



Cause #	Cause description
1	Mechanical failure.
2	Fatigue.
3	Human error.
4	Human propeller interaction on ground.
5	Fuel related fire.
6	Incorrect weight and balance.
7	Lost or drowned after forced landing.
8	Low and slow flying.
9	Collision with drone.
10	Fuel starvation.

Preventive controls (reducing likelihood)	Critical/non critical	Cause #
(CC01) Approved Aircraft Operator: SCU ensures use of licensed and approved aircraft operator (with Air Operator Certificate).	Critical	1 – 10
(CC02) Minimum Equipment List: The SCU aircraft is fitted with the required minimum level of equipment for the intended operation.	Critical	1 – 10
SCU nominates a Control Owner who maintains safety and risk intelligence and provides formal training (Managing Contracted Aviation Risk) to identify and mitigate risks, threats, and controls.	Non-Critical	1 – 10
All SCU employees, students and contractors must comply with relevant instructions and procedures as directed by the air crew.	Non-Critical	4, 7
SCU follows adverse weather warnings and does not deliberately operate aircraft in adverse weather.	Non-Critical	7
Induction for all SCU employees working with/around aircraft into SCU WHSMS and contracted operators SMS.	Non-Critical	3, 4, 5, 7
Exclusion zone rules.	Non-Critical	4

Potential to interact with other fatal risks	
Critical risk	Potential interaction
Working in and around water.	In the event of a aircraft crash.