

ORIGINAL

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March 30, 2007

VIA OVERNIGHT DELIVERY

Docket Control
Arizona Corporation Commission
1200 W. Washington Street
Phoenix, Arizona 85007
(602) 542-2237

AZ CORP COMMISSION
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Re: Integrated Services, Inc.
Docket No. T-20463A-06-0394

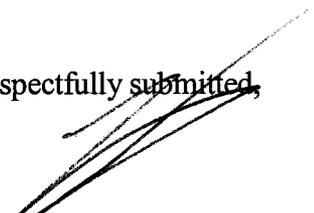
Dear Sir/Madam:

Enclosed please find for filing an original and thirteen (13) copies of Integrated Services, Inc.' s responses to the Commission' s Second Set of Data Request for information in Integrated Services, Inc.' s Application and Petition for Certificate of Public Convenience and Necessity to Provide Competitive Intrastate Telecommunications.

I have also enclosed an extra copy of this letter to be date stamped and returned to me in the enclosed, self-addressed, postage prepaid envelope.

If you have any questions or if I may provide you with additional information, please do not hesitate to contact me.

Respectfully submitted,


Lance J.M. Steinhart
Attorney for Integrated Services, Inc.

cc: Larry Gilleland

Armando Fimbres, Utilities Division/Via e-mail to: afimbreds@azcc.gov

Arizona Corporation Commission

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**ARIZONA CORPORATION COMMISSION
STAFF'S SECOND SET OF DATA REQUESTS TO
INTEGRATED SERVICES, INC. ("INTEGRATED")
Docket No. T-20463A-06-0394
March 30, 2007**

STF 2.1. On March 5, 2007, Integrated informed the Commission of 100% change in ownership from William Koca to Larry Gilleland. Please provide information for Mr. Gilleland comparable to that provided in Integrated's:

- (1) reseller long distance application, Attachment A.
- (2) response to Staff's data request, AFF 1-4

ANSWER: (1) The transfer of control will change to the following List of Officers and Directors or Owners and Percentage of Ownership.

Officers, Directors and Owners Percentage Ownership

Officers:

Larry Gilleland, President, Secretary and Treasurer 100%

Directors:

Larry Gilleland

Owners:

Larry Gilleland 100%

All Contacts Providing Information/Response for the above question:

Mr. Larry Gilleland
5 Revere Drive, One Northbrook Place, Suite 200, Northbrook, IL 60062
E-Mail: compliance@integratedserv.com
Telephone Number: (847) 205-2743

And

Lance J.M. Steinhart, Esq.
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- (2) Attached please find responses to Staff's data request, AFF 1-4.

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Docket No. T-20463A-06-0394

March 30, 2007

AFF 1-1. Has Integrated started providing resold long distance services in Arizona?
If "yes", please explain when services began?

ANSWER: Integrated has not started providing resold long distance services in
Arizona.

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Docket No. T-20463A-06-0394
March 30, 2007**

AFF 1-2. Page 18 of the proposed tariff submitted with Integrated's application explains the Deposit and Advance payment policies but does not clearly explain the Prepayment policy. Please revise the tariff accordingly and submit the amended or new page(s).

ANSWER: Integrated does not require advanced payments or deposits as indicated on Page 18 of Integrated Services, Inc.'s therefore no prepayment policy is required. Amended Original Sheet 18 of Integrated's Arizona CC Tariff No. 1 is attached to reflect:

"2.9 Advanced Payments

The Company does not require advance payments; therefore, Integrated does not have a Prepayment policy."

All Contacts Providing Information/Response for the above question:

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2.7 Restoration of Service

The use and restoration of service shall be in accordance with the priority system specified in part 64, Subpart D of the Rules and Regulations of the Federal Communications Commission.

2.8 Deposit

The Company does not require deposits.

2.9 Advance Payments

The Company does not require advance payments; therefore, the Company does not have a Prepayment Policy.

