

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7400.2J

CHANGE: 2

EFFECTIVE DATE: March 7, 2013 **TRACKING #:** 22- 6-3-3

SPECIALIST/ROUTING: Eric Lautenschlager AJV-11 (202) 493-4139

1. PARAGRAPH NUMBER AND TITLE:

6-3-3. DETERMINING ADVERSE EFFECT

2. BACKGROUND: This paragraph provides guidance on determining adverse effect. Although the first sentence under 6-3-3 clearly states that obstruction standards must first be exceeded, and/or electromagnetic effect identified, the second sentence has caused confusion.

3. EXPLANATION OF CHANGE: This change reinforces that obstruction standards must first be exceeded, and/or electromagnetic effect must be present before any of the provisions in items a through f apply. This change cancels and incorporates N JO 7400.29, Guidance on Determining Adverse Effect, effective June 20, 2012.

4. CHANGE:

OLD

NEW

6-3-3. DETERMINING ADVERSE EFFECT

6-3-3. DETERMINING ADVERSE EFFECT

A structure is considered to have an adverse aeronautical effect if it first exceeds the obstruction standards of part 77, and/or is found to have physical or electromagnetic radiation effect on the operation of air navigation facilities. A proposed or existing structure, if not amended, altered, or removed, has an adverse effect if it would:

If a structure first exceeds the obstruction standards of Part 77, and/or is found to have a physical or electromagnetic radiation effect on the operation of air navigation facilities, then the proposed or existing structure, if not amended, altered, or removed, has an adverse effect if it would:

No further changes to paragraph.

5. INDEX CHANGES: None

6. REFERENCE CHANGES: None

7. GRAPHICS: None

8. GENOT/NOTICE: N JO 7400.29, Guidance on Determining Adverse Effect, effective June 20, 2012

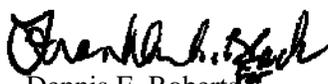
9. FORMATTING & PLAIN LANGUAGE REVIEW: **HM 6/6/2012**

10. SAFETY RISK MANAGEMENT: (Check appropriate box).

SRMD. Proposed change meets full SMS requirements for safety risk assessment.

SRMDM. Proposed change does not introduce new safety risks into the NAS.

11. ICAO DIFFERENCES: YES NO



Dennis E. Roberts
Director, Airspace Services

Date: **JUN 14 2012**