

015°30' 016°00' 016°30' 017°00'

FIC LJUBLJANA
FREQ: 118.480 MHz

CERKLE HRASJE
L 463
CL 153

CERKLE RAKA
L 359
CL 153

CERKLE CERKLE OB KRKI
L 463
CL 153

CERKLE HRASJE
L 463
CL 153

CERKLE HRASJE
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L 463
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CERKLE HRASJE
L 463
CL 153

WARNING:
Not for operational use!
VFR CHART-SECTOR 5
Eff. date: 15 MAY 2025
NOT TO SCALE!
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SECTOR 5 OF VFR CHART WITH RECOMMENDED VFR ROUTES

CROATIA

Effective date: 15 MAY 2025
For latest aeronautical information consult AIP, AIP-Supplements and NOTAMS

NOT TO SCALE!

ATTENTION:
Data on prominent transmission lines not complete!
No guarantee for the completeness and accuracy of obstacles!
Spot elevations and contour lines are in feet!

WARNING: Charts are for information only. Not for operational use!

NOTE:
FOR AERODROME OPENINGS
CONSULT RELEVANT PUBLICATIONS!

NOTE:
FOR AERONAUTICAL DATA
OUTSIDE THE AIRSPACE OF ZAGREB FIR
CONSULT RELEVANT PUBLICATIONS

LEGEND

Topography

- Contour
- Approximate contour
- Bluff, cliff or escarpment
- Mountain pass with elevation in ft AMSL
- Spot elevation in ft AMSL
- Highest spot elevation in ft AMSL in Croatia

Hydrography

- Shore line
- Salt pans
- Large river
- River
- Small river, brooks
- Lake
- Swamp

Culture

- Built-up areas
- City, town, village
- Dual highway with connectors
- Dual highway tunnel
- Highway
- Highway under construction
- Primary road
- Secondary road
- Road under construction
- Road bridge
- Road tunnel
- Railroad (single track)
- Railroad (two or more tracks)
- Railroad bridge
- Railroad tunnel
- Cable way
- Zip line
- Transmission line
- Isogonic line

Aerodromes

- Airport; name, location indicator, AD elevation in ft AMSL, RWY length in metres
- Joint civil and military airport; name, location indicator, AD elevation in ft AMSL, RWY length in metres
- Airfield; name, location indicator, AD elevation in ft AMSL, RWY length in metres
- Closed water aerodrome
- Abandoned or closed aerodrome
- Heliport; elevation in ft AMSL
- Oil or gas rig with helideck; elevation in ft AMSL
- Hard surface runway
- Unpaved runway

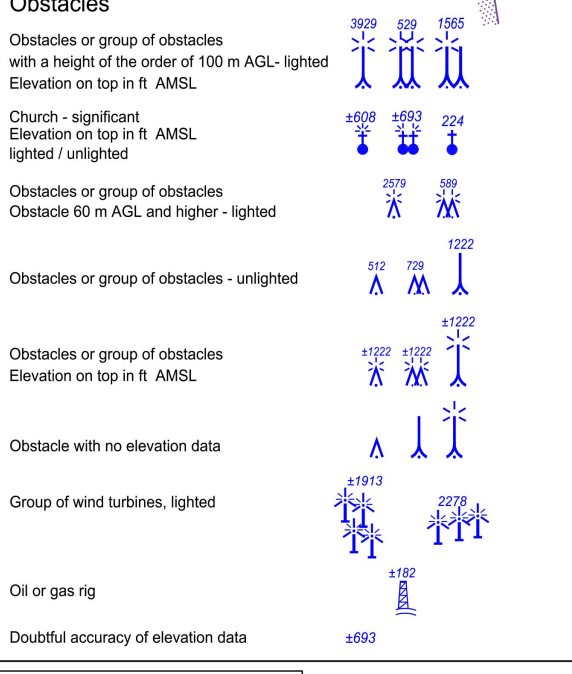
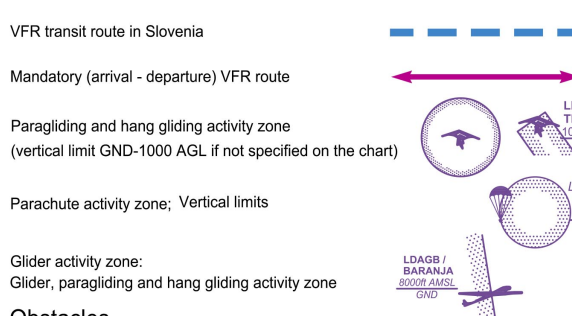
Radio Navigation Aids

