

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

IN THE MATTER OF

Petition of State Farm Mutual Automobile Insurance Company for Exemption

Docket Number: FAA-2014-0856

COMMENTS OF THE SMALL UAV COALITION

Michael E. Drobac
Jennifer L. Richter
Gregory S. Walden
Akin Gump Strauss Hauer & Feld LLP
1333 New Hampshire Ave, N.W.
Washington, D.C. 20036
(202) 887-4000
Counsel to the Small UAV Coalition

December 3, 2014

Filed with www.regulations.gov

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

IN THE MATTER OF

Petition of State Farm Mutual Automobile Insurance Company for Exemption

Docket Number: FAA-2014-0856

COMMENTS OF THE SMALL UAV COALITION

Introduction

The Small UAV Coalition¹ is pleased to provide its comments in support of the petition for exemption submitted by State Farm Mutual Automobile Insurance Company (“State Farm”) under section 333 of the FAA Modernization and Reform Act of 2012 (“the Act”). State Farm proposes to operate the Aerialtronics Altura Zenith ATX8 and the Altavian Nova F6500 small unmanned aerial vehicles and systems (“UAV” and “UAS”) to conduct research and development testing: (1) at State Farm’s test sites and (2) during and after actual catastrophes. Members of the Small UAV Coalition share an interest in advancing regulatory and policy changes that will permit the operation of small UAVs in the near term, within and beyond the line of sight, with varying degrees of autonomy, for commercial, consumer, recreational and philanthropic purposes. Coalition members are concerned with the current pace of regulatory and policy development, particularly in the U.S. but also in other countries, that has impeded and will continue to impede small UAV development, services, and benefits for consumers. We encourage the Federal Aviation Administration (“FAA”) to establish, as soon as possible, a regulatory environment for small UAVs that will foster safe experimentation and innovation so that globally important development work and operations can occur here in the U.S.

Although the focus of these comments is the State Farm petition, the Coalition recognizes that UAV policy in the U.S. may have ramifications worldwide. There are many UAV manufacturers

¹ Members of the Small UAV Coalition include 3D Robotics, Aerialtronics, Airware, Amazon Prime Air, DJI Innovations, Ehang, Google[x] Project Wing, GoPro, Parrot, PrecisionHawk, Sky-Futures, and SkyWard IO. Aerialtronics is the manufacturer of one of the UAVs State Farm proposes to operate under its requested exemption. State Farm also proposes to use Airware’s flight control system.

outside of the U.S. who are, or soon will be, ready to market their products and services in the U.S., and many U.S. corporations have expanded their small UAV development activities overseas. Moreover, other countries may follow or adopt U.S. regulations or policies for their domestic UAV operations. It should be a U.S. policy imperative, therefore, to foster innovative UAV technologies that promise consumer and public benefits, as soon as safely possible. The FAA should continue to work expeditiously to implement its section 333 authority with these policy considerations in mind. Reasonable regulations, waivers and exemptions, with safety, security, and privacy as their foundation, will encourage domestic and international UAV opportunities.

Because of their size, weight, speed, and the altitude at which they will typically operate, small UAVs such as the ones to be operated by State Farm pose considerably less safety risk than larger UAVs. The Small UAV Coalition urges the FAA to adopt an evaluation framework for UAV operations under section 333 that weighs the relative safety issues and risks of UAVs.

The State Farm Petition²

As noted above, State Farm seeks FAA permission to conduct research and development testing (1) at State Farm's test sites and (2) during and after actual catastrophes. Although State Farm's proposed small UAV operations may pose no greater risk than small UAVs that are used by hobbyists and modelers (because of weight, altitude, etc.), State Farm has proposed to abide by much stronger safety measures than are required for these groups. The Small UAV Coalition does not believe that heightened safety measures should be required for State Farm simply because of the commercial nature of its operations. Small UAVs that operate for any purpose, commercial or non-commercial, should be judged based upon the precautions taken for safe operation, taking into consideration the relevant technical parameters of the UAV and UAS.

