

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 - AKGLAR12.xlsx

Study Area (USAC Study Area Code): 613022

Transmittal No.: 19

Intrastate Demand PriceOut with Intrastate Rates	\$	3,419
Intrastate Demand PriceOut with Interstate Rates	\$	2,768
50% of the reduction in Transitional Intrastate Access Revenues determined pursuant to 51.907(b)(2)		
	\$	326

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	\$0.002417	\$0.006423	2,146,699.0	346,161.0	\$ 837
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	24.0	-	\$ -
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	\$0.018398	\$0.000000	-	3,461.6	\$ 64
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **									
17.2.2		X.X-A		TANDEM SW TERM. TERMINATING	\$0.000000	\$0.000802	1,700,428.0	-	\$ -
17.2.2		X.X-A		TANDEM SW FACILITY TERMINATING	\$0.000000	\$0.000155	3,400,774.2	-	\$ -
17.2.2		13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$0.000000	\$0.000881	-	-	\$ -
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	24.0	-	\$ -
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	\$ -	\$ 21.22	\$48.00	-	\$ -
17.2.2		13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 17.85	\$ 33.96	\$0.00	-	\$ -
17.2.2		X.X-A		DIRECT TRNK FIXED - VOICE	\$ -	\$ 15.19	\$0.00	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - VOICE	\$ -	\$ 1.51	\$0.00	-	\$ -
NONRECURRING									
17.2.1a		X.X-A		ENTR. FACILITY - VOICE NRC	\$ 220.00	\$ 197.52	\$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	\$ 428.40	\$ 92.62	32.5	5.9	\$ 2,519
17.2.2		X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ 31.58	22.8	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ 6.08	400.6	-	\$ -
17.2.2		X.X-A		MUX - DS1 TO VOICE	\$ -	\$ 69.50	32.5	-	\$ -
DS1 NONRECURRING - SWITCHED									
17.2.1a		X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ 229.73	\$0.00	-	\$ -
X.X-A		X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -			\$ -

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	\$	326

Tariff Section		USOC	Rate Element	12/29/2011	12/29/2011	Interstate	Intrastate	Intrastate Demand
Interstate	Intrastate			Intrastate Rates (A)	Interstate Rates (B)	Oct '10 - Sep '11 Demand (C)	Oct '10 - Sep '11 Demand (D)	PriceOut Intrastate Rates (E) = A * D
DS3, DTT/EF								
17.2.2	X.X-A		ENTR. FAC.-DS3	\$ -	\$ 960.60	-	-	\$ -
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ 158.30	-	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ 41.39	-	-	\$ -
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ 180.01	-	-	\$ -
17.2.1a	X.X-A		ENTR. FACILITY - DS3 NRC	\$ -	\$ 268.63	\$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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Revenues determined pursuant to 51.907(b)(2)	\$	326

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	\$	-	\$	-	\$	-	
									\$	3,419
End Office Revenue									\$	837
Tandem Switched Revenue									\$	-
Dedicated Switched Revenue									\$	2,519
									\$	3,356
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>										
End Office with Port/Mux					\$ 0.006475	2,146,699				
Tandem Switching					\$ -	-				
Tandem Switched					\$ 0.001112	1,700,428				
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	PriceOut		PriceOut					
				<u>Interstate Rates</u>	<u>Difference</u>	<u>Terminating Rates</u>	<u>Prop Rates</u>	<u>Difference</u>	<u>Interstate Rates</u>					
		(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	\$	2,223	\$	693	\$	0.002417	\$	837	\$	-	\$	13,788
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	\$	-	\$	-	\$	-	\$	-	\$	-	\$	112
17.2.3d	X.X-A	COMMON TRUNK PORT TERMINATING	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
** INFORMATION SERVICE CATEGORY **														
X.X-A	13.2.2d	INFO SURCHARGE - TERMINATING	\$	-	\$	(32)	\$	0.015458	\$	54	\$	(10)	\$	-
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **														
17.2.2	X.X-A	TANDEM SW TERM. TERMINATING	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,364
17.2.2	X.X-A	TANDEM SW FACILITY TERMINATING	\$	-	\$	-	\$	-	\$	-	\$	-	\$	527
17.2.2	13.2.2a	COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,019
17.2.2	13.2.2b	ENTR. FACILITY - VOICE 4-WIRE	\$	-	\$	-	\$	17.85	\$	-	\$	-	\$	-
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	\$	-	\$	-	\$	-
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	\$	545	\$	(987)	\$	374.74	\$	2,203	\$	(316)	\$	3,006
17.2.2	X.X-A	DIRECT TRNK FIXED - DS1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	719
17.2.2	X.X-A	DIRECT TRNK PER MILE - DS1	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,436
17.2.2	X.X-A	MUX - DS1 TO VOICE	\$	-	\$	-	\$	-	\$	-	\$	-	\$	2,255
DS1 NONRECURRING - SWITCHED														
17.2.1a	X.X-A	ENTR. FACILITY - DS1 NRC	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
X.X-A	X.X-A	MUX - DS1 TO VOICE NRC	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

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Interstate	Intrastate			PriceOut	PriceOut	Proposed	w 7/1/2012		PriceOut	Interstate Demand
									Interstate Rates	Interstate Rates
				(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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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 Name: June 18, 2012 Annual Access Charge Tariff Filing - AKGLAR12.xlsx

ACCESS REDUCTION TRP (ACCREDTRP)

Study Area (USAC Study Area Code): 613022

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

Transmittal No.: 19

Tariff Section			Rate Element	Intrastate Demand	50% of	7/1/2012	PriceOut		Interstate Demand
Interstate	Intrastate	USOC		PriceOut	PriceOut	Proposed	w 7/1/2012		PriceOut
				<u>Interstate Rates</u>	<u>Difference</u>	<u>Terminating Rates</u>	<u>Prop Rates</u>	<u>Difference</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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 2,768	\$ (326)		\$ 3,094	\$ (326)	\$ 25,225
End Office Revenue				\$ 2,223	\$ 693			\$ -	\$ 13,900
Tandem Switched Revenue				\$ -	\$ -			\$ -	\$ 1,891
Dedicated Switched Revenue				\$ 545	\$ (987)			\$ (316)	\$ 9,434
				\$ 2,768	\$ (294)			\$ (316)	\$ 25,225
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>									
End Office with Port/Mux									\$ 13,900
Tandem Switching									\$ -
Tandem Switched									\$ 1,891
Ports & Mux									\$ 111