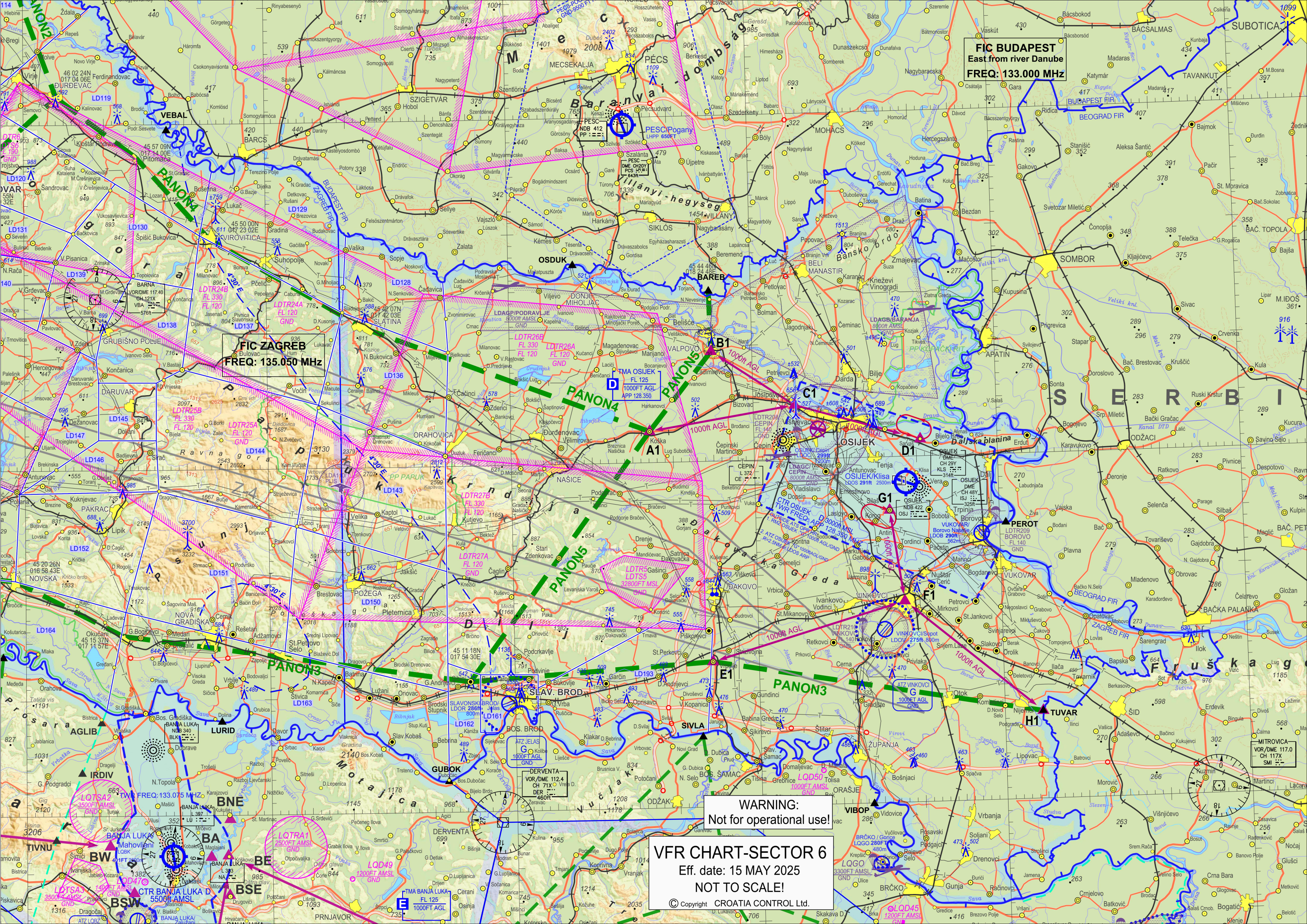




FIC BUDAPEST
East from river Danube
FREQ: 133.000 MHz

FIC ZAGREB
FREQ: 135.050 MHz

WARNING:
Not for operational use!
VFR CHART-SECTOR 6
Eff. date: 15 MAY 2025
NOT TO SCALE!
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CROATIA

