

State, aviation and aerospace companies employ over 98,000 people. It is “big time” to us in Florida.

Most important of all, we have heard weary travelers loud and clear with their cries for help, and help is on the way. That is why this bill contains a number of comprehensive consumer protections.

We have all experienced the indignity and the frustration of being squeezed into smaller and smaller airline seats. Under this bill, the FAA will be required to establish minimum dimensions for passenger seats. For airline passengers who purchased airline services that were never received, the legislation requires prompt refunds. Remember how infuriating it is if your bag doesn’t arrive or if it is completely lost—the indignity that you have already paid for that bag. You are going to get a refund.

We also addressed the needs of traveling families by requiring early boarding during pregnancy, private space in airports for nursing mothers, and ensuring that strollers can be checked at the gate.

By the way, do you know how cigarettes are prohibited on flights? This prohibits e-cigarettes, electronic cigarettes, on flights.

The bill calls for the development of a bill of rights for passengers with disabilities.

We also established an aviation consumer advocate within the Department of Transportation. The aviation consumer advocate will now be there to help travelers who have been mistreated by the airlines.

Those are just some of the consumer-oriented reforms. It will be incumbent on the Trump administration to carry out these improvements. This Senate will be enacting our constitutional responsibility of oversight to see that the executive branch is doing just that.

Aside from the consumer wins, I would also like to mention that the bill advances the TSA’s mission of securing our transportation system by expanding the use of bomb-sniffing dogs, speeding up the deployment of technology, and addressing gaps in surface transportation security.

The bill also addresses another topic, disaster recovery and response, by including protections for local governments that have experienced a natural disaster, by limiting the number of years the Federal Emergency Management Agency, FEMA, can demand repayment of disaster assistance in cases that don’t involve fraud or abuse. That is a real problem in Florida, where years later—they call it a clawback—FEMA is trying to clawback disaster assistance funds that it had already sent to the State or local governments and then claimed years later: No, you shouldn’t have had that. Of course, those funds have already been spent. It is a very important issue for Florida and for so many of our cities and counties that are put in this economic, fiscal bind.

For the residents of Puerto Rico and the U.S. Virgin Islands, there is also an

extension of disaster unemployment assistance. Believe me, after those island territories—our fellow U.S. citizens—had been hit by the hurricanes that roared through that part of the world last year, there is still a lot of unemployment, and they need that unemployment assistance as a result of the natural disaster that occurred.

In the case of Puerto Rico, not just one but two hurricanes, Irma and Maria, hit and devastated that island. This is, certainly, going to help those who lost their jobs or those who were unable to work due to Hurricane Maria to get back on their feet.

As the ranking member of the Commerce Committee, I have always sought to address the national challenges by reaching across the aisle to find bipartisan consensus, and this bill does that. As I said in my comments, Senator THUNE has been a great partner to work with. I appreciate the opportunity to have worked with him, along with Senators BLUNT and CANTWELL, as well as with Representatives SHUSTER, DEFAZIO, MCCAUL, and THOMPSON, on this important legislation—5 years, an FAA bill.

I yield the floor.

RESERVATION OF LEADER TIME

The PRESIDING OFFICER (Mrs. ERNST). Under the previous order, the leadership time is reserved.

Under the previous order, all postcloture time has expired, and the question occurs on the motion to concur.

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

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The bill clerk called the roll.

Mr. CORNYN. The following Senator is necessarily absent: the Senator from Texas (Mr. CRUZ).

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

The result was announced—yeas 93, nays 6, as follows:

[Rollcall Vote No. 220 Leg.]

YEAS—93

Alexander	Enzi	Kyl
Baldwin	Ernst	Lankford
Bennet	Feinstein	Leahy
Blumenthal	Fischer	Manchin
Blunt	Flake	McCaskill
Booker	Gardner	McConnell
Boozman	Gillibrand	Menendez
Brown	Graham	Moran
Burr	Grassley	Murkowski
Cantwell	Harris	Murphy
Capito	Hassan	Murray
Cardin	Hatch	Nelson
Carper	Heinrich	Perdue
Casey	Heitkamp	Peters
Cassidy	Heller	Portman
Collins	Hirono	Reed
Coons	Hoeven	Risch
Corker	Hyde-Smith	Roberts
Cornyn	Inhofe	Rounds
Cortez Masto	Isakson	Rubio
Cotton	Johnson	Sanders
Crapo	Jones	Sasse
Daines	Kaine	Schatz
Donnelly	Kennedy	Schumer
Duckworth	King	Scott
Durbin	Klobuchar	Shaheen

Shelby	Thune	Warner
Smith	Tillis	Warren
Stabenow	Toomey	Whitehouse
Sullivan	Udall	Wicker
Tester	Van Hollen	Young

NAYS—6

Barrasso	Markey	Paul
Lee	Merkley	Wyden

NOT VOTING—1

Cruz

The motion was agreed to.

The PRESIDING OFFICER. The motion to concur having been agreed to, the motion to concur with amendments is rendered moot.

SUBSTANCE USE-DISORDER PREVENTION THAT PROMOTES OPIOID RECOVERY AND TREATMENT FOR PATIENTS AND COMMUNITIES ACT

The PRESIDING OFFICER. As if in legislative session, under the previous order, the Chair lays before the Senate the House message with respect to H.R. 6.

The Presiding Officer laid before the Senate the following message from the House of Representatives:

Resolved, That the House agree to the amendment of the Senate to the bill (H.R. 6) entitled “An Act to provide for opioid use disorder prevention, recovery, and treatment, and for other purposes,” with an amendment.

MOTION TO CONCUR

Mr. THUNE. As if in legislative session, I move to concur in the House amendment to the Senate amendment to H.R. 6 under the previous order.

The PRESIDING OFFICER. The motion is pending.

The Senator from South Dakota.

FAA REAUTHORIZATION ACT

Mr. THUNE. Madam President, it is oftentimes easy to believe the news reporting on how the Senate is broken and bipartisanship is dead, but then you work with your colleagues—both Democrats and Republicans, from the House and the Senate—on something like the FAA Reauthorization Act, which we just passed, and you are reminded that we can still come together and get things done for the American people.

The bill we just overwhelmingly passed and sent to the President’s desk is the longest FAA reauthorization since the 1980s, and it will improve our aviation system for travelers, manufacturers, and innovators alike.

The bill also reauthorizes the Transportation Security Administration, ensuring improved screening technologies and more explosive detection K-9s, additional focus on security and surface transportation to public areas, and new pathways to mitigate airport security delays for an overall better travel experience.

It also reauthorizes the National Transportation Safety Board, providing key reforms to modernize and improve transparency in this important safety agency’s investigations, recommendations, and Board member discussions. These important provisions are just the three-quarters of the