ISSUE DATE: June 12 , 2006

EFFECTIVE DATE: , 2006

ISSUED BY:

William Koca, President

**5 Revere Drive, One Northbrook Place - Suite 200
Northbrook, Illinois 60062**

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AFF 1-3. Does Integrated Services, Inc. have any applications, similar to the CC&N application filed in Arizona, pending in other states?

ANSWER: No. The company has already obtained IXC authorization in all states in which it intends to operate except Arizona, approximately 40 states.

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AFF 1-4. Please provide the following information and any associated explanations, as needed:

<u>Category</u>	<u># of Employees</u>	<u>Total Years of Telecom Experience</u>
Management		
Sales & Marketing		
Technical		
All Contract		

ANSWER: Larry Gilleland is the sole owner, President and Secretary of Integrated. Please see attached biographical information. The company will outsource its back office functions.

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Telephone Number: (770) 232-9200

LARRY EDWIN GILLELAND

3055 Springdale Road, Snellville, GA 30039-3641; Phone: 770-837-9573
Cellular: 770-331-1414; E-mail: larry.gilleland@gmail.com

Retired, after 30 years with General Motors, in July 1995, and have since been providing industrial, manufacturing, process engineering and project management services in the United States, Canada, Latin America and Korea for engineering and manufacturing firms.

P R O F E S S I O N A L Q U A L I F I C A T I O N S

Industrial Engineering – Ford Chicago Assembly Plant reprocessing assembly operations for a reduction in assembly line speed. Visteon components fabrication facility, analyzing indirect labor operations for productivity improvements. Ford Truck facility, reprocessing assembly operations for a model change. Oshkosh Truck project, developing alternatives for improving productivity of an army truck refabrication facility. DaimlerChrysler Tech Center, developing a process for standardizing skilled trades operations. More than twenty years of automobile assembly plant floor service supporting production managers in planning, designing and implementing facilities, tooling, and work stations, and in negotiating with labor union representatives and improving productivity through better methods and technology.

Project Management – Project Manager for Honeywell's energy management program for a U. S. Air Force base in Gunsan, South Korea, managing the upgrading of base lighting and HVAC systems. Project Manager for Honeywell Mexico on an \$8,000,000 energy management program upgrading the HVAC system at the Ford assembly facility in Hermosillo, Sonora, Mexico. Project Manager for a rear suspension module to be supplied to GM by Linamar de Mexico, a Canadian automobile parts company. Engineering Manager for Mexican operations of Steyr-Daimler-Puch, an Austrian automotive company, that supplies engine, transmission and rear suspension modules to GM de Mexico, responsible for all process, manufacturing and facilities engineering activities related to the project. Expedited construction and equipment contracts, in Sao Paulo, for a new Mercedes-Benz assembly center in Juiz de Fora, Minas Gerais, Brazil. Managed installation of tooling for the GM Truck product validation center in Pontiac, Michigan.

Leadership - Three years as supervisor of 16 resident industrial engineers who developed assembly labor standards, provided direct floor support to production managers and acted as liaison between headquarters product engineering and three division assembly centers.

Process Development - Led development of trim assembly facilities, tooling and processing for a new GM vehicle assembly center at Ramos Arizpe, Coahuila, Mexico, and for chassis at another new GM assembly center at Lake Orion, Michigan, USA. Developed and managed the implementation of various assembly process data and information improvements that were to become the corporate standard for future GM process documents. (See following pages for further details).

O T H E R

Education - BA in Sociology, 1972, Georgia State University, Atlanta, GA.

Language - Native English and fluent in Spanish.

Computer - Functional proficiency in Microsoft applications.

Military - Four years in US Air Force, Intelligence Operations, USA, Guam, South Vietnam.

Other – US Peace Corps, Dominican Republic, Rural School Building Projects.

RESUME DETAILS

Integrated Services, November 2006 – Present.

A Startup Long Distance Reseller.
President

- Acquired the startup company as it's President.

