

2015



HELSINKI-MALMI (EFHF) AIRPORT GUIDE

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1 About Helsinki-Malmi airport

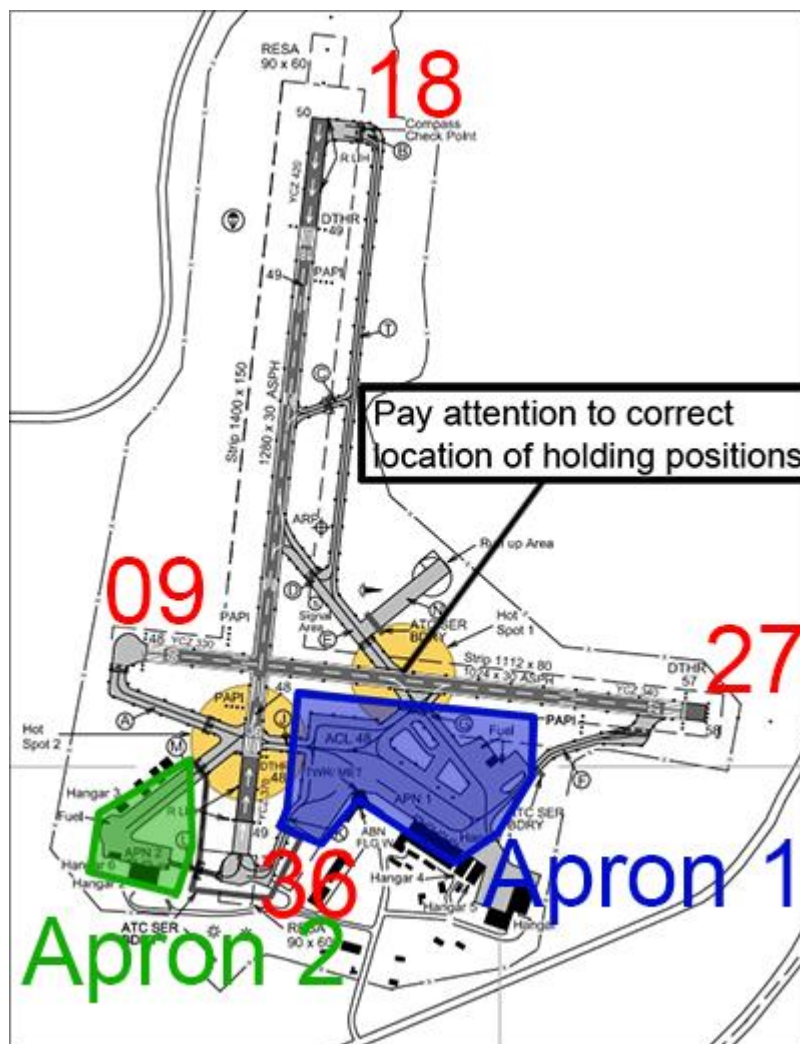
Helsinki-Malmi is currently the second busiest airport in Finland by flight operation right after Helsinki-Vantaa airport. Helsinki-Malmi currently serves huge amount of general aviation pilots in the capital region of Finland.

Malmi airport was opened for traffic in 1936 as land-based commercial air traffic started to become more popular than floatplanes. Helsinki-Malmi served as the main international airport in Finland until 1952 when Helsinki-Vantaa airport was opened to serve more passenger and the heavier planes needed to carry more passengers because the swampy topsoil was not suitable to build the infrastructure for such airliners. Since Helsinki-Vantaa airport was opened, Malmi continued to serve general aviation pilots and smaller charter flights. It also became one of the main hubs for pilot training in Finland.

Currently the airport has many professional flying schools. Also numerous private and open aviation clubs operate there. Another important user of the airport is Finnish Border Guard. The future of the airport is under threat as the Finnish government active in 2014 made a decision to close the Malmi Airport and change the area for residential use in early 2020s. However there is a big group of active defenders of the Malmi airport and the discussion is currently on going about the future of Helsinki-Malmi airport.



2 Airport layout



2.1 Runways

Helsinki-Malmi has two runways which are 18/36 and 09/27. Main runway is the South-North runway 18/36 as it's wider and longer. In high crosswinds 09/27 can be used as well but for example during winter it's good to keep in mind that usually 09/27 is closed because there is no snow removal service for that runway.

