

To: Oceanic Work Group Members

From: Dennis Addison, Support Manager - Oceanic Airspace and Procedures

Subject: Synopsis, Oceanic Work Group (OWG) Meeting, January 22, 2014

Introduction

Dennis Addison, Support Manager, Oceanic Airspace and Procedures at Oakland Center welcomed the members of the Oceanic Work Group to the meeting.

Oakland ARTCC Update Dennis Addison

- **Oakland ARTCC Website:** Dennis presented information on the Oakland Center website that is available to the public. The oceanic specific section has been updated with Informal Pacific Coordinating Group (IPACG), Informal South Pacific Coordinating Group (ISPACG), and Oceanic Work Group (OWG) meeting information. The following guidance has been added to the website: Track Advisory User's Guide (TAUG) for Dispatchers, Central East Pacific (CEP) flight planning guidelines, Guam area preferential routings, User Preferred Route (UPR) flight planning guidelines and Oakland Oceanic Controller Pilot Data Link Connection (CPDLC). A new points-of-contact page has also been added. The address for Oakland Air Route Traffic Control Center ATC operations website is :
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/artcc/oakland/kzak/
- A short discussion followed regarding military airspace being depicted on the website. Dennis said due to the time frame and the nature of sensitivity it would be difficult to update. It was also brought up that the RVSM information hosted under the Air Traffic Organization (ATO) website was down at this time but a general notice would be put out when it was up and running again.
- **ADS-B In Trail Procedure (ITP):** Dennis gave a status update on the ITP project. It was initiated in April 2009 when the FAA and United Airlines signed an agreement. United Airlines has retrofit 12 B747-400 aircraft to be eligible for the procedure. On April 18, 2013 100% of their pilots completed training on the equipment. The data collection started in the SOPAC in August 15, 2011. The trial was expanded to include the entire Oakland OCA in December of 2011. There was a 2 month lapse in the trial in September of 2013 and the current trial ends September 29, 2014. Dennis presented data on the number of requests and the number of ITP maneuvers completed in the Southern and Northern Oakland ARTCC. ITP requests and climbs continue to grow in numbers. There was a slight wording change to the controller checklist and Dennis informed the attendees that the manual checklist is being automated in Ocean21 with a roll out date sometime in 2016. International ITP Expansion: Japan is studying ITP operations, Fiji restarted an operational ITP Trial on January 6, 2014 and New Zealand's trial ends in February 2014 however they have made a request for an extension.
 - Wayne Aleshire expressed concern that controllers didn't know which aircraft were ITP equipped and posed the question had there been any move to identify those aircraft. Dennis advised that the only way to currently identify those aircraft is labor intensive and cumbersome for controllers. He went on to say that the pilots initiate the procedure and it was not necessary for controllers to be able identify which aircraft are capable. Wayne noted that the controller response time is lengthy and requested some sort of response whether it's standby or unable at this time for aircrew planning purposes. Dennis said he would put out a briefing item to the controllers to respond with a standby if they cannot get to the ITP within a reasonable amount of time. Scott Conde added that 80% of the upfront work has to be done first that is why the pilots aren't seeing a standby. He went on to say that he would like nothing more to use ITP if it was automated but right now it will cost millions of dollars. John Moore said that the FAA is in the process of automating the capability however there was a slight delay due to budget and funding cuts. The software was slated to be out to the sites by June of 2015 and now is expected to be January of 2016. They have already started working on the software and are making progress. Wayne Aleshire went on to say unique features for this device (ADS-B In and ITP equipment) are that you can see aircraft up to 200 miles away, track ground speed and flight identification. Wayne expressed the need for it to be refined to help pilots in irregular/emergency operations and they cannot

get an immediate ATC clearance. Gene Cameron let the group know that United's fleet of B744's are going to migrate out of the South Pacific by the end of March. United has been successful in getting a couple of ITP climb/descent maneuvers done with in the Nadi FIR. United would like to see collaboration with the FAA to try and encourage JCAB to start a trial of ITP on east bound flights. Dennis said that it was unlikely JCAB would utilize ITP until ICAO made it an approved procedure but he has had and is in discussions with JCAB. Gene asked for clarification on how many ITPs there were in the North Pacific for the month of December. Dennis stated that 3 out of the 13 were ITP, 6 were standard climbs, and 4 were unable responses. Gene followed up with a question about ADS – C CDP (Climb/descent Procedure) and its software release date. John Moore advised the group that due to funding issues ADS- C CDP wouldn't be available until around the same time frame as ADS-B ITP (January 2016). Gene stated that the potential for ADS – C CDP was so beneficial that he would get IATA (International Air Transport Association) to write a letter to the FAA stating how beneficial it is for all sides.

