

Filing Date (enter w/leading '): 6/16/2016  
Holding Company: Frontier Communications Corporation  
Filing Name: 2016 Annual Access Tariff Filing  
Study Area (USAC Study Area Code): Frontier Southwest Incorporated (442154)

	Interstate	Intrastate	Total	Reduction in
Terminating End Office Revenue at Current Rate	\$ 220,358	\$ 155,929	7/1/2016	Transitional Access
FY2011 Terminating Local Switching MOUs	46,099,228	36,509,897	Terminating	Service per
Initial Composite Terminating End Office Access Rate	\$ 0.00478007	NA	End Office	51.907(b)(2) &( c)
2016 Interstate Target Composite Terminating EO Access Rate	\$ 0.00070000	NA	Reduction per	
2016 Effective Composite Terminating EO Access Rate	\$ 0.00070000	NA	51.907(d),(e) &(f)	
Reduction in Revenue determined pursuant to 51.907(f)	\$ 188,088	\$ 130,372	\$ 318,460	\$ 444,378

Interstate	Tariff Section Intrastate	USOC	Rate Element	12/29/2011 Intrastate Rates (A)	7/2/2013 Intrastate Rates (B)	12/29/2011 Interstate Rates (C)	Interstate Oct '10 - Sep '11 Demand (D)	Intrastate Oct '10 - Sep '11 Demand (E)	Interstate PriceOut (F)=C*D	Intrastate PriceOut (G)=B*E	Proposed Interstate Rate (H)=Input	Interstate Price Out Revenue (I)=H*D
<b>BASKET 1 - COMMON LINE</b>												
			Carrier Common Line - Terminating Premium	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	\$ -
<b>BASKET 2 - TRAFFIC SENSITIVE</b>												
<b>** LOCAL SWITCHING SERVICE CATEGORY **</b>												
6.6.9(A)	4.6.4		End Office Switching-Bundled-Per MOU - TERMINATING	\$ 0.015720	\$ 0.002406	\$ 0.002406	46,099,228	36,509,897	\$ 110,915	\$ 87,843	\$ 0.000000	\$ -
6.6.9(A)	4.6.4		End Office Switching-Unbundled-Circuit Switched Line-Per MOU - TERMINATING	\$ 0.015720	\$ 0.002406	\$ 0.002406	-	-	\$ -	\$ -	\$ 0.000000	\$ -
6.6.9(A)	4.6.4		End Office Switching-Unbundled-Circuit Switched Trunk-Per MOU - TERMINATING	\$ 0.015720	\$ 0.002406	\$ 0.002406	-	-	\$ -	\$ -	\$ 0.000000	\$ -
<b>** INFORMATION SERVICE CATEGORY **</b>												
			Information Surcharge - TERMINATING	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ 0.00	\$ -
<b>** LOCAL SWITCHING TRUNK PORT CATEGORY **</b>												
6.6.9(J)	4.6.4		Shared Trunk Port - TERMINATING	\$ -	\$ 0.001692	\$ 0.001692	23,345,269	17,284,163	\$ 39,500	\$ 29,245	\$ -	\$ -
