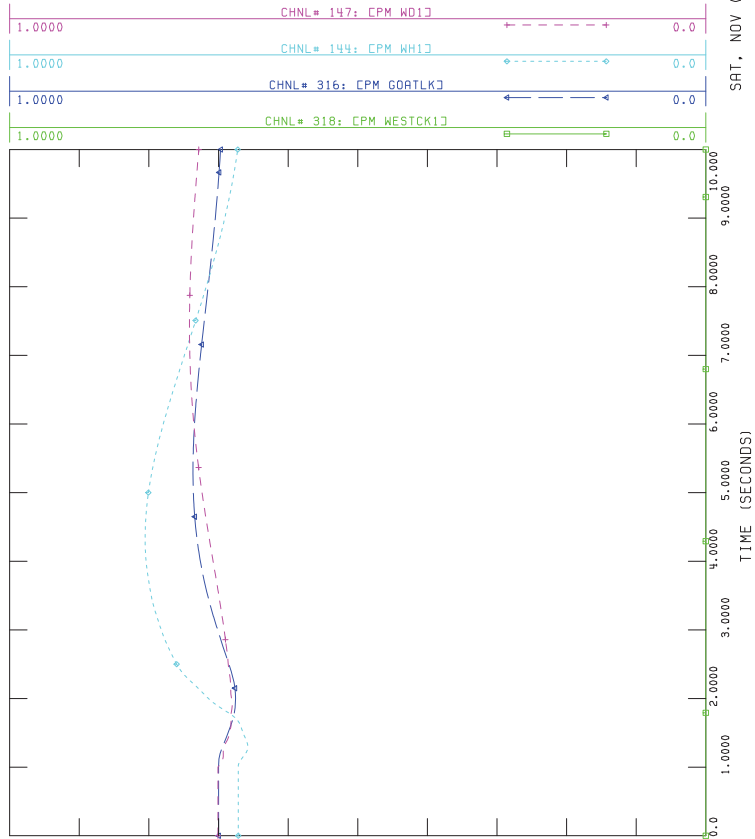
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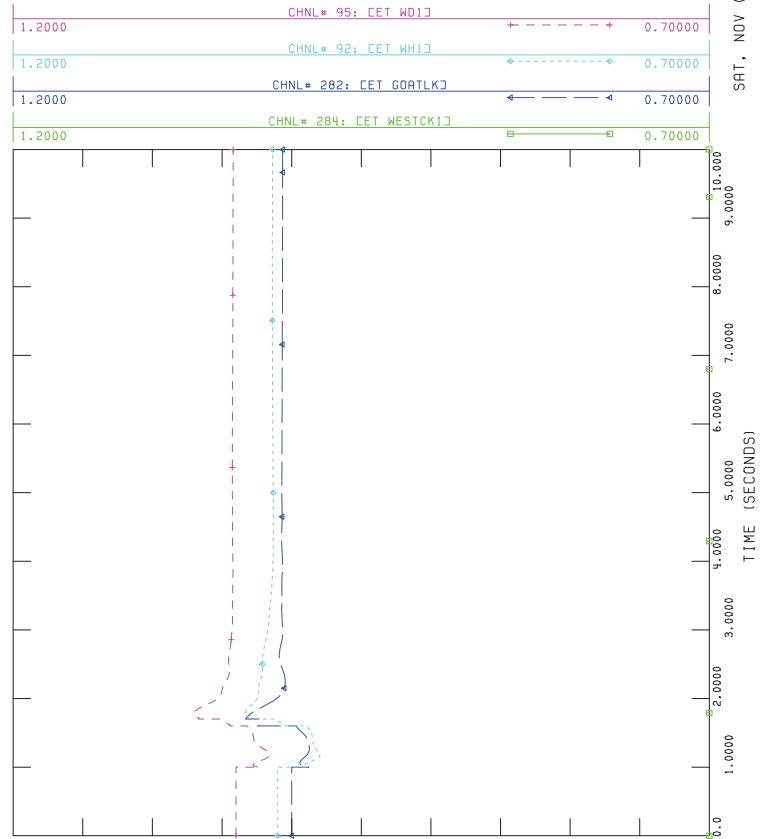
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INTERCONNECTION

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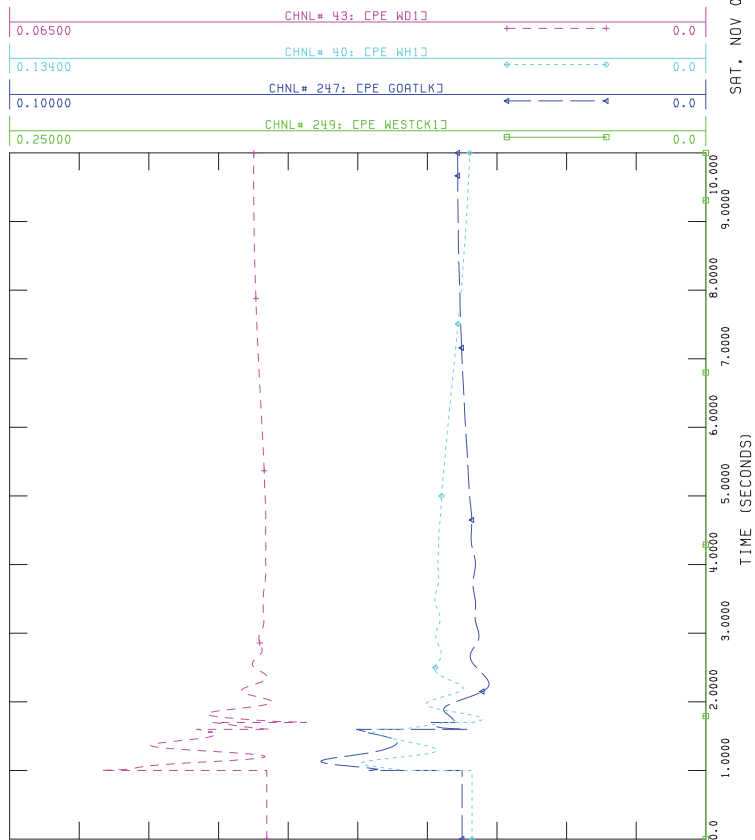
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INTERCONNECTION

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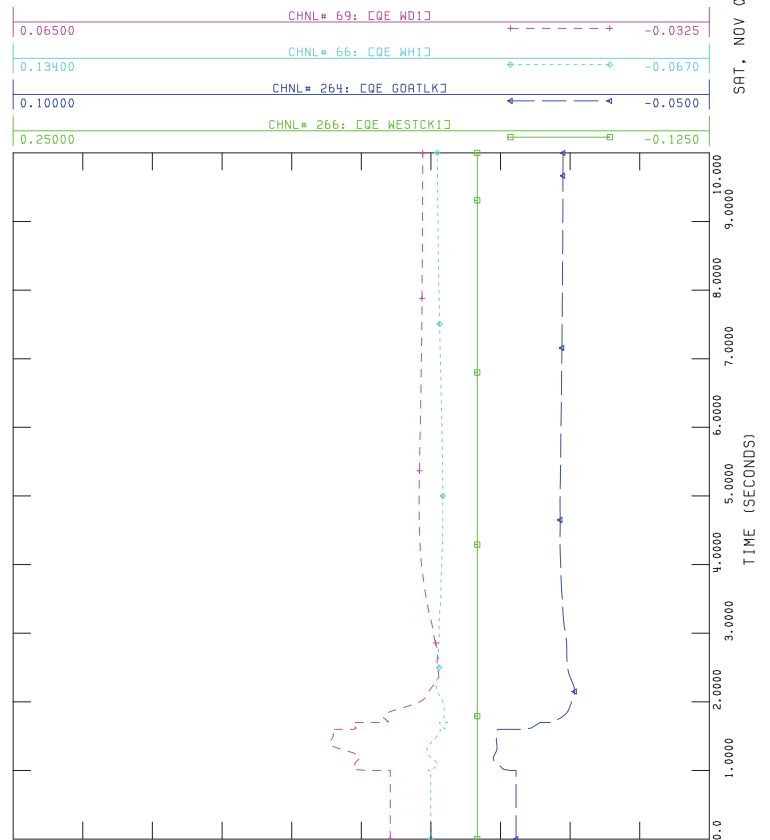
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INTERCONNECTION

FILE: EV3_TripWH4_S10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

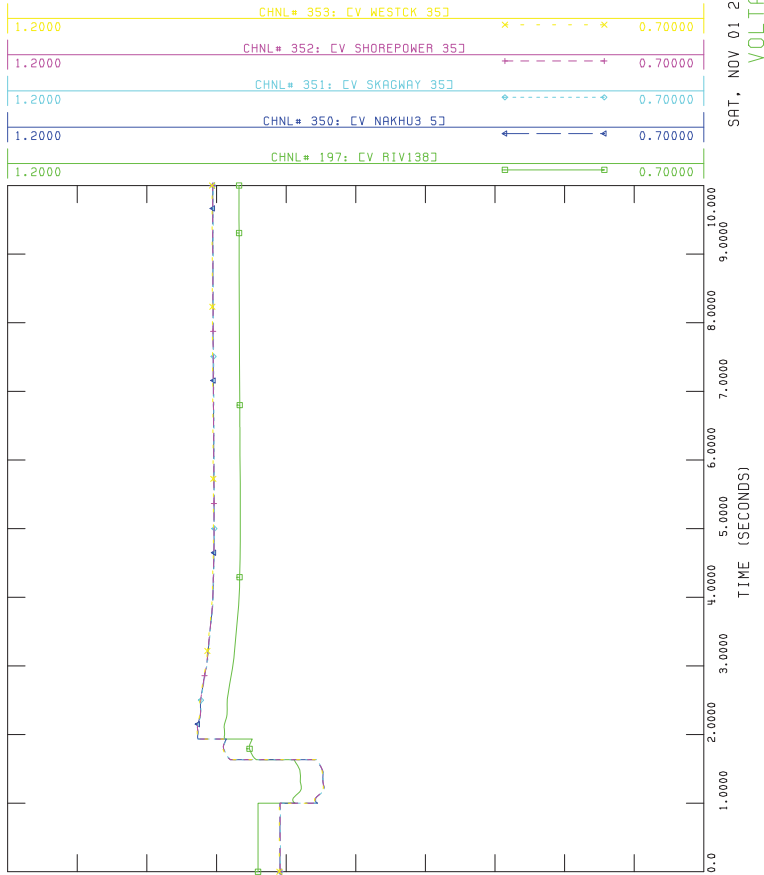
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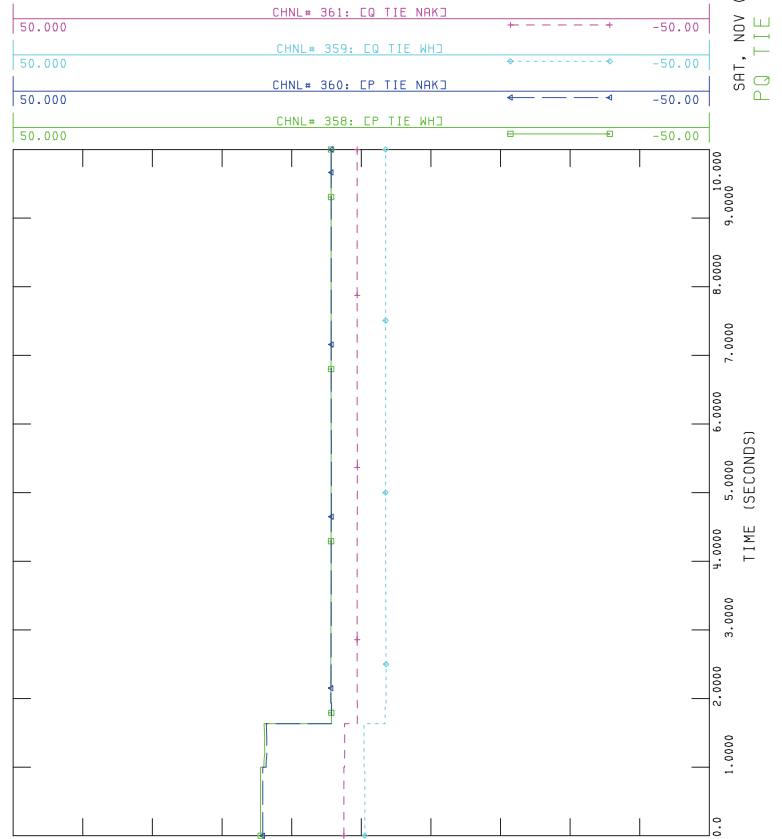
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INTERCONNECTION

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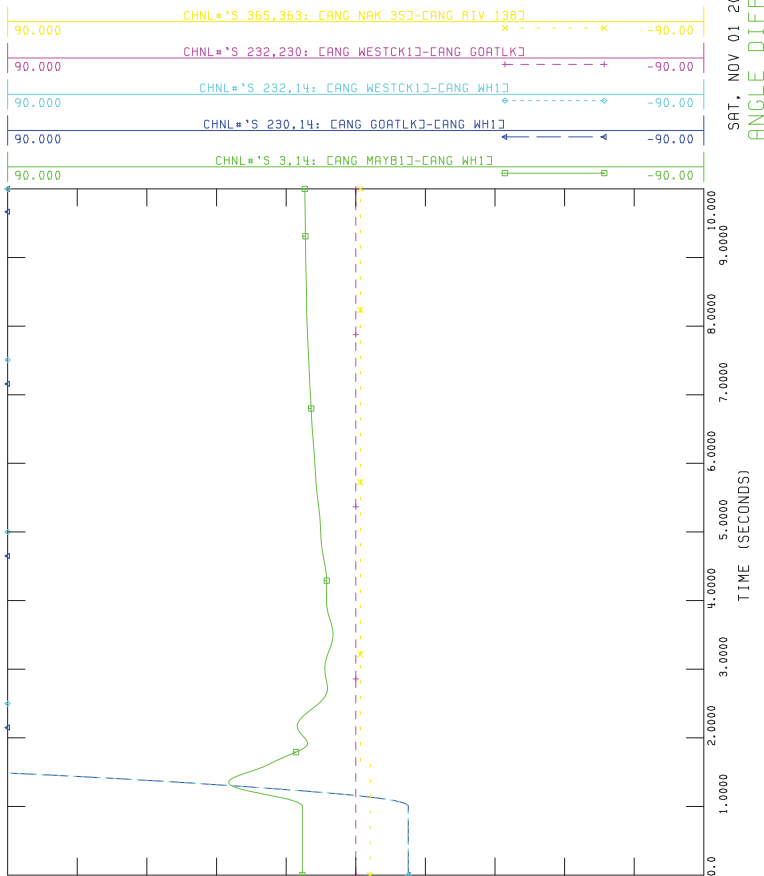
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INTERCONNECTION

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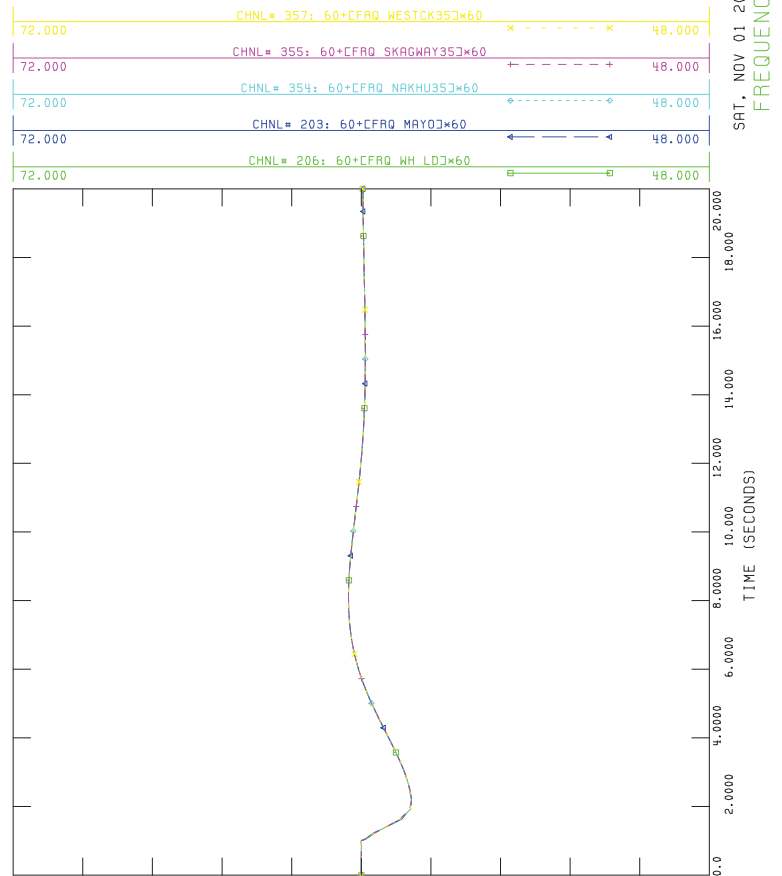
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INTERCONNECTION

FILE: EV3_TripWH4_S15e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

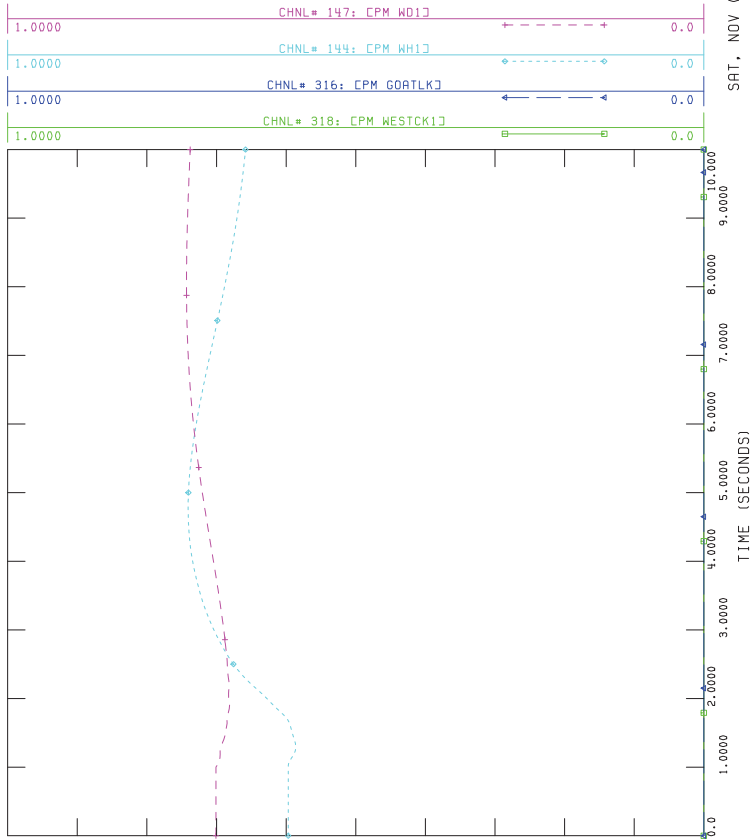
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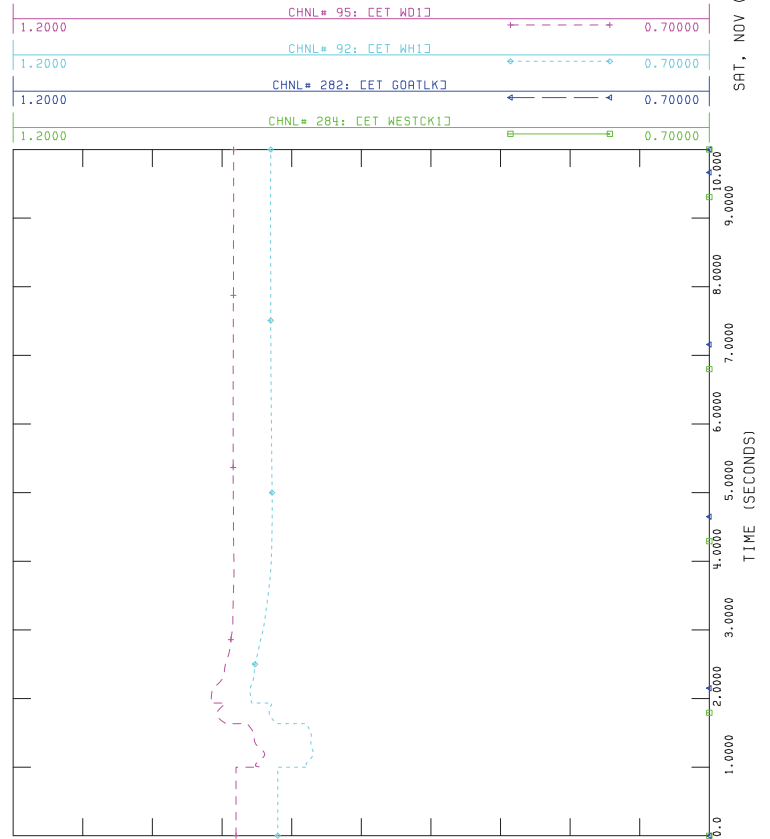
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INTERCONNECTION

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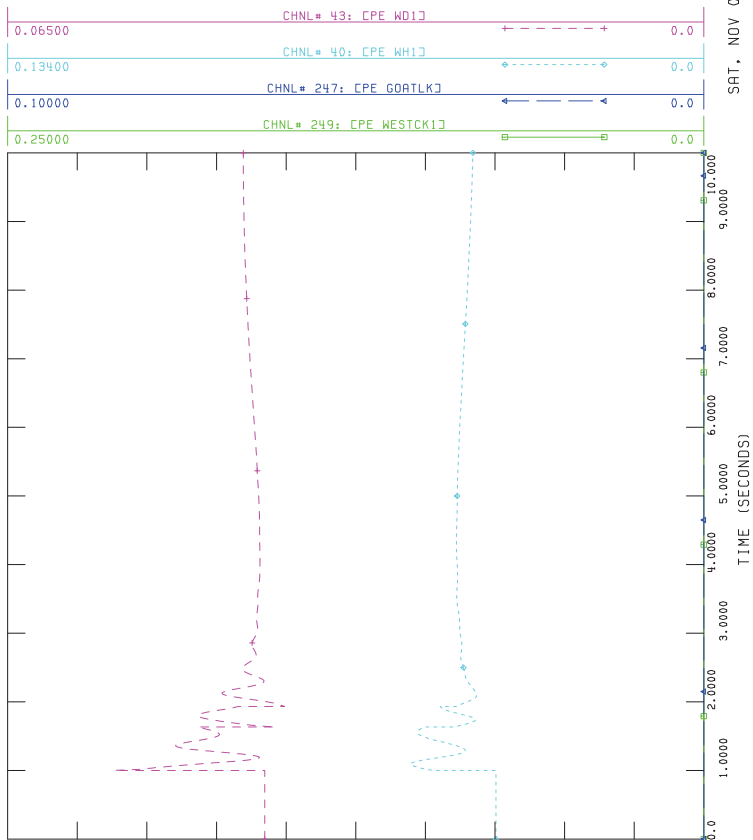
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INTERCONNECTION

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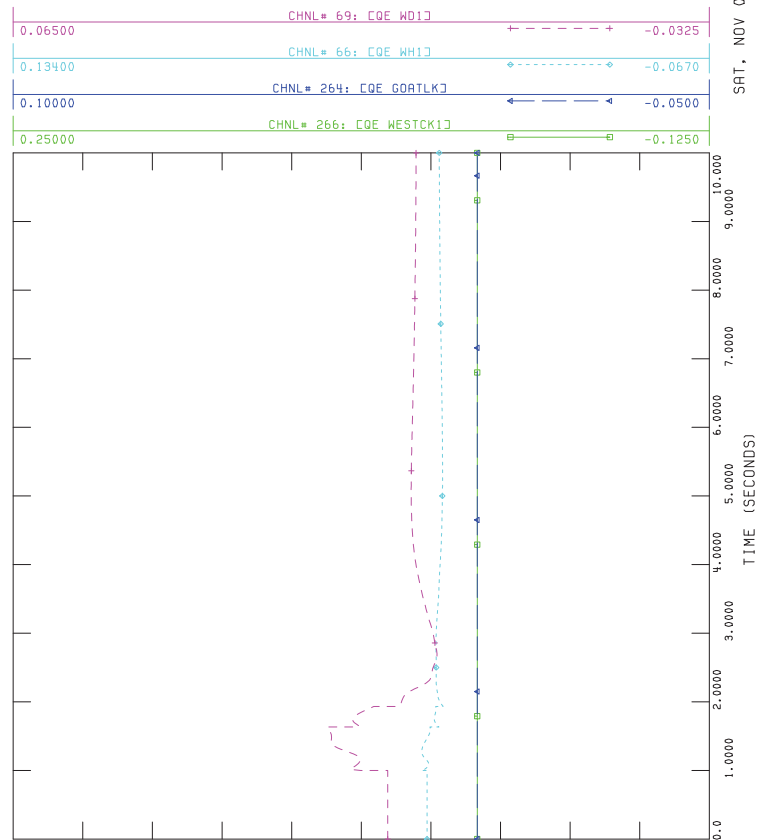
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

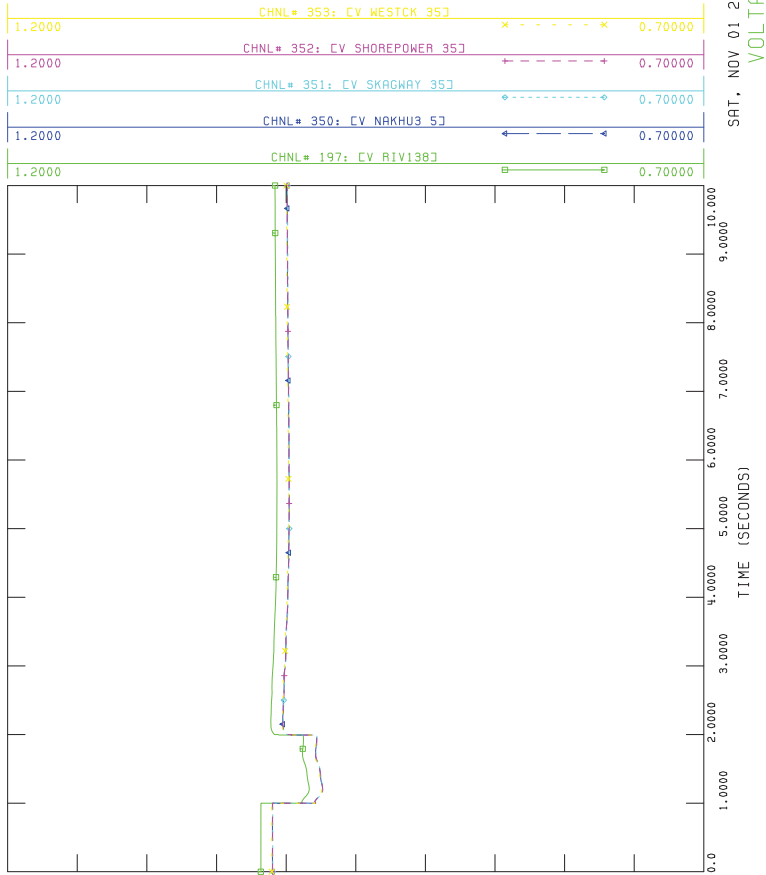
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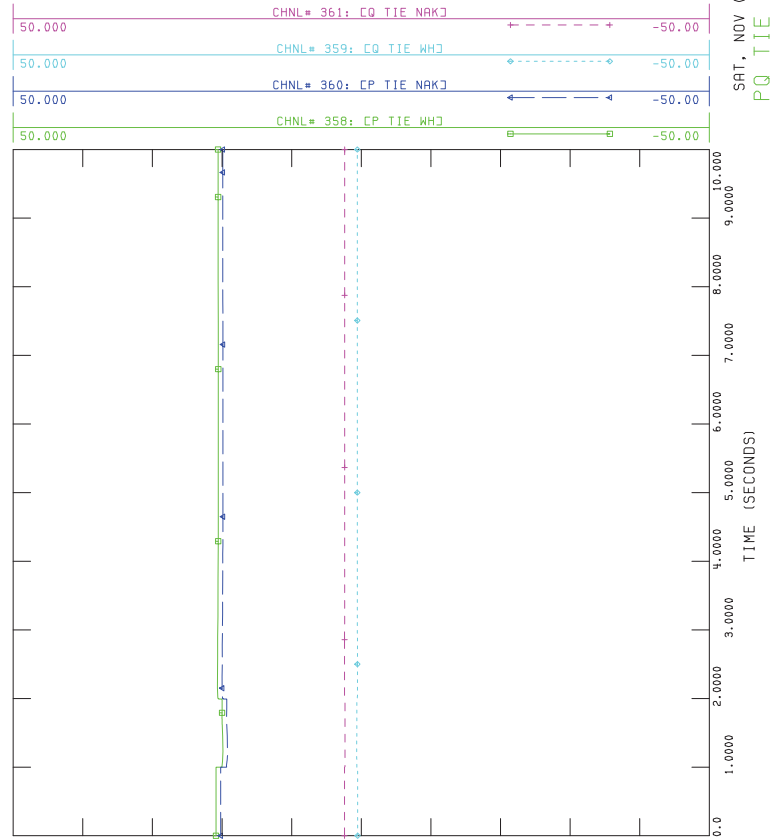
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INTERCONNECTION

FILE: EV3_TripWH4_S20e_YAchn.out



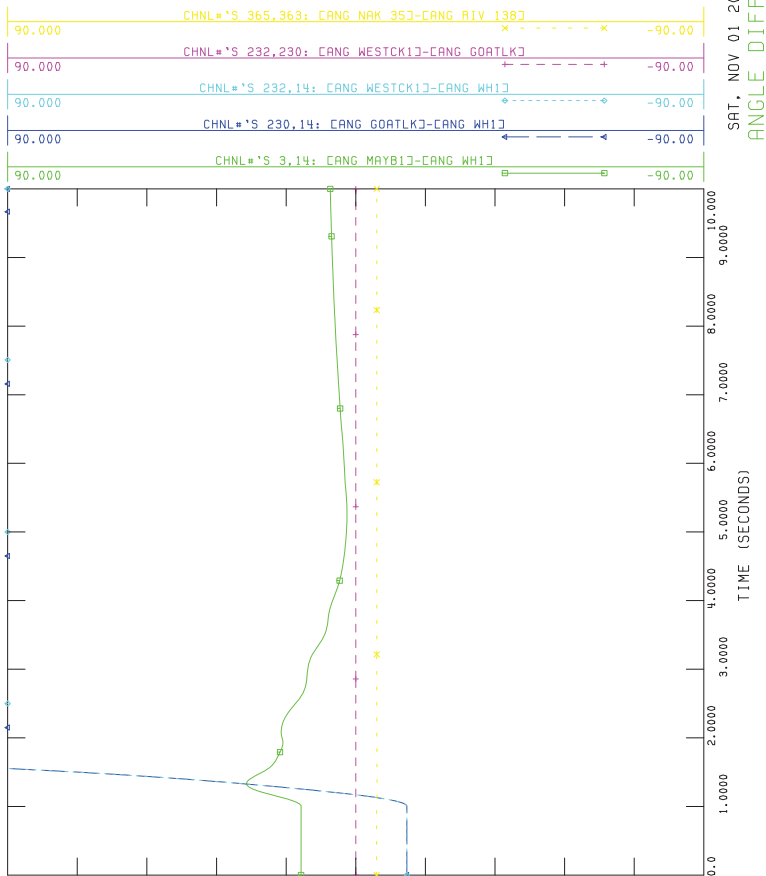
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INTERCONNECTION

FILE: EV3_TripWH4_S20e_YAchn.out



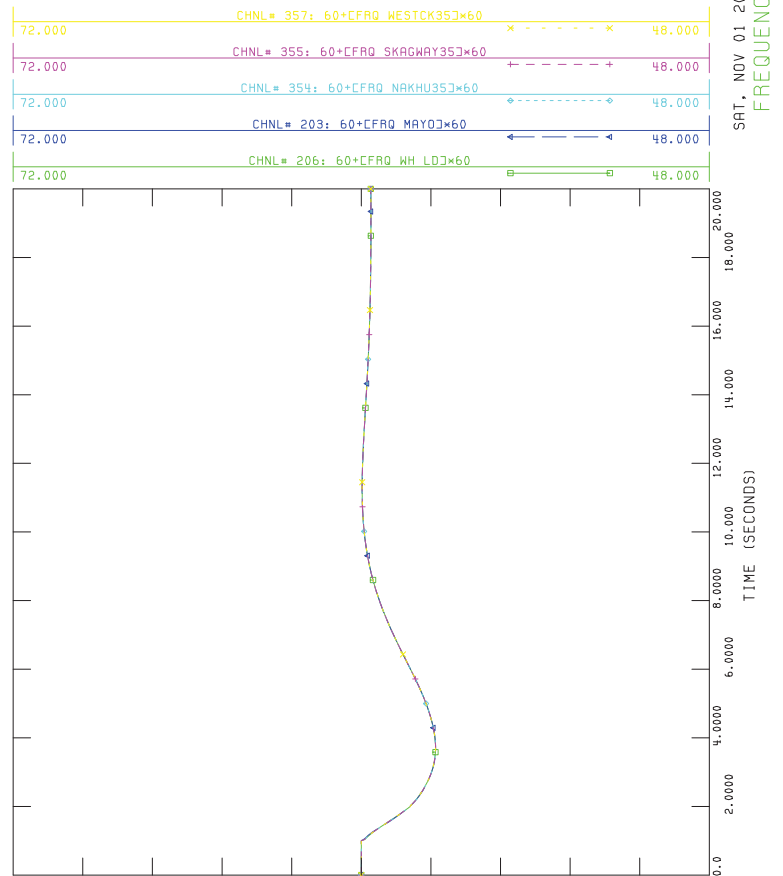
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INTERCONNECTION

FILE: EV3_TripWH4_S20e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

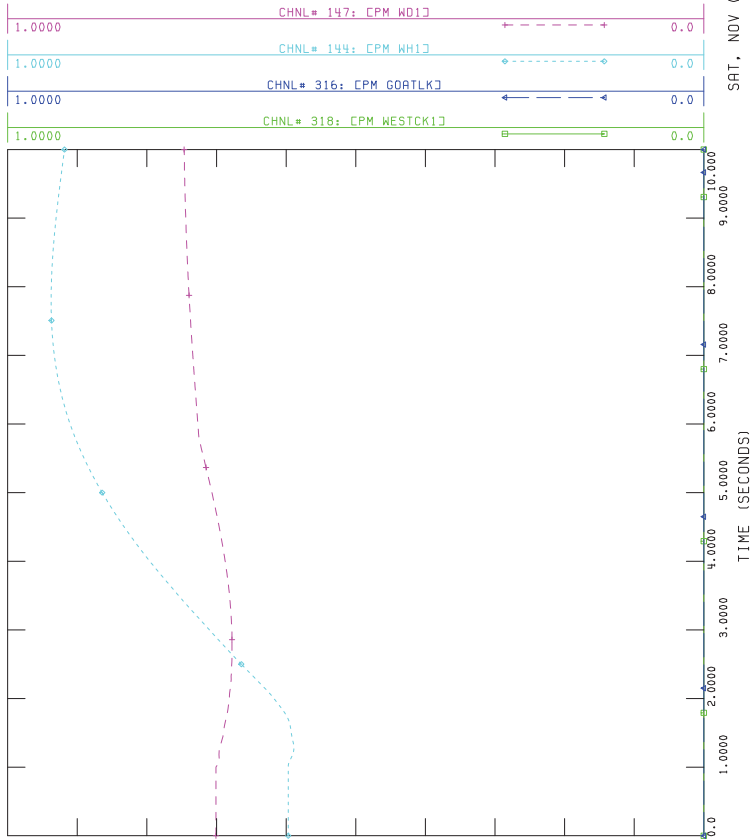
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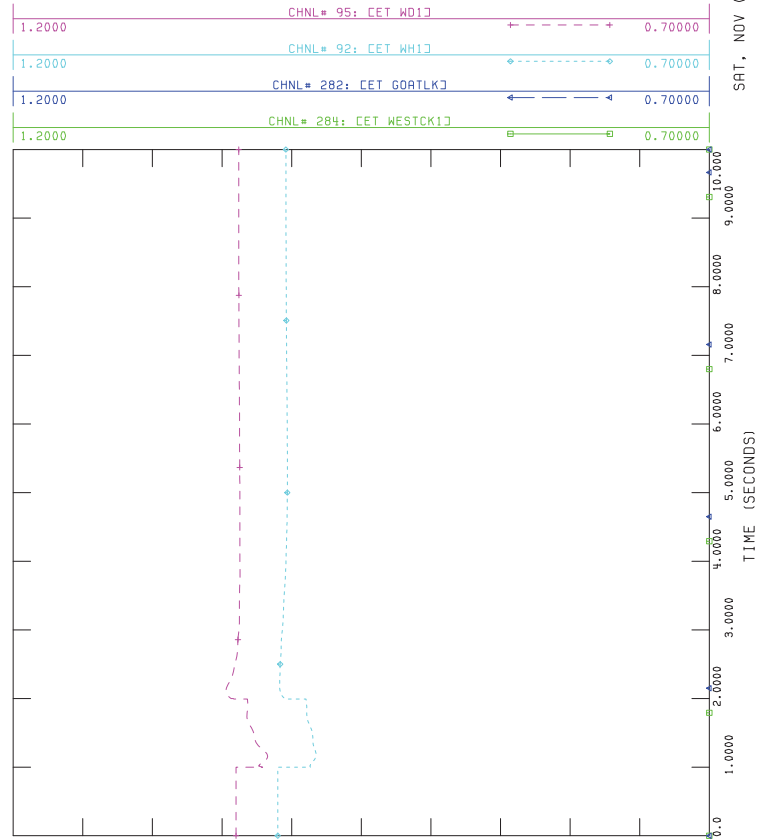
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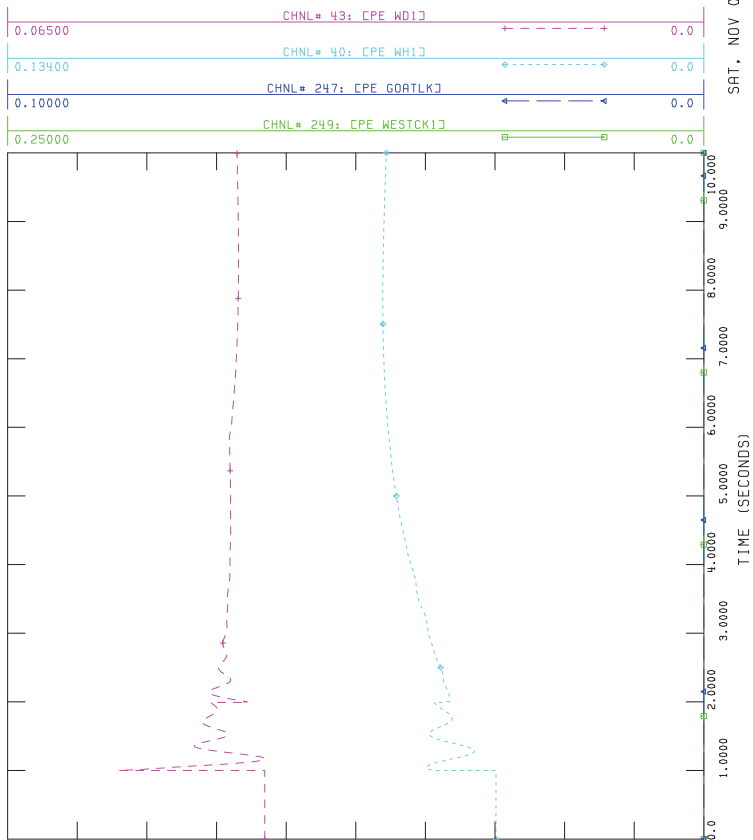
WHITEHORSE SKAGWAY
INTERCONNECTION

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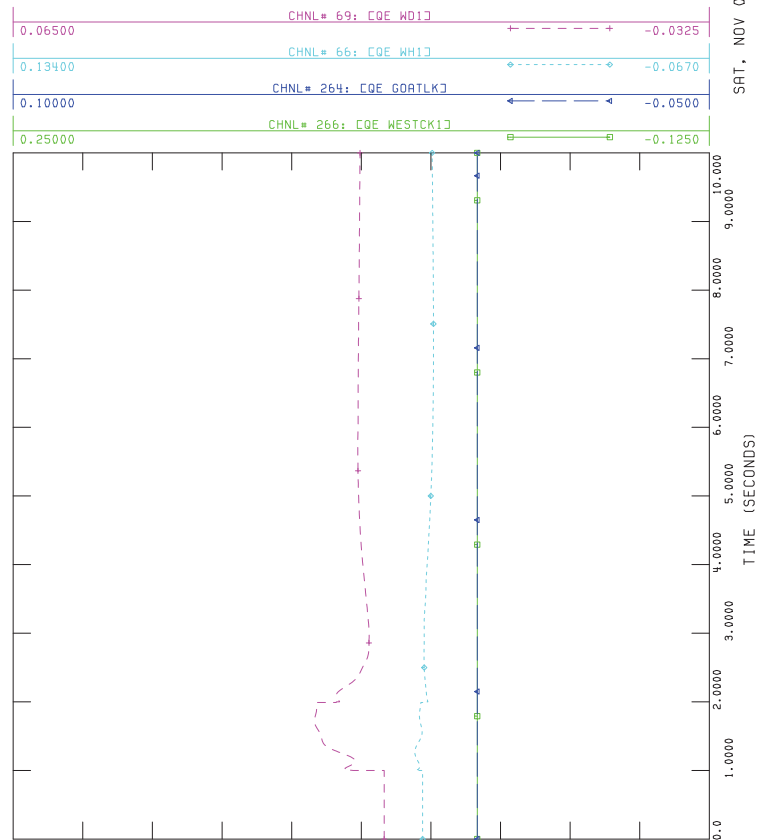
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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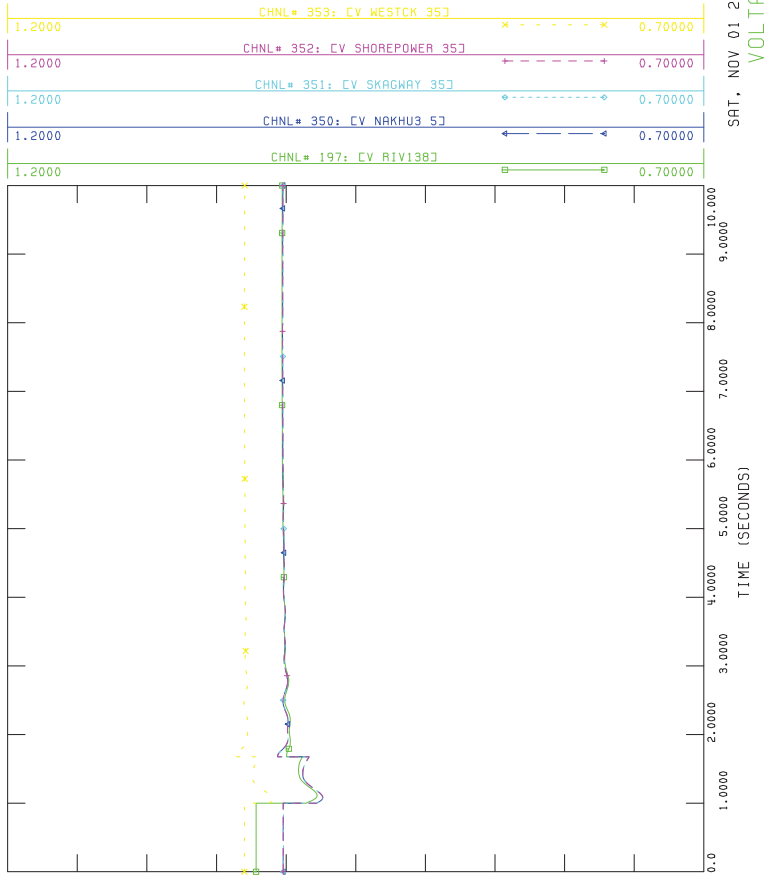
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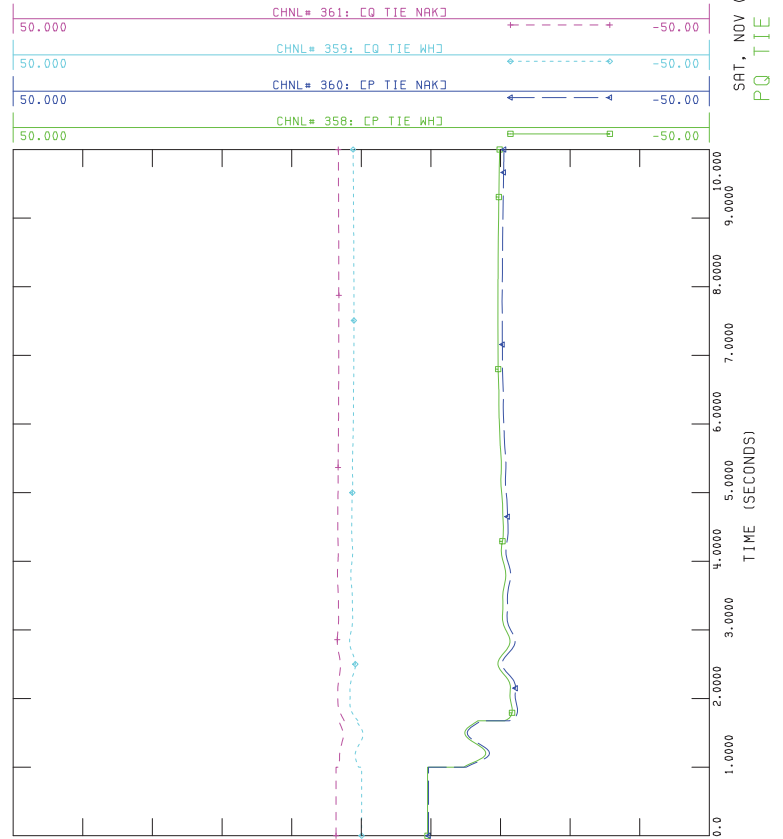
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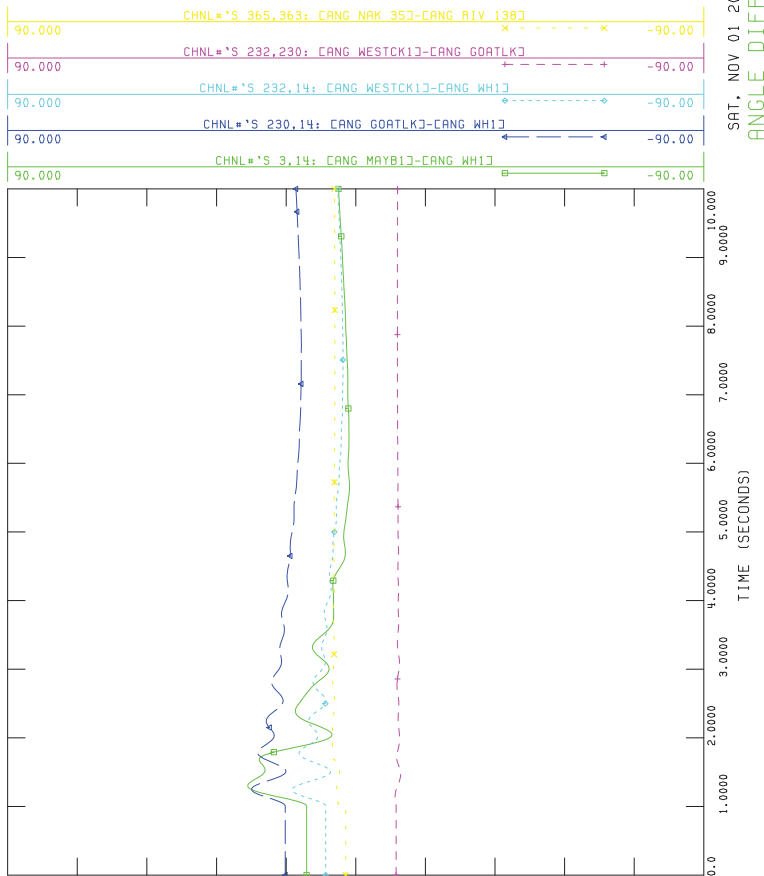
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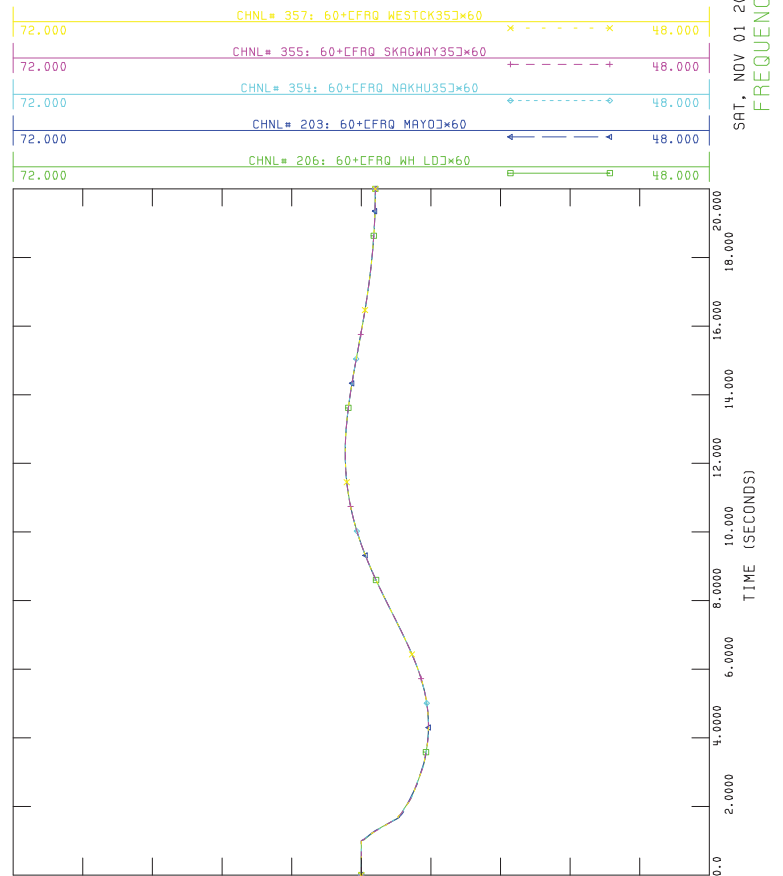
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WHITEHORSE SKAGWAY INTERCONNECTION

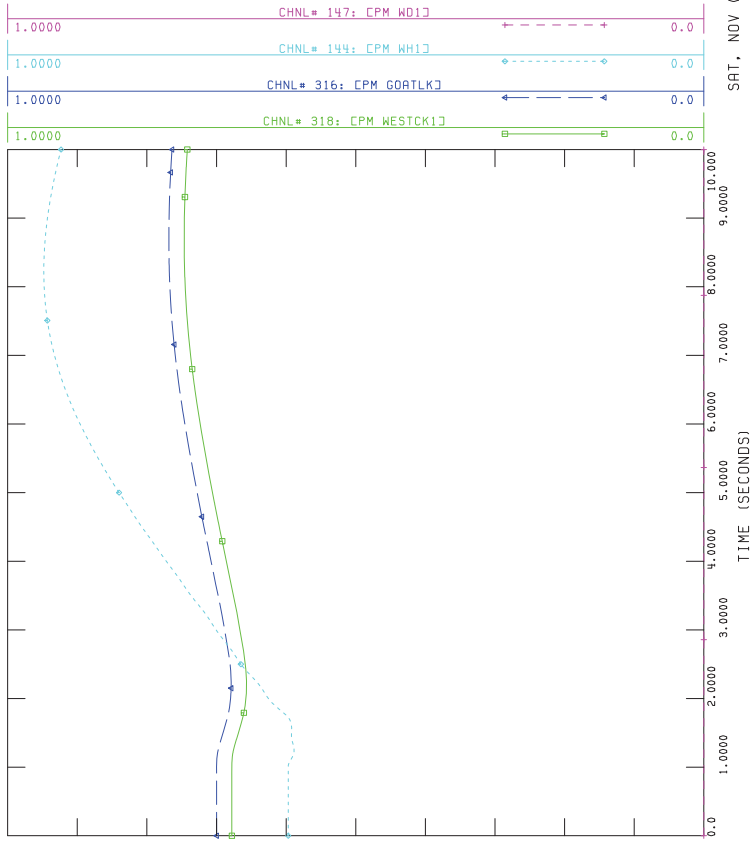
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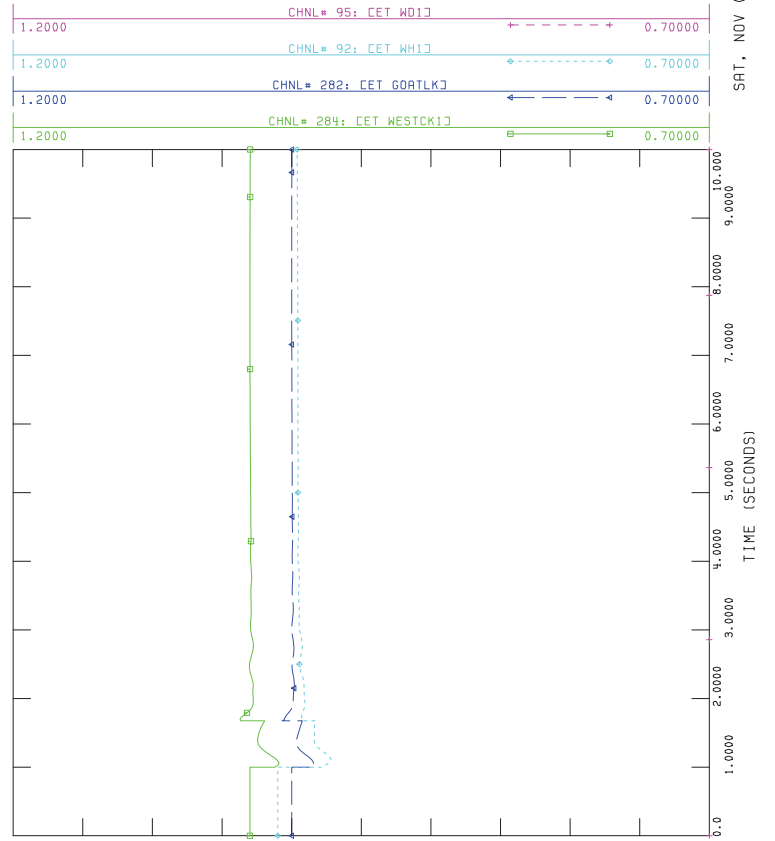
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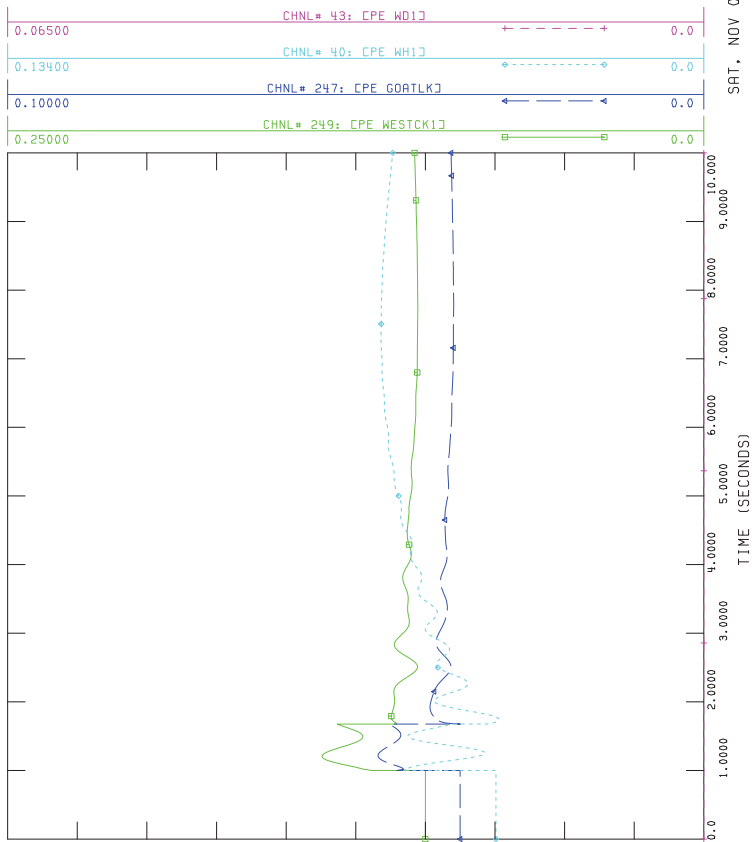
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INTERCONNECTION

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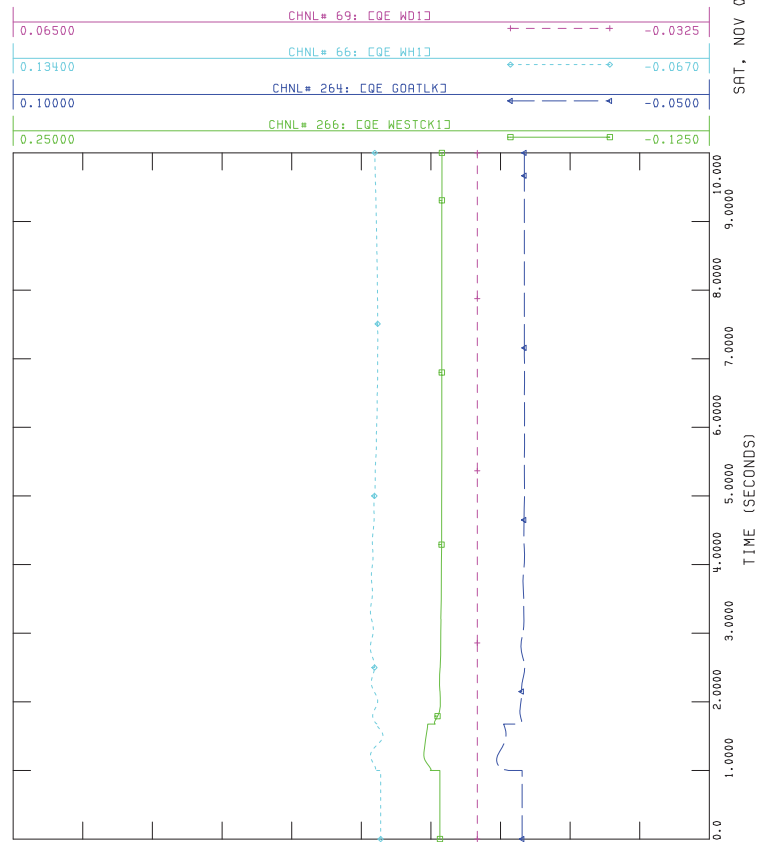
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INTERCONNECTION

FILE: EV3_TripWH4_S10i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

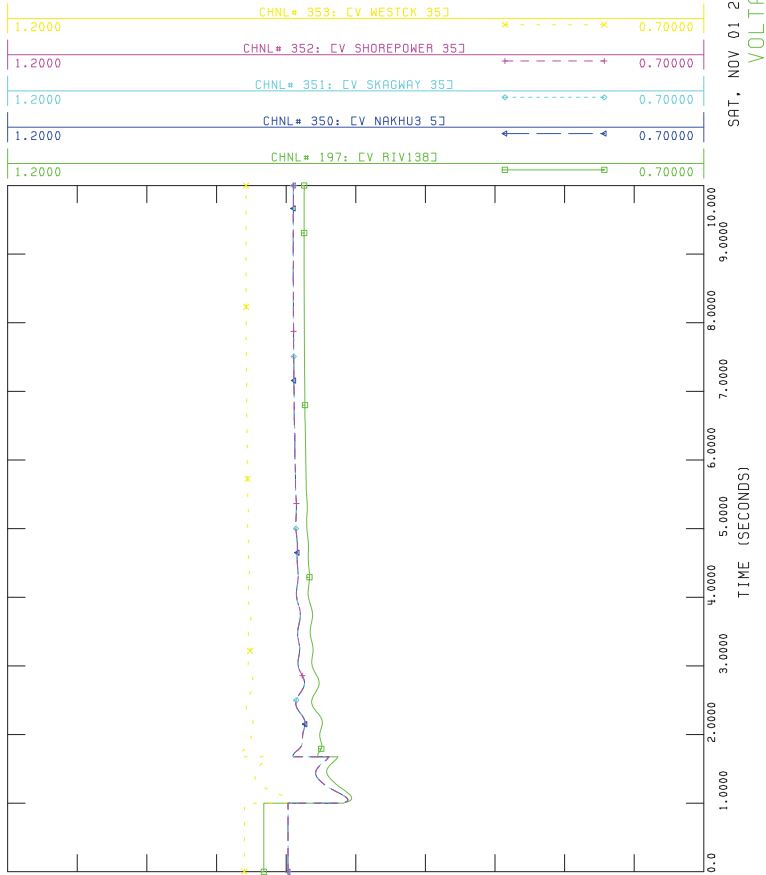
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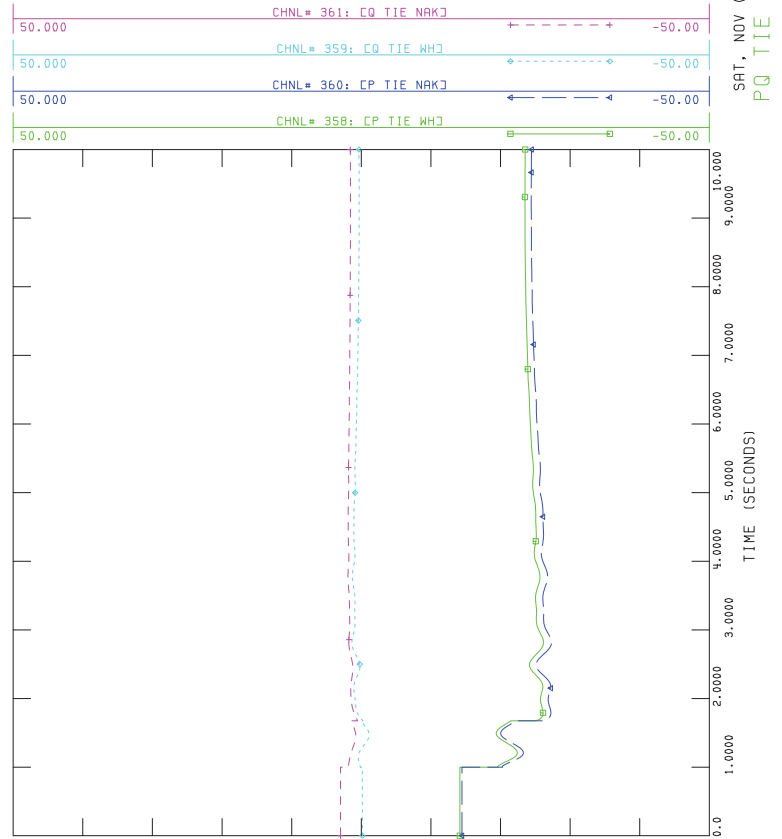
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INTERCONNECTION

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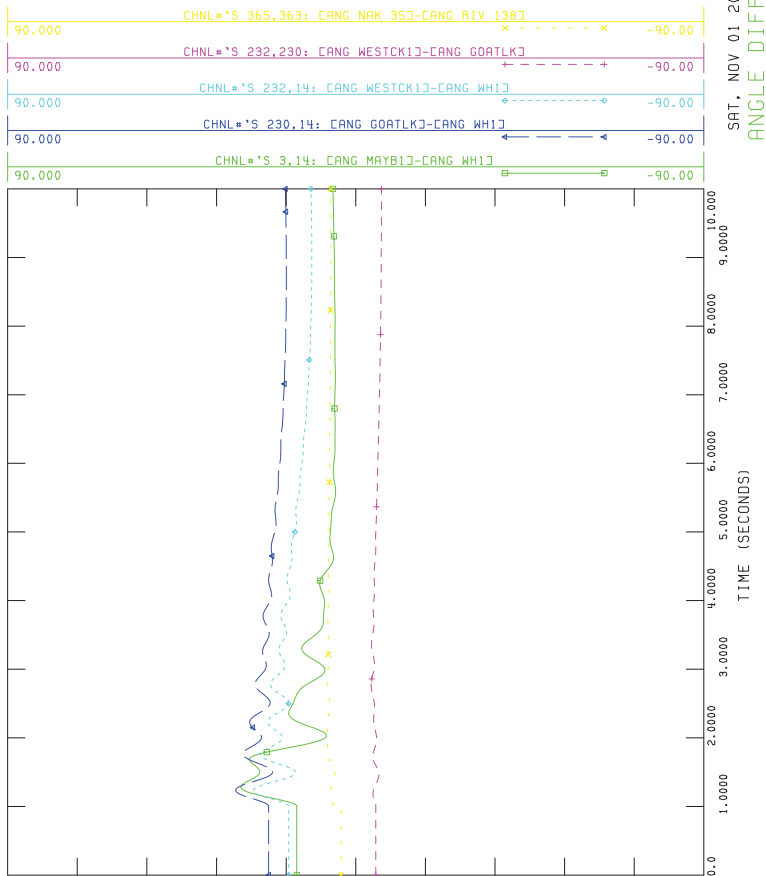
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INTERCONNECTION

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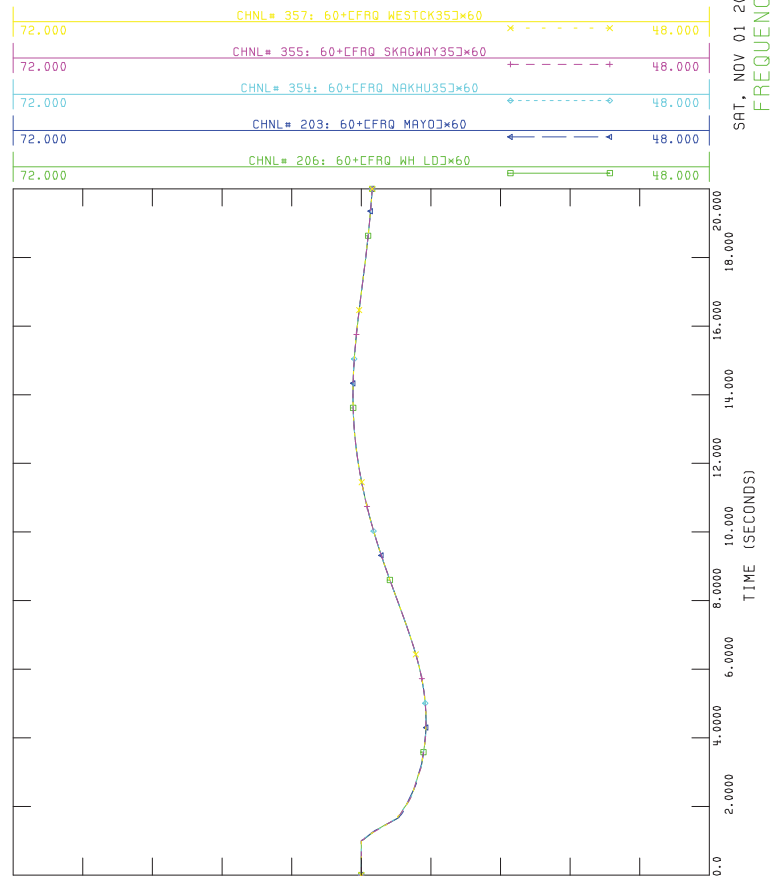
WHITEHORSE SKAGWAY
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FILE: EV3_TripWH4_S15i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

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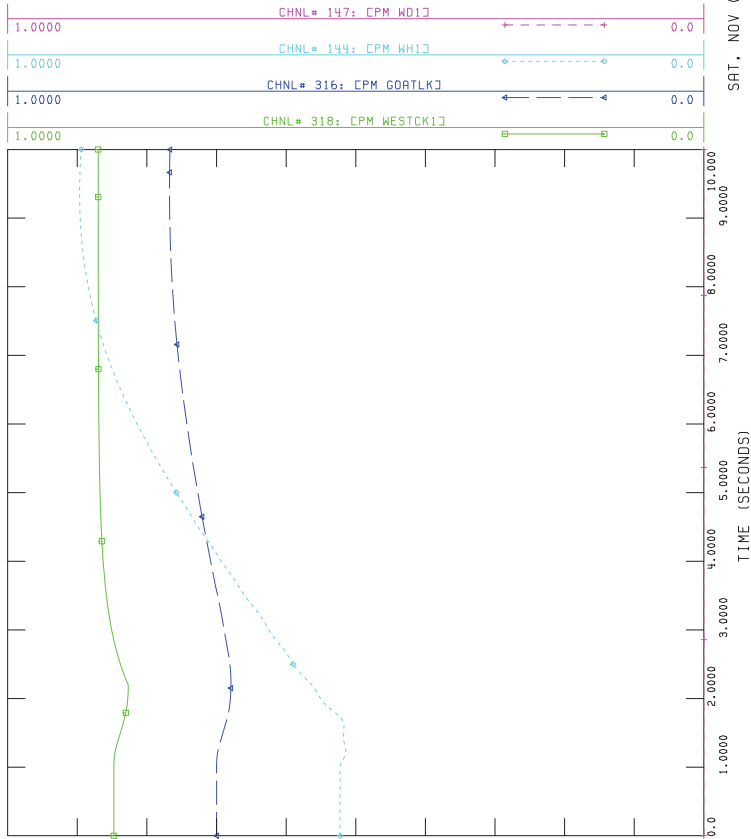




WHITEHORSE SKAGWAY
INTERCONNECTION

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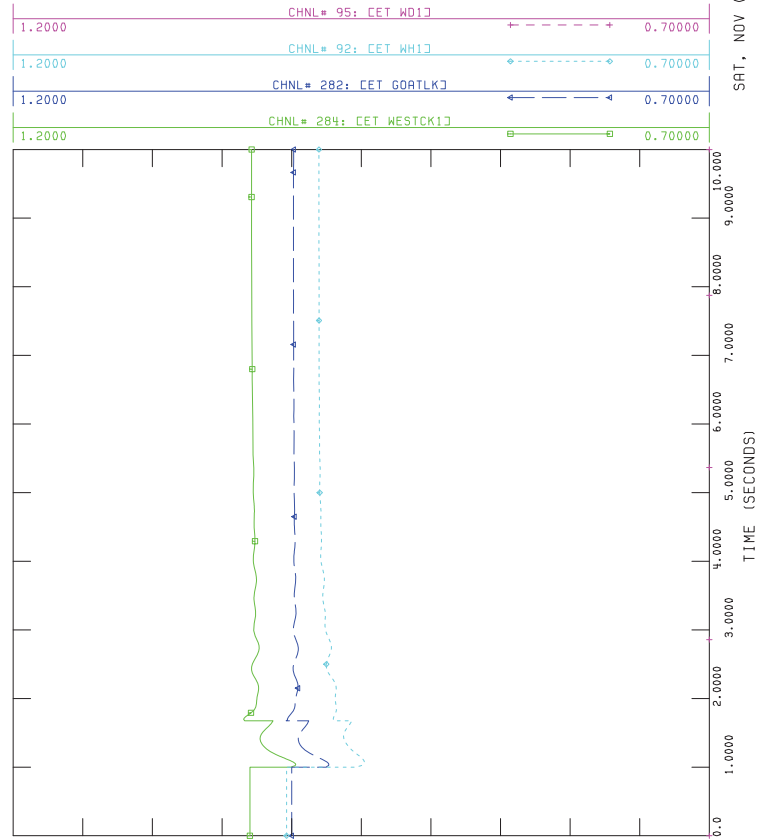
SAT, NOV 01 2014 14:24
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S15i_YAchn.out

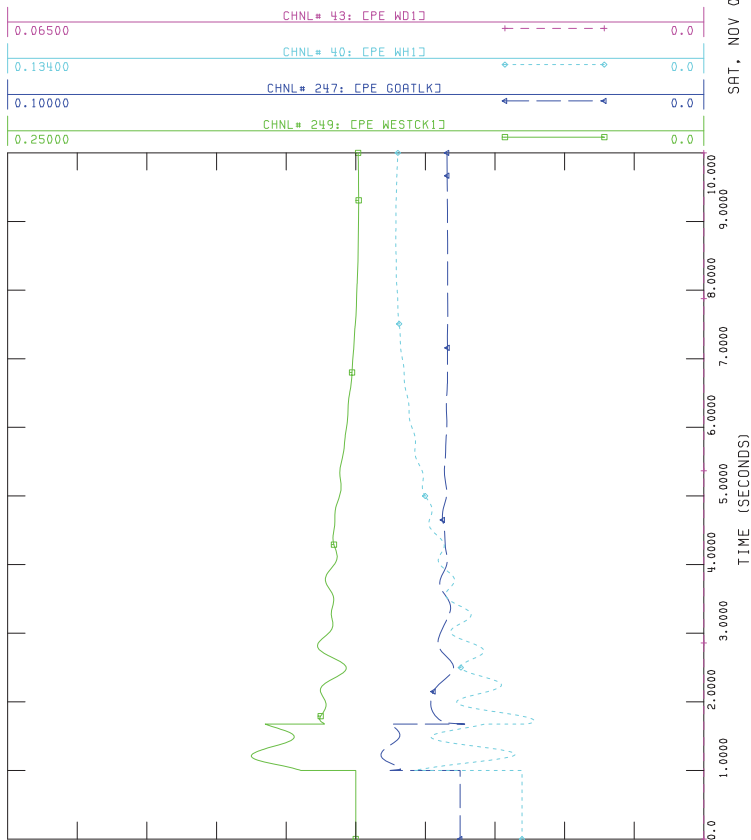
SAT, NOV 01 2014 14:25
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S15i_YAchn.out

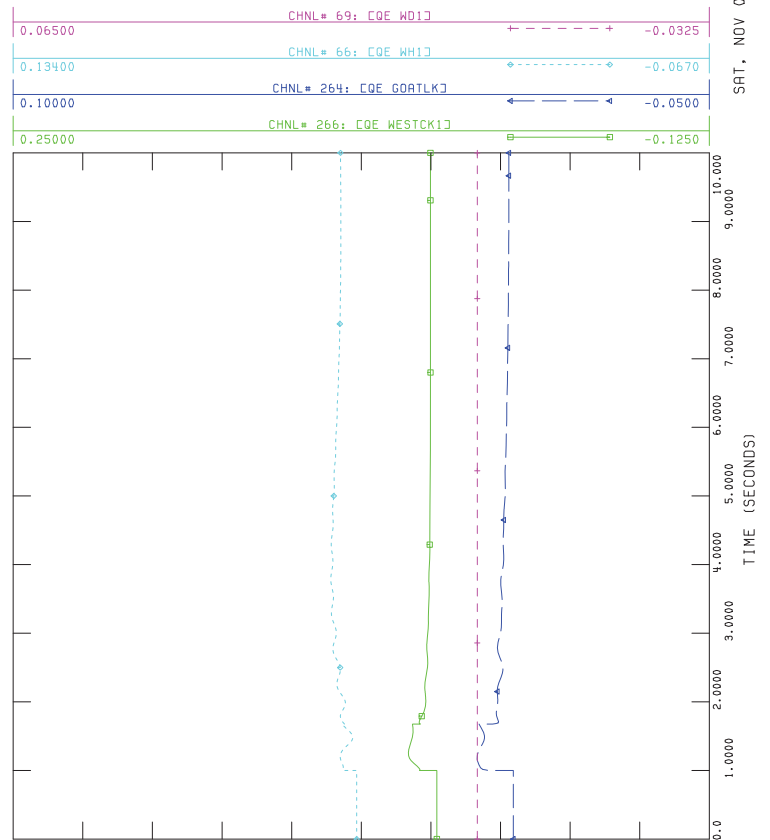
SAT, NOV 01 2014 14:24
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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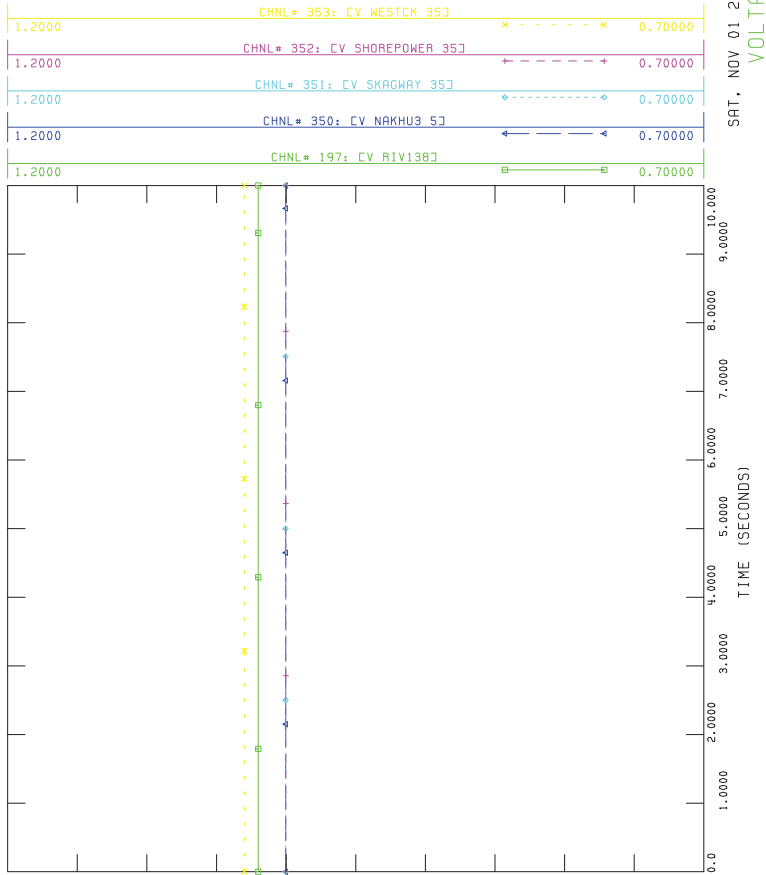
SAT, NOV 01 2014 14:25
QE





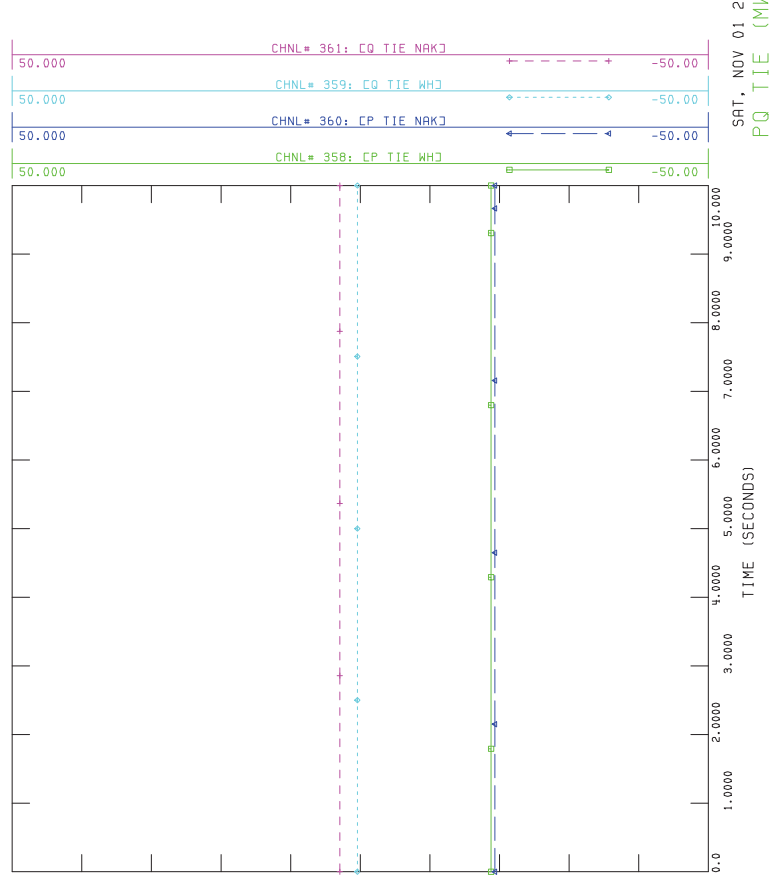
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S20i_YAchn.out



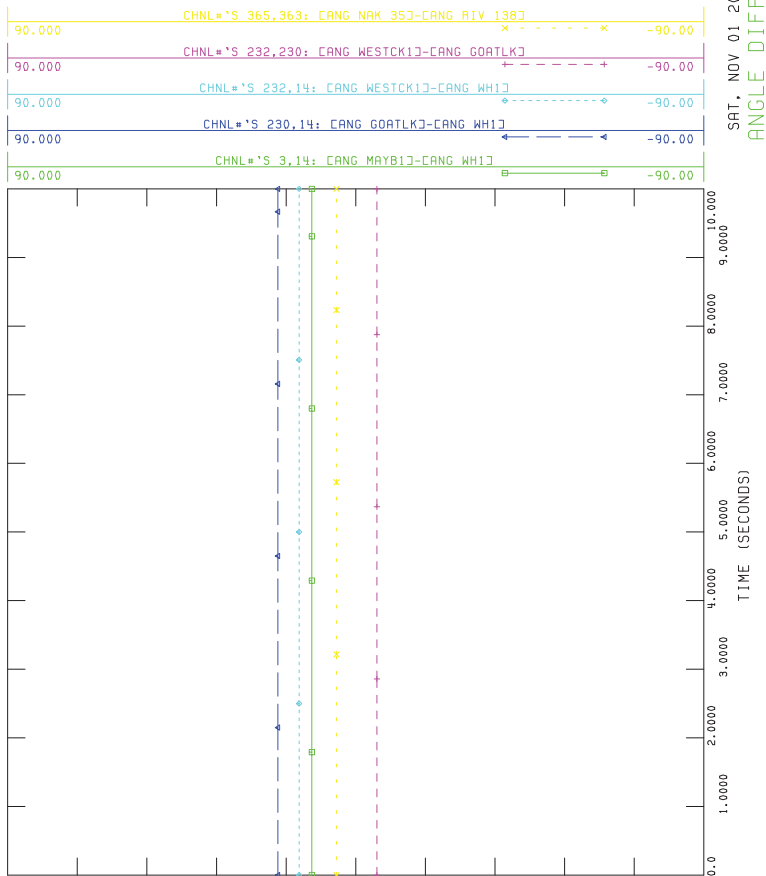
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S20i_YAchn.out



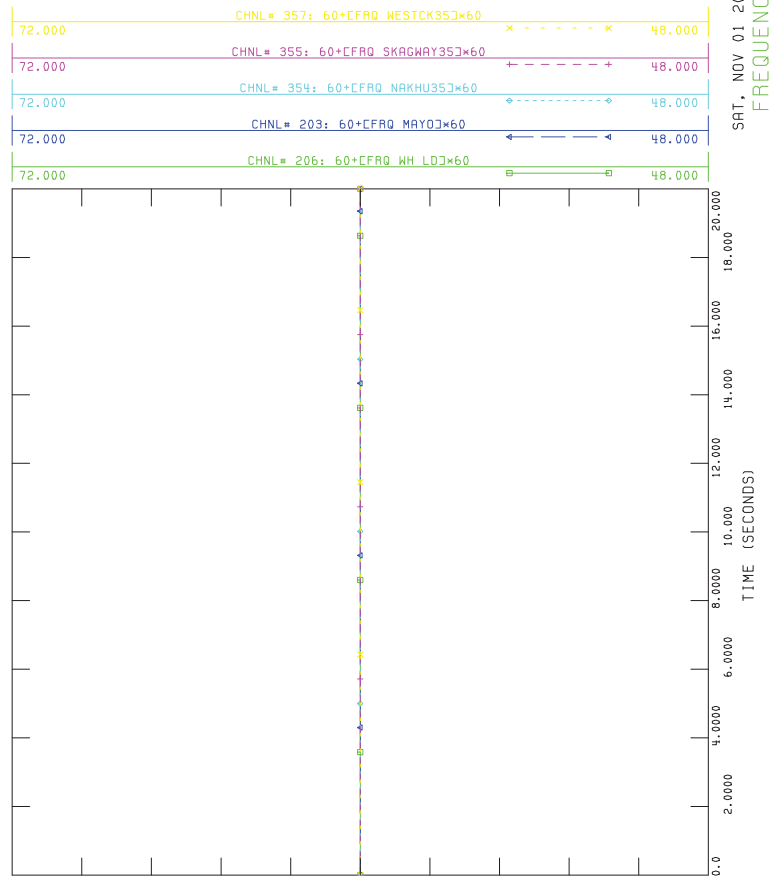
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S20i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

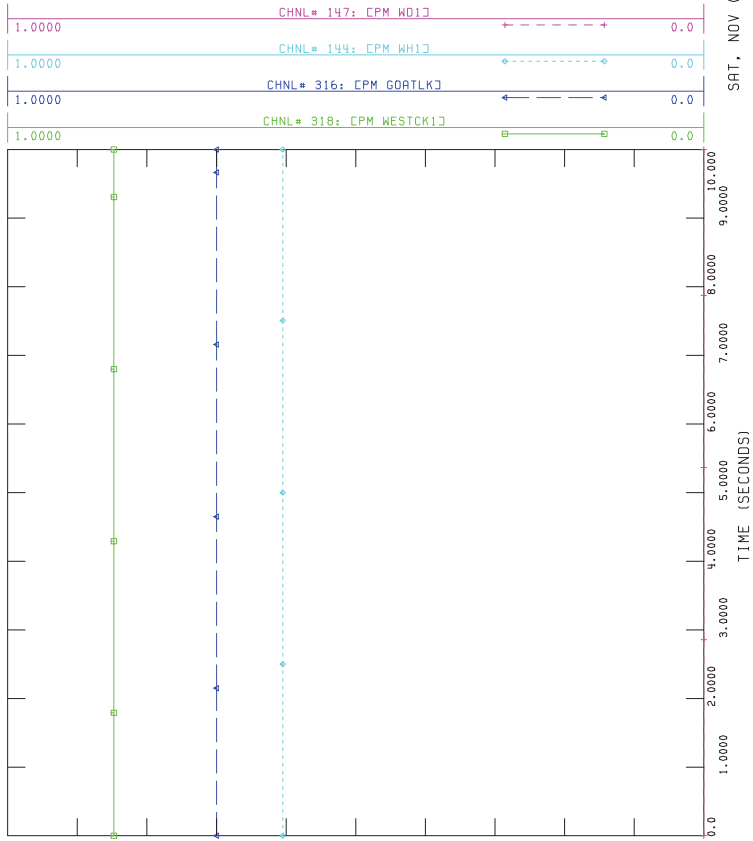
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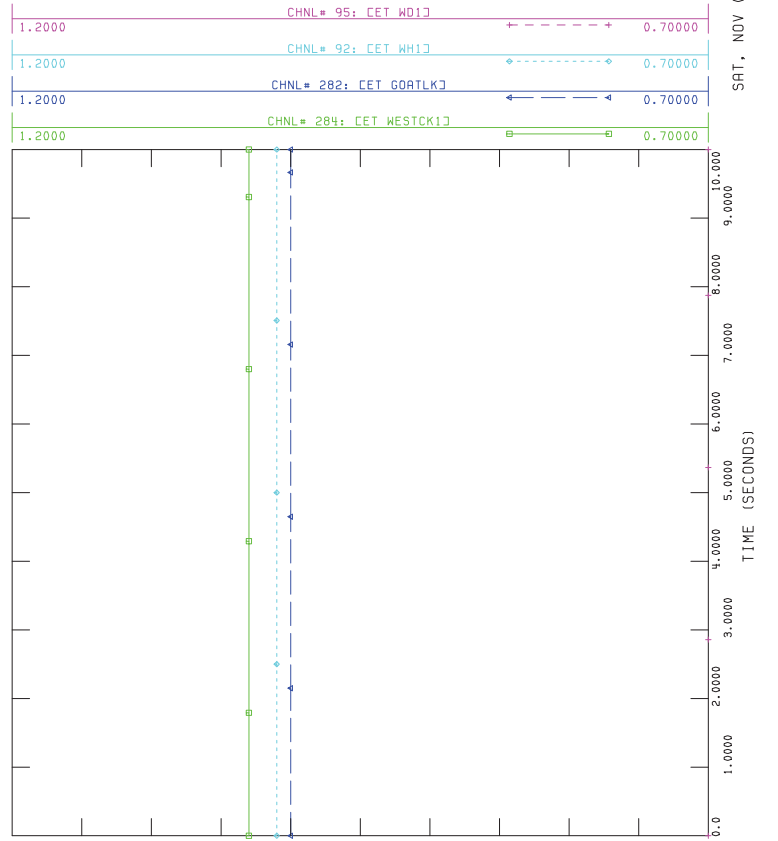
WHITEHORSE SKAGWAY
INTERCONNECTION

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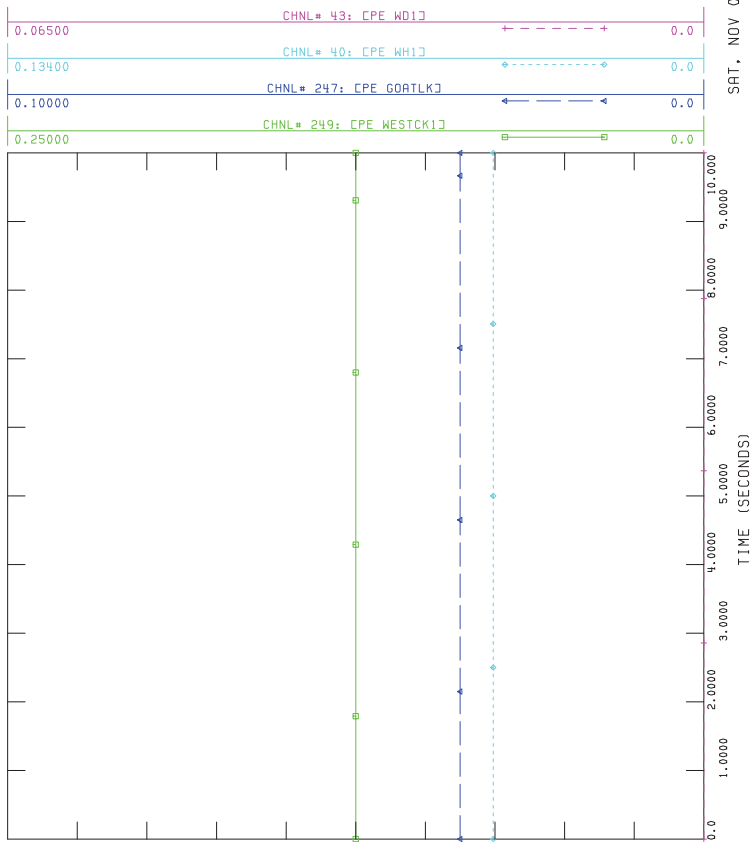
WHITEHORSE SKAGWAY
INTERCONNECTION

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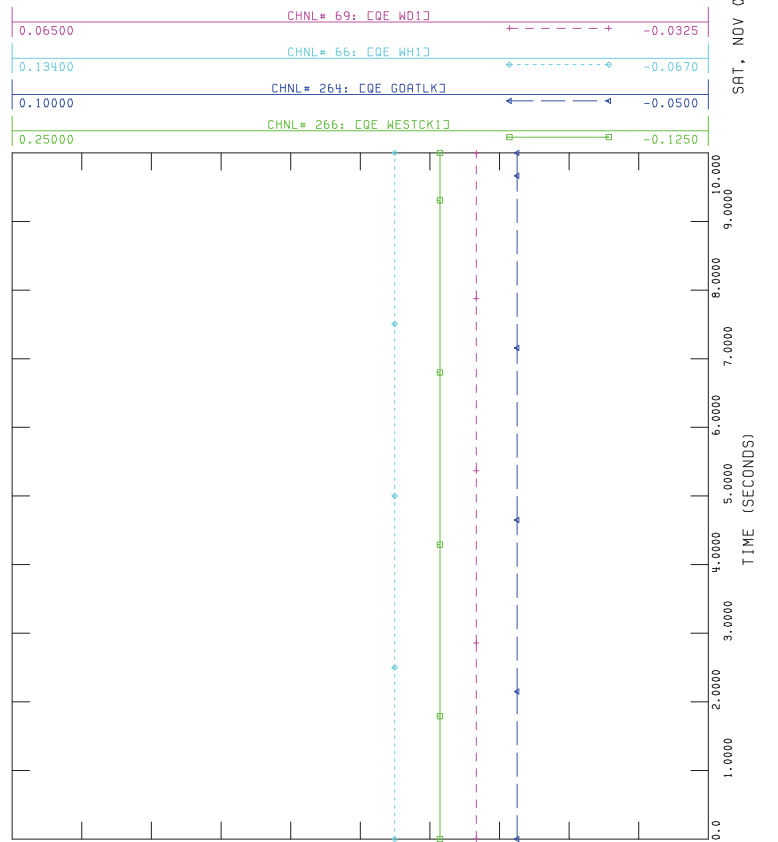
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV3_TripWH4_S20i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

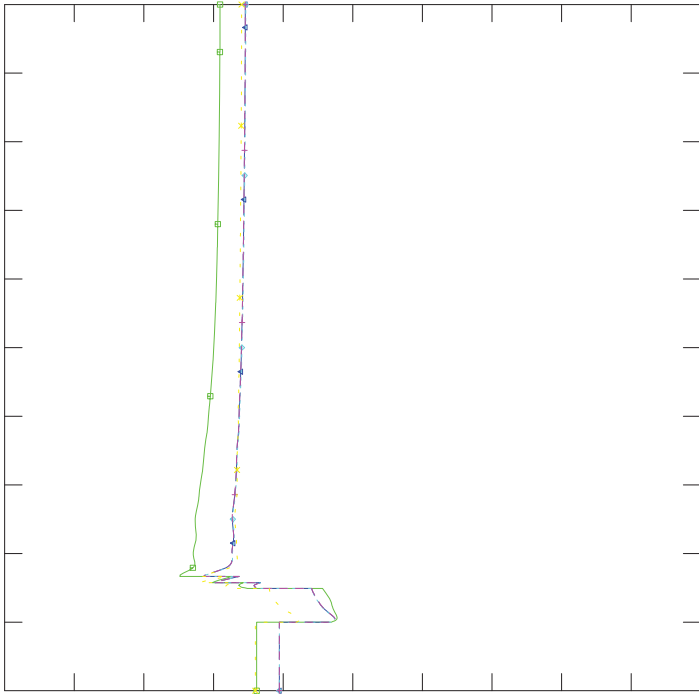
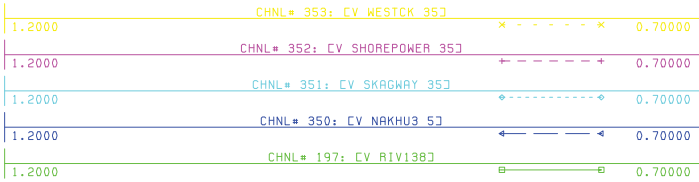
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WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV3_TripWH4_LL0_YAchn.out

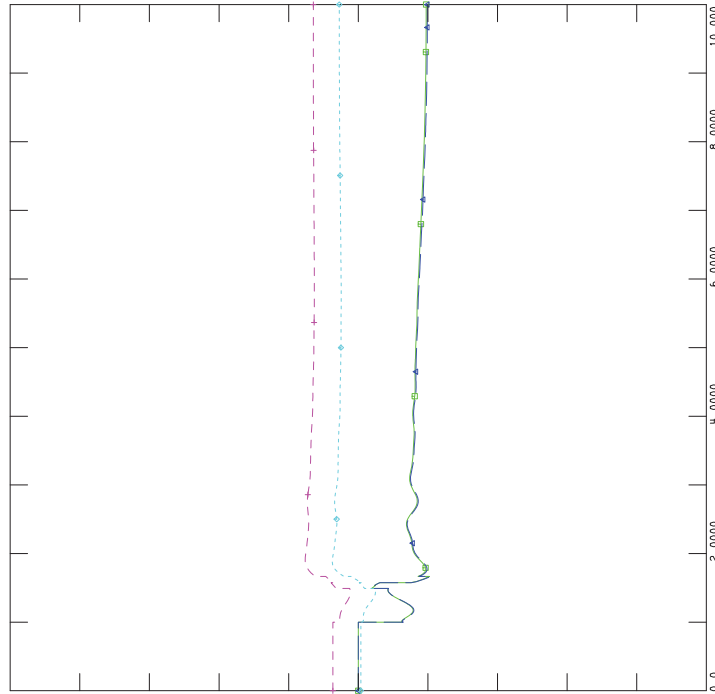
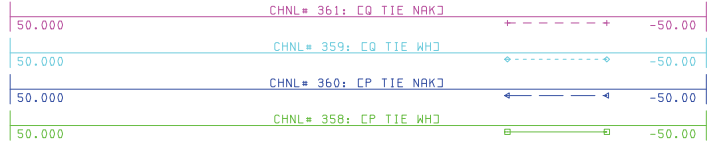


SAT, NOV 01 2014 14:25
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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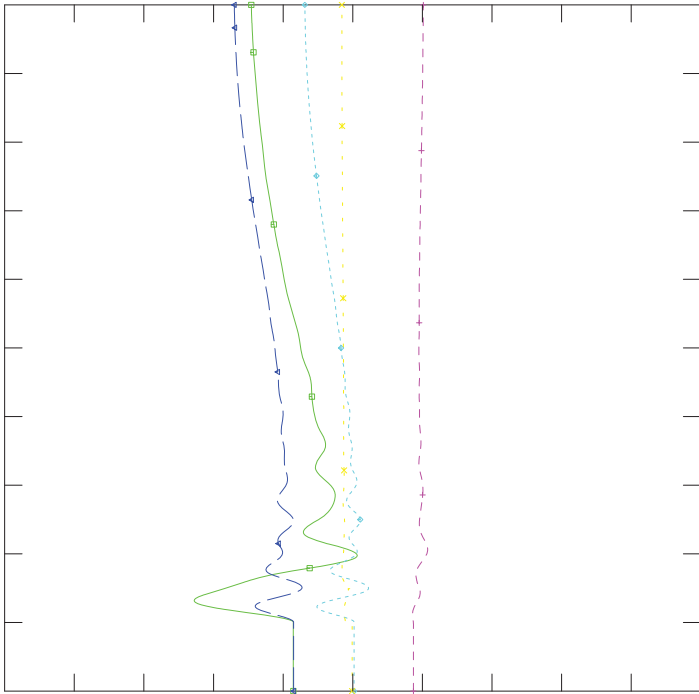


SAT, NOV 01 2014 14:25
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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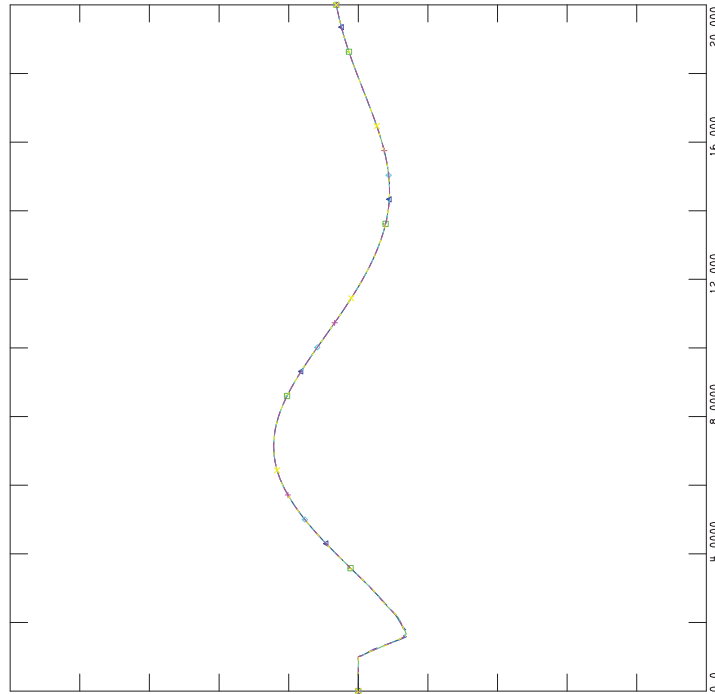


SAT, NOV 01 2014 14:25
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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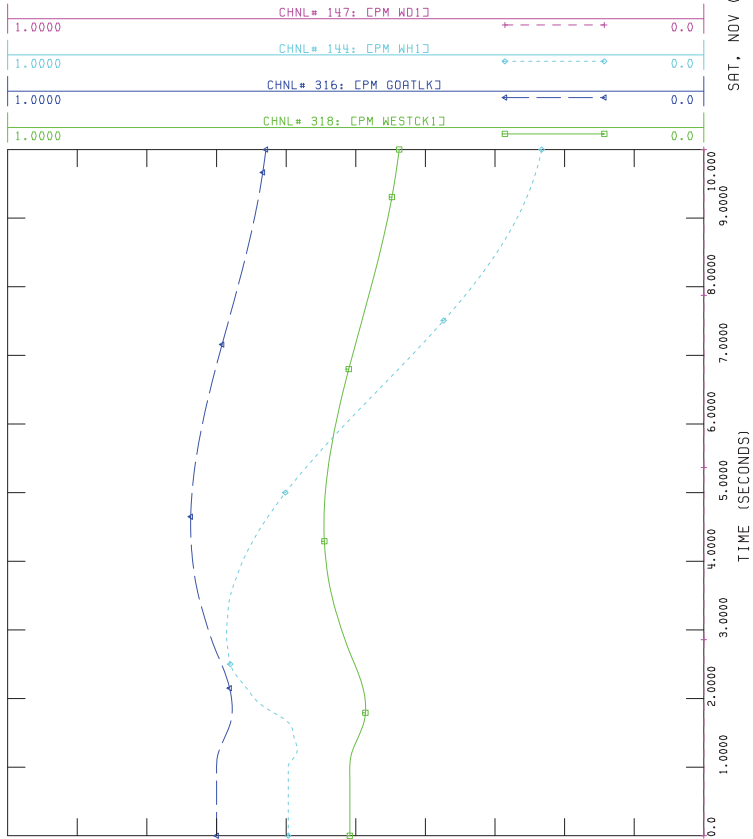


SAT, NOV 01 2014 14:25
FREQUENCY (HZ)



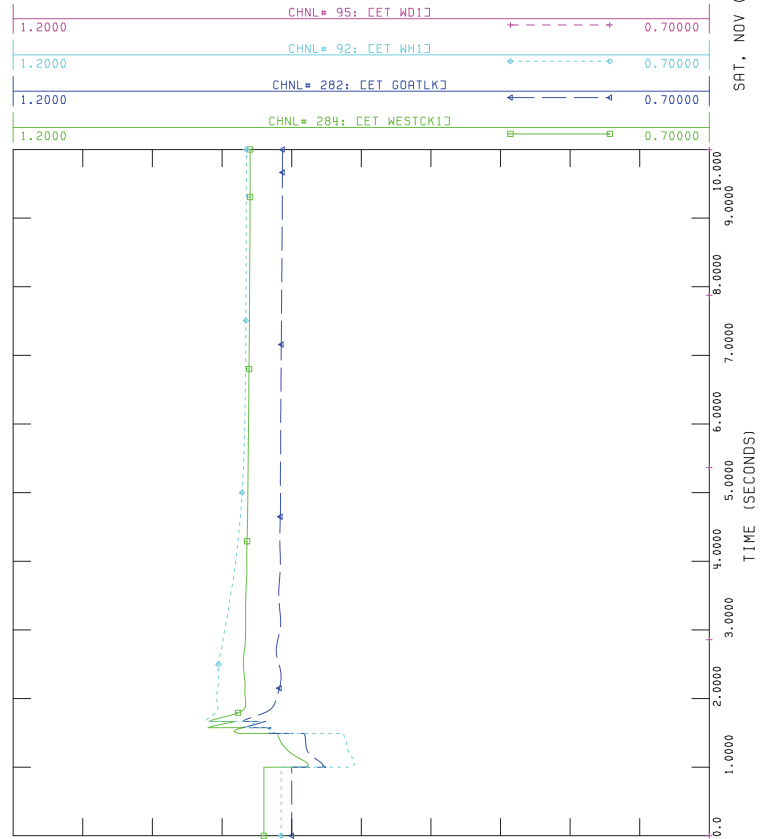
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INTERCONNECTION

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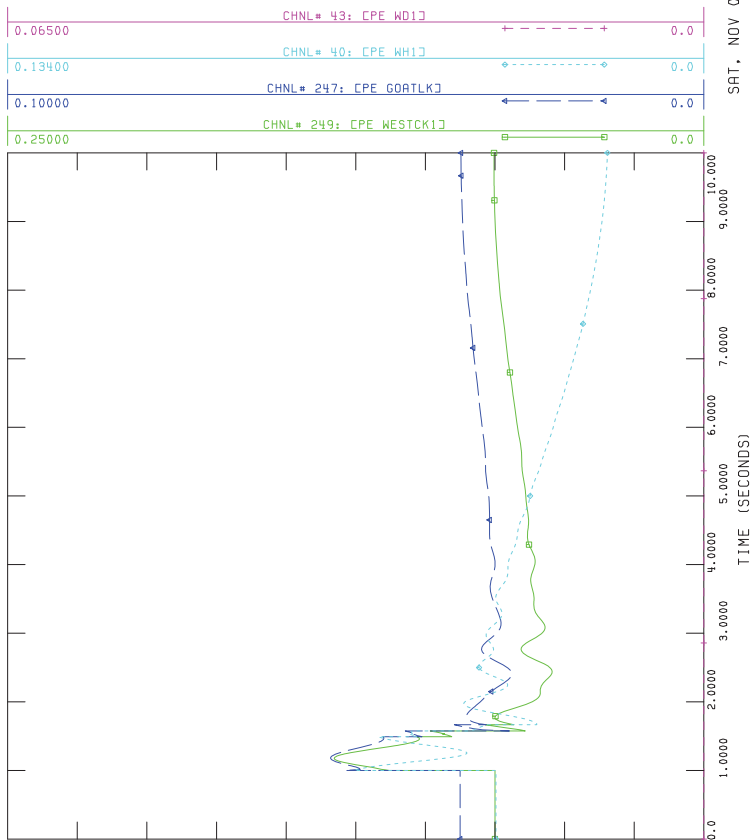
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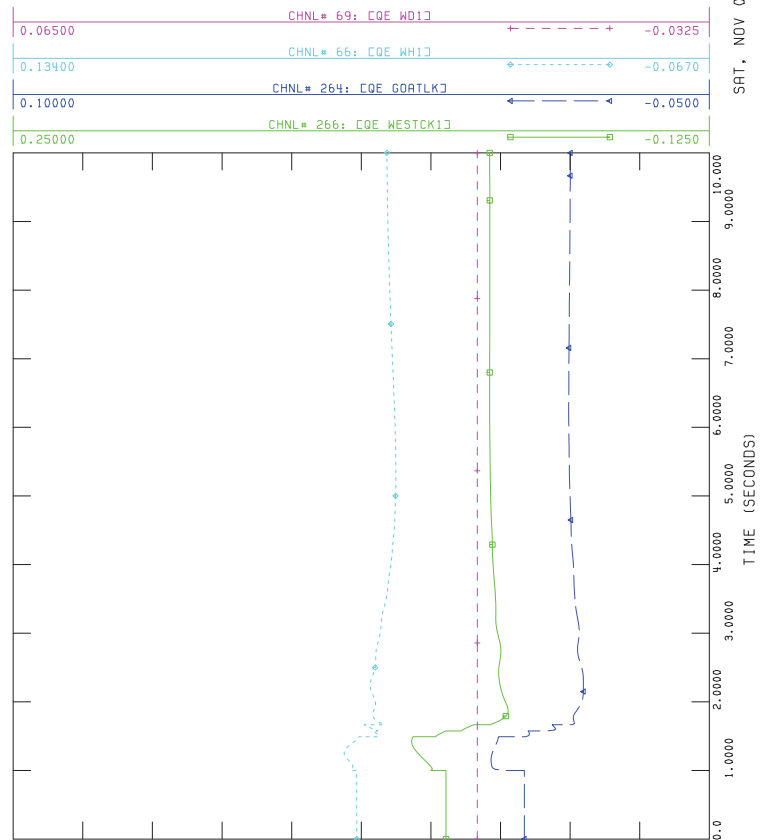
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WHITEHORSE SKAGWAY
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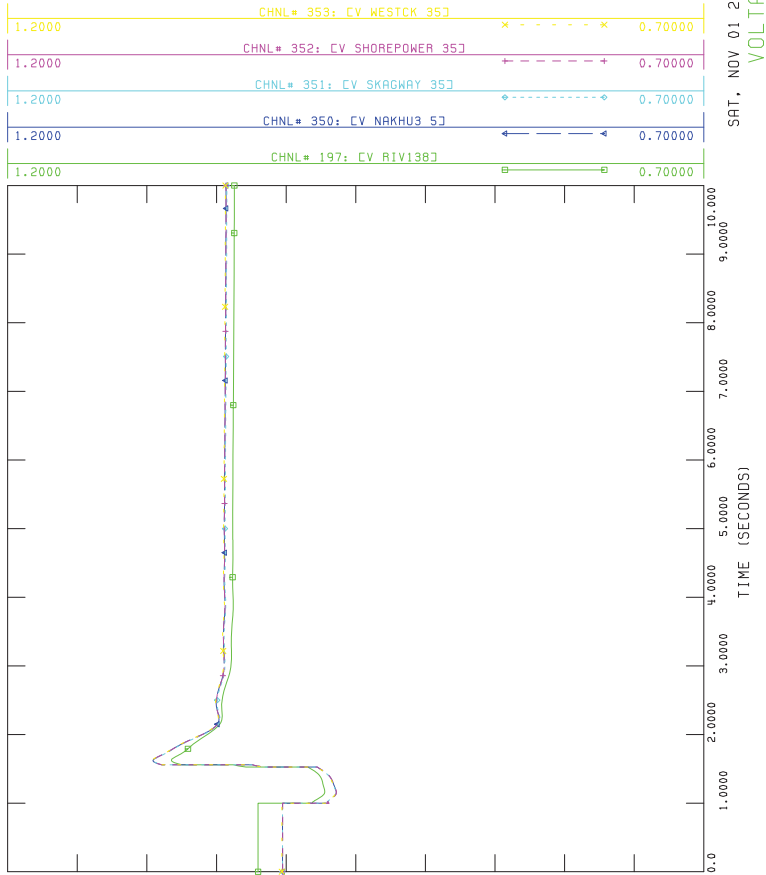
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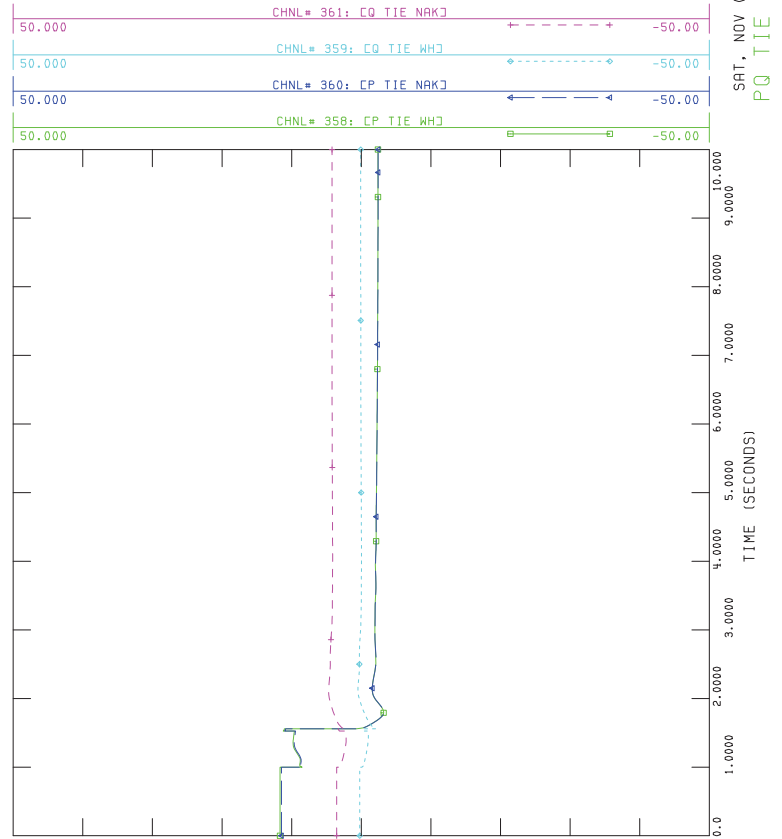
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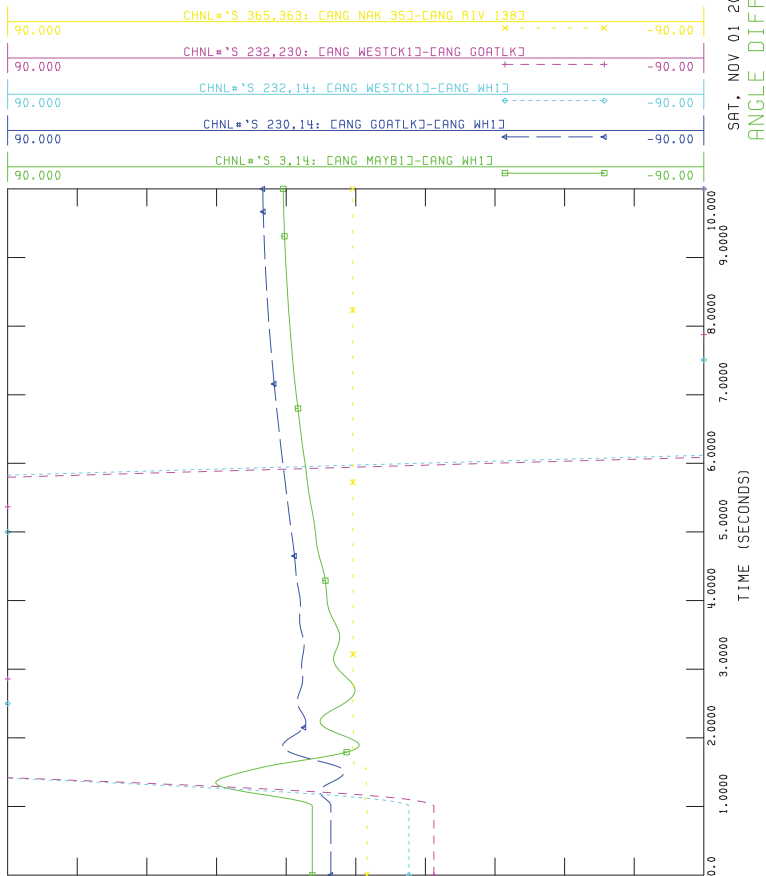
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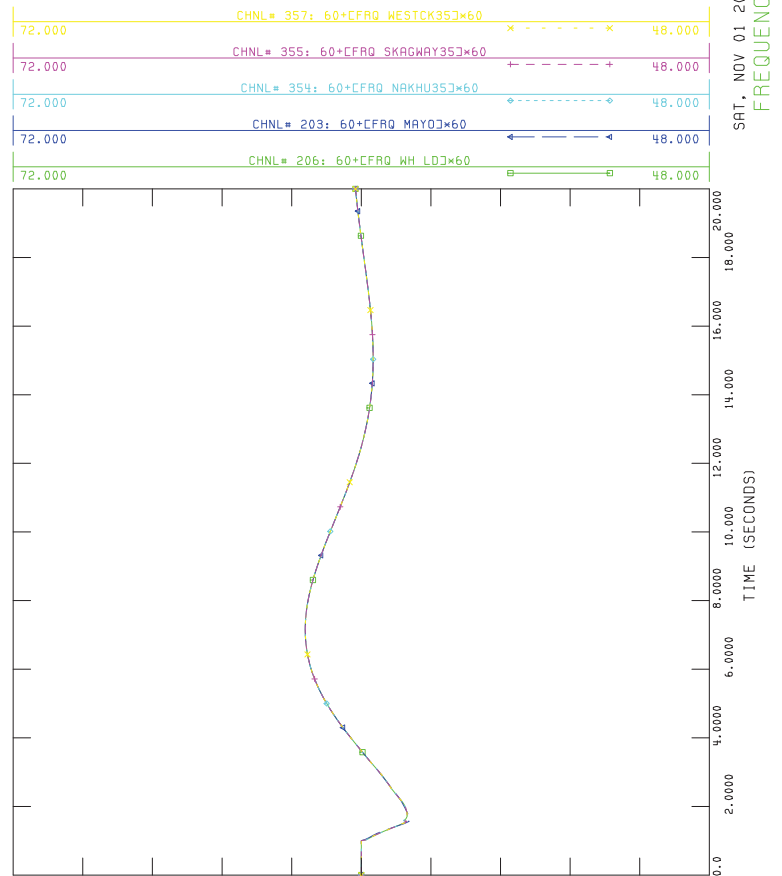
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INTERCONNECTION

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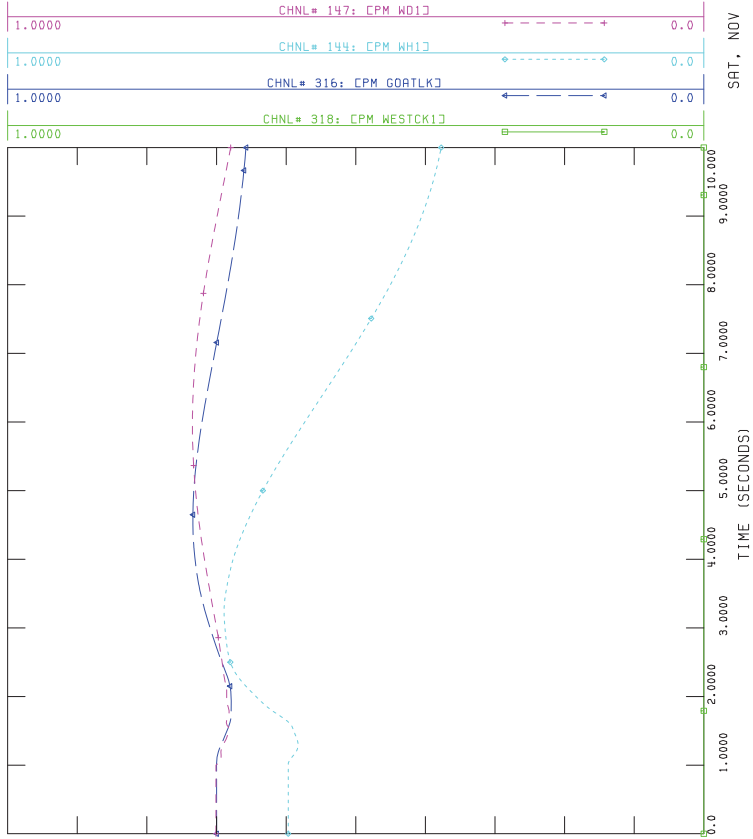
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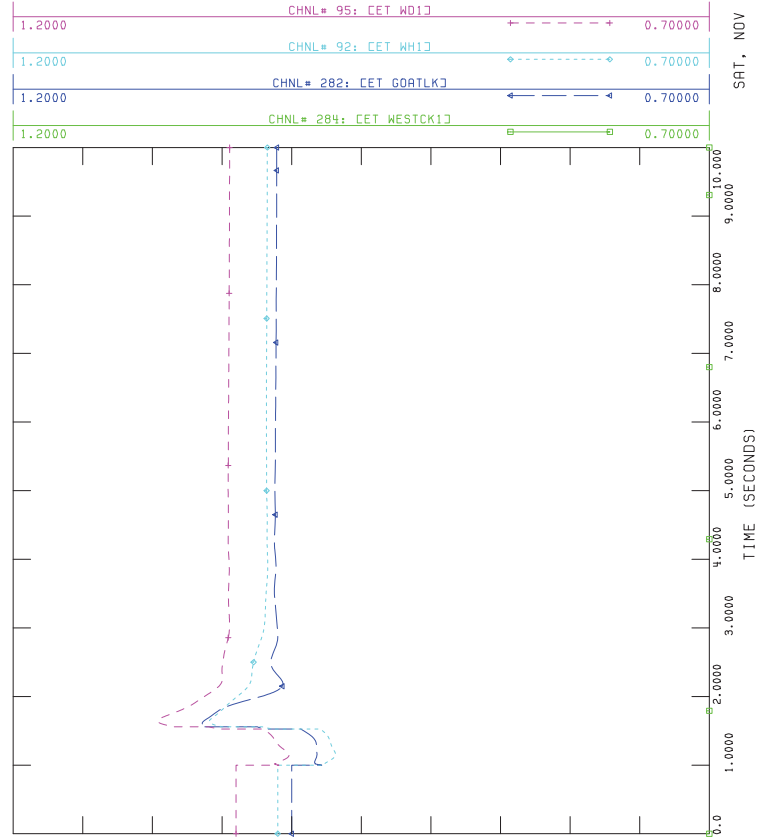
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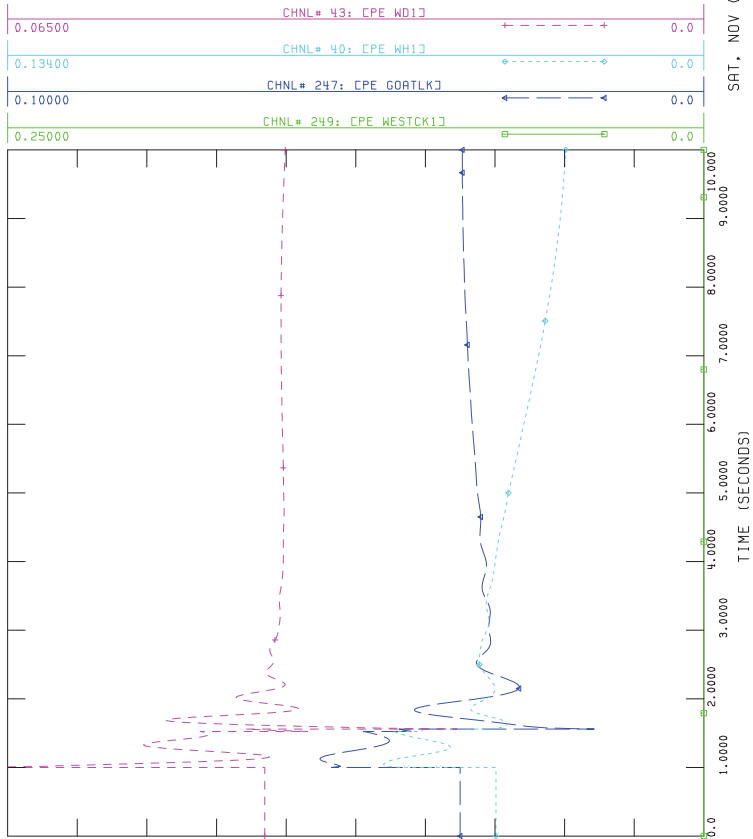
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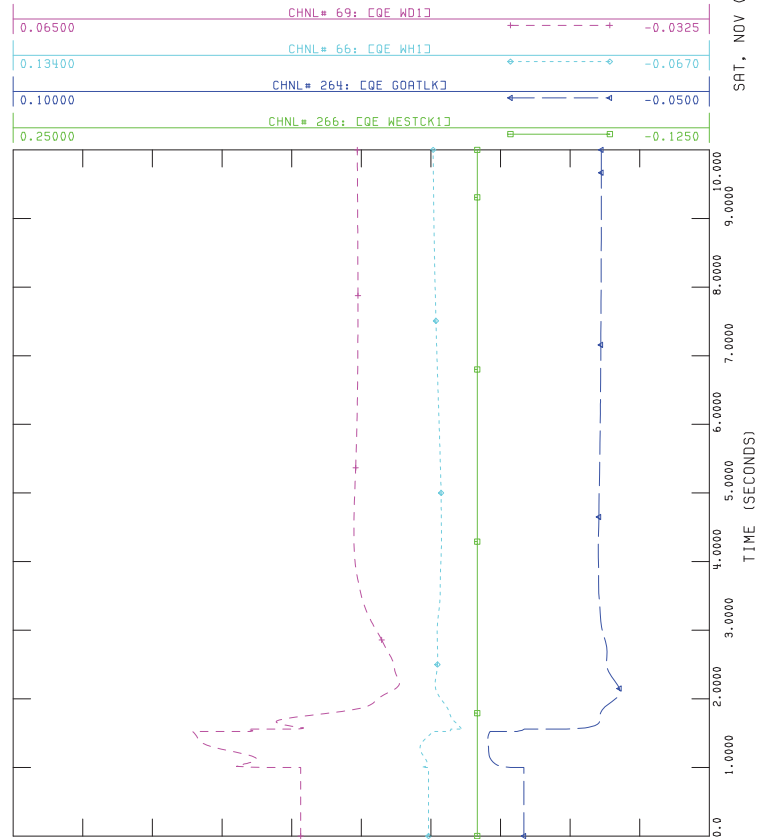
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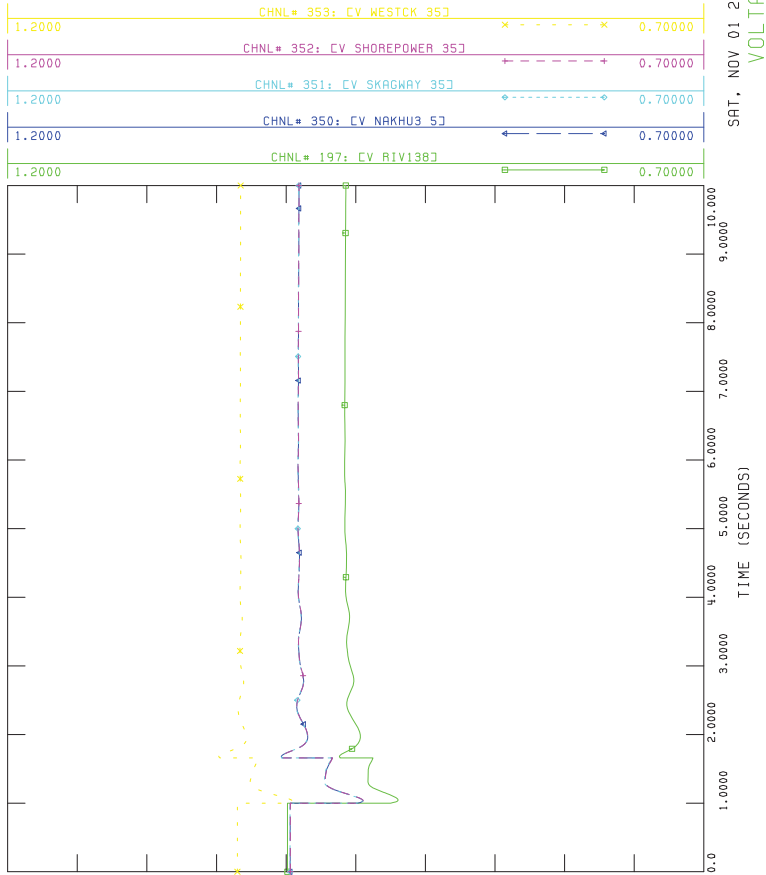
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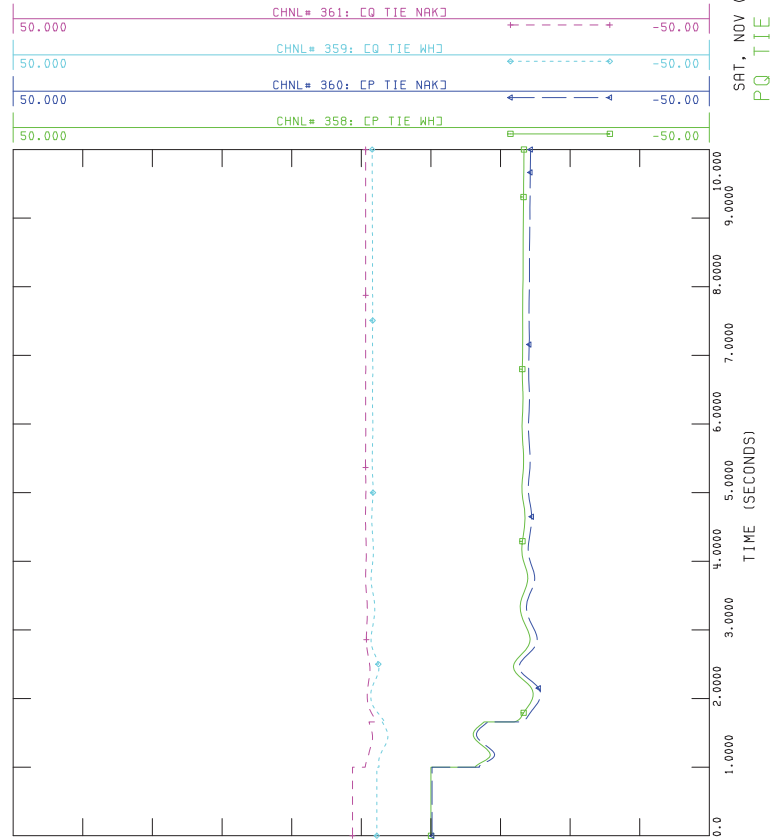
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INTERCONNECTION

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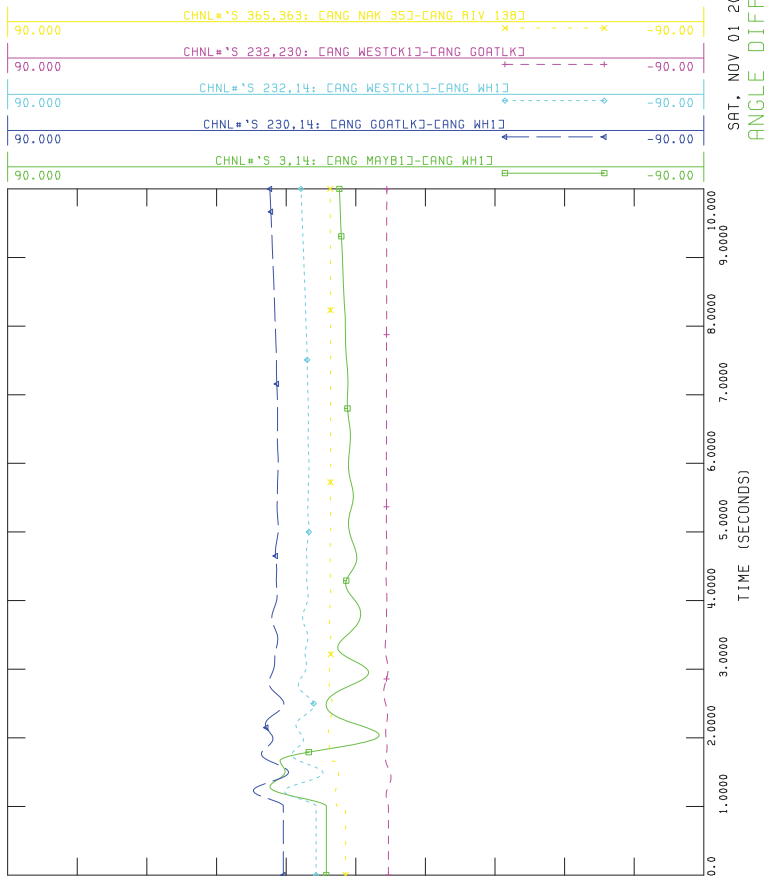
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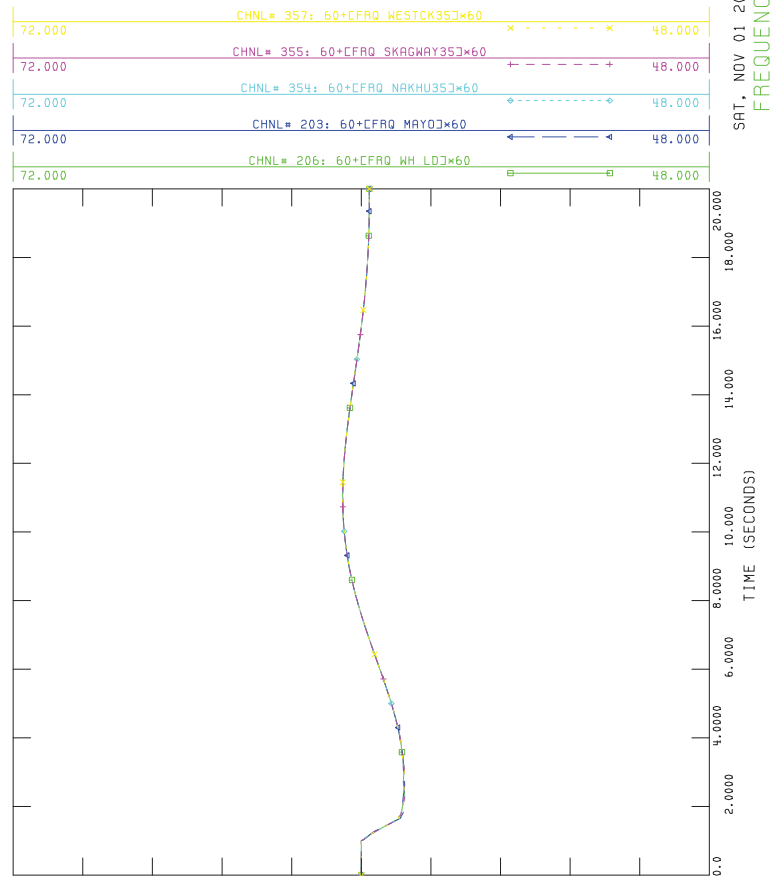
WHITEHORSE SKAGWAY
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WHITEHORSE SKAGWAY
INTERCONNECTION

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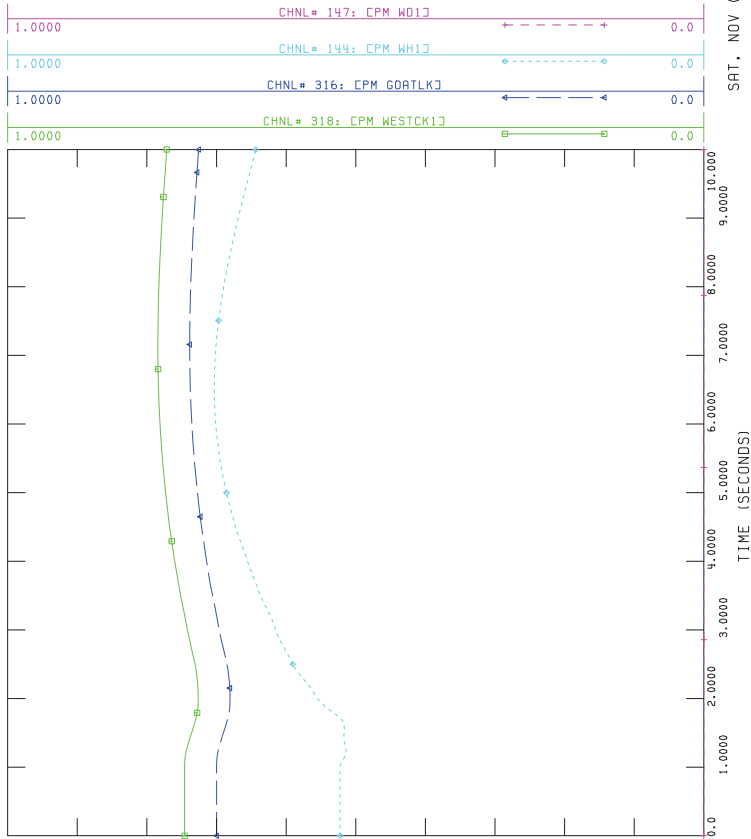




WHITEHORSE SKAGWAY
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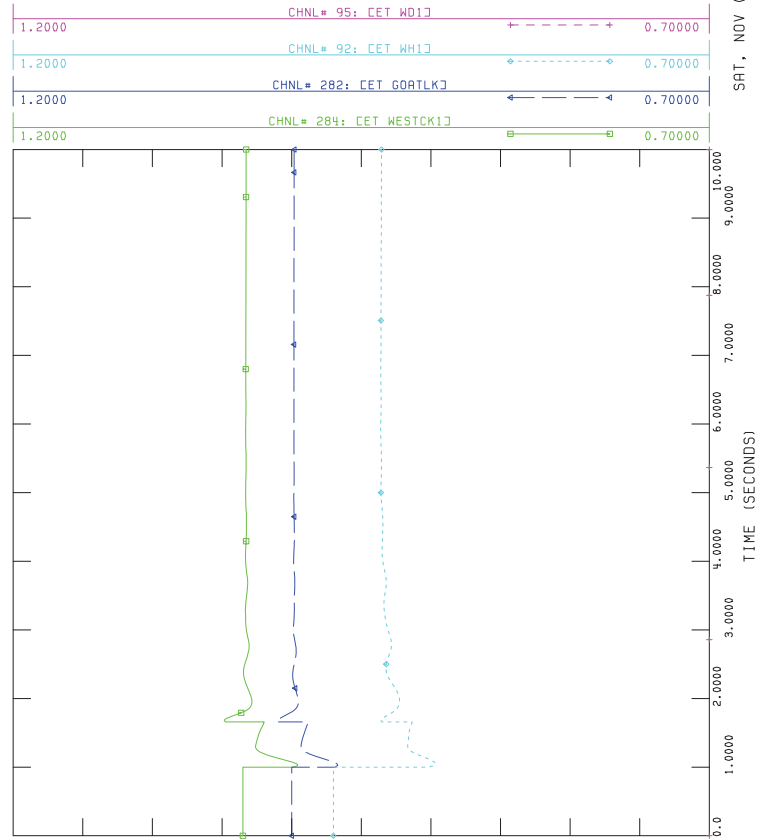
SAT, NOV 01 2014 14:26
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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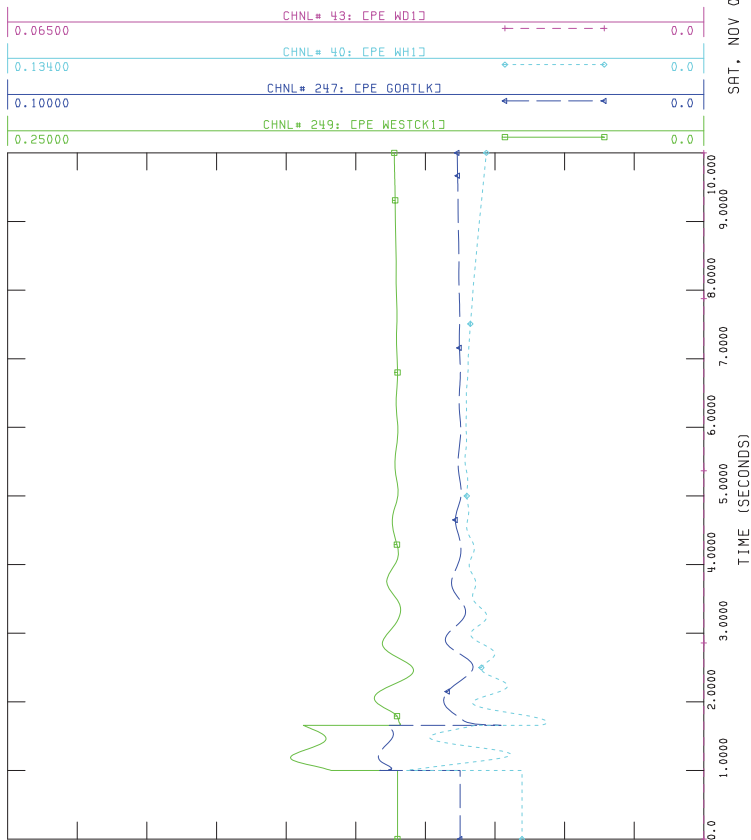
SAT, NOV 01 2014 14:26
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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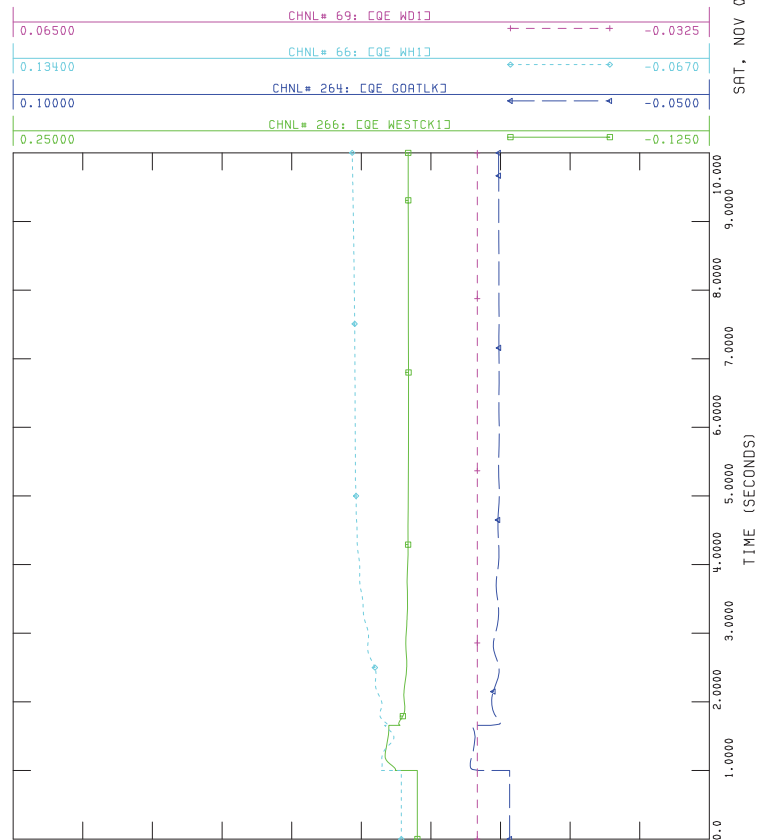
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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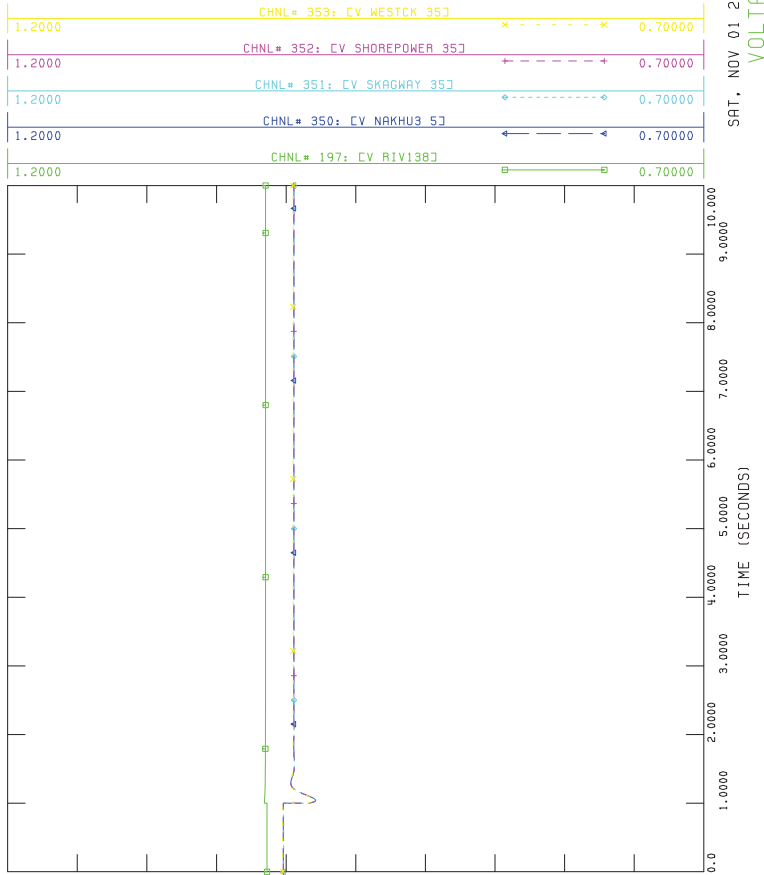
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QE





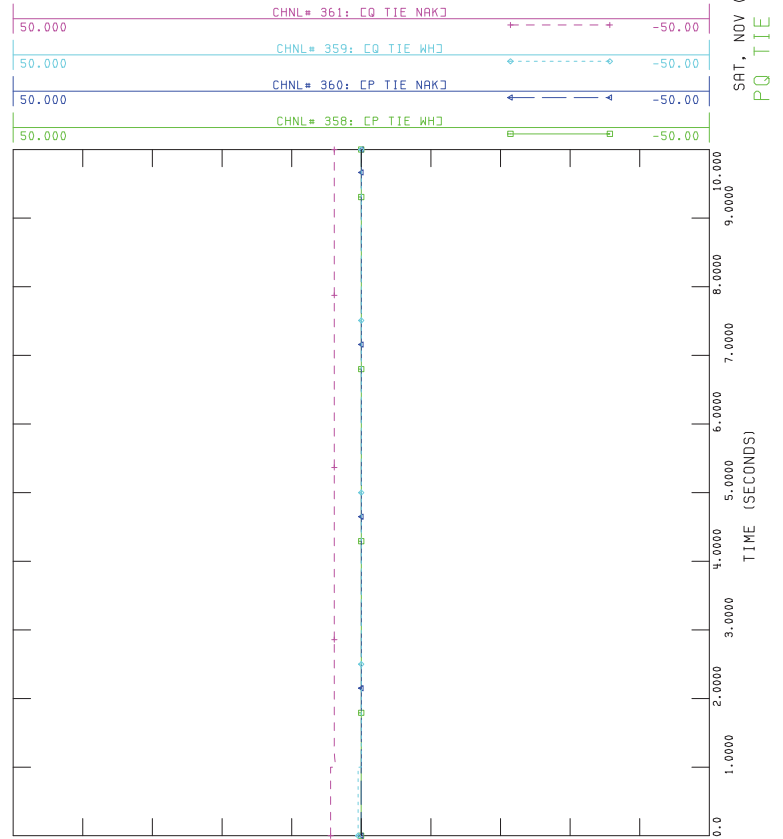
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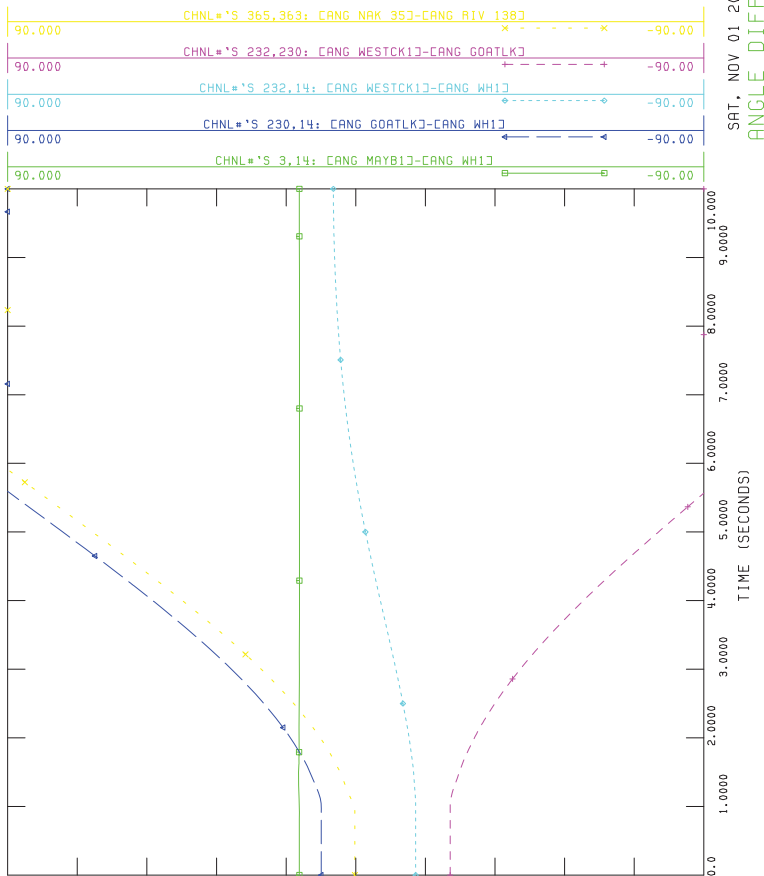
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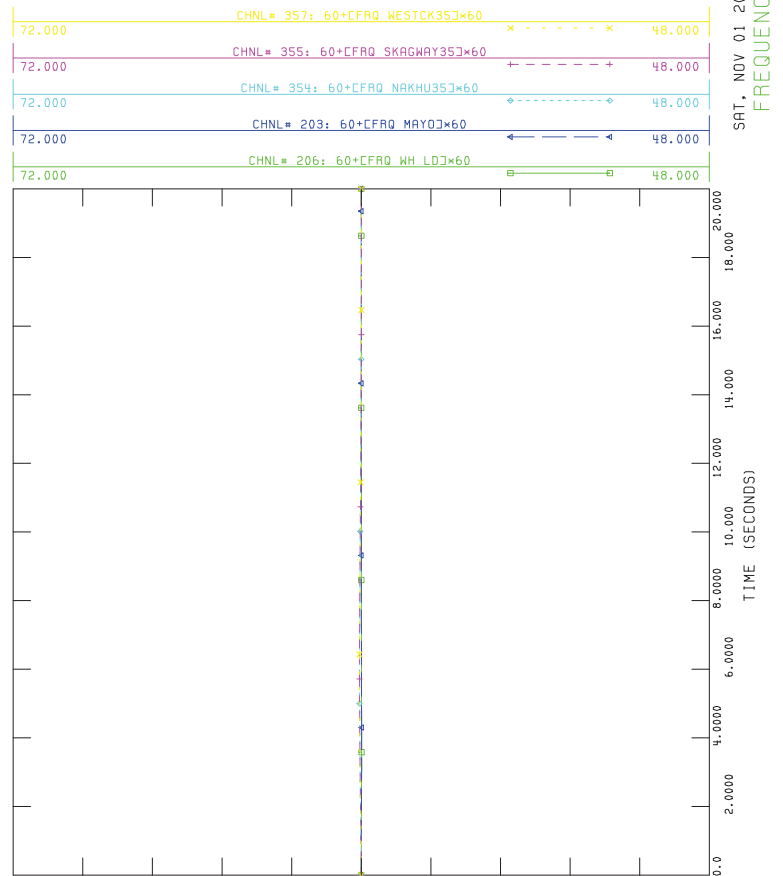
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WHITEHORSE SKAGWAY INTERCONNECTION

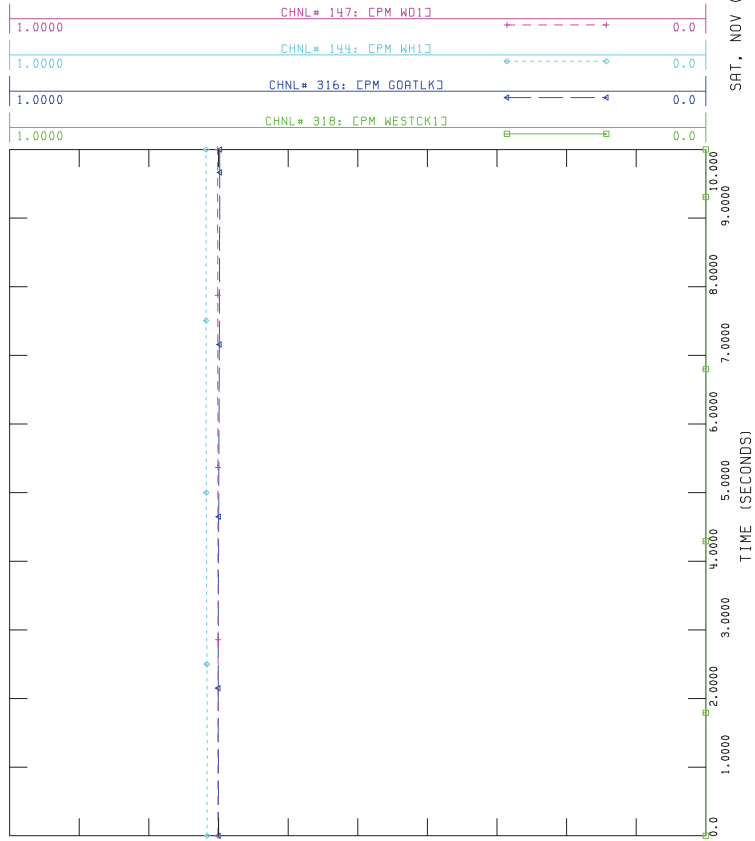
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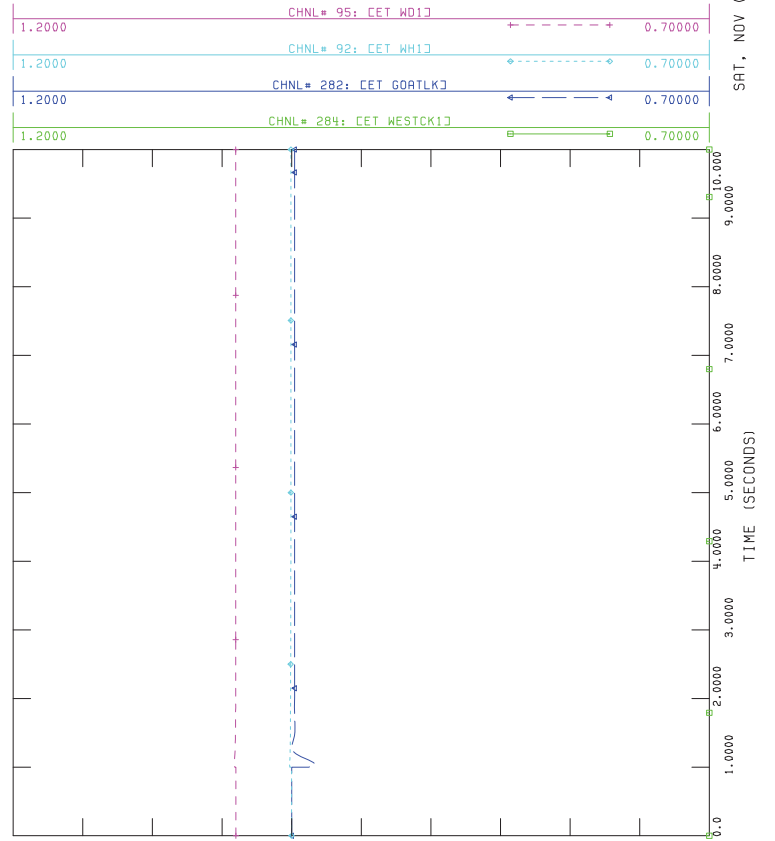
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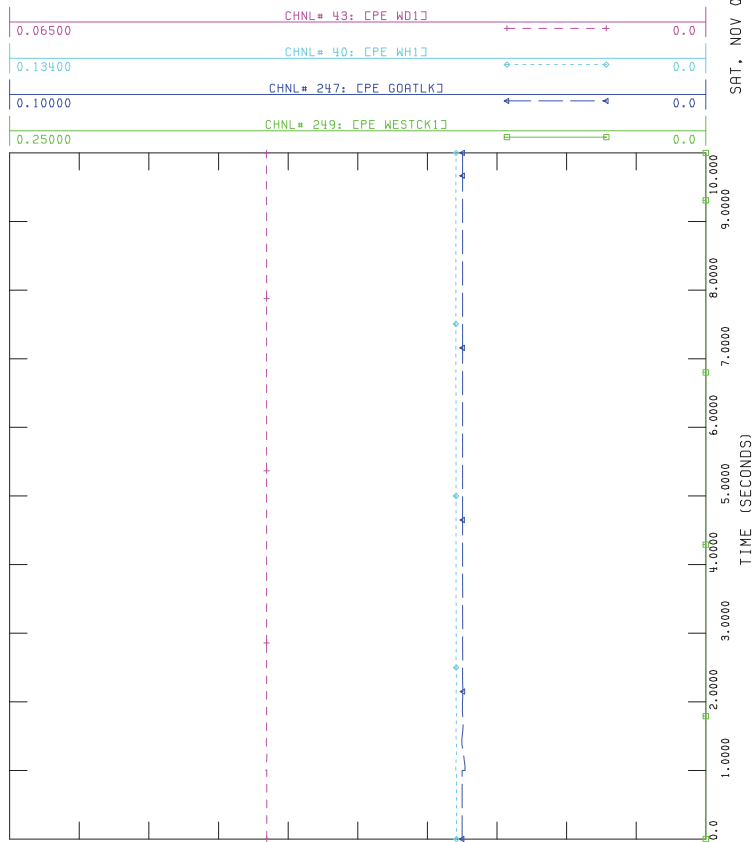
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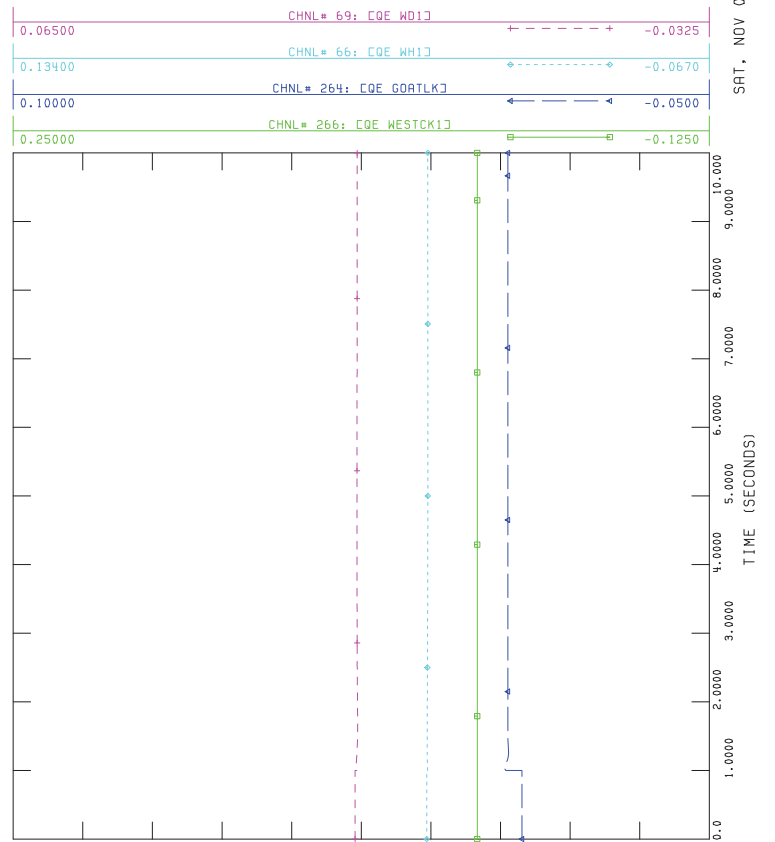
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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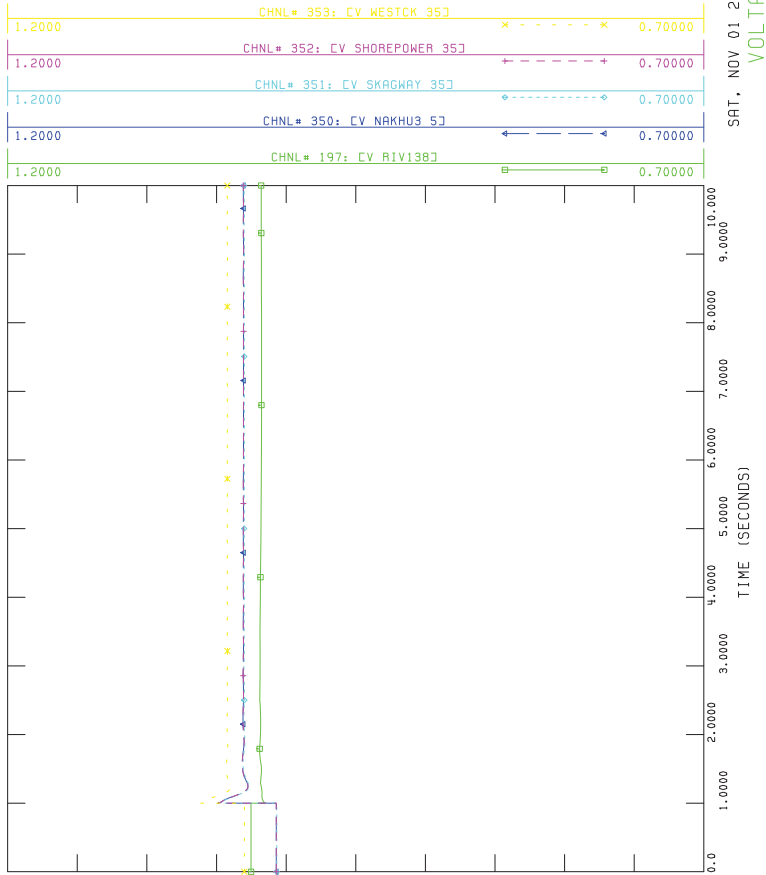
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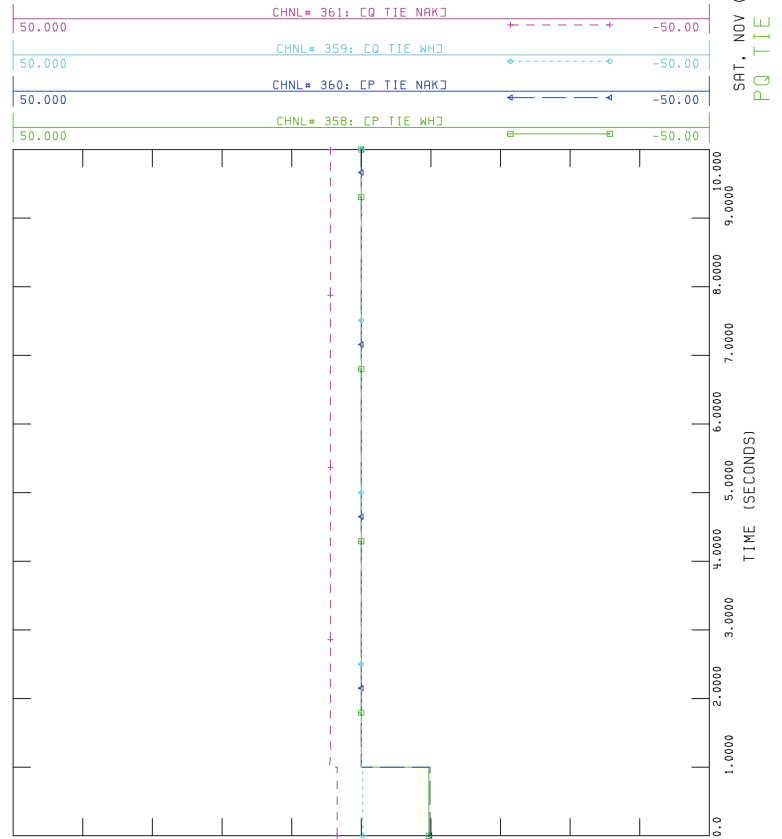
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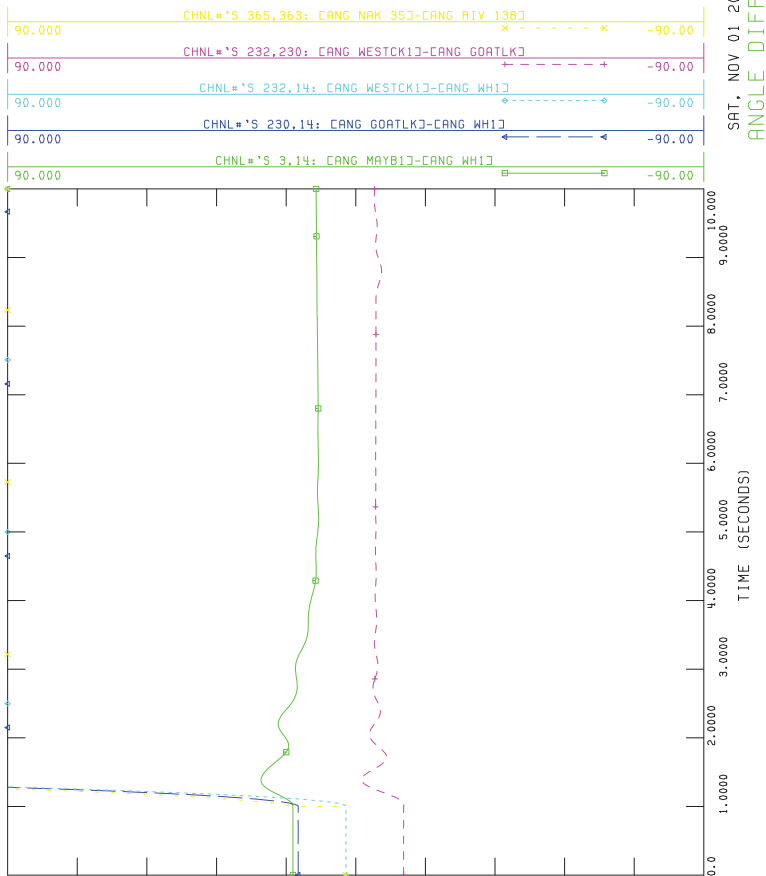
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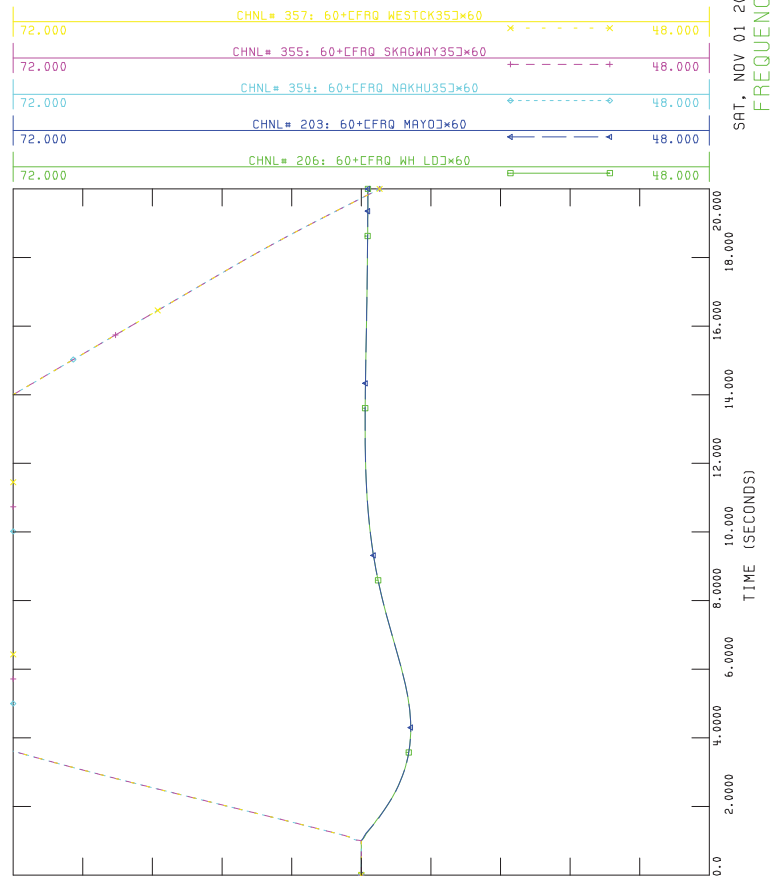
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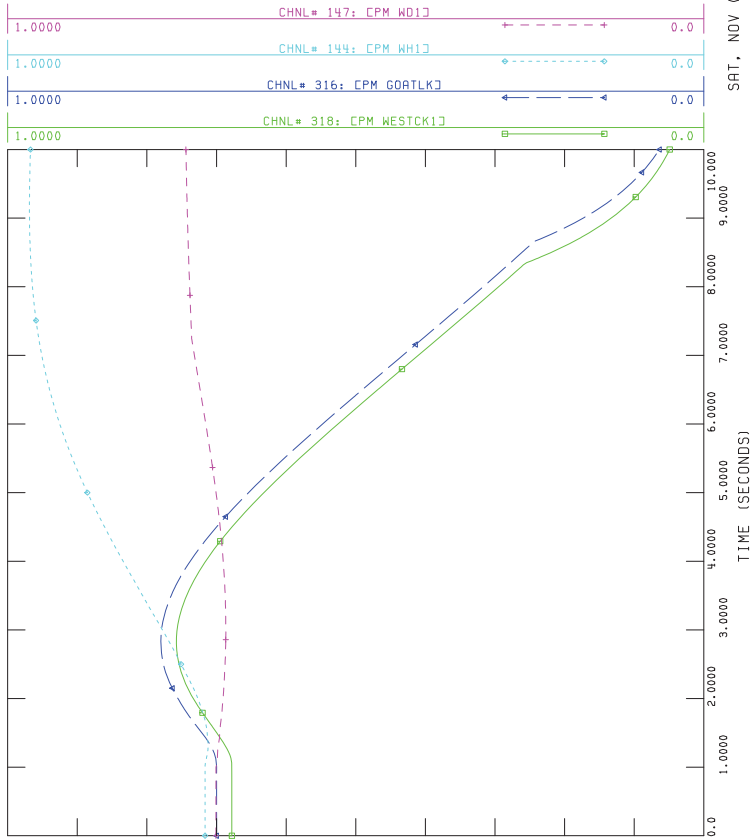
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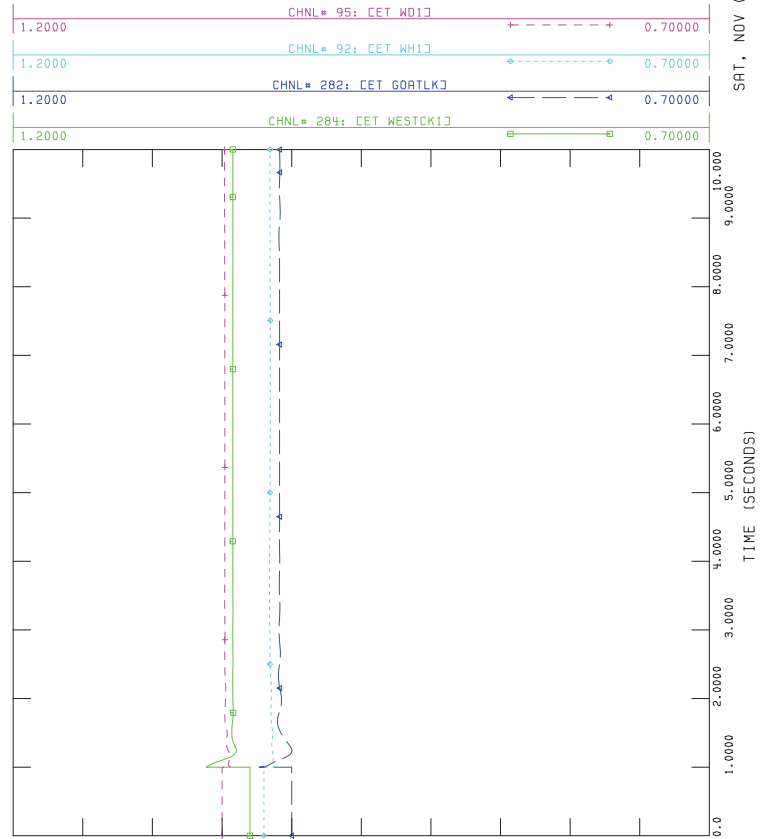
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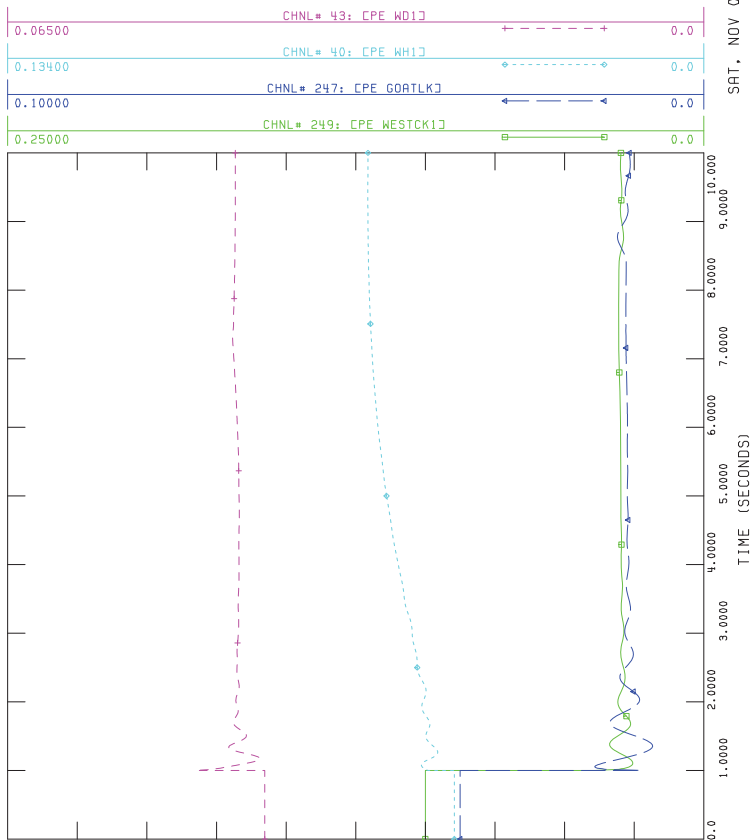
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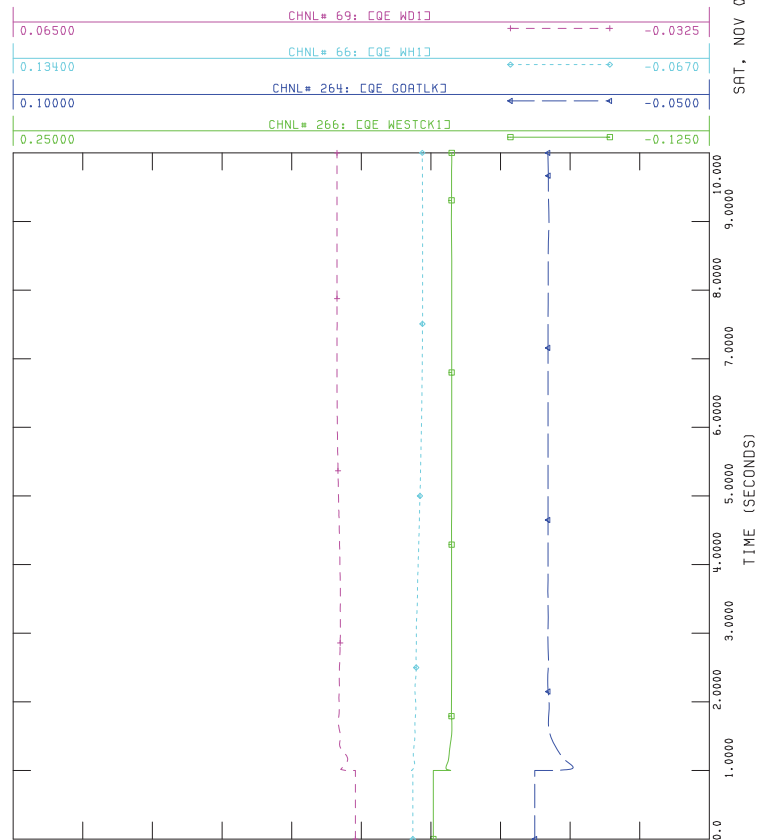
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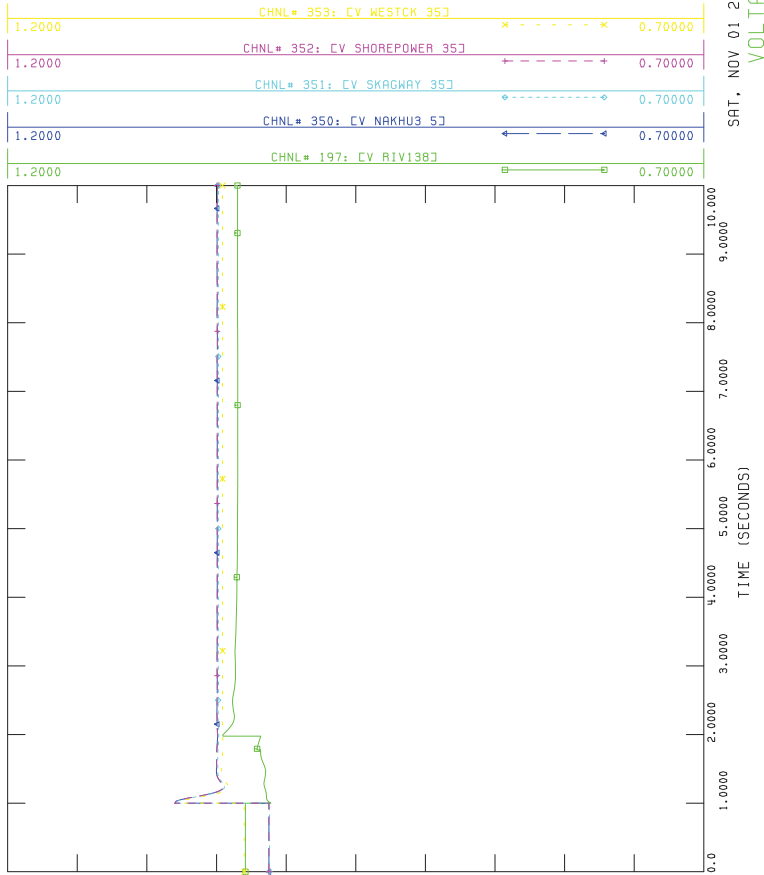
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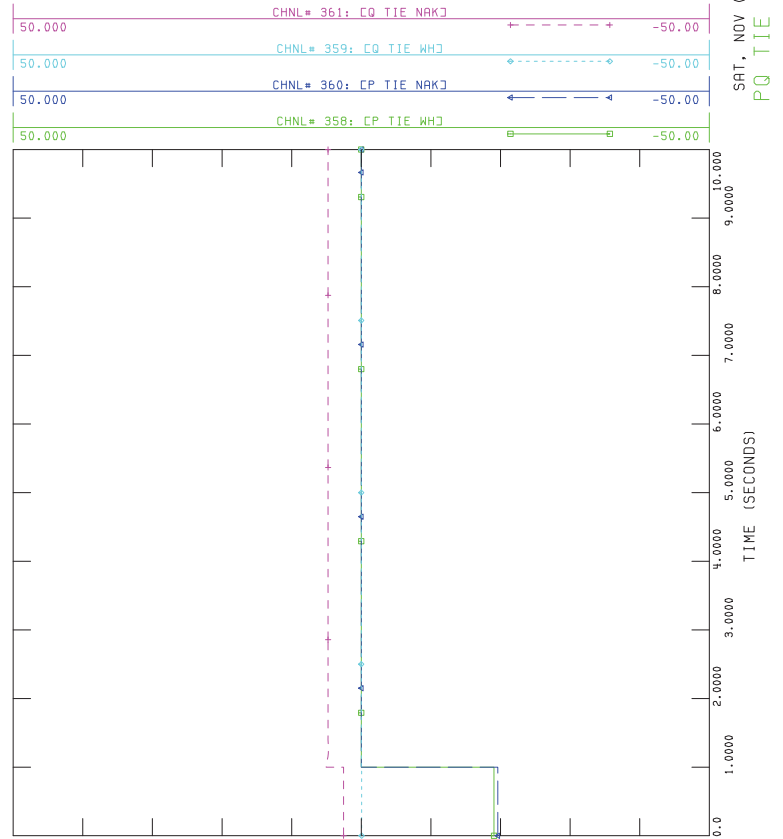
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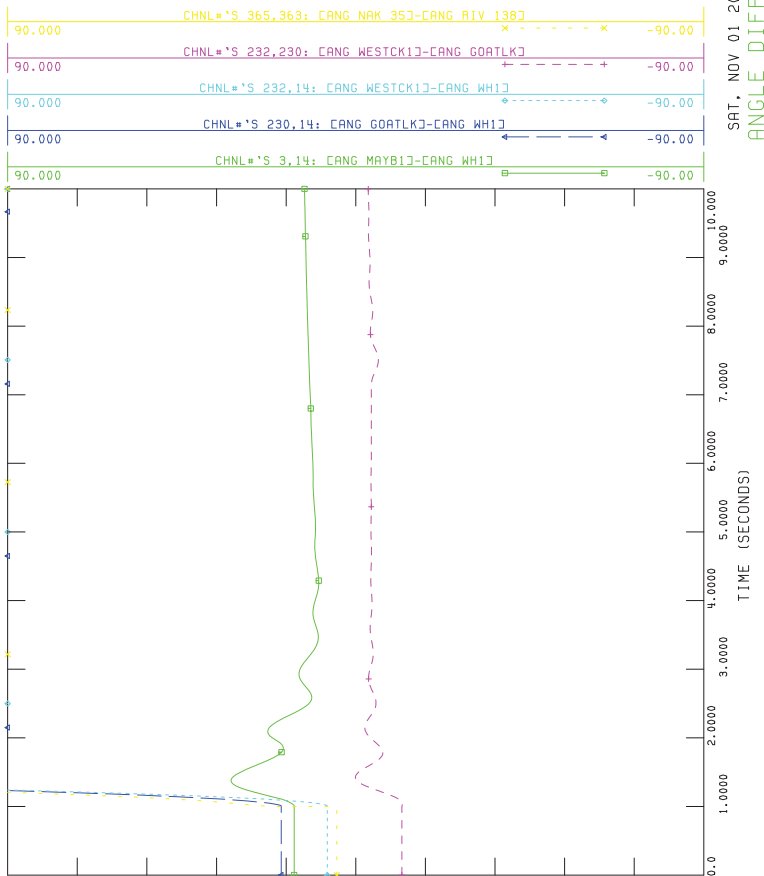
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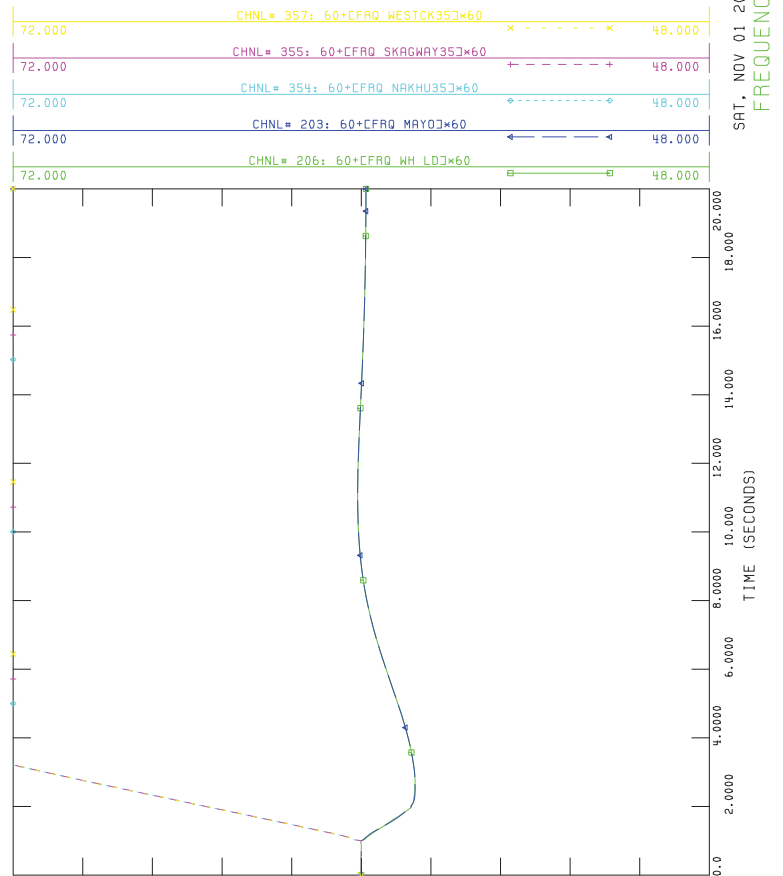
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WHITEHORSE SKAGWAY INTERCONNECTION

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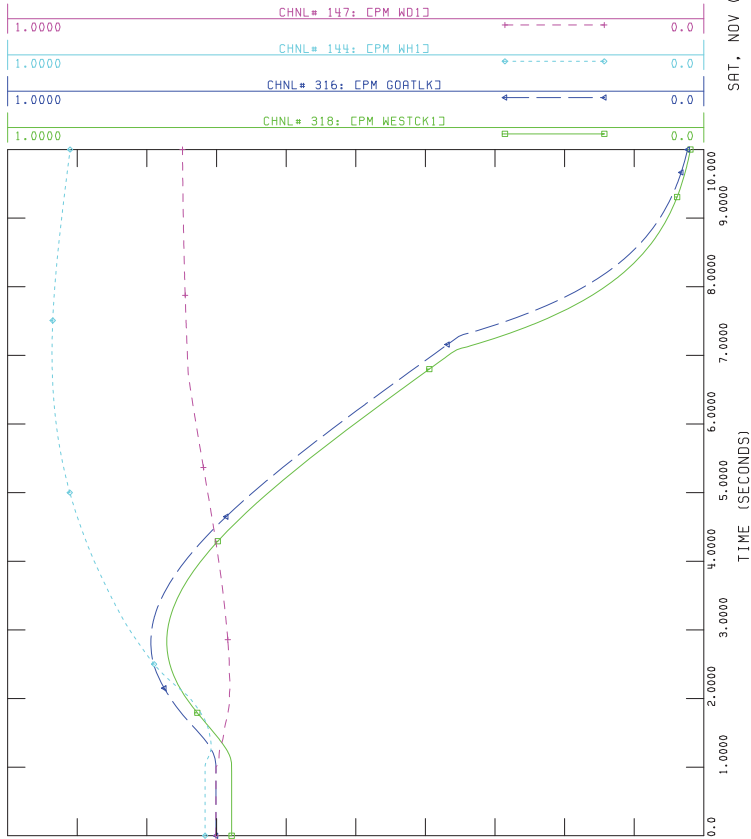




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INTERCONNECTION

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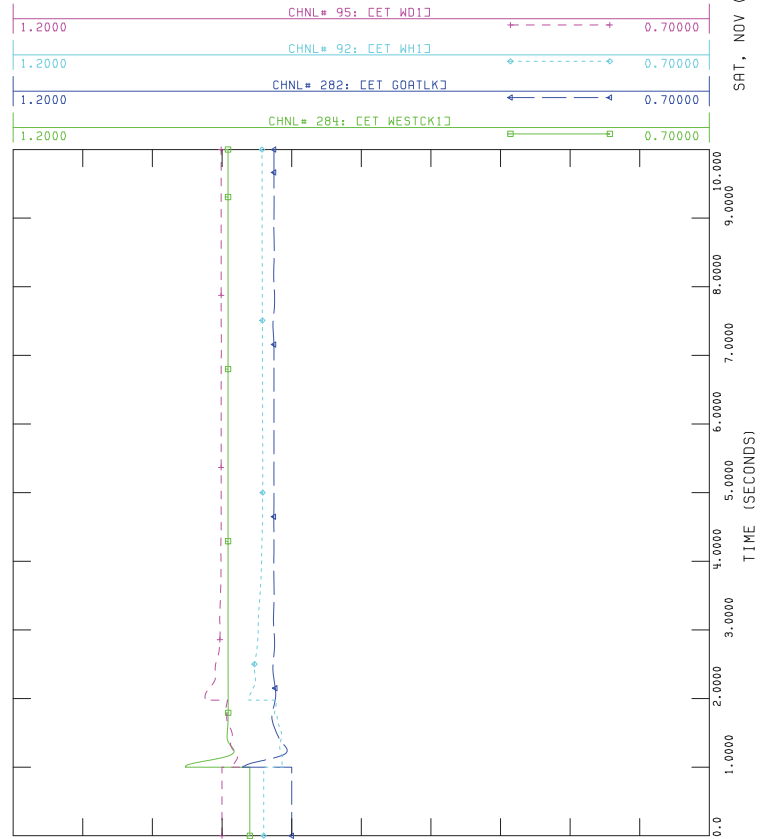
SAT, NOV 01 2014 14:44
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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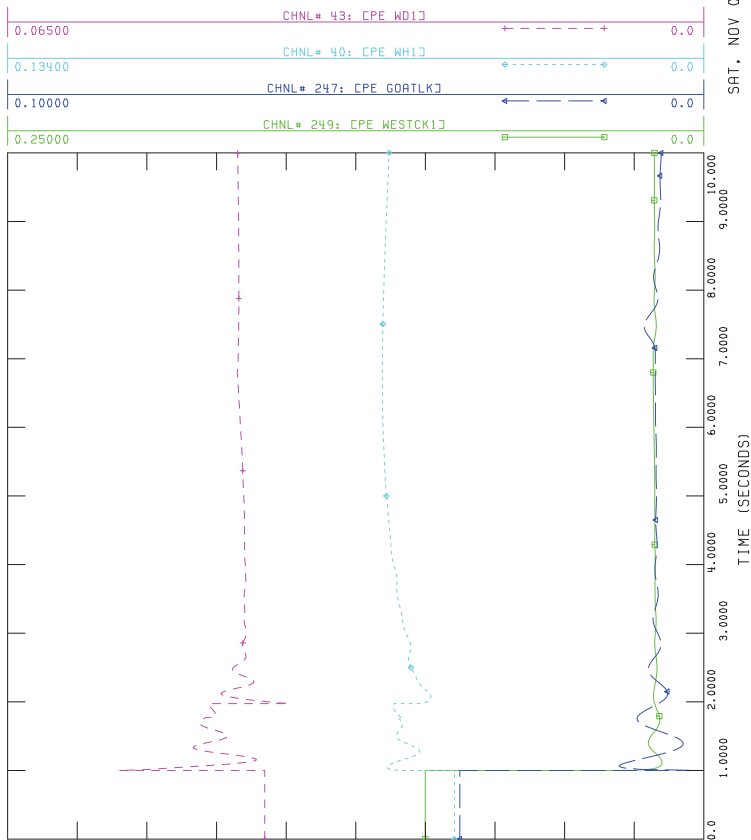
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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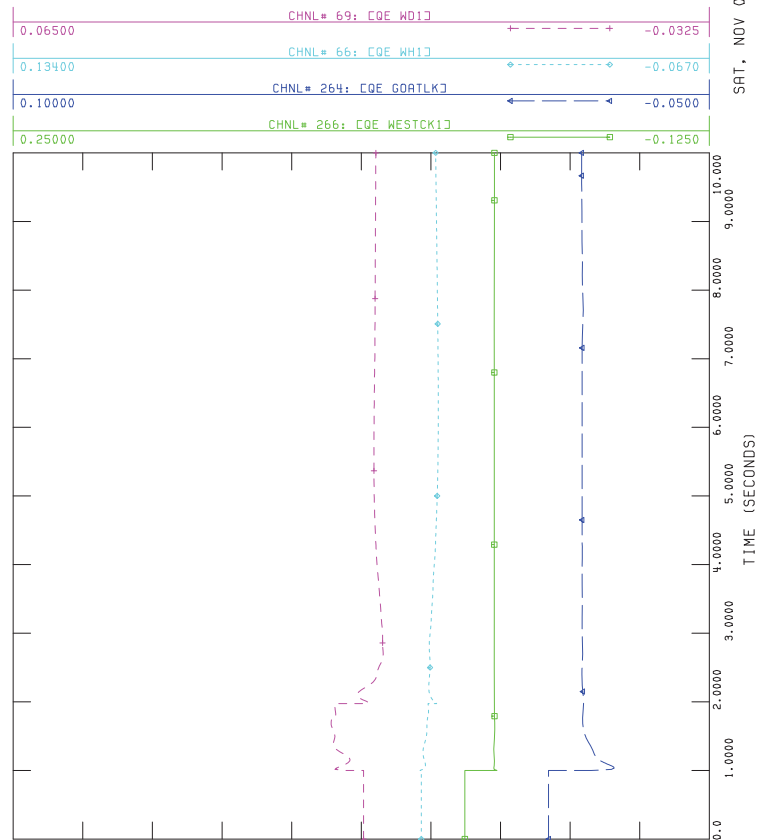
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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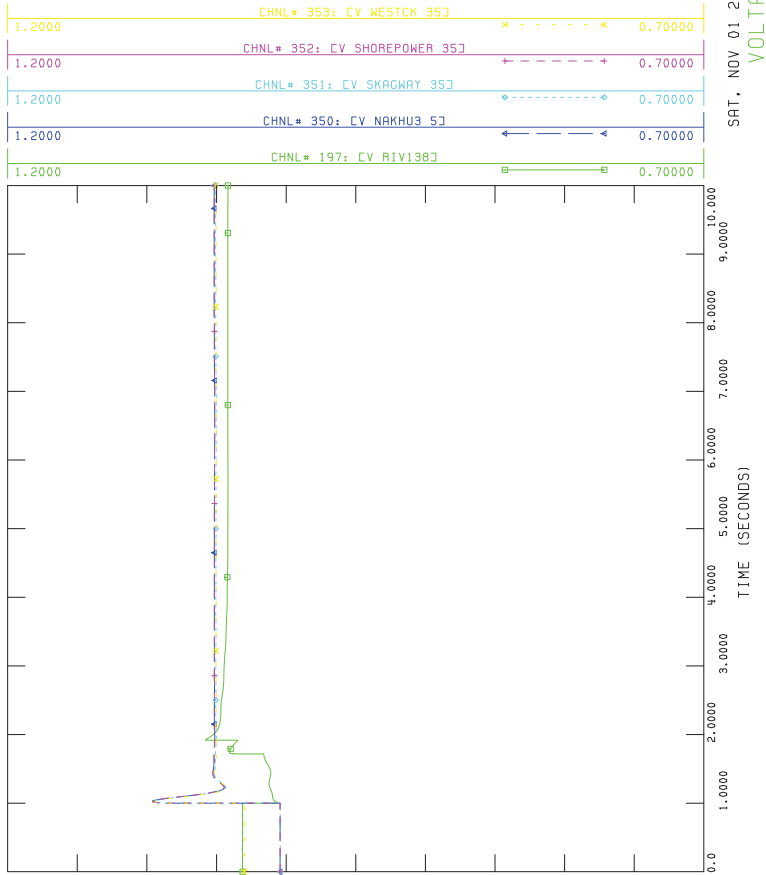
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QE





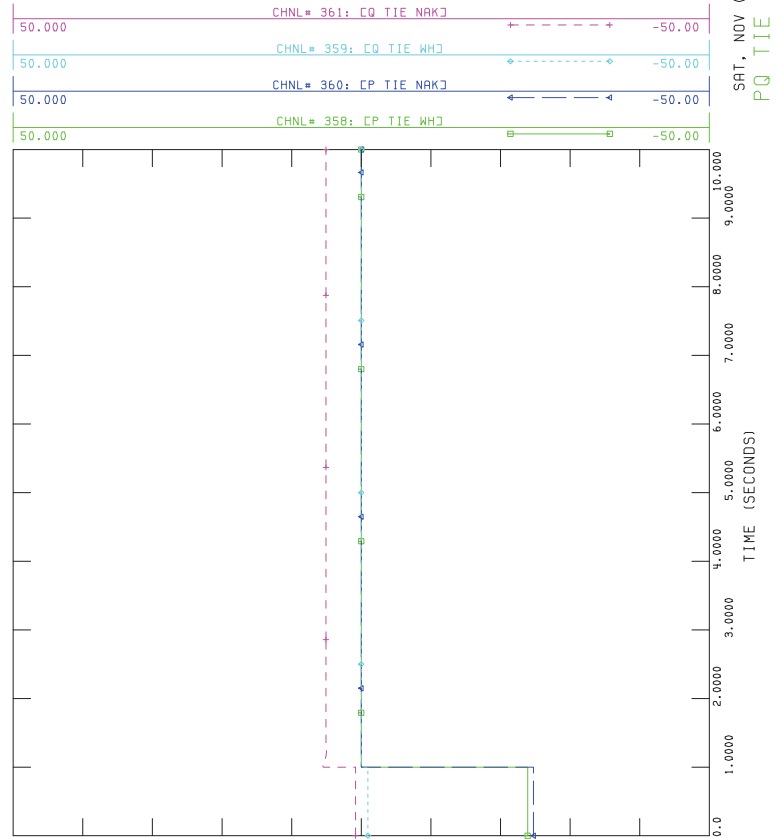
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INTERCONNECTION

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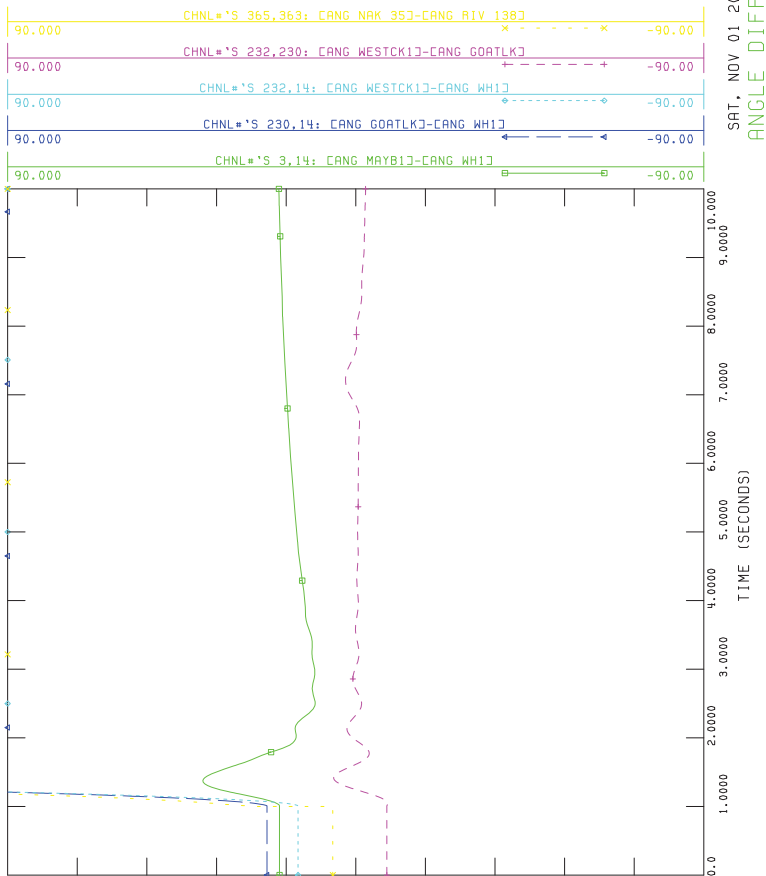
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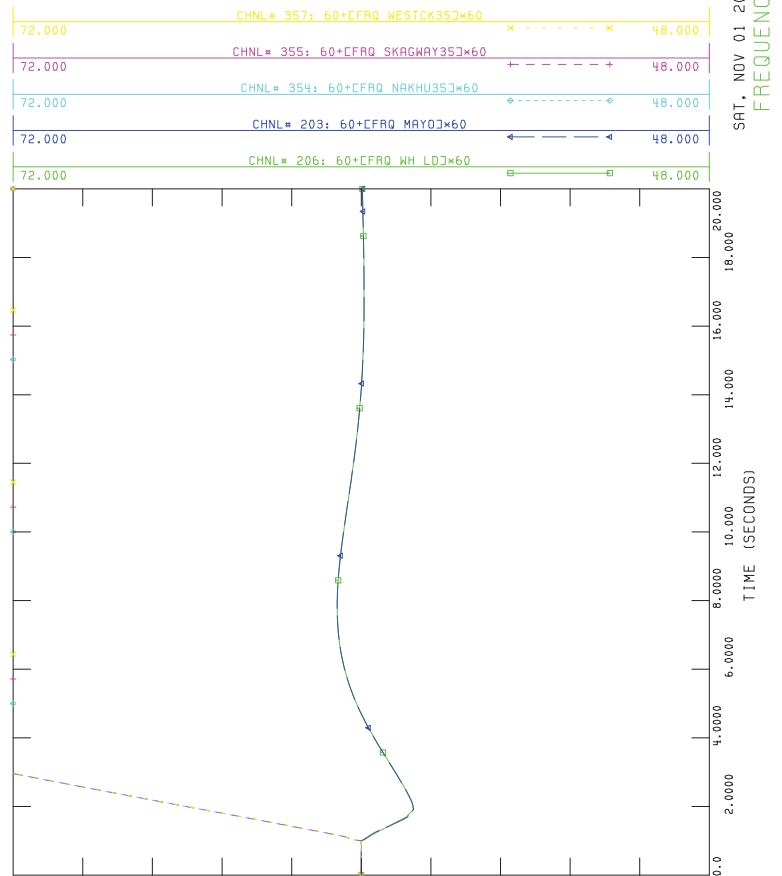
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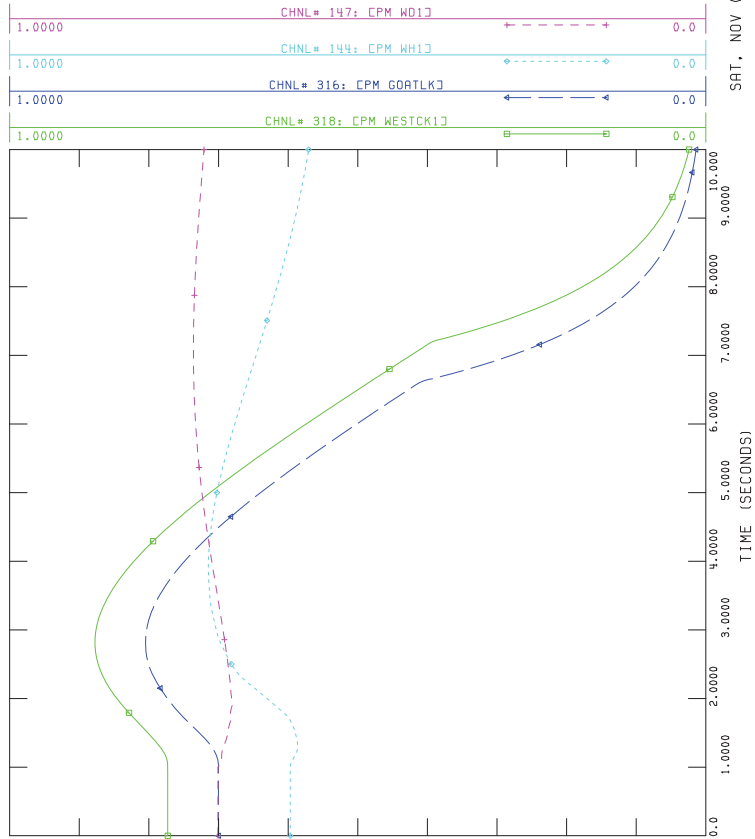
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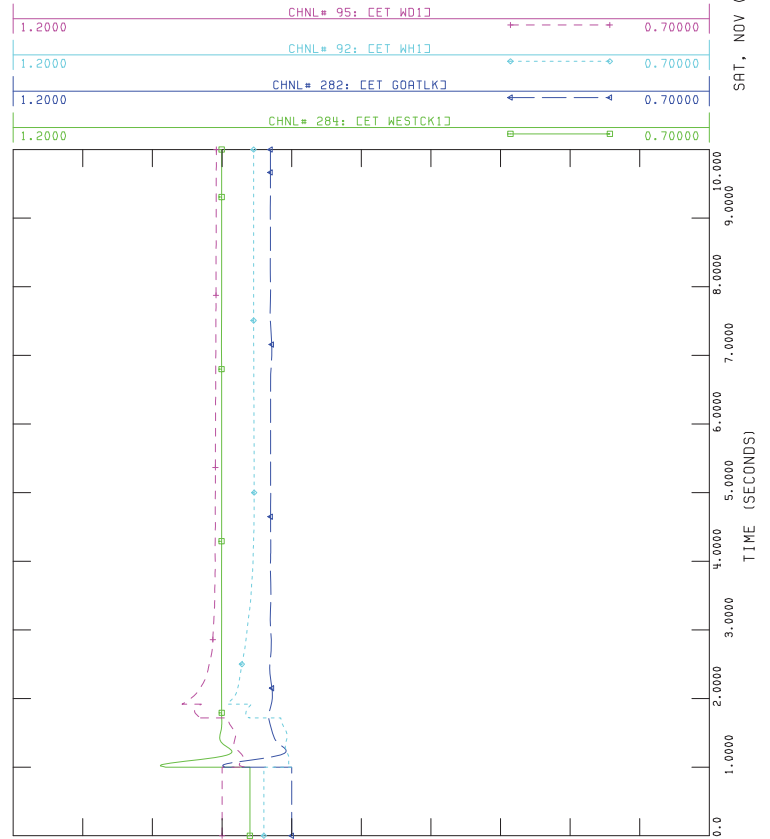
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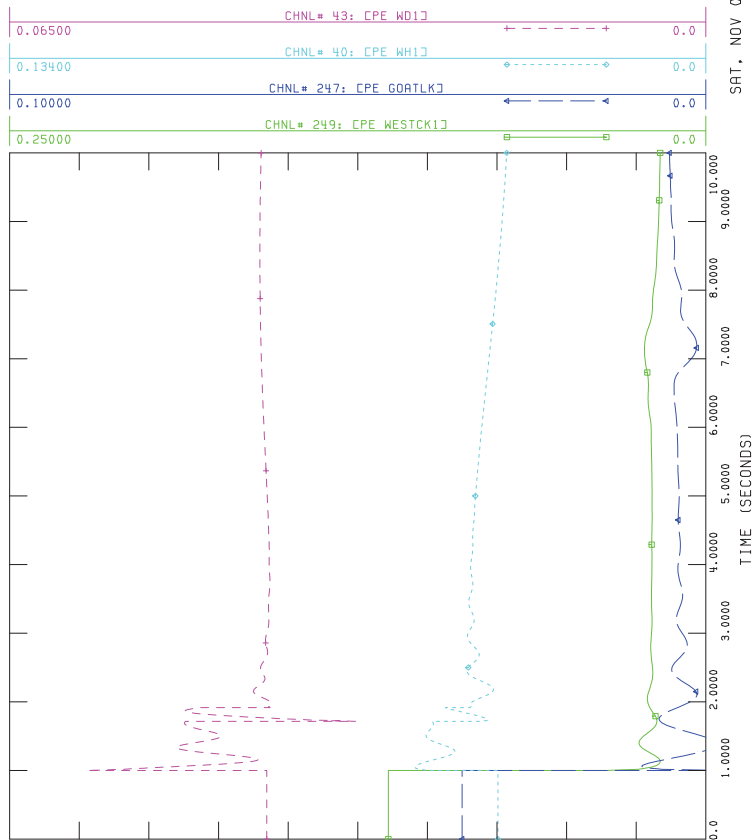
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INTERCONNECTION

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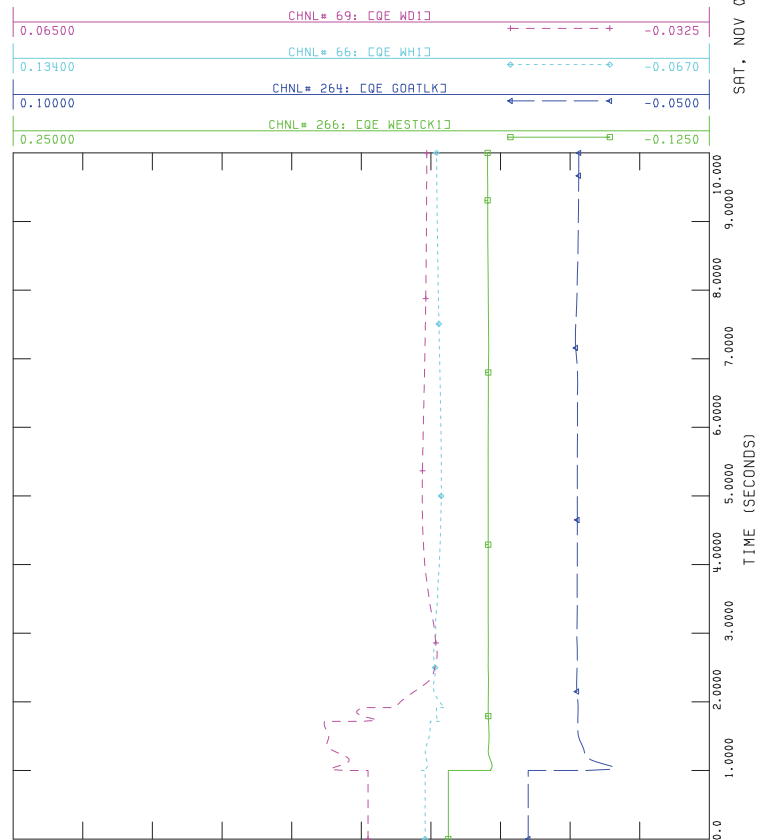
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

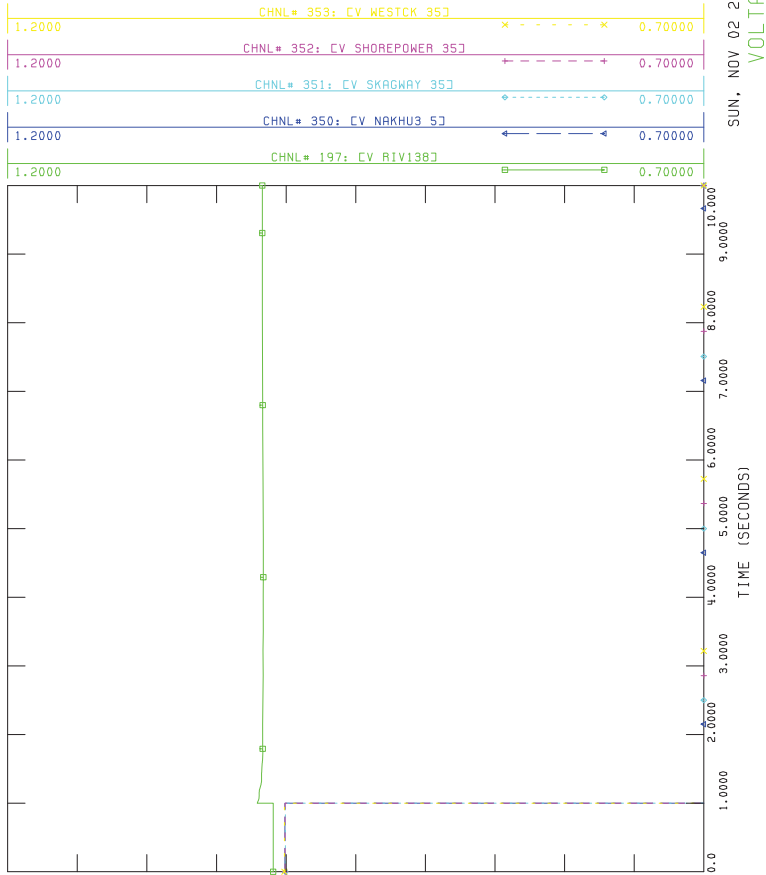
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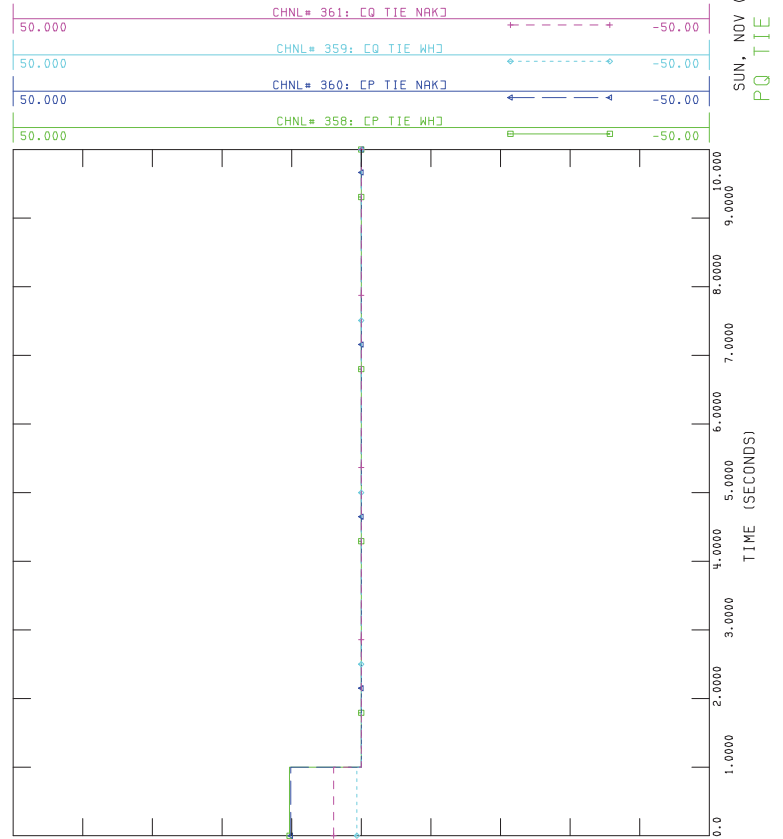
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_W10e_YAchn.out



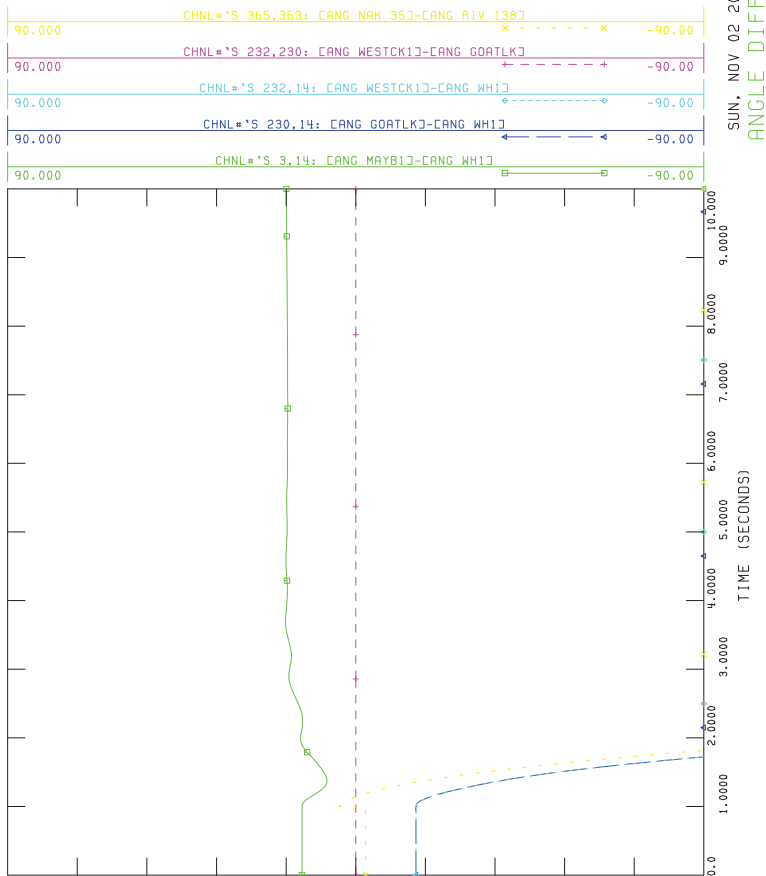
WHITEHORSE SKAGWAY
INTERCONNECTION

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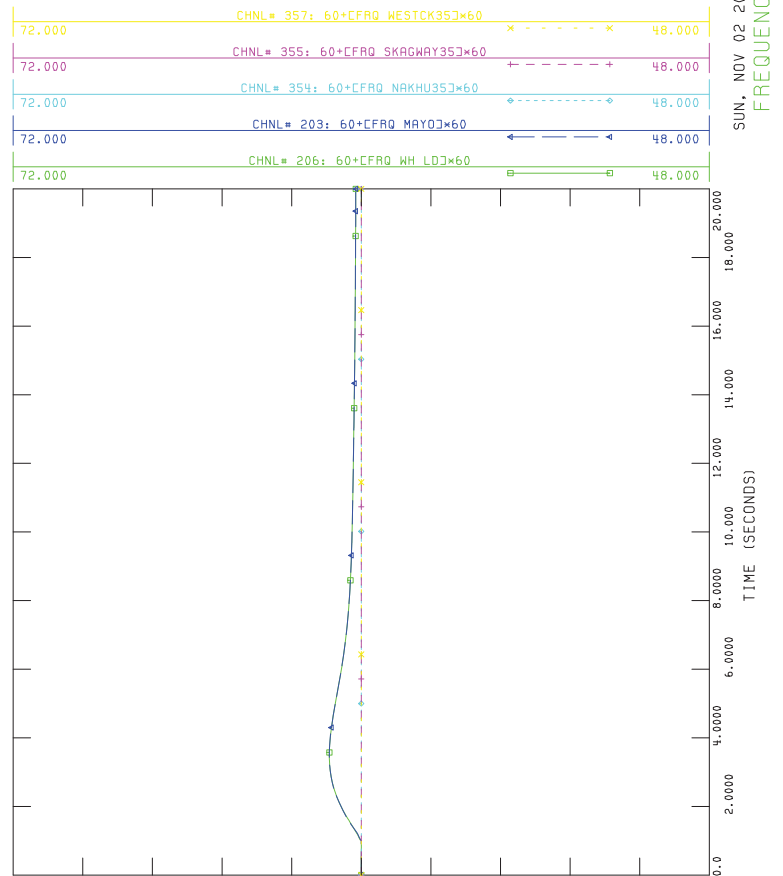
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INTERCONNECTION

FILE: EV4_OpenTie_WH_W10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

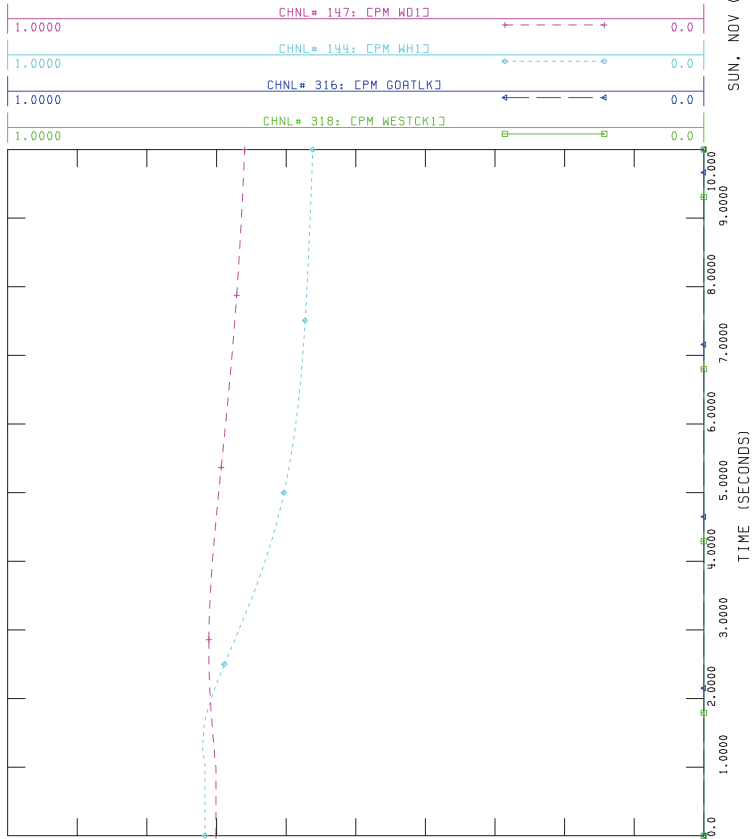
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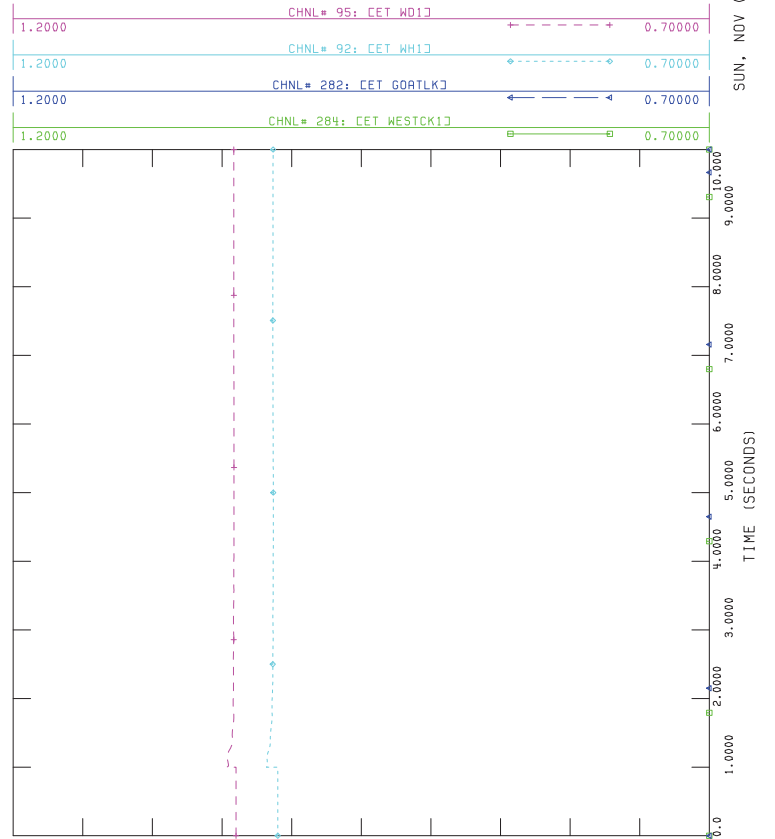
WHITEHORSE SKAGWAY
INTERCONNECTION

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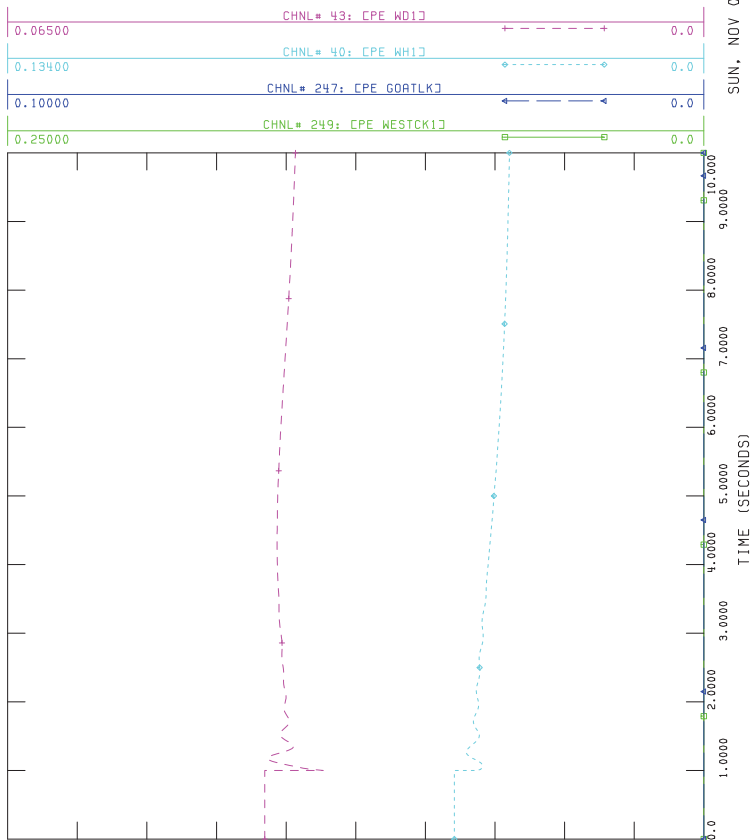
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INTERCONNECTION

FILE: EV4_OpenTie_WH_W10e_YAchn.out



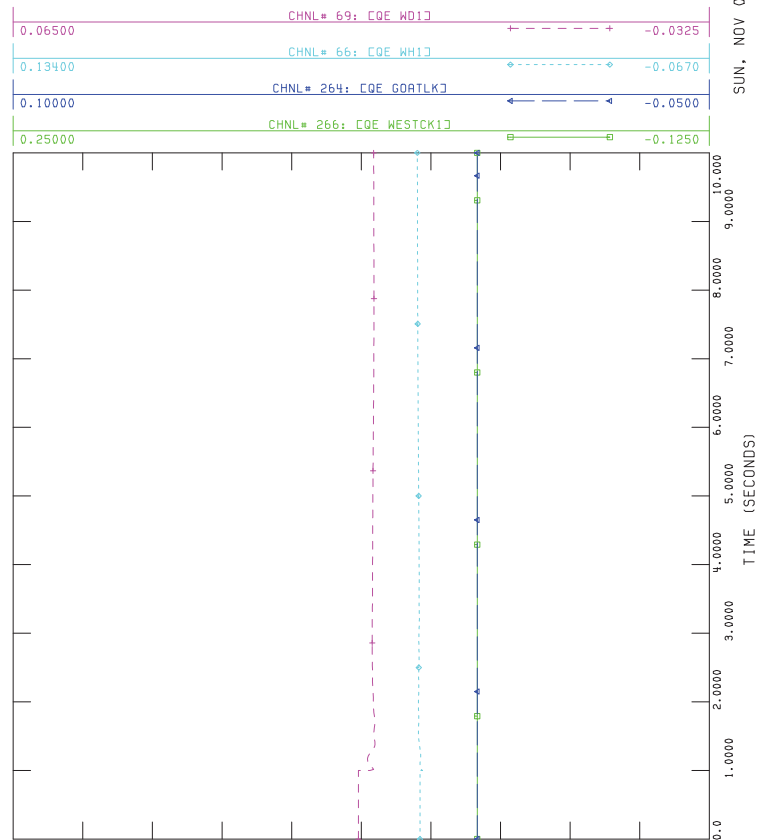
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

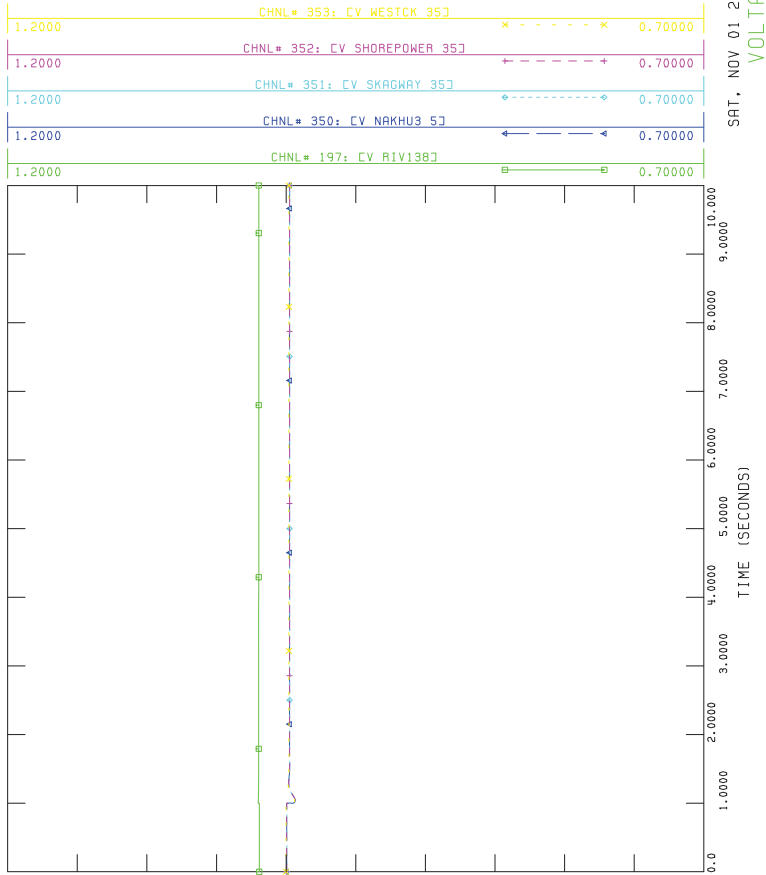
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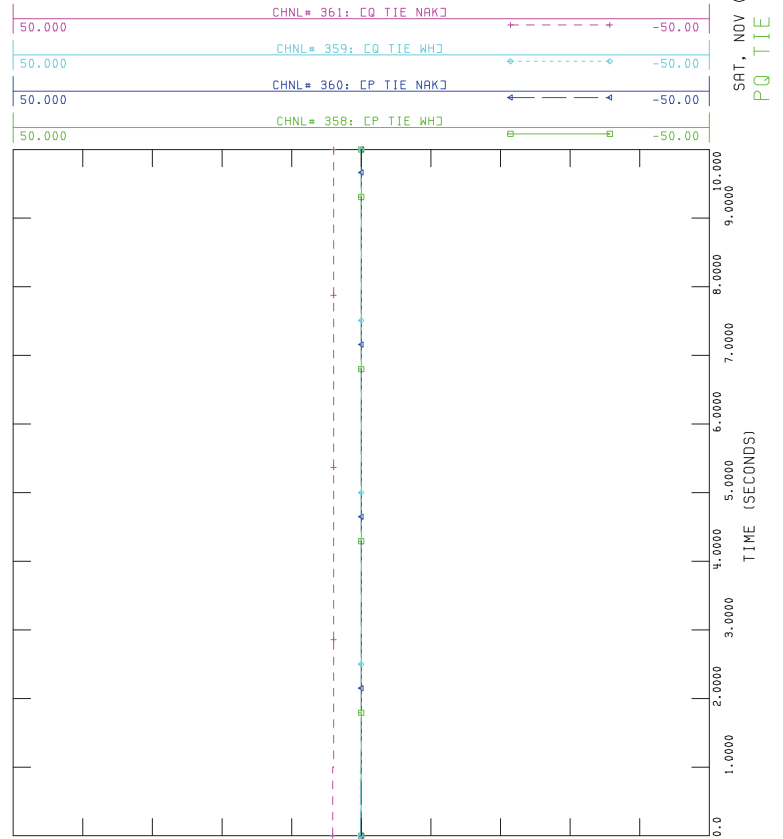
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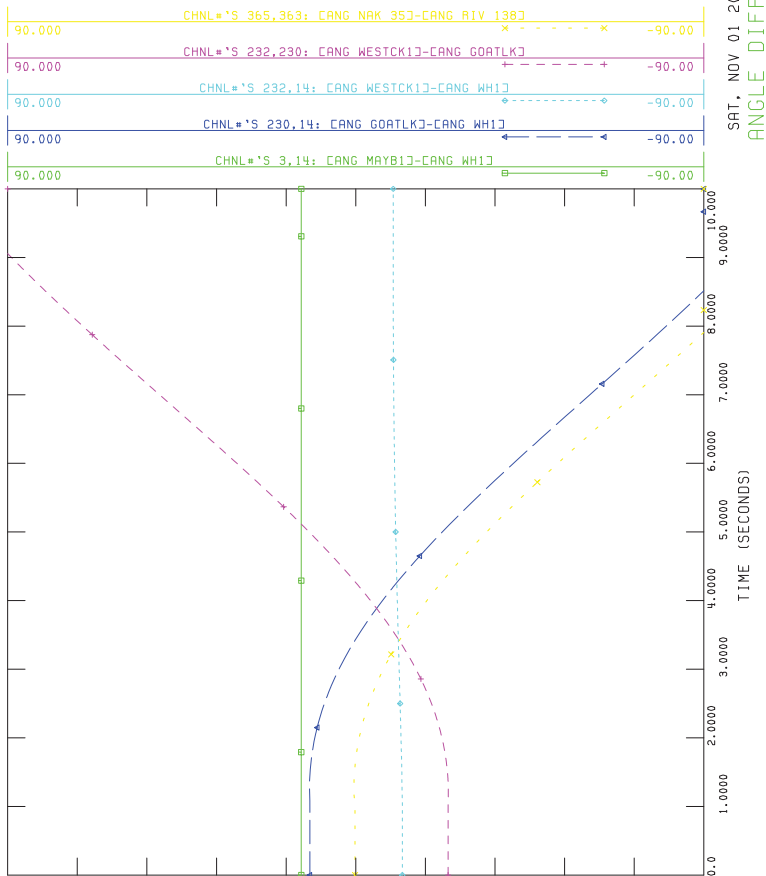
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S0_YAchn.out



