

				Manchester Airport ASI 037 – Manchester Airport Diversion Policy		Risk Rating	High – Reviewed Annually
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Version Control

Date	Amendment	Page(s)	New Version
01/07/26	Publication	All	V3.0
21/05/26	Addition of 'Excess Traffic'	12	V2.3
30/04/26	Addition of 'Fuel and Go' provision	2	V2.2
27/04/26	Addition of version control	1	V2.1
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1. Background

Manchester Airport (MAN) operates as a 24-hour diversion alternate and is committed to supporting all diversion requests for aircraft up to and including Code F (A380-800). The overriding principle of our policy is to preserve flight safety, particularly where aircraft may be operating with limited fuel or reduced operational options.

While ground-based constraints may present challenges for the airport, the risk posed to an aircraft which is unable to land at the intended destination is much greater, therefore diversions will always be accepted without any reference to the provision of ground handling.

MAN participates fully in UK Industry Diversion Protocols, Plan 39 Mass Diversions, and the Nationally Managed Plan for airborne security events. Any withdrawal from diversion availability will only occur due to planned, notified activity or exceptional circumstances approved by the Accountable Manager or Head of Airfield Operations.

Airlines nominating MAN as an alternate must ensure appropriate ground handling and passenger welfare arrangements are in place.

2. ATC Procedures

When a diversion situation becomes apparent, ATC must inform Airfield Control to determine overall capacity and the appropriate acceptance strategy. Any anticipated approach delays must be communicated to pilots at the earliest opportunity.

Upon receiving a diversion request, NATS (MAN or Prestwick) will liaise with Airfield Control. Once acceptance is confirmed, ATC will relay this to the pilot.

3. Airfield Control Procedures

Upon receiving a diversion request, Airfield Control will assess stand capacity. Requests may originate from MAN ATC or Prestwick.

Airfield Control will accept the request without delay where:

- The runway is open.
- Aerodrome infrastructure provides sufficient capacity, including use of the Excess Traffic Plan.

Diversions must not be refused for commercial, ground handling, or convenience reasons (e.g. lack of ground handling arrangements or stand planning constraints). Declared emergencies and medical diversions will always be accepted, without exception.

Airfield Control will notify:

- MAN ATC (if request originated from Prestwick)
- Airport Operations Duty Manager
- Manchester Airport Control Hub (MACH)

- Nominated Ground Handling Agent

The decision to accept a diversion rests solely with MAN Airfield Operations, based on flight safety and aerodrome capacity, without reference to ground handling restraints.

4. Airfield Operations Duty Manager procedures

The Airfield Operations Duty Manager is responsible for the overall aerodrome strategy for managing diversions, including activation and implementation of the Excess Traffic Plan, in consultation with the ATC Watch Manager, Airfield Control, and the Airport Duty Manager.

5. Airline and Ground Handling Agent procedures

Airlines filing MAN as an alternate must ensure appropriate ground handling and passenger welfare arrangements are in place.

Ground handling agents must keep the MACH informed of any issues or delays and are responsible for:

- Passenger communication
- Safe offloading of passengers and baggage
- Coordinating onward passenger support

6. Stand Allocation

Diverted aircraft will ordinarily be allocated a remote parking stand. Scheduled flights retain priority over inbound diversions. During periods of high diversion activity, delays to ground handling should be expected, and aircraft may be required to hold on the ground until a suitable stand becomes available.

When stand capacity is exceeded, the Excess Traffic Plan (ETP) will be activated. This may require aircraft to be positioned on designated areas of the manoeuvring area. Airfield Operations may also direct the repositioning of redundant aircraft to optimise capacity.

While the preferred outcome is for airlines to return to their original destination at the earliest opportunity – potentially supported by fuel-and-go arrangements – diversions will always be accepted without conditions or restrictions.

7. Fuel and Go Provision

In circumstances involving multiple simultaneous diversions, airlines are encouraged to uplift fuel and continue onward to their planned destination in order to preserve aerodrome capacity. However, this consideration must not influence the decision to accept a diversion. To avoid

operational ambiguity and to expedite the diversion acceptance process, “fuel-and-go” arrangements will not be proactively offered to flight crews.

