

Filing Date (enter w/leading '): 6/18/2012

Holding Company: Alaska Communicaitons Systems Holdings, Inc.

Filing Name: June 18, 2012 Annual Access Charge Tariff Filing - AKANAR12.xlsx

Study Area (USAC Study Area Code): 613000

Transmittal No.: 19

Intrastate Demand PriceOut with Intrastate Rates	\$	568,823
Intrastate Demand PriceOut with Interstate Rates	\$	169,497
50% of the reduction in Transitional Intrastate Access Revenues determined pursuant to 51.907(b)(2)		
	\$	199,663

Tariff Section	Interstate	Intrastate	USOC	Rate Element	12/29/2011 Intrastate Rates (A)	12/29/2011 Interstate Rates (B)	Interstate Oct '10 - Sep '11 Demand (C)	Intrastate Oct '10 - Sep '11 Demand (D)	Intrastate Demand PriceOut Intrastate Rates (E) = A * D
** CARRIER COMMON LINE **									
X.X-A		X.X-A		CCL PREM - TERMINATING	\$0.000000			-	\$ -
X.X-A		X.X-A		CCL NPREM - TERMINATING	\$0.000000			-	\$ -
** LOCAL SWITCHING SERVICE CATEGORY **									
17.2.3a		13.2.2c		LOCAL SWITCHING(LS1) PREM TERMINATING	\$0.007454	\$0.003735	106,043,675.0	41,209,668.0	\$ 307,177
X.X-A		X.X-A		LOCAL SWITCHING(LS2) PREM TERMINATING	\$0.000000	\$0.000000		-	\$ -
X.X-A		X.X-A		TRANSITIONAL(LS) NPREM TERMINATING	\$0.000000	\$0.000000		-	\$ -
NONRECURRING									
X.X-A		X.X-A		TRUNK CONVERSION CHARGE	\$ -	\$ -			\$ -
X.X-A		X.X-A		END OFFICE TO TANDEM REARRANGEMENT	\$ -	\$ -			\$ -
X.X-A		X.X-A		LOCAL SWITCHING OPT. FEAT. NRC	\$ -	\$ -			\$ -
** LOCAL SWITCHING TRUNK PORT CATEGORY **									
X.X-A		X.X-A		DS0 END OFFICE TRUNK PORTS	\$ -	\$ -		-	\$ -
17.2.3c		X.X-A		DS1 END OFFICE TRUNK PORTS	\$ -	\$ 4.65	2,119.2	-	\$ -
17.2.3d		X.X-A		COMMON TRUNK PORT TERMINATING	\$0.000000	\$0.000098	-	-	\$ -
** INFORMATION SERVICE CATEGORY **									
X.X-A		13.2.2d		INFO SURCHARGE - TERMINATING	\$0.024761	\$0.000000	-	412,096.7	\$ 10,204
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **									
17.2.2		X.X-A		TANDEM SW TERM. TERMINATING	\$0.000000	\$0.001657	10,329,058.0	-	\$ -
17.2.2		X.X-A		TANDEM SW FACILITY TERMINATING	\$0.000000	\$0.000436	47,351,078.0	-	\$ -
17.2.2		13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$0.004440	\$0.000356	-	1,316,251.0	\$ 5,844
17.2.2		X.X-A		TANDEM SWITCHING TERMINATING	\$0.000000	\$0.038894	-	-	\$ -
17.2.2		X.X-A		COMMON TRANSPORT MUX TERMINATING	\$0.000000	\$0.000155	-	-	\$ -
X.X-A		X.X-A		DED. MUX-DS3 TO DS1	\$0.000000	\$0.000000	-	-	\$ -
X.X-A		X.X-A		DS0 TANDEM TRUNK PORTS	\$ -	\$ -	-	-	\$ -
17.2.2		X.X-A		DS1 TANDEM TRUNK PORTS	\$ -	\$ 2.57	809.0	-	\$ -
** VG/WATS SERVICE CATEGORY SWITCHED**									
VG DTT/EF NonDensity Zone									
17.2.2		X.X-A		ENTR. FACILITY - VOICE 2-WIRE	\$ -	\$ 10.15	\$74.99	-	\$ -
17.2.2		13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 33.13	\$ 18.25	\$75.11	-	\$ -
17.2.2		X.X-A		DIRECT TRNK FIXED - VOICE	\$ -	\$ 10.09	\$0.00	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - VOICE	\$ -	\$ 1.00	\$0.00	-	\$ -
NONRECURRING									
17.2.1a		X.X-A		ENTR. FACILITY - VOICE NRC	\$ 220.00	\$ 166.24	\$3.00	-	\$ -
X.X-A		X.X-A		SW TRSPT INSTALL PER LINE OR TRUNK	\$ -	\$ -			\$ -
** HIGH CAP & DDS SERVICE CATEGORY SWITCHED**									
DS1, DTT/EF									
17.2.2		X.X-A		ENTR. FAC.-DS1	\$ 795.12	\$ 48.95	3,113.4	308.9	\$ 245,598
17.2.2		X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ 37.88	1,396.4	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ 9.74	2,946.2	-	\$ -
17.2.2		X.X-A		MUX - DS1 TO VOICE	\$ -	\$ 209.05	485.3	-	\$ -
DS1 NONRECURRING - SWITCHED									
17.2.1a		X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ 158.48	\$20.00	-	\$ -
X.X-A		X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -			\$ -

