Capability Statement

Mining, Resources and Heavy Industry

DIWA builds uncrewed aircraft capability inside resource operations. We fly commercially under our own CASA Remote Operator Certificate, and we train client teams to do the same work safely, lawfully and to an auditable standard — on site, at your operation.

COMPANY SNAPSHOT

Legal entity	Drone Inspections WA Pty Ltd
ABN	75 621 109 706
Trading names	DIWA (commercial operations) · FlyIQ (training) · Red Air (defence)
Established	2016
Ownership	Australian-owned and veteran-owned
Head office	Level 28, 140 St Georges Terrace, Perth WA 6000
Training venues	Perth CBD and City West (Delhi Street, West Perth), plus delivery on client sites Australia-wide
Personnel	Approximately 20 staff across the group
Aviation approval	CASA Remote Operator Certificate (ReOC) 1174
Training approval	CASA-approved Part 101 remote pilot training provider, trading as FlyIQ
Prequalification	CM3 certified contractor
Insurance	20 m public liability, aviation hull and liability, 50 m professional indemnity and workers' compensation cover levels

THE PROBLEM WE ARE USUALLY CALLED IN TO SOLVE

Most resource operations already have drones on site. Very few have control of them. Aircraft are bought against departmental budgets, flown by whoever is keenest, and used for work that has quietly drifted beyond what the operator is licensed or approved to do. The exposure is rarely visible until an audit, a near miss or an insurance question brings it to the surface.

At the same time, the commercial case for bringing flying in-house is strong. Stockpile volumetrics, tailings storage facility monitoring, conveyor and structural inspection, blast and subsidence monitoring, environmental survey and emergency response are all recurring tasks currently paid for at contractor day rates. Operations that can fly them internally, to a defensible standard, capture that margin and shorten turnaround from weeks to hours.

Moving from the first position to the second is a capability project, not a training booking. It requires licensed pilots, a nominated Chief Remote Pilot, an operating certificate or a documented exemption pathway, a safety management system, maintenance and currency records, and a recurrency regime that survives turnover. DIWA delivers that as a single programme.

REGULATORY STANDING AND COMPLIANCE

DIWA operates under CASA Remote Operator Certificate 1174. Our certificate carries approvals that very few Australian operators hold, and which we can therefore teach from lived operational experience rather than from a textbook:

- Beyond Visual Line of Sight (BVLOS) operations
- Extended Visual Line of Sight (EVLOS), Class 1 and Class 2
- Night operations
- Operations above 400 feet AGL

These are precisely the approvals that unlock the higher-value resource use cases — long linear infrastructure, remote or docked aircraft operations, night thermal survey and elevated structure inspection — and they are the approvals a client operation will eventually need on its own certificate.

Safety and assurance

We maintain a documented Safety Management System, conduct pre-mission risk assessments and site-specific hazard evaluation for every task, hold currency and certification records for all personnel and aircraft, and apply the same controls to any subcontractor engaged on our behalf. DIWA holds Cm3 contractor certification, which allows client procurement and HSE teams to independently verify our compliance evidence rather than take it on trust.

Note for procurement: DIWA is a CASA-approved Part 101 training provider. We are not currently an ASQA-registered training organisation and do not issue nationally recognised qualifications in our own right. A partnership with a registered training organisation is in progress, with unit mapping underway. Where a nationally recognised outcome is a stated requirement, we will say so at tender rather than after award.

COMMERCIAL OPERATIONS

We fly for clients as well as training them, which is the source of the operational currency our instructors bring to the classroom.

- LiDAR survey, photogrammetry and 3D mapping
- Asset and structural inspection, including powerlines, pipelines, wind turbines and confined spaces
- Multispectral and thermal imaging
- Environmental survey and ground penetrating radar
- Remote pilot outsourcing and surge support
- Regulatory and compliance advisory, including ReOC application support

Sectors served include mining and resources, utilities and energy, construction and infrastructure, environmental management, telecommunications and defence.

TRAINING CAPABILITY — FLYIQ

FlyIQ is DIWA's CASA-approved training arm. Instructors are active commercial operators who fly real inspection and mapping missions, not full-time classroom trainers. Courses are delivered at our Perth venues or, for client teams, on site.

