

Frontier North Inc.

Ill. C. C. No. 18
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Cancelling Ill. C.C. No. 13 In Its Entirety
of Frontier North Inc. f/k/a Verizon North Inc.

Frontier North Inc.
f/k/a Verizon North Inc.

**GENERAL EXCHANGE TARIFF
UNBUNDLED NETWORK ELEMENTS**

IN ALL EXCHANGES

Issued: April 28, 2011

By Kenneth Mason
Vice President
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Effective: July 1, 2011

Applies to All Exchanges Illinois

UNBUNDLED NETWORK ELEMENTS

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UNBUNDLED NETWORK ELEMENTS

APPLICABILITY

This tariff is applicable to Unbundled Network Elements (UNE) provided to Competitive Local Exchange Carriers (CLECs), which have been licensed by the Illinois Commerce Commission, by Frontier North Inc., hereinafter referred to as the Company. Services offered in this tariff are provided within serving areas of Frontier North Inc. in the State of Illinois as defined in the Company's Local and/or General Tariffs. Services offered by this tariff are existing Company facilities and services only, where available. These services shall be provided at the same level of quality that the Company provides to itself for similar services. These services shall be provided in conjunction with a valid and effective interconnection agreement.

Wholesale services offered under this tariff will be offered consistent with obligations under the FCC's decision to deregulate resale services, UNE loops and UNE transport. *See Petition for Forbearance Pursuant to 47 U.S.C. § 160(c) to Accelerate Investment in Broadband and Next Generation Networks*, WC Docket No. 18-141, Memorandum Opinion and Order, 34 FCC Rcd 6503 (Aug. 2, 2019); *Business Data Services, Report and Order on Remand and Memorandum Opinion Order*, WC Docket Nos. 18-141 et al., 34 FCC Rcd 5767 (rel. July 12, 2019). CLECs and local service resellers may continue to order UNE transport under this Tariff through January 12, 2020, and resale services and analog UNE Loops under this Tariff through February 2, 2020. The Telco will not accept orders for UNE transport under this Tariff after January 12, 2020, or resale services or analog UNE loops under this Tariff after February 2, 2020. Resale services and analog UNE loops ordered after February 2, 2020 will be provided pursuant to an alternative commercial agreement. Embedded base UNE transport must be transitioned to an alternative commercial agreement no later than July 12, 2022, and embedded base resale services and analog UNE loops must be transitioned to an alternative commercial agreement no later than August 2, 2022.

DS3 Loops:

Effective October 11, 2021, UNE DS3 loop orders will no longer be accepted in competitive counties published at: <https://www.fcc.gov/bds-competitive-and-noncompetitive-lists> (or relevant successor site). Effective February 8, 2024, existing UNE DS3 loops will be sunset and will no longer be offered under the tariff. Customers must contact Frontier for an alternative commercial agreement.

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APPLICABILITY

Dark fiber:

Effective October 11, 2021, UNE dark fiber transport orders will no longer be accepted under the tariff for routes in which both the “to” and “from” wire centers are on the list published at: <https://www/fcc/gov/cli-code-list> (or relevant successor site). Effective February 8, 2029, UNE dark fiber transport circuits that were ordered prior to October 11, 2021 and are on routes in which both the “to” and “from” wire centers are on the list published at: <https://www/fcc/gov/cli-code-list> (or relevant successor site), will no longer be available under the tariff. Please contact Frontier for potential alternative commercial arrangements. UNE dark fiber transport orders will continue to be accepted under the tariff only for routes in which either the “to” or “from” wire centers (or both) are not on the list published at: <https://www/fcc/gov/cli-code-list>.

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COMMON TRANSPORT

1. General

Unbundled Network Elements are physical facilities of the network. Common (or Shared) Transport is defined as the part of the Company’s interoffice network that is used to transport telecommunications traffic between one end office switch and another end office switch; between an end office switch and a tandem switch; and between tandem switches. Access to Unbundled Common Transport is provided only in conjunction with Unbundled Local Circuit Switching. A CLEC must purchase an Unbundled Port or UNE Platform (loop-port combination) via a Local Service Request (LSR) to gain access to common or shared transport.

An Interoffice Transmission Facility (IOF) is the medium used to transport voice and data traffic between two central offices. Interoffice Transmission Facilities are referred to as transport. Shared Transport is the physical interoffice facility medium that is used to transport a call between central office switching entities. A central office switch translates the end user dialed digits and routes the call over a Shared Transport Trunk Group that rides interoffice transmission facilities. These trunk groups and the associated interoffice transmission facilities are accessible by any end user and are referred to as 'shared' or 'common' facilities. Many calls riding these shared facilities will also be switched by the Company’s Access Tandem. This tandem switching function is also included as a component of Shared Transport. Besides tandem switching, Shared transport consists of facility components [fiber, copper, signal regeneration devices] and termination components [lightening protection, line termination, spare span switching, digital signal cross connects, fiber splice trays, fiber distribution panels, fiber optic terminals, and in the case of Common/Shared Transport, the switch port].

