

ANNOTATED FILE LISTING
UNIVERSAL DATA DELIVERY FORMAT
VERSION 1.00

THIS ANNOTATED FILE LISTING INCLUDES A CODE NUMBER FOR EACH FIELD.
THIS CODE NUMBER IS LOCATED BELOW THE FIRST CHARACTER IN THE FIELD. THESE
NUMBERS ARE DECODED AT THE END OF THIS DOCUMENTATION.

AIRPORT DATA

0 1 2 3 4 5 6 7 8 9 10 11
123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890

|MFR |19514.*A |ANM |1.00|
1 2 3 4

|MEDFORD-JACKSON COUNTY AIRPORT |07293|
5 6

|MEDFORD |OREGON |
7 8

|NAD83 |1:10,000 | |NGVD29 |4.0 MM SQRT K |
9 10 11 12 13

|-17.3|07293|
14 15

| 1330.6| |32+0 |07293|
16 17 18 19

| 1352.0| |07293|
20 21 22

| 422220.0550|-1225221.2960|
23 24

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RUNWAY DATA

0 1 2 3 4 5 6 7 8 9 10 11
1234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890

|9 |P|07293|
30 31 32

|N|07293|
33 34

|422225.9460|-1225245.9050|1131639|3146|100|07293|
35 36 37 38 39 40

|1315.6| |07293|
41 42 43

| | | | |
44 45 46 47

| 0|1304.8| |07293|
48 49 50 51

500	1306.0		07293
1790	1311.0		07293
2380	1313.0		07293
2790	1314.0		07293
3146	1316.1		07293
3908	1319.0		07293

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|27 |P|07293|

|N|07293|

|422213.6660|-1225207.4160|2931705|3146|100|07293|

|1316.1| |07293|

0	1316.1		07293
350	1314.0		07293
766	1313.0		07293
1356	1311.0		07293
2646	1306.0		07293

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| 3146| 1304.8| |07293|
| 3843| 1298.0| |07293|
#
|14 |P|07293| | | |
|N|07293|
| 422251.0140|-1225234.9390|1584558| 6700|150|07293|
| 1310.1| |07293|
| | | | |
| | 0| 1294.1| |07293|
| 1081| 1299.7| |07293|
| 3000| 1310.0| |07293|
| 3730| 1313.0| |07293|
| 6700| 1330.6| |07293|
#
|32 |P|07293| | | |
|N|07293|
| 422149.3290|-1225202.6210|3384621| 6700|150|07293|
| 1330.6| |07293|
| | | | |
| | 0| 1330.6| |07293|
| 2970| 1313.0| |07293|
| 3700| 1310.0| |07293|
| 5619| 1299.7| |07293|
| 6700| 1294.1| |07293|
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NAVIGATIONAL AID DATA

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0          1          2          3          4          5          6          7          8          9          10         11
1234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890

|ASR (MFR) | 422306.6000|-1225146.7000| 1310.0| | | |07293|
60          61          62          63    64  65  66  67

|DME (14)  | 422140.0470|-1225201.8010| 1334.0| | | |07293| |
|GS (14)   | 422242.4910|-1225224.7530| 1297.1| | | |07293|
|GS (14) PP| 422241.0590|-1225229.7230| | | | 400| 1081|07293|
|LMM (14)  | 422321.0000|-1225250.6000| | | | | 3250|07293|
|LOC (14)  | 422140.1380|-1225157.8070| 1318.9| | | | 998|07293|
|LOM (14)  | 422703.2000|-1225448.2000| | | | | 27420|07293|

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VORTAC (OED) | 422846.5000|-1225446.7000| 2080.0 | | | 07293|

ALS (14) | | | | | | | 07293|
APBN | 422100.1234|-1225100.0023| | | | | 07293|
REIL (14) | | | | | | | 07293|
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OBSTRUCTION DATA (APPROACH, PRIMARY, AND MISSED APPROACH SURFACES)

0 1 2 3 4 5 6 7 8 9 10 11 12
12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345

