

**U.S. Department of Transportation  
Retrospective Regulatory Review Report for July 2016**

**High-Priority Retrospective Review Rulemakings**

<b>MODE NAME</b>	<b>RIN</b>	<b>TITLE</b>	<b>ABSTRACT</b>	<b>STAGE</b>	<b>SCHEDULED (OR ISSUED) DATE</b>	<b>REGULATORY FLEXIBILITIES</b>	<b>METHODS TO IDENTIFY IMPROVEMENT</b>	<b>QUANTIFIED BENEFITS/ BURDEN REDUCTION</b>
Federal Aviation Administration	2120-AK65	Part 23 Reorganization (RRR)	This rulemaking would revise 14 CFR part 23 as a set of performance based regulations, addressing the original safety intent contained in the current requirements. These performance based regulations would be enforceable without the necessity for any pre-approved means of compliance. The level of safety provided by the part 23 reorganization project would remain unchanged for airplanes that would fit into part 23 today. This rulemaking would also promote the adoption of the newly created performance based airworthiness design standard as an internationally accepted document by the majority of other civil aviation authorities, which include authorities representing Europe, Brazil, Canada, China and New Zealand.	Final Rule	12/19/2016	N/A	Public Comment, Analysis	Costs/benefits are still being finalized for this action, but it is expected to provide flexibility in meeting regulatory standards and encourage continued innovation in aircraft design.

**Ongoing Retrospective Reviews and Rulemakings**

<b>MODE NAME</b>	<b>RIN</b>	<b>TITLE</b>	<b>ABSTRACT</b>	<b>STAGE</b>	<b>SCHEDULED (OR ISSUED) DATE</b>	<b>REGULATORY FLEXIBILITIES</b>	<b>METHODS TO IDENTIFY IMPROVEMENT</b>	<b>QUANTIFIED BENEFITS/ BURDEN REDUCTION</b>
Federal Aviation Administration	2120-AJ94	Enhanced Flight Vision System (EFVS) (RRR)	This rulemaking would permit operators to use an EFVS in lieu of natural vision to continue descending from 100 feet height above runway touchdown zone elevation to the runway and land on certain straight-in instrument approach procedures under instrument flight rules. This action would	Final Rule	11/08/2016	N/A	Public Comment, Analysis	The FAA estimated the costs of the proposed rule over 10 years would be approximately \$5.3 million nominal value. The FAA believes the proposed rule would have benefits

			<p>also permit certain operators using EFVS-equipped aircraft to dispatch, release, or takeoff under instrument flight rules (IFR), and to initiate and continue an approach, when the destination airport weather is below authorized visibility minimums for the runway of intended landing. Pilot training, recent flight experience, and proficiency would be required for operators who use EFVS in lieu of natural vision to descend below decision altitude, decision height, or minimum descent altitude. The FAA believes that an EFVS can provide operational and safety benefits during Category II and Category III approach operations. The rulemaking would enable expanded EFVS operations, which would increase access and efficiency in low visibility conditions, and potentially result in fewer missed approaches and delayed take-offs.</p>					<p>exceeding costs based on the likelihood that OEMs and operators would voluntarily incur the costs of the proposed rule in order to realize expected benefits.</p>
Federal Aviation Administration	2120-AK24	Fuel Tank and System Lightning Protection (RRR)	<p>This rulemaking would remove the requirement covering lightning ignition sources for fuel tank ignition prevention. It would also re-state the intention to prevent catastrophic fuel tank vapor ignition due to lightning in the broader fuel system lighting protection requirements. This action is necessary because of the impracticality of controlling structural lightning ignition sources, which has resulted in a series of exemptions. This action would be cost-relieving as it would remove the need to comply with a specific requirement that has provided little or no safety benefits.</p>	Final Rule	05/19/2017	N/A	Public Comment, Analysis	<p>This rule would be relieving for both government and industries with estimated net benefits. The regulatory benefits are based on resources saved for reducing the regulatory burden on both industry and the FAA. The total combined savings would be about \$610 million or \$450 million present value at a 7% discount rate. The lower and the higher estimates of the total combined regulatory savings range from \$384</p>

