

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 - AKGSAR12.xlsx

Study Area (USAC Study Area Code): 613010

Transmittal No.: 19

Intrastate Demand PriceOut with Intrastate Rates	\$	500,258
Intrastate Demand PriceOut with Interstate Rates	\$	194,658
50% of the reduction in Transitional Intrastate Access Revenues determined pursuant to 51.907(b)(2)		
	\$	152,800

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 <u>Intrastate Rates</u> (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	\$0.009621	\$0.005771	59,625,578.0	28,190,377.0	\$ 271,220
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	164.8	-	\$ -
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	\$0.031585	\$0.000000	-	281,903.8	\$ 8,904
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **									
17.2.2		X.X-A		TANDEM SW TERM. TERMINATING	\$0.000000	\$0.000641	30,713,336.0	-	\$ -
17.2.2		X.X-A		TANDEM SW FACILITY TERMINATING	\$0.000000	\$0.000124	251,678,548.4	-	\$ -
17.2.2		13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$0.003164	\$0.000854	-	6,598,474.0	\$ 20,878
17.2.2		X.X-A		TANDEM SWITCHING TERMINATING	\$0.000000	\$0.000000	-	-	\$ -
17.2.2		X.X-A		COMMON TRANSPORT MUX TERMINATING	\$0.000000	\$0.000000	59.8	-	\$ -
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	\$ -	\$ -	-	-	\$ -
** VG/WATS SERVICE CATEGORY SWITCHED**									
VG DTT/EF NonDensity Zone									
17.2.2		X.X-A		ENTR. FACILITY - VOICE 2-WIRE	\$ -	\$ 16.45	\$12.00	-	\$ -
17.2.2		13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 41.52	\$ 26.32	\$0.00	336.0	\$ 13,951
17.2.2		X.X-A		DIRECT TRNK FIXED - VOICE	\$ -	\$ 11.77	\$0.00	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - VOICE	\$ -	\$ 1.17	\$0.00	-	\$ -
NONRECURRING									
17.2.1a		X.X-A		ENTR. FACILITY - VOICE NRC	\$ 310.00	\$ 121.63	\$0.00	-	\$ -
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	\$ 996.48	\$ 94.08	592.4	186.0	\$ 185,306
17.2.2		X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ 25.28	124.3	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ 4.87	416.7	-	\$ -
17.2.2		X.X-A		MUX - DS1 TO VOICE	\$ -	\$ 71.27	98.5	-	\$ -
DS1 NONRECURRING - SWITCHED									
17.2.1a		X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ 146.11	\$2.00	-	\$ -
X.X-A		X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -			\$ -

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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	\$ -	\$ 829.27	9.2	-	\$ -
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ 162.34	6.0	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ 42.44	18.1	-	\$ -
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ 184.59	6.2	-	\$ -
17.2.1a	X.X-A		ENTR. FACILITY - DS3 NRC	\$ -	\$ 165.41	\$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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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 Demand	Oct '10 - Sep '11 Demand	PriceOut
				(A)	(B)	(C)	(D)	<u>Intrastate Rates</u> (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	\$ -	\$ -			\$ -
								\$ 500,258
End Office Revenue								\$ 271,220
Tandem Switched Revenue								\$ 20,878
Dedicated Switched Revenue								\$ 199,257
								\$ 491,354
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>								
End Office with Port/Mux					\$ 0.005784	59,625,578		
Tandem Switching					\$ -	-		
Tandem Switched					\$ 0.001657	30,713,336		
Ports & Mux								

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Tariff Section		USOC	Rate Element	Intrastate Demand	50% of	7/1/2012	PriceOut			Interstate Demand
Interstate	Intrastate			PriceOut	PriceOut	Proposed	w 7/1/2012	Difference	Difference	PriceOut
				Interstate Rates	(G)=(F-E)*50%	Terminating Rates	Prop Rates	(I) = H * D	(J) = I - E	Interstate Rates
				(F) = B * D		(H) = INPUT				(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	\$ 162,687	\$ (54,266)	\$ 0.007696	\$ 216,953	\$ (54,266)	\$	344,099
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	766
17.2.3d	X.X-A		COMMON TRUNK PORT TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
** INFORMATION SERVICE CATEGORY **										
X.X-A	13.2.2d		INFO SURCHARGE - TERMINATING	\$ -	\$ (4,452)	\$ 0.015793	\$ 4,452	\$ (4,452)	\$	
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **										
17.2.2	X.X-A		TANDEM SW TERM. TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	19,687
17.2.2	X.X-A		TANDEM SW FACILITY TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	31,208
17.2.2	13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$ 5,632	\$ (7,623)	\$ 0.002009	\$ 13,255	\$ (7,623)	\$	
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
** VG/WATS SERVICE CATEGORY SWITCHED**										
VG DTT/EF NonDensity Zone										
17.2.2	X.X-A		ENTR. FACILITY - VOICE 2-WIRE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	197
17.2.2	13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 8,844	\$ (2,554)	\$ 33.92	\$ 11,397	\$ (2,554)	\$	
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	\$ -	\$ -	\$ -	310.00	\$ -	\$ -	
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	\$ 17,495	\$ (83,906)	\$ 545.28	\$ 101,401	\$ (83,906)	\$	55,737
17.2.2	X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	3,143
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2,029
17.2.2	X.X-A		MUX - DS1 TO VOICE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	7,024
DS1 NONRECURRING - SWITCHED										
17.2.1a	X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	292
X.X-A	X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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Interstate	Intrastate			PriceOut	PriceOut	Proposed	w 7/1/2012		
				<u>Interstate Rates</u>	<u>Difference</u>	<u>Terminating Rates</u>	<u>Prop Rates</u>		<u>PriceOut</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	\$ -	\$ -	\$ -	\$ -	\$ -	7,656
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	981
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	769
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ -	\$ -	\$ -	\$ -	1,147
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 - AKGSAR12.xlsx

Study Area (USAC Study Area Code): 613010

(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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 194,658	\$ (152,800)		\$ 347,458	\$ (152,800)	\$ 474,737
			End Office Revenue	\$ 162,687	\$ (54,266)			\$ (54,266)	\$ 344,866
			Tandem Switched Revenue	\$ 5,632	\$ (7,623)			\$ (7,623)	\$ 50,895
			Dedicated Switched Revenue	\$ 26,339	\$ (86,459)			\$ (86,459)	\$ 78,976
				\$ 194,658	\$ (148,348)			\$ (148,348)	\$ 474,737
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>									
			End Office with Port/Mux						\$ 344,866
			Tandem Switching						\$ -
			Tandem Switched						\$ 50,895
			Ports & Mux						\$ 766