

## Compass Flight Planning

From: YPPH

To: YPPH

Route: DCT PH J68 PIY L513 TUNGO THENCE SPECIAL ROUTE KALVA THENCE

SPECIAL ROUTE HB L513 PIY J68 PH DCT

Waypoint	Ident/Lat	Freq/Long								
PERTH	PH VOR	113.70								
	ATIS	123.80								
TRANSITION ALT	10,000'		Track	Dist	LSALT	ETE	ETA	ATA	G/S	Fuel Rem
TRANSITION LVL	FL110									
PINGELLY	PIY NDB	233	125	67	3200					
TAMOD	S33 16.1	E118 28.3	124	83	3200					
TAPAX	S36 18.3	E125 00.0	123	370						
TEKUP	S38 15.4	E130 00.0	116	266						
TAGOD	S39 54.5	E135 00.0	111	254						
TUNGO	S41 31.2	E141 00.0	120	335						
YMA01	S45 00.0	E147 00.0	166	152						
YMA02	S50 00.0	E146 00.0	172	303						
YMA03	S55 00.0	E140 00.0	176	309						
YMA04	S60 00.0	E142 00.0	015	307						
YMA05	S65 00.0	E139 13.0	019	310	10000				250	
YMA06	S66 40.0	E140 00.0	004	102	16000				250	
YMA07	S67 41.0	E147 00.0	305	174	16000				250	
YMA08	S68 20.0	E153 45.0	309	157	16000				250	
YMA09	S71 46.0	E159 00.0	050	232	18000				250	
KALVA	S75 00.0	E166 30.0	018	232	18000				250	
YMA10	S72 30.0	E170 00.0	250	161	19000				250	
YMA11	S71 30.0	E170 00.0	244	60	FL330				M0.84	
YMA12	S70 00.0	E167 00.0	216	108						
YMA13	S65 00.0	E159 52.0	228	345						
YMA14	S60 00.0	E155 13.0	270	323						
YMA15	S55 00.0	E152 16.0	301	315						
YMA16	S50 00.0	E150 00.0	317	311						
YMA17	S45 00.0	E148 11.0	325	309						
HOBART	HB VOR	112.70	332	132	5600					
TUNGO	S41 31.2	E141 00.0	268	302	6200					

## Compass Flight Planning

TAGOD	S39 54.5	E135 00.0	277	290						
TEKUP	S38 15.4	E130 00.0	284	254						
TAPAX	S36 18.3	E125 00.0	291	266						
TAMOD	S33 16.1	E118 28.3	296	370						
PINGELLY	PIY NDB	233	303	83	3200					
PERTH	PH VOR	113.70	303	67	3200					
	ATIS	123.80	<b>Total</b>	7349						
TRANSITION LVL	FL110									
TRANSITION ALT	10,000'									
AD ELEVATION	67 FT									

Rwy	App	Ident	Freq
21	ILS	IGD	109.50
24	ILS	IPH	109.90

IFR CRUISING LEVELS
EAST tracks 000°-179° ODD Thousands to FL290 then FL330, FL370, FL410 etc
WEST tracks 180°-359° EVEN Thousands to FL280 then FL310, FL350, FL390 etc

**WARNING** Magnetic compass headings are unreliable during the Antarctic portions of this route due to the proximity of the South Magnetic Pole.