

**LINDA HALL DASCHLE
DEPUTY ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION
1995 FAA AVIATION FORECAST CONFERENCE
WASHINGTON, DC.
MARCH 3, 1995**

Good morning. Thank you for that warm welcome.

This is my first opportunity since becoming deputy administrator of the FAA to participate in the agency's annual commercial aviation forecast conference, so it is a pleasure for me to open today's event and to thank you all for joining us.

I also want to thank Secretary Peña for being with us today. This conference is one of the premier aviation events every year, and his presence underscores its importance.

I've heard some news that I'm reluctant to mention to Barry or John. I'm told that when the American Economics Association was in town two months ago, they scheduled a session on airline economics.

They expected a lot of interest, so it was held in a ballroom with nearly 400 seats. Only 28 people showed up.

After hearing so much bad news for so long, maybe people were afraid of what they might hear -- or maybe Alan Greenspan was speaking at the same time.

Today, I'm happy to say that we have good news to report.

For the first time in quite awhile, most of the economic signs are positive.

Last year, 555 million passengers boarded flights on U.S. carriers -- an increase of more than 8 percent and the strongest gain in eight years.

Revenue passenger miles grew 5.5 percent -- a dramatic increase over the sluggish 1.5 percent average growth of the last four years.

And for the industry as a whole, the long string of annual losses finally was broken. Last year, many carriers started showing profits again.

Eight weeks ago, I joined Secretary Peña, Administrator Hinson, and more than one thousand industry and labor representatives at the nationwide Aviation Safety Conference.

Our purpose was to examine the safety priorities of the entire aviation community and develop joint strategies for a virtually fail-proof system of flight safety.

We came together determined to take decisive action -- and we did.

During an intensive 30-day period following the conference, government, industry and labor worked together to develop 173 safety action initiatives.

Those initiatives have now been integrated into a comprehensive action plan with specific deadlines. Almost two-thirds of the initiatives -- 104 out of 173 -- will be completed within the next six months.

The action plan covers every area of airline safety. Just as important as the plan itself, however, is the way that industry, labor and government have joined together in a new partnership for safety.

In the 20 years that I have worked in aviation, I can't recall another time when there has been so much agreement and cooperation on a common set of issues.

The Safety Conference demonstrated the special character of aviation. No other field or industry places safety above all other aims. That is our lodestar -- our guiding principle. It is the one area where our goals overlap -- our interests converge.

Fortunately, aviation is a field where improvements in safety and operating efficiency are not necessarily forced to compete.

But for carriers to continue to provide high quality service at low fares, they will have to find ways to operate more economically.

Just as industry and government must be partners in safety, I believe they also must be partners in economy.

The FAA and the aviation industry are working together on a variety of technological and procedural innovations to increase safety and capacity, streamline operations and lower costs.

Let me give you an example.

The National Route Program is a new venture that is already producing impressive cost savings for carriers with no change in our high safety standards.

Unfortunately, the FAA today is very much like that old IFR navigation system. A rigid path has been laid out from which we cannot deviate. It's an inflexible path defined by onerous federal procurement regulations, personnel rules, and budget restrictions.

We've managed to work within this system for many years. Or, as Secretary Pena has said, "we've learned to work in spite of it."

But a close observer can already see early signs of what could be an eventual breakdown in our capacity to handle the expected growth in air traffic.

It's not being alarmist to raise this question: how long can we continue to provide essential services when the demand for those services is going up rapidly, but our resources are steadily going down?

Like other federal agencies, the FAA faces a future of shrinking budgets and a declining workforce. We can manage with less -- but we must have greater flexibility to finance capital investments and buy the technology we need.

Like any well-run American business, we must have greater latitude in allocating our resources.

The best solution, I am convinced, is our proposal for a government-owned corporation to manage air traffic control.

There is broad support in the aviation community for change, because this is an industry which has learned the hard way that change is a fact of life.

While we may not always agree on the details of every FAA reform proposal -- and there are several -- there is a strong and growing consensus in the Administration, Congress and the aviation community that the FAA must change.

But that change cannot occur without statutory and regulatory relief.

In recent years, every aspect of the aviation industry has been affected by changes in the economy and our society. Every conventional wisdom has been challenged; every solid foundation shaken.

And nothing demonstrates this more clearly than what this year's forecast says about business travel.

