



ADRIAIR

Airport Security and
Air Taxi Network in the Adriatic

PULA



BANJA LUKA



RIJEKA



PHOTO BY NICOLA STROCCHI

PROVINCE OF
RAVENNA



DUBROVNIK



PROVINCE OF
FORLÌ-CESENA



Provincia di Ravenna

LIR
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DUBROVNIK AIRPORT Ltd.



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AIRPORT PULA



Provincia di Forlì-Cesena



ALMA MATER STUDIORUM
UNIVERSITÀ DI BOLOGNA
CAMPUS DI FORLÌ



ZRAČNA LUKA RIJEKA
RIJEKA AIRPORT



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CONNECTING THE ADRIATIC REGION

This brochure has been realized within the project **ADRIAIR – Airport Security and Air Taxi Network in the Adriatic**, co-financed by IPA Adriatic Cross-Border Cooperation Programme 2007 – 2013, with the aim to promote the realization of air taxi connections between the regional airports of the Adriatic, through reciprocal territorial marketing of the involved areas and to lay down the experiences and best practices.

In the next pages you will find a short overview of the diverse territories involved in the ADRIAIR project. Even if each one has its historical, cultural and environmental specificity, they share a common sea and a smart productive background and are willing to cooperate with their Adriatic neighbours. This brochure will also present the airports operating in the territories and a list of the air taxi companies providing air taxi services in Adriatic region.

As highlighted in the EU Strategy for the Adriatic-Ionian Region (EUSAIR), this region faces stimulating challenges, especially concerning the development of infrastructures. Indeed, there are still remarkable disparities of available facilities and transport networks among territories due also to the heritage of the XX century history, that in certain areas meant years of isolation and war conflicts.

The improvement of the transport network, in particular air traffic, is an asset for the promotion and the attractiveness of the whole area, both for investments and for tourism, meaning also new jobs and economic growth. The promotion of innovative and intermodal ways of transport will positively affect the development of a sustainable economic growth of the Adriatic Region.

Furthermore, the cooperation among the different countries will contribute to improve the connections between the Adriatic Region and the other European corridors and represents a valuable opportunity for candidates of the EU to work alongside EU members, for a better integration of the Western Balkans into the European Union.



PROVINCE OF FORLÌ-CESENA

In 2014 about a million tourists arrived in the area that offers many hotels and accommodation.

The Province of Forlì-Cesena is located in the Region Emilia-Romagna and includes 30 municipalities, the main are Forlì and Cesena. Strategically located between the junction of Bologna and the port of Ravenna, the Province of Forlì-Cesena is crossed by important roads and rail axes and is a crucial point in the communication ways towards Europe and the Mediterranean Sea. The Forlì airport "Luigi Ridolfi" represents a strategic asset for the area.

The local production system, based on small and medium enterprises, is oriented to quality and innovation, with a strong commitment to internationalization. Businesses and local authorities cooperate for the development of the area, promoting its attractiveness and the development of infrastructures, with a vision of subsidiarity and synergy between public and private.

The most important sectors in the provincial economy are services, commerce, agriculture, construction and industry, particularly the agro-food, engineering and manufacturing. Tourism plays an important role, in particular

maritime and spa tourism, wine and food tours and art cities. In 2014 about a million tourists arrived in the area that offers many hotels and accommodation. As for research and development, some public-private organizations are very active and play a capillary action towards enterprises, providing knowledge and advanced technology to manage new solutions in various business processes. Of particular relevance is the Technological Air Pole in Forlì that includes the school of Aeronautics, the university course of Aerospace Engineering, the ENAV Academy (national institute for the training of civil air traffic operators) and flight schools.



FORLÌ AIRPORT

The Forlì airport “Luigi Ridolfi” was founded in the Thirties as a military airport and only at the end of the Sixties began to move passengers and cargo. After a period of rapid growth in 2000-2008, the economic crisis led to a drastic cut of public funding and a progressive reduction of the remaining airport activities to flight schools and private flights.

Recently, the airport management has been entrusted to a private company that is working with public authorities and local stakeholders to reorganize and revitalize the airport activities.

Forlì Airport is characterized by differentiated services and is suitable for flexible use (passenger and freight business, low cost airlines, charter and cargo, general aviation). From a logistical standpoint, it is ideally situated just outside the city centre, well connected with the railway and the highway and near the port of Ravenna. It represents the perfect gateway to the Province of Forlì-Cesena and its nearby tourist destinations, being an area renowned



both for the resorts on the Riviera and for the cultural art cities and villages of the hinterland.

