



## Available Transfer Capability Implementation Document

### 1. Purpose

This Available Transfer Capability Implementation Document (ATCID) documents El Paso Electric Company's ("EPE," also referred to herein as "Transmission Service Provider") compliance with the Federal Energy Regulatory Commission's regulations in 18 C.F.R. § 37.6 and requirements of the following standards:

- (i) the North American Energy Standards Board (NAESB) Wholesale Electric Quadrant OASIS Business Practice Standard 001-13.1.5;
- (ii) the North American Electric Reliability Corporation (NERC) MOD-001; and
- (iii) NERC MOD-029.

### 2. Definitions

2.1 The terms used in this document align with their definitions in the NERC Glossary of Terms and the relevant NERC Standards.

### 3. Available Transfer Capability (ATC) Methodology (MOD-001, R1)

3.1 EPE has selected the Rated System Path Methodology, as described in MOD-029, for calculating TTC used for all ATC paths within its Transmission operating area.

### 4. ATC Calculation and Frequency of Recalculation (MOD-001, R2, R8)

4.1 EPE's ATC values for each ATC Path are posted via EPE's Open Access Same-Time Information System (OASIS) platform. The OASIS platform calculates and posts hourly, daily, and monthly ATC values, and automatically recalculates and updates these values according to the frequency described below and whenever the platform detects a change in the value of any of the inputs in the ATC algorithm:

#### *Recalculation of Hourly Values (MOD-001, R2.1, R8.1)*

At least once per hour, OASIS recalculates hourly ATC values for the next 168 hours.

#### *Recalculation of Daily Values (MOD-001, R2.2, R8.2)*

At least once per day, OASIS recalculates daily ATC values minimum for the next 31 calendar days.

*Recalculation of Monthly Values (MOD-001, R2.3, R8.3)*

At least once per month, OASIS recalculates monthly ATC values for the next 12 months.

**5. Required Available Transfer Capability Implementation Information (MOD-001, R3)**

**5.1 Implementation of the MOD-029 Rated System Path Methodology (MOD-001, R3.1; MOD-029, R7, R8)**

EPE utilizes the Total Transfer Capability as calculated in MOD-029 to calculate its ATC. The input parameters to the ATC calculations may vary depending on the timing horizon (Planning, Operating, or Scheduling) for which the ATC is being calculated. EPC calculates Firm and Non-Firm ATC for each ATC path as follows:

***Firm ATC:***

$$ATC_F = TTC - ETC_F - CBM - TRM + Postbacks_F + counterflows_F$$

*Where*

- ***ATC<sub>F</sub>*** is the firm Available Transfer Capability for the ATC Path for that period.
- ***TTC*** is the Total Transfer Capability of the ATC Path for that period.
- ***ETC<sub>F</sub>*** is the sum of existing firm commitments for the ATC Path during that period.
- ***CBM*** is the Capacity Benefit Margin for the ATC Path during that period.
- ***TRM*** is the Transmission Reliability Margin for the ATC Path during that period.
- ***Postbacks<sub>F</sub>*** are changes to firm Available Transfer Capability due to a change in the use of Transmission Service for that period, as defined in Business Practices.
- ***counterflows<sub>F</sub>*** are adjustments to firm Available Transfer Capability as determined by the Transmission Service Provider and specified in their ATCID.

***Non-Firm ATC:***

$$ATC_{NF} = TTC - ETC_F - ETC_{NF} - CBM_S - TRM_U + Postbacks_F + Postbacks_{NF} + counterflows_{NF}$$

*Where:*

- ***ATC<sub>NF</sub>*** is the non-firm Available Transfer Capability for the ATC Path for that period.
- ***TTC*** is the Total Transfer Capability of the ATC Path for that period.
- ***ETC<sub>F</sub>*** is the sum of existing firm commitments for the ATC Path during that period.
- ***ETC<sub>NF</sub>*** is the sum of existing non-firm commitments for the ATC Path during that period.

- **CBMs** is the Capacity Benefit Margin for the ATC Path that has been scheduled during that period.
- **TRMu** is the Transmission Reliability Margin for the ATC Path that has not been released for sale (unreleased) as non-firm capacity by the Transmission Service Provider during that period.
- **Postbacks<sub>F</sub>** are changes to firm Available Transfer Capability due to a change in the use of Transmission Service for that period, as defined in Business Practices.
- **Postbacks<sub>NF</sub>** are changes to non-firm Available Transfer Capability due to a change in the use of Transmission Service for that period, as defined in Business Practices.
- **counterflows<sub>NF</sub>** are adjustments to non-firm Available Transfer Capability as determined by the Transmission Service Provider and specified in its ATCID.