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	\$	199,663

Tariff Section		USOC	Rate Element	12/29/2011	12/29/2011	Interstate	Intrastate	Intrastate Demand
Interstate	Intrastate			Intrastate Rates	Interstate Rates	Oct '10 - Sep '11	Oct '10 - Sep '11	PriceOut
				(A)	(B)	Demand	Demand	Intrastate Rates
				(E) = A * D				
DS3, DTT/EF								
17.2.2	X.X-A		ENTR. FAC.-DS3	\$ -	\$ 721.14	29.8	-	\$ -
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ 182.02	50.3	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ 93.51	98.4	-	\$ -
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ 216.02	44.2	-	\$ -
17.2.1a	X.X-A		ENTR. FACILITY - DS3 NRC	\$ -	\$ 474.14	\$0.00	-	\$ -
X.X-A	X.X-A		ENTR. FACILITY - DS3 W/ TERM EQIP REARR	\$ -	\$ -			\$ -
X.X-A	X.X-A		MUX - DS3 TO DS1 NRC	\$ -	\$ -			\$ -
STS1, DTT/EF								
X.X-A	X.X-A		ENTR. FAC.-STS1	\$ -	\$ -			\$ -
X.X-A	X.X-A		DIRECT TRNK FIXED - STS1	\$ -	\$ -			\$ -
X.X-A	X.X-A		DIRECT TRNK PER MILE - STS1	\$ -	\$ -			\$ -
X.X-A	X.X-A		MUX - STS1 TO DS1	\$ -	\$ -			\$ -
X.X-A	X.X-A		ENTR. FACILITY - STS1 NRC	\$ -	\$ -			\$ -
X.X-A	X.X-A		ENTR. FACILITY - STS1 W/ TERM EQIP REARR	\$ -	\$ -			\$ -
X.X-A	X.X-A		MUX - STS1 TO DS1 NRC	\$ -	\$ -			\$ -
OptiPoint 3 DTT/EF Density								
X.X-A	X.X-A		OPTIPOINT3-ENTR FAC-DS3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3-DIRECT TRUNK FIXED	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3-DIRECT TRUNK PER MILE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3 - CONFIGURATION NODE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-STs1	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-DS1	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-DS3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-OC3C	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-STs1	\$ -	\$ -			\$ -
OptiPoint 12 DTT/EF Density								
X.X-A	X.X-A		OPTIPOINT12-ENTR FAC-DS3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12-DIRECT TRUNK FIXED	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12-DIRECT TRUNK PER MILE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12 - CONFIGURATION NODE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-STs1	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-DS1	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-DS3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-OC3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-OC3C	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-OC12C	\$ -	\$ -			\$ -
OptiPoint 48 DTT/EF Density								
X.X-A	X.X-A		OPTIPOINT48-ENTR FAC-DS3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48-DIRECT TRUNK FIXED	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48-DIRECT TRUNK PER MILE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48 - CONFIGURATION NODE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- STs1	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- DS3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC3	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC12	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC3C	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC12C	\$ -	\$ -			\$ -

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50% of the reduction in Transitional Intrastate Access		
Revenues determined pursuant to 51.907(b)(2)	\$	199,663

Tariff Section		USOC	Rate Element	12/29/2011	12/29/2011	Interstate	Intrastate	Intrastate Demand		
Interstate	Intrastate			Intrastate	Interstate	Oct '10 - Sep '11	Oct '10 - Sep '11	PriceOut		
				Rates	Rates	Demand	Demand	Intrastate Rates		
		(A)	(B)	(C)	(D)	(E) = A * D				
OptiPoint, Non-Density Zone Switched:										
X.X-A	X.X-A		OPTIPOINT3- REGENERATION CHARGE	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT12- REGENERATION CHARGE	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT48- REGENERATION CHARGE	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT- SERVICE UPGRADE - PER DS1 OR DS3	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT3 - OPTICAL SERVICE CHARGE - NRC	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT12 - OPTICAL SERVICE CHARGE - NRC	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT48 - OPTICAL SERVICE CHARGE - NRC	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT3-ENTR FAC-DS3 - NRC	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT12-ENTR FAC-DS3 - NRC	\$	-	\$	-	\$	-	
X.X-A	X.X-A		OPTIPOINT RECONFIGURATION CHARGE PER DS3 EQUIV	\$	-	\$	-	\$	-	
									\$	568,823
End Office Revenue									\$	307,177
Tandem Switched Revenue									\$	5,844
Dedicated Switched Revenue									\$	245,598
									\$	558,619
Reciprocal Compensation Equivalent Interstate rate Detail										
End Office with Port/Mux					\$ 0.003828	106,043,675				
Tandem Switching					\$ -	-				
Tandem Switched					\$ 0.003656	10,329,058				
Ports & Mux										

