

SARAJEVO

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MEĐUNARODNI AERODROM SARAJEVO

20

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Dragi čitatelji,

Zadovoljstvo mi je predstaviti Vam prvo izdanje Sarajevo Airport Magazina u 2016. godini, posebno jer je riječ o godini u kojoj obilježavamo za nas iznimno značajan jubilej, 20 godina poslijeratnog otvaranja Međunarodnog aerodroma Sarajevo.

Svaka godina iza nas nosila je svoju priču, uspješne poslovne poteze, ali i lijepe uspomene, koje smo godinama dijelili sa Vama, stoga, koristim ovu priliku da se zahvalim svim uposlenicima, poslovnim partnerima, putnicima i ostalim posjetiocima na povjerenju koje ste nam ukazivali sve ove godine.

Tekuća godina, siguran sam, ostat će zapamćena kao godina u kojoj Međunarodni aerodrom Sarajevo doživljava prekretnicu u razvojnom smislu. Ambicioznim projektima i inovacijama hrabro koračamo naprijed, prateći korak sa vremenom.

Našu predanost u radu prepoznali su mnogi pa je tako ovaj aerodrom postao jedno od najfrekventnijih pristaništa mnogobrojnih turista, poslovnih partnera te stotina hiljada putnika iz cijeloga svijeta.

Pored razvojnih projekata, Međunarodni aerodrom Sarajevo i dalje ulaže napore u unapređenje poslovanja i ispunjenje zahtjeva korisnika usluga, prvenstveno kada je riječ o uvođenju novih linija. Već od novembra putnici mogu očekivati otvaranje linije Qatar Airways, koja će povezivati Sarajevo sa Dohom, a iznova su započeti i pregovori o saradnji sa mađarskim avioprijevoznikom Wizz Airom.

Naš trud, rad i zalaganje da unaprijedimo svoje usluge i poslovanje, nastojali smo približiti i kroz teme koje smo vam pripremili u ovom broju magazina. Dotakli smo se i tema kroz koje Vas upoznajemo sa bogatom kulturnom baštinom, kako Sarajeva, tako i Bosne i Hercegovine. Kroz poseban prilog slikom i tekstom vodimo Vas na daleke i zanimljive destinacije, do kojih za samo nekoliko sati možete stići putujući sa našeg aerodroma.

Do sljedećeg broja i u nadi da ćemo još dugo zajedno graditi nove dragocjene trenutke i uspomene, srdačno Vas pozdravljam. ■

*v.d. direktora Društva
Armin Kajmaković*



Dear Readers,

It is my pleasure to present to you the first edition of the Sarajevo Airport Magazine in 2016, especially because this is a year in which we mark an extremely important Anniversary - 20 years of post-war opening of the Sarajevo International Airport.

Each year that is behind us presents an individual story of successful business moves but also beautiful memories that we have been sharing with You for years, therefore, I take this opportunity to express my gratitude to all employees, business partners, pas-

sengers and other visitors for the confidence throughout all these years.

I am certain that 2016 will be remembered as the turning point in terms of development for the Sarajevo International Airport. With ambitious projects and innovations we bravely step forward, following up with the modern trends.

Our commitment to work has been recognized by many so that this Airport has become one of the busiest "harbours" for many tourists, business partners and hundreds of thousands of passengers from all over the world.

In addition to development projects, the Sarajevo International Airport continues to make efforts to improve its business and to meet the requirements of service users especially when it comes to introducing new lines. Already in November, travellers can expect the opening of the Qatar Airways line, which will connect Sarajevo with Doha, and we also restarted negotiations on establishing the cooperation with the Hungarian Airline Wizz Air.

Throughout the topics provided in this magazine issue, we tried to bring closer to you our hard work and commitment with the aim to improve our services and operations.

We also devoted attention on topics through which you can get to know the rich cultural heritage of Sarajevo as well as Bosnia and Herzegovina. Through a special picture and text supplement we take you to distant and interesting destinations, which can be reached in only a few hours by traveling from our Airport.

Until the next issue I am sending you my kindest regards in hope that together we shall continue to build new precious moments and memories. ■

*Acting Director of the Company
Armin Kajmakovic*



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Međunarodni aerodrom Sarajevo u prvih pet mjeseci ove godine bilježi povećanje broja putnika

Međunarodni aerodrom Sarajevo u prvih pet mjeseci 2016. godine bilježi povećanje broja putnika.

U periodu od januara do maja na Aerodromu Sarajevo opsluženo je ukupno 291.036 putnika, što je za pet posto više u odnosu na isti period prošle godine. Rast broja putnika očekuje se i u narednom periodu, posebno zbog povećanja broja letova između

Sarajeva i Sharjah, kao i povećan broj charter letova u toku ljetne sezone.

Imajući u vidu da će krajem tekuće godine i aviokompanija Qatar Airways uvesti direktne letove između Sarajeva i Dohe, za očekivati je da je još jedna rekordna godina pred nama. ■



Sarajevo International Airport records an increase in the number of passengers for the first five months of this year

Sarajevo International Airport, in the first five months of 2016, records an increase in the number of

passengers. In the period from January to May, the Sarajevo Airport serviced a total of 291.036 passengers, which is five percent more than in the same period last year. The growth in the number of passengers is expected in the coming period especially because of the increase in the number of flights between Sarajevo and Sharjah, as well as the increase

in the number of charter flights during the summer season.

Bearing in mind that at the end of the year the airline Qatar Airways plans to introduce direct flights between Sarajevo and Doha, we expect another record year in the number of passengers. ■

Uspješno okončan nadzorni i certifikacijski audit po ISO standardima

Na Međunarodnom aerodromu Sarajevo uspješno je proveden nadzorni audit Sistema za upravljanje kvalitetom ISO 9001:2008, Sistema okolinskog upravljanja ISO 14001:2004, te certifikacijski audit Sistema za upravljanje sigurnošću informacija ISO 27001:2013.

Certifikacijski audit proveden je od strane renomirane certifikacijske kuće TÜV Nord i to prema planu audita s ciljem provjere u kojoj mjeri su ispunjeni zahtjevi i koja su poboljšanja provedena u odnosu na prethodno auditiranje, a koji se tiču svih procesa rada aerodroma.

Provjerom je potvrđena potpuna im-

plementiranost i kvalitetna primjena sva tri sistema u svakodnevnom radu, te je na završnom sastanku konstatovano da je J.P. Međunarodni aerodrom „Sarajevo“ d.o.o. Sarajevo, ispunio sve zahtjeve koje propisuju navedeni standardi te je spremno za produženje, odnosno izdavanje certifikata.

Ovim činom Međunarodni aerodrom Sarajevo još je jednom potvrdio svoju opredijeljenost, ne samo prema zahtjevima standarda upravljanja kvalitetom prema ISO 9001:2008 i okolinskog upravljanja prema ISO 14001:2004, nego i prema sistemu za upravljanje sigurnošću informacija prema ISO 27001:2013.



Sljedeće aktivnosti vezane za nadzor sistema kvalitete, okolinskog upravljanja i informacione sigurnosti očekuju se u oktobru 2016. godine. ■

Održan stručni skup inženjera saobraćaja i komunikacija

U Bijaću je krajem maja ove godine održan stručni skup inženjera saobraćaja i komunikacija pod nazivom „Certifikiranje/certifikacija poslova i zadataka u saobraćaju, transportu i komunikacijama u BiH – smjernice i standardi EU“. Pod pokroviteljstvom Ministarstva prometa i komunikacija BiH, Federalnog ministarstva prometa i ko-

munikacija, kabineta premijera Unsko-sanskog kantona te Ministarstva privrede Unsko-sanskog kantona, održan je naučno stručni

skup na kojem su učestvovali brojni stručnjaci iz oblasti transporta i komunikacija, a na kojem su aktivno učestvovali i preze-

ntirali teme iz oblasti zrakoplovnog saobraćaja i zaposlenici Međunarodnog aerodroma Sarajevo - inženjeri zrakoplovnog saobraćaja. ■



Expert Meeting of Engineers of Transport and Communications held

Late May, this year, in the city of Bihac, an Expert Meeting of Engineers of Transport and Communications was held entitled "Certification/certification activities and tasks in Traffic, Transport and Communications in B&H - the guidelines and standards of the EU". Under the auspices of the Ministry of Transport and Communications of

B&H, the Federal Ministry of Transport and Communications, the Cabinet of Prime Minister of Una-Sana Canton and the Ministry of Economy of the

Una-Sana Canton, a scientific expert meeting with the participation of numerous experts in the field of transport and communications took place whereas employ-

ees of Sarajevo International Airport - engineers of aviation traffic actively participated and presented topics related to aviation traffic. ■

Control and Certification Audit according to ISO standards Successfully Implemented

Surveillance Audit of Quality Management Systems ISO 9001: 2008, Environmental Management Systems ISO 14001: 2004 and the Certification Audit of Systems for Information Security Management ISO 27001: 2013 was successfully completed at the International Airport Sarajevo. Authorized certification company TÜV Nord conducted the verification of compliance of requirements according to the Audit Plan in order to verify the extent to which the requirements are met and which improvements

were implemented since the previous auditing concerning all work processes at the Airport.

The verification confirmed the total implementation and high-quality implementation of all three systems in the daily work, and at the final meeting it was concluded that the Public Enterprise Sarajevo International Airport Ltd. Sarajevo has met all the requirements prescribed by these standards and confirmed the competence for renewal of issuing of the certificates.

With this act the Sarajevo International Airport confirmed its commitment, not only by the standards of quality management ISO 9001:2008 and the environmental management ISO 14001:2004, but also according to the system for Information Security Management ISO 27001:2013.

The following activities related to the control of the System of Quality, Environmental Management and Information security are expected in October 2016. ■

Poboljšanje usluga za putnike sa invaliditetom i ograničenom pokretljivošću

PRM putnici su osobe čija je pokretljivost pri korištenju prijevoza smanjena zbog bilo koje tjelesne invalidnosti. Oni moraju imati mogućnosti korištenja prijevoza uporedive sa mogućnostima ostalih putnika.

Aerodromi koji godišnje imaju promet veći od 150.000 putnika obavezni su da utvrde zahtjeve u vezi sa resursima potrebnim za ispunjavanje standarda za opslugu putnika sa invaliditetom i putnika sa smanjenom pokretljivošću (PRM). S tim u vezi, na Međunarodnom aerodromu Sarajevo u toku su aktivnosti na osiguranju preduslova za implementaciju – prilagođavanje infrastrukture u objektima, osiguranje neophodne opreme za opslugu PRM putnika, te usklađivanje sa evropskom regulativom.

Prilagoditi infrastrukturu

PRM putnici su osobe čija je pokretljivost pri korištenju prijevoza sma-

obama sa invaliditetom i osobama smanjene pokretljivosti osigurao zračni prijevoz kao i ostalim putnicima, nužno je da im se na aerodromima, kao i u zrakoplovu, pruži pomoć koja je prilagođena njihovim posebnim potrebama, što je ostvarivo isključivo osposobljavanjem osoblja i korištenjem odgovarajuće opreme. Upravo u te svrhe na Međunarodnom aerodromu Sarajevo poduzeto je niz aktivnosti kako bi se infrastruktura prilagodila potrebama ove kategorije putnika.

Svi putevi kojima se kreću putnici, od samog dolaska na aerodrom do ukrcavanja u zrakoplov, moraju biti dostupni i osobama sa invaliditetom (parking, šalteri za registraciju, toa-

Kako bi se osobama sa invaliditetom i osobama smanjene pokretljivosti osigurao zračni prijevoz kao i ostalim putnicima, nužno je da im se na aerodromima, kao i u zrakoplovu, pruži pomoć koja je prilagođena njihovim posebnim potrebama, što je ostvarivo isključivo osposobljavanjem osoblja i korištenjem odgovarajuće opreme

njena zbog bilo koje tjelesne invalidnosti. Oni moraju imati mogućnosti korištenja prijevoza uporedive sa mogućnostima ostalih putnika. Evropska unija svojim pravnim aktima garantira visoku razinu zaštite i jednakopravnosti svih putnika. Suštinu prava putnika u EU, između ostalog, predstavlja i pravo na nediskriminirajući pristup prijevozu (bez obzira na nacionalnost, boravište ili invaliditet) te pravo na kretanje za putnike sa invaliditetom ili osobe s ograničenim sposobnostima kretanja, bez dodatne naknade za pomoć i pratnju tokom putovanja.

Ova prava, garantirana Konvencijom UN o pravima osoba sa invaliditetom vrijede za sva područja života pa tako i za zračni prijevoz. Kako bi se os-

leti, saloni, prodavnice i ostali javni prostori terminalne zgrade). Komunikacijski sistemi također će biti prilagođeni osobama sa invaliditetom (intercom, posebni šalteri za invalidne putnike, oznake unutar i van zgrade...).

Obuka osoblja

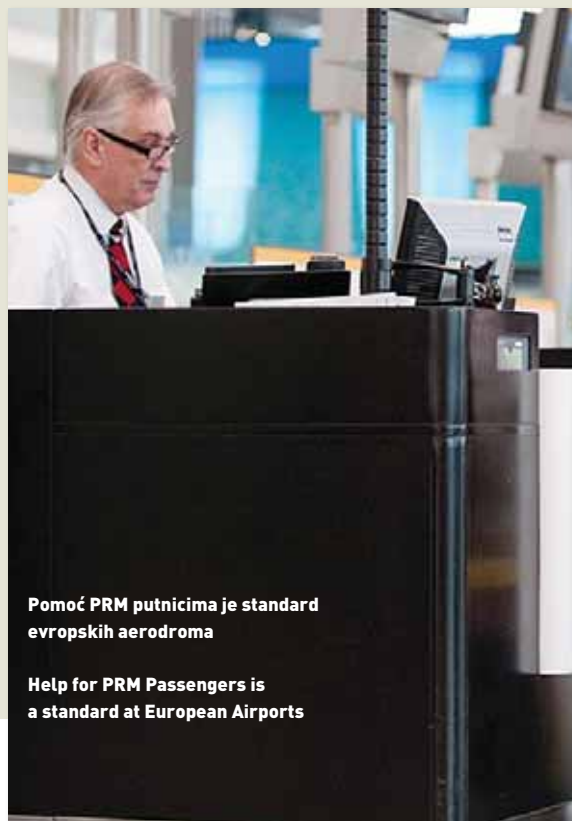
Osposobljavanje i certificiranje osoblja za opslugu PRM od izuzetnog je značaja posebno u fazama ukrcavanja i iskrcavanja ovih putnika, imajući u vidu ogromne visine kazni koje se primjenjuju u slučaju nanošenja tjelesnih povreda ili oštećenja invalidskih pomagala.

S tim u vezi, zaposlenici Aerodroma će proći teorijsku i praktičnu obuku opsluge PRM putnika i posebnu obu-



ku koja se odnosi na svijest o pravima i jednakosti invalidnih lica u odnosu na ostale putnike.

Osim svega navedenog, bitan korak je i informiranje PRM putnika o njihovim pravima i načinima na koji im može biti pružena pomoć na aerodromima, što je standard svih evropskih aerodroma. ■



Pomoć PRM putnicima je standard evropskih aerodroma

Help for PRM Passengers is a standard at European Airports

Improving of Services for Passengers with Disabilities and Limited Mobility at the Sarajevo Airport

PRM passengers are persons whose mobility when using transport is reduced due to any physical disability. They must have the possibility of using the transport capabilities comparable to other passengers.

national Airport, activities on ensuring the preconditions for implementation - adapting infrastructure within the facilities, ensuring the necessary equipment for ground handling of PRM passengers and harmonization with the European regulations are in progress.

Adapt the Infrastructure

The PRM passengers are persons whose mobility when using transport is reduced due to any physical disability. They must have the possibility of using the transport capabilities comparable to other passengers. The European Union, with its legal acts guarantees a high level of protection and equality of all passengers.

The essence of passenger rights in the EU, among other things, represents the right to non-discriminatory access to transport (regardless of nationality, residence or disability) and the right to move for travelers

equipment. Precisely for this purpose, Sarajevo Airport started a range of activities in order to adapt the infrastructure needs of this category of passengers.

All passengers routes, from arrival at the airport to boarding on the aircraft, must be accessible to persons with disabilities (parking, registration counters, toilets, lounges, shops and other public areas of the terminal building). The Communication Systems will also be adapted for people with disabilities through intercom, special counters for disabled travelers, tags inside and outside of the building ecc.

The Training of Personnel

Training and certification of personnel for ground handling of PRM is of great importance especially in the stages of loading and unloading of these passengers, given the huge amount of the penalties to be ap-

The Airports which have annual turnover in excess of 150,000 passengers are responsible to determine the requirements regarding the resources necessary to meet the standards for ground handling of passengers with disabilities and passengers with reduced mobility (PRM).

In this regard, at the Sarajevo Inter-

In order to provide to people with disabilities and persons with reduced mobility the same treatment during Air Transport as for other passengers, it is essential that Airports and Aircrafts provide assistance tailored to their specific needs, through training of staff and using proper equipment

with disabilities or persons with reduced mobility at no additional charge for the support and escort during the trip. These rights, guaranteed by the Conventions of the UN on the Rights of Persons with Disabilities apply to all areas of life, including Air Transport. In order to provide to people with disabilities and persons with reduced mobility the same treatment during Air Transport as for other passengers, it is essential that Airports and Aircrafts provide assistance tailored to their specific needs, through training of staff and using proper

plied in the case of physical injury or damage of assistive devices. In this regard, employees of the Airport will undergo theoretical and practical training of ground handling of PRM passengers and special training concerning the awareness of the rights and equality of disabled persons in relation to other travelers. In addition to the above, the essential step is in informing PRM passengers of their rights and ways of assistance offered at Airports which is a standard of all European Airports. ■



Minimumi za slijetanje i polijetanje na Aerodromu Sarajevo

U sjedištu BHANSA-e u Mostaru održan je sastanak na kojem je bilo govora o minimumu za slijetanje i polijetanje na Sarajevskom aerodromu. Sastanku su prisustvovali predstavnici Ambasade SAD u BiH, Međunarodnog aerodroma Sarajevo i BHANSA-e.

Planinski teren koji zahtijeva visoku preciznost prilaza i veliki ugao nagiba u postupku neuspješnog prilaza i slijetanja jedno je od važnijih ograničenja za Međunarodni aerodrom Sarajevo.

Predstavnici BHANSA-e su tokom sastanka prezentirali razmatranje dizajna procedure u vezi Aerodroma Sarajevo, uzimajući u obzir vrste instrumentalnog prilaza i visine odluke, što je bitan faktor za određivanje minimuma za slijetanje.

Vlado Jurić, šef Ureda za sigurnost zračne plovidbe podi-



Na sastanku razmatran dizajn procedure za prilaz i slijetanje

The design procedures for approach and landing were discussed at the meeting

jelio je informacije o problemima smanjenja minimuma u sarajevskoj zračnoj luci. Za provedbu ILS kategorija (CAT II ili CAT III), teren ispred početka staze trebao bi biti čist od prepreka za najmanje 1.000 metara. To znači da bi bilo potrebno izmjestiti prag RWY 12 za dodatnih 200 metara što bi smanjilo dužinu piste, a to nije prihvatljivo. Gledajući iz ugla dizajna procedure, postupak smanjenja minimuma nije opcija te je potrebno razmotriti druga rješenja za poboljšanje stanja kod slijetanja. Najveći problem na Aerodromu Sarajevo je magla. Nermin Zijadić, predstavnik Međunarodnog aerodroma Sarajevo obavijestio je sudionike sastanka da postoji plan za rad po ovom pitanju. Također je prezentirao informacije o budućim projektima Aerodroma te kao najvažnije istaknuo obnovu poletno-sletne staze i sistema rasvjete. Zijadić je rekao i da se aerodromi u Mostaru i Tuzli mogu koristiti kao alternativa Aerodromu Sarajevo, ali i da u što skorijem periodu treba ojačati koordinaciju između svih zainteresiranih strana u okviru ove problematike. ■

Minimums for landing and takeoff at Sarajevo Airport

In the B&H Air Navigation Services Agency Headquarters in Mostar, a meeting was held over the Minimum of landing and take-off at Sarajevo Airport. The meeting was attended by representatives of the US Embassy in B&H, Sarajevo International Airport and B&H Air Navigation Services Agency. Mountainous terrain that requires high precision of approach and a large angle of inclination in case of failed approach and landing is one of the major constraints for the Sarajevo International Airport. During the meeting, representatives of the B&H Air Navigation Services Agency, presented the deliberation of designing a procedure regarding Sarajevo Airport, taking into account the type of instrument approach and decision height, which is an important factor to determine the minimum for

landing. Vlado Juric, Head of the Office of Aviation Safety shared information about the problems of reducing the minimum at Sarajevo Airport. For the implementation of ILS Category (CAT II or CAT III), the field in front of the trailhead should be clear of obstructions for at least 1,000 meters. This means that it is necessary to displace the

threshold RWY 12 for an additional 200 meters which would reduce the length of the runway, and this is not acceptable.

Looking from the perspective of design of the procedure, a procedure to reduce this minimum is not an option and it is necessary to consider other solutions in order to improve the landing condition. The biggest problem at the Sarajevo Airport is the fog. Nermin Zijadic, representative of the Sarajevo International Airport informed the participants of the meeting that there is a plan to work on this issue. He also presented information about future projects of the Airport and as the most important, he pointed out, the reconstruction of the runway and the lighting system. Zijadic said that the Airports in Mostar and Tuzla can be used as an alternative to Sarajevo Airport, but it is necessary to strengthen the coordination between all stakeholders in the context of this issue as soon as possible. ■

Provedena IT revizija informacionog sistema

U proteklom periodu uspješno je provedena IT revizija informacionog sistema od strane nezavisne kompanije. U okviru provedene revizije, izvršena je kontrola dvije oblasti: upravljanje eksternalizacijom i upravljanje arhitekturom IKT sistema.

Navedene oblasti predstavljaju ključne oblasti upravljanja informacionim sistemom. Kao osnov metodologije korišten je COBIT 4.1 okvir, dok je za procjenu rizika nedostatka kontrola korišten ISO/IEC 27001 okvir.

Na osnovu izvršenih pregleda izraženo je uvjerenje da se sa propisanom metodologijom sveukupno stanje i adekvatnost upravljanja eksternalizovanim uslugama i arhitekturom informacionog sistema može ocijeniti COBIT referentnom ocjenom "Regulisano".

Navedena ocjena predstavlja ocjenu četiri od mogućih pet, te ukazuje na činjenicu da u okviru upravljanja eksternalizacijama i arhitekturom postoji prostor za dodatna unapređenja na koja je J.P. Međunarodni aerodrom Sarajevo d.o.o. svakako spreman. ■

IT Audit of Information System Conducted

In the past period, the IT Audit of the Information System was successfully implemented by an independent company. As part of the revision process, a control of two areas was carried out: management of outsourcing and management of architecture of ICT systems.

These areas represent key areas of managing Information Systems.

As a methodology basis, COBIT 4.1 framework was used while for the risk assessment of the lack of control the ISO / IEC 27001 framework. Based on carried out reviews, it was expressed with confidence, that, with the prescribed methodology the overall state and the adequacy of outsourced services and architecture of the information system can be evaluated by the COBIT reference mark "Regulated".

The above rating represents an assessment of four out of possible five, and expresses the fact that under the management of outsourcing and architecture there is room for further improvement for which the Sarajevo International Airport Ltd. is certainly ready. ■



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Air Arabia zvanično otvorila avioliniju Sharjah- Sarajevo

Na Međunarodni aerodrom Sarajevo, u martu 2016. godine, sletio je prvi avion kompanije Air Arabia, čime je i zvanično predstavljena nova low-cost nisko-budžetna aviolinija na relaciji Sarajevo - Sharjah (Ujedinjeni Arapski Emirati).

Ovom prilikom prisutnima su se obratili Sheikh Abdullah Bin Mohammed All Thani, predsjednik Air Arabia, Adel Abdullah Al Ali, direktor Air Arabia, Armin Kajmaković, v.d. direktor Međunarodnog aerodroma Sarajevo te Davor Budimir, šef Odsjeka za aerodrome – inspektor Direkcije za civilno zrakoplovstvo BiH.

Direktor Air Arabia Group Adel Abdullah Al Ali je na pres-konferenciji izrazio zadovoljstvo i zahvalnost Međunarodnom aerodromu Sarajevo i Upravi za civilnu avijaciju, povodom uspostavljanja low-cost aviolinije Sarajevo-Sharjah te je izrazio nadu da će građani Bosne i Hercegovine prepoznati važnost i značaj ovih letova.

Armin Kajmaković zahvalio je zvaničnicima Air Arabije te kazao da će nova aviolinija ojačati saradnju te otvoriti nova radna mjesta i ojačati turizam, dok je inspektor za aerodrome BH-DCA Davor Budimir izrazio nadu da će nova linija dovesti do povećanog protoka putnika kroz Međunarodni aerodrom Sarajevo i otvo-

riti nove mogućnosti što se tiče privrede i razvijanja tržišta u BiH. ■



Uspostavljena low-cost avio linija sa Međunarodnog aerodroma Sarajevo/
A low-cost flight line was established from the Sarajevo International Airport

Eksperti ICAO-a na Međunarodnom aerodromu Sarajevo

Eksperti Međunarodne organizacije za civilno zrakoplovstvo (ICAO) su u februaru ove godine posjetili BiH. Programom nadzora predviđeno je da se operativni aspekti sigurnosti civilnog zrakoplovstva promatraju na Međunarodnom aerodromu Sarajevo. Segmenti koji su bili predmet nadzora su trening (obuka) osoblja koje radi na poslovima vezanim za sigurnost, aerodromske operacije, sigurnost zrakoplova i leta, sigurnost putnika i prtljaga, sigurnost ter-

eta (cargo), kateringa i sigurnost pošiljki, odgovor na akte nezakonitog ometanja, sigurnosni aspekti olakšica itd.

