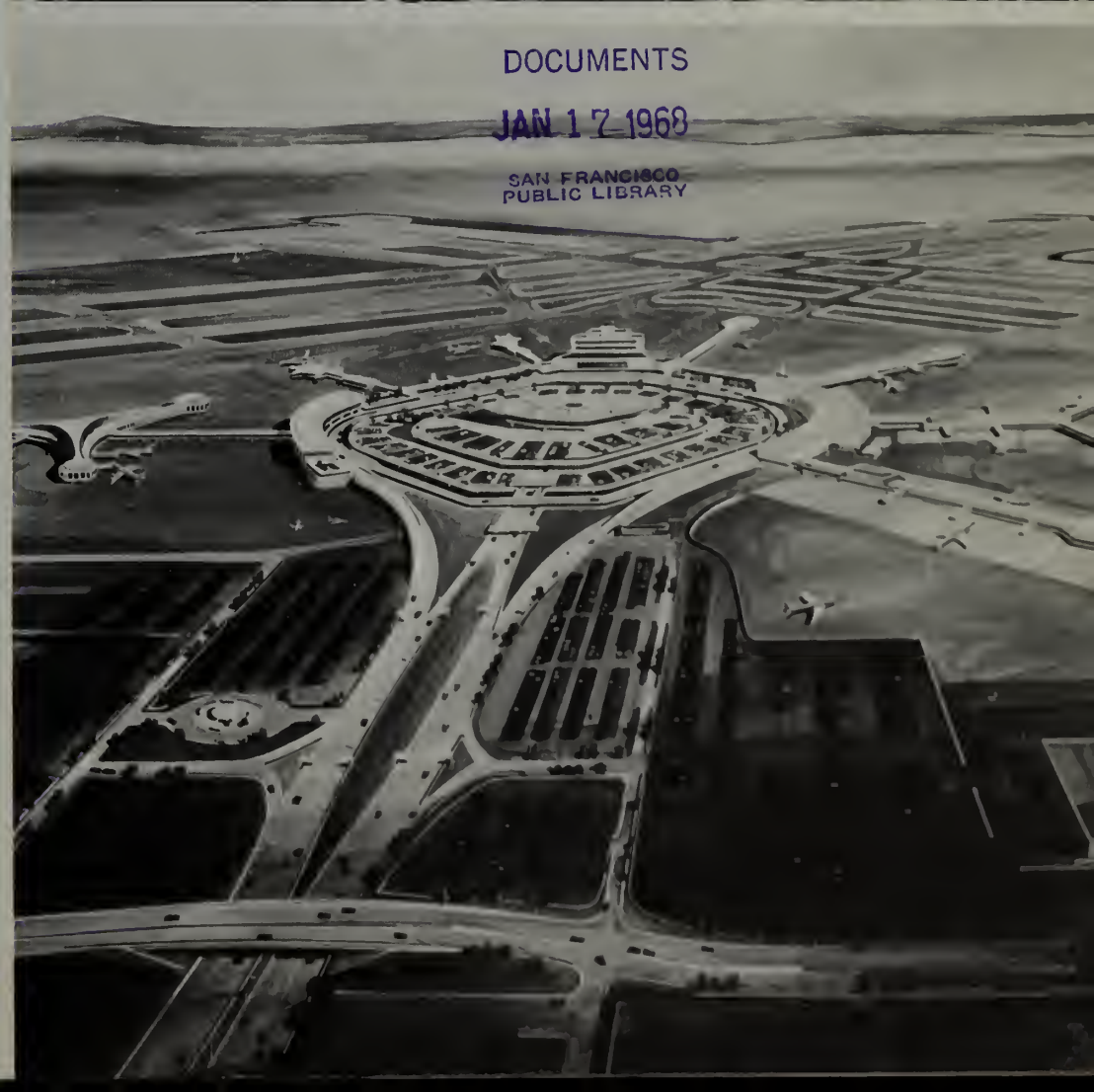


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# FACTS ABOUT

# SAN FRANCISCO INTERNATIONAL AIRPORT



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## INTRODUCTION

San Francisco International Airport, municipally owned by the City and County of San Francisco, is operated as a department under the jurisdiction of the City's Public Utilities Commission.

