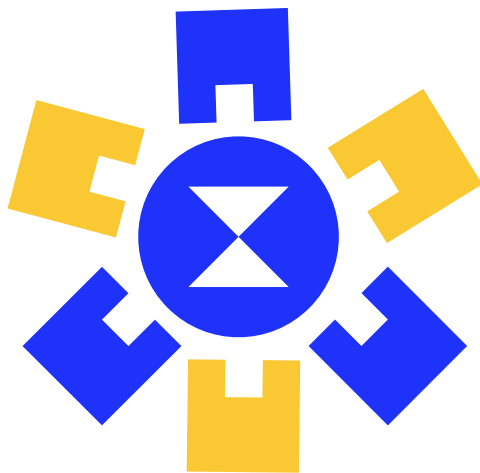
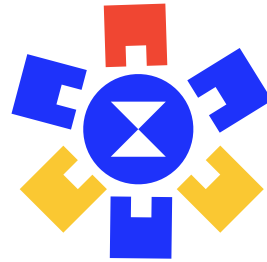


# Minimum Connect Time

## Technical Guide



# Minimum Connecting Time Technical Guide

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Processing MCTs under the new IATA mandate

**The purpose of this guide is to assist development teams in processing the new hierarchy to build itineraries. Examples are provided that include flight segments and a list of MCTs. The examples will show how itineraries should build under the new mandate.**

**For clarity in understanding the examples, all data fields are not shown and the order of the data is not necessarily in hierarchy or display order.**

## Document Amendments

Section	Type of Change	Amendment	Effective
All	Creation		November 2018
Working with Dates	Additional text	Rules on determining duplicates added	September 2019
FAQs	Additional text	Reference to FAQ on flight legs vs flight segments added to FAQ 5  Flight Leg vs Flight Segments – FAQ added.  Aircraft Body Types – FAQ on blank body type added.  Suppressions – FAQ 4 reference to Flight Legs vs Flight segments added	September 2019
All	Full Review	FAQ's updated & post industry cutover clarifications added	November 2019

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# Working with Flight Ranges

## Example 1:

Passenger wants to fly WRO-WAW-JFK. The following flights are available:

A. The following flight segments exist:

1. LO3844      WRO-WAW      1515      1615
2. LO26        WAW-JFK        1645      2005
3. LO3848      WRO-WAW      1400      1500
4. LO26        WAW-JFK        1645      2005

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			ARR FLIGHT#		DEPARTURE CARRIER			DEPART FLIGHT #		COUNTRY	
	ARR	DEP			STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End
<b>MCT 1</b>	WAW	WAW	DI	0040	LO			0001	3999	LO			0001	3999		US
<b>MCT 2</b>	WAW	WAW	DI	0030	LO			0001	3999	LO			0001	3999		

C. The following itineraries will build:

- a. Segments 3 and 4 with MCT 1

D. The following itineraries will not build:

- a. Segments 1 and 2 because MCT 1 with “Next Country” takes priority over MCT 2.

## Example 2:

Overlapping flight ranges are not allowed. An overlap can occur when either the arrival or departure flight range overlaps and there is a subset flight range on the opposite side.

The example below is not allowed:

	STATION		CONNECTION	TIME	ARR CARRIER			ARR FLIGHT#		DEPARTURE CARRIER			DEPART FLIGHT #	
	ARR	DEP			STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End	Carrier	Codeshare Indicator	Codeshare Operating
<b>MCT 1</b>	LHR	LHR	II	0500	AA	Y	BA	1000	2000	9B			3000	4000
<b>MCT 2</b>	LHR	LHR	II	0400	AA	Y	BA	1500	2500	9B			3100	3101

## Working with Dates

### Example 1:

For a certain period of time, a carrier requires a longer MCT at a specific station.

