

- construction of a seventh gate to the replacement terminal facility;
- use of up to approximately 4 million cubic yards of fill, potentially utilized from borrow areas located in the adjacent Coonskin Park, and construction of a retaining wall, to support the relocation of Taxiway A; and

- potential relocation of the Airport Traffic Control Tower (ATCT).

The FAA will consider a range of alternatives that could potentially meet the purpose and need to enhance airfield safety, meet existing and forecast future runway needs, and improve efficiency in the terminal area at CRW. As part of the information submittal process, the CWVRAA provided an initial list of alternatives that they had considered. These alternatives, as well as additional identified alternatives, are included below. After considering the public and agency scoping process input, the FAA will identify a list of reasonable alternatives that will be evaluated through the EIS process.

Runway Length of 6,715 Feet: Provide standard runway safety areas or standard EMAS on either or both ends of the runway considering the current physical runway length is 6,715 feet. These alternatives could result in shifting the existing runway.

Runway Length of 6,802 Feet: Provide standard runway safety areas or standard EMAS on either or both ends of the runway considering the previous (pre-slope failure) runway length of 6,802 feet. These alternatives could result in extending and/or shifting the existing runway.

Runway Length of 7,000 Feet: Provide standard runway safety areas or standard EMAS on either or both ends of the runway considering a runway length of 7,000 feet. These alternatives could result in extending and/or shifting the existing runway.

Runway Length of 8,000 Feet: Provide standard runway safety areas or standard EMAS on either or both ends of the runway considering a runway length of 8,000 feet. These alternatives could result in extending and/or shifting the existing runway.

Replacement Terminal: Construct a replacement terminal in a location and manner that improves the efficiency of both airfield and terminal building operations. These alternatives would identify various locations at the Airport for a replacement terminal.

Construction of a New Airport: Construction of a new airport designed to meet all FAA standards.

Transfer of Aviation Activity to Other Airports: Transfer or shifting of aviation

activity to another existing public airport (or airports) in West Virginia.

Use of Other Modes of Transportation: Use of other modes of transportation, including automobiles, buses, or existing passenger trains.

No Action Alternative: Under this alternative, the existing airport would remain unchanged. The Authority would take no action to enhance airfield safety, improve Airport operations to meet the takeoff runway length needs, or improve passenger efficiency or experience within the terminal area.

Public Scoping and Agency Meetings

To ensure that the full range of issues related to the Proposed Action are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. Public and agency scoping meetings will be conducted to identify any significant issues associated with the Proposed Action.

A governmental agency scoping meeting for all federal, state, and local regulatory agencies which have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the Proposed Action will be held on Thursday, November 3, 2022. This meeting will take place at 1 p.m. eastern time, at the Embassy Suites by Hilton Charleston Hotel located at 300 Court Street, Charleston, West Virginia, and will be available virtually via Zoom with a dial-in number to participate via web/telephone, if preferred. A notification letter will be sent in advance of the meeting.

Three public scoping meetings for the general public will be held. The two in-person public scoping meetings will be held from 6 p.m. to 8 p.m. eastern time on Wednesday, November 2, 2022, and from 6 p.m. to 8 p.m. eastern time on Thursday, November 3, 2022. The public scoping meetings will be conducted at the Embassy Suites by Hilton Charleston Hotel located at 300 Court Street, Charleston, West Virginia. A legal notice will also be placed in newspapers having general circulation in the study area. The newspaper notice will notify the public that scoping meetings will be held to gain their input concerning the Proposed Action, alternatives to be considered, and impacts to be evaluated. The in-person public scoping meetings will be open house format with project information displayed and representatives from the FAA and the CWVRAA available to answer questions. There will be no admission fee or other charge, including parking, to attend and participate.

A virtual public workshop will also be held from 6 p.m. to 8 p.m. on Monday, November 7, 2022. The virtual public workshop will be held via Zoom and will provide the opportunity for interested members of the public to participate in a question-and-answer session with representatives from the FAA and the CWVRAA. Registration is required for the virtual public workshop, which is available on the project website at www.yeagerairporteis.com. Translation services, including sign language interpretation, can be made available during the public meetings and workshop, if requested 10 calendar days before the sessions.

Written and oral comments will be accepted at each of the meetings. Comments submitted outside of the meetings should be addressed to the individual listed in **FOR FURTHER INFORMATION CONTACT**, or by email to comments@yeagerairporteis.com. The Scoping comment period is from September 30, 2022, through November 17, 2022. The public comment period on the scoping phase of the EIS will end at 5 p.m. eastern time on November 17, 2022.

The FAA is aware that there are Native American tribes with a historical interest in the area. The FAA is interacting with them on a government-to-government basis, in accordance with all executive orders, laws, regulations, and other memoranda. The tribes have also been invited to participate in accordance with NEPA, section 106 of the NHPA, and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*.

Issued in Beaver, West Virginia, September 26, 2022.

