

(3) Will not affect intrastate aviation in Alaska to the extent that a regulatory distinction is required, 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.

#### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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) 2017–13–03, Amendment 39–18933 (82 FR 28397, June 22, 2017), and adding the following new AD:

#### 2018–21–15 Bell Helicopter Textron

**Canada Limited:** Amendment 39–19473; Docket No. FAA–2018–0254; Product Identifier 2017–SW–116–AD.

#### (a) Applicability

This AD applies to Model 429 helicopters, serial number 57001 through 57260, with a pylon restraint spring assembly (spring assembly) forward rod end assembly (rod end) part number (P/N) 427–010–210–105 or aft rod end P/N 427–010–210–109 installed, certificated in any category.

#### (b) Unsafe Condition

This AD defines the unsafe condition as a rod end remaining in service after reaching its life limit. This condition could result in failure of a rod end and subsequent loss of control of a helicopter.

#### (c) Affected ADs

This AD replaces AD 2017–13–03, Amendment 39–18933 (82 FR 28397, June 22, 2017).

#### (d) Effective Date

This AD becomes effective November 27, 2018.

#### (e) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

#### (f) Required Actions

(1) Within 140 hours time-in-service, clean and identify each rod end with the spring assembly serial number in accordance with

the Accomplishment Instructions, paragraphs 3. through 8., of Bell Helicopter Alert Service Bulletin 429–15–19, dated February 26, 2015.

(2) Do not install a forward rod end P/N 427–010–210–105 or an aft rod end P/N 427–010–210–109 on any helicopter unless it has been marked with a serial number in accordance with paragraph (f)(1) of this AD.

#### (g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

#### (h) Additional Information

(1) Bell Helicopter Maintenance Manual BHT–429–MM–1, Chapter 4, Airworthiness Limitations Schedule, Revision 26, approved September 9, 2016, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437–2862 or (800) 363–8023; fax (450) 433–0272; or at <http://www.bellcustomer.com/files/>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in Transport Canada AD No. CF–2015–15R1, Revision 1, dated July 28, 2017. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA–2018–0254.

#### (i) Subject

Joint Aircraft Service Component (JASC) Code: 5101, Standard Practices/Structures.

#### (j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on July 27, 2017.

(i) Bell Helicopter Alert Service Bulletin 429–15–19, dated February 26, 2015.

(ii) Reserved.

(4) For Bell Helicopter service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437–2862 or (800) 363–8023; fax (450)

433–0272; or at <http://www.bellcustomer.com/files/>.

(5) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on October 15, 2018.

**Lance T. Gant,**

*Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2018–23037 Filed 10–22–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2018–0513; Product Identifier 2018–CE–013–AD; Amendment 39–19471; AD 2018–21–13]

RIN 2120–AA64

#### Airworthiness Directives; Honda Aircraft Company LLC

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding Airworthiness Directive (AD) 2018–11–05 for certain Honda Aircraft Company LLC (Honda) Model HA–420 airplanes. AD 2018–11–05 required incorporating a temporary revision into the airplane flight manual (AFM) and replacing the faulty power brake valve (PBV) upon condition. We issued AD 2018–11–05 as a short-term action to address the immediate need to detect and replace a faulty PBV. This AD retains the actions required in AD 2018–11–05 and requires replacing the faulty PBV with the improved part. We are issuing this AD to address the long-term corrective action and address the unsafe condition on these products.

**DATES:** This AD is effective November 27, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 29, 2018 (83 FR 24016, May 24, 2018).

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in

this AD as of April 13, 2018 (83 FR 13401, March 29, 2018).

**ADDRESSES:** For service information identified in this final rule, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, North Carolina 27410; telephone (336) 662-0246; internet: <http://www.hondajet.com>. You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0513.