A. The following flight segments exist:

1. 15JAN17 AA0708 SFO-LAX 1300 1400
2. 15JAN17 AA2102 LAX-PHX 1440 1630
3. 28APR17 AA0708 SFO-LAX 1300 1400
4. 28APR17 AA2102 LAX-PHX 1440 1630
5. 28APR17 AA2207 LAX-PHX 1530 1720

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			DATE	
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	Effective From	Effective To
<b>MCT 1</b>	LAX	LAX	DI	0040	AA			AA				26MAR17
<b>MCT 2</b>	LAX	LAX	DI	0045	AA			AA			27MAR17	26OCT17
<b>MCT 3</b>	LAX	LAX	DI	0040	AA			AA			27OCT17	

C. The following itineraries will build:

- a. Segments 1 and 2 with MCT 1
- b. Segments 3 and 5 with MCT 2

D. The following itineraries will not build:

- a. Segments 3 and 4 because of MCT 2

When determining duplicates, the following rules should apply:

**Rule 1** - For Effective from/to, records are only considered duplicates if the priority hierarchy cannot answer, meaning that all the same criteria are filled.

**Rule 2** - If the hierarchy cannot decide, any overlap or subset of Effective from/to should be considered as duplicate and be rejected.

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Note: Any MCT records which have identical times and all other data fields match except the dates as in example 1 – 6 below, will accepted should be queried with the airline as only one record is needed. See examples below:

		Eff. from date	Eff. to date	Allowed?	Rule	Comment
<b>Example</b>	<b>1</b>	blank	blank	<b>Allowed</b>	1	2 <sup>nd</sup> record takes precedent in hierarchy
		Any date	blank			
<b>Example</b>	<b>2</b>	blank	blank	<b>Allowed</b>	1	2 <sup>nd</sup> record takes precedent in hierarchy
		blank	Any date			
<b>Example</b>	<b>3</b>	blank	blank	<b>Allowed</b>	1	2 <sup>nd</sup> record takes precedent in hierarchy
		Any date	Any date			
<b>Example</b>	<b>4</b>	Any date	blank	<b>Allowed</b>	1	2 <sup>nd</sup> record takes precedent in hierarchy
		Any date	Any date			
<b>Example</b>	<b>5</b>	blank	Any date	<b>Allowed</b>	1	2 <sup>nd</sup> record takes precedent in hierarchy
		Any date	Any date			
<b>Example</b>	<b>6</b>	blank	Any date	<b>Allowed</b>	1	2 <sup>nd</sup> record takes precedent in hierarchy
		Any date	blank			
<b>Example</b>	<b>7</b>	2019-07-26	2019-07-27	<b>Allowed</b>	2	Not overlapping at all
		2019-07-28	2019-07-29			
<b>Example</b>	<b>8</b>	2019-07-26	2019-07-28	<b>Not allowed</b>	2	Overlapping on some days
		2019-07-27	2019-07-29			
<b>Example</b>	<b>9</b>	2019-07-26	2019-07-27	<b>Not allowed</b>	2	Totally overlapping - 1 <sup>st</sup> included in 2 <sup>nd</sup>
		2019-07-25	2019-07-29			
<b>Example</b>	<b>10</b>	2019-07-26	2019-07-27	<b>Not allowed</b>	2	Overlapping on the last day of 1 <sup>st</sup> /first day of 2 <sup>nd</sup>
		2019-07-27	2019-07-29			
<b>Example</b>	<b>11</b>	blank	2019-07-26	<b>Not allowed</b>	2	Totally overlapping – 1 <sup>st</sup> included in 2 <sup>nd</sup>
		blank	2019-07-27			
<b>Example</b>	<b>12</b>	2019-07-27	blank	<b>Not allowed</b>	2	Totally overlapping – 1 <sup>st</sup> included in 2 <sup>nd</sup>
		2019-07-26	blank			

# Working with Codeshare

## Example 1:

Marketing carrier files a longer MCT than the operating carrier.

A. The following flight segments exist:

1. BA0207 LHR-MIA 0915 1405
2. AA2213 MIA-DFW 1545 1810
3. AA6200 LHR-MIA 0915 1405 DEI50=BA0207
4. AA2213 MIA-DFW 1545 1810

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER		
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating
<b>MCT 1</b>	MIA	MIA	ID	0145	AA	Y	BA	AA		
<b>MCT 2</b>	MIA	MIA	ID	0130	BA			AA		

C. The following itineraries will build:

- Segments 1 and 2 with MCT 2

D. The following itineraries will *not* build:

- Segments 3 and 4 because of MCT 1

## Example 2:

A. The following flight segments exist:

1. LO379 WAW-FRA 1710 1905
2. LH1082 FRA-LYS 1950 2115
3. LO4733 FRA-LYS 1950 2115 DEI 50=LH1082
4. LH1084 FRA-LYS 2030 2155
5. LO4741 FRA-LYS 2030 2155 DEI 50=LH1084

