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| **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |  | **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |
| **PREFLIGHT CHECKLIST****COCKPIT**PITOT MAST COVER REMOVEAIRCRAFT DOCUMENTS AROWAVIONICS MASTER SWITCH OFFPARKING BRAKE SETELECTRICAL SWITCHES OFFMAGNETO SWITCHES OFFFUEL PUMP SWITCHES OFFLANDING GEAR SWITCH DOWNTHROTTLES IDLEMIXTURE CONTROLS IDLE CUT-OFFCOWL FLAPS OPENBATT MASTER SWITCH ONGEAR POSITION LIGHTS 3 GREENFUEL QUANTITY GAUGES CHECKPITOT HEAT SWITCH ONINTERIOR/EXTERIOR LIGHTS ON & CHECK &OFFPITOT/STATIC HEAD CHECK – WARM &OFFBATT MASTER SWITCH OFFFLIGHT CONTROLS CHECKFLAPS EXTENDSTABILATOR & RUDDER TRIM NEUTRALFUEL SELECTORS ONSTATIC SYSTEM DRAINALTERNATE STATIC SOURCE CLOSEDEMERGENCY EXIT CHECKWINDOWS CHECK, CLEANBAGGAGE SECUREBAGGAGE DOOR CLOSED**RIGHT WING**FUEL SUMP DRAINS DRAINSURFACE CONDITION CLEAR OF ICE, FROST & SNOWFLAP AND HINGES CHECKAILERON, HINGES & FREEDOM OF MOVEMENT CHECKSTATIC WICKS CHECKWING TIP AND LIGHTS CHECKSCUPPER DRAIN CLEARFUEL TANK VENT CLEARTIE DOWN REMOVENACELLE FUEL FILLER CAP CHECK & SECUREENGINE OIL & CAP CHECK & SECUREPROPELLER & SPINNER CHECKAIR INLETS CLEARCOWL FLAP AREA CHECKMAIN GEAR STRUT PROPER INFLATION (2.60±0.25 IN)BRAKE, BLOCK & DISC CHECKCHOCK REMOVE | **NOSE SECTION**GENERAL CONDITION CHECKWINDSHIELD CLEANBATTERY VENTS CLEARLANDING LIGHTS CHECKHEATER AIR INLET CLEARCHOCK REMOVENOSE GEAR STRUT PROPER INFLATION (2.70±0.25 IN)NOSE WHEEL TIRE CHECK**LEFT WING**SURFACE CONDITION CLEAR OF ICE, FROST & SNOWMAIN GEAR STRUT PROPER INFLATION (2.60±0.25 IN)MAIN WHEEL TIRE CHECKBRAKE, BLOCK & DISC CHECKCHOCK REMOVECOWL FLAP AREA CHECKNACELLE FUEL FILLER CAP CHECK & SECUREENGINE OIL & CAP CHECK & SECUREPROPELLER & SPINNER CHECKAIR INLETS CLEARSCUPPER DRAIN CLEARFUEL TANK VENT CLEARTIE DOWN REMOVESTALL WARNING VANES CHECKPITOT/STATIC HEAD CLEARWING TIP LIGHTS CHECKAILERON, HINGES & FREEDOM OF MOVEMENT CHECKFLAP AND HINGES CHECKSTATIC WICKS CHECK**FUSELAGE (LEFT SIDE)**EMERGENCY EXIT CHECKANTENNAS CHECKFRESH AIR INLET CLEAR**EMPENNAGE**SURFACE CONDITION CLEAR OF ICE, FROST & SNOWSTABILATOR, TRIM TAB & FREEDOM OF MOVEMENT CHECKRUDDER, TRIM TAB & FREEDOM OF MOVEMENT CHECKPOSITION LIGHT CHECKSTATIC WICKS CHECKTIE DOWN REMOVE**FUSELAGE (RIGHT SIDE)**BAGGAGE DOOR SECURED AND LOCKED**WALK AROUND AIRCRAFT**NOTE GENERAL CONDITION |
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| **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |  | **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****BEFORE ENGINE START**HOBBS / TAC CHECK TIME REMAININGHOBBS TIME RECORDPARKING BRAKE SETPASSENGER BRIEF COMPLETESEATS ADJUSTED & LOCKEDSEATBELTS FASTEN AND SECUREGEAR SELECTOR DOWNTHROTTLES IDLEPROPELLER CONTROLS FULL FWDMIXTURES IDLEALT-AIR CLOSECOWL FLAPS OPENFUEL SELECTORS ONLEFT/RIGHT ALTR SWITCHES ON (OFF, if external power connected)EMERG BATT ARME VOLTS INDICATION # 23.3 VOLTS (MINIMUM)AVION MASTER SWITCHES OFFSTROBE LIGTHS ONALL OTHER ELECTRICAL SWITCHES OFFCABIN HEAT SWITCH OFFCIRCUIT BREAKERS