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General Information

Location: BARTH DEU
ICAO/IATA: EDBH / BBH
Lat/Long: N54° 20.29', E012° 42.61'
Elevation: 23 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Mogas, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 800 ft (777 ft AGL)

Sunrise: 0429 Z
Sunset: 1746 Z

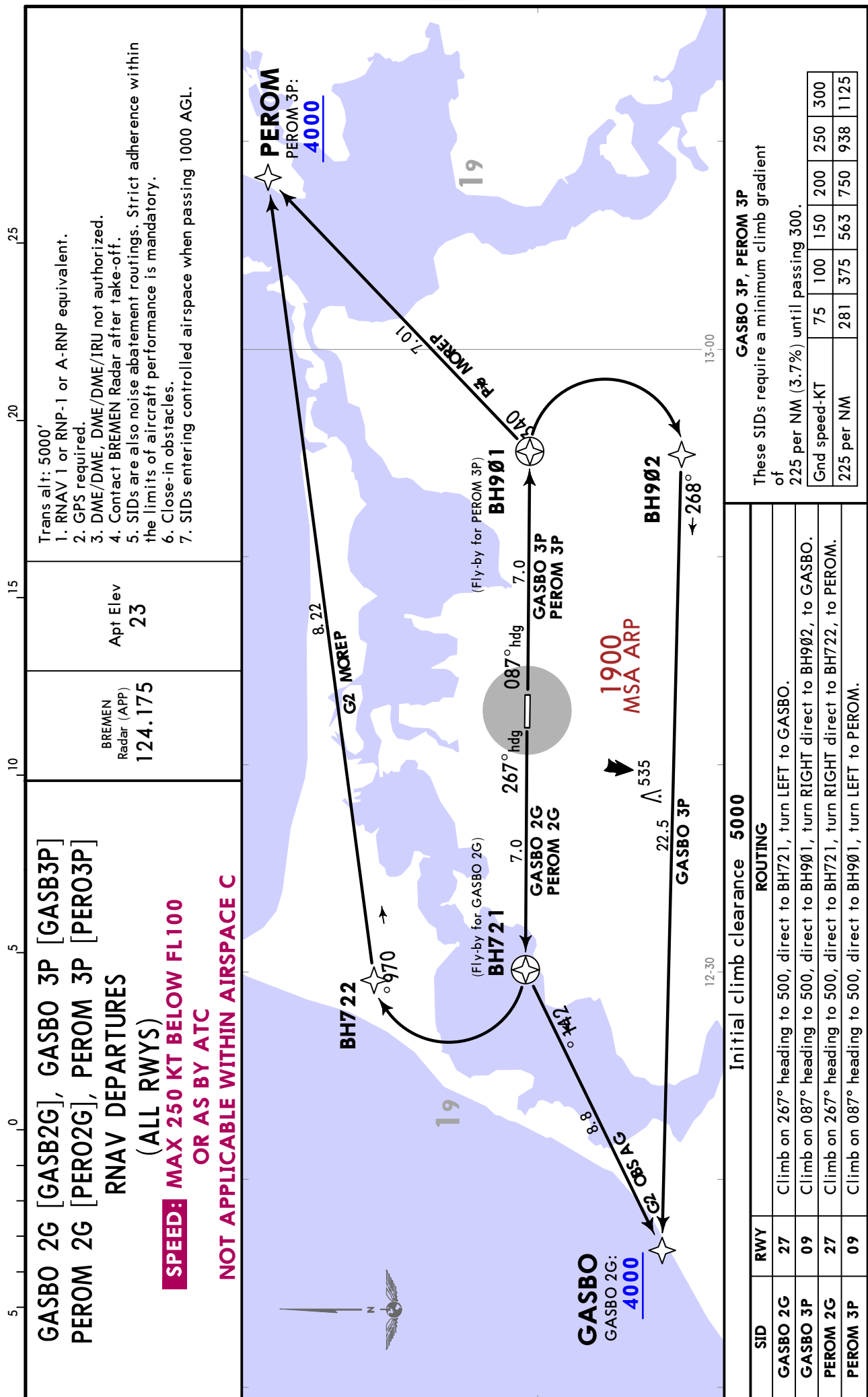
Runway Information

Runway: 09
Length x Width: 5528 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, REIL
Displaced Threshold: 984 ft
Stopway: 115 ft