Matthew Digiulian,

*Manager, Beckley Airport Field Office,
Airports Division, Eastern Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2022-1202]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Reduction of Fuel Tank Flammability on Transport Category Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The FAA's Fuel Tank Flammability Safety rule requires manufacturers to report to the FAA every 6 months on the reliability of the fuel tank flammability reduction systems of their fleet. The data is needed to assure system performance meets that predicted at the time of certification. This collection of information supports the Department of Transportation's strategic goal of safety.

DATES: Written comments should be submitted by November 28, 2022.

ADDRESSES: Please send written comments:

By Electronic Docket: <https://www.regulations.gov> (Enter docket number into search field).

By mail: Monica Caldwell, FAA National Headquarters, 800 Independence Ave. SW, Washington, DC 20591-0001.

By fax: 405-225-2350.

FOR FURTHER INFORMATION CONTACT:

Philip Dang by email at: Philip.M.Dang@faa.gov; phone: 206-231-3442.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120-0710.

Title: Reduction of Fuel Tank Flammability on Transport Category Airplanes.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 19, 2019 (84 FR 49174). There were no comments. Design approval holders use flammability analysis documentation to demonstrate to their FAA Oversight Office that they

are compliant with the Fuel Tank Flammability Safety rule (73 FR 42443). Semi-annual reports submitted by design approval holders provide listings of component failures discovered during scheduled or unscheduled maintenance so that the reliability of the flammability reduction means can be verified by the FAA.

Respondents: Approximately nine design approval holders.

Frequency: Every three years.

Estimated Average Burden per

Response: Minutes/Hours 100 hours.

Estimated Total Annual Burden: 1,800 hours.

Issued in Kansas City, Missouri on September 26, 2022.

Patrick R. Mullen,

Technical Innovation Policy Branch Manager, Policy and Innovation, Aircraft Certification Service.

[FR Doc. 2022-21166 Filed 9-28-22; 8:45 am]

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DEPARTMENT OF THE TREASURY

Potential Federal Insurance Response to Catastrophic Cyber Incidents

AGENCY: Departmental Offices, U.S. Department of the Treasury.

ACTION: Request for comment.

SUMMARY: Over the past several years, the Federal Insurance Office (FIO) in the U.S. Department of the Treasury (Treasury) has continued its ongoing efforts with regard to both cyber insurance and insurer cybersecurity. Cyber insurance is a significant risk-transfer mechanism, and the insurance industry has an important role to play in strengthening cyber hygiene and building resiliency. FIO has also increased its data collection in this area with regard to the Terrorism Risk Insurance Program (TRIP) and has supported the development of Treasury's counter-ransomware strategy. The Government Accountability Office (GAO) released a report in June 2022 recommending that FIO and the Department of Homeland Security's Cybersecurity and Infrastructure Security Agency (CISA) conduct a joint assessment to determine "the extent to which risks to critical infrastructure from catastrophic cyber incidents and potential financial exposures warrant a federal insurance response." Both FIO and CISA have agreed to conduct the recommended assessment. FIO is also coordinating with the White House Office of the National Cyber Director on these issues.

In order to inform FIO's future work and the joint assessment, FIO is seeking

comments from the public on questions related to cyber insurance and catastrophic cyber incidents.

DATES: Submit comments on or before November 14, 2022.

ADDRESSES: Submit comments electronically through the Federal eRulemaking Portal at <http://www.regulations.gov>, in accordance with the instructions on that site, or by mail to the Federal Insurance Office, Attn: Richard Ifft, Room 1410 MT, Department of the Treasury, 1500 Pennsylvania Avenue NW, Washington, DC 20220. Because postal mail may be subject to processing delays, it is recommended that comments be submitted electronically. If submitting comments by mail, please submit an original version with two copies. Comments should be captioned with "Potential Federal Insurance Response to Catastrophic Cyber Incidents." In general, Treasury will post all comments to www.regulations.gov without change, including any business or personal information provided such as names, addresses, email addresses, or telephone numbers. All comments, including attachments and other supporting materials, are part of the public record and subject to public disclosure. You should submit only information that you wish to make available publicly. Where appropriate, a comment should include a short Executive Summary (no more than five single-spaced pages).

Additional Instructions. Responses should also include: (1) the data or rationale, including examples, supporting any opinions or conclusions; and (2) any specific legislative, administrative, or regulatory proposals for carrying out recommended approaches or options.

FOR FURTHER INFORMATION CONTACT:

Richard Ifft, Senior Insurance Regulatory Policy Analyst, Federal Insurance Office, (202) 622-2922, Richard.Ifft@treasury.gov, Jeremiah Pam, Senior Insurance Regulatory Policy Analyst, Federal Insurance Office, (202) 622-7009, Jeremiah.Pam2@treasury.gov, or Philip Goodman, Senior Insurance Regulatory Policy Analyst (202) 622-1170, Philip.Goodman@treasury.gov. Persons who have difficulty hearing or speaking may access these numbers via TTY by calling the toll-free Federal Relay Service at (800) 877-8339.

SUPPLEMENTARY INFORMATION:

I. Background

Cyber insurance is an increasingly significant risk-transfer mechanism, and the insurance industry has an important