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Frontier Wholesale

Jurisdiction: All

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Service Overview

This service addresses the interconnection arrangements for a facility-based Competitive Local Exchange Carrier (CLEC) that enters into an interconnection contract that requires a Point of Interconnection (POI) On Frontier's Network (POVN).

Frontier's current model interconnection agreement states that each Party, at its own expense shall provide transport facilities to the technically feasible Point(s) of Interconnection on Frontier's network in a LATA selected by the CLEC. As a result, POVN will require Frontier <u>not</u> to bill CLECs with interconnection agreements that include POVN language for transport facilities on Frontier's side of the POI on Frontier's Network selected by the CLEC. In addition, Frontier is permitted to bill for any transport facilities that the CLEC orders from Frontier to get to a valid POI on Frontier's network.

A CLEC who requests POVN must have a statement in their interconnection agreement that supports this product.



POVN Using Access Transport

The basic concept behind POVN is that each party is responsible for any transport facilities on its side of the POI. That POI must also be on Frontier's network. By way of example, a POI on Frontier's network in a LATA would include a Frontier Serving Wire Center (SWC), Frontier Tandem Wire Center or End Office Wire Center. The CLEC will designate the location of the POI which could include the Frontier SWC that serves the CLEC's location, Frontier tandem(s) or a collocation that the CLEC has established at a Frontier wire center(s). Depending on the contract terms and network architecture, a CLEC may have a single POVN or multiple POVNs within the LATA.

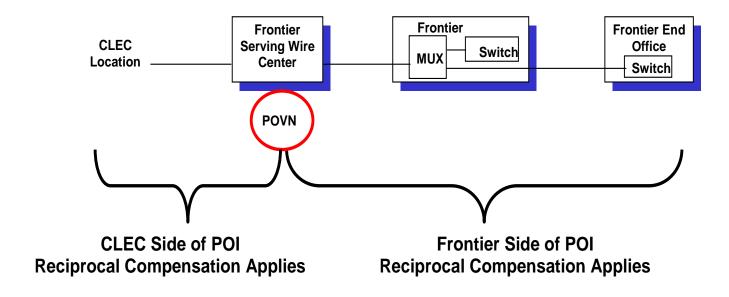
If a CLEC designates the Frontier SWC as the POVN, but is not collocated at the SWC then the CLEC can purchase transport from Frontier from their location to get to the POVN at the Frontier SWC. The transport will be provided to the CLEC from Frontier's access tariff(s) and the CLEC will be responsible for 100% of the transport facility from their location to the SWC (e.g. entrance facility, SAL).

If a CLEC is collocated in a Frontier wire center and designates the collocation as the POVN, then Frontier is responsible for the dedicated transport on its side of the POI. Collocation related charges would still apply to the CLEC as well as any applicable multiplexing charges.



POVN Diagram

Below is an example of POVN where the CLEC has selected the POI on Frontier's Network to be at the Frontier local SWC. The CLEC would be responsible for 100% of the facility from the CLEC location to the SWC (e.g. left side of the POVN). The CLEC would also be responsible for the portion of the facility on Frontier's side of the POI that it uses to terminate non-local traffic to Frontier (e.g. intraLATA Toll). Frontier would be responsible for the facility used for local interconnection on its side of the POVN (e.g. right side of POVN).





ASR Ordering Information

A new SPEC Code has been created and is to be used by CLECs that have POVN when issuing their ASRs in order to bill the correct charges under POVN. CLECs without POVN should <u>not</u> use this SPEC code. Below are the specific fields on the ASR for POVN local interconnection trunks only (i.e. DO NOT USE the SPEC Code for access toll connecting trunks, E911 trunks, etc.):

ASR FIELD	<u>ENTRY</u>
SPEC	POVNAC
PIU	Enter Percent Interstate Use Factor (e.g. 1-100)
PLU	Enter Percent Local Use Factor (e.g. 1 - 100)
PSL	CLLI Code of POI on Frontier's Network - POVN (e.g. 11 character
	CLLI for Frontier Wire Center)
PSLI	Always populated with an E

PSL FIELD

This field is populated with an 11 character CLLI code of the Frontier wire center. The PSL CLLI code designates the POI on Frontier's network. Please contact your Account Manager to obtain the correct PSL 11 character CLLI code.



Change Log

Date	Page Number	Change
11/13/15	2	Added verbiage to indicate POVN must be included in ICA

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