								million to \$836 million.
Federal Aviation Administration	2120-AK28	Aviation Training Devices; Pilot Certification, Training, and Pilot Schools; Other Provisions (RRR)	This rulemaking would consider relieving burdens on pilots seeking to obtain aeronautical experience for certification and currency by promoting increased use of aviation training devices. The rulemaking would also address changing technologies by permitting an alternative that would permit pilots to train in technically advanced airplanes in place of older complex single engine airplanes. Additionally, the rulemaking would broaden the opportunities for military instructors to obtain civilian ratings based on military experience, expand opportunities for logging pilot time, and remove a burden on sport pilot instructors by permitting them to serve as safety pilots. Finally, this rulemaking corrects several unintended burdens resulting from a 2009 final rule and codifies several exemptions.	NPRM	05/12/2016 (issued – 81 FR 29719)	N/A	Public Comment, Analysis	Anticipated Costs/Benefits: The costs and benefits related to this action have not been determined at this time.
Federal Aviation Administration	2120-AK34	Flammability Requirements for Transport Category Airplanes (RRR)	This rulemaking would amend the regulations on compartment interior fire protection to eliminate unnecessary testing, improve safety in inaccessible areas, and present the requirements as performance standards on the basis of threat. These changes are necessary as the current requirements result in unnecessary testing, are lacking in the areas most vulnerable to in-flight fire, and lack of standardization. These changes will improve safety and reduce costs.	NPRM	11/17/2017	N/A	Public Comment, Analysis	Costs and benefits have yet to be determined for this action.
Federal Aviation Administration	2120-ZA05	Short term increases in CO2 (RRR)	The FAA is considering revision to cabin air quality standards. The FAA is awaiting the outcome of the air quality survey and the ARAC recommendations pertaining to this issue.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.

Federal Aviation Administration	2120-ZA09	Aircraft Certification Process Review and Reform ARC (RRR)	The FAA chartered an Aviation Rulemaking Committee to provide input for a recommendation to evaluate and streamline aircraft certification. The ARC issued their final report on May 22, 2012. FAA is reviewing the ARC's recommendations.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Aviation Administration	2120-ZA10	Certificated Flight Instructor (RRR)	The FAA is considering a change to the certificated flight instructor process by requiring proof of currency in lieu of the reissuance of a new plastic certificate with an expiration date.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Aviation Administration	2120-ZA12	High Density (RRR)	The DOT/FAA is considering amendments to the High Density Rule in part 93 subparts K and S to increase competitive options at DCA and improve consistency of slot requirements among slot-controlled airports. In January 2015, the DOT/FAA published a Notice of Proposed Rulemaking to address slot management and competition issues at LGA, JFK, and EWR, which currently are limited by FAA Orders.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Highway Administration	2125-AF65	Buy America (RRR)	This rulemaking would update 23 CFR 635.410 to remove outdated references, add updated statutory references and coverage, reflect the current waiver request procedures, adjust the minimal use threshold amount for inflation, and address the application of these requirements to manufactured products, non-highway infrastructure, and acquisitions.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Highway Administration	2125-ZA01	Revision of 23 CFR Part 230, Civil Rights External Program (RRR)	As part of our retrospective regulatory review, the FHWA intends to update 23 CFR Part 230. This Part of the CFR has not been substantially updated since it was published in 1975. The FHWA has been considering a full update to this Part for	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.

