BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

Order Instituting Rulemaking on the Commission's Own Motion to Adopt New Safety and Reliability Regulations for Natural Gas Transmission and Distribution Pipelines and Related Ratemaking Mechanisms.	R.11-02-019 (Filed February 24, 2011)

REPORT OF PACIFIC GAS AND ELECTRIC COMPANY ON STATUS OF HYDROSTATIC PRESSURE TESTING AS OF AUGUST 30, 2011

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Dated: August 31, 2011

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Pacific Gas and Electric Company ("PG&E") hereby provides a status update as of August 30, 2011, on PG&E's ongoing hydrostatic pressure testing efforts. All of the hydrostatic tests that PG&E has completed through August 30, 2011 have been successful.

On June 9, 2011, the California Public Utilities Commission ("CPUC" or the "Commission") issued Decision No. 11-06-017, *Decision Determining Maximum Allowable Operating Pressure Methodology and Requiring Filing of Natural Gas Transmission Pipeline Replacement or Testing Implementation Plans*. Decision No. 11-06-017 directs PG&E to continue its efforts to perform hydrostatic testing of 152 miles of pipeline in 2011. (D.11-06-017, at p. 19.)

During the pre-hearing conference on June 2, 2011, PG&E agreed to provide monthly status reports on the status of its hydrostatic testing efforts for these 152 miles of pipeline. On June 16, 2011, assigned Commissioner Florio issued a Scoping Memo and Ruling directing PG&E to file the first such report by June 30, 2011 and at 30-day intervals thereafter. (See Ordering Paragraph 5.)

I. UPDATE ON STATUS OF HYDROSTATIC TESTS

Appendix A is a detailed spreadsheet listing the status and schedule as of August 30, 2011 for hydrostatic tests planned for 2011.[1] Appendix A provides an overview of the major milestones for each project, whether pipeline replacement or hydrostatic test, from construction mobilization to clearance to pipeline tie-in. Appendix A also lists the hydrostatic tests that have been completed successfully, the pipeline sections that were cut out and replaced, and the pipeline sections for which complete strength test pressure reports have been verified since March 15, 2011, when PG&E filed its proposal to hydrostatically test or replace 152 miles of pipe in 2011.

PG&E considers a test section complete when all sub-sections have been hydrostatically tested and returned to service. As of August 30, 2011, PG&E has completed hydrostatic tests and returned those sections to service for 24 test sections and replaced 1 test section,[2] totaling 35.2 miles. In addition, complete strength test pressure records have been verified for 23 test sections, representing over 39 miles. In total, 75.1 of the 152 transmission pipeline miles have been tested, replaced, or have had strength test pressure records verified.

Table 1 below lists the 24 test sections where the hydrostatic tests have been completed and the sections have been returned to service:

Table 1: Completed Hydrostatic Tests

Test	Line No.	City	Tie-In Date
T-40	L-132A	Mountain View	05/25/11
T-41	L-132A	Mountain View	05/25/11
T-96	SP5	Oakley	05/27/11
T-11	L-105N	Newark	06/12/11
T-02	L-101	San Jose	06/11/11
T-03	L-101	Santa Clara	06/11/11
T-51	L-300A	Newberry-Baker	06/12/11
T-52	L-300A	Newberry Springs	06/12/11
T-77	L-300B	Newberry Springs	06/21/11

[1] PG&E has also conducted hydrostatic tests at the Topock compressor station, in connection with preparing to restore operating pressure as discussed in PG&E's July 11, 2011 motion for delegation of authority, That test has not been included in Attachment A. PG&E has added another hydrostatic test, T-114, for a segment that previously was going to be replaced. Finally, PG&E has realized prior reports had inadvertently failed to list T-14, a hydrostatic test on L-105N, which is now included on Attachment A.

[2] The following small replacement has been completed and the pipe returned to service: T-23 Line 131 in Milpitas.

