



*Transcontinental Gas Pipeline Company, LLC  
October 23, 2013*

Transco provides no-notice service under various rate schedules in addition to providing shippers the opportunity to resolve current month imbalances in-kind without penalty, to the extent operationally feasible. No-notice service is provided, in part, by allowing delivery point operators to provide High Burn Limit Values at Swing Service Delivery Points. Additionally, make-up delivery transactions (TT3) requested by shippers are allowed when operationally feasible as posted on 1Line. High Burn Limit Values and delivery make-up transactions do not have a physical supply and only require confirmation by the delivery point operator and Transco. Consequently, because there are no concurrent receipts associated with these transactions, the receipt location identified on these types of transactions is not reflective of Transco's operational ability to accommodate such requests.

Transco's ability to confirm such transactions is dependent upon the physical operations of its system. The limitations established below reflect the operational requirements necessary to effectuate the requested deliveries without concurrent receipts. These limitations may be subject to change based on operating conditions and Transco will provide notice on 1Line at least 48 hours prior to the beginning of the gas day upon which changes to the evaluations identified below are effective.

Specifically excluded from the limitations imposed on High Burn Limit Values at Swing Service Delivery Points and make-up delivery transactions are transactions from one Buyer's pool to another Buyer's pool at the same location and transactions where a Swing Supplier has been designated. For ease of description, Transco will identify as "Station 86" a location which represents a point on Transco's mainline system immediately north of the intersection of the mainline and the Mobile Bay lateral. "Station 86" is intended to reflect a location north of Transco's Gulf Coast and Mid-Continent supply basins and is south of Throughput Section Boundaries that may affect Transco's ability to accommodate all requested market area deliveries. Transco will evaluate affected transactions, based on the appropriate priority of service of the receipt/delivery combination path requested, at Throughput Section Boundaries (TSBs) as identified below:

- (a) Transactions requested from a receipt point south of "Station 86" on Transco's system will be included in all applicable TSBs between the requested receipt and the requested delivery point,
- (b) Transactions requested from a receipt point north of "Station 86" to delivery points located in any zone other than Zone 6 on Transco's system will be included in all applicable TSBs between Station 65 and the delivery point on the request and in all applicable TSBs between the requested receipt and delivery points. The amount allocated to such transactions shall be the lesser quantity allocated from the two paths,
- (c) Transactions requested from a receipt point north of "Station 86" to a delivery point located on Transco's Leidy Line west of Station 505 will be included in all applicable TSBs between the western terminus of Transco's Leidy Line and the delivery point on the request and in all applicable TSBs between the requested receipt and delivery points. The amount allocated to such transactions shall be the lesser quantity allocated from the two paths,
- (d) Transactions requested from a receipt point north of "Station 86" to a delivery point located in Zone 6 but not on Transco's Leidy Line west of Station 505 on Transco's system will be included in all applicable TSBs between Station 65 and the delivery point on the request, in all applicable TSBs between the western terminus of Transco's Leidy Line and the delivery point on the request, and in all applicable TSBs between the requested receipt and delivery points. The amount allocated to such transactions shall be the lesser of (i) the quantity determined by TSBs between the requested receipt and delivery points and (ii) the sum of the quantities

determined to be available from TSBs along the paths from Station 65 and the western terminus of the Leidy Line.

Station 65 and the western terminus of the Leidy Line points of receipt will be used solely for the purpose of determining Transco's ability to confirm the requested quantities at TSBs. The extended paths identified above will not impact the priority of service or firm entitlement (MDQ) validation.