A WORLD CLASS EDUCATION & RECOGNITION

UNICAM E-BULLETIN

UNIVERSITY COLLEGE OF AVIATION MALAYSIA

AUGUST 2021

UNICAM

A WORLD CLASS EDUCATION & RECOGNITION

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Be a professional to greater heights

Mission

Be a world – class University College with a world class branding

University College of Aviation Malaysia (UniCAM)

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Sincerely
Dr.Nuraliza binti Norawzi
Editorial Team

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01
Special Issue
Action Now
AUGUST 2021

INNOVATIVE RESEARCH ON UNICAM HANG TUAH SUGAR ROCKET

Prepared by Muhammad Nurulfaqih bin Mohd Sajalli




COME VISIT US

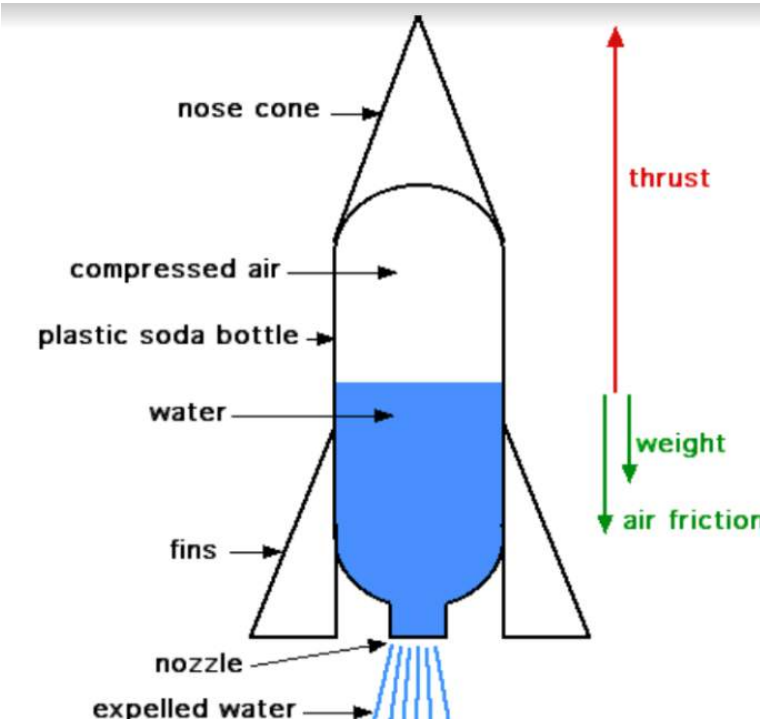
INTRODUCTION

A rocket propellant has been identified as a major component that led the rocket to launch in rocket development. The so-called propellant can be derived from the ejected material inside the rocket itself. Rocket cannot be launched without having a proper setup on the propellant. But, today, the rocket can be propelled by using other combinations of chemical substances, KNO_3 and Sugar. In the early stage, a solid rocket is a type of rocket mixed with a few substances like fuel and oxidizer in the form of solid material. The burning of the fuel together with the oxidizer propellant will lead to produce a large volume of very hot gases. The expansion of the gas through a nozzle will produce a very high speed and making thrust. (SUTTON, GEORGE, P., & OSCAR, B., 2000).

The rocket propellant will not be self-ignited except when exposed to the external source of heat under room temperature conditions. Once the rocket propellant burning starts, it will produce hot gases and burn, making the rocket propel. The sugar rocket propellant is relatively stable where it can be manufactured and stored for future use. Sugar propellants can burn very fast due to having high density. Therefore, sugar propellants are very sensitive to heat. Among the characteristic of the Sugar, the propellant is that it cannot be restarted or throttled off once ignited. The amount of thrust generated will be determined by the surface area and percentage of the chemical substances

SUGAR PROPELLANTS

Sugar propellants or sugar rockets are innovative rocket models made from Sugar as fuel and KNO_3 as an oxidizer. (HASSAN, T., & JAY, P., 2014). The formulation of this sugar rocket is usually prepared in a 65:35 oxidizer to a ratio of fuel. In some fashion, sugar propellants are prepared by melting the ingredients. All the ingredients will be loading into the rocket tube casing. Early trials of sugar propellants used the combination of KNO_3, Soda Bicarbonate, Sulphur, and Sugar. This mixture has a very high melting point, making the processing more complex and reducing the performance. More research has been done where removed the soda bicarbonate and sulfur. It makes the propellant processing simpler and provides good thrust. (NAKKA, 2017)



BASIC CONCEPT

A basic sugar rocket consists of a casing, grain (propellant charge), and igniter. The dimensions of propellant charge are calculated to maintain the chamber's pressure while producing thrust from exhaust gases. The grain act like a solid mass where it is burning predictably and producing gases. According to Pollino (2007), a simple sugar rocket propellant cannot be shut off once ignited. It contains all the necessary ingredients for combustion within the tube in which they are burned. More advanced rocket propellant cannot only be throttled, but it is also can be extinguished and re-ignited. It will be controlled through the use of vent ports.

MATERIALS AND METHODOLOGY

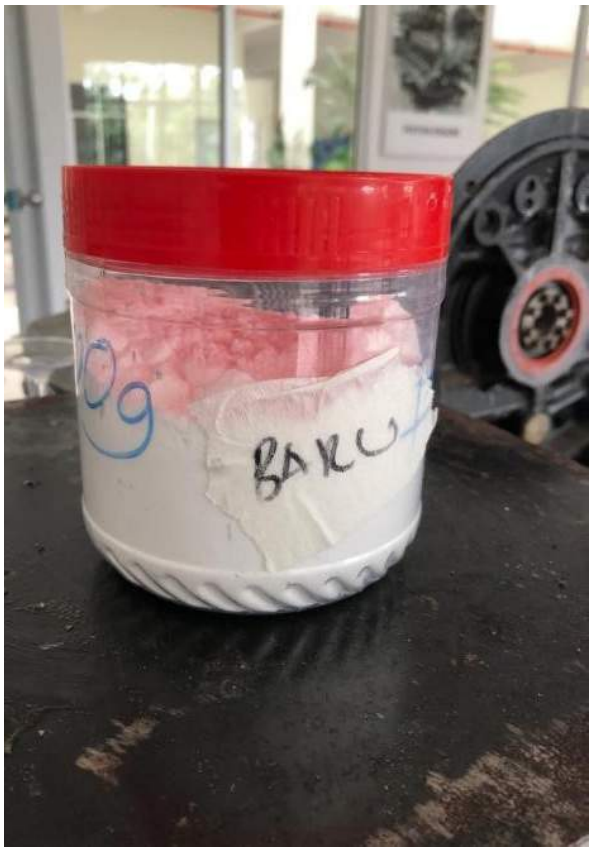
The engine casing was made from PVC with 11 cm in length. One end was covered with an end cap, with the nozzle fixture inside of it. The width and length of the PVC pipe were specifically chosen because the diameter of 15mm is small enough to be safe. But, it is still large enough for the sugar propellant to work. For this project, only one option that been used for the rocket to propel. 11 cm of length is the best option to make the sugar propellant produce the thrust. Approximately 60 grams of propellant will be used inside of one engine.

A) Directions for Making the Sugar Propellant

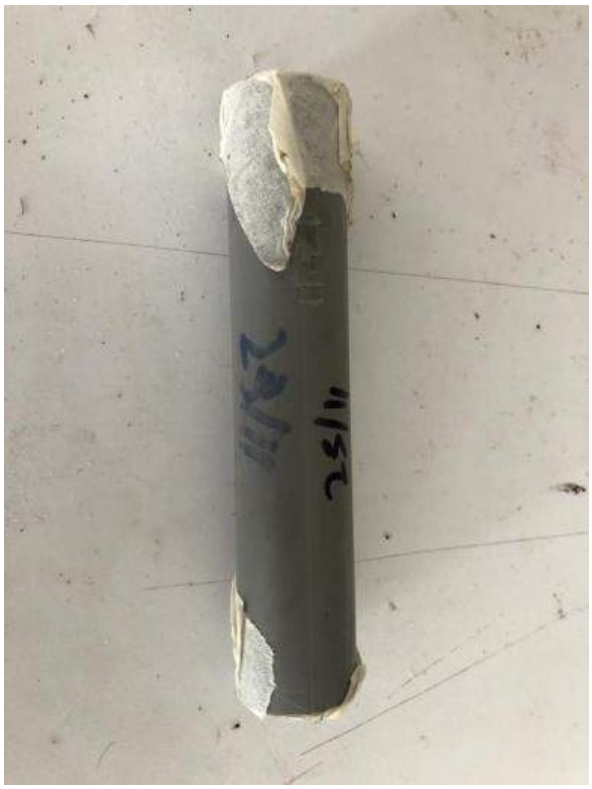
1) Adding Cat Litter
1. Put about 50 g of unaccented cat litter into a grinder
2. Grind the cat litter until it transforms into a powder.
3. Put 4 g of cat litter powder in every rocket propellant tube into the open end of the tube for 1 cm long. Then, pack it down until feels solid. It will keep the rocket substances inside the rocket body.

2) Mixing the Sugar Rocket Propellant
1. Add 65 g of Potassium Nitrate to a container and grind until it transforms into fine powder.
2. Add 35 g of Sugar to a container and grind it until it transforms into a sugar powder.
3. Mix the KNO_3 and Sugar in the same container.
4. Shake the container to mix the ingredients as an alternative.