T-45	L-153	Union City	07/11/11
T-46	L-153	Hayward	07/14/11
T-62	L-300A	Kettleman City	06/30/11
T-63	L-300A	Avenal/Kettleman City	06/30/11
T-85	L-300B	Cantua Creek	06/30/11
T-84	L-300B	Kettleman City/Avenal	07/26/11
T-20	L-131	Sunol	07/30/11
T-44	L-153	Fremont	08/06/11
T-70	L-300A	San Jose	08/08/11
T-71	L-300A	San Jose	08/08/11
T-72	L-300A	San Jose	08/08/11
T-73	L-300A	San Jose	08/08/11
T-74	L-300A	Milpitas	08/08/11
T-60	L-300A	Arvin	08/12/11
T-28	L-132	Mountain View	08/18/11

Table 2 below lists the sections for which hydrostatic tests have been successfully performed[3] but the pipeline is still out of service and therefore not yet considered a completed section:

Table 2: Hydrostatic Tests Performed But Not Yet Tied-In

Test	Line No.	City	Hydrostatic Test	Tie-In Date
TV-36	L-132	San Bruno	06/09/11	09/17/11
T-89	L-300B	San Jose	08/20/11	09/12/11
T-90A	L-300B	San Jose	08/28/11	09/12/11
T-90B	L-300B	San Jose	08/30/11	09/12/11
T-81	L-300B	Arvin	08/22/11	09/01/11
T-80	L-300B	Tehachapi	08/26/11	09/01/11
T-82	L-300B	Bakersfield	08/23/11	09/01/11
T-10	L-105C	Oakland	08/25/11	08/31/11
T-76	L-300B	Barstow/Topock	08/28/11	08/31/11

Table 3 below lists the sections for which hydrostatic test records have been verified:

Table 3: Test Sections with Verified Records

Test	Line No.	City
T-1	L-21A	Sonoma County
T-4	L-101	Mountain View
T-6	L-101	Millbrae
T-8	L-105A	Albany
T-18	L-107	Livermore
T-91	L-301G	Hollister
T-95	L-SP3	Concord
T-97	L-0821-01	San Jose
T-113	L-101	Mountain View
T-12	L-105N	Hayward
T-21	L-131	Fremont
T-58	L-300A	Kern County
T-59	L-300A	Kern County
T-66	L-300A	Hollister
T-50	L-300A	Topock
T-111	L-153	Newark
T-88	L-300B	San Martin
T-53	L-300A	Barstow

[3] Two tests have been performed but represent only a subset of an entire section: T-25A Line 132 in Santa Clara, and T-47A Line 153 in San Leandro.

T-78	L-300B	Daggett
T-83	L-300B	Bakersfield
T-99	1816-01	Watsonville
T-100	1816-01	Watsonville
T-61	300A	Kern County

In the month of September 2011, PG&E plans to conduct up to 18 hydrostatic tests. The hydrostatic testing of approximately 150 miles of pipeline requires execution of a very aggressive and complex schedule. Schedules for each test may change based on test-specific situations and delays due to system-related issues. PG&E continues to work through schedule challenges associated with gas system availability and delays associated with permitting and land access.

A few miles of pipeline, however, pose challenges that may lead to delays. Approximately 0.47 miles of the 152 Priority 1 miles reside within regulating and compressor stations. These small segments pose complex engineering and construction challenges where a hydrotest conducted without sufficient analysis and diligence could have serious consequences to both the safety and reliability of the pipeline system. PG&E recommends performing additional engineering analysis in 2011 and hydrotesting these small segments in 2012 to ensure that these tests are done safely. In addition, approximately 3.5 miles of the 152 Priority 1 miles are located within environmentally sensitive areas potentially impacting endangered species, which require permits that can take up to 6 months to acquire. In these cases, the permitting timelines may lead to delays in PG&E's current schedule. Other test sections representing 1.6 miles of the Priority 1 miles present special challenges, such as a section of pipe crossing over a major freeway. PG&E is presently evaluating whether to replace the overhead crossing with a below ground crossing of the freeway in lieu of a hydrostatic test. In addition, PG&E has identified two parallel sections of pipe crossing under rivers that provide redundant gas supply to customers. Should one line need to be taken out of service, PG&E will delay the test of the other line to ensure adequate gas supply. PG&E remains committed to ensuring that adequate time and resources are spent on this work to achieve both safe and high quality results. We take both of these into consideration when acting on the challenges we encounter.

