

January 08, 2007

Comments on NPCC A-10 Document
**“Classification of
Bulk Power System Elements”**

Introduction:

The IESO thanks NPCC for the opportunity to provide comments on the A-10 document. We commend the drafting team for developing this document further. We would like to mention that the inclusion of the perhaps obvious statement related to the fact that, Transient Stability Based Tests need not be done for busses that are already classified as part of the bulk power system by Power Flow Based Test, can avoid delays in addressing related issues.

Our specific comments are provided below:

Comments:

- There is a provision for inclusion of Special Protection Systems in the section related to Transient Stability Analysis. However, there is no mention of inclusion of Operating Guides/Special Protection schemes in the section on Power Flow Based Test especially those guides/schemes that are enforced pre-contingency. These operating guides are included in real time operations, planning studies, and market models and should definitely be a part of Power Flow Based Testing just as these are being considered for inclusion as part of Transient Stability Based Testing. In other words, was the omission deliberate and based on specific reasons?
- Comment on:

1.0 Introduction (2nd paragraph)

This Document A-10 recognizes that each **Area** has an existing list of bulk power system elements. Such classification may result in elements being added to or removed from the existing lists.

Suggest be changed to

This Document A-10 recognizes that each **Area** has an existing list of bulk power system elements and as such, this classification may result in elements being added to or removed from the existing lists.

Section 2.1 Testing Conditions (Page 2, first paragraph)

... and **load** and **generation** conditions which stress **interfaces** critical to the classification of the *bus* to be tested.

Suggest be changed to

... and **load** and **generation** conditions which stress **interfaces** to which a fault on the bus to be tested may have a critical impact outside the local area.

- Comment on:

Section 2.2 Test Methodology (page 3, second paragraph)

... or actual **fault clearing** times at remote terminals.

Suggest be changed to

... or actual **fault clearing** times at remote terminals only.

- On **page 4** of the red-line version, towards the end, there is a mention of "3-pahse" – this should be revised to "3-phase". However, this has been rectified in the clean version.

In parallel with this transmittal, these comments have also been posted on the NPCC Open Process Form at <http://www.npcc.org/>.

Thank you for your attention to these concerns.

Yours truly,



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