



सीता एयर लि.
SITA AIR LTD.



SAFETY BULLETIN-2026

ISSUE-I

INTRODUCTION

Aviation safety is not based on chance, but on the discipline of every individual who inspects, reports, communicates, and maintains operational vigilance.

Nationally, eight key safety risk categories are monitored under the ICAO/CAST CICTT 2021 taxonomy: RE, RI, CFIT, LOC-I, SCF-PP, SCF-NP, MAC, FN-I, and GCOL. Out of these eight safety risk SCF-NP is one of the most prominent risk

In line with the Global Aviation Safety Plan (GASP) and the National Aviation Safety Plan (NASP), System Component Failure Non-Power Plant (SCF-NP) has been identified as a key operational risk. In the context of Sita Air, the organization's Safety Management System (SMS) has recognized SCF-NP as an emerging risk since 2023, based on safety reports, trend analysis, safety data.

In Sita Air for safety analysis, SCF-NP (System/Component Failure Non-Power Plant) is the most frequently reported category, involving non-propulsion system defects that can still affect operational safety.

This bulletin is a collective response to better understand SCF-NP occurrences and strengthen corrective and preventive actions across the system.

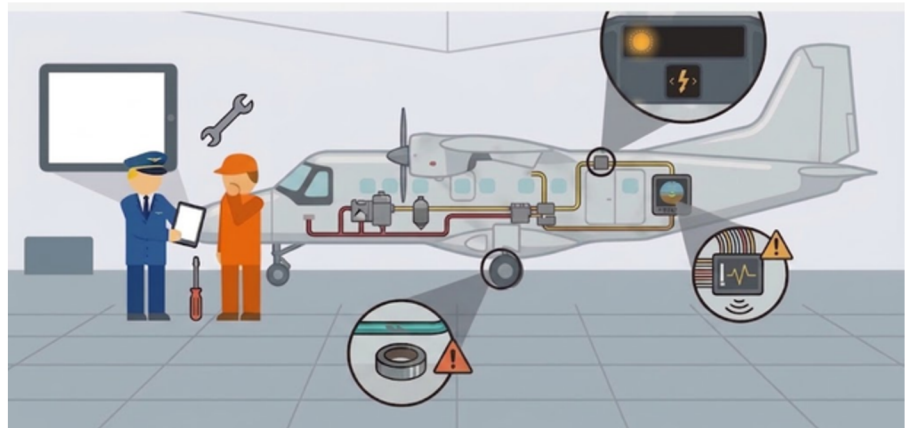
UNDERSTANDING SCF-NP: WHAT ARE WE DEALING WITH?

SCF-NP refers to failures in aircraft systems and components that are not part of the propulsion (power plant) system. These include essential aircraft systems routinely used and monitored by pilots, engineers, and flight crew personnel. Their reliability is critical to safe and efficient flight operations and is therefore considered non-negotiable.

Systems covered under SCF-NP include:

- Avionics & Navigation
- Landing Gear
- Hydraulic Systems
- Flight Control Surfaces
- Electrical Systems
- Pressurization

THE HUMAN SIDE: WHY EVERY CHECK MATTERS



Safe flight operations rely on consistent attention to detail from all personnel involved in aircraft operations and maintenance. Engineers who report Maintenance Information Reports (MIREPs), pilots who submit Pilot Reports (PIREPs), and maintenance teams who conduct inspections and corrective actions in accordance with approved procedures all contribute directly to the prevention of SCF-NP occurrences within the Safety Management System (SMS) framework.