			many years as questions and issues from our Division offices, who implement these programs, have increased in frequency. The FHWA believes that reexamining this Part will improve the efficiency of our Civil Rights external programs. Further study is necessary to identify specific areas for improvement and to determine what, if any, changes would be most beneficial.					
Federal Highway Administration	2125-ZA05	Noise Abatement (RRR)	As part of our retrospective regulatory review, the FHWA intends to update 23 CFR Part 772. This part was substantially updated in 2010; however, substantial comments from stakeholders and the public have suggested that the part could be rewritten for clarity and ease of use. The FHWA will assess ways to streamline its regulation, increase clarity, and improve the Noise Abatement process.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Highway Administration	2125-ZA06	Opportunities to Improve State Reporting Requirements Under the Highway Safety Improvement Program (HSIP) and the Highway Safety Program (HSP) (RRR)	DOT is exploring ways to more proactively coordinate NHTSA and FHWA highway safety oversight programs, including the HSIP and HSP. The Department has requested public comment on further opportunities for continued improvement and coordination of these programs. The Department is now analyzing the comments received.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Motor Carrier Safety Administration	2126-AB47	Electronic Signatures and Documents (E-Signatures) (RRR)	This rulemaking would incorporate the principles of FMCSA's regulatory guidance concerning e-signatures and electronic documents by amending various sections of the Federal Motor Carrier Safety Regulations (FMCSRs) to enable the use of e-signatures and e-documents in support of	Final Rule	11/11/2016	N/A	Public Comment, Analysis	FMCSA has not attempted to quantify the benefits of this rule as it a discretionary.

			electronic recordkeeping. This would provide possible paperwork reductions and be less burdensome to the motor carrier industry.					
Federal Motor Carrier Safety Administration	2126-AB49	Elimination of Redundant Maintenance Rule (RRR)	The FMCSA would amend the Federal Motor Carrier Safety Regulations to eliminate redundant inspection, repair, and maintenance requirements. Specifically, the FMCSA would amend the regulations to include within 49 CFR 396.3, concerning general maintenance rules, requirements that vehicles be properly lubricated and free of oil and grease leaks. Currently, the requirements addressing oil and grease leaks, and lubrication are covered in a separate section. The Agency believes combining the requirements in a single section of the Federal Motor Carrier Safety Regulations would improve the clarity of the safety regulations and eliminate a redundancy in the maintenance rules.	NPRM	TBD	N/A	Public Comment, Analysis	Consolidating the regulations will have minimal benefit.
Federal Motor Carrier Safety Administration	2126-ZA01	Redundant Credentialing (RRR)	The FMCSA will coordinate with the Transportation Security Administration to identify whether there is a policy that could be put into place to reduce any redundancies in credentialing requirements for drivers who carry hazardous materials.	TBD	TBD	N/A	Public Comment, Analysis	Not quantified.
Federal Railroad Administration	2130-AC40	Qualification and Certification of Locomotive Engineers; Miscellaneous Revisions (RRR)	This rulemaking would make conforming revisions to Part 240 "Qualification and certification of locomotive engineers" consistent with Part 242 "Qualification and Certification of Conductors". The promulgation of the conductor certification regulation highlighted areas in the regulation governing locomotive engineer certification that may require conforming changes. Such changes could include amending the	NPRM	11/01/2016	Provides for processing and submission flexibility	Public Comment, Analysis	Initial projections are that the rule will have a 20-year cost of about \$160,000 and 20-year benefit of 405,000. Thus a net savings to the industry of about \$250,000 over 20 years.

			program submission process, adding 49 CFR 218, subpart F violations as revocable offenses, handling engineer and conductor petitions for review with a single FRA board, and revising filing requirements for petitions to the Locomotive Engineer Review Board.					
Federal Railroad Administration	2130-AC41	Hours of Service Recordkeeping; Electronic Recordkeeping Amendments (RRR)	This rulemaking would propose to provide simplified recordkeeping requirements to allow railroads with less than 400,000 employee hours per year to utilize automated recordkeeping systems that are less complex than the electronic recordkeeping systems provided for in existing regulations. The rule would not require the use of electronic or automated recordkeeping, would be better tailored to small operations, and is expected to decrease the burden hours spent on recordkeeping.	Final Rule	11/01/2016	Would provide regulatory flexibility in maintaining required records	Public Comment, Analysis	It is expected that the rule will have a net savings of \$51 million over 10 years.
Federal Railroad Administration	2130-AC46	Passenger Equipment Safety Standards Amendments (RRR)	This rulemaking would amend 49 CFR Part 238 to update existing safety standards for passenger rail equipment. Specifically, the proposed rulemaking would add standards for alternative compliance with requirements for Tier I passenger equipment, increase the maximum authorized speed for Tier II passenger equipment, and add requirements for a new Tier III category of passenger equipment.	NPRM	11/01/2016	Would provide flexibility in regulatory compliance.	Public Comment, Analysis	Not yet quantified.
National Highway Traffic Safety Administration	2127-AK98	Pedestrian Safety Global Technical Regulation (RRR)	This rulemaking would provide requirements to protect pedestrian heads impacting vehicle hoods. NHTSA initiated this rulemaking following the establishment of the Global Technical Regulation (GTR) by the UNECE's World Forum for the Harmonization of Vehicle Regulations (WP.29) in November 2008 and plans to	Final Rule	TBD	N/A	Public Comment, Analysis	NHTSA anticipates that the economic impact of this rulemaking would be minimal.