- **Dynamic Airborne Reroute Program (DARP):** Dennis reported that the number of DARP requests almost mirror the number of DARP clearances issued. Currently facilities that can receive DARP aircraft include, YBBN, NTTT, KZSE, KZOA, KZLA, HCF, and Guam CERAP. The facilities that can both receive DARP flights and allow aircraft to initiate DARPs are RJTG, NZZO, NFFF, and KZAK. Operator must not request a DARP Reroute into FIRs that do not support the procedure. DARP procedures require AIDC between all facilities all the way to destination. Operational CPDLC is also required for aircraft requesting DARP reroutes. Based on actual DARP Trials from PACOTS aircraft utilizing the DARP prior to 180W savings were 6,900lbs or 24min. But when PACOTS aircraft can DARP earlier prior to 160E the potential savings are 10,400lbs or 36min. DARP will be a major topic of discussion at the upcoming IPACG meeting.
 - Fukuoka's (JCAB's) operational trial for DARP started 19 September 2013 0000 UTC. Current requirements for DARP usage between either Hawaii or North America to Japan include:
 - DARP clearance is limited to aircraft bound for Hawaii at this time.
 - Operational CPDLC is required for aircraft requesting a DARP
 - DARP requests must be made:
 - At or east of 145E.
 - By the pilot at least 20 minutes before the divergence waypoint fix to allow processing time by ATC and pilot
 - At least 1 hour prior to crossing the Fukuoka/Oakland FIR boundary.
 - ATMC will issue DARP clearances with the identical route to the requested route from aircraft, or uplink "UNABLE". (ATMC cannot issue a clearance with any modification to the requested route.)
 - Operators wishing to employ DARP trial initiated in the Fukuoka FIR must pre-coordinate with ATMC office by email (atmc_ocean@cab.mlit.go.jp).
 - For further questions
 - The Fukuoka Air Traffic Management Center (The Fukuoka AMTC)
 - Office TEL: +81-92-608-8869
 - Oceanic supervisor TEL: +81-92-608-8890
- Note: Operational questions should be directed to the oceanic supervisor.
- Dennis added in discussion that ANA had published a paper about DARPs and the time it takes them to recalculate a route had gone down from 25min to about 10-15min which lead to a discussion of the fuel savings potential and airlines wanting to get more involved.

- **User Preferred Routes (UPRs):** Dennis touched on the potential fuel savings available for UPRs in conjunction with published PACOTS tracks. In the South Pacific one operator reported 67,800 lbs. fuel burn savings since the start of the PTRO UPRs. The potential UPR fuel savings throughout the entire Pacific could be over 32.8mil Kg annually but not all operators are using the procedure. On July 25, 2013, Fukuoka ATMC,

Anchorage ARTCC and Oakland ARTCC began a trial to allow Track F UPRs filed with at least 50nm lateral distance south of PACOTS Tracks C and E. Guidelines are published in KZAK NOTAM A3212/13 and the Oakland website.

