Generation Interconnection

Feasibility Study Report

for

Queue Project AF2-224

ALLEN 345 KV

42 MW Capacity / 100 MW Energy

July 2020

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1 Introduction

This Feasibility Study has been prepared in accordance with the PJM Open Access Transmission Tariff, 36.2, as well as the Feasibility Study Agreement between the Interconnection Customer (IC), and PJM Interconnection, LLC (PJM), Transmission Provider (TP). The Interconnected Transmission Owner (ITO) is AEP.

2 Preface

The intent of the feasibility study is to determine a plan, with ballpark cost and construction time estimates, to connect the subject generation to the PJM network at a location specified by the Interconnection Customer. The Interconnection Customer may request the interconnection of generation as a capacity resource or as an energy-only resource. As a requirement for interconnection, the Interconnection Customer may be responsible for the cost of constructing: (1) Direct Connections, which are new facilities and/or facilities upgrades needed to connect the generator to the PJM network, and (2) Network Upgrades, which are facility additions, or upgrades to existing facilities, that are needed to maintain the reliability of the PJM system.

In some instances a generator interconnection may not be responsible for 100% of the identified network upgrade cost because other transmission network uses, e.g. another generation interconnection, may also contribute to the need for the same network reinforcement. Cost allocation rules for network upgrades can be found in PJM Manual 14A, Attachment B. The possibility of sharing the reinforcement costs with other projects may be identified in the feasibility study, but the actual allocation will be deferred until the impact study is performed.

An Interconnection Customer with a proposed new Customer Facility that has a Maximum Facility Output equal to or greater than 100 MW shall install and maintain, at its expense, phasor measurement units (PMUs). See Section 8.5.3 of Appendix 2 to the Interconnection Service Agreement as well as section 4.3 of PJM Manual 14D for additional information.

The Feasibility Study estimates do not include the feasibility, cost, or time required to obtain property rights and permits for construction of the required facilities. The project developer is responsible for the right of way, real estate, and construction permit issues. For properties currently owned by Transmission Owners, the costs may be included in the study.

3 General

The Interconnection Customer (IC), has proposed a Solar generating facility located in Allen County, Indiana. The installed facilities will have a total capability of 100 MW with 42 MW of this output being recognized by PJM as Capacity. The proposed in-service date for this project is October 31, 2023. This study does not imply a TO commitment to this in-service date.

Queue Number	AF2-224
Project Name	ALLEN 345 KV
State	Indiana
County	Allen
Transmission Owner	AEP
MFO	100
MWE	100
MWC	42
Fuel	Solar
Basecase Study Year	2023

Any new service customers who can feasibly be commercially operable prior to June 1st of the basecase study year are required to request interim deliverability analysis.

4 Point of Interconnection

AF2-224 will interconnect with the AEP transmission system along one of the following Points of Interconnection:

Primary POI: Allen 345 kV

To accommodate the interconnection to the Allen 345 kV substation, two (2) new 345 kV circuit breakers will be installed (Attachment 1). Installation of associated protection and control equipment, 345 kV line risers, SCADA, and 345 kV revenue metering will also be required. AEP reserves the right to specify the final acceptable configuration considering design practices, future expansion, and compliance requirements.

Installation of the generator lead first span exiting the POI station, including the first structure outside the AEP fence, will also be included in AEP's scope. In the case where the generator lead is a single span, the structure in the customer station will be the customer's responsibility.

Secondary POI: Tap - Allen to Tillman 138 kV line

To accommodate the interconnection on the Allen – Tillman section of the Allen – Timber Switch 138 kV circuit, a new three (3) circuit breaker 138 kV switching station physically configured in a breaker and half bus arrangement but operated as a ring-bus will be constructed (see Attachment 2). Installation of associated protection and control equipment, 138 kV line risers, SCADA, and 138 kV revenue metering will also be required. AEP reserves the right to specify the final acceptable configuration considering design practices, future expansion, and compliance requirements.

5 Cost Summary

The AF2-224 project will be responsible for the following costs:

Description	Total Cost
Total Physical Interconnection Costs	$6,727,000
Total System Network Upgrade Costs	$0
Total Costs	**$6,727,000**

The estimates provided in this report are preliminary in nature, as they were determined without the benefit of detailed engineering studies. Final estimates will require an on-site review and coordination to determine final construction requirements. In addition, Stability analysis will be completed during the Facilities Study stage. It is possible that a need for additional upgrades could be identified by these studies.

