

				Manchester Airport DIVERSION POLICY		Risk Rating	High – Reviewed Annually
Reference:	EGCC-I-AOPS-037	Issue:	2	Owner:	Airfield Operations Manager	Department:	Airfield
Issue Date:		20/11/25		Compliance Date:	20/11/25	Planned Review Date:	20/11/25

1. Background

As a major international airport supporting the overall integrity and safety of the aviation system in the UK, Manchester Airport (MAN) is available as a diversion alternate 24HRS; for aircraft up to and including Code F (Airbus 380-800). MAN is also an active participant in UK Industry Diversion Protocols, Plan 39 Mass Diversions and the Nationally Managed Plan (Airborne Security Events). Manchester Airport is available for all diversions and any withdrawal from that position is either due to a planned and notified event or exceptional circumstances which are subject to the approval of nominated postholders. Airlines nominating MAN as a diversion alternate should ensure adequate ramp and passenger handling arrangements are in place to safely manage the aircraft and the welfare of passengers.

2. Temporary Restrictions

When a temporary reduction in airport capacity occurs due to aerodrome construction work or a major event resulting in increased demand, MAN may not be available as diversion alternate for all or certain codes of aircraft, except in an emergency. In such cases, an Operational Advice Notice (OAN) and NOTAM will be issued at least 72 hours in advance.

In the event of incident or significant event, MAN reserves the right to withdraw the aerodrome as an available diversion alternate without notice; subject to the approval of either Head of Airfield Operations or Aerodrome Operations Director, in consultation with the Airport Duty Manager and/or Airport Duty Director. Such withdrawals will be published via NOTAM at the earliest opportunity.

3. Diverts

Diverts can be requested for a multitude of reasons such as weather or operating limitations at other airports. Aircraft divers will be accepted if there is capacity on the ground, declared emergency & medical diversions will always be accepted.

4. Stand Allocation

Aircraft using MAN as a diversion will usually be allocated a remote parking stand. Scheduled flights will receive priority over inbound diversions regarding stand allocation. Aircraft should accept that delays to ground handling are to be expected in the event of multiple diversions. Ground holding may be required by aircraft that divert in MAN until a suitable stand is allocated.

5. Continual Assessment

On an ongoing basis, MAN will work closely with ground handling agents and into-plane fuelling providers to ensure a minimum viable service is in place to handle diverted aircraft and passengers requiring onward assistance, on a 24HR basis.

6. ATC procedures

In the event of a diversion situation becoming apparent ATC should inform Airfield Control to identify the capacity for divert acceptance. Any anticipated delay in approaches should be communicated to the pilots at the first opportunity to allow the delay to be assessed by the pilots to determine the most appropriate action for their flight.

Upon receipt of a divert request ATC will liaise with Airfield Control. Upon confirmation that the aircraft can be accepted they will pass that information back to the pilot.

7. Airfield Control procedures

Upon receipt of a divert request from ATC Airfield Control will assess the stand capacity. If parking space is available, the request can be accepted. Airfield Control will notify the Airport Operations Duty Manager and the Manchester Airport Control Hub (MACH).

8. Ground Handling Agent procedures

Ground handling agents should keep the MACH up to date with any issues or delays to the handling of the aircraft. It is the Ground Handling Agent's responsibility to manage the safe offloading of passengers and baggage and onward support for the passengers.

9. Excess Traffic (ETP) & Plan 39

In the event the demand for inbound diversions is likely to exceed the capacity required to operate the schedule programme of flights and any residual stands that might be available, an Excess Traffic Plan (ETP) can be initiated, which may require aircraft to be positioned on the aerodrome manoeuvring area rather than an aircraft parking stand. The ETP will be reviewed and amended in conjunction with any permanent or temporary changes to aerodrome infrastructure.

Plan 39 provides NATS with immediate, pre-authorised additional landing slot capacity for diversions for specified airlines and aircraft types at specified airports thus enabling controllers to respond quickly to requests from pilots.

The Plan 39 protocol is triggered by NATS Swanwick and notified to industry through the Airport ANSP's who have the responsibility to cascade to their Airport Authorities. Only when the words 'PLAN 39 Activated' will the preauthorised slots become active.

Under Plan 39 MAN is committed to accept, 2x Code C ACFT of the below airlines:

EXS	RUX	RYR	EZY	EJU	BAW	SHT
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Version History

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