Although business travel will continue to be an important part of the total aviation market, it may never again be as lucrative for air carriers as it was before American corporate restructuring all thinned the ranks of migratory middle managers and slashed travel budgets. Or before the era of faxes and e-mail, video conferencing and the Internet.

President Clinton has committed his administration to easing the pressure on family budgets -- and to providing long-term economic growth for the entire nation.

Aviation is one sector of our economy which stands to gain from the President's strategy.

This is not quick-fix politics. It is a serious effort to reverse economic policies that have been damaging and demoralizing our nation for years.

Peter Drucker once said that leaders should try to influence the climate without trying to control the weather.

There are very real limits to what any of us in government or in industry can do to control events in the short-term.

But working together to create an economic climate in which long-term growth will flourish is something that I believe we can, we should and we *must* do.

As last year's recovery clearly indicates, a strong national economy combined with strategic business practices can ensure a bright future for the aviation industry -- regardless of temporary setbacks.

During fiscal years 1990-1993, U.S. commercial airlines' cumulative operating losses totaled almost \$5 billion. In fiscal year 1994, the industry reported operating profits of almost \$2.6 billion -- and net profits of nearly \$1.2 billion.

It's no coincidence that this fledgling recovery of the U.S. airline industry followed a similar recovery by the U.S. economy -- 14 consecutive quarters of steady growth -- as well as aggressive restructuring and cost cutting by many airlines.

The changes -- and the challenges they bring -- are not all behind us. There is still much to be done -- and we must do it together.

This is an exciting time to be a part of aviation -- but it will demand the commitment, creativity and cooperation of everyone in the aviation community to overcome the challenges and achieve the goals of the future.

But change also brings opportunity.

The FAA Aviation Forecast, with its sweeping 12-year perspective, underscores that for me. Most important, this year's forecast provides solid assurance that, by working together, we *can* take the aviation industry to new heights of safety and prosperity.

Thank you.

REMARKS PREPARED FOR
LINDA HALL DASCHLE
DEPUTY ADMINISTRATOR, FAA
INTERNATIONAL WOMEN IN
AVIATION CONFERENCE
MARCH 16, 1995

When women gather to speak about aviation, I am always assured of feeling at home since there are still so few of us on this speaker's circuit. (You can acknowledge those you know.) It has gotten so bad that people don't say, "Hello, Linda," but simply, "You again." It keeps me humble. As if I needed that.

In any case, Peggy Baty, thank you for inviting me so that I can visit with old friends, but, even more, so that I can meet and talk to new friends, and young friends. I may not know each of you on a first-name basis, but I share with you -- students, pilots, airline personnel, elected public servants, even astronauts -- an intense interest in aviation, a passion for educating ourselves and others about this field of endeavor, and particularly for enhancing the role of women in it.

I want to pause here to speak to those of you who are still in college or just out and contemplating a career in aviation. We need you. American aviation in the next decade and the next century needs women -- from the design engineer's seat in the office to the pilot's seat in the plane -- and everywhere in-between. If we can, through conferences like this one, reach out to encourage the next generation's aviation experts we will have done a universal service -- to the individuals encouraged to become part of an exciting, innovative, and rewarding industry, to the industry which needs to look beyond white males to minorities and women to fill crucial positions, to our society which can only grow and succeed by using all the womanpower that is available.

This is a great time to learn to fly, to learn to create, to learn to manage. There may be obstacles to success out there, but there are also opportunities for both success and service.

I want to stop here for another minute to say something about one woman who has been a student of aviation needs, a visionary about aviation's future, and certainly a staunch advocate of the role of women in it. Senator Nancy Kassebaum has been all of that in depth, commitment, and persistence, but I salute her for even more than that. Senator Kassebaum is a stalwart example of integrity in public life, in high office, in Washington. It may be genetic; it may simply be her training, but wisdom wisely applied is rare anywhere at anytime. She ought to be a role model for all of you beginning your careers no matter what career path you follow, just as she is for some of us older folks. Senator, I salute you.

And I salute Women in Aviation, International as well. I note in just five years that this annual convention has gone from about 150 people to about 1,000 this year. Numbers don't always tell the story of success, but I think they certainly do in this instance. Without recognizing a need and then offering information and inspiration to fill it, conferences wither and die. The annual increases demonstrate clearly that something good is happening here. I am delighted to a small part of this sixth annual conference.