Located in San Mateo County, between Bayshore Freeway and San Francisco Bay, it is approximately 14 miles and 20 minutes travel time from downtown San Francisco.

The Airport began operations in mid-1927 on 155 acres of leased pasture lands. Known as Mills Field, it offered a 1,700 foot graded dirt landing strip as a runway and a frame farmhouse type structure with less than 3,000 square feet of area housed administration and operation offices as well as a weather observation facility.

Today, four decades later, San Francisco International Airport is the fourth busiest in the United States — and ranks fifth in the Free World — in terms of passengers and air cargo volumes. During those 40 years, the City and County of San Francisco, airlines, and other Airport tenants have invested approximately \$220 million to meet the ever-changing requirements of the mushrooming commercial aviation industry.

It is anticipated that investments of an equal, or even larger sum will be necessary within the forthcoming decade to meet new and greater challenges resulting from the "jumbo" subsonic and the supersonic jetliners.

*(Top photo on cover is aerial view of present air passenger terminal complex at San Francisco International Airport. Photo below is architectural drawing of passenger terminal area as proposed for about 1972.)*





To some people, especially taxpayers, it is a gigantic capital investment. To some neighbors it can be noisy at times. To airliner pilots, it often appears to be a postage stamp size parcel of ground on which to land a 600-mile-an-hour jetliner weighing nearly 150 tons. To airlines it can be the reason for too many delayed take-offs and landings. And to the air traveler it frequently is the beginning, or the end, of a long drive through heavy highway traffic.

The real purpose of an airport is to serve as an elaborate transfer point between two vastly different forms of transportation – the airplane in its many sizes on one hand, and on the other the varied types of ground transportation whether automo-



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WORK OF RELATED INDUSTRIAL activities has been developed. Our Airport is such a vital link in the Bay Area economy, that commercial aviation ranks right at the top of today's basic regional industries.

And many scores of other major industries throughout the nine-county Bay Region rely in varying degrees on air transportation for the successful conduct of business. Commercial aviation, as an industry, is relatively young. It was only 40 years ago that Mills Field, the forerunner of San Francisco International Airport, began operating.

But in those four decades the growth of commercial aviation has been so enormous that its real impact on the local economy is not fully recognized.

Many area residents are unaware of aviation's contribution to their economic well-being. And few communities as a whole recognize the extent of their reliance on air transportation and related activities.

A recent survey seeking to bring into sharp focus the vital importance of aviation activities at our Airport to the San Francisco Bay Region's economy reveals the following:

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WHAT IS AN AIRPORT?

ECONOMIC FACTORS

COMMERCIAL AIR HUB





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## WHAT IS AN AIRPORT?

The real purpose of an airport is to serve as an elaborate transfer point between two vastly different forms of transportation – the airplane in its many sizes on one hand, and on the other the varied types of ground transportation whether automobile, bus, truck, or train.

In most instances an airport is a key to the economic well-being of a community or region. It provides – directly or indirectly – sources of employment by being the magnet which attracts industry and other commercial enterprises requiring speed and ease in communication with the rest of the nation – or the free world.

## ECONOMIC FACTORS

As the commercial aviation center for all of Northern California and portions of Western Nevada and Southern Oregon, San Francisco International Airport serves an area and population greater than those of more than 44 individual states of the United States.

## COMMERCIAL AIR HUB

As a major center of employment, it is a formidable force in the economy of the San Francisco Bay Region. Some 25,000 persons are employed on the Airport and have a gross annual payroll estimated in excess of \$200,000,000. From five to seven thousand other jobs in the Bay Area, with a gross yearly payroll of nearly \$50,000,000 are directly related to activities of airlines and other Airport tenants. These add up to a total of about 31,000 jobs with a payroll of approximately \$250,000,000 – all because there is a San Francisco International Airport.

Modern jet aircraft have a globe-circling range and can carry up to 250 passengers, or 100,000 pound payload in an all-cargo configuration. The passengers and cargo they transport in and out of the Airport are the nucleus around which a vast network of related industrial activities has been developed. Our Airport is such a vital link in the Bay Area economy, that commercial aviation ranks right at the top of today's basic regional industries.

