



## Postback Methodology Upper Great Plains Region (UGPR)

### Background:

UGPR is a NERC registered Transmission Service Provider, Transmission Operator, and Balancing Authority, and also a member of the Mid-Continent Area Power Pool (MAPP) and observes the MAPP Policies and Procedures. UGPR's OASIS site is located at:

<http://www.oasis.oati.com/wapa/index.html>.

UGPR utilizes the MAPP MTA, which is an OATI WebTrans system specifically modified to accommodate MAPP's requirements for processing of MAPP Member's transmission service request evaluations, and for performing AFC and ATC calculations on the MAPP Member's transmission system for posting on the MAPP Member's OASIS. The MAPP MTA currently implements Postbacks as described below.

### Postback Requirements:

Postback requirements are outlined in NAESB Business Practice Standards WEQ 001-18 <sup>1</sup>.

#### ***(WEQ-001-18) POSTBACK REQUIREMENTS***

*The Transmission Provider shall incorporate Postbacks in the Available Transfer Capability (ATC) posted on OASIS due to a change in status of transmission reservations or unscheduled firm transmission service or other conditions according to the following standards. (See table and examples in Appendix D.)*

Definition of Postback

***(WEQ-001-0.23) Postback*** - *A variable component of the Transmission Provider's selected ATC or AFC calculation methodology that positively impacts ATC or AFC 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.*

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<sup>1</sup> Based on NAESB Business Practice Standards Version 002.1 Dated March 11, 2009 and NERC MOD Standard MOD-001-1 Available Transmission System Capability NERC Adopted August 26, 2008; FERC Approved per Orders 676 and 729 on 11/24/2009.



**(NERC Glossary) Postback:** *Positive adjustments to Available Transfer Capability (ATC) or Available Flowgate Capability (AFC) as defined in Business Practices. Such Business Practices may include processing of redirects and unscheduled service.(FERC Order 729 para. 299)*

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The NAESB Business Practice Standards require that any Postbacks are incorporated in the Available Transfer Capability (ATC) posted on OASIS due to a change in status of transmission reservations (i.e.: that are Annulled, Displaced, or Redirected) or unscheduled firm transmission service or other conditions.

UGPR as a Transmission Service Provider incorporates Postbacks in the Available Transfer Capability (ATC) and Available Flowgate Capability (AFC) posted on the OASIS due to a change in status of transmission reservations or unscheduled firm transmission service or other conditions.

#### **Determination of Postback (WEQ-001-18.1):**

The requirements for determining whether or not a postback is required are addressed in standards WEQ-001-18.1.1 – 18.1.3

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#### **1.0 Modifications Requiring Postback (WEQ-001-18.1.1)::**

**(WEQ-001-18.1.1):** *If there is a change in status or a reduction to the reserved capacity associated with a transmission service reservation, any capacity made available on the Transmission Provider’s facilities shall be incorporated as a Postback in the calculation of firm and non-firm ATC or AFC, as appropriate. Such modifications include:*

- *Annullment of the reservation*
  - *Redirect of transmission service on a firm basis*
  - *Recall of transmission capacity*
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RESERVATIONS - UGPR as a Transmission Service Provider incorporates any capacity made available on the Transmission Provider’s facilities, due to a change in status or reduction of transmission reservations or unscheduled firm transmission service or other conditions, as a Postback in the calculation of firm and non-firm ATC or AFC, as appropriate. UGPR returns



Transmission Service availability to the OASIS for posting when an annulment occurs by removing annulled transmission service reservations that were previously in CONFIRMED or ACCEPTED status from the list of reservations used for the next and subsequent ATC calculations. The effect of no longer including these reservations in the ATC calculations makes this transmission service available for other uses. However, due to the dynamic nature of the ATC calculation and changeability of resulting ATC due to other inputs (including AFC), the specific value change of the Postback may not correspond to the exact value of the change in ATC.

The Postback procedures implemented in the MAPP MTA that UGPR utilizes for processing of its transmission requests and calculations of AFC/ATC are outlined in detail in the MAPP Policies and Procedures document, which can be found at the MAPP OASIS Information Page at <http://www.oasis.oati.com/mapp/index.html>. The MAPP Policies and Procedures are listed under the “Business Practices” area.

#### **Treatment of Reservations and Existing Transmission Commitments**

UGPR OASIS reservations that are withdrawn, retracted (not confirmed) or annulled are removed from the ETC and any resulting changes to ATC are incorporated in the next OASIS posting of ATC calculated values.

