



**U.S. Department
of Transportation**

1200 New Jersey Ave., S.E.
Washington, DC 20590

Office of the Secretary
of Transportation

SUBJECT: Class Deviation No. 2025-15 from the Federal Acquisition Regulation for FAR Part 50 in Support of Executive Order 14275 on Restoring Common Sense to Federal Procurement

FROM: Chrishaun Jones
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Office of the Senior Procurement Executive

TO: Department of Transportation Chiefs of the Contracting Offices

- I. Purpose:** This class deviation (CD) is issued under Federal Acquisition Regulation (FAR) part 1 and Transportation Acquisition Regulation (TAR) part 1201 and authorizes a class deviation to FAR part 50 for purposes of implementing the Federal Acquisition Regulatory Council's (the Council's) model deviation text to FAR part 50.
- II. Effective Date:** Immediately
- III. Background:** On April 15, 2025, [Executive Order \(E.O.\) 14275 on Restoring Common Sense to Federal Procurement](#) was signed. Section 2 of the E.O. establishes the policy that the FAR "should only contain provisions required by statute or essential to sound procurement, and any FAR provisions that do not advance these objectives should be removed."

The FAR is being updated to:

- Remove language that is not required by statute
- Remove duplicative or outdated language
- Clarify or provide more plain language
- Revise language for the new FAR framework
- Retain language necessary for governmentwide acquisition standards.

This project is referred to as the Revolutionary FAR Overhaul (RFO) initiative.

FAR part 50, concerning Extraordinary Contractual Actions and the SAFETY Act, has been updated for clarity and practical use.

Statutory requirements retained in the RFO FAR part 50 model deviation, include, but are not limited to the following:

- 50 U.S.C. § 1431 et seq, National Defense Contracts
- 6 U.S.C. § 441 et seq, Support Anti-Terrorism by Fostering Effective Technologies
- E.O. 10789, Contracting Authority in Connection with National-Defense Functions

The following table is not an exhaustive list but includes notable updates to FAR part 50.

Change	Description
Retained	<ul style="list-style-type: none"> • All subparts and sections throughout the part are retained. • All provisions and clauses are retained, specifically: <ul style="list-style-type: none"> ○ Clause 52.250-1, Indemnification Under Public Law 85-804 ○ Provision 52.250-2, SAFETY Act Coverage Not Applicable ○ Provision 52.250-3, SAFETY Act Block Designation/Certification ○ Provision 52.250-4, SAFETY Act Pre-qualification Designation Notice ○ Clause 52.250-5, SAFETY Act—Equitable Adjustment. <ul style="list-style-type: none"> ▪ This clause was updated with plain language edits.
Removed	<ul style="list-style-type: none"> • Plain language edits were made throughout to enhance readability and remove redundant, unclear, or non-essential language, decreasing the word count by more than 500 words.

- IV. Required Actions:** All DOT Operating Administrations (OAs), the Office of the Secretary of Transportation (OST), and the Office of the Inspector General (OIG), excluding the Federal Aviation Administration (FAA) per TAR 1201.104(d) shall follow the [RFO part 50 model deviation text](#) and corresponding [RFO part 52 model deviation text](#) instead of FAR parts 50 and 52 as codified at 48 CFR chapter 1. The Council’s RFO part 50 model deviation text is available at [Acquisition.gov/far-overhaul](https://www.acquisition.gov/far-overhaul) and is incorporated by reference into this CD. A line-out version of the changes may also be found [here](#) for reference.

Heads of the Contracting Activities (HCAs) must ensure this deviation is disseminated to the acquisition workforce and ensure compliance with the requirements in the revised FAR part 50 guidance.

- V. Applicability:** This CD applies to all DOT OAs, OST, and OIG, excluding the FAA in accordance with TAR 1201.104(d).
- VI. Expiration Date:** This CD will remain in effect until it is incorporated into the FAR or is otherwise rescinded, whichever occurs first.
- VII. Point of Contact:** Questions or comments regarding this deviation may be directed to DOTAcquisitionPolicy@dot.gov.