6.6.9(I)	4.6.4	PT8JX	Dedicated Trunk Port-DS1 - TERMINATING	\$ -	\$ 12.50	\$ 12.50	5,558	3,033	\$ 69,479	\$ 37,919	\$ -	\$ -
6.6.9(I)	4.6.4	PT8HX	Dedicated Trunk Port-VG - TERMINATING	\$ -	\$ 12.50	\$ 12.50	37	74	\$ 464	\$ 923	\$ -	\$ -
			Transport Interconnection Charge	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	\$ -
6.6.9(A)	4.6.4		New Local Switching Rate Single Rate	\$ -	\$ 0.004271	\$ 0.004780	46,099,228	36,509,897	\$ -	\$ -	\$ 0.000700	\$ 32,269
<b>BASKET 3 - TRUNKING</b>												
<b>** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **</b>												
6.6.9(M)	4.6.3		Tandem Transport-Fixed-Per MOU - TERMINATING	\$ -	\$ -	\$ -	51,486,940	-	\$ -	\$ -	\$ -	\$ -
6.6.9(L)	4.6.3		Tandem Transport-Per Mile-Per MOU - TERMINATING	\$ -	\$ 0.000002	\$ 0.000002	456,249,521	295,576,630	\$ 912	\$ 591	\$ 0.000002	\$ 912
n/a	4.6.3		Tandem Transport-Fixed-Per MOU-(LTR 1) - TERMINATING	\$ 0.000885	\$ -	\$ -	-	39,531,588	\$ -	\$ -	\$ -	\$ -
n/a	4.6.3		Tandem Transport-Per Mile-Per MOU-(LTR-1) - TERMINATING	\$ 0.000061	\$ -	\$ -	-	374,518,605	\$ -	\$ -	\$ -	\$ -
6.6.9(N)	4.6.3		Tandem Switching-Per MOU - TERMINATING	\$ -	\$ 0.001574	\$ 0.001574	450,494	-	\$ 709	\$ -	\$ 0.001574	\$ 709
6.6.9(K)	4.6.3		Tandem Multiplexing-DS3 to DS1-per MOU - TERMINATING	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	\$ -
6.6.9(I)	4.6.3	PT8LX	Tandem Dedicated Trunk Port Charge-DS1 - TERMINATING	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	\$ -
6.6.9(I)	4.6.3	PT8KX	Tandem Dedicated Trunk Port Charge-VG - TERMINATING	\$ -	\$ -	\$ -	-	-	\$ -	\$ -	\$ -	\$ -
<b>** VG/WATS SERVICE CATEGORY SWITCHED**</b>												
6.6.9(C)	4.6.3	EFG2X	VOICE GRADE-ENTRANCE FACILITY-2W-MONTHLY (Interstate Rate Structure)	\$ -	\$ 27.72	\$ 27.72	-	-	\$ -	\$ -	\$ 27.72	\$ -
6.6.9(C)	4.6.3	EFG4X	VOICE GRADE-ENTRANCE FACILITY-4W-MONTHLY (Interstate Rate Structure)	\$ -	\$ 39.53	\$ 39.53	-	-	\$ -	\$ -	\$ 39.53	\$ -
6.6.9(F)	4.6.3	TRL, TRLAX	VOICE GRADE-DIRECT TRUNKED TRANSPORT-TERMINATION (Interstate Rate Structure)	\$ -	\$ 10.96	\$ 10.96	-	-	\$ -	\$ -	\$ 10.96	\$ -
6.6.9(F)	4.6.3	1YTXS, 1YLXS	VOICE GRADE-DIRECT TRUNKED TRANSPORT-PER MILE (Interstate Rate Structure)	\$ -	\$ 2.14	\$ 2.14	1,634	2,279	\$ 3,498	\$ 4,877	\$ 2.14	\$ 3,498
<b>NONRECURRING</b>												
