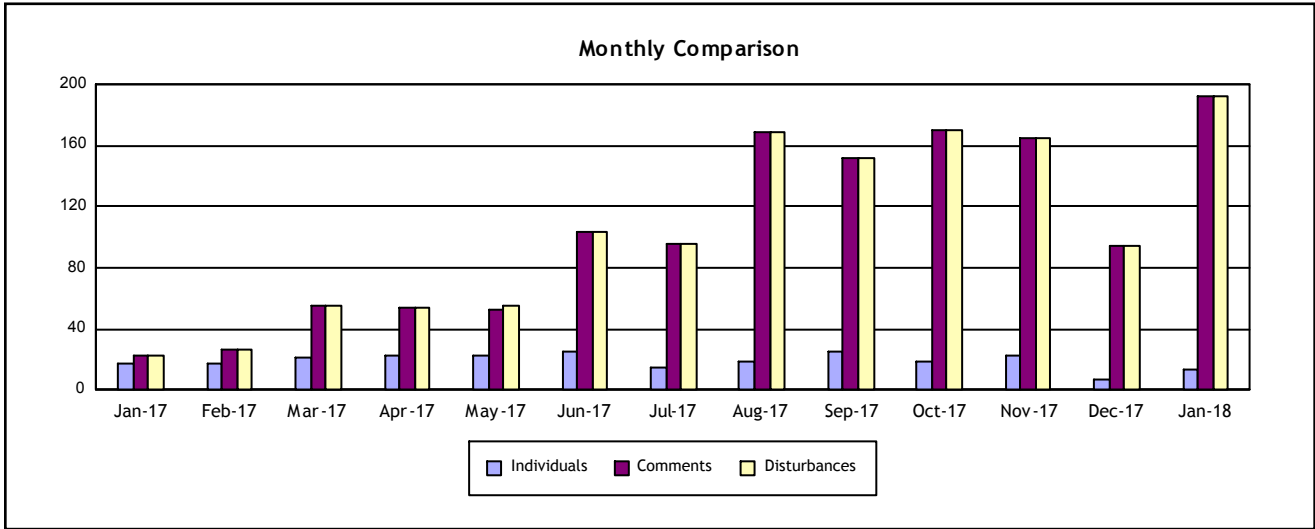


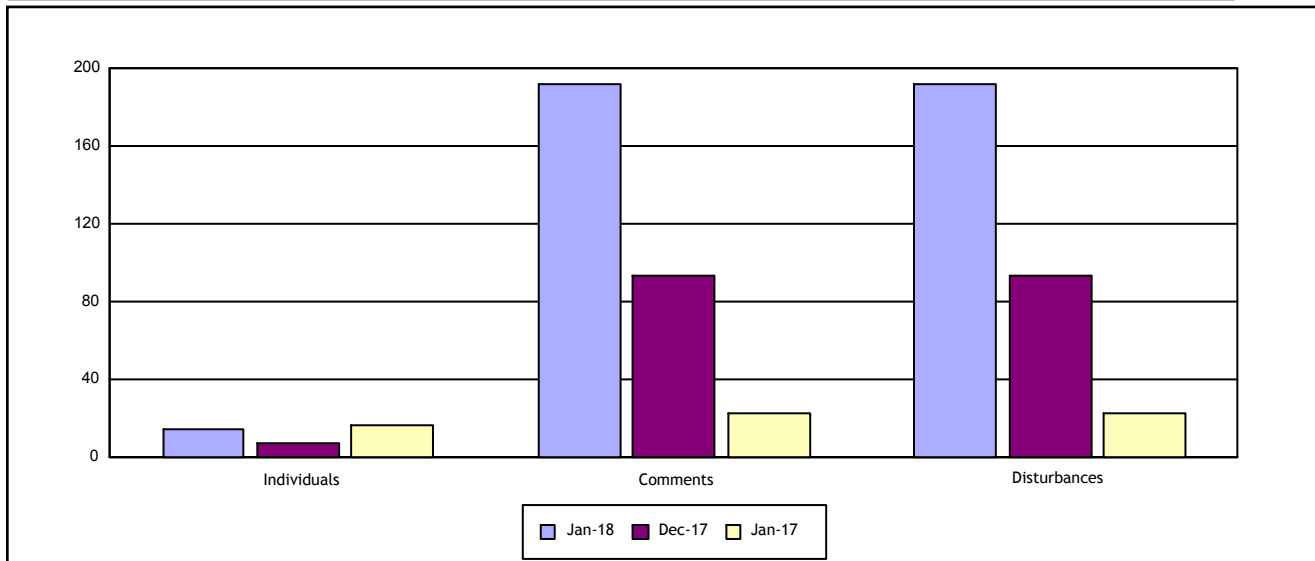
Individuals Submitting Noise Comments 14

