

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**ILS STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
ROGUE VALLEY INTL - MEDFORD	KMFR	ILS OR LOC RWY 14	3	MEDFORD	OR	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1335	1303	ILS OR LOC/DME RWY 14	2A	03/10/2011	16E	2010
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-MFR		28 FEBRUARY 2019	ROUTINE			

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SAMIE/18.33 DME	IAF	FISTA/15.35 DME/RADAR					142.76	2.98 (I-MFR)	5700
FISTA/15.35 DME/RADAR	IF	AMASE/11.82 DME/RADAR					142.76	3.53 (I-MFR)	4600
AMASE/11.82 DME/RADAR		OSSAJ/9.60 DME/RADAR					142.76	2.22 (I-MFR)	3900

**MISSED APPROACH**

**MAP:**

ILS: DA  
 LOC: I-MFR 1.60 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 6600 ON I-MFR SE COURSE TO JILOK/I-MFR 1.61 DME AND CLIMBING RIGHT TURN ON HEADING 350 AND ON OED VORTAC R-160 TO OED VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6600.

#MISSED APPROACH REQUIRES MINIMUM CLIMB OF 331 FEET PER NM TO 4100.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF (IAF)**
2. PROFILE STARTS AT SAMIE
3. **FAC:** 142.76      **FAF:** OSSAJ/9.60 DME/RADAR      **DIST FAF TO MAP:**      **DIST FAF TO THLD:** 8.00
4. **MIN ALT:** SAMIE/18.33 DME 7000, FISTA/15.35 DME/RADAR 5700, AMASE/11.82 DME/RADAR 4600, OSSAJ/9.60 DME/RADAR 3900, PUMIE/5.79 DME/RADAR 2660\*
5. **DIST TO THLD FROM OM:**      **MM:**      **IM:**      **150 HAT:**      **GS ANT:** 1100
6. **MIN GS INCPT:** 3900      **GS ALT AT FAF :** OSSAJ/9.60 DME/RADAR 3900      **OM:**      **MM:**      **IM:**
7. **GP ANGLE:** 3.00      **34:1:**      **20:1:**      **TCH:** 58.1
8. **MSA FROM:** OED VORTAC 010-100 10700, 100-190 8800, 190-280 8300, 280-010 7000



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.  
DME OR RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: CIRCLING NA FOR CATS C AND D NE OF RWY 14-32.  
CHART NOTE: WHEN MEDFORD ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 14 VISIBILITY TO 1 3/4 SM, INCREASE S-LOC 14# CATS C AND D VISIBILITY TO RVR 5500, INCREASE S-LOC 14 CATS C AND D VISIBILITY TO 2 1/2 SM.

ADDITIONAL FLIGHT DATA:

FAS OBST: 1820 AAO 422746N/1225417W.  
CHART CIRCLING ICON.  
CHART VDP AT 2.58 DME\*  
DISTANCE VDP TO THLD 0.98 NM  
\* LOC ONLY  
FAS OBST: 1430 AAO 422613N/1225442W.  
HOLD NW, RT, 153.26 INBOUND

MINIMUMS:  
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: CAT A, B, C, D 700-2, NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 800-2 1/2, CAT D 1100-3, NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 14#	1503	1800	200	1503	1800	200	1503	1800	200	1503	1800	200			
S-ILS 14	1929	1 3/8	626	1929	1 3/8	626	1929	1 3/8	626	1929	1 3/8	626			
S-LOC 14#	1680	2400	377	1680	2400	377	1680	3500	377	1680	3500	377			
S-LOC 14	2080	2400	777	2080	4000	777	2080	1 3/4	777	2080	1 3/4	777			
CIRCLING	2080	1	745	2080	1 1/4	745	2080	2 1/2	745	2340	3	1005			