Runway: 27
Length x Width: 5528 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 771 ft

Communication Information

Bremen Radar Radar: 124.175 RCO
Barth Information: 118.080 AFIS



EDBH/BBH

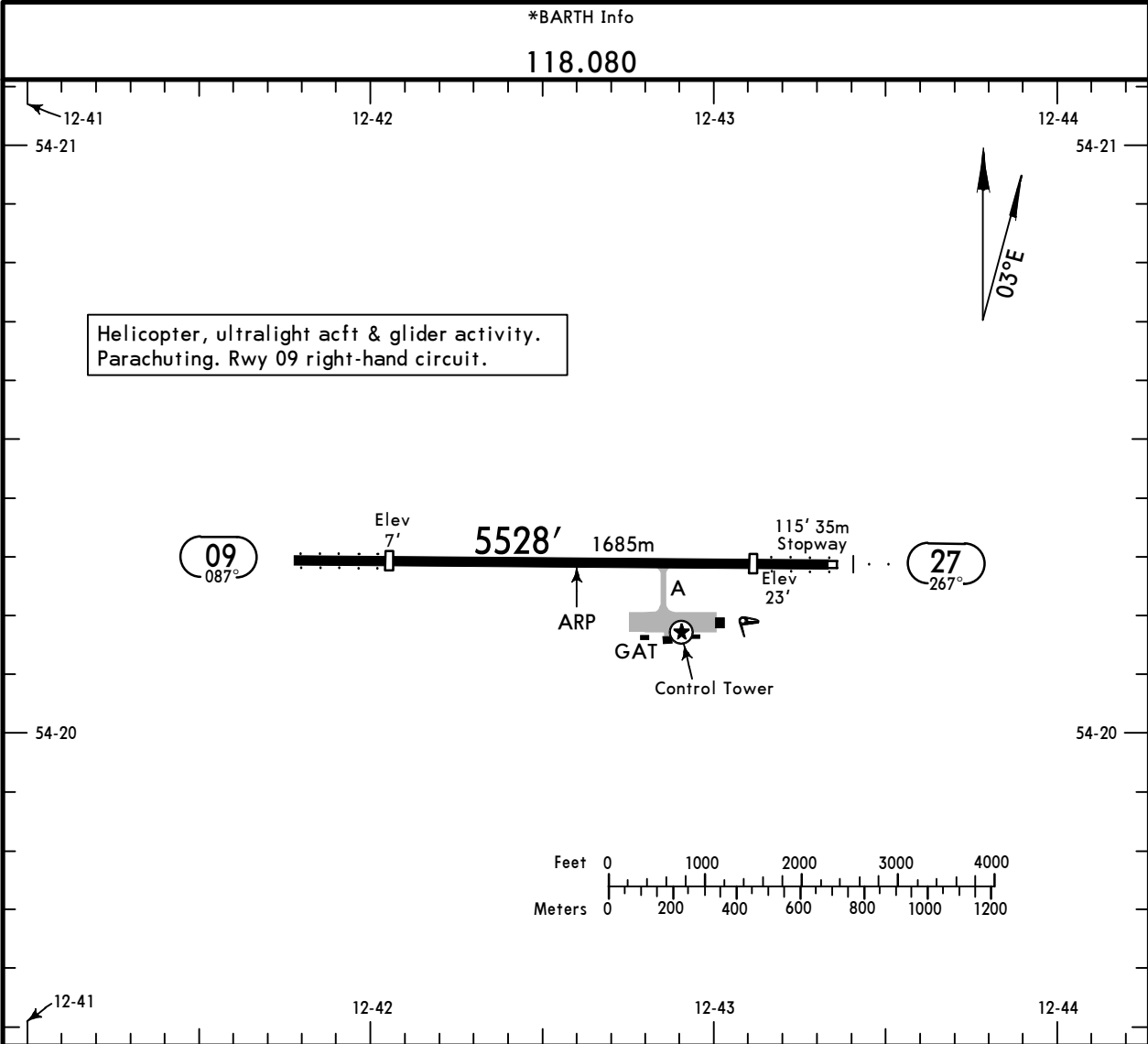
Apt Elev 23'
N54 20.3 E012 42.6

JEPPesen

23 SEP 22 10-9

BARTH, GERMANY

BARTH



ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		WIDTH		