1) Finishing the Sugar Rocket Propellant
1. Add all the mixing KNO_3 and Sugar into the tube, then use a dowel to pack it down. 9 cm long space for continue adding and packing the rocket propellant until it reaches the point of an optimum empty tube left at the top.
2. Make a cat litter paste and use it to cap off the rocket between 1 cm long at the end of the tube.
3. Drill the sugar propellant at the center until it reaches 75% of the tube



MIXTURE OF 65:35 CHEMICAL SUBSTANCES FOR ROCKET PROPELLANT



TUBE SUGAR ROCKET PROPELLANT

TESTING THE SUGAR ROCKET PROPELLANT

1) Ensure the area in which the test to be performed is free from any unwary people and obstructions. The best area in the making of this is at the AMC Campus Area.
2) Transfer all the materials and apparatus, including few cameras, to the testing site.
3) Make sure that everything is completely set up and ready
4) Test the electrical power to ensure that it is working properly
5) Attach the sugar propellant from its storage place to its testing rocket, using all safety precautions that are not exposing to any open flame.
6) Attach the wires from the ignition device to the rocket.
7) Attach a power source to the sugar propellant. Make sure that absolutely no moving life forms are within 50 feet of the rocket point
8) Ignite the propellant and let it burn until there is the presence of smoke and flame.
9) Record any purely visual observations that deviated from the sugar rocket
10) Collect any data of damage done to any part of the rocket test
11) After that, analyze the data collection and revise for improvement

ELECTRICAL POWER TEST

SUGAR ROCKET READY TO LAUNCH

UNICAM HANG TUAH ROCKET LAUNCHED USING SOLID PROPELLANT

RESULT AND DISCUSSION

All the information provided in this document shows that the sugar propellant is reliable and safe. It can provide one of the practical tools in drawing new experiments towards innovative research and development. The preparation of this thing is straightforward where it is only combined with minimum cost.

Table 1: Result of the Rocket Propellant

Attempt	Chemical Substances	Distance / Height (ft)
1	KNO3 + Sugar + Soda Bicarbonate + Sulphur	0 ft
2	KNO3 + Sugar + Soda Bicarbonate	Delay 0 ft
3	KNO3 + Sugar	300 ft

With a low-cost production on this rocket, it could easily go up to 300 feet. For future development, this rocket could be added with the GPS in coordinating the position and location of the rocket. Besides, it is also can be controlled by using the station from a simple formulation on computer programming.

FUTURE RECOMMENDATION

Arising from this Hang Tuah Rocket Development, AMC is embarking on designing and fielding a Ballistic Missile System (BMS) in collaboration with Tentera Udara Diraja Malaysia (TUDM) to protect Malaysia and citizenry against ballistic missile attacks. The BMS will need a Command and Control, Battle Management, and Communications (C2BMC) organization/system to support military and national decision-makers in times of crisis.

VOLUME 1 • AUGUST 2021

NEW DRONE TECHNOLOGY ON WIRELESS CHARGING SYSTEM

The Monthly Publication of UNICAM E- Bulletin

THE LATEST ON TECHNOLOGY:

PREPARED BY MR.MUHAMMAD FIRDAUS BIN MOHD ALI

The Technological Drone System

Upcoming Tech News and Innovations

Drone technology is advancing at a breakneck pace as new industries and sectors discover UAVs' benefits. Whether you're a commercial farmer looking for an accurate yet efficient method of spraying crops and seeding, or an electrical utility company looking for a safer and faster way to repair power lines, drones may be the answer. However, many drone enthusiasts cite the limited battery life as a significant impediment to fully exploiting the capabilities of their drones. A company based in Portland, Oregon, is attempting to change that by developing scalable wireless drone charging stations. In addition, one new wireless charging system has been developed by a company based at Woodland, Washington; Global Energy Transmission Corporation, as you can see in Figure 1. Battery power has often been a limiting factor in drones' operating distance and duration. However, the wireless power transfer technology could eventually recharge drones while still in the air

Global Energy Transmission, based in Portland, is committed to assisting drone pilots by developing a concept for wireless drone charging stations. These hexagonal stations act as wireless 'hotspots,' capable of fully charging a drone in mid-flight in approximately six minutes. The hotspots are simple to install along your drone's flight path, can charge multiple drones simultaneously, and are built to be durable and weather-resistant. To charge, the UAV needs to hover within the hexagonal hotspot; the system is entirely self-contained and requires no manual guidance.

When drones land on the PowerPad, the fully autonomous and weatherproof charging station automatically charges them. The PowerPad contains an intelligent transmitter circuit board and a wireless power antenna (coil) to transmit wireless charge. All that is needed for wireless charging is an onboard charger and a receiver coil. Additionally, the PowerPad provides a consumer with live battery analysis through an integrated Ethernet port. The charging features of the PowerPad can be configured for quick charging for back-to-back missions or for overnight charging to extend the life of a battery.

WiBotic is a start-up company that sells a wireless charging station called PowerPad that can be used with almost any drone. Their PowerPad operates similarly to a wireless phone charger but is designed for agricultural, defense, mining, and construction applications. This technology is currently being tested in Australia, where burrito-delivering drones charge wirelessly when in standby mode. Although Wibotic's PowerPad is intended for a single drone, the company's technology is scalable for fleets of drones.

Wireless charging and power management applications are two of our solutions. WiBotic wireless charging solutions will significantly improve your robot fleet's operational performance while also significantly lowering your company's charging and maintenance costs. As a result, we optimize the life of each battery we charge and develop an operating strategy for the entire battery array in your robot fleet. Wireless charging and power optimization solutions from WiBotic are safe, dependable, and scalable. Additionally, they are simple to implement and highly adaptable to individual robot deployments.

Wireless charging system that WiBotic develops

Wireless charging system that Global Energy Transmission Corporation develops

Additionally, in certain countries and regions, autonomous drone missions are already feasible. On the other hand, the drones' restricted range poses a significant barrier to their widespread adoption. Commercial drones are typically powered by lithium batteries, which allow for a total flight time of between 20 and 60 minutes, depending on the type of drone and take-off weight. Battery charging can be streamlined to construct a genuinely autonomous device. Nowadays, when a drone lands due to a depleted battery, human action is needed to swap the battery or attach the charging connector.

A feasible alternative to these problems will be to build a ground charging pad where the drone would automatically land when the battery is depleted. The charging pad enables the onboard batteries to be recharged through wired or wireless connections. Although wired connections are more energy-consuming, they are often less effective since mechanical contacts are used. Additionally, they can encounter difficulties when exposed to atmospheric agents such as rain, snow, humidity, and dust. To accomplish this, this article proposes the use of Wireless Power Transfer (WPT) technologies based on magnetic resonant coupling for drone charging ground stations. The use of a wireless network enables developing a battery charging device that is marginally less efficient than wired systems but far more reliable. PREVIOUS WORK PROPOSED the WPT technology for a drone with two parallel coils (primary and secondary). While this technology enables high electrical output in terms of efficiency and transmitted power for matched coils, it is not tolerant of misalignment due to the drone's landing system's lack of precision. The following section presents a significant change for resolving this type of problem.

One of the most significant challenges confronting those integrating drones into their systems and supply chains is the limited power capacity of current drone batteries. The average maximum battery life of most commercial UAVs is approximately 22–27 minutes, at which point you must land the drone and recharge the battery. This reduces the drone's maximum range and the complexity or duration of the task that can be completed on a single charge. A wireless charging station for unmanned aerial vehicles is most likely not for the novice drone enthusiast. However, for more extensive business organizations (say, a major multinational internet retailer that makes regular local deliveries), the ability to maintain drones in the air for hours at a time is beneficial. This significantly expands the number of locations from which they might fly delivery drones (or crop-spraying drones, fogging drones, etc.) and radically alters how they plot their delivery systems. According to a Wibotic YouTube interview by Latest Leaders, wireless drone charging offers 70%-80% efficiency compared to a wired charged.

PAST VS CURRENT AIRCRAFT TECHNOLOGY & DESIGN.

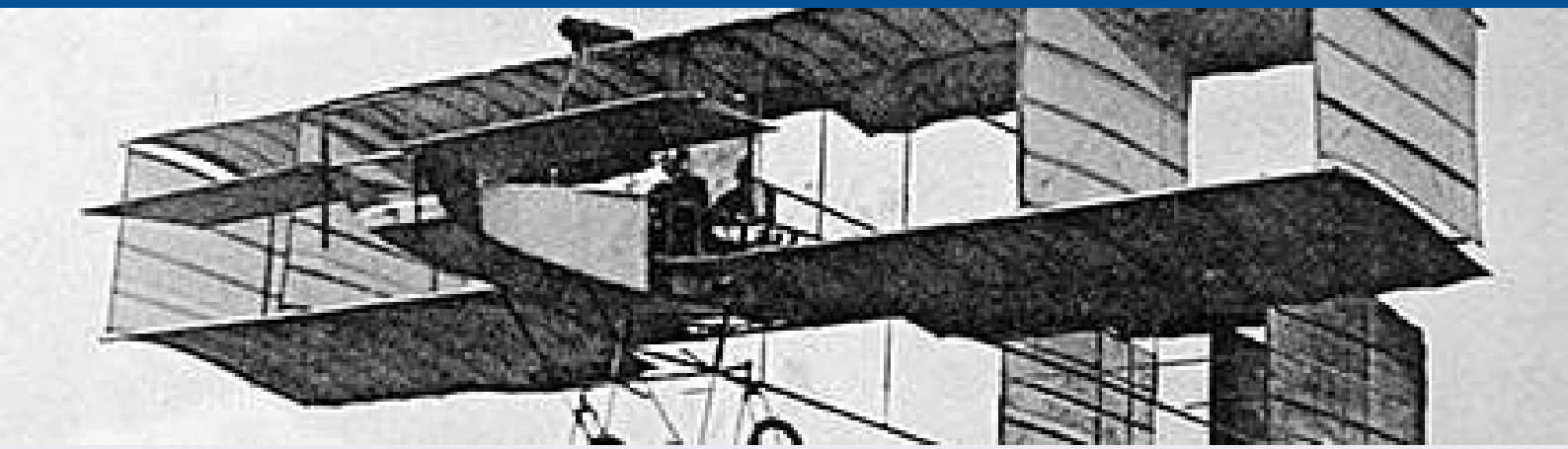
UNICAM E BULLETIN

WRITTEN BY
MUHAMMAD ZULHIQMI BIN MOHD JAMIL,

WHAT'S NEXT GENERATION?

