

AN INTRODUCTORY GUIDE TO SSIM

The following guide is a condensed extract of chapter 6 of the IATA SSIM (Standard Schedules Information Manual).

Once you have familiarised yourself with the material within this document, please [click here](#) to put your newly discovered knowledge of SSIM to the test.

Table of Contents

Message Format	3
Message Header	3
Information Data Line	3
Message Footer	3
SCR (Schedule Clearance Request)	4
New Request In Turnaround Format For Series	4
New Request For Ad hoc Flight	4
New Request In Non-Turnaround Format	5
New Requests For Multiple Flights (At Same Airport Only)	6
Change Request For Aircraft Equipment Only	7
Change Request With Multiple Changes	7
Deletion Of A Flight	8
WCR (Waitlist Change Request)	8
Deletion Of Waitlist Time Of A Flight	8
SAQ (Schedule Availability Query)	9
Coordinator SCR Responses	9
Confirmed Reply For New Request	9
Confirmed Reply For Change Request	9
Refusal Reply	10
Reply If Data Held Does Not Match Request	10
Reply For Request Pending/Acknowledged	11
Deletion Reply	11
Coordinator WCR (Waitlist Change Request) Responses	11
Deletion Of Waitlist Time Of A Flight	11
SIR (Schedule Information Request)	12
SIR	12
SIR For Specific Date Range	12
SIR For All Flights (All Operators)	13
Coordinator Response To SIRs	13
WIR (Waitlist Information Request)	13
WIR	13
Coordinator Response To WIRs	14

Action Code Summary	14
SCR/SMA.....	14
SIR.....	15
Coordinator Reason	15
IATA Schedule Season	15
Day(s) Of Operation (DOOP)	15
Main Service Type	15
Pre-IATA Conference	16

Message Format

Message Header

SCR	Message type
/schedule@carrier.com	From operator email address
S21	IATA Schedule season
01APR	Date of message
DUB	IATA airport code

Information Data Line

NXZ101 XZ102 20JUN20AUG 0234500 189738 AGPAGP1000 1055BCNBCN JP
^{^1}^{^2} ^{^3} ^{^4} ^{^5} ^{^6} ^{^7} ^{^8} ^{^9} ^{^10} ^{^11} ^{^12} ^{^13/14}

^	Field:
1	Action code
2	Arrival flight designator with arrival flight number, minimum 3 numbers required, suffix can be 4th digit if necessary
3	Departure flight designator with departure flight number, minimum 3 numbers required, suffix can be 4th digit if necessary
4	Start of period
5	End of period
6	Weekday(s) of operation, in 1-7 number format, 1 being Monday and 7 being Sunday, each number corresponding to day of week
7	Number of seats of aircraft, 3 digit format
8	IATA aircraft subtype, 3 digit format
9	Origin/Previous airport in IATA code format
10	Arrival time in UTC
11	Departure time in UTC, note overnight indicator is inserted after time if necessary
12	Next/Destination airport in IATA code format
13	Arrival service type
14	Departure service type

Message Footer

SI NEW SERIES	Supplementary information, any further information necessary
GI BEST REGARDS	General information, e.g. greeting

SCR (Schedule Clearance Request)

New Request In Turnaround Format For Series

SCR
/schedule@carrier.com
S21
01APR
DUB
NXZ101 XZ102 20JUN20AUG 0234500 189738 AGP1000 1055BCN JP
SI NEW SERIES
GI BEST REGARDS

SCR Message is: from operator email address; for S21 season; sent on 01 April; for DUB airport; **New slot request**; XZ (operator); 101 (arrival flight number); XZ (operator); 102 (departure flight number); date range beginning 20 June and ending 20 August; days of operation 2345 only (Tuesday-Friday); 189 seats on B738 aircraft type; Arrival from AGP at 1000z; Departure to BCN at 1055z; Arrival service type J; Departure service type P; SI (Supplementary Information) with relevant information; GI (General Information) greetings/thanks

New Request For Ad hoc Flight

SCR
/schedule@carrier.com
S21
07APR
MAN
NXZ991 XZ992 25SEP25SEP 0000060 100E90 LHR1200 15301EMA CC
SI ADHOC CHARTER ONLY
GI GREETINGS FROM XZ

