Minimum Connecting Time Technical Guide

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

<table>
<thead>
<tr>
<th>Section</th>
<th>Type of Change</th>
<th>Amendment</th>
<th>Effective</th>
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<tr>
<td>All</td>
<td>Creation</td>
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<td>November 2018</td>
</tr>
<tr>
<td>Working with Dates</td>
<td>Additional text</td>
<td>Rules on determining duplicates added</td>
<td>September 2019</td>
</tr>
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<td>FAQs</td>
<td>Additional text</td>
<td>Reference to FAQ on flight legs vs flight segments added to FAQ 5</td>
<td>September 2019</td>
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<td>Flight Leg vs Flight Segments – FAQ added.</td>
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<td>Aircraft Body Types – FAQ on blank body type added.</td>
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<td>Suppressions – FAQ 4 reference to Flight Legs vs Flight segments added</td>
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<td>Full Review</td>
<td>FAQ’s updated &amp; post industry cutover clarifications added</td>
<td>November 2019</td>
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<td>Connection Building Filter</td>
<td>Additional text</td>
<td>Details of new record type 3 [Effective 01NOV22] added</td>
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<td>March 2021</td>
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</table>
Table of Contents

Working with Flight Ranges .................................................................................................................. 3
Working with Dates ................................................................................................................................. 4
Working with Codeshare .......................................................................................................................... 6
Working with Suppressions ....................................................................................................................... 9
Working with the Connection Building Filter ......................................................................................... 13
Working with Other Data Elements ......................................................................................................... 17
Frequently Asked Questions ................................................................................................................... 18
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

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:
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

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCT 1</td>
<td>LAX</td>
<td>LAX</td>
<td>DI</td>
<td>0040</td>
<td>AA</td>
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<tr>
<td>MCT 2</td>
<td>LAX</td>
<td>LAX</td>
<td>DI</td>
<td>0045</td>
<td>AA</td>
</tr>
<tr>
<td>MCT 3</td>
<td>LAX</td>
<td>LAX</td>
<td>DI</td>
<td>0040</td>
<td>AA</td>
</tr>
</tbody>
</table>

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.
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:

<table>
<thead>
<tr>
<th>Example</th>
<th>Eff. from date</th>
<th>Eff. to date</th>
<th>Allowed?</th>
<th>Rule</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
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<td>1</td>
<td>2nd record takes precedent in hierarchy</td>
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<td></td>
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<td>Any date</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>8</td>
<td>2019-07-26</td>
<td>2019-07-28</td>
<td>Not allowed</td>
<td>2</td>
<td>Overlapping on some days</td>
</tr>
<tr>
<td></td>
<td>2019-07-27</td>
<td>2019-07-29</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>2019-07-26</td>
<td>2019-07-27</td>
<td>Not allowed</td>
<td>2</td>
<td>Totally overlapping - 1st included in 2nd</td>
</tr>
<tr>
<td>10</td>
<td>2019-07-26</td>
<td>2019-07-27</td>
<td>Not allowed</td>
<td>2</td>
<td>Overlapping on the last day of 1st/first day of 2nd</td>
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<tr>
<td></td>
<td>2019-07-27</td>
<td>2019-07-29</td>
<td></td>
<td></td>
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</tr>
<tr>
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<td>2019-07-26</td>
<td>Not allowed</td>
<td>2</td>
<td>Totally overlapping – 1st included in 2nd</td>
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<tr>
<td>12</td>
<td>2019-07-27</td>
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<td>Totally overlapping – 1st included in 2nd</td>
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<tr>
<td></td>
<td>2019-07-26</td>
<td>blank</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ARR</td>
<td>DEP</td>
<td>STATUS</td>
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<td>MCT 1</td>
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<td>MIA</td>
<td>ID</td>
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<tr>
<td>MCT 2</td>
<td>MIA</td>
<td>MIA</td>
<td>ID</td>
<td>0130</td>
</tr>
</tbody>
</table>

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
Minimum Connecting Time Technical Guide

B. The following MCTs exist

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
<th>COUNTRY</th>
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<td></td>
<td></td>
</tr>
<tr>
<td>MCT 1</td>
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<td>FRA</td>
<td>II</td>
<td>0045</td>
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<td>Y</td>
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<tr>
<td>MCT 2</td>
<td>FRA</td>
<td>FRA</td>
<td>II</td>
<td>0100</td>
<td>LO</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
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<tr>
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<td>MCT 3</td>
<td>SVO</td>
<td>SVO</td>
<td>ID</td>
<td>0130</td>
<td>SU</td>
</tr>
</tbody>
</table>

