

Timing Tables

Timing Requirements for all Interconnections except WECC

		A	B	C	D
If Arranged Interchange ¹ is Submitted	Time Classification	Sink BA Makes Initial Distribution of Arranged Interchange ²	BA and TSP Conduct Reliability Assessments	Compilation and Distribution Status ²	BA Prepares Confirmed Interchange for Implementation
>1 hour after the start time	ATF		Entities have up to 2 hours to respond.		NA
<15 minutes prior to ramp start and ≤1 hour after the start time	Late		Entities have up to 10 minutes to respond.		≤ 3 minutes after receipt of Confirmed Interchange
<1 hour and ≥ 15 minutes prior to ramp start	On-time		≤ 10 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start
≥1 hour to < 4 hours prior to ramp start	On-time		≤ 20 minutes from Arranged Interchange receipt		≥ 39 minutes prior to ramp start
≥ 4 hours prior to ramp start	On-time		≤ 2 hours from Arranged Interchange receipt		≥ 1 hour 58 minutes prior to ramp start

¹ Time Classifications and deadlines apply to both initial Arranged Interchange submittal and any subsequent modifications to the Arranged Interchange.

² See NAESB WEQ004. The times are being retained in the NAESB tables but are removed here since they are not being referenced in requirements.

Timing Tables

Timing Requirements for WECC

		A	B	C	D
If Arranged Interchange³ is Submitted	Time Classification	Sink BA Makes Initial Distribution of Arranged Interchange⁴	BA and TSP Conduct Reliability Assessments	Compilation and Distribution Status⁴	BA Prepares Confirmed Interchange for Implementation
>1 hour after the start time	ATF		Entities have up to 2 hours to respond.		NA
<10 minutes prior to ramp start and ≤1 hour after transaction start time where transaction start time is at the top of the hour	Late		Entities have up to 10 minutes to respond.		≤ 3 minutes after receipt of Confirmed Interchange
<15 minutes prior to ramp start and ≤1 hour after transaction start time where transaction start time is not the top of the hour	Late		Entities have up to 10 minutes to respond.		≤ 3 minutes after receipt of Confirmed Interchange

³ Time Classifications and deadlines apply to both initial Arranged Interchange submittal and any subsequent modifications to the Arranged Interchange.

⁴ See NAESB WEQ004. The times are being retained in the NAESB tables but are removed here since they are not being referenced in requirements.

INT-006-5 – Evaluation of Interchange Transactions

		A	B	C	D
If Arranged Interchange ³ is Submitted	Time Classification	Sink BA Makes Initial Distribution of Arranged Interchange ⁴	BA and TSP Conduct Reliability Assessments	Compilation and Distribution Status⁴	BA Prepares Confirmed Interchange for Implementation
10 minutes prior to ramp start where transaction start time is at the top of the hour	On-time		≤ 5 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start
11 minutes prior to ramp start where transaction start time is at the top of the hour	On-time		≤ 6 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start
12 minutes prior to ramp start where transaction start time is at the top of the hour	On-time		≤ 7 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start
13 minutes prior to ramp start where transaction start time is at the top of the hour	On-time		≤ 8 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start

INT-006-5 – Evaluation of Interchange Transactions

		A	B	C	D
If Arranged Interchange ³ is Submitted	Time Classification	Sink BA Makes Initial Distribution of Arranged Interchange ⁴	BA and TSP Conduct Reliability Assessments	Compilation and Distribution Status⁴	BA Prepares Confirmed Interchange for Implementation
14 minutes prior to ramp start where transaction start time is at the top of the hour	On-time		≤ 9 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start
<1 hour and ≥ 15 minutes prior to ramp start	On-time		≤ 10 minutes from Arranged Interchange receipt		≥ 3 minutes prior to ramp start
≥ 1 hour and < 4 hours prior to ramp start	On-time		< 20 minutes from Arranged interchange receipt		≥ 39 minutes prior to ramp start
≥ 4 hours prior to ramp start	On-time		≤ 2 hours from Arranged Interchange receipt		≥ 1 hour 58 minutes prior to ramp start
Submitted before 10:00 PPT with start time ≥ 00:00 PPT of following day	On-time		By 12:00 PPT of day the Arranged Interchange was received		≥ 1 hour 58 minutes prior to ramp start

Guidelines and Technical Basis

Many aspects of managing Interchange are supported by software applications. There are fundamental tasks that each entity should be able to perform in an electronic manner as listed below.