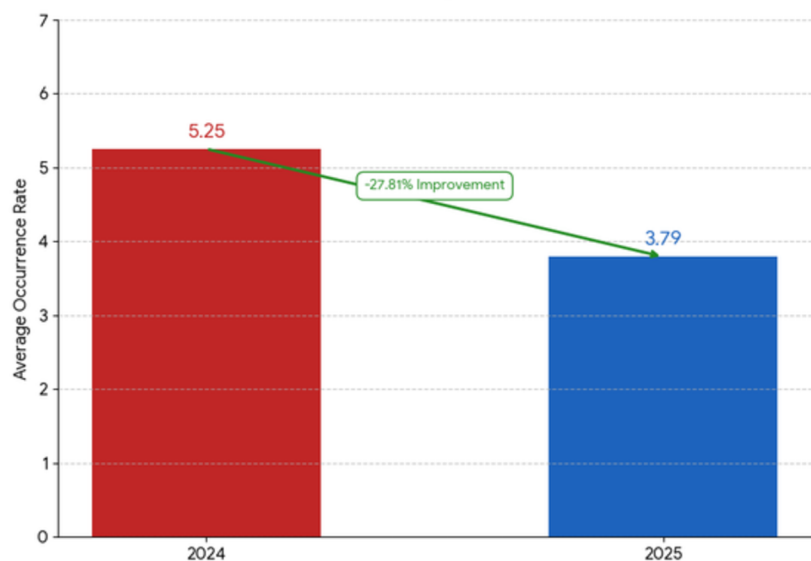
Many SCF-NP events do not originate from major system failures but from minor anomalies such as intermittent warnings, abnormal system parameters, component wear, incomplete troubleshooting, or deferred maintenance actions. When these issues are not properly documented, assessed, or rectified within the SMS process, they can develop into recurring defects or operational disruptions.

Timely identification, accurate reporting through SMS channels, and prompt corrective action are essential to mitigating system and component failure risks and ensuring continued airworthiness.



- Enhances flight safety and reliability: SCF-NP issues, though often minor, can affect aircraft systems, increase crew workload, and reduce operational efficiency if left unaddressed.
- Enables early detection and prevention: Reporting through MIREPs, PIREPs, and VSR in alignment with SMS allows early identification of trends, helping prevent minor defects from developing into recurring or critical issues.
- Strengthens system-wide safety management: Consistent reporting and corrective action within the SMS framework improve continued airworthiness and support safer, more stable flight operations.

SITA AIR SCF-NP ANNUAL AVERAGE OCCURRENCE RATE COMPARISON



In 2024, the average occurrence rate is 5.25, represented by a red bar. In 2025, the rate decreases to 3.79, shown by a blue bar. A green downward trend line highlights an overall -27.81% improvement, indicating a significant reduction in occurrence rate over the one-year period.

Overall, the data demonstrates a clear positive performance trend, highlighting measurable progress in operational safety and reliability. However, despite this improvement, the occurrence rate remains a critical concern for the global aviation industry and continues to represent a key operational risk for Sita Air Ltd., requiring sustained focus on safety management and preventive measures.

1. Maintenance Discipline

Operational safety depends on strict adherence to approved maintenance schedules, use of certified tools, and authorized components. Maintenance must never be compromised by operational pressure or turnaround demands. Every inspection should be completed thoroughly, as prioritizing schedule over integrity introduces unnecessary safety risk.



2. Accurate and Timely Defect Reporting

All abnormal indications, irregular sounds, or system inconsistencies no matter how minor must be properly recorded in technical logs. Accurate reporting enables engineering teams to assess, troubleshoot, and correct issues effectively. Clear documentation of even small defects helps prevent future operational disruptions.



3. Interdepartmental Communication

Flight crew, engineering, and operations must function as a coordinated system. Aircraft technical status should be clearly communicated before dispatch, and post-flight findings must be formally documented and transferred. Strong communication reduces the risk of overlooked or misunderstood technical issues.



4. Strict Procedure Compliance

Standard operating procedures and checklists are established from operational experience and safety analysis. They are mandatory safeguards, not optional references. Consistent compliance ensures operational consistency, reduces human error, and maintains safety margins.



5. Voluntary Safety Reporting Culture

Safety concerns must be reported promptly through established channels. Voluntary reporting is a professional responsibility and a key part of the Safety Management System (SMS), not an admission of fault. A strong just culture supports reporting, enhances learning, and strengthens overall safety performance.



