




# HELSINKI-MALMI AERODROME - OPERATING PROCEDURES


Revision 4 – Feb 05 2019

Malmin lentokenttäyhdistys ry


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## LIST OF REVISIONS

Revision number	Revision Date	Changed Pages	Reason of Revision
0	Jan 01 2017	all	initial issue
1	Jan 09 2017	all	clarifications and corrections
1 correction	Jan 14 2017	3,4,10,11	standard route maps corrected
2	Apr 03 2017	1-4, 10-15	maps clarified, helicopter and parachuting operations updated, editorial changes
3	May 09 2017	3-4, 8	transponder mode requirement has been clarified
4	Feb 05 2019	1-8, 12, 14, 15	contact information updated, taxiway W added to the text and aerodrome map, use of taxiways updated, movement of persons updated, editorial changes, RPAS operations updated, radio traffic updated


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## GENERAL

Helsinki-Malmi is an uncontrolled aerodrome operated by a registered association Malmin lentokenttäyhdistys ry. Malmi has a special place among uncontrolled aerodromes in Finland due to its location and a high number of operations. This sets some special demands to both aerodrome operator and the flight operators, which shall be taken into account in all operations at Malmi. The directions and procedures to enable operating at Malmi are defined in this manual. They are based on certain Finnish documents published by Traffic Safety Agency, Trafi and Finavia Oyj which is responsible for aviation information services in Finland.

Since these procedures are also based on negotiations with the above-mentioned authorities as well as environmental authorities and the city of Helsinki, all users of Helsinki-Malmi aerodrome are obliged to familiarize themselves with these instructions and obey them in all operations at Malmi.

Please, visit also the website of Malmin Lentokenttäyhdistys at [www.efhf.fi](http://www.efhf.fi). Details concerning the membership of the association and operating fees are explained on the website.

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## HELSINKI-MALMI – EFHF

**ARP Coordinates:** 60° 15' 14" N, 25° 02' 39" E

**Elevation:** 58 ft

**Runway:** 18/36, 1280x30 m; ASPH  
RWY 18: 178°, RWY 36: 358°

**LDA:** 36: 1280 m, 18: 1280 m

**Radio Frequencies:** Malmi Traffic: 131,250 MHz  
ATIS: 122,700 MHz

**Fuel Availability:** JET-A1, AVGAS 100LL, Mogas: H24 credit card automat  
KanAir Malmi +358 400 539 393

The nearest gas station is located next to incoming road (about 500 m South of Terminal Building).

**Opening Hours:** 07:00–22:00 local time

**Aerodrome Operator:** Malmin lentokenttäyhdistys ry  
Helsinki-Malmin lentoasema  
00700 Helsinki

email: [ops@efhf.fi](mailto:ops@efhf.fi)  
[www.efhf.fi](http://www.efhf.fi)


**Aerodrome Chief:** Gun Gustavsson +358 40 7200 040, [gun.gustavsson@efhf.fi](mailto:gun.gustavsson@efhf.fi)

**Duty Officer:** +358 20 7545 129

**Emergency Phone:** 112

**Aviation Weather:** [www.lentosaa.fi](http://www.lentosaa.fi), +358 600 93808 (not toll free)

**Closing of FPL:** Area Control Centre Finland +358 3 286 5172

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## Taxiways

A, B, C, D, E (until further notice), G (until further notice), J, L, K, M, T, W; ASPH

- Taxiway A shall be used only for exit and taxiing to Parking Area.
- Taxiways J and M shall be used only for exit, apart from special cases due to aircraft width etc.

## Aprons and Parking Areas

Usable Aprons: Western part of Apron 1, Defined area on the Eastern part of Apron 1, Apron 2

Parking Areas: Above-mentioned aprons and a defined area near the threshold of closed RWY 09.

## Aerodrome Information System

Up to date weather and status information of Malmi Aerodrome is published at website [www.efhf.fi](http://www.efhf.fi). This information consists of RWY, TWY and APN usability and conditions and suggested RWY if practicable. The pilot in command is responsible for the use of Runways at an uncontrolled aerodrome, but since this has a considerable impact on safety in terms of standard departure and arrival procedures, the current use of RWY is intended to be reported. All the traffic shall use the same RWY at given moment if exemptions are not necessary.

