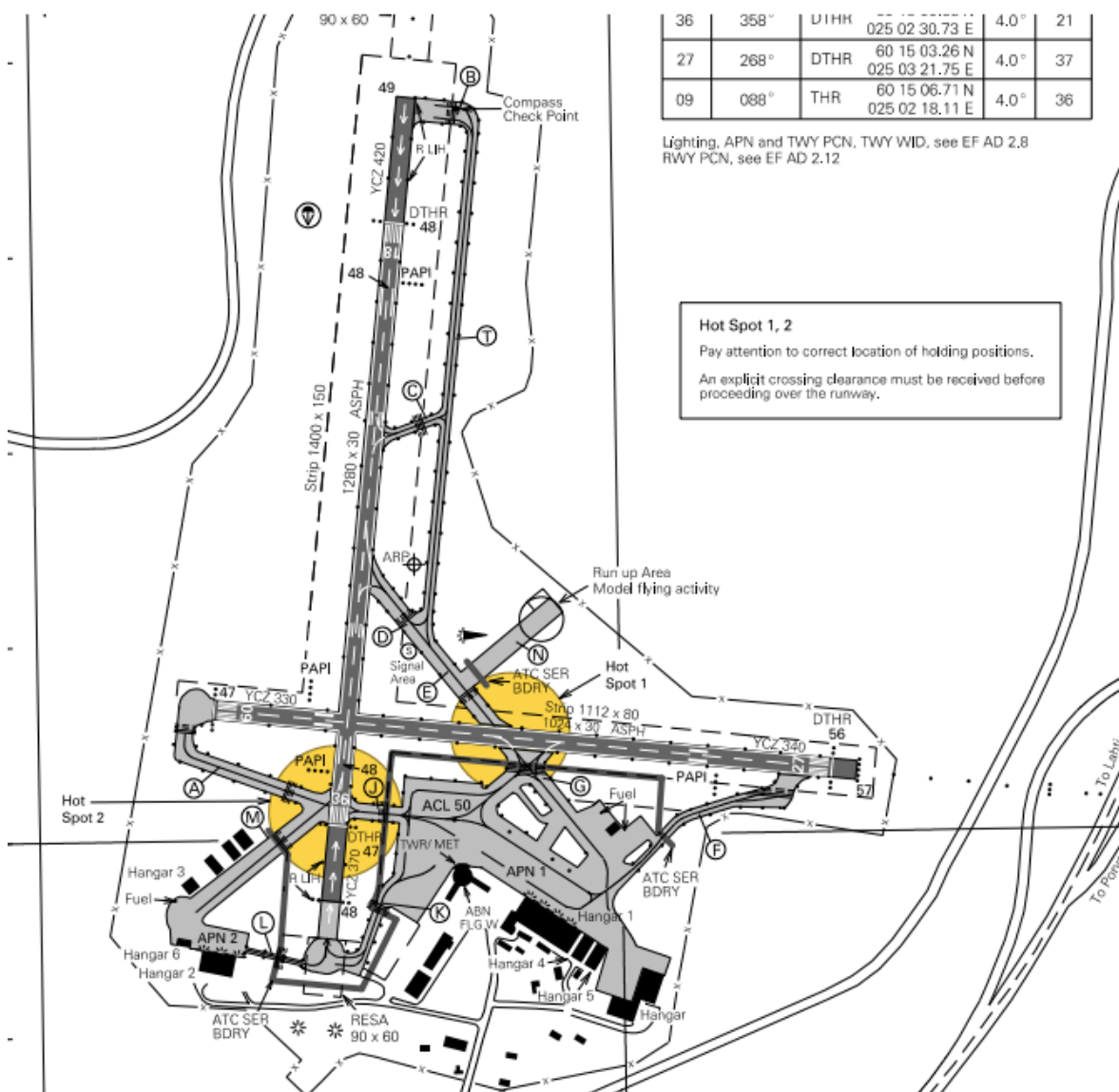


## TAXI PROCEDURES AT HELSINKI-MALMI AIRPORT



### OPERATING FROM AND TO APRON 2 AT EFHF

#### GENERAL

TTT-Aviation Oy Ltd is using both aprons for parking the aircraft. Cessna 150/152 airplanes are situated at apron 1 (APN 1) and sometimes at apron 2 (APN 2) usually after first flight of the day. Initial contact to ATC is made at APRON 2 to ground frequency. Initial contact is made and following information is said to ATC: Call sign, Apron 2, Information, QNH, request taxi.



