FlightService

Yellow Highlight is Aircraft specific information

Draft

ICAO | Domestic

Recent Flight Plans | Favorite Flight Plans | Save as Favorite

Notice: Per FAA Guidance, all civilian flight plans must be filed as ICAO flight plans.

* Click field names for help

Aircraft ID	Flight Rule	Flight Type (Optional)	No. of Aircraft	Aircraft Type	Wake Turbulence	Aircraft Equipment
OUA1	VFR		1	P28A	L	SBGR

Departure	Departure Date & Time	Cruising Speed	Level	Surveillance Equipment
KOUN Sunrise: 0748 CDT Sunset: 1838 CDT Airport Info / Area Brief	10/29/2025 1345 CDT 1-120 Apply Minutes From Now Evaluate	N0107	A055 Optimize	EB2

Route of Flight — Map | Plan

DCT

Other Information (Optional)

PBN/C2D2S2 SUR/260B REG/N3910U CODE/A488EB PER/A
RMK/CALLSIGN CRIMSON1

Destination	Est Elapsed Time	Alternate 1 (Optional)	Alternate 2 (Optional)
KTUL Sunrise: 0743 CDT Sunset: 1831 CDT Airport Info / Area Brief	0110 Calculate	KCHK Airport Info / Area Brief	Airport Info / Area Brief

Fuel Endurance	Persons on Board	Aircraft Color & Markings (Optional)	Supplemental Remarks (Optional)	Pilot In Command (Optional)
0500	2	WHR	CALL SIGN CRIMSON 1	

Emergency Radios	Survival Equipment	Jackets
☐ UHF ☑ VHF ☑ ELBA	☐ Polar ☐ Desert ☐ Maritime ☐ Jungle	☐ Light ☐ Fluorescent ☐ UHF ☐ VHF

Dinghies (Optional)

Number	Capacity	Color	Covered
			☐

Pilot Contact Information

OU MOBILE (405)919-6319
OKADA (XXX)XXX-XXXX

Route Brief | File | NavLog | Return Flight Plan | Next Leg | Clear

- Box 1 (Aircraft ID)
  is where the pilot would put their tail number. OU aircraft, however, utilize call signs instead of tail numbers so we put in the box ‘OUA#’. Common mistakes: 0UA1, OUA01, CRM1. DO NOT PUT THE TAILNUMBER IN THIS BOX.

- Box 2 (Flight Rule)
  is to indicate what flight rules we will be flying under (VFR)

- Box 3 (Flight Type)
  is to indicate what flight operations we fall under (Scheduled Air Services, Military, General Aviation etc.) We fall under General Aviation denoted as ‘G’.

- Box 4 (No. of Aircraft)
  shows how many aircraft will be flying. Unless you are formation flying, this number should be 1.

- Box 5 (Aircraft type)
  is to indicate what type of aircraft we are flying. The magnifying glass can be used to identify the key associated with your aircraft. The Piper Warriors and 100i’s are designated as P28A.

- Box 6 (Wake Turbulence)
  is to indicate how much wake turbulence the aircraft produces.
  L - Aircraft MTOW of 15,500 pounds or less
  M - Aircraft MTOW greater than 15,500 pounds, but less than 300,000 pounds
  H - Aircraft MTOW of at least 300,000 pounds
  OU aircraft are in the ‘L’ category.

- Box 7 (Aircraft Equipment)
  is to indicate what equipment our aircraft has. We have the following 4 codes: S, B, G, R
  S = Standard Aircraft Equipment (ILS, VHF, VOR)
  B = LPV (GPS Approach Capability)
  G = GNSS (Satellite Based Navigation)
  R = PBN Approved (Box 14 will detail this)

- Box 8 (Departure)
  is to indicate what airport you will be departing from. Our airport identifier is KOUN.

- Box 9 (Departure Date & Time)
  is to indicate departure time. You want to account for the preflight, runup, and taxi. I would recommend 45 minutes after the block starts. Example: If I am blocked at 1300 then 1345 for Departure.

- Box 10 (Cruising Speed)
  is to indicate cruising speed (TAS). We can use knots or Mach number. The formatting for knots is ‘N####’.
  Example: I calculated my True Airspeed to be 107 so it would be inputted as ‘N0107’.

- Box 11 (Level)
  is to indicate our cruising altitude. Since you will be flying multiple legs and therefore different altitudes, put the first leg altitude you will be at. (The reason being that FAA knowledge test scores that as the correct answer – That is the only reference I can find that explains why we do that.) There are various inputs you can do but the 2 we can use is ‘A###’ or ‘VFR/###’. Example 5500 would look like ‘A055’ or ‘VFR/055’.