And many scores of other major industries throughout the nine-county Bay Region rely in varying degrees on air transportation for the successful conduct of business. Commercial aviation, as an industry, is relatively young. It was only 40 years ago that Mills Field, the forerunner of San Francisco International Airport, began operating.

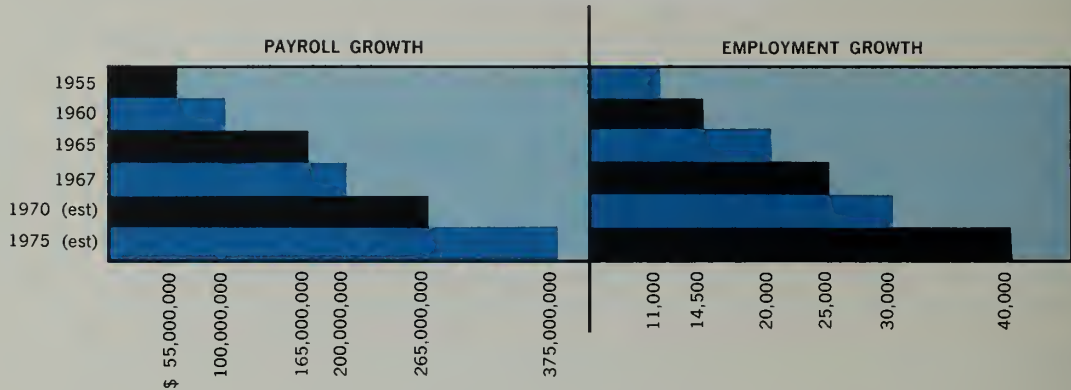
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**EMPLOYMENT**

More than 30,000 Bay Area residents earn an estimated \$250,000,000 annually in jobs directly related to air transportation at San Francisco International Airport, the area's most rapidly growing industry.

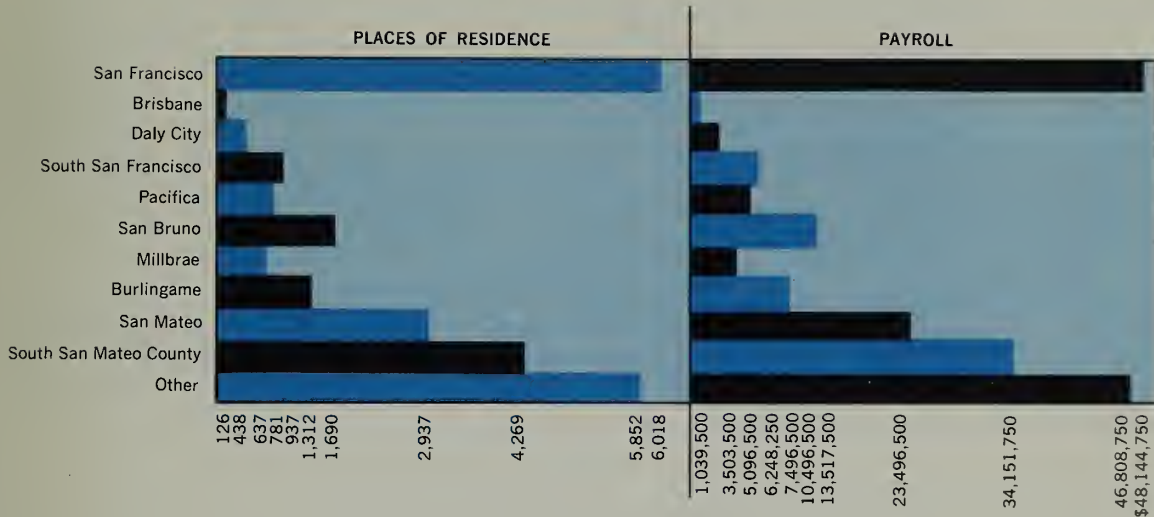
Employments at the Airport at the first of 1967 totaled at least 25,000 with an annual payroll in excess of \$200,000,000.

Airlines and supporting services employ another 2,500 persons with a yearly payroll of some \$15,000,000 off the Airport. And close to 4,000 additional jobs with a payroll approximating \$30,000,000 have a direct connection to generation of air traffic. These include sales, promotional and clerical personnel of nearly 50 airlines with offices in the Bay Area but which do not offer service from SFIA; air cargo services; travel agencies; industry traffic departments; drayage and/or trucking companies; workers in the hotel/motel complex developed adjacent to the Airport, and a variety of supporting services.