Over the years, aircraft technology has been kept on improving and modernizing. More aircraft types have been introduced in the market, and the demand for air travel is increasing years by years. It was all started in 1903 where two young and determined gentleman introduced their prototype of the airplane. The wright brothers managed to design the aircraft by calculating the correct calculation of power, thrust, speed and what made it more interesting was that all of the sketching, drawings and calculation works have been done on bare papers! Until now, those success has been remembered as one of the most outstanding achievements in humankind history .A 4 horizontal inline cylinder engine powered the aircraft (Flyer 1). The aircraft's thrust was propelled by a brilliant design of propellers that could be spun in opposite directions to neutralize the gyroscopic effects of the whirling blade. One fun fact regarding the aircraft was that for the pilot to calculate the aircraft's velocity, he needed to use a stopwatch that was mounted in the front cockpit. How confusing was that! The function of the stopwatch itself is to calculate the airborne time of the aircraft and by knowing the time, pilot can estimate the speed of the aircraft in relation to the ground

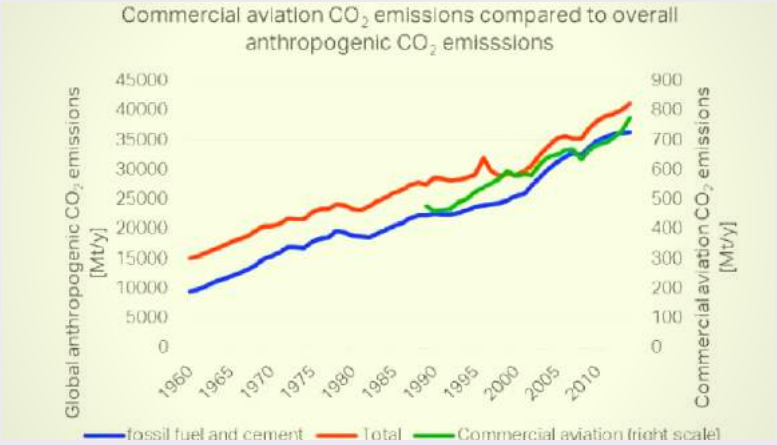
"WE'RE CHANGING THE WORLD WITH TECHNOLOGY"



Boeing first manufactured the aircraft, and its 1st flight was on January 25th, 2020. Now, the question is, what makes this aircraft so sophisticated and modern? To answer the exact question, we need to identify the type of systems and design of the aircraft itself. The engine, which is the source of thrust and power of the aircraft, is equipped with a powerful GE9X engine manufactured by one famous engine manufacturer, General Electric (GE). The engine was proven to be the leading engine type in fuel efficiency, whereas 10% of fuel consumption can be reduced compared to the previous GE engine model. With the reduction of fuel consumption of the aircraft, operators can enjoy multiple benefits from it, including minor operation and maintenance costs.

Another engineering milestone that can be seen from the design of the 777x is the first-ever introduction of the foldable wingtip.. The name of the foldable itself described its operation, whereas the wingtip can be folded especially on the ground. When we discussed the advantage of foldable wings, we first need to understand the airport categorization ranks. The airport has been categorized based on its area, which varies from Group1 (Smallest) until Group VI (Largest). Boeing is keen to keep the 777x in the lowest group possible to enable the aircraft to fly to as many airports as possible without jeopardizing the quality of the aircraft design.By the brilliant design of the foldable wing, the wingspan of aircraft can be reduced (keeping the span in only 212') whenever the plane is on the ground, and hence, it enables the aircraft to park at many airports that they can land.

Even though our technology had achieved a tremendous improvement over the years, somehow, the aviation industry has become the focus of public attention for its environmental impact, such as pollution and, more recently, CO2 emissions. Based on Figure 3, the number of CO2 emissions for commercial aviation was around 800 metric tons in 2010, an increment of 80% from 1960. The number is predicted to keep on increasing over the years, and it's quite worrying. Looking at the trend of CO2 emission over the years, it can be predicted that the newest and more advanced system will be invented to achieve long-term goals in combatting the problem.



Looking at the trend of CO2 emission over the years, it can be predicted that the newest and more advanced system will be invented to achieve long-term goals in combatting the problem. Therefore, few revolutionaries of aircraft technologies have been proposed to reduce fuel consumption and offset carbon emissions over the years. Researchers from Nasa are currently changing the design of fuselage and wing and finding new material for weight reduction.

One of the technologies proposed by NASA is a" shape memory alloy" that can be seen in Figure 4. The alloy is a nickel-titanium alloy that can return to its original shape after deformation when being heated. By improving the aerodynamic architecture of the figure, it can be predicted by the researchers that there will be a total of 2-8% of fuel reduction. The technology will also improve the maneuvering capability of the aircraft, which can increase the overall flight efficiency. Another fascinating future invention that can be considered very effective is the hybrid electric aircraft, shown in Figure 5 below. This proposed aircraft will replace the conventional type of aircraft that uses combustion engines as their main power source. Instead, this aircraft will use hydrogen fuel cells that can replace the heavyweight of batteries and fuel dependencies by the aircraft. Researchers from Airbus, Siemens, Rolls Royce, and other well-known aviation companies are in progress in making sure that the said revolutionary plan will be executed and become true in the future. All in all, the future can't be predicted, and it's uncertain. But, as the number of air travelers is expected to increase, air transportation demand will also rise over the next few years. Because of that point, the aviation industry will surely grow, in line with the development of the newest technology, in the future. As one of the industry consumers and indirect contributors, we need to update our knowledge and show some concern in the industrial development plan to ensure that our air transportation sectors will be sustained over time.

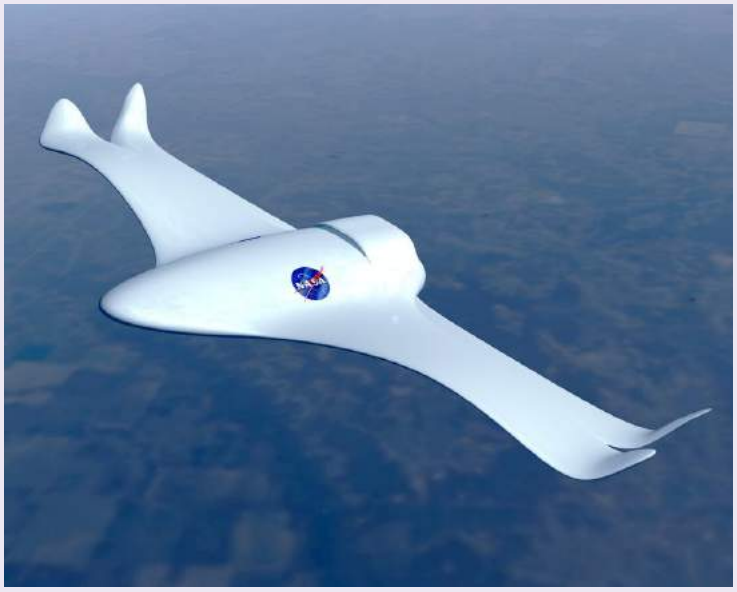


FIGURE 4: DESIGN OF "SHAPE MEMORY ALLOY" PROPOSED BY NASA RESEARCHERS (SOURCE: NASA)

FIGURE 5: IMAGE OF HYBRID-ELECTRIC AIRCRAFT, DESIGNED BY AIRBUS (SOURCE: AIRBUS

IMAGE OF HYDROGEN POWERED AIRCRAFT

ROLES OF ICAO, IATA AND ACI IN AVIATION SECURITY

UniCAM E-BULLETIN

COMPILED BY
MISS HALIDA HAJAR BINTI ANUAR

Aviation Industry is one of the most exclusive industries globally by referring to the infrastructure, services offered to the customer, and even type of transportation worth millions of dollars. The exclusiveness of the aviation industry could also become the magnet of attraction to the extremist group. That keeps the political objective as their main concern, due to bombing and hijacking activities that are causing a huge loss to the country itself, which led to the economic loss for reconstruction programs. Thus, it is essential and become a tall order for every state to cooperate to improve and maintain the level of safety not only at a local stage but also in the worldwide arena. The emergence of international organizations, agencies, and cooperation will lead to better and strategic coordination of planning & implementation of regulations, procedures, and operations that will reduce the risk in all departments, actors, aviation service providers, airlines, air freight, etc.

Compiled by Miss Halida Hajar

ICAO, IATA, and ACI are the tripartite initiative to manage aviation security locally and internationally. These organizations impose different roles and functions that coordinate the safety implementation at the management and operations level among nations worldwide. Safety implementation such as Safety Management System (SMS) covered the safety Standard Operation Procedures (SOP) at airports and airlines and all related key players in the aviation industry. Thus, every personnel that is, directly and indirectly involved in the aviation sector needs to know the functions of ICAO, IATA, and ACI so that the objectives of these tripartite initiatives can be achieved effectively.

International Civil Aviation Organization (ICAO) roles in aviation safety are developing Aviation security principles, communicating and promoting these principles worldwide, and assisting ICAO contracting states to implement the regulations. Besides, ICAO also produced two key documents for aviation security before the September 11 tragedy: Annex 17 and document 8973 (ICAO Security Manual).

Another key player in helping the industry formulate suitable policy in critical aviation issues is International Transport Associations or IATA. This organization was founded in 1945 with the firm objective of representing the airline industry. Some of the key functions of IATA are assisting the development of International Standards and Recommended practices, participating in the ICAO Aviation Security Panel, providing input to ICAO regional activities, and encouraging governments to implement and adhere to international security conventions.

IATA also guides its members to combat the threat of unlawful interference with civil aviation and conduct the IATA Operational Safety (and security) Audit (IOSA) program.

