# STANDARDIZED FRAMEWORK FOR THE IDENTIFICATION OF NATIONAL HIGH-RISK CATEGORIES OF OCCURRENCES

*Note.– The criteria below may be used for inclusion and removal of occurrences from the HRC list*

| *Criteria* | *Specifics* | *Methodology* |
|---|---|---|
| Fatality | Fatalities by accident occurrence categories (as per the Commercial Aviation Safety Team/ICAO Common Taxonomy Team (CICTT)) | 1) Analyse the classification of occurrences<br>2) Identify categories that resulted in the highest number of fatalities |
| Fatality risk | Fatality risk by accident or serious incident occurrence categories (as per CICTT) | 1) Analyse the classification of occurrences:<br>2) Identify categories that are linked to occurrence categories with the highest number of fatalities (as severity outcome)<br>• For example, serious incident coded as "MAC" due to air proximity issues, TCAS/ACAS alerts, loss of separation as well as near collisions or collisions between aircraft in flight would be included due to the fatality rate associated with a mid-air collision |
| Number of accidents and serious incidents | Number of accidents or serious incidents by occurrence categories (as per CICTT) | 1) Analyse the classification of occurrences<br>2) Identify categories that resulted in the highest number of accidents and serious incidents |
| Breakdown (based on a minimum of 5-year data set) | Frequency of occurrences | 1) Use a 5-year rolling average<br>2) Consider including use of rate-based data (e.g., sectors flown) |
| | Commonality of occurrence across the Region | 1) If an occurrence category appears in multiple States in the Region, consider it potentially national |
| | Use of data/safety intelligence from accidents | 1) Focus on pre-cursors and contributing factors<br>2) Use different sources, such as ICAO and Industry<br>3) Develop and monitor associated safety performance indicators |

| *Criteria* | *Specifics* | *Methodology* |
|---|---|---|
| Consideration of Global and Regional HRCs in setting N-HRCs | Commonality of HRCs and other operational safety risks for the region as per the Global Aviation Safety Plan (GASP) and the applicable Regional Aviation Safety Plan (RASP) | 1) Analyse GASP to identify common G-HRCs:<br>• GASP calls for NASPs of States to address the G-HRCs, consider them potential N-HRCs<br>• Reference the GASP public website: www.icao.int/gasp<br>2) Analyse RASP to identify common R-HRCs:<br>• RASP calls for NASPs of States in the Region to address R-HRCs, consider them potential N-HRCs<br>• Reference the RASP Library: www.icao.int/rasp<br>3) Consider other operational safety risks listed in GASP and RASP |
| Rationale for decision-making | Additional points for consideration when selecting N-HRCs | 1) Consider constraints from limited resources, and the need to focus on a shorter list of high-risk items (limit number of HRCs)<br>• Although the process of selecting HRCs prioritizes fatalities and risk of fatalities and injuries:<br>o Consider inclusion of serious incidents with low fatality risk but high frequency of occurrence. |

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