					LANDING	BEYOND			
					Threshold	Glide Slope	TAKE-OFF		
09	HIRL	REIL	PAPI-L(angle 3.0°)		4544'	1385m	4757'	1450m	98'
27	HIRL	HIALS	REIL	PAPI-L(angle 3.0°)	4757'	1450m	4544'	1385m	30m

Std/State		TAKE-OFF	
RL or RCLM	RL	Adequate Vis Ref	
DAY	NIGHT	DAY	NIGHT
R/V400m		R/V500m	NA

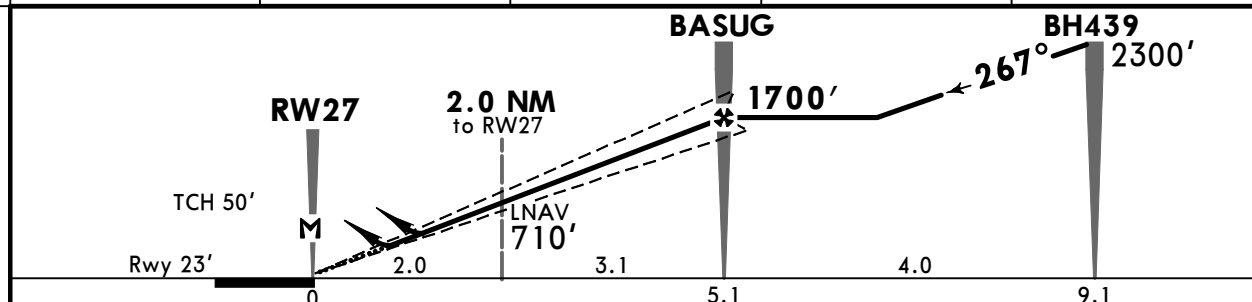
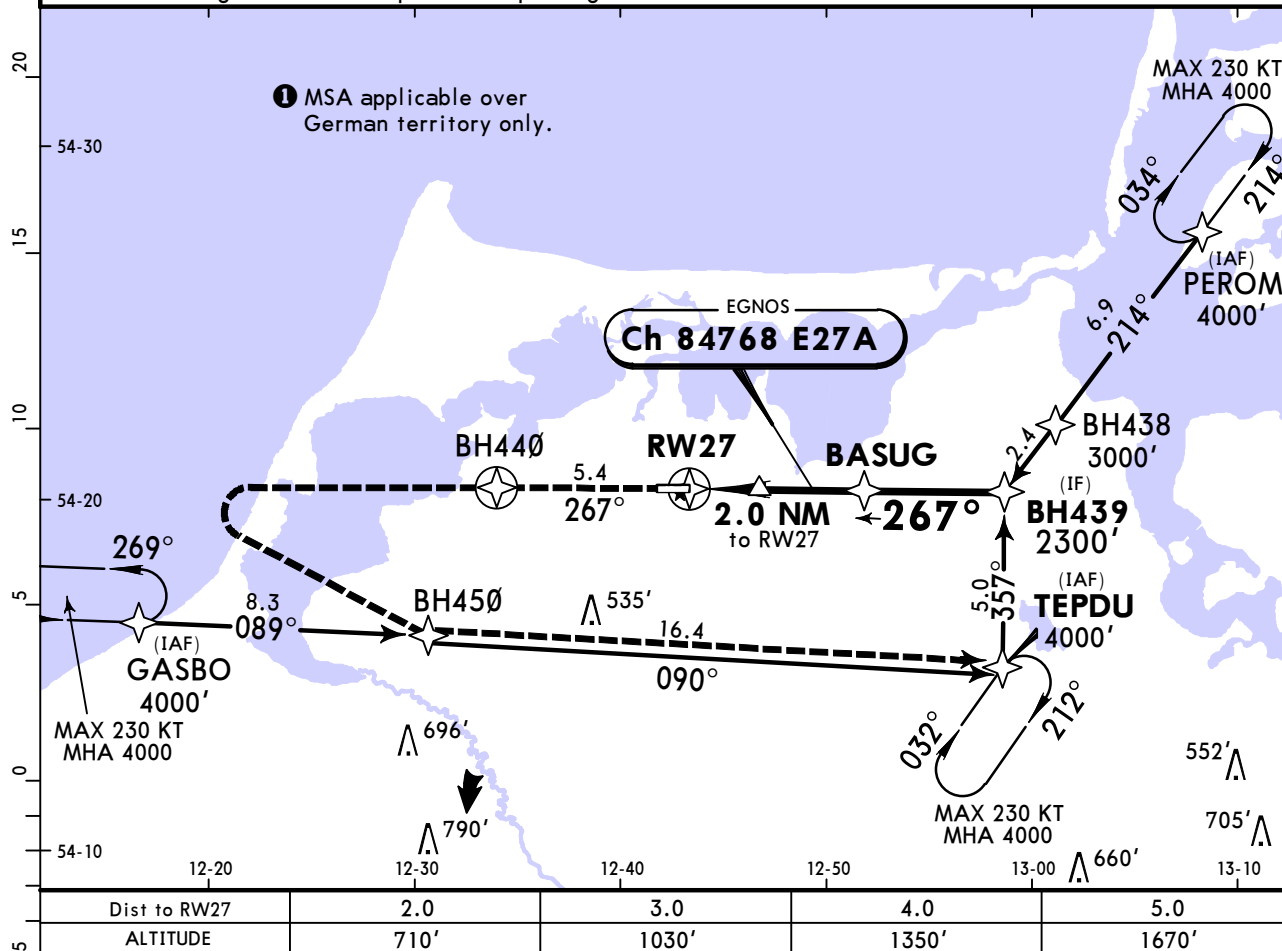
EDBH/BBH
BARTH

