

FAA Technical Center International Day  
September 1, 1994  
Remarks Prepared for  
Deputy Administrator Linda H. Daschle

Good afternoon. It's a pleasure to be here at the Tech Center. Looking around the atrium, I see a group of people who paint the portrait of diversity.

The Tech Center's international day is cultural diversity in sight and in sound. The rich aroma from these cultural dishes is a signal to us all, a reminder that diversity has a distinct flavor to it. Diversity is something to recognize and value in others.

It hasn't always been this way. For me, growing up in Oklahoma, cultural cuisine meant fried chicken with fried green tomatoes.

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**But as we can see and smell and hear today, the diverse cultures that make up this country have a lot to give. Each culture and person has something unique to offer, a special contribution to make.**

**The lesson I think we're all learning is that diversity is not a program or a slogan or a line item in a budget. Diversity is you and me and each of us here.**

**Diversity is respect for others, respect for those different from us. Respect for those who've never eaten fried green tomatoes. Respect for those of a different race or a different creed.**

**Diversity is the cornerstone on which our founding fathers and mothers built this land. America, they said, is the land of the free. America, they said, is big enough for all. America, they said, is the land of opportunity for one... and all.**



And they were right, because at its essence, diversity is a matter of the heart. Diversity is something that each of us comes to know and learn and value as we proceed through the various paths of our lives.

Diversity is what happens when different peoples come together. Respect for diversity, though, is a different matter. That's something that happens on the inside.

I'm reminded of a story once told by the mayor of Virginia Beach.

A young daughter and her father were walking on the beach early one morning. A storm the night before had washed thousands of starfish ashore. Many of the starfish were still alive.



As the two walked along, the father would bend down, pick up a single starfish and toss it back into the ocean. The daughter watched him do this for awhile. Finally, she said: "Dad, why are you throwing those starfish back in? There are thousands of them. What difference can it make?"

The father didn't respond right way. He looked at the starfish in his hand, tossed it back into the ocean and said, "Well, it made a big difference to that one." [pause]

Everything we do, no matter how small, matters to someone -- or something. The challenge for many of us is not to lose sight of that, whether we're doing our jobs at work or relating to other people. For those of us in government service, this is particularly important.



**If we in the F-A-A are to respond quickly and efficiently to the changing market, if we are to respond adequately to our customer's demands, we must be sensitive, we must be intelligent, and we must be creative.**

**We must recognize that meeting our customer's needs requires that we understand our customer's needs.**

**We can do this effectively and efficiently only if our work force mirrors our client base. F-A-A, for its part, will be stronger and more successful to the extent that it has the quality and quantity of human resources needed to achieve its mission.**



That's why diversity is important. Diversity brings a different mix of people together, a mix by its very nature that provides an increase in creativity. Where you find an increase of creativity, you'll also find greater productivity.

And, of course, diversity also is important, because F-A-A will be a more comfortable and friendlier place to work if all groups are welcome in the office and on the job.

What we see here today is proof. We are different, we are unique, we are special. And together, we join to form an international culture that is a celebration unto itself.

I look forward to seeing you at the exhibits. Thanks for inviting me today.



**DRAFT REMARKS FOR DEPUTY ADMINISTRATOR  
LINDA HALL DASCHLE  
FOREIGN ASSESSMENT NEWS CONFERENCE  
WASHINGTON, D.C.  
SEPT. 2, 1994**

Thank you, Mr. Secretary.

The action we are taking today is the logical next step in the FAA's foreign assessment program. With foreign operators now accounting for almost half of the international passengers flights arriving in or departing the United States, it is vitally important for passengers to have the information we are releasing today.

Besides, in the spirit of open government, citizens have a right to this information. We must provide passengers the confidence that when they book a flight into or out of the U.S. -- whether it's on a domestic or foreign operator -- that there is an approved aviation authority overseeing the operation and maintenance of that aircraft.