**Examining the AD Docket**

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0513; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Samuel Kovitch, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5570; fax: (404) 474-5605; email: [samuel.kovitch@faa.gov](mailto:samuel.kovitch@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to remove AD 2018-11-05, Amendment 39-19293 (83 FR 24016, May 24, 2018) (“AD 2018-11-05”), and add a new AD to correct an unsafe condition on certain Honda Model HA-

420 airplanes. We issued AD 2018-11-05 as a short-term immediate action to detect a faulty PBV. AD 2018-11-05 required inserting a temporary revision into the AFM and replacing the installed PBV, part number (P/N) HJ1-13243-101-005 or P/N HJ1-13243-101-007, with an improved PBV, P/N HJ1-13243-101-009, if any of the procedures listed in the AFM temporary revision revealed a leaking PBV. In addition, AD 2018-11-05 allowed replacing the installed P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007 with the improved P/N HJ1-13243-101-009 as an optional terminating action for the temporary revision procedures in the AFM. AD 2018-11-05 resulted from reports of unannounced asymmetric braking during ground operations and landing deceleration.

The NPRM published in the **Federal Register** on June 7, 2018 (83 FR 26381). The NPRM was issued as follow-on rulemaking to propose the long-term actions necessary to address the faulty PBV. The NPRM proposed to retain the requirements of AD 2018-11-05 and require replacing the installed PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved PBV, P/N HJ1-13243-101-009, within 12 months. We are issuing this AD to address the long-term corrective action.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

**Conclusion**

We reviewed the relevant data and determined that air safety and the public interest require adopting this AD as proposed except for minor editorial changes. We also removed the optional terminating action provision, which allowed operators to replace the PBV at any time to terminate the pre-flight checks in the AFM, because that provision was unnecessary. The

requirement to replace the PBV within 12 months of the effective date of this AD provides operators with that same option. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

**Related Service Information Under 1 CFR Part 51**

We reviewed Honda AFM Temporary Revision TR 01.1, dated February 16, 2018 (temporary revision), Honda Service Bulletin SB-420-32-001, dated January 8, 2018 (SB-420-32-001), and Honda Service Bulletin SB-420-32-001, Revision B, dated April 16, 2018 (SB-420-32-001, Revision B). The temporary revision contains procedures for pilot checks of the braking system before every flight during ground operations and before every landing, procedures for landing with a leaking PBV, and procedures for rechecking the PBV for leaking after landing. The temporary revision also includes instructions for corrective actions if any indication of a leaking PBV is found after landing. SB-420-32-001 and SB-420-32-001, Revision B both contain procedures for replacing a faulty PBV with an improved PBV. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

**Differences Between This Proposed AD and the Service Information**

SB-420-32-001 and SB-420-32-001, Revision B specify submitting certain information to the manufacturer. This AD does not require that action.

**Costs of Compliance**

We estimate that this AD affects 72 airplanes of U.S. registry. We estimate the following costs to comply with this AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Insert temporary revision into the AFM .....	1 work-hour × \$85 per hour = \$85 .....	Not applicable .....	\$85	\$6,120
Replace the power brake valve (PBV) .....	20 work-hours × \$85 per hour = \$1,700 .....	\$21,878 .....	23,578	1,697,616

We provided the cost of replacing the PBV as an on-condition cost based on the procedures in the temporary revision and as an optional terminating

action in AD 2018-11-05. We have no way of determining how many owner/operators of the affected airplanes may have already done this replacement.

Therefore, we have included a total cost for all affected airplanes.

The difference in the Cost of Compliance between AD 2018-11-05

and this AD is the requirement to replace the power brake valve.

#### 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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

#### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, 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.

#### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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) 2018–11–05, Amendment 39–19293 (83 FR 24016, May 24, 2018), and adding the following new AD:

**2018–21–13 Honda Aircraft Company LLC:**  
Amendment 39–19471; Docket No. FAA–2018–0513; Product Identifier 2018–CE–013–AD.

#### (a) Effective Date

This AD is effective November 27, 2018.

