

Operating Procedures

ISO New England Operating Procedure No. 19

*Transmission Operations – Appendix I – Bus
Contingencies That Can Have Unacceptable
Inter-Area or Stability Impacts*

Effective Date: June 5, 2009
Revision No. 2

APPENDIX I - BUS CONTINGENCIES THAT CAN HAVE UNACCEPTABLE INTER-AREA OR STABILITY IMPACTS

(ASSUMES "ALL LINES IN" AND EQUIPMENT OUT CONDITIONS AT THE STATION PRE-CONTINGENCY)

LCC	Station	Bus Type	Faulted Bus Section	Pre contingency bus out	Remarks	ID
PSNH	Merrimack	Straight Bus	Bus 2	Various Breakers or Lines at Merrimack	Merrimack 2 goes unstable at full output when left connected to the P145 Line	ZP08
CONVEX	Manchester	Hybrid	A Bus B Bus	B Bus A Bus	Unacceptable Inter-Area Impact (net load loss > 1200 MW).	ZC13 ZC14

OP 19 APPENDIX I REVISION HISTORY

Document History (This Document History documents action taken on the equivalent NEPOOL Procedure prior to the RTO Operations Date as well revisions made to the ISO New England Procedure subsequent to the RTO Operations Date.)

Rev. No.	Date	Reason
Rev 0	04/13/07	Original Appendix describing bus contingencies
Rev 1	06/26/08	Deleted the MAINE Spring Street bus contingency. Remove Q171 circuit, Merrimack 2 is not affected by bus fault when this circuit is left connected Deleted the CONVEX East Shore bus contingency
Rev 2	06/05/09	Deleted CONVEX Bridgeport contingencies ZC02 & ZC03