

OPERATIONAL NOTICE (OPNOT)

OPNOT 2026-04

Runway 25 Fly In

Published: 15/07/2026

Effective: 17/07/2026 – 19/07/2026

**OPNOT CLEARED FOR ALL
AIRPORT USERS**

1. Introduction

In conjunction with Runway 25, a Fly In shall take place from Friday 17th – Sunday 19th July 2026.

2. Background

This Fly In will see increased visiting aircraft traffic, including the potential attendance of Spitfire and Hurricane aircraft, alongside static aircraft displays, trade stands and evening entertainment on Saturday.

3. Operations

Aircraft Parking

Grass Runway 10/28 (also known as the Northern Grass) will be used for visiting aircraft parking.

Although parts of the Western Grass are unavailable due to construction of the new taxiway, sufficient areas remain available for aircraft parking. All resident aircraft are to park on the Western Grass, Airship Apron, or Eastern Grass near Aerohire. The Main Apron will not be available for general aircraft parking.

The grass area adjacent to Holding Point A5 may be utilised for overflow parking, although this is not anticipated to be required.

The Main Apron will be used for static aircraft displays, including Spitfire, Hurricane and Jet Provost aircraft. Contact Airport Management for further information regarding aircraft requiring static display parking.

Parking Allocation:

- **Western Grass / Eastern Grass / Airship Apron** – Reserved for residents and flight schools
- **Grass Runway 10/28 (Northern Grass)** – Reserved for visitors
- **Main Apron** – Reserved for static aircraft and stands

Aircraft parking on the western grass will enter via Taxiway Alpha.

Aircraft parking on grass runway 10/28 (Northern Grass) will enter by vacating Runway 10/28 via Taxiway Charlie.

Refer to Appendix A for taxiway routes and Appendix B for the parking diagram.

Northern Grass Parking

Pilots parking on the Northern Grass will need to walk over the new concrete taxiway (still under construction) and enter the restaurant compound via the gate adjacent to the signal square. This route will be clearly marked and roped off.

Pilots must exercise caution when walking between their aircraft and the restaurant compound. Under no circumstances are pilots to leave the designated route, as the surrounding area remains an active construction site.

The Northern Grass should be marshalled throughout the event. Pilots shall comply with all marshaller instructions. Marshallers may direct aircraft to alternative parking locations as operational requirements dictate.

Aircraft should park adjacent to one another, commencing at the far end nearest the Runway 16/34 intersection. Access between Runway 10/28 and the Northern Grass must be kept clear at all times.

Main Apron

The Main Apron will not be available for aircraft parking unless specifically designated as a static display aircraft.

The Main Apron will be open to pedestrians throughout the event and will host a number of trade stands, exhibitors and static aircraft displays.

The Main Apron shall be regarded as a controlled pedestrian area. The Airport Duty Manager or Airport Operations Manager shall coordinate any aircraft movement within this area.

Under no circumstances may an aircraft start engines, taxi or manoeuvre on the Main Apron without the explicit permission of the Airport Duty Manager or Airport Operations Manager. All pedestrians, vehicles and obstacles must be removed from the movement area beforehand.

A NOTAM will be issued advising that the Main Apron is closed to normal aircraft operations

Holding Point A5 and New Taxiway Works

To streamline Fly In operations, Holding Point A5 will reopen on the Friday morning. As a result, aircraft can vacate onto A5 when 16 is in use and can hold at A5 when 34 is in use.

Vehicles may need to manoeuvre from crash gate 1, via taxiway alpha, onto the works adjacent to A5. Vehicles will need permission from ATS first before any crossings take place. Aircraft should take extra caution when taxiing near A5 due to vehicles operating within the vicinity.

Any other established temporary procedures and closures will remain in force. Please refer to [OPNOT-2026-01](#) for further details. This can also be found on the pilot briefing on the airport website.

Fire Crew

Although emergency response remains the utmost priority, the Fire Crew will have increased workloads assisting the Fly In.

We kindly request that you provide as much notice as possible to the RFFS if you require any assistance, which includes getting aircraft out of hangars. Delays should be expected.

Drone Operations

Drones are likely to be operating during this period. Any drone operation on or within the vicinity of the aerodrome must be approved by the FISO Manager following submission and approval of an Unmanned Aircraft Operations Form.

No drone shall be operated without the prior permission of the Duty FISO. Drone operators must maintain continuous contact with Air Traffic Services throughout the duration of the flight and comply with any instructions issued.

Air Traffic Services reserves the right to suspend or terminate drone operations at any time due to aircraft movements, traffic levels, operational requirements, or safety concerns.

For more information on drones, contact air traffic services by emailing atc@wolverhamptonairport.co.uk or phoning 01384 221378.

Traffic Volumes and Circuit Procedures

To minimise disruption to residents, slots have been introduced for visitors – which have been restricted to 4 arrivals every 15 minutes.

Due to anticipated traffic levels, resident pilots and flying schools are encouraged to avoid circuit training during the Fly In period, particularly during peak arrival and departure periods. Airport Management reserves the right to suspend circuit training at short notice should traffic levels require.

Schools should exercise additional caution when authorising solo flights and should only do so where traffic levels remain suitable.

When joining, pilots are requested to conduct a standard overhead join where practicable. During busy periods, pilots should avoid joining on long final or base leg unless specifically required by operational circumstances.

Air Traffic

High workload and frequency congestion is expected throughout this fly in.

VHF Radio

When on frequency, pilots must keep all radio transmissions short and concise due to potential high frequency congestion. Pilots must maintain excellent situational awareness at all times.

Tower Access

Visits are to be kept to a minimum, but visits will be handled on a case by case basis. Air traffic reserve the right to ask visitors to leave the tower or to prevent visitors from entering.

Booking Out

Restrictions are in place on RedAtlas. Residents should attempt to book out via RedAtlas first. If you encounter an issue, book out by ringing air traffic on 01384 221378. Do not ring the emergency phone if the main phone is engaged.

4. Queries.

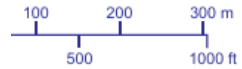
Queries shall be addressed to:

- Duty Manager Harvey Sant (Harvey.sant@wolverhamptonairport.co.uk)
- Operations Manager Jordan Timmins (Jordan.timmins@wolverhamptonairport.co.uk)

Both Operations Manager Jordan Timmins and Duty Manager Harvey Sant will be available throughout.

5. Cancellations

This Operational Notice remains in force until 18:00 Sunday 19th July 2026.



KEY CODE

CLOSED to all aircraft

Taxiing only

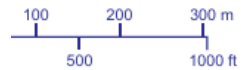
16 Landing –
Vacate 10/28
Taxi Route

16 Landing -
Unable to vacate
10/28 Taxi Route





Appendix B – Parking Areas



REMOVAL OF SOME DISUSED AREAS TO GRASS. NDB WBA REMOVED. DME WOL REMOVED.

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL	335
HEIGHTS IN FEET ABOVE AD	(52)