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The only proper free-schedule airport within 150 km of Helsinki is to be closed down before 2020 – 40% of Finnish general aviation will have no place to go.

MALMI: FACTS IN BRIEF

Finland's second-busiest airport right after Helsinki-Vantaa. 55.000 operations in 2013 – 42% of all general aviation in Finland.

Especially suitable for unscheduled traffic. Augments the limited capacity of Helsinki-Vantaa 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.

The most important pilot training centre in Finland. Four flying schools educating 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 operate at Malmi, offering aircraft maintenance and repairs.

Built Cultural Environment of National Significance including both the runway area and the buildings. Twice listed as one of the 100 Most Endangered Sites by World Monuments Fund. Selected by Europa Nostra as one of Europe's 7 Most Endangered Sites in 2016.



On DoCoMo-Mo's list of Finnish sites.

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

Several professionally conducted opinion polls over a long period indicate that 67% of people in Helsinki and in Uusimaa province want to keep the airport 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. Surely it cannot be wise to deliberately exclude the Finnish capital region from all this?

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



TIME TO LOOK AT THE REST OF EUROPE.
DOES FINLAND TURN OFF THE LIGHTS AT HELSINKI-MALMI, OR DEVELOP IT INTO A THRIVING EUROPEAN CITY AIRPORT?

Facts for policymakers, please read!



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 – if you want, we can also arrange a guided tour.

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THE CAPITAL REGION NEEDS A DYNAMIC CITY AIRPORT

The City of Helsinki has for years strived for more lucrative uses for Malmi Airport. The State requires a substitute airfield for Malmi's operations, 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 into a residential area after 2019.

Closing down Malmi Airport has been orchestrated purely by housing politics, disregarding its importance to Finnish aviation. A crucial alternative has been left without attention: developing the airport. What significant common good can we achieve if Malmi is given permission to develop and flourish? Questions and 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 being planned there. Helsinki already has building land for housing 150.000 people elsewhere. 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.

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

Malmi Airport's value cannot be calculated simply by 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 is not a viable option. 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. Helsinki must not compromise its accessibility like this.

The city airport 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.

THE DEVELOPMENT POTENTIAL OF FLEXIBLE CITY AIRPORTS IS HUGE.

This is the strategically sound future for Malmi, which is for both the provinces and the rest of Europe the only flexible airway to/from the Finnish capital region.

The greater good is key

Saving Malmi Airport is not just about the City of Helsinki, but 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 to know the plight 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 transparent and based on facts.

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 operate at the airport 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 EXPECTED TO DOUBLE BY THE YEAR 2050.

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

**THE SECOND-BUSIEST AIRPORT IN FINLAND:
55.000 OPERATIONS PER YEAR**



In its resolution P6_TA(2009)0036, 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.



MALMI 2025: THRIVING CITY AIRPORT OR HOUSING DEVELOPMENT?