IATA also guides its members to combat the threat of unlawful interference with civil aviation and conduct the IATA Operational Safety (and security) Audit (IOSA) program. In addition, the establishment of Airports Council International or ACI in 1991 nourished the coordination & standardization of policies for airports all around the world. As for the community of airports, the role of ACI about aviation security is to draft positions for the ICAO AVSEC panel, and issue joins position with IATA, plan the scenarios for baggage screening, and include the protection in airport design. On the other hand, ACI also develops a safety policy that protects both airports interests and consumers by adhering to wise environmental initiatives planned by them. These three key organizations play a pivotal role in aviation security globally, which coordinate, maintain, and improve aviation security at domestic and international levels. As a consumer in the industry, we are reluctant. We should feel safe whenever we are flying worldwide, knowing that those listed organizations are there to ensure the safety of the industry

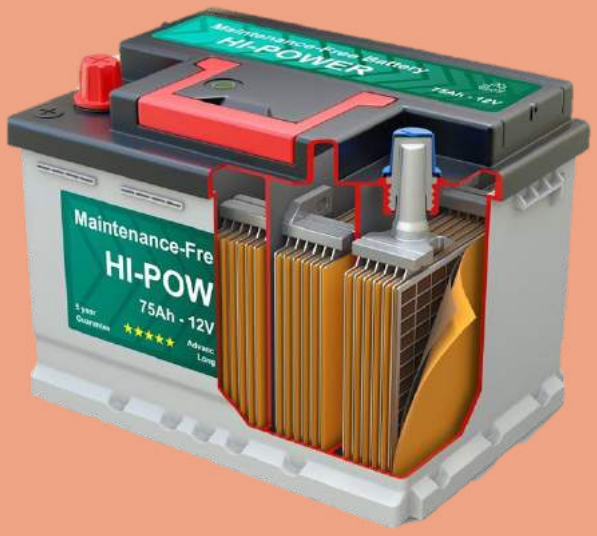
DANGEROUS GOODS

OFFICIAL UNICAM E-BULLETIN

WHAT ARE DANGEROUS GOOD?

WRITTEN BY MR. SAIFUL NAQUIDDIN

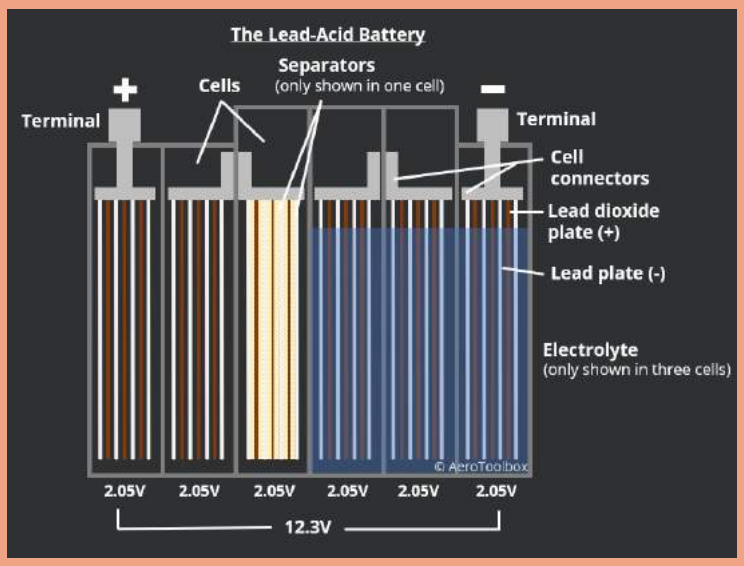
Dangerous goods could be classified as items that have possibilities and probabilities of jeopardizing the safety of passengers together with damages to the aircraft structure. There are 9 hazardous goods classes: explosive materials, gases, flammable liquids, flammable solids, oxidizing substances, organic pesticides, toxic and infectious substances, radioactive materials, corrosives, and miscellaneous materials. In the aviation industry, radioactive materials and explosives are strictly prohibited from commercial aircraft flights. International Air Transport Association or IATA and International Civil Aviation Organization known as ICAO both are the organization which is responsible upon providing airliners with guidelines and standard procedure on how to transport or store dangerous goods item on aircraft.



written by Mr. Saiful Naquiddin

In addition, each dangerous good's class has its ways of operation and handling, and this is because each item of hazardous goods has distinguished on its characteristics, shapes, and reaction towards the surrounding. Goods should be attached accordingly with labels and marking if these items need to be transported or carried on any commercial planes. This should be an essential precaution step as it could assist the loader in differentiating hence identify the dangerous goods which should be stored in safer places inside the aircraft cargo compartment. To relate with the matters above, a Lead-acid battery will be chosen to represent Dangerous Goods classes. The lead-acid battery shall be classified under class 8, which is known as corrosive and hazardous materials.First and foremost, a lead-acid battery is listed under Group III Packaging. Thus, if any leakage happens, the material will cause damage and irritation when directly contacting skins or aircraft structures. Therefore, several standard and packaging requirements need to be followed to ensure that the material is delivered and handled safely. Lead-acid batteries should be protected against short circuits. Short circuits could be overcome by providing the lead-acid battery with secured packaging. The battery and its outer packaging must be plainly and durably marked with a non-spillable battery. The battery must be capable of withstanding and undergo two tests without single leakage of its battery fluid. These tests, known as vibration and pressure testing, at a temperature of 55° C (131° F), the battery must not contain any unabsorbed free-flowing liquid. It must be designed so that electrolytes will not flow from a ruptured or damaged case.

Next is the labeling and marking procedures as the lead-acid battery is a part of class 8 type of dangerous goods. A suitable marking and labeling sticker must be placed accordingly to inform the cargo handler. The main purpose of this standard operating procedure is to provide some separation and segregation between any dangerous goods classes. Terminal protection will be put on as a cover for the same purpose as the inner container. Lastly, the Lead Acid Battery will be put into a strong outer package that has sufficient strength to prevent any spillage from the inside. The box will also be in an upright position and labeled with "This Side Up," UN number, and Class 8 label on the package of the Lead Acid Battery.



AIRCRAFT LEAD ACID BATTERIES

VOL. 1, NO. 1 | AUGUST 2021

AN ANTENNA AS RADIO FREQUENCY TRANSMITTER

The Official Newsletter of UniCAM E-Bulletin

PREPARED BY
AHMAD NADZMI BIN NAZARI

Antennas are metallic structures designed for receiving and radiating electromagnetic energy. As we know, the RFEH system is harvesting EM energy from RF. Therefore, antenna design is essential for RFEH purposes. Several versions of antennas were used in this project, including monopole antenna, omnidirectional antenna, etc. The dipole antenna is one of the best resonators at a particular frequency. Theoretically, it provides a gain of 2.15dBi, which is suitable for good reception. It also offers adequate bandwidth. The antenna is an essential element as it is responsible for capturing energy from nearby radiating sources. An appropriate antenna design is fundamental since the antenna characteristics, such as polarization, gain, radiation pattern, and bandwidth, can affect the quantity of harvestable energy. The choice of antenna and frequency band is significant to optimize the DC power harvested. Figure 2 shows an example type of antenna (Devi RangaLakhsmi.A, 2014).

Though antenna is the first element for the RF energy harvesting system, it plays a crucial role & has all the responsibility. The antenna has some characteristics which suit this system:

i. Sensitive to the frequency band available in the environment
ii. Omnidirectional pattern
iii. Wide bandwidth
iv. Circularly polarized

In the environment, we commonly found frequency bands are, i.e., GSM 900, GSM 1800, Wi-Fi, 3G, etc. Therefore, an antenna must be designed as per available sources.

Radiofrequency (RF) energy harvesting has recently attracted much attention thanks to the wide availability of multiband RF signals in the ambient environment. Several EM field measurement surveys have been undertaken, and they indicate that GSM1800 is one of the most promising bands for ambient RF energy harvesting. In ambient RF energy harvesting, the received signal may come from any direction because of the uncertainty of RF power source location. Therefore, an omnidirectional antenna will be a good choice in RF energy harvesting applications. (Microwave Theory and Techniques).There are a few types of antenna frequencies, such as single-band, multiband, high-frequency, and frequency reconfigurable antennas. The design parameter of the rectenna is the frequency of the antenna, and the antenna types are categories as the single band, multiband & broadband antenna design proposed in recent years used in harvesting systems.We can obtain the theory frequency of operation by a single-band antenna by improvising the patch, feed, or ground. A modified patch of E shape operates at GSM 900 MHz band, which covers both uplink & downlink band and observed that it could harvest energy. A two-element dipole antenna array at 2.4GHz frequency provides an efficiency of 83%.Multiband & broadband antenna in the past 2- 3 years, researchers have tried to design multiband or broadband antennas to receive energy from many frequency bands.

Also, to achieve maximum efficiency, they try to develop an array of antennas. A broadband 1× 4 quasi-Yagi antenna array is designed to cover the GSM 1800 & UMTS 2100 band, which helps the harvester achieve the power conversion efficiency of 40%. A cross dipole antenna features dual-polarization & broad beamwidth suitable for broadband rectenna at 1.8 GHz to 2.5GHz, giving a conversion efficiency of 56%. Many broadband antennas are seen for harvester systems.High-frequency antenna nowadays the wireless system is working in the high-Frequency range, i.e., millimetre wave frequency, because, at high frequency, the antenna's size is small. An antenna is designed in this range for harvester system is CP patch antenna array at 24 GHz, the efficiency achieved is 24%. At 34 GHz millimeter wave frequency, a variety of 4× 4 patch antenna (16 elements) yields an efficiency of 67%. Frequency reconfigurable antenna is due to size limitation in broadband antennas, compactness of antenna is more in demand. So the antenna is designed on the concept of frequency reconfigurable operation. The antenna will work on multiple frequencies or separate input power levels by changing the radiating elements' electrical lengths using various RF switches such as PIN diode, MEMS, and Varactors. A receiving patch antenna is proposed to switch between 5.2 WLAN bands and 5.8 ISM bands (Kumari, 2017).

IN-FLIGHT SERVICES

AUGUST 2021

JAMES ROGERS

First time with MAS

GRACE WILLIAMS

Cabin Crew training

MR.MOHD DANIEL TANGKUYONG

SKM In-Flight Services as training provided in **UniCAM** authorized by the Ministry of Human Resource. This program was offered to SPM leavers who did not excel in their SPM results. They, however, can continue further study by taking the SKM program before pursuing the diploma program. SKM In-Flight Services is offered to those interested in becoming a cabin crew (also known as a flight attendant). This program gives them a piece of basic knowledge and exposure to the cabin crew lines of duty. They were starting from their reporting of duty down to in-flight announcement. In this program, students will be taught based on the modules developed in line with the Department of Skills Development / Jabatan Pembangunan Kemahiran (JPK) under the Ministry of Human Resources. Students will undergo 12 months of training in theory and practical. Trainees will also collaborate with diploma students to experience an outside training program for few days.