Nakon što su eksperti ICAO-a obavili nadzor u oblasti sigurnosti civilnog zrakoplovstva održan je završni sastanak na kojem su izneseni zaključci u vezi sa posjetom. Inspektori su dali kratak pregled obavljenog nadzora, prema oblastima koje su nadzirane te su generalno ocijenili da je stanje sigurnosti civil-

nog zrakoplovstva u BiH na zadovoljavajućem nivou. Aktivnosti i mjere koje se poduzimaju prate najnovija svjetska dešavanja i ukorak su sa trendovima iz domena sigurnosti civilnog zrakoplovstva. Predstavnici Međunarodnog aerodroma Sarajevo su se delegaciji ICAO-a zahvalili na konstruktivnim prijedlozima i sugestijama, ali i iznošenju pozitivnih utisaka o stanju sigurnosti na Međunarodnom aerodromu Sarajevo. ■

The experts of ICAO at the Sarajevo Airport

The experts of the International Civil Aviation Organization (ICAO) visited B&H in February this year. By the Program of Supervision it is predicted that the operational aspects of civil aviation safety are observed at the Sarajevo Airport. The segments that were subject to review are the training of the staff working in jobs related to safety, airport operations, aircraft and

flight safety, safety of passengers and baggage, cargo security, catering and security of shipments, response to acts of unlawful interference, safety aspects of reliefs and so on.

Upon the ICAO Experts conduction of the the supervision in the field of civil aviation security a final meeting was held where they presented the conclusions in relation to the

visit. The inspectors gave a brief overview of the control exercised - according to the areas that were controlled and gave a general assessment that the situation of civil aviation in Bosnia and Herzegovina is at a satisfactory level. Activities and measures that are realized every day are following the latest world trends and they are keeping up with the trends in the field of



Air Arabia officially opened the Air line Sharjah- Sarajevo

At the International Airport Sarajevo, in March 2016, the first flight operated by Air Arabia landed and so officially introduced the new low-cost low-budget Airline flight from Sarajevo to Sharjah (United Arab Emirates).

On this occasion, the audience was addressed by Sheikh Abdullah Bin Mohammed All Thani -president of Air Arabia, Adel Abdullah Al-Ali - Director of Air Arabia, Mr. Armin Kajmakovic, acting director of the Sarajevo International Airport and Davor Budimir, Head of Department for Airports - the Inspector of the Directorate of Civil Aviation of B&H.

Adel Abdullah Al Ali, Director of Air Arabia Group expressed his satisfaction and gratitude to the Sarajevo International Airport and the Civil Aviation Authority, on the occasion of establishing the low-cost Air line Sarajevo-Sharjah and pointed out the hope that the citizens of Bosnia and Herzegovina will recognize the importance and significance of these flights.

Armin Kajmakovic thanked the officials of Air Arabia, adding that the new Airline will strengthen mutual cooperation, create new jobs and boost tourism, while Davor Budimir, the inspector of Airports at BHDCA, expressed hope that the new line will lead to an increased flow of passengers through the Sarajevo International Airport and the opening of new possibilities when it comes to the economy and development of the market in B&H. ■



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civil aviation security. Representatives of Sarajevo International Airport expressed their gratitude to the delegation of ICAO for their constructive pro-

posals and suggestions, as well as on their presentation of positive impressions about the state of security at the Sarajevo Airport. ■

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Međunarodni aerodrom Sarajevo za civilne letove je ponovo otvoren u augustu 1996. godine

Sarajevo International Airport reopened for civilian flights in August 1996



Od ruševine prije 20 godina do modernog aerodroma

Sa početkom agresije na BiH krenulo je rušenje i uništavanje Međunarodnog aerodroma Sarajevo. Prve aktivnosti na obnovi i rekonstrukciji pokrenute su još dok su trajala ratna dejstva, u julu 1994. godine. Aerodrom je za civilne letove ponovo otvoren 15. augusta 1996. godine, a obnova i rekonstrukcija odvijala se u dvije faze.

Sumorno proljeće 1992. godine i početak agresije na Bosnu i Hercegovinu bili su početak najtežeg i najmučnijeg perioda u historiji Međunarodnog aerodroma Sarajevo. Rušenje i uništavanje počelo je neposredno nakon što su aerodrom okupirale snage JNA i srpske paravojne formacije. Usljed četverogodišnjih ratnih dejstava, tokom najduže opsade jednog grada u historiji, objekti Aerodroma Sarajevo su gotovo u cijelosti uništeni.

Prve aktivnosti na obnovi i rekonstrukciji Međunarodnog aerodroma Sarajevo pokrenute su još dok su trajala ratna dejstva, u julu 1994. godine. Sa dolaskom mira u Bosnu i Hercegovinu, tadašnje osoblje Aerodroma Sarajevo

pokrenulo je široke i sveobuhvatne aktivnosti na stavljanju Aerodroma u funkciju za civilne letove.

Odmah po prestanku ratnih dejstava, započele su intenzivne aktivnosti na stvaranju minimuma uvjeta za uspostavu civilnog zračnog prometa.

To je bio početak projekta rekonstrukcije i obnove Međunarodnog aerodroma Sarajevo, za kojeg danas, 20 godina kasnije sa sigurnošću možemo tvrditi da je bio jedan od najvećih poduhvata u Bosni i Hercegovini nakon rata. Naporom i upornošću pokazalo se i dokazalo da je, uprkos svim poteškoćama i preprekama na koje se nailazilo, moguće uraditi „nemoguće“ – podići Aerodrom Sarajevo iz pepela! Zatečena situacija bila je poražavajuća

- sve je ruinirano, razrušeno, neispravne instalacije, uništena gotovo kompletna infrastruktura. Bez finansijskih sredstava, bez pomoći državnih organa, ali uz ogroman entuzijazam zaposlenih, uspjelo se pripremiti zgradu za puštanje u promet za civilni saobraćaj.

Zahvaljujući izuzetnom angažmanu grupe entuzijasta, ranijih radnika Aerodroma, 15. augusta 1996. godine, Aerodrom Sarajevo ponovo je otvoren za civilni promet, uz uvjete koje je u tom trenutku diktirao IFOR. Aerodrom Sarajevo svečano su otvorili Warren Christopher, državni sekretar SAD-a i Alija Izetbegović, tadašnji predsjedavajući Predsjedništva BiH. Simboličnom svečanom otvaranju Aerodroma



20 Years Ago a Ruin - Today a Modern Airport

With the beginning of the aggression on Bosnia and Herzegovina the demolition and destruction of Sarajevo International Airport started. The first activities on the reconstruction and rehabilitation were launched even during the last combat operations in July 1994. The Airport was reopened for civilian flights on August 15 1996 and the restoration and reconstruction was carried out in two phases

Gloomy spring of 1992 and the beginning of the aggression on Bosnia and Herzegovina was the commencement of the most difficult and painful period in the history of the Sarajevo International Airport. Demolition and destruction began immediately after the Airport was occupied by forces of the JNA (Yugoslav National Army) and Serbian Paramilitary Units. Due to the four-year war, during the longest siege of a city in history, Sarajevo Airport facilities were almost completely destroyed. The first activities in the reconstruction of the Sarajevo International Airport were launched even during the last combat operations, in July 1994. With the advent of peace in Bosnia and Herzegovina, the former staff of Sarajevo Airport initiated broad and comprehensive activities at the International Airport

in regards of putting civilian flights into operation.

Immediately after the War, intensive work on creating the minimum conditions for the establishment of Civil Aviation began.

That was the beginning of the project of the reconstruction and restoration of Sarajevo International Airport, which today, 20 years later, was certainly one of the biggest projects in B&H. In spite of all the difficulties and obstacles encountered, the Airport proved that it is possible to do the „impossible” - to raise the Sarajevo Airport from the ashes!

The found situation after the war was devastating - everything was ruined, and destroyed, installations didn't function and nearly the complete infrastructure was destroyed. Without any financial resources and without the help of state authori-

ties, but with huge enthusiasm of employees, the Sarajevo International Airport managed to start the operations on civilian traffic.

Thanks to the extraordinary engagement of a group of enthusiasts - former Airport employees, on August 15th 1996, Sarajevo Airport reopened for Civilian Traffic, with conditions that at that time were dictated by the IFOR.

Sarajevo Airport was officially opened by Warren Christopher, Secretary of State of the United States and Alija Izetbegovic, former Chairman of the Presidency of Bosnia and Herzegovina. The symbolic Opening Ceremony was also attended by representatives of IFOR, the Ambassadors of the United States, the French Republic, the Republic of Turkey and many officials in B&H.

The then Airport employees began

Želimo biti aerodrom svjetskog standarda

Armin Kajmaković, dugogodišnji je uposlenik Međunarodnog aerodroma Sarajevo i tokom svoje karijere obavljao je niz značajnih funkcija. Početkom januara 2016. godine imenovan je na funkciju v.d. direktora J.P. Međunarodni aerodrom Sarajevo d.o.o. Sarajevo.

SAM: Novi ste v.d. direktora Međunarodnog aerodroma Sarajevo, jeste li zadovoljni stanjem koje ste zatekli?

KAJMAKOVIĆ: Na Sarajevskom aerodromu sam zaposlen od prvog dana od poslijeratnog otvorenja, tako da sam u potpunosti bio upoznat sa kompletnom situacijom i trenutnim stanjem, što je u samom startu olakšavajuća okolnost za mene. Sa izuzetkom evidentnog zastoja u domenu realizacije razvojnih projekata, stanje koje sam zatekao opisao bih kao zadovoljavajuće, što potvrđuje činjenica da smo 2015. godinu zaključili sa 772.904 putnika, što je za devet posto više u odnosu na rekordnu 2014. godinu. Izdvojio bih i dolazak sve većeg broja redovnih i low cost aviokompanija, koje nam ukazuju povjerenje. U skladu sa svim tim rezultatima nastojat ću voditi kompaniju u istom smjeru, ali i dati svoj doprinos daljnjem napretku i unapređenju poslovanja. Već sada su pred nama ambiciozni poslovni i razvojni planovi, na čijoj realizaciji uveliko radimo. Naš cilj je pružiti putnicima, koje na našem aerodromu ove godine očekujemo u rekordnom broju, što bolju i kvalitetniju uslugu, te po tom pitanju nastojati ukorak pratiti druge svjetske i evropske aerodrome.

SAM: Imenovani ste u godini i svojevrsnog jubileja – 20 godina prve poslijeratne obnove ratom razorenog aerodroma. Kako sa ove vremenske distance gledate na taj period?

KAJMAKOVIĆ: Nakon četverogodišnje agresije na BiH, u kojoj je uništena kompletna aerodromska infrastruktura, bilo je potrebno uraditi rekonstrukciju postojećih kapaciteta.

Međutim, entuzijazma, upornosti, ali i

inata tadašnjim uposlenicima nije nedostajalo, te se hrabro krenulo sa obnovom, praktično od nule. Zahvaljujući tome, 15. augusta 1996. godine, Sarajevski aerodrom ponovo otvara svoja vrata, a time i vrata svijeta, čime dokazuje da je Sarajevo oživjelo i mora da živi. Ovim započinje jedna nova epoha i grade se temelji za razvoj civilnog zrakoplovstva BiH.

SAM: Koja je faza obnove Međunarodnog aerodroma Sarajevo bila najzahtjevnija i zašto?

KAJMAKOVIĆ: Po preuzimanju kompleksa aerodroma od strane francuskog kontingenta IFOR-a, tadašnji uposlenici su se morali suočiti sa činjenicom da se nalaze na potpuno devastiranom i ogoljenom aerodromu, na kojem je ratna šteta procijenjena na gotovo 16 miliona američkih dolara. Uz ogroman angažman tadašnjeg menadžmenta i uposlenika, obezbijeđene su donacije u opremi i inventaru od strane Aerodroma Salzburg, Aerodroma Hamburg i drugih, a veliki doprinos tada je dala i bh. dijaspora. Time je ostvaren primarni cilj, odnosno aerodrom je uspio obezbijediti minimum neophodnih uslova za normalno procesuiranje aviona i putnika. Ovo posebno ističem, jer se radilo o periodu koji je prethodio zaključenju kreditnih i grant aranžmana, na osnovu kojih se od 1998. godine počela realizirati prva faza rekonstrukcije aerodromskog kompleksa.

Bitno je napomenuti da za cijeli taj period rekonstrukcije, aerodrom nije prekidao svoj rad, a rezultati poslovanja su sve vrijeme imali uzlaznu putanju.

SAM: Da li ste očekivali da će se Međunarodni aerodrom Sarajevo razvijati tempom zabilježenim u posljednjih 20 godina i prema broju putnika, ali i prema broju letova, što putničkih što cargo?

sigurnu opslugu aviona. Prihvat i otpremu aviona, putnika i prtljaga obavljali su uposlenici koji su u proljeće 1996. godine prošli osnovnu teorijsku obuku. Sve operacije, procedure i poslovi obavljani su ručno. U isto vrijeme 12 djevojaka i mladića upu-



KAJMAKOVIĆ: Od poslijeratne 1996. godine, od kada je Aerodrom Sarajevo otvoren za civilni zračni saobraćaj i u kojoj je zabilježen broj od 26.000 putnika, te je bilo za očekivati da će ovo preduzeće i ubuduće bilježiti samo pozitivne poslovne rezultate.

Ta očekivanja su se i ostvarila, stoga se danas možemo pohvaliti da je kroz naš aerodrom za ovih 20 godina prošlo više od 9.000.000 putnika, realizovano je više od 105.000 aviooperacija, te je procesuirana značajna količina karga.

Sve ovo ne bi bilo moguće bez zajedničkog zalaganja, kako menadžmenta, tako i cjelokupnog kolektiva aerodroma, a koje je, naravno, primarno bilo u cilju zadovoljstva svih korisnika usluga aerodroma. ■

prisustvovali su i predstavnici IFOR-a, ambasadori SAD-a, Republike Francuske, Republike Turske i mnogi bh. zvaničnici.

Tadašnji uposlenici Aerodroma su počeli rad sa minimalnom, doniranim opremom, koja je omogućavala

čeno je na Aerodrom Ataturk u Turskoj, radi dopunskog školovanja i praktične obuke. Radeći u handling kompanijama Havaš, Mohikana, Čelebi i Gizen, oni su uspješno završili obuku za obavljanje poslova na prihvat i otpremi aviona, putnika i prtlj-

We want to be a World Standard Airport

Armin Kajmakovic, a longtime employee of the International Airport Sarajevo, has been performing a number of important functions throughout his career. In early January 2016, he was appointed to the position of Acting Director of the Public Enterprise Sarajevo International Airport Ltd. Sarajevo

SAM: As the new Acting Director of the Sarajevo International Airport, are you satisfied with the situation you found?

KAJMAKOVIC: I have been an employee of the Sarajevo Airport from the first day of the post-war opening, so after I was appointed to the acting Director of the Sarajevo International Airport, I was fully aware of the overall and current situation at the Airport which is a mitigating circumstance for me. With the exception of noted decline in the

area of implementation of development projects, the conditions I found I would describe as satisfactory evidenced by the fact that we completed the year 2015 with 772.904 passengers, which is nine percent more than in the record year 2014. I would also mention the arrival of an increasing number of regular and low-cost airlines who approach us with confidence. Accordingly, I will try to keep the company in the same direction, but I will also do my best to contribute to further progresses and improvement of business. We are already involved in the implementation of ahead ambitious business development plans. Our goal is to provide to travellers, who we expect in a record

number for this year, a better and a more quality service and on this path to par with other World and European Airports.

SAM: You were appointed as Acting Director in the Jubilee Year - the 20th. Anniversary of the first post-war reconstruction of a war-turned Airport. In hindsight, how do you look at that period now?

KAJMAKOVIC: After four years of aggression on Bosnia and Herzegovina, whereas the entire airport infrastructure got destroyed, it was necessary to do the reconstruction of existing facilities.

However, enthusiasm, persistence and spite were a great motivation for the then employees so the reconstruction started practically from level zero. Sarajevo Airport re-opened its doors 15th August 1996, and thus opened the door to the world, which proves that Sarajevo revived and must live.

This period, remembered as the period of reconstruction, was the beginning of a new epoch and the building of new foundations for the development of civil aviation of B&H.

SAM: Which reconstruction phase of the Sarajevo International Airport was the most challenging one and why?

KAJMAKOVIC: After taking over the local Airport by the French Contingent IFOR, the then employees had to face the fact that they are in a totally devastated Airport, where war damage was estimated at almost 16 million dollars. With the huge involvement of the then Management and employees, donations in equipment and inventory by Salzburg Airport, the International Airport in Hamburg and others were provided,

whereas a great contribution was given by the B&H Diaspora. This helped accomplish the primary goal in enabling the Airport to provide the minimum necessary conditions for the normal processing of aircraft and passengers. This I particularly emphasize, because it was the period preceding the conclusion of the loan and grant arrangements, on the basis of which in 1998 the implementation of the first phase of reconstruction of the Airport complex started.

It is noteworthy that for the whole period of reconstruction, the Airport did not stop operating whereas the results of operations had a constant upward trajectory.

SAM: Did you expect that the Sarajevo International Airport would develop as recorded in the last 20 years, in terms of the number of passengers, but also on terms of the number of flights, as travel as well as cargo?

KAJMAKOVIC: Since the post-war year 1996, when the Sarajevo Airport re-open to Civilian Air Traffic with the recorded number of 26,000 passengers, it was expected that this company will continue to record only positive results.

These expectations were also proven to be true, so today we can boast that our Airport, for those 20 years, managed more than nine million passengers, carried more than 105,000 airline operations and has prosecuted a significant amount of cargo luggage. All this would not have been possible without the joint efforts of both: management and the entire Airport collective whose primary purpose was the satisfaction of users of the Airport. ■

working with minimal, donated equipment, enabling secure service level of handling Aircrafts. The handling of Aircraft, passengers and baggage were carried out by employees who in the spring of 1996 passed the basic theoretical train-

ing. All operations, procedures and operations were carried out manually. At the same time, 12 girls and boys were sent to the Airport Ataturk in Turkey, for the additional education and practical training. Working in handling companies Havas, Mo-

hikana, Celebi and Gizen, they successfully completed training to perform the handling of Aircraft, passengers and luggage, and upon returning to Sarajevo they were extra support and guarantee for professional and quality work.

U 2015. godini
bilježimo rekordnih
772.904 putnika,
kaže Kajmaković

In 2015, we
accomplished a
record of 772,904
passengers, says
Kajmakovic

Donacije i pomoć prijatelja

J.P. Međunarodni aerodrom Sarajevo d.o.o. Sarajevo, kako se danas zvanično zove je uz pomoć kredita Evropske banke za obnovu i razvoj rekonstruisao pistu i ostale manevarske površine.

Kvalitetnu i sofisticiranu radionavigacijsku opremu donirale su vlade Republike Francuske i Republike Austrije, a zahvaljujući donaciji Kraljevine Norveške sanirani su prateći tehnički objekti, garaža protivpožarne službe, zgrada aerodromske kontrole letenja i kontrolni toranj. Poslijeratni početak rada Sarajevskog aerodroma omogućen je uz pomoć prvih donacija, koje su stigle od aerodroma u Istanbulu i Hamburgu. Bez poklonjene opreme i pomoći u školovanju stručnih kadrova za prihvat i otpremu putnika, aviona i stvari, aerodrom bi u tom periodu radio uz mnogo veće teškoće.

Srednjoevropska inicijativa (SEI) osigurala je sredstva za izradu Master plana i Flashing sistema u iznosu od 650.000 eura. Evropska unija osigurala je sredstva za rekonstrukciju i opremanje putničkog terminala u iznosu od 7,5 miliona eura. Donacijom Vlade Republike Francuske osigurana je navigacijska oprema za slijetanje aviona u složenim meteo uslovima vrijedna pet miliona dolara, dok je Vlada Republike Austrije donirala kompletnu komunikacijsku opremu za Službu kontrole letenja.

aga, pa su po povratku u Sarajevo bili dodatni oslonac i garancija za profesionalan i kvalitetan rad.

Prve civilne letove na novootvorenom Aerodromu Sarajevu obavile su Top Air, turska čarter aviokompanija na liniji Istanbul – Sarajevo – Istanbul i nakon nje, hrvatska aviokompanija Croatia Airlines na liniji Zagreb – Sarajevo – Zagreb.

Nakon otvaranja Aerodroma Sarajevo, počinje rasti interes međunarodnih avio prijevoznika. Poslovna 1996. godina završena je sa 26.000 putnika. Iduće, 1997. godine zabilježen je promet od 175.000 putnika, dok je 1998. zabilježen promet od 278.344 putnika. Već tada, sa ovim brojem putnika Aerodrom Sarajevo približio se najuspješnijoj godini rada iz peri-

oda prije agresije.

Aerodrom Sarajevo je kao i brojne bosanskohercegovačke kompanije pretrpio ogromna oštećenja. Za uspostavu održive civilne komponente zračnog prometa, bila je potrebna rekonstrukcija i osposobljavanje cjelokupne aerodromske infrastrukture što je iziskivalo značajna finansijska sredstva.

Sama rekonstrukcija i obnova Aerodroma Sarajevo odvijala se u nekoliko faza. Prije svega, bilo je neophodno izraditi projektnu dokumentaciju za ovako obiman posao. Taj dio uspješno je uradila holandska specijalizirana firma NACO, koja je do tada bila angažirana na izgradnji 400 aerodroma širom svijeta. Realizacija određenih projektnih paketa, a bilo ih je 11, tekla je postepeno.

Aprila 1997. godine raspisan je konkurs za izvođače radova na rekonstrukciji piste, rulnice i platforme, nabavku opreme za prihvat i opremu aviona i opreme za održavanje piste i platforme. Te godine finalizirana je hitna faza rekonstrukcije, koja je podrazumijevala obnovu i ustakljivanje krova te izgradnju plinovoda do Aerodroma, razvođenje plinske mreže na cjelokupnom kompleksu Aerodroma

The first civilian flights at the newly opened Airport Sarajevo were conducted by Top Air - Turkish Charter Airline on the line Istanbul - Sarajevo - Istanbul and by Croatian Airline Company - Croatia Airlines on the route Zagreb - Sarajevo - Zagreb.

After this significant opening ceremony date, interest of International Airlines began to grow. Business in 1996 was completed with 26,000 passengers. Next, in 1997 was recorded a turnover of 175,000 passengers, while in 1998 the traffic of 278,344 passengers was registered. With this number of passengers Sarajevo Airport got close to the most successful year of the period before the aggression.

The International Airport Sarajevo as well as many successful companies suffered enormous damage or were completely destroyed over the war. In order to establish viable Civil Aviation Components, reconstruction and training of the entire Airport Infrastructure as well as enormous financial resources were required. The reconstruction and restoration of Sarajevo Airport was carried out in several stages. First of all, it was

Donations and Help from Friends

The Public Company Sarajevo International Airport Ltd., as it is officially named today, with the help of loans from the European Bank for Reconstruction and Development reconstructed the runway and other maneuvering areas. Quality and sophisticated radio navigation equipment was donated by the governments of France and Austria, and through a grant from the Norwegian Kingdom, the accompanying technical facilities, the garage of the fire service, building of the Air Traffic Control and Airport Control Tower were reconstructed. The post-war getting started period of Sarajevo Airport was provided with first aid donations, which arrived from the Airport of Istanbul and Hamburg.

Without the donated equipment and assistance in the training of professional staff in handling passengers, planes and stuff, the Airport would have worked at that time facing much greater difficulty. Central European Initiative (CEI) has provided funds for the development of the Master Plan and Flashing systems (650,000 Euros). The European Union has provided funding for reconstruction and equipping of the Passenger Terminal (7.5 million Euros). The donation of the French Government provided the navigation equipment for Aircraft landing in complex meteorological conditions (\$ 5,000,000), while the Government of the Republic of Austria has donated a complete communications equipment for Air Traffic Control.

necessary to prepare the project documentation for this voluminous work. This part was successfully done by a Dutch specialized firm NACO, which had previously been engaged in the construction of 400 Airports worldwide. Implementation of specific project packages (there

were 11) flowed successively.

In April 1997 a competition for contractors for the reconstruction of the runway, taxiway and platforms was announced, including the procurement of equipment for handling Aircraft and equipment for maintenance of runways and platforms.

i izgradnju regulacione stanice.

U decembru 1997. godine Predsjedništvo BiH donijelo je Odluku o ratifikaciji Sporazuma o zajmu između BiH i Evropske banke za obnovu i razvoj (EBRD) koji se odnosio na Projekt hitne rekonstrukcije transporta. Ovim sporazumom Aerodrom Sarajevo je dobio kredit od 9,34 miliona američkih dolara. Tim sredstvima rekonstruirana je pista, rulnica, platforma, parking za putnička vozila te nabavljena nova oprema za Aerodrom, neophodna za obavljanje osnovne djelatnosti - mašinska oprema za prihvat i otpremu putnika i prtljage, kao i za vatrogasnu

Za uspostavu održive civilne komponente zračnog prometa, bila je potrebna rekonstrukcija i osposobljavanje cjelokupne aerodromske infrastrukture što je iziskivalo značajna finansijska sredstva.

i zimsku službu.

U proljeće 1998. godine počela je nova etapa rekonstrukcije. Sarajevski aerodrom je u to vrijeme bio jedno od najvećih gradilišta u zemlji. Između ostalog, trebalo je riješiti probleme vezane za prihvat i otpremu putnika i prtljaga u periodu izvođenja radova na

rekonstrukciji, kao i za smještaj i održavanje opreme.

Ove probleme rukovodstvo Aerodroma Sarajevo riješilo je na način da su ove usluge izmještene u stari terminal i cargo skladište, koje je u to vrijeme koristio SFOR.

Aerodrom je iz vlastitih sredstava - u vrijednosti oko 1,5 miliona američkih dolara - finansirao izgradnju nove trafostanice, stupove za prilazna svjetla piste, radove na asfaltiranju, kablovsku kanalizaciju i dio opreme putničkog terminala.

