

Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-6364.

**SUPPLEMENTARY INFORMATION:**

**History**

The FAA published a final rule in the **Federal Register** (88 FR 18241, March 28, 2023) for Doc. No. FAA-2022-1161, amending Class D airspace, Class E surface area, and Class E airspace extending upward from 700 feet above the surface of the Greenville, Spartanburg, and Greer, SC areas. This action removes the airport name (Greenville-Spartanburg International Airport) from the first line of the E2 descriptor for Greenville-Spartanburg International Airport. The header will now read ASO SC E2 Greer, SC. In addition, this action replaces the reference to Greenville-Spartanburg International Airport with the term Greer in the airspace descriptions.

Class D and Class E airspace designations are published in Paragraphs 5000, 6002, and 6005 of FAA Order JO 7400.11G dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will subsequently be published in FAA Order JO 7400.11G.

**Correction to the Final Rule**

Accordingly, pursuant to the authority delegated to me, the amendment of Class D airspace and Class E surface airspace published in the **Federal Register** of March 28, 2023 (88 FR 18241) for Doc. No. FAA-2022-1161, is corrected as follows:

**§ 71.1 [Corrected]**

■ 1. On page 18242, in column 3 under the Airspace Classification “Paragraph 5000. Class D Airspace.”, revise the airspace headings and descriptions to read:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

**ASO SC D Greenville, SC [Amended]**

Greenville Downtown Airport, SC  
(Lat. 34°50'53" N, long. 82°21'00" W)

That airspace extending upward from the surface to and including 3,500 feet MSL within a 4.5-mile radius of Greenville Downtown Airport, excluding that airspace within the Greer, Class C airspace area. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Air Missions. The effective days and times will thereafter be continuously published in the Chart Supplement.

**ASO SC D Greenville Donaldson Field Airport, SC [Amended]**

Greenville, Donaldson Field Airport, SC  
(Lat. 34°45'30" N, long. 82°22'35" W)  
Greenville Downtown Airport  
(Lat. 34°50'53" N, long. 82°21'00" W)

That airspace extending upward from the surface to and including 3,500 feet MSL within a 4.2-mile radius of Donaldson Field Airport, excluding that airspace within the Greenville Downtown Airport Class D airspace area and excluding that airspace within the Greer Class C airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

■ 2. On pages 18242 and 18243, beginning in column 3 on page 18242, under the Airspace Classification “Paragraph 6002. Class E Surface Airspace.” revise the airspace headings and descriptions to read:

*Paragraph 6002 Class E Surface Airspace.*

\* \* \* \* \*

**ASO SC E2 Greer, SC [Amended]**

Greenville-Spartanburg International Airport, SC  
(Lat. 34°53'44" N, long. 82°13'08" W)

That airspace extending upwards from the surface within a 5-mile radius of the Greenville-Spartanburg International Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

**ASO SC E2 Spartanburg, SC [Amended]**

Spartanburg Downtown Memorial Airport/  
Simpson Field, SC  
(Lat. 34°54'59" N, long. 81°57'21" W)  
Spartanburg VORTAC  
(Lat. 35°02'01" N, long. 81°55'37" W)

That airspace extending upwards from the surface within a 4.3-mile radius of Spartanburg Downtown Memorial Airport/Simpson Field and within 1.8 miles each side of Spartanburg VORTAC 192° radial, extending from the 4.3-mile radius to the VORTAC, excluding the portion within the Greer, SC, Class C airspace area. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

Issued in College Park, Georgia, on May 4, 2023.

**Lisa E. Burrows,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2023-09844 Filed 5-24-23; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF EDUCATION**

**34 CFR Chapter III**

[Docket ID ED-2023-OSERS-0057]

**Proposed Priority and Requirements—Technical Assistance on State Data Collection—National Technical Assistance Center To Improve State Capacity To Collect, Report, Analyze, and Use Accurate IDEA Data To Address Significant Disproportionality; Correction**

**AGENCY:** Office of Special Education and Rehabilitative Services, Department of Education.

**ACTION:** Proposed priority and requirements; correction.

**SUMMARY:** On March 28, 2023, the Department of Education (Department) published in the **Federal Register** a notification of proposed priority and requirements (NPP) for fiscal year (FY) 2023 for a National Technical Assistance Center to Improve State Capacity to Collect, Report, Analyze, and Use Accurate IDEA Data to Address Significant Disproportionality (Center) under the Technical Assistance on State Data Collection program, Assistance Listing Number 84.373E. We are correcting the Docket ID used for submitting public comments. All other information in the NPP remains the same.

**DATES:** This correction is applicable May 25, 2023.

*Deadline for Transmittal of Public Comments:* We must receive your comments on or before June 12, 2023.

**FOR FURTHER INFORMATION CONTACT:** Richelle Davis, U.S. Department of Education, 400 Maryland Avenue SW, Room 5076, Potomac Center Plaza, Washington, DC 20202-5076. Telephone: (202) 245-7401. Email: [Richelle.Davis@ed.gov](mailto:Richelle.Davis@ed.gov).

If you are deaf, hard of hearing, or have a speech disability and wish to access telecommunications relay services, please dial 7-1-1.

**SUPPLEMENTARY INFORMATION:** On March 28, 2023, we published the NPP in the **Federal Register** (88 FR 18280) with a Docket ID of [ED-2023-OSERS-0001]. We are correcting the NPP to reflect the correct Docket ID [ED-2023-OSERS-0057].

Other than correcting the Docket ID, all other information in the NPP remain the same.

**Correction**

In FR Doc. 2023-06417, appearing on page 18280 of the **Federal Register** of March 28, 2023 (88 FR 18280), we make the following correction:

On page 18280, in the first column, below the heading “34 CFR Chapter III”, remove “[Docket ID ED–2023–OSERS–0001]” and add, in its place, “[Docket ID ED–2023–OSERS–0057]”.

