

Standard Development Roadmap

This section is maintained by the drafting team during the development of the standard and will be removed when the standard becomes effective.

Development Steps Completed:

1. SAR posted for 30-day comment period from April 20 through May 21, 2007
2. Standards Committee authorized moving SAR forward to standard drafting August 13 2007.
3. Revised Standards posted for 45 day comment period from January 24 to March 8, 2008
4. Team met April 1–2, 2008 to respond to comments and revised standards.

Proposed Action Plan and Description of Current Draft:

This is a second posting of the proposed changes to the timing table and the associated Implementation Plan.

Future Development Plan:

Anticipated Actions	Anticipated Date
1. Respond to comments on 30 day posting.	To be determined.
2. Post for 30-day pre-ballot review.	To be determined.
3. Conduct initial ballot.	To be determined.
4. Respond to comments on initial ballot.	To be determined.
5. Conduct recirculation ballot.	To be determined.
6. BOT adoption.	To be determined.
7. Submit for regulatory approvals.	To be determined.

Definitions of Terms Used in Standard

This section includes all newly defined or revised terms used in the proposed standard. Terms already defined in the Reliability Standards Glossary of Terms are not repeated here. New or revised definitions listed below become approved when the proposed standard is approved. When the standard becomes effective, these defined terms will be removed from the individual standard and added to the Glossary.

Emergency Request – Request for Arranged Interchange to be initiated or modified by reliability entities under abnormal operating conditions.

Reliability Adjustment Request – Request to modify an Implemented Interchange or Interchange Schedule for reliability purposes.

After-the-fact (ATF) – A time classification assigned to an Arranged Interchange (also called a request for interchange or RFI) when the submittal time is greater than one hour after the start time of the RFI.

A. Introduction

1. **Title:** **Response to Interchange Authority**
2. **Number:** INT-006-3
3. **Purpose:** To ensure that each Arranged Interchange is checked for reliability before it is implemented.
4. **Applicability:**
 - 4.1. Balancing Authority.
 - 4.2. Transmission Service Provider.
5. **Effective Date:** The standard shall become effective on the first day of the first calendar quarter, three months after all regulatory approvals.

B. Requirements

- R1.** Prior to the expiration of the reliability assessment period defined in the Timing Table, Column B, the Balancing Authority and Transmission Service Provider shall respond to each On-time, Emergency and Reliability Adjustment request from an Interchange Authority to transition an Arranged Interchange to a Confirmed Interchange.
 - R1.1.** Each involved Balancing Authority shall evaluate the Arranged Interchange with respect to:
 - R1.1.1.** Energy profile (ability to support the magnitude of the Interchange).
 - R1.1.2.** Ramp (ability of generation maneuverability to accommodate).
 - R1.1.3.** Scheduling path (proper connectivity of Adjacent Balancing Authorities).
 - R1.2.** Each involved Transmission Service Provider shall confirm that the transmission service arrangements associated with the Arranged Interchange have adjacent Transmission Service Provider connectivity, are valid and prevailing transmission system limits will not be violated.

C. Measures

- M1.** The Balancing Authority and Transmission Service Provider shall each provide evidence that it responded, relative to transitioning an Arranged Interchange to a Confirmed Interchange, to each On-time, Emergency or Reliability Adjustment request from an Interchange Authority within the reliability assessment period defined in the Timing Table, Column B. The Balancing Authority and Transmission Service Provider need not provide evidence that it responded to any other requests.

D. Compliance

1. **Compliance Monitoring Process**
 - 1.1. **Compliance Monitoring Responsibility**
Regional Reliability Organization.
 - 1.2. **Compliance Monitoring Period and Reset Time Frame**

The Performance-Reset Period shall be twelve months from the last non-compliance to Requirement 1.

1.3. Data Retention

The Balancing Authority and Transmission Service Provider shall each keep 90 days of historical data. The Compliance Monitor shall keep audit records for a minimum of three calendar years.

1.4. Additional Compliance Information

The Balancing Authority and Transmission Service Provider shall demonstrate compliance to the Compliance Monitor within the first year that this standard becomes effective or the first year the entity commences operation by self-certification to the Compliance Monitor.

Subsequent to the initial compliance review, compliance may be:

- 1.4.1** Verified by audit at least once every three years.
- 1.4.2** Verified by spot checks in years between audits.
- 1.4.3** Verified by annual audits of non-compliant Interchange Authorities, until compliance is demonstrated.
- 1.4.4** Verified at any time as the result of a complaint. Complaints must be lodged within 60 days of the incident. The Compliance Monitor will evaluate complaints.

The Balancing Authority, and Transmission Service Provider shall make the following available for inspection by the Compliance Monitor upon request:

- 1.4.5** For compliance audits and spot checks, relevant data and system log records and agreements for the audit period which indicate a reliability entity identified in R1 responded to all instances of the Interchange Authority's communication under Reliability Standard INT-005 Requirement 1 concerning the pending transition of an Arranged Interchange to Confirmed Interchange. The Compliance Monitor may request up to a three month period of historical data ending with the date the request is received by the Balancing Authority, or Transmission Service Provider.
- 1.4.6** For specific complaints, agreements and those data and system log records associated with the specific Interchange event contained in the complaint which indicates a reliability entity identified in R1 has responded to the Interchange Authority's communication under INT-005 R1 concerning the pending transition of Arranged Interchange to Confirmed Interchange for that specific Interchange.

