

Gas Transmission Northwest Planned Maintenance Schedule (Updated 5/4/2026)

May 2026	Area/Segment	Available Capacity	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
	Station 9 CFTP #18480			
5/2-5/8	Kent Unit D Rebuild*	2126-MMcf/d	High	High
Jun 2026	Area/Segment	Available Capacity	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
	Station 9 CFTP #18480			
6/9 - 6/17	A line Ione to Bend ILL	1800-MMcf/d	High	High
Jul 2026	Area/Segment	Available Capacity	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
	Flow Past Kingsgate #3500			
TBD (4 Days)	Athol Engine Swap	2450-MMcf/d	High	High
	Station 6 CFTP #954690			
7/20 - 7/22	Rosalia Launcher Installation	1725-MMcf/d	High	High
7/23 - 7/31	Rosalia Launcher Installation	1900-MMcf/d	High	High
	Station 14 #18446			
7/20 - 7/22	Chemult Launcher Installation	1375-MMcf/d	High	High
7/23 - 7/31	Chemult Launcher Installation	1480-MMcf/d	High	High
Aug 2026	Area/Segment	Available Capacity	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
	Flow Past Kingsgate #3500			
TBD (4 Days)	Eastport Engine Swap	2325-MMcf/d	High	High
	Station 6 CFTP #954690			
8/1	Rosalia Launcher Installation	1900-MMcf/d	High	High
8/3 - 8/5	Starbuck Bypass Installation	1600-MMcf/d	High	High
8/6 - 8/20	Starbuck Bypass Installation	1850-MMcf/d	High	High
	Station 14 #18446			
8/1	Chemult Launcher Installation	1480-MMcf/d	High	High
8/3 - 8/5	Bonanza Bypass and Receiver Installation	1200-MMcf/d	High	High
8/6 - 8/20	Bonanza Bypass and Receiver Installation	1350-MMcf/d	High	High
TBD (3 Days)	Chemult Engine Swap	1980-MMcf/d	High	High
Sep 2026	Area/Segment	Available Capacity	Potential Cuts Firm Primary	Potential Cuts Firm Secondary / ITS
	Flow Past Kingsgate #3500			
9/8 - 9/24	Idaho A line 3-1 to 3-2 Hydrotest	2000-MMcf/d	High	High
	Station 6 CFTP #954690			
9/8 - 9/24	Starbuck A line work	1950-MMcf/d	High	High
	Coyote Lateral CFTP #1402186			
9/29 - 9/30	Coyote Springs MLV-1 to MLV-2 ILL	50-MMcf/d	High	High

***Indicates an unplanned maintenance**

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