Noise Comments Received 192

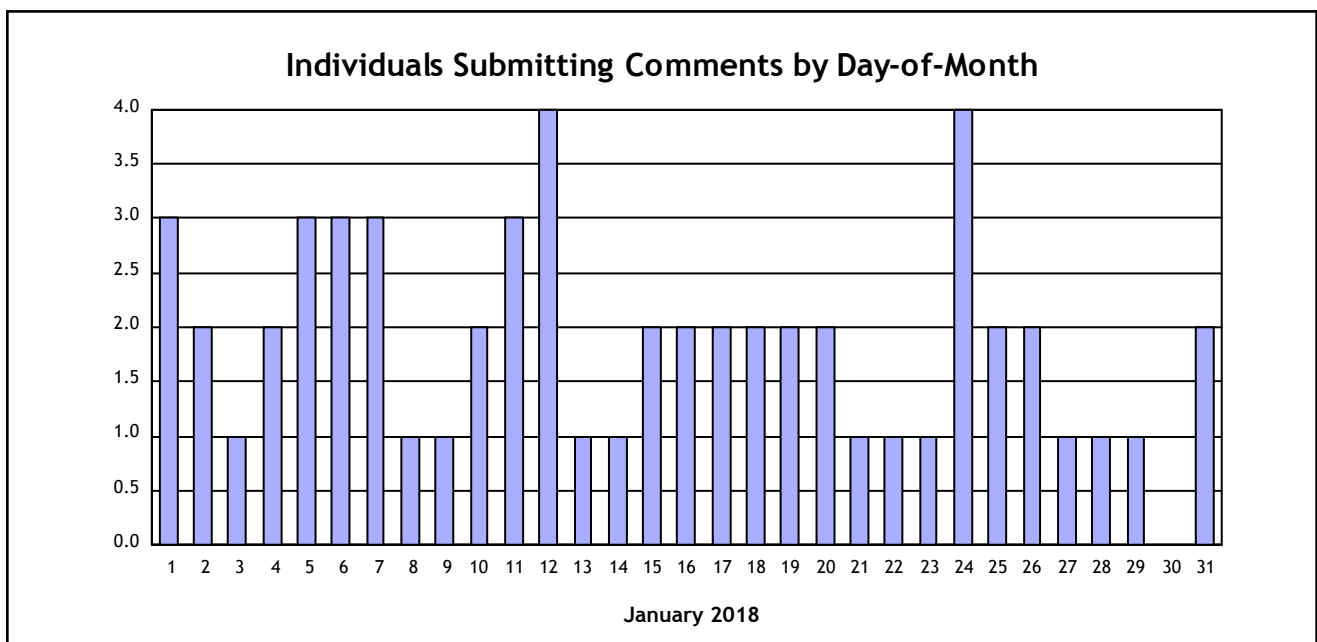
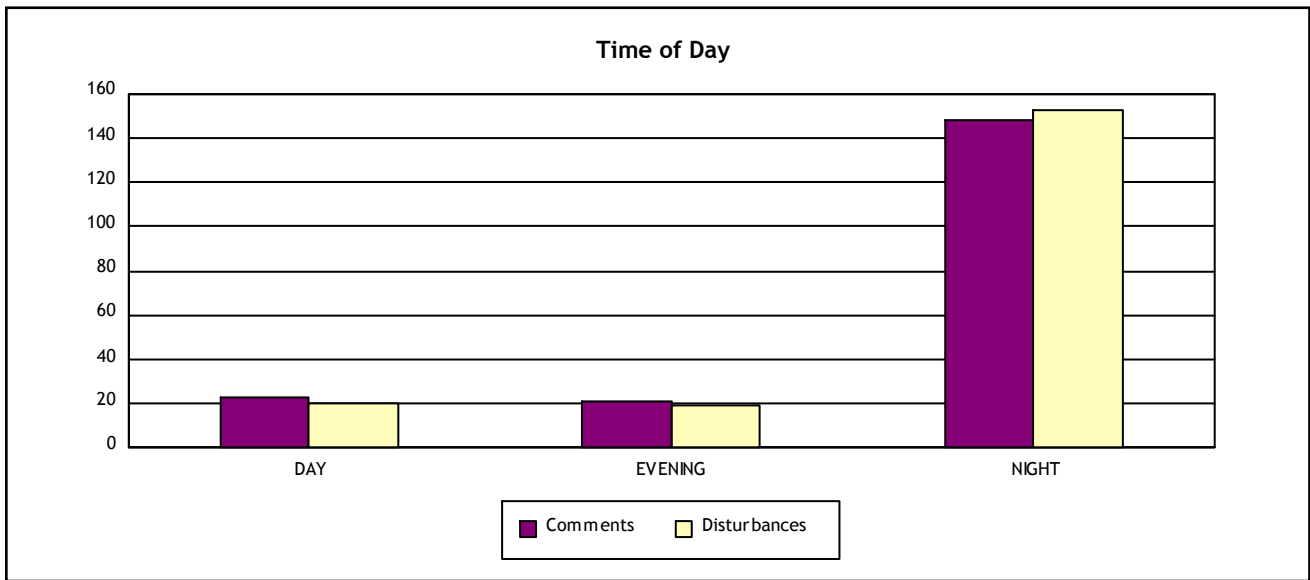
Noise Disturbances Reported 192

