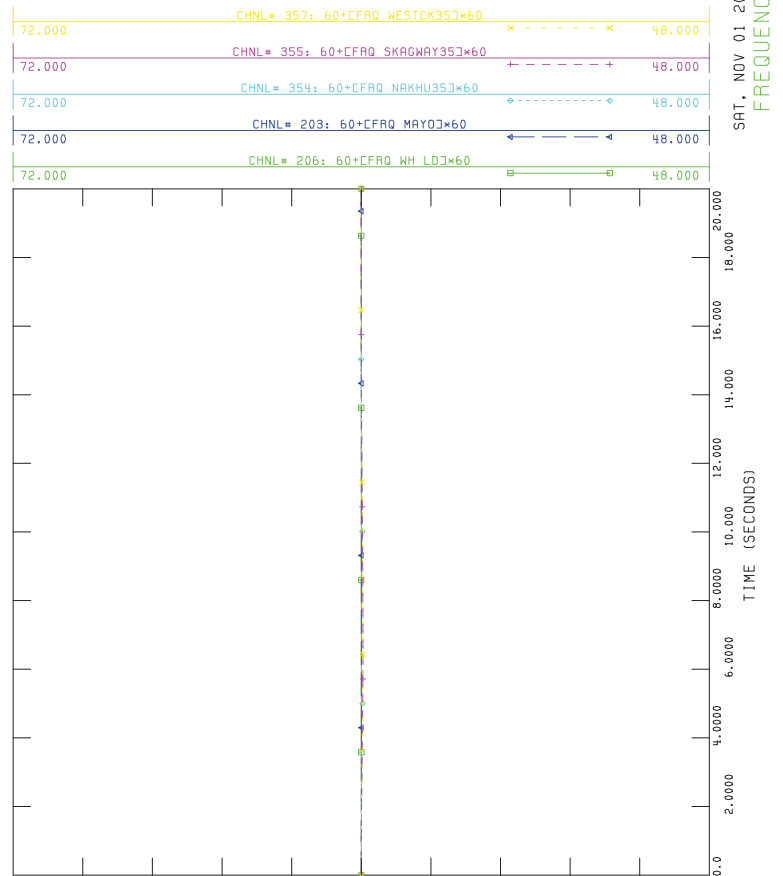
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S0_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

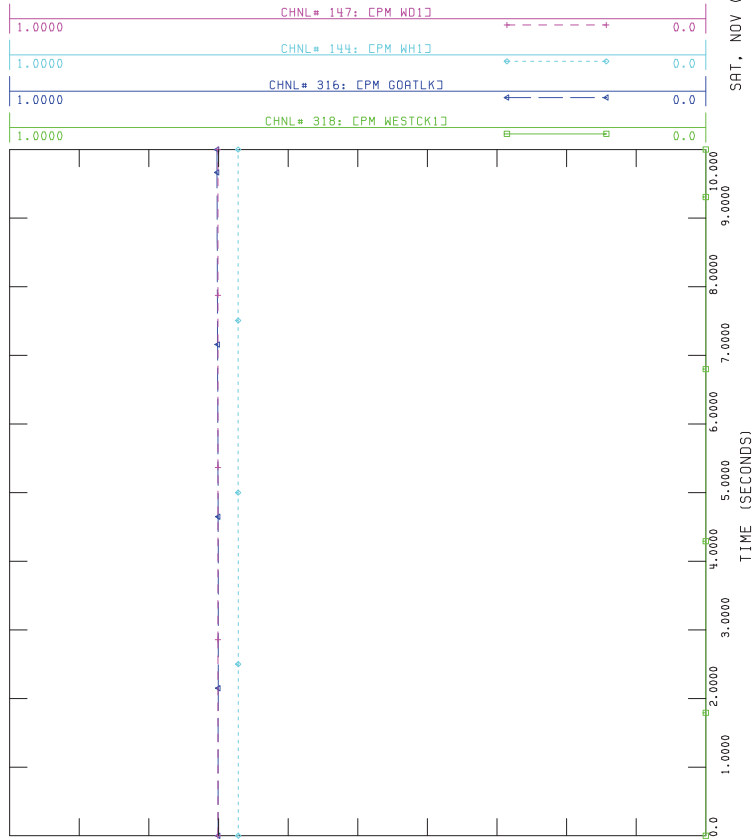
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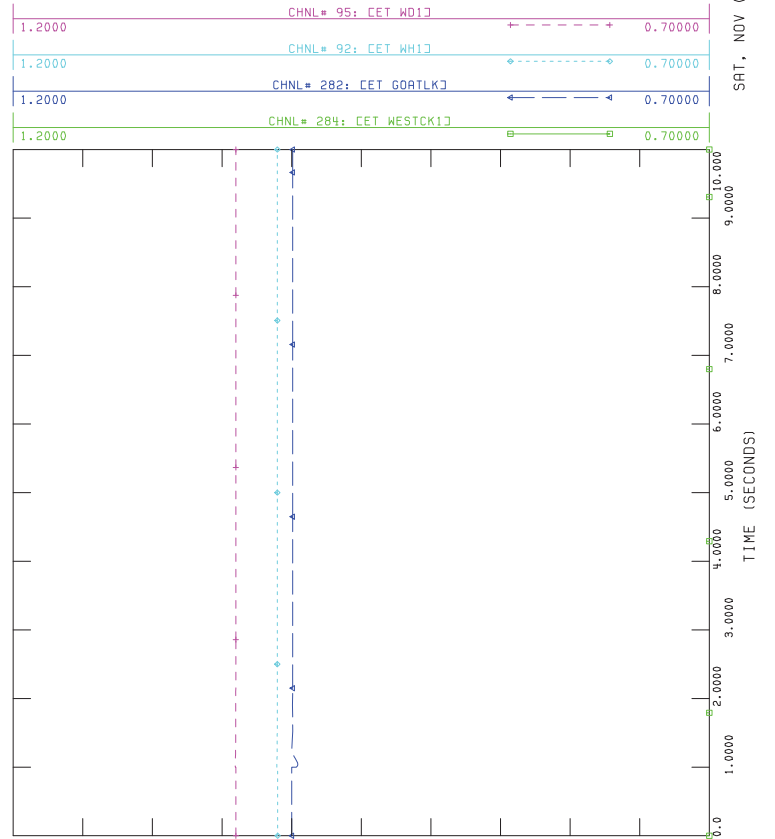
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S0_YAchn.out



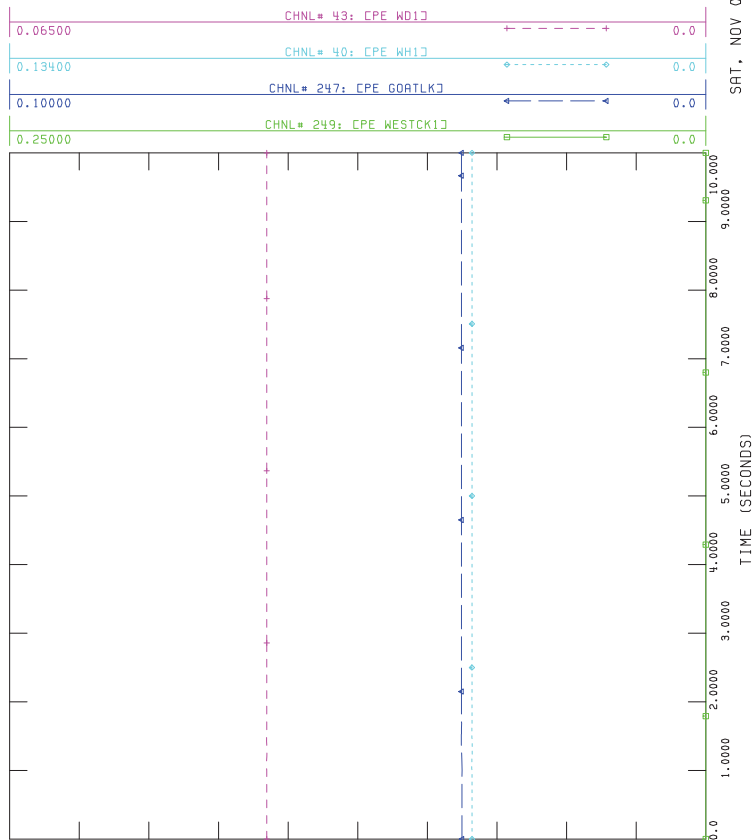
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S0_YAchn.out



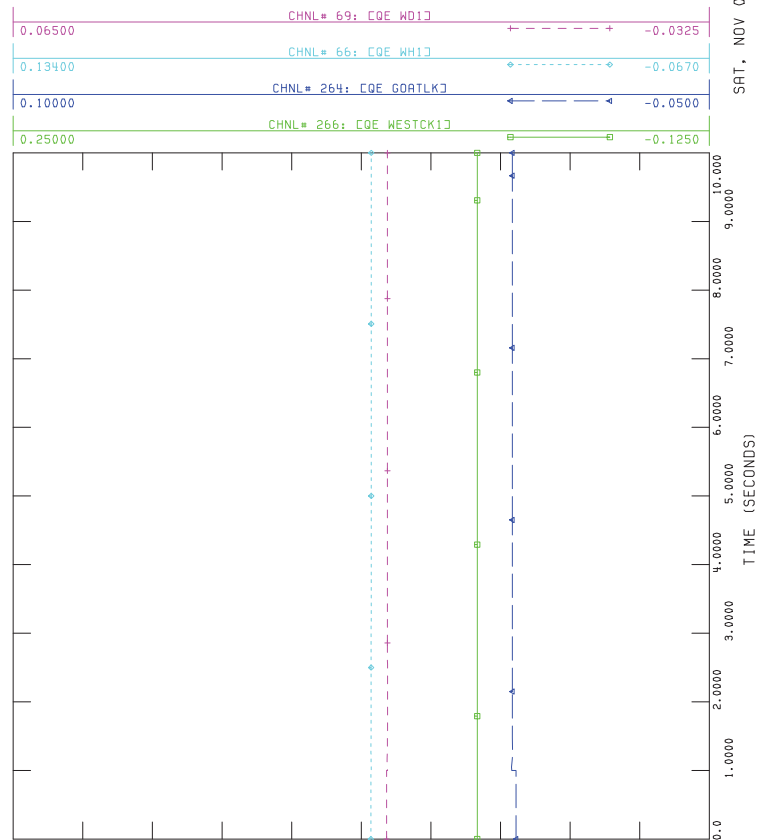
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

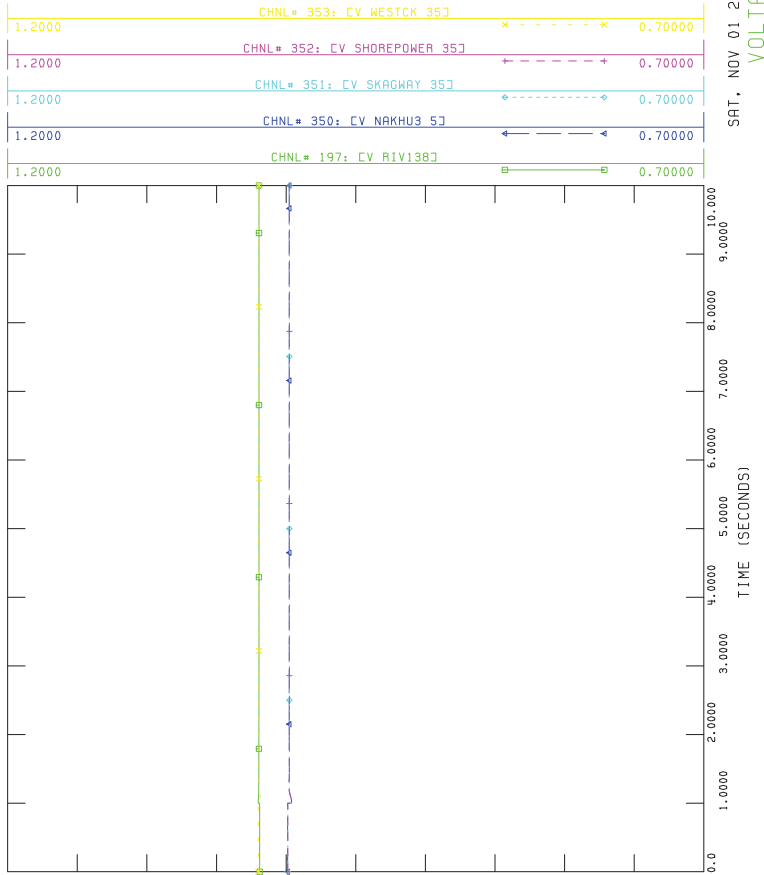
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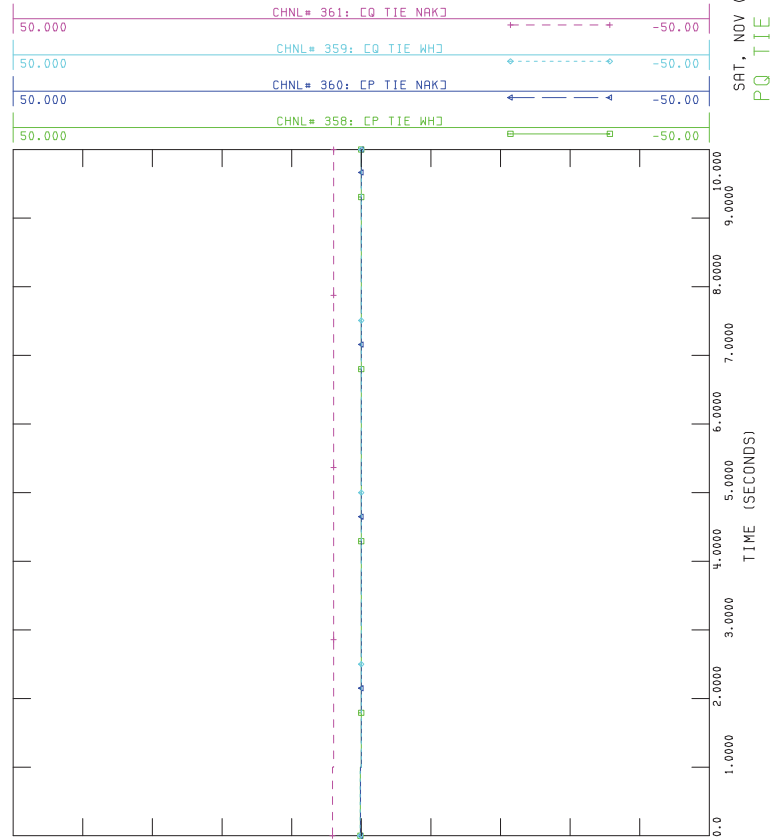
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S0sp10_YAchn.out



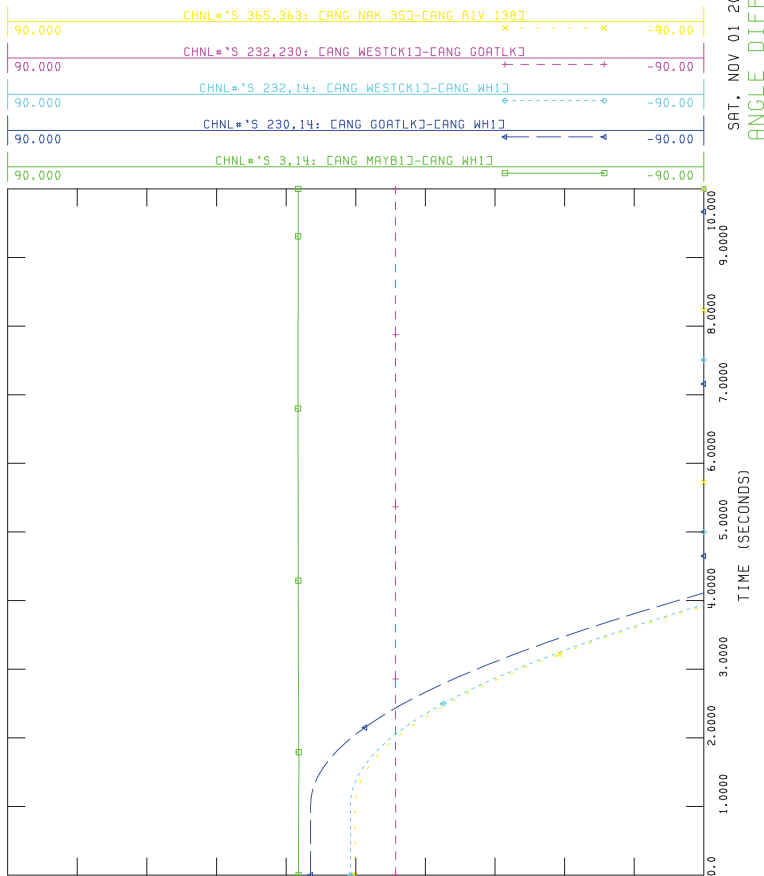
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FILE: EV4_OpenTie_WH_S0sp10_YAchn.out



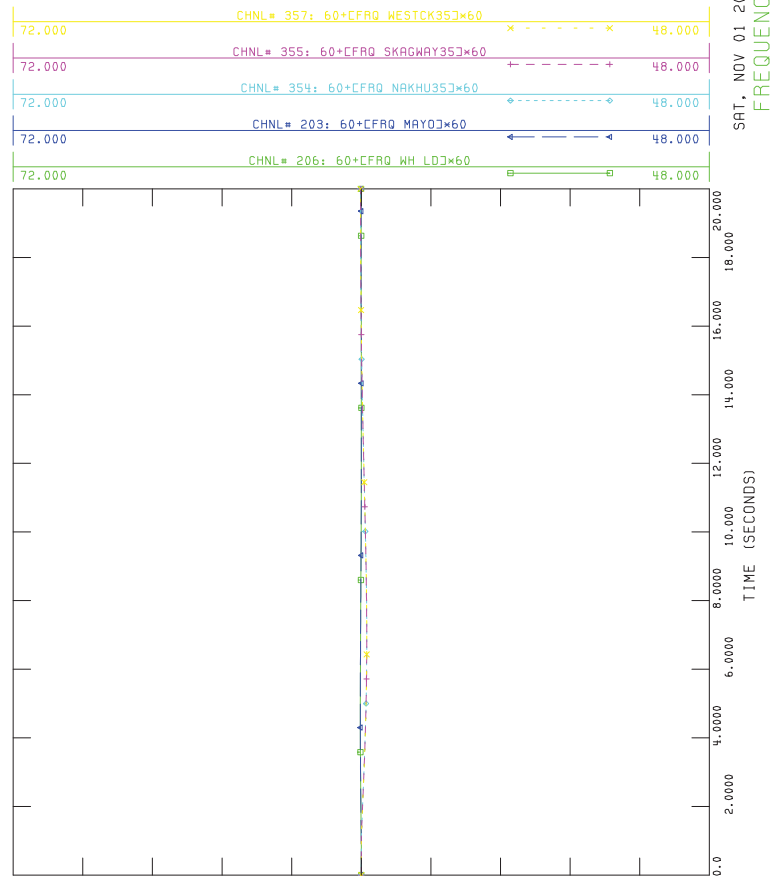
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S0sp10_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

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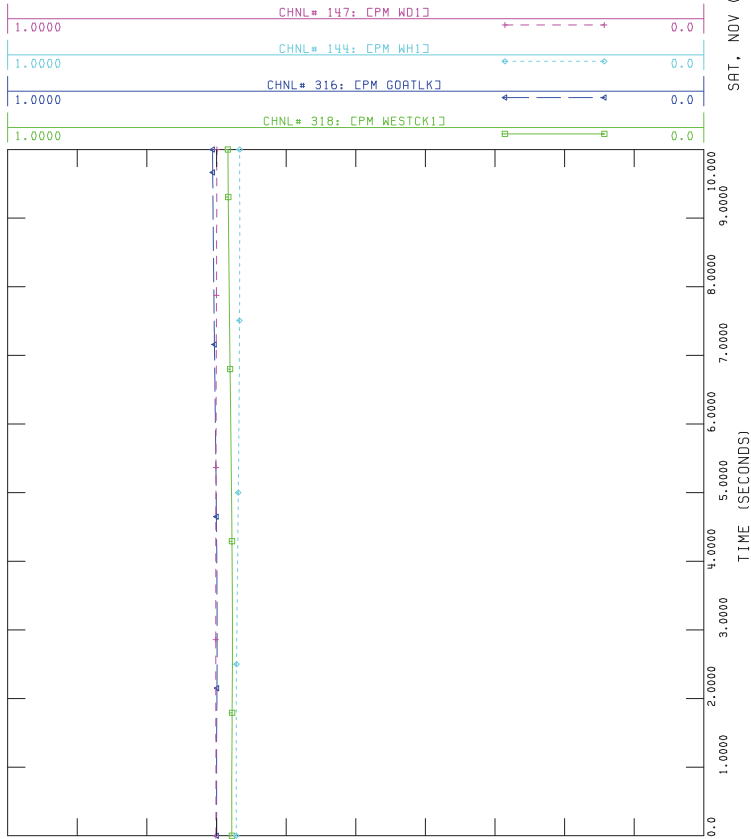




WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S0sp10_YAchn.out

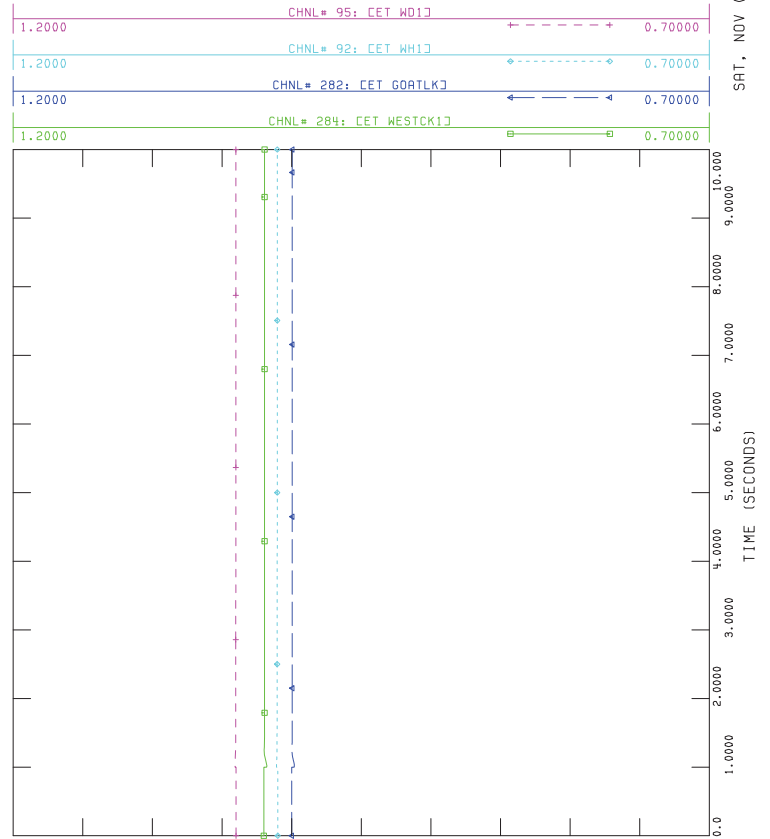
SAT, NOV 01 2014 14:46
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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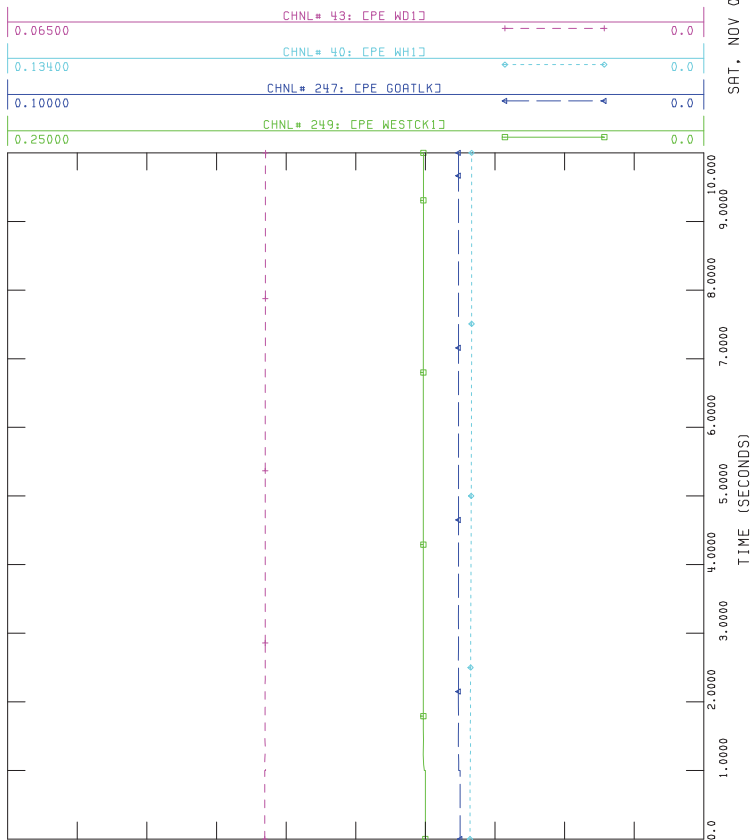
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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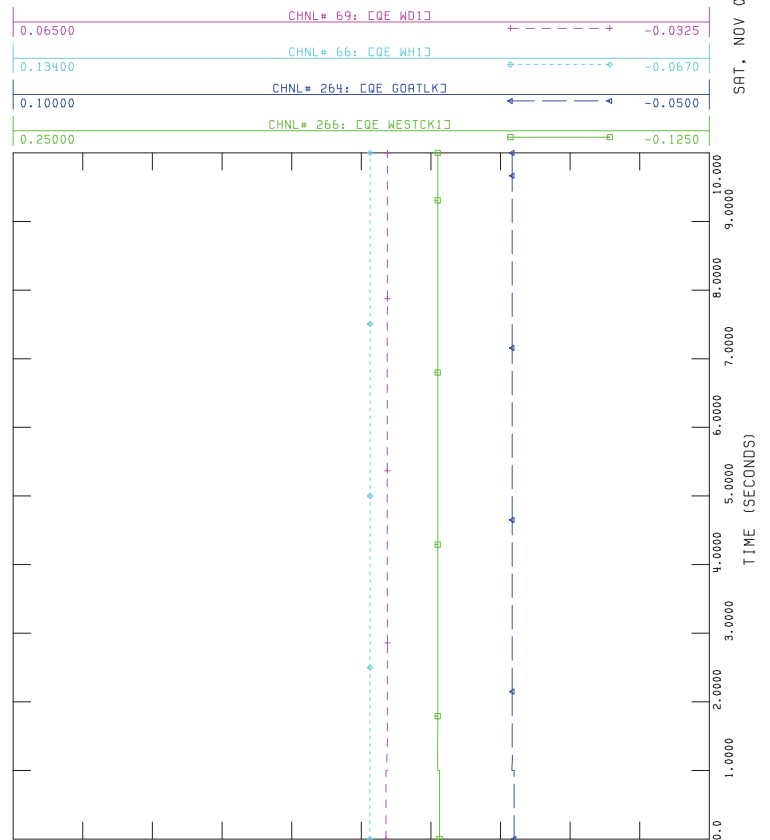
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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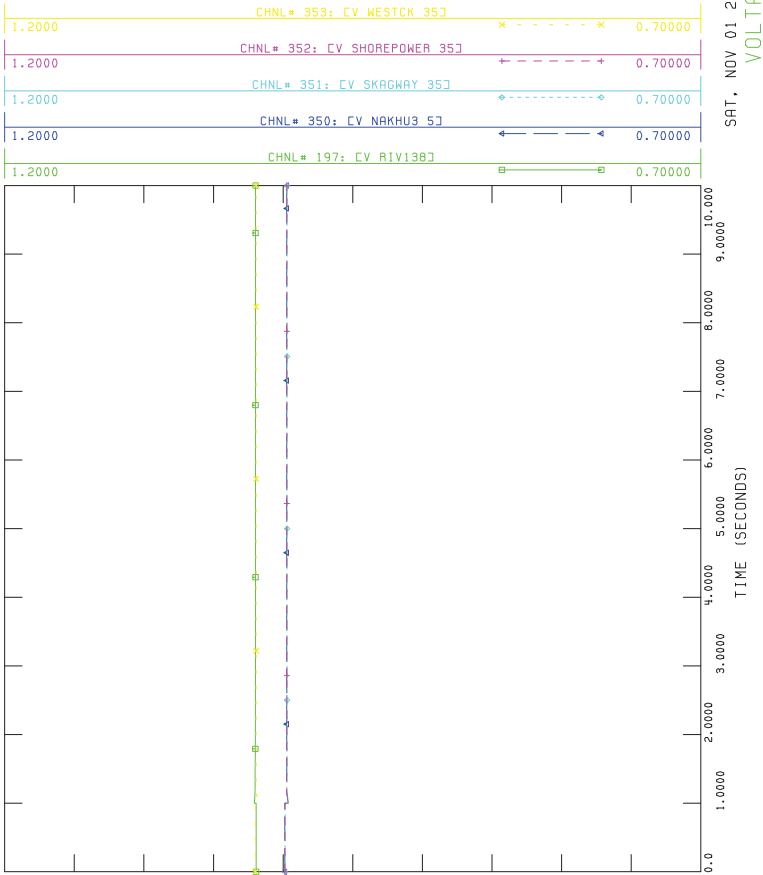
SAT, NOV 01 2014 14:46
QE





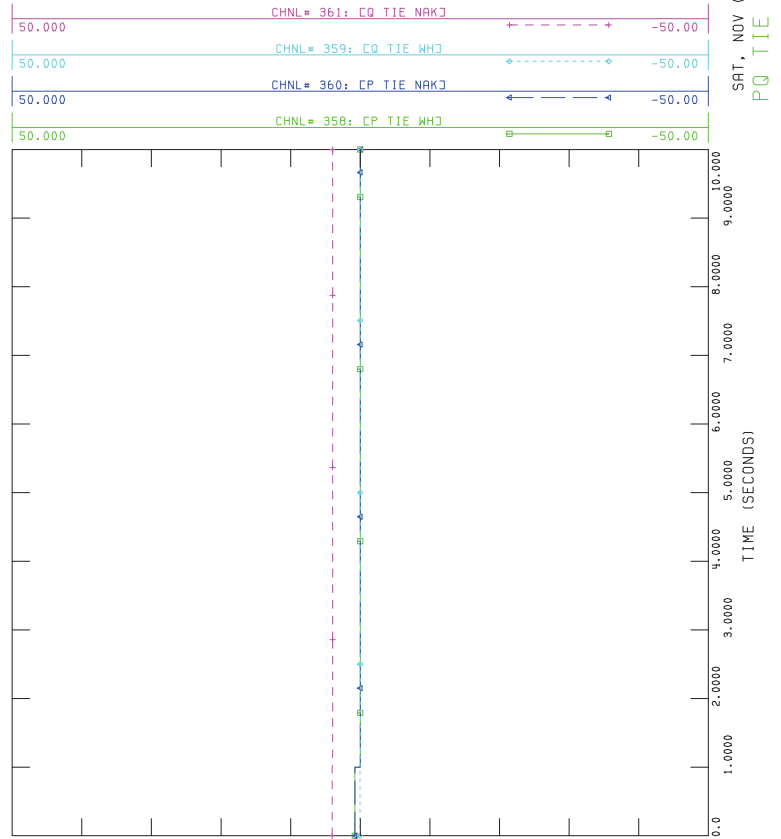
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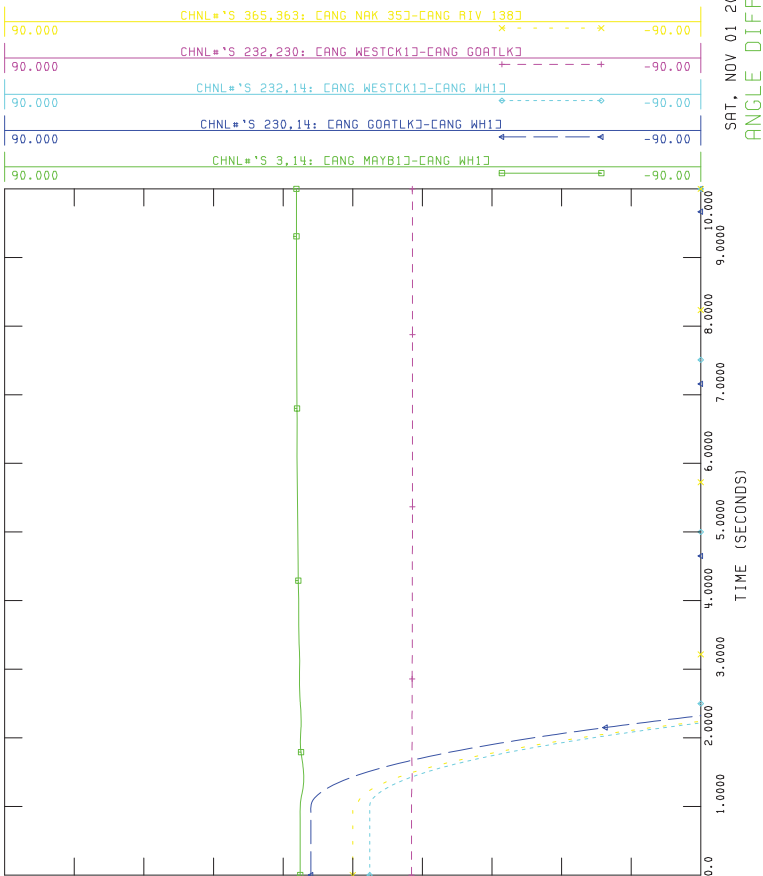
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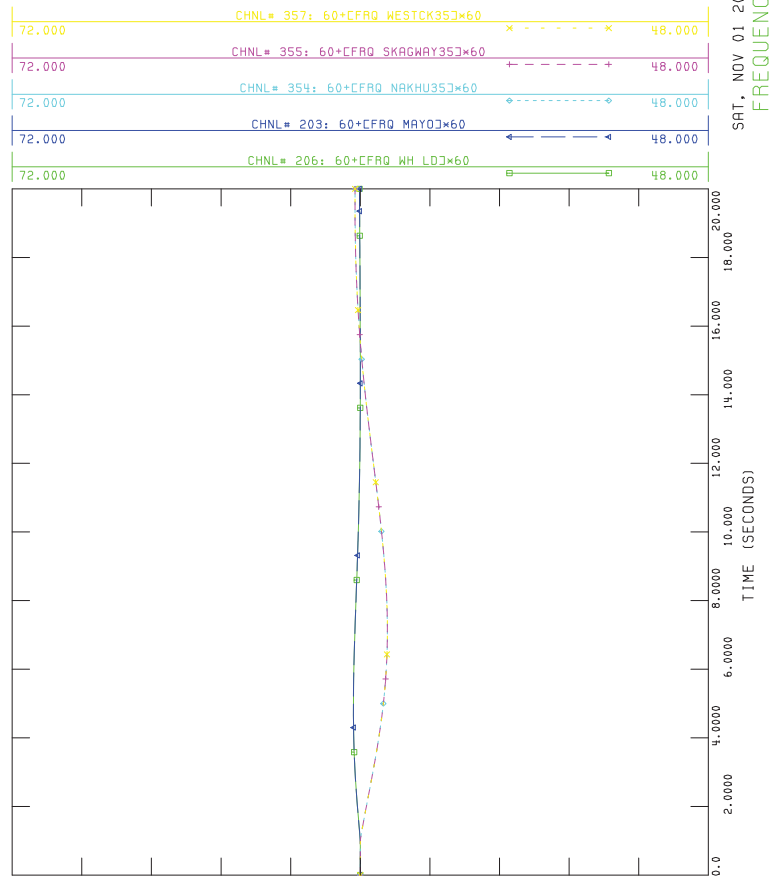
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WHITEHORSE SKAGWAY INTERCONNECTION

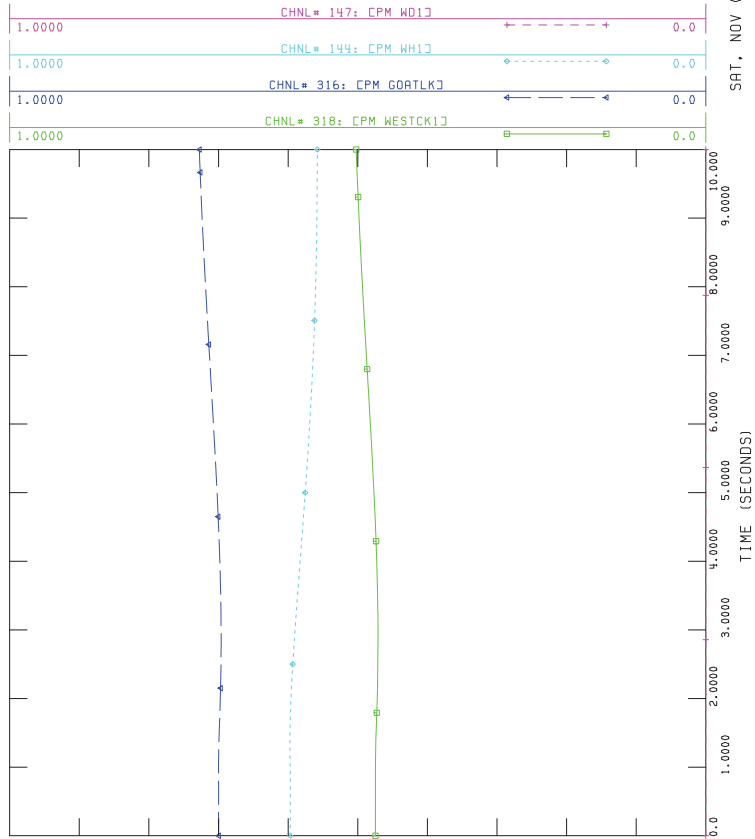
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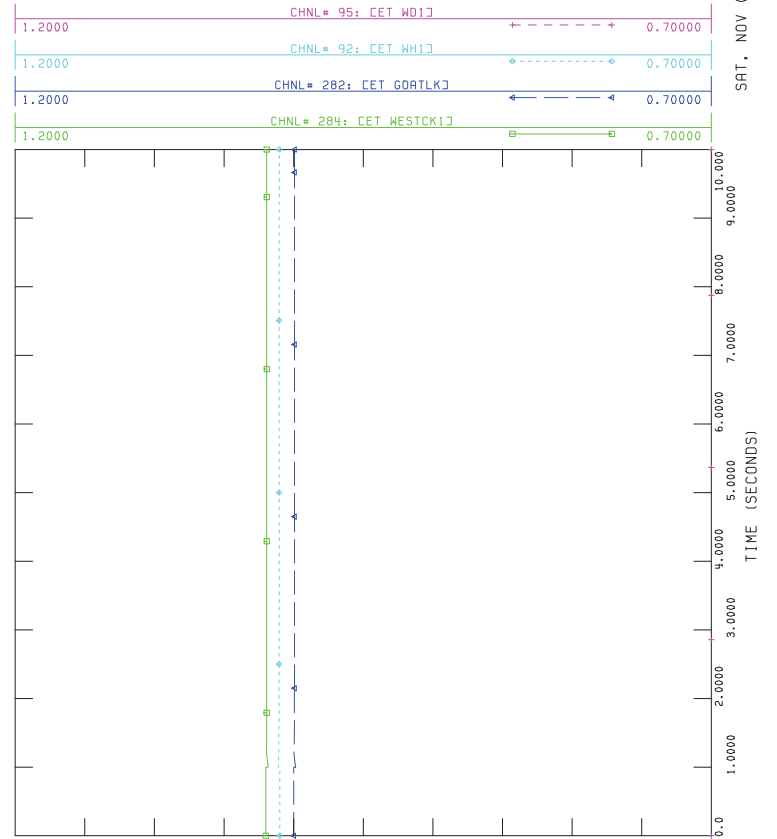
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INTERCONNECTION

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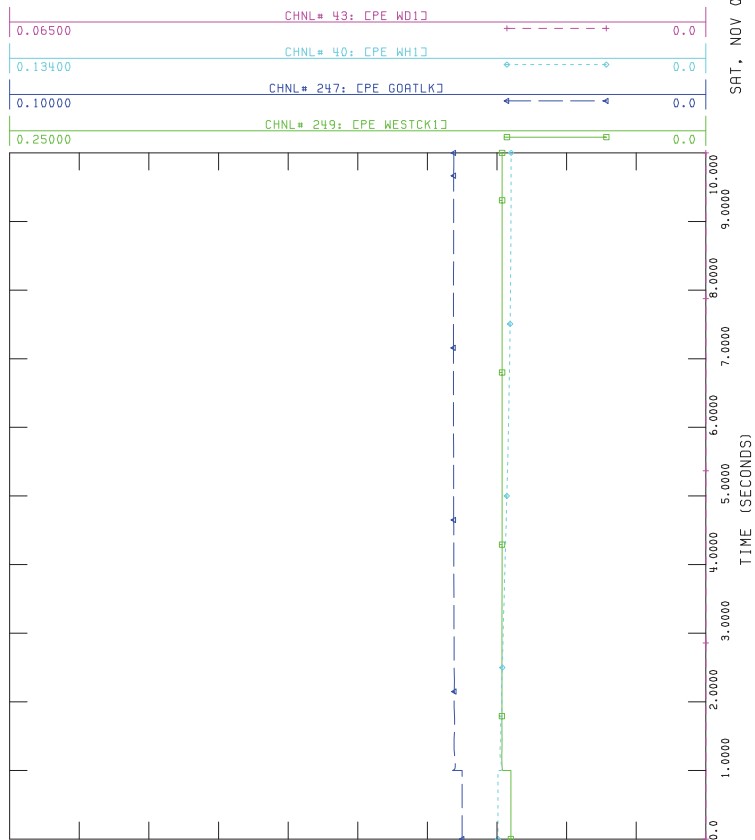
WHITEHORSE SKAGWAY
INTERCONNECTION

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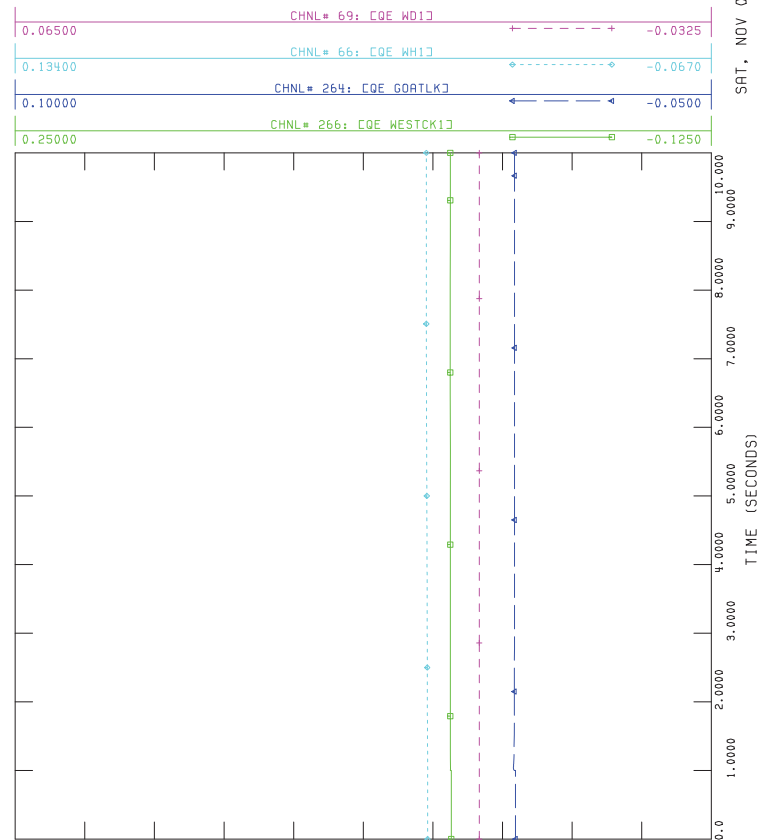
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S0sp14_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

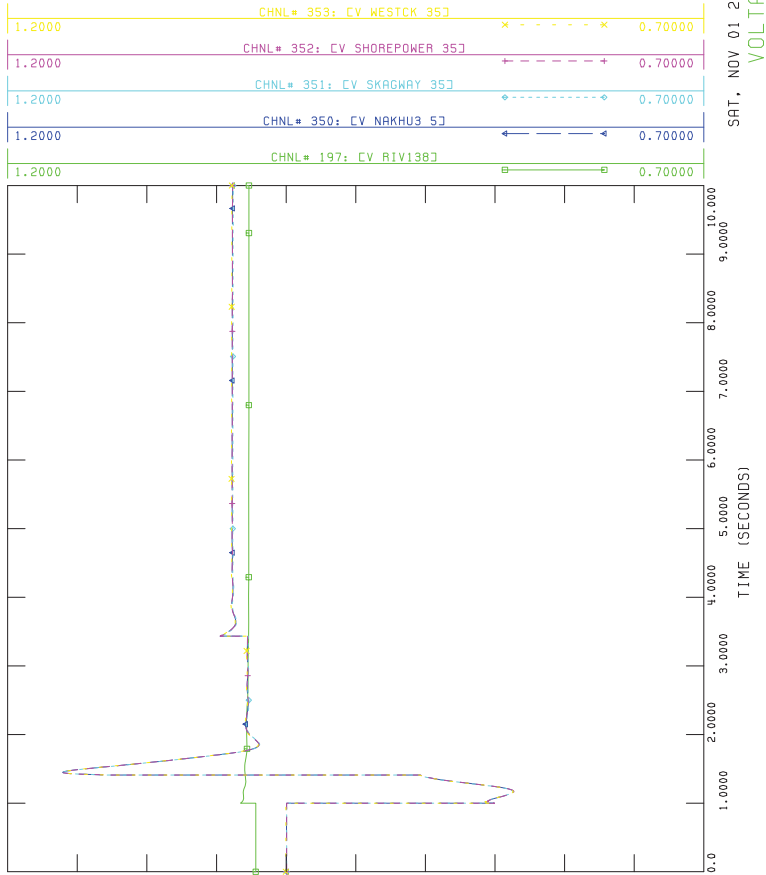
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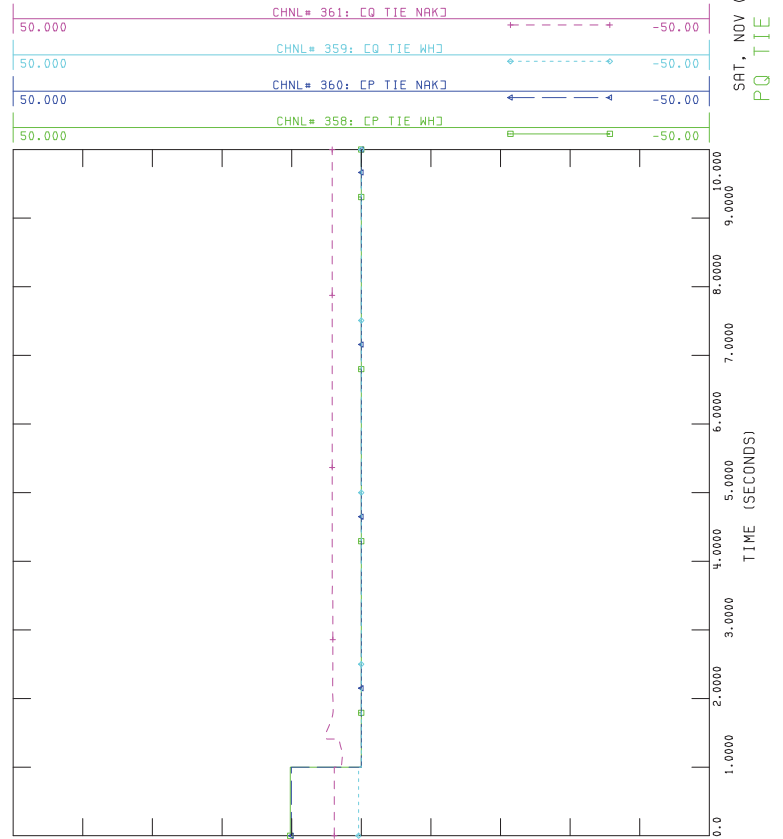
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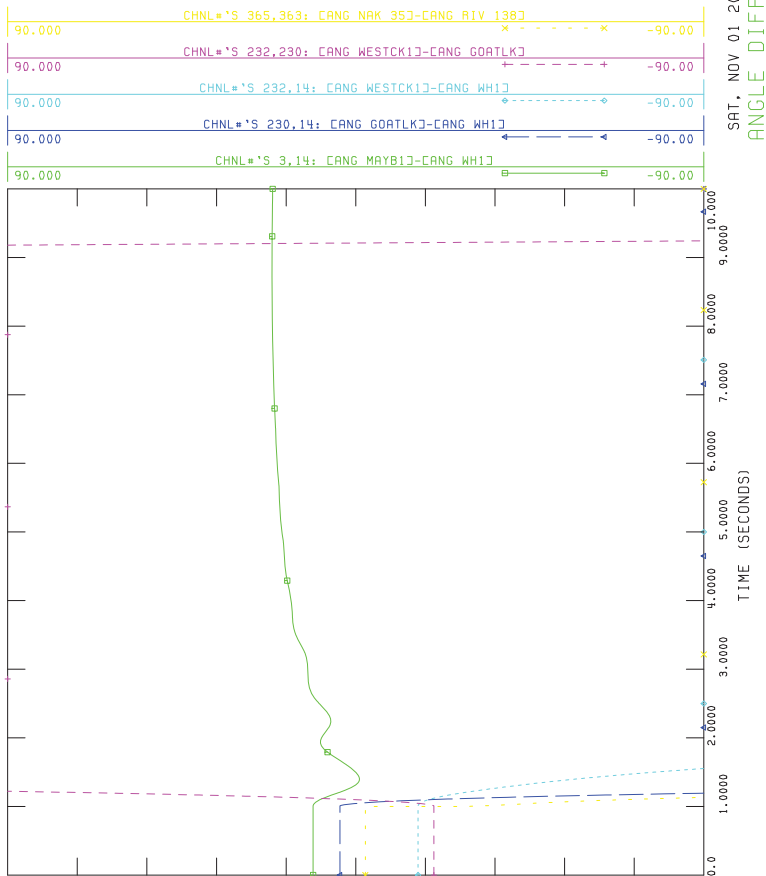
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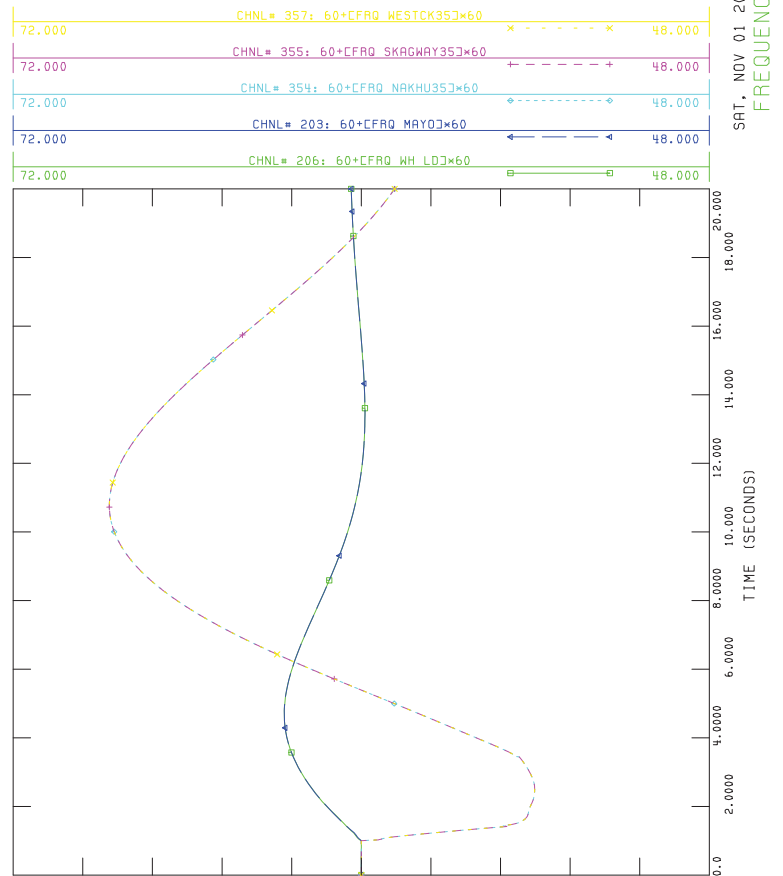
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WHITEHORSE SKAGWAY INTERCONNECTION

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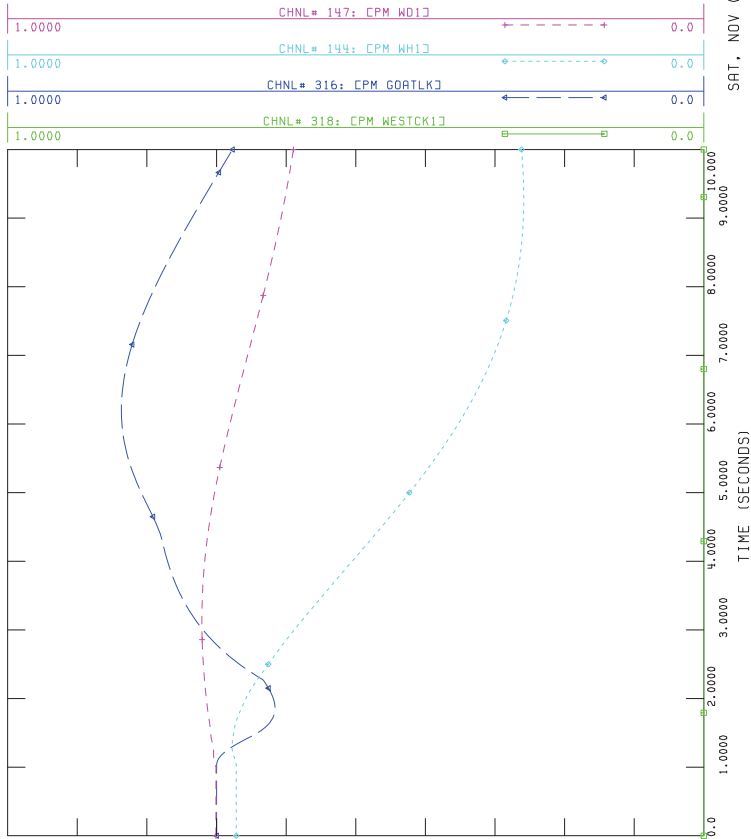




WHITEHORSE SKAGWAY
INTERCONNECTION

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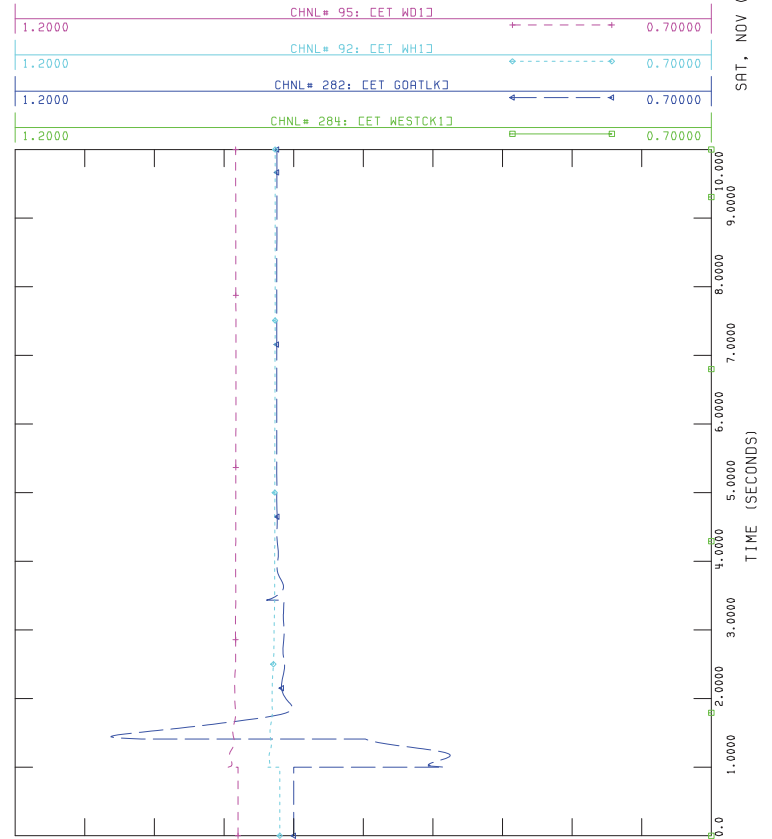
SAT, NOV 01 2014 14:46
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S10e_YAchn.out

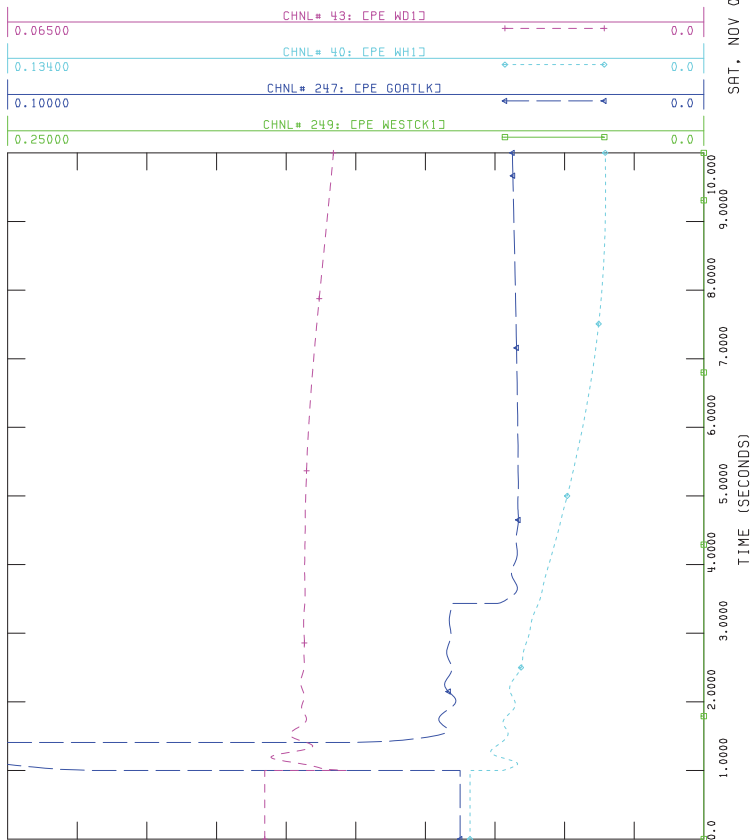
SAT, NOV 01 2014 14:46
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S10e_YAchn.out

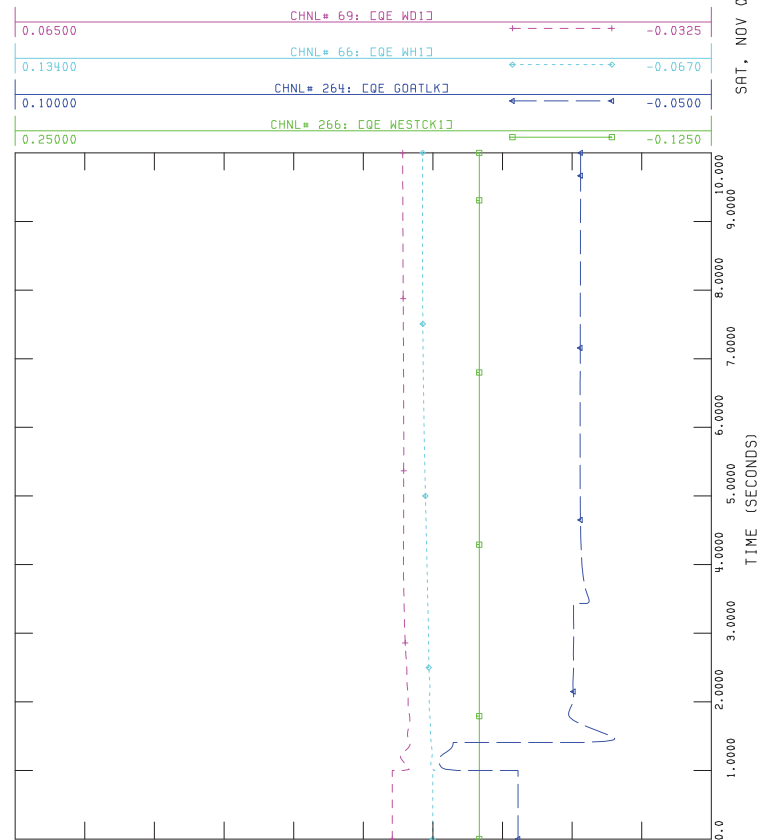
SAT, NOV 01 2014 14:46
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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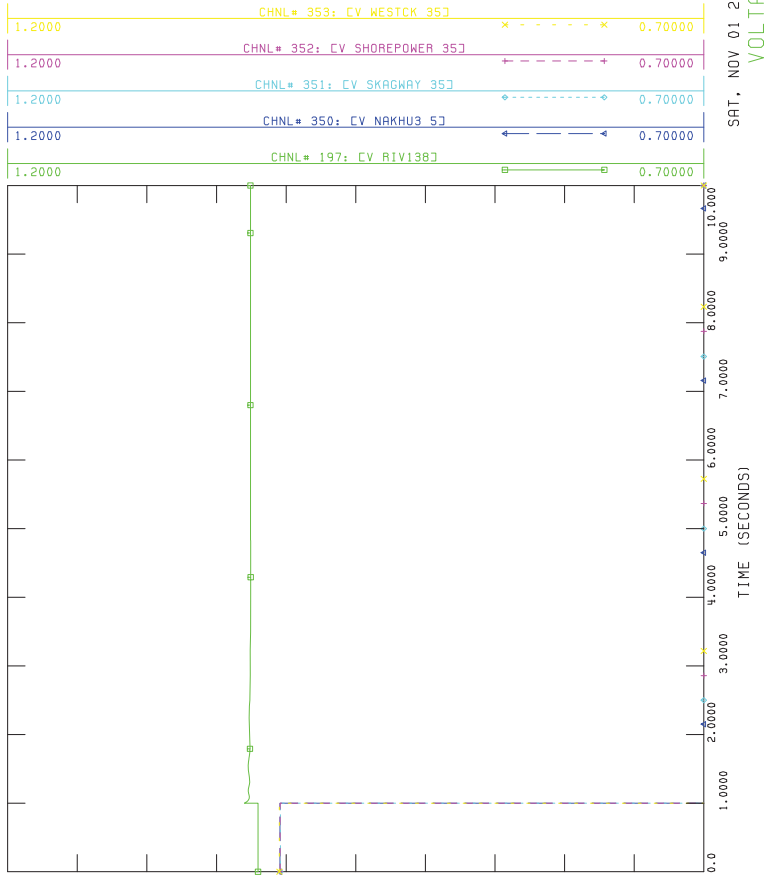
SAT, NOV 01 2014 14:46
QE





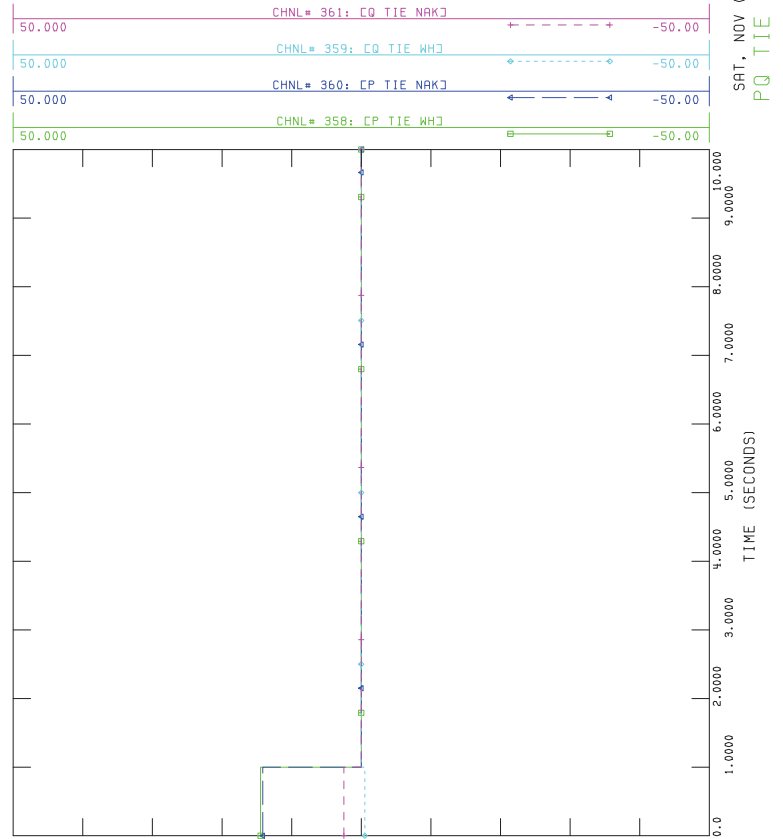
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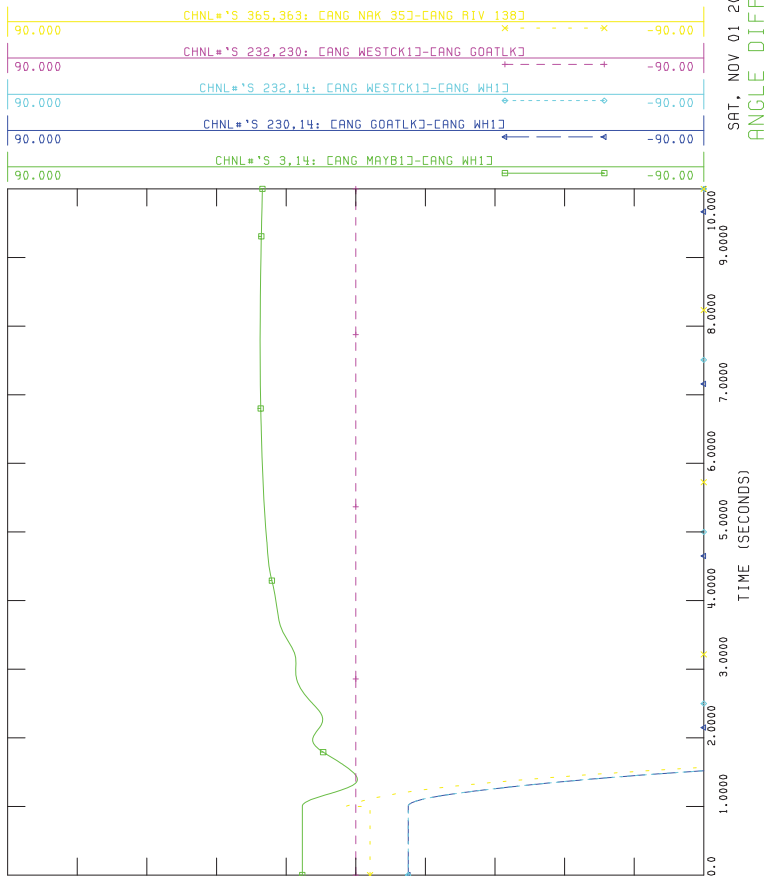
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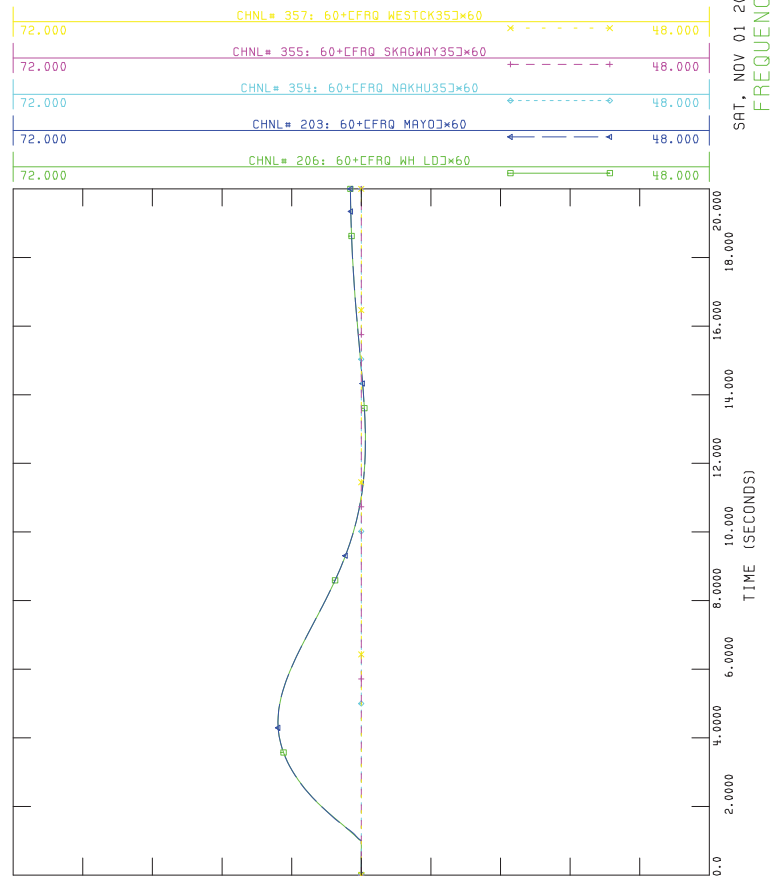
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WHITEHORSE SKAGWAY INTERCONNECTION

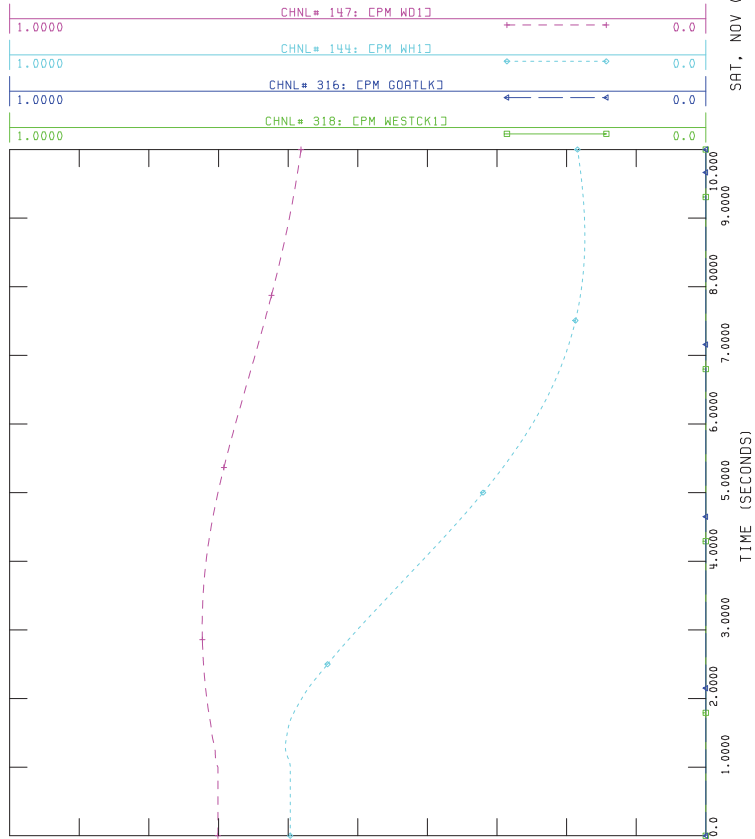
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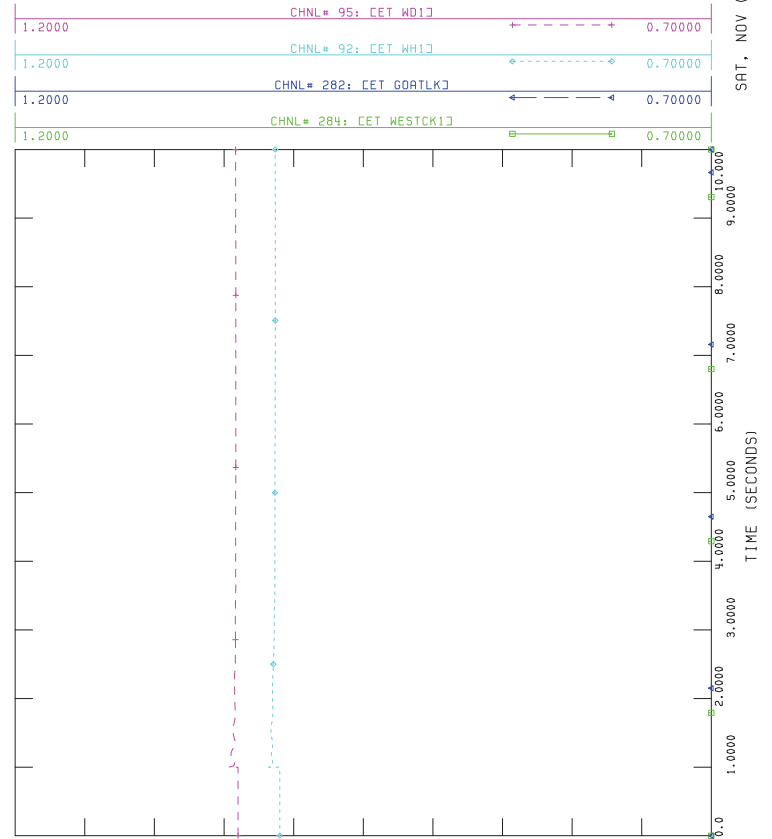
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INTERCONNECTION

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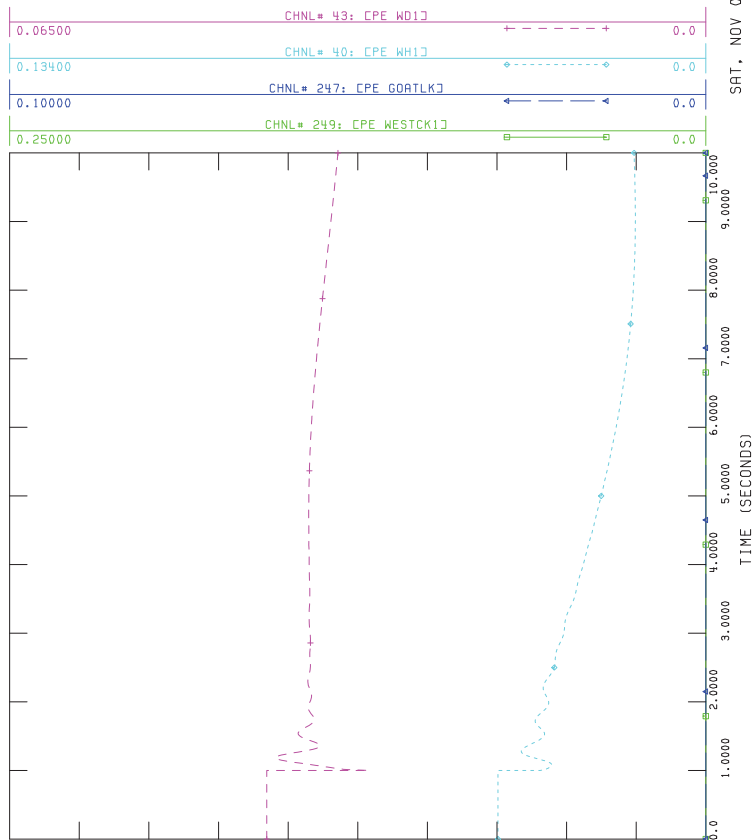
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INTERCONNECTION

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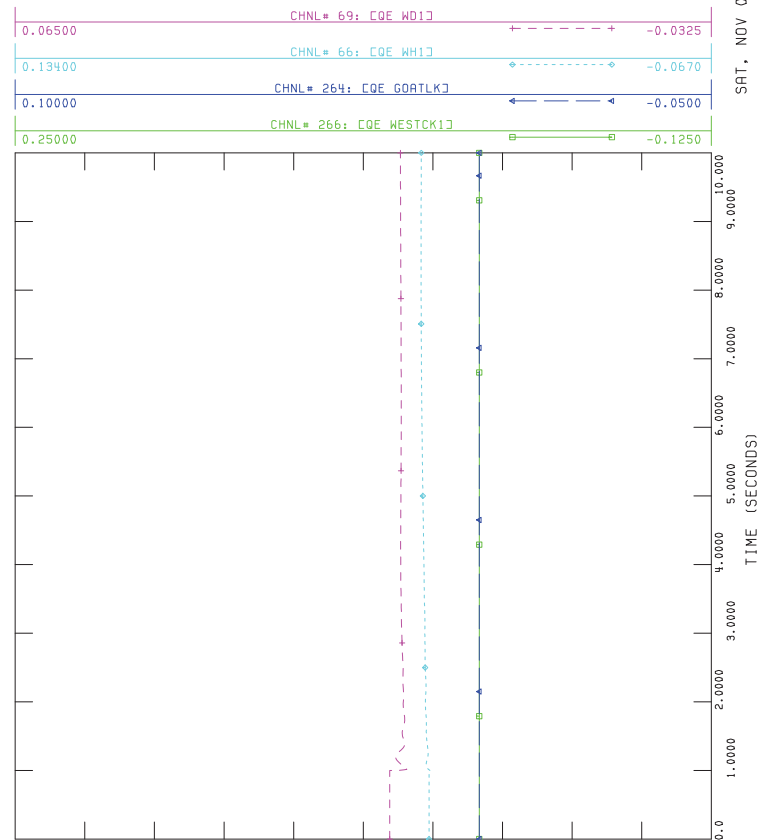
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

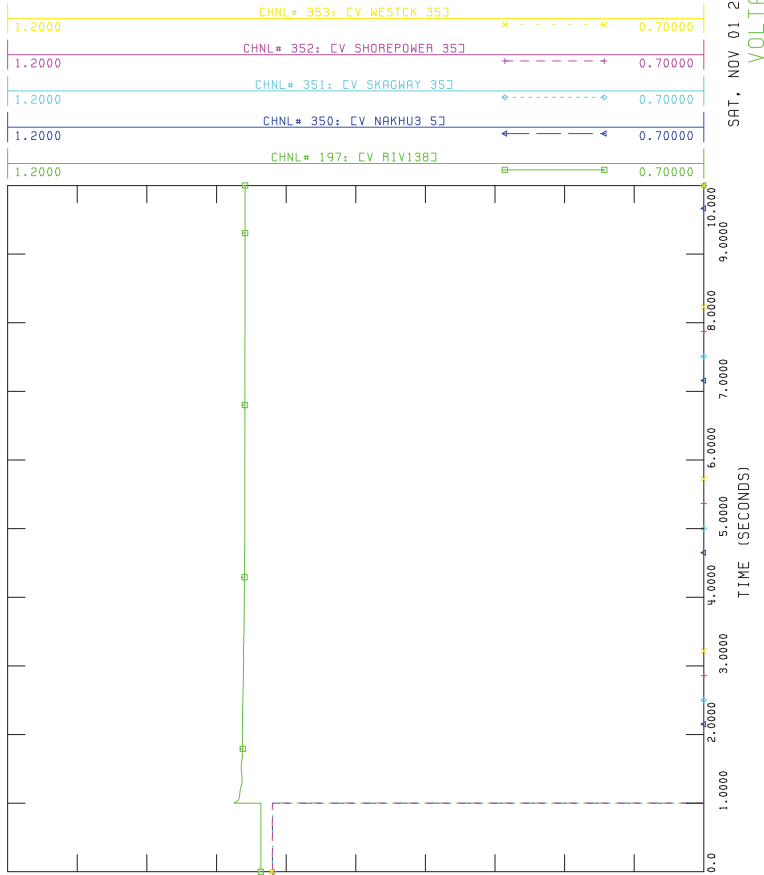
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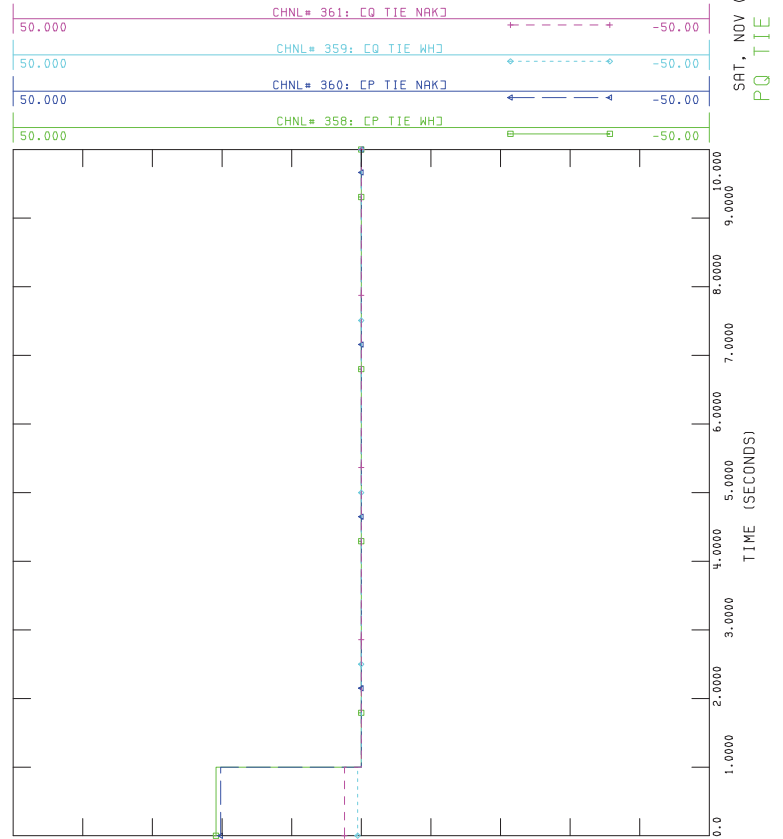
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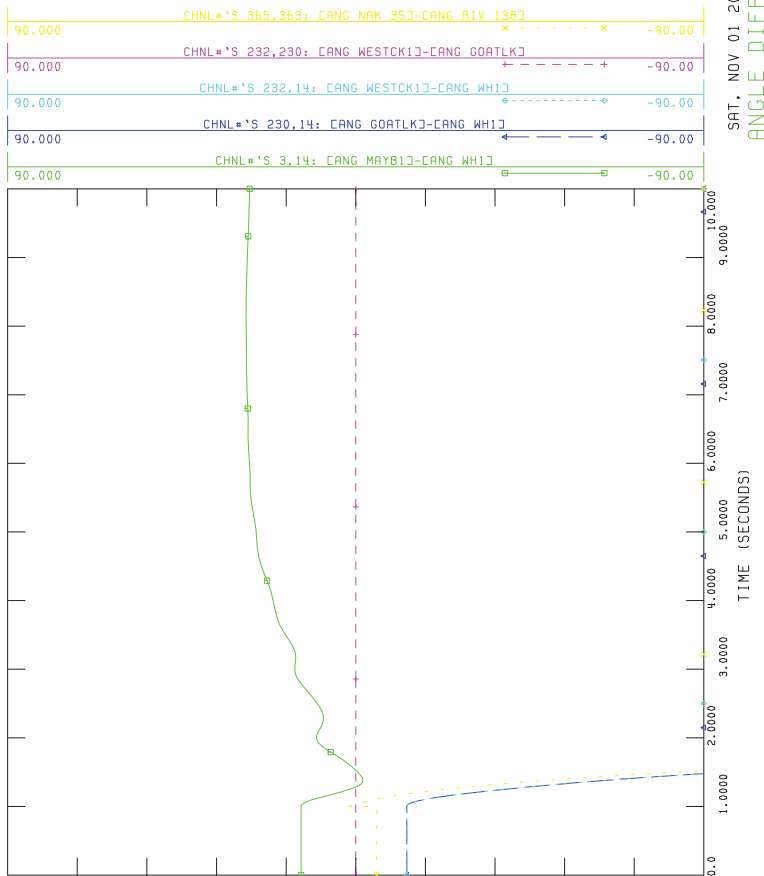
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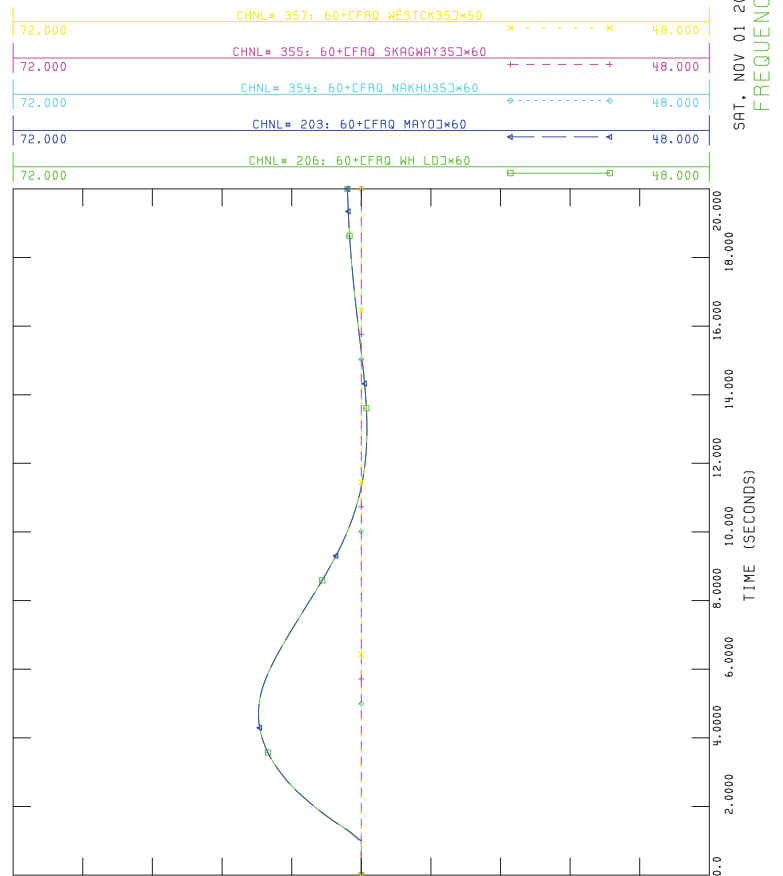
WHITEHORSE SKAGWAY INTERCONNECTION

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WHITEHORSE SKAGWAY INTERCONNECTION

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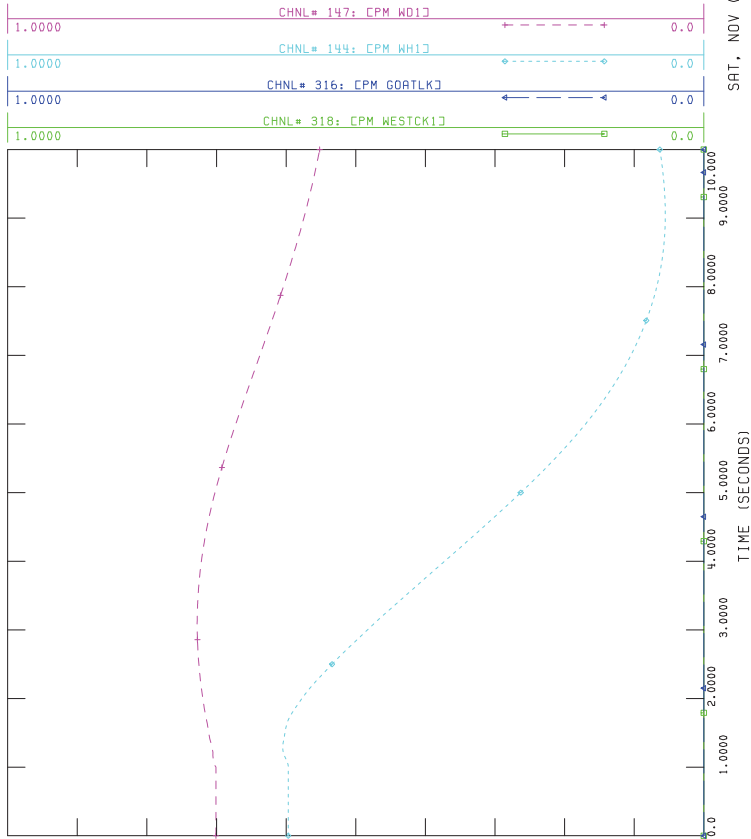




WHITEHORSE SKAGWAY
INTERCONNECTION

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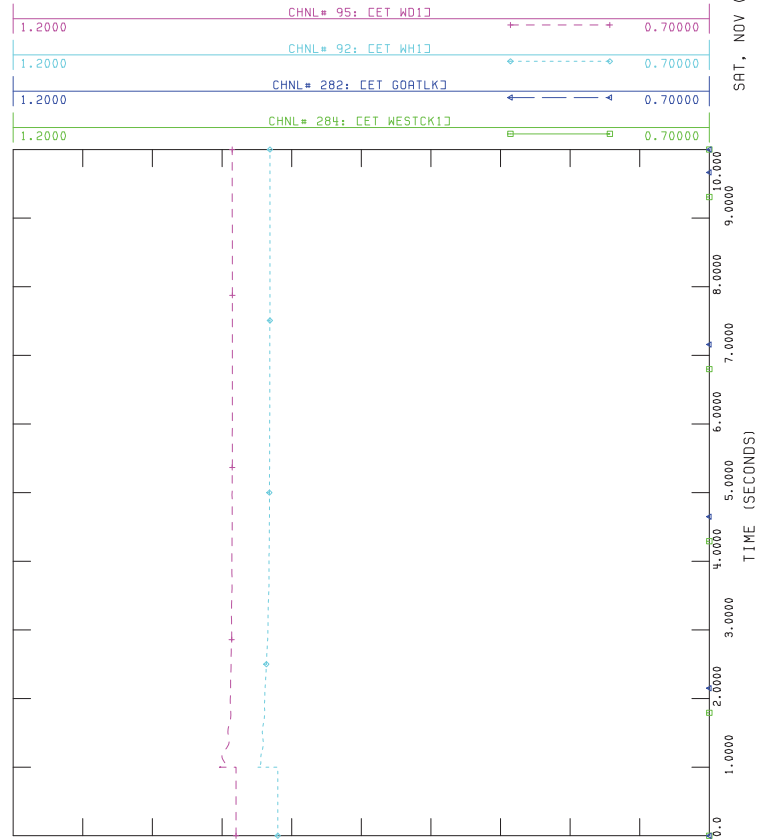
SAT, NOV 01 2014 14:47
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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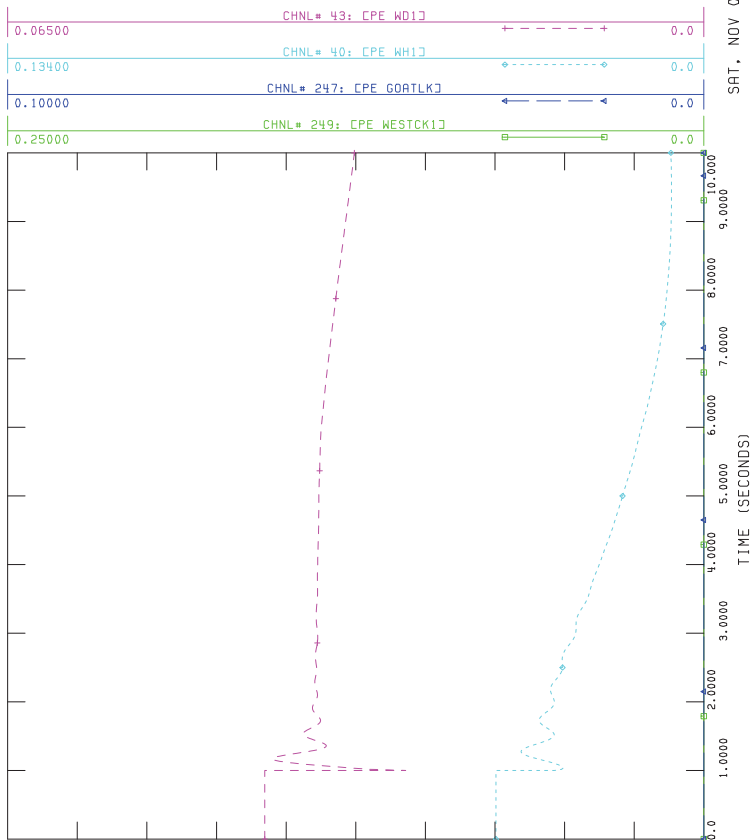
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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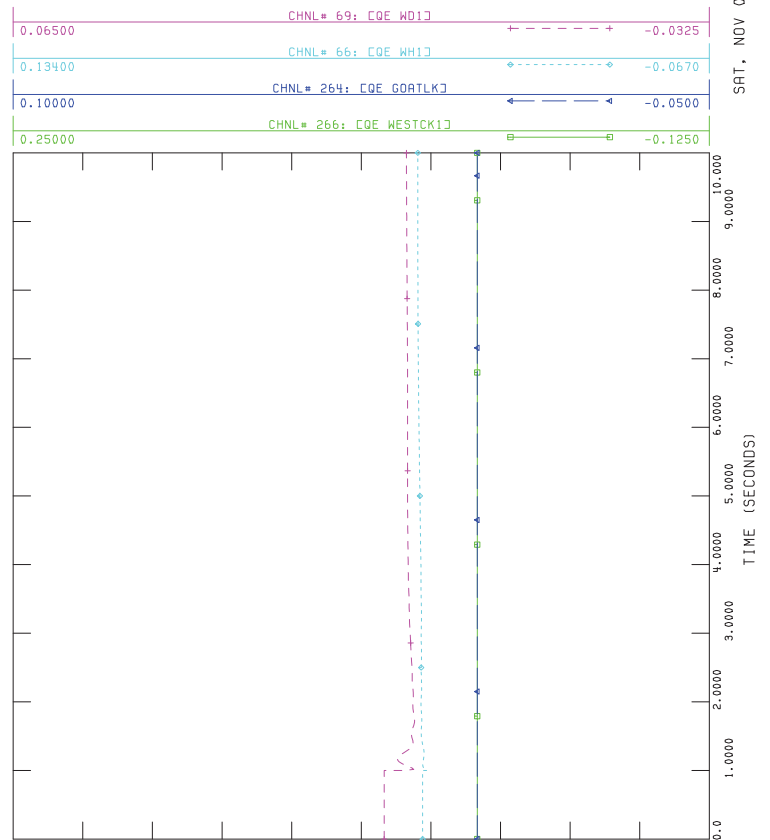
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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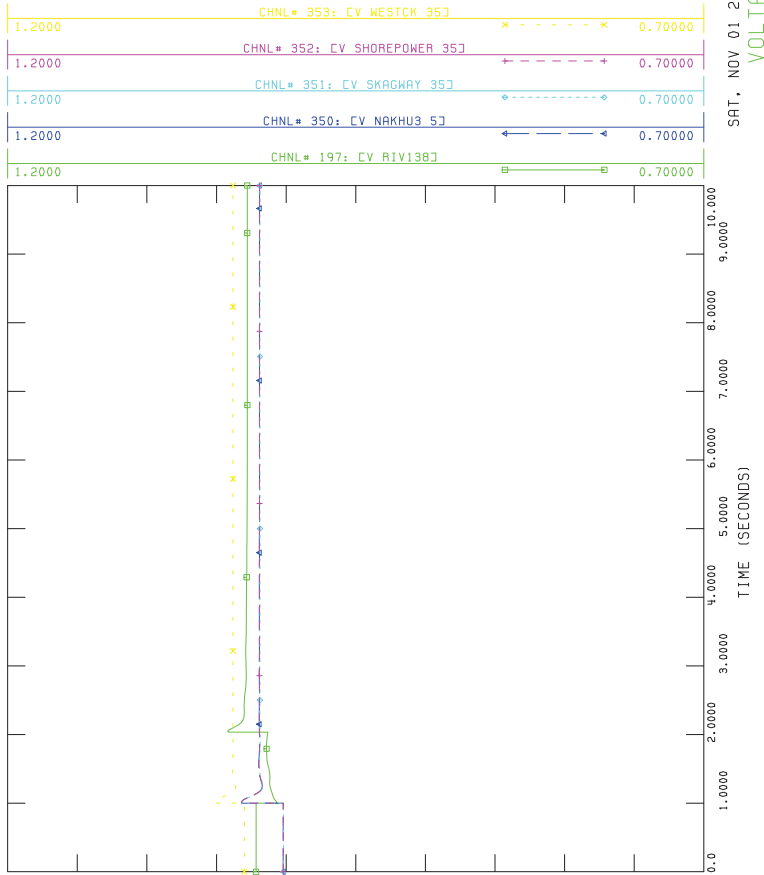
SAT, NOV 01 2014 14:47
QE





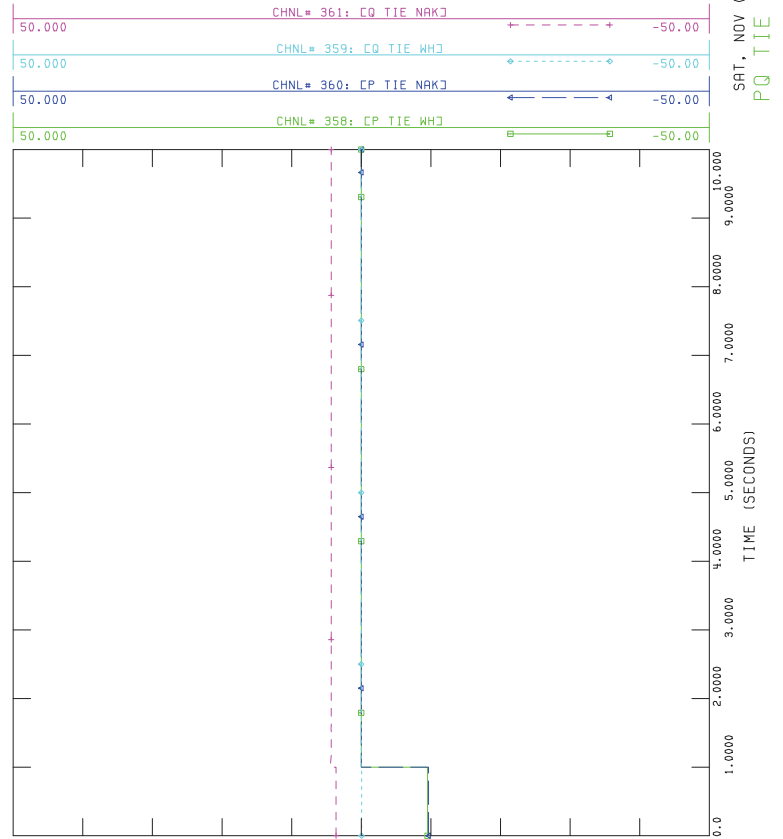
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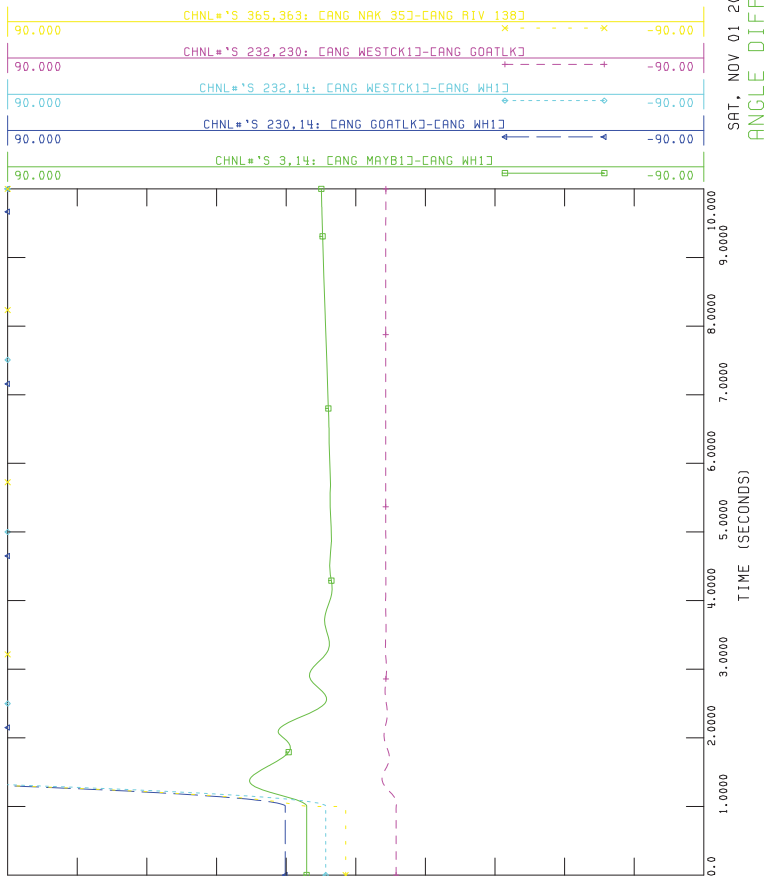
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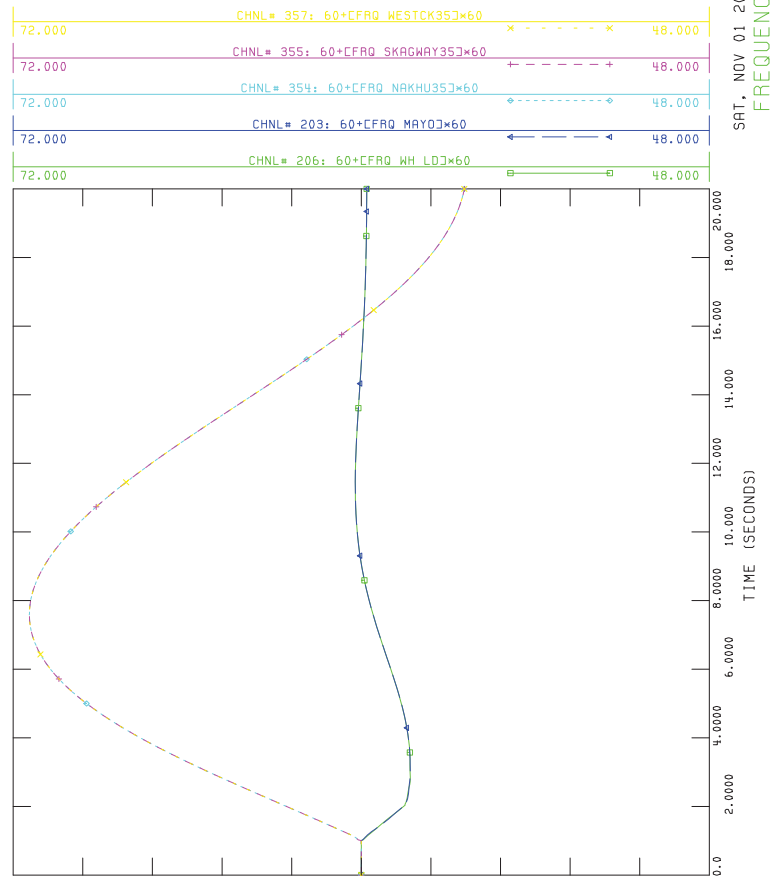
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WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S10i_YAchn.out

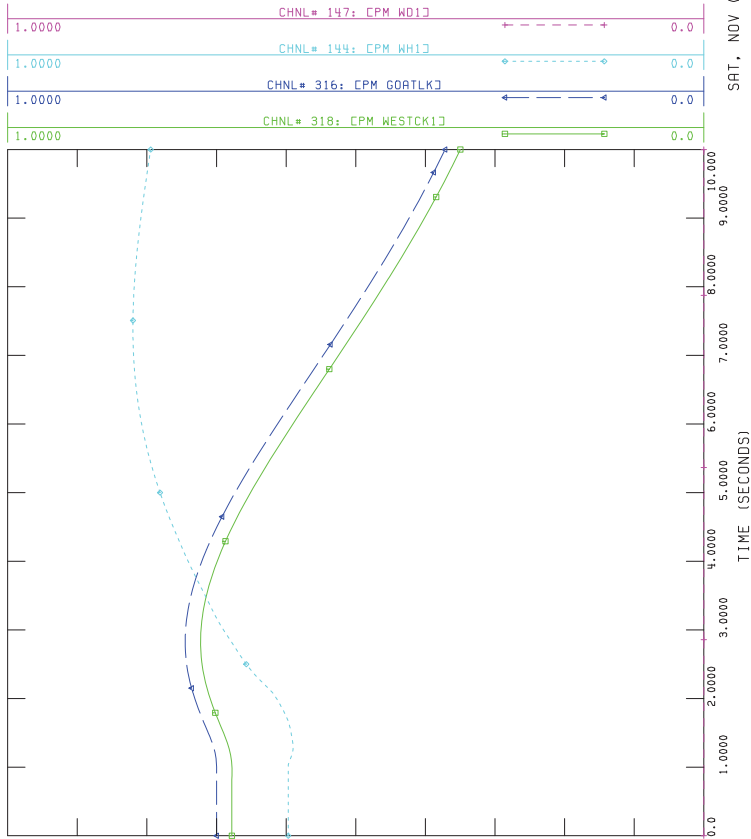




WHITEHORSE SKAGWAY
INTERCONNECTION

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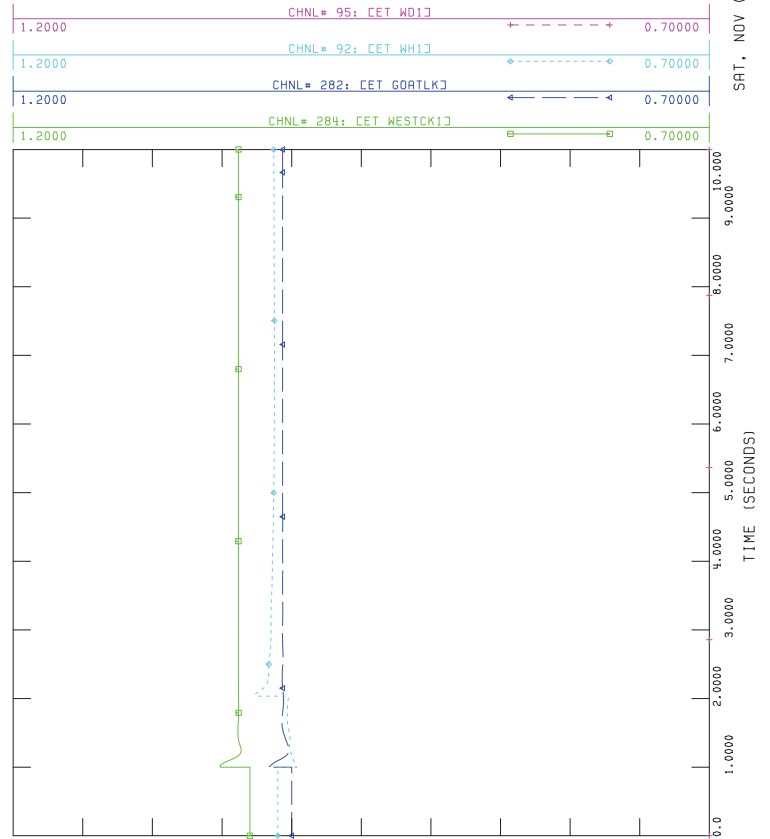
SAT, NOV 01 2014 14:48
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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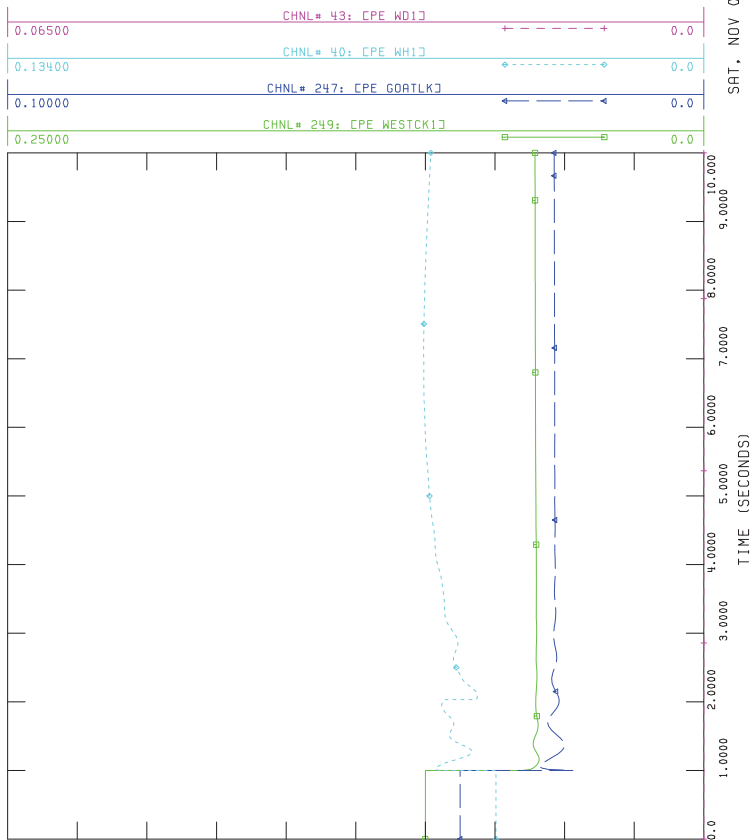
SAT, NOV 01 2014 14:48
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S10i_YAchn.out

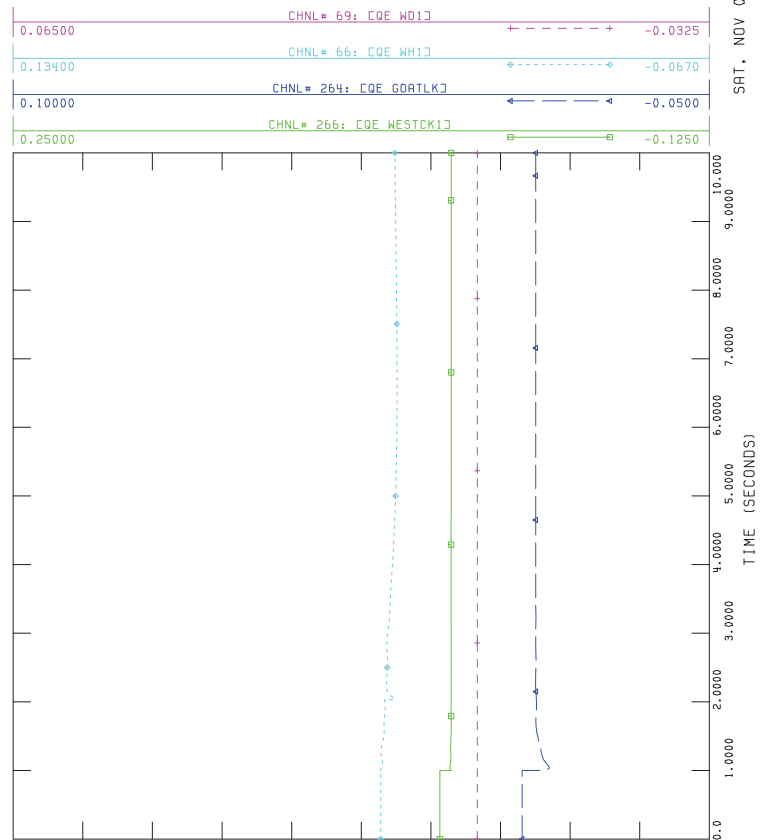
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S10i_YAchn.out

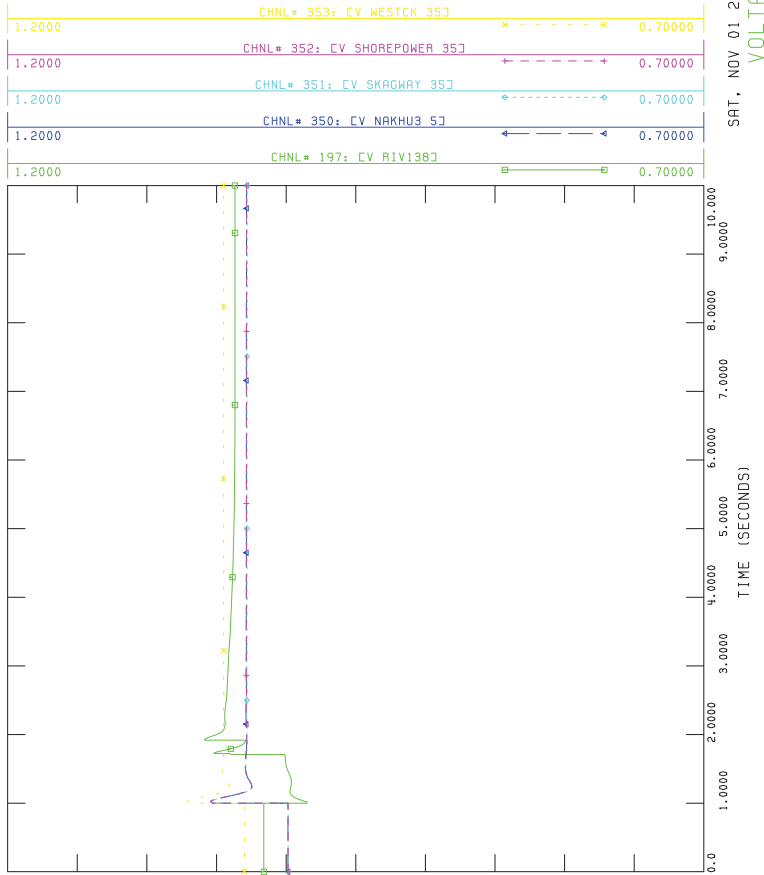
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QE





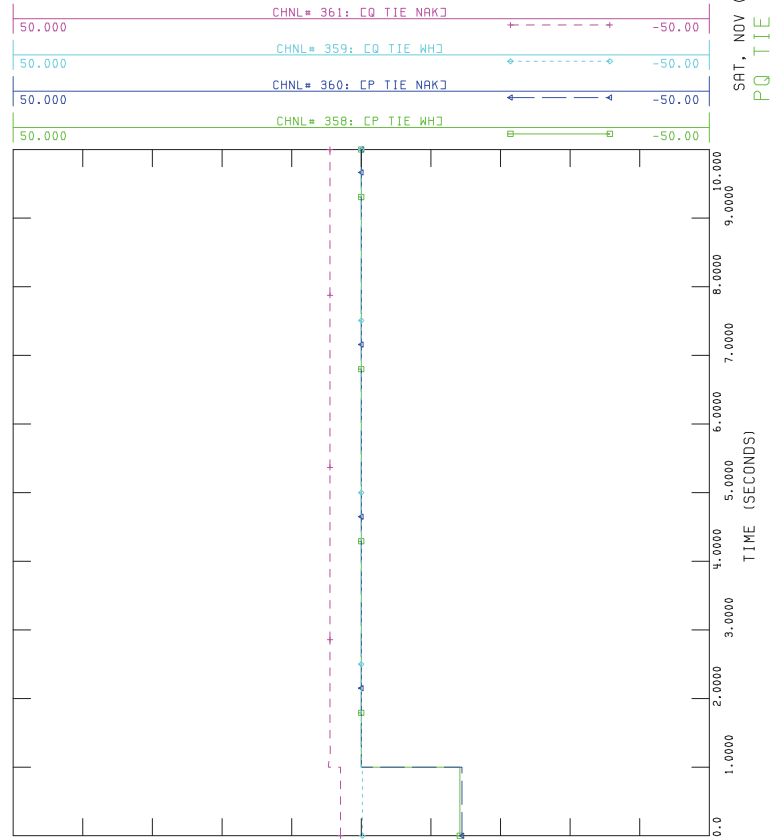
WHITEHORSE SKAGWAY INTERCONNECTION

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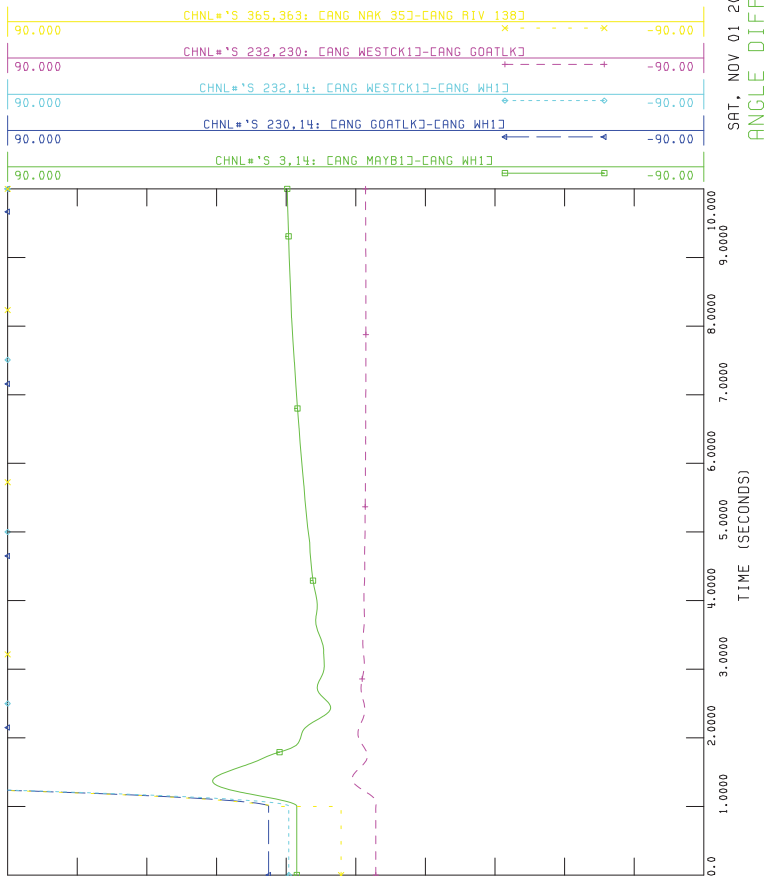
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S15i_YAchn.out



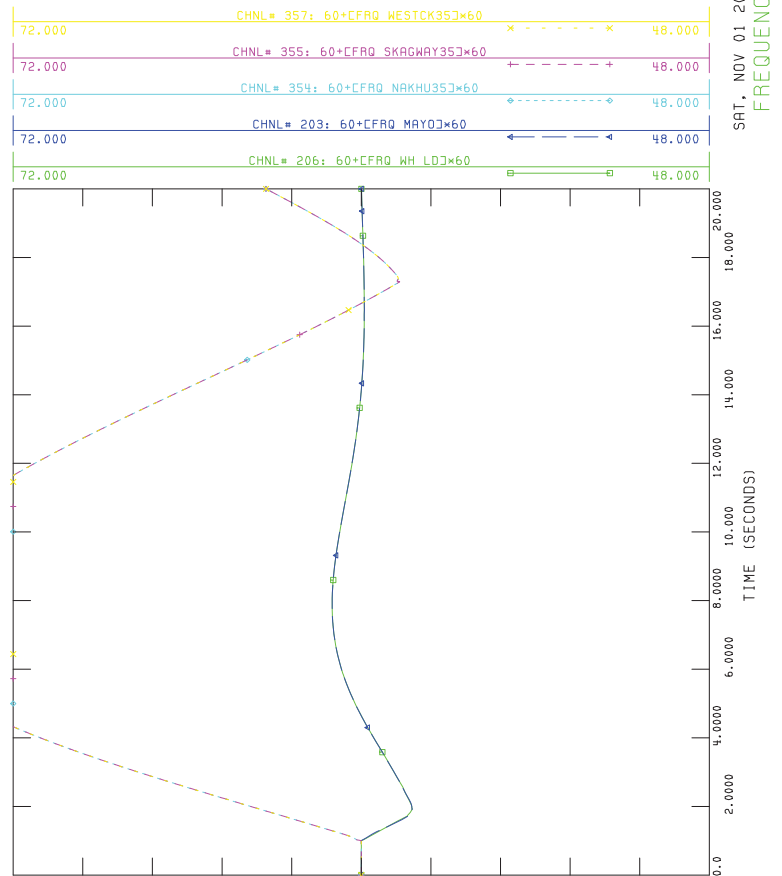
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_S15i_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

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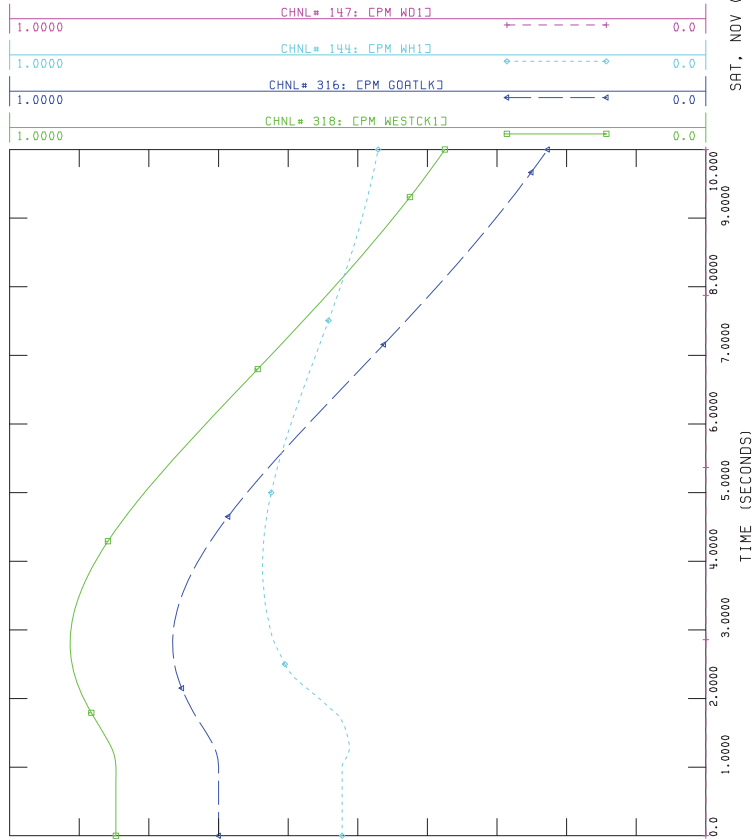




WHITEHORSE SKAGWAY
INTERCONNECTION

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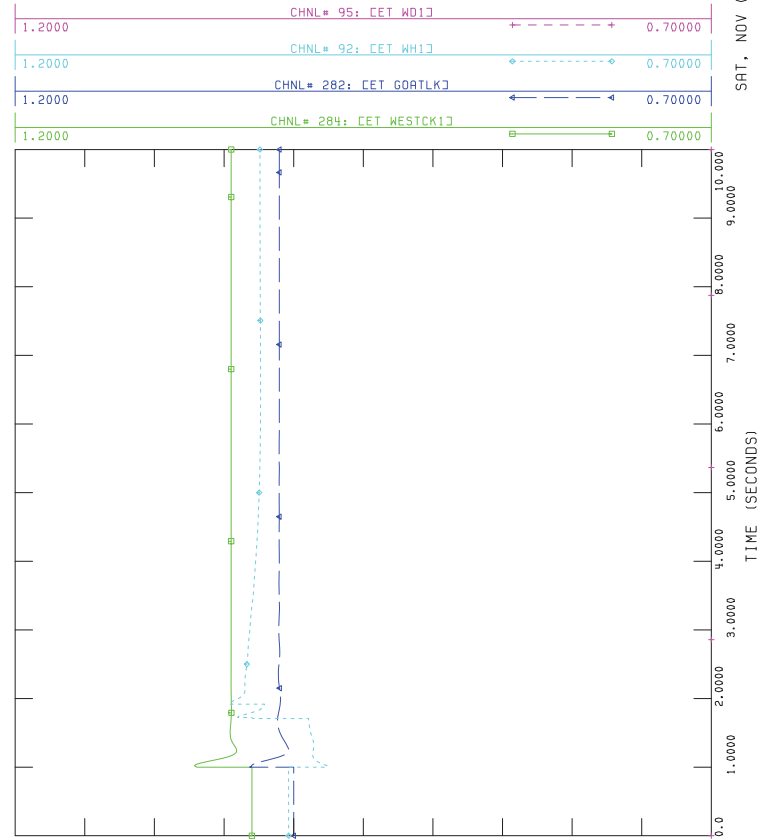
SAT, NOV 01 2014 14:48
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S15i_YAchn.out

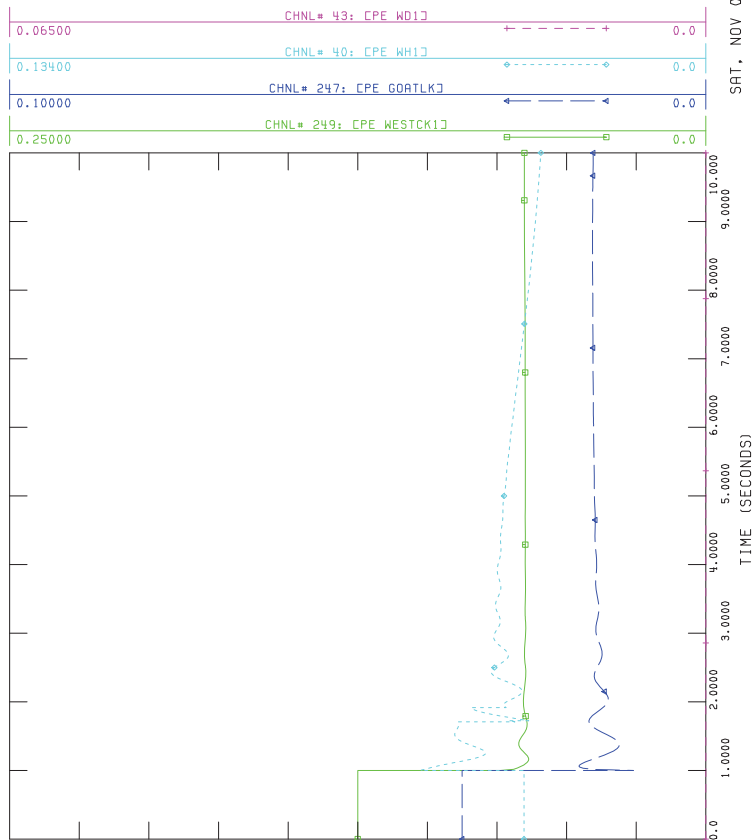
SAT, NOV 01 2014 14:48
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S15i_YAchn.out

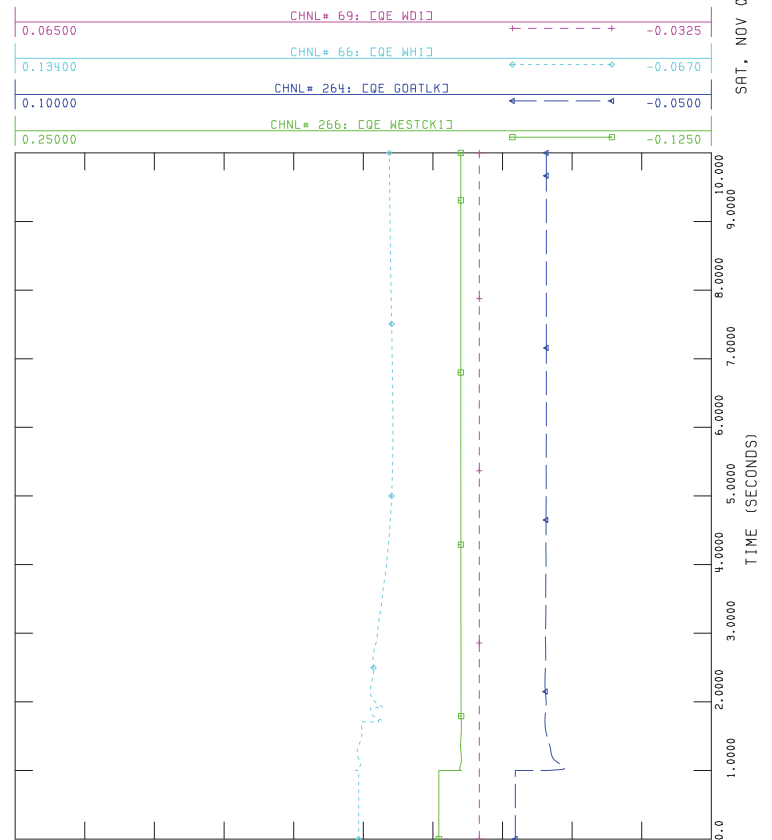
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S15i_YAchn.out

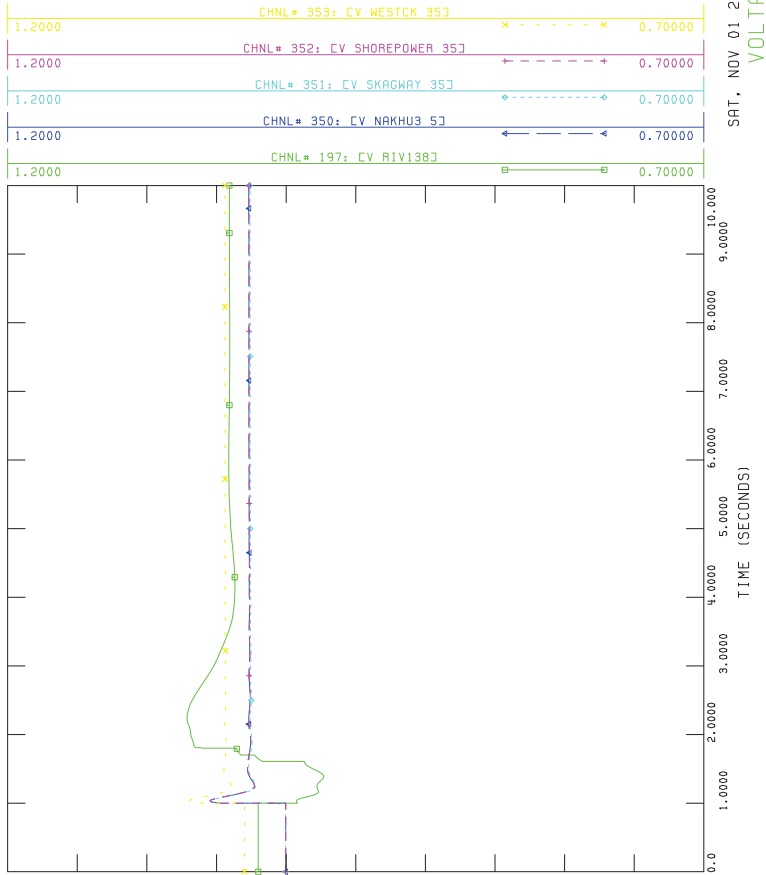
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QE





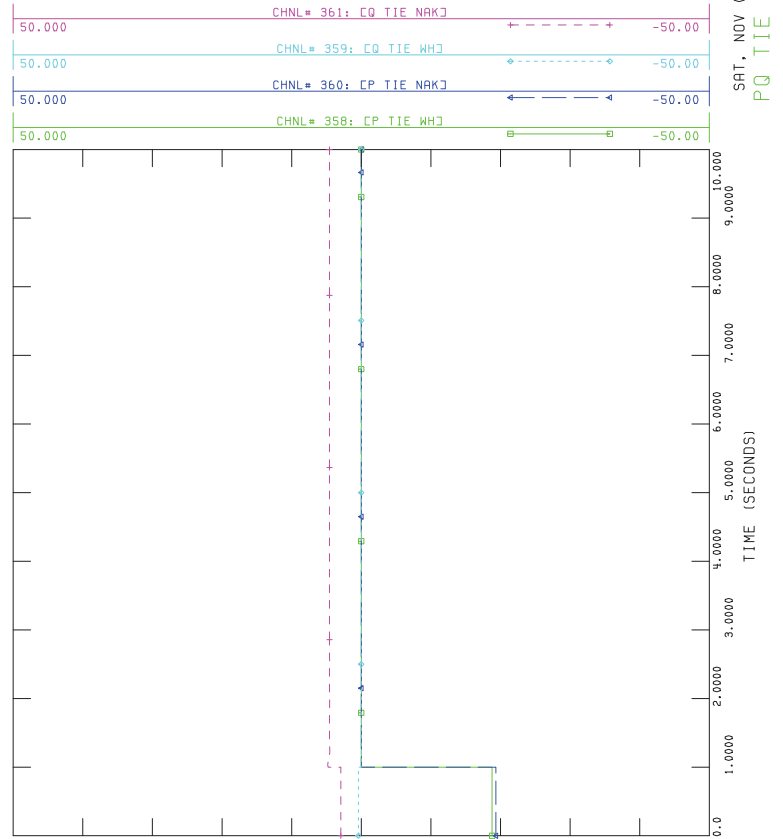
WHITEHORSE SKAGWAY INTERCONNECTION

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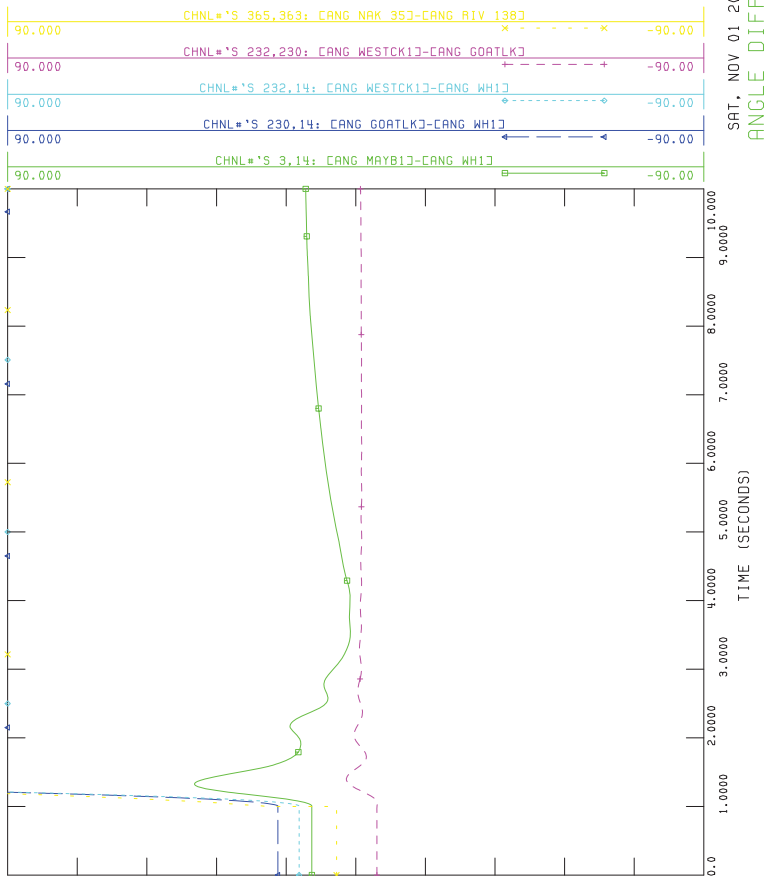
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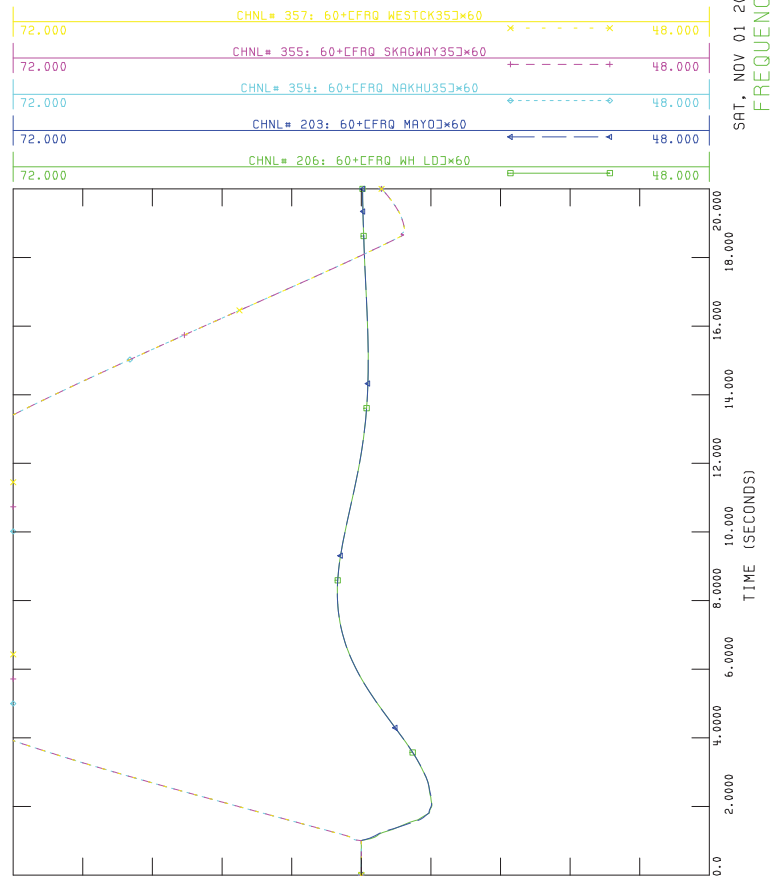
WHITEHORSE SKAGWAY INTERCONNECTION

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WHITEHORSE SKAGWAY INTERCONNECTION

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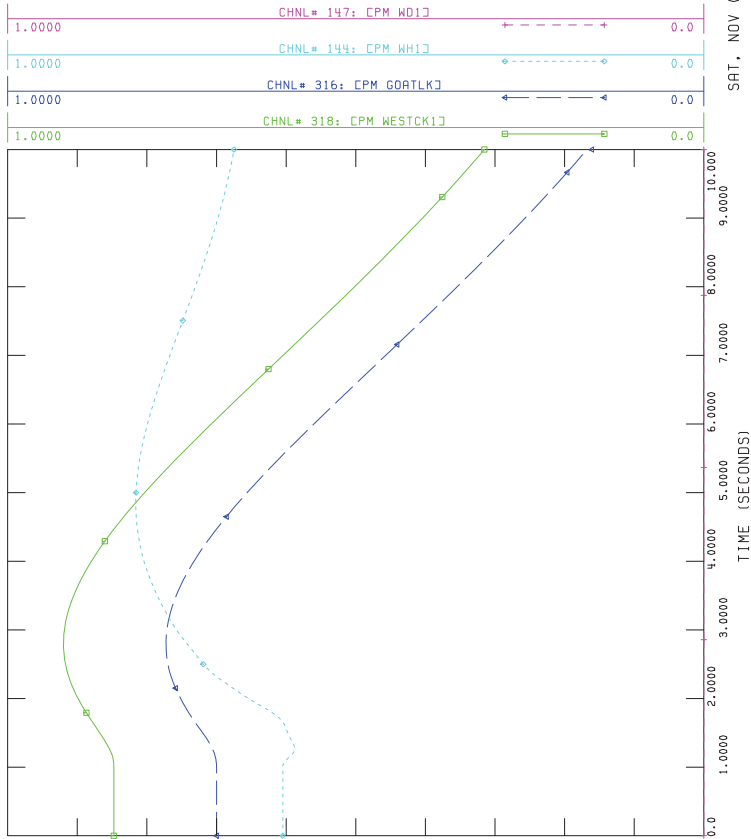




WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S20i_YAchn.out

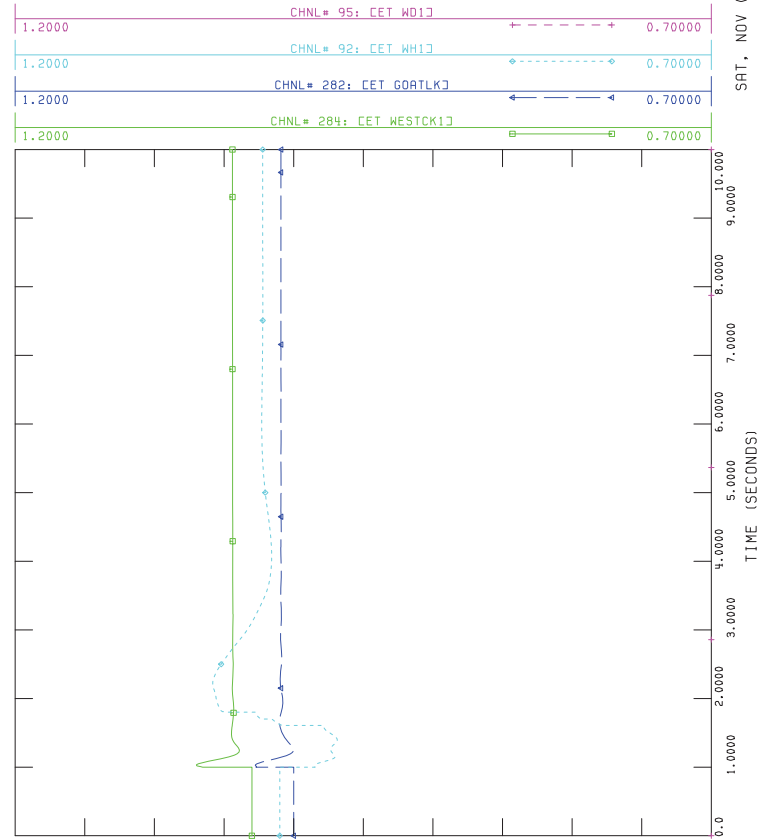
SAT, NOV 01 2014 14:48
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S20i_YAchn.out

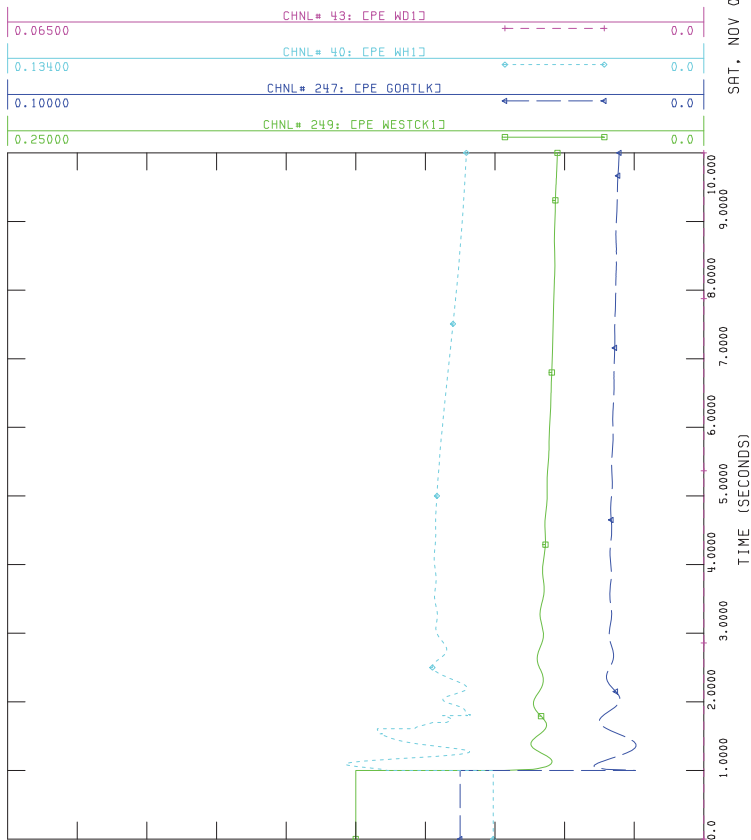
SAT, NOV 01 2014 14:48
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S20i_YAchn.out

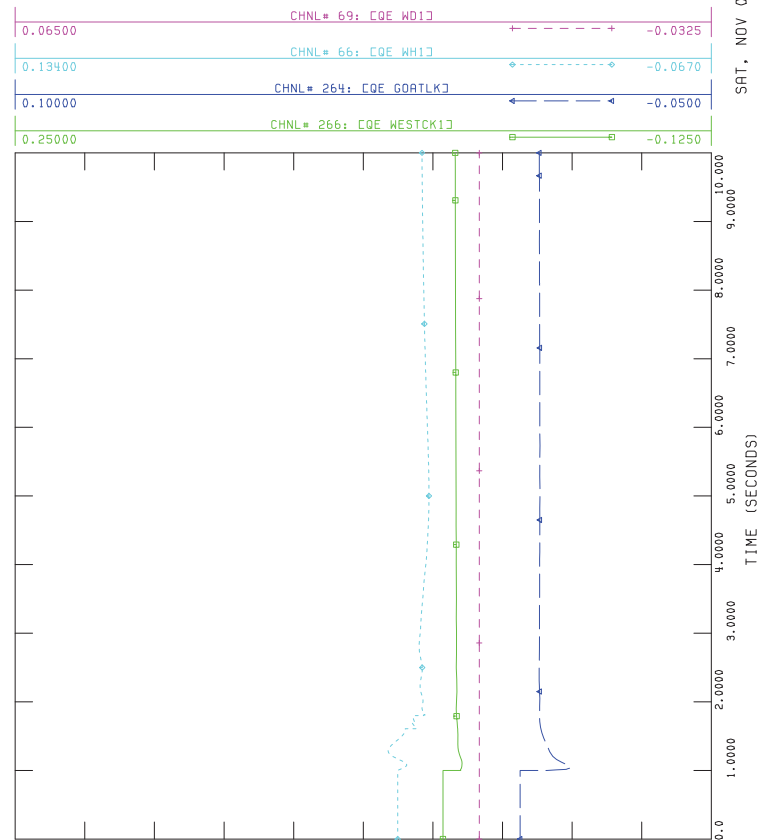
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_S20i_YAchn.out

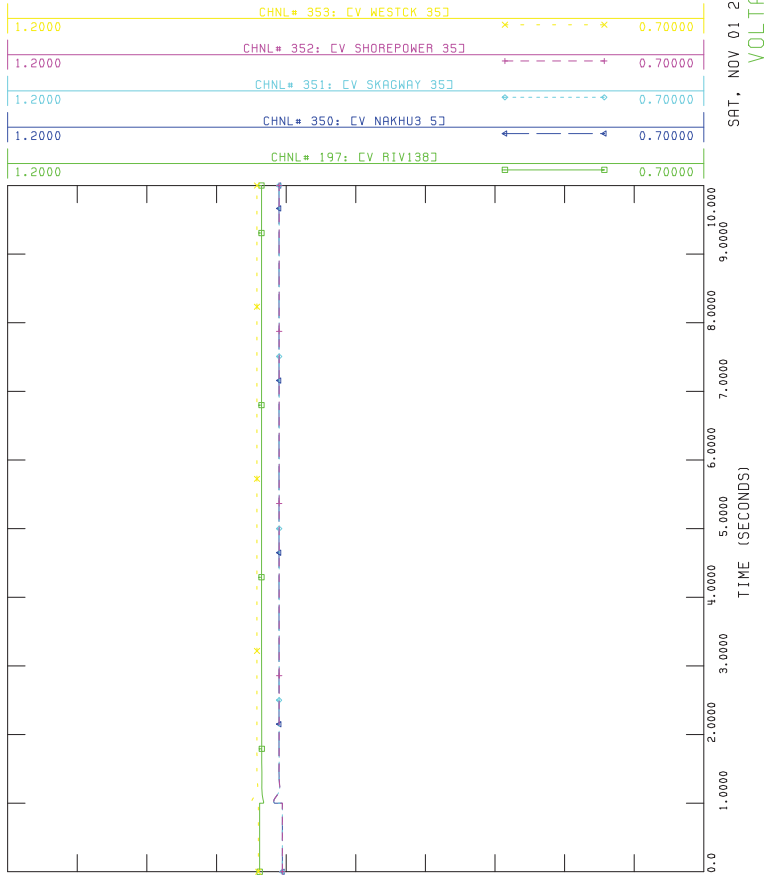
SAT, NOV 01 2014 14:48
QE





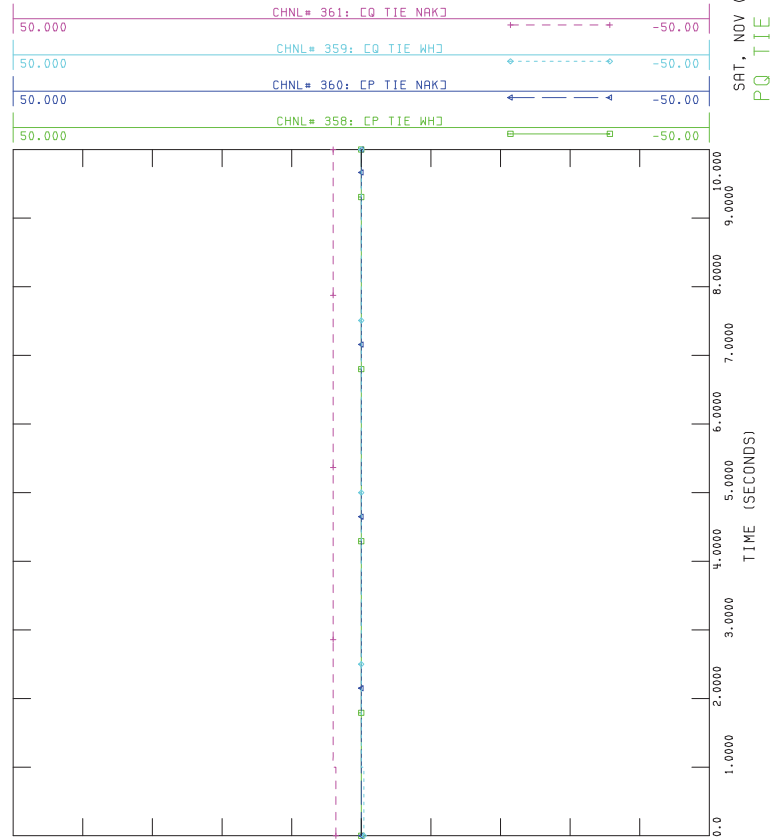
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_LL0_YAchn.out



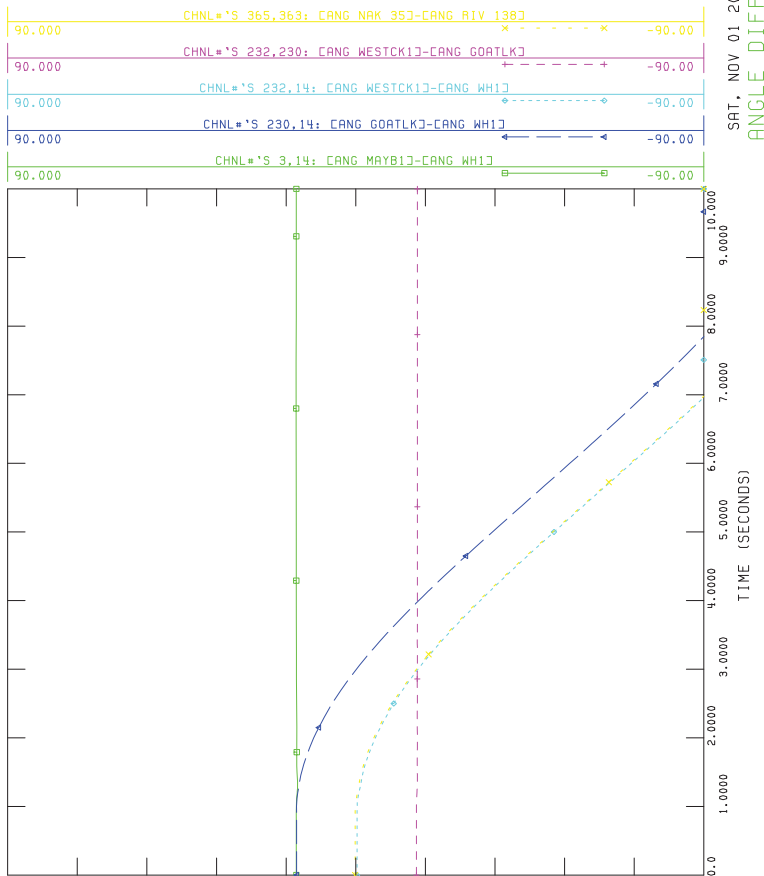
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INTERCONNECTION

FILE: EV4_OpenTie_WH_LL0_YAchn.out



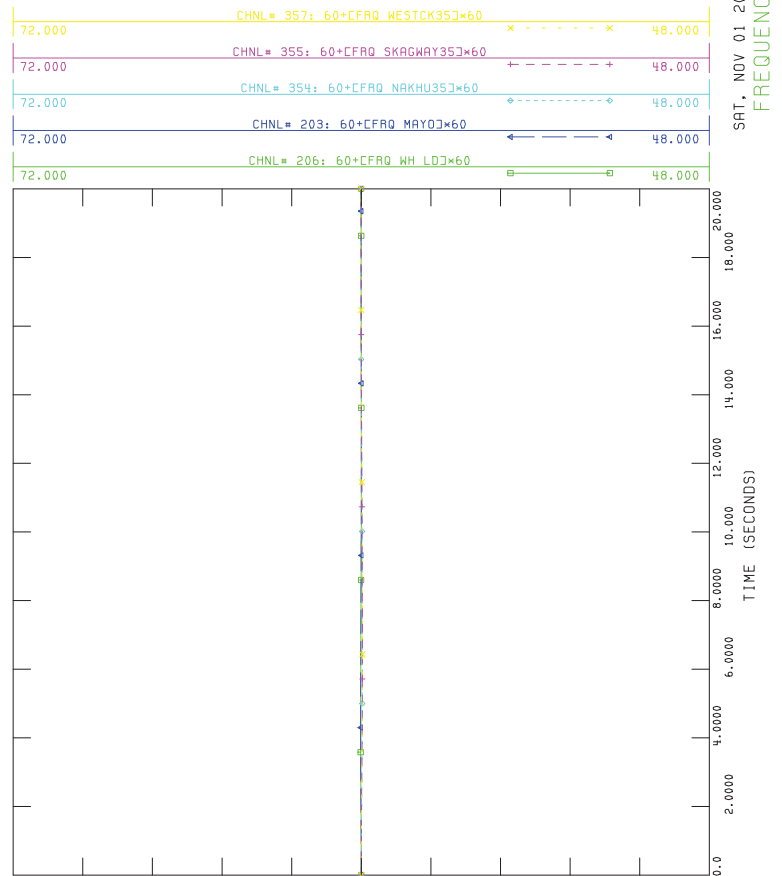
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INTERCONNECTION

FILE: EV4_OpenTie_WH_LL0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

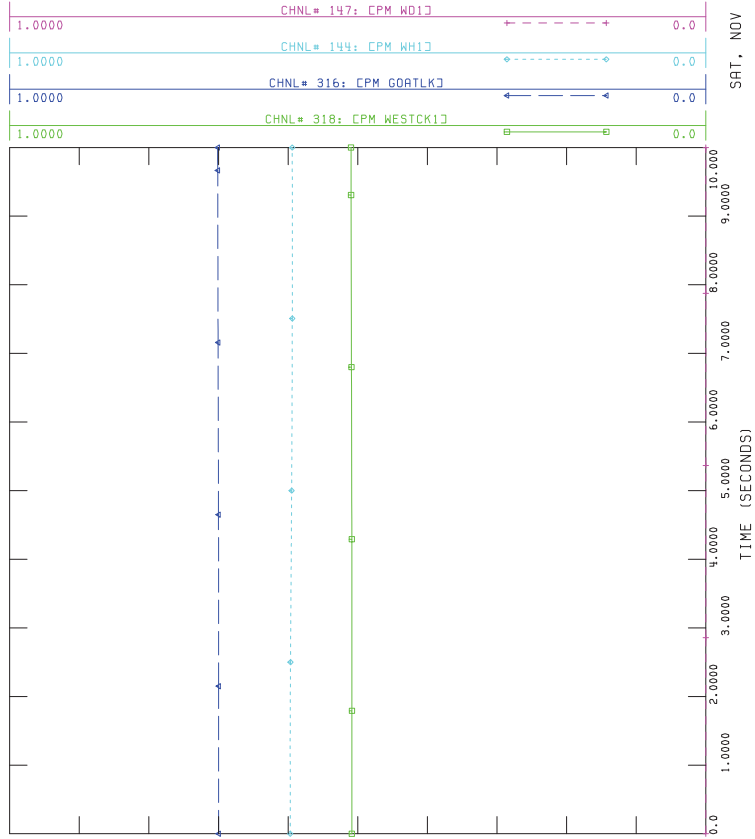
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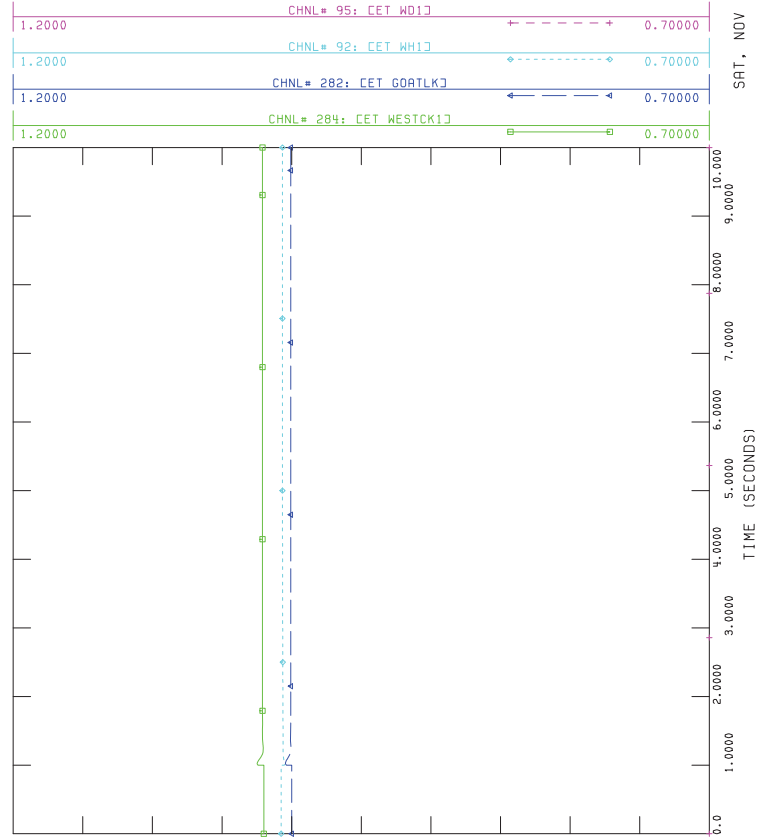
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INTERCONNECTION

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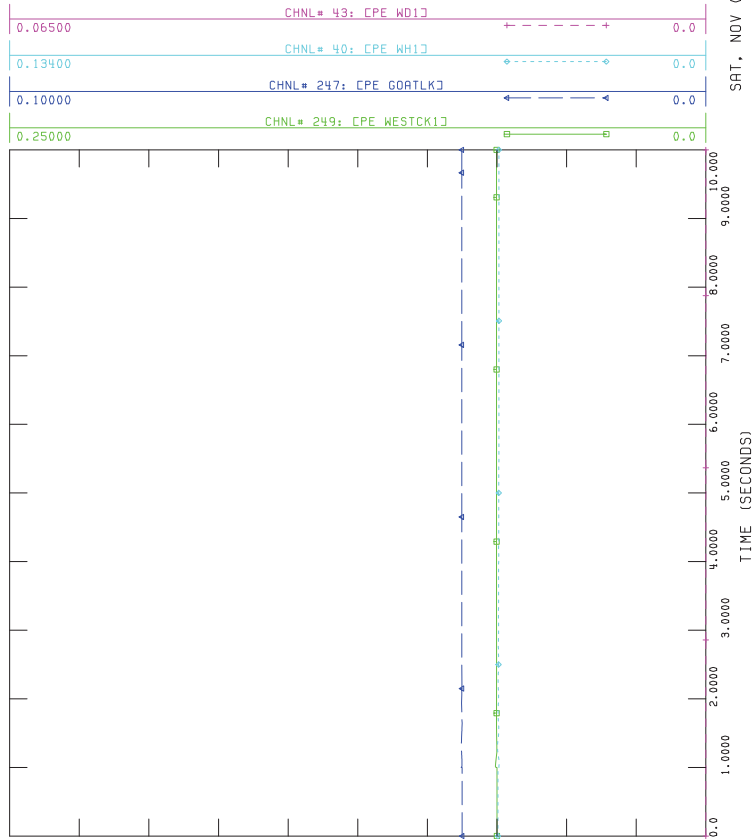
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INTERCONNECTION

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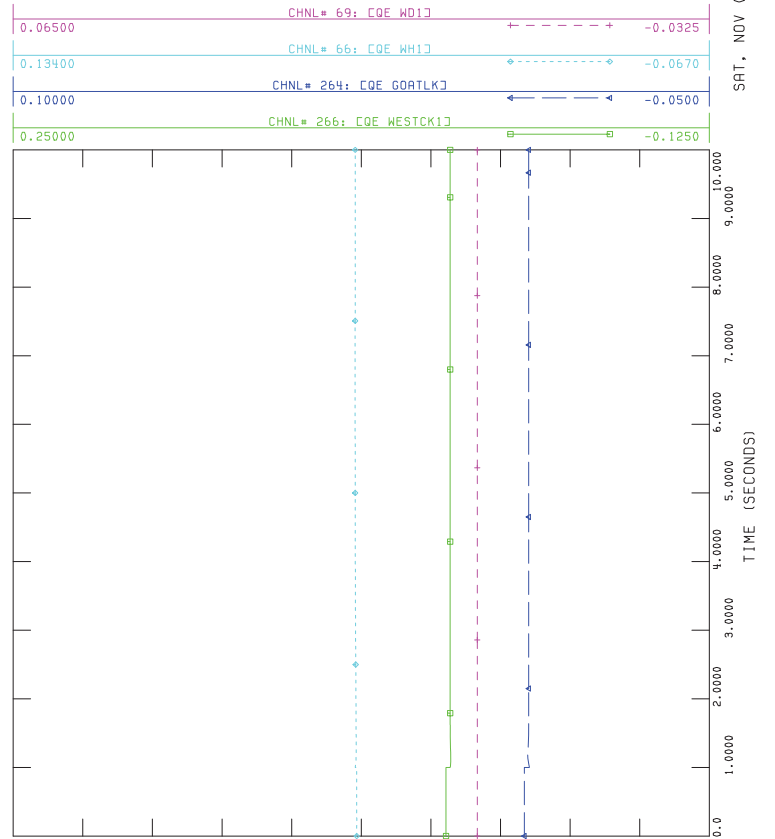
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_LL0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

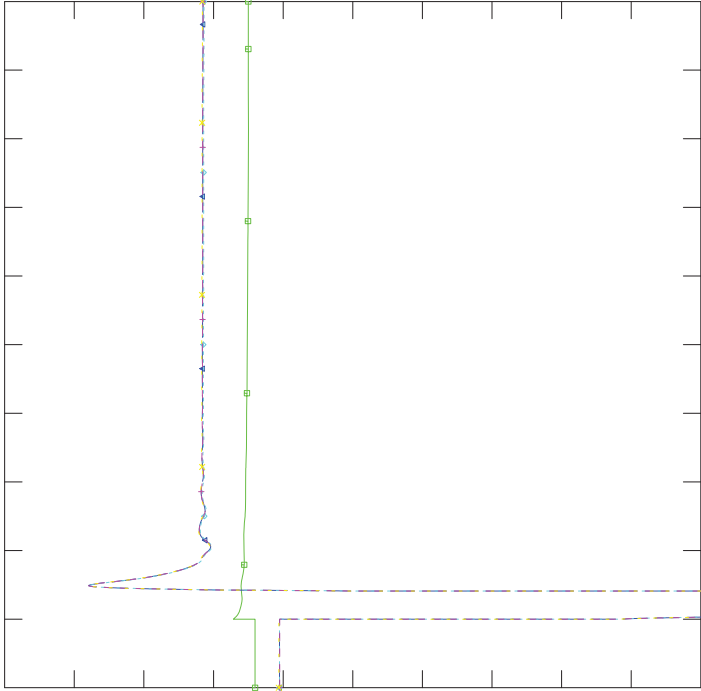
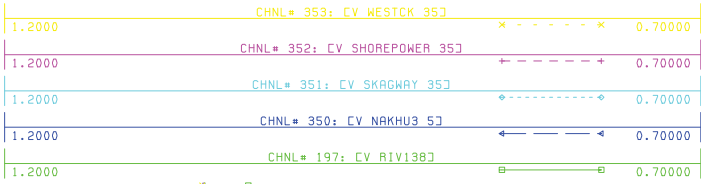
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WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_LL10e_YAchn.out

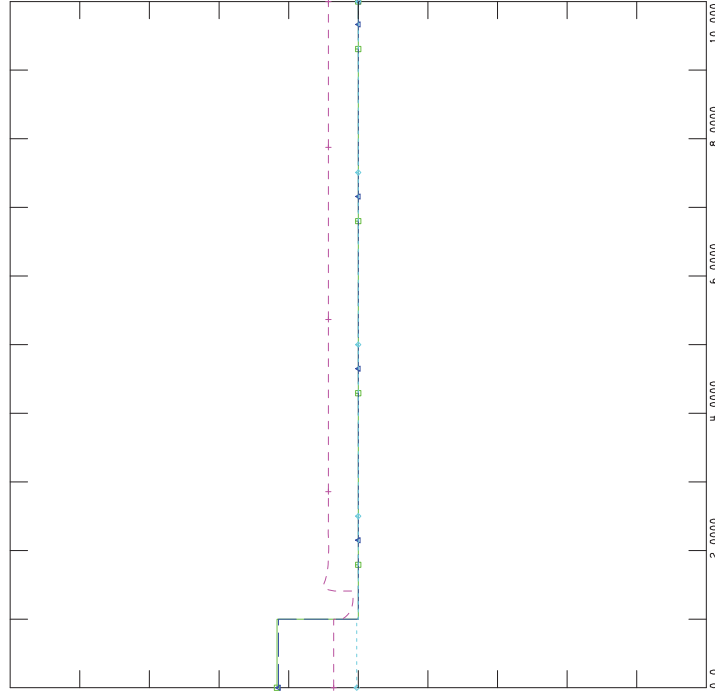
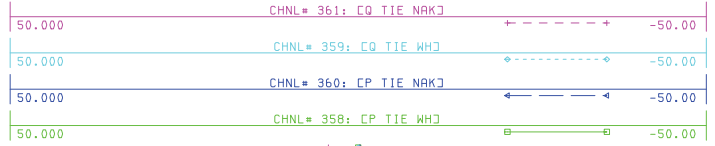


SAT, NOV 01 2014 14:49
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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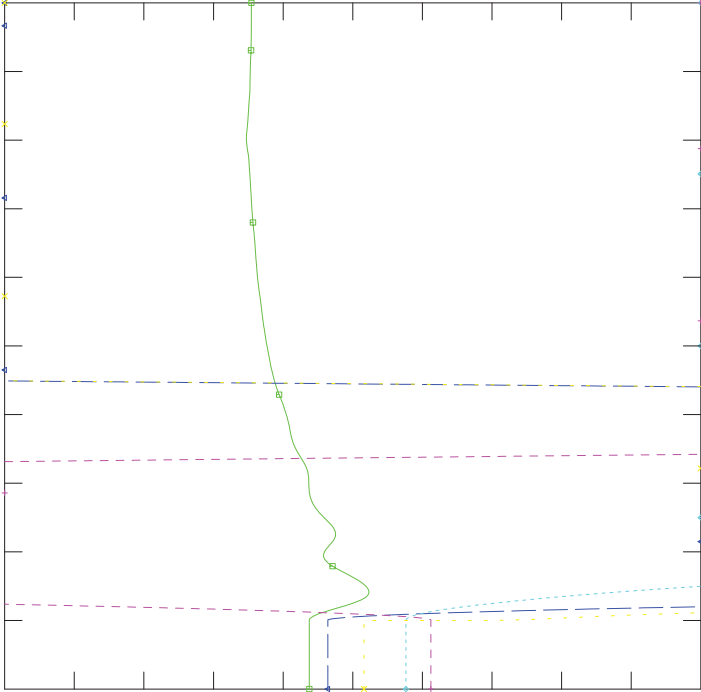


SAT, NOV 01 2014 14:49
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_LL10e_YAchn.out

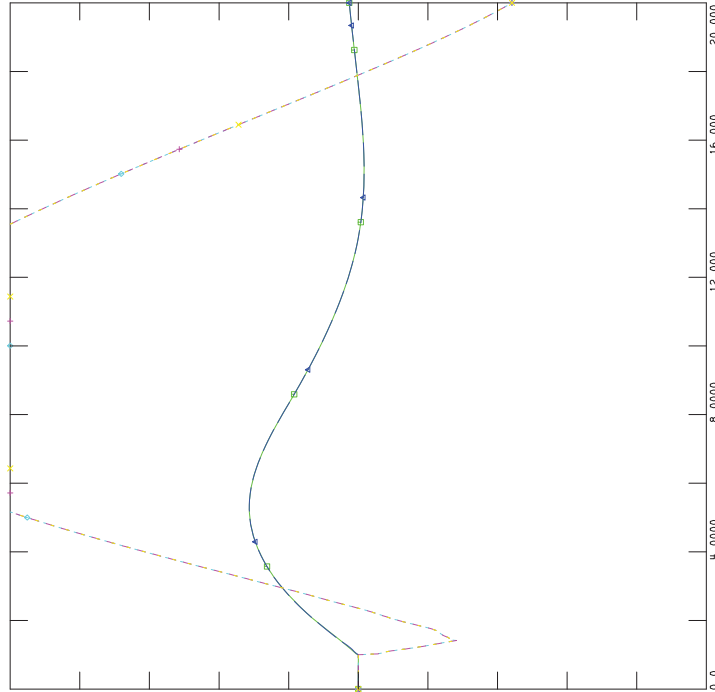
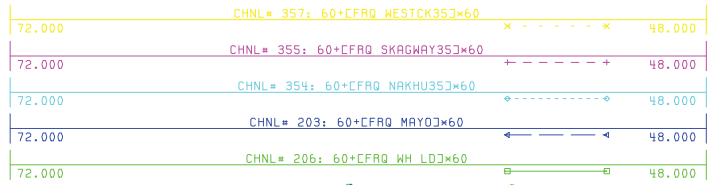


SAT, NOV 01 2014 14:49
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV4_OpenTie_WH_LL10e_YAchn.out



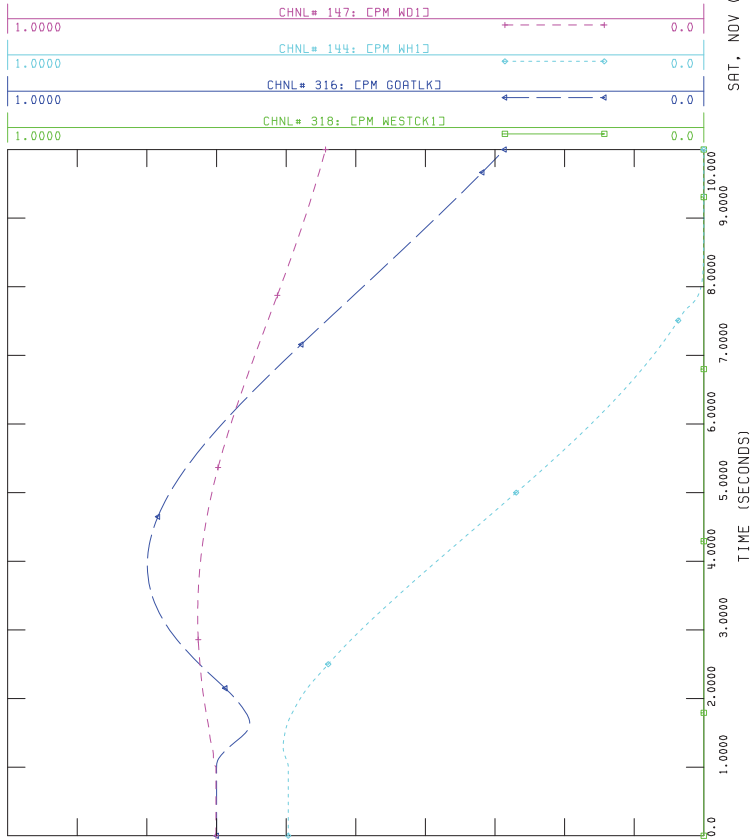
SAT, NOV 01 2014 14:49
FREQUENCY (HZ)



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_LL10e_YAchn.out

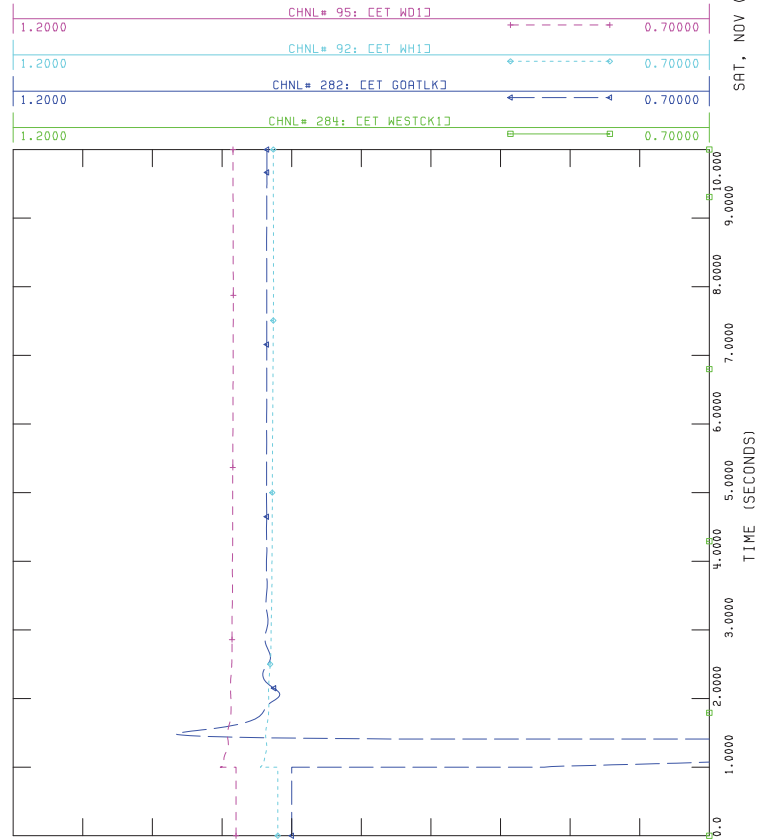
SAT, NOV 01 2014 14:49
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_LL10e_YAchn.out

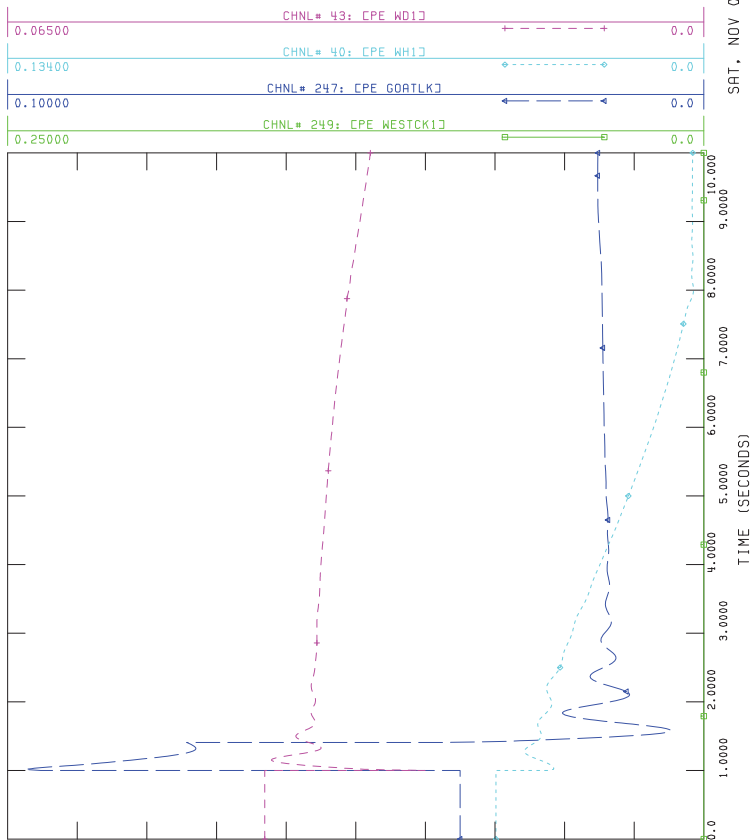
SAT, NOV 01 2014 14:49
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV4_OpenTie_WH_LL10e_YAchn.out

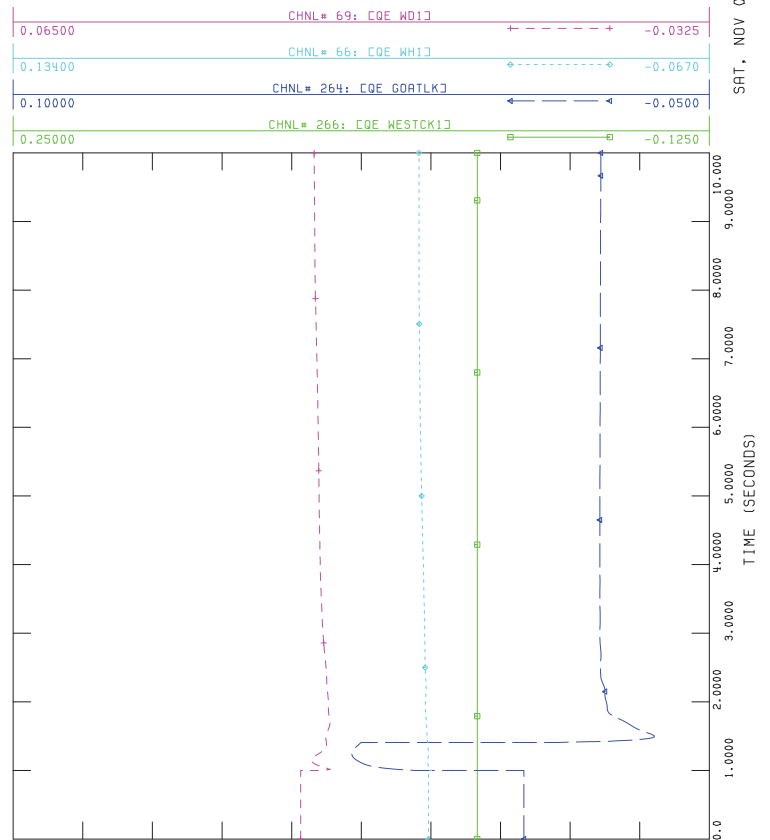
SAT, NOV 01 2014 14:49
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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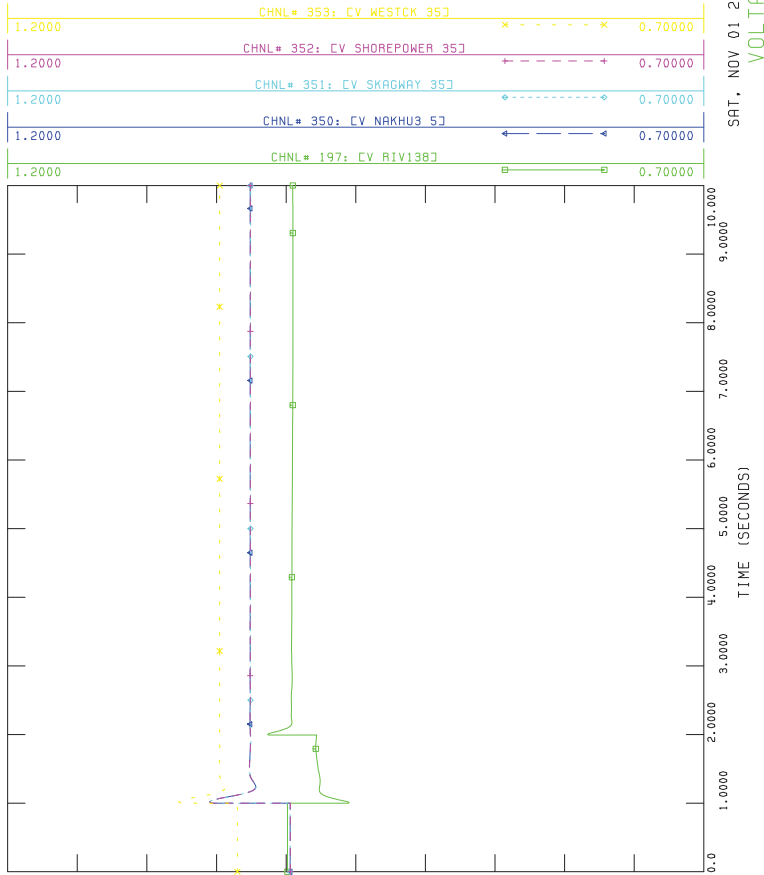
SAT, NOV 01 2014 14:49
QE





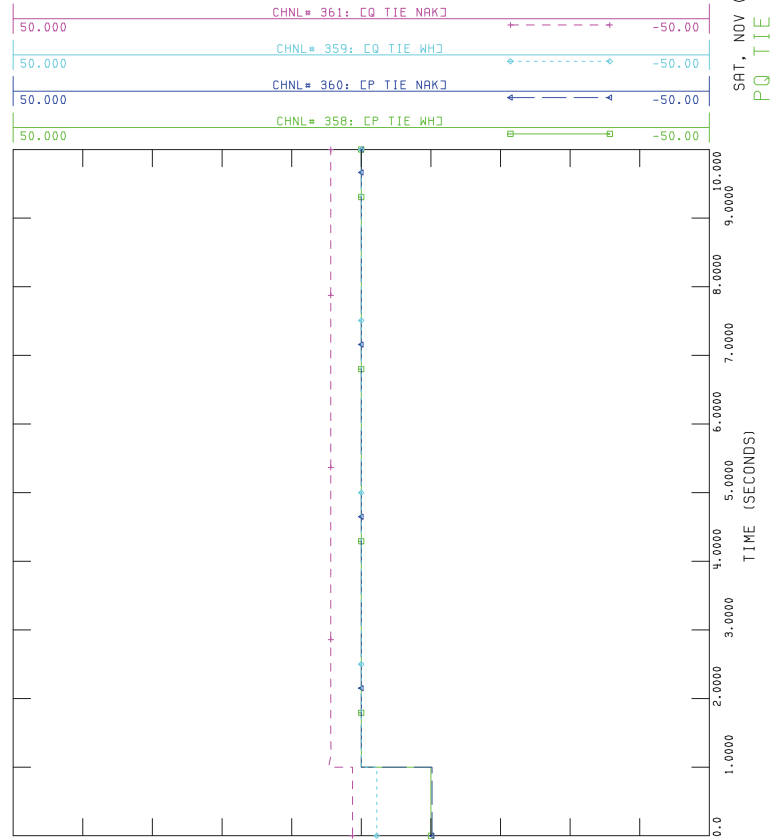
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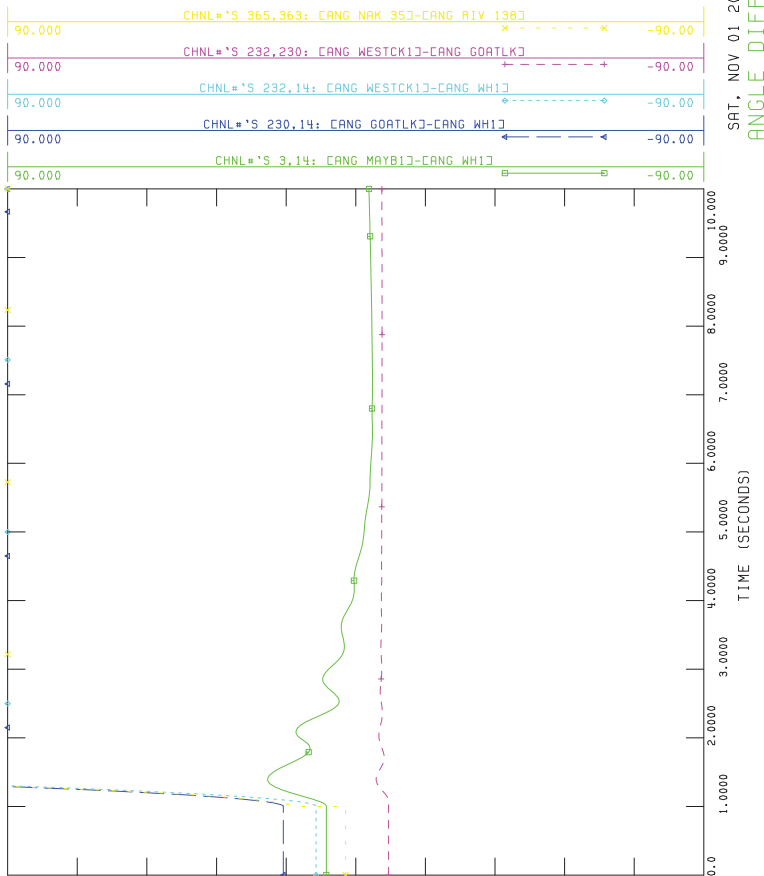
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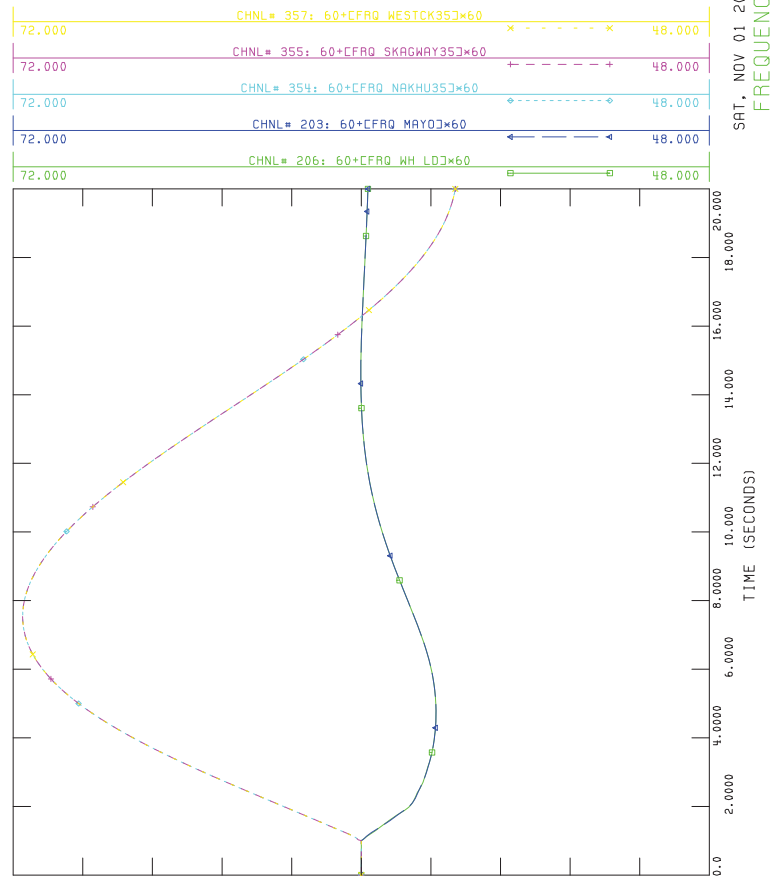
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WHITEHORSE SKAGWAY INTERCONNECTION

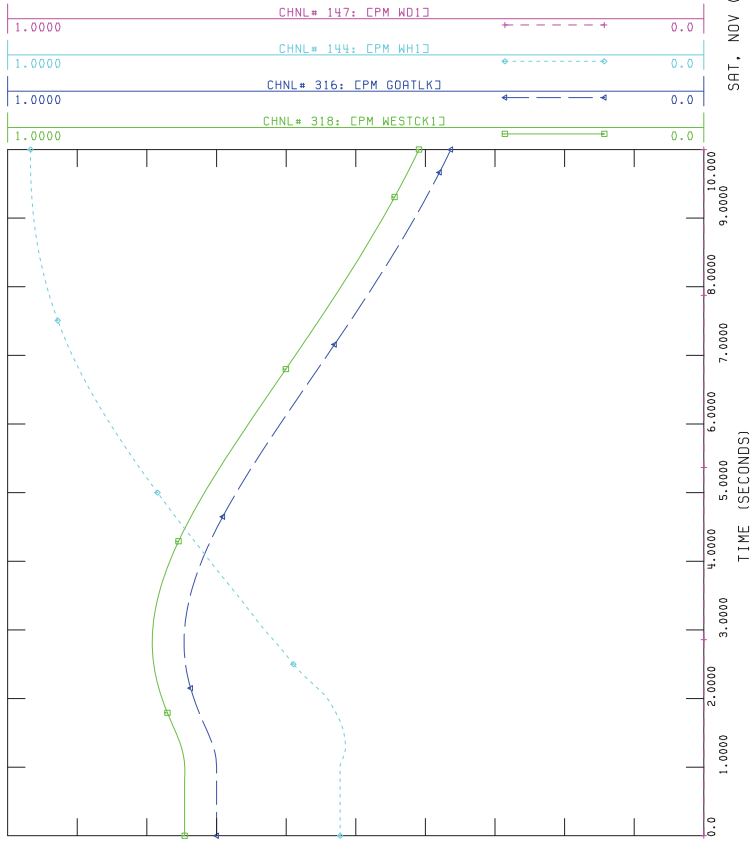
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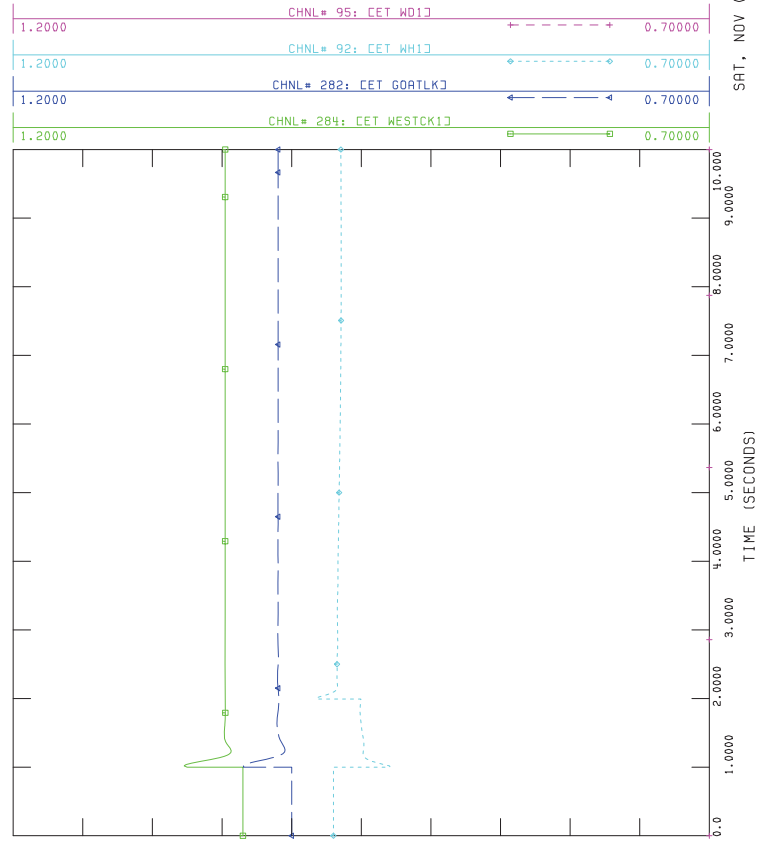
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INTERCONNECTION

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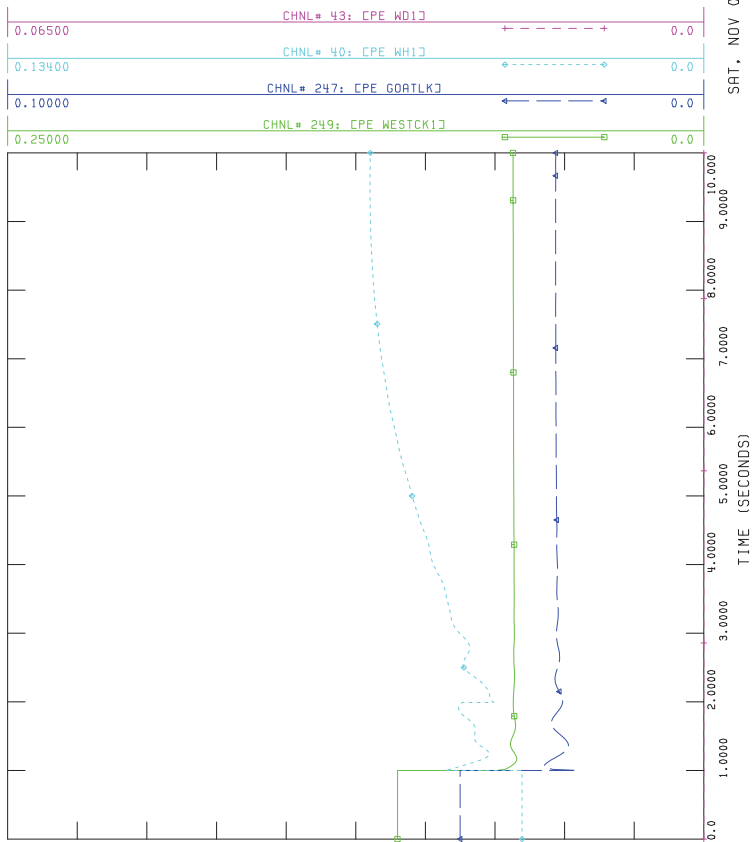
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INTERCONNECTION

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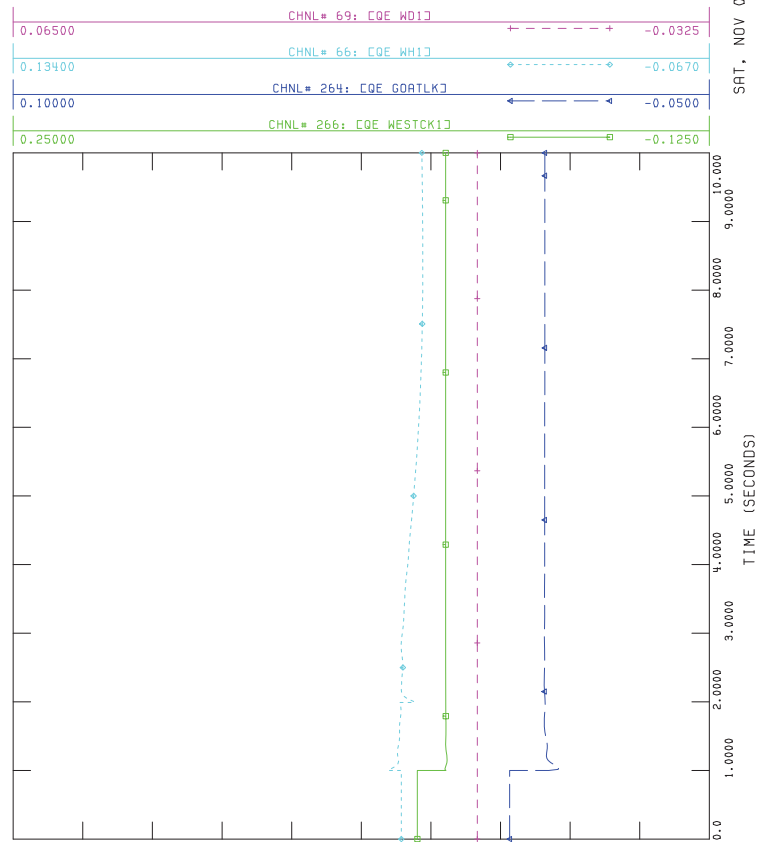
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WHITEHORSE SKAGWAY
INTERCONNECTION

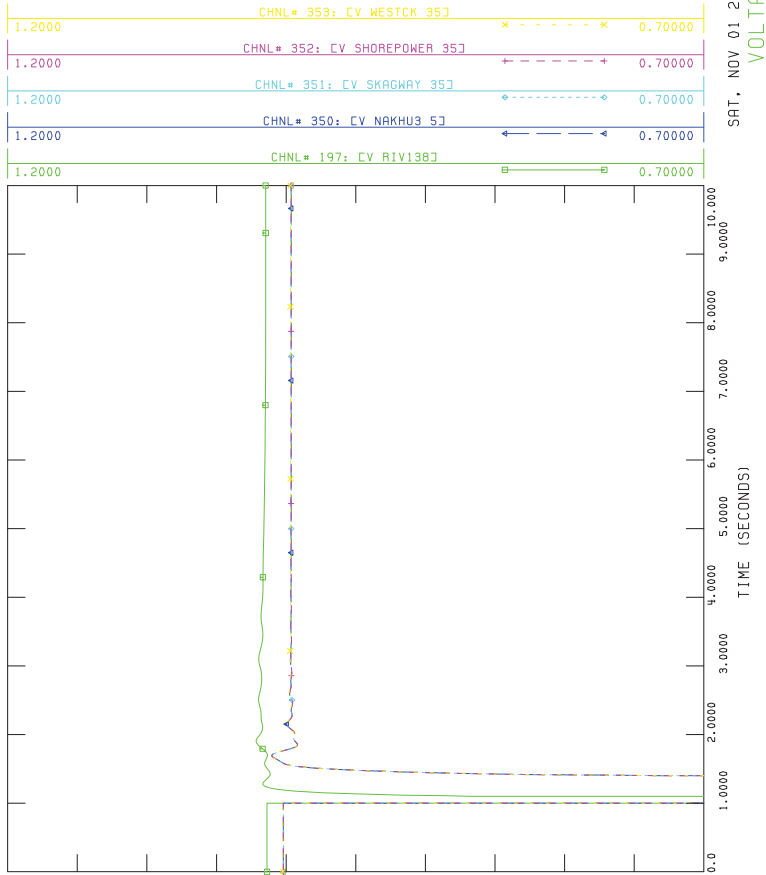
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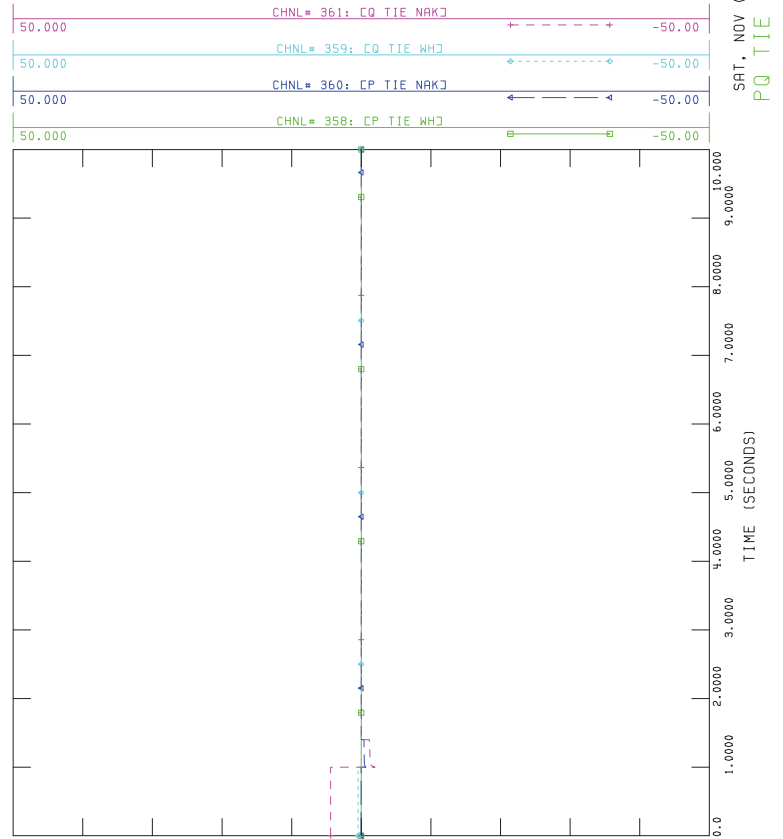
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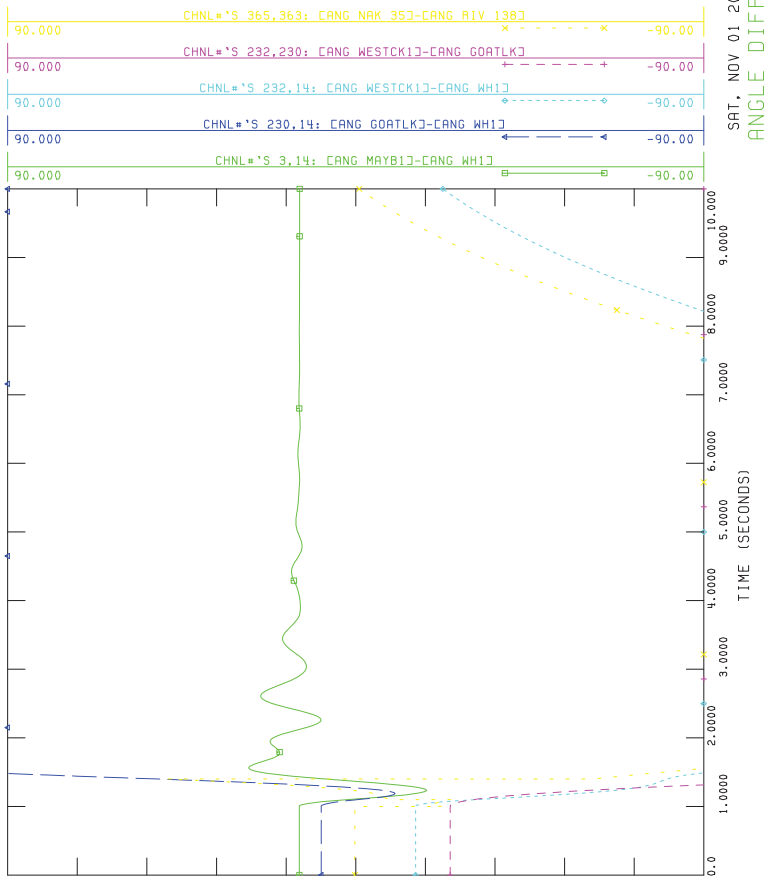
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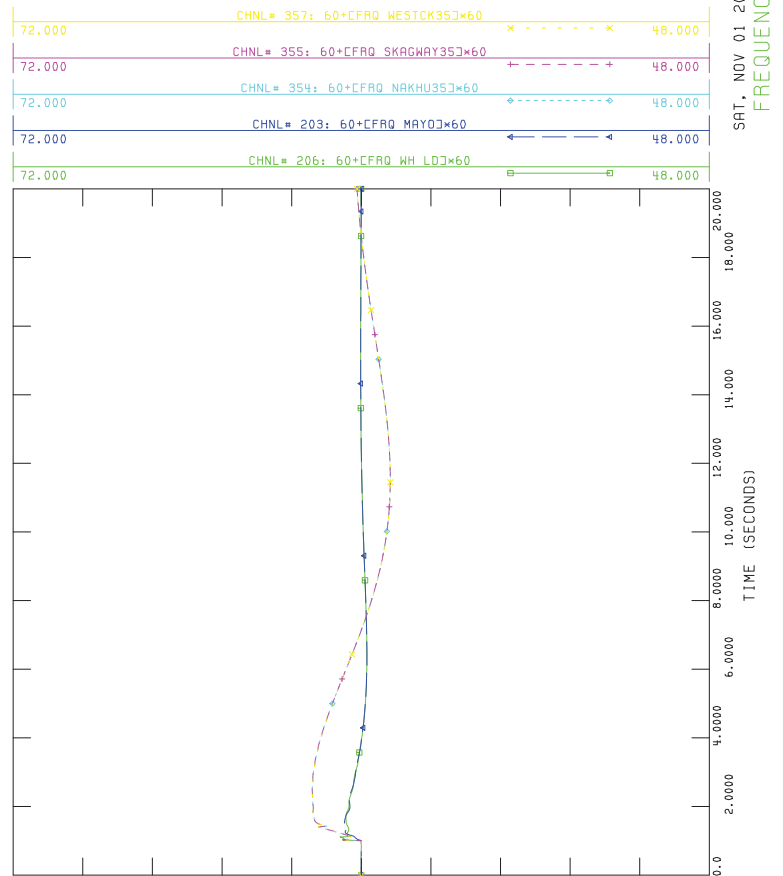
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WHITEHORSE SKAGWAY INTERCONNECTION

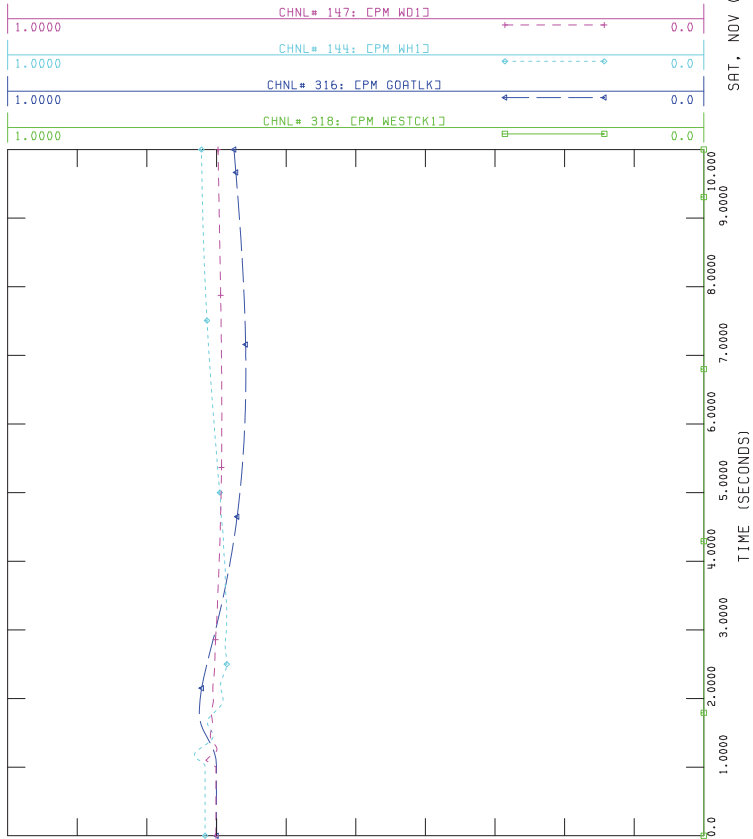
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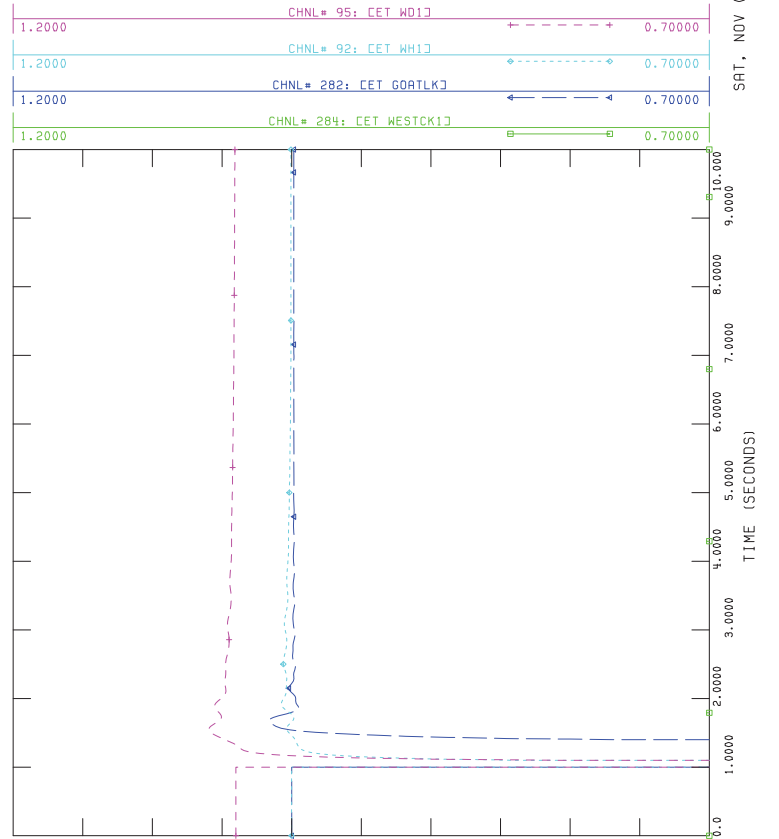
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INTERCONNECTION

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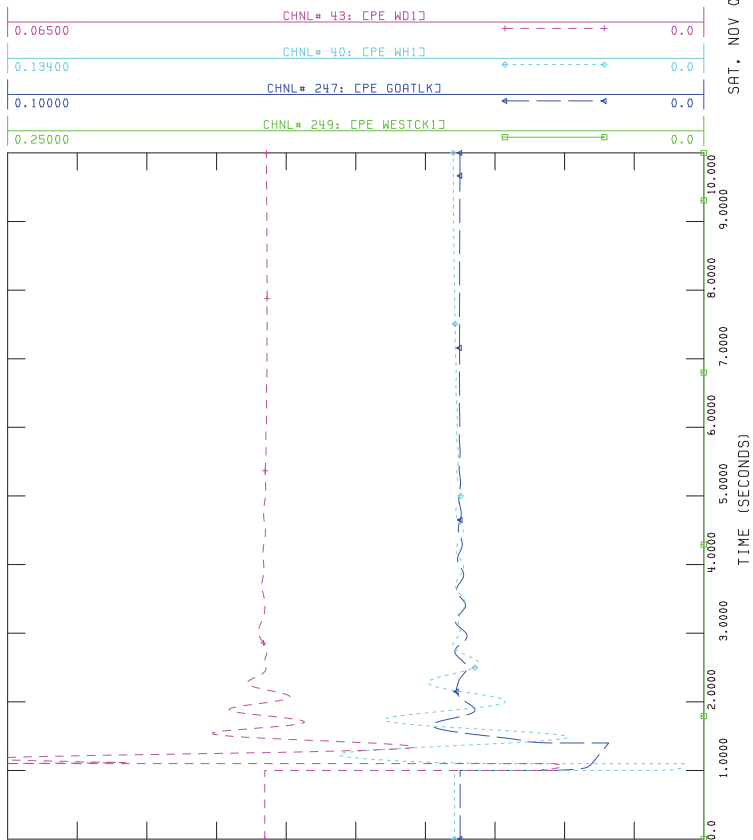
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INTERCONNECTION

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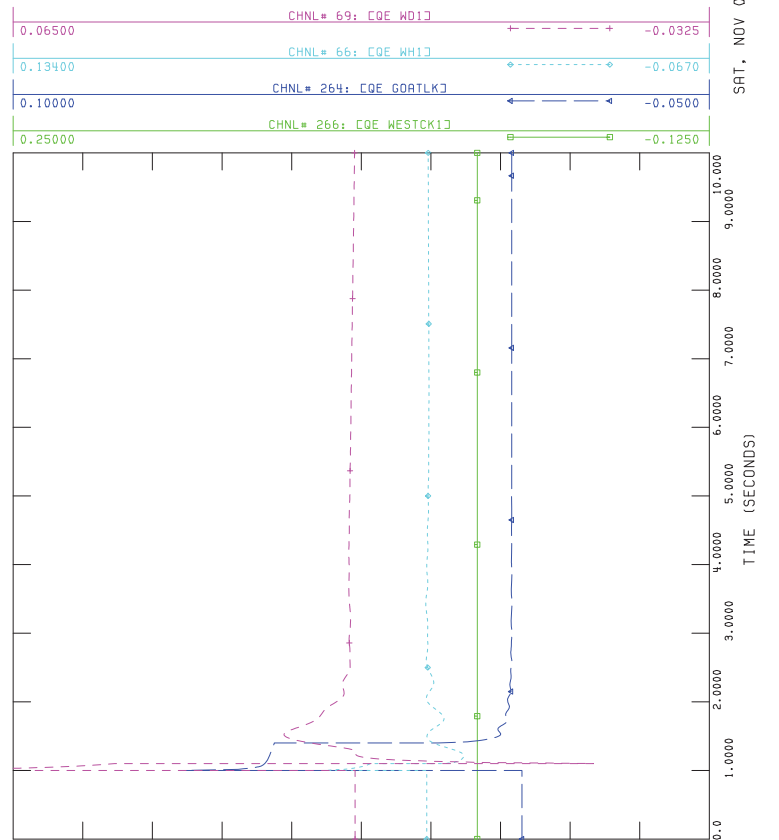
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

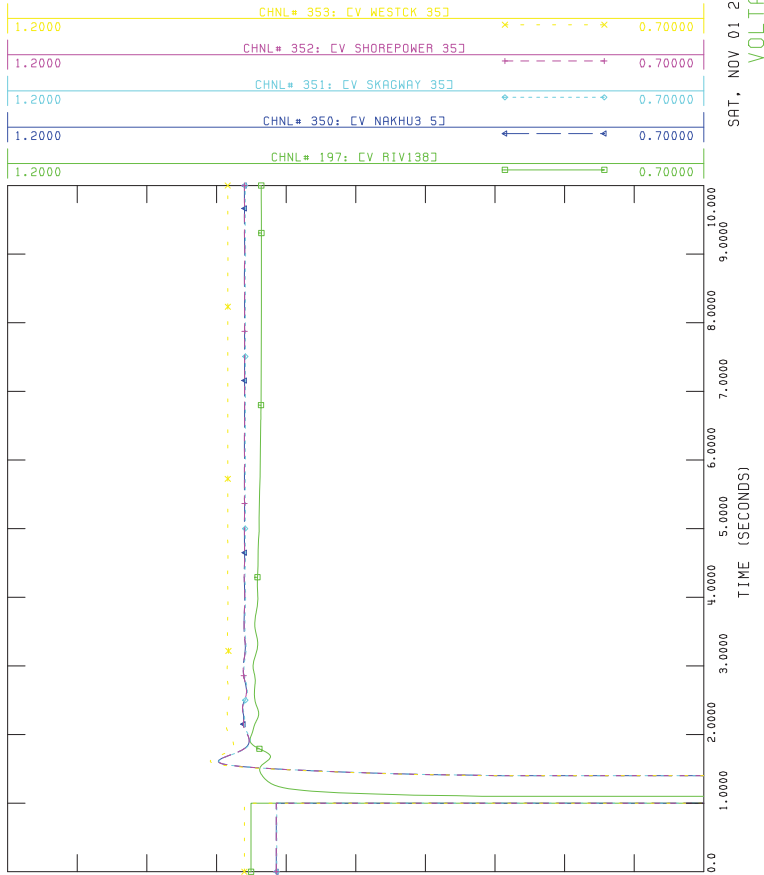
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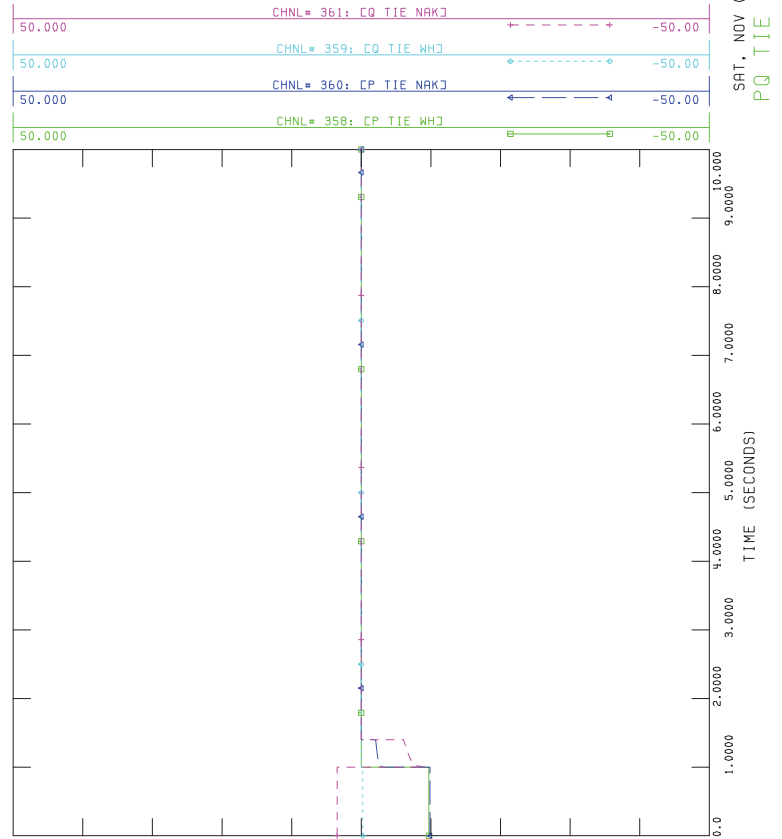
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INTERCONNECTION

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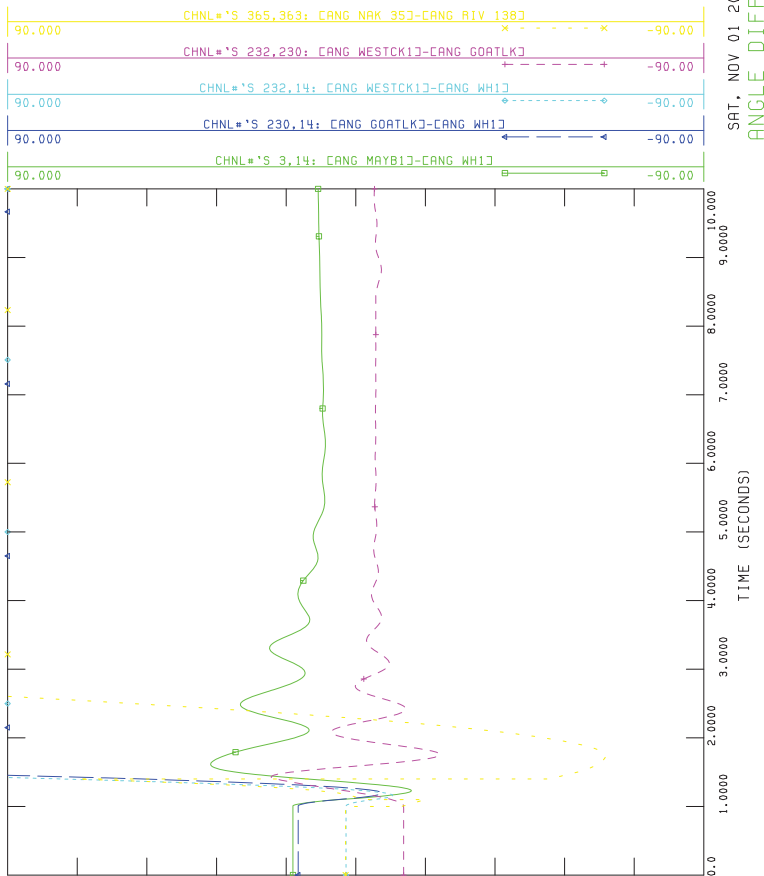
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INTERCONNECTION

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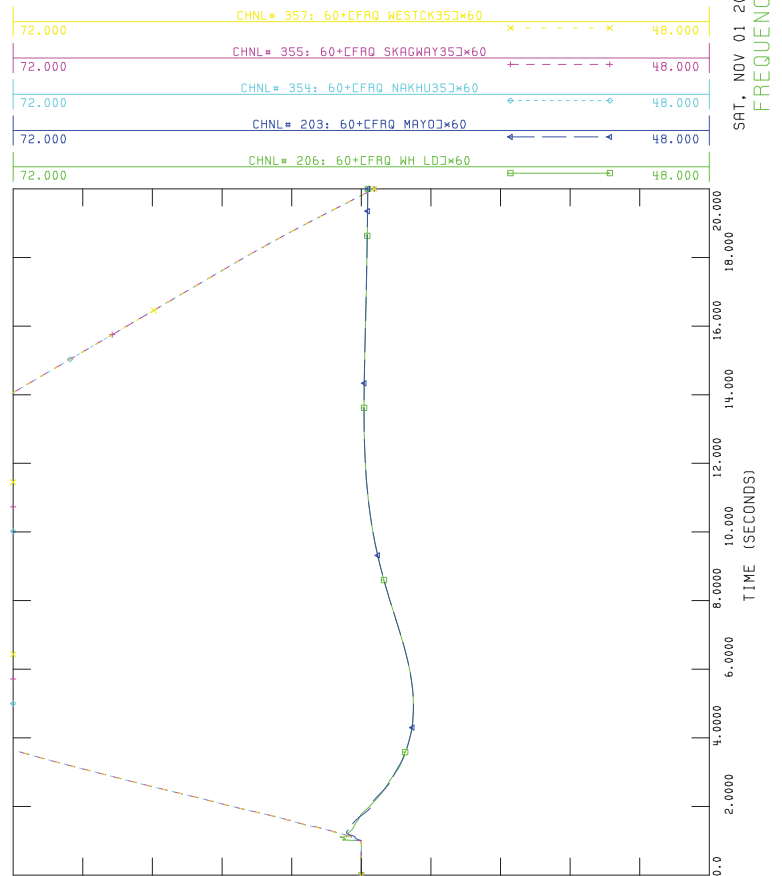
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W10i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

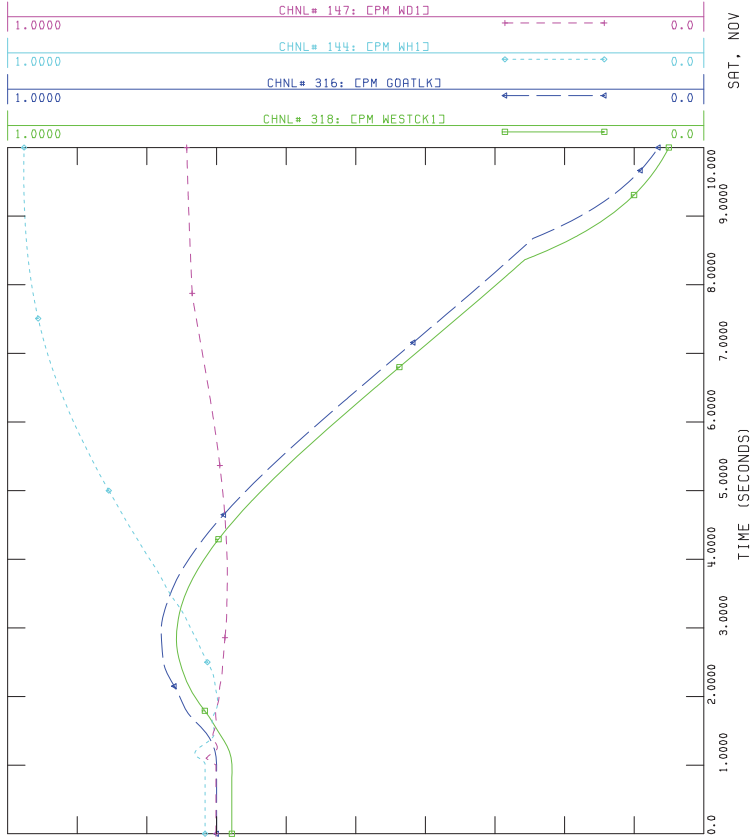
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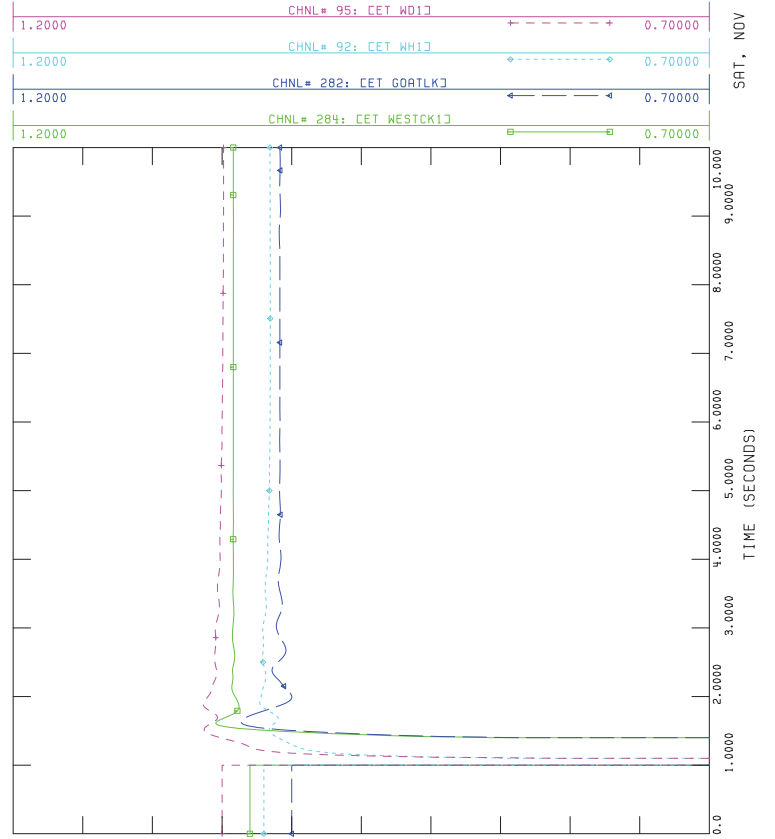
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INTERCONNECTION

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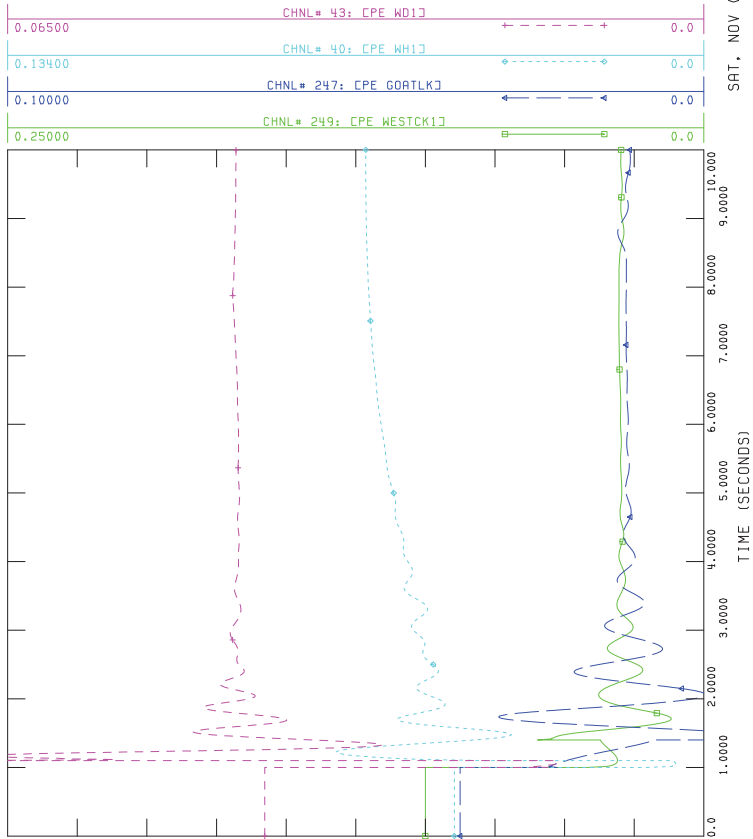
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INTERCONNECTION

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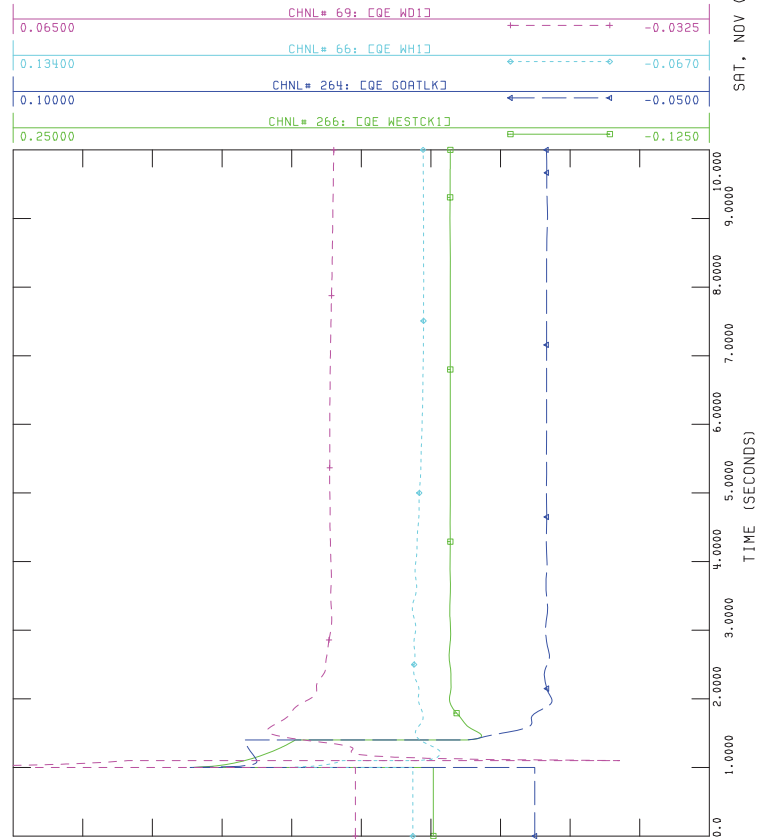
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

