



Photos: Sampo Kiviniemi

The only proper free-schedule airport within 150 km of Helsinki is planned to be destroyed – 40% of Finnish general aviation is in peril!

MALMI: FACTS IN BRIEF

Finland's second-busiest airport right after Helsinki-Vantaa. Up to 50.000+ operations in 2013 – more than 40% of all general aviation in Finland.

Especially suitable for unscheduled traffic. Augments Helsinki-Vantaa's extremely limited capacity for this.

Functional infrastructure, e.g. fuel, maintenance, repairs, lit runways, customs and passport control services. Ideal location for the capital's unscheduled air traffic and NATO-era liaison flights.

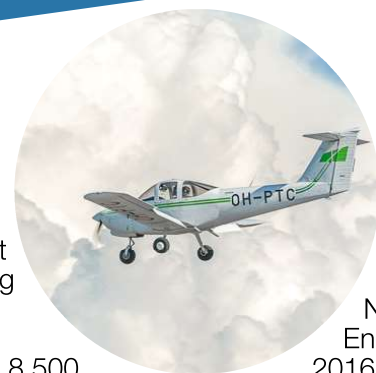
The most important pilot training centre in Finland. Four flying schools have educated the majority of all professional pilots in Finland. Malmi is one of two airports in Finland with

a continuously significant amount of traffic for training purposes.

Ten aviation clubs with 8.500 members. Eager hobbyists form the population from which capable professional pilots are sifted out. General aviators make up a significant share of all pilots in Finland, including professional ones.

The only centre of aviation technology in Finland. The leading companies in the field have operated at Malmi, offering aircraft maintenance and repairs.

Built Cultural Environment of National Significance including both the runway area and the buildings. One of the 100 Most Endangered Sites by World Mon-



uments Fund. One of Europa Nostra's 7 Most Endangered Sites 2016. DoCoMoMo site. Noted by ICOMOS.

A valuable bird and nature oasis in Finland. Irreplaceable recreation area for locals.

Several professionally conducted opinion polls over a long period indicate that the majority of people in Helsinki and in Uusimaa province want to keep Malmi in aviation use.

The aviation industry is facing the greatest change in its history with e.g. robotization and electric aviation. Competitors to Cessnas from new innovative manufacturers are just a prelude – and a signal of the end of decades of stagnation in aviation. Does Finland want to deliberately exclude itself from all this?

CONTACT US!

We'd be happy to tell you more. You are welcome to get acquainted with Malmi Airport and its activities also on the spot, in a group or by yourself – we can also arrange a guided tour by request.

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HELSINKI-MALMI
AIRPORT
City Airport
on the way to the future



TIME TO LOOK AT THE REST OF EUROPE.
DO WE ISOLATE THE WHOLE CAPITAL REGION FROM FUTURE AVIATION,
OR DEVELOP A SUCCESSFUL EUROPEAN CITY AIRPORT?

Facts for policymakers, please read!

THE CAPITAL REGION NEEDS A CITY AIRPORT

The City of Helsinki has for years strived for more lucrative uses for Malmi Airport. The State has required a substitute airfield for civil aviation, but no such place has been found in spite of numerous expert surveys. Yet in 2014 the State decided to withdraw, sold its properties at Malmi Airport to the City and yielded control at the end of 2016. The City plans to convert the airport to housing in the 2020s.

Closing down Malmi Airport has been orchestrated purely by housing politics, disregarding its importance to Finnish aviation. An important alternative has been overlooked: developing the airport. What significant common good can we achieve if Malmi is given permission to develop and flourish? Questions & Answers:

Would Malmi Airport solve the housing shortage in Helsinki?

No. The area is only about 1,7 km x 1,7 km (1 mile squared). Apartments for 25.000 people are planned there. Helsinki already has a building land reserve that by far exceeds the long-term needs. A more densely built city centre and suburbs are also actively pursued. Planning can be excruciatingly slow at times, but a shortage of building land in Helsinki and in the capital region does not exist.

