

				Manchester Airport Removal of Disabled Aircraft		Risk Rating	High – Reviewed Annually
Reference:	EGCC-I-AOPS-035	Issue:	2	Owner:	Head of Airfield Operations	Department:	Airfield
Issue Date:	01/08/2025		Compliance Date:	01/09/2025		Planned Review Date:	19/06/2026

1 Introduction

A disabled aircraft can have an impact on the business and operations of Manchester Airport (MAN). It is therefore imperative that plans are in place to remove any disabled aircraft as expeditiously as possible.

2 Definition

The ICAO Airport Services Manual Part 5 “Removal of Disabled Aircraft” defines the removal of disabled aircraft as being three distinct areas – aircraft debogging, aircraft recovery and aircraft salvage. These three types of removal are further defined as follows:

Aircraft debogging – The removal of an aircraft from a runway or taxiway where the aircraft has become bogged down but has relatively little or no damage is considered a “debogg”.

Aircraft recovery – Any aircraft that is unable to move under its own power or through the normal use of an appropriate tow tractor and tow bar will be considered an “aircraft recovery”. Examples are:

- one or more landing gear off the hard surface of a runway, taxiway, or apron.
- aircraft bogged down in mud or snow.
- one or more landing gear collapsed or damaged.
- an aircraft that is economically repairable.

Aircraft salvage – An accident or incident in which the aircraft sustains substantial damage, and the insurer considers the hull a constructive loss will be considered “aircraft salvage”.

3 Responsibilities

The registered owner or aircraft operator will always retain complete responsibility for the removal of the disabled aircraft. All airline operators at MAN should have an aircraft recovery plan and will share this with Manchester Airport (MA) Airfield Operations if requested.

It is the responsibility of the aerodrome operator however to coordinate the aircraft recovery operation and ensure that the disabled aircraft is removed in a timely and efficient manner. They are also responsible for ensuring that an Aircraft Recovery Co-Ordinator of Disabled Aircraft Removal Operations is appointed.

The Airline/Aircraft operator or their designated agent (hereafter referred to as the Aircraft Operator) is responsible for the following:

- Ensuring that they are equipped with the necessary insurance and technical advice, supervision and the provision of all necessary equipment and materials.
- Salvaging and removing the disabled aircraft as quickly as possible. Regular users of the airport must ensure that they have adequate facilities to conduct their own

recovery operations or where they do not have these facilities, they must have contractual arrangements with another agency capable of undertaking the recovery on their behalf.

- Informing the Airport of their aircraft recovery contingency arrangements and keeping the airport company informed of any changes.
- Making any arrangements with the UK Border Agency regarding the removal of freight and/or cargo.

If the aircraft operator or agent refuses to remove a disabled aircraft or neglects to do so within a reasonable time, and the aircraft is creating either an obstruction, an embarrassment or a nuisance to MA or obstructs MA in carrying out its responsibilities as an aerodrome certificate holder, MA may take independent action to remove the aircraft.

Alternatively, MA may be requested to assist with recovery arrangements. MA (or its agents) accept no responsibility for any loss or damage of any kind resulting from this action and the aircraft operator will be held responsible for all costs and losses incurred (including consequential losses). A form of indemnity absolving MA from third party liability is to be signed by parties in such cases. The aircraft operator will be required to defray any charges for work involved in making good damage to MA property because of the aircraft incapacitation and its subsequent salvage.

The AAIB are responsible for authorising the release of the disabled aircraft. In minor incidents the AAIB may make the decision not to attend the site and will ask for photographs etc to be taken. However, their approval must still be sought in this scenario prior to moving the aircraft which the Aircraft Recovery Co-ordinator will arrange.