Course	Indicative	Outcome
Initial RePL, multirotor <25 kg	$2,695	CASA Remote Pilot Licence
Initial RePL <25 kg with AROC	$2,895	RePL plus radio operator certificate
RePL upgrade, 7 kg to 25 kg	$595	Weight category extension
BVLOS OCTA exam preparation	$1,495	Beyond visual line of sight readiness
EVLOS (alongside BVLOS)	On application	Extended visual line of sight
Chief Remote Pilot training	On application	Nominated CRP competency
Medium category RePL, 25–150 kg	On application	Larger aircraft endorsement
ReOC application support	On application	Client holds its own certificate
Recurrency, flight review and VOC	On application	Ongoing competency assurance

Prices are per person, inclusive of GST, for scheduled courses at our Perth venues. Team cohorts delivered on client sites are priced per cohort — see below.

THE CAPABILITY PATHWAY

We structure client engagements as a staged programme. Operations can enter at any stage and stop at any stage, but the sequence reflects what actually has to happen for in-house flying to be defensible.

1. Capability scoping. A structured half-day to one-day review of current drone use, exposure and intent. Output is a written assessment of what can realistically be brought in-house, what should remain contracted, and where the operation is currently non-compliant.
2. Pilot licensing. Team RePL cohorts delivered on site, including AROC where radio work is required. Cohort delivery removes travel and backfill cost and lets the practical content be flown on the client's own aircraft, in the client's own environment.
3. Governance. Chief Remote Pilot training and, where warranted, support through a Remote Operator Certificate application so the operation holds its own approvals rather than relying on a contractor's.
4. Advanced endorsements. BVLOS, EVLOS, night and above-400-foot capability mapped to the specific use cases the operation intends to fly, taught by instructors working under those approvals.
5. Recurrency and assurance. Scheduled annual recurrency, flight reviews and verification of competency, so that competency survives roster changes and stands up to audit.
6. Surge support. DIWA remains available as the contracted operator for work the in-house team is not yet approved or resourced to fly, which removes the risk of a capability gap during transition.

DELIVERY MODEL

We deliver routinely on client sites, including fly-in fly-out and regional Western Australian operations. Instructors complete client site inductions, medicals and access requirements as required. We schedule training around roster cycles rather than our calendar, which is generally the deciding factor for operations that cannot release a crew for a week at a time.

Cohort sizes are typically six to twelve participants. Larger workforces are staged across roster swings so that no single swing loses its full complement of qualified operators.

EXPERIENCE

A Western Australian mining and resources operator engaged DIWA/FlyIQ to support the development of an internal RPAS capability for operational site activities. We delivered CASA-aligned remote pilot training, practical flight instruction, operational planning, risk management and competency development for site personnel. The operation can now conduct routine drone activities in-house, reducing reliance on external contractors and improving access to trained personnel when operational requirements arise.

A Western Australian infrastructure and asset-management organisation engaged DIWA/FlyIQ to strengthen its internal drone capability for inspection, mapping and data-collection activities. We provided remote pilot training, aircraft competency development, operational procedures and aviation compliance support aligned with the organisation's existing safety systems. The organisation now has trained personnel capable of undertaking a broader range of RPAS tasks internally while maintaining an appropriate governance and compliance framework.

Commercial RPAS operators and organisations establishing their own drone programs have engaged DIWA/FlyIQ for Remote Pilot Licence training, operational competency development and ReOC support. We have delivered classroom theory, practical flight training, mission planning, aviation risk management and operational compliance guidance across multiple training cohorts. Participants leave with both the required aviation knowledge and practical skills needed to transition into commercial RPAS operations, while organisations gain a clearer pathway for maintaining pilot competency, recency and compliance.

WHY DIWA

- We hold the approvals we teach. BVLOS, EVLOS Class 1 and 2, night and above-400-foot operations sit on our own certificate, flown commercially, not delivered as theory.
- Instructors are working operators. The people teaching your crew fly inspection and mapping missions for a living.
- We deliver on site. Training happens at your operation, on your aircraft, around your roster.
- Compliance is independently verifiable. CM3 certification, a documented safety management system and current personnel and aircraft records.
- We can carry the work while you build. As a commercial operator, DIWA can fly the tasks your team is not yet approved for, so capability transfer does not create an operational gap.
- Australian-owned and veteran-owned, established in Perth in 2016.



CONTACT

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