

ethnic cleansing is not rewarded in Bosnia and, therefore, encouraged in other countries.

I have not thought that the United States should or could successfully take unilateral action. And I know that a lot of things that we could do to inflict some pain might also entail a great deal of cost and might not change the ultimate outcome of how the Bosnian people have to live.

So it is a very frustrating and difficult circumstance. And I can't really add to the way you captured the question; you said it very well.

Thank you.

**President Mubarak.** Thank you.

NOTE: The President's 10th news conference began at 11:35 a.m. in the Briefing Room at the White House. In the news conference, he referred to Prime Minister Yitzhak Rabin of Israel.

### **Announcement of Nomination for Three Sub-Cabinet Posts**

*April 6, 1993*

The President today named three deputies to the Departments of Energy, Interior and the Office of Personnel Management. The President announced his intention to nominate William H. White as Deputy Secretary at the Department of Energy and Lorraine A. Green as Deputy Director of the Office of Personnel Management. In addition, the President approved Allen P. Stayman as Deputy Assistant Secretary for Territorial and International Affairs at the Department of the Interior.

"The field experience, technical know-how, and commitment to excellence these three individuals have demonstrated in the past will serve them well as they join our teams already in place at Energy, OPM, and Interior," the President said. "I have full confidence they will work hard to reinvent the way Government works."

NOTE: Biographies of the nominees were made available by the Office of the Press Secretary.

### **Remarks on Signing Enabling Legislation for the National Commission To Ensure a Strong Competitive Airline Industry and an Exchange With Reporters**

*April 7, 1993*

**The President.** Good morning, everybody. As you know, the bill I have just signed is the aviation commission legislation. It enables us to start planning the revitalization of one of our country's most important industries, one of our most important exporters, one of our most important employers: the aircraft manufacturers and carriers that have been the pride of the United States and the world's leaders since the beginning of aviation.

But we're also here because our National Government has failed to create the economic climate necessary for this leading edge industry to thrive at home and in an increasingly competitive global economy. The condition of the domestic aviation industry has been spiraling downward for some time. Unemployment in the industry has reached record levels over the past few years. Recent layoffs have been severe. New orders for aircraft have shrunk, along with the demand for airline service, leading to unemployment in the aircraft manufacturing industry as well.

When I visited with managers and employees at the Boeing Corporation in Everett, Washington, they described for me in very personal terms the devastating impact of these developments in their lives and the lives of their coworkers. The legislation I sign today, providing for the creation of a National Commission To Ensure a Strong Competitive Airline Industry, commits us, on behalf of the industry and the workers whose livelihoods depend on its health, to search for real answers.

Some of the answers may lie in a more aggressive trade policy. Others may come from keeping the global marketplace freer from unfair competition. More may stem from the supporting role of aviation in preserving our national security. In any case, I want to commend the strong bipartisan effort that was shown in passing this legislation on such a fast track. This bill creates the Commission that will enable me and the House