The Transmission Provider’s firm and non-firm ATC calculations also account for permanently redirected services, unscheduled service, and counterflows. In the scheduling and operating horizons, reservation impacts are substituted with scheduled impacts, as outlined in the MAPP Policies and Procedures document. That is, the reservation impact is set to zero and the schedule impacts component of ATC is used. In the planning horizon, reservation impacts are used because requests to schedule are often not received in this horizon. That is, the reservation impact component of ATC is used based on Transmission Service Requests for which Transmission Provider has committed to provide service and the schedule impacts component of ATC is set to zero.

**Note:** Returning transmission service will increment ATC on that path and any related paths. If a path is over-subscribed due to parallel flows, there may not necessarily be enough ATC on the desired path even after a request on another path is returned. The MAPP MTA will determine the effect of the returned transmission service on other related paths.

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*(WEQ 001-18.1.2) The Transmission Provider shall provide for the releasing of unscheduled firm capacity in their calculation of non-firm ATC or AFC, as appropriate.*



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UGPR as the Transmission Provider provides for the release of unscheduled firm capacity in its calculation of non-firm ATC or AFC, as described in the MAPP Policies and Procedures, and as currently implemented in the MAPP MTA.

**Treatment of Reservations and Existing Transmission Commitments**

UGPR OASIS reservations that are withdrawn, retracted (not confirmed) or annulled are removed from the ETC and any resulting changes to ATC are incorporated in the next OASIS posting of ATC calculated values.

The Transmission Provider’s firm and non-firm ATC calculations also account for permanently redirected services, unscheduled service, and counterflows. In the scheduling and operating horizons, reservation impacts are substituted with scheduled impacts, as outlined in the MAPP Policies and Procedures document. That is, the reservation impact is set to zero and the schedule impacts component of ATC is used. In the planning horizon, reservation impacts are used because requests to schedule are often not received in this horizon. That is, the reservation impact component of ATC is used based on Transmission Service Requests for which Transmission Provider has committed to provide service and the schedule impacts component of ATC is set to zero.

**Note:** Returning transmission service will increment ATC on that path and any related paths. If a path is over-subscribed due to parallel flows, there may not necessarily be enough ATC on the desired path even after a request on another path is returned. The MAPP MTA will determine the effect of the returned transmission service on other related paths.

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*(WEQ 001-18.1.2.1) When unscheduled firm capacity is to be released to non-firm ATC or AFC, as appropriate, as identified in the Transmission Provider’s Tariff, if all firm reserved capacity is included in the Existing Transmission Commitments (ETC) component for use in the calculation of non-firm ATC or AFC, as appropriate, the Transmission Provider shall incorporate a postback of unscheduled firm reserved capacity in the calculation of non-firm ATC or AFC, as appropriate.*

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**1.1 When unscheduled firm capacity is to be released to non-firm ATC or AFC**

OPERATING HORIZON-- UGPR releases unscheduled firm capacity as potential increases (due to the changeability of inputs) to non-firm ATC. UGPR as a Transmission Service Provider



incorporates any firm capacity made available on the Transmission Provider's facilities, due to a change in status or reduction of firm transmission reservations or unscheduled firm transmission service or other conditions, as a Postback in the calculation of firm and non-firm ATC or AFC, as appropriate. UGPR returns Transmission Service availability to the OASIS when an annulment occurs by removing annulled transmission service reservations that were previously in CONFIRMED or ACCEPTED status from the list of reservations used for the next and subsequent ATC calculations. The effect of no longer including these reservations in the ATC calculations makes this transmission service available for other uses. However, due to the dynamic nature of the ATC calculation and changeability of resulting ATC due to other inputs (including AFC), the specific value change of the Postback may not correspond to the exact value of the change in ATC.

The Postback procedures implemented in the MAPP MTA that UGPR utilizes for processing of its transmission requests and calculations of AFC/ATC are outlined in detail in the MAPP Policies and Procedures document, which can be found at the MAPP OASIS Information Page at <http://www.oasis.oati.com/mapp/index.html>. The MAPP Policies and Procedures are listed under the "Business Practices" area

#### **Treatment of Reservations and Existing Transmission Commitments**

UGPR OASIS reservations that are withdrawn, retracted (not confirmed) or annulled are removed from the ETC and any resulting changes to ATC are incorporated in the next OASIS posting of ATC calculated values.