CONTROL

SECTOR 6 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 connectores

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

VOR/DME

NDB

Air Traffic Services

Flight Information Region (FIR)

Line of Responsibility (LoR)

Boundaries (international)

Control zone (CTR)

Aerodrome traffic zone (ATZ)

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

Upper limit

Lower limit

Danger area over high seas

Temporary reserved and segregated area

From GND to 1000FT
active only as notified
by NOTAM.

Identification of area

Upper limit

Lower limit

FLEXIBLE STRUCTURES

LD111

Flexible structures LD111
can be activated as D-AMA, TRA, TSA.
can be publish as: LDD111-AMA, LDTR111-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

Recommended VFR route

VFR recommended route in Bosnia and Herzegovina

VFR transit route in Slovenia

Mandatory (arrival - departure) VFR route

Paragliding and hang gliding activity zone
(vertical limit GND-1000 AGL if not specified on the chart)

Parachute activity zone; Vertical limits

Glider activity zone:
Glider, paragliding and hang gliding activity zone

Obstacles

Obstacles or group of obstacles
with a height of the order of 100 m AGL- lighted
Elevation on top in ft AMSL

Church - significant
Elevation on top in ft AMSL
lighted / unlighted

Obstacles or group of obstacles
Obstacle 60 m AGL and higher - lighted

Obstacles or group of obstacles - unlighted

Obstacles or group of obstacles
Elevation on top in ft AMSL

Obstacle with no elevation data

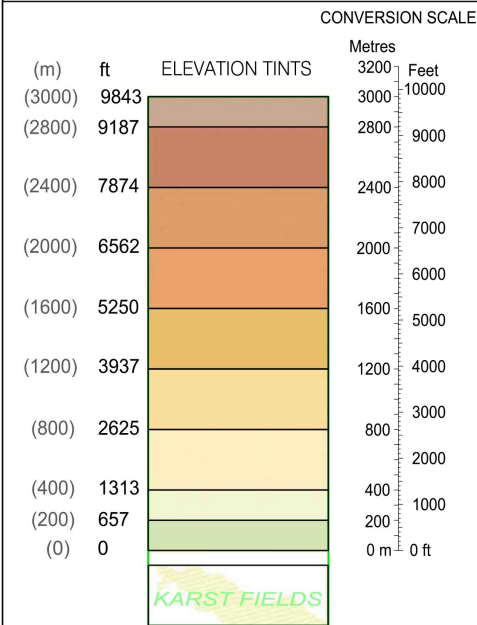
Group of wind turbines, lighted

Oil or gas rig

Doubtful accuracy of elevation data

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

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PANON2

ADRIA1

VELEB1

GORAN1

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	NLT	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	

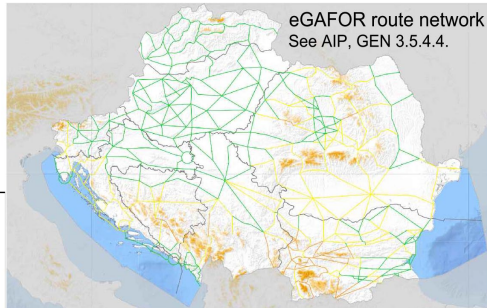
DME						
BRAČ	BRC	CH 101Y		43 16 56.93N	016 37 20.83E	
DUBROVNIK	IDU	CH 38X	110.100MHz	42 34 08.19N	018 15 07.96E	
JAPETIĆ	JAP	CH 123Y		45 44 40.18N	015 36 29.45E	
LOŠINJ	LSJ	CH 21Y		44 30 57.23N	014 29 27.66E	
LUKAVEC	LUK	CH 35Y		45 41 25.96N	015 59 32.90E	
OSIJEK	KLS	CH 29Y		45 27 58.26N	018 47 32.16E	
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	
CRES	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	