	January 2018	December 2017	% Change	January 2017	% Change
Individuals	14	7	100%	17	-18%
Comments	192	94	104%	23	735%
Disturbances	192	94	104%	23	735%



	Day (7:00 am - 7:00 pm)	Evening (7:00 pm - 10:00 pm)	Night (10:00 pm - 7:00 am)
Comments	23	21	148
Disturbances	20	19	153



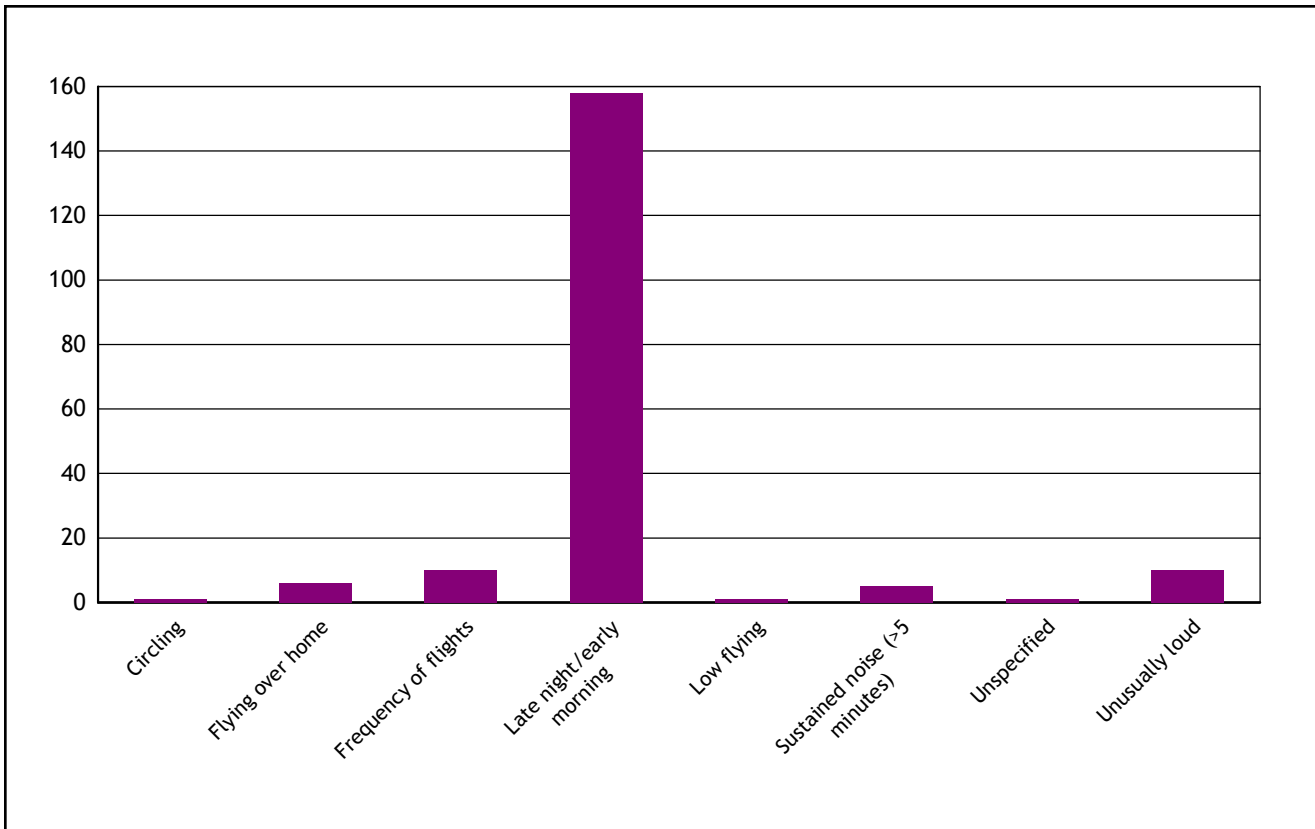
City	Individuals	Comments	Percentage of Comments**
Encino	2	3	2% 
Lake Balboa	1	7	4% 
Los Angeles	1	1	< 1% 
North Hills	1	20	10% 
Northridge	1	1	< 1% 
Sherman Oaks	1	1	< 1% 
Studio City	1	1	< 1% 
Unknown	1	1	< 1% 
Van Nuys	5	157	82% 
TOTAL	14	192	0 10 20 30 40 50 60 70 80 90 100