- VOR: Compass rose oriented on the chart to Magnetic North (VAR 2019)
- VOR/DME: Collocated VOR and DME radio navigation aids; DME
- NDB: Non-directional radio beacon

Air Traffic Services

- Flight Information Region (FIR)
- Line of Responsibility (LoR)
- Boundaries (international)
- Control zone (CTR): Designation of CTR, Airspace classification, Vertical limit, TWR Frequency
- Aerodrome traffic zone (ATZ): Designation, Airspace classification, Vertical limit
- Areas with possible radio communication difficulties for low level flights
- Terminal control area (TMA), airspace class. C, D
- Terminal control area (TMA), airspace class. E
- Prohibited, Restricted and Danger area: Active only as notified by NOTAM, Identification of area, Nationality letter, P=Prohibited, R=Restricted, D=Danger
- Danger area over high seas: Identification of area, Nationality letter, TR=Temporary reserved, TS=Temporary segregated
- Temporary reserved and segregated area: From GND to 1000FT active only as notified by NOTAM, Identification of area, Nationality letter, TR=Temporary reserved, TS=Temporary segregated

- FLEXIBLE STRUCTURES: LD111 Flexible structures LD111 can be activated as D-AMA, TRA, TSA, can be publish as: LDD111-AMA, LDR111-AMA, LDTS111-AMA. See AIP, ENR 1.9.2. For all Danger areas, TRAs and TSAs see AIP: ENR 5.1; 5.2
- Low level military flight corridors and training areas
- Reporting point
- Holding fix with WGS-84 coordinates
- Entry/exit point
- Breakpoint description along
- Recommended VFR route



Temporary border of the territorial sea according to the 2002 Protocol.

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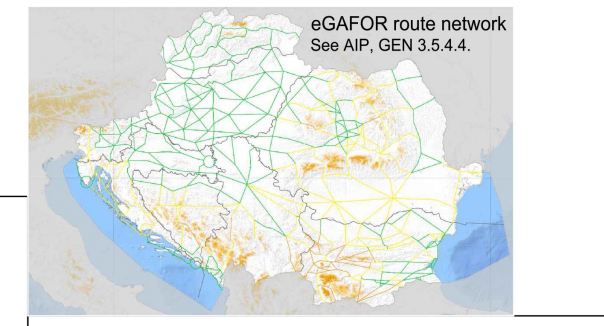
VOR/DME						
BARNA	VBA	CH 121X	117.400MHz	45 44 52.08N	017 08 48.29E	
DUBROVNIK	DBK	CH 101X	115.400MHz	42 34 03.53N	018 15 22.00E	
LOŠINJ	NTL	CH 120Y	117.350MHz	44 33 59.44N	014 23 27.79E	
PULA	PUL	CH 49Y	111.250MHz	44 53 32.52N	013 55 05.23E	
RIJEKA	RJK	CH 125X	117.800MHz	45 13 26.85N	014 34 01.06E	
SPLIT	SPL	CH 104X	115.700MHz	43 29 47.69N	016 18 17.00E	
ZADAR	ZDA	CH 23X	108.600MHz	44 05 43.16N	015 21 51.22E	
ZAGREB	ZAG	CH 84X	113.700MHz	45 53 44.01N	016 18 24.11E	

DME						
BRAČ	BRC	CH 101Y		43 16 56.93N	016 37 20.83E	
DUBROVNIK	IDU	CH 38X	110.100MHz	42 34 08.19N	018 15 07.96E	
JAPETIĆ	JAP	CH 123Y		45 44 40.18N	015 36 29.45E	
LOŠINJ	LSJ	CH 21Y		44 30 57.23N	014 29 27.66E	
LUKAVEC	LUK	CH 35Y		45 41 25.96N	015 59 32.90E	
OSIJEK	KLS	CH 29Y		45 27 58.26N	018 47 32.16E	
OSIJEK	ISJ	CH 48Y		45 27 51.96N	018 47 59.67E	
PETROVA GORA	PTG	CH 17Y		45 18 46.05N	015 48 20.06E	
SPLIT	IST	CH 42X		43 31 57.61N	016 17 20.86E	
ZAGREB	IZA	CH 32X	109.500MHz	45 44 05.78N	016 03 12.42E	