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B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			COUNTRY		REGION	
	ARR	DEP			STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	PREV	NEXT
<b>MCT 1</b>	FRA	FRA	II	0045	LO	Y	LH	LH						
<b>MCT 2</b>	FRA	FRA	II	0100	LO						PL			SCH

C. The following itineraries will build:

- a. Segment 1 and 4 with MCT 2
- b. Segments 1 and 5 with MCT 2

### Example 3:

A. The following flight segments exist:

1. DL8614 CDG-SVO 0920 1500 DEI50=AF1200 Arrives Term E
2. DL9096 SVO-LED 1750 1910 DEI50=SU1200 Departs Term D

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			TERMINAL	
	ARR	DEP			STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating
<b>MCT 1</b>	SVO	SVO	ID	0120				SU			D	D
<b>MCT 2</b>	SVO	SVO	ID	0130				SU			E	D
<b>MCT 3</b>	SVO	SVO	ID	0130				SU			F	D

C. The following itineraries will build:

- a. Segments 1 and 2 with MCT 2

### Example 4:

A. The following flight segments exist:

1. DL9667 ATL-AMS 1555 0600+1 DEI50=KL0624
2. DL0072 ATL-AMS 1740 0815+1
3. DL9556 AMS-FRA 0950 1105 DEI50=KL1765



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B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			ARR FLIGHT #		DEPARTURE CARRIER			DEPART FLIGHT #	
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End
<b>MCT 1</b>	AMS	AMS	II	0050	KL					KL				
<b>MCT 2</b>	AMS	AMS	II	0130	KL			0210	0210	KL				
<b>MCT 3</b>	AMS	AMS	II	0050	KL			0400	1999	KL			6000	9000
<b>MCT 4</b>	AMS	AMS	II	0050										

C. The following itineraries will build:

- a. Segments 1 and 3 with MCT 1
- b. Segments 2 and 3 with MCT 4 (station default).

### Example 5:

A. The following flight segments exist:

1. DL0040 LAX-JFK 0845 1715
2. DL4373 JFK-LHR 1830 0630+1 DEI50=VS0004
3. DL0401 JFK-LHR 1930 0735+1

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			ARR FLIGHT #		DEPARTURE CARRIER			DEPART FLIGHT #	
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End
<b>MCT 1</b>	JFK	JFK	DI	0045	DL					DL				
<b>MCT 2</b>	JFK	JFK	DI	0045	DL					DL			4339	4438
<b>MCT 3</b>	JFK	JFK	DI	0045	DL					DL	Y			
<b>MCT 4</b>	JFK	JFK	DI	0045	DL					DL	Y	VS		
<b>MCT 5</b>	JFK	JFK	DI	0045	DL					DL	Y	VS	4339	4438

C. The following itineraries will build:

- a. Segments 1 and 3 with MCT 1
- b. Segments 1 and 2 with MCT 5

Note: MCT1 and MCT2 are not valid for segments 1 and 2 as they apply for Operating flights only

MCT 3,4,5, are all valid for segments 1 and 2

MCT 5 is selected based on the hierarchy

# Working with Suppressions

## Example 1:

Carrier wants to suppress all connections with flights operated by another carrier. Carriers choose to allow connections in specific stations (suppression override).

A. The following flight segments exist:

1. AA0520 DFW-MAD 1040 1500
2. BA0700 LHR-MAD 1000 1300
3. AA6100 LHR-MAD 1000 1300 DEI 50=BA0700
4. VY2134 MAD-BCN 1700 1900
5. AA0620 PHL-BCN 0900 1330
6. VY3125 BCN-VLC 1600 1700

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			ARR FLIGHT #		DEPARTURE CARRIER			SUPPRESSIONS
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Range Start	Range End	Carrier	Codeshare Indicator	Codeshare Operating	Suppression Indicator
<b>MCT 1</b>			ID		AA					VY			Y
<b>MCT 2</b>			ID		AA	Y				VY			Y
<b>MCT 3</b>	BCN	BCN	ID	0200	AA					VY			N
<b>MCT 4</b>	BCN	BCN	ID	0230						VY			N
<b>MCT 5</b>	MAD	MAD	ID	0145	BA					VY			N