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COMMON TRANSPORT

2. Rate Elements

2.1 When a CLEC purchases unbundled local switching in conjunction with a UNE Port, or as part of a UNE Platform, the CLEC is obligated to purchase unbundled Shared Transport. All of the billing elements associated with Shared Transport are billed upon call origination, unless the call involves an interexchange carrier. Shared transport has several billing elements, including tandem switching. Usage is measured by the amount of time the components are used, measured in Minutes of Use (MOUs). This transport product consists of the following billable elements:

2.1.1 Shared Transport - Facility Miles (Per MOU, Per AirlineMile)

Includes the cost of the copper, fiber, or radio transmission medium, and the associated signal regeneration devices (Span Repeaters, Repeater Housings, Fault Locating Filters, Splice Casings, Lightening Protection, Term Blocks, etc.).

2.1.2 Shared Transport - Termination (Per MOU, Per End)

Includes the costs of Office Terminating Repeaters, Spare Span Switching, Digital Signal Cross Connects, Digital Access Cross Connect Systems, Fiber Splice Trays, Fiber Distribution Panels, Fiber Optic Terminals, O/E Multiplexing, DS3/DS1 Multiplexing, Switch Trunk Port, etc. The termination is applied per circuit end (2 per circuit).

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COMMON TRANSPORT

2. Rate Elements (Cont'd)

2.1 (Cont'd)

2.1.3 Tandem Switching (Per Tandem MOU)

Includes the costs of the tandem switch itself, including trunk ports for the call entering the switch and trunk ports associated with the calls exiting the switch. Also includes the digital signal cross connect to which the trunk ports are cabled. Tandem Switching is a service that creates and maintains a call path between two entities which are both connected to the tandem. These entities may be local switches, long-distance switches, Mobile Telephone Switching Offices, Internet Service Providers Networks, Directory Assistance platforms, Operator Services Switches, etc. The entities are connected to the tandem via some type of physical facility (i.e. T1), and logically defined within the tandem by a trunk group. The tandem will receive routing digits from one entity through one of its trunk groups, translate the digits according to its routing tables, and establish a communications path between the two entity as defined in its routing tables.

3. Regulations

- 3.1 When a CLEC purchases unbundled local switching via a UNE Port or a UNE Platform, the CLEC is obligated to purchase unbundled Shared Transport.
- 3.2 Host-Remote Interoffice Transport - Host-Remote Interoffice Transport is not unbundled. This is a function of the common InterOffice Transport network.
- 3.3 Local Switching - If a CLEC purchases unbundled local switching via a UNE Port or UNE Platform, the CLEC will be liable for the use of Shared Transport IOF every time their end user originates an inter-switch call.

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3. Regulations (Continued)

- 3.4 Signaling Type - When a CLEC opts to use the Company's Shared Transport, the Company will determine the signaling type that best suits the network. The Company reserves the right to modify or upgrade the signaling as they deem appropriate (MF to CCSS7, etc.). If a CLEC desires a signaling type that is currently not deployed in the Company's network, the Company requires the CLEC to submit a Bona Fide Request to request the service.
- 3.5 Tandem Switching - Similar to switched access, additional tandem switched transport will apply between a Company host switch and a remote switching unit (if classified as a rating point).
- 3.5.1 Tandem Switching will provide digit screening and routing.
- 3.5.2 Tandem Switching can provide access to all interconnected trunk groups (i.e. subtending Company Switches, CLEC inter-connected switches, ILEC inter-connection switches, Cellular inter-connected switches, PSAPs etc.).
- 3.5.3 Tandem Switching will interface with various trunk formats and signaling types (i.e.. SS7, MF, Dial Pulse, PRI-ISDN, DID, CAMA-ANI, etc.).
- 3.5.4 Tandem Switching will preserve CLASS/LASS (Local Area Signaling Service) features and Caller ID as traffic is processed. This may include the passage of IAM, TCAP, and other SS7 information packages.
- 3.5.5 Tandem Switching will control congestion using capabilities such as Automatic Congestion Control and Network routing Overflow. Congestion control provided or imposed on competitors' traffic will be at parity with controls being provided or imposed on Company traffic.

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3. Regulations (Cont'd)

3.6 Traffic Routing - When a CLEC opts to use the Company's Shared Transport, the Company will use existing switch translations to route their calls over the Company's shared transport network. This shared transport network includes access to:

3.6.1 IXC leased facilities (IXC Entrance Facilities, and IXC Direct End Office Trunk groups) [Note: the IXC has leased these facilities via Frontier's access tariff and it is assumed that the CLEC has made appropriate arrangements with all IXC's with whom the Company currently provides access];

3.6.2 Other CLEC interconnected traffic;

3.6.3 Company Operator Services/Directory Assistance platforms (unless directed otherwise by customized routing);

3.6.4 911/E911 routers to Public Safety Answering Points (PSAPs); and

3.6.5 Cellular Mobile Carriers

3.7 It is the responsibility of the CLEC to negotiate contracts with all of these parties to determine compensation arrangements.

3.8 Trunk Groups - Traffic from multiple providers will be transported over the same trunk groups when Shared Transport is selected.

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COMMON TRANSPORT

4. Rates

Rates are contract specific. Shared transport usage is derived from the unbundled local switching Minutes of Use. When a CLEC purchases an unbundled port or platform, they will also receive unbundled local switching usage and shared transport and will be charged accordingly. For every unbundled Port or Platform order, the CLEC must submit a complete and accurate Local Service Request (LSR) Form. Appropriate Non-Recurring Charges for ordering and provisioning will apply to each LSR. A separate LSR is not required for the unbundled local switching usage and shared transport.

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