#### (b) Affected ADs

This AD replaces AD 2018–11–05, Amendment 39–19293 (83 FR 24016, May 24, 2018) ("AD 2018–11–05").

#### (c) Applicability

This AD applies to Honda Aircraft Company LLC (Honda) Model HA–420 airplanes, all serial numbers, that:

- (1) Have power brake valve (PBV), part number (P/N) HJ1–13243–101–005 or HJ1–13243–101–007, installed; and
- (2) are certificated in any category.

#### (d) Subject

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 32, Landing Gear.

#### (e) Unsafe Condition

This AD was prompted by reports of unannounced asymmetric braking during ground operations and landing deceleration. We are issuing this AD to detect failure of the PBV. The unsafe condition, if not addressed, could result in degraded braking performance and reduced directional control during ground operations and landing deceleration.

#### (f) Compliance

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

#### (g) Insert Temporary Revision Into the Airplane Flight Manual (AFM)

Before further flight after May 29, 2018 (the effective date retained from AD 2018–11–05) insert Honda Temporary Revision TR 01.1, dated February 16, 2018 (temporary revision), into the Honda HA–420 Airplane Flight Manual (AFM). The procedures listed

in the temporary revision are required while operating with PBV P/N HJ1–13243–101–005 or P/N HJ1–13243–101–007 installed. This insertion and the steps therein may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

#### (h) Replace the Power Brake Valve

As of and at any time after May 29, 2018 (the effective date retained from AD 2018–11–05), if any of the procedures listed in the temporary revision referenced in paragraph (g) of this AD reveal a leaking PBV, before further flight, replace the installed PBV, P/N HJ1–13243–101–005 or P/N HJ1–13243–101–007, with the improved PBV, P/N HJ1–13243–101–009. The replacement must be done using the Accomplishment Instructions in either Honda Service Bulletin SB–420–32–001, dated January 8, 2018 (SB–420–32–001), or Honda Service Bulletin SB–420–32–001, Revision B, dated April 16, 2018 (SB–420–32–001, Revision B). Before further flight after installing P/N HJ1–13243–101–009, remove the temporary revision from the Honda HA–420 AFM.

#### (i) No Reporting Requirement

Although SB–420–32–001 and SB–420–32–001, Revision B specify submitting certain information to the manufacturer, this AD does not require that action.

#### (j) Mandatory Replacement

Within the next 12 months after November 27, 2018 (the effective date of this AD), if not previously done as a result of paragraph (h) of this AD, replace the installed PBV, P/N HJ1–13243–101–005 or P/N HJ1–13243–101–007, with the improved PBV, P/N HJ1–13243–101–009. The replacement must be done using the Accomplishment Instructions in either SB–420–32–001 or SB–420–32–001, Revision B. Before further flight after installing P/N HJ1–13243–101–009, remove the temporary revision from the Honda HA–420 AFM.

#### (k) Special Flight Permit

Special flight permits for the AFM Limitations portion of this AD are prohibited. Special flight permits for the PBV replacement required in this AD are permitted with the following limitations: One ferry flight, including fuel stops, to a service center with the temporary revision incorporated into the Honda HA–420 AFM.

#### (l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (m) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (l)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

#### (m) Related Information

For more information about this AD, contact Samuel Kovitch, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5570; fax: (404) 474-5605; email: [samuel.kovitch@faa.gov](mailto:samuel.kovitch@faa.gov).

#### (n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on April 13, 2018 (83 FR 13401, March 29, 2018).

(i) Honda Aircraft Company Temporary Revision TR 01.1, dated February 16, 2018.

(ii) Honda Aircraft Company Service Bulletin SB-420-32-001, dated January 8, 2018.

(4) The following service information was approved for IBR on May 29, 2018 (83 FR 24016, May 24, 2018).

(i) Honda Aircraft Company Service Bulletin SB-420-32-001, Revision B, dated April 16, 2018.

