

Route designator (RNP/RNAV 1) Name of significant points Coordinates	Track DEG MAG	Geodesic DIST NM	Upper Limit Lower Limit Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
				Odd	Even	
1	2	3	4	5		6
UN183 (RNAV 5)^{2,3} ▲ XORAK 235111.24S 0200010.25E ▲ APGIB 233435.40S 0181008.57E ▲ EGRED 232930.82S 0173814.81E ▲ XOTEK 232459.07S 0171017.96E ▲ UVARA 230814.11S 0153111.17E ▲ XALVI 225855.59S 0143840.48E ▲ NIBEK 225831.00S 0131254.00E						For continuation see AIP Botswana
	293°	102.6	FL460 FL245 Class A			Unidirectional West bound XORAK to XALVI ACC Windhoek 124.7 MHz
	293°	29.8				
	293°	26.1			↓	
	293°	93.1				
	294°	49.5				
	284° 104°	80.1			↑	
					Segment XALVI to NIBEX is bidirectional. For continuation see AIP South Africa	
1. RNP = Required Navigation Performance; RNAV = area navigation specification 2. RNAV 5 represents aircraft and operating requirements, including a 5NM lateral performance as detailed in the <i>Performance Based Navigation (PBN) Manual (Doc 9613)</i> 3. GNSS Required 4. Except in an emergency or due to weather, when flight plan on RNAV 5 route within FYWF FIR, request for direct track not permitted. When deviating for weather, aircraft can expect clearance direct to next en-route waypoint once clear of weather. 5. The flight crew shall advise ATC unit concerned without delay in the event that the aircraft is experiencing degradation of RNAV capabilities.						

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				Odd	Even	
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UN184 (RNAV 5)^{2,3} ▲ DUPKI 214300.60S 0210000.50E ▲ IMKED 213112.00S 0204106.00E ▲ OKRED 210042.00S 0195312.00E ▲ GEPOP 205138.69S 0193904.94E ▲ EKBOL 202220.34S 0185345.72E ▲ EGPAD 200606.00S 0182854.00E ▲ OTAVI 190921.00S 0170329.00E ▲ TIKEM 184730.76S 0162717.57E ▲ IMGAG 183330.00S 0160448.00E ▲ EVUVI 172410.17S 0142122.15E						For continuation see AIP Botswana
	<u>315°</u> 135°	21.3	FL460 FL245 Class A ↑ ↓			Bidirectional
	<u>315°</u> 135°	54.3				ACC Windhoek 124.7 MHz
	<u>314°</u> 134°	16.2				
	<u>314°</u> 134°	51				
	<u>314°</u> 134°	28				
	<u>314°</u> 134°	99.0				
	<u>311°</u> 131°	40.6				For continuation see AIP Angola
	<u>311°</u> 131°	25.5				
	<u>313°</u> 133°	120.9				

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5. The flight crew shall advise ATC unit concerned without delay in the event that the aircraft is experiencing degradation of RNAV capabilities.