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| **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | | |  | **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | |
| **PREFLIGHT CHECKLIST**  **COCKPIT**  TIE DOWN & PITOT COVER REMOVE  AIRCRAFT DOCUMENTS AROW  PARKING BRAKE SET  ALL INSTRUMENT PANEL SWITCHES OFF  MIXTURE IDLE CUT-OFF  LEFT/RIGHT MAGS OFF  BATTERY MASTER ON  PANEL LIGHTING VERIFY OPERATION  PITOT HEAT ON  EXTERIOR LIGHTING ON & VERIFY OPERATIONS  STALL WARNING TONE CHECK  PITOT/STATIC HEAD CHECK – WARM  **\*CAUTION\***  PITOT HEAD CAN BE VERY HOT  DO NOT OPERATE LONGER THAN 3 MIN  SEE POH FOR FULL CAUTION MESSAGE  P HEAT OFF CAS MESSAGE EXTINGUISHED  FUEL CHECK QUANTITY &  IMBALANCE  ALL LIGHTING OFF  PITOT HEAT OFF  P HEAT OFF CAS MESSAGE ILLUMINATED  BATTERY MASTER OFF  FLAPS EXTEND  PRIMARY FLIGHT CONTROLS PROPER OPERATION  STABILATOR AND RUDDER TRIM NEUTRAL  ALTERNATE STATIC CHECK  PITOT & STATIC SYSTEMS DRAIN  WINDOWS CHECK, CLEAN  BAGGAGE SECURE  **RIGHT WING**  SURFACE CONDITION CLEAR OF ICE/FROST/SNOW  FLAP AND HINGES NO DAMAGE OR INTERFERENCE  AILERON AND HINGES NO DAMAGE OR INTERFERENCE  STATIC WICKS (3) CHECK SECURE  WING TIP AND LIGHTS CHECK  FUEL TANK SUMP DRAIN, CHECK FOR WATER,  SEDIMENT, AND PROPER FUEL  FUEL TANK VENT CLEAR  MAIN GEAR STRUT PROPER INFLATION (4.5 ± .25IN.)  TIRE CHECK  BRAKE BLOCK AND DISCS CHECK  FUEL TANK CHECK SUPPLY, SECURE CAP  FRESH AIR INLET CLEAR | | |  | **NOSE SECTION**  GENERAL CONDITION CHECK  VENT FAN INLET CLEAR  COWLING SECURE  WINDSHIELD CLEAN  OIL CHECK LEVEL  DIPSTICK PROPERLY SEATED & SECURED  OIL FILLER DOOR SECURE  PROPELLER AND SPINNER CHECK  AIR INLETS (4) CLEAR  NOSE CHOCK REMOVE  NOSE GEAR STRUT PROPER INFLATION (3.25 ± .25 IN.)  NOSE TIRE CHECK  FUEL STRAINER DRAIN  **LEFT WING**  SURFACE CONDITION CLEAR OF ICE/FROST/SNOW  FRESH AIR INLET CLEAR  MAIN GEAR STRUT PROPER INFLATION (4.5 ± .25 IN.)  TIRE CHECK  BRAKE BLOCK AND DISC CHECK  FUEL TANK SUMP DRAIN, CHECK FOR WATER,  SEDIMENT, AND PROPER FUEL  FUEL TANK VENT CLEAR  FUEL TANK CHECK SUPPLY, SECURE CAP  PITOT/STATIC HEAD CLEAR  OAT PROBE CHECK  WING TIP AND LIGHTS CHECK  AILERON AND HINGES NO DAMAGE OR INTERFERENCE  FLAP AND HINGES NO DAMAGE OR INTERFERENCE  STATIC WICKS (3) CHECK SECURE  **FUSELAGE**  ANTENNAS CHECK  EMPENNAGE CLEAR OF ICE/FROST/SNOW  STABILATOR AND TRIM TAB NO DAMAGE OR INTERFERENCE  RUDDER NO DAMAGE OR INTERFERENCE  STATIC WICKS (3) CHECK SECURE  ELT PLATE SECURE  EXTERNAL POWER DOOR SECURE  **WALK AROUND AIRCRAFT**  NOTE GENERAL CONDITION | |
