LG&E-KU EPRT After Action Review

December 23, 2022

Event: Winter Storm Elliott	**Event Date:** Dec 23, 2022

On Thursday December 22nd it rained most of the day and transition over to snow early to late evening across the service territory – with flash freeze conditions. When the transition from rain to snow started it brought in the brutally cold temperatures and sustained winds. During early morning hours on December 23rd the winds were sustained around 25 to 30 mph and gusts up to 40 to 50 mph moving across the service terrriotry. Temperatures were below zero with the wind chills between -20 to -28 degrees. During the morning hours transmission had a few N-1 issues arised which were addressed with the RC and neighboring entiites. Generation Dispatch began the 23rd day of December with 7,368mw of available net capacity. This number includes 75% of Trimble County 2 (TC1 was unavailable because the ash handling system became unavailable on 12/22) and our share of OVEC as a firm import, 67mw. The cold weather began to impact available capacity early in the morning as gas heaters that supply our Brown N2's froze. Cold weather also caused limitations to our coal fleet early that morning. Our contingency reserve requirement changed to 710mw, from 243mw, when TVA went to an EEA3 at 06:26 and pulled their reserves from the Contingency Reserve Sharing Group (CRSG). Our available capacity was down to 7,120mw by 10:33 and load was running approximately 550mw above forecast at 6,400mw in real time. The biggest impact to our available capacity began at 13:08 when Texas Gas Transmission pipeline pressure declined rapidly and fell below 500 psi at both Trimble County and Cane Run, this is below our contracted minimum pressure of 530 and 550 psi respectively. This caused a reduction of 871 more megawatts from our Trimble County CT's and Cane Run 7 which took our total available capacity down to approximately 6,200mw and caused us to request an EEA3. We were buying power to keep our system whole and maintain our share of contingency reserves within the CRSG. TVA had restored their share of contingency reserves to the group at 14:05. At 16:29 we lost all of our non-firm purchases causing us to execute 400mw from the CRSG. Other unit issues occurred causing our available capacity to dip to a low point of 5,871mw around 17:00. Gas heaters became available and all available units were online at the Brown CT site at 17:22. Our available capacity was a very unstable moving target, approximately 6,200mw, at 18:00 as the BA/TO began the load shed event. Max firm load shed was approximately 317 mw and was completely restored at 22:10.

Damages to LG&E and KU Transmission facilities included:

- None

Operations and Outages:

- Actual out: 12/23/2022 01:09:45 Actual In: 12/23/2022 01:09:46. Line/Equipment: Delvinta to Lake Reba Tap 161kV line and West Irvine 161/69 Transformer. Weather: 38 degrees, 31 mph winds (W), 49 mph gusts, Conditions- Light Rain. Customer Impact: None
- Actual out: 12/23/2022 01:14:35 Actual In: 12/23/2022 11:40:00. Line/Equipment: Delvinta to Lake Reba Tap 161kV line and West Irvine 161/69 Transformer. Weather: 38 degrees, 31 mph winds (W), 49 mph gusts, Conditions- Light Rain. Split section between Delvinta 139 to West Irvine 193 everything checked ok. Then tested to Lake Reba Tap 162 and everything held. Transmission Lines was going to send crews out but Line tested good. Substation crews Checked Lake Reba Tap 804 for low Air pressure/ Breaker Air system froze up and maintenance resolved issue. Customer Impact: None.

Business Use

LGE-KU001_0000368

- Actual out: 12/23/2022 07:39:17 Actual In: 12/23/2022 10:16:00 2h 36m 43s. Line/Equipment: Brown Plant 728 to West Cliff 712 138 kV LINE and West Cliff T02 138/69 KV Trans. Weather: -6 degrees, 20 mph winds (WSW) , 29 mph gusts, Conditions- Foggy. Cause: Gas Pressure switch froze. Customer Impact: None.
- Actual out: 12/23/2022 14:14:57 Actual In: 12/23/2022 15:37:00 1h 22m 3s. Line/Equipment: Paynes Mill to Tyrone 69kV line, Paynes Mill to Pisgah 69kV line. Weather: -1 degrees, 17 mph winds (W) , 30 mph gusts, Conditions- Light Snow. Cause: Over Current settings set wrong on the low side. Customer Impact: Paynes Mill 1298, 1 hr 32 min.

Safety:

- Transmission did not have any close calls or near misses.

What went well:

- Coordination and teamwork betweenTCC, Generation Dispatch, DCC, and field personnel
- Coordination with LSE's (OMU, KMPA, and KYMEA)
- Coordination with Reliability Coordinator (RC-TVA)
- ESCs were well prepared and able to successfully implement established operating plans to address system emergencies throughout the event
- ESCs and Engineers worked well together to manage multiple N-1 issues occurring simultaneously
- NERC Reporting (Initial report 1 hour and final report 72 hours later).
- No staffing issues; management, additional ESCs and support staff present in the control center during the event and engineers provided additional support remotely.
- Load shed tool provided energy relief needed
- Load shed implementation was well coordinated and communicated among GD and TOP/BA allowing for ACE to remain around zero

What did NOT go well:

- Coordination with our own municipal (Bardstown Municipal Light and Power)
- Communication with Key Accounts
- TCC did not have an understanding prior to shedding load that DCC was going to open Distribution feeder breakers after Transmission breakers were opened
- Public appeal occurred after the load shed rollouts were implemented

DRAFT

Business Use

Comments/Suggestions to Improve:

- Operating System development – A single operator command to shed loads determined by operator.
- Operating System development – Ability to take snap shot of load shed screens right before load shedding action takes place.
- Operating System development – Single action to disable all ARS schemes.
- Operating System development – Timer on each load shed breaker set to time of rotating feeders.
- Training with transmission and distribution on capacity load shedding.
- Blast call to Customer Commitment and Key Accounts when we go to an (EEA2 or EEA3) to be determined.

DRAFT

Business Use

LGE-KU001_0000370