STRENGTHENING WHAT WE ALREADY HAVE

1. Regular Technical Refresher Training

Regular refresher training should be conducted to ensure personnel maintain up-to-date knowledge of aircraft systems, maintenance procedures, troubleshooting techniques, and regulatory requirements. Continuous training strengthens technical competency, reinforces standard practices, and supports early identification of system abnormalities.



2. Shared Responsibility for Operational Safety

Safety is a collective responsibility at all levels. Personnel are encouraged to professionally address deviations such as rushed inspections, incomplete documentation, or checklist non-compliance. Timely peer intervention reinforces discipline, reduces human-factor risks, and helps prevent SCF-NP-related occurrences.



3. Cross-Team Briefings

When system issues arise, coordinated briefings between flight crew, engineering, and operations should be conducted rather than relying solely on written communication. Direct interaction ensures clarity, closes communication gaps, and supports effective resolution of technical concerns.



4. Trend Analysis and Reliability Program

The Safety Department will continue monitoring SCF-NP trends through SCF-NP monitoring file. Similarly, CAMO department monitors the Reliability Program, tracking recurring defects, system performance, and reliability indicators. Data will be reviewed and shared with relevant departments to support proactive, data-driven maintenance and align with Global Aviation Safety Plan (GASP) objectives.



5. SMS Hazard Reporting and SRB Oversight

Effective hazard reporting within the Safety Management System (SMS), supported by Safety Review Board (SRB) oversight, is essential for strengthening organizational safety performance. Consistent reporting, structured review, and management follow-up ensure that identified risks are addressed systematically and that preventive actions are effectively implemented.



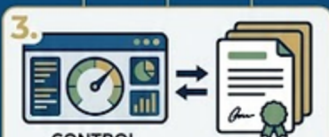
1. Flight Operations (Flight Crew)

- Perform pre-flight checks thoroughly no rushed inspections.
- Log every abnormal indication in the technical log.
- Brief co-pilot on all system concerns before departure.
- Apply strict judgment on MEL items clarify, don't assume.
- Follow SOPs during abnormal situations avoid improvisation.
- Communicate clearly with Maintenance and ATC during system issues.



2. AMO (Approved Maintenance Organisation)

- Rectify defects early prevent repeat failures.
- Track and investigate recurring defects with priority.
- Use clear, precise technical language in defect entries.
- Ensure proper handover and communication with Flight Crew.
- Follow approved maintenance procedures no shortcuts.
- Maintain tool control, documentation accuracy, and inspection discipline.



3. CAMO (Continuing Airworthiness Management Organisation)

- Maintain an SCF-NP risk register for proactive monitoring.
- Ensure monthly compliance with AD / SB / AMP requirements.
- Strengthen CAMO-AMO coordination for defect management.
- Conduct airworthiness and human factors training.
- Implement independent review for high-risk decisions.
- Enforce dual-check systems for technical records.
- Utilize automated tracking systems (e.g., FlyPal).



4. Quality & Safety Department

- Monitor and analyze defect trends and repeat write-ups.
- Conduct audits and line checks focused on system reliability.
- Ensure findings are tracked, addressed, and closed effectively.
- Promote a just culture for open and honest reporting.
- (RCA) for system failures.
- Align departments through safety meetings and data sharing.
- Track safety performance indicators (SPIs) for SCF-NP risks.
- Drive continuous improvement based on data and feedback.

CONCLUSION

In conclusion, aviation safety depends on disciplined operations, timely reporting, and continuous technical vigilance across all levels of the organization. SCF-NP has been identified as a recurring safety concern within Sita Air, reflecting frequent non-power plant system or component issues that, while not directly related to propulsion, can still have a significant impact on operational safety and reliability.

By addressing these concerns systematically, Sita Air aims to strengthen safety resilience, minimize operational risks, and ensure a consistently safe and reliable flight operation environment.

EXPECT THE UNEXPECTED. PLAN FOR SAFETY.

