

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

AIRPORT ID BOW	PROCEDURE NAME RNAV (GPS) RWY 27R	ORIGINAL/AMENDMENT 2	CITY BARTOW	STATE FL
AIRPORT ELEVATION 125	TDZE 125	SUPERSEDED RNAV (GPS) RWY 27R	DATED 11/07/2019	MAG VAR 4W
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 1995
				CANCEL/SUSPEND

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
LAL VORTAC		IVONY		TF	FO	1.00	098.42	23.95	2000
IVONY	IF/IAF	CEZBA		TF	FB	1.00	271.19	6.04	1800
CEZBA	FAF	RW27R	MAP	TF	FO	0.30	271.13	5.17	
RW27R	MAP	470 MSL		CA			271.13		
470 MSL		GUVEQ		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW27R

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT GUVEQ AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT** SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD E IVONY, RT, 271.19 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 6000.
- FAC:** 271.13 **FAF:** CEZBA **DIST FAF TO MAP:** 5.17 **DIST FAF TO THLD:** 5.17
- MIN ALT:** IVONY 2000, CEZBA 1800
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **345 HAT:** 0.99 **GS ANT:**
- MIN GP INCPT:** 1800 **GP ALT AT PFAF:** CEZBA 1800 **OM:** **MM:** **IM:**
- GP ANGLE:** 3.00 **34:1:** IS NOT CLEAR **20:1:** IS CLEAR **TCH:** 40.0
- MSA FROM:** RW27R 2700



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 27R HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: BARO-VNAV AND VDP NA WHEN USING TPA ALTIMETER SETTING.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON LAL VORTAC AIRWAY RADIALS 46 CW 171.
 CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TPA ALTIMETER SETTING AND INCREASE LPV DA TO 579 FEET, LNAV/VNAV DA TO 686 FEET AND ALL MDA 120 FEET.
 INCREASE LPV VISIBILITY ALL CATS 3/8 SM, LNAV/VNAV VISIBILITY ALL CATS 1/4 SM, AND LNAV VISIBILITY CATS C/D 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 090.98 INBOUND.
 FAS OBST: 342 AAO 275703N/0814230W.
 CHART VDP AT 1.41 NM TO RW27R.
 WAAS CHANNEL # 82412
 REFERENCE PATH ID: W27A
 LTP HAE: 8.7 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	470	1	345	470	1	345	470	1	345	470	1	345				
LNAV/VNAV DA	577	1 3/8	452	577	1 3/8	452	577	1 3/8	452	577	1 3/8	452				
LNAV MDA	600	1	475	600	1	475	600	1 3/8	475	600	1 3/8	475				