Ford Motor Company, September 2006 – November 2006

References: John Manton 773-646-7461 (jmanton@ford.com)
Tom Hernandez 773-646-7511 (thernan3@ford.com)

Chicago Assembly Plant
Senior Project Engineer

- Reprocess automobile assembly operations for line speed reduction.

Integrated Services, July 2006 – September 2006

A Startup Long Distance Reseller.
Process Consultant

- Developed strategy & contracts for outsourcing systems:
 - Lead Generation
 - Telemarketing
 - Third Party Verifications
 - Billing & Collections

Visteon, August 2005 – October 2005

References: Cecilia Brown 313-779-9471 (cjbrown@comcast.net)
Dennis Martini 586-826-0433 (dmartini@visteon.com)

Utica Plant
Senior Project Engineer

- Analysis of indirect labor operations for productivity improvements.

CKGP & Associates, August 2004 – August 2005

References: Tom Page 248-577-0400 (tpage@ckgppw.com)
Dale Cousins 248-577-0400 (dcousins@ckgppw.com)
Mark Nicholas 248-5120854 (mjn6@daimlerchrysler.com)

Ford Motor Company, Michigan Truck Plant
Oshkosh Truck Corporation, Red River U. S. Army Depot
DaimlerChrysler Corporation, Tech Center
Senior Project Engineer

- Michigan Truck facility reprocessing assembly operations for a model change.
- Oshkosh Truck team developing alternatives for improving productivity of an army truck refabrication facility.
- DaimlerChrysler developing a process for standardizing skilled trades labor in automobile assembly plants.

Manpower, March 2003 – May 2003

References: Lisa Judd 770-493-4987 (lisa.judd@na.manpower.com)
Larry Spinks 704-756-1309 (larry.spinks@honeywell.com)

**Honeywell Korea
Project Manager**

- Temporarily assigned to manage the completion of the installation of lighting and HVAC controls projects at the Kunsan U. S. Air Force base in Gunsan, South Korea.

Cleaver, Ketko, Gorlitz, Papa & Associates, April 2001 – June 2001

References: Dave Kunselman 248-535-3353 (dkunselman@spcglobal.net)
Bob Bury 440-282-0626 (bbury1@ford.com)

**Ford Motor Company, Lorain, Ohio
Project Engineer**

- One of a four-person team assisting in the reprocessing of trim and chassis assembly operations supporting a reduction in line speed. This was a short-term project to validate existing assembly time studies and turn over the data to Ford industrial engineers and production supervisors for reprocessing the operations.

TRS Staffing, Inc., February 2000 – December 2000

References: Peter Gase 248-414-9960 (peter@pgwgroup.com)
Dennis Witte 734-422-6858 (dwitte1@visteon.com)

**Honeywell de Mexico
Project Manager**

- Managed \$8,000,000 project to upgrade the air conditioning system at a Ford Motor Company Stamping and Assembly facility, responsible for all traditional project manager responsibilities to replace 79 air conditioning air house units on the roof of the Ford plant. I was responsible for coordinating between three Honeywell organizations, Trane Company (chiller equipment supplier) and 4 Mexican suppliers.

Steyr-Daimler-Puch Fahrzeugtechnik, September 1999 – December 1999

References: Michael Gadler 011+43 (316) 787-5762 (Michael.gadler@avl.com)

**General Motors de Mexico
Engineering Manager**

- Responsible for all process, manufacturing, and facilities engineering activities related to the project until an Austrian team came to take over the project. This was an extension of the work I had done on the rear suspension project with Linamar but also included the management of design, purchase and installation of an automobile engine assembly conveyor, handling equipment, and related assembly tooling in the GM plant in Ramos Arizpe.