**JOB GAINS**

Increases in employment and payroll totals on the Airport in recent years are a clear representation of the aviation industry's expansion in the Bay Area. In 1955 the job total was 11,000 with a gross annual payroll of \$55,000,000. For 1960, the figures were 14,500 and \$100,000,000; at the end of 1965, 20,000 and \$165,000,000. And for the first of 1967, 25,000 and \$200,000, an increase of approximately 25 per cent in just little more than a year.





Federal Bureau of Labor index figures for family expenditures indicate the \$250,000,000 gross annual payroll of the aviation industry as related to SFIA is spent as follows:

### HOW PAYROLLS ARE SPENT

Taxes .....	\$ 33,500,000.00
Food and beverages .....	54,125,000.00
Tobacco products .....	2,813,750.00
Housing (shelter, utilities, furnishings, appliances, etc.) .....	61,702,500.00
Clothing (includes materials, services, etc.) .....	20,567,750.00
Personal care .....	5,629,000.00
Medical care .....	16,670,500.00
Recreation .....	9,959,000.00
Automobiles (purchases and operation) .....	34,207,000.00
Other transportation .....	4,113,500.00
Miscellaneous .....	6,712,000.00
<b>Total .....</b>	<b>\$250,000,000.00</b>

The City and County of San Francisco, the airlines and other tenants have an investment at the Airport in excess of \$220,000,000. Additionally, the airlines have invested more than \$6,000,000 in San Francisco, principally for ticketing, sales, and administrative facilities.

### CAPITAL INVESTMENTS

San Mateo County and its political subdivisions are paid nearly \$5,000,000 annually in real and personal property taxes by the Airport, the airlines and other tenants. Additionally, an estimated \$10,000 per month in fines and bail forfeitures for traffic violations on the Airport go into the county's coffers.

### TAXES

**WHERE WORKERS LIVE**

Residences of employees in the aviation industry, related activities and supporting services are:

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<i>Place</i>	<i>Workers at Airport</i>	<i>Total Employees</i>
San Francisco .....	6,018	7,522
Brisbane .....	126	158
Daly City .....	438	548
South San Francisco .....	937	1,172
Pacifica .....	781	976
San Bruno .....	1,690	2,113
Millbrae .....	637	796
Burlingame .....	1,312	1,640
San Mateo .....	2,937	3,671
South San Mateo County .....	4,269	5,336
Other (Santa Clara County and North and East Bay Areas) .....	5,852	7,318
Totals .....	25,000	31,250

According to the national average of 3.2 persons per family, and one worker per family, the 25,000 persons employed at the Airport represent a population of 80,000, more than that of any San Mateo County city with the exception of San Mateo.

*Aerial view of San Francisco International Airport with City of San Francisco and portions of Marin County in background.*





## INCOME BY CITIES

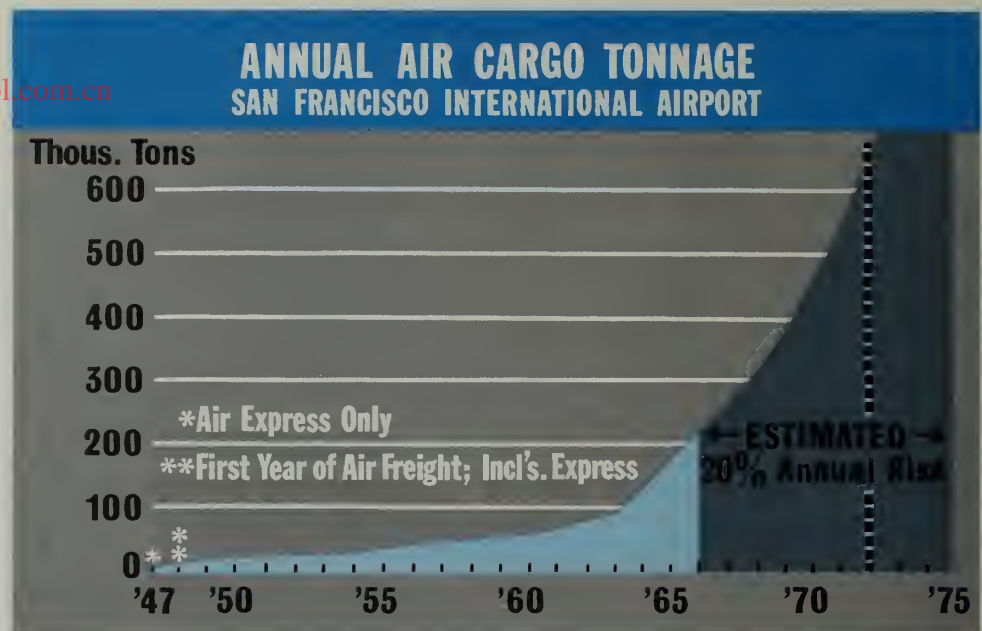
According to our recent survey, the approximate payroll totals for individual areas are:

Place	Airport	Total
San Francisco <a href="http://www.libtool.com.cn">www.libtool.com.cn</a> .....	\$ 48,144,750.00	\$ 60,180,937
Brisbane .....	1,039,500.00	1,263,000
Daly City .....	3,503,500.00	4,379,375
South San Francisco .....	7,496,500.00	9,370,625
Pacifica .....	6,248,250.00	7,810,312
San Bruno .....	13,517,500.00	16,896,875
Millbrae .....	5,096,500.00	6,370,625
Burlingame .....	10,496,500.00	13,120,625
San Mateo .....	23,496,500.00	29,370,625
Southern San Mateo County .....	34,151,750.00	42,689,750
Other (Santa Clara County, North and East Bay Areas, etc.) .....	46,808,750.00	58,547,312
Totals .....	\$200,000,000.00	\$250,000,000

San Mateo County residents compose approximately 54 per cent of the work force at the Airport. This figures out at 13,130 and indicates the wages and salaries paid at \$108,000,000, more than 10 per cent of the estimated \$915,658,000 payroll total estimated for the county in 1966.



An aerial photo looking southward down the Peninsula with San Francisco International Airport in foreground.



## GOODS AND SERVICES

Airlines and other airport tenants spend close to \$100,000,000 yearly with Bay Area firms for goods and services necessary to their operations. Additionally, the airline purchases of aircraft fuel at SFIA in 1966 approached the \$50,000,000 mark.

## OTHER BENEFITS

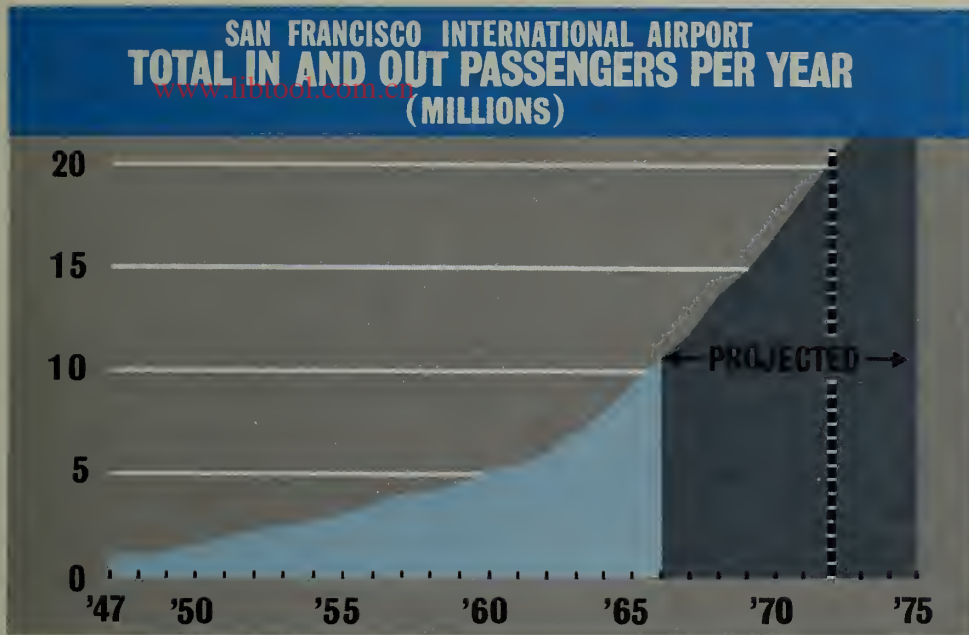
Speedy, convenient and efficient transportation always has been a key factor in industrial and commercial success. San Francisco International Airport is such a key factor and has been the lure which has attracted scores of new industries to the Bay Area, particularly to San Mateo County and other Peninsula districts.