Forlì Airport is part of the Aeronautics Technological Centre, a unique reality in Italy where institutional and private stakeholders cooperate in aeronautics

Forlì Airport is part of the Aeronautics Technological Centre, a unique reality in Italy where institutional and private stakeholders cooperate in aeronautics field.



field, allowing the integration of airport functions with university activities and higher education, research, testing and supply of advanced services.



More than 1 million tourists visit Dubrovnik area per year.

The Dubrovnik & Neretva County is situated in the south of Croatia bordering the countries of Montenegro in the south and Bosnia & Herzegovina in the east. “Dubrovnik Riviera” is a globally recognized upscale tourist destination, and one of the leading in the Mediterranean. In the coast region, but also in the inner land, which were previously not subject to tourism and general economic development, are developing innovative and high quality resorts that at maximum respect landscape and socio-cultural substratum of this unique space. The unique position of Dubrovnik and the difficulties to be reached by road are supporting the fact that the development of air transport is crucial for the region as an incoming tourism destination (more than 64% of tourists come to Dubrovnik by air). The main economic driver in the region is tourism and services closely related to it. Other main industries in the region relate to trade (wholesale), cargo, and construction.

More than 1 million tourists visit Dubrovnik area per year. While the key drivers that make the County the most attractive place for a holiday of in average 2 to 5 days remain unchanged, one would assume that the increasing accessibility and the trend to take

shorter but more frequent holidays will be the future key drivers for tourism growth to Dubrovnik & Neretva County. The agriculture in the County is developed and has high potential considering the fact of fertile farming



areas (The Neretva Valley) and on the areas favourable to the growth of traditional cultures (vine, olive trees, herbs, etc). The aquaculture has also great potentials based on the favourable conditions of the local waters for farming of shells and white fish (The Bay of Mali Ston – oysters), as well as fishery whose potential lies in 7,500 km² of the sea area in the County.

Next to Rijeka, Ploče port is the second largest cargo port in Croatia. The seaport of Dubrovnik City is of minor importance for cargo traffic but attractive for passenger traffic.

DUBROVNIK AIRPORT

Dubrovnik Airport is situated in south Croatia and it is the main point of entry to Dubrovnik & Neretva County. One can reach the airport from the city of Dubrovnik in about 30 minutes by scheduled bus service, taxi or by car.

The Airport is one of the main economic engines of the region, as it provides jobs as well as undertakes the important role of making the country accessible for tourists. The airport is also servicing a large amount of tourists every year, which is to the benefit of the airport as well as its county. Important to note is that the tourism offerings in the Dubrovnik-Neretva County are not limited to the city of Dubrovnik – there are several islands with a similar variety of tourism offers as in this city.

The main characteristic of Dubrovnik Airport is the high seasonality.

One of the strengths for Dubrovnik Airport is to be a well-known destination in the international tourism markets and having a competitive price level compared to other similar destinations. At the Dubrovnik Airport more than 50



airlines are operating serving over 75 national and international destinations. The most dominant airlines in Dubrovnik Airport are Croatia Airlines, Easyjet, Monarch Airlines, Lufthansa, Austrian Airlines, and British Airways. The present trend in the airport is still a

Total passenger traffic in 2014 amounted to 1.6 million with more than 16 thousand aircraft operations.

high number of passengers carried by traditional carriers and an increasing number of passengers carried by low-cost carriers. Charter flights are present during the summer season, while transit flights have low significance for the airport. Total passenger traffic in 2014



amounted to 1.6 million with more than 16 thousand aircraft operations.

