

**National Load Despatch Centre
Total Transfer Capability for October 2014**

Issue Date: 20/10/2014

Issue Time: 1830 hrs

Revision No. 15

| Corridor | Date | Time Period (hrs) | Total Transfer Capability (TTC) | Reliability Margin | Available Transfer Capability (ATC) | Long Term Access (LTA)/ Medium Term Open Access (MTOA) # | Margin Available for Short Term Open Access (STOA) | Changes in TTC w.r.t. Last Revision | Comments | |
|--------------------|--|-------------------|---------------------------------------|--------------------|-------------------------------------|--|--|-------------------------------------|----------|------|
| NR-WR * | 1st October 2014 to 31st October 2014 | 00-24 | 2500 | 500 | 2000 | 651 | 1349 | | | |
| WR-NR | 1st October 2014 to 31st October 2014 | 00-17 | 4900 | 500 | 4400 | 4380 | 20 | | | |
| | | 23-24 | | | | | | | | |
| | | 17-23 | 4900 | | 4400 | | 20 | | | |
| NR-ER* | 1st October 2014 to 31st October 2014 | 00-06 | 1800 | 200 | 1600 | 293 | 1307 | | | |
| | | 06-17' | | | 800 | 358 | 442 | | | |
| | | 17-18' | 1800 | | 1600 | 358 | 1242 | | | |
| | | 18-23 | | | 900 | 293 | 607 | | | |
| | | 23-24 | 1800 | | 1600 | 293 | 1307 | | | |
| | | ER-NR | 1st October 2014 to 31st October 2014 | | 00-17 | 2800 | 300 | | | 2500 |
| 23-24 | | | | | | | | | | |
| 17-23 | 69 | | | | | | | | | |
| W3-ER ^s | 1st October 2014 to 31st October 2014 | 00-24 | 1600 | 300 | 1300 | 697 | 603 | | | |
| ER-W3 | 1st October 2014 to 31st October 2014 | 00-24 | 1000 | 300 | 700 | 874 | 0 | | | |
| WR-SR | 1st October 2014 to 31st October 2014 | 00-24 | 2100 | 750 | 1350 | 1350 | 0 | | | |
| SR-WR * | 1st October 2014 to 31st October 2014 | 00-24 | No limit is being specified | | | | | | | |
| ER-SR | 1st October 2014 | 00-06 | 2650 | 0 | 2650 | 2585 | 65 | | | |
| | | 18-24 | | | 2650 | 2650 | 0 | | | |
| | | 06-08' | 2650 | | 2650 | 0 | | | | |
| | | 08-18' | 2450 | | 2650 | 0 | | | | |
| | 2nd October 2014 to 13th October 2014 | 00-06 | 2650 | 0 | 2650 | 2370 | 280 | | | |
| | | 18-24 | | | | 2435 | 215 | | | |
| | | 06-18' | 2650 | | 2650 | 0 | | | | |
| | | 14th October 2014 | 00-06 | | 2650 | 0 | 2650 | | | 2650 |
| | 15th October 2014 to 31st October 2014 | 0600-1130' | 2650 | 0 | 2650 | 2650 | 0 | | | |
| | | 1130-1800' | 2000 | 0 | 2000 | 2650 | 0 | | | |
| | | 18-24' | 2000 | 0 | 2000 | 2585 | 0 | | | |
| | | 00-06 | 2000 | 0 | 2000 | 2585 | 0 | | | |
| 18-24 | 2650 | 0 | | | | | | | | |
| 06-18' | 2650 | 0 | | | | | | | | |
| SR-ER * | 1st October 2014 to 31st October 2014 | 00-24 | No limit is being specified | | | | | | | |
| ER-NER | 1st October 2014 to 10th October 2014 | 00-06 | 700 | 40 | 660 | 210 | 450 | | | |
| | | 23-24 | | | 660 | 210 | 450 | | | |
| | | 06-17' | 700 | | 560 | 210 | 350 | | | |
| | | 17-18 | 600 | | 560 | 210 | 350 | | | |
| | 11th October 2014 | 18-23 | 600 | 700 | 40 | 660 | 210 | 450 | | |
| | | 00-08 | 660 | | | 210 | 100 | | | |
| | | 23-24 | 350 | 310 | | 210 | 100 | | | |
| | | 08-17' | 350 | 310 | | 210 | 100 | | | |
| | 12th October 2014 to 31st October 2014 | 17-18' | 600 | 700 | 40 | 560 | 210 | 350 | | |
| | | 18-23 | 600 | | | 560 | 210 | 350 | | |
| | | 00-06 | 700 | 660 | | 210 | 450 | | | |
| | | 23-24 | 700 | 660 | | 210 | 450 | | | |
| NER-ER | 1st October 2014 to 31st October 2014 | 06-17' | 690 | 100 | 590 | 0 | 590 | | | |
| | | 17-18 | | | 600 | | 560 | | | 210 |
| | | 18-23 | 600 | | 560 | | 210 | | | 350 |
| | | 00-17 | 690 | | 590 | | 590 | | | |
| 23-24 | 690 | 430 | 430 | | | | | | | |
| 17-23 | 530 | 430 | 430 | | | | | | | |

