

23278

RNAV (GPS) RWY 27R  
BARTOW EXEC (BOW)

**T** Rwy 27R helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter  
**A** 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 feet, increase LPV visibility all Cats  $\frac{1}{2}$  SM,  
increase LNAV visibility Cat C  $\frac{1}{4}$  SM, Cat D  $\frac{1}{8}$  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 2000 direct GUV EQ and hold.

|                          |                                      |                                         |                         |                         |
|--------------------------|--------------------------------------|-----------------------------------------|-------------------------|-------------------------|
| AWOS-3<br><b>123.775</b> | TAMPA APP CON<br><b>120.65 290.3</b> | BARTOW TOWER ★<br><b>121.2 0</b> (CTAF) | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> |
|--------------------------|--------------------------------------|-----------------------------------------|-------------------------|-------------------------|

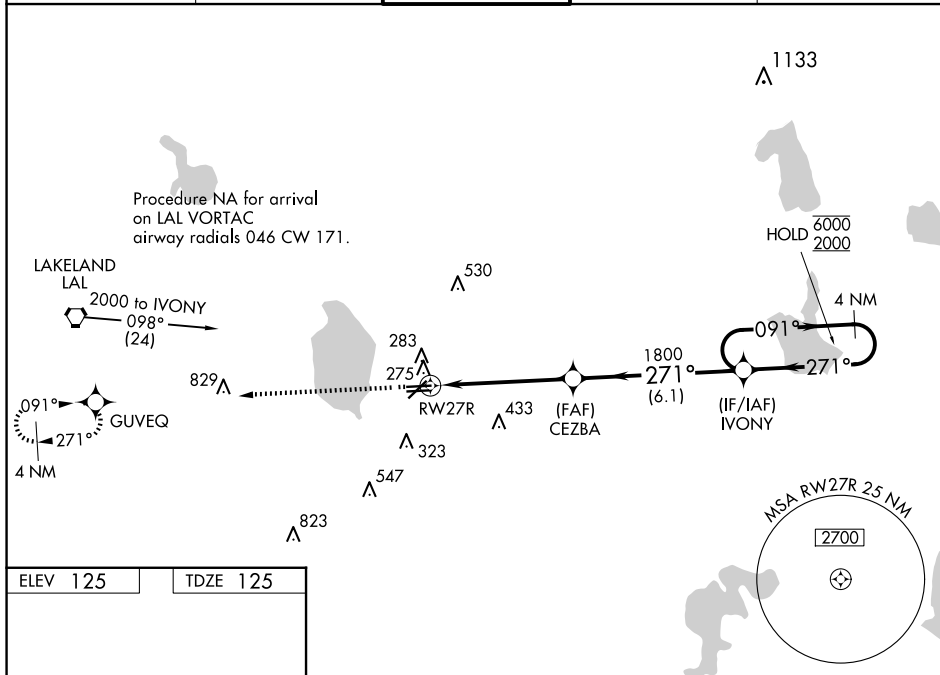
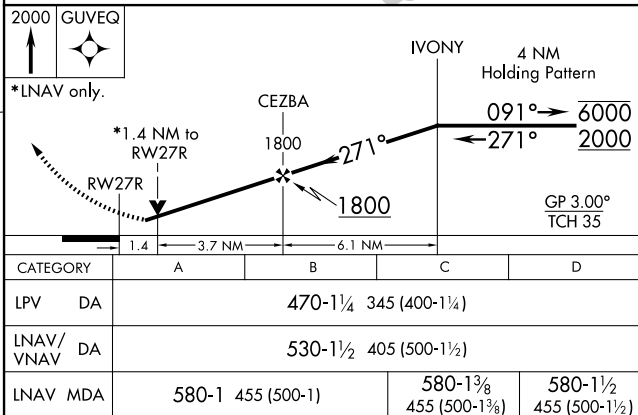


Diagram illustrating the proposed runway layout for the MIRA airport. The layout includes:

- Runway 27L/9L (4416 x 150)
- Runway 27R (5000 x 150)
- Runway 5 (500 x 100)
- TWR (Tower) at 205±
- Bearing of 271° for Runway 27R



BARTOW EXEC (BOW)  
RNAV (GPS) RWY 27R

SE-3, 30 OCT 2025 to 27 NOV 2025