

he was in high school and college, to wait until he was more mature, because he was telling painful stories.

I would encourage parents to be parents and to step up and help protect their kids so that they can make better decisions. It may be a good lesson for us as a nation to be able to pass on to our kids.

One last lesson: We have to learn how to disagree about political issues without destroying someone personally for the sake of gain on anything in politics. We have to learn this lesson because in the days ahead, no matter what your political party is, no matter who is President, no matter who is nominated, we want the best and brightest of our country to step up. We want them all to be able to serve their country.

I have not met a perfect person. What has been interesting to me is the number of times that I have had Democratic colleagues say to me in the last week and a half, "You know, I really hope they don't go through my high school record like we are going through Judge Kavanaugh's record" or the number of times I have heard folks say, "Do you know what I really want said at the committee hearing? I want someone to step up and say that he who is without sin should cast the first stone, but that hasn't been said."

Maybe an ounce of compassion and a tremendous amount of affection for those who have suffered greatly from assault would be of great benefit to us as a nation, as a community, and as a Senate.

I yield back.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. McCONNELL. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

LEGISLATIVE SESSION

MORNING BUSINESS

Mr. McCONNELL. Mr. President, I ask unanimous consent that the Senate proceed to legislative session for a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

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

TRIBUTE TO FRANK T. LIBBY

Mr. DURBIN. Mr. President, today I want to honor my friend Frank Libby for his extraordinary service to my home State of Illinois. Last month, after 42 years of service to the brothers and sisters of the Union Brotherhood of Carpenters, Frank Libby retired.

A decade after the Great Chicago Fire, in 1881, a group of 35 carpenter

leaders met in a Chicago warehouse and hammered out an agreement to form a single, unified union. The United Brotherhood of Carpenters was born. Ever since, the Carpenters union has been a leader, building and growing communities by bringing countless skilled women and men to the construction industry.

Frank Libby is an outstanding part of that rich history. Throughout his career, Frank held a variety of positions. As a member of Local 10, he has served as warden, recording secretary, business representative, financial secretary-treasurer, and president for the past 24 years. In 2008, Frank became the 24th president/executive secretary-treasurer of the Chicago Regional Council of Carpenters, representing working families across 72 counties throughout Illinois and eastern Iowa.

Under Frank's leadership, the Chicago Regional Council of Carpenters flourished, becoming the largest building trades union in the State of Illinois with a membership in the tens of thousands. He fearlessly confronted the unprecedented challenges facing the union and had the courage to make the necessary decisions enabling the union to not only survive the great recession, but actually thrive.

If that wasn't enough, Frank Libby also served as a member of the executive board of the Chicago Regional Council of Carpenters and the Chicago Federation of Labor and as a trustee on the Carpenters' Welfare and Pension Fund and the Carpenters' Apprenticeship Training Fund. Frank also served on the Illinois State Council of Carpenters' executive board and as a past board member to the Chicago Convention and Tourism Bureau, but his legacy will be realized by the generations of carpenters who, because of his leadership and vision, will receive fair wages and healthcare for their family. Frank Libby has given the gift of peace of mind to countless future carpenters and their families, who can retire with dignity because of the benefits Frank fought to secure. They will know that Frank's hard work earned and ensured a safe work environment where carpenters return to their families at the end of each workday.

I want to congratulate Frank Libby on his distinguished career and thank him for his outstanding service to the people of Chicago. I especially want to thank Frank's wife Gail and their daughter Cynthia for sharing so much of their husband and father with our community. I wish him and his family all the best in their next chapter.

160TH ANNIVERSARY OF YWCA

Mr. DURBIN. Mr. President, this year, the Young Women's Christian Association, YWCA, celebrates its 160th anniversary in the United States. It is the world's oldest and largest multicultural women's organization, fighting at the forefront of the most critical social movements, from women's empower-

ment and civil rights to affordable housing, pay equity, violence prevention, and healthcare.

The YWCA traces its origins to the battlefields of the Crimean War in 1855. Formed in London, philanthropist Mary Jane Kinnaird and her friends, the organization helped nurses returning from the war find homes and improved the lives of those caught up in the Industrial Revolution. Women were working long hours in poor and unsafe conditions, and they had few opportunities for healthy activity. The YWCA's early hostels evolved to become the organization we know today.