My interest in aviation is not new. My first job for the FAA, almost 19 years ago while I attended Kansas State University, was as a weather observer. There were few women in aviation then watching the weather or flying through it, and, in fact, not so many more now. Yet while we may still be relatively few in numbers, we make up for it with intensity, dedication, perseverance and commitment.

When I left the FAA years ago, I did not live up my involvement with aviation or my belief that women make a significant, and distinctive, contribution to aviation -- as lawyers, engineers, corporate executives, administrators with the government, or working in the cockpit)it or traffic control towers. We may not yet be the engines that power aviation, but we can be, and frequently are, like gyroscopes able to give it direction -- not just geographically, but in many other ways as well. We may still be few, but we need to be part of this growing industry.

Our relative rarity, however, was brought home to me soon after I became the Deputy Administrator. One day when I had driven myself off to a meeting, a member of my staff came racing down to the garage with an urgent message. When he couldn't find me, he asked a guard whether he had seen the Deputy Administrator. The guard said he had not seen the Deputy for several months, that some woman had been parking in his spot, and whoever she was, she had just left.

That guard was not alone. That guard spoke with no malice. He undoubtedly loved his mother, his wife, and his children of both sexes. Each of us, in college, in graduate school, in the job market, in the workplace has sensed the attitude of others that w ~ are filling some man's slot.

Indeed, that guard, in his mistake, spoke for much of our society. As women in aviation -- doing all sorts of things at a variety of professional levels -- we are, even today, a kind of blur of anonymity -- there, but not quite there; a presence, but not one always to be reckoned with; figuratively on the plane, but not often on the flight deck.

It is interesting to know that this habit of perception -- shall I say misperception -- has been with us for a long time, literally for all the time women have been involved in aviation.

A history of aviation in America lists the fact that Blanche Stuart Scott in September 1910 made a solo flight at the airport in Hammondsport, New York. The report reads, "According to some accounts, however, the flight was an unintentional one caused by wind which lifted her taxiing aircraft off the ground."

C'mon.

Can't you just imagine that morning when Ms. Scott left home, telling her mother, "I am going to taxi that little Curtis Pusher airplane up and down the dinky runway. That is my dream. That is all I want to do ... be an airplane taxi-er. The view from the end of runway is so exciting.

If you believe that, you, of course, must also believe in the tooth fairy, that we have reached gender equity in aviation and America, that the battle for equal pay for equal work is behind us.

Blanche Scott's message is simply this: women learned to fly in this country before they received the right to vote and long, long, long before there was equal opportunity in the workplace -- estimated time of arrival -- soon, we hope. I don't know what precisely I will accomplish in my time at the FAA, but this much I know -- this much I promise you. I will work to make sure while I am there that women in aviation are not simply recognized, but rewarded for their work -- with equal pay, with promotion when it is due, with responsibility, including supervisory roles, in this historically-considered man's world. When I leave, I want my record to be, if nothing else, that I made opportunity a more natural condition for the next generation of women. And I know that all of you by being here at the Women in Aviation conference are, or will soon be, my allies, my peers, my sisters (and occasionally brother) in this effort -- not just at the FAA, but in aviation generally.

That is as it should be. In a world beset by endless, complicated, debilitating problems, to exclude what women have to offer is to hobble half the wisdom, and maybe more than half, that should be and can be applied to making our society, our world, a better place to live. To do that -- to keep women on the margin -- is to give in to old patterns of sexism, discrimination, stupidity. It is time to change all that, and certainly time to resist any efforts to move us back to a lifestyle and world that has no relevance to today, or certainly tomorrow.

Aviation, too often, is still viewed as a man's world as though there is something gender specific about the ability to fly. Tell that to Eileen Collens (check spelling), tell that to the increasing number of women who fly everyday -- from military jets to single engine prop planes. It is time for us, for this society, to change both that perception and that reality.

We do not have to give in to old problems of sexism, discrimination sheer stupidity.

We do not have to turn our backs on tomorrow and accept the world of Tailhook and Tomcats, the failed world of yesterday. If you don't like what it's out there, join me, join the Eileen Collens, join Peggy Baty in joining the good fight.

There is an ancient Chinese proverb I like and which seems appropriate in an aviation setting as we talk of yesterday and tomorrow. It instructs us, "Unless we change direction, we are likely to end up where we are headed." You don't have to be in an airplane to test that wisdom. Aviation is still viewed, I repeat, as a man's world and the time is long past for that atmosphere and attitude to change more rapidly than it has.

