

# Report on DOT Significant Rulemakings

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Federal Aviation Administration

Federal Aviation Administration

1. **Airport Safety Management System**

**Popular Title:** Airport SMS

**RIN 2120-AJ38**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Date 10/07/2010; End of Comment Period 01/05/2011; Extension of Comment Period 12/10/2010; End of Extended of Comment Period 03/07/2011; Extension of Comment Period 03/07/2011; End of Extended of Comment Period 07/05/2011. SNPRM Publication: 07/14/2016; End of SNPRM Comment Period 09/12/2016.

**Abstract:** This rulemaking would require certain airport certificate holders to develop, implement, maintain, and adhere to a safety management system (SMS) for its aviation related activities. An SMS is a formalized approach to managing safety by developing an organization-wide safety policy, developing formal methods of identifying hazards, analyzing and mitigating risk, developing methods for ensuring continuous safety improvement, and creating organization-wide safety promotion strategies.

**Effects:**

- Regulatory Flexibility Act
- Information Collection
- Peer Review
- Foreign

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** Final rule: 11/05/2012

**Rulemaking Project Initiated:** 07/22/2008

**Docket Number:** FAA-2010-0997

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	04/23/2018	12/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Federal Aviation Administration

2. **Regulation Of Flight Operations Conducted By Alaska Guide Pilots**

**Popular Title:** Alaska Guide Pilots

**RIN 2120-AJ78**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** The rulemaking would establish regulations concerning Alaska guide pilot operations. The rulemaking would implement Congressional legislation and establish additional safety requirements for the conduct of these operations. The intended effect of this rulemaking is to enhance the level of safety for persons and property transported in Alaska guide pilot operations. In addition, the rulemaking would add a general provision applicable to pilots operating under the general operating and flight rules concerning falsification, reproduction, and alteration of applications, logbooks, reports, or records. This rulemaking is a statutory mandate under section 732 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, (Pub. Law 106-181).

**Effects:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/04/2010

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Other, higher priorities

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

3. **Pilot Professional Development**

**Popular Title:** Pilot Professional Development

**RIN 2120-AJ87**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Date 10/07/2016; End of Comment Period 01/05/2017.

**Abstract:** This rulemaking would amend the regulations for air carrier training programs under part 121. The action is necessary to ensure that air carriers establish or modify training programs to address mentoring, leadership and professional development of flight crewmembers in part 121 operations. This rulemaking is required by the Airline Safety and Federal Aviation Administration Act of 2010.

**Effects:**

Information Collection

**Prompting action:** Statute

**Legal Deadline:** NPRM: 04/20/2015

**Rulemaking Project Initiated:** 08/01/2010

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	06/12/2018	02/15/2020	
Effective Date		03/15/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None



Federal Aviation Administration

4. **System Safety Assessment**

**Popular Title:** System Safety Assessment

**RIN 2120-AJ99**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would standardize regulations and guidance for conducting airplane-level safety assessments of various critical systems installed on transport category airplanes. Current differences happened over time as system safety rules and policies were developed independently. This rulemaking would adopt Aviation Rulemaking Advisory Committee recommendations and harmonize with the European Aviation Safety Agency CS-25.

**Effects:**

- EU
- NAFTA
- Foreign

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/03/2011

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	08/06/2012	10/01/2020	
End of Comment Period	10/04/2012	12/03/2020	

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

5. **Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States**

**Popular Title:** Drug & Alcohol Testing for Repair Stations

**RIN 2120-AK09**

**Stage:** NPRM

**Previous Stage:** ANPRM Publication: 03/17/2014; Comment Period Ends 05/16/2014; Extended Comment Period 05/01/2014; Extended Comment Period End 07/17/2014. ANPRM: Publication Approved 03/05/2014; Publication Date 03/17/2014; End of Comment Period 05/16/2014; Extension of Comment Period 05/01/2014; End of Extended of Comment Period 07/17/2014.

**Abstract:** This rulemaking would require controlled substance testing of some employees working in repair stations located outside the United States. The intended effect is to increase participation by companies outside of the United States in testing of employees who perform safety critical functions and testing standards similar to those used in the repair stations located in the United States. This action is necessary to increase the level of safety of the flying public. This rulemaking is a statutory mandate under section 308(d) of the FAA Modernization and Reform Act of 2012 (Public Law 112-95).

**Effects:**

Regulatory Flexibility Act  
EU  
NAFTA  
Foreign

**Prompting action:** Statute

**Legal Deadline:** NPRM: 02/14/2013

**Rulemaking Project Initiated:** 05/01/2012

**Docket Number:** FAA-2012-1058

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	05/25/2017	10/30/2020	
End of Comment Period	08/28/2017	12/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

6. **Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)**

**Popular Title:** Tail End Ferry in Part 121

**RIN 2120-AK22**

**Stage:** ANPRM

**Previous Stage:** Converted to ANPRM for Spring 2019 UA

**Abstract:** This rulemaking would apply the flight, duty, and rest requirements for domestic, flag and supplemental operations to ferry flights that follow domestic, flag or supplemental all-cargo operations. A ferry flight that follows a domestic, flag or supplemental all-cargo operation would be subject to the same flight, duty, and rest rules as the all-cargo operation it follows. This rule is necessary as it would make part 121 flight, duty, and rest limits applicable to tail-end ferry flights that follow an all-cargo operation.

**Effects:**

Information Collection

**Prompting action:** Statute

**Legal Deadline:** Initiation date: 08/14/2012

**Rulemaking Project Initiated:** 02/14/2012

**Docket Number:**

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	05/31/2020		
End of Comment Period	07/31/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Aviation Administration

7. **Applying the Flight, Duty, and Rest Rules of 14 CFR part 135 to Tail-End Ferry Operations (FAA Reauthorization)**

**Popular Title:** Tail-End Ferry in Part 135

**RIN 2120-AK26**

**Stage:** ANPRM

**Previous Stage:** None

**Abstract:** This rulemaking would require a flightcrew member who is employed by an air carrier conducting operations under part 135, and who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times under part 135.

**Effects:**

- Major
- Regulatory Flexibility Act
- Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/15/2013

**Docket Number:**

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	02/27/2015	05/31/2020	
End of Comment Period	05/28/2015	07/31/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Aviation Administration

8. **Pilot Records Database (HR 5900)**

**Popular Title:** Pilot Records Database

**RIN 2120-AK31**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would implement a Pilot Records Database as required by Public Law 111-216 (Aug. 1, 2010). Section 203 amends the Pilot Records Improvement Act by requiring the FAA to create a pilot records database that contains various types of pilot records. These records would be provided by the FAA, air carriers, and other persons who employ pilots. The FAA must maintain these records until it receives notice that a pilot is deceased. Air carriers would use this database to perform a record check on a pilot prior to making a hiring decision.

**Effects:**

Regulatory Flexibility Act  
Information Collection  
Privacy

**Prompting action:** Statute

**Legal Deadline:** Final: 08/01/2010

**Rulemaking Project Initiated:** 08/01/2010

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	01/30/2015	02/29/2020	
End of Comment Period	04/30/2015	04/29/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

9. **Pilot Biometric Certificates (FAA Reauthorization)**

**Popular Title:** Pilot Biometric Certificates

**RIN 2120-AK33**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would require the issuance of pilot certificates that are resistant to tampering, alteration, and counterfeiting. The certificates would include a photograph of the individual to whom the certificate is issued and will be a smart card that is able to accommodate biometric identifiers. Certificates would also be compliant with Federal Information Processing Standards Publication 201 (FIPS-201) or Personal Identity Verification-Interoperability (PIV-I) standards for processing through security checkpoints into airport sterile areas. Under section 321 of the FAA Modernization and Reform Act of 2012 (Pub. Law 112-95), the FAA is required to begin issuing new certificates no later than November 10, 2012.

**Effects:**

Information Collection

Privacy

**Prompting action:** Statute

**Legal Deadline:** Final: 11/10/2012

**Rulemaking Project Initiated:** 02/14/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

10. **Aircraft Registration and Airmen Certification Fees**

**Popular Title:** Registry Fees

**RIN 2120-AK37**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would establish fees for airman certificates, medical certificates, and provision of legal opinions pertaining to aircraft registration or recordation. This rulemaking also would revise existing fees for aircraft registration, recording of security interests in aircraft or aircraft parts, and replacement of an airman certificate. This rulemaking addresses provisions of the FAA Modernization and Reform Act of 2012. This rulemaking is intended to recover the estimated costs of the various services and activities for which fees would be established or revised.

**Effects:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/14/2012

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	03/05/2015	12/20/2020	
End of Comment Period	06/03/2015	02/28/2021	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

11.	<b>Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II) (FAA Reauthorization)</b>	
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**Popular Title:** Helicopter Air Ambulance II

**RIN 2120-AK57**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would develop training requirements for crew resource management, flight risk evaluation, and operational control of the pilot in command, as well as to develop standards for the use of flight simulation training devices and line-oriented flight training. Additionally, it would establish requirements for the use of safety equipment for flight crewmembers and flight nurses. These changes will aide in the increase in aviation safety and increase survivability in the event of an accident. Without these changes, the Helicopter Air Ambulance industry may continue to see the unacceptable high rate of aircraft accidents. This rulemaking is a statutory mandate under section 306(e) of the FAA Modernization and Reform Act of 2012 (Public Law 112-95).

**Effects:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** NPRM: 08/18/2014

**Rulemaking Project Initiated:** 01/15/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None



Federal Aviation Administration

12. **Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages (Orbital Debris)**

**Popular Title:** Orbital Debris Mitigation Methods

**RIN 2120-AK81**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** Orbital debris poses a growing threat to space operations. Debris mitigation guidelines, standards, and policies must be revised periodically, enforced domestically, and adopted internationally to mitigate the operational impacts of orbital debris. To help accomplish this, FAA, in consultation with appropriate Federal partners would update its existing orbital debris mitigation regulations to more-closely align with the U.S. Government Orbital Debris Mitigation Standard Practices, and would update current launch collision avoidance regulations to match U.S. Air Force Space Command (AFSPC) practice.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/12/2013

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	08/11/2016	10/01/2020	
End of Comment Period	10/17/2016	11/20/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

13. **Registration and Marking Requirements for Small Unmanned Aircraft**

**Popular Title:** Small UAS Registration

**RIN 2120-AK82**

**Stage:** Undetermined

**Previous Stage:** IFR Publication: 12/16/2015; IFR End of Comment Period 01/15/2016 IFR Effective Date: 01/15/2016.

**Abstract:** This rulemaking would provide an alternative, streamlined and simple, web-based aircraft registration process for the registration of small unmanned aircraft, including small unmanned aircraft operated as model aircraft, to facilitate compliance with the statutory requirement that all aircraft register prior to operation. It would also provide a simpler method for marking small unmanned aircraft that is more appropriate for these aircraft. This action responds to public comments received regarding the proposed registration process in the Operation and Certification of Small Unmanned Aircraft notice of proposed rulemaking, the request for information regarding unmanned aircraft system registration, and the recommendations from the Unmanned Aircraft System Registration Task Force.

**Effects:**

- Regulatory Flexibility Act
- Information Collection
- Privacy
- EU
- NAFTA
- Foreign

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 11/24/2015

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

14. **Operations of Small Unmanned Aircraft Over People**

**Popular Title:** Ops of Small Unmanned Aircraft over People (DEREG)

**RIN 2120-AK85**

**Stage:** NPRM

**Previous Stage:** NPRM: Publication: 02/13/2019; End of C/P: 04/15/2019

**Abstract:** This rulemaking would address the performance-based standards and means-of-compliance for operation of small unmanned aircraft systems (UAS) over people not directly participating in the operation or not under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft. This rule would provide relief from certain operational restrictions implemented in the Operation and Certification of Small Unmanned Aircraft Systems final rule (RIN 2120-AJ60).