9 |AV |
70 71

ROAD(N) | 422227.04|-1225254.70|1A| 1313| | | 8| -3| -18| 650| | 159R| -14|07293|
72 73 74 75 76 77 78 79 80 81 82 83 84 85 86

TREE | 422223.12|-1225305.13|1A| 1347| | | 42| 31| 16| 1653| | 190L| -30|07293|
POLE | 422231.66|-1225306.69|1A| 1314| | | 9| -2| -17| 1662| | 85R| -64|07293|

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27 |AV |
FENCE | 422211.51|-1225154.02|1A| 1324| | | 8| 8| -7| 1010| | 197R| -33|07293|
ANT ON BLDG | 422207.85|-1225142.68|1A| 1352| | | 36| 36| 21| 1938| | 193R| -51|07293|

#

14 |PIR |
OL ON LTD WSK | 422151.22|-1225159.92|1A| 1335| | | 41| 25| 4| -6594| | 258L| 6|07293|
ROD ON OL TMOM | 422239.81|-1225222.04|1A| 1317| | | 23| 7| -14| -1408| | 492L| 15|07293|
OL ON LTD WSK | 422241.56|-1225226.38|1A| 1307| | | 13| -3| -24| -1125| | 252L| 7|07293|
ROD ON OL GS | 422242.49|-1225224.75|1A| 1349| | | 55| 39| 18| -1081| | 400L| 49|07293|
BLDG | 422256.64|-1225244.69|1A| 1299| | | 5| -11| -32| 796| | 476R| -7|07293|
TREE | 422331.15|-1225303.87|1A| 1360| | | 66| 50| 29| 4573| | 552R| -22|07293|
ANT ON TWR | 422337.01|-1225303.87|1A| 1373| | | 79| 63| 42| 5126| | 337R| -20|07293|
TREE | 422800.66|-1225415.30|1A| 2102| | | 808| 792| 771| 31943| | 4342L| 64|07293|
TREE | 422759.80|-1225426.71|1A| 2118| | | 824| 808| 787| 32172| | 3514L| 75|07293|
TREE | 422819.15|-1225450.09|1A| 2161| | | 867| 851| 830| 34633| | 2590L| 56|07293|

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32 |SUPLC |
ROD ON OL GS | 422242.49|-1225224.75|1A| 1349| | | 18| 18| 18| -5618| | 400R| 49|07293|
OL ON LTD WSK | 422241.56|-1225226.38|1A| 1307| | | -24| -24| -24| -5574| | 252R| 7|07293|

TREE	422134.83 -1225003.35 1A 1490		159 9632 11323 07293
TREE	422107.15 -1225014.51 1B 1574		243 11028 12045 07293
TREE	422128.14 -1224940.07 1C 1532		201 9609 13195 07293
TREE	422011.35 -1225051.89 2C 1592		261 13526 14657 07293
TREE	422110.52 -1224921.10 2C 1705		374 10010 15250 07293
TREE	422149.06 -1224901.02 2C 1827		496 8428 15359 07293
TREE	422102.00 -1224910.90 1A 1835		504 10136 16333 07293
TREE	421959.08 -1225029.68 2C 1658		327 13215 16550 07293
ANT	422057.66 -1224909.46 1A 1835		504 10245 16643 07293
TRMSN TWR	422045.78 -1224919.31 1A 1691		360 10737 16666 07293
TREE	421956.74 -1225009.96 1C 1702		371 12828 17542 07293
VESSEL (HCT)			07293

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ADDITIONAL INFORMATION

0 1 2 3 4 5 6 7 8 9 10 11 12
1234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890

|ADDITIONAL INFORMATION |
100

|INFORMATION IN THIS DOCUMENTATION SHOULD NOT BE USED FOR OPERATIONAL PURPOSES. |
EOF

FIELD DESCRIPTIONS

1. AIRPORT IDENTIFIER/A6/2-7

THE SOURCE FOR THIS IDENTIFIER IS FAA ORDER 7350.**, AS AMENDED.