Individuals	Comments	Percentage of Comments**
*One Individual (Van Nuys)	150	78% 
*One Individual (North Hills)	20	10% 
*One Individual (Lake Balboa)	7	4% 
Individuals Reporting 2 To 5 Comments	6	3% 
Individuals Reporting One Comment	9	5% 
TOTAL	Individuals : 14	192
		0 10 20 30 40 50 60 70 80 90 100

* One individual reporting 6 or more comments shown by city.

** All percentages are rounded to the nearest whole number.

<i>Type of Disturbance*</i>	<i>Number of Comments</i>
Circling	1
Flying over home	6
Frequency of flights	10
Late night/early morning	158
Low flying	1
Sustained noise (>5 minutes)	5
Unspecified	1
Unusually loud	10
TOTAL	192



Note: * As reported by individuals.

Contact		Disturbance		City	Disturbance**	Findings
Date	Time	Date	Time			
1/01/2018	12:48 am	1/01/2018	12:41 am	Lake Balboa	Late night/early morning	The airplane noise you reported on Monday, January 1, 2018 at 00:41 may have been attributed to a Gulfstream G-550 that arrived and taxied to the ramp at a Fixed Base Operator (FBO). The arrival, which was directed and controlled by Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC), was consistent with normal Van Nuys Airport (VNY) arrival operations. Other causes to the rumbling/vibration noises you observed may be also be related to operation of Auxiliary Power Units (APUs) on aircraft. The APU is often used instead of fully powering-up the aircraft's jet engines by personnel to prepare an aircraft for all aspects of the flight, including preflight checks and making the necessary mechanical adjustments mandatory under FAA regulations. Note that VNY continually reaches out to aircraft operators urging them to position their aircraft away from residential areas while engines or APU's are engaged. However, odors do drift out into some neighborhoods when wind conditions and other weather phenomena exist. Concerns regarding air quality issues can be addressed by the South Coast Air Quality Management District by writing to SCAQMD Headquarters, 21865 Copley Drive, Diamond Bar, CA 91765. Lastly, please keep in mind that local weather and atmospheric conditions can have an effect on the aircraft noise that reaches the adjacent communities. Under poor weather conditions, departure back-blast and arrival reverse-thrust noise can sometimes travel further since the sounds associated with aircraft operations are amplified. Airports do not control aircraft in flight. The FAA has ultimate authority over aircraft and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
1/02/2018	4:01 am	1/02/2018	4:00 am	Van Nuys	Late night/early morning	The jet aircraft you reported on Tuesday, January 2, 2018 at 04:00 was a Gulfstream G-IVSP that departed from Van Nuys Airport (VNY) under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). There were no arrivals at the period you selected (4:00 +/- 1 hour). This departure was consistent with normal VNY departure operations and procedures and was not in violation of any

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** Disturbance is as reported by individual.

Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						<p>federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit www.lawa.org/vnynoise. Additionally, please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/. Lastly, airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.</p>
1/03/2018	9:22 pm	1/03/2018	9:20 pm	North Hills	Frequency of flights	<p>The jet aircraft you reported on Wednesday, January 3, 2018 at 21:20 was a Global 5000 that arrived to Van Nuys Airport (VNY) under the control and direction of Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). The arrival was consistent with normal VNY arrival operations during Southerly Operations, the predominant operating condition at VNY. Additionally, this specific arrival was not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit www.lawa.org/vnynoise. Additionally, please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/. Lastly, airports do not have jurisdiction on aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.</p>
1/04/2018	1:33 am	1/04/2018	1:30 am	Lake Balboa	Late night/early morning	<p>The jet aircraft you reported on Thursday, January 4, 2018 at 01:30 was a Gulfstream G-450 that arrived to Van Nuys Airport (VNY) under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). There were no departures during the period you selected (01:30 +/- 1 hour). The noise associated with this arrival was most likely from employment of the thrust-reversers utilized by the pilot to slow the aircraft down safely. This arrival was consistent with normal VNY arrival operations and procedures and was not in violation of any federal or local city regulations. Please refer to the Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA</p>

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ . Please note, VNY does not have control of flight schedules which are a function of supply and demand from the flying public. Airports also do not have jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
1/04/2018	10:06 pm	1/04/2018	10:05 pm	Van Nuys	Late night/early morning	The "loud squealing constant noise" that you referenced on Thursday, January 4, 2018 at 22:05 may have been associated with a Falcon 2000 (F2TH) arrival when the flight crew employed the aircraft's thrust-reversers, which are used to slow the aircraft down safely. Additional noise may be related to the use of Auxiliary Power Units (APU). The APU is used instead of powering-up the aircraft's jet engines. Personnel working on their aircraft use the APUs as a power source enabling them to prepare for all aspects of the flight, including preflight checks and making the necessary mechanical adjustments.
1/05/2018	11:07 pm	1/05/2018	11:05 pm	Lake Balboa	Late night/early morning	The aircraft that you reported on Friday, January 5, 2018 at 23:05 was conducting a Medevac Operation (Lifeguard-Life Saving Operation). This departure was under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). This aircraft operation complied with all City of Los Angeles and Federal regulations/laws and was consistent with normal VNY departure operations.
1/06/2018	12:04 am	1/06/2018	12:01 am	Lake Balboa	Late night/early morning	The aircraft you reported on Saturday, January 6, 2018 at 00:01 was a Gulfstream G-IV that departed from VNY under the direction and control of the Federal Aviation Administration (FAA) SoCal Departure Air Traffic Controllers (ATC). This departure was to the north and took-off from runway 34L. The departure from 34L was consistent with normal VNY northerly departure procedures and complied with all City of Los Angeles and Federal regulations/laws. Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance during takeoffs and landings. During these conditions, the FAA Controllers conduct Northerly Operations at VNY, which is the opposite direction from Southerly Operations that is normally utilized. Please note, VNY does not have control of flight schedules which are function of supply and demand from the flying public. Airports also do not have jurisdiction over aircraft