This cost excludes a Federal Income Tax Gross Up charges. This tax may or may not be charged based on whether this project meets the eligibility requirements of IRS Notice 88-129. If at a future date it is determined that the Federal Income Tax Gross charge is required, the Transmission Owner shall be reimbursed by the Interconnection Customer for such taxes.

Cost allocations for any System Upgrades will be provided in the System Impact Study Report.

6 Transmission Owner Scope of Work

The total physical interconnection costs is given in the tables below:

6.1 Attachment Facilities

The total preliminary cost estimate for the Attachment work is given in the table below. These costs do not include CIAC Tax Gross-up.

Description	Total Cost
345 kV Revenue Metering	$431,000
Generator lead first span exiting the POI station, including the first structure outside the fence	$651,000
Total Attachment Facility Costs	**$1,082,000**

6.2 Direct Connection Cost Estimate

The total preliminary cost estimate for the Direct Connection work is given in the table below. These costs do not include CIAC Tax Gross-up.

Description	Total Cost
Two (2) new 345 kV circuit breakers will be installed (Attachment 1). Installation of associated protection and control equipment, 345 kV line risers, and SCADA will also be required.	$5,600,000
Total Direct Connection Facility Costs	**$5,600,000**

6.3 Non-Direct Connection Cost Estimate

The total preliminary cost estimate for the Non-Direct Connection work is given in the table below. These costs do not include CIAC Tax Gross-up.

Description	Total Cost
Review Protection and Control Settings at the Allen 345 kV Substation	$45,000
Total Non-Direct Connection Facility Costs	**$45,000**

7 Incremental Capacity Transfer Rights (ICTRs)

Will be determined at a later study phase

8 Interconnection Customer Requirements

It is understood that the Interconnection Customer (IC) is responsible for all costs associated with this interconnection. The costs above are reimbursable to the Transmission Owner. The cost of the IC's generating plant and the costs for the line connecting the generating plant to the Point of Interconnection are not included in this report; these are assumed to be the IC's responsibility.

The Generation Interconnection Agreement does not in or by itself establish a requirement for the Transmission Owner to provide power for consumption at the developer's facilities. A separate agreement may be reached with the local utility that provides service in the area to ensure that infrastructure is in place to meet this demand and proper metering equipment is installed. It is the responsibility of the developer to contact the local service provider to determine if a local service agreement is required.

1. An Interconnection Customer entering the New Services Queue on or after October 1, 2012 with a proposed new Customer Facility that has a Maximum Facility Output equal to or greater than 100 MW shall install and maintain, at its expense, phasor measurement units (PMUs). See Section 8.5.3 of Appendix 2 to the Interconnection Service Agreement as well as section 4.3 of PJM Manual 14D for additional information.

2. The Interconnection Customer may be required to install and/or pay for metering as necessary to properly track real time output of the facility as well as installing metering which shall be used for billing purposes. See Section 8 of Appendix 2 to the Interconnection Service Agreement as well as Section 4 of PJM Manual 14D for additional information.

9 Revenue Metering and SCADA Requirements

9.1 PJM Requirements

The Interconnection Customer will be required to install equipment necessary to provide Revenue Metering (KWH, KVARH) and real time data (KW, KVAR) for IC's generating Resource. See PJM Manuals M-01 and M-14D, and PJM Tariff Section 8 of Attachment O.

9.2 Meteorological Data Reporting Requirements

Solar generation facilities shall provide the Transmission Provider with site-specific meteorological data including:

- Back Panel temperature (Fahrenheit)
- Irradiance (Watts/meter^2)
- Ambient air temperature (Fahrenheit) – (Accepted, not required)
- Wind speed (meters/second) – (Accepted, not required)

- Wind direction (decimal degrees from true north) – (Accepted, not required)

9.3 Interconnected Transmission Owner Requirements

The IC will be required to comply with all Interconnected Transmission Owner's revenue metering requirements for generation interconnection customers located at the following link:

http://www.pjm.com/planning/design-engineering/to-tech-standards/

10 Summer Peak - Load Flow Analysis – Primary POI

The Queue Project AF2-224 was evaluated as a 100.0 MW (Capacity 42.0 MW) injection at the Allen 345 kV substation in the AEP area. Project AF2-224 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AF2-224 was studied with a commercial probability of 53.0 %. Potential network impacts were as follows:

10.1 Generation Deliverability

(Single or N-1 contingencies for the Capacity portion only of the interconnection)

None

10.2 Multiple Facility Contingency

(Double Circuit Tower Line, Fault with a Stuck Breaker, and Bus Fault contingencies for the full energy output)

None

10.3 Contribution to Previously Identified Overloads

(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)

None

10.4 Potential Congestion due to Local Energy Deliverability

PJM also studied the delivery of the energy portion of this interconnection request. Any problems identified below are likely to result in operational restrictions to the project under study. The developer can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request.

Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full delivery of energy for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which shall study all overload conditions associated with the overloaded element(s) identified.

None

10.5 System Reinforcements - Summer Peak Load Flow - Primary POI

None

11 Light Load Analysis

Light Load Studies (As applicable)

Not applicable.

12 Short Circuit Analysis – Primary POI

The following Breakers are overdutied:

To be determined during later study phases.

13 Stability and Reactive Power Assessment

(Summary of the VAR requirements based upon the results of the dynamic studies)

To be determined during later study phases.

14 Affected Systems

14.1 TVA

TVA Impacts to be determined during later study phases (as applicable).

14.2 Duke Energy Progress

Duke Energy Progress Impacts to be determined during later study phases (as applicable).

14.3 MISO

MISO Impacts to be determined during later study phases (as applicable).

14.4 LG&E

LG&E Impacts to be determined during later study phases (as applicable).

15 Summer Peak – Load Flow Analysis – Secondary POI

The Queue Project AF2-224 was evaluated as a 100.0 MW (Capacity 42.0 MW) injection tapping the Allen to Tillman 138 kV line in the AEP area. Project AF2-224 was evaluated for compliance with applicable reliability planning criteria (PJM, NERC, NERC Regional Reliability Councils, and Transmission Owners). Project AF2-224 was studied with a commercial probability of 53.0 %. Potential network impacts were as follows:

15.1 Generation Deliverability

(Single or N-1 contingencies for the Capacity portion only of the interconnection)

None

15.2 Multiple Facility Contingency

(Double Circuit Tower Line, Fault with a Stuck Breaker, and Bus Fault contingencies for the full energy output)

ID	FROM BUS#	FROM BUS	kV	FROM BUS AREA	TO BUS#	TO BUS	kV	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
95800941	246950	05TIMBSS	138.0	AEP	246352	05HAVILAND2	138.0	AEP	1	AEP_P4_#10140_05ALLEN 138_H	breaker	250.0	78.42	114.29	DC	89.68
144916303	246950	05TIMBSS	138.0	AEP	246352	05HAVILAND2	138.0	AEP	1	AEP_P7-1_#11066-A	tower	250.0	78.61	114.48	DC	89.68
144916304	246950	05TIMBSS	138.0	AEP	246352	05HAVILAND2	138.0	AEP	1	AEP_P7-1_#11065-A	tower	250.0	78.42	114.29	DC	89.68
144915163	959330	AF2-224 TAP	138.0	AEP	243242	05ALLEN	138.0	AEP	1	AEP_P4_#6533_05ELIMA 138_A	breaker	413.0	89.27	111.46	DC	91.63
144916336	959330	AF2-224 TAP	138.0	AEP	243242	05ALLEN	138.0	AEP	1	AEP_P7-1_#11069	tower	413.0	90.64	112.91	DC	91.96

15.3 Contribution to Previously Identified Overloads

(This project contributes to the following contingency overloads, i.e. "Network Impacts", identified for earlier generation or transmission interconnection projects in the PJM Queue)

ID	FROM BUS#	FROM BUS	kV	FROM BUS AREA	TO BUS#	TO BUS	kV	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
95800756	243017	05HAVILN	138.0	AEP	242989	05ELIMA	138.0	AEP	1	AEP_P4_#10140_05ALLEN 138_H	breaker	220.0	144.39	169.26	DC	54.71
144916256	243017	05HAVILN	138.0	AEP	242989	05ELIMA	138.0	AEP	1	AEP_P7-1_#11065-A	tower	220.0	144.39	169.26	DC	54.71
144916257	243017	05HAVILN	138.0	AEP	242989	05ELIMA	138.0	AEP	1	AEP_P7-1_#10895-A	tower	220.0	144.26	169.14	DC	54.72

15.4 Potential Congestion due to Local Energy Deliverability

PJM also studied the delivery of the energy portion of this interconnection request. Any problems identified below are likely to result in operational restrictions to the project under study. The developer can proceed with network upgrades to eliminate the operational restriction at their discretion by submitting a Merchant Transmission Interconnection request.