## Service and surveillance

Snow clearance and winter service is maintained as needed. The aerodrome may occasionally be closed due to conditions. This will be informed in the Aerodrome Information System and in the Aeronautical Information Services.

## RESCUE AND FIREFIGHTING SERVICES


The nearest rescue and firefighting services are located in close proximity to Malmi aerodrome. The nearest hospital is located in Malmi center. A medical helicopter base is located at Helsinki-Vantaa Airport which is about three minutes flying distance from Malmi. First Aid Kits and Fire Extinguishers are available at the aerodrome. A **national emergency phone number 112** shall be contacted in case of emergency.

## GROUND TRAFFIC

### Ground vehicles

All the movements by cars or other ground vehicles in the aerodrome area need a permission and shall be coordinated with duty officer. If the operations are continued to maneuvering area,



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specified training, a flight radio telephony operator license and an aviation radio which can be tuned into aerodrome frequency are required. Vehicles without a fireguard are not allowed to be driven into hangars.

### Movement of Persons

Movement of unauthorized persons is forbidden. It is permitted for members of the operator, visiting pilots or other persons with a special permission in purpose of flying, operating, service, surveillance etc. Movements extending to maneuvering area have to be coordinated together with the duty officer, safety vests must be worn and an aviation radio tuned into aerodrome frequency must also be used.

## FLIGHT OPERATIONS

### General

Helsinki-Malmi is a busy aerodrome. Its location in the densely-populated capital area and proximity to airspaces of Helsinki-Vantaa Airport sets the pilot to be well prepared for operating in the airspace and its surroundings as well as the operating procedures used at the aerodrome.

### PPR Procedure

A prior permission (PPR) is required for all operations at Helsinki-Malmi aerodrome. The PPR shall be requested before an intended flight and the flight can be commenced only after the permission is received. The PPR shall be requested on the day of the intended flight on the website [www.efhf.fi](http://www.efhf.fi).

### Radio Mandatory Zone (RMZ)


The airspace below EFHK CTR SOUTH (SFC-700 FT MSL) is a H24 Radio Mandatory Zone. It requires that a two-way radio communication can be established.

### Transponder Mandatory Zone (TMZ)

HELSINKI-Malmi aerodrome is in the uncontrolled airspace below EFHK TMA LOWER in which an aircraft shall be equipped with an operating transponder capable of pressure altitude encoding. The transponder must be switched on and operate either on Mode C or Mode S.

### Flight Rules

Operating at Helsinki-Malmi aerodrome is permitted in accordance with Visual Flight Rules (VFR) in Visual Flight Conditions (VMC) during day and night. A duty officer is present at night (between 07-22 LT) when night operations are possible. He manages the aerodrome lights and communications with the aircraft according to the aerodrome operating permission.

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### Weather Services

An Automatic Terminal Information Service (ATIS) is intended to be available at all times. Weather information provided by stations at the aerodrome and near it is published on the website [www.efhf.fi](http://www.efhf.fi).

## OPERATING

The most significant risks for safety at the Helsinki-Malmi aerodrome are determined to be for example entering in the Helsinki-Vantaa airspace without a clearance, mid-air collisions and runway incursions. The PPR Procedure, standard arrival and departure routes, restrictions for the use of taxiways and self-monitoring are used to avoid them.


The aerodrome is located in an EFHK CTR SOUTH –shaped Radio Mandatory Zone (RMZ) which is class G airspace. Operations shall be conducted in accordance with the standard procedures described in this manual to avoid the above-mentioned risks and to take the noise abatement areas near the aerodrome into account.

### Waypoints and standard arrival and departure routes

Operations inbound and outbound Malmi aerodrome shall be conducted via waypoints DEGER, NOKKA and RASTI.

*Note! The IFR approaches for flights whose destination is Helsinki-Malmi may be performed at Helsinki-Vantaa airport in accordance with a specific ATC clearance, but such flights cannot be continued directly to Helsinki-Malmi. EFHK TWR gives a VFR clearance to leave the EFHK Control Zone via VFR waypoints which after the flight shall be continued via waypoints DEGER, NOKKA and RASTI to Malmi. Direct clearance from Helsinki-Malmi to Helsinki-Vantaa is also not possible.*

Only the waypoint DEGER is bidirectional and is operated with right-hand rule. To avoid crossing flight paths waypoints NOKKA and RASTI are used only for departure or approach depending on the runway in use.

