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Identification of Critical Bus and Optimal Allocation of Facts Device

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ABSTRACT: The Unified Power Flow Controller (UPFC) is a typical FACTS (Flexible AC Transmission Systems) device that is the most sophisticated and complex power electronic equipment and has emerged for the control and optimization of power flow and also to regulate the voltage in electrical power transmission system. This paper propose the real, reactive power and voltage control through a transmission line by placing UPFC at the sending end using computer simulation. The L index is the parameter which is used to check the stability. *Voltage stability* is concerned with the ability of a power system to maintain acceptable voltages at all buses under normal conditions and after being subjected to a disturbance. The assessment of voltage stability has also become more complicated due to strengthening of power systems. The research work mainly dealt with performance analysis of IEEE-14 bus system for voltage stability, computation of voltage collapse point and enhancement of power system stability by using UPFC.

KEYWORDS: - UPFC, FACTS, Power Quality, Transient, Control, L index, power system stability, simulink etc.

I. INTRODUCTION

The research work mainly dealt with performance analysis for voltage stability, computation of voltage collapse point and enhancement of power system stability by using UPFC of IEEE-14 bus system. The Unified power flow controller (UPFC) is the latest device in the FACTS family. Voltage sourced converter is used in the UPFC like it is used in the static synchronous compensator (STATCOM) and in static synchronous series compensator (SSSC) as a basic building block. There is a huge amount of work is done in the past for the modeling of the UPFC for the analysis of power flow analysis [2, 3, 14-20]. Normally the UPFC is used to compensate a single transmission line. To control power system voltage stability we can use many methods. The research is made on the basis on analytical methods such as dynamic simulations and load-flow algorithms. The computation of the voltage stability margin is a lengthy process but this is the most useful method for determination of voltage stability. There are many computation methods developed for voltage stability analysis and in principle they are best suited for power system planning. On-line voltage stability assessment is also based on these computation methods.

In the dissertation for on-line long-term voltage stability assessment an analytical approach is developed. The function to be approximated is the mapping between the operating point before disturbance and the voltage stability margin of the most critical congestion. Active and reactive line flows and bus voltages which are commonly measured in most power systems from almost all lines and buses are the inputs for voltage stability assessment. The congestion can affect the, unit commitment, changes in the power system load, production, network topology, etc.

II. RELATED WORK

The idea of the approach is to expand and generalize the existing and widely used line voltage stability limit “L-index” method and to determine the uncertainty related to power system operation. The line voltage stability index is used to take into account the voltage stability condition in the system. The PV curve is used to determine the power system security limits, if more accurate and up-to-date security limits are used then the power system security limits can be increased in some situations without the fear of insecurity. Due to the previous reasons the power system cannot be stressed up to maximum limit but when the security boundary method is applied a relatively large

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reliability margin is needed. This margin is hardly a few per cent of total capacity. To allow increased power to transfers close to or beyond the security boundary, there should be a possibility to evaluate risks and uncertainties related to security limits.

III. LITERATURE SURVEY

[M. Amroune, et al., 2014] The detection of voltage collapse is essential to avoid possible voltage collapse for the preventive control actions and voltage security assessment. One effective way to know the locations where voltage collapses could be appear is to identify weakest buses in the systems. The weakest bus is the first point where voltage collapses appear in a severe contingency. This paper proposes a technique to evaluate the weakest bus in large scale power system based on the optimal position of reactive power supports. To solve the optimization problem, Differential Evolutionary (DE) technique is used. The fitness function consists of cost, power losses and Load voltage stability index (Lmn) which satisfying all operational constraints. Lmn is used as the indicator for voltage stability margin and weakest bus identification. The method is applied on standard IEEE 30 bus, 57 bus and 118 bus test systems to show their comparative computing effectiveness.[1]

[Shiwani Rai, et al., 2013] As today's power systems are interconnected so they are used near to their stability limits. Due to this the problem of voltage drop may occur very frequently. To overcome this problem of congestion we have to use the FACTS devices. UPFC is one of the largest generation FACTS devices. The main advantage of UPFC is that it can control all the parameters which may affect the optimal power transmission, selectively or simultaneously. In this paper a proper location of UPFC is explained to improve voltage stability. Line voltage stability index is used to find the most critical lines when the congestion is occur and this is the most needful place for UPFC installation. The results are generated by using IEEE-14 bus system in MATLAB. [2]