C. The following itineraries will build:

- a. Segments 2 and 4 with MCT 5
- b. Segments 5 and 6 with MCT 3

D. The following itineraries will **not** build:

- a. Segments 3 and 4 because of MCT 2
- b. Segments 1 and 4 because of MCT 1

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Carrier wants to suppress all connections within a certain country. The MCTs suppress connections to and from all carriers

A. The following flight segments exist:

1.	AA0801	CLT-HAV	0855	1115
2.	CU0826	HAV-BAC	1330	1550
3.	CU0827	BAC-HAV	0700	0950
4.	AA0802	HAV-CLT	1215	1450

B. The following MCTs exist

### Example 3:

Carrier wants to globally suppress all codeshare to codeshare connections. However, in certain stations, certain codeshare connections will be allowed.

A. The following flight segments exist:

1.	BA0440	LHR-AMS	1610	1830	
2.	LY0336	AMS-TLV	2140	0325 <sup>+1</sup>	
3.	AA6100	LHR-AMS	1610	1830	DEI50=BA0440
4.	AA8100	AMS-TLV	2140	0325 <sup>+1</sup>	DEI50=LY0336
5.	BA0902	LHR-FRA	0705	0945	
6.	CX0288	FRA-HKG	1250	0650 <sup>+1</sup>	
7.	AA6102	LHR-FRA	0705	0945	DEI50=BA0902
8.	AA7200	FRA-HKG	1250	0650 <sup>+1</sup>	DEI50=CX0288

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B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			SUPPRESSIONS
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	Suppression Indicator
<b>MCT 1</b>			II		AA	Y		AA	Y		Y
<b>MCT 2</b>	AMS	AMS	II	0200	BA			LY			N
<b>MCT 3</b>	AMS	AMS	II	0200	AA	Y	BA	AA	Y	LY	N
<b>MCT 4</b>	FRA	FRA	II	0230	BA			CX			N

C. The following itineraries will build:

- a. Segments 1 and 2 with MCT 2
- b. Segments 3 and 4 with MCT 3
- c. Segments 5 and 6 with MCT 4

D. The following itineraries will **not** build:

- a. Segments 7 and 8 because of MCT 1

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## Example 4:

Carrier has codeshare connections suppressed globally.

A. The following flight segments exist:

1. IB3172 MAD-LHR 1455 1620
2. BA0257 LHR-DEL 1855 0850<sup>+1</sup>
3. AA8102 MAD-LHR 1455 1620 DEI50=IB3172
4. AA6150 LHR-DEL 1855 0850<sup>+1</sup> DEI50=BA0257

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			SUPPRESSIONS
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	Suppression Indicator
<b>MCT 1</b>			II		AA	Y		AA	Y		Y
<b>MCT 2</b>	LHR	LHR	II	0200	IB			BA			N

C. The following itineraries will build:

- a. Segments 1 and 2 with MCT 2

D. The following itineraries will *not* build:

- a. Segments 3 and 4 because of MCT 1

## Working with Other Data Elements

### Example 1:

Arriving Widebody equipment requires a longer MCT.

A. The following flight segments exist:

1.	AA0280	ICN-DFW	1835	1610	EQP 789	
2.	AA1387	DFW-SFO	1730	1926	EQP 321	
3.	AA1393	DFW-SFO	1840	2044	EQP 321	
4.	MH9428	ICN-DFW	1835	1610		DEI50=AA0280
5.	MH9412	DFW-SFO	1730	1926		DEI50=AA1387
6.	MH9513	DFW-SFO	1840	2044		DEI50=AA1393

B. The following MCTs exist

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			AIRCRAFT BODY (Y/N)	
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	Arrive	Arrive
<b>MCT 1</b>	DFW	DFW	ID	0120	AA			AA				
<b>MCT 2</b>	DFW	DFW	ID	0125	AA			AA			W	

C. The following itineraries will build:

- a. Segments 1 and 3 with MCT 2
- b. Segments 4 and 6 with MCT 2

D. The following itineraries will **not** build:

- a. Segments 1 and 2 because of MCT 2. Segment 1 arrives on a 789, which is a widebody (Aircraft Body=W)
- b. Segments 4 and 5 because of MCT2.