With me today is Tony Broderick, FAA's Associate Administrator for Regulation and Certification. He has program responsibility for the foreign assessment program. Also here is Dale McDaniel, our Deputy Assistant Administrator for Policy, Planning and International Aviation.

We are here to take your questions. But, first, we want to provide you some background on the foreign assessment program. It is important for you to understand what the program involves and--just as important--what it does not.



As the Secretary mentioned, the FAA began the foreign assessment program only four years ago. Previously, the agency was operating on the assumption -- as did the rest of the world -- that the home government was providing appropriate oversight of their carriers which fly in and out of other countries.

In fact, membership in the International Civil Aviation Organization (ICAO) is based on this assumption. Each ICAO member country must pledge to uphold its obligations to adhere to ICAO's international safety standards.

It was only after a series of accidents and incidents in the U.S. that the Congress and the FAA began to question this assumption and began sending inspection teams to various countries to check on their capability to oversee the safe operations of their carriers that fly into and out of the U.S.

An important distinction to keep in mind that these assessments refer only to the oversight of those carriers which fly into the U.S. The FAA is not the world's policeman and has no jurisdiction over the oversight capability of countries whose air carriers operate from point to point outside the U.S.

However, we do have a right and an obligation to look after aviation safety within our own borders, and ICAO clearly recognizes that right.

It is also important to bear in mind that the FAA's foreign assessment program evaluates countries, *not* individual air carriers from that country. And these countries are assessed for their adherence to ICAO's international standards, not FAA regulations.



Further, a country's compliance with ICAO standards in no way guarantees that any particular air carrier licensed by that country is safe. Nor, by the same token, does it indicate that a particular air carrier is unsafe. It simply means that the country's FAA-equivalent does, nor does not, meet basic international standards for providing safety oversight.

With air carriers from 93 countries now flying into the U.S., it is just not reasonable to expect the FAA to expand its current aviation safety oversight program to include inspection of individual foreign airlines. We do not have the resources--nor, frankly, do we see the need for such a move.

We have international aviation agreements that place this oversight responsibility on the individual countries who are parties to these international agreements. So, that is where we are focusing our attention.

Since 1991, the FAA has completed assessments on 34 of the 93 countries whose air carriers operate in the U.S. We expect to complete assessments on all countries by the end of 1996. This program has taken an enormous amount of time and effort. It a huge undertaking, especially within limited resources.

In roughly two-thirds of the 34 assessments completed thus far, the FAA initially found that the countries had not met ICAO standards for one reason or another. However, working cooperatively with the countries in question over the past few years, we have been able in several cases to help them improve their oversight capabilities and get up to ICAO standards.

We have established three categories of ratings for our assessments-- acceptable, conditional and unacceptable. Your handout explains what these mean. If you have questions, we'll try to answer them.



Let me assure you, the FAA was careful to make sure the conclusions we have reached from these assessments were fair. We realize the severity of their impact. For countries which have failed the assessment, it means that no airline whose oversight is provided by that country is allowed to operate in the U.S.

In those cases where countries are on conditional status, the airlines they oversee may continue flying into U.S. but only under heightened FAA surveillance, as indicated earlier.

As countries are assessed, their names will be added to the 34 already completed and made available to the public. To obtain this information, the public can call in to the State Department's travel advisory service or to the Department of Transportation's toll-free hot line.

On request, they also can receive through the mail a summary report on each country that has been assessed to date. The telephone numbers for the State and DOT hot lines are included in your handouts.

Before I open this up for questions, let me remind you that we currently have a team in Russia working jointly with aviation authorities there to evaluate the Russian aviation system from top to bottom. As you know, the Russian Ministry of Transport requested our participation in this effort. We hope to complete the evaluation phase of the effort by \_\_\_\_\_.

In addition, we have also been requested by aviation authorities in the People's Republic of China to provide technical assistance three particular areas: accident investigation, flight standards, and aviation medicine.