II. CONCLUSION

PG&E appreciates the support and opportunity to work collaboratively with the CPUC to expedite permitting processes. PG&E also appreciates the cooperation and understanding of local governments and government agencies to help expedite the permitting process.

PG&E remains committed to operating and maintaining its gas transmission pipeline system safely and reliably. The information PG&E is gathering through ongoing hydrostatic tests are important components of our goal to improve our overall system performance and safety.

Respectfully submitted,

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APPENDIX A

Test	Line No.	M.P.1	M.P.2	Mileage Contributing to 152 Mile Goal	City	Contractor Mobilization		Clearance		Hydrotest		Tie-In		Results
T-40	L-132A	0.01	1.46	0.812	Mountain View	4/26/11	A	05/03/11	A	05/09/11	A	05/25/11	A	Tested Succesfully
T-41	L-132A	1.46	1.47	0.000	Mountain View	4/26/11	A	05/03/11	A	05/09/11	A	05/25/11	A	Tested Succesfully
T-96A (E)	SP5	0.00	2.40	2.401	Oakley	4/28/11	A	05/09/11	A	05/16/11	A	05/27/11	A	Tested Succesfully
T-96B (W)	SP5	2.40	3.87	0.654	Antioch	4/28/11	A	05/09/11	A	05/19/11	A	05/27/11	A	Tested Succesfully
TV-23	L-131	57.46	57.47	0.011	Milpitas	5/24/11	A	05/25/11	A	NA		05/25/11	A	Validation Dig Completed
T-02	L-101	2.45	2.65	0.104	San Jose	5/23/11	A	06/01/11	A	06/04/11	A	06/11/11	A	Tested Succesfully
T-11	L-105N	11.07	11.86	0.832	Newark	5/11/11	A	05/31/11	A	06/05/11	A	06/12/11	A	Tested Succesfully
T-52	L-300A	127.03	127.93	0.899	Newberry Springs	5/20/11	A	06/02/11	A	06/06/11	A	06/12/11	A	Tested Succesfully
T-03	L-101	3.39	3.48	0.077	Santa Clara	5/23/11	A	06/01/11	A	06/07/11	A	06/11/11	A	Tested Succesfully
T-51	L-300A	121.87	122.68	0.399	Newberry-Baker	5/20/11	A	06/02/11	A	06/08/11	A	06/12/11	A	Tested Succesfully
TV-36A	L-132	40.08	42.34	1.667	San Bruno	5/18/11	A	05/23/11	A	06/09/11	A	09/17/11		Tested But Not Tied In
TV-36B	L-132	42.34	43.61	1.269	San Bruno	5/18/11	A	05/23/11	A	06/13/11	A	09/17/11		Tested But Not Tied In
T-77	L-300B	126.88	127.50	0.596	Newberry Springs	6/4/11	A	06/13/11	A	06/16/11	A	06/21/11	A	Tested Succesfully
T-25A	L-132	3.05	4.00	0.798	Santa Clara	6/6/11	A	06/14/11	A	06/19/11	A	06/22/11	A	Tested Succesfully
T-63	L-300A	353.56	353.85	0.319	Avenal/Kettleman City	6/16/11	A	06/21/11	A	06/24/11	A	06/30/11	A	Tested Succesfully
T-62	L-300A	345.02	345.26	0.279	Kettleman City	6/16/11	A	06/21/11	A	06/26/11	A	06/30/11	A	Tested Succesfully
T-85	L-300B	384.28	384.84	0.560	Cantua Creek	6/18/11	A	06/22/11	A	06/28/11	A	06/30/11	A	Tested Succesfully
T-45	L-153	9.20	13.62	3.960	Union City	6/3/11	A	06/16/11	A	06/29/11	A	07/11/11	A	Tested Succesfully
