

Determination of Available Transfer Capability

Business Practice

1. APS will calculate ATC consistent with Attachment C to the APS OATT.
2. APS will determine each of the components used in the ATC calculation as follows:
 - 2.1 Total Transfer Capability (TTC) - TTC is determined either prior to a new transmission component being brought into service or when a modification to a transmission component would affect the TTC.
 - 2.1.1 For transmission facilities that will affect the Western Interconnection, this determination is done through the WECC Path Rating Process.¹ This process involves the broad review and approval of a path rating by affected utilities, the appropriate WECC committee and the WECC Board of Directors.
 - 2.1.2 Subregional paths use the same methodology to determine TTC, except that the WECC Board of Directors' approval is not required.
 - 2.1.3 For paths that are internal to the APS transmission system and have no significant regional impacts, the WestConnect procedures are used. These procedures provide that assumptions, calculations and methodologies used in determining path ratings of all posted paths are presented to stakeholders for review in the WestConnect Transfer Capability Process.²
 - 2.1.4 When transmission facilities are jointly owned, the TTC will generally be allocated between the owners based on the joint ownership or participation agreement. The capacity allocated to APS is the amount that will be posted on OASIS as TTC.
 - 2.1.5 Once the TTC determination is made, it remains fixed and changes only if there is a physical or operational change to the transmission system or a transmission component which requires a change to TTC.
 - 2.1.6 Narratives explaining changes to monthly and/or yearly TTC are posted on OASIS.
 - 2.2 Existing Transmission Commitments (ETC, previously called Committed Uses or CU) - APS determines ETC as the total of all contracts, OATT, WestConnect Point-to-Point Regional Transmission Service Experiment Tariff and pre-OATT, using a contract path methodology.

¹ For WECC rated paths the TTC, as posted on OASIS, is modified to reflect seasonal changes consistent with WECC's Operating Transfer Capability Policy Committee Handbook.

² A description of this process can be found at <http://www.WestConnect.com>.

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- 2.2.1 Point-to-point type contracts are modeled using the specified megawatt quantity, point of receipt, point of delivery, and contract term.
- 2.2.2 Network service-type contracts are modeled using the megawatt quantity and other terms which are determined consistent with the contractual requirements and the transmission customer's loads and resource forecasts, reservations and schedules.
- 2.2.3 Transmission reservations that are not scheduled will be made available and posted on OASIS as non-firm ATC.
- 2.3 Capacity Benefit Margin (CBM) – CBM is modeled consistent with Attachment C to the APS OATT, the WECC ATC Determination Standards and NERC Standards.
 - 2.3.1 CBM is currently set at zero.
 - 2.3.2 CBM reservations on a path specific basis would be posted on OASIS.
 - 2.3.3 Unscheduled CBM reservations would be made available and posted on OASIS as non-firm ATC.
 - 2.3.4 CBM will be re-evaluated every year in December with any revisions posted on OASIS for the period January 1 through December 31 of the following year.
- 2.4 Transmission Reliability Margin (TRM) - TRM is modeled consistent with Attachment C to the APS OATT, the WECC ATC Determination Standards and NERC Standards.
 - 2.4.1 APS currently sets TRM at zero.
 - 2.4.2 TRM reservations on a path specific basis would be posted on OASIS.
 - 2.4.3 Should APS determine to use an amount other than zero for TRM, APS will post the required information on OASIS including any required reasons and or methodology used in determining the TRM quantity and location.
- 3. Firm ATC will be calculated as:
$$\text{Firm ATC} = \text{TTC} - \text{Reserved TRM} - \text{Reserved CBM} - \text{Forecasted/Reserved ETC}^3$$
- 4. Non-Firm ATC will be calculated as:
$$\text{Non-Firm ATC} = \text{TTC} - \text{Reserved TRM} - \text{Scheduled CBM} - \text{Scheduled ETC} + \text{Counterflow Schedules}$$

³ Firm ATC is not decremented as a result of real-time undesignations of network resources.

5. Frequency of ATC Calculations

5.1 Initialization/Base Runs

5.1.1 An initialization run is performed each day at 1100 MST for all posted paths for the hours 1200 of the current day through the end of the next operating day.

5.1.2 A second initialization run is performed each day at 1600 MST for all posted paths. The second initialization extends the OASIS "Operating" time frame.⁴

5.2 Path Specific – ATC is recalculated on a path-specific basis each time:

5.2.1 A new transmission request is granted.

5.2.2 An e-tag is submitted.

5.2.3 The TTC on a path has changed.

6. When OASIS recalculates ATC in an initialization run the revised ATC is posted sequentially/incrementally on OASIS. When OASIS recalculates ATC on a path-specific basis, the revised ATC is posted immediately.

7. ATC is calculated and posted for various time periods based upon the terms:

7.1 Hourly for current plus 7 days

7.2 Daily for current plus 31 days

7.3 Weekly for current plus 4 weeks

7.4 Monthly for current plus 12 months

7.5 Yearly for current plus 4 years

These Business Practices describe general conditions and practices. There may be specific circumstances that require some variation from or are not addressed by these Business Practices.

⁴ Terminology used in OASIS for time periods are as follows:

- "Scheduling" is the next 3 real time hours (current hour plus the next two hours)
- "Operating" is: prior to 1600, the rest of the real time day
after 1600, the next scheduling day(s)
- "Planning" is everything after the operating time frame.