A Load-Serving Entity and Balancing Authority that submits Requests for Interchange should have the capability to electronically:

- Submit a Request for Interchange to a Sink Balancing Authority
- Submit a request to modify Interchange
- Receive distributions of Confirmed Interchange
- Receive distributions of Reliability Adjustment Arranged Interchanges

Each Sink Balancing Authority should have the capability to electronically:

- Receive a Request for Interchange
- Receive a request to modify Interchange
- Validate Requests for Interchange by verifying:
 - Source Balancing Authority megawatts equal Sink Balancing Authority megawatts (adjusted for losses, if appropriate).
 - All reliability entities involved in the Arranged Interchange are valid.
 - Generation source and Load sink are defined.
 - Megawatt profile is defined.
 - Interchange duration is defined.
- Validate request to modify Interchange by verifying:
 - Source Balancing Authority megawatts equal Sink Balancing Authority megawatts (adjusted for losses, if appropriate).
 - Megawatt profile is defined.
 - Interchange duration is defined.
- Distribute the validated Request for Interchange as Arranged Interchange
- Distribute the validated Reliability Adjustment Arranged Interchanges
- Receive communication of approval or denial of Arranged Interchange
 - Distribute notification as each entity approves or denies an Arranged Interchange.
 - Transition Arranged Interchange to Confirmed Interchange if all approvals are received.
 - Distribute notification of whether Arranged Interchange was transitioned to Confirmed Interchange or not.

- Submit a request to modify Interchange
- Each Load-Serving Entity that approves or denies Arranged Interchange, and each Balancing Authority and Transmission Service Provider should have the capability to electronically:
 - Receive distribution of Arranged Interchange
 - Communicate approval or denial of the Arranged Interchange to the Sink Balancing Authority
 - Receive notification of whether Arranged Interchange was transitioned to Confirmed interchange or not.
 - Submit a request to modify Interchange
- While Interchange is normally facilitated using electronic communication and software tools, there are occasions with those electronic capabilities are reduced or unavailable. It is recommended that all entities involved in aspects of Interchange should have, maintain and implement a plan describing the manner and timing in which all capabilities listed above will be provided when electronic capabilities are reduced or unavailable. Each plan should address the following topics:
 - Alternate methods of communicating Interchange information between Purchasing Selling Entities, Balancing Authorities, and Transmission Service Providers.
 - How to notify others that it is activating the plan
 - How it will process requests for emergency Arranged Interchange and Reliability Adjustment Arranged Interchange.
 - Restrictions and limitations that may apply during the period of reduced or unavailable capability (such as limits on volume, only accepting emergency transactions, etc.).
 - Delegation of approval rights and proxy actions, if such approaches will be used.
 - How known Confirmed Interchange will be scheduled following a reduction in or loss of capability.
 - Personnel plans for short-term and extended periods.
 - Training of personnel in the use of the plan.

Rationale:

During development of this standard, text boxes were embedded within the standard to explain the rationale for various parts of the standard. Upon BOT approval, the text from the rationale text boxes was moved to this section.

Rationale for R1:

Balancing Authorities must take action on a received Arranged Interchange within a certain time frame. Requirement R1, Parts 1.1 and 1.2 provide reliability-related reasons that a Balancing Authority must deny an Arranged Interchange, but Balancing Authorities may deny

for other reasons. If the conditions described in Requirement R1, Parts 1.1 or 1.2 are recognized after approval is granted, the Balancing Authority may curtail the Confirmed Interchange prior to implementation.

Rationale for R2:

TSPs must take action on a received Arranged Interchange within a certain time frame. Requirement R2, Part 2.1 provides reliability-related reasons that a TSP must deny an Arranged Interchange, but TSPs may deny for other reasons. If the conditions described in Requirement R1, Part 2.1 are recognized after approval is granted, the TSP may curtail the Confirmed Interchange prior to implementation.