

## Summary of Sampled Airports 1994/1995 Cycle

AIRPORT NAME	ANNUAL ESTIMATE	no. of counts	AVG daily operations	high count	% single engine {1}	% multi-engine {1}	% jet engine {1}	% rotary engine {1}
<b>Albany Municipal</b>	21,407	4	29	114	96%	3%	1%	0%
<b>Aurora State</b>	53,859	4	74	172	93%	3%	2%	2%
<b>Baker Municipal</b>	9,926	4 & 4	14	39	75%	20%	5%	0%
<b>Bend Municipal</b>	31,946	3	44	87	78%	20%	3%	0%
<b>Corvallis Municipal</b>	78,502	4 & 4	108	318	87%	3%	7%	4%
<b>Creswell Municipal</b>	38,561	4	53	101	98%	2%	0%	0%
<b>George Felt (Roseburg)</b>	1,095	10	2	11	100%	0%	0%	0%
<b>Florence Municipal</b>	6,034	5	17	58	63%	0%	0%	37%
<b>Hermiston Municipal</b>	9,069	13	25	44	88%	10%	1%	1%
<b>LaGrande/Union County</b>	10,880	2 & 3	9	31	64%	23%	4%	10%
<b>Lake Billy Chinook State</b>	835	8	1	7	94%	0%	0%	6%
<b>Lebanon State</b>	8,887	8	12	26	97%	1%	0%	2%
<b>Madras City-County</b>	9,396	10	13	32	83%	6%	7%	3%
<b>McMinnville Municipal</b>	37,663	4 & 4	52	137	71%	2%	2%	26%
<b>Myrtle Creek Municipal</b>	1,335	8	2	21	82%	3%	0%	16%
<b>Newport Municipal</b>	13,582	8	19	51	42%	4%	5%	50%
<b>Portland-Mulino</b>	21,470	8	29	81	99%	1%	0%	0%
<b>Roseburg Municipal</b>	16,521	8	23	51	65%	15%	13%	7%
<b>Sheridan</b>	533	8	1	8	100%	0%	0%	0%

### **EXPLANATION**

<b>Annual Estimate</b>	Number of operations at airport based upon random sampling surveys October 1994 to September 1995
<b>Weeks Counted</b>	Number of sampling surveys done for each runway
<b>Average Daily Operations</b>	Estimated daily average number of operations at airport based on sampling surveys
<b>High Count</b>	Highest number of operations observed in one 24-hour day during survey periods
<b>Percent Single-Engine</b>	Percentage of single-engine aircraft operations observed during survey period. {2}
<b>Percent Multi-Engine</b>	Percentage of multi-engine aircraft operations observed during survey period. {2}
<b>Percent Jet Engine</b>	Percentage of jet-engine aircraft operations observed during survey period. {2}
<b>Percent Rotary Engine</b>	Percentage of rotary-engine aircraft operations observed during survey period. {2}
{1}	Details may not sum to 100% due to independent rounding.
{2}	Percentages of multi and jet engine aircraft should be interpreted as minimums. There may have been additional multi or jet engine operations that were not identified as such. Rotary engine operations are difficult for present equipment to identify numbers with the accuracy of other types of operations. They may be significantly lower than reported.