The practical training will include:

1. Carry out meal services in First Class & Business Class. Students will be taught handling in-flight services equipment, serving, and the finesse in carrying out the service. They will also learn the differences between first-class and business class service.
2. Carry out In-Flight Sales Activity. In-flight sales are one of the crucial activities on board that contribute to the airline's revenue. It is popular among the passenger on board because of the few factor: It is cheaper compared to retail price as it is under Duty-Free items
3. Most of the duty-free items are hardly found on the ground (retail shop), especially the airline's merchandise (signature product)
4. Passengers get to purchase at the last minute of their flight, especially when they did not get the chance to shop on the ground due to rushing to the boarding gate.

FIRST CLASS TABLE LAYOUT

BUSINESS CLASS TABLE LAYOUT

During the training, students will learn how to carry out the inventory procedures in opening and closing the in-flight sales cart. They will also learn the process of reporting on any discrepancy items found in the cart. In this training, students also will learn on the skills in selling product to passengers. At the end of this training, they will test their selling skills and product knowledge.

In-flight Announcement Activity. In-flight announcement is one of the essential duties to be carryout on board. It informs passengers on safety-related matters, commercial information, and ad-hoc announcements (impromptu announcements). Students will learn the delivery technique, practicing on their vocal cord.At the end of the program, students will final evaluate an appointed officer (Pegawai Pemerhati Luaran – PPL) from JPK on their knowledge and performance. Before that, an appointment must be made with JPK on the date and time of the student's evaluation. Upon successful evaluation, the appointed officer will acknowledge their scores in the JPK portal system for certificate accreditation.

CONCLUSION

Learning in-flight service will expose students to the line of duty of flight attendants. Upon completion of their 12 months of training, they will have an opportunity to continue their diploma in UniCAM under the Diploma in Cabin Crew and Airlines Services, also known as DCCA. In UniCAM, options are always open to anyone interested in pursuing their study and developing their skills and minds to prepare themselves in the industry world with the experience and knowledgeable lecturers.

CABIN CREW TRAINING

WHERE YOUR JOURNEY BEGINS

UNIVERSITY COLLEGE OF AVIATION MALAYSIA

THE ULTIMATE LIST OF

CABIN CREW TRAINING

By Roslinda Binti Awin
Senior Lecturer, DCCA

Cabin crew is one of the prime characters in the aviation industry. Being a cabin crew (formerly known as a "steward" or "stewardess") involves more than just serving drinks. They are accountable for the safety, comfort, and welfare of the passengers on board. Cabin crew training is a course that demands a lot of soft skills and personality training. They also should have good communication skills in the local language and any foreign language.

The first step in becoming a cabin crew is to apply for a position with an airline. You'll need to meet the airline's requirements for education and experience. However, many will only hire candidates who have taken college classes or have at least a Diploma. The diploma that will prepare you especially well include hospitality, communication, tourism, and public relations.
The cabin crew must also meet specific physical requirements. Most airlines naturally have minimum and maximum heights.

First Aid Training

One of the annual training covers the physiological effects of flying and basic first aid. The cabin crew needs to learn how to recognize medical situations onboard and deal with in-flight emergencies.

Course content:

- **CARDIOPULMONARY RESUSCITATION**
- **BLEEDING CONTROL**
- **HEART ATTACK**
- **BLOODBORNE PATHOGEN**
- **EMERGENCY CHILDBIRTH**
- **BURN**
- **HOW TO USE AED**

CATCH SOME WAVES WITH

LIFE RAFT TRAINING

By Roslinda Binti Awin

IN THE SPOTLIGHT

DOOR & EVACUATION DRILL

This drill is substantial for several reasons. Countless things could happen if a plane crash or ditch, and crew need to be ready for any of them. The drills include details like how to open the door in regular operation and during emergencies. The cabin crew needs to do 'SILENT REVIEW' as their mental preparation. They need to memorize how to open the door and what situation required them to do so.

This drill also includes steps on how to evacuate an aircraft that's landed on land or water. Some of the passengers could be hysterical and panicked. On top of that, we could also have blind or deaf, a mother with an infant, and many more. Just for information, the Cabin crew only has 90 seconds to evacuate all passengers regardless of what type of aircraft they are operating.

SEA SURVIVAL & RAFT MANAGEMENT TRAINING

Cabin crew attestation shall complete this training course to familiarize themselves with the aviation environment and acquire sufficient general knowledge and basic proficiency required to perform the duties and discharge the responsibilities related to the safety of passengers and flight during normal, abnormal, and emergency operations. This training includes theoretical and practical training. For more realistic training conditions, various weather and sea conditions, day and night conditions, and disturbing sound and light effects can be introduced. The cabin crew will be trained on managing the raft with total passengers, and some of them might be injured during the evacuation procedures.

" FOR MOST PEOPLE THE SKY IS THE LIMIT, BUT FOR FLIGT ATTENDANTS THE SKY IS HOME"

ROSLINDA BINTI AWIN

Being a cabin crew is not as easy as we thought just by serving coffee or tea to a passenger. It takes a lot of responsibility and discipline to ensure the passengers are safe and fulfilling their comfort on board.

THE UNICAM BULLETIN

THE OFFICIAL UNICAM NEWSLETTER

MALAYSIA EXTENDS MOVEMENT RESTRICTIONS AS COVID-19 CASES SURGE

BY RAHMAN JAMAL

Malaysia will extend its movement control order (MCO), which is currently in effect in several areas, to cover the entire country until December to combat the recent surge in COVID-19 cases. Prime Minister Muhyiddin Yassin announced yesterday.

The restrictions will be in effect from tomorrow until June 7, Muhyiddin said in a statement, adding that the measures are necessary due to a nationwide surge in new Covid-19 cases, particularly in the aftermath of new variants and poor public discipline in adhering to standard operating procedures (SOPs). The government decided to take tighter and stricter measures to halt the spread of COVID-19 in the community and the increase in cases. He said that Malaysia is currently dealing with a third COVID- 19 wave, which could spark a national crisis.

IN THIS ISSUE

Covid-19 Cases Urge

Movement Control Order (MCO) Extension

National Crisis

Political issues

According to the prime minister, data showed that public activities, particularly crowding in confined spaces, had increased cases. Among the restrictions will be a total ban on inter-state and inter-district travel except for emergencies, work, or vaccination and a prohibition on all forms of social events such as celebrations, weddings, and holidays. Educational institutes will remain closed, and dine-in restaurants will be prohibited, while only three people, including the driver, will be permitted in vehicles. Hari Raya celebrations will also be limited. However, economic sectors will be permitted to operate as long as SOPs are followed. Since last week, the Malaysian government has announced the implementation of a two-week MCO in the capital city of Kuala Lumpur and some other areas across the country where increased COVID-19 cases have been reported.

Yesterday, Malaysia's Health Ministry reported 3,807 new COVID-19 infections, bringing the national total to 444,484. In a press statement, Health Ministry Director-General Noor Hisham Abdullah stated that five of the new cases are imported, with the remaining 3,802 being local transmissions.

"Traffic at a standstill along the Federal Highway as vehicles were checked at roadblocks mounted in both directions."

IZZRAFIQ ALIAS/THE STAR

MOTHER

FOREVER MY FRIEND

PARENTING MAGAZINE

All about Mom

Prepared by NURFADHILAH BINTI JIDI

INSPIRATION

Mom....Indeed everyone has a mother instead. Mother? Who's mom? Why is she so glorected, so important in one's life? Because a mother is the pulse of our lives, we also come from her pulse. Mom, the first time I looked you in the eye was when I was born. You were the first person I saw when I was kicked out of your stomach. For nine months and ten days, I've been in your womb.

Mom, I know it's not easy to carry out all your daily business and be active in your stomach when I grow up. Mother, I knew you worked hard for me. You tried to keep me healthy and safe while in your womb. A mother today I was born by you, on this beautiful day We were destined to meet by the almighty. Mother, I was so happy, of course, you were also pleased when I was put on your lap for the first time.

PARENTING MAGAZINES

MOTHER

Mom, I cried to tell you that I'm healthy, I'm okay; I know it will make you happy right with my cry. Time passes day by day, month after month. Now I've been tracking six months, mom. Mom, when I started learning to eat, I liked everything that you made, mom. Today mom will give me food. I'm so excited to try my new food other than the milk that mom gave me. Mom is not just food I've also been able to sit mum, thank mom for being patient in looking after me at night when I cry asking for milk from you, I'm sorry I bothered you a little bit during your sound sleep.A mother today is a year old. I have welcomed my first birthday. You see, I can walk, mom, I can already talk "don't mind." My mother knows you're excited to see my progress. I've been able to stroll, and you can lead my hand too. Mom also often brings me the ability to enjoy and learn to know the outside world. I'm so happy with my new surroundings.

Hi mom, even a few years past is the first day I set foot in school even though I'm just a kindergarten schoolgirl. I learned to be brave when you sent me to school, and when I first put my foot into class, I didn't cry, mom

A mother today is a year old. I have welcomed my first birthday. You see, I can walk, mom, I can already talk "don't mind." My mother knows you're excited to see my progress. I've been able to stroll, and you can lead my hand too. Mom also often brings me the ability to enjoy and learn to know the outside world. I'm so happy with my new surroundings.

Hi mom, even a few years past is the first day I set foot in school even though I'm just a kindergarten schoolgirl. I learned to be brave when you sent me to school, and when I first put my foot into class, I didn't cry, mom.I want to study diligently and be a brave woman like you. I want to be as successful as your mother. As a mother today, I have learned to recognize letters, recognize numbers, and also coloring and writing. I've been good at writing a b c d mom, I've also been good at writing numbers 1 2 3. I've also learned to color, it's beautiful what color this mother color is like you coloring my life. Mom, a teacher, said tomorrow we're going to learn how to plant flowers. Teachers say caring for, and growing flowers is the same as taking care of a child because it requires love and proper care. Is that real, mom?

"EVERYTHING I'VE LEARNED THAT'S WORTH KNOWING, I LEARNED FROM MY MOTHER."
KELLY ROPER

MOTHER

Today I just returned from taking my Spm results. Mom is finally passed, and end my school life, and I can extend my studies to the university level. Mom, I'll get your letter of offer. Hopefully, I can continue my studies to a higher level. I also hope I can make you proud of me. Mom, I'm promised I would take good care of you. I will make money and buy you anything you wanted in your life. Mom, please be healthy until I reached everything that can make you happy; please, that's all I want. I want to spend it on you, Mom, soon I will leave you for a year's for my studies. I will be back home mom, wish me luck and wait for my mom.

