

Gas Transmission Northwest Maintenance Schedule (Updated 3/21/2025)

Mar 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
3/21	Starbuck Spring ESD		2,550-MMcf/d		High	High
3/24 - 3/31		lone Unit B Engine Swap		2,030-MMcf/d	High	High
Apr 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
4/1		lone Unit B Engine Swap		2,030-MMcf/d	High	High
4/8 - 4/11	Sandpoint Spring ESD; Wallula Spring ESD		2,400-MMcf/d		High	High
4/15 - 4/18	Rosalia Spring ESD		2,550-MMcf/d		High	High
4/22 - 4/25	Athol Spring ESD	lone Spring ESD	2,450-MMcf/d	1,830-MMcf/d	High	High
4/28 - 4/30		GTN A 9 - 12 ILI		1440-MMcf/d	High	High
May 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
5/1 - 5/3		GTN A 9 - 12 ILI		1440-MMcf/d	High	High
5/12 - 5/16		Bonanza B Unit Engine Swap		1,930-MMcf/d	High	High
5/13 - 5/16		Bear Creek Pipe Replacement; Bonanza B Unit Engine Swap		1,930-MMcf/d	High	High
5/17 - 5/26		Bear Creek Pipe Replacement		2005-MMcf/d	Low	Medium
5/27 - 5/31	GTN A 6 - 9 ILI	GTN A 6 - 9 ILI; Bear Creek Pipe Replacement	2,190-MMcf/d	2005-MMcf/d	High	High
Jun 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
6/1 - 6/7	GTN A 6 - 9 ILI	GTN A 6 - 9 ILI	2,190-MMcf/d	1,906-MMcf/d	High	High
6/8				1,906-MMcf/d	High	High
6/9 - 6/15				1,906-MMcf/d	High	High
6/16 - 6/20	GTN B 8 - 9	Bend B Unit Engine Swap; Chemult TSA	2450-MMcf/d	1,906-MMcf/d	High	High
6/21 - 6/22				1,906-MMcf/d	High	High
6/23 - 6/30		GTN B 9 - 11; Chemult TSA		1490-MMcf/d	High	High
Jul 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
7/1		GTN B 9 - 11		1490-MMcf/d	High	High
7/14 - 7/18	GTN B 5 - 6 ILI	Chemult TSA	2450-MMcf/d	1,906-MMcf/d	High	High
7/19 - 7/20		Chemult TSA		1,906-MMcf/d	High	High
7/21 - 7/26	Colton Acres Pipe Replacement	GTN A 12 - 14; Chemult TSA	2400-MMcf/d	1540-MMcf/d	High	High
7/27 - 7/31	Colton Acres Pipe Replacement	Chemult TSA	2400-MMcf/d	1,906-MMcf/d	High	High
Aug 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
8/1 - 8/30		Chemult TSA		1,906-MMcf/d	High	High
Sep 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
9/1 - 9/30		Chemult TSA		1,906-MMcf/d	High	High
Oct 2025	North of Stanfield	South of Stanfield	Flow Past Kingsgate Capacity*	Flow Past Station 14 Capacity*	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
10/1 - 10/14		Chemult TSA		1,906-MMcf/d	High	High

*Posted capacity is subject to change based on current weather conditions in the Pacific Northwest and the current condition of the pipeline.

**Firm Cut % = (Contracted Firm MDQ - Operationally Available Capacity) ÷ Contracted Firm MDQ

***Firm Cut % is subject to change depending on actual nominated firm volumes and changes in posted capacity.