Linamar de Mexico, S.A. de C.V., October 1998 – September 1999

References: Jim Jarrel 519-836-7550 (jarrelj@linamar.ca)

**General Motors de Mexico
Project Manager**

- Responsible for managing the introduction of a new rear suspension module and coordinate all assembly process activities with General Motors' MidLux Car and Powertrain Groups in Warren, Michigan, the GM Ramos Arizpe Assembly Complex in Saltillo, and Steyr's Purchasing Office and Quality Control Engineer in Troy, Michigan. Managed the prototype program with Linamar's Manufacturing and Quality Control Engineer in Guelph, Ontario. Developed data to determine facility and parts container requirements and logistics for parts coming from Austria, South Korea, Mexico and USA. Developed the assembly processes, conveyor and tooling design and equipment purchasing.

Cleaver, Ketko, Gorlitz, Papa & Associates, April 1996 – October 1998

References: Greg Garringer 248-577-0400 (ggarringer@ckgppw.com)

Barb Sabo 248-577-0400 (bsabo@ckgppw.com)

- **Mercedes-Benz do Brazil**, Expedited construction and equipment contracts, in S^o Paulo, for a new Mercedes-Benz assembly center under construction at Minas Gerais, Brazil. Assignment shortened when I was seriously injured in an automobile accident.
- **General Motors, Truck Product Center**, (Pontiac, Michigan) Managed receipt and installation of new vehicle assembly tooling for the validation of the tooling for a new model. Interacted with tooling engineers to improve design, with manufacturing engineers to assure proper installation and supervised hourly maintenance employees to install tooling.
- **General Motors, Argentina Rosario Assembly**, (Birmingham, Michigan) Developed general assembly process and line balance for a new assembly center. I was part of a team in Michigan that developed the assembly data from product engineering documents and transmitted the data to Argentina for implementation by other team members.
- **Chrysler, Jefferson North Assembly Plant**, (Detroit, Michigan) Developed and implemented general assembly facilities, processes and workstation design for new 1999 Jeep Grand Cherokee program. For my areas of responsibility I coordinated tooling installation with production supervisors, industrial engineers and suppliers.
- **General Motors, NAO General Assembly Center**, (Warren, Michigan) Developed Build of Process for General Assembly area. This was a project by GM to develop a standardized assembly process by which all vehicles were to be designed. My tasks were coordinating between product engineers and industrial engineers.

Engineering Services Group, June 1995 – April 1996

- **Ford Motor Company, Monroe Stamping** – (Michigan) Analyzed proposals and presented recommendations to rearrange tractor repair shop and various assembly operations requiring the use of metal stamping presses and riveting machines. The objective was to free up some space for installation of new equipment, however the study showed that it would not be worth the cost and effort to make the rearrangements.
- **Ford Motor Company, India** – (Michigan) Developed general assembly process for a new assembly center proposal. I was between assignments assisting the core team with development of assembly process data that was transmitted to India for setting up operations.
- **General Motors, Pontiac East Assembly** – (Michigan) Developed workstation rearrangement plan to resolve ergonomic issues and to accommodate introduction of new models. Developed display area for rail yard receiving area for chassis frames. In preparation for the introduction of a new truck model I studied existing assembly operations and equipment placement and worked with GM industrial engineers to develop a new plan for the frame line. Implementation of the processes was managed by GM.

General Motors Corporation, 1965 - 1995

- **Retired from GM July 1995**
- **Industrial Engineering Supervisor**
Luxury Car Division Headquarters, responsible for leading 16 resident engineers and three assembly centers who were developing time standards, training plant industrial engineers in process development and acting as liaisons with product engineers.
- **Resident Industrial Engineer**
Luxury Car Division Engineering and Development Center, Flint, Michigan, developing process data for a new vehicle program where I introduced the assembly "wall" process to the Division.
- **Senior Industrial Engineer**
Three year assignment at GM Assembly Center under construction at Saltillo (Ramos Arizpe), Coahuila, Mexico, Lead Engineer for development and design of the Trim processes and training of local engineers. New GM Assembly Center under construction at Lake Orion, Michigan, Lead Engineer for development and design of the Chassis processes.
- **Industrial Engineer**
Responsible for developing labor standards for Trim and Chassis and Floor support assisting supervisors in line balance and process design.