The Transmission Provider's firm and non-firm ATC calculations also account for permanently redirected services, unscheduled service, and counterflows. In the scheduling and operating horizons, reservation impacts are substituted with scheduled impacts, as outlined in the MAPP Policies and Procedures document. That is, the reservation impact is set to zero and the schedule impacts component of ATC is used. In the planning horizon, reservation impacts are used because requests to schedule are often not received in this horizon. That is, the reservation impact component of ATC is used based on Transmission Service Requests for which Transmission Provider has committed to provide service and the schedule impacts component of ATC is set to zero.

**Note:** Returning transmission service will increment ATC on that path and any related paths. If a path is over-subscribed due to parallel flows, there may not necessarily be enough ATC on the desired path even after a request on another path is returned. The MAPP MTA will determine the effect of the returned transmission service on other related paths.



ATC values are updated and posted every hour by the MAPP MTA, as outlined in the MAPP Policies and Procedures. Before the scheduling horizon, reservations are used to decrement (reduce) ATC/AFC, which are calculated using transmission reservations. After the operating (schedule) horizon begins, interchange schedules are used in place of reservations to calculate the impact of the reservations. In addition, Hourly values of Existing Transmission Commitments (ETC) values in the ATC components are utilized instead of the planning horizon values. Currently the scheduling horizon is Noon (12:00 PM) (CPT). If transmission service is not used, it will result in Non-Firm ATC being posted back to that path.

More information on ATC/AFC calculations can be found in Attachment C of UGPR’s OATT.

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*(WEQ 001-18.1.2.2) When unscheduled firm capacity is to be released to non-firm ATC or AFC, as appropriate, as identified in the Transmission Provider’s Tariff, if only the scheduled capacity of a firm reservation is included in ETC for use in the calculation of non-firm ATC or AFC, as appropriate, a Postback is not needed in the calculation.*  
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UGPR includes, during the Operating (scheduling) horizon (see definition in the MAPP Policies and Procedures), only the scheduled capacity of a firm reservation is used in the calculation of and non-firm ATC or AFC, therefore a Postback is not needed.

**1.2 Non-Firm Transmission Service Requests**

Non-Firm transmission service is limited to the posted ATC/AFC amounts. ATC values are updated and posted every hour, as outlined in the MAPP Policies and Procedures. Before the Operating (scheduling) horizon, non-firm reservation impacts are used to decrement (reduce) ATC/AFC, which are calculated using transmission reservations. After the operating (schedule) horizon begins, interchange schedules are used in place of non-firm hourly reservations to calculate ATC/AFC, if they have been submitted. Currently the scheduling horizon begins at Noon (12:00PM) (CPT). If non-firm hourly transmission service is not used based upon the schedule submitted against the reservation, it will result in non-firm hourly ATC/AFC being added back on to that path(s), as described in the MAPP Policies and Procedures.

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*(WEQ 001-18.1.2.3) If the Transmission Provider incorporates a business practice that increases the non-firm ATC or AFC, as appropriate, offering due to unscheduled firm capacity by using the energy profile instead of the transmission allocation specified in a Request for Interchange (RFI),*



*then this method of adjusting ATC or AFC, as appropriate, must be documented in the Transmission Provider's Postback Methodology.*

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UGPR includes, during the operating (scheduling) horizon only the scheduled capacity of a firm reservation for use in the calculation of and non-firm ATC or AFC, therefore a Postback is not needed.

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***(WEQ 001-18.1.3)*** *The incorporation of any additional items applied as Postbacks to either firm or non-firm ATC or AFC calculation methodology, as appropriate, must be documented in the Transmission Provider's Postback Methodology.*

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UGPR does not need to document any additional items in the Postback Methodology because UGPR does not incorporate any additional items applied as Postbacks to either firm or non-firm ATC or AFC calculation methodology.

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***(WEQ 001-18.2) POSTBACK METHODOLOGY***

*The Transmission Provider's methodology for determining and incorporating Postbacks into the ATC or AFC calculation methodology, as appropriate, shall be documented and posted under the ATC Information Link as a separate bullet titled "Postback Methodology".*

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UGPR as a Transmission Provider has a methodology for determining and incorporating Postbacks into the ATC or AFC calculation methodology. This Postback Methodology is documented and posted under the ATC Information Link as a separate bullet titled "Current Postback Methodology", and is available at the following direct link:

<http://www.oasis.oati.com/woa/docs/WAPA/WAPAdocs/Postback-Methodology.pdf>

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## **2.0 Questions- Contact**

If you have any questions please contact Steve Sanders at (406) 255-2840 or by email at [sanders@wapa.gov](mailto:sanders@wapa.gov) , or Kass Portra at (406) 255-2842 or by email at [portra@wapa.gov](mailto:portra@wapa.gov) .