

Filing Date (enter w/leading '): 6/17/2013

Holding Company: Alaska Communicaitons Systems Holdings, Inc.

Filing Name: June 17, 2013 Annual Access Charge Tariff Filing - AKFBAR13.xlsx

Study Area (USAC Study Area Code): 613008

Transmittal No.: 27

Intrastate Demand PriceOut with Intrastate Rates	\$	124,417
Intrastate Demand PriceOut with Interstate Rates	\$	43,359
100% of the reduction in Transitional Intrastate Access Revenues determined pursuant to 51.907 (c)	\$	81,058

Tariff Section				12/29/2011	12/29/2011	Interstate	Intrastate	Intrastate Demand
Interstate	Intrastate	USOC	Rate Element	Intrastate Rates (A)	Interstate Rates (B)	Oct '10 - Sep '11 Demand (C)	Oct '10 - Sep '11 Demand (D)	PriceOut Intrastate Rates (E) = A * D
<b>** CARRIER COMMON LINE **</b>								
X.X-A	X.X-A		CCL PREM - TERMINATING	\$0.000000			-	\$ -
X.X-A	X.X-A		CCL NPREM - TERMINATING	\$0.000000			-	\$ -
<b>** LOCAL SWITCHING SERVICE CATEGORY **</b>								
17.2.3a	13.2.2c		LOCAL SWITCHING(LS1) PREM TERMINATING	\$0.007427	\$0.002034	33,352,679.0	10,276,041.0	\$ 76,320
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		-	\$ -
<b>NONRECURRING</b>								
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	\$ -	\$ -			\$ -
<b>** LOCAL SWITCHING TRUNK PORT CATEGORY **</b>								
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	-	-	\$ -
<b>** INFORMATION SERVICE CATEGORY **</b>								
X.X-A	13.2.2d		INFO SURCHARGE - TERMINATING	\$0.002587	\$0.000000	-	102,760.4	\$ 266
<b>** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **</b>								
17.2.2	X.X-A		TANDEM SW TERM. TERMINATING	\$0.000000	\$0.000000	-	-	\$ -
17.2.2	X.X-A		TANDEM SW FACILITY TERMINATING	\$0.000000	\$0.000000	-	-	\$ -
17.2.2	13.2.2a		COMPOSIT TANDEM SWITCHED TRANSPORT - TERMINATING	\$0.000000	\$0.000000	-	-	\$ -
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	-	-	\$ -
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	\$ -	\$ -	-	-	\$ -
<b>** VG/WATS SERVICE CATEGORY SWITCHED**</b>								
VG DTT/EF NonDensity Zone								
17.2.2	X.X-A		ENTR. FACILITY - VOICE 2-WIRE	\$ -	\$ 19.70	93.6	-	\$ -
17.2.2	13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$ 16.74	\$ 30.39	-	384.0	\$ 6,428
17.2.2	X.X-A		DIRECT TRNK FIXED - VOICE	\$ -	\$ 13.59	-	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - VOICE	\$ -	\$ 1.35	-	-	\$ -
<b>NONRECURRING</b>								
17.2.1a	X.X-A		ENTR. FACILITY - VOICE NRC	\$ 220.00	\$ 140.43	-	-	\$ -
X.X-A	X.X-A		SW TRSPT INSTALL PER LINE OR TRUNK	\$ -	\$ -			\$ -
<b>** HIGH CAP &amp; DDS SERVICE CATEGORY SWITCHED**</b>								
DS1, DTT/EF								
17.2.2	X.X-A		ENTR. FAC.-DS1	\$ 401.76	\$ 104.68	275.2	103.1	\$ 41,403
17.2.2	X.X-A		DIRECT TRNK FIXED - DS1	\$ -	\$ 29.32	-	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS1	\$ -	\$ 5.65	-	-	\$ -
17.2.2	X.X-A		MUX - DS1 TO VOICE	\$ -	\$ 82.65	18.4	-	\$ -
<b>DS1 NONRECURRING - SWITCHED</b>								
17.2.1a	X.X-A		ENTR. FACILITY - DS1 NRC	\$ -	\$ 169.45	-	-	\$ -
X.X-A	X.X-A		MUX - DS1 TO VOICE NRC	\$ -	\$ -			\$ -
<b>DS3, DTT/EF</b>								
17.2.2	X.X-A		ENTR. FAC.-DS3	\$ -	\$ 944.07	18.6	-	\$ -

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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
17.2.2	X.X-A		DIRECT TRNK FIXED - DS3	\$ -	\$ 181.48	-	-	\$ -
17.2.2	X.X-A		DIRECT TRNK PER MILE - DS3	\$ -	\$ 47.45	-	-	\$ -
17.2.2	X.X-A		MUX - DS3 TO DS1	\$ -	\$ 214.08	26.5	-	\$ -
17.2.1a	X.X-A		ENTR. FACILITY - DS3 NRC	\$ -	\$ 190.99	-	-	\$ -
X.X-A	X.X-A		ENTR. FACILITY - DS3 W/ TERM EQIP REARR	\$ -	\$ -			\$ -
X.X-A	X.X-A		MUX - DS3 TO DS1 NRC	\$ -	\$ -			\$ -
<b>STS1, DTT/EF</b>								
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	\$ -	\$ -			\$ -
<b>OptiPoint 3 DTT/EF Density</b>								
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	\$ -	\$ -			\$ -
<b>OptiPoint 12 DTT/EF Density</b>								
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	\$ -	\$ -			\$ -
<b>OptiPoint 48 DTT/EF Density</b>								
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	\$ -	\$ -			\$ -
<b>OptiPoint, Non-Density Zone Switched:</b>								
X.X-A	X.X-A		OPTIPOINT3- REGENERATION CHARGE	\$ -	\$ -			\$ -
X.X-A	X.X-A		OPTIPOINT12- REGENERATION CHARGE	\$ -	\$ -			\$ -

