

Rogue Valley International- Medford Airport



History Part II

1996-2017



ROGUE VALLEY
INTERNATIONAL-MEDFORD
AIRPORT

HISTORY PART II
1996-2017

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AIR CARRIERS SERVING MEDFORD

AIRLINE	DATE SERVICE BEGAN	DATE SERVICE ENDED
Pacific Air Transport (predecessor of United)	September 1926	September 1929
United Airlines	September 1929	January 2003
Southwest Airways (changed to Pacific Airlines)	December 1946	March 1958
Pacific Airlines (merged with Bonanza and West Coast Airlines to become Air West)	March 1958	July 1968
Hughes Air West (name changed from Air West in 1970)	July 1968	March 1979
Pacific Northern	October 1973	November 1973
Air Oregon (acquired by Horizon Air)	October 1978	March 1981
Far West Airlines	October 1979	May 1980
Century Airlines	November 1980	March 1981
Pacific Express	January 1982	February 1984
Horizon Air	March 1982	Currently In Service
Cascade Airways	November 1984	September 1985
PSA (became US Airways)	December 1985	December 1987
Continental Airlines	April 1987	May 1988
United Express	September 1987	In Service
US Airways	January 1988	September 1990
Advantage Airlines	May 1992	July 1992
West Air	1994	1994
Reno Express Air	October 1994	March 1995
FunJet Express	March 1995	November 1995
Sierra Expressway	August 1995	February 1996
Shuttle by United	October 1996	2001
United Express	April 1998	Currently In Service
America West	October 2002	
US Airways		February 2007
Delta Connection	March 2005	Currently In Service
Allegiant	April 2007	Currently In Service
United Express/Mixed Fleet	April 2017	Currently In Service
American Airlines	June 2017	Currently In Service

AIRPORT RENAMED TO ROGUE VALLEY INTERNATIONAL-MEDFORD AIRPORT

In January 1995, the Foreign-Trade Zones Board of the United States Department of Commerce announced that Jackson County had been awarded foreign-trade zone status. With the opening of a U.S. Customs office, and approval of the Foreign-Trade Zone, the Medford-Jackson County Airport was elevated to international status. A “Name the Airport” contest was held, and the public was invited to submit suggestions for a new name for the Airport. There were 2,000 entries, some of which were quite clever, such as “Foggy Bottoms International,” and “MedFly International.” Other suggestions sought to name it for local residents of aviation renown, such as Tom Culbertson and George Milligan. The winning entry was “Rogue Valley International-Medford Airport.” This met with the approval of the administration of Jackson County and the Board of Commissioners.

The Foreign Trade Zone site was located at the area known as the Airport Commerce Park, consisting of 95 acres on the east side of the Airport within the Airport security fence. Like foreign-trade zones elsewhere, the Jackson County zone is a legally secured area outside the United States for customs entry procedures, duties and quotas. Imports may be admitted to a FTZ duty-free facility to be stored, inspected, destroyed, processed, manufactured, distributed or exhibited. They also can be combined with other foreign or domestic products. The zone was federally authorized as a new international port of entry with the United States Customs Service, Immigration and Naturalization Agency.

HISTORY OF INTERNATIONAL STATUS

Between 1994 and 2001, the Rogue Valley International-Medford Airport operated as a Foreign Trade Zone, with US Customs on site. A number of circumstances led to letting the enterprises go dormant, not the least of which were economic downturns and security issues.

History of Rogue Valley International-Medford Airport’s international status:

- October 1994 - Medford-Jackson County Airport became an International airport with the arrival of the U.S. Customs service office.
- December 1994 - The Airport received its first international shipment.
- March 1995 - The first international passenger flight, a private plane from Canada, arrived.
- March 1995 - A contest was held to rename the Airport.
- September 1995 - Ore-Cal Trade Corp. opened the Foreign Trade Zone which allowed manufacturing and distribution of goods outside of U.S. Customs.

- Jan 2001 through May 2002 - 365 passengers and crew cleared through U.S. Customs at the Rogue Valley International-Medford Airport.
- Non-stop flight arrived from Paris
- June 2001 - Horizon Air stopped carrying international cargo.
- January 2003 - U.S. Customs Service closed office.

The Airport has retained its “International” status and the Foreign Trade Zone with the federal agencies since that time in the hopes of a resurgence of economic growth making it feasible once again to have a U.S. Customs Office and international flights to our region.

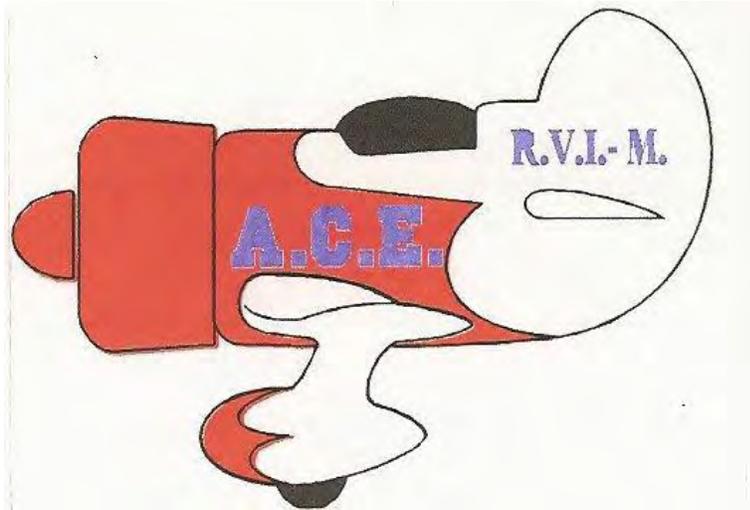


MFR GRANTS LIST 1994-2017

			Grant Amount	Award Date	
FEDERAL					
	FAA	AIP 3-41-0037-017	\$ 689,905.67	1995	
		AIP 3-41-0037-018	\$ 1,899,718.00	1996	
		AIP 3-41-0037-019	\$ 3,288,204.00	1997	
		AIP 3-41-0037-020	\$ 4,663,803.00	2000	
		AIP 3-41-0037-021	\$ 4,446,603.00	2001	
		AIP 3-41-0037-022	\$ 568,619.00	2002	
		AIP 3-41-0037-023	\$ 422,085.00	2002	
		AIP 3-41-0037-024	\$ 2,382,254.00	2003	
		AIP 3-41-0037-025	\$ 771,359.00	2003	Terminal Proj
		AIP 3-41-0037-026	\$ 1,982,640.00	2004	
		AIP 3-41-0037-027	\$ 5,186,791.00	8/2005	\$ 5,186,791.00
		AIP 3-41-0037-028	\$ 2,115,859.00	7/2006	\$ 2,115,859.00
		AIP 3-41-0037-029	\$ 2,271,906.00	7/2007	\$ 2,271,906.00
		AIP 3-41-0037-030	\$ 3,500,000.00	8/2007	\$ 3,500,000.00
		AIP 3-41-0037-031	\$ 2,504,924.00	6/2008	\$ 2,504,924.00
		AIP 3-41-0037-032	\$ 589,974.00	8/2008	\$ 589,974.00
		AIP 3-41-0037-033	\$ 778,597.00	1/2009	\$ 778,597.00
		AIP 3-41-0037-034	\$ 1,619,882.00	7/2009	\$ 1,619,882.00
		AIP 3-41-0037-035	\$ 1,137,989.00	3/2010	\$ 1,137,989.00
		AIP 3-41-0037-036	\$ 525,000.00	9/2010	
		AIP 3-41-0037-037	\$ 1,985,000.00	8/2011	\$ 19,705,922.00
		AIP 3-41-0037-038	\$ 8,701,508.00	9/2012	
		AIP 3-41-0037-039	\$ 7,496,226.20	8/2012	
		AIP-3-41-0037-040-2014	\$ 910,918.00	8/2014	
		AIP-3-41-0037-041-2015	\$ 3,873,540.00	8/2015	
		AIP-3-41-0037-042-2016	\$ 11,973,839.00	9/2016	
		AIP-3-41-0037-043-2017	\$ 10,855,000.00	7/2017	Total FAA \$
		Tower OTA	\$ 3,923,000.00	2007	\$ 91,065,143.87
	DHS/TSA	Leo Reimbursement Grant	\$ 209,754.00	5/02	
		Leo Reimbursement Grant	\$ 942,076.00	6/03	
		Leo Reimbursement Grant	\$ 995,026.50	10/2007	
		Inline Equipment OTA	\$ 2,148,000.00	8/2008	
		Leo Reimbursement OTA HSTS0213HSLR110	\$ 116,800.00	3/2013	
		Leo Reimbursement OTA HSTS0213HSLR110-Mod #1	\$ 116,800.00	4/2014	
	DOT	2012 SCASD Grant	\$ 150,000.00	9/2012	
STATE					
	Senate Bill 710	Lottery Grant-Runway Extention	\$ 8,000,000.00	2001	
	ODA	FAM04-020 Grant	\$ 10,000.00	11/2003	
		FAM06-016 Grant	\$ 14,000.00	9/2005	
	CONNECTOREGON	CO I	\$ 4,766,400.00	10/2006	CO Total
		CO II	\$ 4,760,000.00	2/2009	
		CO III	\$ 140,420.46	2010	
		CO IV	\$ 521,052.00	2012	
		CO V	\$ 500,000.00	10/2014	
		CO VI	\$ 446,666.00	12/2016	\$ 11,134,538.46
	OR EMERGENCY MGT	COMM EQUIP GRANT-ARFF RADIOS	\$ 17,148.00	6/2011	
	OR INFRASTRUCTURE F	SEISMIC REHAB GRANT-ARFF	\$ 209,545.00	5/2015	
ECONOMIC DEVELOPMENT					
		REGIONAL INVESTMENT FUND (SORED) (E. SIDE ENVIRONMENTAL)	\$ 17,825.00	2/2005	
PRIVATE					
	PACIFIC POWER	2011 BLUE SKY GRANT - SOLAR	\$ 100,000.00	1/2012	
		2012 BLUE SKY GRANT - SOLAR	\$ 170,684.00	12/2012	
		2014 BLUE SKY GRANT - SOLAR	\$ 261,137.00	12/2014	
		TOTAL GRANT FUNDS	\$ 115,678,477.83		

1996

ACE



In late 1995, the Rogue Valley International-Medford Airport Advisory Committee began discussions about forming a “Friends of the Airport” group to facilitate Airport access for frequent visitors and to have a forum to update the community of airport patrons about activities and items of interest.

The name “Airport Community Enthusiasts” or A.C.E. was approved, and the group was established as a 501(c) (3) non-profit

organization. The original concept included memberships in three categories: Airport Committee Emeritus (gold) for current or former Airport Advisory Committee members, Airport Community Enthusiasts (silver) for any resident supporting the Airport and its value to the community, and Airport Community Employee (bronze) for airport employees who wished to support the Airport and community goals. It was later simplified to Airport Community Enthusiasts, which encompassed all of the categories under one banner.

There was no charge for membership, and members were issued a membership pin and a pass to allow two hours free parking in the two designated spaces at the south end of the terminal. Beginning in April 1996, a monthly one-page news bulletin was mailed to members. As the Airport grew and needs changed, it became a quarterly newsletter. This enabled the Airport and the Airport Advisory Committee to keep the community informed about Airport improvements, tips for travelers, construction projects, security changes, and recreational events.

By January 1996, the A.C.E roster had grown to 500 members and gained one additional parking space. Although the two-hour parking remains free to members, it has always been supported by sponsorships, beginning with APCOA parking. Sponsors and many others have kept A.C.E alive and growing over the years.

In 2005, the decision was made to request email addresses for members to receive their newsletter, thereby reducing the costs to sponsors for printing and mailing the now-quarterly newsletter. The newsletter, written and edited by different volunteers over the years, remains one of the Airport’s most effective means of communicating with our friends and the flying public.

DOT and EDA Grants



In 1996, the Airport was awarded two grants that were vital to the growth of the Foreign Trade Zone established in 1995. The Oregon Department of Transportation Grant was awarded to improve access to the Foreign Trade Zone location. This \$500,000 grant was administered by the City of Medford to improve the roadway accessing the site, also known as the Airport Commerce Park. An Economic Development Administration Grant from the Department of Commerce for \$1.2 million plus \$800,000 in-kind match was also awarded. The purpose was for development of

infrastructure and a Federal Inspection Office building at the FTZ site. The FTZ designation from the U.S. Department of Commerce in 1995 elevated the Airport to international status, allowing for the receipt of international goods for storage, distribution, and processing.

Foreign Trades Zones are federally authorized ports of entry with the United States Customs Service and the Immigration and Naturalization Agency. The FTZ was named for Congressman Bob Smith, shown here with Airport Director Bern Case.



Zero Discrepancy Inspections

Airports that have scheduled air carrier service with aircraft containing more than 9 passenger seats, and non-scheduled air carrier service with aircraft containing at least 31 passenger seats, must meet the mandates outlined in 14 CFR Part 139 to obtain their FAA operating certificate. To ensure compliance, Airports undergo annual certification inspections where an FAA inspector examines over 100 items ranging from pavement markings and their reflectivity to staff training, ARFF capabilities, and aircraft refueling facilities. At one



time, the Medford Airport was on the border for maintaining enough operations to retain an FAA operated tower and was under scrutiny for safety and security discrepancies recorded during FAA inspections. A huge effort was made to turn that around. The Airport staff focused their attention on improving Medford's standing with the FAA Part 139 Certification Program. In 1996, the newly re-named Rogue Valley International-Medford Airport passed all FAA inspections (both security and safety) with zero discrepancies. That commitment to excellence resulted in an eight consecutive-year run of perfect scores. The FAA inspector praised the teamwork between the Airport staff and the tenants and said it was rare to find an airport in such good condition.

1997

New Names for Airport Area Roads

A direct result of the growth and expansion of the Airport was the need to name newly constructed roads and rename some existing roads. The city of Medford, the U.S. Postal Service, and Emergency Services (911) all requested the updates for each of their respective organizations to facilitate easier identification and location of addresses. The entrance to the Airport was renamed Historic Biddle Road, since Biddle Road had been moved to the west. The road leading to Mercy Flights was designated Milligan Way, in honor of George Milligan who founded Mercy Flights in 1949. Cirrus Drive and Nebula were chosen because of proximity to the National Weather Service. Terminal Spur and Terminal Loop were the names given to the roads that give the public access to the terminal and Airport facilities.



Air Show

In August 1997, the Airport hosted a spectacular air show. The two day event was called “Wings & Wheels,” bringing together over 100 classic automobiles, motorcycles, static aircraft displays, a hot-air balloon rally, and an incredible array of aerial acts, including skydivers and skywriters. A number of military aircraft were featured, beginning with the Russian MiG-17 flyover. There were also Coast Guard helicopters, F-16s, C-130s and C-140s. A Canadian glider performed an aerial ballet, as well as a U.S. Forest Service bomber demonstration of a wildfire air drop. The Experimental Aircraft Association offered free plane rides to children ages 8 to 17 and hosted a pancake breakfast. There was live music, educational booths, and food vendors throughout the area. The Airport was open to the



public for two days, and all proceeds were distributed to the Crater Lake Council of the Boy Scouts of America, the Experimental Aircraft Association, and the Civil Air Patrol.

The whole production was made possible through the efforts of volunteers and the region’s huge group of aviation enthusiasts and supporters in conjunction with local business sponsors. Over 500 volunteers put in many hours and much diligence to provide a fun event for the community. Over 10,000 people attended the event, with even more watching from outside the fence line.

Record Breaking Passenger Count

Rogue Valley International – Medford Airport experienced remarkable growth in 1997. Passenger count increases were among the highest in the nation, an astounding 17% ahead of the previous year. This increase was attributed to several factors, among them lower fares to destinations both north and south and additional summer flights. The Airport saw the three highest passenger counts on record going as far back as 1987. Travel peaked in August with a count of 46,223.



Passenger number 377,759, who broke the record for the most passengers in a calendar year, arrived in November on a Horizon flight. She was greeted with much fanfare and was awarded a free, round-trip ticket courtesy of the airline.