CHANGES - REASONS

1. PROCEDURE NAME CHANGED FROM ILS OR LOC/DME RWY 14 TO ILS OR LOC RWY 14 - CURRENT NAMING CONVENTION.
2. TERMINAL ROUTE SAMIE TO FISTA ALTITUDE CHANGED FROM 5900 TO 5700 - TO PLACE FIX BELOW GLIDESLOPE.
3. TERMINAL ROUTE FISTA TO AMASE ALTITUDE CHANGED FROM 4700 TO 4600 - TO PLACE FIX BELOW GLIDESLOPE.
4. OSSAJ/9.13 DME CHANGED TO OSSAJ/9.60 DME/RADAR - PFAF ALTITUDE INCREASED TO 3900, ATC REQUEST FOR RADAR FIX.
5. TERMINAL ROUTE AMASE TO OSSAJ DISTANCE CHANGED FROM 2.69 TO 2.22 - PFAF ALTITUDE INCREASED TO 3900.
6. TERMINAL ROUTE AMASE TO OSSAJ ALTITUDE CHANGED FROM 3800 TO 3900 - PFAF ALTITUDE INCREASED TO 3900.
7. MISSED APPROACH, LOC MAP, REMOVED "MILES AFTER" VALUE - PROCEDURE REQUIRES DME.
8. MISSED APPROACH, RAISED MISSED APPROACH ALTITUDE FROM 6400 TO 6600 - MINIMUM HOLDING ALTITUDE AT OED VORTAC.
9. MISSED APPROACH CLIMB GRADIENT INCREASED FROM 319 FT PER NM TO 331 FT PER NM - OBSTACLE EVALUATION AND CURRENT CG FORMULAS.
10. REMOVED ALTERNATE MISSED APPROACH - NO SUITABLE FACILITY.
11. PROFILE SECTION, LINE 4, ADDED DME DISTANCES - CURRENT DOCUMENTATION POLICY.
12. PROFILE SECTION, LINE 4, CHANGED ALT AT FISTA FROM 5900 TO 5700, AMASE FROM 4700 TO 4600 - TO PLACE FIXES BELOW GLIDESLOPE.
13. PROFILE SECTION, LINE 4, INCREASED ALT AT OSSAJ FROM 3800 TO 3900 - PFAF ALTITUDE INCREASED TO 3900.
14. PROFILE SECTION, LINE 4, REPLACED PUMIE LOM WITH PUMIE/5.79 DME/RADAR AND INCREASED ALTITUDE FROM 2640 TO 2660 - PUMIE LOM DECOMMISSIONED, CURRENT OBSTACLE EVALUATION.
15. PROFILE SECTION, LINE 6, CHANGED 3800 TO 3900 - INCREASED PFAF ALTITUDE DUE TO PRECIPITOUS TERRAIN ON RNAV (GPS) RWY 14.
16. PROFILE SECTION, LINE 6, REMOVED GS ALT AT OM - OM DECOMMISSIONED.
17. PROFILE SECTION, LINE 7, TCH CHANGED FROM 58.2 TO 58.1 - CURRENT GLIDESLOPE DATA.
18. PROFILE SECTION, LINE 8, MSA CHANGED FROM MF LOM TO OED VORTAC - MF LOM DECOMMISSIONED.
19. CHART NOTE AND CHART PROFILE NOTES REGARDING DME AND RADAR REQUIREMENTS REPLACED BY EQUIPMENT REQUIREMENT NOTES "DME REQUIRED" AND "DME OR RADAR REQUIRED FOR PROCEDURE ENTRY" - DME IS REQUIRED FOR THE MISSED APPROACH AND DME OR RADAR IS REQUIRED FOR THE INITIAL AND INTERMEDIATE SEGMENTS.
20. CIRCLING RESTRICTIONS ADDED FOR CATS C AND D - HIGH TERRAIN NE OF THE FIELD WITH CURRENT CIRCLING AREAS.
21. UPDATED INOPERATIVE ALS NOTE FOR NEW VISIBILITIES - CURRENT CRITERIA.
22. CHARTED CIRCLING ICON - CURRENT CIRCLING AREAS IN USE.
23. VDP MOVED FROM 2.39 DME/0.79 NM TO THLD, TO 2.58 DME/0.98 NM TO THLD - LOWEST LOC MDA INCREASED 60 FEET.
24. ALTERNATE MINIMUMS, ILS, CHANGED FROM "CAT A, B 800-2, CAT C 800-2 1/4, CAT D 1000-3" TO "CAT A, B, C, D 700-2" - CURRENT POLICY ON ALTERNATE MINIMUMS.
25. ALTERNATE MINIMUMS, LOC, CHANGED FROM STANDARD TO "STANDARD - CAT C 800-2 1/2, CAT D 1100-3" - CIRCLING CAT C/D HAA/VIS INCREASED ABOVE STANDARD VALUES.
26. ADDED ATTENTION SYMBOLS TO FIRST LINE OF S-ILS 14 AND S-LOC 14 MINIMUMS - TO INDICATE CG REQUIRED LINES.
27. S-ILS 14 DA/VIS/HAT DECREASED FROM 1936/1 3/4/633 TO 1929/1 3/8/626 - CURRENT OBSTACLE EVALUATION AND VISIBILITY CRITERIA.
28. S-LOC 14# MDA/HAT CHANGED FROM 1620/317 TO 1680/377 - NEW CONTROLLING OBSTACLE.
29. S-LOC 14# CATS C AND D VIS CHANGED FROM RVR 2400 TO RVR 3500 - CURRENT VISIBILITY CRITERIA.
30. S-LOC 14 CAT D VIS CHANGED FROM 2 TO 1 3/4 - CURRENT VISIBILITY CRITERIA.
31. CIRCLING VIS CAT C CHANGED FROM 2 1/4 TO 2 1/2 - CURRENT VISIBILITY CRITERIA.
32. CIRCLING MDA/HAA CAT D CHANGED FROM 2260/925 TO 2340/1005 - CURRENT CIRCLING AREAS APPLIED.
33. REMOVED NOTE "CIRCLING NA AT NIGHT TO RWY 10" - RWY 10 NO LONGER EXISTS.

COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER:

ZSE, CASCADE APP CON, MFR ATCT, AIRPORT MANAGER

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Dec 17, 2018

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DATE

12/5/18

DATE

10/23/2018

DATE

TITLE

MANAGER