			base the new FMVSS on the GTR. A preliminary analysis indicates very nominal cost and benefits for a GTR-based head impact proposal. The agency expects to follow this rulemaking with a separate GTR-based proposal to protect pedestrian legs from the front end of vehicles.					
National Highway Traffic Safety Administration	2127-AL05	Amend FMVSS No. 210 to Incorporate the Use of a New Force Application Device (RRR)	This rulemaking would amend Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages, to replace the existing body blocks for testing the strength of seat belts with a new Force Application Device and associated positioning procedure. Because the device is easier to use than the current body blocks, this rulemaking would simplify the compliance test of the standard and make NHTSA's evaluation of seat belt anchorage strength more effective. We estimate the one-time cost of purchasing a set of these devices (approximately \$40,000) would be offset by the continual labor cost savings in setting up the devices for testing. NHTSA's testing has demonstrated that the proposed force application devices do not appear to affect the stringency of the standard. The SNPRM alternatively proposes a strategy to maintain the current FMVSS No. 210 body blocks for use as testing interface to transfer loads onto the seat belt anchorage system during compliance tests of anchorage strength and discusses the need for improvements in the test procedure that would specify the positioning of the body blocks at pre-load.	SNPRM	03/02/15 (issued – 80 FR 11148)	N/A	Public Comment, Analysis	We anticipate that this rule will reduce testing costs compared to current standard. This rule will also reduce NHTSA compliance costs and industry testing costs annually starting with the effective date. We estimate the cost of each of the two sizes of the Force Application Device to be approximately \$8,000 each. Assuming a vehicle manufacturer or testing facility purchases a set of two FAD1s and three FAD2s, the principal cost associated with this NPRM is the one-time purchase cost of the set, totaling \$40,000. The FADs require significantly less effort, time and personnel to install in the test vehicle. Thus, we believe there would be associated cost savings which could offset the purchase cost of the FADs.



National Highway Traffic Safety Administration	2127-AL20	Upgrade of LATCH Usability Requirements (MAP-21) (RRR)	This rulemaking would amend FMVSS No. 225, Child restraint anchorage systems, to improve the ease of use for lower anchorages and tether in all rear seating positions in accordance with the 'Moving Ahead for Progress in the 21st Century Act' (MAP-21), P.L. 112-141, address comments on LATCH usability received in response to the LATCH public meeting held on February 8, 2007, and standardize features of LATCH for enabling simple and standardized consumer messaging to facilitate increased LATCH use and correct child seat installation. This upgrade of FMVSS No. 225 is in accordance with Section 6 of Executive Order 13563 (76 FR 3821, January 21, 2011) that urges agencies to conduct periodic retrospective evaluation of regulations and modify, streamline, expand, or repeal them in accordance with what has been learned from the evaluation.	Final Rule	TBD	N/A	Public Comment, Analysis	The total cost of the proposed rule is estimated to be \$1.32 million. The proposed changes are estimated to save about 2.9 lives and prevent 6 moderate to severe injuries per year.
National Highway Traffic Safety Administration	2127-AL58	Upgrade of Rear Impact Guard Requirements for Trailers and Semitrailers (RRR)	This rulemaking would consider upgrades to FMVSS No. 223, Rear impact guards, and FMVSS No. 224, Rear impact protection, for improving rear underride crash protection on trailers and semitrailers. This rulemaking would respond to a petition for rulemaking from the Insurance Institute for Highway Safety (IIHS) that requested a number of modifications to FMVSS Nos. 223 and 224 to improve rear underride protection for trailers and semitrailers. It would also respond, in part, to a petition for rulemaking from Mrs. Karth and the Truck Safety Coalition requesting improving rear impact guards on trailers and semitrailers as outlined in the July 10, 2014 grant of the petition. The costs associated with this	Long-term action	TBD	N/A	Public Comment, Analysis	Costs and benefits are not yet quantified, but are expected to be minimal and cost-beneficial.