## TAXI ROUTES AND PROCEDURES FOR RUNWAY 18

### Departure

Initial contact is made next to TTT's fuel station. Normal clearance from Ground control is to taxi holding point M (Mike) and contact Malmi Tower 131.250. Remember that L (Lima) holding point is reserved at Patria. At M contact will be made saying Malmi Tower, callsign and holding point M. ATC will give instructions to cross runway 18 and runway 09 to holding point B (Bravo) runway 18 and the route clearance will be the last section of the clearance. When active runway is either runway 18 or 36 it is crucial to minimize the time spent after the clearance to the point where the aircraft starts to move for crossing the runway. It is also crucial to minimize the time spent on the runway. To achieve this, one must start to read back the clearance right away and straight after that start to accelerate to cross the runway. Engine run up will not be performed at holding M (Mike).

### Example:

A/C: Malmi ground OH-CKY

ATC: O-KY Malmi Ground go ahead.

A/C: O-KY, APRON 2, INFORMATION M, QNH 1013, REQUEST TAXI.

ATC: O-KY, TAXI HOLDING POINT M AND CONTACT MALMI TOWER 131.250.

A/C: TAXI HOLDING POINT M AND CONTACT MALMI TOWER 131.250.

At M:

A/C: MALMI TOWER OH-CKY HOLDING POINT M.

ATC: O-KY, CROSS RUNWAY 18, 09 TAXI HOLDING POINT B (Bravo) RUNWAY 18. LEAVE CONTROL ZONE VIA DEGER 1000 FT OR BELOW VFR

A/C: CROSS RUNWAY 18 AND RUNWAY 09, TAXI TO HOLDING POINT B (Bravo) RUNWAY 18, LEAVE CONTROL ZONE VIA DEGER 1000 FT OR BELOW VFR, O-KY

**(Note!** Listen to the clearance carefully, do not assume the clearance is always to cross the runway. You might only get the route clearance and otherwise advised to hold position.)

### Arrival

When landing on runway 18, vacate the runway via the first safe and possible intersection. Remember that it is not approved to vacate to another runway unless you have a clearance for it. It is also not approved to vacate the runway via M without proper clearance to it.



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When flying PIC flights, it is forbidden to use intersection M (Mike) for vacating the runway unless safety of the flight demands it. When vacating the runway via D (Delta) or C (Charlie), ATC will clear you to cross runway 09 and taxi to holding point J (Juliet). When approaching J, if you don't have a clearance to cross runway 18 to M, you must hold short of holding point J at the position given in the appendix of this guidance leaflet or at a different position well apart from the holding point. This procedure is to give space for possible traffic at intersection J.

## **TAXI ROUTES AND PROCEDURES FOR RUNWAY 36**

Departure runway 36

Initial contact is made next to TTT's fuel station. Normal clearance from Ground control is to taxi holding point M (Mike) and contact Malmi Tower 131.250. Remember that L (Lima) holding point is reserved at Patria. At M contact will be made saying Malmi Tower, callsign and holding point M. ATC will give instructions to cross runway 18 and taxi to holding point K (Kilo) runway 36. Same procedures for crossing the runway applies as when operating at runway 18.

example:

A/C: Malmi ground OH-CKY

ATC: O-KY Malmi Ground go ahead.

A/C: O-KY, APRON 2, INFORMATION M, QNH 1013, REQUEST TAXI.

ATC: O-KY, TAXI HOLDING POINT M AND CONTACT MALMI TOWER 131.250.

A/C: TAXI HOLDING POINT M AND CONTACT MALMI TOWER 131.250.

