

Environmental Impact Statement Scoping Process Summary Report,” dated March 2013 (ADAMS Accession No. ML13060A128).

The NRC prepared the DGEIS to satisfy its National Environmental Policy Act (NEPA) obligations regarding the impacts of continued storage of spent nuclear fuel after the end of a reactor’s licensed life for operation and to support proposed amendments to the Waste Confidence rule. The objective of the Waste Confidence DGEIS is to examine the potential environmental impacts that could occur as a result of the continued storage of spent nuclear fuel at at-reactor and away-from-reactor sites until a repository is available. For the resource areas considered, the DGEIS provides generic impact determinations that would be applicable to a wide range of existing and potential future spent fuel storage sites. While some site-specific information is used in developing the generic impact determinations, the Waste Confidence DGEIS does not replace the NEPA analysis associated with any individual site licensing action.

The DGEIS is intended to improve the efficiency of the NRC’s licensing processes by (1) providing a generic evaluation of the environmental impacts that may occur as a result of continuing to store spent fuel after the end of a reactor’s licensed life for operation and prior to disposal in a repository, and (2) providing the regulatory basis for the NRC’s proposed amendments to its regulations in part 51 of Title 10 of the *Code of Federal Regulations*.

Concurrently with this document, the NRC is publishing a proposed rule, “Waste Confidence—Continued Storage of Spent Nuclear Fuel” (RIN 3150–AJ20; NRC–2012–0246), in the Proposed Rules section of this issue of the **Federal Register**. The proposed rule would revise the NRC’s generic determination on the environmental impacts of the continued storage of spent nuclear fuel beyond a reactor’s licensed life for operation and prior to ultimate disposal.

### III. Public Meetings

The NRC staff plans to hold the following public meetings during the public comment period to present an overview of the DGEIS and proposed Waste Confidence rule and to accept public comments on the documents.

- *October 1, 2013*: NRC Headquarters, One White Flint North, First Floor Commission Hearing Room, 11555 Rockville Pike, Maryland 20852.
- *October 3, 2013*: Crowne Plaza Denver International Airport Convention Center, 15500 East 40th Avenue, Denver, Colorado 80239.

- *October 7, 2013*: Courtyard by Marriott, 1605 Calle Joaquin Road, San Luis Obispo, California 93405.

- *October 9, 2013*: Sheraton Carlsbad Resort & Spa, 5480 Grand Pacific Drive, Carlsbad, California 92008.

- *October 15, 2013*: Hilton Garden Inn Toledo Perrysburg, 6165 Levis Commons Boulevard, Perrysburg, Ohio 43551.

- *October 17, 2013*: Minneapolis Marriott Southwest, 5801 Opus Parkway, Minnetonka, Minnesota 55343.

- *October 28, 2013*: Radisson Hotel & Suites Chelmsford-Lowell, 10 Independence Drive, Chelmsford, Massachusetts 01824.

- *October 30, 2013*: Westchester Marriott, 670 White Plains Road, Tarrytown, New York 10591.

- *November 4, 2013*: Hilton Charlotte University Place, 8629 J.M. Keynes Drive, Charlotte, North Carolina 28262.

- *November 6, 2013*: Hyatt Regency Orlando International Airport, 9300 Jeff Fuqua Boulevard, Orlando, Florida 32827.

- *November 14, 2013*: NRC Headquarters, One White Flint North, First Floor Commission Hearing Room, 11555 Rockville Pike, Maryland 20852.

- In addition to the meetings listed, the NRC staff intends to hold a meeting during the comment period in Illinois. Although the exact date and venue have yet to be arranged, the NRC staff will provide this information well in advance of the meeting.

The ten regional public meetings will start at 7:00 p.m. local time and will continue until 10:00 p.m. The two NRC headquarters meetings will start at 2:00 p.m. Eastern Time and will continue until 5:00 p.m. Additionally, NRC staff will host informal discussions during an open house 1 hour prior to the start of each meeting. Open houses will start at 6:00 p.m. local time for regional meetings and 1:00 p.m. Eastern Time for the NRC Headquarters meetings.