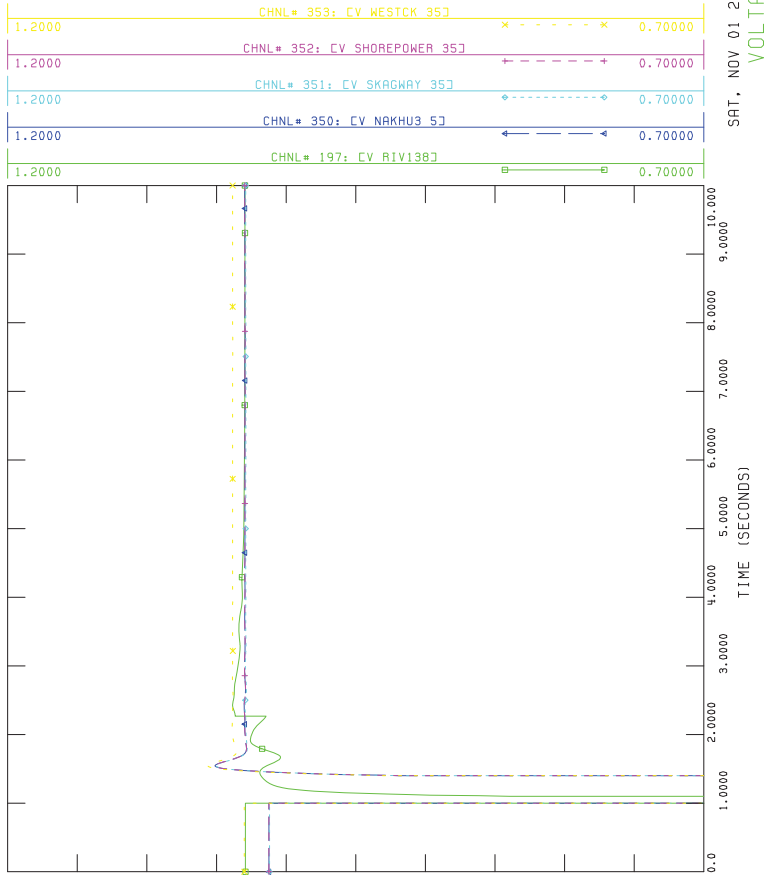
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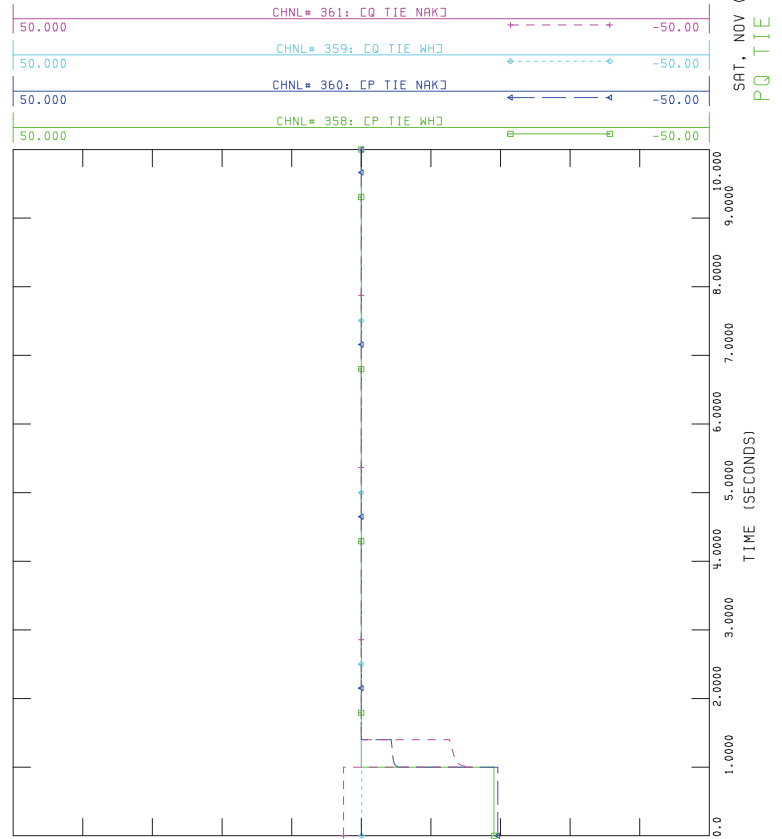
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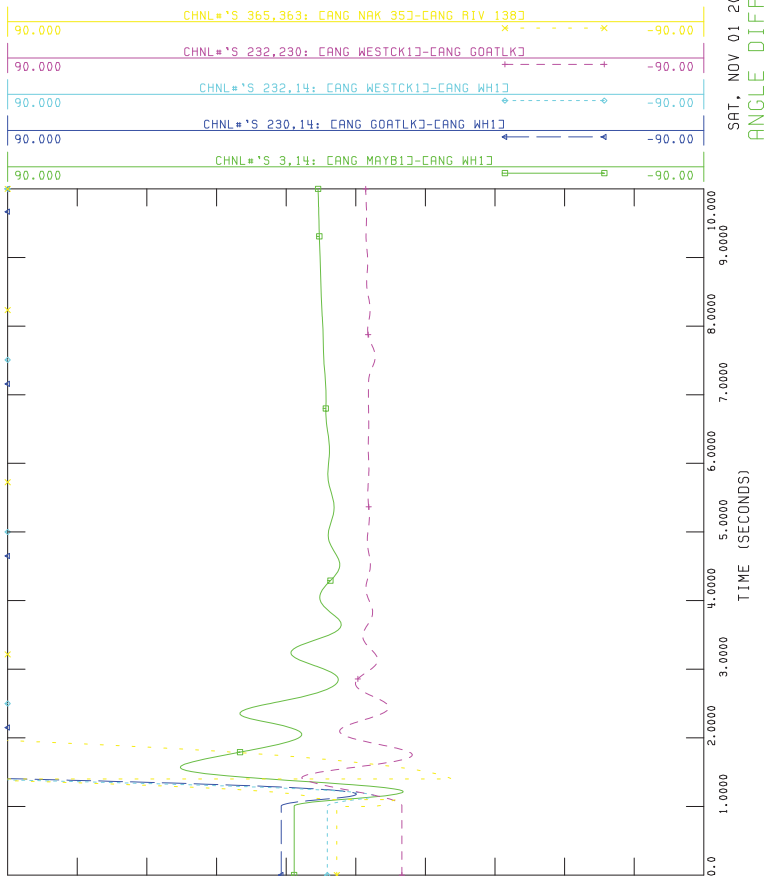
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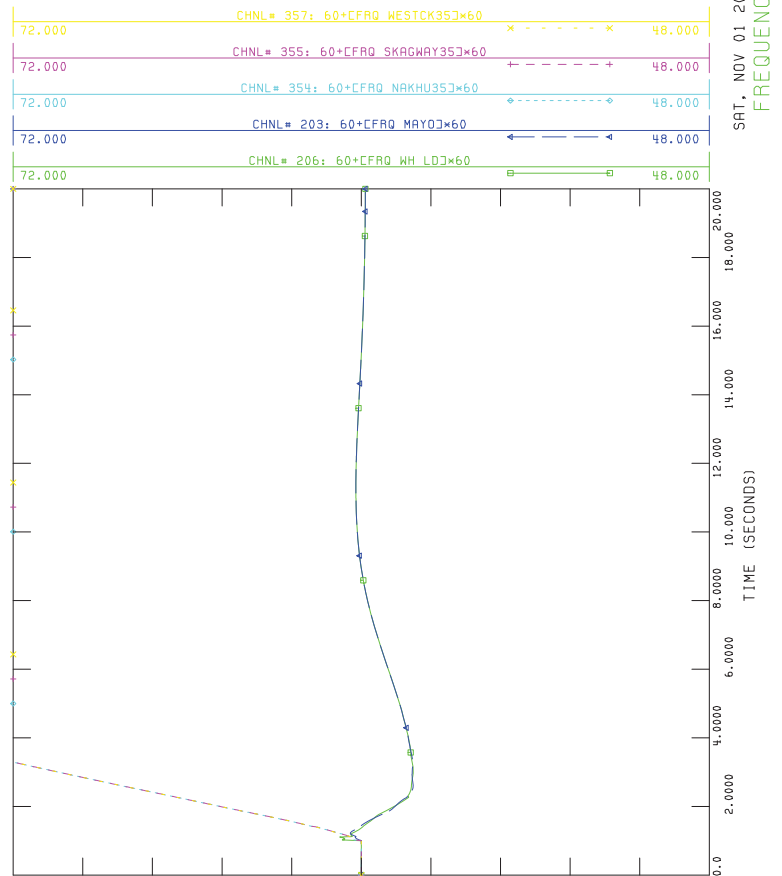
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WHITEHORSE SKAGWAY INTERCONNECTION

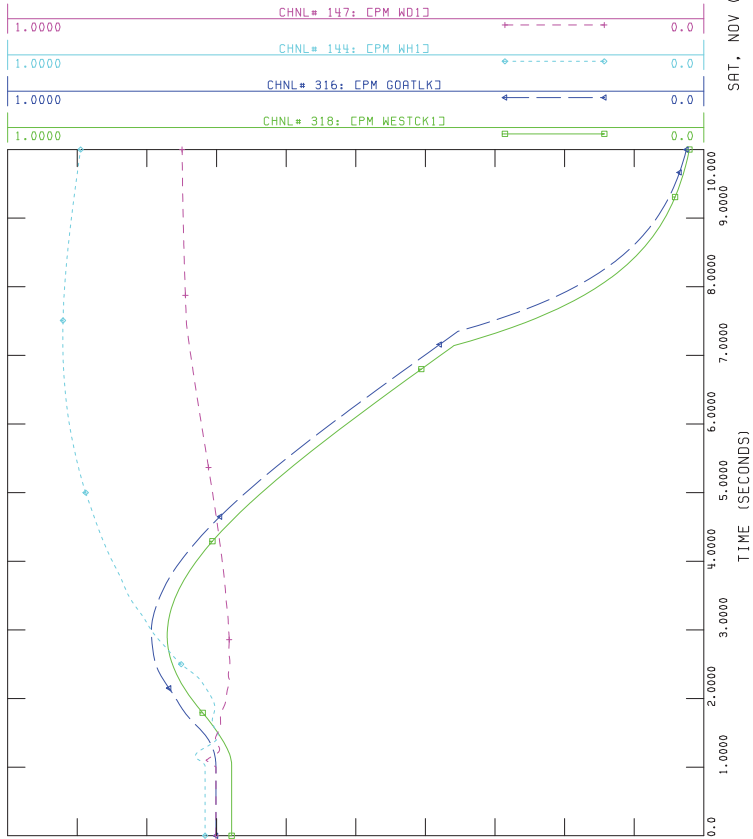
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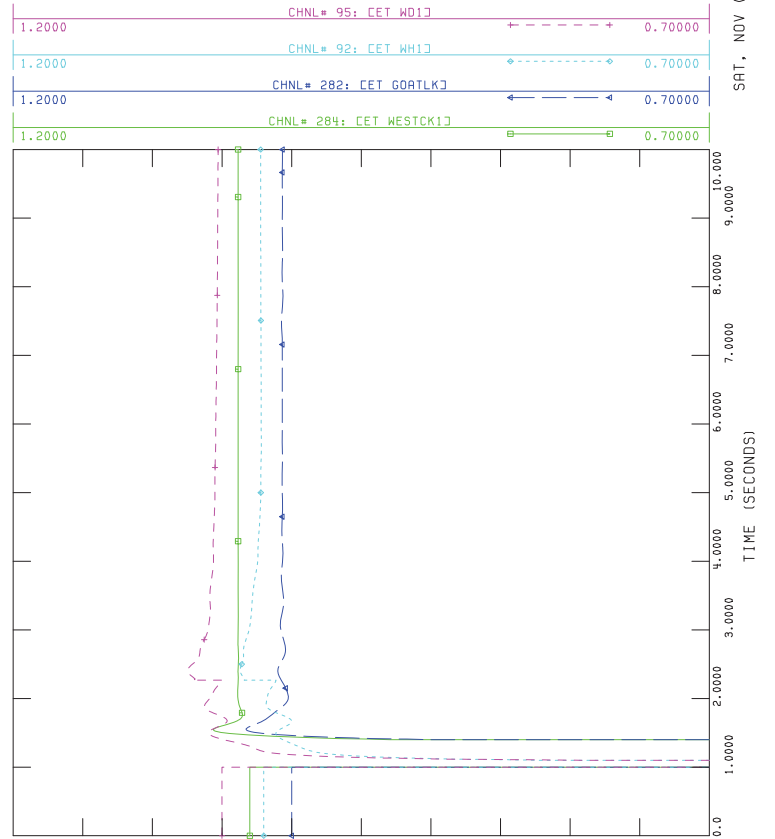
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INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W20i_YAchn.out



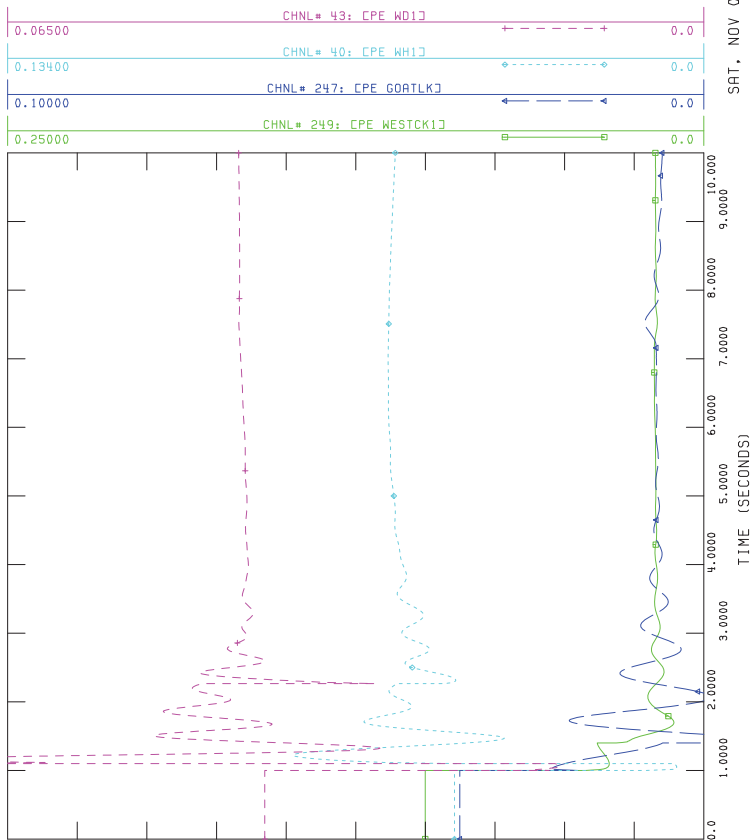
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INTERCONNECTION

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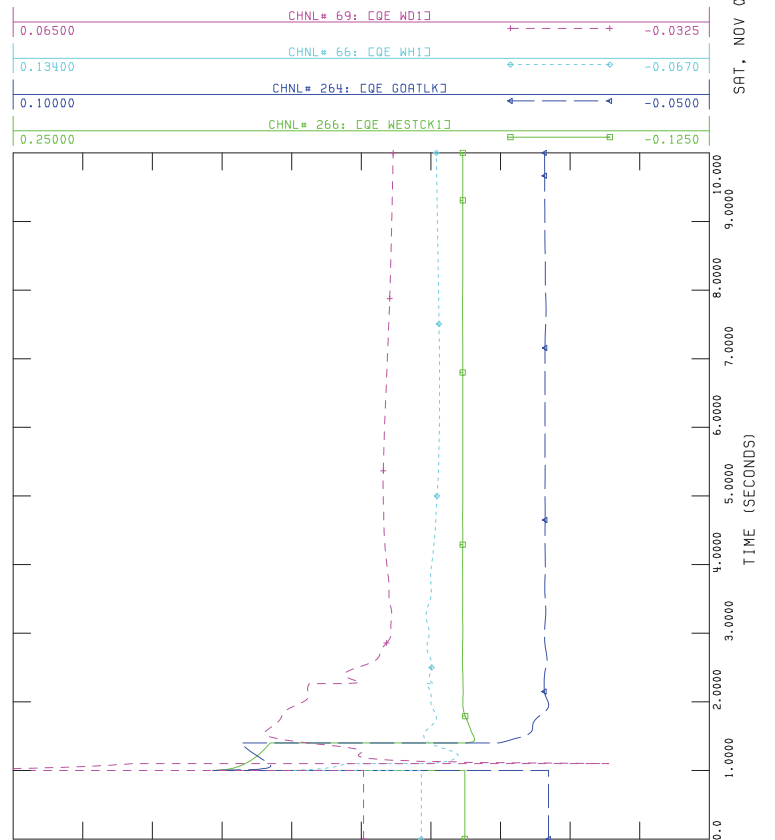
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INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W20i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

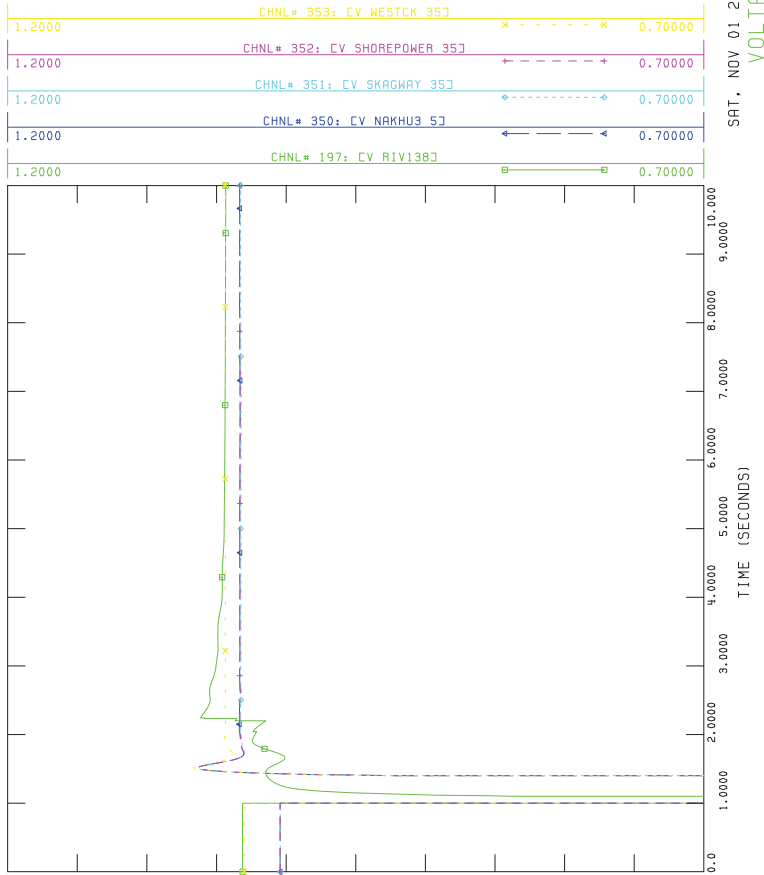
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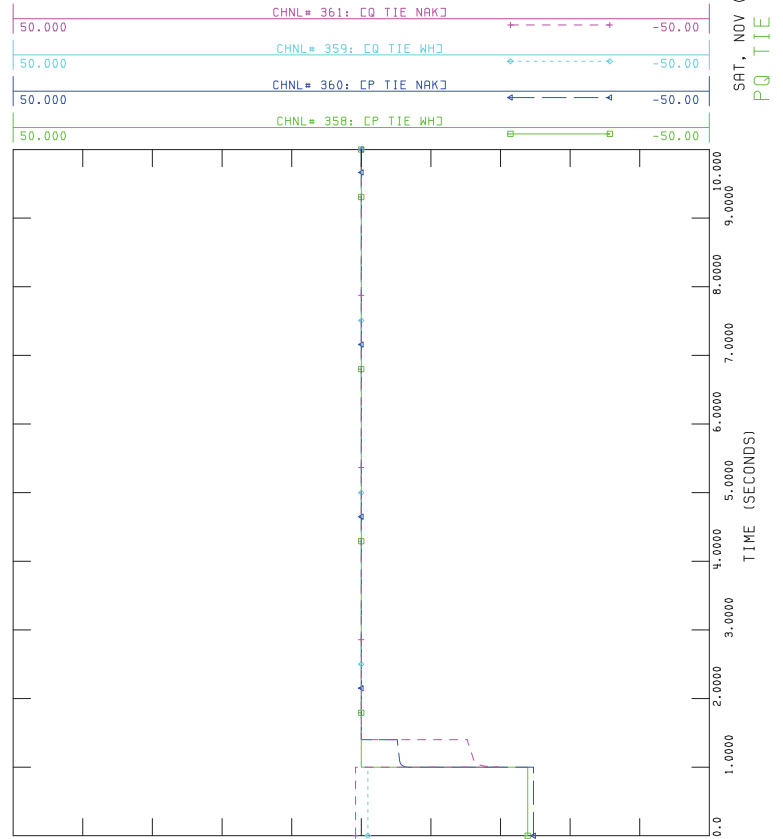
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W25i_YAchn.out



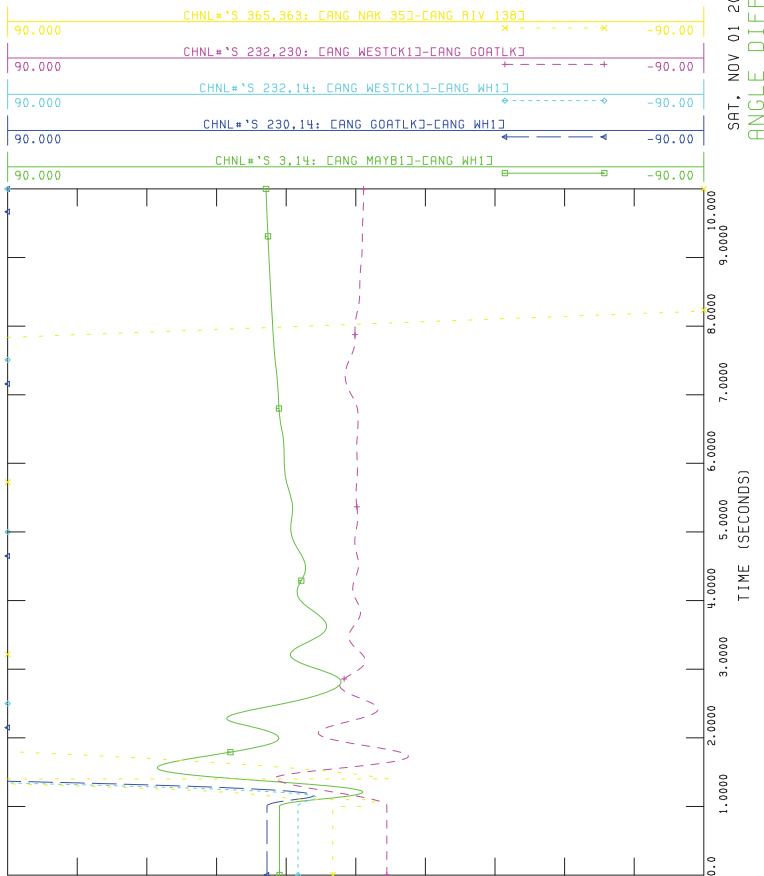
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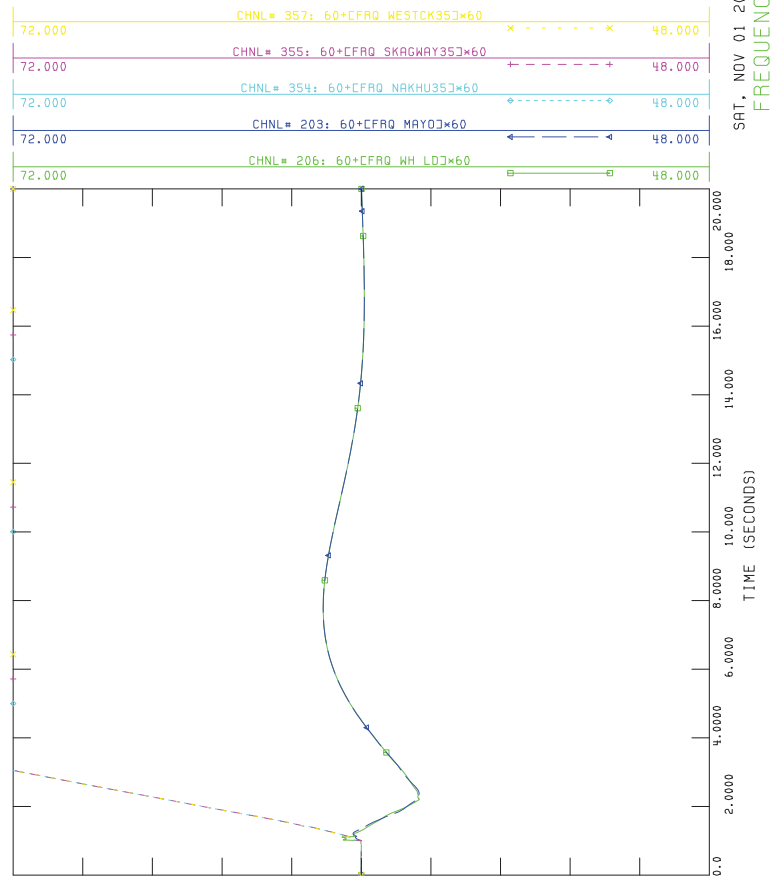
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FILE: EV5_.10s_Fault_TieWH_W25i_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

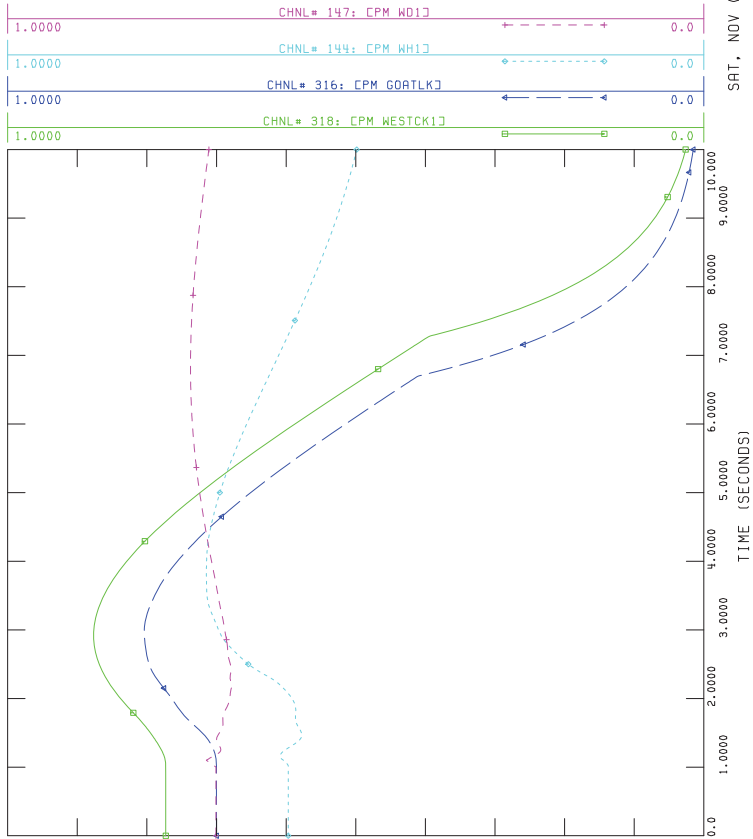
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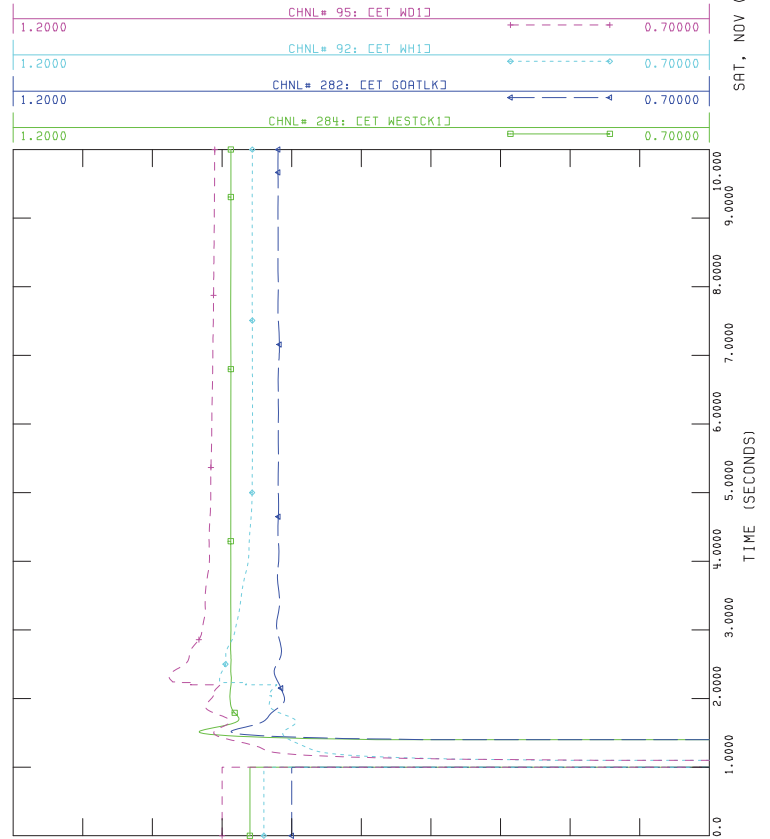
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W25i_YAchn.out



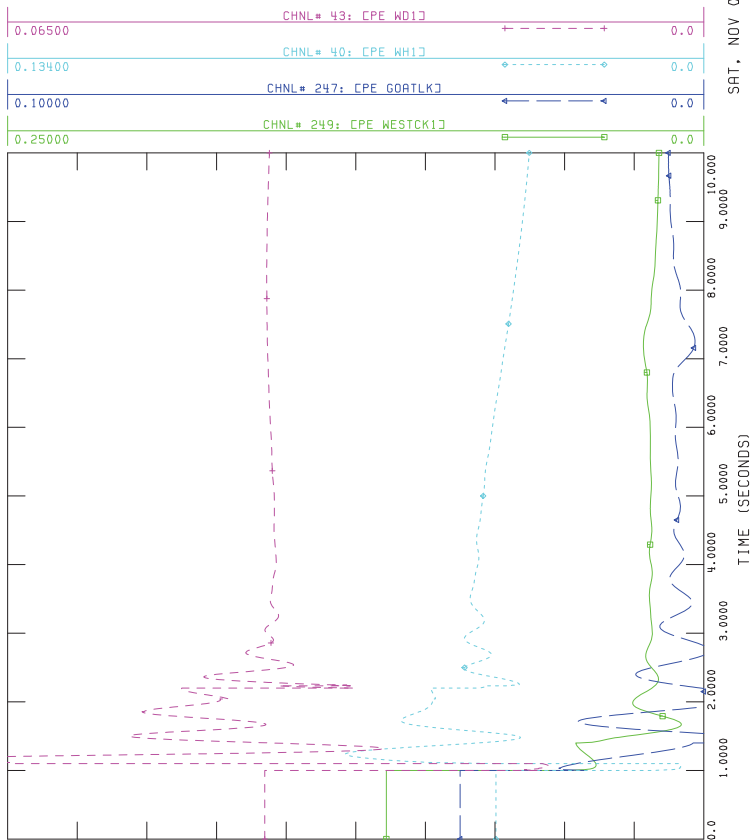
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W25i_YAchn.out



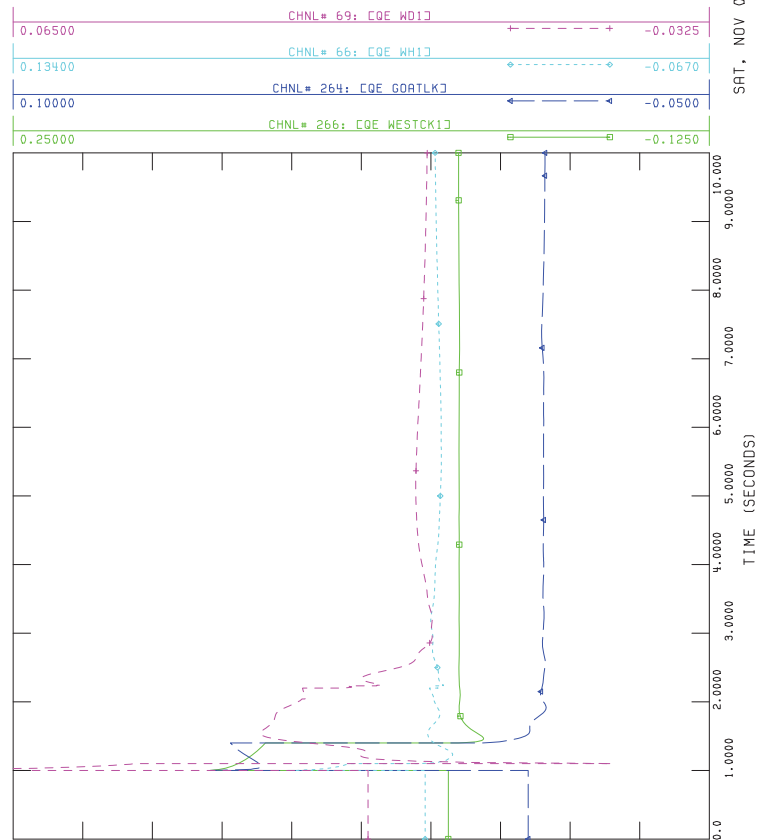
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV5_.10s_Fault_TieWH_W25i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

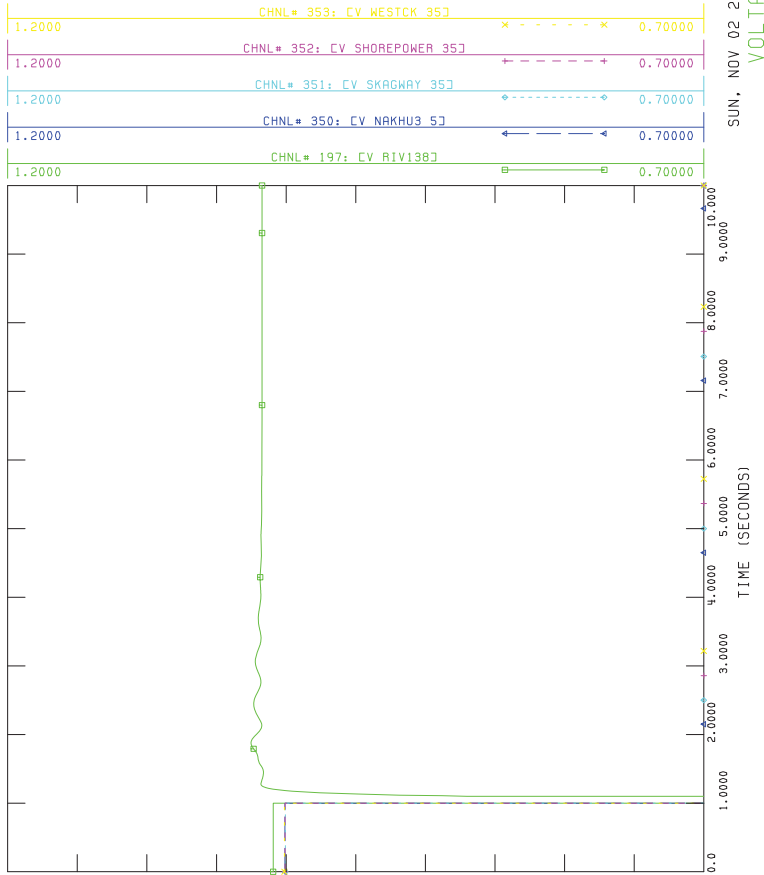
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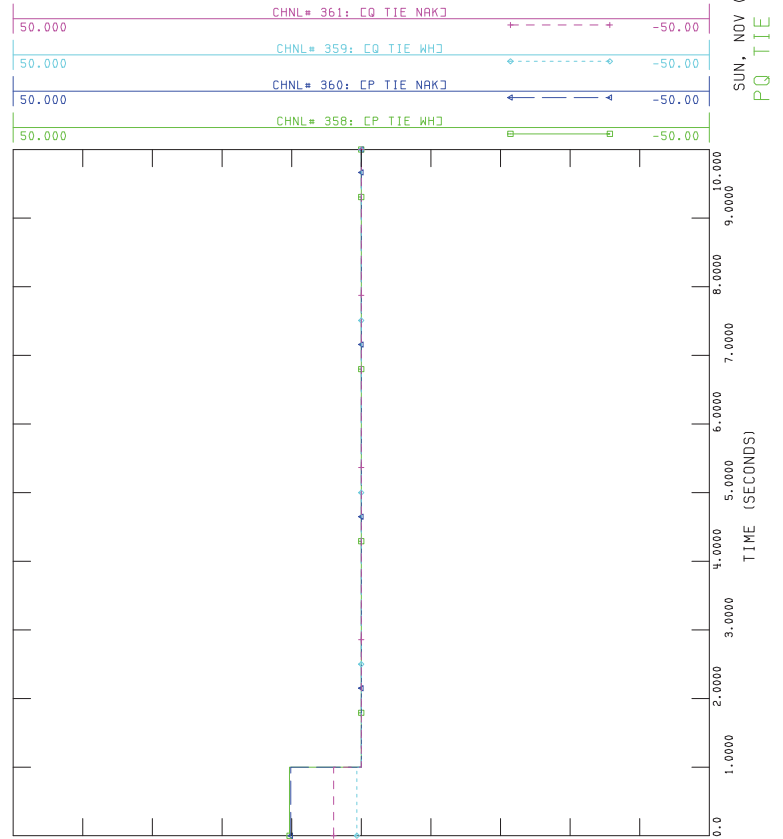
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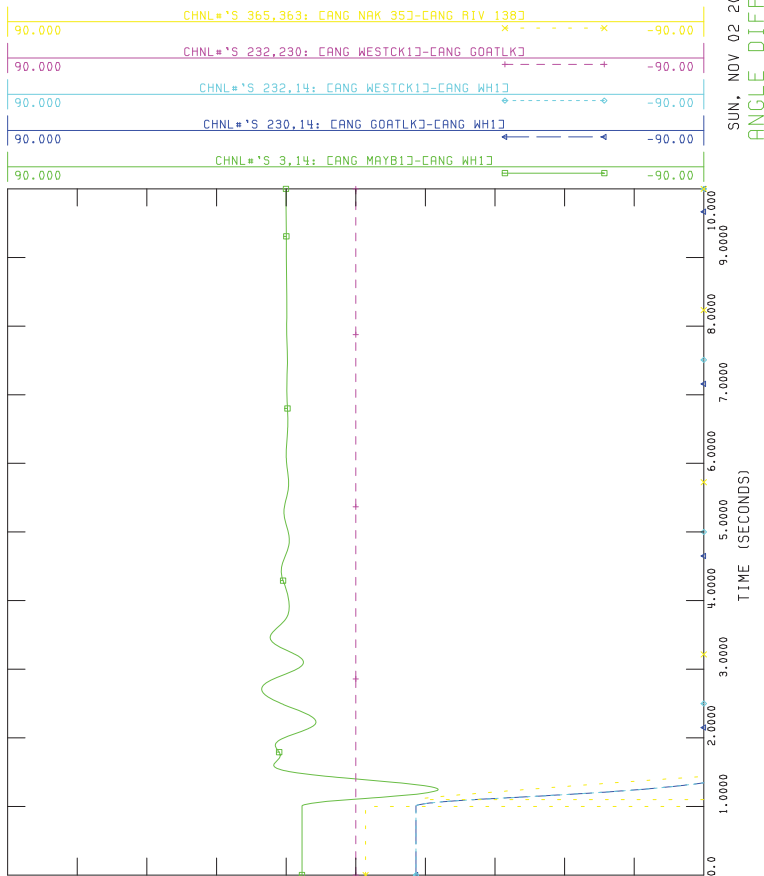
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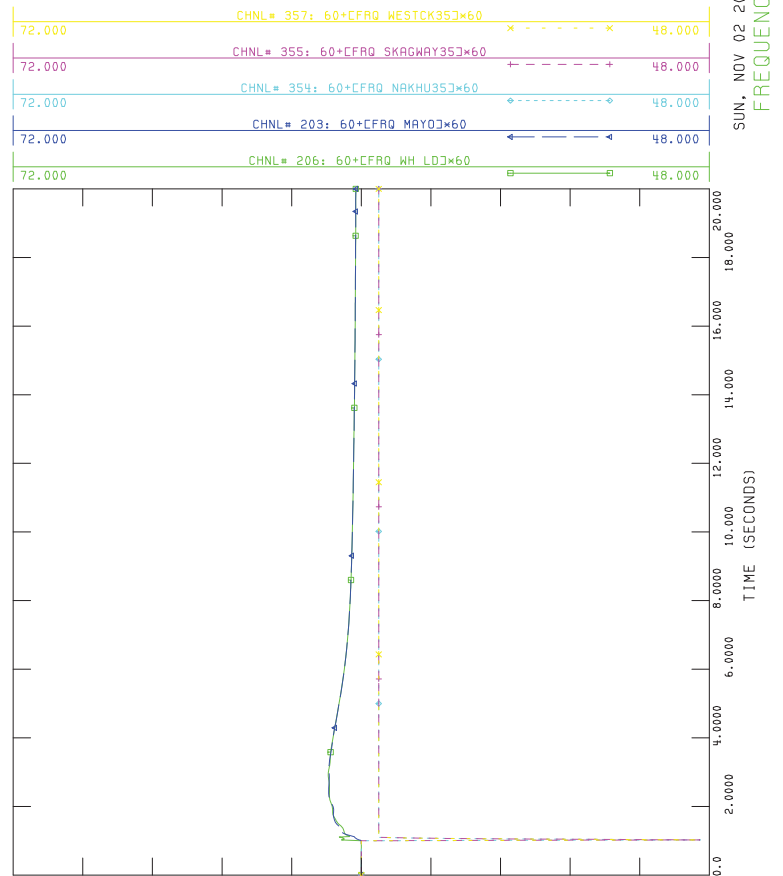
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WHITEHORSE SKAGWAY INTERCONNECTION

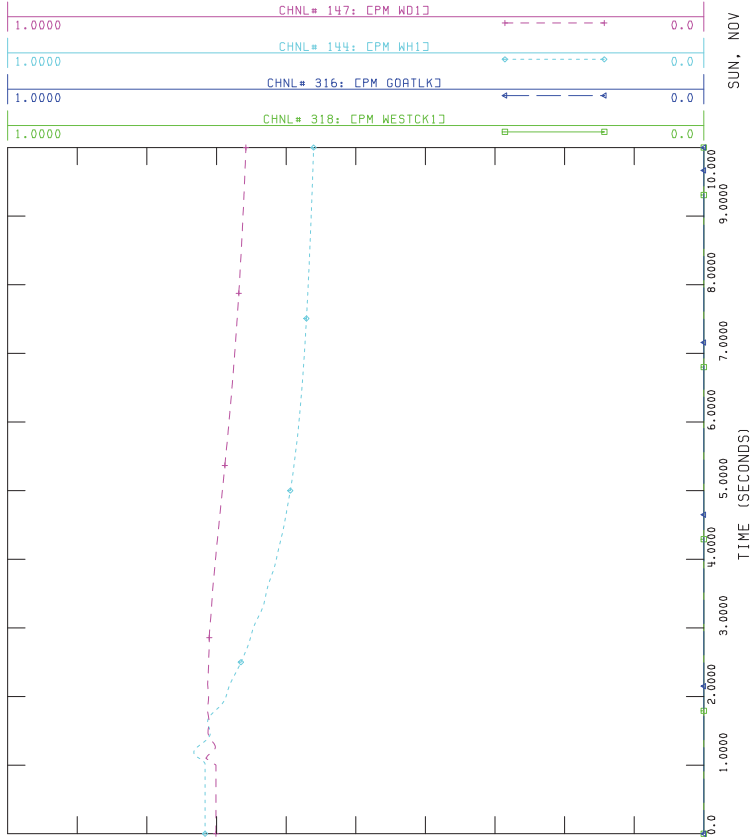
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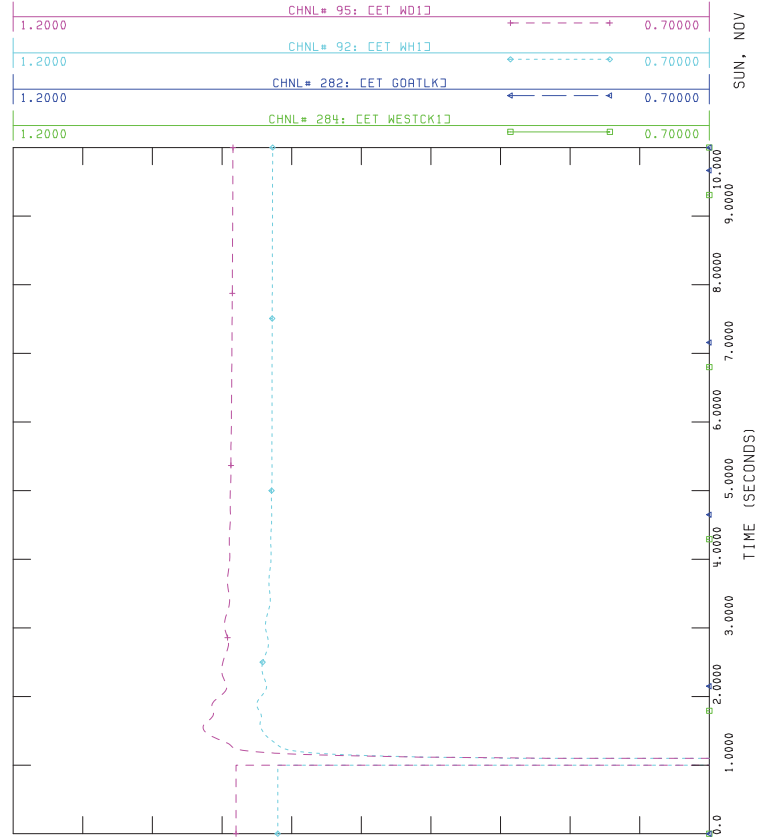
WHITEHORSE SKAGWAY
INTERCONNECTION

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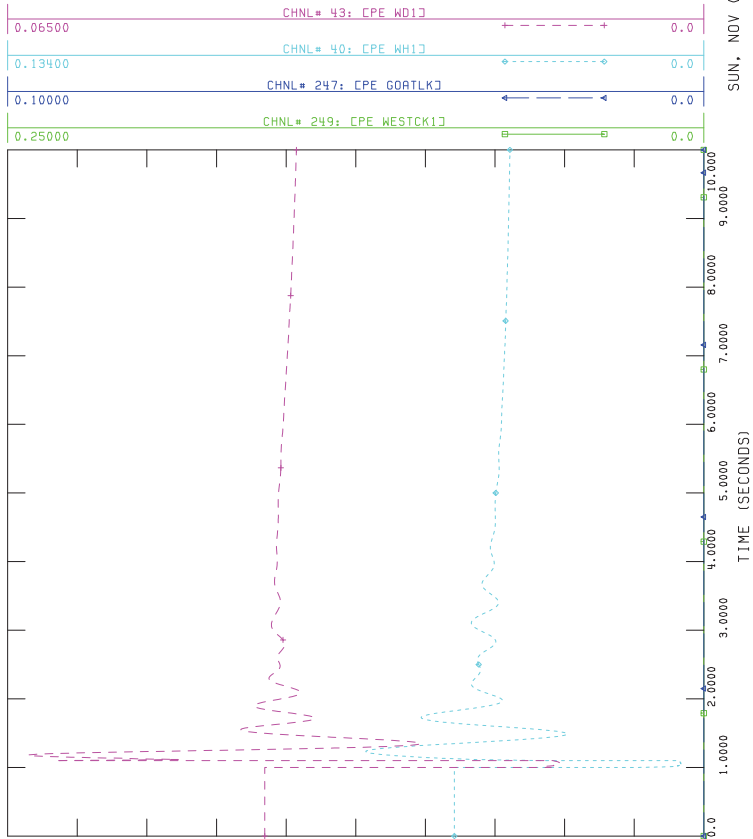
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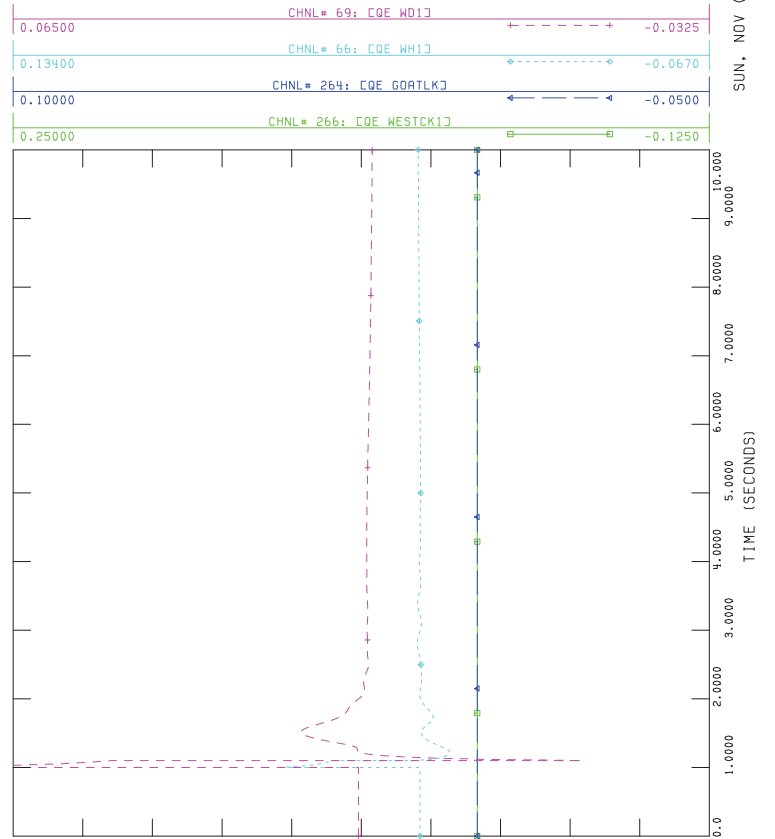
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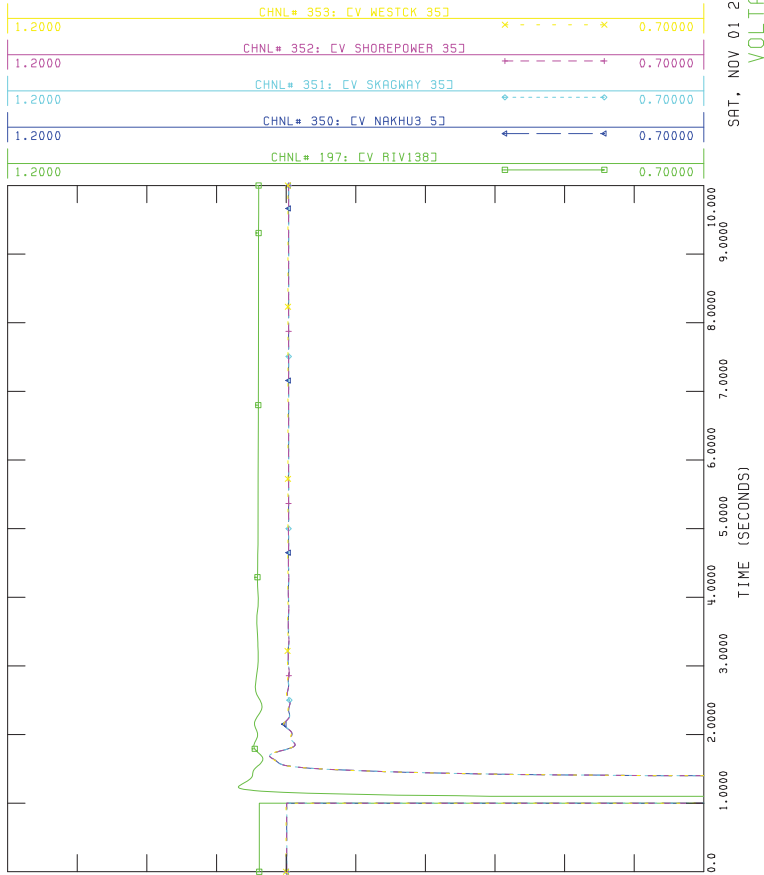
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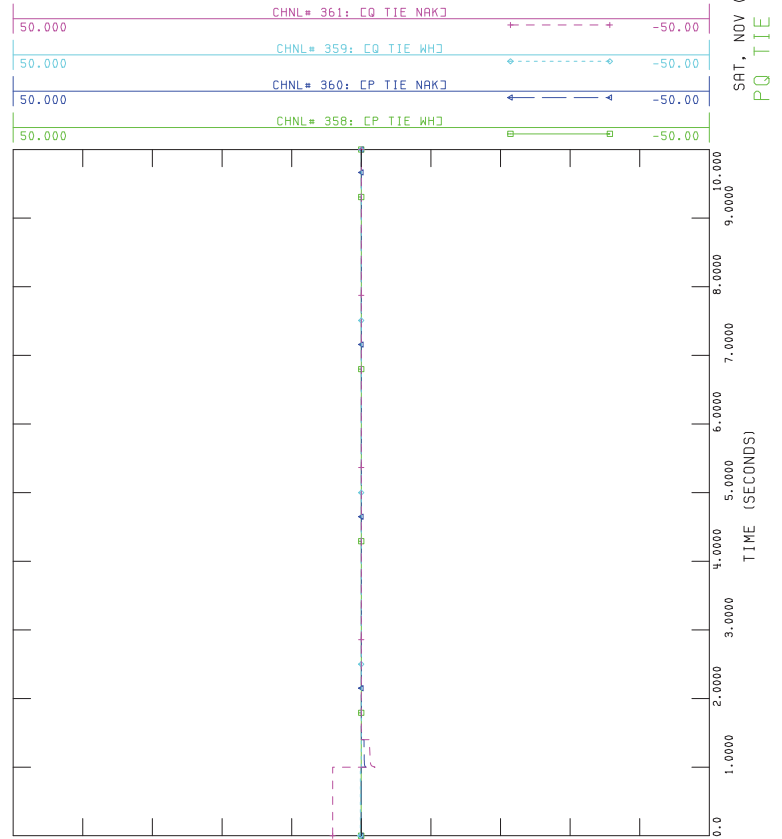
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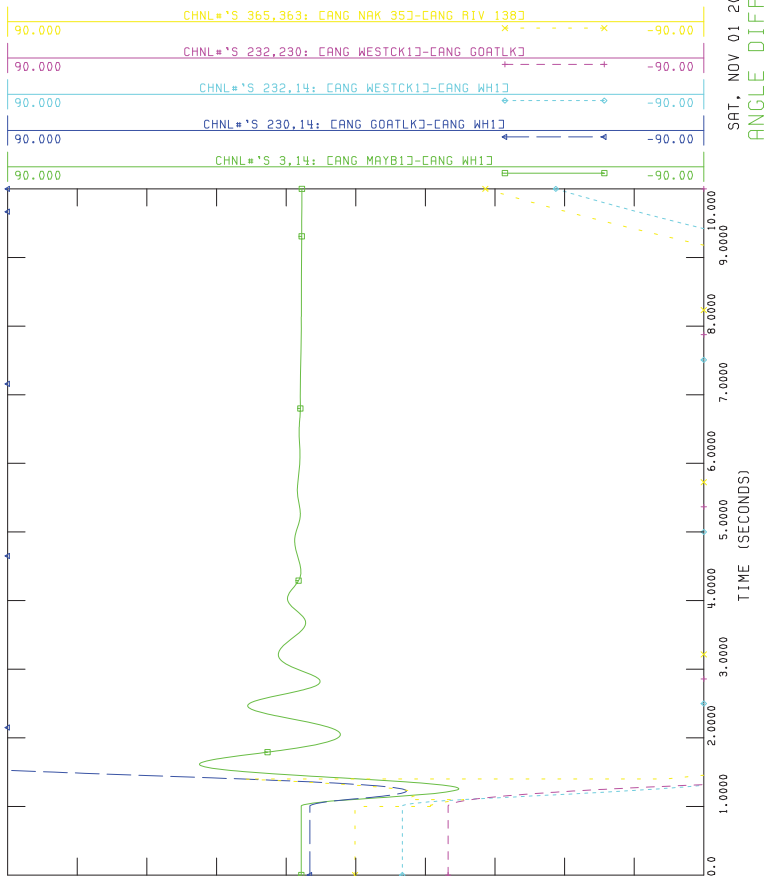
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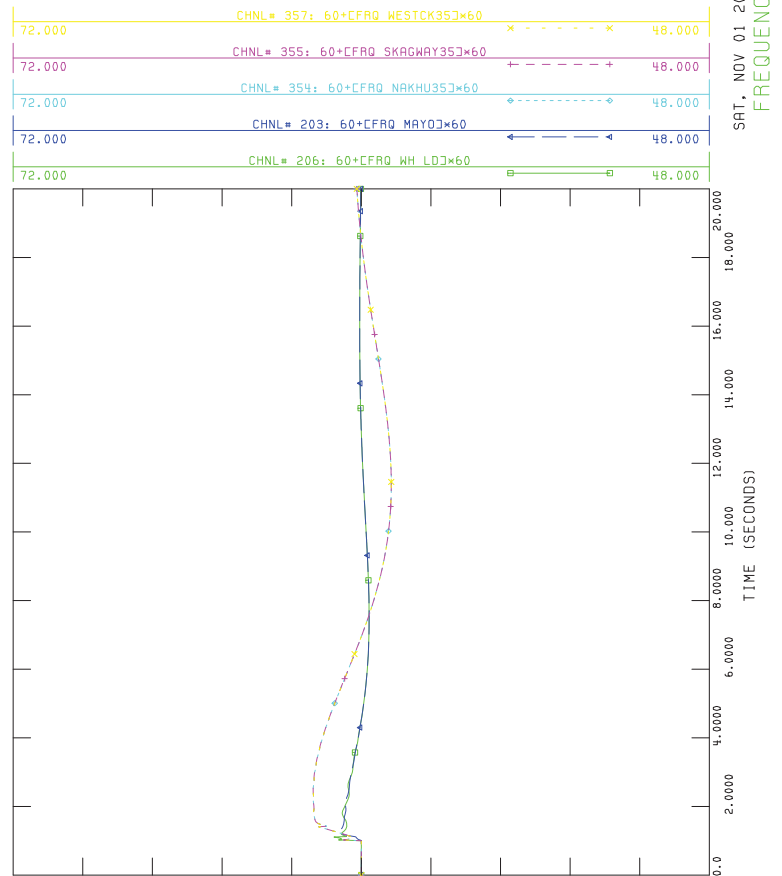
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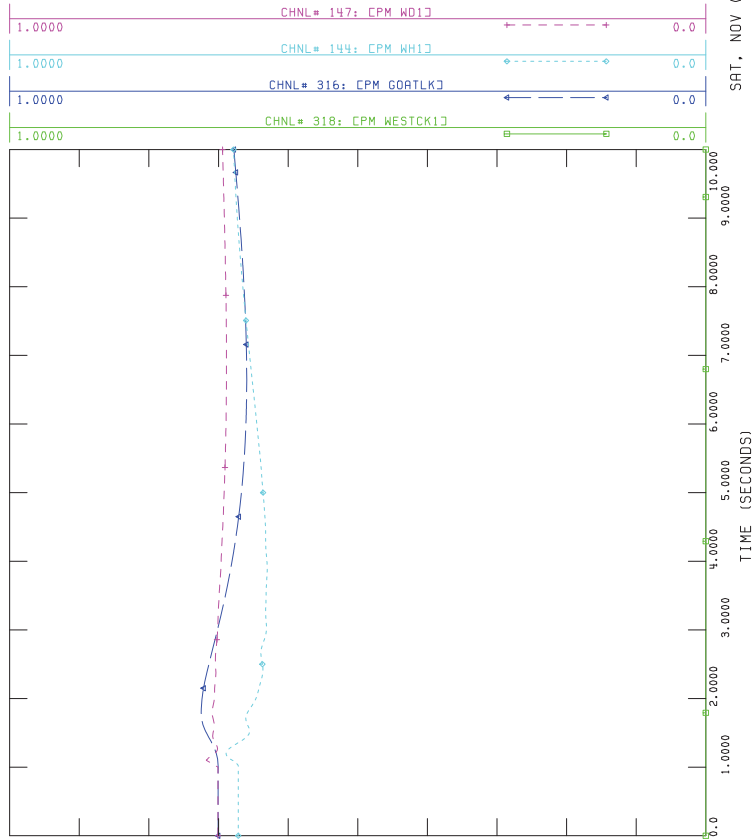
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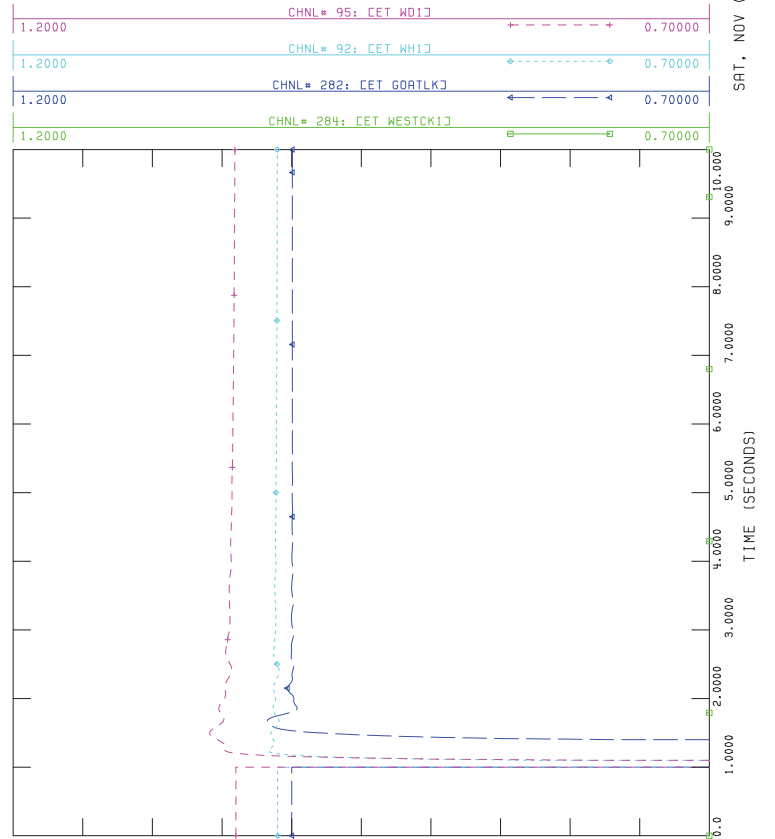
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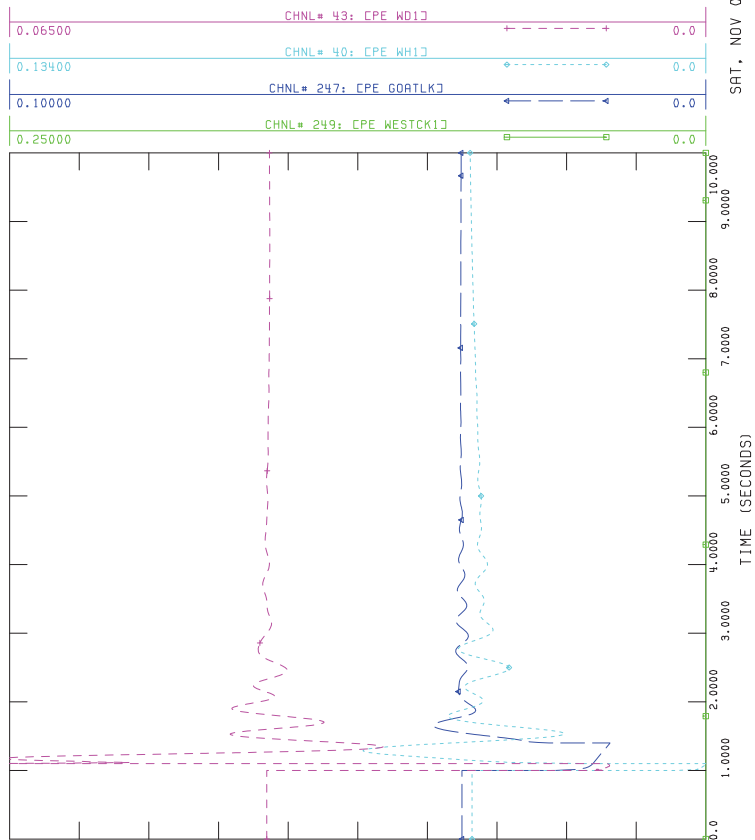
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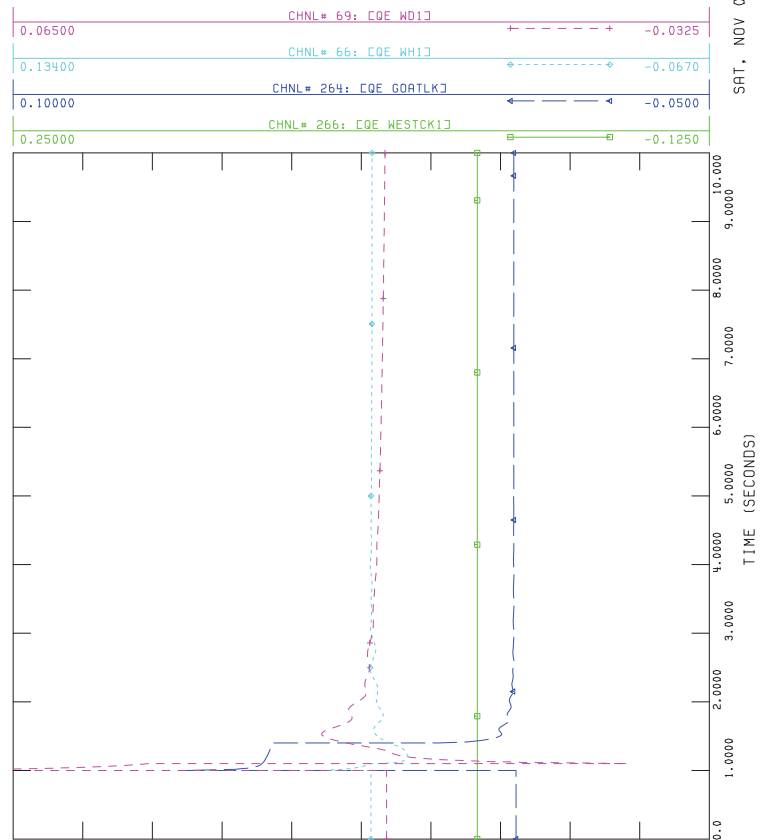
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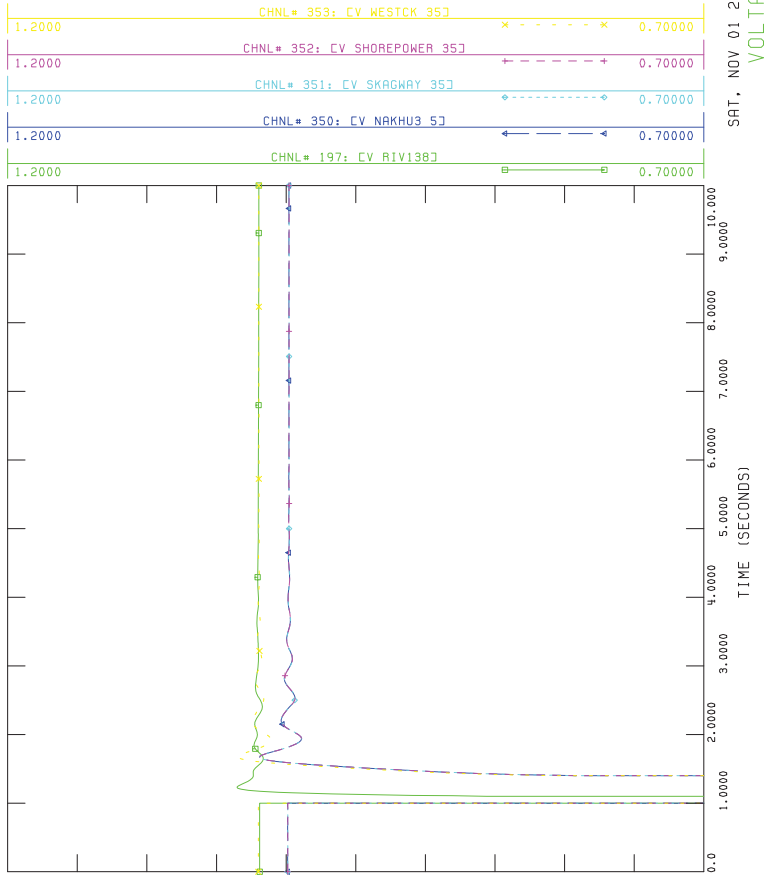
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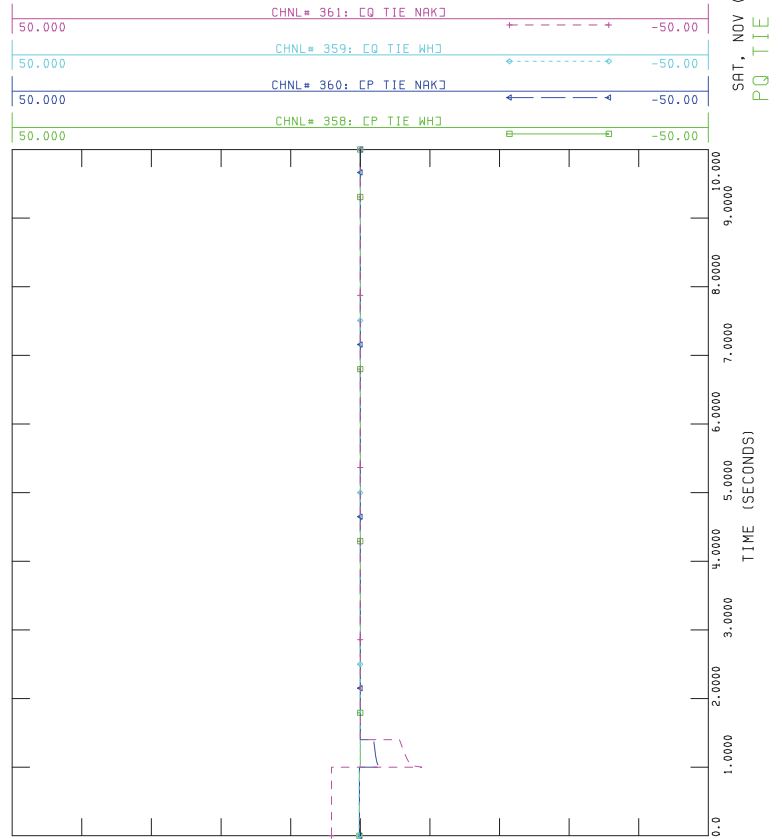
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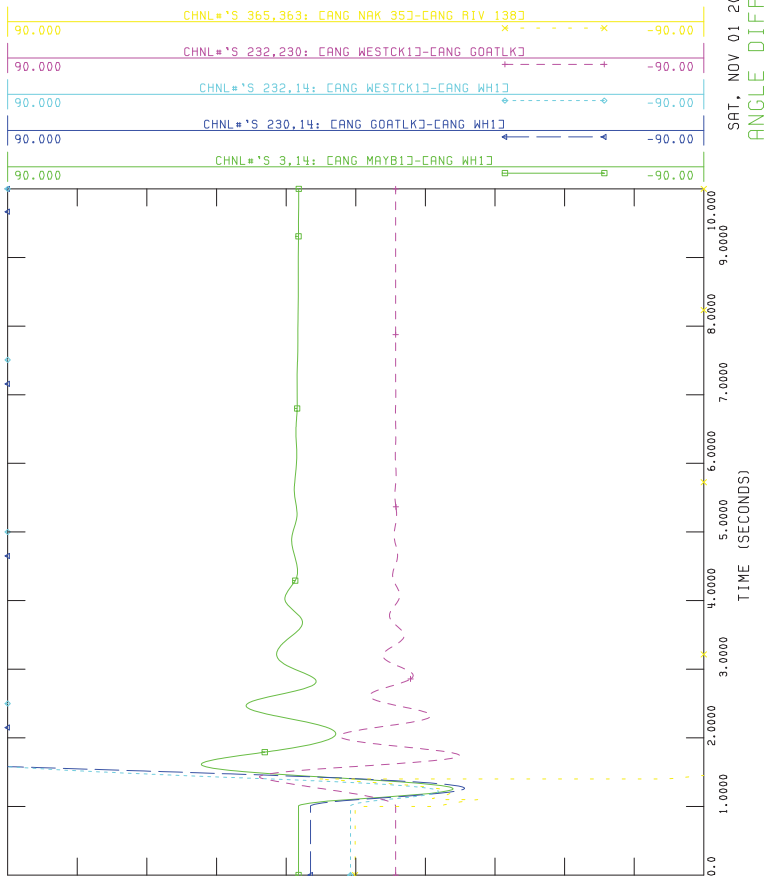
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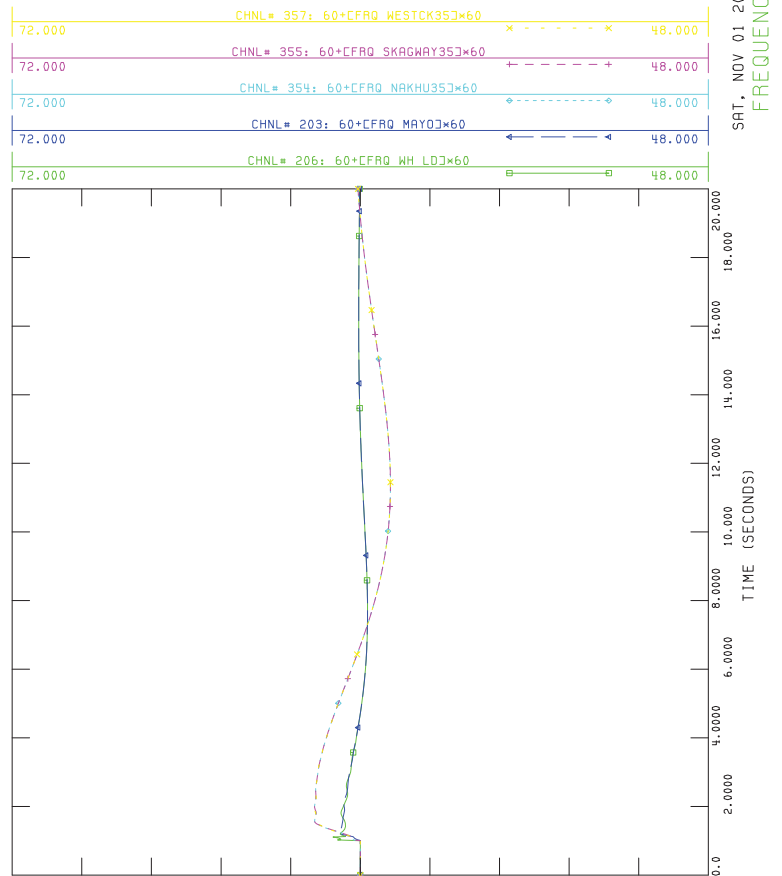
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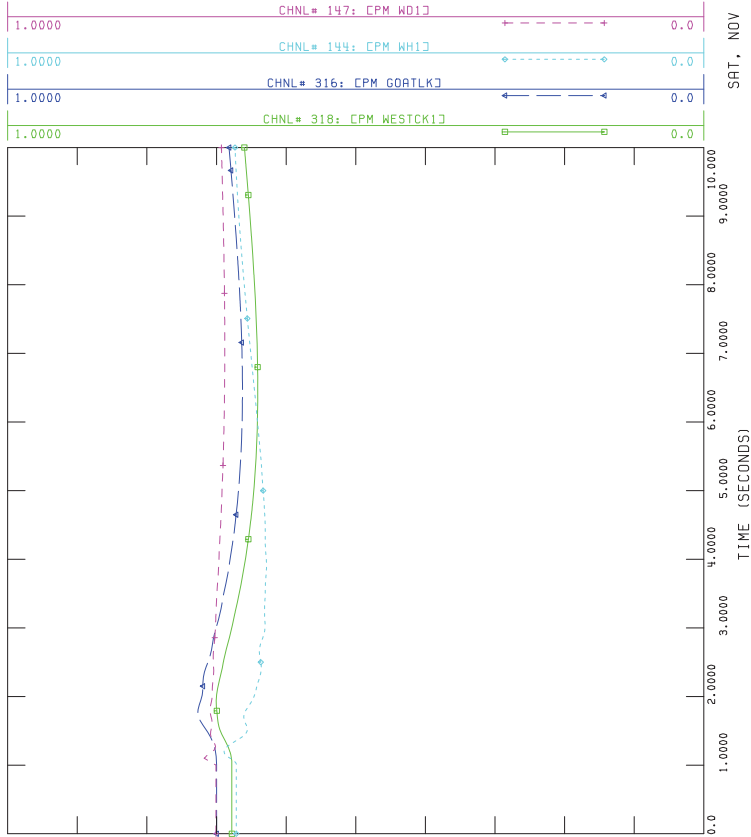
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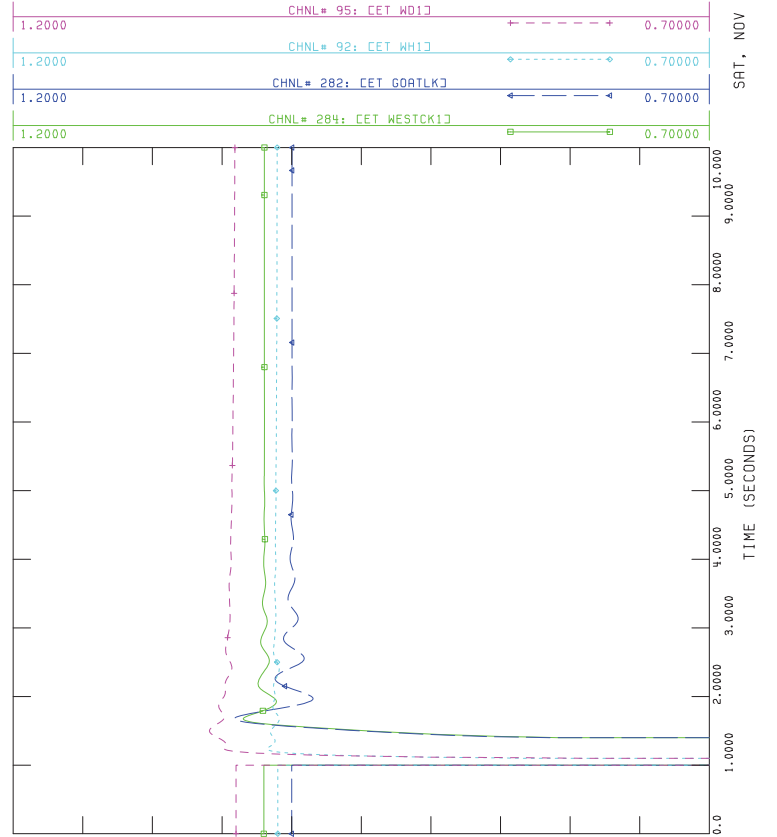
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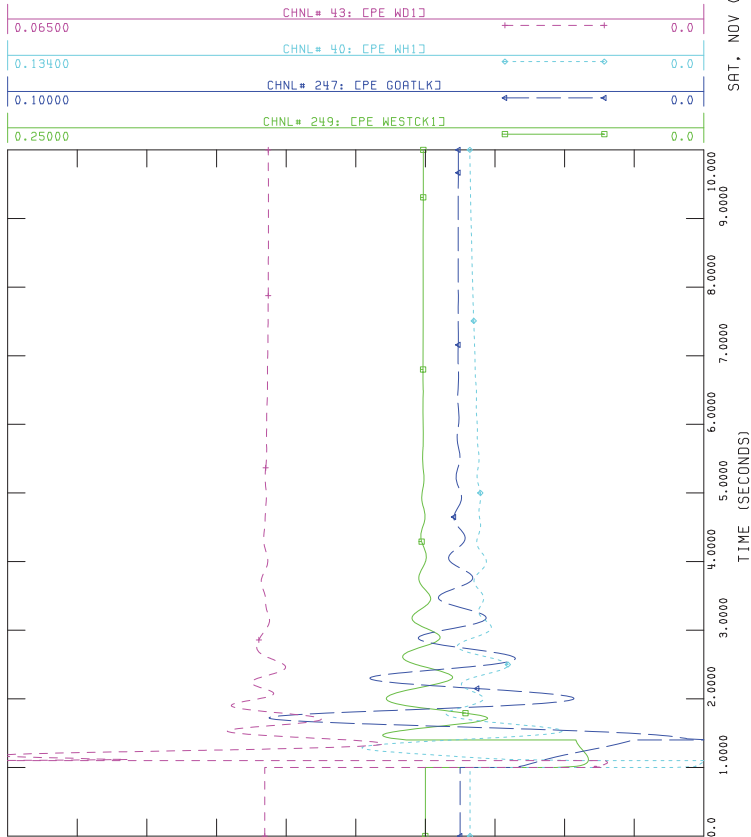
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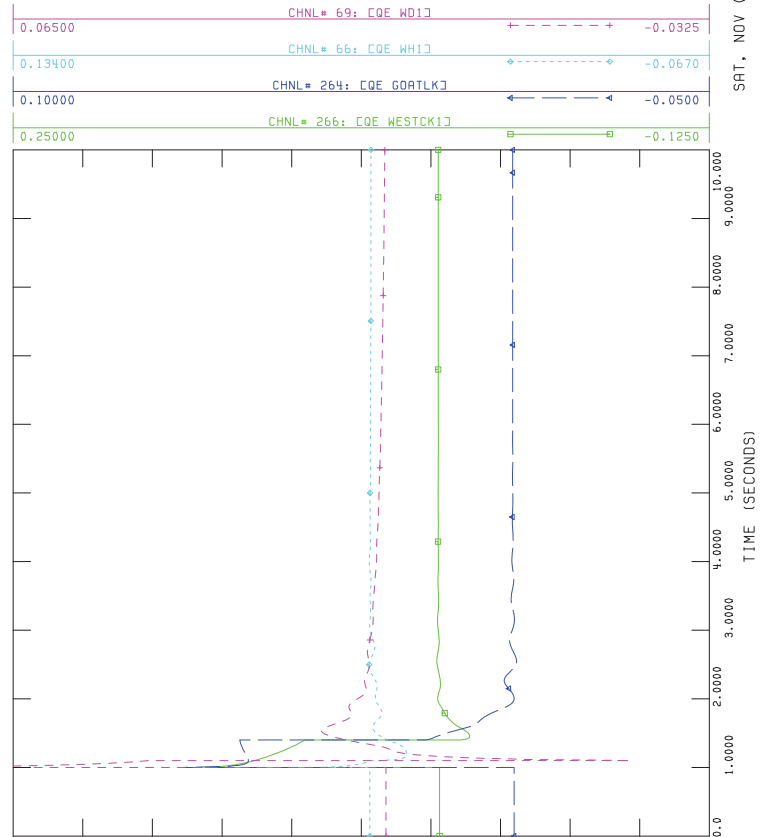
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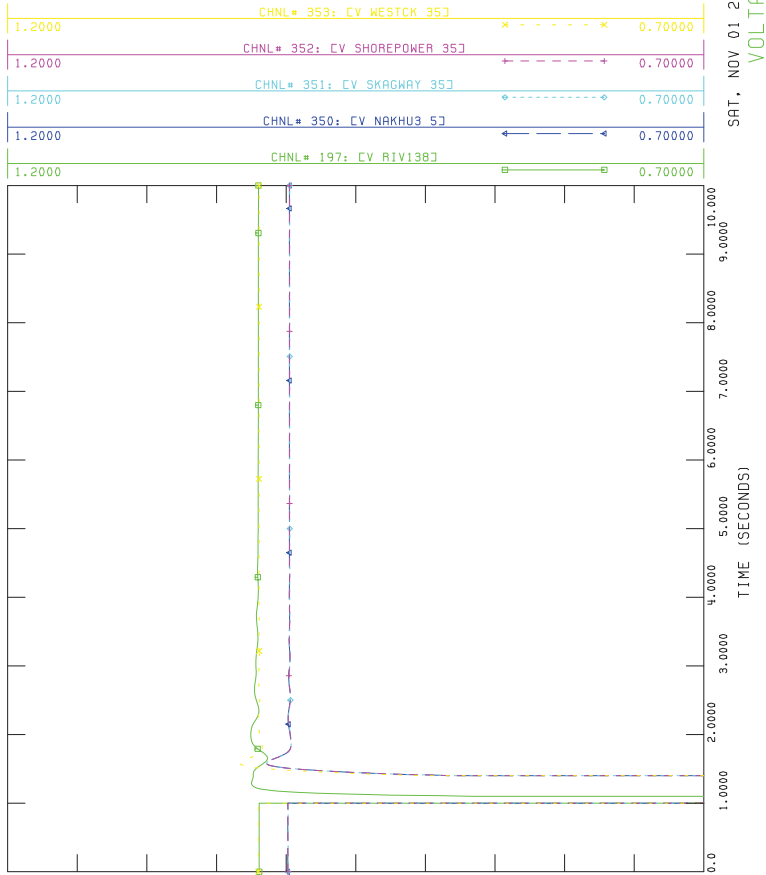
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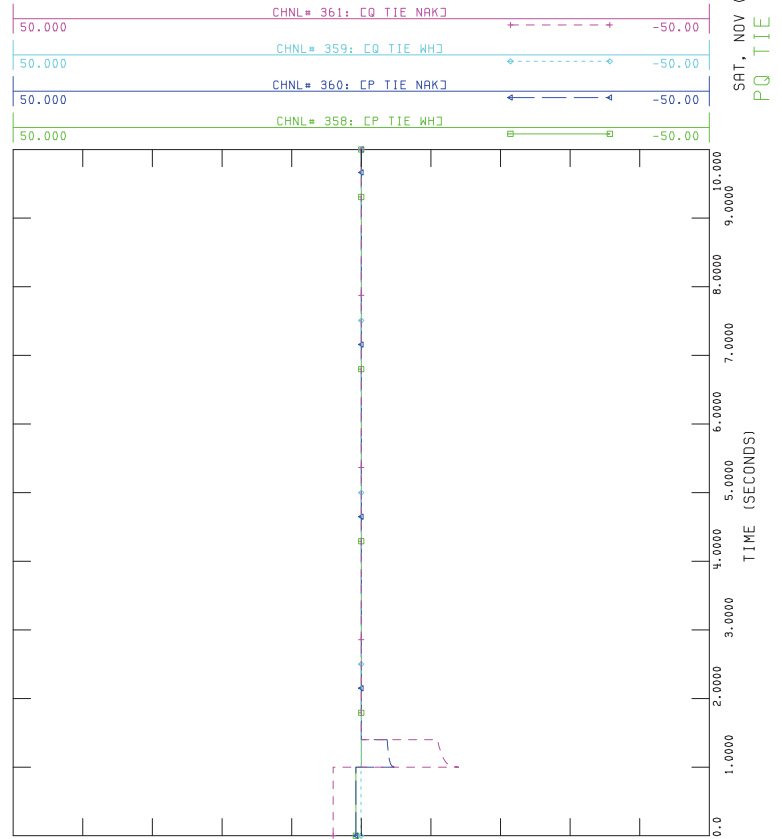
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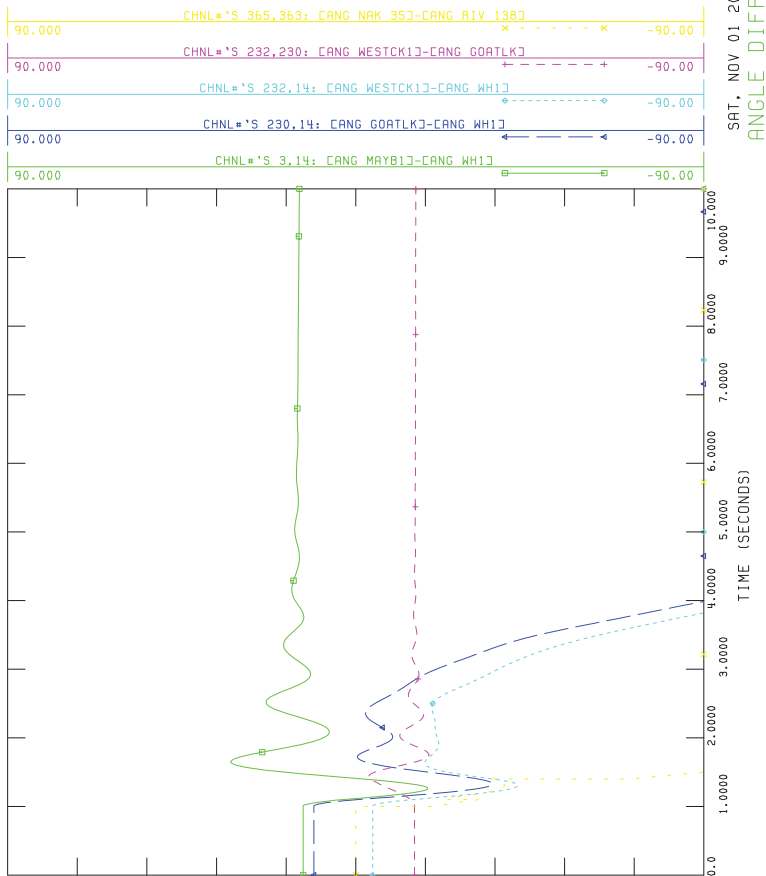
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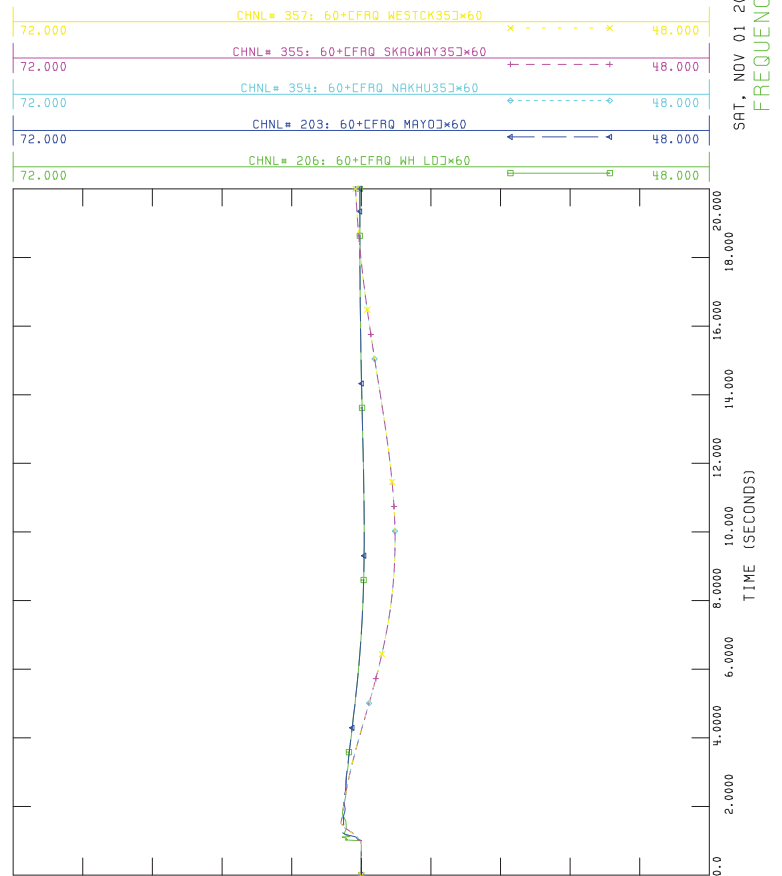
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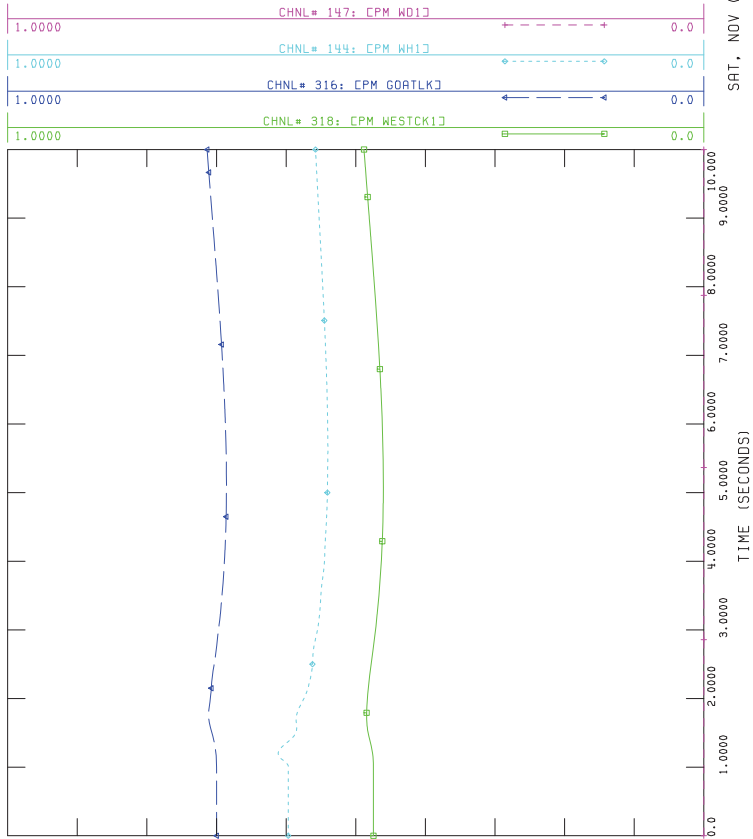
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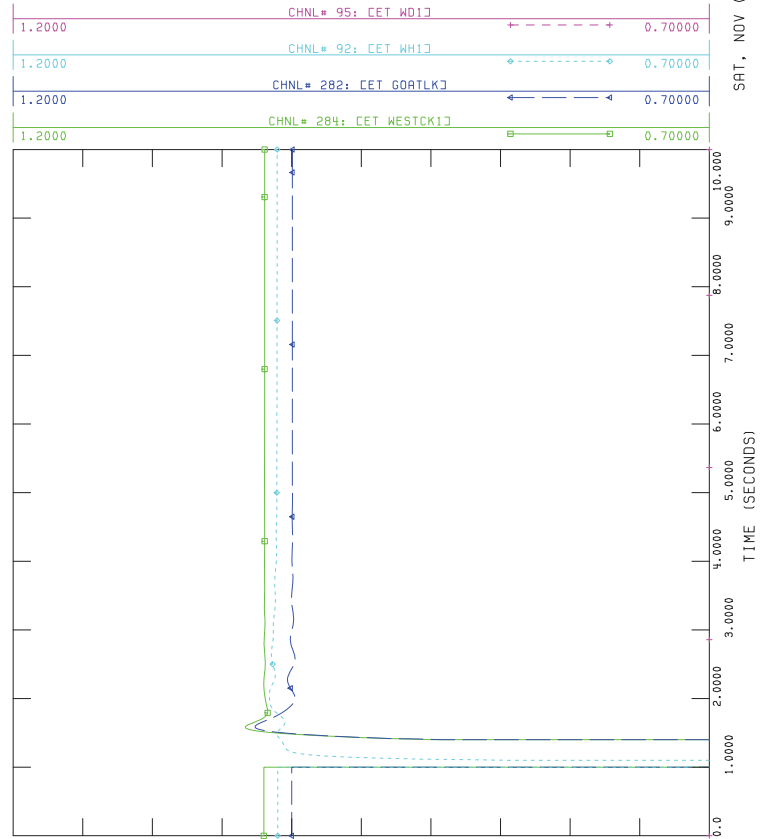
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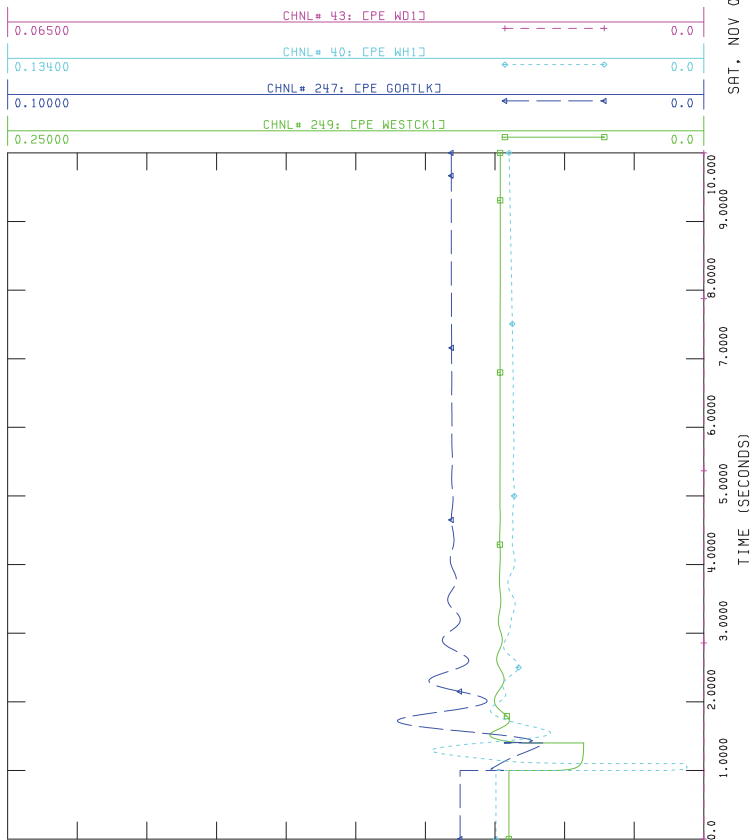
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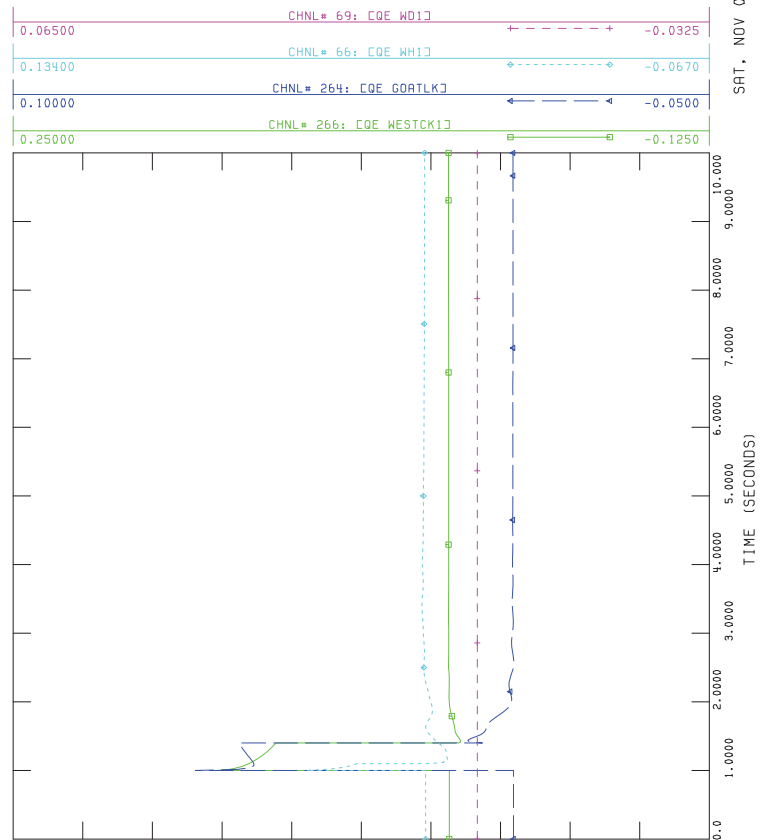
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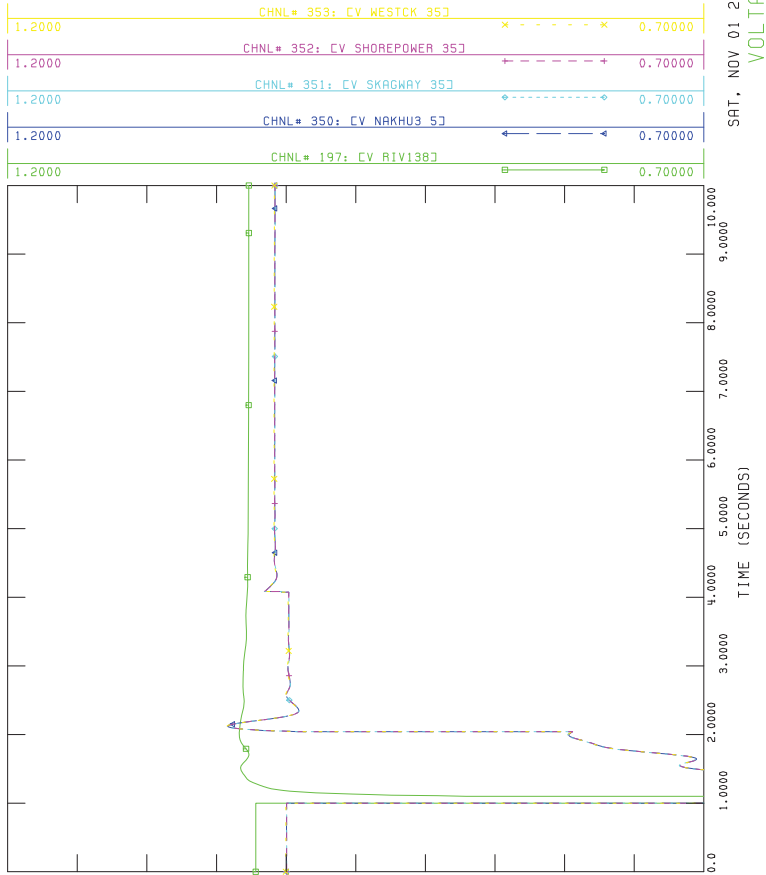
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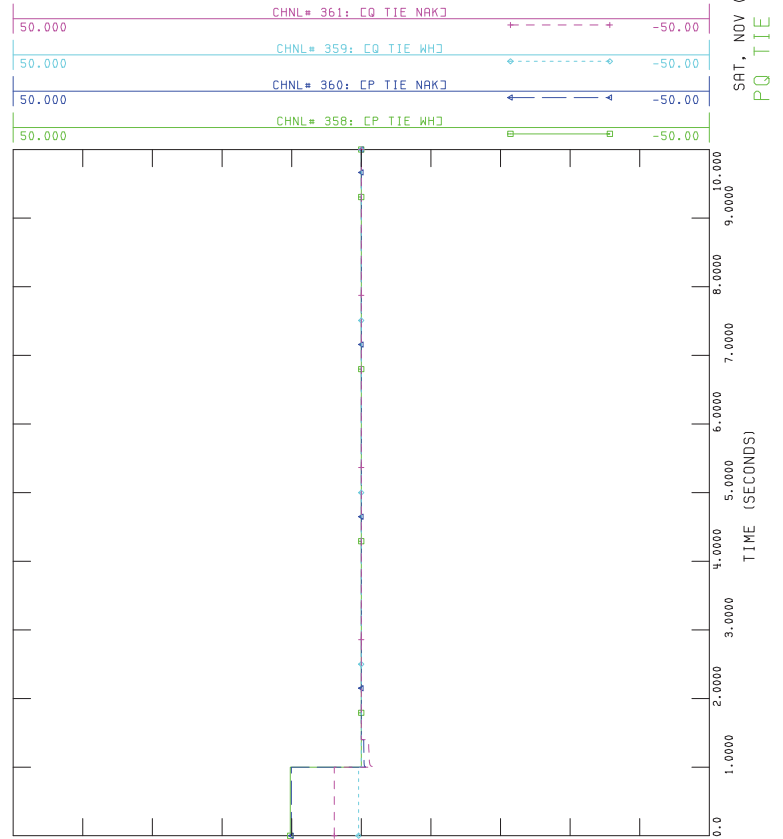
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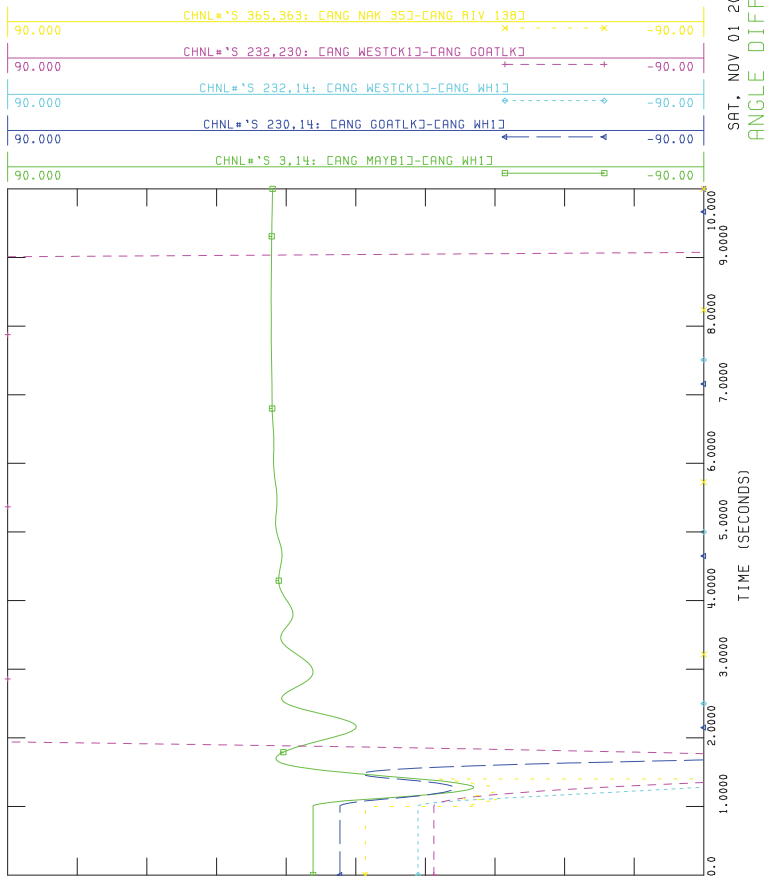
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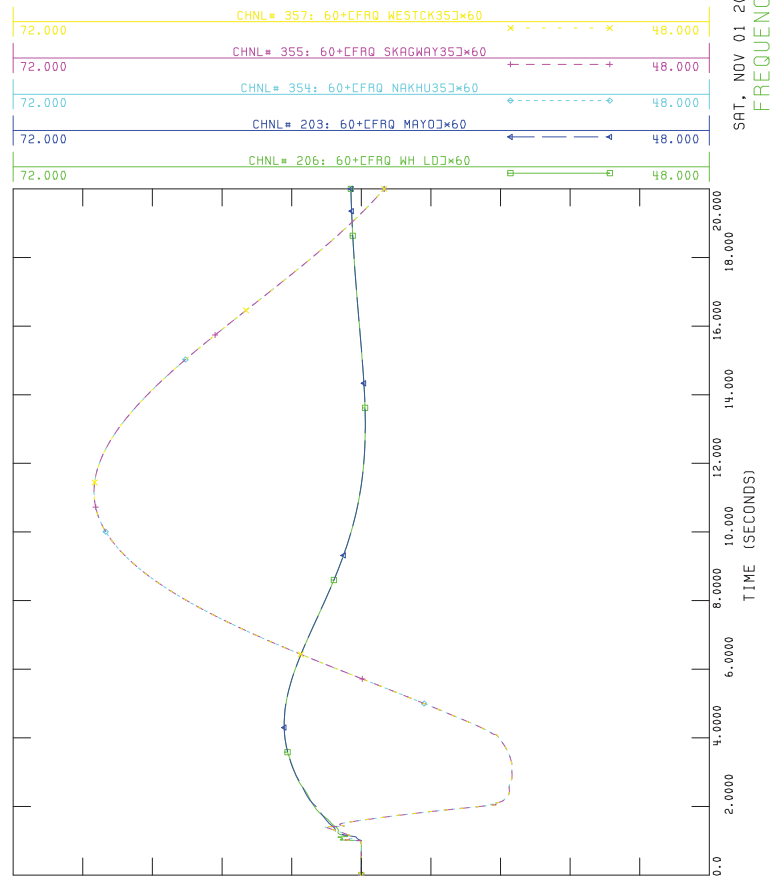
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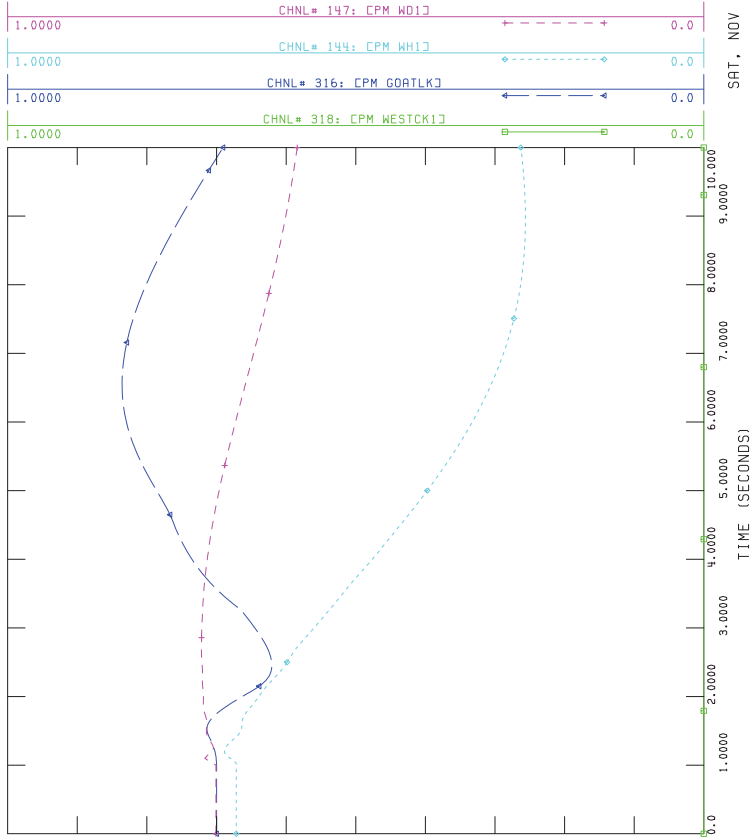
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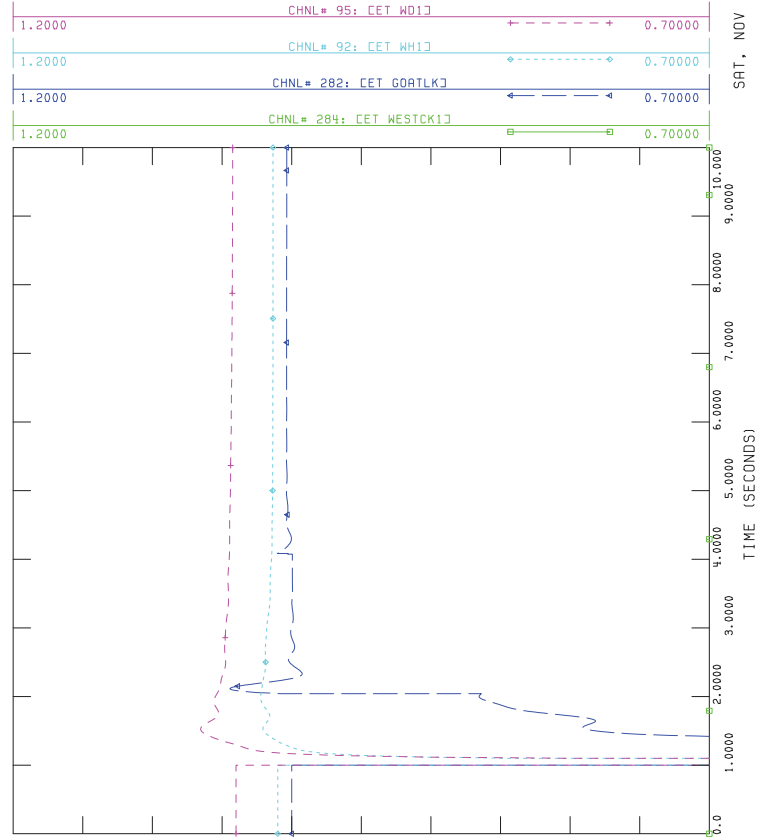
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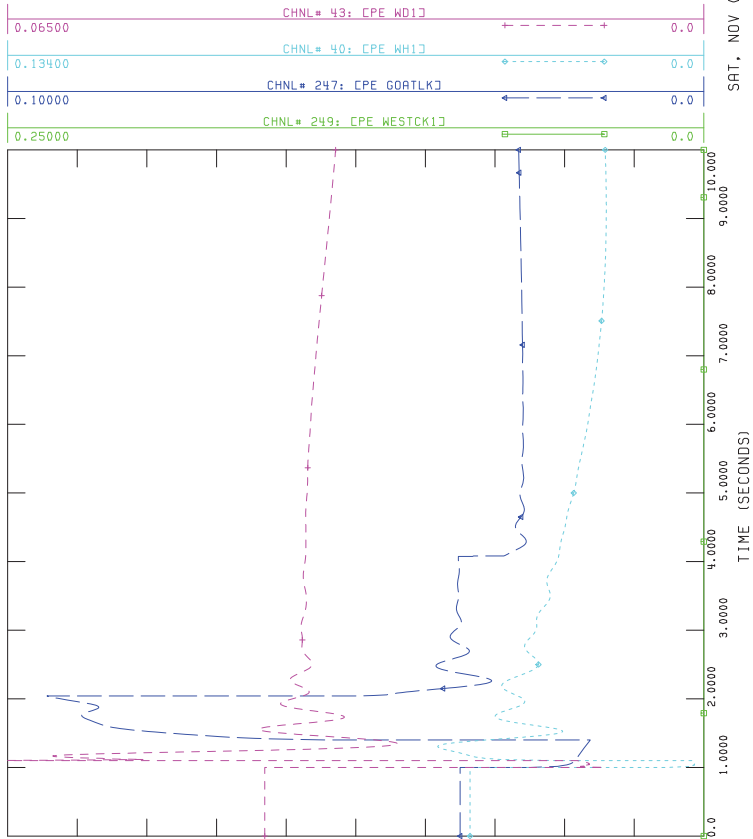
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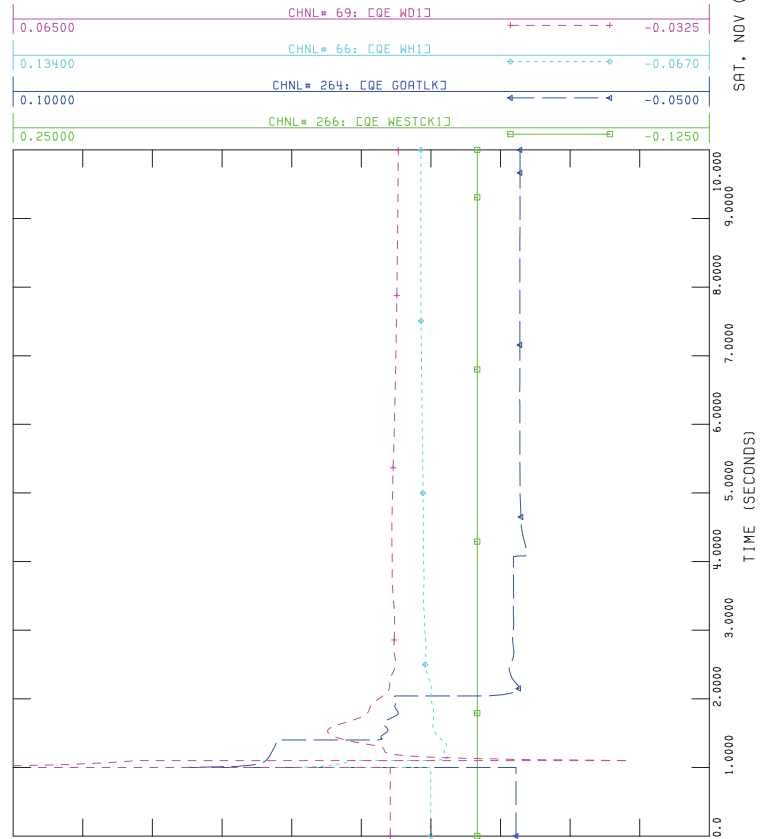
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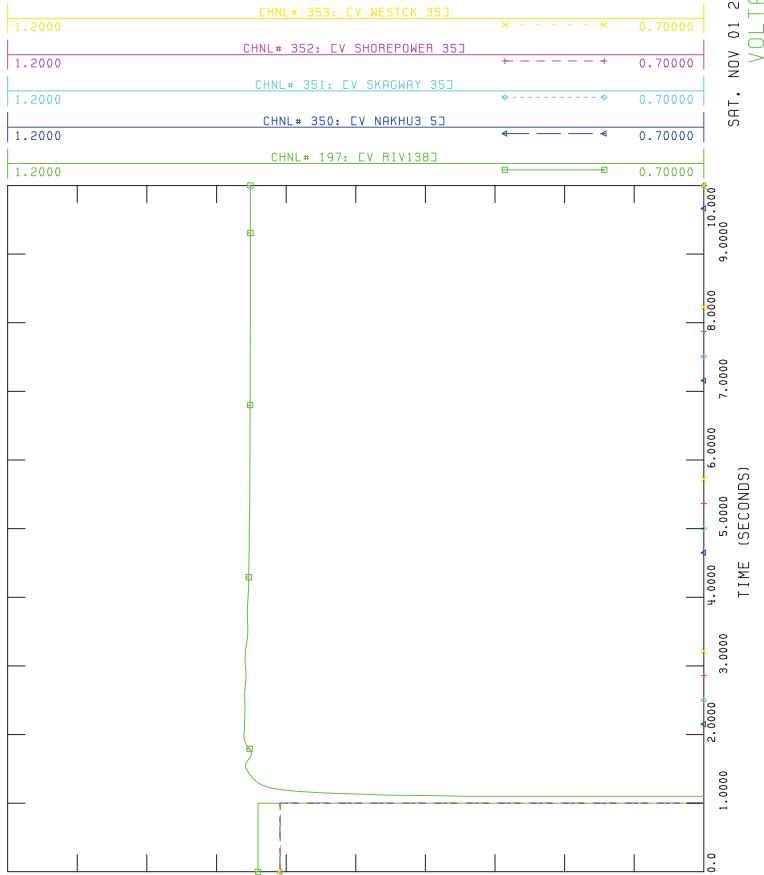
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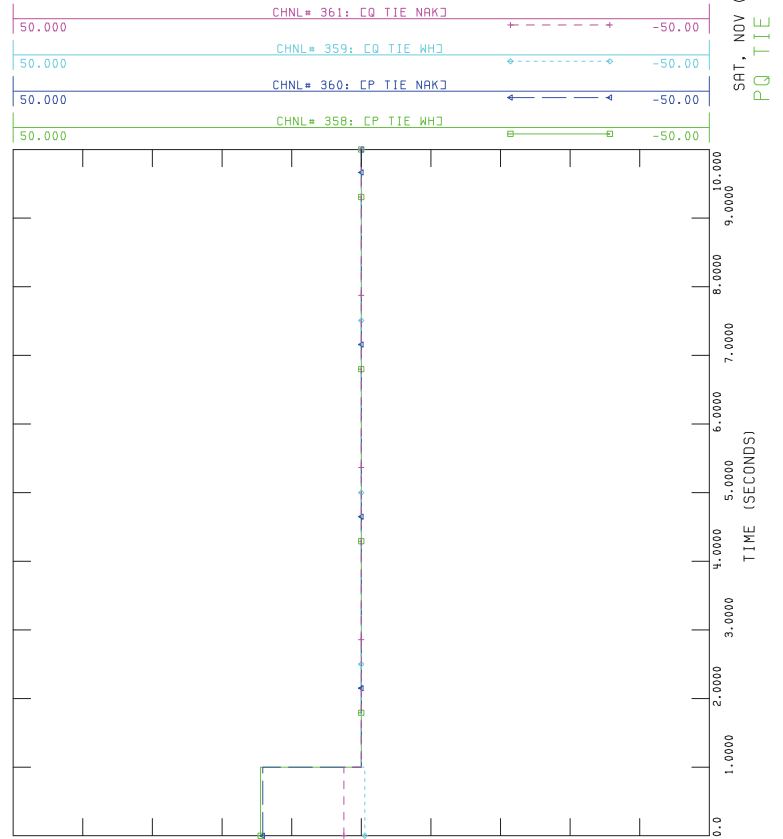
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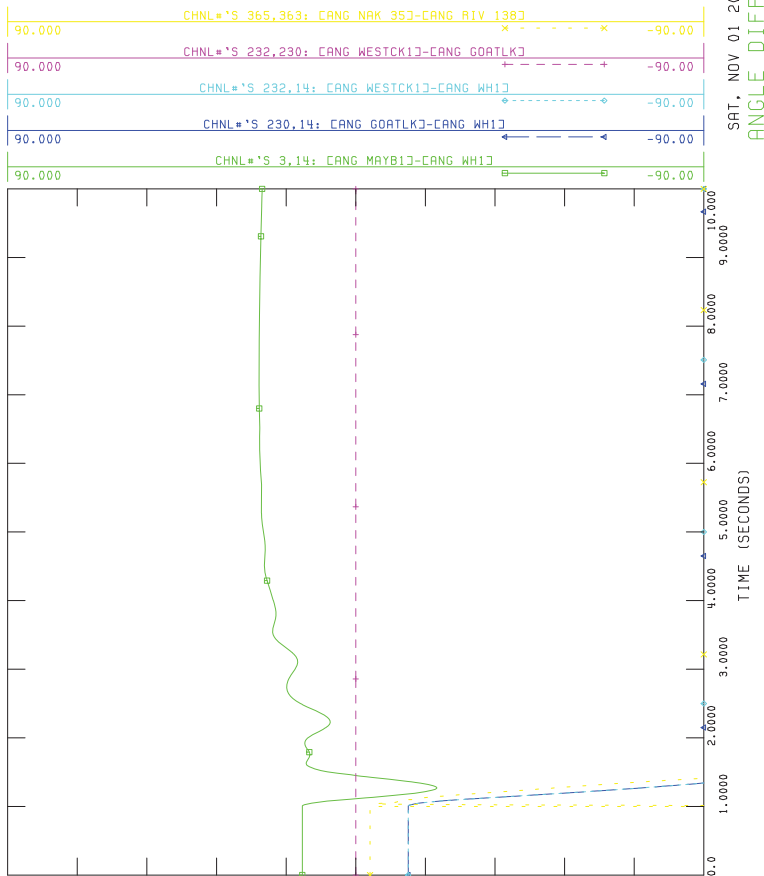
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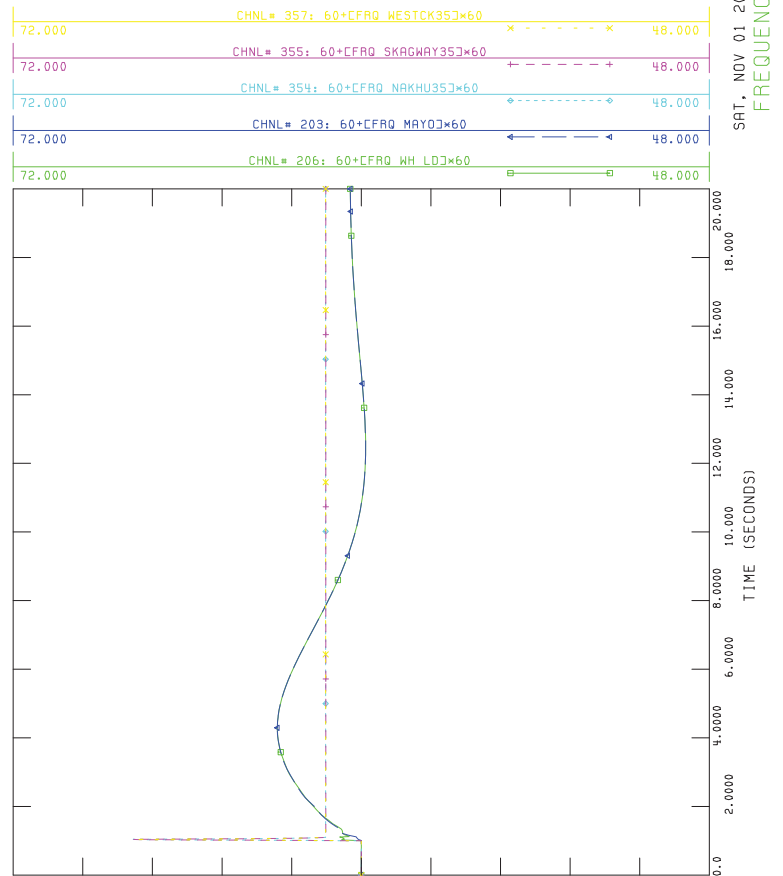
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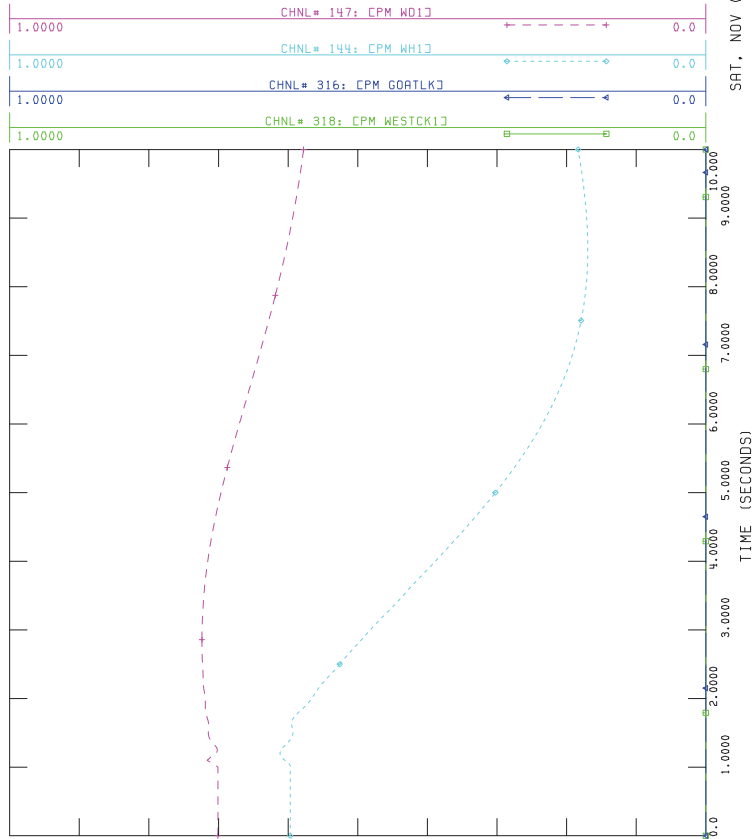
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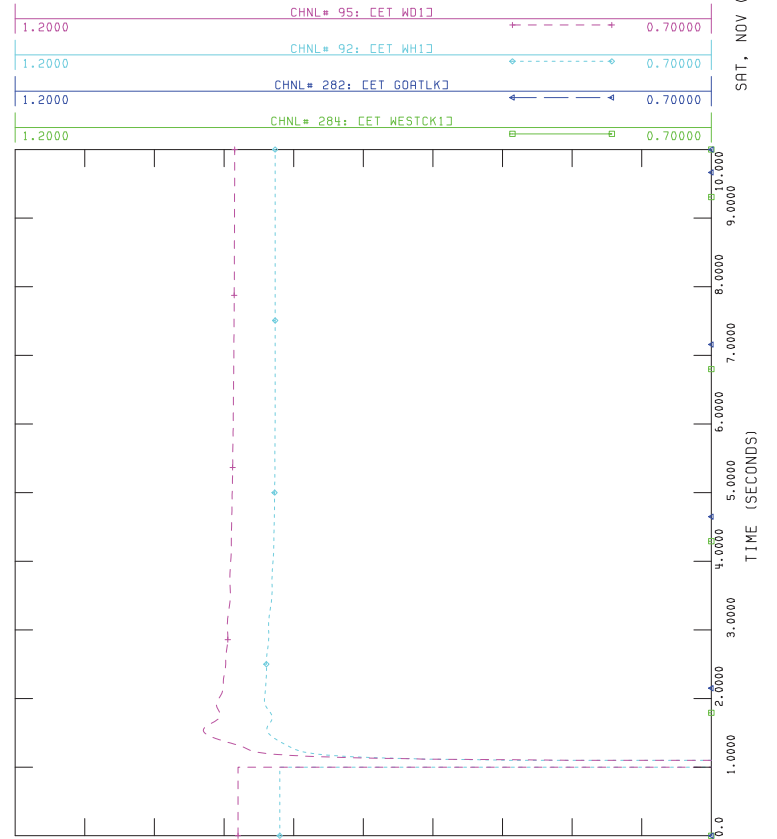
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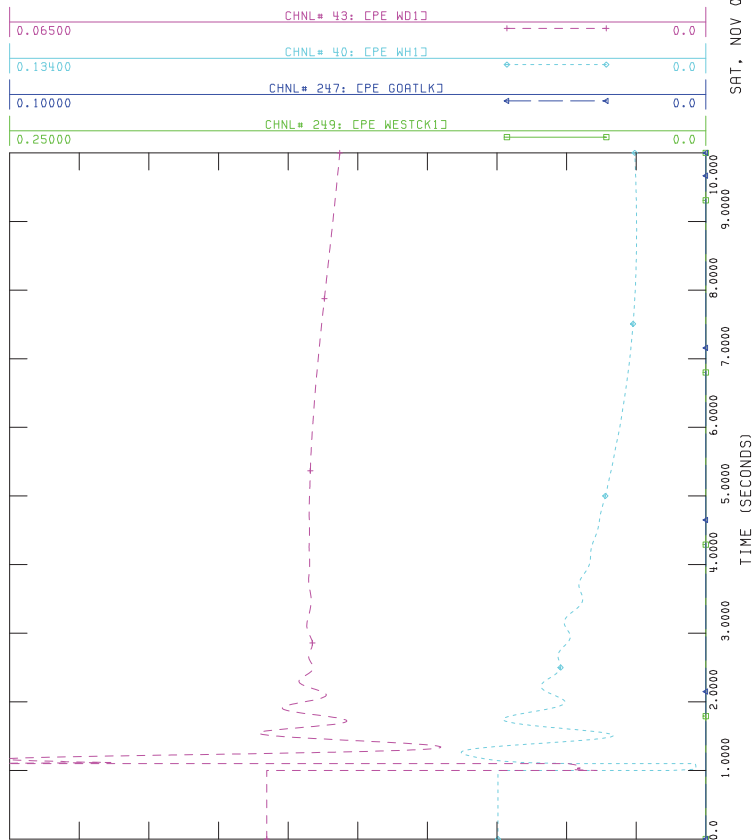
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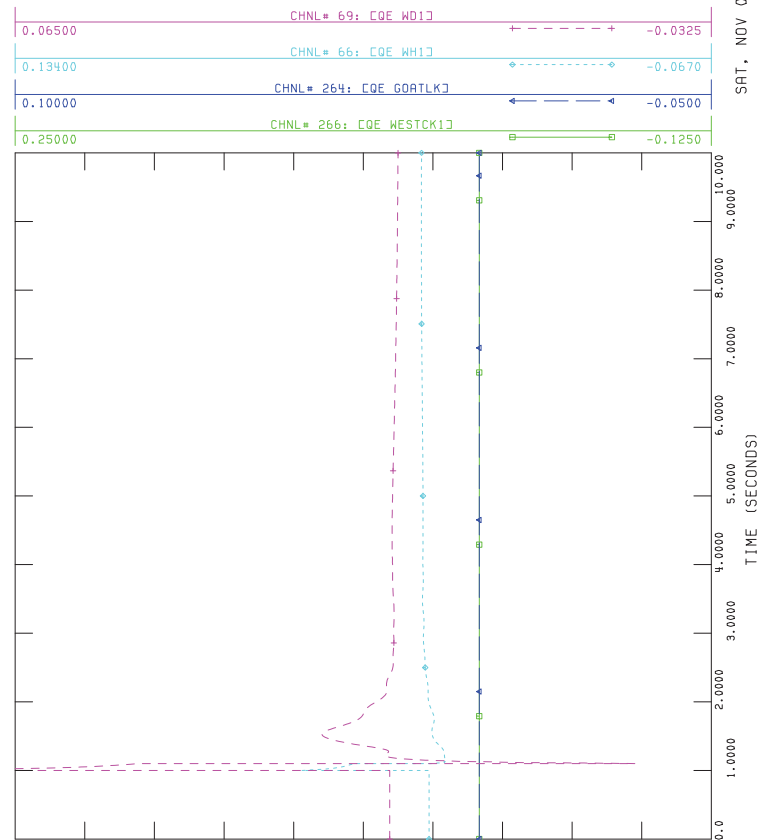
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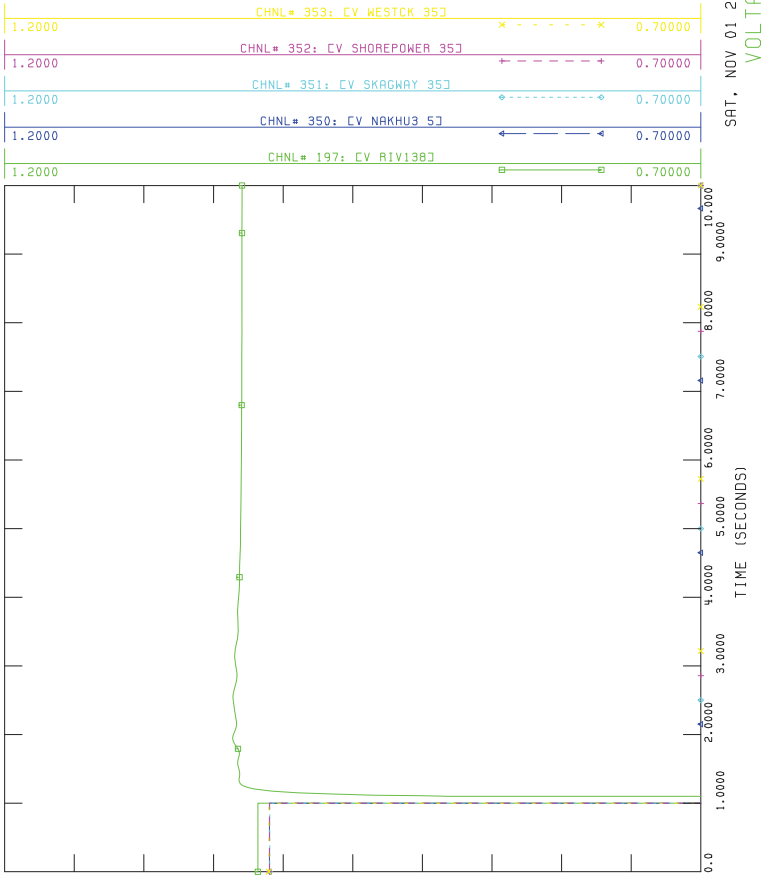
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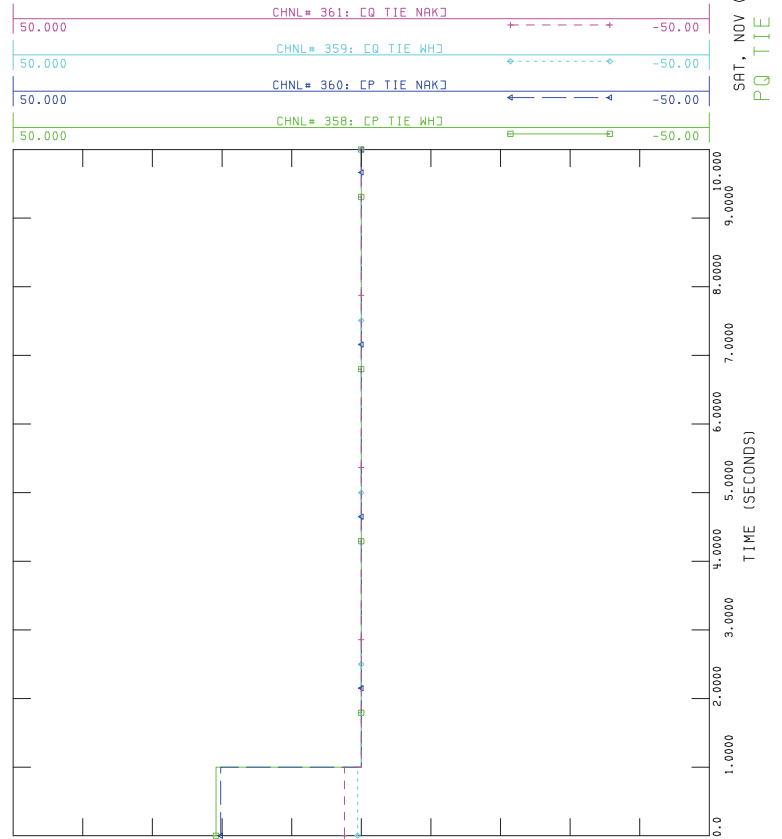
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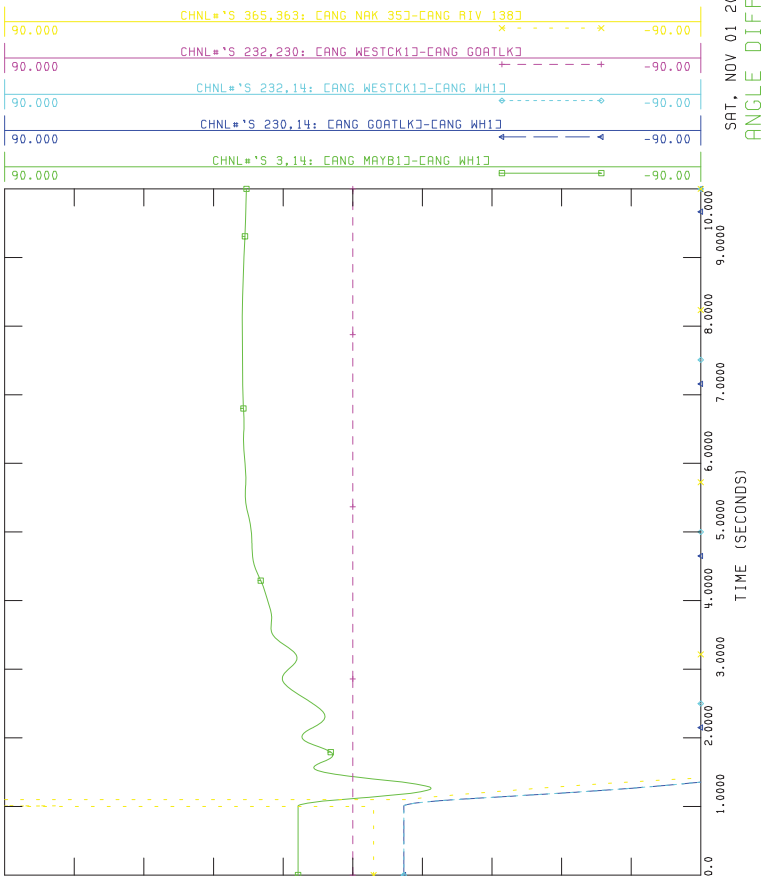
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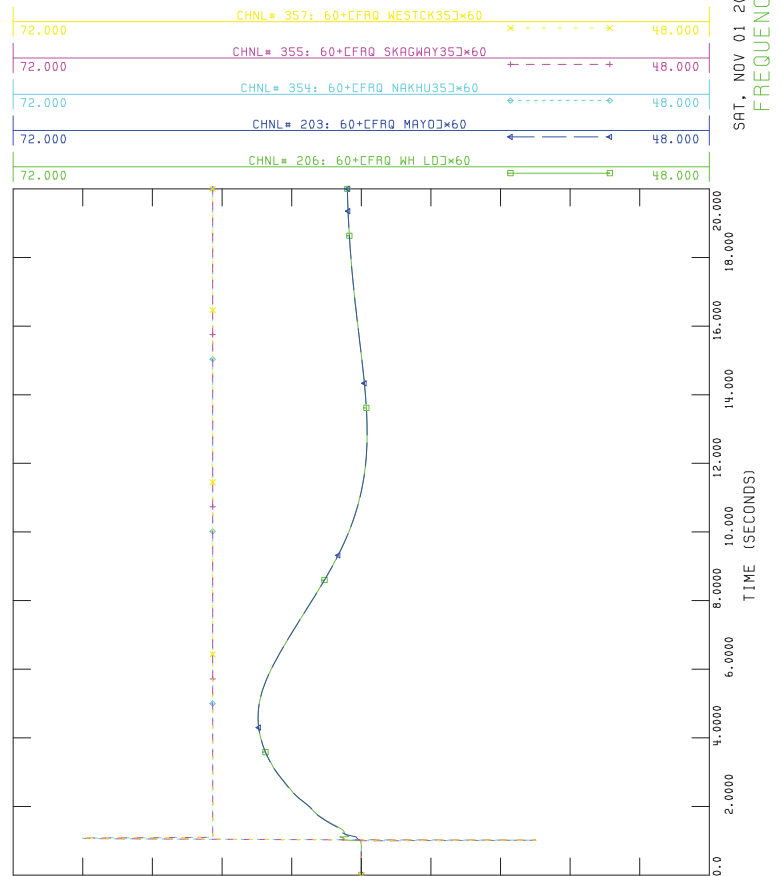
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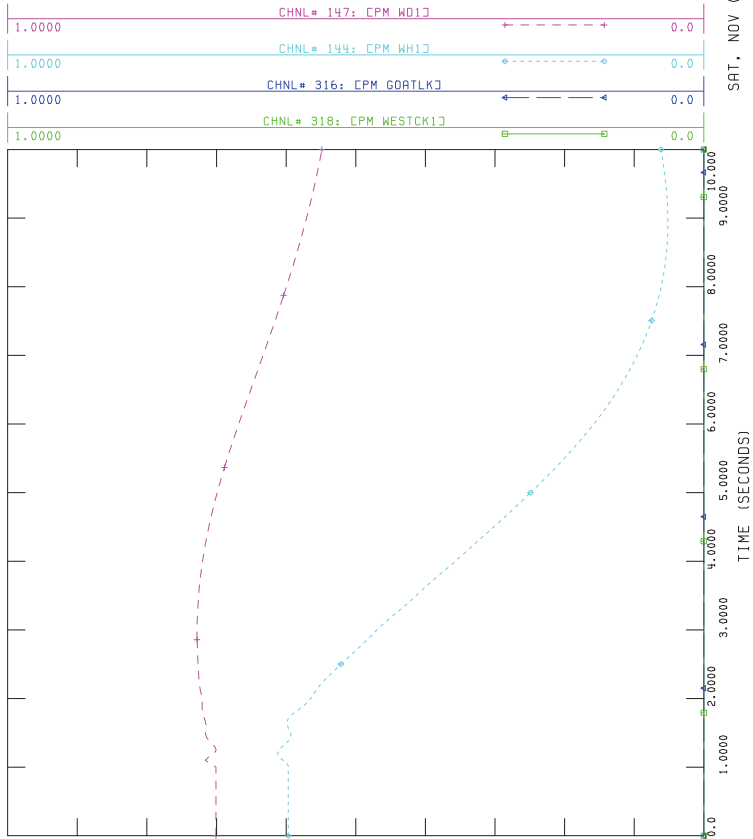
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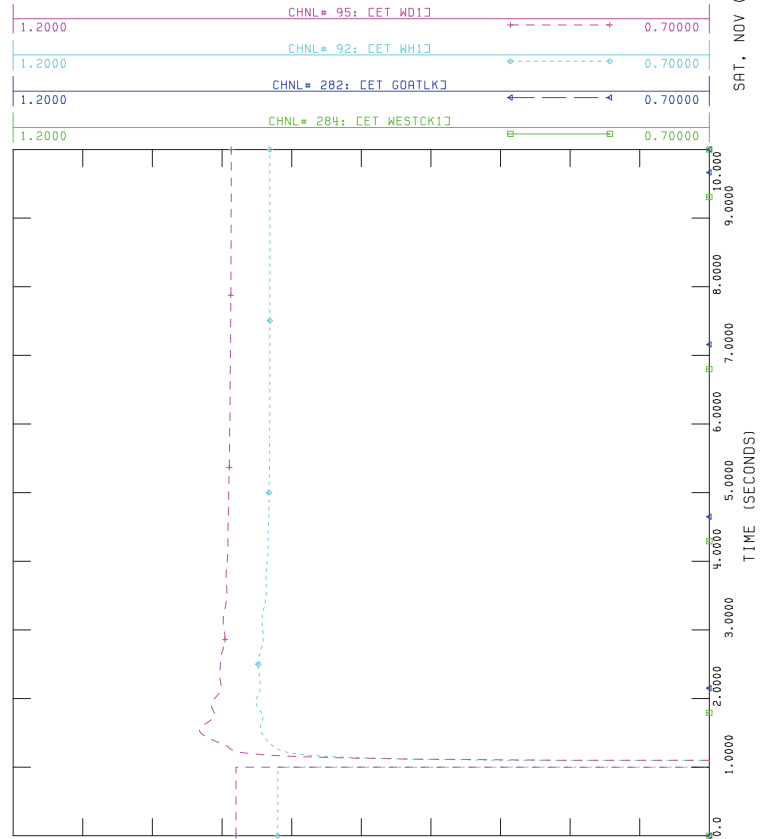
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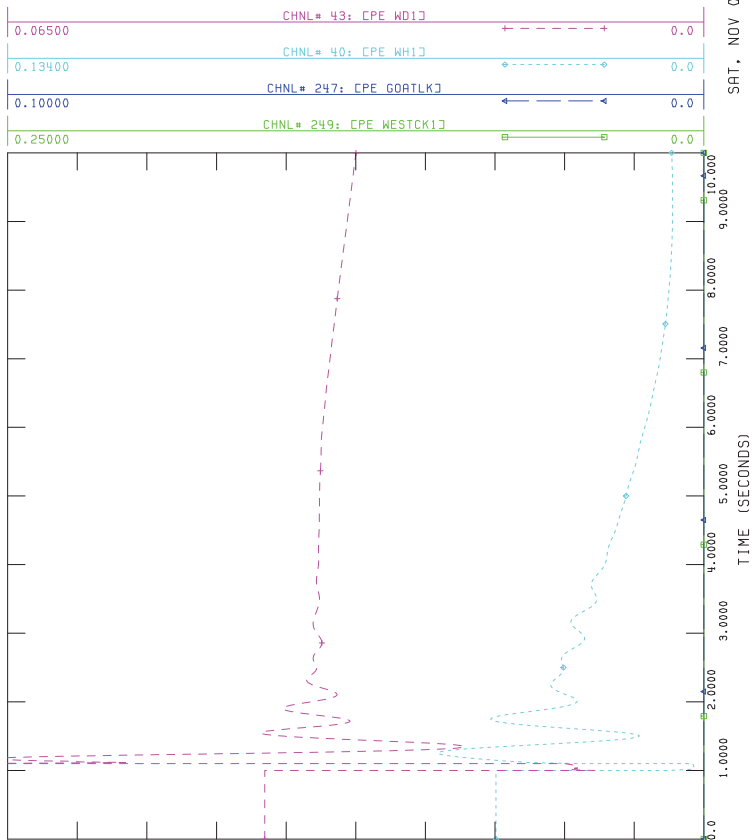
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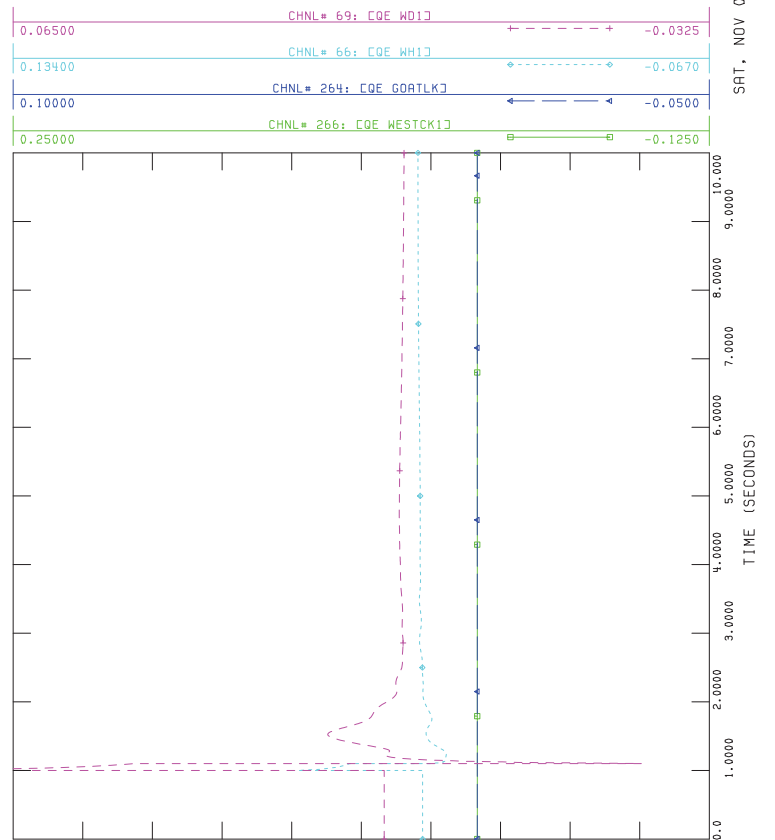
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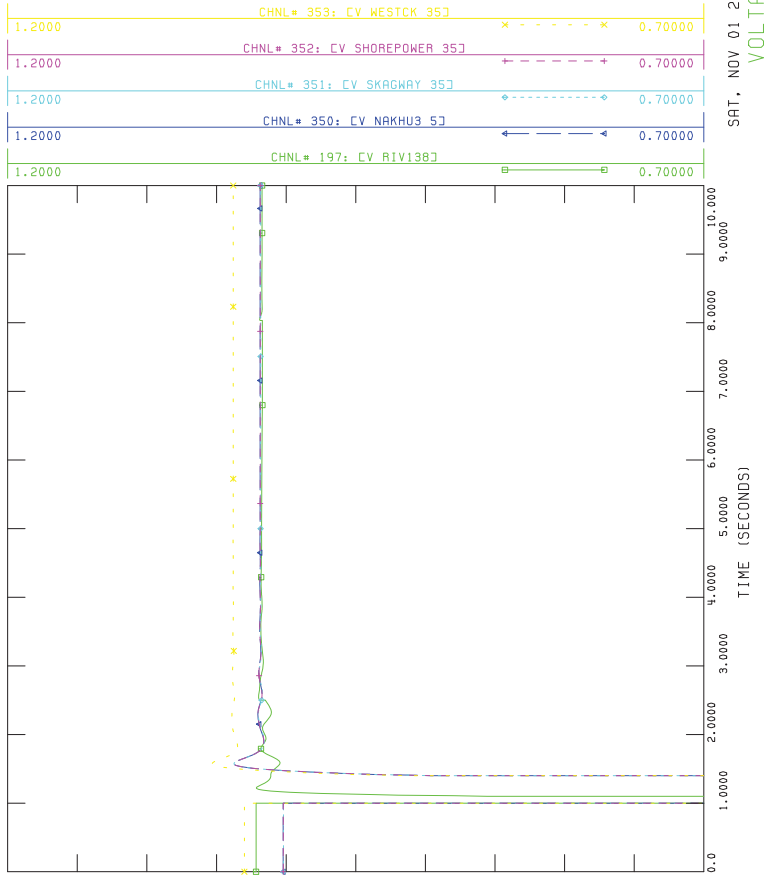
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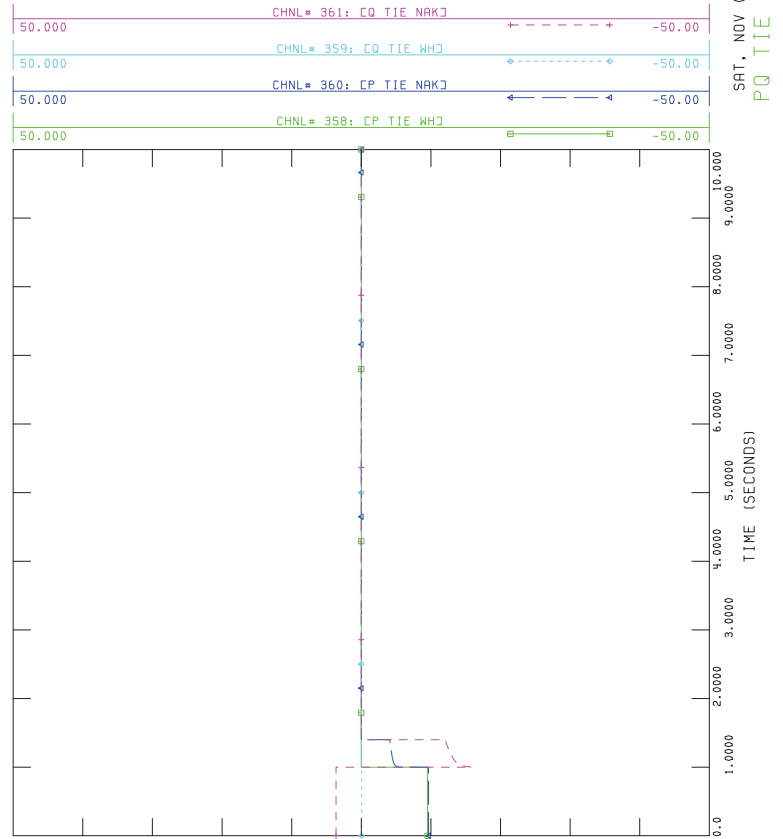
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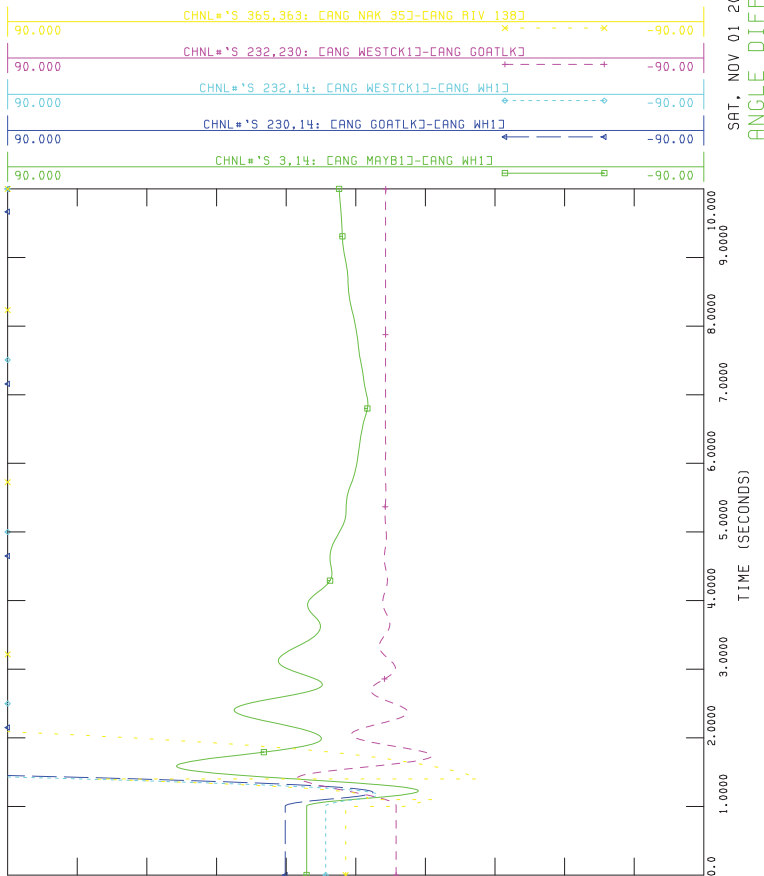
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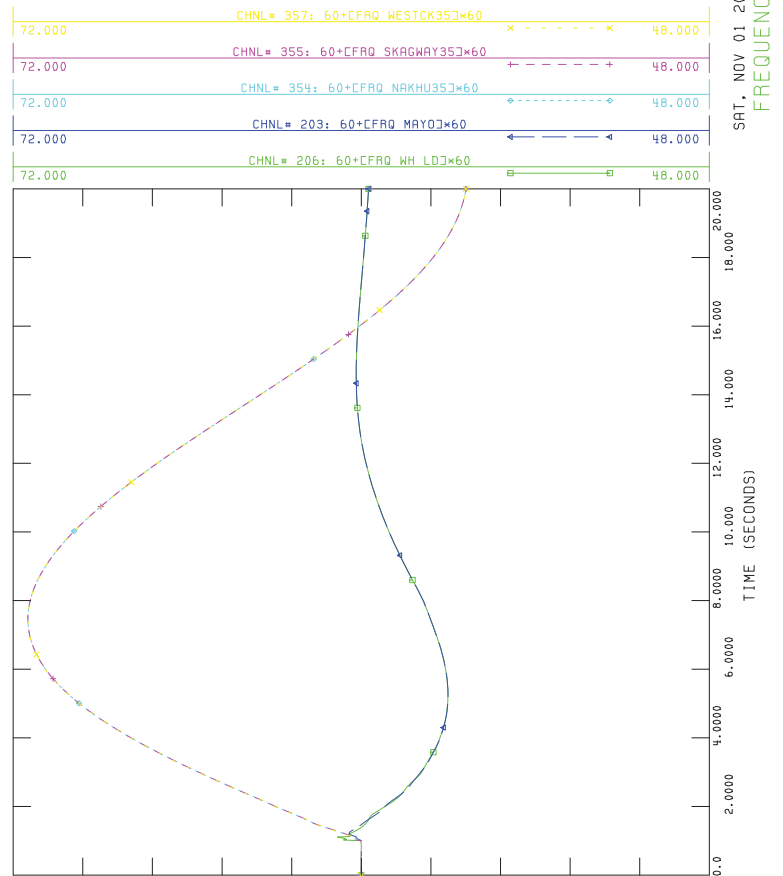
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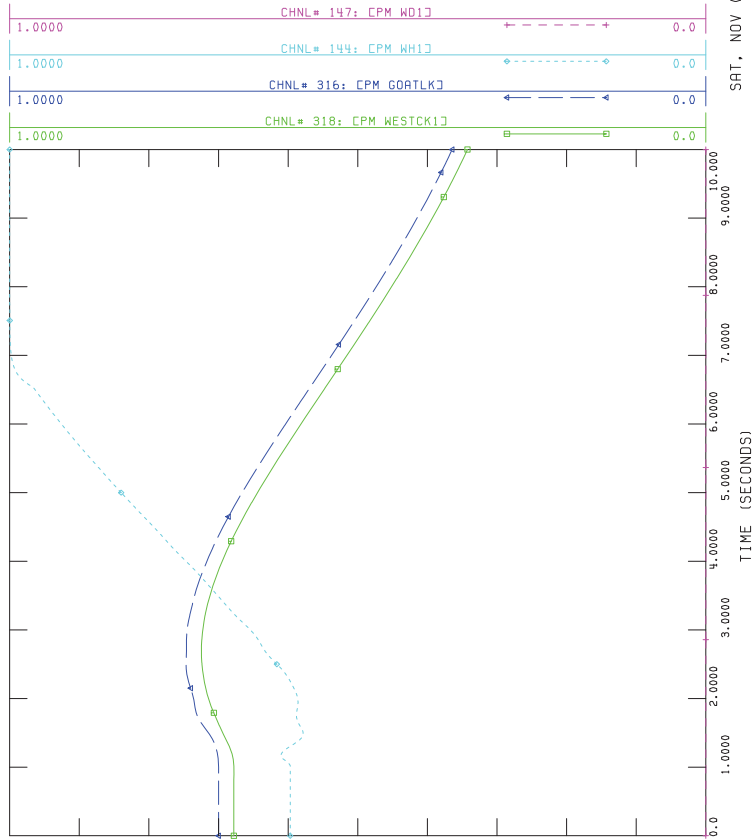
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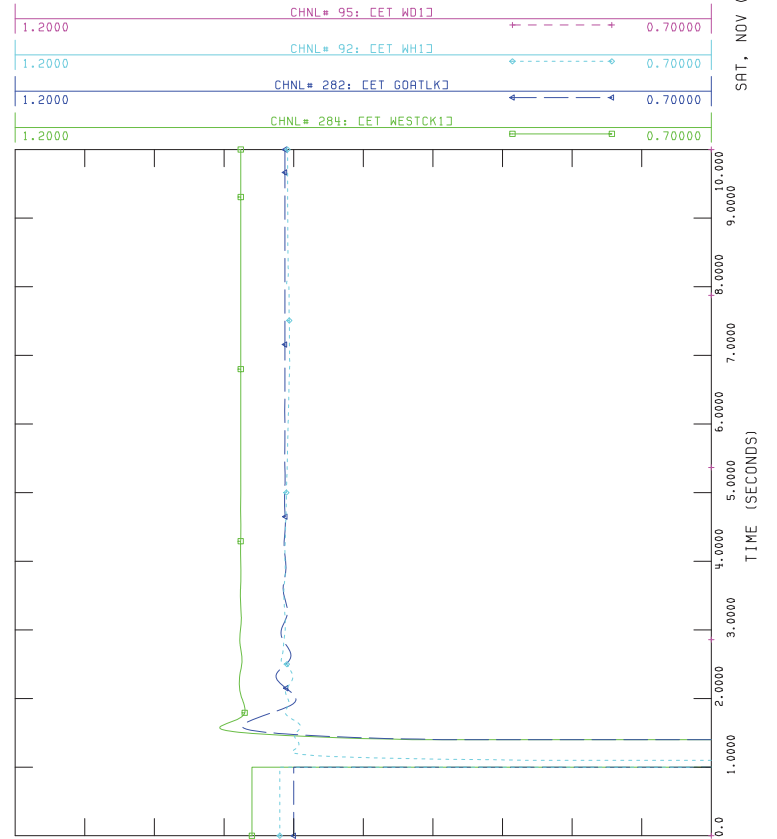
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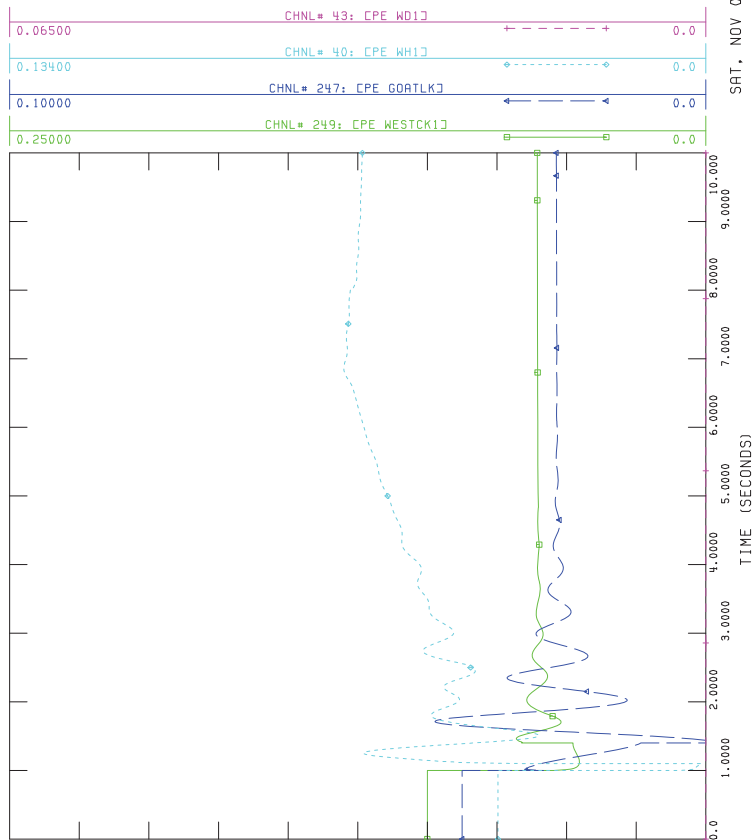
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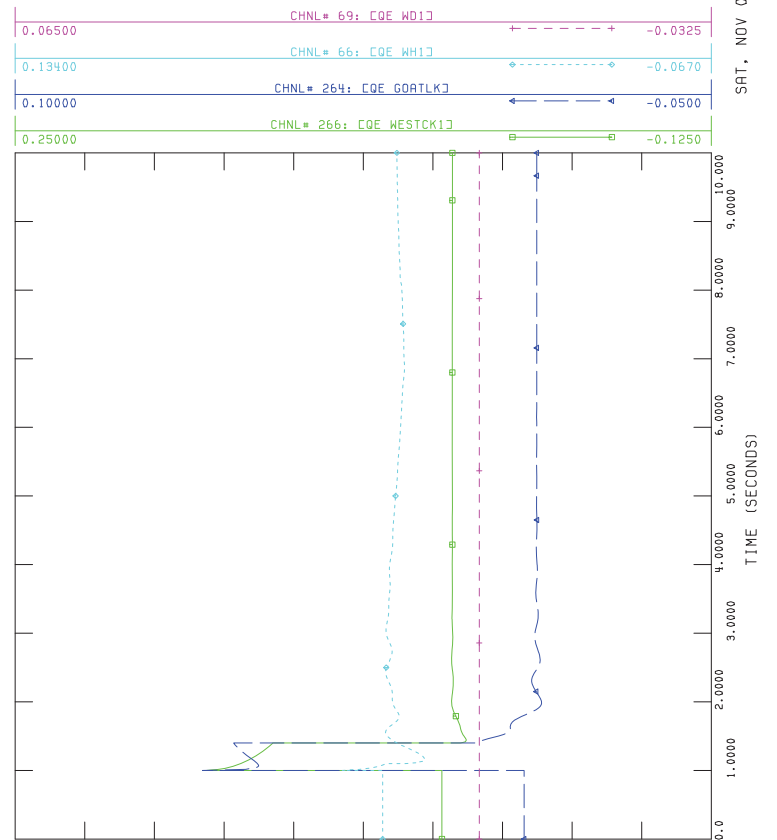
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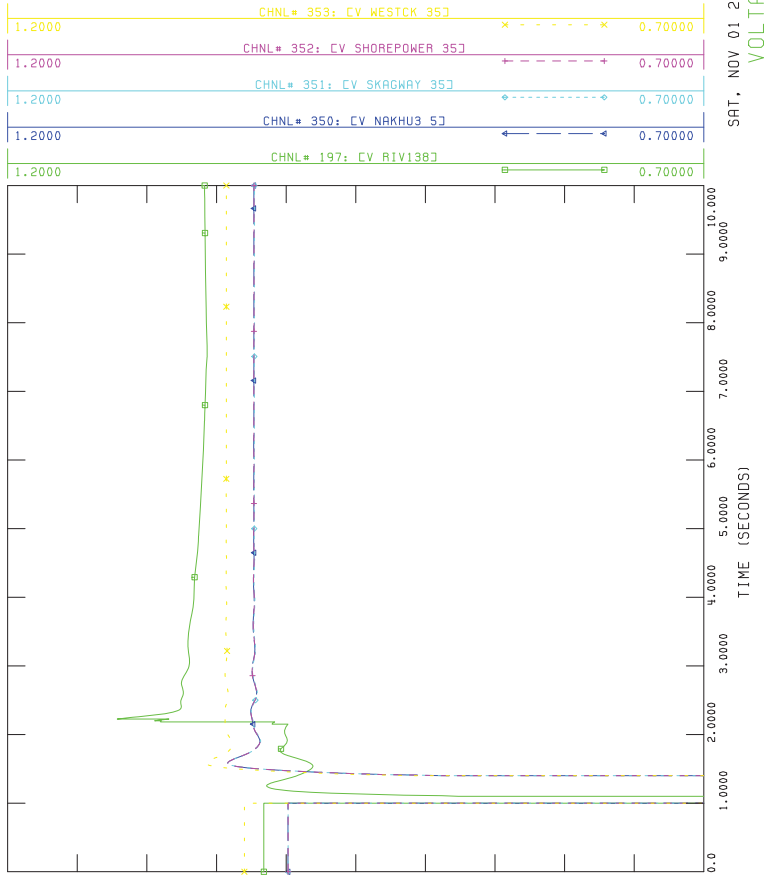
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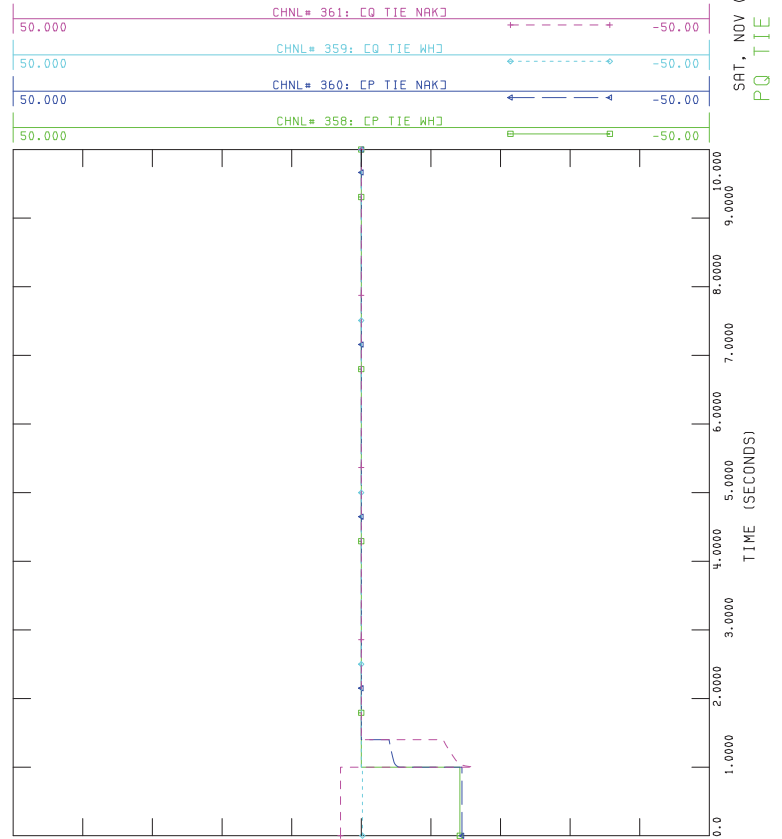
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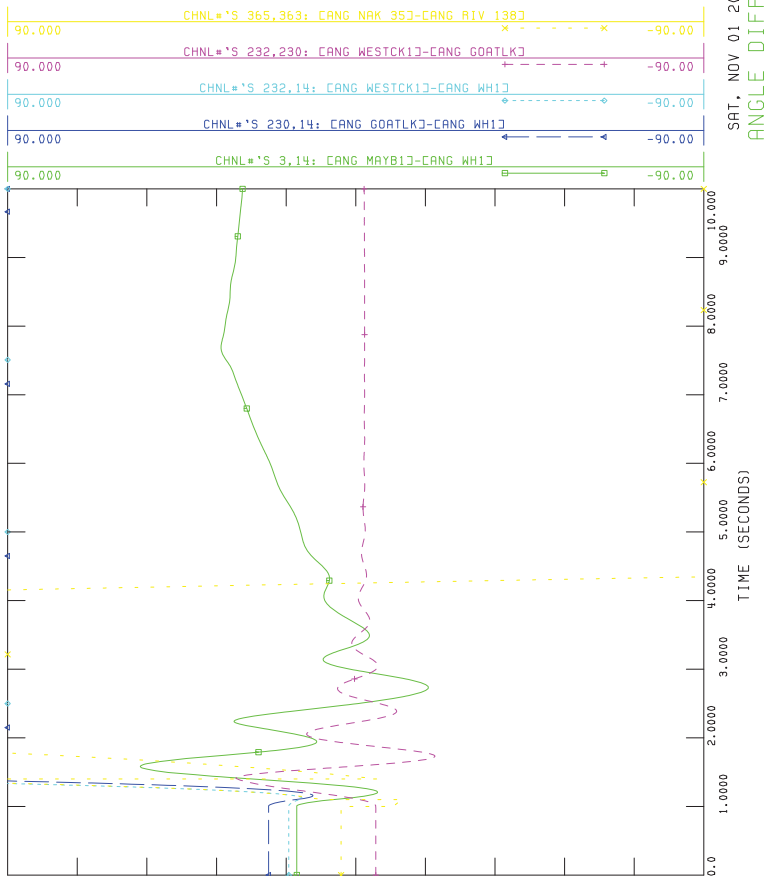
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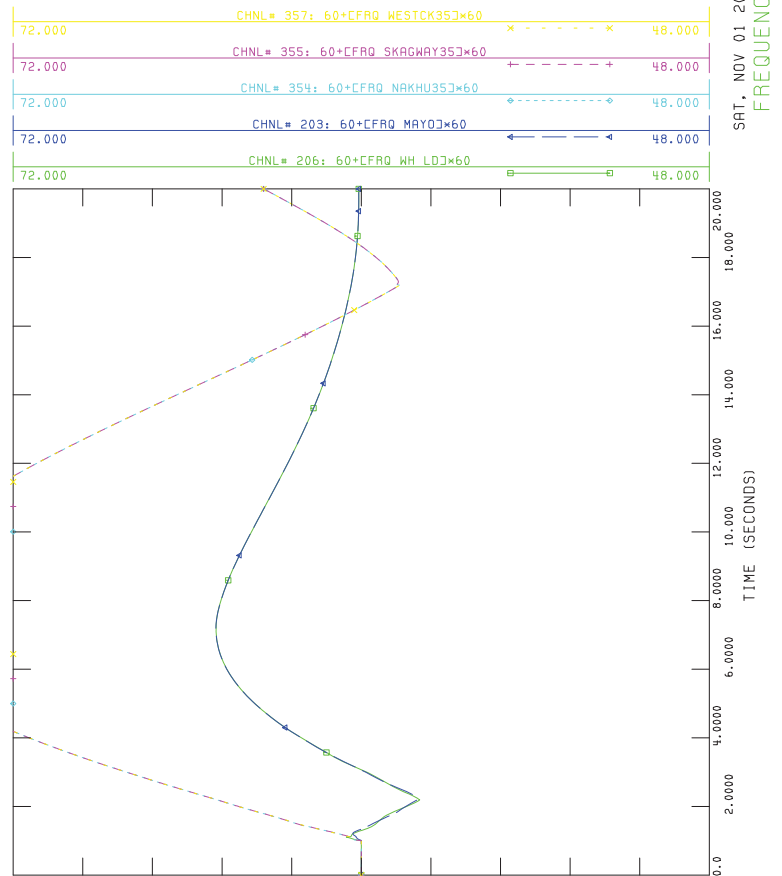
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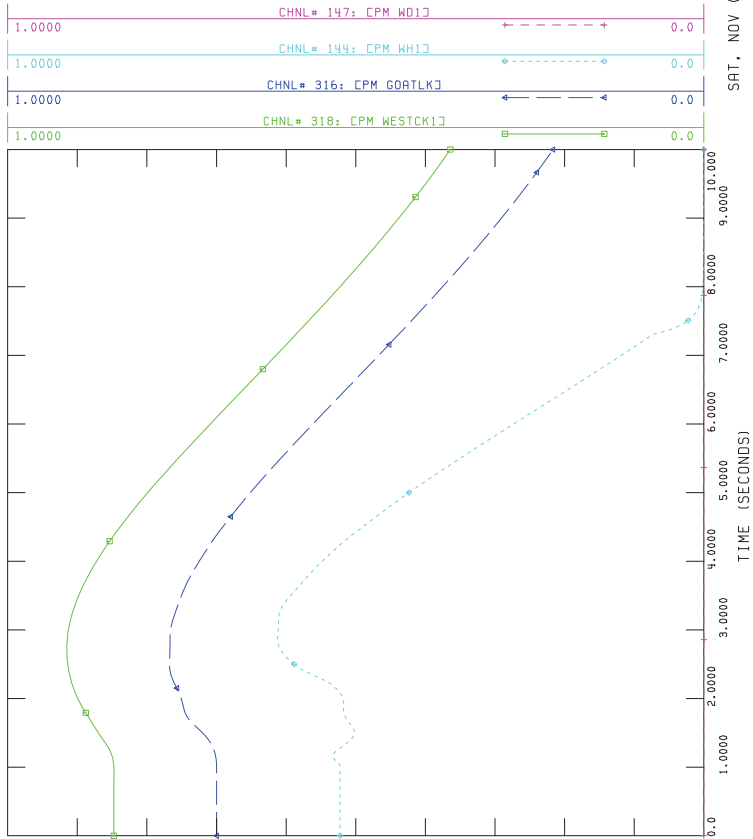
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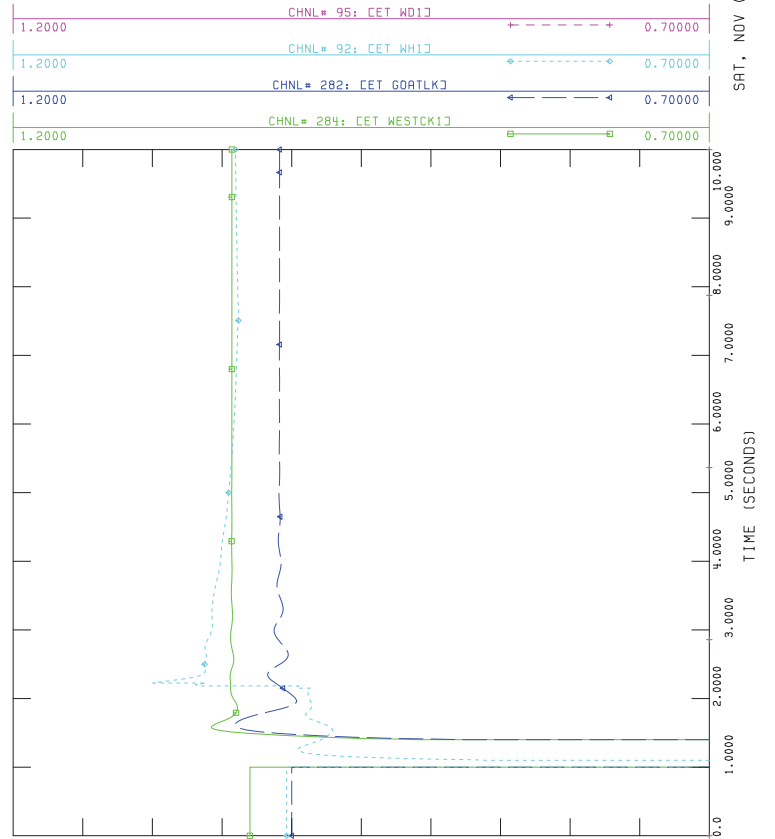
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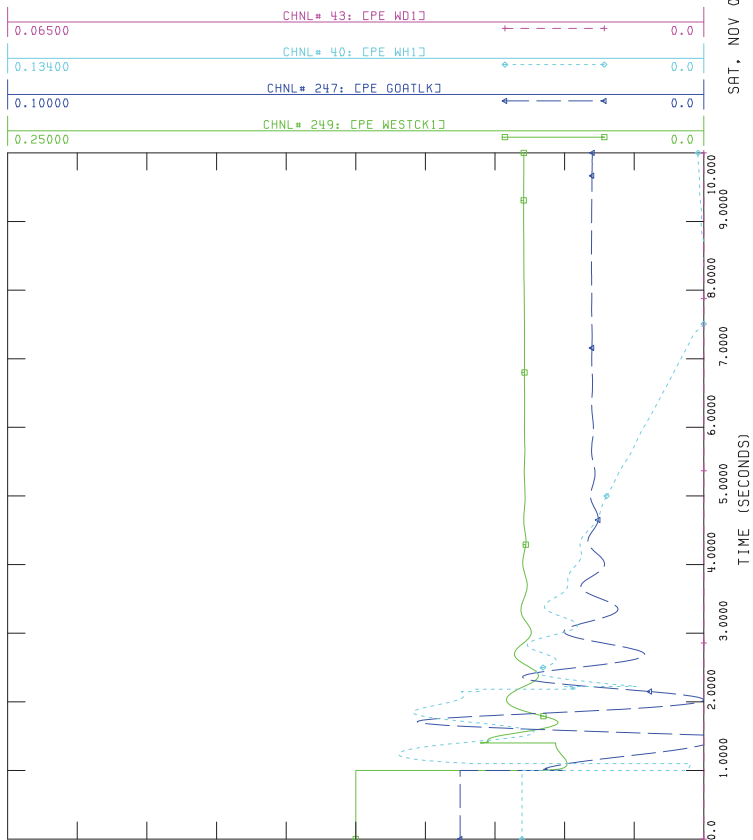
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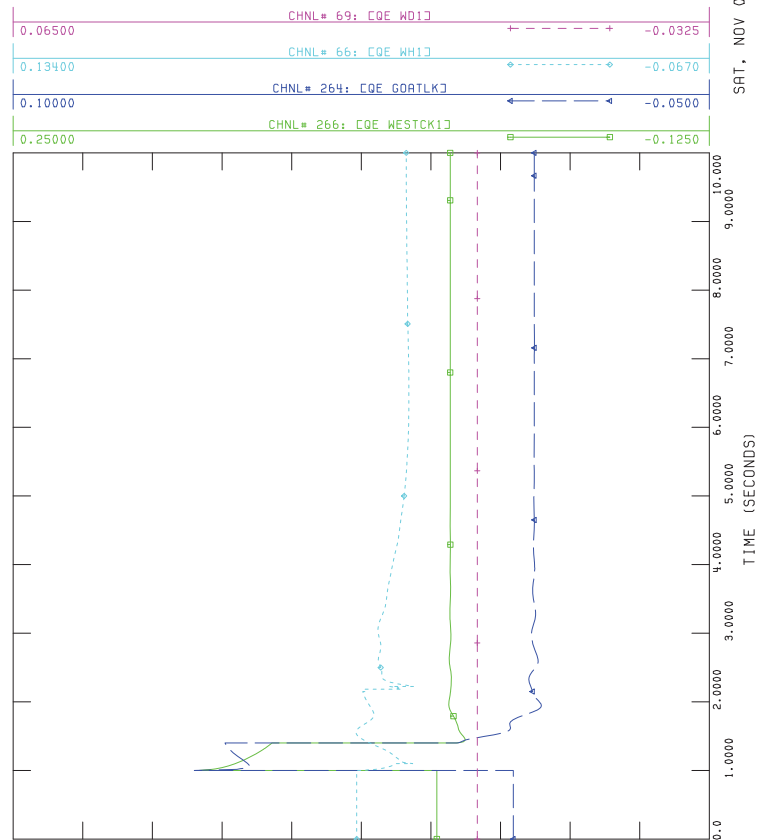
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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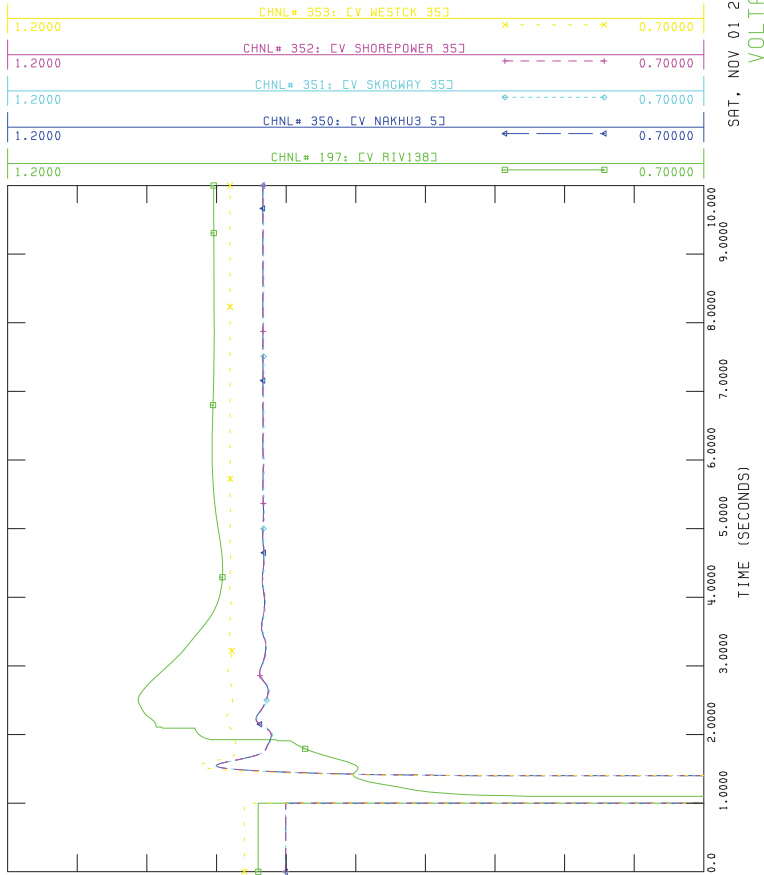
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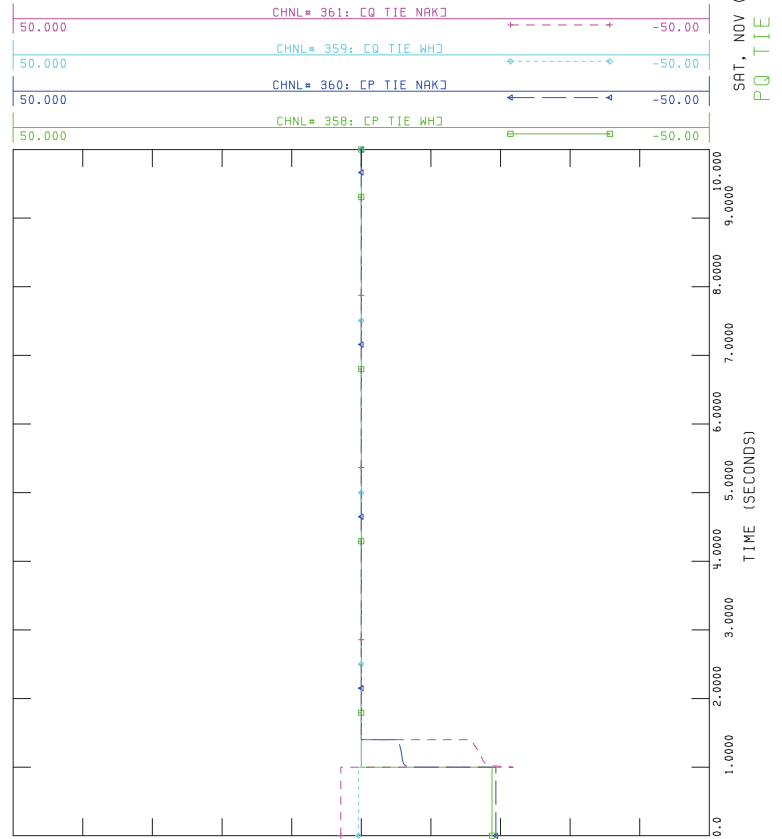
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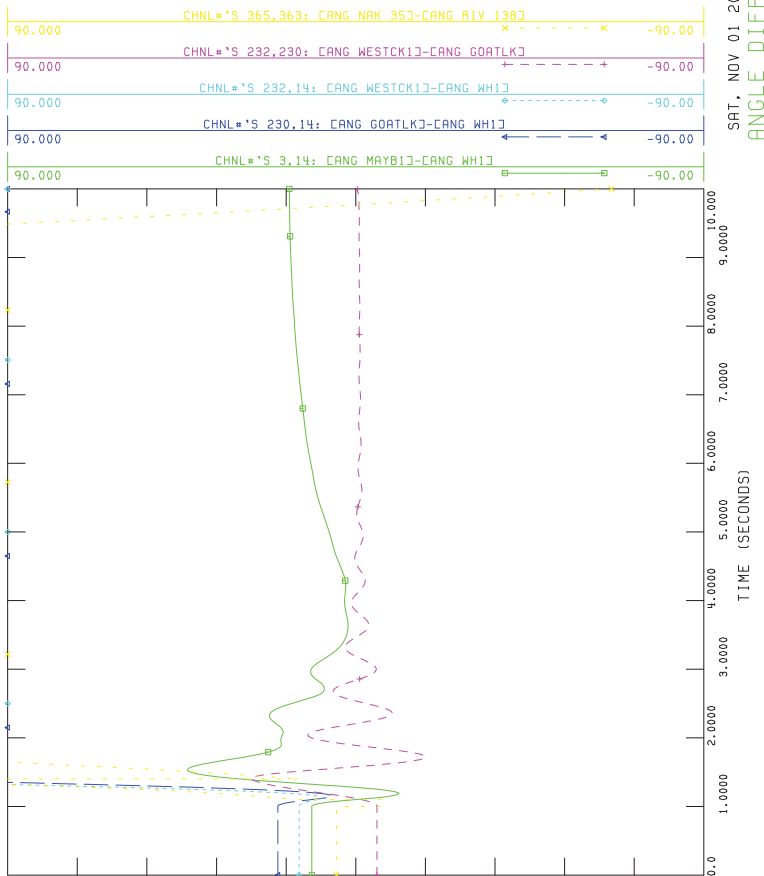
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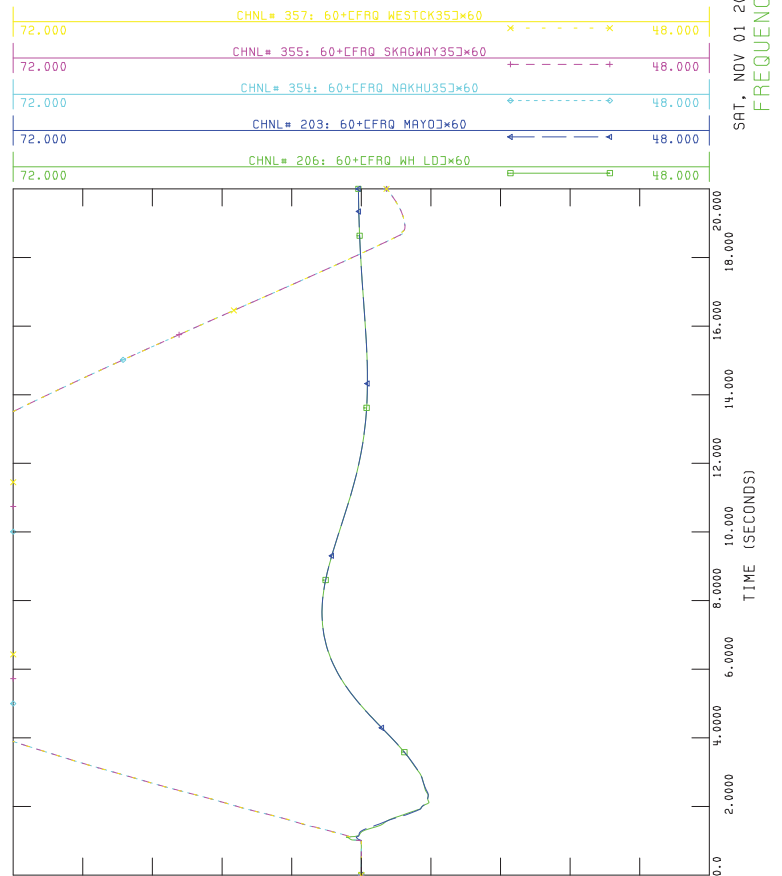
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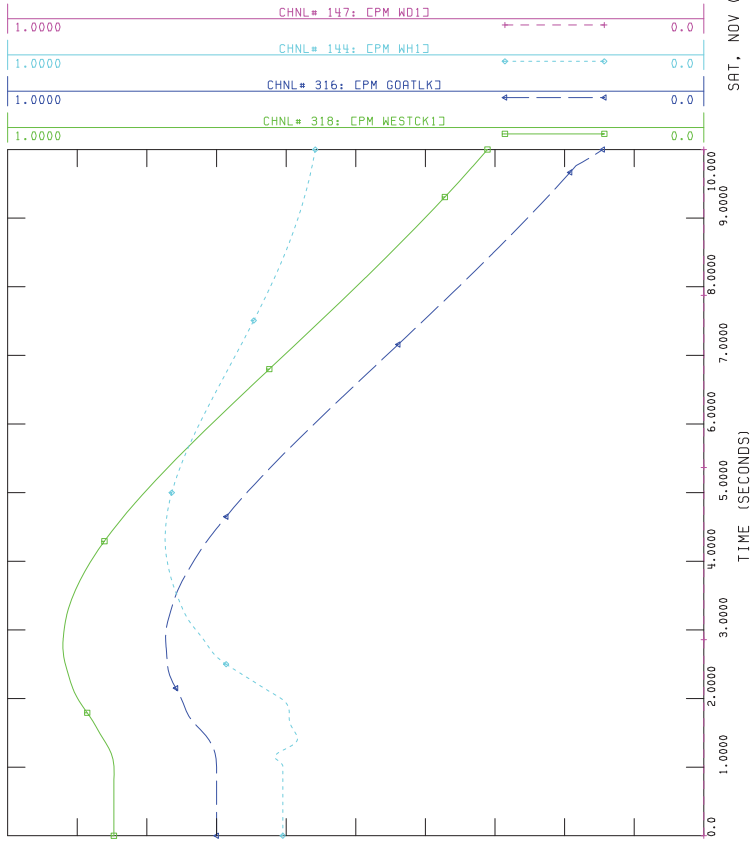
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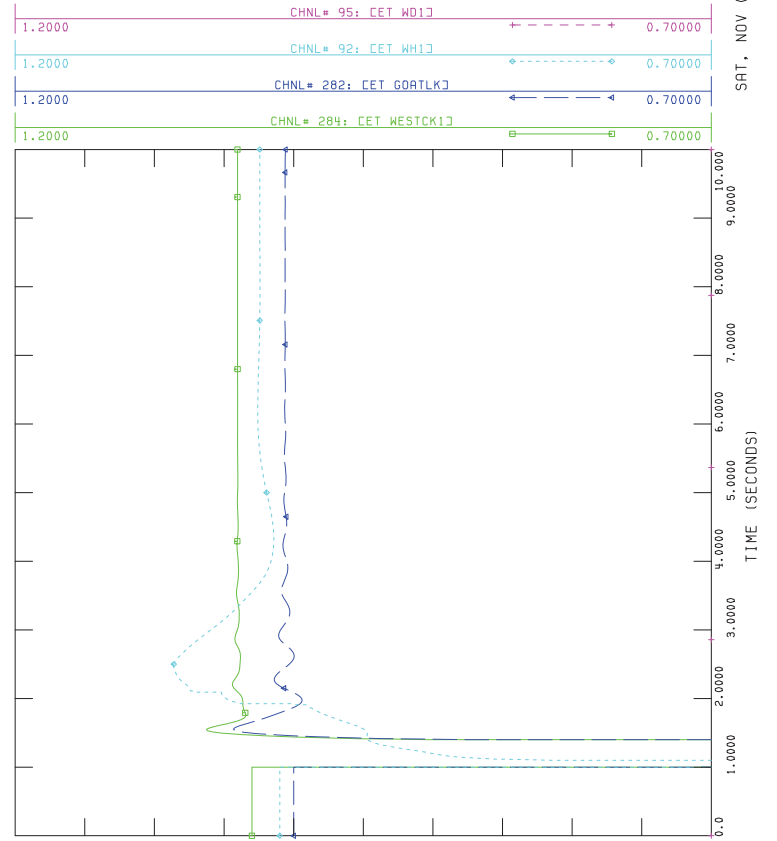
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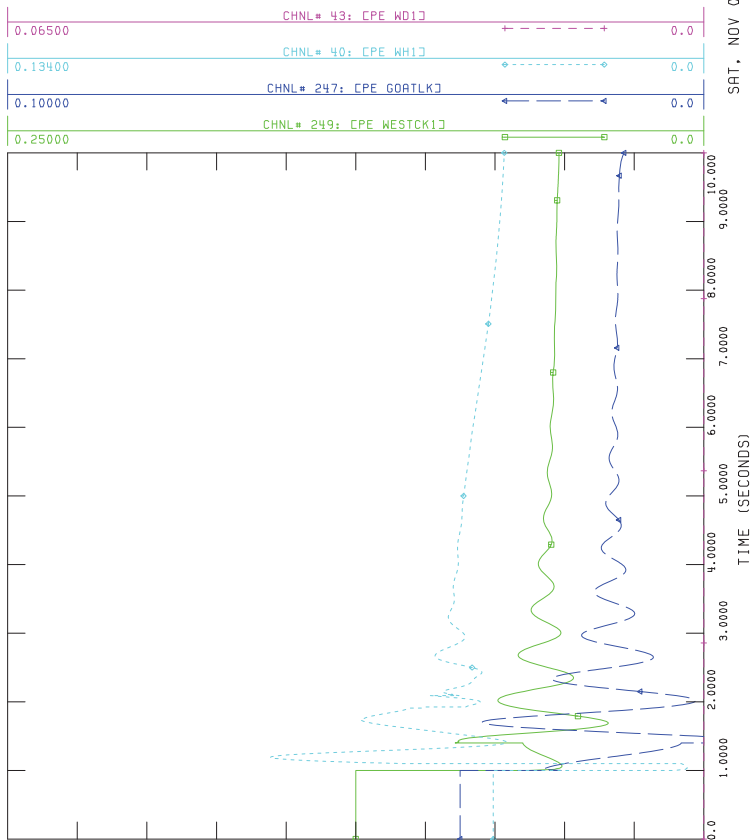
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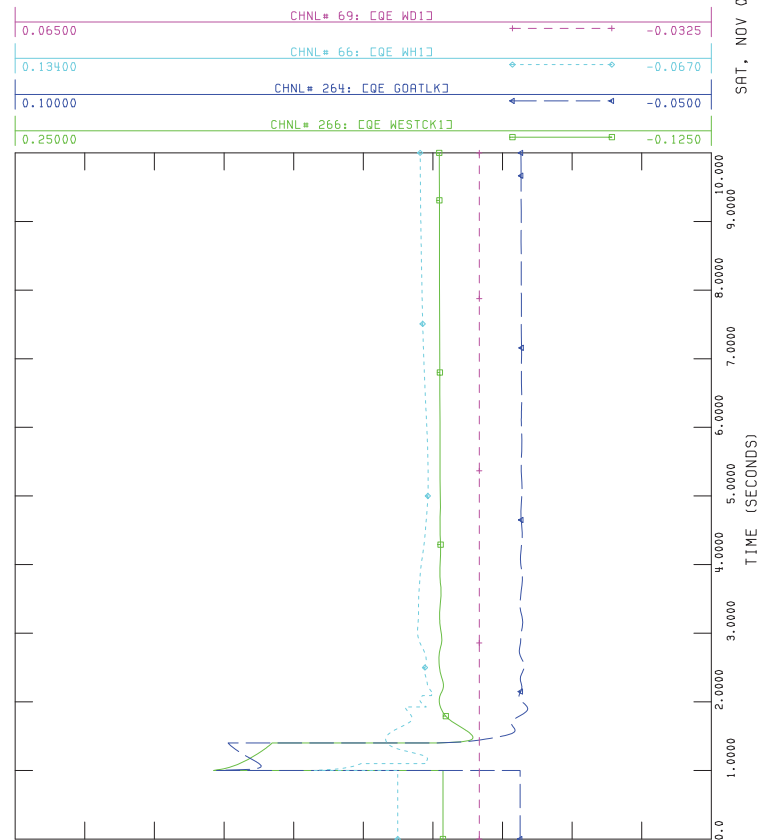
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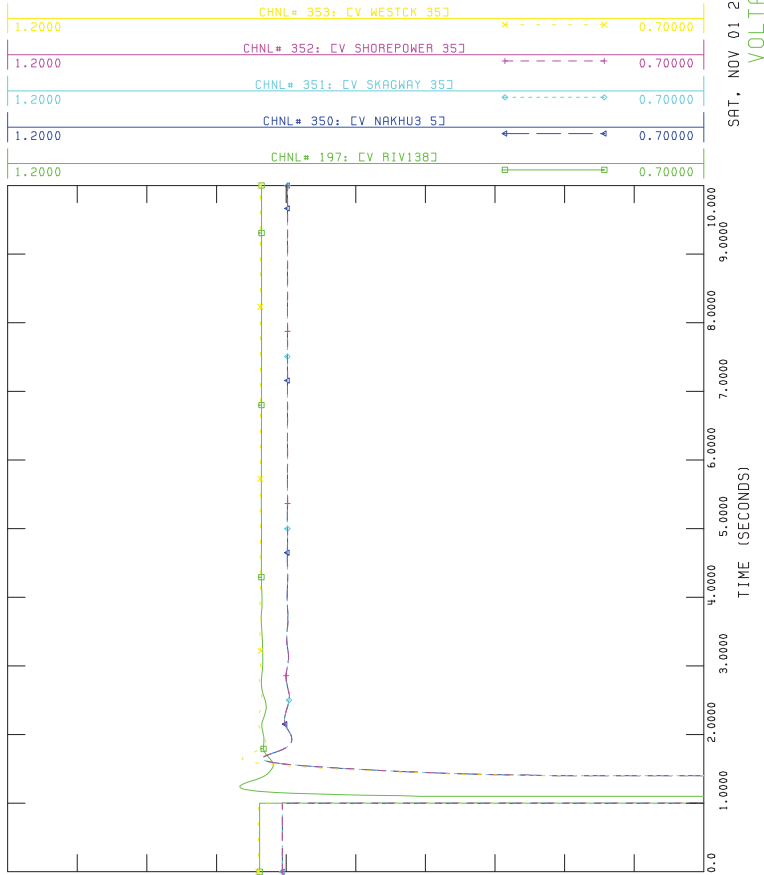
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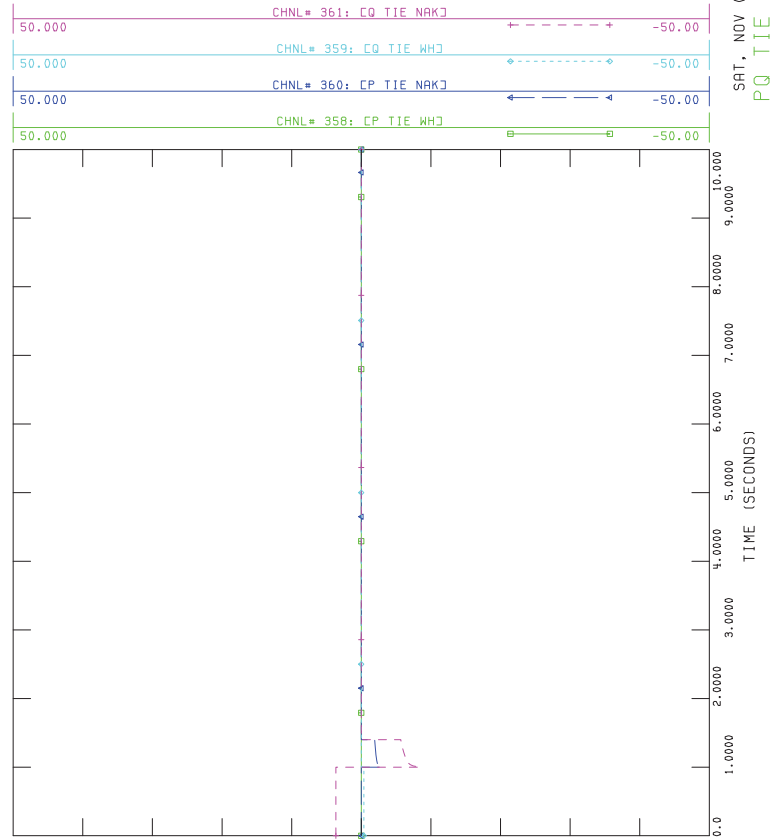
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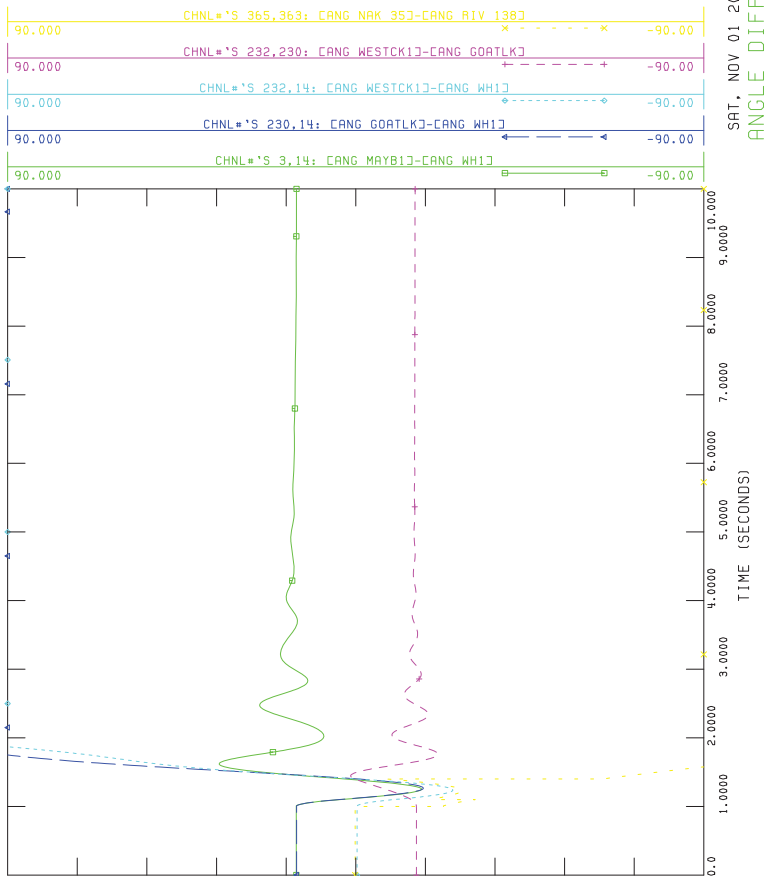
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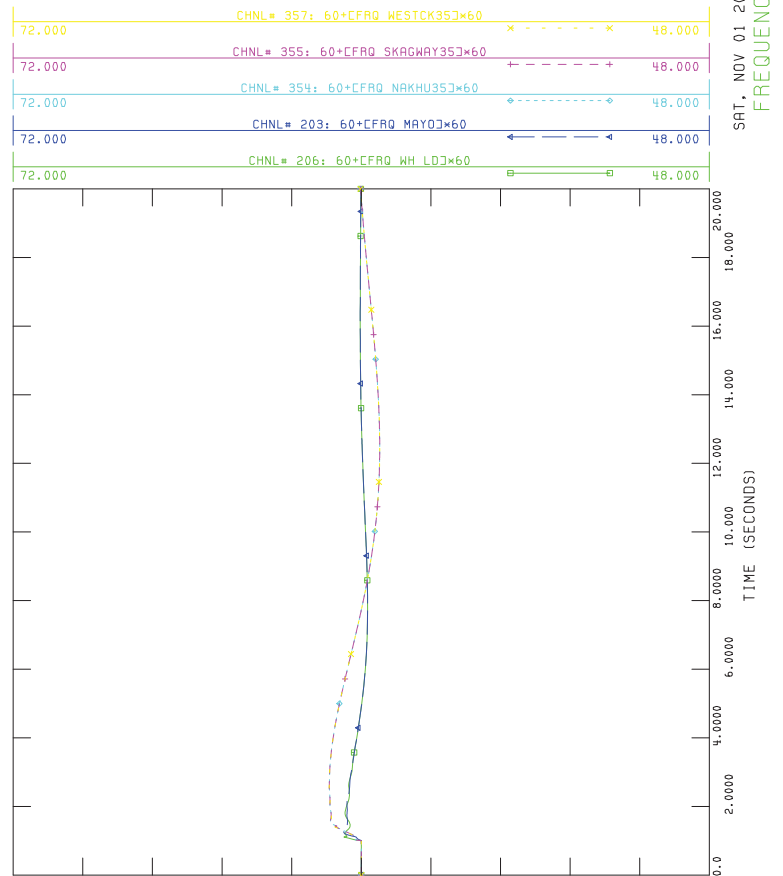
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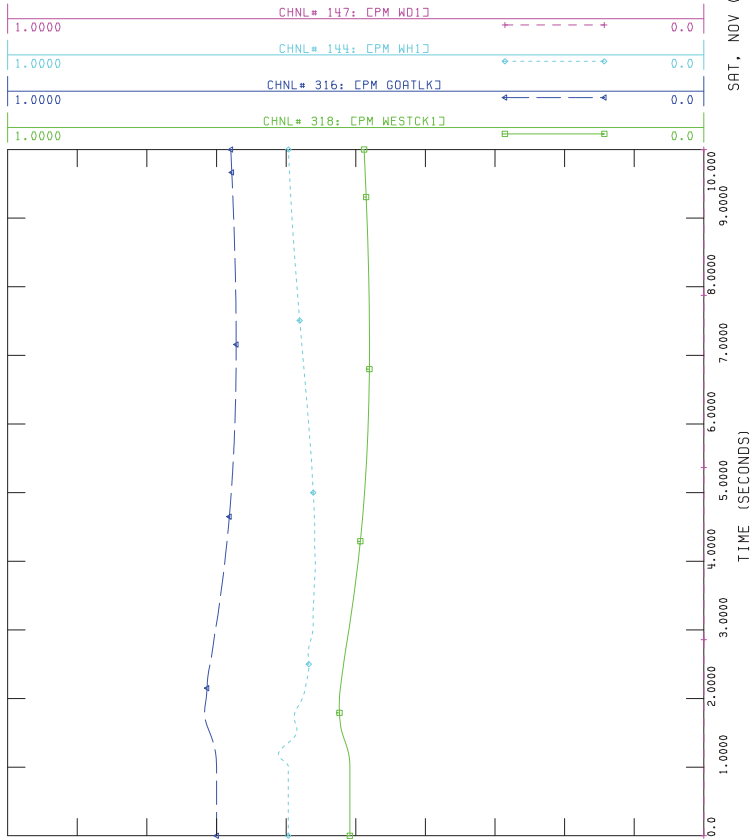
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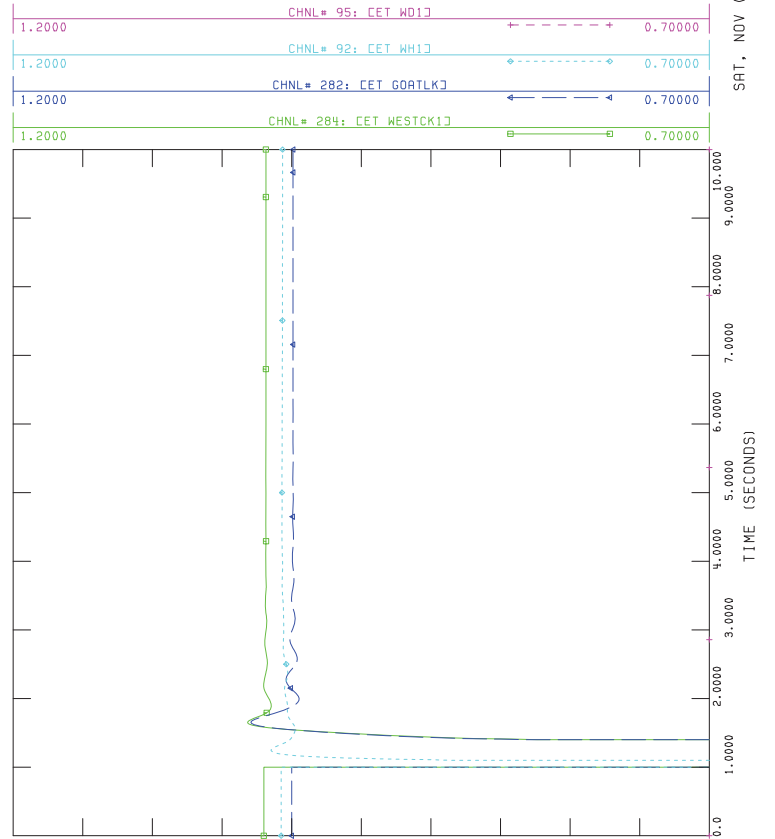
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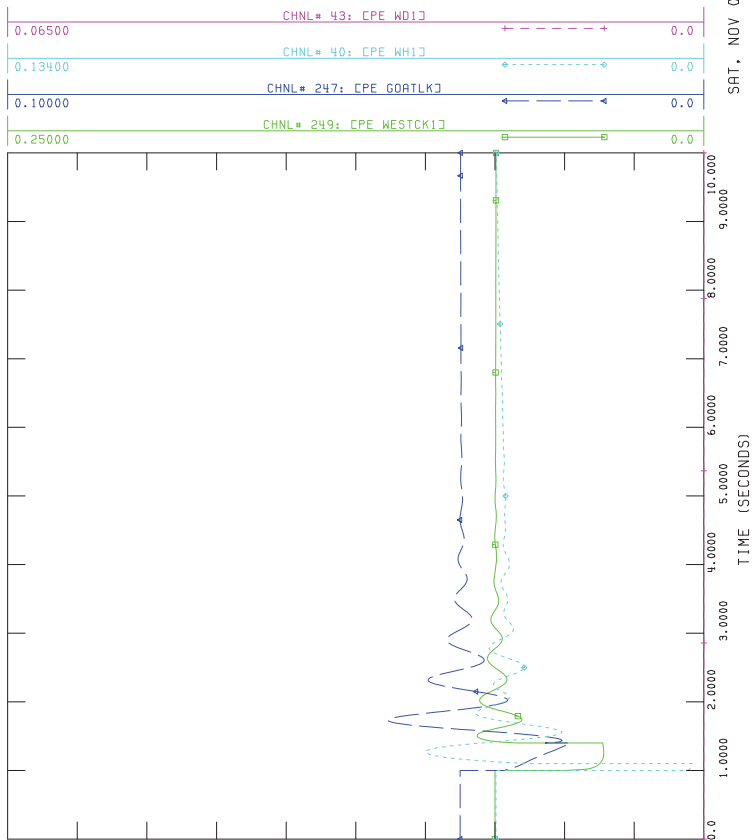
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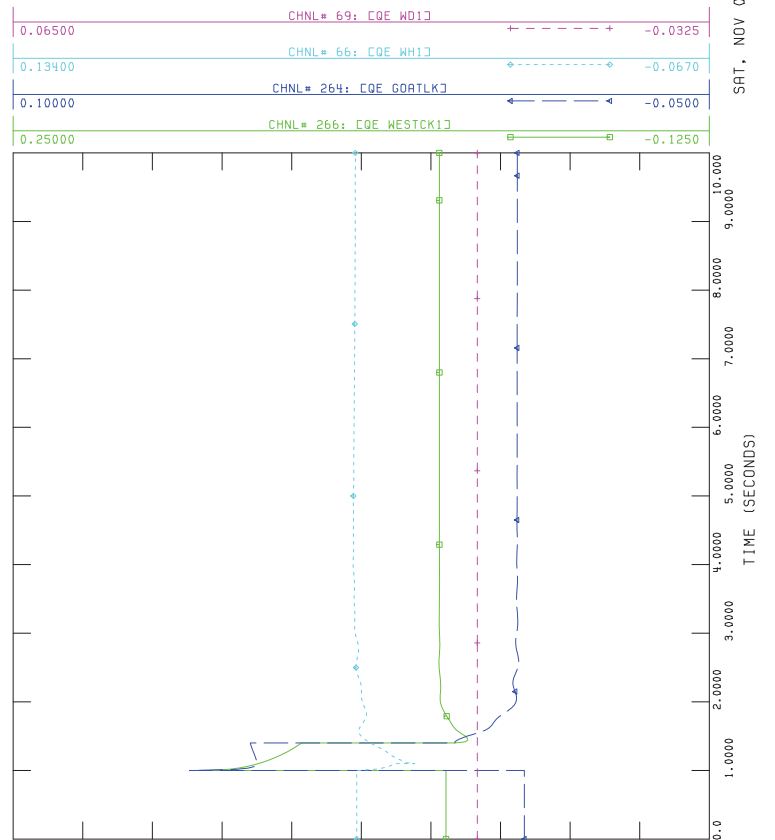
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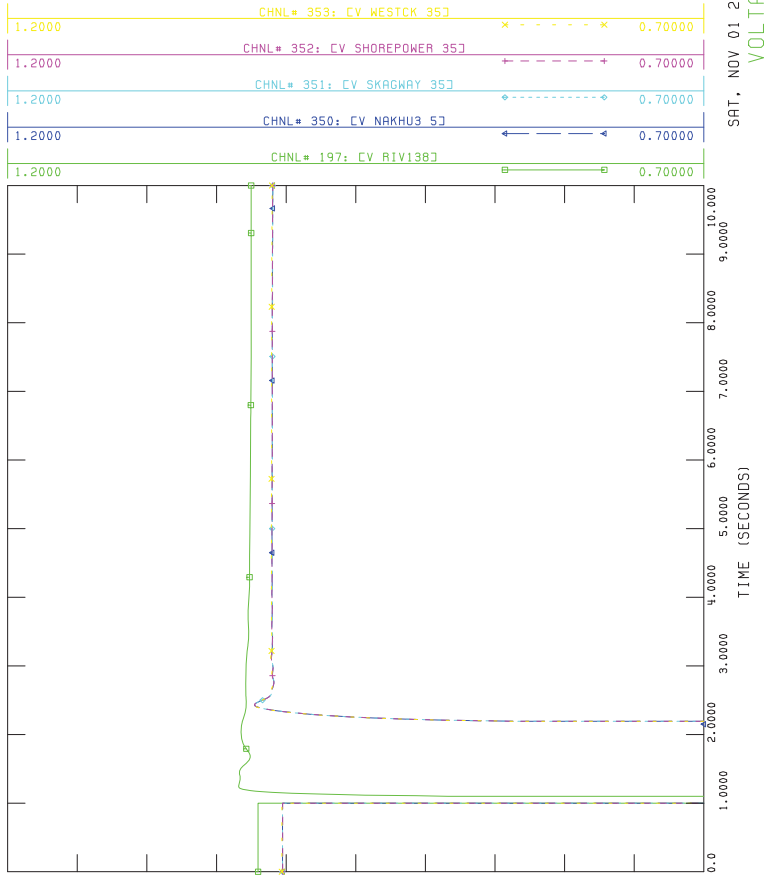
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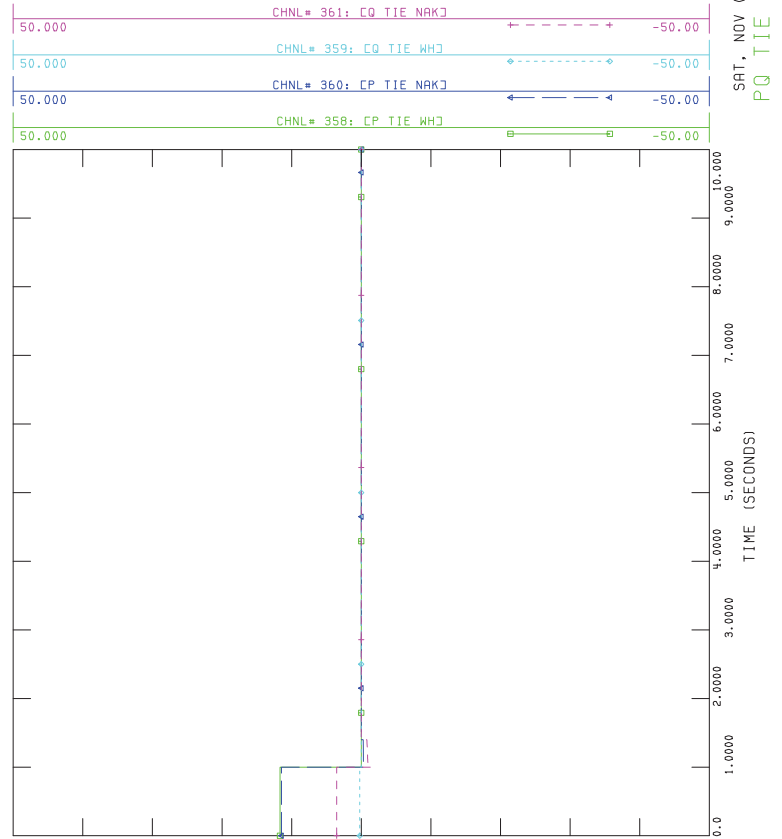
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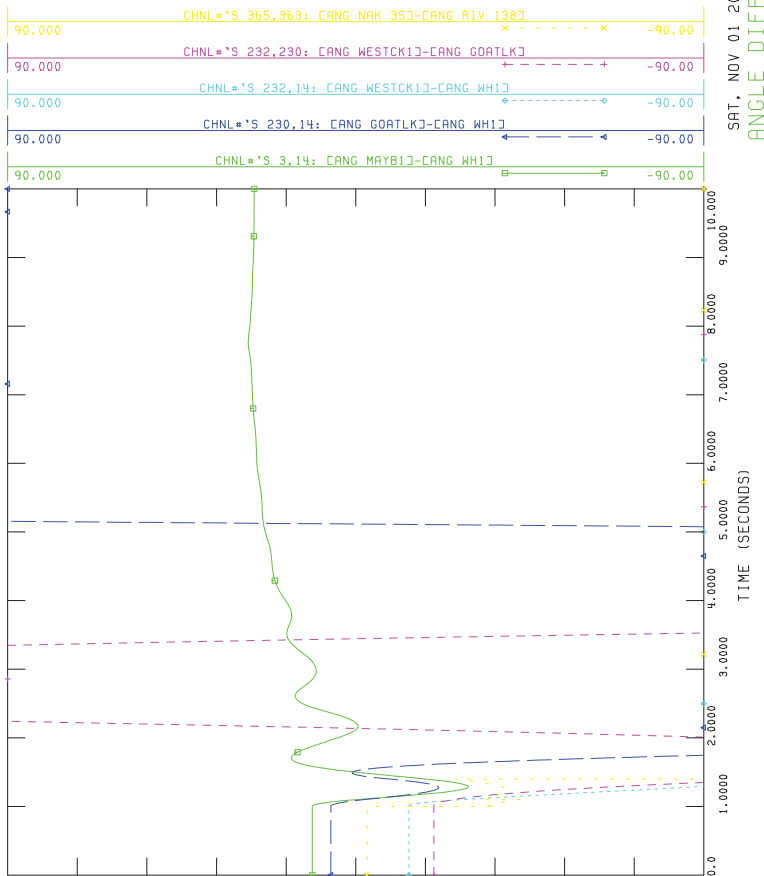
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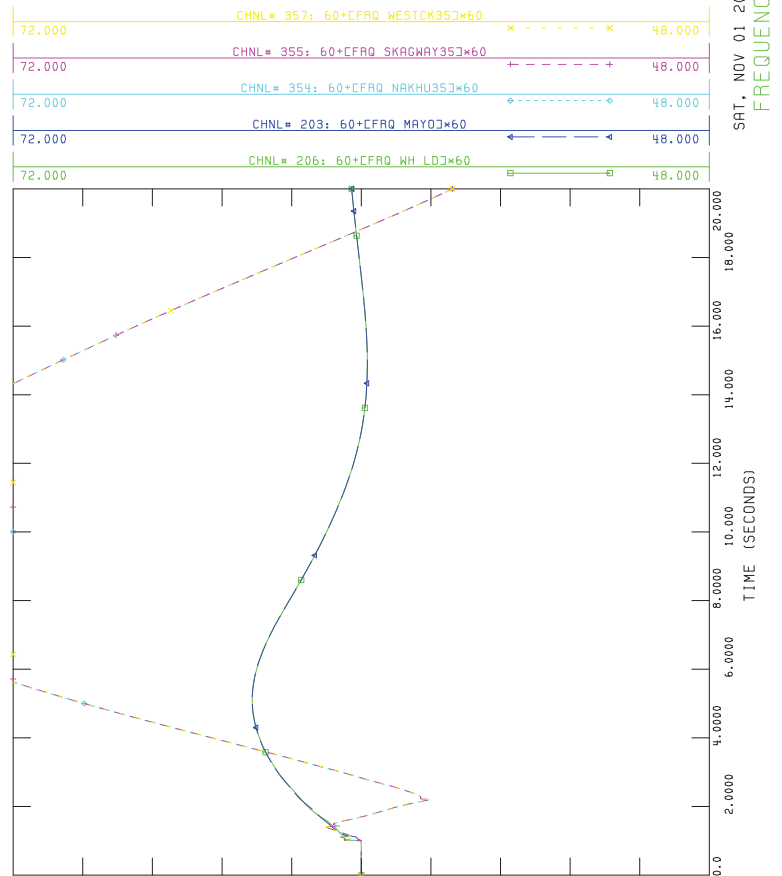
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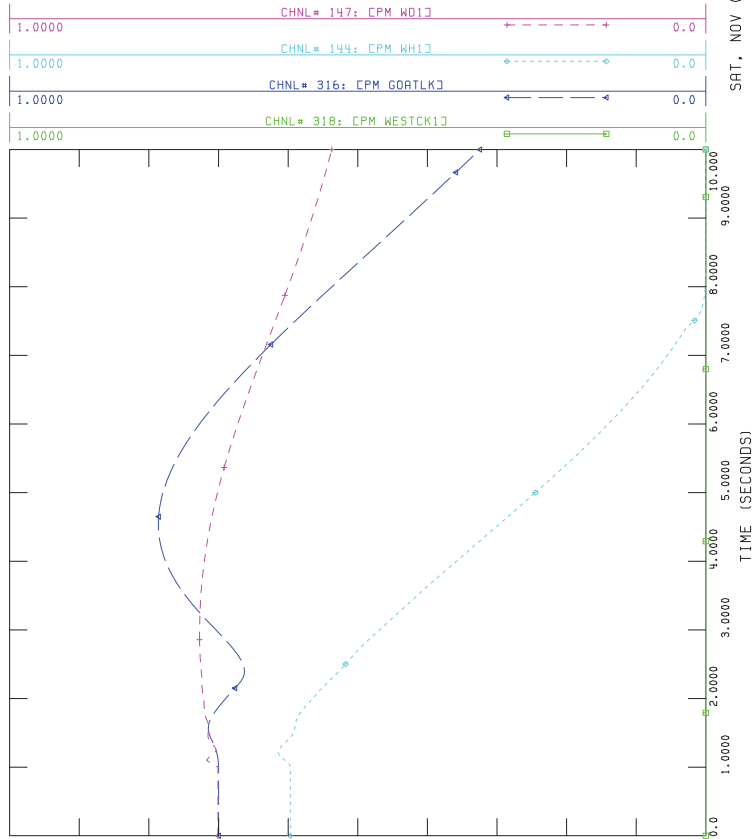
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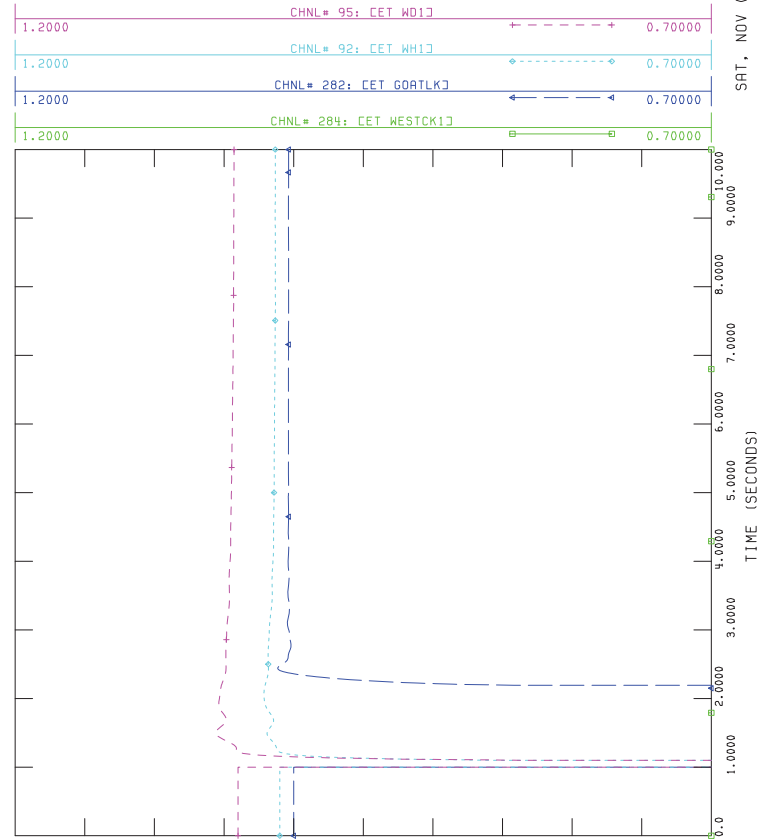
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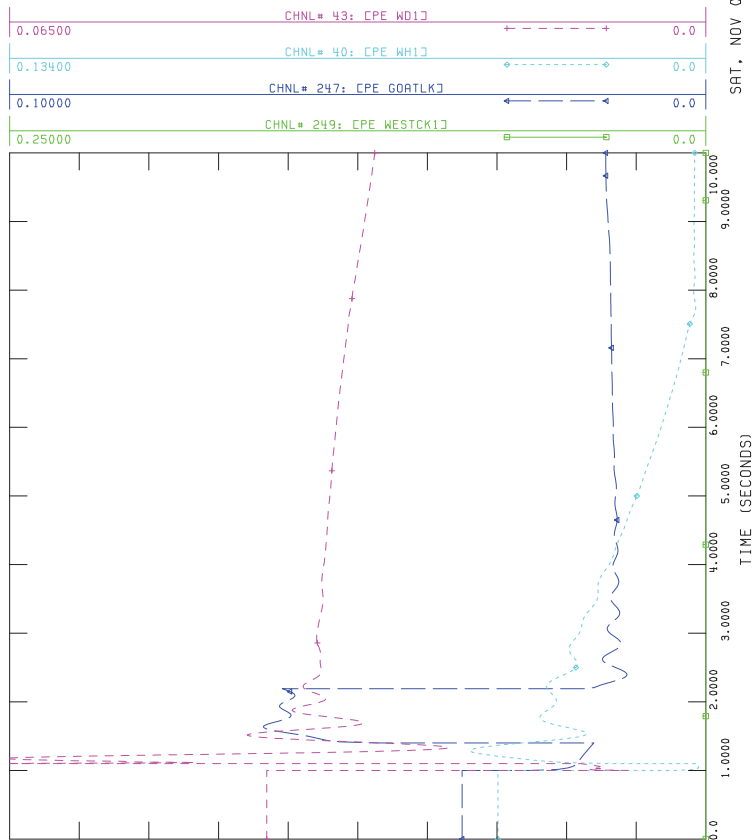
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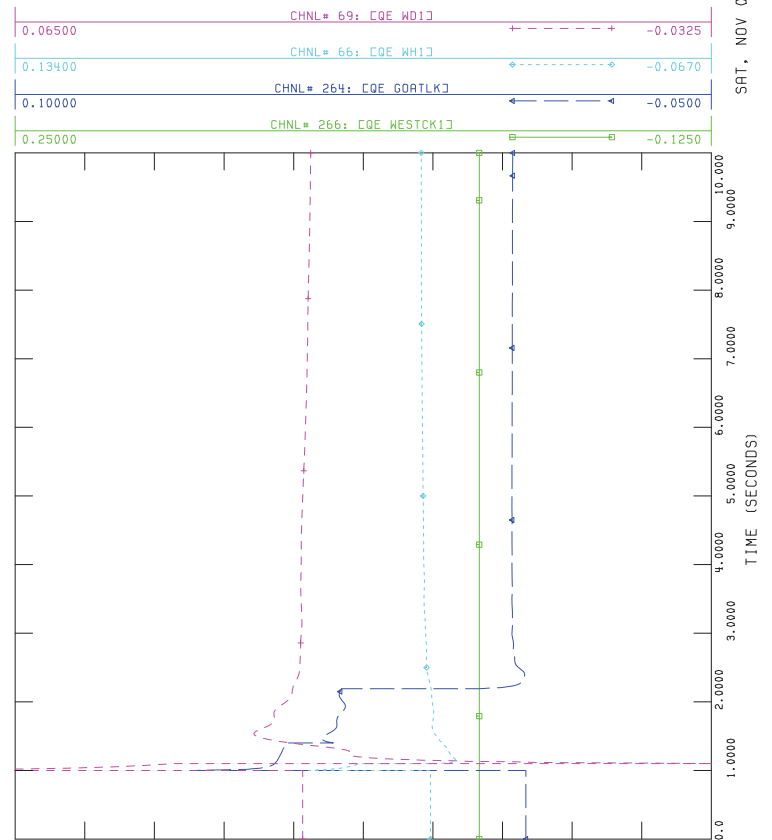
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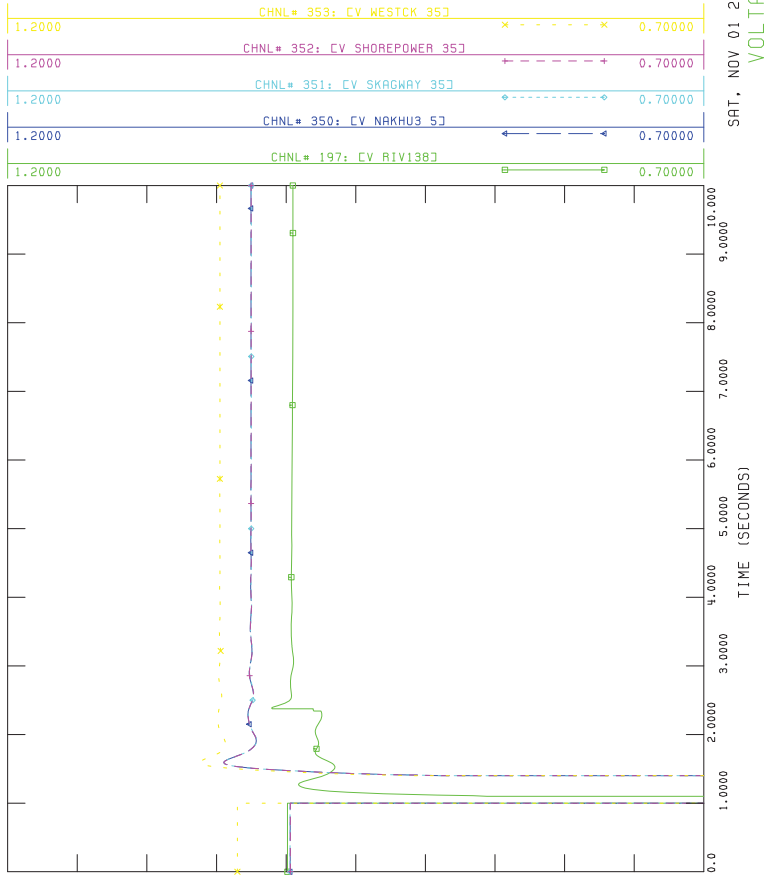
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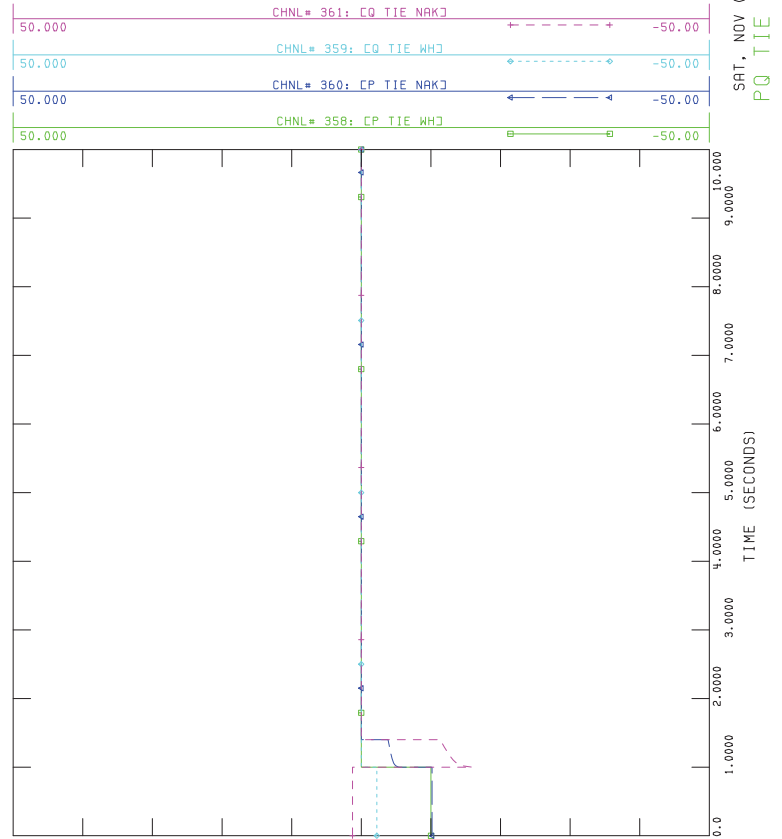
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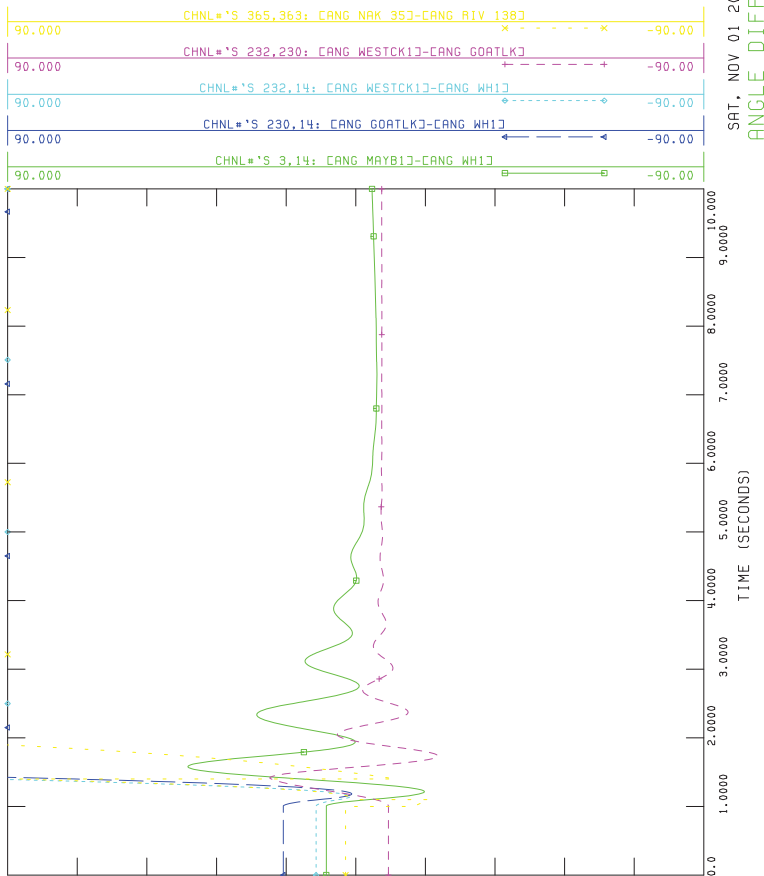
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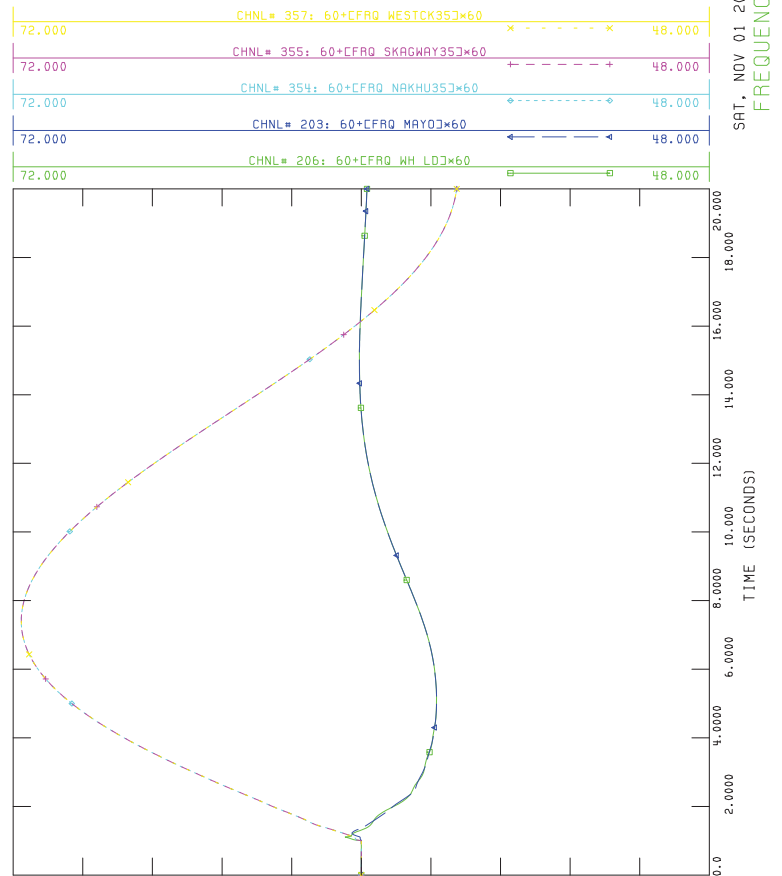
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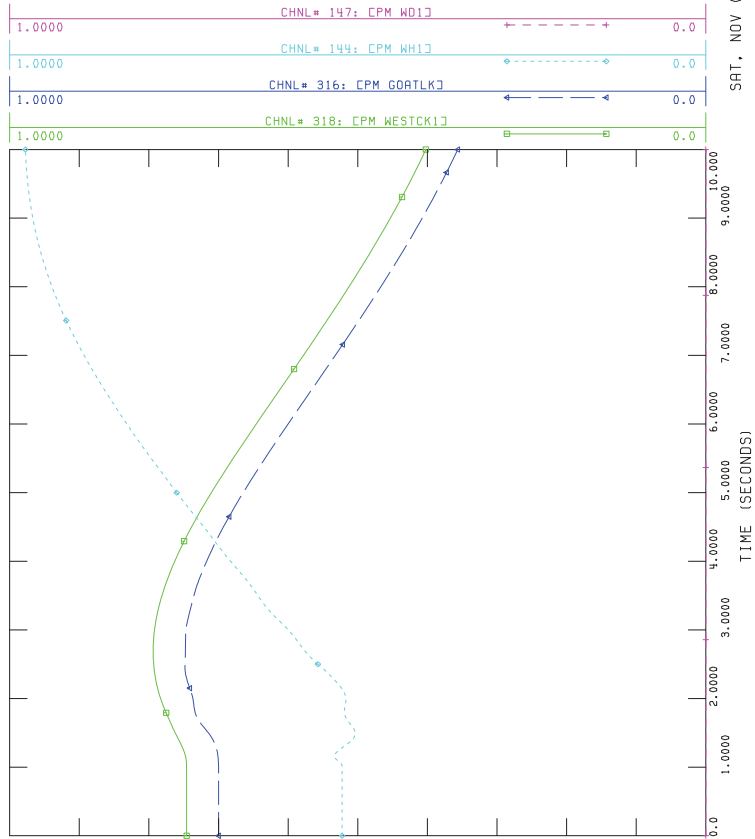
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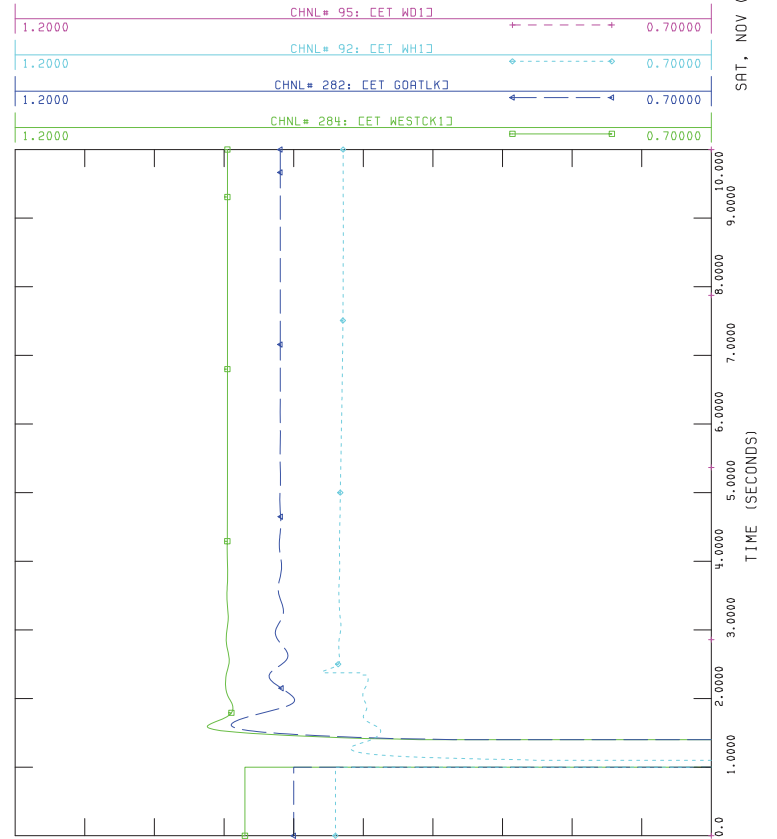
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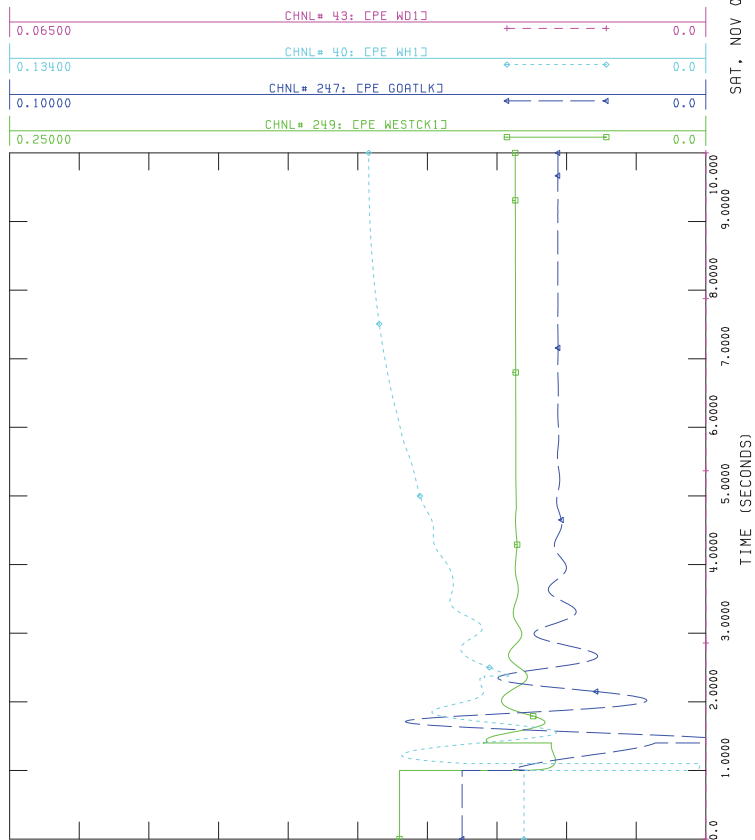
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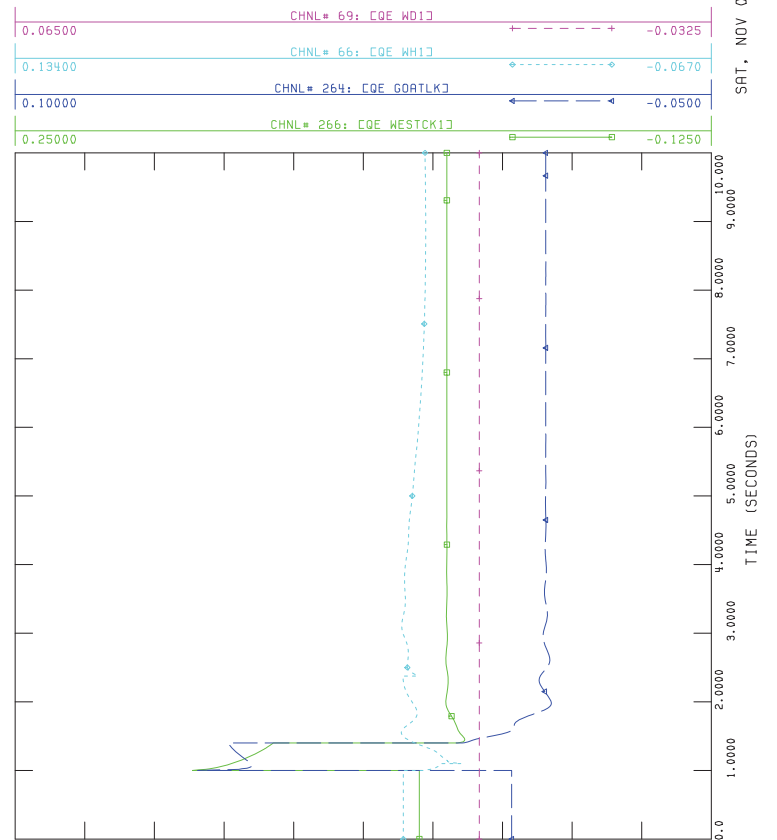
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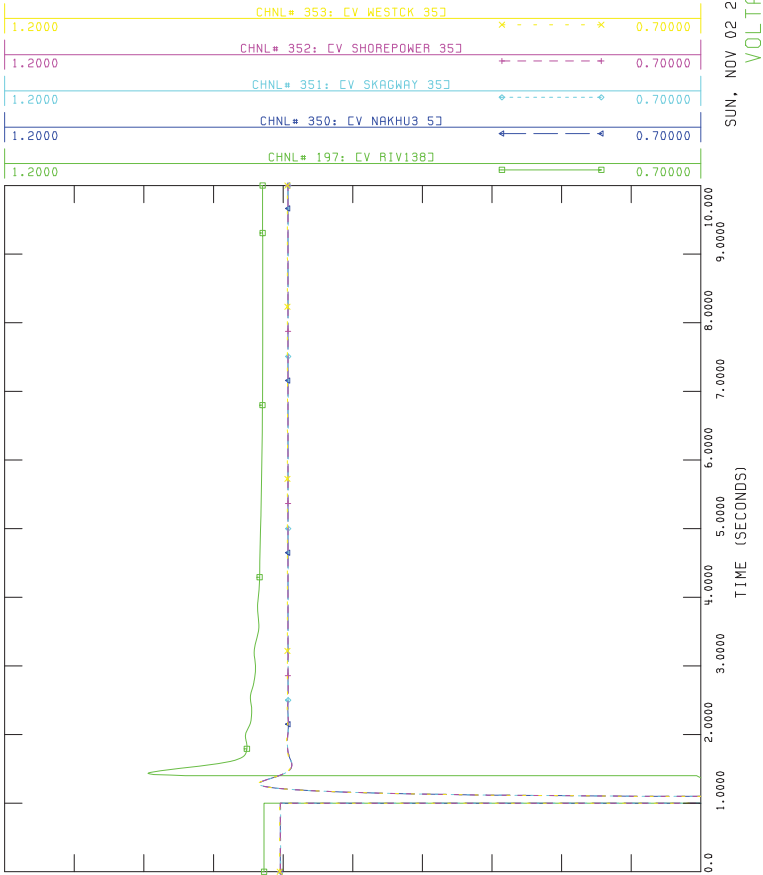
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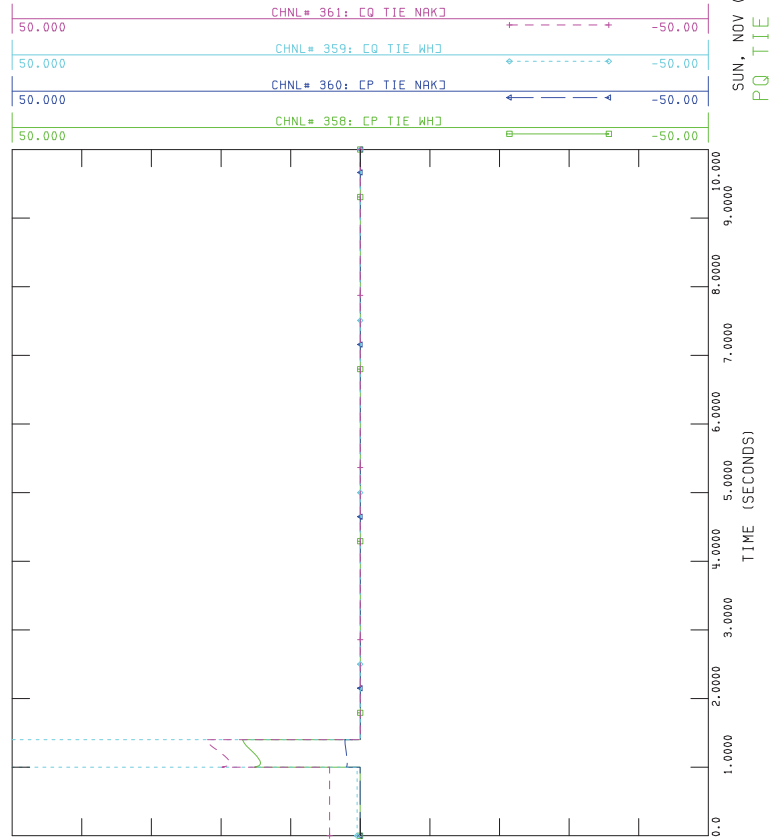
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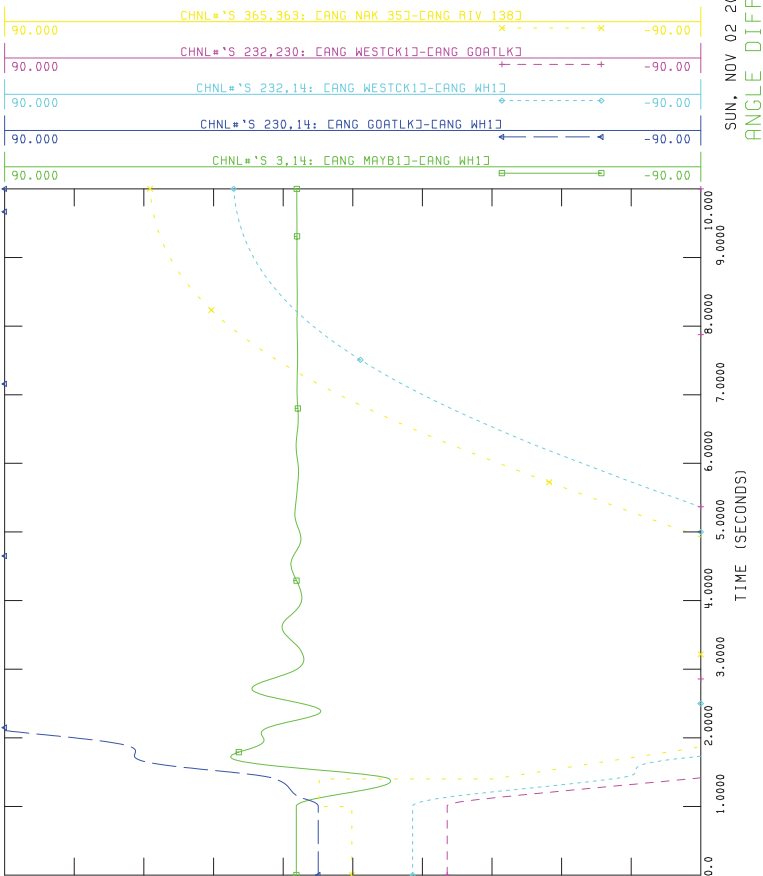
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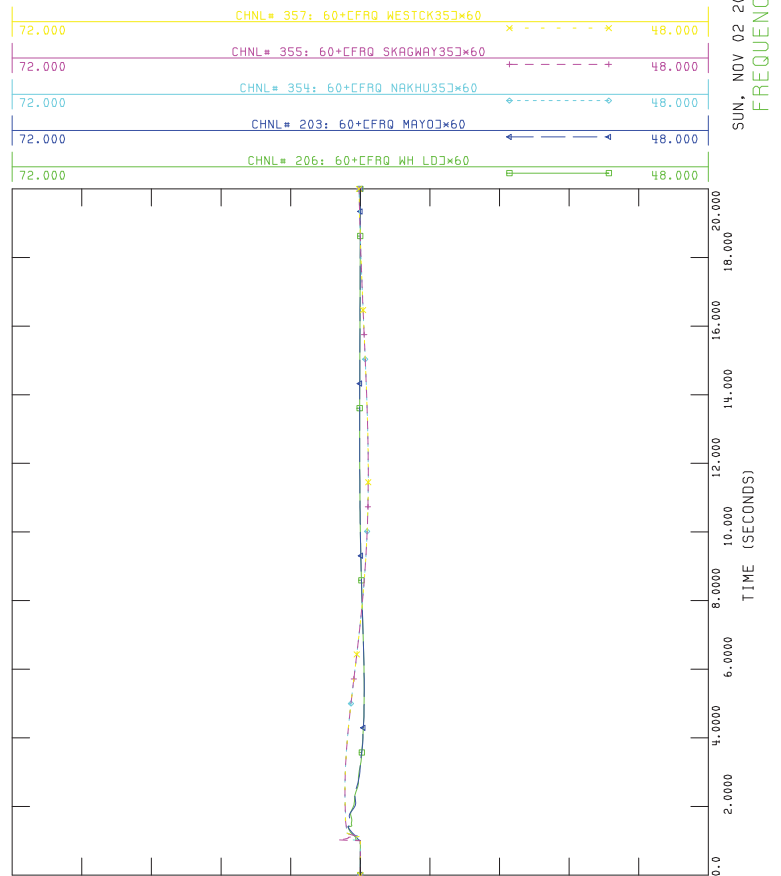
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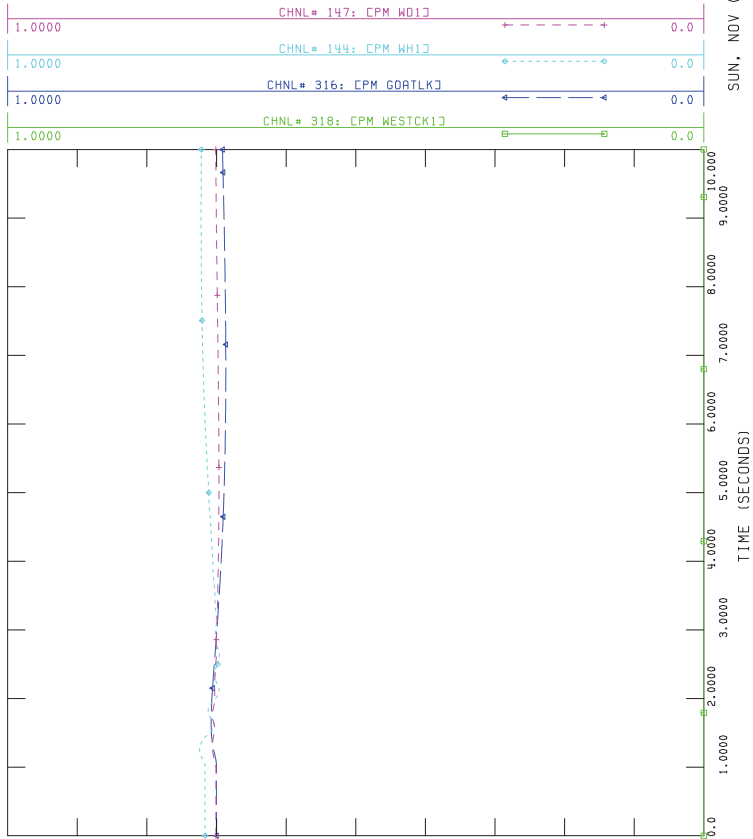
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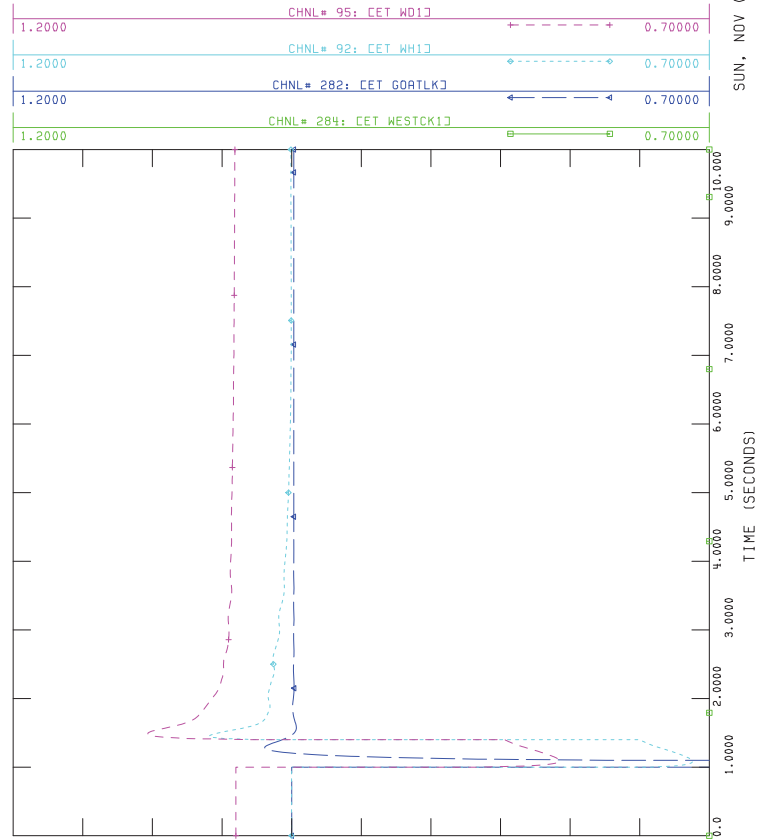
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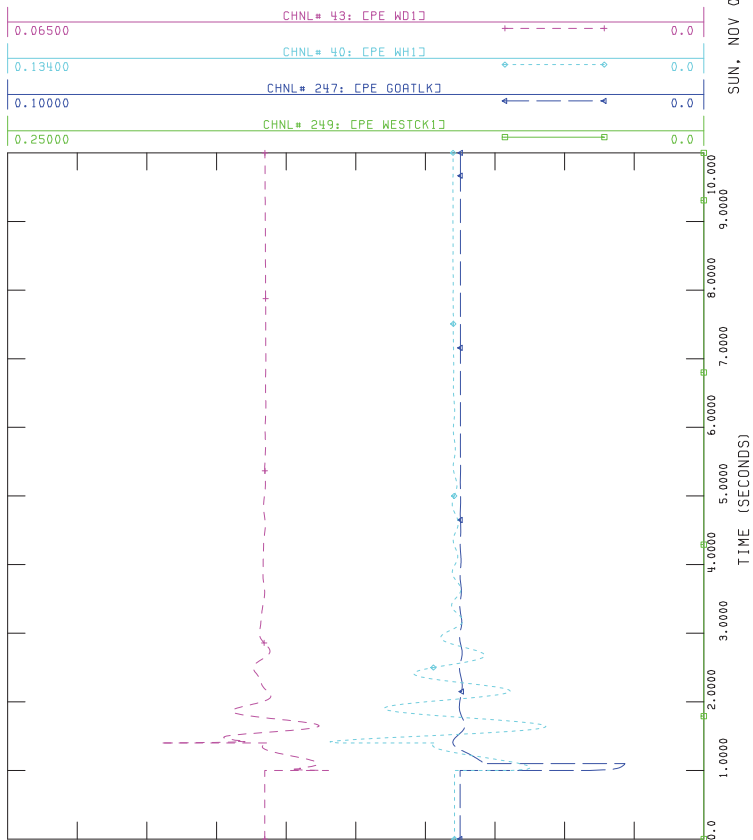
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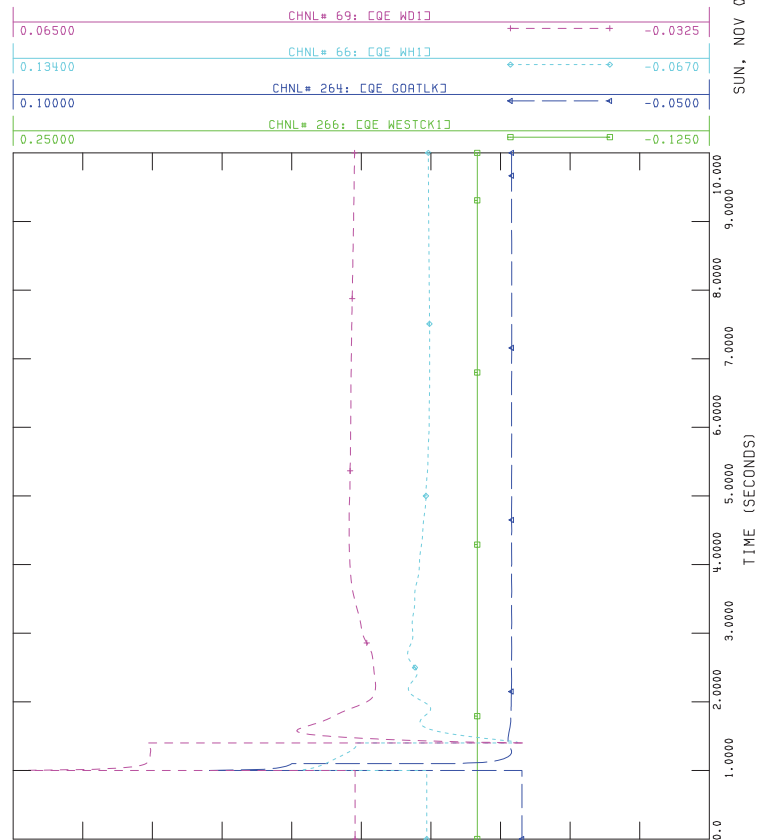
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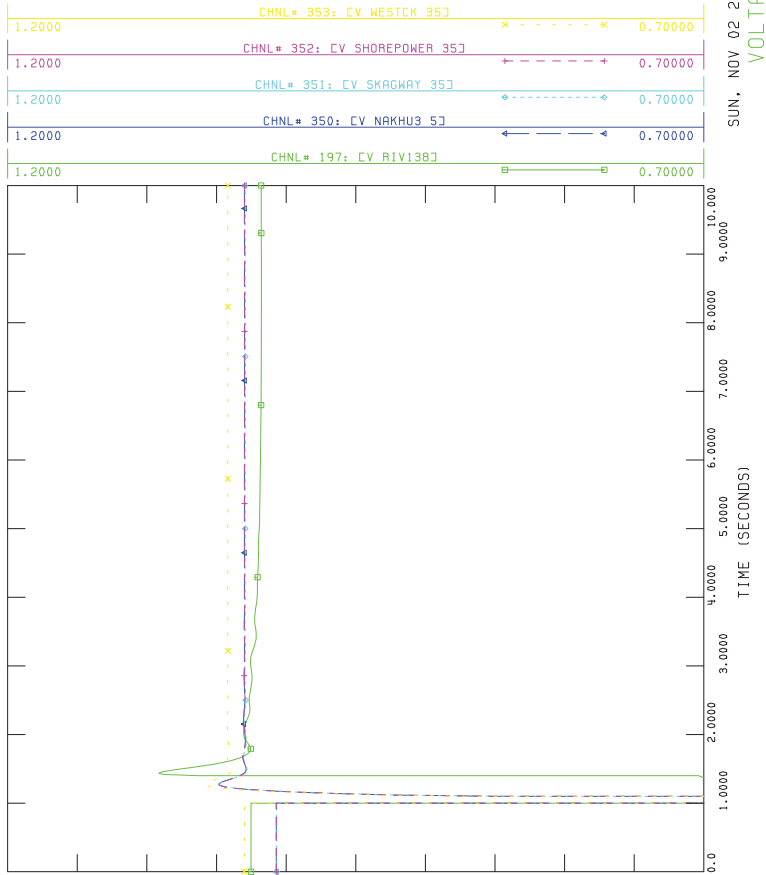
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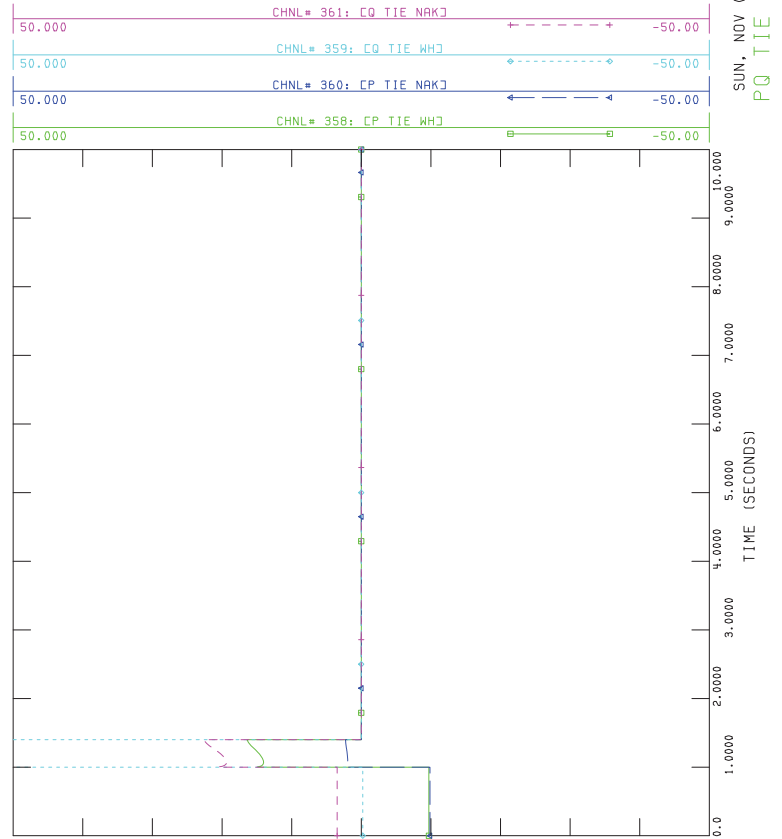
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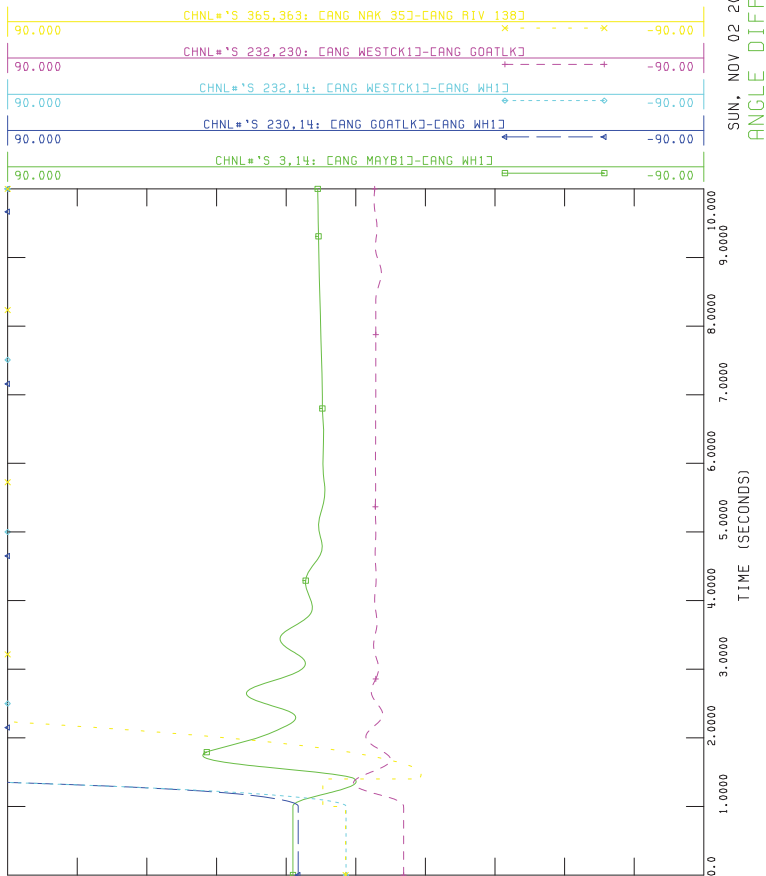
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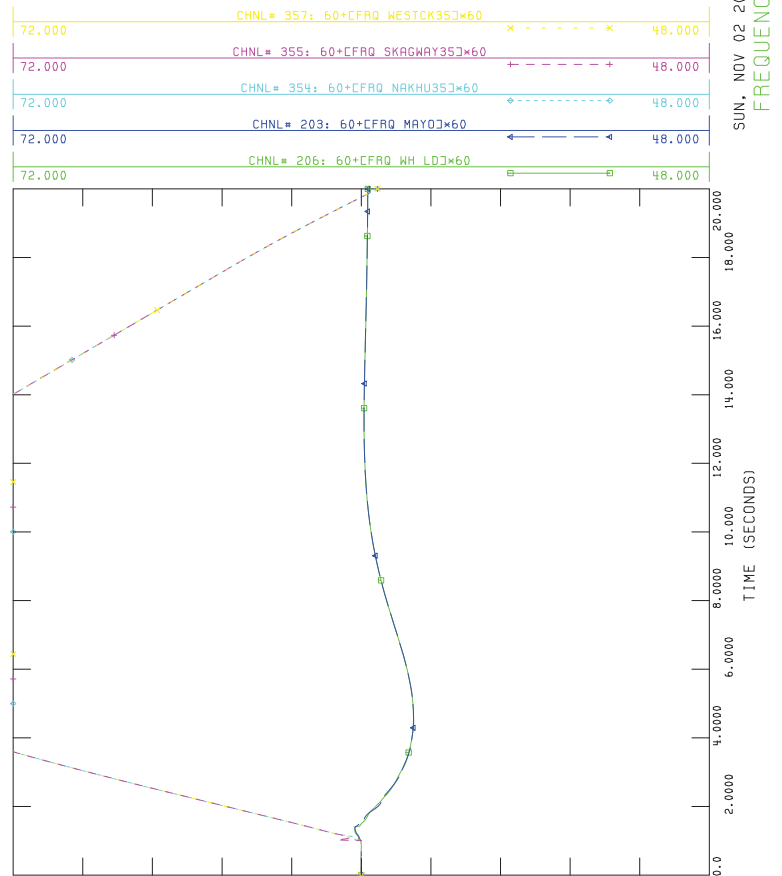
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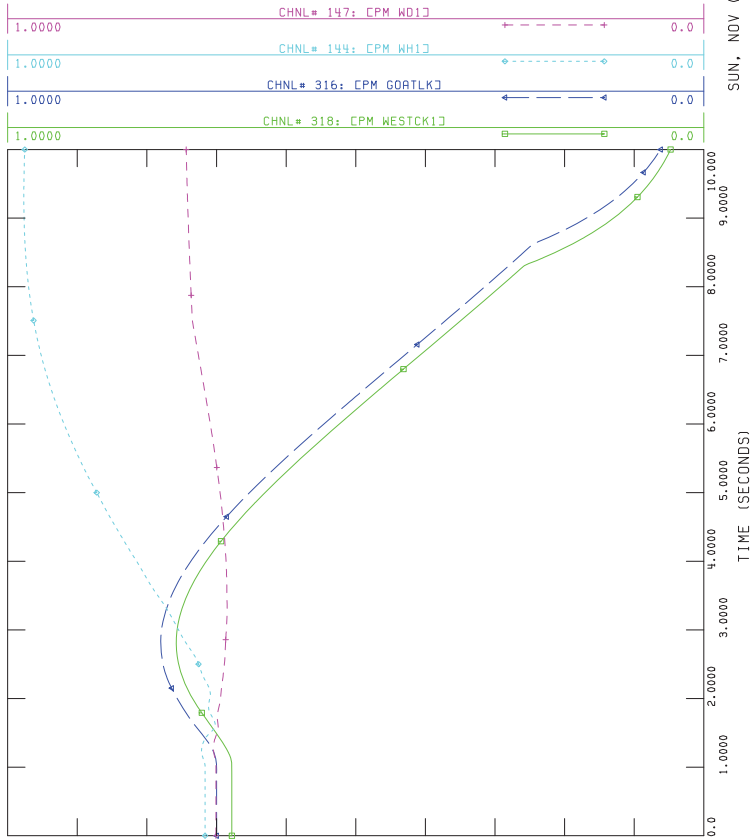
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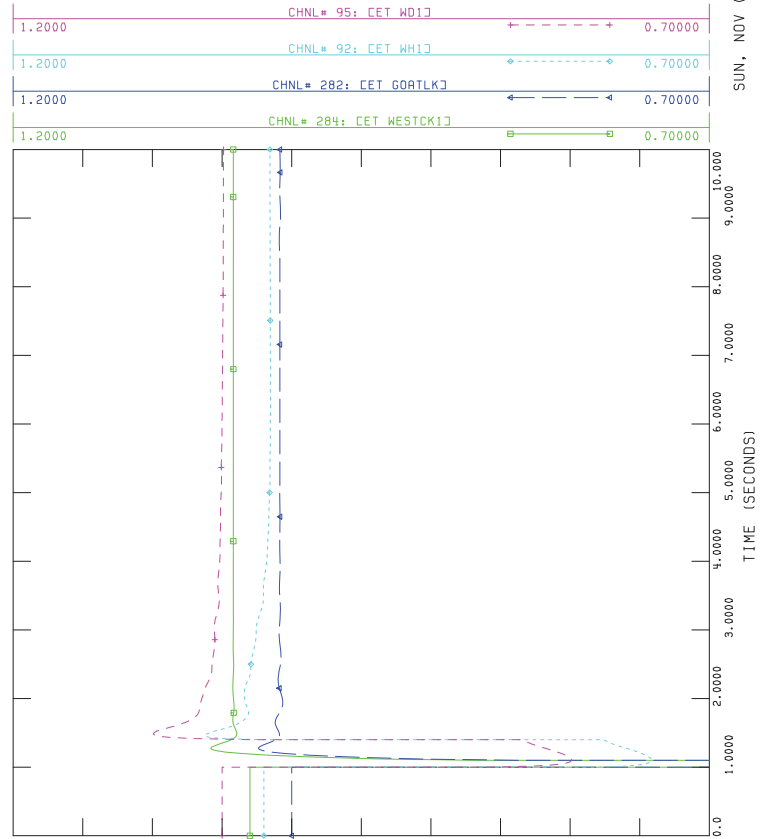
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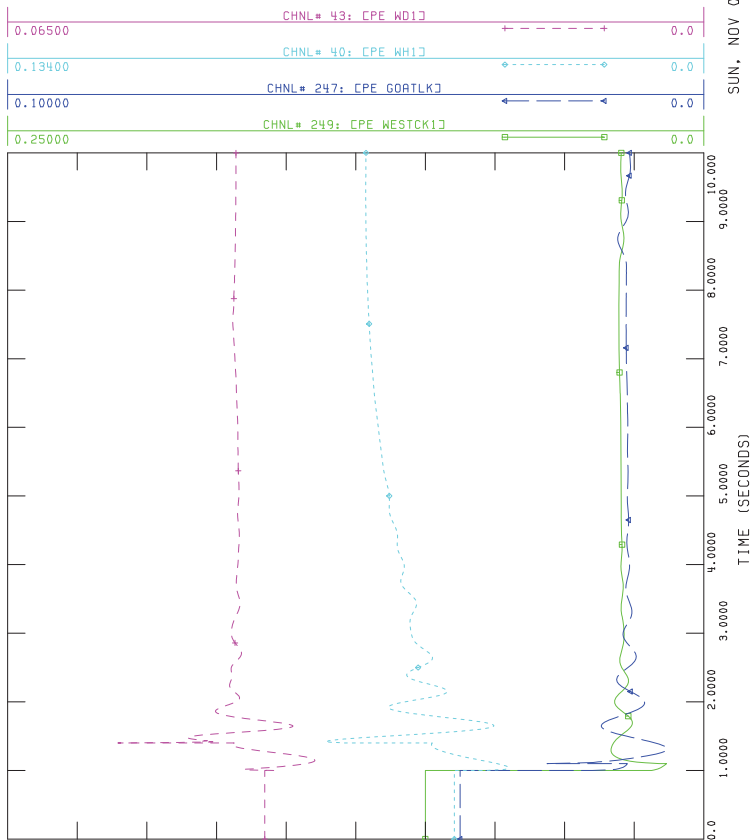
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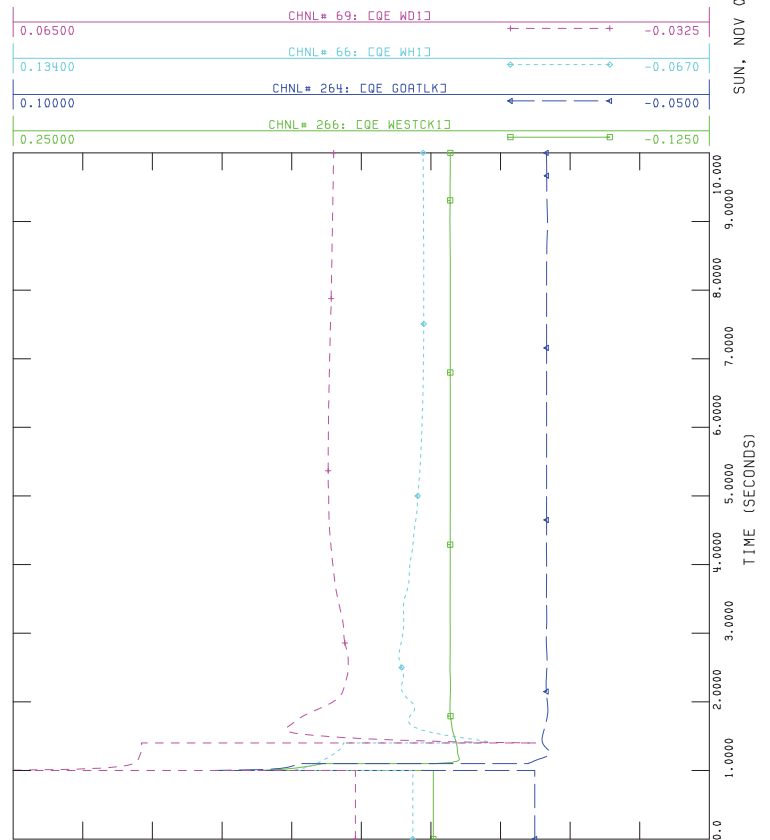
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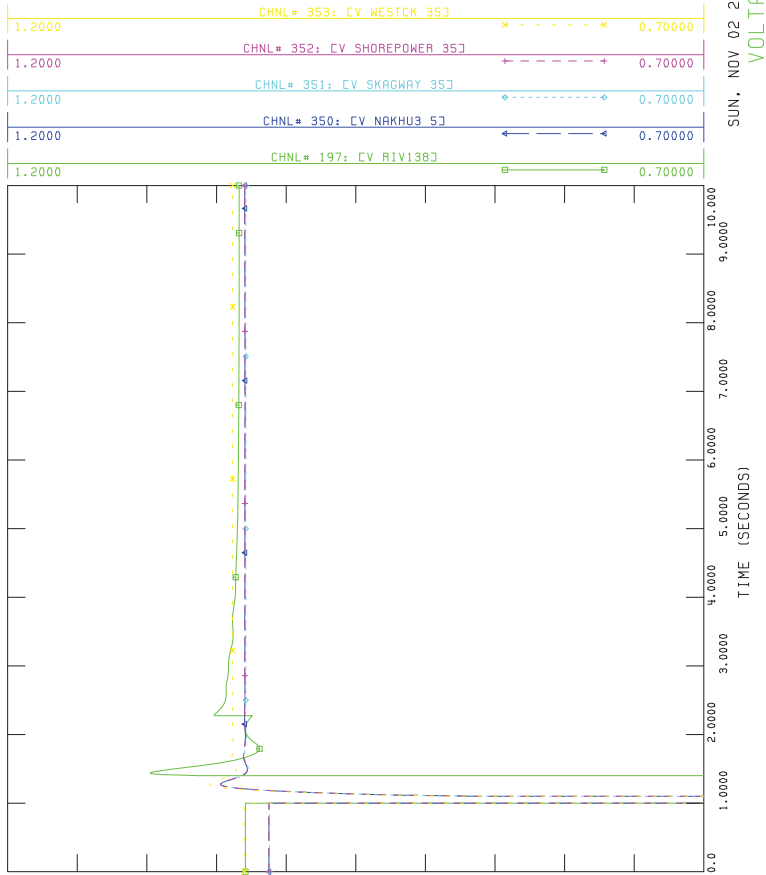
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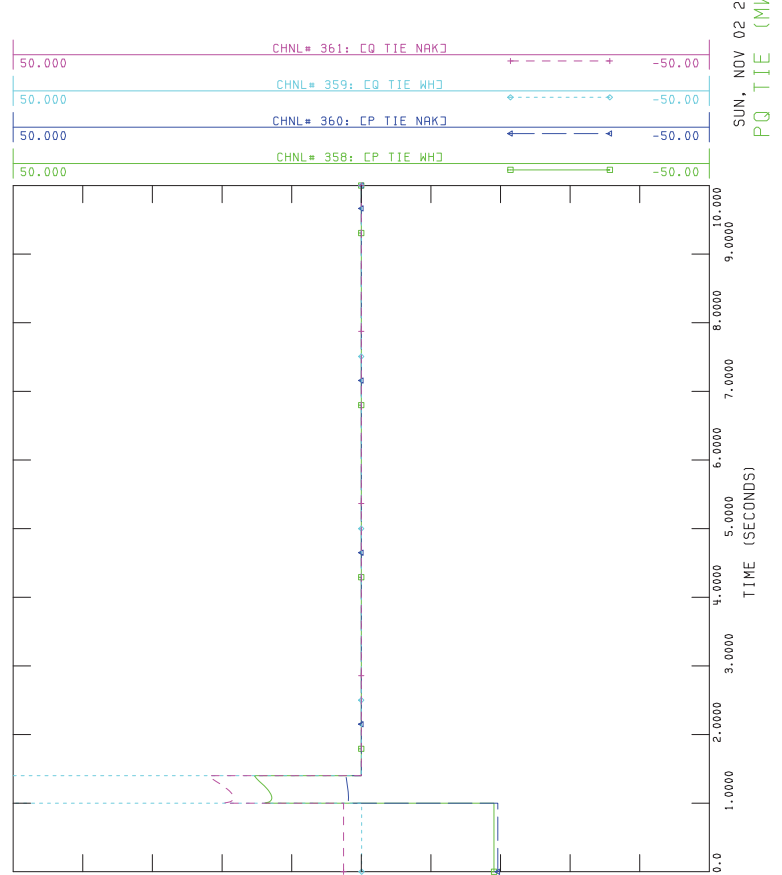
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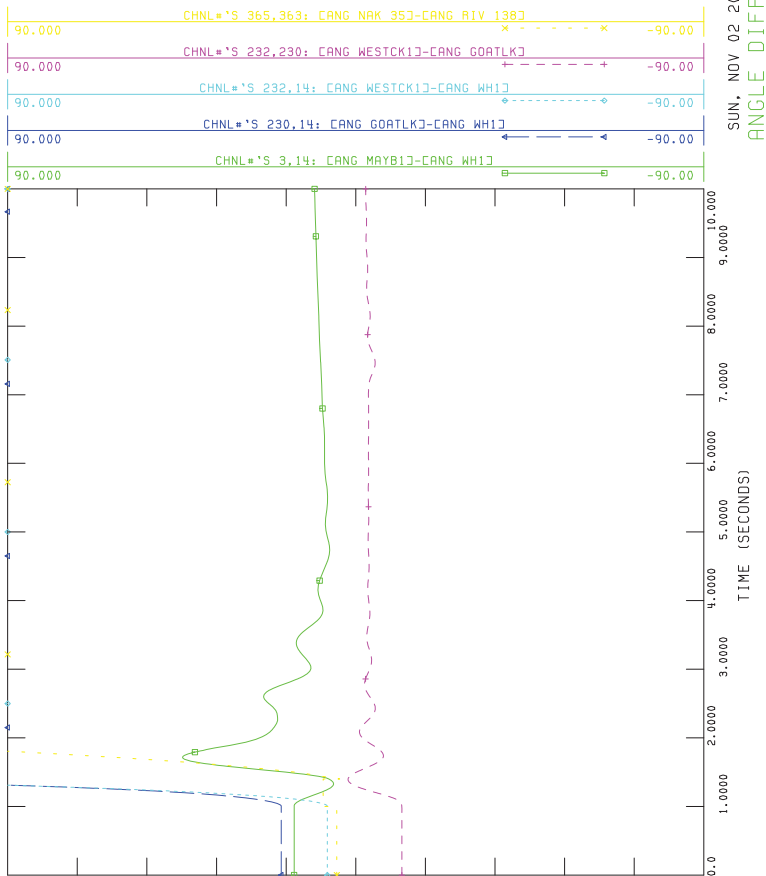
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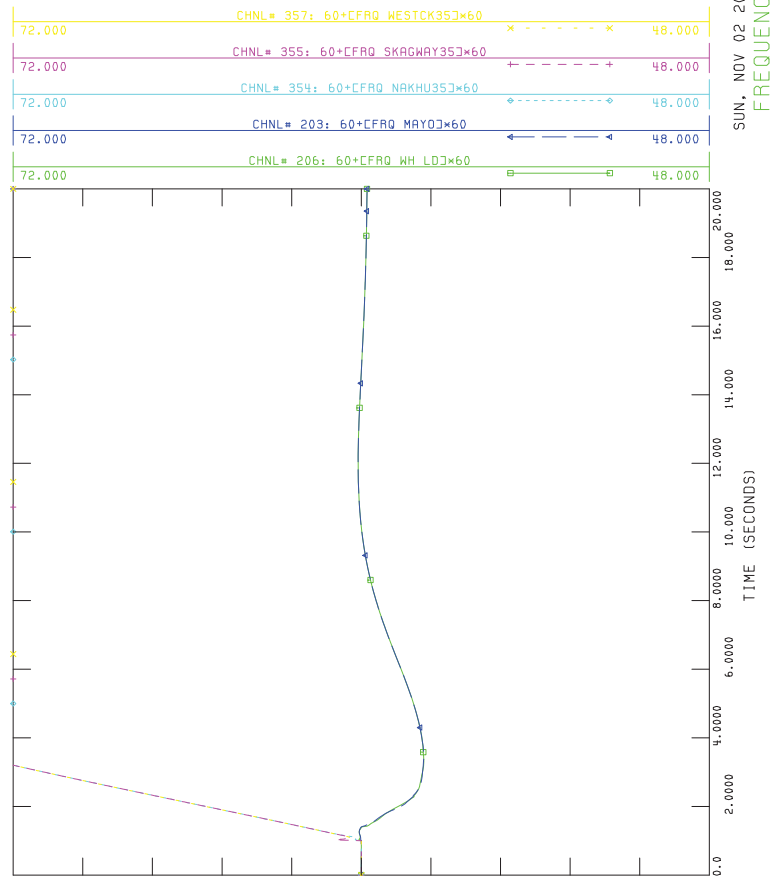
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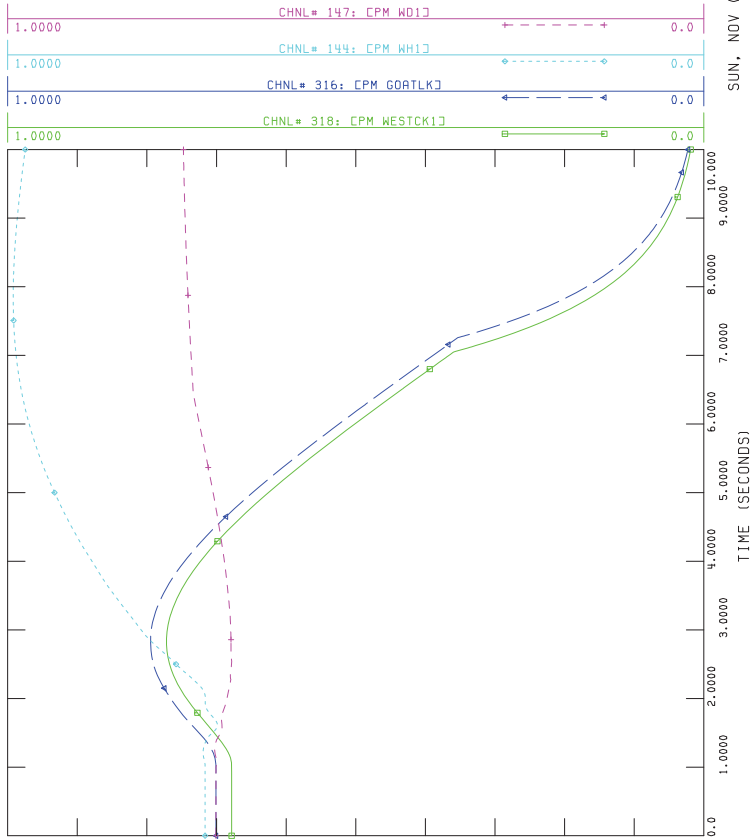
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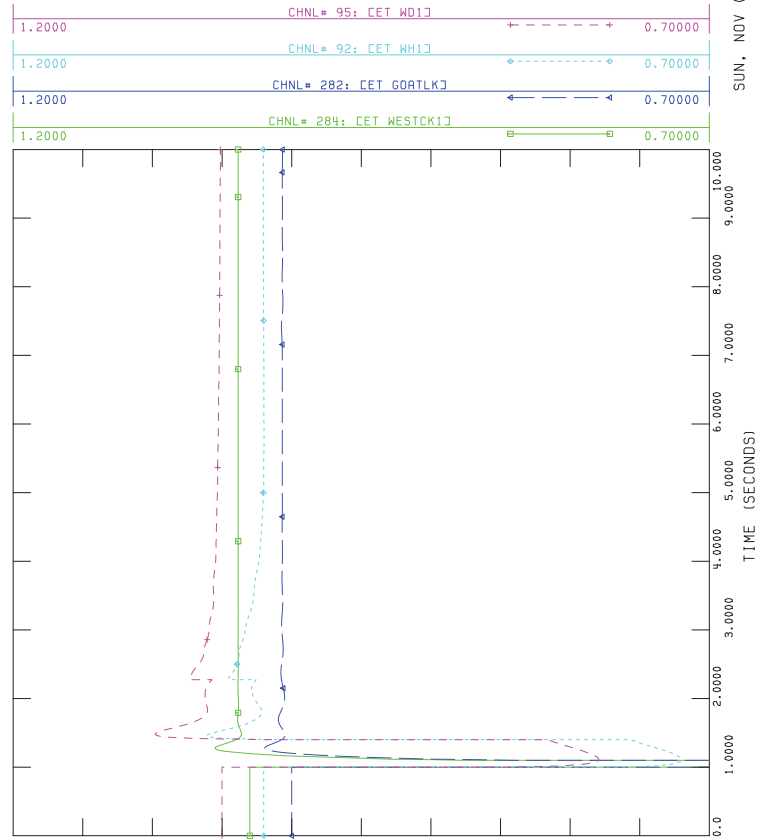
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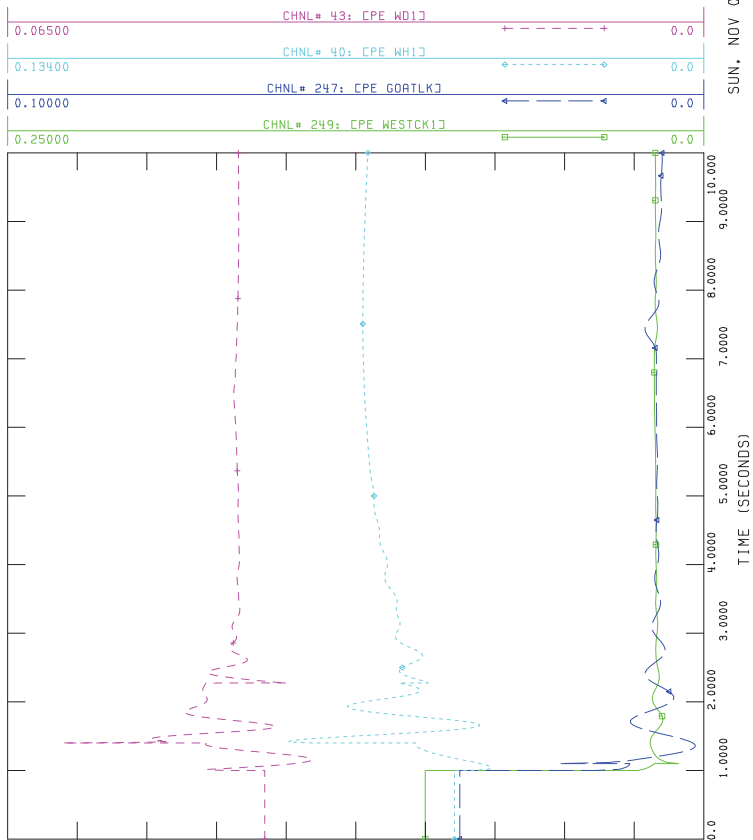
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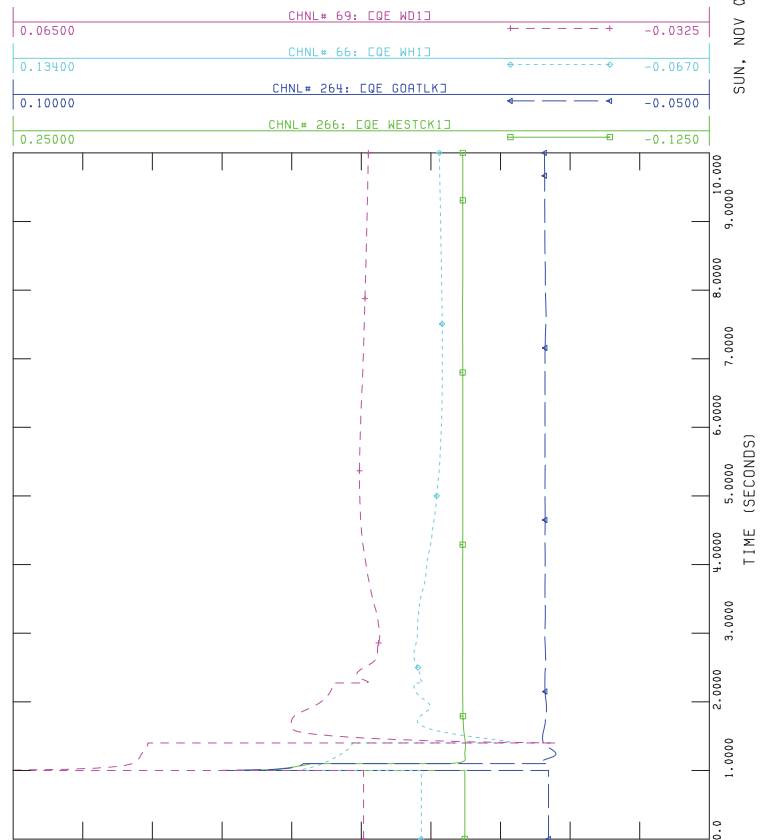
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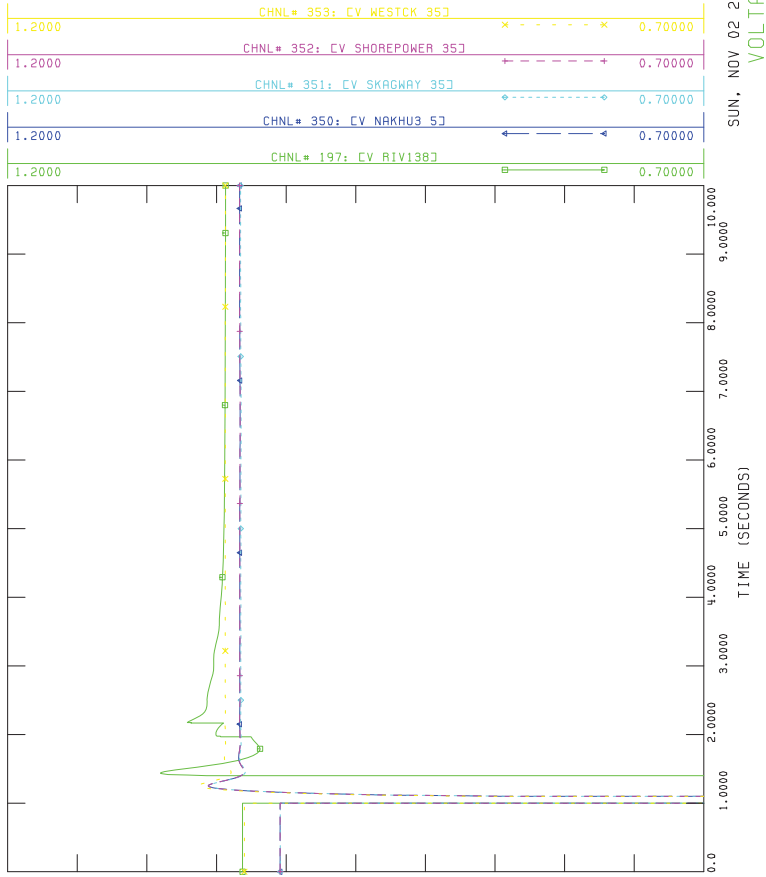
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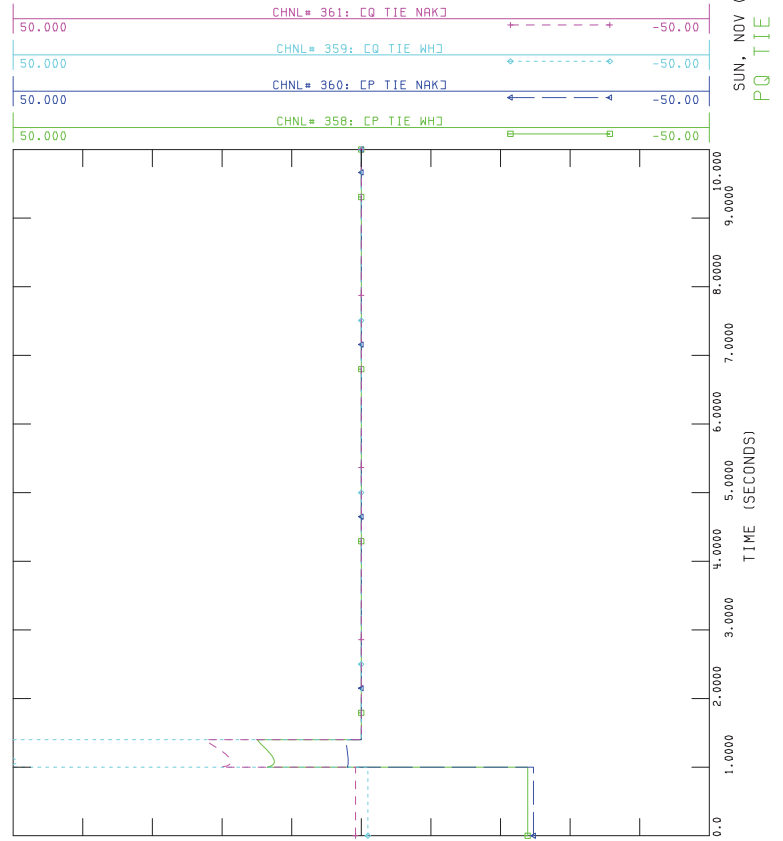
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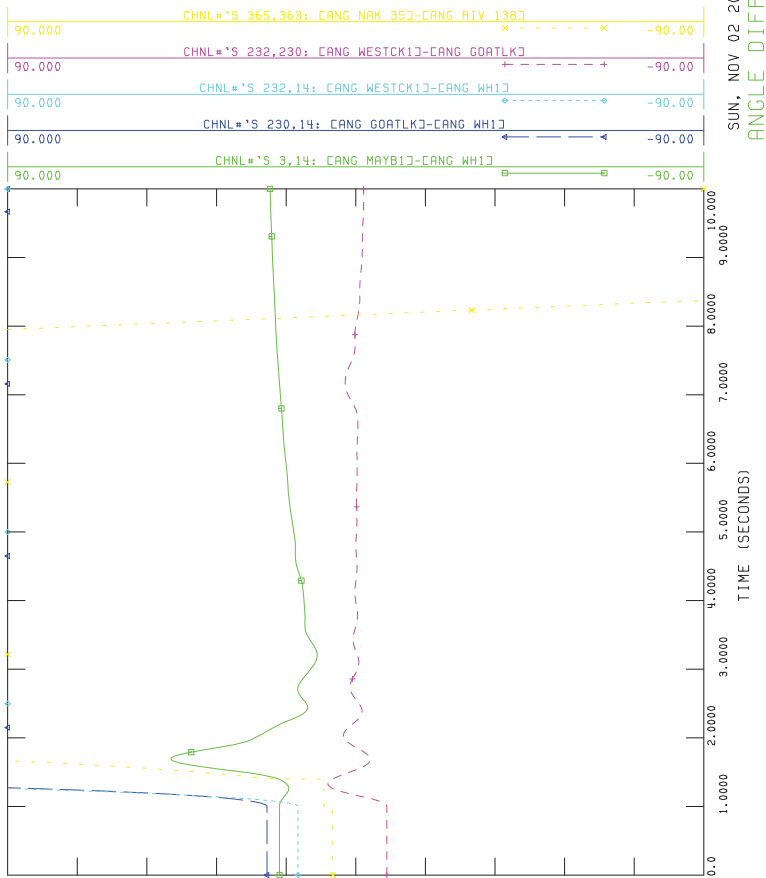
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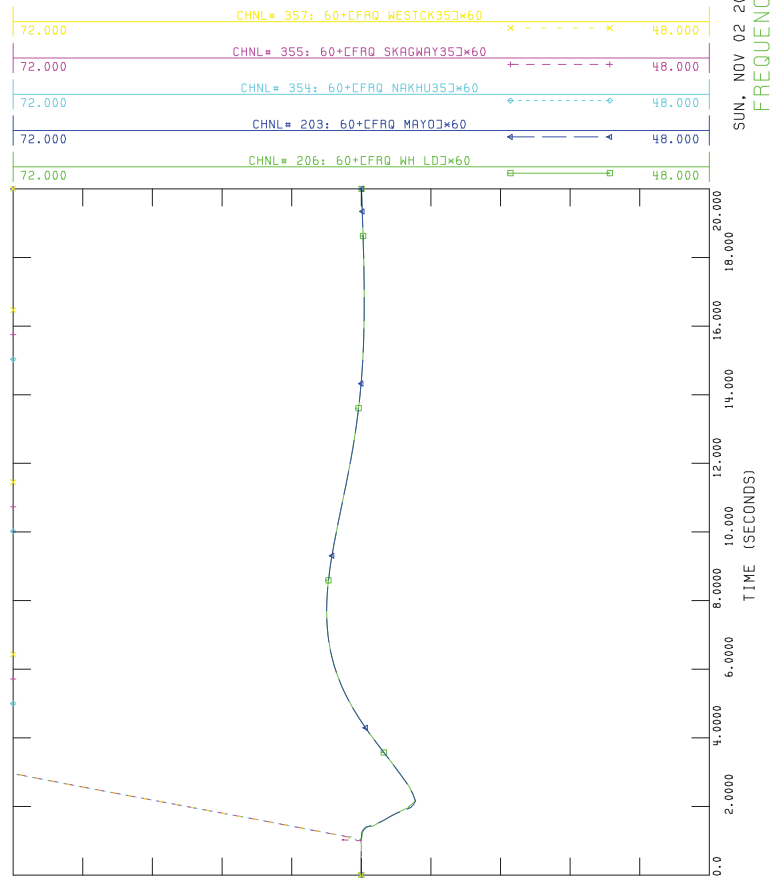
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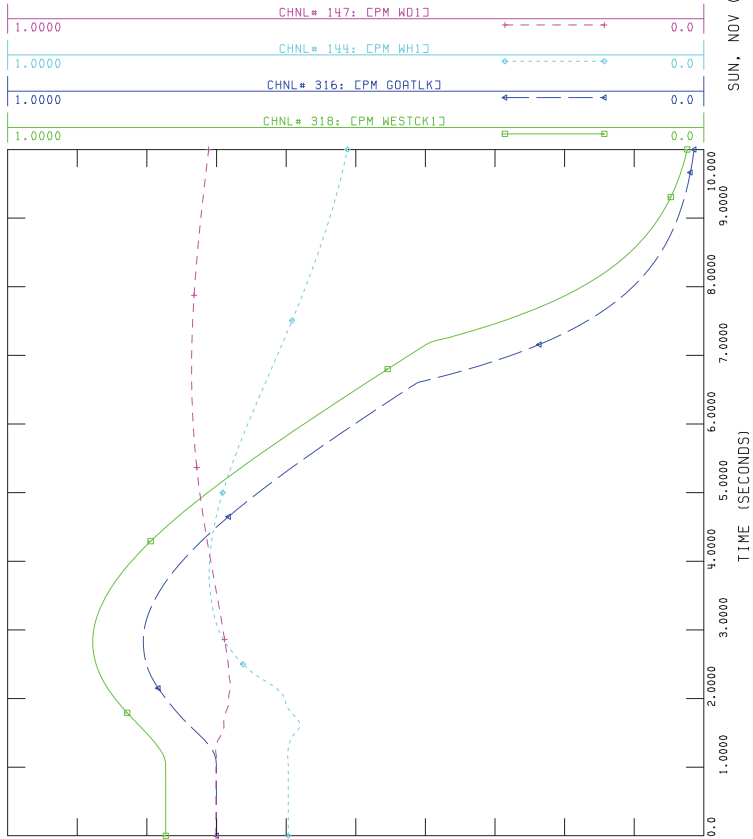
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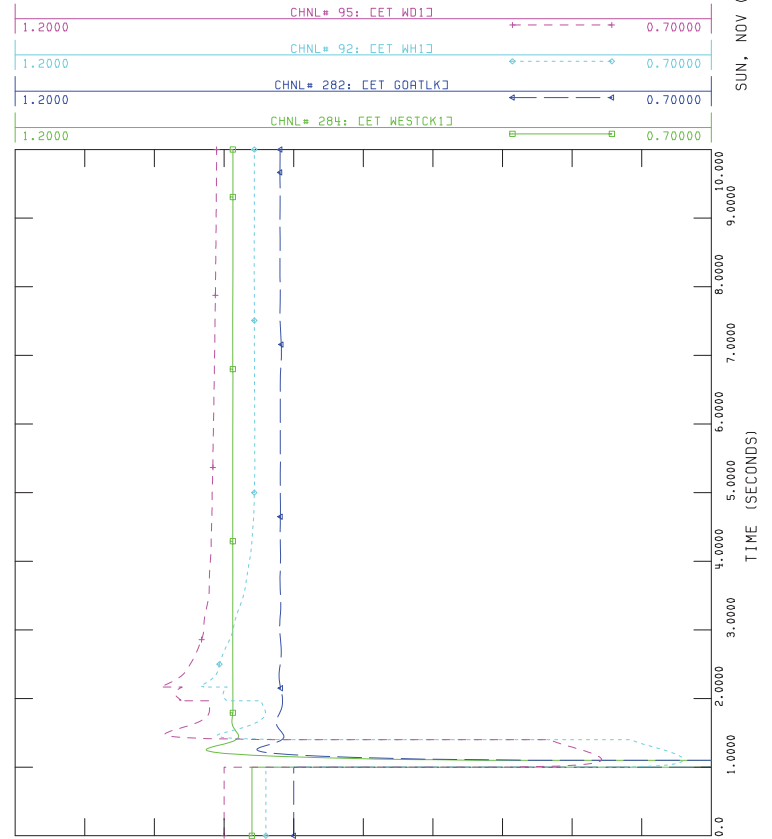
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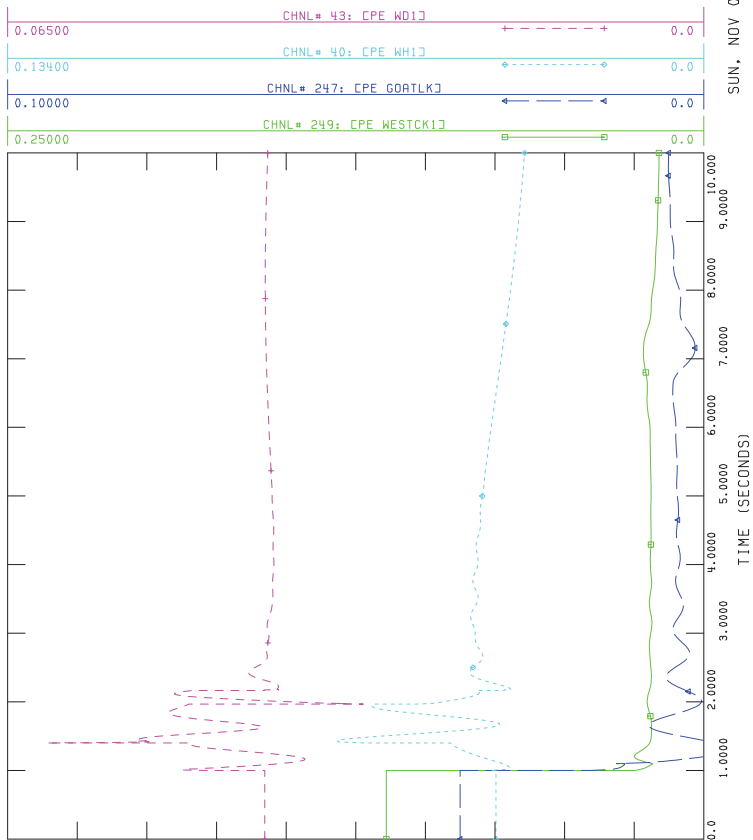
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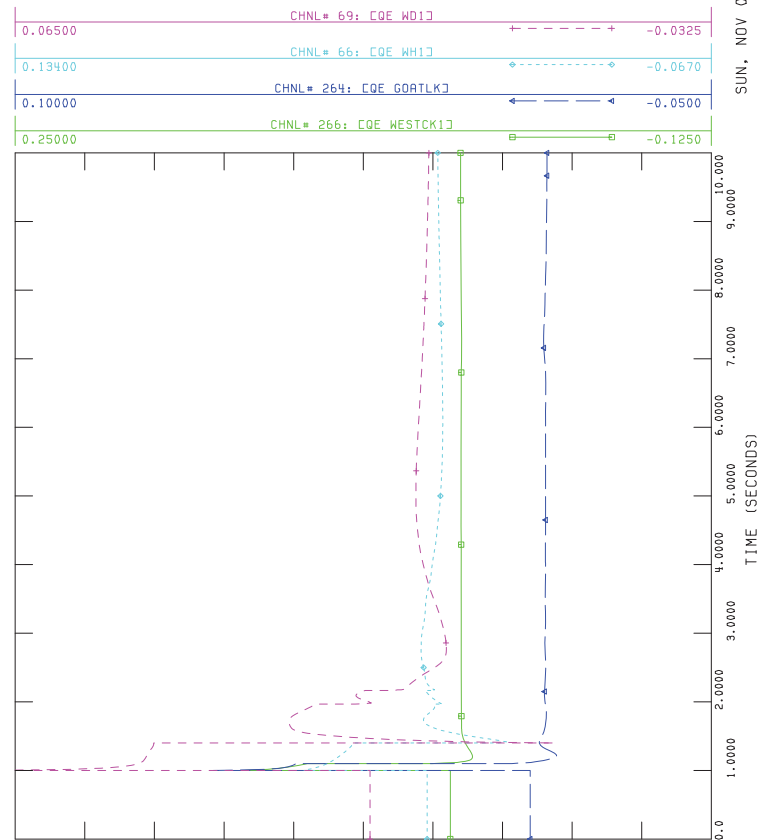
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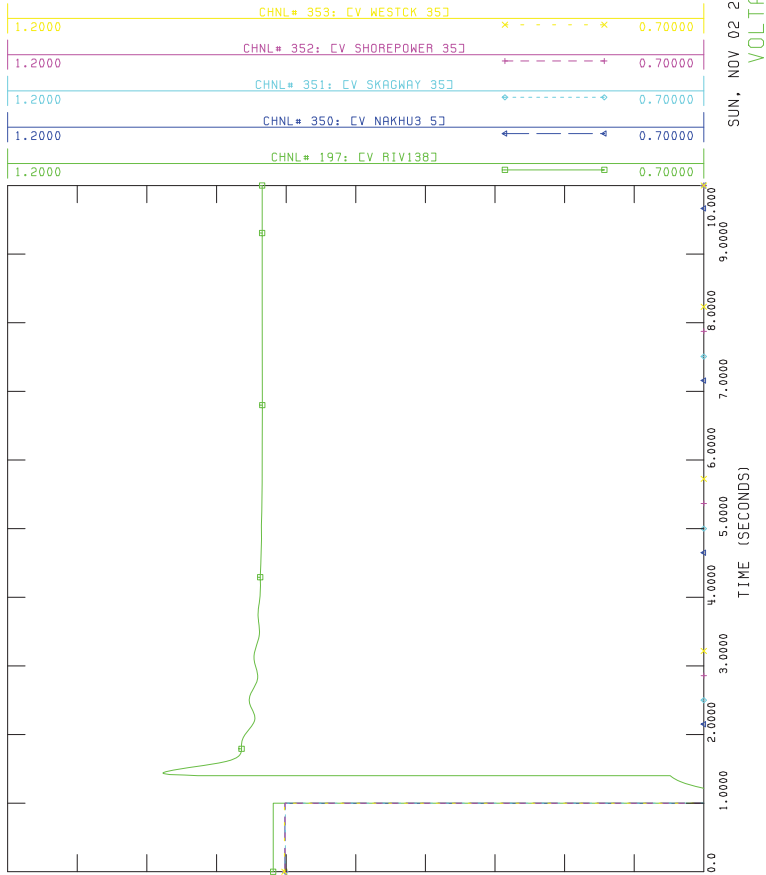
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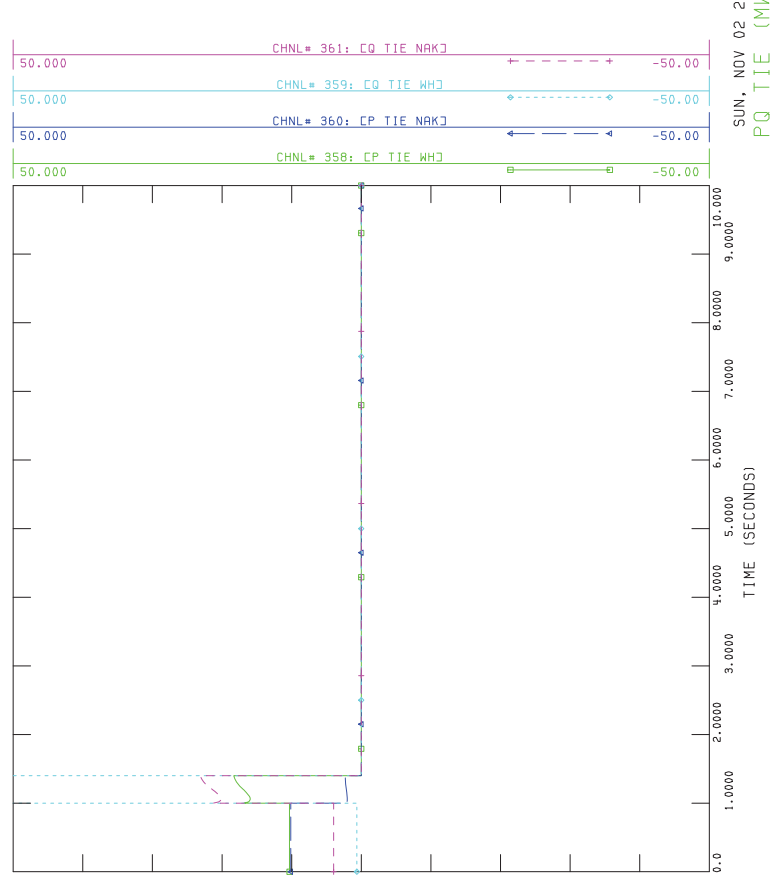
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV6_.10s_Fault_TieNak_W10e_YAchn.out