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|--|-------------------|-------------------|---------------------------------|--------------------|-------------------------------------|--|--|---|----------|
| S1-S2 | 1st October 2014 | 00-24 | 3785 | 300 | 3485 | 2946 | 539 | | |
| | 2nd October 2014 | 00-16 | 3050 | 300 | 2750 | 2837 | 0 | | |
| | | 16-24 | 3325 | 300 | 3025 | 2837 | 188 | | |
| | 3rd October 2014 | 0000-1030 | 3325 | 300 | 3025 | 2837 | 188 | | |
| | | 1030-1200' | 3620 | 300 | 3320 | 2731 | 589 | | |
| | | 12-24' | 3620 | 300 | 3320 | 2731 | 589 | | |
| | 4th October 2014 | 00-09' | 3620 | 300 | 3320 | 2731 | 589 | | |
| | | 09-12' | 3325 | 300 | 3025 | 2622 | 403 | | |
| | | 12-23' | 3050 | 300 | 2750 | 2622 | 128 | | |
| | 5th October 2014 | 23-24' | 3325 | 300 | 3025 | 2622 | 403 | | |
| | | 00-17 | 3325 | 300 | 3025 | 2622 | 403 | | |
| | | 17-2315 | 3050 | 300 | 2750 | 2622 | 128 | | |
| | 6th October 2014 | 2315-2400 | 3325 | 300 | 3025 | 2622 | 403 | | |
| | | 00-04 | 3325 | 300 | 3025 | 2658 | 367 | | |
| | | 0400'-1245 | 3050 | 300 | 2750 | 2658 | 92 | | |
| | 7th October 2014 | 1245'-2400 | 3330 | 300 | 3030 | 2767 | 263 | | |
| | | 00-17 | 3330 | 300 | 3030 | 2767 | 263 | | |
| | | 17'-24 | 3620 | 300 | 3320 | 2767 | 553 | | |
| | 8th October 2014 | 00-24 | 3325 | 300 | 3025 | 2658 | 367 | | |
| | 9th October 2014 | 0000-0845 | 3325 | 300 | 3025 | 2658 | 367 | | |
| | | 0845-2400 | 3050 | 300 | 2750 | 2658 | 92 | | |
| | 10th October 2014 | 00-24 | 3050 | 300 | 2750 | 2658 | 92 | | |
| | 11th October 2014 | 00-11 | 3050 | 300 | 2750 | 2658 | 92 | | |
| | | 11-15' | 3620 | 300 | 3320 | 2767 | 553 | | |
| | | 15-24' | 3330 | 300 | 3030 | 2767 | 263 | | |
| | 12th October 2014 | 00-10 | 3330 | 300 | 3030 | 2767 | 263 | | |
| | | 10-24' | 3050 | 300 | 2750 | 2658 | 92 | | |
| | 13th October 2014 | 00-24 | 3050 | 300 | 2750 | 2658 | 92 | | |
| | 14th October 2014 | 00-24 | 3050 | 300 | 2750 | 2873 | 0 | | |
| | 15th October 2014 | 00-08 | 3050 | 300 | 2750 | 2837 | 0 | | |
| | | 08'-19 | 2700 | 300 | 2400 | 2837 | 0 | | |
| 19-24' | | 3050 | 300 | 2750 | 2837 | 0 | | | |
| 16th October 2014 to 18th October 2014 | 00-24 | 3050 | 300 | 2750 | 2837 | 0 | | | |
| 19th October 2014 | 00-1230 | 3050 | 300 | 2750 | 2837 | 0 | | | |
| | 1230-24 | 3330 | | 3030 | 2946 | 84 | | | |
| 20th October 2014 | 00-24 | 3510 | 300 | 3210 | 2946 | 264 | | | |
| 21st October 2014 | 00-24 | 3250 | 300 | 2950 | 2837 | 113 | 285 | Revised due to the synchronisation of Vallur Unit-2 | |
| 22nd October 2014 to 28th October 2014 | 00-24 | 2965 | 300 | 2665 | 2728 | 0 | | | |
| 29th October 2014 to 30th October 2014 | 00-24 | 2965 | 300 | 2665 | 2651 | 14 | | | |
| 31st October 2014 | 00-24 | 2965 | 300 | 2665 | 2687 | 0 | | | |