U ovom periodu obnovljena je pista, rulnice i platforma, zatim je slijedila rekonstrukcija krova i instalacija u prizemlju zgrade putničkog terminala. Rekonstrukcija terminala, finansirana iz sredstava donacije Evropske unije (EU), obuhvatala je izradu aluminijsko-staklene fasade, sistema grijanja, izgradnja nove kotlovnice, mašinsko i



biggest construction sites in the country. Among other things, it problems related in handling of passengers and baggage during the execution of works on reconstruction had to be solved, as well as the accommodation and maintenance of equipment. The Airport Management found the solution of these problems in the relocation to the old

That year, the urgent reconstruction phase, which considered the restoration of the roof glazing and construction of the pipeline to the Airport and the distribution of gas network in the entire complex of the Airport and building control stations was done.

In December 1997 the Presidency of Bosnia and Herzegovina rendered a decision on the ratification of the Loan Agreement between Bosnia and Herzegovina and the European Bank for Reconstruction and Development (EBRD) - Emergency Transport Reconstruction Project. With this agreement the Sarajevo Airport received a loan of 9.34 million U.S. dollars. These funds were used to

reconstruct the runway, taxiway, platform, parking for passenger vehicles and acquire new Airport equipment necessary to perform the basic activities - machinery equipment for handling passengers and luggage, as well as equipment for fire and winter service.

In spring of 1998 begins a new stage of reconstruction began. Sarajevo Airport at that time, was one of the

terminal and cargo warehouse, which at the time was used by SFOR. From their own financial resources - worth about \$ 1.5 million - the Airport financed the construction of new substations, poles for approach lights of the runway, work on asphaltting, cable ducts and the equipment of the passenger terminal.

During this period, the runway, taxiway and the platform were restored,

In order to establish viable Civil Aviation Components, reconstruction and training of the entire Airport Infrastructure as well as enormous financial resources were required

elektro napajanje terminala, uvođenje električne energije u terminal, odnosno, zamjenu kablova i montažu novih niskonaponskih ormara. U roku od samo tri sedmice montirana je i nova radionavigacijska oprema. U prvu fazu rekonstrukcije terminala na Međunarodnom aerodromu Sara-

ovom dijelu rekonstrukcija je obuhvatala kompletno unutrašnje uređenje terminala, kompletnu zamjenu svih instalacija: vodovodnih, elektro, telekomunikacijskih, vatrogasne do- jave, ventilacije, grijanja, hlađenja, kompjutersku mrežu i video nadzor. Uspostavljeno je neprekidno napaja-

nje električnom energijom, bez obzira na vanjske faktore. Montirana je i kompletna oprema za prihvati i otpremu putnika i prtljaga. Na Aerodrom su postavljeni moderni aviomostovi, kojim je povezana terminalna zgrada direktno sa avionom.

Početakom 2001. godine svi radovi su privedeni kraju i konačno, 15. marta te godine zvanično je otvoren glavni terminal Međunarodnog aerodroma Sarajevo. Radovi na drugoj fazi rekonstrukcije terminala trajali su oko godinu i po, dok je kompletna generalna rekonstrukcija trajala četiri godine. Sa obnovljenim terminalom, Međunarodni aerodrom Sarajevo postaje mjesto

U godini u kojoj obilježava 20 godina od početka obnove i rekonstrukcije, Međunarodni aerodrom Sarajevo izrastao je u respektabilnu zračnu luku koja iz godine u godinu sve više napreduje

jevo, nabavku i ugradnju odgovarajuće opreme, zajedno sa projektnom dokumentacijom, uloženo je oko 14 miliona dolara.

Druga faza rekonstrukcije putničkog terminala Međunarodnog aerodroma Sarajevo počela je krajem juna 1999. godine. Evropska komisija, koja je vodila sve poslove na realizaciji projekta, za ovu fazu osigurala je 7,55 miliona eura, a 1,69 miliona eura osigurala je Vlada Holandije. U

then followed the reconstruction of the roof and installation on the ground floor of the passenger Terminal. Reconstruction of the Terminal, financed from donations by the European Union (EU), included the creation of an aluminum - glass facade, heating systems (construction of new plants), mechanical and electrical power supply terminal, the introduction of electricity in the terminal (cable replacement) and installation of new low-voltage cabinet. Within just three weeks, the new radio navigation equipment was mounted.

In the first phase of reconstruction of the Terminal at the International Airport Sarajevo, the procurement and installation of appropriate equipment, together with the project



documentation, close to \$ 14 million was invested.

The second phase of the reconstruction of the Passenger Terminal by the Airport officials began in late June of 1999. The European Com-

mission (EC), who led all the tasks in the project, provided for this phase 7.55 million Euros and 1.69 million Euro were provided by the Government of the Netherlands. In this part, the reconstruction fully covered interior decoration of the Terminal, the complete replacement of all installations: plumbing, electrical, telecommunications, fire alarm, ventilation, heating, cooling, computer networks and video surveillance.

A continuous supply of electricity was established, regardless of external factors. The complete equip-

In the year that marks 20 years since the beginning of the restoration and reconstruction, Sarajevo International Airport has grown into a respected Airport which, from year to year, marks progress

za kvalitetan i siguran rad, što doprinosi sve većem interesu poznatih aviokompanija.

Jedan od bitnijih momenata je činjenica da je Međunarodni aerodrom Sarajevo tada zapošljavao oko 200 radnika, što je bio odličan primjer za cijelu BiH.

Prisustvo SFOR/NATO misije diktiralo je da se Aerodrom koristi zajedno s njihovim strukturama, ali su se svakim danom otvarali prostori za širenje civilne komponente prometa i lepeze aerodromskih usluga.

Krajem 2005. godine, nakon obimnih priprema, izvršena je sanacija pukotina na poletno-sletnoj stazi, postavljen novi sloj anti-skid mase, čime je



ment for handling passengers and baggage was mounted. At the Airport, modern air bridges were set up, which connected directly to the Terminal building to the Aircraft.

In early 2001 all the works were completed and finally, on March 15th the Main Terminal of the International Airport Sarajevo was officially opened. Work on the second phase of the reconstruction of the Terminal

lasted about a year and a half, while the complete general reconstruction lasted four years. With renewed Terminal, Sarajevo International Airport is slowly becoming a place for high quality and safe operations, which contributes to the growing interest of well-known companies.

One of the most important moments is the fact that the Sarajevo International Airport then employed about

200 workers, which was a great example for the entire territory of B&H. The presence of SFOR/NATO Mission dictated that the Airport is used together with their structures, but on daily basis, spaces for expanding of civilian transport components and different ranges of Airport Services spreaded.

In late 2005, after extensive preparations, the repair of cracks on the run-



postignut glavni cilj, a to je povećanje koeficijenta kočenja i samim tim povećanje stepena sigurnosti letenja, pogotovo u periodu zimskog korištenja.

Ta prva faza rekonstrukcije terminala Međunarodnog aerodroma Sarajevo koštala je gotovo 14 miliona dolara. U godini u kojoj obilježava 20 godina od

početka obnove i rekonstrukcije, Međunarodni aerodrom Sarajevo je izrastao u respektabilnu zračnu luku koja iz godine u godinu sve više napreduje. ■

way landing-track was done and a new layer of anti-skid mass was set, achieving the main goal, which is to increase the coefficient of braking and thereby increase the level of flight safety, espe-

cially during winter operation. This first phase of the reconstruction of the Terminal of the International Airport Sarajevo has cost nearly \$ 14 million. In the year that marks 20

years since the beginning of the restoration and reconstruction, Sarajevo International Airport has grown into a respected Airport which, from year to year, marks progress. ■



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ALL WEEK 08 - 17 h



Aerodromska karta i karta parkiranja zrakoplova

Javno preduzeće Međunarodni aerodrom Sarajevo d.o.o Sarajevo je nakon 30 godina izradilo novu aerodromsku kartu i kartu parkiranja zrakoplova. Ove karte su poboljšane u odnosu na prethodne i usklađene sa zahtjevima Međunarodne organizacije za civilno zrakoplovstvo (ICAO).

Aerodromska karta i karta parkiranja zrakoplova sadrže veoma bitne podatke o aerodromu i uz ostale karte i podatke o Aerodromu, čine sastavni dio AIP-a (Aeronautical Information Publication) te su kao takve dostupne zračnim operatorima. Određene profesionalne distribucijske kuće (Jeppesen), preuzimaju ove karte i kroz svoje aktivnosti ih objavljuju širom svijeta. Obje karte će biti u upotrebi od augusta tekuće godine, kada se očekuje njihova objava u AIP-u.

Aerodromska karta

“Aerodromska karta je posebno važna zbog činjenice što osigurava letačkoj posadi informacije koje detaljno opisuju načine kretanja zrakoplova po tlu i to od parkirne pozicije zrakoplova do piste i od piste do parkirne pozicije zrakoplova”, kaže Elvedin Begić, v.d. izvršnog direktora za saobraćaj i usluge u zračnom saobraćaju.

Aerodromska karta sadrži veoma puno podataka, ali kao posebno važ-



Važne informacije za letačku posadu, kaže Begić/
Important informations for the flight crew, says Begić

The Airport Map and the Map of Aircraft Parking

After 30 years, the Public Enterprise International Airport Sarajevo Ltd Sarajevo, developed a new Airport Map and the Map of Aircraft Parking. These maps were improved compared to the previous ones and they comply with the requirements of the International Civil Aviation Organization (ICAO)

The Airport Map and the Map of Aircraft Parking contain very important information about the Airport and along with other maps and informations about the Airport it is an integral part of the AIP (Aeronautical Information Publication) and therefore is available for Air Operators. Certain professional distribution companies as Jeppesen take These maps and publish it worldwide through its activities. Both cards will be in use from August this year, when their publication

in the AIP is expected.

The Airport Map

“The Airport Map is particularly important because it provides to the flight crew information detailing the ways of Aircraft movements on the ground starting from the parking position of the Aircraft to the runway and vice versa” says Elvedin Begić, Acting Executive Director for Transport and Air Traffic Services. The Airport Map contains a lot of data, but as particularly important

may be singled out:

- reference points of the Airport/ Heliport;
- altitude and geoid undulations of threshold / threshold of the runway;
- all the runways marked with a number, length and width, capacity of the runway, offset of thresholds, blocking paths and clearings, the direction of the runway, type of surface of the runway, markings of the runway;
- all taxiways- with labels, width,

ne mogu se izdvojiti:

- referentne tačke aerodroma/heliodroma;
- nadmorske visine i geoidne undulacije praga/pragova poletno-sletne staze;
- sve poletno-sletne staze s oznakom broja, dužine i širine, nosivosti poletno-sletne staze, poma knutim pragovima, zaustavnim stazama i čistinama, smjer poletno-sletne staze, vrsta površine poletno-sletne staze i oznake poletno-sletne staze;
- sve rulne staze, s oznakama, širinom, rasvjetom, označivačima (uključujući pozicije za čekanje na poletno-sletnoj stazi i gdje postoje, središnje pozicije za čekanje), znakovi zaustavljanja, ostala vizualna sredstva usmjeravanja i kontrole, nosivost rulne staze ili ograničenja na tipu zrakoplova gdje je nosivost manja od pripadajućih poletno-sletnih staza;
- važne lokacije s dodatnim informacijama o objektima i uređajima;
- položaj mjesta opažanja vidljivosti uzduž uzletno-sletne staze

(RVR);

- pokazatelji nagiba vizualnog prilaza;
- svjetla prilaza i uzletno-sletne staze;

Važna promjena u ažuriranoj aerodromskoj karti ogleda se u objavi dužina tzv „DECLARED DISTANCES“, koje se računaju od mjesta ukrštanja piste i rulnih staza, što predstavlja posebnu važnost zbog povećanja kapaciteta prometa.

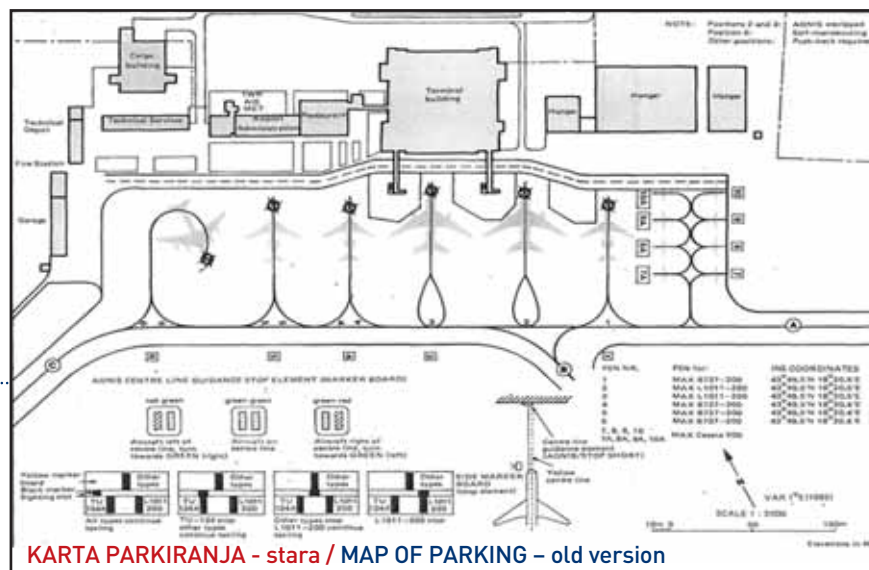
Karta parkiranja

“Ključni podaci koje sadrži karta parkiranja su prije svega stajanke (platforma), sa parkirnim pozicijama zrako-

plova, nosivost podloge ili ograničenja na tipu zrakoplova, rasvjeta stajanke, oznake i druga vizualna i kontrolna pomagala, uključujući i mjesto i vrstu vizualnih navigacijskih sistema parkiranja. Veoma važni podaci su i geografske koordinate za parkirne pozicije zrakoplova, ulazi na rulne staze s oznakama, uključujući pozicije za čekanje na poletno-sletnoj stazi te znakovi zaustavljanja”, pojašnjava v.d. izvršnog direktora Begić.

Što se tiče karte parkiranja, u novu su ubačene referentne tačke parking pozicija i ograničenja za kretanje aviona i parkiranja na određenim pozicijama. ■

- lighting, markers (including the position of waiting on the runway and existing central positions of waiting), signs of stopping, other visual means of routing and control, capacity of taxiway or restrictions on the type of Aircraft, where the capacity is less than on the associated runways;
- important sites with additional information on objects and devices;
 - position of observation of visibility along the runway (RVR);
 - indicators of trends at visual ap-



KARTA PARKIRANJA - stara / MAP OF PARKING – old version

proach;

- lights at approach and the runway;

An important change in the updated Airport Map is reflected in the publication of the length of the so-called “DECLARED DISTANCES”, which are calculated from the inter-

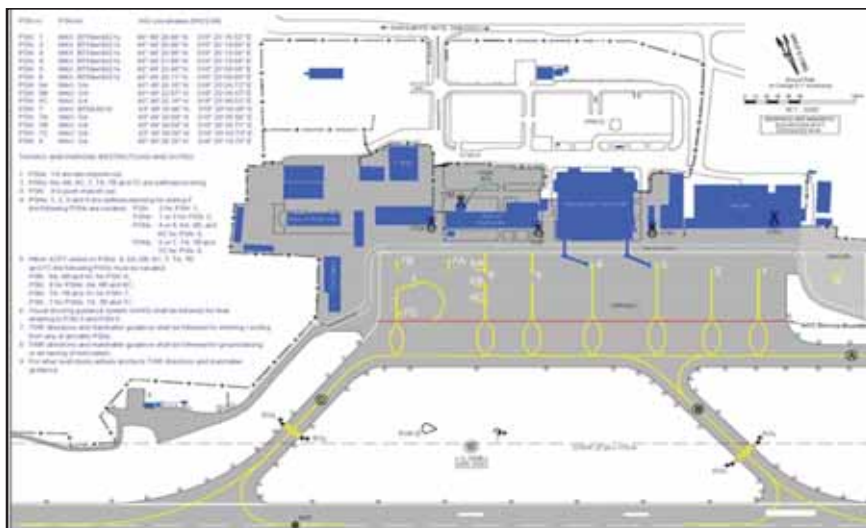
section of runways and taxiways, as a special importance due to the increasing traffic capacity.

Map of Parking

“The Map of Parking contains key data primarily towards apron (platform) with parking position of the Aircraft, the load of substrate or restrictions on the type of Aircraft, apron lighting, markings and other visual and control devices, including the location and type of Visual Navigation Parking System. Very important data are as well geographic coordinates for the parking position of the Aircraft, entrance of the taxiway with markings, including the position of waiting on the runway and the signs of stopping,” explains CEO Begić.

As for the new Map of Parking, reference points of parking positions and restrictions on the movement of Aircraft including the rules of parking in certain positions are inserted additionally. ■

KARTA PARKIRANJA - nova / Map of Parking – new version



Veći komfor i bolja usluga za putnike Međunarodnog aerodroma Sarajevo

Na sarajevskom aerodromu u toku je realizacija izuzetno kompleksnog i zahtjevnog projekta optimizacije kapaciteta aerodromskog terminala, o čemu za SAM govori Alan Bajić, v.d. izvršnog direktora za razvoj Međunarodnog aerodroma Sarajevo.

U skladu sa očekivanim rastom prometa, na Međunarodnom aerodromu Sarajevo u posljednjih nekoliko mjeseci radi se na preuređenju postojećih kapaciteta, kako bi se putnicima i ostalim korisnicima pružila što kvalitetnija usluga.

“Cilj nam je da putnicima, korisnicima aerodromskih usluga te pratećim službama (Granična policija, sanitarna inspekcija, carina i dr.) obezbijedimo prostorni komfor, kvalitetnije uslove rada, proširenje usluga nedostajućim servisima. Dakle, želimo da ispunimo pozitivna očekivanja

**Sektor za razvoj aerodroma kao integrator multidisciplinarnih oblasti vodi ovaj projekat, kaže Bajić/
The Sector for Airport Development, as an integrator of multidisciplinary fields, is responsible for this project says Bajic**



In line with the expected increase in traffic at Sarajevo International Airport in the last few months, works on the refurbishment of existing facilities are taking place with the aim to provide the highest quality service to passengers and other users.

“Our goal is to offer to passengers, users of Airport services and related services (Border Police, Sanitary Inspection, Customs, etc.) spacious comfort, better working conditions and the expansion of the overall missing services. So, we want to fulfil the positive expectations of passengers, Airlines and other users of Airport se-

Sarajevo Airport truly has professional and qualified staff, ready for professional challenges, regardless of whether it is a matter of daily or strategic projects

rvices in accordance with International Standards, explains Acting Director for Development of the International Airport Sarajevo Mr. Alan Bajić.

Mandatory Procedures

Broadly speaking, the optimizing of Airport Terminal is an extremely com-

plex and demanding project. So far, we expanded the inbound gate and the new Customs Counter Communication in the public space as well as the new Lost & Found Counter Communication in the protected area. We also created a much more manipulative space for delivering baggage and a

larger space strip for handling the outgoing baggage. Also it is planned to install a larger number of check-in counters for passengers and baggage including the increase in number of counters for passport control, automation lane for departing baggage with additional X-Ray Devices as well as a larger office space for ancillary services. All this above mentioned, certainly will shorten the waiting time in the process of registration of passengers, baggage and cargo. It will also significantly speed up the process of

More comfort and better services for Sarajevo International Airport Passengers

At Sarajevo Airport, the implementation of a highly complex and demanding project of capacity optimization of the Airport Terminal is in progress, says Alan Bajic, Acting Director for the Development of the Sarajevo International Airport for the Sarajevo Airport Magazin

putnika, aviokompanija i drugih korisnika aerodromskih usluga u skladu sa međunarodnim standardima", pojašnjava v.d. izvršnog direktora za razvoj Međunarodnog aerodroma Sarajevo Alan Bajić.

Obavezujuće procedure

Generalno, optimizacije kapaciteta aerodromskog te-

Aerodrom Sarajevo zaista ima stručan i osposobljen kadar koji je spreman na profesionalne izazove bez obzira da li se radi o svakodnevnom ili strateškim projektima

rminala predstavlja izuzetno kompleksan i zahtjevan projekat. Do sada je

proširen dolazeći gate, nova šalterska komunikacija carine u javnom prostoru,

nova šalterska komunikacija Lost&Found u štice-nom prostoru, veći manipulativni prostor traka za isporuku prtljaga, veći manipulativni prostor trake za odlazeći prtljag. Planiran je i veći broj šaltera za registraciju putnika i prtljaga, veći broj šaltera za pasošku kontrolu, automatizacija trake za odlazeći prtljag, veći broj RTG uređaja



Uposlenici Sektora za pravne, kadrovske i opće poslove, Sektora tehnike i održavanja, Sektora komercijale, Sektora finansija i Sektora za sigurnost i zaštitu
The employees of the Sector for Legal, Personnel and General Affairs and the Sector of Techniques and Maintenance, Commercial Affairs, Sector for Finance, Sector for Security and Protection

the luggage counter view so that the time of sorting and dispatch of luggage would be minimized and the realization of aircraft operation accelerated. The additional X-Ray Device ensures continuity in operations and is used as a substitute in case the

other device gets interrupted in work. "During rush hour in arrivals we shall accelerate the process of issuance of luggage, because we provided the opportunity to work on both baggage strips, which opens the possibility of a more rational

and efficient management of luggage in the sorting. The installation of new counters for passport control also opens the possibility for increasing the number of employees, so directly affecting on the growing number of inputs and outputs which

are reflected in the rate of screening of passengers and travel documents. The novelty of opening the Counter Services Communications for the ITA (Customs) in the public and protected zone provides passengers seamless communication with cus-

i veći kancelarijski prostor za prateće službe. Sve navedeno će zasigurno skratiti vrijeme čekanja u procesu registracije putnika, prtljaga i robe.

pa će i vrijeme sortiranja i otpreme prtljaga, odnosno brža realizacija same aviooperacije, biti kraće. Sa dodatnim RTG uređajem obezbjeđuje se kontinuitet

“Prilikom špice u dolasku ubrzat ćemo proces izdavanje prtljage, jer je obezbijena mogućnost rada obje trake za prtljag, čime se otvara mogućnost racionalnijeg i efikasnijeg upravljanja prtljagom u sortirnici.

Nakon instalacije novih šaltera za pasošku kontrolu, uvećavanjem broja radnih mjesta, povećavamo broj ulaza i izlaza što se direktno reflektuje na brzinu pregleda putnika i putničke dokumentacije. Novina sa otvorenom šalterском komunikacijom za UIO (Carina) u javnoj i šticienoj zoni obezbjeđuje

putnicima neometanu komunikaciju sa carinskim službenicima. Isti model šalterske komunikacije primijenjen je i u službi za izgubljen prtljag tako da sada putnici imaju mogućnost komunikacije sa aerodromskim osobljem i iz javne i iz šticiene zone”, naglašava v.d. izvršni direktor Bajić.

Ovako veliki projekti uvijek nose i određene rizike, a kada je u pitanju Međunarodni aerodrom Sarajevo, tačku rizika predstavljaju rokovi. Naime, kao javno preduzeće Aerodrom mora poštivati obavezujuće procedure Zakona o jav-

Većina radova odvija se noću te se zbog obaveznih i neophodnih sigurnosnih provjera za rad u toku zatvorenosti aerodroma, skraćuje vrijeme efektivnog rada

Također će se značajno ubrzati proces kontradiverzionog pregleda prtljaga,

u poslovanju i u slučaju da jedan RTG uređaj „ispadne” iz funkcije.



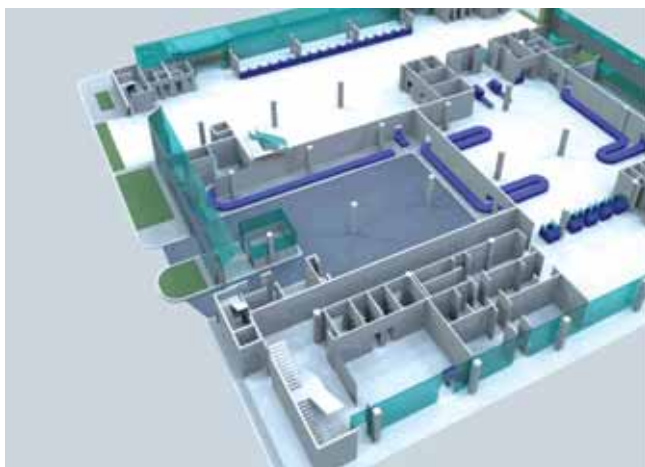
**Uposlenici Sektora saobraćaja i Sektora za razvoj aerodroma/
The employees of the Sector for Transport and the Sector for the Development of the Airport**

toms officials. The same model is applied on the Counter Communication Service for Lost Found Luggage so that now passengers have the ability to communicate with Airport staff from the public and protected zones, emphasizes Executive Director Bajić. Such large projects al-

ways carry some risk, but when it comes to Sarajevo International Airport the present risk is in time limits. In fact, as a Public Company, the Airport must respect binding procedures of the Public Procurement, given that any appeal of the participants of the public tenders - especially when it

comes to this complex and multidisciplinary projects - directly impacts on the realization and implementation schedule of the project. The risk may also be the delivery of purchased equipment due to possible problems in transport and custom procedures, especially since most of the equip-

ment comes from EU countries. “We are deducted in time with the fact that most of the work is carried out at night, due to mandatory and necessary security work verification during the closure of the airport, effective work time reduces which in turn has a direct impact on the im-



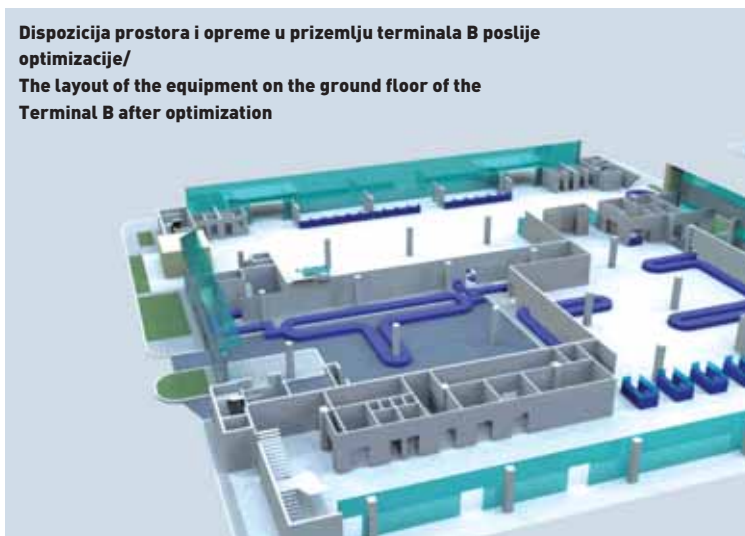
**Dispozicija prostora i opreme u prizemlju Terminala B prije optimizacije/
The layout of the equipment on the ground floor of the Terminal B after prior optimization**

nim nabavkama, s obzirom na to da eventualne žalbe učesnika ovih javnih natječajja – pogotovo kada se radi o ovakvim kompleksnim i multidisciplinarnim

projektima - direktno utiču na samu realizaciju i dinamiku realizacije projekta. Rizik, također, može biti i isporuka nabavljene opreme zbog eventualnih problema

u transportu i carinskim procedurama, tim prije što većina oprema potiče iz zemalja članica EU. "Malo nam na brzini oduzima i činjenica da većinu

radova moramo obavljati noću, pa se zbog obaveznih i neophodnih sigurnosnih provjera za rad u toku zatvorenosti aerodroma, skraćuje vrijeme efektivnog rada što opet direktno utiče na dinamiku realizacije. No, do sada smo uspjeli upravljati svim ovim rizicima," kaže Bajjić.



