



Inflight

Montenegro Airlines Magazine

Ljeto 2009 Broj 20, Summer 2009 N°20



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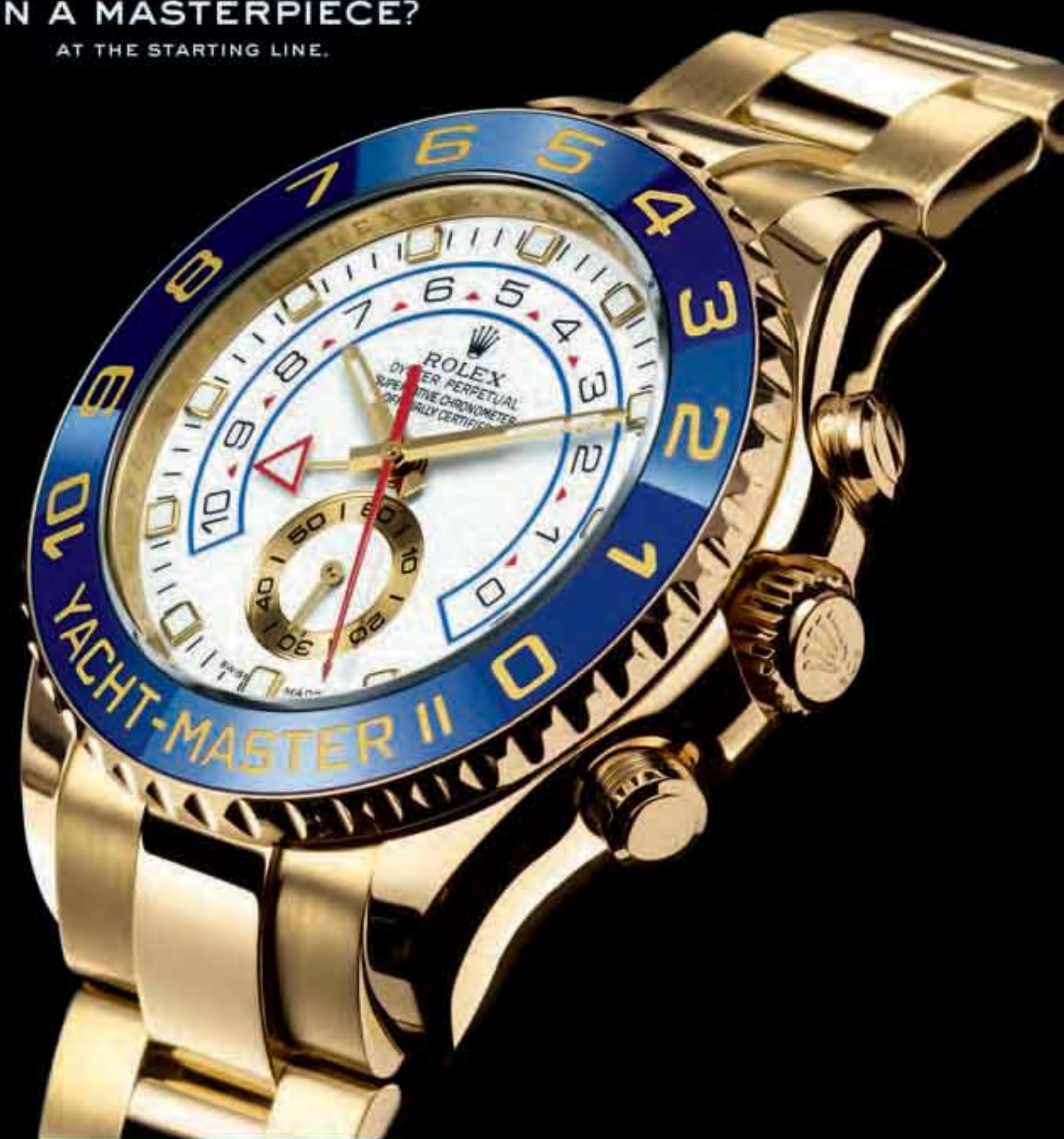
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 **EMBRAER 195**

Poštovani putnici,

Prije samo godinu dana slavili smo dolazak novog Embraera-195. Tokom njegove jednogodišnje eksploatacije, naš izbor se pokazao kao pravi. Pred početak ovogodišnje ljetnje sezone Montenegro Airlines je u svoju flotu uvrstio još jedan Embraer-195. Nabavkom i drugog Embraera, stvorili smo sopstvenu, moćnu E-jet porodicu aviona. Dva nova Embraera, dva sofisticirana aviona, sa već dokazanim Fokkerima-100, čine impozantnu flotu od sedam modernih letjelica.

Globalna finansijska kriza je i dalje pred nama. Uzrokovala je prizemljenje flota brojnih avio-kompanija. Avio-industrija gubi svoje tržišne pozicije, kompanije bankrotiraju, gubici su ogromni. Prošle godine avio-industrija je na globalnom nivou imala gubitak od pet milijardi dolara. Ove godine se očekuje dodatnih dvije i po milijarde dolara gubitka. Da bi se negativni trend što prije spriječio, potrebne su korjenite promjene. Avio-kompanije treba da implementiraju nove modele poslovanja, da usavrše proizvod koji nude, a prije svega da postignu efikasnost. Da bi se trenutak promjene desio, baš kao što tvrde međunarodni stručnjaci iz oblasti civilnog vazduhoplovstva, ne smije se stati sa investicijama u avio-biznis. Avio-biznis se mora razraditi, usavršavati. U tom smislu, inovacija flote Montenegro Airlinesa znači veću operativnu efikasnost, niže troškove održavanja, i niz pogodnosti koje se odnose na komfor putovanja. Ovo pokazuje da smo opredijeljeni da kroz pametne investicije budemo akteri koji će stimulisati crnogorsku privredu.

Inovacija flote i poboljšanje drugih servisa čine proizvod Montenegro Airlinesa vrlo konkurentnim. U toku je otvaranje novih avionskih linija, koje će, nadamo se, uticati da se ovoga ljeta brojni turisti opredijele baš za Crnu Goru. Naš novi veb-sajt i servis book & buy on-line pružaju Vam veći komfor prilikom korišćenja naših usluga, rezervisanja i kupovine karata, što stvara nove mogućnosti da lakše dođete do željenog odredišta.

Pitanja je puno, a u ovim teškim vremenima nema lakih odgovora. Neki od odgovora su: Crna Gora, Montenegro Airlines i Embraer-195. Provjereno dobar izbor.

S poštovanjem,

dr Zoran Đurišić, dipl.inž.,
Predsjednik Odbora direktora
Montenegro Airlinesa





Ladies and Gentlemen,

Only a year ago, we celebrated the arrival of a new Embraer-195. After its 12-month of use, we can say that it proved to be the right choice. On the eve of this year's summer season, Montenegro Airlines has added another new Embraer-195 to its fleet. Through the procurement of the second Embraer, we have created our own powerful E-Jets family of airlines. The two new, sophisticated aircraft such as the Embraer, together with the already proven Fokkers-100, make an impressive fleet of seven modern airplanes.

We are still facing the global financial crisis, which has grounded the fleets of many airlines. The airline industry is losing its market position, companies go bankrupt, and the losses are enormous. At the global level, last year's losses of the airline industry amounted to EUR 5 billion. This year, a loss of another EUR 2.5 billion is expected. Radical changes are necessary, in order to reverse these negative trends. The airline companies need to introduce new business models, improve the products they offer and, above all, increase their efficiency. According to international passenger aviation experts, for the moment of change to come, future investment in the airline industry must not stop. The airline business has to be developed and improved. In view of that, the modernized Montenegro Airlines fleet is aimed at increasing the fleet's efficiency, lowering maintenance costs, and securing all the other advantages that come with traveling comfort. This shows our commitment to the stimulation of Montenegro's economy by means of our resourceful investments.

Not only the modernization of its fleet, but also the improvement of its other services makes the product offered by Montenegro Airlines very competitive. The introduction of new flights is under way, which will hopefully attract more tourists to Montenegro this summer. The "book & buy" on-line service, offered on our new website, provides greater comfort when using our services, booking and purchasing tickets on-line, making it easier to reach your destination.

There are many questions, and there are no easy answers in these difficult times. Some of the answers we can offer are: Montenegro, Montenegro Airlines and Embraer-195. This choice has proven to be a good one.

Yours truly,

Zoran Djurisić, PhD
Chairman of the Montenegro Airlines
Board of Directors

President's message



Montenegro Airlines novi veb-sajt..... 16	New Montenegro Airlines web site18
Novi veb-sajt – Nove mogućnosti	Web site – New opportunities
“Book and buy online”	“Book and buy online”
Montenegro Airlines osoblje – žena pilot.....20	Montenegro Airlines crew – a female pilot.....22
Dama u kokpitu	A Lady in a Cockpit
Montenegro Airlines putovanja – Kopenhagen.....26	Montenegro Airlines travel – Copenhagen36
Urbana bajka Hansa Kristijana Andersena	An urban Hans Christian Andersen Fairy Tale
Janko Ljumović, direktor Crnogorskog narodnog pozorišta.....48	Janko Ljumovic, Director of the National Theatre of Montenegro58
Crna Gora jedna kulturna adresa	Montenegro, One Cultural Address
Nepoznati gorostasi - Kučka krajina..... 70	Unknown Giants - Kucka krajina84
Zaboravljena mjesta legendi i izumrlog plemena	Forgotten sites of legends and an extinct tribe
Kambodža - hramovi Angkor Wat.....98	Cambodia - Angkor Wat temples..... 110
Elokventne hiljadugodišnje ruine	Eloquent thousand-year old ruins
Horoskop za putnike 121	Travel Horoscope.....122
Kontakti..... 124	Contacts 124
Flota 126	Fleet 126
Destinacije 128	Destinations 128

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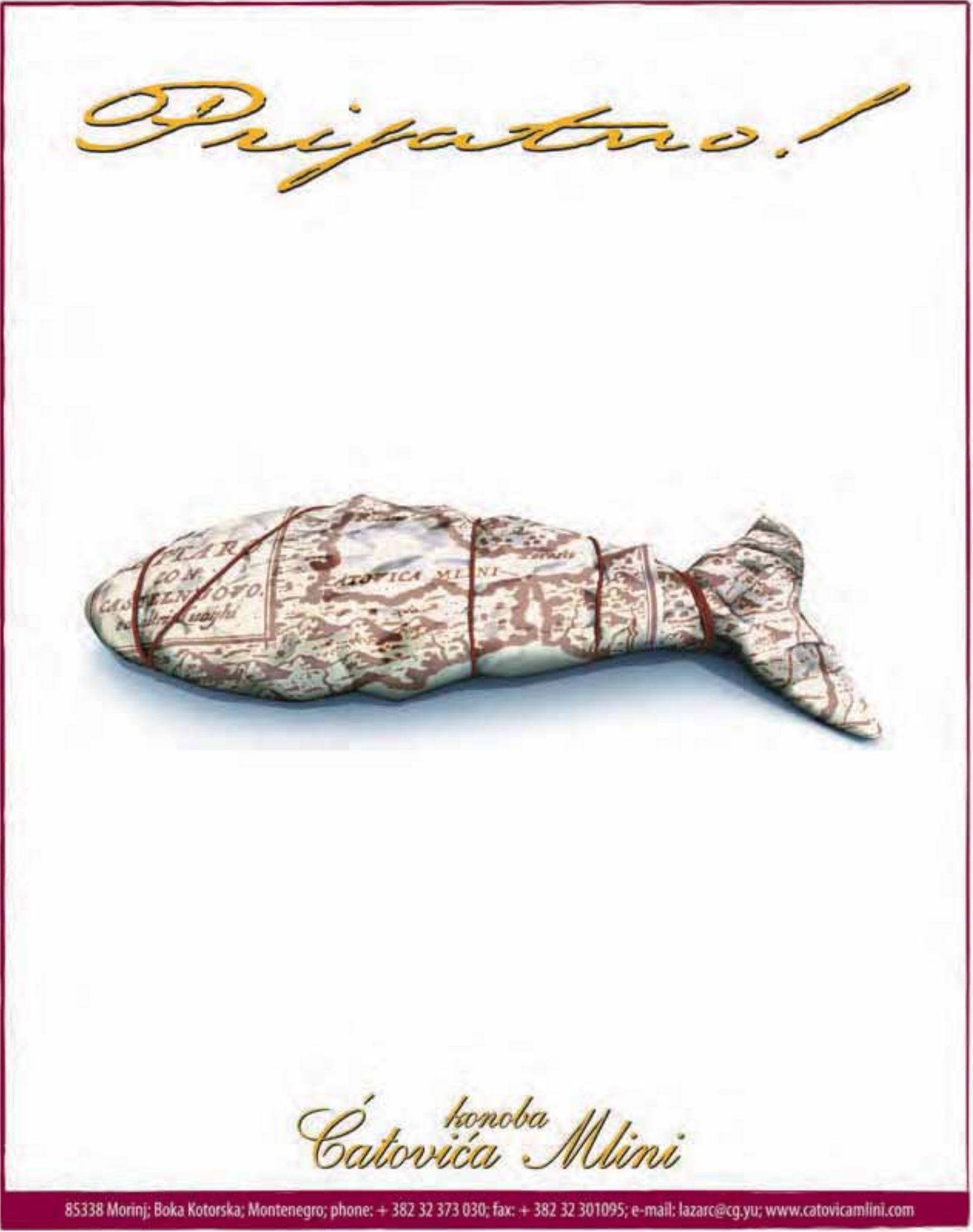
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EMBRAER 195 — SEDMI AVION U FLOTI MONTENEGRO AIRLINESA

Još jedan avion sa elektronskim identitetom

Od 23. maja flota Montenegro Airlinesa bogatija je za još jedan Embraer 195, avion koji se po mnogo čemu razlikuje od ostalih aviona današnjice. Ovo je najefikasniji, u tehnološkom smislu najnapredniji i najudobniji avion na nebu, što su naši putnici već imali priliku da primijete u proteklih godinu dana

Embraer 195 pripada Embraerovoj E-jets porodici i već je prepoznat po svojoj sofisticiranosti i izuzetnim performansama. Embraer 195 ima 116 komfornih sjedišta, po četiri u svakom redu, širi prolaz između redova, veći prostor za prtljag. Najmodernija tehničko-tehnološka rješenja ovog aviona opravdala su naziv koji nosi — avion 21. vijeka. Embraer 195 koristi potpuno integrirani avion-ski sistem, koji umnogome olakšava upravljanje i smanjuje opterećenost pilota. Nivo automatike na avionu je impresivan. Najnovija Fly by wire tehnologija avionu omogućava automatsko slijetanje (CAT 3 A/B) u teškim vremenskim uslovima i uslovima smanjene vidljivosti. Fly by wire tehnologija poboljšava efikasnost manevrisanja i povećava

udobnost putovanja.

Pogonska snaga Embraera 195 jesu dva motora američke kompanije General Electric Aviation. U pitanju su najnoviji modeli i u praksi su se pokazali kao veoma efikasni, izdržljivi i pouzdani. Sa oznakom koju nose — CF34-10, specijalno su dizajnirani da pruže veću snagu na dužim letovima i kao takvi su namijenjeni za regionalne civilne avione. Domet Embraera 195, sa maksimalnim brojem putnika 116, iznosi 3 334 km i kao takav namijenjen je za osvajanje novih tržišta. U maksimalnim iznosima dostiže brzinu 890 km/h i visinu leta 12 500 m. Prilikom uzlijetanja, sa gornjim limitom kada je težina u pitanju, Embraer 195 zahtijeva dužinu piste 2 044 m, dok mu je potrebna dužina piste za slijetanje 1 282 m.

Radni dan aviona nikad se ne završava. Nakon posljednjeg dnevnog leta, avion se podvrgava rutinskom održavanju kako bi se obezbijedilo da leti na vrijeme, svaki put. Zahvaljujući centralnom računaru za održavanje, koji se nalazi u avionu, E195 kontinuirano provjerava aktivnosti svakog sistema i dijela aviona. Nakon toga, informacije se mogu obraditi i planirati aktivnosti održavanja tokom noći kako bi se obezbijedilo redovno obavljanje letova narednog jutra.

Embraer 195 je model aviona koji odlikuje preciznost, efikasnost, pouzdanost i udobnost. Let ovim avionom biće za sve putnike Montenegro Airlinesa iskustvo koje se pamti.

EMBRAER 195 – THE SEVENTH AIRPLANE IN THE MONTENEGRO AIRLINES FLEET

Another aircraft with a digital identity

On 23 May, the Montenegro Airlines fleet became richer by another new Embraer 195, an aircraft very much different from the rest of contemporary airplanes. It is the most efficient, technologically advanced and comfortable airplane, as our passengers have had a chance to experience over the last 12 months.

The Embraer 195 belongs to the E-jets family and it has already become known as a sophisticated aircraft with extraordinary performance. The Embraer 195 has 116 comfortable seats, four in each row, a wider aisle space, and more cargo capacity. The state-of-the-art technology this aircraft boasts justifies the title it has been given as the aircraft of the 21st Century. The Embraer 195 uses fully integrated avionics, which greatly facilitates flying, reducing the pilot workload. The level of automatic systems this aircraft has is impressive. Using the latest fly-by-wire technology, the airplane is equipped for automatic landing (CAT 3 A/B) in poor weather and limited visibility conditions. Fly-by-wire technology improves the efficiency of manoeuvring, and

increases the comfort of flying.

The Embraer 195 is powered by two engines manufactured by the US company General Electric Aviation. This is the latest model of engine, which has proven its efficiency and reliability in practice. Carrying a CF34-10 designation, they are specially designed to provide extra power during longer flights, which is why they are used for regional passenger airplanes. With its maximum number of 116 passengers, the Embraer 195 has a range of 3,334 km, which qualifies this jet for the task of conquering of new markets. It has a maximum operating speed of 890 km/h and it can climb up to 12,500 m. With its maximum payload, its take off field length is 2,044m, while its landing field length is 1,282 m.

For the airplane, its working hours never end. After the last flight of the day, the aircraft goes for a regular maintenance check every time, in order to prepare it to keep up with its flight schedule. Thanks to the central maintenance computer in the aircraft, the E195 constantly monitors the functioning of every system and every part of the airplane. After that, the data is processed and the overnight maintenance requirements planned, in order to have the airplane ready for the next morning flight.

The Embraer 195 is a more precise, efficient, reliable and comfortable jet model. For all Montenegro Airlines passengers, flying this airplane will be a memorable experience.

Novi koncept putničke kabine

Double-bubble („dupli balon“) dizajn trupa, tj. ergonometrija putničke kabine, šira sjedišta i širi prostor za prolaz, podrazumijeva maksimalan komfor za putnike. Četiri sjedišta u jednom redu, eliminišući srednje sjedište, olakšavaju smještanje putnika u avion. Dakle, pored komfora, zahvaljujući ovome, Vaš ulazak i izlazak iz aviona biće brži i lakši – pravo zadovoljstvo. Najkomfortnija sjedišta u E-jet klasi aviona.

Veći i dostupniji prostor za prtljag u kabini.

Veći prostor za smještaj prtljaga ispod sjedišta, veći stočići ispred putnika. Najširi prolaz između redova u E-jet klasi aviona.



A new cabin concept

A double-bubble fuselage design, i.e. the ergonomics of the passenger cabin, wider seats and a wider aisle, maximizes passenger comfort. The four-abreast arrangement, eliminating the middle seat, facilitates the boarding of passengers. Therefore, apart from offering more comfort, this feature will make your boarding and disembarking faster and easier – a real pleasure. The most comfortable seats in the E-Jets family of airplanes.

More spacious and more accessible baggage compartments in the cabin.

More space for passengers baggage under the seats, larger tray tables. The widest aisle in the E-Jet family of airplanes.



Kokpit

Kokpit Embraera E-195 krajnje je sofisticiran. U njega je integrisana FBW (fly-by-wire) tehnologija, koja koristi električne komande leta, tj. električne impulse, kako bi se podesio položaj zakrilca, kao i propinjanje i skretanje aviona.

U kokpitu se nalazi pet ekrana na kojima su prikazuju podaci koji se tiču svih sistema u avionu, navigacije i vremenskih uslova.

Na kontrolnoj tabli čak postoji i „trekbol“, kontrolni uređaj za pokretanje kursora (uređaj poput kompjuterskog miša u koji je ugrađena kuglica koja se može pokretati prstima ili dlanom), slično kao i kod lap top kompjutera, kako bi se olakšao unos podataka. Sve ovo doprinosi lakšem upravljanju avionom, kao i lakšem rukovanju komandama. Najmodernija tehničko-tehnološka rješenja u kokpitu predstavljaju posljednju riječ tehnike, pa su sa pravom nazvani avionima 21. vijeka.

Cockpit

The cockpit of the Embraer E-195 is very sophisticated. It has integrated FBW (fly-by-wire) technology, using electrical flight controls, i.e. electrical impulses to adjust the horizontal flaps, as well as for climbing and changing direction.

The cockpit has five displays providing data related to all the systems in the aircraft, navigation and weather conditions.

