

to work together to develop a world-wide clean energy economy, and 195 countries—every country in the world—has agreed to this Paris Agreement and signed on, including the United States. However, last year President Trump decided that the United States would step away from the rest of the world, step away from our allies and trading partners, and leave this agreement.

When I think about the decisions being made by this Trump administration, this may be one of the most long-term, disastrous decisions he has made. To think that this great Nation, with its great economy, its great technology and innovation, would step away from an agreement that every country in the world has signed to deal with our climate challenges is unthinkable.

I hope that after this week's announcement from the United Nations, at least someone at the White House will have second thoughts about this disastrous decision. We should not give up U.S. leadership and risk the world moving forward without us. If we step aside from this responsibility, others will step into our place—starting with China—leading the rest of the world outside of the United States into new technology innovations to deal with climate change.

It is clear that it is in America's best interest to take immediate action to limit our greenhouse gas emissions and face the realities of climate change head-on. Will it result in a change in our lifestyle? Perhaps, but only on the margins. Is it worth it? This weekend, I am going to get a treat: I get to visit my grandkids. They are 7 years old, twins, a little boy and a little girl, and I have a lot of fun with them. I think about what I do for a living and how it might impact the world they will live in for years to come. I would like to let them know that I am doing my part in the Senate and others are doing their part in Washington to leave them a world that they can live in—one that is not compromised by the selfishness and political agendas we see today.

The livelihood of people in my State, including the farmers in my home of Illinois, depend on us.

The PRESIDING OFFICER (Mrs. FISCHER). All time has expired.

Mr. DURBIN. Madam President, I ask unanimous consent for 60 additional seconds.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. DURBIN. The livelihoods of farmers in my home of Illinois depends on our acting and preventing an endless cycle of historic storms, floods, and droughts, causing millions of dollars in damage and crop loss. We have a moral obligation to our kids and grandkids to leave future generations with a planet that is not plagued by catastrophic drought, famine, wildfires, hurricanes, and sea level rise. We have the tools, and we know how to do it. It is time we rise to the challenge.

The PRESIDING OFFICER. The Senator from Kansas.

Mr. MORAN. Madam President, I ask unanimous consent to speak.

The PRESIDING OFFICER. Without objection, it is so ordered.

FAA REAUTHORIZATION

Mr. MORAN. Madam President, I am here to speak and once again highlight the importance of aviation to my State, to the country, and to the world, but also to point out the significance of the 5-year FAA reauthorization bill the Senate passed last week. I have come to the floor many times on this topic.

I am pleased to be here today to tell about the many wins that are included in this legislation. They are beneficial to the country, and they are certainly beneficial to my home State.

I am most pleased to highlight the fact that this legislation does not include—excluded from this legislation are any efforts to privatize our Nation's air traffic control system.

Kansas is the air capital of the world and for good reason. Kansans have built three out of every four general aviation aircraft since the Wright brothers' first flight at Kitty Hawk. Today, over 40,000 Kansans make a living manufacturing, operating, and servicing the world's highest quality airplanes. I cannot overstate the importance of this reauthorization and the stability it provides to the aviation community.

We are doing something that we have been unable to do for years: a long-term FAA reauthorization. In the ongoing efforts to pass the long-term bill, Republicans and Democrats in both Chambers of Congress have found common ground and consensus among the entire aviation community on a wide range of important issues. The chairman of the Commerce Committee, Senator THUNE from South Dakota, as well as the ranking member, Senator NELSON from Florida, deserve credit for the bipartisan manner in which they have worked through the FAA reauthorization process in recent years and their efforts to negotiate a final piece of legislation with the House that was strong enough to receive 93 votes in the Senate.

I am pleased that included in this legislation are numerous provisions that I have introduced and supported and advocated for since the reauthorization process began, and I look forward to sharing these accomplishments in short fashion. I thank the many aviation and aerospace leaders in my State for informing my work on this topic.

First, the FAA reauthorization bolsters FAA manufacturing by streamlining the aircraft certification process.

With the short amount of time before a vote, I will highlight these for the RECORD.

In addition, it authorizes the FAA Center of Excellence for Advanced Materials at Wichita State University. This research has played a critical role

in the evolution and integration of aircraft materials and technologies by providing valuable research to validate the safety and integrity of new aircraft to the general public.

This bill helps close the skills gap for the aviation workforce. Senator INHOFE and I have worked to provide legislation to create a pilot program within the FAA through which grants would be authorized to support tech education and career development. The grants would encourage collaboration between businesses, schools, and local governments, and these entities would develop innovative workforce programs to help close the skill gap in the aerospace industry.