**Dispozicija prostora i opreme u prizemlju terminala B poslije optimizacije/
The layout of the equipment on the ground floor of the Terminal B after optimization**



**Uposlenici Sektora za informatičke i komunikacione tehnologije i uposlenici Sektora tehnike i održavanja/
Employees of the Sector for Information and Communication Technology and the Sector of Techniques and Maintenance**

plementation schedule. But so far we have been able to manage all these risks," says Bajjić.

The Contribution of all Sectors

All necessary work operations (start-off, implementation, supervision and co-

mmissioning) are carried out by a team of professional staff and Airport Departments. For demanding construction, mechanical and electrical work, we hired outside contractors. The work on the installation of low voltage is carried out by the

employees of the Sector for Information and Communication Technologies of Sarajevo Airport. The main objective of each Airport, including Sarajevo, is the increasing number of passengers and operations, which in itself requires a larger

spatial capacity of all its departments and service. Accordingly, the initiator of this project is The Sector for Transport who sent out its requests to the Development Department which again initiated and led all of these activities. "Surely, we can not omit any Airport Organizational Unit, because everyone at some stage of the project realization contributed to this process, for example: the Transport Sector, Technique and Maintenance Sector, ICT Sector and the Sector for Development actively participated in the initial design stage. Also, we must note that our colleagues from the Border Police, Customs, Sanitary Inspection had an active participation in the design phase. Col-

Sve poslove od početka, realizacije, nadzora i puštanja u rad provodi tim stručnih uposlenika i službi sa Aerodroma.

Doprinos svih sektora

Za zahtjevne građevinske, mašinske i elektroinstalaterske radove angažirani su vanjski izvođači, a za radove na instalaciji slabe struje rade zaposlenici Sektora za informatičke i komunikacione tehnologije. Glavni cilj svakog aerodroma, pa i Sarajevskog, jeste povećanje broja putnika i operacija, što samo po sebi zahtijeva i veće prostorne kapacitete svih pratećih službi i servisa. Shodno tome, inicijator projekta Sektor saobraćaja i usluga u zračnom saobraćaju je svoje zahtjeve uputio prema Sektoru za razvoj aerodroma, koji je opet pokrenuo i vodi sve navedene aktivnosti.

“Naravno, ne smijemo izos-

taviti niti jednu aerodromsku organizacionu jedinicu, jer su svi u nekoj fazi realizacije projekta dali svoj doprinos npr. Sektor saobraćaja, Sektor tehnike i održavanja, Sektor za IKT, Sektor za razvoj aerodroma, aktivno su učestvovali u početnoj fazi projektovanja.

Također, moramo napomenuti da su aktivno učešće u fazi projektovanja imale kolege iz Granične policije, Carinske ispostave Aerodrom, Sanitarne inspekcije.

Nakon idejnog rješenja, a u fazi realizacije nabavki radova, usluga i opreme za potrebe realizacije ovoga projekta angažirane su kolege iz Sektora komercijale, Sektora finansija te Sektora za pravne, kadrovske i opće poslove. Tokom izvođenja radova aktivno su svojim angažmanom učestvovali kolege sektora IKT-a i tehnike i održavanja te kolege iz Sektora sigurnosti i zaštite tako što su

fizičkom i tehničkom zaštitom osiguravali mjesto izvođenja radova”, kaže Bajić.

Može se, dakle, bez lažne skromnosti ustvrditi da Međunarodni aerodrom Sarajevo zaista ima stručan i sposobljen kadar spreman na profesionalne izazove bez obzira da li se radi o manjim projektima kao što je održavanje ili strateškim projektima koji će se odvijati u bližoj budućnosti.

Plan poslovanja

Kada su u pitanju daljnji planovi u razvoju Aerodroma, treba istaknuti da je, prateći ciljeve Reformske agende, nova uprava Društva kreirala ambiciozan Plan poslovanja, koji je odobren od strane Nadzornog odbora i Skupštine Društva. U Planu poslovanja fokus je stavljen na realizaciju bitnih projekata koji mogu brzo obezbijediti uslove za neometan proces prihvata i otpreme zrakoplova, putnika,

prtljaga, robe i pošte, sa projektiranim uvećanjem putnika do jednog miliona te realizaciju strateških razvojnih projekata za poslovanje aerodroma.

Razvojni projekti koji se planiraju realizirati su izgradnja novog ekskluzivnog VIP salona, parking garaže, poslovne zgrade za operativno osoblje i prateće službe, gradnja brze izlazne rulnice, rekonstrukcija/sanacija poletno sletne staze, izgradnja nove ili proširenje postojeće pristanišne zgrade, proširenje platforme za parkiranje zrakoplova, sanacija parking pozicija i odvodnje na platformi za parkiranje zrakoplova.

Još jednom je bitno naglasiti da su svi razvojni projekti planirani s ciljem ispunjavanja pozitivnih očekivanja putnika, aviokompanija i drugih korisnika aerodromskih usluga u skladu sa međunarodnim standardima. ■

leagues from the Sector for Commercial Activities and the Finance and Legal Sector were engaged after the conceptual design, and during the stage of procurement of works, services and equipment for the implementation of this project. During Construction works, colleagues from the Sector of ICT and Technology, and colleagues from the Sector for Security and Protection actively participated with their engagement in physical and technical security and guarded the space where works were carried out” says Bajic.

One can therefore say, without false modesty, that Sarajevo International Airport actually has professional and qualified staff ready to face professional challenges, regardless of

Most of the work takes place at night and due to mandatory and necessary security work verification during the closure of the airport, effective work time reduces

whether they are smaller projects such as maintenance or strategic projects that will take place in the near future.

Business Plan

When it comes to further feature plans to develop the Airport, it should be noted that, following the objectives of the Reform Agenda, the new Management of the Company has created an ambitious business plan, which was approved by the Supervisory Board as well as the

Assembly of the Company.

The Business Plan focuses on the realization of important projects that can quickly provide the conditions for a smooth process of handling of Aircrafts, passengers, baggage, cargo and mail, with a projected magnification of passengers to one million and the implementation of strategic development projects in business performances of an Airport.

Development projects that

are planned to be implemented are: the construction of a new exclusive VIP lounge; parking garages; office buildings for operational staff and support services; construction of rapid exit way, reconstruction / rehabilitation of the takeoff/landing runway, construction of a new or expansion of the existing terminal building, expansion of platform for Aircraft parking, repairs of parking positions and drainage on the platform for Aircraft parking.


Once again, we must stress out that all development projects are planned with the aim to meet the positive expectations of passengers, airlines and other users of Airport services in accordance with international standards. ■

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Adnan Ćatić: Da biste bili šampion morate imati karakter

U razgovoru za SAM bokser Adnan Ćatić, koji se bori pod njemačkom zastavom kao Felix Sturm, govori o tome kako je došao do petog naslova svjetskog prvaka, organizaciji meča u Sarajevu, osobinama koje ima šampion i o tome kako mu odmor u BiH donosi inspiraciju pred borbe.

Njemački bokser bosanskohercegovačkog porijekla Felix Sturm, rođen kao Adnan Ćatić, svjetski je bokzerski prvak po WBA verziji u srednjoj kategoriji. U februaru je pobijedio Fjodora Čudinova i stigao do rekordnog petog naslova svjetskog prvaka. Dominirajući razbijač koji je u brojnim mečevima fenomenalnom strategijom i nesvakidašnjom tehnikom lomio suparnike svih vrsta. U razgovoru za SAM Ćatić, koji se bori pod njemačkom zastavom, govorio je o trijumfu kojim je dotakao vrh protiv ruskog boksera, organizaciji meča u Sarajevu, osobinama koje ima šampion. Otkrio je kako mu odmor u BiH donosi inspiraciju pred borbe, a podvukao je kako u našoj zemlji uskoro želi otvoriti firmu.

SAM: Jedinствeni ste model kako se odnosi prema sportu i kako se bori u ringu. Možete li nam otkriti od kada trenirate „plemenitu vještinu“?

ĆATIĆ: To je sada već punih 26 godina. Moja bokser-ska priča krenula je kada sam imao 11 godina. Od tada sam vezan za ovaj sport. Bilo je uspona i padova, ali uvijek sam iznova pronašao motivaciju koja je, po mom sudu, najvažnija za boks. Meni novac nije motivacija.

SAM: Kada gledate iz ove perspektive, možete li reći kako ste uspješni pobijediti Fjodora Čudinova u februaru ove godine?

ĆATIĆ: Prije svega, odlučio sam da pripreme za ovaj meč ne radim u Njemačkoj. Želio sam da to odradim u Austriji. To se pokazalo kao dobar potez jer sam imao svoj mir. Posebno sam se fokusirao na psihičku pripremu, odnosno mentalnu snagu. Naporno



Adnan Ćatić u društvu Mirsada Ćatića i Edina Džeke
Adnan Ćatic accompanied by Mirsad Ćatic and Edin Dzeko



U svakom meču želio sam da pobijedim, kaže Ćatić
In every match I wanted to be the winner, says Ćatic

Adnan Catic: In order to be a Champion you have to have Character

In an Interview with SAM the boxer Adnan Catic, who fights under the German flag as Felix Sturm, talks about how he managed to reach the fifth world title, the organization of the boxing match in Sarajevo, the characteristics a champion has and how spending his holidays in B&H inspires him before the fights

German boxer of Bosnian origin Felix Sturm, born as Adnan Catic, is the World Boxing Champion of the WBA middleweight division. In February he defeated Fedor Chudinov so reaching the record as a winner of the fifth World Champion Title. A dominating smasher with phenomenal strategy and unusual technique, broke rivals of all kinds in many matches.

In an Interview with SAM Adnan Catic, who fights under the German flag, talks about his triumph over winning the Russian boxer, the organization of the boxing match in Sarajevo, the characteristics that a champion has. He discovers that spending his holidays in B&H inspires him before the fights and underlined that in the coming period he would like to start a business in our country.

SAM: You're a unique model how to relate to sports and to fight in the boxing ring. Can you tell us for how long you have been practising this "noble skill"?

CATIC: For the past 26 years. My boxing story started when I was 11 years old. Since then I have been attached to this sport. There were ups and downs, but I always found my motivation that is, in my opinion, the most important for boxing. For me, money is not the motivation.

SAM: When you look at it from this perspective, can you tell us how you managed to defeat Fedor Chudinov in February this year?

CATIC: First of all, I decided not to prepare for this match in Germany. I wanted to do it in Austria. This proved to be a good move because I had my peace. I particularly focused on mental preparation and mental strength. We worked hard in the country located beneath the Alps. In the second part of the preparation I practiced in Cologne where we worked on long sparrings. I think that we did everything perfectly from the first to the last day. When I won I was happy and I knew that all aspects were done in the right way. The Champion's belt is placed in the room of my son Mahir and it is the best place for it.

SAM: How long did you and your team analyze the previous fights of the Russian boxer considering that previously you were defeated by him?

CATIC: He's a good boxer and we knew that. Also, we knew that he is not invincible. After all, I have sought to prove to myself that in the first match I was not up to the task. I was thinking like this: If you can not triumph over the technique, I can do it through the fight. That is how I behaved in the ring. Physically I was maximally ready and I knew how to withstand all 12 rounds. Thus, it turned out at the end. I am always focused on myself and I think that this is the most important thing to do. Many people ask me about when I will end my career and I'm thinking from fight to fight. In theory, I can do boxing for another five years. But, we'll see.

SAM: In the media, you emphasized that you have a great desire to organize your farewell fight in Sarajevo. How realistic is that idea?

CATIC: Very real. For couple of years I have been working on the organization of

Navijač Reala iz Madrida

Kada smo Čatića pitali za koga navija u nogometu, odgovorio je: „Zajedno sa sinom Mahirom bodrim Real iz Madrida. On bi jednog dana želio da postane golman. Neka se okuša pa šta bude“, kazao je Čatić.

smo radili u zemlji podno Alpa. U drugom dijelu priprema vježbao sam u Kelnu gdje smo radili duge sparinge. Mislim da smo od prvog do posljednjeg dana odradili sve savršeno. Kada sam pobijedio bio sam sretan i znao sam da je sve odrađeno na pravi način. Šampionski pojas je kod sina Mahira u sobi i tu mu je najbolje mjesto.

SAM: Koliko ste Vi i vaš tim analizirali borbe ruskog boksera s obzirom na to da ste prethodno poraženi od njega?

ČATIĆ: On je dobar bokser i to smo znali. Isto tako, znali smo da se može pobijediti. Uostalom, težio sam da sebi dokažem kako u prvom dvoboju nisam bio na visini zadatka. Razmišljao sam na sljedeći način: ako ne mogu trijumfovati preko tehnike, mogu preko borbe. Tako sam se i ponašao u ringu. Maksimalno sam bio fizički spreman i znao sam kako mogu izdržati svih 12 rundi. Tako je na kraju i bilo. Uvijek sam fokusiran samo na sebe i smatram da je to najvažnije. Mnogi me pitaju kada ću završiti karijeru, a ja razmišljam od borbe do borbe. Mislim da teoretski mogu boksati još pet godina. No, vidjet ćemo.

SAM: U medijima ste naglašavali kako imate veliku želju da oproštajnu borbu organizirate u Sarajevu. Koliko je ta ideja realna?

ČATIĆ: Itekako realna. Nekoliko godina radim na organizaciji mečeva i imam iskustva s tim. Vjerujem da to možemo uspješno organizirati. Dakako, promovirala bi se i BiH jer bi više od sto zemalja prenosilo borbu. To bi bila dobra reklama i za BiH i za Sarajevo koje se konstantno gradi. Organizacija tog meča je za mene velika motivacija. Volio bih se boriti u glavnom gradu BiH.

SAM: Koja je najvažnija osobina jednog šampiona?

ČATIĆ: Karakter. Uzor moje mladosti bio je Muhamed Ali koji je imao tu osobinu. U karijeri sam išao korak po korak, trenirao sam dan i noć. Dakako, u svakom meču želio sam da pobijedim. Najvažnija borba mi je bila protiv Oscara de la Hoya. Pamtim da je on tada imao 31, a ja 25 godina. Niko nije mogao vjerovati da ga mogu pobijediti. Na kraju sam bio superioran. To se pamti, to se ne zaboravlja. Taj sjajni osjećaj drži te mjesecima.

SAM: Pored sjajnih uspjeha na sportskom polju, imate velike planove u biznisu. Možete li nam reći nešto više o tome?

ČATIĆ: Tako je! U planu je otvaranje fabrike kekosa - energy cookie i energetskog pića Heavy 1 u BiH. Fokusirao bih se na promociju energetskog pića na Balkanu, a potom i u arapskom svijetu. U Njemačkoj smo prisutni u više od 20.000 prodavnica, a ušli smo i u benzinske pumpe. Drugačiji smo od ostalih, sve je prirodno, bez štetnih dataka. Uložiti ćemo u BiH i stvari idu u pravom smjeru.

SAM: Koliko često dolazite u BiH?

ČATIĆ: Četiri ili pet puta godišnje. Posljednjih godina pripreme počinjem u Blagaju, a nastavljam ih u Njemačkoj. To mi je posebno drago kada priča započne u ovom gradu. Užitek je doći u BiH i u miru trenirati. Ja sam rođen u Njemačkoj, ali je meni Blagaj posebno mjesto.

matches and I have experience regarding that. I believe that we can successfully organize it. Of course, it would promote also B&H because the fight would be transmitted in over hundred countries. That would be good advertising for B&H and Sarajevo as a city which is constantly in the building process.

The organization of this match is a great motivation for me. I'd love to fight in the capital of Bosnia and Herzegovina.

SAM: What is the most important characteristic of a champion?

CATIC: Character. The role model of my youth was Muhammad Ali who owned this feature. In my career I went step by step, I trained day and night. Of course,

Posljednjih godina pripreme počinjem u Blagaju, a nastavljam ih u Njemačkoj, kaže Čatić

In recent years, I start with the match preparations in Blagaj, and continue in Germany, says Catic



in every game I wanted to win. The most important fight, when it comes to me, was the one against Oscar de la Hoya. I remember that, at the time, he was 31 and I was 25 years old. No one believed that I could beat him. In the end I was superior. That is something to remember and not to be forgotten. That glossy feeling holds on to you for months.

Fan of Real Madrid

When we asked Catic who he prefers in soccer, he replied: "Together with my son Mahir I root for Real from Madrid. He would likes to become a goalkeeper one day. One should let him try and see what happens", said Catic.

Predsjednik i sponzor FK Blagaj

Adnan Ćatić je predsjednik i sponzor FK Blagaj. Svjetski bokserski prvak ima kuću u Blagaju i posjeti ga četiri ili pet puta godišnje. Često naglašava kako se najbolje odmori upravo u ovom mjestu. Podvlači kako mladi ljudi trebaju imati adekvatnu podršku, a u budućnosti planira graditi balon sa malim terenom za ovaj klub. Također, nedavno su mu građani ovog hercegovačkog grada i članovi kluba, nakon osvojene pete titule, priredili spektakularan doček uz vatromet i ovacije.



Vuče me ljubav prema BiH. Boksam ispod njemačke zastave, zahvalan sam na tome, ali nikada nisam krio ko sam i šta sam.

SAM: Kako ste dobili ime Felix Sturm?

ĆATIĆ: Moj bivši menadžer ponudio mi je mnogo imena. Ipak, nije mi se sviđalo niti jedno. Došli smo na ideju da sam izaberem. Tako sam odabrao Felix što znači sretan i Sturm što znači - oluja. Čudan je bio osjećaj malo na početku. Kasnije su se svi navikli.

SAM: Uvijek ste bili inspiracija bokserima koji dolaze. Iako je ljestvica postavljena visoko, uvijek ponudite nešto novo, nešto drugačije. Po vašem sudu, je li boks opasan sport?

ĆATIĆ: Nije toliko koliko ljudi misle. Zar nisu nogomet i košarka opasni? Ja sam zahvalan Bogu što sam uspio i više nego što sam očekivao. Kada sam počeo trenirati boks sa 11 godina došao sam do stepena da kažem - dosta je. Možda mi je ta borba u Sarajevu još motivacija. ■

The President and Sponsor of the Soccer Club Blagaj

Adnan Ćatic is the President and Sponsor of the Soccer Club Blagaj. The World Boxing Champion has a house in Blagaj and comes to visit the city four or five times a year.

He often emphasizes that the best vacation he experiences in that place. He emphasizes that young people should have adequate support, and in the future, he plans to build a balloon playground with a small terrain for this Club. Also, recently, after winning the fifth title, the citizens of this Herzegovina town and members of the Club, organized a spectacular reception with fireworks and standing ovations for this outstanding boxer.

SAM: In addition to great sports successes, you also have big plans business wise. Can you tell us something more about it?

CATIC: That's right! The plan is to open a factory of biscuits for the production of energy cookies and the production of energy drink Heavy 1 in B&H. The focus would be on the promotion of energy drinks in the Balkans, and then in the Arab world.

In Germany we are present in more than 20,000 stores and gas stations as well. We are different from others, all ingredients are of natural origin with no harmful additives. We will invest in B&H and things are already going in the right direction.

SAM: How often do you come to Bosnia and Herzegovina?

CATIC: Four or five times a year. In recent years, I start with the match preparations in Blagaj, and continue in Germany. I am especially pleased when the story begins in this city. It is a pleasure to come to Bosnia and Herzegovina and to train in peace. I was born in Germany, but Blagaj is a special place for me. The thing that captures me is the love for B&H. I box under the German flag, I'm grateful for that, but I never concealed my origin.

SAM: How did you get the name Felix Sturm?

CATIC: I was offered many different names by my former manager. However, I did not like either of one. We came up with the idea that I choose it on my own. So I chose Felix, which means happy and Sturm means - storm.

At the beginning it was a strange feeling. Later, they all got used to it.

SAM: You've always been an inspiration to new fighters. Although the scale is set high, you always offer something new, something different. In your judgment, is boxing a dangerous sport?

CATIC: Not as much as people think. Are soccer and basketball less dangerous? I am grateful to God that I was able to achieve even more than I expected. When I started boxing at age 11, I came to the point where I said to myself - enough. Maybe this fight in Sarajevo is still a motivation. ■

Tarik Filipović: Duha i šarma uvijek smo imali

U razgovoru za SAM, glumac i voditelj Tarik Filipović govori o egzotičnim putničkim destinacijama koje je posjetio, ali ističe da je vezan za svoj rodni kraj.

Uspješni pozorišni, televizijski, filmski glumac i voditelj Tarik Filipović svakodnevno igra predstave u matičnom pozorištu "Kerempuh", vodi kviz "Potjera" i show "Satirikon". Filipović za SAM govori o profesionalnim stremljenjima i filmskoj industriji u regionu, ali i ljubavi prema svom rodnom gradu i omiljenim putničkim destinacijama te otkriva koju fudbalsku utakmicu bi volio komentirati.

SAM: Na kojim projektima trenutno radite i koji su Vaši poslovni planovi u narednom periodu?

FILIPOVIĆ: Trenutno igram pet naslova u matičnom kazalištu „Kerempuh“, vodim kviz „Potjera“ i show „Satirikon“. Nakon ljetnog "punjenja baterija" nastavljam sa navedenim te ću raditi na filmu sa Antunom Vrdoljakom, a nadam se i premijeri moje prve monodrame.

SAM: Koja je poveznica između glume na pozorišnim daskama i televizijskog novinarstva?

FILIPOVIĆ: Ovisi o slučaju, na prvu loptu nema velike poveznice. Voditeljstvo je blisko, jer su za glumca kamera i improvizacija domaći teren. Konkretno, sve što osobno radim na tv-u blisko je mojoj profesiji.

SAM: Prija li Vam poređenje sa poznatim voditeljem najpopularnijih kvizova i zabavnih emisija Oliverom Mlakarom?

FILIPOVIĆ: Naravno da godi, ali se ne bih uspoređivao sa Oliverom kojega izuzetno cijenim. Svako vrijeme nosi nešto svoje, Mlakar je uvijek bio pojam voditeljstva, a ja sam u voditeljstvo otišao na izlet koji traje već 14 godina. Bila bi mi čast da neko jednoga dana o meni govori i misli kao ja o Oliveru Mlaku.

SAM: Koliko današnji televizijski program prepun reality emisija podsjeća na antiutopističke vizije iz romana poznatih pisaca i zašto je to tako?

FILIPOVIĆ: Vrijednosti se gube, ljudske i moralne. Materijalno ludilo i vrhunac kapitalističkog pristupa životu morali su iznjedrili takvu poplavu kiča i nagonskih tv projekata. Kada dotaknemo dno, a blizu smo po tom

Mlakar je uvijek bio pojam voditeljstva, a ja sam u voditeljstvo otišao na izlet koji traje već 14 godina. Bila bi mi čast da neko jednoga dana o meni govori i misli kao ja o Oliveru Mlaku



Voditeljstvo kao izlet
koji traje 14 godina

Show Hosting as
a profession that
lasts for 14 years

Tarik Filipovic: We always had Spirit and Charm

In an Interview with SAM, the actor and presenter Tarik Filipovic speaks about the exotic travel destinations he visited, however he points out that he is attached to his homeland

A successful theater, television and film actor as well as show host Tarik Filipovic daily plays in theater performances of the resident theater "Kerempuh", hosts the quiz "Potjera" (The Chase) and the show "Satirikon". Filipovic talks about professional aspirations, the film industry in the region highlighting the love for his hometown and favorite travel destinations and he also reveals which soccer game he would like to commentate.

SAM: Which projects are you currently working on and what are your business plans in the coming period?

FILIPOVIC: I am currently playing in five titles in theater performances in the resident theater "Kerempuh", I also host the quiz „Potjera" (The Chase) " and the show "Satirikon".

After the summer holidays and some "charging of batteries" I shall continue with the above mentioned and I will work on a film with Antun Vrdoljak, and I hope for the Premiere of my first Monodrama.

SAM: What is the link between acting on stage and television journalism?

