

PART 39—AIRWORTHINESS DIRECTIVES

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

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

I.A.M. Rinaldo Piaggio: Docket No. 96–CE–56–AD.

Applicability: Model P180 airplanes (all serial numbers), certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within the next 100 hours time-in-service (TIS) after the effective date of this AD, and thereafter as indicated in the body of this AD, unless already accomplished.

To prevent fatigue cracks in the rudder torque tube bottom flange which could result in loss of rudder control and possible loss of the airplane, accomplish the following:

(a) Inspect the area around the torque tube, bottom flange, and vertical support pin of the rudder for cracks (using a dye penetrant method) and visually inspect for cracks in the fasteners that connect the torque tube to the bottom flange.

Note 2: The inspection in Part A of the Compliance section of Piaggio Service Bulletin (SB) 80–0076, ORIGINAL ISSUE: May 30, 1995, uses different criteria than the inspection required in paragraph (a) of this AD. This AD takes precedence over Piaggio SB 80–0076.

(b) If cracks are found, prior to further flight, modify the rudder torque tube bottom flange by replacing any cracked part with a part of improved design in accordance with Part B and Attachment #1 of the ACCOMPLISHMENT INSTRUCTIONS of Piaggio SB 80–0076, ORIGINAL ISSUE: May 30, 1995.

(c) If no cracks are found, continue to inspect at intervals not to exceed 100 hours TIS thereafter until cracks appear. If cracks appear during any inspection required by this AD, prior to further flight, modify the rudder torque tube bottom flange by the replacing cracked part with a part of improved design in accordance with Part B and Attachment #1 of the ACCOMPLISHMENT INSTRUCTIONS of Piaggio SB 80–0076, ORIGINAL ISSUE: May 30, 1995.

(d) Modifying the rudder torque tube flange by replacing a cracked torque tube bottom flange, part number (P/N) 80–373108–103, with an improved torque tube bottom flange (P/N 80–373201–001) is considered a terminating action for the repetitive inspections required in paragraph (c) of this AD.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B–1000 Brussels, Belgium; or the Manager, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division or Manager, Small Airplane Directorate.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division or the Small Airplane Directorate.

(g) All persons affected by this directive may obtain copies of the documents referred to herein upon request to I. A. M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154 Genoa, Italy; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on February 14, 1997.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–4371 Filed 2–21–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 97–ANE–08]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney JT8D–200 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Pratt & Whitney JT8D–200 series turbofan engines, that currently requires for front compressor front hubs (fan hubs),

cleaning; initial and repetitive eddy current (ECI) and fluorescent penetrant inspections (FPI) of tierod and counterweight holes for cracks; removal of bushings; the cleaning and ECI and FPI of bushed holes for cracks; and, if necessary, replacement with serviceable parts. In addition, the current AD requires reporting the findings of cracked fan hubs. This action will not change the current AD's inspection procedures, or the effectivity date that starts the cycle count for the initial inspection schedules. This AD will, however, add an additional inspection schedule that requires the initial inspection of certain fan hubs with standard drilled holes and coolant channel drilled (CCD) holes to occur earlier than the existing AD requires. This proposal is prompted by additional investigation since publication of the current AD that reveals that certain fan hubs with standard drilled holes and CCD holes may be more susceptible to cracking. This proposal also requires reporting the results of the initial fan hub inspections. The actions specified by the proposed AD are intended to prevent fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Comments must be received by April 25, 1997.

ADDRESSES: Submit comments in triplicate to the Federal

Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97–ANE–08, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be sent via the Internet using the following address: “9-ad-engineprop@faa.dot.gov”.

Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565–6600, fax (860) 565–4503. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–

5299; telephone (617) 238-7134, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-ANE-08." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-08, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On January 13, 1997, the Federal Aviation Administration (FAA) issued airworthiness directive AD 97-02-11, Amendment 39-9896 (62 FR 4902, February 3, 1997), applicable to Pratt & Whitney (PW) JT8D-200 series turbofan engines, to require cleaning, initial and repetitive eddy current inspections (ECI) and fluorescent penetrant inspections (FPI) for cracks of tierod and counterweight holes; removal of bushings; the cleaning and initial and repetitive ECI and FPI of bushed holes for cracks; and, if necessary, replacing with serviceable parts. The compliance requirements allow selection of inspection schedules depending on

front compressor front hub (fan hub) Serial Numbers (S/Ns) listed in PW Alert Service Bulletin (ASB) No. A6272, dated September 24, 1996, and includes an inspection schedule for those fan hubs whose S/Ns are not listed in the ASB. In addition, the AD requires reporting findings of cracked fan hubs. That action was prompted by a report of an uncontained failure of a fan hub. That condition, if not corrected, could result in fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft.