Yesterday's direction leads nowhere we want to go, no where we intend to end up.

Woman in America are a force to be reckoned with. A study last year done by the Women's Bureau at the Department of Labor noted that "women make up 47 percent of the workforce" and that "99 percent of women in the United States will work for pay outside the home at some point in their lives." Both the burdens and pleasures of work are the lot of women, yet virtually all women, the report continues will, "make about three-quarters as much as men."

Is it any wonder that, as the report notes, "while 79 percent expressed satisfaction with their jobs, about half of those surveyed said they were not being paid what they thought they were worth. Is it a surprise to anyone that "women listed better health care, improving pay, on-the-job training and equal opportunity as their key concerns."

We care about having the chance to do our jobs well, without patronizing treatment, without artificial obstacles. We want what men want. Nothing more nothing less. Is that so outrageous, so difficult to understand? You can call it affirmative action if you like; I'd be satisfied simply to call it fair and decent behavior in the workplace I know this is not a place for partisanship and I do not intend to make it one. But I am proud, today as never before, to be part of an administration where the new day is not just accepted, but encouraged and welcomed. The President and Vice President Gore wrote in Putting People First that "it's time not only to make women full partners in government, but to make government work for women." I ask again, "Is that so outrageous?"

This Administration has invested in the economic and personal security of women through the President's economic plan, the Family and Medical Leave Law, -- the first bill signed into law by President Clinton -- the Earned Income Tax Credit, the Brady Law, and the Violent Crime Control and Law Enforcement Act.

They have advanced women's rights through a series of executive and legislative actions that allow women the freedom to make their own reproductive decisions and to do so safely, with accurate information and without obstruction. They have put women's health concerns at the top of the medical research agenda by dramatically increasing the government's commitment to research cures for breast cancer, ovarian cancer, and osteoporosis.

Finally, the Administration has changed the face of governing by giving women a greater voice in all branches of the federal government, including Cabinet-level posts never before held by women Janet Reno, Donna Shalala, Hazel O'Leary, Alice Rivlin, Laura D'Andrea Tyson, and Madeline Albright. That is not tokenism. That is power -- women's power.

This may not be the most hospitable time for women's issues on the Hill, but we have strong voices in both the Senate and the House making our case and we know that, in many ways, the Old Boys Club is crumbling, not without resistance, but inevitably.

That means that the issues of importance to us will be decided by a government in which we are really included and that the role models for the next generation of young women will include a next generation -- should I call it generation -- of leaders.

We need to move forward and with that growing base of women in power, not only in Washington, but across the country, I think we will. Yet, once would have to be blind to the realities of current politics, not to recognize that this is a difficult time for making gains at the FAA or in government generally.

Let me spend a few minutes on the FAA which obviously is something I know best. Our agency is in a time of transition. Some restructuring is likely and we welcome it as it makes our dedication to the industry, to its passengers, and to airline safety more effective. A smaller workforce is inevitable and we are prepared for that knowing that what will remain is a shared, overriding allegiance to safety and performance, to doing things right the first time.

This industry is not what it once was -- Orville and Wilbur Wright at Kitty Hawk, a plane here, a plane there, some never getting off the ground because they were strung together by amateurs, a county fair sideshow. We are a mature industry, huge, important, vital.

American aviation carries 480 million passengers a year. Within the next two decades, we will have invested \$32 billion in capital investments to upgrade and improve the entire air traffic control system. Across the globe, travel and tourism have become a trillion dollar business employing 127 million people, and aviation produces 6 percent of the world's gross national product.

Somehow, I believe, women in aviation have brought a sense of mission, a commitment to safety, and a dedication to the public good that is special. We have fought for the opportunity to be of service to this industry. It was not our birthright, or so it seemed.

Somehow else had the parking space and we only usurped him. We fought our way here over obstacles and with excellence. No unexpected wind lifted us up. We did not intend to stop at the end of the runway, and we have not.

Aviation needs us all -- not measured on gender alone, but on excellence, accomplishment, commitment, concern. Women are an energy source of immense importance to the future. We are ignored, in some ways, at the peril of seeing a faltering industry. We are involved, in more ways, in a burgeoning, growing, dynamic industry if we are invited in.

