

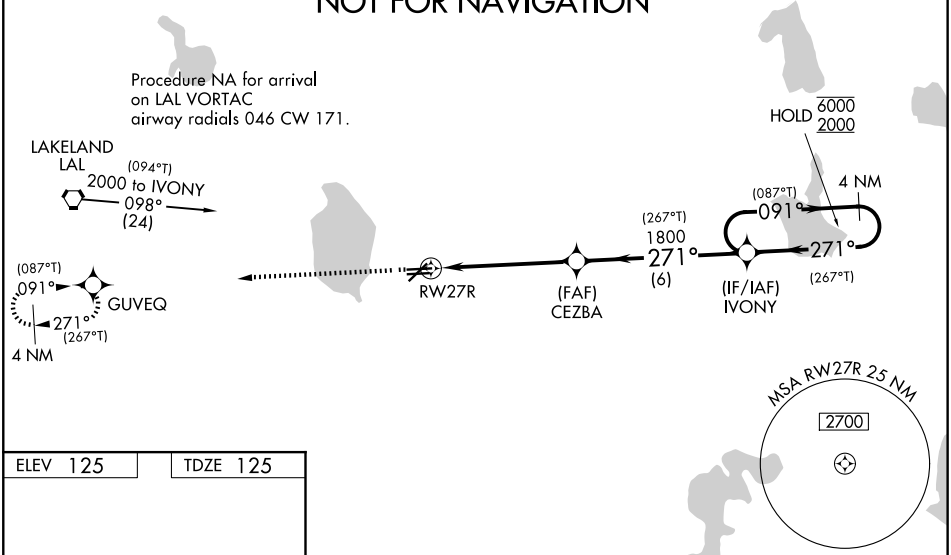
WAAS CH <b>82412</b> <b>W27A</b>	APP CRS <b>271°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>125</b> <b>125</b>
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# RNAV (GPS) RWY 27R

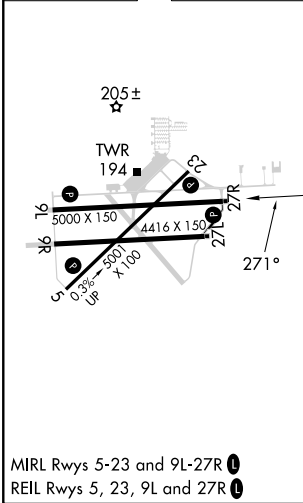
BARTOW EXEC (BOW)

RNP APCH - GPS.		<p><b>▼</b> Rwy 27R helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using TPA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. 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.</p>		<p>MISSED APPROACH: Climb to 2000 direct GUYEQ and hold.</p>	
AWOS-3 <b>123.775</b>	TAMPA APP CON <b>120.65 290.3</b>	<b>BARTOW TOWER ★</b> <b>121.20</b> (CTAF)	GND CON <b>121.9</b>	UNICOM <b>122.95</b>	

## PROTOTYPE- NOT FOR NAVIGATION



ELEV 125	TDZE 125
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2000	GUYEQ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 34).		4 NM Holding Pattern
↑	✧	RW27R	CEZBA 1800	IVONY
		1.4 NM to RW27R	1800	(087°T) 091° → 6000
			271°	← 271° 2000 (267°T)
		1.4	3.8 NM	6 NM
				GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA		470-1	345 (400-1)	
LNAV/VNAV DA		577-1 3/8	452 (500-1 3/8)	
LNAV MDA	600-1	475 (500-1)	600-1 3/8	475 (500-1 3/8)