

eDART Transmission Ticket Notification  
Requests  
February 6, 2017



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## Purpose

The eDART Transmission Ticket Notification Request process is intended for PJM member GOs with direct need for transmission outage notifications with impact to one or more units in their fleet. While many of these outages are shared publicly on the [pjm.com](http://pjm.com) OASIS site, PJM does not share publicly any outages to equipment deemed to be **market sensitive**.

**Market sensitive equipment:** a piece of equipment which, if outaged, would have direct impact on a generator's ability to reach the transmission grid. (e.g. A generator Step-Up Transformer AND associated equipment, or a radial station outlet.)

## Process Overview

### Received

- Notification form submitted, GO gets an immediate response back from the Web and a Salesforce response with a Case #.

### Initial Review

- PJM Client Managers review request to ensure requesting company has rights (in general, ownership) for information pertaining to the units within the request.

### Technical Assessment

- The PJM Operations Planning Division performs a [technical assessment](#) whereby they examine the station outlets and any stability impacts related to the unit.
- A list of equipment is created based upon the technical assessment.

### Customer Review

- Customer reviews proposed Equipment List, and if satisfied, signs off on the list as is.
- If any questions then it goes back to Tech Assessment based on customer's additional request/questions.

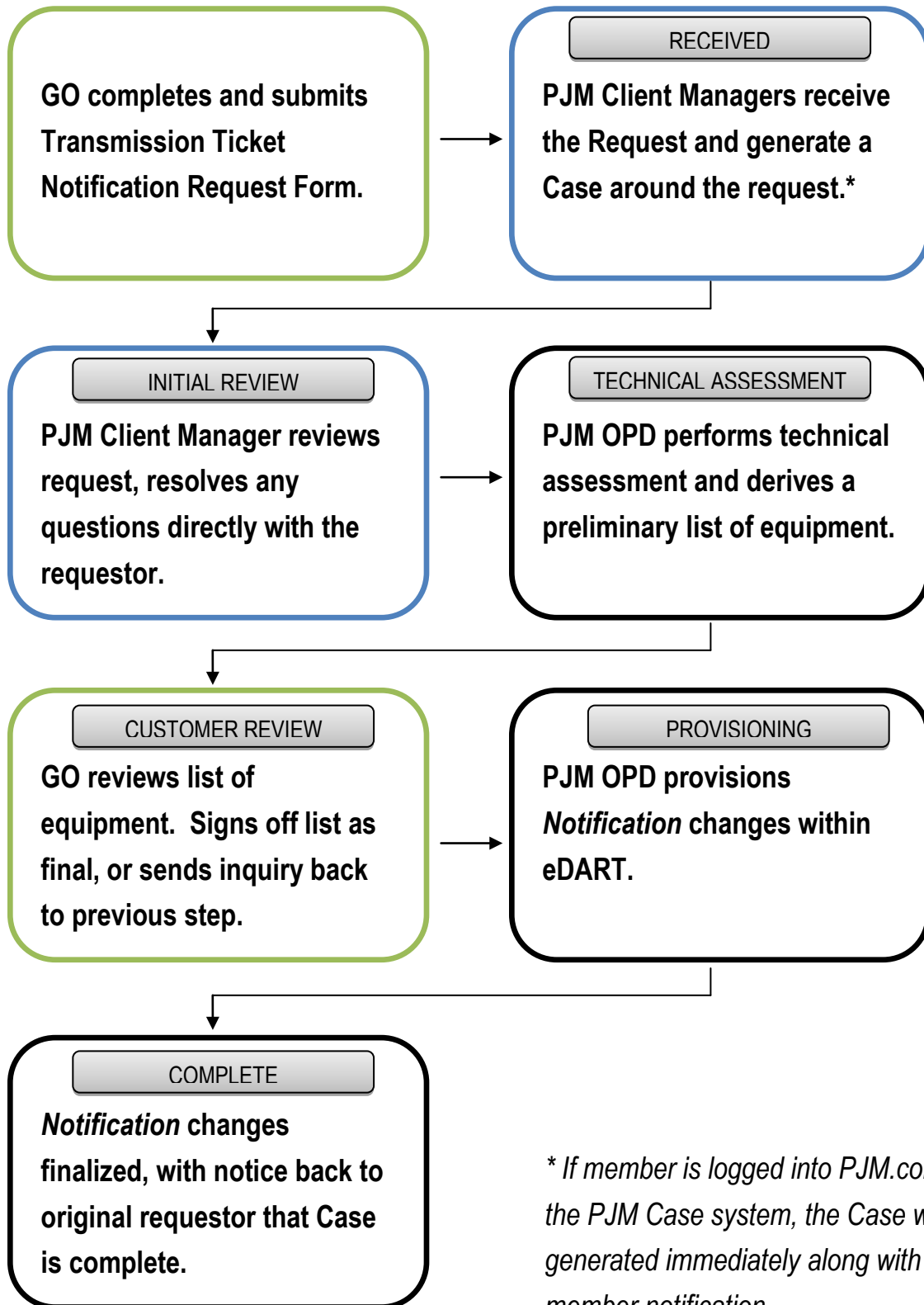
### Provisioning

- Operations Planning Division provisions the list in eDART.

