INSTRUMENT APPROACH CHART FOR FAPM RWY 16					
FIX/WAYPOINT	LATITUDE	LONGITUDE	COURSE (°T)	DISTANCE (NM)	PATH TERMINATOR
DUDMA	29°21'19.38"S	030°10'30.96"E	151.0	10.0	IF
NIBAL	29°30'06.08"S	030°16'02.80"E			TF
ESTEX	29°23'56.26"S	030°25'04.81"E	232.0	10.0	IF
NIBAL	29°30'06.08"S	030°16'02.80"E	142.0	4.0	TF
PM1F1	29°33'15.90"S	030°18'51.84"E	142.0	2.1	TF
PM1F2	29°34'55.52"S	030°20'20.67"E	142.0	4.0	TF
PM1MP	29°38'04.34"S	030°23'09.17"E	142.0	0.7	FA
THR 16	29°38'36.35"S	030°23'37.76"E			
ESTEX	29°23'56.26"S	030°25'04.81"E			

ENR HOLDING			
FACILITY	INBOUND TRACK	MAX FL	FACILITY
DUDMA 29°21'19.38"S 030°10'30.96"E	175°M/151°T	TRANSITION LEVEL	Left hand racecourse pattern. 1 MIN Outbound leg.

ENR HOLDING			
FACILITY	INBOUND TRACK	MAX FL	FACILITY
ESTEX 29°23'56.26"S 030°25'04.81"E	256°M/232°T	8000' ALT 6500' ALT	Left hand racecourse pattern. 1 MIN Outbound leg.

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)	
Before IAF:	Proceed to IAF and enter the IAF hold. Hold at last assigned level/altitude for minimum 5 MIN, then climb/descend to IAA for the particular IAF in the hold. Leave IAF at IAA and continue on the "**After IAF"** Communication Failure Procedure.
After IAF:	Continue on the approach and perform a full missed approach and enter the hold at ESTEX/DUDMA for a minimum 5 MIN. A second approach may be attempted if weather conditions allow, otherwise standard Communication Failure Procedures for diversion are to be used.

F0032/24 NOTAMN
Q) FAJA/QOAXX/IV/BO/A/000/999/2939S03024E005
A) FAPM B) 2404041507 C) PERM
E) HAND AMEND FAPM RNAV-01A RNAV (GNSS) RWY 16 CHART DATED 29 JUL 2010 AS FLW:
1. DUDMA HOLD AND SEGMENT BETWEEN DUDMA (IAF) AND NIBAL (IF) WITHDRAWN.
2. COMMUNICATION FAILURE PROCEDURE, AFTER IAF REMOVE DUDMA.

CHANGE: New Chart