PROVINCE OF RAVENNA

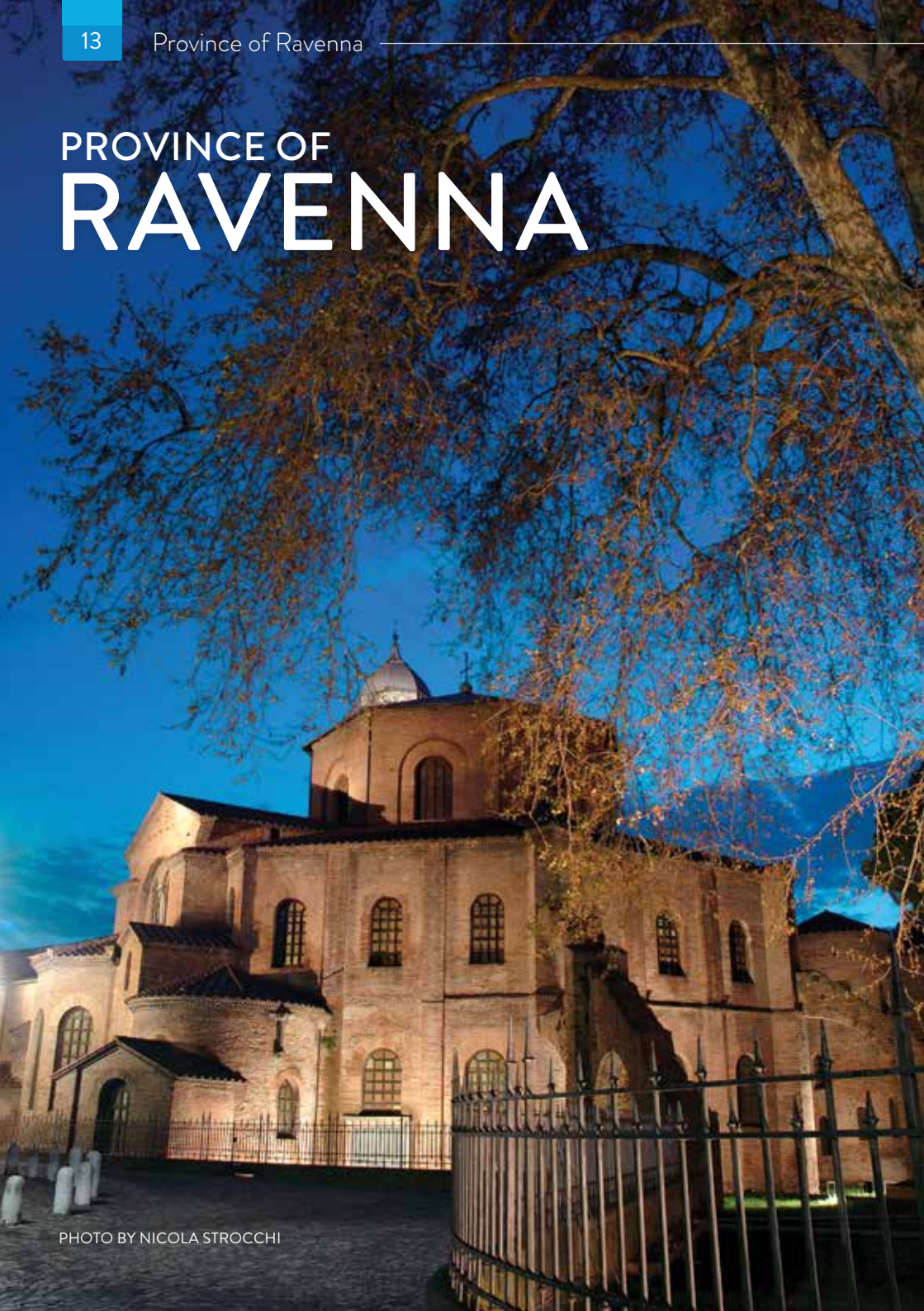


PHOTO BY NICOLA STROCCHI

The Province of Ravenna is one of the most visited tourist destination in Italy, with almost 7 million visitors in 2014.

The Province of Ravenna is located between the Adriatic sea and the Appennines, 150 km far from Venice. It includes 18 municipalities, the most important of which are Ravenna, Faenza and Lugo. It is a very productive territory especially regarding agriculture and the service industry, in particular tourism and transport. The economy is diversified: there are many industrial activities, energy and logistic related firms, as the port of Ravenna is one of the most important in the Adriatic sea. The Province seat is Ravenna, a splendid harbor in the Adriatic, a city of arts and culture, next to the sea. It was the capital of the Western Roman Empire and it has been recognized a site of UNESCO Human Heritage for the presence of monuments. Its appealing is completed by the Parco del Delta del Po, a natural area, and the Mirabilandia Amusement Park.