2. Levels of Non-Compliance

- 2.1. Level 1:** One occurrence¹ of not responding to the Interchange Authority as described in R1.

¹ This does not include instances of not responding due to extenuating circumstances approved by the Compliance Monitor.

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- 2.2. **Level 2:** Two occurrences¹ of not responding to the Interchange Authority as described in R1.
- 2.3. **Level 3:** Three occurrences¹ of not responding to the Interchange Authority as described in R1.
- 2.4. **Level 4:** Four or more occurrences¹ of not responding to the Interchange Authority as described in R1 or no evidence provided.

E. Regional Differences

None.

Version History

Version	Date	Action	Change Tracking
1	May 2, 2006	Approved by BOT	New
2	May 2, 2007	Approved by BOT	Revised

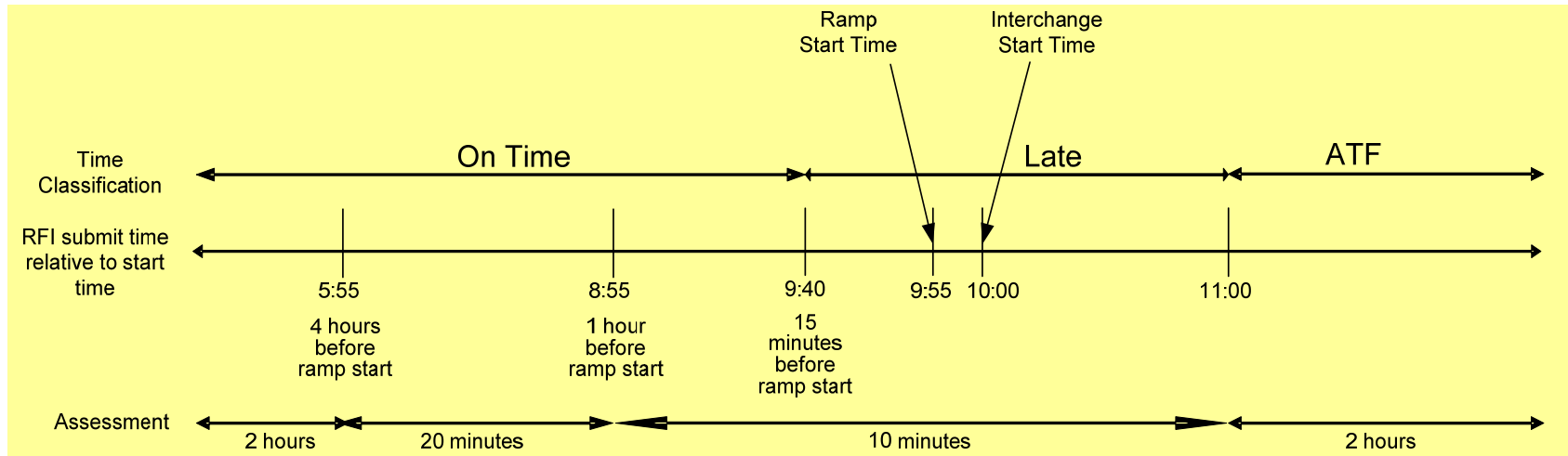
Timing Requirements for all Interconnections Except WECC



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

² Time Classifications and deadlines apply to both initial Arranged Interchange submittal and any subsequent modifications to the Arranged Interchange.

Example of Timing Requirements for all Interconnections Except WECC



Timing Requirements for WECC

		A	B	C	D
If Arranged Interchange (RFI) ³ is Submitted	IA Assigned Time Classification	IA Makes Initial Distribution of Arranged Interchange	BA and TSP Conduct Reliability Assessments	IA Compiles and Distributes Status	BA Prepares Confirmed Interchange for Implementation
>1 hour after the start time	ATF	≤ 1 minute from RFI submission	Entities have up to 2 hours to respond.	≤ 1 minute from receipt of all Reliability Assessments	NA
<10 minutes prior to ramp start and ≤1 hour after the start time	Late	≤ 1 minute from RFI submission	Entities have up to 10 minutes to respond.	≤ 1 minute from receipt of all Reliability Assessments	≤ 3 minutes after receipt of confirmed RFI
10 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 5 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
11 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 6 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
12 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 7 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
13 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 8 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
14 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 9 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
<1 hour and ≥ 15 minutes prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 10 minutes from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 3 minutes prior to ramp start
≥ 1 hour and < 4 hours prior to ramp start	On-time	≤ 1 minute from RFI submission	< 20 minutes from Arranged interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 39 minutes prior to ramp start
≥ 4 hours prior to ramp start	On-time	≤ 1 minute from RFI submission	≤ 2 hours from Arranged Interchange receipt from IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start
Submitted before 10:00 PPT with start time ≥ 00:00 PPT of following day	On-time	≤ 1 minute from RFI submission	By 12:00 PPT of day the Arranged Interchange was received by the IA	≤ 1 minute from receipt of all Reliability Assessments	≥ 1 hour 58 minutes prior to ramp start

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

Example of Timing Requirements for WECC