### Complete

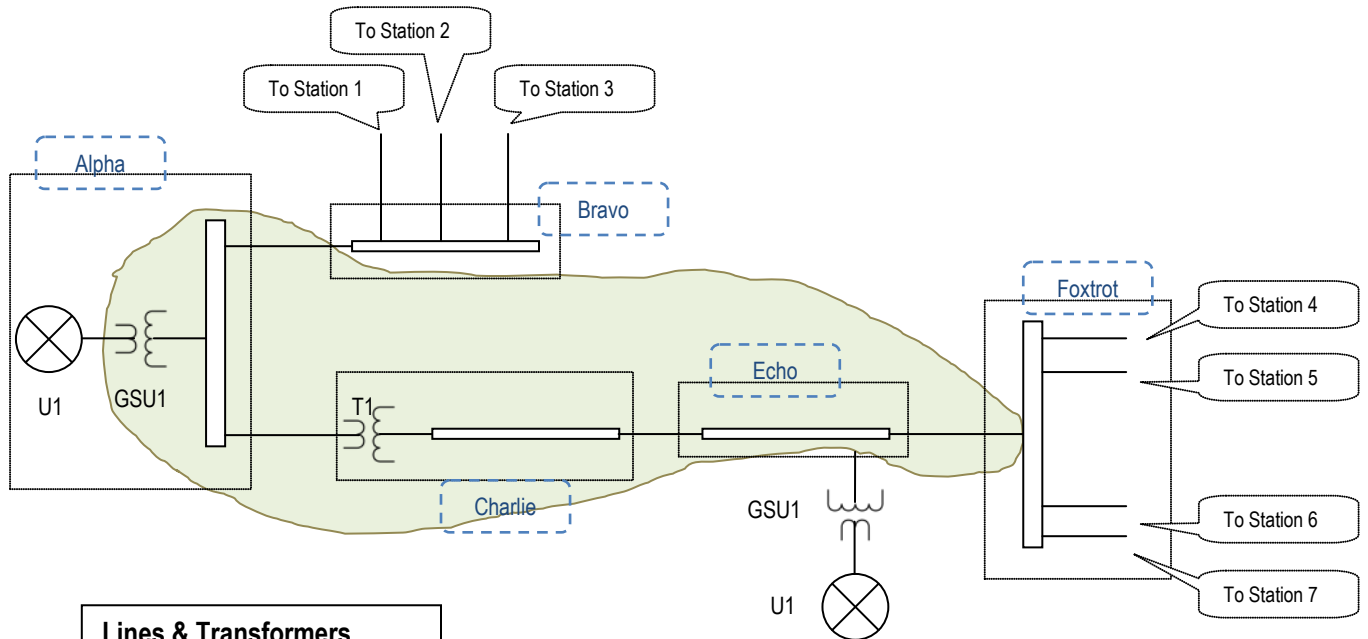
- Customer notification that notifications are setup within eDART and case is complete.

## Notification Request Form Flow



## Technical Assessment

1. PJM assesses a unit's Station Outlets, looking out along a path for a given facility to identify all Bulk Electric System [BES] outlets for a facility until it is considered to be networked to the transmission grid with at least three (3) outlets for each radial path. [Example for the Alpha Unit #1 below.]
2. Additional Stability Impacts for a given unit are derived via a review of the PJM Transmission Operations Manual [M-03].



<u>Lines &amp; Transformers</u>
Alpha-Bravo
Alpha-Charlie
Bravo-Station1
Bravo-Station2
Bravo-Station3
Charlie-Echo
Echo-Foxtrot
Foxtrot-Station4
Foxtrot-Station5
Foxtrot-Station6
Foxtrot-Station7
Alpha Transformer GSU1
Charlie Transformer X1

**Alpha Unit 1 Station Outlet Assessment:**

1. Alpha U1 is connected via the generator step-up transformer #1. The Alpha station has two paths to the BES. Alpha to Bravo, and Alpha to Charlie. Exploring Bravo first ...
2. Alpha U1 connects to the Bravo station via a single radial path. Once at Bravo, the unit has multiple station outlets and is networked to the transmission grid along that path.
3. Alpha U1 connects to the Charlie station via a Charlie X1 transformer. It continues on radial to the Echo station. Echo is radially connected to Foxtrot station. Once at Foxtrot station, the unit has multiple station outlets and is networked to the transmission grid along that path.

From this review, the preliminary equipment is identified.