Faenza is known as the Capital of Artistic Ceramic, which is exposed in the International Museum of Ceramics

and which is present in many workshops in the city centre. Cervia is a town of history, know as Salt Town, and modernity, as a high quality touristic resort. Other towns of interest are the Medieval villages sited besides Faenza in the hills, such as Brisighella, Casola Valsenio and Riolo Terme, and in the Bassa Romagna. The Province of Ravenna is one of the most visited tourist destination in Italy, with almost 7 million visitors in 2014. It offers to holdaymakers many opportunities: cultural sightseeings, beach resorts, sports and nature facilities.

The Province benefits from an efficient network of railroads, airports and highways that allow to easily reach the North and the South of Italy. The main airport of the region is the Guglielmo Marconi - Bologna, one hour far from Ravenna. During the spring and summer there is a direct connection Ravenna - Bologna Airport operated by shuttle service (www.shuttlerace.it). In less than one hour it is possible to reach the other airports of Rimini-Miramare, 50 km away, and Forlì, 30 km away.



RAVENNA AIRPORT

The “Novelli” Airport, located in “La Spreta”, is classified as a “smaller airport” by General Aviation under the current standards. It is situated about 4 km south of the city of Ravenna, between the villages of Classe, Fosso Ghiaia and Madonna dell’Albero. It has a direct access from the Dismano road (SP 118) that is directly connected (less than two kilometres away) to the SS. 309 “Adriatica”, which in turn allows direct access to both the E55 “Ravenna - Orte” to the South and the A14 going northwards, providing a fast connection to the national motorway network. The connection with the port area, with the railway station and the city centre is just as fast.

The settlement occupies an area of about 80 ha. Right now it features a single asphalted runway, 1,200 meters long and 30 meters wide oriented towards 08/26, with grass extensions beyond the stopways, about 150/200 meters long on each side, and a taxiway connecting the two aircraft parking areas (70x56-85x50 - also asphalted), the



hangars, the fuelling station (AVGAS and JET-A1) and the air terminal. The airport terminal is equipped with offices, meeting room, operating room, control tower, coffee shop, toilets, a hangar of about 900 square metres, parking spaces and recreational green

It is situated about 4 km south of the city of Ravenna and it is well connected with the port area and railway station.



areas. Thanks to the collaboration of the F. Baracca Flying club and other stakeholders, it often organises exhibitions and events. The airport hosts the F. Baracca Flying Club with a flight school, the Asso Fly School of Aerobatics, the Pull Out Flying Club

with a Parachuting School and the Model Airplane Club.



RIJEKA

Rijeka, Kvarner's administrative & every other centre is rich in nature, culture and history.

Rijeka, Kvarner's administrative & every other centre is rich in nature, culture and history. Tourist meccas Opatija (congress, beach, culture & night tourism), Gorski kotar (hiking, hunting & fishing paradise), Učka nature park, Risnjak National Park, Rab, Lošinj & Pag islands will realize the wishes of even the most demanding individuals. Rijeka is also a perfect location to establish businesses. Developed transportation infrastructure is ideal basis for diverse economic structure: tourism, transport, manufacturing, construction, finances. At crossroads of two EUTEN-T logistical corridors; Danube – Mediterranean & Adriatic coast TEN-T corridors live 310.000 inhabitants, or 550.000 inhabitants in an hour drive radius. At only 90 minutes drive you can reach Trieste, Ljubljana, Zagreb, & Pula, islands Krk, Cres & Lošinj. For entrepreneurs, the market provides huge potential regarding vast reserves in educated, skilled work force, biomass, renewables, usage of natural & cultural resources for economic purposes, developed transportation & manufacturing

traditions. Economic sectors with main companies are: Manufacturing industry (3. MAJ shipyard, Viktor Lenac dry dock shipyard, KRAŠ sweets industry, DIP Klana wood processing industry, RIO garment industry, etc.); Trade (Konzum, Mercator, Jysk, Emmezetta, etc.); Construction (GP Krk, GPP Mikić, GP MIK, Špina, JAX, etc.); Transport/storage (Port of Rijeka, Rijeka Airport, JANAf, DPD logistics, Adriatic Maritime Service, COSCO, MAERSK, Adriatic Gate Container Terminal, Passenger port & Delta storage terminal, Rijeka – Zagreb Highway, Jadrolinija, etc.); Education (University of Rijeka, Rijeka College, etc.); Tourism (Liburnia Riviera Hotels – Remisens, Plava Laguna – Bonavia, Jadranka Hotels, etc.).