**Effects:**

Regulatory Flexibility Act

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/30/2016

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	12/30/2016	01/08/2019	02/13/2019
End of Comment Period	03/30/2017	04/08/2019	04/15/2019

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

15. **Unmanned Aircraft Systems Expanded Operations**

**Popular Title:** UAS XOps (DEREG)

**RIN 2120-AL01**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would enable expanded operations of small unmanned aircraft systems (sUAS) in the national airspace system (NAS). As a result, it would increase the utility of sUAS for operations under 14 CFR part 107, and would advance technology by encouraging innovation in this rapidly developing segment of the aviation industry.

**Effects:**

Privacy

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/06/2016

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

16. **Streamlined Launch and Reentry Licensing Requirements**

**Popular Title:** Streamlined CST Regulations (DEREG)

**RIN 2120-AL17**

**Stage:** NPRM

**Previous Stage:** NPRM Publication: 04/15/2019; End of C/P: 07/30/2019; Extension of C/P: 7/22/2019; End of Extension of C/P: 08/19/19

**Abstract:** This action would fundamentally change how the FAA licenses launches and reentries in 14 CFR Chapter III by proposing a regulatory approach that relies on performance-based regulations rather than prescriptive regulations. This action would primarily consolidate and revise parts 415, 417, 431, and 435 into a single regulatory part that states safety objectives to be achieved for the launch of suborbital and orbital expendable and reusable launch vehicles, and the reentry of reentry vehicles, and will leave design or operational solutions up to the applicant. This action will be accompanied by a body of Advisory Circulars or standards that collectively provide at least one acceptable means of compliance for all performance-based regulations in the new part. This action would also enable flexible timeframes, remove unnecessary ground safety regulations, redefine when launch begins to allow specified pre-flight operations prior to license approval, and allow applicants to seek a license to launch from multiple sites. This proposal would significantly streamline and simplify licensing of launch and reentry operations, would enable novel operations, and would result in net cost savings.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/01/2017

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	09/28/2018	04/15/2019	04/15/2019
End of Comment Period	11/28/2018	07/30/2019	06/14/2019

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

17. **U.S. Commercial Space Launch Competitiveness Act Incorporation**

**Popular Title:** Commercial Space Launch Competitiveness (DEREG)

**RIN 2120-AL19**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This action would codify current statutory requirements mandated by the U.S. Commercial Space Launch Competitiveness Act of 2015 (CSLCA), and provide greater clarity to affected industry and the public. Specifically, this rulemaking would update definitions relating to commercial space launch and reentry vehicles and occupants, as well as to implement clarifications to financial responsibility requirements. In addition, CSLCA would enable commercial space applicants to retain experimental permits despite issuance of a license. This rulemaking would update FAA regulations to be consistent with current statutory requirements under CSLCA. In doing so, this rulemaking would provide increased clarity for industry and other stakeholders, such as applicants seeking licenses for space flight operations involving government astronauts, currently required to adhere to the statute, resulting in a possible cost savings that will be clarified as the rule develops.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/01/2017

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

18. **Safe and Secure Operations of Small Unmanned Aircraft Systems**

**Popular Title:** Safe and Secure Ops of UAS

**RIN 2120-AL26**

**Stage:** ANPRM

**Previous Stage:** ANPRM Publication: 02/13/2019; End of C/P: 04/15/2019

**Abstract:** This action would solicit public comments for several operational limitations, airspace restrictions, hardware requirements, and associated identification or tracking technologies for Unmanned Aircraft Systems (UAS). The ANPRM will ask a series of questions regarding the balance of needs between UAS operators and the law enforcement and national defense communities. This action is necessary to address safety and security concerns from the homeland security, federal law enforcement, and national defense communities.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/20/2017

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	05/23/2018	01/08/2019	02/13/2019
End of Comment Period	07/23/2018	03/11/2019	04/15/2019

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Aviation Administration

19. **Domestic Noise Certification of Supersonic Aircraft**

**Popular Title:** Domestic Noise Certification (DEREG)

**RIN 2120-AL29**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** Current noise certification regulations do not include standards for supersonic airplanes other than the Concorde. The FAA Reauthorization Act of 2018 states that not later than March 31, 2020, the FAA shall issue of Notice of Proposed Rulemaking to revise part 36 of title 14, Code of Federal Regulations. This rulemaking would amend the noise certification regulations in title 14, Code of Federal Regulations parts 21 and 36 to include new supersonic airplanes and add landing and takeoff standards for supersonic airplanes of certain size and speed.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** Not later than March 31, 2020, the Administrator shall issue an NPRM to revise part 36 of title 14, Code of Federal Regulations, to include supersonic aircraft in the applicability of such part. See legislation for details.: 03/31/2020

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	12/01/2019	03/09/2020	
End of Comment Period	02/03/2020	05/12/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None



Federal Aviation Administration

20. **Remote Identification of Unmanned Aircraft Systems**

**Popular Title:** Remote ID UAS

**RIN 2120-AL31**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This action would require the remote identification of unmanned aircraft systems. The remote identification of unmanned aircraft systems in the airspace of the United States would address safety, national security, and law enforcement concerns regarding the further integration of these aircraft into the airspace of the United States while also enabling greater operational capabilities.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	05/01/2019	12/16/2019	12/31/2019
End of Comment Period	07/01/2019	02/14/2020	03/02/2020

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

21. **External Marking Requirement for Small Unmanned Aircraft**

**Popular Title:** External Markings UAS

**RIN 2120-AL32**

**Stage:** Final Rule

**Previous Stage:** IFR Publication: 02/13/2019; End of C/P: 03/15/2019 Interim Final Rule: Publication Approved 12/21/2018; Publication Date 02/13/2019; End of Comment Period 03/15/2019.

**Abstract:** This rulemaking would revise the requirements regarding the placement of the unique identifier assigned to a small unmanned aircraft to an external surface of the aircraft. This action is necessary to enhance the safety and security of a person seeking registration information from an unmanned aircraft. This revision will enable the person to view the unique identifier directly without handling the aircraft.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	10/30/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Federal Aviation Administration

22. **UAS Flight Restrictions near Critical Infrastructure Facilities**

**Popular Title:** UAS Flight Restrictions

**RIN 2120-AL33**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This action would implement section 2209, Applications for designation, of Public Law 114-190, the FAA Extension, Safety and Security Act of 2016 (130 Stat. 634). Specifically, this rule would establish the criteria and procedures for the operator or proprietor of eligible fixed site facilities to apply to the FAA for a UAS-specific flight restriction. In addition, this rule would establish the substantive criteria based on the enumerated statutory considerations (i.e. national security and aviation safety) that the FAA will use in determining to grant or deny a petition, as well as the procedures for notifying the petitioner of the determination made and the process for resubmission of any denial. Lastly, this rule would establish the process to be used by the FAA to implement the UAS-specific flight restriction and notify the public.

**Effects:**

Economically Significant

**Prompting action:** None

**Legal Deadline:** Final: 01/11/2017

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	03/01/2020	09/30/2020	
End of Comment Period	10/19/2019	11/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

23. **Civil Aircraft Operations Conducted with Use of Supplemental Restraints, Including with Doors Opened or Removed**

**Popular Title:** Supplemental Restraints

**RIN 2120-AL37**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would ensure that any supplemental passenger restraint used by an aircraft occupant during "doors off" flight operations has a release mechanism accessible to that occupant. The intended effect of this rulemaking is to ensure that any supplemental passenger restraint system can be quickly released with minimal difficulty to ensure egress from the aircraft in an emergency.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/23/2018

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	09/06/2019	09/30/2020	
End of Comment Period	10/07/2019	11/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

24. **Flight Attendant Duty Period Limitations and Rest Requirements**

**Popular Title:** Flight Attendant Flight, Duty and Rest

**RIN 2120-AL41**

**Stage:** ANPRM

**Previous Stage:** ANPRM: Publication 9/25/2019; End of Comment Period: 11/12/2019

**Abstract:** This rulemaking would be responsive to Public Law 115-254, section 335 (a), which requires the FAA to modify the rest periods required in 14 CFR section 121.467 to a minimum of 10 hours, without an option to reduce the rest period.

**Effects:**

Economically Significant

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/21/2019

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	09/02/2019	10/17/2019	09/25/2019
End of Comment Period	11/04/2019	12/16/2019	11/12/2019

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Aviation Administration

25. **Transport Airplane Certification Streamlining**

**Popular Title:** Transport Airplane Certification Modernization

**RIN 2120-AL42**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking amendment would address the recommendation that the Federal Aviation Administration received from Aviation Rulemaking Advisory Committee (ARAC) to reform and streamline the FAA's existing part 25 certification regulations. This amendment would codify commonly used special conditions, equivalent level-of-safety findings, and exemptions for Title 14 Code of Federal Regulations (14 CFR) Part 25 and would, in part, harmonize with the standards that the European Aviation Safety Agency (EASA) currently requires.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/22/2019

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	05/28/2020	06/30/2021	
End of Comment Period	08/30/2021		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

26. **Amendment of the Prohibition Against Certain Flights in the Tripoli Flight Information Region (FIR) (HLLL)**

**Popular Title:** Tripoli SFAR

**RIN 2120-AL47**

**Stage:** Final Rule

**Previous Stage:** None

**Abstract:** On April 6, 2019, the FAA issued KICZ Notice to Airmen (NOTAM) A0012/19, prohibiting all flight operations in the territory and airspace of Libya from west of 17 degrees east longitude and north of 29 degrees north latitude by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier due to the ongoing military conflict in Libya. This rulemaking amends Special Federal Aviation Regulation (SFAR) No. 112 – Prohibition Against Certain Flights in the Tripoli Flight Information Region (FIR) (HLLL) to incorporate the flight prohibition contained in KICZ NOTAM A0012/19 in the Code of Federal Regulations.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/17/2019

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	10/31/2019	07/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Federal Aviation Administration

27. **Prohibition Against Certain Flights in the Territory and Airspace of Venezuela**

**Popular Title:** Venezuela SFAR

**RIN 2120-AL48**

**Stage:** Final Rule

**Previous Stage:** None

**Abstract:** On May 1, 2019, the FAA issued KICZ Notice to Airmen (NOTAM) A0013/19, prohibiting certain flight operations in the territory and airspace of Venezuela at altitudes below Flight Level (FL) 260 by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier, due to increasing political instability and tensions in Venezuela and the associated inadvertent risk to flight operations. This rulemaking will add a new Special Federal Aviation Regulation (SFAR) to incorporate the flight prohibition contained in KICZ NOTAM A0013/19 into the Code of Federal Regulations.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/17/2019

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	10/01/2019	05/31/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None



Federal Aviation Administration

28.

