

## SNG Type 3 OFO Probability

This update is provided as a courtesy to Southern's Customers and Southern does not warrant the accuracy of any information provided below.

This information is not an OFO (Operational Flow Order) notice and should not be relied on by any customer in assessing its operational or gas requirements.

Shippers are obligated to stay within their daily entitlements regardless of the system conditions.

### Probability Codes

#### Operating Condition (OC)

N - Normal  
L1 - Level 1  
L2 - Level 2  
L3 - Level 3

#### OFO-Type 3/4 (OFO3P/OFO4P)

UL - Unlikely  
TC - Too Close to Call  
L - Likely  
HL - Highly Likely  
OFO - OFO in effect

Date: Tuesday, 09 December, 2025

| <b>Tue, Dec 09</b> | <b>JAN</b> | <b>BHM</b> | <b>GAD</b> | <b>MGM</b> | <b>CHA</b> | <b>ATL</b> | <b>MCN</b> | <b>CAE</b> | <b>ABY</b> | <b>SSI</b> | <b>SAV</b> | <b>TYS</b> | <b>HSV</b> |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| SMT 40 Mean        | 45         | 42         | 37         | 39         | 40         | 42         | 39         | 37         | 41         | 46         | 40         | 39         | 41         |
| OC                 | N          | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         |
| OFO3P              | UL         | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        |
| OFO4P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |

| <b>Wed, Dec 10</b> | <b>JAN</b> | <b>BHM</b> | <b>GAD</b> | <b>MGM</b> | <b>CHA</b> | <b>ATL</b> | <b>MCN</b> | <b>CAE</b> | <b>ABY</b> | <b>SSI</b> | <b>SAV</b> | <b>TYS</b> | <b>HSV</b> |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| SMT 47 Mean        | 48         | 47         | 43         | 48         | 43         | 45         | 48         | 48         | 50         | 54         | 52         | 38         | 41         |
| OC                 | N          | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         |
| OFO3P              | UL         | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        |
| OFO4P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |

| <b>Thu, Dec 11</b> | <b>JAN</b> | <b>BHM</b> | <b>GAD</b> | <b>MGM</b> | <b>CHA</b> | <b>ATL</b> | <b>MCN</b> | <b>CAE</b> | <b>ABY</b> | <b>SSI</b> | <b>SAV</b> | <b>TYS</b> | <b>HSV</b> |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| SMT 42 Mean        | 47         | 44         | 37         | 43         | 38         | 42         | 43         | 41         | 45         | 49         | 46         | 34         | 40         |
| OC                 | N          | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         | L1         |
| OFO3P              | UL         | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        | OFO        |
| OFO4P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |

| <b>Fri, Dec 12</b> | <b>JAN</b> | <b>BHM</b> | <b>GAD</b> | <b>MGM</b> | <b>CHA</b> | <b>ATL</b> | <b>MCN</b> | <b>CAE</b> | <b>ABY</b> | <b>SSI</b> | <b>SAV</b> | <b>TYS</b> | <b>HSV</b> |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| SMT 50 Mean        | 61         | 55         | 45         | 56         | 47         | 50         | 50         | 46         | 52         | 51         | 48         | 44         | 52         |
| OC                 | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          |
| OFO3P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |
| OFO4P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |

| <b>Sat, Dec 13</b> | <b>JAN</b> | <b>BHM</b> | <b>GAD</b> | <b>MGM</b> | <b>CHA</b> | <b>ATL</b> | <b>MCN</b> | <b>CAE</b> | <b>ABY</b> | <b>SSI</b> | <b>SAV</b> | <b>TYS</b> | <b>HSV</b> |
|--------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| SMT 57 Mean        | 61         | 57         | 52         | 61         | 51         | 55         | 57         | 60         | 57         | 57         | 54         | 46         | 51         |
| OC                 | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          | N          |
| OFO3P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |
| OFO4P              | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         | UL         |

#### For weather and OFO probability:

|             |  |
|-------------|--|
| <b>JAN-</b> | Includes Zone 1  |
| <b>BHM-</b> | Includes Birmingham Group, McConnells to Providence, McConnells West Zn2, Pell City to Bell Mills  |
| <b>GAD-</b> | Includes Tarrant to Gadsden  |
| <b>MGM-</b> | Includes South Main Zn 2   |
| <b>CHA-</b> | Includes Chattanooga Line 170, Chattanooga Line 180  |
| <b>ATL-</b> | Includes Atlanta Group North, North of Thomaston   |
| <b>MCN-</b> | Includes Ellerslie to Thomaston, Thomaston to Ocmulgee   |
| <b>CAE-</b> | Includes East of Wrens   |
| <b>ABY-</b> | Includes Albany to Douglas, Albany to Pavo, Americus to Unadilla, Chattahoochee Valley, Holy Trinity to Albany, Jacksonville Line, Occidental to Florida Power, Pavo to Occidental Tap, Tallahassee Line |
| <b>SSI-</b> | Includes Brunswick Line, East South Main Zn3   |
| <b>SAV-</b> | Includes Savannah Line, Cypress Line   |
| <b>TYS-</b> | Includes East Tennessee  |
| <b>HSV-</b> | Includes North AL Line   |