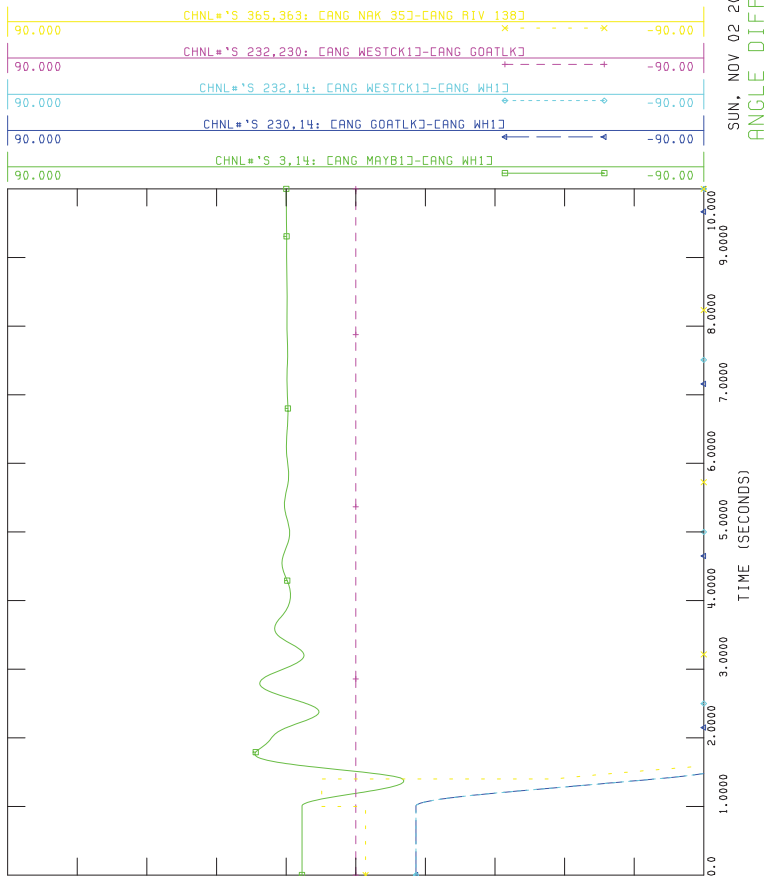
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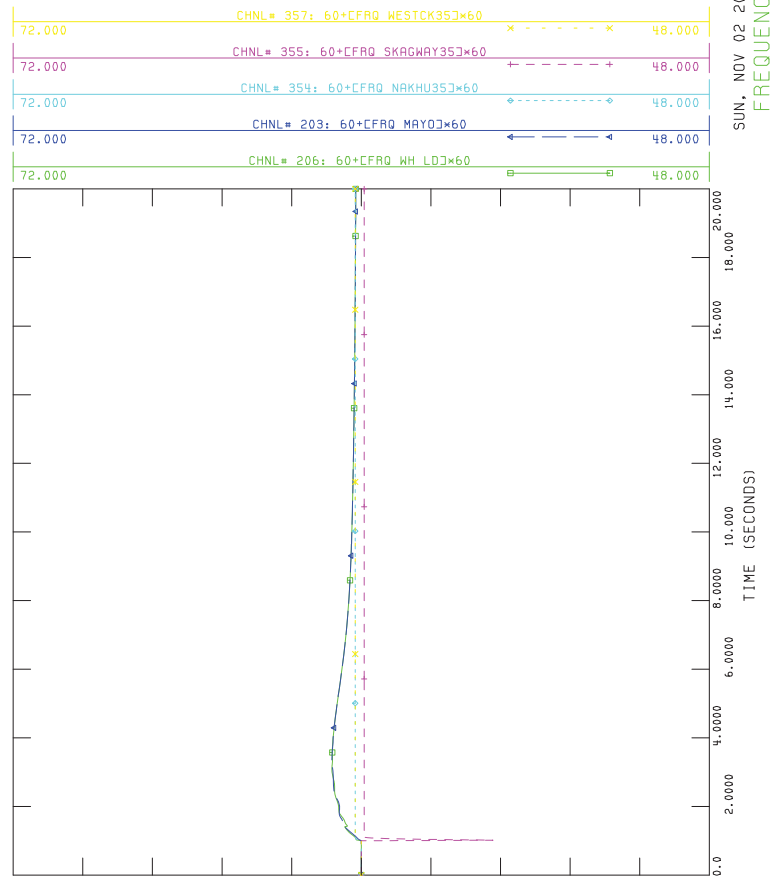
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WHITEHORSE SKAGWAY INTERCONNECTION

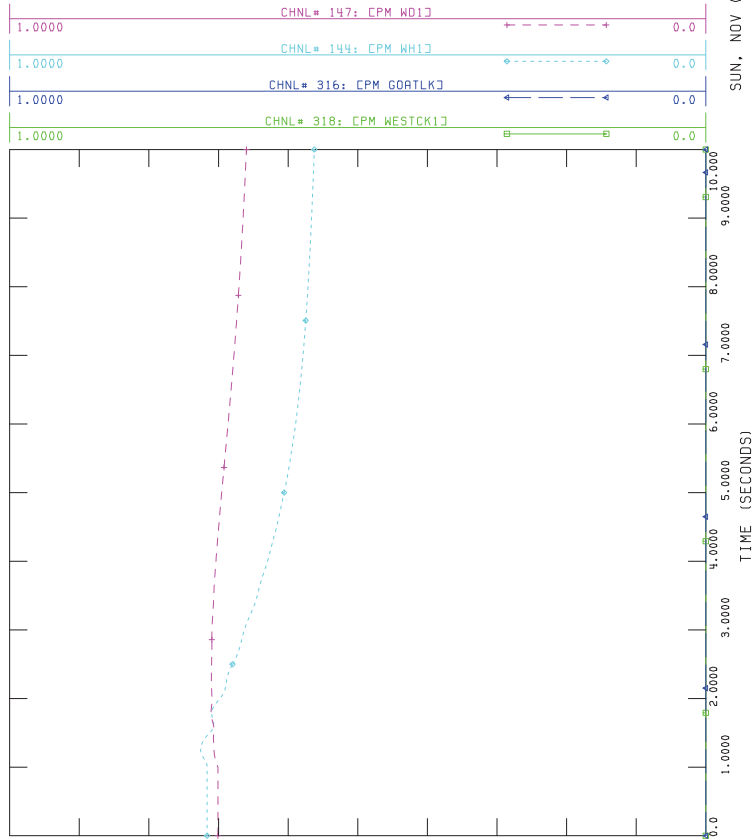
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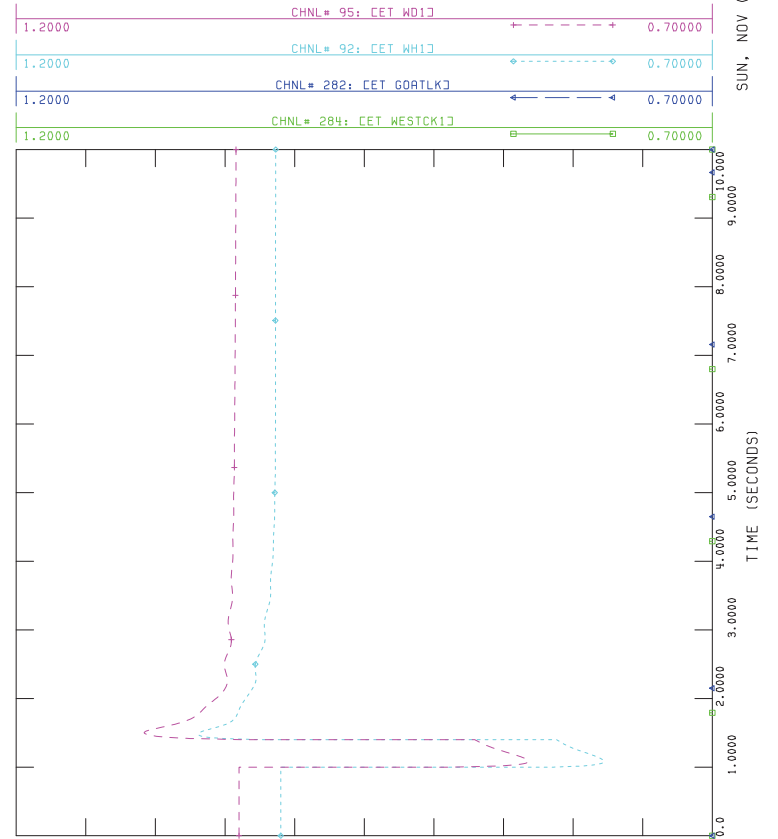
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INTERCONNECTION

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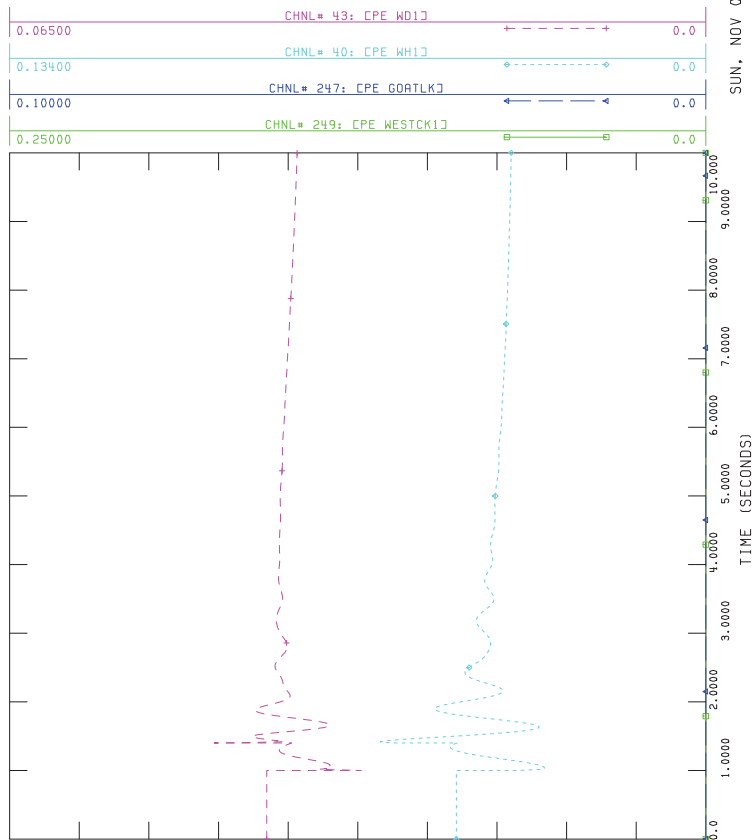
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INTERCONNECTION

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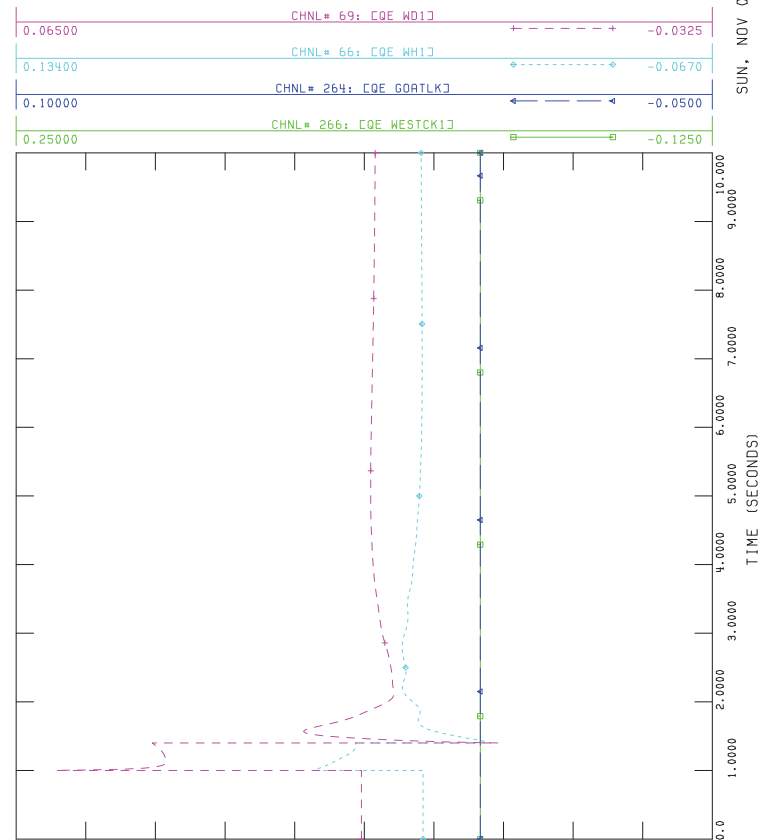
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INTERCONNECTION

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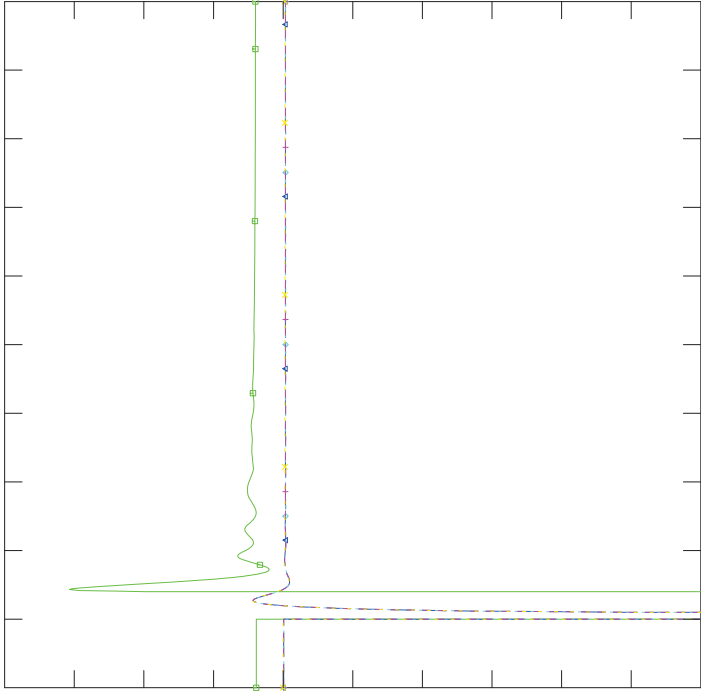
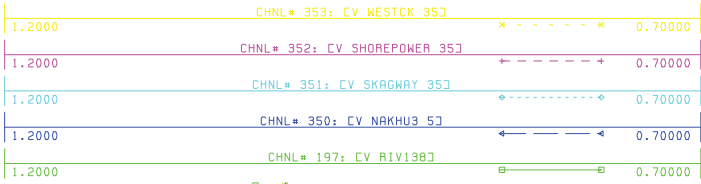
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WHITEHORSE SKAGWAY INTERCONNECTION

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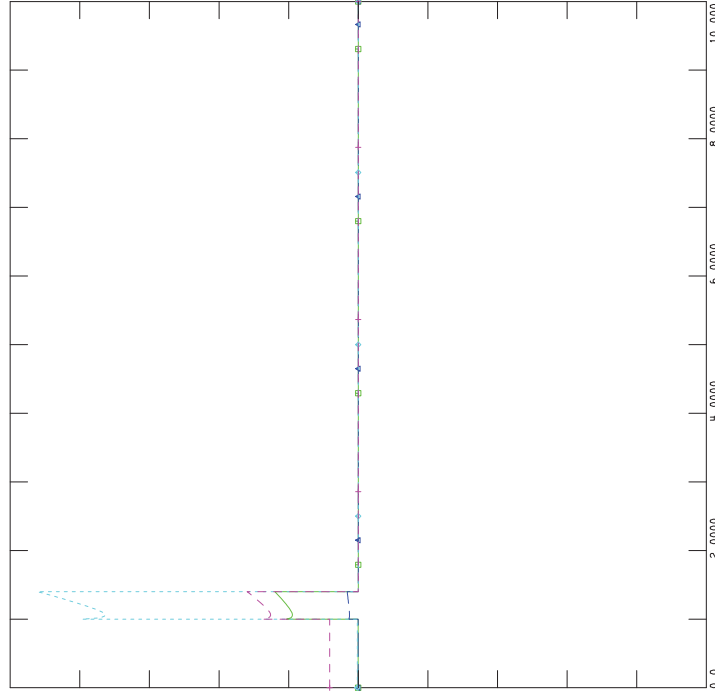
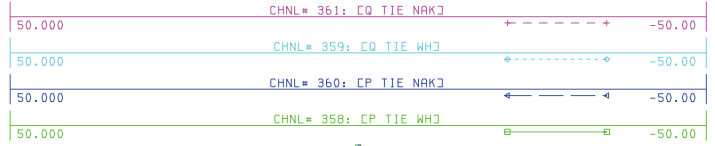


SUN, NOV 02 2014 7:26
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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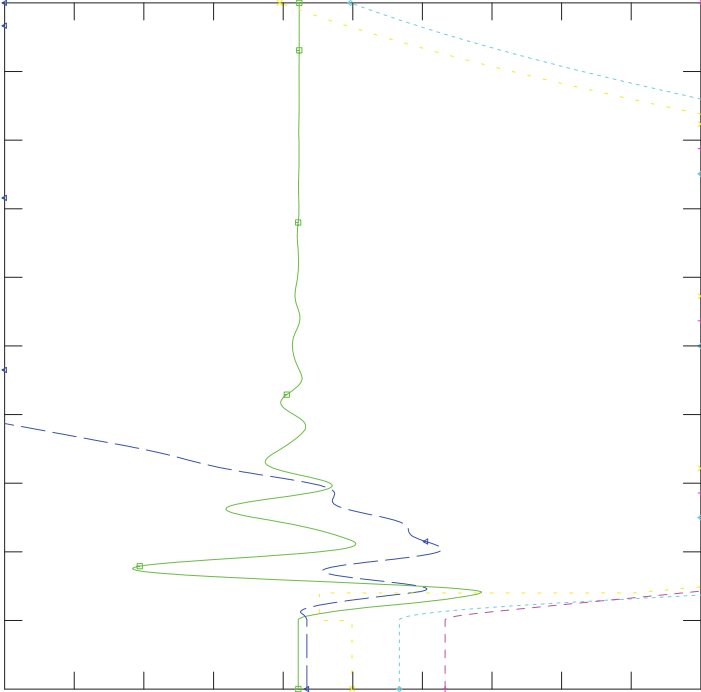


SUN, NOV 02 2014 7:26
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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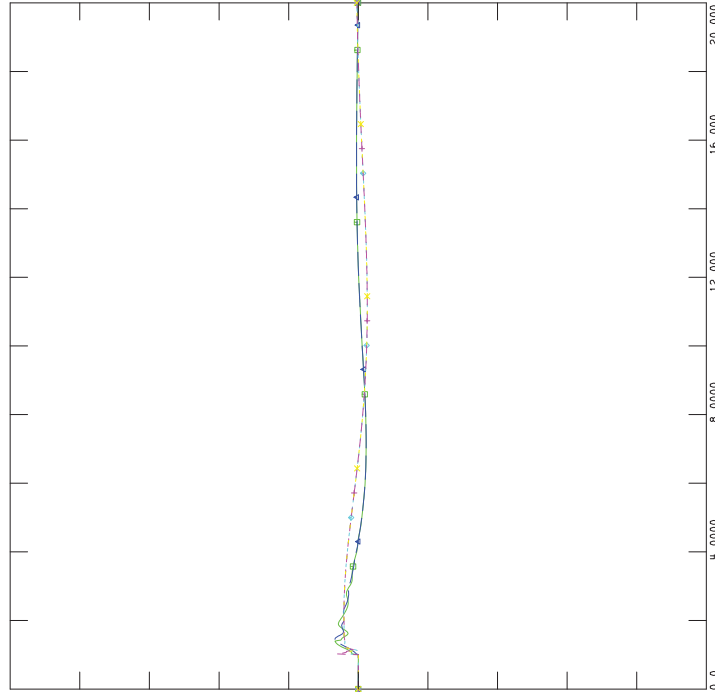
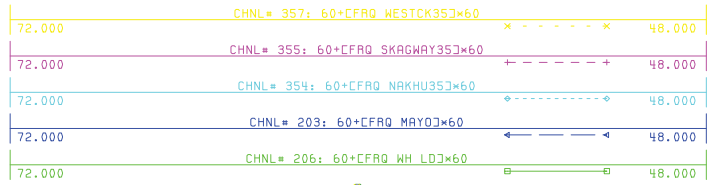


SUN, NOV 02 2014 7:26
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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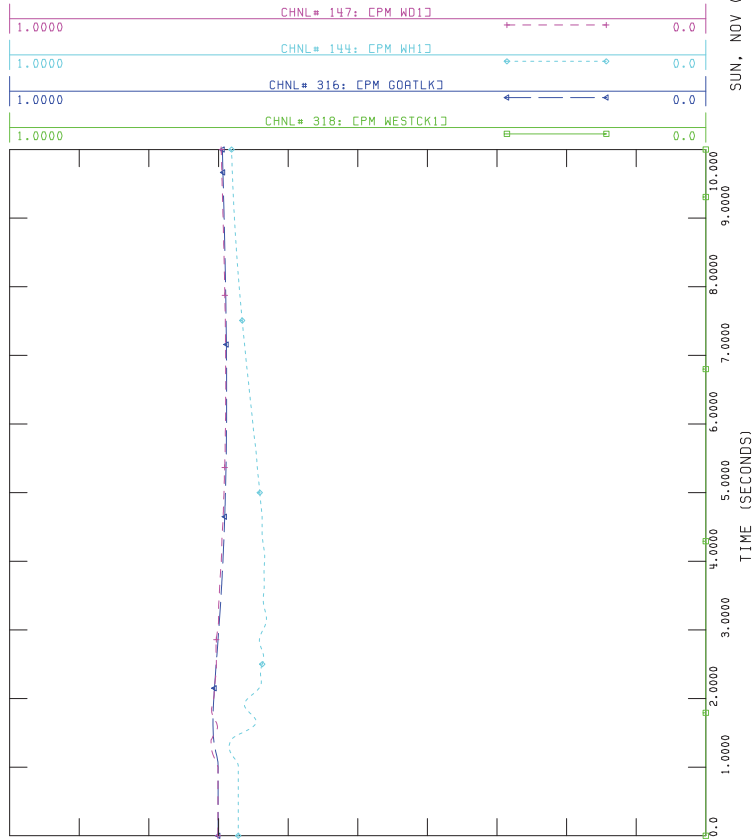


SUN, NOV 02 2014 7:26
FREQUENCY (HZ)



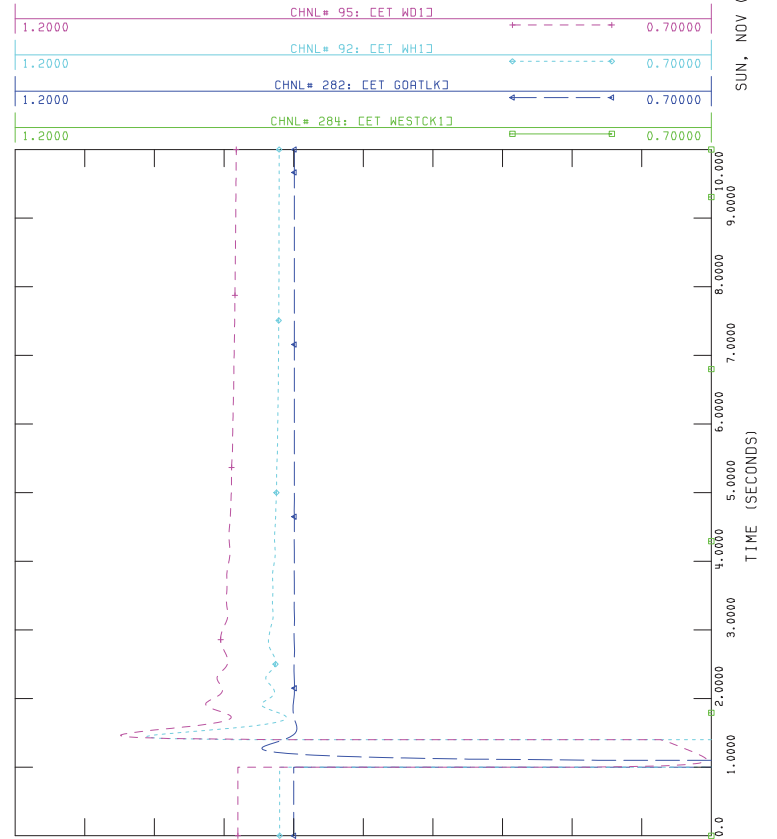
WHITEHORSE SKAGWAY
INTERCONNECTION

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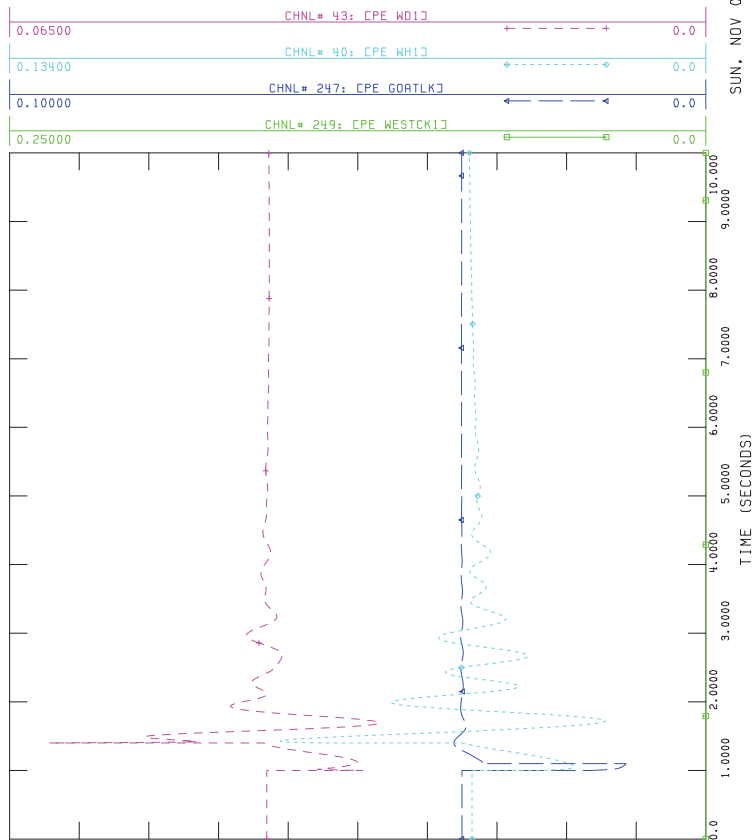
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INTERCONNECTION

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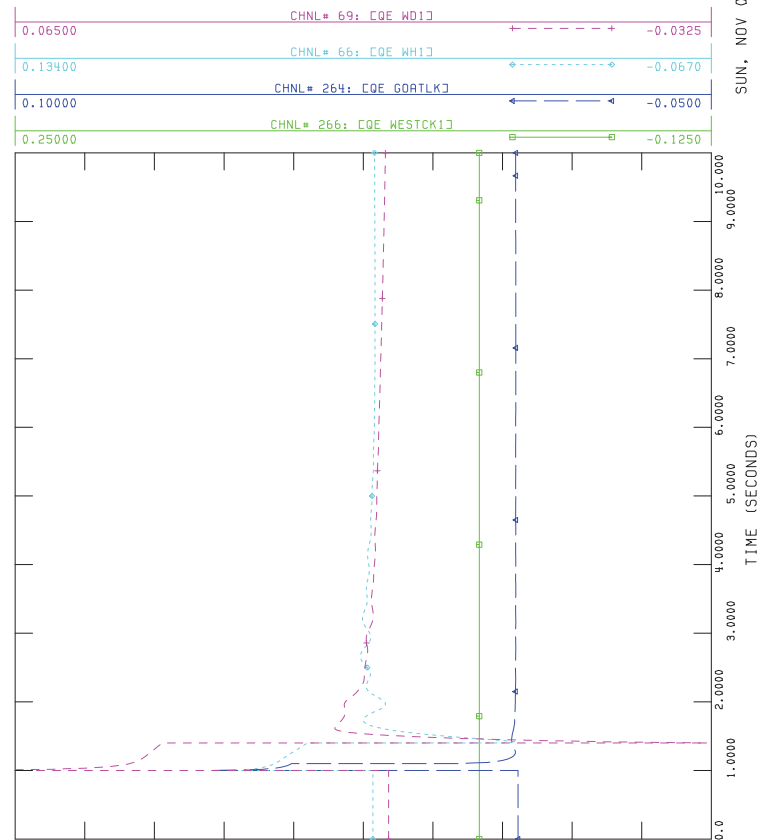
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV6_.10s_Fault_TieNak_S0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

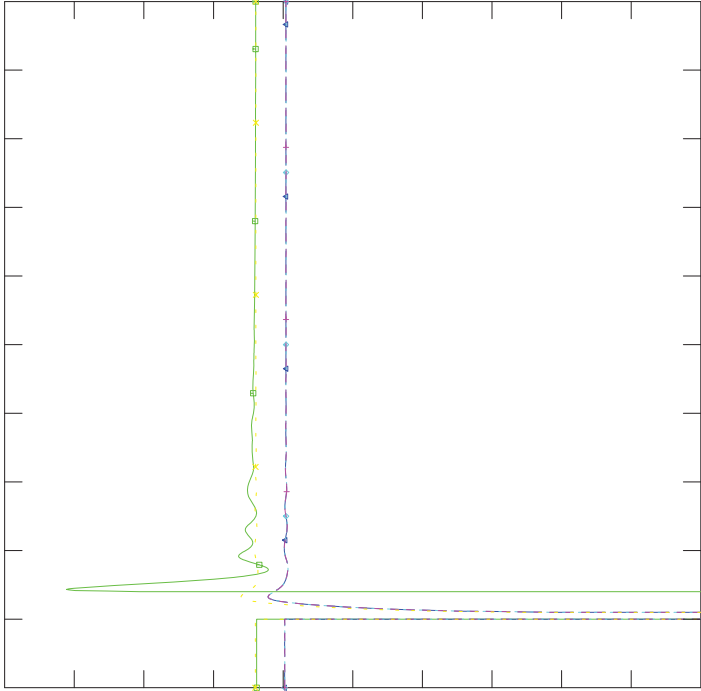
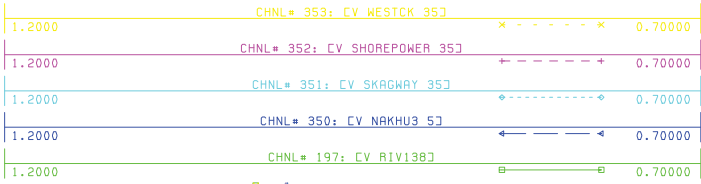
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WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV6_.10s_Fault_TieNak_S0sp10_YAchn.out

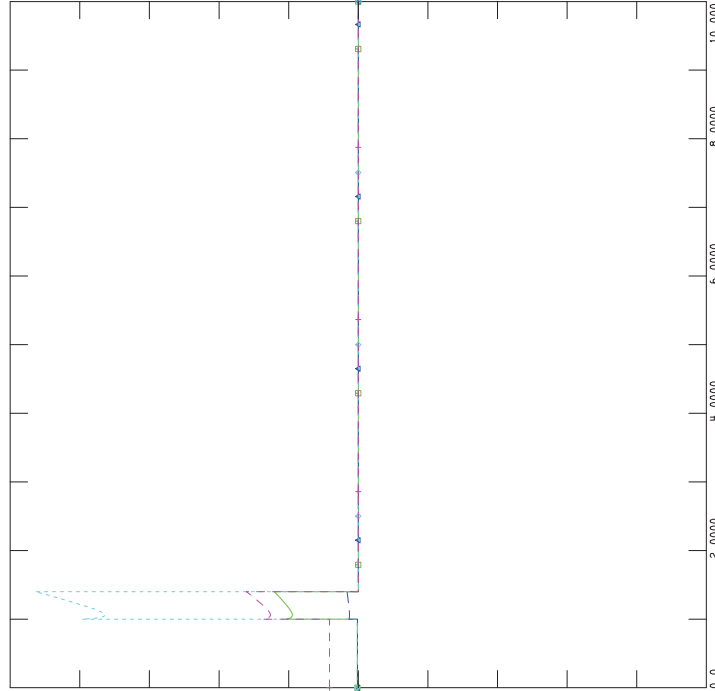
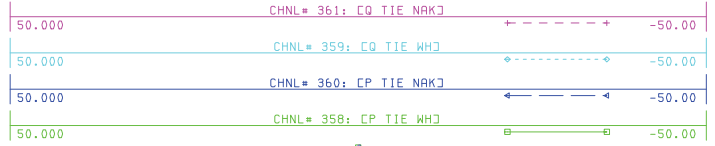


SUN, NOV 02 2014 7:26
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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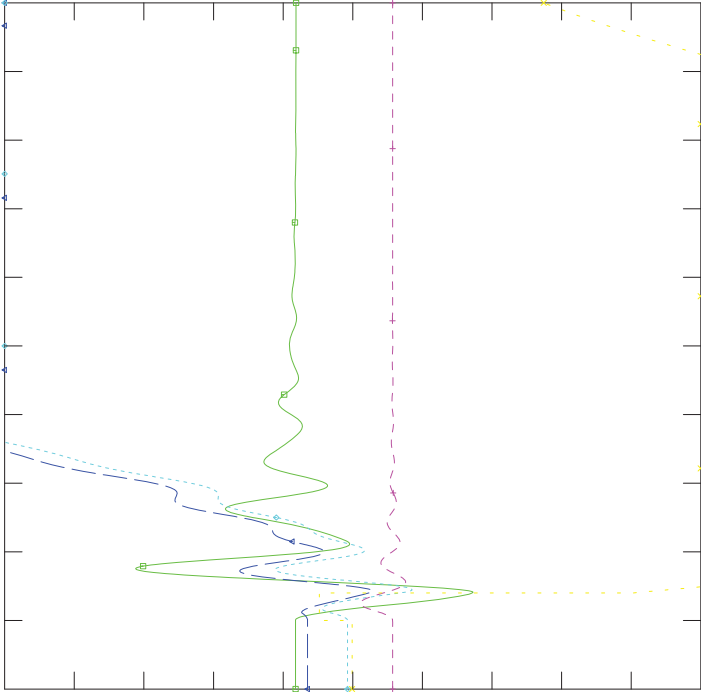


SUN, NOV 02 2014 7:26
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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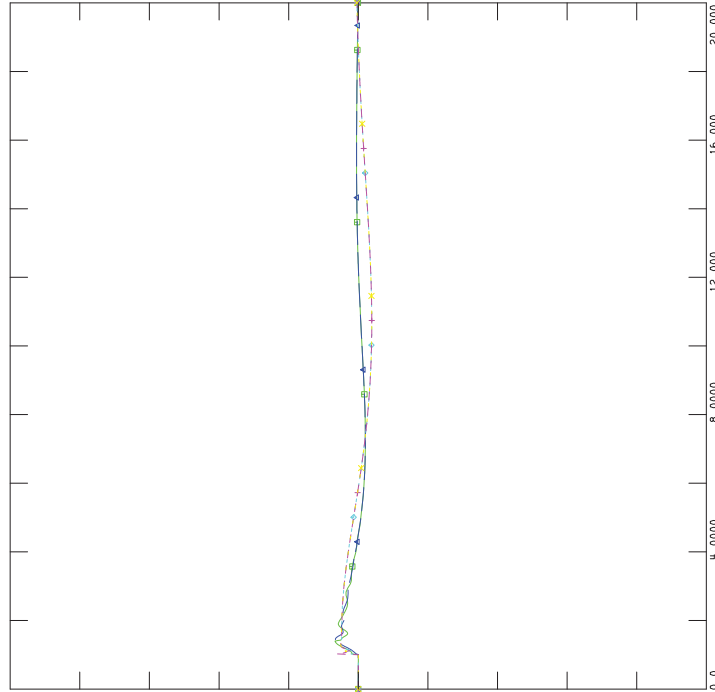
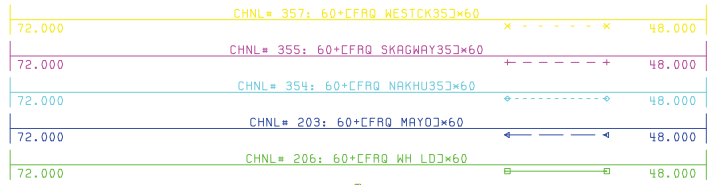


SUN, NOV 02 2014 7:26
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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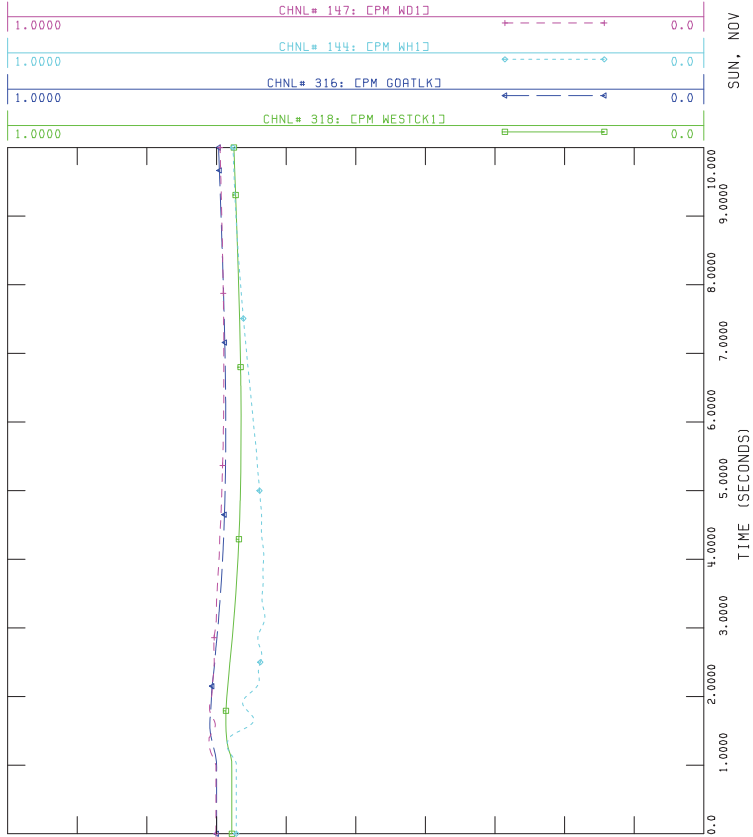


SUN, NOV 02 2014 7:26
FREQUENCY (HZ)



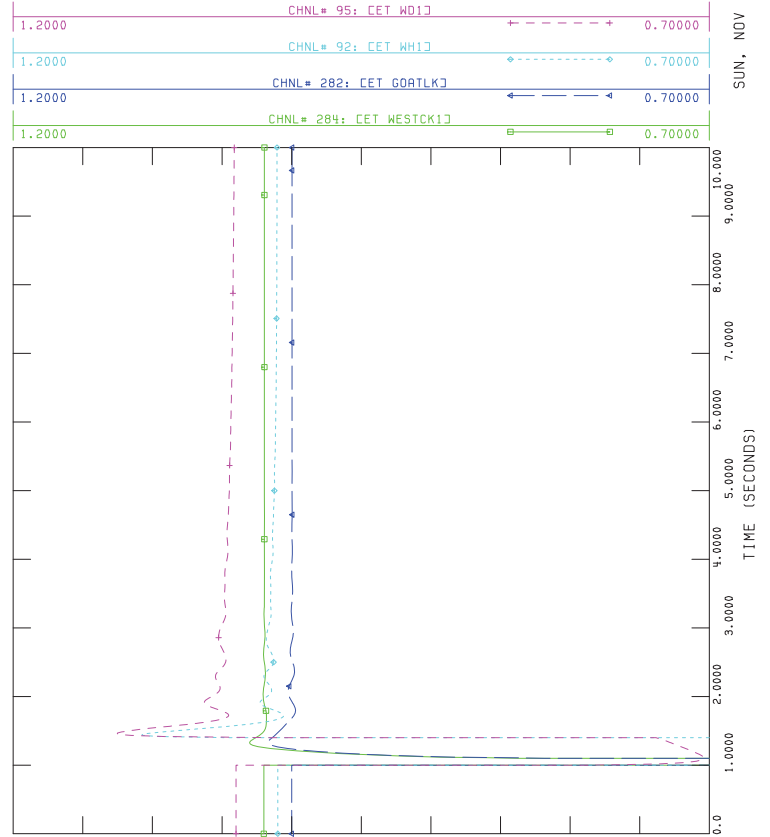
WHITEHORSE SKAGWAY
INTERCONNECTION

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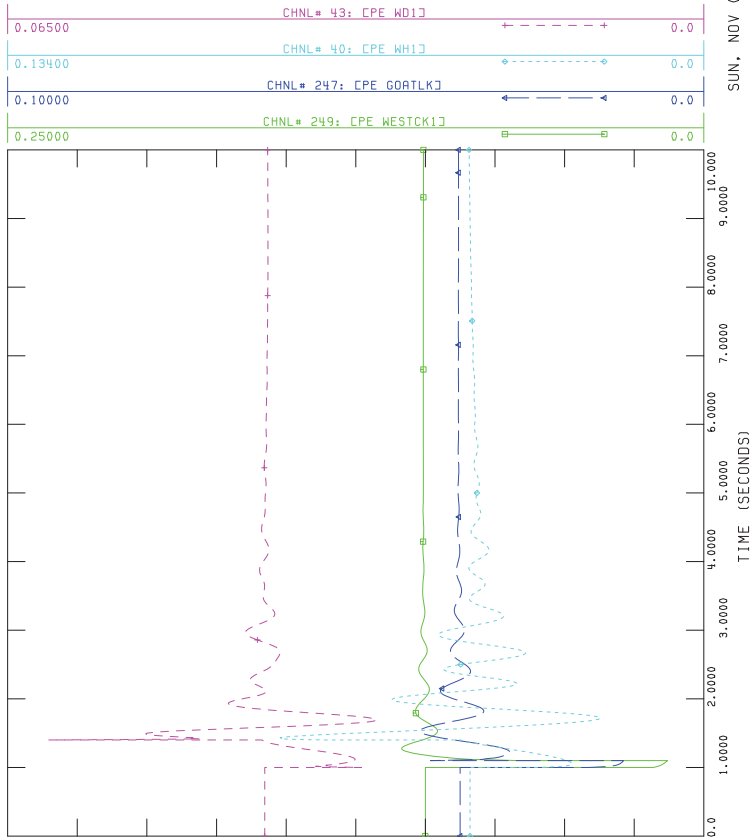
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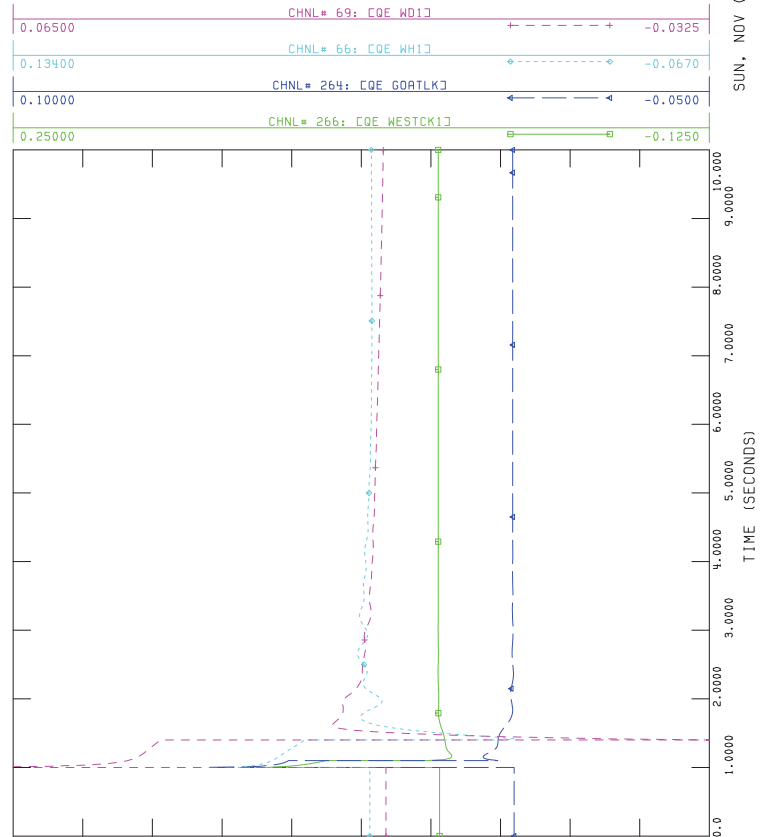
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

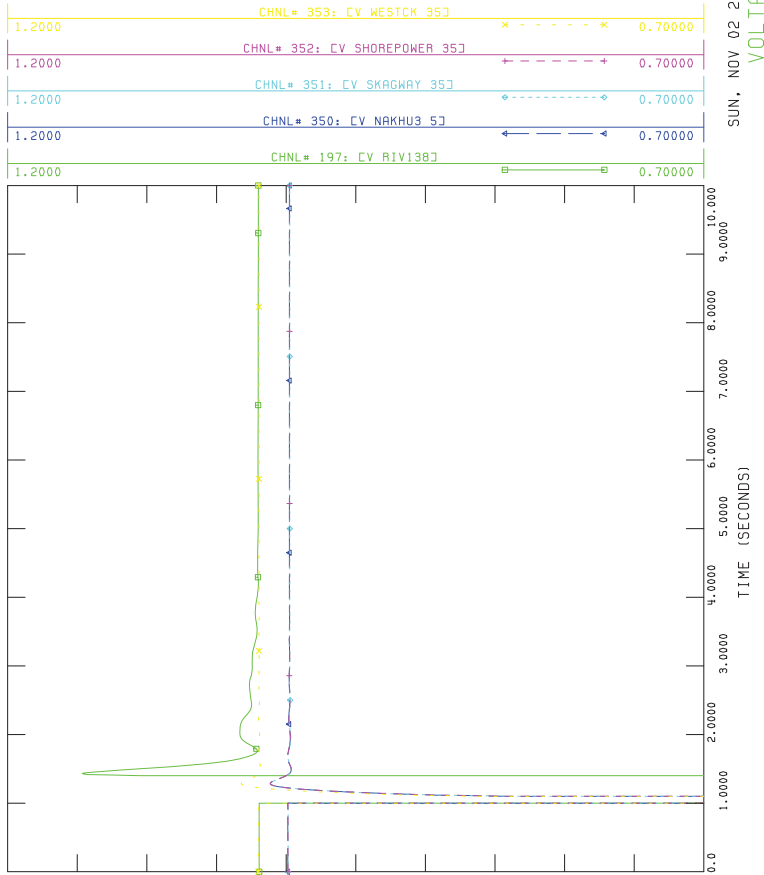
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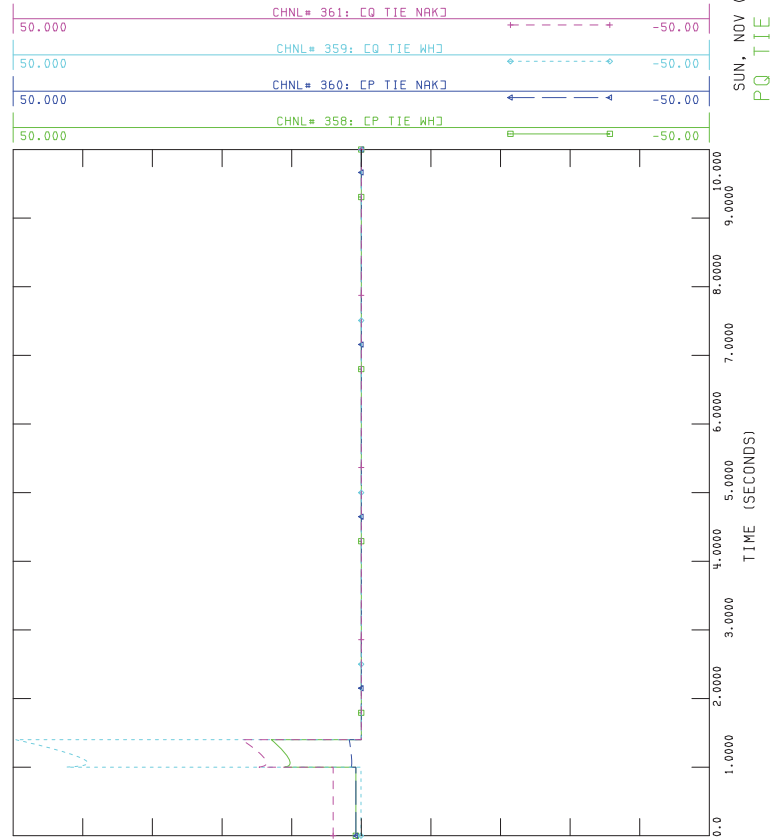
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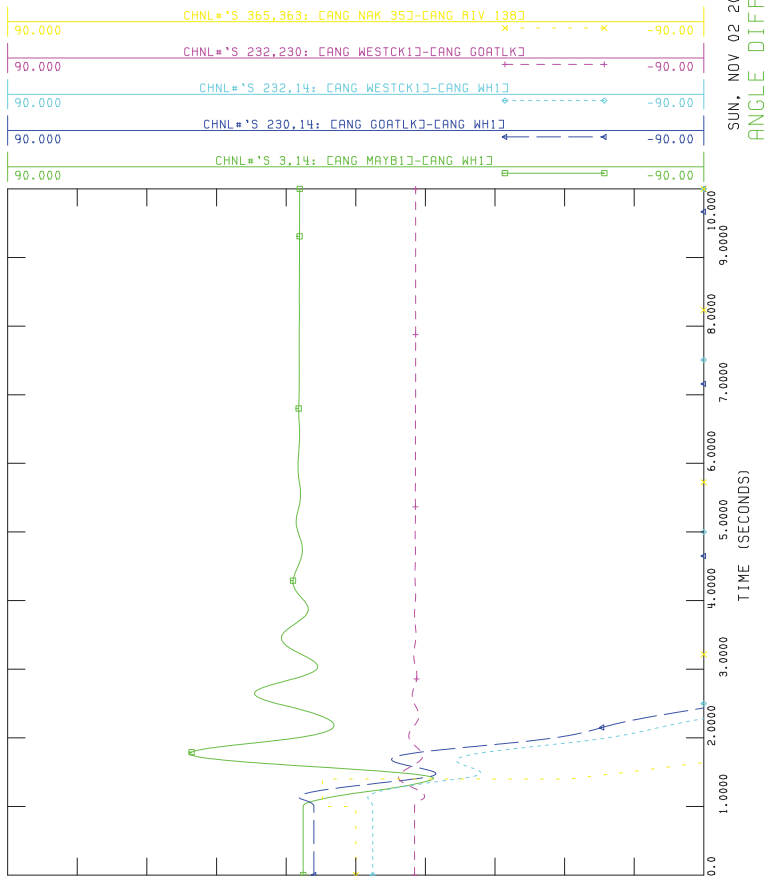
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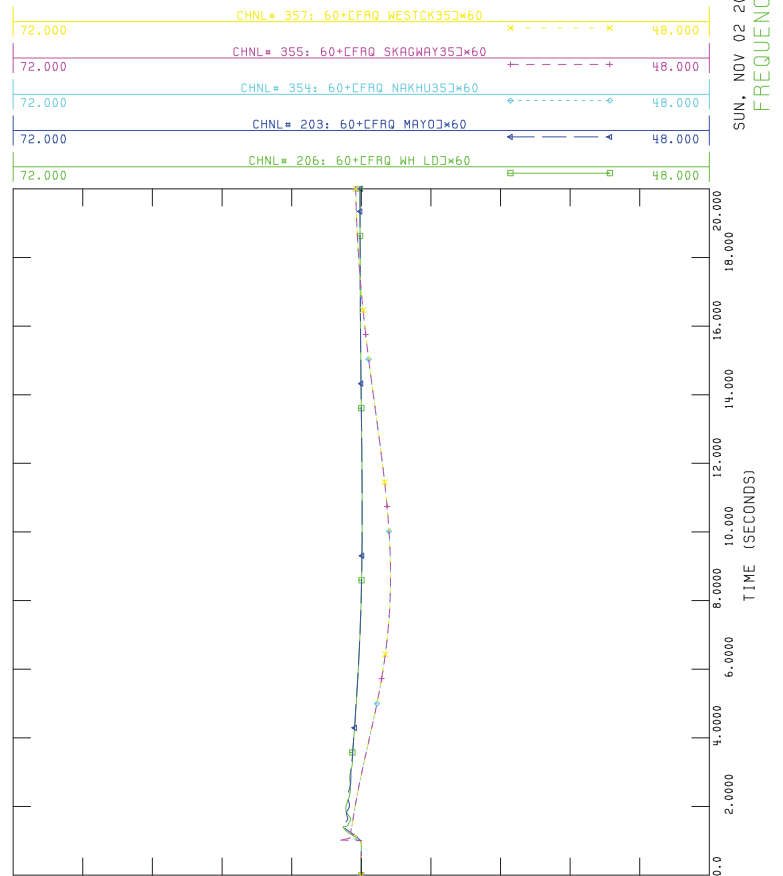
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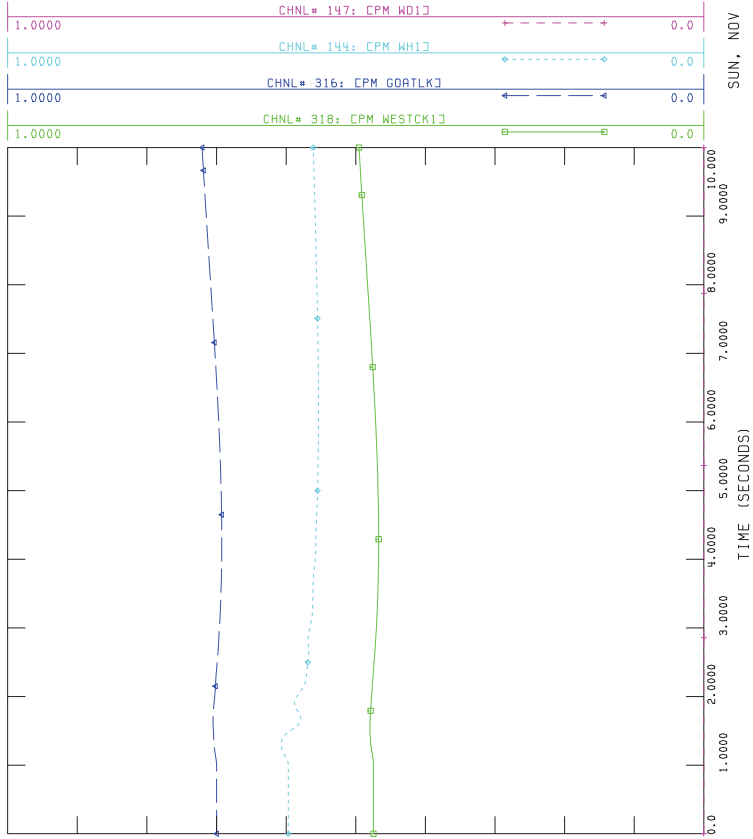
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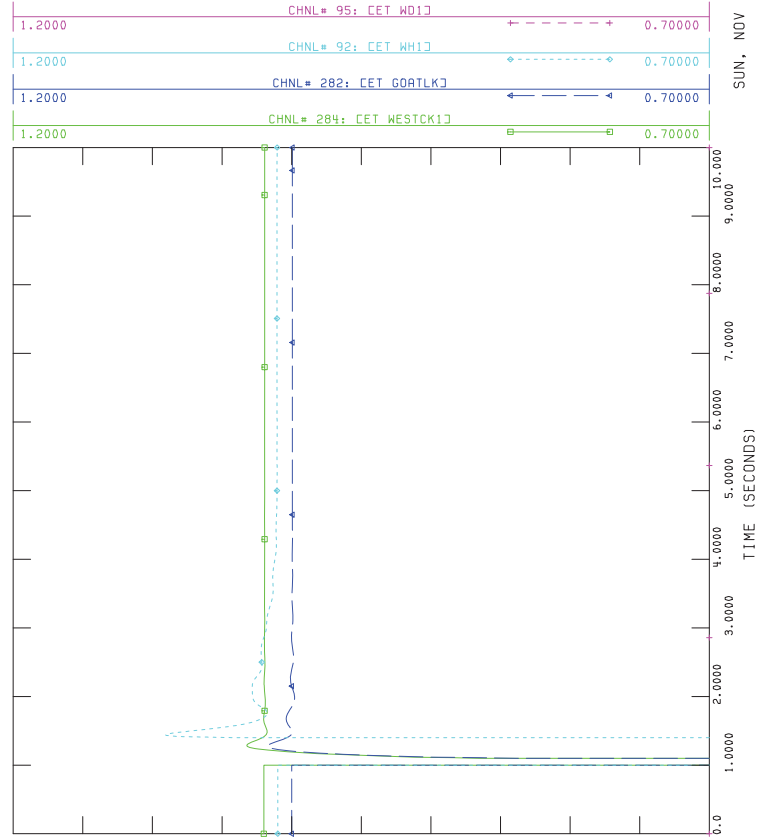
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INTERCONNECTION

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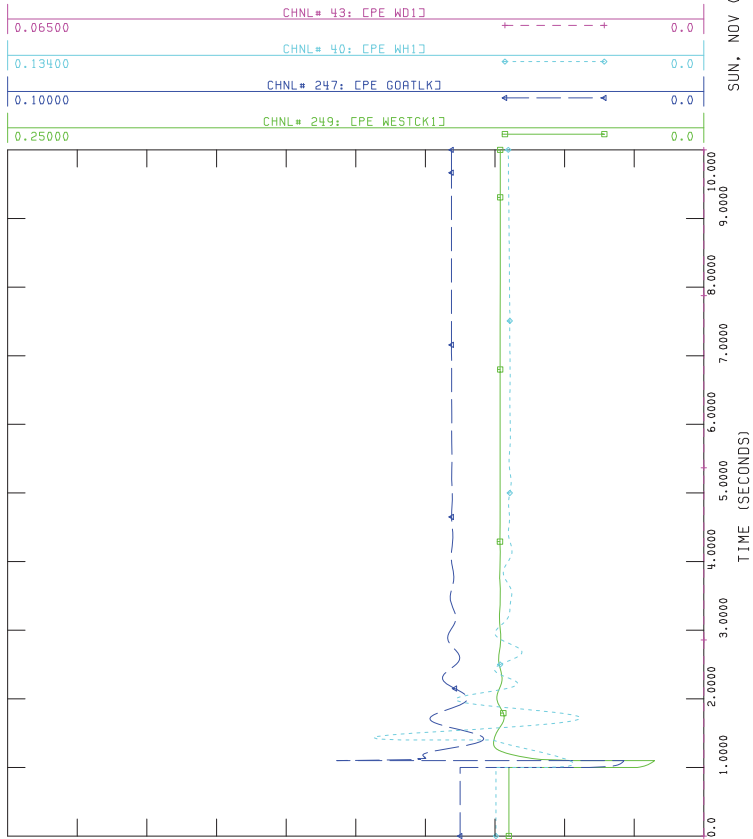
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INTERCONNECTION

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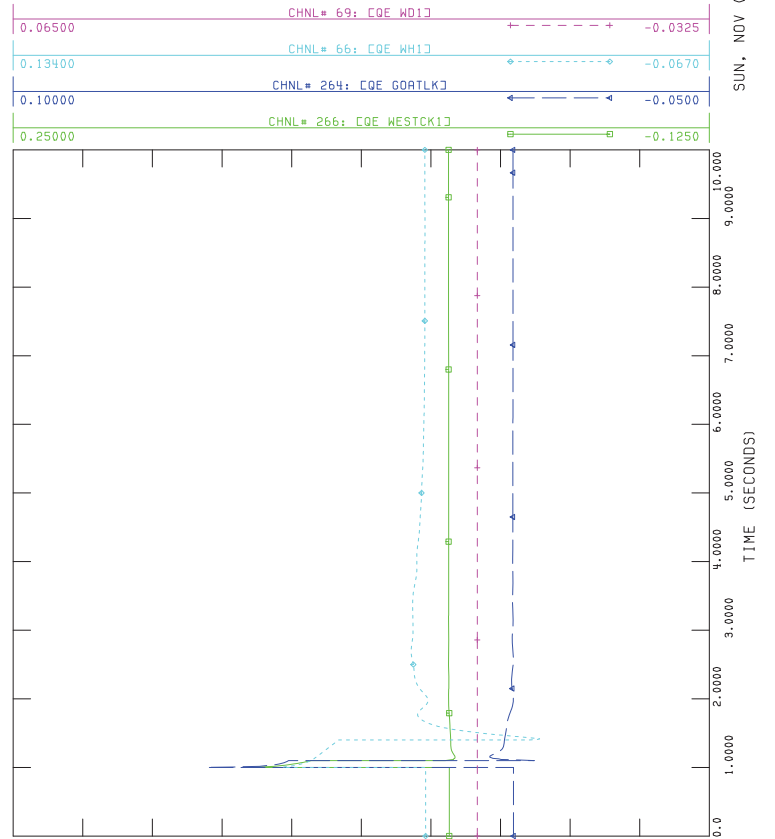
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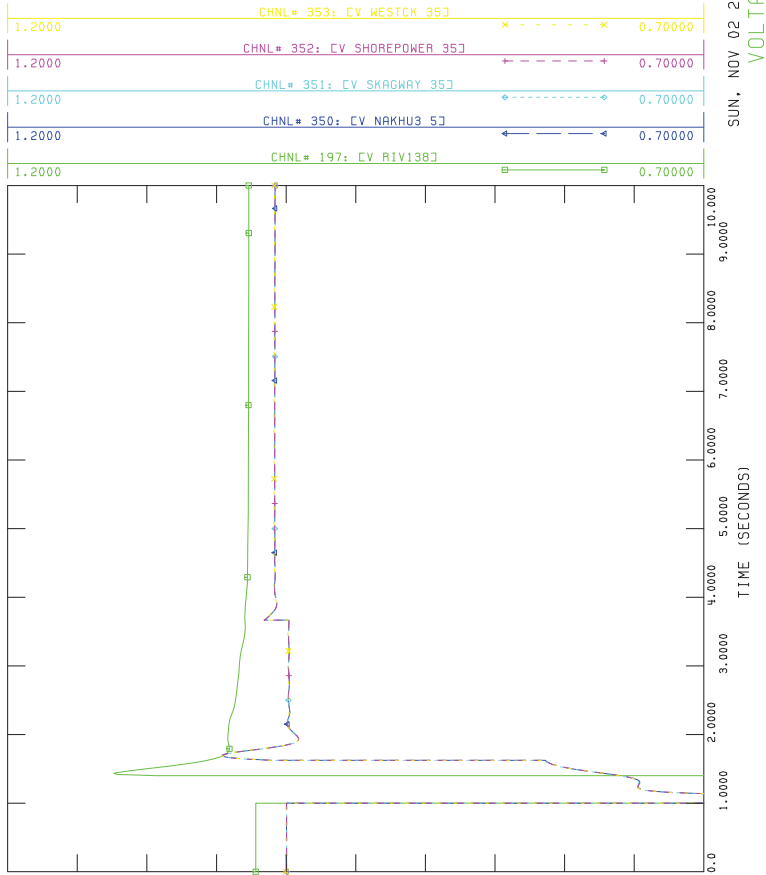
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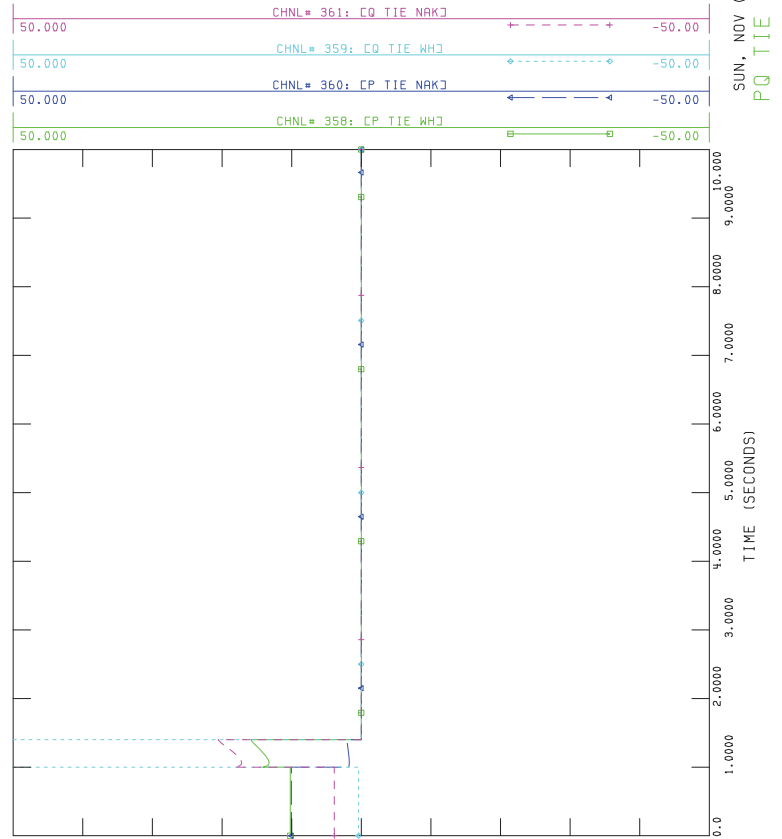
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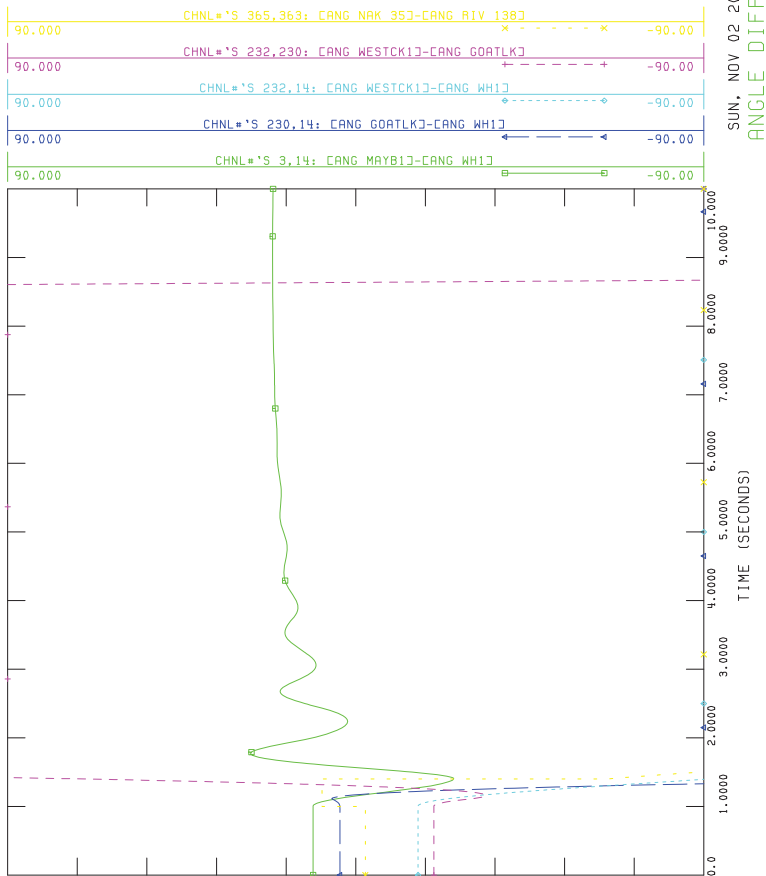
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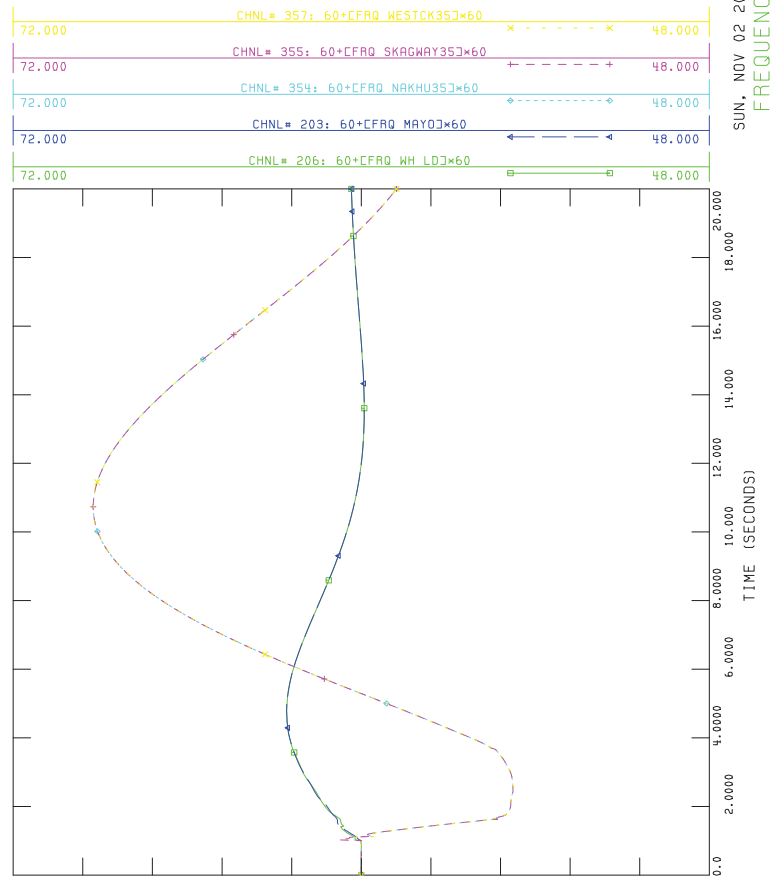
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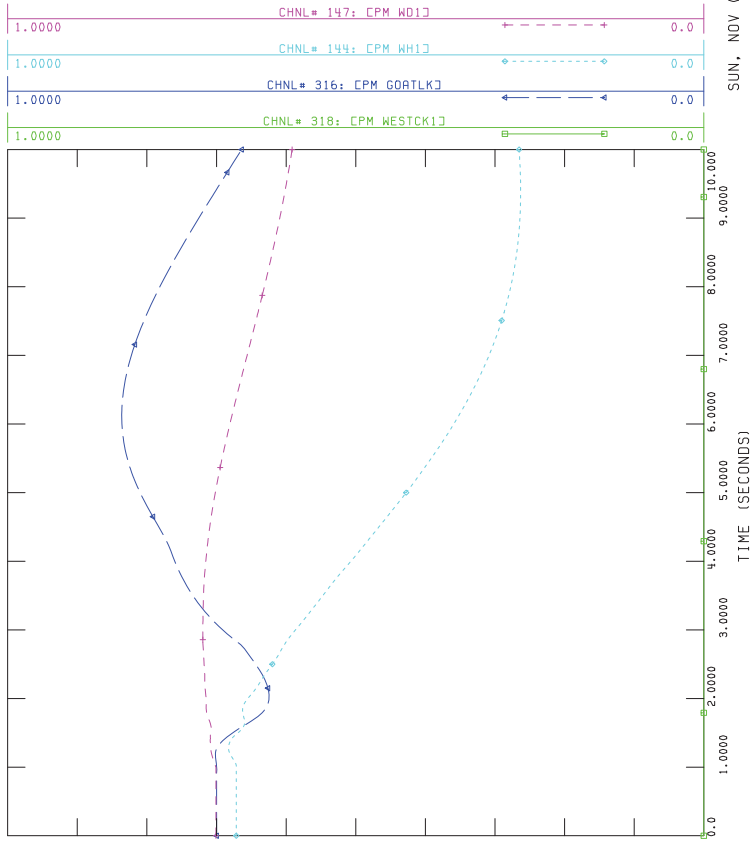
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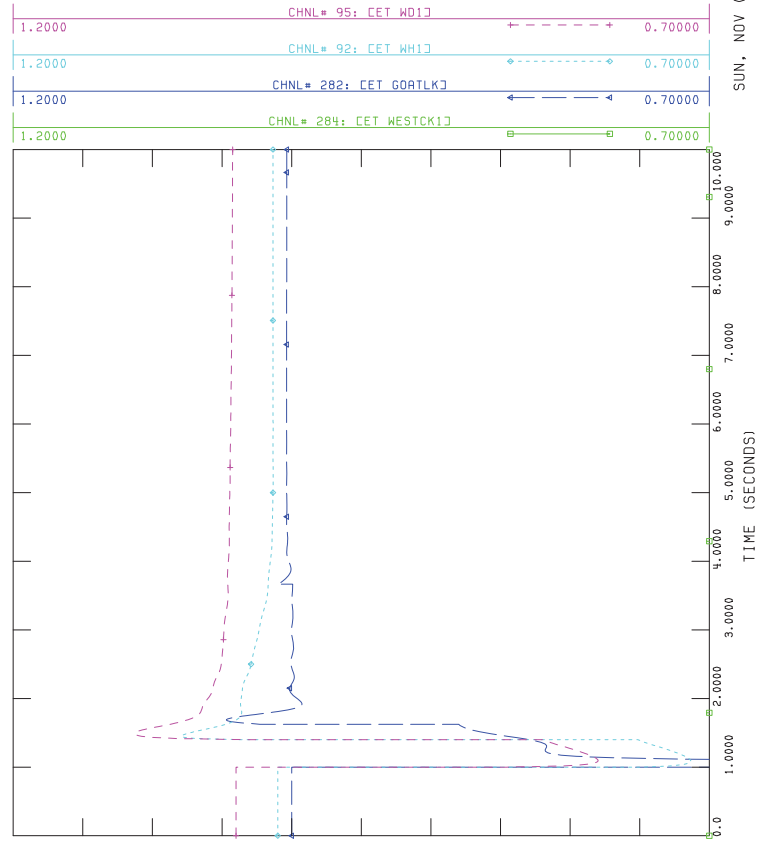
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INTERCONNECTION

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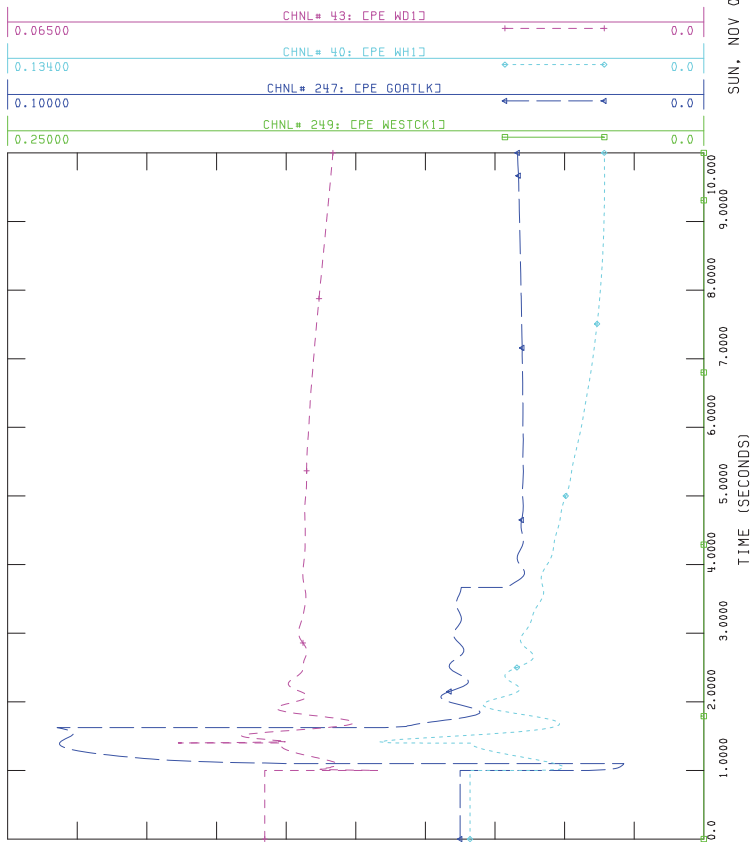
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INTERCONNECTION

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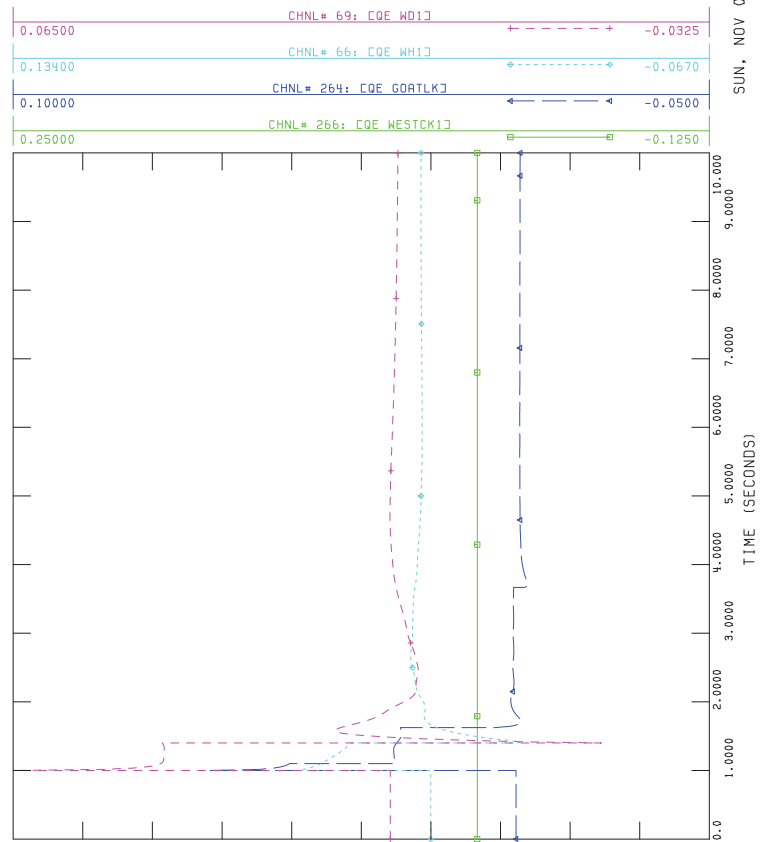
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INTERCONNECTION

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INTERCONNECTION

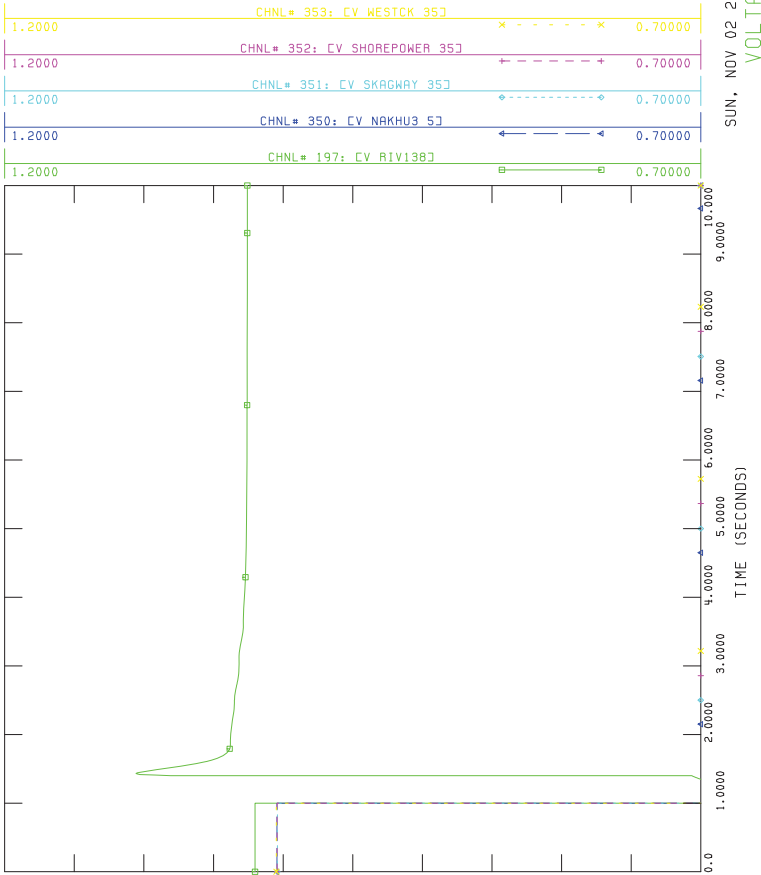
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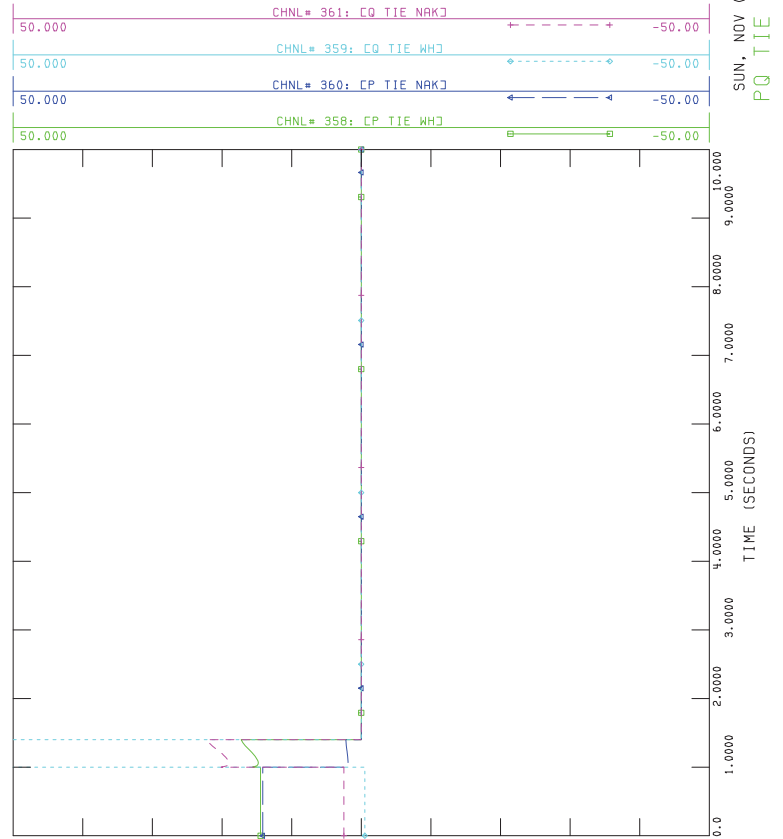
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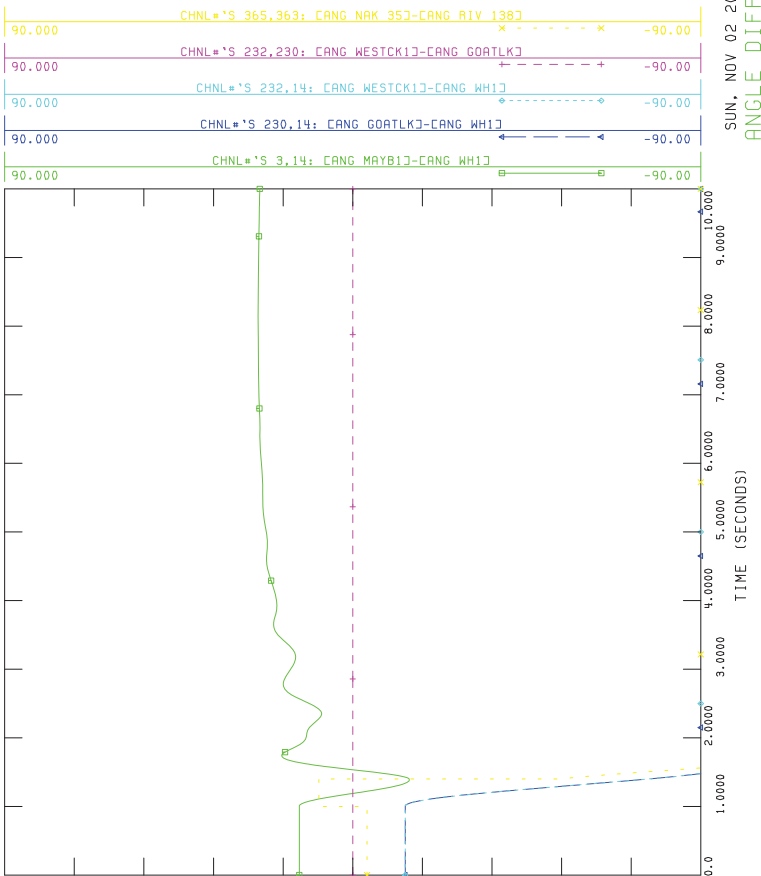
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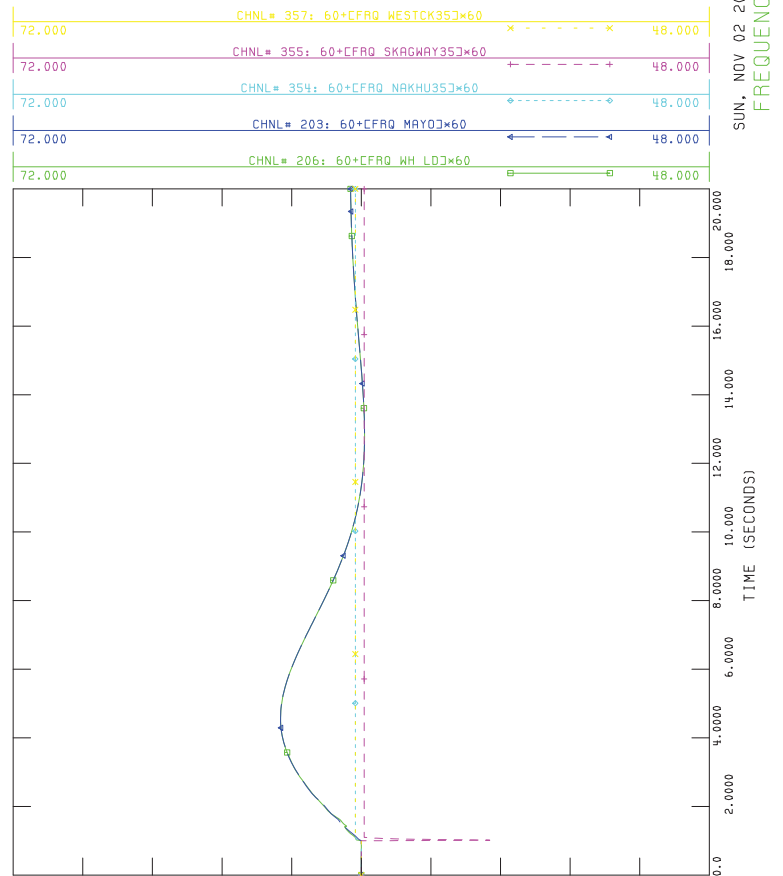
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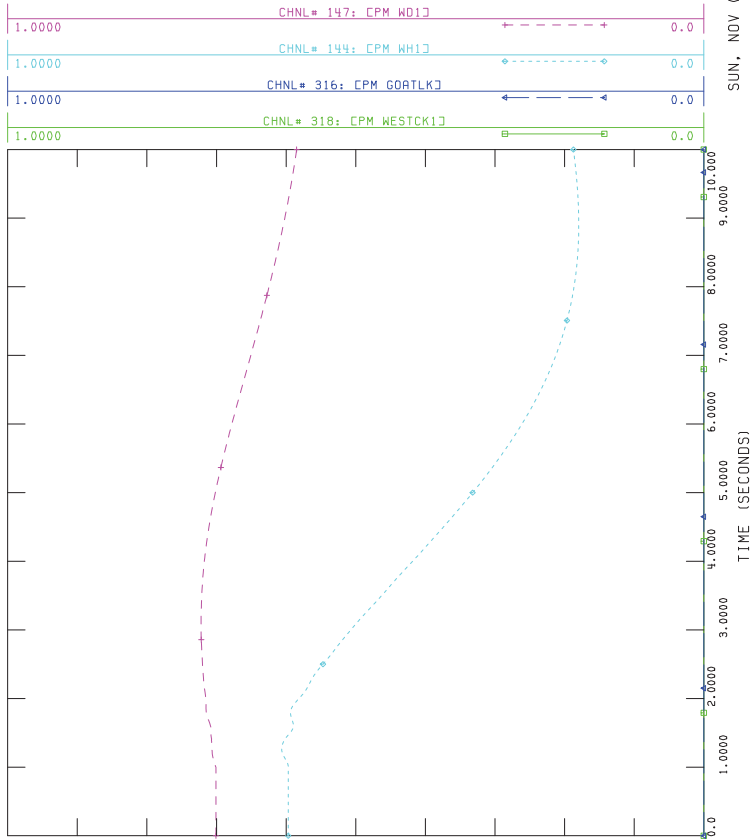
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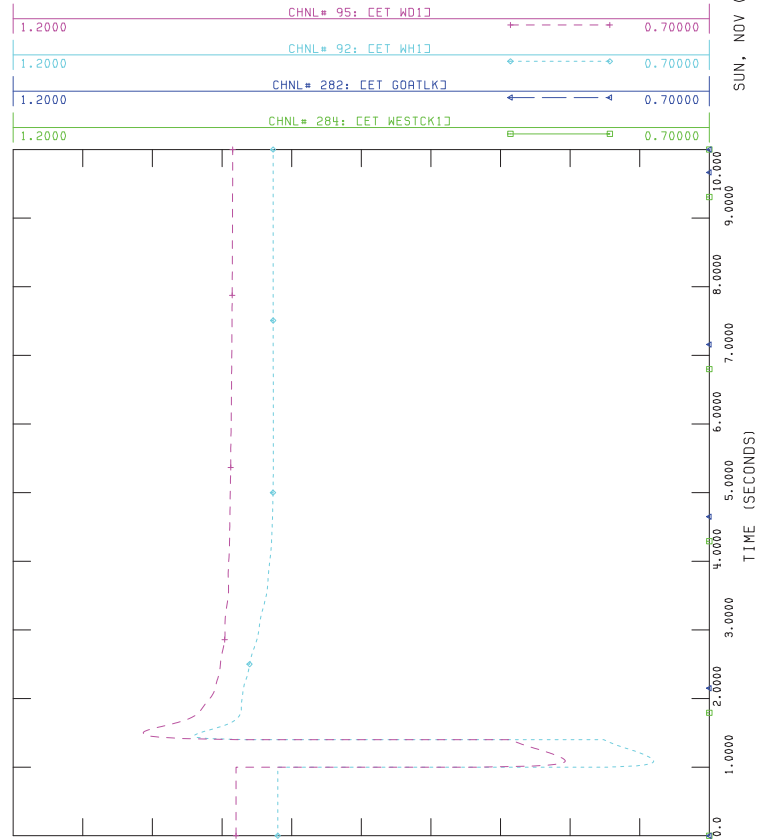
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INTERCONNECTION

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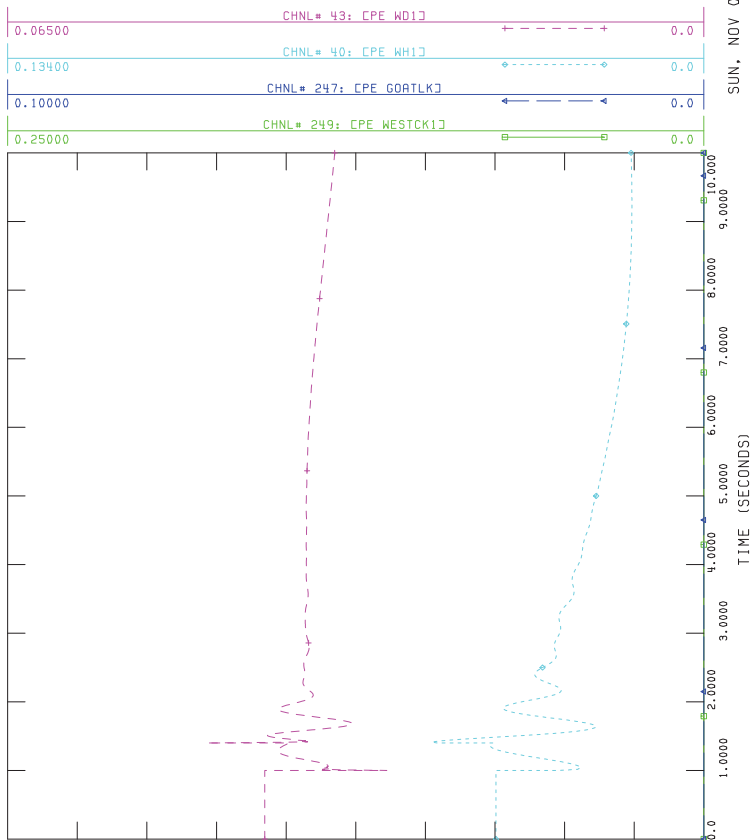
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INTERCONNECTION

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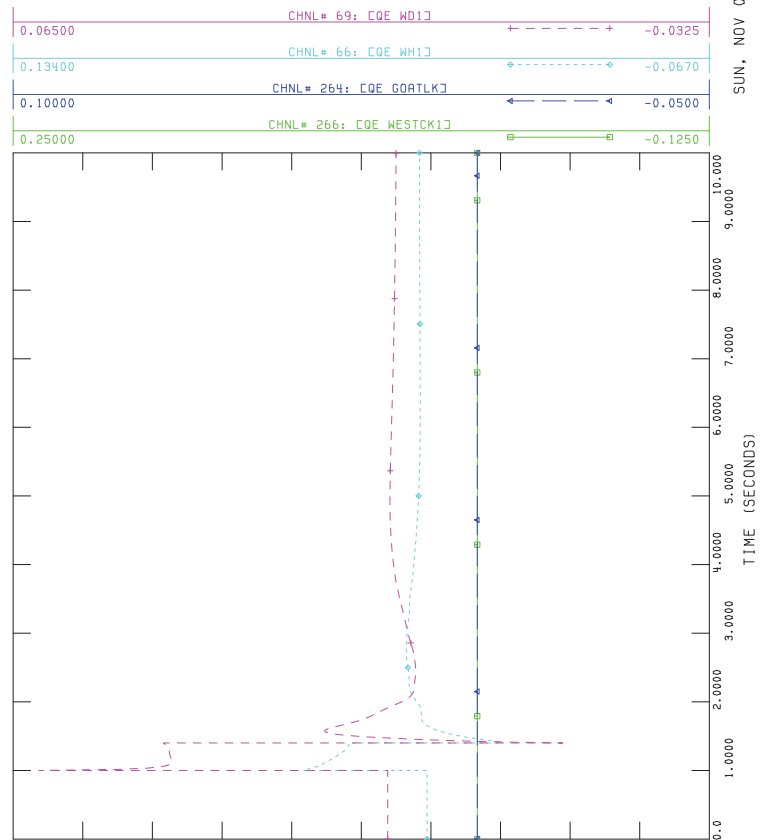
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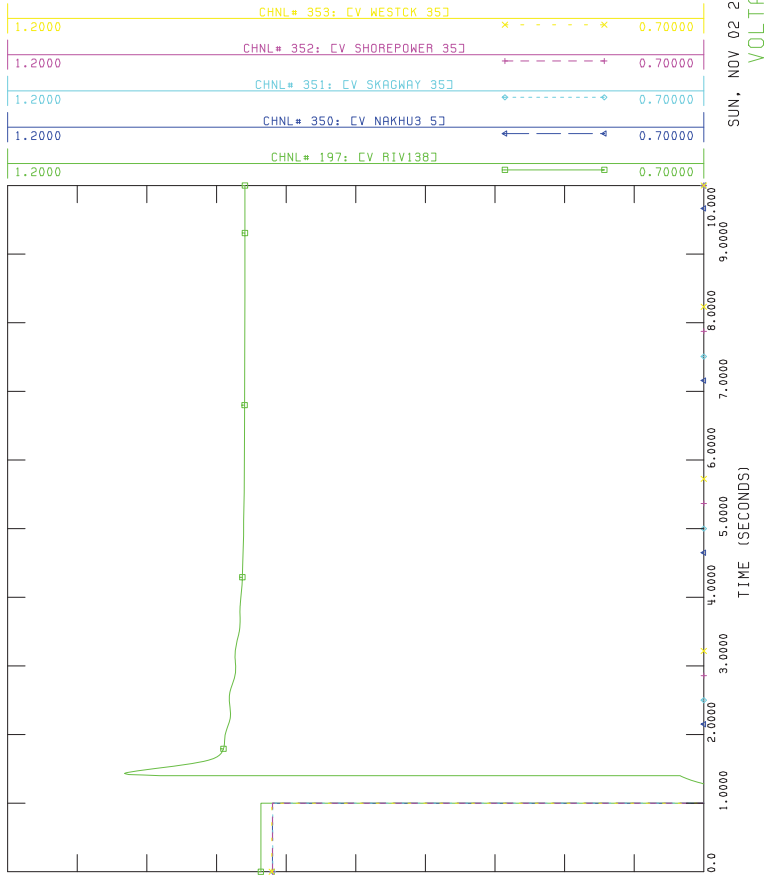
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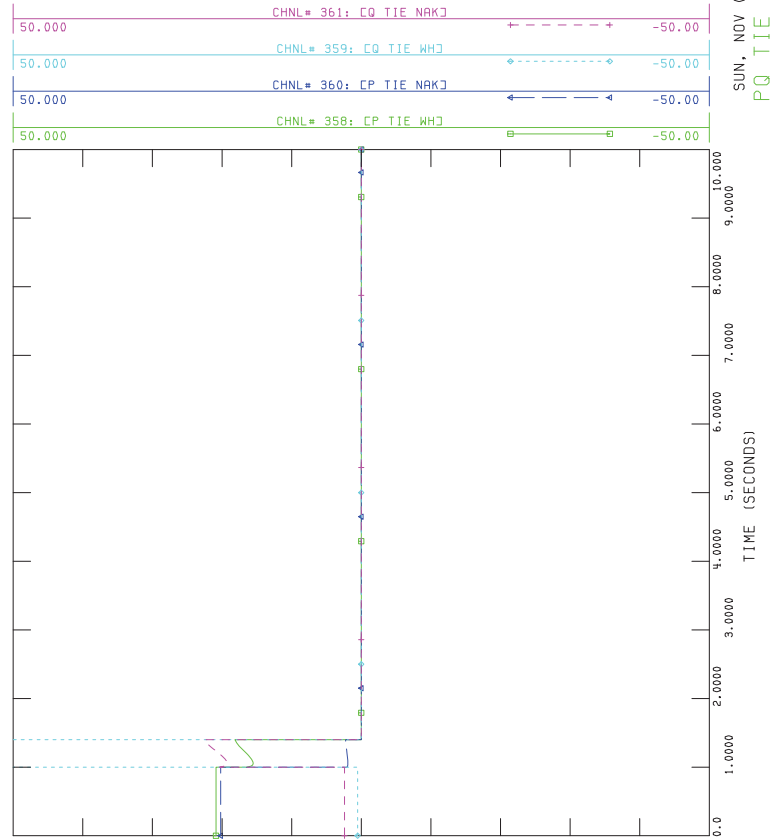
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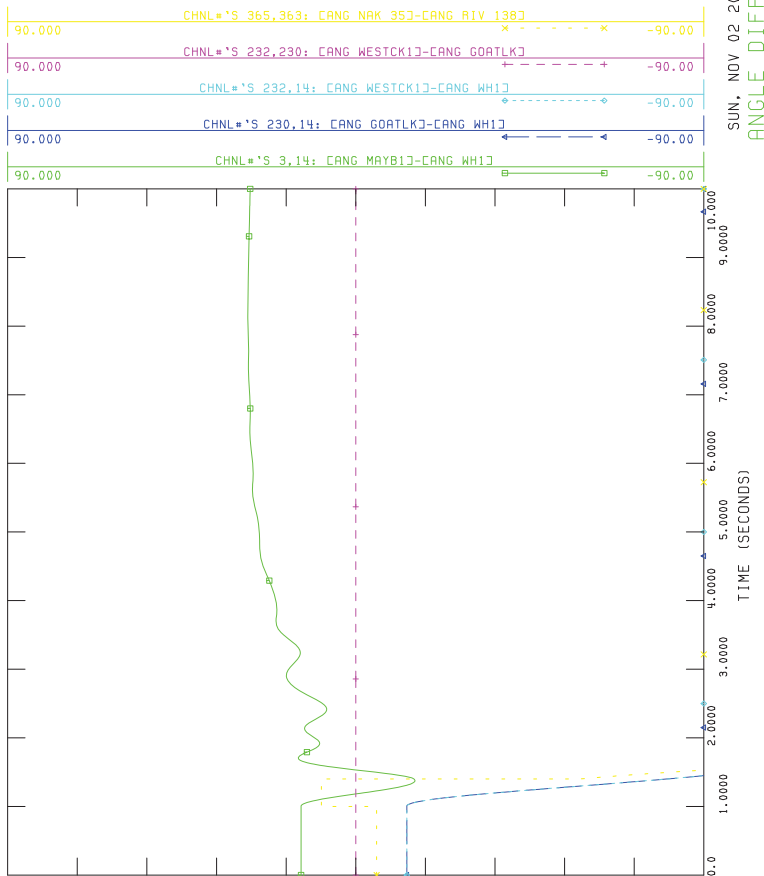
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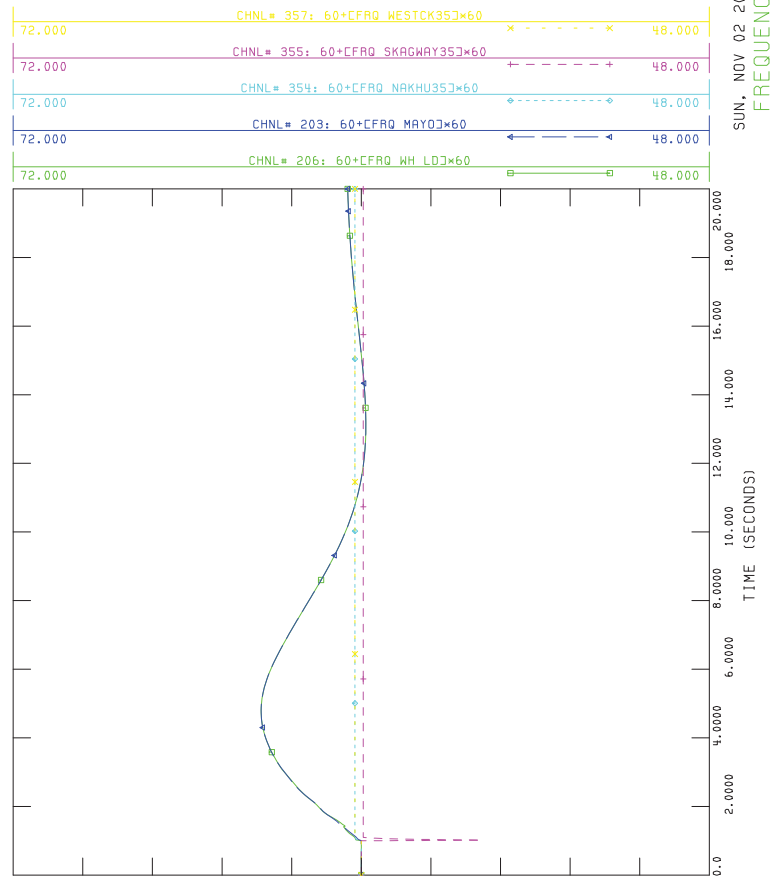
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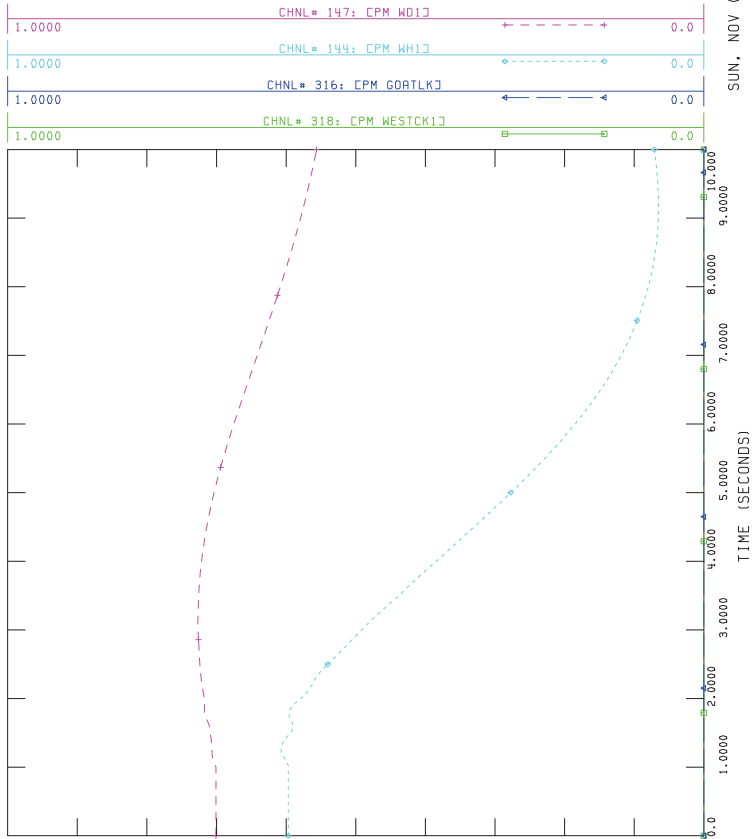
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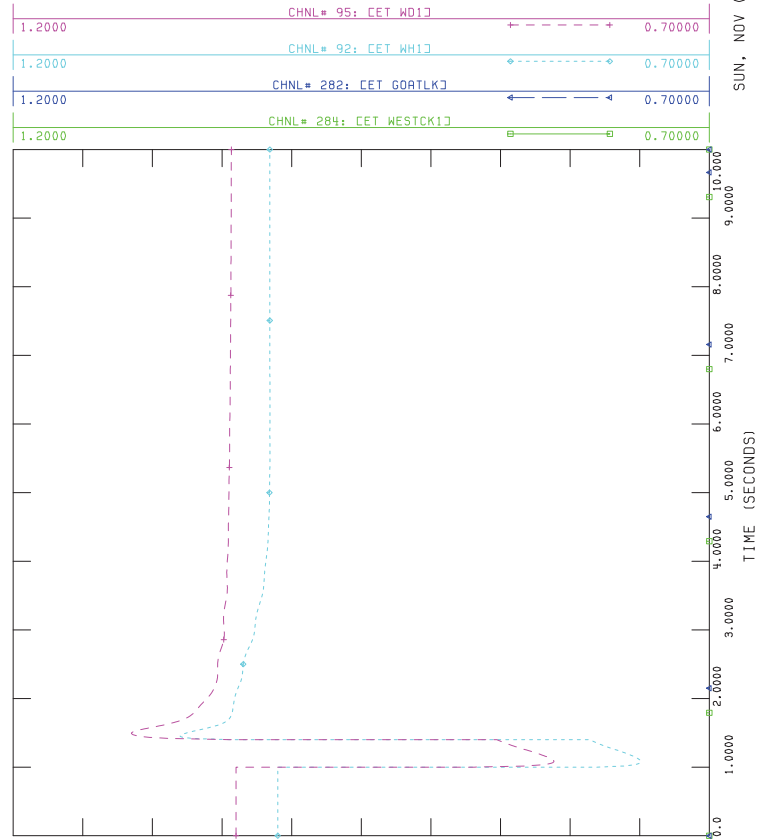
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INTERCONNECTION

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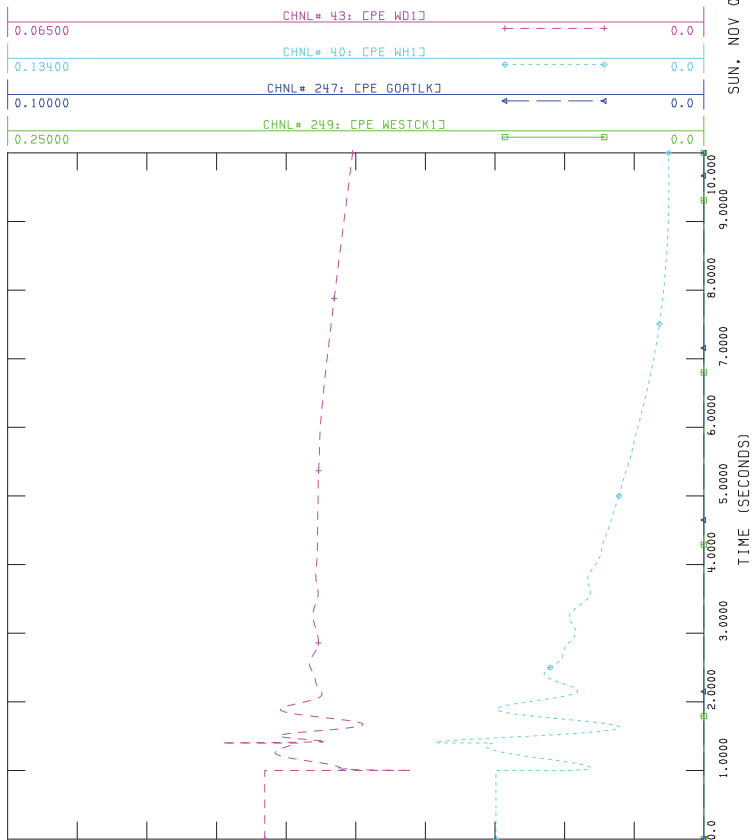
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INTERCONNECTION

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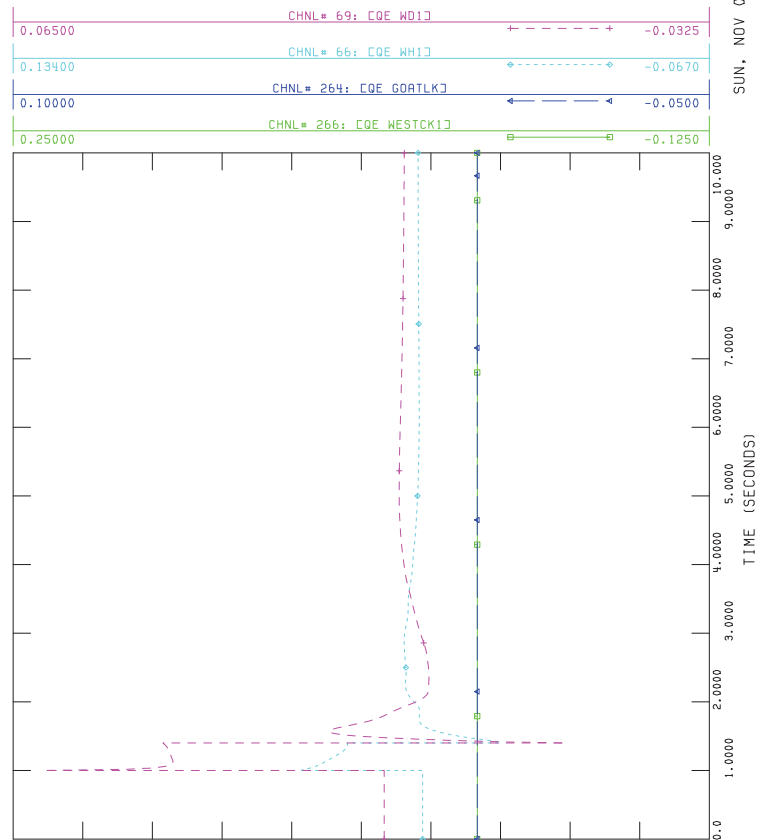
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INTERCONNECTION

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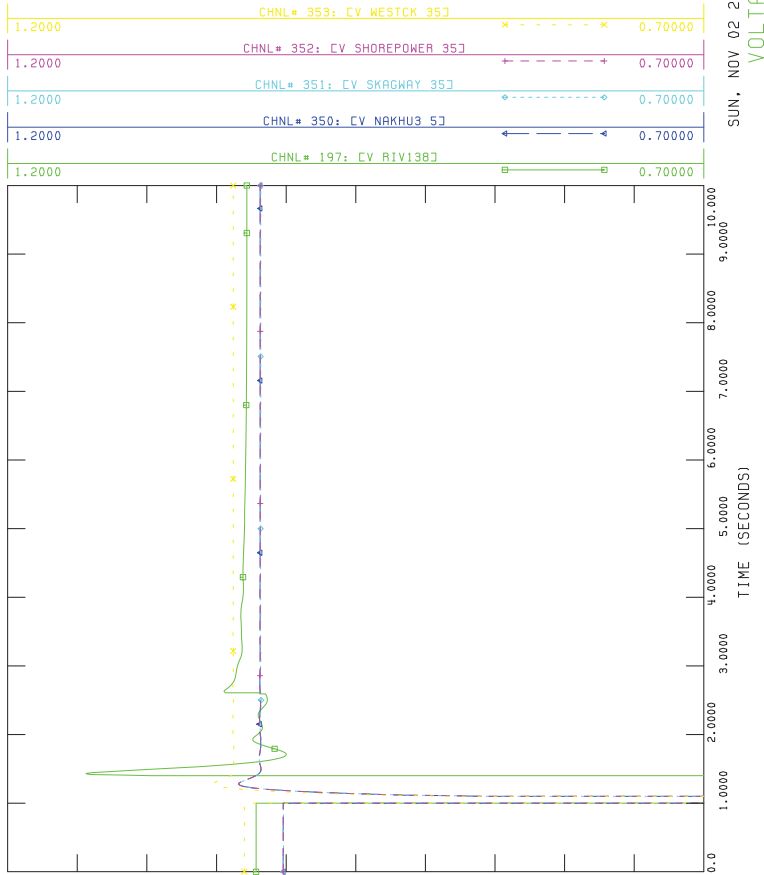
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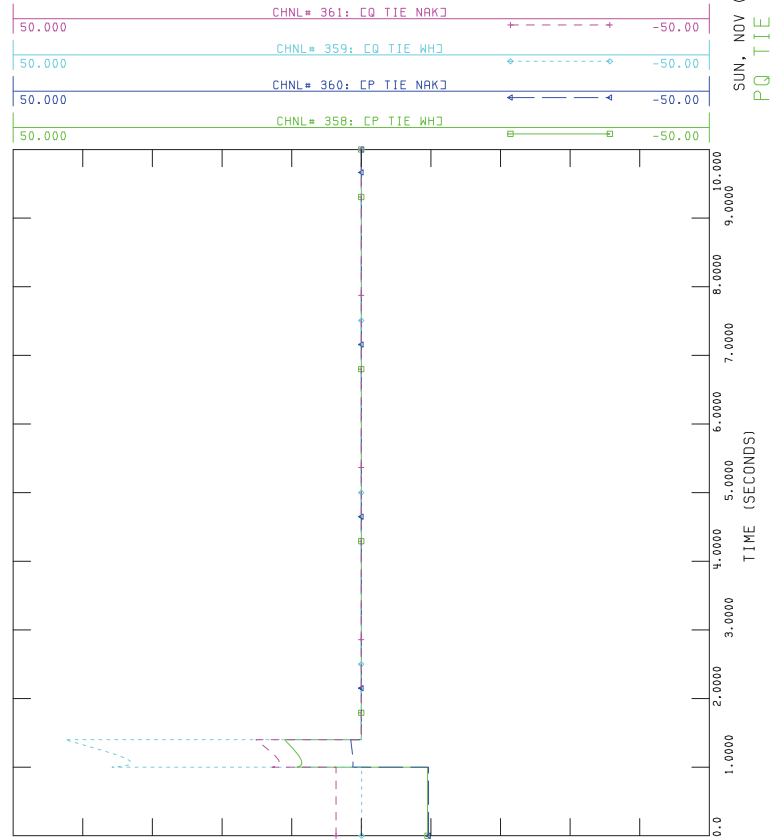
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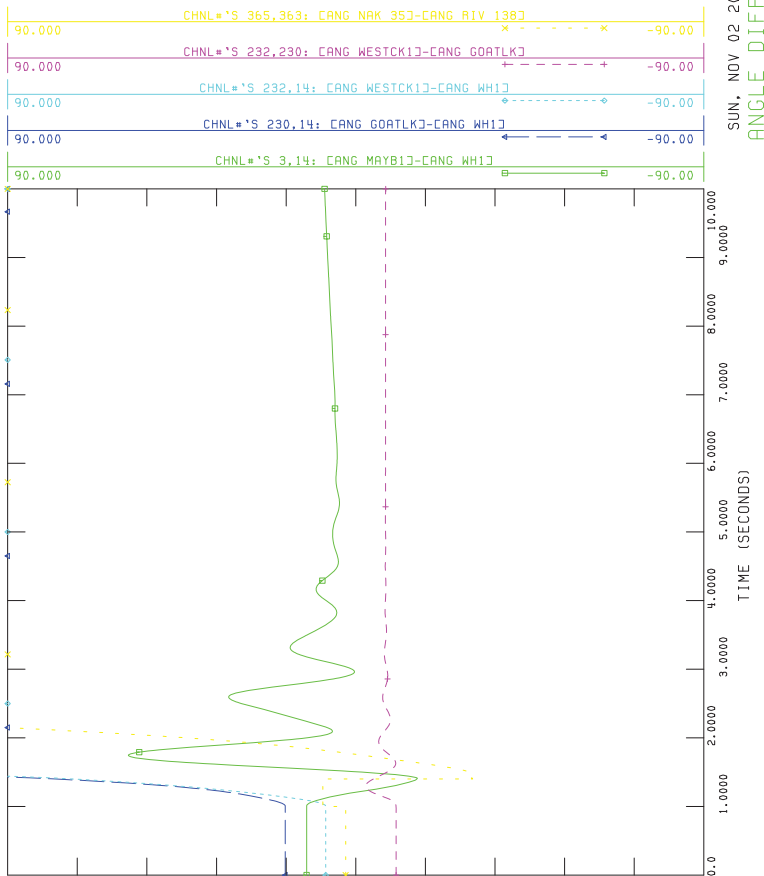
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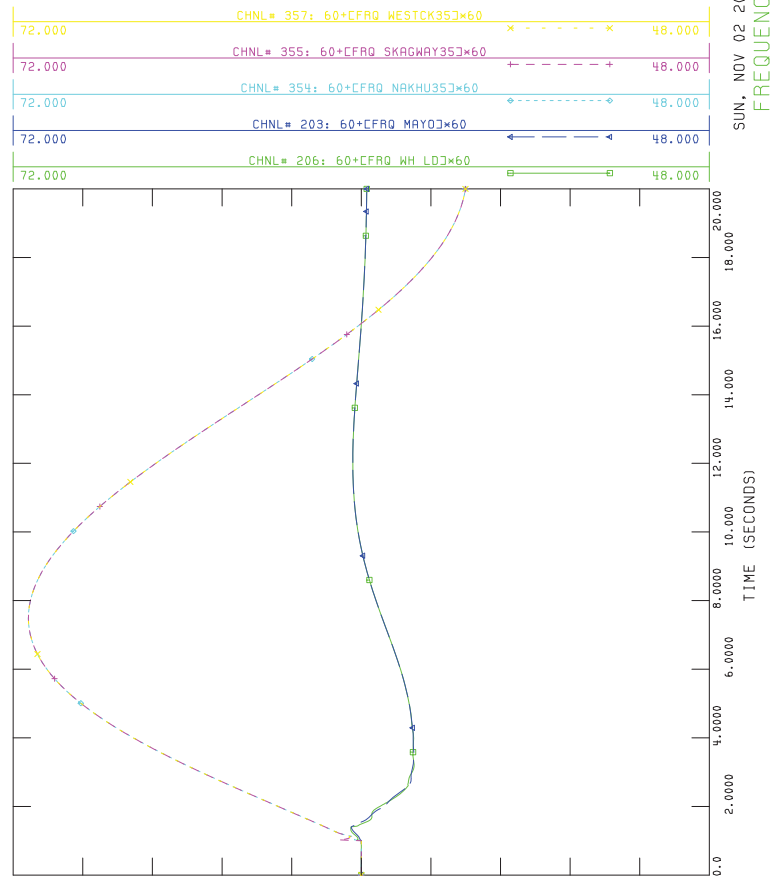
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WHITEHORSE SKAGWAY INTERCONNECTION

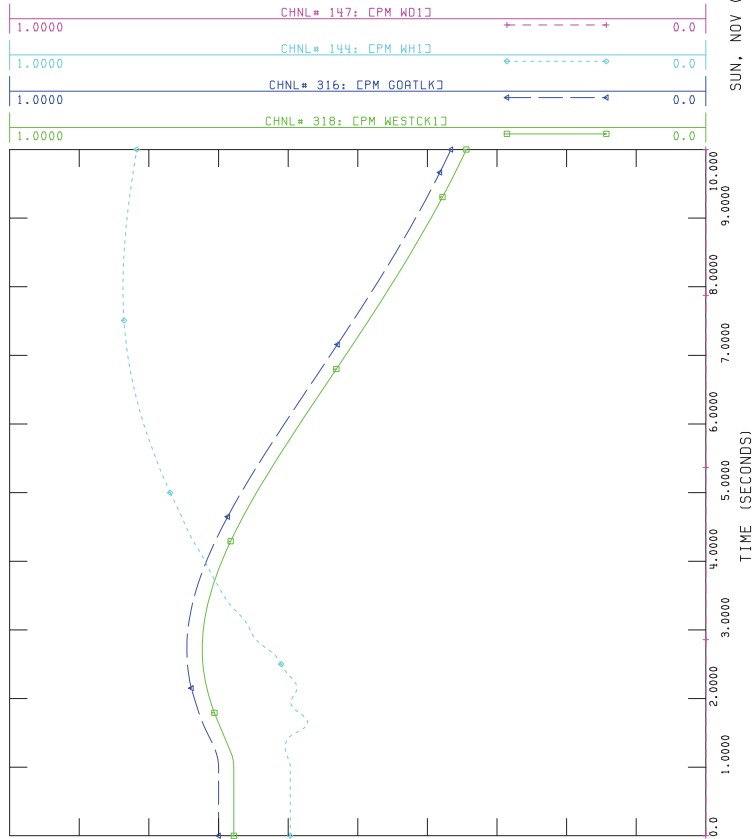
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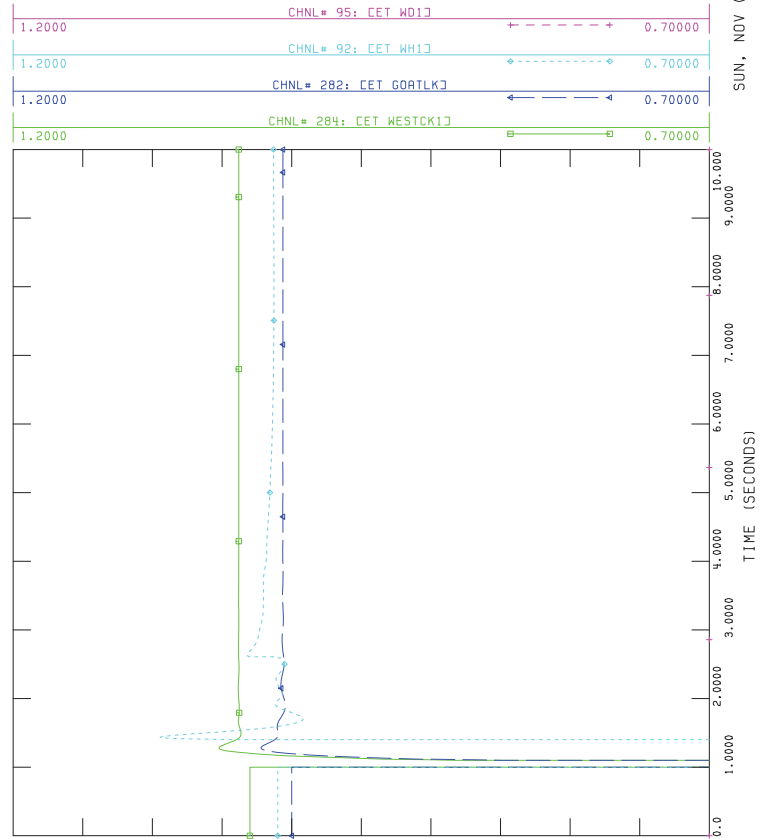
WHITEHORSE SKAGWAY
INTERCONNECTION