<b>Prohibition Against Certain Flights in the Overwater Areas of the Tehran Flight Information Region (FIR) (OIIX) Above the Persian Gulf and Gulf of Oman Only</b>	
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**Popular Title:** Gulf SFAR

**RIN 2120-AL49**

**Stage:** Final Rule

**Previous Stage:** None

**Abstract:** This final rule would add a new Special Federal Aviation Regulation (SFAR) to incorporate the flight prohibition contained in KICZ NOTAM A0019/19 into the Code of Federal Regulations. On June 20, 2019, the FAA issued KICZ Notice to Airmen (NOTAM) A0019/19, prohibiting flight operations in the overwater areas of the Tehran Flight Information Region (FIR) (OIIX) above the Persian Gulf and Gulf of Oman by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier, due to heightened military activities and increased political tensions in the region.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/10/2019

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	02/21/2020		
End of Comment Period	05/21/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Federal Aviation Administration

29. **Safety Oversight and Medical Certification Standards for Commercial Balloon Operators**

**Popular Title:** Balloon Medical

**RIN 2120-AL51**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This proposed rule would enhance safety oversight of commercial balloon operators and implement section 318 (Applicability of Medical Certification Standards to Operators of Air Balloons) of the FAA Reauthorization Act of 2018.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** Revise [14 CFR] section 61.3(c) to apply to an operator of an air balloon to the same extent such regulations apply to a pilot flight crewmember of other aircraft.: 11/30/2021

**Rulemaking Project Initiated:** 07/12/2019

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	01/30/2020	05/29/2020	
End of Comment Period	07/14/2020	06/29/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

30. **Prohibition Regarding Weapons Aboard Unmanned Aircraft**

**Popular Title:** Prohibition Regarding Weapons

**RIN 2120-AL52**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would implement the following requirement of the FAA Reauthorization Act of 2018: Section 363, Prohibition Regarding Weapons, provides as follows: (a) IN GENERAL. – Unless authorized by the Administrator, a person may not operate an unmanned aircraft or unmanned aircraft system that is equipped or armed with a dangerous weapon. (b) DANGEROUS WEAPON DEFINED. – In this section, the term "dangerous weapon" has the meaning given that term in section 930(g)(2) of title 18, United States Code. (c) PENALTY. – A person who violates this section is liable to the United States Government for a civil penalty of not more than \$25,000 for each violation. This final rule would implement, without interpretation, the requirements of section 363, which now exists at 49 U.S.C. 44802 Note. The relevant provisions of the Administrative Procedure Act, 5 U.S.C. 553(b)(3)(B), require agencies to provide general notice of proposed rules and invite comments from the public, except when "the agency for good cause finds (and incorporates the finding and a brief statement of reasons therefor in the rules issued) that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest." Given the prescriptive language of section 363, the FAA does not have the opportunity to make amendments to the prohibition. As a result, notice and the opportunity to comment are unnecessary for promulgating a rule based on section 363; the regulatory text will duplicate the statutory language of section 363.

**Effects:**

Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/12/2019

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	09/25/2020	12/07/2020	
End of Comment Period	02/05/2021		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

31. **Airplane CO2 Emissions Certification Standard**

**Popular Title:** Airplane CO2 Emissions Certification Standard

**RIN 2120-AL54**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would implement the 2017 ICAO Airplane CO2 Emissions Certification Standard concurrently with EPA rulemaking schedule. It would also provide DOT/FAA with primary responsibility over the implementation and enforcement of the 2017 ICAO Airplane CO2 Emissions Certification Standard.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 08/28/2019

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	04/30/2020		
End of Comment Period	06/30/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Highway Administration

Federal Highway Administration

32. **Pavement Markings**

**Popular Title:** Pavement Markings

**RIN 2125-AF34**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Date 4/22/2010; End of C/P: 8/20/10; SNPA: 1/4/17; End of C/P: 5/4/17.

**Abstract:** This rulemaking would amend the Manual on Uniform Traffic Control Devices, incorporated by reference in 23 CFR part 655, subpart F, to include standards, guidance, options, and supporting information related to maintaining minimum levels of retroreflectivity for pavement markings on all roads open to public travel.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/07/2009

**Docket Number:** FHWA-2009-0139

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	12/30/2011	06/15/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Federal Highway Administration

33. **National Bridge Inspection Standards (MAP-21)**

**Popular Title:** NBIS

**RIN 2125-AF55**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would update 23 CFR Part 650, Subpart C, National Bridge Inspection Standards, to incorporate changes made by section 1111 of MAP-21. This rulemaking would also update this Subpart to provide clarification of the requirements related to complex structures, critical findings, and inspection intervals. Finally, this rulemaking would update 23 CFR Part 650 by removing Subparts D and G as the programs covered by these regulations have been eliminated.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** Final Rule: 10/01/2015

**Rulemaking Project Initiated:** 07/06/2012

**Docket Number:** FHWA-2017-0047

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	07/03/2014	10/28/2019	11/12/2019
End of Comment Period	08/15/2014	12/30/2019	01/13/2020

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Highway Administration

34. **Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs**

**Popular Title:** Uniform Act

**RIN 2125-AF79**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** The FHWA is proposing to amend its Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 regulations at 49 CFR part 24. The revisions are prompted by enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1521 of MAP-21 amendments included increases in statutory relocation benefits and a reduction of length of occupancy requirements. This proposal is intended to develop regulations on the use of those amendments. The FHWA is also proposing to update the Uniform Act regulations to reflect the agency's experience with the Federal-aid highway program since the last comprehensive rulemaking for part 24, which occurred in 2005. The updates include streamlining processes to better meet current Federal-aid highway program needs, and eliminating duplicative and outdated regulatory language.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/25/2017

**Docket Number:** FHWA-2018-0039

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	09/21/2018	12/18/2019	12/18/2019
End of Comment Period	11/26/2018	03/17/2020	03/17/2020

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Motor Carrier Safety Administration

Federal Motor Carrier Safety Administration

35. **Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border**

**Popular Title:** Mexico-Domiciled Motor Carriers

**RIN 2126-AA34**

**Stage:** Undetermined

**Previous Stage:** IFR: Publication Date 03/19/2002; End of Comment Period 04/18/2002. Undetermined: Publication Approved; Publication Date; End of Comment Period.

**Abstract:** This rulemaking would change FMCSA regulations to govern applications by Mexican carriers to operate beyond municipalities and commercial zones at the United State-Mexico border. It would also revise the application form, OP-1MX, to be filed by these Mexican motor carriers. The revised form would require additional information about the applicant's business and operating practices to allow the FMCSA to determine if the applicant can meet the safety standards established for operating in interstate commerce in the United States. Carriers that had previously submitted an application would have to submit the updated form. These changes are needed to implement part of the North American Free Trade Agreement (NAFTA). On January 16, 2003, the Ninth Circuit Court remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents as ruled by the Ninth Circuit. FMCSA originally planned to publish a final rule by November 20, 2003.

**Effects:**

Information Collection  
NAFTA

**Prompting action:** International Agreement

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/07/2001

**Docket Number:** FMCSA-98-3298

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Unanticipated issues requiring further analysis

**Federal Register Citation for Undetermined:** None



Federal Motor Carrier Safety Administration

36. **Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States**

**Popular Title:** Safety Monitoring

**RIN 2126-AA35**

**Stage:** Undetermined

**Previous Stage:** IFR: Publication Date 03/19/2002; End of Comment Period 04/18/2002.

**Abstract:** This rule would implement a safety monitoring system and compliance initiative designed to evaluate the continuing safety fitness of all Mexico-domiciled carriers within 18 months after receiving a provisional Certificate of Registration or provisional authority to operate in the United States. It also would establish suspension and revocation procedures for provisional Certificates of Registration and operating authority, and incorporate criteria to be used by FMCSA in evaluating whether Mexico-domiciled carriers exercise basic safety management controls. The interim rule included requirements that were not proposed in the NPRM but which are necessary to comply with the FY-2002 DOT Appropriations Act. On January 16, 2003, the Ninth Circuit Court of Appeals remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents. FMCSA originally planned to publish a final rule by November 28, 2003.

**Effects:**

- Regulatory Flexibility Act
- Federalism
- Information Collection
- NAFTA

**Prompting action:** International Agreement

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/07/2001

**Docket Number:** FMCSA-1998-3299

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Unanticipated issues requiring further analysis

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

37. **Consumer Complaint Information**

**Popular Title:** Consumer Complaint Information

**RIN 2126-AB01**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Date 02/20/2008, End of Comment Period 4/21/2008.

**Abstract:** The rulemaking would require each motor carrier of household goods to submit a quarterly report of specific identified information regarding complaints that each receives from shippers and consumers to the Agency. This rule responds to Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

**Effects:**

Information Collection  
Privacy

**Prompting action:** Statute

**Legal Deadline:** Report in place: 08/10/2006

**Rulemaking Project Initiated:** 08/10/2005

**Docket Number:** FMCSA-2008-0029

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Lack of resources  
Lack of staffing

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

38. **New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999**

**Popular Title:** MCSIA 210(b) New Entrant Knowledge Test

**RIN 2126-AB17**

**Stage:** Undetermined

**Previous Stage:** ANPRM: Publication Date 08/25/2009; End of Comment Period 10/26/2009.

**Abstract:** This rulemaking would consider methods for ensuring a new applicant carrier is knowledgeable about the applicable safety requirements before being granted New Entrant authority. The agency is considering whether to implement a proficiency examination as part of its revised New Entrant Safety Assurance Process as well as other alternatives. This rulemaking responds to issues raised in a petition from Advocates for Highway and Auto Safety regarding new entrant applicant knowledge.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/26/2009

**Docket Number:** FMCSA-2001-11061

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

39. **MAP-21 Enhancements and Other Updates to the Unified Registration System**

**Popular Title:** URS 2

**RIN 2126-AB56**

**Stage:** Undetermined

**Previous Stage:** None NPRM: Publication Date; End of Comment Period.

**Abstract:** FMCSA proposes to implement several provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that relate to the FMCSA's Unified Registration System (URS) as well as update and codify the Agency's procedures for granting, suspending, and revoking registration. These procedures would apply to all entities required to register under the Agency's commercial or safety jurisdiction. Many of the proposed provisions codify existing Agency practices, while others improve on existing processes and procedures. FMCSA proposes this rule to achieve greater transparency, uniformity, efficiency, and predictability with respect to granting, suspending, or revoking registration.

**Effects:**

- Information Collection
- Privacy
- NAFTA
- Foreign

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/06/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

40. **Heavy Vehicle Speed Limiters**

**Popular Title:** Heavy Vehicle Speed Limiters

**RIN 2126-AB63**

**Stage:** Undetermined

**Previous Stage:** NPRM: Published 9/7/16, C/P Ends 11/7/16 NPRM: Publication Approved 09/01/2016; Publication Date 09/07/2016; End of Comment Period 11/07/2016.

**Abstract:** This joint NHTSA and FMCSA rulemaking would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy vehicles. This rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy vehicles.

**Effects:**

Economically Significant  
Major

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/29/2013

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

41. **Broker and Freight Forwarder Financial Responsibility**

**Popular Title:** Broker Trust Funds and Surety Bonds

**RIN 2126-AC10**

**Stage:** ANPRM

**Previous Stage:** ANPRM: published 8/27/18, C/P ended 11/26/18.

**Abstract:** FMCSA plans to initiate a rulemaking action pertaining to section 32918 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 raised the financial security amount for brokers from \$10,000 to \$75,000 and, for the first time, established financial security requirements for freight forwarders. In the ANPRM, the Agency will consider eight separate areas: 1) group surety bonds/trust funds, 2) assets readily available, 3) immediate suspension of broker/freight forwarder operating authority, 4) surety or trust responsibilities in cases of broker/freight forwarder financial failure or insolvency, 5) enforcement authority, 6) entities eligible to provide trust funds for form BMC-85 filings, 7) Form BMC-84 and BMC-85 trust fund revisions, and 8) household goods (HHG).