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Tariff Section		USOC	Rate Element	Intrastate Demand	50% of	7/1/2012	PriceOut		Interstate Demand
Interstate	Intrastate			Interstate Rates	PriceOut	Proposed	w 7/1/2012	Difference	PriceOut
				(F) = B * D	(G)=(F-E)*50%	(H) = INPUT	(I) = H * D	(J) = I - E	(L)=C*B
** CARRIER COMMON LINE **									
X.X-A	X.X-A		CCL PREM - TERMINATING		\$ -	\$ -	\$ -	\$ -	
X.X-A	X.X-A		CCL NPREM - TERMINATING		\$ -	\$ -	\$ -	\$ -	
** LOCAL SWITCHING SERVICE CATEGORY **									
17.2.3a	13.2.2c		LOCAL SWITCHING(LS1) PREM TERMINATING	\$ 153,909	\$ (76,634)	\$ 0.005594	\$ 230,543	\$ (76,634)	\$ 396,049
X.X-A	X.X-A		LOCAL SWITCHING(LS2) PREM TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		TRANSITIONAL(LS) NPREM TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NONRECURRING									
X.X-A	X.X-A		TRUNK CONVERSION CHARGE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		END OFFICE TO TANDEM REARRANGEMENT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		LOCAL SWITCHING OPT. FEAT. NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
** LOCAL SWITCHING TRUNK PORT CATEGORY **									
X.X-A	X.X-A		DS0 END OFFICE TRUNK PORTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17.2.3c	X.X-A		DS1 END OFFICE TRUNK PORTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,854
17.2.3d	X.X-A		COMMON TRUNK PORT TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
** INFORMATION SERVICE CATEGORY **									
X.X-A	13.2.2d		INFO SURCHARGE - TERMINATING	\$ -	\$ (5,102)	\$ 0.012381	\$ 5,102	\$ (5,102)	\$ -
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **									
17.2.2	X.X-A		TANDEM SW TERM. TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,115
17.2.2	X.X-A		TANDEM SW FACILITY TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,645
17.2.2	13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$ 469	\$ (2,688)	\$ 0.002398	\$ 3,156	\$ (2,688)	\$ -
17.2.2	X.X-A		TANDEM SWITCHING TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17.2.2	X.X-A		COMMON TRANSPORT MUX TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		DED. MUX-DS3 TO DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		DS0 TANDEM TRUNK PORTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17.2.2	X.X-A		DS1 TANDEM TRUNK PORTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,080
** VG/WATS SERVICE CATEGORY SWITCHED**									
VG DTT/EF NonDensity Zone									
17.2.2	X.X-A		ENTR. FACILITY - VOICE 2-WIRE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 761
17.2.2	13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ -	\$ -	\$ 33.13	\$ -	\$ -	\$ 1,371
17.2.2	X.X-A		DIRECT TRNK FIXED - VOICE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - VOICE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NONRECURRING									
17.2.1a	X.X-A		ENTR. FACILITY - VOICE NRC	\$ -	\$ -	\$ 220.00	\$ -	\$ -	\$ 499
X.X-A	X.X-A		SW TRSPT INSTALL PER LINE OR TRUNK	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
** HIGH CAP & DDS SERVICE CATEGORY SWITCHED**									
DS1, DTT/EF									
17.2.2	X.X-A		ENTR. FAC.-DS1	\$ 15,119	\$ (115,239)	\$ 422.03	\$ 130,357	\$ (115,241)	\$ 152,394
17.2.2	X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,892
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,694
17.2.2	X.X-A		MUX - DS1 TO VOICE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,450
DS1 NONRECURRING - SWITCHED									
17.2.1a	X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,170
X.X-A	X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Interstate	Intrastate			PriceOut	PriceOut	Proposed	w 7/1/2012		Interstate Demand
				<u>Interstate Rates</u>	<u>Difference</u>	<u>Terminating Rates</u>	<u>Prop Rates</u>		<u>Interstate Rates</u>
				(F) = B * D	(G)=(F-E)*50%	(H) = INPUT	(I) = H * D	(J) = I - E	(L)=C*B
DS3, DTT/EF									
17.2.2	X.X-A		ENTR. FAC.-DS3	\$ -	\$ -	\$ -	\$ -	\$ -	21,513
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	9,163
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	9,203
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ -	\$ -	\$ -	\$ -	9,550
17.2.1a	X.X-A		ENTR. FACILITY - DS3 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		ENTR. FACILITY - DS3 W/ TERM EQIP REARR	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		MUX - DS3 TO DS1 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	-
STS1, DTT/EF									
X.X-A	X.X-A		ENTR. FAC.-STS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		DIRECT TRNK FIXED - STS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		DIRECT TRNK PER MILE - STS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		MUX - STS1 TO DS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		ENTR. FACILITY - STS1 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		ENTR. FACILITY - STS1 W/ TERM EQIP REARR	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		MUX - STS1 TO DS1 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	-
OptiPoint 3 DTT/EF Density									
X.X-A	X.X-A		OPTIPOINT3-ENTR FAC-DS3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3-DIRECT TRUNK FIXED	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3-DIRECT TRUNK PER MILE	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3 - CONFIGURATION NODE	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-STs1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-DS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-DS3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-OC3C	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT3- CONFIGURATION CARD-STs1	\$ -	\$ -	\$ -	\$ -	\$ -	-
OptiPoint 12 DTT/EF Density									
X.X-A	X.X-A		OPTIPOINT12-ENTR FAC-DS3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12-DIRECT TRUNK FIXED	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12-DIRECT TRUNK PER MILE	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12 - CONFIGURATION NODE	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-STs1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-DS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-DS3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-OC3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-OC3C	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT12- CONFIGURATION CARD-OC12C	\$ -	\$ -	\$ -	\$ -	\$ -	-
OptiPoint 48 DTT/EF Density									
X.X-A	X.X-A		OPTIPOINT48-ENTR FAC-DS3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48-DIRECT TRUNK FIXED	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48-DIRECT TRUNK PER MILE	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48 - CONFIGURATION NODE	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- STS1	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- DS3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC3	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC12	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC3C	\$ -	\$ -	\$ -	\$ -	\$ -	-
X.X-A	X.X-A		OPTIPOINT48- CONFIGURATION CARD- OC12C	\$ -	\$ -	\$ -	\$ -	\$ -	-