Its control panel even has a “trackball”, a control device for the positioning of the cursor (it is a device similar to the computer mouse, with an integrated ball that can be moved by the fingers or the palm of the hand), designed to facilitate data entry. All this contributes to easier flying and the easier handling of controls. The cockpit features state-of-the-art technology, justifying the title of this aircraft – an airplane of the 21st century.

Embraer 195 prepoznatljiv je po svojoj sofisticiranosti, izuzetnim performansama i ekonomičnosti u eksploataciji.

Embraer 195 nudi najsavremeniji inženjering, superiornu ergonomičnost, izvanrednu efikasnost i impresivnu ekonomičnost.

Niži troškovi održavanja i dolet od 2100 NM čine da ovaj avion provodi više vremena u vazduhu nego na zemlji.

The Embraer 195 is recognized as a sophisticated, high-performance and economic aircraft.

The Embraer 195 offers state-of-the-art engineering, superior ergonomics, exceptional efficiency and impressive cost-efficiency.

The lower maintenance costs and a 2100 nautical miles range enable this plane to spend more time in the air than on the ground.



NOVI VEB-SAJT - Nove mogućnosti "Book and buy online"

Prateći svjetske trendove i potrebe inostranih korisnika, kao i zbog velikog interesovanja domaćih putnika, Montenegro Airlines je od 5. marta 2009. godine omogućio najbrži i najkomfortniji način kupovine avio-karata. U pitanju je "book and buy" servis,

tj. kupovina putem Interneta i novog veb-sajta. Putem novog web sajta www.montenegroairlines.com putnicima je omogućeno da na jednostavan način kupe svoje karte. Kupovina karata će se obavljati preko "booking enginea", koji je implementiran na svim strani-

cama novog sajta. Servis je prilagođen svim korisnicima, što podrazumijeva da ulaskom na naše stranice svi putnici mogu brzo i jednostavno izvršiti rezervaciju i kupiti svoju kartu. Sve što je potrebno jeste Internet konekcija i kreditna kartica, za sada American Express, a uskoro

i sve ostale.

Za korišćenje "book and buy" servisa dovoljno je da putnici prate jednostavne instrukcije date na novom veb-sajtu. U cilju lakšeg korišćenja ovog servisa, naša kompanija izradila je i promotivne flajere sa instrukcijama za korišćenje. Na novom veb-sajtu možete se informisati o redu letjenja i destinacijama, saznati aktuelno vrijeme polijetanja i slijetanja i otkriti šta je novo u ponudi Montenegro Airlinesa. Takođe se možete informisati koje su specijalne tarife i aranžmani spremni za vas. Na sajtu vas čeka i novi broj Inflight magazina sa mnoštvom zanimljivih članaka (magazin naše avio-kompanije). Ukoliko niste sigurni koju evropsku metropolu želite da posjetite, možda će vas baš Inflightov putopisni članak inspirisati na neko novo interesantno putovanje. Podaci na sajtu se redovno ažuriraju tako da možete uvijek biti informisani šta je Montenegro Airlines pripremio za vas. Produkcija novog veb-sajta vezuje se za šestu godišnjicu članstva Montenegro Airlinesa u "System User Amadeusu", vodećem svjetskom rezervacionom sistemu. Ovo članstvo otvorilo je nova tržišta i nove mogućnosti.

Novi veb-sajt modernog je dizajna i interaktivnog karaktera. Rađen je po najnovijim dizajnersko-grafičkim standardima i produkovan u najnovijoj IT tehnologiji. Adresa veb-sajta ostaje ista: www.montenegroairlines.com. Kratko uputstvo za kupovinu karte putem Interneta.

Ukoliko se odlučite za korišćenje našeg najnovijeg servisa i želite da kupite kartu on-line, dovoljno je da pratite sljedeće korake:

Korak 1.

Odaberite polazište i odredište (od-do), vrstu putovanja (jednosmjerno ili povratno putovanje), datume polaska i povratka, broj (1-8) i vrstu (odrasli, omladina, djeca, seniori ili infanti) putnika.

Izaberite opciju: Rezervišite let.

Korak 2.

Iz tabelarnog prikaza ponuđenih letova i cijena odaberite datum i ponudu koja vam najviše odgovara.

Izaberite opciju: Dalje.

Korak 3.

Potvrdite let(ove) koji Vam odgovara(ju) za traženi/-e datum(e). Potvrdite ponuđenu cijenu i uslove ponuđene tarife.

Izaberite opciju: Dalje.

Korak 4.

Provjerite detalje vašeg leta, cijenu, napomene u vezi tarife leta. Ukoliko želite, možete iskoristiti mogućnost nadogradnje do sljedeće tarife klikom na tipku - Obavite nadogradnju sada.

Izaberite opciju: Podaci o putnicima.

Korak 5.

Unesite lične podatke putnika.

Izaberite opciju: Kupovina.

Korak 6.

Unesite broj identifikacionog dokumenta. Dokument čiji ste identifikacioni broj unijeli morate imati sa sobom prilikom čekiranja.

Odaberite metod plaćanja (kupovina karticom ili na prodajnom mjestu Montenegro Airlinesa). Ukoliko plaćate karticom, unesite tražene podatke sa kartice.

Kliknite da prihvatate uslove kupovine.

Izaberite opciju: Rezervacija.

Korak 7.

Sačekajte trenutak. Dobićete broj rezervacije i obavještenje da li je plaćanje bilo uspješno.

Provjerite svoje dolazne e-mail poruke. Nakon uspješno obavljene rezervacije i plaćanja dobićete e-mail poruku sa detaljima rezervacije i potvrdom o obavljenom plaćanju, kao i brojem elektronske karte.



WEB SITE – New opportunities “Book and buy online”



For user-friendly navigation through the book and buy service, it is enough for customers to follow the simple instructions provided on the web site. Our company has prepared promotional flyers, with user instructions, in order to facilitate their navigation.

The new web site gives full details of flight timetables and destinations, arrivals and departures, as well as the new offers by Montenegro Airlines. Information about special tariffs and arrangements are also available, and you can also read the latest issue of our In-flight magazine featuring many interesting articles. If you are not sure which European metropolis you would like to visit, maybe our travel articles will inspire you when choosing a new interesting journey. The site is updated on a regular basis, keeping you always informed about everything that Montenegro Airlines has prepared for you.

The development of the new web site marks the sixth anniversary of Montenegro Airlines membership in the System User Amadeus, a leading booking system, which opened up new markets and offered new opportunities to the company.

The new web site has a modern design and interactive features, and it is developed to the latest design and graphical standards using state-of-the-art information technology. The web address remains the same: www.montenegroairlines.com.

Keeping pace with global trends and accommodating the needs of foreign clients, and in response to great interest by local passengers as well, Montenegro Airlines now offers, starting from 5 March 2009, the fastest and most comfortable way to buy airplane tickets so far. It is a “book and buy” service, that is, on-line purchasing, through a new web site. The new web site www.montenegroairlines.com offers passengers a simpler

way to purchase their tickets.

Tickets can be bought through a booking engine available on every page of the new web site. The service is user-friendly, meaning that passengers can book and buy their tickets on our web site, in a fast and simple way. All they need is an Internet connection and a credit card, only American Express for the time being, but the other types of cards will be introduced soon.

Some brief instructions for buying tickets online.

If you decide to use our latest service and purchase your ticket online, please follow the steps set out below:

Step 1

Select the departure and destination airports (from – to), type of flight (one-way or round-

trip) departure and arrival dates, number (1-8) and type (adult, youth, child, senior or infant) of passengers. Click on the “book flight” button.

Step 2

In the table of flights and prices offered, select the date and the preferred option. Click on the “continue” button.

Step 3

Confirm the preferred flight(s) for the selected date(s). Confirm the price and terms and conditions of the fare offered.

Click on the “continue” button.

Step 4

Check your flight details, your price, as well as the fare and flight notes. If you wish, you can use the opportunity to upgrade to a higher tariff by clicking on the “upgrade now” button.

Click on the “continue” button to go to “Travelers Information” page.

Step 5

Fill in the personal details of the passengers.

Click on the “continue” button to go to “Purchase Your Trip” page.

Step 6

Fill in the ID document number. During check-in, you are obliged to have this document with you, the ID number of which you have entered.

Select the manner of payment (by credit card or directly at the Montenegro Airlines office). If you pay by card, please enter the requested credit card details.

Select the field confirming that you accept the flight purchase conditions.

Click on the “continue” button to go to the “Reservation” page.

Step 7

Wait a few moments. You will be provided with a reservation number and informed if the payment was successful. Check your incoming e-mail messages. After a successful booking and payment, you will receive an e-mail message with the reservation details and payment confirmation, as well as the number of your e-ticket.



Dama u kokpitu

Mlada i šarmantna djevojka, Vesna Bučan jedina je žena profesionalni pilot u regionu zaposlena u avio-saobraćaju. Počasni je član "Udruženja linijskih pilota".



Vjerovatno ste je već primijetili na njenom radnom mjestu - u kokpitu aviona na mjestu kopilota. Mlada i šarmantna djevojka Vesna Bučan jedina je žena profesionalni pilot u regionu zaposlena u avio-saobraćaju. Ona je i počasni član „Udruženja linijskih pilota”. Naša šarmantna sagovornica kaže da joj je najsrećniji dan u životu bio kada je saznala da je dobila posao u kompaniji Montenegro Airlines.

Vesna nikada nema uobičajenu žensku dilemu „šta sutra obući za posao”. Ona uvijek zna da će obući uniformu, na kojoj ne bi ništa promijenila jer joj se izuzetno dopada.

Vesna je rođena prije 28 godina u Beogradu. Još kao djevojčica sanjala je da postane pilot. Za njenu ljubav prema avionima najviše je zaslužan otac Stanko, po profesiji avio-mehaničar, kontrolor. Vesna je od djetinjstva bila sportski tip koji obožava vožnju kolima i motorom. Međutim, tokom svog odrastanja bila je svjesna da je zanimanje pilota izuzetno zahtjevno i da je „rezervisano” za rijetke. Zbog toga je prvo upisala ljetnju školu letjenja na Pilotskoj akademiji u Vršcu. Definitivno se opredijelila za ovo zanimanje nakon završenog školovanja na JAT-ovoj pilotskoj akademiji na dvomotornom tipu aviona. Vesna ističe da nije teško voziti avion, ali da je dobar pilot onaj koji mnogo voli svoj posao. Upornost je ključna osobina kada je ovaj posao u pitanju. Kada je dobila posao u Montenegro Airlinesu, znala je da neće puno vremena provoditi kod kuće. Slobodne dane provodi u Beogradu, a radne u Podgorici i Tivtu. To joj nimalo ne pada teško i često u šali kaže da živi u „ljubavnom trouglu” Beograd-Podgorica-Tivat.

Vesna u Montenegro Airlinesu radi već godinu i šest mjeseci i do sada je oko 1200 časova provela u letjenju. Angažovana je na svim letovima i relacijama na kojima saobraća Montenegro Airlines.

Tačan naziv Vesninog zvanja jeste kopilot ili prvi oficir. Posadu aviona čine letačko osoblje - kapetan i kopilot (prvi oficir) i kabinsko osoblje - perser i članovi (stjuardese ili stjuarti). Kapetan je vođa vazduhoplova i on odgovara ako se bilo šta desi tokom leta. Za sve situacije koje iziskuju donošenje odluke, svako će iznijeti svoje mišljenje, ali kapetanova odluka je konačna.

S obzirom na to da nije uobičajeno da se jedna djevojka, njenog izgleda, bavi ovakvim zanimanjem (koje je uglavnom rezervisano za muškarce), na pitanje kako njen izbor zanimanja komentarišu njeni prijatelji, Vesna odgovara: „Moji prijatelji su uvek bili uz mene, pa kad sam im saopštila kojim poslom želim da se bavim, u potpunosti su me podržali i ostali

verni prijatelji sve ovo vreme. Od kada radim ređe ih viđam. Na samom početku bavljenja ovim poslom bilo je i zajedljivih komentara, ali na njih nikad nisam obraćala pažnju. Ono što je najbitnije jeste kolegijalan i profesionalan odnos sa kolegama.”

Što se putnika tiče kaže da se često desi da putnici i ne obrate pažnju na damu u uniformi, jer misle da je stjuardesa, a kada je vide u kokpitu, komentari su pozitivni i na nju gledaju sa simpatijama.

Kao najveću prednost svog posla izdvaja dinamičnost i osjećaj moći prilikom upravljanja tako velikom letjelicom. Želja joj je da propu- tuje što više i posjeti sva divna mjesta koja je

imala prilike da vidi sa visine. Presudna je njena velika ljubav prema poslu i posvećenost. Na pitanje šta je najvažnije za uspešnog pilota, ističe da je od presudnog značaja da je čovjek siguran u sebe, odlučan i smiren u vanrednim situacijama. Za sebe kaže da je temperamentna, iskrena, uporna i tvrdoglava, ali takođe vrlo dobro zna da kontroliše situaciju oko sebe. Najljepše dane provela je za vrijeme školovanja i ističe da su joj najljepši trenuci u životu vezani upravo za letjenje. Vesna ima ambicije napredovanja do pozicije kapetana, a do nje može stići otprilike za tri godine. Nada se da će vremenom dobiti dozvolu da leti i na drugim tipovima aviona.



MONTENEGRO AIRLINES CREW – A FEMALE PILOT

A Lady in a Cockpit

She is young and charming young woman. Vesna Bucan is the only professional female pilot in the region working in the air transport industry, and an honorary member of the Air Line Pilots Association.

You have probably noticed her at her place of work, in the copilot's seat in the cockpit. This charming young woman, Vesna Bucan, is the only professional female pilot in the region working in the air transport industry, and an honorary member of the Air Line Pilots Association. She says that the happiest day of her life was when she found out that she had got a job with Montenegro Airlines.

Vesna never has the what-to-wear-for-work dilemma typical of many women. She always knows she will be wearing a uniform, and it is one she wishes to change nothing about, as she loves it exactly the way it is.

Vesna was born 28 years ago in Belgrade. Even as a small girl, she dreamt of becoming a pilot. Most of the responsibility for her love of airplanes lies with her father Stanko, an aircraft mechanic and controller. Ever since her childhood, Vesna has loved vehicles, always fond of cars and motorcycles. However, while growing up she became aware that piloting is a very demanding profession "reserved" for the select few. That is why she first enrolled on a summer piloting school at the Pilot Academy in Vrsac. She became certain it was the right profession for her, after she graduated from the JAT Pilot Academy, and completed her training in a twin-engine airplane. Vesna says that it is not difficult to fly an airplane, but a good pilot is the one who loves their job very much. Persistence is the main characteristic this job requires. With her job in Montenegro Airlines, she knew she would not be spending much time at home. She spends her days off in Belgrade, while

her working days are reserved for Podgorica and Tivat. She does not find this difficult to cope with and she often jokes that she lives in a "love triangle" Belgrade – Podgorica – Tivat.

Vesna has been working for Montenegro Airlines for eighteen months now and she has spent around 1,200 hours flying. She covers all the flights and destinations Montenegro Airlines offers.

Vesna's exact job title is copilot or the first officer. An airplane crew is comprised of the flight crew: a captain and a copilot (first officer), and the cabin crew comprised of a purser and crew members, or flight attendants. The captain is in charge of the airplane and is responsible for anything that happens during the flight. In a situation that requires decision-making, everybody will give their opinion, but the final decision is always made by the captain.

Given that it is unusual to see a woman in this line of work, usually reserved for men, when asked how her friends comment on her choice of profession, Vesna says: "My friends have always supported me, and when I told them what I wanted to do, they backed my decision completely and have remained loyal friends all this time. I have been seeing less of them since I started working. When I started work, there were some sarcastic comments, but I have never paid much attention to them. The most important thing is a friendly and professional relationship with other colleagues."

As for the passengers, she says that they usually pay no attention to a lady in uniform, mistaking her for a stewardess, but when they see her in the cockpit their comments are positive and supportive.

As to the greatest advantage of her work, she sees it as the dynamic pace and the sense of power when flying such big aircraft. It is her desire to travel as much as possible and to actually visit all the beautiful places that she has seen only from above. This great love and devotion to her job are the most important factors for her future career.

Asked what is the most important thing for every pilot, she says that self-confidence is of vital importance, as well as the ability to stay decisive and calm in emergency situations. She considers herself to be temperamental, frank, persistent and stubborn, although always able to control the situation around her very well.

She has spent the nicest days of her life in the school, although she points out that her best moments were experienced when flying. Vesna has the ambition to advance to the position of captain, she is currently approximately three years away from that. She hopes she will eventually get a licence to fly other types of airplanes as well.



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MONTENEGRO AIRLINES PUTOVANJA - KOPENHAGEN

URBANA BAJKA HANSA KRISTIJANA ANDERSENA

Kopenhagen je svjetska ekološka metropola za koju se planira da do 2015. godine postane područje sa najboljim urbanim okruženjem u rangu glavnih gradova.

Tekst: **Sandra Marković**

Prije više od hiljadu godina Kopenhagen je bio ribarsko naselje, smješteno na obali koju danas zovemo Oresund. Smješten je u uskom moreuzu između Danske i Švedske, i ostrva Zeland i Amager. Slavenski pirati, koji su tokom XII vijeka napadali i pljačkali ovu obalu, naveli su lokalno stanovništvo, predvođeno biskupom Absalomom, da na ostrvcu Slotsholmen, unutar luke, podignu utvrđenje. Zahvaljujući novcu, do kog se kao i stotinama godina ranije dolazilo od ulova lokalnih ribara, ali i dobroj strateškoj poziciji, grad u XV vijeku postaje prijestonica, preuzevši primat ekonomskog, trgovačkog i kulturnog centara Danske. Fuzija starog i novog, tradicionalnog i modernog, utiče na bogatstvo impresija koje ćete ponijeti iz ovog grada. Kopenhagen je svjetska ekološka metropola za koju se planira da do 2015. godine postane područje sa najboljim urbanim okruženjem u rangu glavnih gradova.

Da biste obišli i vidjeli sva ona mjesta koja se smatraju „obaveznim“, moraćete da odvojite najmanje tri dana. Istočno od glavne željezničke stanice nalazi se zabavni park **Tivoli**. Jedan je od najpoznatijih zabavnih parkova u Evropi. Od kada je otvoren, prije više od 165 godina, ovaj romantični park nije izgubio ništa od svoje jedinstvene atmosfere i staromodnog šarma, tako da i dalje predstavlja glavnu dansku turističku atrakciju. Kombinovanjem zabavnih vožnji, koncerata, baleta, pozorišta na otvorenom sa pratećim uslužnim restoranima visoke klase i kioscima brze hrane, ovdje možete provesti čitav dan okruženi pagodama obrađenim u kineskom stilu, kao i modernim dijelovima u vidu visećih bašta i neobičnih fontana.

Iza Tivolija je **Trg gradske skupštine** (Radhuspladsen) odakle se pruža ulica **Stroget**, u stvari, nekoliko povezanih ulica i trgova koji predstavljaju najdužu pješačku trgovačku ulicu u Evropi. Ona krije mnoga zvučna modna imena poput Prade, MaxMare, Louisa Vuittona i Chanela, te najstarije gradske robne kuće Illum i Magasin. U Strogetu možete uživati u kafićima uz dansko pecivo i kafe-late (koje Danci obožavaju) i gledati ulične zabavljače iz čitavog svijeta. Ulica vodi do drugog glavnog gradskog trga, **Kongens Nytorv**. Odatle se pruža **čtvrtna Luka** i **čuvni**



Dvorac Christiansborg



Botanička bašta



Park Churchill



Café na keju Nyhavn

keji **Nyhavn**. Ono što ćete svakako primijetiti jeste da Danci imaju veoma izgrađen odnos prema tradiciji. Gradi se malo - staro se poštuje i čuva. Nekadašnji barovi i bordeli, koji su dominirali ovim dijelom grada, danas su šarene, stare, ali očuvane građevine, sa restoranima, kafeima i pabovima, u kojima se serviraju tradicionalna danska jela. I Hans Kristijan Andersen je ovdje živio, pa se na njegov rođendan 2. aprila, mogu vidjeti stotine ljudi, koji se u kostimima inspirisanim likovima iz njegovih bajki šetaju ulicama. S obzirom na to da je Kopenhagen prošaran kanalima, ovdje možete turističkim brodićem započeti vožnju po kanalima, koja je turistima jedan od najprivlačnijih i najjednostavnijih načina da se upoznaju sa znamenitostima Kopenhagena.