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/21/2017

**Docket Number:** FMCSA-2016-0102

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	03/23/2018	09/28/2018	09/27/2018
End of Comment Period	05/23/2018	11/28/2018	11/26/2018

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Motor Carrier Safety Administration

42. **Controlled Substances and Alcohol Testing: State Driver's Licensing Agency Downgrade of Commercial Driver's License**

**Popular Title:** Drug and Alcohol testing: CDL Downgrade

**RIN 2126-AC11**

**Stage:** NPRM

**Previous Stage:**

**Abstract:** The Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse) final rule (81 Fed. Reg. 87686 (Dec. 5, 2016), requires State Driver Licensing Agencies (SDLAs) to check the Clearinghouse before issuing, renewing, transferring, or upgrading a Commercial Driver's License (CDL) to determine whether the driver is qualified to operate a commercial motor vehicle (CMV). Drivers who commit drug or alcohol testing violations are prohibited from operating a CMV until complying with return-to-duty requirements. FMCSA plans to propose, requirements on SDLAs to take specific actions for individuals subject to the CMV driving prohibition. FMCSA also looks to propose alternate additional actions SDLAs may be required to take after receiving notice that a driver licensed in their State is subject to the driving ban. The NPRM would also revise how reports of actual knowledge violations, based on a citation for Driving Under the Influence (DUI) in a CMV, would be maintained in the Clearinghouse. These proposed changes would improve highway safety by increasing compliance with existing drug and alcohol program requirements.

**Effects:**

Federalism

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 11/01/2017

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	09/24/2018	05/01/2020	
End of Comment Period	11/22/2018	06/30/2020	

**Explanation for any delay:** Other, higher priorities

**Federal Register Citation for NPRM:** None

Federal Motor Carrier Safety Administration

43. **Application for Employment**

**Popular Title:** Application for Employment (DEREG)

**RIN 2126-AC13**

**Stage:** ANPRM

**Previous Stage:** ANPRM: published 3/8/19, C/P ended 5/7/19.

**Abstract:** FMCSA is considering changes to the requirement to have prospective drivers complete an employment application. FMCSA requests comment on the value of and need for this requirement. Comment also is sought on ways the requirement for an employment application could be changed to reduce the associated paperwork burdens for drivers and motor carriers, including but not limited to the complete elimination of the requirement.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/16/2018

**Docket Number:** FMCSA-2018-0247

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	10/31/2018	05/01/2019	03/08/2019
End of Comment Period	01/02/2019	07/01/2019	05/07/2019

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None



Federal Motor Carrier Safety Administration

44. **Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles**

**Popular Title:** ADS CMVs

**RIN 2126-AC17**

**Stage:** ANPRM

**Previous Stage:** ANPRM: 5/28/19, End of extended C/P 8/28/19.

**Abstract:** FMCSA requests public comment about Federal Motor Carrier Safety Regulations (FMCSRs) that may need to be updated, modified, or eliminated to facilitate the safe introduction of automated driving systems (ADS) equipped commercial motor vehicles (CMVs) onto our Nation's roadways. FMCSA requests comment on specific regulatory requirements that are likely to be affected by an increased integration of ADS-equipped CMVs. However, the Agency is not seeking comments on its financial responsibility requirements because they are not directly related to CMV technologies and because future insurance requirements will depend in part on the evolution of State tort law with respect to liability for the operation of ADS-equipped vehicles.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/22/2018

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	12/28/2018	05/31/2019	05/28/2019
End of Comment Period	03/01/2019	07/29/2019	07/29/2019

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Motor Carrier Safety Administration

45. **Hours of Service of Drivers**

**Popular Title:** HOS

**RIN 2126-AC19**

**Stage:** NPRM

**Previous Stage:** ANPRM: published 8/23/18, extended C/P ended 10/10/18. NPRM: Publication Date 08/22/19; End of Comment Period 10/7/19

**Abstract:** FMCSA proposes amendments to its HOS requirements to provide greater flexibility for drivers subject to the HOS rules without adversely affecting safety.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/02/2018

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	05/08/2019	07/31/2019	08/22/2019
End of Comment Period	06/24/2019	10/07/2019	10/21/2019

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Motor Carrier Safety Administration

46. **Hours of Service of Drivers of Commercial Motor Vehicles; Transportation of Agricultural Commodities**

**Popular Title:** HOS - Ag Commodities

**RIN 2126-AC24**

**Stage:** ANPRM

**Previous Stage:** ANPRM 7/29/19:

**Abstract:** FMCSA seeks public comment to assist in determining whether, and if so to what extent, the Agency should revise or otherwise clarify the definitions of "agricultural commodity" or "livestock" in the "Hours of Service (HOS) of Drivers" regulations. Currently, during harvesting and planting seasons as determined by each State, drivers transporting agricultural commodities, including livestock, are exempt from the HOS requirements from the source of the commodities to a location within a 150-air-mile radius from the source. This rulemaking is prompted by indications that the current definition of these terms may not be understood or enforced consistently when determining whether the HOS exemption applies.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/20/2018

**Docket Number:** FMCSA-2018-0348

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	03/18/2019	07/26/2019	07/29/2019
End of Comment Period	05/20/2019	09/26/2019	09/27/2019

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Federal Motor Carrier Safety Administration

47. **Extension of Compliance Date for Entry Level Driver Training**

**Popular Title:** ELDT Compliance Date Extension (DEREG)

**RIN 2126-AC25**

**Stage:** Interim Final Rule

**Previous Stage:** NPRM:7/18/19, C/P Ends 8/19/19. NPRM: Publication Date 07/18/2019; End of Comment Period 08/19/2019.

**Abstract:** This action would extend the compliance date for the Entry Level Driver Training Final Rule, published December 8, 2016 (81 FR 88732). The current February 6, 2020, compliance date will not be met due to delays in developing the Training Provider Registry (TPR). The TPR is the IT system that will be used to register training providers, receive training certificate information, and transmit information on individuals who met the training requirement to State Driver Licensing Agencies (SDLAs). The exact date for the extension will be determined at a later date based on the progress of the IT solution. It is also likely that several non-substantive changes to the regulatory text will be necessary for purposes of conformity and clarification. This action would provide the SDLAs with certainty that the current compliance date will be extended, thus allowing sufficient time for necessary adjustments to States' budgeting and resource allocation priorities.

**Effects:**

- Economically Significant
- Major

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/19/2019

**Docket Number:**

**Dates for Interim Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	01/21/2020		
End of Comment Period	03/24/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for Interim Final Rule:** None

Federal Railroad Administration

Federal Railroad Administration

48. Risk Reduction Program

**Popular Title:** Risk Reduction Program

**RIN 2130-AC11**

**Stage:** Final Rule

**Previous Stage:** ANPRM: Publication Date 12/08/2010; End of Comment Period 02/07/2011 NPRM: Publication Date 02/27/14; End of Comment Period 04/27/15.

**Abstract:** This rule requires each Class I freight railroad and each freight railroad with inadequate safety performance to develop and implement a Risk Reduction Program (RRP) to improve the safety of its operations. RRP is a comprehensive, system-oriented approach to safety that determines a railroad operation's level of risk by identifying and analyzing applicable hazards, and involves developing plans to mitigate, if not eliminate, that risk. Each railroad has flexibility to tailor an RRP to its specific railroad operations. Each railroad must implement its RRP under a written RRP plan that FRA has reviewed and approved and conduct an annual internal assessment of its RRP. FRA will audit railroad's RRP processes and procedures. Section 103 of the Rail Safety Improvement Act of 2008 (RSIA) mandates this rulemaking.

**Effects:**

Information Collection

**Prompting action:** Statute

**Legal Deadline:** Final Rule: 10/16/2012

**Rulemaking Project Initiated:** 10/16/2008

**Docket Number:** FRA-2009-0038

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	02/26/2016	002/05/2020	

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for Final Rule:** None

Federal Railroad Administration

49. **Emergency Escape Breathing Apparatus**

**Popular Title:** Emergency Escape Breathing Apparatus

**RIN 2130-AC14**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Date 10/05/2010, End of Comment Period 12/06/2010.

**Abstract:** Section 413 of the Rail Safety Improvement Act of 2008 (RSIA) requires the Secretary to prescribe regulations requiring railroads to provide specified emergency escape breathing apparatus (EEBA) for all crew members in locomotive cabs on freight trains carrying poison-inhalation-hazard hazardous material and provide training in its use. FRA cannot identify an economical means of compliance. Therefore, FRA instead issued a guidance document that railroads will use to develop EEBA programs to protect railroad employees involved in transporting hazardous materials posing an inhalation hazard. In this guidance document, FRA highlighted factors to consider when selecting appropriate EEBA devices and explained various programmatic components to evaluate when developing an EEBA program.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** Final Rule: 04/16/2010

**Rulemaking Project Initiated:** 10/16/2008

**Docket Number:** FRA-2009-0044

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Additional coordination necessary  
Other, higher priorities

**Federal Register Citation for Undetermined:** None

Federal Railroad Administration

50. **High-Speed Intercity Passenger Rail (HSIPR) Program; Buy America Program Requirements**

**Popular Title:** Buy America Program Requirements

**RIN 2130-AC23**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would establish regulations for FRA's Buy America requirements as part of the High-Speed Intercity Passenger Rail (HSIPR) program. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) authorized the appropriation of funds to establish several new passenger rail grant programs, including capital investment grants to support intercity passenger rail service (§301), high-speed corridor development (§501), and congestion grants (§302). FRA has consolidated these and other closely related programs into the HSIPR program, as detailed in FRA's HSIPR Interim Guidance and FY 2010 Interim Guidance. Spending authorized under PRIIA is subject to the Buy America provision of 49 U.S.C. § 24405(a). This rulemaking would provide standards to govern FRA's application of the Buy America provision to all PRIIA-authorized spending as part of the HSIPR program.

**Effects:**

Economically Significant  
Major  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/14/2010

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for Undetermined:** None

Federal Railroad Administration

51. **Locomotive Recording Devices**

**Popular Title:** Locomotive Recording Devices

**RIN 2130-AC51**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Approved; Publication Date; End of Comment Period.

**Abstract:** The FAST Act requires the Secretary to promulgate regulations requiring each railroad carrier that provides regularly scheduled intercity rail passenger or commuter rail passenger transportation to the public to install inward- and outward-facing image recording devices in all controlling locomotives of passenger trains. This rulemaking would require the installation of inward- and outward-facing locomotive video cameras on controlling locomotives of passenger trains. The recordings would be used to help determine the cause of railroad accidents and to prevent similar accidents. They would also be used to ensure passenger railroad employee compliance with applicable Federal railroad safety regulations and railroad rules, particularly regulations prohibiting the use of personal electronic devices. This rulemaking attempts to fulfill NTSB recommendations urging FRA to adopt regulations requiring locomotive-mounted audio and video recording devices. FRA is requesting comments regarding whether audio recording devices should be required.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** FAST Act: 12/04/2017

**Rulemaking Project Initiated:** 06/18/2015

**Docket Number:** FRA-2016-0036

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	04/10/2020	04/10/2020	
Publication Date	09/30/2020	09/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None



Federal Railroad Administration

52. **Rail Integrity and Track Safety Standards Amendments (RRTF)**

**Popular Title:** Track Safety Standards (DEREG)

**RIN 2130-AC53**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This NPRM proposes to revise FRA's Track Safety Standards (Standards), which prescribe the minimum safety requirements for railroad track. The proposed changes include allowing inspection of rail using continuous rail testing; allowing the use of flange-bearing frogs in crossing diamonds; relaxing the guard check gage limits on heavy-point frogs used in Class 5 track; removing an inspection-method exception for high-density commuter lines; and other miscellaneous revisions.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/26/2014

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	05/27/2016	12/12/2019	12/31/2019
End of Comment Period	07/27/2016	02/10/2020	03/02/2020

**Explanation for any delay:** Additional coordination necessary  
Awaiting development of additional data  
Unanticipated issues requiring further analysis

**Federal Register Citation for NPRM:** None

Federal Railroad Administration

53.	<b>Amendments to Brake System Safety Standards Governing Operations Using Electronic Air Brake Slip System</b>	
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**Popular Title:** Brakes III

**RIN 2130-AC82**

**Stage:** NPRM

**Previous Stage:**

**Abstract:** This rulemaking would propose to amend FRA's brake system safety standards to govern operations using the eABS system developed by AAR member railroads. This rulemaking would provide an alternative regulatory framework for railroads to utilize when choosing to use the eABS system, but the rulemaking would not require railroads to change their operations to use the system. The rulemaking would propose to extend the distance individual rail cars may be moved without stopping for brake and mechanical inspections and tests if the cars have a valid eABS system record. The rulemaking would also propose to allow railroads to add multiple cars to a train or remove multiple cars from a train without conducting additional brake tests as currently required if the train is solely made up of cars with eABS records. Currently, FRA regulations restrict the location and manner in which cars may be added or removed to a train without triggering the requirement for additional brake tests.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/08/2019

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	03/30/2020		
End of Comment Period	05/29/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Federal Transit Administration

Federal Transit Administration

54. Buy America: Amendments (MAP-21)

**Popular Title:** Buy America

**RIN 2132-AB16**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would amend 49 CFR Part 661 to incorporate changes made by MAP-21 and to make other updates and amendments.