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| **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | | |  | **NORMAL PROCEDURES PA-28-181 PIPER PILOT**  **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED***  **ENGINE RUN-UP (GROUND CHECK)**  PARKING BRAKE SET  THROTTLE 2000 RPM  LEFT/RIGHT MAG CHECK CHECK L & R  (MAX DROP 175 & MAX DIFF 50 RPM)  OIL TEMPERATURE CHECK  OIL PRESSURE CHECK  VOLTS INDICATION CHECK BUS (28 ±1 VOLT)  ALT AMPS INDICATION CHECK NORMAL  ALT. AIR CHECK FOR RPM DROP  FUEL PUMP OFF, VERIFY ENGINE OPERATION  THROTTLE IDLE CHECK, 1000 RPM  FLIGHT CONTROLS FREE & CORRECT  ELECTRIC TRIM TEST  AUTOPILOT ENGAGE  VERIFY AP CAN BE OVERPOWERED  A/P DISC BUTTON PRESS, VERIFY AP DISENGAGES  AND AUDIO ALERT  TRIM NEUTRAL  CABIN DOOR CLOSED AND SECURE  A close-up of a map  Description automatically generated | |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED***  **BEFORE ENGINE START**  MX TIME CHECK TIME REMAINING  VS TIME ON CHECKLIST COVER  BILLING TIME/HOBBS TIME RECORD  FLAPS RETRACT  CABIN DOOR CLOSED AND SECURE  SEATS ADJUSTED AND LOCKED IN POSITION  SEATBELTS AND HARNESSES FASTEN AND SECURE  PARKING BRAKE SET  PASSENGER BRIEF COMPLETE  **ENGINE START**  CIRCUIT BREAKERS IN  ALT. AIR CLOSE  ALTERNATE STATIC SOURCE OFF  FUEL SELECTOR CYCLE, FULLEST TANK  MASTER ON  ALTERNATOR ON  DATABASES VERIFY CURRENCY  AUTOPILOT VERIFY PREFLIGHT  SELF-TEST COMPLETED  LEFT/RIGHT MAG SWITCHES ON  ANTI-COLLISION LIGHTS ON  AREA CLEAR  THROTTLE OPEN 1/8 INCH  FUEL PUMP ON  MIXTURE  **COLD START** GPH ~4.5 THEN IDLE CUT-OFF  **HOT START** IDLE CUT-OFF  STARTER ENGAGE  MIXTURE ADVANCE  THROTTLE 1000 RPM  OIL PRESSURE CHECK  **PRE-TAXI**  CAS MESSAGE (G3X) CONSIDER ANY ILLUMINATED  PFD ANNUNCIATIONS NO RED X’S  FUEL CALC TAB (ENG PAGE) ENTER FUEL QUANTITY  SYSTEM MESSAGES CONSIDER  LIGHTS AS REQUIRED  VENTILATION, HEATER, AND DEFROSTER AS DESIRED  COM/NAV RADIOS & AVIONICS CHECK & SET  STANDBY FLIGHT INSTRUMENT VERIFY ON WITH NO RED-X’S  OR FAILURE ANNUNCIATIONS  AWOS/ATIS CHECK  ALTIMETER SET, VERIFY BOTH  TRANSPONDER LOCAL CODE & ALT  PARKING BRAKE RELEASE  BRAKES TEST | | |  |
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| **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | | |  | **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED***  **BEFORE TAKE-OFF**  TYPE OF TAKEOFF DETERMINE  AIRSPEEDS: ROTATION, CLIMB OUT,  AND BEST GLIDE BRIEF  PRE-TAKEOFF BRIEFING COMPLETE  FLAPS SET  FUEL PUMP ON  FLIGHT INSTRUMENTS NO RED X’S  STANDBY FLIGHT INSTRUMENT NO RED X’S  CAS MESSAGE (G3X) CONSIDER ANY ILLUMINATED  SYSTEM MESSAGES CONSIDER  ENGINE INDICATIONS CHECK  ANTI-COLLISION LIGHTS ON  LANDING LIGHTS ON  MIXTURE RICH  BELTS/HARNESS FASTENED & CHECK  STABILATOR/RUDDER TRIM SET  CABIN DOOR LATCHED  TAKE-OFF