

## Algorithm Used to Calculate ATC

The Transmission Provider calculates firm and non-firm Available Transmission Capability (ATC) based on the WECC-approved methodology detailed in the “Determination of Available Transfer Capability within the Western Interconnect.”

The specific mathematical algorithms used to calculate firm and non-firm ATC for the scheduling horizon are (abbreviations are defined below):

### Scheduling Horizon

Firm ATC = TTC – TRM – CBM – Tagged Firm ETC

Non-Firm ATC = TTC – TRM – Tagged Firm ETC – Non-Firm ETC + Counterflow schedules

### Operating Horizon

Firm ATC = TTC – TRM – CBM – Reserved Firm ETC

Non-Firm ATC = TTC – TRM – Tagged Firm ETC – Non-Firm ETC

### Planning Horizon

Firm ATC = TTC – TRM – CBM – Reserved Firm ETC

Non-Firm ATC = TTC – TRM – Reserved Firm ETC – Reserved Non-Firm ETC

### **Where:**

ATC = Available Transfer Capability

CBM = Capacity Benefit Margin

ETC = Existing Transmission Commitments

OTC = Operating Transfer Capability

TRM = Transmission Reliability Margin

TSR = Transmission Service Request

TTC = Total Transfer Capability

The term “Tagged Firm” means a TSR that is in confirmed status or an E-Tag that has been accepted.

The “Scheduling Horizon” is defined as the real-time (same day or next-hour) period.

The “Operating Horizon” is defined as the day-ahead or pre-schedule period.

The “Planning Horizon” is defined as the period beyond the Operating Horizon.