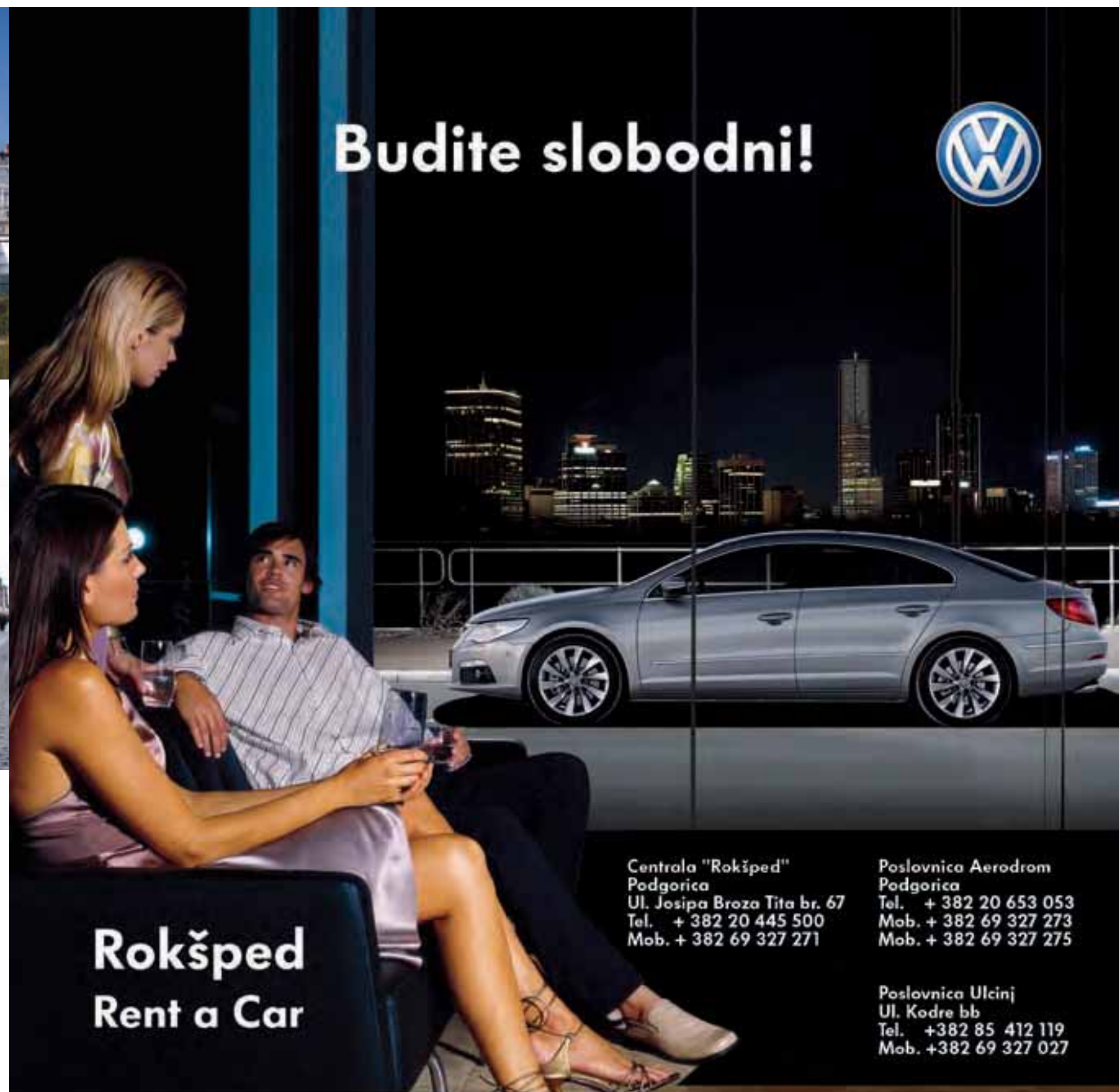
Ukoliko ste se opredijelili za suvozemnu varijantu saobraćaja, predlažemo vam kupovinu karte – **CPHCARD. Za 29 eura imate kartu koja vrijedi 24 časa, a za 58 eura na 72 sata** dobijete ne samo besplatan prevoz u svim vrstama transporta (voz, bus, metro) nego i ulazak u preko 60 atraktivnih mjesta - poput muzeja, galerija, kao i brojne popuste u restoranima, specijalizovanim radnjama... Savjetujemo vam da desetak dana prije polaska na put poručite preko interneta ovakvu kartu i ona će vam stići na kućnu adresu, zajedno sa pisanim uputstvima i vodičem. Naravno, pored romantične vožnje brodićem ili praktične vožnje metroom, preporučen način za obilazak Kopenhagena jeste i - vožnja **biciklom**! Možete da iznajmite bicikl ili da ga uzmete potpuno besplatno po principu iznajmljivanja kolica u supermarketu. Grad je turistima osigurao posebne bicikle koji se mogu pronaći na nekom od stotinak biciklističkih stajališta, razasutih po centru grada. Besplatni

crveni bicikli, na kojima piše „city bike“, vezani su lancima za mjesto gdje su parkirani, a za jedan od njih potreban vam je novčić. Bicikl možete koristiti koliko god želite, a prilikom vraćanja bicikla, propisno ga parkirajte i zavezite, pa će vam novac biti vraćen. Besplatni bicikli smiju se voziti svuda po starom jezgru Kopenhagena, ali ne i izvan starog grada. Na upravljaču bicikla nalazi se plan grada sa tačno ucrtanim ulicama koje predstavljaju granicu izvan koje ne smije da se ide biciklom. Na njemu su ucrtane gradske znamenitosti i turističke atrakcije, kako bi se lakše do njih došlo. Bicikl nije samo simbol atraktivnog razgledanja grada. Životom Danaca dominiraju bicikli, posebno oni stari, crni, u retro fazonu, omiljeni i sveprisutni. Automobila je jako malo, osim taksija koji su jako skupi, jer se na automobile plaća „porez na luksuz“, a on je izrazito visok pa je cijena novog automobila u Danskoj skoro tri puta veća nego u Njemačkoj. Vlasti primjenjuju razne mjere kako bi se ulični koridori učinili još prijatnijim i sigurnijim, a time i broj biciklista povećao. Tendencija je da Kopenhagen postane „most bicycle-friendly“ grad na svijetu (grad koji daje prednost biciklu u gradskom saobraćaju), i po pitanju bezbjednosti biciklista u saobraćaju, i po mogućim brzinama kretanja. Prema postojećim podacima čak trećina zaposlenih koristi ovo prevozno sredstvo do svog radnog mjesta, a do 2015. predviđa se povećanje broja biciklista za 50%.

ATRAKCIJE KRALJEVSKOG GRADA

Kopenhagen ima veliki broj galerija i specijalizovanih, intrigantnih ili u najmanju ruku neobičnih muzeja, koji pokrivaju sve

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Statua Mala sirena, simbol grada



Dvorac Rosenberg

teme - od erotike do porcelana. Muzeji su prepuni posjetilaca, a obično je jednog dana u nedjelji ulaz u muzeje besplatan.

Amalijenberg palata - kraljevska palata iz XVII vijeka, boravište je danskih monarha, tj. zimska rezidencija danske kraljevske porodice od 1794. godine. Četiri identične palate u rokoko stilu nalaze se jedna nasuprot drugoj, okružujući centralni trg, a čuvaju ih stražari čija je ceremonijalna smjena svakog dana u podne.

Nacionalni muzej predstavlja glavnu istorijsku i kulturnu instituciju zemlje (ulaz je besplatan). U njemu se mogu naći najbolji danski artefakti od paleolitskog perioda do XX vijeka. Uz najnovije video-radove možete vidjeti i djela Ticijana, Rubensa, Rembranta, El Greka, Matisa, Pikasa...

Dvorac Rozenborg - Sagrađen je u XVII vijeku u holandsko-renesansnom stilu. Rozenborg je bio glavna rezidencija Kristijana IV i glavna kraljevska palata do kraja prošlog vijeka. U kraljevskoj riznici, smještenoj u podrumu dvorca, izloženi su kraljevski nakit i ostala kraljevska blaga, koja datiraju od XVI do XIX vijeka. U dvorcu se mogu vidjeti mermerne i oslikane tavanice, pozlaćena ogledala, lavovi, zlatno posuđe... Grad je prepoznatljiv po lijepo sređenim zelenim površinama i parkovima, a vrt dvorca (Kraljevski park, ulaz je besplatan) zasađen 1606. godine, jedan je od najljepših u cijelom gradu.

Odvojeno od centra grada, na ostrvu **Slotsholmen**, nalazi se **Palata Christiansborg**, u čijim se temeljima nalaze ostaci tvrđave oko koje je nastajao grad. U palati je danas smješten danski parlament - sjedište izvršne, zakonodavne i sudske vlasti Kraljevine Danske. Jedina je zgrada na svijetu gdje su sva tri oblika vlasti grupisana na jednom mjestu. Palata je izgrađena 1745. i više puta je gorjela u požarima i potom obnovljana. Na ostrvu postoji mnogo zanimljivosti, među kojima su **pozorišni muzej**, muzej **kraljevskih kočija**, kao i **muzej oružja**.

Mala sirena - Nadahnut likom iz istoimene bajke Hansa Kristijana Andersena, kao i tradicionalnim mornarskim životom stanovnika ovog grada, ovaj kip veličine prosječne žene, postavljen je na obali Kopenhaga 1913. godine. Kip sirene postao je jedan od najčešće, u turističke svrhe, eksploataisanih simbola ovog grada. Nalazi se u vodi, na kamenu, pored parka Kastelet. Nemojte da se iznenadite ako u trenutku vaše posjete sirena ne bude imala neki dio tijela. Naime, lokalni vandali joj često ukradu neki dio, na veliku žalost turista koji ostaju uskraćeni za punu ljepotu kipa. Kip male sirene naručio je i gradu poklonio Karl Jakobsen, osnivač Karlsberga, svjetski čuvene pivare.

Pivara Karlsberg - Istorija ove kompanije počinje davne 1847. godine osnivanjem prve pivare. Njen osnivač **J. C. Jacobsen** pivari je dao naziv po svom petogodišnjem sinu Karlu. Moguć

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Od aerodroma Kastrupa do centra grada stiže se u rekordnom vremenu: metroom sa terminala 3 za 15 minuta stiže se na trg Kongens Nytorv u samom srcu grada; vozom, takođe sa termnala 3, za samo 12 minuta stiže se na Hovebanegården, centralnu željezničku stanicu.

Raskrznica u Kopenhagenu

je i obilazak pivare - stručni vodič upoznaće vas sa istorijom te slavne pivare, procesom proizvodnje piva, fermentacijom, a dozvoljena je i degustacija različitih vrsta piva. Karlsberg ima svoj vlastiti muzej i najveću zbirku neotvorenih flaša piva na svijetu - preko 15.000 vrsta.

Noćni život - Poznat po svom noćnom životu, Kopenhagen je jedan od najzbudljivijih skandinavskih gradova sa mnoštvom kafića, barova i restorana. Grad ima odlične poslastičarnice i kafane, tradicionalne riblje restorane, pivnice... Uveče se preporučuje živahna mornarska

čtvrť Nyhavn. Čtvrť je puna živopisnih lokala u kojima se može popiti danska rakija i pojesti poznati danski sendvič. Dušu Kopenhagena čine njegovi stanovnici - tolerantni, prijatni, opušteni i pozitivni. Ne robuju pravilima i modnim trendovima i uopšte vas ne odmjeravaju na ulici, niti procjenjuju na prvi pogled, ali to ne znači da su hladni ili nezainteresovani. To je prosto način življenja i ophođenja. „Gledaju svoja posla“, a prilog tome jeste i činjenica da nije-dan stan u gradu nema zavjese. Vole da se druže, ali nemojte se iznenaditi ako vas pozovu na žurku i kažu da donesete sa sobom ono što ćete konzumirati.

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Ukoliko nemate mnogo vremena, a želite da posjetite bar još jednu skandinavsku zemlju, najlakše vam je da skoknete do Švedske i Malmea. Jula 2000. otvoren je 16 km dugačak most koji spaja Kopenhagen i Malme. Pošto je prelaz kolima veoma skup, preporučujemo vam vožnju autobusom - za svega desetak eura (busevi saobraćaju veoma često).

Bicikl, omiljeno prevozno sredstvo

Danci govore istoimenim jezikom, koji je sličan norveškom i švedskom. Uglavnom svi dobro govore engleski, te problema sa sporazumjevanjem gotovo i da nema.

Visokim poreskim obavezama, država je obezbijedila blagostanje i visok standard života i rada (socijalno i zdravstveno osiguranje, besplatno školovanje i stipendije, brigu o starim i hendikepiranim osobama...).

Možda ćete biti iznenađeni visokim cijenama koje su rezultat visokog standarda ove zemlje, možda će vas začuditi i način života ovih ljudi, ali sigurno je da će vam se dopasti temperament domaćeg stanovništva koje „zrači“ smirenošću, pa se umjesto napetosti, nervoze i kolektivne „žurbe“ ulicama širi duh prijateljstva i izrazite ljubaznosti.



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Restoran "Stari Mlini" otvoren je svakog dana od 10 do 24 h. Parking prostor obezbjeđen. Mogućnost korišćenja pristaništa sa vezom za brodove.

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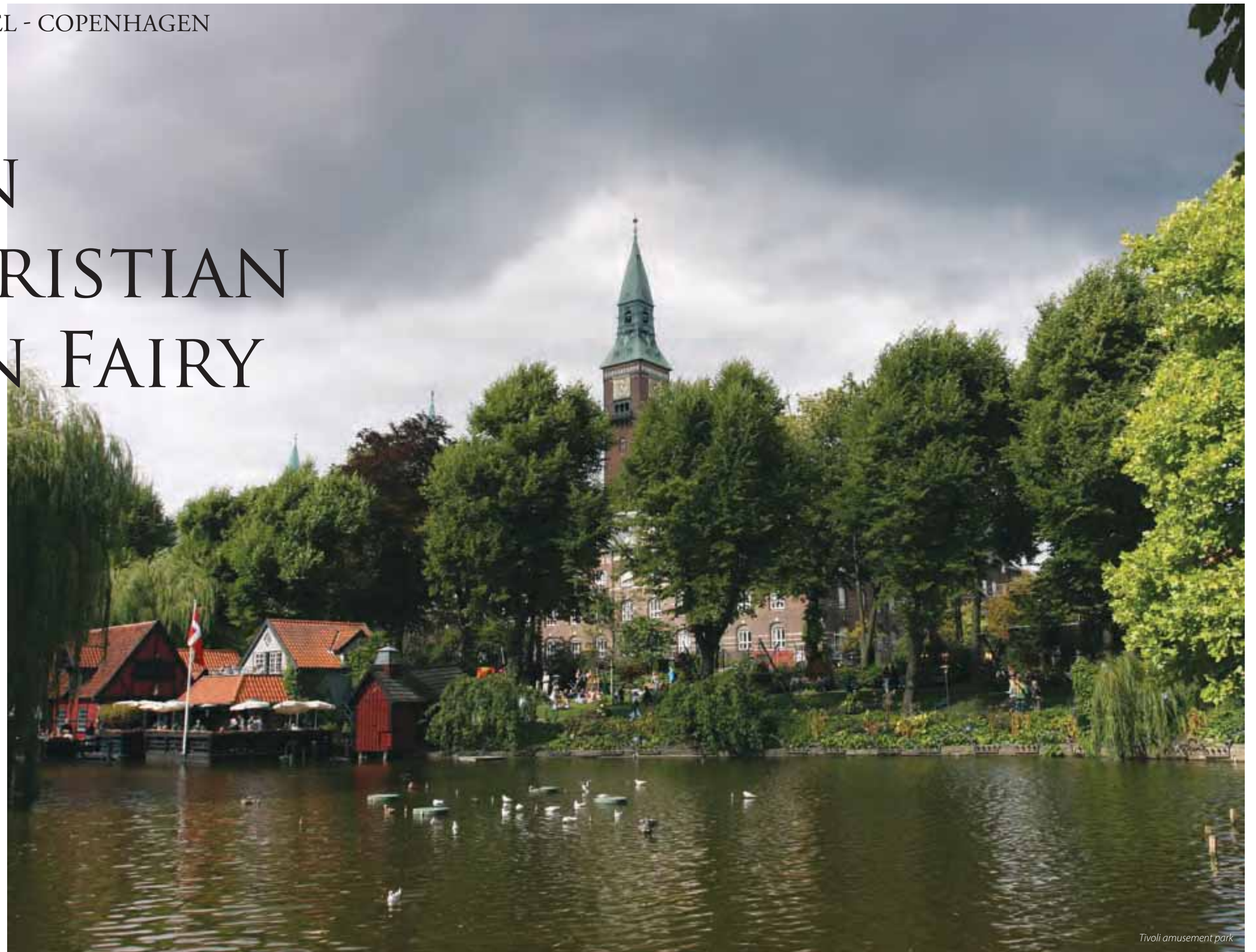
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AN URBAN HANS CHRISTIAN ANDERSEN FAIRY TALE

Copenhagen is the ecological metropolis of the world, planned to become the capital with the best urban environment by 2015



Tivoli amusement park



Nyhavn

The inner city can be reached from the Kastrup airport in record time: it takes 15 minutes to reach the Kongens Nytorv square, located at the very heart of the city, by metro departing from the airport terminal 3, while it takes only 12 minutes to reach the central train station Hovebanegården by train, also departing from the same terminal.

Text: **Sandra Markovic**

Over a thousand years ago, Copenhagen was a small fishing village, located on the seashore, known today as Oresund. It is situated on the narrow strait between Denmark and Sweden, on the islands of Zealand and Amager. When Slavic pirates attacked and raided this coast during the 12th century, the local population led by the Archbishop Absalon decided to build a fort on the Slotsholmen islet, inside the harbour. Thanks to the money that it earned, as it had for hundreds of years, from the catch of the local fishermen, and from its good strategic position, the city became the capital in the 15th century, and took the lead as the economic, commercial and cultural centre of Denmark. The fusion of the old and the new, the traditional and modern, are among the abundance of impressions one has after leaving this city. Copenhagen is the ecological metropolis of the world, planned to become the capital with the best urban environment by 2015.

In order to visit all the must-see locations, you will have to stay at least three days. East from the railway station, there is an amusement park, the **Tivoli Gardens**. It is one of the best known amusement parks in Europe. Since its opening, over 165 years ago, this romantic park has not lost any of its unique atmosphere and old-fashioned charm, remaining the main tourist attraction of Denmark even today. Combining rides, concerts, ballet, theatre in the open with the accompanying high-class restaurants and fast-food outlets, one can spend the entire day here surrounded by Chinese style pagodas, and modern hanging gardens and unusual fountains.

Behind Tivoli, there is the **City Hall Square** (Rådhuspladsen), it is at the beginning of **Stroget Street**, more precisely several connected streets and squares making up together the longest pedestrian shopping area in Europe. Many of the famous fashion brands can be found around here: Prada, MaxMara, Louis Vuitton, Chanel, but there are also the older stores such as Illum and Magasin. In Stroget you can take a break at a café and enjoy a Danish pastry and a café latte (which the Danish adore), watching street performers from all over the world. The street leads to another one of the major city squares, **Kongens Nytorv**. To the east of there is the famous **Nyhavn** quarter and quay. You will certainly notice that the Danes have a great respect for tradition. There is no overdevelopment – the older buildings are respected and preserved. Once predominating in this area, the bars and brothels are

gone today leaving only the ornate but well-preserved buildings that are now restaurants, cafes, and pubs, offering traditional Danish dishes. Even Hans Christian Andersen lived here, and on his birthday, April 2nd, hundreds of people can be seen, walking the streets and wearing costumes inspired by his fairy tales. Since Copenhagen is intersected by canals, this is a good place to board the tourist boat and start a canal cruise, and it is certainly one of the most attractive and simplest ways to tour the Copenhagen landmarks.

In case you opt for the land transport, we suggest you buy the CPHCARD ticket. For €29 you get a 24 hour ticket, while a €72 hour ticket includes not only free travel on all public transport vehicles (train, bus, metro) but also admission to over 60 attractive sites – such as museums, galleries, as well as special discount prices at some restaurants, specialized shops, and so on. Our advice is to book this ticket ten days before coming here, and it will arrive safely to your home address, complete with written instructions and a guide. Of course, apart from a romantic boat ride, or the practical underground transport, another recommended way to get around Copenhagen is – by bicycle! Bikes can be rented or taken completely free of charge, just like taking a cart at the supermarket. The city has provided special bicycles for tourists, which can be found at any of around a hundred bike stops scattered all over the city centre. Free red bicycles, with the inscription „city bike“, are chained to the parking lot, and all you need to take one is a coin. The bicycle can be used as long as you like, and when you return it, you will get your money back if you park and chain it properly. The handle bars on the bicycle have a city plan, with precisely mapped streets, showing the borderline not to be crossed on a bicycle. The city landmarks and tourist attractions are also marked, making it easier to find them. Bicycles are not only symbols of an attractive “green” method of sight-seeing. They pervade the lives of the Danish people, especially their favourite black, retro bicycles, which can be seen everywhere. There are only a few cars, except for taxis, as they are very expensive, because a rather high “luxury tax” is paid on them, making a new car in Denmark three times more expensive than in Germany. The authorities take all sorts of measures to make street cycle corridors safe and pleasant areas, thus increasing the number of cyclists. The goal is to make Copenhagen the “most bicycle-friendly” city in the world (that is, the city that favours the bicycle as the means of city transport), when both the safety of cy-



Rosenborg Castle



Palace Amalienborg



Statue of fisherwoman



Favourite mean of transportation

clists and speed limits are concerned. According to the latest statistics, one third of all employees use bicycles to go to work, and it is foreseen that this number will increase by 50 percent by 2015.