The San Mateo County Development Association, a non-profit business and industrial development and promotional organization, reports San Mateo County has gained 2,568 new plants and/or expansions since 1955: These represent a total capital investment of almost \$475,000,000.

An association executive gives much credit to San Francisco International Airport for these gains. He says: "San Francisco International Airport has been a major contributing influence in the selection of San Mateo County sites for these plants and expansions." And he added: "We have full confidence that the Airport will continue to be a principal factor in the attraction of new industries and payrolls to San Mateo County in the future."

An example of new businesses resulting directly from the Airport is the speedy expansion of the hotel/motel industry. During the last eight to nine years, the number of hotel/motel rooms or units near the Airport (from approximately 2½ miles both North and South) has increased from 152 to well over 2,000, representing a capital investment in excess of \$20,000,000, and providing many hundreds of jobs.

The Airport also has been a paramount factor in the successful development of several industrial parks in Northern San Mateo County, and for the choice of sites



for the nation's second largest complex of electronics equipment plants along the Peninsula. These are places of employment for many thousands of skilled and professional workers.

Although much criticism has been voiced nationally that proximity to the airport tends to depreciate real estate values, the reverse actually is true at San Francisco International Airport. Industrial and commercial lands are in much demand and most residential properties bring premium prices with an "extra premium" for homes having a "view of the Airport."

**REAL ESTATE VALUES**

A clear perspective of the almost phenomenal growth of San Francisco International Airport in recent years is revealed by these figures:

**AIR TRAFFIC GROWTH**

	1955	1960	1965
Air Passengers .....	3,085,422	5,131,024	9,071,084
Air Freight (lbs.) .....	59,763,422	105,424,013	333,351,729

The passenger gain from 1955 to 1960 was 76 per cent; from 1960 to 1965, 77 per cent, and for 1955 to 1965, 194 per cent.

Air freight increased 76 per cent in the 1955-60 period; 216 per cent from 1960 to 1965, and 433 per cent for the decade.

Projections for 1967 are more than 12,000,000 passengers, one-third more than just two years ago, and more than a half billion pounds of cargo.



## CRYSTAL BALL GAZING

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These figures, although impressive, can only give us a short glimpse of what the future holds for San Francisco International Airport. A Federal Aviation Administration forecast about three years ago estimated air travel growth at an annual rate of between five and ten per cent through 1971.

That estimate can only be considered as conservative inasmuch as the national increase in air passengers has averaged more than 10 per cent annually for several years and there are few indications of a decrease in the foreseeable future. The trend toward lower fares and advent of a new family of sub-sonic jetliners with far greater passenger and cargo capacities give bright hopes for an even greater growth rate in coming years.

Forecasts of traffic growth at SFIA predict that by 1972, just five years away, the passenger total will reach the 20,000,000 mark, and air cargo volume of 1,300,000,000 pounds is not impossible.

Data from airlines and other tenants clearly indicate the total jobs on the Airport will be well over 30,000 by 1970 and easily can be approaching the 40,000 mark by 1975. Related jobs elsewhere in the Bay Area could experience a parallel growth. Additional capital investments by the Airport, airlines and other tenants are expected to exceed \$90,000,000 by 1970 and more than \$100,000,000 additionally by 1975.

*The present air cargo area which will be cleared out to make way for the North Passenger Terminal proposed in the Airport Master Plan.*



## AIRPORT PLANS

The San Francisco Public Utilities Commission and Airport Management are fully cognizant of the problems ahead. Problems resulting from air traffic growth, new and larger "jumbo" sub-sonic jetliners which may transport from 800 to 1,000 passengers, and the super-sonic jet transports (SSTs) expected to be in service in less than a decade.