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
1/06/2018	5:58 am	1/06/2018	5:50 am	Northridge	Flying over home	The aircraft that you reported on Saturday, January 6, 2018 at 05:50 was departure from Van Nuys Airport (VNY) conducting a Medevac Operation (Lifeguard-Life Saving Operation). This departure was under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC) and complied with all City of Los Angeles and Federal regulations/laws, including the VNY Curfew Regulation. The VNY Curfew only prohibits the DEPARTURE of older, louder Stage 2 aircraft exceeding a specified noise level established in an FAA Advisory Circular between 2200 (10 pm) and 0700 (7 am) the following day. Please note that this "partial" curfew does not prohibit any aircraft from landing nor does it prohibit newer Stage 3 or Stage 4 aircraft from departing VNY. Additionally, helicopters, medical life-flights (as was the case in this instance), military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt from the curfew. The full text of the Ordinance can be viewed on line at: www.lawa.org/VNYNoise/ and clicking on "Documents," then selecting "Noise Abatement and Curfew Regulation" in the blue box. Lastly, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts and the City Curfew Ordinance may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ .
1/07/2018	3:28 am	1/07/2018	3:19 am	Sherman Oaks	Flying over home	The jet aircraft you reported on Sunday, January 7, 2018 at 03:28 was a departure from Hollywood-Burbank Airport (BUR) and was not associated with Van Nuys Airport (VNY) operations. Please contact the BUR Hotline at (800) 441-0409 for further information regarding this flight. Please note, airports do not have control of flight schedules; the frequency and timing of arrivals and departures at VNY, or at any other airport, are primarily dictated by the flying public. Airports also do jurisdiction over aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
1/07/2018	10:32 pm	1/07/2018	10:31 pm	Van Nuys	Late night/early morning	The VNY Curfew only prohibits the DEPARTURE of older, louder Stage 2 aircraft exceeding a specified noise level established in an FAA Advisory Circular between 2200 and 0700 the following day. It is important to note that this "partial" curfew does not prohibit any aircraft from landing nor does it prohibit newer Stage 3 or Stage 4 aircraft from departing VNY. Additionally, helicopters, medical life-flights (lifeguard operations), military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt from the curfew. The full text of the Ordinance can be viewed by visiting www.lawa.org/VNYNoise/ and clicking "Documents," then "Noise Abatement and Curfew Regulation."
1/11/2018	1:16 am	1/11/2018	1:12 am	Van Nuys	Late night/early morning	The aircraft noise you reported on Thursday, January 11, 2018 at 01:12 may have been associated with a Citation C-550 arrival to VNY. The aircraft noise associated with the landing was caused by reverse-thrust, which is employed by the flight crew to slow the aircraft down safely. The VNY Curfew only prohibits the DEPARTURE of older, louder Stage 2 aircraft exceeding a specified noise level established in an FAA Advisory Circular between 2200 and 0700 the following day. It is important to note that this "partial" curfew does not prohibit any aircraft from landing nor does it prohibit newer Stage 3 or Stage 4 aircraft from departing VNY. Additionally, helicopters, medical life-flights (lifeguard operations), military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt from the curfew. The full text of the Ordinance can be viewed by visiting www.lawa.org/VNYNoise/ and clicking "Documents," then "Noise Abatement and Curfew Regulation."
1/11/2018	2:47 am	1/11/2018	2:47 am	Van Nuys	Sustained noise (>5 minutes)	The aircraft noise you reported on Thursday, January 11, 2018 at 02:47 may have been associated with a VNY arrival of Global 5000 and its subsequent taxi to the Fixed Base Operator (FBO). The extended noise you observed may have been the flight crew stepping the aircraft through its shut-down procedure which could include starting the Auxiliary Power Unit (APU). APU's are used as a power source enabling personnel to prepare for all aspects of the flight, including preflight checks and post flight checks) and making the necessary mechanical adjustments. APUs are employed as an alternative of using the aircraft's noisier main jet engines.
1/11/2018	6:05 am	1/11/2018	6:02 am	Van Nuys	Late night/early morning	The aircraft that you reported on Thursday, January 11, 2018 at 06:02 was the arrival of a Medevac Operation (Lifeguard-Life Saving Operation) at Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) SoCal Air