TIME RECORD  VS0 – 45 KIAS  VS1 – 50 KIAS  VR – 60 KIAS  VX – 64 KIAS  VY – 76 KIAS  Best Glide – 76 KIAS  Cruise Climb – 87 KIAS  VFE – 102 KIAS  VO – 113 KIAS  VNO – 125 KIAS  VNE – 154 KIAS | | |  | **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED***  **CLIMB (BETWEEN 500 AND 1500 AGL)**  POWER SET  TRIM SET  FUEL PUMP OFF  LANDING LIGHTS OFF  **CRUISE (AT TOP OF CLIMB FOR X/C AND LCL FLIGHTS)**  POWER SET  TRIM SET  MIXTURE AS REQUIRED  TRUE AIR SPEED (X/C FLTS) VERIFY  **IN-RANGE (X/C – BEFORE TOP OF DESCENT; LCL – BEFORE TURNING TO OUN)**  COM/NAV RADIOS & AVIONICS CHECK & SET  AWOS/ATIS CHECK  ALTIMETER SET, VERIFY BOTH  SEATBELTS FASTEN AND SECURE  MIXTURE RICH  FUEL PUMP ON  FUEL SELECTOR FULLEST TANK  LANDING LIGHTS ON  **APPROACH AND LANDING (BEFORE PATTERN ENTRY AND BEFORE MIDFIELD DOWNWIND EACH SUBSEQUENT APPROACH)**  TYPE LANDING DETERMINE  FLAPS SET (102 KIAS MAX.)  ALT. AIR AS REQUIRED  AUTOPILOT DISCONNECT (ABOVE 200AGL)  INITIAL APPROACH SPEED 75-95 KIAS  FINAL APPROACH SPEED 66 KIAS  **GO-AROUND**  MIXTURE FULL RICH  THROTTLE FULL OPEN  CONTROL WHEEL BACK PRESSURE TO OBTAIN  POSITIVE CLIMB ATTITUDE  FLAPS RETRACT INCREMENTALLY | |
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| **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | | |  | **NORMAL PROCEDURES PA-28-181 PIPER PILOT** | |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED***  **AFTER LANDING (AFTER CLEARING RUNWAY)**  FLAPS RETRACT  FUEL PUMP OFF  LANDING LIGHTS AS REQUIRED  TRANSPONDER LOCAL CODE & ALT  A close-up of a map  Description automatically generated | | |  | **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED***  **ENGINE SHUTDOWN**  PARKING BRAKE RELEASED  FLAPS VERIFY RETRACTED  FUEL PUMP VERIFY OFF  ELECTRICAL SWITCHES OFF  ALTERNATOR OFF  THROTTLE IDLE  MIXTURE IDLE CUT-OFF  LEFT/RIGHT MAG SWITCHES OFF  INTERIOR LIGHTS OFF  EXTERIOR LIGHTS OFF  BATTERY MASTER OFF  BILLING/MX TIME RECORD  **POST-FLIGHT**   * PUT SUN VISOR IN WINDOW (IN SUMMER) * GATHER PERSONAL BELONGINGS – NO TRASH LEFT * PLACE YELLOW PLACARD -- IF MX REQUIRED * SECURE COCKPIT DOOR (TOP LATCH IF RAINING SOON) * LOCK AIRCRAFT DOOR * WALK AROUND AIRCRAFT – LOOK AT CONDITION STRAP DOWN (3 STRAP POINTS) OR CHOCK (IF NO STRAP AREA AVAILABLE CROSS-COUNTRY)   **IF NECESSARY**   * CLOSE FLIGHT PLAN * TURN IN AIRCRAFT KEY TO DISPATCH OR NIGHT MX * FILL OUT ANY SAFETY REPORTS ONLINE * REPORT SQUAWKS OR ANY DISCREPANCY TO DISPATCH OR NIGHT MX * TURN IN FUEL CARD WITH RECEIPT (IF USED) * FILL OUT YOUR “PERSONAL LOGBOOK WITH FLIGHT TIME/DETAILS”   **ABNORMAL PROCEDURES**  HARD LANDING (TAXI TO MX AND INFORM AVIATION STAFF)  UNCONTROLLED DEPARTURE