SCR Message is: from operator email address; for S21 season; sent on 07 April; for MAN airport; **New slot request**; XZ (operator); 991 (arrival flight number); XZ (operator); 992 (departure flight number); date range 25 September only; day of operation day 6 only (25 September); 100 seats on E90 aircraft type; arrival from LHR at 1200z; departure to EMA at 1530z the following day (26 September) due to **1** overnight indicator; arrival service type C; departure service type C; SI (Supplementary Information) with relevant information; GI (General Information) greetings/thanks

NB: *Turnaround format is not generally seen or used by based carriers*****

New Request In Non-Turnaround Format

SCR

/schedule@carrier.com

W20

10JAN

EMA

NXZ500 20FEB 170321 GLA0600 P

N XZ501 10MAR 170321 0830DSA P

SI AIRCRAFT STAYING AT EMA FOR 18 NIGHTS

GI THANKS

SCR Message is: from operator email address; for W20 season; sent on 10 January; for EMA airport;

AND

- New slot request; XZ (operator); 500 (arrival flight number); date range 20 February only; 170 seats on A321 aircraft type; arrival from GLA at 0600z; arrival service type P;

AND

- New slot request; XZ (operator); 501 (departure flight number); date range 10 March only; 170 seats on A321 aircraft type; departure to DSA at 0830z; departure service type P;

AND

SI (Supplementary Information) with relevant information; GI (General Information) greetings/thanks

NB: *It is advisable to use turnaround format for planning purposes such as parking but due to limitations of SSIM sometimes non-turnaround format is used e.g., aircraft will be on the ground beyond the maximum of 9 overnight indicators SSIM/Systems format can accommodate*****

New Requests For Multiple Flights (At Same Airport Only)

SCR

/schedule@carrier.com

S21

01MAR

LHR

NXZ200 XZ201 18APR25OCT 1234567 189738 MAD0700 0800MAD JJ

NXZ250 XZ251 03MAY06SEP 1000000 41277W LAX1800 2000MCO JJ

SI NEW SERIES

GI GREETINGS FROM XZ

SCR Message is: from operator email address; for S21 season; sent on 01 January; for LHR airport;

AND

- **New slot request; XZ (operator); 200 (arrival flight number); XZ (airline); 201 (departure flight number); date range beginning 18 April to 25 October; days of operation 1234567 (all days of the week); 189 seats on B738 aircraft type; arrival from MAD at 0700z; departure to MAD at 0800z; arrival service type J; departure service type J;**

AND

- **New slot request: XZ (operator); 250 (arrival flight number); XZ (airline); 251 (departure flight number); date range beginning 01 May to 01 September; days of operation day 1 only (Monday); 412 seats on B77W aircraft type; arrival from LAX at 1800z; departure to MCO at 2000z; arrival service type J; departure service type J;**

AND

SI (Supplementary Information) with relevant information; GI (General Information) greetings/thanks

[Change Request For Aircraft Equipment Only](#)

SCR

/schedule@carrier.com

S21

07APR

MAN

CXZ991 XZ992 25SEP25SEP 0000060 100E90 LHR1200 15301EMA CC

RXZ991 XZ992 25SEP25SEP 0000060 189738 LHR1200 15301EMA CC

SI AC TYPE CHANGE ONLY

GI GREETINGS FROM XZ

Change requests for a slot consist of a C-line and an R-line. The C-line (**change**) must show the correctly held slot that the operator holds; the R-line (**replace**) will have the new slot information required by the operator. This is to ensure both the operator and the coordinator only change the slot information in the C-line with the R-line.

[Change Request With Multiple Changes](#)

SCR

/schedule@carrier.com

S21

07APR

MAN

CXZ991 XZ992 25SEP25SEP 0000060 100E90 LHR1200 15301EMA CC

RXZ900 XZ899 25SEP25SEP 0000060 100E90 LHR1200 1800EMA CC

SI ARR/DEP FLT NO. CHANGE

SI DATE/TIME CHANGE TO DEP ONLY

GI GREETINGS FROM XZ

NB: *Operators can file with a C-line to an L-line instead of a C and R. This means that the operator only requests to change their slot to the new time if it is possible. If it is not possible, then the operator intends to stay at their previously confirmed slot time and will not accept any offer of a time that is not their required time, e.g., 1900*****

Deletion Of A Flight

SCR

/schedule@carrier.com

S21

01APR

DUB

DXZ101 XZ102 15JUN20AUG 0234500 189738 AGP1000 1055BCN JP

SI CANX OF SERIES

GI BEST REGARDS

NB: Deletion or cancellation lines start with a **D** and must contain the correct slot information required for deletion.