The public meetings will be transcribed and will include: (1) A presentation of the contents of the DGEIS and proposed Waste Confidence rule; and (2) the opportunity for interested government agencies, organizations, and individuals to provide comments on the DGEIS and proposed rule. No oral comments on the DGEIS or proposed rule will be accepted during the open house sessions. To be considered, oral comments must be presented during the transcribed portion of the public meeting. Written comments can be submitted to NRC staff at any time during the public meetings.

Persons interested in attending or presenting oral comments at any of the

12 public meetings are encouraged to pre-register. Persons may pre-register to attend or present oral comments by calling 301–287–9392 or by emailing [WCRegistration@nrc.gov](mailto:WCRegistration@nrc.gov) no later than 3 days prior to the meeting. Members of the public may also register to provide oral comments in-person at each meeting. Individual oral comments may be limited by the time available, depending on the number of persons who register. If special equipment or accommodations are needed to attend or present information at a public meeting, the need should be brought to the NRC’s attention no later than 10 days prior to the meeting to provide the NRC staff adequate notice to determine whether the request can be accommodated.

To maximize public participation, the NRC headquarters meetings on October 1, 2013, and November 14, 2013, will be Web-streamed via the NRC’s public Web site. See the NRC’s Live Meeting Webcast page to participate: <http://video.nrc.gov/>. The NRC headquarters meetings will also feature a moderated teleconference line so remote attendees will have the opportunity to present oral comments. To receive the teleconference number and passcode, call 301–287–9392 or email [WCRegistration@nrc.gov](mailto:WCRegistration@nrc.gov). Meeting agendas and participation details will be available on the NRC’s Waste Confidence Public Involvement Web site at <http://www.nrc.gov/waste/spent-fuel-storage/wcd/pub-involve.html> and on the NRC’s Public Meeting Schedule Web site at <http://www.nrc.gov/public-involve/public-meetings/index.cfm> no later than 10 days prior to the meetings.

Dated at Rockville, Maryland, this 30th day of August 2013.

For the Nuclear Regulatory Commission.

**Keith I. McConnell,**

*Director, Waste Confidence Directorate, Office of Nuclear Material Safety and Safeguards.*

[FR Doc. 2013–21715 Filed 9–12–13; 8:45 am]

**BILLING CODE 7590–01–P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2007–0051; Directorate Identifier 2007–NE–37–AD]

RIN 2120–AA64

**Airworthiness Directives; Continental Motors, Inc. Reciprocating Engines With Superior Air Parts, Inc. (SAP) Cylinder Assemblies Installed**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to supersede an existing airworthiness directive (AD) that applies to certain Continental Motors, Inc. (CMI) IO-520, TSIO-520, and IO-550 series reciprocating engines, with certain replacement parts manufacturer approval (PMA) SAP investment cast cylinder assemblies installed. The existing AD currently requires initial and repetitive inspections and compression tests to detect cracks in those cylinders. Since we issued that AD, we became aware of additional engines that need to be added to the applicability. We are proposing this AD to prevent the separation of the cylinder head, damage to the engine, and damage to the airplane.

**DATES:** We must receive comments on this proposed AD by November 12, 2013.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Continental Motors, Inc., 2039 Broad St., Mobile, AL 36615; phone: 251-438-3411; Web site: [http://www.continentalmotors.aero/Support\\_Materials/Publications/Service\\_Bulletins/](http://www.continentalmotors.aero/Support_Materials/Publications/Service_Bulletins/). You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Peter W. Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; phone: 817-222-5145; fax: 817-222-5785; email: [peter.w.hakala@faa.gov](mailto:peter.w.hakala@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2007-0051; Directorate Identifier 2007-NE-37-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

##### Discussion

On July 23, 2009, we issued AD 2009-16-03, Amendment 39-15986 (74 FR 38896, August 5, 2009), for certain Teledyne Continental Motors reciprocating engines with certain replacement PMA part numbers (P/Ns) of SAP cylinder assemblies installed. That AD requires initial and repetitive inspections and compression tests to detect cracks in those cylinders, with more than 750 flight hours time-in-service. That AD resulted from reports of cracks in the area of the exhaust valve and separation of cylinder heads from the barrels of SAP cylinder assemblies with certain P/Ns. We issued that AD to prevent the separation of the cylinder head, damage to the engine, and damage to the airplane.