To meet the new and ever greater challenges, the Commission is seeking voter approval of a \$98,000,000 Airport bond issue in November to carry out proposals of the Airport Master Plan.

The major proposals include: expansion of the parking garage to an 8,000-car capacity; development of a North Passenger Terminal; creation of a 250-acre Air Cargo Center; improved access to and exit from the Airport; increase capacity of the Airport's roadways system, and improvements to aircraft taxiways and runways.

All costs of the bond proposal can be met from Airport revenues. The Airport has been financially self-supporting for 10 years with revenues more than adequate to pay all operation and debt service costs. Any excess funds have been retained for improvement of existing facilities.



*This antennae on the roof of the Central Terminal Building receives weather data from three orbiting satellites. The data is of great assistance to the Weather Bureau in making weather analyses.*

Jet engine tests requiring high speed run-ups are conducted at a prescribed point of San Francisco International Airport nearly two miles from the closest dwelling. This procedure aids greatly in reducing possible jet sound nuisance to adjacent areas.



## SOUND ABATEMENT

An enormous effort to control aircraft noise near airports has for years occupied many of the best engineering minds in the aircraft and air transportation industries. Many millions of dollars have been expended. The airlines, federal agencies, airport operators and pilots have, from the start of the jet age, combined their best talents in an unending endeavor to find better methods of minimizing jet noise over communities adjacent to airports. Manufacturers of aircraft, working with the airlines and federal agencies, have developed constantly improved jetliners with quieter engines which have eased the airport noise situation considerably.

## SOUND ABATEMENT CENTER

With the coming of the jet age in 1960, several communities surrounding San Francisco International Airport were subjected to a new noise from overflying jets. To improve the jet noise situation, a Sound Abatement Center was organized with membership from all airlines, the Air Transport Association, the Air Line Pilots Association, San Francisco International Airport, and San Francisco Public Utilities Commission.

During the past six years the Sound Abatement Center has taken many steps to reduce or eliminate jet noise with the result that this airport was not included in the list of major airports in the United States placed under a jet noise study by President Johnson's panel headed by White House Science Advisor, Donald F. Horning.

## PREFERENTIAL RUNWAY SYSTEM CREATED

The Sound Abatement Center and the Federal Aviation Agency have developed a preferential runway system to avoid takeoffs and landings over inhabited areas whenever wind and weather conditions permit. As a result over 95 per cent of jet landings at San Francisco International Airport are made from over San Francisco Bay. Annually the majority of takeoffs, under the preferential runway system are made over water, instead of over populated areas.





A major factor in keeping the jet noise annoyance at a minimum is the use of preferential runways when weather conditions permit. The average runways usage over a year period on a percentage basis, clearly shows that just slightly more than a third of all jet aircraft take-offs are over land and/or residential areas.

At the instance of the Sound Abatement Center, and with the cooperation of the airlines and their pilots, aircraft now take off from San Francisco International Airport utilizing refined procedures of engine and flap settings designed to minimize the jet noise over neighboring communities. Approximately 2,000 jet pilots operating these planes are cooperating in this program. Two-thirds of these pilots reside in the Bay Area.

## SOUND ABATEMENT FLIGHT PROCEDURES

The first generation of jet engines of the water injection type, which were relatively noisy, have been replaced to a great degree by the newer fan jet and other type engines making less noise and having a much higher rate of climb, thus reducing the noise over populated areas.