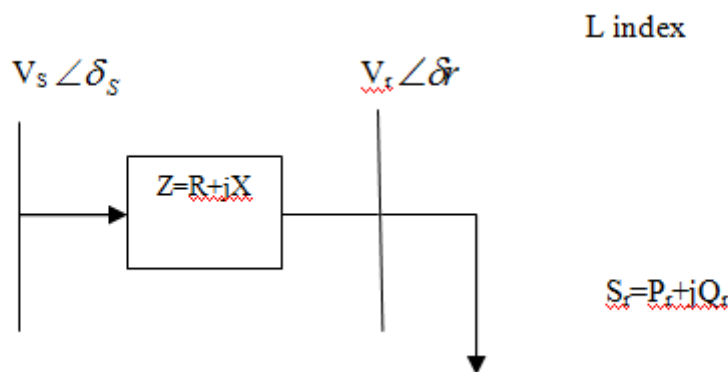


Fig1:- Two bus system

This index proposed by Moghav vemi in [14] is based on the model of power flow through a single line shown in Fig. 1 to which a power system network can be reduced, where the subindex S indicates the sending end and the subindex r denotes the receiving end.

$$L_{mn} = \frac{4Q_r X}{[V_s \sin(\theta - \delta)]^2}$$

This L_{mn} value is used to find the stability index for each line connection between two bus bars in an interconnected network. As long as the L_{mn} values of all pairs are less than 1 the system is considered stable.

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IV. UNIFIED POWER FLOW CONTROLLER (UPFC)

Basic principle of UPFC:

As in the figure show, UPFC consist of two back to back converters named VSC1 and VSC2, are operated from a DC link provided by a dc storage capacitor. These arrangements operate as an ideal ac to ac converter in which the real power can freely flow either in direction between the ac terminals of the two converts and each converter can independently generate or absorb reactive power as its own ac output terminal.

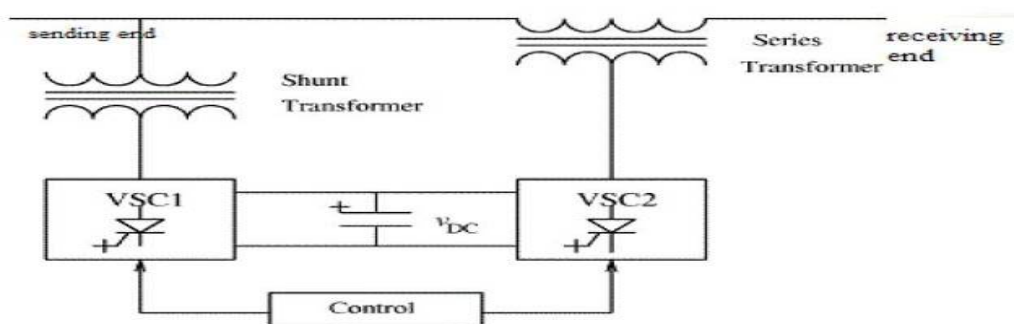


Fig2:- Principle of UPFC

One VSC is connected to in shunt to the transmission line via a shunt transformer and other one is connected in series through a series transformer. The DC terminal of two VSCs is coupled and this creates a path for active power exchange between the converters. VSC provide the main function of UPFC by injecting a voltage with controllable magnitude and phase angle in series with the line via an injection transformer. This injected voltage act as a synchronous ac voltage source. The transmission line current flows through this voltage source resulting in reactive and active power exchange between it and the ac system. The reactive power exchanged at the dc terminal is generated internally by the converter. The real power exchanged at the ac terminal is converted into dc power which appears at the dc link as a real power demand and VSC1 is to supply or absorb the real power demanded by converter2 at the common dc link to support real power exchange resulting from the series voltage injection. This dc link power demand of VSC2 is converted back to ac by VSC1 and coupled to the transmission line bus via shunt connected transformer. in addition, VSC1 can also generate or absorb controllable reactive power if it is required and thereby provide independent shunt reactive compensation for the line. Thus VSC1 can be operated at a unity power factor or to be controlled to have a reactive power exchange with the line independent of the reactive power exchanged by VSC1. Obviously, there can be no reactive power flow through the UPFC dc link.

DETERMINATION OF STABILITY OF BUSES

The test system for my research work is IEEE-14bus system (fig 3).