I think, for women in aviation, we, whether we are in the private sector or the public one, can look on our service in this industry as public service. I attended a dinner last year honoring Senator George Mitchell who said as he looked back on an illustrious career, "Public service gives work a value and meaning greater than mere personal ambition and private goals. Public service must be and is its own reward, for it does not guarantee wealth, popularity, or respect."

Some of us may become popular, if we are not already; some of us may receive deserved, if sometimes begrudging, respect. Some of us, I suppose, may even find wealth, but what makes this conference so special is that all of us look on the American aviation system -- the finest in the world today -- as a grand adventure and opportunity for service. We can make a difference.

Thank you for inviting me. I hope my parking space is still there when I get back to my office.

REMARKS PREPARED FOR
LINDA HALL DASCHLE
FAA DEPUTY ADMINISTRATOR
INTERNATIONAL WOMEN IN AVIATION CONFERENCE
MARCH 17, 1995

Thank you Peggy [Baty] for that kind introduction.

This is my first opportunity since becoming FAA deputy administrator to attend the Women in Aviation International Conference. And, I am honored that Peggy would ask me to join you.

I may not know all of you on a first-name basis, at least not yet, but I share with each of you an intense interest in aviation and a passion for enhancing the role that women play in this dynamic field.

To those of you who are college students or recent graduates, and who may be contemplating a career in aviation, let me say this.

We need you. American aviation needs you -- and a lot of other women just like you -- as design engineers at the drawing board, as pilots in the cockpit, as airport managers, and everywhere in-between.

One goal of conferences like this one is to reach out and encourage young women like you to become the next generation of aviation experts.

If we are successful, we will have performed a tremendous service -- certainly for the individuals who become part of this exciting and innovative industry, but also for the aviation industry itself and for America.

Our society can only continue to grow and succeed if its opportunities are as diverse as its people. The same is true for aviation -- and for every other industry. Both public service and private enterprise should be as blind to color, gender and disabilities as public education.

One of the most powerful forces on earth is the human desire to achieve. The very existence of aviation -- the ancient and impossible dream of human flight made real -- is a testament to that power. But there is nothing gender-specific about it.

As a nation, and as an industry, our future success will depend on how well we use our available resources -- including all of our manpower and *womanpower*. Just consider the three women we are inducting into the Women in Aviation Pioneers Hall of Fame at this conference.

Air Force Major Eileen Collins is the first woman to pilot the U.S. space shuttle.

Nadine Jeppesen co-founded the world famous aviation charting company, which has made navigation easier and safer for countless numbers of pilots and passengers over the past half century.

Bessie Coleman was the first African-American woman to earn her pilot's license.

America is better, aviation is stronger, because these three women -- and many others like them -- had the vision and the courage to "push the envelope."

I also want to acknowledge another special woman who has been a student of aviation needs, a visionary about aviation's future, and an outstanding advocate for women in aviation.

Because of other responsibilities, Senator Nancy Kassebaum wasn't able to be here today. Over the years, however, Senator Kassebaum has shown an unwavering commitment to aviation.

We are grateful for her leadership, but I also want to salute her today for another reason, another kind of leadership.

Senator Kassebaum is a wonderful example of personal integrity in public life. Wisdom -- wisely applied -- is always rare and always welcome. Senator Kassebaum should be a role model for all of you who are beginning your careers -- no matter what career path you ultimately decide to follow -- just as she is for many of us older women.

And let me also salute Women in Aviation, International. In just five years, attendance at this annual convention has gone from about 150 people to about 1,000 this year.

Conferences like this one only succeed if they are filling a real need: providing useful information and inspiration for those who attend. The extraordinary growth of this conference demonstrates clearly that something good is happening here.

My interest in aviation is not new. I got my first job with the FAA 20 years ago, when I was still a student at Kansas State University.

I signed on as a weather observer. There weren't many women in aviation in those days -- watching the weather *or* flying through it.

There aren't all that many more now. Yet while we still may be relatively few in numbers, we make up for it with dedication, creativity and commitment.

Our relative rarity was brought home to me soon after I became the Deputy Administrator.

One day, when I had driven myself off to a meeting, a member of my staff came racing down to the garage with an urgent message. When he couldn't find me, he asked a guard whether he had seen the Deputy Administrator.

No, the guard said, he hadn't seen the Deputy for several months. And, he was certain that when the Deputy returned, he would not be happy to learn that some woman had been parking in his spot and, whoever she was, she had just left.