# Frequently Asked Questions

1. **Q:** What are the types of MCT records?

**A:** Station standard MCT, suppression MCT, and exception MCT ("In this Chapter, these are all referred to as MCTs."). If no station standard MCT is found the global standards must be used; DD 00:30, DI 01:00, ID 01:30, II 01:30.

2. **Q:** What is the definition of a station standard?

**A:** A station standard MCT (also known as Station Default and Airport Standard) is a record where there is no Arrival Carrier, no Arrival Operating Carrier, no Departure Carrier, no Departure Operating Carrier. All Station Standard are published by IATA to the Data Aggregators.

3. **Q:** Is the Domestic/International status mandatory for all records, for all station defaults, all suppressions and all MCT entries in the file?

**A:** Yes (defined mandatory). You will also need to review the FAQ on flight legs vs. flight segments if you have any problems with how your international/domestic status is being applied.

4. **Q:** Will the global standards given in Chapter 8, 8.9.2 need to be hard-coded, or will they be delivered in a file?

**A:** They can optionally be delivered in the file.

5. **Q:** Chapter 8 says for MCT exceptions that at least one out of the following: "Arrival Carrier", "Arrival Codeshare Operating Carrier", "Departure Carrier" or "Departure Codeshare Operating Carrier" must be set. Is that also mandatory for station standards?

**A:** No See Question 2

6. **Q:** Arrival/Departure Terminal codes - a terminal code (if not blank) can be one or two characters. Is there any alignment defined in case of one character?

**A:** Based on file layout: "left justify, blank fill"

## Effective From Date/ Effective To Date

1. **Q:** Date formats: Examples in chapter 8 and in technical guide show dates like "03Mar18" or "26-Oct-17". Which is correct?

**A:** Official IATA format is 7 letters upper case like "03MAR18" and "26OCT17". Only this format is allowed (nnaaann).

2. **Q:** Are "Effective From" and "Effective To" dates allowed for station standards?

**A:** Yes, as there may be different stations standards depending on e.g. construction work at an airport.

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3. **Q:** Why do "Effective From Date " and "Effective To Date" have hierarchy levels? Is there a difference in having \*no\* Effective from date and one far in the past? Is there something else than just being effective for a record?

**A:** Hierarchy level for "Effective From Date" and Effective To Date" are provided as an MCT with a date takes priority over an MCT without a date.

4. **Q:** Is the Effective From/To Date meant local or UTC?

**A:** As MCTs are referencing an airport this should be local time – and if geographical suppressions are filed then whenever checking for a connection the local time at the connect airport is considered relevant.

### Hierarchy for finding matching MCT

1. **Q:** Is the order of Record Type 2's in the MCT file of any relevance?

**A:** No. While you may get a sorted file, it should not be relied upon.

2. **Q:** What if two records are identical and only the MCT time value differs?

**A:** That shall not happen, Data Aggregators will take care of that (i.e. OAG and Cirium)

### Flight legs vs. flight segments

1. **Q:** How to handle flight legs vs. flight segments?

**A:** Refer to SSIM Chapter 2: Minimum Connecting Time International/Domestic Status.

2. **Q:** Some systems default the international/domestic status to a leg and some systems default to segment. How do we resolve so all automated systems apply the international/domestic status the same way?

**A:** We have a problem in the industry today where some automated systems apply the default for international/domestic status to a leg and some automated systems default to a segment. This will not change with the new MCT standard going into effect on October 27, 2019.

The industry is currently having an ongoing discussion to clarify the IATA SSIM to better define the intent of the default interpretation for applying international/domestic status and when a DEI 220 is required. Until resolved, the application of the international/domestic status will be different in some automated systems.

In order to resolve issues your airline may have with how automated systems are applying the default for the international/domestic status, a DEI 220 will need to be filed which specifically states how the international/domestic status is to be applied and overrides any default interpretation.



### Flight Number Ranges

1. **Q:** Why do Flight Number Ranges have two different hierarchy levels, when both must be set?

**A:** To provide future operational flexibility

2. **Q:** How is precedence for subset flight number ranges supposed to work?