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## Runway 18 in use (see figure 1):

Departure via waypoints DEGER and NOKKA.

Arrival via waypoints DEGER and RASTI.

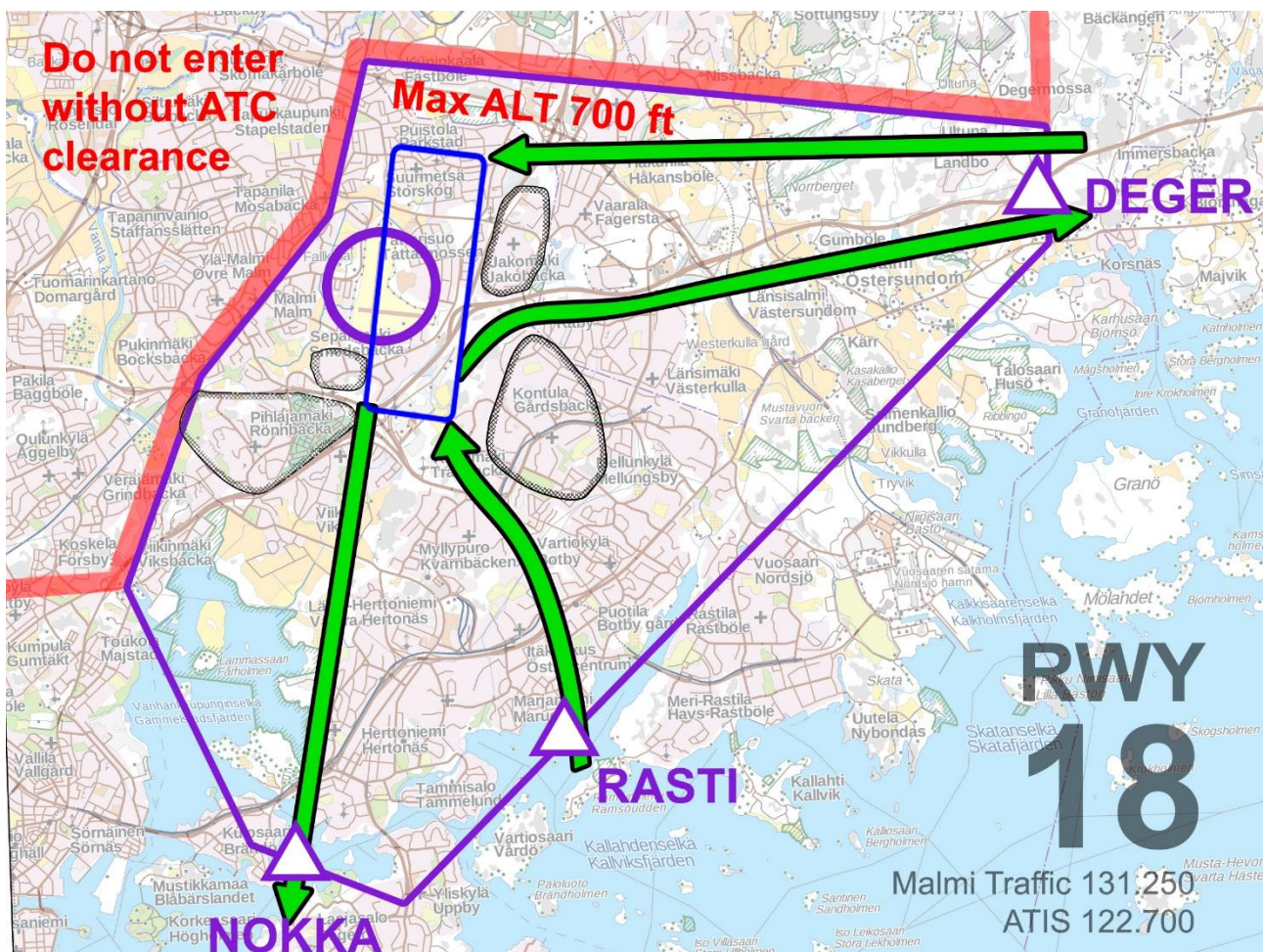



Figure 1: Departure and Arrival Routes at Helsinki-Malmi when Runway 18 is in use



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## Runway 36 in use (see figure 2):

Departure via waypoints DEGER and RASTI.

Arrival via waypoints NOKKA and DEGER.