			rulemaking are not expected to be significant. This rulemaking action is in accordance with the U.S. DOT's plan, Retrospective Review and Analysis of Existing Rules, for the implementation of Section 6 of the Executive Order 13563 (76 FR 3821, January 21, 2011) that urges agencies to conduct periodic retrospective evaluation of regulations and modify, streamline, expand, or repeal them in accordance with what has been learned from the evaluation.					
National Highway Traffic Safety Administration	2127-ZA06	Evaluation of Occupant Crash Protection - FMVSS 208, Advanced Air Bags (RRR)	Evaluation of Advanced Air Bag Occupant Crash Protection systems for Passenger Cars and Light Trucks. We currently expect this evaluation to be completed in December 2012. This evaluation will focus on efforts to reduce injuries and fatalities resulting from occupants being too close to full powered air bags.	Long-term Action	TBD	N/A	Public Comment, Analysis	Not quantified.
National Highway Traffic Safety Administration	2127-ZA08	Evaluation of Tire Pressure Monitoring Systems - FMVSS 138 (RRR)	Evaluation of Tire Pressure Monitoring Systems. Our evaluation completed in November 2012 examined whether tire pressure has improved. In 2015 we will field a follow-up survey focusing on TPMS malfunction with analysis planned for 2016. Later we will evaluate the crash reduction due to better tire pressure. A cost tear down of TPMS systems has been completed.	Long-term action	TBD	N/A	Public Comment, Analysis	Not quantified.
Office of the Secretary	2105-AE29	Transportation Services for Individuals with Disabilities: Over-the-Road Buses (RRR)	This rulemaking would revise the Department's Americans with Disabilities Act (ADA) regulations relating to over-the-road buses (OTRBs). The DOT is required by its regulations to review various requirements within the ADA regulations for OTRB operators. On February 27, 2013, DOT published a notice seeking comment to	NPRM	01/13/2017	Trigger provisions (small operators would be required to obtain accessible buses as they retire currently inaccessible buses)	Public Comment, Analysis	Under development

			help DOT conduct this review. This rulemaking would update and revise regulations relating to the purchase and lease requirements of new OTRBs, fleet accessibility requirements, interline service requirements, special provisions for mixed-service operators, and interim service requirements.					
Pipeline and Hazardous Materials Safety Administration	2137-AE80	Hazardous Materials: Miscellaneous Pressure Vessel Requirements (DOT Spec Cylinders) (RRR)	This rulemaking would propose revisions to certain requirements of the Hazardous Materials Regulations (HMR) applicable to the manufacture, maintenance, and use of DOT specification cylinders. These revisions would clarify certain important safety requirements, incorporate industry consensus standards and, where appropriate, decrease the regulatory burden without compromising the safe transportation of compressed gases in commerce. This rulemaking responds to eleven petitions for rulemaking, incorporates two special permits into the HMR, and addresses the National Transportation Safety Board (NTSB) Recommendation I-93-1. Among other provisions, PHMSA is expected to put forth proposals to address fire suppression systems, clarification of cylinder specification and requalification requirements, and adoption of new and update current incorporations by reference of industry consensus standards issued by the Compressed Gas Association.	NPRM	07/26/2016 (issued – 81 FR 48977)	N/A	Public Comment, Analysis	PHMSA anticipates that this NPRM will generally reduce burdens for most stakeholders and eliminate the need to apply for special permits, as three special permits may be incorporated and lower paperwork burden. Other benefits include simplifying hazard communication requirements and increased filling density for certain gases leading to potentially fewer vehicle trips. A future rulemaking may result in a decrease in the annual burden and costs under certain OMB Control Numbers.
Pipeline and Hazardous Materials Safety Administration	2137-AE94	Pipeline Safety: Operator Qualification, Cost Recovery, Accident and	This rulemaking would address miscellaneous issues that have been raised because of the reauthorization of the pipeline safety program in 2012 and petitions for rulemaking from many affected	Final Rule	10/03/2016	N/A	Public Comment, Analysis	Annual Costs of \$3.1M in a breakeven analysis.