FILIPOVIC: It depends, at first sight there are no great links. Hosting a show is in many ways close to this business, because for an actor the camera and the improvisation are home ground. Everything I personally do on TV is close to my profession.

SAM: Do you like the comparison with the known host of the most popular quiz shows and entertainment shows Mr. Oliver Mlakar?

FILIPOVIC: Of course, but I would not compare myself with Oliver who I appreciate very much. Each era carries something of its own, Mr. Mlakar has always been a model of successful hosting, and I started hosting shows as a hobby and that hobby has been lasting 14 years. I would be honored if someone one day speaks and thinks about me as I do about Mr. Oliver Mlakar.

SAM: How much does the today's television program, which is full of reality shows, recalls the anti-utopian vision from the novels of famous writers and why is it so?

FILIPOVIC: Values are lost, both human and moral. The material madness and the culmination of the capitalist approach to life resulted in a flood of kitsch and instinctive TV projects. When we touch the bottom, and we're close to this point, we will value the quality again. Until then, the one who shall experiences that - will tell about it.

SAM: What can you say about the film industry in the region? What is the significance of the Sarajevo Film Festival?

FILIPOVIC: There are movies in the region and they are of high-quality ones. A renaissance occurred and some great successes like the one of Mr. Danis Tanovic. Now there is a slack, and I hope the storm is to come.

Mr. Mlakar has always been a model of successful hosting, and I started hosting shows as a hobby and that hobby has been lasting 14 years. I would be honored if someone one day speaks and thinks about me as I do about Mr. Oliver Mlakar

Sarajevo film festival je svakom normalnom čovjeku u regionu ponos, mene kao Bosanca ne morate ni pitati. On je naš most za filmski svijet

pitanju, opet će se vrednovati kvaliteta. Ko to doživi - pričat će.

SAM: Šta možete reći o filmskoj industriji u regionu? U čemu je značaj Sarajevo film festivala?

FILIPOVIĆ: Filmova u regionu ima i to izuzetno kvalitetnih. Dogodila se renesansa i neki veliki uspjesi poput Danisovog. Sada je zatišje, nadam se da slijedi bura. Talenta ima, novaca ne dovoljno. Sarajevo film festival je svakom normalnom čovjeku u regionu ponos, mene kao Bosanca ne morate ni pitati. On je naš most za filmski svijet.

SAM: Znamo da ste strastveni ljubitelj fudbala, možete li se zamisliti kao komentator neke fudbalske utakmice i koji fudbalski susret bi to

Sarajevo Film Festival, to any "normal" man in the region is something to be proud off, particularly myself as a Bosnian. It is our bridge to the world of film

There are talents everywhere but there is not enough money. Sarajevo Film Festival, to any „normal“ man in the region is something to be proud off, particularly myself as a Bosnian. It is our bridge to the world of film.

SAM: We are aware that you are a passionate soccer fan, can you imagine yourself as a commentator of a soccer match and what soccer game would that be?

FILIPOVIĆ: Oh, that's a big dream of mine since childhood. If it happened, it would be a match between Celik (a soccer team from B&H) and Chelsea during a Champions League Final ... I imagine it this way- the stadium in Zenica burning of exhilaration as

bio?

FILIPOVIĆ: Ooo, to sam maštao i isprobavao od djetinjstva. Bila bi to utakmica Čelik-Chelsea, finale Lige šampiona neke godine...zamišljam - stadion Zenica „gori“ , rezultat je 1:0 u 89. minuti.

SAM: Koja je najegzotičnija putna destinacija koju ste posjetili i da li možete zamisliti da živite tamo?

FILIPOVIĆ: Posjetio sam Maldive, Kubu... lijepo je i vratio bih se, ali ipak ne bih živio tamo.

SAM: Koje Vas uspomene vežu za Zenicu i da li ste u prilici češće posjetiti rodni kraj?

FILIPOVIĆ: Zenica je moja, volio sam je, volim je i voljeću je kakva god bila i ko god živio u njoj. Nažalost, poslovne obaveze ne dopuštaju mi česte dolaske.

SAM: Kako ocjenjujete rad Međunarodnog aerodroma Sarajevo u odnosu na druge aerodrome u svijetu?

FILIPOVIĆ: Manjkavosti ima, kao i kod svakog manjeg aerodroma, nema sadržaja - sleti i briši. Osim toga, slijetanje je zafrkano. Prednosti su blizina grada i ljubazno osoblje. Duha i šarma smo uvijek imali. Meni je osobno najljepša sama spoznaja da sam sletio u Sarajevo!!! ■

Blizina grada i ljubazno osoblje krasi Međunarodni aerodrom Sarajevo

The vicinity to the city and the kindly staff is what adorns the Sarajevo International Airport



we would say "on fire", the result is 1:0 in the 89th minute.

SAM: Which is the most exotic travel destinations you have visited and could you imagine living there?

FILIPOVIĆ: I have been to the Maldives, Cuba ... it's nice and I would return, but I would not live there.

SAM: What are your memories related to Zenica and are you able to visit your hometown more often?

FILIPOVIĆ: Zenica is my city, I loved this city earlier, I love it now and I shall love it forever in its every form. Unfortunately, business commitme-

nts do not allow me frequent visits.

SAM: How do you evaluate the work of the Sarajevo International Airport compared to other Airports in the world?

FILIPOVIĆ: I would point out some deficiencies common for small Airports and that is the lack of content - one can only land there and leave. In addition, the landing is tricky. Benefits are the vicinity to the city and the kindly staff. Our people always had spirit and charm. For me, the most beautiful thing is just the knowledge that I landed in Sarajevo!!! ■

Znate li da u toku jedne godine Vašu reklamu na Međunarodnom aerodromu Sarajevo može vidjeti više od **1.000.000** posjetilaca iz cijeloga svijeta?!

Do you know that during one year, your advertisement at the International Airport Sarajevo, can be seen by more than **one million** visitors from around the world?!

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Poznati o Međunarodnom aerodromu Sarajevo

Poznati i uspješni Bosanci i Hercegovci čiji rad je prepoznat i vrednovan u svijetu, u izjavama za SAM kažu da Međunarodni aerodrom Sarajevo ispunjava svjetske standarde i da su zadovoljni mogućnostima koje on pruža. Uz visok nivo usluge koji je obezbijeđen i lijepa iskustva koja ih vežu za Aerodrom u Sarajevu, poznata lica iz svijeta sporta i muzike ističu i važnost uspostavljanja aviolinija sa svim destinacijama, čemu Aerodrom u Sarajevu i teži.

SAM: Kako ocjenjujete rad Međunarodnog aerodroma Sarajevo u poređenju sa svjetskim aerodromima?



EDIN DŽEKO
bh. nogometni
reprezentativac /
B&H Soccer
Player

Povratak u Sarajevo me uvijek obraduje. Sam čin slijetanja u moj grad pruža jedan od najljepših prirodnih pejzaža u cijelom svijetu, bez obzira što smo mi mala zemlja. Kada me na Aerodromu Sarajevo, koji je znatno manji u poređenju sa najvećim svjetskim aerodromima, dočeka moja porodica i prijatelji, njegova skromnost uopće nije bitna, posebno ako se uzme u obzir obučenost i ljubaznost njegovog osoblja. Doček koji su nam naši navijači priredili na Aerodromu nakon kvalifikacija za učešće na Svjetskom prvenstvu u Brazilu učinio me ponosnim što pripadam ovoj zemlji. Dat ću sve od sebe da povoda za takve dočeka u budućnosti bude mnogo više. ■

To return back to Sarajevo, after traveling a lot, always makes me happy. The act of landing in my city offers one of the most beautiful natural landscapes in the world, no matter of the fact that we are a small country. When I am at Sarajevo Airport, which is much smaller compared to the world's largest Airports, I am greeted by my family and friends and I am sure that its modesty is not essential, especially if you take into account the training and the kindness of its staff. The reception that our fans prepared at the Airport, after qualifying for participation in the World Cup in Brazil, made me feel very proud on the fact that I belong to this country. I will do my best to make sure we have such welcomes in the future more often. ■



DAMIR DŽUMHUR
teniser /
Tennis Player

Uvijek je lijep osjećaj ponovo biti na Sarajevskom aerodromu, koji mi je prva stanica pri povratku u rodni grad. Aerodrom svojim kapacitetom odgovara prilikama u našoj zemlji, a usluga je na svjetskom nivou. Nadam se da će u budućnosti i proširiti svoje kapacitete, kako bi na njega mogli slijetati i veći avioni, što podrazumijeva i direktne veze sa velikim svjetskim centrima, što bi meni lično znatno olakšalo putovanja, koja sada uključuju česta presjedanja. Naravno, kao sportistu za Aerodrom me emotivno vežu i susreti s navijačima, a najdražu uspomenu te vrste tek očekujem, jer se nadam da ću ih uskoro obradovati velikim uspjehom na nekom od Grand Slam turnira. ■

It's always a nice feeling to be back at the Sarajevo Airport, which is my first stop when returning to my hometown. The Airport and its capacity corresponds to the conditions in our country, whereas the services are on a world level. I hope that in the future the Airport will have the opportunity to expand its capacity in order to be able to handle the landing of larger planes, which implies directly in creating relationships with major world centers, which I personally would significantly facilitate for travel, since my travel now includes frequent stops. Of course, to me as an athlete, the Airport emotionally offers a meeting place with my fans and my favorite memory of this type is still to come because I hope to gladden my fans with great success by winning one of the Grand Slam tournaments. ■

The Famous about the Sarajevo International Airport

The famous and successful Bosnians whose work is recognized and valued all over the world, in their statements for SAM, pointed out that Sarajevo International Airport meets International standards and that they are satisfied with the opportunities it provides. With the high level of service provided and beautiful experiences which connect them to the Airport in Sarajevo, famous persons from the world of sports and music highlight the importance of establishing Air lines to all destinations, which is one of the set up goals of Sarajevo Airport

SAM: How do you evaluate the work of the Sarajevo International Airport, compared to other world Airports?



MILAN ĐURIĆ
bh. nogometni
reprezentativac /
B&H Soccer
Player

Međunarodni aerodrom u Sarajevu je vrlo bitan, pogotovo za nas koji živimo u inostranstvu. Ono što sam mogao primijetiti jeste da ovaj aerodrom u Sarajevu ima značajan broj linija, među kojima linije za Njemačku i Hrvatsku. Nažalost, budući da živim u Italiji, a linije za Italiju još uvijek nema, meni je malo teže putovati jer da bih došao do Sarajeva moram presjedati u Beču. Moja iskustva su veoma pozitivna, svi letovi su uvijek bili dobri, organizacija na aerodromu je na nivou, a putničke kontrole zadovoljavaju najviše standarde. Mislim da je ovaj aerodrom od velike važnosti za ljude koji žive u Bosni i da uposlenici Međunarodnog aerodroma Sarajevo trebaju nastaviti raditi kao i do sada. ■

International Airport in Sarajevo is very important, especially for us who live abroad. What I have noticed is that this Airport in Sarajevo has a significant number of lines, including the lines to Germany and Croatia. Unfortunately, since I live in Italy, and the line for Italy is not present, it is a little more difficult to travel because in order to come to Sarajevo, I have to make a connection in Vienna. My experiences have been very positive, all flights have always been good, the organization at the Airport is at a high level, and travel controls meet the highest standards. I think that this Airport is of great importance for people living in Bosnia and employees of Sarajevo International Airport should continue to work as so far. ■



BOŽO VREĆO
umjetnik /
Artist

Veoma često letim i moram reći da je osoblje Sarajevskog aerodroma prema meni uvijek veoma ljubazno i odnosi se sa puno poštovanja. Divno je što imam upravo takav prislan i topao odnos i sa ljudima koji me prepoznaju i traže da se fotografiram sa njima, a zaposlenici na aerodromu, posebno žene naprosto me obožavaju i to uvijek spominjem. Ono što mi nedostaje je generalno veća otvorenost ka svijetu, više letova ka različitim destinacijama, no već nekako uskladim se letom do Beča ili Istanbula pa onda dalje do željene destinacije. ■

I take flights very often and I must say that the staff of the Sarajevo Airport has been always very kind and respectful. It's great to have such close and warm relationship with people who recognize me and ask to take pictures with me. The staff at the Airport, especially women, just love me, and I always mention that in conversation with people. What we are missing is generally greater openness to the world, more flights to various destinations, but somehow I find my way taking connection flights over Vienna or Istanbul and then I continue to the final destination. ■

Vrijeme je za proširenje Aerodroma Sarajevo

U razgovoru za Sarajevo Airport Magazine, rad i razvojne potencijale glavne bosanskohercegovačke zračne luke analizira Davor Budimir, šef Odjela za aerodrome – inspektor u Direkciji za civilno zrakoplovstvo BiH.

U okviru Direkcije za civilno zrakoplovstvo BiH djeluje Odjel za aerodrome, nadležan za implementiranje međunarodnih standarda te izradu propisa i kontrolu njihove primjene u bosanskohercegovačkim zračnim lukama. U razgovoru za Sarajevo Airport Magazine, Davor Budimir, šef Odjela za aerodrome – inspektor, sa pozicije svoje funkcije analizira rad i razvojne potencijale Aerodroma Sarajevo.

SAM: Kako stoje stvari s primjenom međunarodnih standarda i poštivanju domaćih propisa kada je riječ konkretno o Međunarodnom aerodromu Sarajevo?

BUDIMIR: Sukladno međunarodnim propisima i našim zakonskim obvezama, Direkcija je krenula sa certificiranjem aerodroma 2005. godine. Aerodromu Sarajevo certifikat je izdat i njime se potvrđuje da on kao aerodromsko preduzeće ispunjava domaće standarde, a preko toga i međunarodne, u domenu civilnog zrakoplovstva – organizacijskom strukturom, osposobljenošću ljudi, opremom.

SAM: Koliko često i na koji način se vrše kontrole održavanja tih standarda?

BUDIMIR: Direkcija svake godine pravi program nad-

zora i inspekcije za cijelo civilno zrakoplovstvo, a naš Odsjek za aerodrome - kada ćemo u redovan stručni nadzor, kada u inspekciju, kada u povratnu inspekciju... Analiziramo svaki pojedinačni subjekt kroz zadnju godinu - da li su imali problema u pojedinim aspektima, koji su to problemi, da li je i na koji način bila ugrožena sigurnost letenja..., te na osnovu svih tih ulaznih parametara pravimo program nadzora.

Također, možemo u inspekciju ili nadzor po zahtjevu samog aerodromskog operatora - ako je izvršio određene radove ili nabavio novu opremu, čime je podigao standard pa traži da dođemo u inspekciju i potvrdimo implementaciju tog novog standarda.

SAM: Mogu li vanrednu inspekciju tražiti, recimo, avioprijevoznici ili putnici?

BUDIMIR: Da! Sukladno Zakonu o zrakoplovstvu BiH, putnici, kontrola letenja, zračni operator, odnosno svi uključeni u domen civil-



nog zrakoplovstva, mogu tražiti da izvršimo kontrolu pojedinog aspekta na aerodromu.

SAM: Šta ako se utvrdi neka nepravilnost - kakva je dalja procedura i koji su rokovi za njeno ispravljanje?

BUDIMIR: Prema Pravilniku o inspeksijskom nadzoru u civilnom zrakoplovstvu BiH, imamo dvije vrste

nalaza - kategorije jedan i kategorije dva.

U kategoriji dva je nešto što nije po propisanom standardu, ali direktno ne ugrožava sigurnost letenja. U tom slučaju, mi od operatora tražimo da napravi akcijski plan, odnosno da nam dostavi analizu uzroka zbog kojeg nešto nije implementirano te precizira kada i na koji način to misli implementirati, sa rokom otklanjanja nepravilnosti.

Kategorija jedan znači da je ugrožena sigurnost letenja i tada se poduzimaju mjere koje uključuju ograničenje ili suspenziju pojedinih operacija, sa kratkim rokovima, do maksimalno

S obzirom na stalni rast broja putnika, mora doći do proširenja terminalne zgrade, parkinga i svega ostalog, ali prioritet su rekonstrukcija poletno-sletne staze, izgradnja brze rulnice i proširenje platforme

Sigurnost letenja nikada nije
bila ugrožena, ističe Budimir

Safeness of flights was never
compromised, said Budimir

It is time to expand the Sarajevo Airport

In an interview for Sarajevo Airport Magazine, Head of the Airport Department- Inspector in the Directorate of Civil Aviation Mr. Davor Budimir analyzes the work and the development potential of the main Bosnian Airport

mation that the Airport as a company meets national and international standards in the field of civil aviation: organizational structure, training of people, equipment ...

SAM: How often and in what way are controls to maintain these standards carried out?

BUDIMIR: Every year, the Directorate creates the program of supervision and inspection of civil aviation as a whole, whereas our Department of Airports, when it comes to regular supervision, the inspection, and the review of inspection analyzes each entity individually through the last year – did we have problems in some aspects, what the problems were, whether and in what way it could jeopardize flight safety ... and on the basis of these input parameters we create our control program.

Also, as a Department, we could go in inspection or control at the request of the Airport Operator – de-

pending on whether he carried out any additional work or acquired new equipment which raised the standards, so our work is to verify the implementation of this new standard.

SAM: Is it possible that Airlines or passengers demand an exceptional inspection?

BUDIMIR: Yes! In accordance with the Law on Aviation, passengers, air traffic control, air operators, and all involved in the domain of civil aviation, may seek to carry out an additional control of each aspect of the Airport. **SAM: What if then the inspection finds some anomaly - what is the further procedure and what are the deadlines for its correction?**

BUDIMIR: According to the Ordinance on inspection control of the Civil Aviation of Bosnia and Herzegovina, we have two kinds of findings - category one and category two.

In category two one can find something that is not prescribed by the standard, but it is not directly jeopardizing the flight safety. In this case, we ask the operator to make an action plan, and to provide us with an analysis of the causes why something is not implemented, and specify when and how to

Within the Directorate of Civil Aviation, the Department for Airports is in charge of the implementation of international standards and the development of regulations and control of their application in B&H Airports. In an interview for Sarajevo Airport Magazine, Head of the Airport Department- Inspector in the Directorate of Civil Aviation Mr. Davor Budimir analyzes the work and the development potential of the Airport Sarajevo.

SAM: When it comes specifically to the Sarajevo International Airport, how are things with the appli-

cation of international standards and the compliance with national regulations?

BUDIMIR: In accordance with international regulations and our legal obligations, the Directorate started with the certification of the Airport in 2005. Sarajevo Airport certificate is issued and it is a confir-

Due to the steady growth in passenger numbers, there must be an expansion of terminal, parking and everything else, but the priority is the reconstruction of the runway, taxiway and the construction of rapid expansion platform

30 dana.

SAM: Kakva je u tom kontekstu situacija sa Aerodromom Sarajevo?

BUDIMIR: Aerodrom Sarajevo do sada nije imao nalaza kategorije jedan, gdje bi se moglo reći da je bila ugrožena sigurnost letenja. Nalaza kategorije dva je bilo – njih uvijek bude, jer standardi se mijenjaju i normalno je da uvijek postoje neki manji problemi u njihovoj implementaciji – nekada je potrebno više vremena za obuku ljudi ili za izgradnju nečega, ali s tim u vezi imamo izuzetno dobro iskustvo sa Aerodromom Sarajevo, jer uvijek pozitivno reaguju prema tim nalazima, otklanjaju ih i izvještavaju nas o tome.

SAM: Kakvo je stanje kada je riječ o sigurnosti na Aerodromu Sarajevo?

BUDIMIR: Ako govorite o sigurnosti u smislu securityja, odnosno fizičkoj zaštiti civilnog zrakoplovstva,

to nije direktno u mojoj nadležnosti, budući da mi imamo poseban odjel koji se time bavi, ali prema zadnjim inspekcijama – što našim, što međunarodnim,

na Aerodromu Sarajevo je stanje poprilično dobro. Aerodrom je dužan implementirati propise i standarde iz domena securityja i do sada nismo imali nekih

pokazatelja da je nekada ta sigurnost bila narušena. Aerodrom Sarajevo i u toj oblasti poprilično dobro implementirao međunarodne standarde i nastoji da



I drugi trebaju slijediti primjer aerodromskog osoblja

Others should follow the example of the Airport staff

implement the plan, with a deadline to eliminate irregularities.

Category one means that the safety of the flight is threatened and we take measures through involving restrictions or suspensions of certain operations, with short deadlines, up to a maximum of 30 days.

SAM: In this context, how would you evaluate the situation with the Airport in Sarajevo?

BUDIMIR: Sarajevo Airport has not had the findings of category one, meaning that flight safety was not threatened ever. Findings of category two is more common because the standards are changing and it is normal that there are still some minor problems in their implementation – sometimes it takes more time to train people or to build something, but in this regard we have very good experience with Air-

port Sarajevo, as they always respond positively to these findings, remove them and inform us about it.

SAM: What is the situation when it comes to security at the Sarajevo Airport?

BUDIMIR: If you're talking about safety in terms of security branch, or the physical protection of civil aviation, it is not a direct concern of mine, because we have a special Department that deals with it, but according to the latest inspections – our own or international ones, Sarajevo Airport is at a pretty good state.

The Airport is obliged to implement the regulations and standards in the field of security branch and

we have not had any indication that the security has been ever compromised. In regard this area, Sarajevo Airport has very well implemented international standards and strives to keep pace with time when it comes to training of people and as far as the implementation of new technologies goes.

SAM: In the context of the previous question, can you explain the fact that there is no control of passengers at the entrance of the Airport Terminal?

BUDIMIR: I'll try to explain it from two aspects: safety and security – which are two terms that people often confuse.

Safety means flight safety and security means the

protection from physical threats towards the Airport.

Myself as "the Airport guy", who is in the field of Airport functions think it is better that there is no entrance passenger check, because it ensures an easier flow of passengers.

At a time when there still was a control at the entrance of the terminal building, Sarajevo Airport was the only one with such practice, except Israel, where still today you have to get to the Airport a minimum of four hours earlier, because you will have three to four controls before reaching the Aircraft.

When you look at the increase in the number of operations at Sarajevo Ai-

ide ukorak s vremenom - i što se tiče obuke ljudi i što se tiče implementiranja nekih novih tehnologija.

SAM: U kontekstu prethodnog pitanja, možete li nam pojasniti činjenicu da više nema kontrole putnika na ulazu u aerodromsku zgradu?

BUDIMIR: Pokušat ću vam to objasniti sa dva aspekta - safetyja i securityja - što su dva izraza koja ljudi često miješaju.

Safety je sigurnost letenja, a security zaštita od fizičkih prijetnji prema aerodromu.

Ja kao "aerodromac", koji gleda samo rad aerodroma, mislim da je bolje da toga nema, jer je lakši protok putnika.

U vrijeme kada je imao kontrolu na ulazu u terminalnu zgradu, Aerodrom Sarajevo bio je jedini s takvom praksom, osim izraelskih, gdje i danas morate doći minimum četiri sata ranije jer ćete imati tri-če-

Putnička opažanja

SAM: Kakva su Vaša iskustva sa Aerodromom Sarajevo isključivo kao putnika?

BUDIMIR: Kao putnik mogu posebno istaknuti jednu stvar - laku dostupnost. Međutim, kada gledamo na to s druge strane, problem je što do i od Aerodroma nemate drugog prijevoza - sem taksi službe - s tim u vezi ću reći da nikada nisam imao neprijatnosti sa zrakoplovnim dijelom Aerodroma, ali itekako jesam sa taksistima koji rade na aerodromskom štandu! Aerodrom Sarajevo spada u aerodrom srednje veličine i čovjek može biti zadovoljan protokom putnika, barem što se tiče odlaska, ali sada se počinju stvarati problemi kada sleti nekoliko većih zrakoplova, jer ste osuđeni na čekanje i što se tiče granične kontrole, ali i samog prtljaga, što je i razumljivo, jer Aerodrom je već dostigao svoje planirane kapacitete. Lično sam vrlo zadovoljan i profesionalnošću osoblja Aerodroma. Međutim, moram istaknuti da na Aerodromu nije samo aerodromsko osoblje, nego da imamo i carinu i graničnu policiju, što je još nešto s čime nisam baš zadovoljan. Naime, ako mi kao BHDCA "tjeramo" Aerodrom da podiže svoje standarde, isto tako bi se i druge institucije prisutne na Aerodromu trebale usklađivati sa međunarodnim standardima, prvenstveno u samoj komunikaciji, odnosno pristupu putnicima. Ja znam da policajac i carinik ponekad moraju biti oštri, ali i tu se može istrenirati komunikacija sa osmijehom. I sa osmijehom se može odbiti nekome ulazak u zemlju ili zamoliti putnik da otvori svoj prtljag radi kontrole...

tiri kontrole prije dolaska do zrakoplova.

Kada pogledate povećanje broja operacija na Aerodromu Sarajevo, od tri do pet posto godišnje, evidentno je da bi, u slučaju postojanja kontrole putnika na ulazu u terminalnu zgradu, u "peak houru" imali 400-500 putnika koji bi

stajali u redu vani na parking, što nije dobro.

Aerodrom je to uklonio zato što su se stekli uvjeti - i prema međunarodnoj zajednici i prema analizama sa security strane u BiH. Zaključeno je da nema tolike prijetnje da bi bila potrebna i ta kontrola na ulazu na aerodrom.

SAM: Dakle, i time smo se, ustvari, uklopili u međunarodne standarde?

BUDIMIR: Da, jer smo onako bili izuzetak. To je bilo uvedeno iz određenih razloga u poslijeratnom vremenu, ali sada za to nema razloga - zamislite da ponovo obavežemo putnike da dođu znatno ranije na

Travel Observations

SAM: What are your experiences with the Airport in Sarajevo from the aspect of a passenger?