FROM PAVEMENT (RUNWAY OR TAXIWAY)   * DO NOT ATTEMPT TO TAXI BACK ONTO PAVEMENT * RUN ENGINE SHUTDOWN CHECKLIST * CONTROLLED FIELD: NOTIFY TOWER AND ADVISE AIRCRAFT MUST BE TOWED * UNCONTROLLED FIELD: CALL OU MOBILE PHONE AND INSTRUCTOR   **SYMPTOMS OF VAPOR LOCK**   * FLUCTUATION OF IDLE SPEED AND FUEL FLOW * POOR ENGINE RESPONSE TO THROTTLE MOVEMENT * ENGINE WILL NOT OPERATE WHEN THROTTLE IS CLOSED * HIGH RPM DROP (GREATER THAN 175 RPM) DURING MAG CHECK   **CORRECTIVE ACTION FOR VAPOR LOCK**   * ADVANCE THROTTLE TO ~2000 RPM FOR 1-2 MIN OR UNTIL SMOOTH ENGINE OPERATIONS * RETARD THROTTLE TO IDLE AND CHECK FOR SMOOTH OPERATION * DURING TAXI, LEAN MIXTURE AND OPERATE AT A HIGH POWER SETTING (MAX 1200 RPM) AS PRACTICAL * PRIOR TO TAKEOFF SET MIXTURE TO FULL RICH * VERIFY SMOOTH ENGINE OPERATION DURING TAKEOFF ROLL | |
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| **EMERGENCY PROCEDURES PA-28-181 PIPER PILOT** | | |  | **EMERGENCY PROCEDURES PA-28-181 PIPER PILOT** | |
| **ENGINE FIRE DURING START**  STARTER CONTINUE TO CRANK ENGINE  MIXTURE IDLE CUT-OFF  THROTTLE OPEN  FUEL PUMP OFF  FUEL SELECTOR OFF  **IF FIRE CONTINUES**  EVACUATE AIRCRAFT  USE FIRE EXTINGUISHER IF AVAILABLE  **ENGINE FIRE IN FLIGHT**  FUEL SELECTOR OFF  THROTTLE CLOSED  MIXTURE IDLE CUT-OFF  FUEL PUMP OFF  HEAT/DEFROSTER OFF  DEFROSTER OFF  VENTS OPEN  **IF FIRE CONTINUES**  AIRSPEED INCREASE IN ATTEMPT TO BLOW OUT FIRE  ENGINE SECURE  **ENGINE SECURE IN FLIGHT**  FUEL SELECTOR OFF  LEFT/RIGHT MAGS OFF  THROTTLE CLOSED  MIXTURE IDLE CUT-OFF  SEAT BELTS TIGHTEN  DOOR UNLATCH  ELT ON  \*PREPARE FOR EMERGENCY LANDING (66 KNOTS SHORT FINAL)  **AFTER TOUCHDOWN**  MASTER/ALTERNATOR OFF  **ELECTRICAL FIRE**  MASTER OFF  ALTERNATOR OFF  VENTS OPEN  HEAT/DEFROSTER OFF  FIRE EXTINGUISH  EMERGENCY DESCENT (IF NEEDED) TO A SAFE ALTITUDE  \*LAND ASAP | | |  | **ENGINE ROUGHNESS**  ALT. AIR OPEN  IF ROUGHNESS CONTINUES AFTER 1 MIN  MIXTURE ADJUST FOR MAX SMOOTHNESS  ALT. AIR CLOSE  FUEL PUMP ON  FUEL SELECTOR SWITCH TANKS  ENGINE INDICATORS CHECK  LEFT/RIGHT MAGS INDIVIDUALLY  SELECT OFF AND ON  \*LAND ASAP  **ENGINE FAILURE/PARTIAL POWER LOSS**  PITCH (BEST GLIDE) 76 KTS  TRIM 76 KTS  FIELD SELECT SUITABLE  FUEL SELECTOR SWITCH TANKS  LEFT/RIGHT MAGS OFF THEN ON  ONE AT A TIME  FUEL PUMP ON  THROTTLE ADJUST  MIXTURE RICH  ALT. AIR OPEN  **IF POWER RESTORED**  ALT. AIR CLOSE  FUEL PUMP OFF  **IF POWER NOT RESTORED**  TRANSPONDER 7700  RADIO 121.5  **RADIO FAILURE**  AUDIO PANEL VERIFY RADIO SELECTION  MIC JACK CHECK  VOLUME TEST  CIRCUIT BREAKERS IN  FREQUENCY CHECK  AUDIO CONTROL C.B. PULL  TRANSPONDER 7600  \*FOLLOW LOST COMM PROCEDURES  **OPEN DOOR**  SLOW AIRPLANE TO 87 KIAS  CABIN VENTS CLOSE  IF UPPER LATCH IS OPEN LATCH  IF SIDE LATCH IS OPEN PULL ON ARMREST  WHILE CLOSING LATCH  IF BOTH CLOSE SIDE, THEN TOP LATCH | |