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| Corridor | Date | Time Period (hrs) | Total Transfer Capability (TTC) | Reliability Margin | Available Transfer Capability (ATC) | Long Term Access (LTA)/ Medium Term Open Access (MTOA) # | Margin Available for Short Term Open Access (STOA) | Changes in TTC w.r.t. Last Revision | Comments |
|-------------------------|---------------------------------------|-------------------|---------------------------------|--------------------|-------------------------------------|--|--|-------------------------------------|----------|
| Import of Punjab | 1st October 2014 to 31st October 2014 | 00-24 | 5700 | 300 | 5400 | 3790 | 1610 | | |
| Import TTC for DD & DNH | 1st October 2014 to 31st October 2014 | 00-24 | 1200 | 0 | 1200 | LTA and MTOA as per ex-pp schedule | | | |
| W3 zone Injection | 1st October 2014 to 6th October 2014 | 00-17 | 9400 | 200 | 9200 | 6843 | 2357 | | |
| | | 23-24 | | | | | 2857 | | |
| | 7th October 2014 to 31st October 2014 | 00-17 | 9400 | 200 | 9200 | 7054 | 2146 | | |
| | | 23-24 | | | | | 2646 | | |
| | | 17-23 | 9900 | | 9700 | | | | |

* Fifty Percent (50 %) Counter flow benefit on account of LTA/MTOA transactions in the reverse direction would be considered for advanced transactions (Bilateral & First Come First Serve).

\$ As per Simulations, predominant direction of flow is on West to North Corridor. Hence, in case injection point is in Western Region (W1,W2,W3), STOA/PX transactions from West to North on West-East-North corridor shall not be allowed as such transaction increases congestion in the West to North Corridor.

- 1) ER-SR TTC declared at Talcher Interconnector and Gazuwaka HVDC B/B seam
- 2) S1 comprises of AP and Karnataka; S2 comprises of Tamil Nadu, Kerala and Pondicherry
- 3) W3 comprises of the following regional entities :
 - a) Chattisgarh, b) Jindal Power Limited (JPL) , c) Jindal Steel and Power Limited (JSPL), d) ACBL, e) LANCO Amarkantak
 - f) BALCO, g) Sterlite (#1,3,4), h) NSPCL, i) Korba, j) Sipat, k) KSK Mahanadi, L)DB Power, m) KWPCCL n) Vandana Vidyut

The figure is based on LTA/MTOA approved by CTU. In actual Operation, due to Units being on Maintenance/ Fuel shortage the LTA/MTOA utilized would vary. RLDC/NLDC would factor this situation on day ahead basis. In the eventuality that net schedules exceed ATC, real time curtailments might be effected by RLDCs/NLDC.

In case of TTC Revision due to any shutdown :

- 1) The TTC value will be revised to normal values after restoration of shutdown.
- 2) The TTC value will be revised to normal values if the shutdown is not being availed in real time.

