Team Members

The CICTT is co-chaired by representatives from the Commercial Aviation Safety Team (CAST) and the International Civil Aviation Organization (ICAO). The CAST co-chair is an industry representative, and the ICAO co-chair is a member of the ICAO Secretariat staff. CICTT participants include representatives from a wide range of aviation interests:

- *Governmental aviation authorities*
- *Aircraft/aviation manufacturers*
- *Aviation operators*
- *Aviation labor organizations*
- *Aviation research entities*
- *Aviation data and services vendors*

Team Working Groups

CICTT working groups focus on specific taxonomy areas and report back to the main CICTT body. The following working groups are active:

Human Factors Taxonomy Working Group

Focuses on developing a taxonomy relating to human interactions with equipment, systems, and other aviation operations.

Taxonomy Maintenance Working Group

Focuses on maintenance of existing taxonomies, such as aerodrome, occurrence categories, phase of flight, engine make/model/submodel, positive, SCF–PP, and aircraft make/model/series, which can involve updating and making corrections to the current taxonomies as needed.

Flight Data Monitoring Working Group

Focuses on standardizing definitions for safety metrics using parameters available through flight data monitoring programs to promote harmonization among global programs for risk monitoring.

Near Event Categorization Evaluation Working Group

Evaluates and identifies potential approaches for incorporating the categorization of non-accident events into CICTT taxonomies and makes recommendations to CICTT. This working group will not propose new categorization values to existing taxonomies.

Sample of Current Users of CICTT Common Taxonomies

Government

- *Bureau d' Enquêtes et d'Analyses*
- *EUROCONTROL*
- *European Union Aviation Safety Agency (EASA)*
- *ECCAIRS*
- *Federal Aviation Administration*
- *ICAO Aircraft Type Designators*
- *International Civil Aviation Organisation*
- *International Register of Civil Aircraft*
- *National Transportation Safety Board*
- *SENASA*
- *Transport Canada*

Industry

- *Aerospace Industries Association*
- *Air Line Pilots Association*
- *Airlines for America*
- *Aviation Safety Network Bureau Veritas*
- *Commercial Aviation Safety Team*
- *General Aviation Manufacturers Association*
- *Global Aviation Information Network*
- *Helicopter Association International*
- *International Air Transport Association*

For a complete list of users and how they apply the CICTT common taxonomies, please see our website.

Technical assistance is available for those wishing to implement the CICTT taxonomies or standards.

Contact Information

For the most current CICTT information, please see our website at:

www.intlaviationstandards.org

or contact us at:

CICTT@intlaviationstandards.org

CICTT

CAST/ICAO Common Taxonomy Team
Established 1999

With common language, the aviation community's capacity to focus on common safety issues is greatly enhanced.

Rev. 14.3

Overview of the
CICTT

Background

The CAST/ICAO Common Taxonomy Team (CICTT) was established in 1999 by the Commercial Aviation Safety Team (CAST) and the International Civil Aviation Organization (ICAO) to remove constraints on aviation safety analysis and sharing. These constraints are created by the lack of common global descriptors of aviation safety events and standards for aviation safety data and information. Over 63 member states participate.

Improving Aviation Safety Analysis

The lack of standard universal event descriptors and data standards among aviation organizations, or even within the same organization, often results in information quality and use problems that significantly diminish the value of safety information and data. Events or entities are described differently in various aviation accident/incident reporting systems and other data sources. This limits the ability to integrate like data from multiple sources or to analyze these data.

CICTT enhances aviation safety through the development and promotion of common terminology, definitions, and taxonomies used to describe aviation safety events. *International adoption* of these standard descriptors will enhance significantly the value of aviation safety information by facilitating the sharing and analysis of safety information.

CICTT Standards

Positive Taxonomy

The scope of the positive taxonomy consists of recording what went right and classifying the answers to the question, "What went right to prevent an accident?"

Aircraft Make/Model/Series Issue

While many aviation organizations use aircraft identification or grouping schema for administrative and analytical purposes, different standards are often used. As a consequence, the same underlying information is identified by multiple descriptors. The CICTT definitions provide standards and guidance for identifying or grouping aircraft.

EXAMPLE

Current System	Make/Manufacturer	Model/Series
Accident/Incident Data Reporting	AIRBUS INDUSTRIES	A300-B2/B4
National Transportation Safety Board	Airbus	A-300B4-605R

	Make/Manufacturer	Model	Series
CICTT Valid Value	**AIRBUS**	**A300**	**B4 605R**

Aircraft Engine Make/Model/Submodel Issue

The systems in which aircraft engines are identified or grouped vary. Establishing and recognizing key identification characteristics, such as aircraft engine make, model, submodel, or category, assists in aircraft registration, accident/incident investigation, and safety analysis.

EXAMPLE

Current System	Make/Manufacturer	Model/Submodel
Accident/Incident Data Reporting	PWC	PW150A
National Transportation Safety Board	P&W CANADA	PW150A

	Make/Manufacturer	Model	Submodel
CICTT Valid Value	**PRATT AND WHITNEY**	**PW150**	**A**

Phases of Flight

It is common for aviation occurrence reporting systems to capture the phase of flight in which the event occurred. The CICTT phase of flight definitions provide guidance for standardizing the decriptors of phase of flight categories. Each definition contains a concise description of the flight phase or subphase, as well as usage notes to clarify possible ambiguities.

Aviation Occurrence Categories

The occurrence category taxonomy supports the association of multiple categories with an occurrence. For example, if an engine failure occurred and loss of control followed, the occurrence would be coded in both categories. Multiple coding supports the primary focus of CICTT accident prevention in which every pertinent element should be investigated, recorded, and analyzed.

SCF—PP Subcategory

This subtaxonomy focuses on building an extension of the Occurrence Category SCF–PP coding down to the specific engine occurrence level.

SCF—NP Subcategory

This subtaxonomy focuses on building an extension of the Occurrence Category SCF–NP coding down to the specific system and failure mode level.

Human Factors Taxonomy

The human factors taxonomy supports the mapping of common human factors concepts, which describe an individual's performance in relation to their environment. The current version of this taxonomy focuses on flight operations.

Aerodrome Taxonomy

The aerodrome taxonomy is a high-level categorization of some of the elements related to aerodrome events and systems. It permits the association of specific aerodrome and navigation aid systems with occurrences.

Hazards Taxonomy

The hazards taxonomy is a high-level categorization of hazards types. Each type contains a main category definition to identify the family of hazards and sub-categories to further define the hazard type.

Air Traffic Taxonomy

The air traffic taxonomy includes air traffic concepts such as individual/human factors, organizational factors, equipment factors, and factors related to the operating environment.

For updates and additional information about data standards and taxonomies, see the CICTT website: www.intlaviationstandards.org.