Since the issuance of that AD, the FAA has conducted additional investigation of fan hub cracking and has determined it necessary to include an additional inspection schedule for certain fan hubs with standard drilled holes and coolant channel drilled (CCD) holes. The FAA reviewed the manufacturing records of all fan hubs, a total of 253 which had notations related to the tierod or counterweight holes. Notations are made in the manufacturing records if an event occurred during manufacture of the hole such as a tool break, which can result in work hardened material, which is more susceptible to cracking. Of the 253 fan hubs with such notations, 113 were manufactured with a CCD and the remaining 140 were manufactured with a standard drill. Although CCD fan hubs are more prone to a work hardened layer, a standard drill, under certain circumstances, may also cause a work hardened layer and subsequent cracking.

The FAA has reviewed and approved the technical contents of PW ASB No. A6272, dated September 24, 1996, that describes procedures for cleaning and ECI and FPI of tierod and counterweight holes for cracks; removal of bushings; and the cleaning, FPI, and ECI of bushed holes for cracks. Even though the ASB contains three of the S/Ns of the fan hubs that were removed from service in accordance with AD 96-15-06, the manufacturer has informed the FAA that these fan hubs have been destroyed during the investigation to confirm the failure mode.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 97-02-11 to include an additional inspection schedule for certain fan hubs with standard drilled holes and CCD holes without changing inspection procedures, the existing inspection schedules, or the current effectivity date of March 5, 1997.

There are approximately 2,624 engines of the affected design in the worldwide fleet. The FAA estimates that 1,279 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take 20 work hours per engine for 360 engines to disassemble, remove, inspect, and reassemble engines, and 4 work hours per engine for 919 engines to inspect at piece-part exposure, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$862,560.

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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); and (3) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

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

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-9896 (62 FR 4902, February 3, 1997) and by adding

a new airworthiness directive to read as follows:

Pratt & Whitney: Docket No. 97-ANE-08.
Supersedes AD 97-02-11, Amendment 39-9896.

Applicability: Pratt & Whitney JT8D-209, -217, -217C, and -219 series turbofan engines with front compressor front hub (fan hub), Part Number (P/N) 5000501-01, installed. These engines are installed on but not limited to McDonnell Douglas MD-80 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of

this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Inspect fan hubs for cracks in accordance with the Accomplishment Instructions, Paragraph A, Part 1, and, if

applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996, as follows:

(1) For fan hubs identified by Serial Numbers (S/Ns) in Table 2 of this AD, after the fan hub has accumulated more than 4,000 cycles since new (CSN), as follows:

(i) Initially inspect within 790 cycles in service after March 5, 1997 (the effective date of AD 97-02-11), or 4,790 CSN, whichever occurs later.

(ii) Thereafter, reinspect after accumulating 2,500 CIS since last inspection, but not to exceed 10,000 CIS since last inspection.

(2) For fan hubs identified by S/Ns in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, as follows:

(i) Select an initial inspection interval from Table 1 of this AD, and inspect accordingly.

TABLE 1

Initial inspection	Reinspection
1. Within 1,050 cycles in service (CIS) after the effective date of AD 97-02-11, March 5, 1997, or prior to accumulating 5,050 CSN, whichever occurs later;	After accumulating 2,500 CIS since last inspection, but not to exceed 6,000 CIS since last inspection.
or	
2. Within 990 CIS after the effective date of AD 97-02-11, March 5, 1997, or prior to accumulating 4,990 CSN, whichever occurs later;	After accumulating 2,500 CIS since last inspection, but not to exceed 8,000 CIS since last inspection.
or	
3. Within 965 CIS after the effective date of AD 97-02-11, March 5, 1997, or prior to accumulating 4,965 CSN, whichever occurs later.	After accumulating 2,500 CIS since last inspection, but not to exceed 10,000 CIS since last inspection.