Limiting Constraints

| Corridor | Constraint |
|-------------------|--|
| NR-WR | (n-1) contingency of 400kV Zerda-Bhinmal and (n-1) contingency of 220kV Badod-Modak |
| WR-NR | High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) and Loop flows on 400kV Kankroli-Zerda and 400kV Bhinmal-Zerda (power flowing from WR to NR on 765kV Gwalior-Agra D/C and from NR to WR on 400kV Kankroli-Zerda and 400kV Bhinmal-Zerda). |
| NR-ER | (n-1) contingency of 400 kV Sarnath-Pusaali |
| ER-NR | High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) due to transit flows on ER-WR-NR corridor. |
| W3-ER | (n-1) contingency of one circuit of 400kV MPL-Maithon D/C |
| ER-W3 | (n-1) contingency of 400kV Raigarh-Jharsuguda-Rourkela |
| WR-SR & ER-SR | 1. (n-1) contingency of 400kV Parli(PG)-Sholapur(PG) D/C |
| | 2. ER-SR TTC has been declared assuming more than 1100 MW generation at Talcher Stage-2. In case Talcher Stage-2 generation goes below 1100 MW, then the ER-SR TTC would be revised downward as constraints within ER would emerge. |
| SR-WR | Bhadrawati HVDC B/B link capacity |
| SR-ER | (n-1) contingency of one circuit of 400kV Talcher-Rourkela D/C |
| ER-NER | Palatana unit tripping leading to the thermal overloading of 220 kV BTPS - Salakati D/C |
| NER-ER | (n-1) contingency of 400/220 kV, 2x315 MVA ICTs at Misa and High loading of 220kV Misa-Samaguri D/C |
| S1-S2 | (n-1) contingency of one circuit of 400 kV Kolar-Hosur D/C line |
| Import of Punjab | (n-1) contingency of ICT at Patiala/Moga |
| W3 zone Injection | (n-1-1) contingency of one circuit of 400 kV Raipur-Bhadrawati D/C section |

*Primary constraints

Simultaneous Import Capability

| Corridor | Date | Time Period (hrs) | Total Transfer Capability (TTC) | Reliability Margin | Available Transfer Capability (ATC) | Long Term Access (LTA)/ Medium Term Open Access (MTOA) | Margin Available for Short Term Open Access (STOA) | Changes in TTC w.r.t. Last Revision | Comments | | | | |
|----------|--|-------------------|---------------------------------|--------------------|-------------------------------------|--|--|-------------------------------------|----------|------|------|------|------|
| ER | | | | | | | | | | | | | |
| NR | 1st October 2014 to 31st October 2014 | 00-17 | 7700 | 800 | 6900 | 6811 | 89 | | | | | | |
| | | 23-24 | | | | | | | | | | | |
| | | 17-23 | 7700 | | 6900 | | 89 | | | | | | |
| NER | 1st October 2014 to 10th October 2014 | 00-06 | 700 | 40 | 660 | 210 | 450 | | | | | | |
| | | 23-24 | | | | | | | | | | | |
| | | 06-17 | | | | | | | | 700 | 660 | 210 | 450 |
| | | 17-18 | | | | | | | | 600 | 560 | 210 | 350 |
| | | 18-23 | | | | | | | | 600 | 560 | 210 | 350 |
| | 11th October 2014 | 00-08 | 700 | 40 | 660 | 210 | 450 | | | | | | |
| | | 23-24 | | | | | | | | | | | |
| | | 08-17 | | | | | | | | 350 | 310 | 210 | 100 |
| | | 17-18 | | | | | | | | 350 | 310 | 210 | 100 |
| | | 18-23 | | | | | | | | 600 | 560 | 210 | 350 |
| | 12th October 2014 to 31st October 2014 | 00-06 | 700 | 40 | 660 | 210 | 450 | | | | | | |
| | | 23-24 | | | | | | | | | | | |
| | | 06-17 | | | | | | | | 700 | 660 | 210 | 450 |
| | | 17-18 | | | | | | | | 600 | 560 | 210 | 350 |
| | | 18-23 | | | | | | | | 600 | 560 | 210 | 350 |
| WR | | | | | | | | | | | | | |
| SR | 1st October 2014 | 00-06 | 4750 | 750 | 4000 | 3935 | 65 | | | | | | |
| | | 18-24 | | | | | | | | | | | |
| | | 06-08 | | | | | | | | 4750 | 4000 | 4000 | 0 |
| | 2nd October 2014 to 13th October 2014 | 00-06 | 4750 | 750 | 4000 | 3720 | 280 | | | | | | |
| | | 18-24 | | | | | | | | | | | |
| | | 06-18 | | | | | | | | 4750 | 4000 | 3785 | 215 |
| | 14th October 2014 | 00-06 | 4750 | 750 | 4000 | 3935 | 65 | | | | | | |
| | | 0600-1130 | | | | | | | | | | | |
| | | 1130-1800 | | | | | | | | 4100 | 3350 | 4000 | 0 |
| | | 18-24 | | | | | | | | 4100 | 3350 | 3935 | 0 |
| | | 00-06 | | | | | | | | 4100 | 750 | 3350 | 3935 |
| | 18-24 | | | | | | | | | | | | |
| | 15th October 2014 to 31st October 2014 | 00-06 | 4100 | 750 | 3350 | 3935 | 0 | | | | | | |
| | | 18-24 | | | | | | | | | | | |
| | | | 06-18 | 4100 | | 3350 | 4000 | 0 | | | | | |