2.2 Aprons and taxiways

Malmi-Airport can be separated to two different aprons: Apron 1, which is the main apron located east of runway 18/36 and Apron 2, 18 which is mostly used by training organizations and is located west of runway 18/36

When taxiing on the airport pilots are reminded to take extra care on the hold short instructions and be very careful especially around taxiway G because it is very easy to make a runway incursion there. Phraseology used by ATC for aircraft to taxi from apron 1 when runway 18 is in use is:

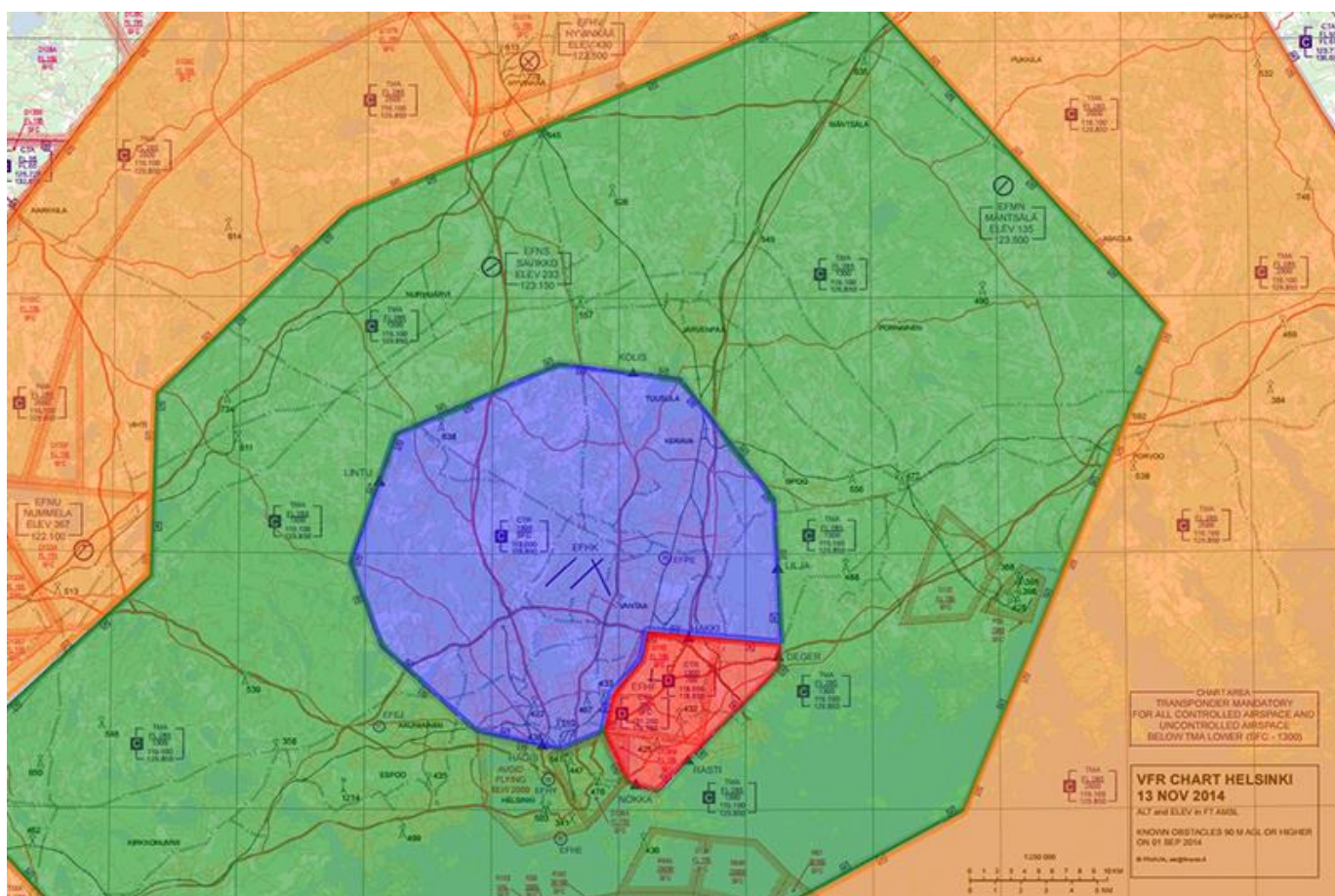
“OH-STL, taxi to G, hold short of runway 09”

And once reaching the holding point:

“OH-STL, cross runway 09, taxi to holding runway 18”

Same applies also when vacating runway 18 D or 36 via C. Most likely you will get a clearance to holding point E and hold short runway 09.