State Farm proposes to operate two UAVs: the Aerialtronics Altura Zenith ATX8 battery-powered multi-copter UAV, weighing less than 7.7 pounds (less than 15 lbs. with payload), which incorporates Airware's flight control system, featuring "auto-takeoff and landing, auto go home and landing, GPS waypoint navigation, direction lock and GIS mapping;" and the Altavian Nova F6500 fixed-wing UAV weighing 15 pounds (less than 20 lbs. with payload).³ Each UAV will include geo-fencing to ensure the UAV remains below 400 feet AGL, flight programming capabilities, a flight termination link available to the operator to prevent a fly-away, and safe abort procedures.

Research and development testing at State Farm's test site will be on 100 acres of uninhabited rural farmland State Farm owns or leases at least 5 miles from any airport. Access to the testing facility will be controlled and limited only to authorized personnel. Operations will be conducted within the visual line of sight of the operator. Flights will last no longer than 60 minutes or at such time 25% battery power remains, whichever first occurs. The operator will seek a Certificate of Authorization, request a NOTAM, and coordinate with the local Flight Standards

² The Coalition has also filed comments in support of State Farm's petition for exemption in Docket FAA 2014-0846, in which State Farm seeks authority to conduct roof inspections in residential communities.

³ State Farm states that it may operate additional UAV types, weighing less than 55 pounds, which will include the technological capabilities of the two specifically- identified UAVs.

District Office (“FSDO”) by submitting a plan of activities. State Farm explains that it would be “impractical” for it to conduct testing at any of the six FAA-designated test sites for several reasons. State Farm needs to conduct roof inspections of residential properties, which it can replicate at its own site. The nearest FAA test site is over 700 miles away from State Farm headquarters; conducting R&D in close proximity to State Farm personnel will be significantly more cost-effective than conducting those operations at a FAA test site. State Farm also asserts (at pages 3-4 of its petition) that to conduct testing at an FAA test site, it will be required to obtain a special airworthiness certificate (in the experimental category) for:

. . . every UAS design or testing configuration while the company is in R&D and conducting rapid prototyping. Repeating that process for each design variation would also necessitate great use of FAA resources. State Farm can avoid these problems and conduct specifically targeted, safe, and economical testing at its own facilities.

State Farm initially (Phase I) will use UAS operators who hold at least a private pilot certificate and third-class medical certificate. State Farm requests permission to use in Phase II an operator who holds a third-class medical certificate but not a private pilot certificate, under the “supervision and control” of a person holding a private pilot certificate. State Farm explains that it desires to “determine the extent to which certain UAS operations can safely be conducted using a non-FAA-certificated pilot[.]” In both Phases, the operator must have logged a minimum of 200 flight cycles and 25 hours of total time as a UAS rotorcraft pilot, including at least 10 hours as a UAS pilot with a similar UAV type. State Farm will also require its pilots to complete the Aerialtronics and/or Altavian training program incorporating proper UAV operations and safety standards.

Research and development testing during and after actual catastrophic events would be conducted in coordination with the FAA and all first responder agencies to ensure the safety of operations without impeding any public safety effort. State Farm proposes a process to obtain access to a catastrophic location and to operate its UAVs under the direction and control of the officials in charge of the emergency response effort. Operations during and after catastrophes will be subject to the same parameters summarized and outlined above in the request to conduct R&D testing at State Farm’s test site.

The Small UAV Coalition offers the following comments in support of the State Farm petition:

Section 333 directs the FAA to authorize UAV operations that may safely operate in the national airspace system; State Farm’s petition demonstrates safe operations.

Congress gave the FAA authority to determine whether certain unmanned aircraft systems may be operated safely in the national airspace system,⁴ and listed in section 333 seven factors for the FAA to consider. The FAA is to consider operational risks and steps that can be taken to eliminate or reduce such risks. In the view of the Small UAV Coalition, risk should be the touchstone for any and all FAA rules, waivers, and exemptions governing UAVs.

⁴ Subsections 333(a) and (c) provide that safety in the national airspace system is the ultimate consideration.

We recognize that, in implementing the Federal Aviation Act as Congress directed, the FAA historically has imposed greater requirements on commercial operators than on general aviation. However, those requirements derive from a legitimate public concern over passenger safety on manned aircraft that serve as common carriers for public transportation, and do not apply to operation of small unmanned aircraft, such as the UAV operations proposed by State Farm.