CHANGES - REASONS

1. MOVED PFAF CEZBA 350 FT TO NEW PFAF LOCATION AND CHANGED LAT/LONG FROM 275658.40N/0814044.78W TO 275658.60N/0814040.89W - NEW TARGETS SOFTWARE DETERMINED PFAF LOCATION.
2. CHANGED INTERMEDIATE SEGMENT LENGTH FROM 6.10 TO 6.04 AND FINAL SEGMENT LENGTH FROM 5.11 TO 5.17 - RESULT OF PFAF RELOCATION.
3. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM 5.11 TO 5.17 - RESULT OF PFAF RELOCATION.
4. PROFILE LINE 7: RAISED TCH FROM 35 TO 40 - MITIGATED A LPV VGS PENETRATION AND PER 8260.3G TABLE 10-1-1.
5. PROFILE LINE 5: CHANGED DIST TO THLD FROM 345 HAT FROM 1.00 TO 0.99 - RESULT OF TCH INCREASE.
6. CHANGED PBN REQUIREMENTS NOTE FROM RNP APCH TO RNP APCH-GPS - PER 8260.19K PARA. 8-6-8D(5)(A)1.
7. ADDED PROFILE NOTE "VGS AND RNAV GLIDEPATH NOT COINCIDENT (VGS ANGLE {ANGLE}/TCH {FEET}) - TCH INCREASED TO 40 FT VS. VGS 33.8 FT; NO LONGER WITHIN 3 FT AND PER 8260.19K PARA. 8-6-10M(1).
8. CHANGED NOTE FROM "VDP AND BARO-VNAV NA WHEN USING TAMPA INTL ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING TPA ALTIMETER SETTING" - ARRANGED IN THE ORDER AS DISPLAYED IN SIAP AND AIRPORT ID PER 8260.19K PARA. 8-6-10E(8) & (9).
9. CHANGED NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAMPA INTL ALTIMETER SETTING AND INCREASE LPV DA TO 576 FEET, LNAV/VNAV DA TO 636 FEET AND ALL MDA 120 FT, INCREASE LPV VISIBILITY ALL CATS 1/8 SM, INCREASE LNAV VISIBILITY CAT C 1/4 SM, CAT D 1/8 SM" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TPA ALTIMETER SETTING AND INCREASE LPV DA TO 579 FEET, LNAV/VNAV DA TO 686 FEET AND ALL MDA 120 FEET. INCREASE LPV VISIBILITY ALL CATS 3/8 SM, LNAV/VNAV VISIBILITY ALL CATS 1/4 SM, AND LNAV VISIBILITY CATS C/D 3/8 SM" - PER 8260.3G VISIBILITY TABLES 3-3-1, 3-3-3, AND 3-3-4. AIRPORT ID PER 8260.19K PARA. 8-6-10F(4).
10. REMOVED PROFILE NOTE "LNAV ONLY" AND ASSOCIATED ASTERISK FROM "CHART VDP AT 1.36 NM TO RW27R" IN ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CRITERIA.
11. CHANGED INSTRUCTION "CHART VDP AT 1.36 NM TO RW27R" TO "CHART VDP AT 1.41 NM TO RW27R" IN ADDITIONAL FLIGHT DATA - RESULT OF RAISING LNAV MDA/HAT.
12. CHANGED FAS OBST FROM 275 TOWER 275710N/0814647W TO 342 AAO 275703N/0814230W IN ADDITIONAL FLIGHT DATA - RESULT OF NEW TARGETS SOFTWARE ANALYSIS.
13. REDUCED LPV DA VISIBILITY FROM 1 1/4 SM TO 1 SM - PER 8260.3G VISIBILITY TABLE 3-3-1.
14. RAISED LNAV/VNAV DA/HAT FROM 530/405 TO 577/452 AND REDUCED VISIBILITY FROM 1 1/2 SM TO 1 3/8 SM - NEW CONTROLLING OBSTACLE AND PER 8260.3G VISIBILITY TABLE 3-3-1.
15. RAISED LNAV MDA/HAT FROM 580/455 TO 600/475 AND REDUCED VISIBILITY CAT D FROM 1 1/2 SM TO 1 3/8 SM - NEW CONTROLLING OBSTACLE AND PER 8260.3G VISIBILITY TABLE 3-3-1.
16. FAS DATA: LTP LAT/LONG UPDATED FROM 275642.9050N/0814630.5195W TO 275642.9060N/0814630.5190W - UPDATE TO AIRNAV DATA IN 2023.
15. FAS DATA: CHANGED FPAP LAT/LONG FROM 275638.3600N/0814810.9900W TO 275638.3505N/0814810.9935W - DUE TO CHANGE IN LTP LAT/LONG.
16. FAS DATA: LTP AND FPAP ORTHOMETRIC HEIGHT CHANGED FROM +00350 TO +00349 - RESULT OF CHANGE IN LTP ELEVATION FROM 114.7 TO 114.5.
17. FAS DATA: CRC REMAINDER CHANGED FROM 97A23FA1 TO 82D2D36D - RESULT FROM THE FAS DATA CHANGES LISTED ABOVE.

COORDINATED WITH:

A4A
ALPA
AOPA
APA
HAI
NBAA

OTHER: TPA ATCT, ZMA, BOW ATCT, BOW APT MGR

FLIGHT CHECKED BY

ERIC L GEYER

Digitally signed by

RAKE MCGRAW

Jan 06, 2026

OFFICE

AJF

DATE

12/03/2025

Digitally signed by

RAKE MCGRAW

Jan 06, 2026

OFFICE

AJV-A422

DATE

08/12/2025

DEVELOPED BY

RALPH DUMAR

Digitally signed by

RAKE MCGRAW

Jan 06, 2026

OFFICE

AJV-A420

DATE

TITLE

MANAGER

APPROVED BY

BEV L BORDY



AIRPORT ID
BOW

PROCEDURE NAME
RNAV (GPS) RWY 27R

ORIGINAL/AMENDMENT
2

CITY
BARTOW

STATE
FL

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBOW
RUNWAY	RW27R
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W27A
LTP/FTP LATITUDE	275642.9060N
LTP/FTP LONGITUDE	0814630.5190W
LTP/FTP ELLIPSOIDAL HEIGHT	+00087
FPAP LATITUDE	275638.3505N
FPAP LONGITUDE	0814810.9935W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER 82D2D36D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00349
FPAP ORTHOMETRIC HEIGHT	+00349



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> BOW	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 27R	<u>AMDT NO.</u> 2	<u>CITY</u> BARTOW	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 125	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM LAL VORTAC **TO** IVONY

RNP 1.00 DISTANCE 23.95 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (12-002264)	275936.00N/0815322.00W	541	500	50	5D	1000				AT459	2000
TERRAIN	275609.00N/0813442.00W	295 (300)								AS1500	1800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM IVONY (IF/IAF) **TO** CEZBA