Can't Malmi Airport be moved elsewhere to free valuable land?

Malmi Airport's value cannot be calculated simply by the permitted building volume. Two things must be taken into account: What is lost if the

airport is closed down? What economic potential will go unexploited?

Malmi's vitality arises from long tradition and a unique location "under the city's arm", the cooperation of countless operators and the support of the people of Helsinki.

A new airport would require environmental permits and huge investments in infrastructure. Moving Malmi's operations to small rural airfields has not been a viable solution. The most crucial obstacle is the distance: a city airport can only be located in a city, nowhere else. Along with Malmi's aviation industry, hundreds of jobs and unique expertise would be lost.

What is a city airport?

There are no other city airports in Finland besides Malmi. A city airport is the "secondary airport" of a large city or region, taking care of traffic other than scheduled air routes. Such traffic is growing all the time.

Example: the international operator NetJets wants to bring businessmen, officials or tourists to Helsinki. Where does a business jet land at the peak of the rush hour? At Malmi, as Helsinki-Vantaa has no runway slots available. The loss of the city airport of Helsinki would guide travellers to city airports in Tallinn and Stockholm. It is shortsighted to compromise Helsinki's accessibility like this.

The city air-

port model of operation is based on impartial forecasts of air traffic growth that creates economic possibilities (e.g. investments, flows of passengers, new enterprises and new jobs). A city airport generates economic activity and tax revenues. This is the

strategically sound future for Malmi, the only flexible airway of the capital region to the provinces and the rest of Europe.

The greater good is key.

Saving Malmi Airport is not just about the City of Helsinki, it concerns the whole nation and the EU. Several reports on the airport's economic impact and potential have been published. The benefits of developing Malmi Airport are significant, measurable and undeniable.

Dear policymaker, we ask this of you: please get acquainted with the significance of Malmi Airport and let the City of Helsinki and State of Finland hear your concern.

A lot hangs in the balance – not just for today, but also far into the future. Decisions on the fate of the Finnish capital region's only free-schedule airport must be based on an up-to-date picture of the situation and facts.

THE DEVELOPMENT POTENTIAL OF FLEXIBLE CITY AIRPORTS IS HUGE.

**THE SECOND-BUSIEST AIRPORT IN FINLAND:
TENS OF THOUSANDS OF OPERATIONS/YEAR**

HELSINKI-MALMI AIRPORT

The home base of the most significant companies and associations of Finnish aviation with invaluable synergy benefits: pilot training, technology, research and aviation work – all under the same roof. Professionals, authorities and hobbyists have operated at Malmi in good cooperation. Malmi is logistically at a superb location without causing disturbance. With modest investment, it can be developed into a dynamic and versatile city airport – exactly the kind that Finland needs now and in the future.

**AIR TRAFFIC IN EUROPE IS FORECAST
TO GROW BY 40% BY THE YEAR 2050.**

**The European aviation strategy emphasizes the future
importance of airports suitable for general and business aviation.**

**In its resolutions P6_TA(2009)0036 and
P9_TA(2024)0014, the European Parliament:**



Encourages Member States and regional and local authorities to invest in the modernisation and establishment of small and medium-sized airports, which are of major importance for general and business aviation;

Encourages the Member States to invest in specific infrastructure necessary for the operation and stationing of aircraft in the field of general and business aviation;

Encourages Member States, as well as regional and local authorities, to involve all interested parties in consultation processes with a view to dedicating, where appropriate, potential or existing airports for use specifically by general and business aviation.

Electric and hybrid-electric aviation could bolster urban and regional air mobility and connectivity, offering a whole range of innovative public transport solutions; in the meantime, plans are also taking shape for the widespread take-off of hydrogen-powered aircraft by 2035.



**MALMI 2030: A THRIVING CITY AIRPORT
OR AN EXPENSIVE CONSTRUCTION SITE?**