Unlike the model aircraft concept defined in section 336, the FAA's safety evaluation of UAV operations does not hinge on whether the operation is public, commercial, recreational or philanthropic.⁵

The Small UAV Coalition also wishes to respond to comments filed by the Air Line Pilots Association ("ALPA") in other section 333 exemption dockets, in which ALPA argues that all aircraft, manned and unmanned, in the National Airspace System ("NAS") "must operate to the same high level of safety." This position is at odds with the explicit direction by Congress in the Federal Aviation Act,⁶ that the FAA promulgate safety regulations considering "(A) the duty of an air carrier to provide service with the highest possible degree of safety in the public interest, and (B) differences between air transportation and other air commerce." Requirements imposed on common carriers for air transportation under Parts 121 and 135 are much more stringent than requirements imposed on general aviation under Part 91. Certainly requirements may differ depending on whether a UAV will be operating in Class G airspace or controlled airspace. Manned aircraft are currently subject to different requirements based on the airspace in which they are operated. Here, for its R&D at its own test site, State Farm proposes to operate its UAVs below 400 feet AGL within the visual line of sight of the pilot, with geo-fencing to ensure the UAVs remain on State Farm property. These and other precautions are more than adequate to ensure safe operations by State Farm. In addition, for R&D testing during and after catastrophes, State Farm has proposed a set of procedures the Coalition believes are adequate to ensure safety while avoiding interfering with emergency response activities.

While the Coalition is committed to ensuring the safety of small UAV and UAS operations in the National Airspace System, we believe FAA safety regulations should be proportionate to the risks posed by the particular UAV operations proposed, distinguishing small UAVs from other UAVs. Small UAV operations, such as those proposed by State Farm, pose minimal risks to safety and should, therefore, be subject to minimal and appropriate regulations.

When evaluating the State Farm petition, the FAA should consider the seven factors Congress directed the FAA to consider, but the FAA should recognize that this list is not exhaustive or requisite.

As State Farm's petition shows, factors other than the seven factors set forth by Congress in section 333 are relevant. In section 333, Congress directed the FAA to consider the following

⁵ Although Congress in section 336 limited the special rule for model aircraft to aircraft "flown for hobby or recreational purposes," the FAA need not and should not apply a commercial/non-commercial distinction in its small UAV rulemaking under section 332 or when considering petitions for exemption and other requests under section 333. All regulations and policies with respect to small UAVs should be safety and risk-based, taking into consideration size, weight, speed, altitude, etc., and this approach should be taken in evaluating State Farm's petition.

⁶ 49 U.S.C. 44701(d) and 44702(b).

when making section 333 determinations: size, weight, speed, operational capability, proximity to airports, proximity to populated areas, and operation within visual line of sight. But in the words immediately preceding this list, Congress stated that the FAA is to consider these factors “at a minimum.” The FAA may consider additional relevant factors not enumerated in section 333, including some factors that are addressed in State Farm’s petition, such as: the location and the altitude of its small UAV operations.

Each of the seven identified factors identified by Congress is potentially relevant to the FAA’s safety risk determination, but not all of these factors are a prerequisite for every exemption. In its recent grant of exemptions to Astraeus Aerial and other petitioners, the FAA has determined that operating within the visual line of sight is a statutory mandate under section 333. We disagree. If Congress intended any factor in section 333 to be a requirement, it would have mandated such restrictions by law, as it did in section 336 (with respect to model aircraft) and section 334 (with respect to certain public agency operations). While relevant in evaluating safety risks, FAA should not interpret section 333 as prohibiting operations beyond the visual line of sight in every case.

It is incumbent on the FAA to evaluate each factor within the context of the applicant’s proposed UAV operations. Consider the factor of weight. Congress did not provide a weight (or size) limit for model aircraft, and provided that a small UAV (for purposes of the small UAV rulemaking under section 332) could weigh up to 55 pounds (section 331(6)). Congress did not provide a weight (or size) limit in section 333. Whether the weight of the aircraft poses an undue safety risk will depend on the facts and circumstances of the particular UAV operations: altitude of operation, airspace for operation, and geographic area. In State Farm’s case, the weight of the Altura Zenith ATX8, with payload, is less than 15 pounds; the weight of the Nova F6500 is less than 20 pounds with payload. Considering the altitude and geo-fenced areas in which State Farm’s small UAVs will be operated, and other precautions to be taken, its UAV operations will not likely pose a safety risk to other aircraft, national security, or persons on the ground.