Simultaneous Export Capability

| Corridor | Date | Time | Total | Reliability | Available | Long Term | Margin | Changes | Comments | | | |
|----------|---------------------------------------|-------|-----------------------------|-------------|-----------|-----------|--------|---------|----------|------|------|------|
| NR* | 1st October 2014 to 31st October 2014 | 00-06 | 3500 | 700 | 2800 | 944 | 1856 | | | | | |
| | | 06-17 | | | | | | | | | | |
| | | 17-18 | 3600 | | | | | | | 2800 | 1009 | 1791 |
| | | 18-23 | | | | | | | | 2900 | 1009 | 1891 |
| | | 23-24 | | | | | | | | 2900 | 944 | 1956 |
| 2800 | 944 | 1856 | | | | | | | | | | |
| NER | 1st October 2014 to 31st October 2014 | 00-17 | 690 | 100 | 590 | 0 | 590 | | | | | |
| | | 23-24 | | | | | | | | | | |
| | | 17-23 | 530 | | | | | | | 430 | 430 | |
| WR | | | | | | | | | | | | |
| SR * | 1st October 2014 to 31st October 2014 | 00-24 | No limit is being specified | | | | | | | | | |

* Fifty Percent (50 %) Counter flow benefit on account of LTA/MTOA transactions in the reverse direction would be considered for advanced transactions (Bilateral & First Come First Serve).

Limiting Constraints

| | | |
|-----|--------|--|
| NR | Import | (n-1) contingencies of one circuit of 400KV Farakka-Malda D/C & (n-1) contingency of one circuit of 400KV High loading of 765 kV Agra-Gwalior (1250 MW SPS setting on each circuit of 765 kV Gwalior-Agra) and Loop |
| | Export | (n-1) contingency of 400kV Zerda-Bhinmal and (n-1) contingency of 220kV Badod-Modak. |
| NER | Import | (n-1) contingency of 400 kV Samath-Pusauli |
| | Export | Palatana unit tripping leading to the thermal overloading of 220 kV BTPS - Salakati D/C |
| SR | Import | (n-1) contingency of 400/220 kV, 2x315 MVA ICTs at Misa and High loading of 220kV Misa-Samaguri D/C |
| | | 1. (n-1) contingency of 400kV Pari(PG)-Sholapur(PG) D/C 2. ER-SR TTC has been declared assuming more than 1100 MW generation at Talcher Stage-2. In case Talcher Stage-2 generation goes below 1100 MW, then the ER-SR TTC would be revised downward as constraints within ER would emerge. |