BUDIMIR: As a passenger I can specifically point out one thing - easy availability. However, when looking at it from the other side, the problem is the transport to and from the Airport since we do not have any other transportation besides the taxi service - in this respect I can say that I have never had discomfort with the aeronautical part of the Airport but I certainly did have problems with taxi drivers who operate at the Airport stand! Airport Sarajevo is a medium-sized Airport and one can be satisfied with the flow of passengers in regards of departure but the problem occurs when several large aircrafts are landing at the same time because you are doomed to wait as far as border controls and luggage, which is understandable, because the Airport has already reached its planned capacity. Personally I am very pleased with the professionalism of Airport staff.

However, I must emphasize that the Airport is not only dependent on Airport staff, but customs and border police, which is still something that I'm not satisfied with. In fact, if our agency as the Directorate of Civil Aviation of B&H "forces" the Airport to raise its standards, also other institutions present at the Airport should align with international standards, primarily in the communications and access to passengers. I am aware that police and customs officers have to be sharp, but there can be trained communication with a smile. With a smile, one can also refuse anyone the entry into the country or ask a passenger to open their luggage for control.

report, three to five percent per year, it is evident that, in the case of passenger checks at the entrance to the terminal building, we would have 400-500 passengers in the "peak ho-

ur" who would probably stand in line outside in the parking lot waiting to check-in, which would not be good.

The Airport removed it, because the conditions

were met - towards the international community and the analysis of security in B&H. It was concluded that there are not so many threats which would require the control at the

entrance to the Airport.

SAM: So thus we have, in fact, fit in with international standards?

BUDIMIR: Yes, because if we would have had functioned that way, we would have been an exception. The control at the entrance to the Airport was introduced for certain reasons in the post-war period, but now there is no reason - think again, if we commit travelers to come much earlier to the Airport in order to go through control we already know that there would be no available space since Sarajevo Airport is close to its peak capacity when it comes to the Terminal building.

SAM: When you mention the capacity of the International Airport in Sarajevo, how realistic is it to expect the expansion of its Terminal building, or the Runway?

aerodrom radi te kontrole, a već znamo da nam je Aerodrom Sarajevo blizu svog vrha kapaciteta što se tiče terminalne zgrade...

SAM: Kada spominjete kapacitete Aerodroma Sarajevo, koliko je realno očekivati širenje njegove terminalne zgrade, ali i same piste?

BUDIMIR: To je poprilično realna priča, s tim što bih ja razdvojio neke aspekte. Kada pogledate statistiku Aerodroma Sarajevo, vidite da broj zračnih operacija nije rapidno rastao, ali jeste broj putnika. Šta se desilo? Operatori su promijenili tipove zrakoplova na pojedinim destinacijama i sa malih turbo-prop zrakoplova prešli su sada na veće, poput Airbusa 319, 320, 321... , što se odrazilo i na broj putnika. Kada pogledate taj broj putnika koji dolaze u "peak hour", kada u pola sata dođe 700 ili 800 putnika, onda ste u

problemu – s postojećim kapacitetima.

Dakle, mora doći do povećanja kapaciteta Aerodroma – sa zemljane, ali i sa zračne strane, odnosno proširenja terminalne zgrade, parkinga i svega ostalog, ali prioritet je zračna strana, pri čemu prvenstveno mislim na rekonstrukciju poletno-sletne staze, izgradnju brze rulnice i proširenje platforme.

SAM: U slučaju proširenja pobrojanih kapaciteta, kakve su šanse da Aerodrom Sarajevo postane regionalna tranzitna zračna luka?

BUDIMIR: Kada pogledate regiju, svi ti naši mali hubovi, kako ih zovu, prvenstveno Zagreb i Beograd, i dalje imaju svog nacionalnog zračnog operatora, što je dosta važno kada hoćete da budete tranzitni aerodrom, jer imate svog operatora koji planira vaše konekcije sa ostatkom svijeta.

Aerodrom Sarajevo nema ni iskustvo obavljanja funkcije tranzitnog aerodroma, jer su nam u tom domenu konekcije uvijek išle preko Beograda, pa potom Beča ili Amsterdama.

S druge strane, pitanje je i koliko je moguće proširiti Aerodrom, jer i sami znate da on zbog svoje lokacije spada u komplicirane aerodrome – prvo zbog toga što je u samom gradu. Kada pogledate izgradnju oko Aerodroma, pogotovo zadnjih 15-ak godina, to predstavlja veliki problem pri razmišljanju o njegovom proširenju. Osim toga, znamo i čime je Sarajevo prirodno okruženo – planinama i brdima te kakva je njegova meteorološka mikrolokacija – s problemom magli u zimskom periodu. O svemu tome treba razmišljati kada se govori o proširenju Aerodroma Sarajevo.

SAM: Da li je onda bolja

opcija izgradnja novog aerodroma?

BUDIMIR: Već godinama pa i decenijama razmišlja se o toj mogućnosti. Rađene su brojne analize, u kojim su se spominjali Visoko, Nišići, a nekada i plato Romanije, koji je sada u drugom entitetu.

Sve je to moguće, a ako se promet bude povećavao sadašnjim tempom, možda se dođe do zaključka da je bolja nova lokacija, ali svi moramo biti svjesni koliko to košta. Napraviti aerodrom tipa Aerodroma Sarajevo, ali, naravno, veći i bolji, nije nimalo jeftino – to su ogromna sredstva, od 250 miliona eura pa nadalje, ovisno o lokaciji, dužini poletno-sletne staze, opreme, pristupnih cesta... Sa moga aspekta, najljepše je graditi na nekoj novoj lokaciji, čistoj od prepreka – bilo vještačkih, bilo prirodnih, ali tih lokacija nema puno. ■

BUDIMIR: This is quite a realistic story, whereas I would separate some aspects.

When you look at the statistics of Sarajevo Airport, you can see that the number of Air operations is not growing rapidly, but the number of passengers is. What happened? Operators have changed the type of Aircraft to certain destinations and small turbo-prop Aircrafts were replaced with bigger ones, like Airbus 319, 320, 321... which was reflected in the number of passengers. When you look at the number of passengers coming in "peak hour" faced with a situation that in a half an hour you have 700 or 800 passengers, then you're in trouble – with existing capacities.

So, there must be an increase in Airport capacity – ground wise and in air capacity relatively the ex-

pansion of terminal, parking and everything else, but the priority is the air capacity: reconstruction of the runway, construction of rapid rolls and the extension of the platform.

SAM: In the case of listed capacity expansions, what are the chances that Sarajevo Airport becomes a Regional Transit Airport?

BUDIMIR: When you look at the region, all of our so called small hubs, primarily Zagreb and Belgrade, still have their national air operators, which is quite important when you want to be a transit airport, because you have your own operator who plans connections with the rest of world.

Sarajevo Airport has no experience of performing the functions of a transit airport, because in this domain, connections always went via Belgrade,

Vienna or Amsterdam.

On the other hand, the possibility to expand the Airport is questionable since the Airport is in the category of complicated airports – firstly due to the fact that it is located in a city. When you look at the buildings around the Airport, especially for the past 15 years, this is a major problem when considering its expansion. In addition, Sarajevo is at its natural surrounding of mountains and hills and its meteorological micro location of fog in the winter is an additional obstacle. All that should be taken into consideration when talking about expanding the Sarajevo Airport.

SAM: Is it a better option to build a new Airport?

BUDIMIR: For years and even decades that possibility has been taken into account. A number of analyzes were made in the

past, where the city of Visoko, Nisici weald and the Romanija mountain plateau, which is located in another entity, were considered as a possibility.

All this is possible, and if traffic grows at the current pace, it may come to the conclusion that a new location is better, but we must all be aware of the costs. To build an Airport similar to the type of the Sarajevo Airport, just bigger and better, is not a cheap project and would require resources of 250 million Euros onwards, depending on the location, the length of the runway, equipment, access to roads ecc...

From my point of view, the best solution would be to build a new airport at a new location, clear of obstacles whether artificial or natural, but these locations are not many. ■

**Pravi poklon
ukoliko želite
ponijeti uspomene
sa sobom...**



DUTY FREE SHOP

 **SARAJEVO**
INTERNATIONAL AIRPORT

Bosanska historija u četiri zida: Bišćevića kuća u Mostaru

Bišćevića kuća u Mostaru jedno je od najupečatljivijih zdanja tradicionalnih bosanskih kuća. Zidovi, krov, prostoriije, avlija Bišćevića kuće – sve to priča priču o vremenima, ljudima, tradiciji, načinu života i kulturnom identitetu Bosne i Hercegovine.

Kada govorimo o bosanskohercegovačkoj arhitekturi ponajprije podrazumijevamo tradicionalne bosanske kuće i druge pomoćne objekte koji su sačuvani do današnjih dana. Ovakvi objekti su u BiH nastajali u periodu do 60-ih godina 20. stoljeća, kada je zapravo i prestala gradnja ove vrste kuća i drugih pomoćnih objekata.

Nad Neretvom

Stare bosanske kuće po pravilu su ograđene sa svih strana avlijskim zidom. Putnika namjernika na ulazu u bosansku kuću najprije će dočekati popločana ili kaldrmisana avlija sa cvijetnjakom u kojem su zasađene kadifice, ruže i drugo cvijeće koje od ranog proljeća do kasne jeseni opija svojim miomirisima.

Iz avlije se u starim bosanskim kućama ulazilo u divanhanu ili verandu iz kojih se prelazi u takozvani muški dio kuće u kojem se sjedilo sa rođacima, prijateljima pa čak i sa strancima koji su uspjeli u kuću ući kao gosti. Nakon muškog, dolazi zatvoreni, ženski dio kuće u kojem borave žene i djeca, skroviti, intimni svijet u kojem je "duša kuće".

Od sačuvanih stambenih kuća iz turskog doba jedna od najznačajnijih je Bišćevića kuća poznatija kao Bišćevića čošak ili Turska kuća, koja se nalazi na istočnoj obali rijeke Neretve u Mostaru.

Stara Bišćevića kuća, koja je još uvijek u vlasništvu porodice Bišćević, sagrađena je 1635. godine. Čošak joj je isturen nad Neretvom na dva veoma visoka kamena stuba, što je čini najsmjelijim zdanjem stambene arhitekture iz turskog perioda u Mostaru. Bogatstvo dekorativnih motiva ulaznih vrata, kaldrme u avliji ili drvoreza na potpornim gredama, najbolje pokazuje vrijednost ove stambene kuće.

Selamluk i haremluk

Kuća ima dva dvorišta. Prvo dvorište je selamluk, kao što mu i ime kaže, dio namijenjen pozdravljanju. U to su dvorište mogli ući svi, poznati i nepoznati, dok su u drugo dvorište ili haremluk mogli ući samo poznati i pozvani. Haremluk je okružen visokim zidovima zbog zaštite od vjetrova, jakog hercegovačkog sunca, ali i zaštite žene i njene privatnosti.

U dvorištu kuće su kuhinja i toalet, koji su uvijek bili odvojeni od kuće radi higijene, ali i zaštite od požara, budući da je najvećim dijelom Bišćevića kuća sagrađena od drveta. Mostar je poznat po svojim vrećim danima i noćima u ljetnom periodu pa se odvajanjem kuhinje od ostatka kuće izbjegavalo dodatno zagrijavanje cijele kuće.

Divanhana ili kamerija je očuvala izvorni otomanski stil. Kuća obiluje autentičnim namještajem, a bašta je reprezentativni primjer turskog stila gradnje.

Kuća ima dva sprata. U prizemlju kuće i danas žive članovi porodice Bišćević, dok je prvi ili gornji sprat pretvoren u muzej. Sam muzej se sastoji od tri sobe. Tu je mala spavaća soba namijenjena isključivo bračnom paru. Zatim, ženska soba ili divanhana, koju još zovu i ljetnom sobom jer nema prozora tako da su vrata sobe otvorena tokom cijele godine.

Najljepša i najimpresivnija soba u kući je muška soba koja se nalazi na dva kamena stuba visine po 12 metara tik iznad Neretve. Veliki prozori unose puno svjetlosti u mušku sobu, ali i omogućavaju da dušu napajate pogledom na smaragdne talase Neretve. Starinske sećije, bosanski ćilimi, mangale, sinije, ručni radovi sa tradicionalnim biljnim motivima daju poseban ugođaj ovoj prostoriji. ■



Bogatstvo dekorativnih motiva u dvospratnoj kući
The richness of decorative motifs in the house on two floors



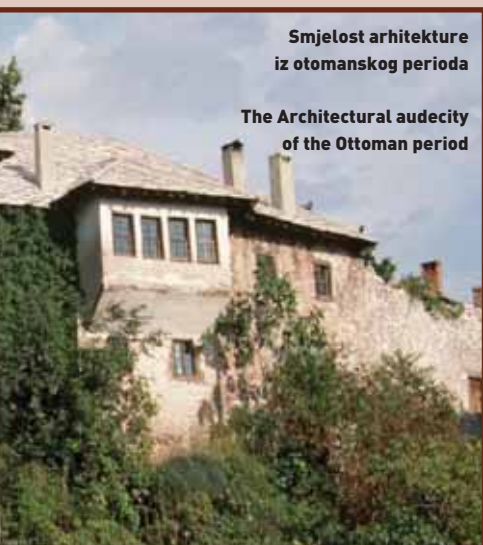
Haremluk i selamluk
okruženi visokim zidovima/
Haremluk and Selamluk
surrounded by high walls

Bosnian History within four Walls: Biscevic's House in Mostar

Biscevic's House in Mostar is one of the most impressive buildings of traditional Bosnian Houses. The walls, the roof, the rooms, the courtyard of the Biscevic house – all of this speaks ancient stories about the people, the tradition, the way of life and the cultural identity of Bosnia and Herzegovina

**Smjelost arhitekture
iz otomanskog perioda**

**The Architectural audacity
of the Ottoman period**



When we talk about Bosnia and Herzegovina's Architecture we primarily refer to the traditional Bosnian houses and other ancillary facilities that have been preserved to this day. These facilities in B&H emerged in the period up to the 60s of the 20th century, when in fact the construction of these types of houses and other ancillary facilities stopped.

Above Neretva river

Old Bosnian houses are usually surrounded by a courtyard wall on all sides. At the entrance to the Bosnian house the traveler first encounters the paved or cobbled courtyard with a flower garden of marigolds, roses and other flowers that from early spring to late autumn intoxicate with its scents. From the courtyard one enters into the divanhana of the old Bosnian house (the women's room) or veranda which leads to the so-called male part of the house foreseen for socializing with relatives, friends and even strangers who have managed to enter the house as guests. Once walked through the male part of the house comes the sealed female part of the house where women and children reside. It is a bit hidden and seen as an intimate world in which resides the "soul of the house".

From all preserved residential houses from the Ottoman era one of the most important is the Biscevic house known as The Biscevic corner or The Turkish House, which is located on the eastern bank of the Neretva River in Mostar.

The Old Biscevic House, which is still owned by the family Biscevic, was built in 1635. Its corner is protruded above the Neretva river on two very tall stone columns, which makes it the boldly edifice residential architecture from the Ottoman period in Mostar. The richness of decorative motifs of the entering gates, cobblestones in the courtyard or the woodcut on support timbers to the highest demonstrates the value of this residential home.

Selamluk and Haremluk

The house has two courtyards. The first courtyard is the Selamluk, as its arabic name for greeting suggests it presents the part intended for welcoming. Within this yard anybody known and unknown could enter while in the other yard, the so called Haremluk, it was only allowed for the very well known and invited guests. The Haremluk is surrounded by high walls to protect it from the wind and the strong Herzegovinian sun, but also to protect women and their privacy.

The kitchen and the bathroom were always located in the courtyard separated from the house because of hygiene, as well as for fire protection since most of Biscevic's House was built out of wood. Mostar is known for its hot days and nights during the summer, so by separating the kitchen from the rest of the house further heating is avoided. The Divanhana (the women's room) also called the kamerija has preserved the original Ottoman style. The House is full of authentic furniture and the garden is a representative example of the Ottoman style.

The house has two floors. The ground floor of the house is still today inhabited by the members of family Biscevic, while the first or upper floor is turned into a museum. The museum consists of three rooms. There is a small bedroom designed exclusively for married couple. Then there is the women's room or divanhana, which is also known as a summer room because it has no windows so it is open throughout the year.

The most beautiful and most impressive room in the house is the men's room, which is located on two stone pillars at the height of 12 meters just over the Neretva river. The large windows bring lots of light into the men's room, but also enables one to replenish the soul with the view of the emerald waves of the Neretva river. The antique settee, Bosnian carpets, mangala (small heater), sinija (small table), handicrafts with traditional floral motifs give a special atmosphere to this room. ■

Gradska vijećnica – ponos Sarajeva

Vijećnica je najraskošnije zdanje iz perioda austrougarske vladavine u BiH, svojevrsni simbol susreta civilizacija i otpora fašizmu te nezaobilazan motiv na fotografijama Sarajeva.



Obnovljena Vijećnica, simbol otpora fašizmu
The renovated City Hall, a symbol of resistance to fascism

City Hall - The Pride of Sarajevo

City Hall is the most luxurious building from the period of Austro-Hungarian rule in Bosnia and Herzegovina, a symbol of civilizations encounter, resistance to fascism and the inevitable motif in the photographs of Sarajevo



Gradska vijećnica u Sarajevu predstavlja najljepši i najreprezentativniji objekt iz perioda austrougarske vladavine u Bosni i Hercegovini, građen u pseudomaurskom stilu. Sa dolaskom austrougarske vlasti u BiH, u Sarajevu se ukazala potreba za izgradnjom objekta koji bi poslužio za potrebe Magistrata i Gradskog poglavarstva, odnosno koji bi imao namjenu Gradske vijećnice. Postojanje gradske vijećnice je u historiji zapadnoevropskih gradova označavalo viši oblik autonomije gradova, odnosno viši stepen političke (gradske) samouprave, a austrougarske vlasti su objekat Vijećnice u Sarajevu izgradile u periodu 1892-1894. godine.

U duhu bosanskog čovjeka

Vlasti su izvršile odabir pogodne lokacije za gradsku vijećnicu nedaleko od Baščaršije, na mjestu tadašnjeg Mustajpašinog mejdana - lokaciju trougaone osnove na desnoj obali rijeke Miljacke uz sami Apelov kej, a prvi projekat povjeren je Karlu Paříku koji je glavno pročelje Vijećnice orijentirao prema rijeci.

Već su se s početkom gradnje Vijeć-

nice 1892. godine, graditelji susreli i sa prvim problemima. Naime, na lokaciji predviđenoj za gradnju na Mustajpašinom mejdanu bila su smještena dva hana i jedna privatna kuća koje je trebalo srušiti uz određenu naknadu. Hanovi su srušeni, dok je vlasnik kuće, stari Benderija, odlučno odbijao dati dozvolu za rušenje, jer je njegova kuća za njega predstavljala duševni mir. Monarhija nije imala izbora, a zbog inata bosanskog čovjeka koji je zahtijevao da mu se kao naknada isplati kesa dukata te da kuća bude prebačena ćerpić po ćerpić na drugu obalu Miljacke nasuprot Vijećnice, kuća je prozvana Inat kućom. Osim toga, na Paříkovo arhitektonsko rješenje objekta koji

nosi odlike neomaorske arhitekture, a čije je poznavanje autor već ranije dokazao na realiziranoj Šerijatskoj sudačkoj školi, ministar Benjamin Kallay imao je primjedbe koje ovaj projektant nije htio prihvatiti.

Iz tog razloga je angažiran drugi arhitekta, Aleksander Wittek, poznat i kao autor danas postojećeg sebilja na Baščaršiji (drvene verzije kamene česme uz grobnicu arhitekta Sinana u Istanbulu), a koji je na projektu izgradnje Vijećnice radio 1892. i 1893. godine.

Budući da je projekat osmišljen i rađen u pseudomaurskom stilu, Wittek je svojevremeno za te potrebe dva puta posjetio Kairo radi studiranja objekata, a uzor mu je bila džamija i



The City Hall in Sarajevo is the most beautiful and the most representative building from the period of Austro-Hungarian rule in Bosnia and Herzegovina, built in pseudo-Moorish style.

With the arrival of Austro-Hungarian rule in Bosnia and Herzegovina, the need arose to build a facility that would serve the needs of the Magistrate and City Council, ie that is a City Hall. The existence of the City Hall, in the history of Western European cities, meant a higher form of autonomy of cities, or a higher level of political (municipal) governments, so Austrian authorities built the City Hall in Sarajevo in the period 1892-1894.

In the Spirit of a Bosnian Man

Authorities carried out the selection of a suitable site for the City Hall near Bascarsija on what was then known as Mustaj Pasha's Residence - the triangular base location on the right bank of the river Miljacka, alongside the Apel quay, whereas the first project was entrusted to Karl Pařík, who oriented the main front of the City Hall towards the river.

Already at the beginning of the construction of the City Hall in 1892,

builders were faced with the first problems. At the Mustaj Pasha's Residence location designated for the construction of the City Hall were two Han's (Lodgings) and a private house that were supposed to be crashed down for a fee. The Hans were destroyed, while the owner of the house, the old Benderija, resolutely refused to give permission for the demolition, as his house for him represented a peace of mind. Because of the spite of a Bosnian man, the monarchy had no choice but, upon his demand, to move the house brick by brick to the other side of the Miljacka river opposite to the City Hall and to pay compensation through bags of ducats. Since then, the house is still existing and called The

Spite House. In addition, the Pařík architectural design of the facility, which bore the neomaor architecture and whose knowledge of the author was already proven on realized projects as the Sharia Judicial School, Minister Benjamin Kallay had remarks that the designer did not want to accept.

For this reason, the Minister hired another architect, Alexander Wittek, also known as the author of today existing Sebilj in Bascarsija (wooden version of the stone fountain next to the tomb of architect Sinan in Istanbul), who kept working on the project of construction of the City Hall from 1892 until 1893.

Since the project was designed and carried out in pseudo-Moorish style,

Iz historije umjetnosti

Arhitektura eklektike u Sarajevu dala je brojna i kvalitetna ostvarenja u smislu interpretacije evropskih stilova. Vijećnica je izgrađena u stilskoj mješavini historizma, pseudomaurskog porijekla. Stilski uzori su tzv. mozarapska i maurska umjetnost sa tla Španije i Magreba. Osnovne konstruktivne elemente čine stubovi, zidovi, lukovi i zastakljena kupola nad holom. Zgrada je trougaone osnove sa šestougaonim jezgrom, holom, odnosno najvažnijim dijelom raskošnog enterijera koji je nadsvođen staklenom kupolom. Arhitektonski elementi Vijećnice su lođa za sudnicu ili tržnicu, svečana sala i prostorija za sastanke, balkon ili isturena lođa na spratu i toranj koji se na sarajevskoj Vijećnici nalazi u tjemenu centralne kupole. Vijećnica ima 208 otvora, od čega 187 prozora. U skladu sa funkcijom objekta i njegovom arhitekturom izvedena je i raskošna fasada sa reprezentativnim pročeljem s trijemom, bojena crveno-žuto sa ornamentalnom fajansnom oplatom.

Najreprezentativniji objekt iz perioda austrougarske vladavine u BiH
The most representative building from the period of Austro-Hungarian rule in Bosnia and Herzegovina



From Art History

Eclectic architecture in Sarajevo gave a number of quality achievements in terms of European styles interpretation. The City Hall was built in stylistic mix of historicism, pseudo origin. Stylish models are called: MosArabic and Moorish art from Spain and the Maghreb. Basic structural elements constitute of pillars, walls, arches and glass domes above the hall. The building is built as a triangular base with hexagonal core – the Hall, which is the most important part of the lavish interior topped with a glass dome. Architectural elements of the City Hall are the courtroom or a marketplace loggia, auditorium and the meeting room, a balcony or a protruding loggia on the first floor and the tower located at the top of the central Sarajevo City Hall Dome. The Hall has 208 openings, of which 187 windows. In accordance with the function of the building and its architecture a magnificent facade with a representative front with a porch was derived and painted in red and yellow with ornamental faience lining.

medresa Hasana II u Kairu. Kako je navodno upravo zbog ovog projekta umno obolio i izvršio samoubistvo, rad na izradi projekta izgradnje Vijećnice nastavio je Ćiril M. Iveković. On je, pak, projekt razrađivao na osnovu već prije utvrđenih principa, pa je teško procijeniti njegov stvarni doprinos konačnom rješenju. Iveković je tako radio više kao izvršilac nego kao kreator, te je sa neznatnim izmjenama Wittekovog rješenja, a koje više spadaju u domen primjene stilski čistijih elemenata, projekt završio 1894. godine.

Gradnja objekta koštala je 984.000 kruna, a sa 32.000 kruna koliko je dato za opremanje i namještaj, iznos je dostigao više od milion kruna.

Funkcija i namjena

Svečano otvorenje Vijećnice obavio je 20. aprila 1896. godine baron Ivan Apel, koji je zgradu zvanično predao na korištenje tadašnjem Gradskom poglavarstvu Sarajeva.

Njen izgled i neposredno okruženje bili su uporište fotografa koji su sa istočnih padina težili da snime panoramu centralnog dijela grada Sarajeva, prikladan okvir fotografija na

Wittek twice visited Cairo to study objects, and the main role model was the mosque and school of Hasan II in Cairo. Since he allegedly became mentally ill and committed suicide because of this project, the work on the project of the City Hall construction was continued by Cyril M. Ivekovic. His work was based on previously established principles, so it is difficult to assess his actual contribution to the final solution of the City Hall construction. Ivekovic has also worked more as a perpetrator but as a creator, and with slight modifications of Witte's style, which are more in the domain of application of cleaner stylish elements, he finished the project in 1894.

The construction of the building was at a cost of 984,000 crowns and with 32,000 crowns provided for fixtures and fittings, the amount has reached more than one million crowns.

The Function and Purpose

Opening ceremony of the City Hall was carried out by Baron Ivan Apel, 20th April 1896, who officially handed over the building to the use of the then City Council of Sarajevo.