2. AIRPORT SITE NUMBER/A10/9-18

3. FAA REGION/A4/20-23

4. UNIVERSAL DATA DELIVERY FORMAT VERSION/F4.2/25-28

MINOR MODIFICATIONS ARE INDICATED BY CHANGES TO THE RIGHT OF THE DECIMAL. MAJOR MODIFICATIONS ARE INDICATED BY CHANGES TO THE LEFT OF THE DECIMAL.

5. AIRPORT NAME/A70/2-71

6. VERIFICATION DATE/A5/73-77

VERIFICATION DATE IS THE MOST RECENT DATE THAT DATA IN THIS RECORD WAS VERIFIED AS CORRECT. IT IS NOT NECESSARILY THE ORIGINAL SURVEY DATE.

7. CITY/A40/2-41

8. STATE/A30/43-72

9. HORIZONTAL AND ELLIPSOID ELEVATION DATUM/A10/2-11

10. HORIZONTAL DATUM TIE ACCURACY/A10/13-22

ACCURACIES EXPRESSED AS A SINGLE DIMENSION ARE RELATIVE TO THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS) TO THE STATED ACCURACY.

ACCURACIES EXPRESSED AS A RATIO (1:10,000 ETC.) ARE RELATIVE TO THE NSRS AS A PROPORTION OF THE DISTANCE FROM THE NSRS TIE STATION. FOR EXAMPLE, A 1:10,000 TIE IS ACCURATE TO ONE FOOT FOR EACH 10,000 FEET FROM THE NSRS TIE STATION.

ALL ACCURACIES ARE AT THE 95 PERCENT CONFIDENCE LEVEL.

11. ELLIPSOID ELEVATION DATUM TIE ACCURACY/A10/24-33

ACCURACIES ARE RELATIVE TO THE NSRS AT THE STATED ACCURACY.

ALL ACCURACIES ARE AT THE 95 PERCENT CONFIDENCE LEVEL.

12. ORTHOMETRIC ELEVATION DATUM/A10/35-44

13. ORTHOMETRIC ELEVATION DATUM TIE ACCURACY/A15/46-60

ACCURACIES ARE RELATIVE TO THE NSRS AS A PROPORTION OF THE DISTANCE FROM THE NSRS TIE STATION. K = THE SHORTEST ONE WAY SURVEY ROUTE DISTANCE FROM THE NSRS TIE STATION. FOR EXAMPLE, A (4.0 MM SQRT K) TIE MADE OVER FOUR KILOMETERS IS ACCURATE TO 8.0 MM RELATIVE TO THE

NSRS TIE STATION.

ALL ACCURACIES ARE AT THE 95 PERCENT CONFIDENCE LEVEL.

14. MAGNETIC DECLINATION/F5.1/2-6

EAST DECLINATION IS INDICATED BY "-"

15. VERIFICATION DATE/A5/8-12

SEE FIELD 6

16. AIRPORT ORTHOMETRIC (MSL) ELEVATION/F7.1/2-8

17. AIRPORT ELLIPSOIDAL ELEVATION/F7.1/10-16

18. AIRPORT ELEVATION LOCATION/A8/18-25

DISTANCE FROM INDICATED RUNWAY CENTERLINE END

19. VERIFICATION DATE/A5/27-31

SEE FIELD 6

20. CONTROL TOWER FLOOR ORTHOMETRIC (MSL) ELEVATION/F7.1/2-8

21. CONTROL TOWER FLOOR ELLIPSOIDAL ELEVATION/F7.1/10-16

22. VERIFICATION DATE/A5/18-22

SEE FIELD 6

23. AIRPORT REFERENCE POINT (ARP) LATITUDE/F12.4/2-13

24. AIRPORT REFERENCE POINT (ARP) LONGITUDE/F13.4/15-27

25-29. INTENTIONALLY OMITTED

30. RUNWAY/A5/2-6

31. RUNWAY SURFACE TYPE/A1/8

P ... SPECIALLY PREPARED HARD SURFACE - PAVED
S ... SPECIALLY PREPARED HARD SURFACE - UNPAVED
U ... NOT A SPECIALLY PREPARED HARD SURFACE