T-46	L-153	13.62	17.60	3.979	Hayward	6/4/11	A	06/16/11	A	07/09/11	A	07/14/11	A	Tested Succesfully
T-84	L-300B	353.54	354.31	0.781	Kettleman City/Avenal	6/29/11	A	07/18/11	A	07/22/11	A	07/26/11	A	Tested Succesfully
T-70	L-300A	490.47	490.63	0.041	San Jose	7/12/11	A	07/20/11	A	07/25/11	A	08/08/11	A	Tested Succesfully
T-20	L-131	42.35	42.38	0.025	Sunol	7/14/11	A	07/22/11	A	07/26/11	A	07/30/11	A	Tested Succesfully
TV-47A	L-153	17.65	18.01	2.375	San Leandro	6/30/11	A	07/19/11	A	07/28/11	A	08/02/11	A	Tested Succesfully
T-71	L-300A	490.66	493.59	2.743	San Jose	6/28/11	A	07/20/11	A	07/29/11	A	08/08/11	A	Tested Succesfully
T-44	L-153	0.00	3.58	3.616	Fremont	7/12/11	A	07/18/11	A	07/29/11	A	08/08/11	A	Tested Succesfully
T-72	L-300A	493.59	495.86	2.279	San Jose	6/23/11	A	07/20/11	A	08/01/11	A	08/08/11	A	Tested Succesfully
T-73	L-300A	496.36	499.96	3.305	San Jose	7/12/11	A	07/20/11	A	08/02/11	A	08/08/11	A	Tested Succesfully
T-74	L-300A	499.96	502.24	1.075	Milpitas	7/12/11	A	07/20/11	A	08/04/11	A	08/08/11	A	Tested Succesfully
T-60	L-300A	256.22	257.08	0.859	Arvin	7/29/11	A	08/05/11	A	08/09/11	A	08/12/11	A	Tested Succesfully
T-28	L-132	8.54	10.32	1.429	Mountain View	7/12/11	A	08/08/11	A	08/14/11	A	08/18/11	A	Tested Succesfully
T-89S	L-300B	484.01	484.72	0.720	San Jose	8/4/11	A	08/10/11	A	08/16/11	A	09/12/11		Tested But Not Tied In
T-89N	L-300B	489.33	490.92	1.630	San Jose	8/4/11	A	08/10/11	A	08/20/11	A	09/12/11		Tested But Not Tied In
T-81	L-300B	256.66	257.51	0.849	Arvin	8/3/11	A	08/16/11	A	08/22/11	A	09/01/11		Tested But Not Tied In
T-82	L-300B	263.46	264.64	0.909	Bakersfield	8/10/11	A	08/16/11	A	08/23/11	A	09/01/11		Tested But Not Tied In
T-10	L-105C	0.00	1.76	1.568	Oakland	8/11/11	A	08/19/11	A	08/25/11	A	08/31/11		Tested But Not Tied In
T-80	L-300B	237.49	240.56	0.510	Tehachapi	8/10/11	A	08/16/11	A	08/26/11	A	09/01/11		Tested But Not Tied In
T-76	L-300B	0.15	0.46	0.312	Barstow/Topock	8/8/11	A	08/20/11	A	08/27/11	A	08/31/11		Tested But Not Tied In
T-90A	L-300B	490.96	493.86	2.600	San Jose	8/4/11	A	08/10/11	A	08/28/11	A	09/12/11		Tested But Not Tied In
T-90B	L-300B	493.86	496.35	2.290	San Jose	8/4/11	A	08/10/11	A	08/29/11	A	09/12/11		Tested But Not Tied In
T-90C	L-300B	496.35	499.26	1.130	San Jose	8/4/11	A	08/10/11	A	08/30/11		09/12/11		
T-27	L-132	7.10	8.54	1.421	Sunnyvale	8/17/11	A	08/26/11	A	08/31/11		09/04/11		
T-90D	L-300B	499.26	502.51	4.430	San Jose	8/4/11	A	08/10/11	A	08/31/11		09/12/11		
T-29	L-132	10.32	13.95	2.698	Mountain View	8/1/11	A	08/25/11	A	09/03/11		09/08/11		
T-26	L-132	4.92	7.10	2.129	Sunnyvale	8/24/11	A	09/06/11		09/11/11		09/16/11		
T-15	L-105N	27.94	28.13	0.196	San Leandro	8/28/11	A	09/05/11		09/12/11		09/16/11		