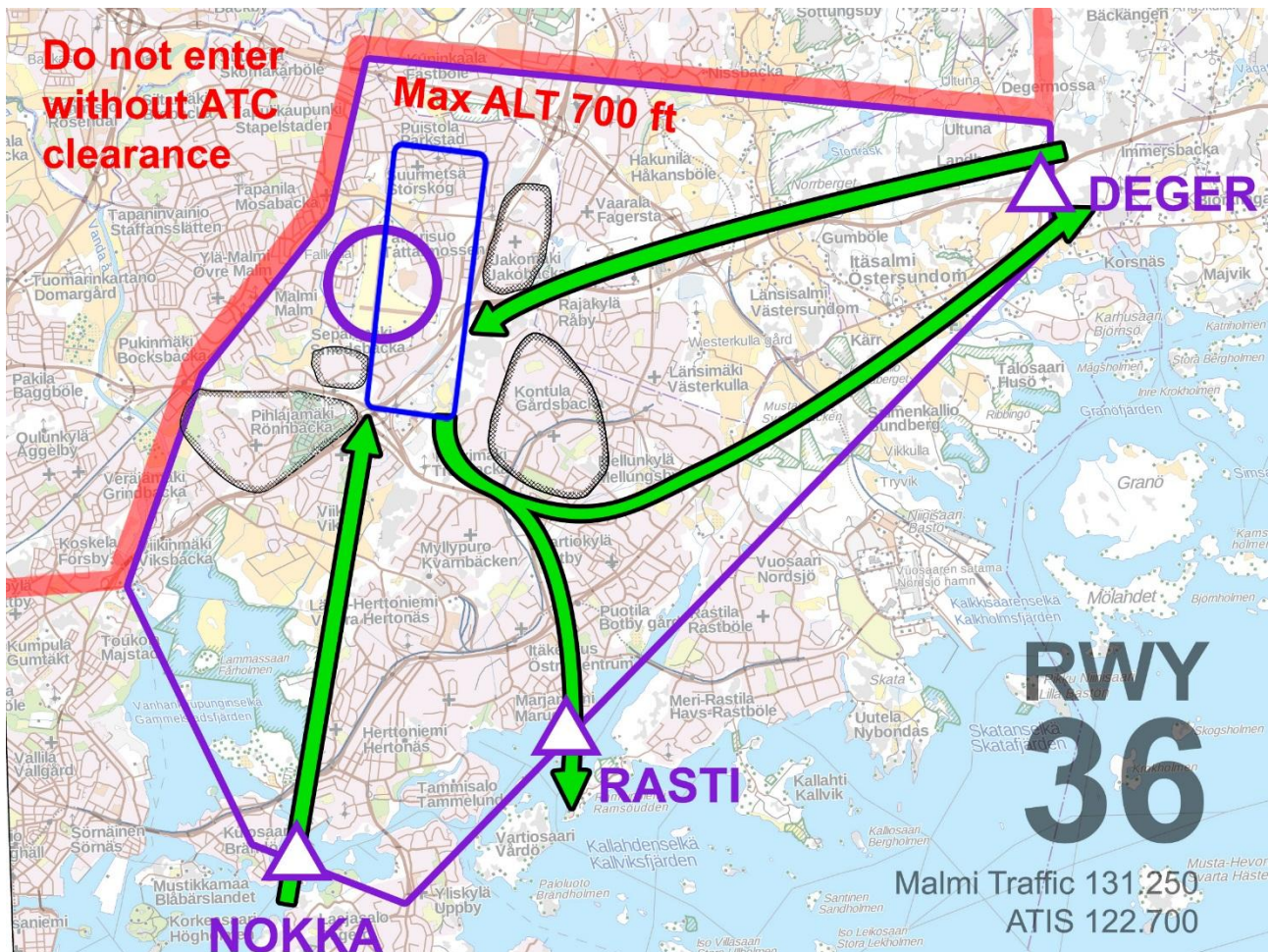



Figure 2: Departure and Arrival Routes at Helsinki-Malmi when Runway 36 is in use

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### Use of Taxiways

To avoid runway incursions the use of taxiways A, J and M in purpose of runway crossing or takeoff is restricted to special cases. Normally these are large aircraft that cannot use narrow taxiways.