L						
BOKANJAC	BO	385KHz		44 10 09.29N	015 15 50.41E	
ČEPIN	CE	372KHz		45 31 42.33N	018 33 36.18E	
RIJEKA	RI	289KHz		45 08 15.04N	014 39 10.56E	
S.KRALJEVEC	SK	350KHz		45 48 20.96N	016 09 52.78E	
VELIKA GORICA	VG	325KHz		45 43 31.30N	016 02 31.44E	
ZADAR	ZK	348KHz		44 05 40.45N	015 21 54.26E	

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.



REPORTING POINTS

ABLAT	45 23 26N	013 37 34E	NETKO	43 02 30N	017 39 42E
AIOASA	41 55 42N	017 14 54E	NIKOL	44 13 19N	013 41 10E
ALIVO	45 31 24N	014 44 21E	NIVES	45 13 26N	015 54 27E
ARMIX	45 28 57N	014 16 04E	NOVLO	45 13 46N	016 57 11E
BABAG	45 23 13N	013 07 37E	OBUTI	46 22 42N	016 16 27E
BAREB	45 44 46N	018 24 48E	ORVAT	43 29 48N	017 12 56E
BEDOX	46 15 58N	015 49 34E	OSDUK	45 47 15N	018 08 01E
BEVIS	41 55 58N	018 11 40E	PEROT	45 24 02N	019 00 46E
BUGEV	45 27 56N	013 46 24E	PETOV	46 18 35N	015 58 34E
CRAYE	41 30 10N	018 07 45E	PEVON	43 33 31N	017 02 24E
DARZA	45 29 42N	015 00 26E	PIXAL	45 13 18N	016 33 16E
DEPET	44 40 44N	015 58 10E	PODET	46 10 17N	015 37 36E
DEVUL	45 07 49N	016 26 28E	RASTU	44 56 32N	015 44 36E
GEMKA	45 28 13N	014 12 15E	REMPI	43 44 12N	016 49 22E
GIRDA	45 28 32N	014 08 02E	ROTAH	45 15 46N	012 59 44E
GISAM	45 45 07N	017 45 31E	RUDIK	44 59 48N	016 18 18E
GORPA	45 46 23N	015 21 12E	SABAD	45 27 57N	014 52 03E
GUBOK	45 02 41N	017 51 42E	SIRMI	44 09 00N	016 18 13E
IBENI	44 00 51N	013 55 18E	SIVLA	45 06 07N	018 22 54E
KATTI	42 30 28N	016 02 56E	SONIK	44 26 54N	016 08 36E
KENEM	43 38 00N	016 56 48E	TEBLI	45 12 05N	016 40 33E
KOPRY	46 14 25N	016 57 46E	TEPKO	41 44 27N	018 25 41E
KOREX	44 46 16N	015 46 09E	TIBRI	42 24 38N	018 33 15E
LABIN	44 59 09N	013 05 29E	TORPO	43 33 51N	014 25 29E
LOKDI	41 29 42N	018 20 22E	TUVAR	45 07 36N	019 04 39E
LULUD	45 50 33N	015 41 00E	UMBKE	45 32 40N	013 25 11E
LURID	45 08 06N	017 23 58E	UNIPA	44 01 46N	016 28 58E
MADOS	42 36 09N	018 14 57E	VAKSU	42 00 51N	018 31 37E
MAGAM	45 58 22N	015 42 11E	VAPUP	43 03 21N	015 12 20E
MOKUN	42 27 01N	018 28 48E	VEBAL	45 59 29N	017 17 48E
MONFA	45 29 14N	013 16 45E	VELIT	43 01 06N	017 16 38E
NEKIN	46 24 26N	016 42 12E	VELUG	42 54 27N	015 26 15E
NEMEK	45 34 29N	015 17 53E	VIBOP	44 59 57N	018 43 39E
NERRA	42 54 19N	017 32 36E	XAMIT	43 18 42N	014 47 52E