IN#IF E VOLTS indication less than 23.3 Volts You are allowed to start the engines HOWEVER, You have to complete checklist at the end of engine run-up check list **ENGINE START – COLD**BATT MASTER ONGEAR LIGHTS 3 GREENCAS MESSAGES CONSIDER ANY ILLUMINATED PFD ANNUNCIATIONS CONSIDER ANY ILLUMINATEDTHROTTLES OPEN ¼ INCHPROPELLER CONTROLS FULL FWD\*FUEL PUMP ON\*MAG LEFT/RIGHT SWITCHES ON\*MIXTURE PRIME – then CUT-OFF\*PROPELLER AREA CLEAR\*STARTER ENGAGE\*MIXTURE ADVANCE\*THROTTLE 1000 RPM\*OIL PRESSURE CHECK**REPEAT START (\*) FOR SECOND ENGINE**VOLTS CHECKALTR AMPS CHECKFUEL PUMPS OFF | **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****ENGINE START – HOT**BATT MASTER ONGEAR LIGHTS 3 GREENCAS MESSAGES CONSIDER ANY ILLUMINATED PFD ANNUNCIATIONS CONSIDER ANY ILLUMINATEDTHROTTLES OPEN 1/2 INCHPROPELLER CONTROLS FULL FWD\* MIXTURE CUT-OFF\*FUEL PUMP ON\*MAG LEFT/RIGHT SWITCHES ON\*PROPELLER AREA CLEAR\*STARTER ENGAGE\*MIXTURE ADVANCE\*THROTTLE 1000 RPM\*OIL PRESSURE CHECK**REPEAT START (\*) FOR SECOND ENGINE**VOLTS CHECKALTR AMPS CHECKFUEL PUMPS OFF**ENGINE START – COLD WEATHER (BELOW 10°F)**SEE POH page 4-10b**ENGINE START – FLOODED**SEE POH page 4-11**ENGINE START – EXTERNAL POWER SOURCE**SEE POH page 4-12**PRE-TAXI**AVION MASTER SWITCH ON MFD SPLASH SCREEN VERIFY DATABASEFUEL TOTALIZER FOB SYNC or MANUALLY CAS MESSAGES CONSIDER ANY ILLUMINATED PFD ANNUNCIATIONS CONSIDER ANY ILLUMINATEDSYSTEM MESSAGES CONSIDERAUTOPILOT VERIFY PREFLIGTH SELF TEST (PFT)ANN TEST SOFTKEY (Aux-System) PRESSSTANDY FLIGHT INSTRUMENT Verify, No red X’sAWOS/ATIS CHECKALTIMETER SETTRANSPONDER LOCAL CODE & ALTFUEL SELECTORS CROSSFEEDBRAKES TEST |
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| **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |  | **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****ENGINE RUN-UP**PARKING BRAKE SETFUEL SELECTORS ONFLIGHT CONTROLS FREE & CORRECTELECTRIC TRIM TEST & SETAUTOPILOT TESTMIXTURE RICHPROPELLER CONTROLS FULL FWDENGINE INSTRUMENTS CHECKTHROTTLES 1500 RPMPROPELLERS FEATHER CHECK\*MAX DROP 500 RPMTHROTTLES 2000 RPMMAGNETOS CHECKMAX DROP 175 RPM/MAX DIFF 50 RPMALT-AIR CHECKTHROTTLES 2200RPMPROPELLERS EXERCISE\*MAX DROP 300 RPMGOVERNER CHECK CHECKTHROTTLES (500-600 RPM) IDLE CHECKFUEL PUMPS ONTHROTTLES 1000 RPMFLIGHT INSTRUMENTS CHECK & SETENGINE INSTRUMENTS CHECKCABIN DOOR LATCHED\*IF E VOLTS indication less than 23.3 VOLTS during BEFORE STARTING ENGINE checklistEMERG BATT SWITCH VERIFY ARMAVIATION MATER SWITCH OFFALTER LEFT/RIGHT SWITCHES OFFBATT MASTER SWITCH OFFE VOLTS INDICAITON 23.3 VOLTS MINIMUM\*IF E VOLTS less than 23.3 VOLTS, determine cause and correct issue prior to flightIF E VOLTS greater than or equal to 23.3 VOLTS:BATT MASTER SWITCH ONALTER LEFT/RIGHT SWITCHES ONAVIATION MATER SWITCH ON |  |