TABLE 2

[Hubs with traveler notations]

Non CCD	Non CCD	Non CCD	Non CCD
M67663	M67802	P66880	S25545
M67671	M67812	P66885	S25558
M67675	M67826	R32732	S25564
M67681	M67829	R32733	S25598
M67685	M67830	R32735	S25618
M67686	M67831	R32740	S25621
M67687	M67832	R32741	S25637
M67697	M67834	R32810	S25640
M67700	M67843	R32849	T50693
M67706	M67849	R32850	T50752
M67710	M67858	S25222	T50785
M67712	M67866	S25464	T50791
M67713	M67868	S25481	T50792
M67714	M67869	S25483	T50819
M67715	M67872	S25484	T50823
M67716	M67888	S25486	T50827
M67717	N71771	S25488	T50874
M67722	N71804	S25489	T50875
M67723	N71806	S25490	T51058
M67725	N71810	S25491	T51104
M67726	N71811	S25492	R33186
M67730	N71875	S25494	S25528
M67731	N71876	S25495	
M67746	N71921	S25497	
M67751	N71965	S25498	
M67753	N72062	S25499	
M67764	N72126	S25500	
M67765	N72152	S25501	
M67784	N72162	S25502	
M67791	N72207	S25505	
M67792	N72216	S25506	
M67793	N72219	S25507	
M67794	N72242	S25508	
M67795	P66693	S25509	

TABLE 2—Continued

[Hubs with traveler notations]

Non CCD	Non CCD	Non CCD	Non CCD
M67796	P66695	S25514	
M67797	P66696	S25529	
M67798	P66698	S25532	
M67799	P66699	S25541	
M67800	P66737	S25543	
M67801	P66753	S25544	
CCD Hub		CCD Hub	CCD Hub
P66747	R33099	S25292	
P66756	R33107	S25299	
P66800	R33113	S25301	
P66814	R33124	S25302	
P66819	R33131	S25308	
P66831	R33132	S25312	
R32767	R33133	S25316	
R32787	R33136	S25323	
R32792	R33152	S25334	
R32795	R33157	S25335	
R32796	R33163	S25337	
R32800	R33165	S25344	
R32807	R33168	S25369	
R32856	R33171	S25377	
R32860	R33173	S25378	
R32870	R33180	S25381	
R32883	R33181	S25394	
R32905	R33189	S25399	
R32926	R33194	S25402	
R32930	R33198	S25406	
R32952	R33201	S25411	
R32964	R33202	S25413	
R32966	R33207	S25414	
R32971	S25193	S25415	
R32976	S25195	S25418	

TABLE 2—Continued

[Hubs with traveler notations]

Non CCD	Non CCD	Non CCD	Non CCD
R32981	S25207	S25419	
R32990	S25208	S25421	
R32994	S25221	S25422	
R33000	S25229	S25430	
R33004	S25238	S25437	
R33040	S25246	S25439	
R33055	S25248	S25449	
R33059	S25250		
R33077	S25256		
R33080	S25262		
R33082	S25268		
R33086	S25278		
R33087	S25287		
R33089	S25288		
R33090			

(ii) Thereafter, reinspect at intervals that correspond to the selected inspection interval.

(3) If a fan hub is identified in both Table 2 of this AD and Appendix A of PW ASB No. A6272, dated September 24, 1996, inspect in accordance with paragraph (a)(1) of this AD.

(4) For fan hubs with S/Ns not listed in Table 2 of this AD or in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, inspect the next time the fan hub is in the shop at piece-part level, but not to exceed 10,000 CIS after March 5, 1997.

(5) Prior to further flight, remove from service fan hubs found cracked or that exceed the bushed hole acceptance criteria described

in PW ASB No. A6272, dated September 24, 1996.

(b) Report the number of completed inspections on a monthly basis and report findings of cracked fan hubs in accordance with Accomplishment Instructions, Paragraph F, of Attachment 1 to PW ASB No. A6272, dated September 24, 1996, within 48 hours after inspection to Robert Guyotte, Manager, Engine Certification Branch, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7142, fax (617) 238-7199; Internet: Robert.Guyotte@faa.dot.gov. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on February 14, 1997.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-4370 Filed 2-21-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF LABOR

Employment Standards Administration

20 CFR Parts 718, 722, 725, 726 and 727

RIN 1215-AA99

Regulations Implementing the Federal Coal Mine Health and Safety Act of 1969, as Amended; Extension of Comment Period

AGENCY: Employment Standards Administration, Labor.