ROGUE VALLEY INTERNATIONAL-MEDFORD AIRPORT PASSENGER FLOW

YEAR	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Year Totals
1978	18,637	16,004	20,390	19,388	21,533	23,997	25,321	26,220	22,189	23,592	21,329	21,770	260,370
1979	19,177	19,492	22,668	5,250	5,238	22,662	23,944	26,154	25,070	23,960	19,235	20,877	233,727
1980	16,762	15,034	18,163	16,636	18,499	22,824	22,038	23,045	17,634	16,211	13,728	13,021	213,595
1981	9,425	10,181	12,499	12,837	13,805	16,995	18,191	15,822	14,783	15,397	13,041	14,111	167,087
1982	11,531	10,673	13,802	15,899	17,692	22,993	24,481	27,305	21,274	20,214	18,636	22,332	226,832
1983	16,799	16,168	20,949	19,308	21,618	27,827	28,349	30,902	24,409	23,177	22,563	25,293	277,362
1984	17,500	17,616	21,418	18,975	20,574	24,725	26,081	28,630	22,301	21,233	21,222	22,411	262,686
1985	18,170	15,620	21,963	22,020	16,088	15,277	28,097	27,463	20,887	18,889	17,375	24,286	246,135
1986	23,169	16,435	21,502	20,466	26,542	33,154	37,239	41,793	31,750	29,768	23,454	21,674	326,946
1987	20,386	21,131	30,074	31,018	33,235	37,022	36,224	37,088	31,456	28,284	23,299	24,811	354,028
1988	19,682	19,193	26,505	22,605	23,492	28,240	28,289	30,713	26,565	24,258	21,964	23,247	294,753
1989	19,238	17,176	21,946	19,433	22,178	28,063	30,864	31,892	25,926	26,077	23,496	22,376	288,665
1990	18,438	17,566	21,241	19,963	22,624	28,470	32,079	32,582	24,977	23,974	20,289	21,347	283,550
1991	17,125	13,948	16,550	20,744	22,936	29,033	31,191	31,091	26,313	25,823	21,814	22,927	279,495
1992	17,053	15,729	19,166	17,926	23,070	35,149	38,897	39,431	30,739	26,755	22,999	27,398	314,312
1993	19,672	17,626	21,633	20,846	23,268	30,966	32,720	32,557	30,123	27,462	24,662	26,086	307,621
1994	19,169	18,256	23,545	22,127	25,714	29,182	29,795	31,875	26,416	25,893	24,588	26,281	302,841
1995	20,941	19,641	25,675	25,587	30,882	37,584	37,825	41,029	34,912	36,030	31,033	31,107	372,246
1996	24,089	25,547	28,430	28,348	31,192	36,786	37,600	39,004	32,282	32,509	28,907	33,064	377,758
1997	29,701	27,460	32,929	33,626	35,908	42,081	44,313	46,223					

Passenger numbers through August 2017 are detailed in Appendix 1

1998

Wings & Wheels Air Show II



After the successful air show in 1997, the committee decided to offer another benefit air show the following year. They used the same format as the previous event, spotlighting both classic cars and a variety of aviation venues and activities. Over 100 cars and tractors and 50

static display planes were featured for the public to view, as well as an F-16 Flight Simulator and \$20.00 helicopter rides. The proceeds were again designated for the Crater Lake Council of the Boy Scouts of America, the Experimental Aircraft Association, and the Civil Air Patrol. The Snowbirds (Canada's equivalent of the US Navy's Blue Angels) were the headliners, treating the valley to a flyover the night before the opening of the show. The team of 11 jets was the first such act scheduled for the Rogue Valley. The Russian MiG-17 returned, doing an evening flyover as well as appearing during the show. Retired Special Forces Troops from the 69th Battalion performed a simulated Viet Nam War rescue mission that included parachutists and a strafing run. The festivities began at 7 a.m. with the Boy Scout Benefit pancake breakfast. Gates opened at 9 am, and the aerial exhibitions began at 1:30 p.m. each day. The show was estimated to be 5 times bigger than the previous year's event. Unfortunately, more visitors watched the events from outside the fence than those who purchased admission tickets, and the Air Show Committee ended up with more debt than profit. Because of this, the decision was made to not pursue another air show in the future.



F-16

One of the F-16 fighter jets that last flew in the 1997 “Wings & Wheels” Medford Air Show returned to RVI-Medford Airport in 1998 to take up permanent residence. Two jets performed at the air show and both were found to have developed stress fractures in their fuselage after the performance. Utilizing two C-47 Chinook helicopters, the jets were both air-lifted by the Pendleton Air National Guard back to their home base at Kingsley Field for repair. Upon inspection, only one was found to be repairable. Airport officials applied to the Aerospace Maintenance and Regeneration Center, which has the responsibility of mothballing military aircraft, for the opportunity to have the General Dynamics F-16 Fighting Falcon loaned for permanent static display. The Rogue Valley International-Medford Airport recruited businesses and agencies for sponsorship to provide a pedestal for the aircraft to be displayed in front of the Airport Authority Administration Office, across the street from the terminal.



agencies for sponsorship to provide a pedestal for the aircraft to be displayed in front of the Airport Authority Administration Office, across the street from the terminal.

The display was made possible through volunteer efforts and donations from the community such as CWI, Inc., Airgas, Inc., Erickson Aircrane, Pacific Plastering, S&B James Construction, Jerry Green Sandblasting, Farwest Steel Corporation, Recognition Specialties, Inc., Jackson County Airport Authority, the 173rd Fighter Wing of the Air National Guard, and the Aerospace Maintenance and Regeneration Center.



A dedication ceremony was held on August 10, 1998. The program began with a flag raising ceremony performed by the Medford Police Department's Color Guard. Medford native and veteran pilot Major Pike Grubbs, USAF (retired) was honored by having his name painted under the cockpit. Guest speakers included Jackson County Commissioners Sue Kupillas, Ric Holt, and Jack Walker, as well as Lt. Col. William Eaton of the Oregon Air National Guard.



1999

KC-97 Donated & Delivered



The Boeing KC-97 Stratofreighter at the Medford Airport was first put into service in 1952. It was used in various parts of the world as part of the 306th Bombardment Wing, the 44th Bombardment Wing, and the 44th Refueling Wing. It was converted from a KC-97G Stratotanker to a KC-97L Stratofreighter and used in troop and cargo transport. In 1978, after 25 years of such wide-ranging duties, she was declared surplus and retired from military service to the Military Aircraft Storage and Disposition Center at Davis-Monthan Air Force Base in Arizona. The plane

was then sold to a civilian buyer to be refurbished for use as a fire fighting plane, as was the case with many other KC-97s.

Those plans never materialized, however, and the plane remained idle. In 1990, it was purchased by Erickson Aircrane for its spare parts. Erickson had it flown to Medford, where they removed the two remaining good engines, and then towed it to a



grassy field east of the north tie-down area. By 1999, the plane was rapidly deteriorating and had become home to flocks of birds, as well as being a major eyesore on the landscape. Airport Director Bern Case started thinking about what could be done with the plane to the benefit of all. He approached Jack Erickson with his ideas for restoring the plane to its former glory, to be used as a static museum and meeting space. The response was favorable, and the arrangements were made to donate the plane. A committee was formed to start the process of converting this versatile plane once again to a new use. The committee's goals were lofty: to make the aircraft available for field trips, tours, and a small meeting space.

Maintenance Facility

The Airport Maintenance Facility, located in Building 38 on the east side of the airfield, was an inconvenient site at a substantial distance from the terminal. These trips took between 8 and 10 minutes each direction, using perimeter and interior roads.



The Airport owned vacant property on the new Milligan Way where some old tin hangars and fuel storage tanks had been in earlier days and advertised for bids in 1998 to construct a new facility to accommodate the ever-increasing demands of operations and maintenance.

The project, designed by Ronald L. Grimes, Architect, began in July 1998 and was completed in April 1999. The new 4,000 square foot building was built by Adroit Construction. The building consisted of a large office space, an equipment room, map room, break room, restroom, and a loft area for additional storage.

The move to the new facility was immediately beneficial to the Airport and the County, saving the time spent traveling from the old building on the east side to various locations around the Airport property.

Runway Extension



As part of the changes needed to accommodate the Foreign Trade Zone at the Airport, a 3-year, \$14 million runway extension project began in 1999, to be completed in 2000. LTM was the contractor, and they began work on the 2,100 ft. extension. The forward-

looking project provided a new cargo ramp that now accommodates wide-body jets for both passenger and cargo service.

2000

Centerline Lights & Navigational Upgrades

A vital part of the Runway Extension program which began in 1999 was the installation of 356 center-line lights and touchdown zone lights. These improvements enabled Instrument Flight Rules (IFR) aircraft to land with lower visibility minimums because of the greatly increased visibility of the runway. A grant was received for the completion of Taxiway "A" to coincide with the runway extension. The FAA performed 3 days of flight checks with a Lear jet in September to certify the extended runway.



More Record Passenger Counts



2000 was once again a banner year for record breaking passenger travel at the Rogue Valley International-Medford Airport. The record for total passengers in a single year was broken, and a succession of record months was established. Every month of the year showed an increase over the same period in the prior year, with the year-end total up by over 35,000 total passengers. With each month averaging about 35,000 passengers, it was as if the year had gained an additional month of air travel!



Vice President Cheney

The Airport welcomed vice presidential candidate Dick Cheney in August as he arrived for a fund raising event, followed by a forum on student leadership and agriculture at Crater High School. The whirlwind campaign swing through Southern Oregon ended back at the Airport with an afternoon send-off where he and his wife, Lynne, spent some time shaking hands and speaking with the crowd.

Airport staff greeted the candidate, as well as Congressman Greg Walden, Senator Gordon Smith, and other party members.



2001

KC-97 Dedication

The dedication ceremony for the static display Boeing KC-97 Stratofreighter took place on June 14, 2001. Committee members of the KC-97 Restoration Project were present as Chairman Bud Glickman addressed the audience of over 200 people. Appreciation was extended to all those individuals and companies who made the project a success. The Oregon Air National Guard received

special recognition for their extensive help and commitment to the project. The ceremony was concluded with a double fly-over by one of the Oregon Air National Guard F-15 jets.



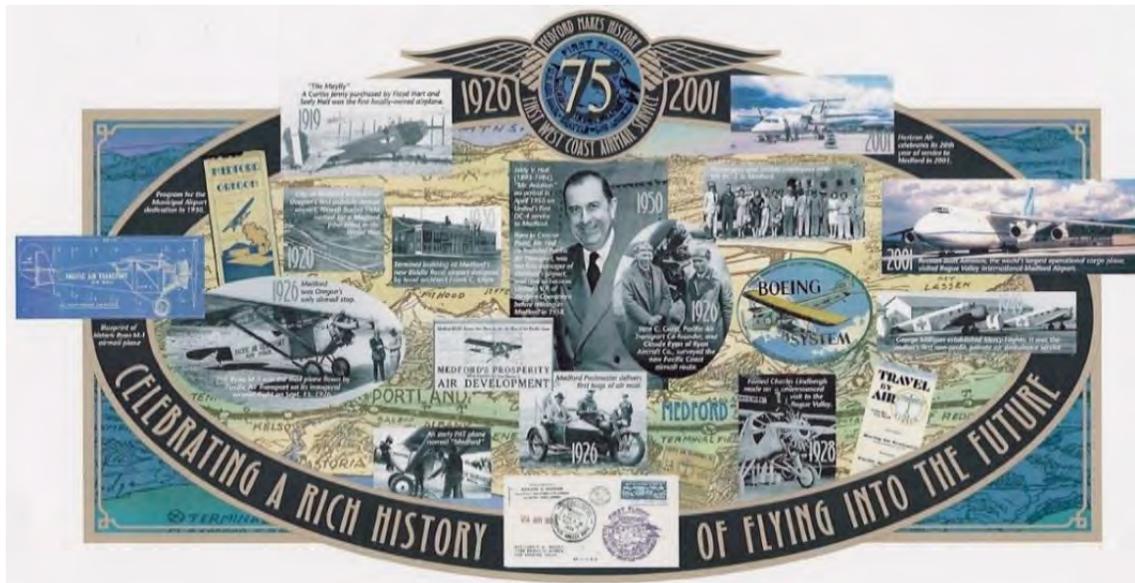
The restoration work took 18 months to complete and involved a tremendous amount of dedication, effort and coordination of volunteers and sponsors. The KC-97 Restoration Committee consisted of 16 members, most of whom were World War II-era veterans who worked countless hours on weekends and afternoons. For them it was a labor of love as they cleaned, painted, and replaced parts. Their goal was for the plane to become not only a static display, but a memorial to all the men and women of the United States Armed Forces, past, present, and future.

Airport's 75 Year Anniversary

The 75th Anniversary of Pacific Air Transport and Oregon's first airmail stop was held on September 15, 2001. Airport officials joined family and friends in celebration of Medford's aviation pioneers. The ceremony focused on the history of the airline and on Seely Hall, who was remembered as the "Father of Aviation in Jackson County." There was live music and drawings for free airline tickets, as well as the unveiling of a beautiful wall mural displaying photos of the region's rich aviation history. The wall display was designed by the Airport History Committee and made by Hale Signs of Medford.



Pacific Air Transport was founded in 1925 by Vern C. Gorst and Seely Hall. Medford was the first public airfield in Oregon and was selected as a terminal Airport for the Pacific Coast airmail route flown by Pacific Air Transport. The first airmail flight landed on September 15, 1926, at Newell Barber Field, located on the south end of town where the Medford Armory now stands. Pacific Air Transport was one of four airlines that merged, eventually becoming United Airlines in 1931.



Planes Grounded on 9-11

In response to the terrorist attacks on September 11, 2001, for the first time in aviation history all flights in United States air space were grounded by order of the Secretary of Transportation. All civilian air traffic was ordered to stop. Some flights were returned to their departure point, while others were diverted to the nearest available airport. A number of flights were diverted to RVI-Medford Airport, and passengers from United Airlines and Horizon Air were either bused to their destination or rented vehicles to complete their travels.



Another major impact at our local airport was the implementation of National Guard troops as additional security, as well as increased vehicle searches and patrols.



National Guard on duty at RVI-Medford Airport

2002

Surplus Lights Donated

The Josephine County Airport, located five miles northwest of Grants Pass, was the recipient of over 100 runway lights and 75 taxiway lights that were salvaged from RVI-Medford Airport's Runway 14/32 and the parallel taxiway "A" projects. Josephine County desired to extend their 4,000 foot runway by 1,200 feet, add taxiway lighting, and replace existing medium intensity runway lights (MIRL) with high intensity lighting (HIRL). This donation of our salvaged lighting helped offset the costs of those improvements.

Passenger Screening Change

One of many changes resulting from the terrorist attacks of September 11, 2001, was the federalization of passenger security screening. The goal was to strengthen the security of all the nation's transportation systems. The Aviation and Transportation Security Act established the Transportation Security Administration, giving them responsibility for screening all passengers and eventually all checked luggage.

The Airport's checkpoint transitioned from a private contractor to the newly-formed Transportation Security Administration on October 21, 2002. In



the weeks prior to the change, newly hired screeners underwent assessments, testing, and on-the-job training in preparation for the switch. The nation's 429 commercial airports were required to complete the change by November 19, 2002.



America West

America West had their inaugural flight into MFR on October 1, 2002. They held a big celebration party outside with catering from the Red Baron, live music, and a beautiful balloon arch. They also had a drawing for two, free round-trip tickets. The Vice President of marketing was also here to address the audience of over 100 people attending the arrival of the new service.



Ralph Wehinger 1954-2002



One of the driving forces behind the formation and operation of the Foreign Trade Zone at the Airport was Ralph Wehinger. Dr. Wehinger was a visionary who worked tirelessly on a multitude of projects to enhance business, trade, and commerce in the Rogue Valley. The Foreign Trade Zone occupied 97 acres at the Airport, including a U.S. Customs Office, a customs broker's office, Immigration and Naturalization Office, and warehouse facilities. He was also involved in the International Wildlife Recovery Center, moving of the U.S. Forensics Lab to Ashland, and creation of the Pacific Northwest Museum of Natural History. He was named an honorary consul to Korea for his work to develop foreign trade.