6.6.9(C)	4.6.3	EFG2X	VOICE GRADE-ENTRANCE FACILITY-2W-NRC	\$ -	\$ 200.00	\$ 200.00	-	-	\$ -	\$ -	\$ 200.00	\$ -
6.6.9(C)	4.6.3	EFG4X	VOICE GRADE-ENTRANCE FACILITY-4W-NRC	\$ -	\$ 200.00	\$ 200.00	-	-	\$ -	\$ -	\$ 200.00	\$ -
6.6.9(Q)	4.6.1	SESSE	ORDERING CHARGE	\$ -	\$ 52.26	\$ 52.26	2	1	\$ 98	\$ 37	\$ 52.26	\$ 98
n/a	4.6.1	TPP+X	INSTALLATION CHARGE	\$ 78.05	\$ -	\$ -	-	15	\$ -	\$ -	\$ -	\$ -
<b>** HIGH CAP &amp; DDS SERVICE CATEGORY SWITCHED**</b>												
<b>DS1, DTT/EF</b>												
6.6.9(D)	4.6.3	EFGDX, EFGDX	DS1-ENTRANCE FACILITY-MONTHLY (Interstate Rate Structure)	\$ -	\$ 250.00	\$ 250.00	-	-	\$ -	\$ -	\$ 250.00	\$ -
6.6.9(G)	4.6.3	TRL, TRLAX	DS1-DIRECT TRUNKED TRANSPORT-TERMINATION (Interstate Rate Structure)	\$ -	\$ 30.60	\$ 30.60	528	320	\$ 16,159	\$ 9,805	\$ 30.60	\$ 16,159
6.6.9(G)	4.6.3	1YTXS, 1YLXS	DS1-DIRECT TRUNKED TRANSPORT-PER MILE (Interstate Rate Structure)	\$ -	\$ 11.00	\$ 11.00	2,201	1,373	\$ 24,206	\$ 15,107	\$ 11.00	\$ 24,206
6.6.9(P)	4.6.3	MKW1X, M6W1X, N	DS1-MULTIPLEXING TO VOICE GRADE (Interstate Rate Structure)	\$ -	\$ 190.00	\$ 190.00	21	11	\$ 4,030	\$ 2,018	\$ 190.00	\$ 4,030
<b>DS1 NONRECURRING - SWITCHED</b>												
6.6.9(D)	4.6.3	EFGDX, EFGDX	DS1-ENTRANCE FACILITY-NRC	\$ -	\$ 450.00	\$ 450.00	-	-	\$ -	\$ -	\$ 450.00	\$ -
6.6.9(P)	4.6.3	MKW1X, M6W1X, N	DS1-MULTIPLEXING TO VOICE GRADE-NRC	\$ -	\$ 800.00	\$ 800.00	-	-	\$ -	\$ -	\$ 800.00	\$ -
<b>DS3, DTT/EF</b>												
6.6.9(E)	4.6.3	EFGPF, EFGMF	DS3-ENTRANCE FACILITY-MONTHLY (Interstate Rate Structure)	\$ -	\$ 3,922.07	\$ 3,922.07	-	-	\$ -	\$ -	\$ 3,922.07	\$ -
6.6.9(H)	4.6.3	TRL, TRLAX	DS3-DIRECT TRUNKED TRANSPORT-TERMINATION (Interstate Rate Structure)	\$ -	\$ 400.00	\$ 400.00	-	-	\$ -	\$ -	\$ 400.00	\$ -
6.6.9(H)	4.6.3	1YTXS, 1YLXS	DS3-DIRECT TRUNKED TRANSPORT-PER MILE (Interstate Rate Structure)	\$ -	\$ 47.00	\$ 47.00	-	-	\$ -	\$ -	\$ 47.00	\$ -
6.6.9(P)	4.6.3	MKW3X, M6W3X, N	DS3-MULTIPLEXING TO DS1 (Interstate Rate Structure)	\$ -	\$ 425.00	\$ 425.00	-	-	\$ -	\$ -	\$ 425.00	\$ -
<b>DS3 NONRECURRING - SWITCHED</b>												
6.6.9(E)	4.6.3	EFGPF, EFGMF	DS3-ENTRANCE FACILITY-NRC	\$ -	\$ 1,000.00	\$ 1,000.00	-	-	\$ -	\$ -	\$ 1,000.00	\$ -
6.6.9(P)	4.6.3	MKW3X, M6W3X, N	DS3-MULTIPLEXING TO DS1-NRC	\$ -	\$ 450.00	\$ 450.00	-	-	\$ -	\$ -	\$ 450.00	\$ -