Prominent regional economy sectors are trade (24%), expert, scientific, technical businesses (15%) and construction (13%). Sectors with most workers are trade (23%), manufacturing (22%) transport/storage (12%). They accumulate 66% of total income in Rijeka region economy.



RIJEKA AIRPORT

Rijeka Airport Ltd is located on the Krk island, connected by bridge & 17 kilometres away from Rijeka. In heart of Europe, Moscow, Helsinki & Lisbon are easy to reach. In 2015 it celebrated 45th birthday. The airport, operational all year round, has no peak loads, holding circuits or noise restrictions for cargo flights and it offers crew trainings & panorama flights.

During 2013, Rijeka Airport served around 160.000 passengers, in 2014 around 140.000 passengers and in 2015 targets to serve 180.000 passengers. In 2014, first time in 5 years the Airport finished the year positively, and in 2015, it ended the seasonal character, first time after 1991.

Most frequent airlines connected with Rijeka are Germanwings, Ryanair, Croatia Airlines, Norwegian Air, AirBaltic, Trade Air, European Coastal Airlines. First time in the Airport history the Airport introduced hidroplane connection from Rijeka to Adriatic coast. New airline Limitless Airways operated by Swedish Scandjet has



operational/maintenance base here. Main passenger markets are Germany, Scandinavia, Belgium and UK. Via Rijeka-Zagreb highway the Airport is connected with two TEN-T corridors. Port of Rijeka has oil terminal in Omišalj, located 3 kilometres across the Airport.

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The Airport has vast area for operational expansion, goal reaching decisiveness & realistic plans.

Rijeka Airport modernizes operational infrastructure with new systems, passenger services, & strives to aircraft repair/maintenance hangar, expanded

passenger building, parking lots, taxiways, alternative runway. Owners support, serious investors, and EU funds co-financing are crucial for this.



BANJA LUKA

The city of Banja Luka, the second largest city in Bosnia and Herzegovina and is the capital of the entity of Republika Srpska.

The city of Banja Luka, with a population of about 200.000 residents, is the second largest city in Bosnia and Herzegovina and is the capital of the entity of Republika Srpska. The city is located in the northern part of Bosnia, in a valley 164 meters above the sea level, on the border between the Dinaric Alps in the south and the Pannonian Basin in the north. The city is in the Central European Time Zone (GMT +1) and it has a temperate continental climate with the prevailing influences of the Pannonian area.

The City of Banja Luka has got a very favorable strategic position in the European continent which allows investors to easily access entire market of the European Union, Central and Eastern Europe. It is 50 km away from the Sava River and 60 km from the Pan-European Corridor X, via which a very good road connection can be established with Zagreb (182 km), Belgrade (327 km), Ljubljana (253 km), Vienna (386 km), Budapest (336 km), and further toward Western and Eastern European countries. Investors into the

area can benefit from liberalized trade with no customs duties with the EU, CEFTA countries (Serbia, Macedonia, Albania, Moldova and Montenegro) and Turkey. Furthermore, preferential trade agreements with USA, Japan, Canada, Switzerland, Australia, Norway, New Zealand, Russia and Iran are in place. The income tax rate in the region is 10%, with a further 33% rate for contributions of the gross salary. For businesses, the



profit tax is 10%. The Value Added Tax (VAT) rate is 17%. The average gross salary is 688 EUR. An important part of attractiveness of Banja Luka to investors is monetary stability provided by fixed exchange rate of the local currency, Konvertibilna Marka – Convertible Mark (KM), to the Euro: 1KM= 0.51129 EUR or 1 EUR = 1.95583 KM.

There are many tax exemptions for foreign investments in the Republic of Srpska. Foreign investors are exempted from importation tax on assets representing foreign investment. Foreign persons may open bank accounts and transfer money abroad without any limitations.

BANJA LUKA AIRPORT

Banja Luka International Airport is located 23 km north city of Banja Luka, the second largest city in Bosnia and Herzegovina. The airport is managed by the government-owned company "Aerodromi Republike Srpske".

The Airport is located at 44°56'29"N 17°17'51"E at elevation of 122m. The runway has a length of 2.500m with concrete surface.

The construction of the Banja Luka International Airport began in 1976. In accordance with the development plans, capacities were built defining Banja Luka as an airport of secondary importance, restricted to domestic air traffic on the territory of Socialist Federal Republic of Yugoslavia.