ROYAL CITY ATTRACTIONS

Copenhagen abounds with galleries and specialized intriguing and unusual museums, dedicated to everything from erotica to porcelain. The museums are crowded with visitors, and the entrance is usually free on one day in the week.

Amalienborg Castle is the 17th century royal palace, the home of Danish monarchs, and their winter residence since 1794. Four identical palaces in the rococo style face each other, all surrounding the central square, where a changing of the guard ceremony takes place every day at noon.

The National Museum (Nationalmuseet) is the country's main historical and cultural institution (free entrance). It treasures the most prominent Danes, from the Palaeolithic period to the 20th century. You can see both the latest video works, and paintings by Tizian, Rubens, Rembrandt, El Greco, Matisse, Picasso...

The Rosenborg Castle – It was built in the 17th century in the Dutch renaissance style. Rosenborg was the main residence of Christian IV and the main royal palace until the end of the last century. The royal treasury, located in the cellar, boasts the royal Crown Jewels, dating back from the 16th to the 19th centuries. The castle features marble and

painted ceilings, gilded mirrors, lions, golden tableware... The city is famous for its neat green areas and parks, while the castle garden (The Royal Park, with free entrance), first planted in 1606, is one of the nicest in the entire city.

The Christiansborg Palace (Christiansborg Slot) is located away from the city centre, on Slotsholmen island, and the remains of an earlier fort that was later developed around can be found in its foundations. This palace is today the home of the Danish Parliament – the seat of executive, legislative and judiciary power of the Kingdom of Denmark. It is the only building in the world which is the home to all the three supreme powers of a nation. The palace was built in 1745 and it has seen several fires, and subsequent restorations since that time. There are many other interesting sites on the island, including the theatre museum, the Royal coach museum, as well as the arsenal museum.

The Little Mermaid (Den Lille Havfrue) – Inspired by a character from the fairy tale of the same name by Hans Christian Andersen, and also by the traditional marine life of the citizens, this statue, made to the actual size of an average woman, was unveiled on the Copenhagen shore in 1913. The statue of the mermaid became one of the best known tourist landmarks and symbols of the city. It is erected on a rock, set in the water, near the Kastelet Park. Do not be surprised if, when visiting the mermaid, you discover it to be without some body parts. The local vandals frequently steal or damage parts of the statue, to the great disappointment of tourists, who may miss out on its full beauty. The little mermaid statue was ordered and donated to the city by Carl Jacobsen, the founder of the world famous Carlsberg brewery.



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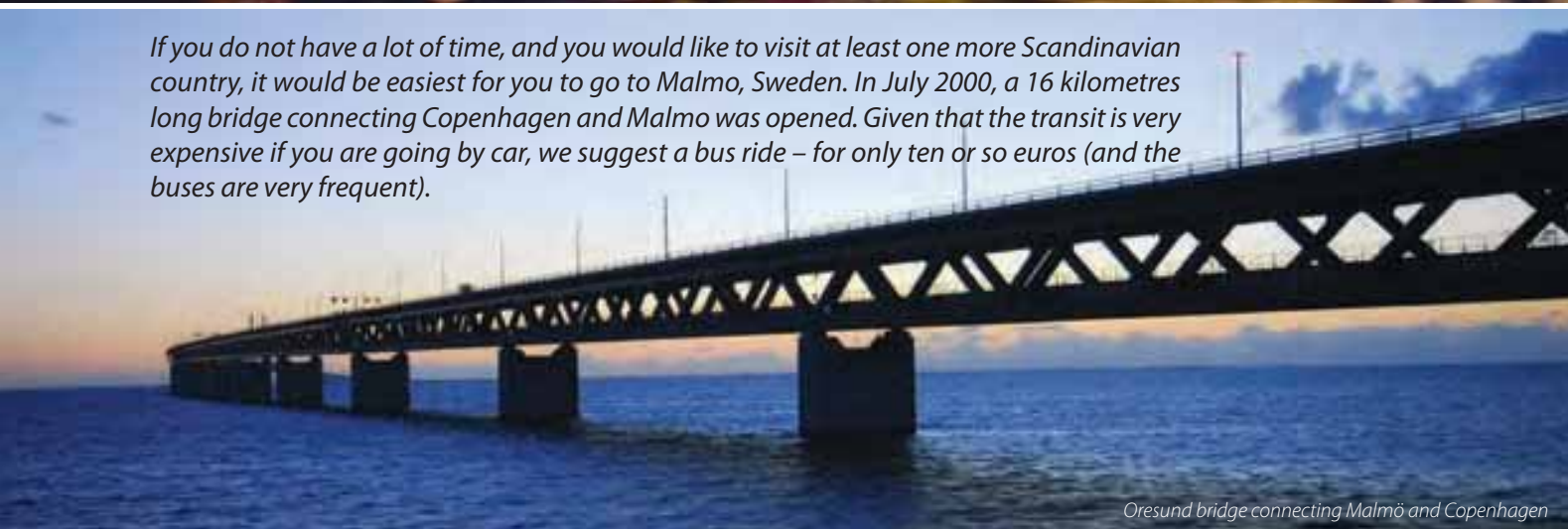


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Copenhagen by night

If you do not have a lot of time, and you would like to visit at least one more Scandinavian country, it would be easiest for you to go to Malmö, Sweden. In July 2000, a 16 kilometres long bridge connecting Copenhagen and Malmö was opened. Given that the transit is very expensive if you are going by car, we suggest a bus ride – for only ten or so euros (and the buses are very frequent).



Oresund bridge connecting Malmö and Copenhagen



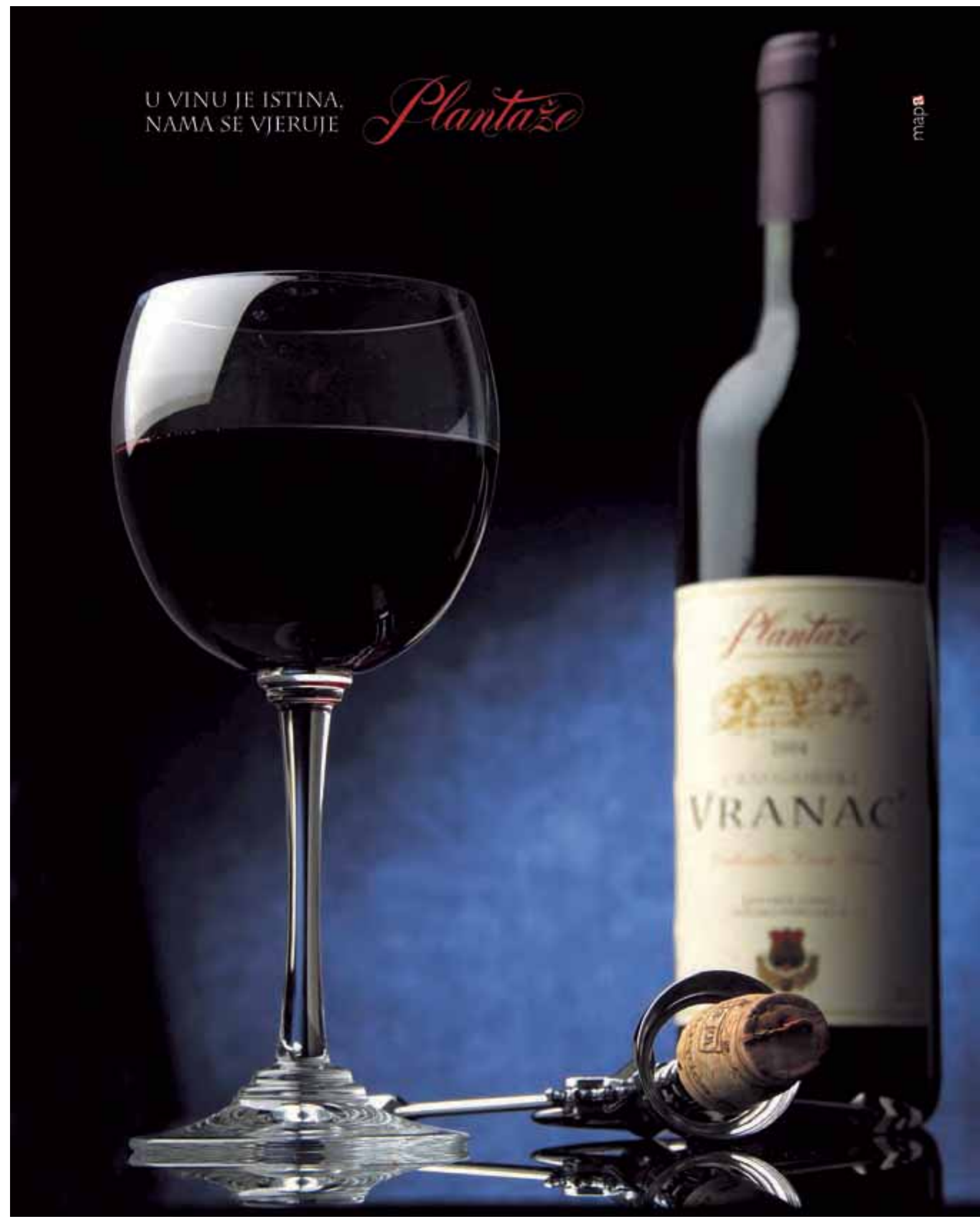
New opera house

The Carlsberg Brewery – The history of this company started back in 1847, when its first brewery was established. Its founder, J.C. Jacobsen named the brewery after his five year old son Carl. The brewery is open for visitors, and a professional guide will tell you everything about the history of this famous brewery and the brewing process, while giving you the chance to taste different types of beer. Carlsberg has its own museum as well, with the largest collection of unopened beer bottles in the world – over 15,000 different types.

Nightlife – Famous for its nightlife, Copenhagen is one of the most exciting Scandinavian cities, with lots of cafés, bars, and restaurants. There are great pastry shops and taverns, traditional fish restaurants,

pubs... For the evenings, the lively salesmen' quarter Nyhavn is recommended. The quarter is full of colourful bars where you can have a Danish brandy and a famous Danish sandwich.

Its citizens are the soul of Copenhagen – tolerant, pleasant, relaxed and positive. They are not slaves to rules and fashion trends, and they do not check you out on the street, or make any judgements at first sight, but this does not mean that they are cold or uninterested. It is simply their way of life and "mind your own business" attitude, and that kind of philosophy is evident from the fact that their homes have no curtains. They like to socialize, but do not be surprised if you are invited to a party and asked to bring your food and drink with you.



U VINU JE ISTINA,
NAMA SE VJERUJE

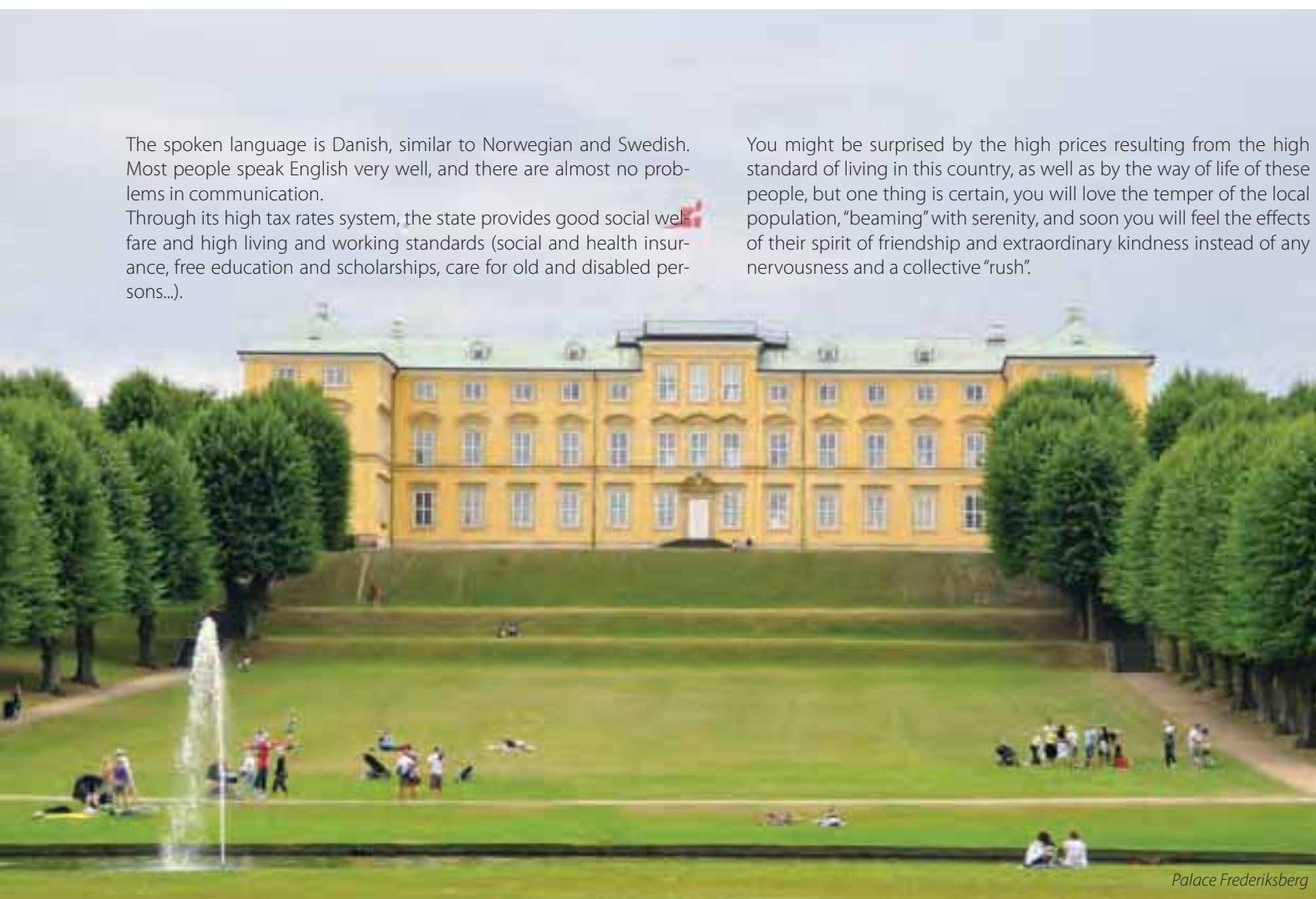
Plantaze

map

The spoken language is Danish, similar to Norwegian and Swedish. Most people speak English very well, and there are almost no problems in communication.

Through its high tax rates system, the state provides good social welfare and high living and working standards (social and health insurance, free education and scholarships, care for old and disabled persons...).

You might be surprised by the high prices resulting from the high standard of living in this country, as well as by the way of life of these people, but one thing is certain, you will love the temper of the local population, "beaming" with serenity, and soon you will feel the effects of their spirit of friendship and extraordinary kindness instead of any nervousness and a collective "rush".



Palace Frederiksberg

...na sto!

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MAESTRAL, RESORT & CASINÒ

Odmor, igra i zabava

U romantičnom stjenovitom zalivu Crnogorskog primorja, iznad ljupke pješčane plaže, nalazi se hotel "Maestral". Ime nosi po svježem aromatičnom vjetru, koji je tokom ljetnih mjeseci stalni pratilac te slikovite stjenovite obale. Zapljuskuje ga toplo more južnog Jadrana, a naslanja se na brdovito zaleđe, koje i u najtoplijim mjesecima donosi svježinu proljeća.

Hotel raspolaže sa 338 ležaja u 171 sobi i 9 apartmana najviše kategorije. Sve sobe su klimatizovane i imaju sef, mini-bar, telefon, televizor (mogućnost Pay TV). Većina ima predivan pogled na more i pristup Internetu.

Opuštanje i rekreacija

"Maestral" vodi brigu i o trenucima potpunog opuštanja. Gosti hotela mogu da iskoriste prednosti kompletne wellness ponude na jednom mjestu. Razni bazeni i sauna,

centar sa finskom i infracrvenom saunom i turskim i rimskim kupatilom, zatim solarijumi, kozmetički salon, medicinska i stomatološka ordinacija, kupke sa masažom, a prije svega vrhunska udobnost, u potpunosti će vas očarati. U centru tradicionalne tajlandske masaže "Sa Wann" moći ćete da birate najrazličitije vrste masaža.

Igra i zabava

Bez prave, uzbudljive zabave nema ni odmora. Potražićete je u "Maestralovoj" igraćnici koja treperi svjetlima 140 automata za igru, 3 elektronska ruleta, stolove za američki rulet, midi punto banco, blek-džek i HIT-ov progresivni draw poker i Texas Hold'em Poker. Na pozornici za priredbe možete vidjeti vrhunske koncerte, kabare i druge zabavne programe.

MAESTRAL, RESORT & CASINÒ

Relax, play and entertainment

In romantic rocky bay of the Montenegrin Riviera, above the charming send beach, lays hotel "Maestral". The name has been taken from the fresh aromatic wind that has been companion of that picturesque rocky coast through the summer months. It has been splashed by the warm sea of the south Adriatic, and leans on the mountain background, which through the warmest days brings to the sunny coast the freshness of the spring.

Hotel offers the high quality of 338 beds in 171 rooms and 9 apartments. All rooms have air condition, safe strongboxes, mini-bars, telephone, TV (possibility of Pay TV). Most of the rooms have the beautiful view on the sea and Internet access.

Relaxing and recreation

"Maestral" takes care about the moments of total relaxing. Guests of the hotel can use the advantages of the full wellness offer at one place. Different types of pools and sauna center with the Finland and infrared saunas, Roman and Turkish bathroom, solariums, cosmetic salon, medical and dentist center, bath massages, and more than anything, there is a great comfort that will bewitch you completely. In the gorgeous center of the traditional Thailand massage "Sa Wann", we will pamper you with the most different types of massages.

Play and entertainment

Without the real and exited fun, there is not a real vacation. You can find it in the "Maestral's" playground that shines with the lights of the 140 slot machines, 3 electric roulettes, midi punto banco, black-jack and HIT's progressive draw poker and Texas Hold'em Poker. On the auditorium of spectacles "Theatre" you can see grand concerts, cabarets as well as many other entertainment programs.

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www.maestral.info



JANKO LJUMOVIĆ, DIREKTOR CRNOGORSKOG NARODNOG
POZORIŠTA

Crna Gora jedna kulturna adresa

*Ovim projektom definiše se tzv. kulturološki uređena
teritorija, koja za svaki pojedinačni grad i centar za
kulturu označava njegov savremeni identitet*



Razgovarao: **Predrag Nikolić**
Fotografija: **Duško Miljanić**

Projekat „Program razvoja kulture u opštinama na sjeveru Crne Gore“ kao strateški projekat Ministarstva kulture, sporta i medija u svom naslovu sadrži ključni termin - razvoj kulture. Sadržaj projekta inicira i druge aspekte koji se mogu čitati kroz različite teme: decenralizacija kulture, zatim investiranje u prostorne resurse i tehničko-tehnološko opremanje centara za kulturu, stimulisanje difuzije kulture, razvoj publike, razvoj produkcije i programiranja kulturnih i umjetničkih programa, uticaj na razvoj lokalnih kulturnih politika i kulturno repozicioniranje Plava, Rožaja, Andrijevice, Berana, Kolašina, Mojkovaca, Bijelog Polja, Pljevalja, Žabljaka, Šavnika i Plužina. Na osnovu tako postavljenih ciljeva projekta, jasno se čita slogan „Crna Gora jedna kulturna adresa“.

Ambiciozni plan razvoja kulture, posebno na sjeveru Crne Gore, uveliko se realizuje. Šta je sve predviđeno projektom „Crna Gora jedna kulturna adresa“?

Projekat razvoja kulture u opštinama na sjeveru Crne Gore, pod sloganom „Crna Gora jedna kulturna adresa“, podrazumijeva niz gostovanja umjetničkih i kulturnih programa, a za svaki mjesec predviđen

je jedinstven kalendar događaja. Program nudi prezentaciju različitih umjetničkih formi i produkciju aktera umjetničkih i kulturnih institucija iz Crne Gore i regiona. Na taj način svjedoci smo da su centri za kulturu u gradovima u kojima se realizuje program, postali mjesta vrlo dinamične i žive kulture. Brojnost i interesovanje publike, komunikacija koju uspostavljamo sa različitim formama umjetničke produkcije, govori o jednoj otvorenoj komunikaciji, koja je preduslov za razvoj kulture. Program je započet u februaru i realizovaće se tokom 2009. godine. Pozorišni, muzički, likovni i filmski programi predstavljaju osnovne sadržaje, uz napomenu da se pojedini programi specijalno pripremaju i planiraju za projekat pod sloganom „Crna Gora jedna kulturna adresa“. Paralelno sa planom gostovanja program predviđa i značajna ulaganja u infrastrukturu centara za kulturu - rekonstrukciju samih objekata, definisanje adekvatnih scenskih prostora i tehničko opremanje, što će obezbijediti profesionalne uslove za realizaciju programa centara za kulturu na nov način.