T-07	L-105A	38.00	41.00	2.155	Emeryville	8/26/11	A	09/08/11		09/13/11		09/19/11		
T-09	L-105A-1	0.00	0.00	0.004	Emeryville/Oakland	8/26/11	A	09/08/11		NA		09/19/11		
T-19	L-114	16.51	16.57	0.061	Brentwood	8/30/11		09/10/11		09/14/11		09/20/11		
T-16	L-105N	28.13	28.64	0.508	Oakland	8/29/11	A	09/12/11		09/16/11		09/20/11		
T-32	L-132	23.16	25.60	2.846	Woodside	8/22/11	A	09/10/11		09/17/11		09/28/11		
T-25B	L-132	4.29	4.92	0.581	Santa Clara/Sunnyvale	9/6/11		09/17/11		09/22/11		09/27/11		
T-87B	L-300B	450.33	450.43	1.138	Hollister/ Tres Pinos	9/4/11		09/18/11		09/23/11		09/30/11		
T-54B	L-300A	151.47	156.40	4.027	Barstow	9/6/11		09/16/11		09/23/11		10/06/11		
T-31	L-132	18.46	23.16	2.497	Menlo Park	8/8/11	A	09/10/11		09/24/11		09/29/11		
T-87A	L-300B	450.80	451.72	1.138	Hollister/ Tres Pinos	9/4/11		09/18/11		09/24/11		09/30/11		
T-87C	L-300B	445.73	446.06	1.138	Hollister/ Tres Pinos	9/4/11		09/18/11		09/24/11		09/30/11		
T-38	L-132	46.92	48.44	0.300	San Francisco	9/12/11		09/18/11		09/25/11		09/30/11		
T-55	L-300A	156.40	157.86	1.750	Barstow/Lenwood	9/6/11		09/16/11		09/26/11		10/06/11		
T-30	L-132	13.95	18.46	4.479	Palo Alto	8/5/11	A	09/21/11		09/28/11		10/01/11		
T-43A	L-147	1.13	2.20	0.440	San Carlos	9/6/11		09/20/11		09/29/11		10/06/11		
T-75	L-300A-1	156.40	157.01	0.613	Barstow	9/6/11		09/16/11		09/30/11		10/06/11		
T-43B	L-147	2.20	3.40	0.000	San Carlos	9/6/11		09/20/11		10/02/11		10/06/11		
T-56S	L-300A	157.86	159.33	0.808	Barstow	9/6/11		09/16/11		10/03/11		10/06/11		
T-42	L-147	0.17	1.13	0.520	San Carlos	9/6/11		09/20/11		10/04/11		10/06/11		
TV-22	L-131	50.57	54.91	3.283	Fremont	9/7/11		09/21/11		10/04/11		10/10/11		
TV-17	L-105N	28.64	30.63	1.941	Oakland	9/12/11		09/26/11		10/05/11		10/10/11		
T-24	L-132	0.74	1.87	0.861	Milpitas	9/19/11		10/01/11		10/06/11		10/09/11		
T-65A	L-300A	450.37	450.40	0.490	Hollister	9/21/11		10/01/11		10/06/11		10/12/11		
T-65B	L-300A	445.71	446.16	0.490	Hollister	9/21/11		10/01/11		10/06/11		10/12/11		
T-39B	L-132	49.98	51.50	0.034	San Francisco	9/19/11		10/01/11		10/08/11		10/12/11		
T-93A	L-400-3	293.41	297.87	0.868	Antioch	9/19/11		10/03/11		10/08/11		10/11/11		
T-101	1816-01	3.44	8.44	0.000	Watsonville	9/19/11		10/03/11		10/10/11		10/15/11		
T-98	1816-01	0.00	1.19	0.000	Watsonville	9/19/11		10/03/11		10/10/11		10/15/11		
T-49	L-191	6.48	9.44	2.842	Pittsburg	9/26/11		10/10/11		10/14/11		10/17/11		
T-79A	L-300B	152.73	155.19	3.967	Barstow	10/1/11		10/12/11		10/14/11		10/23/11		
T-79B	L-300B	160.71	160.88	3.967	Barstow	10/1/11		10/12/11		10/14/11		10/23/11		
T-68	L-300A	480.96	483.74	1.131	Morgan Hill	9/28/11		10/14/11		10/17/11		10/25/11		
