

**CERTIFICATE CONCERNING DESIGN AND CONSTRUCTION OF ELECTRONIC SPEED MEASURING DEVICES**

I, Nathan Dumler, do certify under penalty of the laws of the State of Washington that the following is true and correct:

I have been employed as a technician by American Traffic Solutions for 3 years. I became a speed validation technician in 2018 and have over 1000 hours performing speed validation tests. I am nationally certified as a RADAR and LIDAR operator. The City of Kirkland currently uses the AutoPatrol™ 3D radar fixed speed safety camera system, an electronic speed measuring device provided through a contract with American Traffic Solutions, Inc. (“ATS”). Part of my duties include monitoring regular testing of the AutoPatrol 3D radar fixed speed safety camera systems used by the City of Kirkland.

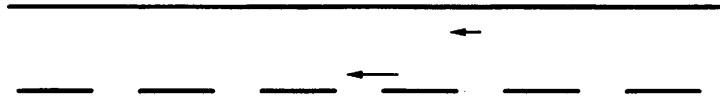
ATS contracted with the City of Kirkland to provide an Automated Speed Enforcement (“ASE”) system designed to record the speed of a vehicle and obtain photographs or other recorded images of the vehicle and the vehicle’s registration plate while the vehicle is traveling in excess of speed limits in certain safety zones within posted limits.

The ASE program includes the use of the AutoPatrol 3D radar fixed speed safety camera systems at the following locations within the City of Kirkland:

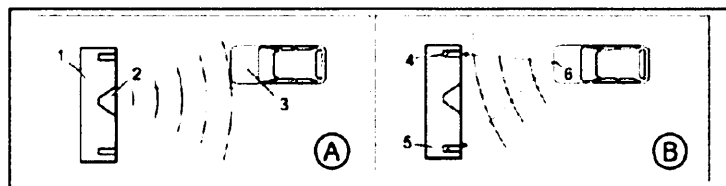
<b>Location Code</b>	<b>Location Description</b>	<b>Lanes Monitored</b>
KRKF001	NB 132 <sup>nd</sup> Ave NE @ Muir Elementary/Kamiakin Middle	1
KRKF002	SB 132 <sup>nd</sup> Ave NE @ Muir Elementary/Kamiakin Middle	1
KRKF003	EB 80 <sup>th</sup> St @ Rose Hill Elementary	1
KRKF004	WB 80 <sup>th</sup> St @ Rose Hill Elementary	1

The AutoPatrol 3D radar fixed speed safety camera system operates by measuring vehicle speed, as well as position relative to the radar to calculate and differentiate multiple vehicles in the radar beam. The speed of a moving vehicle is measured by Doppler radar. Doppler radar is a generally accepted technology used for measuring speed. The AutoPatrol 3D radar technology is used throughout the US and Europe as well as other countries and is approved by the Swiss national metrology institute- METAS.

The AutoPatrol 3D radar fixed speed safety camera system uses a tracking radar sensor for measuring vehicle speeds and detecting speed violations. The AutoPatrol 3D radar is aligned at a fixed angle across the road. The AutoPatrol 3D radar emits a horizontal beam over the road surface as represented by the illustration below. The tracking radar can simultaneously detect multiple vehicles and measure their speed, distance, angle and movement within the radar beam. The radar tracks multiple vehicles by reconstructing vehicle movement from the measured object speed, angle and distance values. If a vehicle passes a defined trigger line, the radar outputs the vehicle’s speed and lane information. The camera connected to the tracking radar uses this information to determine if there is a speed violation and to capture photographs showing the measured speed and lane on the databar of the captured images.



The tracking radar utilizes the Doppler Effect for speed determination. If an electromagnetic wave is emitted at a moving object, then the wave is reflected back from the moving object. The frequency of the wave received back by the radar shifts based on the speed of the moving object and its direction of travel. The tracking radar continuously determines this frequency shift of each object to calculate the object's speed. The tracking radar consists of two receiving antennas integrated into a single radar sensor. This configuration allows the radar to measure the distance and angle of the vehicle relative to the position of the radar sensor. Illustration A and B show the measurement principle in simplified form. The radar sensor emits a radar beam (illustration A). The radar beam is reflected by the vehicle (illustration B). The two receivers receive the reflected radar beam. The radar sensor evaluates the return frequency, as well as the phase difference of the reflected radar beam from both of the receivers. With the aid of these values the radar sensor calculates the vehicle position.



