

Squawking incorrectly really winds up ATC but the rules and methods are incredibly simple and rather important!

Many add-on aircraft do require that you at least turn the transponder on. Once it's on, use your pilot client to change Charlie/Standby/Ident – see How To Squawk Part 1. Don't rely on your panel's Stdbby, Alt modes etc.



It's generally good practice to input each digit of a squawk code from the right dial to the left. This will help avoid accidentally tuning a naughty code. You don't need to do this on transponders with digital keypads, in fact you can't ;)

Once you've been allocated a squawk **DON'T** change it unless told to. Even if you're then flying half way across Europe without ATC, don't change your allocated squawk. The only exception is in Oceanic airspace where you'll switch to 2000 until joining controlled airspace the other side (See Default Codes)

What does all this Squawking actually do? It allows ATC to see your full data-tag: who you are, what you're doing, altitude etc. The Default Codes are "conspicuity" codes which allow you to be seen without an allocated code. VFR's squawking 7000 will look different to ATC than IFR's squawking 2200.

The term "Squawk" comes from the WWII Codeword to RAF pilots to turn on their early and very basic transponder equipment. They were told to "Squawk your parrot".



Simples!

"How to" Squawk, Part II

Version 2 updated 22/01/2010

The Naughty Codes

- 7500 – will result in your disconnection from the server
- 7600 – Squawk for radio failure. You're flying online to get ATC, it'd be a bit pointless!
- 7700 – Don't tune this unless you are actually simulating an emergency.

Vatsim-UK Default Codes*
(for use when no ATC online)

- 7000 – VFR flights
- 2200 – IFR flights
- 2000 – Oceanic (with or without ATC)
In the USA they use 1200 instead of 7000.

* Some people will disagree with these but they are the Vatsim defaults for system reasons. As with all "How To" sheets, follow the ones above and you will not get into any bother.