That guard was not alone. Every woman in this room -- whether in college, in graduate school, in the job market, or in the workplace -- has probably encountered the attitude at some time that we are filling some man's slot.

Indeed, that guard, in his mistake, spoke for much of our society. As women in aviation -- working at many professional levels -- we are still, even today, a kind of anonymous blur.

We are there, but not quite there. We are a presence, but not always one to be reckoned with. We are on the plane, but not often on the flight deck.

It is interesting to know that this perception -- or shall I say misperception -- has been with us for as long as women have been in aviation.

American aviation history records that Blanche Stuart Scott, in September 1910, made a solo flight at the airport in Hammondsport, New York. The report reads, "According to some accounts, however, the flight was an unintentional one caused by wind which lifted her taxiing aircraft off the ground."

Oh, *come* on.

Can't you just imagine Ms. Scott leaving home that morning and telling her mother, "Mom, my dream today is not to fly, but to taxi! I am going to taxi that little Curtis Pusher airplane up and down that dinky runway, because the view from the end of the *runway* is so *exciting*."

If you believe that, I have several pieces of oceanfront property back in Kansas that I'd like to discuss with you right after the conference.

Blanche Scott's airplane was not lifted off the runway at Hammondsport by an unexpected wind. It was lifted by the same force that has always propelled courageous women toward new horizons: the desire to achieve.

That desire won women the right to vote; it won women entry into many professions that traditionally were closed to us; and someday soon it will win us equal opportunity and equal pay in the workplace.

I don't know precisely what I will accomplish during my time at the FAA, but this much I do know -- this much I can promise you.

While I am there, I will work to make sure that women in aviation are recognized and rewarded for their work -- with equal opportunity, equal pay, promotions and greater responsibility. When I leave, I want to know that I opened the door a little wider for the next generation of women.

And I know that all of you, by your presence here at this conference, are my allies, my peers and my colleagues in that effort -- not only at the FAA, but throughout aviation.

That's the way it should be. We live in a world that is beset by increasingly critical and complex problems. To exclude what women have to offer is to ignore at least half of the wisdom, insight and creativity that should be applied to making the world a better place to live.

To keep women on the margin means giving in to old patterns of sexism, discrimination and ignorance. It is time to change all that.

Some people will tell you that aviation still is a man's world. I think it's time for aviation to join the *real* world.

There is nothing gender-specific about the ability to fly.

Look at Major Eileen Collins. Look at Bessie Coleman. Look at the increasing number of women pilots, who fly every day in every kind of aircraft -- from military jets to single engine prop planes.

It is time for us, for this society, to change not only the misperception that women do not belong in aviation, but also the realities that sometimes interfere with their ability to succeed in this exciting field.

We do not have to give in to old problems of sexism and discrimination.

We do not have to turn our backs on tomorrow and accept yesterday's failed world of Tailhook and Tomcats.

If you don't like the way things have been, change them. That's what I'm doing. That's what Eileen Collens, Nadine Jeppesen and Peggy Baty are doing. We're fighting for change -- and we need your help.

There is an ancient Chinese proverb that I like, which seems appropriate in an aviation setting as we talk about the need for change and moving into the future.

The proverb says, "Unless we change direction, we are likely to end up where we are headed."

You don't have to be in an airplane to test that wisdom.

As I said before, too many people still view aviation as a man's world. Accelerating the change of that atmosphere and attitude is long overdue.

Yesterday's direction is not leading us where we want to go. It's time to set new goals and chart a new course.

Women are a powerful force in America. A study done last year by the Women's Bureau at the Department of Labor noted that "women make up 47 percent of the workforce," and that "99 percent of women in the United States will work for pay outside the home at some point in their lives."

Women are sharing equally in both the burdens and the pleasures of work, yet the report predicts that virtually all women will earn "about three-quarters as much as men."

Is it any wonder that, as the report notes, "while 79 percent expressed satisfaction with their jobs, about half of those surveyed said they were not being paid what they thought they were worth?"

Is it any surprise that "women listed better health care, improving pay, on-the-job training and equal opportunity as their key concerns."

As women, we care about having the freedom to do our jobs well, without being patronized, without having artificial obstacles thrown in our way. In short, we want the same things men want. Nothing more, nothing less.

You can call it affirmative action if you like; I just call it fair.

