



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AIRWAY FACILITIES SECTOR  
8665 Gibbs Drive, Suite 100  
San Diego, CA 92123

Reference our conversation of January 30, 1989, you requested some information on the performance of your surge suppressor. The San Diego sector has installed three of your devices at different dessert navigational facilities (VORTAC). These dessert facilities were selected because they had a history of intermittent alarms which the technicians were unable to isolate. We suspected power bumps or poor grounding both could be costly to remedy. After installing your devices, our intermittent alarms dropped drastically. Due to the remoteness of these facilities and the lack of available test equipment we have been unable collect enough quantitative data to either prove or disprove the effectiveness of your devices. We do feel confident that they have helped the performance of these three facilities.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

The following listed Sine Control units were installed on a test basis at the following indicated below:

<u>Installation Date</u>	<u>Model No.</u>	<u>Facility/Location</u>
7/14/88	1240VF2	Localizer, Torrance Airport., Ca.
7/29/88	1240VF2	VOR, Santa Monica Airport, Ca.
8/20/88	1 208VF4	ATCT, LAX, 10th Flr., L.A., Ca.
9/1/88	1240VP2	Localizer. Sanat Barbara Airport, Ca.
2/28/89	1208VF3	ASR.. Indian Wells, Ca.
3/6/89	1208VF420	ATC RCVD, LAX, L.A., Ca..

Prior to the installation of the Sine Control unit, each of the indicated facilities had experienced equipment problems due to power fluctuations. There have been no power related problems since their installation date. Though there is no concrete proof that the Sine Control Units are responsible for this improvement, it would seem that the probability does exist.