WCR (Waitlist Change Request)

Deletion Of Waitlist Time Of A Flight

WCR

/schedule@carrier.com

S21

01APR

DUB

ZXZ101 XZ102 15JUN20AUG 0234500 189738 AGP1000 1055BCN JP

GI BEST REGARDS

NB: Deletion of waitlist time, line starts with a **Z** and must contain the correct slot information required for deletion.

SAQ (Schedule Availability Query)

SAQ

/schedule@carrier.com

S21

01APR

DUB

NXZ101 XZ102 15JUN20AUG 0234500 189738 AGP1000 1055BCN JP

SI NEW SERIES

GI BEST REGARDS

NB: This is a query regarding availability only, not a confirmed slot request by the operator nor the coordinator. The coordinator will respond with **I** for availability, **U** for unavailable or **O** for offer. It is the airline's responsibility to then request the appropriate slot via SCR afterwards.

Coordinator SCR Responses

Confirmed Reply For New Request

SCR

S21

01APR

DUB

KXZ101 XZ102 20JUN20AUG 0234500 189738 AGP1000 1055BCN JP

GI BRGDS ACL

Confirmed Reply For Change Request

SCR

S21

07APR

MAN

XXZ991 XZ992 25SEP25SEP 0000060 100E90 LHR1200 15301EMA CC

KXZ900 XZ899 25SEP25SEP 0000060 100E90 LHR1200 1800EMA CC

GI BRGDS ACL

[Refusal Reply](#)

SCR
S21
01APR
DUB
UXZ101 XZ102 20JUN20AUG 0234500 189738 AGP1000 1055BCN JP / CA.R60 CD.R60/
GI BRGDS ACL

NB: Refusal action code **U** accompanied with reason code why unable to confirm slot. CA for arrival reason and CD for departure reason.

[Offer Reply](#)

SCR
S21
01APR
DUB
XXZ101 ZX102 20JUN20AUG 0234500 189738 AGP0955 1050BCN JP
UXZ101 XZ102 20JUN20AUG 0234500 189738 AGP1100 1155BCN JP
OXZ101 XZ102 20JUN20AUG 0234500 189738 AGP1200 1255BCN JP

NB: Here the slot times offered are 1200/1255. The operator held 0955/1050 and attempted a retime to 1100/1155 which was unavailable. Offer action code **O** is the recommended response used to offer the nearest alternative available, which in this case is 1200/1255.

[Reply If Data Held Does Not Match Request](#)

SCR
S21
07APR
MAN
WXZ991 XZ992 25SEP25SEP 0000060 100E90 LHR1200 15301EMA CC
SI CANNOT RECONCILE FLIGHTS, PLEASE CHECK WHAT SLOTS ARE HELD
GI BRGDS ACL

NB: **W** (unable to reconcile flight information) action code due to requested slot change not corresponding to slot held by coordinator therefore unable to confirm change.

[Reply For Request Pending/Acknowledged](#)

SCR
S21
01APR
DUB
PXZ101 XZ102 20JUN20AUG 0234500 189738 AGP1000 1055BCN JP
SI ACKNOWLEDGED, WILL ADVISE ASAP
GI BRGDS ACL

[Deletion Reply](#)

SCR
S21
07APR
MAN
XXZ991 XZ992 25SEP25SEP 0000060 100E90 LHR1200 15301EMA CC
GI BRGDS ACL

[Coordinator WCR \(Waitlist Change Request\) Responses](#)

[Deletion Of Waitlist Time Of A Flight](#)

WCR
/schedule@carrier.com
S21
01APR
DUB
XXZ101 XZ102 15JUN20AUG 0234500 189738 AGP1000 1055BCN JP
GI BEST REGARDS

[SIR \(Schedule Information Request\)](#)

An SIR is a schedule information request by an airline to the coordinator for information on all slots held.

[SIR](#)

SIR
/schedule@carrier.com
W20
01MAR
LPL
QXZ XZ
SI

NB: Q (query) action code followed by the requested query, e.g., XZ flights in turnaround format.