In the fall of 2002, Dr. Wehinger, the president of Ore-Cal Trade Corporation was diagnosed with a brain tumor. He passed away on December 6, 2002.

Presidential Visit

A highlight from 2002 was a visit from President George W. Bush. Stopping briefly in Medford on his way to Portland, President Bush met with officials from the State and U.S. Forest Service to view areas that were devastated by the Silver Fire.

He addressed a rally at the Jackson County Expo where he spoke to approximately 5,000 people. The Airport staff had the privilege of working with members of the Secret Service, the Medford Police Department, and the Jackson County Sheriff's Department. Although quite an exciting event, a great deal of planning and effort is required for a presidential visit.



2003

FTZ, U.S. Customs and International Flights Put “On Hold”



In January of 2003, the U.S. Customs office at the Rogue Valley International-Medford Airport closed its doors, making the Airport “International” in name only. The Foreign Trade Zone, operated by Ore-Cal Trade Corp., was placed on inactive status as well. The decision was made to keep the existing airport name in place in hopes that one day the customs office could be financially self-sustaining and international flights reinstated. Jackson County had underwritten the annual costs of maintaining the customs operation but was no longer able to carry the burden. At the time of the closure, approximately 14 businesses were utilizing the available services. The Airport was averaging one

international shipment per week, which proved to be insufficient participation to continue operation.

While the sluggish post 9/11 economy played a large part in the loss of the U.S Customs service, passenger traffic at the Airport also decreased. The Airport had been on a 6-year, record-breaking streak before the terrorist attacks, but those passenger counts dropped substantially afterward. Enplanements declined over 6 percent locally as the nation and the airline industry struggled to regain their footing. That downward trend changed toward the end of 2002 and enplanements continued steadily up throughout the next year.



KC-97 Grounded



Citing public safety concerns, the City of Medford determined the KC-97 didn’t meet building code requirements to be used as a meeting and party site. Additionally, they cited concerns about sanitation, plumbing, and electrical safety. Since the County-owned plane had been in use for several months already, the decision came as a surprise to the Airport Authority who believed it was under the jurisdiction of the FAA. Ultimately, it was

determined that it was indeed classified as a building and must be brought up to the city's required standards.

Use of the facility was put on a temporary hold until the necessary upgrades and changes could be completed. The finished product made the location even more desirable for public use, including an elevator for handicapped accessibility, an additional exit, air conditioning, restrooms, and interior lighting. The plane was available for meetings and parties once again in 2003 and has been used frequently by the public ever since.

2004

Presidential Visit



In October of 2004, President George W. Bush and First Lady Laura Bush visited our region while campaigning for re-election. They flew in on Air Force One with the full entourage of Secret Service agents and presidential limousines. An event of this scale is a huge undertaking for any Airport. Airport personnel worked with advance teams and the Secret Service to ensure the entire operation went as smoothly as possible.



There were a few practice runs earlier in the campaign season with stops from Vice President Dick Cheney in Air Force Two, Senators John Kerry and John Edwards and Congressman Dennis Kucinich.



For the visit from Vice President Cheney, all air traffic was halted for 15 minutes before Air Force Two landed. Senator Kerry's plane landed and staged on Alpha in front of the ARFF Station, while Senator Edwards came in at Medford Air Service. Congressman Kucinich arrived on a commercial flight, and after a brief pass through the terminal, he departed to his speaking venue.

Tanker Base

After a year-long struggle with the U.S. Forest Service to keep the tanker base operational and open at the Medford location, the old facility was upgraded using funds made available through an Omnibus Appropriations Act. The Air Tanker Refurbishing grant provided \$1.2 million for improvements required by the U.S. Forest Service as part of the agreement to keep the base open.



The U.S. Forest Service had recommended closing 12 of its 95 air tanker bases in preparation for larger and faster planes to fight fires. There was much heated



discussion over whether to keep the base here at Medford or move it to Klamath Falls. U.S. Forest



Service officials argued that the cost savings was worth the additional flight time that would result from the relocation.

The potential savings from closure was estimated at \$1 million per year. Opposition to the base closure came from Jackson and Josephine County Commissioners, local Chambers of Commerce, and a large contingent from the surrounding communities. County Commissioner Jack Walker and Congressman Greg Walden were instrumental in getting the necessary support to keep the base open at MFR. Senator Gordon Smith, Senator Ron Wyden, and Congressman Peter DeFazio also joined the fight. They argued that without the base, fighting wildfires would be more expensive and less effective. The upgrades to the tanker base



included new concrete aircraft parking pads, updated equipment, and the construction of a new operations building as part of the project.

2005

Airport Advisory Committee

The Rogue Valley International-Medford Airport Advisory Committee increased its number of board members from seven to nine in 2005. The Airport Advisory Committee, originally formed in October 1981, was created to serve as an advisory group for the Board of County Commissioners on matters of public concern and to help formulate and recommend priorities for the capital improvement and further expansion of the Airport. The Airport Advisory Committee expanded its scope to include Master Plan development, economic development, air service, and commercial and general aviation.

The committee membership includes a broad representation of the community. Membership positions include, to the extent possible, the following: an airline representative, a pilot, an Airport hangar tenant, a member at-large, a local corporate representative, a member to represent community leadership, a member to represent economic development, a member to represent fixed base operations, and a hangar owner.

Delta Connection

On March 1, 2005, Delta Connection introduced nonstop jet service between Salt Lake City and Medford. The two daily flights provided passengers accessibility to over 375 daily Delta and Delta Connection Flights to over 80 destinations.

2006

ConnectOregon I

The Airport applied for, and was awarded, an Oregon Lottery-based grant in 2006 to improve multi-modal connectivity



at the Airport. The grant award of over \$4 million was to enhance the Airport's small parcel freight capacity and regional transit service. The project provided for improved freight service tarmac, logistical support facilities, and utility and security infrastructure to support small parcel freight deliveries. This included an aircraft apron, employee parking, freight handling equipment, telecom infrastructure, and security improvements.

Phase I Terminal Project-Landside Improvements



A ground breaking ceremony for the new Rogue Valley International-Medford Airport Terminal Project-Landside Improvements

was held on March 3, 2006. The ceremony

marked the beginning of nearly three years of construction and building, as well as the culmination of several years of planning. The old terminal, built in 1955, was approximately 33,000 square feet. The building had been in service for 54 years and was frequently beyond passenger capacity. Parking was also a problem, often requiring opening of unimproved overflow lots to accommodate departing travelers.



The terminal project was broken up into phases, the first being Phase I Landside Improvements. This phase provided new long and short-term parking lots, a consolidated rental car lot, two employee parking lots, a new entrance, utilities, and toll booth relocation. Parking capacity went from 62 in short-term to 241, and long-term from 342 to 835. The Landside project site was the former short-term parking lot, which was located across the street from the old terminal building.

New Entrance

The Airport's new entrance on Biddle Road at the intersection with O'Hare Parkway opened on October 30, 2006. This was one of the last segments of the Landside portion of the New Terminal Project, Phase I. Included in this phase was the demolition of the old entrance, roadways, parking lots, and the relocation of the toll booths. The intersection was also greatly enhanced by the addition of a traffic light.



Red Baron Restaurant Closes



After 35 years of serving the traveling public, as well as local diners, the Red Baron Restaurant closed its doors for good in 2006.

During those years, it was a very popular site for business lunches and board meetings, as well as fine dining at night. Opened in 1971 by Ron Byerly, the restaurant grew with the Airport, serving the community for many years. It changed hands several times, but remained a landmark in the Rogue Valley. The restaurant served breakfast, lunch, and dinner, operated a popular lounge, and provided catering services for United Airlines. They also were a favorite for company parties and catered events. As the valley expanded, competition grew from the many franchise restaurants opening up in the area. Coupled with the increased security challenges after the terrorist attacks of September 11, 2001, it became more difficult for them to operate at the same service level.

2007

New Airline Service

In 2007, the Airport inaugurated new airline service with Allegiant Airlines. Although the company was actually founded in the late 1990s, they began operating in their current business model in 2004, with service from 13 small cities to Las Vegas. They



combined air fare with hotel accommodations to provide vacation packages at attractive pricing.



They continued their expansion and began operating out of the Rogue Valley International-Medford Airport in April 2007. In celebration of the new service, the Airport hosted a Casino Afternoon with gaming tables, drawings and great prizes, including round-trip airline tickets plus hotel accommodations with one of Allegiant's partners. There was a special appearance from Elvis, and the Allegiant Show Girls. This has continued to be a successful partnership for MFR, with increases in number of flights and destinations.

Private Hangar Construction



Rogue Valley Hangars constructed a noncommercial general aviation hangar development consisting of both “T” hangars and corporate configured units. This was a very large project, providing additional hangar rentals for the Airport and paved access to the new development. In all, the project included 33

hangars, totaling 70,658 square feet. The largest individual hangar is 6,400 square feet.



Ground Breaking

Ground breaking for Phase II, the Terminal and Airside Improvements project began with a ceremony on August 16, 2007. This phase included construction of the new 110,000 square foot terminal building, aircraft parking aprons, and pedestrian walkways. CSHQA provided design and architectural services, URS Corp provided project management, and Adroit Construction was the general contractor for this phase of the terminal construction project. This huge undertaking was completed on time and within budget.



Million Air Grand Opening



Superior Air Charter entered into a franchise agreement with Million Air Interlink of Houston to create Million Air Medford, with ground breaking taking place in 2005. The completed project was a 14,000 square foot executive terminal, corporate headquarters, and a 26,000 square foot hangar. They hosted a grand opening celebration in May 2007.

2008

Former President Clinton



The Airport is usually a busy place during presidential campaigns and 2008 was no exception. Former President Bill Clinton came here while campaigning for his wife, Senator Hillary Clinton.



Senator Obama

Senator Barak Obama made a stop in May as he campaigned for president. As always with VIP visits, the Airport Authority, as well as local, state, and federal law enforcement agencies, were kept busy during his brief stay.



ATCT Ground Breaking

A ground breaking event was held for the Air Traffic Control Tower project to replace the old tower on the old terminal building. This project was funded by the FAA through a program called OTA, or Other Transaction Agreement. Participants included Precision Approach Engineering, Skelton Strauss & Siebert Architects, and Adroit Construction.



New Allegiant Route



Allegiant Air continued to grow at RVI-Medford Airport, and in 2008, added an additional route to Phoenix-Mesa. As always, a new route is an exciting development, and this additional destination was a great opportunity for expansion.

A.C.E. Membership Milestone

In September 2008, A.C.E. (Airport Community Enthusiasts) enrollment reached 5,000 members. Started in 1996 as an extension of the Airport Advisory Committee, A.C.E. grew in membership numbers as well as benefits. What started out as 2 parking spaces has expanded to 11 spaces through the support of our sponsors. The ACE Newsletter is a quarterly publication providing members with information about the Airport and general aviation. A.C.E. remains one of the most dynamic support organizations for Airports in the nation!



Laura Bush

Former First Lady Laura Bush spent some vacation time in our area in July 2008. She made a brief stop in Medford before heading out on a three-day rafting trip with friends on the Rogue River.



2009

New Terminal Opening



The new terminal Grand Opening was held on January 3, 2009, with an estimated 2,000 members of the community attending the ribbon cutting celebration. Parking fees were waived for the gala occasion. Guest speakers included Congressman Greg Walden, as well as County Commissioners C.W. Smith and Dave Gilmour. Local companies and sponsors donated dozens of items to be raffled, including airline tickets and other valuable prizes. Commissioner C.W. Smith was the Master of Ceremonies, and Airport staff

participated in the lively giveaways. The North Medford Jazz Band performed, and cake and punch were served as long as it lasted. Guests were able to tour the entire facility, including the secure areas normally not open to the public. The last visitors went home around midnight!

Airline operations began January 11, 2009, with the first departure leaving on time at 5 a.m.



The \$47 million project was funded by a variety of sources, including grants from the FAA and the state of Oregon, Passenger Facility Charges, and Airport revenue sources such as bonds, leases, landing fees and advertising.



The new terminal, which is about 3 times the size of the old building, also introduced some new and innovative features. Chief among these is the Sally Port system, designed to enable the restaurant to serve screened and non-screened passengers from a single kitchen. This allows food (and utensils) to leave the kitchen but allows nothing to reenter. This



device allows the Airport to meet all the security requirements with a single vendor. The gift shop utilizes a similar idea by allowing a single cashier to serve both secured and non-



secured sides of the shop, again keeping costs down with one vendor. Other amenities include an Observation Deck, a pet relief area, recycling stations, cell-phone waiting lanes, and improved taxi and shuttle lanes. Art work in the terminal was all provided through donations by artists or sponsors.



ATCT Grand Opening

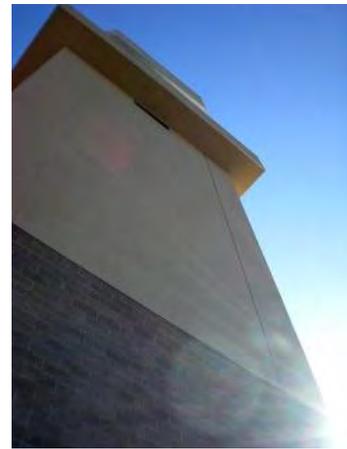
Next on the schedule came the Air Traffic Control Tower, breaking ground on June 16, 2008, and a ribbon cutting ceremony on May 5, 2009. Members of the community were then escorted up for a rare tour of the new facility.



The \$3.9 million tower project cost was funded by the FAA. The 100 foot high tower offers a panoramic view of the valley, giving improved line of sight to the controllers directing aircraft and the vehicle traffic on the airfield. The building includes 6 floors plus the cab, which is twice the size of the old tower.



Precision Approach Engineering was the project manager, with architectural work done by Strauss & Seibert, and Adroit Construction as general contractor. The control



tower stands 100 feet high, with the highest antenna at 115 feet, and meets all post 9-11 construction requirements for safety and security.



Sky House Bar and Grill



May 2009 also saw the opening of the Sky House Bar and Grill. Bev and Jason Brehm were the successful proposers for the Airport restaurant concession, and worked long and hard to complete the design challenges of operating on both the secure and non-secure sides of the Airport terminal.



The Sally Port concept, successfully incorporated into the restaurant design, allows food to be prepared in the secure-side kitchen and then placed in the Lazy Susan-style rotating Sally Port. Nothing from the non-secured side can go back in to the kitchen. Items not collected go into a trash receptacle, preventing reentry to the sterile kitchen.

F-16 Relocated

During the construction of the new Airport terminal and parking lots, it was necessary to remove the static display F-16 from its home in front of the former Administration building to await placement in a new site near the new Air Traffic Control Tower. A large crane was brought in to lift it onto a truck which took it to a tie-down area awaiting its future home. That transition came about on November 17, 2009, when it was proudly lifted to its new pedestal in the airfield observation park next to the new tower.



2010

Freight Terminal



A project for two large freight buildings and site improvements including all utilities began in 2010, next to the FedEx building. The projects were completed in the fall of 2011. These buildings can be divided for multiple occupancies, allowing all air cargo shipping activity to be in one central location for customers as well as Airport personnel.



The Airport was awarded a grant from *ConnectOregon II* for \$4,760,000. That award was combined with a 20% match for a total project amount of \$5,950,000. The construction contract was awarded to LTM, Inc. dba Knife River Materials. The buildings,



which are designed to house small freight carriers, were completed in 2011. Secured Courier was the first to occupy the new space. This was a great improvement for them, having previously leased about 500 square feet near the National Weather Service.

Old Admin Remodel



The former Airport Authority Administration building was remodeled in preparation for TSA to relocate there. The 1950's building, originally housing the National Weather Service, was vacated by Jackson County Airport Authority in 2009 when the new terminal was completed.

The site had to be brought up to precise specifications before TSA would be able to occupy it. The end result was a lovely, open office space with attractive landscaping.

2011

C.A.S.P.E.R

(Cable Attached System Providing Effective Release)

After months of fabrication, preparation, test runs, and safety checks, the Rogue Valley International-Medford Airport successfully deployed CASPER on December 1, 2011, to disperse freezing fog at the Airport.