The DOT's Transportation Safety Institute (TSI) in Oklahoma City, and the National Transportation Safety Board, have also been asked to assist in this effort. We are in the process of preparing proposals for each of those segments for China's review, and we expect to get underway with a program of technical assistance by the end of the year.

Now, let me take the first question....



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OPENING REMARKS BY DEPUTY FAA ADMINISTRATOR  
LINDA HALL DASCHLE  
PANEL ON U.S. AIR TRAFFIC SERVICES CORPORATION  
AIR TRAFFIC CONTROL ASSOCIATION  
SEPTEMBER 20, 1994

Thank you.

It's a pleasure to be part of this panel discussion.

Especially on an issue that is so crucial to the long-term interests of aviation.

We are fortunate to be joined today by some key policy shapers who have taken more than a casual interest in the management of air traffic control systems.



Let me take a moment to introduce the panel members:

David Heymsfeld - Counsel, House Aviation Subcommittee.

Dieter Kaden (Deeter Kahden) - Chief Executive Officer, German Air Traffic Services Corporation

Dan Kasper - Member of the Airline Commission, Vice President and Director of Transportation Practice, Harbridge House, which merged with Coopers and Lybrand on 1 August, 1993.

Frank Kreusi - DOT Assistant Secretary of Transportation Policy.



John Olcott - President, National Business Aircraft Association.

Robert W. Poole - Reason Foundation, noted commentator on Aviation Issues and author of several articles on privatization of the ATC system.

John Mooney-General Manager, Airways Corporation of New Zealand.

Before we begin, I would like to frame the discussion.

This discussion is not about the performance of the current air traffic control system.



The U.S. air traffic control system is, for the most part, highly successful by any reasonable standard of measurement. It's generally acknowledged to be the best in the world--the world's standard for excellence. FAA Air Traffic Control facilities safely handles well over 100 million operations per year. That means on a typical day, air traffic control personnel handle an estimated 170,000 takeoffs and landings.



The U.S. air traffic control system has played a major role in helping the U.S. aviation system compile a remarkable safety record. Every major indicator indicates the system is safe and getting safer every year.

This might seem like a strange thing to say in the wake of two major airline accidents within a short three-month period. But, it's important to keep in mind that before the Charlotte crash, we had gone 27 months without a major airline crash in this country.

As one MIT professor recently stated: airline crashes are so rare that “roughly speaking, if you were to board a jet flight at random every day, it would take 26,000 years on average before you succumb to a major crash.”

Some may ask--and some already have: If the current air traffic control system is so successful, why change it? I would answer this simply by saying that those who lean too heavily on the “if it ain’t broke, don’t fix it” principle are probably in for some big surprises.



The corporate world is filled with examples of companies who just ten years ago were satisfied with the status quo, who couldn't see beyond the horizon and are now out of business or struggling to stay alive.

We are in a similar position with today's air traffic control system. The question on the table is not whether the system can meet today's aviation needs. It can and does--despite many entrenched bureaucratic obstacles.

The real question we need to address is whether the air traffic system, as it is currently structured, can continue to deliver the same high level of service and safety ten, fifteen years down the road.

Since 1955, air travel increased from 37 million passengers to just under 500 million today. We had 40 years to accommodate this solid, steady growth. We don't have that luxury today.

By the turn of the century--just six years away--the system will have to accommodate an additional 300 million passengers per year. This means that for every ten passengers who fly today, we will have to find room for six more.



And, by the year 2020, our air traffic control system, our airlines and our airports will have to accommodate one billion passengers a year--or twice as many as today.

This challenge is compounded by some very sobering budgetary considerations.

Over the years, especially since the creation of the Airport and Airway Trust Fund in 1970, the FAA has generally fared well in obtaining the necessary funds to operate, maintain and improve the National Airspace System. But, this is changing, too.

FAA's appropriations for the coming fiscal year will be significantly less than for the year ending in a few days. This is not a temporary aberration. This is the way things will look for the foreseeable future. Our current budget projections show no increase at all for FAA through 1998.