32. VERIFICATION DATE/A5/10-14

SEE FIELD 6

33. BLAST PAD/A1/2

Y = BLAST PAD EXISTS
N = NO BLAST PAD EXISTS

34. VERIFICATION DATE/A5/4-8

SEE FIELD 6

35. RUNWAY CENTERLINE END LATITUDE /F12.4/2-13

36. RUNWAY CENTERLINE END LONGITUDE/F13.4/15-27

37. RUNWAY GEODETIC AZIMUTH/I7/29-35

AZIMUTH FROM SOUTH IF HORIZONTAL DATUM IS NAD 27

38. RUNWAY LENGTH/I5/37-41

39. RUNWAY WIDTH/I3/43-45

40. VERIFICATION DATE/A5/47-51

SEE FIELD 6

41. TOUCHDOWN ZONE ORTHOMETRIC (MSL) ELEVATION/F7.1/2-8

42. TOUCHDOWN ZONE ELLIPSOIDAL ELEVATION/F7.1/10-16

43. VERIFICATION DATE/A5/18-22

SEE FIELD 6

44. DISPLACED THRESHOLD LATITUDE/F12.4/2-13

45. DISPLACED THRESHOLD LONGITUDE/F13.4/15-27

46. DISPLACED THRESHOLD LENGTH/F7.1/29-35

47. VERIFICATION DATE/A5/37-41

SEE FIELD 6

48. RUNWAY PROFILE POINT DISTANCE FROM RUNWAY APPROACH END/I5/2-6

RUNWAY IS IDENTIFIED IN FIELD 30. NOTE: IF A PROFILE POINT DISTANCE FROM THE RUNWAY APPROACH END IS GREATER THAN THE RUNWAY LENGTH, THE POINT IS ON A STOPWAY. STOPWAY LENGTH IS EQUAL TO THE TOTAL LENGTH MINUS THE RUNWAY LENGTH.

49. RUNWAY PROFILE POINT ORTHOMETRIC (MSL) ELEVATION/F7.1/8-14

50. RUNWAY PROFILE POINT ELLIPSOIDAL ELEVATION/F7.1/16-22

51. VERIFICATION DATE/A5/24-28

SEE FIELD 6

52-59. INTENTIONALLY OMITTED

60. NAVAID TYPE/A25/2-26

THIS FIELD INCLUDES STATE (IF A "NAV##" FILE), NAVAID TYPE, IDENTIFIER, PERPENDICULAR POINT TAG, AND SPECIAL STATUS, IF KNOWN, ABBREVIATED AS FOLLOWS: OTS - OUT OF SERVICE, NCM - NOT COMMISSIONED, UCN - UNDER CONSTRUCTION.

A "PP" IN THIS FIELD INDICATES THAT THIS RECORD PERTAINS TO THE POINT ON THE RUNWAY CENTERLINE OR CENTERLINE EXTENDED NEAREST TO THE INDICATED NAVAID. THIS POINT IS CALLED THE "NAVAID PERPENDICULAR POINT."

61. NAVAID LATITUDE/F12.4/28-39

62. NAVAID LONGITUDE/F13.4/41-53

63. NAVAID ORTHOMETRIC (MSL) ELEVATION/F7.1/55-61

64. NAVAID ELLIPSOIDAL ELEVATION/F7.1/63-69

SEE FIELD 63

65. NAVAID OFFSET DISTANCE/I5/71-75

DISTANCE BETWEEN NAVAID AND POINT ON RUNWAY CENTERLINE OR CENTERLINE EXTENDED NEAREST TO NAVAID (NAVAID PERPENDICULAR POINT). THIS INFORMATION IS PROVIDED ONLY FOR INSTRUMENT LANDING SYSTEM GLIDE SLOPE AND MICROWAVE LANDING SYSTEM ELEVATION GUIDANCE FACILITIES, OFFSET LOCALIZER, LOCALIZER TYPE DIRECTIONAL AID, MICROWAVE LANDING SYSTEM AZIMUTH GUIDANCE, AND SIMPLIFIED DIRECTIONAL FACILITIES.

66. NAVAID ASSOCIATED DISTANCES/I6/77-82

NAVAID PERPENDICULAR POINT TO RUNWAY APPROACH END FOR:
INSTRUMENT LANDING SYSTEM GLIDE SLOPE AND MICROWAVE LANDING SYSTEM
ELEVATION GUIDANCE FACILITIES.