Three years have been passed, now I am a graduate and have got the job of one of the top organizations. This gratitude is a blessing of prayer and redha my parents for me to reach this point. Thanks, mom, for always giving me encouragement, education, and a word of encouragement when I was down. Mother, now your girl has grown up, let me look after you, avenge all your merits, mother.

Mom, until if I can't repay your services, I'm only able to look after you. My mother just wanted to say a thousand thanks for giving birth to me, raising me to this extent. My mother knew life wasn't easy, and life wasn't as easy as we thought. But mom, mom is a successful and influential person who's got all the tests and challenges. Mom's an idol to me, and I want to be like mom. Mom, I hope you always be healthy; please stay with me.

WILL MY PUBLICATIONS MAKE AN IMPACT?

MADAM NAJA BINTI ABDUL MUBIN

Beginner researchers frequently believe that their research will impact as soon as it is published, but this is not always the circumstance. A small number of people generally read expert academic journals. It is unlikely that anyone outside of this small world will learn about your research unless it is so exciting or controversial that it encapsulates the recognition of mainstream media.

Numerous researchers these decades attempt to make their research alluring to the media to acquire more attention. However, even becoming a well-known academic will not immediately mean you are impactful. The number of times other researchers have cited your article is an even more reliable indicator of your impact and the quality of the content.

Moreover, if you genuinely want your research to provide an influence on society, you must ensure that it achieves the public without ever being twisted by the media. Another way to accomplish this is to publish a book about your research that is accessible to both ordinary people and fellow scholars. So, to become a genuinely influential researcher, you must learn how to communicate your ideas using a common language. It's a way of mitigating our discomfort

The authoring habits

The routine of reaching the publish button is among the essential habits that each writer must understand. It's excellent to revise and improve your work, but it won't last much longer. You'll have to knock the publish button at some point. It would help if you determined whether or not your research has an audience. You require feedback. Being the single visionary, fiddling away in your little room, would never lead to success as a journalist. Mainly through engagement between you and your participants can your article become impactful. It is why you must engage in the process of publishing. Therefore, the more articles you publish, the brighter. All of the literature's influential thinkers are indeed the person who posted the most books in terms of volume. A large portion of their work was also average at best. But they had the strength and courage to publish that work

They had the foresight to inquire about the quality of their work. They were eager to expose themselves to as much of the world as they could.

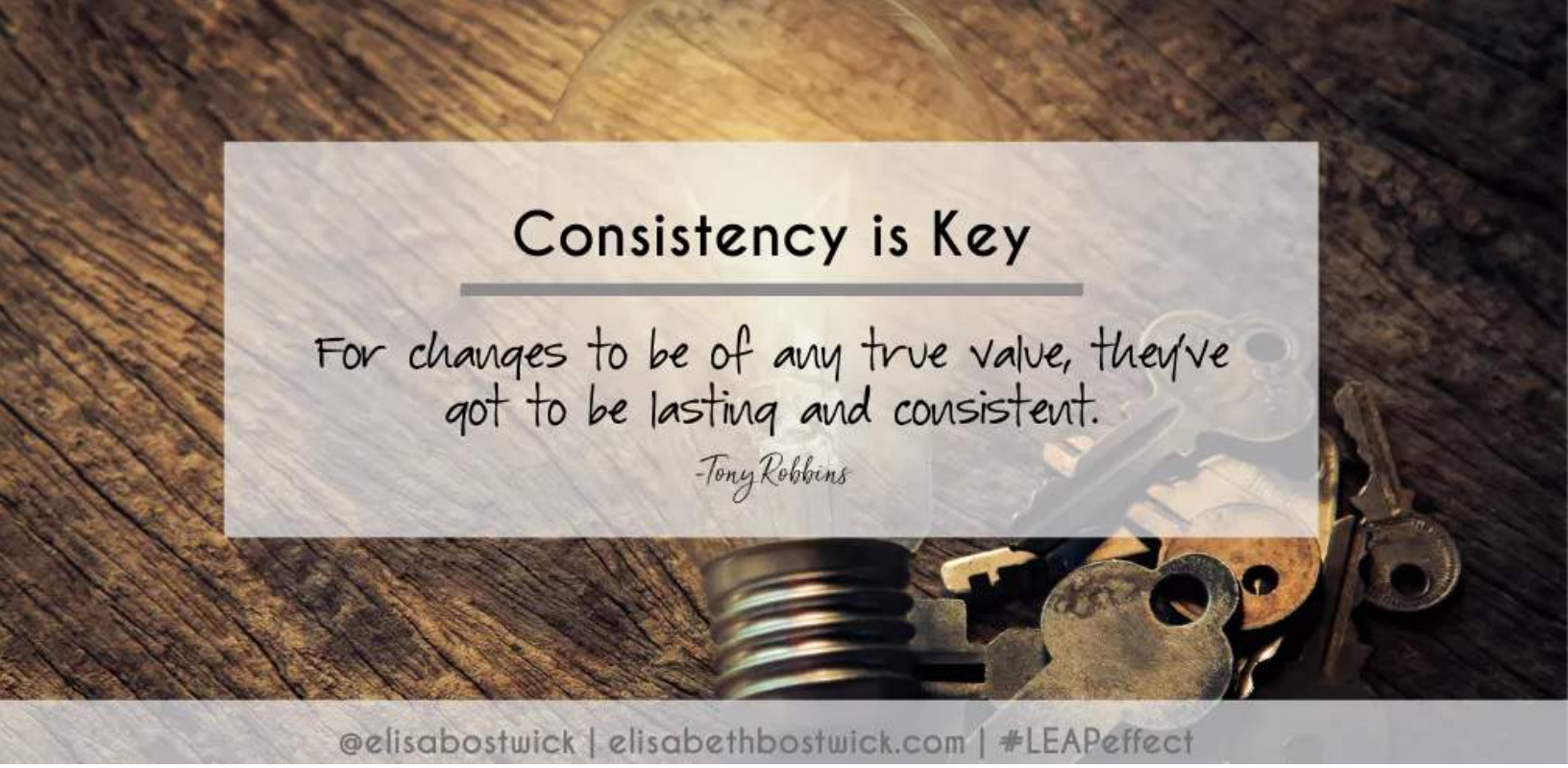
Never be afraid to express yourself creatively

What you publish today will serve as a basis for what you post tomorrow. Each piece of artwork you create continues to advance your growth as a writer. However, to ensure the success of that process, you must first keep exposing your current work to the public. Perhaps no one cares about what you produce. That is a valuable part of communication for its own sake. It could indicate that you are not as good enough as you seem to be right now. In a specific case, you must work extremely hard each day to improve your creativity. It could also mean that you've not found a topic that people are interested in yet. They are both great insights.

They are unpleasant pills to take. But, as a writer, you can't even move further as you don't know where you'll be starting

" A Writer is someone from writing is more difficult than it is for other people"

- Thomas Mann-



Overcome your fear

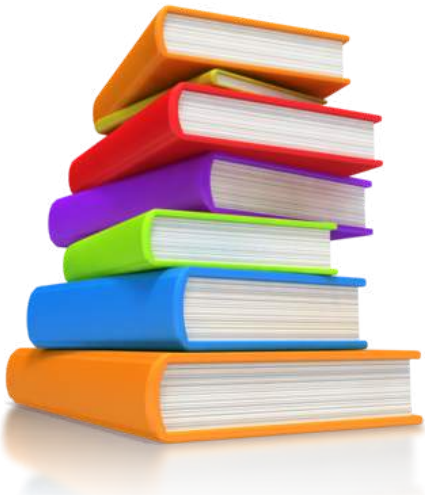
By publishing every piece of writing you create, no matter how many hesitations you have about this now, you are educating yourself on the discipline of overcoming your fear of rejection. When you make something, you publish it right away. That is the habit you will embrace. You don't stay next to your article a thousand times before deciding it's not worth posting. You don't revise your paper a thousand times before hitting the delete button. To begin with, that is a complete waste of time. Second, that is nothing but inertia. You can't even gain knowledge of anything from an article you just erased. Badly, you won't be able to construct a viewer in this manner.

You are relegating yourself by writing solely for yourself. Most of us forget that the technical requirements of writing aren't nearly as significant in attracting an audience as we believe. Your article is most likely not flawless. None of my articles are near-perfect.

This article took me about an hour to write. My entire editing process consisted of reading it verbally once. I did this purely to ensure a minimum level of quality control.

Finally, I pressed the publish button.

My next step after publishing an article is to monitor its performance. If it doesn't, one of two things is going on. Either it receives a large number of responses or it does not. Either that or I haven't expressed my information effectively.



"**Write**
until it
becomes
as natural as
Breathing,
Write
until not
writing
make you
anxious"

GRADUATE DILEMMAS

AUGUST 2021

UNICAM E-BULLETIN

WHAT DOES IT MEANS BY JOB SEEKER?