The proximity of UAV operations to airports and populated areas are also relevant factors. There are over 19,000 airfields in the United States; of these, only 5,000 or so are public use airfields. Over 3,000 airports are listed in the National Plan of Integrated Airport Systems, but only 500 of these have commercial service. The safety risk of a UAV operating close to an airfield that is not public is appreciably less (and easily managed) compared with UAVs operating proximate to commercial service airports such as John F. Kennedy International Airport or Chicago O’Hare International Airport. State Farm’s test site is not within 5 nautical miles of any airport. For its R&D testing at catastrophic sites, State Farm will not operate its UAV within 5 nautical miles of a non-towered airport without a letter of agreement with airport management, and will not operate in Class B, C, or D airspace without written approval of the FAA.

The risk of UAV operations that are close to populated areas is highly dependent on the specific facts and circumstances. Congress did not define “populated area” and it is not apparent that this concept is the same as or similar to the concept of “congested area” in 14 C.F.R. 91.119. Similar to the concept of shielding (used in determining electromagnetic interference), tall buildings or structures between airports or populated areas and the proposed small UAV operation may allow a small UAV to operate without a safety risk, despite the operation’s proximity to either. There is often a congregation of people present on a closed set where a UAV will be used for filming;

however, the UAV may be operated safely nearby or inside a populated area. Given that State Farm will operate its UAV within the visual line of sight, over its own uninhabited farmland, with restricted access, State Farm's operations at its own test site do not pose a risk to any congested or populated area. With respect to UAV operations during and after a catastrophe, any risk to people in the location, whether they are injured persons, impacted residents, or first responders, can be adequately mitigated through the extensive coordination with the FAA and the emergency response officials State Farm has proposed.

We believe the relevant factors for the FAA's UAV evaluation, whether or not identified in section 333, should be viewed through the lens of the particular UAV operations that are proposed in each petition, including State Farm's petition. In considering whether to authorize UAV operations, the FAA should evaluate and balance these factors using safety and security as cornerstones, not rigidly adhere to a list of factors that may or may not be relevant or important to particular UAV operations. In the view of the Small UAV Coalition, State Farm's proposed operations satisfy the relevant factors set forth by Congress and several additional mitigating factors that will ensure the safety and security of State Farm's proposed small UAV operations.

Section 333 permits the FAA to authorize UAV operations without type, production, or airworthiness certification; State Farm has demonstrated that no such certification is necessary.

Congress expressly vested in the FAA authority to determine the substantive safety requirements to impose on UAV operations under section 333. Congress also left to the FAA the question of how authorizations would be granted pursuant to section 333. It tasked the FAA with determining *whether* a certificate of waiver, certificate of authorization or airworthiness certification under 49 U.S.C. 44704 should be required.

State Farm's petition, similar to other petitions, seeks an exemption from the airworthiness certification regulation.⁷ The technological capabilities of the Aerialtronics UAV and Airware flight control system, and the Altavian UAV, together with the operational limitations proposed by State Farm, should be more than sufficient to grant an exemption from airworthiness certification. We also note that similar small UAV operations, conducted by hobbyists and modelers, are appropriately permitted without such certification.

With respect to pilot training and experience requirements, State Farm's operators will initially hold a private pilot certificate, third class medical certificate, and will have successfully completed the Aerialtronics training program specific to the Altura Zenith ATX8 and/or the Altavian training program for the Nova F6500. Following an unspecified period, State Farm would use operators who do not hold a private pilot certificate but who would hold a third-class medical certificate and have successfully completed the UAV manufacturer training program. State Farm explains that currently a student pilot, holding only third-class medical certificate and a solo endorsement, may operate a manned aircraft in various classes of airspace, provided the student pilot is acting under the direction and control of a private pilot certificate holder.

⁷ 14 C.F.R. Part 21 Subpart H.

In either case, each operator must have logged a minimum of 200 flight cycles and 25 hours of total time as a UAS rotorcraft pilot, including at least 10 hours as a UAS pilot with a similar UAV type.

The Coalition recognizes the FAA's position in its recent section 333 guidance that section 333 does not allow the FAA to waive the requirement of a UAV operator to hold an airman certificate. We disagree. Although the requirement for a pilot to hold an airman certificate is statutory, section 333 of the Act instructs the FAA to consider *whether* to require airworthiness certificates, certificates of waiver, and certificates of authorization, "*at a minimum.*" Thus, Congress vested FAA with discretion to waive other certificates, including an airman certificate.

