Gas Transmission Northwest Maintenance Schedule (Updated 5/22/2025)				
May 2025	**Area/Segment**	**Available Capacity**	**Potential Cuts Firm Primary**	**Potential Cuts Firm Secondary / ITS**
	Station 6 CFTP Capacity #954690			
5/28 - 5/31	GTN A 6 - 9 ILI MFL Combo	2460-MMcf/d	High	High
Jun 2025	**Area/Segment**	**Available Capacity**	**Potential Cuts Firm Primary**	**Potential Cuts Firm Secondary / ITS**
	Station 6 CFTP Capacity #954690			
6/1 -6/2	GTN A 6 - 9 ILI MFL Combo	2460-MMcf/d	High	High
6/3 - 6/5	GTN A 6 - 9 ILI EMAT	2120-MMcf/d	High	High
	Station 8 CFTP Capacity #28218			
6/16 - 6/20	GTN B 8 - 9 MFL Combo	2192-MMcf/d	High	High
	Station 9 CFTP Capacity #18480			
6/23 - 6/30	GTN B 9 - 11 Combo	1970-MMcf/d	High	High
	Station 14 Capacity #18446			
6/11 - 6/15	Bear Creek Pipe Replacement	2005-MMcf/d	Low	Medium
6/16 - 6/20	Bend B Unit Engine Swap; Bear Creek Pipe Replacement	1906-MMcf/d	High	High
6/21 - 6/27	Bear Creek Pipe Replacement	2005-MMcf/d	Low	Medium
Jul 2025	**Area/Segment**	**Available Capacity**	**Potential Cuts Firm Primary**	**Potential Cuts Firm Secondary / ITS**
	Flow Past Kingsgate Capacity #3500			
7/14 - 7/18	GTN B 5 - 6 ILI Combo	2850-MMcf/d	Low	Low
7/21 - 7/31	Colton Acres Pipe Replacement	2400-MMcf/d	High	High
	Station 14 Capacity #18446			
7/15 - 7/20	Chemult TSA	1906-MMcf/d	High	High
7/21 - 7/26	GTN A 12 - 14 ILI; Chemult TSA	1700-MMcf/d	High	High
7/27 - 7/31	Chemult TSA	1906-MMcf/d	High	High
Aug 2025	**Area/Segment**	**Available Capacity**	**Potential Cuts Firm Primary**	**Potential Cuts Firm Secondary / ITS**
	Station 14 Capacity #18446			
8/1 - 8/31	Chemult TSA	1906-MMcf/d	High	High
Sep 2025	**Area/Segment**	**Available Capacity**	**Potential Cuts Firm Primary**	**Potential Cuts Firm Secondary / ITS**
	Station 14 Capacity #18446			
9/1 - 9/30	Chemult TSA	1906-MMcf/d	High	High
Oct 2025	**Area/Segment**	**Available Capacity**	**Potential Cuts Firm Primary**	**Potential Cuts Firm Secondary / ITS**
	Station 14 Capacity #18446			
10/1 - 10/14	Chemult TSA	1906-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.				