

## **List of Figures**

Figure 1.1	Architecture of WAMS.....	6
Figure 2.1	First PMU developed at Virginia Tech in 1980s.....	20
Figure 2.2	Architecture of PMU.....	21
Figure 2.3	Phasor representation of a sinusoidal signal (a) Sinusoidal signal (b) Phasor representation.....	22
Figure 2.4	Classification of power system stability.....	33
Figure 3.1	7-bus system.....	38
Figure 3.2	7-bus system (a) Unobservable system (b) Unobservable system (c) Observable system (d) Observable system.....	40
Figure 3.3	Flowchart of the BGSA.....	43
Figure 3.4	IEEE 30-bus with installed PMUs.....	47
Figure 3.5	Convergence of BGSA for all the test systems.....	49
Figure 4.1	7-bus system (a) PMUs at buses 2 & 5, (b) PMUs at buses 2 & 4.....	51
Figure 4.2	IEEE 30-bus test system with installed PMUs (Condition 1 of Case 1).....	60
Figure 4.3	Convergence of BGSA for IEEE 14-bus system considering Case 1, Case 2, and Case 3.....	70
Figure 4.4	Convergence of BGSA for IEEE 30-bus system considering Case 1, Case 2, and Case 3.....	71
Figure 4.5	Convergence of BGSA for IEEE 118-bus system considering Case 1, Case 2, and Case 3.....	72
Figure 4.6	Variation in computational time with system size.....	73
Figure 5.1	Communication infrastructure in WAMS.....	75
Figure 5.2	Shortest path from source node (S) to all other nodes .....	79
Figure 5.3	Convergence of BGSA for all the test systems considering (a) Case 1 (b) Case 2 and (c) Case 3.....	87
Figure 5.4	Computational time analysis for various cases.....	89
Figure 6.1	Two bus system.....	91
Figure 6.2	Variation of $\nu$ with respect to $p$ .....	92
Figure 6.3	5-bus system.....	94

Figure 6.4	Critical bus voltages for load increase of IEEE 14-bus test system.....	96
Figure 6.5	VSPI plot for critical buses for load increase of IEEE 14-bus.....	96
Figure 6.6	Closer view of critical buses for load increase of IEEE 14-bus.....	97
Figure 6.7	Critical bus voltages for load increase of IEEE 30-bus test system.....	97
Figure 6.8	VSPI plot for critical buses for load increase of IEEE 30-bus.....	98
Figure 6.9	Closer view of critical buses for load increase of IEEE 30-bus.....	98
Figure 6.10	Critical bus voltages for load increase of IEEE 118-bus test system.....	99
Figure 6.11	VSPI plot for critical buses for load increase of IEEE 118-bus.....	99

## List of Tables

Table 2.1	Difference between SCADA and PMU.....	25
Table 3.1	Selection of BGSA parameters.....	46
Table 3.2	BGSA parameters.....	46
Table 3.3	Optimal number and location of PMUs for IEEE test systems.....	48
Table 3.4	Comparison of proposed results with other methods.....	48
Table 4.1	Details of all the test systems.....	56
Table 4.2	Optimal number and location of PMUs for the test systems (Case 1).....	58
Table 4.3	Results comparison with available techniques for base case (Case 1).....	59
Table 4.4	Optimal number and location of PMUs for test systems (Case 2).....	62
Table 4.5	Results comparison with available techniques considering single PMU outage (Case 2).....	63
Table 4.6	Optimal number and location of PMUs for test systems (Case 3).....	65
Table 4.7	Results comparison with available techniques considering single line outage (Case 3).....	66
Table 4.8	Comparison of results in case of uncertainty of PMUs (Case 4, with ZIB).....	67
Table 4.9	Results comparison of NRPB 246-bus.....	68
Table 4.10	Results comparison of Polish 2383-bus.....	68
Table 5.1	Optimal no. of PMUs and locations for IEEE test systems (Case 1).....	81
Table 5.2	Test results of proposed method and its comparison in Case 1.....	82
Table 5.3	Optimal no. of PMUs and locations for IEEE test systems (Case 2).....	83
Table 5.4	Test results of proposed method and its comparison in Case 2.....	84
Table 5.5	Results in case of preinstalled PMUs at some buses (Case 3).....	85
Table 5.6	Comparison of results in case of preinstalled PMUs placed at some buses (Case 3).....	86