JEPESEN
23 SEP 22 (12-1) CAT A & B

BARTH, GERMANY
RNP Rwy 27

BRIEFING STRIP™

BREMEN Radar (APP) 124.175			*BARTH Info 118.080		
EGNOS Ch 84768 E27A	Final Apch Crs 267°	BASUG 1700' (1677')	LPV CAT I DA(H) Refer to Minimums	Apt Elev 23' Rwy 23'	1900 MSA ARP 1
MISSED APCH: Climb on 267° to BH440 or passing 2000', whichever is later, then turn LEFT direct to BH450 to TEPDU climbing to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 5000'					
Arrivals leaving controlled airspace when passing 1000 AGL.					



Gnd speed-Kts		70	90	100	120	140	160	HIALS REIL : PAPI : :	BH440 2000' whichever later on 267°
Glide Path Angle 3.00°		372	478	531	637	743	849		
MAP at RW27									
Std/State		STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
LPV CAT I						LNAV CDFA		Not authorized North of airport	
DA(H) A: 287' (264') B: 299' (276')		1 DA/MDA(H) 430' (407')							
		ALS out				ALS out		Max Kts	MDA(H)
A	R900m	R1300m		R1500m				100	560' (537') V1500m
B								135	600' (577') V1600m
C	NOT APPLICABLE							C	NOT APPLICABLE
D								D	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.									

CHANGES: Minimums.

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Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BARTH, (BARTH - EDBH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDBH

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeberg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.