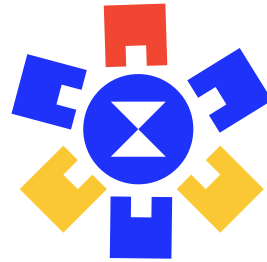# Minimum Connect Time
Technical Guide

IATA

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

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	PREV	NEXT
MCT 1	WAW	WAW	DI	0040	LO			0001	3999	LO			0001	3999		US
MCT 2	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	Range Start	Range End
MCT 1	LHR	LHR	II	0500	AA	Y	BA	1000	2000	9B			3000	4000
MCT 2	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
MCT 1	LAX	LAX	DI	0040	AA			AA				26MAR17
MCT 2	LAX	LAX	DI	0045	AA			AA			27MAR17	26OCT17
MCT 3	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.

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
Example	**1**	blank	blank	**Allowed**	1	2nd record takes precedent in hierarchy
		Any date	blank			
Example	**2**	blank	blank	**Allowed**	1	2nd record takes precedent in hierarchy
		blank	Any date			
Example	**3**	blank	blank	**Allowed**	1	2nd record takes precedent in hierarchy
		Any date	Any date			
Example	**4**	Any date	blank	**Allowed**	1	2nd record takes precedent in hierarchy
		Any date	Any date			
Example	**5**	blank	Any date	**Allowed**	1	2nd record takes precedent in hierarchy
		Any date	Any date			
Example	**6**	blank	Any date	**Allowed**	1	2nd record takes precedent in hierarchy
		Any date	blank			
Example	**7**	2019-07-26	2019-07-27	**Allowed**	2	Not overlapping at all
		2019-07-28	2019-07-29			
Example	**8**	2019-07-26	2019-07-28	**Not allowed**	2	Overlapping on some days
		2019-07-27	2019-07-29			
Example	**9**	2019-07-26	2019-07-27	**Not allowed**	2	Totally overlapping - 1st included in 2nd
		2019-07-25	2019-07-29			
Example	**10**	2019-07-26	2019-07-27	**Not allowed**	2	Overlapping on the last day of 1st/first day of 2nd
		2019-07-27	2019-07-29			
Example	**11**	blank	2019-07-26	**Not allowed**	2	Totally overlapping – 1st included in 2nd
		blank	2019-07-27			
Example	**12**	2019-07-27	blank	**Not allowed**	2	Totally overlapping – 1st included in 2nd
		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
MCT 1	MIA	MIA	ID	0145	AA	Y	BA	AA		
MCT 2	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

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	PREV	NEXT
MCT 1	FRA	FRA	II	0045	LO	Y	LH	LH						
MCT 2	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 | | | TERMINNAL | |
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	Arrive	Depart
MCT 1	SVO	SVO	ID	0120				SU			D	D
MCT 2	SVO	SVO	ID	0130				SU			E	D
MCT 3	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

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
MCT 1	AMS	AMS	II	0050	KL					KL				
MCT 2	AMS	AMS	II	0130	KL			0210	0210	KL				
MCT 3	AMS	AMS	II	0050	KL			0400	1999	KL			6000	9000
MCT 4	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
MCT 1	JFK	JFK	DI	0045	DL					DL				
MCT 2	JFK	JFK	DI	0045	DL					DL			4339	4438
MCT 3	JFK	JFK	DI	0045	DL					DL	Y			
MCT 4	JFK	JFK	DI	0045	DL					DL	Y	VS		
MCT 5	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
MCT 1			ID		AA					VY			Y
MCT 2			ID		AA	Y				VY			Y
MCT 3	BCN	BCN	ID	0200	AA					VY			N
MCT 4	BCN	BCN	ID	0230						VY			N
MCT 5	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

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^{+1}

   3.   AA6100   LHR-AMS   1610   1830   DEI50=BA0440

   4.   AA8100   AMS-TLV   2140 0325^{+1} DEI50=LY0336

   5.   BA0902   LHR-FRA   0705   0945

   6.   CX0288   FRA-HKG   1250 0650^{+1}

   7   AA6102   LHR-FRA   0705   0945   DEI50=BA0902

   8   AA7200   FRA-HKG   1250 0650^{+1} DEI50=CX0288

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
MCT 1			II		AA	Y		AA	Y		Y
MCT 2	AMS	AMS	II	0200	BA			LY			N
MCT 3	AMS	AMS	II	0200	AA	Y	BA	AA	Y	LY	N
MCT 4	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

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

	STATION		CONNECTION	TIME	ARR CARRIER			DEPARTURE CARRIER			SUPPRESSIONS
	ARR	DEP	STATUS	HHMM	Carrier	Codeshare Indicator	Codeshare Operating	Carrier	Codeshare Indicator	Codeshare Operating	Suppression Indicator
MCT 1			II		AA	Y		AA	Y		Y
MCT 2	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
MCT 1	DFW	DFW	ID	0120	AA			AA				
MCT 2	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.

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, 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.

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."