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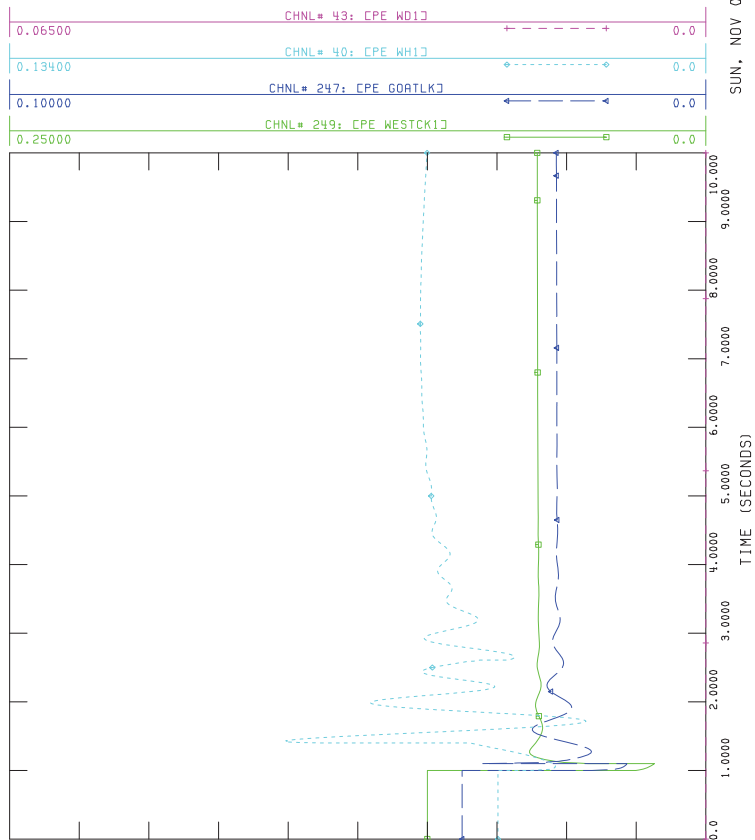
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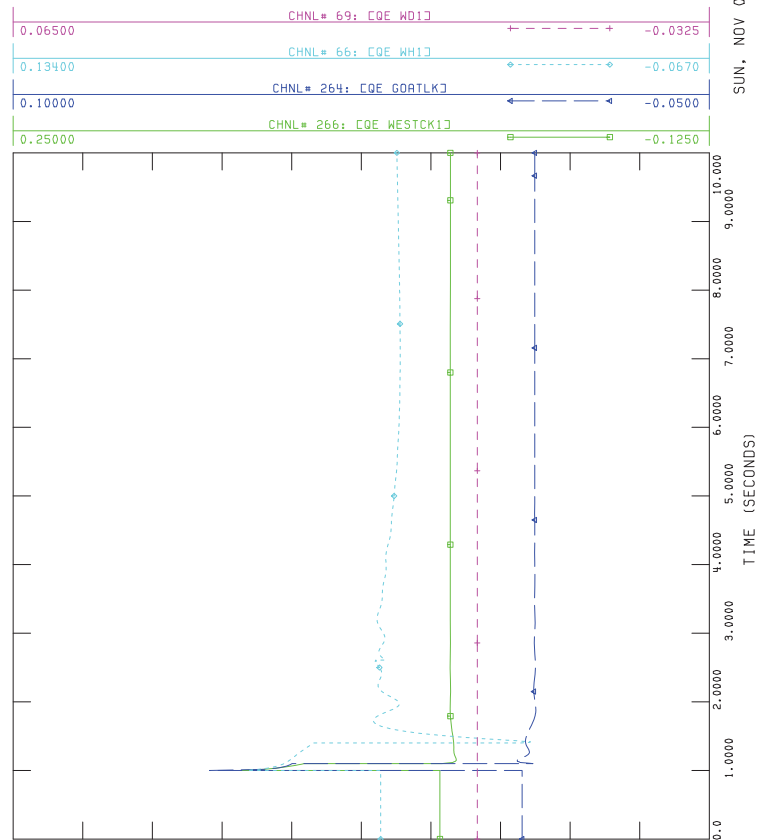
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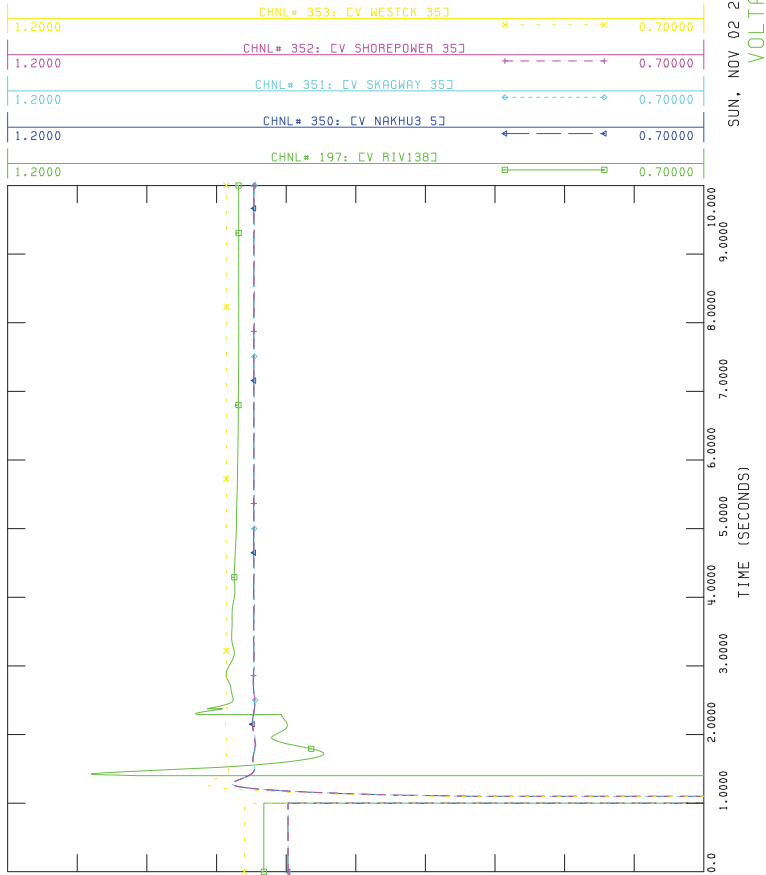
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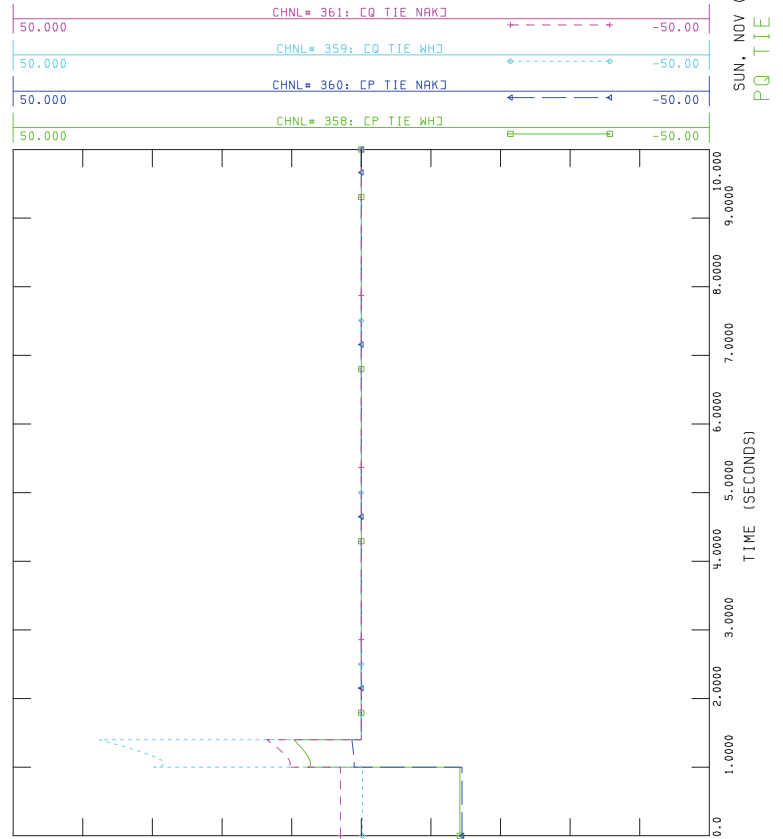
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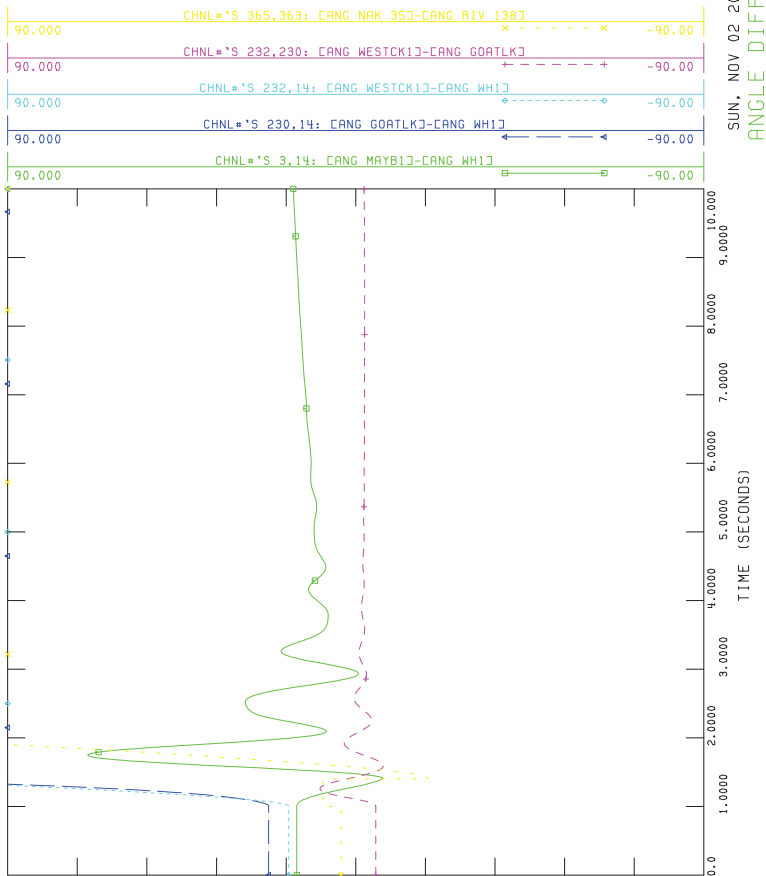
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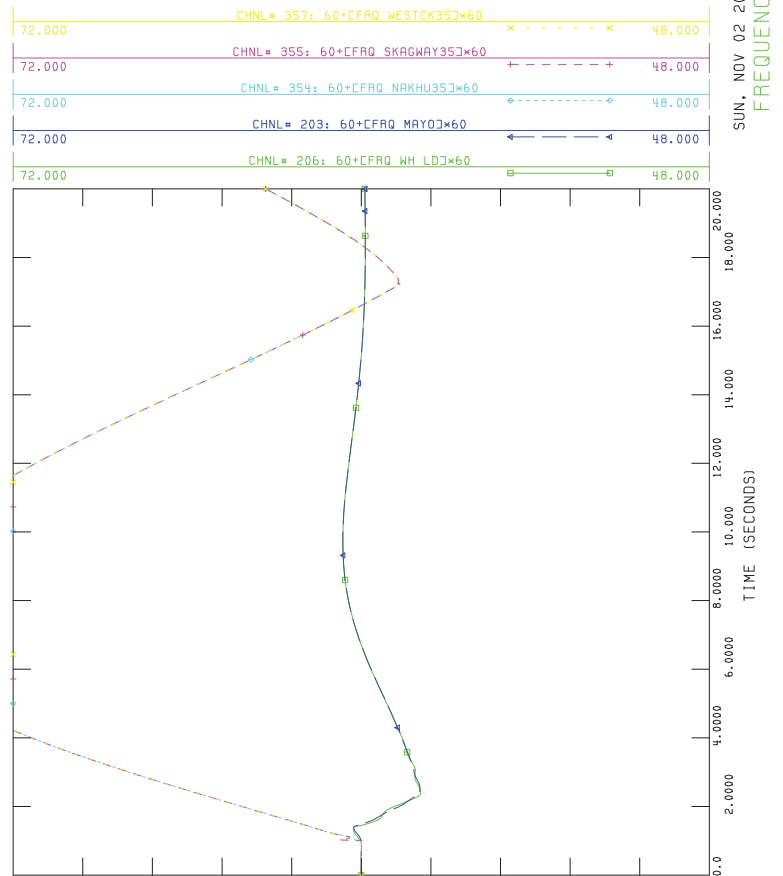
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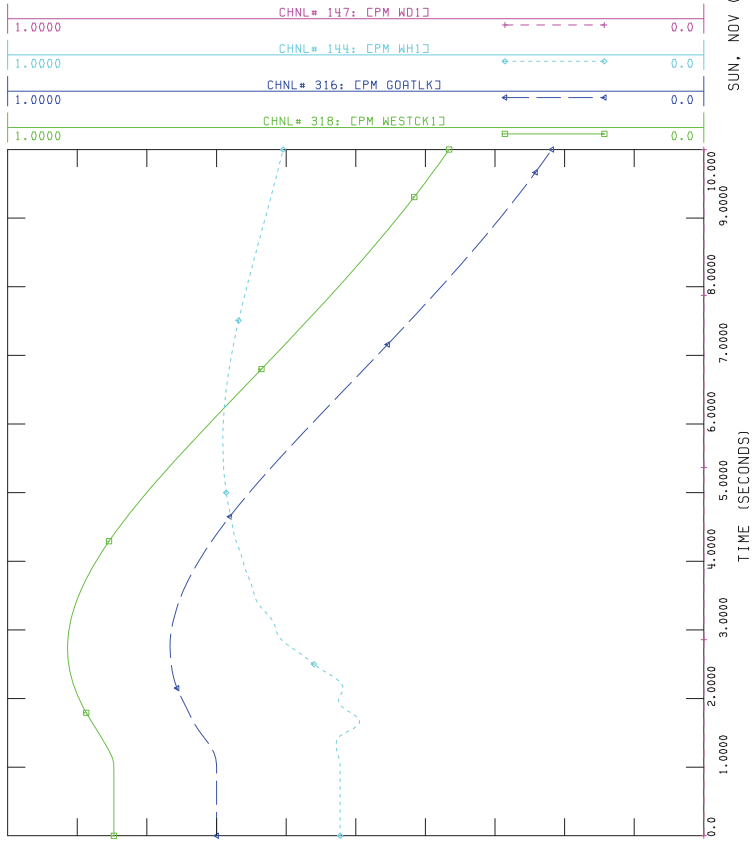
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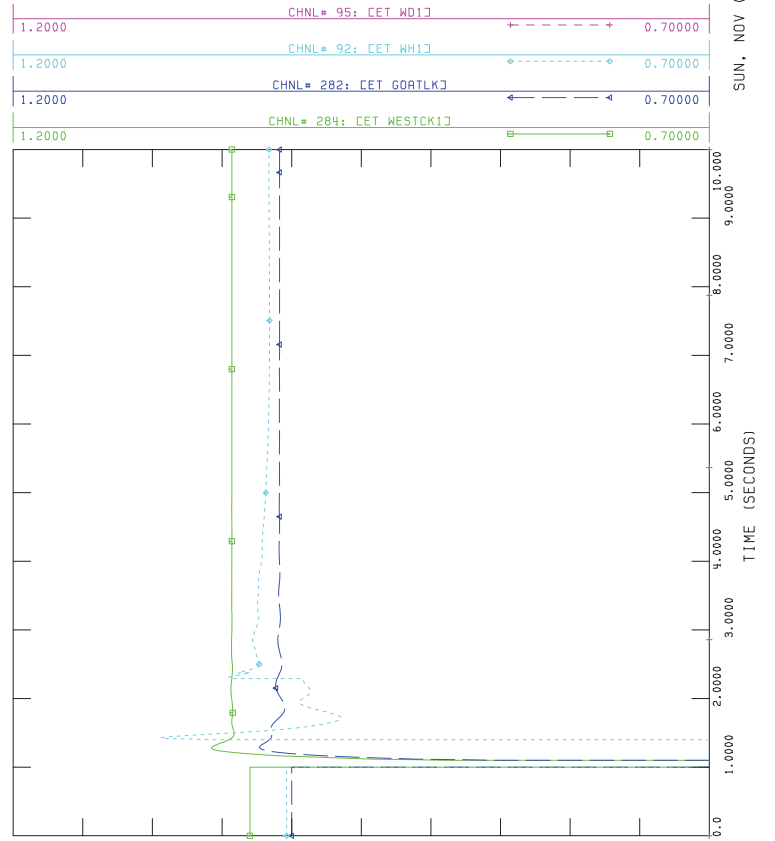
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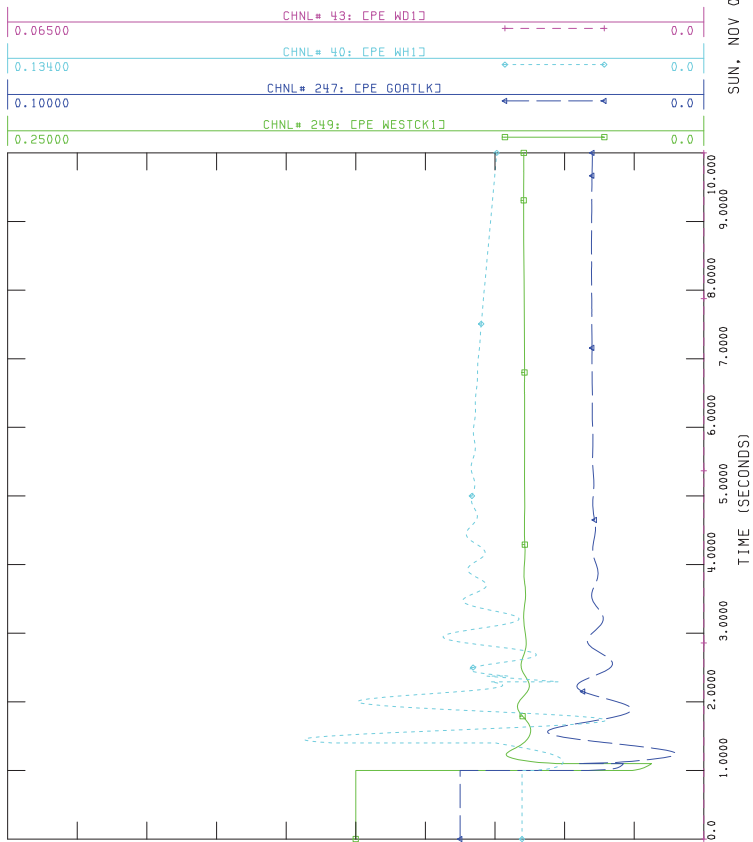
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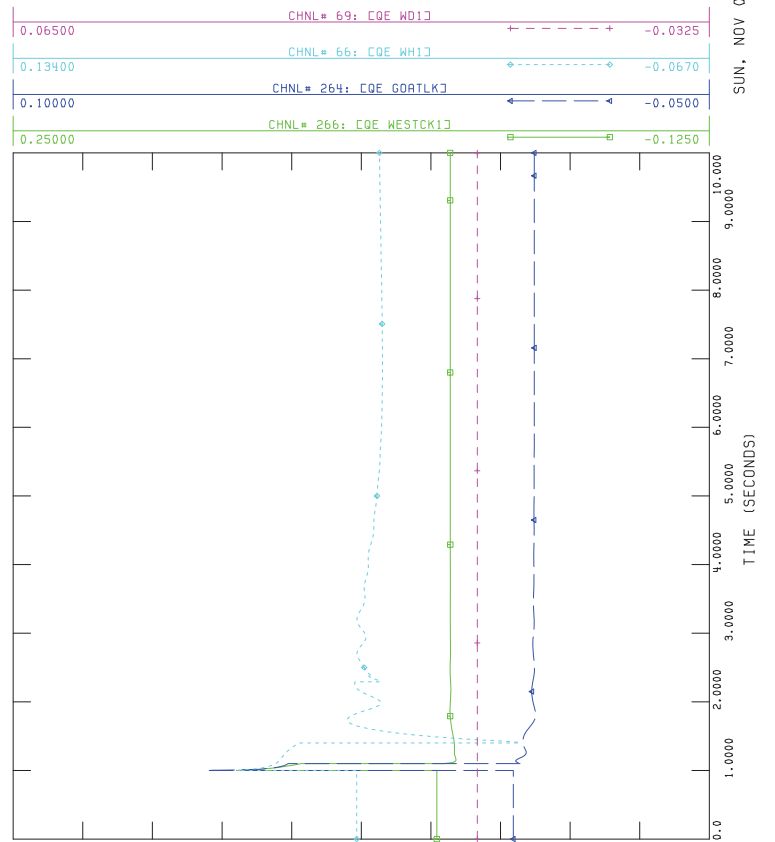
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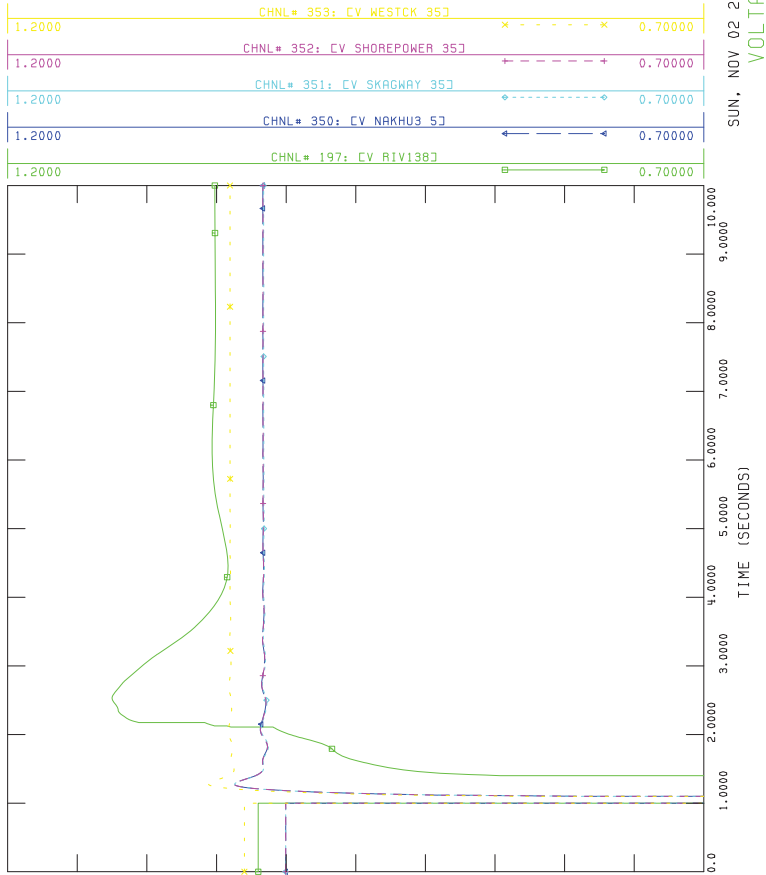
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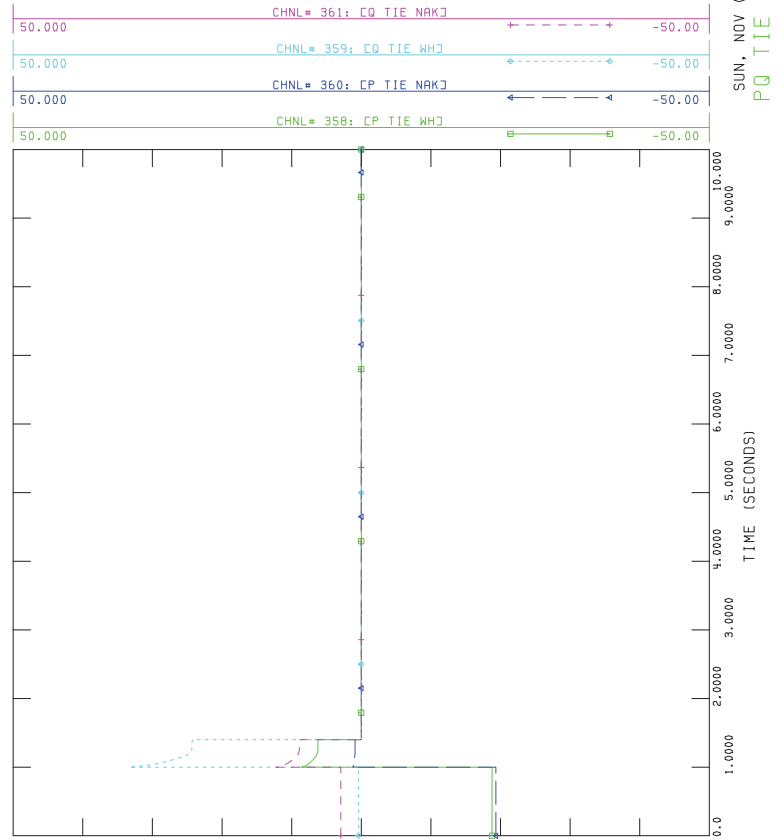
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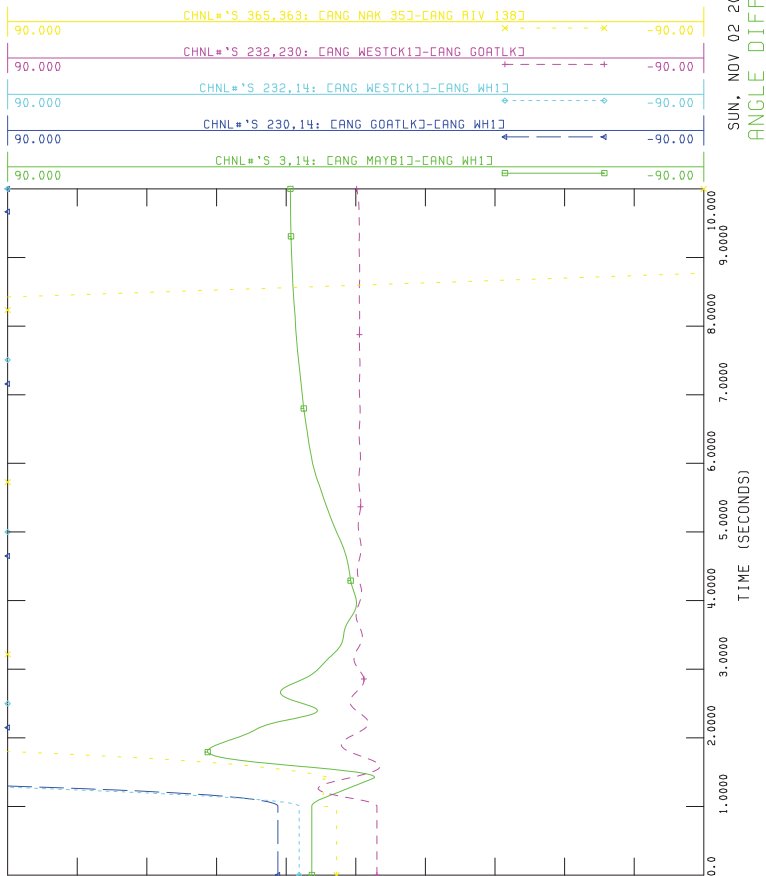
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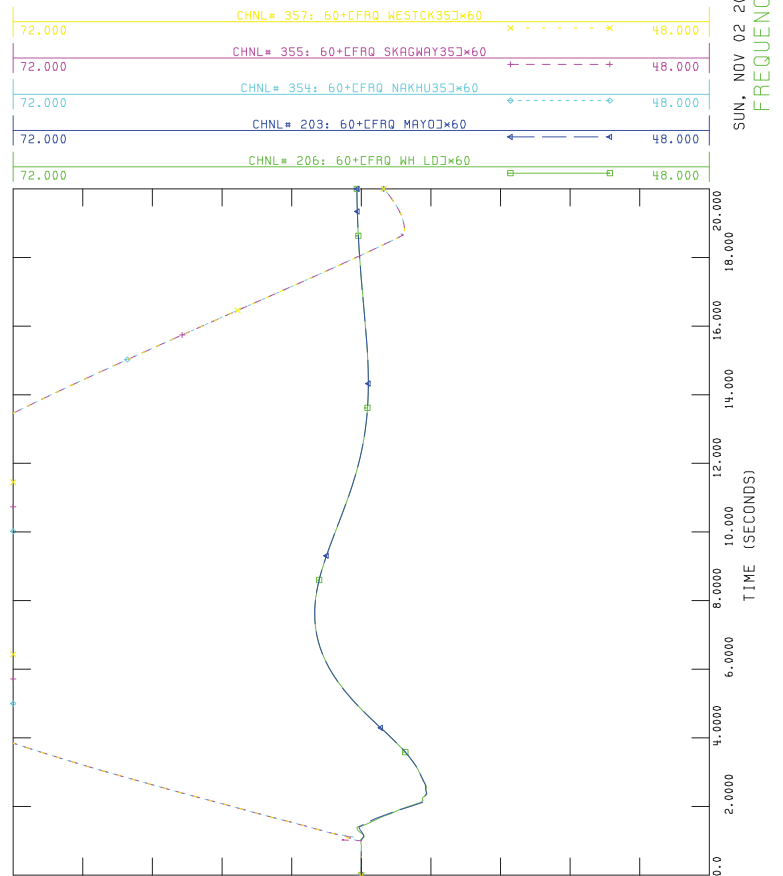
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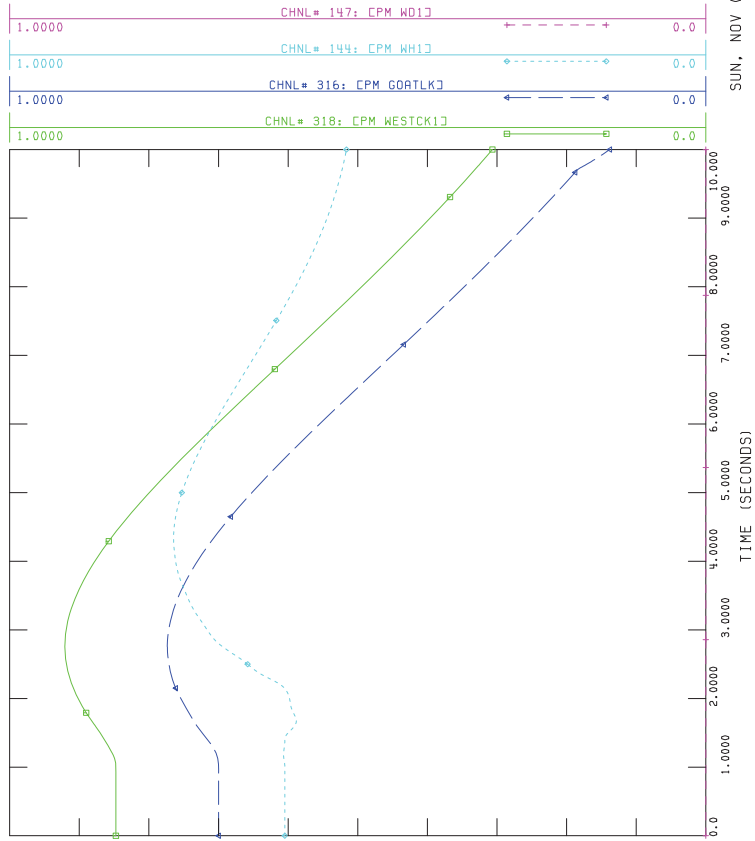
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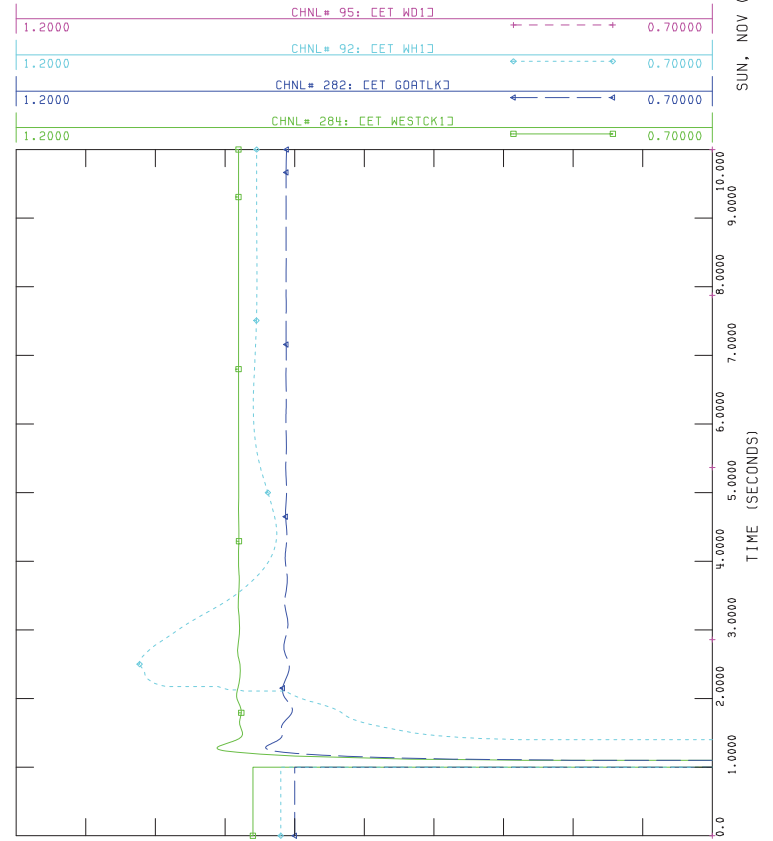
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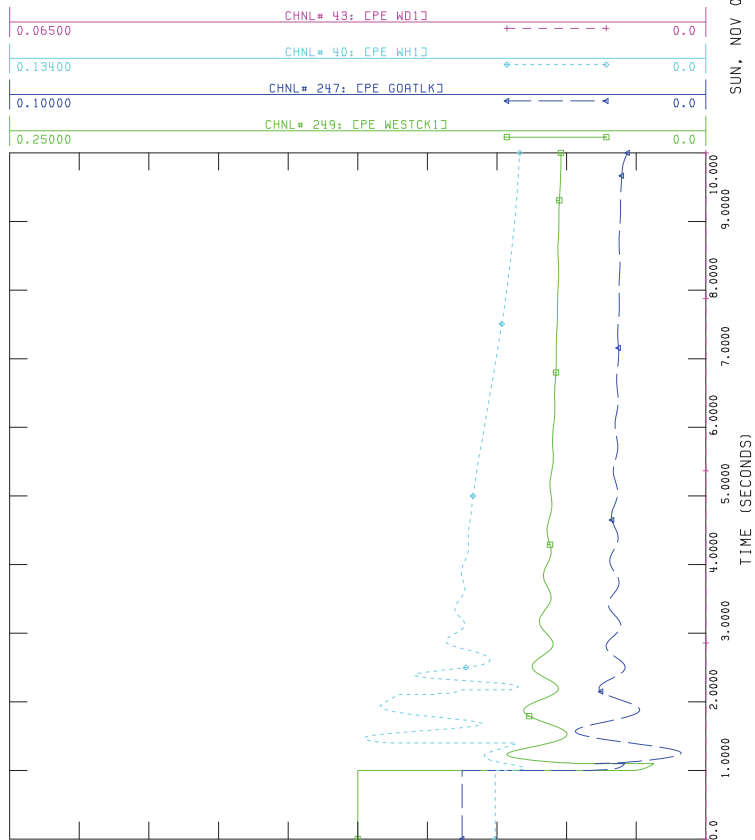
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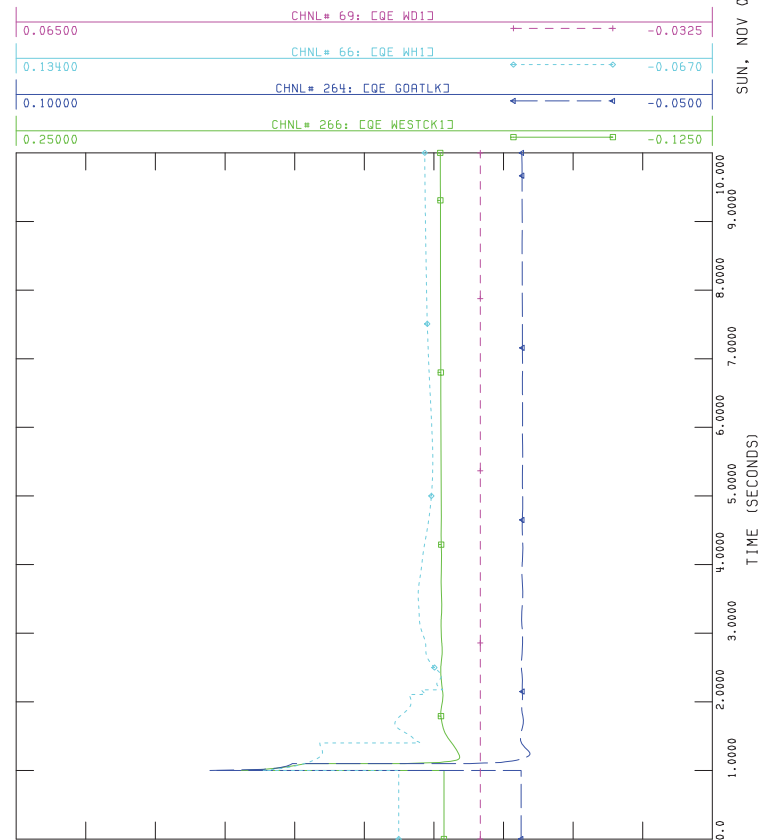
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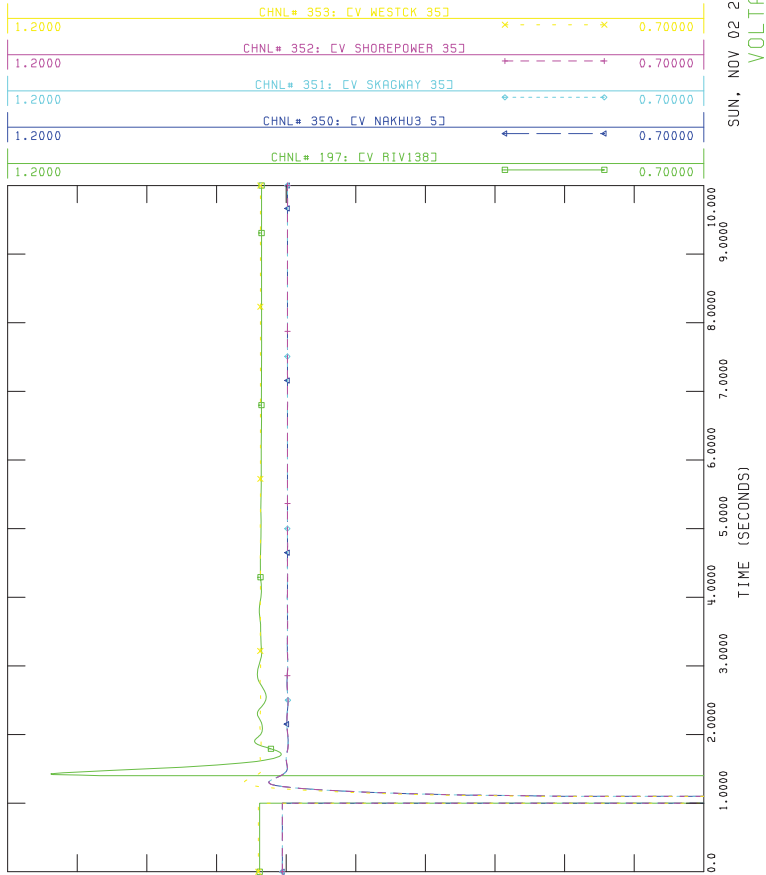
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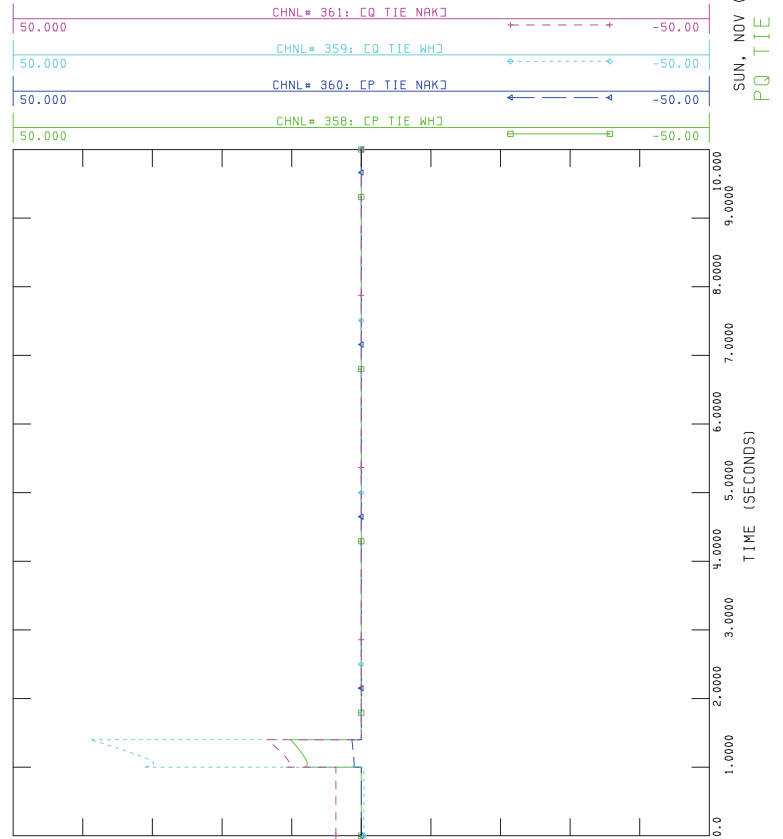
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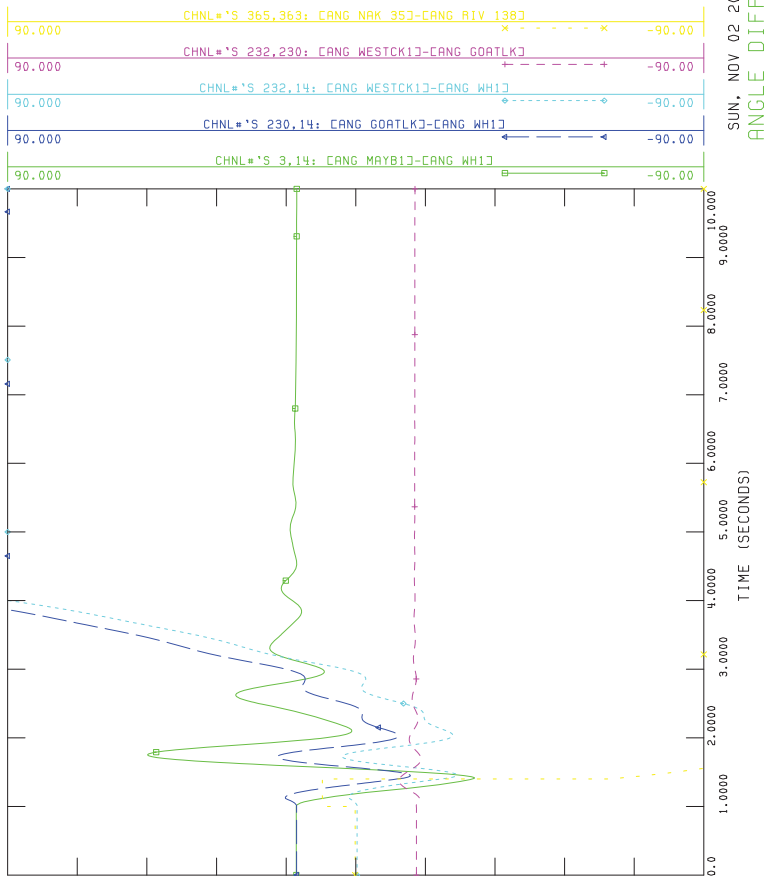
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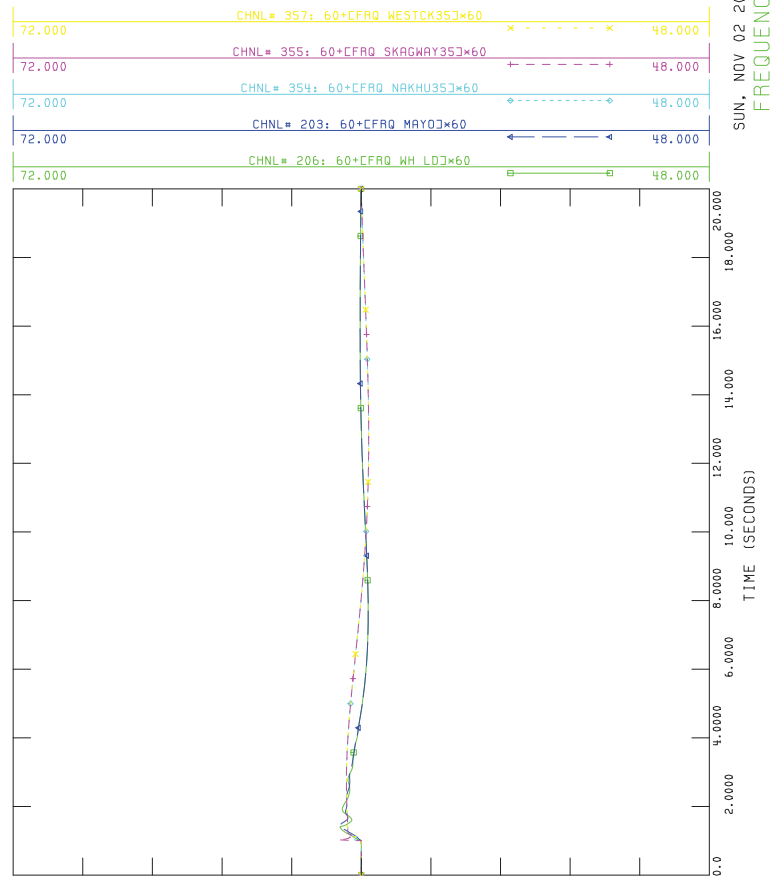
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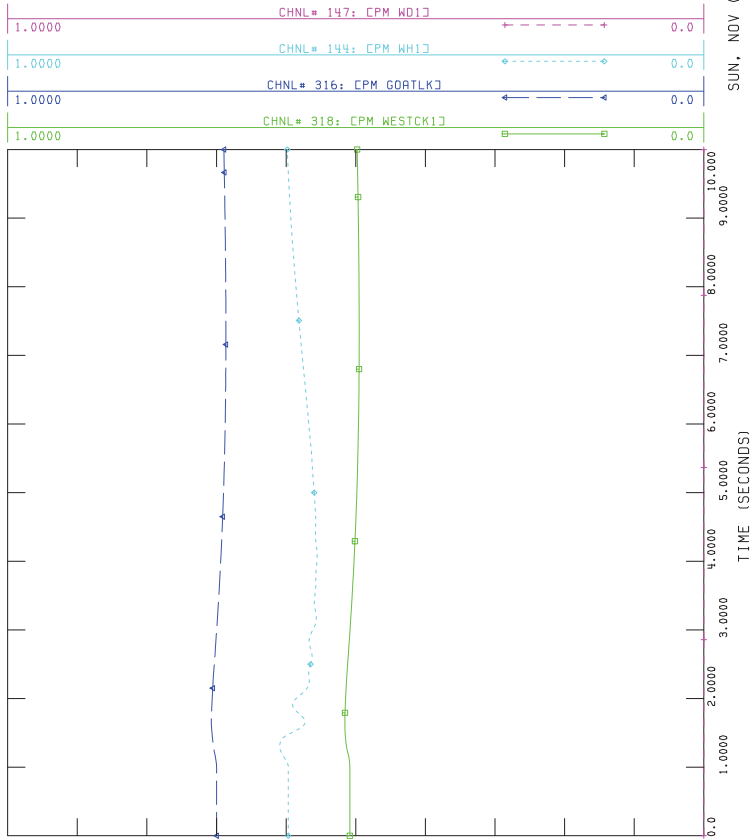
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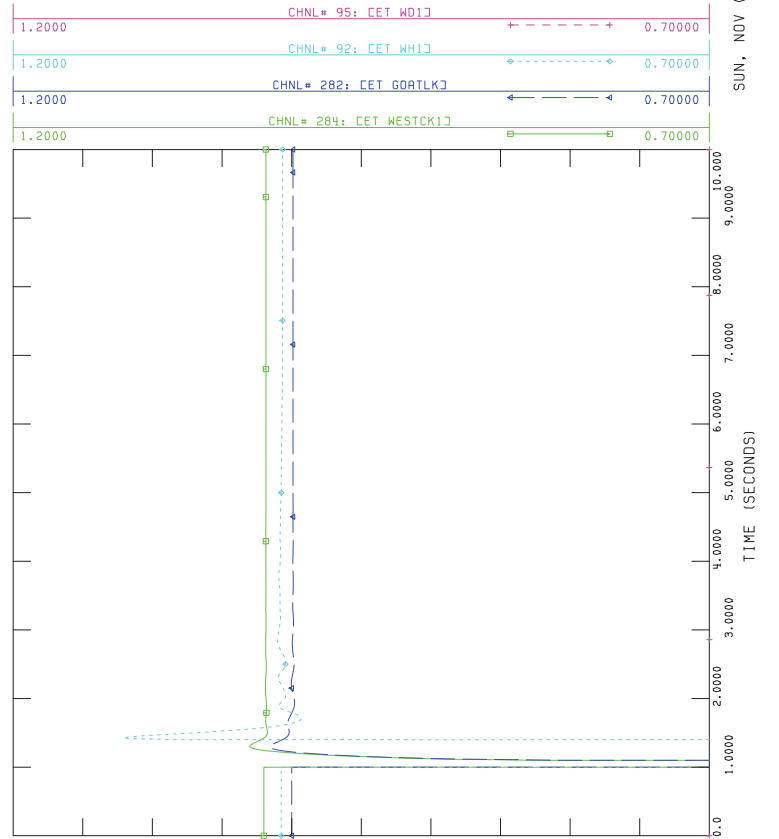
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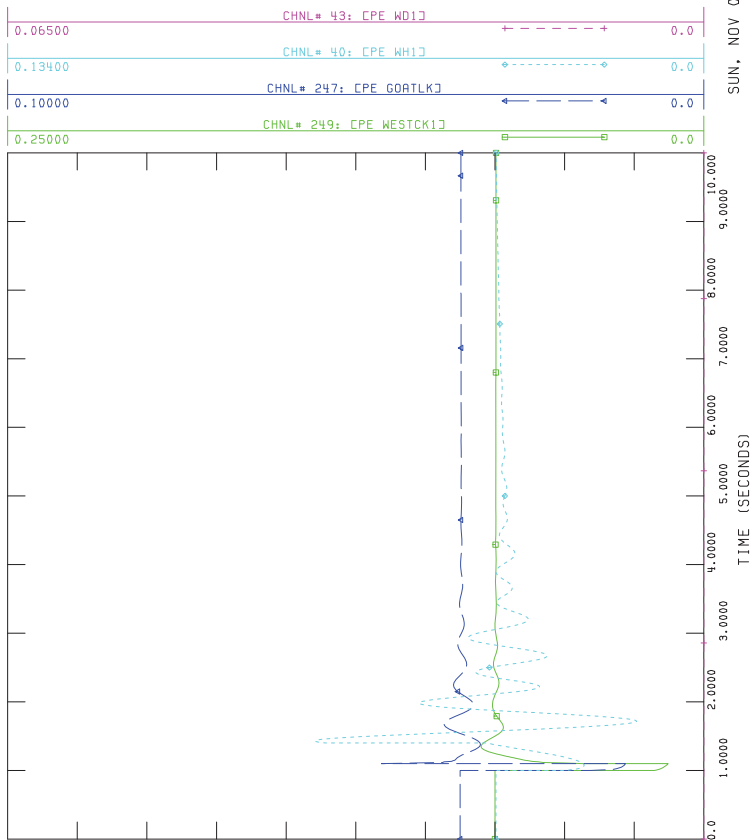
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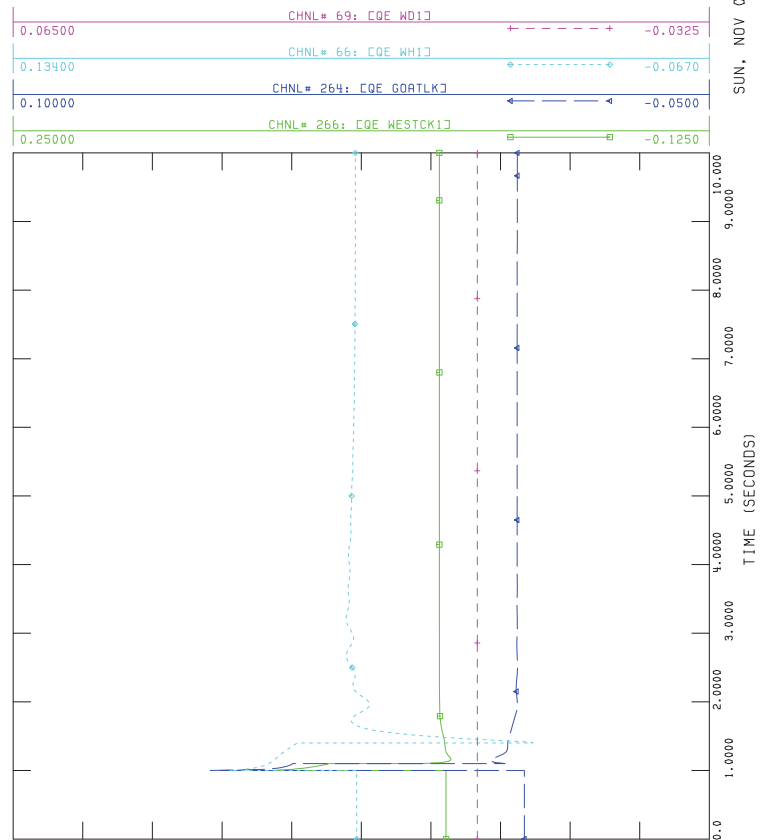
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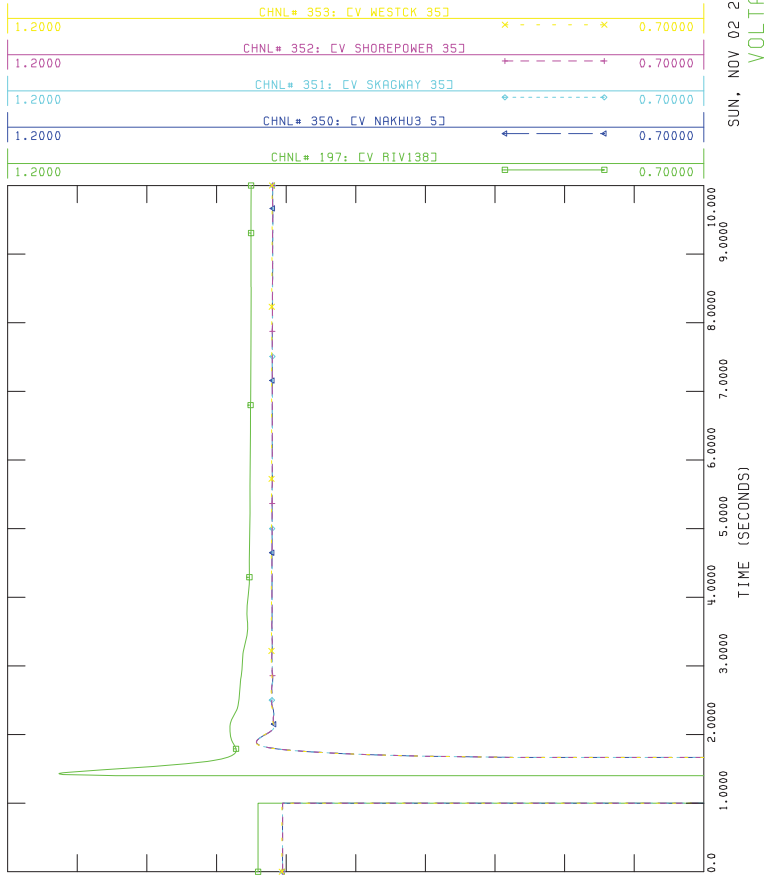
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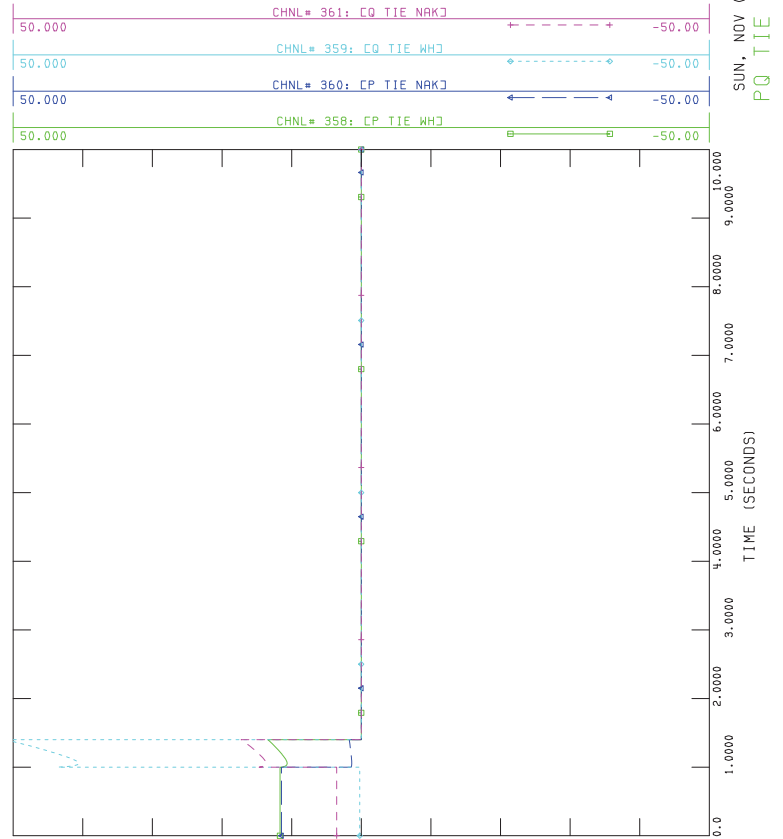
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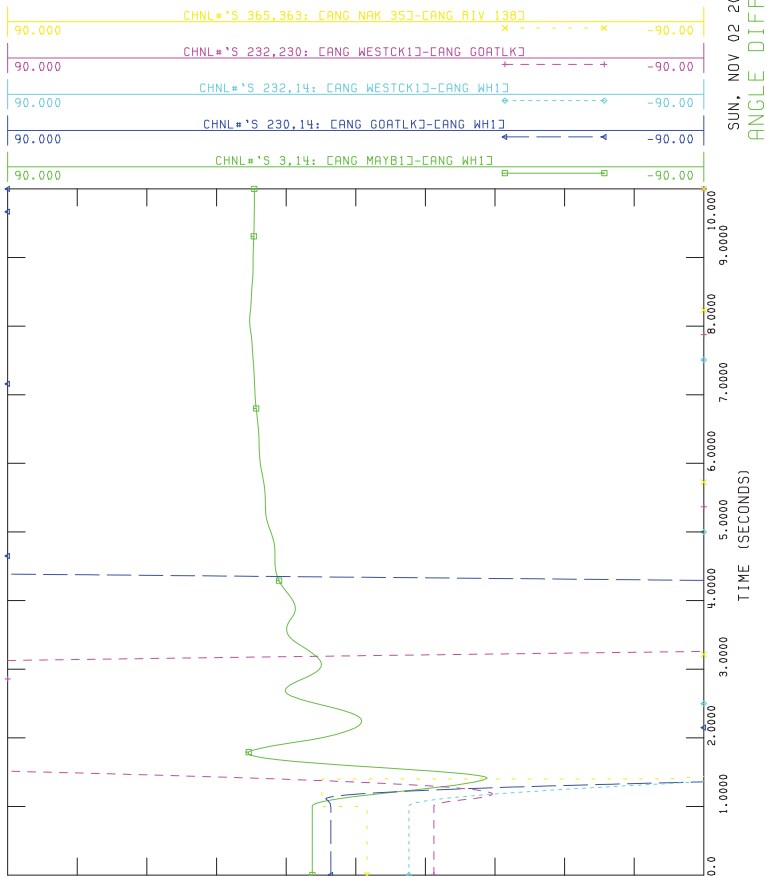
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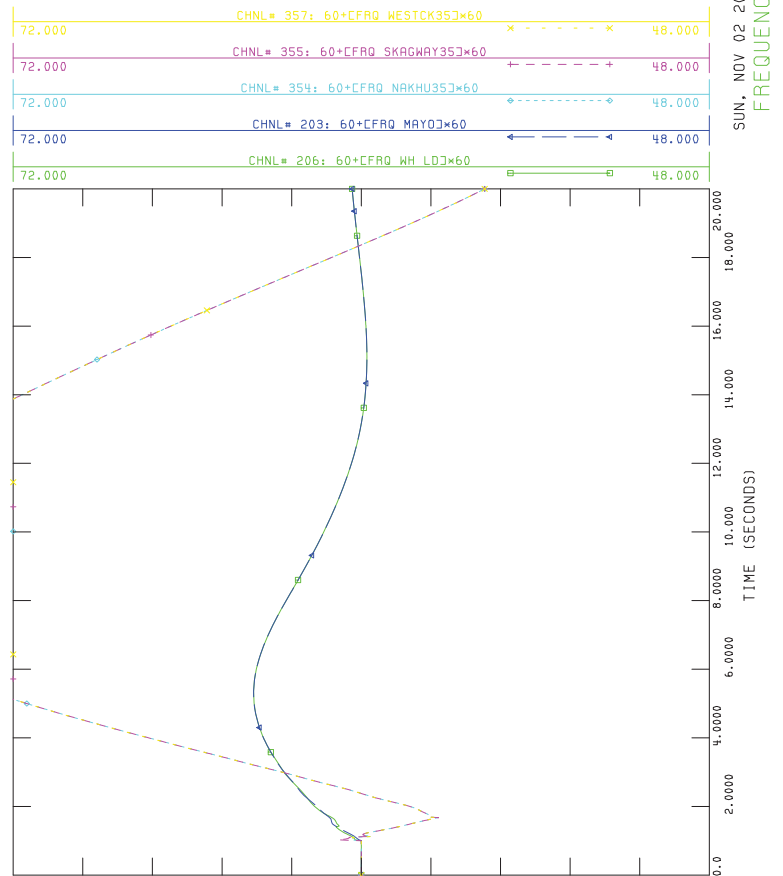
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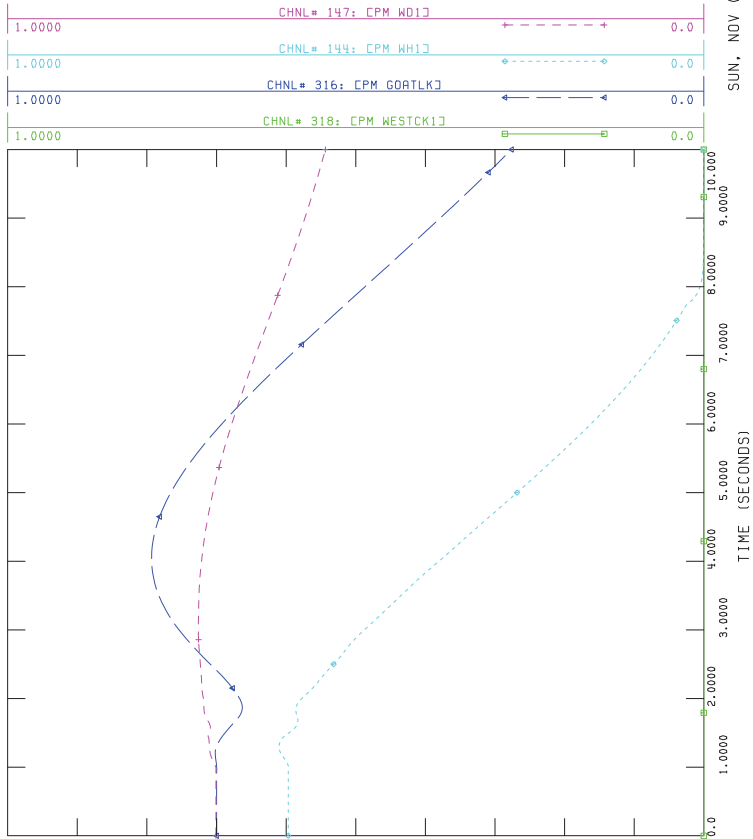
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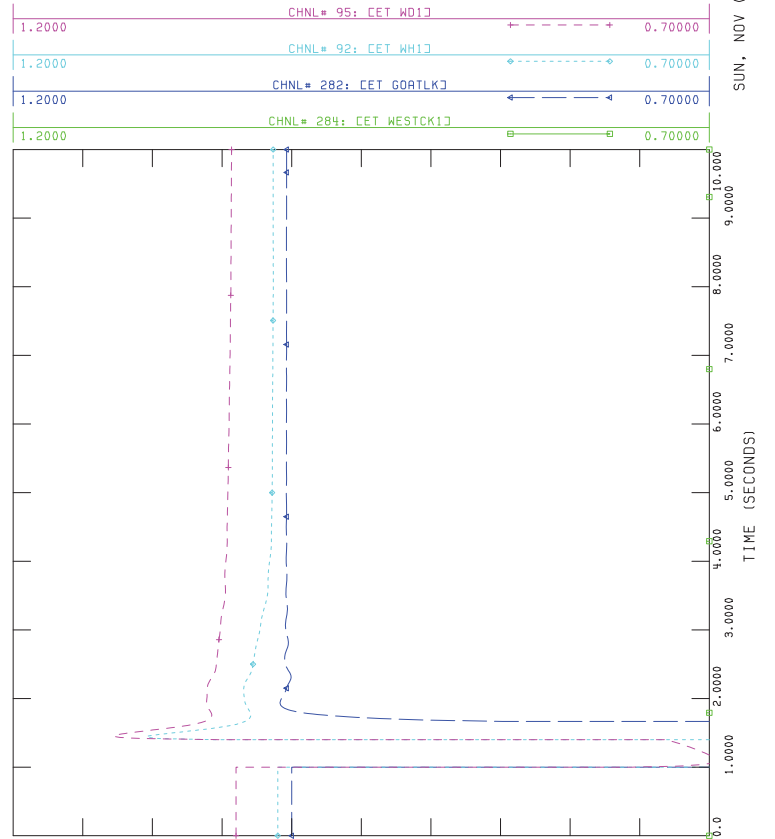
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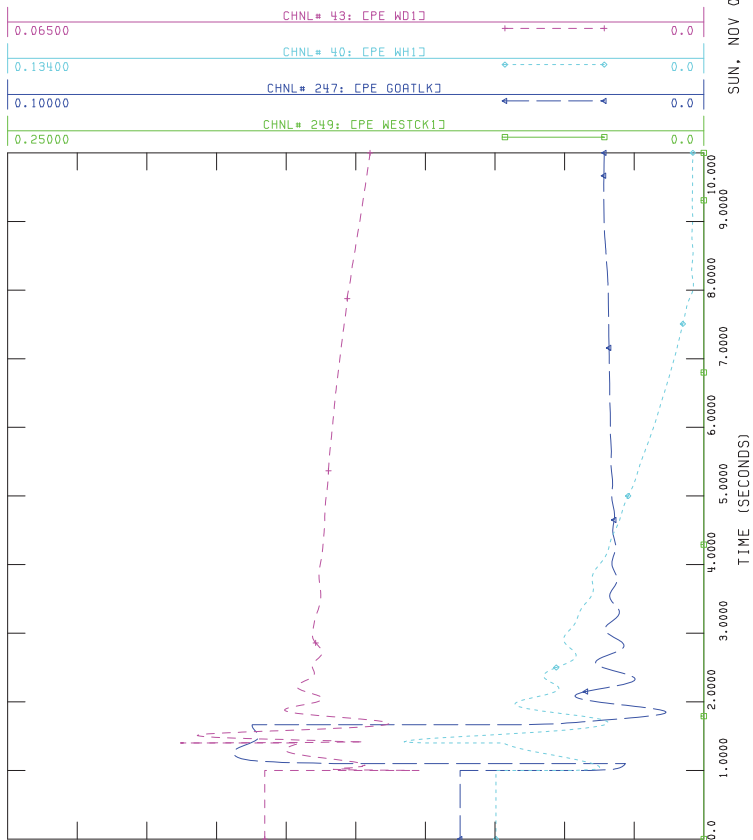
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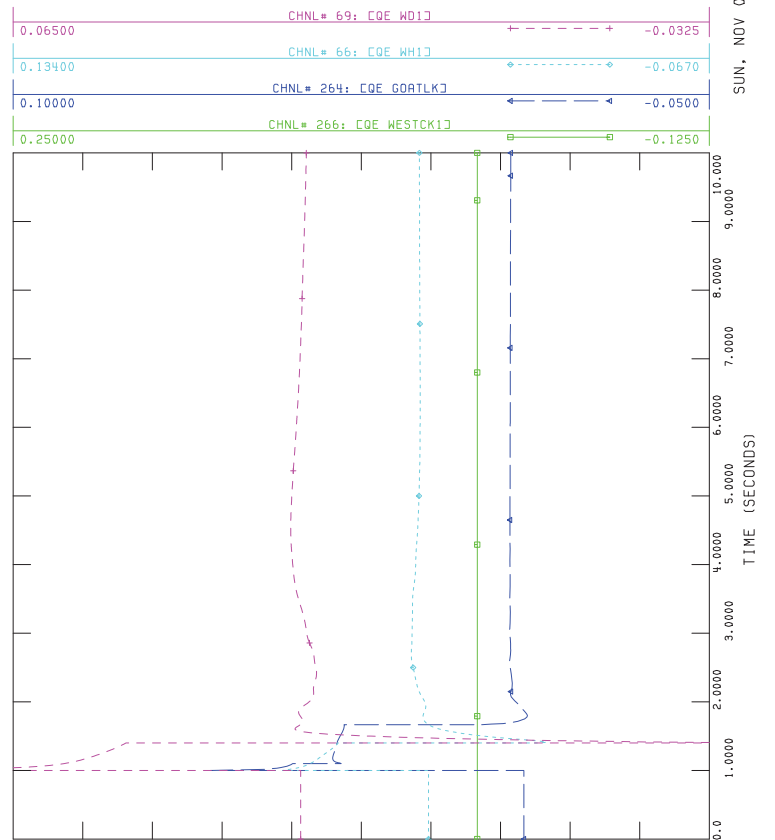
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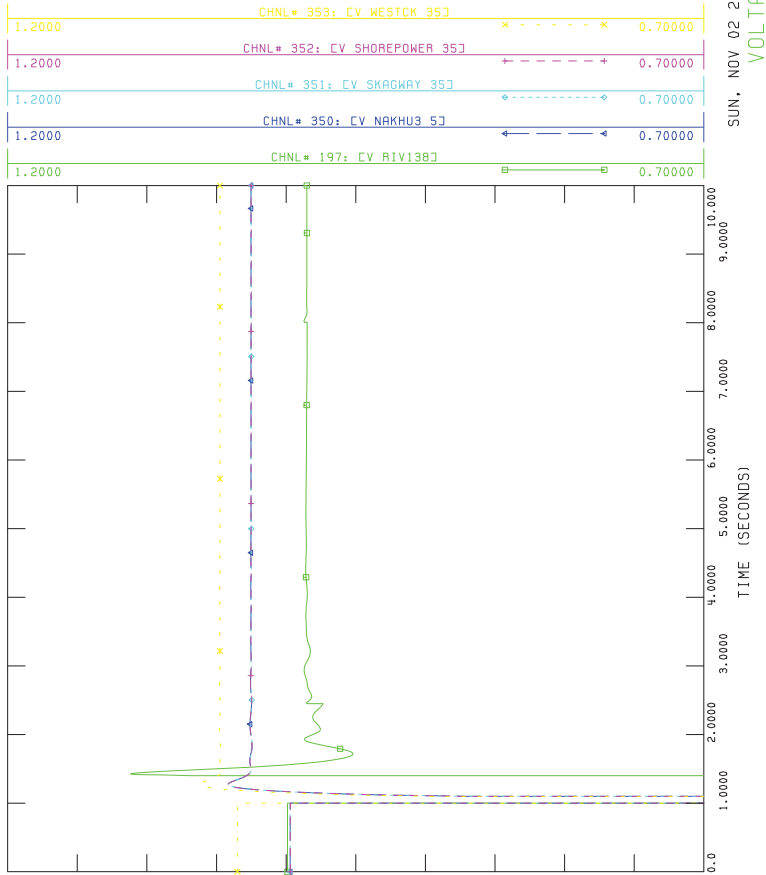
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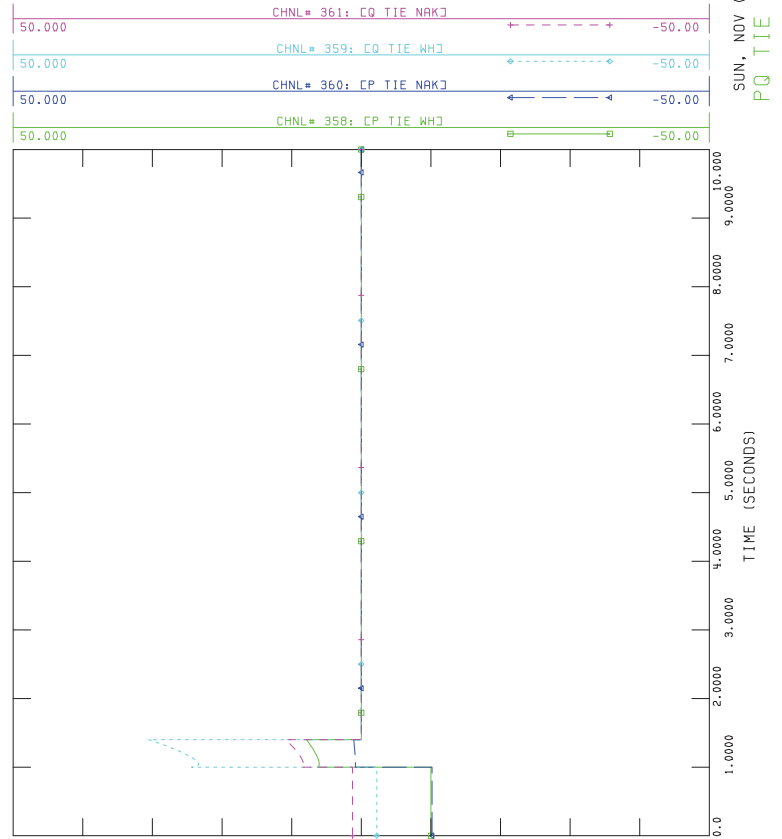
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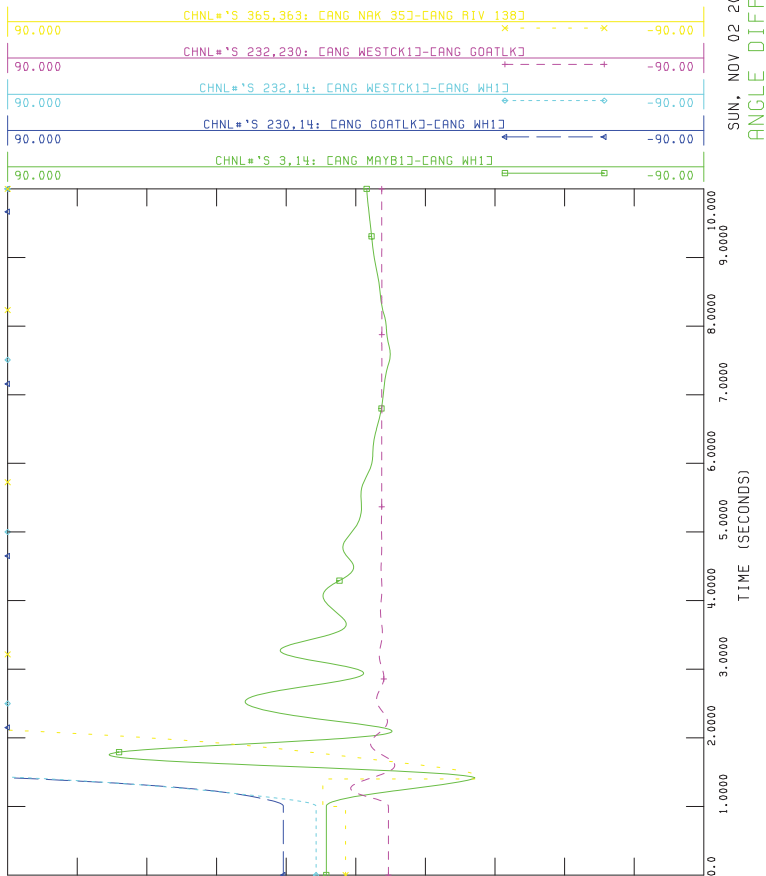
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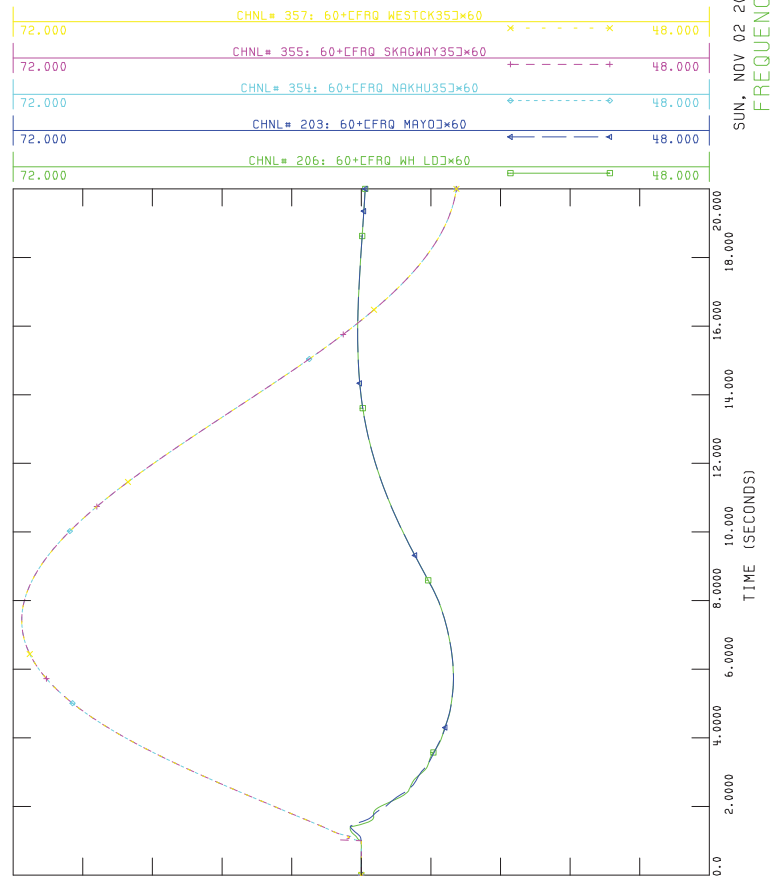
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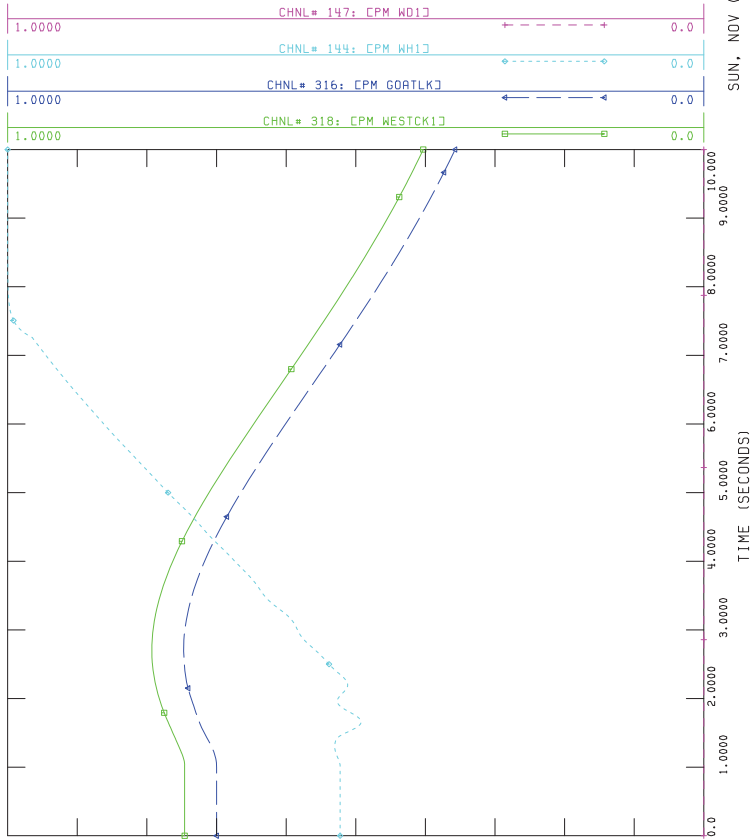
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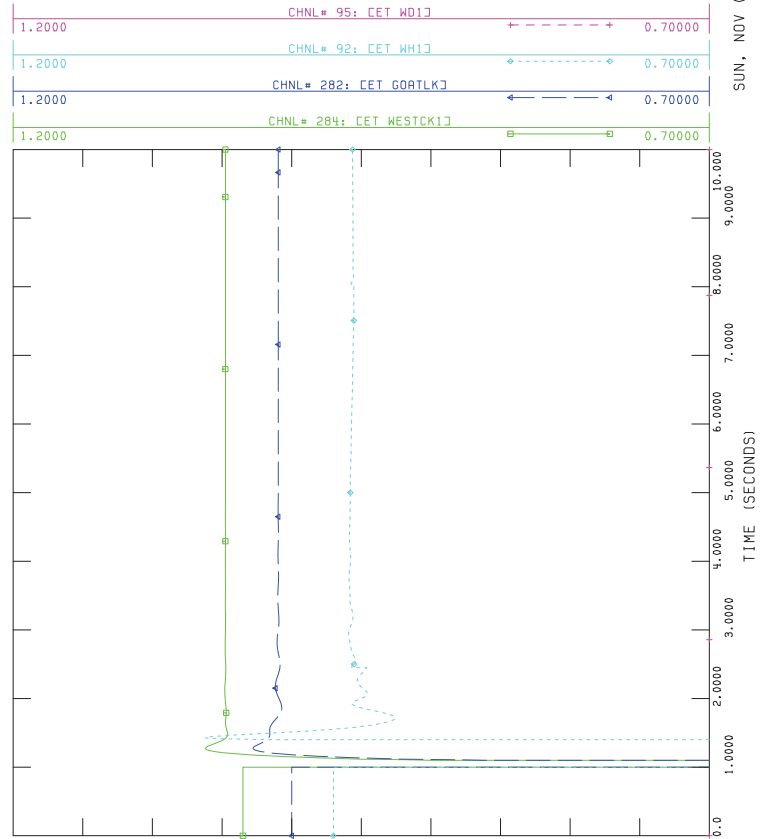
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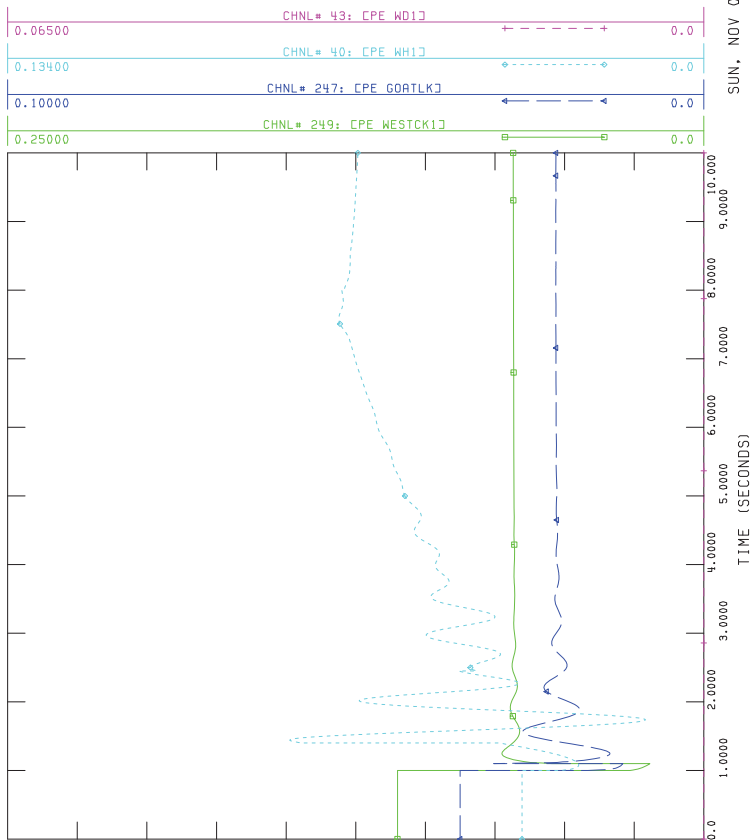
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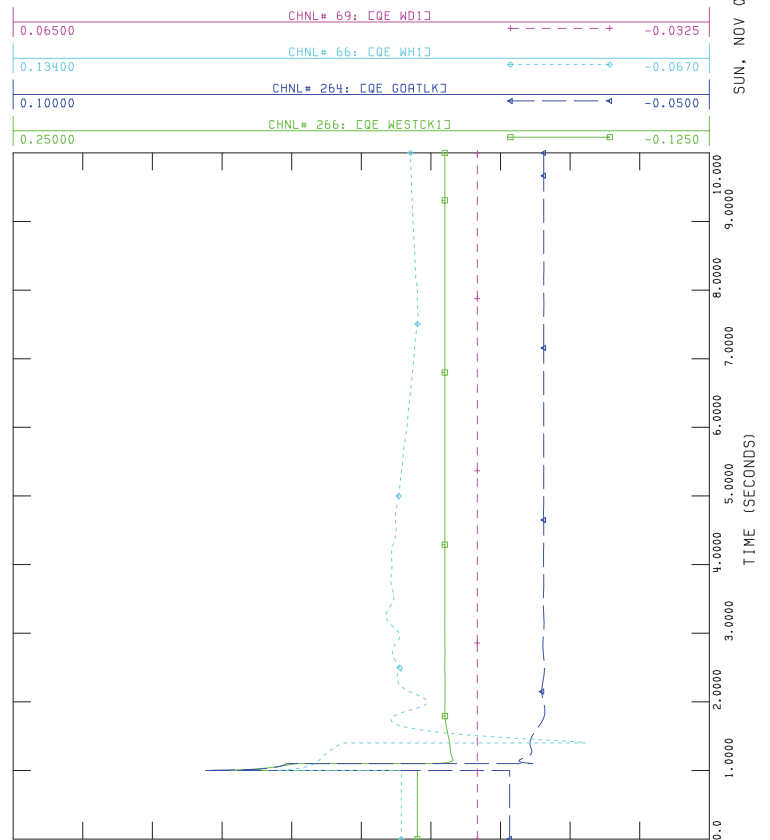
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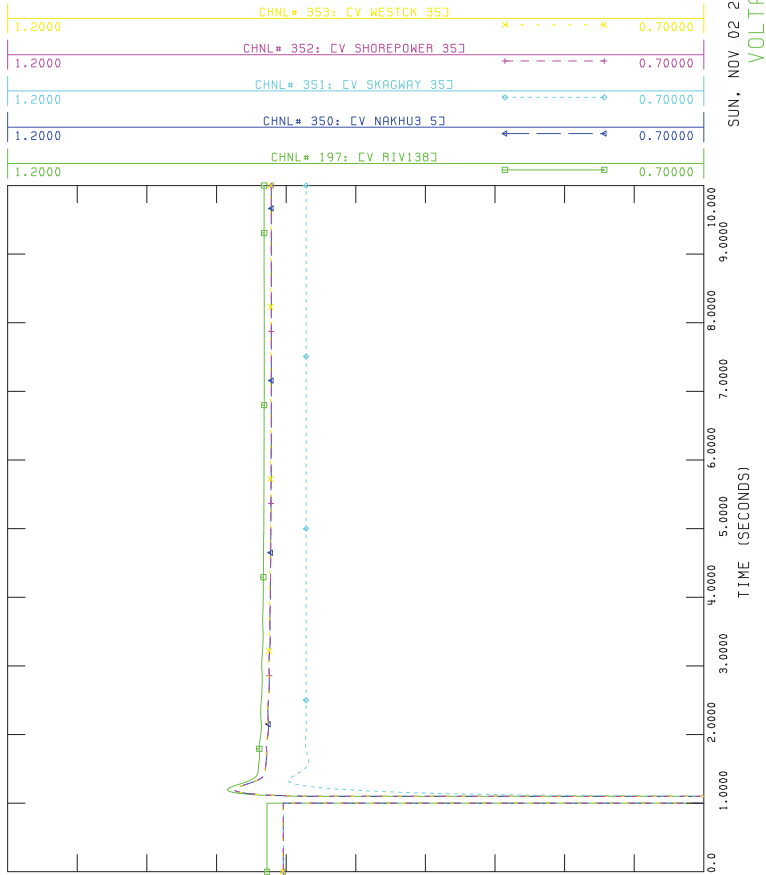
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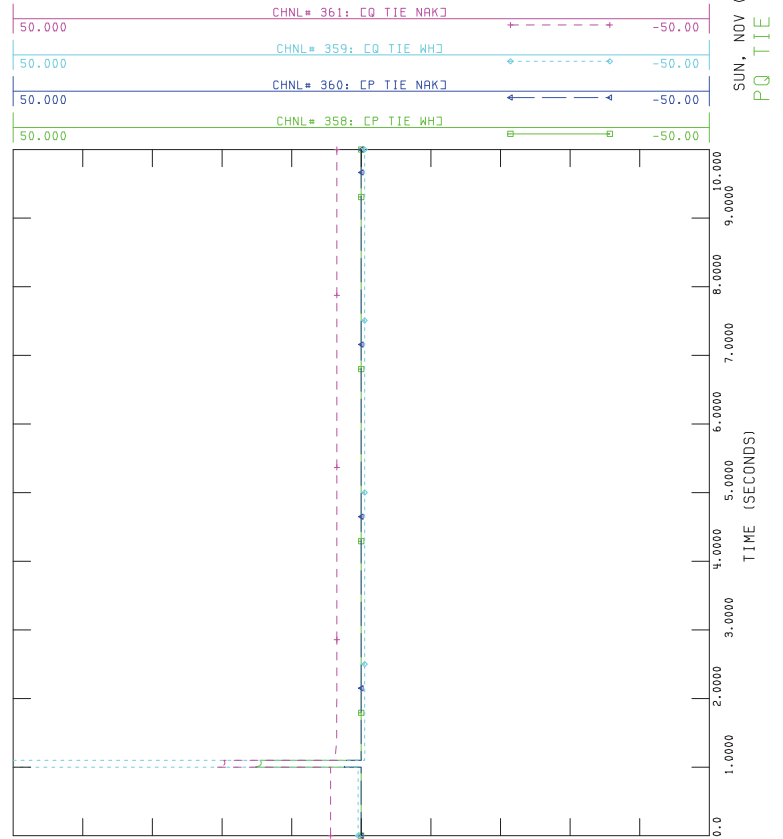
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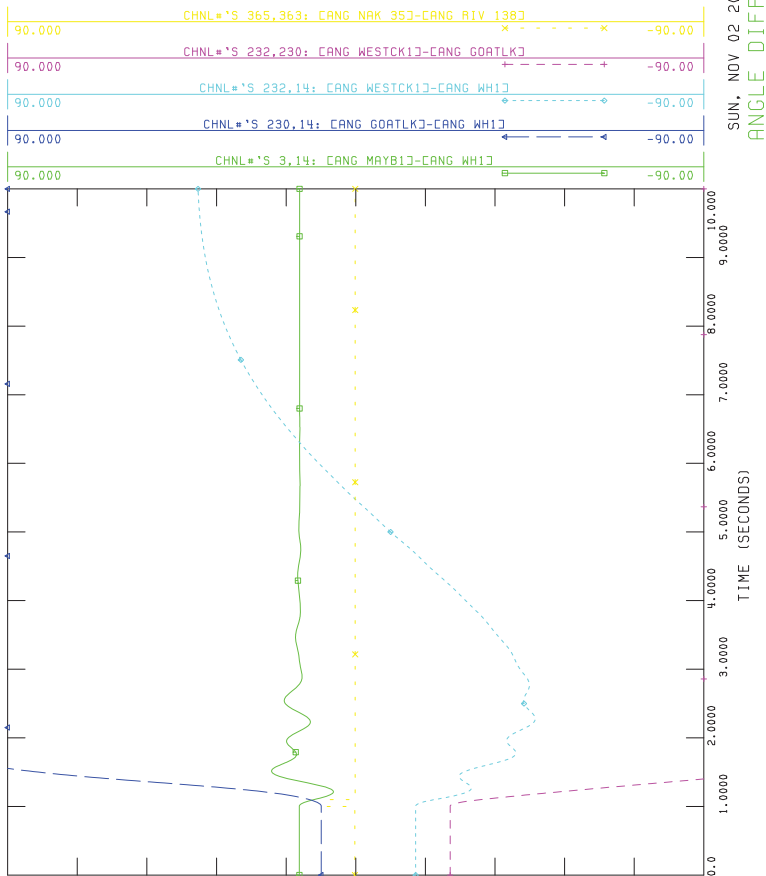
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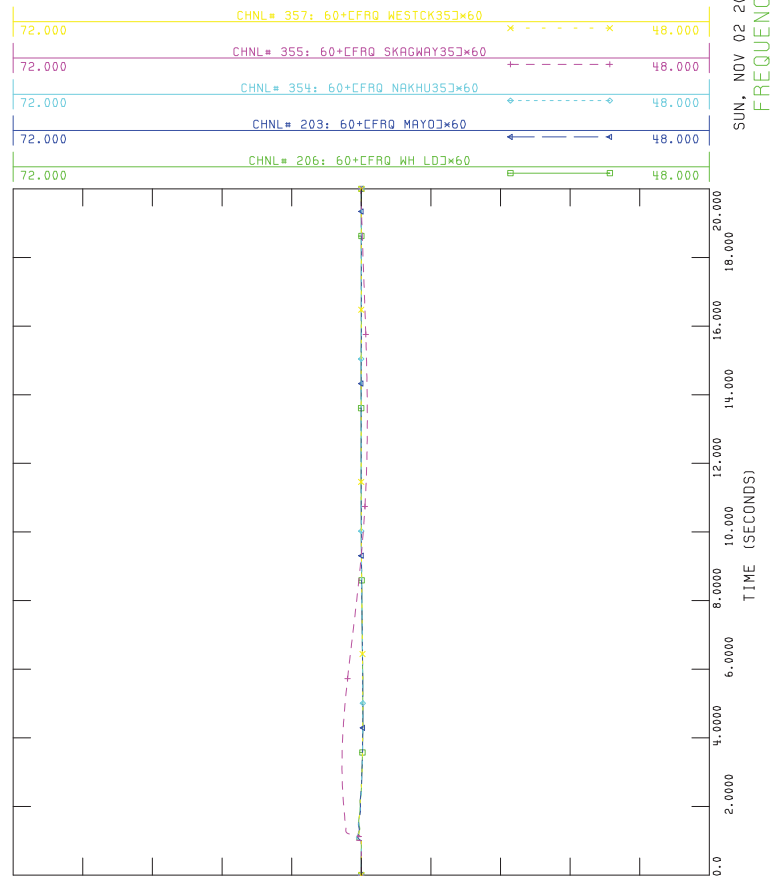
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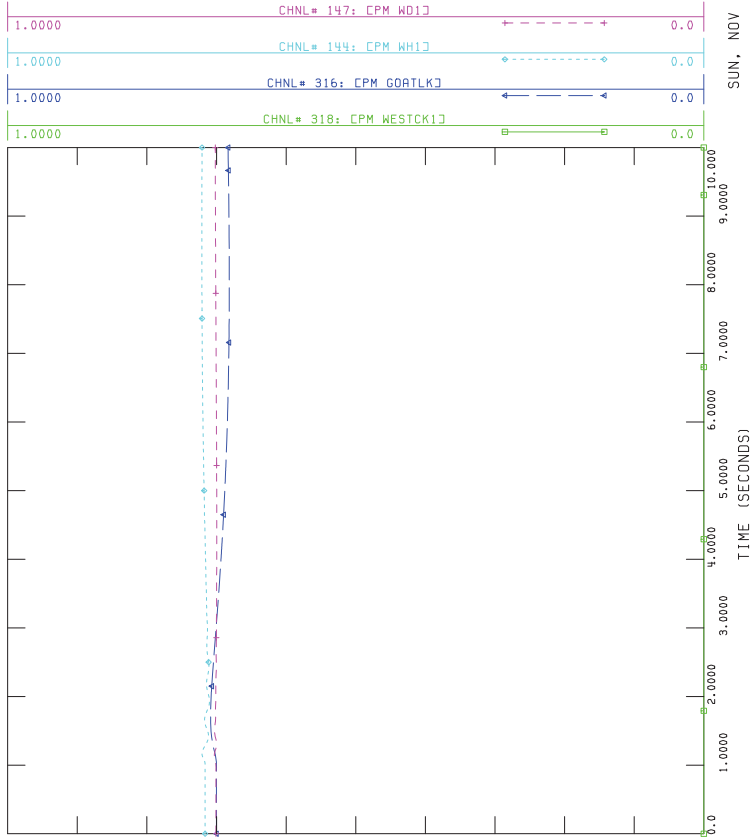
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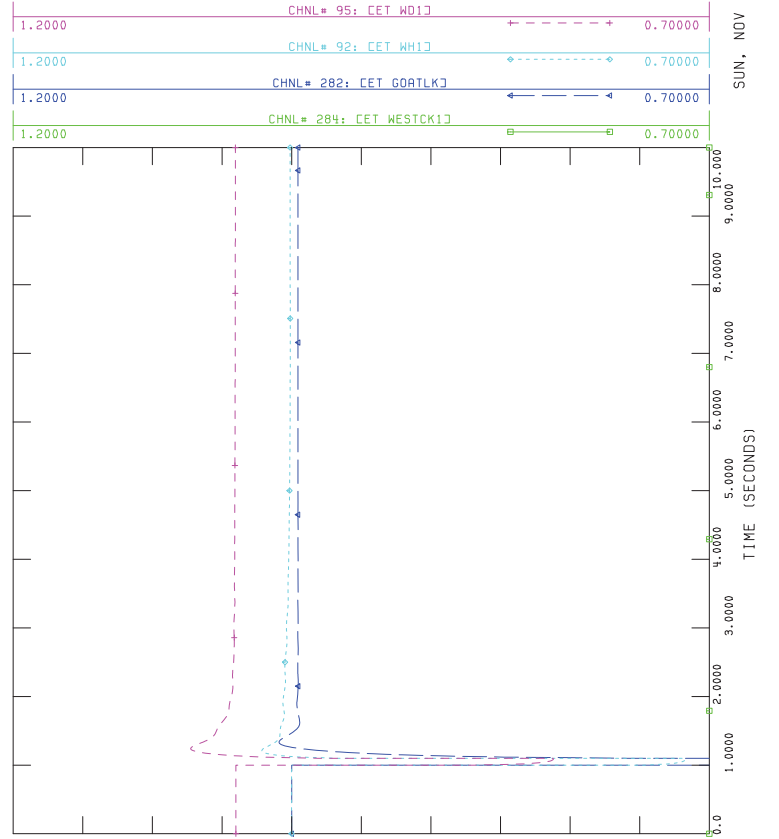
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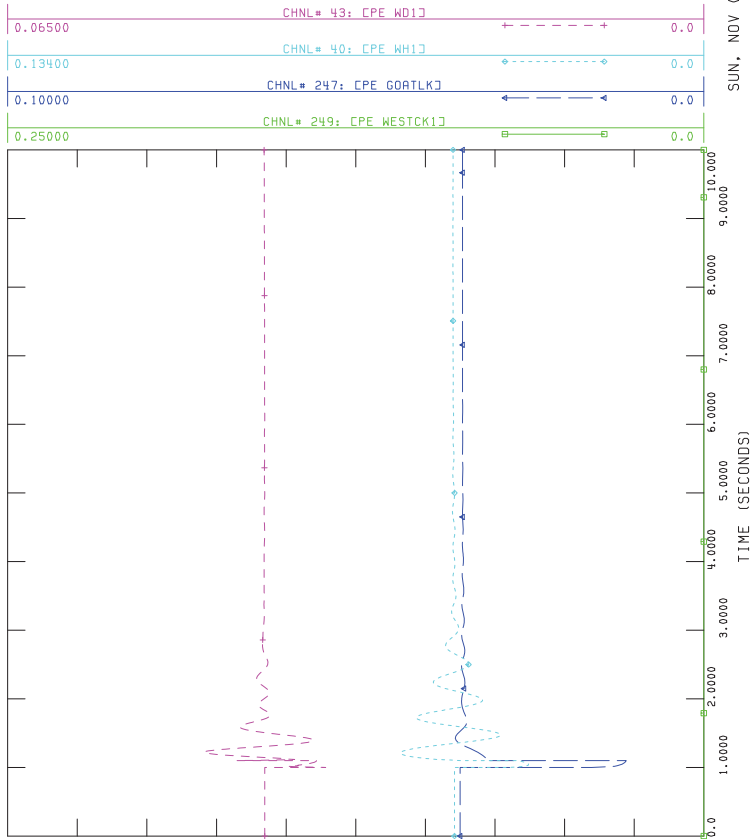
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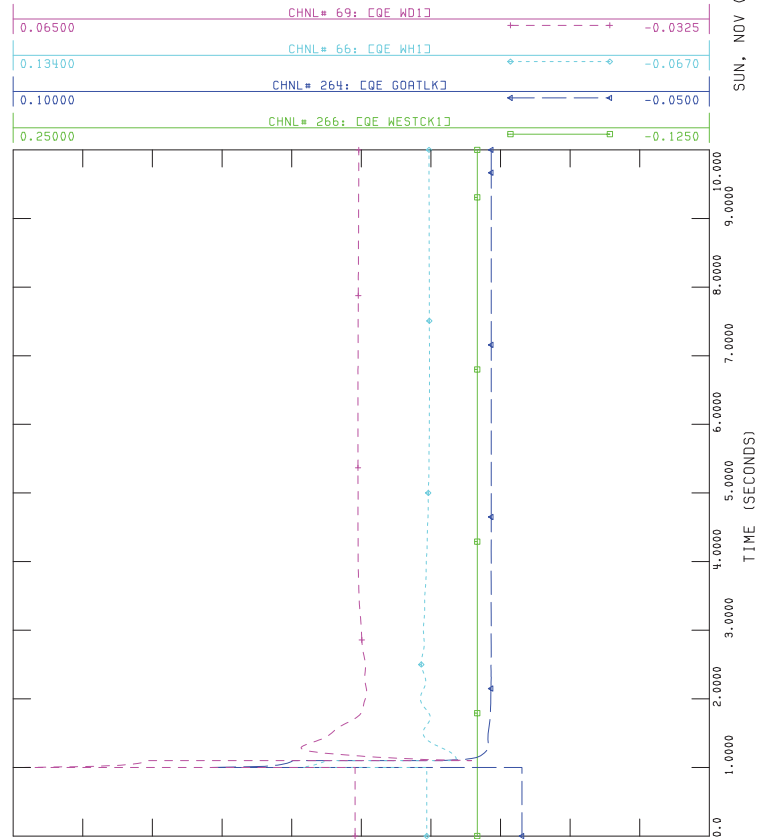
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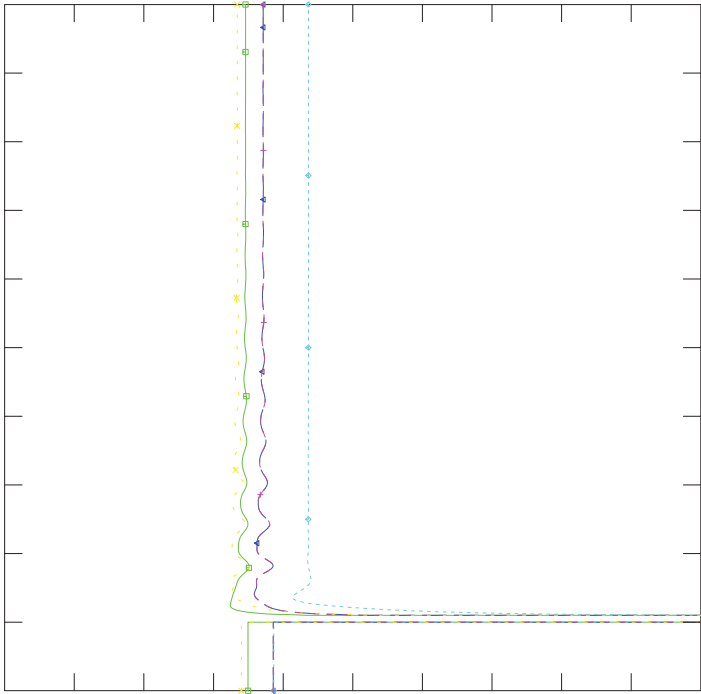
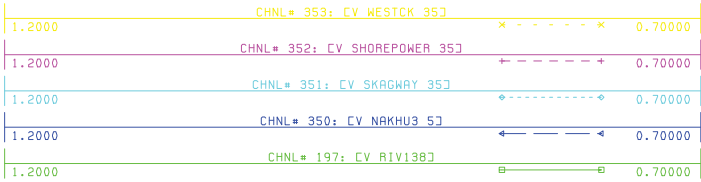
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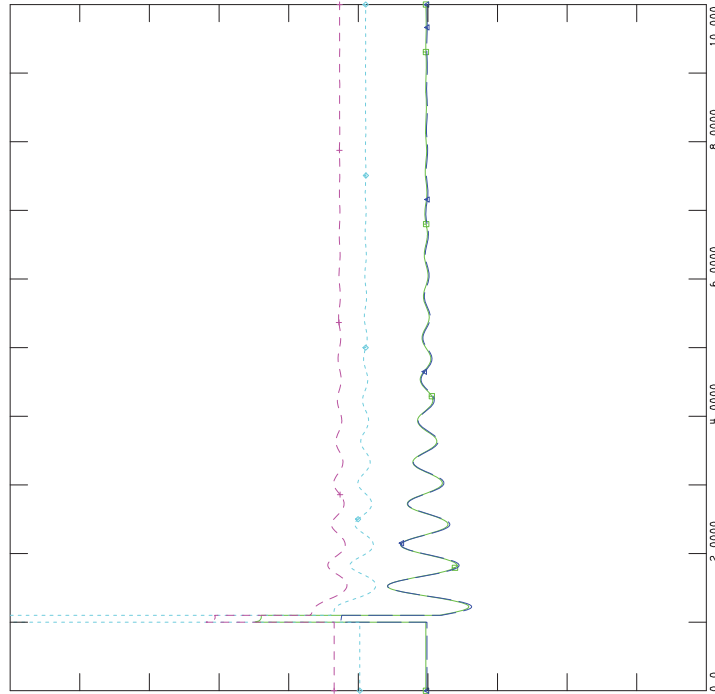
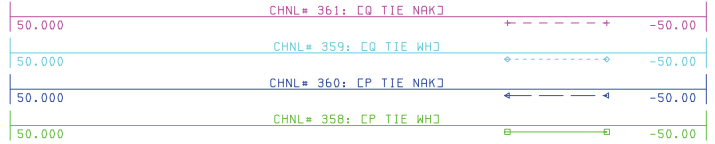


SUN, NOV 02 2014 8:50
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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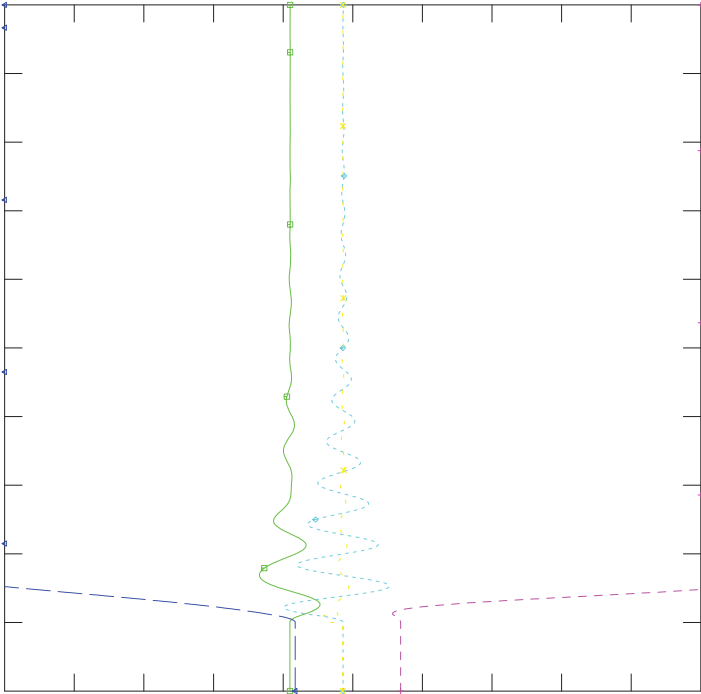


SUN, NOV 02 2014 8:50
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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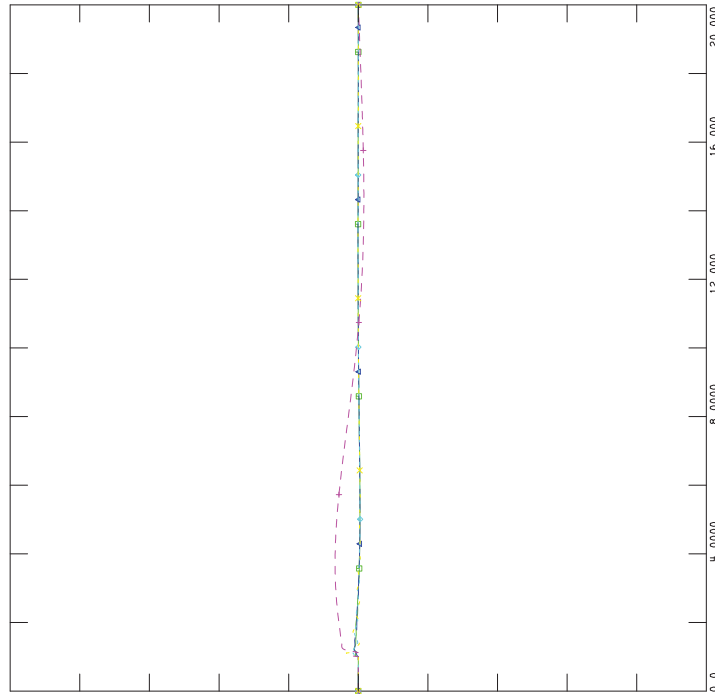


SUN, NOV 02 2014 8:50
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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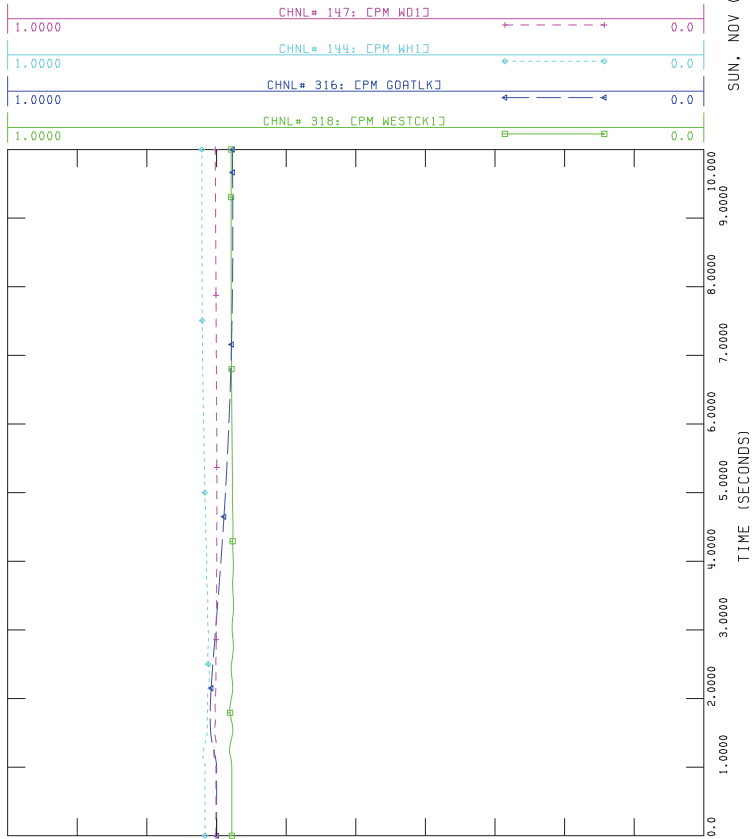


SUN, NOV 02 2014 8:50
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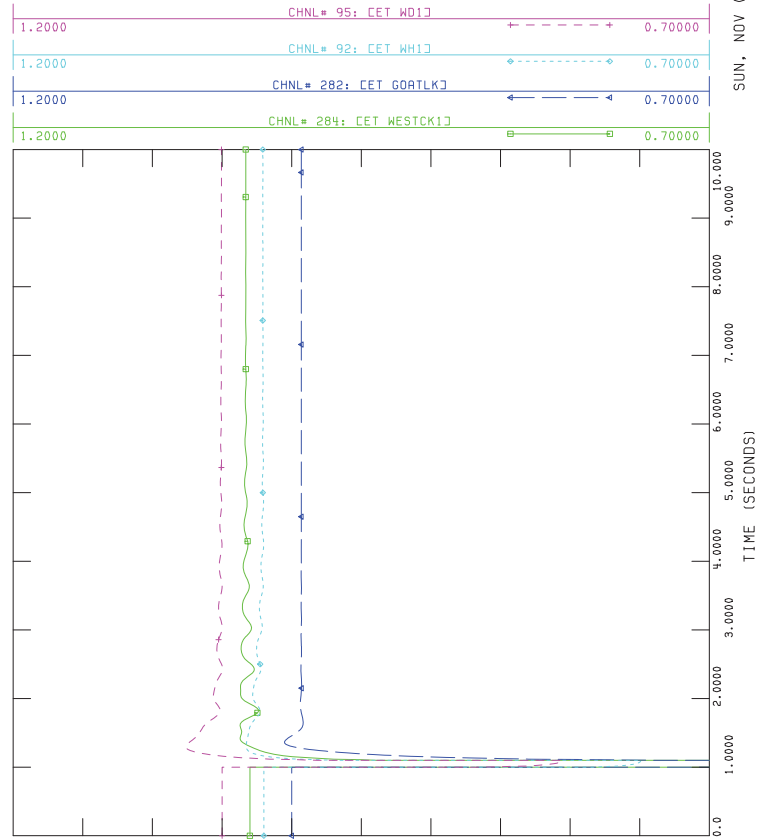
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INTERCONNECTION

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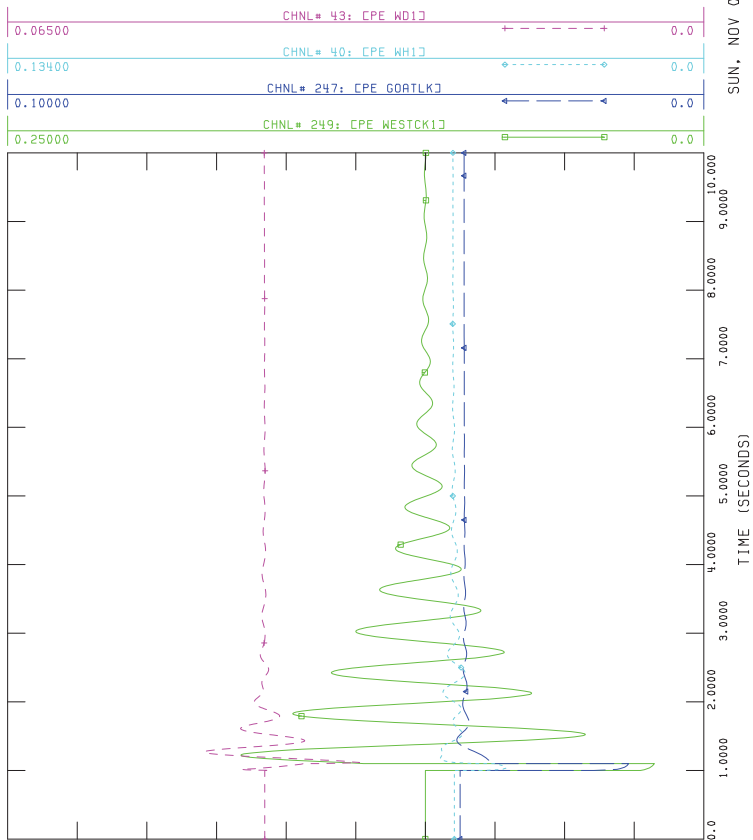
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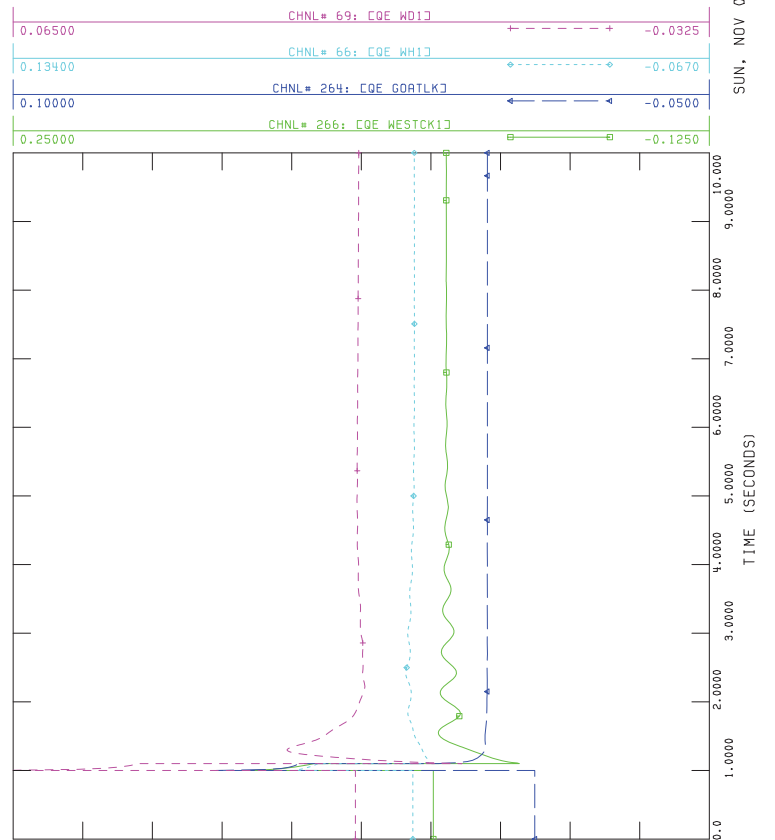
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INTERCONNECTION

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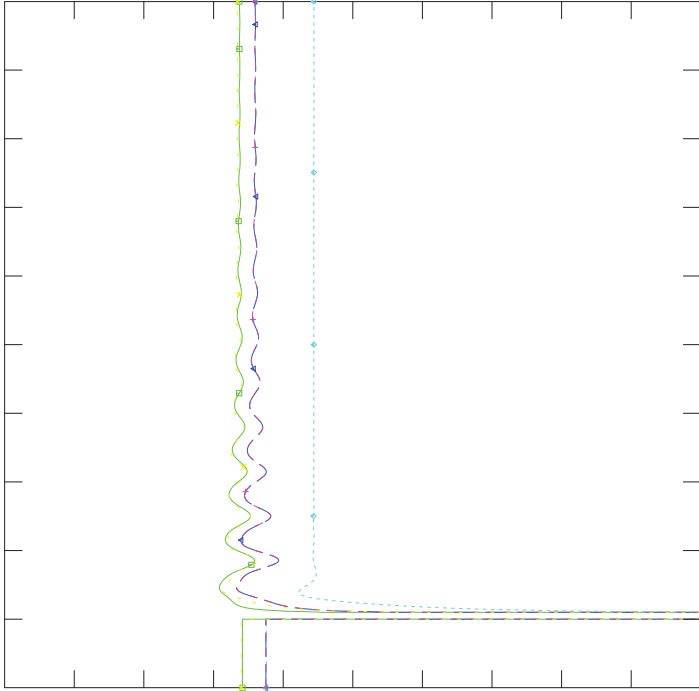
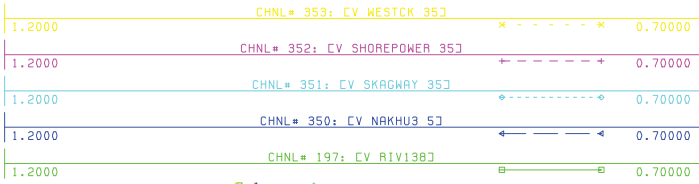
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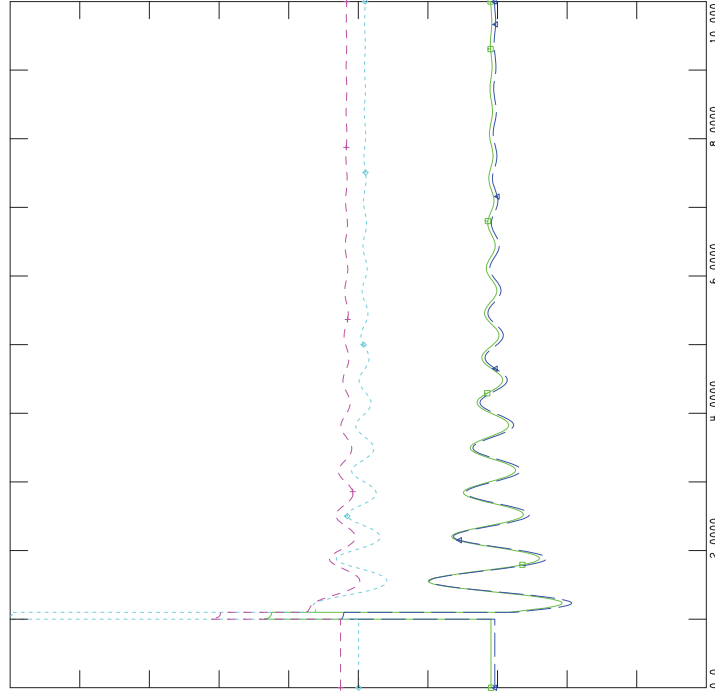
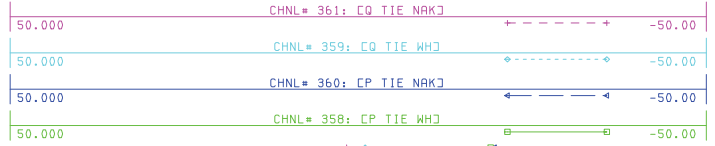


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VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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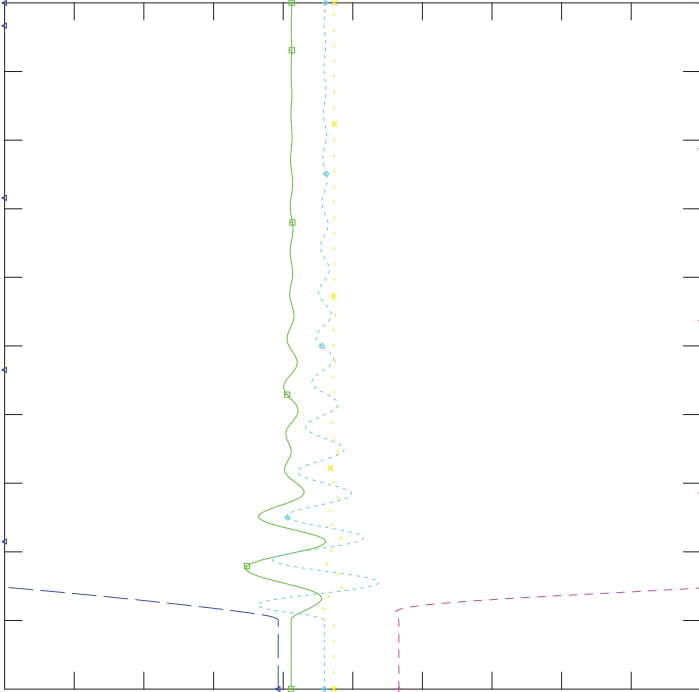


SUN, NOV 02 2014 8:50
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W20i_YAchn.out

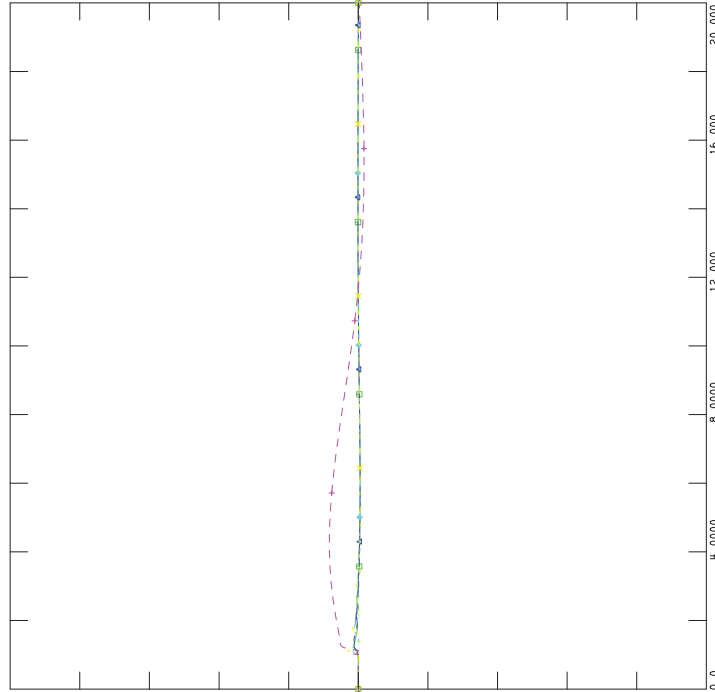
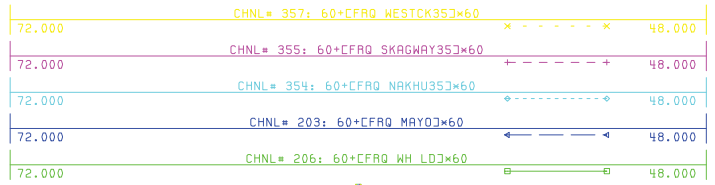


SUN, NOV 02 2014 8:50
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W20i_YAchn.out

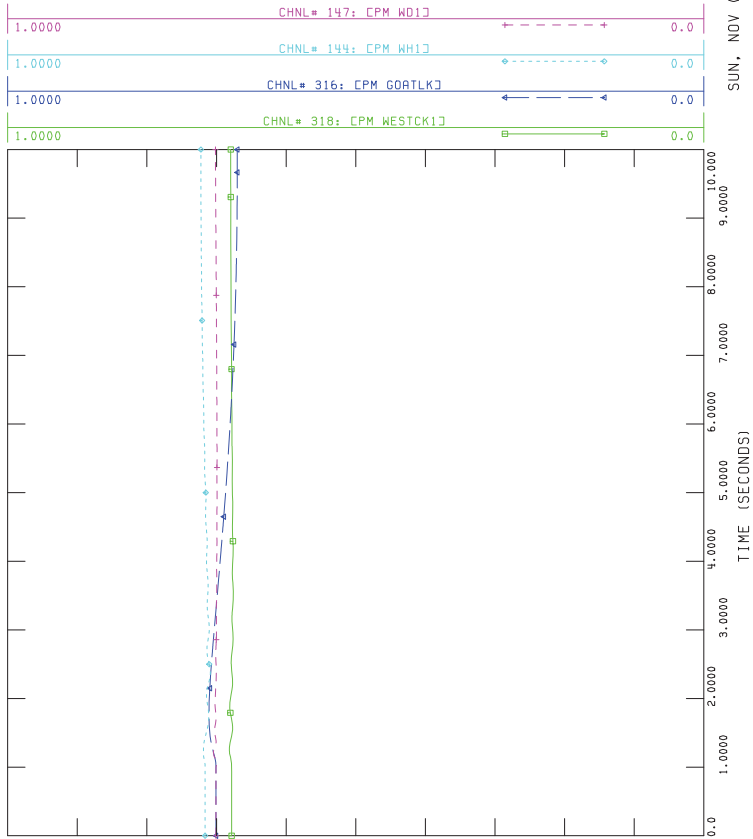


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FREQUENCY (HZ)



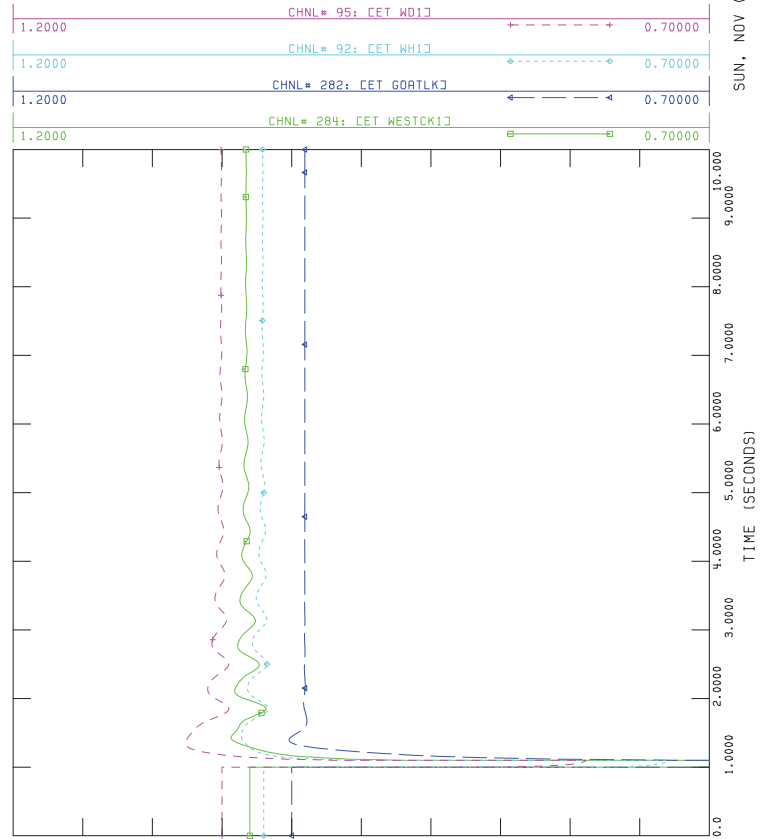
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W20i_YAchn.out



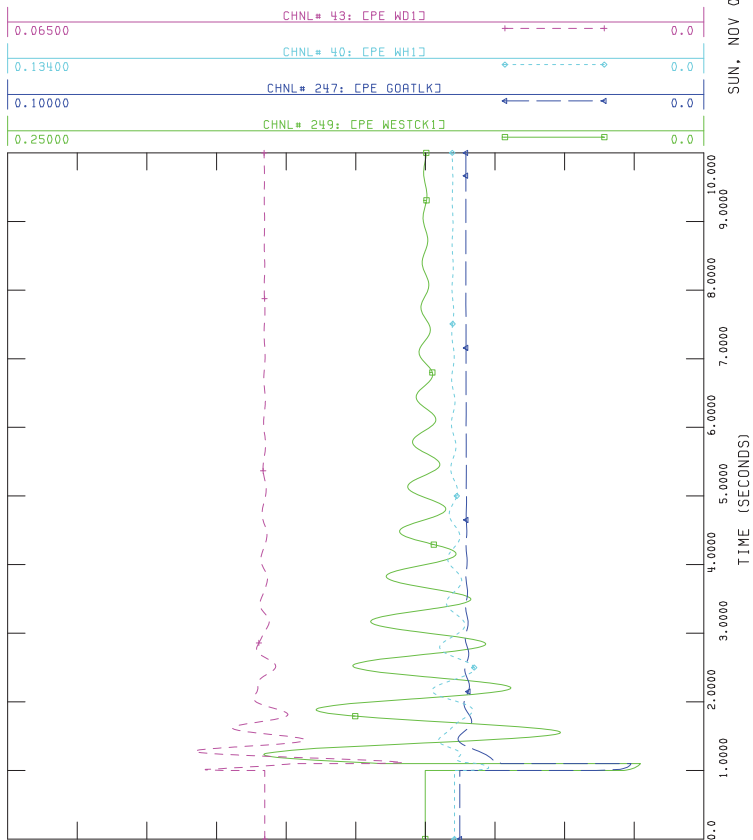
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W20i_YAchn.out



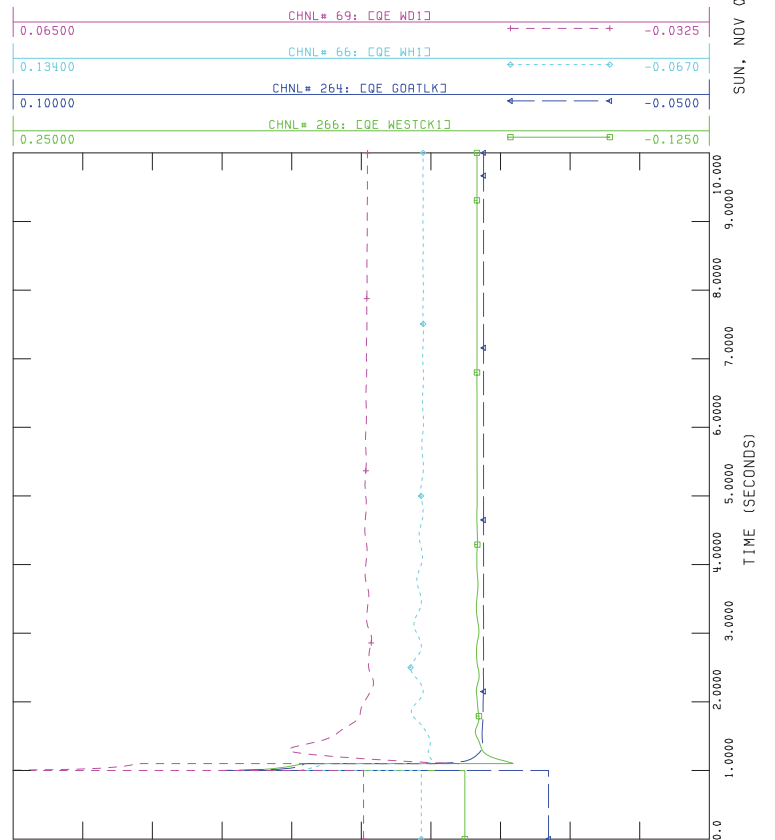
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W20i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

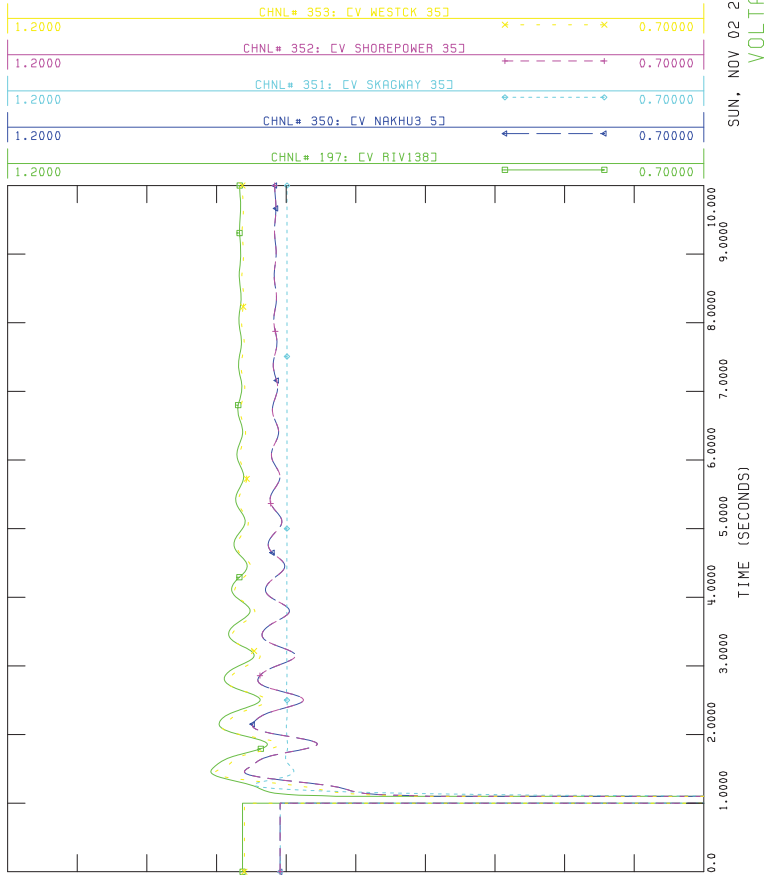
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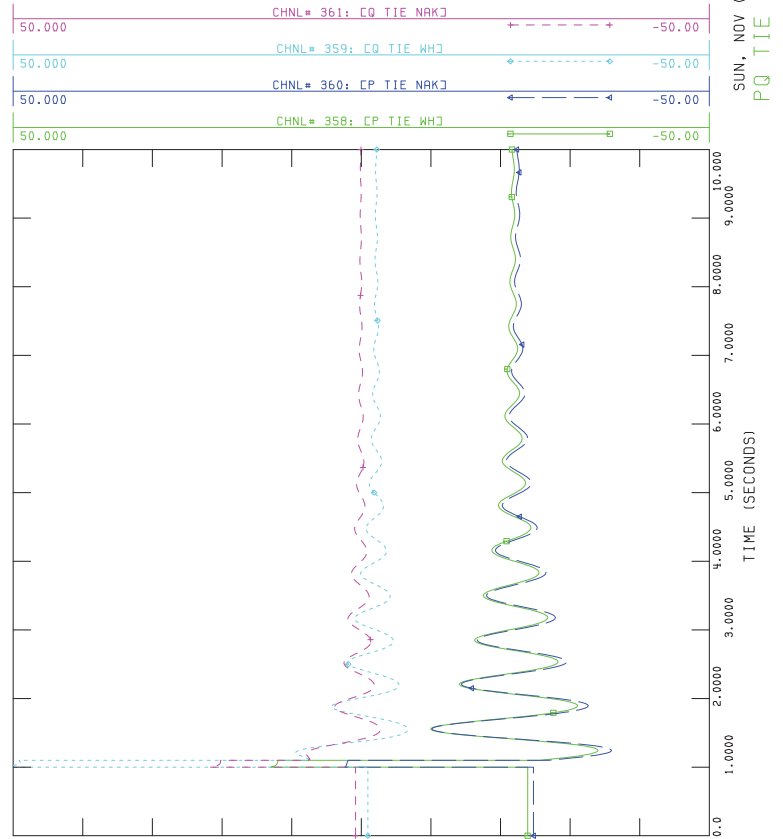
WHITEHORSE SKAGWAY
INTERCONNECTION

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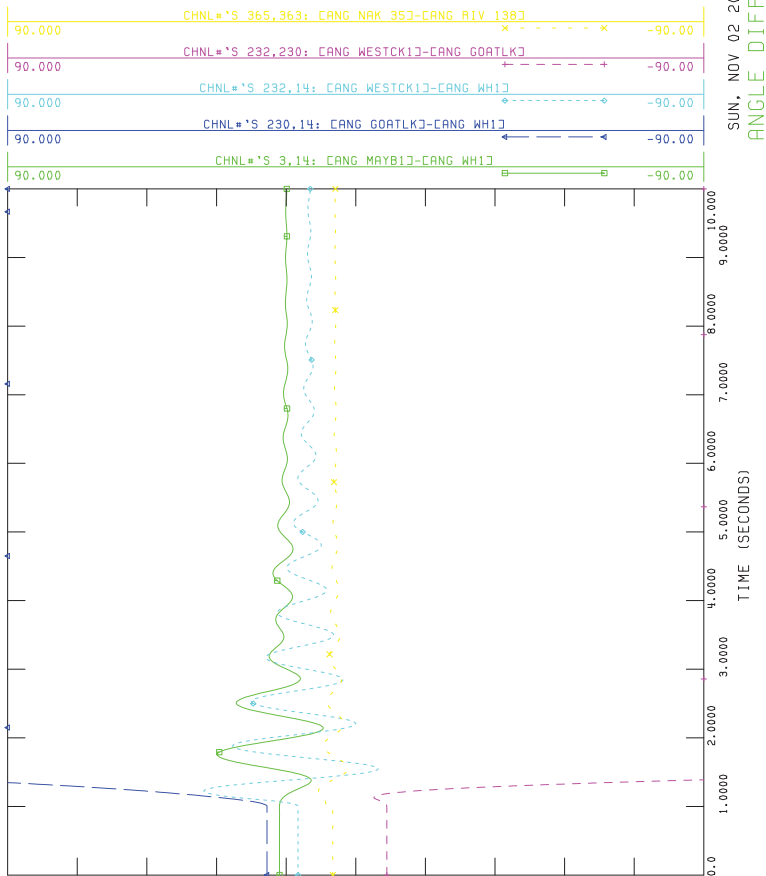
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INTERCONNECTION

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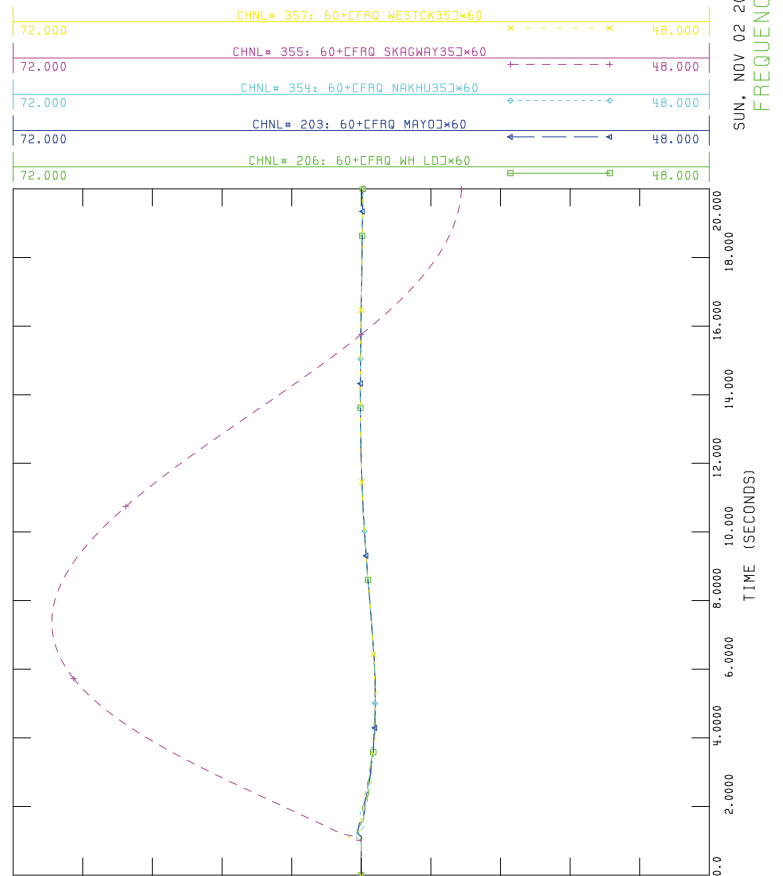
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INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W25i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

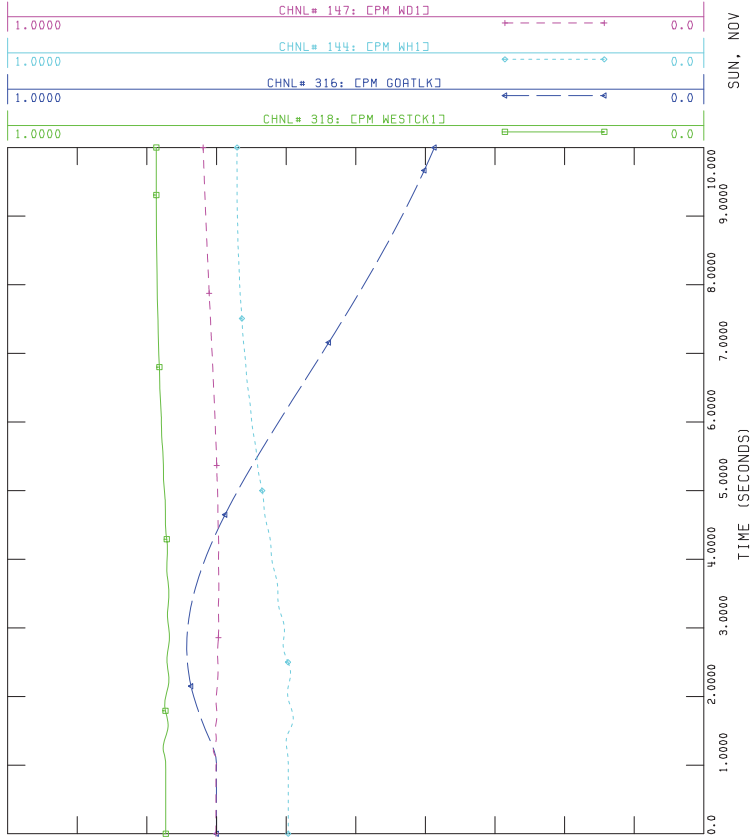
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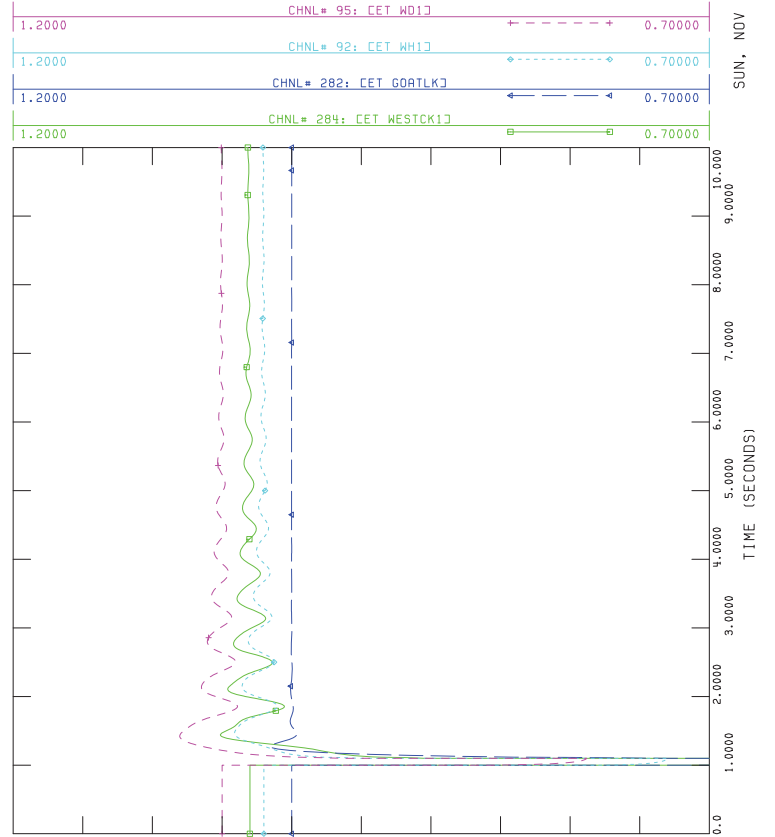
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INTERCONNECTION

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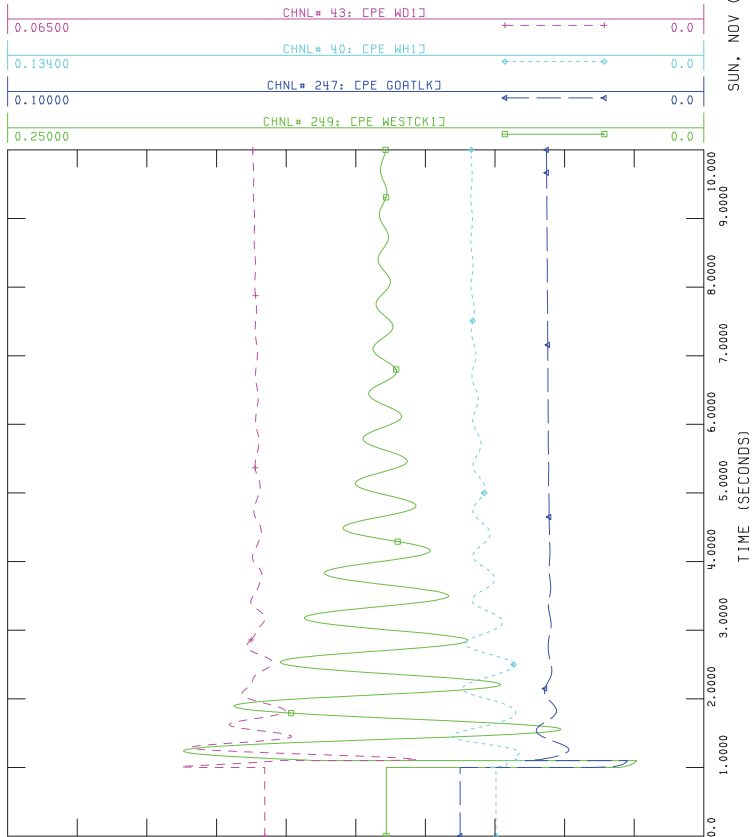
WHITEHORSE SKAGWAY
INTERCONNECTION

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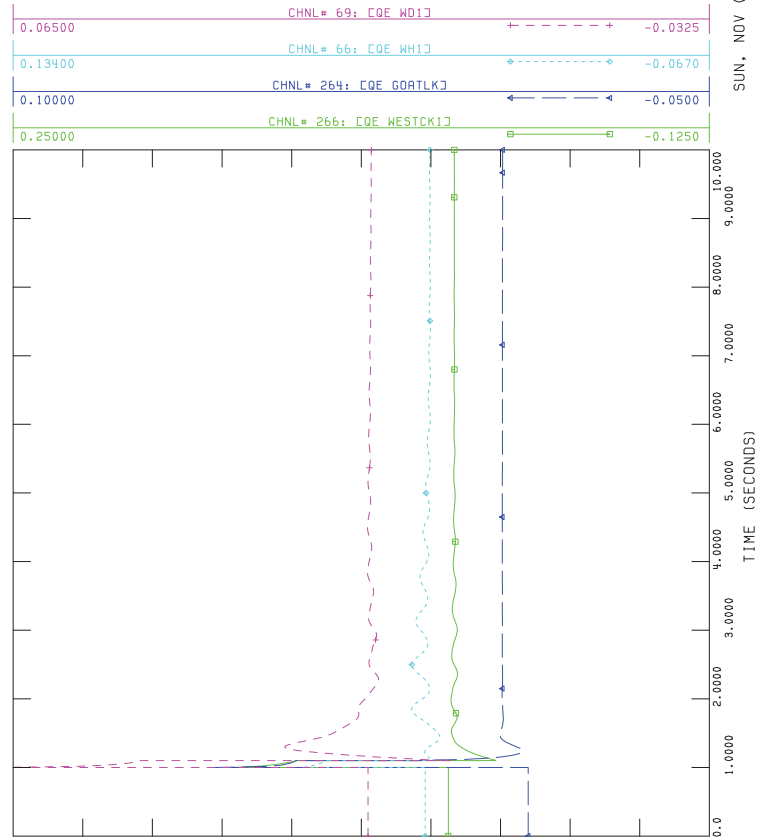
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W25i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

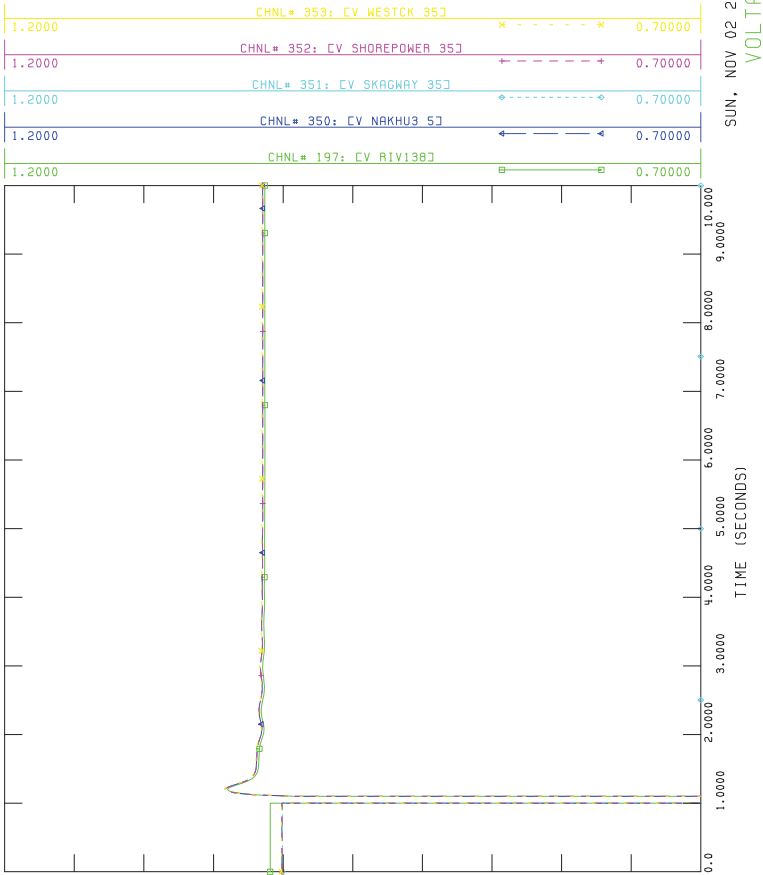
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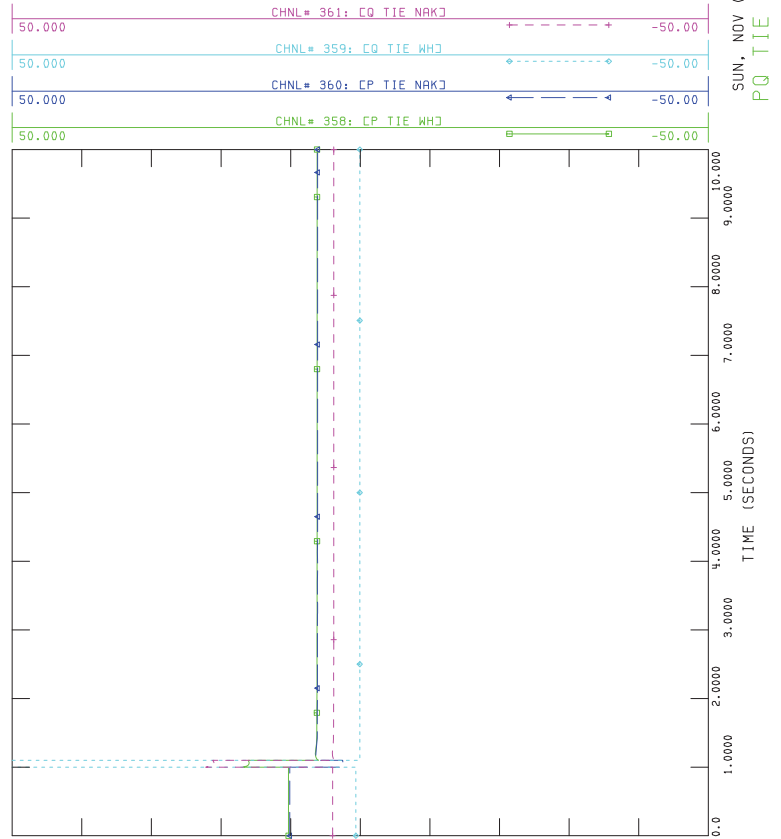
WHITEHORSE SKAGWAY
INTERCONNECTION

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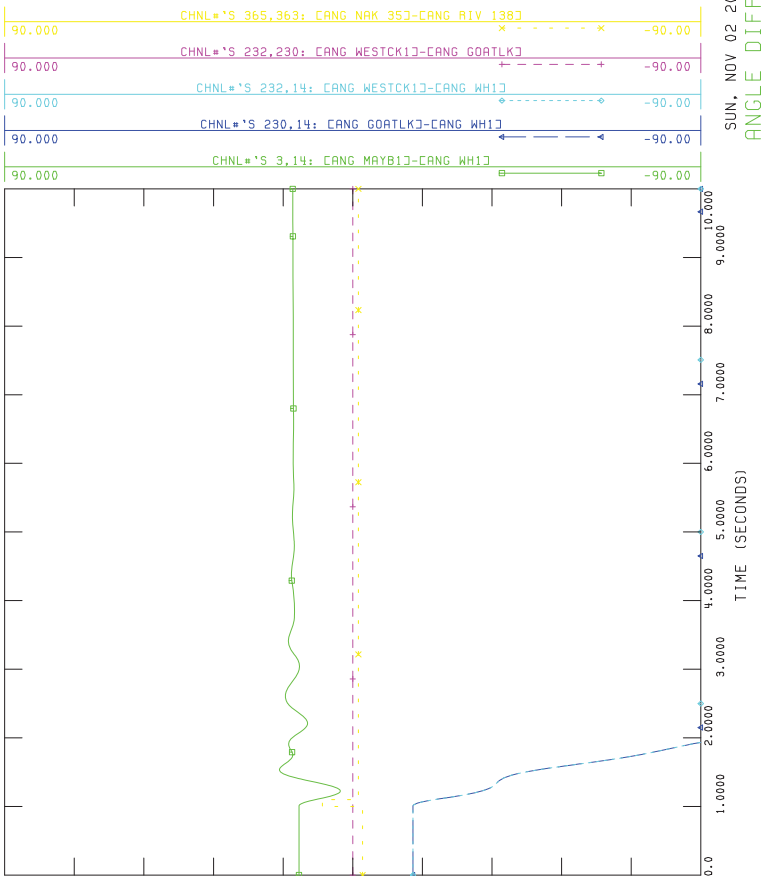
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INTERCONNECTION

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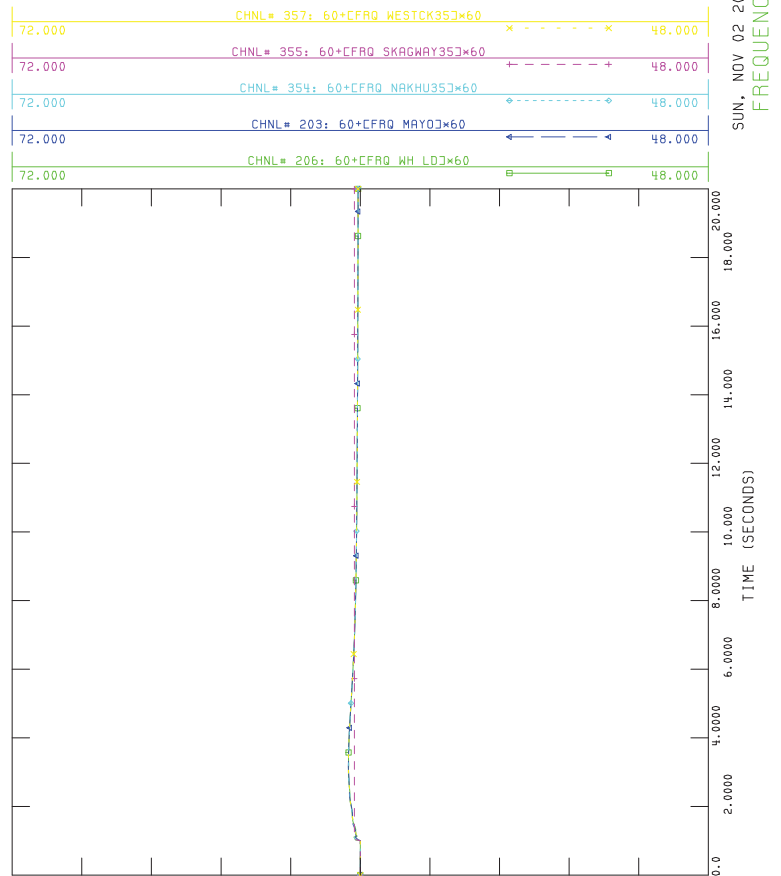
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

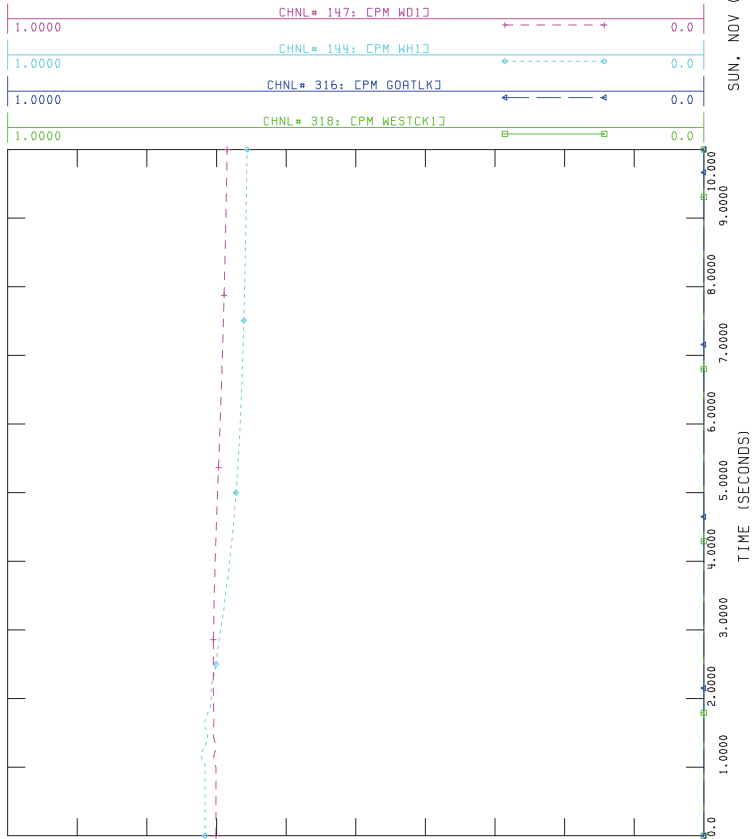
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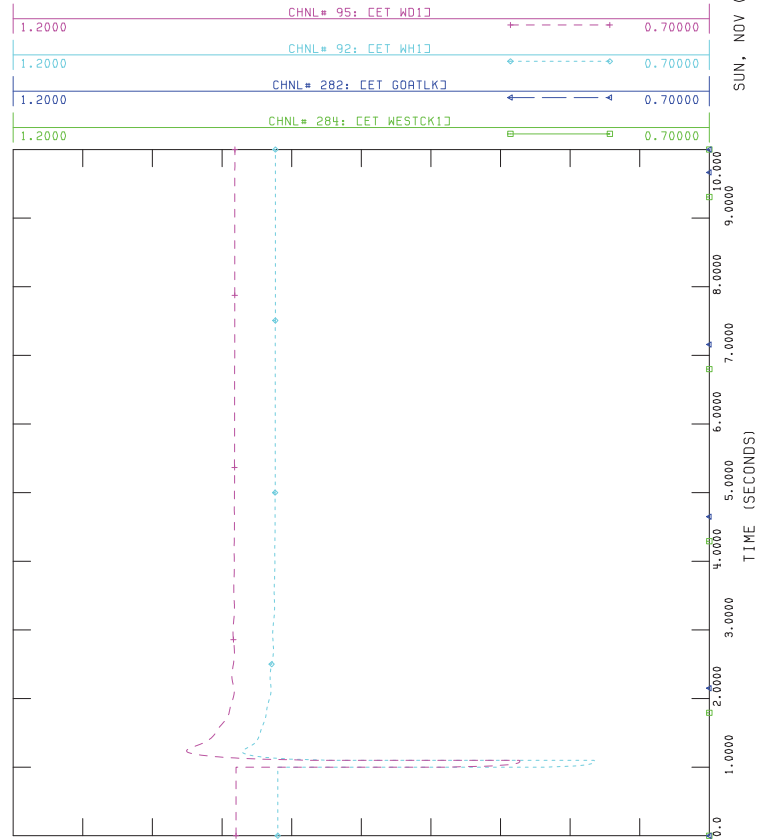
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W10e_YAchn.out



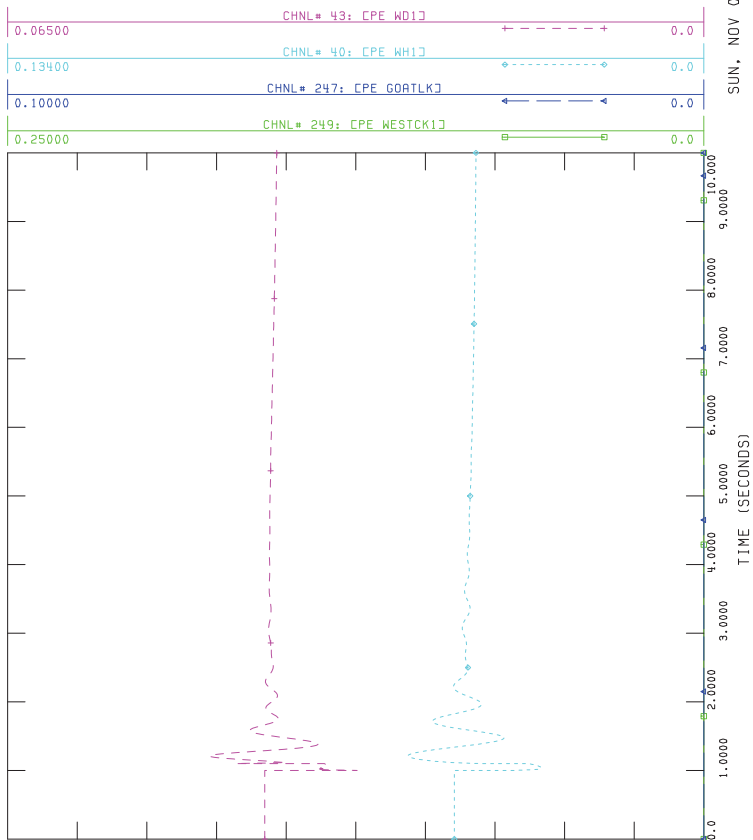
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_W10e_YAchn.out



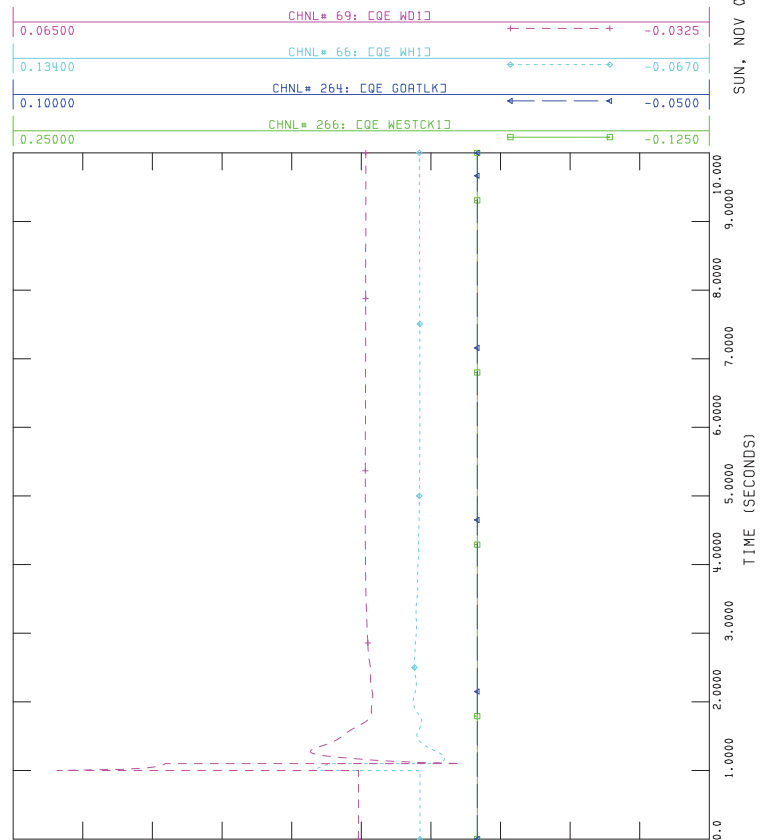
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

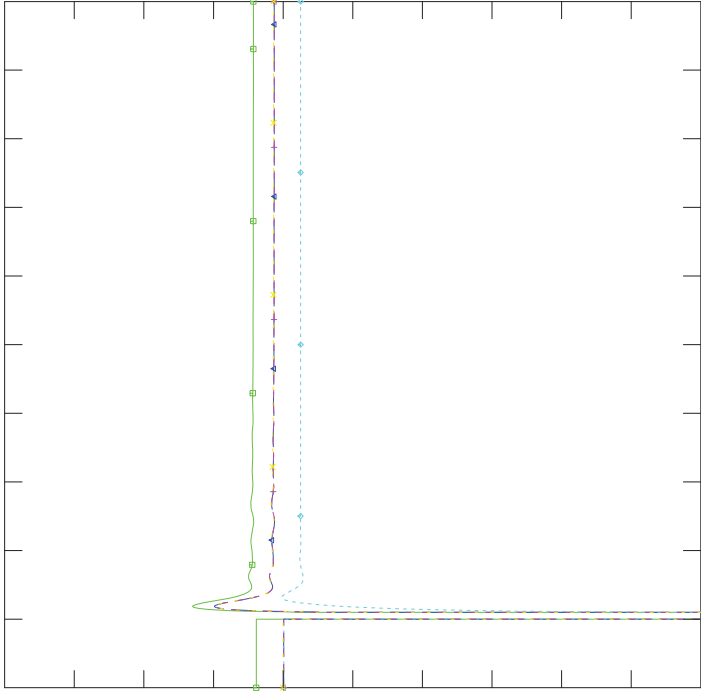
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WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0_YAchn.out

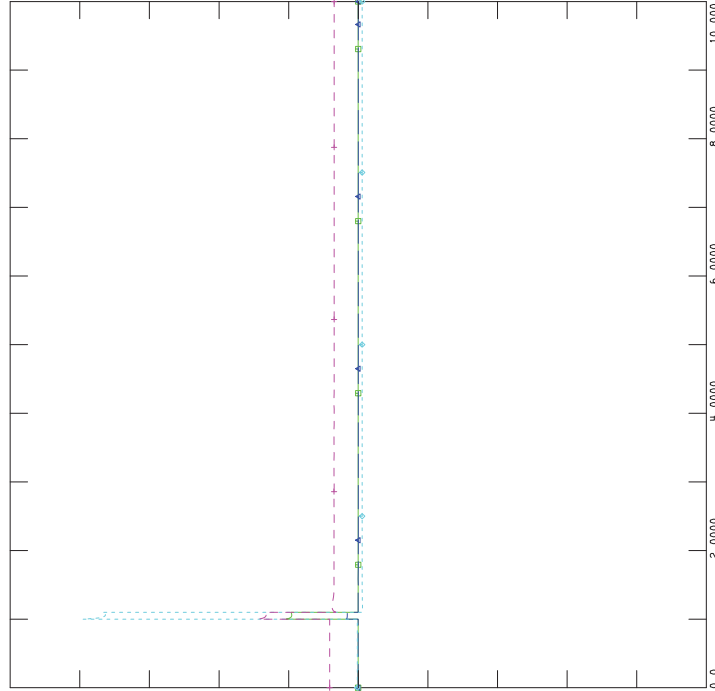
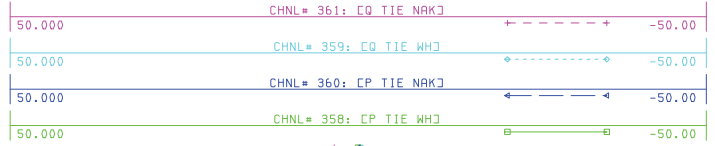


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VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0_YAchn.out

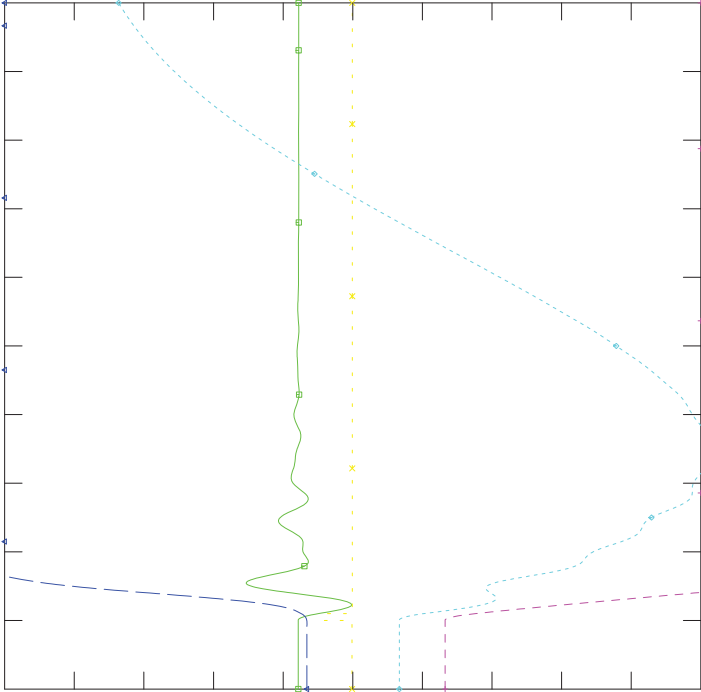


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PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0_YAchn.out

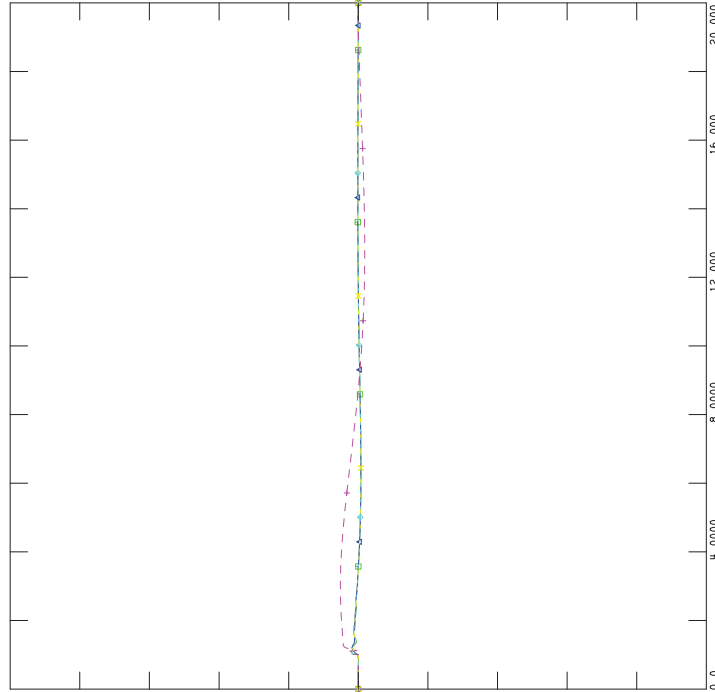
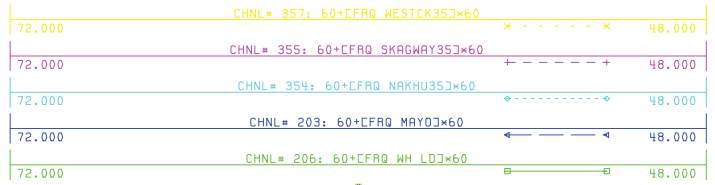


SUN, NOV 02 2014 8:51
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0_YAchn.out

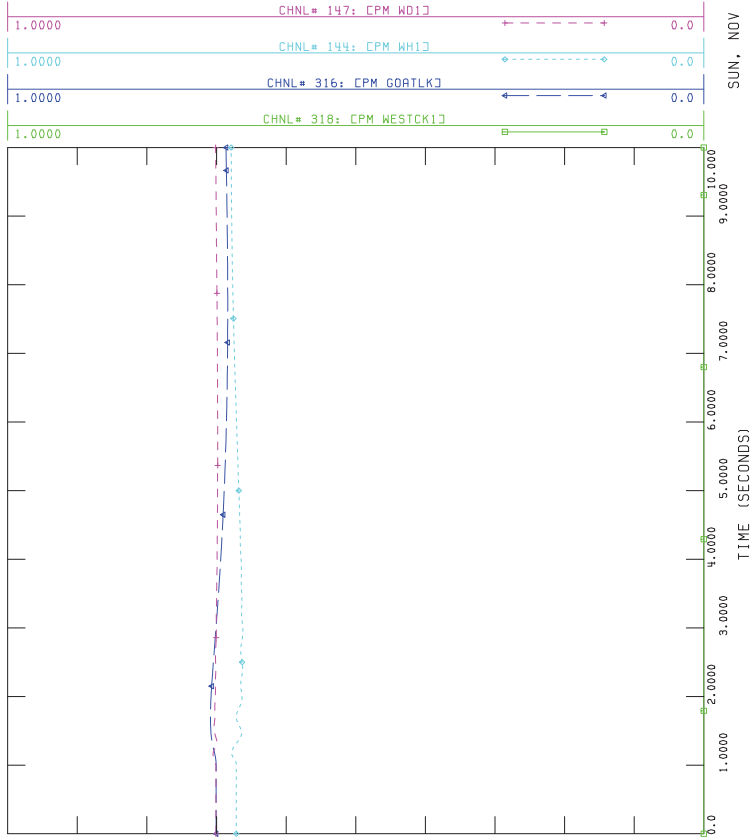


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FREQUENCY (HZ)



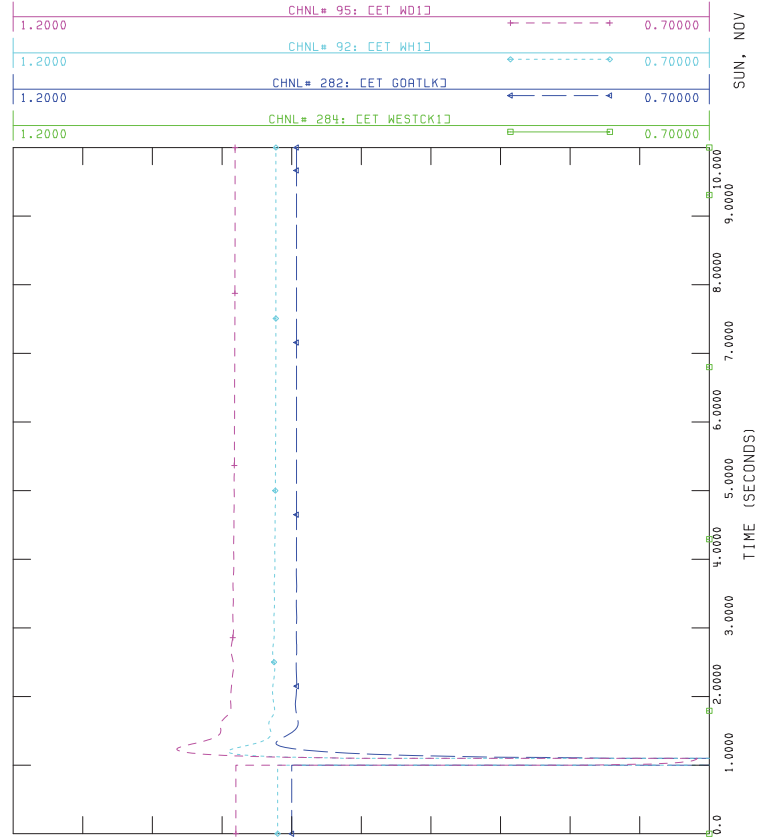
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0_YAchn.out



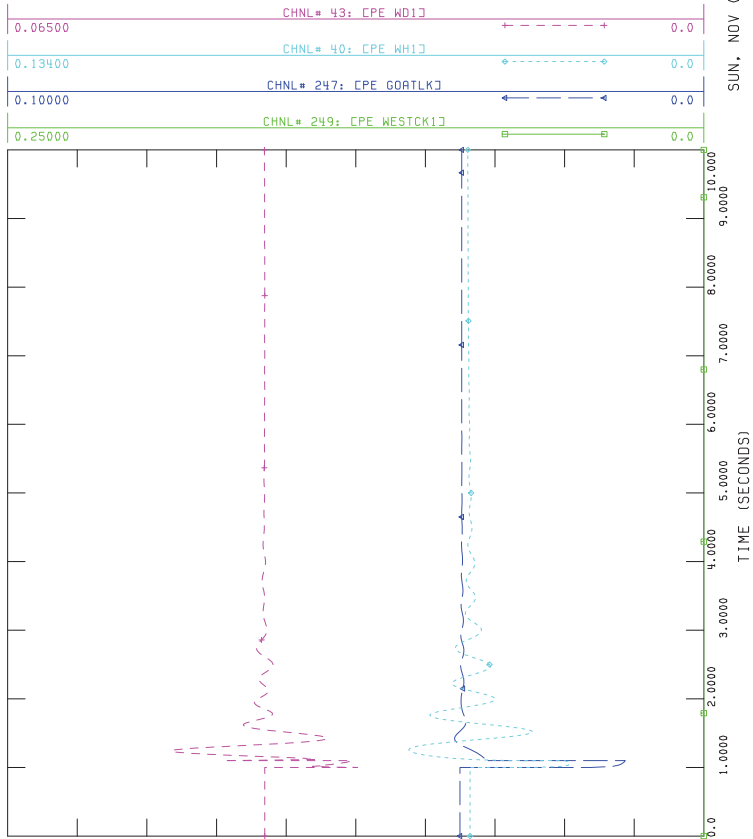
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INTERCONNECTION

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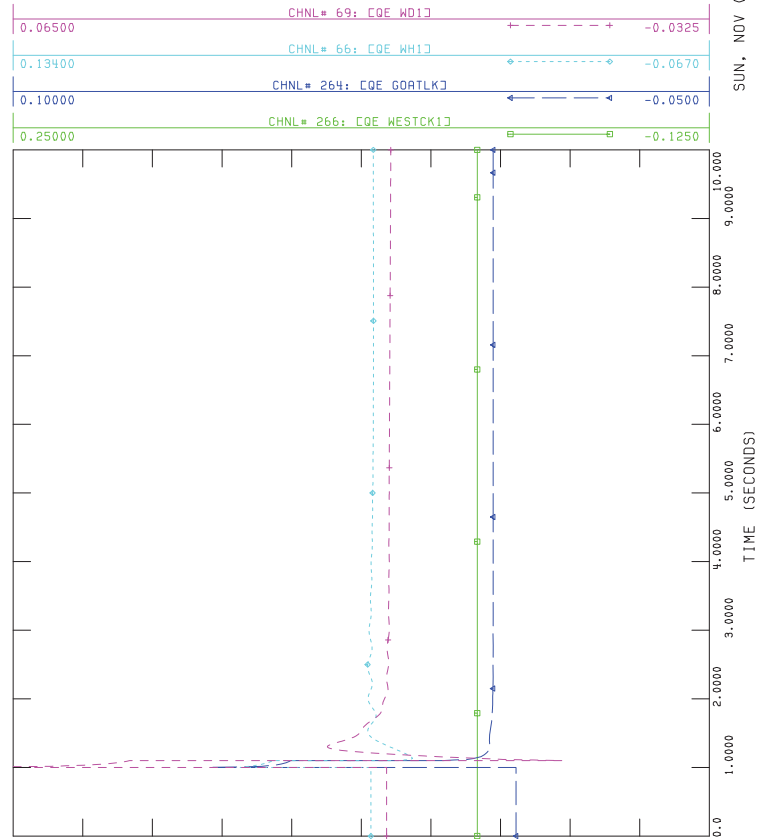
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INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

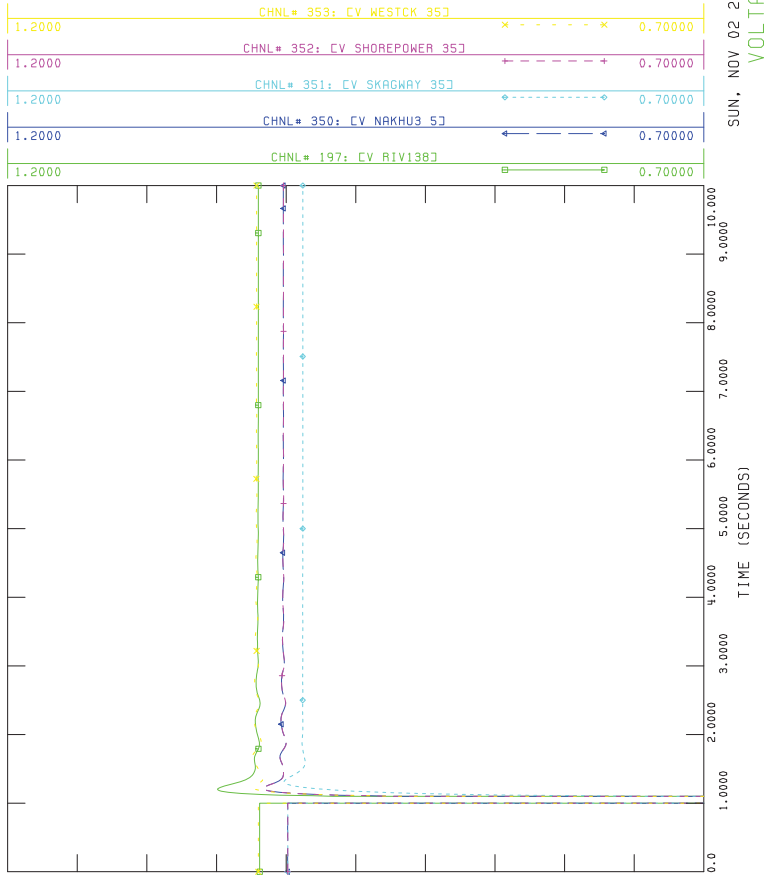
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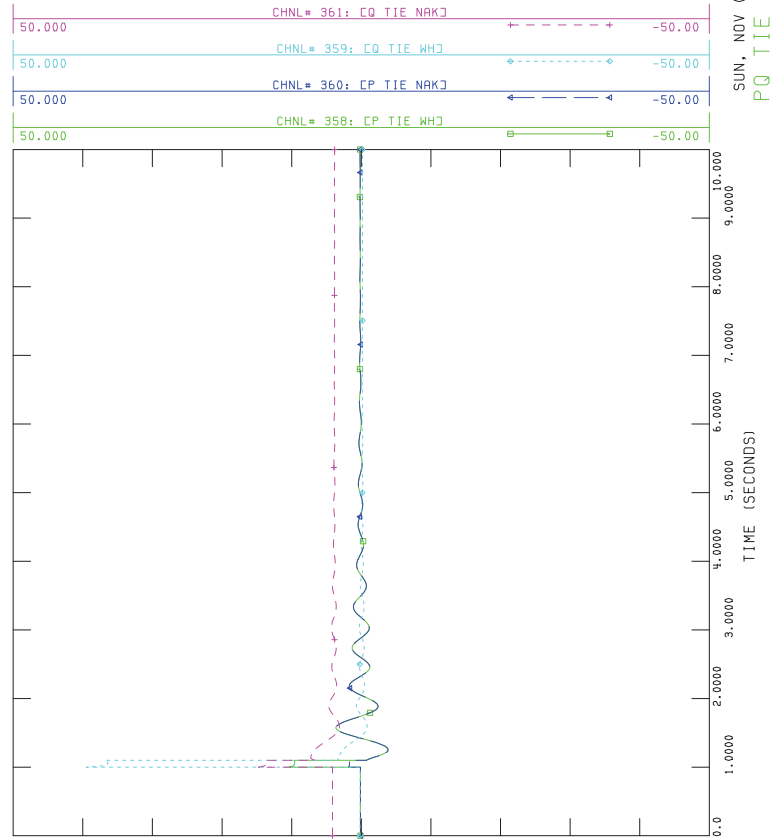
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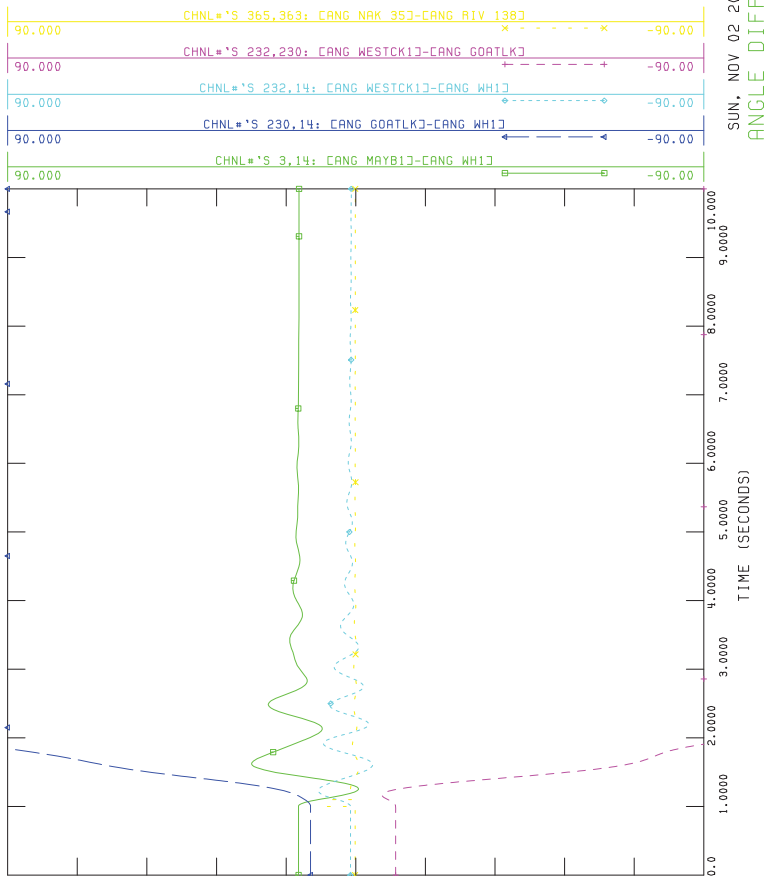
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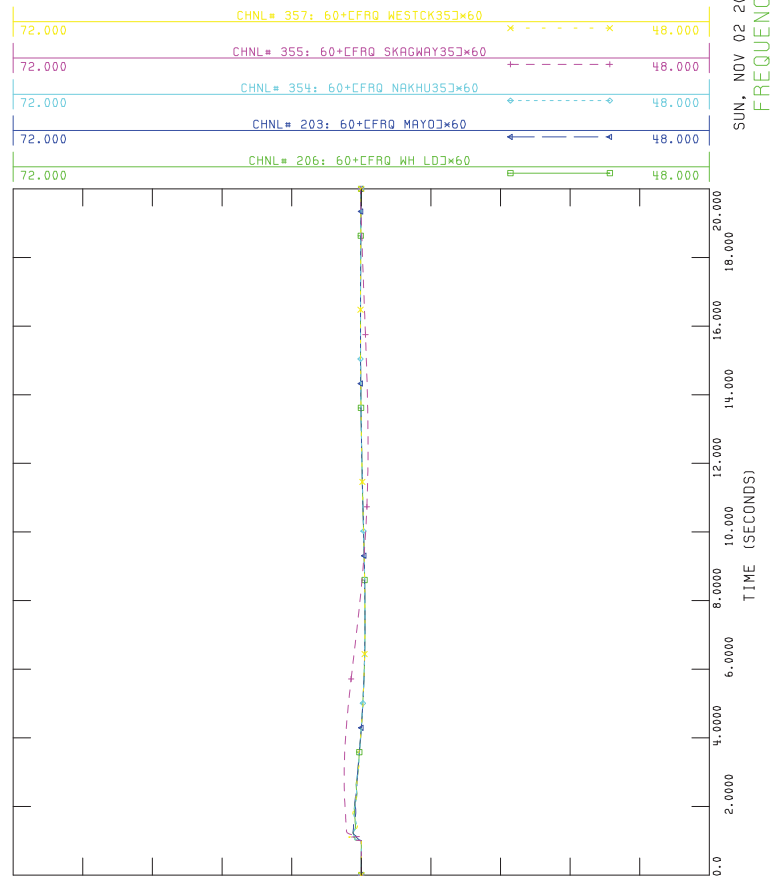
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FILE: EV7_.10s_Fault_SKAG_S0sp10_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

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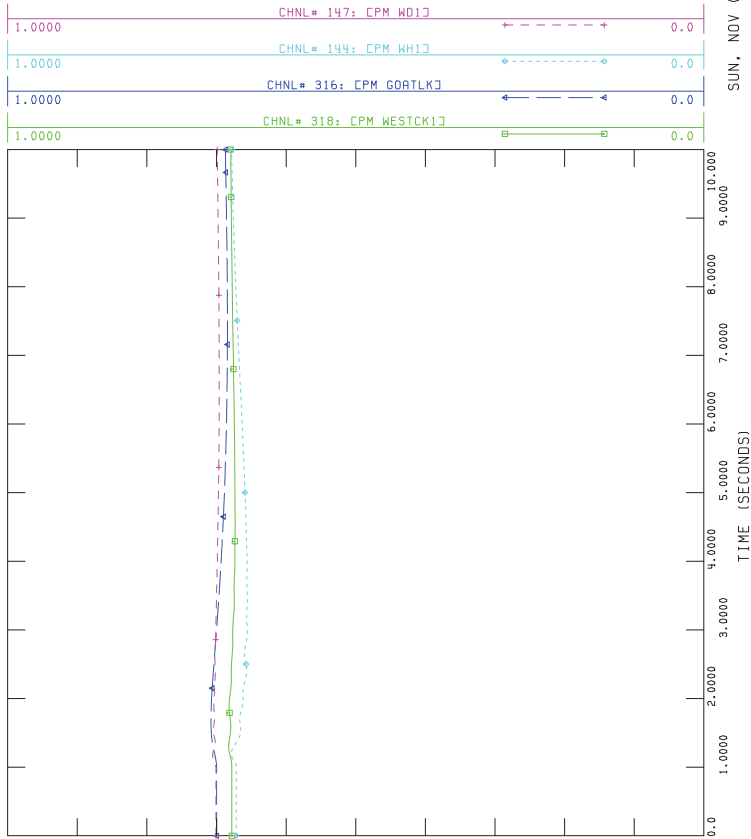




WHITEHORSE SKAGWAY
INTERCONNECTION

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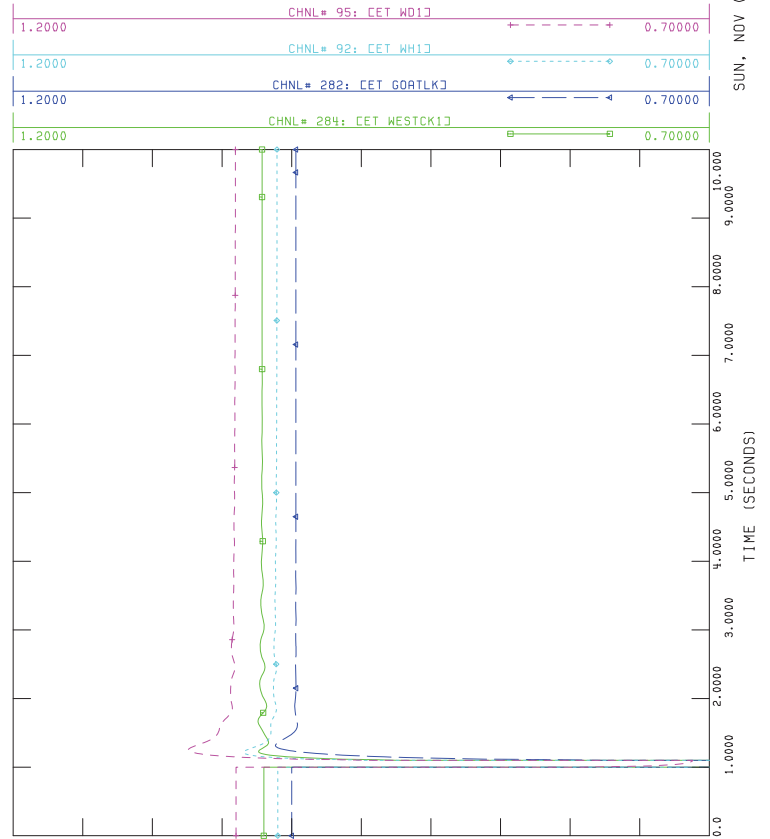
8:52
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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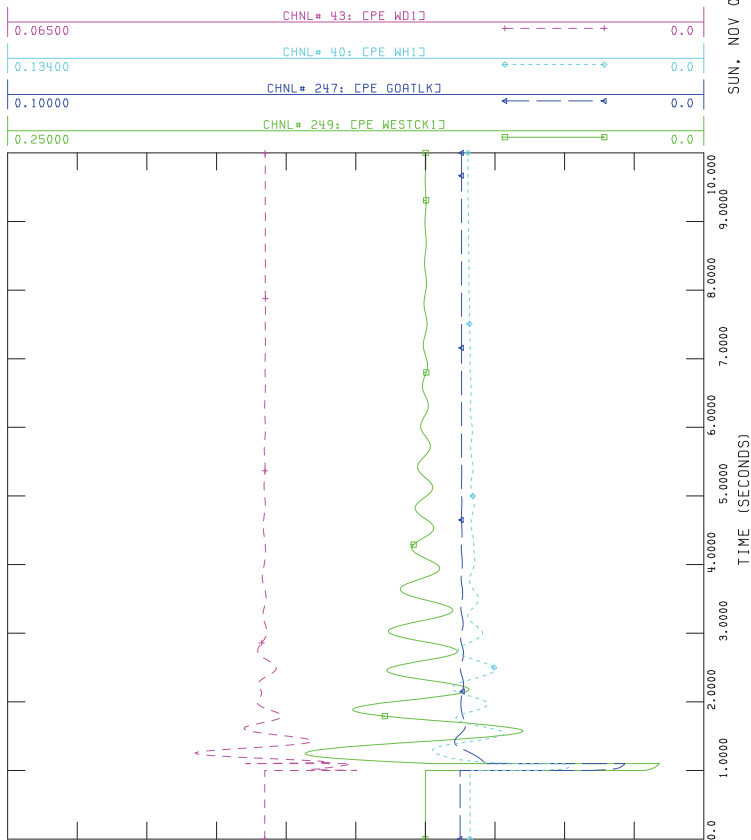
8:52
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0sp10_YAchn.out

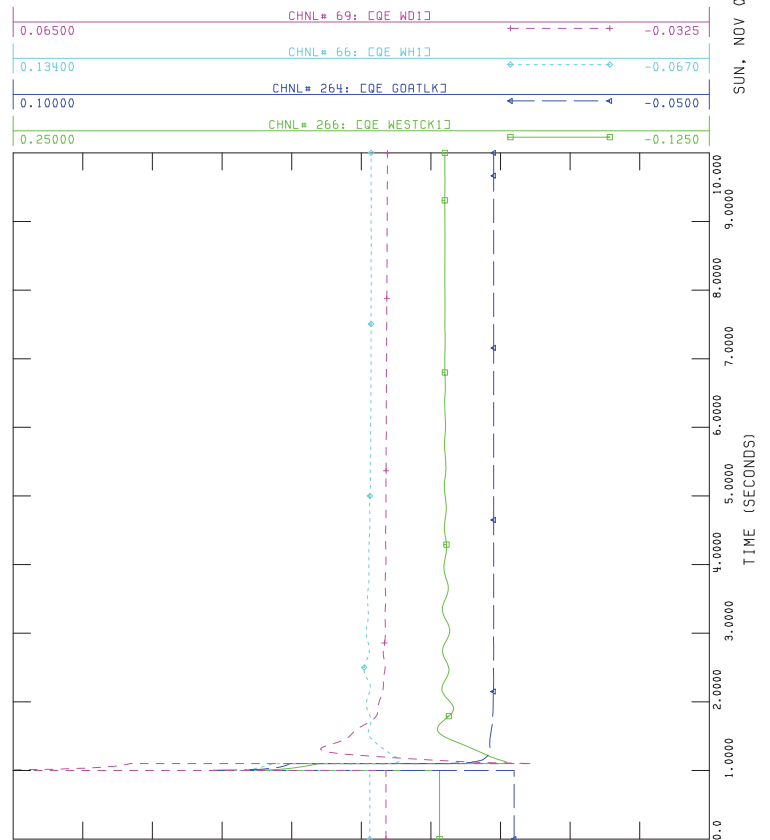
8:52
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S0sp10_YAchn.out

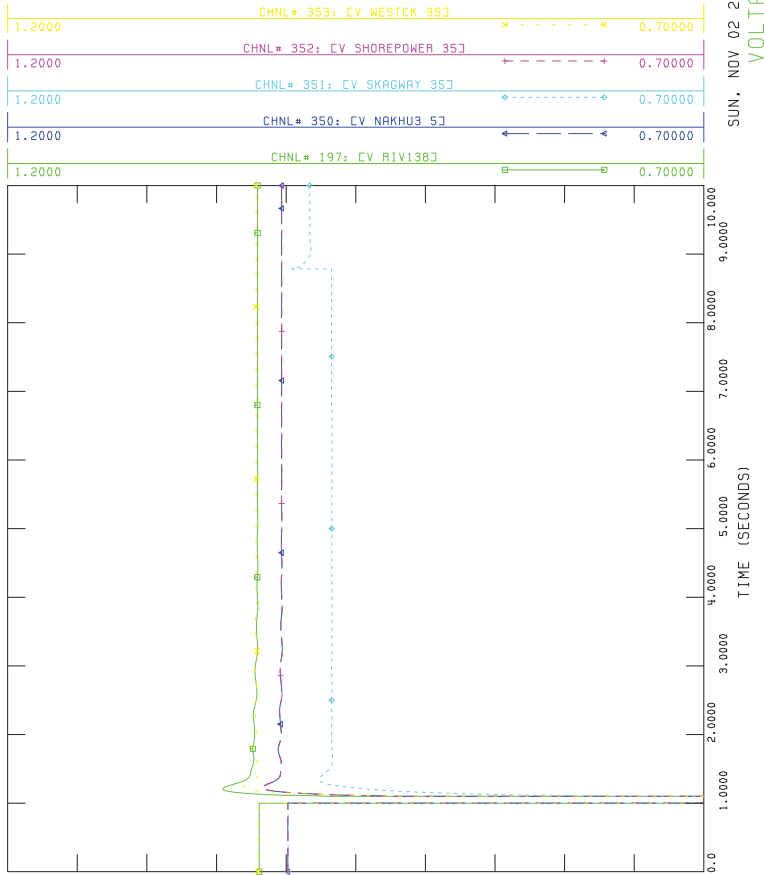
8:52
QE





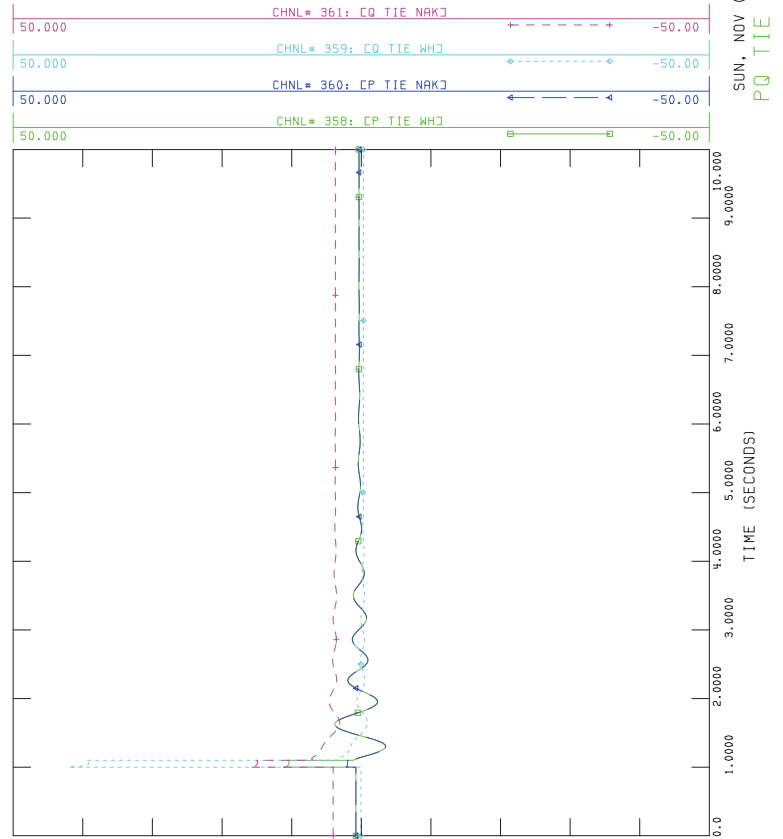
WHITEHORSE SKAGWAY INTERCONNECTION

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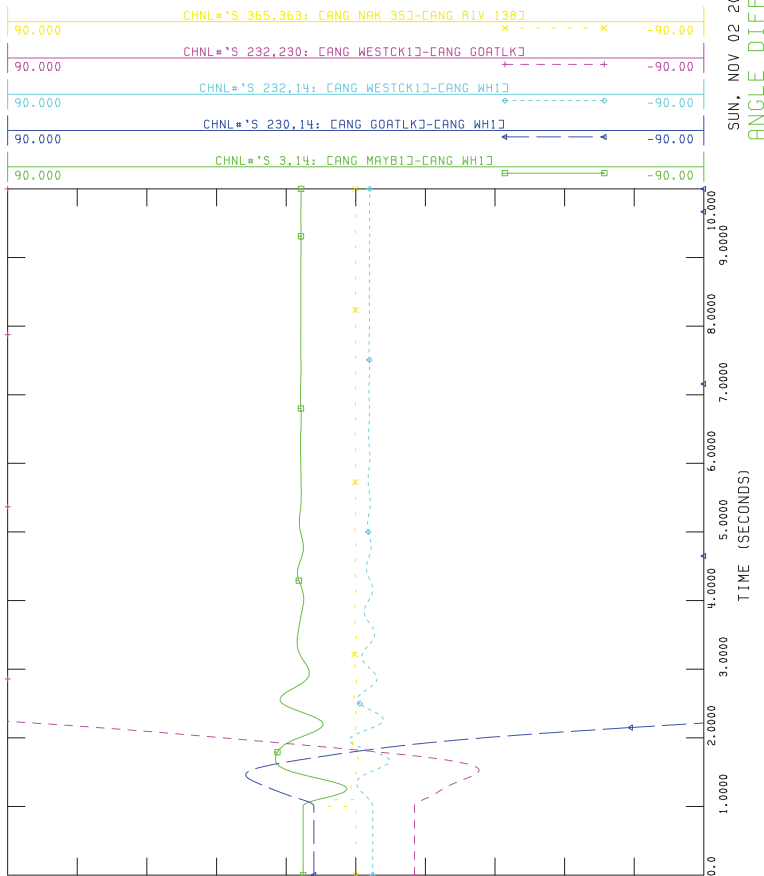
WHITEHORSE SKAGWAY INTERCONNECTION

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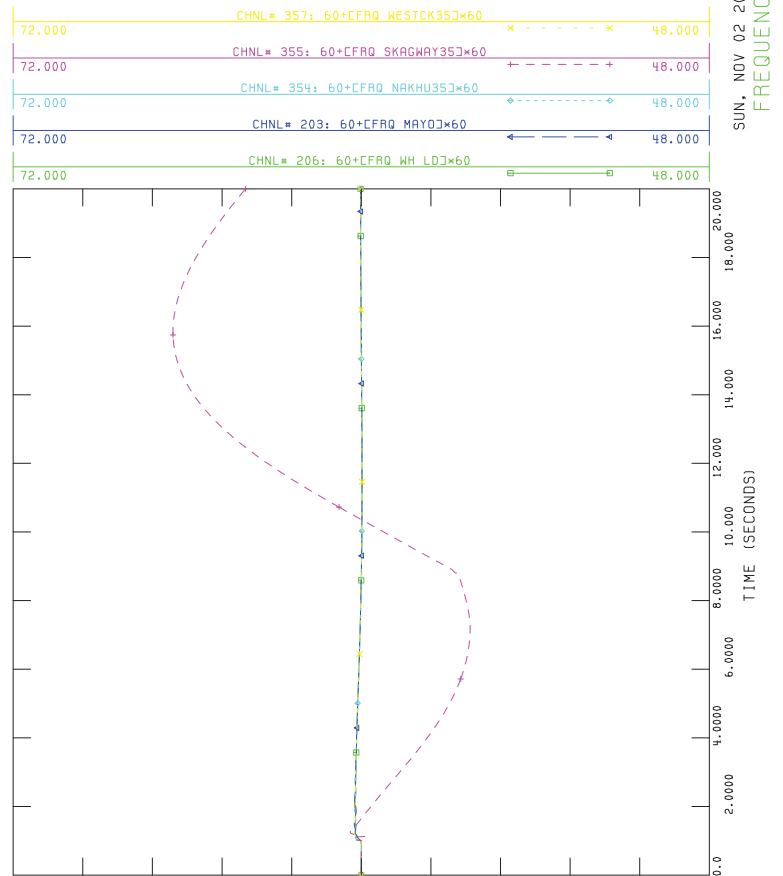
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WHITEHORSE SKAGWAY INTERCONNECTION

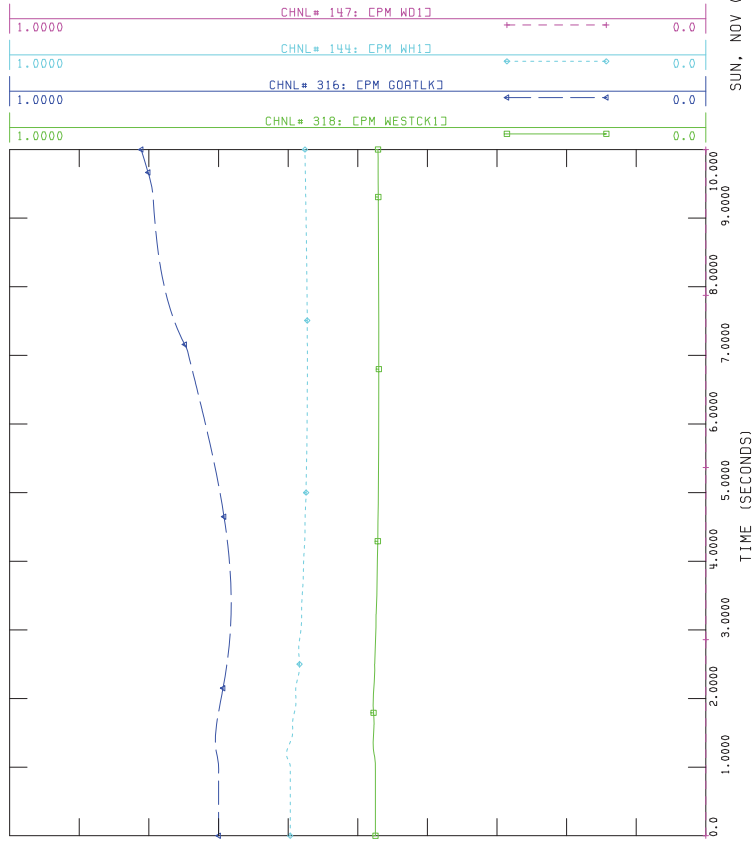
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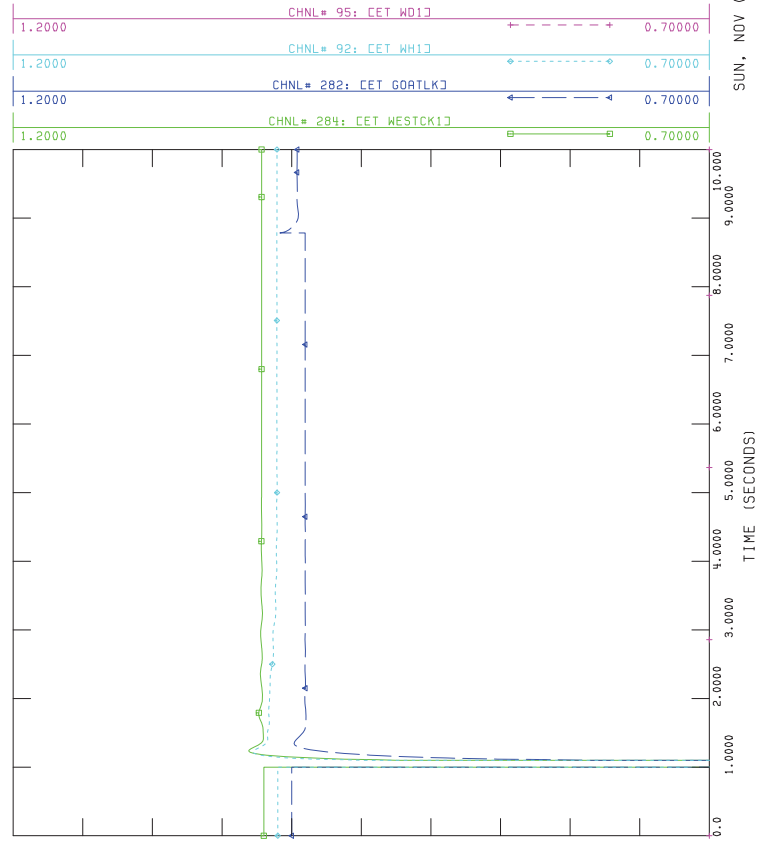
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INTERCONNECTION

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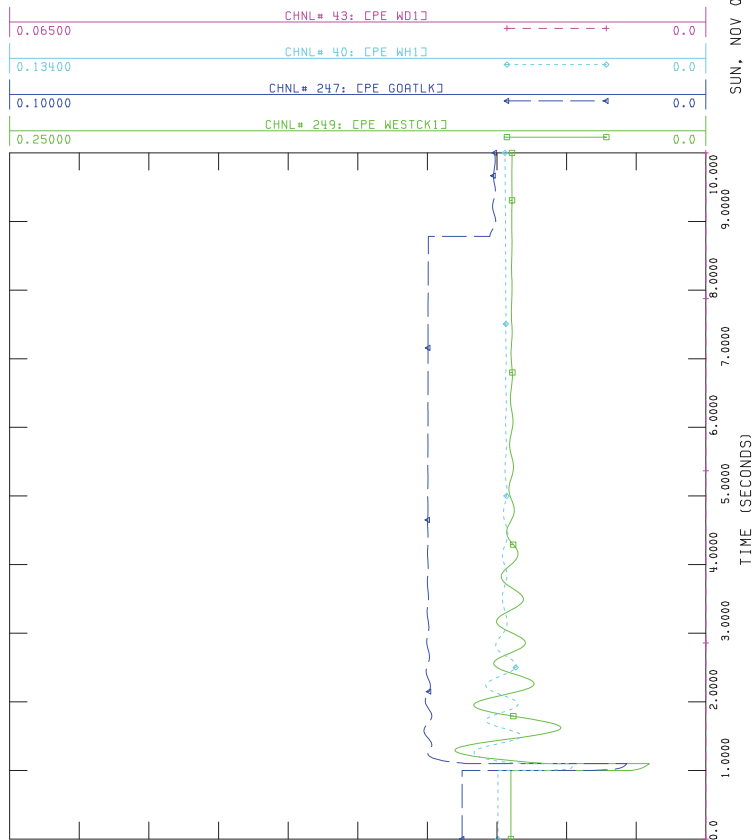
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INTERCONNECTION

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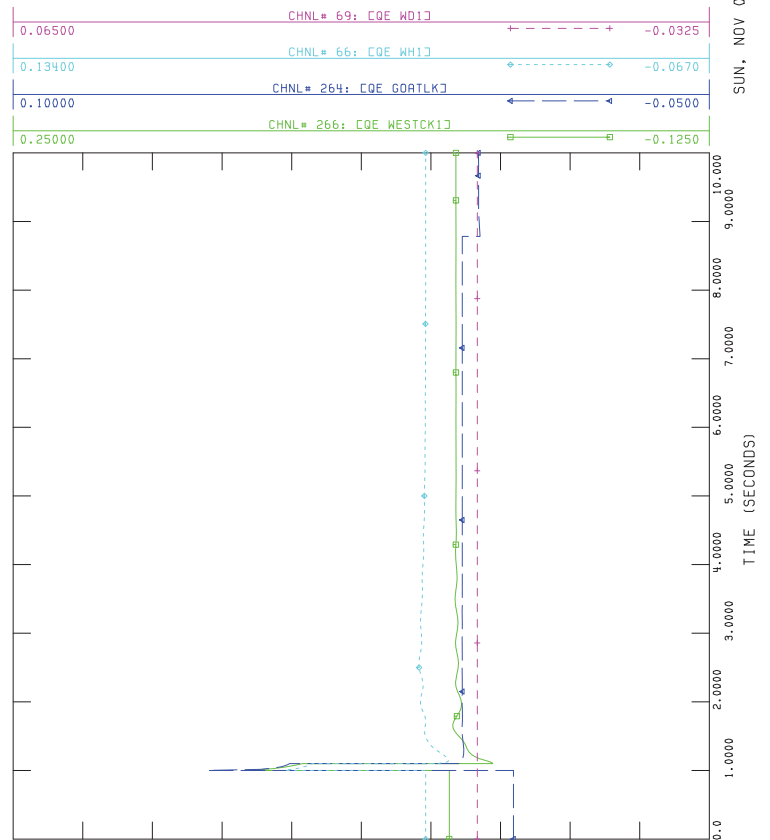
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INTERCONNECTION

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INTERCONNECTION

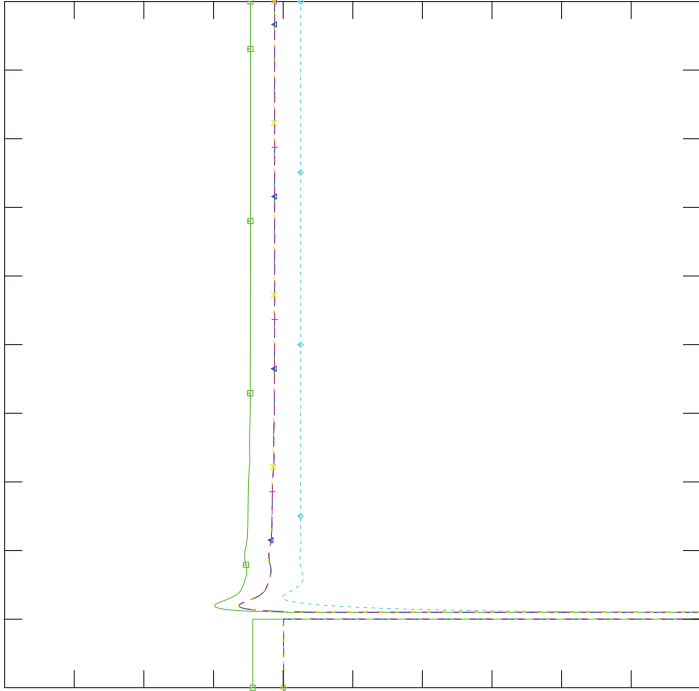
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WHITEHORSE SKAGWAY INTERCONNECTION

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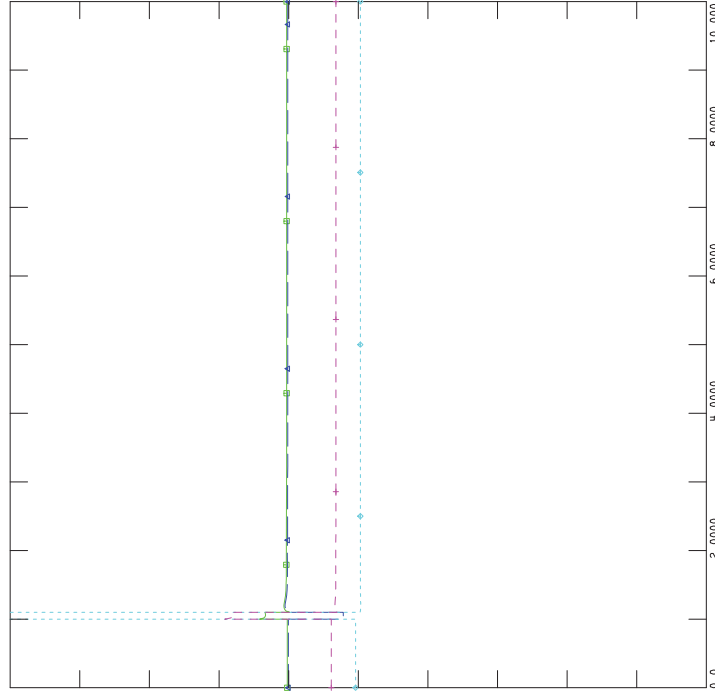
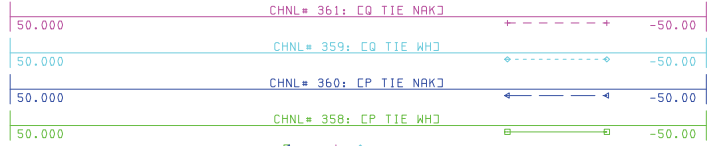


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VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S10e_YAchn.out

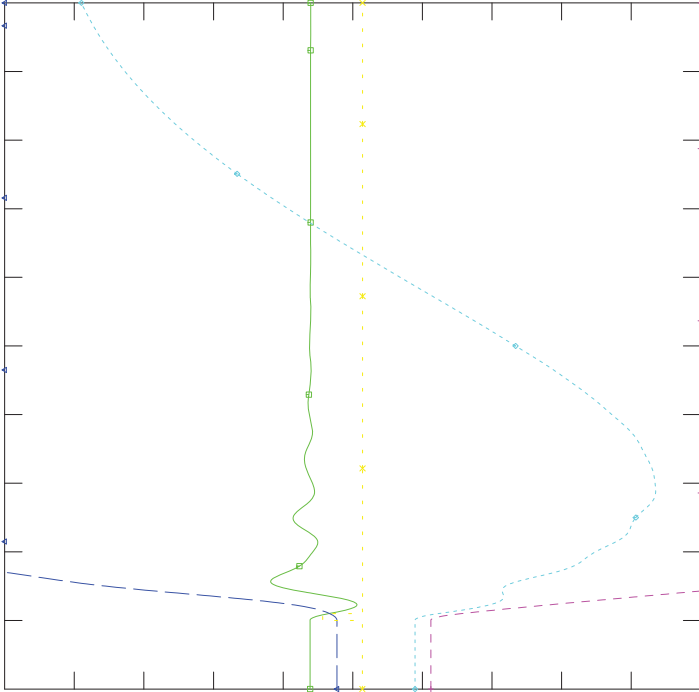
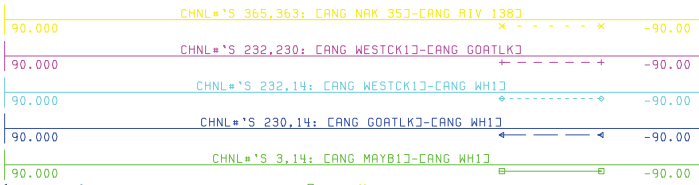


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PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S10e_YAchn.out

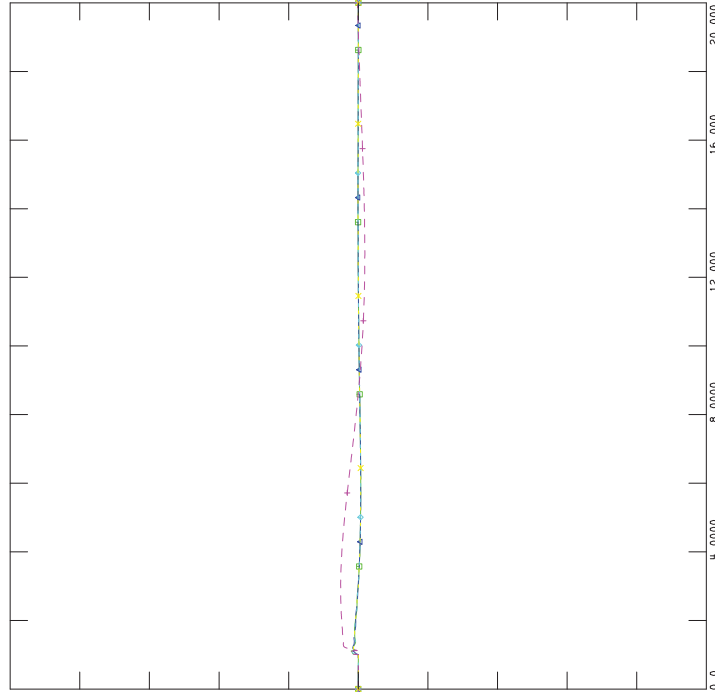
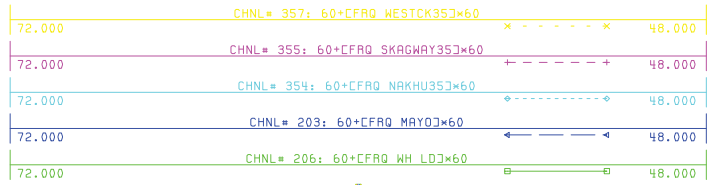


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ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S10e_YAchn.out

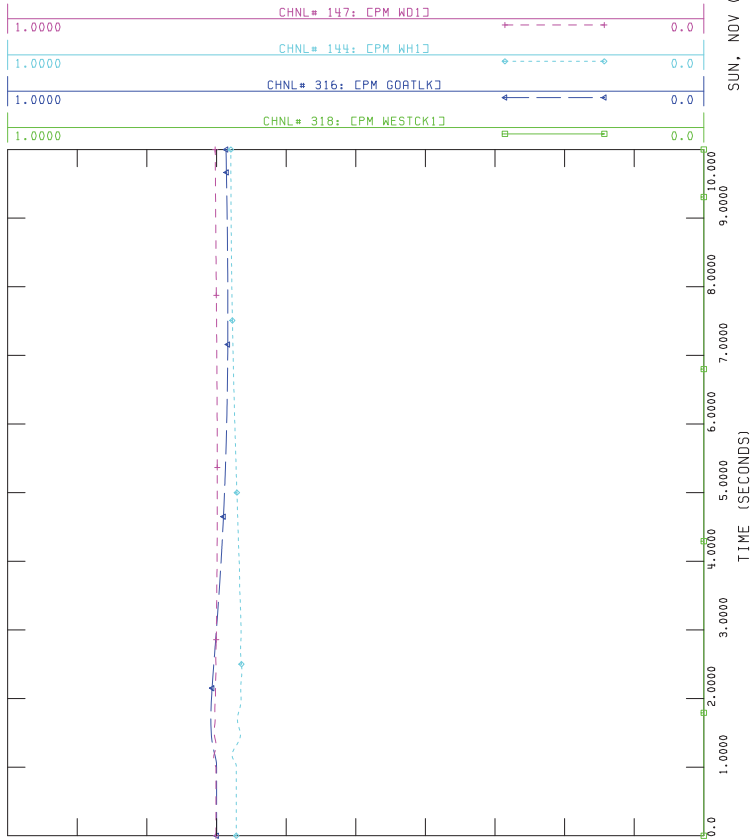


SUN, NOV 02 2014 8:52
FREQUENCY (HZ)



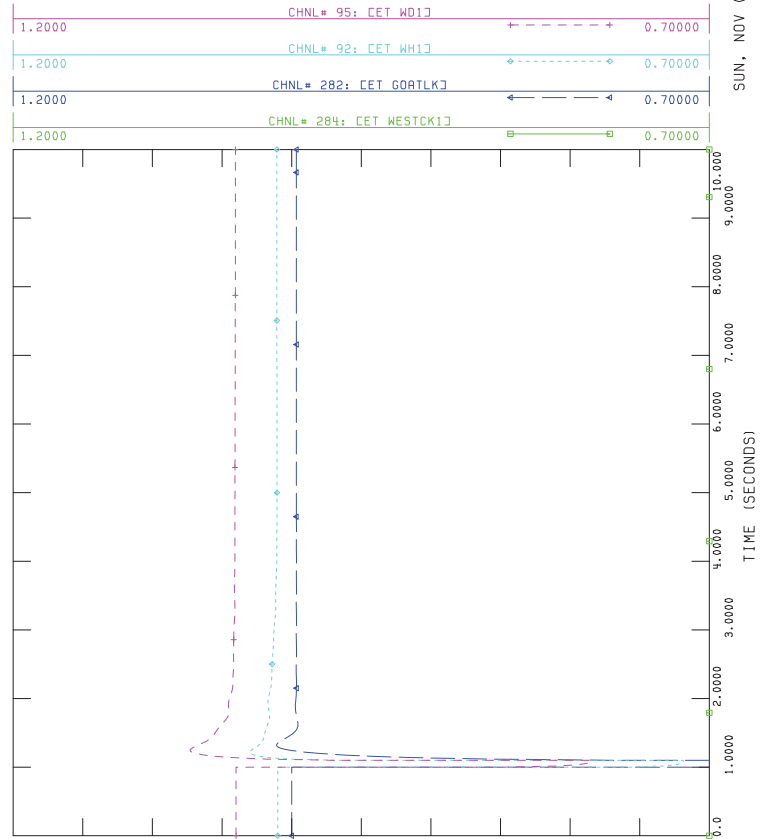
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S10e_YAchn.out



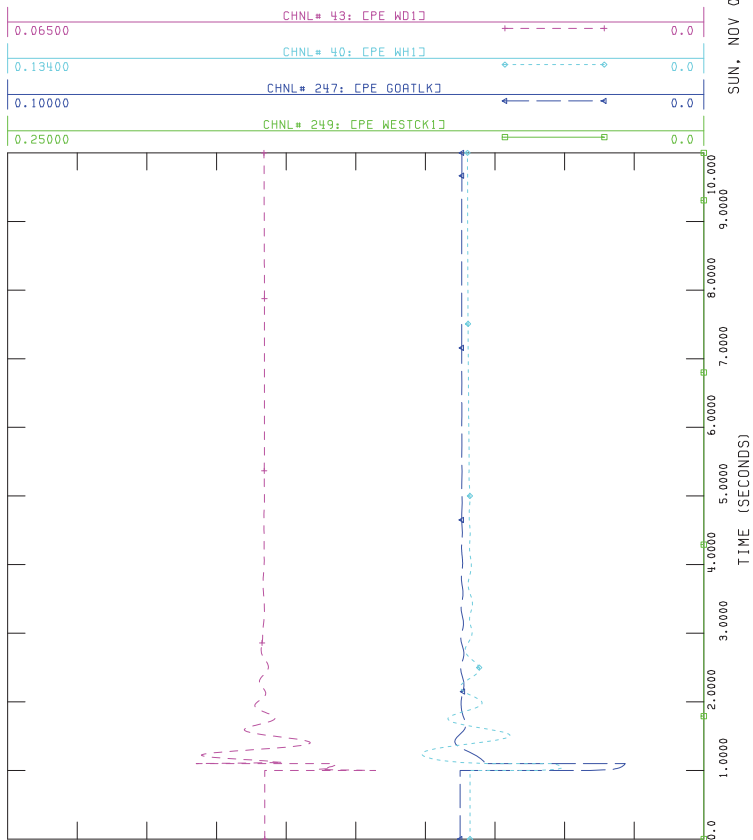
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INTERCONNECTION

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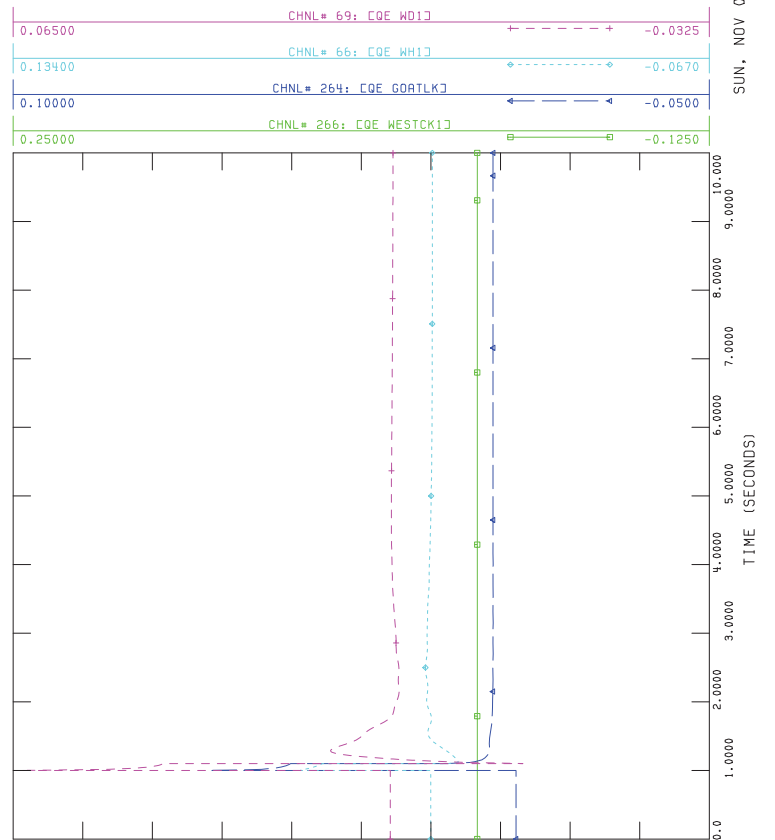
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INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

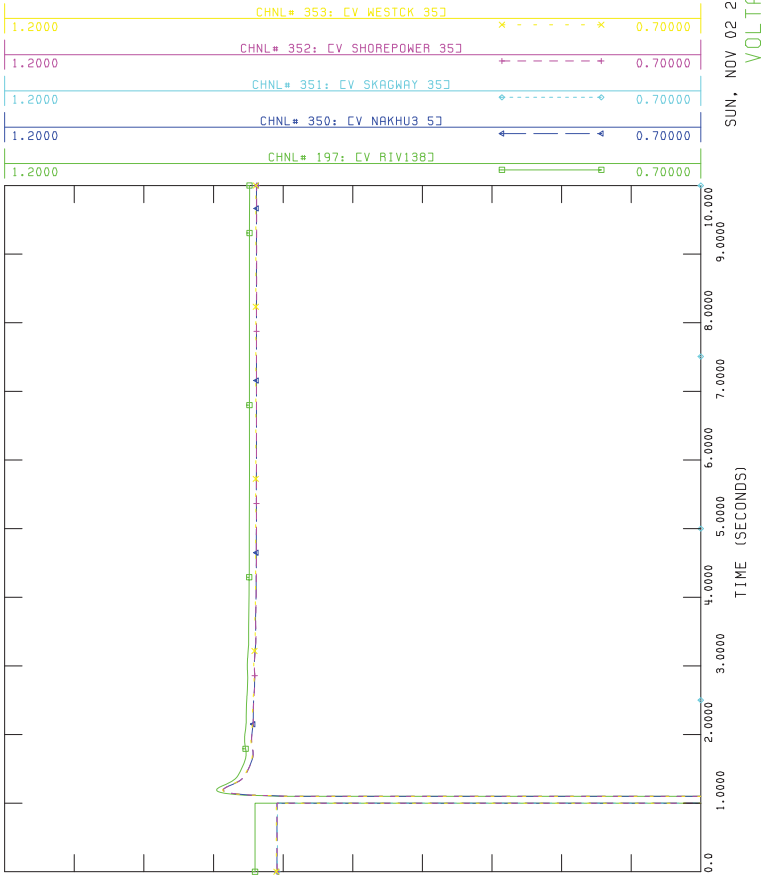
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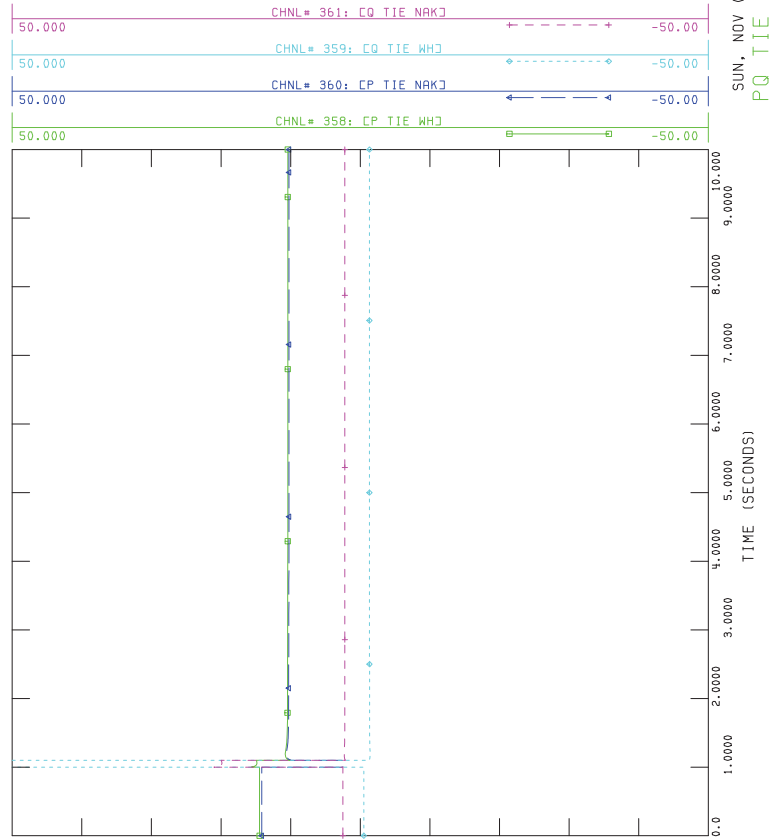
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S15e_YAchn.out



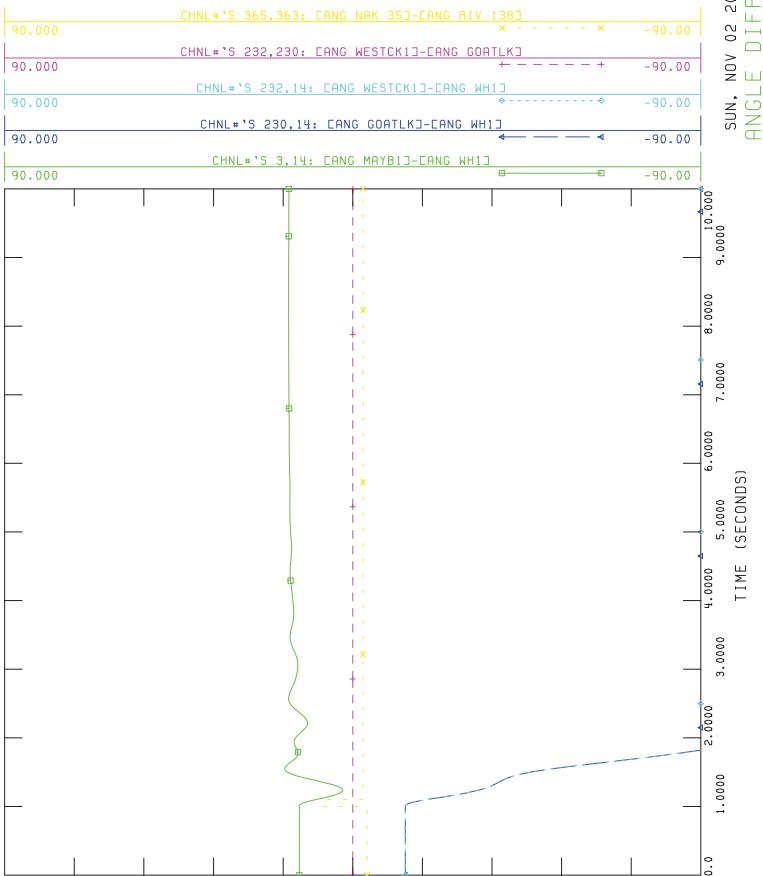
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FILE: EV7_.10s_Fault_SKAG_S15e_YAchn.out



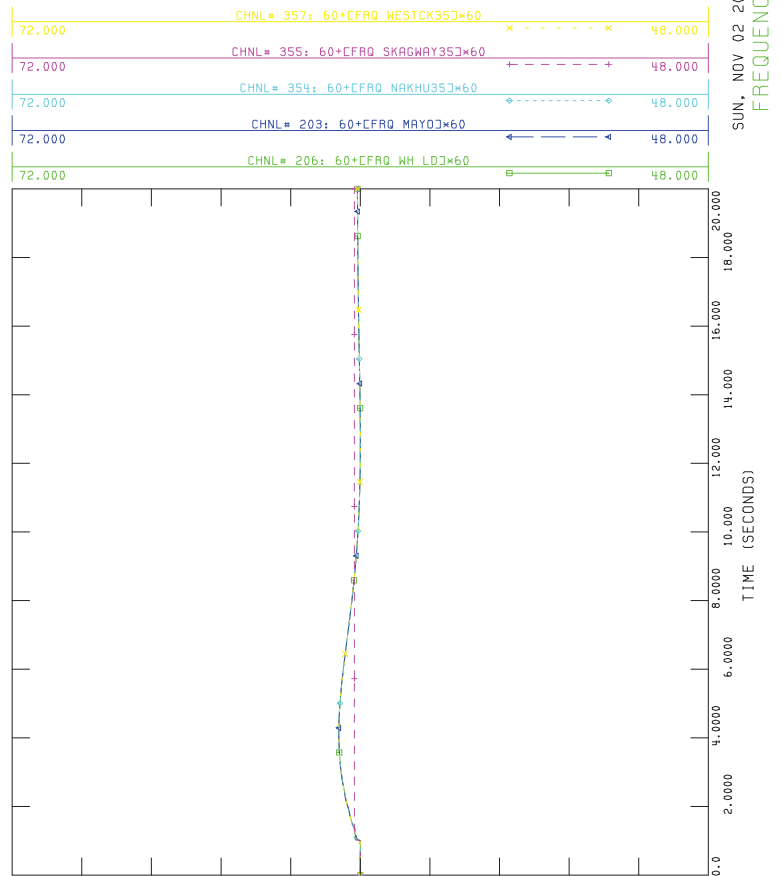
WHITEHORSE SKAGWAY INTERCONNECTION

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WHITEHORSE SKAGWAY INTERCONNECTION

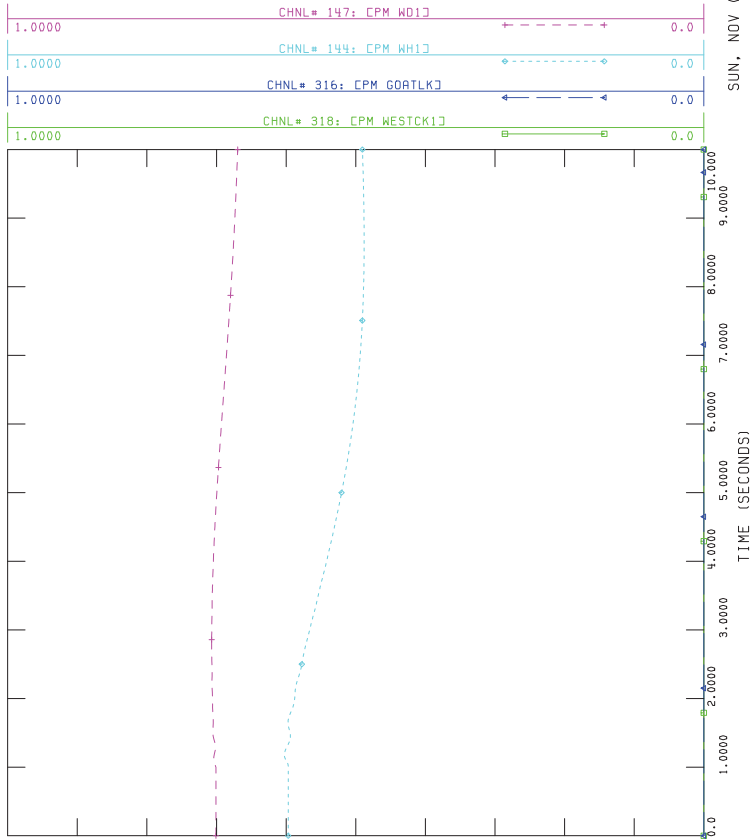
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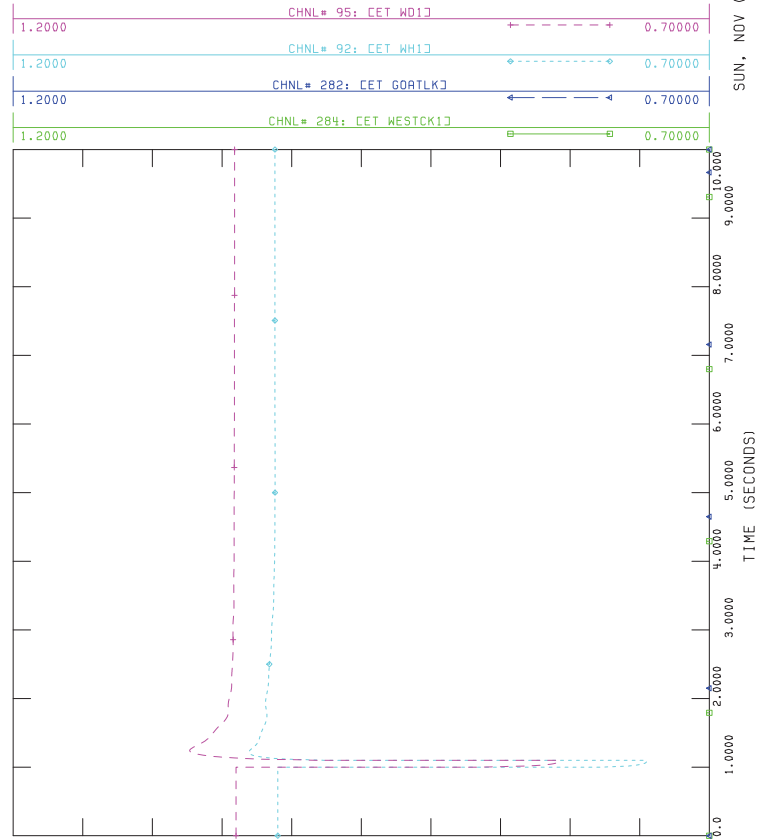
WHITEHORSE SKAGWAY
INTERCONNECTION

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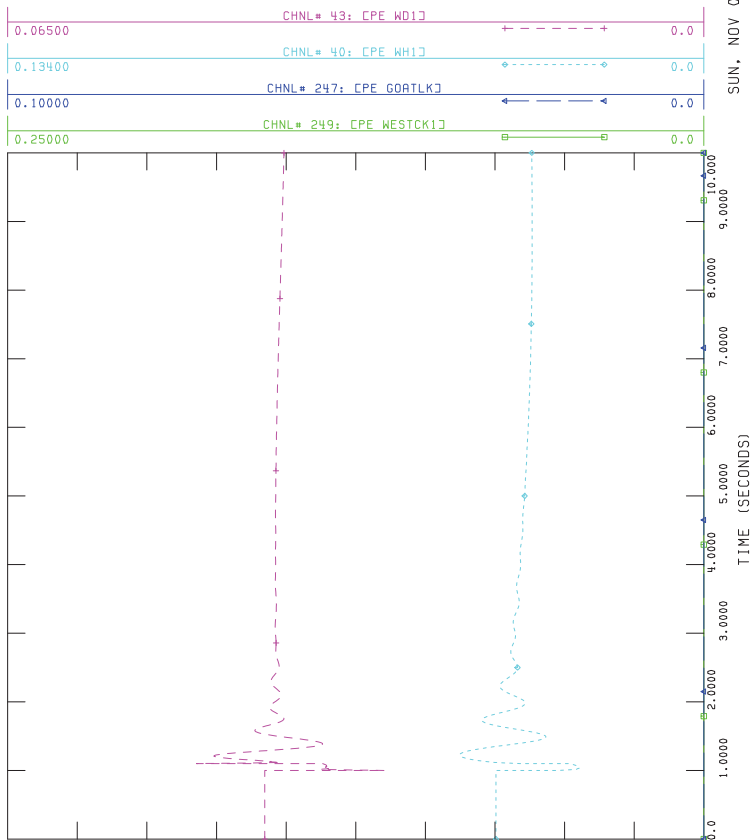
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S15e_YAchn.out



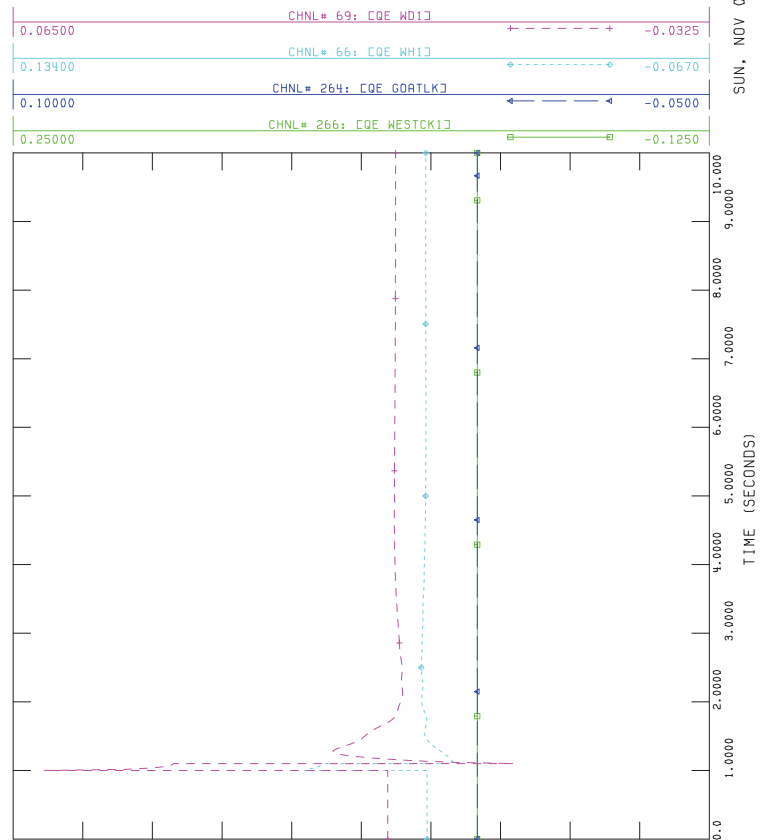
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV7_.10s_Fault_SKAG_S15e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

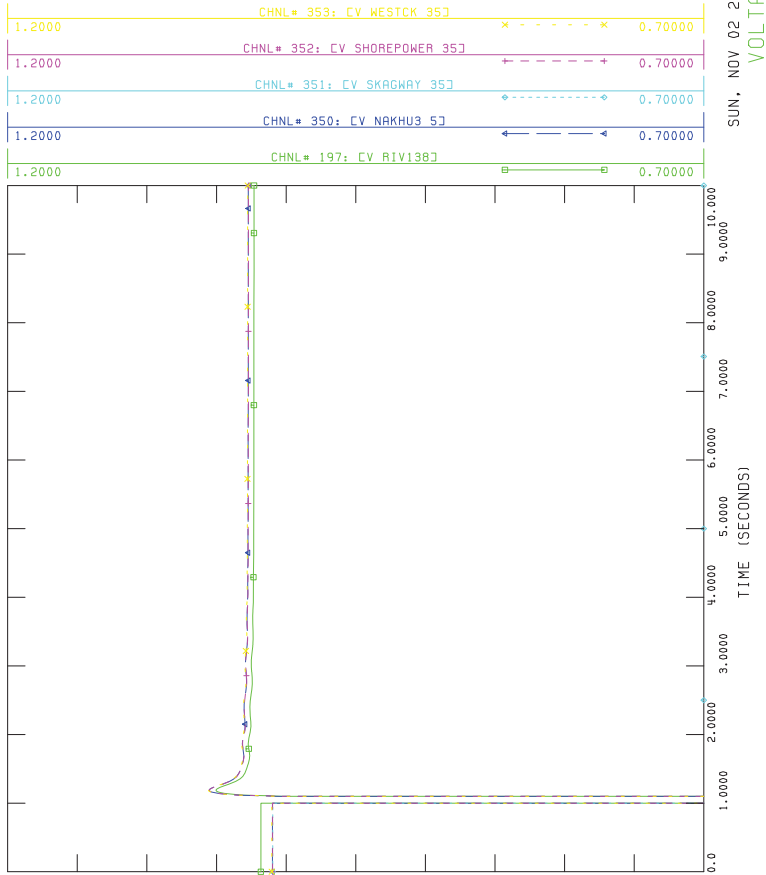
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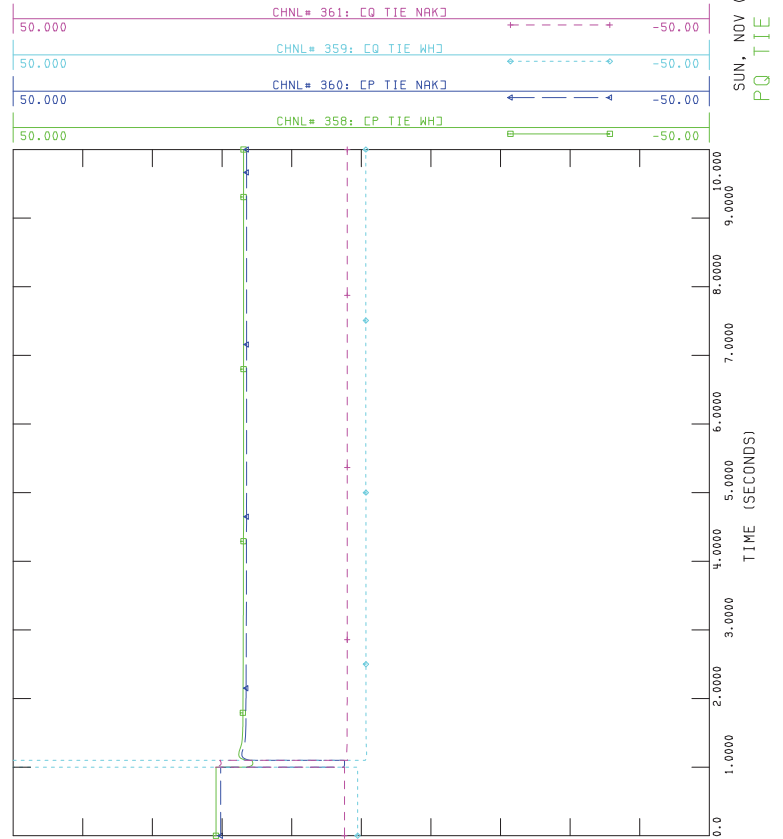
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INTERCONNECTION

