

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 1900.47G

Air Traffic Organization Policy

Effective Date:

04/28/2026

Cancellation Date:

04/28/2027

SUBJ: Flight Service Station (FSS) Operational Contingency Plan Requirements and Additional Updates to FAA Order JO 1900.47G, Air Traffic Control Operational Readiness and Contingency Planning

- 1. Purpose of this Notice.** This notice supplements Federal Aviation Administration (FAA) Order JO 1900.47G, *Air Traffic Control Operational Readiness and Contingency Planning*. This notice implements changes to sections throughout the order, such as:

 - Adding Flight Service Station (FSS) Operational Contingency Levels (OCLs);
 - Removing all references to the United States Notice to Air Missions Office (USNOF);
 - Updating the NOTAM acronym from “Notice to Air Missions” to “Notice to Airmen”;
 - Removing references throughout the order to the Air Traffic Control System Command Center (ATCSCC) as the Air Route Traffic Control Center (ARTCC) Primary Support Facility;
 - Updating OCL notification requirements to change references to the Domestic Events Network (DEN) to the Joint Air Traffic Operations Command (JATOC-AT);
 - Adding Contract Weather Observer (CWO) notification requirements; and
 - Updating continuity of operations requirements.
- 2. Audience.** This notice applies to all employees and contractors of the Air Traffic Organization (ATO) and its Service Units, including Headquarters, Service Centers, and Service Delivery Points that are engaged in the provision of air traffic management and communication, navigation, and surveillance services.

Note: ATO Service Units include System Operations Services (AJR), Air Traffic Services (AJT), Mission Support Services (AJV), Technical Operations (AJW), Safety (AJI), and the Program Management Organization (AJM).
- 3. Where Can I Find This Notice?** You can find this notice on the FAA website at https://www.faa.gov/regulations_policies/orders_notices/.
- 4. Explanation of Policy Change.** This notice pertains to FAA Order JO 1900.47G and implements changes to sections throughout the order as detailed below. Additionally, this notice adds CWO notification requirements and clarification of continuity of operations requirements.

5. Action. Amend FAA Order JO 1900.47G, as follows:

a. **General Changes.** Due to the agency’s recent reorganization, all instances of the term USNOF throughout FAA Order JO 1900.47G are no longer valid and should be disregarded. In addition, a NOTAM is no longer defined as a “Notice to Air Mission”; this term should now be defined as a “Notice to Airmen.” Additionally, all instances of the term “Department of Defense (DoD)” should now be referred to as Department of War (DoW). Furthermore, the ATCSCC will no longer serve as the Primary Support Facility for ARTCCs. ARTCCs must specify which facilities within their Operational Contingency Plan (OCP) Network will take on Primary Support Facility responsibilities. The ATCSCC will provide OCL notifications during contingency events and must comply with all other actions associated with their roles and responsibilities. Additionally, all facilities must now notify the JATOC-AT instead of the DEN when making ATC-Alert notifications or OCL declarations.

b. **Add FSS OCLs to Chapter 3-3. Operational Contingency Level (OCL).**

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g. Flight Service Stations (FSSs) ATC-Alert and OCL Requirements. FSSs are unique in the services they provide and the environment they work in. For consistency in reporting numbers and impacts of operational contingency events across the NAS, the OCLs outlined below must be used when declaring and reporting OCLs. The FSS requirements include FSS ATC-Alert notifications as well as FSS ATC-Limited and FSS ATC-Zero OCL declarations for their specific use as outlined below for all outages/projects/events, planned or unplanned, that could cause a significant system impact, reduction in services, or reduction in capacity.

(1) FSS ATC-Alert is a precautionary notification made when an FSS remains in normal operations but anticipates disruptive condition(s) or experiences a loss of redundancy that may indicate a potential interruption in services. An ATC-Alert notification is not classified as an OCL.

(2) FSS ATC-Limited is the OCL declared when an FSS is unable to provide some services, and/or has transferred some service during published operating hours to another facility whose personnel routinely provide the transferred services, but other services remain in operation.

NOTE – Local Airport Advisory (LAA) services cannot be transferred to another facility. For more information on all services provided by FSSs, refer to FAA Order JO 7110.10.

(3) FSS ATC-Zero is the OCL declared when any of the following occur:

(a) A satellite FSS is unable to provide services during published operating hours and transfers all transferable services to another facility whose personnel routinely provide the transferred services.