Filing Date (enter w/leading '): 6/18/2012

ACCESS REDUCTION TRP (ACCREDTRP)

Holding Company: Alaska Communicaitons Systems Holdings, Inc.

Filing Name: June 18, 2012 Annual Access Charge Tariff Filing - AKANAR12.xlsx

Study Area (USAC Study Area Code): 613000

(Note: before adjusting by Traffic Demand and CALLS Base Factors)

Transmittal No.: 19

Tariff Section		USOC	Rate Element	Intrastate Demand	50% of	7/1/2012	PriceOut	Difference	Interstate Demand
Interstate	Intrastate			PriceOut	PriceOut	Proposed	w 7/1/2012		PriceOut
				<u>Interstate Rates</u>	<u>Difference</u>	<u>Terminating Rates</u>	<u>Prop Rates</u>		<u>Interstate Rates</u>
				(F) = B * D	(G)=(F-E)*50%	(H) = INPUT	(I) = H * D	(J) = I - E	(L)=C*B
OptiPoint, Non-Density Zone Switched:									
X.X-A	X.X-A		OPTIPOINT3- REGENERATION CHARGE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT12- REGENERATION CHARGE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT48- REGENERATION CHARGE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT- SERVICE UPGRADE - PER DS1 OR DS3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT3 - OPTICAL SERVICE CHARGE - NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT12 - OPTICAL SERVICE CHARGE - NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT48 - OPTICAL SERVICE CHARGE - NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT3-ENTR FAC-DS3 - NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT12-ENTR FAC-DS3 - NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
X.X-A	X.X-A		OPTIPOINT RECONFIGURATION CHARGE PER DS3 EQUIV	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 169,497	\$ (199,663)		\$ 369,159	\$ (199,664)	\$ 836,403
			End Office Revenue	\$ 153,909	\$ (76,634)			\$ (76,634)	\$ 405,903
			Tandem Switched Revenue	\$ 469	\$ (2,688)			\$ (2,688)	\$ 39,840
			Dedicated Switched Revenue	\$ 15,119	\$ (115,239)			\$ (115,241)	\$ 390,659
				\$ 169,497	\$ (194,561)			\$ (194,562)	\$ 836,403
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>									
			End Office with Port/Mux						\$ 405,903
			Tandem Switching						\$ 2,080
			Tandem Switched						\$ 37,760
			Ports & Mux						\$ 11,934