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| **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |  | **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****BEFORE TAKE-OFF**TYPE OF TAKEOFF DETERMINEFLAPS RETRACTEDAIRSPEEDS: ROTATION, CLIMB OUT,AND BEST GLIDE CALCULATE (GUST SPREAD)PRE-TAKEOFF BRIEFING COMPLETEPROPELLERS FULL FWDMIXTURES FULL RICHALT-AIR CLOSECOWL FLAPS OPENSTABILATOR & RUDDER TRIM SETFUEL SELECTOR ONCAS MESSAGES CONSIDER ANY ILLUMINATED PFD ANNUNCIATIONS CONSIDER ANY ILLUMINATEDSYSTEM MESSAGES CONSIDERFUEL PUMPS ONANTI-COLLISION LIGHTS ONLANDING/REC LIGHTS ONTRANSPONDER LOCAL CODE & ALTCABIN DOOR LATCHEDTAKE-OFF TIME RECORD**\*\* RESET HEADING INDICATOR AFTER TAXIING ONTO RUNWAY\*\***V SPEEDS Vr – 75 Vx – 82 Vy – 88 Vyse – 88 | THIS PAGE INTENTIONALLY LEFT BLANKText  Description automatically generated” |
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| **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |  | **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****CLIMB (BETWEEN 500 AND 1500 AGL)**POWER/PROP SETGEAR UPTRIM SETCOWL FLAPS OPENFUEL PUMPS ONLANDING/REC LIGHTS OFF**CRUISE (AT TOP OF CLIMB FOR X/C AND LCL FLIGHTS)**POWER/PROP 21” MAN. PRESS./ 2400 RPMFUEL PUMP OFFTRIM SETCOWL FLAPS CLOSEDHEADING INDICATOR CHECKMIXTURE AS REQUIREDFULE FLOW GAUGE MONITOREGT MONITOR**IN-RANGE (X/C – BEFORE TOP OF DESCENT; LCL – BEFORE TURNING TO OUN)**AWOS/ATIS CHECKALTIMETER SETCOWL FLAPS CLOSEDMIXTURE RICHFUEL PUMPS ONFUEL SELECTORS ONLANDING/REC LIGHTS ONSEATBELTS FASTEN AND SECURE**BEFORE LANDING (BEFORE PATTERN ENTRY AND BEFORE MIDFIELD DOWNWIND EACH SUBSEQUENT APPROACH)**APPROACH SPEED ON FINAL CALCULATEFLAP SETTING ON FINAL DETERMINELANDING GEAR DOWN/LOCKED **(TOUCH 3 GREEN)**NACELLE MIRROR VERIFY***MEMORY******PROPELLER (PRIOR TO BASE OR FAF) FULL INCREASE******LANDING GEAR ON FINAL DOWN/LOCKED (TOUCH 3 GREEN)*** | THIS PAGE INTENTIONALLY LEFT BLANKText  Description automatically generated |
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| **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |  | **NORMAL PROCEDURES PA 44-180 SEMINOLE G1000** |
| **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****AFTER LANDING**FLAPS UPFUEL PUMPS OFFALT-AIR CLOSECOWL FLAPS OPENLANDING/REC LIGHTS AS REQUIREDTRANSPONDER LOCAL CODE & ALTHEATER – FOR TURNOFF FOLLOW PROCPITOT HEAT OFF**Diagram  Description automatically generated** | **BEFORE ENGINE START THROUGH ENGINE SHUTDOWN – CHECKLIST WILL BE *VERBALIZED*****ENGINE SHUTDOWN**HEATER (IF ON) FAN 2 MIN THEN OFFVENT FAN OFFTHROTTLES IDLEAVIONICS MASTER OFFEMERG BATT OFFALTERNATORS OFFLEFT/RIGHT FUEL PUMP OFFAll Other ELECTRICAL EQUIPTMENT OFFMIXTURES OFFMAGNETOS OFFINTERIOR/EXTERIOR LIGHTS OFFBATT MASTER OFFSTANDBY INSTRUMENT VERIFY SHUTDOWNVENT WINDOW CLOSEDPARKING BRAKE RELEASEDHOBBS TIME RECORD**POST-FLIGHT*** PUT SUN VISOR IN WINDOW (IN SUMMER)
* CLOSE VENT IN WINDOW
* GATHER PERSONAL BELONGINGS – No Trash left
* PLACE YELLOW PLACARD -- IF MX REQUIRED
* SECURE COCKPIT DOOR
* LOOK IN ENGINE COMPARTMENT FOR ANY LEAKS
* 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 KEY TO DISPATCH OR NIGHT DROP BOX
* FILL OUT ANY SAFETY REPORTS ONLINE
* ENTER SQUAWKS ON FSP FOR ANY MAINTENANCE DISCREPANCY
* FILL OUT SYLLABUS TICKET WITH APPLICABLE INFO/HOBBS, LOCAL TIME, ETC.