Čovjek koji je prodao Vijećnicu

Sarajevom je prije rata kružila priča kako je ugledni ugostitelj Damir Lisac, student Pravnog fakulteta koji je učio u biblioteci i trostruki prvak Jugoslavije u motociklističkim trkama - prodao Vijećnicu. Urbani mit je da je stranca kojeg je vidio kako razgleda građevinu, pitao da li bi kupio zgradu, jer je bio dobar sa gazdom. Dotični čovjek koji se 25 godina u Chicagu bavio kupovinom nekretnina je pristao. Sve ostalo je historija. Lisac ga je odveo kod direktora biblioteke Mitra Papića koji je odmah prihvatio šalu te je od Džonija (kako su zvali stranca) prvobitno zatraženo milion dolara, ali je dogovorena cijena bila spuštena na 400 hiljada dolara. Džoni je morao dati kaparu od blizu 10.000 dolara kako bi Lisac ispoštovao posao. Lisac je od tog novca svoje prijatelje počastio ljetovanjem na moru, nakon čega ih je policija sve pohapsila, novac je morao biti vraćen, a u historiji grada Lisac je ostao poznat kao čovjek koji je prodao Vijećnicu.

kojima su ovjekovječeni novouspostavljena ulična rasvjeta, tramvaj na električni pogon, ili prvi gradski automobili koji su fotografisani ispred nje.

Vijećnica je bila i posljednje mjesto koje su prilikom službene posjete Sarajevu obišli austrougarski prijestolonasljednik i nadvojvoda Franz Ferdinand i njegova supruga Sofija, neposredno pred Sarajevski atentat 28. juna 1914. godine koji je bio povod za izbijanje Prvog svjetskog rata.

Sve do 1949. godine Vijećnica je služila Gradskoj upravi kao zgrada Okružnog suda Sarajeva i sjedište

Bosanskohercegovačkog sabora. Postupno je njena funkcija preorijentirana ka duhovnim stremljenjima Bosne i Hercegovine pa administraciju postupno zamjenjuju kultura, nauka i umjetnost te se upravo ovdje razvija Akademija nauka i umjetnosti, kao i glavna biblioteka, odnosno Nacionalna i univerzitetska biblioteka BiH.

Vandalskim činom provedenim pod opsadom grada koja je trajala više od 1.400 dana, u noći između 25. i 26. augusta 1992. godine, Vijećnica je granatirana i zapaljena. Unutrašnjost je pretvorena u ruševinu, a vatrena sti-

hija progutala je više od 80 posto knjižnog fonda - dva miliona knjiga i 300 rukopisa neprocjenjive vrijednosti, a čime je Starom kontinentu oduzet jedinstven dio njegovog intelektualnog i kulturološkog naslijeđa. U kolektivnoj memoriji građana Sarajeva još je živa slika buktinje koja je progutala zgradu Gradske vijećnice i knjižni fond koji svjedoči o historiji Bosne i Hercegovine.

Pa, ipak, obnova Vijećnice kao jasne slike bh. duhovnosti započeta je 1996. godine na 100. godišnjicu od završetka njene izgradnje, a svečano otvorenje simbolično se desilo 9. maja 2014. godine, na Dan Evrope i Dan pobjede nad fašizmom.

Ukupna obnova, koja je trajala 18 godina zbog nedostatka sredstava i cjelokupne situacije, koštala je više od 16 miliona eura. Nova Vijećnica je autentično restaurirana u starom ruhu, a na projektu restauracije radili su deseci arhitekata, slikara, radnika, istraživača i drugih.

Danas u ovom tipu objekta nije moguće uspostaviti nekadašnju biblioteku, ali vraćanje ovog dragulja gradu, Bosni i Hercegovini, Evropi i svijetu, predstavlja trajnu poruku soli-

The man who sold the City Hall

Before the war, a story circulated in Sarajevo, that a renowned restaurateur Damir Lisac, a Faculty of Law student, who studied in the library and later became the triple champion of Yugoslavia in motorcycle races - "sold" the City Hall. The myth is that he saw a tourist who was sight-seeing the City Hall and asked him whether he would be interested in buying the building because he knew the owner. The tourist, who was involved in the Chicago purchasing real estate business for 25 years agreed on his offer. The rest is history. Mr. Lisac took him to the then director of the library Mr. Mitar Papic who immediately accepted this joke with Johnny (as they called the tourist) and originally requested a million dollars, but the agreed price was lowered to \$ 400,000. Johnny had to give a deposit of close to \$ 10,000 in order to comply with the deal offered by Mr. Lisac. Later on, Damir Lisac spend this money on holiday with his friends at the coast. Upon their return the police arrested them, the money had to be returned, and in the history of the city Lisac remained known as the man who sold the City Hall.

Its appearance and immediate environs were a mainstay for photographers who from the eastern slopes sought to capture the panorama of the central part of Sarajevo, an appropriate framework with photos which immortalized the newly established street lighting, electrically powered tram, or the first city cars that were photographed in front of it.

The City Hall was the last place visited by the Austro-Hungarian throne Archduke Franz Ferdinand and his

wife Sofia during the official visit to Sarajevo, just before the Sarajevo Assassination June 28th. 1914. that was used as a prefix for the First World War.

Until 1949, the City Hall served the city administration as the building of the District Court of Sarajevo and B&H Parliament. Gradually its function got reoriented to the spiritual aspirations of Bosnia and Herzegovina whereas the administration was replaced by culture, science and art,

and for that the Academy of Sciences and Arts arouse, as well as the main library or the National and University Library.

Vandalism act performed under siege that had lasted more than 1,400 days, on the night between 25th. and 26th. of August 1992 the City Hall was shelled and set on fire. The interior has been turned into ruins and flames devoured more than 80 percent of the book fund - two million books and 300 manuscripts of inestimable value were destroyed, whereas the Old Continent seized a unique part of his intellectual and cultural heritage. In the collective memory of the citizens of Sarajevo the image of torches that engulfed the building of City Hall and the library fund, which bears witness to the history of Bosnia and Herzegovina is very much still alive.

Yet, the renovation of the City Hall as a clear picture of B&H spirituality began in 1996 on the 100th. Anniversary of the completion of its construction. A symbolic opening ceremony took place May 9th. 2014, on the Day of Europe and the Victory Day over Fascism.

The full renovation, which lasted 18



darnosti i zaštite kulturne baštine, koja daje osjećaj pripadnosti, obogaćuje društva i zajednice te promovira uzajamno poštovanje i razumijevanje. ■



years due to lack of funds and the overall situation in regards of costs, which were estimated more than 16 million EUR. The new City Hall is authentically restored in old attire and the project of restoration was realized by dozens of architects, artists, workers, researchers and others.

Today, in this type of facility it is not possible to establish the former library, but the restoration of this jewel for the city Sarajevo, Bosnia and Herzegovina, Europe and the world, represents a permanent message of solidarity and protection of cultural heritage, which gives a sense of belonging, enriches society and the community, and promotes mutual respect and understanding. ■

Sarajevski atentat

Povod dolaska austrougarskog prijestolonasljednika i nadvojvode Franca Ferdinanda i njegove supругu Sofije u Sarajevo bilo je prisustvo vojnim vježbama koje su se održavale u okolici grada. U nedjelju 28. juna 2014. godine, par je krenuo prema Vijećnici, gdje su ih očekivali gradonačelnik i dogradonačelnik.

Kada se povorka približila Čumurija mostu, Nedeljko Čabrinović bacio je dvije bombe na nadvojvodin automobil, prva je promašila vozilo i pala iza njega, a druga se odbila od vozila i eksplodirala pod narednim kolima, ranivši dvoje ljudi iz pratnje. Čabrinović je skočio u Miljacku, nakon čega je uhapšen.

Poslije kraćeg zadržavanja i uprkos situaciji, povorka se nastavila kretati. Ferdinand se zahvalio na dobrodošlici i rekao da nije očekivao da će ga dočekati bombama te najavio da namjerava posjetiti ranjene pratiocice prije nego što napusti grad. General Potiorek predložio je da se vrati duž obale Miljacke kako bi se izbjegao defile kroz uske gradske ulice. Izdata je naredba da se izvrši izmjena plana kretanja u tom smjeru, ali ona nikad nije stigla do nadvojvodinog vozača.

Nakon posjete Vijećnici, kolona je u povratku stigla do Latinske ćuprije, a vozač je, prema prvobitnom planu, skrenuo desno, prema centru grada. Opomenut zbog te greške, zaustavio je automobil direktno ispred Gavrila Principa koji je ispalio dva metka prema nadvojvodi; prvi je pogodio njega, a drugi njegovu supругu. Pucnjem u Sarajevu prekinut je put ovog grada prema Evropi i najavljen početak Prvog svjetskog rata.



Sudbonosno mjesto
Fateful Place

Sarajevo Assassination

The reason for the arrival of the Austro-Hungarian throne Archduke Franz Ferdinand and his wife Sofia in Sarajevo was the presence of military exercises that were held around the city. On Sunday 28th June 2014, the couple headed to the City Hall, where they were expected by the Mayor and Deputy Mayor.

When the procession approached the Cumurija Bridge, Nedeljko Cabrinovic threw two bombs at the Archduke's car, the first missed the vehicle and fell behind him, and the other bounced against the vehicle and exploded under the next car, wounding two people from the escort. Cabrinovic jumped into the Miljacka river, after which he was arrested.

After a short stay and despite the situation, the procession continued. Ferdinand thanked for the warm welcome and said he did not expect to be greeted by bombs and announced that he intends to visit the wounded companions before he leaves town. General Potiorek proposed to go back along the bank of the river to avoid the parade through the narrow city streets. That order was issued to amend the plan of movement in that direction, but it never reached the Archduke's driver.

After visiting the City Hall, the procession reached the Latin Bridge, and the driver, according to the original plan, turned right, towards the city center. Reprimanded for this error, he stopped the car directly in front of Gavrilo Princip who fired two shots toward the Archduke; the first shot strucked him, and the second shot strucked his wife. This shooting in Sarajevo interrupted the path of this city to Europe and announced the beginning of the First World War.

Prijestolnica kulture i obrazovanja/
The capital of Culture and Education



Sharjah, arapska prijestolnica kulture

Otvaranje niskobudžetne aviolinije na relaciji Sharjah - Sarajevo - Sharjah, koju je u martu ove godine pokrenula aviokompanija Air Arabia u saradnji sa Međunarodnim aerodromom u Sarajevu, predstavlja izvanrednu priliku za poticaj turizma u obje zemlje. Letovi za Sharjah odvijaju se tri puta sedmično, a u ljetnom periodu planirano je povećanje broja letova na šest sedmično.

Ako Vam se ikada otvori opcija da posjetite ovaj zaljevski grad, nemojte je odbaciti. Za samo pet sati i 25 minuta, koliko traje let iz glavnog grada BiH, biti ćete doslovce očarani ovim biserom Ujedinjenih Arapskih Emirata. Iako mistični, bogati i raskošni Ujedinjeni Arapski Emirati privlače pažnju turista koji ih, pak, najčešće povezuju sa Dubaijem, svaki dio ove zemlje je poseban na svoj način. Dubai je poznat po masovnom turizmu, Abu Dhabi je poslovni centar, Ajman je gastronomska, a Umm al-Qaiwain avanturistička destinacija, Ras al-Khaimah odlikuje wellness turizam, Fujairah se ponosi najljepšim plažama, a iza imena Sharjah krije se pri-



Blue Souq za sve šopingholičare/
The Blue Souq for all shopaholics



Sharjah, the Arab Capital of Culture

Opening of the low-cost Airline on the route Sharjah - Sarajevo - Sharjah, which was launched March this year by the Airline Air Arabia in cooperation with the International Airport in Sarajevo, represents an extraordinary opportunity to boost tourism in both countries. Flights to Sharjah are held three times a week, during the summer it is planned to increase the number of flights to six per week

If you get the chance to visit this Gulf city, do not miss it. In less than five hours and 25 minutes, which is the duration of the flight from the capital of Bosnia and Herzegovina, you will be literally enchanted by this pearl of the United Arab Emirates. Although mystical, rich and sump-

tuous the United Arab Emirates attract the attention of tourists who usually associate them with Dubai. Every part of this country is special in its own way.

Dubai is known for mass tourism, Abu Dhabi is a business center, Ajman is a gastronomic, and Umm al-Qaiwain an adventurous destina-

tion, Ras al-Khaimah is characterized by wellness tourism, Fujairah is proud to have the most beautiful beaches, and behind the name of Sharjah lies a capital of culture and education.

After Dubai and Abu Dhabi, Sharjah is the third largest and most populous city of the United Arab Emirates,

jestolnica kulture i obrazovanja. Sharjah je nakon Dubaija i Abu Dhabija treći najveći i najnaseljeniji grad Ujedinjenih Emirata, te istoimeni glavni grad i poslovno - administrativni centar emirata Sharjah. Geografski je smješten uz južnu obalu Perzijskog zaljeva na arapskom poluotoku. Površinom obuhvata 2.600 kilometara kvadratnih i broji više od 519.000 stanovnika. Udaljen je samo 20-ak minuta vožnje od Dubaija i poznat je po Al Qasbai, naselju sa velikim panoramskim točkom (Eye of the Emirates) koji nudi prelijep panoramski pogled na lagune, priobalje, pejzaž i horizont susjednog Dubaija te na mostove, šetališta, kulturne atrakcije i moderne nebudere Sharjaha. Neposredno u blizini točka možete pronaći i uplatiti vožnju putničkim trajektom, a koja će vam predočiti sve ljepote ovog grada.

Kulturno središte

Kada je u pitanju historijsko naslijeđe, Sharjah je na geografskoj karti grčkog geografa Ptolomeja ubilježen već u drugom stoljeću nove ere, a počeci organiziranih zajednica na ovom prostoru daleko su stariji. Poznati pjesnik i istraživač folklorne književnosti Sul-

tan Al Omaimi, prenosi navode historičara da je grad dobio ime prema idolu Rapper Al Sharequ, poštovanom u predislamskom periodu.

U ranom 18. stoljeću Qawasim klan (pleme Huwayla) ustoličilo se u Sharjahu i 1727. godine grad proglasilo nezavisnim. Cijelim Emiratom Sharjah danas vlada dinastija Al-Qasimi, čiji su preci u 18. stoljeću bili glavne vođe pirata Perzijskog zaljeva, a koji su u svoje pohode išli iz svoje prijestolnice Sharjah. Britanija ih je 1820. godine uspjela poraziti i prisiliti na potpisivanje sporazuma o miru i saradnji, nakon čega je ubrzo cijeli Emirat Sharjah postao britanski protektorat. Kako je u 19. stoljeću luka u Sharjahu bila važan strateški i trgovački centar Perzijskog zaljeva, Velika Britanija je već 1823. godine postavila u njoj svog agenta. Nakon što se ispostavilo da je luka plitka i muljevita, Britanija je 1954. godine agenta za politička pitanja preselila u Dubai koji je u međuvremenu izrastao u najveću luku tog dijela zaljeva. Britanija je u decembru 1971. godine napustila Perzijski zaljev, a odmah nakon toga je grad Sharjah postao prijestolnica istoimenog emirata. Palača vladara Emirata Sharjah, Sultan bin

Mohamed Al-Qasimija smještena je samo 20 kilometara jugoistočno od grada.

Grad od 1998. godine nosi i titulu kulturne prijestonice Ujedinjenih Arapskih Emirata, ali i čitavog arapskog svijeta, koja mu je dodijeljena od strane UNESCO-a, a prijestolnicom turizma imenovan je 2015. godine od strane Arab Council of Tourism Ministers.

O njegovoj kulturnoj veličini svjedoči



as well as the eponymous capital and business - administrative center of the Emirate of Sharjah.

It is located geographically along the southern coast of the Persian Gulf on the Arabian Peninsula. It covers an area of 2,600 square kilometers and has more than 519,000 inhabitants.

It is only a 20 minutes drive from Dubai and is renowned for Al Qasbai, a village with a large wheel (Eye of the Emirates), which offers a beautiful panoramic view of the lagoon, coastal, landscape and horizon of the neighboring Dubai including bridges, walkways, cultural attractions and modern skyscrapers of Sharjah. Close to the Wheel you take a drive with the passenger ferry, which will present to you all the beauties of this city.

The Cultural Center

When it comes to the historical heritage, Sharjah was marked on the geographical map of the Greek geographer Ptolemy already in the second century BC, whereas the beginnings of organized communi-

ties in this area are much older.

The famous poet and researcher of folk literature Sultan Al Omaimi, reports the states of historians that the city was named after very well respected idol in the pre-Islamic period- Rapper Al Sharequ.

In the early 18th. century, Qawasim clan (tribe Huwayla) enthroned in Sharjah and in 1727 declared the city independent. The whole Emirate of Sharjah is today governed by the dynasty Al-Qasimi, whose ancestors were the main leaders of the pirates of the Persian Gulf in the 18th-century whose expeditions started from their capital Sharjah. Britain managed to defeat them in 1820 and forced them to sign the Peace and Cooperation Agreement where the entire Emirate of Sharjah soon became a British protectorate.

Since in the 19th century the port of Sharjah was an important strategic and commercial center of the Persian Gulf, the United Kingdom, in 1823, already had set up their own agent in Sharjah. After it turned out that the port was shallow and



**Eye of the Emirates nudi panoramski pogled na Sharjah i Dubai/
Eye of the Emirates offers a panoramic view on Sharjah and Dubai**



veliki broj muzeja, galerija, spomenika, šetališta pa čak i Sharjah University City, najpoznatiji univerzitetski kampus u Emiratima koji doista impresionira. Usred pustinjske oaze u cvjetnom vrtu sa bujnom vegetacijom nalaze se raskošna zdanja brojnih fakulteta i prelijepih vila.

Etika i historija...

Grad krase ljepota islamske arhitekture i dizajna te veliki broj rekreacijskih površina i zabavnih parkova. Također, grad je poznat i po svojim elegantnim džamijama. Privatna zdanja uglednih porodica pretvorena

muddy, in 1954 Britain moved the agent for Political Affairs to Dubai, which has since grown into the largest port in that part of the Gulf. In December 1971 Britain left the Persian Gulf, and immediately after that, the city became the capital of Sharjah Emirate keeping the same name. The Palace of the ruler of the Emirate of Sharjah, Sultan bin Mohamed Al-Qasimija is located only 20 kilometers southeast of the city. Since 1998, the city was awarded by UNESCO and carries the title of the cultural capital of the United Arab Emirates but also the entire Arab world and in 2015 it was appointed the capital of tourism by the Arab Council of Tourism Ministers.

Its cultural size testifies the large number of museums, galleries, monuments, walkways and even Sharjah University City - the most famous and impressing university campus in the Emirates. In the middle of the desert oasis in the flower garden with lush vegetation one can find magnificent edifices of many colleges and beautiful villas. The main features of the city is the

Idealna šetnja obalom Al Khalid lagune/ Ideal walking along Al Khalid Lagoon

su u muzeje i vjerno oslikavaju raskoš arapskog svijeta prije upliva zapadnjačkih uticaja.

Već je Sharjah internacionalna zračna luka, poznata je po živopisnom okruženju, finim restoranima, kupovini i zapanjujućim atrakcijama, savršeno mjesto za vaš početak istraživanje fascinantnih znamenitosti u ovom gradu, u kojem vladavina šerijatskih zakona diktira način života stanovništva, ali i turista.

Rigidnost zakona u ovom najkonzervativnijem gradu Emirata, zakon o apsolutnoj zabrani posjedovanja, prodaje i konzumiranje alkohola i strogi kodeksi oblačenja i ponašanja za muškarce i žene, omogućili su očuvanje autentičnosti zajednice, što je i jedan od glavnih razloga posjete ovom regionu Ujedinjenih Arapskih Emirata.

To trebate imati na umu pri obilasku ovog grada, naprimjer autobuskim prijevozom koji ima sedam lokalnih i tri ekspres linije ili licenciranim taksi službama Sharjah, Emirates, Citi, Union i Advantege čije su taksi tablice zelene boje i pritom su uočljivije.

beauty of Islamic architecture and design and a large number of recreational areas and theme parks. Also, the city is known for its elegant mosques. Private buildings of influential families were turned into museums which faithfully reflect the grandeur of the Arab world before the Western influence.

Ethics and History...

The Sharjah International Airport is already known for its picturesque surroundings, fine restaurants, shopping and stunning attractions. It is a perfect place to start your exploration of fascinating attractions in this city, where the rule of Sharia law dictates the way of life of the population, but also to tourists.

The rigidity of the law in this most conservative city of Emirates in regards of the law on the absolute prohibition of the possession, sale and consumption of alcohol, a strict dress code and behavior of men and women, enabled the preservation of the authenticity of the community, which is one of the main reasons for visiting this region of

Ukoliko želite istraživati kulturno i historijsko naslijeđe kada se već nalazite u ovom gradu, obidite neke od najzanimljivijih lokacija poput Al Hisn Fort, utvrde iz 19. stoljeća koja se nalazi u srcu Sharjaha i koja je sa topovima i kulama okrenutim prema moru više od 200 godina bila u službi odbrane njegovih stanovnika. Obnovljena je 1997. godine i pretvorena u muzej koji daje uvid u društvenu historiju Emirata.

Preporučujemo da posjetite i Muzej islamske civilizacije, fascinantno mjesto za sve posjetitelje i vjernike, koji tu mogu vidjeti stari rukopisi Kur'ana, pisma Poslanika Muhameda te druge artefakte iz Meke.



**Al Hisn Fort, utvrda iz 19. stoljeća/
Al Hisn Fort, fortress from the 19th century**

the United Arab Emirates.

If you want to explore the cultural and historical heritage, you should visit some of the most interesting locations such as Al Hisn Fort, the fort from the 19th century which is located in the heart of Sharjah, facing the sea with its cannons and towers who were for more than 200 years in the service of the defense of its inhabitants. It was renovated in 1997 and turned into a museum which provides an insight into the social history of the Emirate.

We recommend that you visit the Museum of Islamic civilization, a

Sharjah je nakon Dubaja i Abu Dhabija treći najveći i najnaseljeniji grad Ujedinjenih Emirata, te istoimeni glavni grad i poslovno - administrativni centar emirata Sharjah.

Islamska umjetnost najviše se bazirala na lijepo ispisivanje teksta - kaligrafiju i sebi svojstvenu ornamentiku, tzv. arabesku. Tako se razvila najbogatija i najraznovrsnija poznata kaligrafija sa mnogo različitih vrsta pisama (kufi, nesh, sulus, ta'lik, divani...) i načina pisanja (u obliku kruga, u ogledalu, u obliku slike pred-

meta, ptice i sl.).

Muzej kaligrafije u Sharjahu je mali muzej sa prekrasnim kaligrafskim radovima perzijske, arapske i turske kulture, a pri muzeju funkcionira i umjetnička radionica gdje studenti mogu steći znanje iz ove oblasti.

Za sve koji vjeruju da se duh jednog grada najprije može doživjeti na lokalnoj pijaci, tu je Souq al-Arsah koja slovi za najstariju pijacu u Ujedinjenim Arapskim Emiratima i koja u ponudi ima voće i povrće iz skoro svih dijelova svijeta.

Drugi će zaviriti u Arheološki muzej koji posjetiocima nudi prikaz promjene paradigme u načinu života, od kamenog doba do današnjih dana, o čemu svjedoče artefakti koje posjeduje muzej, prvenstveno novac, nakit, keramika i staro oružje.

writing of texts in the most beautiful way the so-called arabesque - calligraphy with its related ornamentation. Thus the richest and most diverse known calligraphy with many different types of letters was developed (kufi, nesh, thuluth, ta'liq, sofas ...) including different ways of writing (in the form of a circle, in the mirror, in the form of images of objects, birds and similar.). The Museum of Calligraphy in Sharjah is a small Museum with beautiful calligraphic pieces of Persian, Arabic and Turkish culture, and within the museum there is an

After Dubai and Abu Dhabi, Sharjah is the third largest and most populous city of the United Arab Emirates, as well as the eponymous capital and business - administrative center of the Emirate of Sharjah

fascinating place for all visitors and the believers, who can see the old manuscripts of the Quran, the letters of the Prophet Muhammad and other artifacts from Mecca. Islamic art was mainly based on

art workshop where students can acquire knowledge in this area.

For all those who believe that the spirit of a city can be experienced at the local market, there's the Souq al-Arsah which is considered to be



U neposrednoj blizini smješten je i Muzej umjetnosti u kojem možete posjetiti postavku modernih umjetničkih radova regionalnih i međunarodno priznatih umjetnika. Ovaj muzej je i dom „kontemporarnog umjetničkog svijeta“, poznatog Međunarodnog bi-jenala umjetnosti koje se od 1993. godine održava u Sharjahu.

...kultura i zabava

Turisti koji su se u Sharjah zaputili sa djecom, ali i ostali koji su u potrazi za zabavom i uzbuđenjem, mogu posjetiti Sharjah Desert Park, smješten 28 kilometara od grada. Park koji se prostire na površini od jednog kvad-

the oldest market in the United Arab Emirates and which offers fruit and vegetables from almost all parts of the world.

Others will take a look at the Archaeological Museum, which offers to visitors a representation of paradigm shift in lifestyle, from the Stone Age to the present day, as evidenced by artifacts owned by the Museum, primarily money, jewelry, pottery and ancient weapons.

In the immediate vicinity the Museum of Art is located where you can visit the setting of modern art works of regional and internationally recognized artists. This museum is also home to "Contemporary Art World", the famous International Biennale of Art, that since 1993 is held in Sharjah.

...Culture and Entertainment

The Tourists who go to Sharjah with children, or others who are looking for fun and excitement, can visit the Sharjah Desert Park, located 28 kilometers within easy reach. The park which covers an area of one square kilometer, is divided into three components: the Natural History Museum, the Center of Arab

ratnog kilometra podijeljen je na tri komponente: Prirodoslovni muzej, Centar arapskih divljih životinja i Dječija farma.