At M:

A/C: MALMI TOWER OH-CKY HOLDING POINT M.

ATC: O-KY, CROSS RUNWAY 18, TAXI HOLDING POINT K (Kilo) RUNWAY 36. LEAVE CONTROL ZONE VIA DEGER 1000 FT OR BELOW VFR

**(Note!** Listen to the clearance carefully, do not assume the clearance is always to cross the runway. You might for example only get the route clearance and otherwise advised to hold position.)



## Arrival runway 36

When landing on runway 36, vacate the runway via the first safe and possible intersection. Remember that it is not approved to vacate to another runway unless you have a clearance for it. When vacating the runway via D or C, ATC will clear you to cross runway 09 and taxi to holding point J. When approaching J, if you don't have a clearance to cross runway 18 to M, you must hold short of holding point J at the position given in the appendix of this guidance leaflet or at a different position well apart from the holding point. This procedure is to give space for possible traffic at intersection J.

## TAXI ROUTES AND PROCEDURES FOR RUNWAY 09

### Departure

Initial contact to ATC is made at TTT's fuel station. ATC will clear you to taxi to holding point A via runway 18. Try to minimize the time spent on the runway 18 when taxiing to holding point A. Engine run up will not be performed at holding M.

### Arrival runway 09

When landing on runway 09, vacate the runway via the first safe and possible intersection. Remember that it is not approved to vacate to another runway unless you have a clearance for it. ATC will clear you to taxi to holding point J. When approaching J, if you don't have a clearance to cross runway 18 to M, you must hold short of holding point J at the position given in the appendix of this guidance leaflet or at a different position well apart from the holding point. This procedure is to give space for possible traffic at intersection J.

## TAXI ROUTES AND PROCEDURES FOR RUNWAY 27

### Departure

Initial contact to ATC is made at TTT's fuel station. ATC will clear you to cross runway 18, taxi to holding point runway 27. Same procedures for crossing the runway applies as when operating at runway 18. Engine run up will not be performed at holding M.

### Arrival runway 27

When landing on runway 27, vacate the runway via the first safe and possible intersection. Remember that it is not approved to vacate to another runway unless you have a clearance for it. ATC will clear you to taxi to holding point J. When approaching J, if you don't have a clearance to cross runway 18 to M, you must hold short of holding point J at the position given in the appendix of this guidance leaflet or at a different position well apart from the holding point. This procedure is to give space for possible traffic at intersection J.



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## **OPERATING FROM AND TO APRON 1 AT EFHF**

### **TAXI PROCEDURES ALL RUNWAYS**

#### **Departure**

Initial contact is made at parking at apron 1 (APN 1). At the initial contact, start by reporting that you are at apron 1. Otherwise the flight plan given to the ATC is normal (see example below). You may read back the clearance given by the ATC when parked and start to taxi after you have received the clearance.

A/C: MALMI GROUND OH-CKY, APRON 1, STAND 108.

ATC: O-KY.

A/C: O-KY, ACCORDING TO FLIGHT PLAN, INFORMATION M, QNH 1013, REQUEST TAXI.

ATC: O-KY, CROSS RUNWAY 18 TAXI TO HOLDING POINT A RUNWAY 09, LEAVE CONTROL ZONE VIA NOKKA VFR.

A/C: CROSS RUNWAY 18, TAXI TO HOLDING POINT A RUNWAY 09, LEAVE CONTROL ZONE VIA NOKKA VFR, O-KY

#### **Arrival**

When landing on any runway, vacate the runway via the first safe and possible intersection. Remember that it is not approved to vacate to another runway unless you have a clearance for it. If you will park at apron 1 no special procedures apply. When parking at apron 2, request to cross runway 18 to M. ATC will clear you to taxi to holding point J. When approaching J, if you don't have a clearance to cross runway 18 to M, you must hold short of holding point J at the position given in the appendix of this guidance leaflet or at a different position well apart from the holding point. This procedure is to give space for possible traffic at intersection J.

## APPENDIX