- |                    |                    |
|--------------------|--------------------|
| 1 Radar sensor     | 4 Receiver A       |
| 2 Transmitter      | 5 Receiver B       |
| 3 Detected vehicle | 6 Reflected signal |

Prior to operation each day, the system performs a system self-test. This self-test performs an electronic tuning fork test to produce a specific frequency and returns an associated speed value. Only if the return value meets the acceptance criteria to show that the system is operating correctly will the system enter measure mode. Unless a self-test is successful, the system will not enter measure mode and no violations will be captured. Additional information stored as metadata within each image includes coordinates of the vehicle position at the time of capture. This information is extracted and utilized through a secondary speed verification process to provide yet another means to validate offender speed and position based on the two images obtained and image analytics. In addition to the internal system checks and the manufacturer calibration certification, the 3D radar system is subject to routine and independent calibration check of the speeds produced by the system at least annually by a qualified technician.

Each day the computer which controls the fixed speed safety camera system is rebooted. The reboot is initiated each day and each time the computer is rebooted an internal check is performed on all operations of each fixed speed safety camera system, including the clocks, sensors, camera and speed calculating hardware and software, in order to verify that all operations are functioning correctly. When the internal check detects a problem with one of the operations on a given fixed speed safety camera system, then that particular fixed

speed safety camera system is inactivated and a request for service is relayed to ATS support personnel. This means that violations cannot be issued until any internal problem is fixed.

Speed validation tests are regularly performed on each installed and operable AutoPatrol 3D radar fixed speed safety camera system. The test is conducted by having a LIDAR Operator obtain true measurements of up to five vehicles per lane in the ascending and/or descending direction. The speed of the vehicle is captured by the LIDAR Operator and then relayed via cellular to an ATS Technician. The ATS Technician then compares the vehicle speed measured by the AutoPatrol 3D radar fixed speed safety camera system to the speed measured by the LIDAR Operator to ensure the accuracy of the AutoPatrol 3D radar fixed speed safety camera system. ATS maintains the results of each test in a Validation Report. The speed validation for each system was performed on the following date and the systems at each location were found to be in proper working order:

Location Code	Location Description	Date of Test
KRKF001	NB 132 <sup>nd</sup> Ave NE @ Muir Elementary/Kamiakin Middle	9/16/2022
KRKF002	SB 132 <sup>nd</sup> Ave NE @ Muir Elementary/Kamiakin Middle	9/16/2022
KRKF003	EB 80 <sup>th</sup> St @ Rose Hill Elementary	9/16/2022
KRKF004	WB 80 <sup>th</sup> St @ Rose Hill Elementary	9/16/2022

Preventative maintenance, including visual inspections, is regularly performed on the AutoPatrol 3D radar fixed speed safety camera systems. Preventative maintenance activities include: cleaning of the cameras and housing, general site inspection of environment and road conditions, inspection of poles, bases and enclosures, and inspection of system cables and connections. The location and date that preventative maintenance is performed is recorded in the Preventative Maintenance Log, which along with the Validation Report(s) referenced above, is attached hereto.

I am a custodian, or otherwise qualified witness, as to the attached records. I make this declaration based on personal knowledge, and if called and sworn as a witness, I could and would testify as set forth in the following paragraph.

Attached as Exhibits are: Exhibit A - Speed Validation Reports, Exhibit B - Preventative Maintenance Logs, and Exhibit C - Annual System Verification Certificate for all AutoPatrol 3D radar fixed speed safety camera systems installed and used by the City of Kirkland. All documents and materials included as Exhibit A, Exhibit B and Exhibit C are authentic and are what they purport to be, and accurately describe the matters set forth therein. All such records are business records in that they are: (1) records kept in the ordinary course of business; (2) created at or near the time of the transactions or events reflected therein by, or based on information from, a person with knowledge of the transaction or events; and (3) kept as part of a regular business activity.

Based upon my education, training, experience, and knowledge of the AutoPatrol 3D radar fixed speed safety camera system, it is my opinion that the system is so designed and constructed as to accurately employ measurement techniques based on a division of distance over time in such a manner that it will give accurate measurements of the speed of motor vehicles.