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	Interstate	Intrastate	Total	Reduction in
<b>Terminating End Office Revenue at Current Rate</b>	\$ 220,358	\$ 155,929	<b>7/1/2016</b>	Transitional Access
<b>FY2011 Terminating Local Switching MOUs</b>	46,099,228	36,509,897	<b>Terminating</b>	Service per
<b>Initial Composite Terminating End Office Access Rate</b>	\$ 0.00478007	NA	<b>End Office</b>	51.907(b)(2) &( c)
<b>2016 Interstate Target Composite Terminating EO Access Rate</b>	\$ 0.00070000	NA	<b>Reduction per</b>	
<b>2016 Effective Composite Terminating EO Access Rate</b>	\$ 0.00070000	NA	<b>51.907(d),(e) &amp;(f)</b>	
<b>Reduction in Revenue determined pursuant to 51.907(f)</b>	\$ 188,088	\$ 130,372	\$ 318,460	\$ 444,378

Interstate	Tariff Section		USOC	Rate Element	12/29/2011 Intrastate Rates (A)	7/2/2013 Intrastate Rates (B)	12/29/2011 Interstate Rates (C)	Interstate Oct '10 - Sep '11 Demand (D)	Intrastate Oct '10 - Sep '11 Demand (E)	Interstate PriceOut (F)=C*D	Intrastate PriceOut (G)=B*E	Proposed Interstate Rate (H)=Input	Interstate Price Out Revenue (I)=H*D
	Interstate	Intrastate											
										\$ 269,970	\$ 188,364		\$ 81,882
				End Office Revenue						\$ 220,358	\$ 155,929		\$ 32,269
				Tandem Switched Revenue						\$ 1,622	\$ 591		\$ 1,622
				Dedicated Switched Revenue						\$ 47,991	\$ 31,844		\$ 47,991
										\$ 269,970	\$ 188,364		\$ 81,882
													\$ (188,088)
<b><u>Reciprocal Compensation Equivalent Interstate rate Detail</u></b>													
				End Office			\$0.004780	46,099,228		\$ 220,358	\$ 155,929	\$ 0.004780	Filed Compos
				Tandem			\$0.000031	51,486,940		\$ 1,622	\$ 591	\$ 0.000031	

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<b>2016 Accumulated Reductions</b>
\$ 762,838