Koja je uloga CNP-a u ovom projektu?

Formalna uloga CNP-a jeste izvršna produkcija, planiranje i koordinacija

Crna Gora jedna kulturna adresa

Kultura je najvažnija.

IZVRŠNA PRODUKCIJA

PROGRAM RAZVOJA KULTURE U OPŠTINAMA NA SJEVERU CRNE GORE

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Brojnost i interesovanje publike, komunikacija koju uspostavljamo sa različitim formama umjetničke produkcije, govori o jednoj otvorenoj komunikaciji, koja je preduslov za razvoj kulture.



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Fransis Veber

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Igraju:
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Kristina
Aršambo
Pinjon Fransoa
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Konjal Lisjen

Mirko Vlahović
Gorana Marković
Zoran Vujović
Milan Lane Gutović
Simo Trebješanin
Žana Gardašević
Slavko Kalezić

Sadržaj programa je takav da je probudio veliki interes i očekivanja svih, i zaista možemo govoriti o tome da se ovim projektom definiše tzv. kulturološki uređena teritorija, koja za svaki pojedinačni grad i centar za kulturu označava njegov savremeni identitet. Profilacija i razvoj grada na temelju savremene kulturne i umjetničke dinamike, uz ostale razvojne segmente jedne zajednice, predstavlja veliki izazov za uređenje grada.

Publika je zaista oduševljena i u svim komunikacijama do sada publika se ističe kao jedan od bitnih kvaliteta ovog programa. Publika je postala redovna, i to je zapravo želja svih nas koji se bavimo umjetničkom i kulturnom produkcijom.

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JANKO LJUMOVIĆ, DIRECTOR OF THE NATIONAL THEATRE OF
MONTENEGRO

MONTENEGRO, ONE CULTURAL ADDRESS

*This project aims at defining a territory planned in
terms of culture, outlining the contemporary identity
of each city and each cultural center*

Open communication, which is a necessary precondition for the advancement of culture, has been proven by massive attendance and the interest of the audience, as well as the links established with the different forms of art production



Interviewer: **Predrag Nikolic**
Photo: **Dusko Miljanic**

As a strategic project of the Ministry of Culture, Sport and Media, *The Northern Montenegrin Municipalities Culture Advancement Program* includes the crucial phrase – culture advancement, in its title. The content of the project also stimulates other aspects that can be read through different topics: the decentralization of culture, investing in spatial resources, and in supplying technical equipment for cultural centers, stimulating cultural diffusion, audience expansion, the development of production, culture and arts programming. It aims at influencing the development of the local cultural policies, and the cultural re-positioning of Plav, Rozaje, Andrijevica, Berane, Kolasin, Mojkovac, Bijelo Polje, Pljevlja, Zabljak, Savnik and Pluzine. Based on the project goals set out in this way, it is easy to understand the slogan: “Montenegro, One Cultural Address”.

An ambitious plan for the advancement of culture, in particular, in northern Montenegro is largely underway. What activities will the project „Montenegro, One Cultural Address” include?

The project of culture advancement in the northern municipalities of Montenegro, under the slogan *Montenegro, One Cultural Address*, consists of a series of guest performances of art and cultural programs, and each month has a unique calendar of events. The project provides for the presentation of different forms of art and various productions by artistic and cultural institutions both from Montenegro and the region. In this way, we are witnessing a great change in the cultural centers of the towns taking part in the project, which have become localities with a very dynamic and vivid cultural life. Open communica-

tion, which is a necessary precondition for the advancement of culture, has been provided by the massive attendance and the interest of the audience, as well as the links established with different forms of art production. The program started in February and will be ongoing throughout 2009. Theatrical, musical, art and film programs are its main content, and we must note that some programs are being prepared specifically for the project under the slogan of *Montenegro, One Cultural Address*. In parallel with the plan of guest performances, the program foresees significant investment in the infrastructure of the cultural centers – the

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reconstruction of facilities, the provision of adequate performance areas and technical equipment, in order to provide the necessary conditions for the delivery of the programs in the cultural centers in a totally professional manner.

What is the role of the National Theatre of Montenegro (CNP) in this project?

The formal role of CNP is in executive production, planning and coordination between the Ministry of Culture, the project leader, and the local cultural centers. Actually, all the CNP resources have been mobilized to implement this project, and the program and production standards of CNP are employed in the function of the transfer of know-how and support to the cultural centers, and their capacity building.

Are you satisfied with the project so far, and what was the reaction of the audience in the North?

This project has initiated cooperation between the cultural centers and cultural institutions, and created the space needed for future projects and the exchange of ideas. The programs have aroused a lot of interest and awoken the expectations of all, and we are really in a position to speak of this as a way to define a given area planned in terms of culture, outlining the contemporary identity of each city and each cultural center. The process of profiling and developing a town on the grounds of contemporary cultural and artistic dynamics, together with other segments of community development, is a big challenge for the overall development of the town.

The audience is truly thrilled and in all the feedback received so far, it has been pointed to as one of the crucial qualities of the program. The audience has become regular, and this is something all of us involved in the artistic and cultural production wanted to achieve.



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How close have you come to reaching one of the goals of this project – strengthening the cultural centers and overcoming the current “cultural inequity”?

The project consists of the elements necessary for the strengthening of the position of culture, primarily content and production, and further on, an improvement in the conditions for the implementation of programs, and finally for an increase in the numbers of its audience. The project stresses the importance of cultural policy and content programming, in the function of the advancement of culture and its decentralization. The role of all stakeholders in the project, and the emphasis on the role of local cultural policies, are of crucial importance in the achievement of the progress we aimed for. Once we accept the need to profile the cultural identity of a city through local cultural institutions, and we enter the active cultural production area, then we can speak not of equality but of the specifics of each city in the overall cultural output of Montenegro, which must be enhanced and profiled as a whole through content characterizing its cultural identity.

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Porto Montenegro: Building the Mediterranean's Premier Marina Village

A strategic port and safe haven for seafarers throughout history, Montenegro's UNESCO World Heritage-listed Bay of Kotor is once again at the crossroads of discovery by a new generation of sailors: luxury yachtsmen.



At the forefront of this update to Europe's "southernmost fjord" is Porto Montenegro, a development spearheaded by Canadian gold-mining entrepreneur Peter Munk in partnership with a consortium of international entrepreneurs (and yachting enthusiasts) that includes Lord Jacob Rothschild, Nathaniel Rothschild, Bernard Arnault, Oleg Deripaska and Sandor Demjan. The project will transform a defunct naval dockyard in Tivat into a state-of-the-art marina and residential community centred on nautical lifestyle.

The vision for the development is grand indeed: to rival Antibes, Monaco and Porto Cervo as the premier port for luxury yachts. "This marina will transform Tivat into an international centre of nautical tourism and put Montenegro on the map for all aspiring travellers," suggests the project's managing director Oliver Corlette.

To date, the refurbishment of two massive jetties has been completed. And while the entire project will take years to complete, the development's infrastructure investment into Montenegro sends a clear signal of the confidence that foreign financiers have in the country's promise and potential. In an April 2009 *Business Week* article, Adam Challis, associate director at CB Richard Ellis in London, noted that Montenegro has already enjoyed a 28% compound annual growth in tourism since 2001 and 20% annual growth in real estate prices since 2005 and as such, "is fast establishing itself as a high-end tourist destination."

Ground has already been broken on the first residential building and, says Corlette, "the entire project is equity financed, which gives purchasers tremendous confidence. No money from

sales is needed to complete construction and buyers receive the added security of an escrow for their payments until possession of their finished residence, a very unique proposition in the current market and climate."

Designed in a style that is sympathetic to the architecture of the historic villages that line the Bay of Kotor, Porto Montenegro promises to maintain a distinctly local aesthetic, reflecting the charm of the neighbouring towns of Perast and Kotor, with their small piazzas, enchanting alleys and winding cobblestone streets. Porto Montenegro will also feature a contemporary promenade of seaside restaurants, cafes, bars and boutiques.

Perhaps the most significant of Porto Montenegro's offerings are its berths. The marina will boast 650 of them on

20 metre-wide jetties. Over 130 of these will be home to yachts greater than 30-metres in length, the most coveted in Europe. There is a critical shortage of premium berths in the Mediterranean with little to no new marina development in the most desirable cruising areas of the Mediterranean. At the same time, however, the number of yachts – and particularly large yachts – continues to grow at an astounding rate.

As of January 2009, over 1,000 superyachts (yachts 25 metres or longer) were in production, all to be launched within the next two to three years. In the last decade, the number of superyachts in the global fleet has more than doubled.

Residential buyers at Porto Montenegro will have first choice of long-term berth licenses, able to secure a spot for their boat before any are made available to the public; these are expected to sell out quickly. Part of the reason is the investment potential: marina-side residences are among the best performing real estate assets in terms of capital appreciation, and Porto Montenegro's introductory pricing is well below that of equivalent developments in other parts of the Mediterranean.

A second reason is Porto Montenegro's unique residential offering: each home comes with the opportunity to license a berth at a 75% discount for the first three years while the project is constructed. After this, owners have a guaranteed right to a berth license renewable annually, or a long-term lease – whichever suits the owner's need.

The purchase of a one-bedroom apartment for €400,000, for example, means that a 15-metre boat can be berthed for only €6,100 over a three-year period. For some yachts, the savings are even more significant: the purchase of largest residences could save a yacht owner up to €250,000 in berthing fees over the same three-year period.

Teuta, the first residential building under construction, is scheduled for completion in the summer of 2010 and is now available for sale. The property's 29 exclusive waterfront residences are designed for indoor-outdoor living, taking advantage of the temperate Mediterranean weather, ample sunlight and the site's south-western exposure. Prices range from €185,000 studios to four-bedroom duplexes and penthouses at €1.5 million. Many residences have generous outdoor terraces, some with private pools. A typical 120 metre two-bedroom residence will sell for €550,000.

Residents will have access to a planned private yacht club, tennis courts and planned championship golf course nearby. The village's master plan also includes fresh food markets, a nautical museum and an international school. "We are creating a nautical community complete with every imaginable necessity and desire for yacht owners," says Corlette.

Adding weight to the Porto Montenegro offering will be a branded five-star hotel with 150 rooms on Porto Montenegro's waterfront and is sure to bring an



additional level of sophistication to the development.

Located between Venice and Corfu, in the heart of the Mediterranean and in the centre of one of the most compelling cruising destinations in the world, Porto Montenegro is expected to be a must-visit destination for yachts during its soft opening in the summer of 2009 and is sure to be home to some of the most magnificent yachts afloat in years to come.



- Porto Montenegro (CG)
- The first completed jetty at Porto Montenegro
- Aerial view of Teuta (CG)
- A view over the Marina from a private terrace (CG)

For more information on Porto Montenegro visit www.portomontenegro.com. For information on its residential and berth offer, call +382 33 671 068 or register online.



EUROPOINT

VAŠ BUDUĆI POGLED IZ KANCELARIJE!

EUROPOINT se nalazi u centru Podgorice, u neposrednoj blizini rijeke Morače i glavnog podgoričkog buleva, Sv. Petra Cetinjskog. U savremeno opremljenom prostoru, na odličnoj lokaciji, izgrađen je materijalima prestižnih svjetskih proizvođača, koji omogućuju zakupcima niže troškove održavanja.

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EUROPOINT is located in inner Podgorica, in the immediate vicinity of the River Moraca and the main city boulevard - Sv. Petra Cetinjskog Blvd. Constructed using the materials of the world's leading manufacturers, ensuring lower maintenance costs for the leaseholders, it also boasts a modern interior design, and excellent location.

The advantages of EUROPOINT are numerous:

- proximity of the state and city administrative centres
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- excellent working conditions
- flexible interior, adjustable to the requirements of the leaseholders
- lower heating and cooling expenses, thanks to a heat pump using underground water
- two-level underground car park



NEPOZNATI GOROSTASI - KUČKA KRAJINA

ZABORAVLJENA MJESTA LEGENDI I IZUMRLOG PLEMENA

Zastade umorni putnik na jednoj zaravni. Ne primijeti ni krova ni čobana. Samo ljepota. Na svim stranama. Zadivljenom, omače se glasan uzdah: „Lijepog li mjesta, a nigdje vode. Kad bi Bog dao da ima vode da se okrijepim, mogao bih da krenem dalje”. Istog trena poteče voda iz stijena sa svih strana. Napi se putnik i zaspao. Kad se probudio, okrijepljen, ona zaravan bijaše puna vode. Tako je, kaže legenda, nastalo Bukumirsko jezero. Jezero koje se i danas raduje putnicima. I onima koji mu se stalno iznova vraćaju.



Rikavačko jezero

Tekst: **Sonja Živaljević**
Fotografije: **Duško Miljanić**

Planine Kučke krajine, ili Kučke planine (po plemenu Kuči), pripadaju kompleksu Prokletija. Nazivaju se i masiv Žijovo. Ovaj atraktivan, a nedovoljno poznat prostor, sjeveroistočno od glavnog grada Crne Gore, kome administrativno pripada, određuju sa istoka rijeka Cijevna i granica sa Albanijom, potom Zetska ravnica, sa zapada Morača i Mala rijeka, te sa sjevera rijeka Veruša i Bukumirsko i Rikavačko jezero.

Postoje brojni dokazi, groblja, toponimi i legende o starim narodima, stočarima, koji su nekad naseljavali prostore Kučke krajine, pogodne za ispašu.

Nekada je ovaj kraj bio daleko od puteva; sada je bolje povezan sa Podgoricom, preko Kuča i Veruše, a od Kolašina preko Mateševa.

Glečerski rukopis

Reljef Kučke krajine, površinski i podzemni, iscrtali su uglavnom moćni glečeri, najveći na Balkanu. Oduševiče vas ne samo glečerska jezera već i mnoštvo kraških oblika: vrtače, jame, cirkovi, klisure, sedla, pećine, prostrani pašnjaci, goropadne stijene.

U ovom veličanstvenom masivu, ipak, najviše uzbuđenja i divljenja izazivaju vrhovi. Na jednom relativno malom prostoru dvadesetak vrhova premašuje 2000 metara. Najpoznatiji su Surdup (2184 m), Štitan (2172 m), Maglič (2142 m), Žijovo (2131 m), Pasjak (2051 m), Vila (2093 m), Krisitor (2024 m).



Maglič



Poseban pečat reljefu daju dvije kanjonske doline, Cijevne i Male rijeke. Kanjon Cijevne jedan je od najljepših na Balkanu, a litice Male rijeke ponegdje dosežu i do 900 metara visine, pa je njen tok teško pristupačan.

Zbog blizine Jadranskog mora i Skadarskog jezera, ovdje se često sudaraju tople i hladne vazdušne sile. Visina sniježnog pokrivača zimi bude i nekoliko metara. Ponegdje, u cirkovima, snijeg se zadržava tokom čitave godine i planinarima predstavlja posebnu atrakciju. U Kučkim planinama markirano je više od 50 km planinarskih staza. Mnogi usponi su mogući i zimi. Ima ih različitog stepena težine, najviše srednje teških i bez opasnih dionica, pogodnih za izletnike i rekreativce. Uostalom, ne morate uvek ići do samog vrha. Jeste, divna je lakoća kad se, posle nekoliko sati hoda kroz tišinu i ljepotu, čas pitomu, čas divlju, nađete usred ili iznad kola džinova.

Jednako dobro, tiho i čisto, biće i na nekoj padini. S prijateljima, porodicom. Sa svojim probuđenim bićem. S albanskim ljiljanom (*Lilium albanicum*), rakošnim žutim cvijetom koji raste samo u Crnoj Gori i Albaniji...

Čitavo područje Prokletija po bogatstvu i raznovrsnosti flore i faune vodeće je u Evropi. Šume bukve i javora, hrastove. Od četinaru smrča i jela, munika. Na livadama, u stijenama mnoge alpske biljke, mnogi endemi, rijetki i zaštićeni cvjetovi, neke nježne ljepotice opstale od ledenog doba...

Sa vrha Žijovo pruža se jedinstven pogled. U junu ili oktobru moguće je prepoznati sve crnogorske planine kao i dio albanskih i kosovskih Prokletija.

Bukumirsko jezero

Odras Pasjaka u vodi Bukumirskog jezera sve češće je simbol planinske Crne Gore, njene ljepote i mistike. Danas se do jezera može stići kolima. Od Podgorice, preko Lijeve Rijeke i Veruše ima 60 km, mada postoji još jedan, kraći ali teži put, preko kučkih sela Stravče, Kržanje i Ubli (48 km, od toga 6 km lošeg makadama). Od Kolašina ima 42 km.

Jezero se nalazi na 1448 m nadmorske visine. Dužine 210 m, širine 130 m. Čak 17 m dubine.

Triturus montenegrinus, endemični daždevnjak, još živi i Bukumirskom jezeru. Opstaje, iako ga poribljavanje veoma ugrožava. Ko je on? Daleki potomak zmaja koji je povremeno izlazio iz vode i stravio Bukumire, neslovensko pleme koje je baš tu htjelo mirno da živi?

A taj zmaj uopšte nije bio strašan, kao neki drugi zmajevi u drugim zemljama. Nije tražio ništa, nije otimao ništa, nije žvrljao unaokolo. Samo bi ponekad, noću, poželio da protegne i protrese svoja krilca, poigra se s mjesecom. Ali Bukumire, izgleda, odlikovao je istančan sluh i još tanji san. Čuli bi, strahom i mrakom umnožen šum i prskanje, drhtali, čekali. Jednom odlučiše da se izbore za noćnu tišinu. Ili on ili mi! Naložiše veliku vatru ispod stijene u blizini. Nećeš vala, zmaju! Ogromno užareno kamenje baciše u kuću zmajevu. Krila mu se zapališe.

Izađe i ljuto ih prokle: kad ne mogu s drugima, dabogda ne mogli ni sa sobom! Posramiše se malo Bukumiri, najzad vidjevši komšiju, drugačijeg, ali stvorenje koje im nije htjelo nauditi. Neke počeo gristi savjest. Počeo se tući međusobno. Kletva se ispunila. Nestadoše Bukumiri, kao i toliki drugi. Po predanju, groblje im je u katunu Momonjevo, ali se zapravo radi o neolitskom spomeniku (u škrape pobodeni kiljani, lomljeni šiljasti kameni biljezi), koji tek treba da bude proučen.



Rikavačko jezero

A PLACE OF MYTH AND LEGEND

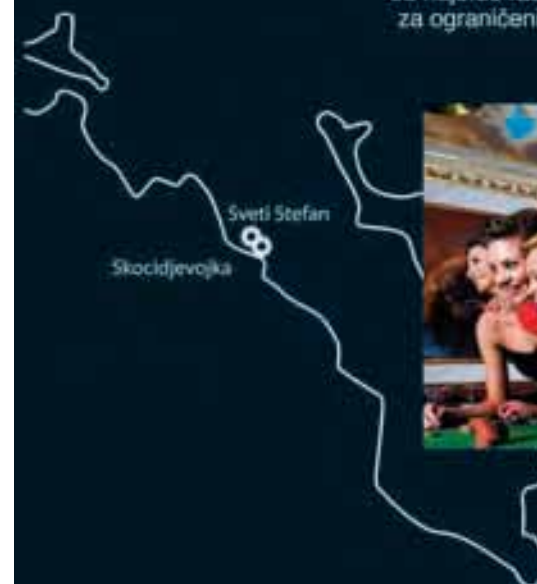


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Ime plemena i jezera upućuje na Vlahe (pa i na glavni grad Rumunije - Bukurešt), a vlaških nomada bilo je i u drugim krajevima Crne Gore. U planinama Kučke krajine dolazilo je do sukobljavanja ali i miješanja albanskih, slovenskih i drugih „gostujućih” plemena. Zanimljivo je da u albanskom jeziku riječi bukur i mir znače – lijepo i dobro. Teško je dokučiti puteve imenovanja, ali se može pretpostaviti da je život oko jezera o kome je riječ bio i lijep i dobar.

Jesu li zmajevi „lednički” ne znamo, ali Bukumirsko jezero jeste. Voda je čista i pro hladna, ima i lokvanja, ali za kupanje ne smeta. Od jezera vodi više markiranih staza ka vrhovima okolnih planina.

Na obali se može kampovati. Tu je sve još kao u priči. „Mjesto radnje”: tamnozeleno jezero, u njoj šaš i daždevnjaci, obale obrasle travom. Uzbrdo, dolina koju je oblikovao glečar, morenske pregrade. U zaleđu ka-

meni divovi i krovovi koliba. Mora da je i noć ovdje ona noć iz priče. Ne iz priče o Bukumirima, već iz one druge, malo romantičnije. U kojoj se govori o harmoniji, o jedinstvu i ljepoti...

Rikavačko jezero

Jedan od glacialnih bisera na području podgoričke opštine jeste Rikavačko jezero, podno Vile, na mjestu gdje planina Žijovo prelazi u Prokletije. Na nadmorskoj je visini od 1313 m. Dimenzije 525 sa 235 m, dubina oko 14 m. Osim kiša i snijega, puni ga povremeno i potok Rikavac.