* TURN IN FUEL CARD (IF USED) – IF AFTER HOURS DROP FUEL CARD IN ‘NIGHT DROP BOX”
* FILL OUT YOUR “PERSONAL LOGBOOK WITH FLIGHT TIME/DETAILS”
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| **EMERGENCY PROCEDURES PA 44-180 SEMINOLE G1000** |  | **EMERGENCY PROCEDURES PA 44-180 SEMINOLE G1000** |
| **ENGINE FAILURE DURING CRUISE with clean configuration** CONTROL Vyse – 88 ktsCRAM MIXTURE, PROP, THROTTLE – FWDCLEAN GEAR & FLAPS – UPIDENTIFY LEFT OR RIGHT ENGINEVERIFY LEFT OR RIGHT ENGINETROUBLESHOOT IF SAFE AND TIME PERMITSFEATHER DEAD ENGINESECURE DEAD ENGINE**ENGINE TROUBLESHOOT**MIXTURE FULL RICHFUEL PUMP ONFUEL SELECTOR CROSSFEEDMAGNETOS LEFT/RIGHT SWITCHES CHECKALT-AIR OPENTHROTTLE ½ TRAVEL\*IF ENGINE DOES NOT RESTART CONTINUE TO ENGINE SECURE CHECK**ENGINE SECURE**THROTTLE (INOP. ENGINE) CLOSE PROPELLER FEATHER (950RPM Min.)MIXTURE (INOP. ENGINE) IDLE/CUT OFF COWL FLAPS (INOP. ENGINE) CLOSE MAGNETOS LEFT/RIGHT (INOP. ENGINE) OFFFUEL PUMPS (INOP. ENGINE) OFFALTERNATOR (INOP. ENGINE) OFFFUEL SELECTOR (INOP. ENGINE) OFFALT-AIR (INOP. ENGINE) CLOSEELECTIRCAL LOAD REDUCEDPOWER (OPERATING ENGINE) AS REQUIREDFUEL SELECTOR (OPERATING ENGINE) ON or XFEED FUEL PUMP (OPERATING ENGINE) AS REQUIREDCOWL FLAP (OPERATING ENGINE) AS REQUIREDESTABLISH BANK 2̊ TO 3̊ INTO OPERATING ENGINEAIRSPEED ATTAIN AND MAINTAIN AT LEAST 88KIASRUDDER TRIM TOWARD OPERATING ENGINE TO ABOUT ½ TRAPEZOID ON THE SLIP INDICATOR**ENGINE RESTART**FUEL SELECTOR (INOP. ENGINE) ONMAGNETOS LEFT/RIGHT (INOP. ENGINE) ONFUEL PUMP (INOP. ENGINE) ONTHROTTLE (INOP. ENGINE) OPEN ¼ INCHPROP (INOP. ENGINE) FULL INCREASEMIXTURE (INOP. ENGINE) FULL RICHENG START (INOP. ENGINE) ENGAGE UNTIL PORP WINDMILLSTHROTTLE 12” MAN. PRESS. Until CHT in GRENNALTERNATOR ON (after restart)FUEL PUMP AS REQUIRED COWL FLAP CLOSED\*IF RESTART IS NOT SUCCESSFULMIXTURE (INOP. ENGINE) CUT-OFFFOLLOW ENGINE SECURE CHECKLIST  | **ONE ENGINE INOPERATIVE LANDING**INOPERATIVE ENGINE ENGINE SECURING PROCEDURE COMPLETESEAT BELT/ HARNESS SECUREFUEL SELECTOR (OPERATING ENGINE) ON MIXTURE (OPERATING ENGINE) FULL RICHPROPELLER (OPERATING ENGINE) FULL INCREASEFUEL PUMP (OPERATING ENGINE) ONCOWL FLAP (OPERATING ENGINE) AS REQUIREDALTITUDE & AIRSPEED MAKE NORMAL APPROACH\*WHEN LANDING IS ASSUREDGEAR DOWNFLAPS 25̊ (2ND NOTCH)FINAL APPROACH SPEED 90KIASPOWER RETARD SLOWLY AND FLARE AIRPLANETRIM AS POWER IS REDUCED(AIRPLANES WILL YAW IN DIRECTION OF OPERATING ENGINE)**ENGINE ROUGHNESS**ALT-AIR OPEN**IF ROUGHNESS CONTINUES AFTER ONE MINUTE:**ALT-AIR CLOSEMIXTURE ADJUST FOR MAX SMOOTHNESSFUEL PUMP ONENGINE GAUGES CHECKMAGNETO SWITCHES CHECK**IF OPERATION IS SATISFACTORY ON EITHER MAGNETO, CONTINUE ON THAT MAGNETO AT REDUCED POWER AND FULL RICH MIXTURE TO FIRST AIRPORT.