

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 - AKJUAR12.xlsx

Study Area (USAC Study Area Code): 613012

Transmittal No.: 19

Intrastate Demand PriceOut with Intrastate Rates	\$	80,905
Intrastate Demand PriceOut with Interstate Rates	\$	35,530
50% of the reduction in Transitional Intrastate Access Revenues determined pursuant to 51.907(b)(2)		
	\$	22,687

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	\$0.007887	\$0.004723	14,543,444.0	4,806,656.0	\$ 37,910
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	\$0.054903	\$0.000000	-	48,066.6	\$ 2,639
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **									
17.2.2		X.X-A		TANDEM SW TERM. TERMINATING	\$0.000000	\$0.000897	9,741,292.0	-	\$ -
17.2.2		X.X-A		TANDEM SW FACILITY TERMINATING	\$0.000000	\$0.000173	37,841,156.1	-	\$ -
17.2.2		13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$0.001590	\$0.001051	-	1,444,211.0	\$ 2,296
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	\$ -	\$ 14.79	\$9.00	-	\$ -
17.2.2		13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 18.61	\$ 21.24	\$0.00	240.0	\$ 4,466
17.2.2		X.X-A		DIRECT TRNK FIXED - VOICE	\$ -	\$ 9.50	\$0.00	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - VOICE	\$ -	\$ 0.95	\$0.00	-	\$ -
NONRECURRING									
17.2.1a		X.X-A		ENTR. FACILITY - VOICE NRC	\$ 220.00	\$ 123.55	\$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	\$ 446.64	\$ 82.60	195.3	75.2	\$ 33,593
17.2.2		X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ 22.01	-	-	\$ -
17.2.2		X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ 4.24	-	-	\$ -
17.2.2		X.X-A		MUX - DS1 TO VOICE	\$ -	\$ 62.05	62.8	-	\$ -
DS1 NONRECURRING - SWITCHED									
17.2.1a		X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ 160.11	\$1.00	-	\$ -
X.X-A		X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -			\$ -

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	\$	22,687

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	\$ -	\$ 730.49	14.5	-	\$ -
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ 141.35	8.3	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ 36.96	37.4	-	\$ -
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ 160.73	11.4	-	\$ -
17.2.1a	X.X-A		ENTR. FACILITY - DS3 NRC	\$ -	\$ 168.03	\$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)	\$	22,687

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	\$ -	\$ -			\$ -
								\$ 80,905
End Office Revenue								\$ 37,910
Tandem Switched Revenue								\$ 2,296
Dedicated Switched Revenue								\$ 38,059
								\$ 78,266
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>								
End Office with Port/Mux					\$ 0.004731	14,543,444		
Tandem Switching					\$ -	-		
Tandem Switched					\$ 0.001569	9,741,292		
Ports & Mux								

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ACCESS REDUCTION TRP (ACCREDITRP)

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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	PriceOut
				Interstate Rates	Difference	Terminating Rates	Prop Rates	Difference	Interstate Rates
				(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	\$ 22,702	\$ (7,604)	\$ 0.006327	\$ 30,410	\$ (7,500)	\$ 68,689
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	\$ -	\$ (1,319)	\$ 0.027828	\$ 1,338	\$ (1,301)	\$ -
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **									
17.2.2	X.X-A		TANDEM SW TERM. TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,738
17.2.2	X.X-A		TANDEM SW FACILITY TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,547
17.2.2	13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$ 1,518	\$ (389)	\$ 0.001324	\$ 1,912	\$ (384)	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133
17.2.2	13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 5,098	\$ 316	\$ 18.61	\$ 4,466	\$ -	\$ -
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	\$ 6,213	\$ (13,690)	\$ 267.12	\$ 20,091	\$ (13,502)	\$ 16,130
17.2.2	X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17.2.2	X.X-A		MUX - DS1 TO VOICE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,894
DS1 NONRECURRING - SWITCHED									
17.2.1a	X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160
X.X-A	X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Interstate	Intrastate			PriceOut	PriceOut	Proposed	PriceOut		PriceOut	PriceOut
				Interstate Rates	Difference	Terminating Rates	Prop Rates		Difference	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	10,618
17.2.2	X.X-A	DIRECT TRNK FIXED - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,174
17.2.2	X.X-A	DIRECT TRNK PER MILE - DS3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,381
17.2.2	X.X-A	MUX - DS3 TO DS1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	1,836
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 - AKJUAR12.xlsx

Study Area (USAC Study Area Code): 613012

(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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ 35,530	\$ (22,687)		\$ 58,217	\$ (22,687)	\$ 119,410
			End Office Revenue	\$ 22,702	\$ (7,604)			\$ (7,500)	\$ 68,800
			Tandem Switched Revenue	\$ 1,518	\$ (389)			\$ (384)	\$ 15,284
			Dedicated Switched Revenue	\$ 11,310	\$ (13,375)			\$ (13,502)	\$ 35,326
				\$ 35,530	\$ (21,368)			\$ (21,386)	\$ 119,410
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>									
			End Office with Port/Mux						\$ 68,800
			Tandem Switching						\$ -
			Tandem Switched						\$ 15,284
			Ports & Mux						\$ 112