I, Nathan Dumler, certify (or declare) under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

Dated this 14th day of November, 2022 in Mesa, AZ

*Nathan Dumler*

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Nathan Dumler, Speed Validation Technician

**Speed Validation Report**  
**Client: Kirkland, WA**

**Validation Date September 16<sup>th</sup>, 2022**

- KRKF001 - NB 132<sup>nd</sup> Ave NE @ Muir Elementary/Kamiakin Middle
  - Radar Serial Number: 590-112/63008
- KRKF002 – SB 132<sup>nd</sup> Ave NE @ Muir Elementary/Kamiakin Middle
  - Radar Serial Number: 590-112/64016
- KRKF003 – EB 80<sup>th</sup> St @ Rose Hill Elementary
  - Radar Serial Number: 590-112/63652
- KRKF004 – WB 80<sup>th</sup> St @ Rose Hill Elementary
  - Radar Serial Number: 590-112/65047

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NOV 16 2022  
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**Equipment:**

Pro-Lite Plus Hand held Lidar Serial Number: LP05509  
Certification Date: February 11<sup>th</sup>, 2022  
Lidar Operator: Charles Goodrich  
RLC Operator: Christopher Silva  
RLC Operator: LJ Digristina  
RLC Operator: Richard Marker

A speed validation test was conducted for the sites listed above. The Lidar Operator, obtained true measurements of five vehicles per lane in the ascending and/or descending direction. Those speeds were obtained using a Kustom Signals Pro-Lite+ hand held Lidar instrument. The speed of the vehicle is captured by the Lidar Operator and then relayed via cellular to the RLC Technician. The RLC Technician is monitoring the vehicle speed at the Fixed Speed Camera system simultaneously to ensure the accuracy of the system. The speed validation tests performed on the above-listed dates confirmed the accuracy of the Fixed Speed Camera systems at each location.

I, Nathan Dumler, certify that the information contained in this report is true and accurate.



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Date: November 14<sup>th</sup>, 2022  
Mesa, Arizona  
American Traffic Solutions  
Speed Integrity Team



# Certificate of Achievement

## *Speed Integrity Technician*

Has successfully completed the 16 hour course for  
Speed Integrity Technician

This course encompasses all the necessary tasks required to perform the duties as a Speed Integrity Technician. Through this course each participant is required to display the proper competency through written and practical examinations. In addition, this course certifies each participants as a Lidar operator.

Presented to: Charles Goodrich

This Day: March 29, 2016

Matthew Gioia  
Police Traffic Laser/Radar Instructor



# Certificate of Achievement

## *Speed Integrity Technician*

Has successfully completed the course for Speed Integrity Technician

This course encompasses all the necessary tasks required to perform the duties as a Speed Integrity Technician. Through this course each participant is required to display the proper competencies in Radar and Laser Technology. In addition, this course certifies each participants as a Lidar operator.

Presented to: Christopher Selva

This Day: May 23rd, 2022

Tylor Yochim  
Radar Instructor





# Certificate of Achievement

## *Speed Integrity Technician*

Has successfully completed the course for Speed Integrity Technician

This course encompasses all the necessary tasks required to perform the duties as a Speed Integrity Technician. Through this course each participant is required to display the proper competencies in Radar and Laser Technology. In addition, this course certifies each participants as a Lidar operator.

Presented to: *Richard Marker*

This Day: **January 14, 2019**



Tylor Yochim  
Radar Instructor

# Certificate of Achievement

## *Speed Integrity Technician*

Has successfully completed the course for Speed Integrity Technician

This course encompasses all the necessary tasks required to perform the duties as a Speed Integrity Technician. Through this course each participant is required to display the proper competencies in Radar and Laser Technology. In addition, this course certifies each participants as a Lidar operator.

Presented to: *LJ Digristina*

This Day: **January 31, 2020**



Tylor Yochim  
Radar Instructor



## SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397  
Borrego Springs, CA 92004  
619-922-3504

I certify that the Kustom Pro-Lite+, Serial Number LP05509 was tested on February 11, 2022, and was calibrated to be within the Manufacturers specifications for accuracy.

- This unit meets or exceeds the NHTSA standards for accuracy.
- This unit is on the IACP Conforming Product List.
- This units tests meet the standard set forth in cvc 40802(j).

### Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	Inspect	Yes
Range @ 100 ft.	-.5	+1.5	100.0	Yes
Beam Width	-	.003	.0013	Yes
Acquisition Time @ 60MPH	-	.3Sec	.18Sec	Yes
35MPH	-2 MPH	+1MPH	35MPH	Yes
50MPH	-2 MPH	+1MPH	50MPH	Yes
65MPH	-2 MPH	+1MPH	65MPH	Yes
Pulse Width	-	< 100nS	22.4nS	Yes
PRF	200	200	200	Yes
Sight Accuracy	N/A	-.003	.001	Yes
Oscillator Frequency	19.9980 MHz	20.0020 MHz	19.999 MHz	Yes
Beam Power Total/7mm	-	175uW 26uW	152 uW 15.5uW	Yes Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precise measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturers specifications and to conform to NHTSA standards with accuracy to the measurement of the speed of any vehicle.

The Content of this document has an intended use and the signature

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: William F. Dunable Date: February 11, 2022  
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354





**SELF-ACCURACY TEST**  
**Kustom Signals Pro-Lite+ Lidar Speed Measurement Tool**

DATE: \_\_\_\_\_ 9/16/2022 \_\_\_\_\_

Start of shift "Self Diagnostic test" time: \_\_\_\_\_ 10:00 AM \_\_\_\_\_

Start of shift Distance check: \_\_\_\_\_ 100' \_\_\_\_\_ lidar

End of shift "Self Diagnostic test" time: \_\_\_\_\_ 11:15 AM \_\_\_\_\_

End of shift Distance check: \_\_\_\_\_ 100' \_\_\_\_\_

City and State: \_\_\_\_\_ Kirkland, WA \_\_\_\_\_

Lidar Serial Number: \_\_\_\_\_ LP05509 \_\_\_\_\_

Certification Date: \_\_\_\_\_ February 11<sup>th</sup>, 2022 \_\_\_\_\_

OPERATOR: \_\_\_\_\_ Charles Goodrich \_\_\_\_\_

I, *Charles Goodrich*, certify that the Kustom Signals Pro-Lite+ Lidar speed measurement device was setup, tested, and operated in accordance with the manufactures specifications to include its self-diagnostic check.

Further, I certified that the self-check distance was completed and accurate.

Signature:

Date: 9/16/2022



### Speed Validation Worksheet

Date	9/16/2022				
Time	10:33 AM				
Site ID	KRKF001				
Location	Kirkland, Washington				
Address	NB 132nd Ave NE @ Muir Elementary/Kamiakin Middle				
Posted Speed Limit	20MPH				
Trigger Speed Limit	26MPH				
Speed Type	School				
Lidar Technician	Charles Goodrich				
AutoPatrol Technician	Christopher Silva				
Lidar Serial Number	LP05509				
Radar Serial Number	590-113/63008				
Detection Type	Autopatrol-Radar				
Measure Mode Capture	Yes				
Photo enforcement signs present	Yes				
Pass/ Fail	Pass				
Ascending or Descending	Descending				
City Lane	Times	Lidar Speeds	AP Speeds	Delta	Comments
1	10.33.42	30	29	-1	
1	10.34.02	24	24	0	
1	10.34.16	27	28	1	
1	10.34.30	19	20	1	
1	10.35.02	25	25	0	



### Speed Validation Worksheet

Date	9/16/2022				
Time	10:59AM				
Site ID	KRKF002				
Location	Kirkland, WA				
Address	ELEMENTARY/KAMIAK				
Posted Speed Limit	20 MPH				
Trigger Speed Limit	26 MPH				
Lidar Technician	Charles Goodrich				
AutoPatrol Technician	LJ DiGristina				
Lidar Serial Number	LP05509				
Radar Serial Number	590-113 / 64016				
Detection Type	Autopatrol-Radar				
Measure Mode Capture	Yes				
Photo enforcement signs present	Yes				
Pass/ Fail	Pass				
Ascending or Descending	Descending				
City Lane	Times	Lidar Speeds	AP Speeds	Delta	Comments
1	10:59:11	23	23	0	
1	10:59:13	22	23	1	
1	10:59:16	24	24	0	
1	11:00:16	26	27	1	
1	11:00:22	38	38	0	