- Gene Cameron advised that IATA is going to present a paper at IPACG on a requested phased implementation of unlimited PACOTS UPRs. Initially IATA is proposing unlimited eastbound UPRs in the Oakland FIR during the first year of trials. Gene inquired would an unlimited UPR system affect the current PACOTS. Dennis said that UPRs are being looked at that diverged from Track 2 and the impacts were being examined. Further discussion about UPRs and PACOTS will be discussed at IPACG. There was discussion about delaying the times that Oakland generates the PACOTS to get a better forecast. The current PACOTS are being generated after the 0000 UTC are received. The PACOTS Tracks would be more efficient if the 0600 wind forecast could be used. Oakland has TMU staffing constraints that limit the time that the PACOTS can be generated but they are looking at options to accomplish that.
- **Merging PACOTS Tracks C and E:** March 13, 2013 began an operational trial of merging tracks C and E when it provided an advantage. Of the first 38 days of the operational trial Tracks C & E merged 14 days. The average fuel savings per flight was 1120 lbs. On April 26, 2013 Oakland suspended the operational trial to merge PACOTS tracks C and E due to trial problems stemming from time errors in operator's Track Advisory reservations.
 - Several irregularities with the Track Advisory requested reservations were discovered. On April 22nd the Average crossing time difference was 12 minutes. The largest crossing time difference was 82 minutes. Seven aircraft did not have a Track Advisory Gateway Reservation for the Merged C/E. Only 9 of 38 aircraft met their crossing fix reservation time window. On April 23rd the average crossing time difference was 102 minutes with the largest crossing time difference being 303 minutes. Six aircraft did not have a Track Advisory Gateway Reservation for the Merged C/E and only 6 of 37 aircraft met their crossing fix reservation time window. On April 25th the average crossing time difference was 28 minutes, and the largest crossing time difference was 214 minutes. One aircraft did not have a Track Advisory Gateway Reservation for the Merged C/E and only 10 of 29 aircraft met their crossing fix reservation time window.
 - The errors in the Track Advisory reservations created numerous traffic conflicts that required Oakland to negotiate with Japan and Anchorage for the use of non-standard altitudes. If Anchorage and Fukuoka were unable to accommodate the requests altitude assignments would have been significantly impacted raising fuel concerns.
 - In the future when the Trial resumes, to help alleviate concern when the PACOTS tracks C and E will merge, Oakland will coordinate with the next facility for the use of non-standard altitudes for the next day. If prior approval for the use of the necessary non-standard altitudes can be obtained, the tracks will be published with a merge. If prior approval for the use of the necessary non-standard altitudes cannot be obtained, the tracks will be published without a merge in the Oakland FIR. Oakland has purposed a tentative resume date of February 12, 2014.
 - When the trial resumes, Operators must be better at meeting their Gateway Fix reservation times. Merging C/E will still require the use of some non-standard altitudes even with accurate TA reservations due to the mix of aircraft types. This is not an issue for NOPAC because the tracks are one-way routes. Operators wanting more information on Track Advisory can find it at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/oceanic/pacific_track_advisory

- **Aircraft Equipage Trends:** Dennis utilized "Oceanic Wallcharts" to analyze the trends in aircraft equipage. The first graph displayed the comparison between RNP10 and RNP4 equipage based on aircraft type. Then Dennis showed data link utilization trends, the graph showed data link utilization up from 25% in 2004 to 60% in December 2013. Dennis also showed the percentage of data link operations by traffic flow with the ADS-C RNP4/10 trends from 2005 to present demonstrating a significant increase in equipage. Altitude change requests were shown to have a higher approval rate for FANS 1A aircraft. On the next slides Dennis went over the increased fuel burn due to lack of FANS 1A equipment and RNP4

certifications. Based on the data collections the data indicated the savings over the following 15 day periods:

- April 1-16, 2012 Extra fuel burn of 27,331kg (60,128) lbs due to lack of FANS and RNP4
- Sept 10-24, 2012 Extra fuel burn of 28,829kg (63,423 lbs) due to lack of FANS and RNP4
- Jan 6-21, 2013 Extra fuel burn of 28,858kg (63,487 lbs) due to lack of FANS and RNP4
- Extrapolated over a 1 year time period, an annual extra fuel burn of 702,211kg (1,544,850 lbs) and an extra 4.9 million lbs of CO₂ emissions.
- Additional benefits for FANS equipped and RNP4 certification could be realized by developing a routes system based on 30nm lateral separation. Additionally benefits are not tracked for 30nm lateral separation or two opposite direction aircraft have passed. Most importantly this data collection is only for the Oakland FIR, the savings would be much higher if calculated for all FIRs.
- The current ATC application of ADS distance based separation is used in Anchorage, Fukuoka, Vancouver, ZSE/ZOA/ZLA/HCF/Guam, Auckland, Nadi, and Brisbane.
- Question was asked about the reliability for FANS over Iridium. Dennis responded with there are some outages that have occurred that have lasted 10min or less but recently there haven't been any lengthy outages recently. Gene Cameron added that there isn't a new FMS software correction out yet for the United Guam fleet of B737's, so the FANS over Iridium won't be available until March 2015.
- **Flight Planned Mach Speeds:** Dennis updated the work group on the Ocean21 ATC system and how it uses the first speed in field 15 of the FPL for the entire route unless the speed is updated by the controller. Dennis talked about the risk involved with aircrew not updating ATC on unannounced changes in speed, especially where distance-based separation is being applied. He highlighted the new ICAO Annex 2 3.6.2.2 change which incorporates a new requirement to update ATC of ETA changes in excess of 2 minutes. Dennis also read an excerpt from an Australia AIP Amendment to show how this situation was being addressed in that FIR. A proposal was given:
 - Procedurally when an aircraft wanted to change by .01 Mach number, they could downlink DM18 with the requested speed (Mach number). If ATC required a speed assignment for separation, an appropriate speed assignment would be assigned ie UM106 MAINTAIN Speed. If ATC did not require a speed assignment, the following could be Uplinked: UM169 Speed change to M0.84 approved UM222 NO SPEED RESTRICTION
 - This advises the aircraft that the requested speed change is approved and UM222 should close the DM message sequence.
 - The group discussed the variables for speed and there was no consensus of how to mitigate these occurrences. Wayne Aleshire asked "What kind of safety risk modeling had been done to come up with the model number today to have pilots fly their fixed filed speed". Christine Falk let the group know that she attends SASP meeting where the risk model is developed for space based separation. She stated that the model is being revisited right now and the current model was developed with a large variability with an assumed distribution that incorporates the frequency of very large speed changes to be remote. The Technical Center is collecting data within Oakland airspace now to better inform the current distribution and will bring that back to the next SASP meeting in May. The ADS-C RNP4 reporting frequency might change based on the new data. Dennis added that the econ cruise isn't as much as a problem as sudden increases or decreases in speed due to turbulence etc.
- **Pacific Approvals Registry and Monitoring Organization PARMO:** Christine Falk identified who PARMO was (Separation Standards Group at the FAA Technical Center) what their duties are (ICAO-endorsed EMA and RMA for Oakland and Anchorage FIR). She informed the group that ICAO established Regional Monitoring Agencies (RMAs) and Enroute Monitoring Agencies (EMAs) to support the introduction and continued-safe use of RVSM and reduced horizontal separations. PARMO collects data on event reports of any vertical deviations of 300ft or more, lateral deviations of at least ½ separation standards, and longitudinal time errors of 2 minutes or more from ANSPs, operators or other sources. They maintain this data and assist operators with Annex 6 height monitoring requirements. Annual reports are sent to ICAO Asia Pacific Regional Airspace Monitoring Advisory Group (RASMAG) which does a current

risk estimate of airspace, taking into account, most recent traffic information and event reports. RASMAG provides the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) with a consolidate report from all Asia Pacific EMAs and RMAs.