Park svim posjetiocima pruža uvid u raznolikost flore i faune arapske pustinje i ima pet glavnih izložbenih dvorana u kojima je predstavljeno više od 100 vrsta životinja, od kojih su neke vrste izumrle. Dječija farma daje djeci priliku da dođe u bliski kontakt



Muzej kaligrafije sa radovima perzijske, arapske i turske kulture/
Museum of Calligraphy with Persian, Arabic and Turkish Culture pieces



Raznolikost flore i faune arapske pustinje u Sharjah Desert Parku/
The diversity of the flora and fauna of the Arabian desert in Sharjah Desert Park

s domaćim životinjama, kao što su magarci, koze, ovce i kokoši.

Aljazeera park jedna je od najzabavnijih turističkih atrakcija u gradu. Park je izgrađen kako bi stanovnicima Emirata i turistima iz cijelog svijeta osigurao prekrasan prostor za rekreaciju, zabavu i odmor. Pruža se na površini od 411.000 metara kvadratnih i sastoji se od 21 parka i 12 vrtova. Ovdje možete uživati u igranju fudbala ili košarke, organizirati porodični piknik, džogirati i jednostavno prošetati.

Svakako ne propustite svratiti i posjetiti ostale znamenitosti u Sharjahu, poput Al Majaz šetališta ili Kuću poezije, a ako vam ne prijaju temperature blizu 40 stepeni Celzijevih i ovaj grad želite posjetiti zimi kada su one nešto niže, svakako je preporuka da uživate u trkama F1 na vodi koje se održavaju u decembru.

Za sve šopingholičare tu je Blue Souq (Souq Al Markazi ili Central Souq), pomalo haotičan trgovački centar na dvije etaže, na kojima je smješteno blizu 600 trgovina.

U prizemlju možete kupiti zlato ili skupu dizajnersku odjeću, a na spratu prekrasne ćilime iz Afganistana ili sa

Wildlife and the Children's Farm.

The Park offers to all visitors a glimpse of the diversity of the flora and fauna of the Arabian desert and has five major exhibition halls with more than 100 species of animals, some of which are extinct species. The Children's farm gives children the opportunity to come in close contact with domestic animals such as donkeys, goats, sheep and chickens.

Aljazeera Park is one of the most exciting tourist attractions in the city. The park was built in order to provide to the residents of the Emirate and tourists from around the world a beautiful space for recreation, fun and relaxation. It stretches over an area of 411,000 square meters and consists of 21 parks and 12 gardens. Here you can enjoy a game of football or basketball, organize a family picnic, jogging and just walk.

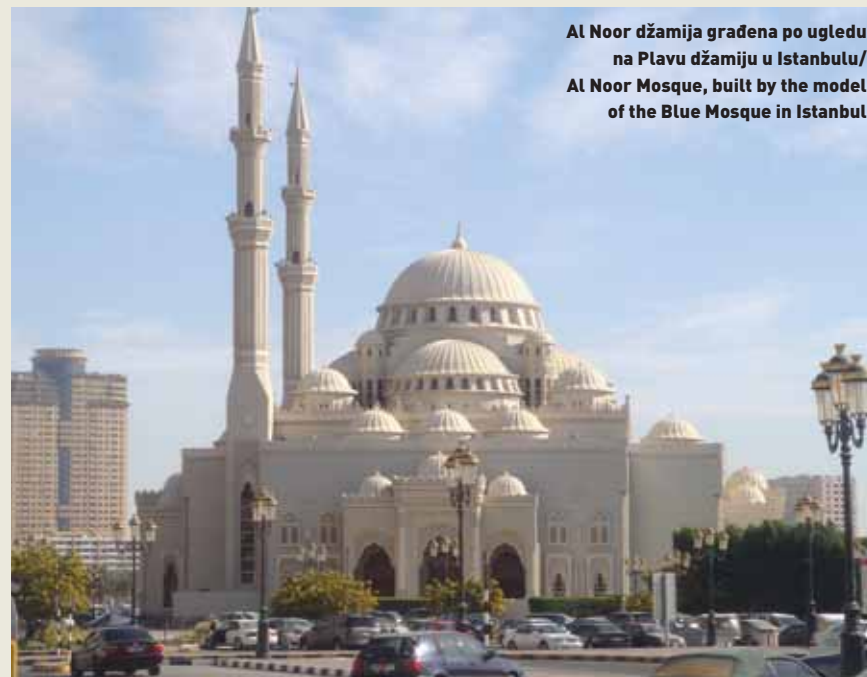
Be sure to stop by and visit other attractions in Sharjah, such as Al Majaz walkways or the House of Poetry, and if you are not comfortable with temperatures close to 40 degrees celsius and you want to visit this city in the winter when they



Vrijedni rukopisi Kur'ana u Muzeju islamske civilizacije/
Valuable manuscripts of the Quran at the Museum of Islamic Civilization



Muzej umjetnosti prati moderne tendencije/
Arts Museum follows the modern tendencies



Al Noor džamija građena po ugledu na Plavu džamiju u Istanbulu/
Al Noor Mosque, built by the model of the Blue Mosque in Istanbul

Privatna zdanja uglednih porodica pretvorena su u muzeje i vjerno oslikavaju raskoš arapskog svijeta prije upliva zapadnjačkih uticaja.

Tibeta. Cjenkanje je dozvoljeno i često će vam obezbijediti ogromne popuste. Grad ima više od 600 džamija. Prošetate li prelijepom Khalid lagunom, nećete moći, a da na njenim obalama ne opazite Al Noor džamiju, koja je građena po ugledu na Plavu džamiju u Istanbulu. Još jedna od onih koje krase ovo kulturno središte jeste i džamija

Kralja Faisala koja predstavlja dar gradu od kralja Saudijske Arabije, a otvorena je 1987. godine.

Ulaz je rezerviran samo za muslimane, a u sklopu džamije koja ima mjesta za 15.000 ljudi, postoje odvojene molitvene sobe za muškarce i žene. U njoj je smještena i Islamska biblioteka u kojoj se može pronaći više od 7.000 knjiga

neprocjenjive vrijednosti.

Horizont grada čine zlatne pješčane linije plaže i zaljeva, koji se razbija strmim pregibima. Uživate li u sportovima na vodi ili ronjenju, Sharjah je vaše idealno mjesto za opuštanje gdje ćete pronaći idealan odmor za vikend. Oni avanturističkog duha mogu jednostavno uživati na kampovanju. Boravak u motelu i hotelima uz obalu je sve što trebate ovog ljeta. Sharjah je i odlično mjesto da okusite pravu kuhinju Emirata.

Brojni restorani u svojoj ponudi nude jeftino jelo Shawarma, popularno kao brza hrana sa veoma zdravim sastojcima, ili pak Khubus, ukusno arapsko pecivo. ■



Najstarija pijaca u UAE, Souq al-Arsah / Souq al-Arsah , the oldest market in UAE

Private buildings of influential families were turned into museums which faithfully reflect the grandeur of the Arab world before the Western influence

are slightly lower, we recommend you to enjoy the races on the F1 on the water that are held in December.

For all shopaholics there is the Blue Souq (Souq Al Markazi or Central Souq), a bit chaotic shopping center on two floors with close to 600 stores.

On the ground floor you can buy gold or expensive designer clothes, and on the first floor you can find beautiful carpets from Afghanistan or from Tibet. Bargaining is allowed

and often will provide huge discounts.

The city has more than 600 mosques. If you walk along the beautiful Khalid lagoon, you will not be able not to notice the Al Noor Mosque on its banks, which was built by the model of the Blue Mosque in Istanbul. Another one of those that adorns this cultural center is the mosque of the King Faisal representing a gift to the city from the king of Saudi Arabia opened in 1987. The entrance is reserved only for

Muslims and in the mosque with a space for 15,000 people, there are separate prayer rooms for men and women. Within the mosque you can find an Islamic library with more than 7,000 invaluable books.

The Skylines of the city are made of golden sandy lines at the beach and bay, which breaks down in step folds. If you enjoy water sports or diving, Sharjah is your ideal place to relax even over weekends. Those adventurous can just enjoy a camping trip. Staying in motels and hotels along the coast line is all you need this summer. Sharjah is the perfect place to taste the real kitchen of Emirates. Numerous restaurants in its offer have cheap food Shawarma, popular as fast food with very healthy ingredients, or Khubus, delicious Arab rolls. ■

Vrijedi do izdavanja
novog reda letenja

J. P. MEĐUNARODNI AERODROM SARAJEVO D.O.O.

Datum izrade:

17. 05. 16

Zadani period pregleda:

19.05.16-29.10.16

LJETNI RED LETENJA
SUMMER FLIGHT SCHEDULE

PONEDJELJAK/MONDAY

R.B.	DOLAZAK/ARRIVAL			ODLAZAK/DEPARTURE			Tip OP	Važi od	Važi do
	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok			
1				OU 341	ZAGREB	06:30	redovni	23.05.16	24.10.16
2	RAC 9002	BERGAMO	06:30	RAC 801P	ANCONA	07:15	kargo	23.05.16	27.06.16
3				OS 760	VIENNA	07:35	redovni	23.05.16	24.10.16
4	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	23.05.16	24.10.16
5	RAC 9002	ANCONA	08:15				kargo	04.07.16	24.10.16
6	LIP 664	LJUBLJANA	09:15				kargo	23.05.16	26.09.16
7	RAC 9004	ANCONA	11:00				kargo	23.05.16	27.06.16
8	JP 700	LJUBLJANA	12:25	JP 701	LJUBLJANA	13:00	redovni	23.05.16	24.10.16
9	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:15	redovni	23.05.16	24.10.16
10	TK 1023	ISTANBUL	13:05	TK 1024	ISTANBUL	14:00	redovni	23.05.16	24.10.16
11	FZ 761	DUBAI	13:10	FZ 762	DUBAI	14:10	redovni	23.05.16	24.10.16
12	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	23.05.16	24.10.16
13	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	23.05.16	24.10.16
14	PC 729	ISTANBUL	15:35	PC 730	ISTANBUL	16:15	redovni	23.05.16	24.10.16
15	OU 344	ZAGREB	15:45	OU 345	ZAGREB	16:15	redovni	23.05.16	24.10.16
16	FZ 8761	DUBAI	16:35	FZ 8762	DUBAI	17:35	redovni	11.07.16	26.09.16
17				LIP 665	LJUBLJANA	17:50	kargo	23.05.16	26.09.16
18				RAC 9001	ANCONA	17:55	kargo	23.05.16	24.10.16
19	DY 1912	OSLO	18:50	DY 1913	OSLO	19:30	redovni	20.06.16	08.08.16
20	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	23.05.16	23.05.16
21	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	30.05.16	24.10.16
22	PC 6891	DALAMAN	20:20	PC 6892	ISTANBUL	21:00	redovni	30.05.16	30.05.16
23	OS 759	VIENNA	21:30				redovni	23.05.16	24.10.16
24	G9 313	SHARJAH	21:55	G9 314	SHARJAH	22:45	redovni	12.09.16	12.09.16
25	OU 342	ZAGREB	22:50				redovni	23.05.16	24.10.16

UTORAK/TUESDAY

R.B.	DOLAZAK/ARRIVAL			ODLAZAK/DEPARTURE			Tip OP	Važi od	Važi do
	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok			
1				OU 341	ZAGREB	06:30	redovni	24.05.16	25.10.16
2				OS 760	VIENNA	07:35	redovni	24.05.16	25.10.16
3	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	24.05.16	25.10.16
4	LIP 664	LJUBLJANA	09:55				kargo	24.05.16	27.09.16
5	RAC 9002	ANCONA	10:35				kargo	24.05.16	25.10.16
6	PC 729	ISTANBUL	10:40	PC 730	ISTANBUL	11:20	redovni	24.05.16	25.10.16
7	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:15	redovni	24.05.16	25.10.16
8	4U 492	COLOGNE	12:50	4U 493	COLOGNE	13:30	redovni	24.05.16	21.06.16
9	4U 492	COLOGNE	12:50	4U 493	COLOGNE	13:30	redovni	06.09.16	25.10.16
10	FZ 761	DUBAI	13:20	FZ 762	DUBAI	14:20	redovni	28.06.16	13.09.16
11	DY 4343	STOCKHOLM	13:55	DY 4344	STOCKHOLM	14:35	redovni	24.05.16	14.06.16
12	DY 4343	STOCKHOLM	13:55	DY 4344	STOCKHOLM	14:35	redovni	16.08.16	27.09.16
13	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	24.05.16	25.10.16
14	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	24.05.16	25.10.16
15	OU 344	ZAGREB	15:45	OU 345	ZAGREB	16:15	redovni	24.05.16	25.10.16
16	4U 492	COLOGNE	16:05	4U 493	COLOGNE	16:45	redovni	28.06.16	30.08.16
17	4U 2496	STUTT GART	16:20	4U 2497	STUTT GART	17:00	redovni	02.08.16	06.09.16
18	PC 731	ISTANBUL	17:35	PC 732	ISTANBUL	18:15	redovni	20.09.16	25.10.16
19	FZ 8761	DUBAI	17:45	FZ 8762	DUBAI	18:50	redovni	12.07.16	27.09.16
20				LIP 665	LJUBLJANA	17:50	kargo	24.05.16	27.09.16

UTORAK/TUESDAY

R.B.	DOLAZAK/ARRIVAL			ODLAZAK/DEPARTURE			Tip OP	Važi od	Važi do
	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok			
21				RAC 9001	ANCONA	17:55	kargo	24.05.16	25.10.16
22	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	24.05.16	24.05.16
23	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	31.05.16	25.10.16
24	DY 3286	COPENHAGEN	20:30	DY 3287	COPENHAGEN	21:10	redovni	21.06.16	09.08.16
25	OS 759	VIENNA	21:30				redovni	24.05.16	25.10.16
26	G9 311	SHARJAH	21:55	G9 312	SHARJAH	22:45	redovni	19.07.16	25.10.16
27	OU 342	ZAGREB	22:50				redovni	24.05.16	25.10.16

SRIJEDA/WEDNESDAY

R.B.	DOLAZAK/ARRIVAL			ODLAZAK/DEPARTURE			Tip OP	Važi od	Važi do
	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok			
1				OU 341	ZAGREB	06:30	redovni	25.05.16	26.10.16
2				OS 760	VIENNA	07:35	redovni	25.05.16	26.10.16
3	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	25.05.16	26.10.16
4	LIP 664	LJUBLJANA	09:55				kargo	25.05.16	28.09.16
5	RAC 9002	ANCONA	10:35				kargo	25.05.16	26.10.16
6	G9 311	SHARJAH	12:20	G9 312	SHARJAH	13:10	redovni	29.06.16	26.10.16
7	JP 700	LJUBLJANA	12:25	JP 701	LJUBLJANA	13:00	redovni	25.05.16	26.10.16
8	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:15	redovni	25.05.16	26.10.16
9	FZ 761	DUBAI	13:10	FZ 762	DUBAI	14:10	redovni	25.05.16	26.10.16
10	LX 1408	ZURICH	14:00	LX 1409	ZURICH	14:35	redovni	25.05.16	26.10.16
11	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	25.05.16	26.10.16
12	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	25.05.16	26.10.16
13	PC 729	ISTANBUL	15:35	PC 730	ISTANBUL	16:15	redovni	25.05.16	26.10.16
14	OU 344	ZAGREB	15:45	OU 345	ZAGREB	16:15	redovni	25.05.16	26.10.16
15				LIP 665	LJUBLJANA	17:50	kargo	25.05.16	28.09.16
16				RAC 9001	ANCONA	17:55	kargo	25.05.16	26.10.16
17	DY 4343	STOCKHOLM	20:00	DY 4344	STOCKHOLM	20:40	redovni	22.06.16	10.08.16
18	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	25.05.16	25.05.16
19	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	01.06.16	26.10.16
20	OS 759	VIENNA	21:30				redovni	25.05.16	26.10.16
21	OU 342	ZAGREB	22:50				redovni	25.05.16	26.10.16

ČETVRTAK/THURSDAY

R.B.	DOLAZAK/ARRIVAL			ODLAZAK/DEPARTURE			Tip OP	Važi od	Važi do
	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok			
1				OU 341	ZAGREB	06:30	redovni	19.05.16	27.10.16
2				OS 760	VIENNA	07:35	redovni	19.05.16	27.10.16
3	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	19.05.16	27.10.16
4	4U 492	COLOGNE	08:25	4U 493	COLOGNE	09:05	redovni	19.05.16	27.10.16
5	LIP 664	LJUBLJANA	09:55				kargo	19.05.16	29.09.16
6	RAC 9002	ANCONA	10:35				kargo	19.05.16	27.10.16
7	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:20	redovni	19.05.16	27.10.16
8	TK 1023	ISTANBUL	13:05	TK 1024	ISTANBUL	14:00	redovni	19.05.16	27.10.16
9	FZ 761	DUBAI	13:20	FZ 762	DUBAI	14:20	redovni	30.06.16	08.09.16
10	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	19.05.16	27.10.16
11	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	19.05.16	27.10.16
12	PC 729	ISTANBUL	15:35	PC 730	ISTANBUL	16:15	redovni	19.05.16	27.10.16
13	OU 344	ZAGREB	15:45	OU 345	ZAGREB	16:15	redovni	19.05.16	27.10.16
14	FZ 8761	DUBAI	16:35	FZ 8762	DUBAI	17:35	redovni	07.07.16	29.09.16
15				LIP 665	LJUBLJANA	17:50	kargo	19.05.16	29.09.16
16				RAC 9001	ANCONA	17:55	kargo	19.05.16	27.10.16
17	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	19.05.16	26.05.16
18	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	02.06.16	27.10.16
19	OS 759	VIENNA	21:30				redovni	19.05.16	27.10.16
20	G9 311	SHARJAH	21:55	G9 312	SHARJAH	22:45	redovni	21.07.16	27.10.16
21	OU 342	ZAGREB	22:50				redovni	19.05.16	27.10.16

Vrijedi do izdavanja
novog reda letenja

J. P. MEĐUNARODNI AERODROM SARAJEVO D.O.O.

Datum izrade:

13. 05. 16

Zadani period pregleda:

16.05.16-29.10.16

LJETNI RED LETENJA SUMMER FLIGHT SCHEDULE

PETAK/FRIDAY

DOLAZAK/ARRIVAL				ODLAZAK/DEPARTURE					
R.B.	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok	Tip OP	Važi od	Važi do
1				OU 341	ZAGREB	06:30	redovni	20.05.16	28.10.16
2				OS 760	VIENNA	07:35	redovni	20.05.16	28.10.16
3	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	20.05.16	28.10.16
4	LIP 664	LJUBLJANA	09:55				kargo	20.05.16	30.09.16
5	RAC 9002	ANCONA	10:35				kargo	20.05.16	28.10.16
6	PC 729	ISTANBUL	10:40	PC 730	ISTANBUL	11:20	redovni	20.05.16	28.10.16
7	G9 311	SHARJAH	12:20	G9 312	SHARJAH	13:10	redovni	20.05.16	28.10.16
8	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:20	redovni	20.05.16	28.10.16
9	TK 1023	ISTANBUL	13:05	TK 1024	ISTANBUL	14:00	redovni	20.05.16	28.10.16
10	FZ 761	DUBAI	13:10	FZ 762	DUBAI	14:10	redovni	20.05.16	28.10.16
11	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	20.05.16	28.10.16
12	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	20.05.16	28.10.16
13	JP 700	LJUBLJANA	15:05	JP 701	LJUBLJANA	15:40	redovni	20.05.16	28.10.16
14	4U 492	COLOGNE	15:20	4U 493	COLOGNE	16:00	redovni	15.07.16	19.08.16
15	OU 344	ZAGREB	15:45	OU 345	ZAGREB	16:15	redovni	20.05.16	28.10.16
16	FZ 8761	DUBAI	16:55	FZ 8762	DUBAI	17:55	redovni	15.07.16	30.09.16
17				LIP 665	LJUBLJANA	17:50	kargo	20.05.16	30.09.16
18				RAC 9001	ANCONA	17:55	kargo	01.07.16	28.10.16
19				RAC 9001	BERGAMO	17:55	kargo	20.05.16	24.06.16
20	G9 315	SHARJAH	18:00	G9 316	SHARJAH	18:50	redovni	08.07.16	08.07.16
21	LX 1408	ZURICH	18:55	LX 1409	ZURICH	19:30	redovni	20.05.16	28.10.16
22	PC 6891	ISTANBUL	20:00	PC 6892	ISTANBUL	20:40	redovni	27.05.16	27.05.16
23	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	20.05.16	27.05.16
24	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	03.06.16	28.10.16
25	DY 1912	OSLO	20:50	DY 1913	OSLO	21:30	redovni	24.06.16	12.08.16
26	OS 759	VIENNA	21:30				redovni	20.05.16	28.10.16
27	OU 342	ZAGREB	22:50				redovni	20.05.16	28.10.16

SUBOTA/SATURDAY

DOLAZAK/ARRIVAL				ODLAZAK/DEPARTURE					
R.B.	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok	Tip OP	Važi od	Važi do
1				OU 341	ZAGREB	06:30	redovni	21.05.16	29.10.16
2				OS 760	VIENNA	07:35	redovni	21.05.16	29.10.16
3	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	21.05.16	29.10.16
4	PC 729	ISTANBUL	10:40	PC 730	ISTANBUL	11:20	redovni	21.05.16	29.10.16
5	G9 311	SHARJAH	12:20	G9 312	SHARJAH	13:10	redovni	16.07.16	29.10.16
6	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:15	redovni	21.05.16	29.10.16
7	FZ 761	DUBAI	13:10	FZ 762	DUBAI	14:10	redovni	21.05.16	29.10.16
8	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	21.05.16	29.10.16
9	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	21.05.16	29.10.16
10	G9 313	SHARJAH	18:00	G9 314	SHARJAH	18:50	redovni	10.09.16	10.09.16
11	4U 492	COLOGNE	18:25	4U 493	COLOGNE	19:05	redovni	21.05.16	29.10.16
12	4U 2496	STUTTGART	20:00	4U 2497	STUTTGART	20:40	redovni	21.05.16	29.10.16
13	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	21.05.16	28.05.16
14	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	04.06.16	29.10.16
15	DY 4343	STOCKHOLM	20:45	DY 4344	STOCKHOLM	21:25	redovni	21.05.16	29.10.16
16	DY 1912	OSLO	21:20	DY 1913	OSLO	22:00	redovni	21.05.16	18.06.16
17	DY 1912	OSLO	21:20	DY 1913	OSLO	22:00	redovni	20.08.16	29.10.16
18	OS 759	VIENNA	21:30				redovni	04.06.16	29.10.16
19	G9 313	SHARJAH	21:30	G9 314	SHARJAH	22:20	redovni	16.07.16	16.07.16
20	OU 342	ZAGREB	22:50				redovni	21.05.16	29.10.16

NEDJELJA/SUNDAY

R.B.	DOLAZAK/ARRIVAL			ODLAZAK/DEPARTURE			Tip OP	Važi od	Važi do
	Broj linije	Destinacija	Vrijeme/Lok	Broj linije	Destinacija	Vrijeme/Lok			
1				OU 341	ZAGREB	06:30	redovni	22.05.16	23.10.16
2				OS 760	VIENNA	07:35	redovni	05.06.16	23.10.16
3	TK 1021	ISTANBUL	08:05	TK 1022	ISTANBUL	09:00	redovni	22.05.16	23.10.16
4	PC 729	ISTANBUL	10:40	PC 730	ISTANBUL	11:20	redovni	22.05.16	23.10.16
5	G9 311	SHARJAH	12:20	G9 312	SHARJAH	13:10	redovni	22.05.16	23.10.16
6	LH 1730	MUNICH	12:35	LH 1731	MUNICH	13:15	redovni	22.05.16	23.10.16
7	TK 1023	ISTANBUL	13:05	TK 1024	ISTANBUL	14:00	redovni	22.05.16	23.10.16
8	OS 757	VIENNA	14:20	OS 758	VIENNA	15:10	redovni	22.05.16	23.10.16
9	JU 112	BEOGRAD	14:45	JU 113	BEOGRAD	15:15	redovni	22.05.16	23.10.16
10	JP 700	LJUBLJANA	15:05	JP 701	LJUBLJANA	15:40	redovni	22.05.16	23.10.16
11	OU 344	ZAGREB	15:45	OU 345	ZAGREB	16:15	redovni	22.05.16	23.10.16
12	FZ 8761	DUBAI	16:35	FZ 8762	DUBAI	17:35	redovni	10.07.16	25.09.16
13	FZ 761	DUBAI	17:00	FZ 762	DUBAI	18:00	redovni	26.06.16	11.09.16
14	LX 1408	ZURICH	18:55	LX 1409	ZURICH	19:30	redovni	22.05.16	23.10.16
15	TK 1025	ISTANBUL	20:05	TK 1026	ISTANBUL	21:00	redovni	22.05.16	29.05.16
16	TK 1025	ISTANBUL	20:15	TK 1026	ISTANBUL	21:10	redovni	05.06.16	23.10.16
17	OS 759	VIENNA	21:30				redovni	22.05.16	23.10.16
18	G9 313	SHARJAH	21:55	G9 314	SHARJAH	22:45	redovni	11.09.16	11.09.16
19	OU 342	ZAGREB	22:50				redovni	22.05.16	23.10.16

* Međunarodni aerodrom Sarajevo zadržava pravo izmjene i dopune reda letenja

* International Airport Sarajevo keeps the right of any additional change of the Flight Schedule



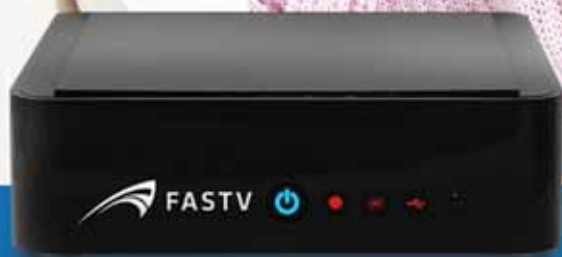


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