

WAAS CH 63112 W23A	APP CRS 230°	Rwy Idg 5001 TDZE 124 Apt Elev 125
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RNAV (GPS) RWY 23
BARTOW EXEC (BOW)

RNP APCH.

T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 560 feet, LNAV/VNAV DA to 681 feet and all MDA 120 feet, increase LPV all Cats visibility $\frac{1}{4}$ SM, LNAV/VNAV all Cats $\frac{1}{8}$ SM, LNAV Cat C $\frac{1}{4}$ SM, Cat D $\frac{1}{2}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct FODBI and hold.

AWOS-3 123.775	TAMPA APP CON 120.65 290.3	BARTOW TOWER ★ 121.20 (CTAF)	GND CON 121.9	UNICOM 122.95
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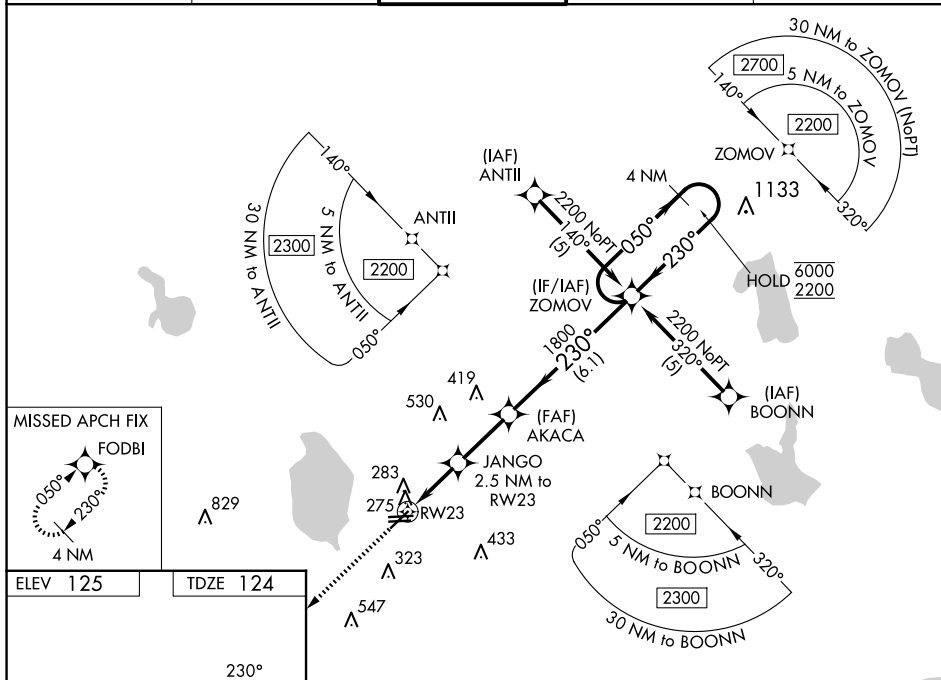


Diagram illustrating the RW23 approach procedure. The left side shows a plan view of the runway layout, including RW23, RW16, RW5, and RW9L. The right side shows a profile view of the approach path. The profile view includes the following details:

- Approach Path:** Starts at a 0.3° up-slope, followed by a 1.1 NM segment to RW23, a 2.5 NM segment to AKACA, and a final 6.1 NM segment to the 4 NM Holding Pattern at 6000 feet.
- Holding Pattern:** A racetrack pattern with 050° and 230° turns.
- Glidepaths:** The VGS and RNAV glidepaths are shown, with the RNAV glidepath being 3.00° and the VGS glidepath being 3.50°.
- Obstacles:** Obstacles are marked with their MSL and AGL altitudes, including 205±, 194, 27R, 27L, 5, 16, 23, and 27R.