ACTION: Proposed rule; extension of comment period.

SUMMARY: This document extends the period for filing comments regarding the proposed rule to amend and revise the regulations implementing the Black Lung Benefits Act. This action is taken to permit additional comment from interested persons.

DATE: Comments must be received on or before May 23, 1997.

ADDRESSES: Send written comments on the proposed rule to James L. DeMarce, Director, Division of Coal Mine Workers' Compensation, Room C-3520, Frances Perkins Building, 200 Constitution Ave., NW, Washington, DC 20210.

FOR FURTHER INFORMATION CONTACT: James L. DeMarce, (202) 219-6692.

SUPPLEMENTARY INFORMATION: In the Federal Register of the January 22, 1997 (62 FR 3338-3435), the Department of Labor published a proposed rule intended to amend and revise the regulations implementing the Black Lung Benefits Act, subchapter IV of the Federal Coal Mine Health and Safety Act of 1969, as amended. Interested persons were requested to submit comments on or before March 24, 1997.

The Department has received requests for an extension of the comment period from groups representing coal mine operators, coal mine construction companies, the insurance industry, organized labor, and black lung claimants. Because of the interest in this proposal, the Department believes that it is desirable to extend the comment period for all interested persons. Therefore, the comment period for the proposed rule, amending and revising 20 CFR parts 718, 722, 725, 726 and 727, is extended through May 23, 1997.

Signed at Washington, DC, this 18 day of February, 1997.

Bernard E. Anderson,

Assistant Secretary for Employment Standards.

[FR Doc. 97-4467 Filed 2-21-97; 8:45 am]

BILLING CODE 4510-27-M

DEPARTMENT OF VETERANS AFFAIRS

38 CFR Parts 3 and 4

RIN 2900-AH41

Service Connection of Dental Conditions for Treatment Purposes

AGENCY: Department of Veterans Affairs.

ACTION: Proposed rule.

SUMMARY: The Department of Veterans Affairs is proposing to amend its adjudication regulations for determining service connection of dental conditions for purposes of eligibility for outpatient dental treatment. Current regulations contain overlapping provisions which do not clearly state requirements for service connection, and provide that service connection will be granted for certain dental conditions shown after a

"reasonable period of service" without defining what constitutes such a period. We intend to consolidate the information, and replace the term "reasonable period of service" with a precise period of 180 days. We also propose to eliminate redundant material, and to clearly state requirements for service connection for purposes of eligibility for outpatient dental treatment.

DATES: Comments must be received on or before April 25, 1997.

ADDRESSES: Mail or hand deliver written comments to: Director, Office of Regulations Management (02D), Department of Veterans Affairs, 810 Vermont Ave., NW, Room 1154, Washington, DC 20420. Comments should indicate that they are submitted in response to "RIN 2900-AH41." All written comments will be made available for public inspection at the above address in the Office of Regulations Management, Room 1158, between the hours of 8 a.m. and 4:30 p.m., Monday through Friday (except holidays).

FOR FURTHER INFORMATION CONTACT: Lorna Fox, Consultant, Regulations Staff, Compensation and Pension Service (213), Veterans Benefits Administration, Department of Veterans Affairs, 810 Vermont Ave., NW, Washington, DC 20420, (202) 273-7223.

SUPPLEMENTARY INFORMATION: The provisions of 38 U.S.C. 1712 (restated in 38 CFR 17.123) set forth eligibility requirements for VA outpatient treatment of dental conditions and disabilities. This section provides that veterans with non-compensable service-connected dental conditions are entitled to a one-time correction of the dental condition provided that certain requirements are met, including application for dental treatment made within 90 days of service discharge. Following completion of this initial care, subsequent additional treatment may be provided in certain other cases, i.e., if the veteran was a prisoner of war, if the dental condition or disability is due to combat or other in-service trauma, or if the veteran has service-connected disabilities rated at 100 percent.

38 CFR part 4, the Schedule for Rating Disabilities, provides evaluations for dental conditions considered disabling in nature. (See § 4.150, Schedule of ratings—dental and oral conditions.) There are other dental conditions, however, which are not considered disabling and thus do not generally fall under the purview of § 4.150. The issue of service connection arises for these conditions only for the purpose of