[SIR For A Specific Flight Number](#)

SIR
/schedule@carrier.com
W20
01MAR
LPL
QXZ500 XZ500
SI

[SIR For Specific Date Range](#)

SIR
/schedule@carrier.com
W20
01MAR
LPL
QXZ XZ 10MAR20MAR
SI

SIR For All Flights (All Operators)

SIR
/schedule@carrier.com
W20
01MAR
LPL
QQQQ QQQ
SI

NB: **Q** (query) action code followed by the requested query. 3xQ entry indicates query for all flights within that season irrespective of the operator.

Coordinator Response To SIRs

SIR
W20
01MAR
LPL
HXZ500 XZ500 20MAR27MAR 0234500 189738 AGP1000 1055BCN JP

NB: **H** (holding) slot information sent by coordinator. This can also be **U** (unable) if the slot is not confirmed along with the corresponding reason code why.

WIR (Waitlist Information Request)

A WIR is a schedule information request by an airline to the coordinator for information on all slots that are not at their requested times and therefore are on a waitlist.

WIR

WIR
/schedule@carrier.com
W20
01MAR
LPL
QXZ XZ
SI

NB: **Q** (query) action code followed by the requested query, e.g., XZ flights in turnaround format.

Coordinator Response To WIRs

WIR

/schedule@carrier.com

W20

01MAR

LPL

PXZ500 XZ500 20MAR27MAR 0234500 189738 AGP1000 1055BCN JP / AA.0955 AD.1100/

PXZ500 XZ500 30MAR01JUL 0234500 189738 AGP1000 1055BCN JP

SI

NB: **P** (Pending) action code followed by the times requested. **AA** for arrival time held and **AD** for departure time held.

Action Code Summary

SCR/SMA

Operator	Coordinator
N - New schedule	K - Confirmation
C - Schedule to be changed for operational reason	O - Offer
R - Revised schedule (Offer Acceptable)	U - Refusal
L - Revised schedule (Offer Not Acceptable)	X - Cancellation
D - Delete schedule	P - Pending
E - Eliminate schedule	H - Holding
A - Acceptance of an offer (remove from waitlist)	W - Unable to reconcile flight information
P - Acceptance of an offer (remain on waitlist)	T - Allocated subject to conditions set
Z - Decline offer	
F - Historic schedule	
Y - New schedule (continuing from previous adjacent season)	
B - New entrant	
V - New entrant with year round continuation status	
I - Revised schedule (continuing from previous adjacent season)	
M - Schedule to be changed other than for operational reason	

SIR

Operator	Coordinator
Q - Request for schedule information	H - Holding O - Offer P - Pending T - Allocated subject to conditions set

Coordinator Reason

Used by the coordinator when the requested times cannot be granted due to the corresponding reason code. CA used for arrival flight and CD used for departure flight. These are accompanied by RA for requested arrival time and RD for requested departure time.

IATA Schedule Season

Season codes are used to distinguish what season the schedule request is for. Season codes are combinations of either Winter (W) or Summer (S) and the corresponding year in two-digit format. E.g., S21 (Summer 2021).

Day(s) Of Operation (DOOP)

Day(s) of operation are indicated with the numbers 1 through to 7 in the applicable position for each day of the week with Monday being day 1. Non-operational days are indicated by a 0 (zero) in the applicable position(s) between 1 and 7.

Main Service Type

J - Scheduled passenger - normal service

F - Scheduled cargo/mail

G - Additional passenger - normal service

C - Charter passenger

H - Charter cargo/mail

P - Positioning, ferry flight

T - Technical test

K - Training

X - Technical stop (e.g., fuel stop)

D - Air Taxi without passenger

N - Air Taxi with passenger

U - Air Ambulance

Pre-IATA Conference

Before the IATA Slot Conference, operators will receive an SHL - Schedule Historical Listing. Flight records are listed in SSIM format; **H** denotes a flight that is eligible to historic rights, and **U** denotes those that are not eligible for historic rights.

Before the Submission Deadline for the SCC, operators will send an SCR to the relevant coordinator and are encouraged to use codes **F, C, L, R, Y, I** to highlight flights that have historical precedence, or entitled to year-round status, and **N, B** and **V** for new schedules only.

At the SCC, operators will receive a SAL - Schedule Allocation List. Flight records are listed in SSIM format using the following codes: **K** to confirm slots, **H** denotes a return to historic timing, **O** an offer. **T** indicates that a slot is cleared on a temporary basis only and/or with a condition attached; **P** denotes the slot is pending and **U** denotes no slot is available.