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						Traffic Controllers (ATC). This arrival was consistent with VNY arrival procedures and was not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance.
1/11/2018	11:38 am	1/11/2018	11:38 am	Van Nuys	Circling	The general concern that you referred to on Thursday, January 11, 2018 was regarding helicopter speed and altitude. Van Nuys Airport (VNY) has voluntary helicopter routes that are used to ingress/egress when in the airport's immediate area. In addition, helicopters are restricted to fly no higher than 1300 feet Mean Sea Level (MSL). This is to separate rotorcraft from fixed-wing air traffic. This also means that a helicopter's maximum allowable altitude is approximately 530 feet Above Ground Level (AGL) at its apex. Helicopters, in general do not have altitude nor route restrictions outside an airport's area. For future concerns regarding helicopter operations, please also refer to the recently launched "Los Angeles Helicopter Noise Initiative's Automated Complaint System" by the FAA. The intent of the system is to obtain and analyze a year's worth data to help identify patterns and trends in helicopter operations, improve the understanding of community reaction to helicopter noise, and inform future efforts to develop and implement noise abatement measures. For more information and to submit a complaint to the ACS, please go to http://heli-noise-la.com/webtrak/ . Additionally, please refer to the VNY Noise Management "quick facts" for a brief list of enforcement and regulatory actions VNY "can" and "cannot do," related to FAA regulations and local City Ordinances. The quick facts may be found online under the "Noise Management - Quick Facts" link at www.lawa.org/VNYNoise/ . Lastly, please note that airports do not have jurisdiction on aircraft in flight. The Federal Aviation Administration has ultimate authority over aircraft flight patterns and regulates virtually all aviation activities. This includes altitudes and direction of flight with the major emphasis on safety. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
1/12/2018	6:52 am	1/12/2018	6:50 am	Van Nuys	Late night/early morning	The aircraft noise you reported on Thursday, January 12, 2018 at 06:52 may have been associated with a two departures from VNY. A Challenger 350 and a Gulfstream G-IVSP departed runway 16R at 06:25 and 06:49, respectively. Both flights complied with all City of Los Angeles and Federal regulations/laws and were consistent with normal VNY departure operations. Please note that your residence is located approximately 0.25 miles due east of the main runway at VNY and is subject to aircraft noise associated with the numerous flights that arrive into and depart from VNY 24/7, 365 days a year.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
1/12/2018	8:48 am	1/12/2018	12:54 am	Lake Balboa	Unusually loud	The aircraft noise you reported on Thursday, January 12, 2018 at 00:54 may have been associated with a Beechjet 400 arrival to VNY. The aircraft noise associated with the landing was caused by reverse-thrust, which is employed by the flight crew to slow the aircraft down safely. Local weather and atmospheric conditions can have an effect on the aircraft noise that reaches the adjacent communities. Under poor weather conditions, departure back-blast and arrival reverse-thrust noise can sometimes travel further since the sounds associated with aircraft operations are amplified. *
1/13/2018	2:06 am	1/13/2018	2:05 am	Van Nuys	Late night/early morning	The aircraft that you reported on Saturday, January 13, 2018 at 02:05 was conducting a Medevac Operation (Lifeguard-Life Saving Operation). This departure was under the direction and control of the Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The aforementioned departure complied with all City of Los Angeles and Federal regulations/laws and was consistent with normal VNY departure operations.
1/15/2018	1:35 am	1/15/2018	1:34 am	Van Nuys	Late night/early morning	The jet aircraft you reported on Monday, January 15, 2018 at 01:30 was a Gulfstream G-V that departed Van Nuys Airport (VNY) to the north from runway 34L. This flight was conducted under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The aforementioned departure was consistent with normal VNY departure northerly operations and procedures and was not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. For more information on the VNY Curfew Ordinance, please visit www.lawa.org/VNYNoise . *
1/16/2018	7:01 pm	1/16/2018	2:40 am	North Hills	Late night/early morning	The aircraft you reported on Tuesday, January 16, 2018 at 02:40 was Bell Jetranger III helicopter that was operated by the Los Angeles Police Department (LAPD) Air Support Division (ASD) conducting official LAPD business. The LAPD ASD routinely patrols and supports police ground units in the many neighborhoods located within the City of Los Angeles. It is not uncommon to have multiple fly-overs of an area during a relatively short period of time. This helicopter overflight was not associated with Van Nuys Airport (VNY) operations.
1/17/2018	7:05 pm	1/17/2018	4:37 pm	Los Angeles	Low flying	The aircraft you reported on Wednesday, January 17, 2018 at 16:37 was a Gulfstream G-IVSP that arrived to Van Nuys Airport (VNY) under the direction and control of the Federal Aviation Administration (FAA) Air Traffic Controllers (ATC). At the time, Northerly Operations were in effect at VNY due to northerly wind conditions.