RNP 1.00 DISTANCE 6.04 PAT MAP HAT HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
MONUMENT (12-000142)	275607.00N/0813438.00W	507	250	50	4D	500					1100
TERRAIN	275609.00N/0813442.00W	295 (300)								AS1500	1800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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AIRPORT ELEVATION
125

FACILITY
RNAV

FINAL: LPV

FROM CEZBA **TO** RW27R

RNP 0.30 **DISTANCE** 5.17 **PAT** **MAP** DA **HAT** 345 **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (12-031220)	275642.97N/0814605.00W	173	50	20	2C		34.00:1			AC20	470

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM CEZBA **TO** RW27R

RNP 0.30 **DISTANCE** 5.17 **PAT** **MAP** DA **HAT** 452 **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	275721.50N/0814519.29W	259	50	20	2C		23.41:1			AC20	577

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

FINAL: LNAV

FROM CEZBA **TO** RW27R

RNP 0.30 **DISTANCE** 5.17 **PAT** **MAP** RW27R **HAT** 475 **HMAS**



OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	275703.00N/0814230.00W	342	215	8	4B	250					600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

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BOW

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2

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AIRPORT ELEVATION
125

FACILITY
RNAV

MISSED APPROACH: LNAV/VNAV

FROM
DA **TO**
GUEVQ

RNP 0.30 **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
416

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
TOWER (12-003145)	275628.60N/0815451.30W	829	50	20	2C	1000					1900
TERRAIN	275436.00N/0815445.00W	360 (400)								AS1500	1900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM
RW27R **TO**
GUEVQ

RNP 0.30-1.00 **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
500

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
TOWER (12-003145)	275628.60N/0815451.30W	829	50	20	2C	1000					1900
TERRAIN	275436.00N/0815445.00W	360 (400)								AS1500	1900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED



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FACILITY
RNAV

MSA

CENTER RW27R **RADIUS** 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (12-004378)	274910.84N/0821538.00W	258	26.9	1667	20	3	1A	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED AS PER FPT
100 FT VEGETATION USED PER FPT.
PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

TPA APP CON, BOW TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	BOW	24	BOW		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	TPA	24	TPA	39.81	Y	109

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBOW 125, KTPA 8
RA = 108.9

PRIMARY NAVAID **MONITOR POINT** **HRS OPERATION** **CAT**

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW09R	BSC-F	
RW27L	BSC-F	
RW05 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-F	
RW09L - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-F	
RW23 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-F	
RW27R - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	NPI-F	

GLIDESLOPE ANGLE 3.00 **ELEV RWY THRESHOLD** 114.5 **TCH** 40.0 **ELEV GS ANTENNA** **DISTANCE FROM RWY** **VGSI ANGLE** 3.00 **TCH** 33.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD FT FROM THRESHOLD DISPLACED THRESHOLD DISTANCE
ON CENTERLINE FT FROM CENTERLINE



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FACILITY
RNAV

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.75C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 956 HIGH TEMP 1262.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, AND LNAV
34:1	
168 TREE (12-031216) 275640.4300N/0814612.5900W (12.53)	156 TREE (12-198107) 275645.1200N/0814615.9500W (8.67)
146 TREE (12-091592) 275641.9200N/0814619.0300W (7.27)	157 TREE (12-031137) 275640.0600N/0814614.6700W (7.06)
150 TREE (12-091591) 275641.9100N/0814617.2300W (6.53)	150 TREE (12-200744) 275640.1600N/0814616.4300W (4.68)
147 TREE (12-198375) 275641.7500N/0814617.5400W (4.37)	150 TREE (12-030827) 275644.8700N/0814616.5700W (4.34)
146 TREE (12-197757) 275640.5500N/0814617.4900W (3.42)	147 TREE (12-202084) 275644.9600N/0814617.2600W (3.15)
145 TREE (12-201878) 275641.2400N/0814617.4400W (2.18)	144 TREE (12-201961) 275645.1400N/0814617.4000W (0.49)
146 TREE (12-201749) 275644.3400N/0814616.5700W (0.42)	155 TREE (12-201901) 275643.2200N/0814613.0700W (0.37)
156 TREE (12-031124) 275646.3400N/0814612.8100W (0.21)	

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3 CHAPTER 2 APPLIED TO 371 AAO 275727.00N/0814033.00W.



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FACILITY
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.98
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.64
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	267.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.71
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.98
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	267.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)	275642.91N/0814630.52W
ARP COORDINATES	275636.09N/0814700.37W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 27R DISTANCE 0.45 NM
FAF COORDINATES	275658.60N/0814040.89W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
RALPH DUMAR	AJV-A422	08/12/2025	AERONAUTICAL INFORMATION SPECIALIST