Note: Only the most severely overloaded conditions are listed below. There is no guarantee of full delivery of energy for this project by fixing only the conditions listed in this section. With a Transmission Interconnection Request, a subsequent analysis will be performed which shall study all overload conditions associated with the overloaded element(s) identified.

ID	FROM BUS#	FROM BUS	kV	FROM BUS AREA	TO BUS#	TO BUS	kV	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
95801000	243017	05HAVILN	138.0	AEP	242989	05E LIMA	138.0	AEP	1	Base Case	operation	187.0	103.57	105.69	DC	8.8
144915406	243017	05HAVILN	138.0	AEP	242989	05E LIMA	138.0	AEP	1	AEP_P1-2_#7501-B	operation	220.0	144.27	169.06	DC	54.54
144915503	246950	05TIMBSS	138.0	AEP	246352	05HAVILAND2	138.0	AEP	1	AEP_P1-2_#7501-B	operation	250.0	78.1	114.01	DC	89.76
144915538	959330	AF2-224 TAP	138.0	AEP	243242	05ALLEN	138.0	AEP	1	Base Case	operation	296.0	83.42	112.34	DC	85.58
144915539	959330	AF2-224 TAP	138.0	AEP	243242	05ALLEN	138.0	AEP	1	AEP_P1-2_#5227	operation	413.0	89.21	111.39	DC	91.61

15.5 Flow Gate Details – Secondary POI

The following indices contain additional information about each facility presented in the body of the report. For each index, a description of the flowgate and its contingency was included for convenience. The intent of the indices is to provide more details on which projects/generators have contributions to the flowgate in question. All New Service Queue Requests, through the end of the Queue under study, that are contributors to a flowgate will be listed in the indices. Please note that there may be contributors that are subsequently queued after the queue under study that are not listed in the indices. Although this information is not used "as is" for cost allocation purposes, it can be used to gage the impact of other projects/generators. It should be noted the project/generator MW contributions presented in the body of the report are Full MW Impact contributions which are also noted in the indices column named "Full MW Impact", whereas the loading percentages reported in the body of the report, take into consideration the PJM Generator Deliverability Test rules such as commercial probability of each project as well as the ramping impact of "Adder" contributions. The MW Impact found and used in the analysis is shown in the indices column named "Gendeliv MW Impact".

15.5.1 Index 1

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
144916304	246950	05TIMBSS	AEP	246352	05HAVILAND2	AEP	1	AEP_P7-1_#11065-A	tower	250.0	78.42	114.29	DC	89.68

Bus #	Bus	Gendeliv MW Impact	Type	Full MW Impact
246953	05TIMB G C	4.7240	50/50	4.7240
247911	05TIMB G E	110.2771	50/50	110.2771
926901	**AC1-176 C (Withdrawn : 07/09/2020)**	**6.9380**	**50/50**	**6.9380**
926902	**AC1-176 E (Withdrawn : 07/09/2020)**	**46.6487**	**50/50**	**46.6487**
959331	AF2-224 C O2	37.6656	50/50	37.6656
959332	AF2-224 E O2	52.0144	50/50	52.0144
960851	AF2-376 C	18.2578	50/50	18.2578
960852	AF2-376 E	27.3867	50/50	27.3867
WEC	WEC	0.0274	Confirmed LTF	0.0274
LGEE	LGEE	0.0154	Confirmed LTF	0.0154
CBM-W2	CBM-W2	0.3604	Confirmed LTF	0.3604
NY	NY	0.0232	Confirmed LTF	0.0232
CBM-W1	CBM-W1	0.5629	Confirmed LTF	0.5629
TVA	TVA	0.0308	Confirmed LTF	0.0308
O-066	O-066	0.2688	Confirmed LTF	0.2688
CBM-S1	CBM-S1	0.1960	Confirmed LTF	0.1960
G-007	G-007	0.0416	Confirmed LTF	0.0416
MADISON	MADISON	0.1512	Confirmed LTF	0.1512
MEC	MEC	0.1112	Confirmed LTF	0.1112
CATAWBA	CATAWBA	0.0021	Confirmed LTF	0.0021