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						Whenever northerly winds occur, all aircraft arrivals and departures are directed to head north into the wind due to aircraft safety requirements, and to maximize aircraft performance. Our investigation further shows that the arrival of this aircraft was consistent with normal VNY Northerly Operations. Under ATC's direction, this aircraft overflew your neighborhood at approximately 2,680 feet Mean Sea Level (MSL) as measured by VNY's Airport Noise Monitoring and Management System (ANOMS) to safely descend and land on runway 34L. Please note, airports do not have jurisdictions over aircraft in flight, how frequently or where the FAA ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
1/18/2018	12:53 pm	1/18/2018	5:50 am	Van Nuys	Late night/early morning	The jet aircraft you reported on Thursday, January 18, 2018 at 05:50 was a Gulfstream G-200 that departed Van Nuys Airport (VNY) to the north from runway 34L under the control and direction of Federal Aviation Administration (FAA) SoCal Air Traffic Controllers (ATC). The aforementioned departure was consistent with normal VNY departure northerly operations and procedures and was not in violation of any federal or local city regulations, such as the VNY Curfew Ordinance. The VNY Curfew only prohibits the DEPARTURE of older, louder Stage 2 aircraft exceeding a specified noise level established in an FAA Advisory Circular between 2200 and 0700 the following day. It is important to note that this "partial" curfew does not prohibit any aircraft from landing nor does it prohibit newer Stage 3 or Stage 4 aircraft from departing VNY. Additionally, helicopters, medical life-flights (lifeguard operations), military or other government owned/operated aircraft involved in law enforcement, emergency response, fire or rescue operations are exempt from the curfew. The full text of the Ordinance can be viewed by visiting www.lawa.org/VNYNoise/ and clicking "Documents," then "Noise Abatement and Curfew Regulation." Lastly, airports do not have jurisdictions over aircraft in flight, how frequently or where the FAA ATC may sequence aircraft. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information regarding aviation matters.
1/24/2018	12:47 pm	1/24/2018	12:47 pm	North Hills	Flying over home	The jet aircraft you reported on Wednesday, January 24, 2018 at 12:47 was an Embraer Phenom 100 that arrived at Van Nuys Airport (VNY) from Hollywood-Burbank Airport (BUR) under the control and direction of Federal Aviation Administration (FAA)

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Contact		Disturbance		City	Disturbance	Findings
Date	Time	Date	Time			
						Air Traffic Controllers (ATC). This arrival was consistent with normal VNY arrival operations and procedures and was not in violation of any federal or local city regulations/laws.
1/24/2018	9:56 pm	1/24/2018	9:52 pm	Encino	Sustained noise (>5 minutes)	A Los Angeles Police Department Air Support Division (LAPD ASD) helicopter was conducting official LAPD business in and around your neighborhood for extended periods of time on the evening of Wednesday, January 24, 2018. The LAPD ASD routinely patrols and supports police ground units in the many neighborhoods located within the City of Los Angeles. It is not uncommon to have multiple flyovers of an area during a relatively short period. This helicopter overflight was not associated with Van Nuys Airport (VNY) operations. Please note that airports do not control aircraft in flight. The Federal Aviation Administration (FAA) has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. Please contact the FAA by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.
1/25/2018	9:23 am	1/25/2018	9:17 am	Studio City	Unusually loud	The jet aircraft activity you reported on Thursday, January 25, 2018 were departures from Hollywood-Burbank Airport (BUR). The aircraft that flew over your neighborhood at 09:17 was a Southwest Airlines Boeing B737 and was not associated with Van Nuys Airport (VNY) operations. Please contact the BUR hotline at (800) 441-0409 for further information regarding this flight. Please note that airports do not control aircraft in flight. The FAA has ultimate authority over aircraft flight patterns and regulates virtually all aviation activity. This includes takeoffs, landings, altitudes and direction of flight with the major emphasis on safety. The FAA may be contacted by writing to FAA Western-Pacific Region, P.O. Box 92007, Los Angeles, CA 90009 for further information.

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