		Incident Notification, and Other Changes (RRR)	stakeholders. Some of the issues that this rulemaking would address include: renewal process for special permits, cost recovery for design reviews, and incident reporting.					
Pipeline and Hazardous Materials Safety Administration	2137-AF10	Hazardous Materials: Revision of the Requirements for Carriage by Aircraft (RRR)	PHMSA is considering amendments that would enhance safety and revise and clarify the Hazardous Materials Regulations (HMR) applicable to the transportation of hazardous materials by air. Specifically, this would propose revisions to the notification of the pilot-in-command (NOTOC) requirements to harmonize with international regulations. The current requirements for NOTOC as contained in 49 CFR 175.33 are not fully harmonized with the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (2013-2014 Edition). The ICAO TI contains specific requirements for the air operator to provide a copy of the NOTOC to the flight dispatcher, and for the air operator to obtain and retain a confirmation that the NOTOC was received and agreed to by the pilot. These provisions do not appear in the HMR, even though they have been deemed critical requirements by the International Civil Aviation Organizations Dangerous Goods Panel (ICAO DGP) and the National Transportation Safety Board (NTSB).	NPRM	TBD	N/A	Public Comment, Analysis	Under development.
Pipeline and Hazardous Materials Safety Administration	2137-AF18	Hazardous Materials: Harmonization with International Standards (RRR)	The Federal hazardous materials transportation law requires the Secretary of Transportation to ensure that, to the extent practicable, regulations governing the transportation of hazardous materials in commerce are consistent with standards adopted by international authorities (49 U.S.C. 5120(b)). Proposals in this	NPRM	09/02/2016	N/A	Public Comment, Analysis	Under development.

			rulemaking include, but are not limited to: the introduction of regulatory requirements to address polymerizing substances, testing criteria for polymeric beads to be excepted from regulation, transport provisions for engines and machinery powered by internal combustion engines or fuel cells, changes to the hazard communication requirements for lithium batteries, the revision of various entries in the hazardous materials table to maintain global alignment, and the incorporation by reference of various international standards. We expect the regulatory changes will result in minimal compliance costs for the regulated industry.					
Pipeline and Hazardous Materials Safety Administration	2137-AF19	Hazardous Materials: Revisions to Hazardous Materials Emergency Preparedness Grants Requirements (RRR)	PHMSA is considering amending the Hazardous Materials Regulations (HMR) applicable to the Hazardous Materials Emergency Preparedness Grants in order to reflect current Federal law and PHMSA policies and procedures. Specifically, this rulemaking proposes to revise the HMR by adding requirements for the Hazardous Materials Instructor Training grant and the Supplemental Public Sector Training grant, replacing references to 49 CFR with 2 CFR where applicable, removing redundant language, authorizing pre-award expenditures consistent with 2 CFR, and adding new definitions. This rulemaking will provide interested stakeholders the opportunity to provide comments on these proposed amendments.	NPRM	09/16/2016	N/A	Public Comment, Analysis	Under development.
<b>Completed Retrospective Review Rulemakings</b>								
<b>MODE NAME</b>	<b>RIN</b>	<b>TITLE</b>	<b>ABSTRACT</b>	<b>STAGE</b>	<b>SCHEDULED (OR ISSUED) DATE</b>	<b>REGULATORY FLEXIBILITIES</b>	<b>METHODS TO IDENTIFY IMPROVEMENT</b>	<b>QUANTIFIED BENEFITS/ BURDEN REDUCTION</b>