15.5.2 Index 2

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
144916336	959330	AF2-224 TAP	AEP	243242	05ALLEN	AEP	1	AEP_P7-1_#11069	tower	413.0	90.64	112.91	DC	91.96

Bus #	Bus	Gendeliv MW Impact	Type	Full MW Impact
246953	05TIMB G C	4.1439	50/50	4.1439
247607	V1-011 C	1.5650	50/50	1.5650
247911	05TIMB G E	96.7354	50/50	96.7354
247959	V1-011 E	60.7173	50/50	60.7173
926811	AC1-167 C O1	8.3022	50/50	8.3022
926812	AC1-167 E O1	4.0276	50/50	4.0276
926901	**AC1-176 C (Withdrawn : 07/09/2020)**	**6.0860**	**50/50**	**6.0860**
926902	**AC1-176 E (Withdrawn : 07/09/2020)**	**40.9204**	**50/50**	**40.9204**
934741	AD1-101 C O1	2.6745	50/50	2.6745
934742	AD1-101 E O1	4.3644	50/50	4.3644
934901	AD1-119 C O1	6.5020	50/50	6.5020
934902	AD1-119 E O1	10.6103	50/50	10.6103
940031	AE1-245 C O1	13.6057	50/50	13.6057
940032	AE1-245 E O1	91.0538	50/50	91.0538
942801	AE2-298 C O1	17.0571	50/50	17.0571
942802	AE2-298 E O1	11.3714	50/50	11.3714
943181	AE2-322 C	9.9577	50/50	9.9577
943182	AE2-322 E	4.8677	50/50	4.8677
943581	AF1-029 C O1	7.4447	50/50	7.4447
943582	AF1-029 E O1	4.9631	50/50	4.9631
943791	AF1-047 C	5.1592	50/50	5.1592
943792	AF1-047 E	3.4395	50/50	3.4395
958091	AF2-103 C	0.9212	50/50	0.9212
958092	AF2-103 E	1.2772	50/50	1.2772
958951	AF2-186 C O2	7.0282	50/50	7.0282
958952	AF2-186 E O2	9.7055	50/50	9.7055
959331	AF2-224 C O2	38.6232	50/50	38.6232
959332	AF2-224 E O2	53.3368	50/50	53.3368
960851	AF2-376 C	16.0158	50/50	16.0158
960852	AF2-376 E	24.0237	50/50	24.0237
NEWTON	NEWTON	0.1451	Confirmed LTF	0.1451
FARMERCITY	FARMERCITY	0.0076	Confirmed LTF	0.0076
G-007A	G-007A	0.0432	Confirmed LTF	0.0432
VFT	VFT	0.1161	Confirmed LTF	0.1161
CALDERWOOD	CALDERWOOD	0.0308	Confirmed LTF	0.0308
PRAIRIE	PRAIRIE	0.3229	Confirmed LTF	0.3229
CHEOAH	CHEOAH	0.0310	Confirmed LTF	0.0310
EDWARDS	EDWARDS	0.0549	Confirmed LTF	0.0549
TILTON	TILTON	0.0951	Confirmed LTF	0.0951
GIBSON	GIBSON	0.0721	Confirmed LTF	0.0721

Bus #	Bus	Gendeliv MW Impact	Type	Full MW Impact
BLUEG	BLUEG	0.1719	Confirmed LTF	0.1719
TRIMBLE	TRIMBLE	0.0545	Confirmed LTF	0.0545
CATAWBA	CATAWBA	0.0140	Confirmed LTF	0.0140

15.5.3 Index 3

ID	FROM BUS#	FROM BUS	FROM BUS AREA	TO BUS#	TO BUS	TO BUS AREA	CKT ID	CONT NAME	Type	Rating MVA	PRE PROJECT LOADING %	POST PROJECT LOADING %	AC|DC	MW IMPACT
144916257	243017	05HAVILN	AEP	242989	05E LIMA	AEP	1	AEP_P7-1_#10895-A	tower	220.0	144.26	169.14	DC	54.72