PAGE 1

MOST COMMON

QUALITIES OF JOB SEEKERS

ROHAZLIN JAMALUDDIN

TALKS ABOUT JOB SEEKER AND JOB CREATOR

PAGE 3

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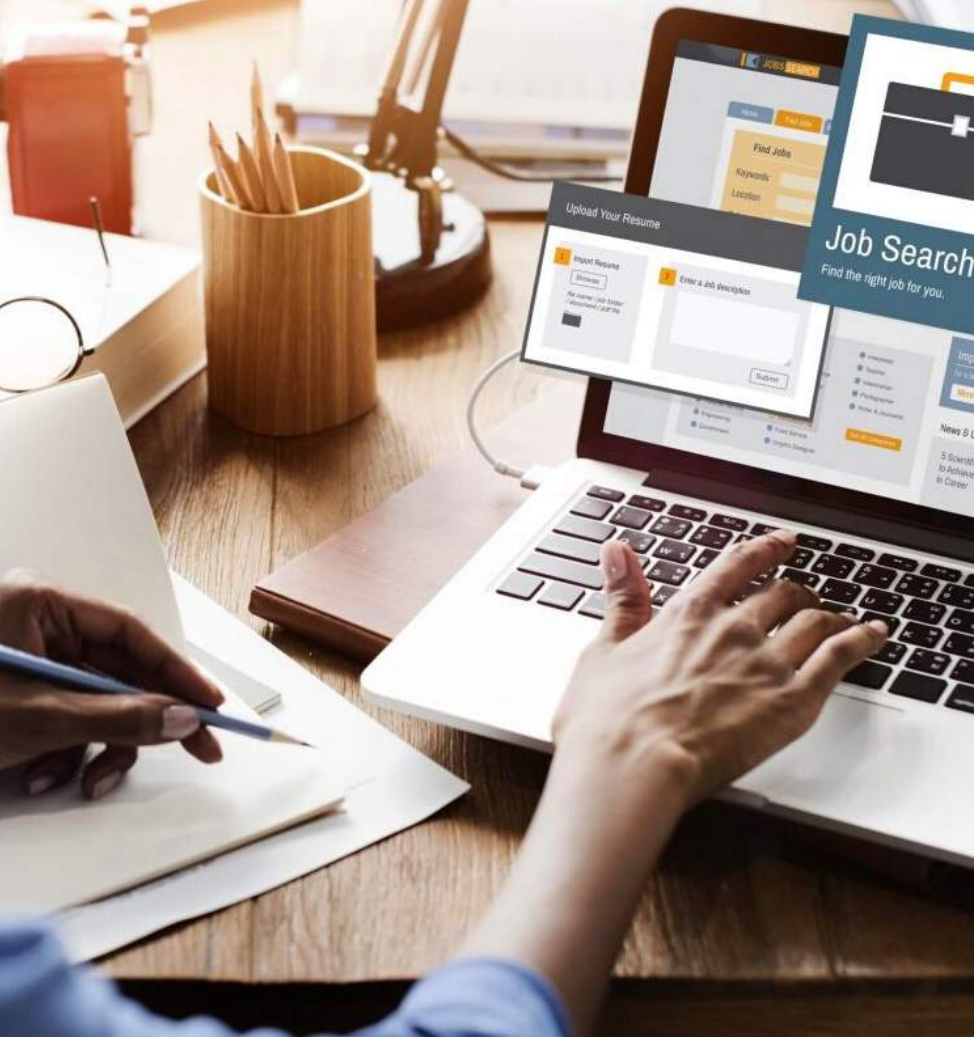


The world has now changed dramatically with the impact of the pandemic, covid-19. In Malaysia, the effects of covid-19 can be seen in the high unemployment rate, especially among graduates, and it is sad. Malaysia's unemployment rate has risen 4.5% in 2020, the highest rate recorded since 1993, and the number of unemployed in December 2020 increased 1.6%, reaching 772,900 people, according to the Department of Statistics Malaysia (DOSM).

Particularly painful, especially for students who soon will graduate or graduated in 2020. This is a gloomy future and an uncertain time for them. The unemployment rate increases over time, making it difficult for them to find a suitable job.

A JOB SEEKER

Who is a job seeker?

A job seeker is looking for a full-time salaried job and receiving benefits from the employer. For many years, students from Higher Education Institute (HEI) have learned the skills of gaining employment after completing their studies, and HEIs have a proven track record of providing a student with the knowledge and skills necessary to prepare them for jobs after graduation. What are the essential skills required for the job interview? The company often seeks graduates with 4C (Communication, Cooperation, Critical Thinking, and Creativity). An employee usually identifies their skills during a job interview. Graduates who can persuade the interviewers during the interview are more likely to be hired by the company. They used the 4C skills they had learned and acquired in HEI and transform themselves during the job interview

"No matter how hard your job search, keep at it. You might hear NO many times, but soon you'll hear a YES. Good Luck"

ROHAZLIN JAMALUDDIN

JOB SEEKER OR JOB CREATOR

An internship program of a minimum 4-month can unleash the student's personality and be seen by the employer during the internship. The Internship program also becomes an accessible channel for the students to be offered by the company as permanent staff. However, due to the long-term impact of the covid-19 pandemic on the economy, the essential skills have become inadequate. HEI's must take massive action to equip the students with the new important skill due to business closures and the prolonged impact on the various industries.

A JOB CREATOR

What is a job creator?

I can define a job creator as a person who organizes or does business and allow others to get payment from them. Changing from a job seeker to a job creator are required graduates to equip with entrepreneurship skills and knowledge. Graduates can acquire entrepreneurship skills and knowledge during their studies in HEI. This is where the HEI responsibility comes into the picture. The Ministry of Higher Education (MOHE) has introduced the Entrepreneurship Action Plan 2021-2025. They are encouraging the HEIs to adjust the co-curricular that can best suit the current economic situation.

The element of entrepreneurship activity should be included in the subjects with the main purpose of students is to acquire relevant knowledge and skills in entrepreneurship.

As a student, they should acquire as much entrepreneurship skill and knowledge as possible during their studies. They can develop the theory in their classes and practice during their research to gain entrepreneurial experience. The 4C abilities will be acquired while their doing the entrepreneurship activity. They can start with a small business activity such as t-shirt printing, selling foods, etc. With the experiences and knowledge in entrepreneurship activity, students can utilize their skills after graduating from HEI.

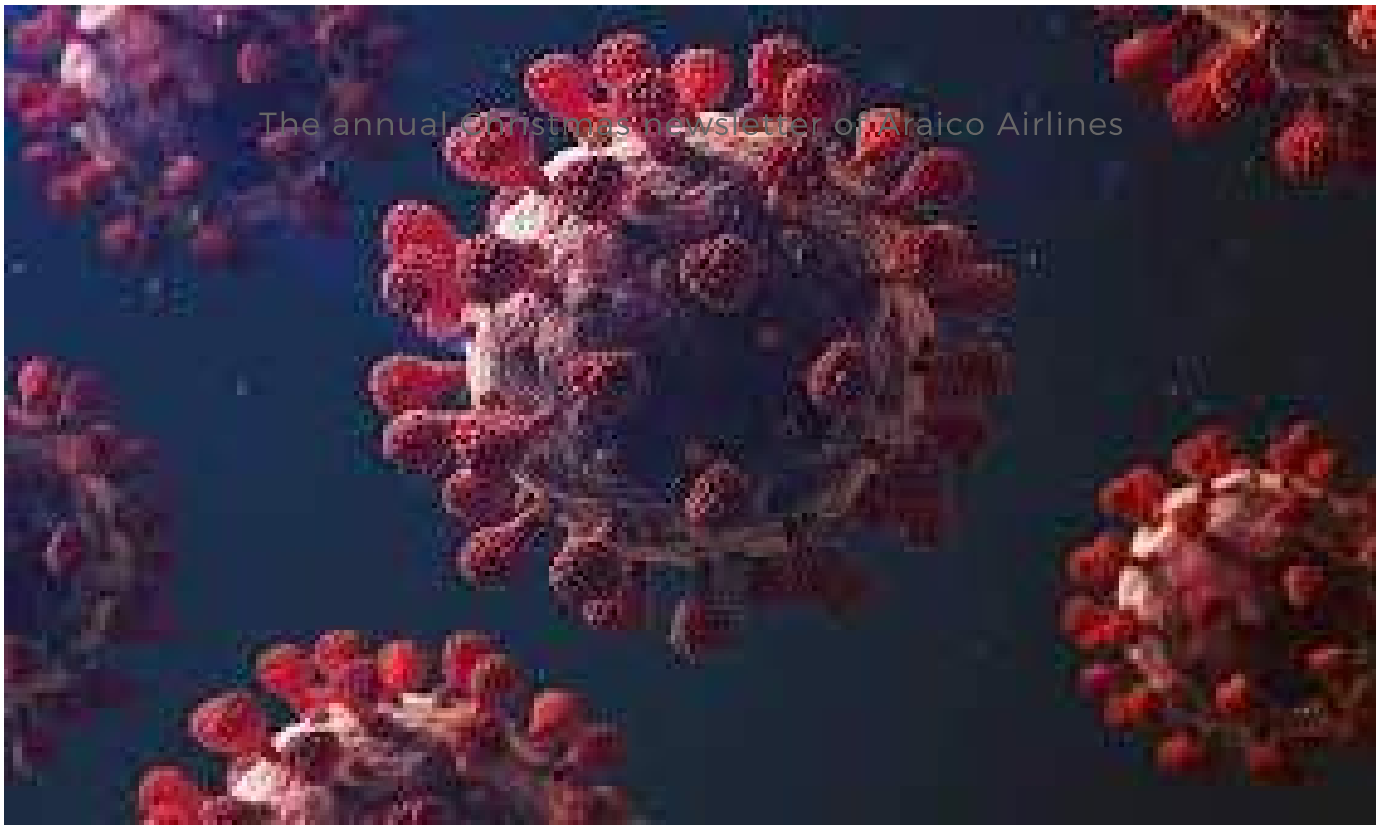
CHANGING FROM A JOB SEEKER TO A JOB CREATOR

Changing from a job seeker to a job creator is not an easy task. All the parties need to work together and enable graduates to become entrepreneurs. The government itself offered several grants and schemes to the graduates to start their businesses. However, the most crucial point is the graduate needs to change their mindset. This is not the same situation anymore. Learn to be a job creator, not a job seeker. You will survive with the entrepreneurship experience, knowledge, and skill of your studies.

