



Tri-State Generation & Transmission Association, Inc.

ATC Postback Methodology

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Purpose

NAESB Business Standards v2.0, 001-18.2 requires that the Transmission Service Provider develop and state the Transmission Provider's Postback Methodology. This document is in accordance with the NAESB standard to outline the TSGT Postback Methodology.

Postback Methodology for FIRM ATC Derivation

The TSGT ATC calculation for firm ATC is as follows:

$$ATC_F = TTC - ETC_F - CBM - TRM + \text{Postbacks}_F + \text{counterflows}_F$$

The individual components of the firm ATC calculation are discussed in more detail in the TSGT ATCID document located on the TSGT OASIS under ATC Information. The individual component of Postbacks will be discussed in this document.

Postbacks of firm capacity include firm reservations that have been annulled, redirected on a firm basis, or have been subject to a recall of the transmission capacity. Postbacks that generally occur on the TSGT system would be associated with the undesignation of a Network Resource in order for the Network Customer to make a firm sale to a third party, in which case firm capacity equal to the amount of such an undesignation would be recalled and will be made available through a postback on a defined path that is connected to the undesignated Network Resource.

The postback of firm capacity resulting from the Transmission Customer's request to redirect the capacity on a firm basis, will be posted back to the parent reservation's stated POR/POD at such time that the redirect on a firm basis is transitioned to a CONFIRMED status on the TSGT OASIS. The parent reservation will no longer maintain capacity for the amount redirected on a firm basis by the Transmission Customer. The Transmission Customer is allowed to request a redirect on a firm basis of any or all of the parent's firm transmission service capacity.

If a firm transmission service reservation is annulled, the firm transmission capacity associated with that transmission service reservation will be posted back as firm capacity at such time the transmission service reservation moves to an ANNULLED status on the TSGT OASIS.

Postback Methodology for Non-Firm ATC Derivation

$$ATC_{NF} = TTC - ETC_F - ETC_{NF} - CBM - TRM + \text{Postbacks} + \text{counterflows}$$

The individual components of the non-firm ATC calculation are discussed in more detail in the TSGT ATCID document located on the TSGT OASIS under ATC Information. The individual component of Postbacks will be discussed in this document.

In accordance with NAESB Business Practice Standards, TSGT includes reserved capacity of a firm reservation as a decrement to the non-firm ATC calculation. The unscheduled capacity of a firm reservation is then included in the form of a postback, for the Scheduling and Operating horizons, as a positive impact to the non-firm ATC calculation.

TSGT does recall non-firm transmission service reservations on a case-by-case basis as that non-firm capacity is affected by system conditions. When transmission service is recalled on a non-firm reservation, because the amount being recalled is not available due to system conditions, the recalled value is not posted back to the non-firm ATC calculation.

The TSGT Business Practices, posted on the TSGT OASIS, state that the TSGT practice is only annul transmission service reservations on a case-by-case basis, and as a result of an error on the part of the transmission service provider. Should such an annulment of a transmission service reservation occur, the related non-firm capacity will be posted back to the non-firm ATC calculation. TSGT's Business Practices note that as a general rule, TSGT does not annul transmission service reservations. As such, postbacks due to annulments should be minimal.

Review of Methodology

The Transmission Provider will review its Postback Methodology on an annual basis, at a minimum, or as conditions warrant a review.

Definitions/List of Acronyms Used in this Document

TSGT – Tri-State Generation and Transmission Association, Inc.

NAESB – North American Energy Standards Board

OASIS – Open Access Same Time Information System

ATCID – Available Transfer Capability Identification Document

TTC – Total Transfer Capability. The amount of electric power that can be moved or transferred reliably from one area to another area of the interconnected transmission systems by way of all transmission lines (or paths) between those areas under specified system conditions. TSGT is allocated a share of the TTC on Paths 30, 31, 36, 39, 47, and 48 and it is that allocated share that TSGT posts as its TTC on those Paths.

ATC – Available Transfer Capability. A measure of the transfer capability remaining in the physical transmission network for further commercial activity over and above already committed uses. It is defined as Total Transfer Capability less Existing Transmission Commitments (including retail customer service), less a Capacity Benefit margin, less a Transmission Reliability Margin, plus Postbacks, plus counterflows.

CBM – Capacity Benefit Margin. The amount of firm transmission transfer capability preserved by the transmission provider for Load-Serving Entities (LSEs), whose loads are located on that Transmission Service Provider's system, to enable access by the LSEs to generation from interconnected systems to meet generation reliability requirements. The transmission transfer capability preserved as CBM is intended to be used by the LSE only in times of emergency generation deficiencies.

TRM – Transmission Reliability Margin. The amount of transmission transfer capability necessary to provide reasonable assurance that the interconnected transmission network will be secure. TRM accounts for the inherent uncertainty in system conditions and the need for operating flexibility to ensure reliable system operation as system conditions change.

ETC – Existing Transmission Commitments. Committed uses of a Transmission Service Provider's Transmission system considered when determining ATC or AFC.

Postback (OATI). A variable component of the Transmission Provider's selected ATC calculation methodology that positively impacts ATC based on a change in status of a Transmission Service

Reservation or use of reserved capacity, or other conditions as specified by the Transmission Provider.

Counterflow (OATI). A variable component of the Transmission Provider's selected ATC calculation methodology that impacts ATC in a direction counter to prevailing TTC rating.