MEDFORD

ROGUE VALLEY INTL/MEDFORD (MFR)(KMFR) 3 N UTC–8(–7DT) N42º22.50´ W122º52.40´ **KLAMATH FALLS H–3B, L–2I IAP, AD**
1335 B TPA—See Remarks Class I, ARFF Index B NOTAM FILE MFR MON Airport

RWY 14–32: H8800X150 (ASPH–GRVD) S–75, D–200, 2S–175, 2D–400 PCR 1110/F/D/X/T HIRL CL
RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–T 0.4% up.
RWY 32: REIL. PAPI(P4R)—GA 3.0º TCH 50´. RVR–R 0.6% down.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–8800 TODA–8800 ASDA–8800 LDA–8800
RWY 32: TORA–8800 TODA–8800 ASDA–8800 LDA–8800

SERVICE: S4 **FUEL** 100LL, JET A, A+ **OX** 3 **LGT** ACTVT MALSR Rwy 14; REIL Rwy 32; TDZ Rwy 14; cntrln lgts Rwy 14–32; PAPI Rwy 14 and 32; HIRL Rwy 14–32; twy lgts—CTAF.

AIRPORT REMARKS: Attended 1300–0800Z‡. Sfc cond unmnt 0800–1200Z‡. Fuel aft hrs—541–842–2254. Waterfowl invof aprt Nov–May. Pilots conducting EFVS ops; be aware LED ALS in use Rwy 14. Trml apron clsd excp sked ACR and PPR. PPR for unscheduled ops gtr than 30 pax seats—541–776–7228. Tsnt tie down and hngr avblty—FBO. Cold temperature airport. Altitude correction required at or below –2C. TPA—2304(969) for prop acft, 2804(1469) for turbo acft. PAPI Rwy 32 does not prvd obs clnc byd 6.5 NM fm thr. Ldg fee. Corporate and gtr than 12,500 lbs. See Special Notices—Intensive Flight Training Ashland, OR.

AIRPORT MANAGER: 541-776-7222

WEATHER DATA SOURCES: ASOS 127.25 (541) 204–0136. LAWRS.

COMMUNICATIONS: CTAF 119.4 **ATIS** 127.25 **UNICOM** 122.95
Ⓡ **CASCADE APP/DEP CON** 124.3 (1400–0700Z‡)
Ⓡ **SEATTLE CENTER APP/DEP CON** 124.85 (0700–1400Z‡)
TOWER 119.4 (1400–0500Z‡) **GND CON** 121.8

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc Cascade Apch at 541-607-4674/4675, when Apch clsd ctc Seattle ARTCC at 253-351-3694.

AIRSPACE: CLASS D svc 1400–0500Z‡; other times CLASS E.

VOR TEST FACILITY (VOT) 117.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.
(VH) (H) VORTACW 113.6 OED Chan 83 N42º28.77´ W122º54.78´ 145º 6.5 NM to fld. 2083/19E.
TACAN AZIMUTH unusable:
245º–350º byd 30 NM blo 10,000´
VOR unusable:
000º–008º byd 40 NM
009º–019º byd 40 NM blo 10,500´
009º–019º byd 69 NM
020º–061º byd 40 NM
062º–072º byd 40 NM blo 11,000´
062º–072º byd 46 NM
073º–088º byd 40 NM
089º–099º byd 40 NM blo 15,000´
089º–099º byd 47 NM
100º–132º byd 40 NM
133º–143º byd 40 NM blo 12,000´
133º–143º byd 55 NM
144º–166º byd 40 NM blo 15,000´
144º–166º byd 67 NM blo 18,000´
144º–166º byd 78 NM blo 22,000´
167º–210º byd 40 NM
211º–221º byd 40 NM blo 13,000´
211º–221º byd 78 NM
222º–245º byd 40 NM
246º–256º byd 40 NM blo 11,000´
246º–256º byd 63 NM
257º–310º byd 40 NM
260º–270º byd 35 NM blo 9,000´
290º–300º byd 35 NM blo 8,500´
311º–321º byd 40 NM blo 12,000´
311º–321º byd 51 NM
322º–335º byd 40 NM blo 22,000´
336º–350º byd 40 NM blo 18,000´
351º–359º byd 40 NM

ILS/DME 110.3 I–MFR Chan 40 Rwy 14. Class IA. Unmonitored when ATCT closed. Localizer backcourse unusable wi 1.0 NM; byd 20º left of course; byd 11 NM blw 7,000´.

MEMALOOSE USFS (See IMNAHA on page 180)

MILLER MEML AIRPARK (See VALE on page 215)