The runway shall be vacated via the first possible intersection. Movements between Aprons 1 and 2 shall be conducted via taxiways K and L behind the threshold of Runway 36. If taxiway G is not in use taxiway W can be used to move from Apron 1 to taxiway T. Taxiway G can also be used for taxiing to Hangar 1 or east of it until further notice (see figure 3).

### Aprons and Parking

The eastern side of Apron 1 is not available for aircraft parking. The western side of Apron 1, Apron 2 and hangars are used for this purpose. The area between the threshold of closed runway 09 and runway 18/36 may also be used for parking. Outside areas and helicopter landing sites near certain east-side hangars are parts of the aerodrome but may only be used by aircraft operating from or being serviced in the mentioned hangars (see figure 3).

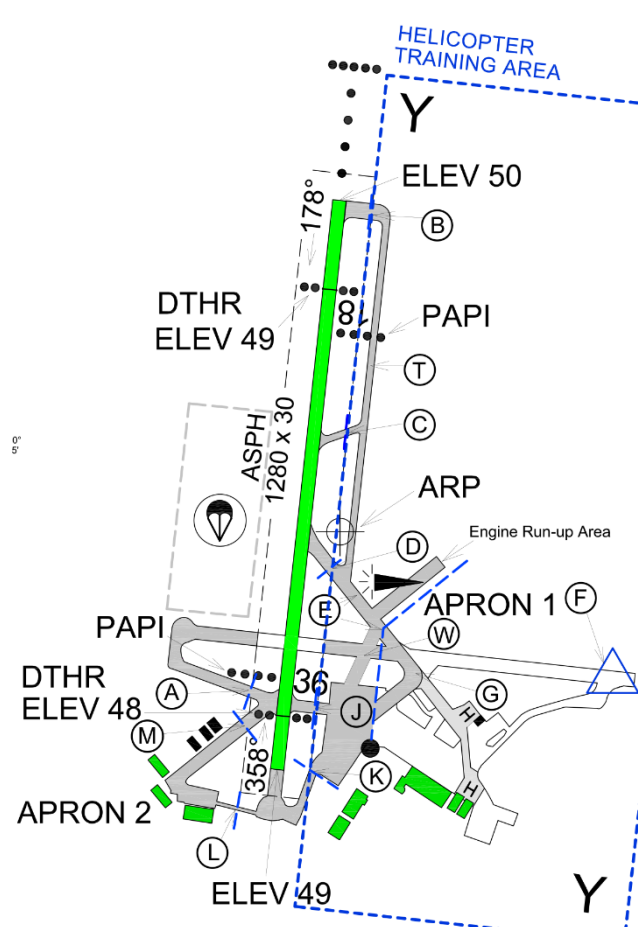



Figure 3: Aerodrome area and Taxiways

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### Flying in Traffic Circuit

Flying in Traffic Circuit is restricted so that the traffic is perceivable to pilot and observing the traffic does not induce such workload that it would have a significant effect on flying. Maximum amount of aircraft simultaneously in the traffic circuit is limited to two. This gives sufficient scope for situational awareness and allows the departing and approaching traffic to fit in the traffic circuit.

Flying in traffic circuit requires a prior permission. Traffic Circuit Activity is visible in the Aerodrome Information System. Flying in traffic circuit is permitted on MON-FRI 0900-1900 LT, SAT 1000-1700 LT and SUN 1100-1700 LT. It is forbidden during public holidays (REF AIP GEN 2.1-4) and at any other time.


### Parachuting

Parachuting Operations are allowed at Helsinki-Malmi Aerodrome under certain conditions. The operations must be coordinated. They need a Prior Permission (PPR), procedure training and an agreement between the parachuting operator and aerodrome operator. The parachute droppings are performed in the upper airspace which is controlled by Helsinki Approach Control. Hence the commander of the parachuting aircraft shall obtain a permission from the supervisor of the above-mentioned ATC. After receiving the permission the normal PPR procedure shall be performed.

The commander of the parachuting aircraft shall inform Malmi Traffic sufficiently prior (2-3 min) dropping of the parachutists so that the pilots flying in traffic circuit can take them into account in their operations. The jump runs shall be flown parallel to the runway over it or either in east or west of it depending on the wind conditions.

A Drop Zone (DZ) is defined at the aerodrome. The parachuting operator shall have a ground person capable of using a handheld radio and have a two-way radio contact to both parachuting aircraft and Malmi traffic. He is obliged to inform by radio when all the parachutists are on ground or in case of any deviation takes place (for example a parachutist lands outside of the DZ). The parachuting aircraft can use a high western traffic circuit during parachuting operations.