To maintain the quality of power it is very important to maintain the quality of voltage. There are basic two causes through which voltage stability of the system is threatened;

- One is contingency which arise due to scheduled outage, component switching in order to optimize power system operation, or unscheduled outage due to a fault.
- Other is congestion; with increased electric power consumption causes transmission lines to be driven close to or even beyond their transfer capacities resulting in overloaded lines and congestions.

The basis of my study for voltage stability is congestion.

Algorithm

Step(1) Load flow study is carried out for ieee14 (fig 3) bus system at base loading.

- Before load flow study was carried out, a better understanding of bus data , Line data, is done for understanding loading pattern, voltage magnitude, voltage angle, generation capacity, reactive power reserves, reactive power injection, line parameters, tap setting of transformer, etc.

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- After this load flow study was done using Newton-Rapson Load Flow using MATLAB programming Results for bus data and line flow is shown in Table 1, 2,3
- At base case L-index is calculated using equation 3 for all 20 lines to predict the voltage stability condition in the system.

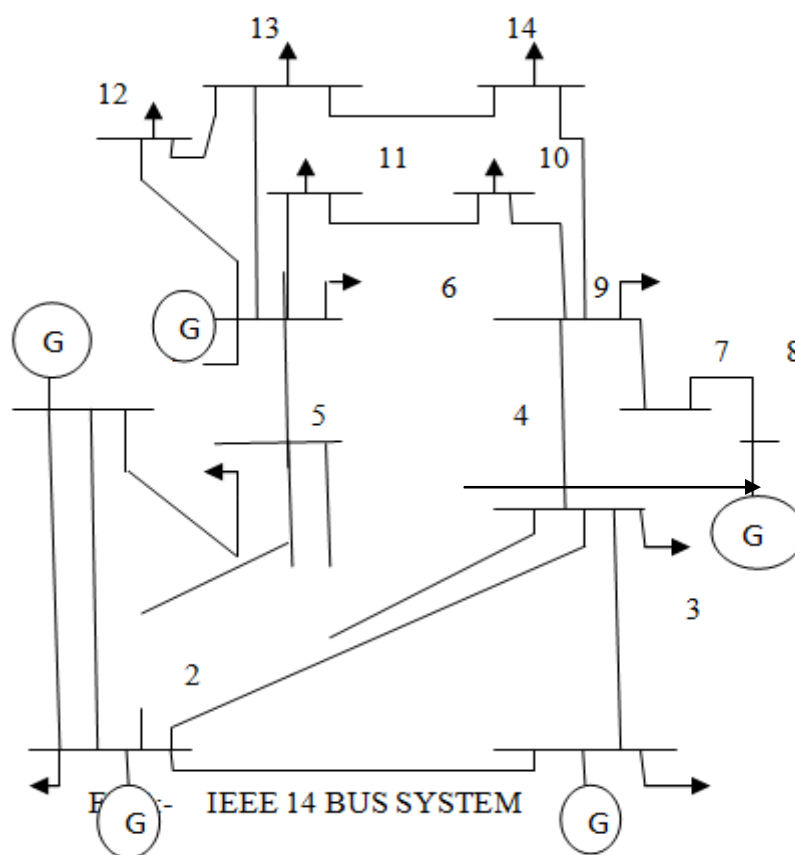
Step(2) To resolve congestion in the system using UPFC.

- To enhance system voltage stability at the condition of congestion reactive power is boosted by connecting UPFC in accordance to the critical bus ranking.
- The result active and reactive power flow after the installation of UPFC Voltage profile of the system is studied when UPFC is connected.

L-index is calculated for the compensated system.

Maximum Loading Point in Power System (MLP)

The critical line is identified based on congestion ranking of IEEE-14 bus system by NR load flow method. The flowchart for the ranking of all possible congestions is as shown in figure 1. For each line outages conditions, the MLP would be calculated. The Maximum Mega Watt Margin (MMWM) and MW Margin (MWM) are calculated by using the following equations



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V. RESULTS

In my study IEEE-14 bus system has been analyzed for voltage stability and congestion management. All the load buses were over loaded one at a time with a multiplying factor of 10% in steps. Critical bus was identified as the decrease order of maximum loadability in context to the line voltage stability index, i.e. for the bus loading when index attain unity value that loading is the maximum loading for that bus and the bus which has minimum loading is the weak bus of the system and the line which attain unity value for the L_{mn} index is the critical line. For that bus the results are shown in the table 6.1, for both real power and reactive power loading 9,4,14 buses are identified as weak buses. 4-9, 1-5, 13-14 are consecutive critical line. UPFC is connected to these lines to maintain stability of the system.

