

INTERSTATE MESSAGE TELECOMMUNICATIONS SERVICE

REFERENCE TO TECHNICAL PUBLICATIONS

~~The issue and availability dates of the Technical Publications referenced in this tariff are as follows:~~—The following technical publications are referenced in this tariff and may be obtained from Literary Data Center, Inc., G.P.O. Box C-9104, Brooklyn, N.Y. 11202:

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<u>Publication Number</u>	<u>Issue Date</u>	<u>Date Available to Public</u>
60101	December 1982	January 17, 1983
Compatibility Bulletin 106, Issue No. 2	December 1981	March 11, 1982

The following technical publications are referenced in this tariff and may be obtained from Telcordia Routing Administration, One Telcordia Drive, Room 4A738, Piscataway, NJ 08854-4157, 1(866)672-6997.

(N)  
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(x)  
(N)

Technical Reference:

The Local Exchange Routing Guide (LERG), Issued: May 1, 2008, and as issued from time to time

(x) Issued under authority of Special Permission No. 08-xxx of the Federal Communications Commission.

(TR xxx)

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Effective:

Vice President, Federal Regulatory  
1300 I Street, NW, Washington, D.C. 20005

## INTERSTATE MESSAGE TELECOMMUNICATIONS SERVICE

2. REGULATIONS (Cont'd)2.8 Rate Determination

The rate for an IMTS call is determined by factors such as:

- distance between stations
- time of day and day of week
- duration of call
- class of service

The specific factors which apply to a given IMTS call and their application are listed in the rate section applicable to that type of call. The regulations pertaining to those factors are as follows:

2.8.1 Distance Between Stations

The distance between two stations within the LATA or the corridor is measured on the basis of airline mileage between rate centers as described in ~~the Local Exchange Routing Guide American Telephone and Telegraph Company, Long Lines Department, Tariff F.C.C. No. 274 or successive issues thereof.~~ (C)(x)

2.8.2 Time of Day and Day of Week

The rate charged is determined by the day and time (standard or daylight savings) at the rate center of the calling station.

2.8.3 Class of Service

For the purpose of rate application, one of the following classes of service may apply to a given call:

(A) Station-to-Station

There are four types of Station-to-Station calls:

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3. SERVICE CLASSIFICATIONS AND RATES (TWO-POINT) (Cont'd)3.1 Interstate Service-Schedule I (Cont'd)3.1.2 Mileage Measurement (Cont'd)(A) Mileage Determination (Cont'd)

Airline mileages between rate centers are determined as provided in the ~~Local Exchange Routing Guide 2.1.8 of American Telephone and Telegraph Company, Long Lines Department Tariff F.C.C. No. 274 or successive issues thereof.~~ (C)(x)

In general, each point in the LATA or corridor is designated as a rate center except that certain small towns or communities are assigned adjacent rate centers with which they are closely associated for communication purposes or by community of interest and in a few of the largest cities there are several rate centers further identified as city zones.

(1) Where a Point is Divided into City Zones

The rate airline mileage is measured between the rate center of the city zone and the rate center of the other point, except that when such mileage exceeds 40 miles, the rate airline mileage is measured between the rate center of the master zone and the rate center of the other point with a minimum of 41 miles being applicable.

(2) Where Both Points are Divided into City Zones

The rate airline mileage is measured between the rate centers of the city zones, except that when such mileage exceeds 40 miles, the rate mileage distance is measured between the rate centers of the master zone with a minimum of 41 miles being applicable.

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