8. Temporary Restrictions

Where aerodrome capacity is temporarily reduced due to construction, infrastructure works, or major events, MAN may be unavailable as a diversion alternate for certain aircraft categories 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 an incident or significant operational disruption, MAN may withdraw diversion availability without notice, subject to approval by the Head of Airfield Operations or Director of Aerodrome Operations, in consultation with the Airport Duty Director. Any withdrawal will be published via NOTAM at the earliest opportunity.

9. Continual Assessment

MAN works closely with ground handling agents and fuelling providers to ensure a minimum viable service is maintained for diverted aircraft and passengers on a 24-hour basis. Subject to aerodrome capacity, diversions will always be accepted on the grounds of flight safety.

10. Plan 39

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 in response to a mass diversion scenario in the London TMA 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 aircraft of the below airlines:

EXS	RUK	RYR	EZY	EJU	EIN	BAW	SHT
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Any additional diversions beyond the agreed 2x Code C aircraft should be referred to the AODM for approval.

Once Plan 39 has been initiated the following steps will need to be undertaken

ATC Responsibilities: -

- Managing increased ATC workload and resourcing.
- Arrival flow regulations to allow excess traffic handling and movements including tows.
- Updating the ADOM and Airfield Control on Plan 39 progress and likely duration.
- Attending any NATS ATTIC Conference calls.

Airfield Control Responsibilities: -

- Stand Planning functions.
- Internal stakeholder communications
- Communications with third party companies

AODM Responsibilities: -

- AODM will escalate the information to airfield senior leadership and ADM.
- AODM or nominated deputy will update the Airport Community App with relevant information and updates.
- Issuing and managing NOTAM information as required.
- AODM in liaison with Airfield Control will seek to utilise all stand parking options before nonstandard parking options are required. When stand capacity is at maximum, nonstandard options will be considered.
- Attending NATS and MA hosted conference calls. AODM may be required to act as conference chair in the absence of senior management.
- Contact GHA companies and request they respond to any arranged passenger drop off locations as directed by MA.
- Contact GHA companies and request they review internal resourcing plans and respond accordingly to accommodate additional traffic.
- Contact GHA companies and request they ensure representation at any MAG hosted community conference calls will take place.
- Complete HAZOPS for any closures of taxiways.

11. Regulatory Context

This policy is consistent with the CAA Safety Notice 2026/003 concerning the acceptance of diversions

12. Excess Traffic (ETP)

Where inbound diversion demand is likely to exceed available capacity, the Excess Traffic Plan may be activated. This may require aircraft to be positioned on the manoeuvring area rather than a standard parking stand.

Very Large Aircraft Parking Options:

- Stands 12, 61, 62, 80
- TwY Alpha, Bravo, Victor

Engine Test Bay Aircraft Parking: -

NON-PERMITTED AIRCRAFT TYPES IN ENGINE TEST BAY ARE:

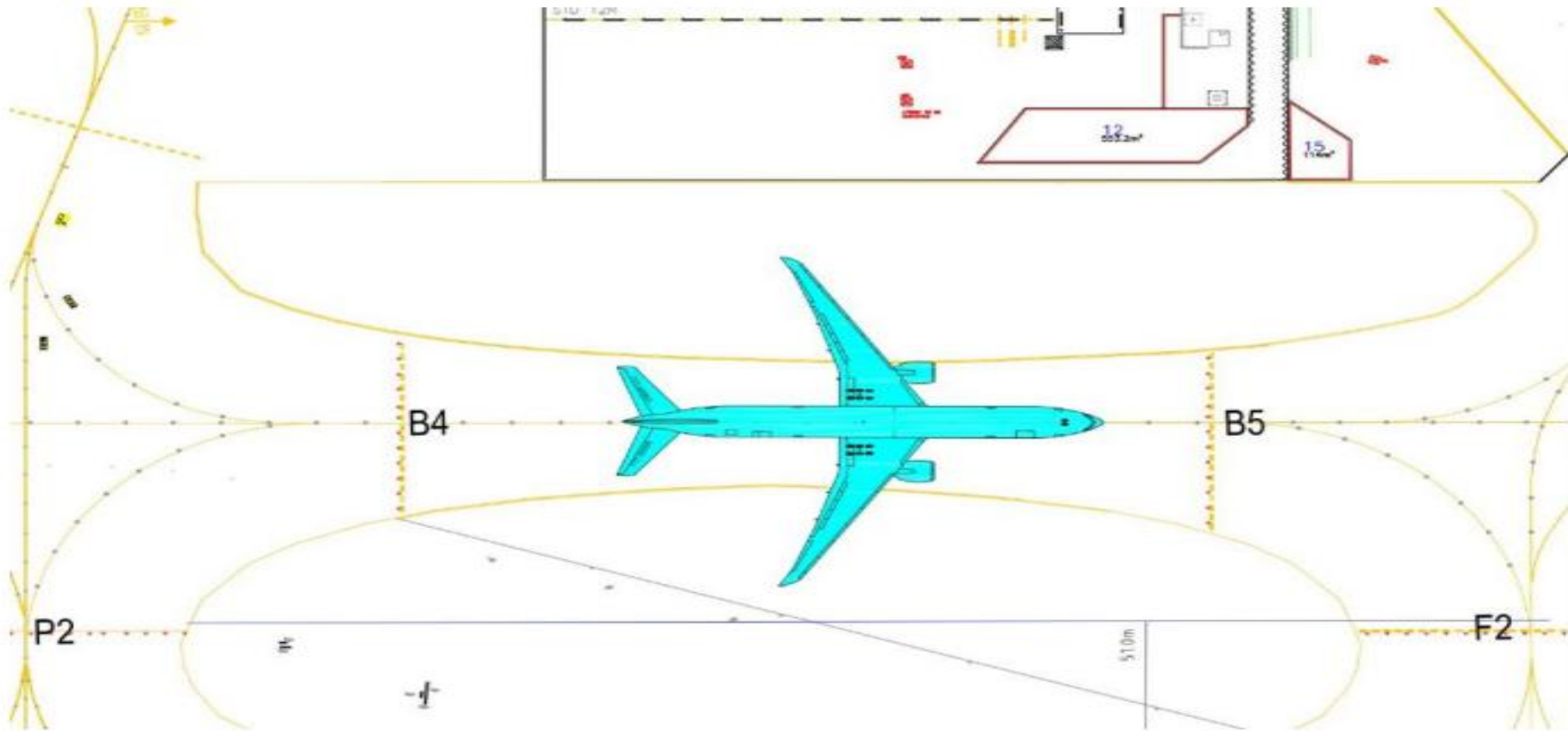
- B747-8
- B777-300
- A380
- A350-1000
- A340-600
- AN12