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
B. The following MCTs exist

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>ARR FLIGHT #</th>
<th>DEPARTURE CARRIER</th>
<th>DEPART FLIGHT #</th>
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</thead>
<tbody>
<tr>
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<td></td>
</tr>
<tr>
<td>MCT 2</td>
<td>AMS</td>
<td>II</td>
<td>0130</td>
<td>KL</td>
<td>0210</td>
<td>0210</td>
</tr>
<tr>
<td>MCT 3</td>
<td>AMS</td>
<td>II</td>
<td>0050</td>
<td>KL</td>
<td>0400</td>
<td>1999</td>
</tr>
<tr>
<td>MCT 4</td>
<td>AMS</td>
<td>II</td>
<td>0050</td>
<td>KL</td>
<td>6000</td>
<td>9000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>ARR FLIGHT #</th>
<th>DEPARTURE CARRIER</th>
<th>DEPART FLIGHT #</th>
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</thead>
<tbody>
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<td>JFK</td>
<td>DI</td>
<td>0045</td>
<td>DL</td>
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<td>4439</td>
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<tr>
<td>MCT 3</td>
<td>JFK</td>
<td>DI</td>
<td>0045</td>
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<td>4339</td>
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<tr>
<td>MCT 4</td>
<td>JFK</td>
<td>DI</td>
<td>0045</td>
<td>DL</td>
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<td>4439</td>
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<tr>
<td>MCT 5</td>
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<td>DI</td>
<td>0045</td>
<td>DL</td>
<td></td>
<td>4439</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>ARR FLIGHT #</th>
<th>DEPARTURE CARRIER</th>
<th>SUPPRESSIONS</th>
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</thead>
<tbody>
<tr>
<td>MCT 1</td>
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<tr>
<td>MCT 2</td>
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<td>AA</td>
<td>VY</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>MCT 3</td>
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<td>VY</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>MCT 4</td>
<td>ID</td>
<td>AA</td>
<td>VY</td>
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<td>N</td>
</tr>
<tr>
<td>MCT 5</td>
<td>ID</td>
<td>AA</td>
<td>VY</td>
<td></td>
<td></td>
<td>N</td>
</tr>
</tbody>
</table>

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
Example 2:
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
B. The following MCTs exist

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
<th>SUPPRESSIONS</th>
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</tr>
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<td>II</td>
<td>BA</td>
<td>LY</td>
<td></td>
</tr>
<tr>
<td>MCT 3</td>
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<td>AA</td>
<td>Y</td>
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</tr>
<tr>
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<td>FRA</td>
<td>II</td>
<td>BA</td>
<td>CX</td>
<td></td>
</tr>
</tbody>
</table>

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
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\(^1\)
3. AA8102 MAD-LHR 1455 1620 DEI50=IB3172
4. AA6150 LHR-DEL 1855 0850\(^1\) DEI50=BA0257

B. The following MCTs exist

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
<th>SUPPRESSIONS</th>
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</tr>
</tbody>
</table>

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 the Connection Building Filter [Effective 01NOV22]

Example 1:

Carrier AA wishes to suppress all connections with flights operated by another carrier except those supplied in the new Record Type 3 – Connection Building Filter

AA have submitted the partnership list below:

<table>
<thead>
<tr>
<th>Submitting Carrier</th>
<th>AA</th>
<th>Interline and Codeshare Partners</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>BA</td>
<td>BA</td>
</tr>
<tr>
<td></td>
<td>LH</td>
<td>BA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LH</td>
</tr>
</tbody>
</table>

A. Only itineraries between the following carriers will be built:
   AA- BA
   BA*AA - BA
   AA- LH
   LH*AA-BA

   All AA online connections will be built.

Note 1: BA and LH have not submitted a partnership list.