Federal Aviation Administration	2120-AK32	Acceptance Criteria for Portable Oxygen Concentrators Used Onboard Aircraft (RRR)	<p>This rulemaking would replace Special Federal Aviation Regulation No. 106 with acceptance criteria for portable oxygen concentrators to be used by passengers in air carrier operations, commercial operations and certain other operations using large aircraft. Currently, the agency assesses each portable oxygen concentrator on a case-by-case basis to determine whether it is safe for use on board aircraft. If the agency determines that a portable oxygen concentrator is safe for use on board aircraft, the specific model is identified in regulations. This rulemaking would replace the burdensome approval process with acceptance criteria and a requirement for manufacturers to demonstrate compliance by affixing a label on the exterior of the portable oxygen concentrator applied in a manner that ensures it will remain affixed for the life of the device. The acceptance criteria and labeling requirement would only affect portable oxygen concentrators intended for use on board aircraft. Portable oxygen concentrators currently approved for use on board aircraft would not be affected by this proposal and would be listed in this rule as approved. This rulemaking would also eliminate redundant requirements and paperwork requirements that are not necessary for aviation safety thereby reducing burdens for portable oxygen concentrator manufacturers, passengers who use portable oxygen concentrators while traveling, and aircraft operators conducting air carrier operations, commercial operations or certain operations using large aircraft.</p>	Final Rule	05/24/2016 (issued – 81 FR 33097)	Streamlined Requirements	Public Comment, Analysis	<p>SB: N; IC: Y; SLT: N  Costs/benefits: This rule relieves regulatory burdens for manufacturers of POCs and passengers who use these devices while traveling. It also reduces burdens for part 119 certificate holders conducting operations under parts 121, 125, and 135. The total cost savings from this final rule is \$27.6 million at 7% present value.</p>
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Federal Aviation Administration	2120-AK44	Reciprocal Waivers of Claims for Non-Party Customer Beneficiaries, Signature of Waivers of Claims by Commercial Space Transportation Customers. And Waiver of Claims and Assumption of Responsibility for Permitted Activities with No Customer (RRR)	This rulemaking would extend the waiver of claims for all the customers involved in a launch or reentry, amend the requirement describing which entities are required to sign the statutorily-mandated waiver of claims, and add a new waiver template for the customer's use. This rulemaking would ease the administrative burden on the customers, licensees, permittees, and the FAA, especially when a new customer is added only a short time before the scheduled launch or reentry.	Final Rule	08/18/2016 (issued – 81 FR 55115)	N/A	Public Comment, Analysis	This rule would reduce cost burdens of all parties signing cross-waivers, as well the FAA, because the FAA has to review any cross-waiver the customer has signed with its customers to make sure it is substantially similar to the statutory requirement.
Federal Aviation Administration	2120-AK54	Changes to the Application Requirements for Operations in Reduced Vertical Separation Minimum Airspace (RVSM Appendix G) RRR	This rulemaking would revise the FAA's requirements for an application to operate in Reduced Vertical Separation Minimum (RVSM) airspace. This action is necessary to eliminate the considerable burden and expense of developing, processing, and approving RVSM maintenance programs. The intended effect of this action is that an RVSM applicant would no longer be required to develop and submit an RVSM maintenance program solely for the purpose of an RVSM authorization.	Final Rule	07/20/2016 (issued 81 FR 47009)	N/A	Public Comment, Analysis	Current regulations require Part 91 operators to submit for FAA approval an RVSM maintenance program for each aircraft applying to operate in RVSM. This rule eliminates the requirement for a maintenance program because other, independent FAA airworthiness regulations continue to be required to maintain RVSM equipment in airworthy condition. It is estimated that the current cost to operators for developing a maintenance program for FAA approval