**Effects:**

Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/10/2013

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	01/10/2014	10/26/2020	
End of Comment Period	03/14/2014	12/27/2020	

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for NPRM:** None

Maritime Administration

Maritime Administration

55. **Deepwater Port Policy Revocation; Review Process for Conversion of Deepwater Ports for Export or Bi-Directional Import/Export Use**

**Popular Title:** DWP Export or Bidirectional Use Policy

**RIN 2133-ZA04**

**Stage:** Notice

**Previous Stage:** Agency Policy: Publication Approved; Publication Date; End of Comment Period.

**Abstract:** The Maritime Administration (MARAD) is revoking its policy that requires licensed Deepwater Port (DWP) operators and project applicants to submit a new application and fee (currently \$350,000) for the review of proposals to convert oil and liquefied natural gas (LNG) import projects to allow exports or bidirectional import and export operations. Current licensees and project proponents who seek to modify or alter their facilities should follow existing U.S. Coast Guard (USCG) regulations and DWP license conditions that govern the submission and approval of modifications and alterations to port design, construction, and operation.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/12/2019

**Docket Number:** MARAD-2019-0147

**Dates for Notice:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	11/22/2019	01/23/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Notice:** None

National Highway Traffic Safety Administration

National Highway Traffic Safety Administration

56. **Tire Fuel Efficiency Consumer Information - Part 2**

**Popular Title:** Tire Fuel Efficiency Part 2 (DEREG)

**RIN 2127-AK76**

**Stage:** SNPRM

**Previous Stage:** NPRM: Publication Date 06/22/2009; Comment Period End 08/21/2009.

**Abstract:** This rulemaking would respond to requirements of the Energy Independence and Security Act of 2007 to establish a national tire fuel efficiency consumer information program for replacement tires designed for use on motor vehicles. On March 30, 2010, NHTSA published a final rule specifying the test procedures to be used to rate the performance of replacement passenger car tires for this new program (75 FR 15893). This rulemaking would address how this information would be made available to consumers.

**Effects:**

- EU
- NAFTA
- Foreign

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/19/2007

**Docket Number:** NHTSA-2011-0099

**Dates for SNPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	08/15/2012	03/30/2020	
End of Comment Period	10/15/2012	05/29/2020	

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for SNPRM:** None

National Highway Traffic Safety Administration

57. **Heavy Vehicle Speed Limiters**

**Popular Title:** Heavy Vehicle Speed Limiters

**RIN 2127-AK92**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Approved 08/29/2016; Publication Date 09/07/2016; End of Comment Period 11/07/2016. NPRM: Publication Approved 08/29/2016; Publication Date 09/07/2016; End of Comment Period 11/07/2016.

**Abstract:** This joint NHTSA and FMCSA rulemaking would respond to petitions from American Trucking Association and Roadsafe America to require the installation of speed limiting devices on heavy vehicles. This rulemaking would consider a new FMVSS that would require the installation of speed limiting devices on heavy vehicles.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/18/2011

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

National Highway Traffic Safety Administration

58. **Establish Side Impact Performance Requirements for Child Restraint Systems (MAP-21)**

**Popular Title:** Side Impact Test Procedure for CRS

**RIN 2127-AK95**

**Stage:** Final Rule

**Previous Stage:** NPRM: 01/28/14; End of C/P: 04/28/14; Reopen C/P: 06/04/14; End of Reopened C/P: 10/02/14

**Abstract:** This rulemaking, if finalized, would include side impact performance requirements, a side impact test procedure, and the use of a new side impact dummy in FMVSS No. 213, "Child restraint systems," to evaluate the performance of child restraint systems in side impacts. This rulemaking is mandated by MAP-21.

**Effects:**

Economically Significant  
Major

**Prompting action:** Statute

**Legal Deadline:** Final Rule: 10/01/2014

**Rulemaking Project Initiated:** 03/18/2011

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	04/30/2017	03/30/2020	

**Explanation for any delay:** Additional research and data analysis necessary.

**Federal Register Citation for Final Rule:** None

National Highway Traffic Safety Administration

59. **Motorcoach Rollover Structural Integrity (MAP-21)**

**Popular Title:** Motorcoach Rollover Structural Integrity

**RIN 2127-AK96**

**Stage:** Final Rule

**Previous Stage:** NPRM: 08/06/14; End of C/P: 10/06/14

**Abstract:** This rulemaking, if finalized, would promulgate a new FMVSS for rollover structural integrity requirements for motorcoaches and large buses, would address 6 recommendations issued by the NTSB on motorcoach roof strength and structural integrity, and is mandated by MAP-21.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** Publish Final Rule: 10/01/2014

**Rulemaking Project Initiated:** 03/18/2011

**Docket Number:** NHTSA-2014-0085

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	12/31/2015	01/30/2020	

**Explanation for any delay:** Other, higher priorities

**Federal Register Citation for Final Rule:** None

This rulemaking has been designated as nonsignificant and will not appear in next months' report.



National Highway Traffic Safety Administration

60. **FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets**

**Popular Title:** Novelty Helmets Enforcement

**RIN 2127-AL01**

**Stage:** Other

**Previous Stage:** Undetermined: Publication Date. Withdrawal: Publication Date.

**Abstract:** NHTSA plans to withdraw its May 21, 2015 notice of proposed rulemaking to amend Federal Motor Vehicle Safety Standard FMVSS No. 218, Motorcycle helmets. This rulemaking proposed adding a definition of motorcycle helmet, adding preliminary screening requirements and adding an alternate compliance process. Since publication of the NPRM, NHTSA has decided to evaluate other alternatives that might prove effective in reducing novelty helmet availability and use and has decided that changed circumstances warrant its withdrawal.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 04/21/2011

**Docket Number:**

**Dates for Other:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	10/30/2019	02/28/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Other:** None

National Highway Traffic Safety Administration

61. **Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage**

**Popular Title:** Alternative Fuel Consumer Information

**RIN 2127-AL12**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would as required by the Energy Independence and Security Act of 2007 (EISA) and promulgated under 49 U.S.C. § 32908(g), develop and implement a consumer information campaign to: (1) improve understanding of automobile performance related to fuel economy, greenhouse gas emissions, and other pollutant emissions; (2) inform consumers of the benefits of using alternative fuels and the location of alternative fueling stations; (3) and increase awareness of automotive thermal management technologies. This rulemaking is the third, and final, phase of consumer information initiatives required by EISA. The first phase promulgated new Fuel Economy and Environment labels for new automobiles, and was finalized in May 2011 (2127-AK73). The second phase (2127-AK75), currently being developed, addresses EISA requirements to: affix a permanent and prominent display that identifies new automobiles that are capable of operating on alternative fuels; attach a label to the fuel tank filler compartment of alternative fuel vehicles; and include in the owner’s manual for vehicles capable of operating on alternative fuels information describing the benefits of using alternative fuels, including their renewable nature and environmental benefits.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** EISA statutory deadline: 06/16/2011

**Rulemaking Project Initiated:** 12/19/2007

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

National Highway Traffic Safety Administration

62. **Upgrade of LATCH Usability Requirements (MAP-21)**

**Popular Title:** Upgrade of LATCH Usability Requirements

**RIN 2127-AL20**

**Stage:** Undetermined

**Previous Stage:** NPRM: 01/23/15; End of C/P: 03/24/15

**Abstract:** 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 MAP-21, 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.

**Effects:**

- EU
- NAFTA
- Foreign

**Prompting action:** Statute

**Legal Deadline:** Initiate NPRM: 10/01/2013  
Publish Final Rule: 10/01/2015

**Rulemaking Project Initiated:** 02/27/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

National Highway Traffic Safety Administration

63. **Upgrade FMVSS No. 213 for Improved Child Occupant Protection**

**Popular Title:** FMVSS No. 213 Upgrade

**RIN 2127-AL34**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** In accordance with MAP-21 § 31501(b)(1), this notice proposes to upgrade FMVSS No. 213 seat assembly and test parameters. NHTSA is considering updates to the standard seat geometry, seat cushion stiffness, and seat belt assembly that could better replicate real world conditions. In addition, revision to the frontal crash sled pulse is being considered to be more representative of crash pulses of the current vehicle fleet.

**Effects:**

None

**Prompting action:** 2011 Retrospective Regulatory Review

**Legal Deadline:** Initiate Rulemaking: 10/01/2014  
Final Rule: 10/01/2016

**Rulemaking Project Initiated:** 01/17/2013

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	08/30/2018	02/28/2020	
End of Comment Period	10/30/2018	04/27/2020	

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

64. **Rear Seat Belt Reminder System**

**Popular Title:** Rear Seat Belt Reminder System

**RIN 2127-AL37**

**Stage:** ANPRM

**Previous Stage:** NPRM: Publication Date; End of Comment Period.

**Abstract:** This notice seeks comment on proposals to amend FMVSS No. 208, "Occupant crash protection," to require automobile manufacturers to install a seat belt reminder system for certain designated seating positions in passenger vehicles. This notice also responds in part to a petition for rulemaking submitted by Public Citizen and Advocates for Highway and Auto Safety, as well as MAP-21 requirements.

**Effects:**

Economically Significant  
Major

**Prompting action:** Statute

**Legal Deadline:** Initiate: 10/01/2014  
Final Rule: 10/01/2015

**Rulemaking Project Initiated:** 07/06/2012

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	05/31/2019		09/27/2019
End of Comment Period	11/26/2019		11/26/2019

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

National Highway Traffic Safety Administration

65.	<b>Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication</b>	
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**Popular Title:** Vehicle to Vehicle (V2V) Communication

**RIN 2127-AL55**

**Stage:** Undetermined

**Previous Stage:** ANPRM 08/20/14; End of C/P 10/20/14; NPRM 01/12/17; End of C/P 04/12/17

**Abstract:** This rulemaking would require that all light vehicles be capable of V2V communication by use of on-board dedicated short-range radio communication (DSRC) devices, which would broadcast messages about a vehicle's speed, heading, brake status, and other information to other vehicles and receive the same information from the messages, with extended range and 'line-of-sight' capabilities.

**Effects:**

- Economically Significant
- Major
- Privacy

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/09/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

National Highway Traffic Safety Administration

66. **Retroreflective Tape and Underride Guards for Single Unit Trucks**

**Popular Title:** Retroreflective Tape for Single Unit Trucks

**RIN 2127-AL57**

**Stage:** Other

**Previous Stage:** ANPRM: 07/23/15; End of C/P: 09/21/15; ANPRM C/P Extended: 10/06/15; End of Extended C/P: 11/05/15 Undetermined: Publication Date. ANPRM: Publication Date 07/23/2015; End of Comment Period 09/21/2015; Notice of Withdrawal; Effective Date.