Bus #	Bus	Gendeliv MW Impact	Type	Full MW Impact
246953	05TIMB G C	2.8820	50/50	2.8820
247607	V1-011 C	1.2804	50/50	1.2804
247911	05TIMB G E	67.2759	50/50	67.2759
247959	V1-011 E	49.6779	50/50	49.6779
926811	AC1-167 C O1	6.8174	50/50	6.8174
926812	AC1-167 E O1	3.3073	50/50	3.3073
926901	**AC1-176 C (Withdrawn : 07/09/2020)**	**4.2326**	**50/50**	**4.2326**
926902	**AC1-176 E (Withdrawn : 07/09/2020)**	**28.4586**	**50/50**	**28.4586**
934741	AD1-101 C O1	1.9500	50/50	1.9500
934742	AD1-101 E O1	3.1822	50/50	3.1822
934901	AD1-119 C O1	5.3376	50/50	5.3376
934902	AD1-119 E O1	8.7102	50/50	8.7102
940031	AE1-245 C O1	11.1376	50/50	11.1376
940032	AE1-245 E O1	74.5364	50/50	74.5364
942801	AE2-298 C O1	13.9263	50/50	13.9263
942802	AE2-298 E O1	9.2842	50/50	9.2842
943181	AE2-322 C	8.1769	50/50	8.1769
943182	AE2-322 E	3.9971	50/50	3.9971
943581	AF1-029 C O1	6.0594	50/50	6.0594
943582	AF1-029 E O1	4.0396	50/50	4.0396
943791	AF1-047 C	4.2366	50/50	4.2366
943792	AF1-047 E	2.8244	50/50	2.8244
958091	AF2-103 C	0.7537	50/50	0.7537
958092	AF2-103 E	1.0449	50/50	1.0449
958951	AF2-186 C O2	5.7568	50/50	5.7568
958952	AF2-186 E O2	7.9498	50/50	7.9498
959331	AF2-224 C O2	22.9845	50/50	22.9845
959332	AF2-224 E O2	31.7405	50/50	31.7405
960851	AF2-376 C	11.1384	50/50	11.1384
960852	AF2-376 E	16.7076	50/50	16.7076
WEC	WEC	0.0888	Confirmed LTF	0.0888
LGEE	LGEE	0.0525	Confirmed LTF	0.0525
CBM-W2	CBM-W2	1.2121	Confirmed LTF	1.2121
NY	NY	0.0553	Confirmed LTF	0.0553
CBM-W1	CBM-W1	2.3144	Confirmed LTF	2.3144
TVA	TVA	0.1134	Confirmed LTF	0.1134
O-066	O-066	0.6451	Confirmed LTF	0.6451
CBM-S1	CBM-S1	0.7072	Confirmed LTF	0.7072
G-007	G-007	0.0998	Confirmed LTF	0.0998
MADISON	MADISON	0.4556	Confirmed LTF	0.4556

Bus #	Bus	Gendeliv MW Impact	Type	Full MW Impact
MEC	MEC	0.3655	Confirmed LTF	0.3655
CATAWBA	CATAWBA	0.0007	Confirmed LTF	0.0007