**Glenna Gallo,**

*Assistant Secretary for Special Education and Rehabilitative Services.*

[FR Doc. 2023–11101 Filed 5–24–23; 8:45 am]

BILLING CODE 4000–01–P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA–R09–OAR–2022–0936; FRL–10470–02–R9]

#### Clean Air Plans; 2015 8-Hour Ozone Nonattainment Area Requirements; Clean Fuels for Fleets; California

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is taking final action to approve a revision to the California State Implementation Plan (SIP) concerning the provisions for Clean Fuels for Fleets (CFF) for the 2015 ozone national ambient air quality standards (“2015 ozone NAAQS”) in the Riverside County (Coachella Valley), Sacramento Metro, San Joaquin Valley, Los Angeles—South Coast Air Basin (South Coast), Ventura County, and Los Angeles—San Bernardino Counties (West Mojave Desert) nonattainment areas (NAAs). The SIP revision includes the “California Clean Fuels for Fleets Certification for the 70 ppb Ozone Standard” (“Clean Fuels for Fleets Certification”), a multi-district certification that California’s Low-Emission Vehicle (LEV) program achieved emissions reductions at least equivalent to the reductions that would be achieved by the EPA’s Clean Fuels for Fleets Program, submitted on February 3, 2022. We are approving the revision under the Clean Air Act (CAA or “the Act”), which establishes clean fuels for fleets requirements for “Serious,” “Severe,” and “Extreme” ozone NAAs.

**DATES:** This rule is effective June 26, 2023.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA–R09–OAR–2022–0936. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., confidential business

information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information. If you need assistance in a language other than English or if you are a person with a disability who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. **FOR FURTHER INFORMATION CONTACT:** Andrew Ledezma, Planning Section (ARD–2–1), EPA Region IX, 75 Hawthorne Street, San Francisco, CA 94105. By phone: (415) 972–3985 or by email at [Ledezma.Ernesto@epa.gov](mailto:Ledezma.Ernesto@epa.gov). **SUPPLEMENTARY INFORMATION:** Throughout this document, “we,” “us,” and “our” refer to the EPA.

#### Table of Contents

- I. Proposed Action
- II. Public Comments and EPA Responses
- III. EPA Action
- IV. Statutory and Executive Order Reviews

#### I. Proposed Action

On March 3, 2023, the EPA proposed to approve a revision<sup>1</sup> to the California SIP concerning the provisions for CFF for the 2015 ozone NAAQS in the Coachella Valley, Sacramento Metro, San Joaquin Valley, South Coast, Ventura County, and West Mojave Desert NAAs.<sup>2</sup> In our March 3, 2023 proposed rulemaking, we provided background information on the 2015 ozone standards, area designations in California, and classifications for the 2015 ozone NAAQS.

The proposed rulemaking describes the SIP revision the California Air Resources Board (CARB) submitted to the EPA to fulfill the CFF requirements under section 182(c)(4) and section 246 of the CAA that apply to the Coachella Valley, Sacramento Metro, San Joaquin Valley, South Coast, Ventura County, and West Mojave Desert NAAs. The proposed rulemaking explains that for

<sup>1</sup> In this final rulemaking, we are clarifying the terminology that we used to describe our proposed action regarding California’s Clean Fuels for Fleets Certification by changing it from “revisions” to the California SIP to “a revision” to the California SIP. This change more accurately reflects the contents of the submittal, which includes a single, multi-district certification. Our change in terminology does not reflect any change in our evaluation or action, rather, it is a clarification of the action we are taking.

<sup>2</sup> 88 FR 13392 (March 3, 2023).

Serious, Severe, and Extreme nonattainment areas with 1980 populations greater than 250,000, a minimum specified percentage of all new covered fleet vehicles in model year 1998 and thereafter, purchased by each covered fleet operator in each covered area, must be clean-fuel vehicles and must use clean alternative fuels when operating in the covered area. The proposed rulemaking also explains that section 182(c)(4)(B) of the CAA allows states to opt out of the Federal CFF Program by submitting a SIP revision consisting of a program or programs that will result in equivalent or greater long-term reductions in ozone precursors. Lastly, the proposed rulemaking notes that in 1994, CARB submitted a SIP revision to the EPA to opt out of the Federal CFF Program and included a demonstration that California’s LEV program achieves emissions reductions at least as large as would be achieved by the Federal program. The EPA approved the California SIP revision to opt out of the CFF Program effective September 27, 1999.<sup>3</sup>

In this action we are approving CARB’s certification that the State’s LEV program meets the CFF requirements for the 2015 ozone NAAQS for the Coachella Valley, Sacramento Metro, San Joaquin Valley, South Coast, Ventura County, and West Mojave Desert NAAs. Please refer to our proposed rulemaking for more information concerning the background for this action and for a more detailed discussion of the rationale for approval.

#### II. Public Comments and EPA Responses

The EPA’s proposed action provided a 30-day public comment period. During this period, the EPA received one comment from a private individual and four anonymous comments related to the rulemaking. All five comments were supportive of our proposed action and do not require a response. The full text of these comments is available for viewing in the docket for this rulemaking.

#### III. EPA Action

No comments were submitted that change our assessment of the multi-district certification as described in our proposed action. Therefore, as authorized in sections 182(c)(4) and 246 of the CAA, the EPA is approving the revision to the California SIP concerning the provisions for CFF for the 2015 ozone NAAQS in the Coachella Valley, Sacramento Metro, San Joaquin Valley,

<sup>3</sup> 64 FR 46849 (August 27, 1999).