The successful operation “cleared the air” for continued fog seeding. CASPER can be used when freezing fog settles on the valley floor. The temperature in the inversion layer above the fog has to register at freezing or below for the dry ice to work effectively.



The December 2011 launch operation was the first in actual freezing fog conditions. Within 25 minutes, the runway visual range, RVR, was improved by 1,000 feet. This allowed the departure of several outbound commercial aircraft, as well as the arrival of a number of inbound aircraft. All earlier deployments had been conducted under test scenarios in clear weather while working out the logistics for safety, adequate height, and dispersal of dry ice.

After making it through the Safety Management System protocols with the FAA, which included criteria from the International Civil Aviation Organization (ICAO), the Rogue Valley International-Medford Airport received a Certificate of Waiver for operation.

CASPER was fabricated in the Airport Operation's shop. Initial testing focused primarily on whether the concept would work. Based on the same principles as a fertilizer spreader, the mechanism disperses dry ice particles while attached to a helium filled balloon, which is tethered to a moving vehicle. The spreader works via remote control and is winched up to approximately 500 feet where it disperses the dry ice particles over the fog.

The past practice for fog seeding utilized an aircraft that would take-off with a load of dry ice. The aircraft would then fly over the fog layer with an individual grinding dry ice out of a portal as the aircraft flew back and forth over the fog layer. The ice particles would then come in contact with the moisture contained in the fog causing it to freeze and dissipate.



Tenth Anniversary Flag Event



The Rogue Valley International-Medford Airport held a special ceremony in observance of the 10th anniversary of the September 11, 2001, terrorist attacks against the United States. County Commissioner C.W. Smith, TSA Deputy FSD Steve Crawford, Rob Partridge (representing Congressman Greg Walden), and Airport Director Bern Case spoke during the ceremony. Civil Air

Patrol Cadets helped unfurl the same American flag that was flying at the Medford Airport on the day of those attacks. That flag will now remain on permanent display as a reminder of those events and how our nation was united in purpose in the days and months following. The Rogue Valley Chorale led the crowd in a spontaneous rendition of “America the Beautiful” and “God Bless America” to conclude the moving program.

Mercy Flights

Mercy Flights' huge expansion project, begun in 2010, was completed in 2011. The project was funded in large part by a *ConnectOregon* III lottery-based grant of nearly \$4 million. The project included construction of a 14,000 square foot structure with hangar space and a maintenance area, a new 4,623 square foot operations building adjacent to the hangar to house technology services, a dispatch center, locker rooms and training facilities, and enhanced security improvements.



The old hangars were built in the 1940's and were too small and very inefficient for the current and future needs. The new facility also includes biometric scanners, security cameras, and increased fencing around the perimeter.

As Mercy Flights has expanded over the years, the membership program has grown as well. The program provides for coverage of air and/or ground ambulance transportation for 14,000 annual patient transports and 19,000 emergency missions. Membership includes over 15,000 households, several of whom have been members since Mercy Flights' inception.



Mercy Flights was founded as a non-profit organization in 1949 by George Milligan, an air traffic controller in Medford, after a friend of his died of polio in Southern Oregon, unable to survive the long, slow ground transport to Portland.

Through fundraising efforts by schoolchildren, scouts, and others in the community, George Milligan raised enough money to buy the first aircraft, a twin engine Cessna, which was known as "the bamboo bomber." A "membership" program was established which provided people in the community an opportunity to contribute to Mercy Flights, while insuring that they would be financially covered in the event that they needed aero medical transportation.

As demand for these air transports grew, Mercy Flights responded to that need, adding additional aircraft and personnel to provide medical transportation as needed.

In 1992, Mercy Flights purchased Medford Ambulance Service, expanding operations to include ground ambulance transportation. This acquisition combined the strengths of these two community service organizations, building on the varied background and experience of each. The decision to expand in this way followed discussions with both Rogue Valley Medical Center and Providence Hospital, which established the importance of building a regional medical transportation network. In 1993, Mercy Flights acquired Rogue Ambulance, expanding its service area to include the communities of White City, Eagle Point, and Shady Cove.

2012

Brian Gebhard CM Credential



Brian Gebhard, Deputy Director - Security for the Rogue Valley International-Medford Airport, received the Certified Manager credential from the American Association of Airport Executives and was recognized by the County Commissioners in March of 2012. This credential requires a significant amount of hard work and study. The credential requires students to prove their knowledge and understanding in a

number of Airport management specialties including: Finance and Administration; Planning, Construction and Environmental Affairs; Operations, Security, and Maintenance; and Legislative Affairs, Marketing and Communications.

“This is a prominent credential which shows dedication and enthusiasm from a member of my staff who has invested a substantial amount of his career at this Airport,” stated Bern Case, Airport Director. “I’m very proud of Brian and the commitment it took to earn this credential, which is a major step toward becoming an ‘Accredited Airport Executive,’ the most recognized credential in the profession.”

Brian has been employed with the Jackson County Airport Authority since September of 2003. Prior to his employment with Jackson County, he worked 10 years for Pro-Tec Fire Services, including 4 years as Chief of the Aircraft Rescue and Fire Fighting Department at the Rogue Valley International-Medford Airport.

Oval Office

On July 4, 2012, the Rogue Valley International-Medford Airport hosted an Open House on the second floor of the Airport terminal to unveil its rendition of the “Oval Office.”

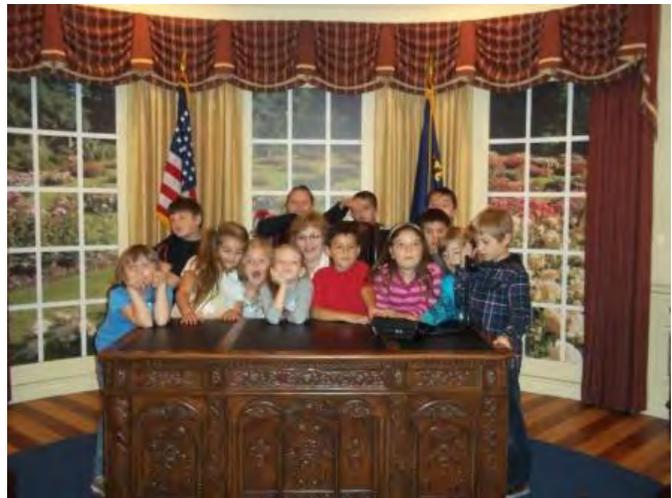




The concept for the “Oval Office” came about in 2010, approximately one year after the completion of the new terminal building. The unfinished, vacant room was an area designed to accommodate future growth. After evaluating the dimensions of the room and determining the measurements could reflect a reasonably close version of the actual Oval Office, Bern Case began brainstorming his ideas with staff and

potential sponsors. Within a short time, interest was generated, and the project began to move forward. Over a year of planning, design, and construction resulted in an impressive rendition of the real Oval Office located at 1600 Pennsylvania Ave.

More than 30 sponsors were involved in the project providing such items as wall coverings, draperies, and furnishings. One of the most identifiable pieces includes a version of the Resolute Desk. The wood flooring replicates the same pattern that currently exists in the Oval Office, and three dimensional wall coverings invoke the sense that you could pull a book off of the bookshelf or take a stroll out to the Rose Garden.



Bern Case commented that the completed room is close to the original without being the precise dimensions. “During tough economic times, you have to be creative and think outside the box to generate revenue,” stated Airport Director Bern Case. The Airport rents the unique space for small ceremonies, meetings, and events. The room has hosted board meetings, birthday parties, educational tours, photo and video shoots, and a wedding.

Blue Sky Solar Project

The Airport undertook its first renewable energy project in 2012. Funded in part through Pacific Power's Blue Sky Block program, this project included the installation of a 15kW solar-electric system mounted to a 30' x 60' standing seam metal roof canopy over the three parking toll booths that serve both long and short-term parking at the Airport.



This solar structure has provided electrical power to the parking toll booth plaza while sending surplus electricity to the local power grid. The impact of the project has been the approximate equivalent of taking two average, northwest households off the grid. The solar glass is designed to minimize reflected light and instead allow light to pass through to the cells to be converted to useful electrical power in the module. The ground breaking event was held October 15, 2012, and the project was completed December 12, 2012.

Horizon Crew Base

Horizon Air, operating flights for Alaska Air Group, created three new crew bases for pilots and flight attendants, expanding from Seattle and Portland to include Medford, Boise, and Spokane.

For the airline, this meant employees would be based where they live, rather than commuting to a hub. Basing the crews in the cities where the airplanes are parked overnight eliminated the cost for crews to overnight in hotels. The airline also leased additional terminal space for lockers and a break room area.

For the Airport, this meant adding an additional 110 badged employees to the roster. The new terminal and parking lots enabled the Airport to accommodate the increase.

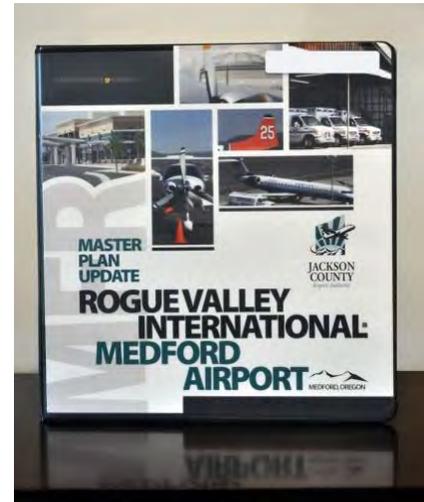
Airline employees began the transition in August and were finished by the end of October.



2013

Master Plan Update Complete

A Master Plan update was completed and published in July 2013. The last Master Plan for Rogue Valley International-Medford Airport was completed in 2001. In the ensuing years, changes within the aviation industry necessitated a reevaluation of the Airport Master Plan. The updated Master Plan is a road map to guide the Airport into the future and capitalize on the improvements of the past.



The document focused on the total aviation facility and its environs, with the overall planning goal being the development of an aviation facility that can accommodate future demand that is not significantly constrained by its environs.

The three basic elements involved with the existing and future development of Rogue Valley International-Medford Airport are: the Airport facilities (runways, taxiways, aircraft parking aprons, hangars, maintenance facilities, ground access, etc.); the relationship to the Airport/airspace system; and the Airport environs. Other topics detail the Airport's forecasts of aviation activity, the ability of Airport facilities to safely and efficiently meet the needs associated with the projected aviation activity, the compatibility of the Airport with surrounding land uses, and recommended future development within and around the Airport property.

Blue Sky II



Using a Pacific Power Blue Sky funding award, the Airport constructed a second solar power generating project consisting of three, ground-mounted canopies extending from the terminal curb to the flag poles in the parking lot. The 25-kilowatt array will reduce power costs and provide pedestrians protection from the sun and rain as well.

The project, constructed by Batzer Construction, has been a great addition to the Airport.



Lifetime Achievement Award

At the Medford Chamber Awards ceremony on September 12, 2013, Bern Case received the American Association of Airport Executives' (AAAE) prestigious Distinguished Service Award. The award was presented by Bern's long-time mentor and friend, Tom Greer, then Director of the Monterey Peninsula Airport in California, and a past chair of AAAE. This award is equivalent to a Lifetime Achievement Award and is the highest level of recognition within the AAAE organization. It recognizes the outstanding commitment and accomplishments achieved by the aviation professional throughout their career in an industry that is highly public and central to any city's economy.



Bern was recognized for leadership and creativity over his 35-year career in aviation, which began at Salt Lake City International Airport. He has been the Airport Director at MFR since 1994 and has been instrumental in garnering over \$100 million in federal grants to modernize and guide the Airport into the 21st Century. During his tenure, a major runway extension was constructed, a new air traffic control tower erected, and the construction of the brand new Airport terminal facility, which was the biggest achievement of his career.

The American Association of Airport Executives has been in existence for 85 years. Created in 1928, the association began with ten Airport directors looking to provide direction and support to others in the industry. Now the largest aviation association in the world, the organization provides industry representation in Washington D.C., educational opportunities and sponsorships for future Airport executives, and a host of other products such as training curriculum and videos used by Airports worldwide. The organization has a membership of approximately 5,000 and represents close to 3,000 Airports worldwide.



Medford Air Closes

In September 2013, Medford Air Service permanently closed its doors. Ron and Dee Coffman had operated the FBO since purchasing it in 2000, turning it into a first-class operation. The beautiful Art-Deco style building represented the golden age of flying. Dee continued to operate the business they built together after Ron's devastating plane crash in 2003. Ron passed away in 2011.





Medford Air Service was originally established at the Airport in 1928 by Thomas Culbertson, the Airport's second manager. Kenneth Owen bought it in 1951. His sons took over in 1995, operating it until the purchase by the Coffman's.

The sale of the property to Erickson Air-Crane marked the end of an era for Medford Air and the Airport.

2014

Blue Sky

In December 2014, Pacific Power announced a \$261,137 funding award for the installation of a 36 kW solar array in conjunction with the Blue Sky NET ZERO parking project at the Airport. This project, the third for the Airport, would move the Airport parking lot toward the ultimate goal of self-sufficiency for power consumption for the long and short-term parking lots.



To commemorate the Blue Sky projects, the Airport commissioned and installed a sundial-inspired obelisk to recognize Pacific Power's participation and Blue Sky for funding a portion of the projects. A sundial seemed an appropriate tribute for a solar project, since both rely on the sun's rays. The obelisk was designed by Ron Grimes Architects and built by Batzer Construction.

QTA

The Quick-Turn-Around rental car wash facility opened in May of 2014. The new facility, constructed on 1.7 acres, includes a fueling station, vehicle staging areas, and a 9,050 square foot building housing maintenance bays, rental car support areas, and an automated car wash. The system utilizes a water-recycling system to reduce water consumption as well. The Airport's on-site car rental concessionaires share use of the facility and pay the operating and maintenance costs.

Funding for the estimated \$5.2 million project was provided by Customer Facility Charges collected by the Airport's car rental concessionaires, based on each car rental transaction day.



Tanker Base Named for Jack Walker

The Jackson County Commissioners unveiled a new sign recognizing the late Jack Walker, former County Commissioner, who was instrumental in retaining Medford as the primary location for the air tanker base. The memorial sign is next to the tanker base.

In early 2002, due to funding issues, the U.S. Forest Service had determined to close the Medford base and move it to Klamath Falls. Jack spearheaded the fight to keep the base in Medford to provide a more timely response to forest assets in southern and western Oregon, as well as northern California. When the Biscuit fire broke out in July of the same year, destroying almost 500,000 acres in the Kalmiopsis Wilderness area, the decision to keep the base in Medford was overwhelmingly lauded as the right one.

2014 saw the mobilization of the first Very Large Air Tanker Base (VLATB) at Medford. This mobile base was established on our east ramp to support the largest air tankers in the fleet, the DC-10 Tri-Jet. When the east ramp base wasn't loading DC-10s, it was supporting large and single engine air tankers in conjunction with the established MATB on the west side of the field. At their busiest, these two bases pumped over 90,000 gallons of retardant a day for five days, 100,000 gallons on two days, and pumped a one day total of 143,000 gallons of retardant! The personnel working at these two bases, headed up by the tanker base manager, Lonnie Allison, worked tirelessly to efficiently reload aircraft with almost choreographed precision so that tankers could get in and out with little wait times! In September the Rogue Valley International-Medford Airport had its busiest two days ever with the regular commercial operations, 3 Scoopers, 5 Air Attack Planes, 2 Lead Planes and the Airtanker Base pumping 209,000 gallons of retardant on 7 SEATs, 7 LAT's, and 2 VLAT's.

Overall, the Medford Airtanker Base hosted a total of 31 different air tankers, making 562 landings at the Rogue Valley International-Medford Airport for the 2014 season.



Airport Director 20-Year Anniversary

The Rogue Valley International-Medford Airport observed a significant anniversary in 2014. This year marked 20 years with Airport Director Bern Case at the helm. His leadership has been steady, positive, innovative, and often humorous, but certainly never stagnant. While this book recaps a great deal of the growth that has taken place under his watch, there are many things that it doesn't cover. Here is a brief summary of a noteworthy career listing of some of those achievements.