NDB						
BREZA	BRZ		400KHz	45 25 25.14N	014 20 43.44E	
CREŠ	CRE		433KHz	44 54 10.37N	014 24 59.57E	
DRVENIK	DVN		418KHz	43 26 48.24N	016 08 37.08E	
HUMAC	HUM		412KHz	43 17 13.88N	016 40 42.42E	
KAKMA	ZRA		330KHz	43 59 49.76N	015 29 47.31E	
KAVRAN	KAV		265KHz	44 53 43.27N	014 00 29.66E	
KOLOČEP	KLP		318KHz	42 40 09.42N	018 01 15.07E	
LOŠINJ	LOS		429KHz	44 31 37.55N	014 28 22.25E	
OSIJEK	OSJ		422KHz	45 27 19.51N	018 50 15.39E	
PISAROVINA	PIS		424KHz	45 36 18.10N	015 50 38.39E	
PULA	PLA		351.5KHz	44 53 21.15N	013 45 12.66E	
SALI	SAL		421KHz	43 56 16.30N	015 10 05.20E	
TOUNJ	TNJ		316KHz	45 14 53.22N	015 21 01.25E	
TROGIR	TRI		378KHz	43 29 48.59N	016 13 20.78E	

NOTE:
For entering CTR airspace two-way radio communication required. Contact Tower normally at reporting points or any other point but not later than 5 min prior to entering CTR.

NOTE:
Low level flights in areas with mountainous terrain may encounter difficulties in establishing and maintaining radio communications with Zadar Approach.



SIGNIFICANT VFR POINTS (Reporting and Entry/Exit point)

A1	45 32 43N	018 17 09E	M1	45 07 31N	014 31 42E
A2	42 38 42N	017 56 51E	MAZEV	42 29 12N	018 18 07E
A3	43 40 49N	015 55 02E	N1	46 02 57N	016 05 04E
B1	45 39 31N	018 24 56E	N2	45 51 22N	015 48 22E
B2	42 30 25N	018 13 39E	N3	45 45 21N	016 00 45E
B3	43 44 32N	016 10 57E	N4	45 18 16N	014 42 50E
C1	45 34 42N	018 35 07E	N5	45 11 49N	013 44 52E
C2	42 23 48N	018 00 53E	N6	44 16 55N	015 20 51E
C3	43 23 25N	016 17 27E	O1	44 41 37N	014 23 36E
D1	45 31 28N	018 50 31E	O2	44 12 04N	015 40 57E
D2	42 18 18N	018 14 31E	O3	43 26 31N	016 41 49E
D3	43 11 04N	016 36 04E	P1	45 15 31N	014 35 45E
E1	45 12 37N	016 23 37E	P2	43 48 57N	015 40 05E
E2	45 42 23N	016 23 37E	P3	45 48 51N	015 49 58E
E3	45 04 49N	014 09 33E	P4	44 36 10N	014 29 55E
E4	44 05 11N	015 31 57E	P5	44 31 30N	013 53 20E
E5	42 27 09N	018 26 11E	PEPIM	44 46 11N	013 37 27E
E6	44 57 18N	013 57 21E	R1	44 09 18N	015 02 04E
E7	44 52 00N	014 14 31E	RORKA	43 29 18N	016 23 31E
F1	45 17 28N	018 48 04E	S1	45 29 07N	015 59 31E
F2	42 32 59N	017 56 22E	S2	45 42 30N	016 06 34E
G1	45 25 22N	018 46 30E	S3	44 30 40N	014 18 26E
G2	43 23 46N	016 03 12E	S4	43 57 41N	015 23 54E
H1	45 07 36N	019 04 39E	S5	43 35 18N	015 55 28E
H2	44 27 44N	014 32 50E	S7	44 44 07N	013 53 47E
H3	43 22 57N	016 33 05E	S8	44 48 14N	013 59 51E
H4	45 42 50N	015 49 02E	T1	44 40 04N	014 34 24E
I2	44 11 10N	015 26 30E	U1	44 41 22N	014 16 46E
J1	44 51 20N	014 23 13E	USELU	45 29 39N	014 03 17E
K1	45 01 34N	014 34 32E	V1	44 18 07N	015 05 03E
K2	43 49 40N	015 18 04E	V2	43 09 39N	016 21 57E
K3	43 17 12N	016 52 25E	V3	44 34 33N	014 18 58E
K4	45 54 22N	016 07 32E	V4	44 50 11N	013 50 30E
K5	45 50 04N	016 03 29E	W1	45 40 19N	015 39 04E
KONAS	45 00 12N	013 36 47E	W2	44 04 22N	015 11 47E
L1	45 17 29N	014 16 33E	W3	43 44 03N	015 47 11E
L3	43 34 41N	016 12 56E	W4	44 59 38N	013 44 23E
L4	44 31 51N	014 28 15E	W5	44 57 34N	013 51 06E
L6	45 35 03N	016 12 40E	W6	44 51 12N	013 37 13E
L7	45 46 46N	015 56 06E	Z1	43 55 46N	015 48 08E