##### Actions Since Existing AD Was Issued

Since we issued AD 2009-16-03 (74 FR 38896, August 5, 2009), we became aware of supplemental type certificates (STCs) that modify CMI 470 series engines to accept CMI 520 or 550 cylinders. Those modified CMI 470 series engines could also have the affected P/Ns SAP cylinders installed. Therefore, those additional engines may suffer from the same unsafe condition that AD 2009-16-03 addresses.

We also changed the format for applicability from listing the affected models of CMI reciprocating engines in

a table, to stating in a paragraph the affected reciprocating engine models. We made this change due to a comment that the AD was in error in listing the TSIO-520 engines, and that the applicability table did not list this model. The TSIO-520 model engines are, in fact, affected by the AD.

Also, since we issued AD 2009-16-03 (74 FR 38896, August 5, 2009), we became aware that determining the applicability of a cylinder might be difficult. We have added a paragraph to the proposed AD to clarify the identification of SAP cylinder assemblies. The paragraph expands what is in the existing AD by also looking for casting markings “CP” on the cylinder head. Operators can rely on the casting markings in determining if a cylinder assembly is affected, when the P/N on the bottom flange of the cylinder assembly is not visible.

We also changed the cost of compliance because the estimated population of engines with the SAP investment cast cylinders was revised from 8,000 to 6,000. Superior reported that the total production of the investment cast cylinders was only 34,487 cylinder assemblies.

##### Relevant Service Information

Continental Motors Aircraft Engine Service Information Letter SIL98-9B, Revision B, dated April 8, 2013, provides relevant service information for this AD. That service information also includes information concerning time-between-overhaul.

##### FAA’s Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

##### Proposed AD Requirements

This proposed AD would expand the list of applicable engines in AD 2009-16-03 (74 FR 38896, August 5, 2009), to include the CMI 470 series reciprocating engines modified by STC to accept CMI 520 or 550 cylinders, with certain replacement PMA SAP investment cast cylinder assemblies installed. This proposed AD would also clarify the identification of SAP cylinder assemblies.

##### Costs of Compliance

We estimate that this proposed AD would affect 6,000 engines installed on airplanes of U.S. registry. We also estimate that it would take about 5 hours to replace a cylinder, and 15 hours per engine to inspect the

cylinders. The average labor rate is \$85 per hour. Required parts would cost about \$1,200 per cylinder. We anticipate that 4,000 cylinders would require replacement. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$14,150,000.

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the proposed regulation:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator,

the FAA proposes to amend 14 CFR part 39 as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

- 2. The FAA amends § 39.13 by removing airworthiness directive (AD) 2009–16–03, Amendment 39–15986 (74 FR 38896, August 5, 2009), and adding the following new AD:

**Continental Motors, Inc. (formerly Teledyne Continental Motors, Continental):**  
Docket No. FAA–2007–0051; Directorate Identifier 2007–NE–37–AD.

#### (a) Comments Due Date

The FAA must receive comments on this AD action by November 12, 2013.

#### (b) Affected ADs

This AD supersedes AD 2009–16–03, Amendment 39–15986 (74 FR 38896, August 5, 2009).

#### (c) Applicability

This AD applies to:

(1) Continental Motors, Inc. (CMI) IO–520, TSIO–520, and IO–550 series reciprocating engines with replacement parts manufacturer approval (PMA) Superior Air Parts, Inc. (SAP) investment cast cylinder assemblies, part numbers (P/Ns) SA52000–A1, SA52000–A20P, SA52000–A21P, SA52000–A22P, SA52000–A23P, SA55000–A1, or SA55000–A20P, installed.

(2) All other engine models approved for the use of CMI 520 and 550 cylinder assemblies such as the CMI 470 series engines when modified by Supplemental Type Certificate (STC), with SAP investment cast cylinder assemblies, P/Ns SA52000–A1, SA52000–A20P, SA52000–A21P, SA52000–A22P, SA52000–A23P, SA55000–A1, or SA55000–A20P, installed.

(3) This AD applies to all serial numbers for the P/Ns listed in paragraphs (c)(1) and (c)(2) of this AD.

(4) If no SAP replacement cylinders were installed during engine maintenance since the CMI engines were new, then this AD does not apply.