Rikavačko **jezero** je još neotkriveni iver savršenstva, i za sada je blagosloveno dvjema važnim stvarima. Prvo, do njega nema lakog prilaza.

Maglić



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Drugo, oko jezera nema mnogo tragova ljudskih ruku. Katuni se nalaze na platou iznad i ne mogu se vidjeti, osim jednog koji je tvrdoglavo i uporno zagrebao stranu ispod čarobne Vile. Jedan slabi trag čovjeka uz vodu jeste mala kamena platforma sa koje čobani, kad ih ima, skaču u vodu.

Ljeti, travom oko jezera slave se zajedno krave, ovce, magarad, konji. U vodama jezera ima potočne pastrmke, koja je zbog specifičnih uslova poprimila čak i posebne tjelesne odlike, manji rast i drugačiji oblik glave od potočare iz crnogorskih rijeka.

Prema nekim hidrološkim istraživanjima, vode Rikavačkoj jezera poniru i gotovo 40 km niže izviru na Vrelima Ribničkim, u podnožju Kakaricke gore na istočnom obodu Čemovskog polja. Ovaj fenomen, inače karakterističan za crnogorski karst, otkriven je posebnom bojom koja je sipana u vodu jezera i koja se pojavila na izvorima Ribnice.

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Rezervni kamen

Po drugoj legendi, u Bukumirskom jezeru živio je duh. Izranjao je povremeno da ugrabi djevojku koja bi se našla u blizini. Seljani od Boga zatražiše pomoć i on se sažali: jedan veliki usijani kamen baci u jezero. Voda zaplamti, začuše se stravični krici, zatresoše se okolni vrhovi, pa se sve smiri. Oslobodiše se i jezero i seljani. No, ipak, ako nekako duh oživi, tu je, u blizini, još jedan kamen. I dan danas. Za svaki slučaj.

Rikavačko jezero

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UNKNOWN GIANTS - KUCKA KRAJINA

FORGOTTEN SITES OF LEGENDS AND AN EXTINCT TRIBE

A tired traveller stopped at a plateau. No roof or a shepherd was anywhere in sight. Nothing but beauty. Everywhere he looked. Amazed, he loudly sighed: “What an amazing place, but no water! If only God would provide some water so that I can refresh myself, I would then be able to continue my journey”. At that very moment, water started running from the rocks everywhere around him. The traveller quenched his thirst and fell asleep. When he awoke, invigorated, he saw the plateau filled with water. And this is how, according to legend, the Bukumirsko lake was made. The lake still welcomes first timers as well as those who keep returning to it

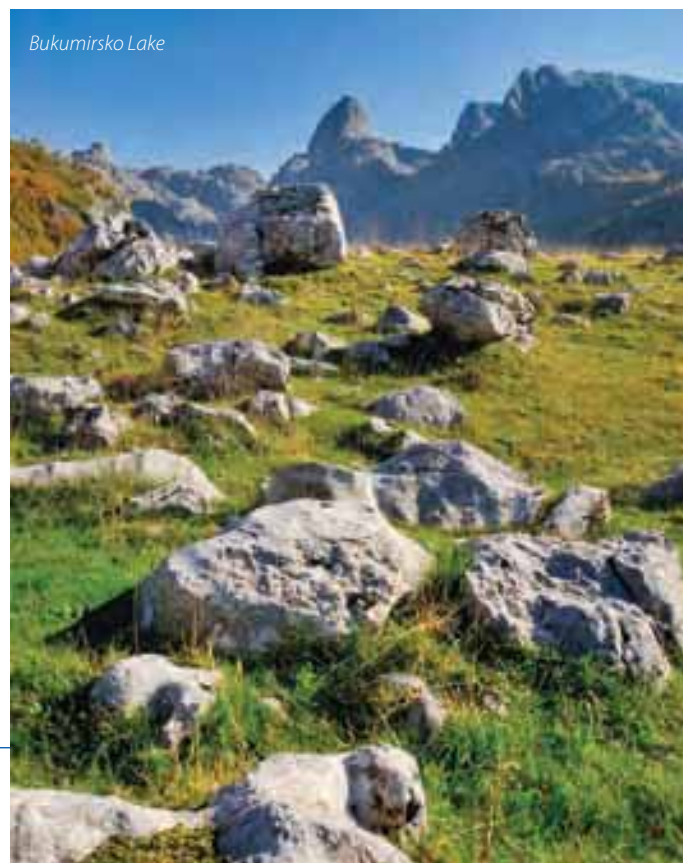
Text: **Sonja Zivaljevic**
Photos: **Dusko Miljanic**

The Kucka krajina mountains, also known as the Mountains of Kuci (after the Kuci tribe), form part of the Prokletije mountain range. They are also called the Zijovo massif.

This attractive and relatively unknown area is located to the north-east of the capital of Montenegro, and it belongs to the same municipality. It is bordered by the River Cijevna, the Albanian border and the valley of the River Zeta to the east, the rivers Moraca and Mala Rijeka to the west, and the River Verusa and the Bukumirsko and Rikavačko lakes to the north.

There are numerous remains, graveyards and legends of the ancient nations of farmers, who once inhabited the area of Kucka krajina, which was suitable for grazing.

This region used to be far away from all roads, but it is now better connected to Podgorica, by way of Kuci and Verusa, and to Kolasin, by way of Matesevo.



Glacial beginnings

Extremely powerful glaciers, the largest ones on the Balkans, etched the surface and underground relief of Kucka krajina. You will be amazed not only by the glacial lakes but also by the multitude of natural features: sinkholes, pits, hollows, cliffs, caves, saddles, spacious pastures, and different bedrocks.

However, the peaks evoke the most admiration and excitement in this magnificent massif. In a relatively small area, around twenty of them are higher than 2,000 meters. The best known among them are Surdup (2,184 m), Stitan (2,172 m), Maglic (2,142 m), Zijovo (2,131 m), Pasjak (2051 m), Vila (2,093 m), Krisitor (2,024 m).

Two canyon valleys, those of the Cijevna and the Mala Rijeka rivers give a special air to the relief. The Cijevna canyon is one of the nicest in the Balkans, and the Mala Rijeka cliffs reach a height of 900 meters, which makes access to the river rather difficult.

Since both the Adriatic Sea and the Scutari Lake are not far away, hot and cold currents of air frequently collide here. During the winter, there can be several meters of snow. In some places, in hollows, the snow survives throughout the year providing a special attraction for mountaineers. Over 50 kilometres of mountain trails are marked in the Kucka Krajina. Many of the mountainsides can also be climbed in the winter-time. They vary in degree of difficulty, and most of them are rated as being of average difficulty, suitable for hikers and recreational walkers. Anyway, one does not have to reach every summit every time. Truth be told, it is a marvellous sight when, after several hours of walking through silence and beauty, sometimes wild and sometimes gentle, you find yourselves in the midst or even above the circle of giants.

You can just as well experience the same tranquillity and purity on some of the slopes. With your friends, your family, or by yourself. Enjoying the Albanian lilac (*Lilium albanicum*), a rich yellow flower that grows only in Montenegro and Albania...

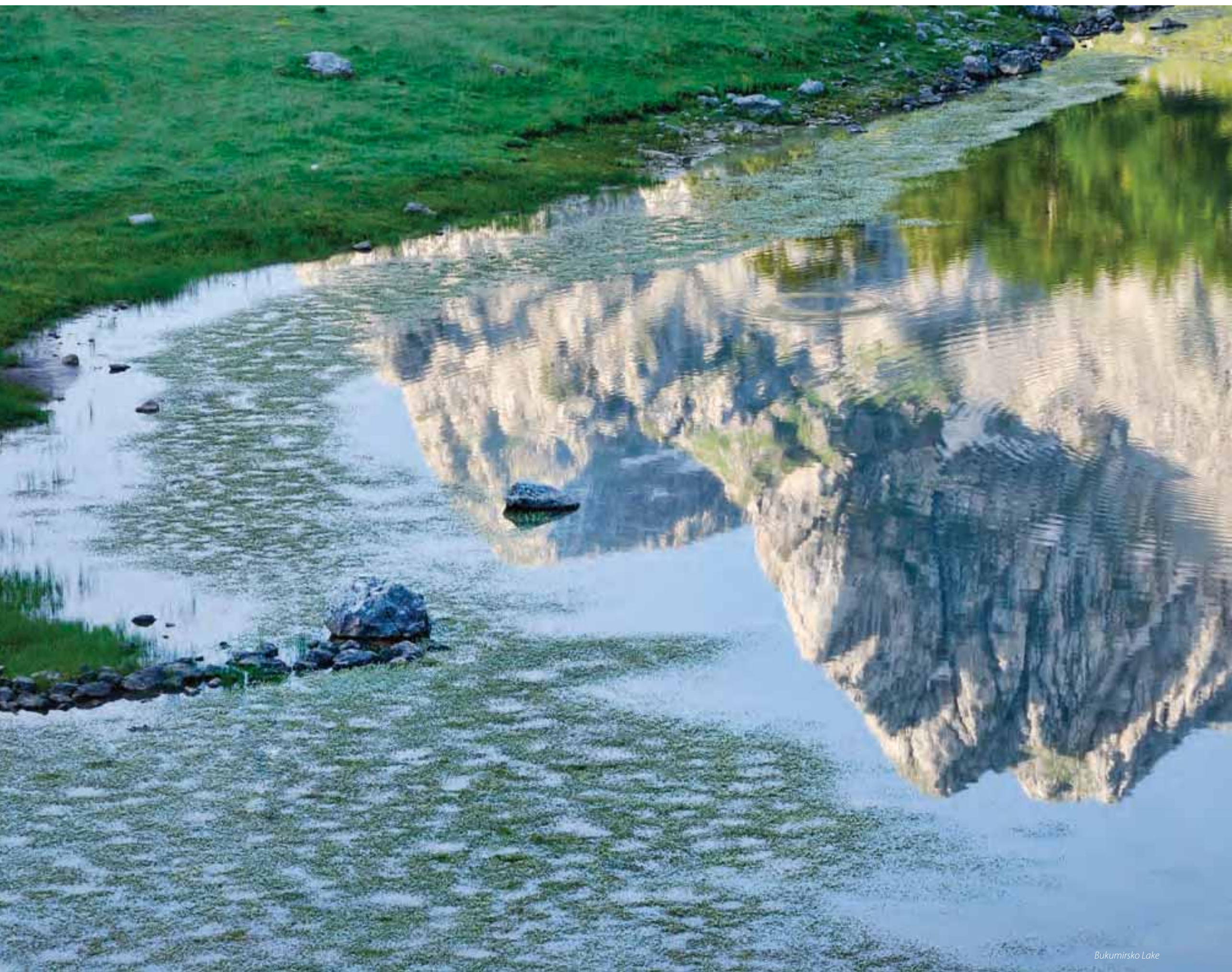
In richness and the diversity of its flora and fauna, the entire region of Prokletije is one of the leading in Europe. It boasts beech, maple, and oak forests, as well as evergreen trees such as spruce, fir, and the munika pine. Many Alpine plants can be found in the meadows and among the rocks, including endemic, rare and protected flowers, some gentle beauties surviving ever since the Ice Age...

Mount Zijovo offers a unique view. In June or October, one can see from its summit all the mountains of Montenegro as well as some parts of the Prokletije massif that belongs to Albania and Kosovo.

Bukumirsko Lake

The reflection of the Pasjak peak in the Bukumirsko lake is increasingly becoming a symbol of the mountain regions of Montenegro, of their beauty and mysticism. Nowadays, the lake can be reached by car. From Podgorica, by way of Lijeva Rijeka and Verusa, the route is 60 kilometers long, although there is another one, shorter but more difficult, through Kuci and the villages of Stravce, Krzanje and Ubli (48 kilometers, out of which 6 kilometers are along a rather poor dirt road). From Kolasin, the route is 42 kilometers long.

The lake is located at an altitude of 1448 meters. It is 210 meters long, 130 meters wide and as its depth reaches 17 meters.



Bukumirsko Lake

Triturus montenegrinus, an endemic salamander, still inhabits the Bukumirsko lake. It has managed to survive, even though it is now very endangered by fish ranching.

What is it? A far descendant of the dragon, which occasionally came out of the water and scared the Bukumirs, the non-Slavic tribe who had chosen this very place for their peaceful lives?

The name of the tribe and the lake refers to the Vlachs (and also to the Romanian capital, Buchurest), and there were indeed Vlach nomads in other parts of Montenegro as well. The Albanian, Slavic and other “visiting” tribes used to fight, but also to mix, in the mountains of Kucka krajina. It is interesting to note that the Albanian words *bukur* and *mir* mean nice and good. It is difficult to trace all the etymological meanings, but one can suppose that life was good and pleasant around this lake.

We don’t know if the dragons are “glacial”, but the Bukumirsko lake is for certain. The water is clear and chilly, and there are water lilies there, although it is good for swimming. There are several marked paths from the lake to the peaks of the surrounding mountains.

One can camp on the lakeshore. Everything here is still like in a fairytale. This “set” consists of dark green water, with reeds and salamanders, and grassy pasture all around. Uphill, there is a valley formed by glaciers and moraines. In the background, rocky giants and the roofs of mountain huts can be spotted. The night here is also like in a fairy tale, but not the one of the Bukumirs, but something more romantic instead. This tale is about harmony, unity, and beauty...

Rikavacko lake

Rikavacko lake is one of the glacial pearls of the Podgorica municipality, situated at the foot of Vila, in the area where Mount Zijovo joins the Prokletije massif. It is at an altitude of 1313 meters. It is 525 meters long, 235 meters wide, and 14 meters deep. Besides the rain and snow, the Rikavac brook occasionally fills the lake.

The Rikavacko lake is still an undiscovered piece of perfection, blessed by two important advantages. First, there is no easy access to it. Second, there are not many traces of human presence around it. The katuns are located on the plateau above the lake and cannot be seen, all but one which stubbornly cuts into the sides of the magical mountain of Vila. One of the few human traces next to the water is a small stone platform, used by shepherds to jump into water when they come to water their flocks. In summer, the pastures around the lake make delicious food for cows, sheep, donkeys, and horses, which can be seen grazing together. The brook trout can be found in the lake; because of its specific conditions, it has some features unlike the other brook trout from other Montenegrin rivers: it is smaller and its head shape is different.

According to hydrologic research, the Rikavacko lake waters sink and reappear some 40 kilometres below, at Vrela Ribnicka, at the foot of the Kakaricka hill, on the east border of Cemovsko polje. This phenomenon, characteristic of the Montenegrin karst, has been discovered using a special dye poured into the lake waters, which later appeared at the Ribnica springs.

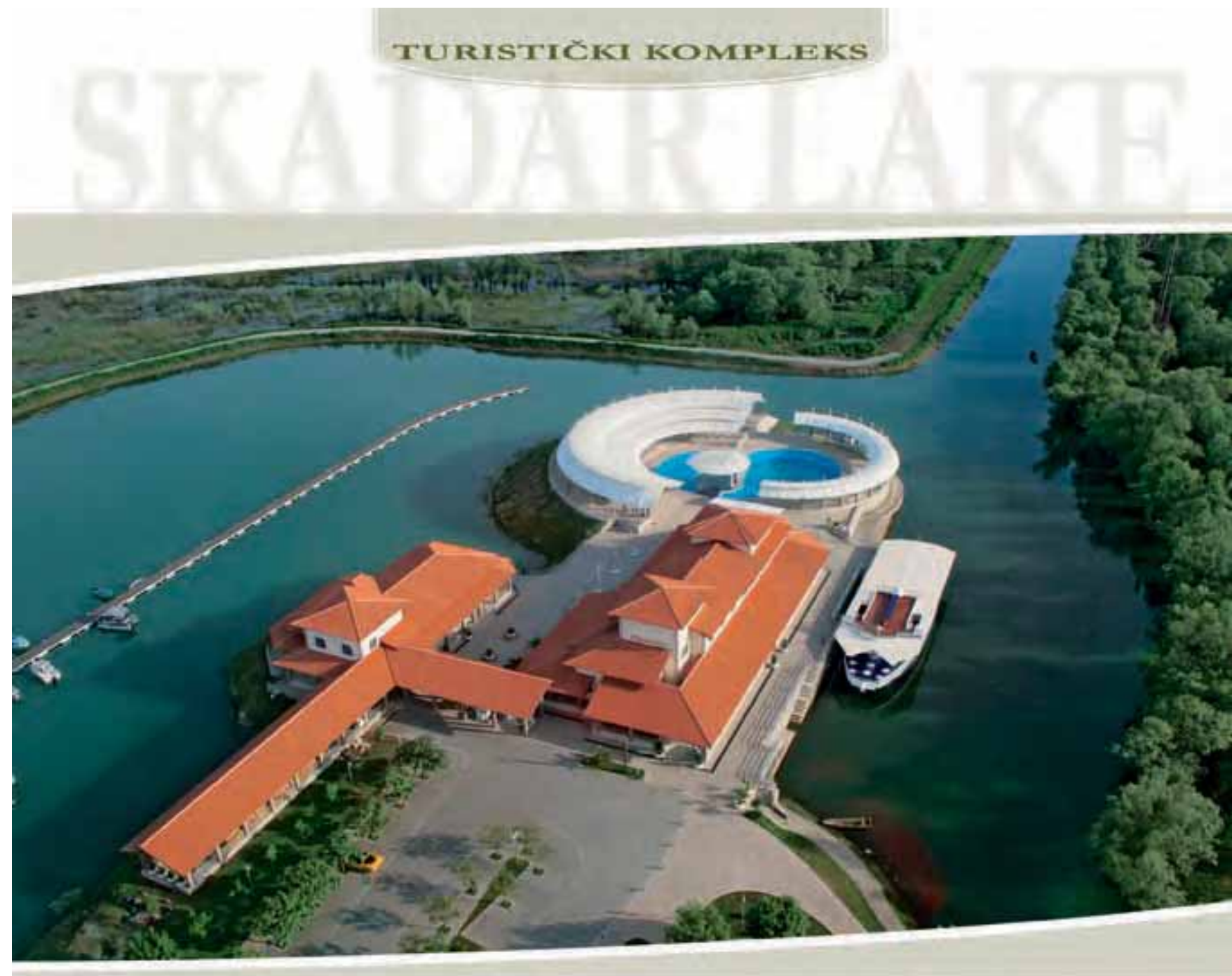


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This was not a scary dragon at all, unlike the dragons in other countries. He asked nothing, stole nothing and he never roamed around. Only sometimes, at night, he would wish to stretch and shake his wings, and play with the moon. But the Bukumirs had great hearing and were light sleepers. They would hear the sound of water splashing, multiplied by the dark and their fear, and they would tremble, waiting. Once, they decided to fight for their peace at night. Either him or us! They lit a fire underneath a rock in the vicinity. You won't have it all your way, Dragon! They threw huge red hot stones into his dwelling, setting his wings on fire. The dragon stepped outside and cursed them: when they cannot get along with others, may they never get along with each other! The Bukumirs were ashamed, seeing at last their neighbour, who was a creature of a different kind, but who had never meant them any harm. Some of them started to feel pricks of conscience. They started to fight each other. The curse came true. The Bukumirs all died out, just like many others. The legend has it that their graveyard is in the Momonjevo katin, which is actually a Neolithic monument, and which is yet to be examined.



Rikavačko Lake



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A spare stone

According to another legend, there was once a ghost abiding in the Bukumirsko lake. From time to time, it would emerge from the water and steal a girl that happened to be near the lake. The peasants asked God for help and he took pity on them and advised them to throw a large hot red stone into lake. The water caught fire, terrible screams were heard, the surrounding peaks started shaking, and finally everything became calm again. Both the lake and the peasants were free again. However, if the ghost somehow comes to life again, don't panic, there is always a spare stone at hand. Even today. Just in case.

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Bukumirsko Lake



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KAMBODŽA - HRAMOVİ SIEM RIEPA

ELOKVENTNE HILJADUGODIŠNJE RUINE

Prije samo tridesetak godina izgledali su izgubljeno u ratovima i džungli, a danas drevni hramovi Angkor Wata koji su pod zaštitom UNESCO-a, predstavljaju jednu od top-destinacija Azije.



Angkor Wat

Tekst i fotografija: **Vildana Jahić**

Čarobni hramovi u Siem Riepu nisu samo simbol Kambodže već i srce i duša ovog malog kraljevstva na jugu Azije, inspiracija i nacionalni ponos Kmera, dok pokušavaju da ponovo izgrade zemlju nakon godina ratova i trauma. Oni su njihova glavna destinacija za hodočašće i nezaobilazna turistička stanica za sve putnike koji se nalaze u okruženju, a koji ne žele propustiti njihovu ekstravagantnu ljepotu i udahnuti miris kmer-ske istorije. Zato, iz bilo koje od država u okruženju imate direktne letove za Siem Riep, a takođe i iz svih većih evropskih destinacija.