VI. CONCLUSIONS

In this dissertation work, the power system line outage analysis and contingency ranking is done based on the Maximum loading point. Here, load flow method is used to estimate the maximum loading point for each line outage conditions. It is observed from the results, the occurrence of line outage in power system results in increasing of voltage drop in some of buses, the possibility of change in the weakest bus position and change in MLP. The line outage with lower loading point has the higher ranks in the contingency ranking and identified as critical line. So, by identifying these critical line outages, we can take immediate necessary action to avoid the system voltage collapse and unwanted power system blackouts.

S. NO.	LOSSES	WITHOUT UPFC	WITH UPFC	% IMPROVEMENT
1	P_{LOSS}	100.210	94.766	5.44
2	Q_{LOSS}	349.670	326.374	6.66

Table-1: Reduction in Losses

BRANCH NO.	VALUE OF L_{MN}		% IMPROVEMENT
	WITHOUT UPFC	WITH UPFC	
1	0.1100	0.1121	-1.90909
2	0.9990	0.8519	14.72472
3	0.0691	0.0625	9.551375
4	0.6313	0.4097	35.10217
5	0.3514	0.2308	34.31986
6	0.4281	0.2823	34.05746
7	0.0208	0.0685	-229.327
8	0.2815	0.3312	-17.6554
9	0.1332	0.3314	-148.799
10	0.2481	0.1579	36.35631
11	0.1988	0.0380	80.88531
12	0.0694	0.0053	92.36311
13	0.1230	0.0112	90.89431
14	0.4145	0.2267	45.3076
15	0.1031	0.0405	60.71775
16	0.0306	0.0295	3.594771
17	0.0477	0.2481	-420.126
18	0.1505	0.0051	96.6113
19	0.0499	0.0386	22.64529
20	0.2131	0.2385	-11.9193

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Table-2: Improvement in L index

BUS NO.	VOLTAGE PROFILE		% IMPROVEMENT
	WITHOUT UPFC	WITH UPFC	
1	1.06	1.06	0
2	0.995	0.995	0
3	0.96	0.96	0
4	0.846	0.8799	-4.00709
5	0.879	0.9013	-2.53697
6	1.02	1.02	0
7	0.9364	0.9833	-5.00854
8	1.04	1.04	0
9	0.9113	0.9942	-9.09689
10	0.9183	0.9872	-7.50299
11	0.9625	0.9977	-3.65714
12	0.9913	1.0057	-1.45264
13	0.977	1.0042	-2.78403
14	0.9111	1.0309	-13.1489

Table-3: Improvement in voltage profile

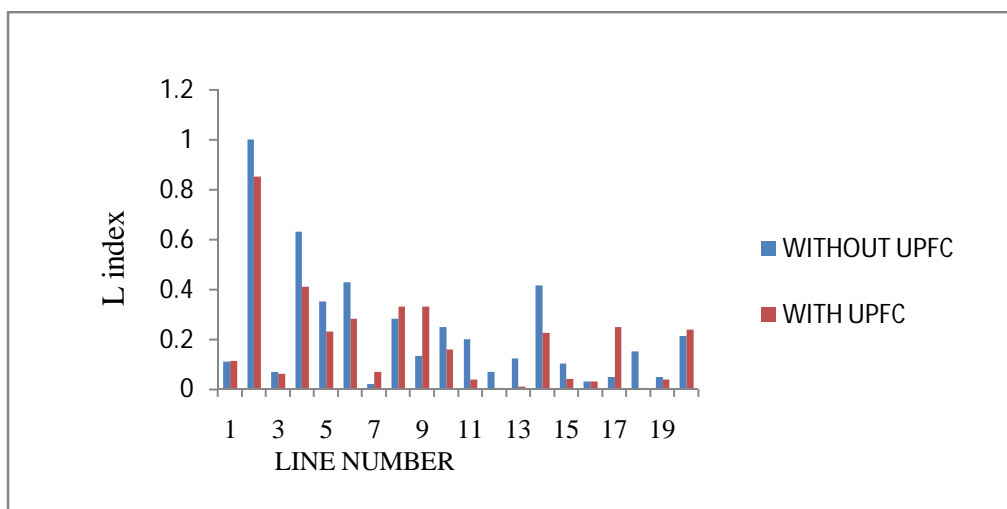


Figure-Comparison of L index

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Figure-Comparisons of voltage profile

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