#### (d) Unsafe Condition

This AD was prompted by the need to add to the applicability all other engine models approved for the use of CMI 520 and 550 cylinder assemblies such as the CMI 470 series engines when modified by STC, with affected SAP investment cast cylinder assemblies installed. We are issuing this AD to prevent the separation of the cylinder head, damage to the engine, and damage to the airplane.

#### (e) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (f) Identification of SAP Cylinder Assemblies

Seeing the SAP cylinder assembly P/Ns referenced in paragraphs (c)(1) and (c)(2) of this AD may be difficult because the assembly P/Ns are stamped on the bottom cylinder flange. Therefore, you may review the engine maintenance records instead of the steps listed in paragraphs (f)(1) and (f)(2) of this AD, to see if the engine records identify the P/Ns of the cylinders installed. If the records do not identify the P/Ns of the cylinders installed, do the following:

(1) Remove the valve cover from the cylinder assembly.

(2) Look at the top of the cylinder head for the casting markings "AMCAST" or "CP". If a cylinder head has either of these markings, do the steps required by paragraphs (g) through (j) of this AD.

#### (g) Initial Inspection of SAP Cylinder Assemblies

For engines and cylinders listed in paragraphs (c)(1) and (c)(2) of this AD, with cylinders over 750 flight hours (FH) time-in-service (TIS) on the effective date of this AD, do the following initial inspection within 25 FH TIS.

(1) Inspect each cylinder head around the exhaust valve side for visual cracks or any signs of black combustion leakage.

(2) Replace any cracked or leaking cylinders before further flight.

(3) Perform a standard cylinder compression test. Guidance on standard cylinder compression tests can be found in Teledyne Continental Aircraft Engine Service Bulletin SB03–3, Differential Pressure Test and Borescope Inspection Procedures for Cylinders, dated March 28, 2003.

(i) If the cylinder pressure gauge reads below 60 pounds per-square inch, determine if the unacceptable pressure is due to a cracked cylinder.

(ii) To check the cylinder, apply a 2 percent soapy water solution to the side of the leaking cylinder.

(iii) If you see air bubbles, indicating air leakage, on the side of the cylinder head, or near the head-to-cylinder interface, replace the cylinder assembly before further flight.

#### (h) Repetitive Inspections of SAP Cylinder Assemblies

Thereafter, repeat the cylinder visual inspections and compression tests specified in paragraphs (g)(1) through (g)(3)(iii) of this AD, within every 50 FH time-since-last inspection until the cylinder reaches the TIS as listed in paragraph (i) of this AD.

#### (i) Replacing SAP Cylinder Assemblies

For installed cylinders, replace the affected SAP cylinders at the earliest of the following:

(1) When the cylinder reaches the operating hours TIS between overhaul limits, specified in Continental Motors Aircraft Engine Service Information Letter SIL98–9B, Revision B, dated April 8, 2013; or

(2) When the cylinder reaches 12 calendar years-since-installation.

#### (j) Prohibition Against Installing Certain P/Ns of SAP Cylinder Assemblies

After the effective date of this AD, do not install or reinstall after any removal, any SAP

investment cast cylinder assembly, P/Ns SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, in any engine.

#### (k) Alternative Methods of Compliance

The Manager, Special Certification Office, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### (l) Special Flight Permits

Under 14 CFR Part 39.23, we will not approve special flight permits for this AD for engines that have failed the visual inspection or the 50 hour periodic cylinder assembly compression test required by this AD.

#### (m) Related Information

(1) For more information about this AD, contact Peter W. Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; phone: 817-222-5145; fax: 817-222-5785; email: [peter.w.hakala@faa.gov](mailto:peter.w.hakala@faa.gov).

(2) For Teledyne Continental Aircraft Engine Service Bulletin SB03-3, dated March 28, 2003, and Continental Motors Aircraft Engine Service Information Letter SIL98-9B, Revision B, dated April 8, 2013, contact Continental Motors, Inc., 2039 Broad St., Mobile, AL 36615; phone: 251-438-3411; Web site: <http://www.continentalmotors.aero/SupportMaterials/Publications/ServiceBulletins>.

(3) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on September 3, 2013.