Even if section 333 were read not to convey that discretion, the FAA has sufficient waiver and exemption authority in the Federal Aviation Act. Subsection (f) of section 44701 provides the Administrator with plenary authority to grant an exemption "from a requirement of a regulation prescribed under subsection (a) or (b) of this section or any of sections 44702-44716 of this title if the Administrator finds the exemption is in the public interest."

The statutory requirement for an airman certificate is section 44703.⁸

Accordingly, the FAA has discretion to waive or exempt the pilot certification requirement with respect to small UAS operators and should do so here. The manifold innovative UAV technologies, particularly for small UAVs, should not be subject to a one-size-fits-all paradigm with respect to pilot certification. Applying manned aircraft pilot certification requirements to small unmanned aircraft is not necessary as a matter of safety, and does not make sense as a matter of public policy. The Coalition agrees with the FAA's determination in the *Astraeus Aerial* and other exemptions that a commercial pilot certificate is not required for the operators of UAVs for closed set filming:

[T]he experience obtained beyond a private pilot certificate in pursuit of a commercial pilot certificate in manned flight does not necessarily aid a pilot in the operational environment proposed by the petitioner; the FAA considers the overriding safety factor for the limited operations proposed by the petitioner to be the airmanship skills acquired through UAS-specific flight cycles, flight time, and specific make and model experience, culminating in verification through testing.

Similarly, State Farm states that the "level of safety provided by the requirements included in the Operations Manual exceeds that provided by a single individual holding a commercial pilot's certificate operating a conventional aircraft." The Small UAV Coalition believes this reasoning supports a UAV/UAS-focused training and experience regimen that should obviate not only a commercial pilot certificate but also a private pilot certificate because the training will be focused on the particular skills of operating the particular small UAV and the particular nature of UAS operations. The Coalition believes the UAV-specific training proposed by State Farm is sufficient and indeed superior to any manned flight training required to obtain a private pilot

⁸ Even if FAA construes its exemption authority to be limited to its regulations, it certainly has discretion to exempt UAV operators from the requirements of Parts 61 and 67 and develop an airman certificate specifically designed for small UAV operations.

certificate, as well as meets the specific requirements for the pilot in command set out in summary form in the FAA's grant of exemptions to Astraeus Aerial and other petitioners.

The small UAV rulemaking will benefit from safety determinations made by the FAA under section 333, including making a positive decision on State Farm's petition in the near term.

The Small UAV Coalition believes the FAA should adopt and propose some of the precedents it sets in granting section 333 petitions as part of the small UAV Notice of Proposed Rulemaking, provided that it exercises proportionality, taking into account specific classes of UAVs, such as the particular characteristics of small UAVs. As we have made clear, the Small UAV Coalition firmly believes that operators will employ different technologies and standards commensurate with the particular capabilities of the UAS and the particular capabilities of the UAV operations. It may be that some technologies and protocols may be generally applicable, but others should be tailored to specific classes of UAV/UAS technology. We encourage the FAA to adopt the broadest and most flexible approaches at this stage to ensure continued innovation of technology and standards that will allow for safe small UAV operations across a myriad of small UAV/UAS technologies and applications.

We also believe that the experience the FAA and the UAV industry gain from UAV operations authorized under section 333, as well as the experience gained at FAA test sites and elsewhere, can improve and accelerate the rulemaking process. Allowing State Farm and other petitioners to begin near-term operations under section 333, with appropriate conditions and limitations, will provide innovators the necessary physical and regulatory space to pioneer technologies and develop viable business models. This experience and knowledge also will allow the FAA to develop the optimal regulatory framework that both promotes safety and supports growth of a very promising industry by allowing the FAA to learn from operations pursuant to section 333 authority and incorporate insights and lessons learned into the regulatory framework. All of this will allow manufacturers, operators and other interested parties to effectively participate in the rulemaking process with real-world data, observations and analysis.

In particular, the Coalition supports the request of State Farm and other section 333 petitioners to conduct testing at a test location owned or leased by the petitioner. For the reasons stated in State Farm's petition and outlined in these comments, R&D testing of UAV operations over one's own property is a cost-effective and equally safe alternative to operations at an FAA-designated test site.