								is \$5,000 per application. This rule relieves operators of that cost. Without this rule, it is projected that 3,000 maintenance programs would be submitted to the FAA for approval in each of the next five years. Thus, over the next 5 years, the projected costs savings from this rulemaking is \$75 million (\$15 million per year).
Federal Highway Administration	2125-AF62	Acquisition of Right-of-Way (RRR) (MAP-21)	This rulemaking would update 23 CFR 710 to conform with MAP-21 and make some additional changes to streamline and clarify 23 CFR 710. Section 1302 of MAP-21 amends 23 U.S.C. 108 to provide States with new flexibility for reimbursements of costs of State-funded acquisitions of interests in real property incurred before completion of the NEPA environmental review process for the entire project. MAP-21 also allows the Secretary to authorize a State to use Federal funds for early acquisition of a real property interest if certain conditions are met, including completion of the NEPA environmental review process for the acquisition only.	Final Rule	08/23/2016 (issued 81 FR 57715)	N/A	Public Comment, Analysis	FHWA anticipates that the economic impact of this rulemaking would be minimal.
Federal Railroad Administration	2130-AC43	Safety Glazing Standards; Miscellaneous Revisions (RRR)	This rulemaking would propose to eliminate the requirement to stencil the interior wall of a locomotive, passenger car, or caboose which has compliant FRA glazing (section 223.17), update FRA's interpretation of "historical or antiquated equipment[,]" add a definition of the term to the rule text, and	Final Rule	02/09/2016 (issued – 81 FR 6775)	Eliminates outdated stenciling requirement and updates definition of antiquated equipment	Public Comment, Analysis	The NPRM estimated total cost savings of the rule to be approximately \$1 million over 20 years.



			generally update the part to remove passed compliance dates.					
Pipeline and Hazardous Materials Safety Administration	2137-AE81	Hazardous Materials: Reverse Logistics (RRR)	This rulemaking addressed changes to the Hazardous Materials Regulations (HMR) that are applicable to reverse logistics based on petitions received by PHMSA. The issue of reverse logistics involves the transportation of hazardous materials that have been damaged or returned from the retailer to a return center. Specifically, the rulemaking established a regulatory definition of 'reverse logistics' and outlined the responsibilities of those that offer hazardous materials returned by retail customers.	Final Rule	03/31/2016 (issued – 81 FR 18527)	N/A	Public Comment, Analysis	PHMSA anticipates that this Final Rule will reduce the burden on most stakeholders by reducing the amount of training required by employers. Other benefits include reduced shipping cost associated with the transportation of used car batteries. Potential cost savings of \$4-10M.
Pipeline and Hazardous Materials Safety Administration	2137-AF04	Hazardous Materials: Miscellaneous Amendments (RRR)	PHMSA amended the Hazardous Materials Regulations (HMR) to make miscellaneous amendments to update and clarify certain regulatory requirements. The amendments in this rulemaking have been identified through PHMSA's own initiatives and review of previously issued letters of interpretation. These amendments promote safer transportation practices, eliminate unnecessary regulatory requirements, address petitions for rulemaking, facilitate international commerce, and simplify the regulations. These amendments also updated various entries in the Hazardous Materials Table (HMT) and corresponding special provisions, made minor amendments to the labeling requirements, revised the marking requirements applicable to odorization, made amendments for the continuing qualification of specification cargo tanks, and revised the exceptions for smokeless powder and black powder.	Final Rule	06/02/2016 (issued – 81 FR 35483)	N/A	Public Comment, Analysis	PHMSA anticipates cost savings by: (1) reducing the number of incidents and subsequent property damage resulting from the proposed safety requirements for shipments of LPG, incorporating CGA G-1.6 for mobile acetylene trailers, and the revised packaging provisions for nitric acid; (2) reducing the frequency and out-of-service time for propane cargo tanks taken out of service for requalification; and (3) harmonization with international standards. Overall the proposed changes are expected to result in overall net

									<p>benefits. This rule addresses issues raised by stakeholders for the purpose of clarity, harmonization, and future growth. The benefits resulting from the adoption of the amendments in this NPRM include enhanced transportation safety, transparency, regulatory relief, and clarity.</p>
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