There isn't any assigned parking positions for aircraft on the airport. Instead ATC will tell pilots to taxi to apron 1 or apron 2. It's on pilot's discretion to choose his stand. Because no stand or taxi routing on apron is instructed, pilots shall be extra careful when operating on aprons to spot other moving traffic.



3 Airspace around the airport

The airspace over and around the Malmi airport is the most complicated one in Finland and also very tight one. Pilot has to be aware of his position at all times so he doesn't make an airspace incursion.

The headlines are color coded on the charts to easier find the correct areas

3.1 Malmi CTR: Surface-700ft

The airspace around Malmi airport which is handled by Malmi tower. The altitude limits here are from surface up to 700ft MSL. As the altitudes block is very limited pilots shall take extra care on their altitude.

3.2 Helsinki CTR: surface-1300ft

Right above and North of Malmi CTR is Helsinki CTR which handles the traffic in and out of Helsinki-Vantaa airport. This CTR in fact is divided into two parts: Helsinki North CTR and Helsinki South CTR. The North CTR is North of Malmi CTR between surface and 1300ft and the South CTR shares same borders with Malmi CTR but the altitude limits are between 700ft and 1300ft.

3.3 Helsinki TMA (Lower: 1300-2500 ft & Upper: 2500ft-FL285)

Right above and around the two CTRs there are two TMA airspaces: Helsinki lower TMA and Helsinki upper TMA. Below these TMAs there is uncontrolled G airspace (excluding the CTR areas of course). The altitude limits of these TMAs are as follows: Lower TMA from 1300ft to 2500 and Upper TMA from 2500ft to FL285. Usually VFR flights don't go fly to these TMAs but stay below it. This is because it's really hard to get a clearance from Helsinki Radar, especially when Helsinki-Vantaa airport is busy with departures and arrivals. However on Vatsim as the traffic levels are lower, it's pretty common to get clearance here if you just ask (phraseology examples will be on chapter 5).



4. Flight Procedures in and out of Malmi

4.1 Traffic circuit

The most basic thing you can fly in Malmi is fly the traffic circuits. The circuit in malmi is left hand on all runways except runway 36 where usually a right hand circuit is completed. The circuit altitude in Malmi is 600ft MSL. In Malmi you shall report base leg to the ATC to get further instructions.

4.2 Flying in and out from Malmi CTR

In Finland visual reporting points are used to control traffic in and out of CTR. For Malmi the the following visual points are used: DEGER, HAKKI, NOKKA and RASTI. When flying in or out from Malmi, you must file your flight plan via one of these points. They can be easily found by visual landmarks. Also VOR/DME equipment can be used to find there points.

The two main points used in Malmi are NOKKA and DEGER. NOKKA servicing traffic flying South and west, and DEGER servicing traffic flying North and East. HAKKI is used for flights in/out of Helsinki-Vantaa and RASTI is used during busy periods. We recommend pilots to file their flight plans via DEGER and NOKKA.

The maximum altitude when flying via these points is 700ft, but it's recommended to pilots fly between 600 and 700 ft to make sure they don't enter Helsinki CTR accidentally.

Pilots flying inbound the CTR shall report to ATC at least 5 minute before estimated entry time. The call should include the current position, altitude, current ATIS information and QNH as well as the estimated time over the waypoint. (In Vatsim if you have poor local knowledge you can leave your position out.)

"OTL, over Pornainen, 1200ft. Information A, QNH1013, estimating DEGER at time 15"

5. Phraseology examples

5.1 Traffic circuit

The plane is sitting on Apron 1. Pilot has filed a Traffic circuit plan (route: TC) and stated on remarks he will fly 2 touch and go landings and then make a full stop (2TGL@EFHF on remarks)

A/C: "Malmi tower, OH-STL"

ATC: "OTL, Malmi tower, Go ahead."