As previously discussed, we do not believe the FAA is required to, and should not, impose a requirement across the board that small UAV operations must be conducted within the line of sight of the pilot in command. The concept used in section 333 is "visual line of sight" with further specification.⁹ In its grant of the Astraeus Aerial petition, the FAA required that all operations must be operated within the visual line of sight of *the pilot in command*. The FAA also requires that operations include a visual observer ("VO"), and added that the "VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and PIC must be able to communicate verbally at all times." We do not believe a visual

⁹ In section 334, Congress used the term "within the line of sight of the operator." In section 336, Congress used the term "flown within the visual line of sight of the person operating the aircraft."

observer should be required for all small UAV operations, but do agree that the presence of one or more visual observers may allow the UAV to be operated beyond the visual line of sight of the direct operator.

As explained above, we also do not believe the FAA is required to impose a pilot certification requirement, but rather has discretion under section 333 and subsection 44701(f) to waive this requirement. At a minimum, the FAA should provide an exemption from Part 61 and approve training, experience, and testing regimens that pertain to UAV/UAS commercial operations, the particular UAV to be operated, the nature of the operations, and the airspace and altitude in which the UAV will be operated, like the regimen proposed by State Farm.

The FAA has determined that the TSA vetting of each airman who obtains a private pilot certificate satisfies the section 333 criterion that the UAS operations not pose a threat to national security. Congress did indeed focus on the security of UAS *operations* but did not require any screening or vetting of UAS operators, pilots, or observers. The Small UAV Coalition believes that such a requirement imposes an unnecessary burden and is unduly focused on a pilot rather than the nature of the operations. Regarding the latter, the factors set forth in section 333 should allow the Secretary to determine the security of such operations.

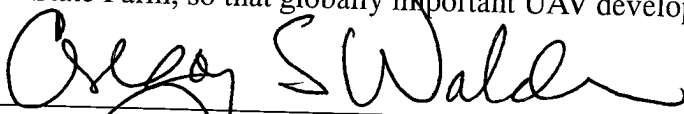
The Small UAV Coalition also does not believe a small UAS operator should be required in all cases to submit a plan of activities to the local Flight Standards District Office. Nor does the Coalition believe that in all cases a Certificate of Authorization (“COA”) and/or Notice to Airmen (“NOTAM”) be issued. Notifying the FAA, whether it is a FSDO or Air Traffic Control, or both, should be necessary only when there is a potential conflict with manned aircraft operations because of the altitude of the UAV operation or its proximity to airports.

With respect to operations in proximity of a non-towered airport, the FAA requires the operator to obtain a letter of agreement with that airport management. Although State Farm has agreed to this condition, we believe it is sufficient to require the operator to be mindful of any nearby airfield and knowledgeable about arrival and departure paths; it should not be necessary to obtain an agreement with airport management where the flight will not conflict with the airport’s operations. We see no purpose in imposing this requirement, not only where the UAV will be operating over State Farm property at least 5 miles from any airport, but also in other settings.

Conclusion

State Farm’s petition demonstrates that its small UAS operations can be conducted safely with a number of voluntary safety precautions. In the view of the Small UAV Coalition, the FAA should expeditiously grant State Farm authority under section 333, both to conduct R&D testing at its own test site, and to conduct testing during and after catastrophic events under the protocols State Farm has proposed. The Small UAV Coalition believes that State Farm’s operations will provide a valuable opportunity for the FAA to advance the Congressional goal of permitting small UAVs to fly commercially in the U.S. safely and in the near future.

We believe the relevant factors for the FAA's evaluation of the State Farm petition – including several factors we have identified that are not enumerated in section 333 – support grant of State Farm's petition. The FAA should evaluate and balance these factors using safety and security as cornerstones. The Small UAV Coalition hopes that the FAA will create a regulatory environment for UAVs that will foster safe and innovative experimentation and operations for companies such as State Farm, so that globally important UAV development work can occur in the United States.



Michael E. Drobac

Jennifer L. Richter

Gregory S. Walden

Akin Gump Strauss Hauer & Feld LLP

1333 New Hampshire Ave, N.W.

Washington, D.C. 20036

(202) 887-4000

Counsel to the Small UAV Coalition

December 3, 2014