**Abstract:** NHTSA withdraws its July 23, 2015 Advanced Notice of Proposed Rulemaking (ANPRM) that responded in part to a petition for rulemaking regarding possible amendments to the Federal motor vehicle safety standards (FMVSSs) relating to rear underride guards. The ANPRM requested comment on NHTSA's analysis of the costs and benefits of amending the FMVSS to single unit trucks (SUTs) either to be equipped with improved rear underride guards or with retroreflective tape to improve visibility to other drivers. NHTSA has determined based on the comments received, as well as further agency analysis of the petitions, that the changes considered in the ANPRM are not justified at this time.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/03/2014

**Docket Number:**

**Dates for Other:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Notice of Withdrawal	10/31/2018	02/28/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Other:** None

National Highway Traffic Safety Administration

67. **Requirements for Importing Motor Vehicles and Motor Vehicle Equipment**

**Popular Title:** Importing Motor Vehicles and Equipment

**RIN 2127-AL61**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would amend regulations that pertain to the importation of motor vehicles and motor vehicle equipment subject to the Federal motor vehicle safety, bumper, and theft prevention standards. The amendments would implement a recently enacted statute, codified at 49 U.S.C. § 30164(c)-(f), that authorizes NHTSA to issue regulations conditioning the importation of a motor vehicle or motor vehicle equipment upon the manufacturer (including the importer) providing such information that is necessary to identify and track the product by name and the manufacturer's address, and each retailer or distributor to which the manufacturer directly supplied motor vehicles or motor vehicle equipment.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 06/11/2015

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None



National Highway Traffic Safety Administration

68. **49 CFR Part 577 Defect and Noncompliance Notification**

**Popular Title:** Part 577 Defect and Noncompliance Notifications

**RIN 2127-AL66**

**Stage:** Undetermined

**Previous Stage:** ANPRM: 01/25/16; End of C/P: 03/10/16; NPRM: 09/01/16; End of C/P: 10/31/16

**Abstract:** This rulemaking, if finalized, would respond to Section 24104 of the FAST Act directing the Secretary to issue a rule requiring manufacturers "notification by electronic means in addition to notification by first class mail" to owners for defects and noncompliance of motor vehicles. MAP-21 allowed the Secretary discretion for the notification to be "in a manner other than, or in addition to, first class mail." MAP-21 also authorized the Secretary of Transportation to improve the efficacy of recalls by requiring manufacturers to send additional notifications of defects or noncompliance if a second notification by the manufacturer does not result in an adequate number of motor vehicles or replacement equipment being returned for remedy. 49 U.S.C. § 30119(e).

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 08/12/2015

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

National Highway Traffic Safety Administration

69.	<b>The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks</b>	
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**Popular Title:** CAFE MYs 2022-2025

**RIN 2127-AL76**

**Stage:** Final Rule

**Previous Stage:** Notice:07/27/16; End of C/P: 09/26/2016; NPRM: 08/24/2018

**Abstract:** The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) proposed a rule to adjust the corporate average fuel economy (CAFE) and greenhouse gas (GHG) emissions standards for model years (MYs) 2021 through 2026 light-duty vehicles. EPA established national GHG emissions standards under the Clean Air Act that extend through 2025, and NHTSA established augural CAFE standards for MY 2022-2025 vehicles under the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act (EISA). This joint rulemaking proposes adjustments to those standards, following conclusion of the Mid-Term Evaluation (MTE) process and EPA's Final Determination that it is appropriate to adjust the MY 2022-2025 GHG emission standards.

**Effects:**

Economically Significant  
Major

**Prompting action:** Statute

**Legal Deadline:** Publish Final Rule: 04/01/2020

**Rulemaking Project Initiated:** 06/10/2016

**Docket Number:**

**Dates for Final rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	04/01/2020		
Effective Date	04/01/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

National Highway Traffic Safety Administration

70. **49 CFR Part 578, Civil Penalties**

**Popular Title:** 49 CFR Part 578, Civil Penalties

**RIN 2127-AL94**

**Stage:** Final Rule

**Previous Stage:** NPRM 04/02/18; End of C/P 05/02/18 NPRM: Publication Date 04/02/2018; End of Comment Period 05/02/2018.

**Abstract:** This rulemaking, if finalized, would establish a civil penalty rate applicable to automobile manufacturers that fail to meet applicable CAFE standards and are unable to offset such a deficit with compliance credits. NHTSA proposed this civil penalty rate based on a tentative determination regarding the applicability of the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, and in accordance with the Energy Policy and Conservation Act of 1975 (EPCA) and the Energy Independence and Security Act of 2007 (EISA). If finalized, the rulemaking would also increase the maximum penalty permitted for other violations of EPCA, as amended, to account for inflation, pursuant to the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/31/2018

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	08/31/2018	09/30/2019	07/26/2019
Effective Date		11/30/2019	09/24/2019

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

National Highway Traffic Safety Administration

71. **Pilot Program for Collaborative Research on Motor Vehicles with High or Full Driving Automation**

**Popular Title:** ADS Pilot Program (DEREG)

**RIN 2127-AL99**

**Stage:** NPRM

**Previous Stage:** ANPRM: Publication Date 10/10/2018; End of Comment Period 12/10/2018; Analyzing Comments.

**Abstract:** This notice seeks public comments on NHTSA's progress in developing proposals for the establishment of a pilot research program for the safe on-road testing and development of the emerging advanced vehicle safety technologies, especially automated driving systems. Such systems have the potential to reduce the number of fatalities and injuries resulting from driver choices and errors, including decisions to drive while intoxicated, distracted, or fatigued.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	01/31/2020		
End of Comment Period	03/30/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

72. **Removing Regulatory Barriers for Automated Driving Systems**

**Popular Title:** Removing Barriers to ADS (DEREG)

**RIN 2127-AM00**

**Stage:** NPRM

**Previous Stage:** ANPRM: Publication Date; End of Comment Period.

**Abstract:** This notice seeks comment on existing motor vehicle regulatory barriers to the introduction and certification of automated driving systems. NHTSA is developing the appropriate analysis of requirements that are necessary to maintain the agency's continued focus on safety while enabling innovative vehicle designs and removing or modifying those requirements that would no longer be appropriate if a human driver will not be operating the vehicle. NHTSA previously published a Federal Register notice requesting public comment on January 18, 2018. In response to comments received from the January notice, the agency initiated this ANPRM to begin the rulemaking process.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	08/30/2020	01/30/2021	
End of Comment Period	10/30/2020	03/29/2021	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

73. **Occupant Protection for Automated Driving Systems**

**Popular Title:** Occupant Protection for ADS

**RIN 2127-AM06**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This action proposes to amend crashworthiness regulations that may be necessary to facilitate the certification of motor vehicles equipped without driver controls. The agency published a Federal Register notice on January 18, 2018 requesting comment on existing regulatory barriers that may block the introduction and certification of ADS-equipped vehicles, particularly those without human controls. In response to comments received from the January notice, the agency initiated this NPRM to begin the rulemaking process. NHTSA will consider comments received from this notice, agency research, stakeholder engagement, and internal agency analysis to remove crashworthiness-related regulatory barriers.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/26/2018

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	03/31/2019	01/31/2020	
End of Comment Period	05/31/2019	03/28/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

74. **Considerations for Telltales, Indicators and Warnings in ADS Vehicles**

**Popular Title:** None

**RIN 2127-AM07**

**Stage:** ANPRM

**Previous Stage:** None

**Abstract:** This notice seeks comments on amending the Federal motor vehicle safety standards to address the applicability and appropriateness of safety messaging (telltales, indicators, and warnings) in vehicles without conventional driver controls.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/26/2018

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	09/30/2019	03/30/2020	
End of Comment Period	11/30/2019	05/30/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

National Highway Traffic Safety Administration

75. **Safety Principles for Automated Driving Systems**

**Popular Title:** Safety Principles for Automated Driving Systems

**RIN 2127-AM15**

**Stage:** ANPRM

**Previous Stage:**

**Abstract:** This notice solicits comments on regulatory approaches to motor vehicles equipped with Automatic Driving System (ADS). The agency seeks public comments on the creation of a safety framework for objectively and transparently assessing and validating the success of each ADS vehicle or developer in designing safety into its vehicles. More specifically, it asks commenters about developing and establishing a regulatory approach such as amending Federal Motor Vehicle Safety Standards (FMVSS) or developing alternative safety regulations relating to ADS vehicle performance.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2019

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	12/30/2019	01/30/2020	
End of Comment Period	02/28/2020	03/28/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None



National Highway Traffic Safety Administration

76. **EPCA CAFE Civil Penalties**

**Popular Title:** EPCA CAFE Civil Penalties

**RIN 2127-AM16**

**Stage:** NPRM

**Previous Stage:**

**Abstract:** This rulemaking would consider actions to adhere to the statutory provisions concerning the civil penalty rate for non-compliance with Corporate Average Fuel Economy (CAFE) standards.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2019

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	02/28/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

77. **Medium and Heavy-Duty Trailer Fuel Efficiency Standards**

**Popular Title:** MD/HD Trailer Fuel Efficiency Standards

**RIN 2127-AM17**

**Stage:** NPRM

**Previous Stage:**

**Abstract:** This notice responds to an October 25, 2016, petition for rulemaking from the Truck Trailer Manufacturers Association requesting amendments to the fuel efficiency standards and greenhouse gas emissions standards for medium and heavy-duty trailers. NHTSA granted the petition on August 17, 2017, and with the Environmental Protection Agency, is commencing a joint rulemaking proceeding.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2019

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	01/30/2020	01/30/2020	
End of Comment Period	03/30/2020	03/29/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

78. **Passenger-less Delivery Vehicles equipped with Automated Driving Systems**

**Popular Title:** Delivery Vehicles with ADS (DEREG)

**RIN 2127-AM18**

**Stage:** ANPRM

**Previous Stage:** Publication Approved; Publication Date; End of Comment Period.

**Abstract:** This action seeks comments on amending regulations that may be necessary to facilitate the certification of motor vehicles without a passenger compartment. The agency published a Federal Register notice on January 18, 2018 requesting comment on existing regulatory barriers that may block the introduction and certification of Automated Driving System (ADS)-equipped vehicles, particularly those without human controls. In response to comments received from the January notice, the agency initiated this ANPRM to begin the rulemaking process. NHTSA, while continuing its focus on safety, will consider comments received from this notice, agency research, stakeholder engagement, and internal agency analysis for identifying regulatory barriers.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/03/2019

**Docket Number:**

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	01/31/2020		
End of Comment Period	03/30/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

National Highway Traffic Safety Administration

79. **Specialized Motor Vehicles with Automated Driving Systems**

**Popular Title:** Specialized Vehicles with ADS (DEREG)

**RIN 2127-AM19**

**Stage:** ANPRM

**Previous Stage:**

**Abstract:** This notice seeks comment on establishing regulatory requirements specific to classes of specialized motor vehicles equipped with automated driving systems (ADS). The agency published a Federal Register notice on January 18, 2018 requesting comment on existing regulatory barriers that may block the introduction and certification of ADS-equipped vehicles, particularly those without human controls. In response to comments received from the January notice, the agency initiated this ANPRM to begin the rulemaking process. NHTSA will consider comments received from this notice, agency research, stakeholder engagement, and internal agency analysis to identify appropriate requirements that maintain the agency's continued focus on safety while enabling innovative vehicle designs.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/03/2019

**Docket Number:**

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	09/30/2020		
End of Comment Period	11/30/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

National Highway Traffic Safety Administration

Office of the Secretary

Office of the Secretary

80. **Carrier-Supplied Medical Oxygen, Service Request Reporting, and Seating Accommodations with Extra Legroom**