Innovations & Ideas

- FTZ Initiated
- Airport Name Changed
- Airport History Book 1923 to 1994
- A to Z Annual Summary Reports Instituted
- ACE Program Organized for Airport Patrons
- Historic House Auctioned Instead of Demolished
- Golf Course Concept
- KC-97 Renovation
- F-16 Static Display
- Sally Port Design Concept
- Gift Shop Design
- C.A.S.P.E.R. Fog Dispersal

Ground Breakings & Ceremonies

- 75th Anniversary Celebration
- Celebration for Retaining Local Tanker Base
- Operations Building Built
- Parking Lot Ground Breakings
- New Terminal Ground Breaking and Ribbon Cutting
- New Terminal Flag Plaza Dedication
- New Tower Ground Breaking and Ribbon Cutting
- 9/11 Flag Dedication
- Freight Buildings Ground Breaking and Ribbon Cutting
- Refueling Station
- QTA Rental Car Facility
- 3 Solar Projects
- TSA Building Remodel
- Multiple Awards from Outside Organizations

Administrative & Financial Statistics

- 500 Staff Meetings
- 260 Airport Advisory Committee Meetings
- 20 Budget Presentations
- 11 Airline Start Ups
- New Airport Hangars
- Collections: PFC- \$12,439,941; CFC- \$3,766,234; AIP- \$54,561,937
- *ConnectOregon* Grants \$11,134,538
- 11,070,406 Total Passengers (1994 to 2014)
- 537,578 Total Flights (1994 to 2014)
- 11 Record Passenger Years

- 3 New Fire Trucks
- 1 Runway Extension
- Countless Negotiations & Completed Contracts
- 1,458 KC 97 rentals
- New Snow Blower
- 2 Master Plans
- Countless lost items returned to passengers
- 160 Oval Office rentals

Controversies

- “Rustled “ Airplane
- Hangar Lease Reversion
- Turn Stiles
- Avoided Media When Abducted Erickson Employees Returned
- End of Free Parking
- Natas Dog Rescue
- Tower “Branding” Concept

Events and Happenings

- Multiple Elvis Sightings
- 2 Airshows
- 6 Antonov Visits
- 7 Blimps
- 4 Bomb Scares
- 17 Zero Discrepancies
- Rogue Race
- Mr. Clean & Paul Schaeffer sightings
- Hot Air Balloon Wedding
- Barnum & Bailey’s Circus x 2
- 5 Balloon Rallies
- Highest Passenger Count to date 664,423
- 12 Dancing Cruise Vacations
- Hosted AAAE Conference

VIP’s & Dignitaries

- 2 Presidential Visits
- 1 Vice Presidential Visit
- Numerous Senatorial Visits
- Numerous Congressional Visits
- Korean Delegation Visit
- Numerous Governors Visits
- Numerous Candidate Visits
- 1 Future President
- 1 Past President
- 1 VP’s Wife
- 1 President’s Wife
- 1st Airport Director’s Wife

2015

Custodial Staff Become Airport Employees

In July 2015, the Airport made a change from a contracted service to in-house County employees for custodial services. Four new full-time and two part-time positions were added at a cost savings of approximately 25%. This new team started right off by taking great personal pride in their work which has been reflected in the improved quality of cleanliness and speed in handling assignments. When not performing janitorial duties, these hard-working individuals assist patrons, watch for (and report) things that don't look right, and take charge on maintenance issues. It proved to be a very positive change that continues to reap rewards.



New Revolving Door Installed

In an effort to relieve congestion at the exit lane for arriving passengers, a second revolving door was added. The second door has been extremely successful at reducing long lines and the number of alarms requiring a response when a bag gets stuck in the rotation. The installation provided an estimated cost savings of up to \$150,000 per year by reducing staff time to man the doors and reset the alarms.



This had become even more important as passenger numbers continued to soar! July 2015 was a spectacular month in what had already proven to be a stellar year of passenger counts. The Airport had 76,578 passengers come through, which was at that time the largest single-month passenger count in the nearly 90-year history of the Airport.

Kim Stearns Earns A.A.E. Certification



Kim Stearns, Manager and Public Information Officer with the Rogue Valley International-Medford Airport, received accreditation status with the American Association of Airport Executives this year. This accreditation is earned through a great degree of commitment, research, study, and mentorship with other professionals in the aviation industry. Kim worked extremely hard for over 2 ½ years to attain this certification in the aviation industry. She put in countless hours of research and study as well as passing a rigorous oral interview. “Becoming an ‘Accredited Airport Executive’ is the most recognized credential in the profession,” stated Airport Director Bern Case.

The A.A.E. status is achieved after completing a number of elements including an in-depth research or case study, course work, written exam, and professional interviews with other A.A.E.s. Students must prove their knowledge and understanding in a number of Airport management specialties including: Finance and Administration; Planning, Construction and Environmental Affairs; Operations, Security, and Maintenance; and Legislative Affairs, Marketing and Communications.

Upgrade KC-97 & F-16

Both the KC-97 and the F-16 static displays received some much-needed refurbishing, including new paint. The Airport Operations and Maintenance Department worked many hours cleaning the surface of the aircraft, painting the KC-97 props, and detailing the cowlings covering the engines. These much-loved static displays have been a huge part of our Airport history since the late 1990’s. Additionally, the Airport received two picnic benches as part of an Eagle Scout leadership project to enhance the area even more.



Donation of Original Charter for Medford Airport



Florence Culbertson, the wife of Tom Culbertson, who served as the second Manager of the Medford Airport from 1931 to 1942, paid the Airport a visit and donated some of her husband's



old aviation memorabilia. She spent some time sharing memories and visited the Oval Office with her daughter and family. One of the items she donated is the original charter certificate issued in 1922 to the Medford Chapter of the National Aeronautic Association.



2016

Ken Schoening



In late April, the Airport lost a long-time project engineer and dear friend in an accident at his home.



Ken Schoening, age 59, was the primary contracted engineer assigned to all Airport construction projects for over 20 years. He worked on the taxiways, runways, new Airport terminal and new Air Traffic Control tower as well as many other projects. Airport Director Bern Case said Ken was a vital part of day-to-day operations at the Airport, and it will be difficult, if not impossible, to replace him. Ken will be greatly missed by everyone who knew him.

Land Purchase



In October, the County signed a lease agreement for approximately 6.3 acres of land east of Biddle Road and adjacent to the Airport's public parking lot, with a \$5,560,000 option to purchase within three years. The land will be used to expand public parking. The Airport's engineering firm is already working on the design and construction bid package. Construction will begin in the spring, as weather permits. The new parking area and roadway is expected to be in service by the end of 2017.

Newell Barber

The Medford Airport was originally called Newell Barber field and located at the south end of Medford, roughly between E. Stewart Avenue and Garfield Street. It operated there between 1922 and 1930, until 288 acres adjacent to Biddle Road was purchased by the City to become the Medford Municipal Airport.

The project was undertaken by a committee and included support from City, County, and historical sources, as well as Rogue Credit Union. The Rogue Valley



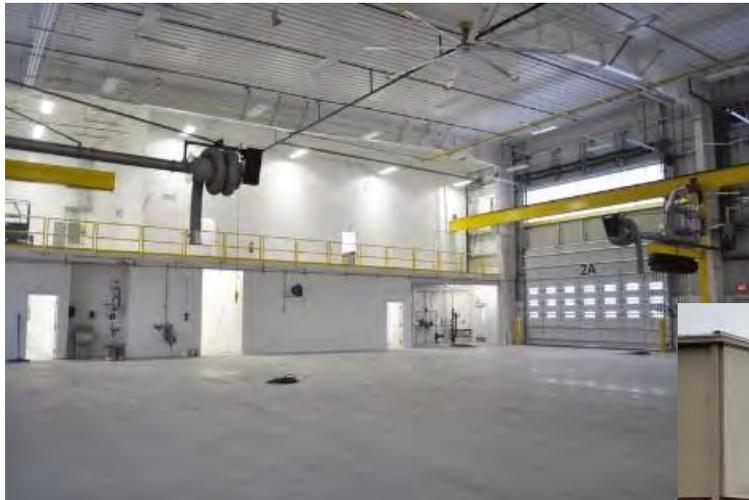
International-Medford Airport invited the public to a ceremony held on Veterans' Day to honor the original site of the Medford Airport and Newell Barber, the WWI soldier from Medford for whom the original airfield was named. The event was held on



November 11, 2016, at 9:00 a.m. at the Rogue Credit Union Flag Pole Plaza, 1370 Center Drive, Medford.

SRE Building

The Airport's new Snow Removal Equipment building received a Certificate of Occupancy from the city of Medford in late November, and the Operations staff began moving into their new facility shortly thereafter. A ribbon cutting and tour of the 36,000 square foot, single story, high-bay storage, maintenance and administration building was held on December 19. The building was funded by two FAA Airport Improvement Program (AIP) grants, a *ConnectOregon V* grant from ODOT, and Airport revenues. The cost of the specialized building and site improvements was approximately \$8,500,000.



OAMA President & Conference



The RVI-Medford Airport hosted the Oregon Airport Management Association (OAMA) Conference for 2016 at the Inn of the Commons. OAMA President Kim Stearns and the MFR staff put together a great conference including speaker Bill Williams, U.S. Attorney for the District of Oregon who reported on the Malheur Wildlife Occupation; Lance Colley, Roseburg City Manager who shared the

details of the Umpqua Community College (UCC) Active Shooter incident; and a number of FAA staff, including KC Yanamura, the NW Mountain Regional Administrator. Conference attendance was one of the highest for the OAMA.



2017

American Airlines



The Rogue Valley International – Medford Airport celebrated the inaugural flight by American Airlines on Friday, June 2,

2017. A welcoming and ribbon cutting took place in front of the new American ticket counter. At approximately 11:15 a.m., media personnel were escorted to the terminal roof to get set-up for photo opportunities of the water salute. Everything went without a hitch. We welcome American to our Airport!



FAA Zero Discrepancy



Once again, Airport Operations and Maintenance completed the rigorous, three-day certification inspection for FAA FAR Part 139 with zero discrepancies. The inspection determines the Airport's level of compliance and proficiency. This is the 5th year in a row the Airport has achieved this distinction and the 17th time in twenty years.

Bern Case Given SOREDI'S Inspiration Award

Southern Oregon Regional Economic Development, Inc. recognized Bern Case this year with its Inspiration award during their annual meeting. Colleen Padilla, SOREDI Executive Director, stated that Bern is all about finding new ways to attract companies to our area, and has always been very pro economic development. As well as those points, he has spent 24 years growing this small Airport from two commercial airlines to five, with 10 destination cities. Passenger numbers have quadrupled to more than 820,000 last year, and still growing. Colleen stated that Bern always has the facts and figures at his finger tips to tell businesses what we have to offer and why.

His career has been very pro-Medford and pro-Southern Oregon and full of growth and innovation, making him very deserving of this award.



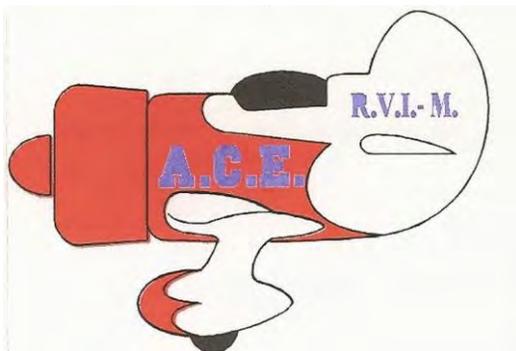
Million Air Expansion

Million Air Medford, who serves business and leisure clients and is part of a full service FBO franchise serving general aviation needs, is undertaking a huge project at the Airport constructing a hangar large enough to accommodate their client's two Boeing Business jets (B-737). The 69FT high hangar is expected to be one of the largest in the state and will be constructed immediately west of the control tower (former Jet Center South facility location) at an approximate cost of \$5 million.



As a retail provider of AvGas and Jet fuel on the field, Million Air is again increasing their stored fuel capacity by adding a 25,000 gallon capacity, above-ground storage tank, to their fuel farm located north of the Rogue Valley Hangar complex. The Jet A fuel tank will contribute to maintaining a suitable supply of fuel for all their customers including airlines, fire-fighting air tankers, corporate, and private customers.

Quarterly News-ACE 22 Years



faithful sponsors. To say that the ACE program has been a success would be a huge understatement!

The ACE program has been in effect for 22 years now, since 1995. The ACE News started out as a monthly bulletin in 1996, mailed out to members. By 2005, the decision was made to change to an email-only format, as printing costs were becoming so expensive. At that time, there were approximately 3,300 members. Now, in 2017, there are over 7,700 members and nearing 2,000 email members. There have been 110 issues sent to our members who have also appreciated countless hours of free parking in the spaces provided by our

United Mainline

After an absence of over 15 years, United Airlines brought their mainline service back to MFR with AirBus A319, A320, and Boeing 737-800 and 900 series aircraft. United Express, operated by SkyWest Airlines, will continue to supplement the mainline service with Bombardier CRJ and Embraer 175 aircraft.



Delta Service to Seattle

Delta Service to Seattle began with their first arrival on October 2 and departure on October 3. This twice daily service to Seattle will be a real boon to the Airport and to Delta!

Expansion of Parking Lots

The Rogue Valley International – Medford Airport conducted a formal ground-breaking ceremony for the new parking expansion project on Monday, June 26, 2017. For a number of years, the



Airport has been relocating traffic to overflow areas due to the constraints of the current parking areas. With the increase in air traffic, parking has become a challenge. The number of spaces allocated for the new terminal back in

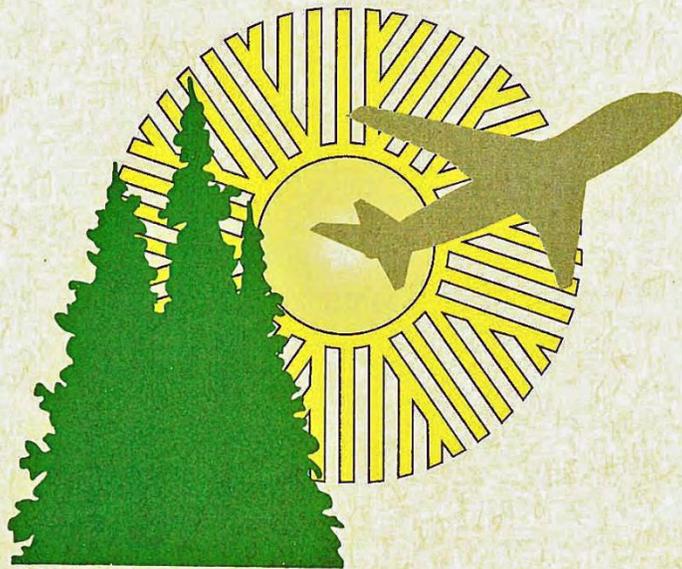
2009 can no longer keep up with the demand. “It used to be just during the holiday travel season that we’d have to put vehicles into overflow areas, now it’s occurring during regular scheduled travel,” stated Bern Case, Airport Director.

Recognizing the need to expand, in 2016 the County approved the purchase of 6.38 acres of vacant property located behind the Courtyard Marriott just off Biddle Road. Working with Precision Approach Engineering, the Airport team reviewed a number of conceptual ideas before deciding on one which would provide the best utilization of the acreage. In May of 2017, the project went out for bid, and Ledford Construction was selected with a project bid of just over \$3 million.

The project will add nearly 500 public parking spaces, increase the employee lot size, develop two new cell phone areas, new vehicle and pedestrian routes, plus lighting and landscaping.