15.6 Contingency Descriptions – Secondary POI

Contingency Name	Contingency Definition
AEP_P7-1_#11066-A	CONTINGENCY 'AEP_P7-1_#11066-A' OPEN BRANCH FROM BUS 243242 TO BUS 959330 CKT 1 / 243242 05ALLEN 138 959330 AF2-224 TAP 138 1 OPEN BRANCH FROM BUS 247864 TO BUS 243051 CKT 1 / 247864 05LOGTOWN 138 243051 05NDELPH 138 1 END
AEP_P7-1_#11065-A	CONTINGENCY 'AEP_P7-1_#11065-A' OPEN BRANCH FROM BUS 243242 TO BUS 247864 CKT 1 / 243242 05ALLEN 138 247864 05LOGTOWN 138 1 OPEN BRANCH FROM BUS 243242 TO BUS 959330 CKT 1 / 243242 05ALLEN 138 959330 AF2-224 TAP 138 1 END
AEP_P4_#10140_05ALLEN 138_H	CONTINGENCY 'AEP_P4_#10140_05ALLEN 138_H' OPEN BRANCH FROM BUS 243242 TO BUS 247864 CKT 1 / 243242 05ALLEN 138 247864 05LOGTOWN 138 1 OPEN BRANCH FROM BUS 243242 TO BUS 959330 CKT 1 / 243242 05ALLEN 138 959330 AF2-224 TAP 138 1 END
AEP_P1-2_#7501-B	CONTINGENCY 'AEP_P1-2_#7501-B' OPEN BRANCH FROM BUS 243242 TO BUS 959330 CKT 1 / 243242 05ALLEN 138 959330 AF2-224 TAP 138 1 END
AEP_P7-1_#11069	CONTINGENCY 'AEP_P7-1_#11069' OPEN BRANCH FROM BUS 242989 TO BUS 243017 CKT 1 / 242989 05E LIMA 138 243017 05HAVILN 138 1 OPEN BRANCH FROM BUS 242991 TO BUS 243051 CKT 1 / 242991 05E SIDE 138 243051 05NDELPH 138 1 OPEN BRANCH FROM BUS 242991 TO BUS 243108 CKT 1 / 242991 05E SIDE 138 243108 05STRLN1 138 1 END
Base Case	
AEP_P1-2_#5227	CONTINGENCY 'AEP_P1-2_#5227' OPEN BRANCH FROM BUS 242989 TO BUS 243017 CKT 1 / 242989 05E LIMA 138 243017 05HAVILN 138 1 END

Contingency Name	Contingency Definition
AEP_P7-1_#10895-A	CONTINGENCY 'AEP_P7-1_#10895-A' OPEN BRANCH FROM BUS 243242 TO BUS 243877 CKT 1 / 243242 05ALLEN 138 243877 05DAWKNS 138 1 OPEN BRANCH FROM BUS 243242 TO BUS 243330 CKT 1 / 243242 05ALLEN 138 243330 05LINCOL 138 1 OPEN BRANCH FROM BUS 243242 TO BUS 247864 CKT 1 / 243242 05ALLEN 138 247864 05LOGTOWN 138 1 OPEN BRANCH FROM BUS 243242 TO BUS 959330 CKT 1 / 243242 05ALLEN 138 959330 AF2-224 TAP 138 1 OPEN BRANCH FROM BUS 243877 TO BUS 243342 CKT 1 / 243877 05DAWKNS 138 243342 05MILAN 138 1 END
AEP_P4_#6533_05E LIMA 138_A	CONTINGENCY 'AEP_P4_#6533_05E LIMA 138_A' OPEN BRANCH FROM BUS 245775 TO BUS 243067 CKT 1 / 245775 05NWOODCEQ 999 243067 05NWOODC 138 1 OPEN BRANCH FROM BUS 245775 TO BUS 245766 CKT 1 / 245775 05NWOODCEQ 999 245766 05N WOODCK 69.0 1 OPEN BRANCH FROM BUS 245775 TO BUS 245765 CKT 1 / 245775 05NWOODCEQ 999 245765 05N WOODCK 34.5 1 OPEN BRANCH FROM BUS 242989 TO BUS 243017 CKT 1 / 242989 05E LIMA 138 243017 05HAVILN 138 1 OPEN BRANCH FROM BUS 242989 TO BUS 243067 CKT 1 / 242989 05E LIMA 138 243067 05NWOODC 138 1 OPEN BRANCH FROM BUS 243059 TO BUS 243067 CKT 1 / 243059 05NFINDL 138 243067 05NWOODC 138 1 OPEN BRANCH FROM BUS 245763 TO BUS 245766 CKT 1 / 245763 05N BLUFFT 69.0 245766 05N WOODCK 69.0 1 END

1 Light Load Analysis – Secondary POI

Light Load Studies (As applicable).

To be determined during later study phases.

2 Short Circuit Analysis – Secondary POI

The following Breakers are overdutied

To be determined during later study phases.

3 Stability and Reactive Power Assessment – Secondary POI

(Summary of the VAR requirements based upon the results of the dynamic studies)

To be determined during later study phases.

4 Affected Systems – Secondary POI

4.1 TVA

TVA Impacts to be determined during later study phases (as applicable).

4.2 Duke Energy Progress

Duke Energy Progress Impacts to be determined during later study phases (as applicable).

4.3 MISO

MISO Impacts to be determined during later study phases (as applicable).

4.4 LG&E

LG&E Impacts to be determined during later study phases (as applicable).