(ii) [Reserved]

(5) For Honda Aircraft Company LLC service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, North Carolina 27410; telephone (336) 662-0246; internet: <http://www.hondajet.com>.

(6) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0513.

(7) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call

202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on October 10, 2018.

**Melvin J. Johnson,**

*Aircraft Certification Service, Deputy Director, Policy & Innovation Division.*

[FR Doc. 2018-22750 Filed 10-22-18; 8:45 am]

**BILLING CODE 4910-13-P**

## CONSUMER PRODUCT SAFETY COMMISSION

### 16 CFR Part 1234

[Docket No. CPSC-2015-0019]

### Revisions to Safety Standard for Infant Bath Tubs

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Direct final rule.

**SUMMARY:** In accordance with section 104(b) of the Consumer Product Safety Improvement Act of 2008 (CPSIA), the U.S. Consumer Product Safety Commission (CPSC), in March 2017, published a consumer product safety standard for infant bath tubs. The standard incorporated by reference the applicable ASTM voluntary standard. The CPSIA sets forth a process for updating standards that the Commission has issued under the authority of section 104(b) of the CPSIA. In accordance with that process, we are publishing this direct final rule, revising the CPSC's standard for infant bath tubs to incorporate by reference a more recent version of the applicable ASTM standard.

**DATES:** The rule is effective on January 15, 2019, unless we receive significant adverse comment by November 23, 2018. If we receive timely significant adverse comments, we will publish notification in the **Federal Register**, withdrawing this direct final rule before its effective date. The incorporation by reference of the publication listed in this rule is approved by the Director of the Federal Register as of January 15, 2019.

**ADDRESSES:** You may submit comments, identified by Docket No. CPSC-2015-0019, by any of the following methods:

*Submit electronic comments in the following way:*

*Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments. To ensure timely processing of comments, the Commission is no longer accepting comments submitted by

electronic mail (email), except through [www.regulations.gov](http://www.regulations.gov).

*Submit written submissions as follows:*

*Mail/Hand delivery/Courier (for paper, disk, or CD-ROM submissions) to:* Division of the Secretariat, Consumer Product Safety Commission, Room 820, 4330 East West Highway, Bethesda, MD 20814; telephone (301) 504-7923.

*Instructions:* All submissions received must include the agency name and docket number for this notice. All comments received may be posted without change, including any personal identifiers, contact information, or other personal information provided, to <http://www.regulations.gov>. Do not submit confidential business information, trade secret information, or other sensitive or protected information electronically. Such information should be submitted in writing.

**FOR FURTHER INFORMATION CONTACT:** Keysha Walker, Compliance Officer, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814; telephone: 301-504-6820; email: [kwalker@cpsc.gov](mailto:kwalker@cpsc.gov).

#### SUPPLEMENTARY INFORMATION:

#### I. Background and Authority

##### A. Authority To Update Rules Issued Under Section 104(b) of the CPSIA

Section 104(b)(1)(B) of the CPSIA, also known as the Danny Keysar Child Product Safety Notification Act, requires the Commission to promulgate consumer product safety standards for durable infant or toddler products. The law requires that these standards are to be "substantially the same as" applicable voluntary standards or more stringent than the voluntary standards if the Commission concludes that more stringent requirements would further reduce the risk of injury associated with the product.

Section 104(b) of the CPSIA also sets forth a process for updating CPSC's mandatory durable infant or toddler standards when the voluntary standard upon which such standards are based are modified. Section 104(b)(4)(B) of the CPSIA provides that if an organization revises a standard that has been adopted, in whole or in part, as a consumer product safety standard under this subsection, it shall notify the Commission. By statute, the revised voluntary standard shall be considered to be a consumer product safety standard issued by the Commission under section 9 of the Consumer Product Safety Act (15 U.S.C. 2058), effective 180 days after the date on which the organization notifies the Commission (or such later date