Nekada se govorilo da su Angkor „otkrili“ Evropljani, što je prilično evrocentrično gledanje stvari. Posthumni tekstovi o Angkoru, francuskog prirodnjaka Henri Mouhota, koji su objavljeni istovremeno u Londonu i Parizu 1863. godine, pobudili su pažnju zapadnjaka za ove hramove, ali je činjenica da Kmeri nikada nisu zaboravili svoje religijske spomenike, premda su mnogi hramovi bili zapušteni. Angkor Wat nije nikada zaboravljen i Kmeri su mu tokom vjekova odavali poštovanje. Njihova civilizacija se najrepren-tativnije odslikava u ovim hramovima, a jedna je od najraznovrsnijih koje su se razvile u Jugoistočnoj Aziji. Njena svjedočanstva nastala između VIII i XVIII vijeka, kroz sukcesivne vladavine hinduističkih i budističkih kraljeva, imamo priliku da vidimo i doživimo i danas.

Turizam

Veća sigurnost i politička stabilnost idu u prilog turizmu, pa u Kambodžu iz godine u godinu dolazi sve veći broj turista. Podaci za 2008. govore o preko dva miliona posjetilaca. Siem Riep je najveća turistička zona u državi,

a to uslovljava i sve veće ulaganje u infrastrukturu, posebno u posljednjih nekoliko godina, kao i u restauraciju postojećih spomenika kmer-ske kul-ture. Internacionalni donatori finansiraju različite projekte poboljšanja in-frastrukture (posebno u zoni hramova koja je između ostalog i kompletno očišćena od mina), ulažu u sisteme prečišćavanja vode, a ovdje niču i inter-esantna zdanja moderne arhitekture, koja u potpunosti odudaraju od oko-line. Najbolji primjer za to jeste zgrada internacionalnog aerodroma koji je otvoren 2006. godine, sa svojim mermernim pločama, plazma displejima, uređenim vrtom, fontanama. A kada se već nađete na aerodromu Siem Riepa, blizu *Velikog jezera*, na koji godišnje sleti više turista nego na interna-cionalni aerodrom u Phnom Penhu (glavnom gradu), nadomak ste i drevnih hramova, tačnije na nekih dvadesetak minuta od onih najbližih. Ukoliko namjerite da posjetite baš sve, trebaće vam barem dvije sedmice da to ura-dite kako treba, i pritom uživate. A neki će poželjeti da ostanu i duže, jer ovo mjesto ima posebnu magičnu atmosferu, od koje je teško razdvojiti se.

Ukoliko ste u dobroj formi, kompleks Angkor Wata najbolje možete vidjeti tako što ćete iznajmiti bicikl i sami napraviti selekciju hramova koje ćete pos-jetiti (treba uzeti u obzir da su neki hramovi udaljeni 20 ili 30 km). Angkor je otvoren za turiste od ranog jutra, već od 5 h, a razgledanje može trajati do njegovog zatvaranja, između 16 i 17h, zavisno od hrama.

Takođe, možete iznajmiti vozača (tuk-tuk ili automobil) i vodiča, ili se priključiti nekoj grupi (agencije prave minibus ili kombi-ture), ali u tom slučaju zavisite od drugih i pratite njihov tempo, nemajući mogućnost im-provizacije i odabira hramova.

Na ulasku u kompleks plaćate ulaznicu, koja može biti dnevna, trodnevna, sedmična ili mjesečna. Zanimljivo je da vas pri tom fotografiju i u roku od nekoliko minuta dobijate personalizovanu propusnicu, koja služi za identi-fikaciju tokom vaše ture kroz hramove.

Arhitektura i građa Angkora

Sve građevine Angkora koje danas možemo vidjeti prije svega su religijski spomenici, a jedini ostatak nekadašnje Kraljevske palate jeste *Terasa slono-va*, koja je bila u njenoj osnovi. Pisani podaci o gradnji ovdašnjih hramova potiču iz 610. godine tako da možemo reći da istorija koju poznajemo na ovim prostorima počinje u VII vijeku, iako su naseobine još iz neolita. Do tada je kmer-ska država bila sastavljena od nekoliko manjih država koje su se ujedinjavale, nikad na duži period, pa je bilo potrebno da se jedan kralj, kakav je bio Jayavaraman II, samoproglaši za neprikosnovenog vladara i ustoliči prvu prestonicu blizu planina Kulen, kako bi Jugoistočna Azija do-bila jednu od svojih najvećih imperija.

Da bi razumjeli kakvi su zaista bili njihovi hramovi, važno je da znamo da oni nisu predstavljali mjesta okupljanja religioznih Kmera, već su to bile pal-ate bogova, njihove rezidencije, u kojima su oni 'postojali' u vidu statua koje su Kmeri čuvali kao svetinje. Jedna od najvećih je centralna kupola Angkor Wata izgrađena u XII vijeku, dimenzija 4,6 sa 4,7 metara u unutrašnjosti. Veliki hramovi nisu bili prostrane palate za samo jednog boga, već grupacije više manjih hramova povezanih podzemnim galerijama, od kojih je najveći bio namijenjen glavnom božanstvu. Primjera radi, Praeh Khan je sagrađen za preko 400 božanstava. Glavni dokazi kmer-ske arhitekture vide se upravo kroz

ova religijska zdanja, koja variraju po veličini i kompleksnosti izrade. Gradili su ih od trajnih materijala: opeke, laterita i pješčanog kamena, pa su mnogi preživjeli do našeg doba (sopstvene kuće Kmeri su tada pravili od drveta, pa danas o njima nemamo materijalna svjedočanstva). Opeka se najranije počela koristiti jer je bila najlakši materijal za obradu, laterit (glina bogata gvožđem) iako hrapav materijal, lako se obrađivao, a pješčani kamen imao je najveću vrijednost, pa se koristio samo za najvažnije hramove. Gradnja od pješčanog kamena bila je najkomplikovanija i najduže je trajala, a donosili su ga sa planine Kulen.

Hramovi

Angkor Wat

U prevodu, naziv ovog hrama znači – „grad koji je postao pagoda“, a posvećen je indijskom božanstvu Višnu (Kmeri su sem svojih božanstava, tokom istorije prihvatili i bogove drugih naroda u okruženju, prije svega Indijaca).

Predstavlja remek-djelo arhitekture, finih je proporcija, bogatih detalja i u njemu vidimo kulminaciju klasične kmer-ske konstrukcije. Karakterišu ga pi-ramida i koncentrične galerije koje povezuju sve hramove. Izgrađen u toku vladavine kralja Suryavaramana II između 1113. i 1150. godine, danas je Angkor Wat najveća religijska građevina na svijetu, koja se sa okružujućim zaštitnim jarkom (kanalom) prostire na preko 200 hektara. Razmjer Angkora je doprinio punoj ekspresiji religijskog simbolizma Kmera. On je prije svega mikrokosmos hinduističkog univerzuma. Vodeni kanal

Kule – lica Bayona





Ta Phrom



Pogled sa Phnom Bakhenga

predstavlja mitski okean koji okružuje zemlju, a koncentrične galerije predstavljaju planinske masive koji okružuju planinu Meru, dom bogova. Kule Angkora predstavljaju 'vrhove planine', a penjanje uz strme strane piramide koje vode do ovih vrhova na neki način simbolizuje penjanje uz stvarnu planinu. Hram izgleda sugestivno u rano zoru i suton.

Angkor Thom

Preostali hramovi Angkor Thoma predstavljaju jedan od nekada najvećih kmerskih gradova, koji se prostirao na preko 900 hektara (sada je veći dio ovog prostora pod šumom). Izgrađen u vrijeme Jayavaramana VII, vjerovatno je bio i glavni grad sve do XVII vijeka. Oko njega je podignut bedem visine 8 m i dužine 3 km sa svake strane, koji je imao zaštitnu ulogu, što potvrđuju tragovi na samom zidu. Po ovoj ogradbi je moguće hodati, a s nje je i veličanstven pogled na ono što je preostalo od grada.

Ta Phrom

Nastao u XII i XIII vijeku, građen je u stilu Bayona i predstavlja jedan od glavnih hramova kralja Jayavaramana VII. Kompleksnost bazične postavke ističe kroz njega isprepletano drveće, što mu daje posebnu, pomalo dramatičnu atmosferu. Većina hramova Angkora praktično je srasla sa džunglom do XIX vijeka, kada je postao ponovo interesantan istraživačima, ali su kod većine stabla uklonjena kako bi im se omogućio normalan pristup. Jedino su još Ta Phrom i Ta Som „ukrašeni“ na ovaj način jer se smatralo da će se građevine srušiti ukoliko se uklone stabla (u pitanju su dvije vrste drveća: *Ceiba pentandra* i *Ficus gibbosa*). Ta Som je minijaturna, simplifikovana, kompaktna verzija Ta Phroma, nastala u isto vrijeme. Karakterišu je, sem sraslih stabala, kule sa licima, slične onima u Bayonu.

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Bayon

Nastao u kasnom XII vijeku, u vladavinama kraljeva Jayavarmana VII i VIII. Predstavlja jednu od najmoćnijih, najzagonetnijih religijskih konstrukcija na svijetu –kompleks kula lica, složene strukture i značenja, s veoma bogatim sadržajem u unutrašnjosti. Danas je preostalo 37 kula, od nekadašnjih 54.

Bakong

Nastao krajem IX vijeka, bio je prvi značajni kmerski hram koji je asociirao na planinu Meru. Gradio ga je Indravarman I, a posvećen je Šivi, božanstvu koje su preuzeli od Indijaca. Značajnih je dimenzija – površine 900 x 700 metara, a jarak koji ga je okruživao prostirao se na 15 hektara.

Banteay Srei

Izgrađen je u X vijeku, skoro u podnožju planine Kulen, dvadesetak km od Angkora, u vrijeme kralja Rajendravarmana. Ovaj dragulj kmerske umjetnosti nazivaju još i „Citadela žena“, prvenstveno zbog njegovih minijaturnih proporcija i delikatnih dekoracija, ali i zbog jednostavnih linija arhitekture. Otkriven je kasno, 1914. godine, jer je izolovan, u mirnom okruženju, djelimično zaklonjen okolnom šumom. Karakterišu ga mitološke priče ugravirane u svijetlorozi pješčani kamen, posebno u onim djelovima koji predstavljaju baze tornjeva.

Preah Khan

Ovaj hram bio je jedan od najvećih projekata vladara Jayavarmana VII, a smatra se da je bio i budistička škola za preko 1000 učitelja i mali grad ujedno,

koji se zajedno sa okružujućim jarkom prostirao na preko 56 hektara. Ovdje je svakako najzanimljivija dvospratnica koja se drži na okruglim stubovima, jedinstvena na ovim prostorima u pogledu arhitekture.

Neak Pean

Jedinstven hram nastao u XII vijeku. Nalazi se na jezeru, za koje se smatra da simbolizuje jezero Anavatapta na Himalajima. Karakteriše ga skulptura konja Balaha, i malo svetište sa tornjem koje je građeno u Bayon stilu.

Preah Ko

Prvi hram koji je nastao u Roulosu, a podigao ga je kralj Indravarman I. To je mali hram građen od opeke, sa šest elegantnih tornjeva podignutih na istoj – neko-liko metara izdignutoj bazi, finih dekoracija, sa ukrasnim vijencima na vrhu.

Prasat Kravan

Izgrađen je početkom X vijeka, u vrijeme vladavine kralja Harshavarmana I. Nalazi se na putu između Agkor Wata i Banteay Kdeia. Karakteriše ga od pet svetilišta, čiju unutrašnjost krase zanimljivi kameni reljefi. Ima posebnu arhitekturu koju u kompleksu Angkora jedino ovdje možemo vidjeti.

Lolei

Potiče iz IX vijeka, a danas je teško zamisliti da je nekad ovaj hram bio na ostrvu unutar vještačkog jezera, uzdignut na podnožju površine 90 x 80 metara. Karakterišu ga četiri tornja od opeke sa jednostavnim bareljefom.



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CAMBODIA - SIEM RIEP TEMPLES

Seemingly lost in the wars and the jungle only three decades ago, the ancient temples of Angkor Wat, a UNESCO-protected site, are one of Asia's top destinations today.

ELOQUENT
THOUSAND-YEAR
OLD RUINS



Text and photo: **Vildana Jahic**

The magic temples in Siem Reap are not just the symbol of Cambodia but are the heart and soul of this small kingdom in southern Asia, both an inspiration and source of national pride for the Khmers, at a time when they are trying to rebuild their lives after the turbulent years of war. These temples are their main pilgrimage destination, a must-see stop for all those coming from neighbouring countries, and for others who are not willing to miss their extravagant beauty and the opportunity to pick up the scent of Khmer history. This is why there are flights to Siem Reap from every neighbouring country, as well as from all major European airports.

It was previously believed that Angkor was "discovered" by Europeans, which is a rather Eurocentric point of view. The French naturalist, Henri Mouhot's posthumous travel notes on Angkor aroused a lot of attention among Westerners, but the fact is that the Khmers never forgot their religious monuments, even though many of the temples had been neglected. Angkor Wat has never been forgotten, and the Khmers have been paying their tribute to it through many centuries. Their civilization is best represented by these temples, and is one of the most diverse in South East Asia. Today, we have the chance to see and enjoy its artefacts, originating from the 8th and 9th centuries, through successive reigns of Hindu and Buddhist emperors.

Tourism

The greater level of security and political stability are favourable for tourism, and Cambodia has seen an increase in the number of tourists year after year. According to the latest data, over two million people visited Cambodia in 2008. Siem Reap is the largest tourist zone in the country, which has greatly contributed not only to higher investment in infrastructure, particularly in the last several years, but also to the restoration of the Khmer cultural heritage. International donors have been financing different projects in infrastructure (especially in the temples zone, which has been completely cleared of mines), investing in water cleansing systems, and interesting modern architecture, completely different from the surrounding structures, is also being developed here. The best example is the International Airport, opened in 2006, with marble panels, plasma screens, and well arranged gardens and fountains. Once you find yourself at the airport of Siem Reap, near the Tonlé Sap (Big Lake), where more tourists land every year than at the international airport in Phnom Penh (the capital), you are close to the ancient temples, more precisely, some twenty minutes away from the closest one. If you decide to visit all of them, it will take at least two weeks to do so thoroughly, and enjoy doing it. Some would wish to stay even longer, because this place has a special magical air, difficult to leave.

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Bas-relief in Angkor Wat



Jayavarman VII



Laterite columns in Angkor Wat

If you are in a good shape, the Angkor Wat complex can best be seen if you rent a bicycle and make your own selection of temples to visit (bear in mind that some of the temples are 20 or 30 kilometres away). Angkor opens for tourists early morning, from as early as 5 a.m. and the sightseeing can last until its closing time, which can be 4 or 5 p.m. depending on the temple.

It is also possible to hire a driver (tuk-tuk or car) and a guide, or to join a group (travel agencies organize bus or van tours), but in that case you will depend on others and follow their pace, without the opportunity to improvise and make your own choice of temples.

The tickets, sold at the entrance to the complex, are available for a day, three days, a week or a month. The interesting thing is that you are photographed while buying a ticket and you receive a personalized pass, which serves as your identification during your tours through the temples.

Angkor, Architecture and Construction

All the buildings of Angkor we can visit today are primarily religious sites, and the only remnant of the earlier Royal Palace is the Elephant Terrace, which used to be its foundation. The records of the construction of these temples originate from 610, and it is safe to say that the history of these places dates back to the 7th century, although some form of settlement may be traced back to the Neolithic period. From that time, several differing countries have constituted the Khmer state, united for some time, but never for long, and it took one king, named Jayavarman II, to proclaim himself as the sacrosanct ruler and set his throne near the Mountain Kulen, for Asia to get one of its greatest empires.

In order to understand what their temples were really like, it is important to know that they have never been important gathering points of the religious Khmers, but were in fact the palaces of the gods, their residences, where they “existed” as statues, worshiped as sacred by the Khmers. One of the largest is the central dome of Angkor Wat, erected in the 12th century, covering a 4.6 by 4.7 meter floor area. The large temples were not the spacious palaces of only

one god, but were groups of many small temples of different gods, connected by underground galleries, the largest of which was dedicated to the main deity. For instance, Praeh Khan was built for over 400 deities. The main surviving evidence of ancient Khmer architecture can indeed be found in the numerous sacred buildings that vary greatly in size and complexity of construction. They used solid materials: bricks, laterite, and sandstone, which is why most of the buildings survive until today (the Khmers built their houses of wood, and there are no remains of them today). Brick was the earliest material in use, being the easiest to handle; laterite, (a clay rich with iron) even though coarse, was also easy to work; although the sandstone had the greatest value, and was used only for the most important temples. The construction using sandstone was the most complicated and took the most time, and all the rock was brought down from Mount Kulen.

Temples

Angkor Wat

In translation, the name of the temple means – „a city turned into a pagoda”, dedicated to the Hindu god Vishnu (apart from their deities, Khmers have accepted the gods of other surrounding peoples, primarily the Hindus, in the course of their history).

It is an architectural masterpiece, of fine proportions, rich in details, representing the culmination of classical Khmer construction. It is characterized by the pyramid and concentric galleries connecting all the temples. It was built during the rule of Suryavarman II, between the years 1113 and 1150. Today, it is the largest religious edifice in the world, and together with its surrounding defensive moat it spreads over more than 200 hectares. The size of Angkor enabled the full range of expression of the religious symbolism of the Khmers. Above all, it is a microcosm of the Hindu universe. The moat is the mythic ocean surrounding the Earth, and the concentric galleries represent the mountain massifs surrounding Mount Meru, the home of the gods. The Angkor domes are the “mountain tops”, and an ascent up the steep sides of the pyramid leading to the tops is not only symbolically just

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Angkor Thom

like climbing a real mountain. The temple looks almost natural in the early dawn and at sunset.

Angkor Thom

The existing temples are the remains of one of the largest early Khmer cities, spreading over more than 900 hectares (most of this area is now a forest). It was established in the late twelfth century by the king Jayavarman VII, and it probably remained the capital until the 17th century. It was surrounded by city walls, 8 meters high, and 3 kilometres in length. They had a protective function, which can be seen from the visible remnants of them. It is still possible to walk along the walls, and they offer magnificent views of the ruins of the city.

Ta Phrom

Built in the 12th and 13th centuries, in the Bayon style, Ta Phrom is one of the main temples of the king Jayavarman VII. The complexity of its monumental base has been additionally increased by interwoven tree roots, which gives it a special, partly dramatic atmosphere. Most of the Angkor temples were overgrown by jungle until the 19th century, when they were rediscovered by explorers, and in most of them, the trees have been removed in order to enable easier access. Only Ta Phrom and Ta Som are still "decorated" in this way since the opinion prevailed that the buildings would collapse should the trees be removed (there are two species of trees there: *Ceiba pentandra* and *Ficus gibbosa*). Ta Som is a miniature, simplified, compact version of Ta Phrom, built in the same period. Besides the overgrown trees, its principal features are the towers decorated with faces, similar to the ones in Bayon.

Bayon

Erected in the late 12th century, during the rules of the kings Jayavarman VII and VIII, it is one of the most powerful, and most mysterious religious

constructions in the world – the complex of towers are completed by decorative faces, of elaborate structure and meaning, with a very rich interior. Thirty seven towers have been preserved, out of a total of 54 that originally existed.

Bakong

This temple was built at the end of the 9th century, and it was the first important Khmer temple to resemble Mount Meru. It was built by Indravarman I, who dedicated the temple to Shiva, a deity adopted from the Hindus. It has impressive dimensions – 900 x 700 meters, while the moat surrounding it extends for some 15 kilometres.

Banteay Srei

Originating from the 10th century, almost at the foot of Mount Kulen, around twenty kilometres away from Angkor, it was built during the reign of the king Rajendravarman. Translated into English, the name of the temple means "the citadel of women", probably due to its miniature proportions and delicate decorations, as well as its simple architectural lines. It was re-discovered late, in 1914, being isolated, in an undisturbed environment, and partly hidden by the surrounding forests. The mythical stories carved into bright pink sandstone are its distinctive feature, particularly abundant in the foundations of the towers, and it is also called the "A Jewel of Khmer art".

Preah Khan

This temple was one of the greatest enterprises of the king Jayavarman VII, and it is thought to have been a Buddhist school with over 1,000 teachers and a small city all in one place, extending, inside an encircling moat, over more than 56 hectares. Its most interesting feature is definitely a two-storey structure, supported on round columns, featuring architecture unique to this region.

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Neak Pean

A unique temple built in the 12th century. It is located on a lake, which is considered to be a symbolic representation of the Anavatapta Lake in the Himalayas. It features the horse Balah sculpture, as well as a small sanctuary with a tower, built in the Bayon style.

Preah Ko

The first temple established in Roulos, built during the reign of the king Indravarman I. It is a small brick temple, with six elegant towers perched on one platform, with an elevation of several meters, and fine decorations and wreaths on top.