- **Pacific Island Traffic:** Dennis discussed the major Pacific Island airports where Oakland Oceanic provides approach and departure control services. He gave some insight into some of the rules that controllers use to get aircraft in and out of the airports such as “Dead Reckoning”. He also went into detail and benefits for the potential of acquiring ADS-B equipment to increase both efficiency and safety at the busier island airports. A graph was used to show the number of actual departure and arrival delays which indicated that even with the limited tools available, controllers were providing exceptional service. Statistical data for the departure delays 2013 showed that only 0.007% of departures were delayed. When flights are delayed, the average delay is 9.76 minutes. The FAA is also investigating the feasibility of Space Based ADS-B Surveillance in conjunction with CPDLC to reduce separation standards. There was a brief discussion about the use of ADS-B and how beneficial it would be for all parties.
- **CEP Route Structure:** Dennis next presented a concept for increasing the available routes within the CEP by changing the lateral distance to 30NM. Dennis stated that the new route structure would further help aircraft achieve optimal fuel savings. He added that as aircraft are replaced after their lifespan FANS 1A equipage will increase. At some point it will make sense to consider 30nm spaced CEP routes. Gene Cameron added that there might not be the necessary increase in the equipage of FANS on the aircraft flying those routes. Dennis advised that the current route structure and equipage was sufficient for ATC operations.
- **Tailored Arrivals:** Dennis updated the group on the Oceanic Tailored Arrivals into San Francisco and Los Angeles. The graph of Tailored Arrivals (TA) issued into San Francisco fluctuated monthly from 50 to 100 TAs issued since its inception. The TAs into Los Angeles varied between 0 to 40. Dennis also mentioned the PIRAT1 STAR that was being developed which mirrors the Pacific 2 TA and has an OPD which can be used by non-FANS but RNAV equipped aircraft. He then showed slides on how the TA could be used efficiently with Time Based Metering.
- **ADS-C Climb/Descent Procedure (CDP):** Dennis presented a brief overview of ADS-C CDP. The manual trial provided data on only eight clearances. The main issue was the controller manual checklist that it needed to be used in order to apply the procedure and the necessity to override Conflict Probe. The automation of the ADS-C CDP has been pushed back to early 2016 due to budget constraints. The operators expressed their displeasure with the delayed implementation.
- **Port Moresby 50nm RNP10 Lateral Separation:** Dennis advised the OWG of Port Moresby’s new 50nm distance based separation standards that began November 14, 2013. Dennis also talked about new routes that had been developed but not incorporated for the new separation standard. Oakland Center is currently working with Port Moresby and Brisbane to resolve any issues on the new routes. There is no projected implementation date.
- **Mazatlan AIDC:** Dennis reported that the FAA is working to establish an AIDC connection between Oakland and Mazatlan. The AIDC connection plan is in its infancy and Dennis will continue to update the group as it progresses. Dennis added that Mazatlan has announced that they are working to convert their class G (east of 120W) airspace into controlled airspace.
- **Impacts from Missile Defense Testing:** Dennis gave a speech on the topic of an airspace reservation from last year and how it affected air traffic. Through the slides Dennis provided data to show the large number of aircraft that have to be re-routed around such airspace. Routing around the reserved airspace would range from 20 to 300 extra miles to flown. Data indicated that during a 4 hour time span \$60,000 (at current fuel prices) would be lost due to re-routes and during a 6 hour time span the loss is increased to \$89,000. Trent Thomson from MDA advised the group that they do not take the data lightly and are working to minimize the impact. Trent also added that to test certain aspects of their system, it causes the tests to falls on unfavorable times. The MDA appreciates the analysis and collaboration with the FAA and hopes to continue to find the best solution. The operators thanked Oakland for working to mitigate the impacts of airspace reservation.
- **Volcanic Ash and PACOTS generation:** Dennis presented a piece on VOLKAM13 exercise and how it impacted the PACOTS. The findings were published under VOLKAM13 (IPACG39 Paper IP11). One of the

findings Dennis touched on was the need for international dispatchers on a telecom to enhance communications. Dennis presented a chart of an actual volcanic eruption and how the PACOTS were affected. Dennis also included ICAO procedures and responsibilities for the presence of volcanic ash. To help mitigate risk Dennis summarized the following: In the event of an Ash Plume:

- A teleconference with international dispatchers is recommended to reach an agreement on the affected airspace.
- When there is no agreement on affected airspace but credible evidence exists that the PACOTS will be affected by the Ash Plume, the PACOTS will be moved so that they are clear of the Ash Plume. This is a more conservative approach that keeps aircraft clear of volcanic ash.
- Operators that have completed their SMS analysis and determined that there is no risk could flight plan a UPR through the affected area. ATC would give advisories as required.
- The concern of immediate actions of communication, routing and the dissemination of information was discussed and everyone felt that VOLKAM13 was a good start but further planning and research needed to be done.
- **Oceanic Navigation Error Reporting ONERs:** Dennis informed the group that Oakland Center is tracking ONERs by airline and has automated Time Error tracking which has increased the numbers or time error reports dramatically. ONER or GNE (Gross Navigation Error) are considered when there are one or more of the following:
 - GNE (Gross Navigation Error) 25nm or more off route.
 - Intervention: Aircraft on different route than expected by ATC.
 - Height Error: 300 feet or more difference between assigned altitude and actual altitude.
 - Time Errors: Pacific = More than 3 minutes
- ONER reports are forwarded to Flight standards and the Technical Center and are used for airspace safety calculations. Oakland has recently experienced aircraft deviating off course without making a weather deviation requests or receiving clearances. It is important to make weather deviation requests prior to deviating off course. Dennis then showed a graph of de-identified operators with their individual number of ONERs from Nov 2013 and Dec 2013. The total of ONERs for December was just under 140. If individual air carriers would like to know their numbers they can contact Dennis. Flight Standards is working with the operators to reduce the number of ONER Time Errors.
- **Oceanic and Offshore Operations AJV-824:** Steve Pinkerton presented an overview of the Cross Polar Work Group (CPWG) held in Ottawa, Canada on 3-6 December 2013. The first item was the appropriation for the Sochi Olympic Games. The event stretches from around the second week of February until the beginning of March. There are expectations of the peak demand on or around the 24th of February with approximately 470 operations with the previous busiest airport day at 260. The airports have managed slot times of 45 min for long-haul flights and 30 min for short to medium range flights. Sochi international can only accommodate 2 wide-body aircraft on the airport at a time. Once the aircraft lands they have a two hour time limit to depart the airfield. Steve also advised that not all the satellite airports in the area are international airports, and they can't accommodate wide-body aircraft and require a special permit. Wide-body aircraft requiring a diversion will need to go to Ankara, Turkey or appropriate airports in the Ukraine. Steve touched on the topic of Volcanic Activity and stated that the event highlighted a need for improved communications between stakeholders during events. RTE Route development is currently being worked with the elimination of BAGLI and a new route from KUNAD to OTLER. Fukuoka and Petropavlovsk-Kamchatski are working to develop routes between the two facilities due to the issues that arose from VOLKAM13. Steve began his talk on User Trajectory Planning and how certain enhancements and data, such as early intent information, from DOTS+ system were requested by airline operators. There was an explanation that the DOTS+ system is in maintenance mode and requested information by airline operators was not available at this time. The FAA is currently developing a new product (User Trajectory Planning for the pre Oceanic phase) that is part of NextGen and includes interactive flight plan collaboration, feedback about the likelihood of achieving a planned trajectory, recognition of acceptable variations, and support of increased User Preferred Trajectory (UPT). The operational trials and implementation are TBD.

- **Anchorage ARTCC update:** Steve Kessler presented the updates from Anchorage ARTCC. Steve said they are doing some development work for implementing Ocean21/ATOP in the Arctic FIR. Implementing Ocean21 in the Arctic will require re-sectorizing the current sector 4. Steve showed the possible configurations for sector 64 and 4 boundary and added that ADS-C will be useable in the new sector. In the following weeks they will be doing some testing in ATOPs with the proposed configurations. The impact to the users is they would potentially have to add an AFTN address when filing flight plans.

Next he talked about the current NOTAMs and the current UPR restrictions. Current UPR restriction for flights joining the NOPAC route R580 is to join no further west than ONEIL. Effective 2/12/14, restriction will change to require joining R580 no further west than OPAKE.

Steve mentioned the annual Red Flag military exercise that will be conducted May 9-23 Jun 13-27 Aug 8-22 Oct 3-17. The address for daily updates on special use airspace is <http://sua.faa.gov/sua>. Steve ended with no activities planned for Kodiak in CY 2014.

- **Pacific Island Update:** Gene Cameron reached out to the FAA field office in Hawaii and briefed the group that work is being done at Midway (taxi way has been completed and there is sea wall work being done) but the airport is fine. PGUM has one runway closure for another 9 months. There is an AOC work group for the Maui airport to decide which plan of action to take for runways 2 and 20. Gene expressed frustration in trying to get the updated field status for military airports and posed the question to the group on how to get updated information for the operators. The two airports of most concern were Wake and Shemya. Gene added an example that Wake Operations is on backup power and there are no NOTAMs for it and or reliable information to be found. Dennis said that he would look into it due to the importance of the issue.

Next Meetings:

- IPACG 39 is February 3-7, 2014 in Fukuoka Japan
- ISPACG 28 is March 3-7, 2014 in Tahiti
- OWG: The next OWG meeting was agreed upon to be held **June 18, 2014**. The meeting will also be available on-line and via telecon.
- The question was asked if JCAB and the FAA would have another IPACG meeting between March and November time frame. Dennis said that the intent is to have IPACG once a year and that JCAB and the FAA would meet to go over the plans at the IPACG meeting. (Note: The next IPACG Meeting is planned for September 2014 in the USA.)

January 22, 2014 OWG Attendance Sheet

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