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| **EMERGENCY PROCEDURES PA-28-181 PIPER PILOT** | | |  | **EMERGENCY PROCEDURES PA-28-181 PIPER PILOT** | |
| **ALTERNATOR FAILURE**  VERIFY FAILURE CHECK ALT AMPS INDICATION  ALTERNATOR OFF  ALT CIRCUIT BREAKER RESET IF TRIPPED  ALT FIELD CIRCUIT BREAKER RESET  ALTERNATOR ON  **IF POWER NOT RESTORED**  ALTERNATOR OFF  ELECTRICAL LOAD SHED  **\*LAND AS SOON AS POSSIBLE\***  **COMPLETE ELECTRICAL FAILURE**  STANDBY INSTRUMENT VERIFY OPERATIONAL  AIRCRAFT CONTROL USE STANDBY INSTRUMENT  AIRSPEED DO NOT EXCEED 110 KIAS  AFTER ENGINE SHUTDOWN  STANDBY INSTRUMENT OFF (PRESS AND HOLD  PWR BUTTON FOR 5 SECONDS)  **PFD FAILURE**  STANDBY INSTRUMENTS VERIFY OPERATIONAL  AIRCRAFT CONTROL USE STANDBY INSTRUMENTS  AIRSPEED DO NOT EXCEED 110 KIAS  COM 1 (EXTERNAL COM) TUNE AS NECESSARY  NAVIGATION USE G5 DISPLAY  WITH GPS1 (EXTERNAL GPS)  OR NAV 2 (VOR/LOC/ILS) SOURCE INFO  **EXIT AND AVOID IFR CONDITIONS AS SOON AS PRACTICAL.**  **\*Warning\*** All aural alerts, except stall warning, become  inoperative when the PFD fails. Maintain  additional airspeed awareness during low and  high speed flight. | | |  | **CYLINDER HEAD TEMPERATURE**  ENGINE PAGE SELECT  CYLINDER HEAD TEMPERATURES MONITOR  THROTTLE CONSIDER REDUCING  MIXTURE CONSIDER ENRICHENING  AIRSPEED CONSIDER INCREASING  **IF CYLINDER HEAD TEMPERATURE CONTINUES TO RISE**  THROTTLE MINIMUM REQUIRED  MIXTURE RICH  AIRSPEED INCREASE IF PRACTICAL  CYLINDER HEAD TEMPERATURES MONITOR  **IF CYLINDER HEAD TEMPERATURE REMAINS IN WARNING RANGE**  **\*LAND AS SOON AS POSSIBLE\***  **\*PREPARE FOR POWER OFF LANDING\***  **OIL PRESSURE**  **LOW OIL PRESSURE**  THROTTLE MINIMUM REQUIRED  IF HIGH OIL TEMP LAND AS SOON AS POSSIBLE  IF NORMAL OIL TEMP LAND AS SOON AS PRACTICAL  **HIGH OIL PRESSURE**  THROTTLE MINIMUM REQUIRED  LAND AS SOON AS PRACTICAL  **OIL TEMPERATURE**  THROTTLE MINIMUM REQUIRED  MIXTURE FULL RICH  AIRSPEED INCREASE IF PRACTICAL  LAND AS SOON AS POSSIBLE  **SEE POH FOR OTHER EMERGENCIES OR ABNORMALITIES LISTED**   * **LOSS OF FUEL FLOW** * **FUEL QUANTITY LOW** * **ADAHRS FAILURE** * **ADAHRS DEGRADED MODES** * **ERRONEOUS OR LOSS OF ENGINE AND FUEL DISPLAYS** * **LOSS OF NAVIGATION DATA** * **AUTOPILOT OR ESP MALFUNCTIONS** * **AUTOMATIC AUTOPILOT DISCONNECT** * **ELECTRIC PITCH TRIM FAILURE** * **ELECTRIC PITCH TRIM RUNAWAY** * **ESP ACTIVATION** * **AUTOPILOT OVERSPEED RECOVERY** * **AUTOPILOT UNDERSPEED RECOVERY** * **AUTOPILOT OUT-OF-TRIM** * **ABNORMAL FLIGHT DIRECTOR MODE TRANSITIONS** * **AUTOPILOT PREFLIGHT TEST FAILURE** * **AUTOPILOT – LOSS OF NAVIGATION INFORMATION** * **AUTOPILOT – LOSS OF AIRSPEED/ALTITUDE INFORMATION** * **AUTOPILOT – LOSS OF GPS INFORMATION** * **PITOT HEAT FAILURE** * **STARTER ENGAGED** * **SPIN RECOVERY** | |
