Dispatch Signal Survey

Mike Zhang
November 1, 2018 SOS
November 6, 2018 OC
<table>
<thead>
<tr>
<th>Action Required</th>
<th>Deadline</th>
<th>Who May Be Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Background and awareness at SOS-Joint</td>
<td>11/01/2018</td>
<td>SOS representatives &amp; Unit Owners</td>
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<tr>
<td>Background and awareness at OC</td>
<td>11/06/2018</td>
<td>OC representatives &amp; Unit Owners</td>
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<td>Dispatch Signal Survey becomes available to GOs in eDART</td>
<td>11/26/2018</td>
<td>Unit Owners</td>
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<tr>
<td>Dispatch Signal Survey response period ends, unit responses due by this date</td>
<td>12/21/2018</td>
<td>Unit Owners</td>
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• Dispatchable units running for PJM should follow dispatch signal through an economic basepoint.
  – Specific call on reasons
  – Dispatchable range through bid in parameters
  – Basepoint from PJM SCED engine
• Units can be dispatched verbally and electronically.
  – Basepoints available through SCADA
  – Details in PJM Manual 1 and Manual 14D
• Adverse operational impacts when units deviate.
  – Deviation charges
  – Inexact engine solutions
• New GO Survey through eDART with handful of questions.
• Questions aimed to determine unit’s ability to follow electronic dispatch signal.
  – Gain understanding of whether units can follow dispatch verbally or electrically
  – Understand any other limitations in regards to following signal
• Narrowed scope of survey to impacted units.
• Tentatively available November 26th and will end on December 21st.
Survey Drivers

• More accurate unit dispatch.
  – Improve SCED solution through more accurate expectations
  – Enhance synchronous reserve allocation and deployment
• Proactively gather updated information on unit capabilities.
  – Lack of centralized mechanism to provide information today.
• Potential tool enhancements to better reflect characteristics of PJM’s generation fleet.
  – Upcoming market initiatives