**ACCESS REDUCTION TRP (ACCREDTRP)**

Interstate	Tariff Section Intrastate	USOC	Rate Element	Proposed Intrastate Rate (J)=MIN (H)or(B)	Intrastate Price Out Revenue (K)=J*E	2014 thru 2016 Total Difference (L)=I+K-F-G	2012 & 2013 Total Reductions (M)=(B*E)-(A*E)	2016 Accumulated Difference (N)=L+M
<b>BASKET 1 - COMMON LINE</b>								
			Carrier Common Line - Terminating Premium	\$ -	\$ -	\$ -	\$ -	\$ -
<b>BASKET 2 - TRAFFIC SENSITIVE</b>								
<b>** LOCAL SWITCHING SERVICE CATEGORY **</b>								
6.6.9(A)	4.6.4		End Office Switching-Bundled-Per MOU - TERMINATING	\$0.000000	\$ -	\$(198,758)	\$(486,093)	\$(684,850)
6.6.9(A)	4.6.4		End Office Switching-Unbundled-Circuit Switched Line-Per MOU - TERMINATING	\$0.000000	\$ -	\$ -	\$ -	\$ -
6.6.9(A)	4.6.4		End Office Switching-Unbundled-Circuit Switched Trunk-Per MOU - TERMINATING	\$0.000000	\$ -	\$ -	\$ -	\$ -
<b>** INFORMATION SERVICE CATEGORY **</b>								
			Information Surcharge - TERMINATING	\$0.00	\$ -	\$ -	\$ -	\$ -
<b>** LOCAL SWITCHING TRUNK PORT CATEGORY **</b>								
6.6.9(J)	4.6.4		Shared Trunk Port - TERMINATING	\$ -	\$ -	\$(68,745)	\$29,245	\$(39,500)
6.6.9(I)	4.6.4	PT8JX	Dedicated Trunk Port-DS1 - TERMINATING	\$ -	\$ -	\$(107,397)	\$37,919	\$(69,479)
6.6.9(I)	4.6.4	PT8HX	Dedicated Trunk Port-VG - TERMINATING	\$ -	\$ -	\$(1,387)	\$923	\$(464)
			Transport Interconnection Charge	\$0.000000	\$ -	\$ -	\$ -	\$ -
6.6.9(A)	4.6.4		New Local Switching Rate Single Rate	\$ 0.000700	\$ 25,557	\$ 57,826	\$ -	\$ 57,826
<b>BASKET 3 - TRUNKING</b>								
<b>** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **</b>								
6.6.9(M)	4.6.3		Tandem Transport-Fixed-Per MOU - TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -
6.6.9(L)	4.6.3		Tandem Transport-Per Mile-Per MOU - TERMINATING	\$ 0.000002	\$ 591	\$ -	\$ 591	\$ 591
n/a	4.6.3		Tandem Transport-Fixed-Per MOU-(LTR 1) - TERMINATING	\$ -	\$ -	\$ -	\$(34,970)	\$(34,970)
n/a	4.6.3		Tandem Transport-Per Mile-Per MOU-(LTR-1) - TERMINATING	\$ 0	\$ -	\$ -	\$(22,696)	\$(22,696)
6.6.9(N)	4.6.3		Tandem Switching-Per MOU - TERMINATING	\$ 0.001574	\$ -	\$ -	\$ -	\$ -
6.6.9(K)	4.6.3		Tandem Multiplexing-DS3 to DS1-per MOU - TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -
6.6.9(I)	4.6.3	PT8LX	Tandem Dedicated Trunk Port Charge-DS1 - TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -
6.6.9(I)	4.6.3	PT8KX	Tandem Dedicated Trunk Port Charge-VG - TERMINATING	\$ -	\$ -	\$ -	\$ -	\$ -
<b>** VG/WATS SERVICE CATEGORY SWITCHED**</b>								
6.6.9(C)	4.6.3	EFG2X	VOICE GRADE-ENTRANCE FACILITY-2W-MONTHLY (Interstate Rate Structure)	\$ 27.72	\$ -	\$ -	\$ -	\$ -
6.6.9(C)	4.6.3	EFG4X	VOICE GRADE-ENTRANCE FACILITY-4W-MONTHLY (Interstate Rate Structure)	\$ 39.53	\$ -	\$ -	\$ -	\$ -
6.6.9(F)	4.6.3	TRL, TRLAX	VOICE GRADE-DIRECT TRUNKED TRANSPORT-TERMINATION (Interstate Rate Structure)	\$ 10.96	\$ -	\$ -	\$ -	\$ -