### Speed Validation Worksheet

Date	9/16/2022				
Time	10:12AM				
Site ID	KRKF003				
Location	Kirkland, Washington				
Address	EB 80th St @ Rose Hill Elementary				
Posted Speed Limit	20MPH				
Trigger Speed Limit	26MPH				
Speed Type	School				
Lidar Technician	Charles Goodrich				
AutoPatrol Technician	Richard Marker				
Lidar Serial Number	LP05509				
Radar Serial Number	590-113/63652				
Detection Type	Autopatrol-Radar				
Measure Mode Capture	Yes				
Photo enforcement signs present	Yes				
Pass/ Fail	Pass				
Ascending or Descending	Descending				
City Lane	Times	Lidar Speeds	AP Speeds	Delta	Comments
1	10.11.27	23	23	0	
1	10.11.44	26	26	0	
1	10.12.24	23	22	-1	
1	10.12.39	19	19	0	
1	10.13.14	17	18	1	



### Speed Validation Worksheet

Date	9/16/2022				
Time	10:18AM				
Site ID	KRKF004				
Location	Kirkland, Washington				
Address	WB 80th St @ Rose Hill Elementary				
Posted Speed Limit	20MPH				
Trigger Speed Limit	26MPH				
Speed Type	School				
Lidar Technician	Charles Goodrich				
AutoPatrol Technician	Richard Marker				
Lidar Serial Number	LP05509				
Radar Serial Number	590-113/65047				
Detection Type	Autopatrol-Radar				
Measure Mode Capture	Yes				
Photo enforcement signs present	Yes				
Pass/ Fail	Pass				
Ascending or Descending	Descending				
City Lane	Times	Lidar Speeds	AP Speeds	Delta	Comments
1	10.12.49	27	27	0	
1	10.14.12	28	28	0	
1	10.15.47	24	23	-1	
1	10.15.47	25	25	0	
1	10.18.11	33	33	0	



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fax: (480) 926-3598  
<http://www.ComplianceTesting.com>  
[info@ComplianceTesting.com](mailto:info@ComplianceTesting.com)

## System Verification Test Report

Prepared for: American Traffic Solutions

Model: RRS24F-ST3 (-40 to +70)

Serial Number: 590-113 / 63008

Description: Radar Beam Characteristics

To

Jenoptik Multi-Radar System Verification Procedure Base Frequency Test

Date of Issue: 4-21-22

On the behalf of the applicant:

American Traffic Solutions  
1150 N Alma School Rd  
Mesa, AZ 85201

Prepared by  
Compliance Testing, LLC  
1724 S. Nevada Way  
Mesa, Arizona 85204  
(480) 926-3100 phone / (480) 926-3598 fax  
[www.compliancetesting.com](http://www.compliancetesting.com)  
Project No: p2240003

Todd Lasher  
Project Test Engineer

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MUNICIPAL COURT



**Test Results Summary Table**

The frequency measurements performed by Compliance Testing, LLC and reported within this report demonstrate that the Jenoptik RRS24F-ST3 radar system has an accuracy of less than or equal to 0.62 mph in the range 6.21 mph to 62.14 mph and an accuracy of 0.62 mph to 1.86 mph in the range of 62.14 mph to 186.41 mph. This is equal to or better than +/- 1 mph accuracy up to 100 mph.

**Test Frequency Set 1**

Nominal Frequency (GHz)	Measured Frequency (GHz)	Amplitude (dBm)	Frequency Deviation (MHz)	Limit (MHz)	Results
F <sub>0</sub> = 24.0800	24.07865	8.4190	1.34 +/- 0.03	+/- 48.2	PASS
F <sub>1</sub> = 24.0872	24.08590	9.0050	1.35 +/- 0.03	+/- 48.2	PASS
F <sub>2</sub> = 24.0890	24.08770	10.067	1.29 +/- 0.03	+/- 48.2	PASS
F <sub>3</sub> = 24.0900	24.08870	10.291	1.30 +/- 0.03	+/- 48.2	PASS

**Test Frequency Set 2**

Nominal Frequency (GHz)	Measured Frequency (GHz)	Amplitude (dBm)	Frequency Deviation (MHz)	Limit (MHz)	Results
F <sub>0</sub> = 24.1200	24.11880	8.3050	1.20 +/- 0.03	+/- 48.2	PASS
F <sub>1</sub> = 24.1272	24.12605	8.8370	1.20 +/- 0.03	+/- 48.2	PASS
F <sub>2</sub> = 24.1290	24.12780	9.9140	1.20 +/- 0.03	+/- 48.2	PASS
F <sub>3</sub> = 24.1300	24.12880	10.061	1.20 +/- 0.03	+/- 48.2	PASS