A ground vehicle collecting the parachutists from DZ is allowed to move in the maneuvering area in this purpose. The driver must have a training-based aerodrome driving permission obtained from the aerodrome operator and a flight radio telephony operator license. The vehicle shall be equipped with a radio transmitter operating on the aerodrome frequency (a handheld model is sufficient if the protection for interference is ensured) and the driver shall inform his intentions for Malmi traffic by radio.

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A Parachuting aircraft may use the threshold area of the closed RWY 09 for loading, and cross the runway via taxiways A and J with special care taken or commence the take-off from the mentioned intersections.

The operations shall comply with the restrictions stated in the aerodrome environmental permit in terms of operating hours and numbers. They are equated to flying in traffic circuit so that parachuting operations can be performed MON-FRI from 0900 LT, SAT from 1000 LT and SUN from 1100 LT provided conditions permit. It is forbidden during public holidays (REF AIP GEN 2.1-4) and at any other time.

### Helicopter operations

Waypoint F (Foxtrot) is established at Malmi aerodrome. It is located at the threshold of the closed runway 27 (see figure 3 at page 12).

Helicopter operations are primarily allowed from the helicopter landing sites which are defined in the outside of helicopter hangars. Training flights may be conducted in the Helicopter Training Area Y (Yankee) in the east side of the aerodrome. All the operations that utilize a runway shall be performed using runway 18/36. It is not allowed to use the closed runway 09/27 for any kind of training. Helicopters shall use the same standard arrival and departure procedures as the other aircraft with the sole difference that they can join or leave the procedure patterns directly via reporting point F (Foxtrot) or over the runway 18/36 when arriving via traffic circuit, and use their own landing site.

It is allowed for helicopters to depart directly via reporting point F (Foxtrot) towards waypoint DEGER by flying under traffic circuit. Maximum altitude for this kind of operations is 300 ft (QNH) until the mentioned traffic circuit is clearly passed taking the possible temporary obstacles into account. Operations towards waypoint DEGER shall be performed clearly south of the motorway 7 leading to Porvoo and operations from DEGER clearly north of it.

The helicopters may operate in the training area Y (Yankee) with their own separation and are not counted in the traffic circuit slots for fixed wing aircraft.


### Aerobatics

Aerobatic flights are not permitted in the airspace over Helsinki-Malmi except for cases specially agreed for example during airshows.

### Sailplane Operations

Sailplane operations are not permitted in the airspace over Helsinki-Malmi except for cases specially agreed for example during airshows or introduction days. Sailplane operations in EFHK CTR SOUTH airspace require coordination with the commander of the tow plane, the commander of the sailplane and the supervisor of Helsinki Approach.



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### Glider Operations

Glider operations are not permitted in the airspace over Helsinki-Malmi except for cases specially agreed for example during airshows.

### Model Aircraft operations

Model Aircraft operations except operations with control-line models are not permitted in the airspace over Helsinki-Malmi except for cases specially agreed for example during airshows. An agreement of the terms and limitations between the aerodrome operator and the control-line model operator shall be made before operations.

### RPAS Operations

Operations using a Remotely Piloted Aircraft System (RPAS) are not permitted in the airspace over Helsinki-Malmi except for special cases when a permit has been obtained from the aerodrome operator. Aviation regulation OPS M1-32 section 3.1.12 shall be considered in any operation with an RPAS.

## RADIOS AND RADIO TRAFFIC

Helsinki-Malmi Aerodrome and its surrounding airspace below EFHK CTR SOUTH constitute a Radio Mandatory Zone (RMZ). The pilots shall inform their intentions both on ground and in the air on Malmi Traffic frequency 131.250 MHz. Traffic information shall be given of taxiing, takeoffs, approaches (it is recommended to inform before joining the traffic circuit and on downwind, base and final legs), at waypoints (DEGER, NOKKA, RASTI) and well before them during approach. All the ground traffic is also obliged to give traffic information concerning their movements and arriving or leaving the maneuvering area. Terms “long final” and “long base” shall not be used.

## SIGNAL AREA AND MESSAGE BOARD

The Aerodrome Signal Area is located Southwest of runway 36 and North of taxiway L. The message board is located near the terminal building.