I am proud to be part of an Administration which believes that this kind of fairness should be a way of life -- where a new day for women is not only encouraged, but embraced.

President Clinton and Vice President Gore wrote in Putting People First that "it's time not only to make women full partners in government, but to make government work for women."

That sounds fair to me.

This Administration has invested in the economic and personal security of women through the President's economic plan, the Family and Medical Leave Law -- the first bill President Clinton signed into law -- the Earned Income Tax Credit, the Brady Law, and the Violent Crime Control and Law Enforcement Act.

They have put women's health concerns at the top of America's medical research agenda, by dramatically increasing the government's commitment to research for breast cancer, ovarian cancer and osteoporosis.

Finally, the Clinton Administration has changed the face of governing by giving women a greater voice in all branches of the federal government, including Cabinet posts never before held by women: Janet Reno; Donna Shalala; Hazel O'Leary; Alice Rivlin; Laura D'Andrea Tyson; and Madeline Albright.

That is not tokenism. It's power -- women's power.

We need to move forward to expand the power and influence of women, not only in Washington, D.C., but all across the country.

Later today, Peggy Baty and I will sign a Proclamation for Partnership between the FAA and Women In Aviation, International, which spells out our joint goals for education and job opportunities for women.

Women have brought to aviation a vital sense of mission, a strong commitment to safety, and a dedication to public service that is extremely valuable.

We have fought for the opportunity to be of service to this industry -- and we have prevailed.

Yes, there are those who still think that we are simply taking some man's parking space. They're wrong.

We got here through courage, commitment, and our own burning desire to achieve. No unexpected wind lifted us up.

We never intended to stop at the end of the runway -- and we haven't and we won't.

Thank you.

**STATEMENT BY DEPUTY ADMINISTRATOR LINDA HALL DASCHLE
ON THE ANNOUNCEMENT OF A CONTRACT MODIFICATION TO GO
FORWARD WITH THE FAA AIR TRAFFIC CONTROL MODERNIZATION
PROGRAM**

April 27, 1995

On behalf of Transportation Secretary Federico Peña and FAA Administrator David Hinson, I am announcing today a new agreement between the government and the Loral Corporation. This agreement will continue the development and implementation of state-of-the-art automated workstations for our nation's air traffic control centers and towers. In time, we expect to realize significant cost savings for the traveling public and the American taxpayers, improve aviation safety, and enhance system capacity in this century, and well into the next.

We estimate that this latest decision and other automation program changes will result in cost savings of \$1.6 billion when compared to the former approach, the Advanced Automation System program.

Today's action is another strong step to put the automation of the nation's air traffic control system back on track, and is the culmination of months of intense analysis, effort, and tough negotiations.

There are two parts to the contract modification, and the FAA officials with me today will go into greater detail on both. The first part, called the Display System Replacement program, is designed to replace the 25-year-old work stations in our air traffic control centers, which are increasingly difficult to maintain and unable to adapt to changing technologies.

The second part, called the Tower Control Computer Complex, is a design and development program that will eventually replace existing tower equipment with new, fully-automated work stations at our nation's busiest airports.

The agreement today is the latest milestone in a process started by David Hinson shortly after he became administrator. As you know, and as many of you have stated in your news reports, the AAS was a program out of control. First conceived more than a decade ago and labeled as one of the most ambitious and technologically complex programs ever conceived, AAS's history was one of cost overruns and schedule delays.

My first assignment upon assuming the role as deputy administrator was to conduct with the FAA chief counsel a 45-day comprehensive review of the costs and schedule to complete the AAS program. Our review determined that if this program

**STATEMENT BY DEPUTY ADMINISTRATOR LINDA HALL DASCHLE
ON THE ANNOUNCEMENT OF A CONTRACT MODIFICATION TO GO
FORWARD WITH THE FAA AIR TRAFFIC CONTROL MODERNIZATION
PROGRAM**

April 27, 1995

On behalf of Transportation Secretary Federico Peña and FAA Administrator David Hinson, I am announcing today a new agreement between the government and the Loral Corporation. This agreement will continue the development and implementation of state-of-the-art automated workstations for our nation's air traffic control centers and towers. In time, we expect to realize significant cost savings for the traveling public and the American taxpayers, improve aviation safety, and enhance system capacity in this century, and well into the next.

We estimate that this latest decision and other automation program changes will result in cost savings of \$1.6 billion when compared to the former approach, the Advanced Automation System program.

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