

The FAA requires an aircraft's ADS-B flight ID, whether it's a call sign or registration number, to match what's filed on the flight plan. Noncompliance is violation FAR 91.227. The FAA has been quite considerate and sends reminder letters to aircraft owners advising them of the mismatch condition and directing them to have their ADS-B systems repaired or modified by an avionics shop. Many of our ADS-B units had the pilot editable flight ID function disabled during installation. If a CAP call sign is loaded in the Flight ID this is generally not a problem. The issue arises when CAP-USAF flies one of our aircraft. CAP-USAF pilots use a unique call sign which creates a call sign mismatch with the ADS-B flight ID. This means their flight plan information does not correlate with information presented on FAA radar displays.

Generally, CAP aircraft are equipped with Garmin GTX345 transponders which permit the pilot to edit the flight ID from the front panel controls or connected multifunction displays if the pilot edit feature is enabled. To support our CAP-USAF team members lets make the effort to configure our ADS-B transponders to make them pilot editable particularly the aircraft we are providing for CAP-USAF pilots. This will have to be accomplished by an avionics shop. Let's not allow our Air Force counterparts to be found noncompliant. CAP pilots will need to ensure that their transponders are changed back to the CAP ID following CAP-USAF activity.

ORWG/LGM will create a tutorial on how to check and change the flight ID in G1000 and GTX345 systems. I will post the tutorial on the Operations page of the ORWG web site when it is available.