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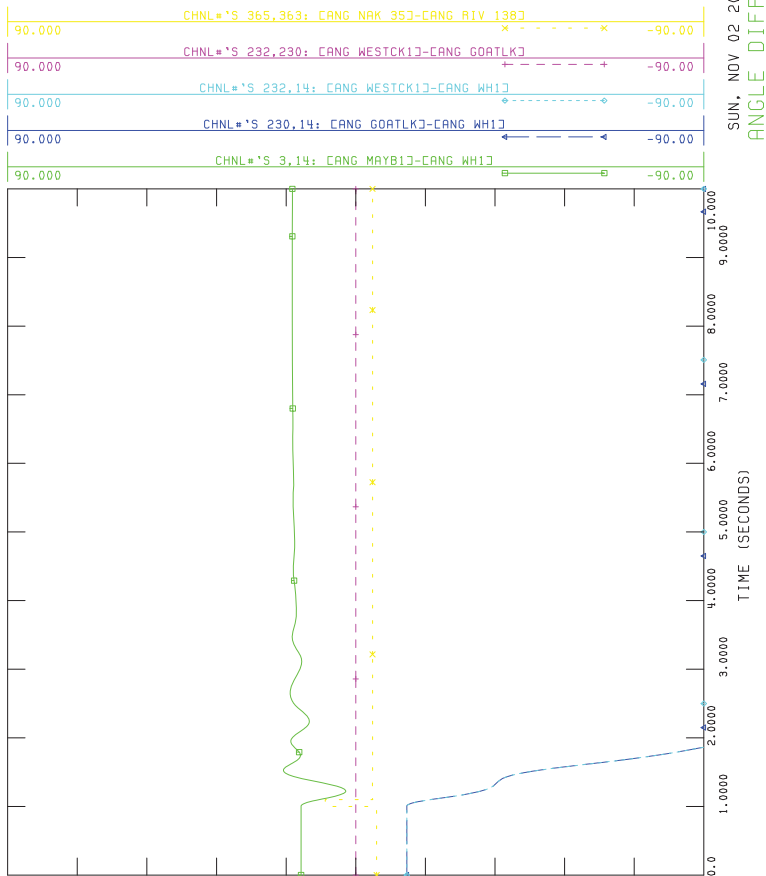
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INTERCONNECTION

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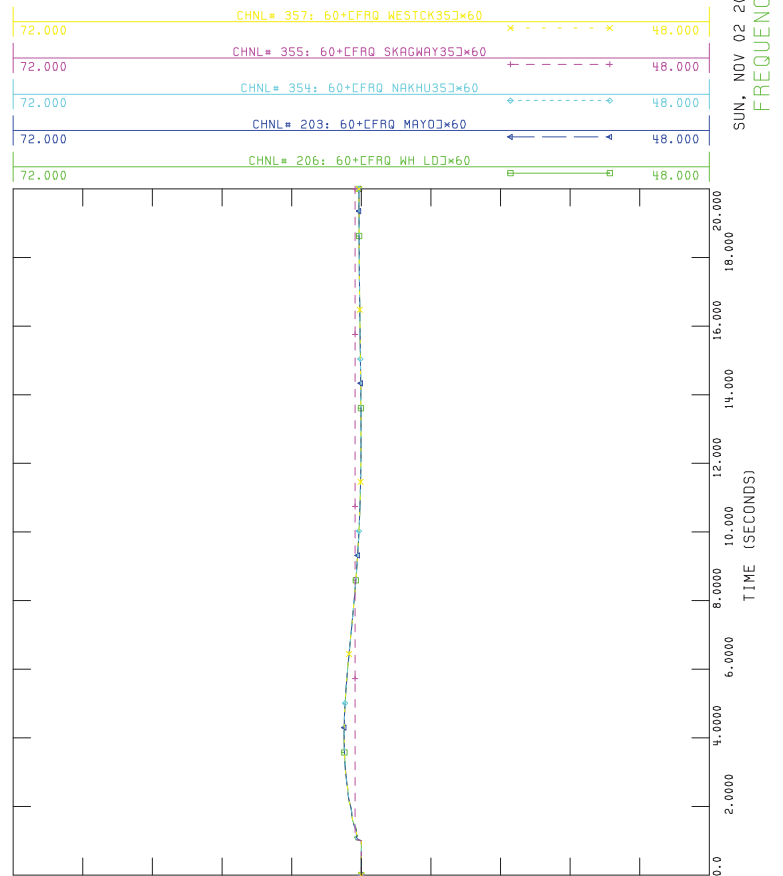
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INTERCONNECTION

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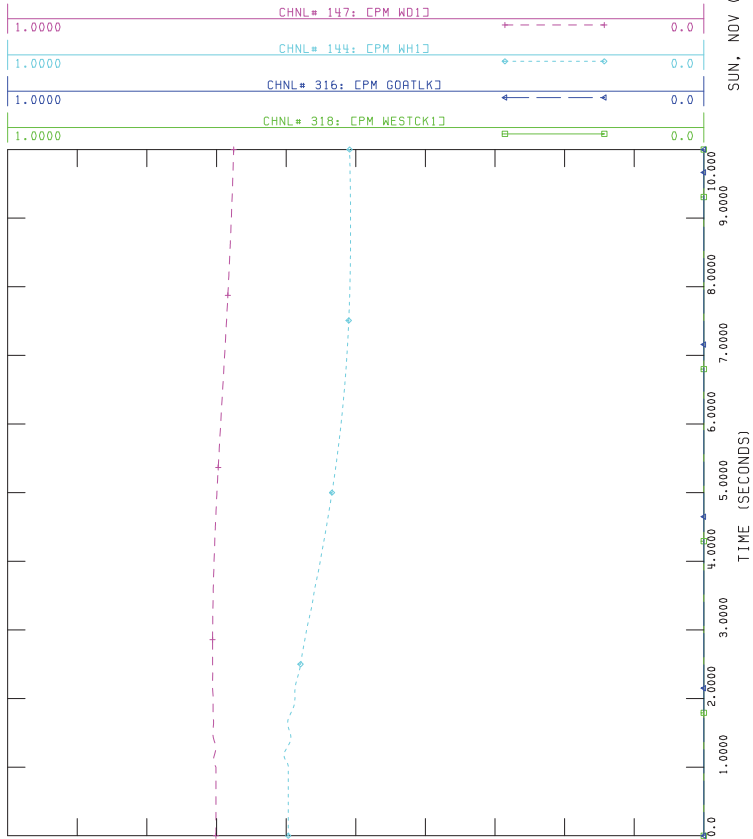
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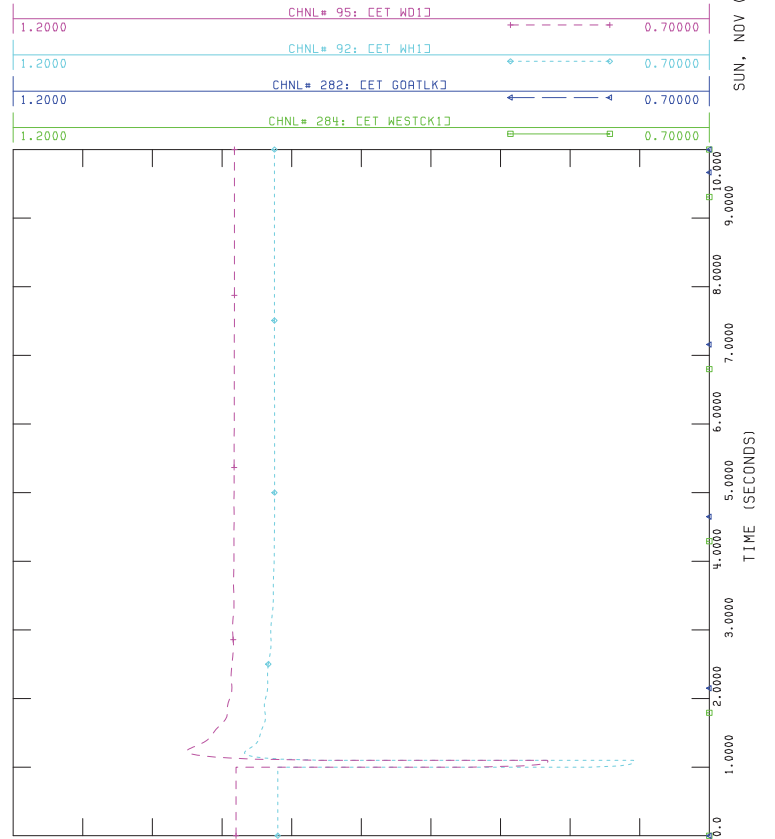
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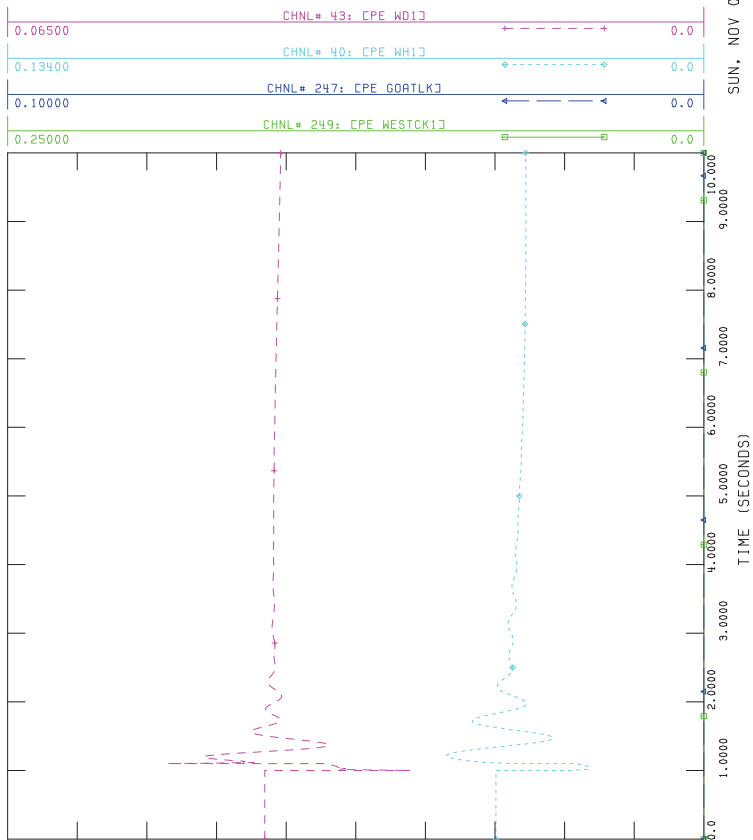
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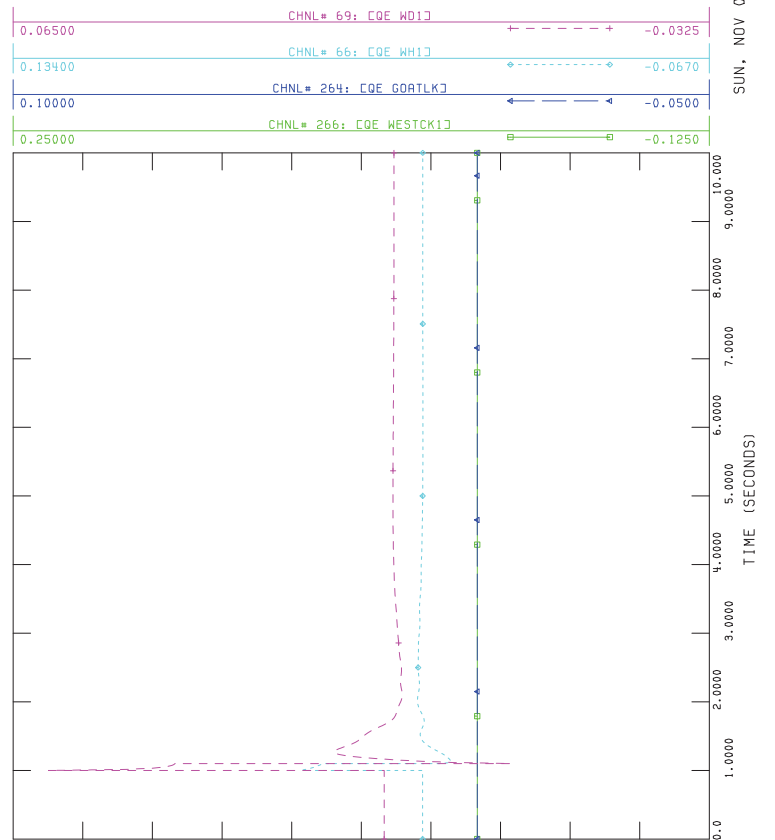
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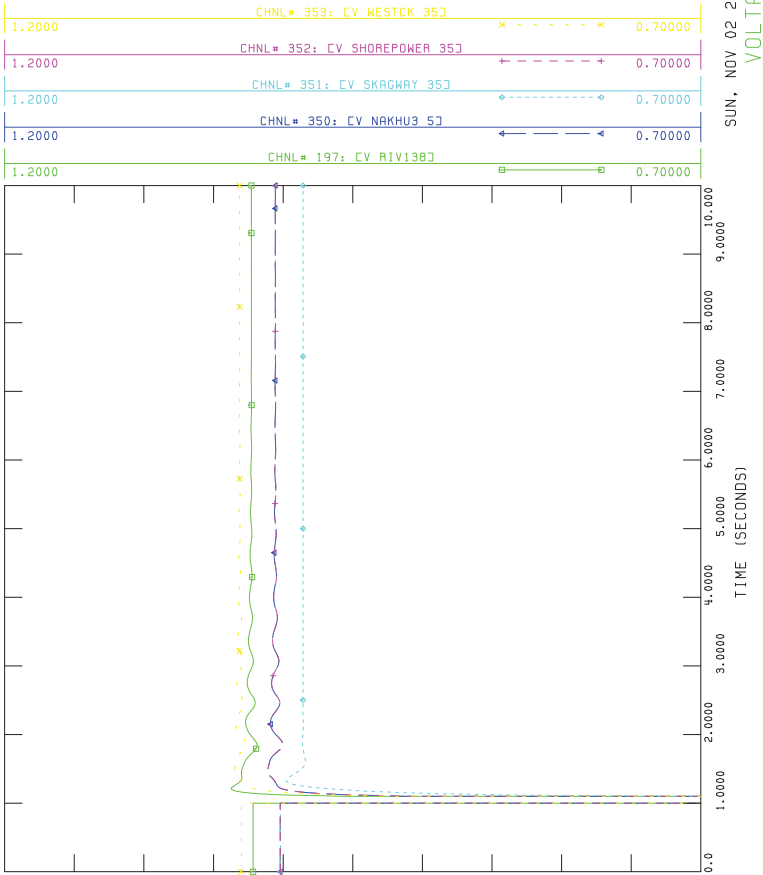
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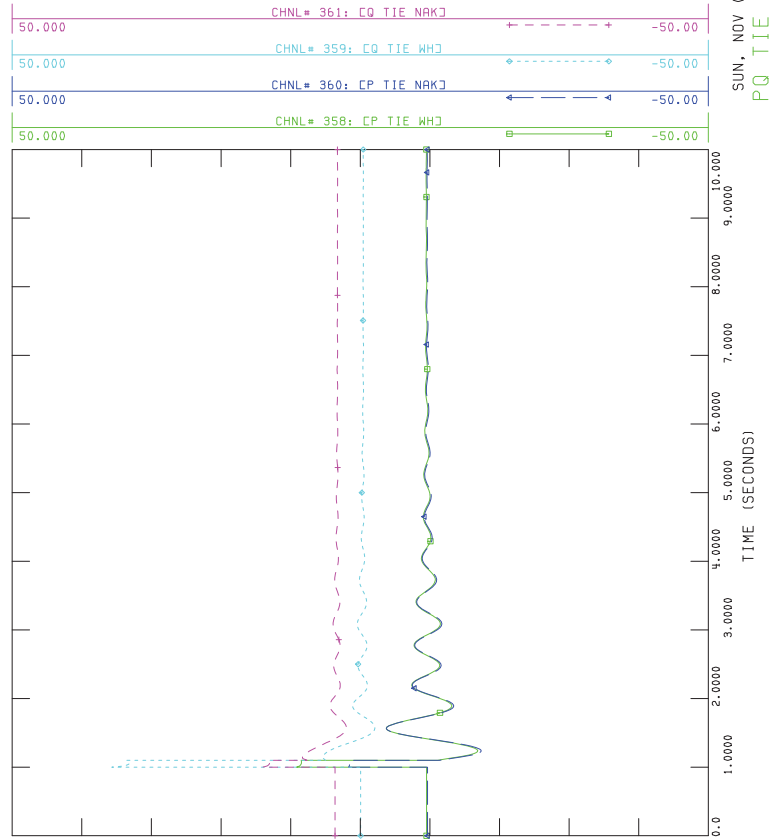
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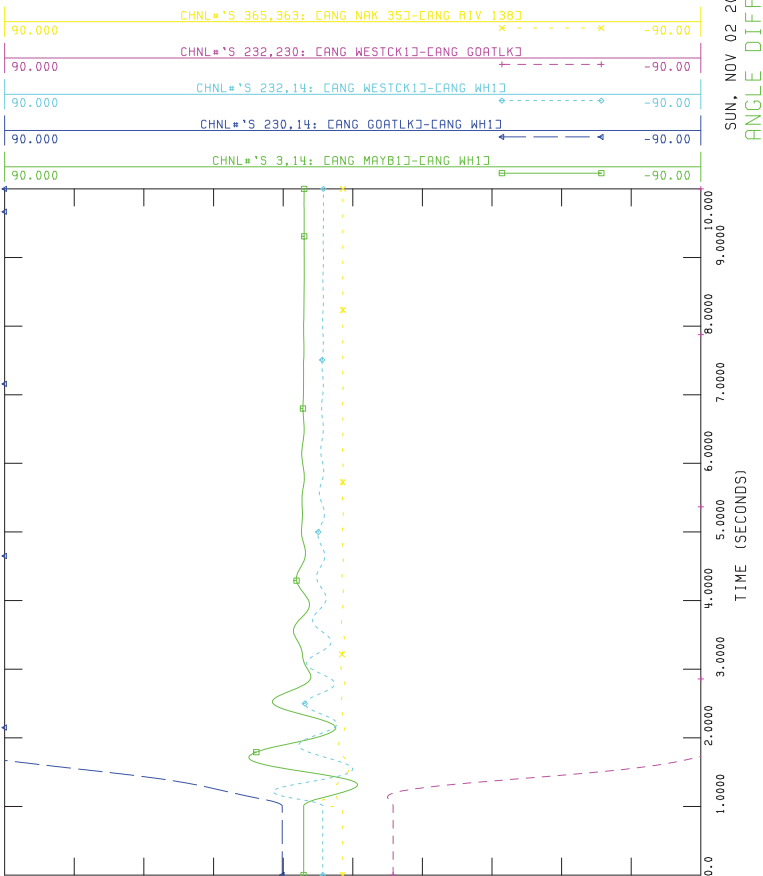
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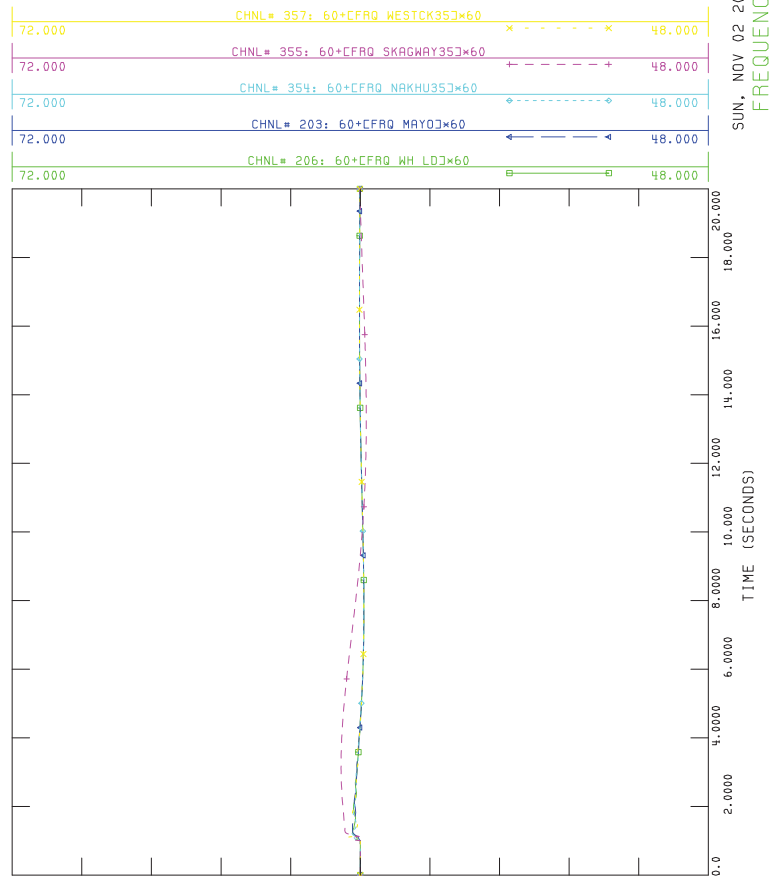
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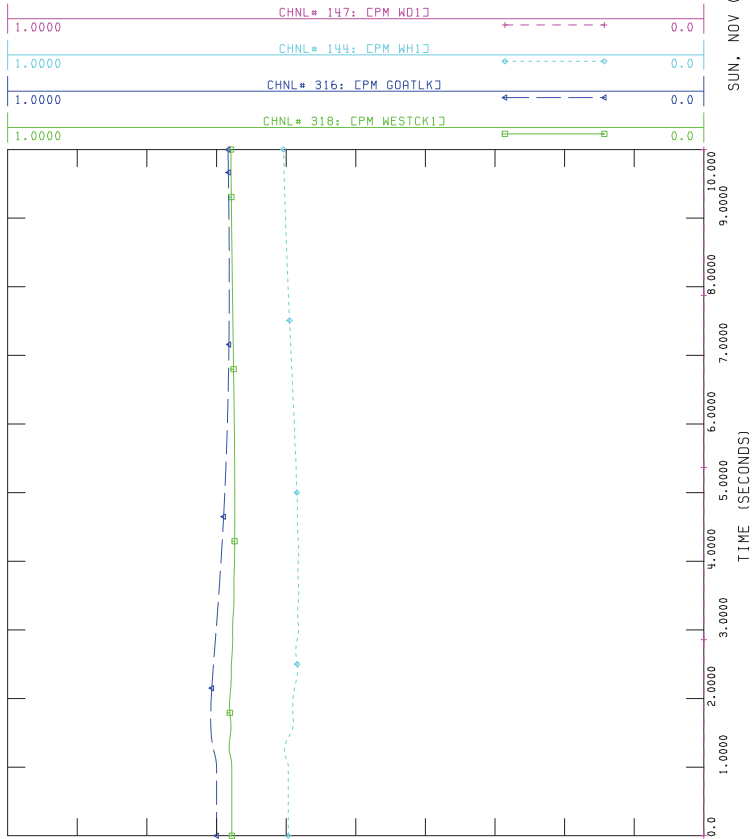
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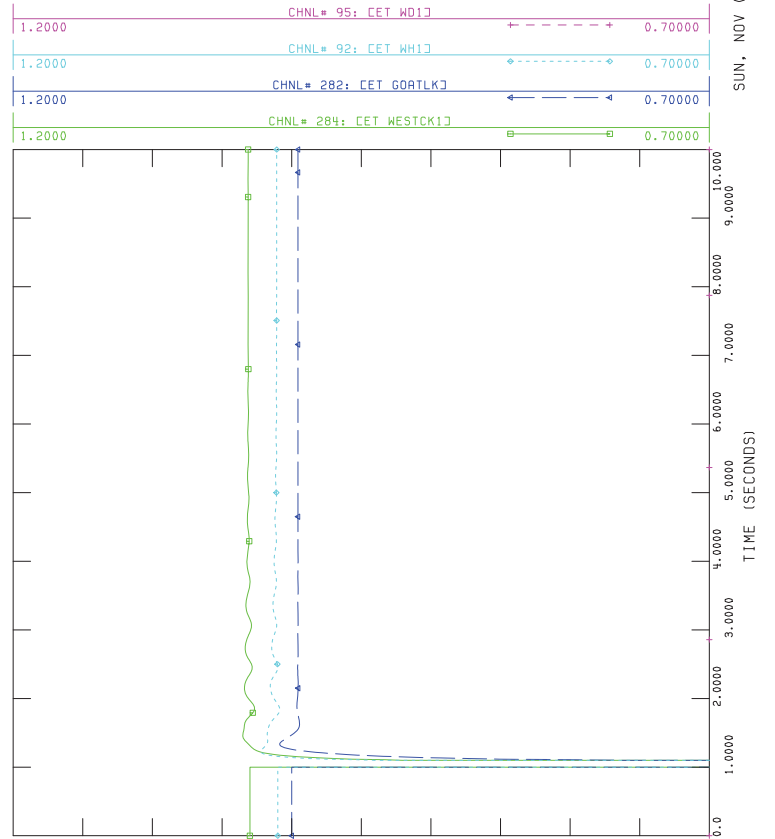
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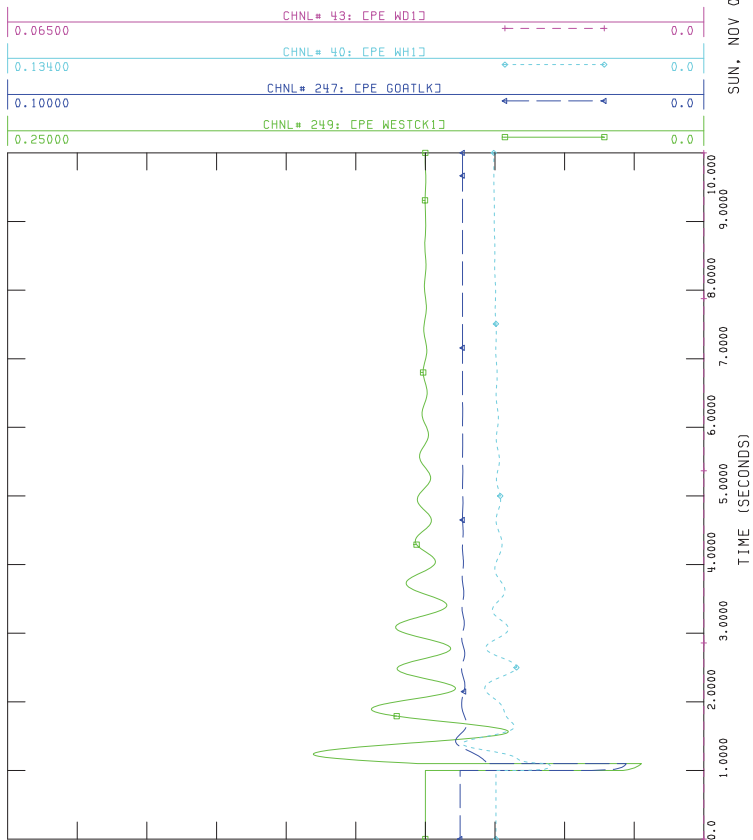
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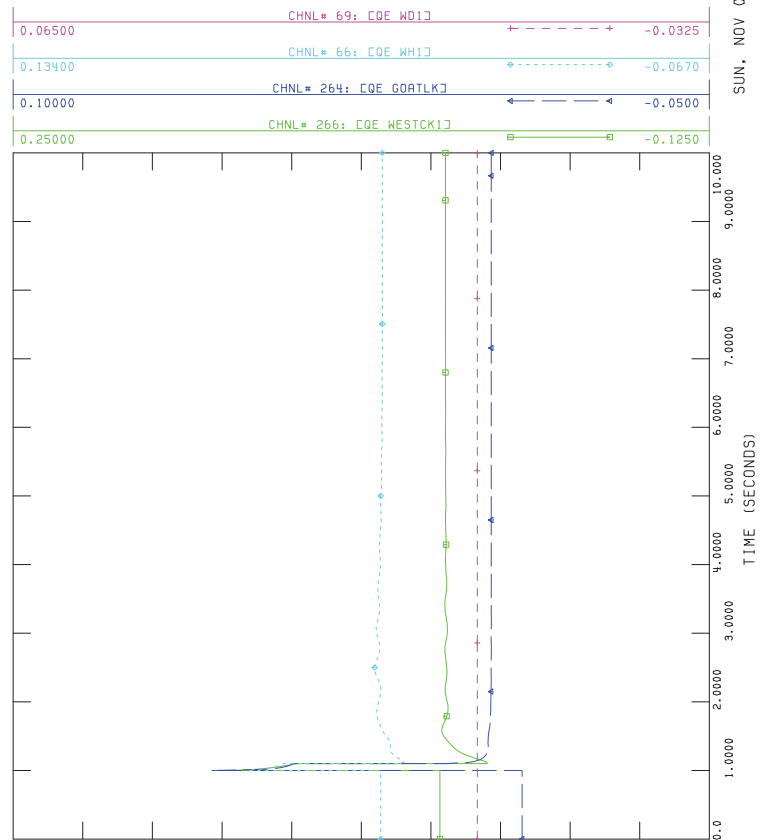
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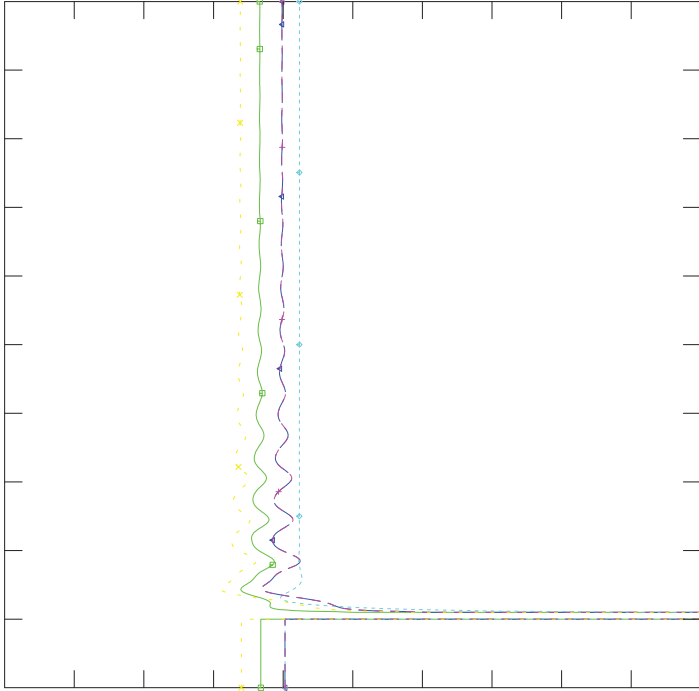
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WHITEHORSE SKAGWAY INTERCONNECTION

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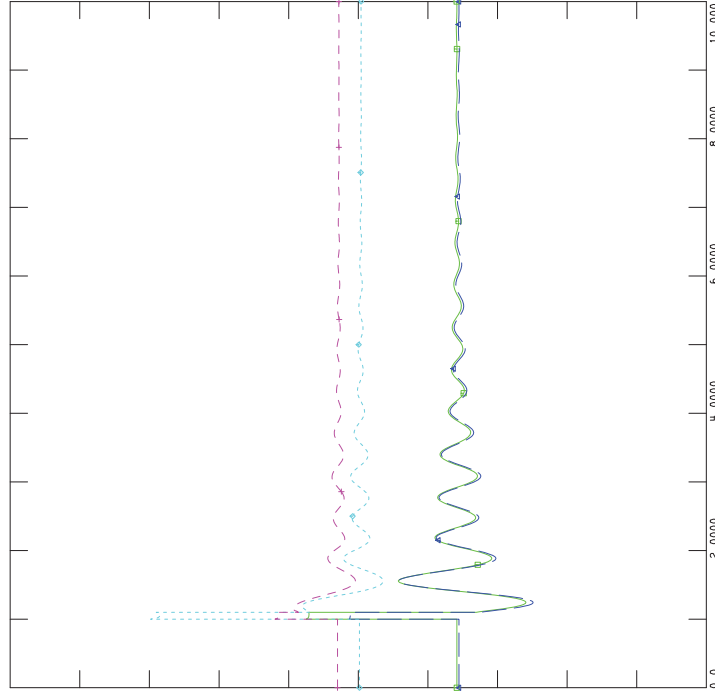
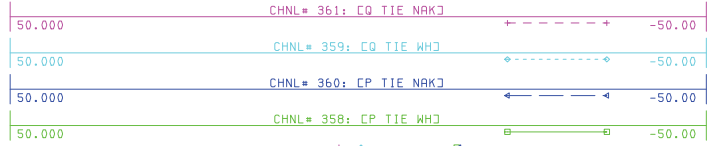


SUN, NOV 02 2014 8:54
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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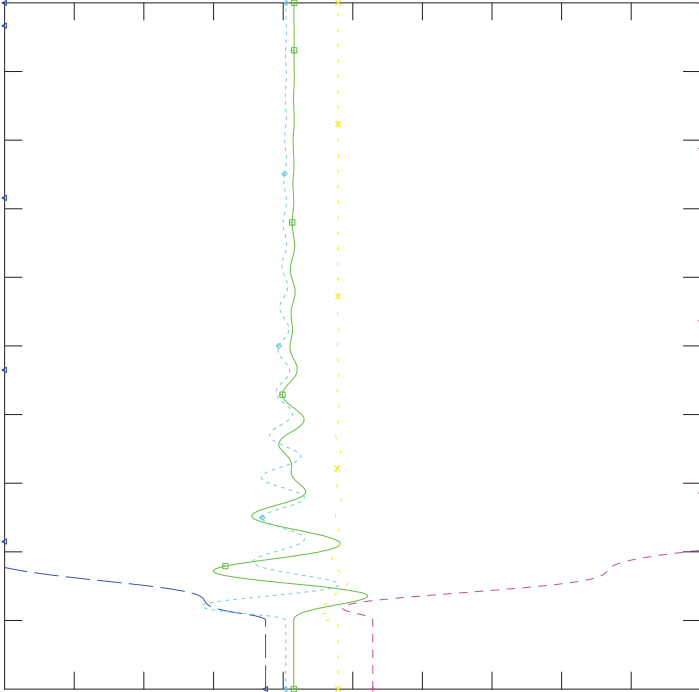
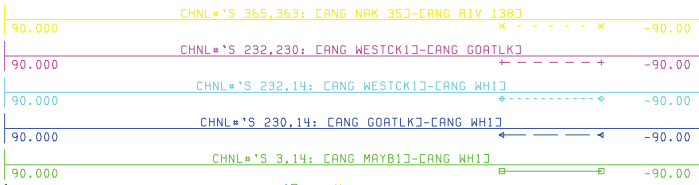


SUN, NOV 02 2014 8:54
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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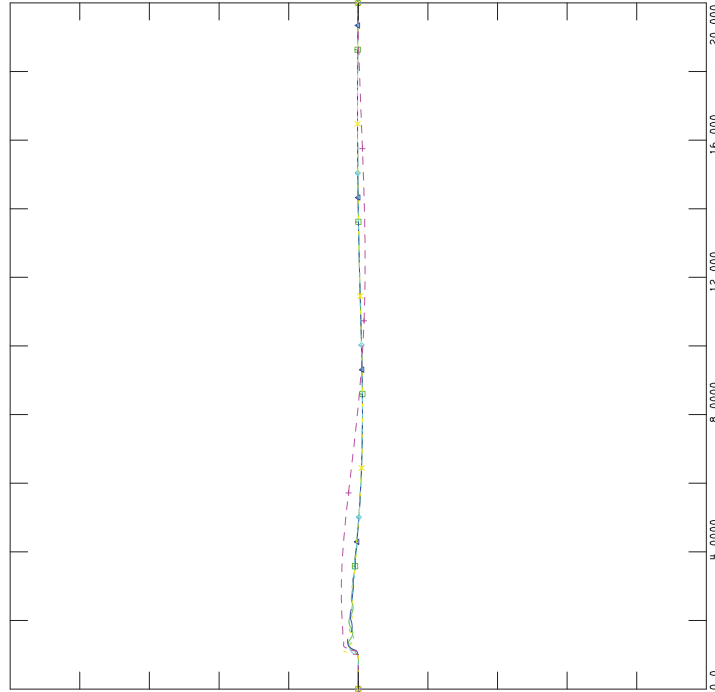


SUN, NOV 02 2014 8:54
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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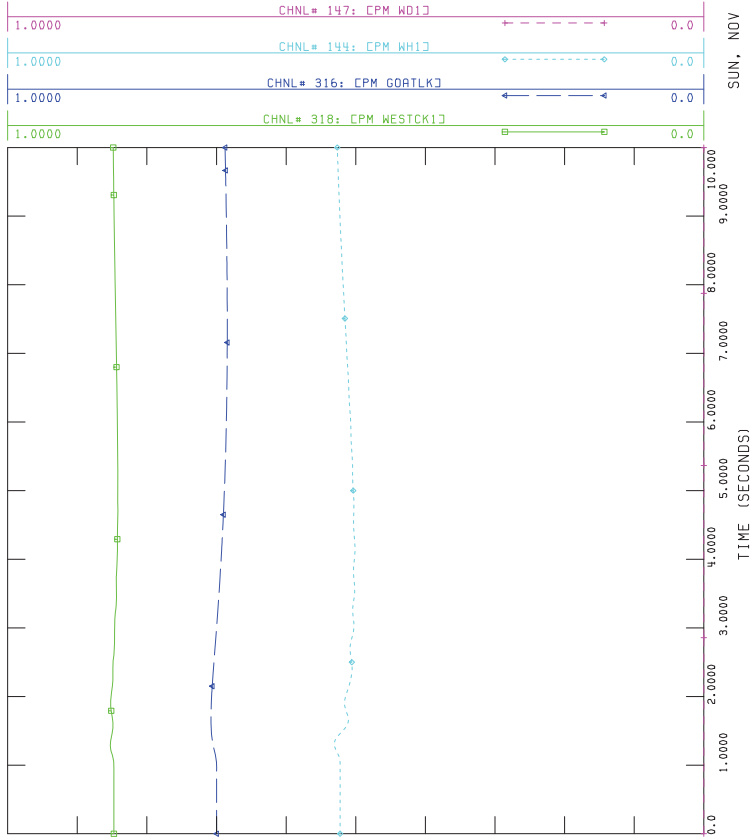


SUN, NOV 02 2014 8:54
FREQUENCY (HZ)



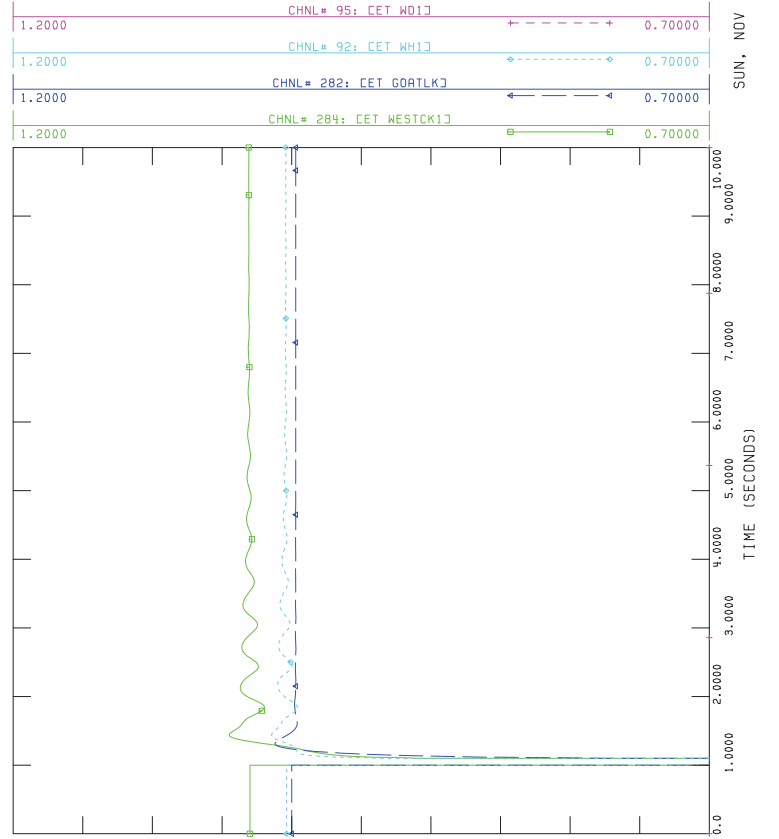
WHITEHORSE SKAGWAY
INTERCONNECTION

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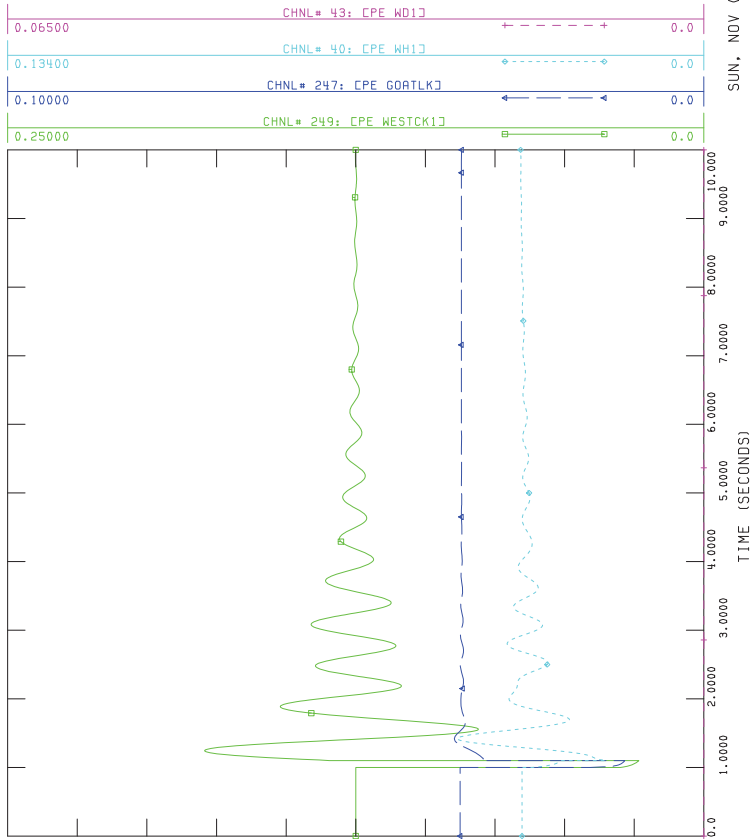
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INTERCONNECTION

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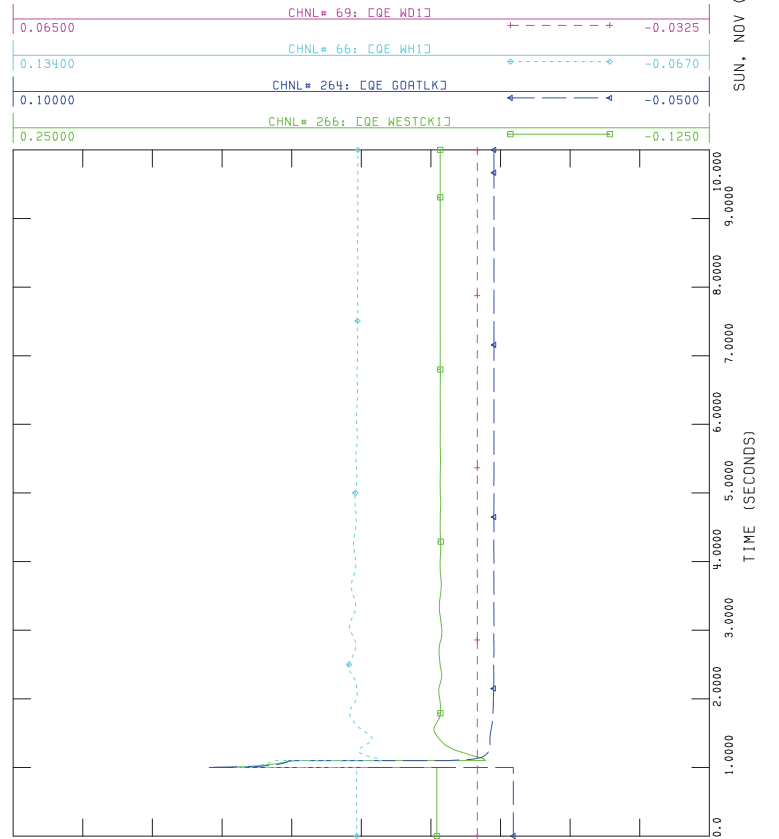
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

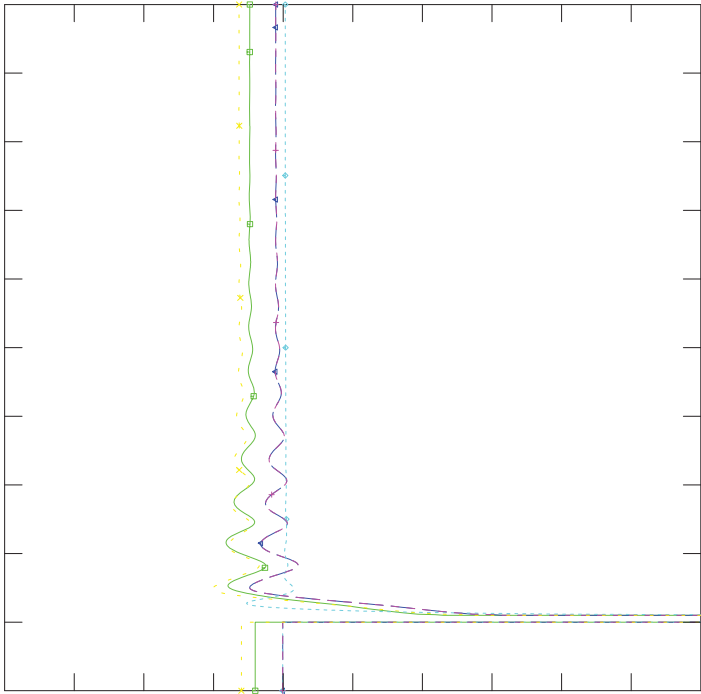
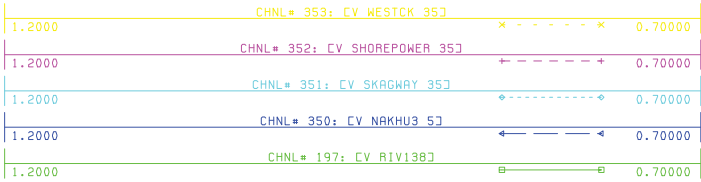
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WHITEHORSE SKAGWAY INTERCONNECTION

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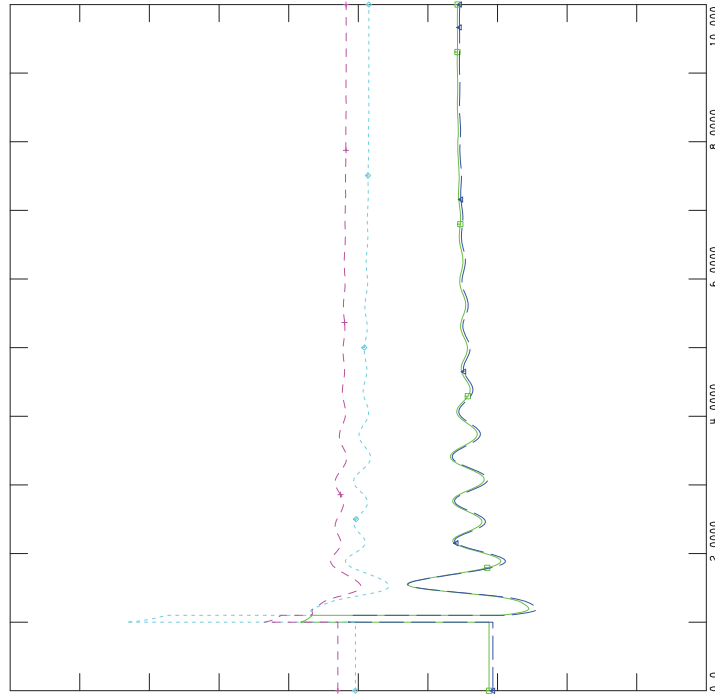
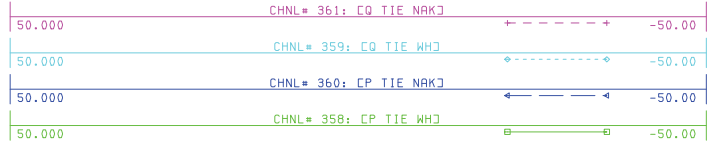


SUN, NOV 02 2014 8:54
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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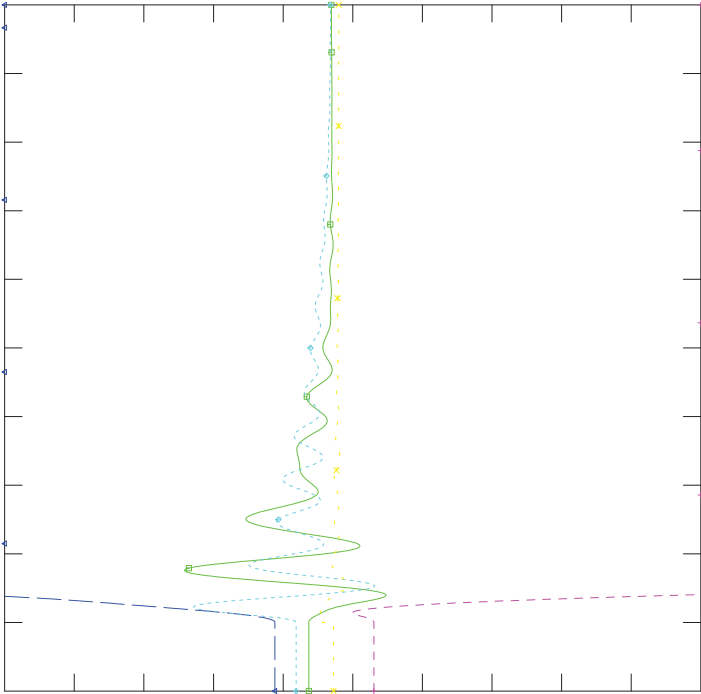


SUN, NOV 02 2014 8:54
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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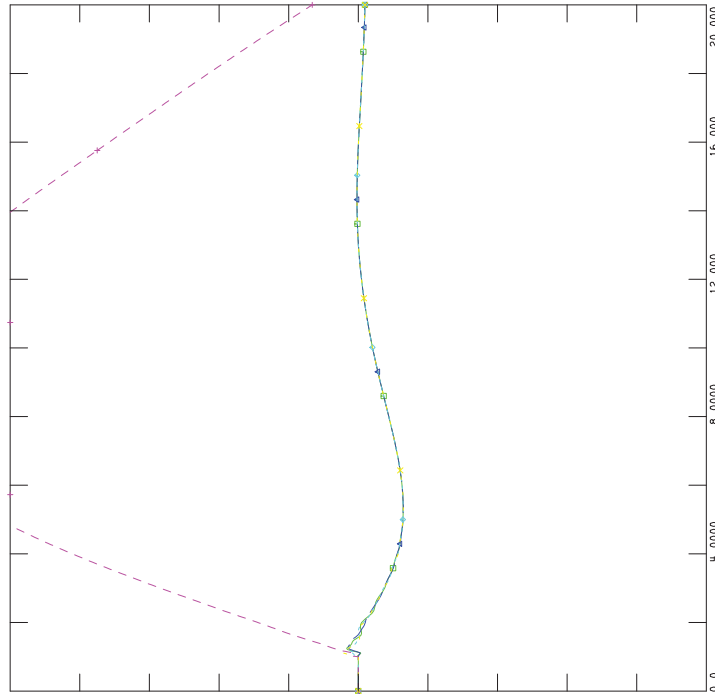


SUN, NOV 02 2014 8:54
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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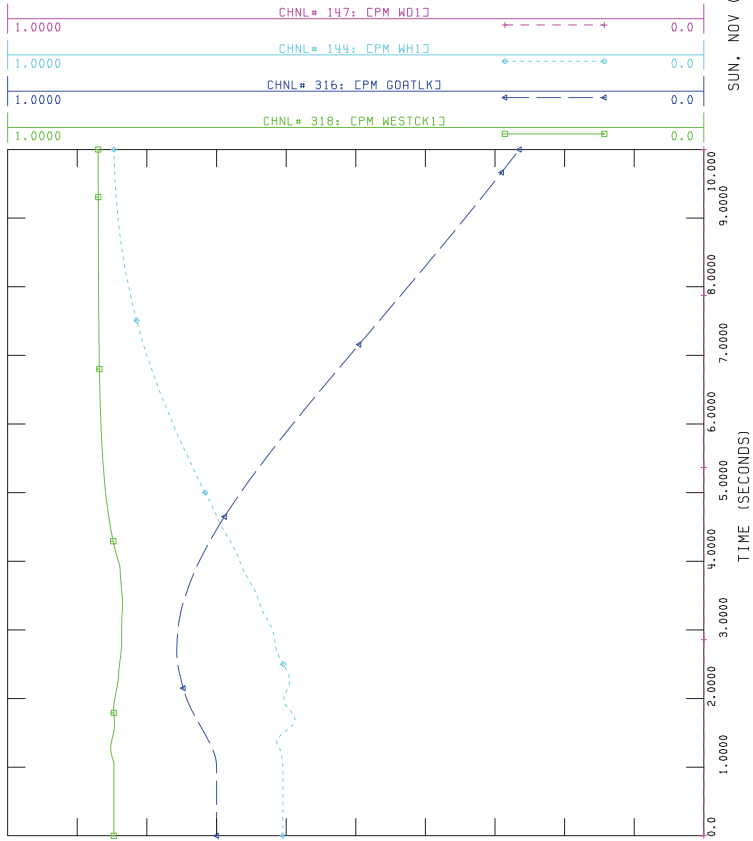


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FREQUENCY (HZ)



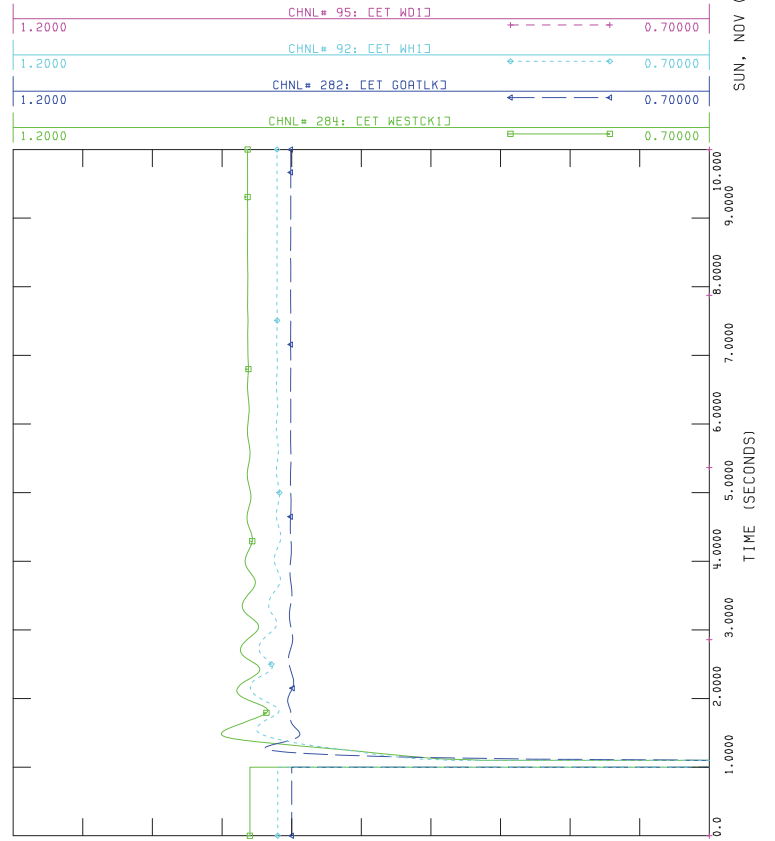
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INTERCONNECTION

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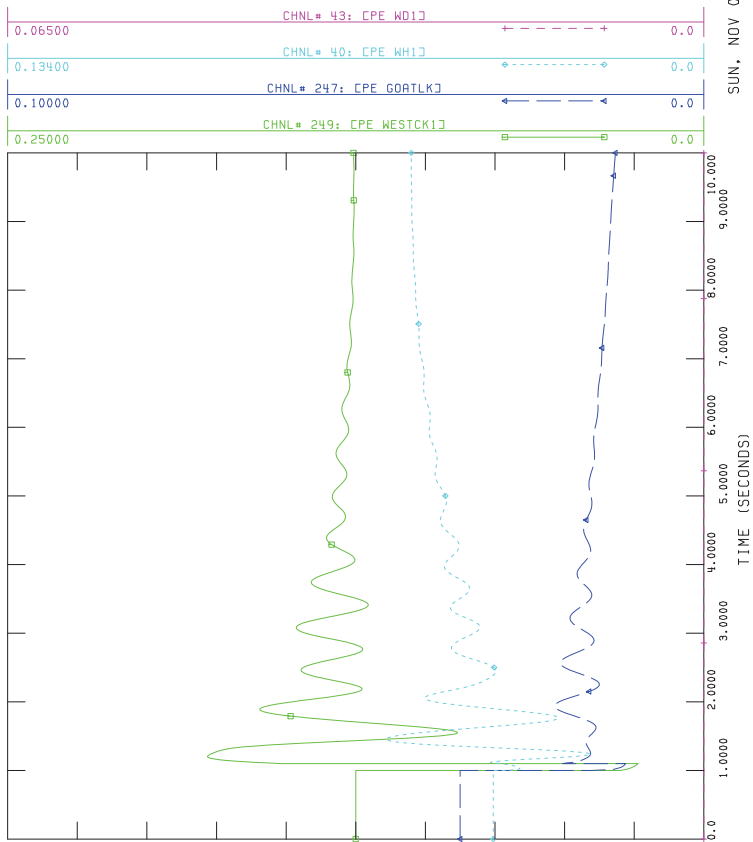
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INTERCONNECTION

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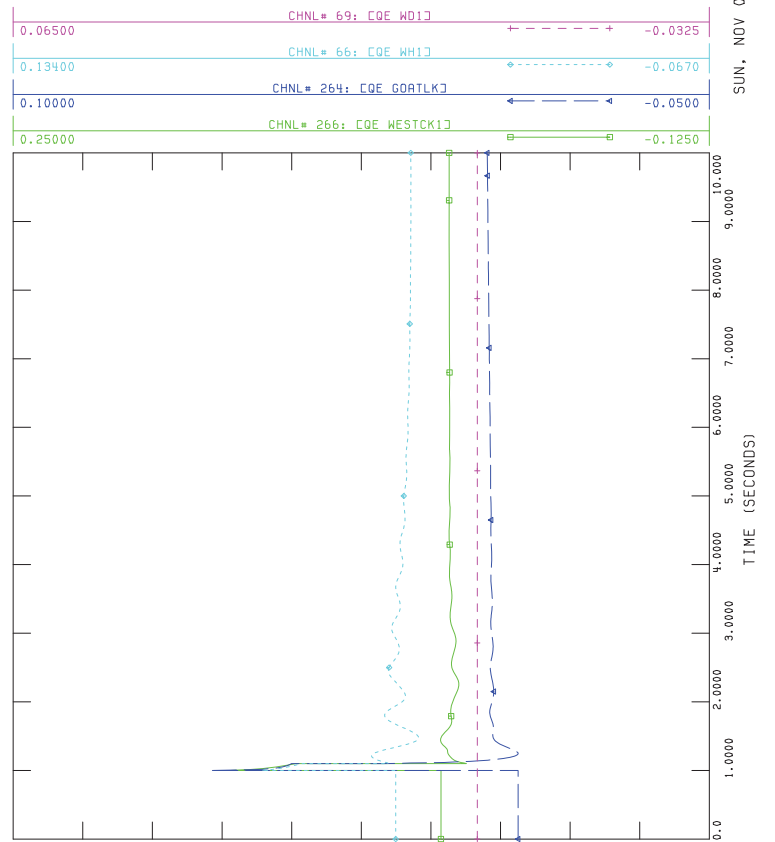
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INTERCONNECTION

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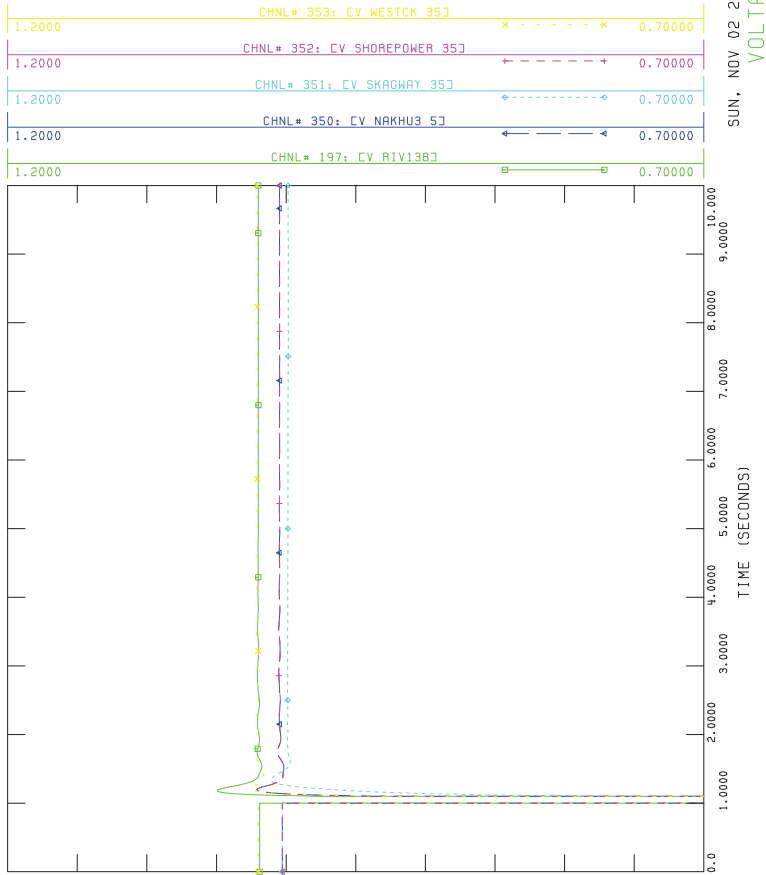
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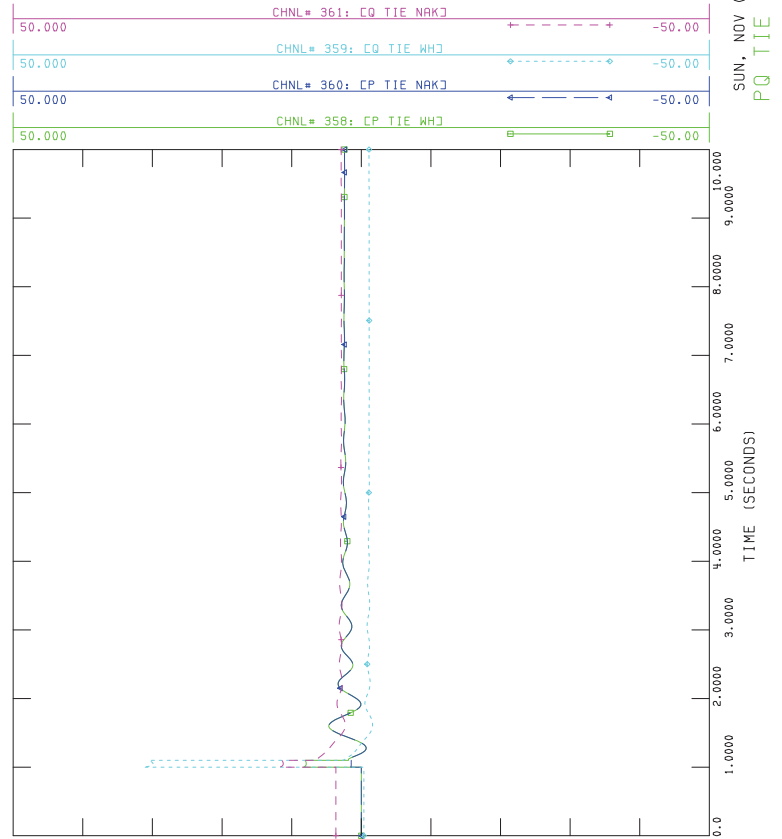
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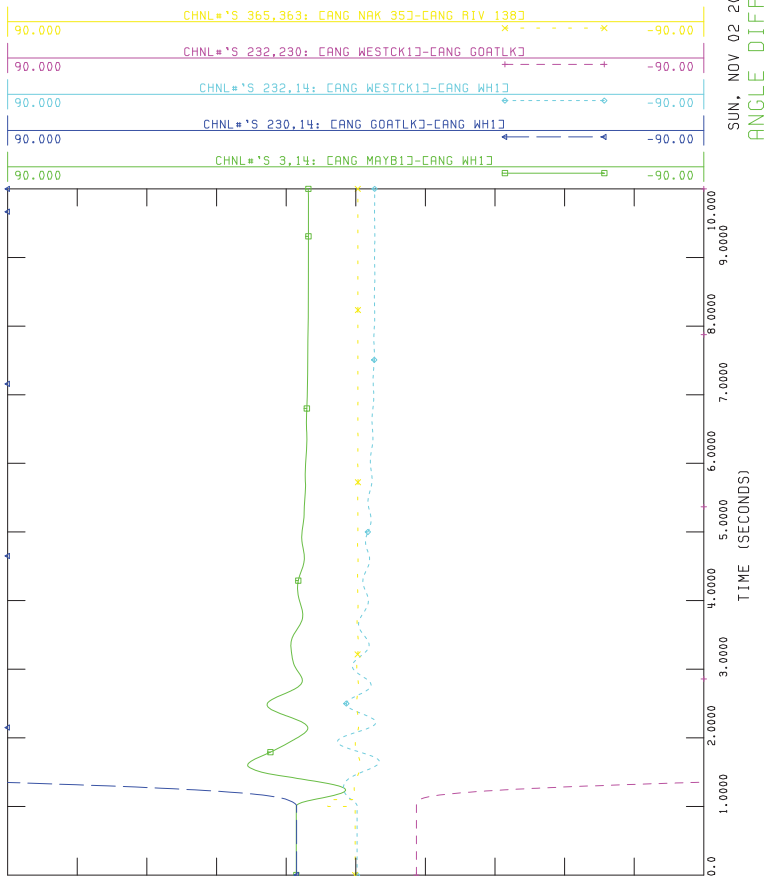
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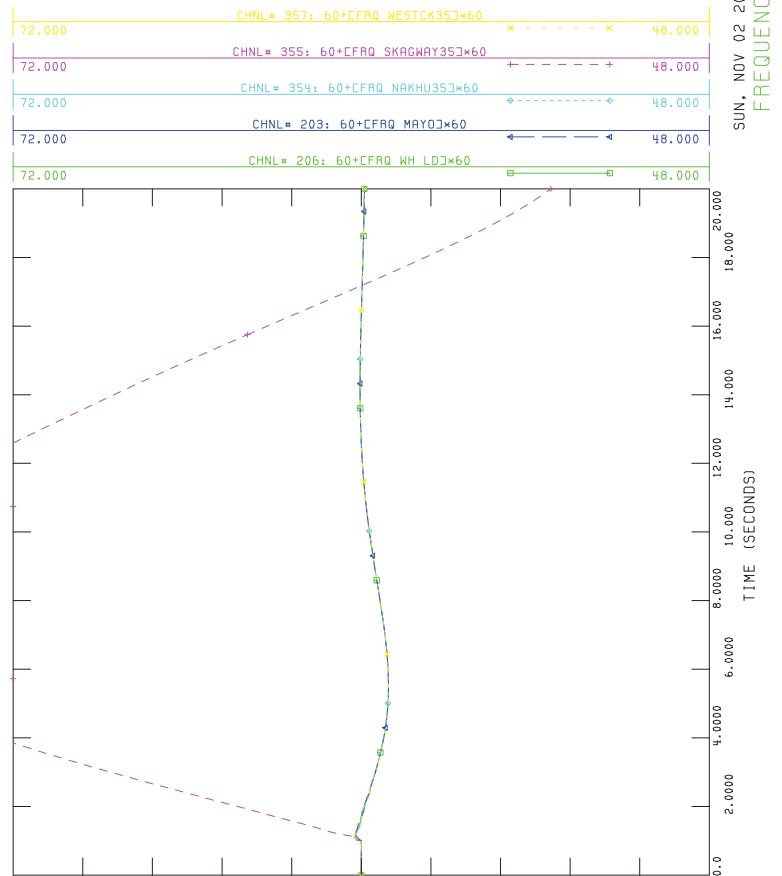
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INTERCONNECTION

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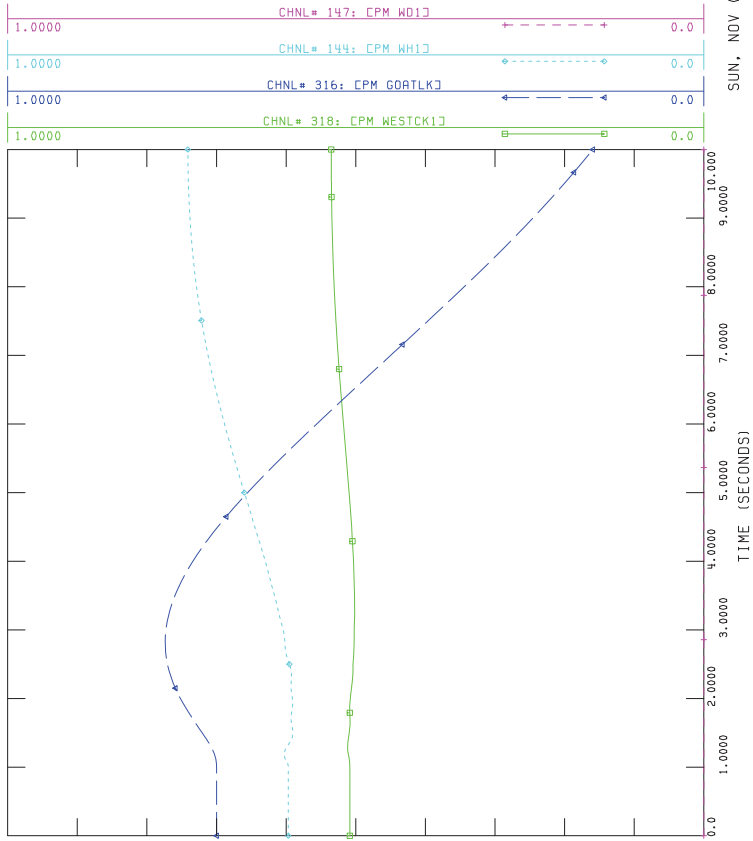
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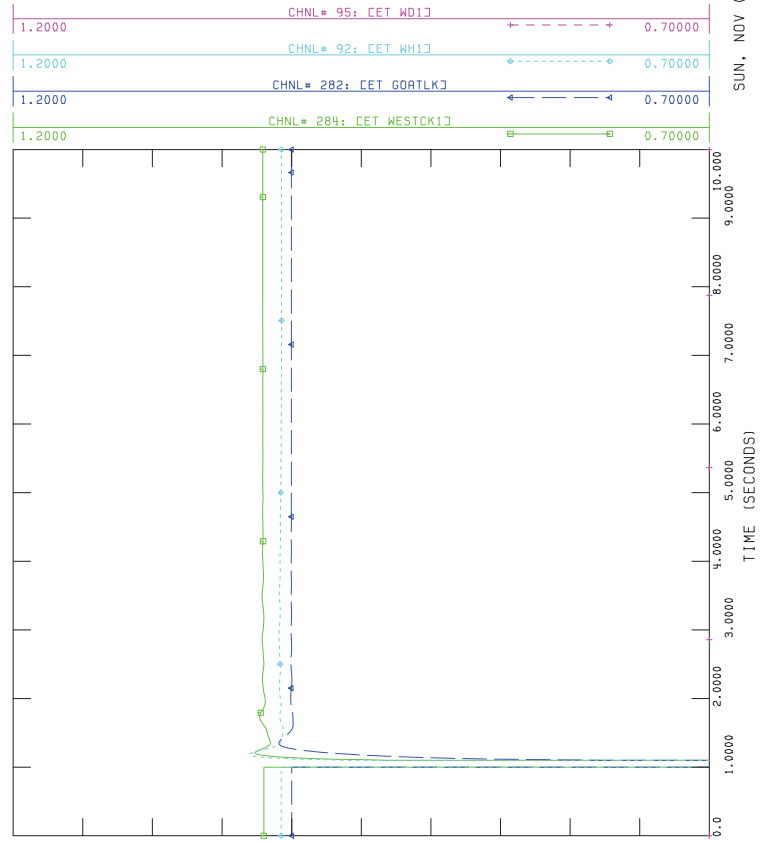
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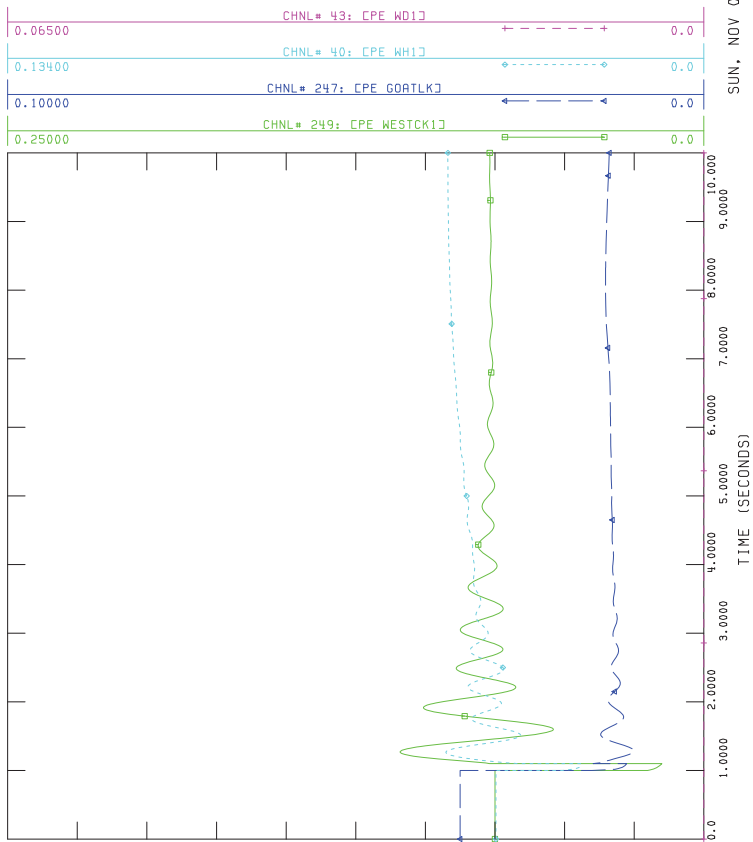
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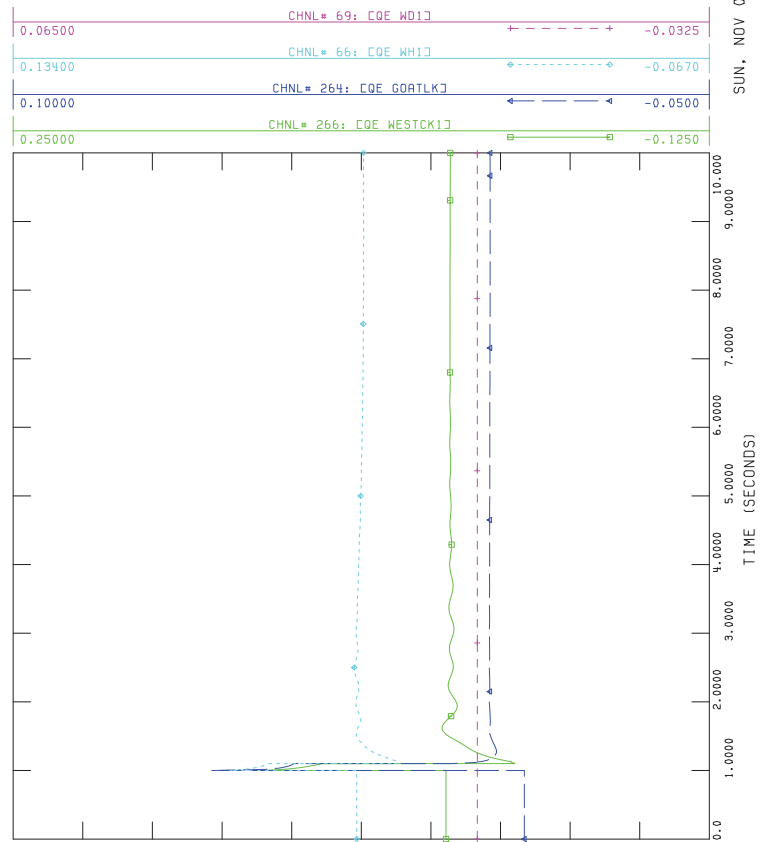
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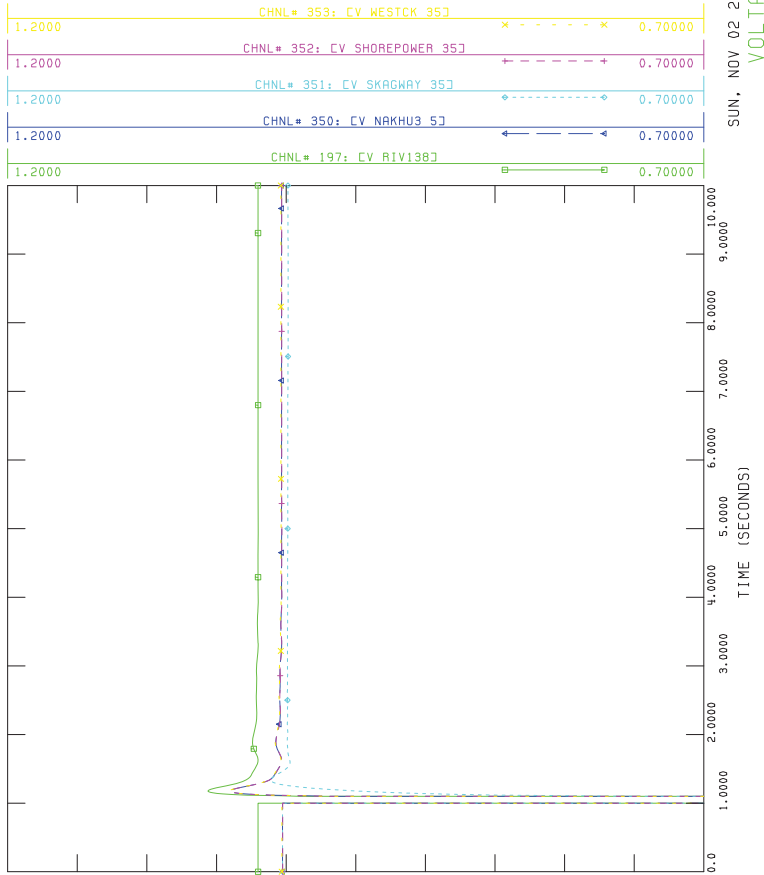
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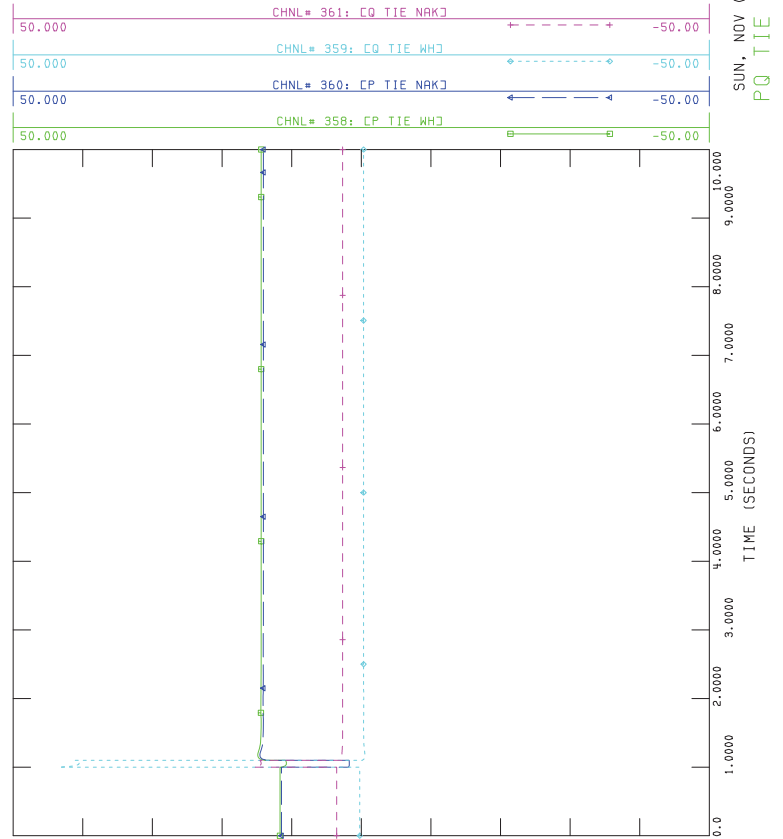
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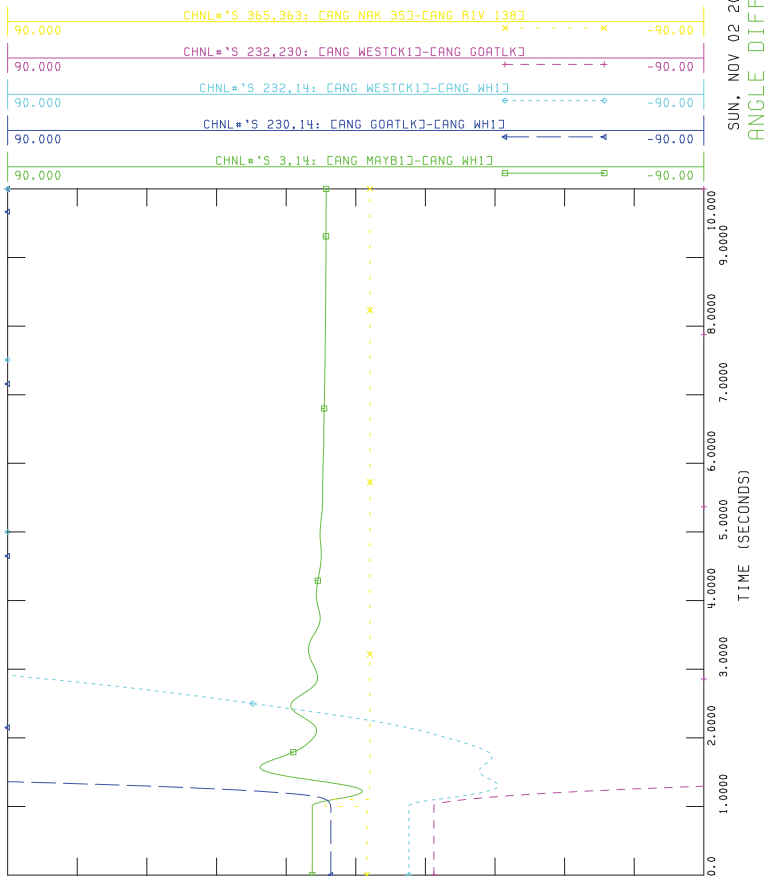
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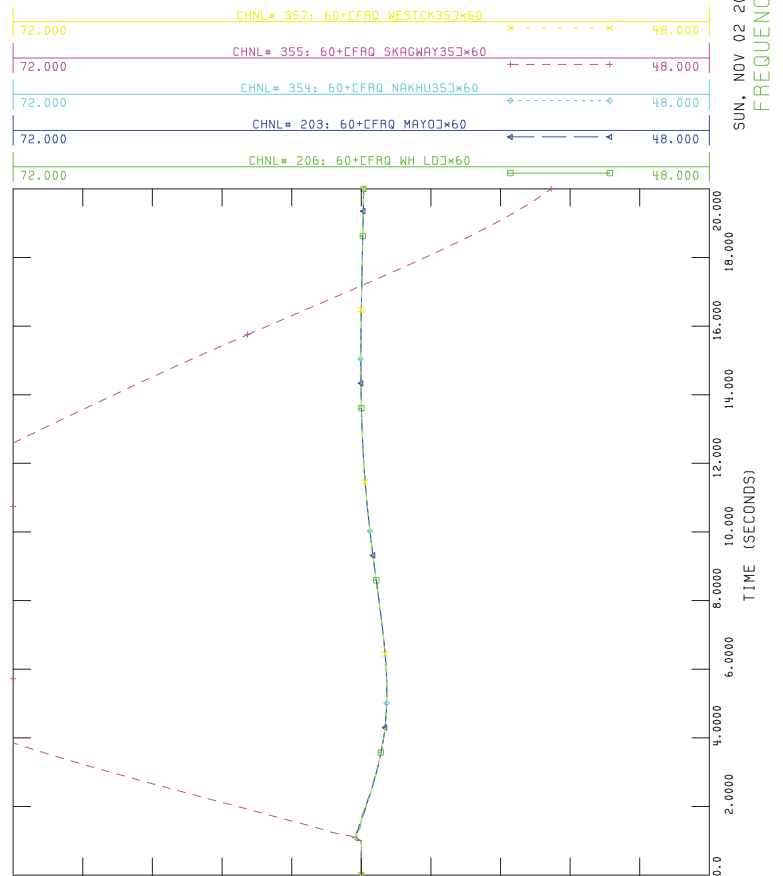
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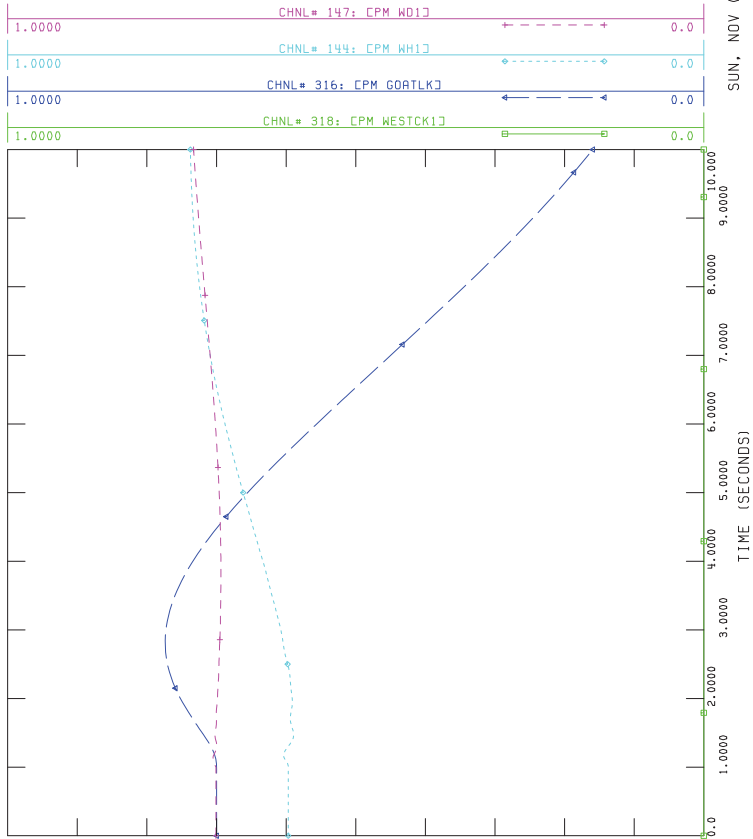
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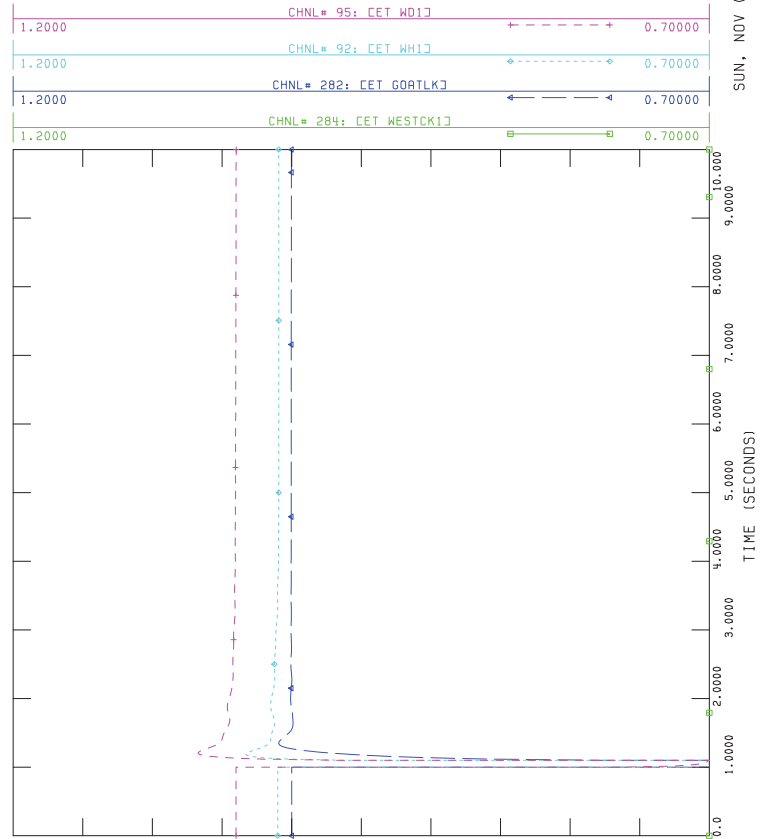
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INTERCONNECTION

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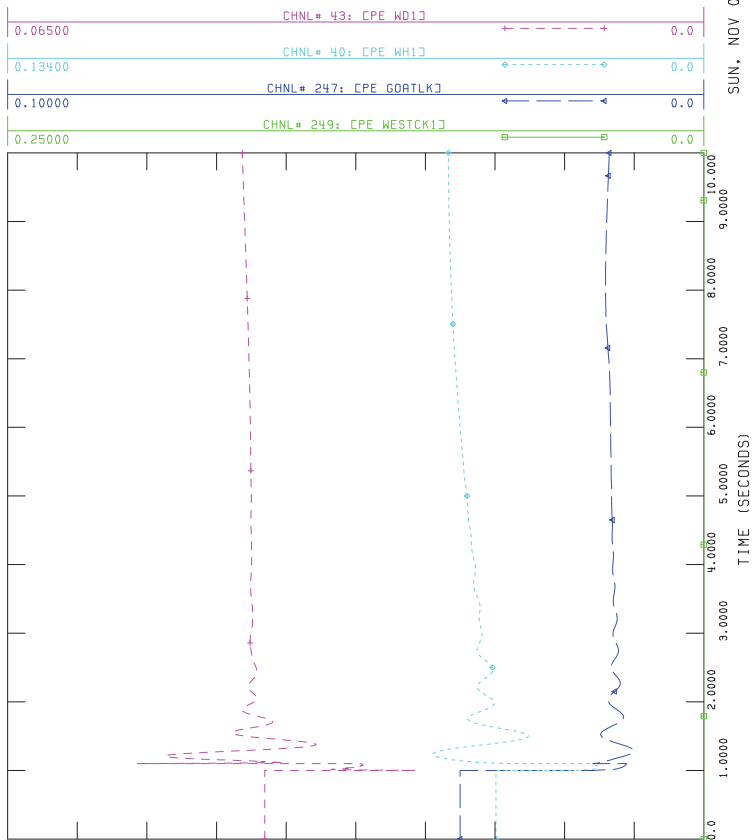
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INTERCONNECTION

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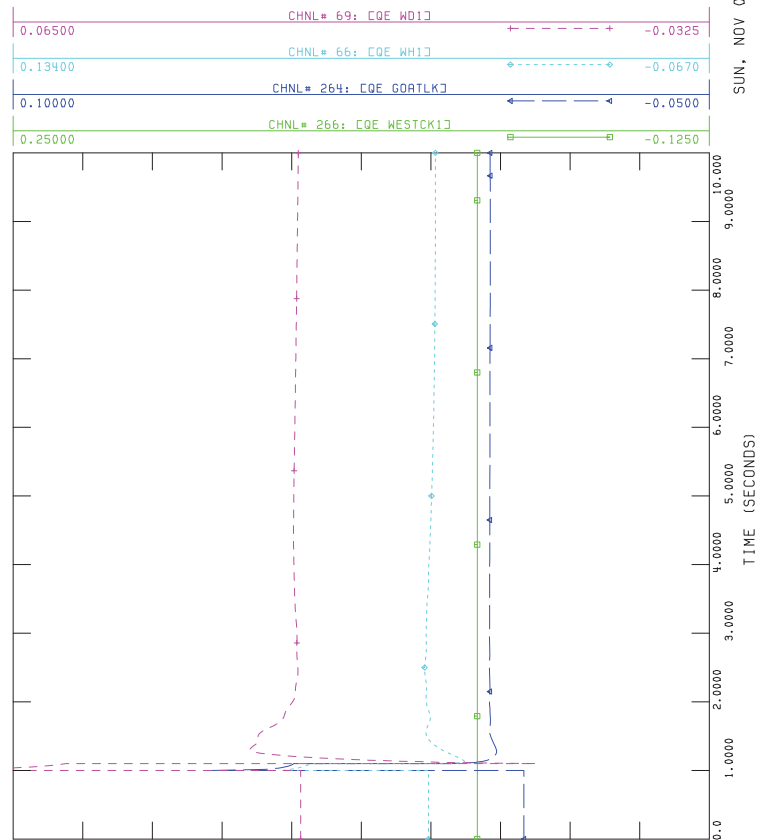
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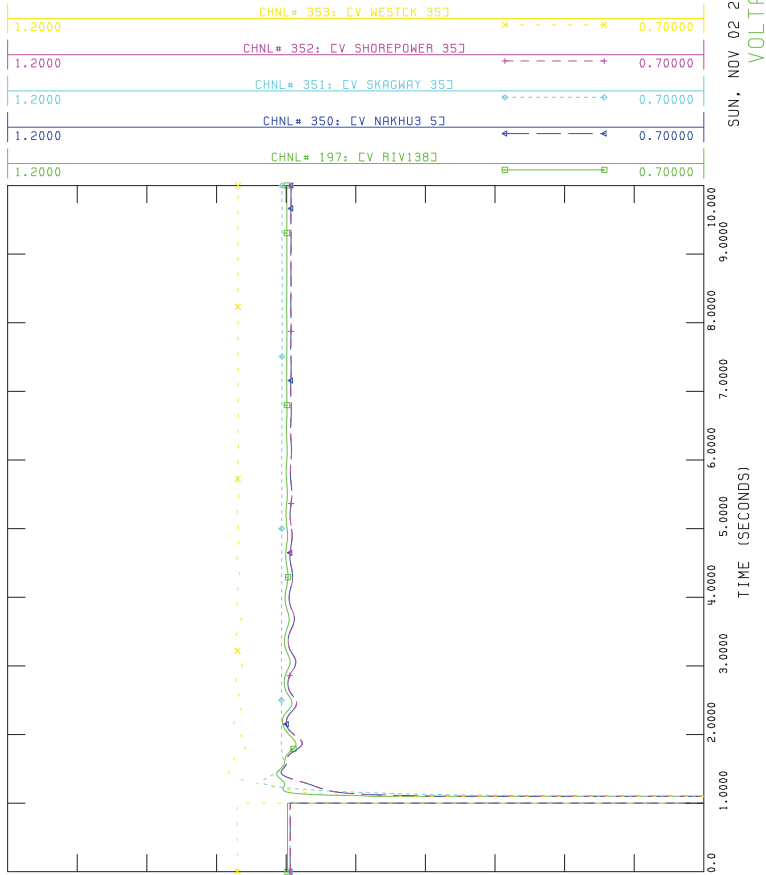
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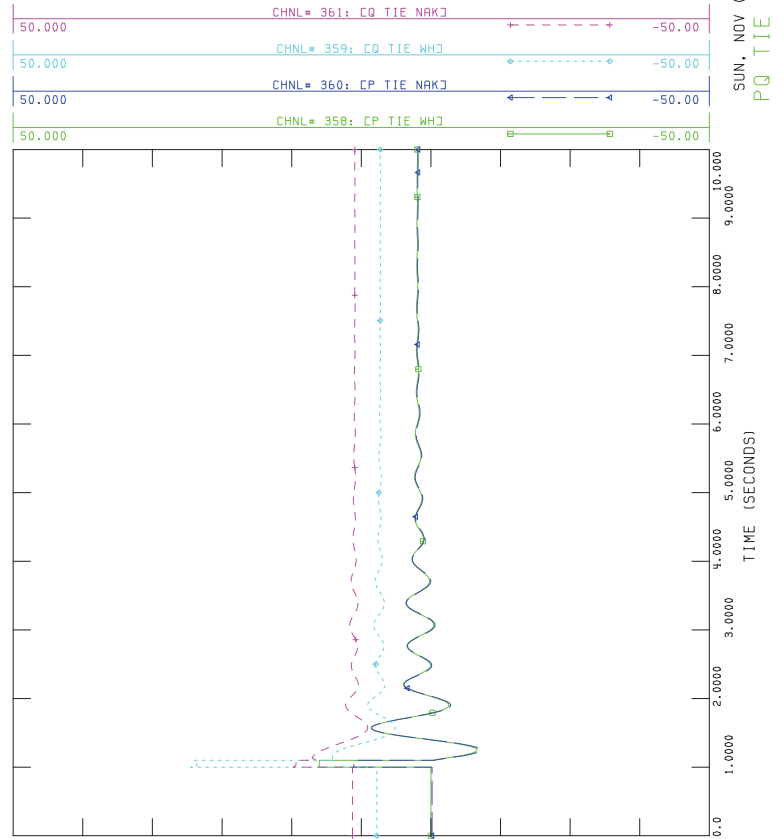
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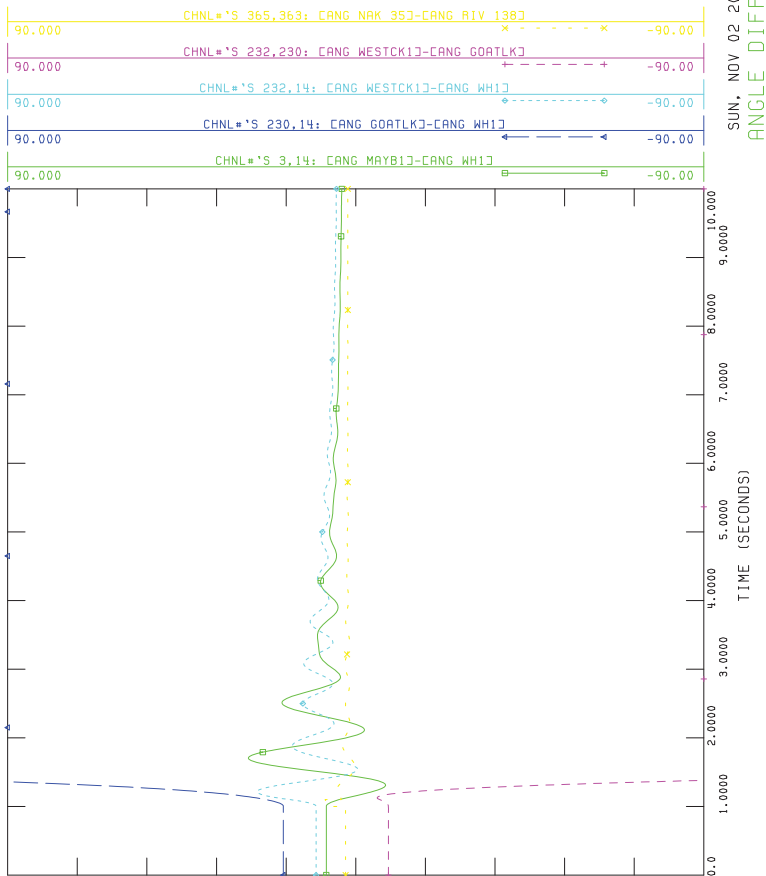
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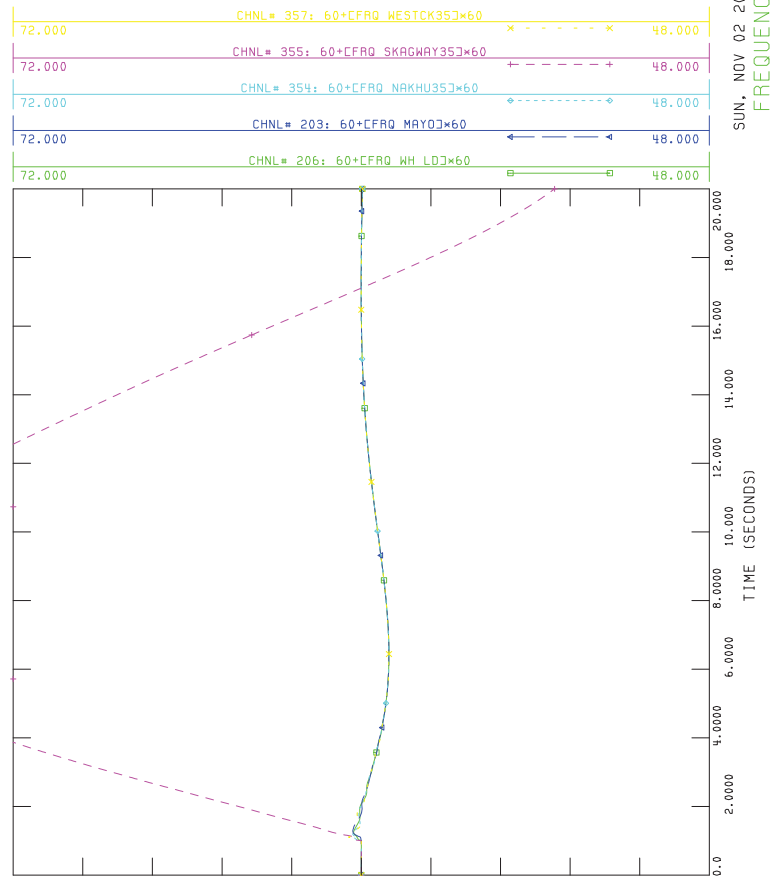
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INTERCONNECTION

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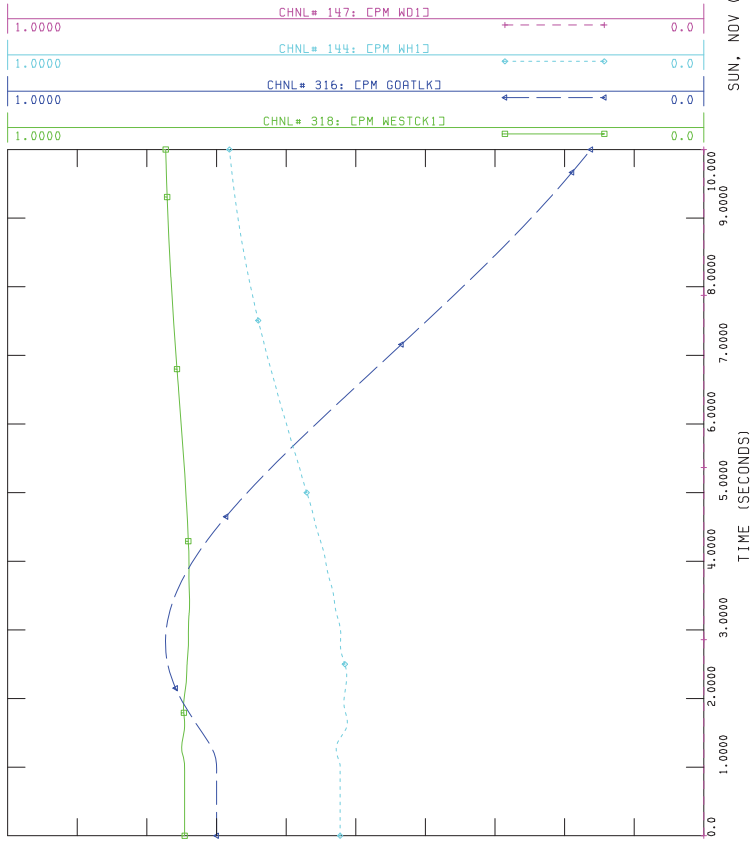
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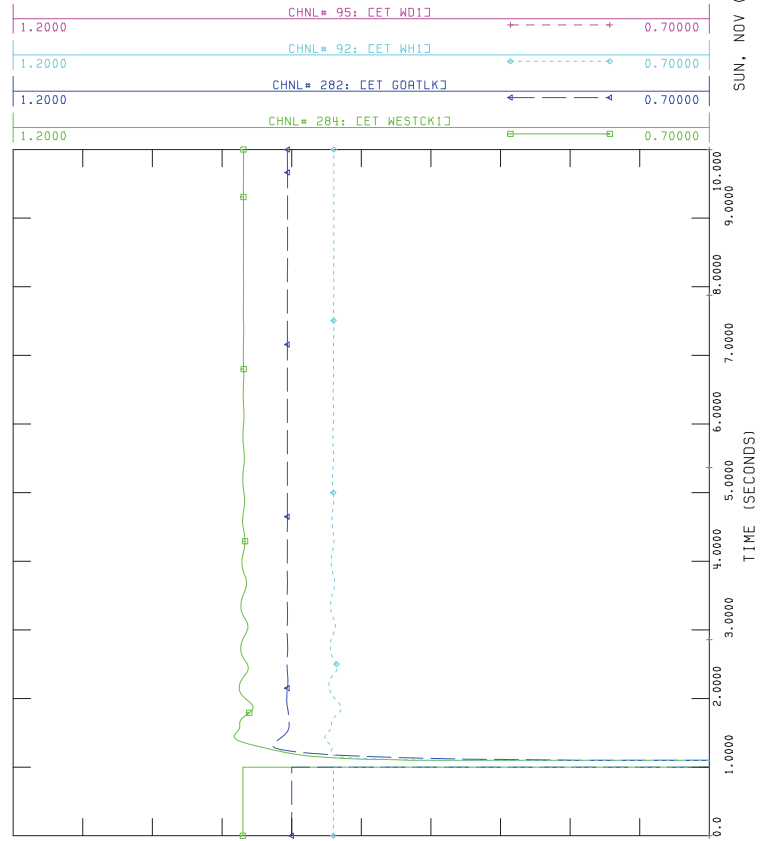
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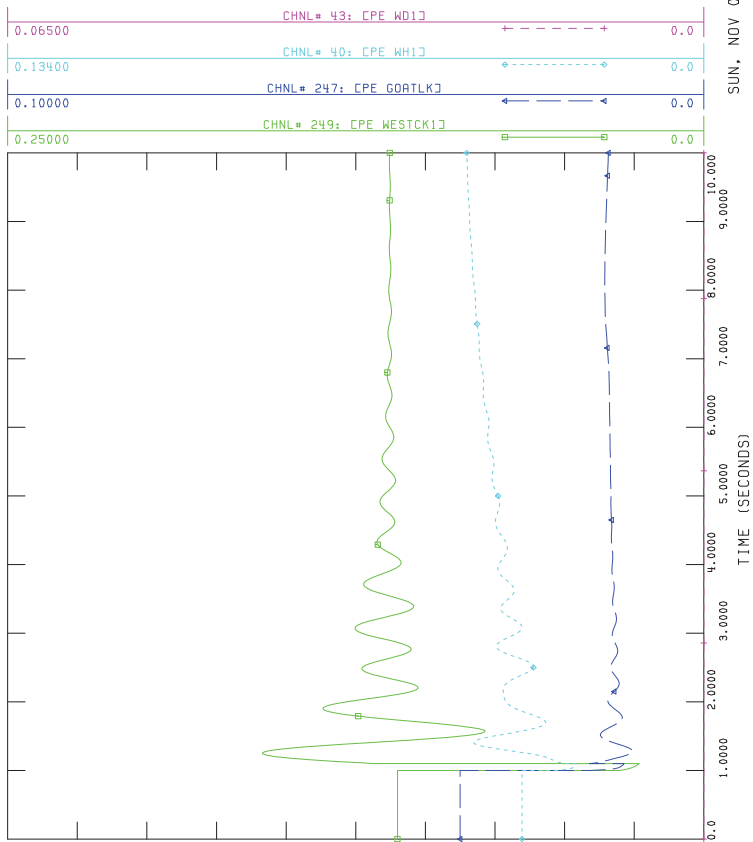
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INTERCONNECTION

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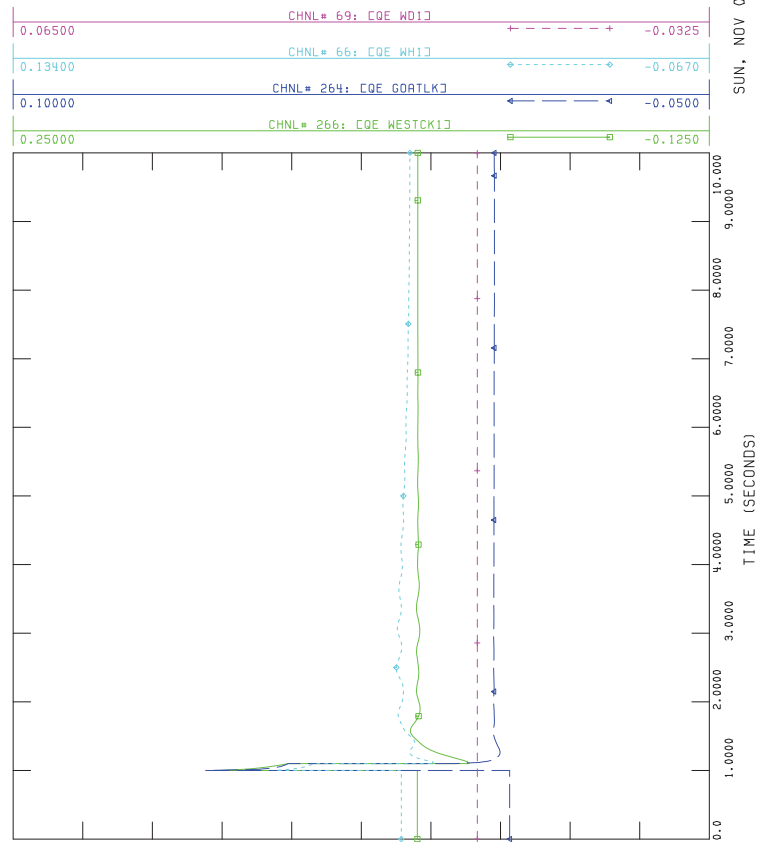
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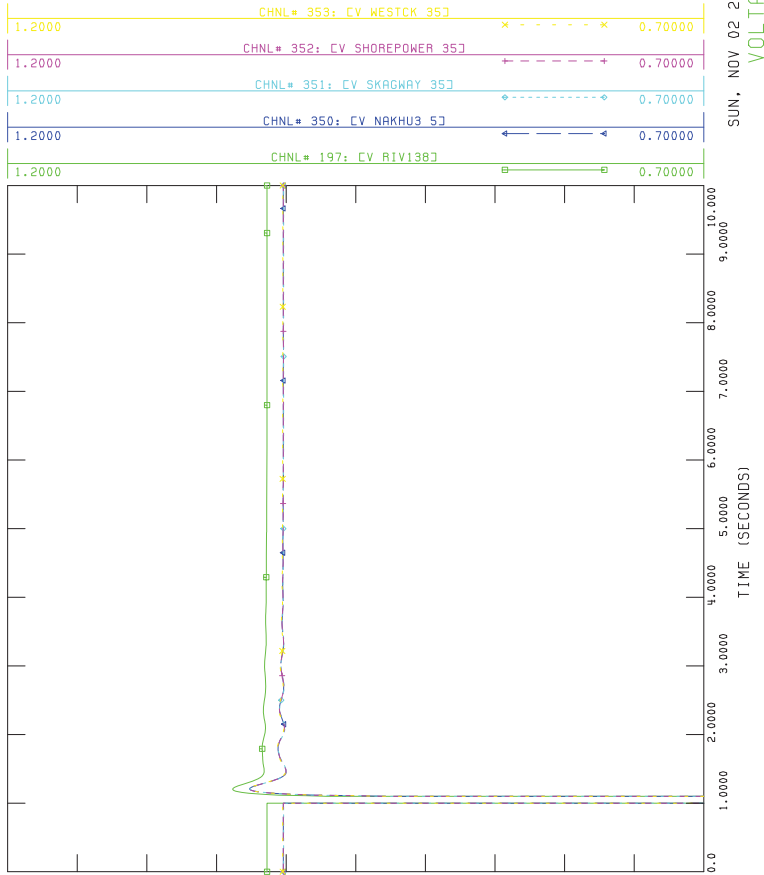
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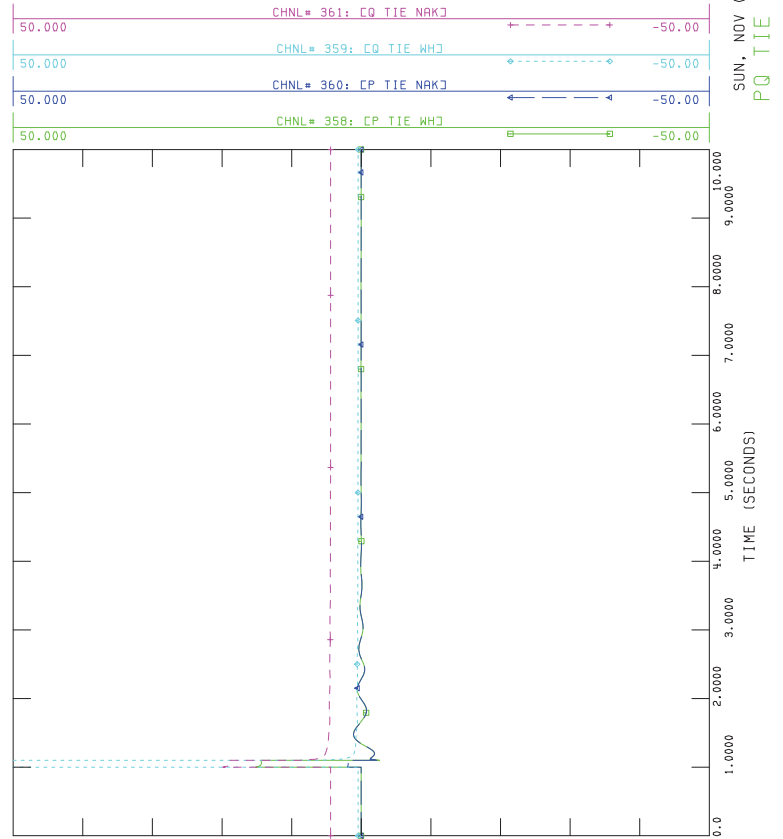
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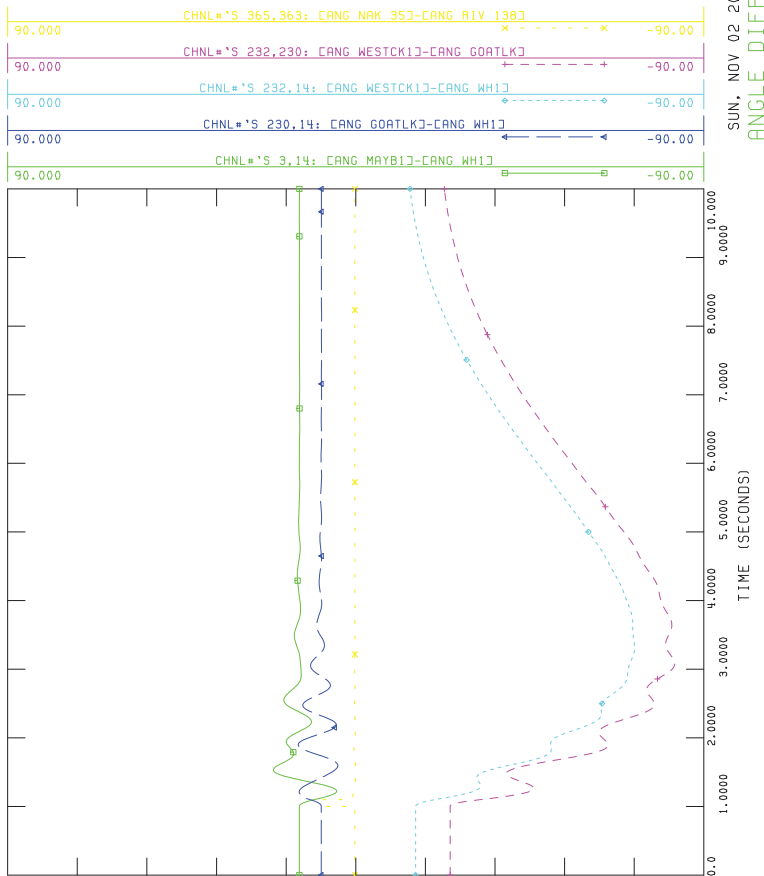
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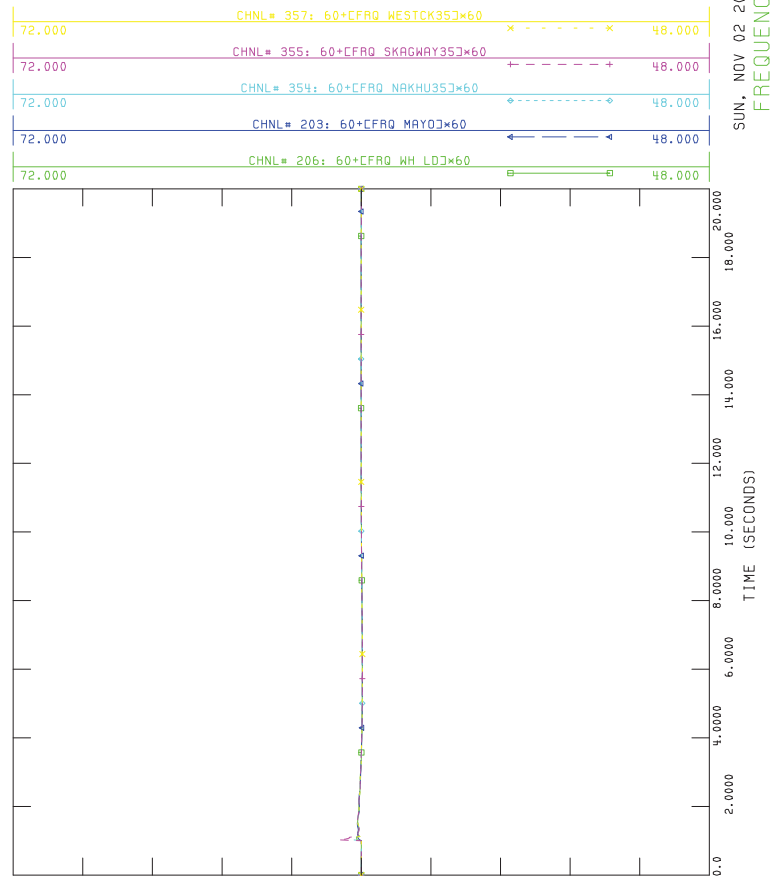
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WHITEHORSE SKAGWAY INTERCONNECTION

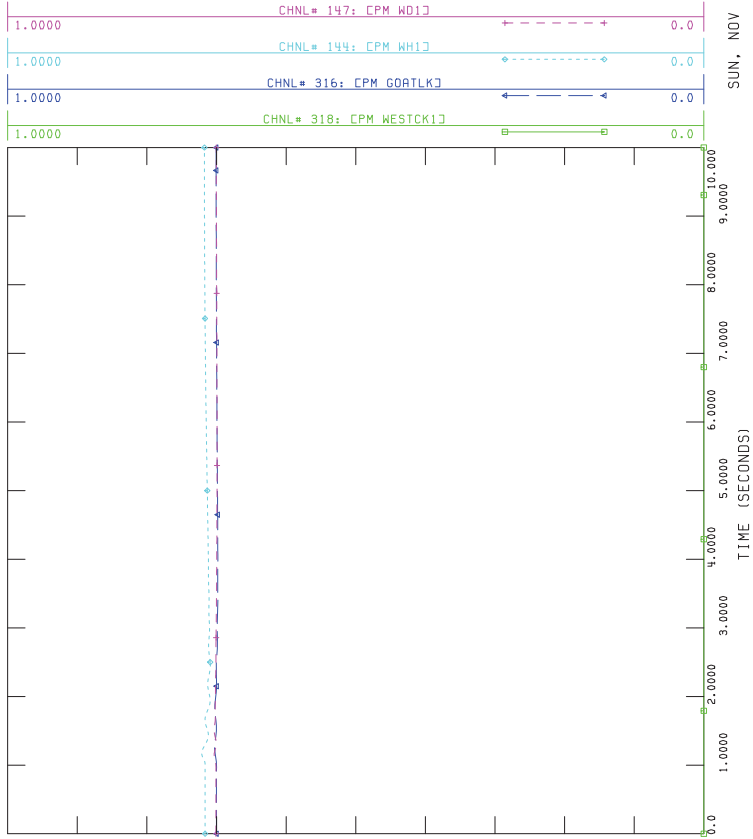
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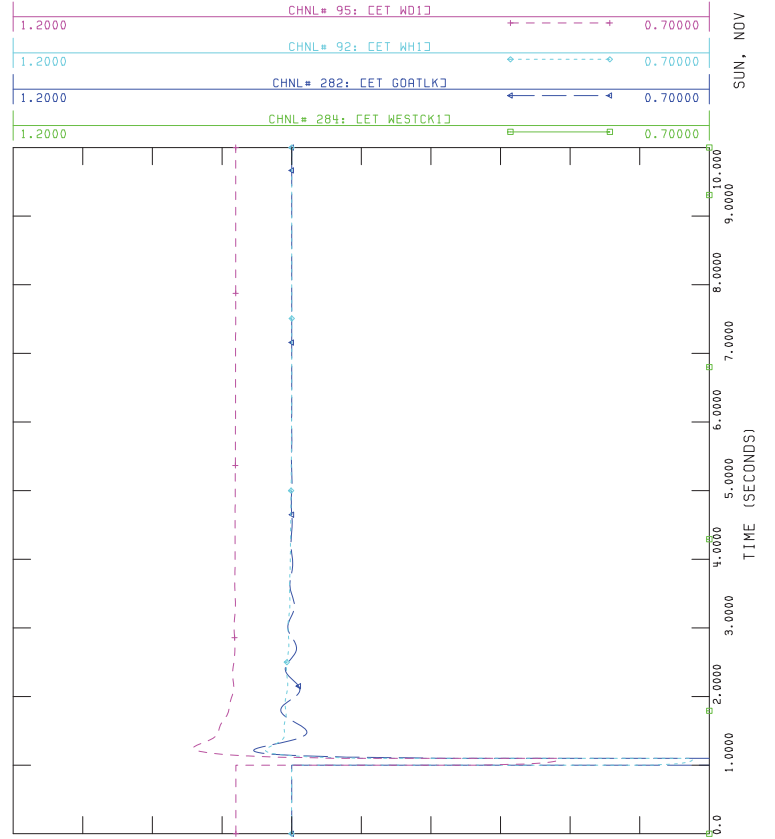
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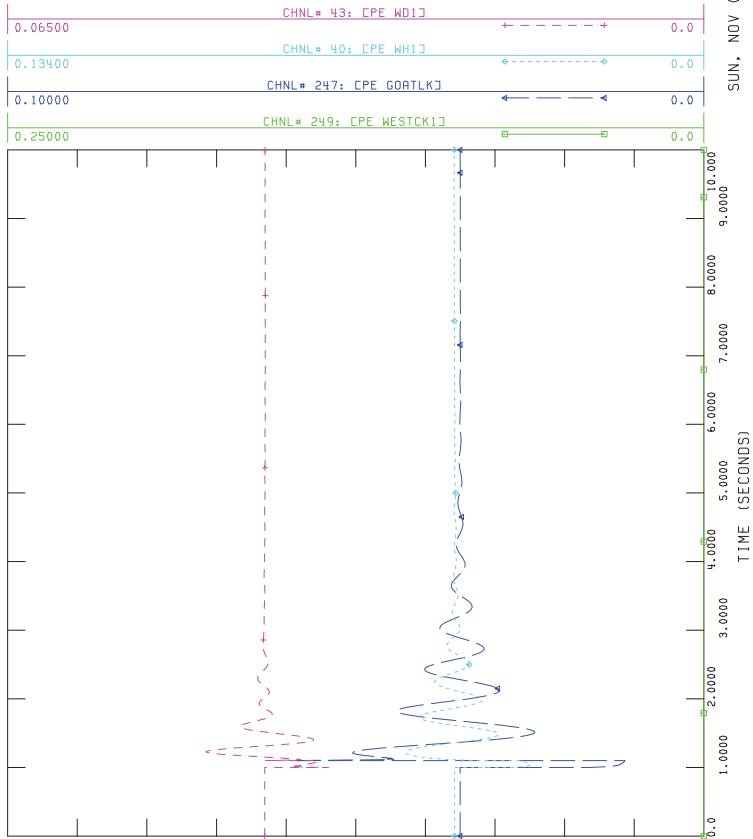
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INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W0_YAchn.out



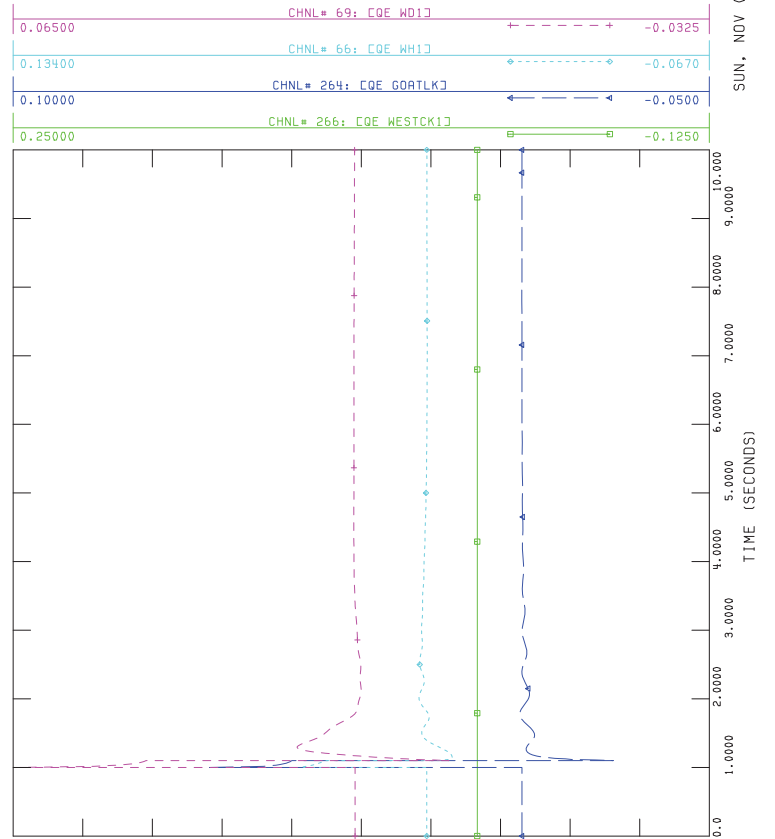
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

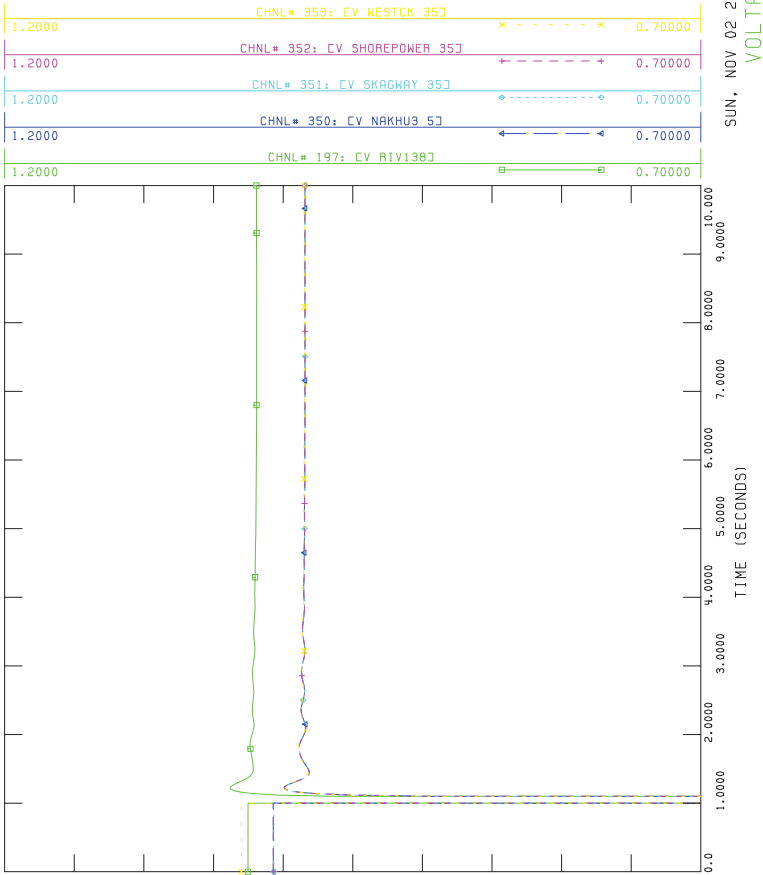
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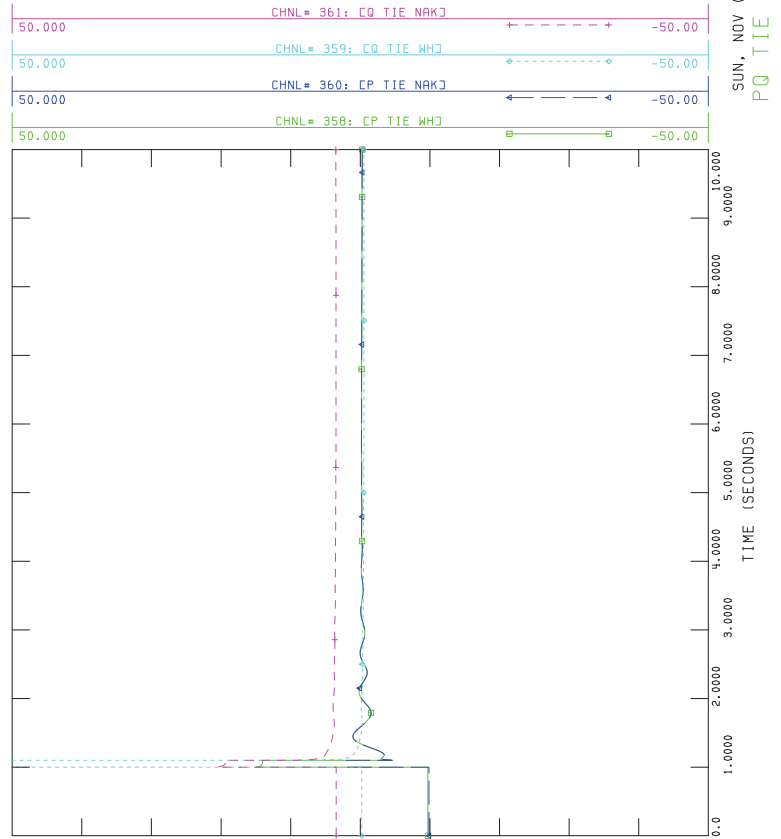
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out



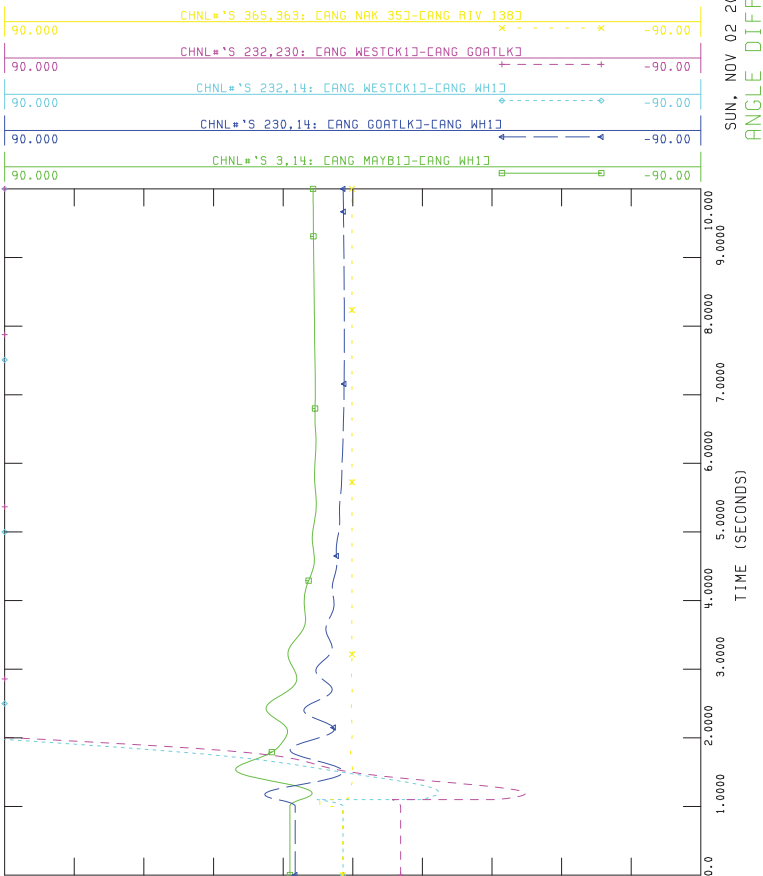
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out



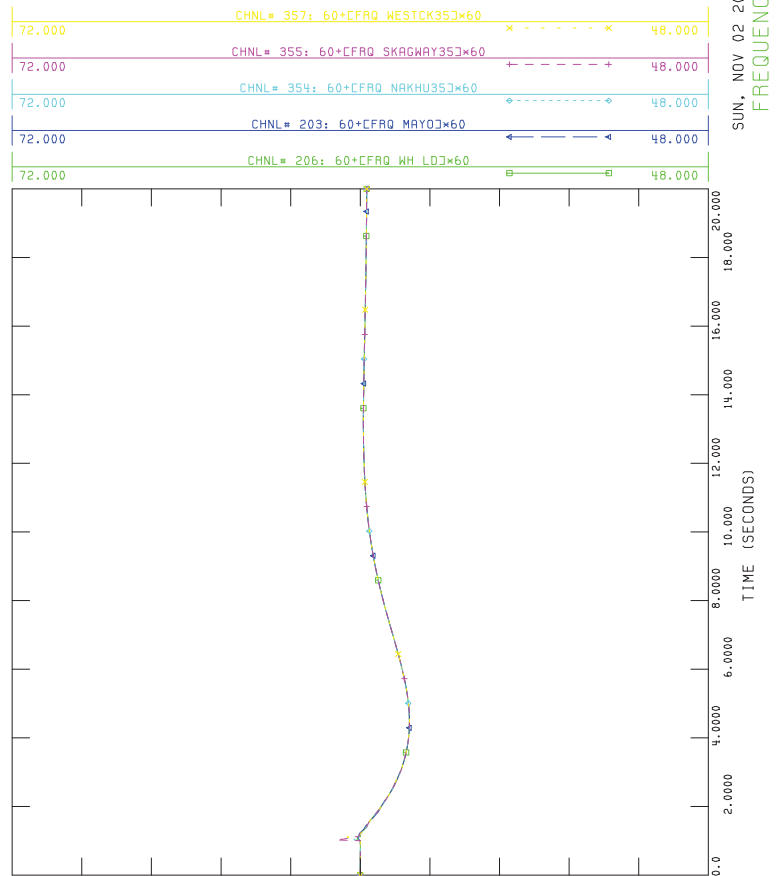
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out

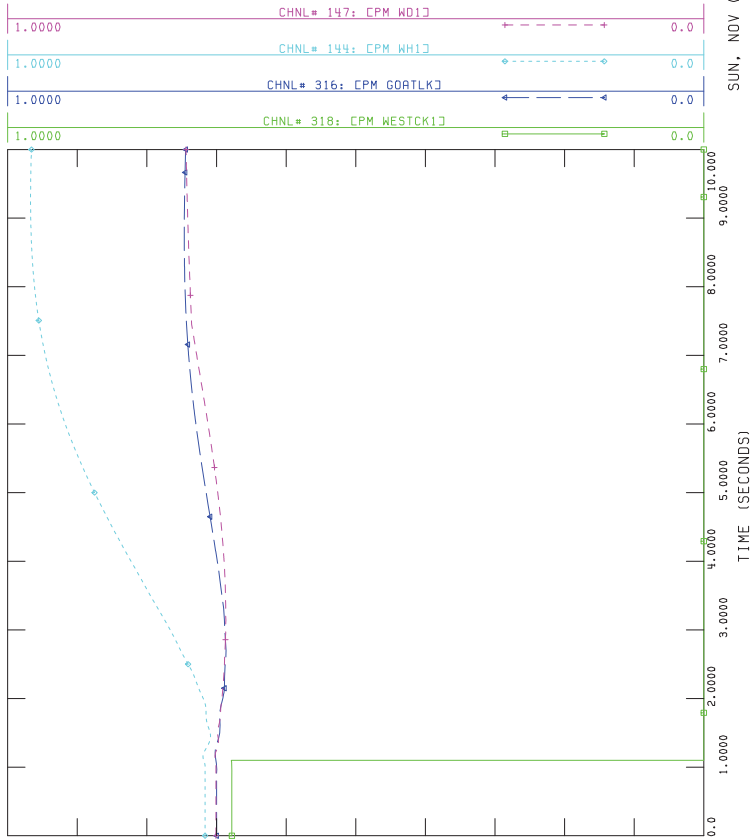




WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out

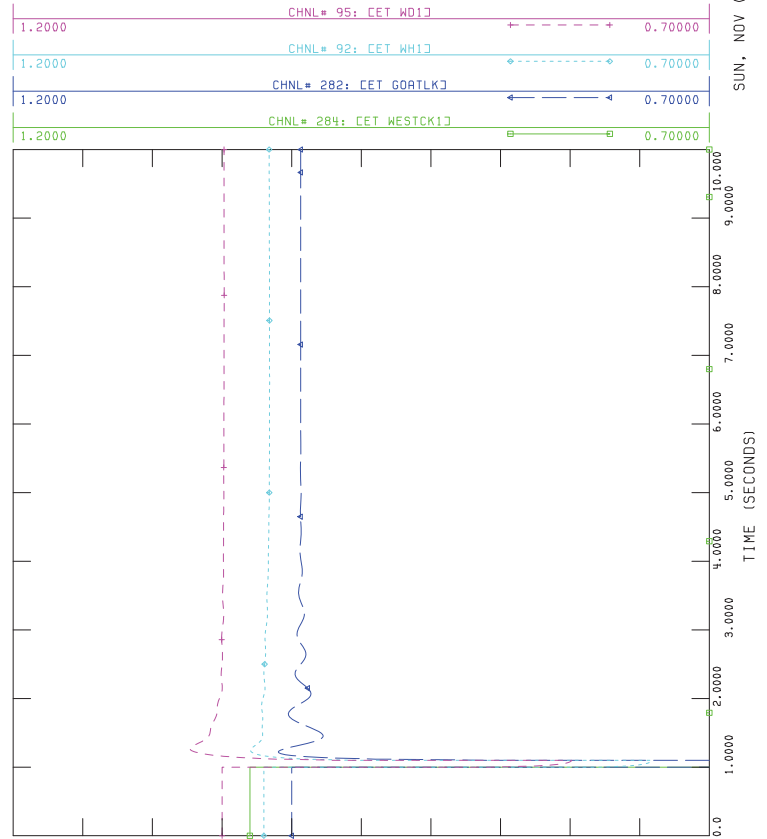
SUN, NOV 02 2014 9:16
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out

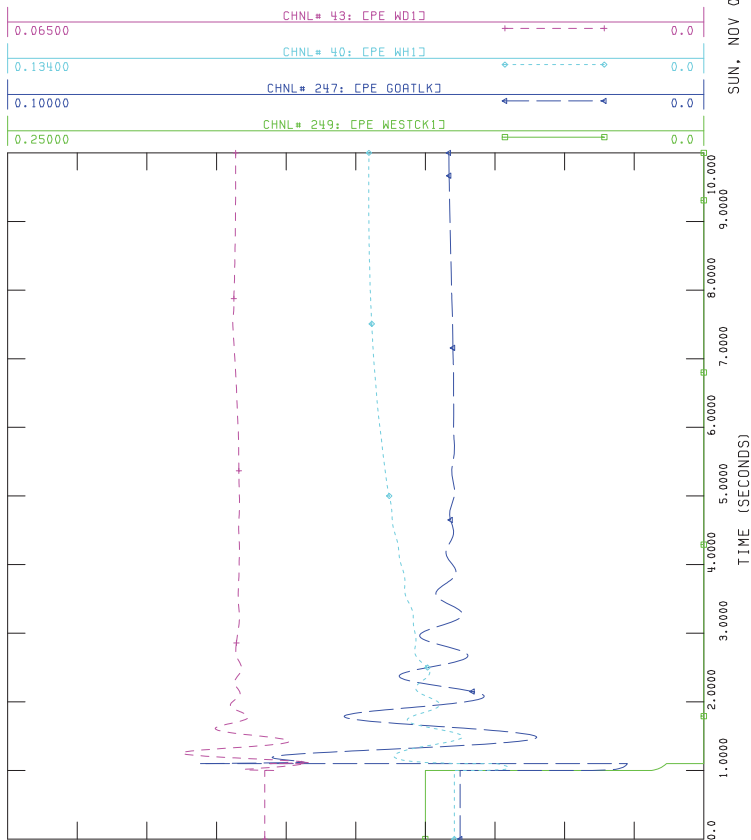
SUN, NOV 02 2014 9:16
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out

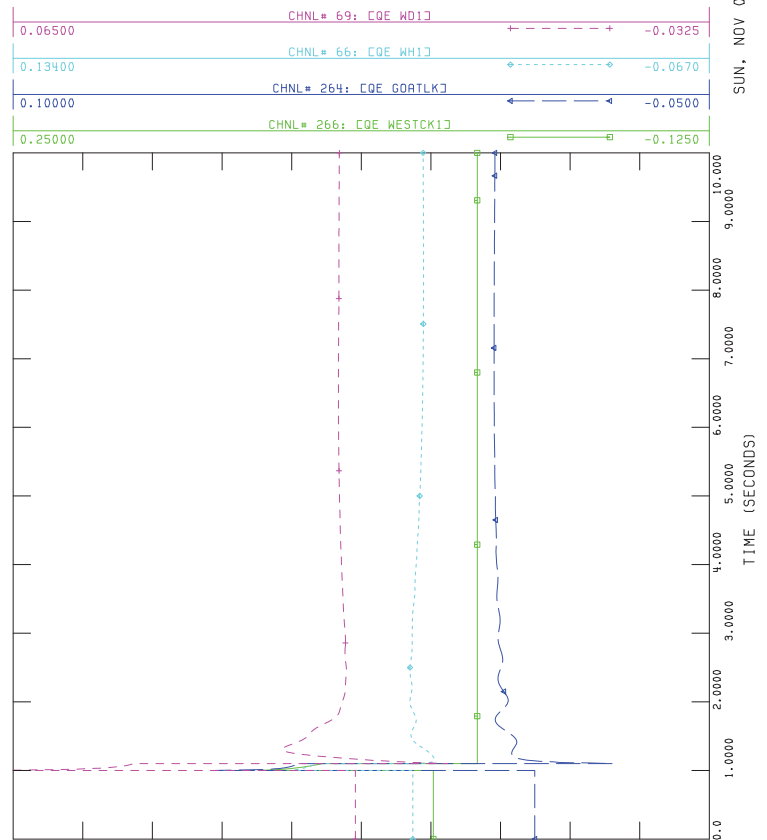
SUN, NOV 02 2014 9:16
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10i_YAchn.out

SUN, NOV 02 2014 9:16
QE

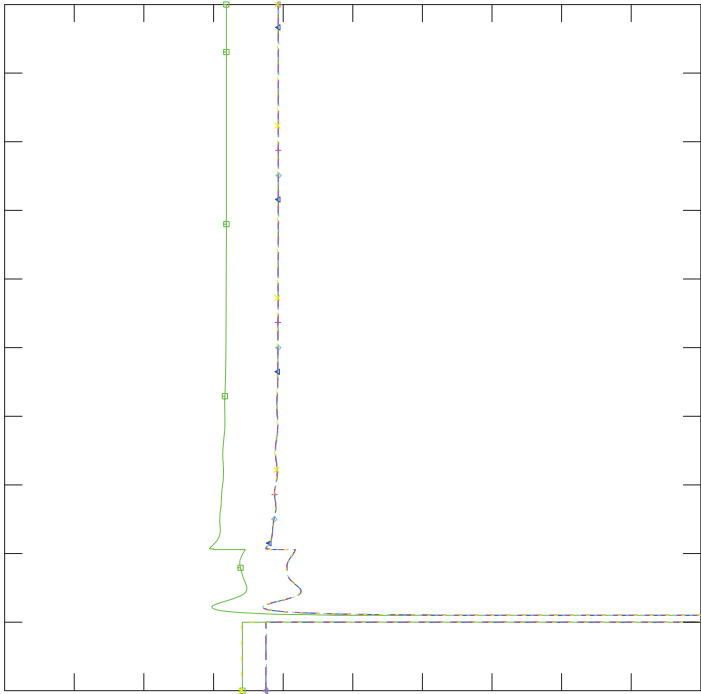




WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out

1.2000	CHNL= 353: CV WESTCK 35J	0.70000
1.2000	CHNL= 352: CV SHOREPOWER 35J	0.70000
1.2000	CHNL= 351: CV SKAGWAY 35J	0.70000
1.2000	CHNL= 350: CV NAKHU3 5J	0.70000
1.2000	CHNL= 197: CV RIV138J	0.70000



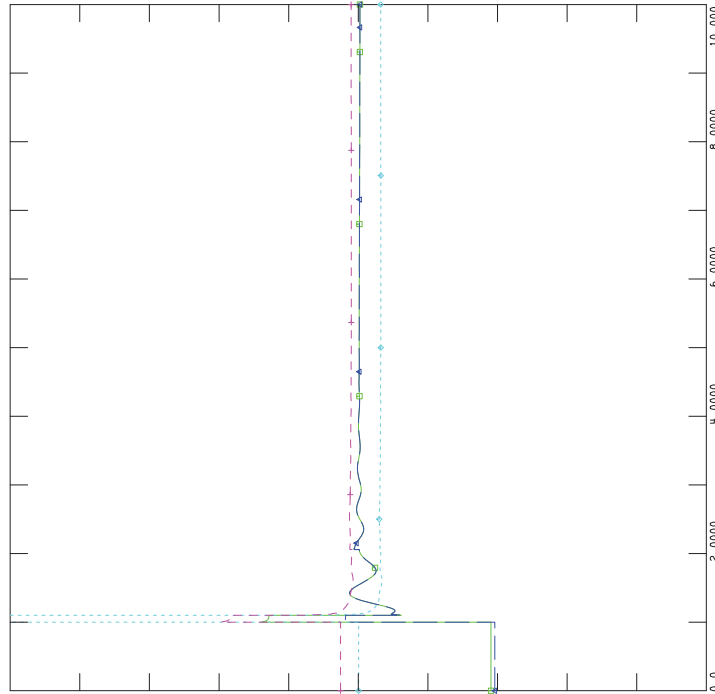
SUN, NOV 02 2014 9:16
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out

50.000	CHNL= 361: CQ TIE NAKJ	-50.00
50.000	CHNL= 359: CQ TIE WHJ	-50.00
50.000	CHNL= 360: CP TIE NAKJ	-50.00
50.000	CHNL= 358: CP TIE WHJ	-50.00



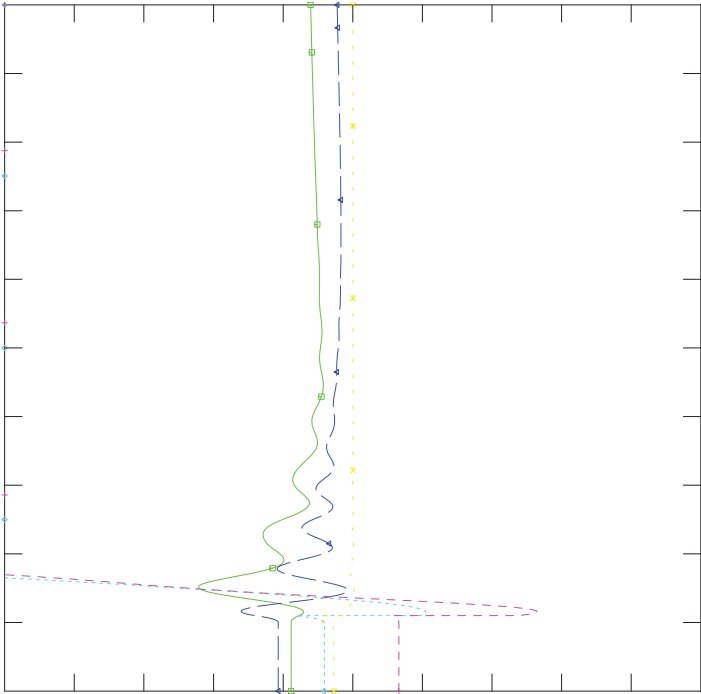
SUN, NOV 02 2014 9:16
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out

90.000	CHNL=S 365,363: CANG NAK 35J-CANG RIV 138J	-90.00
90.000	CHNL=S 232,230: CANG WESTCK1J-CANG GOATLKJ	-90.00
90.000	CHNL=S 232,14: CANG WESTCK1J-CANG WH1J	-90.00
90.000	CHNL=S 230,14: CANG GOATLKJ-CANG WH1J	-90.00
90.000	CHNL=S 3,14: CANG MAYB1J-CANG WH1J	-90.00



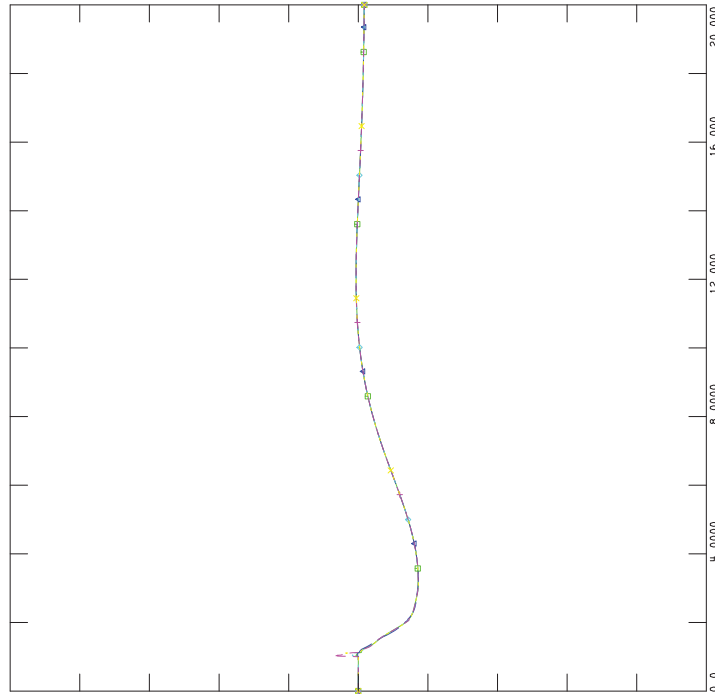
SUN, NOV 02 2014 9:16
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out

72.000	CHNL= 357: 60+CFAQ WESTCK35J*60	48.000
72.000	CHNL= 355: 60+CFAQ SKAGWAY35J*60	48.000
72.000	CHNL= 354: 60+CFAQ NAKHU35J*60	48.000
72.000	CHNL= 203: 60+CFAQ MAYOJ*60	48.000
72.000	CHNL= 206: 60+CFAQ WH LDJ*60	48.000

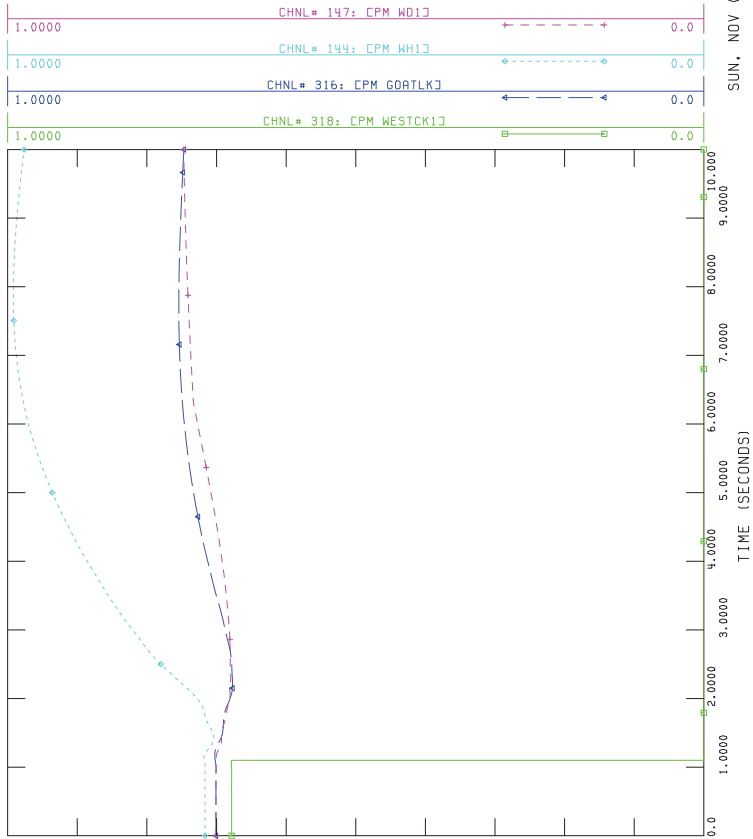


SUN, NOV 02 2014 9:16
FREQUENCY (HZ)



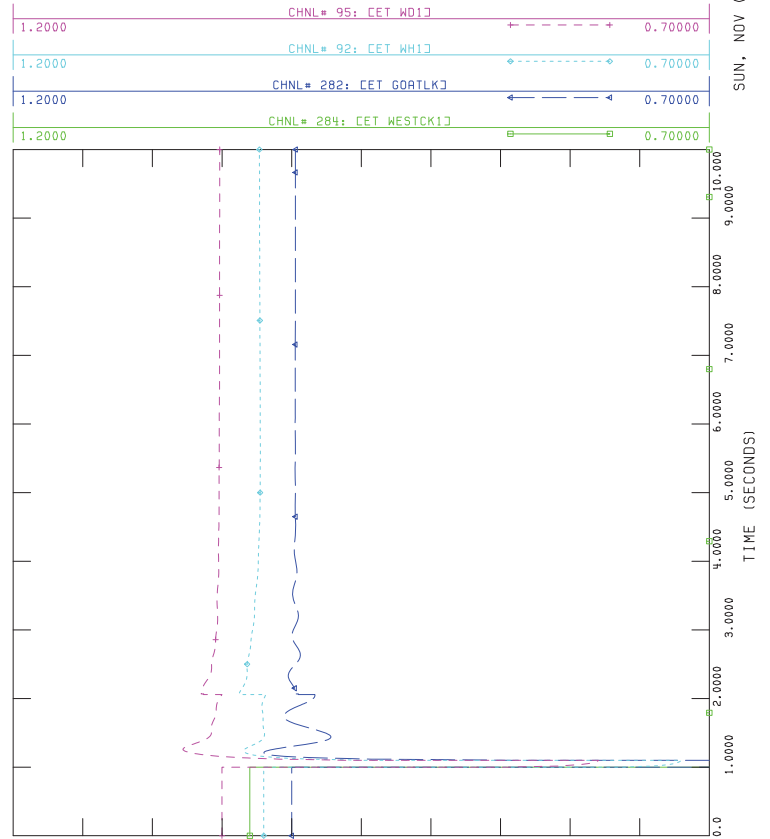
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out



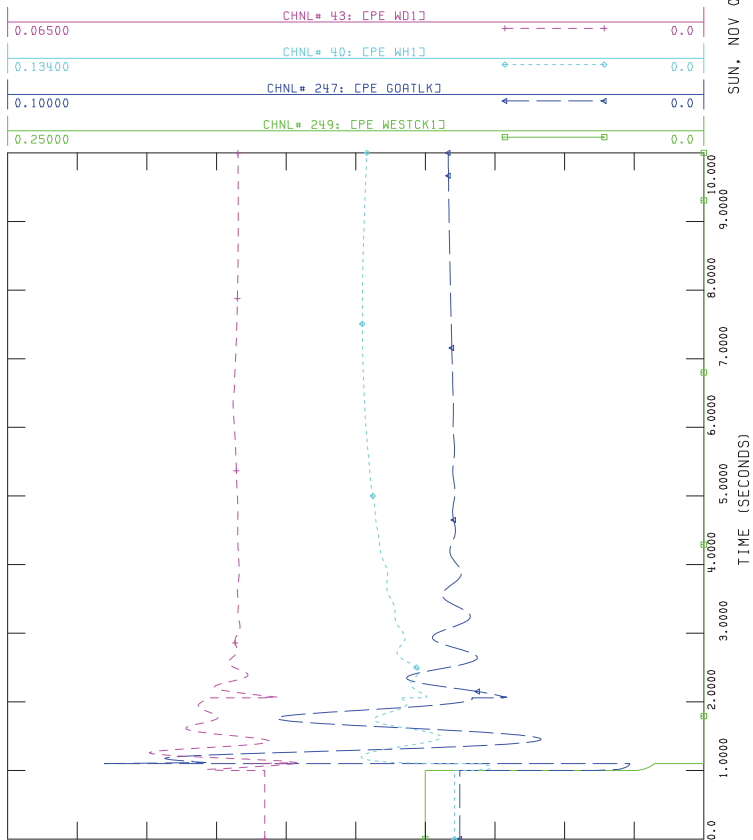
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out



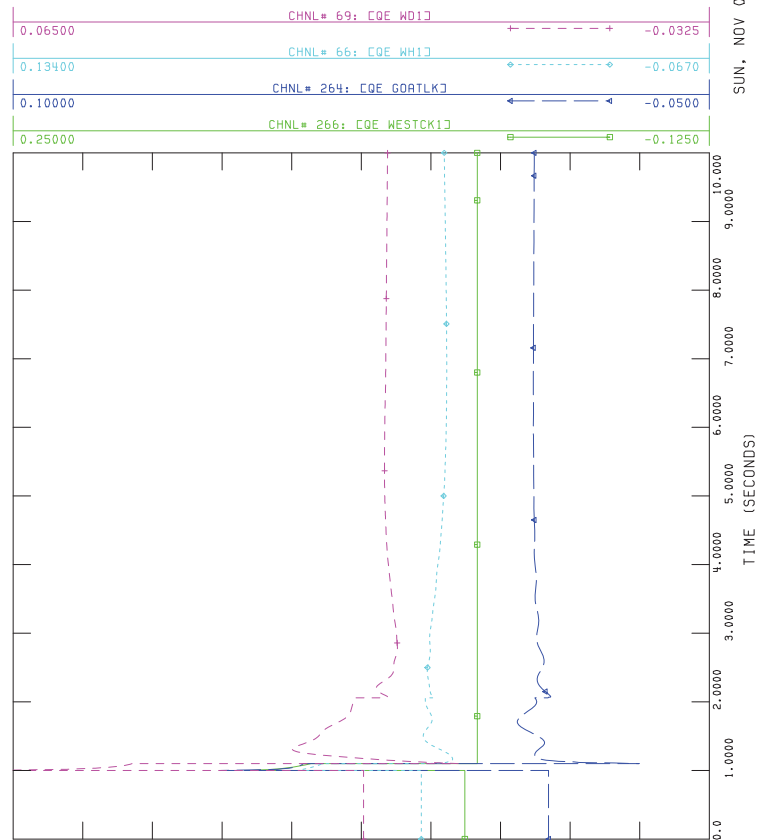
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

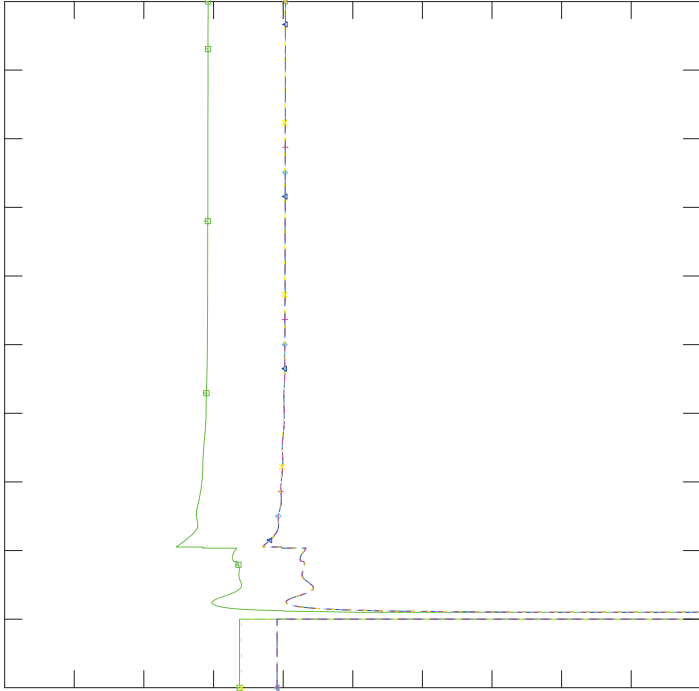
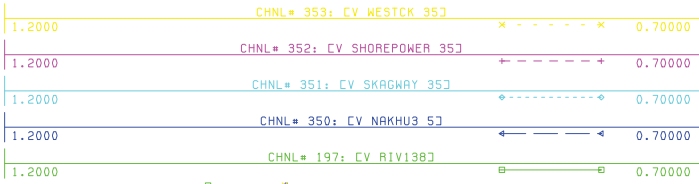
FILE: EV8_.10s_Fault_Wcrk_W20i_YAchn.out





WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W25i_YAchn.out

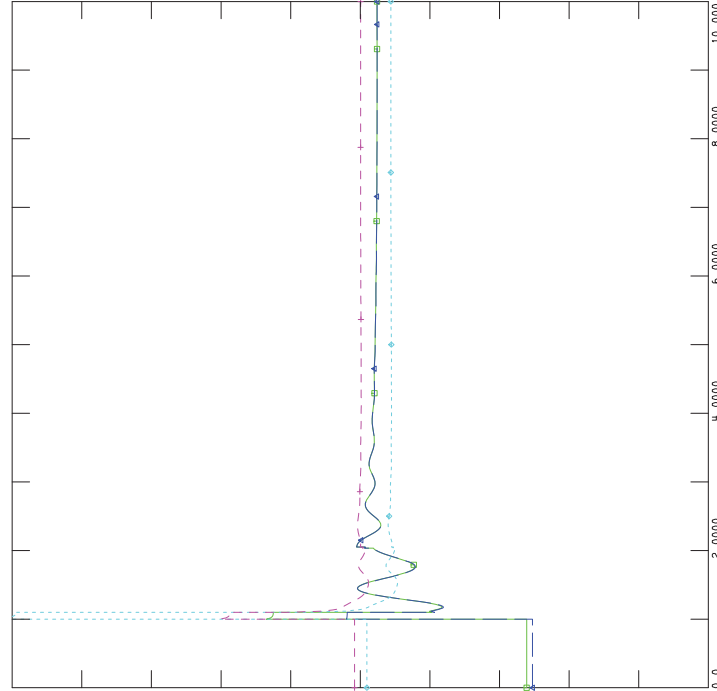
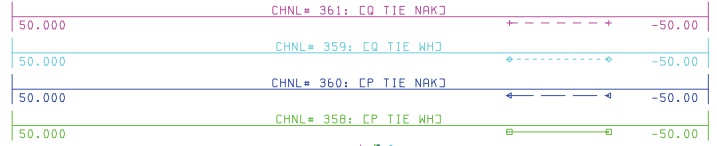


SUN, NOV 02 2014 9:16
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W25i_YAchn.out

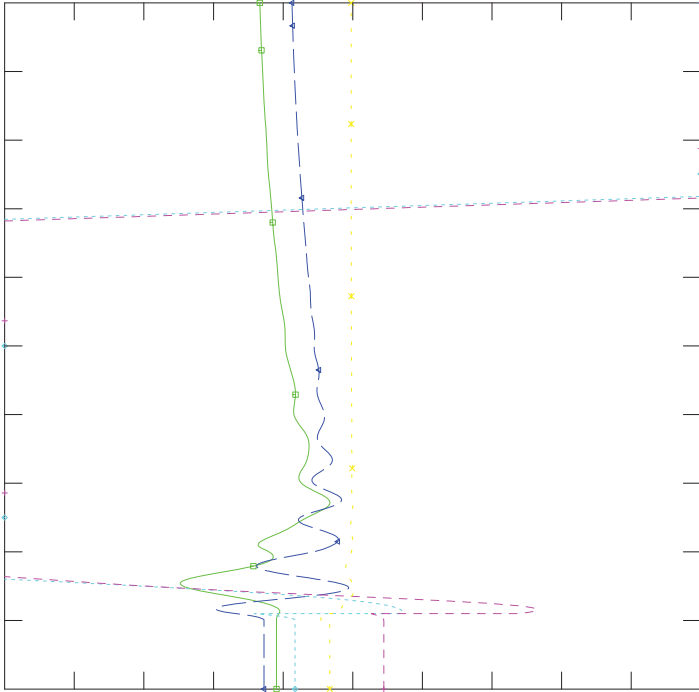


SUN, NOV 02 2014 9:16
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W25i_YAchn.out

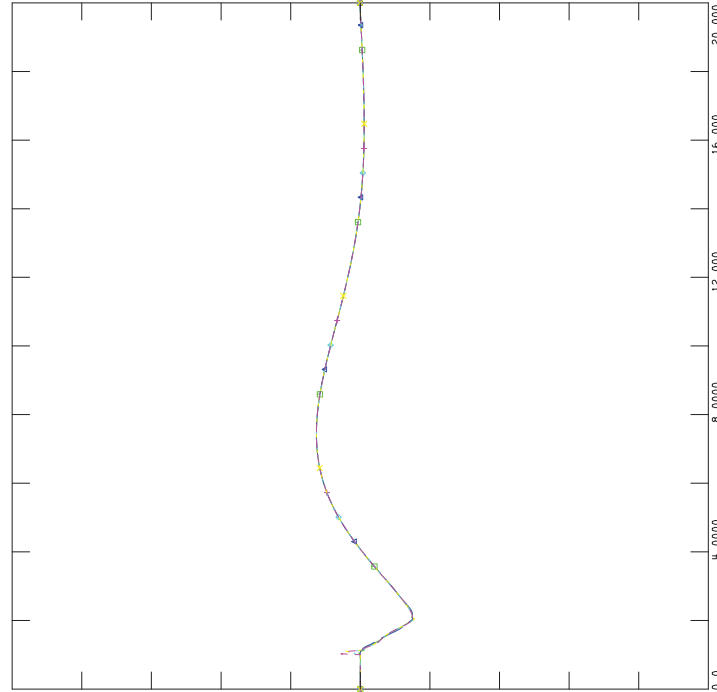
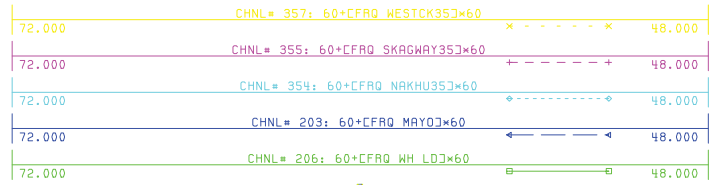


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ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W25i_YAchn.out

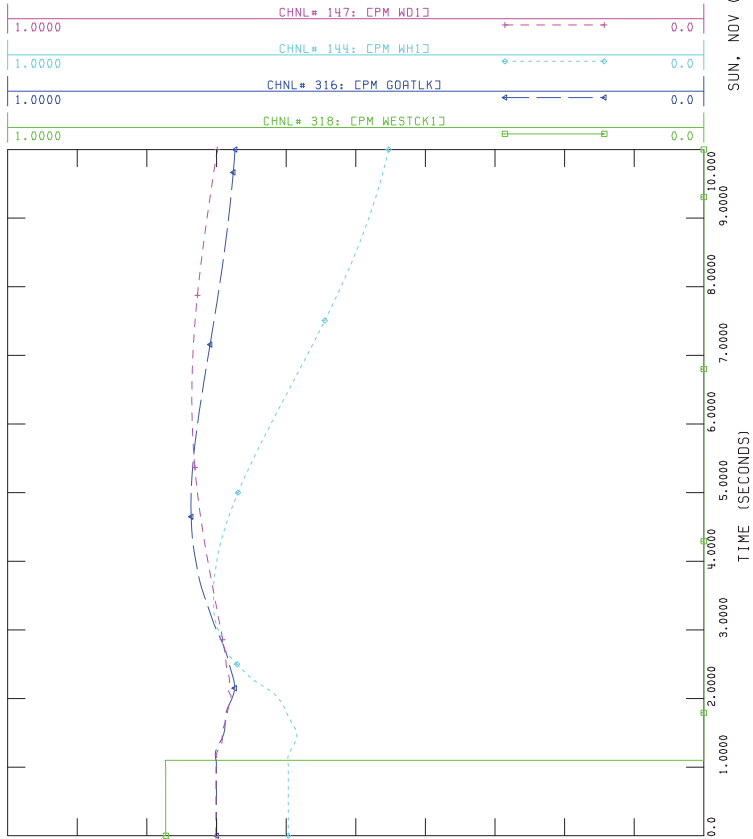


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FREQUENCY (HZ)



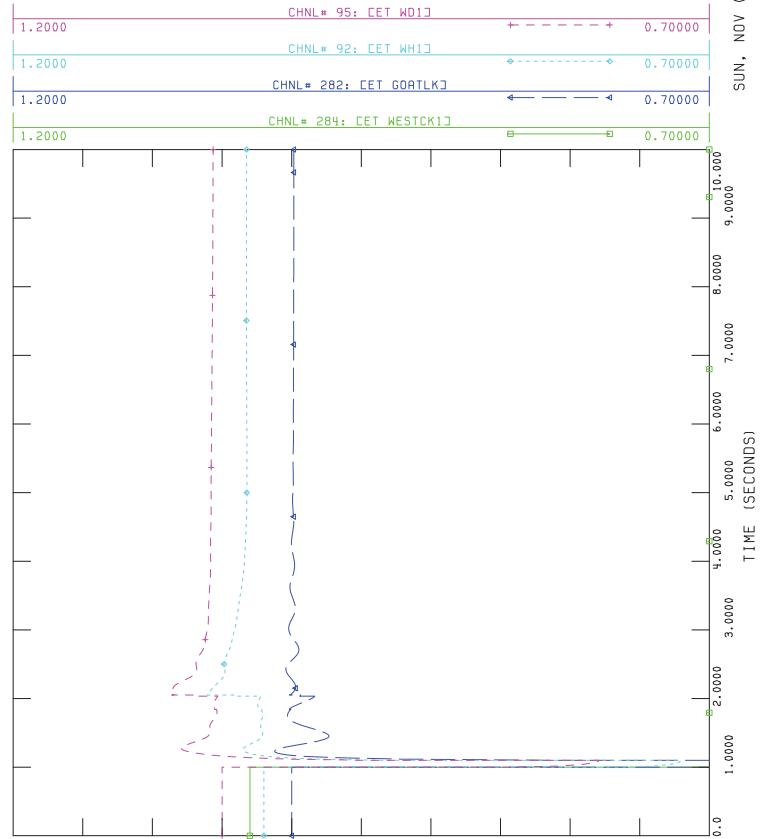
WHITEHORSE SKAGWAY
INTERCONNECTION

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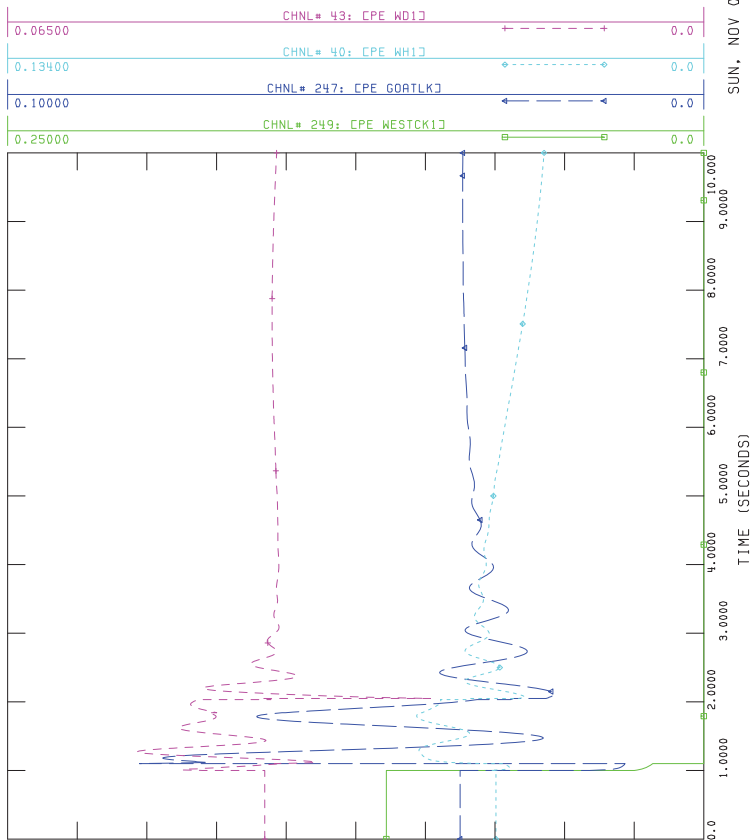
WHITEHORSE SKAGWAY
INTERCONNECTION

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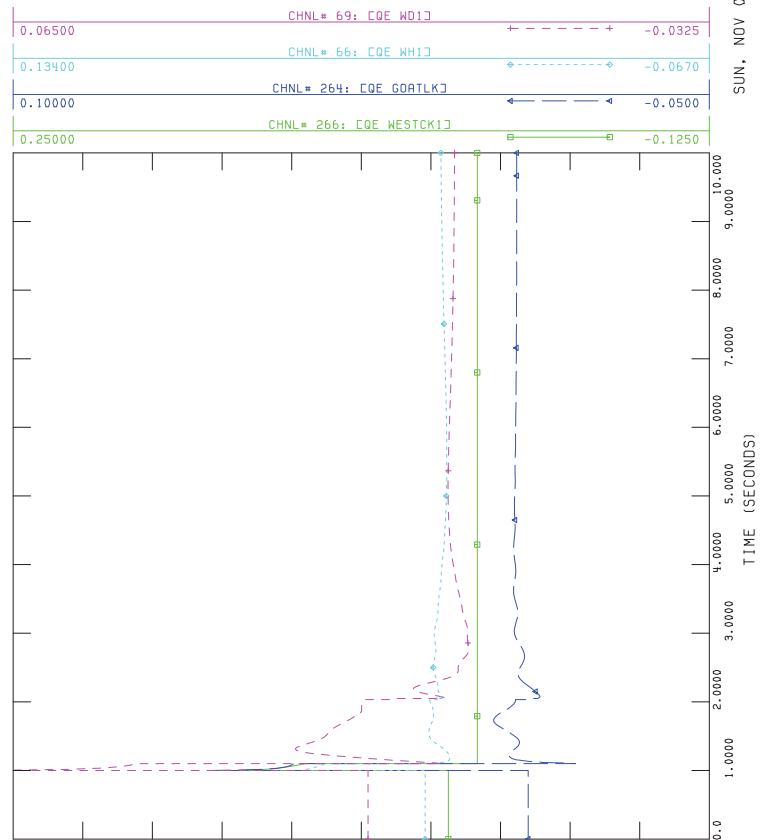
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W25i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

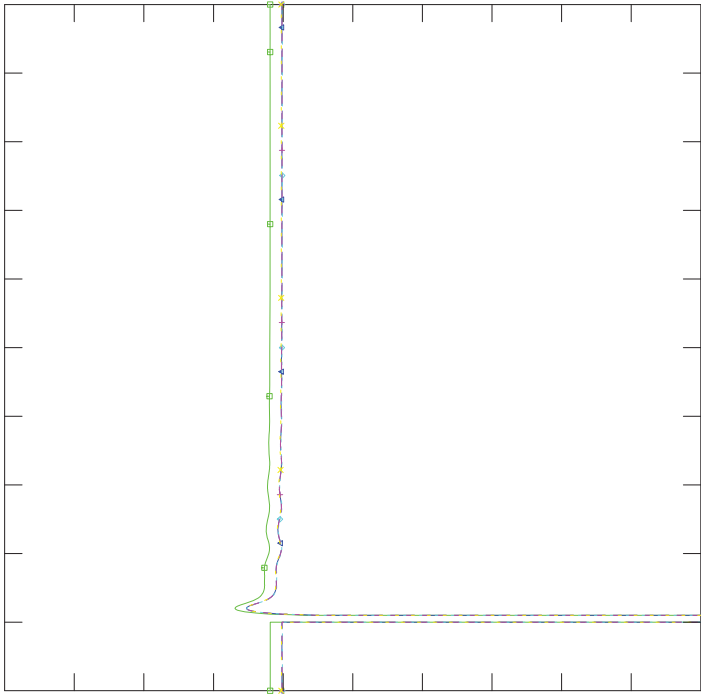
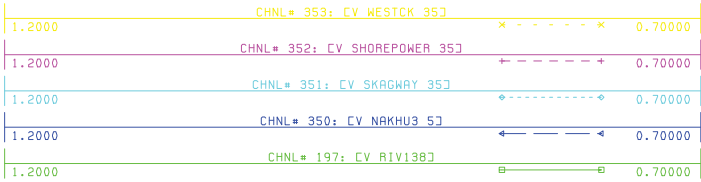
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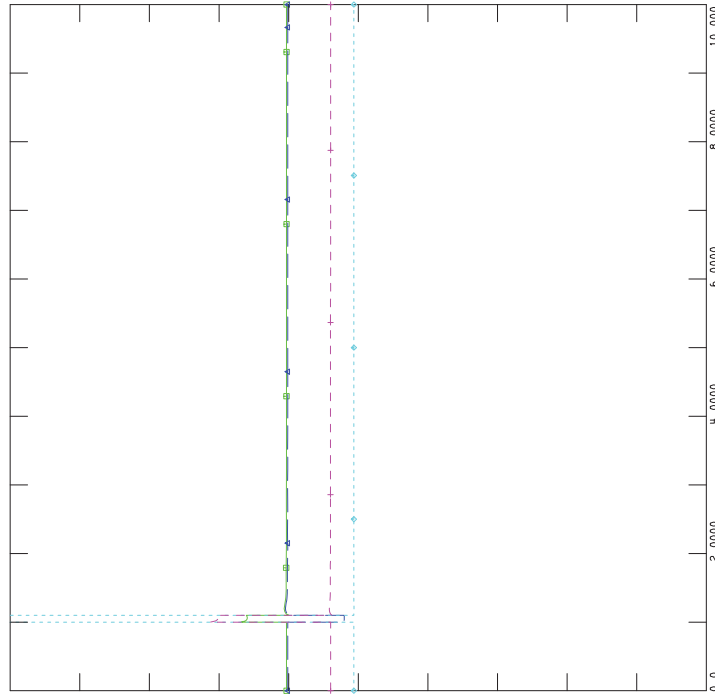
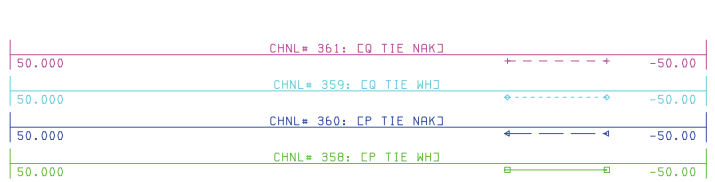
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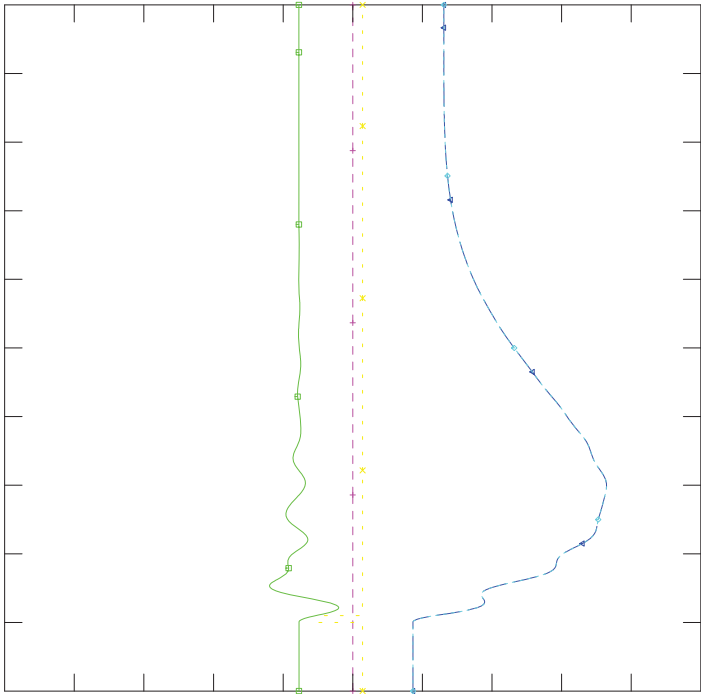
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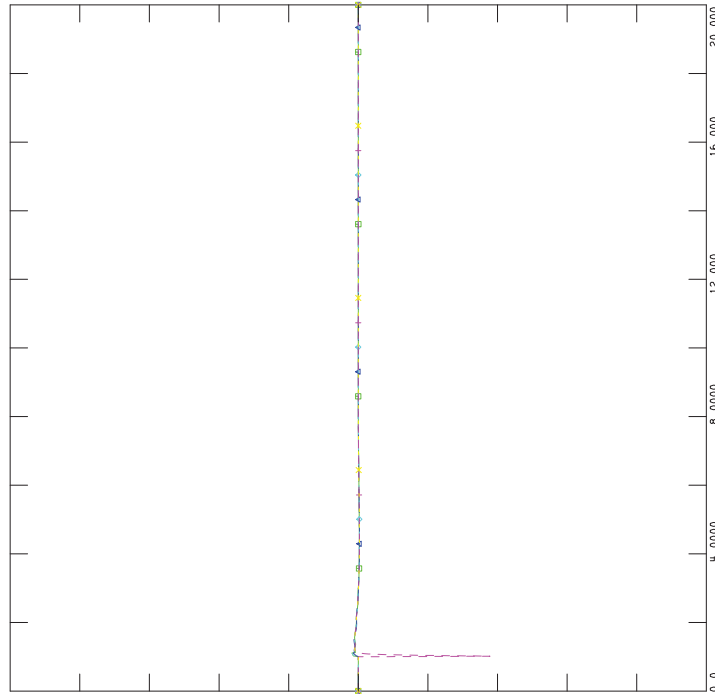
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WHITEHORSE SKAGWAY INTERCONNECTION

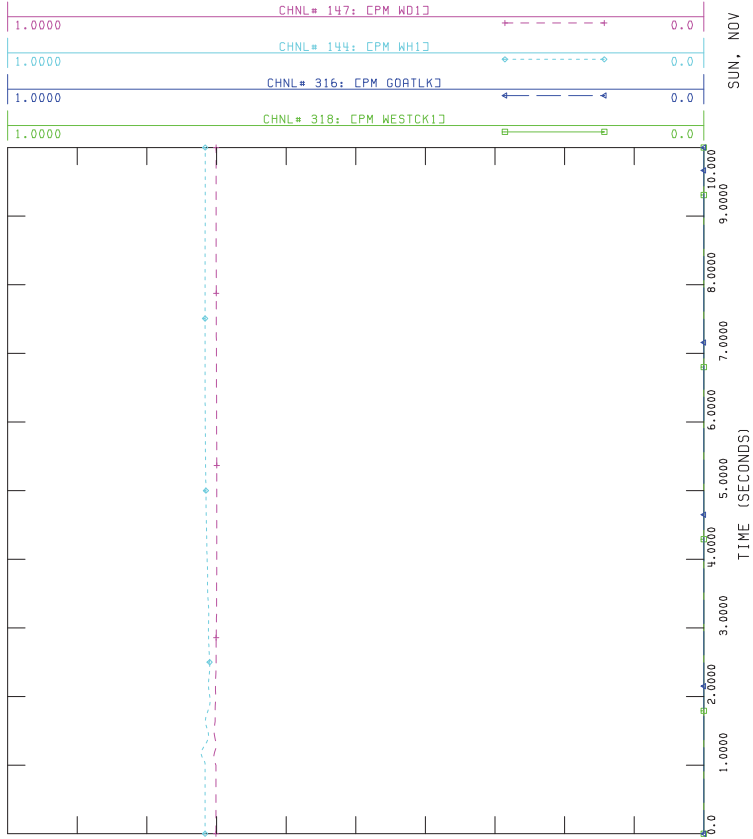
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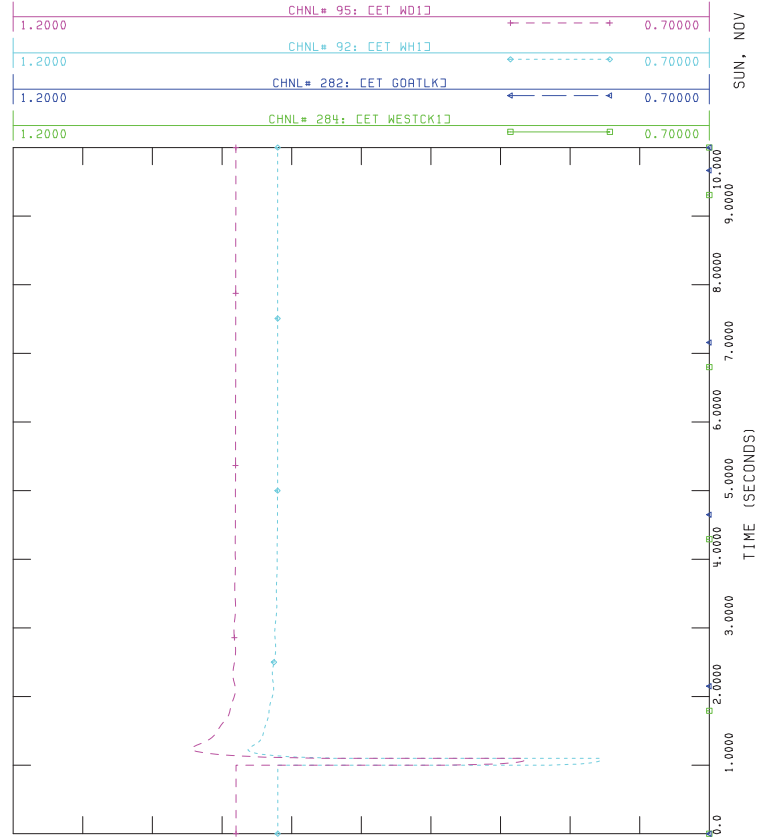
WHITEHORSE SKAGWAY
INTERCONNECTION

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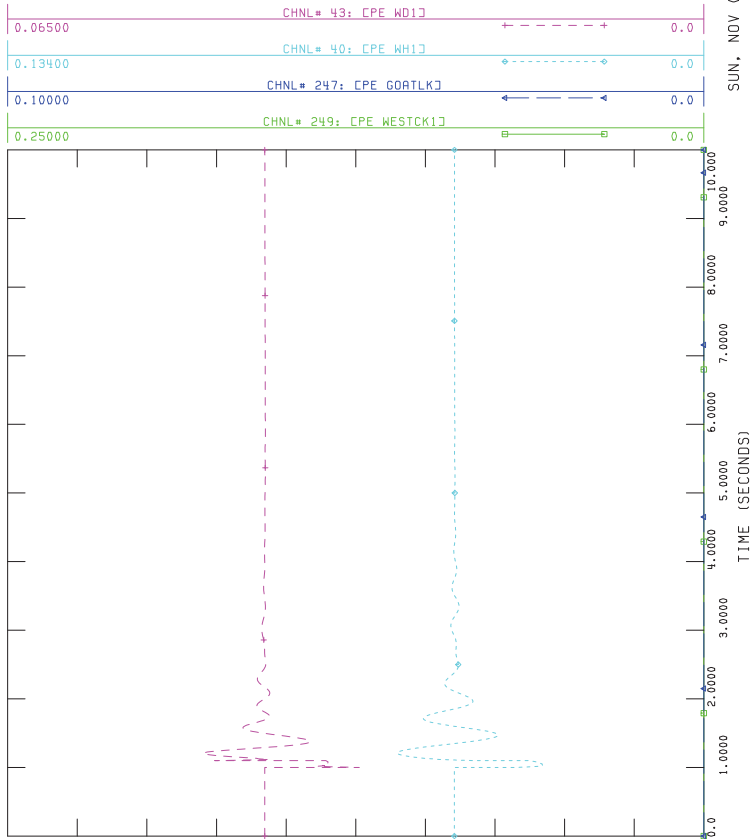
WHITEHORSE SKAGWAY
INTERCONNECTION

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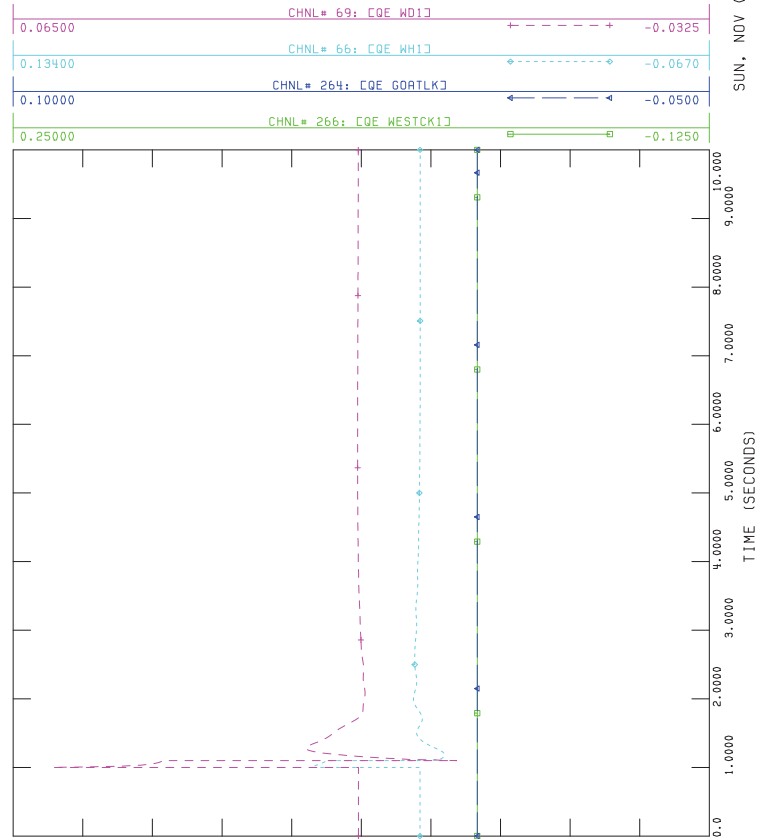
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_W10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

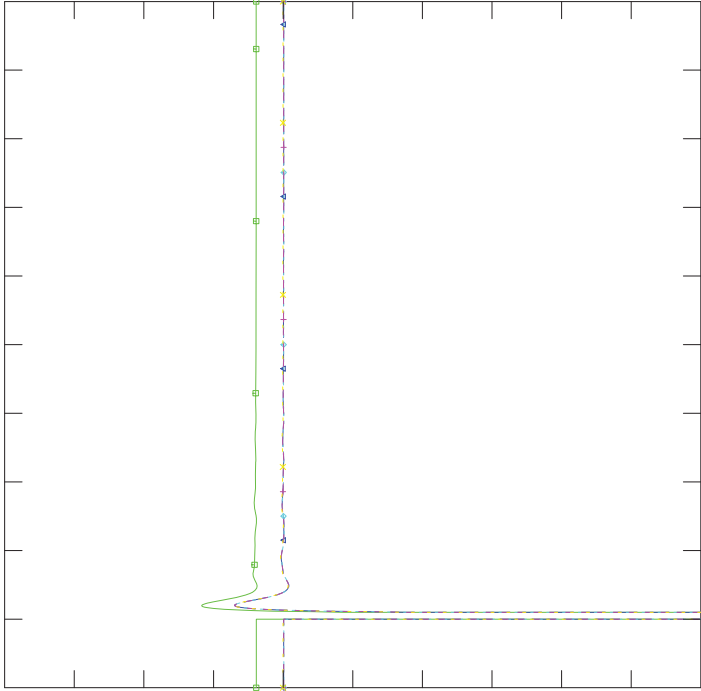
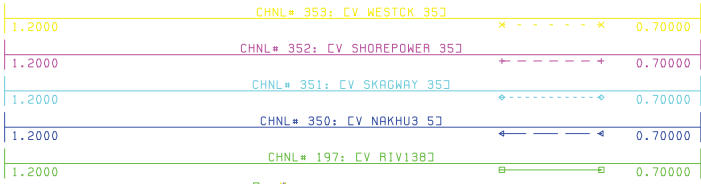
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WHITEHORSE SKAGWAY
INTERCONNECTION

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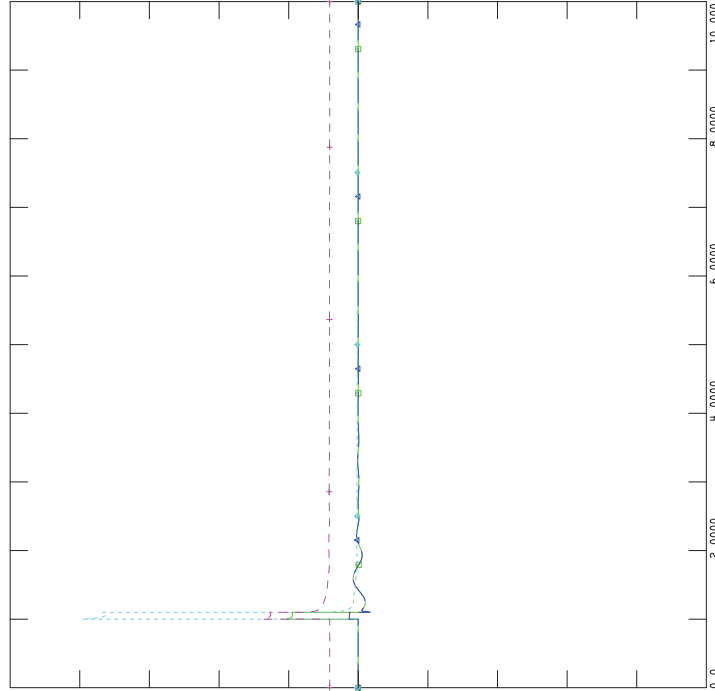
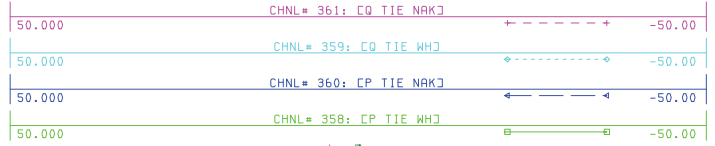


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VOLTAGE (PU)



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0_YAchn.out

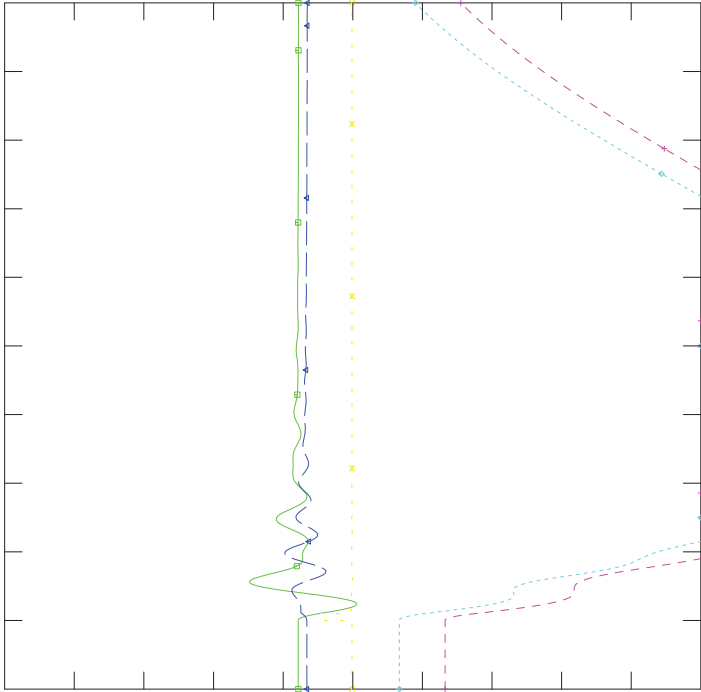


SUN, NOV 02 2014 9:17
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0_YAchn.out

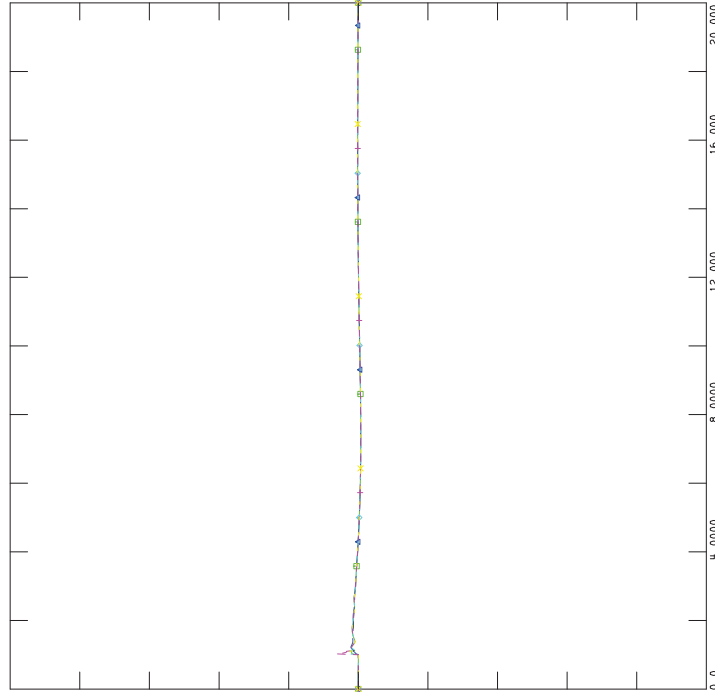
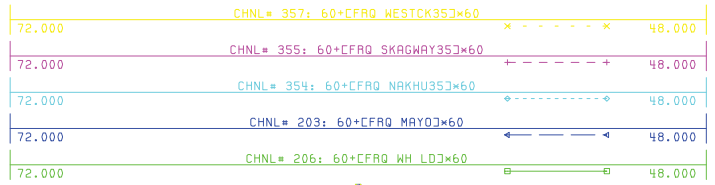


SUN, NOV 02 2014 9:17
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0_YAchn.out

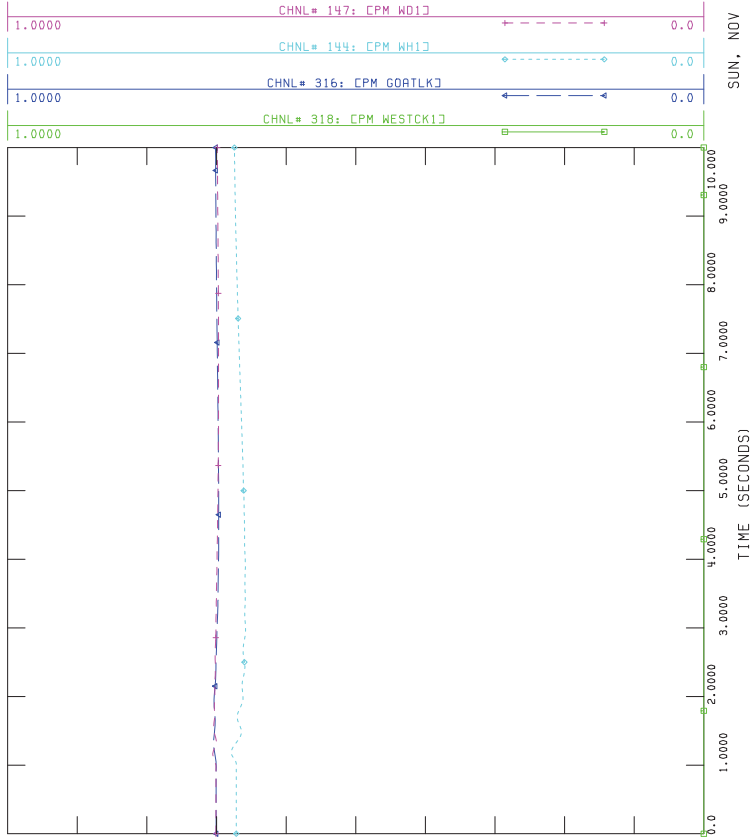


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FREQUENCY (HZ)



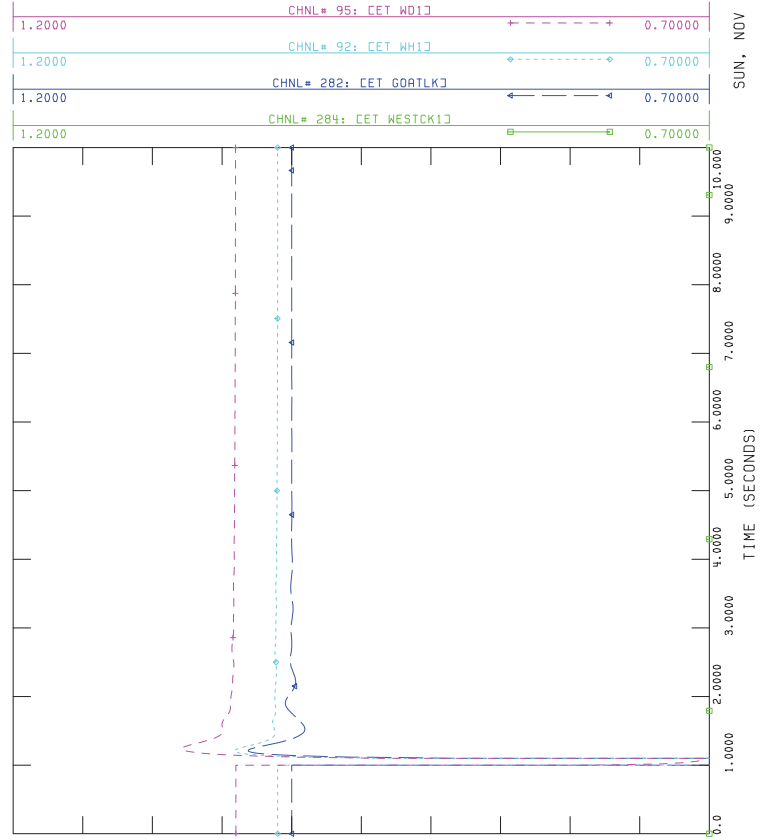
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0_YAchn.out



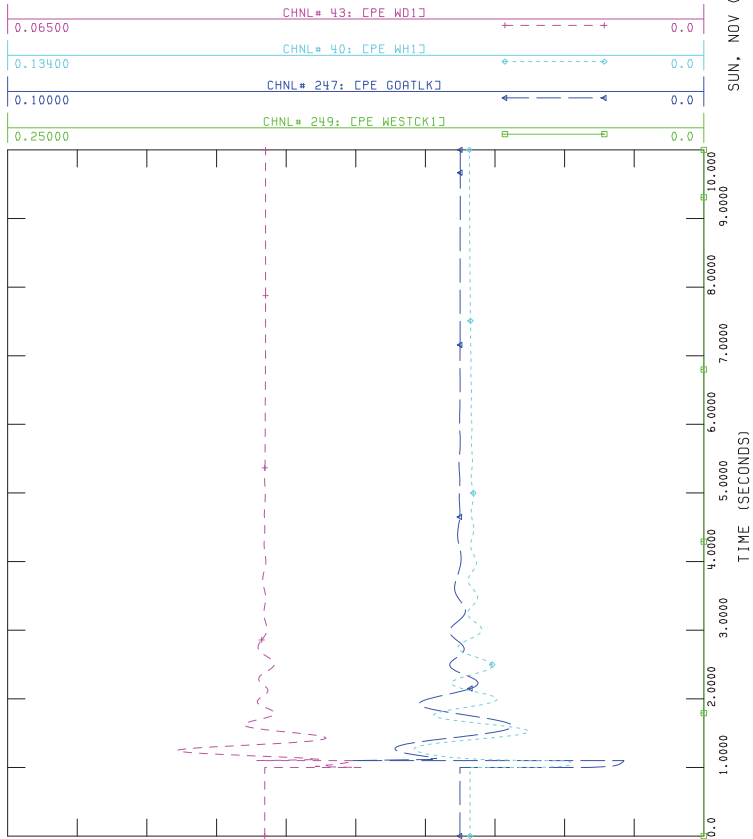
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0_YAchn.out



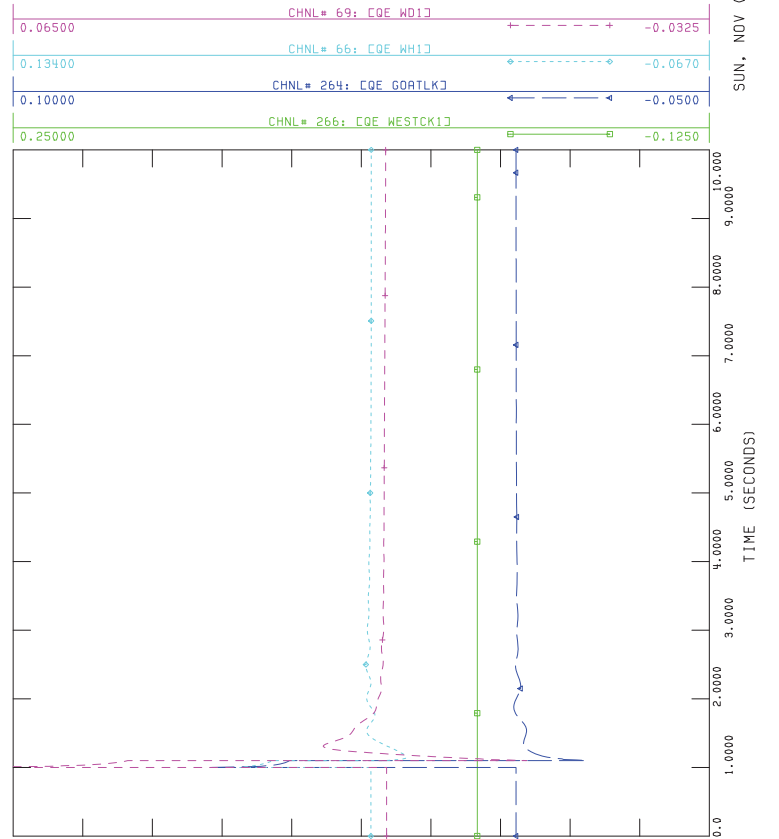
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

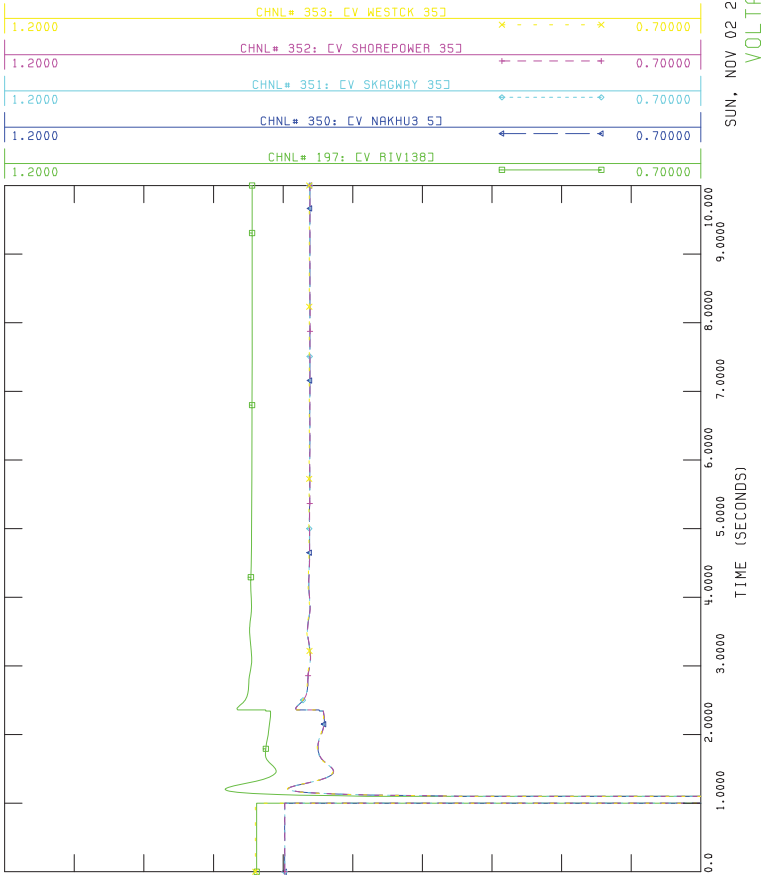
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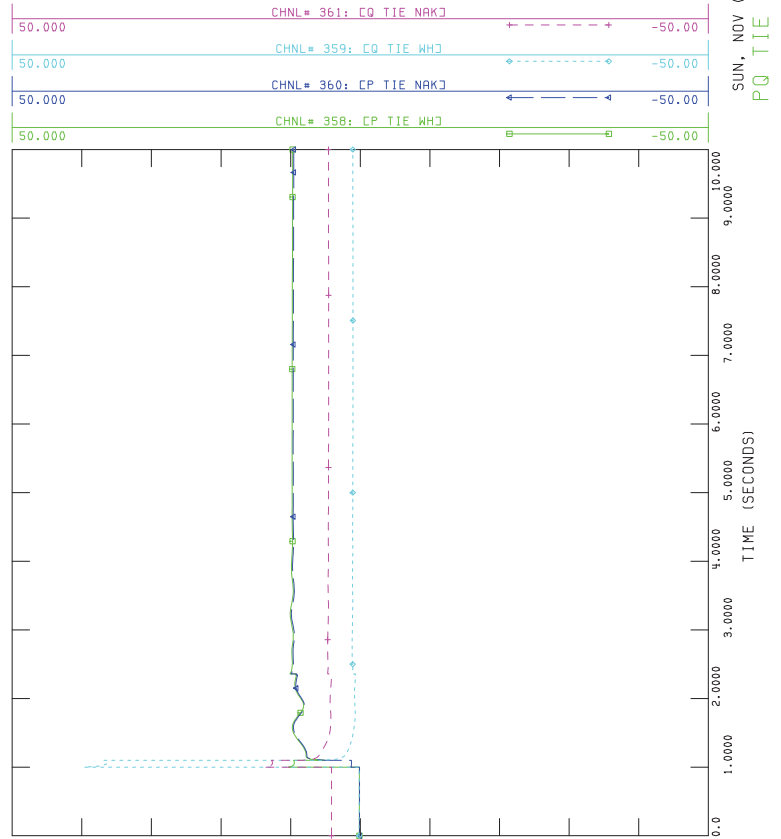
WHITEHORSE SKAGWAY INTERCONNECTION

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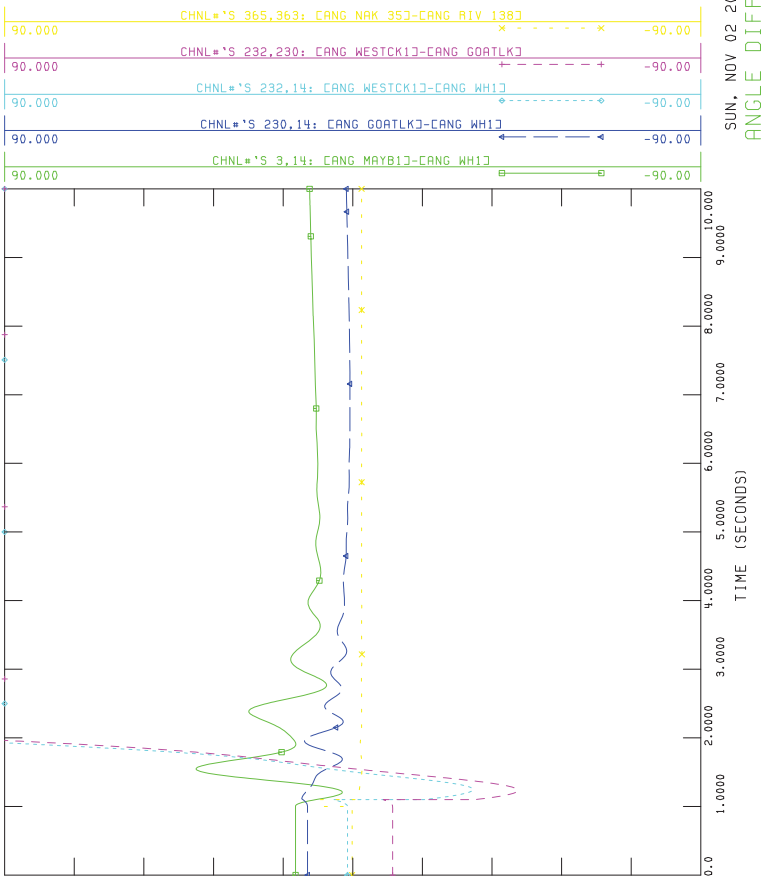
WHITEHORSE SKAGWAY INTERCONNECTION

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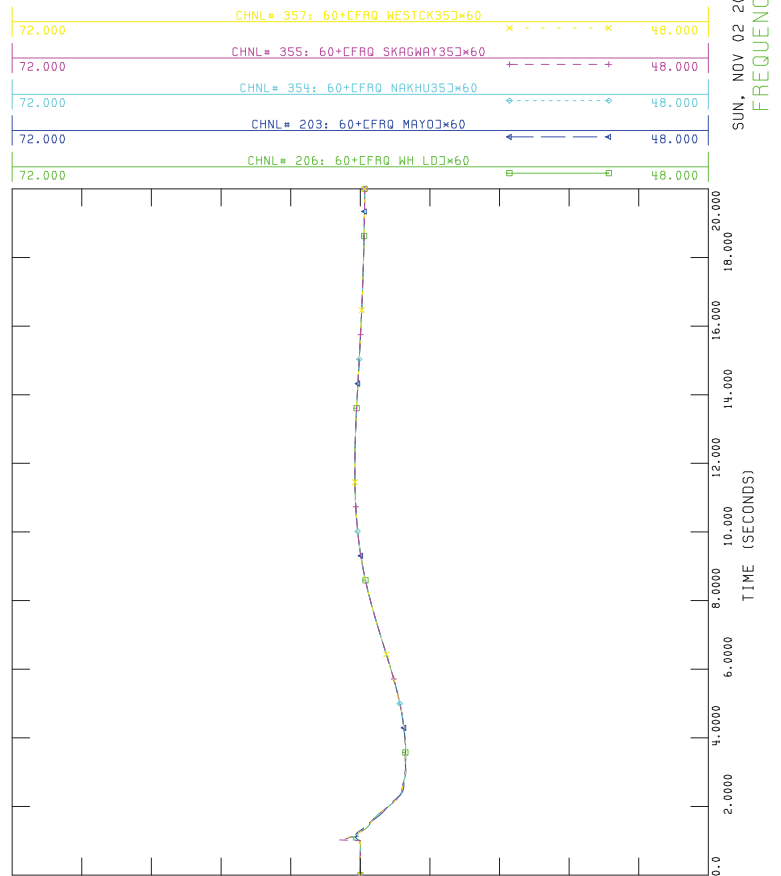
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0sp10_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

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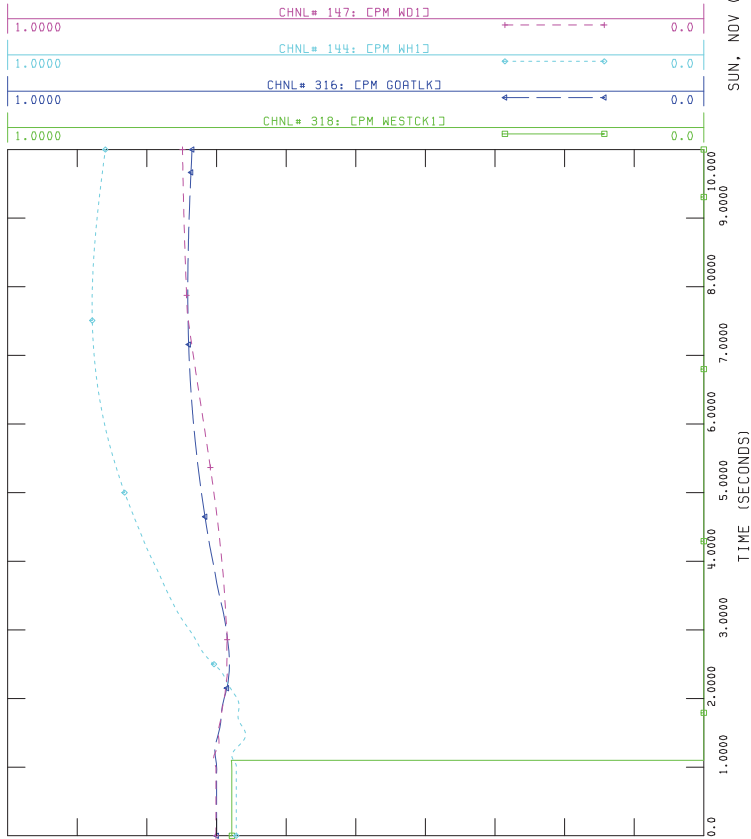




WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0sp10_YAchn.out

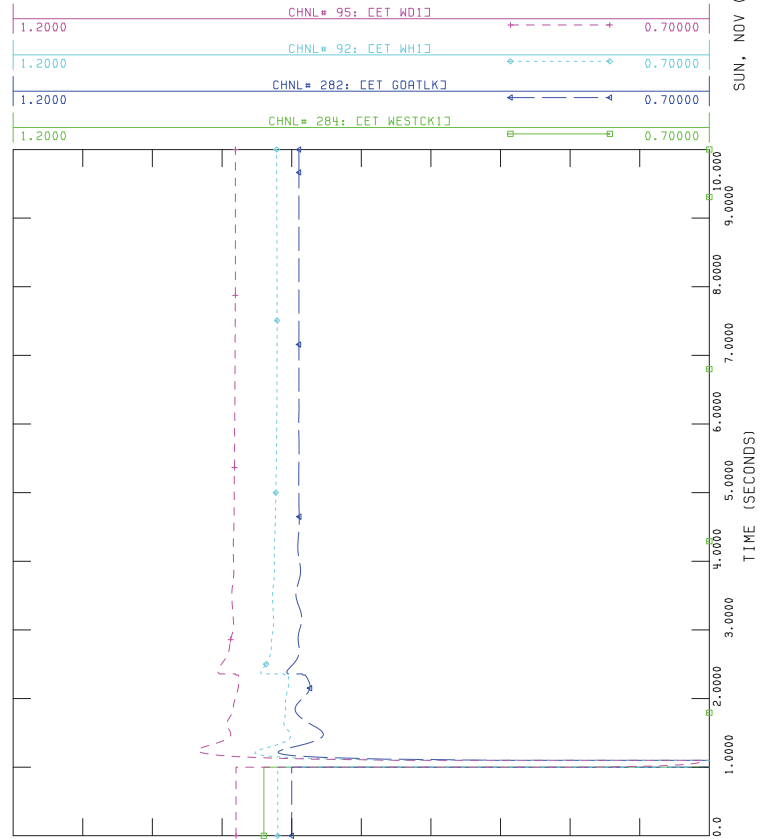
SUN, NOV 02 2014 9:18
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0sp10_YAchn.out

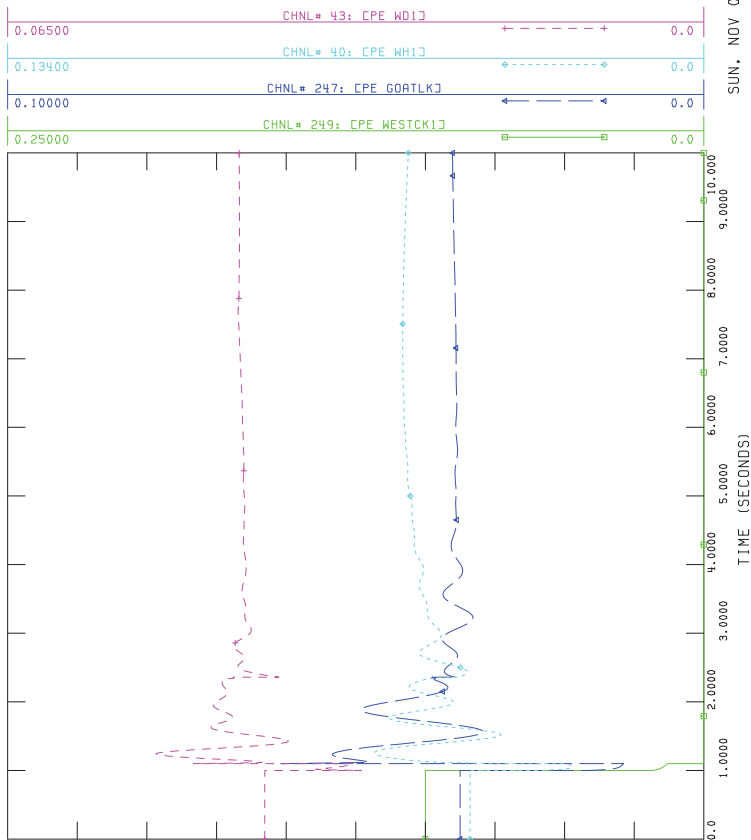
SUN, NOV 02 2014 9:18
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0sp10_YAchn.out

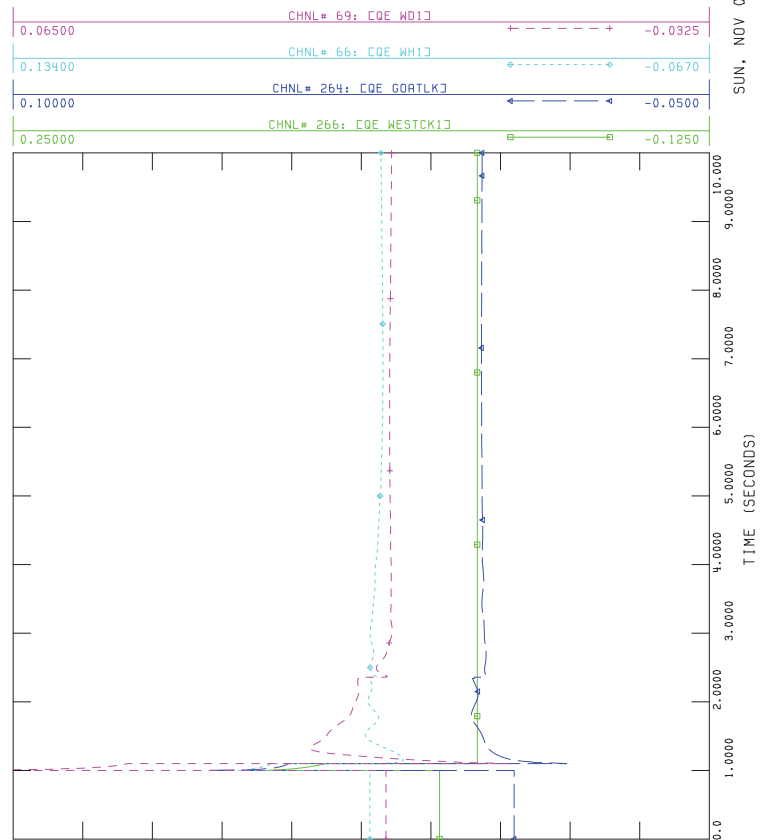
SUN, NOV 02 2014 9:18
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_S0sp10_YAchn.out

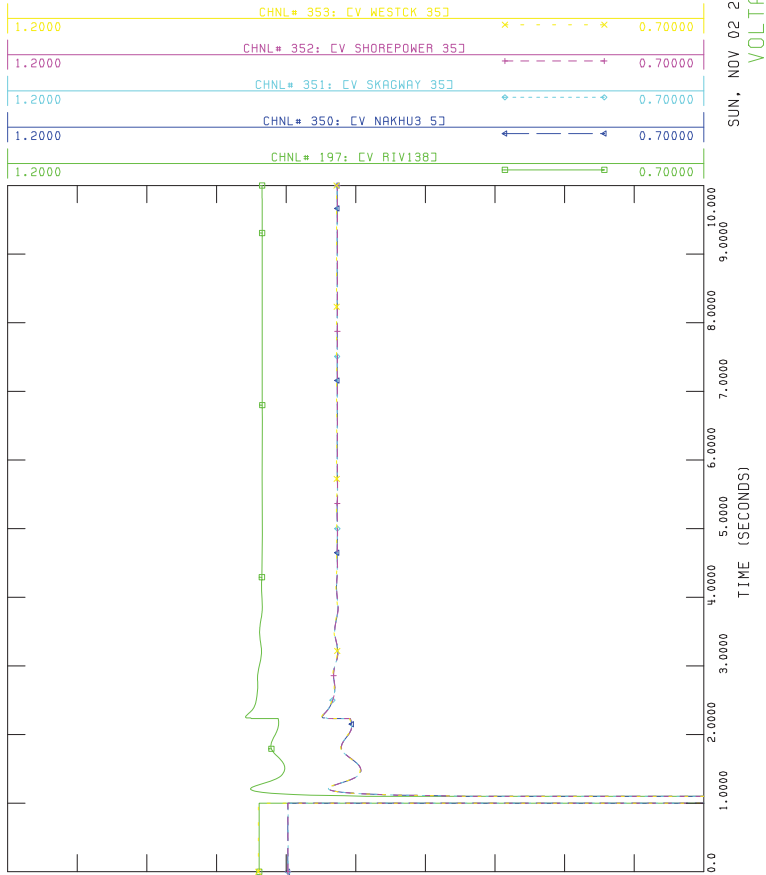
SUN, NOV 02 2014 9:18
QE





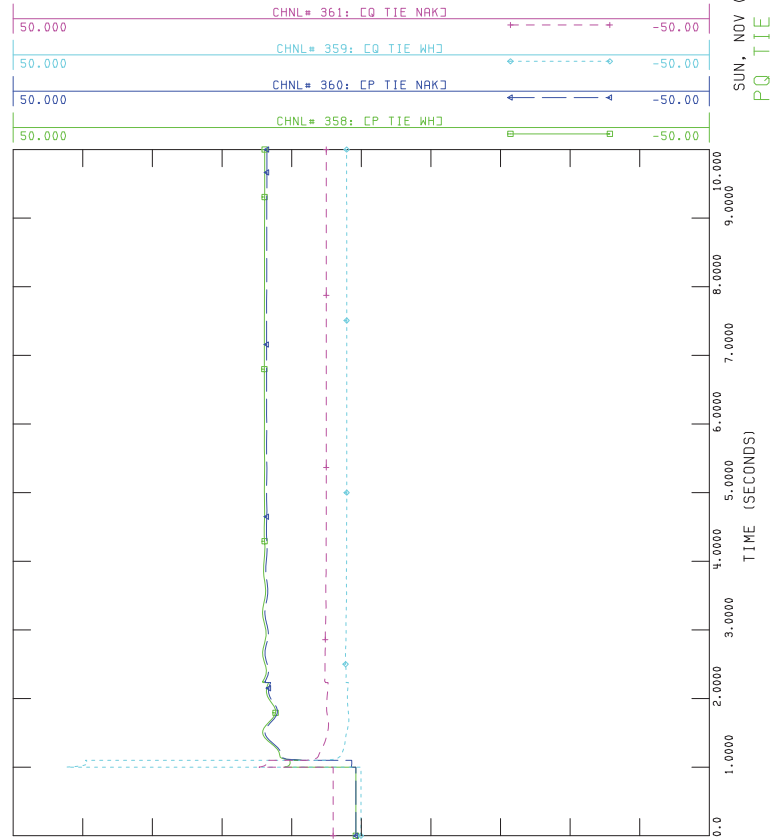
WHITEHORSE SKAGWAY
INTERCONNECTION

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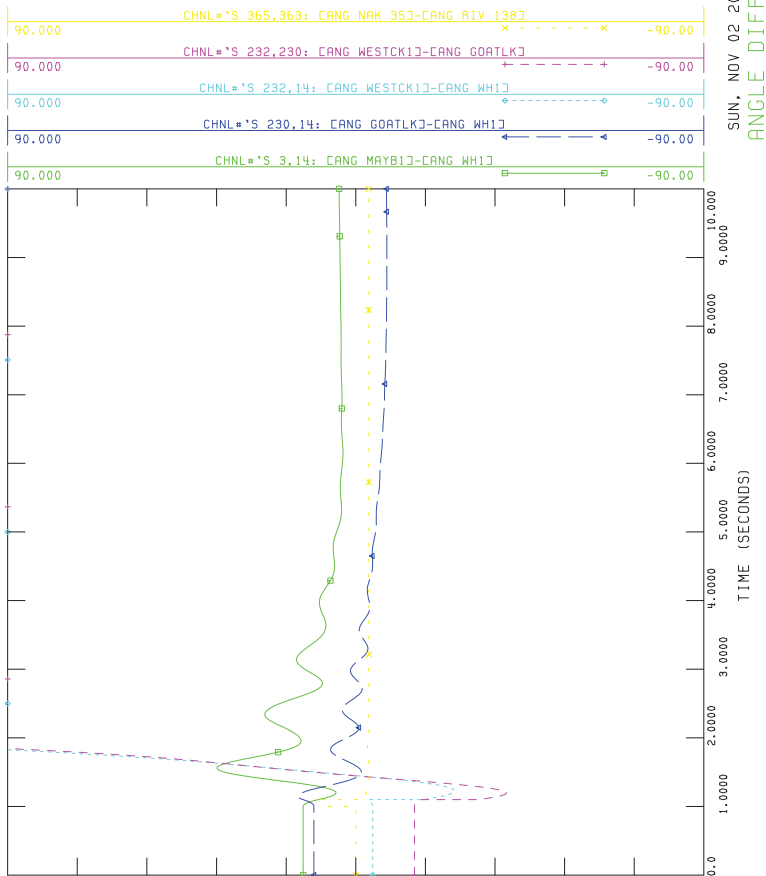
WHITEHORSE SKAGWAY
INTERCONNECTION

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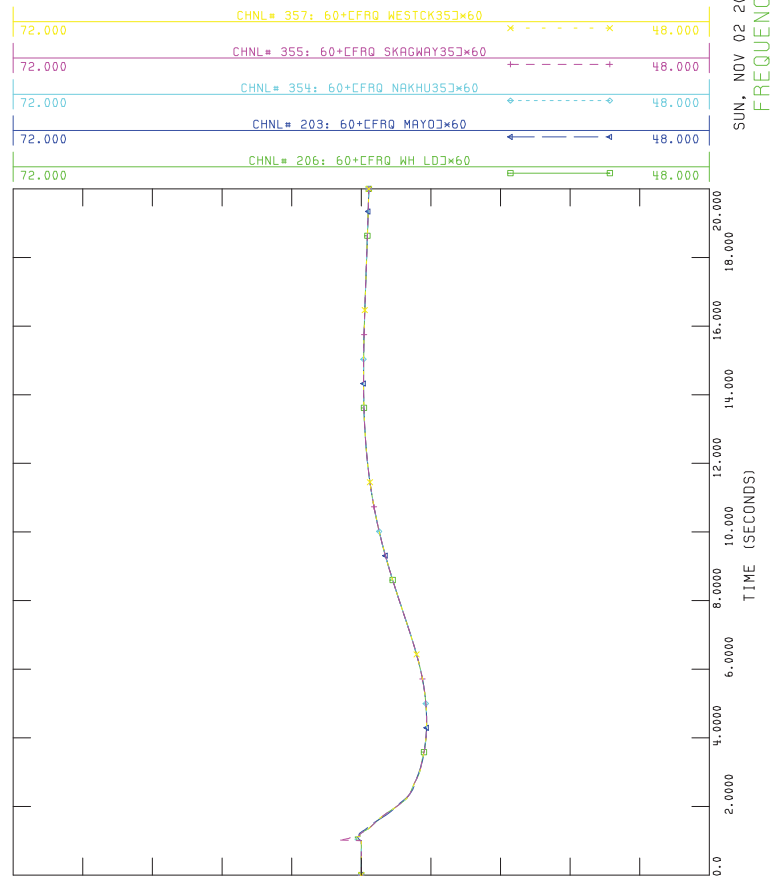
WHITEHORSE SKAGWAY
INTERCONNECTION