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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
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	\$ -	\$ -			\$ -
								\$ 124,417
			End Office Revenue					\$ 76,586
			Tandem Switched Revenue					\$ -
			Dedicated Switched Revenue					\$ 47,831
								\$ 124,417
			<b><u>Reciprocal Compensation Equivalent Interstate rate Detail</u></b>					
			End Office with Port/Mux		\$ 0.002037	33,352,679		
			Tandem Switching		\$ -	-		
			Tandem Switched		\$ -	-		
			Ports & Mux					

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ACCESS REDUCTION TRP (ACCREDTRP)

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Tariff Section		USOC	Rate Element	Intrastate Demand	PriceOut Interstate Rates (F) = B * D	PriceOut Difference (G)=(F-E)	7/1/2013	PriceOut	Difference (J) = I - E	Interstate Demand				
Interstate	Intrastate			Proposed			w 7/1/2013	PriceOut						
				Terminating Rates			Prop Rates	Interstate Rates						
		(H) = INPUT	(I) = H * D	(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	\$	20,901	\$	(55,419)	\$ 0.002034	\$	20,901	\$ (55,419)	\$	67,839	
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	\$	-	\$	(266)	\$ -	\$	-	\$	(266)	\$ -	
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **														
17.2.2	X.X-A		TANDEM SW TERM. TERMINATING	\$	-	\$	-	\$	-	\$	-	\$	-	
17.2.2	X.X-A		TANDEM SW FACILITY TERMINATING	\$	-	\$	-	\$	-	\$	-	\$	-	
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	\$	-	\$	-	\$	-	\$	-	\$	1,844	
17.2.2	13.2.2b		ENTR. FACILITY - VOICE 4-WIRE	\$	11,670	\$	5,242	\$ 30.39	\$	11,670	\$	5,242	\$ -	
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	\$	-	\$	-	\$ 140.43	\$	-	\$	-	\$ -	
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	\$	10,788	\$	(30,615)	\$ 104.68	\$	10,788	\$	(30,615)	\$	28,804
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	\$	-	\$	-	\$	-	\$	-	\$	1,519	
DS1 NONRECURRING - SWITCHED														
17.2.1a	X.X-A		ENTR. FACILITY - DS1 NRC	\$	-	\$	-	\$	-	\$	-	\$	-	
X.X-A	X.X-A		MUX - DS1 TO VOICE NRC	\$	-	\$	-	\$	-	\$	-	\$	-	
DS3, DTT/EF														
17.2.2	X.X-A		ENTR. FAC.-DS3	\$	-	\$	-	\$	-	\$	-	\$	17,579	

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Interstate	Intrastate			PriceOut				PriceOut			Interstate Demand PriceOut (L)=C*B		
				Interstate Rates (F) = B * D				Interstate Rates (G)= (F-E)					
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	\$	-	\$	-	\$	-	\$	-	\$	5,663
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	\$	-	\$	-	\$	-	\$	-	\$	-
OptiPoint, Non-Density Zone Switched:													
X.X-A	X.X-A		OPTIPOINT3- REGENERATION CHARGE	\$	-	\$	-	\$	-	\$	-	\$	-
X.X-A	X.X-A		OPTIPOINT12- REGENERATION CHARGE	\$	-	\$	-	\$	-	\$	-	\$	-

Filing Date (enter w/leading '): 6/17/2013

Holding Company: Alaska Communicaitons Systems Holdings, Inc.

Filing Name: June 17, 2013 Annual Access Charge Tariff Filing - AKFBAR13.xlsx

Study Area (USAC Study Area Code): 613008

Transmittal No.: 27

ACCESS REDUCTION TRP (ACCREDTRP)

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

Tariff Section		USOC	Rate Element	Intrastate Demand		7/1/2013 Proposed Terminating Rates (H) = INPUT	PriceOut w 7/1/2013 Prop Rates (I) = H * D		Difference (J) = I - E	Interstate Demand		
Interstate	Intrastate			PriceOut Interstate Rates (F) = B * D	PriceOut Difference (G)=(F-E)		PriceOut Prop Rates (I) = H * D	PriceOut Interstate Rates (L)=C*B				
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	\$	-	\$	-	\$	-	\$	-	
				\$	43,359	\$	(81,058)	\$	43,359	\$	(81,058)	
				\$	20,901	\$	(55,685)		\$	(55,685)	\$	67,951
				\$	-	\$	-		\$	-	\$	-
				\$	22,457	\$	(25,374)		\$	(25,374)	\$	55,409
				\$	43,359	\$	(81,058)		\$	(81,058)	\$	123,360
<u>Reciprocal Compensation Equivalent Interstate rate Detail</u>												
											\$	67,951
											\$	-
											\$	-
											\$	112