## 5.2 Counterflows (MOD-001, R3.2, R3.2.1, R3.2.2)

- 5.2.1 EPE has no counterflows that are allowed to create firm ATC in the opposite direction. EPE's rationale is that it does not want to offer firm transfer capability due to counterflows that may not be scheduled as this could lead to Curtailments of Firm Transmission Service in the Real-time horizon. (R3.2.1, R3.2.2)
- 5.2.2 EPE has counterflows that are allowed to create non-firm ATC in the opposite direction. (R3.2.1, R3.2.2)
- 5.2.3 EPE accounts for counterflows in the ATC calculations as described in 5.1. (R3.2)

## 5.3 ATC Data Received from Others (MOD-001, R3.3)

EPE receives data from the following Transmission Operators and Transmission Service Providers for use in the calculation of ATC:

- Salt River Project
- Public Service Company of New Mexico
- Tri-State Generation and Transmission Association
- Tucson Electric Power Company

## 5.4 TTC Data Provided to Others (MOD-001, R3.4)

EPE provides data to the following Transmission Service Providers and Transmission Operators for use in calculating TTC:

- Public Service Company of New Mexico
- Tri-State Generation and Transmission Association

- Tucson Electric Power Company

### 5.5 *TTC Allocation Processes (MOD-001, R3.5)*

The TTC for the Palo Verde East Path is allocated between two sub-paths of that ATC Path. The TTC allocation for the two sub-paths is determined using a virtual allocation between them based on each sub-path usage as compared to the TTC of the total ATC Path. EPE posts the sub-path TTC and ATC on the OASIS. These sub-paths also provide additional Point of Receipt and Point of Delivery combinations by combining sub-paths in series.

EPE does not have any specifically defined processes for allocating transfer capability among multiple owners of an ATC Path other than as specifically defined in the relevant joint ownership agreements, settlement agreements, or related operating procedures. All joint ownership agreements allocate transfer capability on the basis of contractual rights or percentage of ownership. The details on allocation of EPE's share of TTC on jointly owned paths are included in the TTC study report for an ATC Path.

EPE does not currently have situations where transfer capability is allocated between Transmission Service Providers to address forward looking congestion management and seams coordination.

### 5.6 *Consideration of Generation and Transmission Outages (MOD-001, R3.6)*

Planned generation and transmission outages of the system are typically studied in advance to assess the impact an outage may have on a specific path's TTC for the expected conditions during the outage. This provides quantification of the TTC impact and any potential curtailment requirements. Numerous paths also have operator guidelines on TTC impacts for unplanned outages. The effect of outages on the ATC calculation is managed through webTrans. The decrease in TTC on a path from an outage is entered into webTrans which in turn triggers updates to the ATC calculation. Outages are entered based on the known or scheduled start date and time through the estimated restoration date and time.

Outages in effect part of a day will be determined from the starting date and time and ending date and time. For an outage that is in effect part of a day, the hourly ATC will be reduced by the indicated amount for any hours after the start time and any hours prior to the end time. The daily ATC calculation will be set to the minimum hourly ATC for any hour of the day.

Outages in effect for part of a month will be determined from the starting date and time and ending date and time. The daily ATC for any days within the month will be set to the minimum ATC for any hour for the day and the monthly ATC will be set to the minimum daily ATC during the month.

All transmission studies are performed using off-line models with sufficient detail to assess impacts of outages from other Transmission Service Providers within the model. Outages of one Transmission Provider with known impacts on another Transmission

Provider or Operator must be communicated sufficiently in advance to allow time for off-line studies to assess TTC and update ATC postings.

Planned generation and transmission outages impacting the Palo Verde East Path are typically studied by the operating agent, Salt River Project.

**6. Implementation of a new or revised Available Transfer Capability Implementation Document (ATCID) (MOD-001 R4)**

EPE will notify the following entities before implementing a new or revised ATCID:

- Each Planning Coordinator associated with the EPE service area.
- Each Reliability Coordinator associated with the EPE service area.
- Each Transmission Operator associated with the EPE service area.
- Each Planning Coordinator adjacent to the EPE service area.
- Each Reliability Coordinator adjacent to the EPE service area.
- Each Transmission Service Provider whose area is adjacent to the EPE service area.

**7. ATCID Availability (MOD-001 R5)**

EPE will make available the current ATCID to all of the entities identified in item 6 above (*i.e.*, those specified in MOD-001 R4). EPE will also post the current ATCID on OASIS.

**8. TTC Study Assumptions (MOD-001 R6)**

EPE calculates TTC using assumptions that are no more limiting than those used in the planning of operations for the corresponding time period studied, providing such planning of operations has been performed for that time period.

*See* the “MOD-029 TTC Studies” document posted on EPE’s OASIS in the ATC Information folder.

**9. ATC Study Assumptions (MOD-001 R7)**

EPE calculates ATC using assumptions that are no more limiting than those used in the planning of operations for the corresponding time period studied, providing such planning of operations has been performed for that time period.

*See* the ATC calculations above in Section 5.1.

**10. Transmission Data (MOD-001 R9)**

EPE will respond to any Transmission Service Provider, Planning Coordinator, Reliability Coordinator, or Transmission Operator requests for data specified in MOD-001 R9 within thirty (30) calendar days of receiving such a request.

## 11. Revision History

REVISION HISTORY LOG				
El Paso Electric Company: Available Transmission System Capability Implementation Document				
Version	Date	Description	By	Approval
2.0	06/25/2018	Updated to address NERC requirements	TS	EM