6.6.9(F)	4.6.3	1YTXS, 1YLXS	VOICE GRADE-DIRECT TRUNKED TRANSPORT-PER MILE (Interstate Rate Structure)	\$ 2.14	\$ 4,877	\$ -	\$ 4,877	\$ 4,877
<b>NONRECURRING</b>								
6.6.9(C)	4.6.3	EFG2X	VOICE GRADE-ENTRANCE FACILITY-2W-NRC	\$ 200.00	\$ -	\$ -	\$ -	\$ -
6.6.9(C)	4.6.3	EFG4X	VOICE GRADE-ENTRANCE FACILITY-4W-NRC	\$ 200.00	\$ -	\$ -	\$ -	\$ -
6.6.9(Q)	4.6.1	SESSE	ORDERING CHARGE	\$ 52.26	\$ 37	\$ -	\$ 37	\$ 37
n/a	4.6.1	TPP+X	INSTALLATION CHARGE	\$ -	\$ -	\$ -	\$(1,141)	\$(1,141)
<b>** HIGH CAP &amp; DDS SERVICE CATEGORY SWITCHED**</b>								
<b>DS1, DTT/EF</b>								
6.6.9(D)	4.6.3	EFGDX, EFG LX	DS1-ENTRANCE FACILITY-MONTHLY (Interstate Rate Structure)	\$ 250.00	\$ -	\$ -	\$ -	\$ -
6.6.9(G)	4.6.3	TRL, TRLAX	DS1-DIRECT TRUNKED TRANSPORT-TERMINATION (Interstate Rate Structure)	\$ 30.60	\$ 9,805	\$ -	\$ 9,805	\$ 9,805
6.6.9(G)	4.6.3	1YTXS, 1YLXS	DS1-DIRECT TRUNKED TRANSPORT-PER MILE (Interstate Rate Structure)	\$ 11.00	\$ 15,107	\$ -	\$ 15,107	\$ 15,107
6.6.9(P)	4.6.3	MKW1X, M6W1X, N	DS1-MULTIPLEXING TO VOICE GRADE (Interstate Rate Structure)	\$ 190.00	\$ 2,018	\$ -	\$ 2,018	\$ 2,018
<b>DS1 NONRECURRING - SWITCHED</b>								
6.6.9(D)	4.6.3	EFGDX, EFG LX	DS1-ENTRANCE FACILITY-NRC	\$ 450.00	\$ -	\$ -	\$ -	\$ -
6.6.9(P)	4.6.3	MKW1X, M6W1X, N	DS1-MULTIPLEXING TO VOICE GRADE-NRC	\$ 800.00	\$ -	\$ -	\$ -	\$ -
<b>DS3, DTT/EF</b>								
6.6.9(E)	4.6.3	EFGPF, EFGMF	DS3-ENTRANCE FACILITY-MONTHLY (Interstate Rate Structure)	\$ 3,922.07	\$ -	\$ -	\$ -	\$ -
6.6.9(H)	4.6.3	TRL, TRLAX	DS3-DIRECT TRUNKED TRANSPORT-TERMINATION (Interstate Rate Structure)	\$ 400.00	\$ -	\$ -	\$ -	\$ -
6.6.9(H)	4.6.3	1YTXS, 1YLXS	DS3-DIRECT TRUNKED TRANSPORT-PER MILE (Interstate Rate Structure)	\$ 47.00	\$ -	\$ -	\$ -	\$ -
6.6.9(P)	4.6.3	MKW3X, M6W3X, N	DS3-MULTIPLEXING TO DS1 (Interstate Rate Structure)	\$ 425.00	\$ -	\$ -	\$ -	\$ -
<b>DS3 NONRECURRING - SWITCHED</b>								
6.6.9(E)	4.6.3	EFGPF, EFGMF	DS3-ENTRANCE FACILITY-NRC	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -
6.6.9(P)	4.6.3	MKW3X, M6W3X, N	DS3-MULTIPLEXING TO DS1-NRC	\$ 450.00	\$ -	\$ -	\$ -	\$ -

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Interstate	Tariff Section		USOC	Rate Element	Proposed Intrastate Rate (J)=MIN (H)or(B)	Intrastate Price Out Revenue (K)=J*E	2014 thru 2016 Total Difference (L)=I+K-F-G	2012 & 2013 Total Reductions (M)=(B*E)-(A*E)	2016 Accumulated Difference (N)=L+M
	Interstate	Intrastate							
						\$ 57,992	\$ (318,460)	\$ (444,378)	\$ (762,838)
				End Office Revenue		\$ 25,557	\$ (318,460)	\$ (418,007)	\$ (736,467)
				Tandem Switched Revenue		\$ 591	\$ -	\$ (57,074)	\$ (57,074)
				Dedicated Switched Revenue		\$ 31,844	\$ -	\$ 30,703	\$ 30,703
						\$ 57,992	\$ (318,460)	\$ (444,378)	\$ (762,838)
						\$ (130,372)			

**Reciprocal Compensation Equivalent Interstate rate Detail**

End Office  
 Tandem

ite Terminating EO Access Rates Interstate <b>\$0.000700</b>
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