Following the disintegration of Yugoslavia the Banja Luka Airport got importance and a completely different role. Banja Luka International Airport was opened for civilian air traffic on 18 November 1997.

Following the restructuring of JAT Airways, with Etihad Airways as the majority owner, a daily flight to Belgrade



was introduced. This flight connects Banja Luka Airport with a rapidly expanding regional hub with flights to all major airports of Europe and the Middle East, and this flight in itself has contributed to a significant increase of passengers at Banja Luka Airport. During

During 2014 the airport has served 27.636 passengers, with planned increases for 2015.

2014. the airport has served 27.636 passengers, with planned increases for 2015. Currently, the Airport has two regular flights: a daily flight to Belgrade (Air Serbia), and a 4 times per week flight to Zurich (BH Airlines). The airport has a daily bus shuttle to the



center of Banja Luka. The Banja Luka Airport is searching for a investor to start with realization of development plan which includes reconstruction of the current terminal building and construction of a new cargo terminal.



PULA

The city of Pula is mostly known as the major industrial, cultural and communications centre of Istria.

Situated at the southernmost tip of the peninsula, Pula is the region's largest city which boasts a rich and varied cultural heritage. The city has a long tradition of wine/oil making, fishing, shipbuilding, and tourism. Pula is mostly known as the major industrial, cultural and communications centre of Istria.

By opening some industrial zones and with the support of the Istrian Development Agency (IDA) there is a great endeavouring all over Pula and surroundings to attract foreign investors for investments in profitable activities and industry. Industry is mainly concentrated around the largest Istrian town of Pula. At present, the most outstanding share in its industry make the shipbuilding with the machine, engine and equipment manufacturing. Great attention has been given to the revitalisation of agriculture in the previous few years, which marked a big improvement in wine- and olive-growing, and in the system of ecologic food production. Agriculture around

Pula is an important economic branch with developing trends for rural economy on family farms and small entrepreneurship.

However the most developed activities of economy concern viticulture, wine production, olive –growing and olive oil production, fishing, cattle breeding and ecological agriculture.

The most renowned, top-quality wine is Malvazija while oil production is very popular with olive mills using techniques that retain its best qualities. An olive



oil which won a world-famous prize is produced just few miles away from Pula and so Pula and its surroundings are becoming the landmark for olive oil. As far as fishing is concerned, Pula together with the northwestern coast of Istria abounds in savoury fish and shellfish.

Although Pula is mostly known as the major industrial, cultural and communications centre of Istria, it is also known as a popular tourist resort. It is celebrated for its wonderfully preserved Roman amphitheatre and forum which form a dramatic backdrop for leisurely strolls from the old town to the coast.

PULA AIRPORT

Pula Airport is strategically situated on the beautiful Istrian Peninsula, the largest peninsula in the Adriatic Sea. Its location makes the most suitable destination for charters bringing holiday makers from Europe and former Soviet republics as its favourable geographical position enables easy-reach to well known resorts.

The airport provides landing and handling services for a variety of aircraft, from small jets to Boeing 747s. It can accommodate the arrival and departure of up to 10 aircraft and 5,000 passengers at a time, with this figure rising to 10,000 on peak days.

The current breakdown of both scheduled and charter flights is 85 to 90% international and 10 to 15% domestic. Pula Airport is strengthening its presence in markets that were once Istria's main source of international visitors.

The entry of low-cost carriers has had a great impact and currently shows strong growth potential.

Pula Airport is trying to attract more



and more carriers in order to provide more convenient connections and direct flights for its customers. These are all factors that, in addition to the attractiveness of Istria, would contribute to a significant growth of the airport. Pula Airport aims to be a modern airport,

It can accommodate the arrival and departure of up to 10 aircraft and 5,000 passengers at a time, with this figure rising to 10,000 on peak days.



designed to deliver first class operational facilities to both airlines and passengers. Its staff guarantee efficient ground services, providing short turnaround times and simple passenger processing. Confident in its efficiency, experience and advantage, the airport management

looks forward to new challenges. Along with the support of the local and central government, the airport will reach a high position in attracting very demanding and competitive international traffic.