A/C: "OTL, on apron 1, local flight to traffic circuit. Information A, QNH1013, request taxi"

ATC: "OTL, Taxi to holding G, hold short of runway 09, squawk 6510"

A/C: "Taxi to holding G, hold short of runway 09, squawk 6510, OTL"

ATC: "OTL, Cross runway 09, taxi to holding point runway 18"

A/C: "Cross runway 09, taxi to holding point runway 18"

A/C: "OTL, ready for departure"

ATC: "OTL, wind 180 degrees 5 knots, runway 18, cleared for takeoff to traffic circuit"

A/C: "Runway 18, cleared for takeoff to traffic circuit, OTL"

A/C: "OTL, base runway 18, touch and go"

ATC: "OTL, wind 180 degrees 5 knots, runway 18 cleared for touch and go"

A/C: "Cleared for touch and go runway 18, OTL"

A/C: "OTL, base runway 18, touch and go"

ATC: "OTL, wind 180 degrees 5 knots, runway 18 cleared for touch and go"

A/C: "Cleared for touch and go runway 18, OTL"

A/C: "OTL, base runway 18, full stop"

ATC: "OTL, win 180 deegreed 5 knots, runway 18, cleared to land"

A/C: "Cleared to land runway 18, OTL"

ATC: "OTL, landed at time 05, taxi to apron 1"

A/C: "Taxi to apron 1, OTL"

5.2 Flying out from the Malmi CTR

Plane is sitting on apron 1. Pilot has filed a flight plan from Malmi to Malmi with a route as follows: DEGER NOKKA. In other words his intentions are to fly out from Malmi CTR and then back in.

A/C: "Malmi Tower, OH-STL"

ATC: "OTL, Malmi Tower, Go ahead"

A/C: "OTL, on Apron 1, Information A, QNH 1013, request taxi"

ATC: "OTL, Taxi to holding point G, hold short of runway 09. Leave control zone via DEGER, 700ft or below QNH1013, VFR, squawk 6512"

A/C: "Leave control zone via DEGER, 700ft or below, QNH1013, VFR, squawk 6512. Taxi to holding point G, hold short of runway 09, OTL"

ATC: "OTL, cross runway 09, taxi to holding point runway 18"

A/C: "Cross Runway 09, taxi to holding point runway 18, OTL"

A/C: "OTL, ready for departure"

ATC: "OTL, wind 180 degrees 5 knots, runway 18, cleared for takeoff"

A/C: "Cleared for takeoff, runway 18"

A/C: "OTL, DEGER out"

ATC: "OTL"

A/C: "Malmi tower, OH-STL"

ATC: "OTL, Malmi tower, go ahead"

A/C: "OTL, Over Suomenlinna, 1000ft, information B, QNH1013. Estimating NOKKA time 45"

ATC: "OTL, join downwind runway 18, via NOKKA, 700ft or below, QNH1013, VFR"

A/C: "join downwind runway 18, via NOKKA 700ft or below, QNH1013, VFR, OTL"

A/C: "OTL, downwind runway 18"

ATC: "OTL, Wind 180 degrees 5 knots, runway 18, cleared to land"

A/C: "Cleared to land runway 18"

ATC: "OTL, landed at time 52, taxi to Apron 1"

A/C: "Taxi to Apron 1, OTL"

5.3 Clearance to Helsinki TMA

A/C: "Helsinki radar, OH-STL"

ATC: "OTL, Helsinki Radar, go ahead"

A/C: "OTL, Over Porvoo, request clearance to the Helsinki TMA FL65 or below"

ATC: "OTL, radar contact, cleared to Helsinki TMA FL65 or below"

A/C: "Cleared to Helsinki TMA FL65 or below, OTL"

When you are leaving the TMA (descending below it or flying across the border) you are expected to report that for the ATC.

A/C: "Leaving the TMA"

ATC: "OTL, radar service terminated, frequency change approved. Bye!"

A/C: "roger, OTL. Bye!"

Now you are free to leave the frequency and make a call to Malmi tower for approach instructions as per section 5.2.

6 Charts, Scenery, Other information.

Charts can be found from AIP Finland: <https://ais.fi/ais/eaip/html/efhf.htm>

VFR charts of Helsinki area: https://ais.fi/C-en/services_en/downloadable_charts

Scenery FS9: <http://fisd.fsnordic.net/projects/efhf/>

Scenery FSX (patch for fs9 scenery): http://jpv.kapsi.fi/flightsim/wp-content/efhf-x_20100124.zip

Helsinki photoscenery: <http://fisd.fsnordic.net/projects/helsinki-photoscenery/>

If you have any questions or find some information wrong, contact: finland@vatsim.scandinavia.org