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BT NETWORK INTERCONNECTION PROVISIONING MANUAL

SECTION 10 – ADDITIONAL REQUIREMENTS FOR UK-ISUP

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## 10.1 INTRODUCTION

This section describes only the additional activities required when interconnection to the BT network will be made using the UK-ISUP SS7 signalling.

Where not specified in this section, all procedures should follow BAU processes as defined in the remainder of this manual.

## 10.2 OVERLOAD CONTROLS

### 10.2.1 General Requirements

Where the OPERATOR switch is to be interconnected using UK-ISUP signalling, an overload control mechanism must be implemented.

This will consist of one of the following options, in order of preference:

 1. Effective ACC

 2. Ineffective ACC

 3. Static Route Gapping

 4. Traffic Route Size Limitation

### 10.2.2 Mechanism Definitions

#### 10.2.2.1 Effective ACC

An ACC scheme which displays the characteristics of an ‘Effective Scheme’ as described in Section 6 of NICC Specification ND1433 [UK-ISUP Automatic Congestion Control Guidelines: Effective Schemes] in all respects.

#### 10.2.2.2 Ineffective ACC

An ACC scheme which does not display all of the characteristics of an ‘Effective Scheme’ described in Section 6 ND1433, but still works in a way as defined in NICC Specification ND1007 [ISDN User Part (ISUP)]. This scheme must be supplemented with Static Route Gapping to provide a suitable mechanism.

#### 10.2.2.3 Static Route Gapping

In the interim, where no ACC scheme is available, the routes must have call gapping activated, using the implementation as described in Section 9.1 of ND1433.

#### 10.2.2.4 Traffic Route Size Limitation

In the interim, where an OPERATOR switch does not have capability to provide either of the previous schemes, the size of the traffic routes must be limited as described in Section 9.2 of ND1433.

For the avoidance of doubt, in such situations, BT will limit the size of the combined traffic routes to those switches to 2x2Mbit/s systems.

Occasionally, where operational needs demand, the switch in question may be excluded from this requirement, where this is the case, the agreement will be in writing and on the understanding that such routes will be reduced in size after the agreement period ends.

### 10.2.4 Overload Assessment

For every new interconnection of the OPERATOR switch the OPERATOR shall submit a new or updated Appendix 30 to this Manual, ‘UK-ISUP Overload Assessment’.

#### 10.2.4.1 Initial Interconnection

For the initial interconnection of the OPERATOR switch, Appendix 30 will be used to identify the appropriate Integration Testing requirements (where applicable), enable bi-lateral discussions and record information relating to the agreed congestion control scheme.

As part of the bi-lateral discussions the same information in respect of the relevant BT switches will be made available in order that, together with the OPERATOR information from the Appendix 30, the appropriate bi-lateral congestion control scheme can be agreed and implemented.

#### 10.2.4.2 Subsequent Interconnection

For each subsequent new interconnection of the OPERATORS switch, the OPERATOR will update the agreed Appendix 30 and BT will perform a re-assessment of the suitability of overload controls agreed before the initial / previous interconnection (or conversion from IUP) and this may lead to further bi-lateral revision of the overload agreements between the BT system and the OPERATOR switch.

#### 10.2.4.3 Additional Capacity

Appendix 30 will not need to be re-submitted where additional UK-ISUP capacity is required (i.e. on existing traffic routes).

### 10.2.5 Operational Testing

As part of the Operational Testing (OT) phase, checks will be made to ensure that appropriate control measures as agreed are in place. If the measures are not in place, testing may be suspended until it is confirmed in writing that the agreed measures are in place.

### 10.2.6 List of Known Builds

When a switch with UK-ISUP signalling is added to the list of known builds (see Appendix 1 to this manual) by the BT NIRO, the status of the overload controls will also be included, and will be listed as “Effective”, “Ineffective” or “None” as appropriate.

## 10.3 CAPACITY ORDERING PROFILE

Where UK-ISUP capacity is required, a Capacity Ordering Profile (see Appendix 16 of this manual) must be provided clearly detailing the UK-ISUP traffic route requirements separately from any new or existing IUP traffic route requirement. This must include specific additional signalling link requirements as appropriate depending on whether signalling links (and therefore linksets) are to be used by both IUP and UK ISUP traffic routes or IUP and UK ISUP traffic routes are to use separate signalling Links.

An explanation of the various linkset options for shared signalling routes is shown in I/C Specification 300, which can be found here:

<http://www.btwholesale.com/pages/static/Library/Pricing_and_Contractual_Information/Telephony_Reference_Offer/index.htm>

## 10.4 DOCUMENT HISTORY

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| **ISSUE No.** | **DATE** | **AUTHOR** | **SUMMARY OF CHANGES** |
| 2.0 | 07/09/2012 | Graham Hinch | Full issue, no changes from draft |
| Draft 2.0 | 31/05/2012 | Graham Hinch | Changed to specifically reflect additional requirements for UK-ISUP only and remove BAU procedures |
| 1.0a | 08/07/2002 | Kevin Young | Amendments following Operator comments on initial issue |
| 1.0 | 25/04/2002 | Kevin Young | Initial issue |

# **ANNEX A - KEY PROCESSES**

# **ANNEX B - ACTIVITY OWNERS**

| **Activity Name** | **Owner** | **Notes** |
| --- | --- | --- |
| New or Additional UK-ISUP Interconnect Required | Operator | At a Technical Review Meeting, the Operator will express a requirement for new, additional or augmented UK-ISUP Traffic Routes. |
| Operator Submits Provisioning Manual Appendix 30 | Operator | The Operator supplies a UK-ISUP Overload Assessment (Appendix 30) |
| BT Assess Documentation | BT | BT assesses the information supplied and advises the integration testing level required. |
| Integration Testing | Operator & BT  | Integration Testing between the BT model and the Operator’s Switch, including congestion controls. |
| Discussion Between BT & Operator Regarding Congestion Controls  | Operator & BT  | The appendix 30 and the equivalent BT information will be used in discussion between BT and the Operator to enable agreement of the appropriate types and initial levels of congestion controls. |
| Bi-Lateral Agreement on Congestion Controls | Operator & BT  | Type and levels of congestion controls agreed. |
| BAU Provision Processes Until BIS | Operator & BT  | BAU processes (as detailed the Provisioning Manual) and time scales (as detailed in the SIA) apply but Capacity Order time scales will be subject to the bi-lateral agreement of appropriate congestion controls. |
| Activation Of Agreed Controls | Operator & BT  | Previously agreed controls applied. |
| Traffic Applied | Operator &/Or BT  | Relevant Service Types directed at new routes. |
| Agreed Congestion Controls Effective? | Operator & BT | Operational Teams will monitor performance of controls & identify changes required. |
| Operator Submits Capacity Ordering Profile | Operator | Operator Submits Capacity Ordering Profile (Appendix 16/13)  |
| BT Assess Capacity Ordering Profile against previously agreed Congestion Controls | BT  | BT Assess Capacity Ordering Profile against previous bi-laterally agreed Congestion Controls to ensure that they are suitable for all potential new capacity, which may lead to further bi-lateral discussion for adjustment of Congestion Controls. |
| Operator Submits Capacity Order | Operator | Operator Submits Capacity Order (Appendix 22)  |

 END OF SECTION