Note 2: This applies to both AA marketing and/or operating flights identified in DEI50
Example 2:

Carriers AA, BA and LH wish to suppress all connections with flights operated by another carrier except those supplied in the new Record Type 3 – Connection- Building Filter

AA, BA and LH have each submitted the partnership lists below:

UA, VY have not supplied a partnership list

<table>
<thead>
<tr>
<th>Submitting Carrier</th>
<th>Interline and Codeshare Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA</td>
<td>AA</td>
</tr>
<tr>
<td>BA</td>
<td>BA, LH</td>
</tr>
<tr>
<td>BA</td>
<td>AA, VY</td>
</tr>
<tr>
<td>LH</td>
<td>UA</td>
</tr>
</tbody>
</table>

A. Only itineraries between the following carriers will be built:

AA - BA and BA*AA - BA
BA – AA and AA*BA - AA
BA- VY and BA- VY*BA
VY-BA and BA*VY-BA
LH – UA and UA*LH – LH
UA-LH and UA-LH*UA

All AA, BA, LH online connections will be built.
B. Itineraries that will not build:

AA - LH and LH – AA: although both carriers file partnership lists, while AA allows LH, LH does not allow AA.

BA - LH and LH - BA - both carriers file partnership lists, and neither includes the other one.

AA – VY: VY is not included in the AA partnership list.

BA*AA – VY: Although BA and VY will connect, AA and VY will not and so the connection is invalid (Must look at both marketing and operating carriers)

AA*BA – VY*BA: Although the operating connection is BA-BA, the marketing carriers do not. AA does not have VY in its list.

Note 1 – All connections between carriers not filing a partnership lists can potentially be built.

Note 2 - If a carrier provides a list of partner carriers in Record Type 3, only those connections involving the partner carriers on the list will be considered for connection build if the connection passes all other MCT checks. This applies to both marketing and/or operating carrier identified in the DEI50.
Example 3:

In an itinerary containing more than 2 air segments in succession, are all airlines involved allowed to connect?

See example itinerary.

JFK (AA) – LHR (BA) – MAD (VY) - BCN

AA and BA have each submitted the partnership lists below:

<table>
<thead>
<tr>
<th>Submitting Carrier</th>
<th>AA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interline and Codeshare Partners</td>
<td>BA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Submitting Carrier</th>
<th>BA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interline and Codeshare Partners</td>
<td>AA  VY</td>
</tr>
</tbody>
</table>

Each connection will be checked separately against the Connection Building Filter.

The itinerary above is allowed because the connection is happening between the AA and BA operated flights who are both in each other’s Partnership lists. Then between the BA and VY operated flights as BA has VY in their Partnership list.

VY does not file a Partnership list so all carriers allowed.

Note 1 – Itinerary JFK (AA) -LHR- (AA*BA) -MAD (VY) -BCN would not be allowed because AA cannot connect to VY at MAD as AA does not have VY in their Partnership list.

Both the marketing and the operating carriers must have the connecting carrier in their respective Partnership lists.
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

<table>
<thead>
<tr>
<th>STATION</th>
<th>CONNECTION</th>
<th>TIME</th>
<th>ARR CARRIER</th>
<th>DEPARTURE CARRIER</th>
<th>AIRCRAFT BODY (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARR</td>
<td>DEP</td>
<td>STATUS</td>
<td>HHMM</td>
<td>Carrier</td>
<td>CodeShare Indicator</td>
</tr>
<tr>
<td>MCT 1</td>
<td>DFW</td>
<td>DFW</td>
<td>ID</td>
<td>0120</td>
<td>AA</td>
</tr>
<tr>
<td>MCT 2</td>
<td>DFW</td>
<td>DFW</td>
<td>ID</td>
<td>0125</td>
<td>AA</td>
</tr>
</tbody>
</table>

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.
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**: In order to resolve issues your airline will have to file a DEI 220 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, therefor 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.

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.
Connection Building Filter [Effective 01NOV22]

1. **Q:** When a carrier files a Connection Building Partnership, can a connection still be built with a carrier not listed if an MCT exists?

**A:** No – The Connection Building Filter supersedes all other MCT records that may be present.

2. **Q:** When a carrier files a Connection Building Partnership list, does it mean an itinerary will never include the excluded carriers?

**A:** No – The Connection Building Filter functions on a ‘per connection’ basis so each connection within an itinerary requires a separate check of the Partnership list for the carriers participating in that connection. While a carrier’s Partnership list will prevent connections from being built with carriers excluded from its own list, the filter will not prevent other connections in the itinerary from being built in which the carrier does not participate.

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.”