Additional Taxiway Parking

Taxiway Aircraft Parking

Taxiway Bravo B4-B5

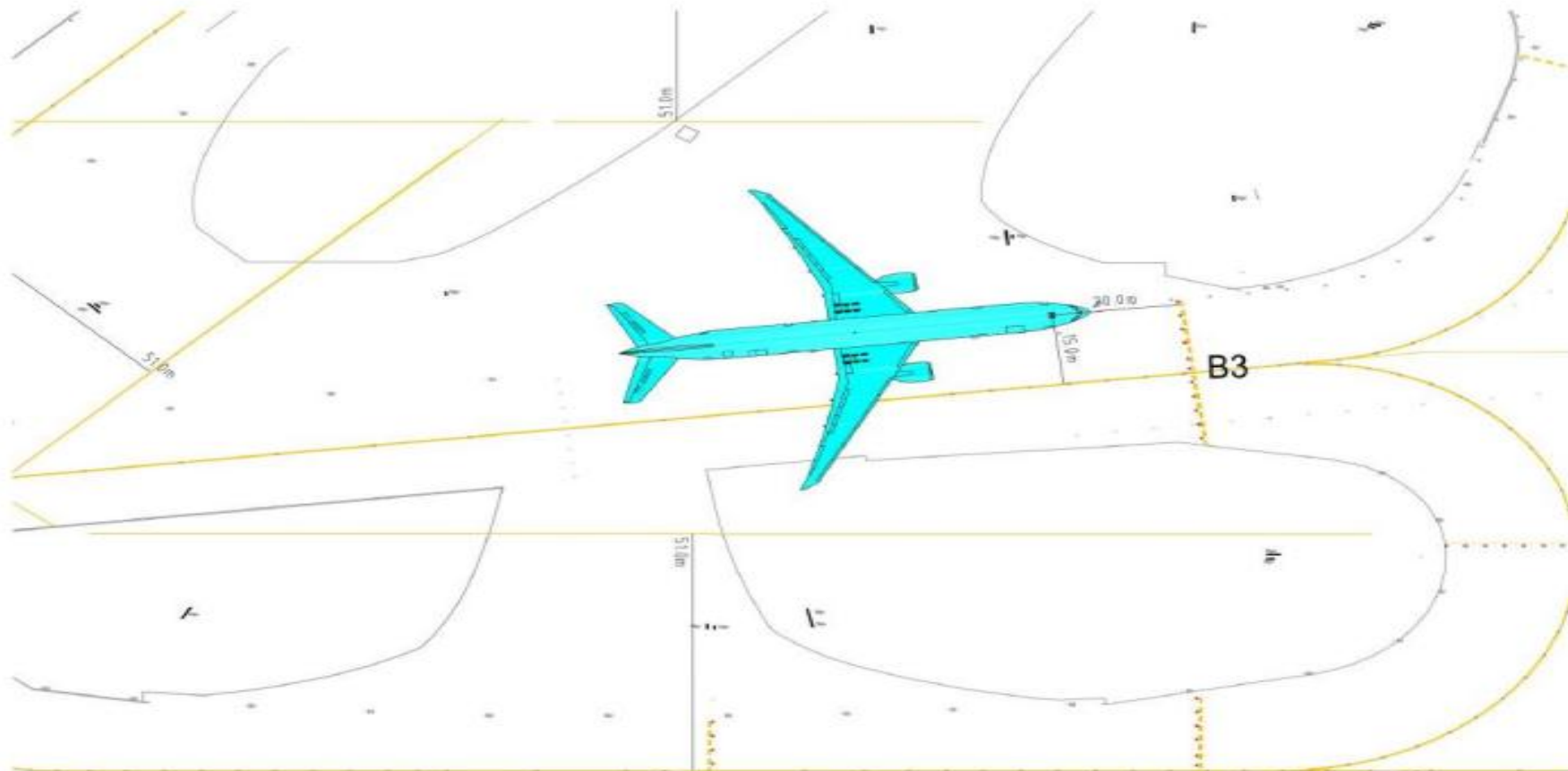
(Max ACFT Size Code E) own power or towed with Airfield Operations oversight.



Taxiway Bravo B2-B3

B2-B3 (Max ACFT Size Code E towed into position only with Airfield Operations Oversight)

Drawing indicates an offset centreline parking position 15 metres North of Bravo centreline to maintain a Code F strip on Taxiway Kilo. Any closure of Taxiway Bravo will require a HAZOPS to be agreed with ATC, including AGL edit and mobile barrier positioning

