




LOC/DME I-MFR <u>110.3</u> Chan 40	APP CRS 143°	Rwy Ldg 8800 TDZE 1303 Apt Elev 1335
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ILS or LOC RWY 14
ROGUE VALLEY INTL/MEDFORD (MFR)

	DME required.	DME or RADAR required for procedure entry.
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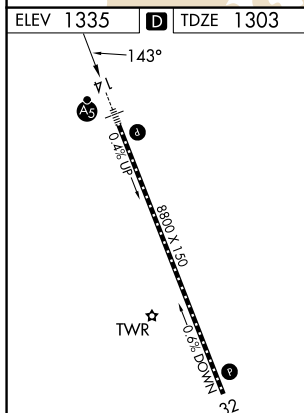
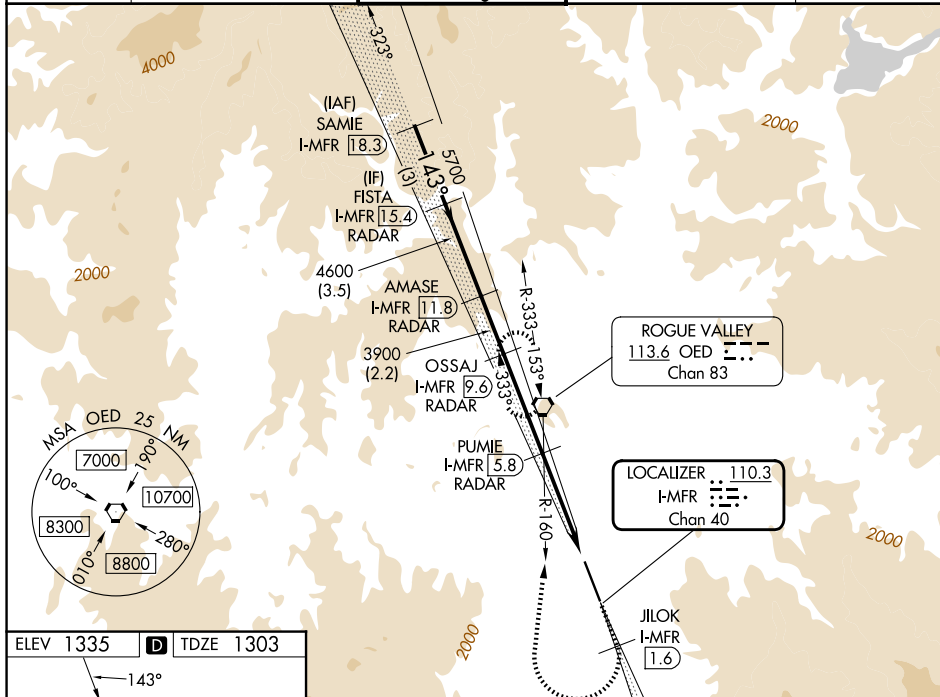
 Circling NA for Cats C and D northeast of Rwy 14-32.
 When Medford altimeter setting not received, procedure NA. For inop ALS, increase S-LOC 14 visibility to 1½ SM.
 -2°C increase S-LOC 14# Cats C and D visibility to RVR 5500, increase S-LOC 14 Cats C and D visibility to 2½ SM.

MALS R



MISSED APPROACH: Climb to 6600 on I-MFR SE course to JLOK/I-MFR 1.6 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.

ATIS 127.25	CASCADE APP CON★ 124.3 379.9	MEDFORD TOWER★ 119.4 (CTAF) 0257.8	GND CON 121.8	UNICOM 122.95
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CL Rwy 14-32 **L**
TDZ/CL Rwy 14 **L**
REIL Rwy 32 **L**
HIRL Rwy 14-32 **L**

VGS1 and ILS glidepath not coincident
(VGS1 Angle 3.00/TCH 73).

Diagram illustrating the VGS1 and ILS glidepaths, showing they are not coincident. The diagram includes various navigation aids and their frequencies:

- SAMIE I-MFR 18.3
- FISTA I-MFR 15.4
- AMASE I-MFR 11.8
- I-MFR 5.8
- I-MFR 2.6
- I-MFR 1.6
- OED R-160
- hdg 350°
- *LOC only.

The diagram shows the VGS1 glidepath (solid line) and the ILS glidepath (dashed line) diverging after the 3900 ft marker. The VGS1 glidepath is at 3.00° TCH 58, and the ILS glidepath is at 3.00° TCH 73.

CATEGORY	A	B	C	D
S-ILS 14 #		1503/18	200 (200-½)	
S-ILS 14		1929-1½	626 (600-1½)	
S-LOC 14 #	1680/24	377 (400-½)	1680/35	377 (400-½)
S-LOC 14	2080/24 777 (800-½)	2080/40 777 (800-¾)	2080-1¾	777 (800-1¾)
CIRCLING	2080-1 745 (800-1)	2080-1¼ 745 (800-1¼)	2080-2½ 745 (800-2½)	2340-3 1005 (1100-3)