By 1858, the year we are honoring, the YWCA crossed the Atlantic and created residences in New York and Boston. It opened its first U.S. boarding house for female students, teachers, and factory workers in 1860. Since forming in the United States, the YWCA has grown to include 2.6 million members and 300 local associations in the country.

Throughout history, the YWCA has been the vanguard for social change. In the 1870s, it held the first typewriting classes for women. Typewriting was considered a man's job at the time. During the same time, it also opened an employment bureau for women. Normal, IL, had the first YWCA student association in 1873. In 1877, the YWCA Chicago started providing medical services at the homes of the sick. This is the precursor to the Visiting Nurses Association.

In the 1890s, the first African-American YWCA branch opened in Dayton, OH. A YWCA opened for Native Americans in Oklahoma during the same time. The YWCA was helping immigrant women adapt to the United States in 1909 with bilingual instruction. These were revolutionary changes.

In 1919, the YWCA convened the first meeting of doctors, the International Conference of Women Physicians, with attendees coming from 32 countries to focus on women's health issues.

The YWCA Convention in 1920 was an early advocate for the 8-hour workday with no night work and the right of labor to organize.

The YWCA also fought on the frontlines of civil rights. In 1915, the YWCA held the first interracial conference in the South in Louisville, KY. In the 1930s, it worked toward desegregation and encouraged its members to speak out against the violence against African Americans. In 1946, the YWCA adopted its interracial charter, a full 8 years before the U.S. Supreme Court decided against segregation. The Charter declared, "Wherever there is injustice on the basis of race, whether in the community, the nation, or the world, our protest must be clear and our labor for its removal, vigorous and steady."

From opening Atlanta's first integrated public dining facility in 1960 to being a sponsor of Dr. Martin Luther King's March on Washington, the YWCA continued the fight for equality.

In 1970, the YWCA created 'One Imperative' to end racism wherever it exists.

The modern YWCA is just as committed to the same principles that it's always had and is needed more than ever in the times we live in right now.

The YWCA's annual Stand Against Racism campaign and its racial justice programs and services engage 140,000 people every year. It serves more than 122,000 women annually with economic empowerment programs, including job training, financial literacy, salary negotiation, and leadership development. And it continues to offer housing and childcare programs, helping build a supportive foundation for families.

More than 900,000 women and families participate in the YWCA health and safety programs and services, including domestic violence and sexual assault services, fitness programs, and health resources. These programs often are critically important to communities of color where high-quality health wellness programs are not readily available.

For twenty years, the YWCA has hosted a Week Without Violence to help end gender-based violence with workshops, community service opportunities, and public awareness events.

As we celebrate the YWCA's 160 years of work here in the United States, we are reminded daily that we need to continue the fight against racism, sexism, and economic inequality. And the YWCA is leading the way—just as it did 160 years ago.

FAA REAUTHORIZATION ACT

Mr. CARDIN. Mr. President, I rise today in support of H.R. 302, the Aviation, Transportation Safety, and Disaster Recovery Reforms and Reauthorization Act, a long-term, bipartisan reauthorization of the Federal Aviation Administration, FAA.

I am pleased that this bill includes multiple provisions designed to mitigate and alleviate community exposure to noise. Aircraft noise threatens the quality of life of Marylanders who live around Baltimore/Washington International Thurgood Marshall Airport, BWI, and Ronald Reagan Washington National Airport, DCA, robbing them of sleep, cardiovascular health, and their children's learning.

After anguished pleas from impacted constituents and concerned State and local elected officials, Senator VAN HOLLEN and I drafted multiple noise impact mitigation provisions which are included in H.R. 302. After this bill is enacted, airports will have to submit updated noise exposure maps to the FAA, the FAA will have to consider noise concerns from affected communities when proposing new departure procedures, the FAA will be required to examine the community engagement process, the FAA will study how aircraft approach and takeoff speeds impact communities surrounding airports, airport land use compatibility guidelines will have to be revised, the

FAA will create a pilot program to mitigate the impacts of aircraft noise, and the FAA and NASA will study the impact of technologies on fuel efficiency, noise, and aircraft weight.