**National Load Despatch Centre
Total Transfer Capability for October 2014**

| Revision No | Date of Revision | Period of Revision | Reason for Revision | Corridor Affected |
|-------------|------------------|--------------------------|--|-------------------------|
| 1 | 08-08-2014 | Whole Month | STOA Margin revised due correction in LTA/ MTOA/ Allocation. | NR-WR/ NR-ER/ W3-ER |
| | | | Revised due to commissioning of contingency arrangement of one 500 MW Vindhyachal (Unit-12) with 400kV Vindhyachal-Rihand line. | WR-NR |
| | | | Revised due to commissioning of 765kV Sholapur-Raichur Circuit-2 and 765kV Wardha-Aurangabad D/C. The LTA/MTOA figures are based on allocations and the meetings on TTC/ATC taken by CTU on 24th and 30th Jul 2014. Any margins on account of less LTA/MTOA would be offered on day ahead basis. | WR-SR/ ER-SR |
| | | | Revised due to commissioning of 400/220KV 2X315MVA ICT at Kala S/S along with 220kV Kala-Sayali and 220KV Kala-Khadoli lines | Import TTC for DD & DNH |
| 2 | 26-09-2014 | Whole month | LTA/MTOA revised by CTU. MTOA from MP to Bescom (KPTCL) = 111 MW, MTOA from KSEB to Chattishgarh = 100 MW. TNEB got 365 MW LTA from WR (Jindal-150MW(earlier), KSK Mahanadi =179 MW, BALCO = 36 MW) | ER-SR |
| | | | Revised due to commissioning of 400kV Tiruvalam- Kalivendapattu DC line, 400kV Kalivendapattu-Pugalur-1 & Tiruvalam 230kV line and LGBR Changes. | S1-S2 |
| 3 | 30-09-2014 | 01-10-2014 | Revised due to the outage of Vallur Unit-2 and NCTPS St-2 Unit-1 | S1-S2 |
| | | 01-10-2014 | Revised due to shutdown of 220kV Jeypore-Jayanagar ckt 1 and ckt 2 one at a time | ER-SR |
| | | Whole Month | Revised after the reassessment of TTC due to the commissioning of the new elements in NER | ER-NER |
| | | Whole Month | Revised considering the present inter-regional flow pattern and transit flows from ER to NR via WR | ER-NR |
| 4 | 02-10-2014 | 02-10-2014 to 31-10-2014 | LTA revised till further orders from CERC | ER-SR |
| 5 | 02-10-2014 | 02-10-2014 to 03-10-2014 | Revised due to the extension of outage of NCTPS Stage 2 Unit -1 | S1-S2 |
| 6 | 03-10-2014 | 03-10-2014 | Revised due to outage of both NCTPS Stage 2 Unit -1 and Vallur Unit -2. LTA granted by CTU revised as per orders from CERC | S1-S2 |
| | | 04-10-2014 | Revised due to outage of both NCTPS Stage 2 Unit -1 and Vallur Unit -3. LTA granted by CTU revised as per orders from CERC | |
| | | 05-10-2014 to 13-10-2014 | LTA granted by CTU revised as per orders from CERC | |
| 7 | 04-10-2014 | 04-10-2014 to 05-10-2014 | Revised due to extended outage of NCTPS Unit-1. | S1-S2 |
| | | 06-10-2014 to 15-10-2014 | Revised due to the extended outage of Vallur Unit -1 | |

| | | | | |
|----|------------|--------------------------------|--|--------|
| 8 | 06-10-2014 | 05-10-2014 to 07-10-2014 | Revised due to the extension of outage of NCTPS Unit -1 | S1-S2 |
| | | | Revised due to the outage of Vallur Unit -2 | |
| 9 | 07-10-2014 | 07-10-2014 to 10-10-2014 | Revised due to the outage of NCTPS Stage 2 Unit -1 | S1-S2 |
| | | 07-10-2014 | MTOA revised by CTU. MTOA from MP to Bescom (KPTCL) = 111 MW, MTOA from KSEB to Chattishgarh = 100 MW. | |
| 10 | 09-10-2014 | 09-10-2014 to 10-10-2014 | Revised due to the Synchronisation of NCTPS Stage 2 Unit -1 | S1-S2 |
| 11 | 11-10-2014 | 11-10-2014 | Revised due to S/D of 400 kV Binaguri-Bongaigaon Ckt 1 | ER-NER |
| | | 11-10-2014 | Revised due to outage of Vallur Unit-2 and NCTPS Unit-1 | S1-S2 |
| | | 12-10-2014 | Revised due to outage of Vallur Unit-2 | |
| 12 | 14-10-2014 | 14-10-2014 to 31-10-2014 | Revised due to breakdown of 400 kV Jeypore -Gazuwaka D/C during Hudhud cyclone | ER-SR |
| | | 15-10-2014 | Revised due to shutdown of 400 kV Kalivendapattu - Pugalur ckt 1 | S1-S2 |
| 13 | 15-10-2014 | 16-10-2014 to 20-10-2014 | Revised due to the extended outage of Vallur unit 1 | S1-S2 |
| 14 | 19-10-2014 | 19-10-2014 | Revised due to Vallur Unit-2 Outage on BTL. | S1-S2 |
| | | 20-10-2014 | Revised due to commissioning of 400kV Kalivendapattu-Pugalur-2 & Vallur Unit-2 Outage on BTL | |
| | | 21-10-2014 to 31-10-2014 | Revised due to commissioning of 400kV Kalivendapattu-Pugalur-2 | |
| 15 | 20-10-2014 | 21-10-2014 | Revised due to the synchronisation of Vallur Unit-2 | S1-S2 |