The History of

ROGUE VALLEY INTERNATIONAL - MEDFORD



FORMERLY KNOWN AS MEDFORD - JACKSON COUNTY AIRPORT



JACKSON COUNTY AIRPORT AUTHORITY

The History Of

**ROGUE VALLEY
INTERNATIONAL — MEDFORD**
(Formerly known as Medford-Jackson County Airport)

By Hattie B. Becker

Published by
Jackson County Airport Authority
Jackson County, Medford, Oregon

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AIRPORT ADVISORY COMMITTEE

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MESSAGE FROM THE AIRPORT DIRECTOR

Welcome to the Rogue Valley International-Medford Airport, Oregon! We are very proud of this facility and with this booklet we hope that you will be able to share in the history of our airport. The rich history of the Medford Airport is too precious to lose. The numerous people who have worked at the airport over the past 65 years have been dedicated members of the community and deserve to have the history and accomplishments perpetuated. Use of the airport, of one kind or another, has involved all of the citizens of this valley.

My thanks, as the current Airport Director, to Hattie B. Becker and all of those who have assisted her in compiling this fascinating and comprehensive work. It will be enjoyed by all of those who read it.

May the airport in the next 65 years continue to serve the community, and enhance the quality of life for all of us!

Bern E. Case, AAE



AIRPORT DIRECTORS

- 1926-1931SEELEY HALL
Pacific Air Transport and Airport Superintendent
- 1931-1942THOMAS A. CULBERTSON
- 1942-1947JURISDICTION OF U.S. ARMY AIR CORP
- 1947-J.R. ZEIST
- 1947-1948C.D. HURST
- 1949-1951JOHN APPLGATE
- 1951-1963JURISDICTION OF MEDFORD CITY COUNCIL
- 1963-1967DUDLEY LEE FERGUSON
- 1968-1971C.O. BRANT
- 1971-1972EMIL NELSON
Interim Airport Director
- 1972-1978RON FIELDS
- 1978-1979JAN REDDING
Interim Airport Director
- 1979-1993GUNTHER (Gunnar) KATZMAR
- 1994.....BERN E. CASE



AIR CARRIERS SERVICING MEDFORD

	SERVICE DATE STARTED	TERMINATED
Pacific Air Transport	September 1926	September 1929
United Airlines	September 1929	In Service
Southeast Airways	December 1946	Predecessor of Hughes Air West
West Coast Airlines	July 1947	Predecessor of Hughes Air West
Hughes Air West	August 1968	March 1979
Pacific Northern	October 1973	November 1973
Air Oregon	October 1978	May 1982
Far West Airlines	October 1979	May 1980
Century Airlines	November 1980	March 1981
Pacific Express	January 1982	February 1984
Horizon Air	March 1982	In Service
Cascade Airways	November 1984	September 1985
PSA	December 1985	December 1987
Continental Airlines	April 1987	May 1988
United Express	September 1987	In Service
U S Air	January 1988	September 1990
Advantage Airlines	May 1992	July 1992
Reno Air	October 1994	February 1995
FunJet Express	February 1995	November 1995
Sierra Expressway	August 1995	In Service



AIRPORT COMMISSIONERS

On February 12, 1971 the first Airport Commissioners were appointed. Prior to this date the Medford City Council was in control of the airport procedures. The following people were appointed by the City Council to serve as Commissioners.

Ronald K. Allen
District Manager, Pacific N.W. Bell

Eugene F. Burrill
Managing owner of Burrill Lumber Company

Russell J. Hogue
President and Manager Medford Corporation

John E. Murray
Jackson County Title

Donald E. Wilson
Sno-Cat Company

December 1973, two additional Commissioners appointed by the Jackson County Commissioners.

Donald Smullin
Cal-Ore Broadcasting

Melvin A. Winkleman
Winkleman Oil Company

In the early 1980s the Commissioners titles were changed to the *Airport Advisory Committee*. This committee meets the second Monday of every month and this meeting is open to the public. The meetings are held in the Conference Room of the Airport Administration Building. Seven members still fill this advisory role.

GRANTS OBTAINED DURING THE AIRPORT'S HISTORY

CWA (<i>Civil Work Administration</i>)	\$ 22,689
SERA (<i>Full name not discovered in research</i>)	32,096
WPA (<i>Workers Project Administration</i>)	44,638
NDAP (<i>National Defense Airport's Project</i>)	60,000
FAAP (<i>Federal Aid - Airport's Project</i>)	1,236,195
ADAP (<i>Airport Development Aid Project</i>)	5,191,452
AIP (<i>Airport Improvement Program</i>)	6,599,920
TOTAL OF GRANTS TO DATE	\$13,186,990





HISTORY OF THE MEDFORD AIRPORT

MEDFORD BECOMES THE FIRST ESTABLISHED
MUNICIPAL AIRPORT IN THE STATE OF OREGON



In 1922, the City of Medford and Jackson County purchased the Medford field, known as Newell Barber field, which was located where the former fairgrounds were, at the south edge of Medford. This field was purchased for the U.S. Forest Service to use as a port of landing and it became the headquarters for the Forest Service Air Patrol. This was the first field to be purchased in the State of Oregon to be used as an airport. The gravel runway was approximately 1500 feet in length and 25 feet in width.

The Pacific Air Transport Company was given a four-year lease for one-dollar. They constructed their own hangars, and administration building. The Standard Oil Company was also given an exclusive lease for the sale of gasoline and oil.



HIGHLIGHTS OF AIRPORT ACTIVITIES FROM 1926-1929



Vern C. Gorst secured from the Post Office Department an air mail contract to carry mail from Los Angeles, California to Seattle, Washington. The Department in mapping the airway, put the terminal between San Francisco and Portland and the location was in Ashland. Medford immediately put forth its efforts and succeeded in having the airport located in this city.

In 1927, the Sanders Aeronautical School was given a lease for a ground and flight school and hangar space was provided.

In the early part of 1928, the Medford Chamber of Commerce appointed a committee to select an adequate airport for the City of Medford. They collaborated with the Department of Commerce, the Aviation Department, and the United States Army. These agencies were joined by the transport lines operating through the valley. They unanimously decided on a site three miles from the center of Medford adjacent to Biddle Road and this parcel included 288 acres. The cost for this purchase was approximately \$28,000.

The Department of Commerce also designated Medford as a terminal airport. Requirements included having a Class-A-Field to service the intermediate stop between the San Francisco Bay area and Portland, Oregon. Inclusive in this requirement was that an administration building, restaurant, hangar, gas and oil facilities, lighting for night flying, weather bureau communication and a field at least a mile long and a half mile wide be provided.

FATHER OF AVIATION IN JACKSON COUNTY



One of the first pilots to use the Gore Landing Strip was John W. Judy Sr. and a friend of Seeley Hall. They had served in World War I together. Judy, an OSU grad., proposed to Marie Gates (U. of O. grad) and her condition to marry him was based upon his giving up aviation. Flying was considered a wild and wooly occupation. Obviously, love won and Judy moved.

TRIBUTE TO SEELEY HALL

Seeley Hall, in partnership with Floyd Hart, owned the first Medford-based airplane in 1919. It was a 90 horsepower Curtiss Jenny christened "The Mayfly" and was used in barnstorming all over Oregon and parts of Eastern Washington. Hall purchased the plane in Sacramento in 1919 for approximately \$3,000. He sold shares for \$100, promising a ride to every patron who invested in this venture.

Having enlisted in the Army on March 17, 1917 Seeley was instructed in aviation flying.

In 1925, Vern Gorst returned to Medford to discuss a bid on an airmail contract. Gorst was the founder of a stage line from the Nash Hotel in Medford to Jacksonville. Hall was then working with Roy Pruitt and Company Auto Finance. Gorst wanted advice on beacons and emergency landing field possibilities at Ashland because this was the railroad terminal. Seeley was instrumental in persuading Gorst to change his mind and locate in Medford. Gorst entered his bid and was awarded the bid at \$64,000. Apparently, all felt that Gorst had stockholders, but the government proved this to be in error and Hall took the responsibility of finding stockholders.

Paul McKee, President of the California-Oregon Power Company, assisted Hall in obtaining stockholders for \$100 a share. The Pacific Air Transport was incorporated and became the predecessor of United Airlines.

After being in charge of the Medford station for Pacific Air Transport for four years, Hall went to Los Angeles as division superintendent and later served in numerous capacities at various Pacific Coast locations.

When United Airlines was formed in 1931 through the merger of four pioneer air lines, including Pacific Air Transport, Hall continued in his position. His promotions and transfers took him all over the West Coast and as far east as Chicago.

Hall, General Manager of Ground Services for United Air Lines, returned to Medford in 1949 as an honor guest at the 20th anniversary celebration of the Medford Airport. He was always held in high esteem by the Medford Airport Administrators as well as United Air Lines.

STRUCTURE OF AIRPORT ADMINISTRATION



The Rogue Valley International-Medford Airport is located in southwestern Oregon on 925 acres adjacent to the city of Medford, Oregon's central business district. The Airport is located north of the I-5/Highway 62 interchange.

The Airport serves the Southern Oregon/Northern California region, with the majority of the Airport's users residing within Jackson County. In 1994, 151,059 passengers used air transportation and aircraft operations totaled more than 80,809.

The basic management system in effect at the Rogue Valley International-Medford Airport consists of an Airport Advisory Committee/Director System. The Airport Advisory Committee consists of seven members appointed by the Jackson County Board of Commissioners. The most recent philosophy of the committee is to act as an advisory board to the County Commissioners working through the Airport Director on matters of public concern. Helping to formulate and recommend priorities for capital improvements and further expansion of the Rogue Valley International-Medford Airport is also on their agenda.

The Airport Director is responsible for the operation and maintenance of the airport to meet the safety standards required for continued certification in accordance with the requirements of Federal Aviation Regulations. The Director is a professional public relations agent for the Airport, its expansion, and its future.

Mrs. Florence Culbertson, wife of Tommy Culbertson (2nd Director of the Airport) was the first woman in Oregon to receive a private pilot's license.



The first tri-motored passenger planes on the new Oakland-Seattle run, which was announced November 1, 1930, used Medford as a regular daily stop. The tri-motored ships were purchased by Boeing interests and added to the Pacific Air Transport (a predecessor of United Air Lines) Service, which operated night mail planes through Medford on the Seattle-San Diego run.



Under the first government project, Civil Works Administration (CWA) a cross runway, east and west, 100 feet wide and 2,700 feet long was constructed. The Federal Government paid \$22,689 of the cost and the city paid \$899.



Under the second government project, SERA, the main runway was widened and lengthened to 3,500 feet by 100 feet and the cross runway was made 2,805 feet by 100 feet. Additional drainage was provided for the aprons. On this project the city spent \$5,077 of the total of \$37,173. By this time, a total of 120 acres had been improved.



Under another government project, Works Progress Administration (WPA) the main runway was extended to 4,000 feet and widened 50 feet and finished with water-bound macadam surface. The main runway was 4,000 feet by 100 feet with 50 foot shoulders of gravel on each side. Boundary lighting to conform to the added length of the field was installed. The city expended \$6,882 and WPA spent \$44,638. A wind cone was installed and some leveling and grading were completed by New Youth Association (NYA).

The U.S. Army Air Corp fighting squadrons used the Medford airport for summer encampments in the late 1930's. One of the first was the 60th Pursuit Group from Hamilton Air Force Base, consisting of 20-30 planes.



PRE-WAR TO POST-WAR ACTIVITY AT THE AIRPORT

The city received monies from the federal government to improve the airport from the National Defense Airport Program. In 1940, a ten year \$60,000 bond issue was unanimously approved by the city of Medford. Most of the money was used to acquire an additional 118 acres of land. The runway was lengthened and widened with the appropriation from the federal government. Taxiways were extended until the total length was 6,700 feet and the width 75 feet.

In 1943, during World War II, Medford citizens gained the transportation advantage of having the first aircraft "approach control" facility in the Pacific Northwest. This facility had locally domiciled FAA controllers assuming responsibility for protecting the lives of citizens fortunate enough to gain seats on the DC-3 airliners serving the Rogue Valley.

✦ ✦ ✦ ✦ ✦ *All other civil aircraft had been banished east of the Cascade Mountains and this was felt to be an ill-advised national security measure.*

The Mail Tribune...1943



ANOTHER FIRST FOR THE MEDFORD AIRPORT

On August 22, 1944, pears, apples, flowers, and fish from Medford were loaded into a United Air Lines Cargoliner destined for New York City. This was the first full plane cargo of perishables ever flown from coast to coast. The flight was designed to give a practical demonstration of the post-war possibilities of shipping perishables from Medford, Oregon, by air.

WAR DEPARTMENT TAKES CONTROL DURING WORLD WAR II

The War Department took control of the airport during World War II. The airport consisted of 399.81 acres of land. While the War Department had the airport under lease, the government acquired an additional 148.6 acres of land and easements on 6.18 other acres. These acres and easements were deeded to the City of Medford by a quitclaim deed dated June 10, 1948.

ADDITIONAL AIRLINES JOIN MEDFORD

In June of 1948, West Coast Airlines and Southeast Airlines began regular scheduled flights. During this time the ILS (Land for Instrument Landing System) was acquired.

United Airlines, Horizon Air, United Express, and Sierra Expressway provide airline service with 24 arrivals and 22 departures per day. Charter service includes: Casino Express and Mountain West Charter. Cargo Carriers include: Ameriflight, Federal Express and Sports Air Travel.

MERCY FLIGHTS IS ESTABLISHED IN 1949

Mercy Flights was established in 1949 by George Milligan, the founder of the nation's only nonprofit air ambulance service. The original mission was to transport those ill in outlying areas to more comprehensive medical facilities. This service started as an all volunteer staff of pilots and nurses. Over 10,000 patients have been flown since the company began. Mercy Flights, so far as known, is the only organization of its kind and scope in the world. The financial support is attained from subscribers, donations, bequests and fees charged to non-subscribers. The subscriber list includes people from Southwestern Oregon and Northwestern California.



In 1990, Mercy Flights purchased Medford Ambulance and began ground ambulance service under the same nonprofit philosophy. Since then Mercy Flights has also taken over two small volunteer services; namely, Prospect Ambulance and Rogue Ambulance. Presently, the company has two divisions which are air and ground. There is also a helicopter service.

The air division has two fixed wing aircraft and transports over 300 patients a year. They serve the entire Western half of the United States, with the ability to go into Canada and Mexico.

The ground division consists of 12 advanced life support ambulances. They provide the majority of Jackson County with ambulance service. The ground division responded to 8,759 calls in 1994 alone.

++++ An FAAP (Federal Airports & Airways Program) Grant received on June 27, 1952, for \$34,933 was used for land acquisition.

++++ An FAAP Grant received on October 21, 1952, in the amount of \$34,703 used to grade, drain, and pave an extension at the entrance road and also in the two car parking areas. It also was used to construct a sanitary sewer line, furnish and install a 36 inch double end airport beacon on the roof of the control tower on the Administration Building.

++++ During this time the old United Air Lines Administration Building was purchased and the new Union Terminal Building was under construction.



The Airport has four Fixed Based Operators (FBO). The FBO's provide a full range of general aviation services to Airport users. Facilities and services provided by each of the Airport's FBO's include flight training, charter services, aircraft maintenance, sales, aircraft repairs, avionics, fuel and agricultural spraying.



Public parking has 435 parking spaces.

✦ ✦ ✦ ✦ ✦ An FAAP Grant received on April 19, 1955, in the amount of \$39,733 was used for the reconstruction of approximately 3580 feet of primary runway (NNW/SSE) and taxiway 2C and also a boundary fence.

✦ ✦ ✦ ✦ ✦ An FAAP Grant received on June 21, 1956, in the amount of \$22,557 was used for reconstruction of the remaining portion of NNW/SSE runway.

✦ ✦ ✦ ✦ ✦ An FAAP grant received on June 27, 1957, in the amount of \$26,990 was used for land acquisition.



According to Dick Foy, a retired pilot, Medford Air Service was the first air tanker base in Medford and Willows, California. Stearman airplanes landed freely on the Medford Airport Taxiway. Foy recalls the excellent rapport they had with the Traffic Control Tower.

HIGHLIGHTS OF THE 1950'S

++++ The United States Government Supplement quitclaim deed dated May 6, 1956, was added to the quitclaim deed executed June 10, 1948. This deeded surplus property to the City of Medford was 20.99 acres of land that was divided into three parcels. These included the Communications Building, Auxiliary Light Plant with four meters, three 25,000 gallon storage tanks, and an exterior overhead electric distribution system with two floodlights.