**Test Frequency Set 3**

Nominal Frequency (GHz)	Measured Frequency (GHz)	Amplitude (dBm)	Frequency Deviation (MHz)	Limit (MHz)	Results
F <sub>0</sub> = 24.1600	24.15860	7.6310	1.40 +/- 0.03	+/- 48.2	PASS
F <sub>1</sub> = 24.1672	24.16580	7.8680	1.44 +/- 0.03	+/- 48.2	PASS
F <sub>2</sub> = 24.1690	24.16770	8.9740	1.30 +/- 0.03	+/- 48.2	PASS
F <sub>3</sub> = 24.1700	24.16865	9.2680	1.35 +/- 0.03	+/- 48.2	PASS



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fax: (480) 926-3598

<http://www.ComplianceTesting.com>  
[info@ComplianceTesting.com](mailto:info@ComplianceTesting.com)

## System Verification Test Report

Prepared for: American Traffic Solutions

Model: RRS24F-ST3 (-40 to +70)

Serial Number: 590-113 / 64016

Description: Radar Beam Characteristics

To

Jenoptik Multi-Radar System Verification Procedure Base Frequency Test

Date of Issue: 8-25-22

On the behalf of the applicant:

American Traffic Solutions  
1150 N Alma School Rd  
Mesa, AZ 85201

Prepared by  
Compliance Testing, LLC  
1724 S. Nevada Way  
Mesa, Arizona 85204  
(480) 926-3100 phone / (480) 926-3598 fax  
[www.compliancetesting.com](http://www.compliancetesting.com)  
Project No: p2280022

Mark Sechrist  
Project Test Engineer

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MUNICIPAL COURT





**Test Results Summary Table**

The frequency measurements performed by Compliance Testing, LLC and reported within this report demonstrate that the Jenoptik RRS24F-ST3 radar system has an accuracy of less than or equal to 0.62 mph in the range 6.21 mph to 62.14 mph and an accuracy of 0.62 mph to 1.86 mph in the range of 62.14 mph to 186.41 mph. This is equal to or better than +/- 1 mph accuracy up to 100 mph.

**Test Frequency Set 1**

Nominal Frequency (GHz)	Measured Frequency (GHz)	Amplitude (dBm)	Frequency Deviation (MHz)	Limit (MHz)	Results
F <sub>0</sub> = 24.0800	24.07835	9.0120	1.64 +/- 0.03	+/- 48.2	PASS
F <sub>1</sub> = 24.0872	24.08560	9.4420	1.65 +/- 0.03	+/- 48.2	PASS
F <sub>2</sub> = 24.0890	24.08740	10.573	1.59 +/- 0.03	+/- 48.2	PASS
F <sub>3</sub> = 24.0900	24.08840	10.726	1.59 +/- 0.03	+/- 48.2	PASS

**Test Frequency Set 2**

Nominal Frequency (GHz)	Measured Frequency (GHz)	Amplitude (dBm)	Frequency Deviation (MHz)	Limit (MHz)	Results
F <sub>0</sub> = 24.1200	24.11860	8.9360	1.40 +/- 0.03	+/- 48.2	PASS
F <sub>1</sub> = 24.1272	24.12595	9.4480	1.30 +/- 0.03	+/- 48.2	PASS
F <sub>2</sub> = 24.1290	24.12780	10.701	1.20 +/- 0.03	+/- 48.2	PASS
F <sub>3</sub> = 24.1300	24.12875	10.830	1.24 +/- 0.03	+/- 48.2	PASS

**Test Frequency Set 3**

Nominal Frequency (GHz)	Measured Frequency (GHz)	Amplitude (dBm)	Frequency Deviation (MHz)	Limit (MHz)	Results
F <sub>0</sub> = 24.1600	24.15815	8.5070	1.85 +/- 0.03	+/- 48.2	PASS
F <sub>1</sub> = 24.1672	24.16545	9.2820	1.79 +/- 0.03	+/- 48.2	PASS
F <sub>2</sub> = 24.1690	24.16725	10.416	1.75 +/- 0.03	+/- 48.2	PASS
F <sub>3</sub> = 24.1700	24.16835	10.524	1.65 +/- 0.03	+/- 48.2	PASS