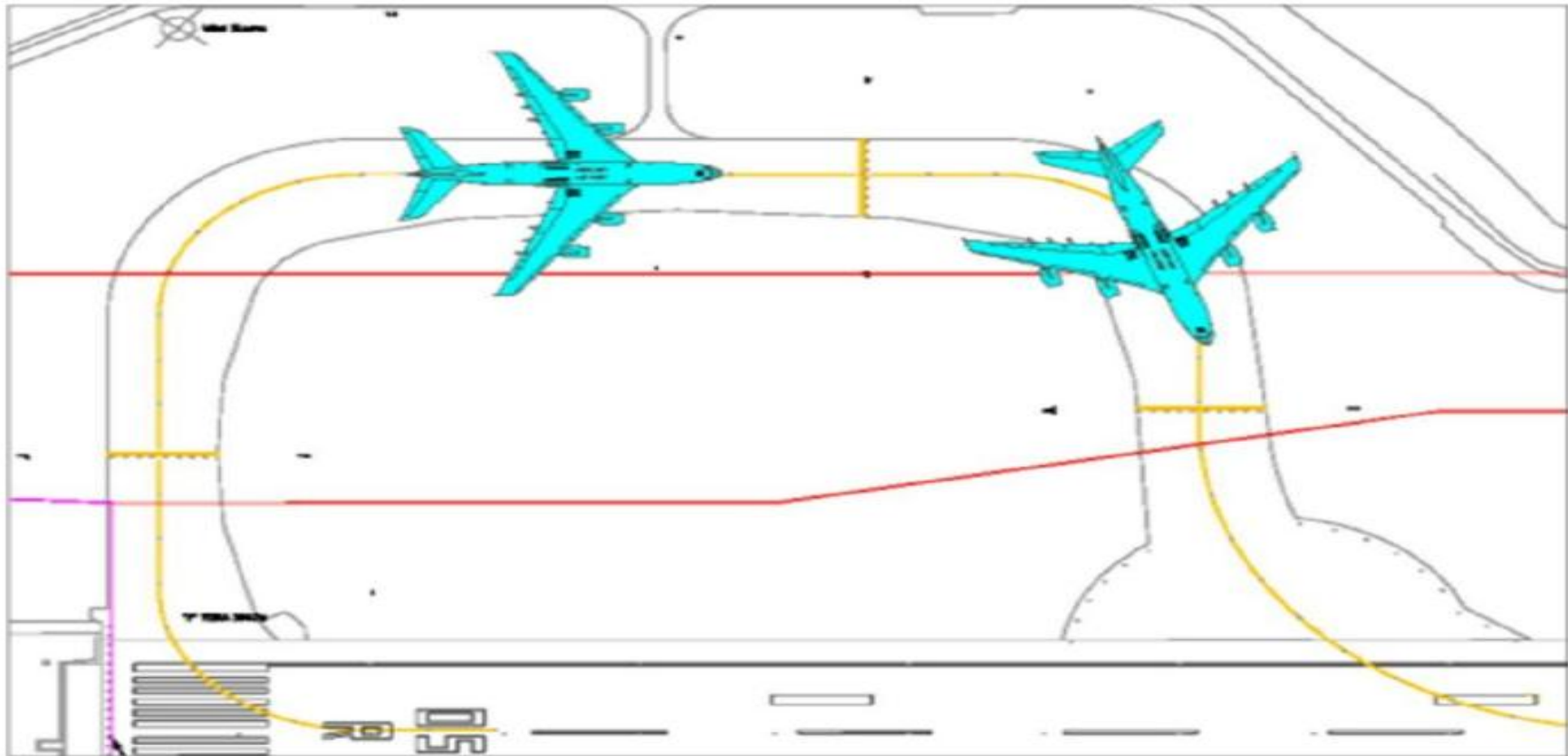


Southside Taxiways Parking Options

Remote aircraft parking south of Runway 05L-23R will be considered once all taxiway parking options on the northside taxiways have been exhausted. Approval via the Aerodrome and Landside Director or Head of Airfield Operations is required for parking of aircraft on the southside taxiways or parking of aircraft on 05R/23L. Any prior agreed closure of Southside taxiways will require a HAZOPS to be agreed with ATC, including AGL edit and mobile barrier positioning.

Whiskey – Yankee Loop W1-Y1

(A380 Indication) Self manoeuvre permitted with Airfield Operations oversight / FOLLOW ME



Taxiway Victor

05R/23L configuration (A380 Indication) *indicates towed or taxi position only. 05R-23L would not be operational due to parked aircraft infringement of the Obstacle Free Zone. Any prior agreed closure of Southside taxiways will require a HAZOPS to be agreed with ATC, including AGL edit and mobile barrier positioning.