T-67	L-300A	475.26	475.76	5.843	San Martin	9/28/11		10/14/11		10/20/11		10/25/11		
TV-37	L-132	43.61	46.59	1.374	South San Francisco	10/1/11		10/15/11		10/27/11		11/01/11		
T-109	L-148	14.60	17.63	0.000	Modesto	9/26/11		10/24/11		10/28/11		10/31/11		
T-57E	L-300A	180.94	182.34	1.468	San Bernardino	10/14/11		10/24/11		10/28/11		11/01/11		
T-57W	L-300A	187.85	188.41	1.468	Kern	10/14/11		10/24/11		10/28/11		11/01/11		
T-93B	L-400	293.40	297.86	0.740	Sherman Island	10/18/11		11/01/11		11/06/11		11/14/11		
T-112	L-191	9.44	10.57	1.093	Pittsburg	11/17/11		12/01/11		12/05/11		12/10/11		
T-13	L-105N	21.24	21.30	0.060	Hayward	TBD		12/02/11		NA		12/09/11		
T-14	L-105N	21.30	21.70	0.370	Hayward	TBD		12/02/11		12/05/11		12/09/11		
T-86	L-300B	414.77	416.79	0.914	Paicines	9/18/11		10/01/11		TBD		10/12/11		
T-69S	L-300A	485.14	487.78	2.017	San Jose	9/28/11		10/14/11		TBD		10/25/11		
T-33	L-132	29.05	30.96	1.801	San Mateo/Belmont	TBD		TBD		TBD		TBD		
T-34	L-132	30.96	34.49	2.653	San Mateo/Hillsborough	TBD		TBD		TBD		TBD		
T-35	L-132	34.49	38.39	0.937	Burlingame	TBD		TBD		TBD		TBD		
T-64	L-300A	414.57	416.62	1.053	Paicines	TBD		TBD		TBD		TBD		
TV-47B	L-153	18.03	20.07	0.586	San Leandro	TBD		TBD		TBD		TBD		
TV-47C	L-153	20.07	22.87	0.586	Oakland	TBD		TBD		TBD		TBD		
T-114	L-109	7.57	8.36	0.991	Mountain View	TBD		TBD		TBD		TBD		
T-1	L-21A	24.49	24.58											Records Verified
T-4	L-101	9.76	10.00											Records Verified
T-6	L-101	32.17	32.17											Records Verified
T-8	L-105A	44.56	46.91											Records Verified
T-18	L-107	30.20	32.16											Records Verified
T-61	L-300A	268.95	269.54											Records Verified
T-91	L-301G	0.00	0.00											Records Verified
T-95	L-SP3	180.91	181.40											Records Verified
T-97	L-0821-01	0.02	0.02											Records Verified
T-113	L-101	10.40	10.52											Records Verified
T-12	L-105N	18.92	19.14											Records Verified
T-21	L-131	49.36	50.57											Records Verified
T-58	L-300A	198.93	201.70											Records Verified
T-59	L-300A	237.44	238.00											Records Verified
T-66	L-300A	450.83	454.33											Records Verified
T-50	L-300A	0.29	0.94											Records Verified
T-111	L-153	9.18	9.20											Records Verified
T-88	L-300B	472.65	478.10											Records Verified
T-53	L-300A	150.26	151.06											Records Verified
T-78	L-300B	143.25	144.24											Records Verified
T-83	L-300B	286.32	286.92											Records Verified
T-99	1816-01	1.19	1.53											Records Verified
T-100	1816-01	1.53	3.44											Records Verified

T - Test section
TV - Test section that includes video work
L - Transmission pipeline
A - Actual date completed