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 exisiting 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.

Aircraft System Code Harmonization
focuses on harmonizing existing aircraft/system/component numbering systems that will serve as a single reference, cover all relevant aircraft categories, and be centrally maintained and updated.

Sample of Current Users of CICTT Common Taxonomies

Government

Bureau d'Enquêtes et d'Analyses
EUROCONTROL
European Aviation Safety Agency
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 Web site.

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 Web site at:

www.intlaviationstandards.org

or contact us at:

CICTT@intlaviationstandards.org

www.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. 14.1

Overview of the CICTT

CAST/ICAO Common Taxonomy Team

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 Web site.