



Postback Methodology:

PJM Effective Date: 01/27/2023

Based on NAESB Business Practice Standards Version 3.3, Dated January 27, 2023 and NERC MOD Standard MOD-001-1a Available Transmission System Capability, NERC Adopted August 26, 2008; FERC Approved per Orders 676 and 729 on 11/24/2009.

Background- Postback Requirements are given in NAESB Business Practice Standards WEQ-023-5:

(WEQ-023-5) POSTBACK REQUIREMENTS

The Transmission Provider shall incorporate Postbacks in the 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 Business Practice Standards WEQ-023-5.1 through WEQ-023-5.2. (See Business Practice Standard WEQ-023-A Table 5-1 and examples in Business Practice Standard WEQ-023-A.)

Definition of Postback

(WEQ-000-2) 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.*

(NERC Glossary) Postback: *Positive adjustments to ATC or AFC as defined in Business Practices. Such Business Practices may include processing of redirects and unscheduled service.*

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. Annulled, Displaced, or Redirected) or unscheduled firm transmission service or other conditions.

PJM as a Transmission Service Provider incorporates Postbacks in the Available Transfer Capability (ATC) 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-023-5.1):

The requirements for determining whether or not a postback is required are addressed in standards WEQ-023-5.1.1 – 5.1.3

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Modifications Requiring Postback (WEQ-023-5.1.1):

(NAESB WEQ-023-5.1.1): 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, utilized in WEQ-023-2.1 and WEQ-023-2.2, or AFC, utilized in WEQ-023-2.3. Such modifications include:

- *Annulment of the reservation*
- *Redirect on a firm basis of Transmission Service*
- *Recall of transmission capacity*

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RESERVATIONS-PJM 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. PJM 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.

PJM Open Access Transmission Tariff (OATT) Attachment C

Treatment of Existing Transmission Commitments

PJM 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. That is, the reservation impact component of ETC 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 ETC is set 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. PJM will determine the effect of the returned transmission service on other related paths.

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(NAESB WEQ-023-5.1.2) The Transmission Provider shall provide for the releasing of unscheduled firm capacity in their calculation of non-firm ATC or AFC.

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PJM as the Transmission Provider provides for the releasing of unscheduled firm capacity in their calculation of non-firm ATC or AFC.

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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. PJM will determine the effect of the returned transmission service on other related paths.

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(NAESB WEQ-023-5.1.2.1) When unscheduled firm capacity is to be released to non-firm ATC or AFC, if all firm reserved capacity is included in the ETC component for use in the calculation of non-firm ATC or AFC, the Transmission Provider shall incorporate a Postback of unscheduled firm reserved capacity in the calculation of non-firm ATC or AFC.

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

SCHEDULE HORIZON--PJM releases unscheduled firm capacity as potential increases (due to the changeability of inputs) to non-firm ATC. PJM 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. PJM 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.

PJM Open Access Transmission Tariff (OATT) Attachment C

Treatment of Existing Transmission Commitments

PJM 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. That is, the reservation impact component of ETC 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 ETC is set 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.

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(NAESB WEQ-023-5.1.2.2) When unscheduled firm capacity is to be released to non-firm ATC or AFC, if only the scheduled capacity of a firm reservation is included in ETC for use in the calculation of non-firm ATC or AFC, a Postback is not needed in the calculation.

In the PJM AFC and ATC calculation methodology, during the scheduling horizon, only the scheduled capacity of a firm reservation is included in ETC for use in the calculation of firm and non-firm ATC or AFC, therefore a Postback is not needed.

PJM Open Access Transmission Tariff (OATT) Attachment C

Treatment of Existing Transmission Commitments

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(NAESB WEQ-023-5.1.2.3) If the Transmission Provider incorporates a Business Practice that increases the non-firm ATC or AFC offering due to unscheduled firm capacity by using the energy profile instead of the transmission allocation specified in a RFI, then this method of adjusting ATC or AFC must be documented in the Transmission Provider's Postback Methodology.

In the PJM AFC and ATC calculation methodology, during the scheduling horizon, only the scheduled capacity of a firm reservation is included in ETC for use in the calculation of firm and non-firm ATC or AFC, therefore a Postback is not needed.

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(NAESB WEQ-023-5.1.3) The incorporation of any additional items applied as Postbacks to either firm or non-firm ATC or AFC calculation methodology must be documented in the Transmission Provider's Postback Methodology.

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

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(NAESB WEQ-023-5.2) The Transmission Provider's methodology for determining and incorporating Postbacks into the ATC or AFC calculation methodology shall be documented and posted under the "ATC Information" link as a separate link titled "Postback Methodology".

PJM 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 "Postback Methodology".

<http://www.pjm.com/markets-and-operations/etools/oasis/atc-information.aspx>

Questions- Contact

Questions regarding any information contained in this document may be directed to PJMATCMethodologyContact@pjm.com.