Società	N.	Hangar/Hub	Web	Source
MYJET	IT	Genova	www.my-jet.net	ENAC
ALIPARMA	IT	Parma	www.aliparma.it	ENAC
AEROPA	IT	Roma	www.aeropa.it	ENAC
Air Jet Executive S.r.l.	IT	Milano		ENAC
Airumbria S.r.l.	IT	Perugia	www.airumbria.aero/	ENAC
Alba Servizi Aerotrasporti S.p.A.	IT	Milano	www.albaservizi.com	ENAC
Alidaunia S.r.l.	IT	Foggia	www.alidaunia.it	ENAC
Aliven S.r.l.	IT	Verona	www.aliven.it	ENAC
Avionord S.r.l.	IT	Milano	www.avionord.com/	ENAC
Blom CGR S.p.A.	IT	Parma		ENAC
Cargolux Italia S.p.A.	IT	Brescia	www.cargoluxitalia.com	ENAC
Compagnia Aeronautica Italiana S.p.A.	IT	Roma		ENAC
Elilombarda S.r.l.	IT	Varese	www.elilombarda.com	ENAC
Eurofly Service S.p.A.	IT	Torino	www.euroflyservice.it	ENAC
Executive Aircraft Management S.r.l.	IT	Milano		ENAC
Interjet S.r.l.	IT	Modena/Bologna	www.interjet.it	ENAC
Italfly S.r.l.	IT	Trento	www.italfly.com	ENAC
K-air S.p.A.	IT	Milano	www.kair.it	ENAC
Leader S.r.l.	IT	Roma	www.flyleader.it	ENAC
Livingston Executive S.p.A.	IT	Varese	www.livingstonexe.it	ENAC
S.T.C. Aviation S.p.A.	IT	Genova	www.my-jet.net	ENAC
Sardinian Sky Service S.r.l.	IT	Cagliari		ENAC
Servizi Aerei S.p.A.	IT	Milano		ENAC
Sirio S.p.A.	IT	Milano	www.sirio.aero	ENAC

ENAC (COA operators for Italy); BHDCA (Aircraft owners in BH); CCAA (Croatian Air Operator Certificate Holders)

Società	N.	Hangar/Hub	Web	Source
SLAM Lavori Aerei S.r.l.	IT	Napoli	rolf80.wix.com/slamair	ENAC
Winfly S.r.l. Unipersonale	IT	Salerno		ENAC
Ventus d.o.o.	BH			BHDA
Vlada RS	BH		www.vladars.net	BHDA
HETA d.o.o. Sarajevo	BH	Sarajevo		BHDA
EKO-Bel d.o.o.	BH			BHDA
BH Airlines	BH	Sarajevo	www.bhairlines.ba	BHDA
Avio piva	BH	Banja Luka		BHDA
SkySrpska a.d.	BH	Banja Luka	www.skysrpska.aero	BHDA
AVIO-RENT d.o.o.	BH	Banja Luka		BHDA
Grande Trivic d.o.o.	BH	Banja Luka	www.grande-trivic.com	BHDA
Silver Air	BH			BHDA
Aviotrans d.o.o.	BH	Sarajevo	www.aviotrans.com	BHDA
AB OVO d.o.o.	HR	Pula		CCAA
CROATIA AIRLINES d.d.	HR	Zagreb	www.croatiaairlines.hr	CCAA
EUDORA LET d.o.o.o	HR	Vodice	www.eudora.hr	CCAA
DELIC AIR d.o.o.	HR	Pula	www.delicair.he	CCAA
JUNG SKY d.o.o.	HR	Zagreb	www.jungsky.he	CCAA
TIM AIR d.o.o.	HR	Zagreb	www.timair.he	CCAA
TRADE AIR d.o.o.	HR	Velika Gorica	www.trade-air.com	CCAA
Zračno pristanište MALI LOŠINJ d.o.o.	HR	Mali Lošinj	airportmalilosinj.hr	CCAA
WINAIR d.o.o.	HR	Varaždin	winair-aviation.com	CCAA
SPLIT AIR d.o.o.	HR	Split	www.split-air.hr	CCAA

The list of the Air-taxi companies has been drawn up by the University of Bologna in January 2014 on the basis of data collected on the web. Therefore, the list is a result of a preliminary research and it is only limited to the companies operating in the airports involved in the ADRIAIR project and which are both authorized and certified to flight with Jet and Light Jet vehicles.



ADRIAIR

Airport Security and
Air Taxi Network in the Adriatic

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