****ENGINE OVERHEAT**COWL FLAPS OPENMIXTURE ENRICHPOWER REDUCEAIRSPEED INCREASE (IF ALTITUDE PERMITS)**LOSS OF OIL PRESSURE**OIL PRESSURE GAUGE VERIFY LOSS & ENGINE AFFECTEDTHROTTLE (AFFECTED ENGINE) MINIMUM REQUIREDPROPELLER (AFFECTED ENGINE) DECREASEAFFECTED ENGINE ENGINE SECURING PROCEDURE |
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| **EMERGENCY PROCEDURES PA 44-180 SEMINOLE G1000** |  |  |
| **MANUAL EXTENSION OF LANDING GEAR****CHECK FOLLOWING BEFORE EXTENDING GEAR MANUALLY:**CIRCUIT BREAKERS CHECKBATT MASTER SWITCH ONALTERNATORS CHECK**TO EXTEND, PROCEED AS FOLLOWS**AIRSPEED REDUCE (100 KIAS MAX)GEAR SELECTOR DOWN EMERG GEAR EXTEND KNOB MOVE WIRE GUARD AND PULLINDICATOR LIGHTS 3 GREEN***LEAVE EMERGENCY GEAR EXTENSION KNOB OUT*****TO CLOSE DOOR IN FLIGHT**AIRSPEED SLOW TO 82 KIASCABIN VENTS CLOSESTORM WINDOW OPENIF TOP LATCH IS OPEN LATCHIF SIDE LATCH IS OPEN PULL ON ARMREST WHILE MOVINGLATCH HANDLE TO LATCHED POSITIONIF BOTH LATCHES ARE OPEN LATCH SIDE LATCHTHEN LATCH TOP LATCH**PROPELLER OVERSPEED**THROTTLE (AFFECTED ENGINE) RETARDPROP CONTROL (AFFECTED ENGINE) DESCREASE (DO NOT FEATHER) OIL PRESSURE (AFFECTED ENGINE) CHECKAIRSPEED REDUCETHROTTLE (AFFECTED ENGINE) AS REQUIREDTO REMAIN BELOW 2700 RPM**Engine Fire During Start**MIXTURE CUT-OFFTHROTTLE FULL OPENENG START CONTINUE to CRANK ENGINEFUEL SELECTORS OFFFUEL PUMP OFFMIXTURES CUT-OFFFIRE EXTINGUISHER USEAIRPLANE EVACUATE |  |
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| **COMMON FREQUENCIES** |  |  |
| **Max Westheimer (KOUN)**AWOS 119.55Ground 121.60Tower 118.00LOC IPHY 111.10OU Traffic 123.30Cruise Aviation 122.95**David Jay Perry (1K4)**CTAF 122.7**Chickasha (CHK)**AWOS 118.175CTAF 123.00**Shawnee (SNL)**AWOS 118.275CTAF 122.70**Will Rogers (KOKC)**ATIS 125.85Clearance Delivery 124.35Ground 121.90Tower 119.35IRW 114.10 | **Okla. City Approach Control**NW 124.60NE 124.20SW 124.60SE 120.45S 133.60**Transponder Codes**7500 Hijack7600 Lost Comm.7700 Emergency**Contact Numbers**Aviation Department405-325-7231Mobile Phone405-919-6319OU Police Department405-325-1717 |  |
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