

<b>Effective Date</b>	2017
<b>Impacted Manual #(s)/Manual Title(s):</b>	
Manual 12 – Balancing Operations Manual 27 – Open Access Transmission Tariff Accounting	
<b>Conforming Order(s):</b>	
N/A	
<b>Associated Issue Tracking Title:</b>	Black Start Service Revenue Requirements for New Units
<b>Committee Approval Path - What committee(s) have already seen these changes?</b>	
MIC First Read, 03-08-2017 MIC – Endorsement, 04-12-2017 MRC – First Read, 04-27-2017 MRC – Endorsement, 05-25-2017	
<b>MRC 1<sup>st</sup> read date:</b>	04-27-2017
<b>MRC voting date:</b>	05-25-2017
<b>Impacted Manual sections:</b>	
Manual 12 – Section 4.6.9 Manual 28 – Section 7.2 & 7.3	
<b>Reason for change:</b>	
Phase 1  A number of new units have recently entered Black Start Service as a result of the RTO Wide RFP in 2013. Schedule 6A of and attachment M-Appendix to PJM’s Open Access Transmission Tariff (OATT) defines the rule for determining a black start unit’s Annual Revenue Requirement. The current tariff language defines the review process for existing black start units’ annual revenue recalculation in May. However, the language does not explicitly define the review process for the black start costs of new units entering Black Start Service outside the annual revenue recalculation period.	
<b>Summary of the changes:</b>	
Deadlines were specified in Schedule 6A of the Tariff for the submittal & review of new Black Start Unit’s cost documentation used in the development of its annual revenue requirement. Affected network service customers and point-to-point reservations are charged an estimated revenue requirement starting the month the new unit enters Black Start service. Estimated charges are deposited in a non-interest bearing account. The new Black Start unit receives Black Start credits back to in-service date after the final costs are approved. Network service customers and point-to-point reservations are charged/credited a revenue tune true up after the final costs are approved.	