**Popular Title:** Medical Oxygen; Legroom; Accommodation Requests

**RIN 2105-AE12**

**Stage:** Undetermined

**Previous Stage:** NPRM: 06/08/2010; C/P End: 08/09/2010.

**Abstract:** This rulemaking would follow up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. This rulemaking would consider (1) whether carriers should be required to supply in-flight medical oxygen for a fee to passengers who require it to access air transportation; (2) whether carriers should be required to report to the Department annually the number of requests for disability assistance they receive; and (3) whether to broaden the scope of passengers with disabilities who must be afforded seats with extra leg room, and whether carriers should be required to provide seating accommodations with extra leg room in all classes of service. The issue of whether carriers should be required to provide accessible lavatories on single aisle aircraft has been transferred to RIN 2105-AE32. The topic of service animals is removed from this rulemaking action and will be addressed in a new rulemaking action under RIN 2105-AE63. (The issue of Accessibility of Web Sites and Automated Kiosks at U.S. Airports was addressed under RIN 2105-AD96.) This rulemaking would follow up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** Deadline to issue NPRM.: 07/15/2017

**Rulemaking Project Initiated:** 04/25/2011

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

81.	<b>Use of Mobile Wireless Devices for Voice Calls on Aircraft</b>	
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**Popular Title:** Mobile Wireless Devices

**RIN 2105-AE30**

**Stage:** Undetermined

**Previous Stage:** ANPRM: 02/24/2014; End of C/P: 03/26/2014.

**Abstract:** This rulemaking would explore whether DOT should adopt a rule to disclose or restrict voice communications on passengers' mobile wireless devices on scheduled flights within, to and from the United States. In 2013, the Federal Communications Commission (FCC) issued a notice of proposed rulemaking that, if adopted would, among other things, create a pathway for airlines to permit the use of cellphones or other mobile wireless devices to make or receive calls on board aircraft. At present, however, air carriers do not offer voice call service within U.S. airspace.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/07/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A

**Federal Register Citation for Undetermined:** None

82. **Accessible In-Flight Entertainment****Popular Title:** Accessible IFE**RIN 2105-AE32****Stage:** NPRM**Previous Stage:** NPRM 07/15/17 (for Accessible Lavatories)

**Abstract:** This rulemaking follows-up on an air travel accessibility issue discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule on whether carriers should be required to ensure that the same in-flight entertainment available to all passengers is accessible to passengers with disabilities. In 2016, a DOT negotiated rulemaking committee reached consensus on both in-flight entertainment and accessible lavatories. The topic of accessible lavatories on single-aisle aircraft was removed from RIN 2105-AE12 and will be addressed in a new rulemaking action under RIN 2105-AE88 and RIN 2105-AE89. The topic of service animals was removed from RIN 2105-AE12 and will be addressed in a new rulemaking action under RIN 2105-AE63.

**Effects:**

Negotiated Rulemaking

**Prompting action:** None**Legal Deadline:** None**Rulemaking Project Initiated:** 03/07/2014**Docket Number:****Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	07/25/2017	10/30/2020	
End of Comment Period	10/25/2017	01/28/2021	

**Explanation for any delay:** Additional coordination needed for regulatory evaluation  
Additional research and data analysis necessary.

**Federal Register Citation for NPRM:** None

83. **Air Transportation Consumer Protection Requirements for Ticket Agents****Popular Title:** Consumer Protection Reqs: Air Transp. Ticket Agent**RIN 2105-AE57****Stage:** Undetermined**Previous Stage:** NPRM: 5/23/14; End of C/P: 08/21/14.

**Abstract:** This rulemaking would address a number of proposals to enhance protections for air travelers and to improve the air travel environment. Specifically, this rulemaking would enhance airline passenger protections by addressing whether to codify in regulation a definition of the term "ticket agent." The rulemaking would also consider whether to require large travel agents to adopt minimum customer service standards and prohibit the unfair and deceptive practice of post-purchase price increases. These issues, previously part of a rulemaking known as Airline Pricing Transparency and Other Consumer Protection Issues, (2105-AE11) have been separated into this proceeding.

**Effects:**

Major

**Prompting action:** None**Legal Deadline:** final rule: 04/03/2019**Rulemaking Project Initiated:** 07/18/2016**Docket Number:****Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date			

**Explanation for any delay:** N/A**Federal Register Citation for Undetermined:** None



84. **Traveling by Air with Service Animals****Popular Title:** Service Animals**RIN 2105-AE63****Stage:** NPRM**Previous Stage:** ANPRM: 05/23/18; End of C/P: 07/09/18.

**Abstract:** This rulemaking would address the appropriate definition of a service animal and include safeguards to ensure safety and reduce the likelihood that passengers wishing to travel with their pets on aircraft will be able to falsely claim that their pets are service animals. This NPRM follows up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. This rulemaking covers one of the topics initially proposed under RIN 2105-AE12.

**Effects:**

None

**Prompting action:** Statute**Legal Deadline:** FAA Extension, Safety, and Security Act of 2016 required issuance of NPRM on service animals.: 07/15/2017**Rulemaking Project Initiated:** 01/12/2017**Docket Number:****Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	03/08/2019	02/05/2020	
End of Comment Period	05/08/2019	03/31/2020	

**Explanation for any delay:****Federal Register Citation for NPRM:** None

85. **Processing Buy America and Buy American Waivers Based on Nonavailability****Popular Title:** Buy America(n) Nonavailability Waivers**RIN 2105-AE79****Stage:** NPRM**Previous Stage:** None

**Abstract:** This rule will establish the applicable regulatory standard for waivers from the Buy America requirement on the basis that a product or item is not manufactured in the United States meeting the applicable Buy America requirement. This standard will require the use of items and products with the maximum known amount of domestic content. The rule will also establish the required information, which is expected to be consistent across the Department, the applicants must provide in applying for such waivers.

**Effects:**

Information Collection

**Prompting action:** Presidential Direction**Legal Deadline:** None**Rulemaking Project Initiated:** 07/31/2018**Docket Number:****Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	06/24/2019	02/28/2020	
End of Comment Period	08/26/2019	04/24/2020	

**Explanation for any delay:** N/A**Federal Register Citation for NPRM:** None

86. **Accessible Lavatories on Single-Aisle Aircraft: Part I****Popular Title:** Accessible Lavs: Part 1**RIN 2105-AE88****Stage:** NPRM**Previous Stage:** None

**Abstract:** This rulemaking would require airlines to take steps to improve the accessibility of lavatories on single-aisle aircraft short of increasing the size of the lavatories. The rulemaking would ensure the accessibility of features within an aircraft lavatory, including but not limited to, toilet seat, assist handles, faucets, flush control, attendant call buttons, lavatory controls and dispensers, lavatory door sill, and door locks. The rulemaking would also consider standards for the on-board wheelchair to improve its safety/maneuverability and easily permit its entry into the aircraft lavatory.

**Effects:**

Negotiated Rulemaking

**Prompting action:** None**Legal Deadline:** Supplemental notice of proposed rulemaking: 07/15/2017**Rulemaking Project Initiated:** 03/15/2019**Docket Number:****Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	12/02/2019	12/02/2019	01/02/2020
End of Comment Period	03/02/2020	03/02/2020	03/02/2020

**Explanation for any delay:** N/A**Federal Register Citation for NPRM:** None

87. **Accessible Lavatories on Single-Aisle Aircraft: Part II**

**Popular Title:** Accessible Lavatories: Part 2

**RIN 2105-AE89**

**Stage:** ANPRM

**Previous Stage:** None.

**Abstract:** This rulemaking would solicit comment and gather updated information on the costs and benefits of requiring airlines to make lavatories on new single-aisle aircraft large enough, equivalent to that currently found on twin-aisle aircraft, to permit a passenger with a disability (with the help of an assistant, if necessary) to approach, enter, and maneuver within the aircraft lavatory as necessary to use all lavatory facilities and leave by means of the aircraft's on-board wheelchair.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 04/19/2019

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	12/03/2019	02/21/2020	
End of Comment Period	03/02/2020	05/21/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

88. **Airfare Advertising****Popular Title:** Airfare Advertising**RIN 2105-AE91****Stage:** NPRM**Previous Stage:**

**Abstract:** This rulemaking would review the Department's existing airfare advertising rule, 14 CFR 399.84, which prohibits U.S. and foreign air carriers and ticket agents from advertising airfares that are non-inclusive of all mandatory taxes and fees that consumers must pay, and also defines the size and appearance of such disclosures. The rulemaking will examine whether the existing airfare advertising rule imposes unnecessary and costly burdens on carriers and consumers.

**Effects:**

None

**Prompting action:** None**Legal Deadline:** None**Rulemaking Project Initiated:** 09/04/2019**Docket Number:****Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	07/30/2020	09/25/2020	
End of Comment Period	09/30/2020	11/25/2020	

**Explanation for any delay:** N/A**Federal Register Citation for NPRM:** None

89. **Buy America Nonavailability Waiver Guidance**

**Popular Title:** Buy America(n) Nonavailability Guidance

**RIN 2105-ZA07**

**Stage:** Request for Comments

**Previous Stage:** None

**Abstract:** This guidance describes the information that DOT will consider when assessing applications for waivers from the Buy America requirement on the basis that a product or item is not manufactured in the United States meeting the applicable Buy America requirement. This guidance also streamlines the DOT process for assessing non-availability waivers.

**Effects:**

None

**Prompting action:** Presidential Direction

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/31/2018

**Docket Number:**

**Dates for Request for Comments:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	11/23/2018	03/30/2020	
End of Comment Period	01/23/2019		

**Explanation for any delay:** N/A

**Federal Register Citation for Request for Comments:** None

Pipeline and Hazardous Materials Safety Administration

Pipeline and Hazardous Materials Safety Administration

90. Pipeline Safety: Safety of Hazardous Liquid Pipelines

**Popular Title:** OPS: Hazardous Liquid Pipelines

**RIN 2137-AE66**

**Stage:** Final Rule

**Previous Stage:** NPRM 10/13/2015

**Abstract:** This rulemaking amends the Pipeline Safety Regulations to improve protection of the public, property, and the environment by closing regulatory gaps where appropriate, and ensuring that operators are increasing the detection and remediation of unsafe conditions, and mitigating the adverse effects of hazardous liquid pipeline failures.

**Effects:**

Regulatory Flexibility Act

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 08/13/2010

**Docket Number:** PHMSA-2010-0229

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	10/03/2016	07/29/2019	10/01/2019
Effective Date		08/29/2019	07/01/2020

**Explanation for any delay:** Additional coordination necessary

**Federal Register Citation for Final Rule:** None

Pipeline and Hazardous Materials Safety Administration

91. **Pipeline Safety: Safety of Gas Transmission Pipelines, MAOP Reconfirmation, Expansion of Assessment Requirements and Other Related Amendments**

**Popular Title:** OPS: Gas Transmission

**RIN 2137-AE72**

**Stage:** Final Rule

**Previous Stage:** NPRM: 04/08/2016

**Abstract:** This rulemaking amends the pipeline safety regulations to address the testing and pressure reconfirmation of certain previously untested gas transmission pipelines and certain gas transmission pipelines with inadequate records, require operators incorporate seismicity into their risk analysis and data integration, require the reporting of maximum allowable operating pressure exceedances, allow a 6-month extension of integrity management reassessment intervals with notice, and expand integrity assessments outside of high consequence areas to other populated areas.