I am disappointed that my provision to require the FAA Administrator to implement new departure and arrival procedures to protect communities surrounding airports was not included in this bill, and I am determined to continue my efforts to improve the departure and arrival procedures.

Outside of the noise context, H.R. 302 will make the skies safer and more dignified for airline passengers and professionals alike. Airports will be required to provide lactation rooms to be eligible for airport development project grants.

Airline staff who have regular interaction with passengers will be required to have human trafficking identification training. The FAA must examine and improve response to onboard sexual assault allegations. The Attorney General of the United States will establish a process for individuals to report sexual misconduct on aircraft.

The FAA will issue regulations creating minimum dimensions for passenger seats—width, leg room, and pitch—and prohibiting airlines from involuntarily removing passengers from flights after they have cleared the boarding gate.

The bill makes aviation safer for first responders by directing the FAA to consider an airport's role in medical emergencies, medical evacuations, and community-related emergency or disaster preparedness when evaluating airport master plans.

The bill restores power to passengers by directing the U.S. Department of Transportation to examine whether carriers are being upfront with consumers about flight times and requires Secretary of Transportation to develop the Airline Passengers with Disabilities Bill of Rights, listing rights and protections granted to airline passengers.

The aviation industry is critical to the State of Maryland. According to the Alliance for Aviation Across America, Maryland is home to 25 repair stations, 15 FAA-approved pilot schools, 1,389 flight instructors, 2,566 student pilots, 514 active Air Line Pilots Association pilots, 110 National Air Traffic Controller Association air traffic controllers, an aviation maintenance training school, and nine general aviation airports. More than 17 million passengers flew through BWI Marshall Airport in 2017. In 2017, the FAA's Airport Improvement Program, AIP, provided \$26,307,253 in grants to airport improvement projects in Maryland.

H.R. 302 balances the needs of Maryland residents, communities, airports and the aviation industry while ensuring continuity for the FAA programs which are vital to the safe operation and economic viability of Maryland's airports and aviation community. I support the bipartisan H.R. 302 which

will modernize airport infrastructure, improve service for the flying public, enhance transportation safety and security, and boost aviation industry innovation.

Mr. VAN HOLLEN. Mr. President, the Senate finally completed its work on a new longterm FAA Reauthorization bill. This 5-year bill will give the aviation industry the certainty it needs in order to plan for future investments and service enhancements. This bill also gives the FAA the direction and tools necessary to address customer and community concerns that arise from those activities.

Stable funding for the Airport Improvement Program, AIP, is an essential program for both large and small airports. In this fiscal year, in my home State of Maryland, 13 airports received 16 separate grants to aid in construction related improvements. These are projects that likely would have been delayed or postponed if it were not for AIP.

This bill contains language that I supported to address the negative effects of airplane noise on homeowners. Directing the FAA to review how they work with communities impacted by airplane noise and study the health impacts of noise is a step in the right direction toward tackling the impacts of NextGen implementation. I look forward to working with the FAA to ensure the provisions in this bill are implemented and to strive for additional ways to address the perpetual problem of noise in our communities.

Reauthorizing the Essential Air Service Program and Small Community Air Service Development Program is important to make sure that the rural airports in our country, like Hagerstown Regional Airport in Maryland, receive the funding they need to maintain service in remote areas.

I am also pleased that the bill contains S. 2792, a bill to modernize training programs at aviation maintenance technician schools and S. 2506, a bill to establish an aviation maintenance workforce development pilot program. The Pittsburgh Institute of Aeronautics has a satellite campus at Hagerstown Regional Airport where they are training the next generation of aviation technicians. As our airplanes modernize, so too must aviation technician curriculum.

While the bill contains several provisions that seek to improve customer service including the language that I offered to the TICKETS Act that prevents the forcible removal of passengers after boarding, setting passenger seat size minimums, and improving accessibility for travelers with disabilities, I am disappointed that the bill does not include the Fair Fees Act. The Fair Fees Act would have protected consumers by prohibiting an air carrier from imposing fees for basic services like checking a bag or rescheduling a flight that are unreasonable or disproportional to the cost incurred by the air carrier.