- Box 12 (Surveillance Equipment)
  is to indicate Transponder and ADS-B Capabilities. The Warriors have a GTX345 Transponder. We select E, B2
  E = Mode S Transponder with Aircraft Identifier, Altitude Reporting, and Squitter.
  - Mode S Transponders allow for interrogations from ATC and the transponder to respond with data.
  - Squitter is a type of transponder function. It periodically broadcasts data so ATC can receive information even without ATC Interrogations.

  B2 = ADS-B, Dedicated 1090Mhz Out and In

- Box 13 (Route of Flight)
  indicates our route of flight. Ensure you use the proper airport identifier [KDUC ≠ DUC]. If you see ‘DCT’ that means direct. You do not *have* to include it between airports.
  Example of route: KLAW DCT KDUC

- Box 14 (Other Information)
  is to indicate various other info associated with our aircraft. Click on the magnifying glass and select Code, Reg, SUR, PBN, and PER.

PBN has its own selection, select the following: C2, D2, S2

- PBN/C2D2S2 refers to our GPS capabilities and is found in the POH and Garmin 430 supplemental packet.
  - C2 = RNAV 2, GNSS
  - D2 = RNAV 1, GNSS
  - S2 = RNP APCH with BARO-VNAV
- REG/ is just our tail number. Make sure to include the N. Example ‘N3910U’. Never put ‘O’ in the tail number. No US Civil Registered aircraft will have an ‘O’, it will always be a ‘0’.
- CODE/A488EB. This is the aircraft’s tail number converted to base 16 - hexadecimal - which is needed for the transponder to transmit data. Each code is tail specific to the aircraft.
- SUR/ is surveillance capabilities ie. Transponder and ADS-B. ‘260B’ basically means ADS-B out with a squitter.
- PER/ is to indicate what approach category our aircraft is and is used for IFR purposes. We are category A.

✈ Box 15 (Destination)

is to indicate our arrival airport which will also be KOUN

✈ Box 16 (Est Elapsed Time)

is to indicate the estimated elapsed time for the XC. It is recommended that you add 30 min to whatever the syllabus ticket requires. Flight Service will start calling 30 mins after your estimated arrival time and will send out search and rescue roughly an hour after.

✈ Box 17 & 18 (Alternate)

is to indicate an alternate airport and are used for IFR purposes. However, you can still include alternate airports along your route of flight as it will allow you to get NOTAMs for those airports in your weather briefing.

✈ Box 19 (Fuel Endurance)

is to indicate your fuel endurance for the flight. It is formatted as HHMM. OU aircraft will always conduct cross countries with full fuel. That is 48 gallons usable but 47 after the runup. 47 gallons divided by 9.2 gallons per hour gives about 5 hours and 10 minutes of fuel. To account for extra fuel, burn in climb input 5 hours which would read ‘0500’.

- Box 20 (Persons on Board)
  is to indicate Persons on board. You could write people's names in the box if you wanted but for our purposes just write the number of people on board.

- Box 21 (Aircraft Color & Markings)
  is to indicate the color of the aircraft. Should an aircraft go down, search and rescue knows to look for that color of an aircraft. Our aircraft is white and red, but you could just put White. Example has White/Red.

- Box 22 (Supplemental Remarks)
  is to indicate any other remarks about the flight plan that you think Flight Service or ATC should be aware of. We put in the box that our callsign is ‘Crimson #’.

- Box 23 (Pilot in Command)
  is to indicate who is PIC of the flight. This box is optional and can be left blank.

- Box 24 (Emergency Radios)
  is to indicate what emergency radios and transmitters are onboard the aircraft. Our ELT is an ARTEX ELT 345 (refer to mx logbooks) and transmits on 121.5Mhz (VHF) and 406Mhz so we select the ‘ELBA’ (Emergency Location Beacon – Aircraft) box and ‘VHF’ (121.5Mhz).

- Box 25 (Survival Equipment)
  is to indicate any survival equipment on board. This pertains to Part 121 Operations. §121.353 is a FAR pertaining to flight over uninhabited areas requiring certain equipment one of them being “enough survival kits, appropriately equipped for the route to be flown”.

- Box 26 (Jackets)
  is to indicate if any life jackets are on board and what kind of life jackets.

- Box 27 (Dinghies)
  is to indicate if any dinghies (think life rafts) are on board the aircraft. Your large commercial aircraft will have these.

- Box 28 Pilot Contact Information)

is to indicate contact information for the flight plan. Per PRF 6 of the Spring 2024 semester date 4/1/24, **OU flight plans must include the OU Mobile Phone Number in the Flight Plan.**