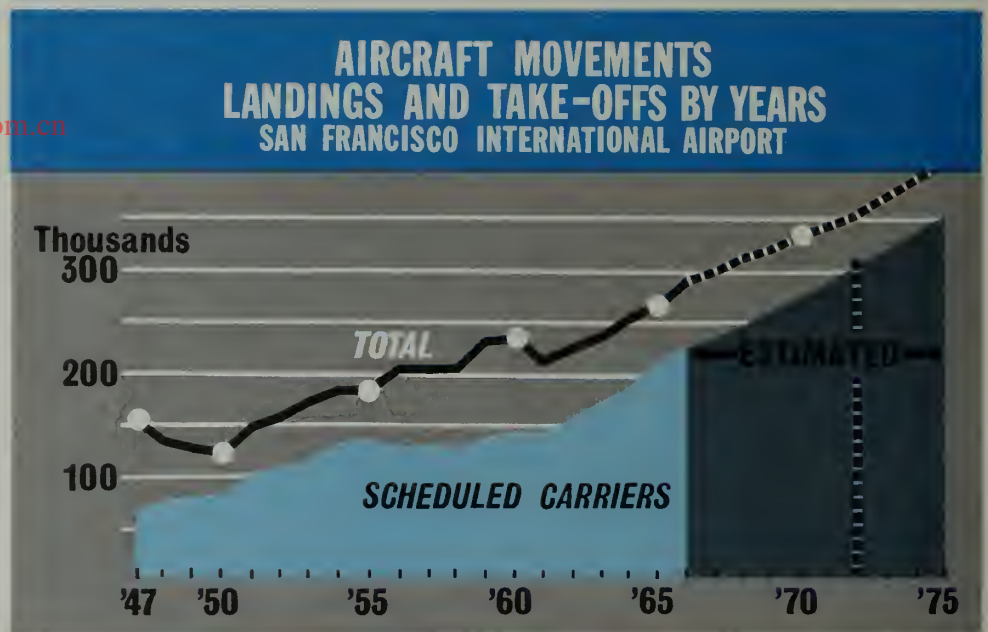
## FAN ENGINES

The airlines of the United States have spent some \$73,000,000 for sound suppressors which are installed on their jet engines, thus making commercial jets using San Francisco International Airport much quieter than military planes using the same engines. In addition, the airlines have accepted a \$36,000,000 annual penalty (lost revenue) because suppressor-equipped engines require more fuel and added operating cost to maintain the equipment.

## SOUND SUPPRESSORS

In the interest of sound abatement, air lines using San Francisco International Airport transferred their flight training programs to other airports in northern California. Last year San Francisco based airlines made over 20,000 training landings at other air fields in order to relieve the Peninsula area from the noise of more than 50 training flights per day. These training programs, at remote airports, cost the companies considerably more than would have been the case if San Francisco International Airport were used.

## TRAINING FLIGHTS



#### RUNWAY LENGTHENING

Over \$8,300,000 has been spent or contracted for by San Francisco Public Utilities Commission for the extension of Runways 28L, 28R, some half mile each farther out into San Francisco Bay, and Runway 1R some 1,000 feet into the Bay, thus making it possible for jets to achieve higher altitude on takeoffs over neighboring communities with resultant reduction in jet noise.

#### MAINTENANCE NOISE

The Sound Abatement Center has arranged for a curfew on maintenance noise between 10 p.m. and 7 a.m. If between these hours it is necessary to run tests on jet engines, the airlines will tow the aircraft out to a runup point located some two miles from the nearest residences.

#### THE FUTURE

San Francisco International Airport, because of its optimum location serving national and international airways, its progressive management, its fine relationship with the world's leading airlines, and the communities of San Mateo County and San Francisco, and with the demonstrated cooperation of the Federal Aviation Agency, the Sound Abatement Center, Air Line Pilots Association, Air Transport Association, San Francisco Public Utilities Commission and officials of San Mateo County and cities surrounding San Francisco International Airport, seems destined to continue to be a major factor in the growth and prosperity of the San Francisco Bay Area.

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For additional information please address:  
SAN FRANCISCO INTERNATIONAL AIRPORT  
Public Relations Office  
San Francisco, California 94128

Grateful acknowledgements for assistance in compiling much of the data contained in this booklet are due to:

San Francisco Public Utilities Commission

Federal Aviation Administration

Air Transport Association

Airline Pilots Association

Sound Abatement Center

San Mateo County Development Assn.

19 Airlines and other major tenants of San Francisco International Airport.



AIRLINES SERVING

SAN FRANCISCO INTERNATIONAL AIRPORT ARE:

Air California

American Airlines

British Overseas Airways

Canadian Pacific Air Lines

Delta Air Lines

Flying Tiger Line

Japan Air Lines

Lufthansa German Airlines

National Airlines

Pacific Air Lines

Pacific Southwest Airlines

Pan American World Airways

Philippine Air Lines

Qantas Empire Airways

SF&O Helicopter Airlines

Trans World Airlines

United Air Lines

West Coast Airlines

Western Airlines