

OPERATIONAL NOTICE (OPNOT)

OPNOT 2026-01 Version 3

New Taxiway Construction Temporary Procedures

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**CLEARED FOR PUBLIC
RELEASE**

1. Introduction

This Operational Notice (OPNOT) provides advance notice to pilots of temporary operating procedures in force at Wolverhampton Halfpenny Green Airport due to major airside construction works.

These procedures result in significant changes to normal runway and taxiway operations. Pilots must read and understand this OPNOT prior to arrival or departure.

2. Background

Following approval from the Airport Board and the Civil Aviation Authority (CAA), construction of a new taxiway is taking place in front of the apron and Control Tower.

The location and nature of these works require:

- Closure of certain runways and taxiways
- Non-standard taxi routings
- Temporary changes to power check and vacating procedures
- Increased vigilance to mitigate runway incursion risk
- To maintain safe operations, runway use is restricted and additional procedures are in force for the duration of the works.

3. Operations

Duration of Works

Works are scheduled to commence on 13 April 2026 and are expected to last for approximately 16 weeks. As of the 24th April 2026, works will only be taking place on weekdays. As such, some restrictions will be removed on weekends.

The temporary procedures detailed within this OPNOT are subject to change throughout the duration of the works due to different phases commencing and changes to contractor work locations. Further OPNOTs will be issued as required.

Runway Availability

The following runway availability applies:

Runway 16/34

Available for take-off and landing

(This is the only runway in use during the works)

Runway 22/04

Closed for take-off and landing.

Available for taxiing only

Runway 10/28

Closed for take-off and landing.

Available for taxiing only

Runway 10/28 Grass

Closed for all use including take-off, landing, and taxiing

Pilots are reminded to positively confirm correct runway alignment prior to take-off and landing, particularly in reduced visibility or unfamiliar conditions.

Helicopter Operations

Heli South is **CLOSED** for the duration of the works.

Helicopters joining or departing from the south are recommended to route parallel to Runway 34, remaining west of Runway 34 and west of Taxiway Alpha between Alpha 5 and Helipad 6, as depicted in Appendix A.

Helicopter pilots shall exercise additional caution and ensure they remain clear of all construction activity associated with the closure of Heli South.

Construction Activity Adjacent to Runways 10/28 and 22/04

Construction works are taking place adjacent to the sides of Runway 22/04 and Runway 10/28 for the duration of the project. As such, Runway 22/04 and Runway 10/28 is closed for take-off and landing.

Contractor vehicles and plants may be operating in close proximity to these runways.

Pilots are advised to:

- Exercise additional caution when taxiing or conducting power checks on or adjacent to and Runway 22.
- Maintain heightened situational awareness for the presence of construction activity in these areas.
- Comply with any instructions or information provided by Air Traffic Services.

Taxiway Restrictions

Taxiway Alpha is **CLOSED** between Holding Point Alpha 5 and Helipad 6 Monday to Friday. This part of the taxiway shall reopen on Saturday and Sunday. Closed taxiways are marked with red and white closure markers. This closure affects normal access routes to and from the apron and manoeuvring area.

As of May, Taxiway Charlie and Taxiway Delta are closed until further notice.

Temporary Taxi and Power Check Procedures

When closure of Taxiway Alpha between Helipad 6 and Alpha 5 is required, temporary changes to taxi routes for Runway 16/34 operations are required. This closure will only take place Monday – Friday, and this area of the taxiway and holding point Alpha 5 will be reopened on weekends.

Runway 16

Departures:

- Power checks shall be conducted in the normal power check position on Runway 22.

Arrivals:

- Aircraft landing on Runway 16 shall vacate via Runway 10/28.
- If an aircraft is unable to vacate in time, it shall taxi to the end of Runway 16, vacate left onto Foxtrot and hold at F2. Air traffic, when appropriate, will allow the aircraft to enter Runway 10/28 and cross the 16/34 intersection.

Runway 34

Departures:

- Power checks shall be conducted on Runway 10/28, prior to the intersection with Runway 16/34.
- Aircraft **must hold short of Runway 16/34**, stopping before the intersection.
- Air Traffic will instruct aircraft to either backtrack down Runway 34 or cross Runway 16/34, vacate onto Foxtrot and Hold F1 for Runway 34.

Arrivals:

- Aircraft landing on Runway 34 shall vacate via Runway 22, as per normal procedures.

WARNING – RISK OF RUNWAY INCURSION:

The Runway 10/28 and Runway 16/34 intersection is not an official holding point.

Pilots must exercise particular caution to avoid infringing Runway 16/34.

NOTAMs and Further Information

Relevant information will be promulgated via NOTAMs where appropriate.

Pilots must review current NOTAMs and the aerodrome website pilot briefing prior to operating.

Further changes to temporary operating procedures will be issued via additional Operational Notices (OPNOTs). These will be emailed to resident operators and published on the airport website.

If there is any doubt regarding the temporary procedures, pilots are advised to contact Air Traffic Services prior to operation.

4. Queries.

Queries shall be addressed to Operations Manager Jordan Timmins or Duty Manager Harvey Sant.
Jordan.timmins@wolverhamptonairport.co.uk and Harvey.sant@wolverhamptonairport.co.uk

5. Cancellations

This OPNOT shall remain in place until cancelled.

Appendix A – Taxiway Routings