++++ On June 10, 1952, an FAAP Grant was received in the amount of \$97,096 for the purchase of the existing United Airlines Company building. This building was to be integrated into the construction of a new administration building including utilities, grading site, and the construction of fences and concrete walks.





++++ An FAAP Grant received on August 25, 1958, in the amount of \$30,965 was used for the installation of a high intensity lighting system on NNW/SSE runway.



The Airport is equipped with tower facilities, ILS, approach lighting, high intensity runway lighting, weather service, VOR and other navigational aids. The airport has reconstructed most of the runway, taxiways, aprons, ramps, and lighting.

† † † † † The U.S. Forest Service air-tanker base at the Medford-Jackson County Airport has been providing air support for the suppression of forest fires in the area since 1958. Both the planes and the suppressant used in those days was very primitive compared to the equipment and chemicals used today. The first load dropped was borate, which had a suppressing effect temporarily on the fire, but which could not retard the fire indefinitely as the liquid concentrate used today. It was noted that the borate was very heavy and turned hard and “sterilized” the area where it was dropped.



† † † † † An FAAP Grant received June 26, 1959, in the amount of \$8,655 was used for land acquisition, and to reconstruct taxiways Number 8 and Number 10.



SOPHISTICATED FOG CLEARING PIONEERS AT MEDFORD AIRPORT

++++ An FAAP Grant received on September 6, 1962, in the amount of \$27,851 was used to construct an apron extension taxiway, a segmented circle, a lighted wind cone and remote-controlled wind tee and to relocate and install a portion of perimeter fence which was approximately 1,800 feet.

++++ The Rosebalm Aviation Firm started converting passenger DC-8s into cargo planes. They also contracted with the Forest Service to provide the aircraft and crews for fighting fires.



“Sophisticated” fog clearing pioneered at Medford on December 5, 1963. This was a formal seeding operation of super-cooled fog. The local newspaper described the process in this manner:

“Take a small airplane, cut a hole in its floor, dress someone in very warm clothing and once the craft is airborne, have him push crushed dry ice through the opening. The “sophisticated equipment” used is a plastic dishpan, a piece of four-inch irrigation pipe with a screen on top, and a small garden shovel. ...the article went on to say...Here’s how it works: The plastic dishpan has a hole in the bottom into which is fitted the piece of pipe. The dry ice is scooped into the dishpan with the garden shovel. Since the dry ice has a tendency to stick together the assistant picks it up in his gloved hands and forces it through the screen on the top of the pipe. The hole in the dishpan fits over the hole in the floor of the airplane.

++++ When super-cooled fog is seeded with dry ice pellets it converts the super-cooled water droplets into ice crystals. These crystals attract other crystals, enlarging until they fall as fine snow. The work was originally done by George Milligan, a local pilot who was employed by the Federal Aviation Administration as an air traffic controller. He had become interested in fog dispersal because of the need of Mercy Flights, Inc. to fly in all kinds of weather.

✦ ✦ ✦ ✦ ✦ An FAAP Grant received in July of 1965, in the amount of \$13,793 was used to resurface a portion of the terminal apron and to reconstruct taxiway Number 10.

✦ ✦ ✦ ✦ ✦ In May of 1966, a twenty year bond issue in the amount of \$832,000 was presented to the voters and was passed unanimously.

The Chamber of Commerce was told in December of 1963 that the runway of the Medford-owned airport was cracking, and that, if the facility were to handle the larger jet aircraft that was coming into use, the runway would have to be 700 feet longer. This would encompass extending the runway and the bumpy concrete that was left from World War II when the airport was operated by the government.



✦ ✦ ✦ ✦ ✦ In October of 1967, a 43,000 square-foot facilities maintenance building was constructed that would house the United States Weather Bureau, a transformer vault, and emergency generators. The structure is located between Biddle Road and the existing airport terminal building.

✦ ✦ ✦ ✦ ✦ A FAAP Grant received in February of 1968, in the amount of \$790,821 was used to acquire land for ALS/ILS and clear zones. It also included construction of the Runway 14 extension and construction of the holding apron on Runway 32 and miscellaneous other improvements. These included land acquisition to extend Runways 14-32, relocating existing high intensity runway lights, relocation of the terminal navigation electrical generator and the construction of approximately 11,100 L.F. of fencing.



✈ ✈ ✈ ✈ ✈ A FAAP Grant received in May of 1968, in the amount of \$108,098 was used to strengthen the terminal apron, strengthen Taxiway D, improve the Lone Pine Creek channel and relocate a logging road.



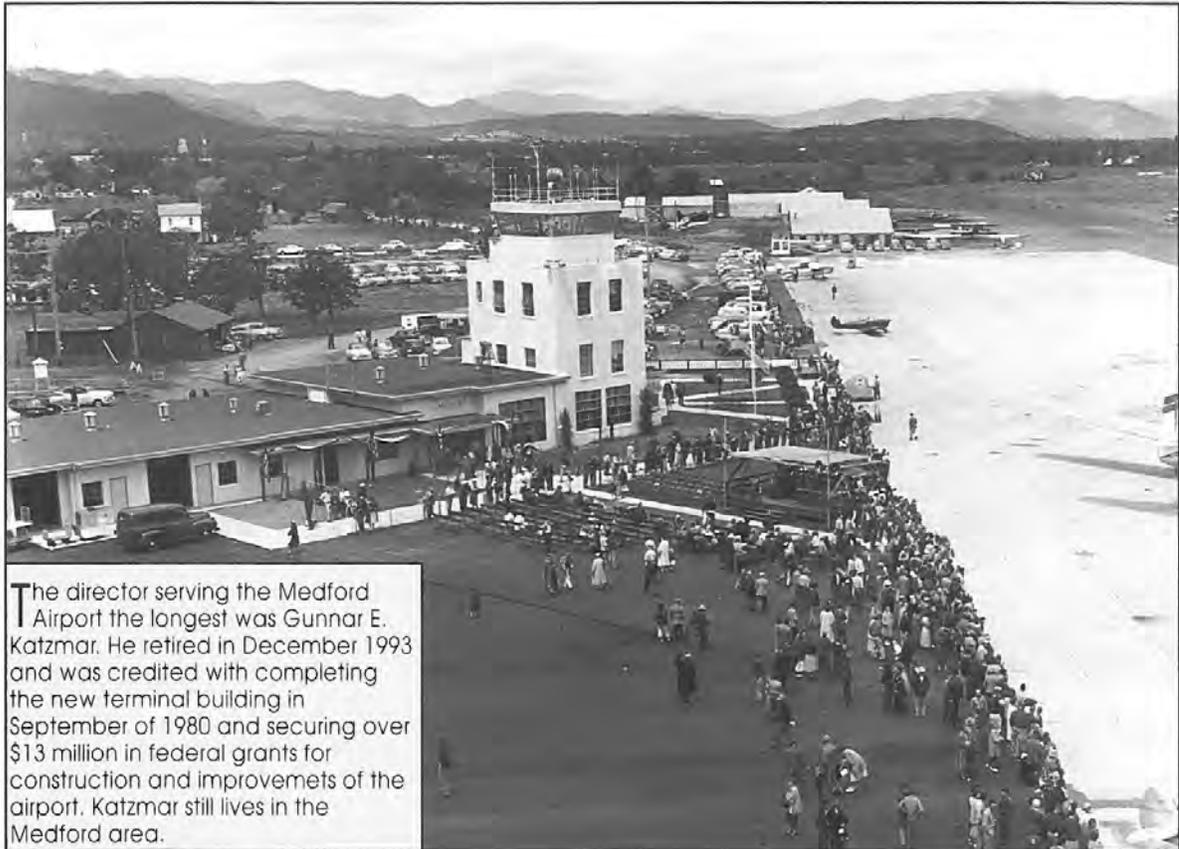
A fire station, equipment and personnel provided the most up-to-date fire protection on a 24 hour basis. Stand-by electrical power has been installed to provide emergency lighting for runways.



✈ ✈ ✈ ✈ ✈ In October of 1969, the Airline Pilots Association placed Medford on a *black list* of Airports not having fire protection in an attempt to keep jet service from landing. Medford had been labeled as one of 27 airports serving jet airliners in the nation which were substandard by reason of not maintaining adequate fire fighting equipment. The City and County worked out an agreement for fire protection with the Medford Fire Department and volunteers responding in case of an emergency at the the Airport. The City of Medford acquired a fire truck from the Air Force surplus at no cost to the City and the value was placed at \$56,000. By May 1973 the airport with the resources and equipment available, provided the best 24-hour crash-rescue protection for any airport of its size. There was a crew of three full-time fire-fighters and cross training was initiated with other Airport personnel.



✈ ✈ ✈ ✈ ✈ In January of 1971, voters approved transfer of ownership of the airport from the City of Medford to Jackson County. In April of 1971, a deed from the City of Medford conveying to Jackson County, all of the real property situated in Jackson County, Oregon, and which commonly known as the Medford-Jackson County Airport. The consideration for the transfer was \$0.00 and Jackson County assumed all of the obligations, covenants, terms and conditions, with respect to the operations and maintenance of the Medford-Jackson County Airport, as set forth in the Surplus Property Quitclaim Deed and the Supplemental Quitclaim Deed, dated June 10, 1948 and May 6, 1956 respectively, from the United States of America to the City of Medford.



✈ ✈ ✈ ✈ ✈ In 1972 arrangements were made with the Kingsley Field Base at Montague, California to secure two of their 50' x 80' Civil Air Patrol hangar buildings. Application for these hangars was approved through normal Civil Air Patrol channels. The hangars were secured with the understanding that one would go to the Ashland Composite Squadron and the other to Medford.

✈ ✈ ✈ ✈ ✈ Major John Keener worked with the overseeing and dismantling of the hangars. He said that it required approximately 112 miles of round trip driving from Medford to Montague and that it took countless hours to dismantle the hangars. He obtained donated trucks for the hauling and was in charge of obtaining the airport lease sites at Ashland and Medford. John Keener served over a decade on the Airport Advisory Committee.



The Airport operates with two runways laid out in an X configuration. Making this one of the finest aviation facilities in the Northwest the main runway is structured to take extended 727's, although larger aircraft could be accepted.

✦ ✦ ✦ ✦ ✦ The Civil Air Patrol performs many services to the community where the emphasis is the involvement in search and rescue work involving downed aircraft. The national organization was founded in 1941 by citizens who believed a Civil Air Organization was needed to support the nation should it become involved in World War II. Six days later, on December 7, Japan attacked Pearl Harbor and the United States was at war.

During the war, the CAP often spotted enemy submarines and was even given credit for sinking several. Pilots also patrolled borders, acted as couriers, spotted forest fires, and towed targets for anti-aircraft ground batteries. The CAP was made a civilian auxiliary of the Air Force in 1948.

It's current mission is to employ voluntarily its resources of manpower and equipment in search and rescue and to fulfill the role of readiness to meet local and national emergencies. It continues to motivate the youth of America to the highest ideals of leadership and public service and to further the nation's air and space supremacy through a systematic aerospace education and training program. Leadership development is the mission of the CADET program, with scores of courses, workshops, encampments and other education and experience-oriented services provided for the young people in the program. Flight training is a major CAP service to the cadets. The organization not only provides the instruction, but the planes.

✦ ✦ ✦ ✦ ✦ The Department of Transportation passed an emergency anti-jacking regulation on December 5, 1972, which required all airports to install profile screening procedures to inspect all luggage carried by passengers. Magnetometers and armed uniformed guards were stationed at all air carrier airports.

✦ ✦ ✦ ✦ ✦ An Airport Development Aid Program (ADAP) Grant that was received in August of 1972, in the amount of \$316,354 was used to relocate thresholds, install culverts, extend runway safety areas, construct and mark aircraft parking aprons. It also included apron floodlighting and relocated an airport service road.

✦ ✦ ✦ ✦ ✦ The ADAP Grant received in May of 1974, in the amount of \$121,375 was used to acquire an FAA mandated crash fire rescue vehicle.



✦ ✦ ✦ ✦ ✦ An ADAP Grant of \$1,205,374 in March of 1977, was used for the acquisition of land for approach protection Runway 32 and this included relocation of residential structure and the inhabitants.

✦ ✦ ✦ ✦ ✦ Also in 1977, several months after the March grant another grant was received in the amount of \$493,858 for land acquisition and again the relocation of residents and the removal of structures. In September of 1977 another grant in the amount of \$538,233 was used for additional land acquisition and relocation of the residents.

✦ ✦ ✦ ✦ ✦ An ADAP Grant received in August of 1979, in the amount of \$650,000 was used to expand the existing terminal building. The renovation, at a cost of \$1.8 million, was financed with the grant money and county funds. It doubled the size of the building that was erected in 1930. A new baggage claim area complete with a conveyor belt delivery capability, a passenger waiting lounge, and an enlarged restaurant facility all enhanced this structure. A baggage X-ray machine was provided by United Airlines.

✦ ✦ ✦ ✦ ✦ The Medford Senior High School Class of 1957, donated a bronze sculpture entitled "Rogue Valley Landscape". This lasting memorial is installed on the curve of the airport exterior wall near the main entrance.

✦ ✦ ✦ ✦ ✦ An ADAP Grant received in September of 1981, in the amount of \$377,822 was used for construction and for the lighting of the General Aviation Apron. Apron and a reflector were installed on Taxiway M.

✦ ✦ ✦ ✦ ✦ In September of 1982, another grant in the amount of \$355,941 was received and it was used for construction on Runway 14 where safety areas and safety fencing were installed. Also included was the installation of Terminal apron lighting and the Airport Entrance Road was widened.



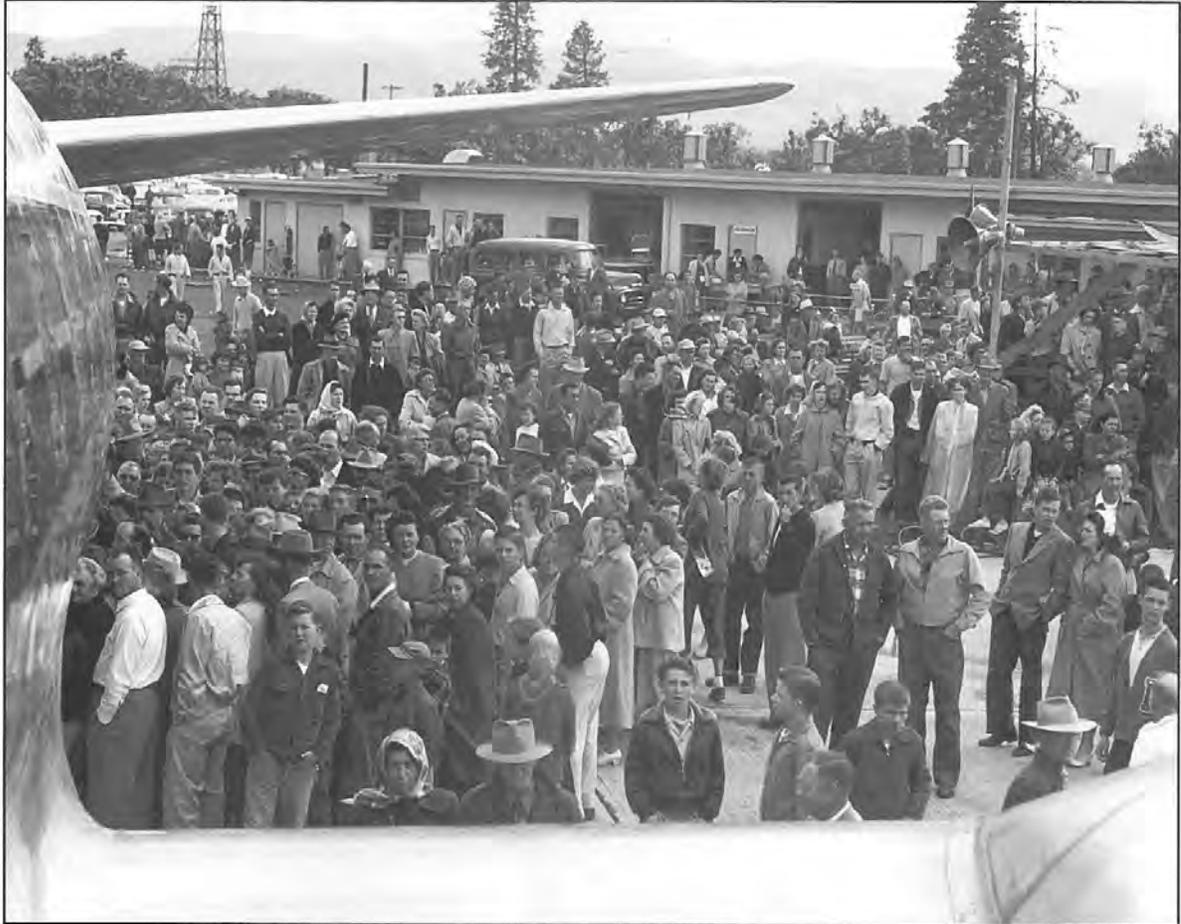
Rogue Valley International-Medford Airport is a self-supporting operation and there are no local or states taxes used. The airport operations are financed by airline landing fees, rental fees, and concession revenues. Capital construction is financed through federal grants funded by airline ticket and user fees which include the passenger facility charge.