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| **EMERGENCY PROCEDURES PA-28-181 PIPER PILOT** | | |  | **EMERGENCY PROCEDURES PA-28-181 PIPER PILOT** | |
| A warning message with text and words  Description automatically generated with medium confidence | | |  | **SYMPTOMS OF VAPOR LOCK**   * FLUCTUATION OF IDLE SPEED AND FUEL FLOW * POOR ENGINE RESPONSE TO THROTTLE MOVEMENT * ENGINE WILL NOT OPERATE WHEN THROTTLE IS CLOSED * HIGH RPM DROP (GREATER THAN 175 RPM) DURING MAG CHECK   **CORRECTIVE ACTION FOR VAPOR LOCK**   * ADVANCE THROTTLE TO ~2000 RPM FOR 1-2 MIN OR UNTIL SMOOTH ENGINE OPERATIONS * RETARD THROTTLE TO IDLE AND CHECK FOR SMOOTH OPERATION * DURING TAXI, LEAN MIXTURE AND OPERATE AT A HIGH POWER SETTING (MAX 1200 RPM) AS PRACTICAL * PRIOR TO TAKEOFF SET MIXTURE TO FULL RICH * VERIFY SMOOTH ENGINE OPERATION DURING TAKEOFF ROLL | |
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| **COMMON FREQUENCIES** | | |  |  | |
| **Max Westheimer (KOUN)**  AWOS 119.55  Ground 121.60  Tower 118.00  LOC IPHY 111.10  ILS IBWM 111.95  OU Traffic 123.30  Cruise Aviation 122.95  **David Jay Perry (1K4)**  CTAF 122.7  **Chickasha (KCHK)**  AWOS 118.175  CTAF 123.00  **Shawnee (KSNL)**  AWOS 118.275  CTAF 122.70  **Will Rogers (KOKC)**  ATIS 125.85  Clearance Delivery 124.35  Ground 121.90  Tower 119.35  IRW 114.10 | **Okla. City Approach Control**  NW 124.60  NE 124.20  SW 124.60  SE 120.45  S 133.60  **Transponder Codes**  7500 Hijack  7600 Lost Comm.  7700 Emergency  **Contact Numbers**  Aviation Department  405-325-7231  Mobile Phone  405-919-6319  OU Police Department  405-325-1717 | |  |  |  |
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|  | | |  | Training Checkpoints   * 1 = Amber * 2 = Good Life (170K) 18 DME off the IRW 203 radial * 3 = East Chickasha (watch for active parachute jumping area\*) * 4 = Alexx * 5 = West Dibble – 19 DME off the IRW 220 Radial * 6 = North Dibble * 7 = South Dibble * 8 = Cole * 9 = Lindsay * 10 = Woody Chapel * 11 = Washington * 12 = Purcell\* Always check NOTAM for possible sUAS activity up to 5,000 MSL * 13 = Pink * 14 = Oil Silo * 15 = Wanette * 16 = East Lake Thunderbird * 17 = South Hickory Hills * 18 = McCaslin * 19 = Wayne * 20 = Lexington \* Always check Lexington NOTAM (possible sUAS activity) * 21 = Thunder Valley | |
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