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WHITEHORSE SKAGWAY
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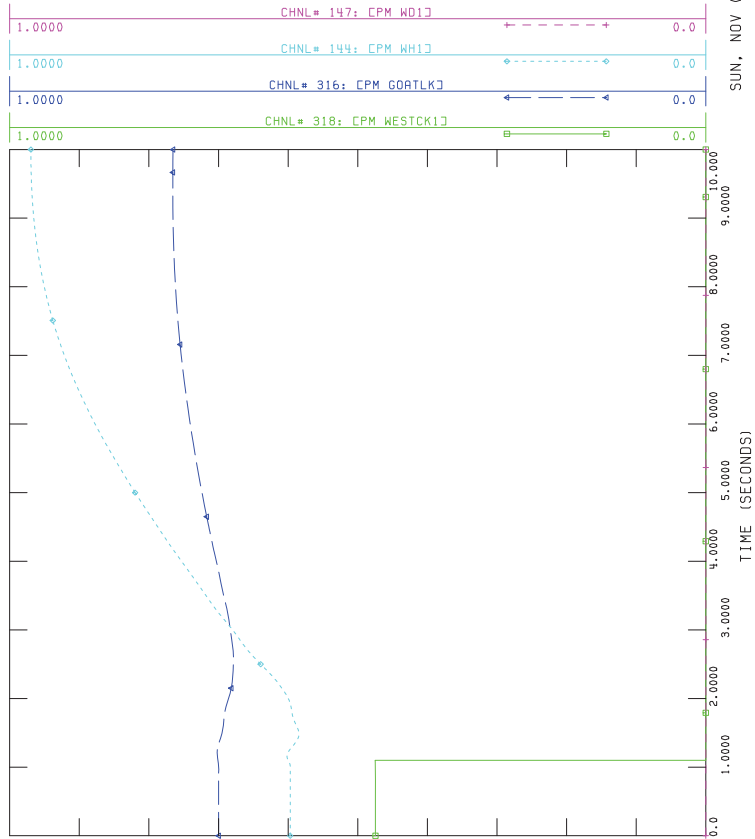
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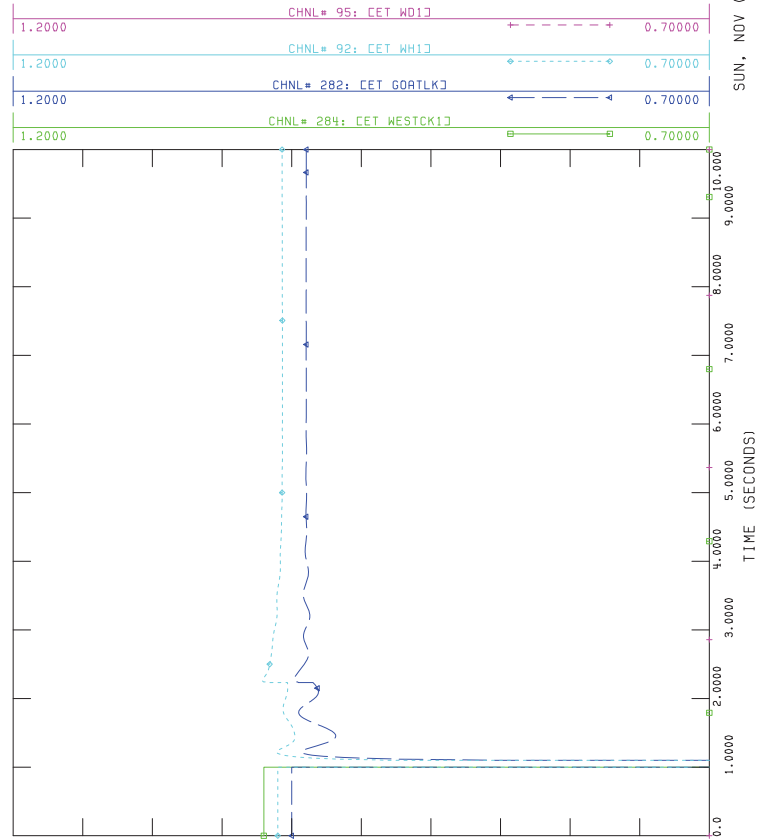
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INTERCONNECTION

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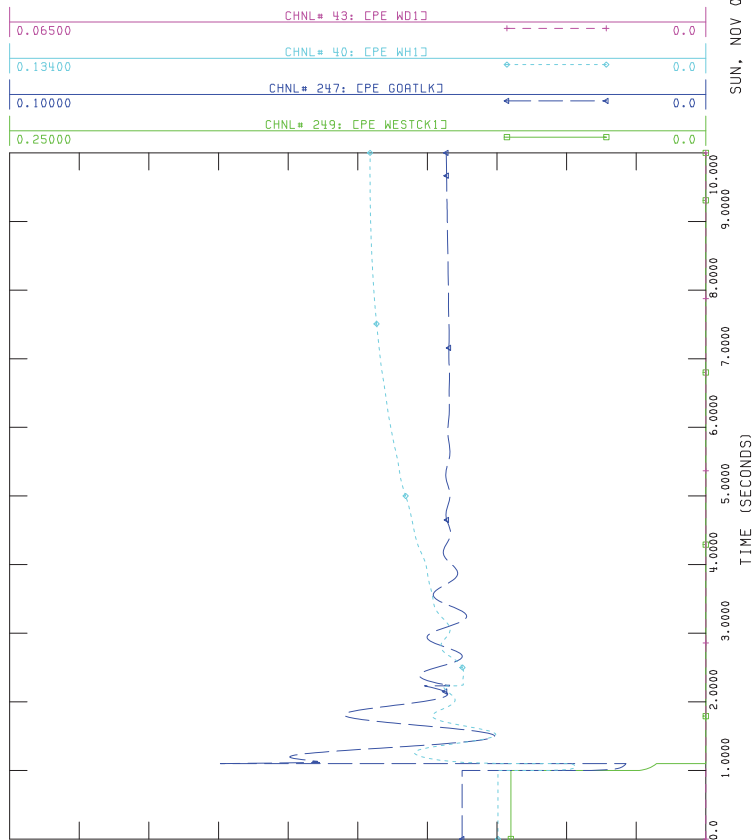
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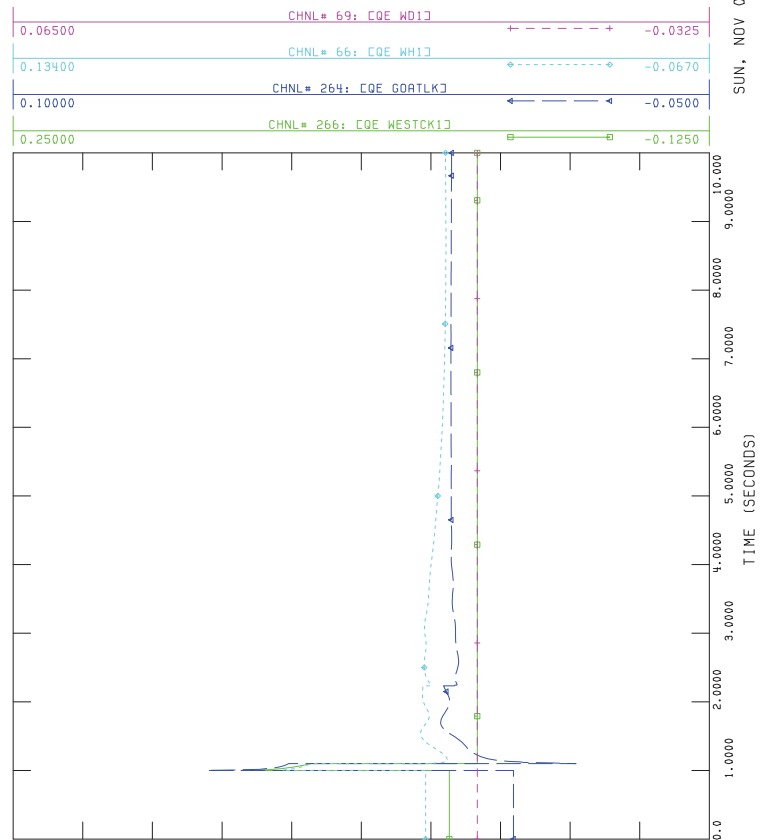
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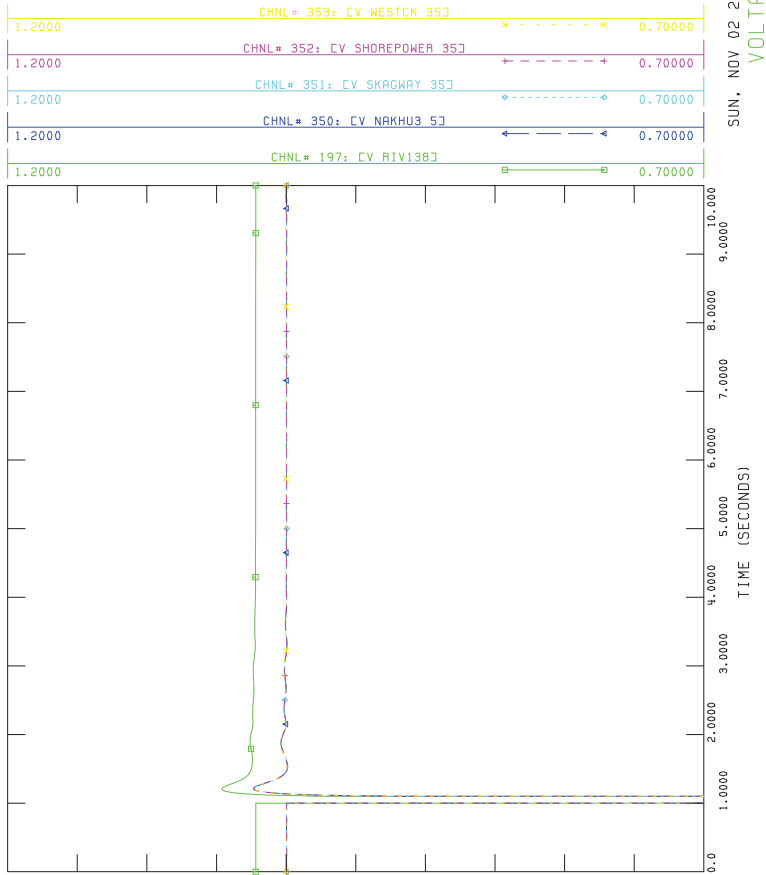
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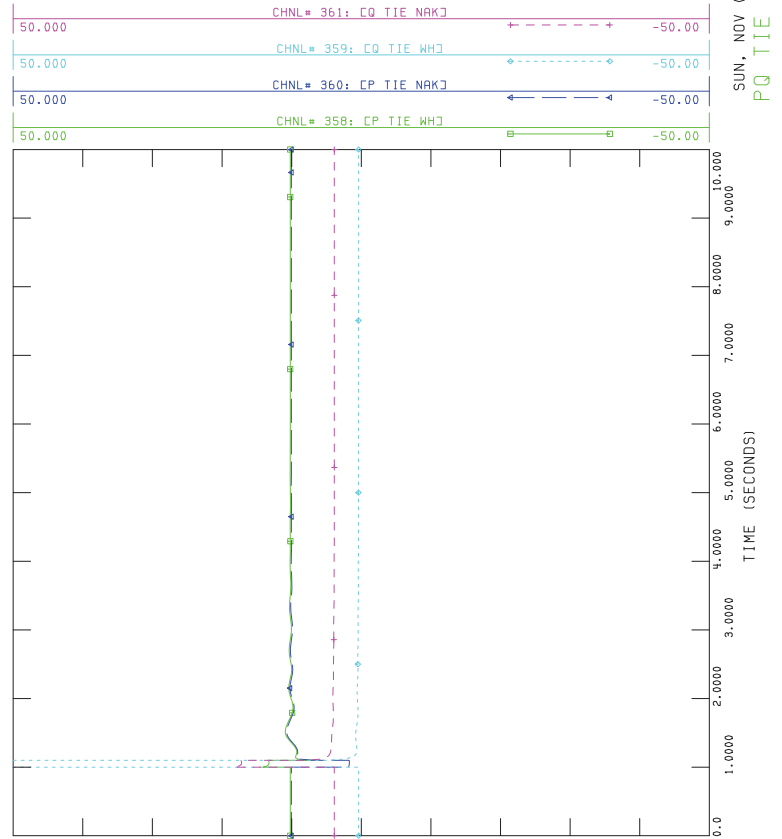
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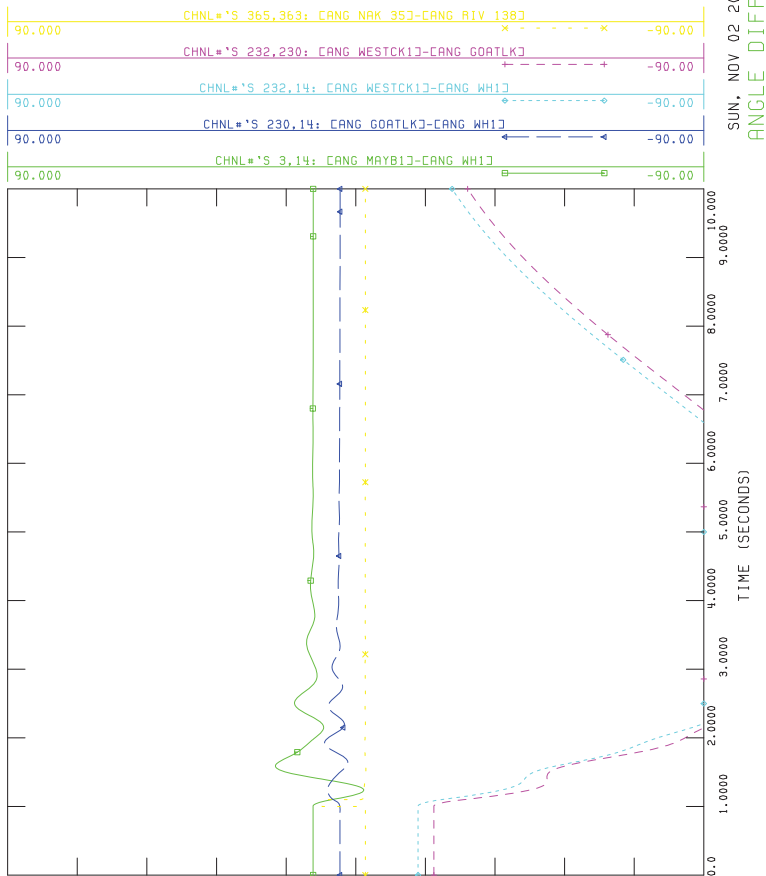
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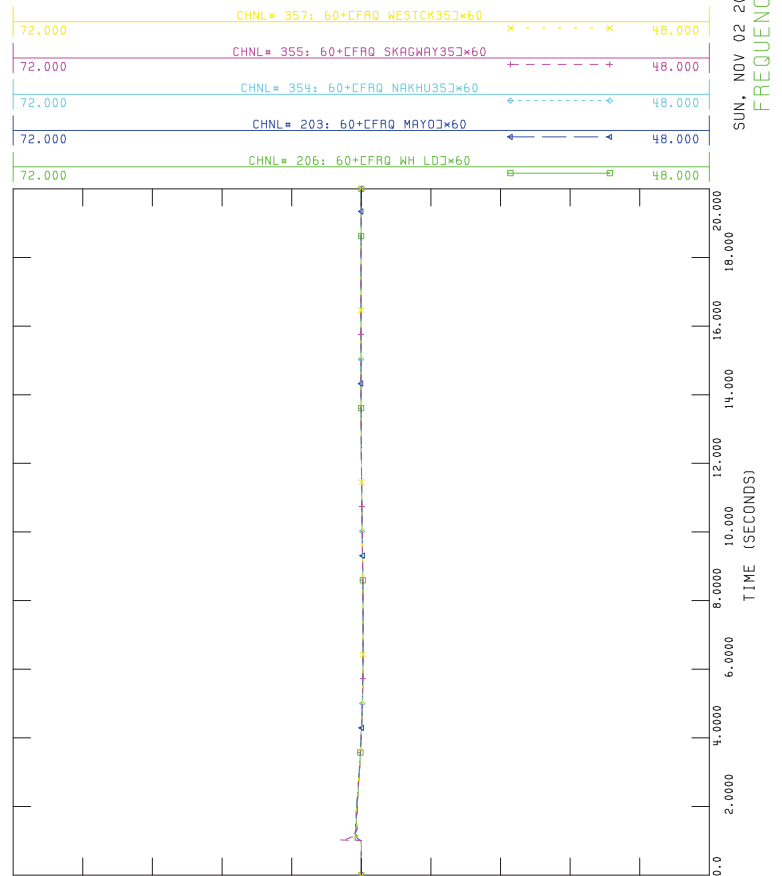
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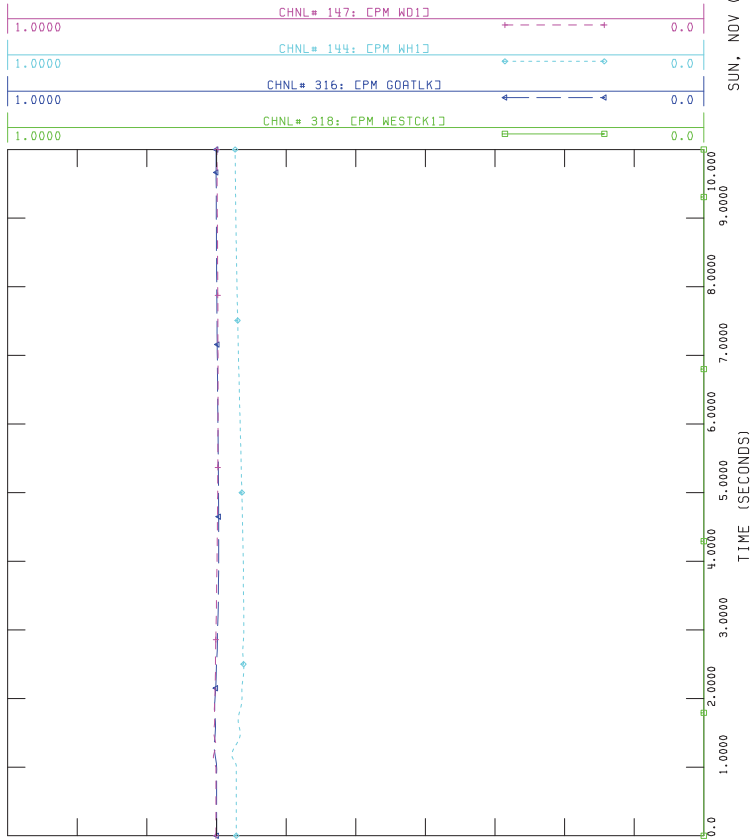
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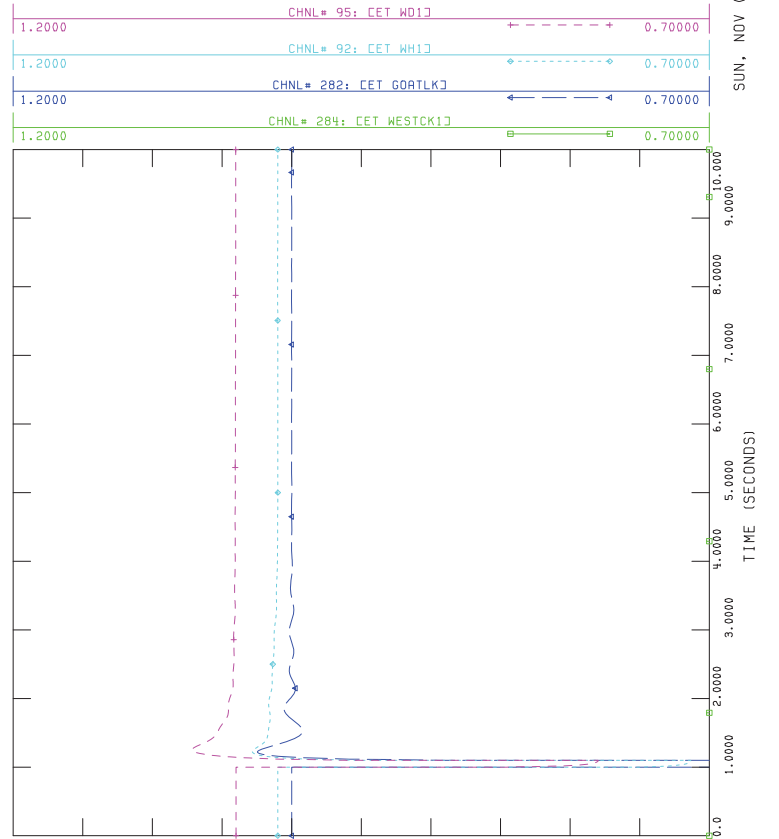
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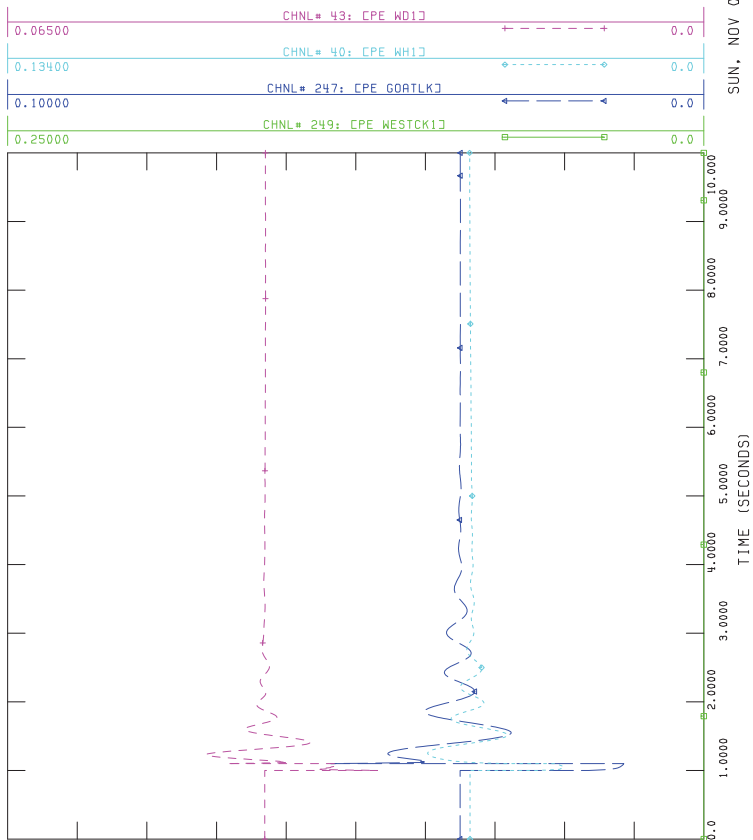
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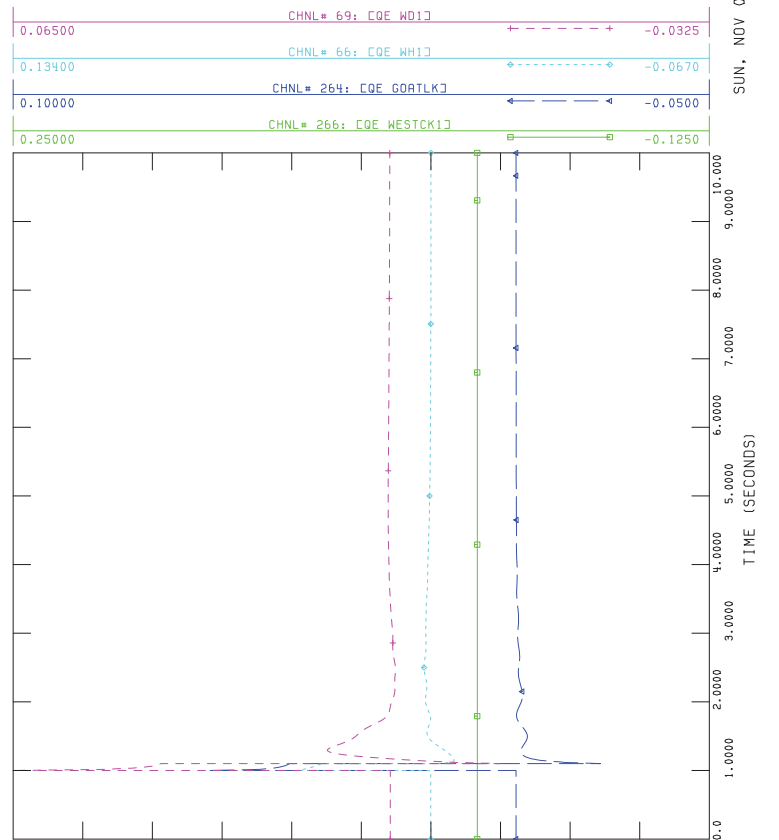
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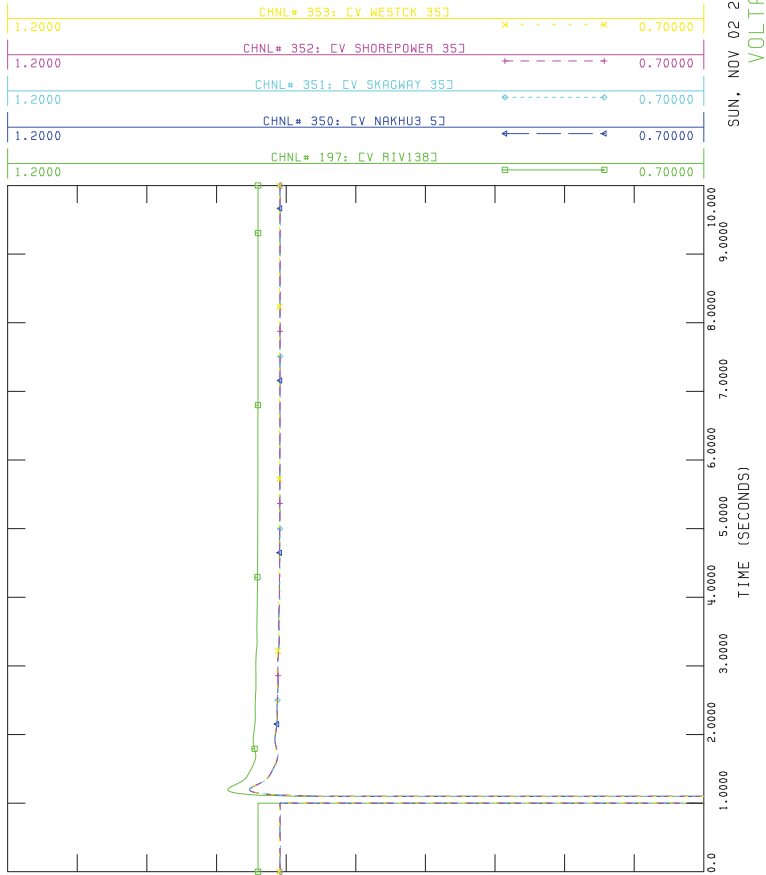
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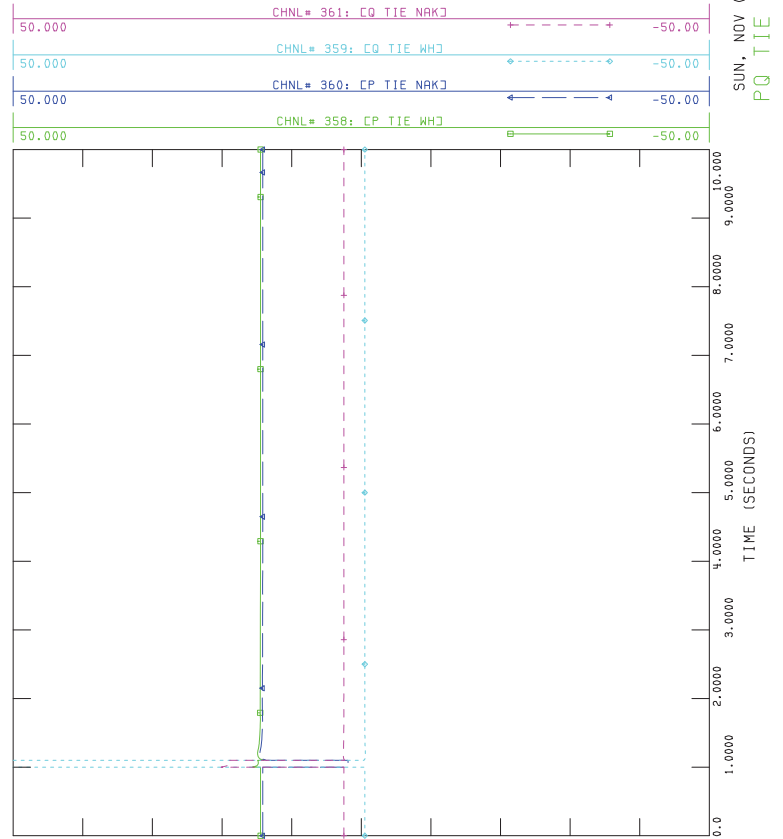
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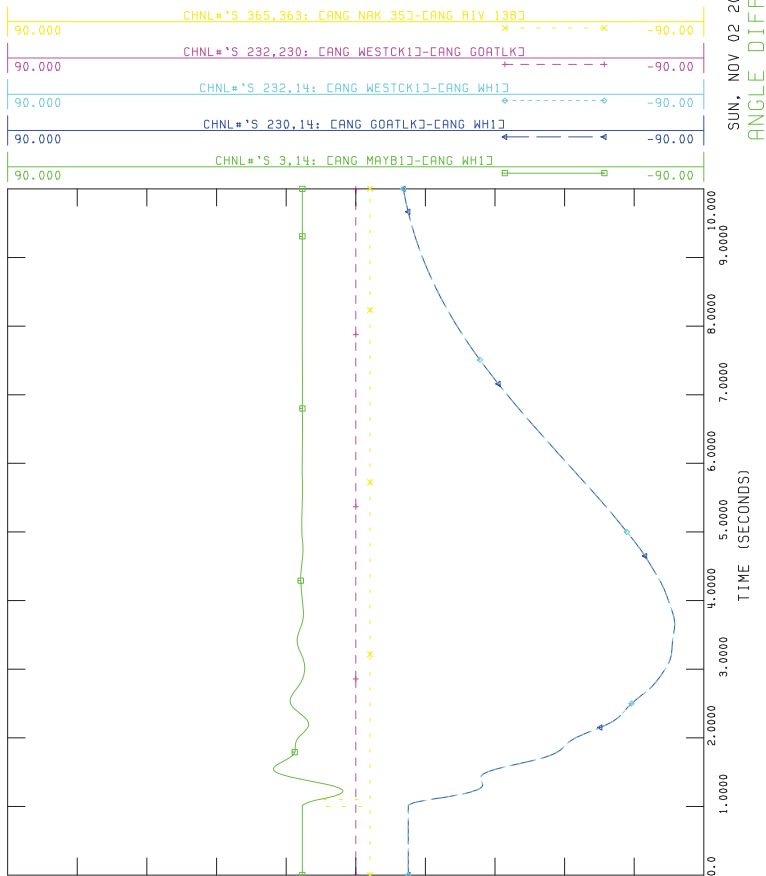
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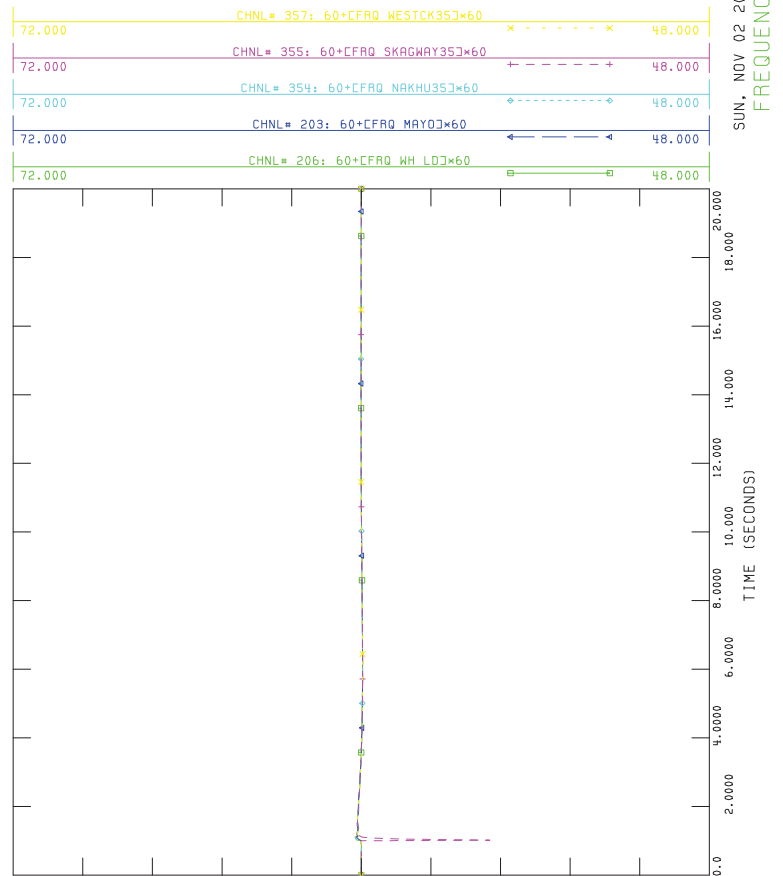
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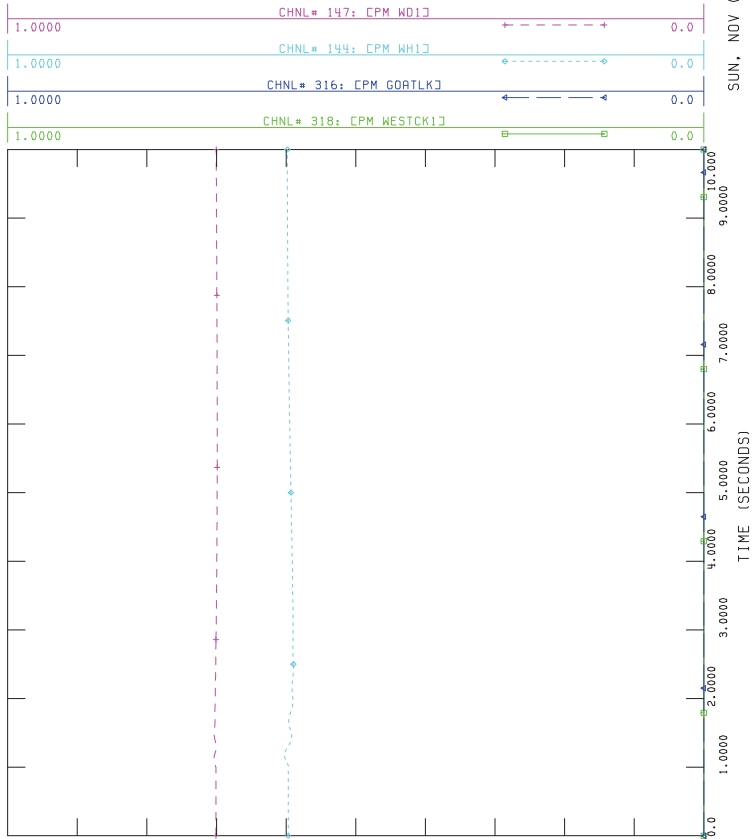
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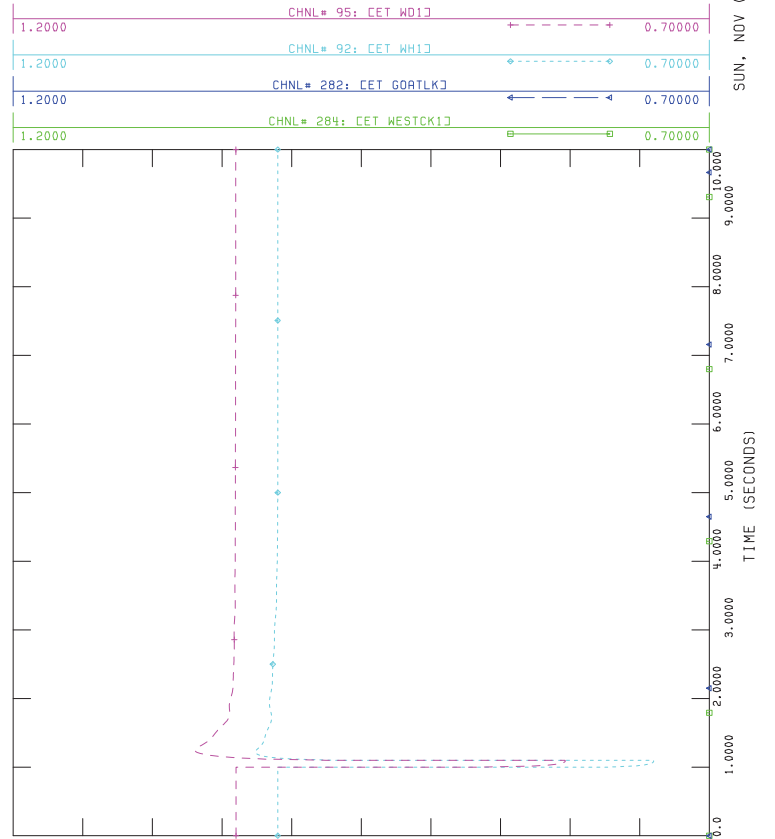
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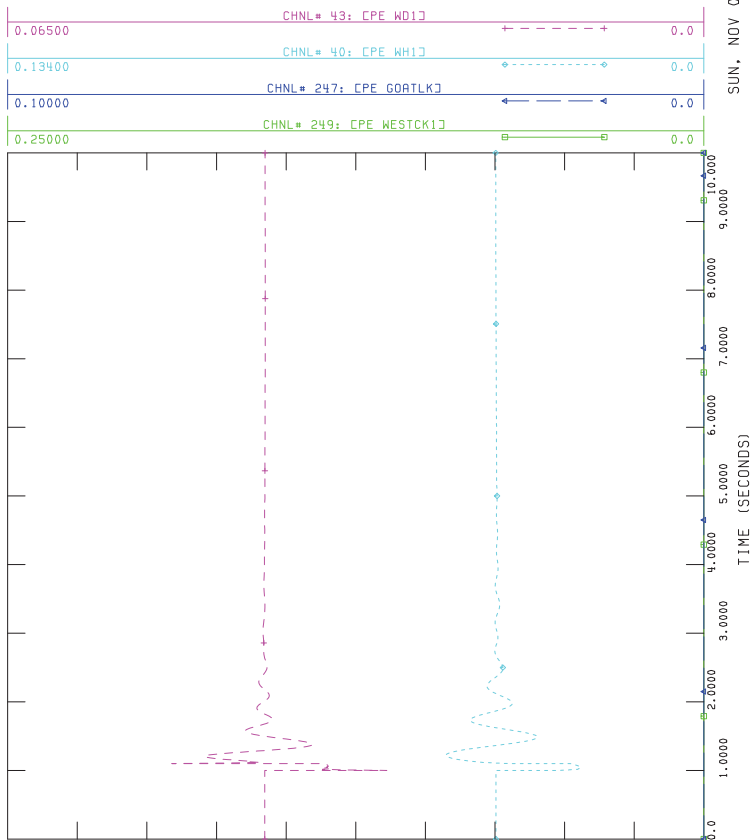
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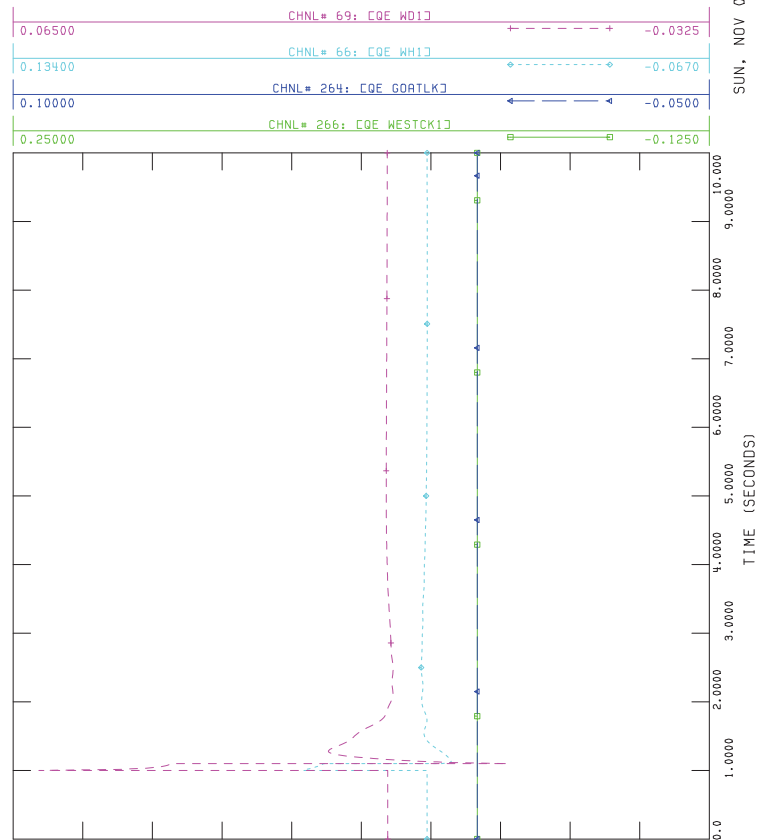
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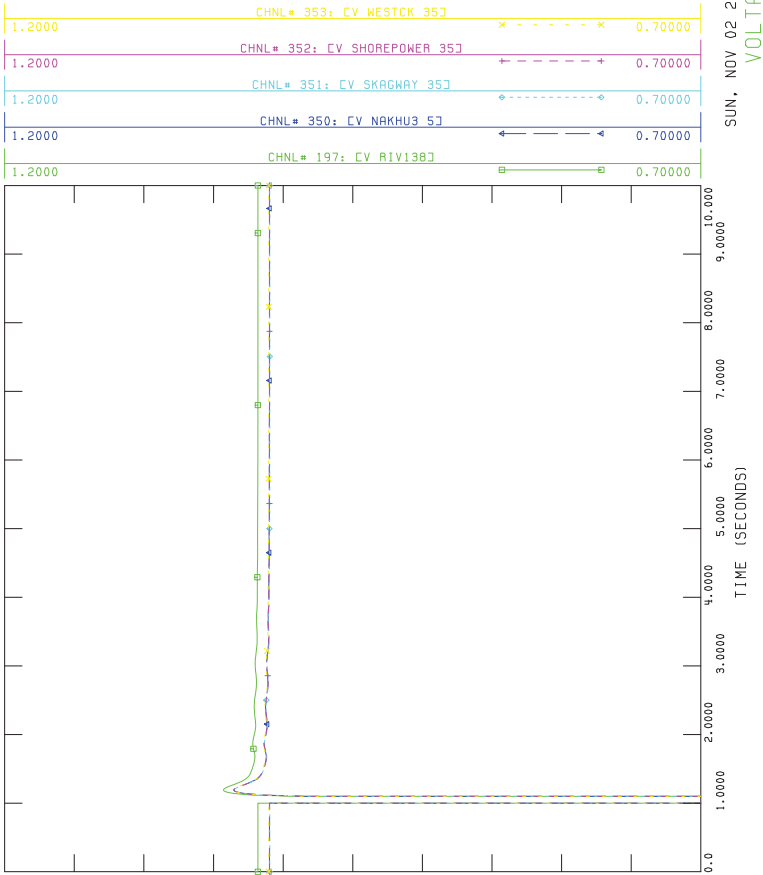
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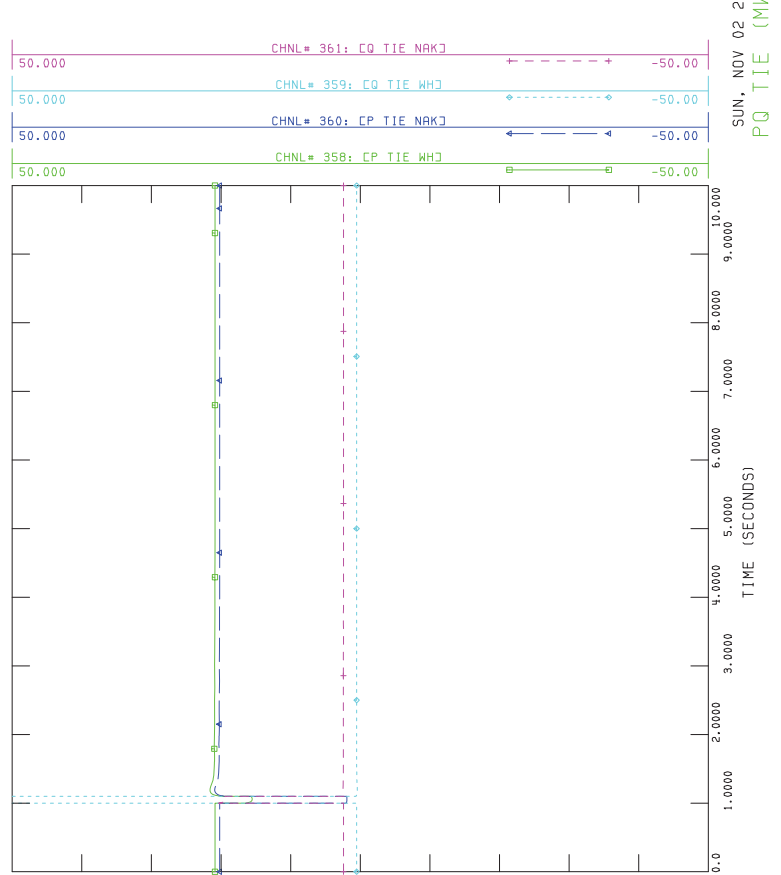
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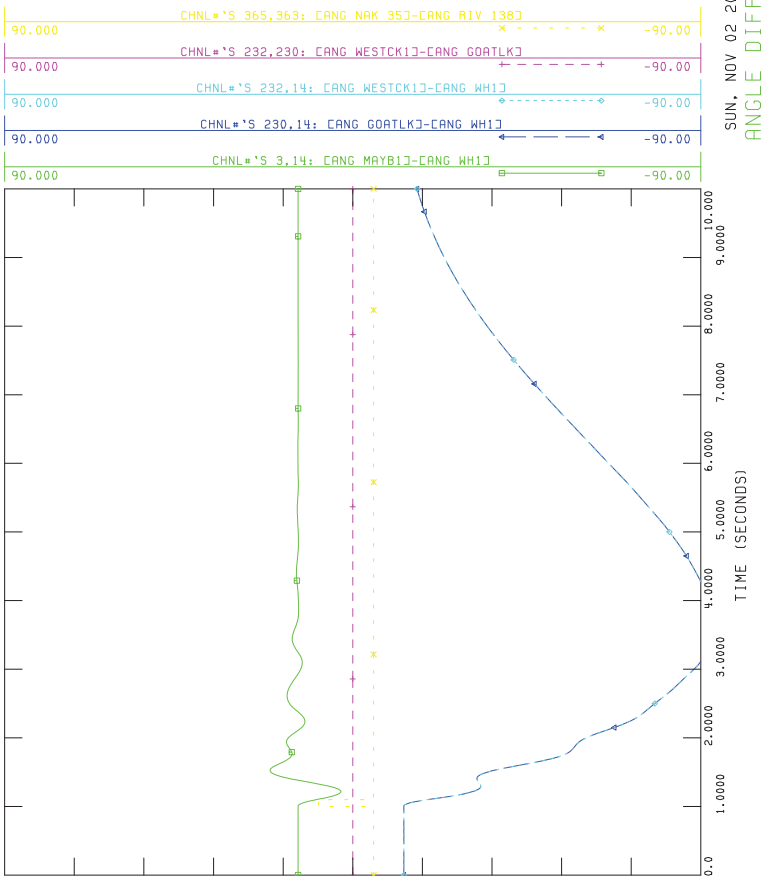
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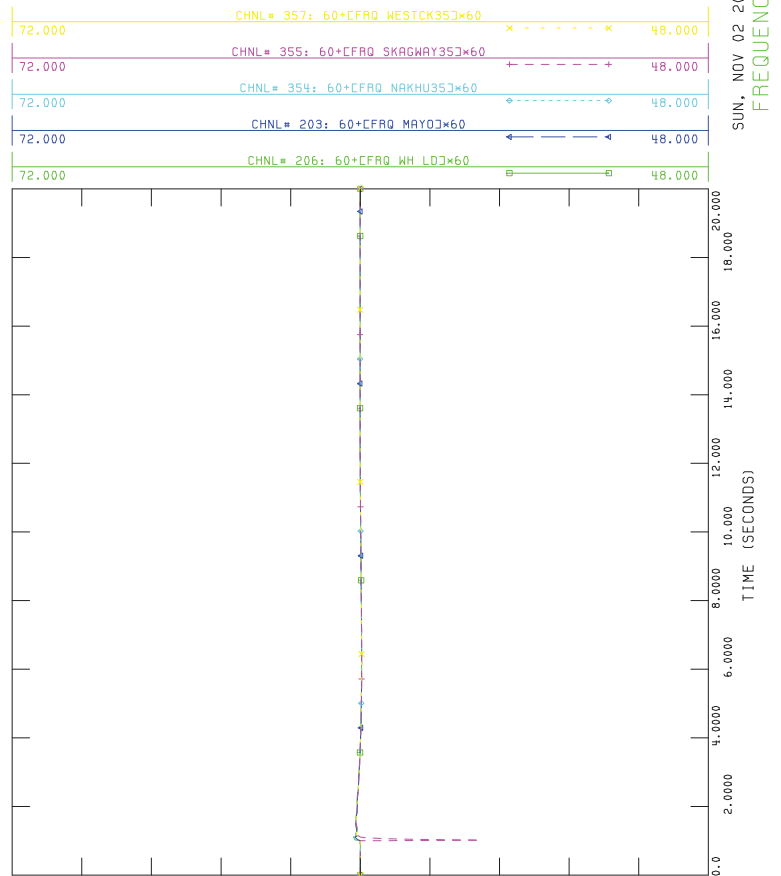
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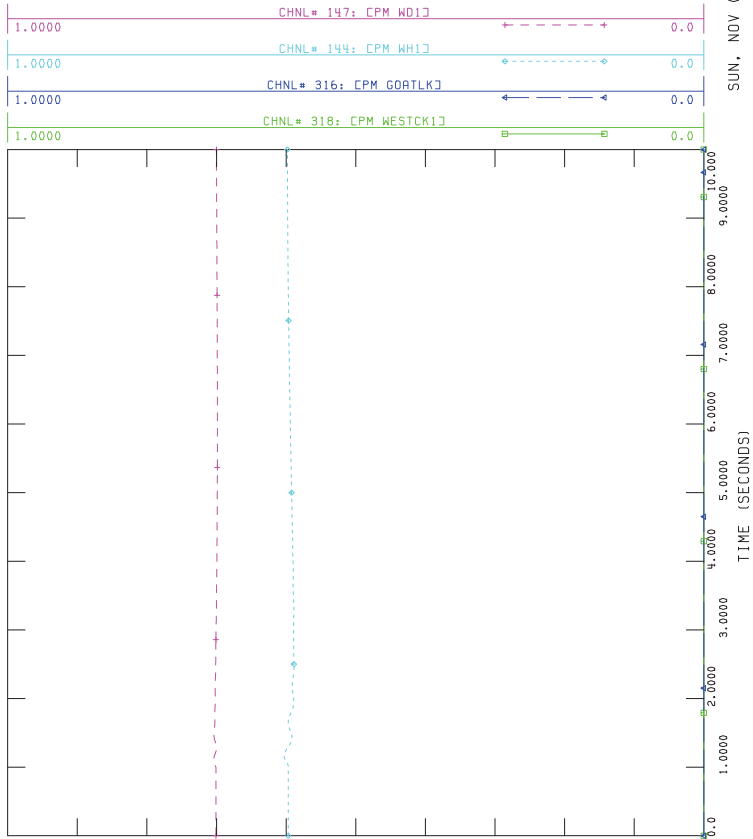
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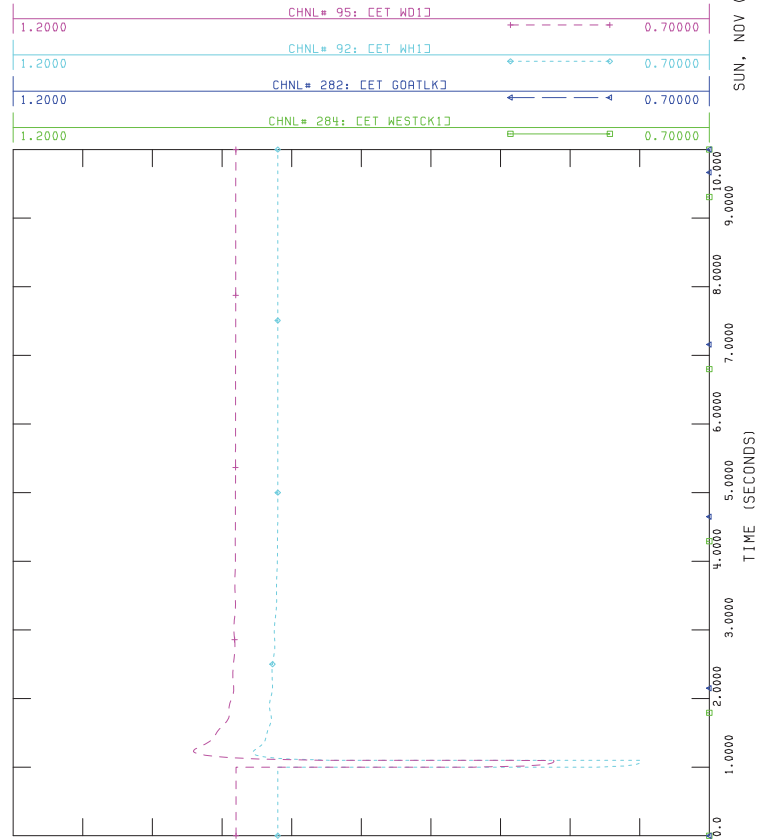
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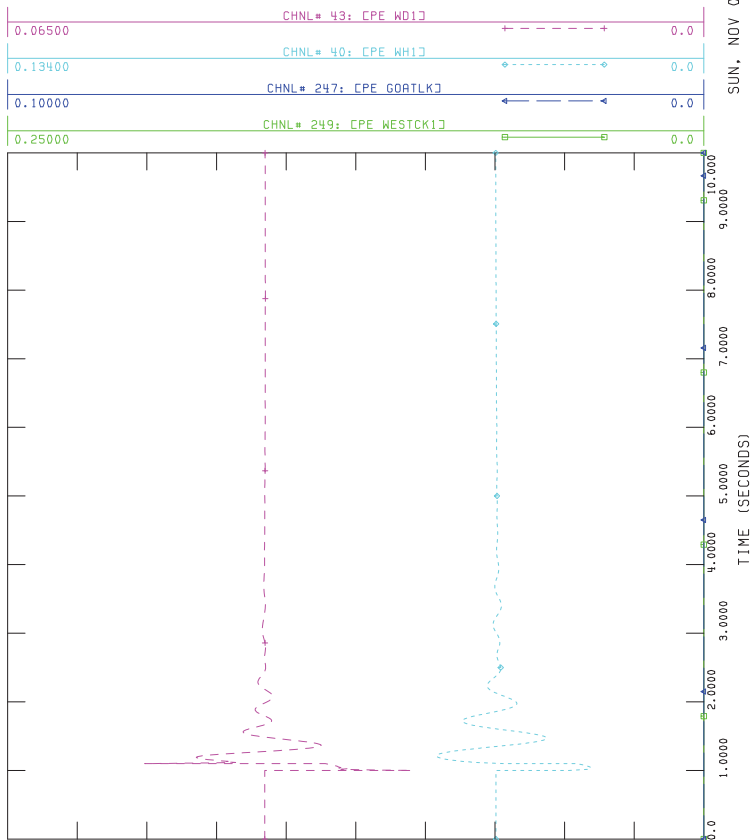
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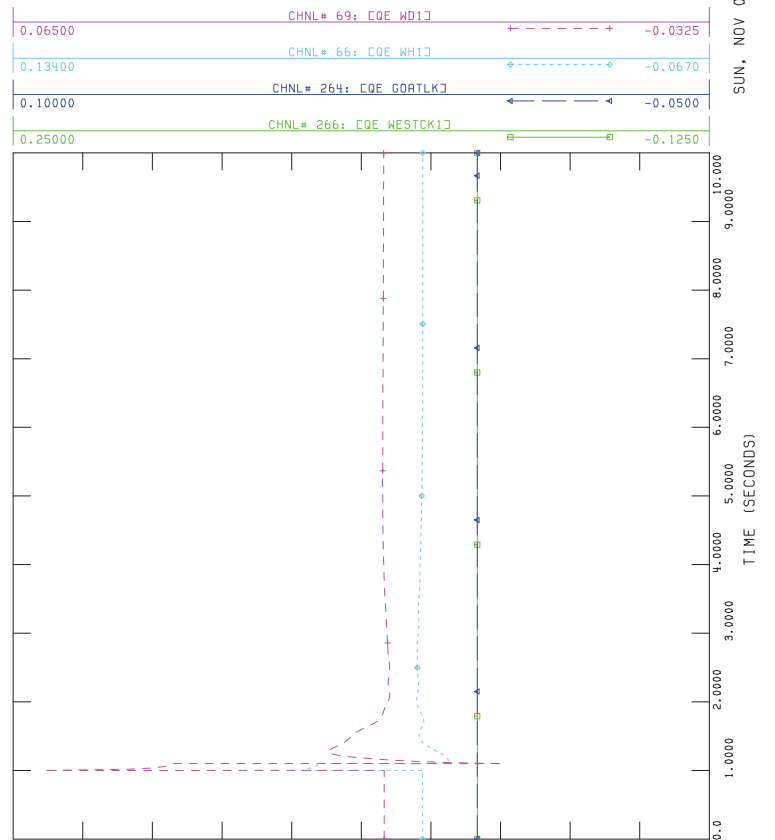
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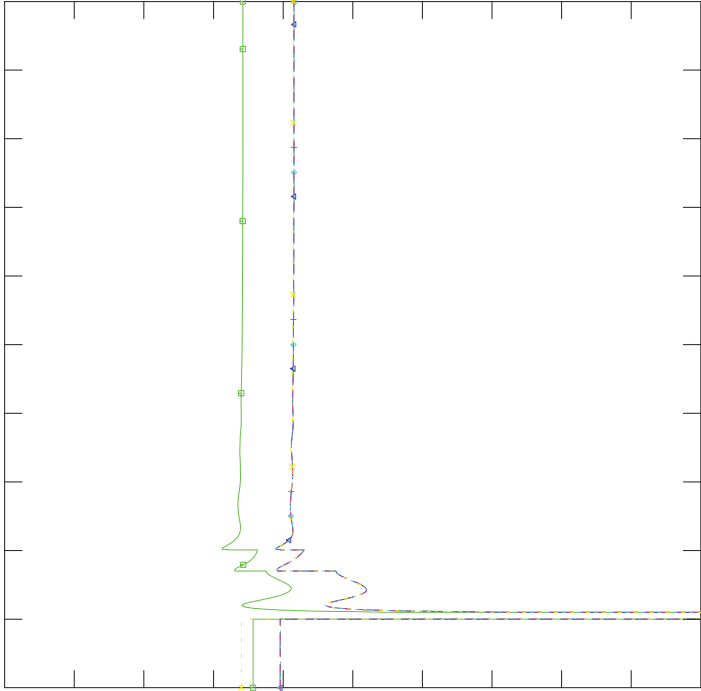
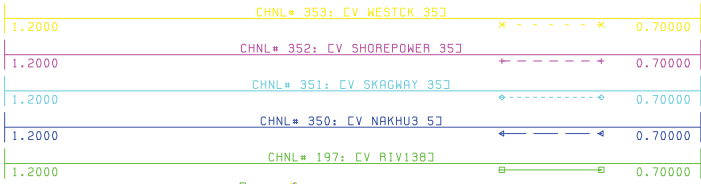
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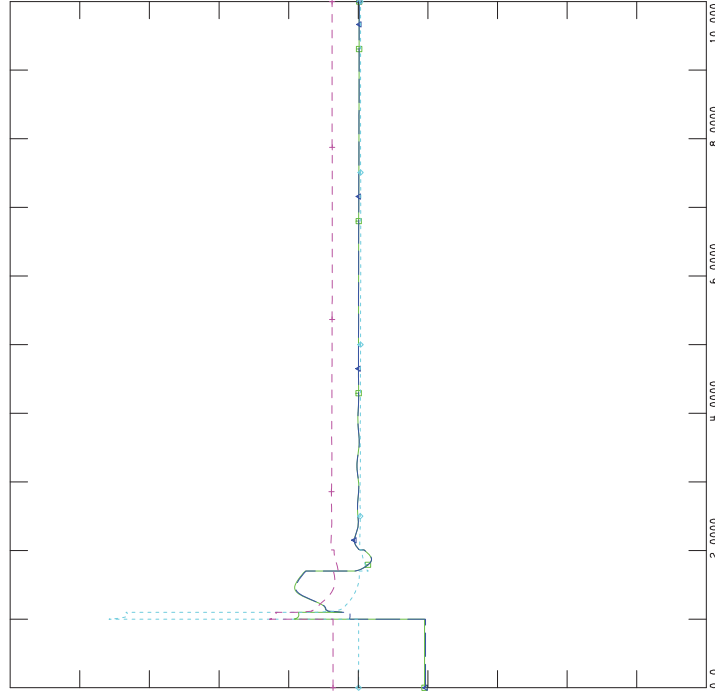
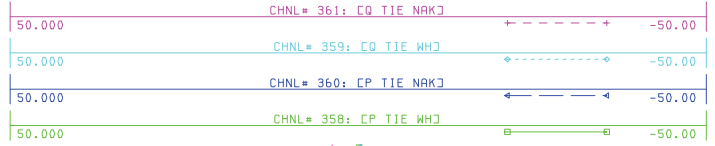


SUN, NOV 02 2014 9:20
VOLTAGE (PU)



WHITEHORSE SKAGWAY INTERCONNECTION

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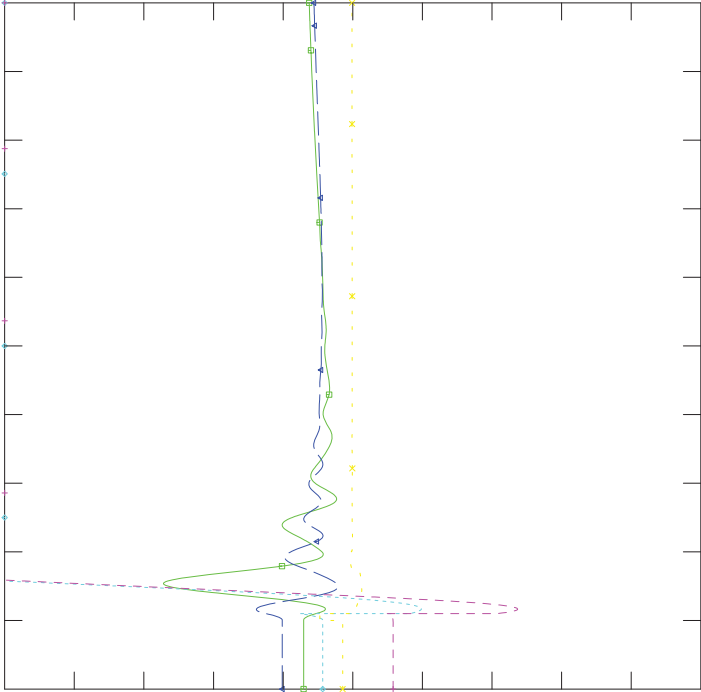


SUN, NOV 02 2014 9:20
PQ TIE (MW, MVAR)



WHITEHORSE SKAGWAY INTERCONNECTION

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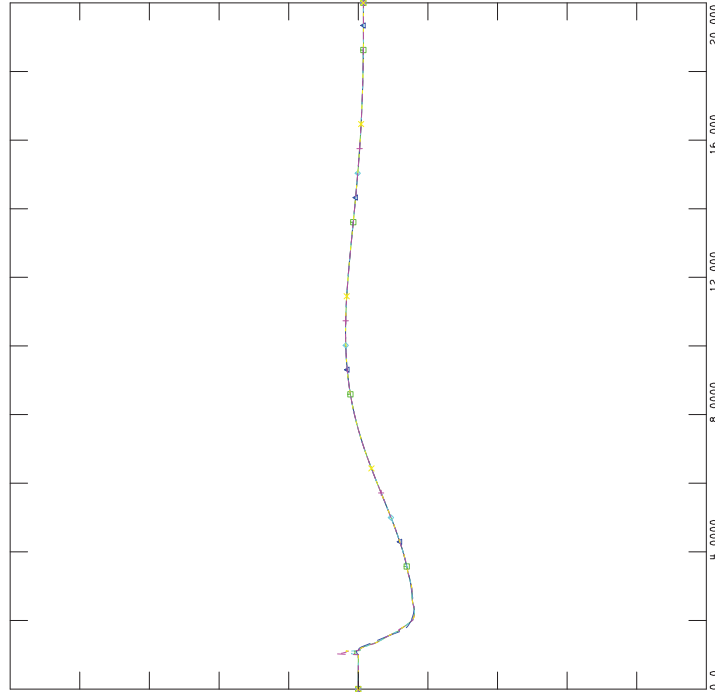


SUN, NOV 02 2014 9:19
ANGLE DIFF (DEG)



WHITEHORSE SKAGWAY INTERCONNECTION

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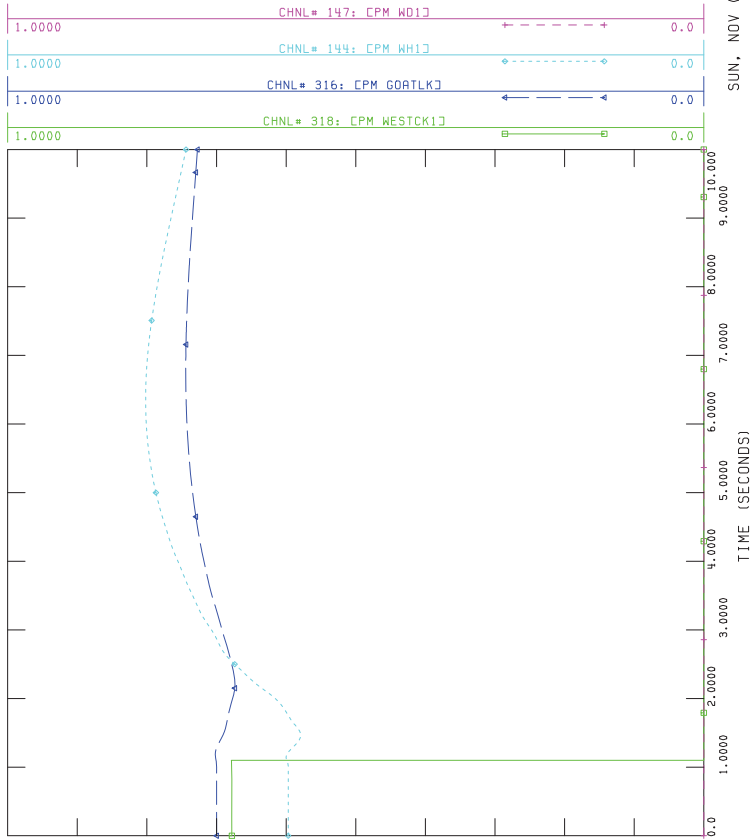


SUN, NOV 02 2014 9:20
FREQUENCY (HZ)



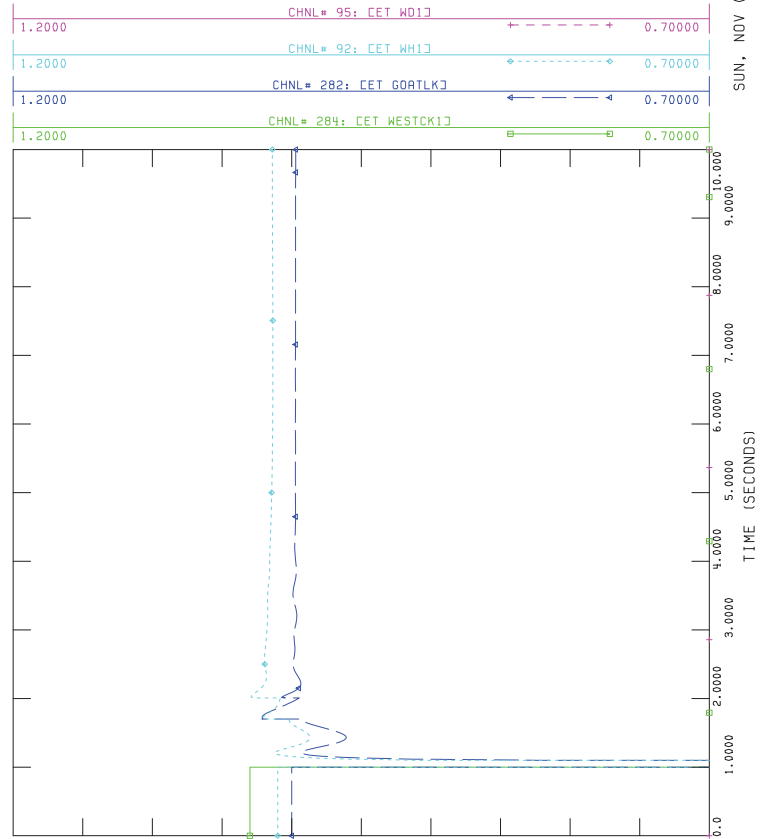
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INTERCONNECTION

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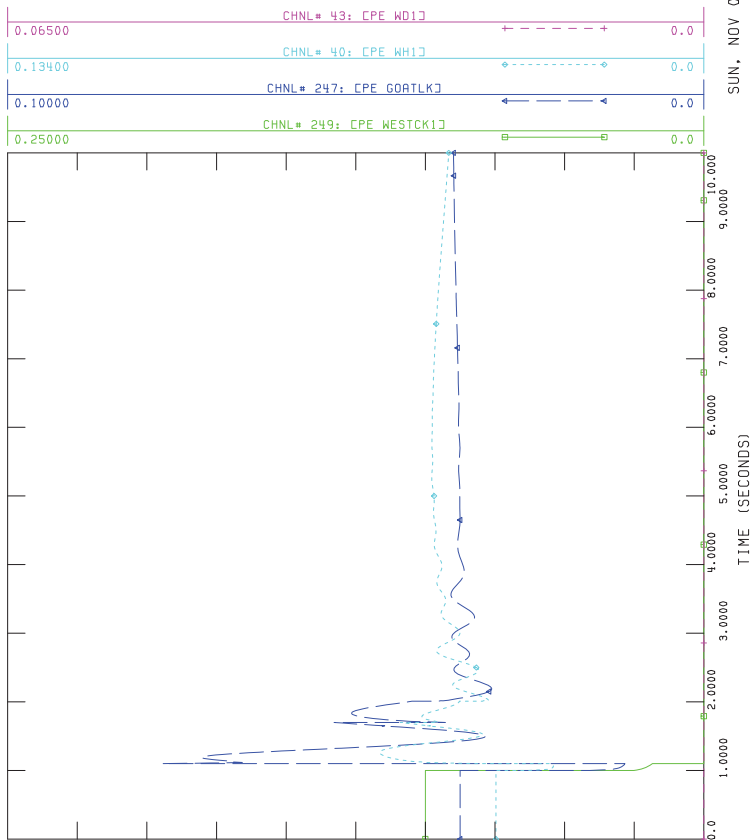
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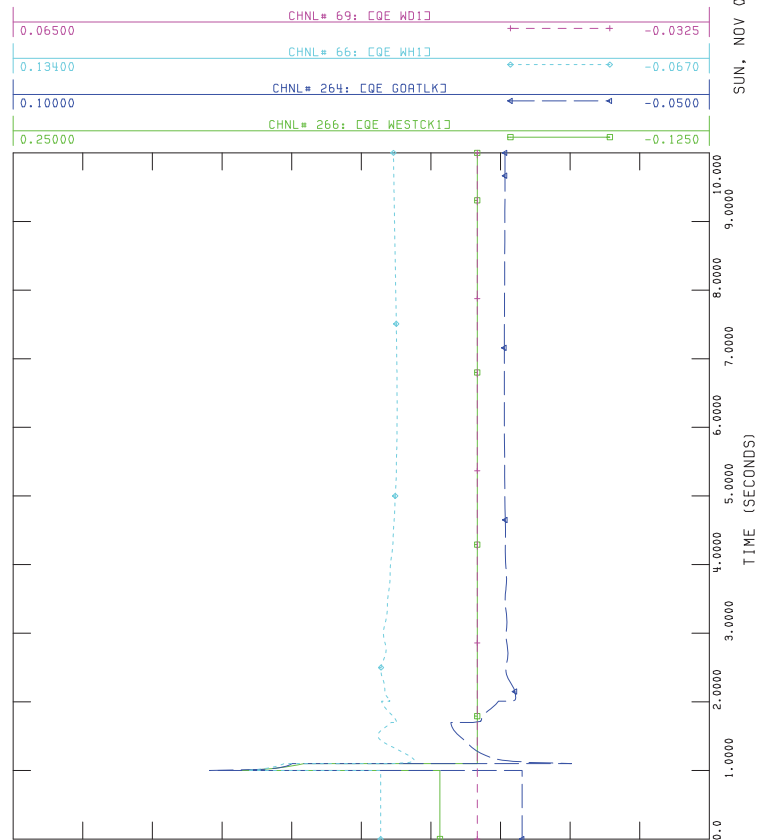
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WHITEHORSE SKAGWAY
INTERCONNECTION

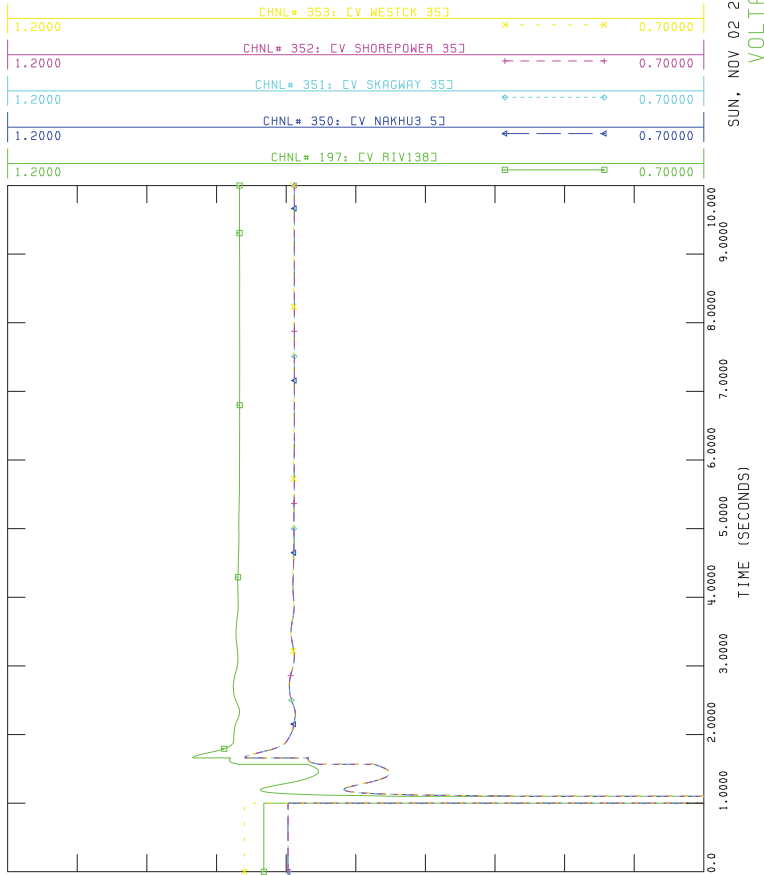
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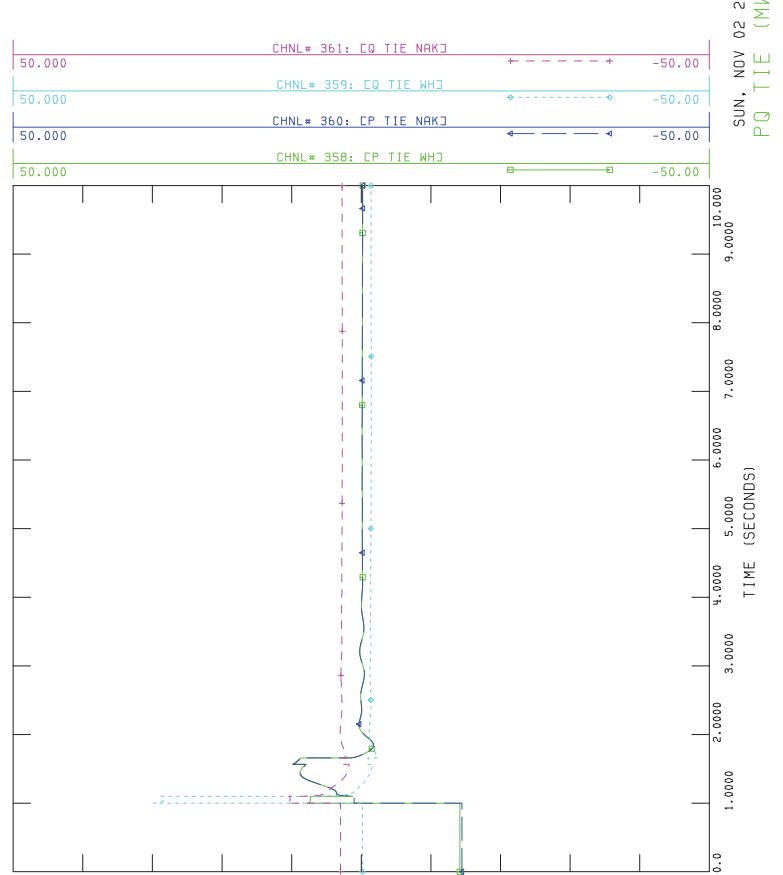
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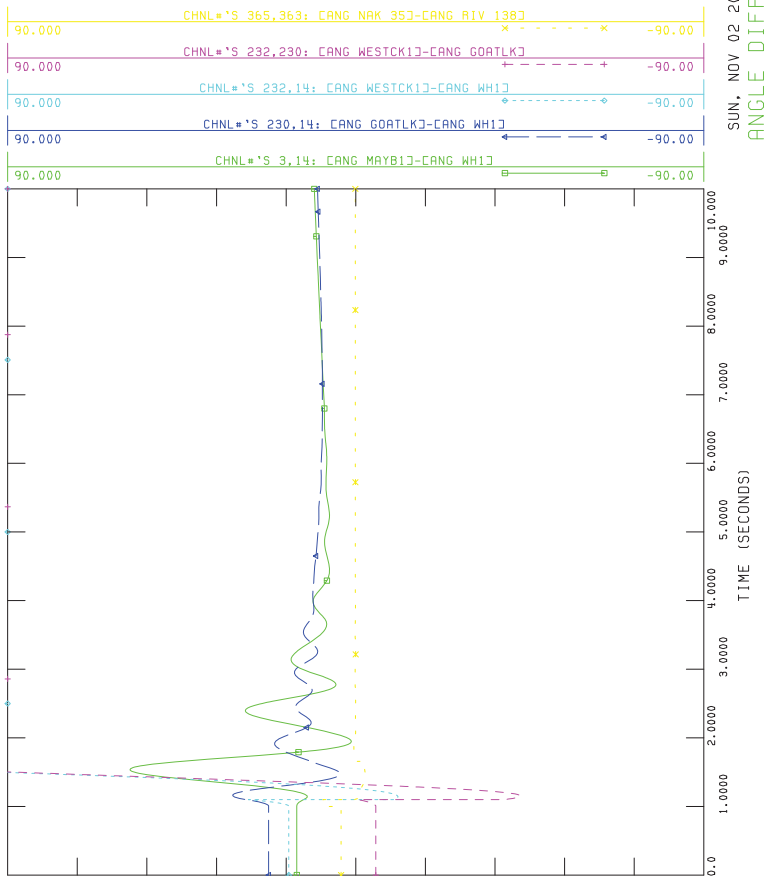
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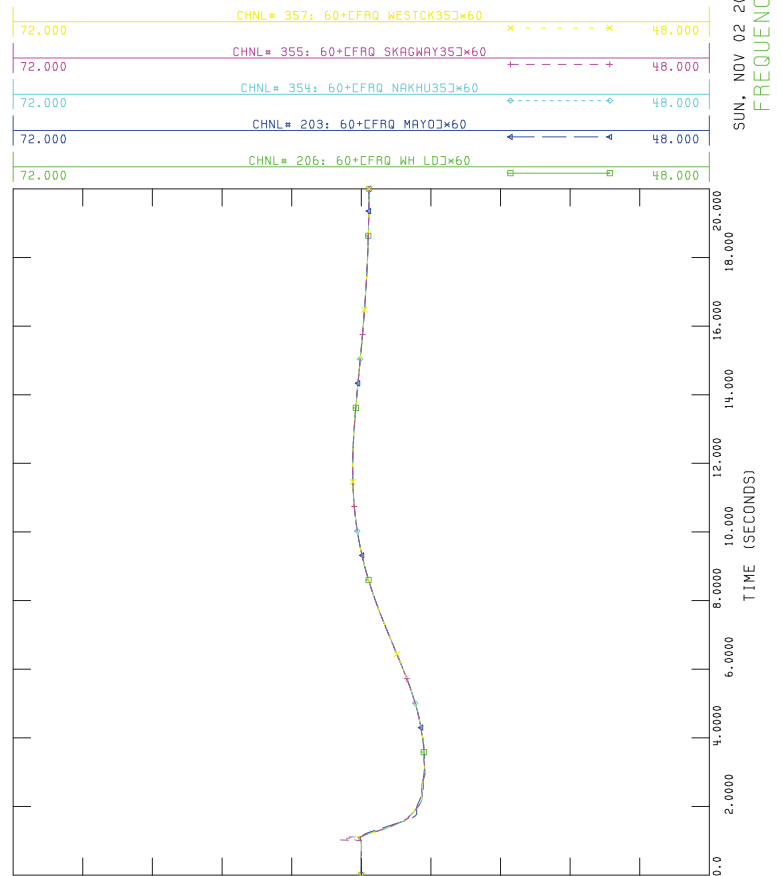
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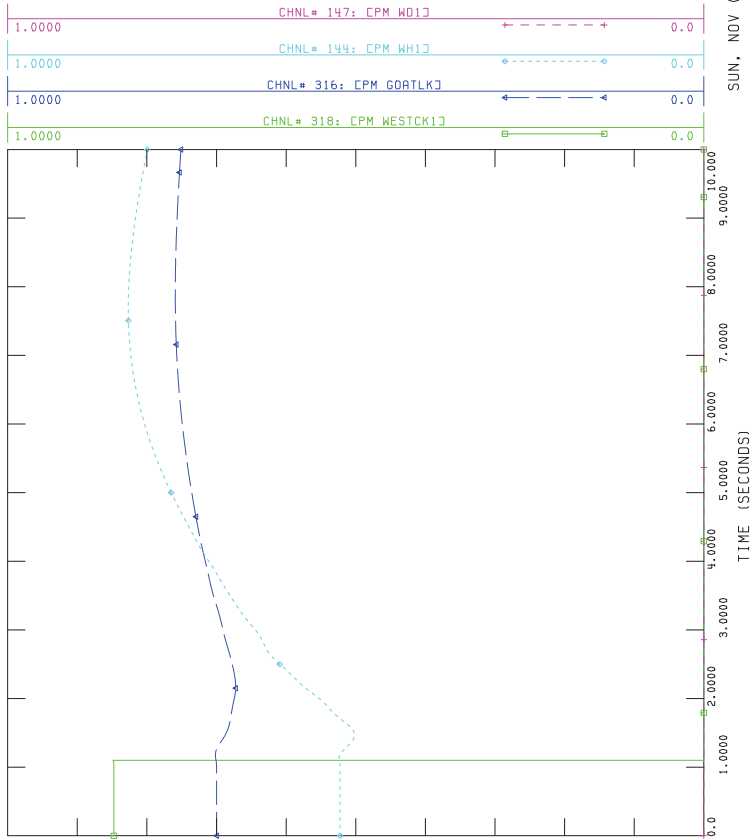
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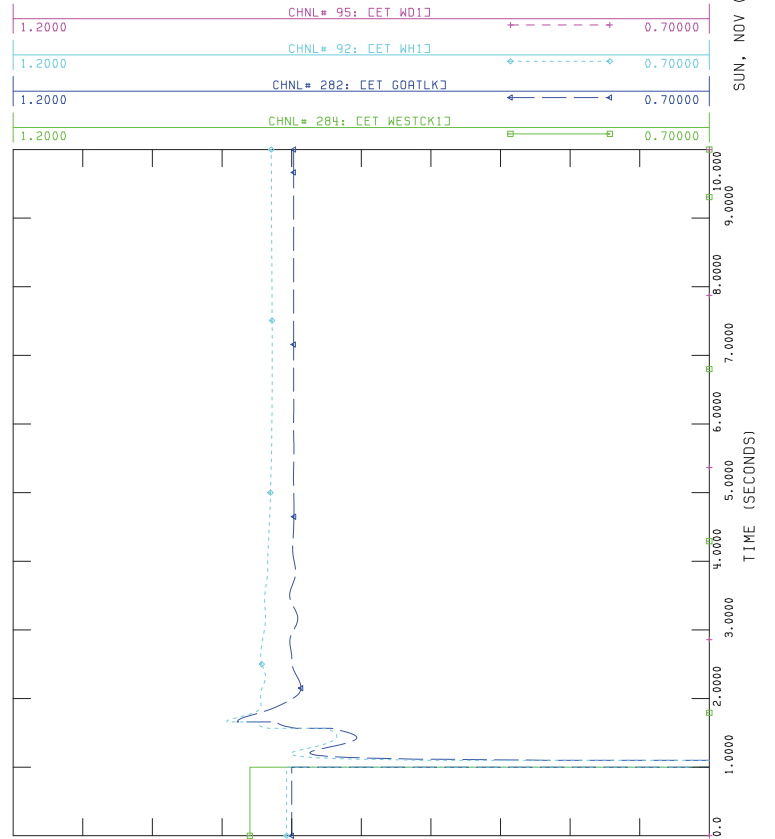
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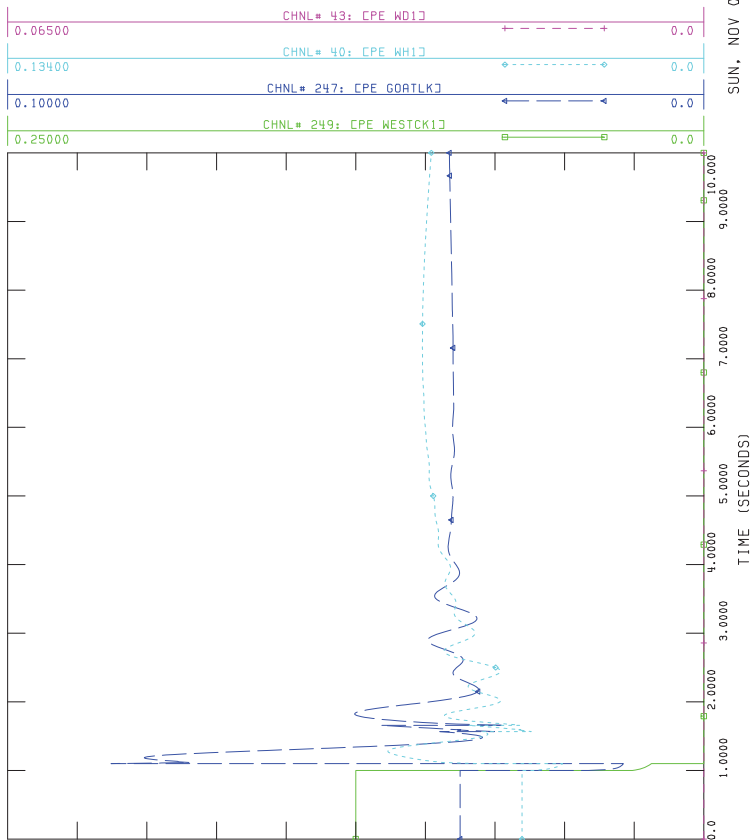
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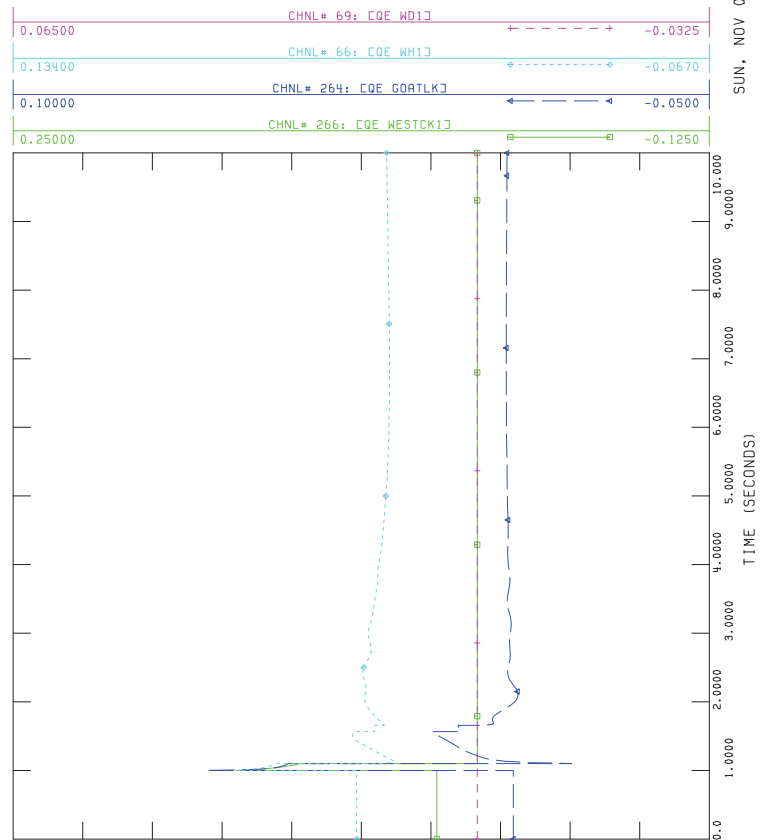
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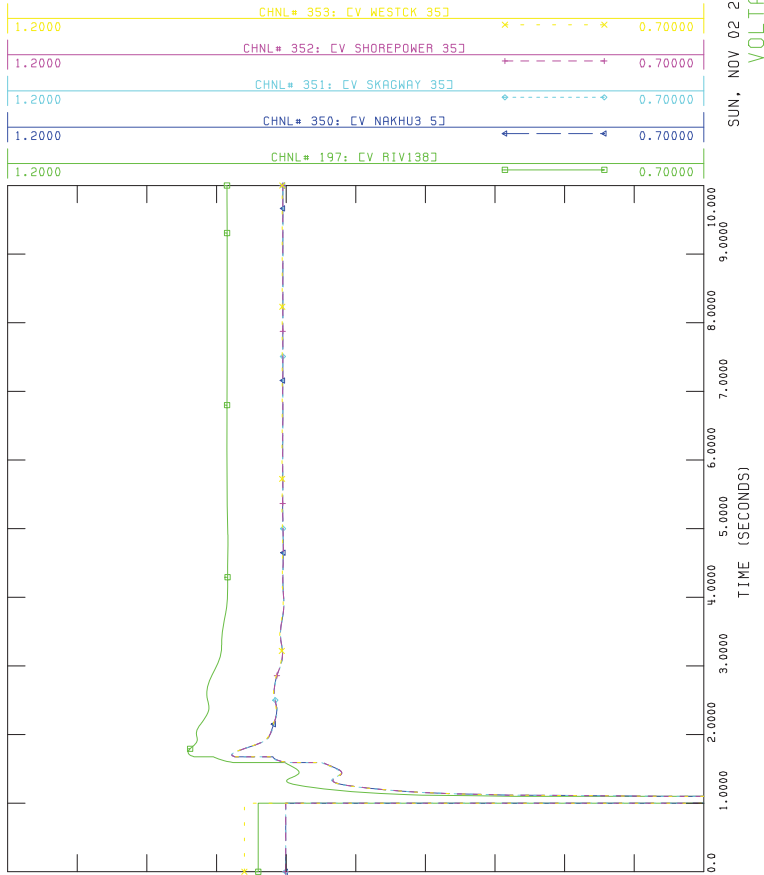
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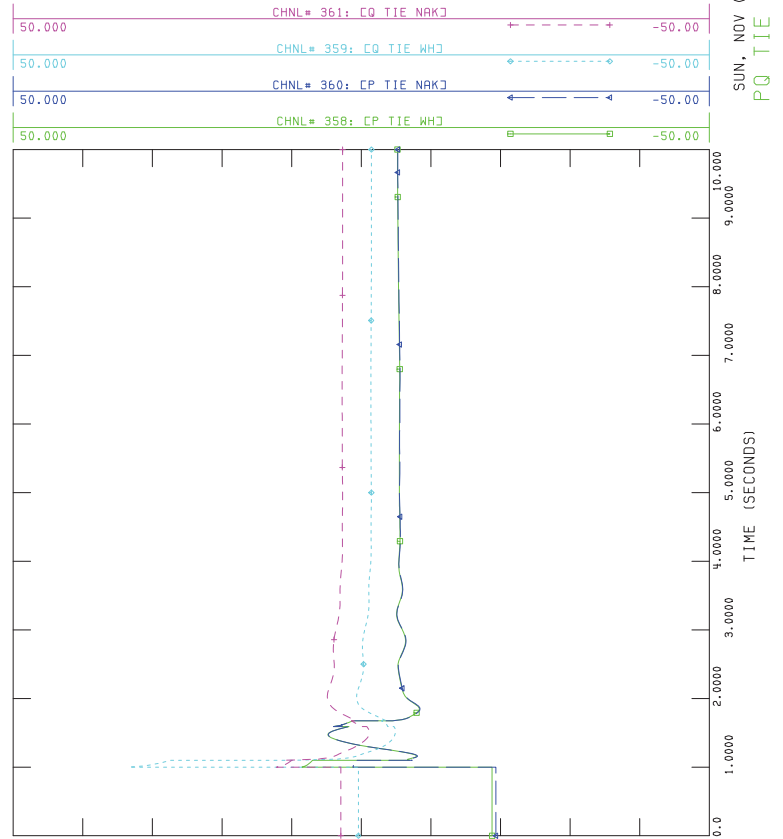
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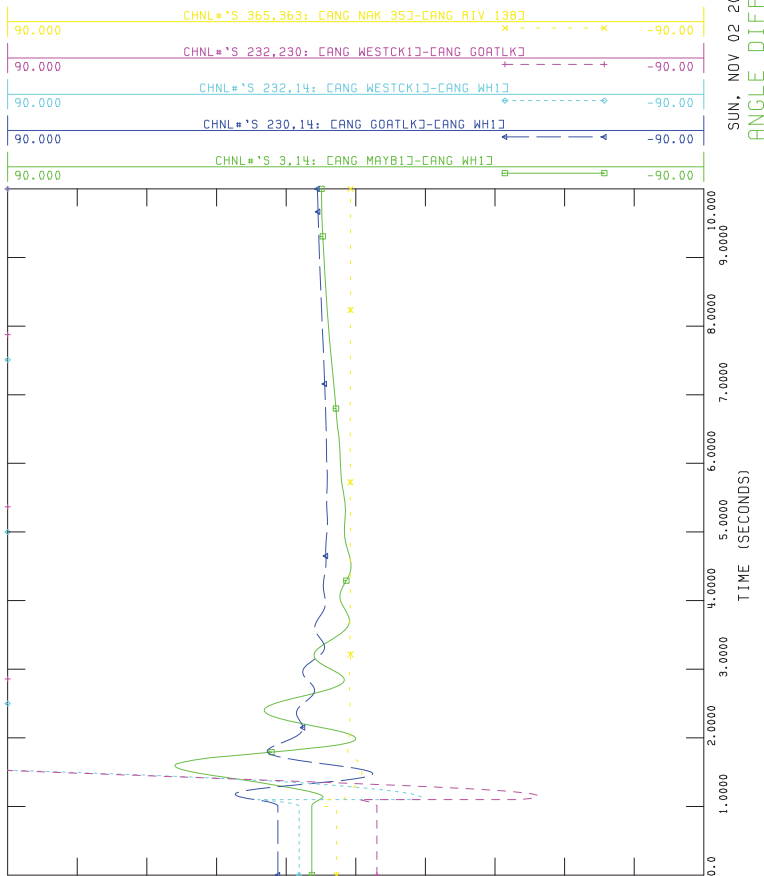
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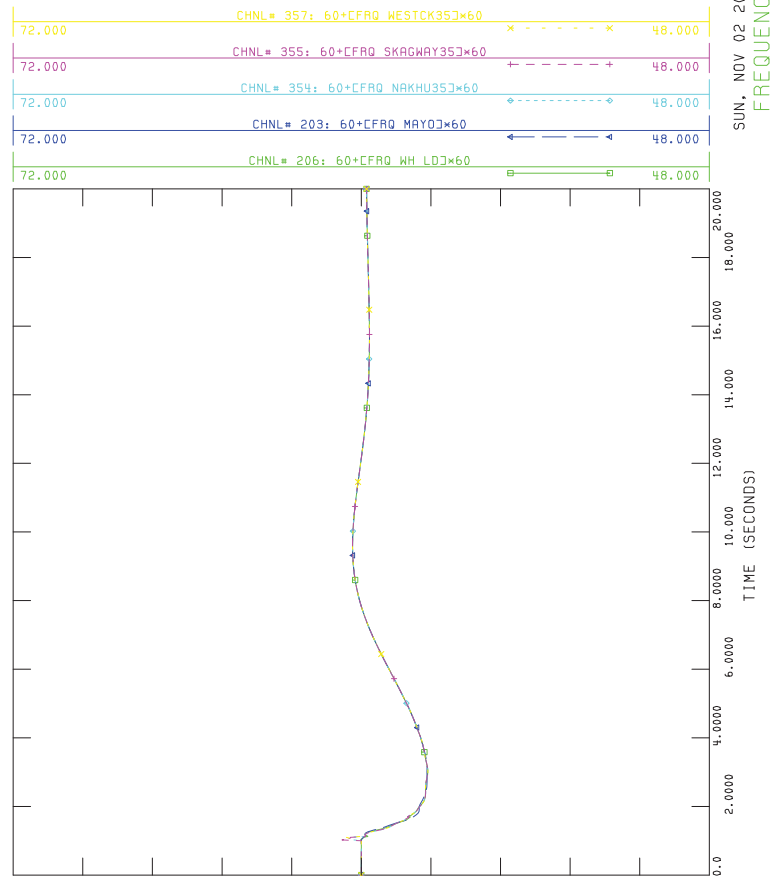
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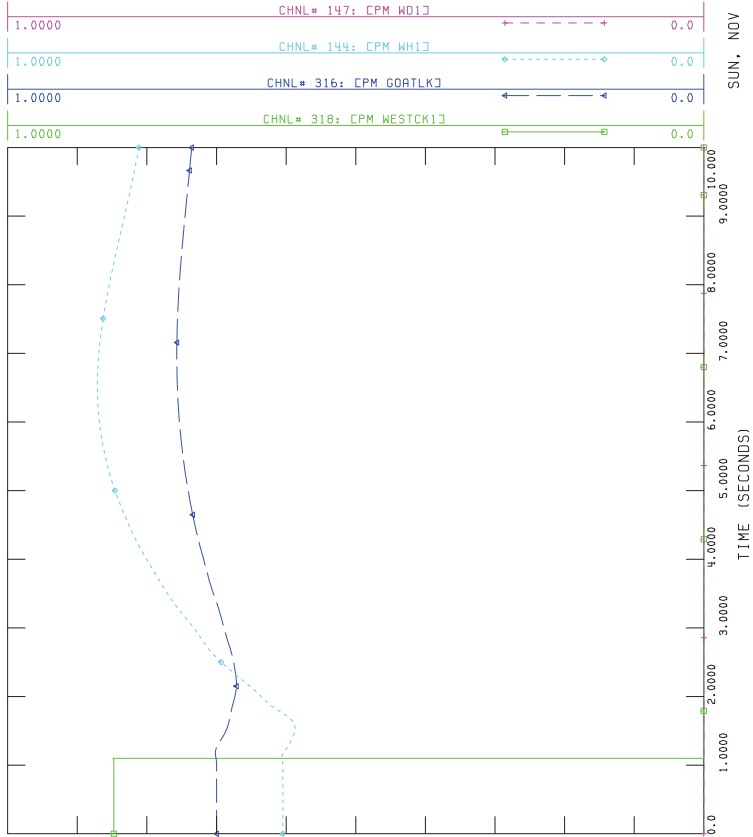
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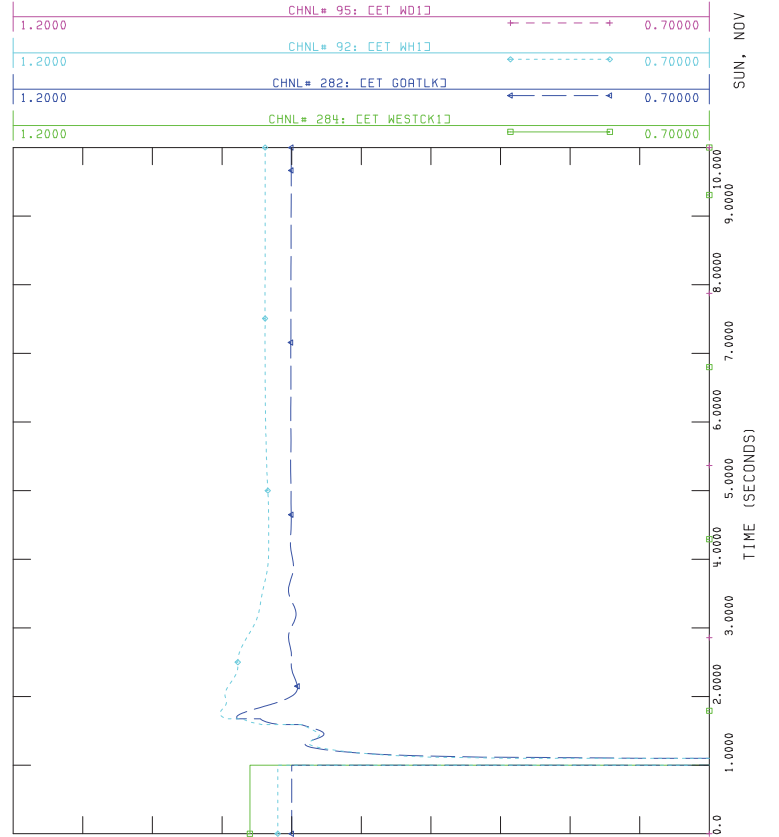
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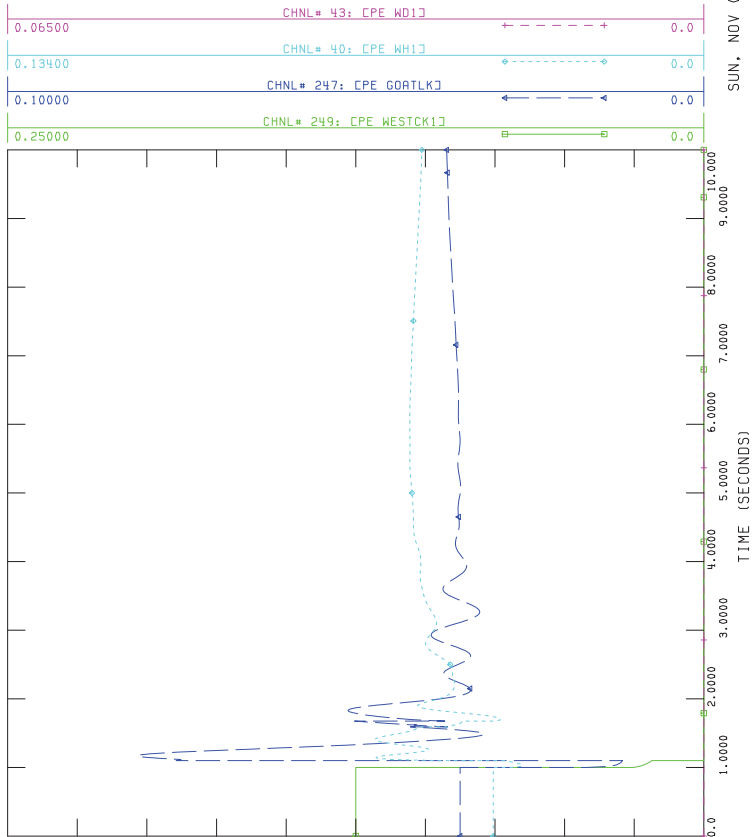
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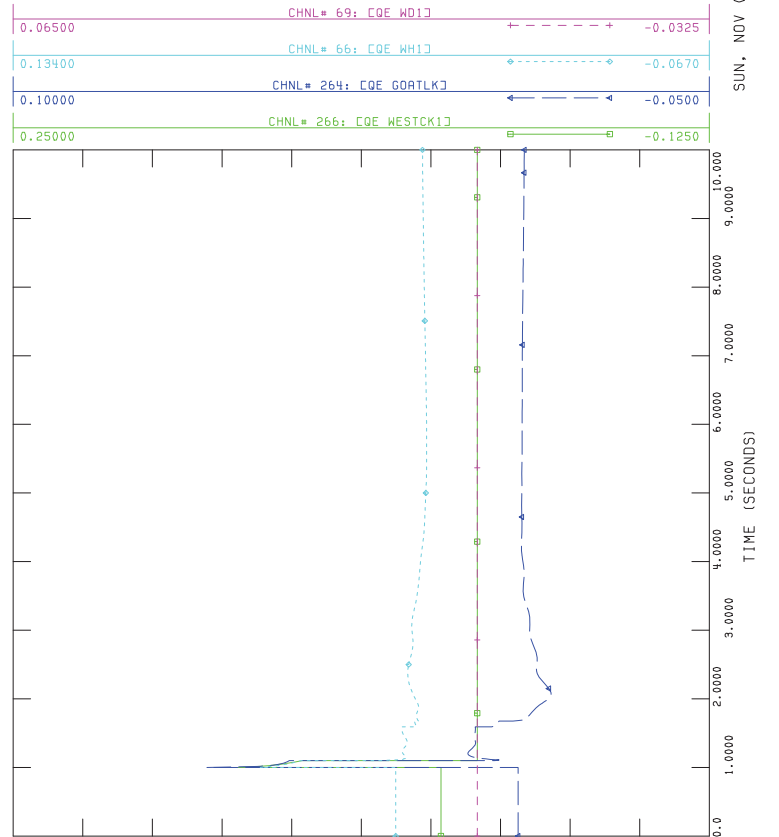
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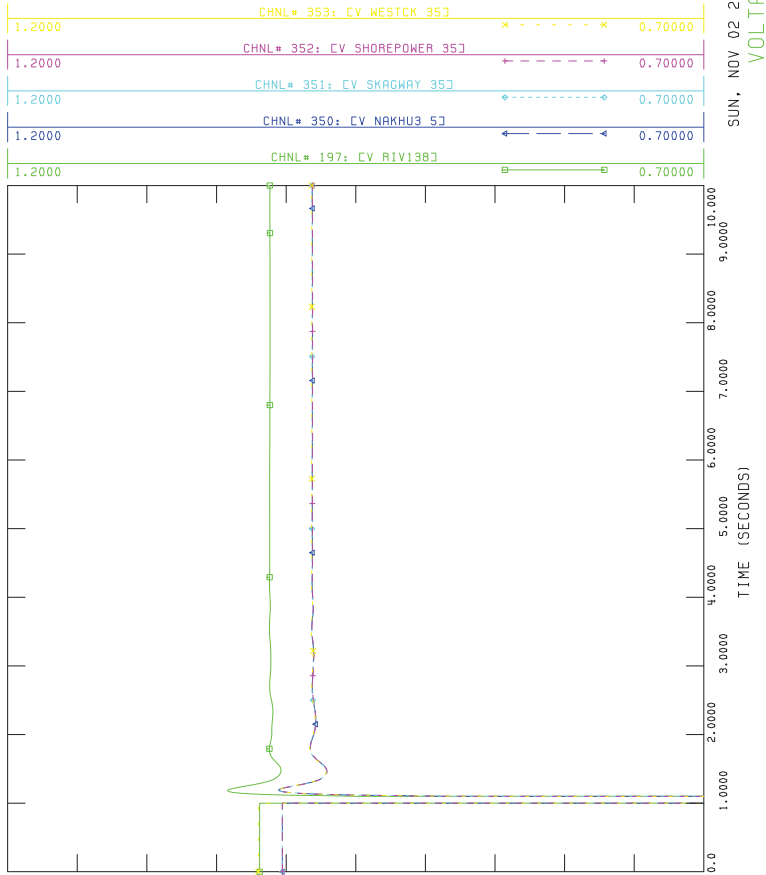
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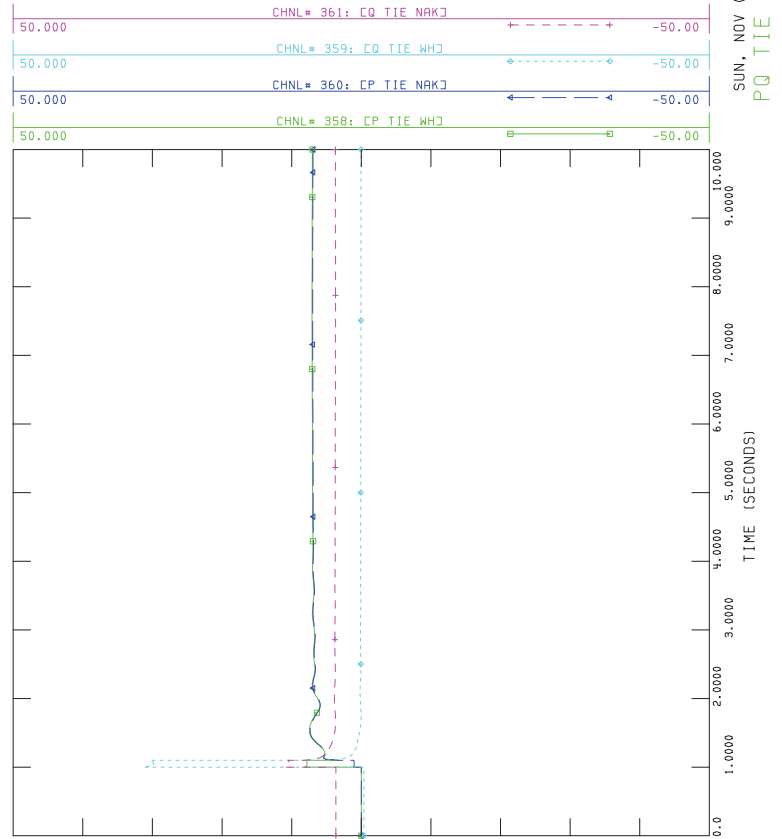
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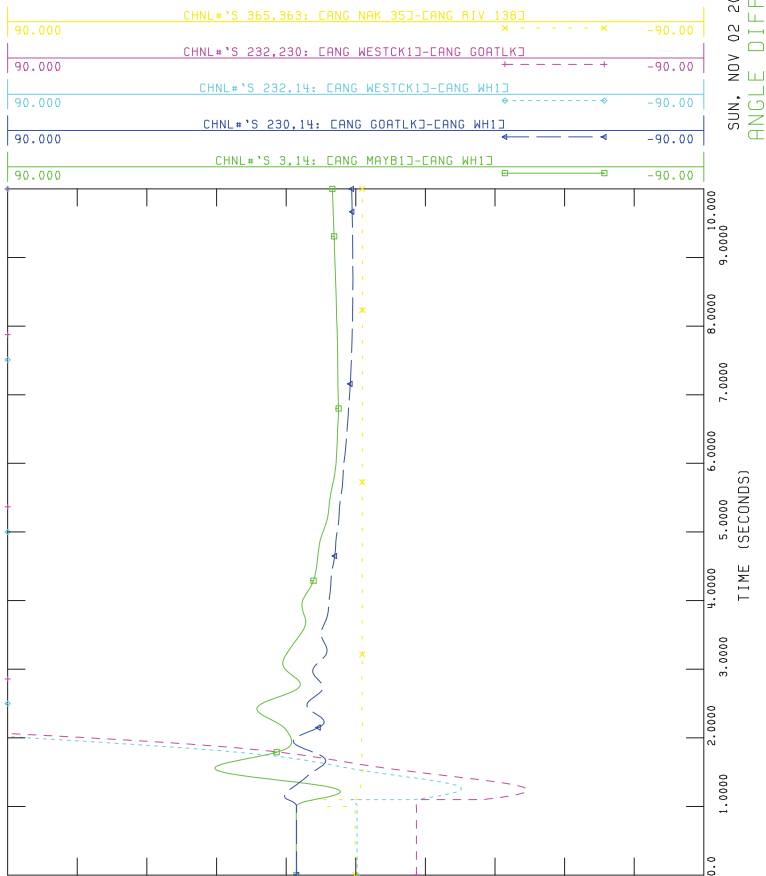
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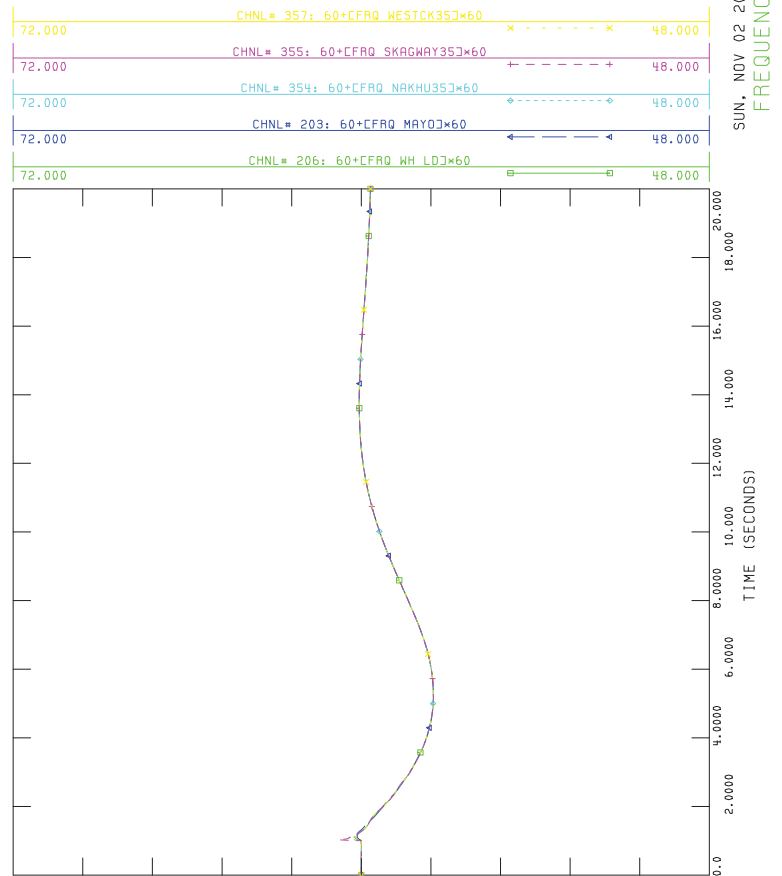
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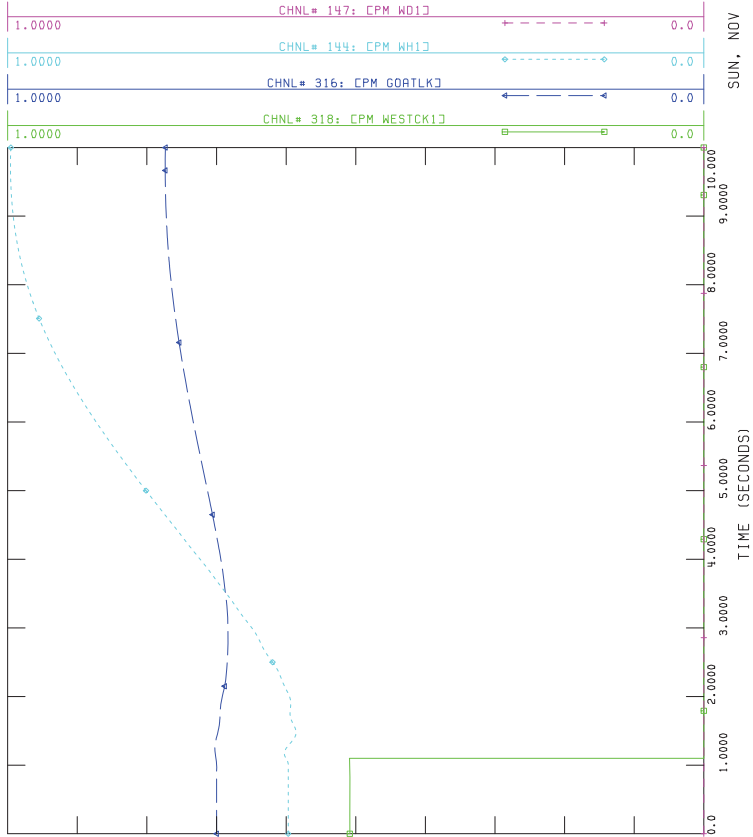
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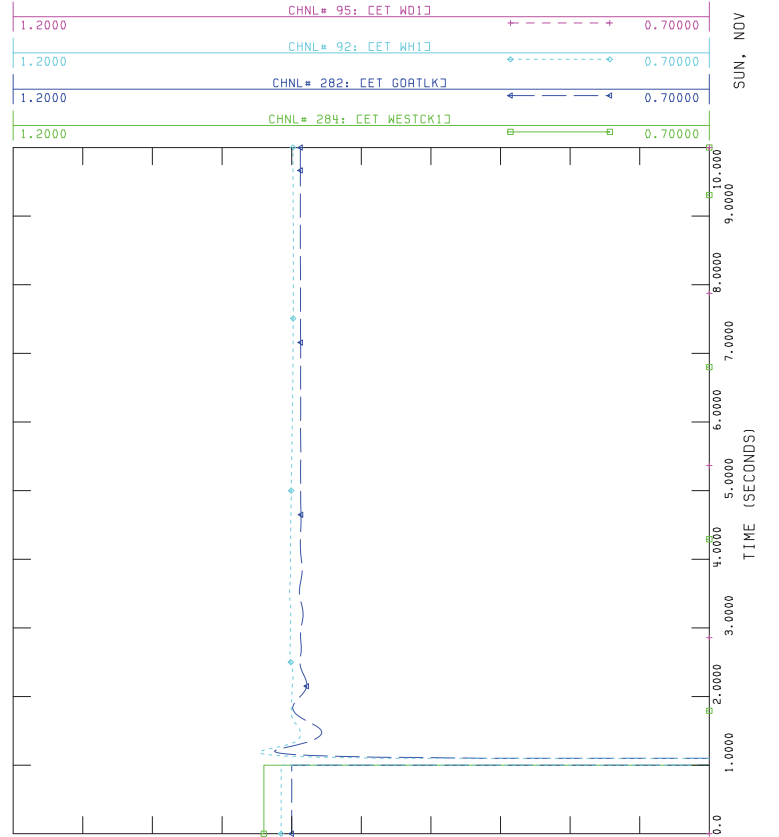
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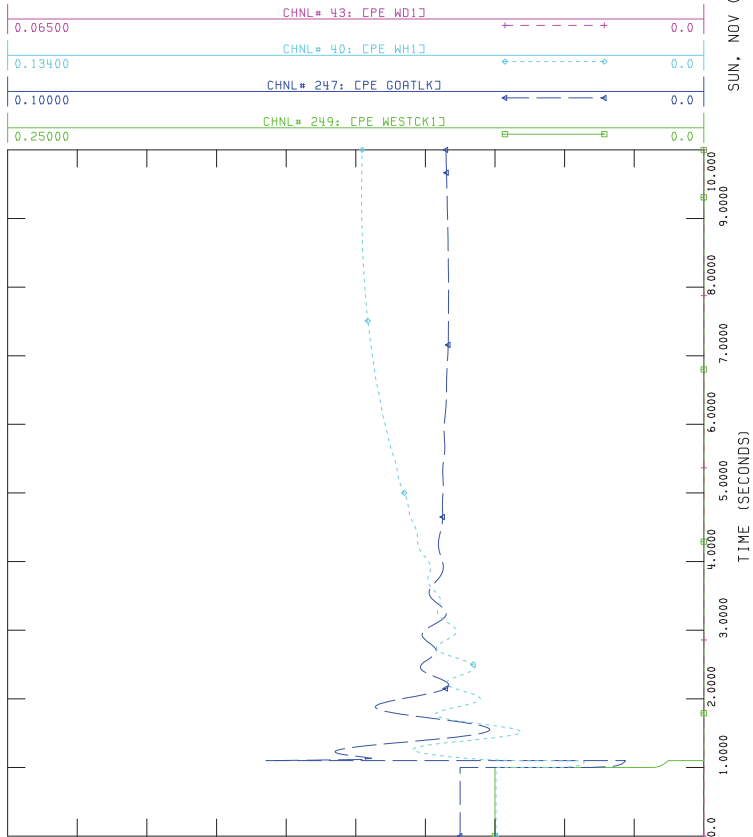
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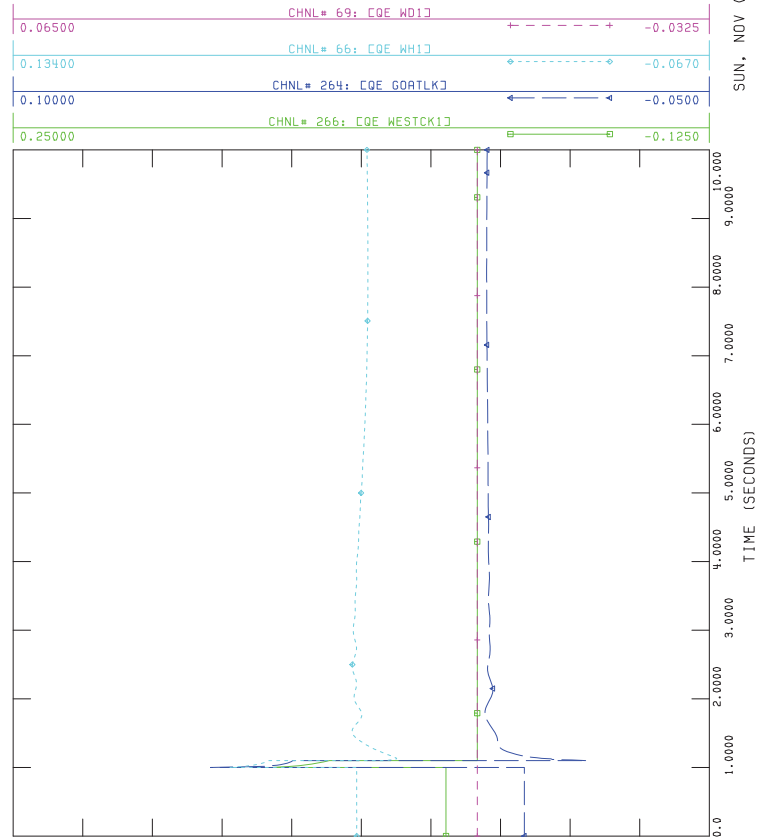
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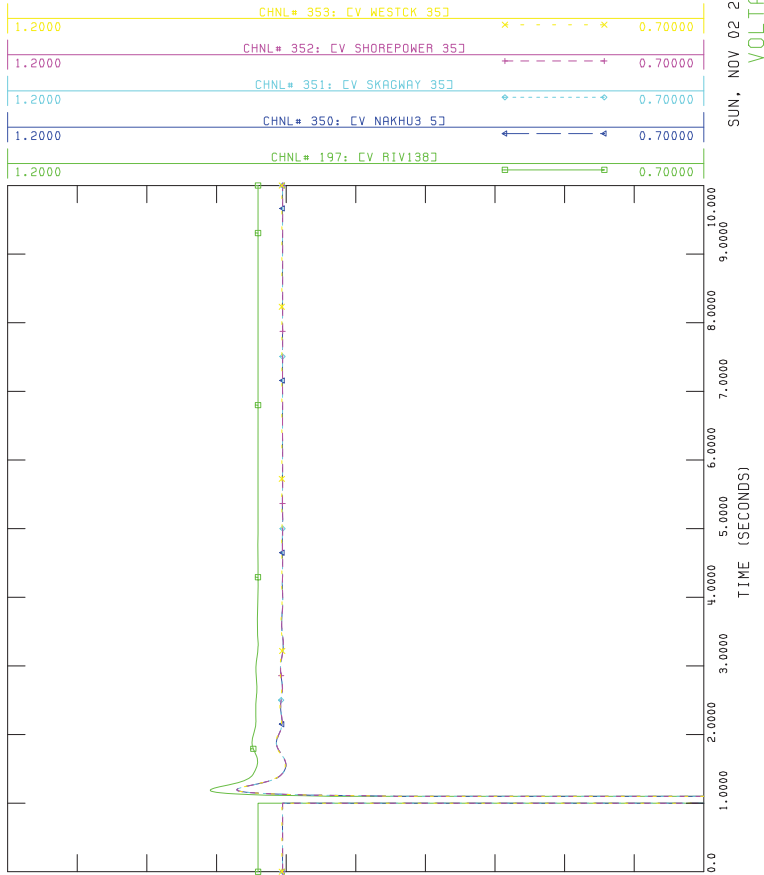
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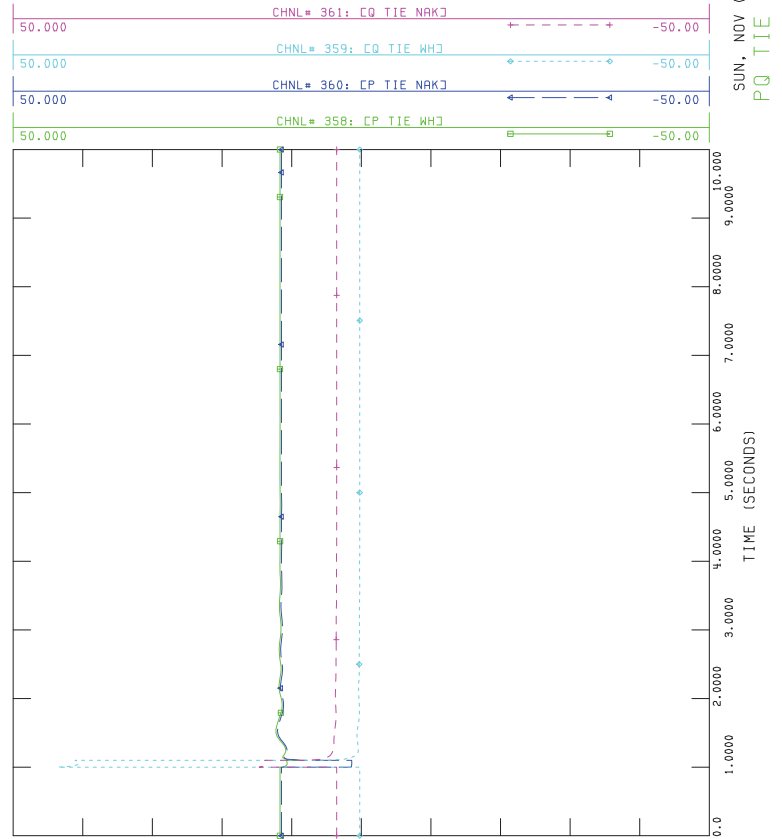
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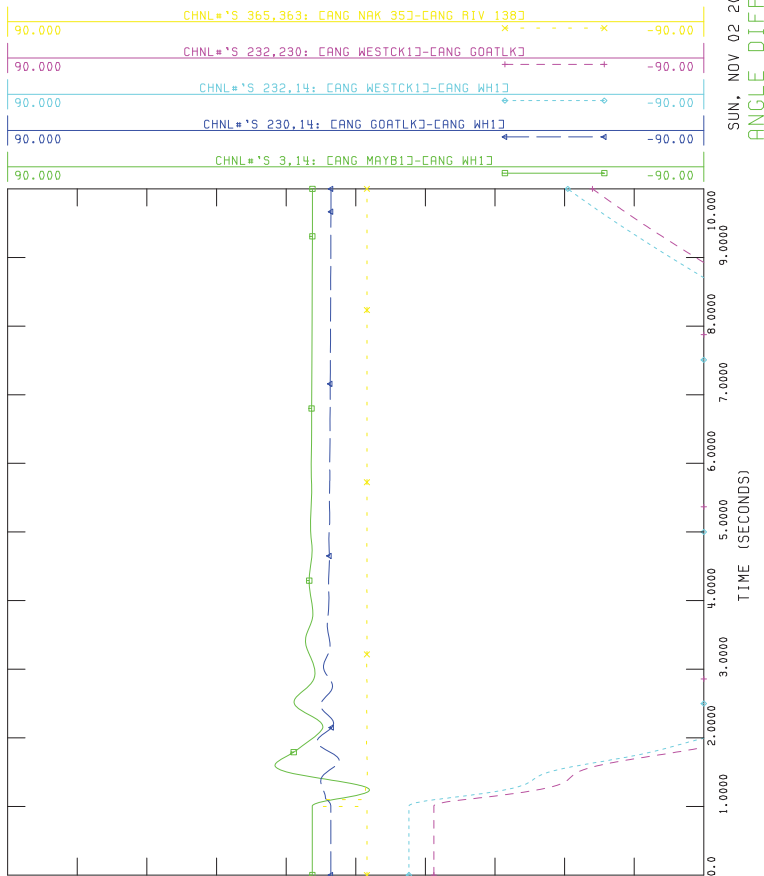
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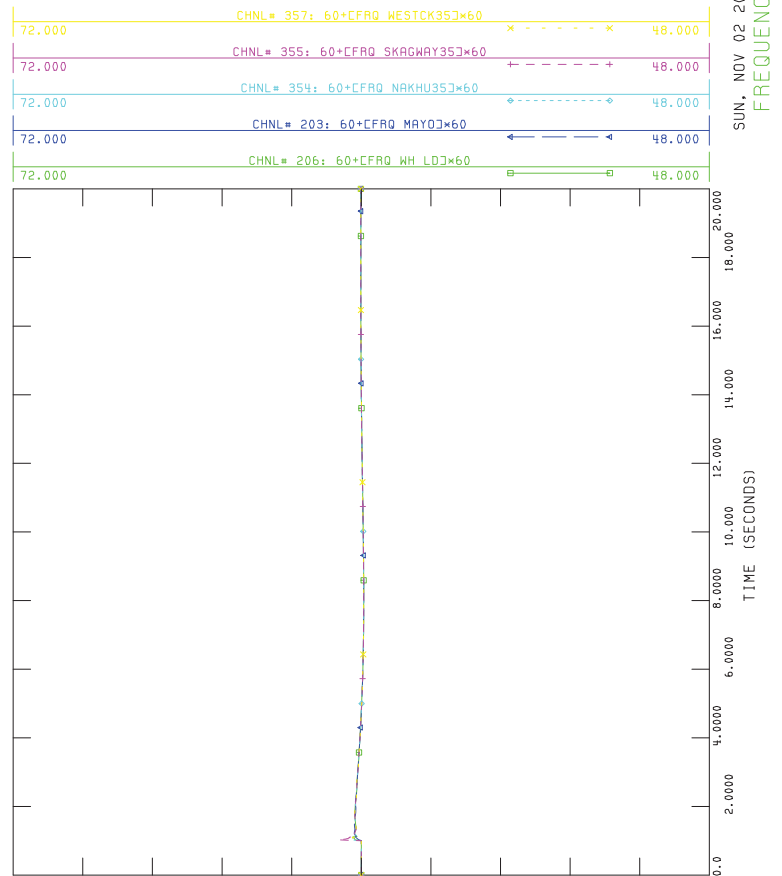
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WHITEHORSE SKAGWAY
INTERCONNECTION

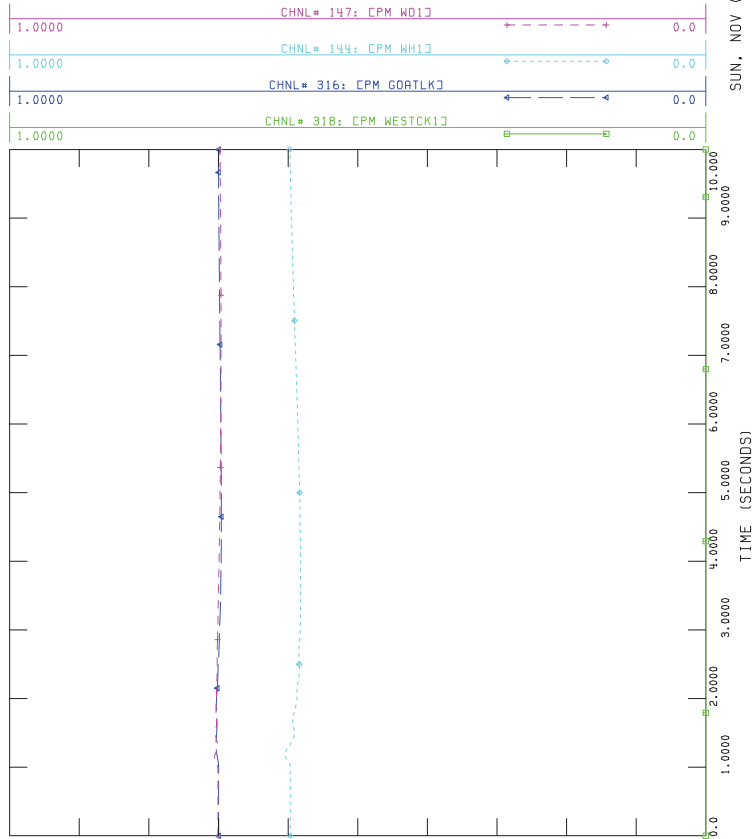
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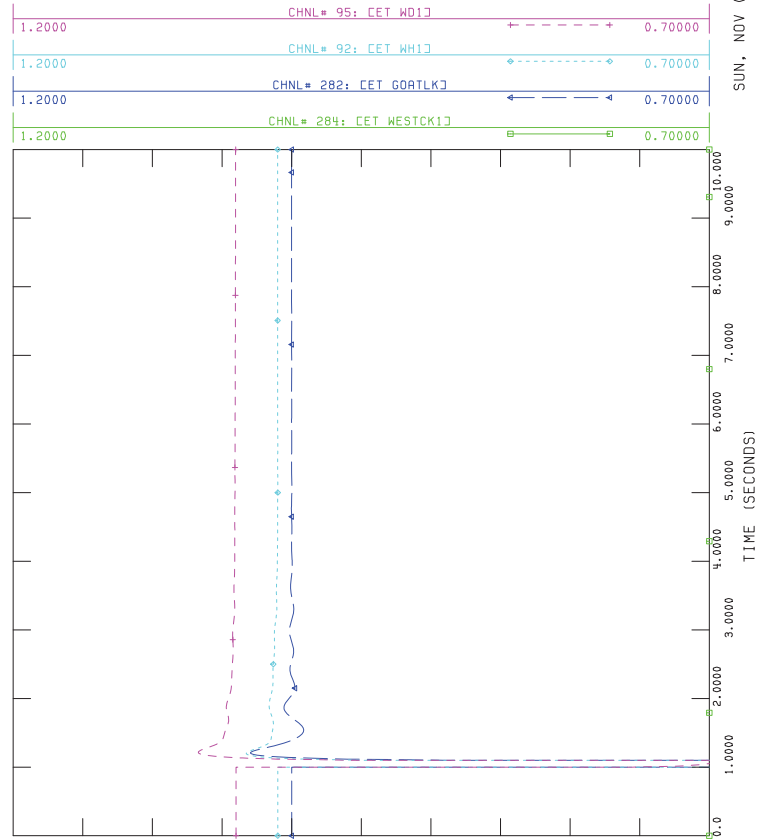
WHITEHORSE SKAGWAY
INTERCONNECTION

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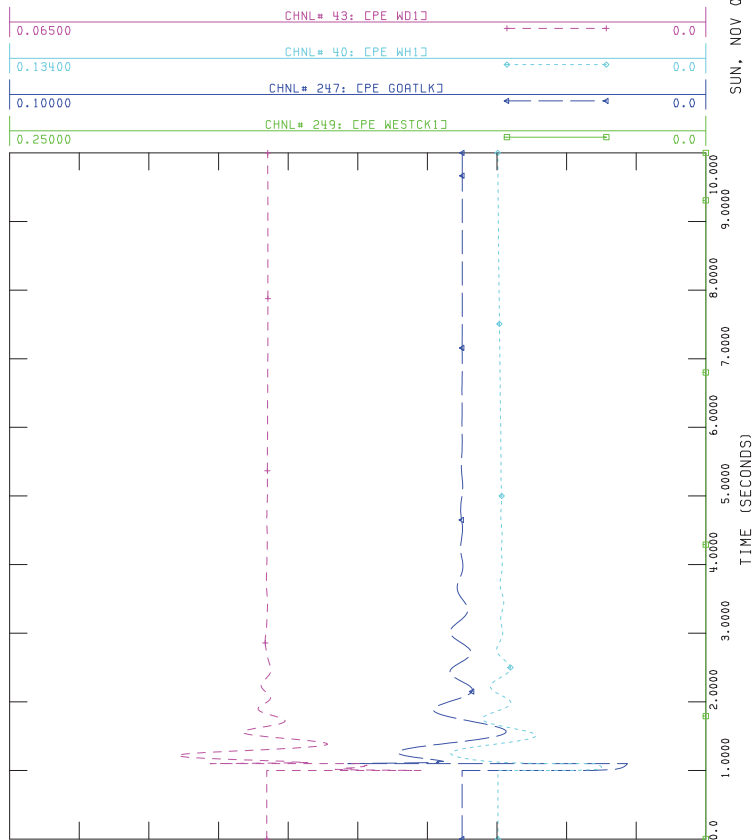
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INTERCONNECTION

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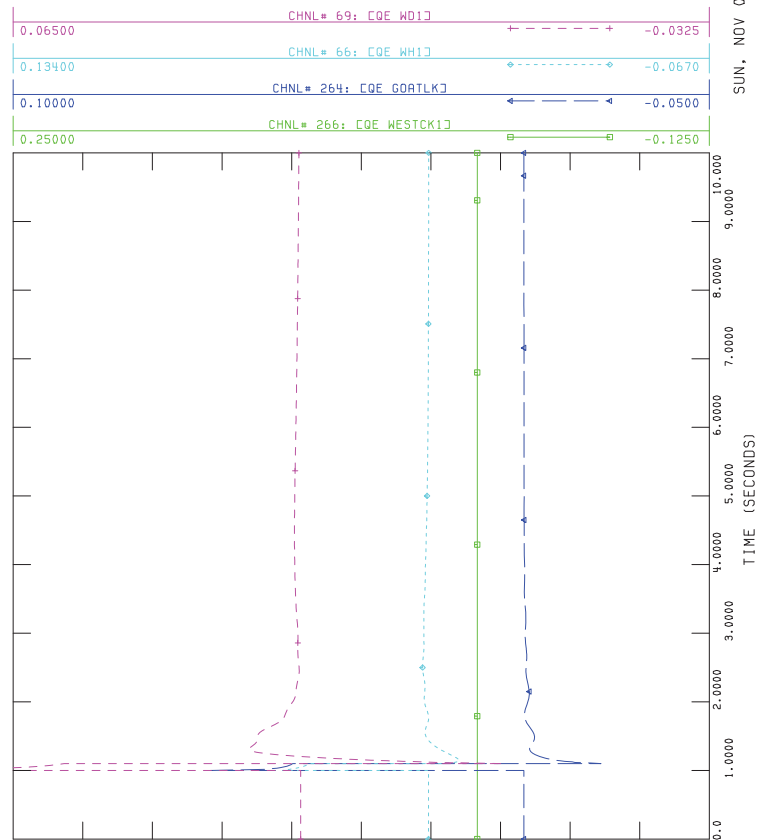
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

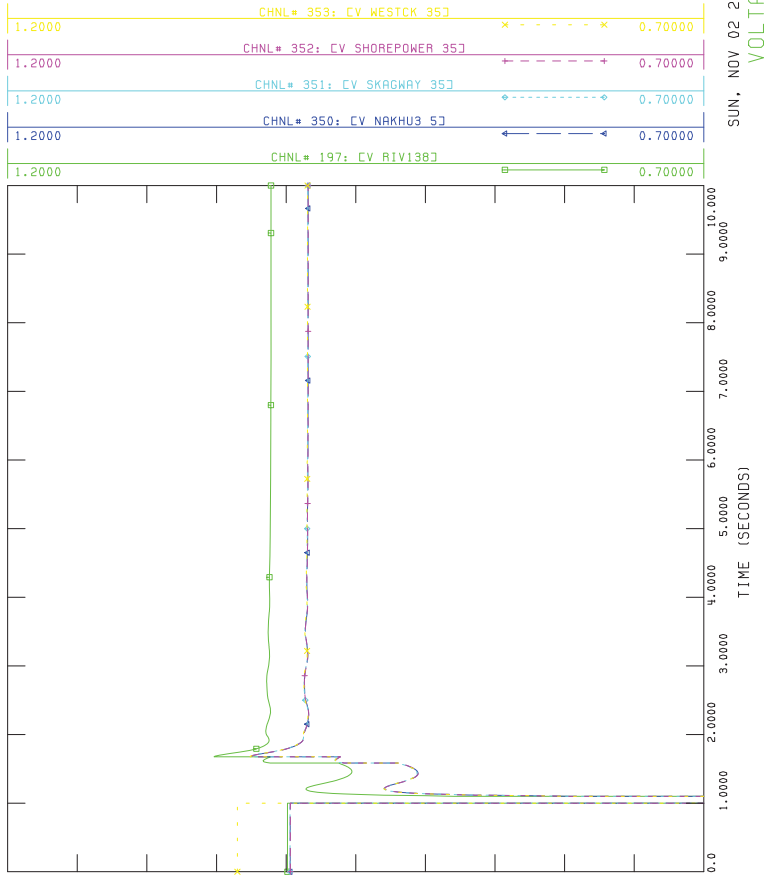
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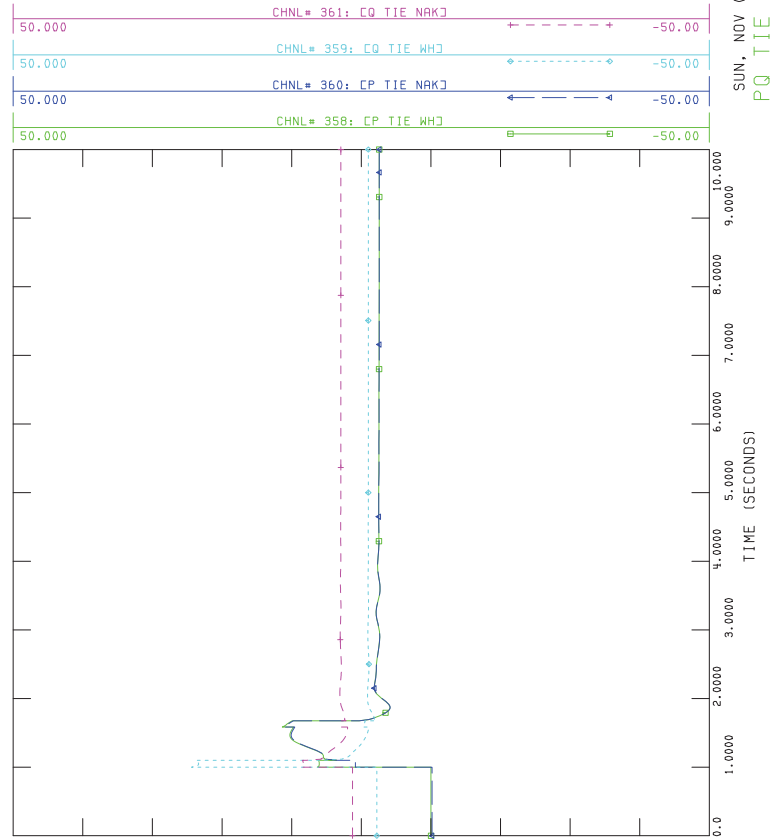
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INTERCONNECTION

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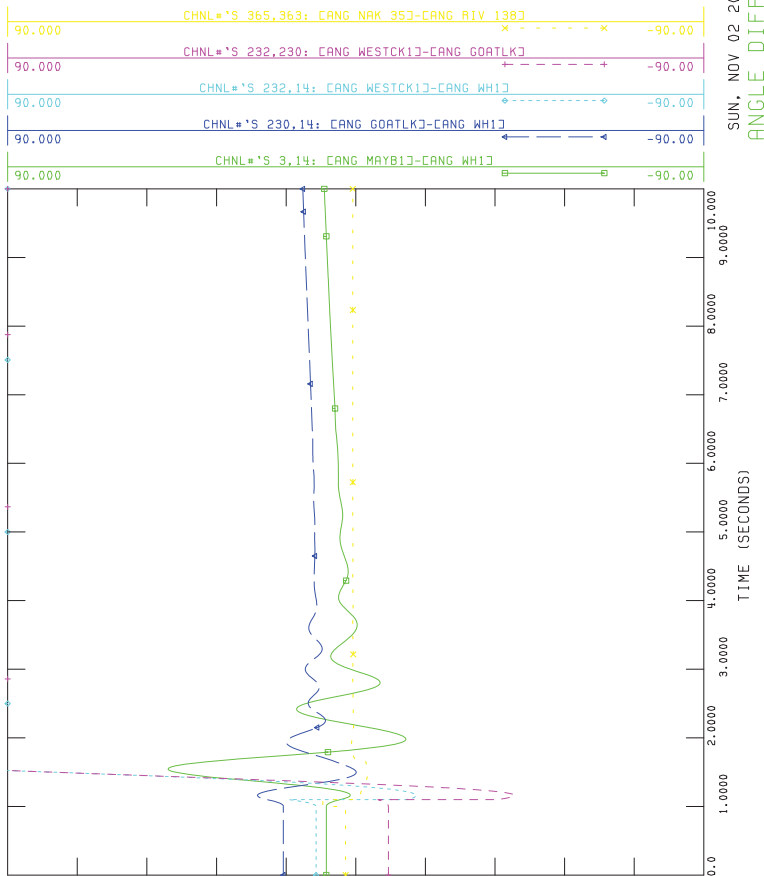
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INTERCONNECTION

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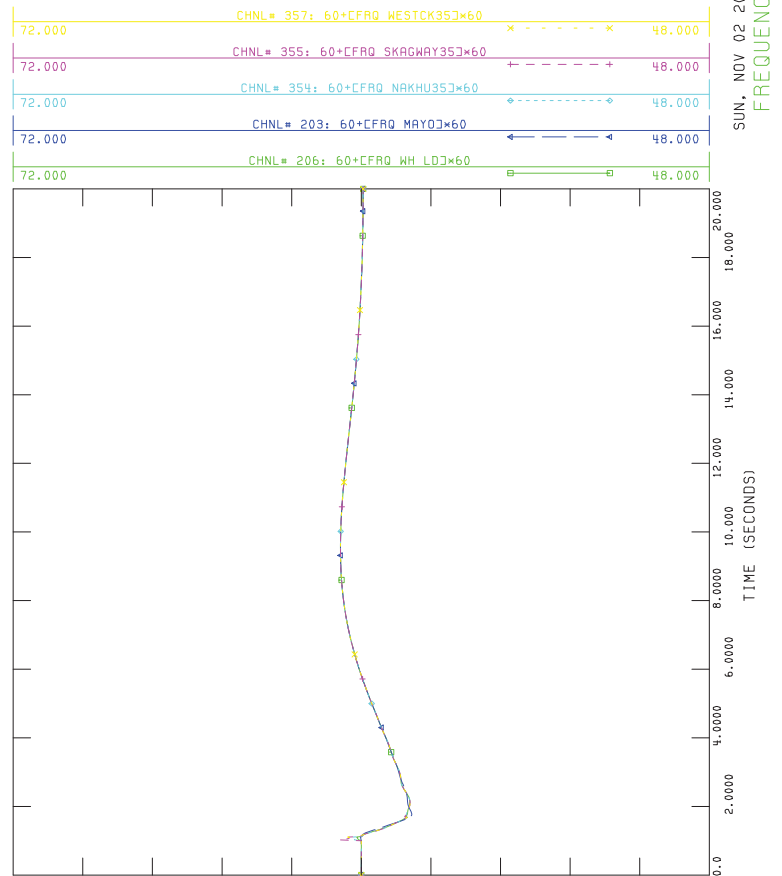
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INTERCONNECTION

FILE: EV8_.10s_Fault_Wcrk_LL10i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

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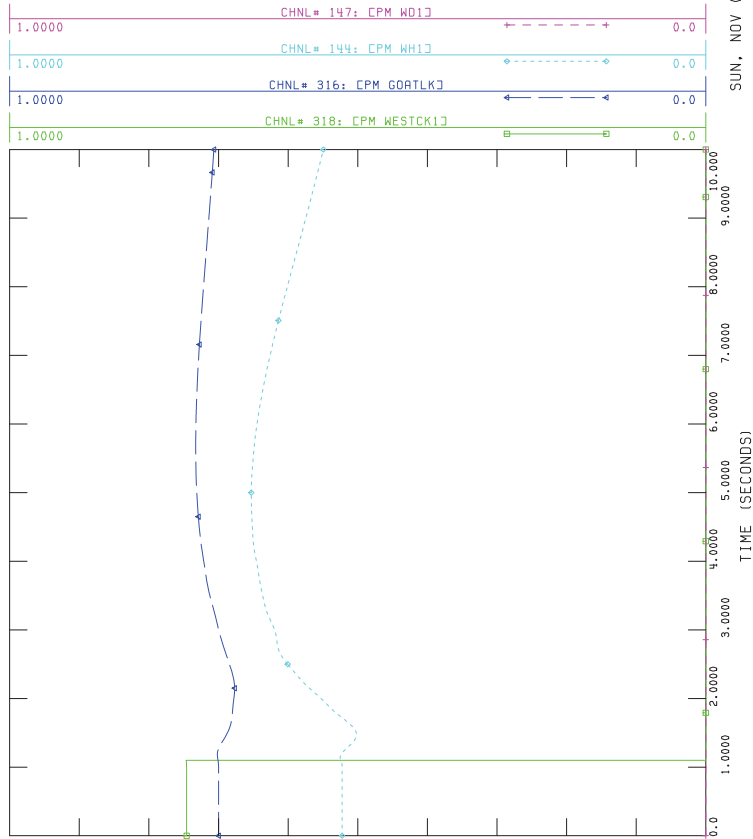




WHITEHORSE SKAGWAY
INTERCONNECTION

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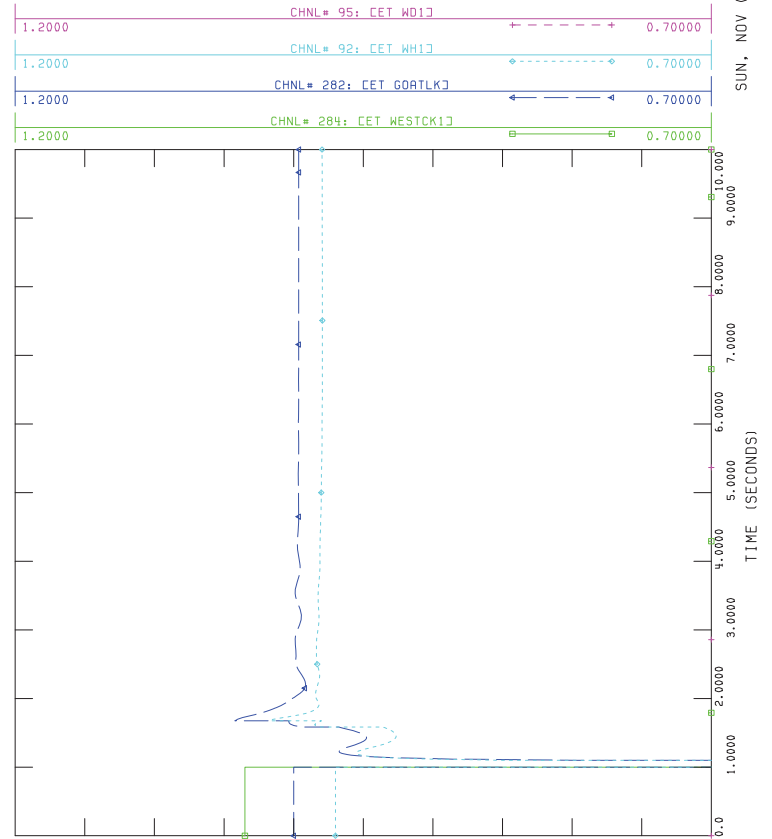
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PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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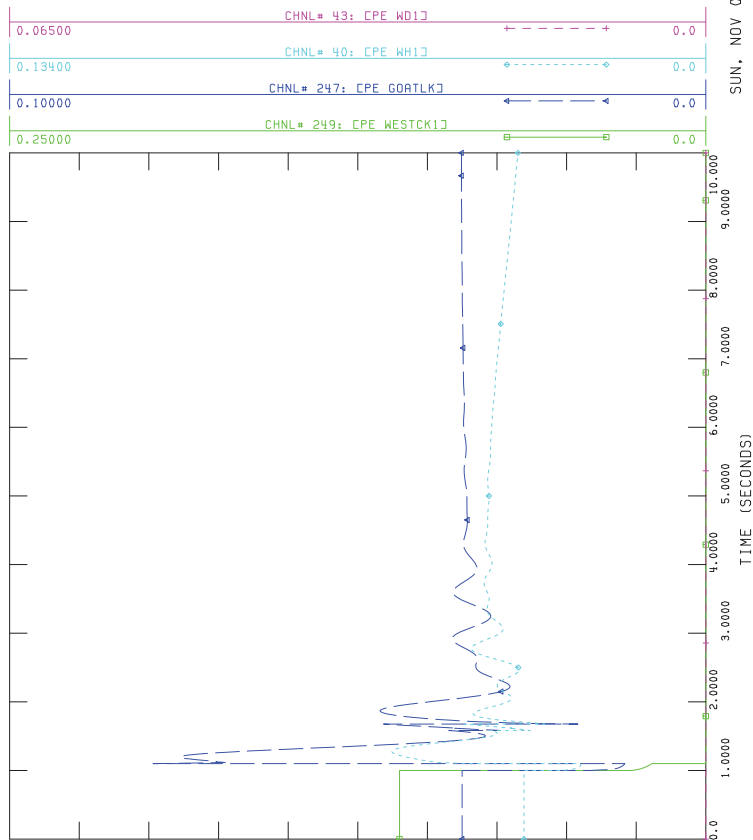
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WHITEHORSE SKAGWAY
INTERCONNECTION

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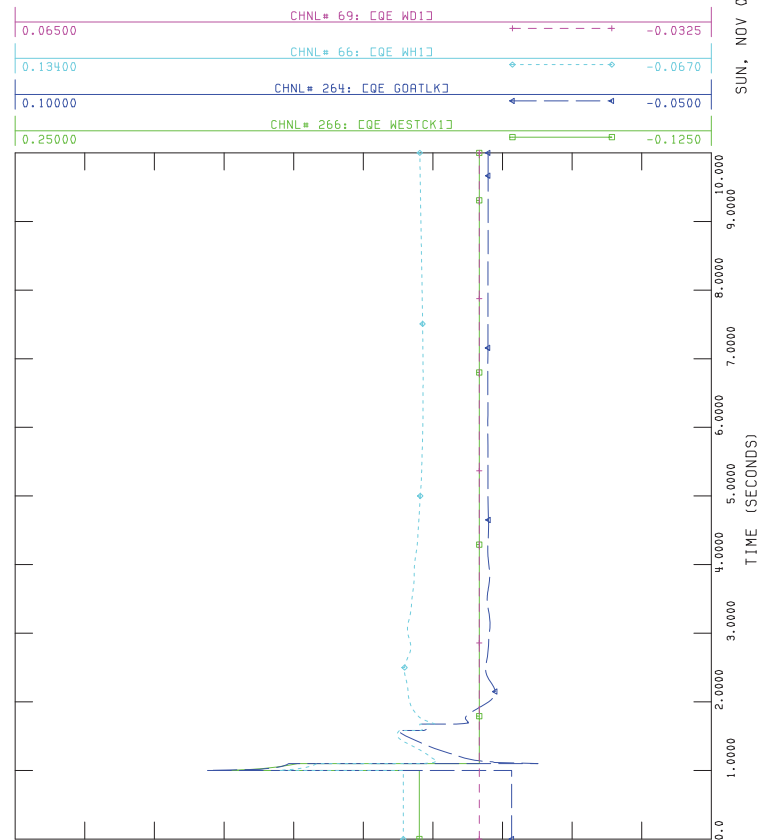
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WHITEHORSE SKAGWAY
INTERCONNECTION

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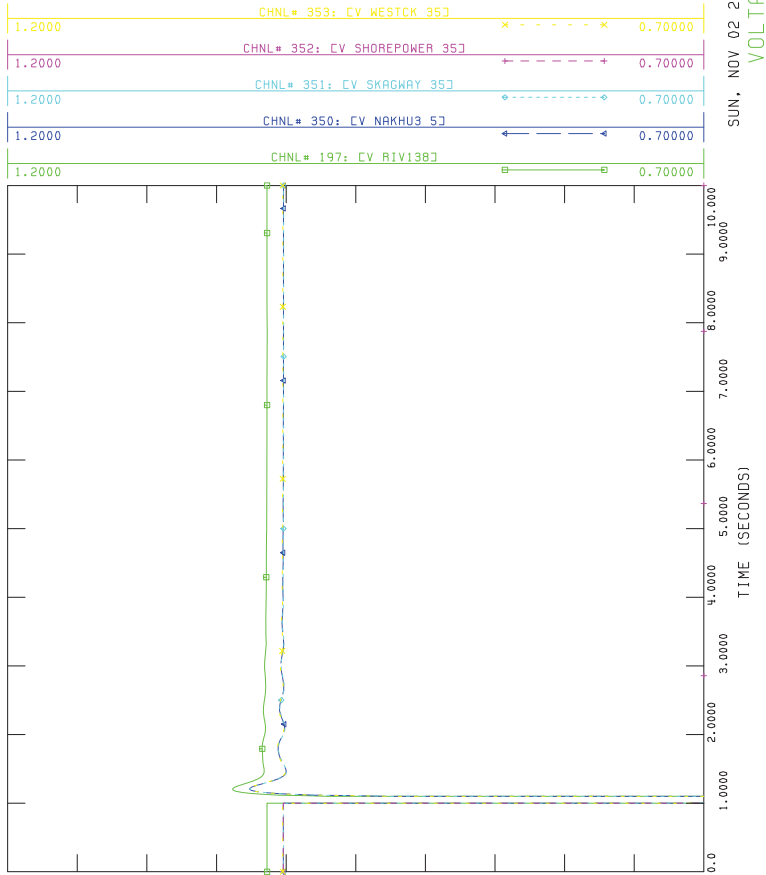
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QE





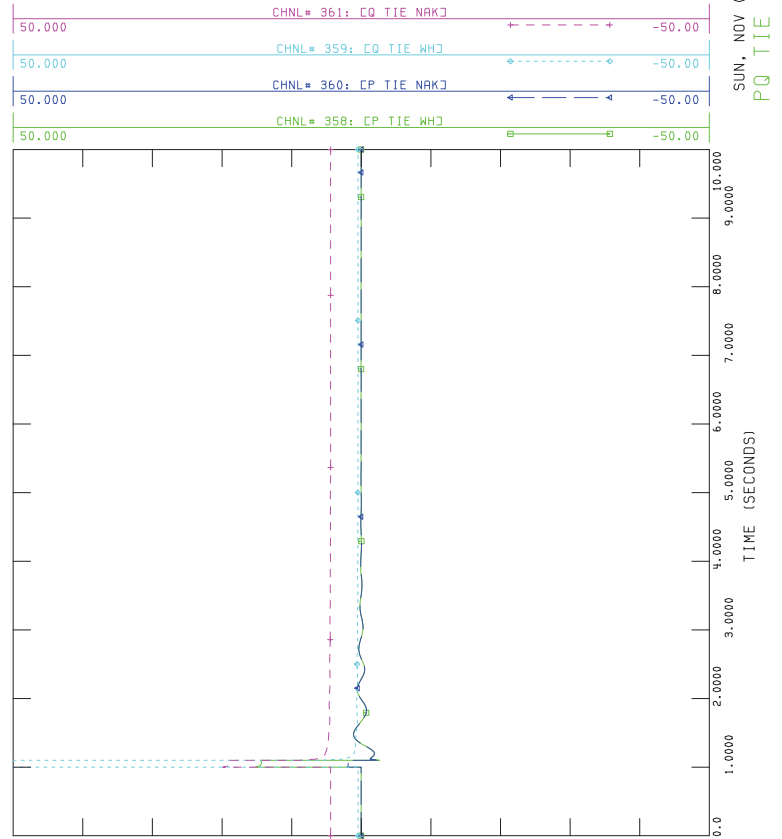
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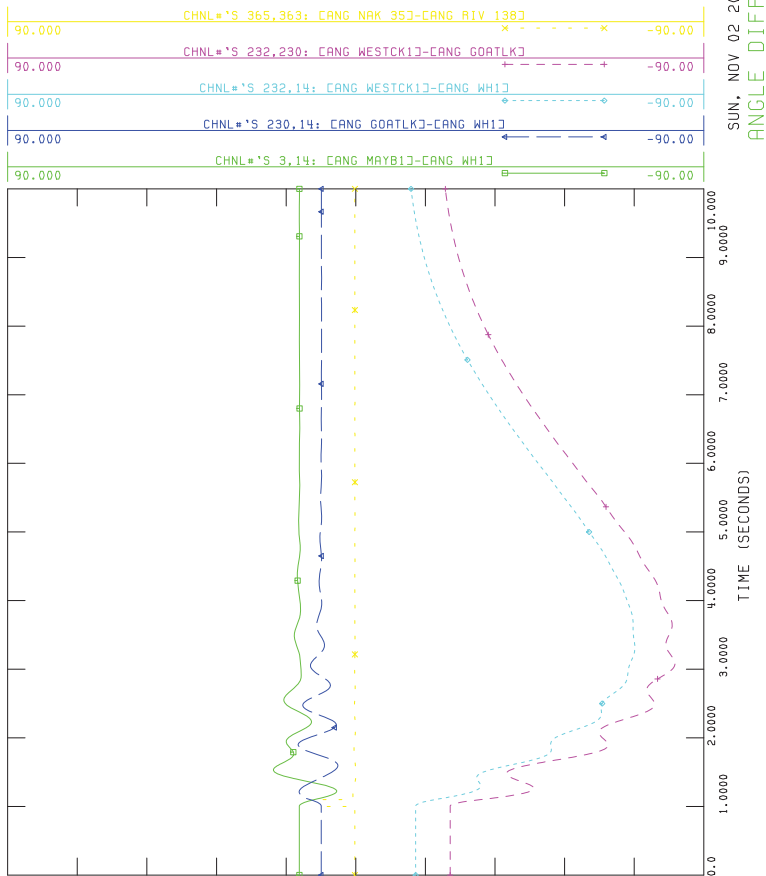
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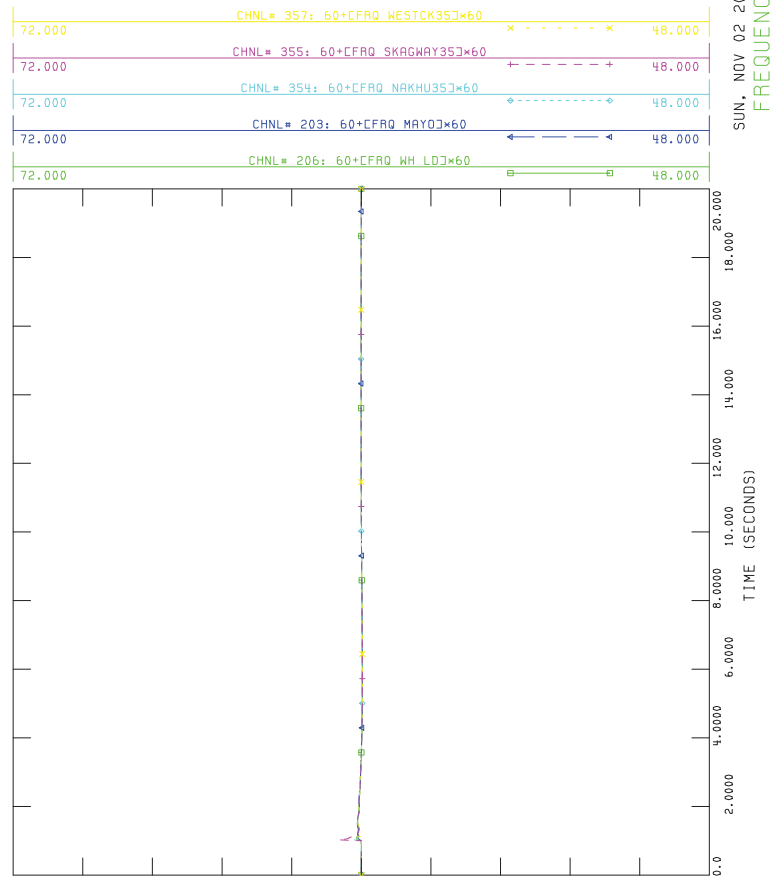
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WHITEHORSE SKAGWAY
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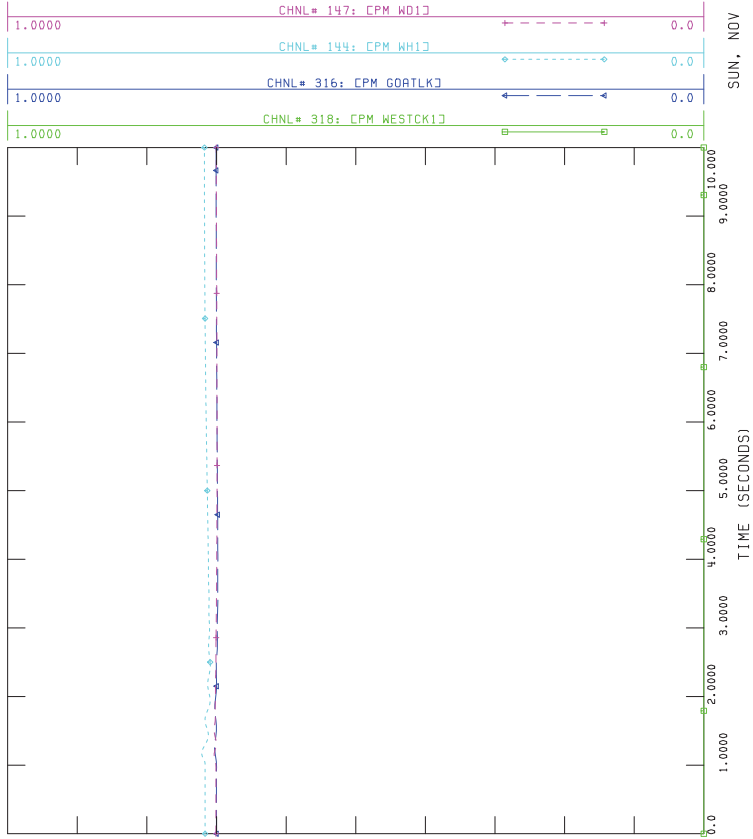
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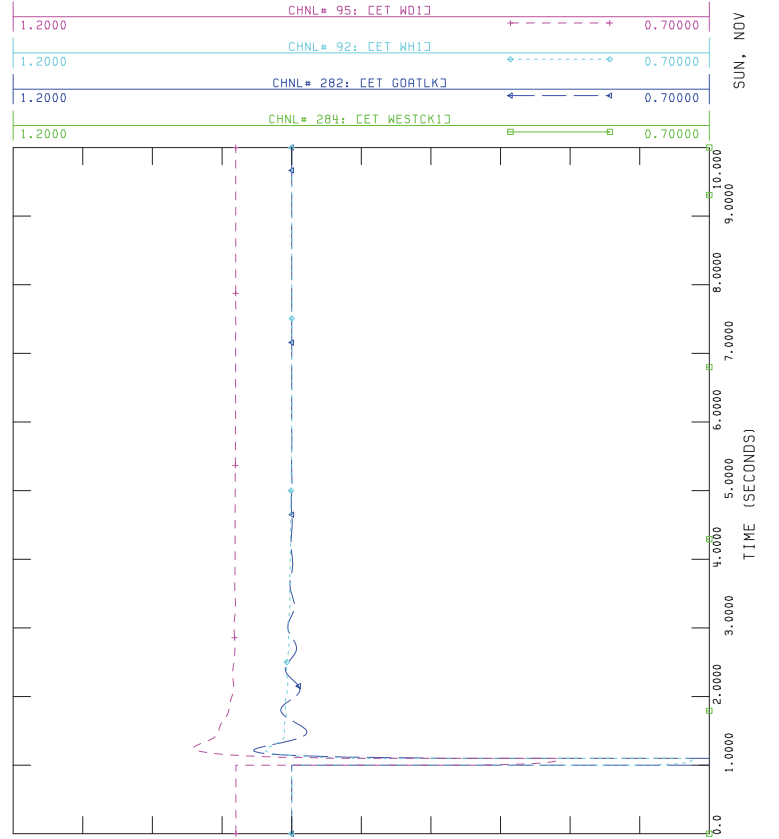
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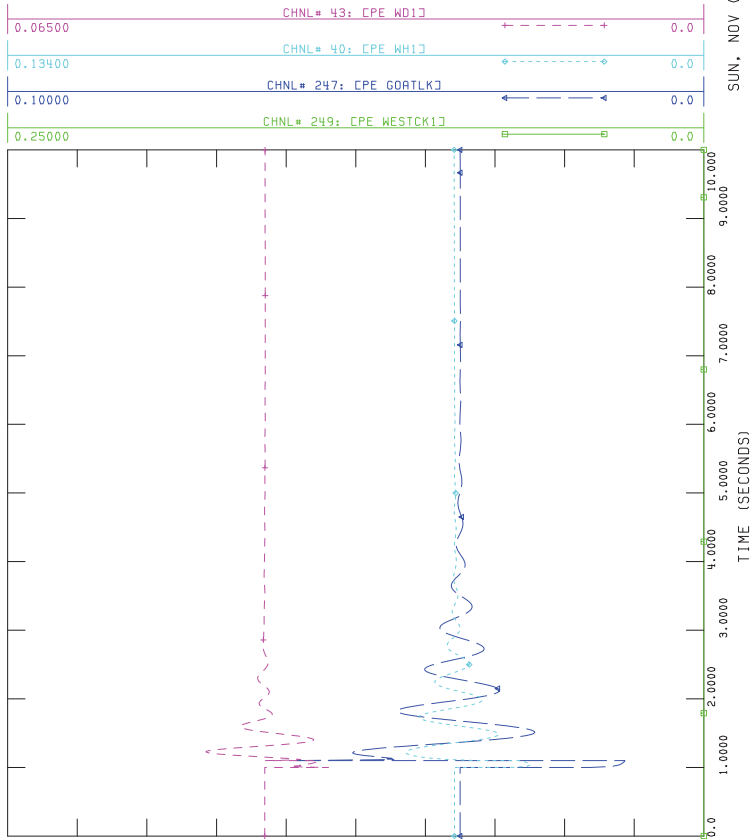
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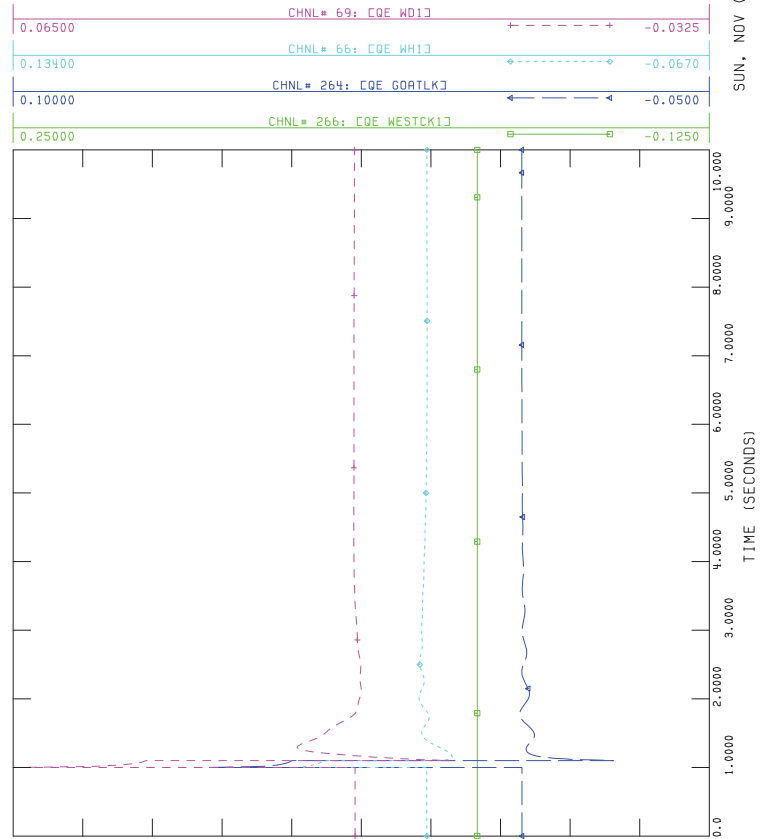
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WHITEHORSE SKAGWAY
INTERCONNECTION

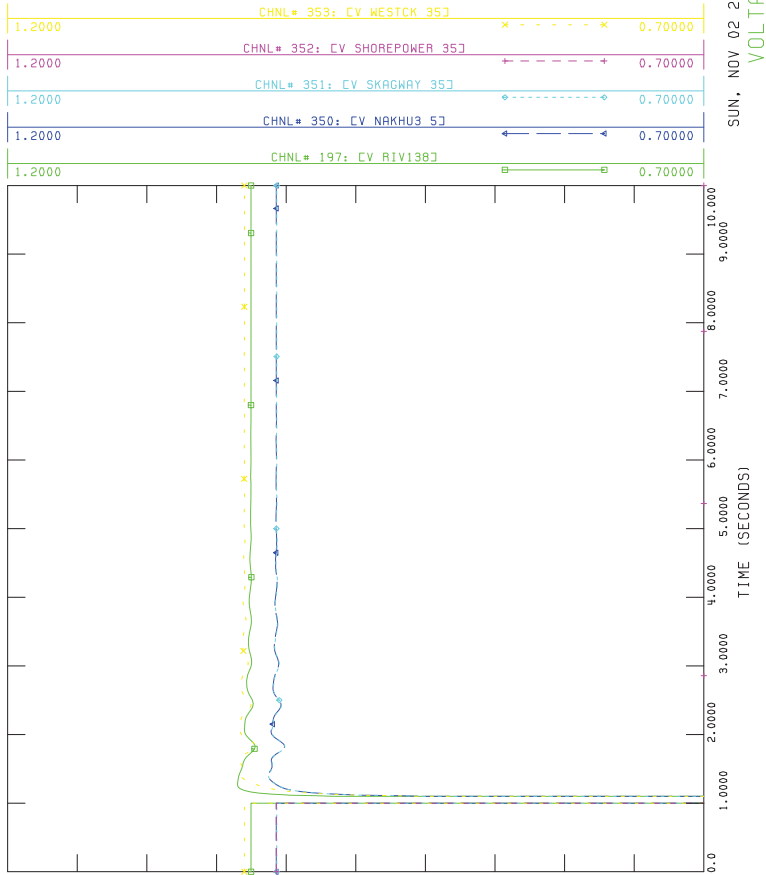
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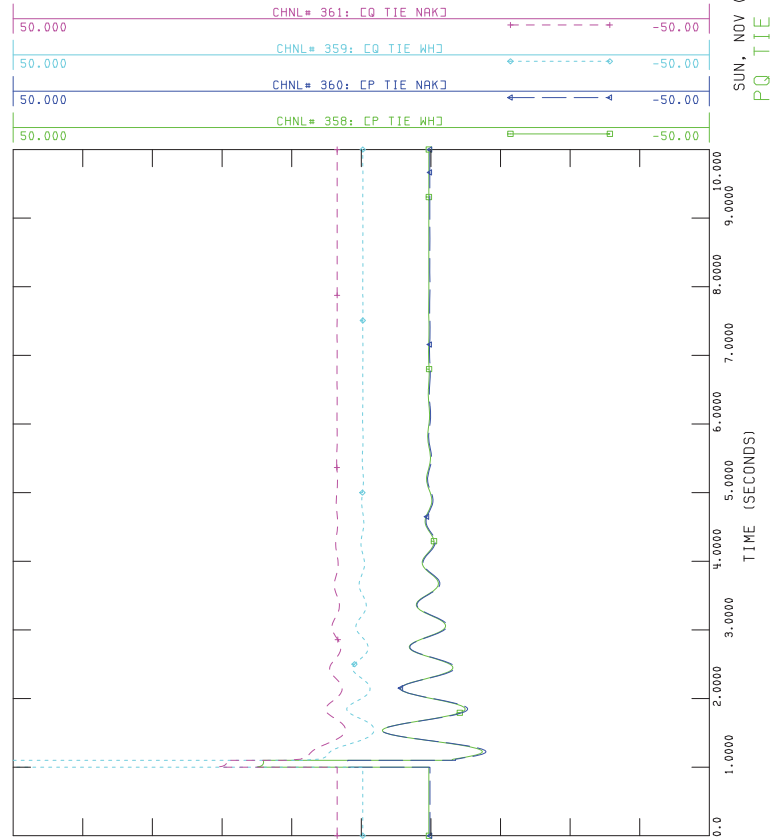
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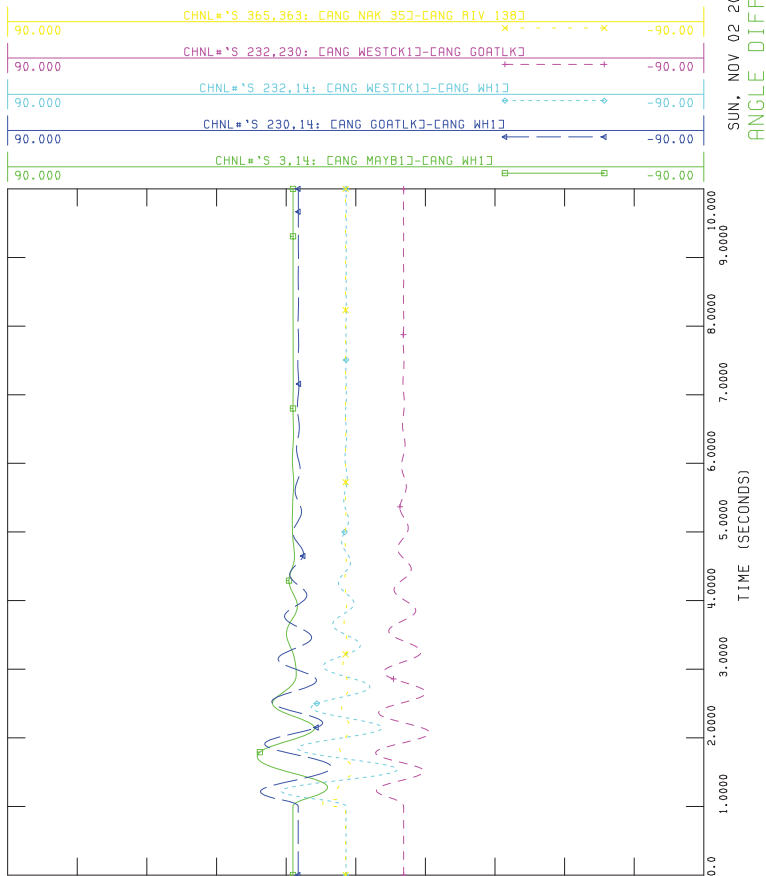
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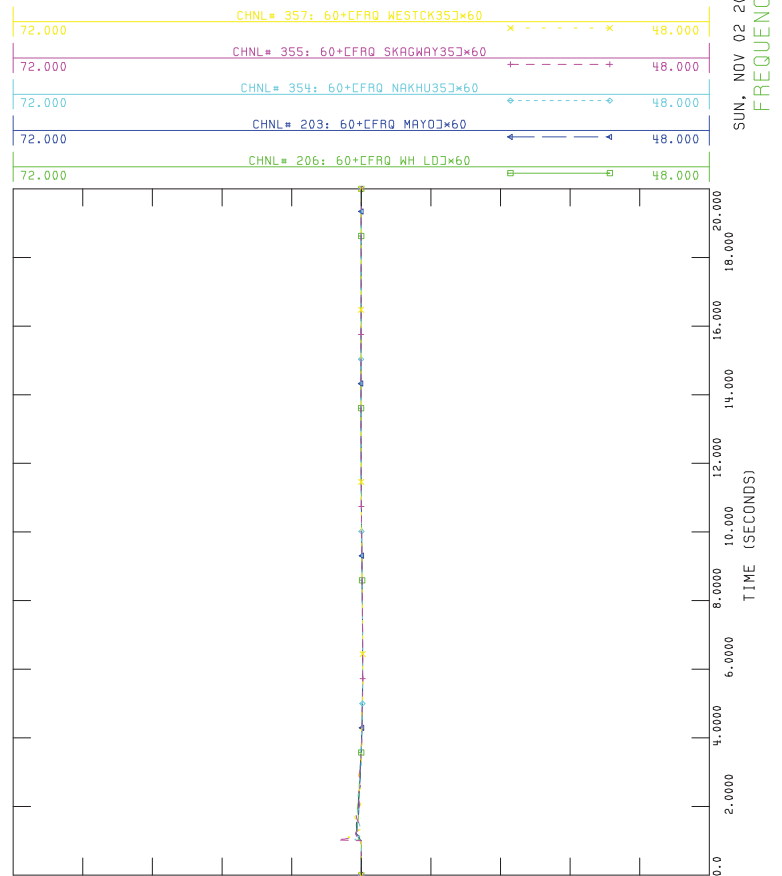
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FILE: EV9_.10s_Fault_Cship_W10i_YAchn.out



WHITEHORSE SKAGWAY
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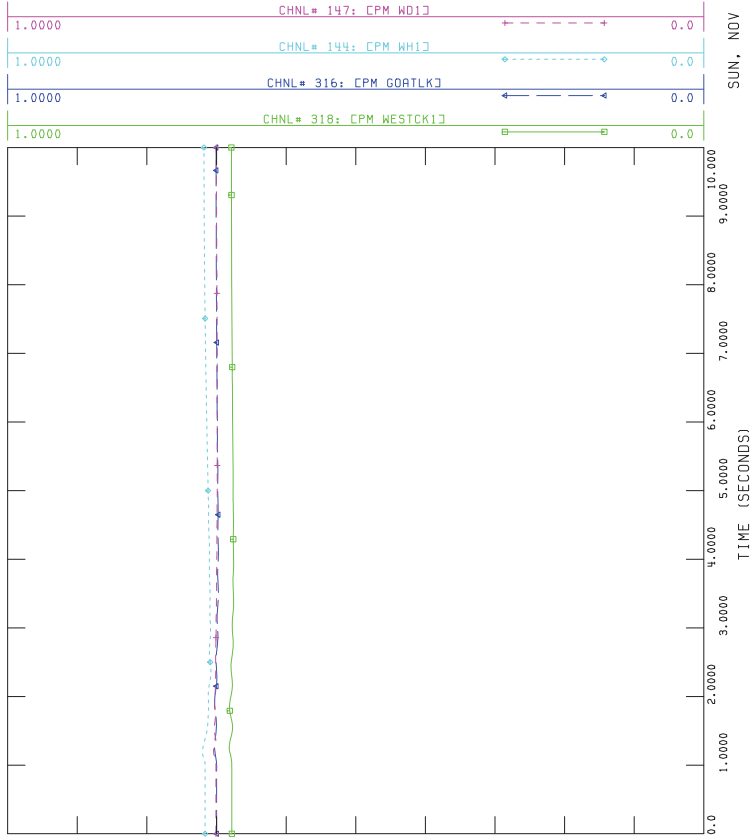




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INTERCONNECTION

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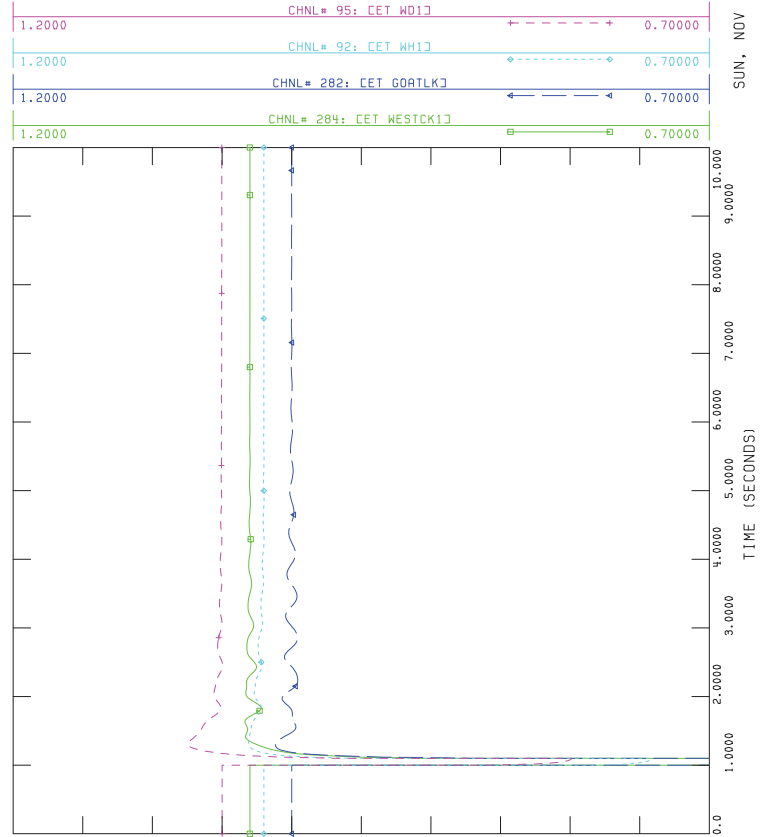
SUN, NOV 02 2014 9:34
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

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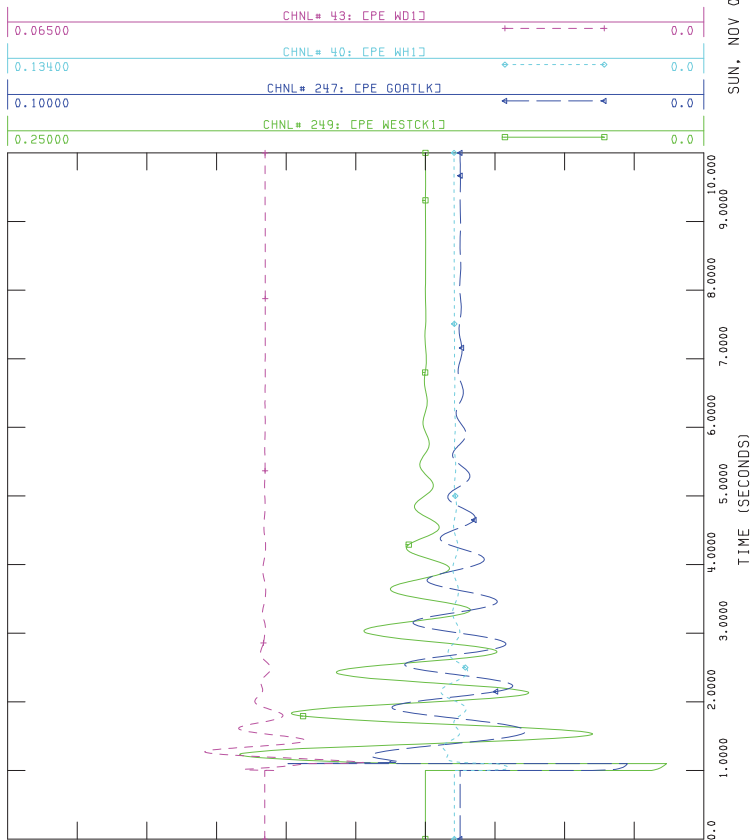
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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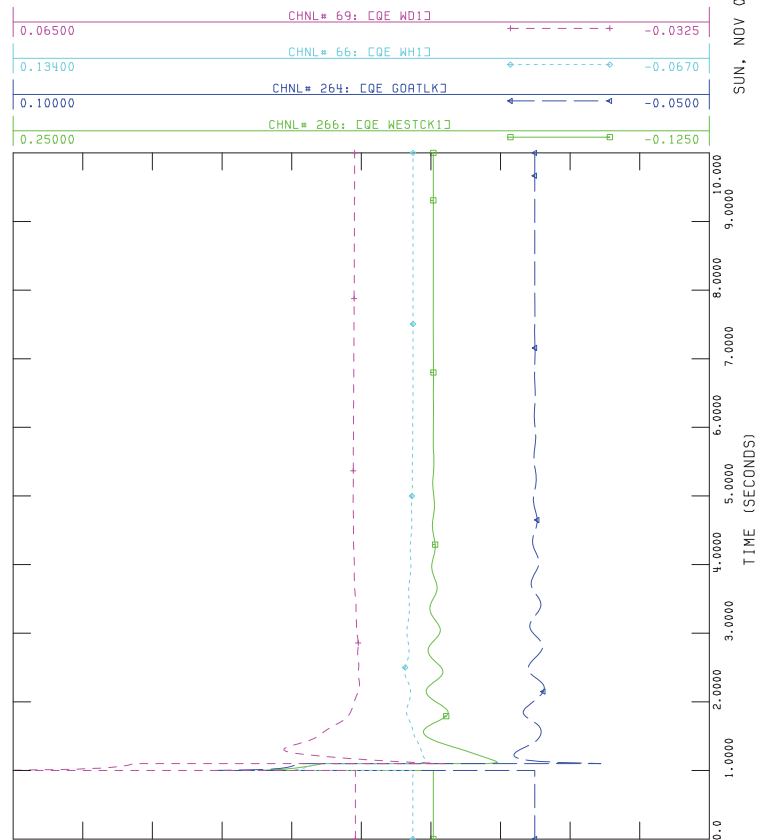
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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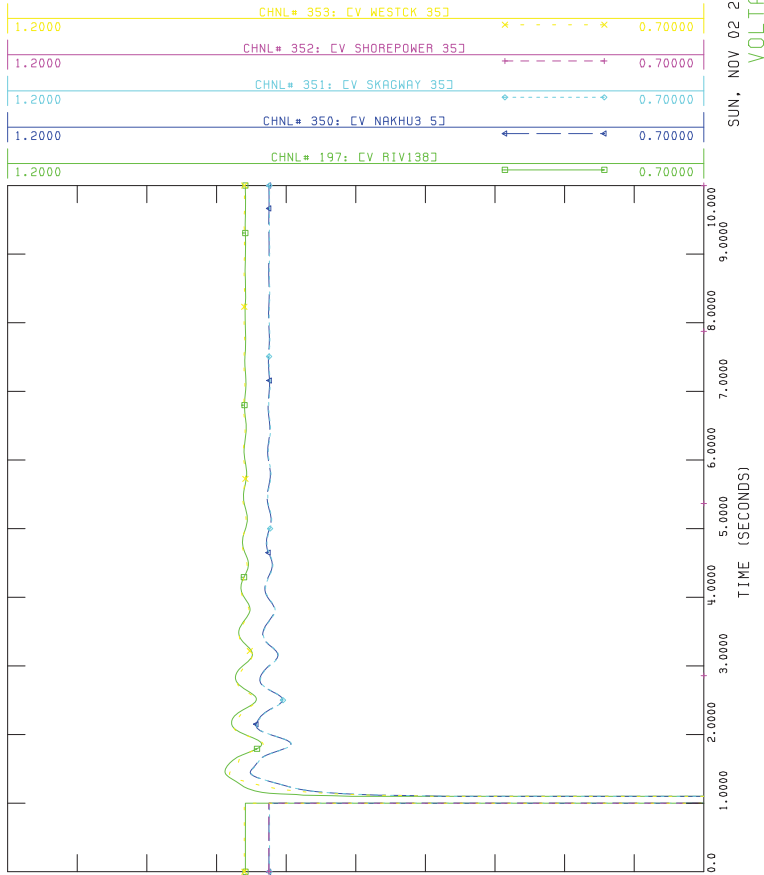
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QE





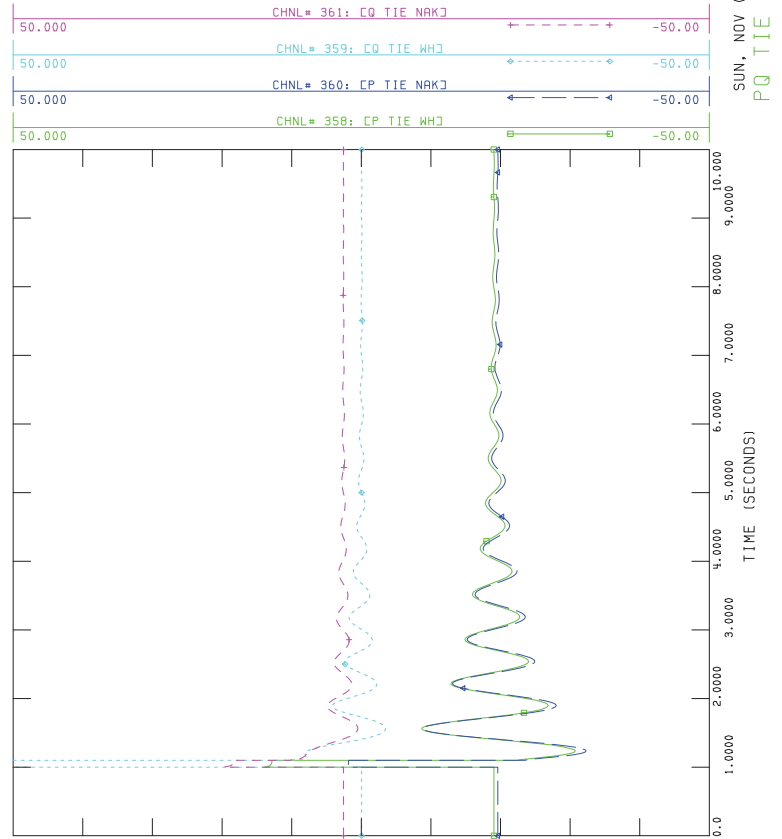
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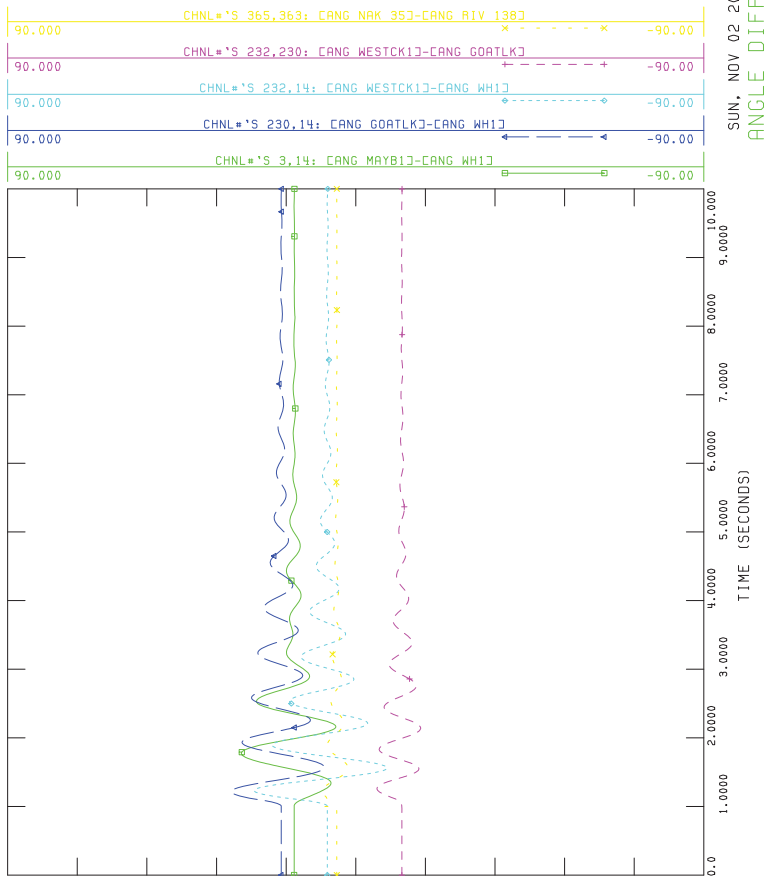
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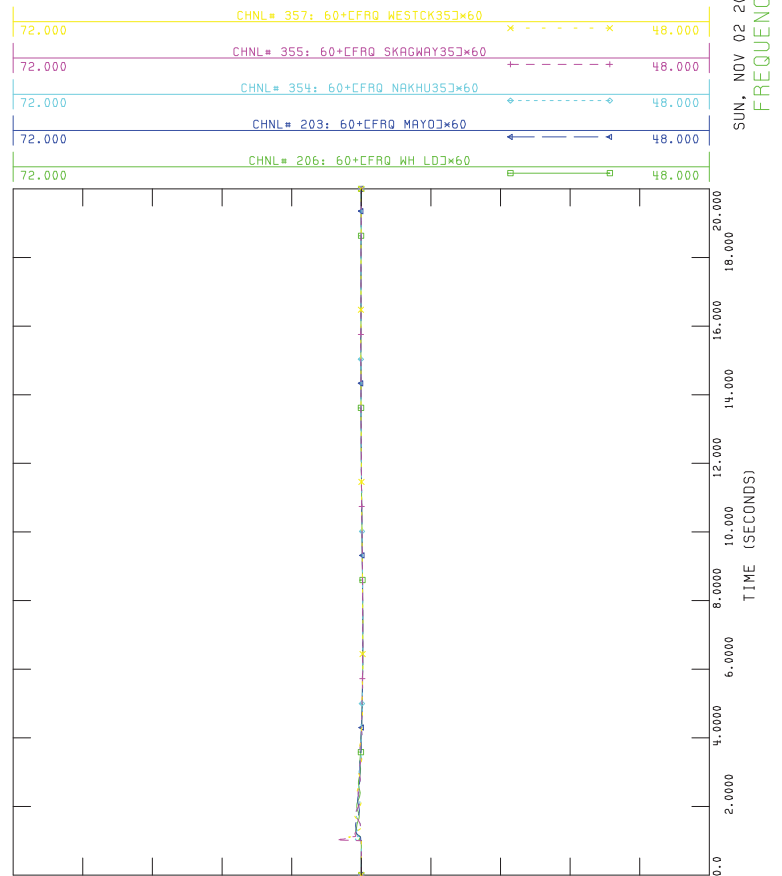
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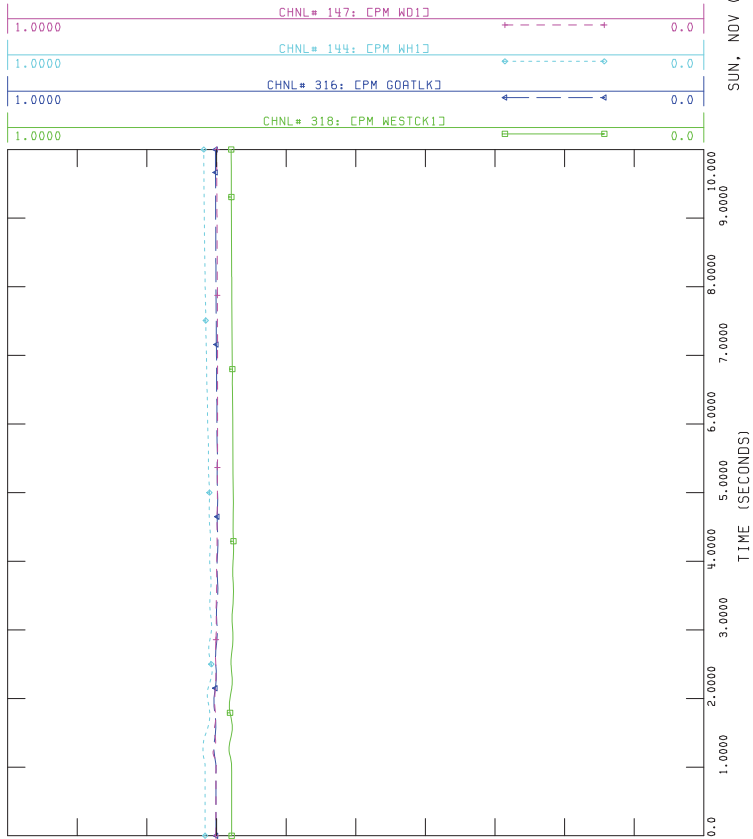
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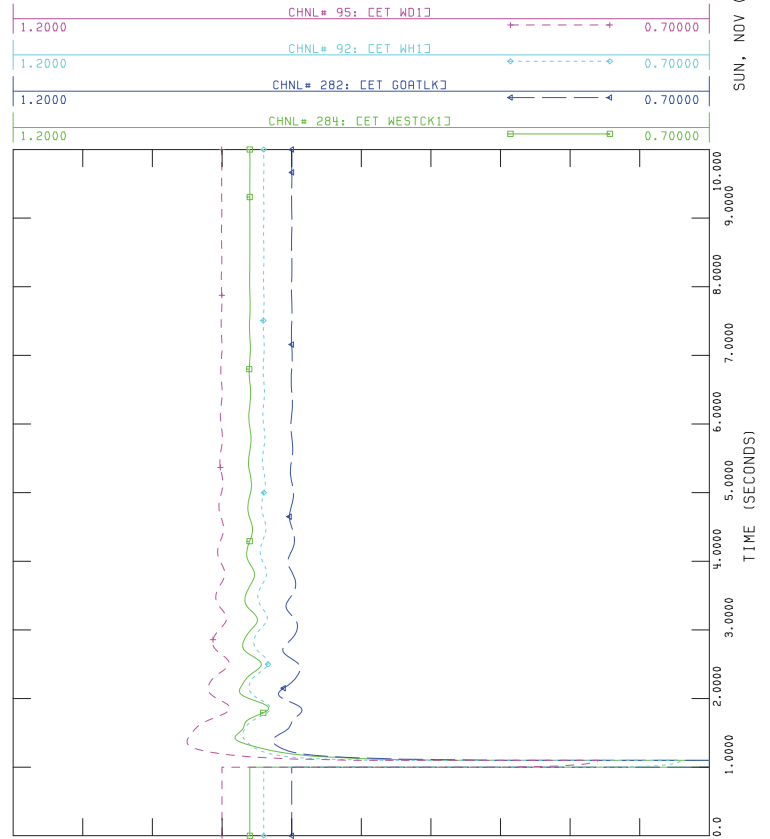
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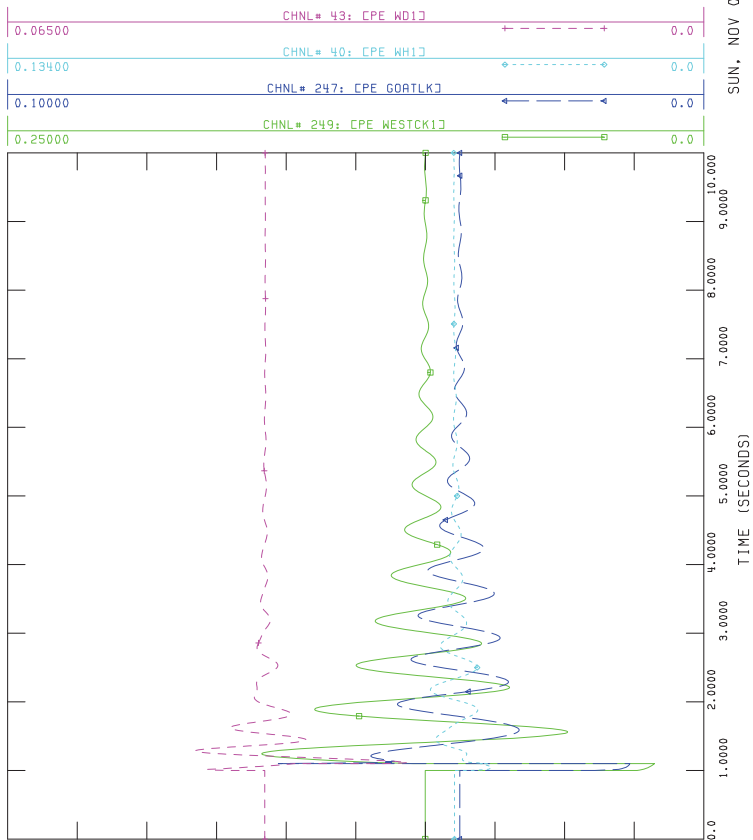
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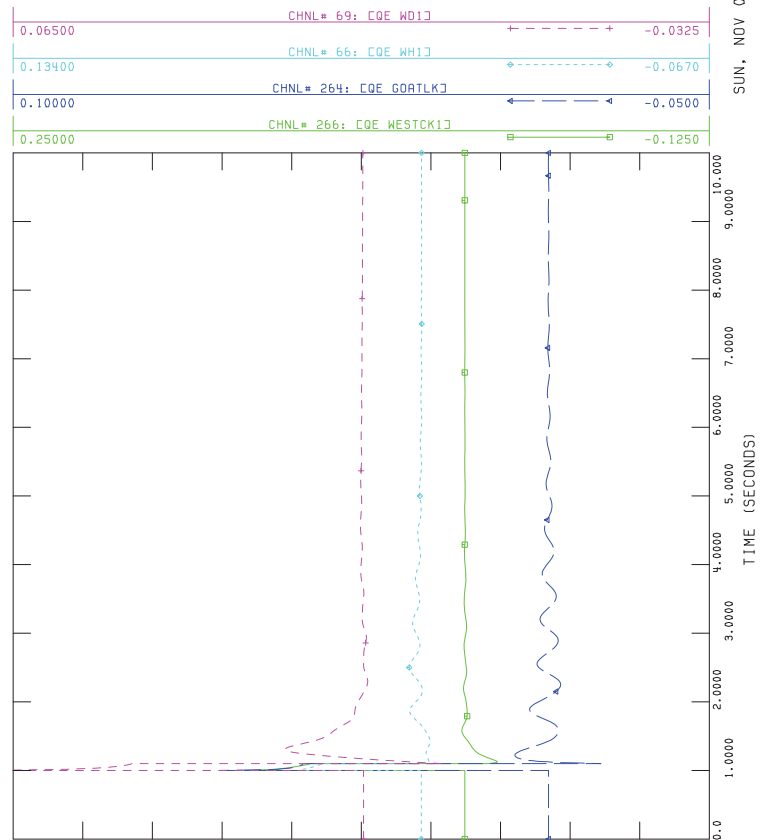
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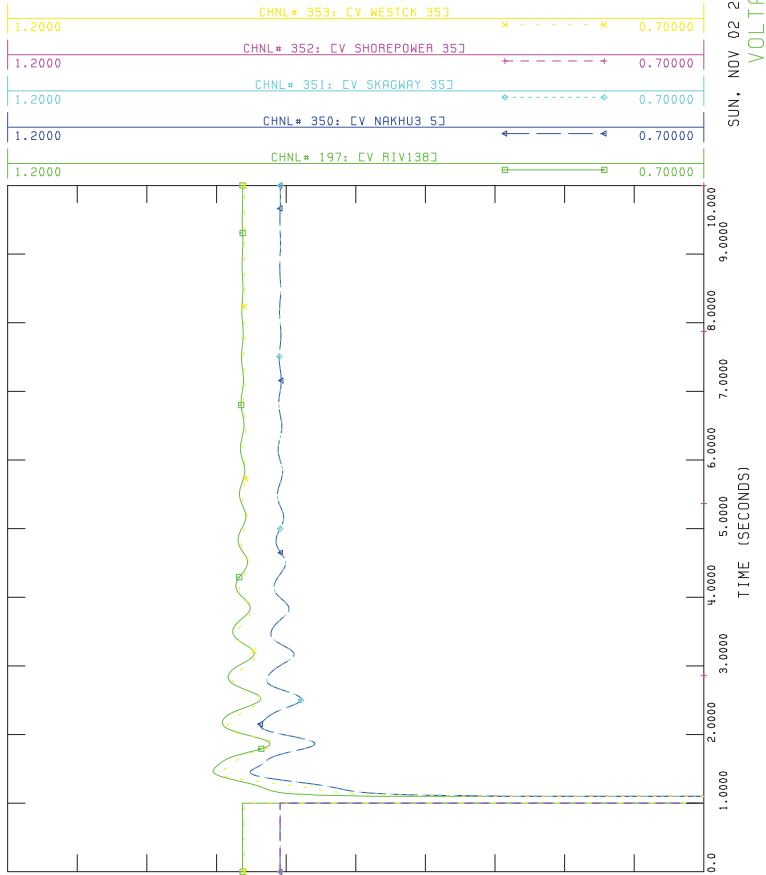
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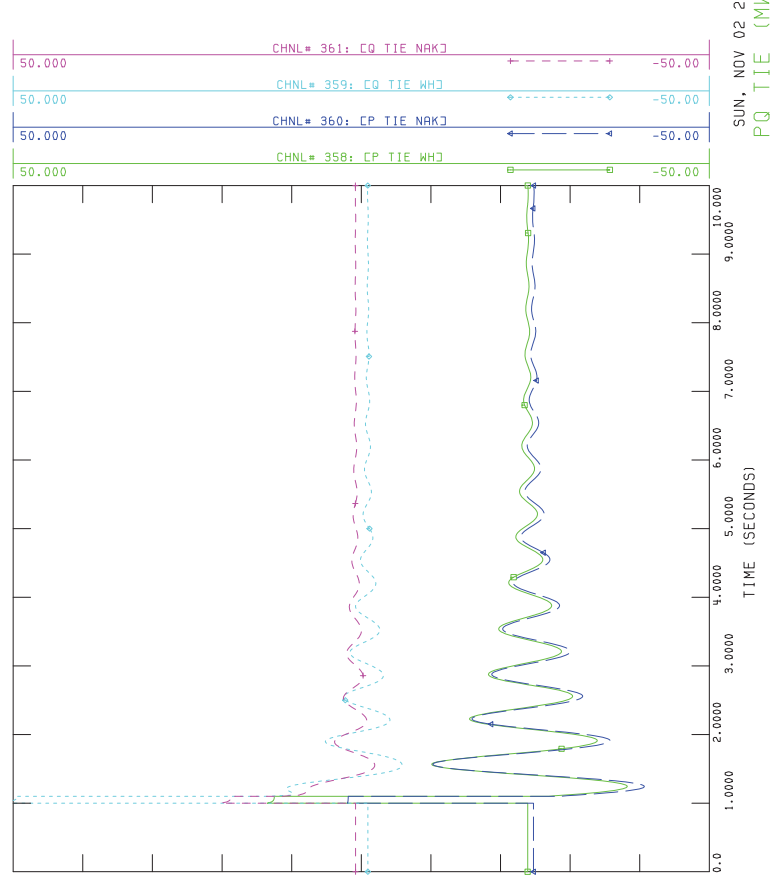
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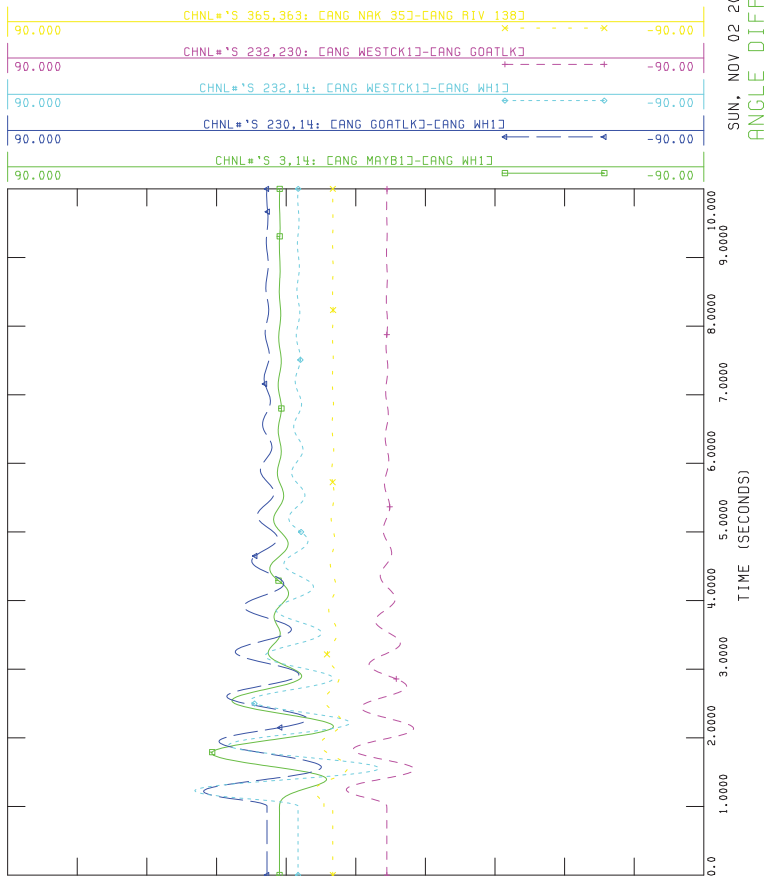
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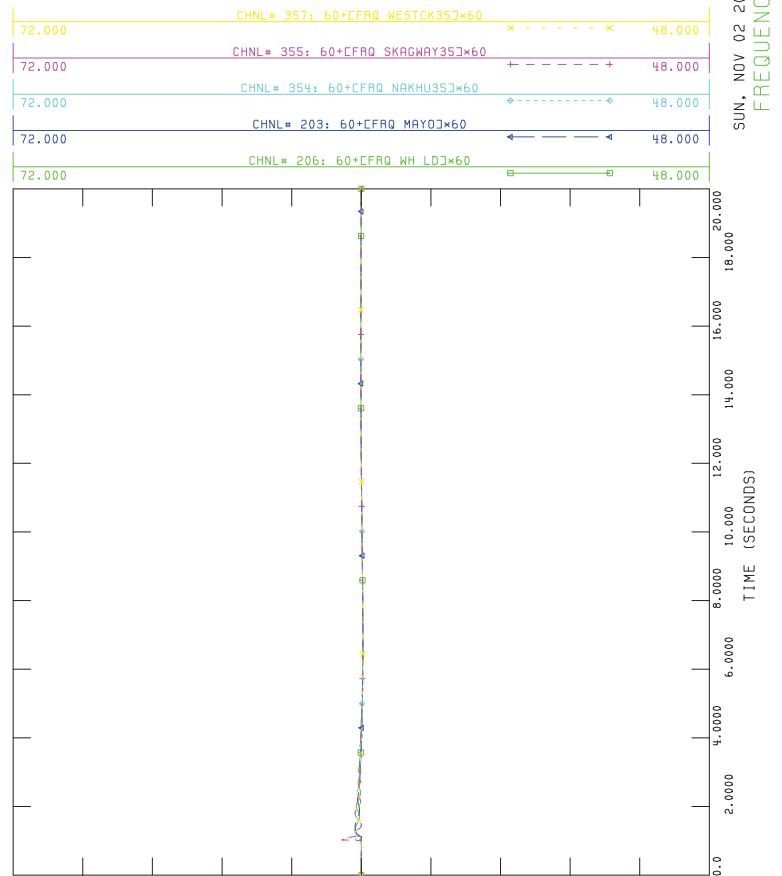
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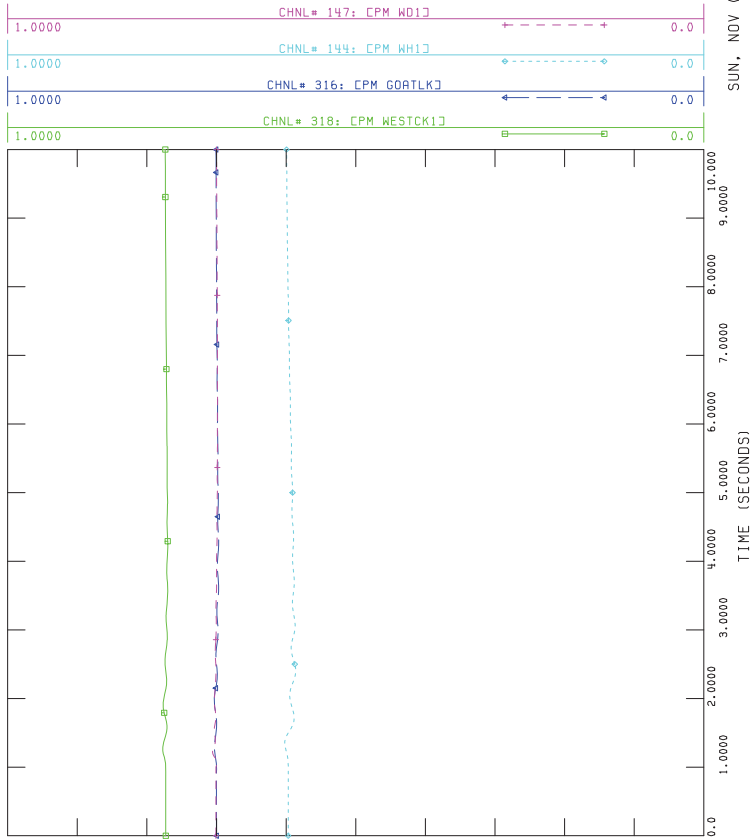
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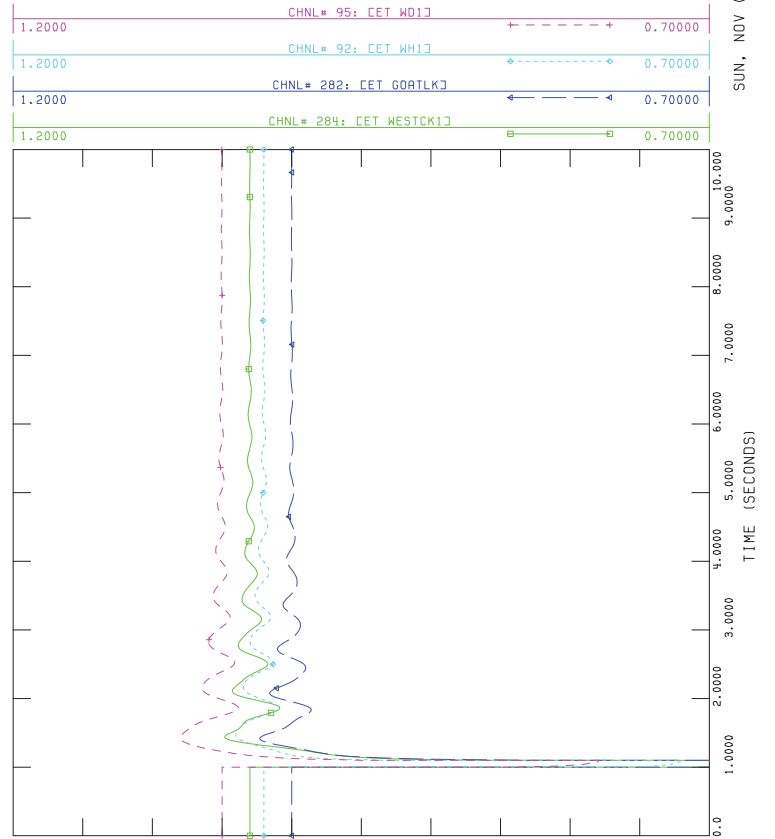
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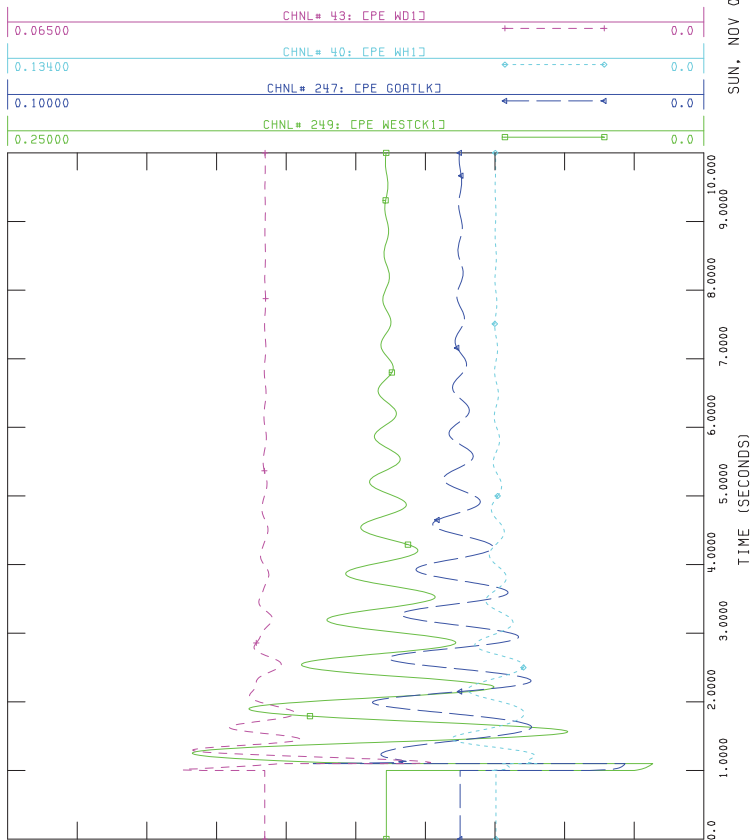
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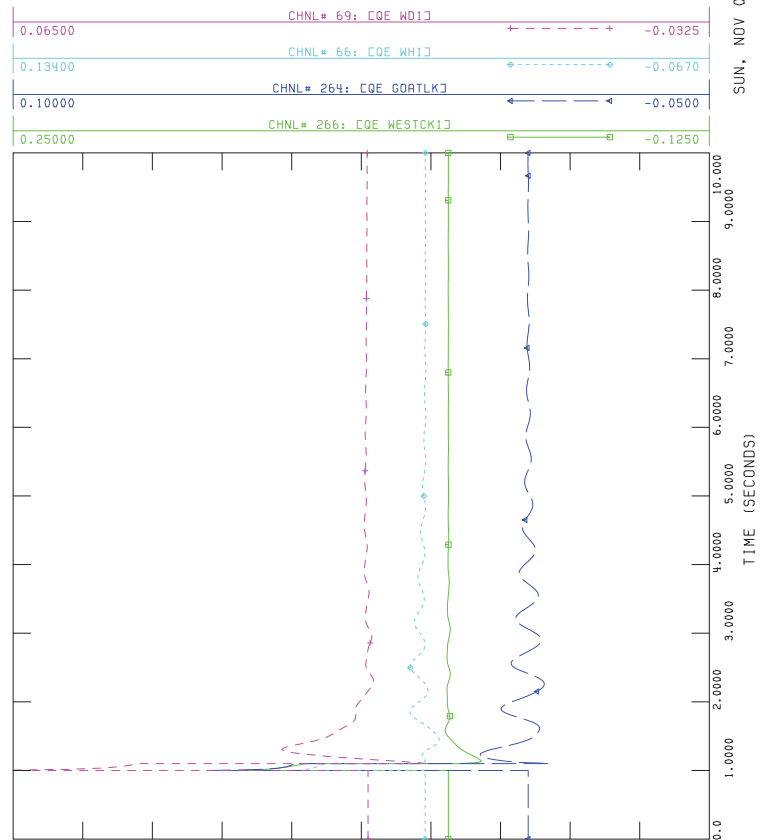
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_W25i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

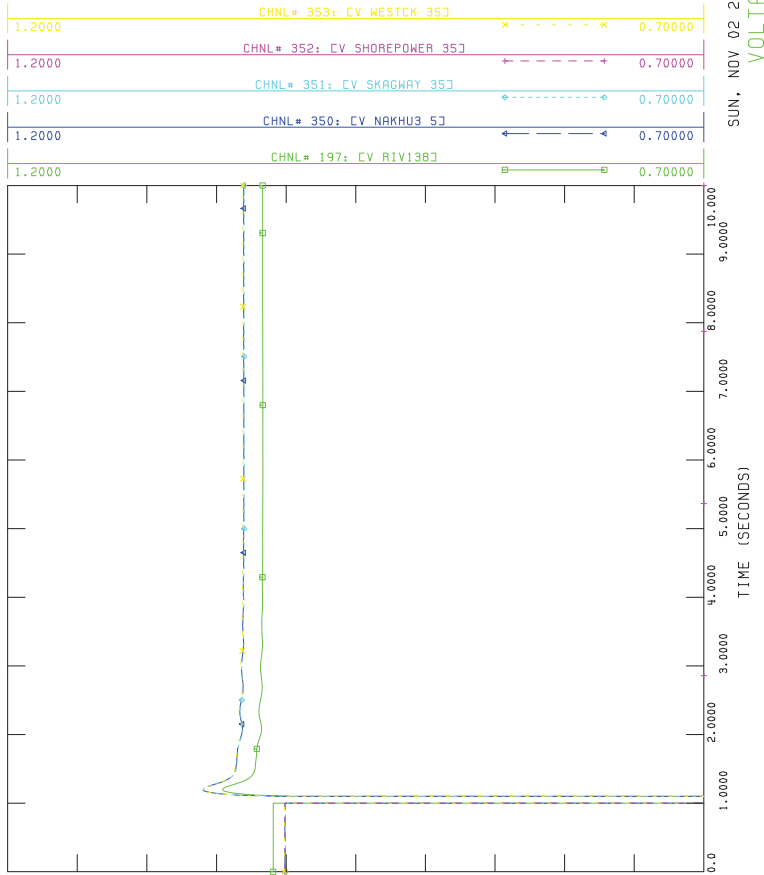
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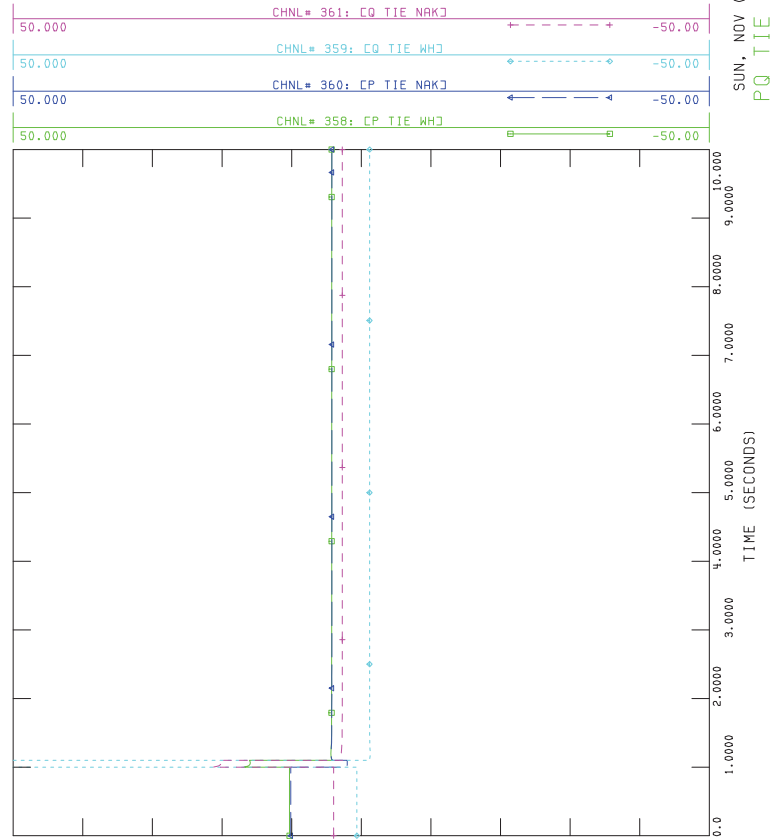
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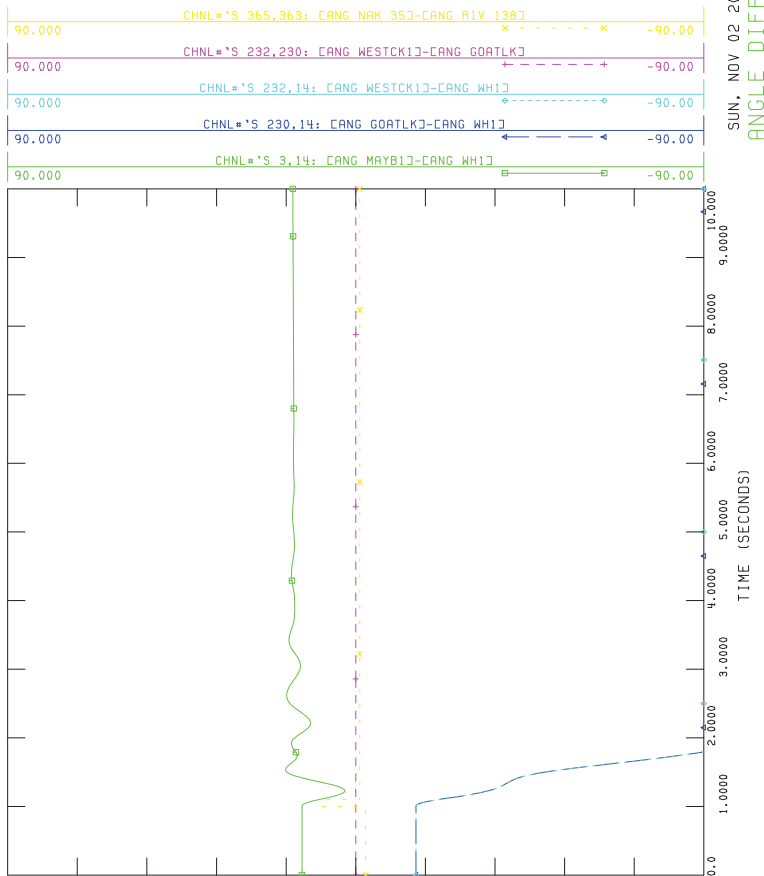
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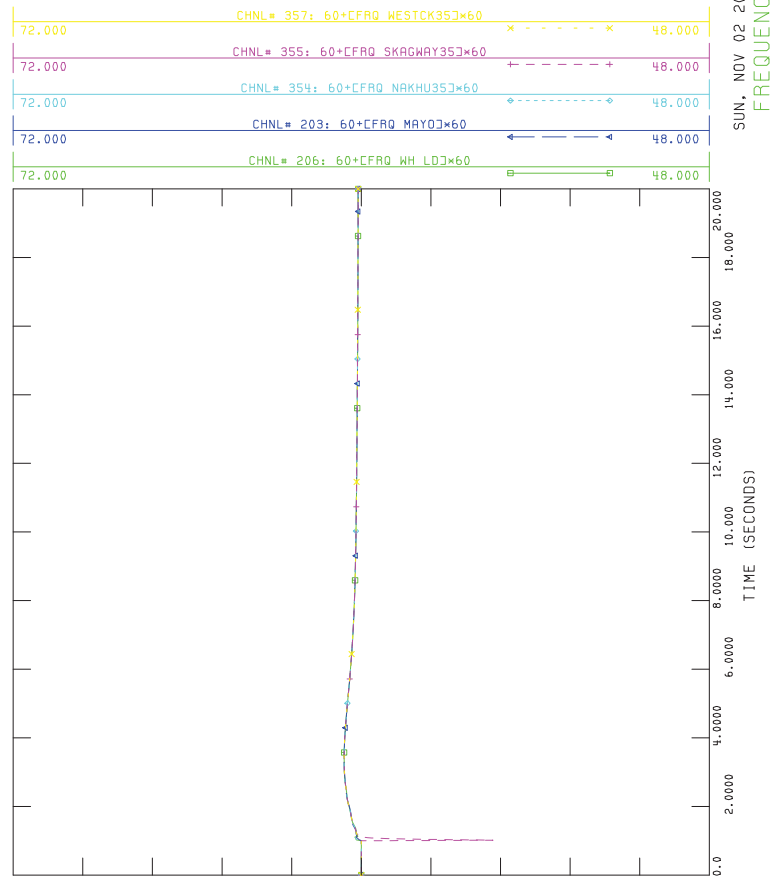
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WHITEHORSE SKAGWAY
INTERCONNECTION