**Effects:**

Major

**Prompting action:** 2011 Retrospective Regulatory Review

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/04/2011

**Docket Number:** PHMSA-2011-0023

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date		08/30/2019	10/01/2019
Effective Date		10/29/2019	07/01/2020

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None



Pipeline and Hazardous Materials Safety Administration

92. **Pipeline Safety: Amendments to Parts 192 and 195 to require Valve installation and Minimum Rupture Detection Standards**

**Popular Title:** OPS: Rupture Detection and Valves

**RIN 2137-AF06**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** PHMSA is proposing to revise the Pipeline Safety Regulations applicable to newly constructed or entirely replaced natural gas transmission and hazardous liquid pipelines to improve rupture mitigation and shorten pipeline segment isolation times in high consequence and select non-high consequence areas. The proposed rule defines certain pipeline events as "ruptures" and outlines certain performance standards related to rupture identification and pipeline segment isolation. PHMSA also proposes specific valve maintenance and inspection requirements, and 9-1-1 notification requirements to help operators achieve better rupture response and mitigation. The rule addresses congressional mandates, incorporate recommendations from the National Transportation Safety Board, and are necessary to reduce the serious consequences of large-volume, uncontrolled releases of natural gas and hazardous liquids.

**Effects:**

Major  
Regulatory Flexibility Act

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 11/21/2013

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	01/06/2015	01/28/2020	
End of Comment Period	02/26/2015	03/29/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

93. **Hazardous Materials: Enhanced Safety Provisions for Lithium Batteries Transported by Aircraft (FAA Reauthorization Act of 2018)**

**Popular Title:** OHMS: Revised Lithium Battery Provisions by Air

**RIN 2137-AF20**

**Stage:** Final Rule

**Previous Stage:** IFR: 3/6/2019.

**Abstract:** This rulemaking amends the Hazardous Materials Regulations (HMR; 49 CFR parts 171-180) to (1) prohibit the transport of lithium ion cells and batteries as cargo on passenger aircraft; (2) require all lithium ion cells and batteries to be shipped at not more than a 30 percent state of charge on cargo-only aircraft; and (3) limit the use of alternative provisions for small lithium cell or battery to one package per consignment. The amendments will not restrict passengers or crew members from bringing personal items or electronic devices containing lithium cells or batteries aboard aircraft, or restrict the air transport of lithium ion cells or batteries when packed with or contained in equipment. To accommodate persons in areas potentially not serviced daily by cargo aircraft, PHMSA is providing a limited exception for not more than two replacement lithium cells or batteries specifically used for medical devices to be transported by passenger aircraft and at a state of charge greater than 30 percent, under certain conditions and as approved by the Associate Administrator. This rulemaking is necessary to meet the FAA Reauthorization Act of 2018, address a safety hazard, and harmonize the HMR with emergency amendments to the 2015-2016 edition of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Technical Instructions).

**Effects:**

- Regulatory Flexibility Act
- Information Collection
- Foreign

**Prompting action:** Statute

**Legal Deadline:** FAA Reauthorization Act of 2018 (§333): 01/03/2019

**Rulemaking Project Initiated:** 01/25/2016

**Docket Number:** PHMSA-2016-0014

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	03/30/2020	05/07/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Pipeline and Hazardous Materials Safety Administration

94. **Pipeline Safety: Underground Storage Facilities for Natural Gas**

**Popular Title:** OPS: Underground Storage Facilities Natural Gas

**RIN 2137-AF22**

**Stage:** Final Rule

**Previous Stage:** Interim Final Rule: Publication Date 12/19/2016; End of Comment Period 02/17/2017; Effective Date 01/18/2017. Response to petition FR 06/20/2017

**Abstract:** PHMSA issued an interim final rule that requires operators of underground storage facilities for natural gas to comply with minimum safety standards, including compliance with API RP 1171, Functional Integrity of Natural Gas Storage in Depleted Hydrocarbon Reservoirs and Aquifer Reservoirs, and API RP 1170, Design and Operation of Solution-mined Salt Caverns Used for Natural Gas Storage. The next planned action is to finalize the interim final rule.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/17/2016

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date		02/11/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Pipeline and Hazardous Materials Safety Administration

95. **Hazardous Materials: Vapor Pressure of Unrefined Petroleum Products and Class 3 Materials**

**Popular Title:** OHMS: Vapor Pressure Unrefined Petro and Class 3

**RIN 2137-AF24**

**Stage:** Withdrawal

**Previous Stage:** ANPRM: 1/18/2017.

**Abstract:** PHMSA is providing notice of its determination to withdraw the January 18, 2017, ANPRM. In this rulemaking, PHMSA assessed the merits of a petition for rulemaking submitted by the Attorney General of the State of New York regarding vapor pressure standards for the transportation of crude oil. The petition requested that PHMSA implement a Reid Vapor Pressure (RVP) limit less than 9.0 pounds per square inch (psi) for crude oil transported by rail. This withdrawal provides notice that PHMSA determined that the current classification provisions of the HMR adequately address Class 3 flammable liquids, including unrefined petroleum products.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 06/23/2016

**Docket Number:** PHMSA-2016-0077

**Dates for Withdrawal:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	02/10/2020	02/24/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Withdrawal:** None

Pipeline and Hazardous Materials Safety Administration

96. **Pipeline Safety: Class Location Requirements**

**Popular Title:** OPS: Class Location Requirements

**RIN 2137-AF29**

**Stage:** NPRM

**Previous Stage:** ANPRM, 83 FR 36861, July 31, 2018. ANPRM: Publication Approved 07/27/2018; Publication Date 07/31/2018; End of Comment Period 10/01/2018.

**Abstract:** This rulemaking regards existing class location requirements for natural gas transmission lines, specifically as they pertain to actions operators are required to take following class location changes due to population growth near the pipeline. Operators have suggested that performing integrity management measures on pipelines where class locations have changed due to population increases would be an equally safe but less costly alternative to the current requirements of either reducing pressure, pressure testing, or replacing pipe. The ANPRM requested public comment to inform future regulatory or deregulatory efforts related to this topic.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 06/29/2017

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date		06/22/2020	
End of Comment Period		08/03/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Pipeline and Hazardous Materials Safety Administration

97. **Pipeline Safety: Coastal Ecological Unusually Sensitive Areas**

**Popular Title:** OPS: Coastal Ecological Unusually Sensitive Areas

**RIN 2137-AF31**

**Stage:** ANPRM

**Previous Stage:** N/A

**Abstract:** As mandated by section 19 of the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (Pub. L. 114-183), PHMSA will amend the definition of unusually sensitive area (USA) to explicitly include the Great Lakes, coastal beaches, and marine coastal waters as USA ecological resources for the purposes of determining whether a pipeline is in a high consequence area (HCA), as defined by 49 CFR 195.450. To address this mandate, PHMSA must change the definition of USA and further define what is included in "coastal beaches" and "marine coastal waters." In this rulemaking, PHMSA will solicit broad input from the pipeline industry and other stakeholders, propose definitions and geographic extents for the new terms to be included in the revised USA definition, and understand industry implications and concerns with the proposed revisions.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/18/2017

**Docket Number:**

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	11/30/2018	02/20/2020	
End of Comment Period	01/30/2019	04/20/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for ANPRM:** None

Pipeline and Hazardous Materials Safety Administration

98. **Pipeline Safety: Gas Pipeline Regulatory Reform**

**Popular Title:** OPS: Gas Pipeline Regulatory Reform

**RIN 2137-AF36**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** This rulemaking would amend the Pipeline Safety Regulations to adopt a number of actions that ease regulatory burdens on the construction and operation of gas transmission, gas distribution and gas gathering pipeline systems. These amendments include regulatory relief actions identified by internal agency review, existing petitions for rulemaking, and public comments on the Department of Transportation Regulatory Review and Transportation Infrastructure notices.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/20/2018

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	02/01/2019	01/29/2020	
End of Comment Period	04/01/2019	03/29/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Pipeline and Hazardous Materials Safety Administration

99. **Pipeline Safety: Safety of Gas Gathering Pipelines**

**Popular Title:** OPS: Safety of Gas Gathering Pipelines

**RIN 2137-AF38**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Date 04/08/2016.

**Abstract:** This rulemaking would require all gas gathering pipeline operators to report incidents and annual pipeline data. PHMSA is also extending regulatory safety requirements to Type A gathering lines in Class 1 locations and is proposing to change certain definitions related to gas gathering operation.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/01/2018

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	08/14/2019	07/24/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None



Pipeline and Hazardous Materials Safety Administration

100. **Pipeline Safety: Safety of Gas Transmission Pipelines, Repair Criteria, Integrity Management Improvements, Cathodic Protection, Management of Change, and Other Related Amendments**

**Popular Title:** OPS: Safety of Gas Transmission Pipelines: IM Impr.

**RIN 2137-AF39**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Date 04/08/2016.

**Abstract:** This rulemaking would amend the pipeline safety regulations relevant to gas transmission pipelines by adjusting the repair criteria in high consequence areas and creating new criteria for non-high consequence areas, requiring the inspection of pipelines following extreme events, requiring safety features on in-line inspection tool launchers and receivers, updating and bolstering pipeline corrosion control, codifying a management of change process, clarifying certain integrity management provisions, and strengthening integrity management assessment requirements.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/01/2018

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	06/12/2019	07/24/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for Final Rule:** None

Pipeline and Hazardous Materials Safety Administration

101. **Hazardous Materials: Liquefied Natural Gas by Rail**

**Popular Title:** OHMS: LNG by Rail (DEREG)

**RIN 2137-AF40**

**Stage:** NPRM

**Previous Stage:** N/A

**Abstract:** Liquefied natural gas (LNG) is a critical energy resource for the 21st century. Currently, the Hazardous Materials Regulations (HMR) do not authorize the bulk transport of LNG in rail tank cars. PHMSA, in collaboration with the Federal Railroad Administration, believes this is a potential area for industry innovation to support infrastructure development while maintaining a high level of safety. This deregulatory rulemaking action would develop a framework for the safe transport of LNG in rail tank cars.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** EO13868 Sec. 4(b) to publish Final Rule no later than 13 months after order.: 05/10/2020  
EO13868 Sec. 4(b) to publish NPRM no later than 100 day after order.: 07/19/2019

**Rulemaking Project Initiated:** 03/19/2018

**Docket Number:** PHMSA-2018-0025

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
Publication Date	02/25/2019	10/03/2019	10/24/2019
End of Comment Period	04/26/2019	12/02/2019	01/13/2020

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Pipeline and Hazardous Materials Safety Administration

102. **Pipeline Safety: Repair Criteria for Hazardous Liquid Pipelines**

**Popular Title:** OPS: Repair Criteria for HL Pipelines

**RIN 2137-AF44**

**Stage:** NPRM

**Previous Stage:** None

**Abstract:** PHMSA plans a notice of proposed rulemaking that would modify the provisions for determining the need to make repairs to hazardous liquid pipelines, commonly referred to as repair criteria, in High Consequence Areas (HCAs) and develop new repair criteria for hazardous liquid pipelines in non-HCAs.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/16/2018

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date	06/26/2020		
End of Comment Period	08/26/2020		

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None

Pipeline and Hazardous Materials Safety Administration

103. **Pipeline Safety: Amendments to Liquefied Natural Gas Facilities**

**Popular Title:** OPS: Liquefied Natural Gas

**RIN 2137-AF45**

**Stage:** NPRM

**Previous Stage:** None: Undetermined: Publication Approved; Publication Date; End of Comment Period.

**Abstract:** PHMSA is proposing to update incorporated industry standards and revise all subparts of Part 193 as needed. These updates to Part 193 will address the risks associated with today's liquefied natural gas facilities, including permanent, small scale liquefied natural gas pipeline facilities as required by Section 27 of the PIPES Act of 2016.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/16/2018

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Publication Date		03/17/2020	
End of Comment Period		05/01/2020	

**Explanation for any delay:** N/A

**Federal Register Citation for NPRM:** None