

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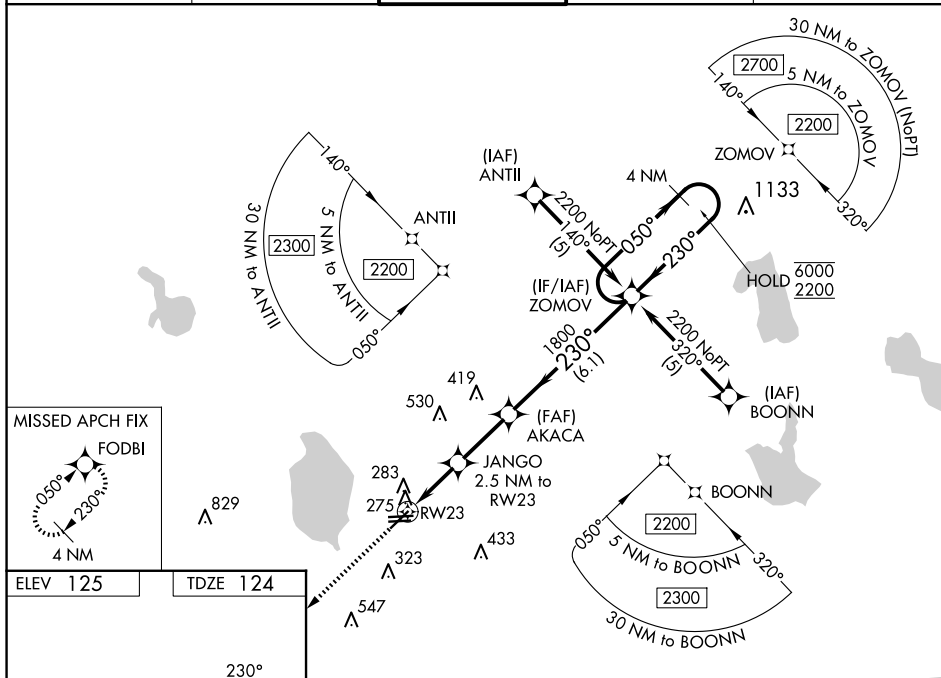
RNAV (GPS) RWY 23
BARTOW EXEC (BOW)

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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RWY 27R APPROACH PROCEDURE

CATEGORY	A	B	C	D
LPV DA	454-1	330 (400-1)		
LNAV/VNAV DA	575-1½	451 (500-1½)		
LNAV MDA	580-1 456 (500-1)	580-1⅜ 456 (500-1⅝)	580-1½ 456 (500-1½)	580-1½ 456 (500-1½)

***LNAV only.**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 48).

JANGO 2.5 NM to RW23

AKACA 1800

ZOMOV

4 NM Holding Pattern

050° → 6000
← 230° 2200

GP 3.00°
TCH 60

1.1 NM to RW23

980*

1800

1.1 1.4 2.5 NM 6.1 NM