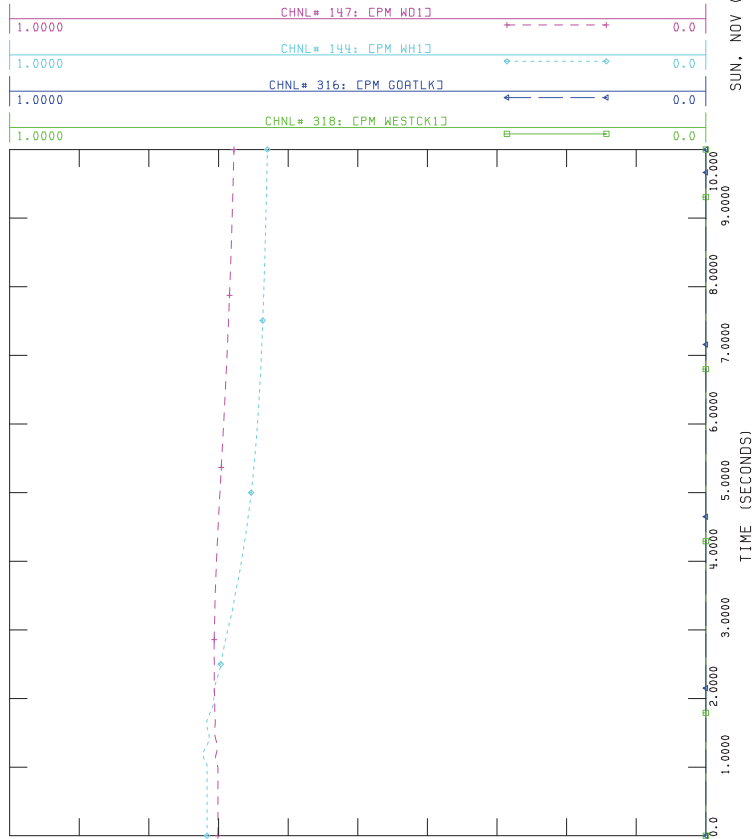
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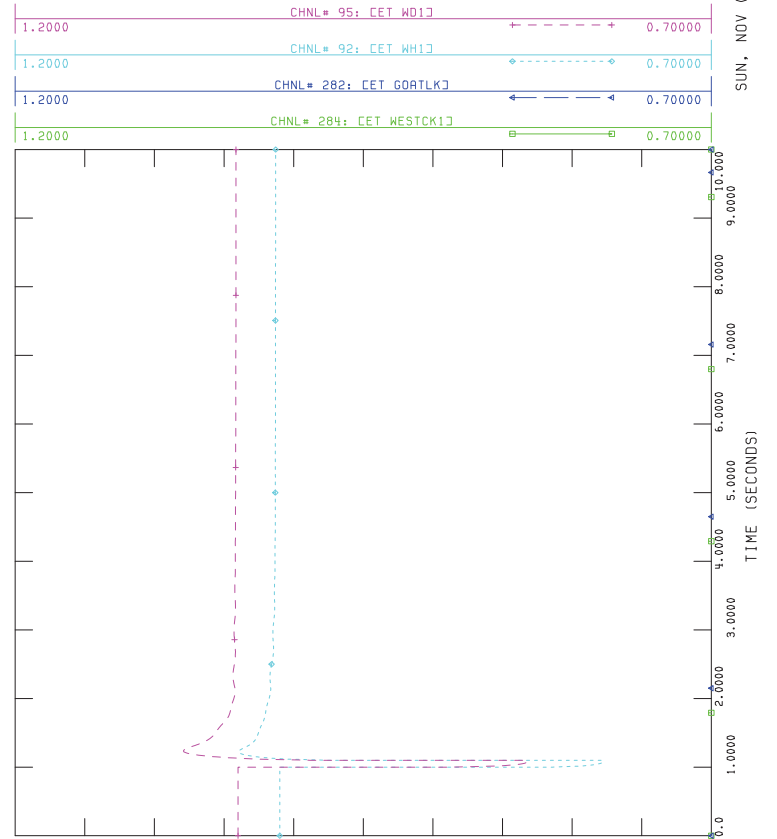
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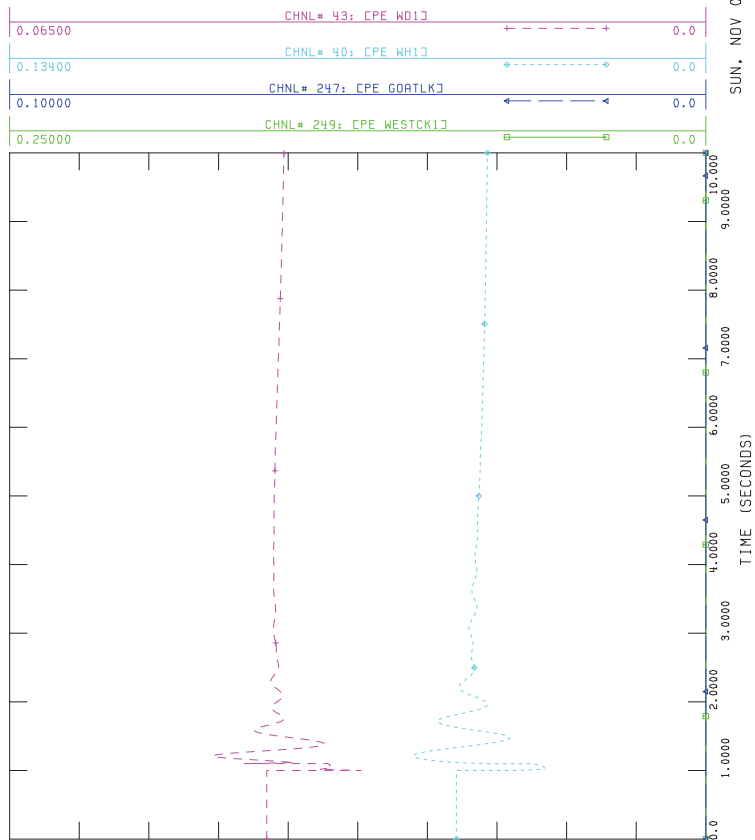
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INTERCONNECTION

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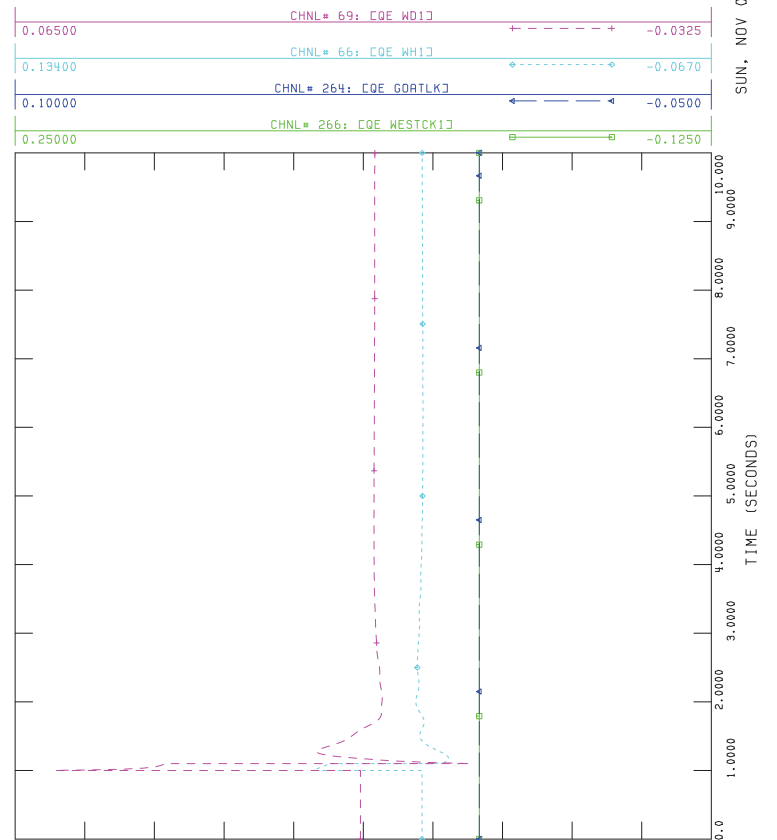
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WHITEHORSE SKAGWAY
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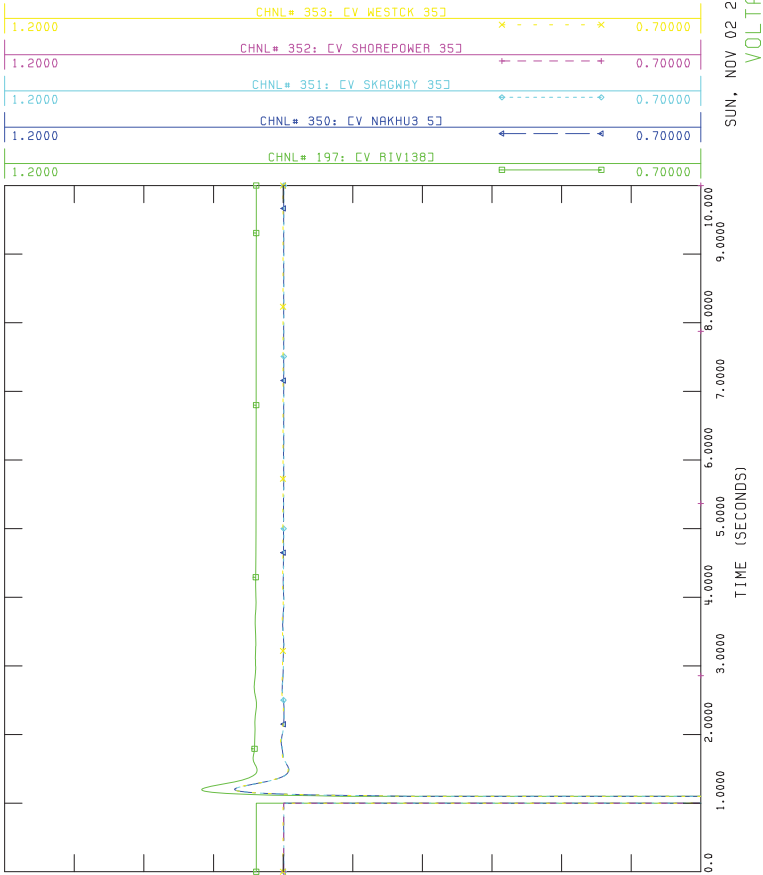
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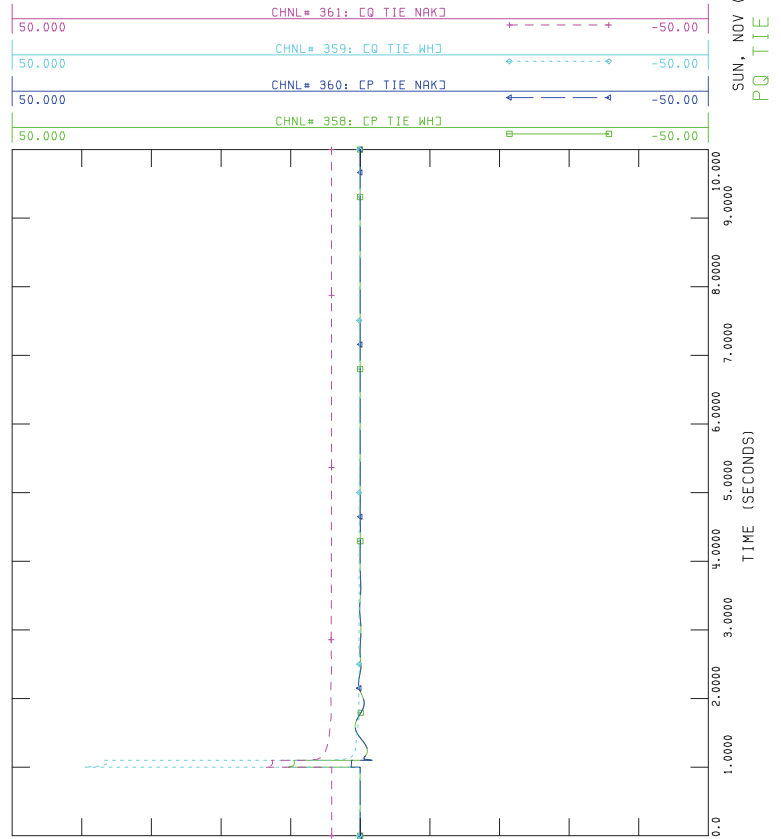
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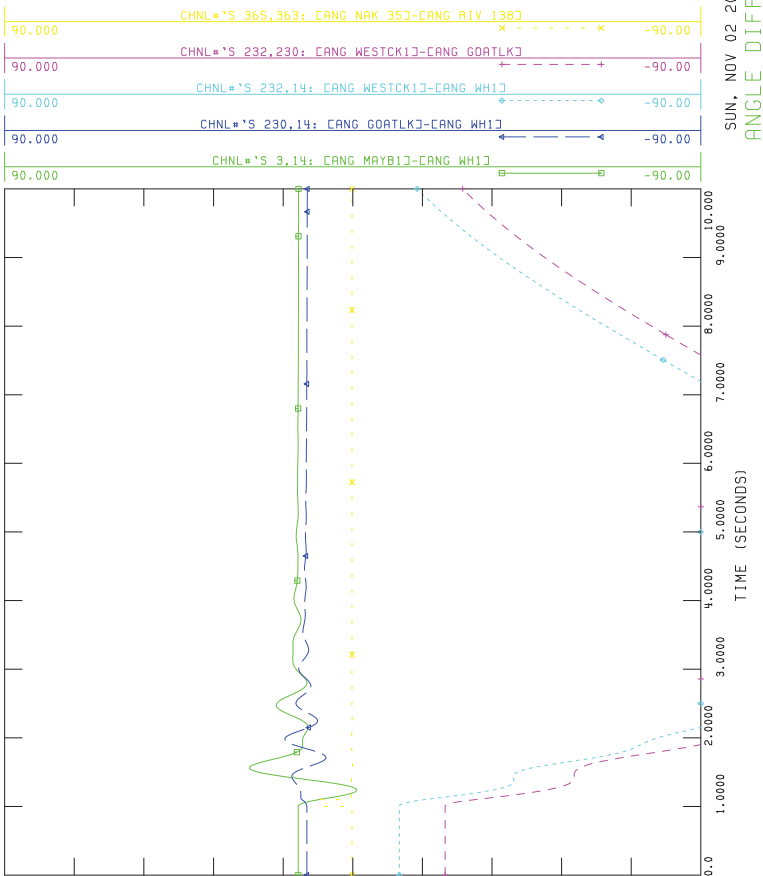
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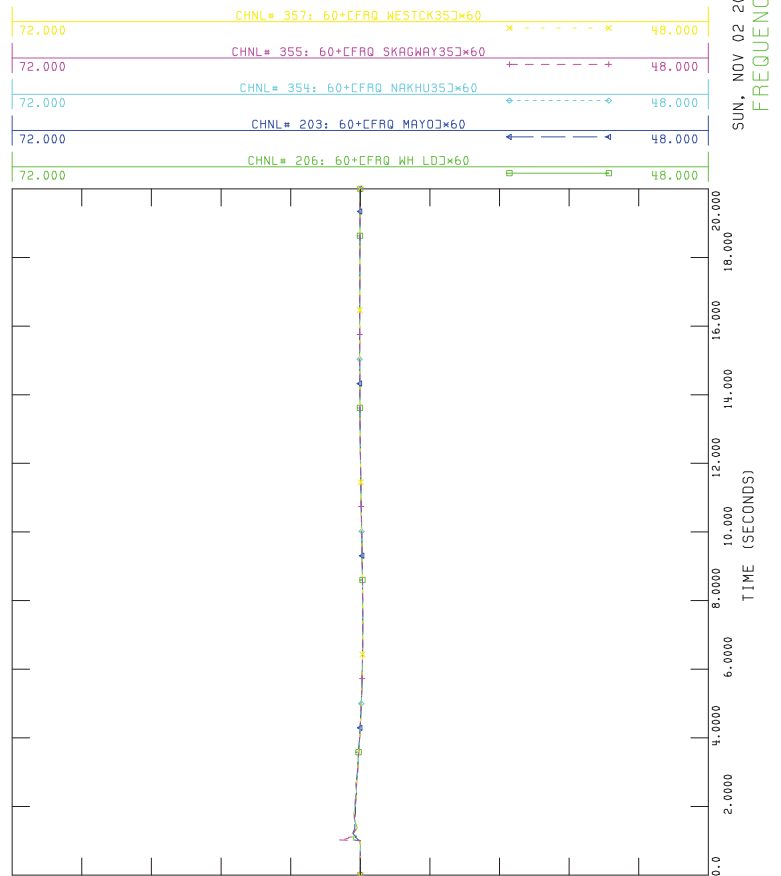
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WHITEHORSE SKAGWAY INTERCONNECTION

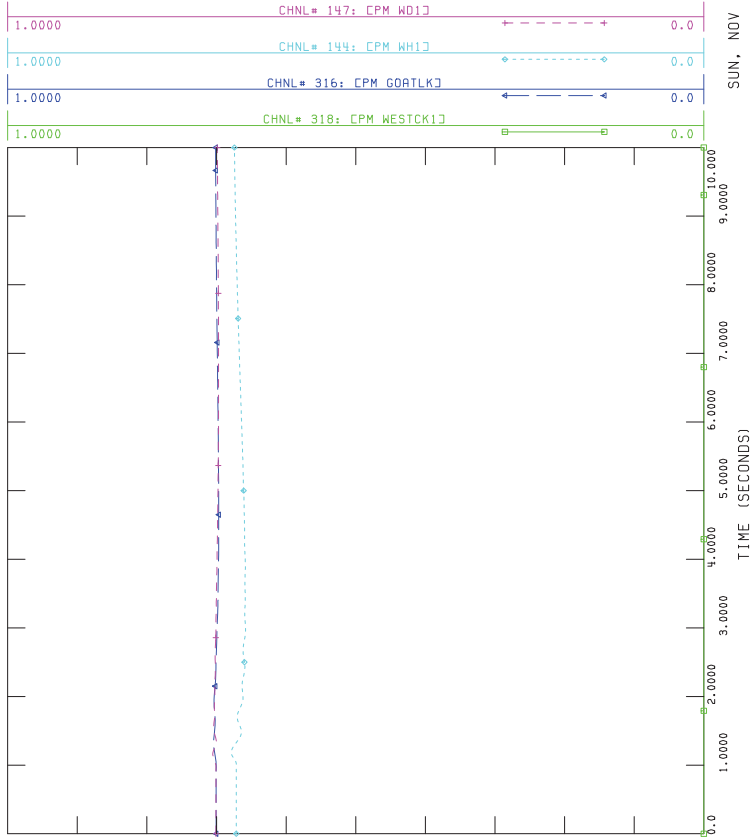
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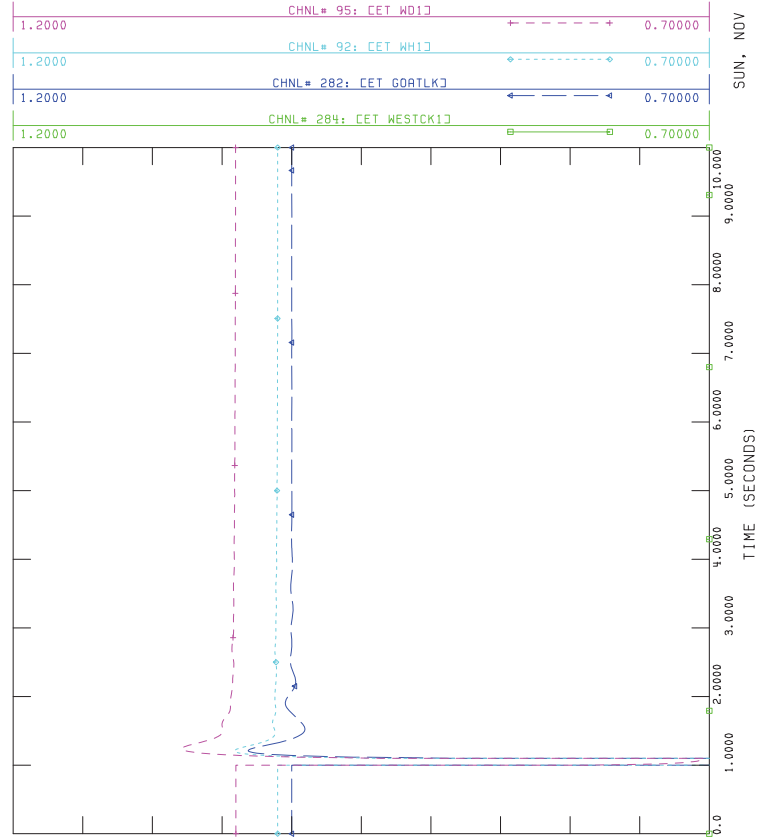
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INTERCONNECTION

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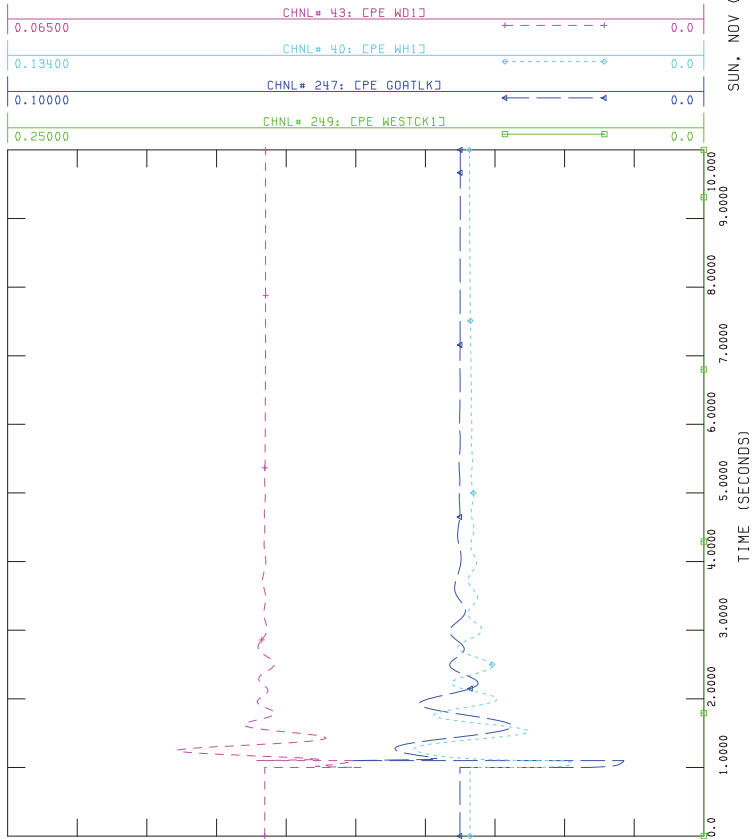
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INTERCONNECTION

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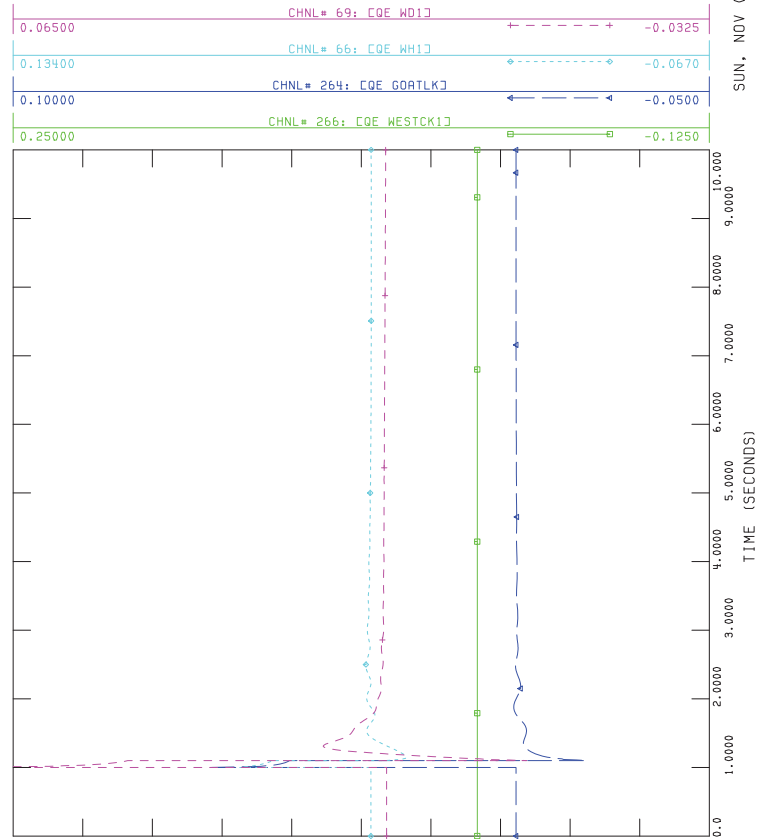
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

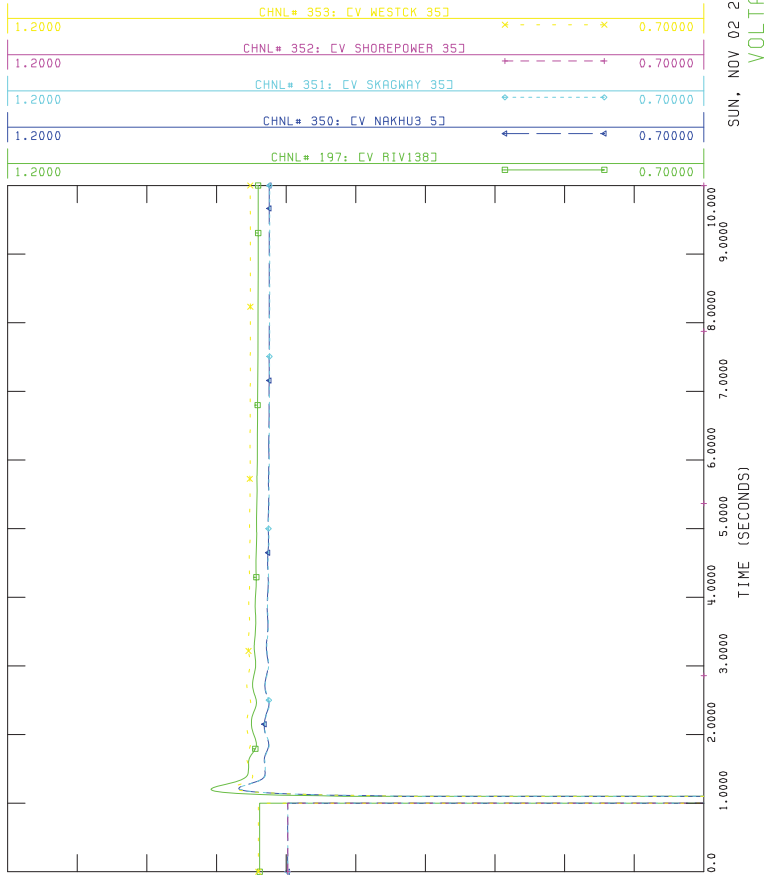
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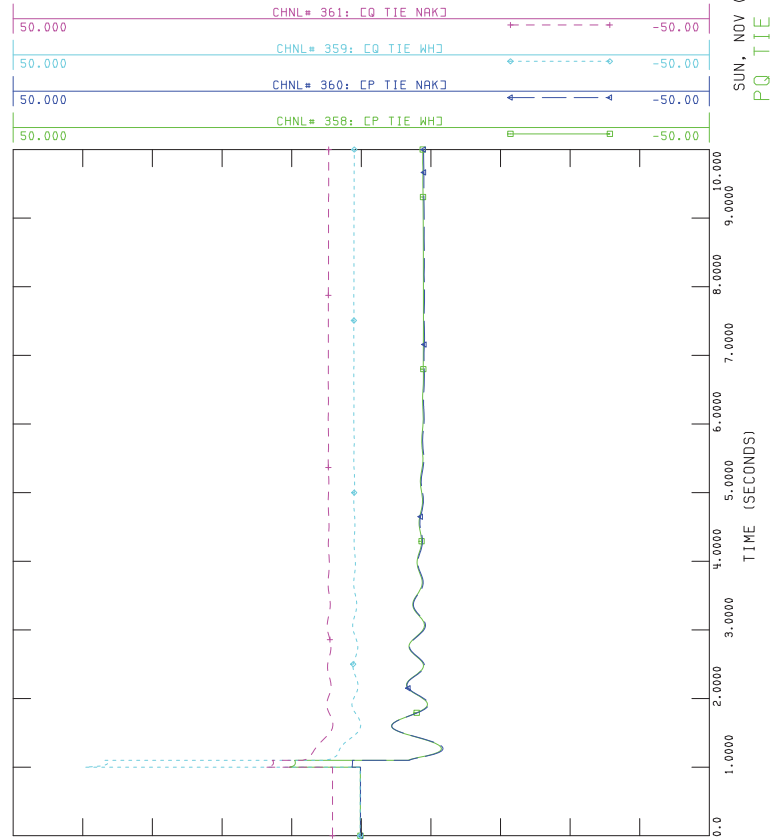
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INTERCONNECTION

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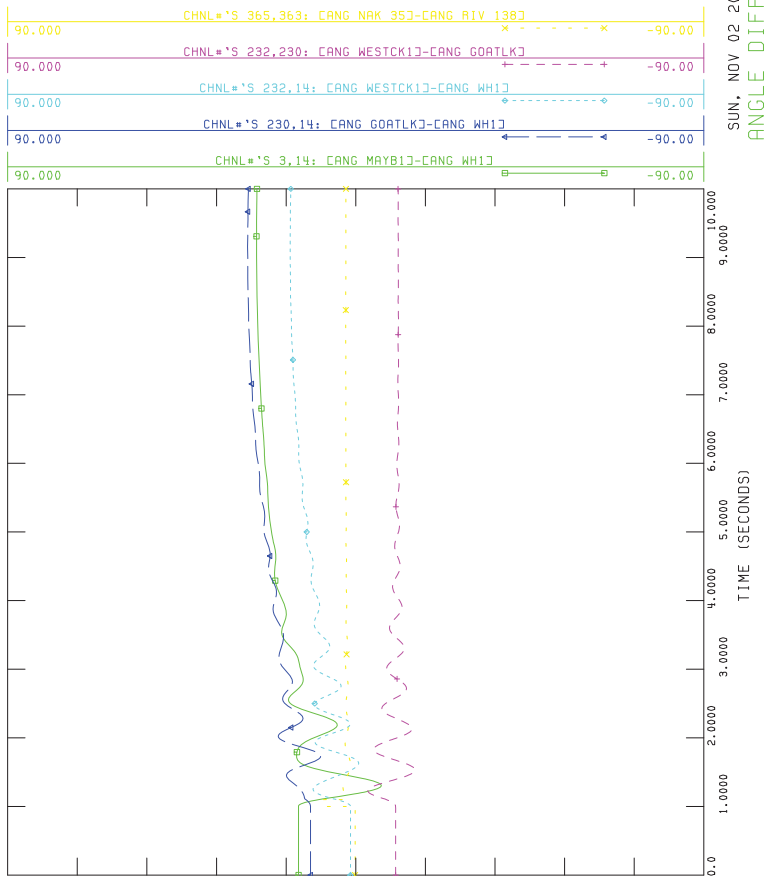
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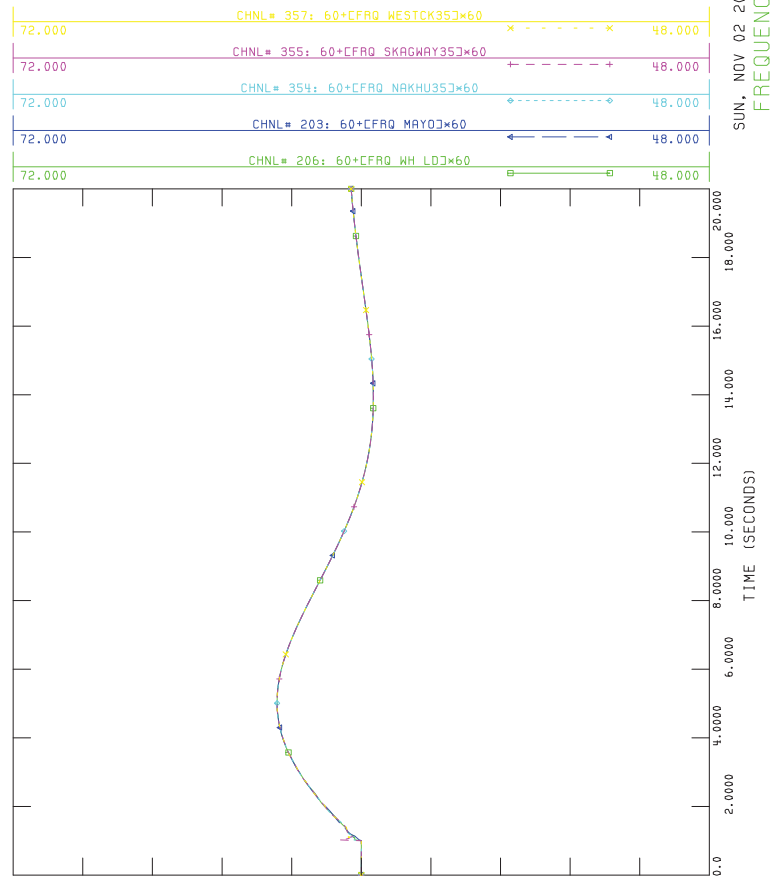
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INTERCONNECTION

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WHITEHORSE SKAGWAY
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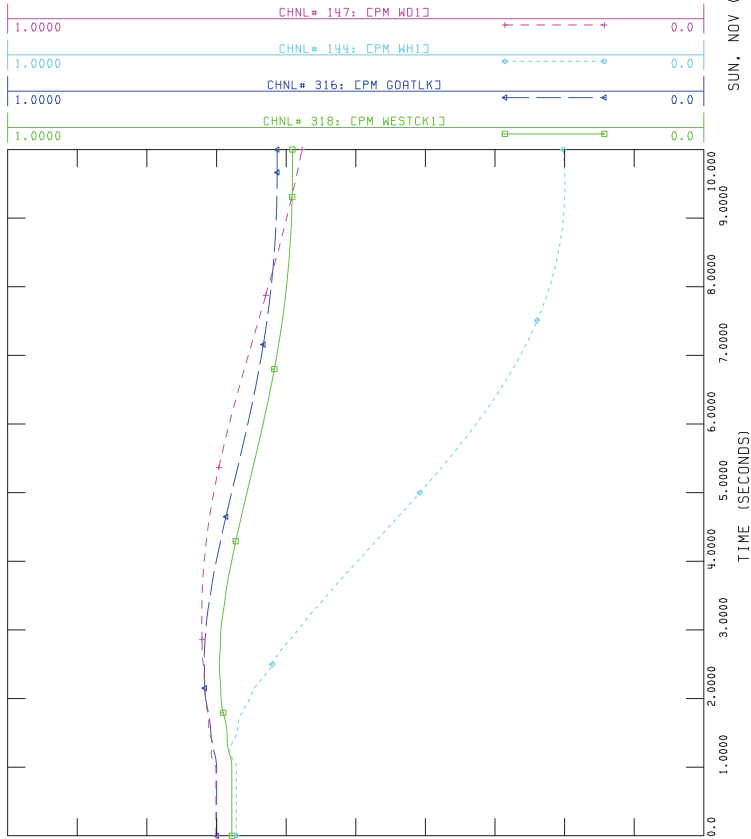




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INTERCONNECTION

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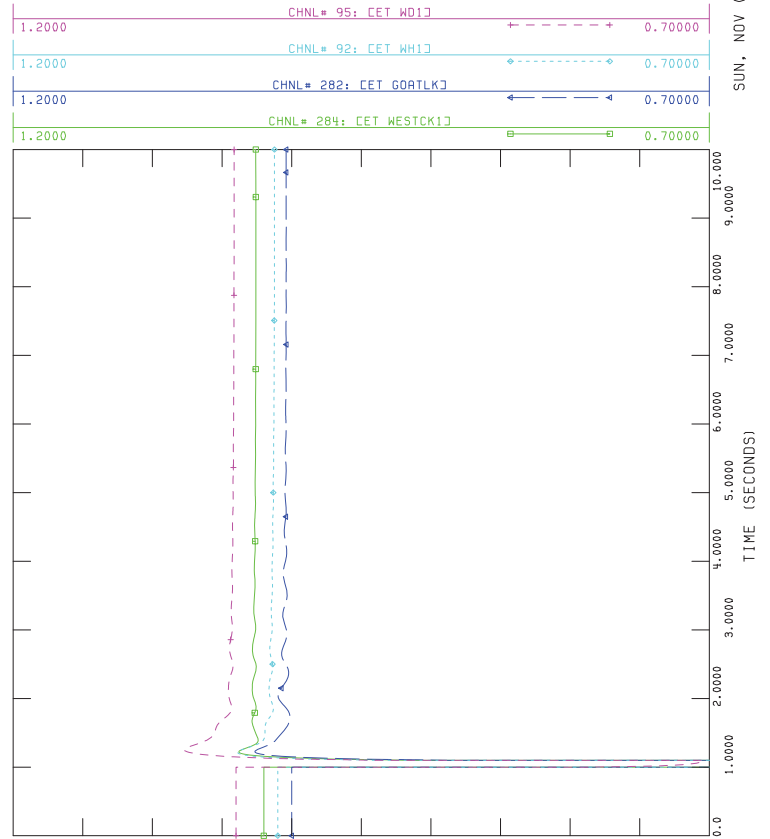
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PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_10s_Fault_Cship_S0sp10_YAchn.out

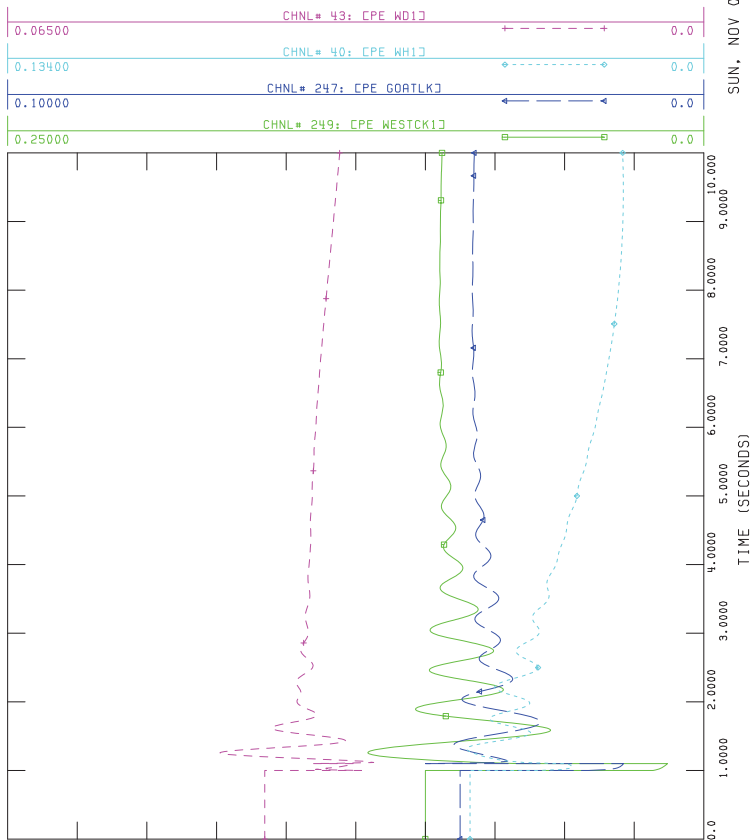
9:35
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_10s_Fault_Cship_S0sp10_YAchn.out

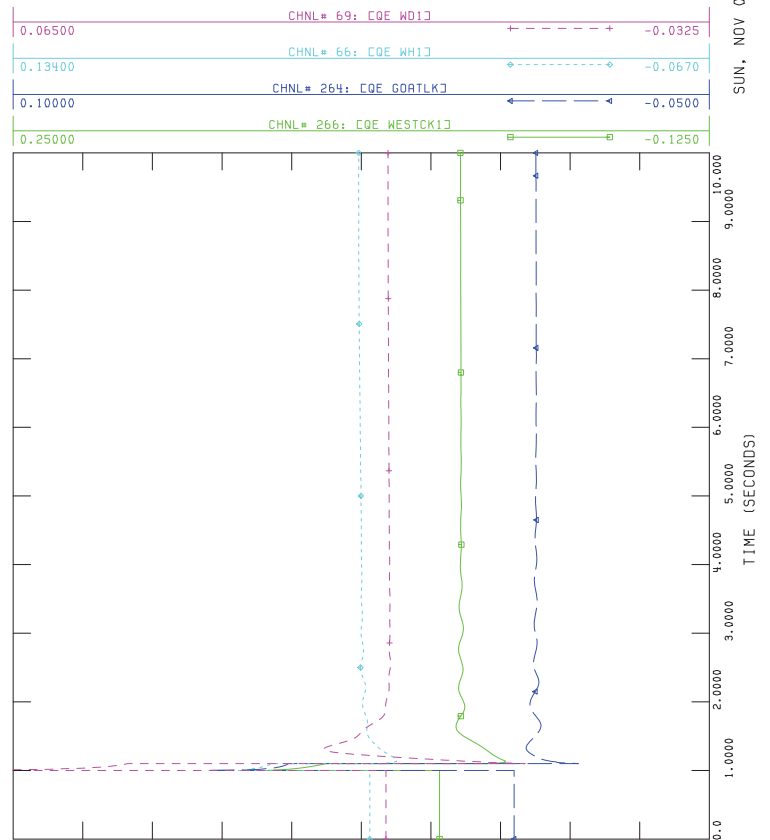
9:35
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_10s_Fault_Cship_S0sp10_YAchn.out

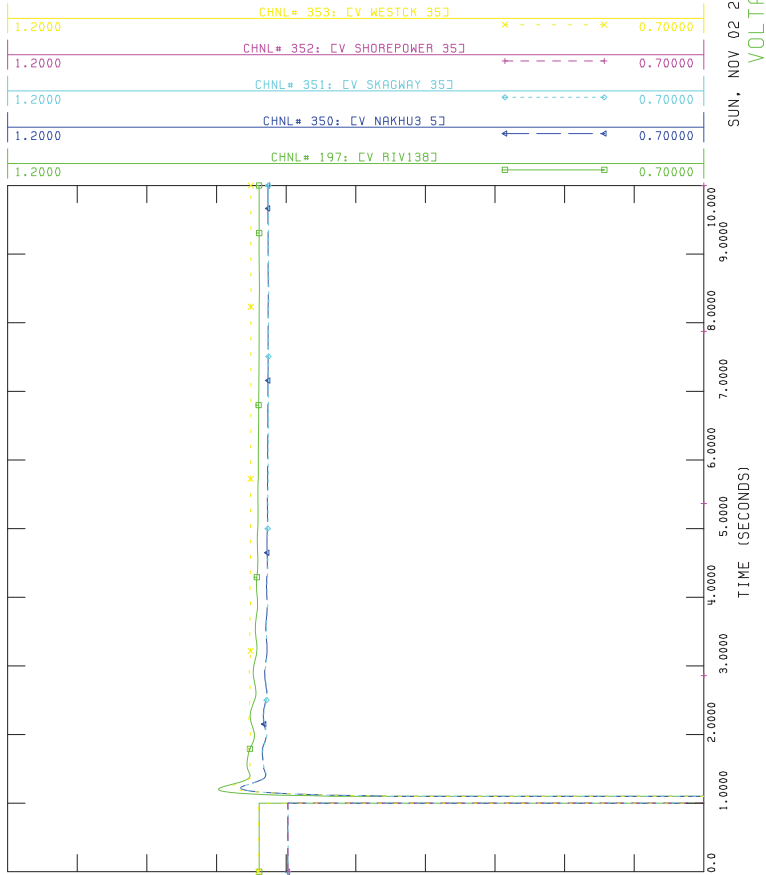
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QE





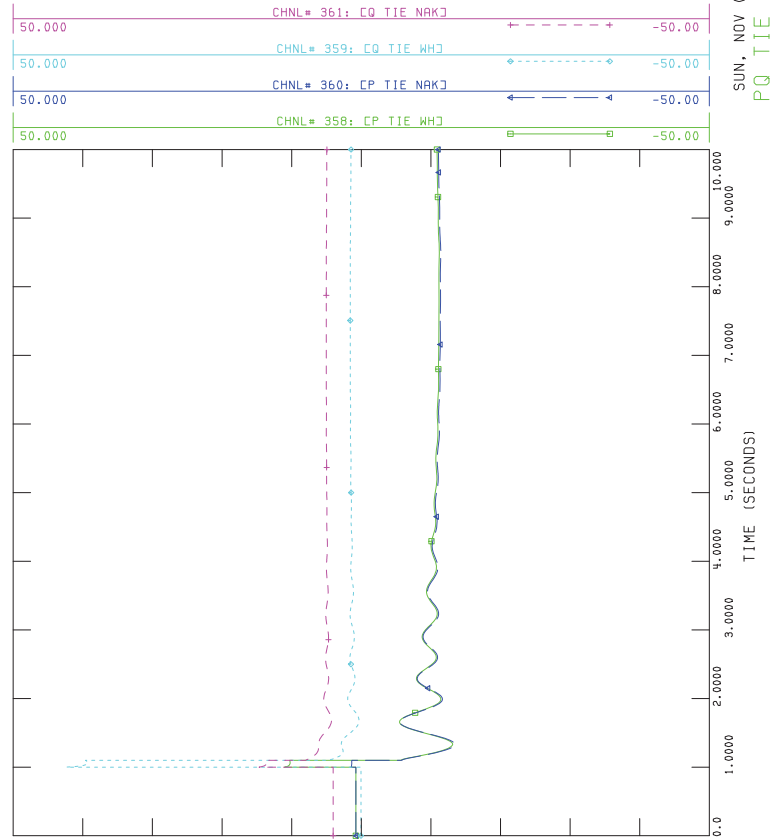
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S0sp14_YAchn.out



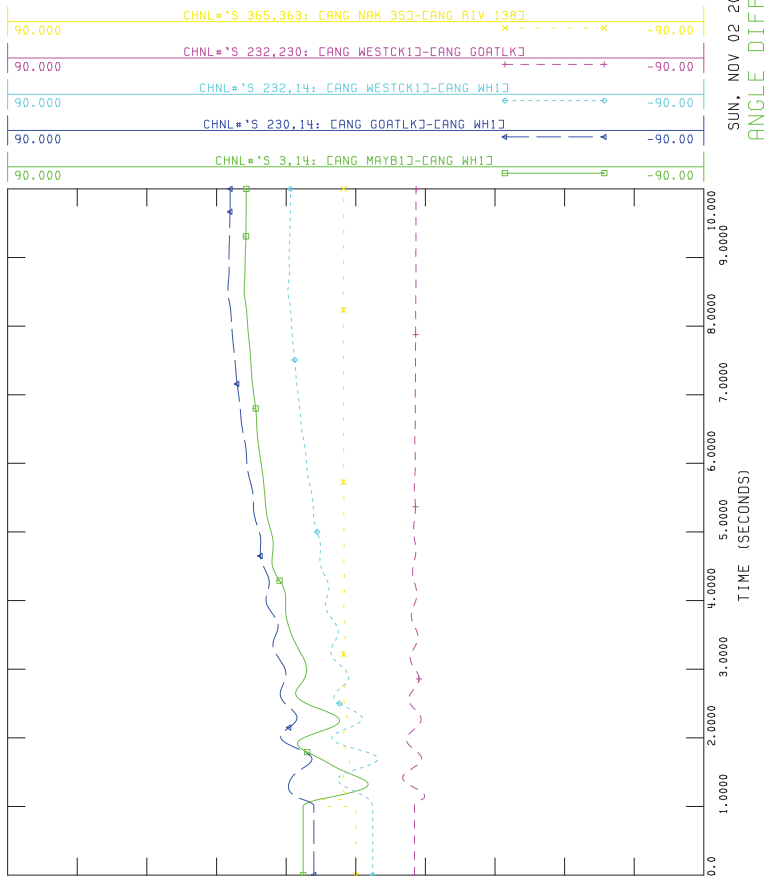
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S0sp14_YAchn.out



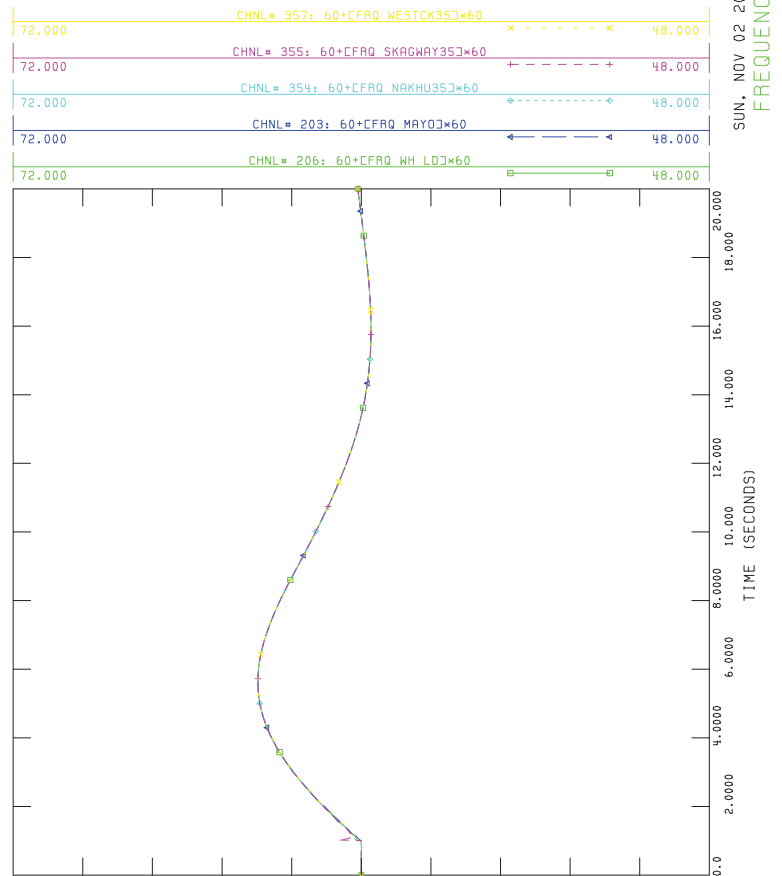
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S0sp14_YAchn.out



WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S0sp14_YAchn.out

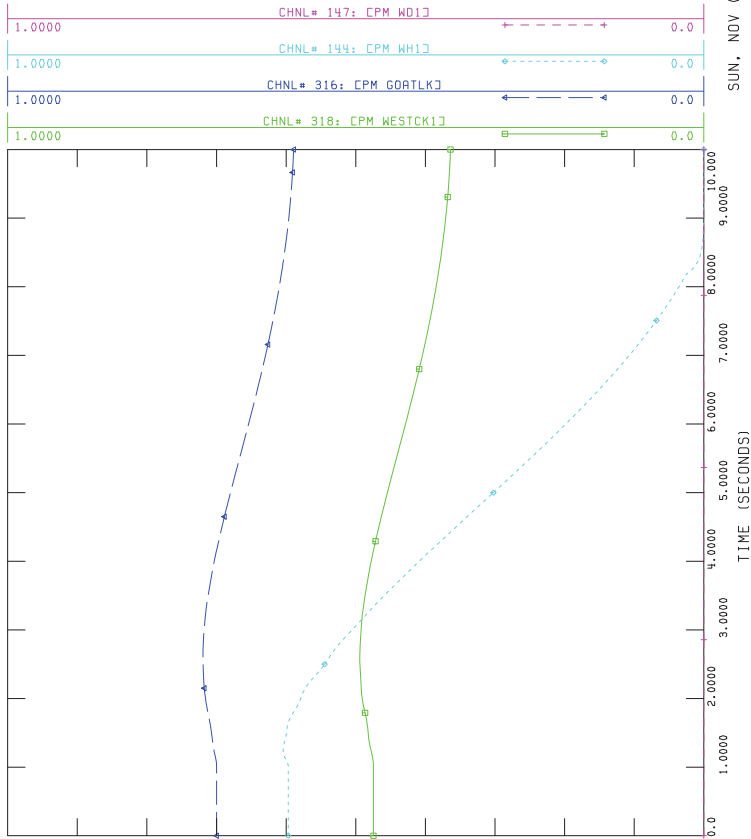




WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_10s_Fault_Cship_S0sp14_YAchn.out

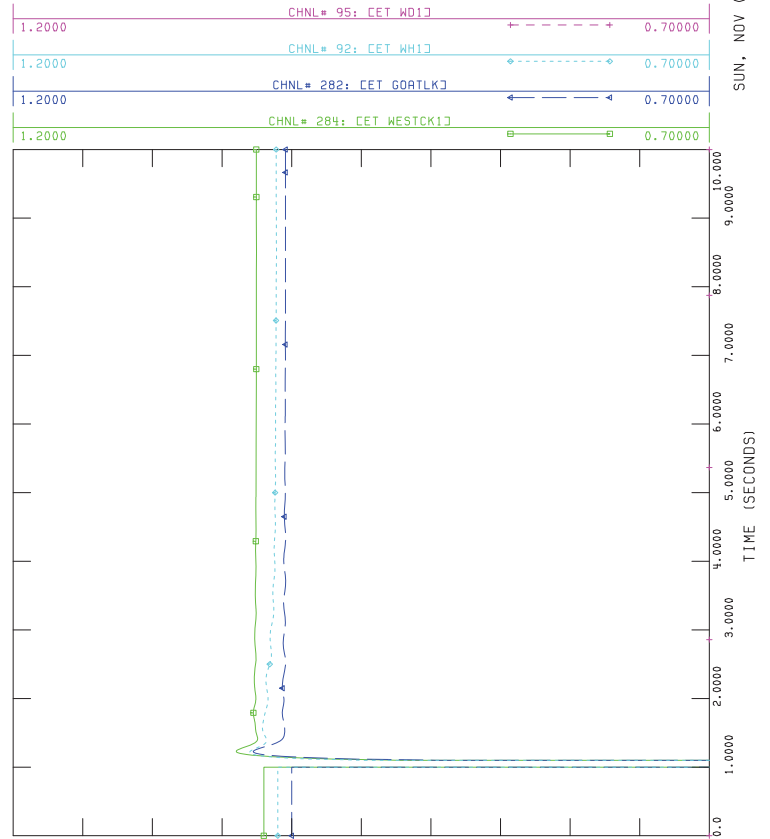
9:36
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_10s_Fault_Cship_S0sp14_YAchn.out

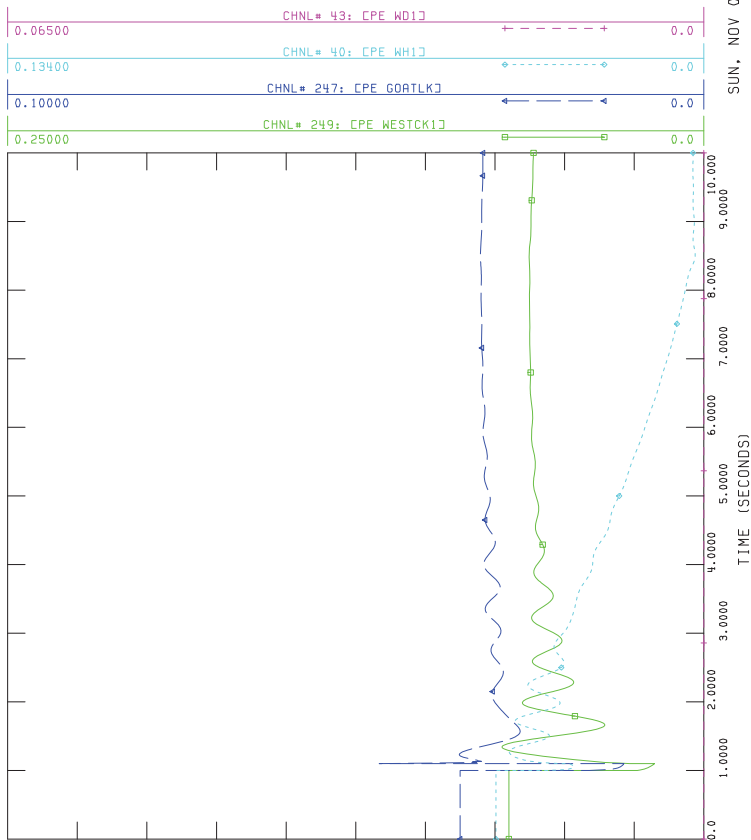
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WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

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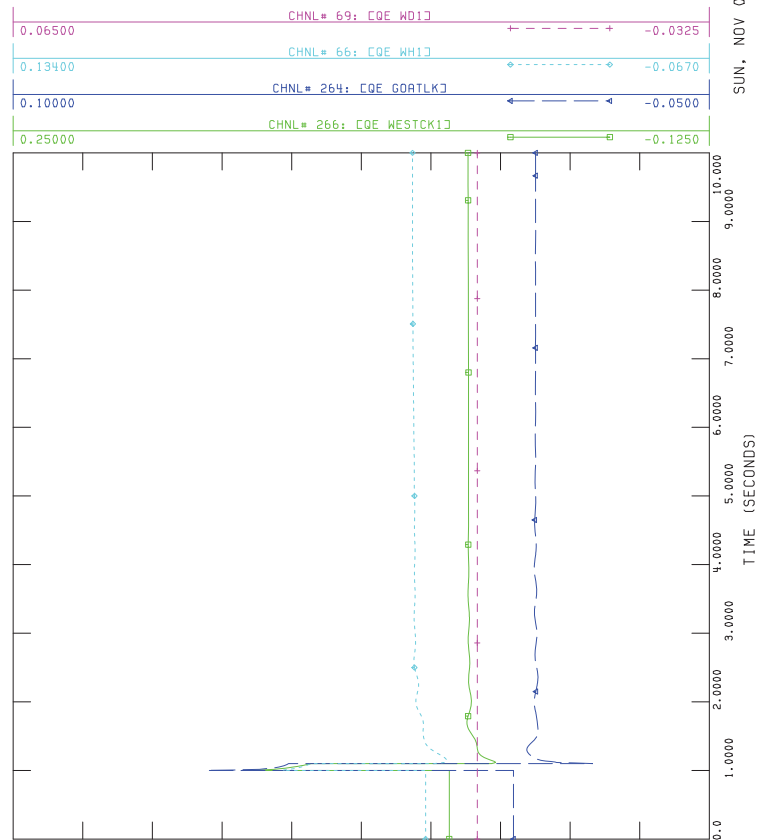
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PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

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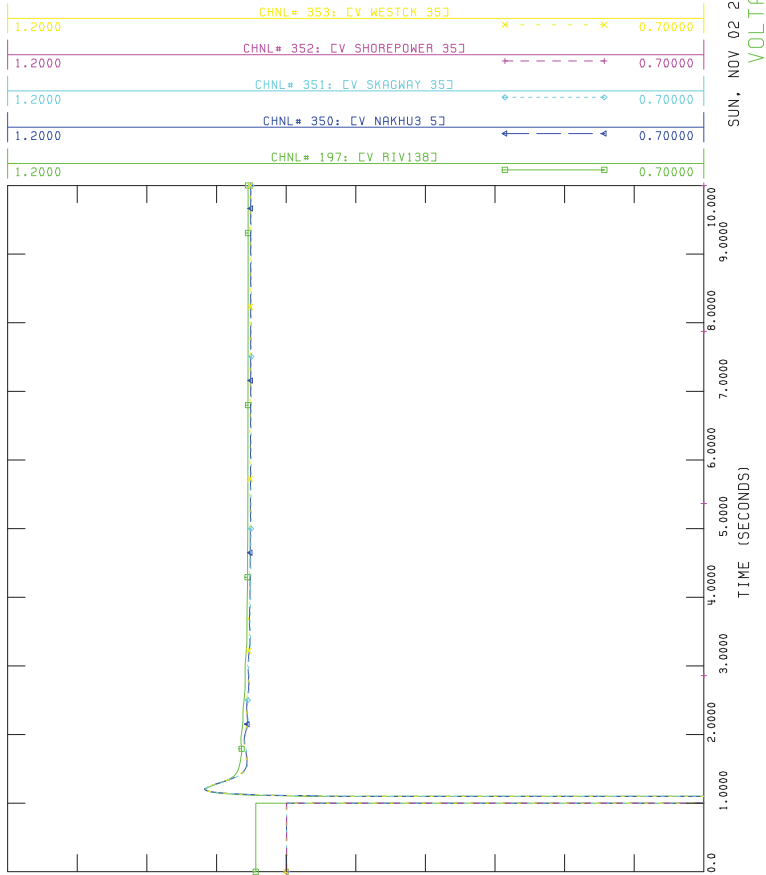
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QE





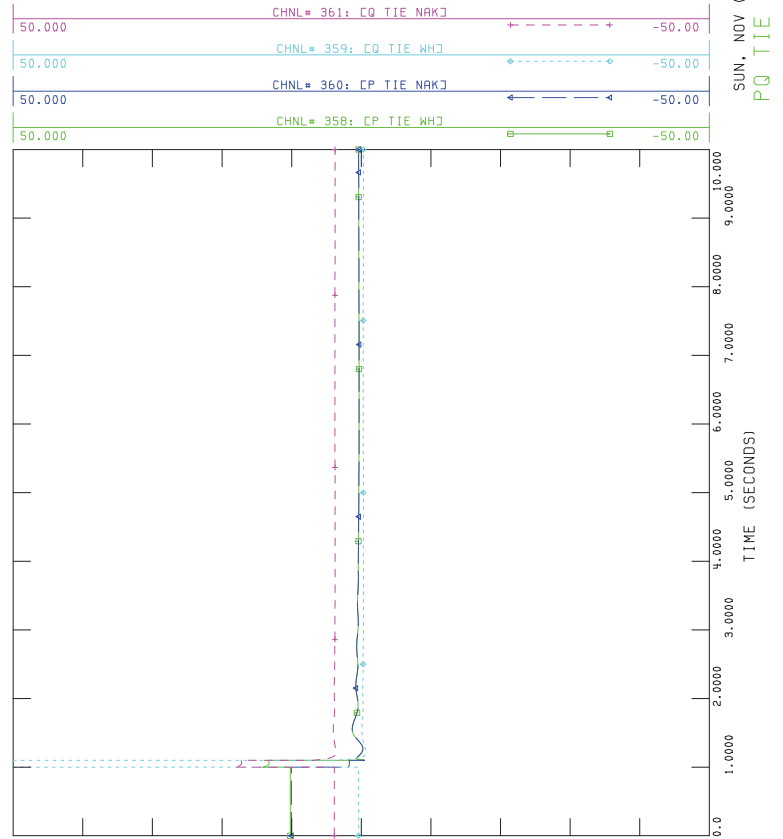
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10e_YAchn.out



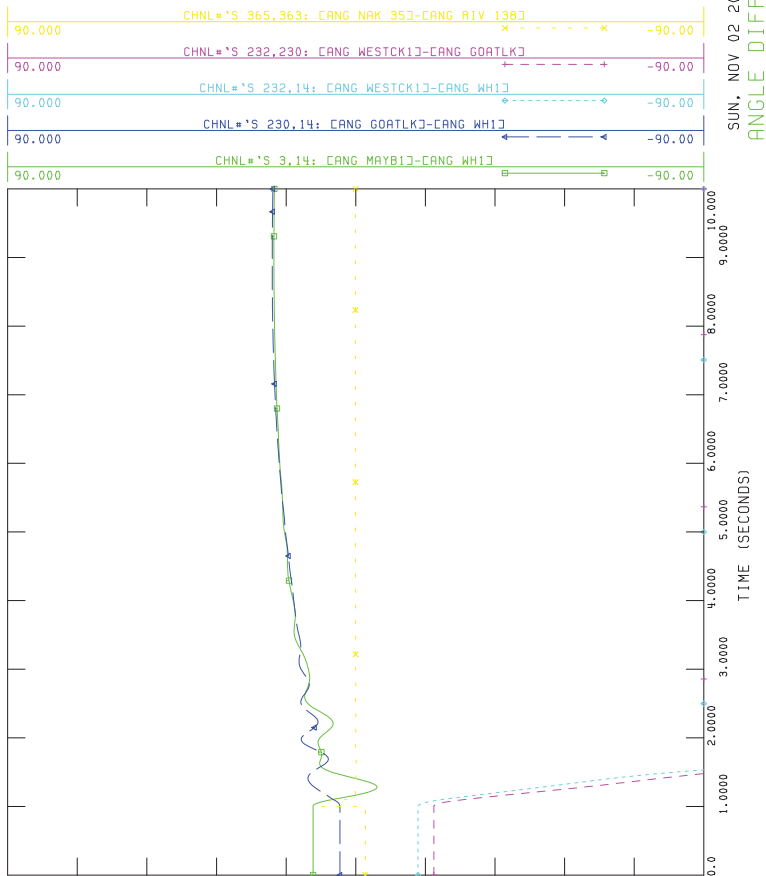
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10e_YAchn.out



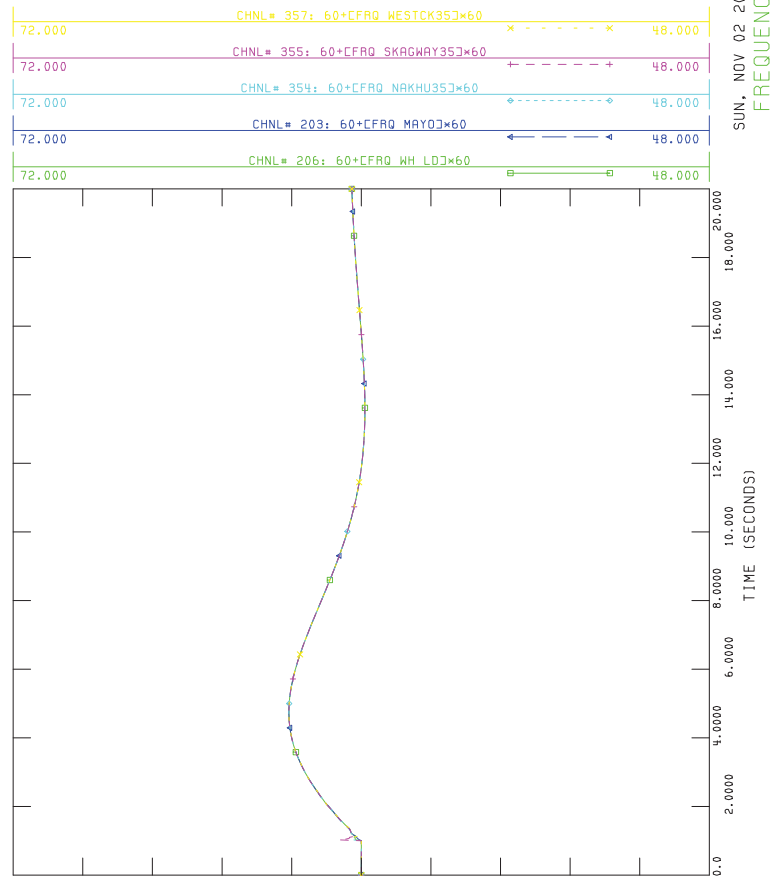
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

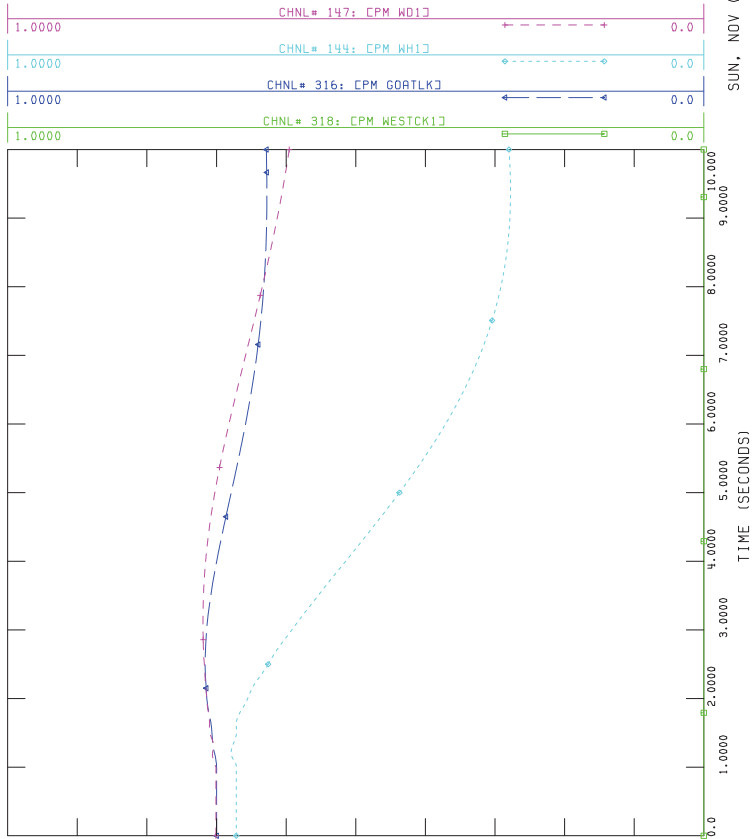
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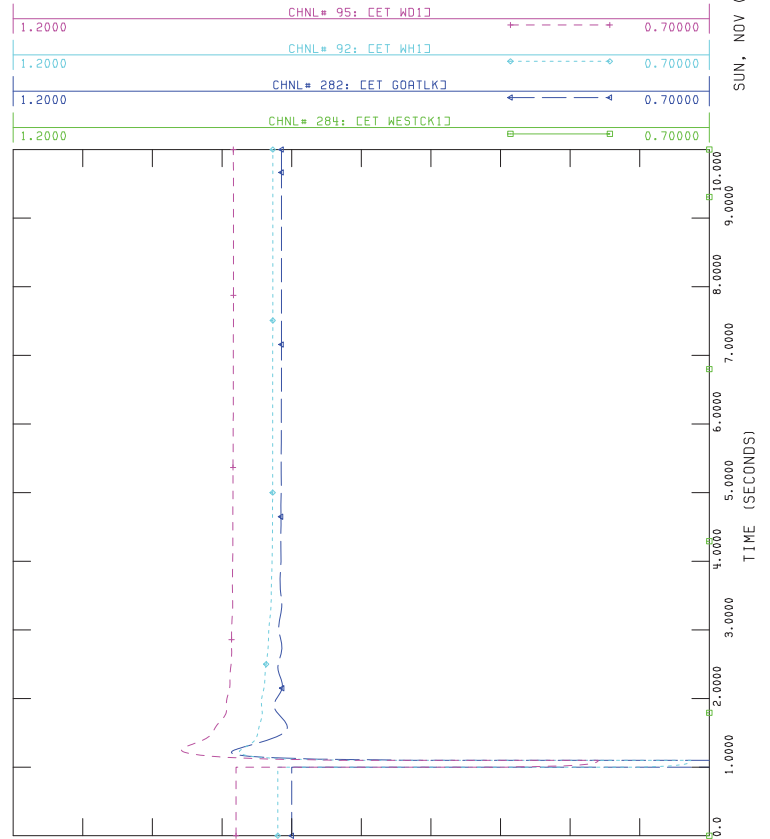
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10e_YAchn.out



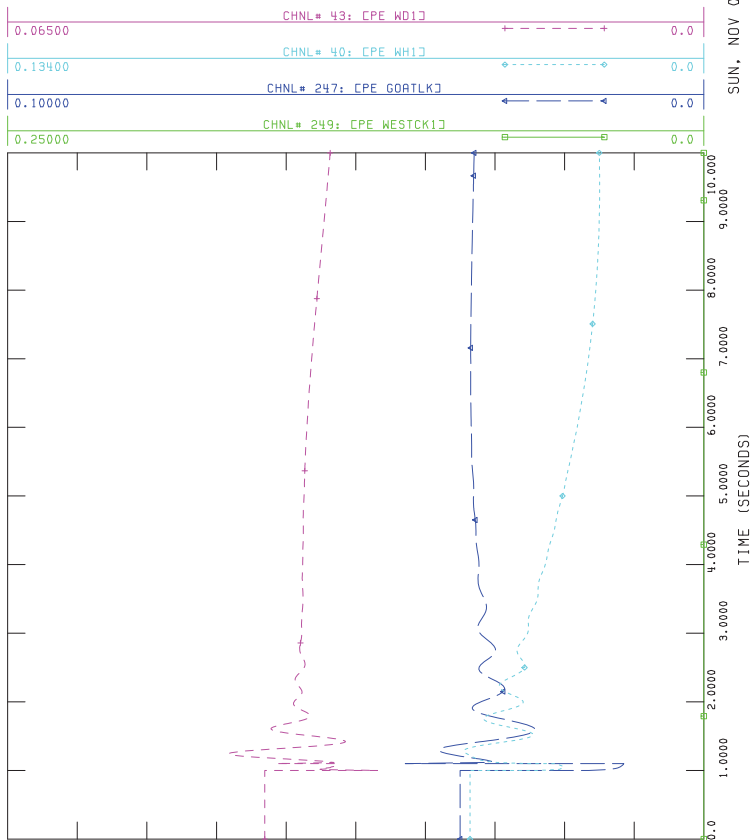
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10e_YAchn.out



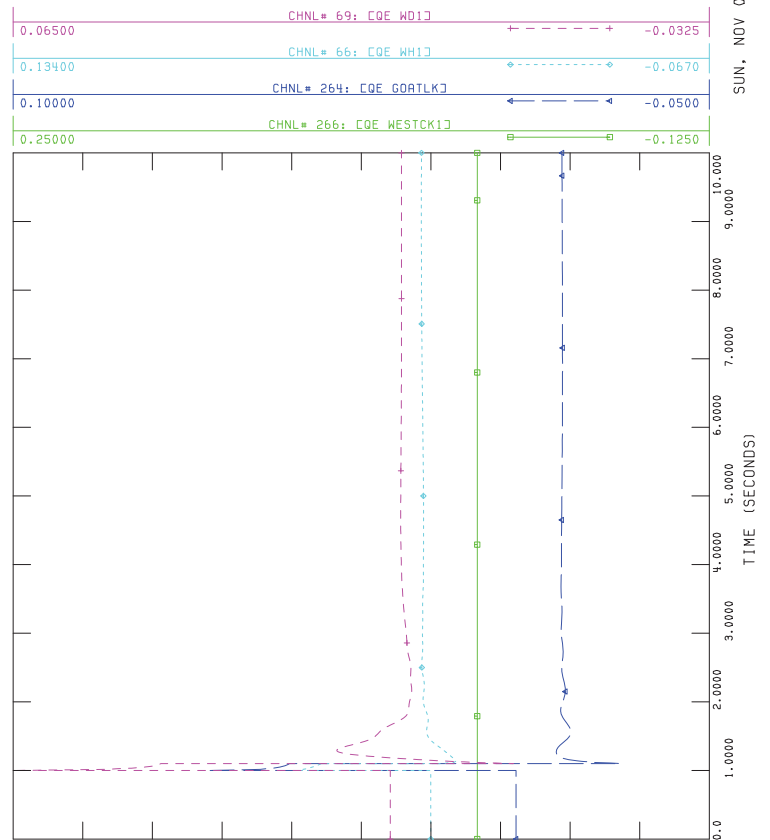
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

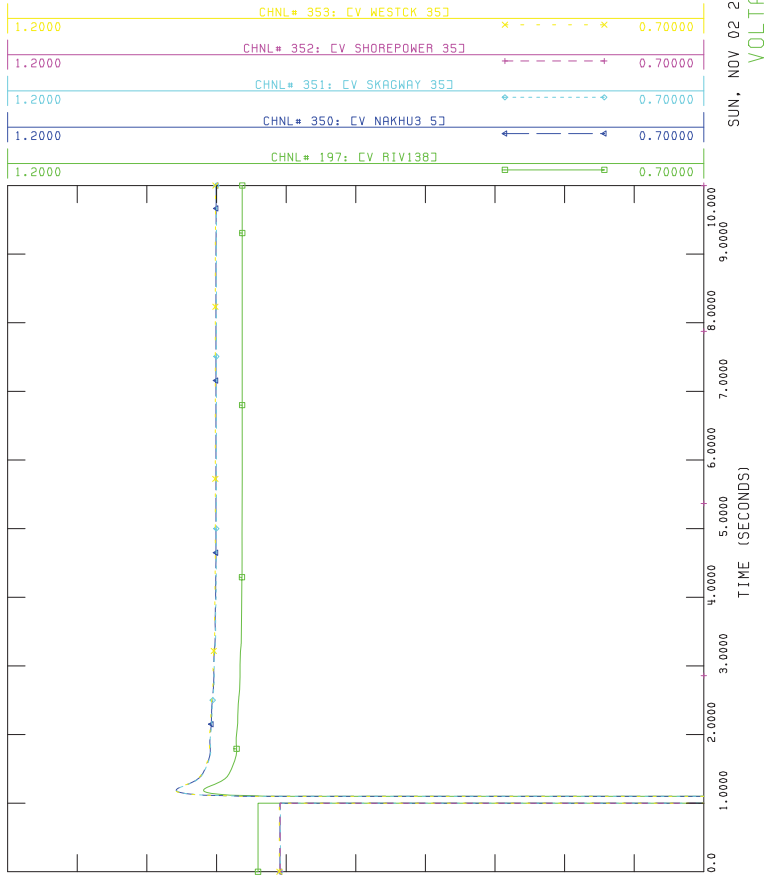
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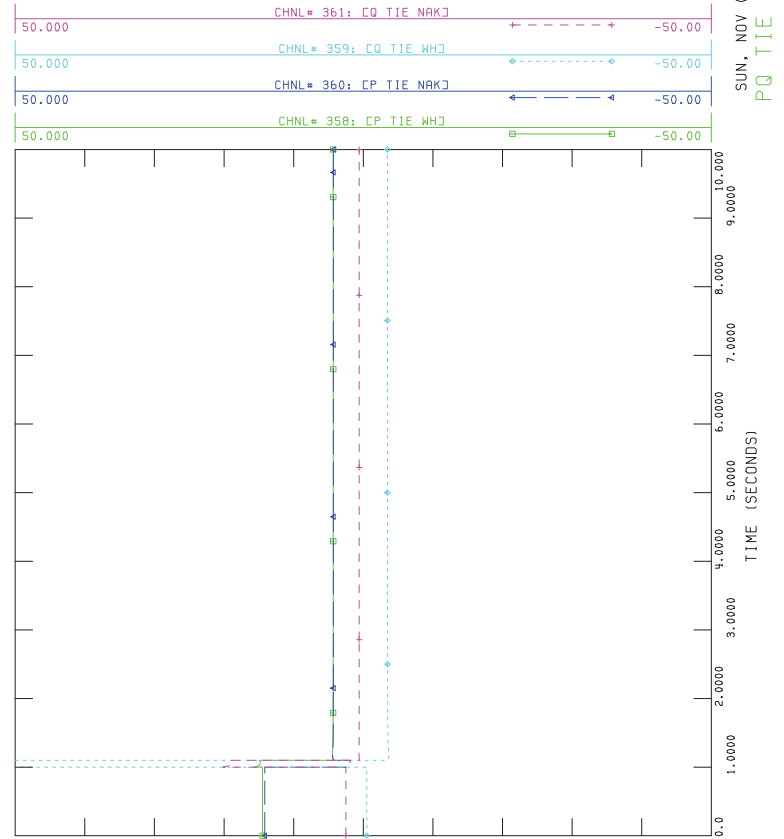
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out



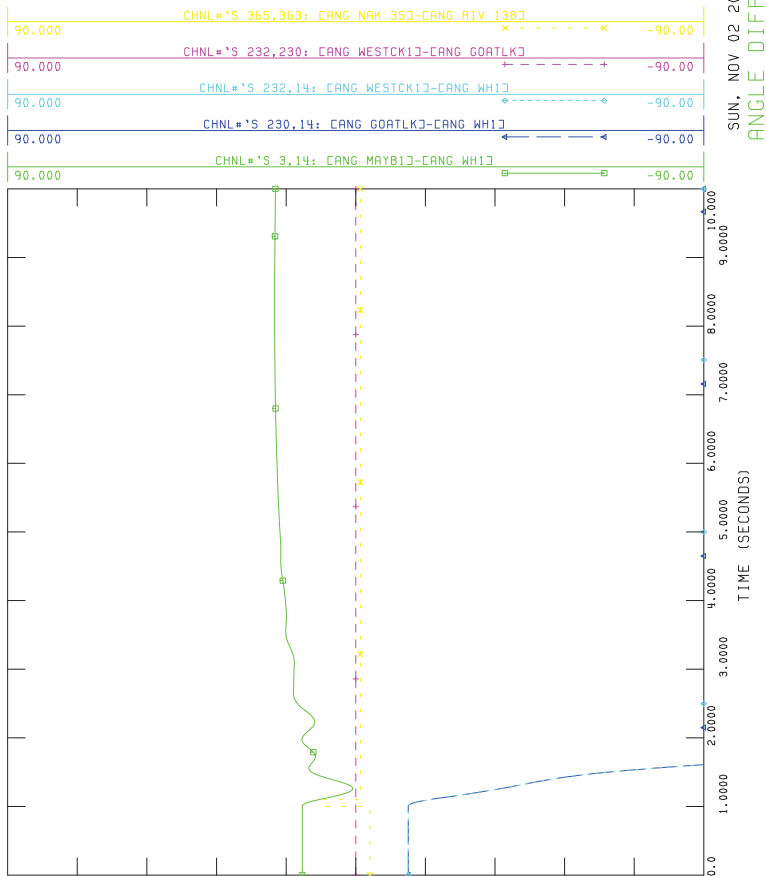
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out



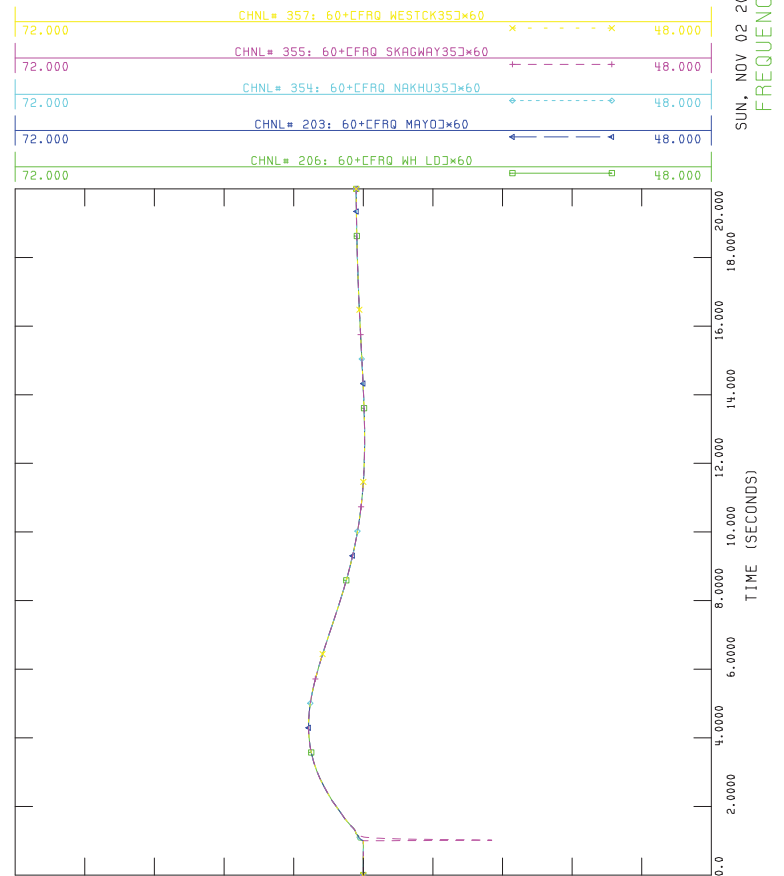
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out

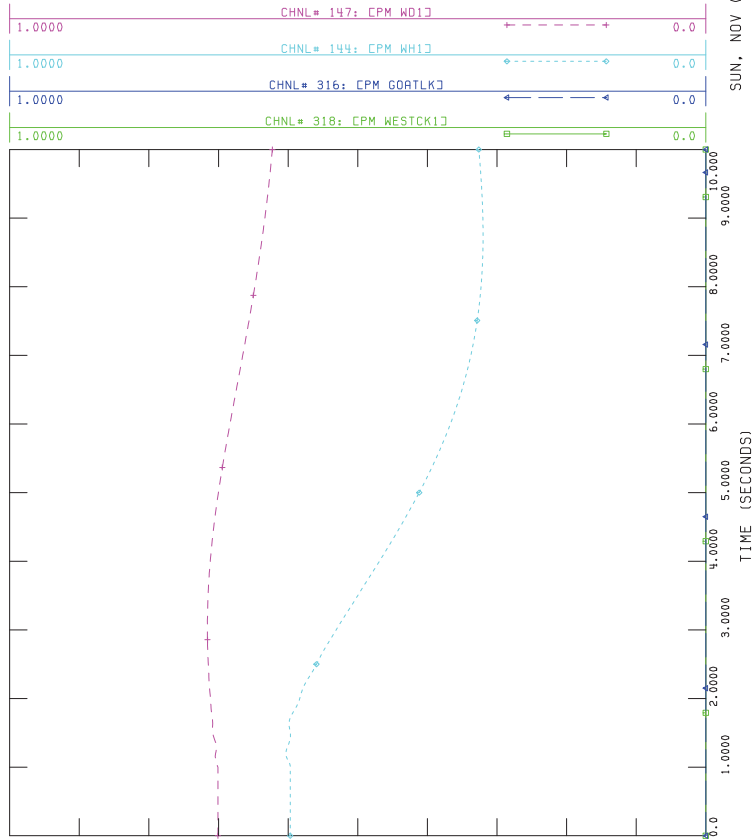




WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out

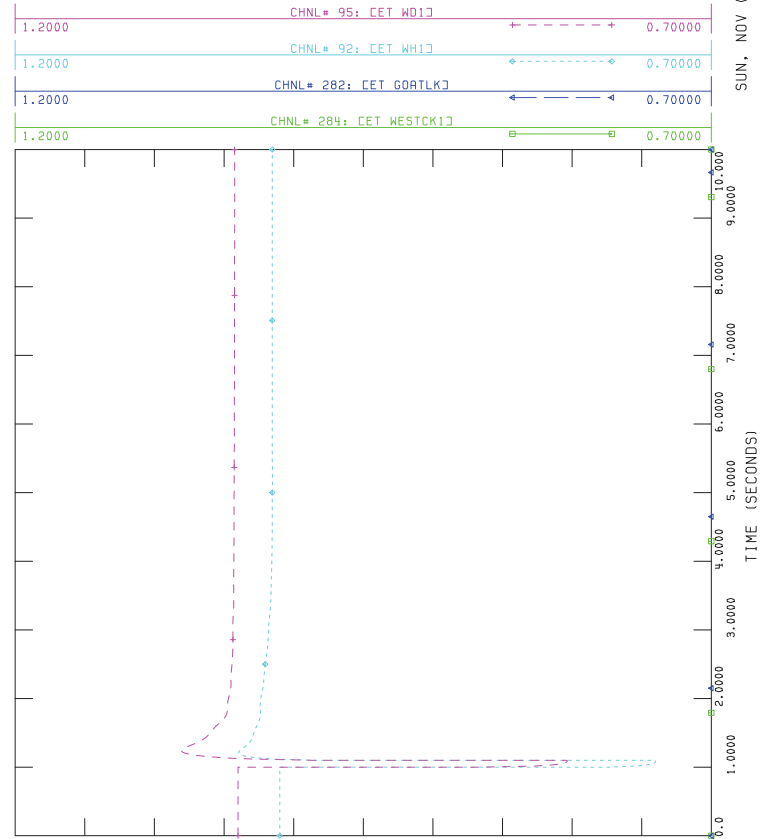
SUN, NOV 02 2014 9:37
PMECH



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out

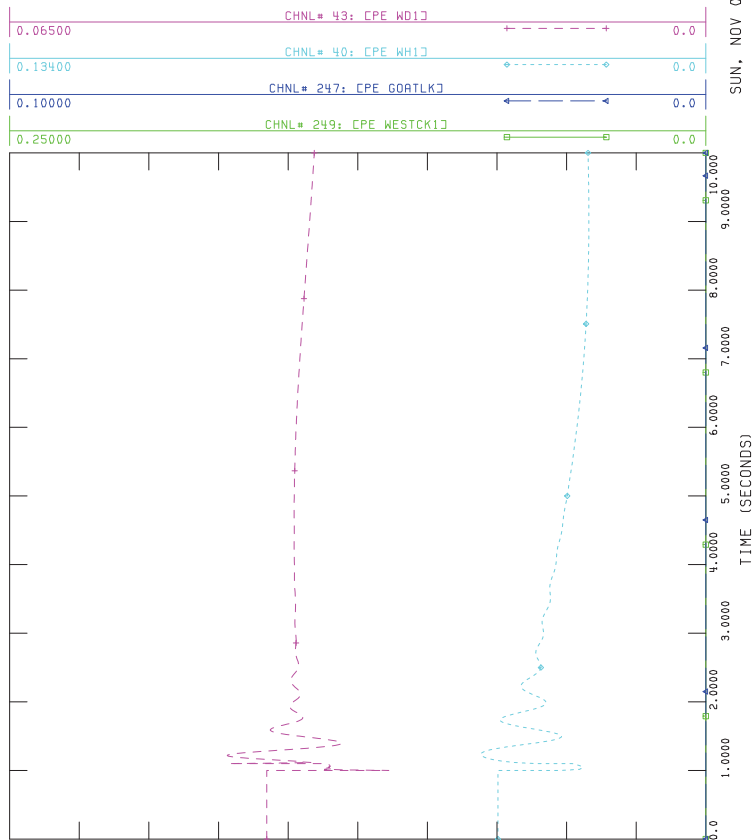
SUN, NOV 02 2014 9:37
WD1



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out

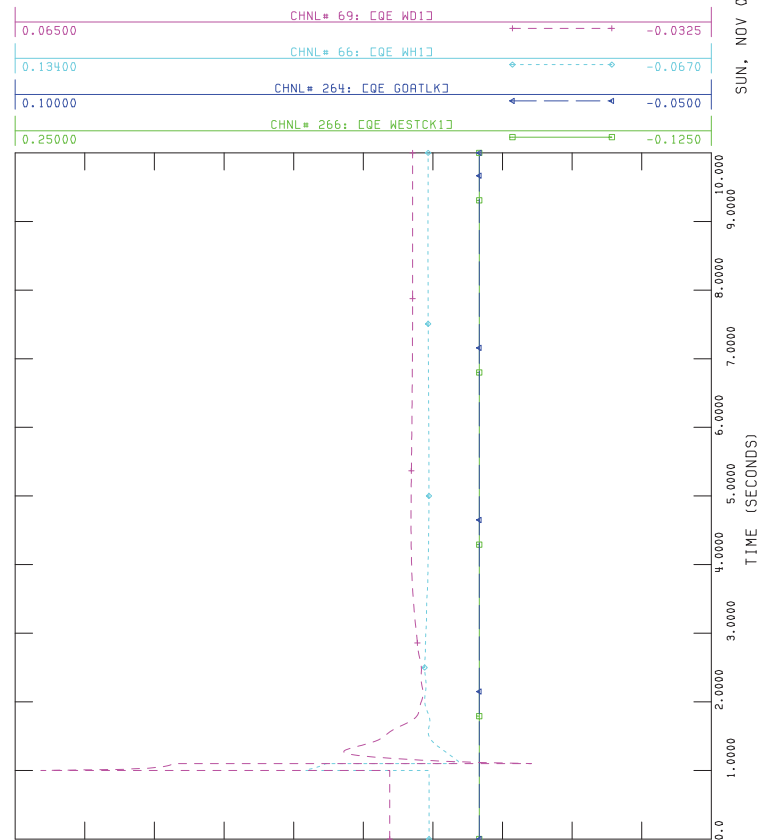
SUN, NOV 02 2014 9:36
PELEC



WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15e_YAchn.out

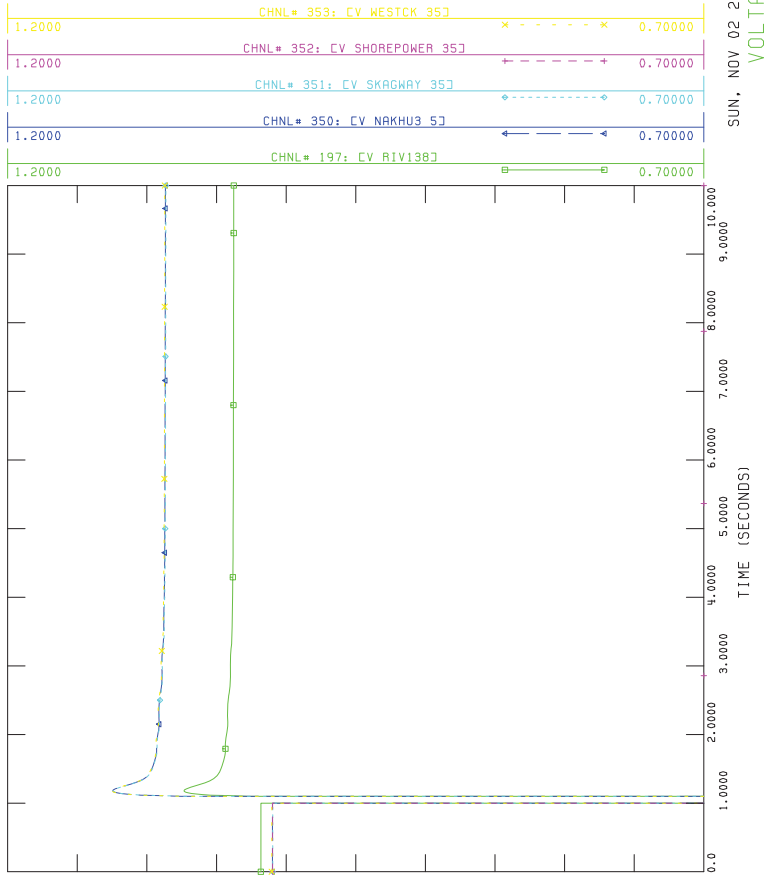
SUN, NOV 02 2014 9:37
QE





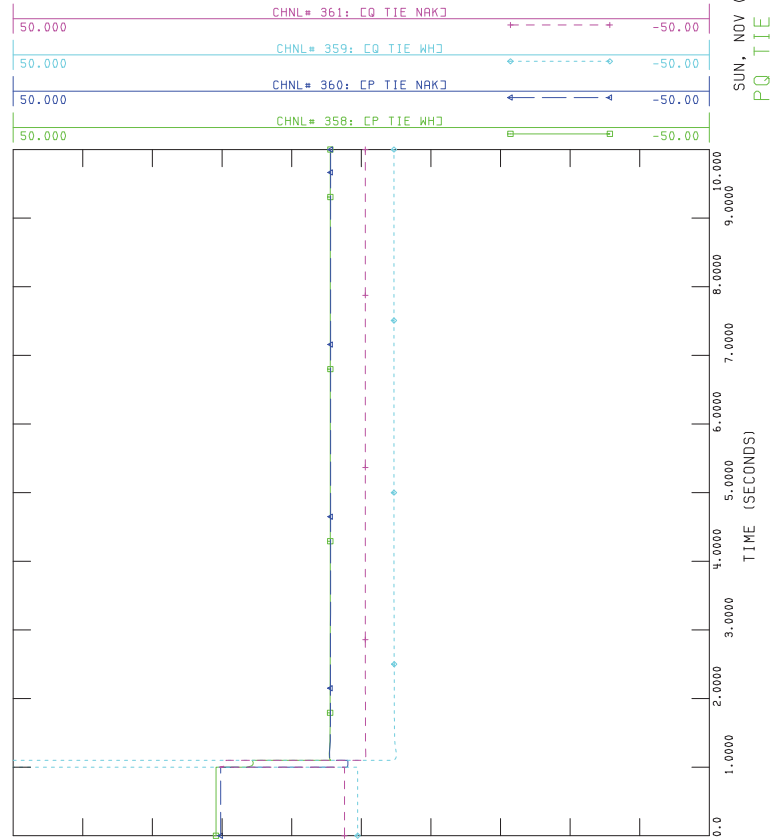
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S20e_YAchn.out



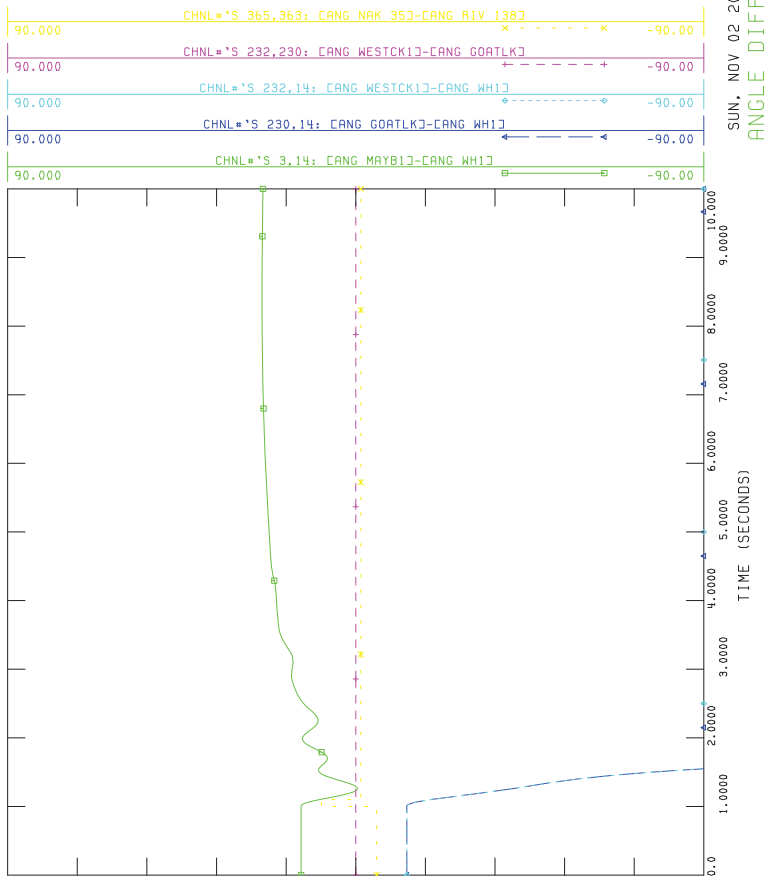
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INTERCONNECTION

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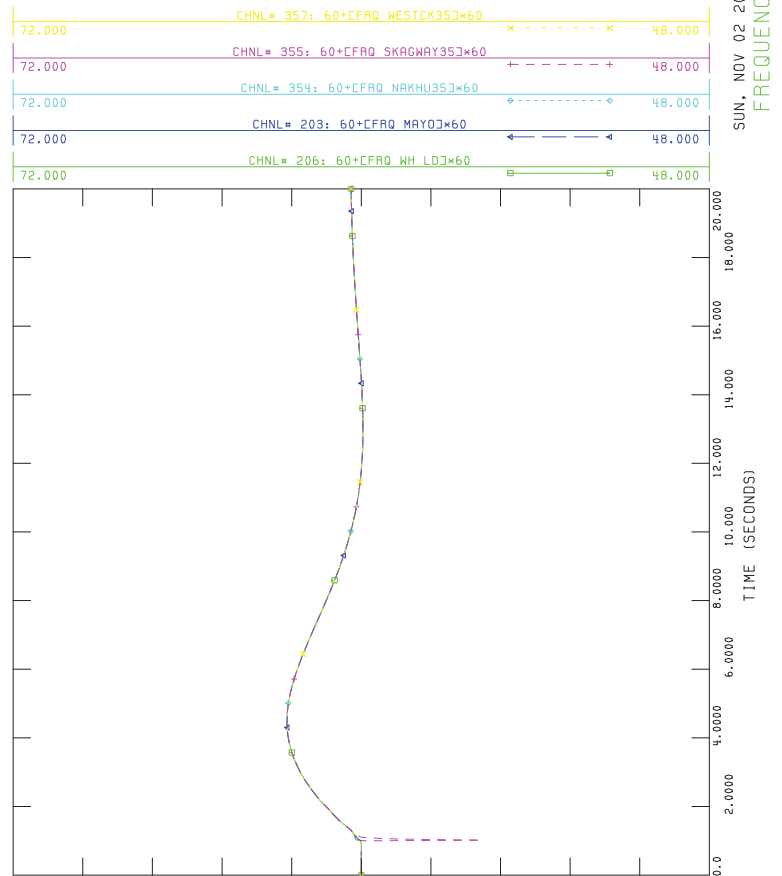
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S20e_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

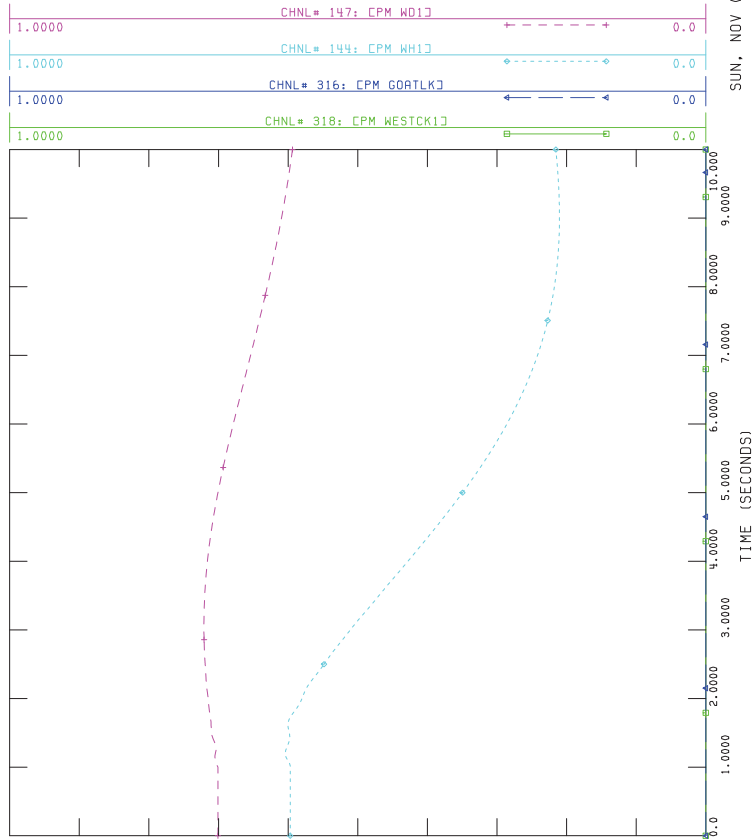
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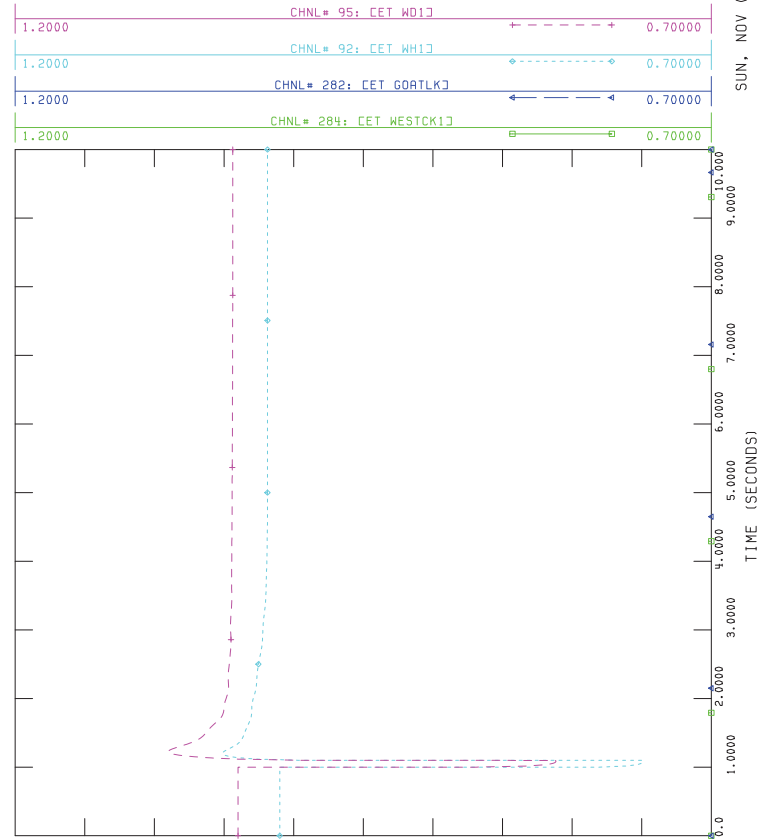
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INTERCONNECTION

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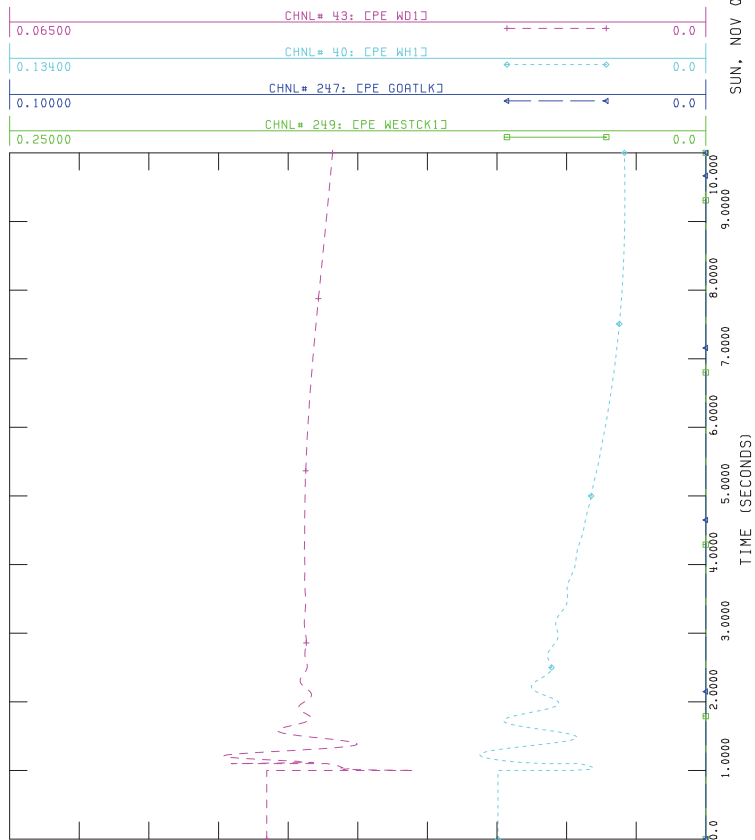
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S20e_YAchn.out



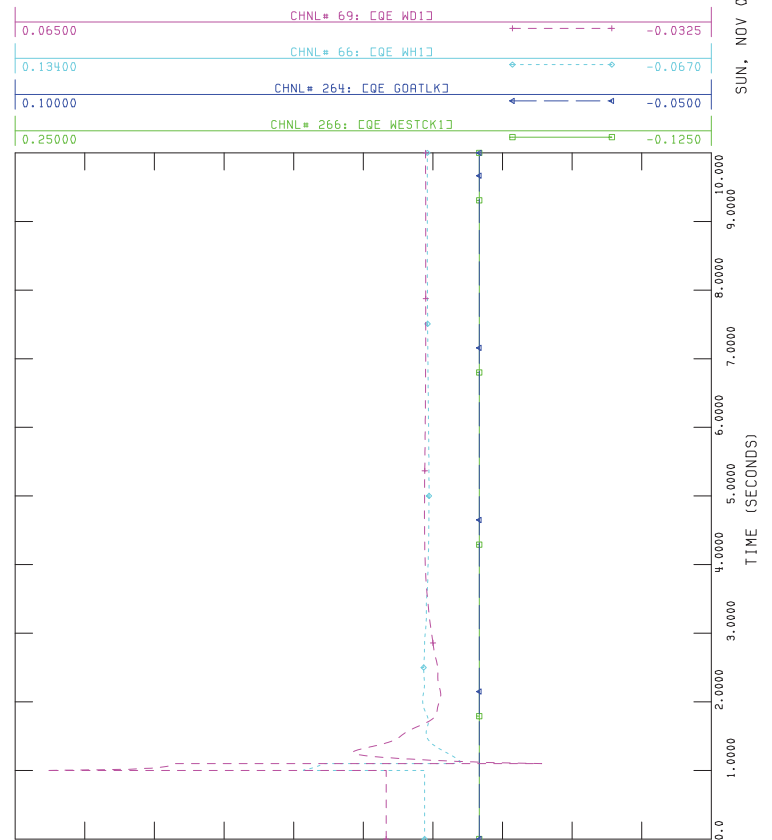
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S20e_YAchn.out



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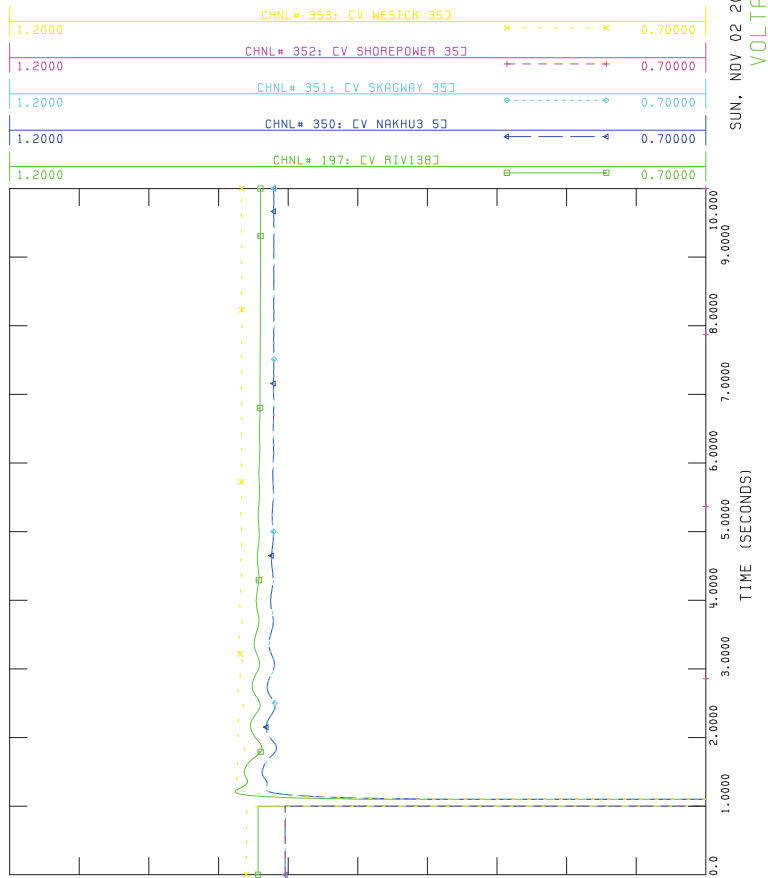
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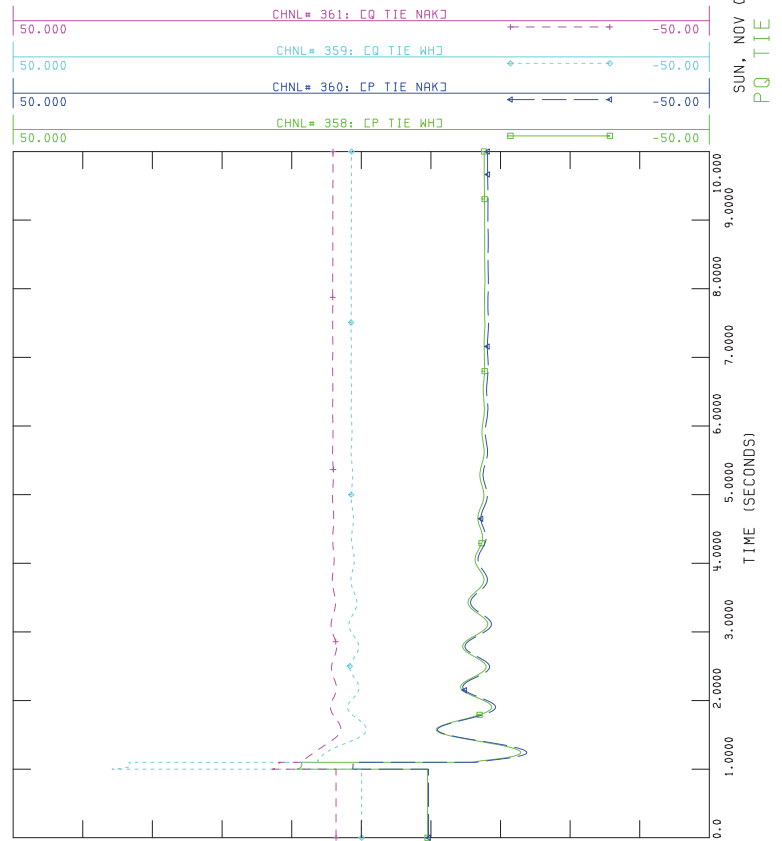
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10i_YAchn.out



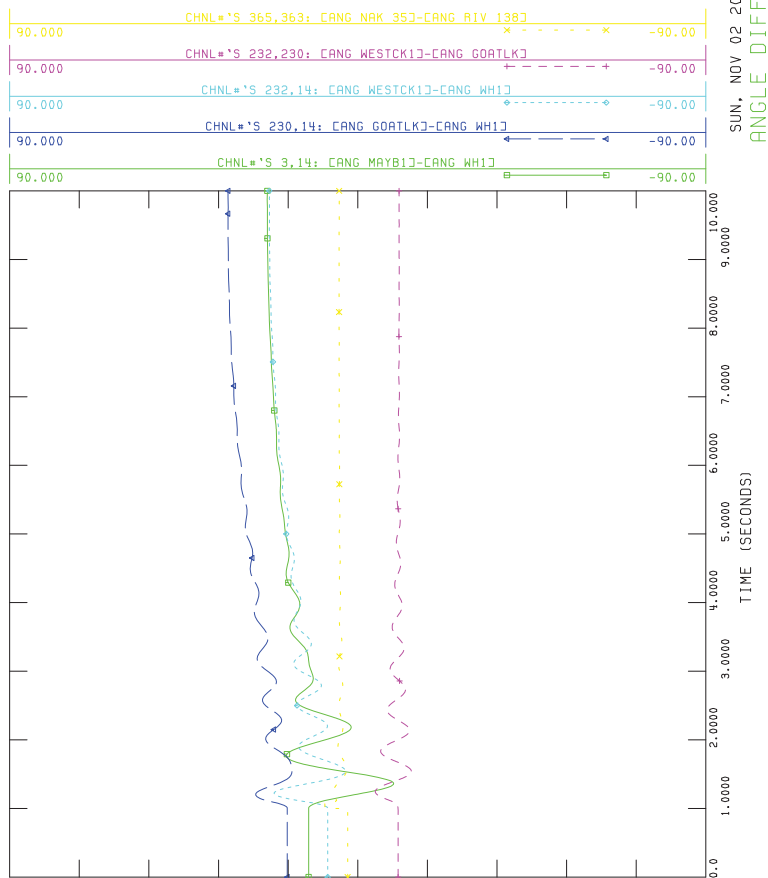
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INTERCONNECTION

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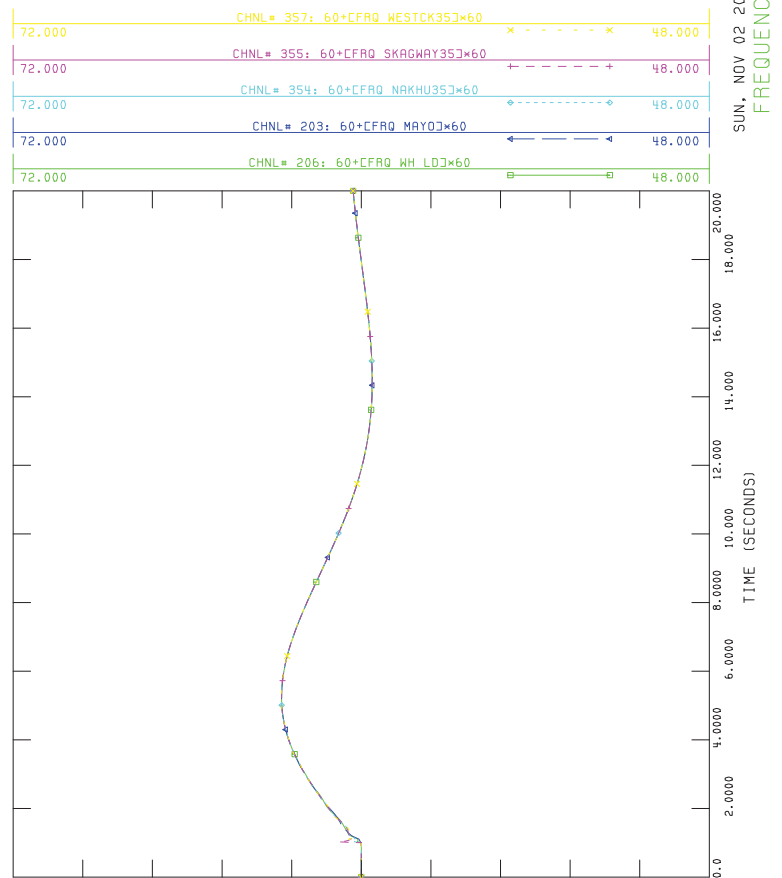
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

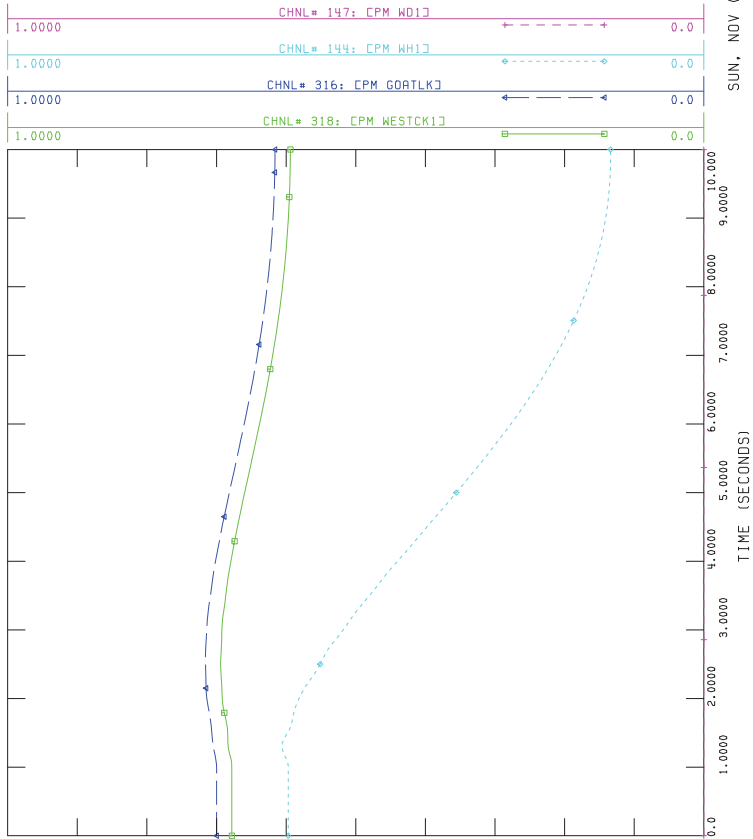
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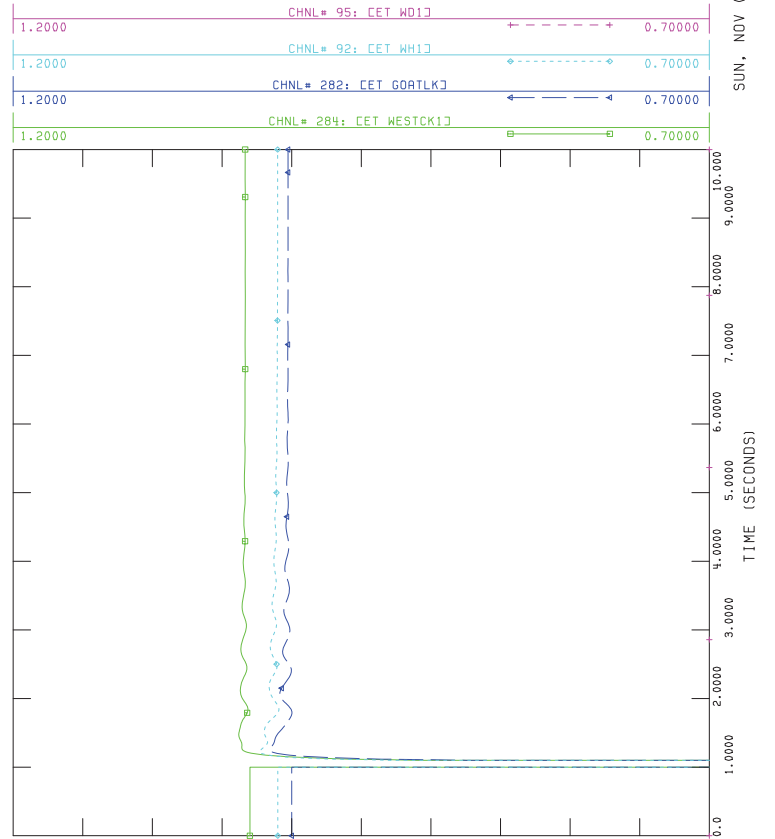
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INTERCONNECTION

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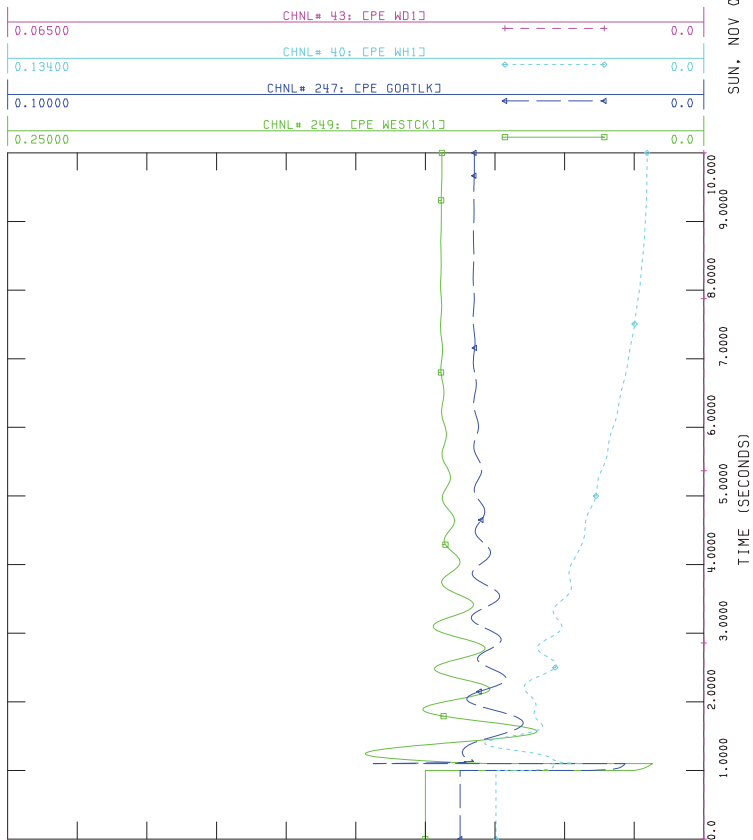
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10i_YAchn.out



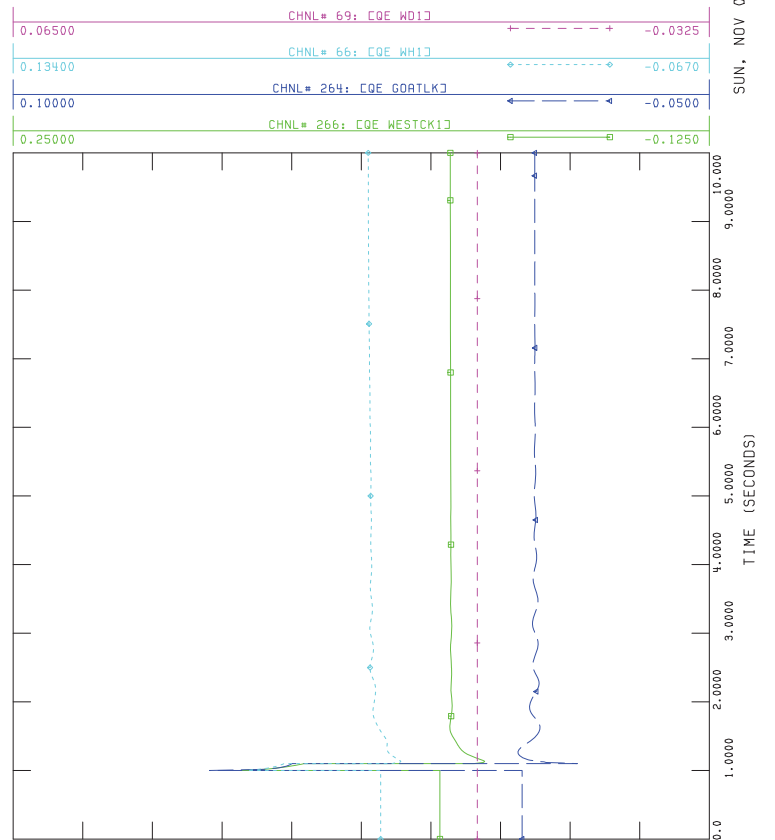
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S10i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

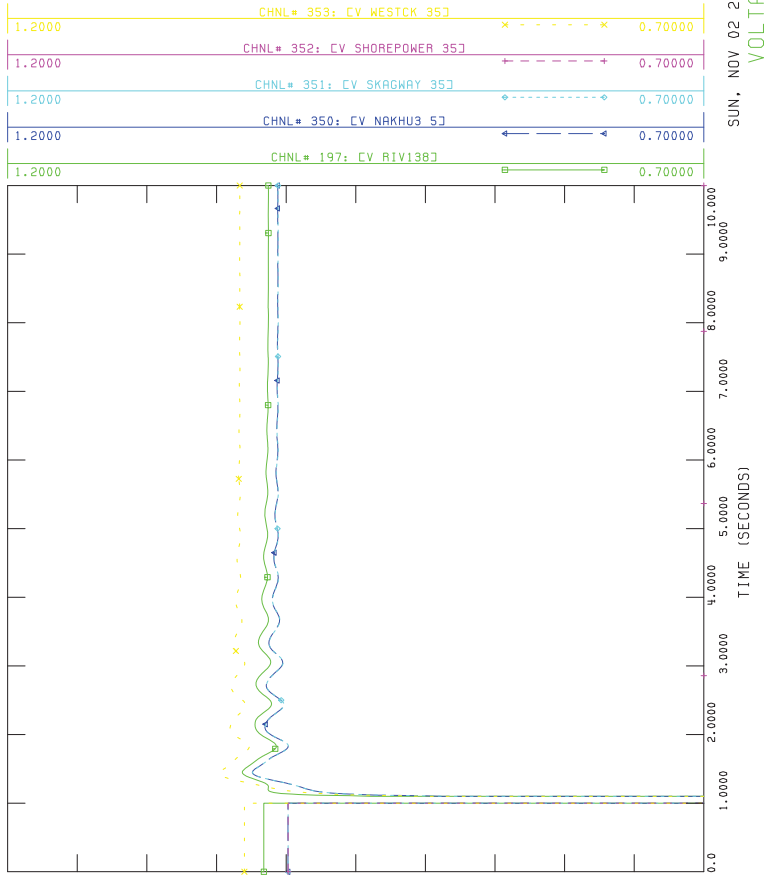
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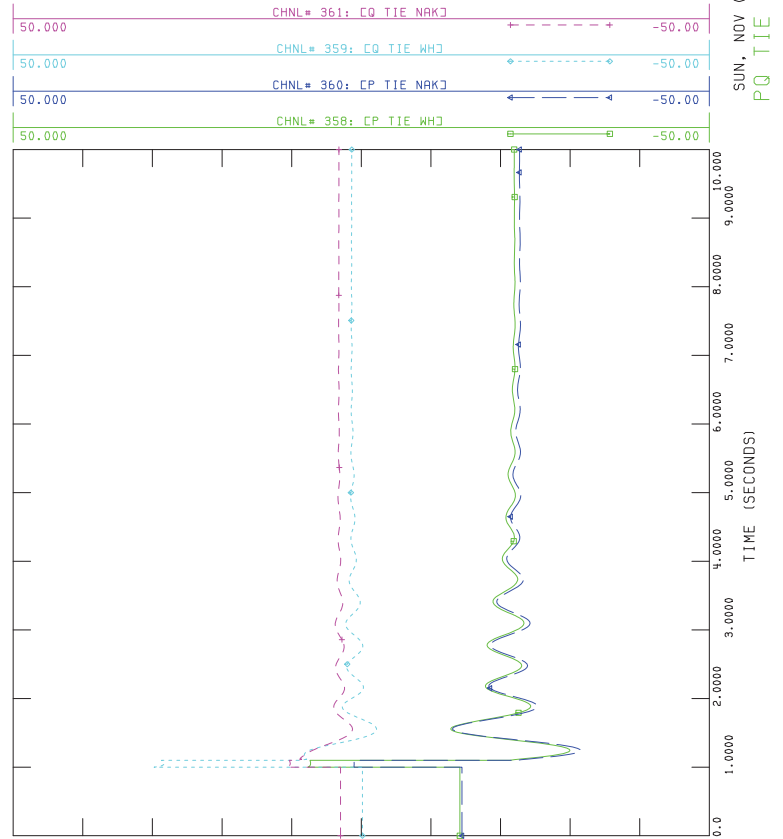
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INTERCONNECTION

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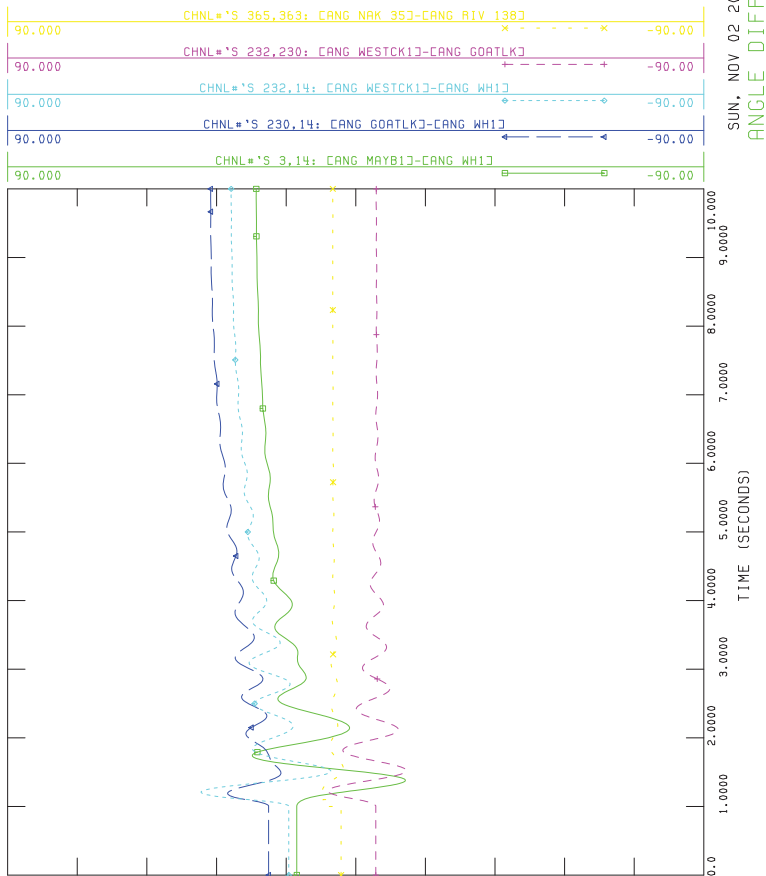
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INTERCONNECTION

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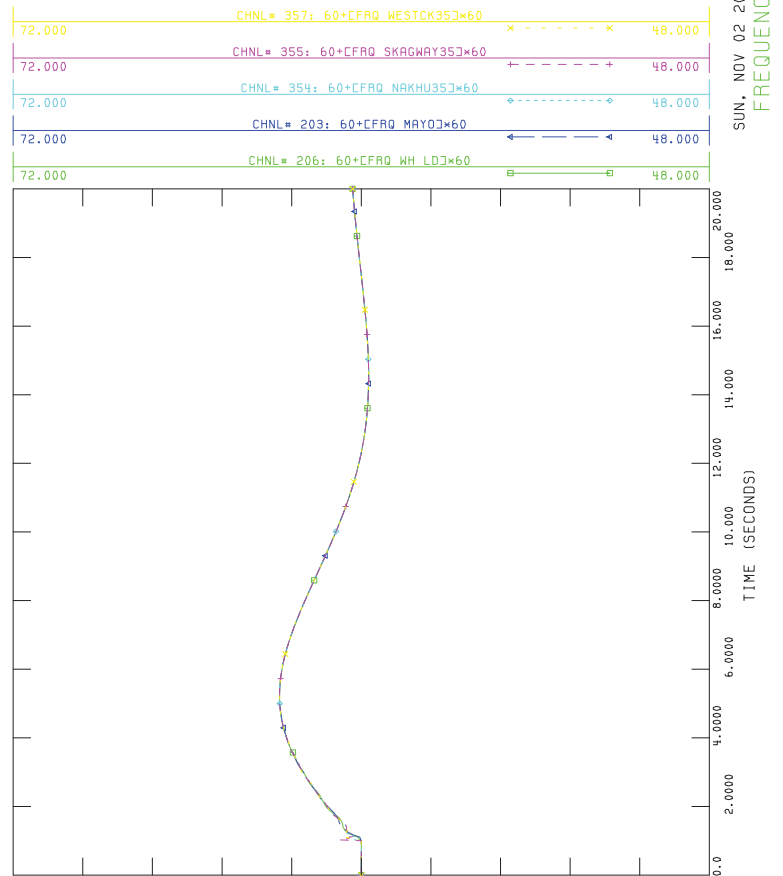
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S15i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

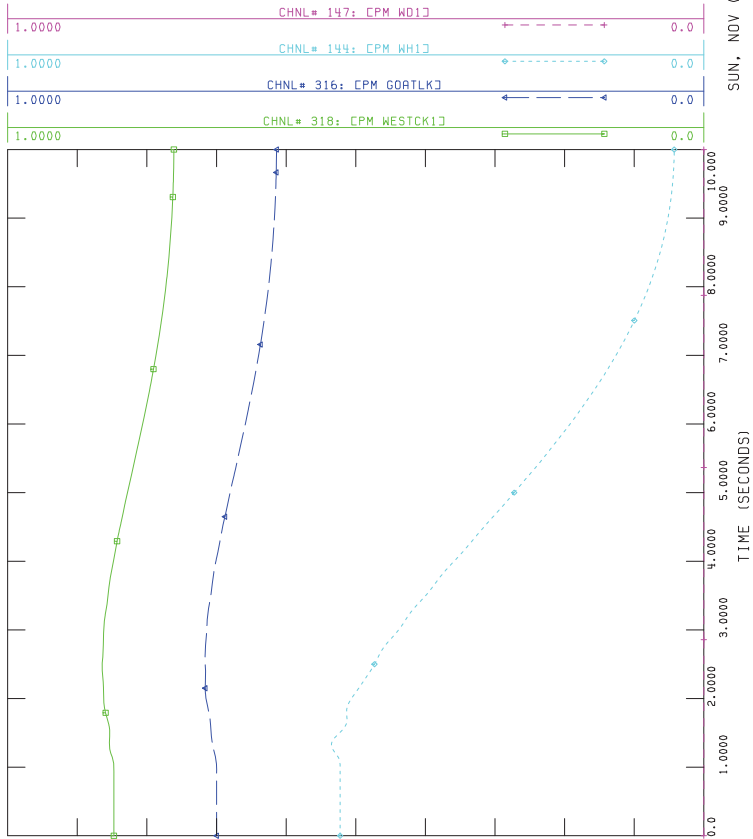
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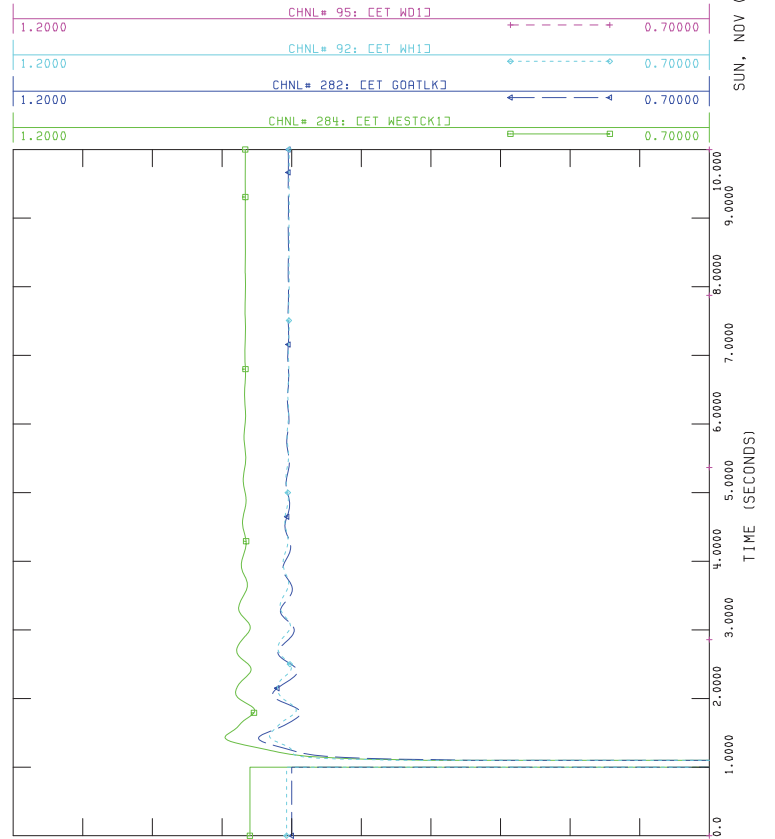
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INTERCONNECTION

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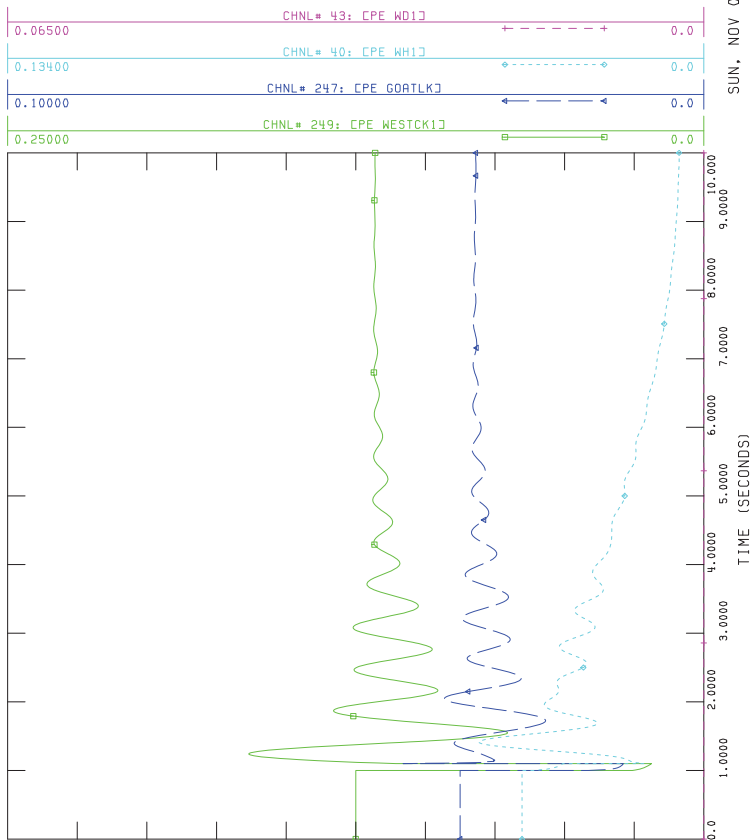
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INTERCONNECTION

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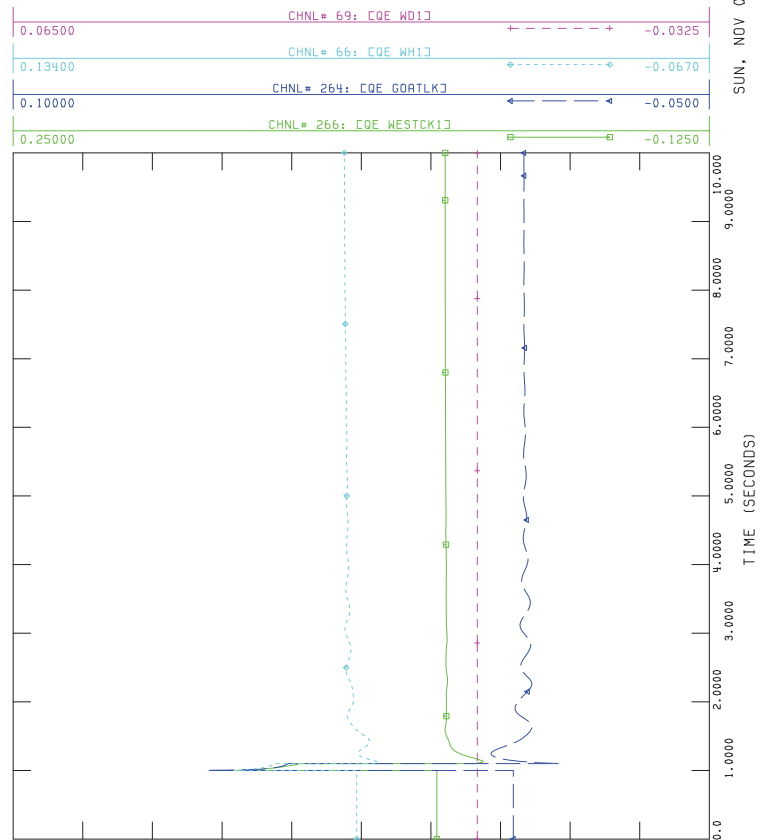
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

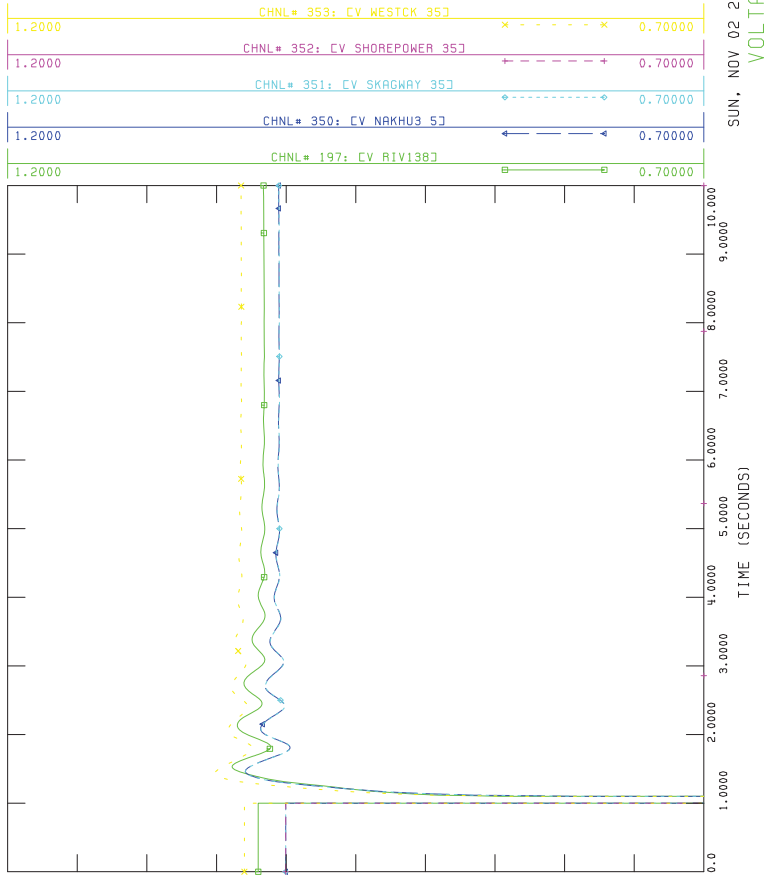
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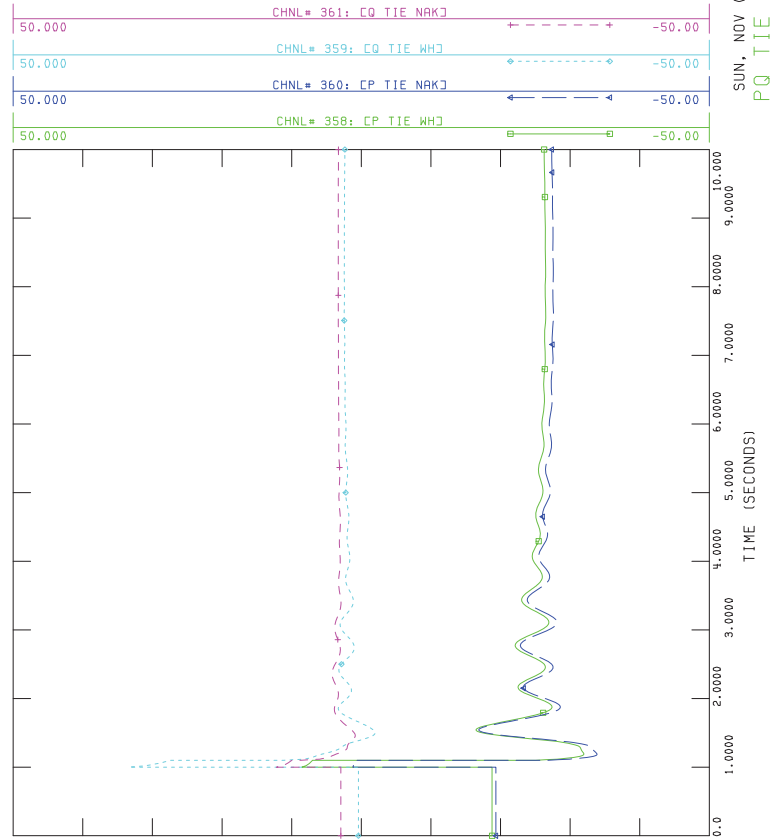
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INTERCONNECTION

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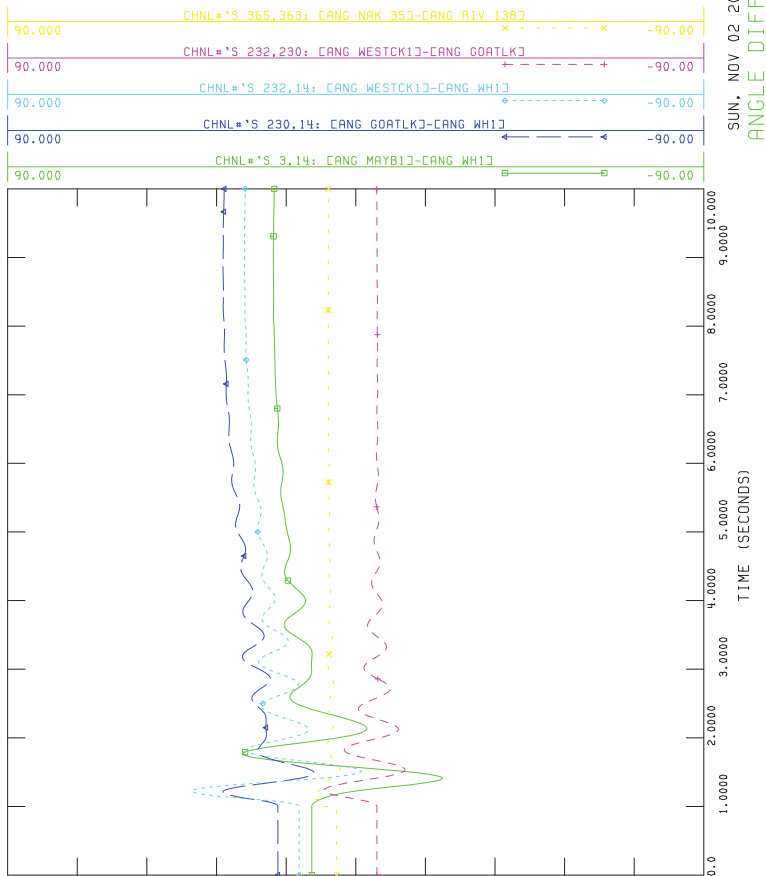
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INTERCONNECTION

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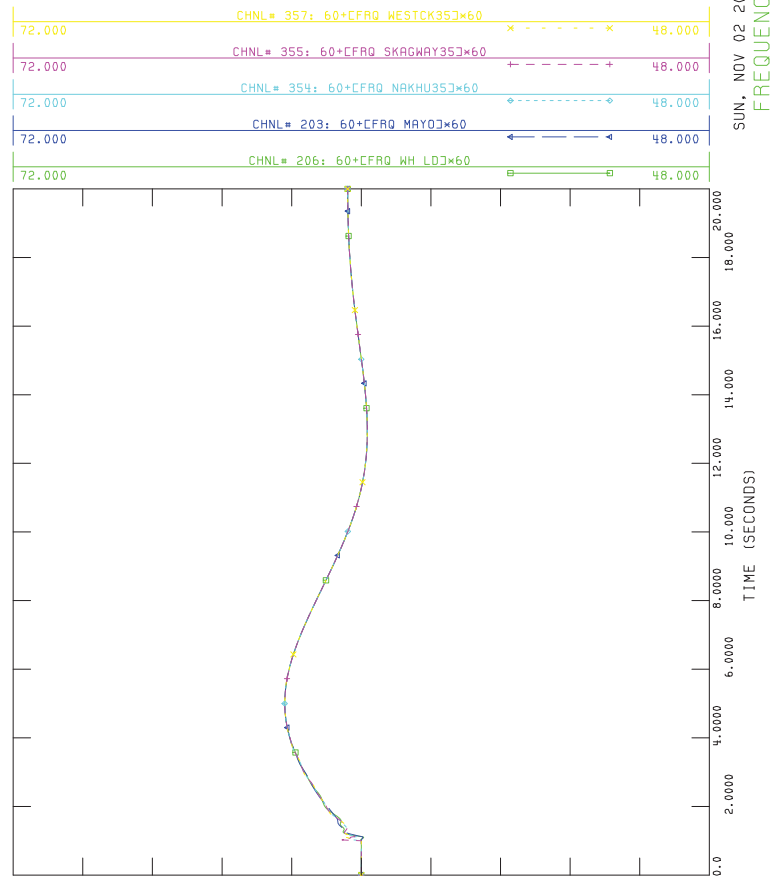
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INTERCONNECTION

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WHITEHORSE SKAGWAY
INTERCONNECTION

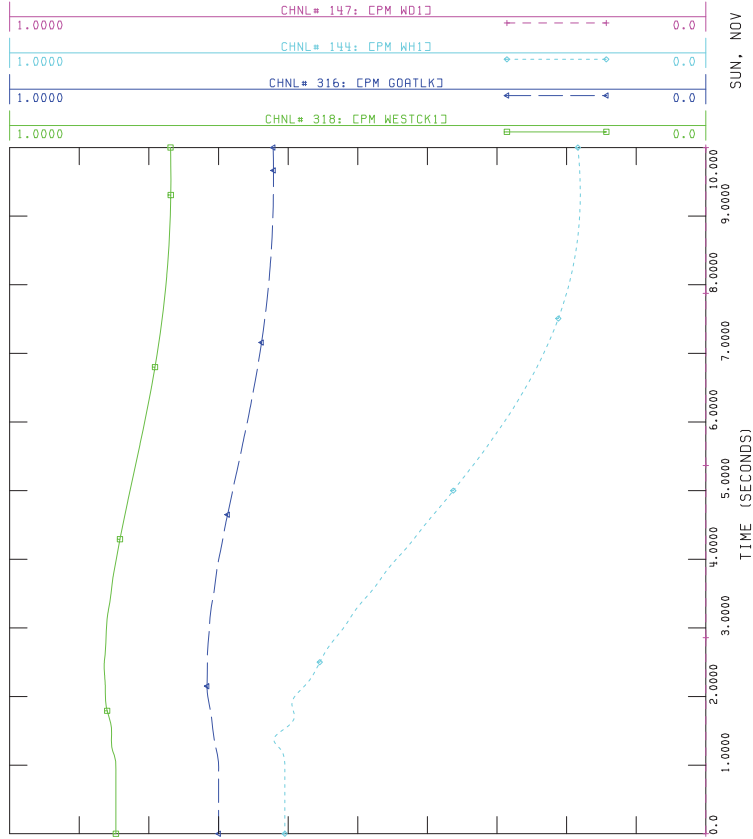
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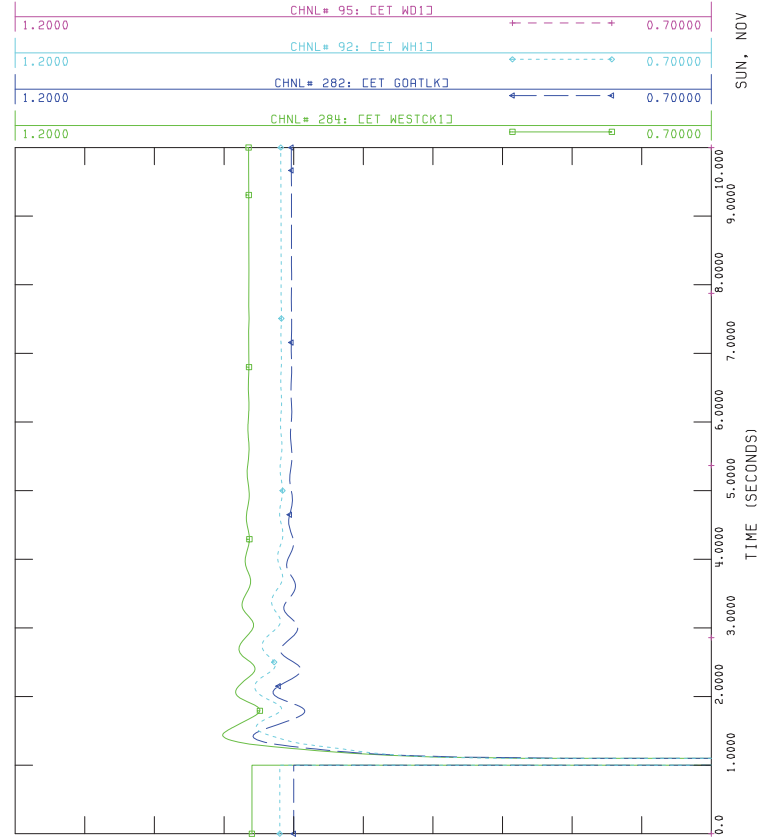
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INTERCONNECTION

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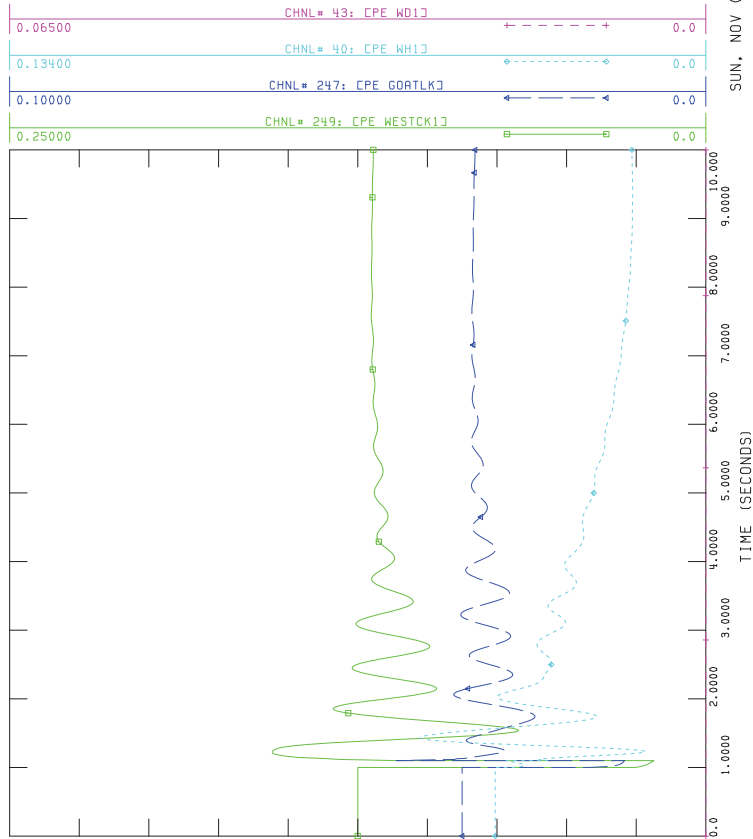
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INTERCONNECTION

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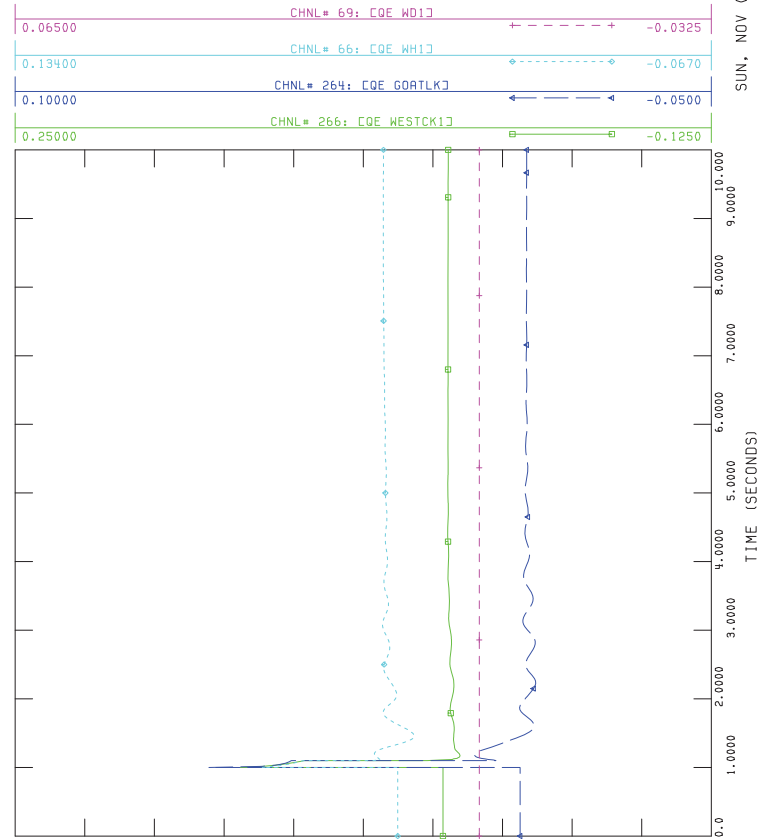
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_S20i_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

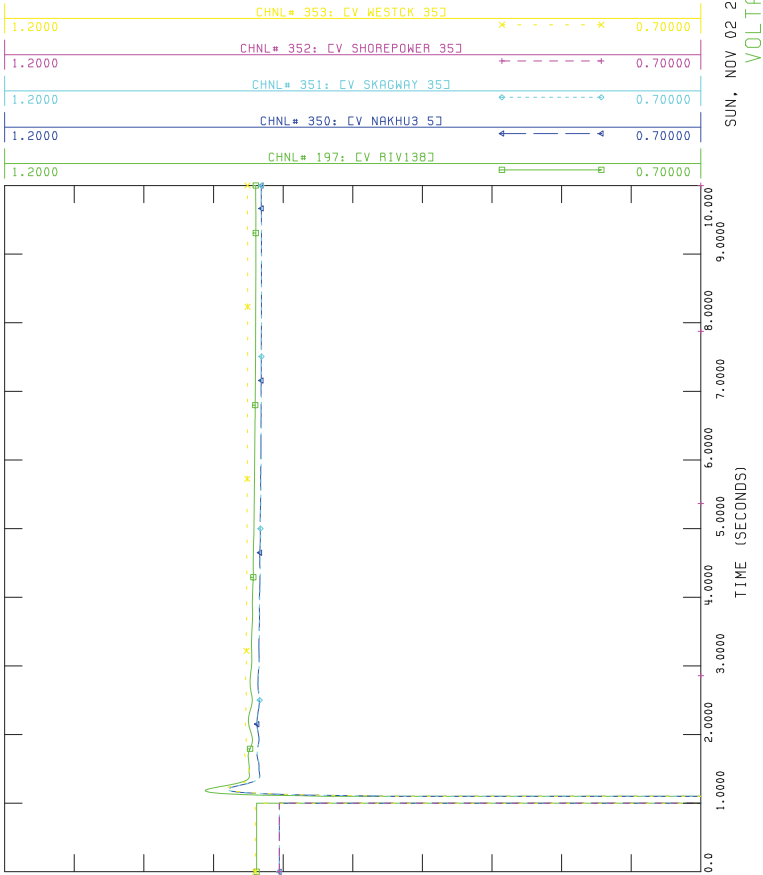
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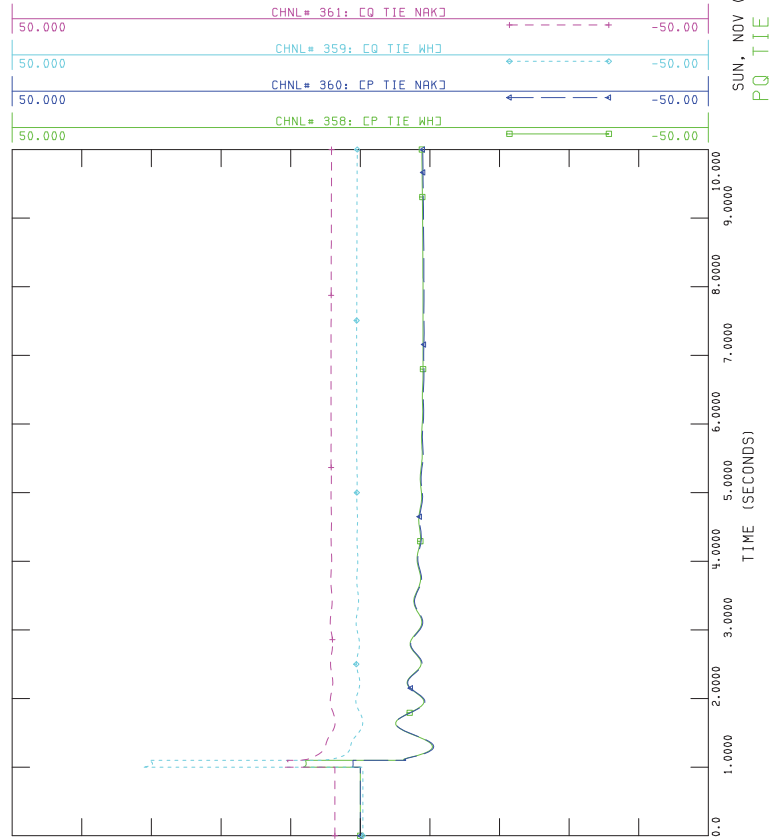
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_LL0_YAchn.out



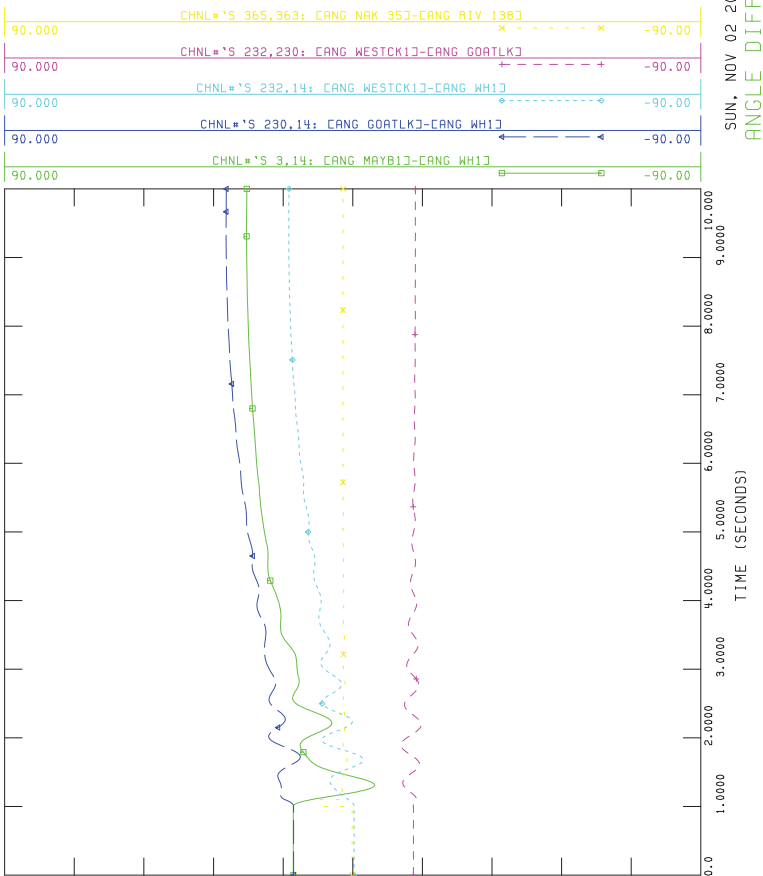
WHITEHORSE SKAGWAY INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_LL0_YAchn.out



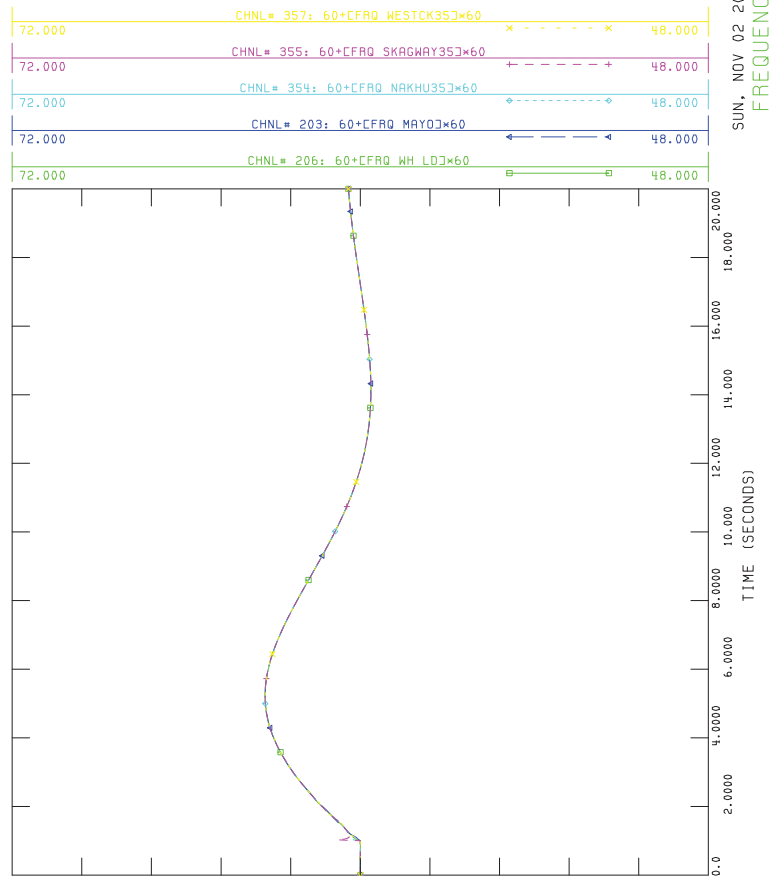
WHITEHORSE SKAGWAY INTERCONNECTION

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WHITEHORSE SKAGWAY INTERCONNECTION

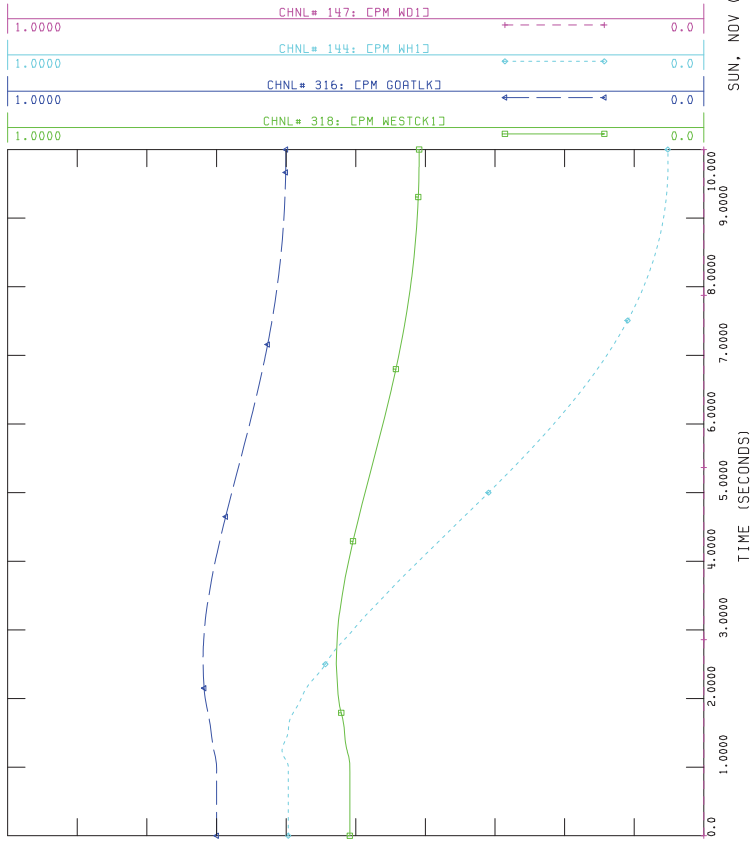
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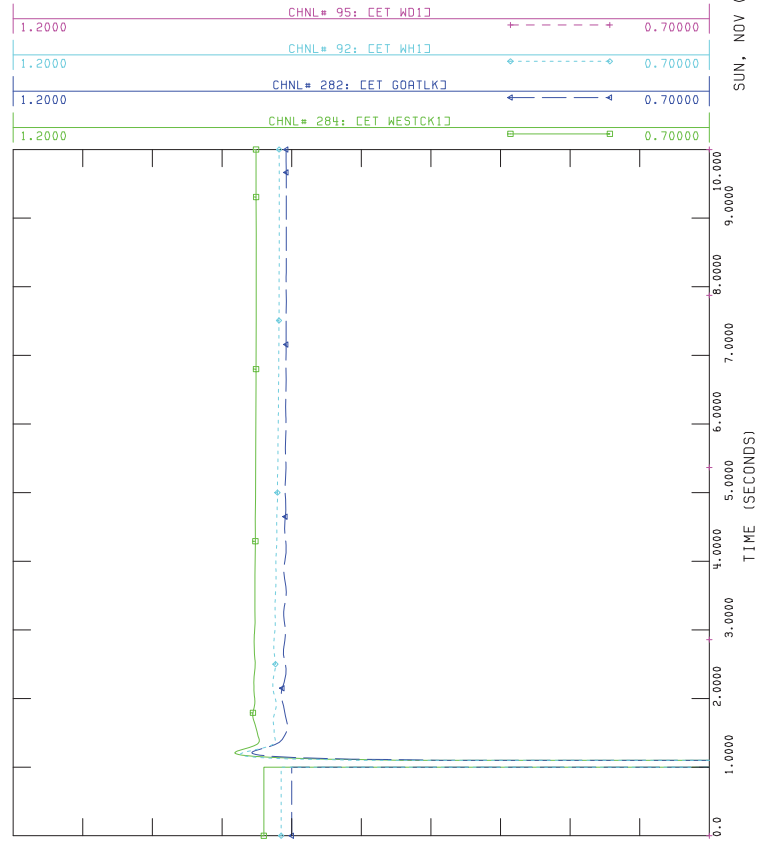
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INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_LL0_YAchn.out



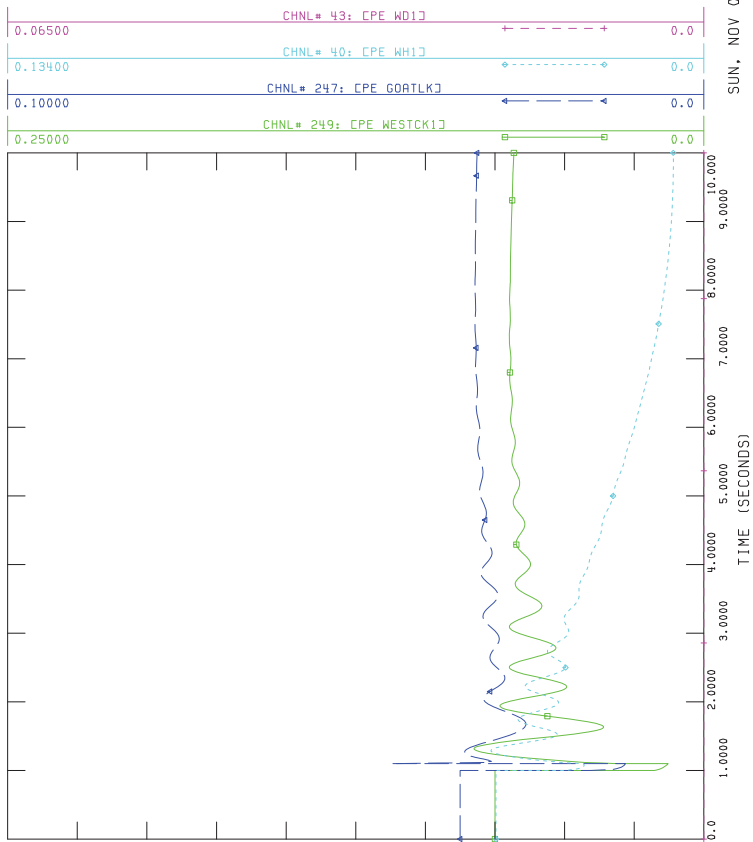
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INTERCONNECTION

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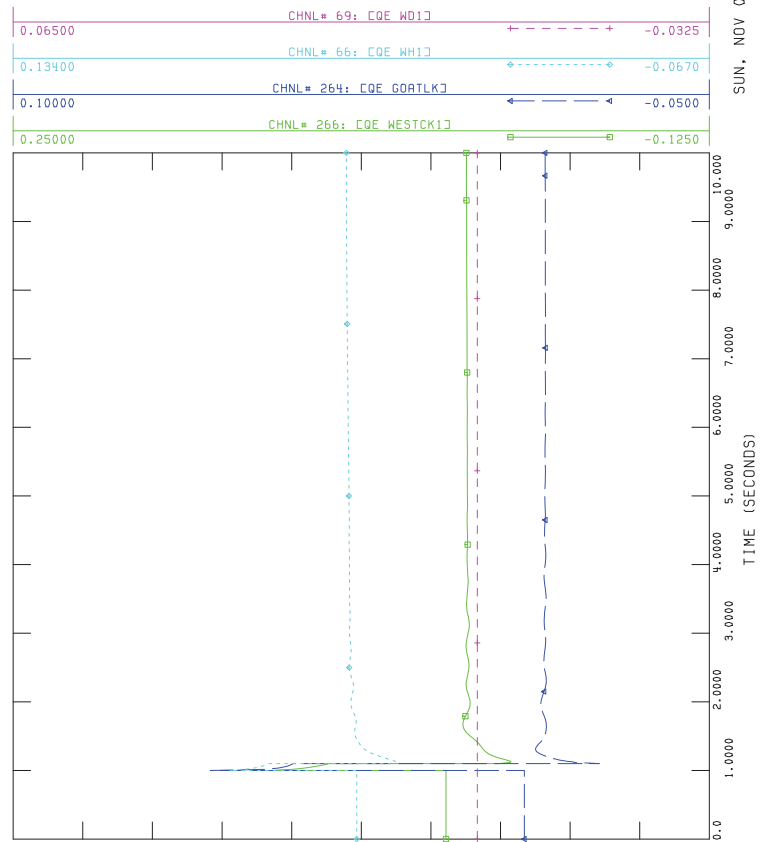
WHITEHORSE SKAGWAY
INTERCONNECTION

FILE: EV9_.10s_Fault_Cship_LL0_YAchn.out



WHITEHORSE SKAGWAY
INTERCONNECTION

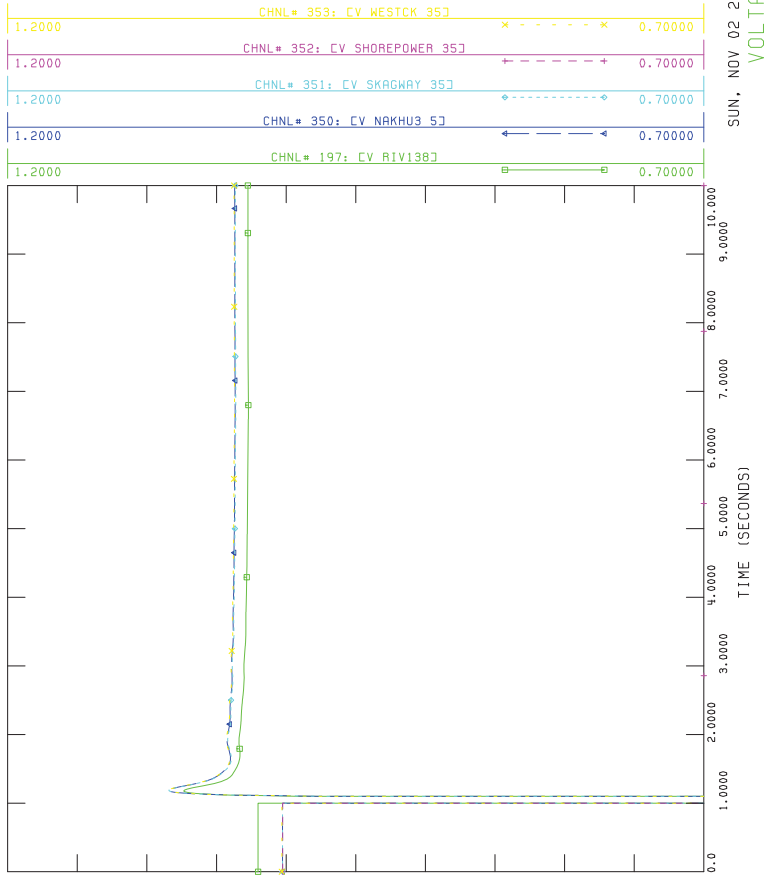
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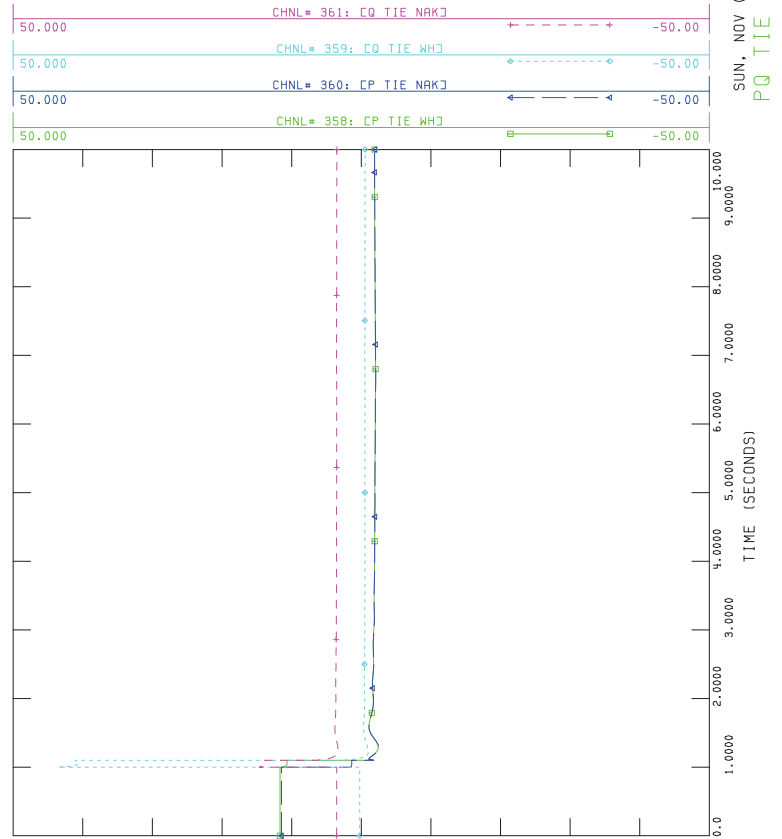
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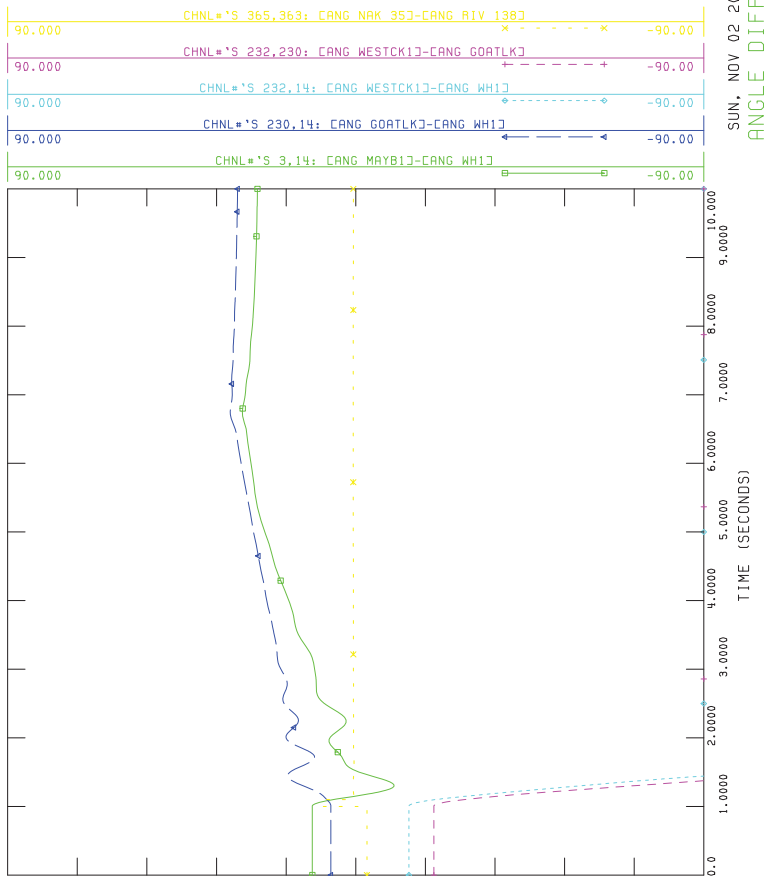
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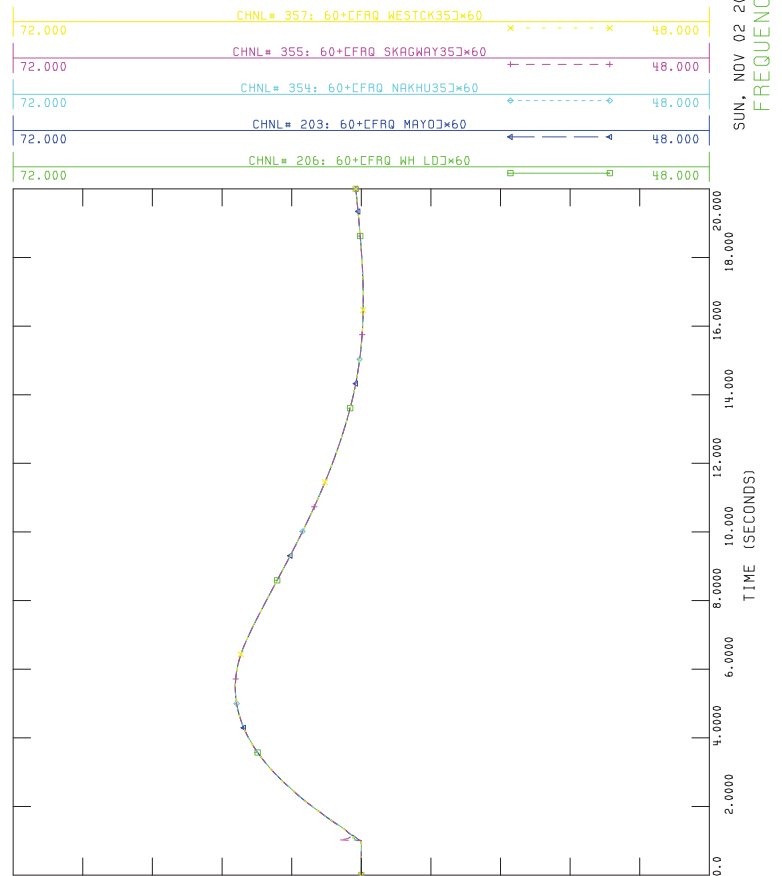
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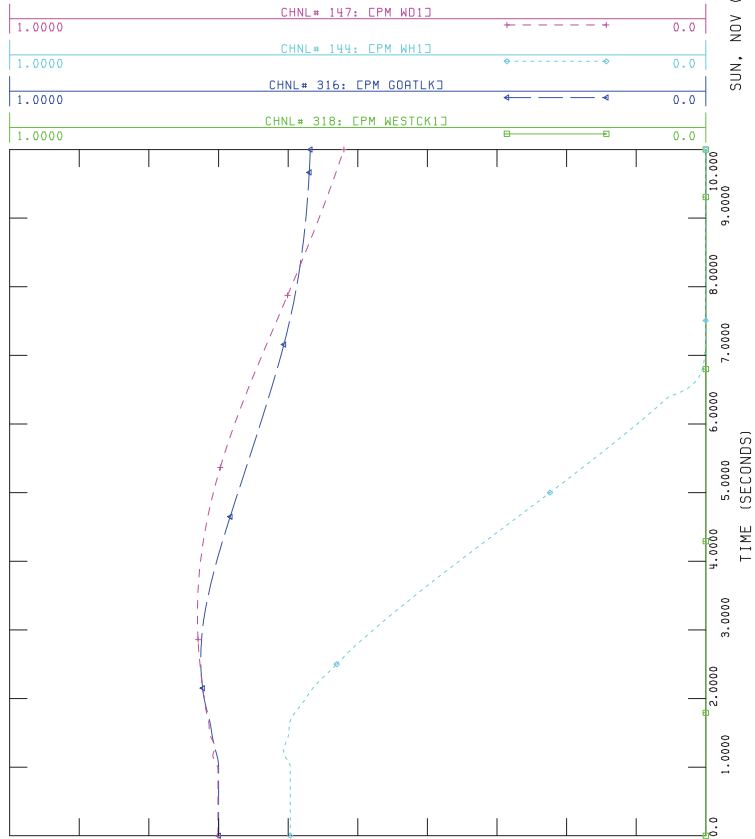
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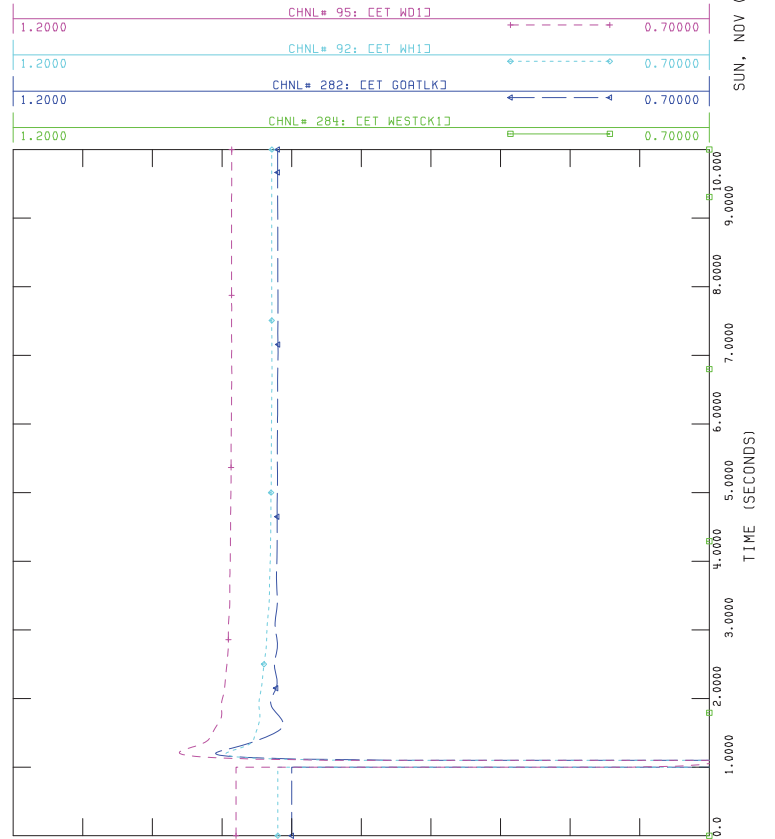
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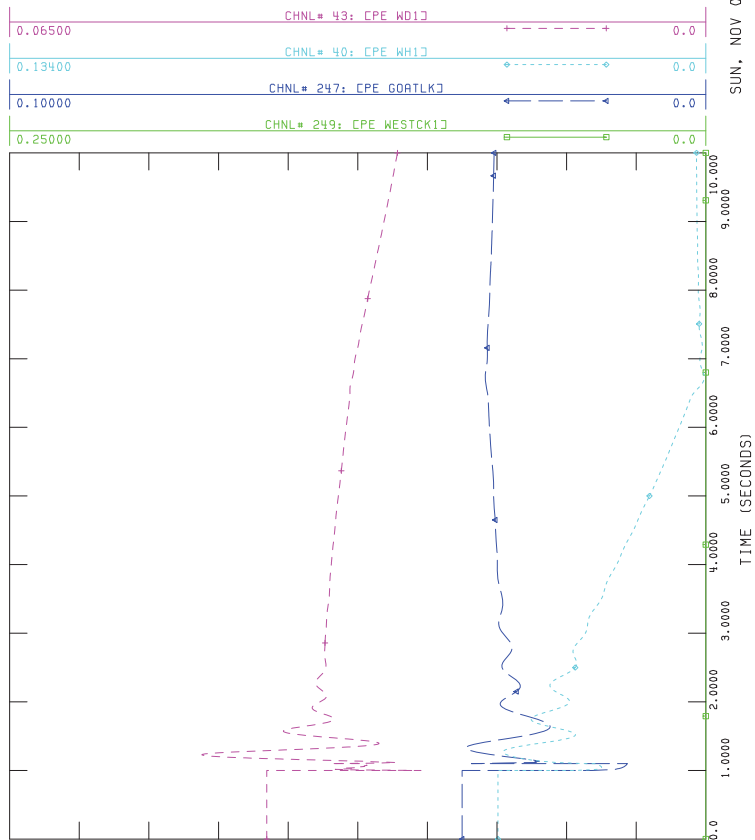
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INTERCONNECTION

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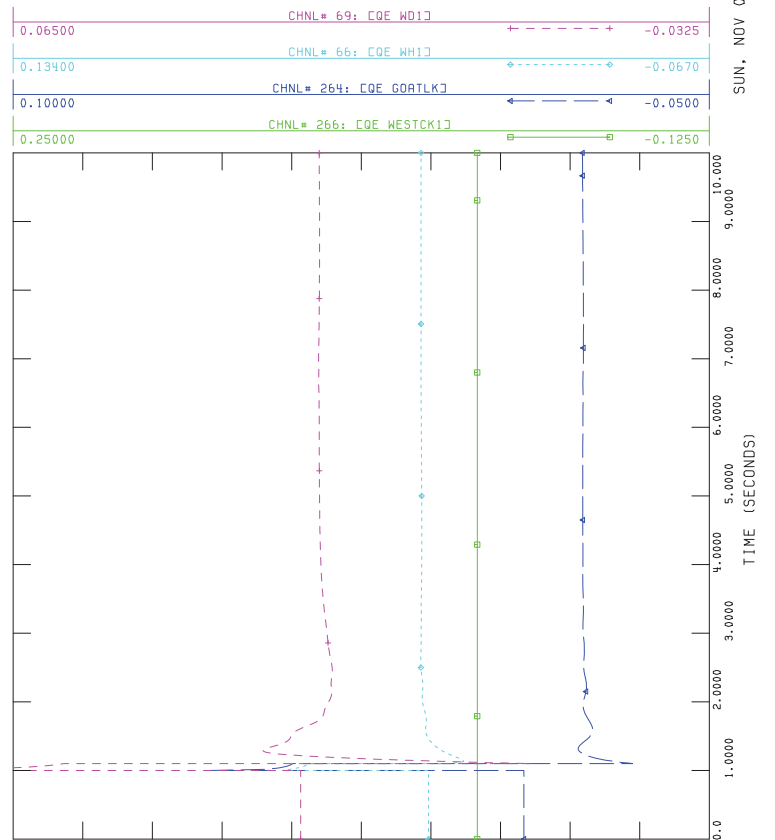
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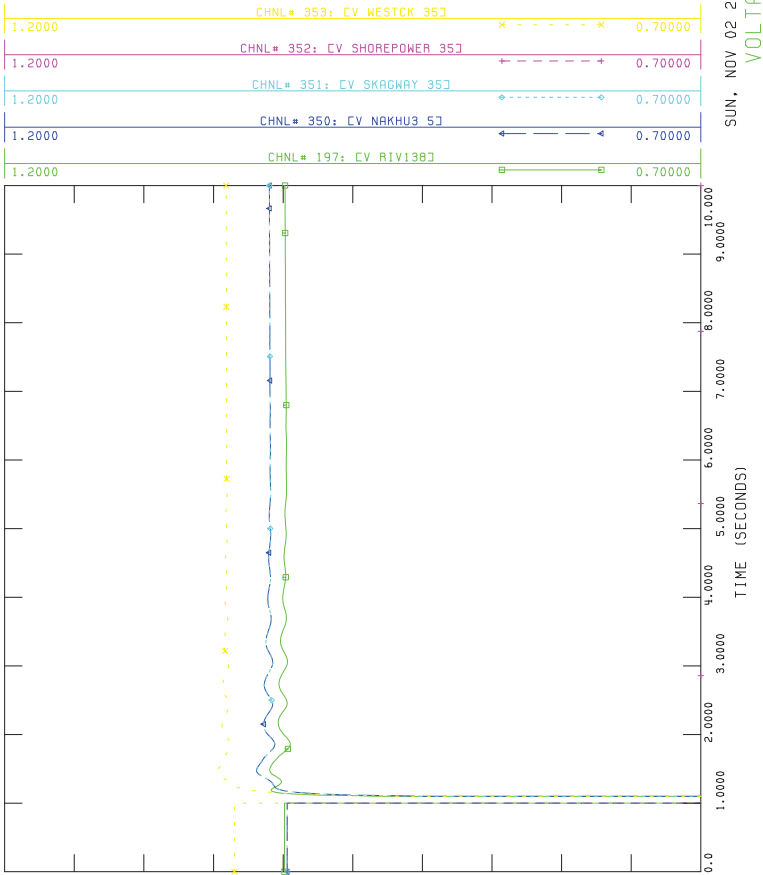
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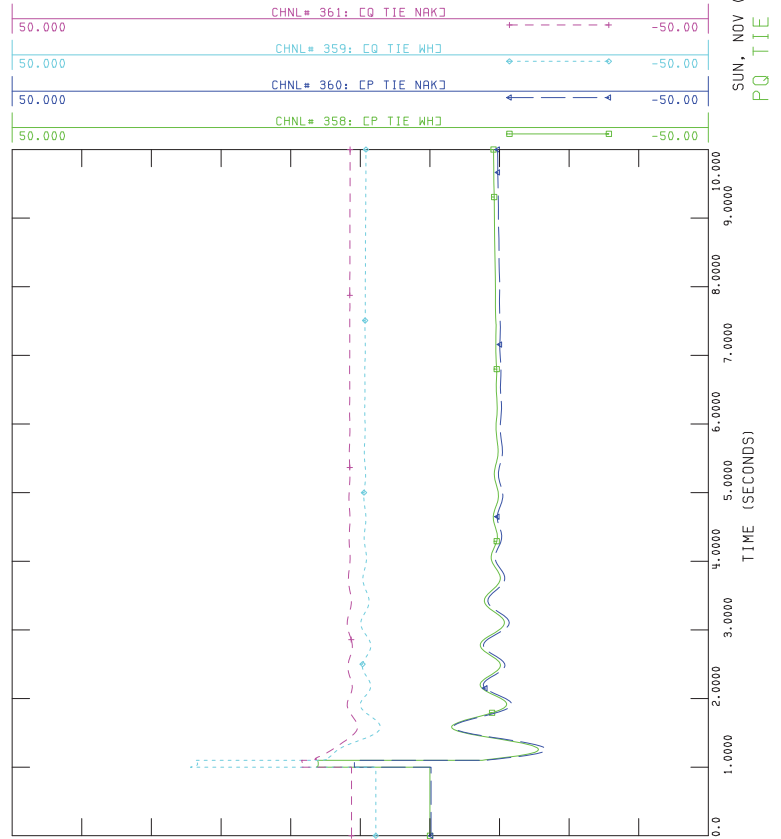
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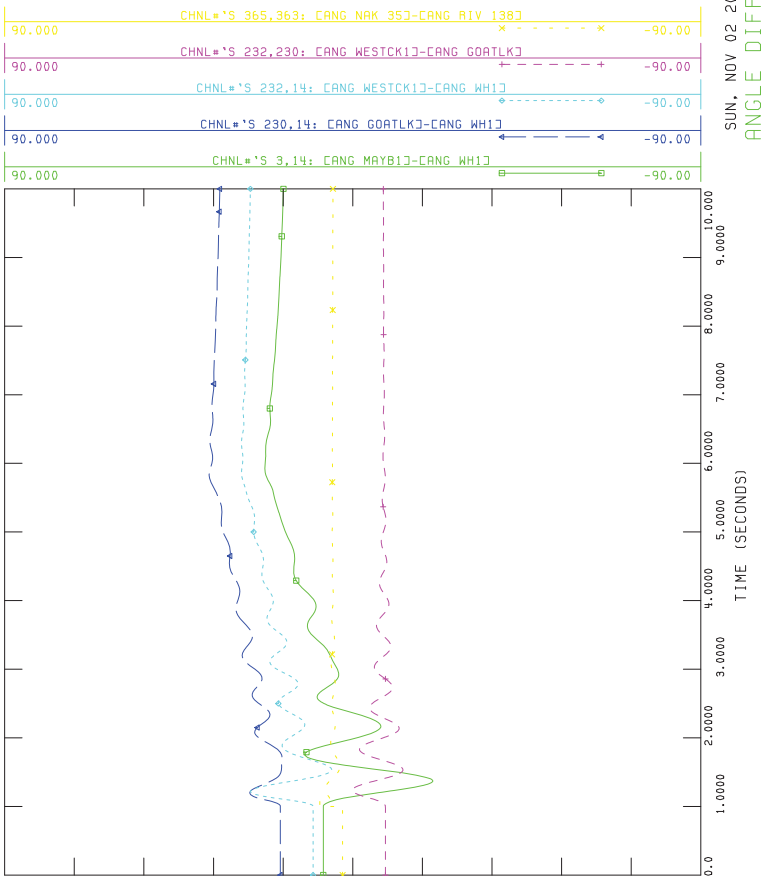
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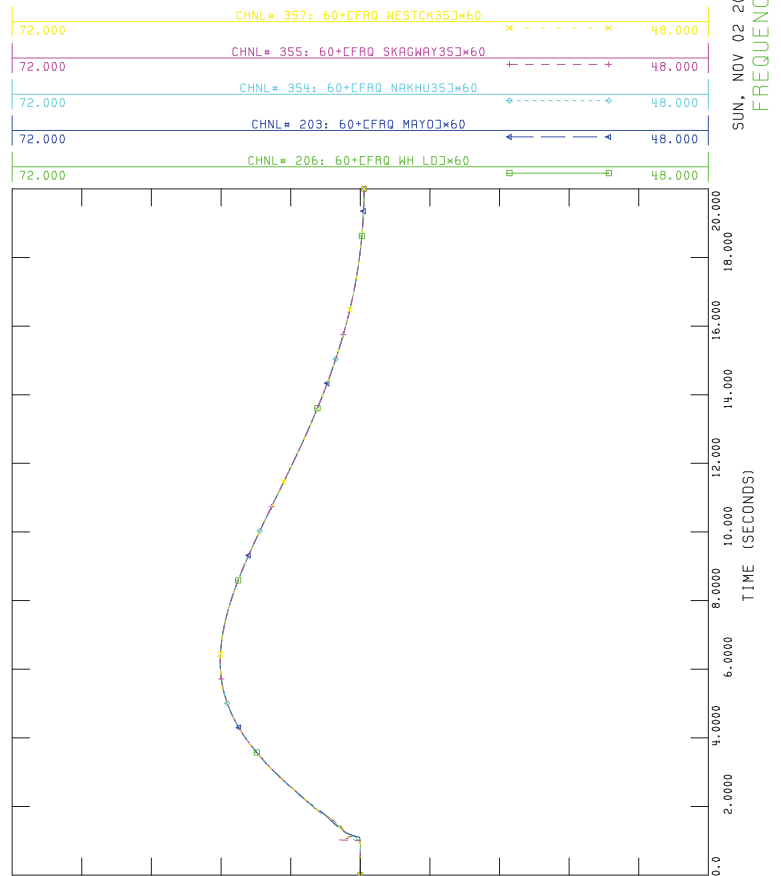
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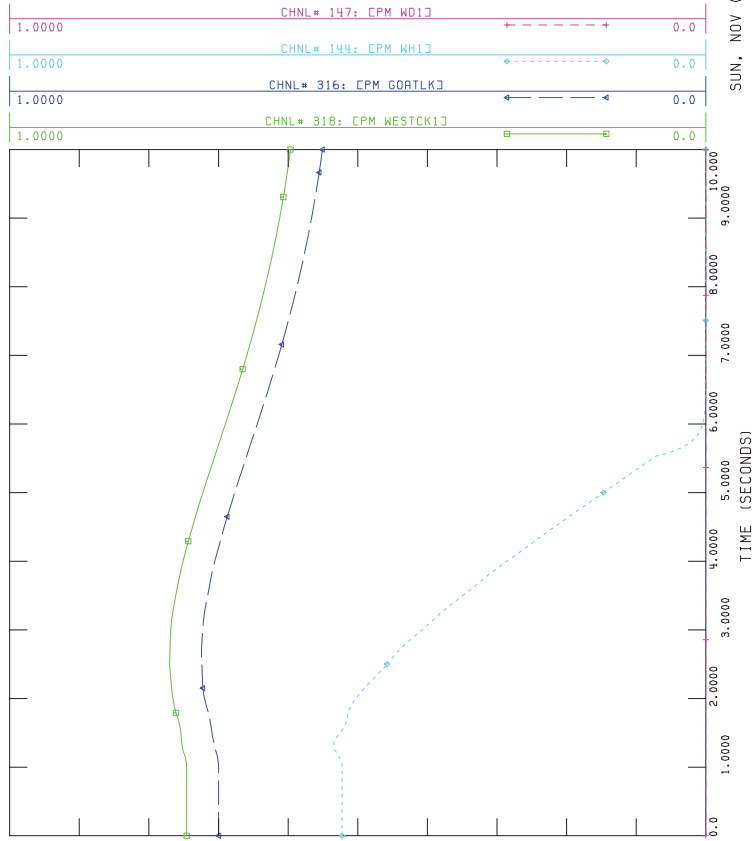
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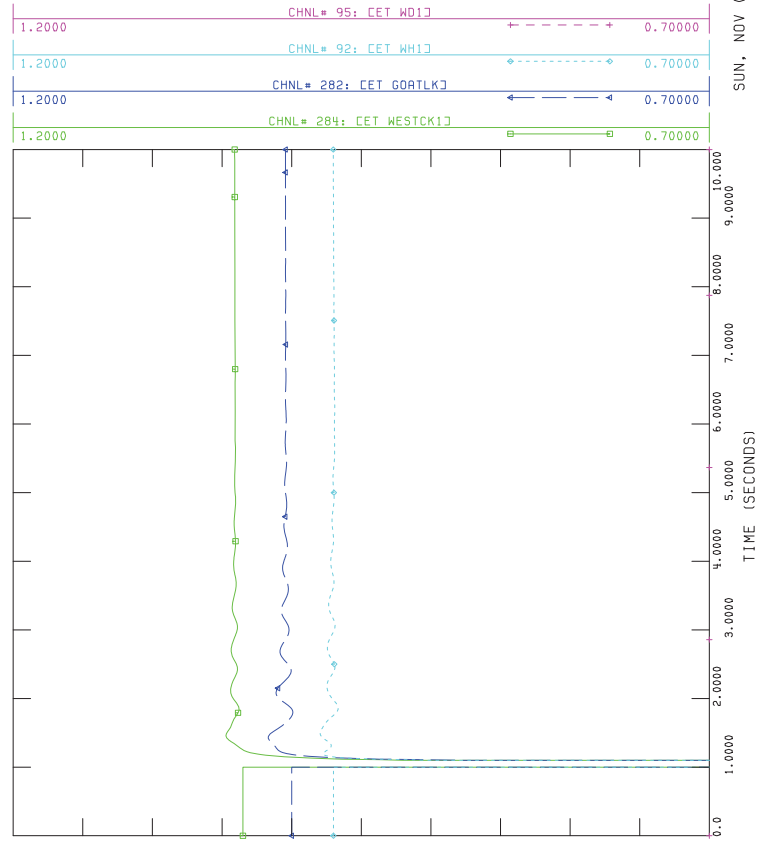
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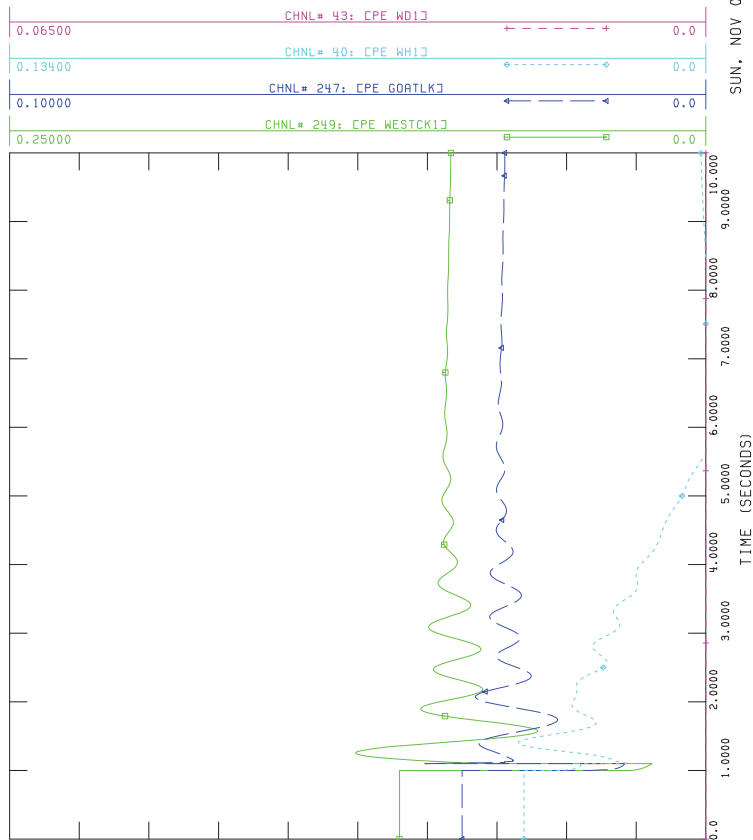
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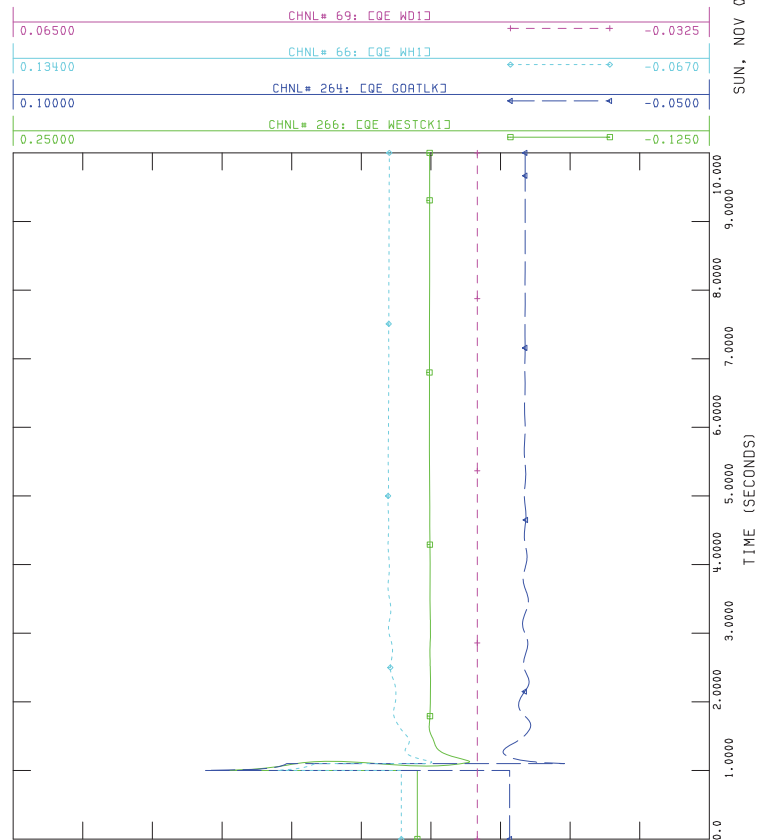
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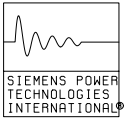


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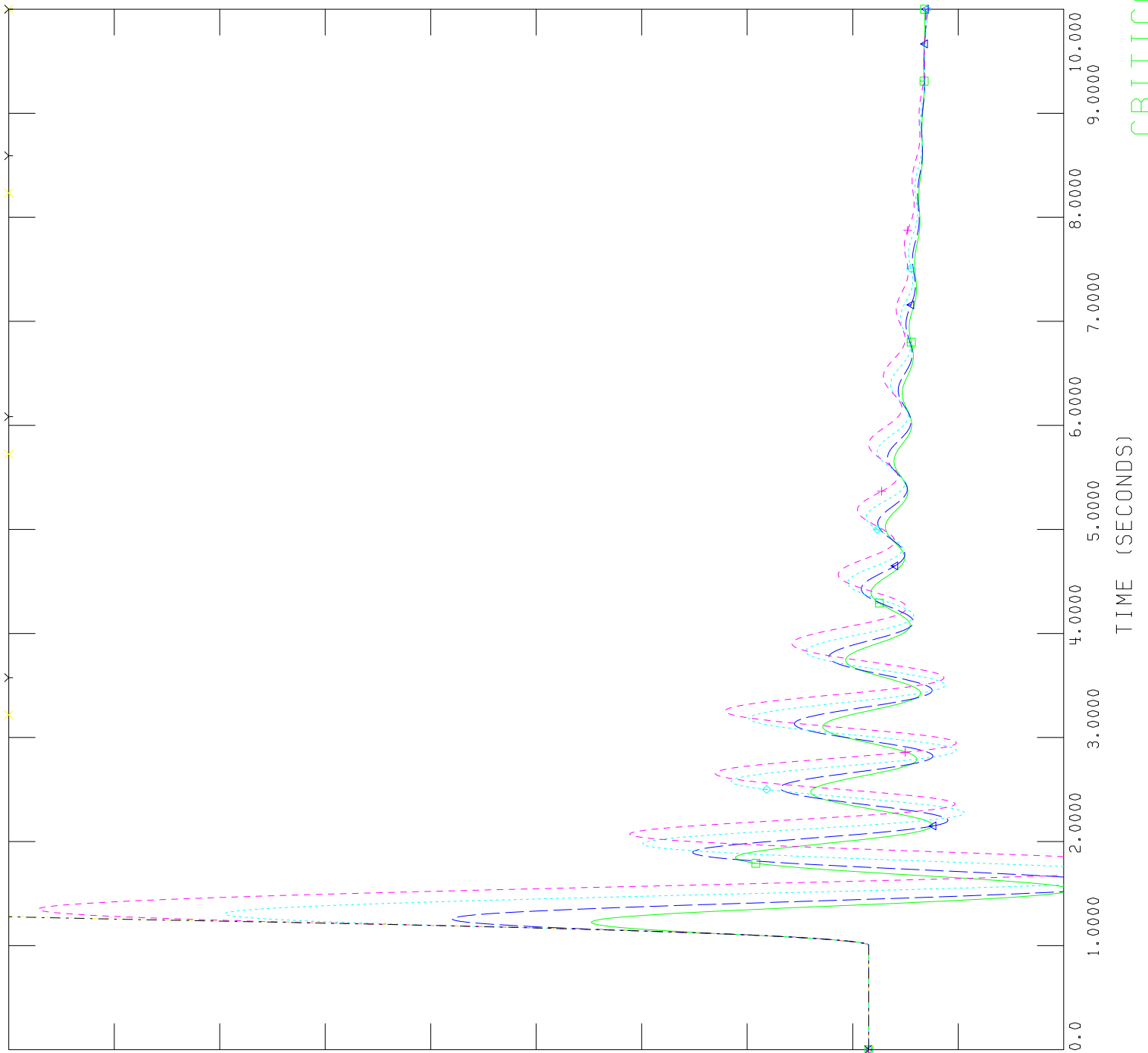


Appendix C: Simulation Results - Special Plots

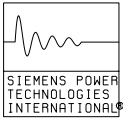


YEC: SKAGWAY TIE
S25I:SUMPK TIE-25 SHOREPOWER+0

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CHNL#'S 232,14: [CANG WESTCK1]-[CANG WH1]		
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CHNL#'S 232,14: [CANG WESTCK1]-[CANG WH1]		
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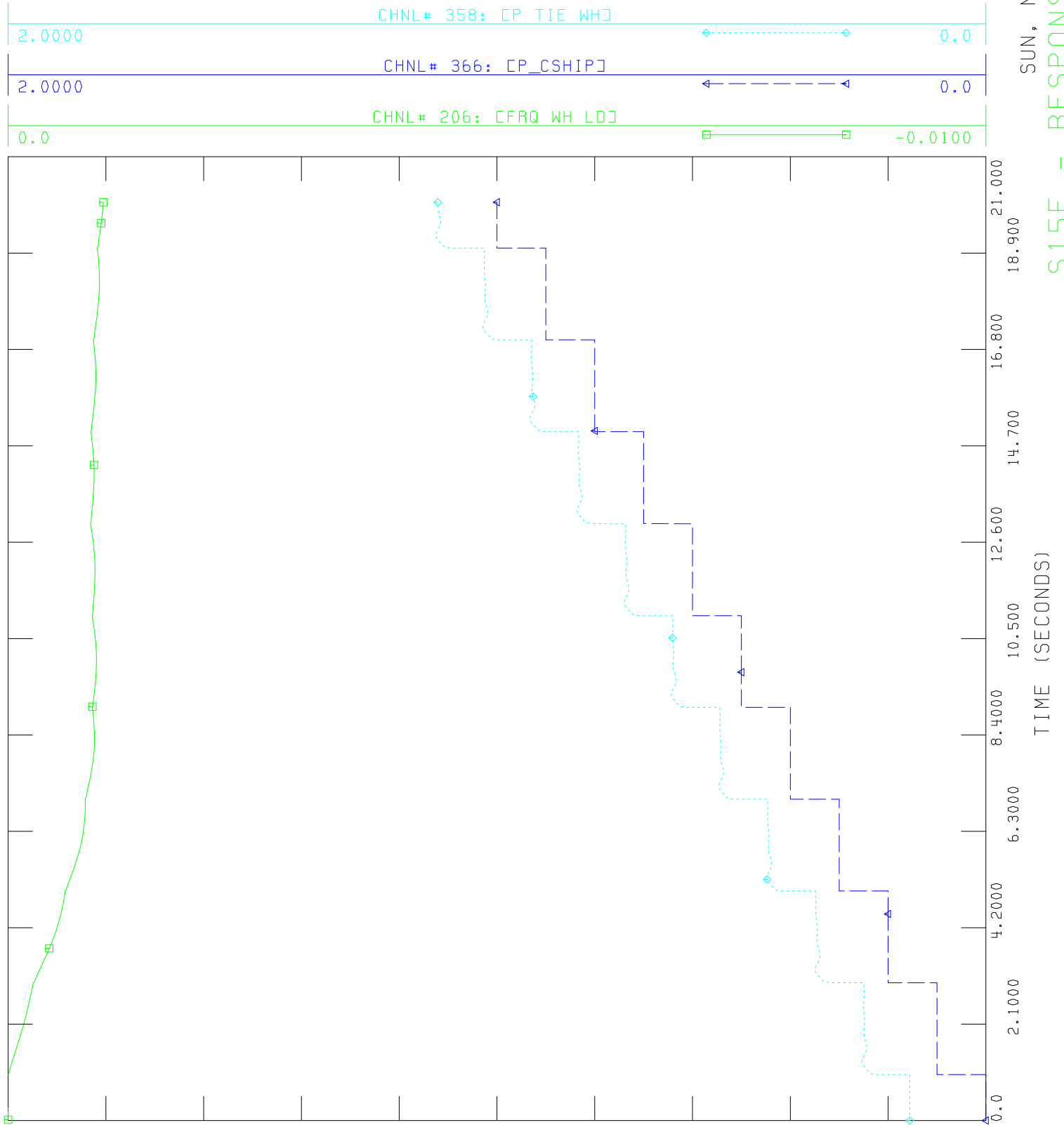


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CRITICAL FAULT CLEARING T

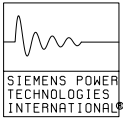


YEC: SKAGWAY TIE
S15E:SUMPK TIE+15 SHOREPOWER+10

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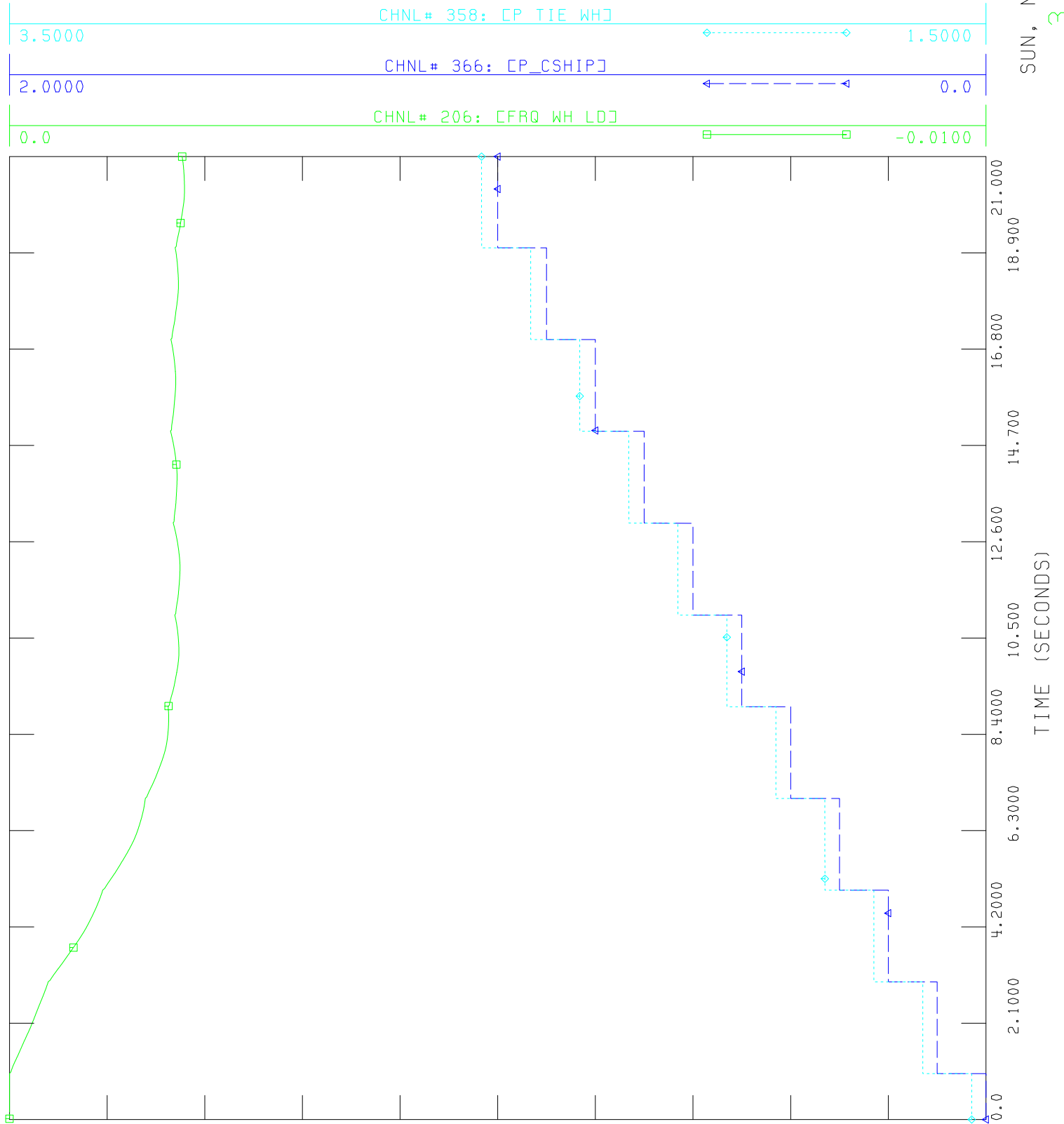


SUN, NOV 09 2014 13:58
S15E - RESPONSE TO 3 MW/M



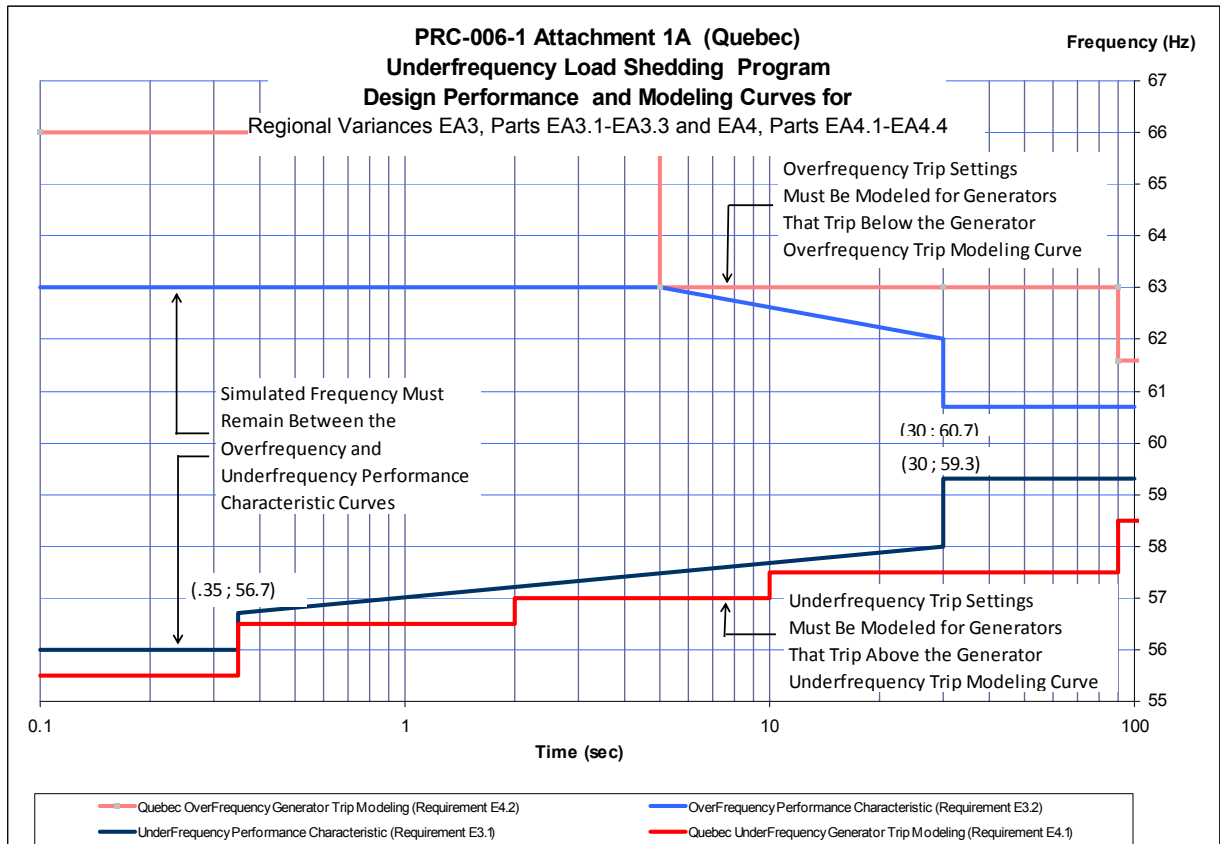
YEC: SKAGWAY TIE
LL10E:LIGHTLOAD TIE+10 SHOREPOWER+14

FILE: C:\Users\...\Documents\Stephen\ACRES-Yukon\Alaska\PSSE\junk2.out

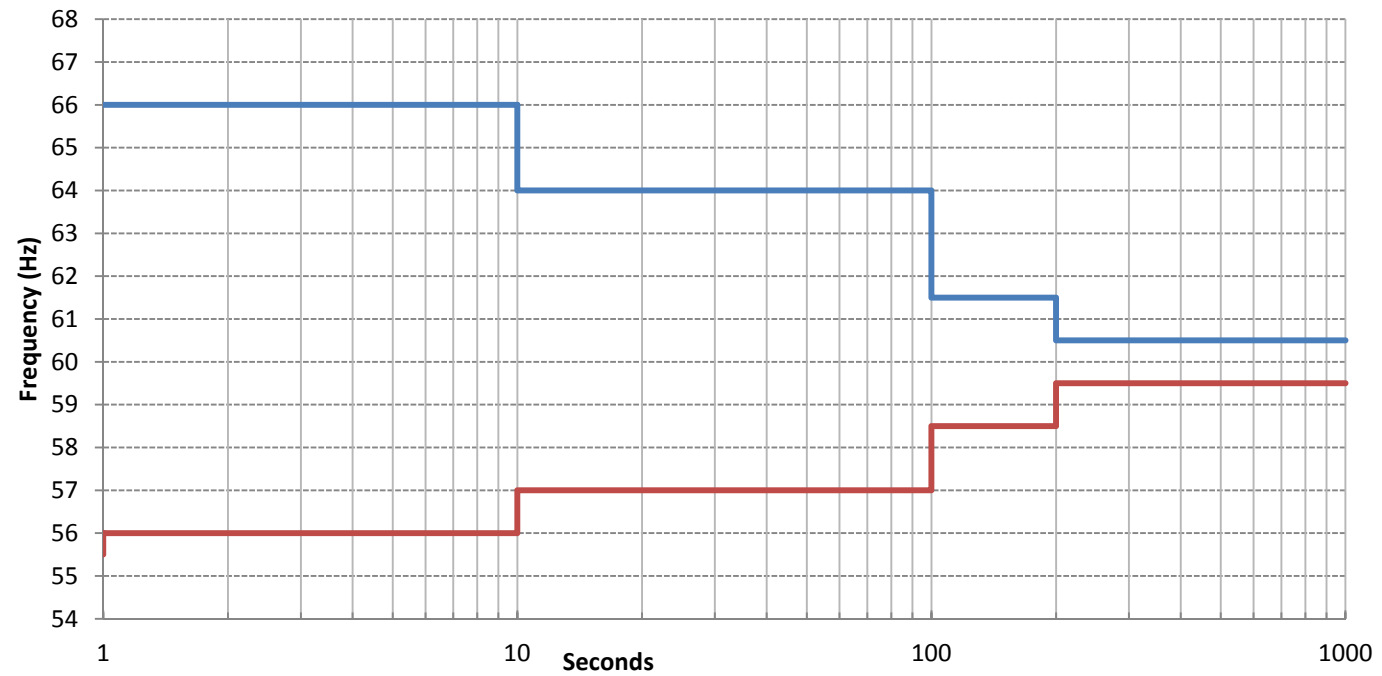


SUN, NOV 09 2014 16:36
3 MW/MIN RAMP

Appendix D: Frequency Bounds



Frequency Range - Hydro System



Appendix E: Study Terms of Reference

Skagway to Whitehorse 138 kV Interconnection - YEC

This proposal of work is to assess the impacts of the proposed Skagway Whitehorse 138kV transmission line on the operation of the Yukon Energy Corporation (YEC) power system. While certain aspects of the design of the Skagway system will be included such as the new generation added and the Skagway marine terminal Shore Power, the intent is to assess the impacts on the YEC system for YEC purposes. Use of the information provided and the results presented for any other purpose or by entities other than YEC is not warranted.

The scope and work being undertaken is contained in the list of tasks below:

1. Develop System Model - check and adjust the PSS/e model provided by Alaska and merge it into the YEC case. Have discussions with Mr. David Burlingame and Mr. David Meyer to make adjustments to key parameters as required
 - Review/revise the design of interconnection and reactive support
 - Review system layout and impedances as coded into PSS/e

2. Review pertinent information on drivers for the interconnection and how they may impact the YEC system and the combined Alaska/Yukon systems. The areas of impact to be investigate are:
 - Shore Power
 - New hydro facility at West Creek

Where information is not available, notes of the possible impacts with follow-up work will be identified in the final design study.

3. Set-up PSS/e cases as appropriate and based on expected usage.
Winter Peak (Shore Power shut down)
 - Transfer of 0 and up to 25 MW (in increments) from Skagway to Whitehorse with Shore Power shut down and power taken from West Creek.
 - Supply Skagway from Whitehorse with up to twice the existing Skagway load in the maximum power flow case This is assuming any new generation required in Whitehorse will be utilizing LNG.

Summer Peak (Shore Power on)

- Transfer 0 and up to 25 MW from Whitehorse to Skagway supplying Shore Power and Skagway from Whitehorse and dispatched against West Creek.
- Transfer 0 and up to 25 MW from Whitehorse to Skagway supplying Shore Power and Skagway from Whitehorse and dispatched against West Creek.

Summer Light Load (Shore Power off)

- Supply the Skagway system from Whitehorse (Shore Power off , minimum power flow case)
- Transfer 0 and up to 25 MW from Whitehorse to Skagway supplying Shore Power and Skagway from Whitehorse and dispatched against West Creek.

- Transfer 0 and up to 25 MW from Whitehorse to Skagway supplying Shore Power and Skagway from Whitehorse and dispatched against West Creek.
4. Set-up and test dynamics
 5. Set-up contingencies and run dynamics (single and three-phase faults and no fault trips).
 - Takhini South, Whitehorse north.
 - Both ends of 138 kV Skagway – Whitehorse intertie.
 - Low voltage faults, Skagway system.
 - Determine critical fault clearing times for interconnection.
 6. Provide brief summary report of findings which may include the following
 - Complement and arrangement of reactive support and switchgear/breakers.
 - Critical fault clearing times for protection.
 - Findings regarding inertia, throttle response, excitation for the West Creek Hydro development.
 - Observations regarding off-nominal protection for further work in the design phase.

The work will be conducted by S. D. Boutilier for YEC. The confidential results will be shared and reviewed on or about November 30th 2014 for the purpose of determining the feasibility of the proposed interconnection and establishing subsequent scopes of work required to complete the detailed design of the facilities being added and their integration into the interconnected Alaska-Yukon power system.