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Dear Paul:

I hope everyone has implemented the 191 changes covered in my last letter. I did not receive many calls about it so I gather that it was understood by all. Of course, going out of town directly after the mailing may have helped a bit. The Pennsylvania Dutch say "to soon old and too late smart".

This time, there are a few things to pass along to you that require some work but nothing critical as far as short fuses go.

800 Service

I've been informed that the old routing and translations for conventional 800 Services, i.e. TSO and OSO (Old) functions are not required as of April 1, 1982. Therefore the translations that were required prior to the 800 Service data base access, i.e. conventional OSO and TSO functions may be removed by June 26, 1982. The LNB codes used in the US will be returned to "reserved" status.

New NPA 619

System Letter 82-02-033 discussed the splitting of the 714 NPA and the opening of 619 NPA. The data shown was November 6, 1982 and that is still good. However, it appears necessary to have the code and translations in place for the OSO (in 800 service) and all other toll offices by September 18, 1982. Opening of 619 in the end offices (class 5s) must be accomplished by the date shown in the System Letter, i.e. 11/6/82. The advancement of the data to 9/18/82 for toll offices is necessary to allow the 800 service data base sufficient time to change out the numbers for the subscribers in the split-off area. It has been estimated to require over 200 hours to revise the software.

- POTS numbers for the 619 NPA must also be accessible as 714 NPA numbers until 11/6/82.
- The additional translations for 619 must be implemented by 9/18/82.
- TPMD must also be updated by 9/18/82 so that bills can be rendered to those that dial it and get through.

Errors of omission or commission will result in denial of service to either POTS or PANS subscribers and maybe both.

International Record Carriers (IRC)

You will soon see a 212+055 satellite avoidance code appearing under NYCNYBW24T. This code is assigned to give the IRCs a means of utilizing the 800 service and to provide a satellite free path to their gateway offices. We do the same for our own subscribers (011 is not to be on any domestic satellite) and the IRCs want parity in this respect. It appeared that the most feasible and effective method would be to assign a non-dialable code to each IRC gateway serving toll office which would be returned by the 800 Service data base for the appropriate 800 number dialed. This can be an effective and minimal cost item if the proper translations are programmed in the switching systems of the intercity network.

What I'm trying to say in normal business language is this:

1. keep 212 + 055 off satellite trunks and
2. send it to or towards NYCNYBW24T.

Failure to route properly will be viewed by our customers as a very serious problem. We have made an agreement with them to do this and it is extremely important for us to uphold our end.

Initially of course, this involves only two customers and one toll switch but we expect others to follow. As they come in, the same designation will hold for whatever codes are assigned but the message will be the same as in 1 & 2 above.

I wanted to include a piece on 191 + NPA for the Pittsburgh Region, but it appears the trunk relays installation is going very slowly and are not available as of this writing. Next time maybe. As usual, any questions - call me on 201-221-4759.

Bill

W. B. Plossl
District Manager - Routing

cc: to NRG addressees