✦ ✦ ✦ ✦ ✦ An ADAP Grant received in August of 1983, in the amount of \$412,495 was used to construct an Access Road to the aircraft parking apron which was constructed on the west side of the Airport Service Road. Construction of a safety area on Runway 32 was completed. At this time an update was done for the completion of the Airport Layout Plan.

✦ ✦ ✦ ✦ ✦ The ADAP Grant received in August of 1984, in the amount of \$720,000 was used to relocate Log Haul Road and the Airport Service Road. Acquisition of land was needed to complete this relocation.

✦ ✦ ✦ ✦ ✦ An Airport Improvement Program (AIP) Grant received in the amount of \$132,000 in December of 1984, was used for the preparation of the Master Plan and Part 150 of the Noise Study for the airport.

✦ ✦ ✦ ✦ ✦ In June of 1985, the Medford-Jackson County Airport was awarded a grant from the Federal Aviation Administration in the amount of \$448,101 to build a station house for its emergency response unit. The building provides seven firefighters with an adequate dormitory, kitchen, training and locker-restroom facilities, as well as room for emergency response equipment and vehicles. This building replaced a wood structure that had been constructed as a military warehouse in 1942.



✦ ✦ ✦ ✦ ✦ An AIP Grant received in August of 1986, in the amount of \$292,500 was used to rehabilitate and strengthen the terminal apron. It also provided for the acquisition and demolishing of hangars and acquired miscellaneous CFR equipment.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in September of 1986, in the amount of \$417,334 was used for the acquisition of land for the approach protection to Runway 14 and also included the relocation for residential structures and the residents.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in July of 1987, in the amount of \$490,000 provided for construction of a high-speed taxiway (Runway 14, 32) and the construction of a hangar taxiway. Fillets on Taxiways C, F, G, I, and A was also a part of this grant.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in September 1988, in the amount of \$806,676 was used to construct an ARFF access road, install security fencing, construct a helipad, reconstruct Taxiway C, install taxiway guidance signs, expand the terminal apron and extend the service.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in July of 1989, in the amount of \$852,327 was used to acquire land, an ARFF vehicle, and to construct an access road sidewalk. Additional items included the overlaying of a service road, installation of signs, expansion of the north general aviation apron, and the strengthening of the terminal apron.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in September of 1990, in the amount of \$779,700 was used to rehabilitate portions of Taxiways A-2 and C, construct a hangar taxiway, expand the terminal and cargo area apron, and install fencing. Also included was the acquisition of ARFF equipment, construction of the access connecting the taxiway and rehabilitating the General Aviation tiedown apron.



✦ ✦ ✦ ✦ ✦ An AIP Grant received in August of 1991, in the amount of \$357,593 was used to reconstruct Taxiway A2, expand terminal and cargo aprons, and the overlaying of Taxiways A2, B1 and B4.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in December of 1991, in the amount of \$146,451 was received to update the airport master plan. This included the airport layout plan and the development of a conceptual plan for terminal building facilities and roadway circulation.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in June of 1992, in the amount of \$1,160,820 was used to reconstruct and extend the hangar taxiway and install a security access control system. Installation of taxiway directional signs, improvement of drainage adjacent to the hangar taxiway, and the construction of the general aviation access taxiway was also included.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in May of 1993, in the amount of \$725,418 was used for a porous friction course runway 14/32 and also to relocate Bullock Road.

✦ ✦ ✦ ✦ ✦ An AIP Grant received in August of 1995, in the amount of \$1,333,419 to relocate/widen Bullock Road to establish obstacle free area R/W 32; Relocate existing security fence; 2) Purchase 8.8 acres of land to construct future recirculation roadway for Terminal Area; 3) Construct perimeter roadway inside air operations area; 4) Terminal rehabilitation to accommodate access control system.

AIRPORT RENAMED TO ROGUE VALLEY INTERNATIONAL-MEDFORD AIRPORT

In January 1995, the Foreign-Trade Zones Board of the United States Department of Commerce announced that Jackson County had been awarded the newest foreign-trade zone in the country. The site is known as the Airport Commerce Park which consists of 95 acres on the east side of the airport within the airport security fence. This facility is now able to handle the receipt, storage, distribution and facilitation of commerce. Like foreign-trade zones elsewhere, the Jackson County zone is a legally secured area outside the United States for customs entry procedures, duties and quotas. Imports may be admitted to a FTZ duty-free facility to be stored, inspected, destroyed, processed, manufactured, distributed or exhibited. They also can be combined with other foreign or domestic products. The zone is federally authorized as a new international port of entry with the United States Customs Service, Immigration and Naturalization Agency. The former airport storage facility has been converted into the first new air cargo warehouse. The cold storage facility is the largest one available at an airport between Los Angeles, California and Vancouver, British Columbia.



On December 16, 1994, the Medford Airport had its first customs clearance which was a test shipment of flowers that was sent from Honduras to verify the validity of the shipping route.

With the approval of the Foreign-Trade Zone the Medford Airport was elevated to international status. A public competition of selecting names for the airport was held and the Jackson County Commissioners selected the name "Rogue Valley International-Medford Airport as the winner. This met with the approval of the administration of Jackson County.

The new radar system listed on the Federal Aviation Administration's national aviation systems plan since 1979 finally went on line April 20, 1995. Medford's new radar system represents an advance for the airport, which was noted as Oregon's only commercial airport without radar.

The new system's tower stands at the foot of a gentle slope behind the Shenandoah Inn, adjacent to Highway 62. It was located on the ground rather than on top of a hill because it was getting returns back from moving vehicles. The system is intended to provide precise locations for aircraft in the vicinity and to reduce the risk of collisions. The radar will monitor inclement weather for incoming air traffic. The FM plans to centralize flight controllers in Medford, Eugene, Portland, and Seattle. Microwave relay towers are being installed to link the facilities. The cost of the radar system which includes the relay systems has been estimated near \$23 million.

With the growth of the Rogue Valley, passenger emplanements have increased and the airport terminal has become an environment of constant activity. Passenger surveys have indicated a positive atmosphere for travelers. As economic growth continues, additional grant funding will be solicited to continue to maintain this new International Airport as one of the leading facilities on the West Coast.

THE FUTURE

The Rogue Valley International-Medford Airport has an opportunity to provide us with a connection to the world.

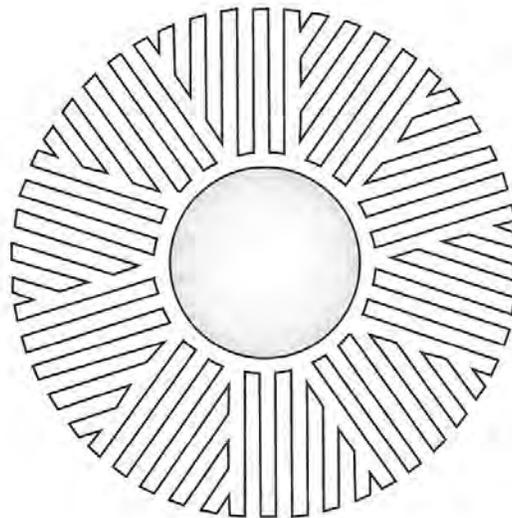
As congestion continues to build at international airports of entry to the North and South of us, this facility stands as the only other immigration and customs airport of entry capable of providing relief services on the West Coast of the United States.

Rogue Valley International Medford-Airport currently is operating at about 45 percent of capacity. The newly approved airport plan and runway extension has us poised for future international and transoceanic capacity.

Aircargo services are being developed at this time and our future as a medium sized cargo hub for inbound Latin American products destined for the Northwestern U.S. and Western Canada is bright. Plans for an outbound cargo consolidation point at Rogue Valley International to enhance exports into Latin America are also under development at this time.

The Foreign Trade Zone approvals for Rogue Valley International-Medford Airport and commitments from private sector sources will result in an agricultural quarantine and inspection center to be on line in 1996. New cold storage facilities are now in operation. With the agricultural import capacity new horizons for air freight handling opportunities are being presented daily.

We will never be a San Francisco or a Portland and we do not want to be. What we can be is a solid multi airline serviced commercial airport of entry with a couple Latin/Canadian flights and direct connection to 15-20 U.S. cities daily. Combining revenue generating capacity from air fares and air cargo will accelerate our achievement of this potential. Rogue Valley International...It's more than a dream, it's our link to the world.



ROGUE VALLEY INTERNATIONAL-MEDFORD AIRPORT PASSENGER FLOW

YEAR	Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec	Year Totals	Year Inc/Dec
1978	18,637	16,004	20,390	19,388	21,533	23,997	25,321	26,220	22,189	23,592	21,329	21,770	260,370	
1979	19,177	19,492	22,668	5,250	5,238	22,662	23,944	26,154	25,070	23,960	19,235	20,877	233,727	-10.23%
1980	16,762	15,034	18,163	16,636	18,499	22,824	22,038	23,045	17,634	16,211	13,728	13,021	213,595	-8.61%
1981	9,425	10,181	12,499	12,837	13,805	16,995	18,191	15,822	14,783	15,397	13,041	14,111	167,087	-21.77%
1982	11,531	10,673	13,802	15,899	17,692	22,993	24,481	27,305	21,274	20,214	18,636	22,332	226,832	35.76%
1983	16,799	16,168	20,949	19,308	21,618	27,827	28,349	30,902	24,409	23,177	22,563	25,293	277,362	22.28%
1984	17,500	17,616	21,418	18,975	20,574	24,725	26,081	28,630	22,301	21,233	21,222	22,411	262,686	-5.29%
1985	18,170	15,620	21,963	22,020	16,088	15,277	28,097	27,463	20,887	18,889	17,375	24,286	246,135	-6.30%
1986	23,169	16,435	21,502	20,466	26,542	33,154	37,239	41,793	31,750	29,768	23,454	21,674	326,946	32.83%
1987	20,386	21,131	30,074	31,018	33,235	37,022	36,224	37,088	31,456	28,284	23,299	24,811	354,028	8.28%
1988	19,682	19,193	26,505	22,605	23,492	28,240	28,289	30,713	26,565	24,258	21,964	23,247	294,753	-16.74%
1989	19,238	17,176	21,946	19,433	22,178	28,063	30,864	31,892	25,926	26,077	23,496	22,376	288,665	-2.07%
1990	18,438	17,566	21,241	19,963	22,624	28,470	32,079	32,582	24,977	23,974	20,289	21,347	283,550	-1.77%
1991	17,125	13,948	16,550	20,744	22,936	29,033	31,191	31,091	26,313	25,823	21,814	22,927	279,495	-1.43%
1992	17,053	15,729	19,166	17,926	23,070	35,149	38,897	39,431	30,739	26,755	22,999	27,398	314,312	12.46%
1993	19,672	17,626	21,633	20,846	23,268	30,966	32,720	32,557	30,123	27,462	24,662	26,086	307,621	-2.13%
1994	19,169	18,256	23,545	22,127	25,714	29,182	29,795	31,875	26,416	25,893	24,588	26,281	302,841	-1.55%
1995	20,941	19,641	25,675	25,587	30,882	37,584	37,825	41,029	34,912	36,030	31,033	31,107	372,246	22.92%
1996	24,089	25,547	28,430	28,348	31,192	36,786	37,600	39,004	32,282	32,509	28,907	33,064	377,758	1.48%
1997	29,701	27,460	32,929	33,626	35,908	42,081	44,313	46,223	39,509	38,243	33,050	35,594	438,637	16.12%
1998	29,063	27,876	35,249	34,138	37,022	44,658	46,166	47,317	41,429	38,912	35,243	36,733	453,806	3.46%
1999	29,246	27,391	34,280	34,213	36,565	44,651	46,668	47,564	40,840	40,950	37,518	36,910	456,796	0.66%
2000	31,601	31,035	38,949	36,083	42,157	47,804	49,588	50,012	42,916	43,889	41,010	37,021	492,065	7.72%
2001	32,388	31,048	39,660	38,277	42,696	47,767	47,699	50,307	(9/11) 30,373	36,108	33,388	34,824	464,535	-5.59%
2002	29,760	27,179	35,420	34,093	37,394	44,283	45,712	49,528	39,458	40,588	37,154	41,529	462,098	-0.52%
2003	32,977	29,525	36,673	35,561	40,374	47,365	47,477	48,163	40,582	42,993	38,681	41,619	481,990	4.30%
2004	34,289	34,548	40,872	39,488	44,699	53,024	51,028	52,706	46,905	46,753	43,327	44,555	532,194	10.42%
2005	38,564	37,830	47,509	45,644	50,633	57,725	60,148	60,759	52,201	51,195	44,102	48,372	594,682	11.74%
2006	41,375	39,246	46,607	44,830	50,071	55,359	55,865	58,092	52,345	53,195	50,238	50,742	597,965	0.55%
2007	43,576	39,604	48,522	51,798	56,398	63,798	64,286	65,427	54,274	55,581	52,174	52,033	647,471	8.28%
2008	44,910	43,970	50,420	49,066	54,002	60,267	60,013	58,100	48,641	49,068	41,906	44,327	604,690	-6.61%
2009	37,583	36,136	43,515	42,874	51,150	60,796	62,050	60,823	51,971	51,978	48,435	47,221	594,532	-1.68%
2010	42,081	40,529	49,748	49,007	52,946	61,695	64,811	64,743	55,117	55,244	51,101	52,657	639,679	7.59%
2011	44,068	40,249	50,141	45,240	52,090	61,471	62,257	61,753	53,739	51,073	47,649	48,465	618,195	-3.36%
2012	41,926	40,597	48,121	47,958	56,035	60,432	66,388	66,380	56,077	55,327	51,399	51,929	642,569	3.94%
2013	42,721	41,307	50,343	49,671	57,926	60,530	62,689	62,460	54,615	54,046	49,495	45,431	631,234	-1.76%
2014	41,346	40,239	52,151	49,897	54,364	62,820	66,253	66,083	59,215	59,458	54,920	57,677	664,423	5.26%
2015	50,765	47,473	57,825	57,060	61,539	72,463	76,578	75,174	66,285	66,562	61,882	64,365	757,971	14.08%
2016	55,327	52,784	62,341	61,099	70,414	80,273	81,048	82,049	74,411	72,394	65,974	64,175	822,289	8.49%
2017	55,806	51,926	64,780	66,815	72,298	86,828	89,948	92,040					580,441	

Month Totals	1,176,036	1,110,988	1,374,174	1,325,814	1,476,861	1,747,039	1,820,210	1,860,299	1,490,909	1,473,063	1,332,280	1,380,598		
2017 Y-T-D Totals	55,806	107,732	172,512	239,327	311,625	398,453	488,401	580,441						
2016/17 Monthly Inc/Dec	0.87%	-1.63%	3.91%	9.36%	2.68%	8.17%	10.98%	12.18%						
2016/17 Y-T-D Inc/Dec	0.87%	-0.35%	1.21%	3.36%	3.20%	4.24%	5.42%	6.44%						