What this represents is a real decrease in purchasing power to meet the operating and capital needs of the system at a time we are experiencing major growth in air traffic.



This bleak budget outlook makes it all the more imperative that we find ways to operate more efficiently and more economically. The Clinton Administration believes that the proposed U.S. Air Traffic Services Corporation provides the best organizational structure to guide us through this period of growth and challenge. Others do not.

The question for today's debate, however, is clear. Do we keep the air traffic control system within the FAA as it is today or do pull it out and make it a separate independent government corporation?

Each speaker has been asked to make a 5 minute opening statement about the corporation concept.

Thereafter, I am going to join you in the audience so that we can take your questions. We intend to make this session a "town-hall" meeting, so start writing down your questions.

Our first speaker ...



**The Honorable Linda Hall Daschle  
Deputy Administrator  
Federal Aviation Administration  
National Hispanic Heritage Month  
September 21, 1994**

Buenos dias.

I am very happy to be here with you this morning.

It is indeed a pleasure to join you in this celebration of Hispanic Heritage and recognition of our "Partners for Progress."

Our Department of Transportation, our country, and American culture are all stronger and more vital because of the many contributions that Latinas and Latinos have made to building this Nation.

In every human activity, in every walk of life, in every corner of the United States, Hispanic men and women are working hard every day.

Our history reflects clearly the contribution of Hispanic Americans in many fields.

Music, dance, drama, sports, entertainment, education, and politics.

Hispanic names are common and well recognized throughout the Nation and American society.

In transportation and aviation, our first days as the FAA were lead by Elwood Quesada [Key-sa-da], who served as Administrator from 1958 to 1961.

And today, we are fortunate to have the great leadership provided by our own Secretary and friend Federico Pena.

Mention Archie Archilla.

Mention Miguel Ordonez, CEO of Private Jet/National Airlines



Luis Alvarez, Nobel Prize winner. He conceived and devised the Ground Control Approach Landing System. He was awarded the Collier Trophy for this achievement.

Linda Garcia, 1st woman to graduate from the U.S. Air Force Academy.

These Hispanic American men and women of our time illustrate the breadth and value of the Hispanic contribution to the United States.

The diversity of the American people is what makes us strong as a Nation.

So we have to go far beyond certain high visibility positions in the administration, to a much broader commitment to increasing the participation of women and minorities throughout the civil service, and throughout society.

Every American has a stake in this country's future.

And every American--regardless of his or her national origin, age, sexual orientation, disability, or education level--should have an opportunity to participate in its progress.

As in the community at large, we in the FAA are committed to a partnership of all people who work for this agency.

Our activities directly affect the safety and economic well-being of millions of women and men, girls and boys, in every corner of the United States, and around the world.

From Mississippi to Montana, from California to Connecticut, people's lives and their livelihood critically depend upon what we're doing, and how we do our jobs.

Our customers are these millions of white people, black people, red people, yellow people, and brown people.



Seniors and kids, mothers and fathers, brothers and sisters.

Americans with disabilities, Americans with different abilities.

People who speak Spanish, Chinese, Korean, Vietnamese, Polish, Russian, Sioux, Navaho, and more.

We can do our job (pause) only if our work force mirrors our client base.

I believe that we can make the FAA workplace, a better place because of our diversity.

We can do this effectively and efficiently if we create a positive work place.

A work place which refuses to tolerate racism, sexism, and any form of discrimination.

A work place built upon respect for our differences and the unique contributions which each individual brings to our shared mission.

I believe that we are more sensitive, productive, and more constructive because of the contribution of all the members of the FAA family.

Hispanic Americans will play an increasingly important role in the FAA, in our government, and in the country.

So today, we acknowledge our Partners for Progress.

We welcome their contributions.

We welcome and need their partnership.

All of us together are working for a common goal: to protect the public and to maintain the finest aviation system in the world.

Hand in hand, mano a mano, we can achieve our goals and make a difference that counts.

Thank you. Muchas gracias.