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(b) An FSS transfers all transferable services to another facility whose personnel do not routinely work the transferred flight plan area or area of responsibility.

c. Update Chapter 3-12. Non-Responsive Facility Requirements.

Current Text	Update
<p>b. The Primary Support Facility or the ATCSCC must do the following after declaring ATC-Zero:</p> <p style="padding-left: 40px;">(1) Implement the Impacted Facility’s OCP, and</p> <p style="padding-left: 40px;">(2) Carry out its usual contingency support role.</p>	<p>b. The Primary Support Facility or the ATCSCC must do the following after declaring ATC-Zero:</p> <p style="padding-left: 40px;">(1) The Primary Support Facility must coordinate the implementation of all remaining applicable OCP actions and procedures.</p> <p style="padding-left: 40px;">(2) When the DCC declares ATC-Zero for an Impacted Facility under this authority, they must instruct the Primary Support facility to coordinate the implementation of the Impacted Facility’s OCP.</p> <p style="padding-left: 40px;">(3) Implement the Impacted Facility’s OCP, and</p> <p style="padding-left: 40px;">(4) Carry out its usual contingency support role.</p>

d. Update Chapter 4-3. OCP Requirements, Paragraph e(2).

Current Text	Update
<p>(2) Contact information, including the facility identifier (if applicable), name or position, and phone number for:</p> <p style="padding-left: 40px;">(a) Primary Support Facility and all other OCP network Support Facilities,</p>	<p>(2) Contact information, including the facility identifier (if applicable), name or position, and phone number for:</p> <p style="padding-left: 40px;">(a) Primary Support Facility and all other OCP network Support Facilities,</p>

Current Text	Update
<p>(b) DoD facilities located within and/or operating within the Impacted Facility’s airspace, and</p> <p>(c) All administrative and operational personnel necessary for the coordination and implementation of the OCP.</p>	<p>(b) DoW facilities located within and/or operating within the Impacted Facility’s airspace, and</p> <p>(c) All administrative and operational personnel necessary for the coordination and implementation of the OCP.</p> <p>(d) All facilities with a Contract Weather Observer (CWO) must include the CWO as part of the notification list in their Operational Contingency Plan (OCP) for ATC Limited and ATC-Zero OCL declarations.</p>

e. Update Chapter 4-3.OCP Requirements, Paragraph k.

Current Text	Update
<p>k. OCPs must provide for the continuity of operations at Tier 1 facilities using contingency routes and procedures for those Tier 1 facilities within the Impacted Facility’s airspace, as well as for major Tier 1 traffic flows through the Impacted Facility’s airspace for which there are no viable alternatives.</p> <p>(1) Consider surveillance (radar, etc.) contingency routes and procedures before use of non-radar routes.</p> <p>(2) Where no viable surveillance alternatives are available, non-radar must only be used when facility procedures and training are established, available, and completed.</p>	<p>k. OCPs must provide for the continuity of operations at Tier 1 facilities using contingency routes and procedures for those Tier 1 facilities within the Impacted Facility’s airspace, as well as for major Tier 1 traffic flows through the Impacted Facility’s airspace for which there are no viable alternatives.</p> <p>(1) Consider surveillance (radar, etc.) contingency routes and procedures before use of non-radar routes.</p> <p>(2) Routes must be developed in collaboration with the facilities servicing the routes.</p> <p>(3) ARTCCs that are adjacent to international Air Navigation Service Providers (ANSPs) will collaborate with their Support Facilities and the international ANSPs to develop contingency routes that will redirect</p>

Current Text	Update
	<p>aircraft around the affected airspace when their facility has declared ATC-Zero.</p> <p>(a) Specific information regarding airspace boundaries, routes, altitudes, limitations, etc., must be included with enough detail to ensure all involved controllers understand their areas of responsibility.</p> <p>(b) These contingency routes must be shared with the associated adjacent ANSPs to ensure strategic actions can be taken when an FAA facility is affected by a contingency event.</p> <p>(c) All procedures must be formally documented in an LOA and included in their OCP.</p> <p>(4) Where no viable surveillance alternatives are available, non-radar must only be used when facility procedures and training are established, available, and completed.</p>

6. Disposition. The Operational Readiness Directorate (AJR-X) will incorporate the information in this notice into FAA Order JO 1900.47H, *Air Traffic Control Operational Readiness and Contingency Planning*, before this notice expires. Direct any questions or comments regarding the information in this notice to AJR-X at 9-AWA-AJR-X-Operational-Readiness@faa.gov.

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 Air Traffic Organization