NAVAID PERPENDICULAR POINT TO RUNWAY STOP END FOR:
LOCALIZER, LOCALIZER TYPE DIRECTIONAL AID, MICROWAVE LANDING SYSTEM
AZIMUTH GUIDANCE, AND SIMPLIFIED DIRECTIONAL FACILITIES.

NAVAID TO RUNWAY APPROACH END FOR:
BACK COURSE MARKERS AND INSTRUMENT LANDING SYSTEM INNER, MIDDLE, AND
OUTER MARKERS.

67. VERIFICATION DATE/A5/84-88

SEE FIELD 6

68-69. INTENTIONALLY OMITTED

70. OBSTRUCTION REFERENCE/A4/2-5

REFERENCE CAN BE TO A RUNWAY, HELIPORT REFERENCE POINT (HRP), OR AIRPORT REFERENCE POINT (ARP) AS INDICATED.

71. OBSTRUCTION IDENTIFICATION SURFACE/A77-13

OBSTRUCTION IDENTIFICATION SURFACES ARE CODES AS FOLLOWS:

APPROACH SURFACES

*ANANC - AREA NAVIGATION APPROACH - NONPRECISION, CONVENTIONAL LANDING
*ANANV - AREA NAVIGATION APPROACH - NONPRECISION, VERTICAL LANDING
*ANAPC - AREA NAVIGATION APPROACH - PRECISION, CONVENTIONAL LANDING
*ANAPV - AREA NAVIGATION APPROACH - PRECISION, VERTICAL LANDING
AV - FAR-77 VISUAL APPROACH - UTILITY RUNWAY
ANP - FAR-77 NONPRECISION APPROACH - UTILITY RUNWAY
BV - FAR-77 VISUAL APPROACH
C - FAR-77 NONPRECISION APPROACH - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - FAR-77 NONPRECISION APPROACH - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
PIR - FAR-77 PRECISION INSTRUMENT APPROACH
SUPLC - C APPROACH UNDERLYING A BV APPROACH

* MAY INCLUDE MISSED APPROACH SURFACES

OTHER SURFACES

HCT - FAR-PART 77 HORIZONTAL, CONICAL, AND TRANSITION
NUL - OBSTRUCTION SURFACE NOT APPLICABLE

72. OBJECT NAME/A30/2-31

MOBILE OBJECTS

AN ESTIMATED MAXIMUM ELEVATION (EME) (SEE FIELD 76) POINT IS PROVIDED AT THE POINT NEAREST TO THE RUNWAY APPROACH

CENTERLINE END FOR EACH MOBILE AREA LOCATED WITHIN THE PRIMARY OR APPROACH AREA OF A FAR-77 SURVEY, OR THE POINT NEAREST

TO THE RUNWAY CENTERLINE AT THE THRESHOLD FOR EACH MOBILE AREA LOCATED WITHIN THE PRIMARY, APPROACH, OR MISSED APPROACH

AREAS OF AN AREA NAVIGATION APPROACH SURVEY. OTHER EME POINTS MAY BE PROVIDED TO REPRESENT THE MOBILE AREA.

VESSELS

BECAUSE OF UNCERTAINTIES IN DETERMINING MAXIMUM VESSEL HEIGHTS, TRAVEL LIMITS, AND FREQUENCY OF PASSAGE, VESSEL POSITIONS AND ELEVATIONS ARE NOT PROVIDED.

IF A VESSEL IS LISTED, THE GENERAL AREA OF POSSIBLE OBSTRUCTION WILL BE CARRIED IN PARENTHESES WITH THE NAME. VESSELS OBSTRUCTING THE APPROACH, PRIMARY, OR MISSED APPROACH SURFACE WILL BE INDICATED BY THE APPROPRIATE RUNWAY

NUMBER PRECEDED BY AN "A." VESSELS OBSTRUCTING A HORIZONTAL, CONICAL OR TRANSITION SURFACE WILL BE INDICATED BY "HCT."