The FAA Reauthorization Act reduces regulatory barriers for educational use of drones—unmanned aerial vehicles or systems. Last Congress, I was co-lead on this legislation with Senator PETERS of Michigan to reduce barriers for the use of small UASs at institutions of higher education. This bill accelerates the safe integration of innovative UAS technology, another significant development.

This legislation strengthens the Federal Contract Tower Program. Kansas is home to eight air traffic control towers that participate in FAA's FCT Program, which provides important safety services at small airports nationwide in a cost-effective manner that saves the taxpayers \$200 million annually. This FAA reauthorization includes several reforms that strengthen the Contract Tower Program, and I am pleased to be able to report that.

It provides access and flexibility for additional airport construction funding. Again, this is something that is important in all of our communities that have an airport. How do we make certain that we have the latest infrastructure available for safe flights to and from our airports?

It improves child safety on commercial airlines, legislation that Senator SCHATZ from Hawaii and I introduced to advance the safety of children who fly with their parents.

This bill reauthorizes the FAA's Essential Air Service Program, connecting rural airports to the national system. That is something which is important to many of us who represent rural States.

It safeguards small airports in the event of sudden loss of commercial service.

Last Congress, I sponsored the Small Airport Regulatory Relief Act that is included in this legislation. It is to make certain that certain airports, such as the Hays Regional Airport and the Liberal Mid-America Regional Airport, would not lose Federal Airport Improvement Program funding due to inconsistent commercial service through no fault of their own.

Unfortunately, regional airlines continue to struggle because of a lack of pilots. There is a pilot shortage, and our airports and the traveling public ought not be damaged as a result of the

inability of the airlines to hire a sufficient number of airline pilots.

It also increases the fairness and reduces regulation for general aviation projects and activities. This is legislation that was originally introduced, which I am a sponsor of, called the FLIGHT Act. It effectively targets AIP funding to general aviation airports and provides those airports with flexibility on their use of passenger facility charges. It has a provision that fosters the exchange of aircraft through fair regulatory treatment in airplane joint ownership—again, another small but important development. It includes provisions that preserve the Contract Weather Observers Program, something that was at risk over the last several years.

There are many things to highlight in this legislation. I would also point out that it has provisions to help provide for talented women in the aviation workforce and facilitate their recruitment. Women currently comprise only 4 percent of flight engineers, 6 percent of pilots, and 26 percent of air traffic controllers, representing a huge untapped pool for talent in the aviation industry.

I am grateful to my colleagues for coming together and creating this compromise bill that will have a positive and immediate effect upon the economy and the Kansas aviation community. It is a good day for the Senate, it is a good day for Congress, it is a good day for the country, and it is especially a good day for me and for Kansans.

I yield the floor.

NOMINATION OF JEFFREY CLARK

Mr. VAN HOLLEN. Madam President, Mr. Clark's nomination is yet another example of the Trump administration nominating individuals to lead government offices whose missions they have opposed.

The Environment and Natural Resources Division of the Department of Justice is uniquely charged with the "stewardship of the nation's natural resources and public lands." Yet, in the face of the overwhelming evidence of climate change, Mr. Clark says the science is debatable. It isn't, and this is not the time to have someone in this position who refuses to acknowledge facts and confront the costs and risks of inaction.

In addition, like many Trump nominees, Mr. Clark is skeptical of the long-standing Chevron doctrine which states that courts must give deference to agency regulations because agencies are staffed with subject matter experts and that judges, who are only supposed to interpret the law, are not qualified to substitute their opinions. Large corporate polluters frequently challenge EPA regulations designed to safeguard our waters, endangered species, and natural resources, and we need a person in this position who will side with the scientists and public health experts, not big polluters.

Americans deserve an associate attorney who is committed to protecting

their interests and not big-monied special interests. I do not believe that Mr. Clark is that person, and I will be voting against his nomination.

The PRESIDING OFFICER. Under the previous order, all postcloture time is expired.

The question is, Will the Senate advise and consent to the Clark nomination?

Mr. ROUNDS. Madam President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There is a sufficient second.

The clerk will call the roll.

The senior assistant legislative clerk called the roll.

Mr. CORNYN. The following Senator is necessarily absent: the Senator from Florida (Mr. RUBIO).

Further, if present and voting, the Senator from Florida (Mr. RUBIO) would have voted "yea."

