

basic components: environmental data, technical data, and internal data.

Under environmental data we have economic, political, social subsections of that sort of data.

Under technical data we have industry statistics. We have analyses, research, and studies.

So far as internal data are concerned, we have financial information, workload data, manpower data, and organization data.

The Bureau of Economics contains the principal economic advisory and research staff. It provides economic assistance to the Board in considering and deciding cases, and through its division of planning, programming, and research, it has the responsibility for looking into the future and anticipating new developments which are likely to be of consequence for the air transportation system. Hopefully, this results in anticipating potential critical problems in time to avert crises.

Research outputs are used to develop some policy guidelines which enable the Board to deal effectively with routine and novel air transportation systems. As a result of research and planning in the CAB, we feel we have a better understanding of the air transport industry as it exists, and with this we are better able to foresee changes that are likely to occur in the industry.

Our research and evaluation outputs of the existing airline market structure and industry performance are designed to provide answers to such questions as present passenger and cargo market characteristics; whether there are deficiencies in the existing route structures causing inadequate air service for the public, whether current rates and fares meet the requirements of expanding industry and anticipated changing consumer markets; what the current financial conditions and operating characteristics are of the industry and selected carrier groups such as local service carriers, for example; and what is the interrelationship of air transport to other transportation modes and to general economic conditions.

Based on these outputs and understandings, our research is directed to answer questions such as whether present passenger and cargo demand trends will persist, and what economic problems will the CAB have to deal with because of new aircraft technology.

We have, as you pointed out initially, a relatively small staff and some limited sources for research and planning, but the very highest priority is given to applying research data to the day-to-day operating problems of the Board.

I think, Mr. Chairman, that at least would constitute an initial statement as to our management information system.

Mr. Brooks. Mr. Chairman, apparently the CAB does not have a fully coordinated computer-based MIS system, although you have a good number of the segments that would make up such a system; is that apparently the status?

Mr. Crooker. I understand, Mr. Chairman, that we don't have a fully automated system of the details on our machine. I would be pleased for Mr. Kiefer to answer in more detail, if you will, sir.

Mr. Brooks. You understand what I am concerned about? You do not yet have an agencywide computer-based information system that you can operate, although you have some of the components, apparently. I don't know how you have them correlated.