**Colleen M. D'Alessandro,**

*Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2013-22273 Filed 9-12-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

### 24 CFR Part 214

[Docket No. FR 5339-P-01]

RIN 2502-A194

### Housing Counseling Program: New Certification Requirements

**AGENCY:** Office of the Assistant Secretary for Housing—Federal Housing Commissioner, HUD.

**ACTION:** Proposed rule.

**SUMMARY:** HUD's Housing Counseling Program provides, through HUD-approved counseling agencies and state housing finance agencies, including their affiliates and branches, counseling to individuals seeking information

about financing, maintaining, renting, or owning a home. The Dodd-Frank Wall Street Reform and Consumer Protection Act amended the housing counseling statute to improve the effectiveness of the program by, among other things, requiring that the entities and individual counselors be certified by HUD as competent to provide such services, and prohibiting distribution of grant funds to agencies found in violation of Federal election laws or who have employees found in violation of Federal election laws, and requiring the reimbursement of grant funds for misuse of funds. This proposed rule would revise HUD's Housing Counseling Program regulations to adopt the new requirements applicable to counseling agencies and individual counselors, and the use of grant funds.

**DATES:** *Comment Due Date:* November 12, 2013.

**ADDRESSES:** Interested persons are invited to submit comments regarding this proposed rule to the Regulations Division, Office of General Counsel, Department of Housing and Urban Development, 451 7th Street SW., Room 10276, Washington, DC 20410-0500. Communications must refer to the above docket number and title. There are two methods for submitting public comments. All submissions must refer to the above docket number and title.

1. *Submission of Comments by Mail.* Comments may be submitted by mail to the Regulations Division, Office of General Counsel, Department of Housing and Urban Development, 451 7th Street SW., Room 10276, Washington, DC 20410-0500.

2. *Electronic Submission of Comments.* Interested persons may submit comments electronically through the Federal eRulemaking Portal at [www.regulations.gov](http://www.regulations.gov). HUD strongly encourages commenters to submit comments electronically. Electronic submission of comments allows the commenter maximum time to prepare and submit a comment, ensures timely receipt by HUD, and enables HUD to make them immediately available to the public. Comments submitted electronically through the [www.regulations.gov](http://www.regulations.gov) Web site can be viewed by other commenters and interested members of the public. Commenters should follow the instructions provided on that site to submit comments electronically.

**Note:** To receive consideration as public comments, comments must be submitted through one of the two methods specified above. Again, all submissions must refer to the docket number and title of the rule.

*No Facsimile Comments.* Facsimile (FAX) comments are not acceptable.

*Public Inspection of Public Comments.* All properly submitted comments and communications submitted to HUD will be available for public inspection and copying between 8 a.m. and 5 p.m., weekdays, at the above address. Due to security measures at the HUD Headquarters building, an appointment to review the public comments must be scheduled in advance by calling the Regulations Division at 202-708-3055 (this is not a toll-free number). Individuals with speech or hearing impairments may access this number via TTY by calling the Federal Relay Service at 800-877-8339. Copies of all comments submitted are available for inspection and downloading at [www.regulations.gov](http://www.regulations.gov).

#### FOR FURTHER INFORMATION CONTACT:

Ruth Román, Office of Housing Counseling, Office of Housing, Department of Housing and Urban Development, 1250 Maryland Avenue SW., Room P2206, Washington, DC 20410-8000; telephone number 202-708-0317 (this is not a toll-free number). Persons with hearing or speech challenges may access this number through TTY by calling the toll-free Federal Relay Service at 800-877-8339.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

HUD's Housing Counseling Program, established pursuant to section 106 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701x) (1968 Act), authorizes HUD, through HUD-approved organizations and state housing finance agencies, and their branches and affiliates, to provide housing counseling services to potential homebuyers, homeowners, homeowners at risk of default, renters, and the homeless. Housing counseling services include assisting eligible homebuyers find and purchase affordable homes; helping renters locate and apply for affordable rental units; helping homeowners avoid foreclosure; helping renters avoid eviction; assisting the homeless in finding shelter; and reporting fair housing complaints and addressing housing problems. Section 106 of the 1968 Act authorizes HUD to provide counseling directly or to enter into contracts with, or make grants to, eligible private or public organizations with special competence and knowledge in providing housing counseling to low- and moderate-income families.

HUD's regulations for the Housing Counseling Program were promulgated