Mr. DURBIN. I announce that the Senator from North Dakota (Ms. HEITKAMP) and the Senator from Florida (Mr. NELSON) are necessarily absent.

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 52, nays 45, as follows:

[Rollcall Vote No. 228 Ex.]

YEAS—52

Alexander	Gardner	Murkowski
Barrasso	Graham	Paul
Blunt	Grassley	Perdue
Boozman	Hatch	Portman
Burr	Heller	Risch
Capito	Hoeven	Roberts
Cassidy	Hyde-Smith	Rounds
Collins	Inhofe	Sasse
Corker	Isakson	Scott
Cornyn	Johnson	Shelby
Cotton	Kennedy	Sullivan
Crapo	Kyl	Thune
Cruz	Lankford	Tillis
Daines	Lee	Toomey
Enzi	Manchin	Wicker
Ernst	McCaskill	Young
Fischer	McConnell	
Flake	Moran	

NAYS—45

Baldwin	Gillibrand	Peters
Bennet	Harris	Reed
Blumenthal	Hassan	Sanders
Booker	Heinrich	Schatz
Brown	Hirono	Schumer
Cantwell	Jones	Shaheen
Cardin	Kaine	Smith
Carper	King	Stabenow
Casey	Klobuchar	Tester
Coons	Leahy	Udall
Cortez Masto	Markey	Van Hollen
Donnelly	Menendez	Warner
Duckworth	Merkley	Warren
Durbin	Murphy	Whitehouse
Feinstein	Murray	Wyden

NOT VOTING—3

Heitkamp	Nelson	Rubio
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The nomination was confirmed.

The PRESIDING OFFICER. Under the previous order, the motion to reconsider is considered made and laid upon the table. The President will be immediately notified of the Senate's action.

CLOTURE MOTION

The PRESIDING OFFICER. Pursuant to rule XXII, the Chair lays before the

Senate the pending cloture motion, which the clerk will state.

The assistant bill clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Eric S. Dreiband, of Maryland, to be an Assistant Attorney General.

Mitch McConnell, James Lankford, John Hoeven, James M. Inhofe, Johnny Isakson, David Perdue, John Cornyn, Steve Daines, John Barrasso, Mike Rounds, Thom Tillis, Lamar Alexander, James E. Risch, Jeff Flake, Richard Burr, Roy Blunt, Deb Fischer.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on the nomination of Eric S. Dreiband, of Maryland, to be an Assistant Attorney General shall be brought to a close?

The yeas and nays are mandatory under the rule.

The clerk will call the roll.

The assistant bill clerk called the roll.

Mr. CORNYN. The following Senator is necessarily absent: the Senator from Florida (Mr. RUBIO).

Further, if present and voting, the Senator from Florida (Mr. RUBIO) would have voted "yea."

Mr. DURBIN. I announce that the Senator from North Dakota (Ms. HEITKAMP) and the Senator from Florida (Mr. NELSON) are necessarily absent.

The PRESIDING OFFICER (Mr. SASSE). Are there any other Senators in the Chamber desiring to vote?

The yeas and nays resulted—yeas 50, nays 47, as follows:

[Rollcall Vote No. 229 Ex.]

YEAS—50

Alexander	Flake	Murkowski
Barrasso	Gardner	Paul
Blunt	Graham	Perdue
Boozman	Grassley	Portman
Burr	Hatch	Risch
Capito	Heller	Roberts
Cassidy	Hoeven	Rounds
Collins	Hyde-Smith	Sasse
Corker	Inhofe	Scott
Cornyn	Isakson	Shelby
Cotton	Johnson	Sullivan
Crapo	Kennedy	Thune
Cruz	Kyl	Tillis
Daines	Lankford	Toomey
Enzi	Lee	Wicker
Ernst	McConnell	Young
Fischer	Moran	

NAYS—47

Baldwin	Harris	Peters
Bennet	Hassan	Reed
Blumenthal	Heinrich	Sanders
Booker	Hirono	Schatz
Brown	Jones	Schumer
Cantwell	Kaine	Shaheen
Cardin	King	Smith
Carper	Klobuchar	Stabenow
Casey	Leahy	Tester
Coons	Manchin	Udall
Cortez Masto	Markey	Van Hollen
Donnelly	McCaskill	Warner
Duckworth	Menendez	Warren
Durbin	Merkley	Whitehouse
Feinstein	Murphy	Wyden
Gillibrand	Murray	