**A:** Subset flight ranges take priority over the larger flight range. A subset is defined as being completely contained within the larger flight range. See SSIM Chapter 8.9.11

### Codeshare Indicator

1. **Q:** What is the process for applying an MCT that has a codeshare indicator?

**A:** For codeshare flights, MCTs will be established by the operating carrier, unless overwritten by the marketing carrier. The MCT used for a marketing flight shall be applied by referring to the marketing carrier's DEI 50 on the published flight. If no MCT matching the marketing flight exists, the operating flight is considered relevant. No MCTs need to be filed for marketing flights as in that case the MCT of the operating flight (identified by DEI 50) is chosen.

### Aircraft (Body) Types

1. **Q:** If no body type exists e.g. TRN what do I do?

**A:** If no body type exists e.g. TRN then use the aircraft type.

2. **Q:** Will body types other than N or W be used in MCT file?

**A:** No – only W and N are allowed if not left blank

3. **Q:** Aircraft types - are both "general types" and "sub types" used in MCT file?

**A:** MCT processing will match exact type filed in the carrier's flight schedule. Only standard IATA Aircraft Types may be used refers to IATA SSIM manual Appendix A.

Example:

Airline has multiple 737's and file MCT at the 737. Does this include the 73H, 738, etc.? No, only 737 will be matched for MCT. If the carrier requires a specific MCT for aircraft type 73H then type 73H must be filed in the carrier's flight schedule as well as in the carrier's MCT

4. **Q:** SSIM Chapter 8 states the "Arrival Aircraft Type" must not be used together with "Arrival Aircraft Body", same for "Departure Aircraft Type" and "Departure Aircraft Body" is that correct?

**A:** Yes – as with aircraft type being defined, body is irrelevant. Aggregators should reject any MCT that contains both Aircraft Type and Aircraft Body.

### Regions

1. **Q:** Will there be any other MCT Regions other than EUR and SCH? If so, which ones?

**A:** Yes. All IATA regions will be available. See SSIM Appendix I, Chapter 2.1

2. **Q:** How will SCH and other regions be defined? Will there be a definition file?

**A:** No. See SSIM Appendix I.

3. **Q:** How is precedence defined between SCH and EUR and possibly others?

**A:** SCH takes priority over EUR. Think of SCH as a subset of EUR.

### Suppressions

1. **Q:** True or False. A record is a suppression if and only if the "Suppression Indicator" is "Y"

**A:** True

2. **Q:** What are the permitted values for Suppression Indicator?

**A:** Y or N. Blanks are not allowed. The aggregators will change the blanks to N before publishing.

3. **Q:** Are "Effective From" and "Effective To" dates allowed for suppressions?

**A:** Yes

4. **Q:** Is International / Domestic status mandatory for suppressions?

**A:** Yes – as International/Domestic status is defined as “mandatory” – so not “optional” or “conditional” – therefore will always be there, therefore mandatory also for suppressions. You will also need to review the FAQ on flight legs vs. flight segments if you have any problems with how your international/domestic status is being applied.

5. **Q:** What are the valid elements for a suppression record?

**A:** The minimum values are Action Indicator, Status, Arrival Carrier and/or Departure Carrier and Suppression Indicator. More attributes can be added based upon the airline’s needs. e.g.: Codeshare Indicator

6. **Q:** "Suppression Region (optional) - IATA Region code denoting area of geographical suppression. If 'blank' then the suppression is to be applied globally". Is that correct?

**A:** This should read "A suppression is applied globally, when all "arrival/departure station", "suppression region", "suppression country" and "suppression state" are empty.

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7. **Q:** For Arrival Station and Departure Station it says “May be Blank for Suppression” or “Blank is only valid when used with a global (i.e. geographical) suppression”. Is this “may be” or “must be” in case of a suppression? I.e. will these two columns always be blank for suppressions?

**A:** No – Arrival and Departure station can be filed for suppressions.

### File Layout

1. **Q:** All carrier fields are only 2 bytes, but in SSIM 4, 5, 7 the "AIRLINE DESIGNATOR" is defined as 2-character IATA airline code. Can we use 3-letter ICAO codes?

**A:** No. Only IATA Airline Codes to be used in MCT Filings – “Refer to the IATA Airline Coding Directory to obtain Airline Designator.”