EXAMPLES - VESSEL (A32)

DECODED - VESSELS MAY OBSTRUCT THE RUNWAY 32 APPROACH, PRIMARY, OR MISSED APPROACH SURFACES.

VESSEL (HCT)

DECODED - VESSELS MAY OBSTRUCT THE HORIZONTAL, CONICAL, OR TRANSITION SURFACES.

THE USER IS ADVISED TO CONTACT LOCAL AUTHORITIES FOR MAXIMUM VESSEL HEIGHT, FREQUENCY OF PASSAGE, LIMITS OF TRAVEL, AND OTHER PERTINENT INFORMATION.

73. LATITUDE/F10.2/33-42

74. LONGITUDE/F11.2/44-54

75. ACCURACY CODE/A2/56-57

HORIZONTAL (FT) VERTICAL (FT)

1 = 20 A = 3

2 = 50 B = 10

C = 20

M = ESTIMATED MAXIMUM ELEVATION

WHEN THE ELEVATION OF AN OBJECT CANNOT BE DETERMINED PRECISELY, AS WITH MOBILE OBJECTS, AN ESTIMATED MAXIMUM ELEVATION IS PROVIDED.

76. OBJECT ORTHOMETRIC (MSL) ELEVATION/I5/59-63

77. OBJECT ELLIPSOIDAL ELEVATION/I5/65-69

78. ABOVE GROUND LEVEL (AGL) ELEVATION/I5/71-75

AGL VALUES ARE NORMALLY PROVIDED ONLY FOR MANMADE OBJECTS EQUAL TO OR GREATER THAN 200 FEET AGL.

79. HEIGHT ABOVE RUNWAY PHYSICAL END/I5/77-81

HEIGHT IS ABOVE RUNWAY APPROACH END FOR ALL APPROACH, PRIMARY, OR MISSED APPROACH SURVEYS. THIS DATA IS NOT PROVIDED FOR HCT SURVEYS.

80. HEIGHT ABOVE TOUCHDOWN ZONE ELEVATION/I5/83-87

THIS DATA IS NOT PROVIDED FOR HCT SURVEYS.

81. HEIGHT ABOVE AIRPORT/I5/89-93

82. DISTANCE MEASURED ALONG RUNWAY CENTERLINE EXTENDED FROM RUNWAY PHYSICAL END TO A POINT ABEAM OBJECT/I6/95-100

DISTANCE IS FROM THE RUNWAY APPROACH END FOR APPROACH, PRIMARY, AND MISSED APPROACH SURVEYS.

THIS DATA IS NOT PROVIDED FOR HCT SURVEYS.

83. DISTANCE MEASURED ALONG RUNWAY CENTERLINE EXTENDED FROM DISPLACED THRESHOLD TO A POINT ABEAM OBJECT/I6/102-107

THIS DATA IS NOT PROVIDED FOR HCT SURVEYS.

84. DISTANCE FROM RUNWAY CENTERLINE/I6/109-114

FOR APPROACH, PRIMARY, AND MISSED APPROACH SURVEYS, L (LEFT) OR R (RIGHT) IS RELATIVE TO AN OBSERVER FACING FORWARD IN A LANDING AIRCRAFT OR AN AIRCRAFT EXECUTING A MISSED APPROACH

THIS DATA IS NOT PROVIDED FOR HCT SURVEYS.

85. PENETRATION OF INDICATED SURFACE (FIELD 71)/I5/116-120

THIS DATA IS NOT PROVIDED FOR HCT SURVEYS.

86. VERIFICATION DATE/A5/122-126

SEE FIELD 6

87. HEIGHT ABOVE AIRPORT/I5/77-81

88. MAGNETIC HEADING FROM ARP/I5/83-87

THIS DATA IS PROVIDED ONLY FOR HCT SURVEYS.

89. DISTANCE FROM ARP/I5/89-93

THIS DATA IS PROVIDED ONLY FOR HCT SURVEY.

90. VERIFICATION DATE/A5/95-99

SEE FIELD 6

91 - 99 INTENTIONALLY OMITTED

100. ADDITIONAL INFORMATION/A120/2-121