Prasat Kravan

This temple was built in the early 10th century, during the reign of the king Harshavarman I. It is located halfway between Angkor Wat and Banteay Kdeia. It consists of five sanctuaries, with interesting stone base decoration in the interior. Its architecture makes it a place unique to the Angkor Wat complex.

Lolei

It dates back to the 9th century, and, it used to be located on an island situated in the middle of an artificial lake, elevated on a 90 x 80 m platform, which is very difficult to imagine today. It consists of four brick temple towers, with simple base adornments.

HOROSKOP ZA PUTNIKE



Ovan - miris avanture neodoljivo vas privlači, stoga volite iznenadna putovanja. Prtljag vam je sporedna stvar, važno je da imate udobnu odjeću i kartu u džepu! Zaljubljeni u brzinu, rado putujete avionom, gorite od želje da stignete što prije! Vaša idealna destinacija podrazumijeva dinamiku, od kockarnica do istraživanja nepoznatih terena. Za ovo ljeto zvijezde vam predlažu osvježavajuću varijantu, vrell temperament rashlađićete putovanjem u - Finsku, Dansku, Norvešku ili Švedsku. Probajte!



Bik - sve studiozno planirate, pa i putovanja! Vaš moto je - udobno, sigurno i ekonomično, kada to spojite može da krene pakovanje. Vašem zemljanom znaku kopno je prirodna lokacija, tako da osjećate blagu nelagodnost u avionu. Ipak, kao najveći gurman Zodijaka, strah od letjenja možete da prevazidete uz pikantne poslastice! Egzotika, voda, zelenilo i dobra kuhinja je ono što tražite. Zvijezde sugerišu da posjetite Tunis, Maroko, Španiju, Francusku, Novi Zeland, Egipat.



Blizanci - na putovanjima se osjećate kao kod svoje kuće! Vaša planeta, Merkur, vlada prevoznim sredstvima i putovanjima, stoga ste uvijek spremni da otputujete. Ne brinete o udobnosti, možete da putujete i na biciklu, važno je da se krećete, saznajete, fotografirate, upoznate nove ljude ili zapisujete događaje. Rođeni ste za putnika reportera, dopisnika, turističkog vodiča. Prija vam gradska vrev, stoga je Njujork obavezna destinacija. Kao i države Južne Amerike, koje odgovaraju vašem temperamentu.



Rak - rodoljubi Zodijaka, teško napuštate rodni kraj! Da ne bi patili, najčešće putujete sa porodicom, partnerom, čak i sa kućnim ljubimcem! Ponekad ponesete svoju čašu, čebe, kućni detalj, kako bi vas podsjećao na toplinu doma. Vaše pakovanje je sporo i komplikovano, željeli bi da ponesete od svega po malo! Naravno, tablete protiv glavobolje, nesanice ili mučnine obavezan su detalj rakovskog prtljaga! Putnička groznica trese vas više nego druge, a za psiho-fizičku relaksaciju prijaju vam topli predjeli pored vode: Kuba, Sicilija, Grčka, Karibi, Tajland.



Lav - vi, krupna zvijerka, preferirate luksuzna putovanja! Možda ne putujete često, ali kada krenete, to je redovno u elitnoj klasi, do elitnog hotela, u elitnom društvu i na glamuroznim mjestima! Ipak, vi ste kralj! Vodite računa o detaljima koji ističu statusni simbol, tako da je vaš prtljag pozamašan i bogat markiranom odjećom, nakitom, kozmetikom, krznom, već prema prilici... Putovanje avionom je po vašem ukusu, a vašem osvajačkom duhu prijaju gradovi poput Rima i Berlina, mada je za vas i Francuska obala sasvim odgovarajuća.



Djevica - vaše vječno pitanje je – kako spojiti lijepo i korisno!? Niste osoba koja će na prečac da odleprša na putovanje. U duši perfekcionista, ali i ekonomista, prvo provjeravate bankovne račune, kartice, kasice prasice, potom svodite saldo koji stavlja pečat na putovanje. Dakle, putujete kada vaša računica pokaže zeleno svjetlo! Volite putovanja koja, pored zabavno/avanturističkog, imaju naučni i kulturni sadržaj. Potrebu za savršenstvom zadovoljićete u gradovima: Briž, Budimpešta, Beč, Prag, a država za vas je Švajcarska.



Vaga - radujete se putovanjima i danima unaprijed uživete u pakovanju. Esteta u duši, volite da putujete udobno, a ako prilike dozvole i luksuzno! Vaš prtljag je obiman, mnogo odjeće, obuće, kozmetike, šešira, ešarpi, nakita, naočara. I na putovanju želite da izgledate elegantno. Vašem prefinjenom duhu prijaju putovanja u rano proljeće ili ljeto, a najbolje se osjećate u mondenskim mjestima, na raskošnim trgovima, festivalskim gradovima, s toga ne bi trebalo da propustite Nicu, Kan, Azurnu obalu, Pariz i Rim.



Škorpija - prija vam sve što podiže adrenalin, stoga su vaša putovanja mistična, izazovna, nekada rizična i uvijek uzbudljiva! Rado putujete noću, naročito vas privlače noćna krstarenja morem! Volite romantična putovanja u dvoje, i za tu varijantu Ribe su vaš idealan partner. Praktični ste, nosite samo neohodno, provod je na prvom mjestu. Niste mnogo pričljiv saputnik, više volite da odspavate nego da neobavezno časkate. Zvijezde sugerišu da posjetite Vankuver, Amsterdam, Rio de Ženeiro. Skoknite do Indonezije, Alžira, Portugala.



Strijelac - vi ste putnik Zodijaka! Vaši koferi uvijek su spremni! Takođe, idealan ste saputnik –komunikativan, zanimljiv, duhovit, prilagodljiv, vedar i srdačan! Ne opterećujete se prtljagom, kao ni komforom, važno vam je da posjetite nešto novo, da se dobro provedete i nešto saznate. Privlače vas safari putovanja, udaljene destinacije, necivilizovani predjeli, kanjoni, klisure, planine. Ljeto je idealna prilika da ostvarite san svakog Strijelca i osvojite vrhove Kilimandžara!



Jarac - nepredvidljivost nije vaš stil, stoga brižljivo planirate putovanja. Insistirate na rezervaciji pola godine unaprijed! Na putovanju preferirate sigurnost, udobnost, ako je moguće i – mir. Volite da putujete sami, eventualno u paru, obilazite mala primorska mjesta ili planinske obronke! Skromni ste, ekstravagancija nije vaš stil. Planeta Saturn upućuje vas da odete na istorijska mjesta, da posjetite stare kulture i civilizacije, muzeje i arheološke iskopine. Za vas su Grčka, Mesopotamija, Tibet, Irska, Škotska, Egipat, Aleksandrija.



Vodolija - obožavate putovanja u nepoznatom pravcu! Rijetko imate plan, krećete kao grom iz vedra neba! Planeta Uran, pored neočekivanih, donosi vam i neobična putovanja, tako da je pakovanje usputna radnja. Vazdušnoj, dinamičnoj prirodi vašeg znaka, prija putovanje avionom. Odgovaraju vam prilagodljivi, nekonvencionalni saputnici, tako da su Strijelac ili Blizanci idealan izbor. Priželjkujete da se na putovanju dogodi nešto nepredviđeno. Ljubav, možda! Vaše države su: Rusija, Kina, Mongolija, a gradovi: Kopenhagen, Amsterdam, Stokholm. Uživajte!



Ribe - volite da putujete, ali organizacija vam je slaba tačka. U prednosti ste ako imate organizovanog i energičnog partnera, brigu o finansijama i pakovanju prepustite njemu! Ako ste prepušteni sami sebi, pakovanje je haotično, a vi rasijani, stoga je najbolje da napravite spisak obaveza. Volite luksuz, pa tako i putujete. Na putovanje vas vodi intuitivna planeta Neptun, i za vas bira: Maltu, Nju Orleans, Floridu, Kipar, Panamu, Urugvaj, Haiti, Portugal. Kao spavalica Zodijaka, dobar dio putovanja letite na krilima snova.

Astrolog: **Natasa Grujičić**

TRAVEL HOROSCOPE

Aries – You cannot resist a whiff of adventure, and you like spur-of-the-moment trips. Luggage is of minor importance, what matters is that you have comfortable clothes and a ticket! You are in love with speed, like to travel by plane, cannot wait to reach your target as soon as possible! Your ideal destination needs to be dynamic, offering everything from casinos to the exploration of unknown areas. For this summer, the stars are suggesting a refreshing option, you will cool down your hot temperament if you visit – Finland, Denmark, Norway or Sweden. Give it a try!

Taurus – You plan everything studiously, trips included! Your motto is – comfortable, safe and economic, and once you have it all combined, the packing can begin. As an Earth sign your natural habitat is land, and you feel slight unease in a plane. However, being the Zodiac's greatest gourmet, you can overcome your fear of flying with some delicious treats! What you're looking for is: exotic areas, water, vegetation, and good cuisine. The stars propose you visit Tunisia, Morocco, Spain, France, New Zealand, or Egypt.

Gemini – On your travels, you feel like you're home! Your planet, Mercury, rules the means of transport and travelling, and this makes you always ready for a journey. You are not worried about convenience, you can travel on a bike, as long as you move, learn, take photos, meet new people or write about events. You are a born travelling reporter, correspondent, or tourist guide. You enjoy the commotion of a city, and that's why New York is a must for you. The same applies to the South American countries, which suit your temperament.

Cancer – It is hard for you to leave your hometown, you Zodiac patriots! To avoid loneliness, you most frequently travel with your family, partner, even with your pet! Sometimes, you take your glass, blanket, any domestic detail, with you to remind you of the warmth of your home. You pack slowly, in a complicated way, because you would like to take a little bit of everything with you! Of course, some headache, insomnia or nausea medications are obligatory details in the luggage of a Cancer! The travel fever shakes you more than others, and for both psychological and physical relaxation, warm landscapes near water suit you best: Cuba, Sicily, Greece, the Caribbean, or Thailand.

Leo – Being a large and important being, you prefer luxury travelling! You may not travel often, but when you depart, it is most often a top-class journey, all the way to a high-end hotel in glamorous places, in the company of the social elite! After all, you are a king! You take into account details that accentuate your status, which makes your luggage heavy and filled with designer clothes, jewellery, cosmetics, fur, whatever the occasion... Travelling by plane suits your taste and your spirit of the conqueror enjoys cities like Rome and Berlin, although the French coast could be just fine for you.

Virgo – Your eternal dilemma is – how to combine the nice and the useful? You are not the type of person to hastily embark on a journey. Deep inside, you are a perfectionist, but also an economist, first you check your bank accounts, cards, money boxes, and then you assess the balance before you agree to your trip. It means that you travel only when your calculations give you the green light! You like journeys that, besides being entertaining and adventurous, also have scientific and cultural significance. Your need for perfection can be satisfied in cities such as: Bruges, Budapest, Vienna, Prague, and your preferred country is Switzerland.

Libra – You look forward to travelling and enjoy packing for days in advance. You are an aesthete in soul, love to travel comfortably, even luxuriously if circumstances allow! Your luggage is huge, lots of clothes, shoes, cosmetics, hats, scarves, jewellery, glasses. You wish to stay elegant, even when travelling. The early spring or summer holiday suits your refined spirit, and the fashionable spots, opulent squares, and festival cities are definitely your thing, so you should not miss Nice, Cannes, Côte d'Azur, Paris and Rome.

Scorpio – Everything that gives an adrenalin rush suits you, which makes your travels mystical, challenging, sometimes risky and always exciting! You like to travel at night, and sea cruises at night are of particular attraction to you! You like romantic journeys for two, and your ideal partner for this option is a Pisces. You are practical, carrying only the necessary things, and fun is the key element. You are not talkative as a co-passenger, you enjoy sleeping more than chatting. The Stars are suggesting visits to Vancouver, Amsterdam, or Rio de Janeiro. You should also make a quick trip to Indonesia, Algeria, and Portugal.

Sagittarius – You are the Zodiac's best traveller! Your suitcases are always ready! You are also ideal as a co-passenger – communicative, interesting, witty, flexible, smiling and cordial! You don't care much about luggage or comfort, what matters to you is to visit something new, to have fun, and to learn something. You are attracted by safari trips, far-away destinations, areas away from civilization, such as canyons, cliffs, and mountains. The summer is the ideal chance to make every Sagittarius dream come true and conquer the peaks of Kilimanjaro!

Capricorn – Unpredictability is not your style, which is why you plan your travelling carefully. You insist on bookings half a year in advance! During the trip your preference is safety, comfort, and if possible – peace. You like to travel by yourself, or possibly in a pair, and tour small coastal places or mountain slopes! You are modest; extravagance is not your style. The planet Saturn directs you to visit historic sites, ancient cultures and civilizations, museums, and archaeological sites. Greece, Mesopotamia, Tibet, Ireland, Scotland, Egypt, especially Alexandria, are the best places for you.

Aquarius – You adore travelling to unknown destinations! Rarely do you have a plan, you arrive like lightning from a clear sky! The planet Uranus, besides the unexpected, also brings you to unusual journeys, which makes packing a side activity. Travelling by plane suits the airy, dynamic nature of your sign. You like flexible, unconventional co-passengers, Sagittarius or Gemini may be the perfect choice. You hope for something unexpected to happen on your journey. Maybe - love! Your countries are: Russia, China, Mongolia, and cities: Copenhagen, Amsterdam, and Stockholm.

Pisces – You like to travel, but organisational skills are your weakness. You are fortunate if you have a partner who is organised and energetic, you can let them take care of the finances and the packing. If you are all alone, your packing is chaotic, and you are absent minded, which is why you should have a to-do list. You like luxury, and that is how you travel too. The planet of intuition, Neptune, is leading you on your travelling, and chooses for you: Malta, New Orleans, Florida, Cyprus, Panama, Uruguay, Haiti, Portugal. As the Zodiac's best sleeper, you spend a good deal of your travelling on the wings of your dreams.

Astrologer: **Natasa Grujic**



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Montenegro Airlines: 10.1.2009.
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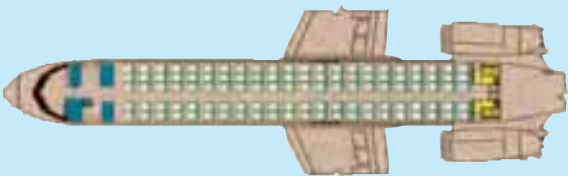
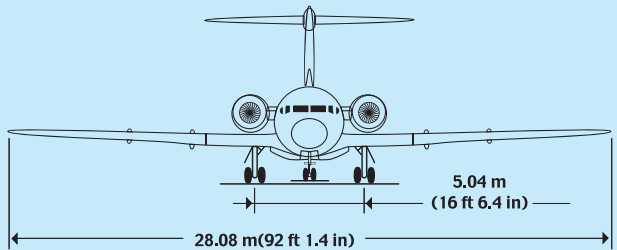
Razmah krila / Wing span	28.08 m	92 ft 1.4in
Ukupna dužina / Total lenght	35.53 m	116 ft 6.8 in
Ukupna visina / Total height	8.50 m	27 ft 10.5 in
Prečnik trupa / Fuselage diameter	3.30 m	10 ft 9.92 in
Površina krila / Wing area	93.5 m2	1006.5 sq ft

PERFORMANSE / PERFORMANCE

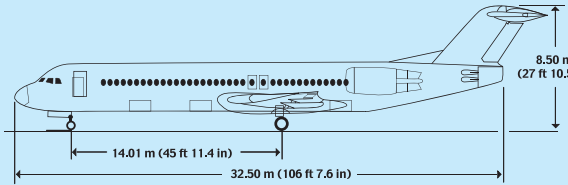
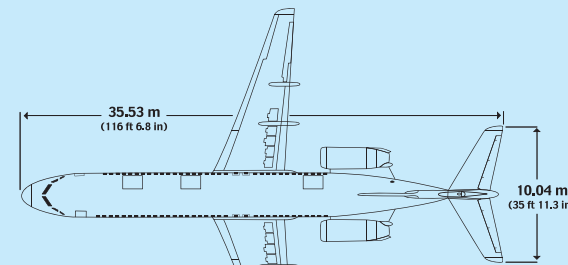
Max brzina leta / Max operating speed	320 kts CAS	-
Max brzina leta / Max operating speed	0,77 M	-
Max visina leta / Max operating altitude	10.668 km	35000 ft

TEŽINE / WEIGHTS

Max težina bez goriva / Max zero fuel weight	35835 kg	79000 lb
Max težina na polijetanju / Max take-off weight	43090 kg	95000 lb
Max težina na slijetanju / Max landing weight	38780 kg	85500 lb



Standard layout seats

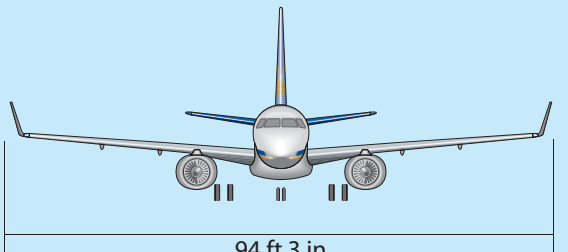
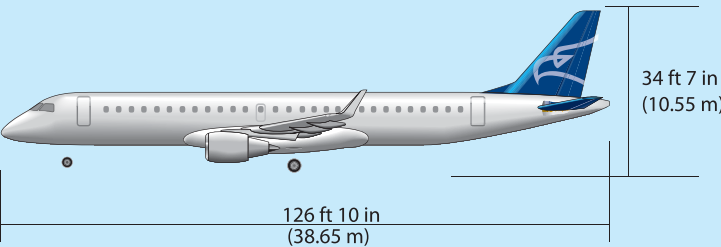


SPOLJNE DIMENZIJE / EXTERNAL DIMENSIONS

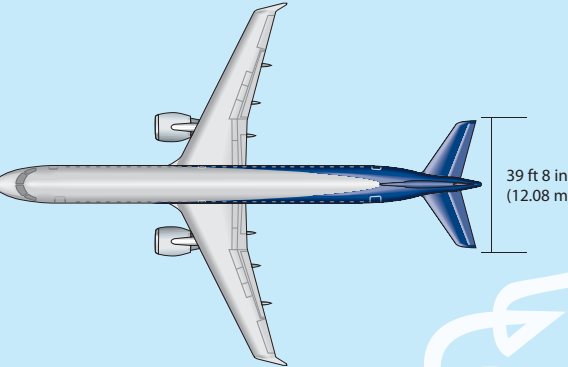
Razmah krila / Wingspan	94ft 3in	28.72m
Ukupna dužina / Length Overall	126ft 10in	38.65m
Ukupna visina / Height Overall	34ft 7in	10.55m
Razmah horizontalnog stabilizatora / Horizontal Stabilizer Span	39ft 8in	12.08m
Širina trupa / Fuselage Width	9ft 11in	3.01m
Visina trupa / Fuselage Height	11ft 0in	3.35m

UNUTRAŠNJE DIMENZIJE / INTERNAL DIMENSIONS

Dužina putničke kabine / Cabin Length	92ft 5in	28.17m
Širina putničke kabine / Cabin Width	9ft 0in	2.74m
Visina putničke kabine / Cabin Height	6ft 7in	2.00m
Širina prolaza između sjedišta / Aisle Width	19.75in	0.50m
Širina sjedišta / Seat Width	18.25in	0.46m



94 ft 3 in
(28.72 m)



39 ft 8 in
(12.08 m)

	Destinacije LJETO 2009.	Destinations SUMMER 2009	
	NAUTIČKE MILJE NAUTIC MILES	KM	Flight time Trajanje leta (min)
PODGORICA			
BEOGRAD/BELGRADE	169	313	38
BEČ/VIENNA	431	798	65
FRANKFURT	786	1456	115
LJUBLJANA	401	743	60
RIM/ROME	353	654	60
CIRIH/ZURICH	660	1222	105
BUDIMPEŠTA/BUDAPEST	345	639	60
PARIZ/PARIS	954	1764	140
MOSKVA/MOSCOW	1058	1959	190
PETROGRAD/ST. PETERSBURG	1123	2078	180
LONDON	960	1776	155
TIVAT			
BEOGRAD/BELGRADE	190	352	40
FRANKFURT	776	1437	115
CIRIH/ZURICH	650	1204	105
LJUBLJANA	391	724	60
PARIZ/PARIS	954	1764	130
LONDON	960	1776	155
KOPENHAGEN	900	1625	160
SKOPLJE	190	342,95	40
PRIŠTINA	115	207,75	35
NIŠ	160	289	35
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CHARTER FLIGHTS			
PODGORICA			
BARI	212	392	36
NAPOLI	337	624	54
ERFURT	675	1249	104
BERLIN	731	1352	110
DRESDEN	636	1177	99
OSTRAVA	478	884	76
PRAG	578	1069	90
BRNO	499	923	79
BRINDIZI (BRINDISI)	213	393	40
GRAC (GRAZ)	322	596	70
KLAGENFURT (KLAGENFURT)	333	616	70
ISTANBUL (ISTANBUL)	437	809	80
KATOWICE (KATOWICE)	487	902	90
BRATISLAVA (BRATISLAVA)	340	665	80
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