"BEING A JOB CREATOR IS FAR MUCH BETTER THAN BEING A JOB SEEKER"

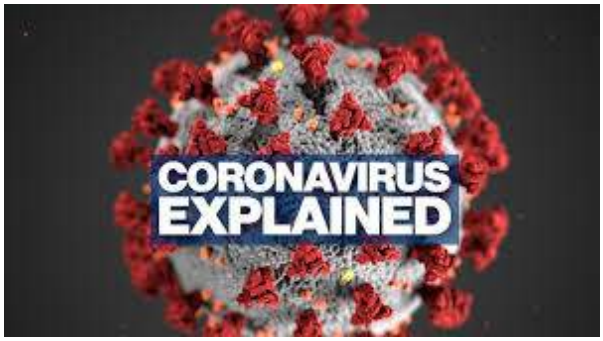
– INZAI WILKISTER–

THE IMPACT OF CORONAVIRUS ON WEALTH MANAGEMENT PLANNING



EFFECT OF CORONAVIRUS

Written by Madam Nor Diyana binti Mohamad Saleh



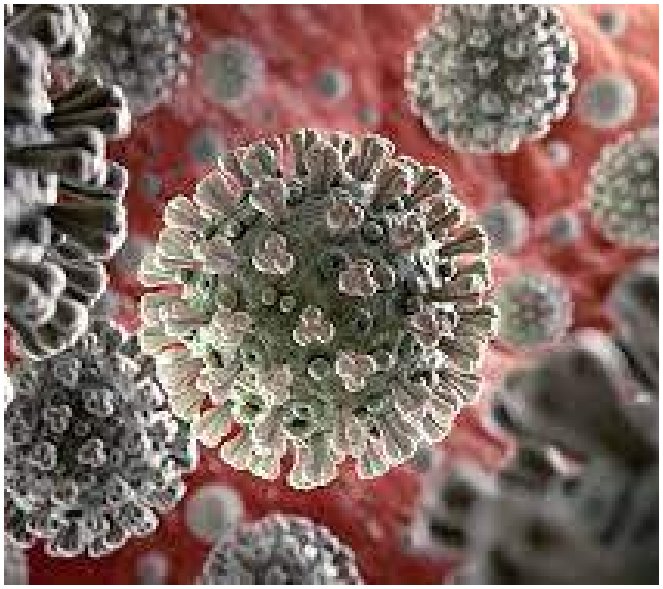
The coronavirus outbreak is, first and foremost, a human tragedy, affecting hundreds of thousands of people. It also has a growing impact on the global economy (Craven, Liu, Mysore, and Wilson, 2020). According to Sauer (2020), the Director of Operations with the Johns Hopkins Office of Critical Event Preparedness and Response and Director of Research with the Johns Hopkins Biocontainment Unit, there is no way of treating the patient Coronavirus (Covid-19), thus making it difficult to be treated.

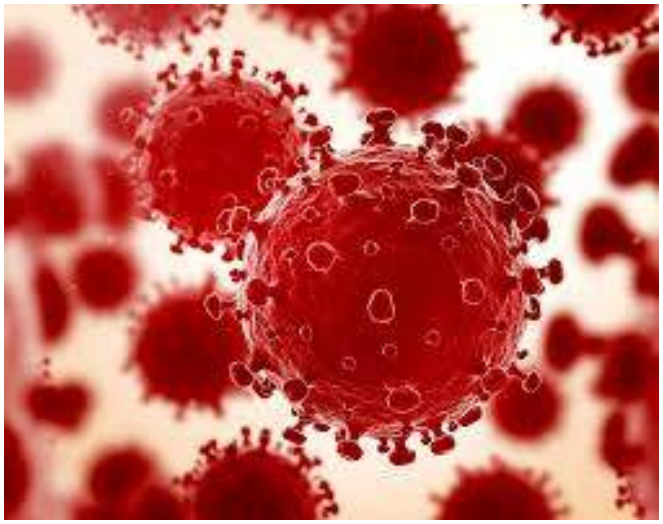
However, based on the recent research conducted by some organizations, a vaccine has been developed to cure those infected by the illness. According to Gallagher (2020), a new vaccine against Covid-19 is nearly 95 percent effective. This data was obtained when half of 30,000 people in the US were given two doses of the vaccine, four weeks apart, and only 11 cases of severe Covid-19 in the trial, but none occurred in immunized people.

WHAT IS CORONAVIRUS?

Written by Madam Nor Diyana Binti Muhamad Saleh

Coronaviruses are a type of virus. There are many different kinds, and some cause disease. A coronavirus identified in 2019, SARS-CoV-2, has caused a pandemic of respiratory illness, called COVID-19.





Nevertheless, the Covid-19 outbreak impacted many aspects as everyone in the world was affected by it, including wealth management planning. Wealth management is simply the science of solving or enhancing someone's financial situation (Prince, 2014). It is a process of managing any substance in life to avoid any economic issues.

When it comes to money, planning needs to be tangible as enough variables can affect wealth planning. Wealth management planning is essential as a protection against financial losses due to events of adversity such as death, total permanent incapacity, critical illnesses, fire, floods, and burglaries (Philip, 2020)

Covid-19 has impacted the way people managing their wealth. People have become more conservative when it comes to investing since Covid-19 happened. There is no tolerance in risk of funding as the level of uncertainty is too high, and, in this situation, cash might seem like more valuable assets than investments. Instead, most people kept their cash for emergency use rather than invest it in avoiding any losses.

Other than that, Coronavirus has impacted the saving habit. Previously, most people did not focus more on putting a large amount of money into their savings account; however, Covid-19 ensured that there will always be a large portion of funds transferred into their savings account. They are trying to eliminate all the unnecessary expenses and try to limit buying habits.

Finally, many people have lost their job due to financial instability experienced by many organizations. The Covid-19 pandemic has a catastrophic effect on earnings, making it difficult for everyone to find a proper way to manage their wealth. Nevertheless, it is becoming everyone's responsibility to protect ourselves from the worst. As unpleasant as it may be to check on the portfolio, there might be changes that can be made which will reduce the damage. It may be conducted by reposition the assets as part of the wealth management planning. Whatever happened, do not hide behind the sofa.

We will survive

#Covid-19

INITIAL PUBLIC OFFERINGS (IPO): A MALAYSIAN OVERVIEW

AUGUST 2021
ISSUE NO. 1

Initial Public Offerings (IPO):

INTIAL PUBLIC OFFERINGS

WORDS BY MADAM NORULBAITI BINTI MOHD NOR

When Indonesia's J&T is considering going public in the US through IPO worth about USD1 billion, the analyst seems to expect that the logistics company's value will go up to USD5 billion. That has happened in the neighboring country. Locally, the same step was taken by Malaysia's giant retailer Mr. DIY Group (M) Bhd. It announced the IPO in October 2020. This company's evaluation was expected to reach RM10 billion afterward. Sounds good. The question is, what is IPO?

IPO or Initial Public Offering is the initial step into bringing a company to public listing where it will get additional capital and funds for the expansion and growth of the company. Other than that, companies sometimes go public to enable existing shareholders to get the monetary return from their investment, to reward their employees with equity, or merely to increase publicity.

Where do Malaysian companies go public? Malaysia's stock exchange market is known as Bursa Malaysia (formerly known as KL Stock Exchange) has comprised of three markets that cater to different sizes of companies. The first category is the Main market which the most prominent industries like manufacturing and oil & gases are listed. Those companies intended to be listed on the Main Market have to meet the requirement of RM 20 million profit after-tax or at least RM 6 million in a very recent financial year. Secondly, the ACE Market (ACE abbreviated from Access, Certainty, and Efficiency) targeted new start-ups seeking more capital for their innovative products. Most technology companies have dominated this market with a low requirement of RM3 Million to RM 4 million profit with outstanding growth potential. The third market is known as the LEAP (Leading Entrepreneur Accelerator Platform) market, which given the opportunity to "Small and Medium Enterprises (SMEs)" to raise funds and capital through its 'advisor-driven' principles. All public companies registered in Malaysia are eligible to enter this market with no minimum profit requirement. Still, there must be a minimum shareholding spread of 10% of the company's ordinary shares upon admission to the LEAP market.

Since IPO has been seen as a huge milestone for companies, it has attracted other new companies or potential growth organizations to have their IPOs. If they are interested, how do they apply for it? The IPO listing process would take between four to nine months, depending on the chosen listing structure. The MAIN and ACE market involved seven (7) processes: pre-submission, submission, regulatory approval, post-approval, IPO launch, listing, and post-listing. On the other hand, LEAP market listing involved three (3) stages: pre-submission, regulatory approval, and listing. The company involved will be given six months to complete the IPO exercise upon approval by the Securities Commission (SC) and Bursa Malaysia. On top of that, please note that the listing process above starts when the company engaged with an adviser. Who is the adviser? This adviser was also known as Lead Adviser/Principal Adviser/Sponsor/ Approved Adviser, who will assist the company in selecting and appointing various relevant professionals and form DDWG (Due Diligent Working Group). DDWG consists of the appointed professionals, including directors and senior management, who will be working together with the lead adviser throughout the listing process.

WHY YOU SHOULD THINK TWICE BEFORE INVESTING IN THEM

Performance of new listings as at Dec 15

COMPANY	MARKET	IPO PRICE (RM)	LISTING DATE	MANAGING UNDERWRITER	SHARES LISTED (MIL)	AMOUNT RAISED (RM MIL)	CLOSING PRICE ON LISTING DATE (RM)	% CHANGE (CLOSING PRICE VS IPO PRICE)	SHARE PRICE ON DEC 15 (RM)	YTD CHANGE (%)
Supergenics Bhd	LEAP	0.20	Jan 6	Thinkat Advisory Sdn Bhd	93.00	5.00	0.28	40	0.30	50.00
Ace Innovate Asia Bhd	LEAP	0.26	Jan 7	TA Securities Holdings Bhd	300.03	10.14	0.33	26.92	0.36	38.46
Powerwell Holdings Bhd	ACE	0.25	Jan 21	Mercury Securities Sdn Bhd	580.55	36.36	0.285	14	0.27	8.00
InNature Bhd	Main	0.64	Feb 20	CIMB Investment Bank Bhd	705.88	113.46	0.655	2.34	0.54	-15.63
Cosmos Technology International Bhd	LEAP	0.28	Mar 9	Mainstreet Advisers	192.38	5.39	0.365	30.36	0.40	42.86
Aco Group Bhd	ACE	0.28	Mar 18	Alliance Investment Bank	300.00	23.24	0.16	-42.86	0.36	28.57
Polydamic Group Bhd	LEAP	0.18	Mar 23	BDO Capital Consultants Sdn Bhd	88.24	2.38	0.2	11.11	0.20	11.11
Reservoir Link Energy Bhd	ACE	0.41	July 15	Kenanga	285.00	36.13	0.515	25.61	0.49	19.51
Ocean Vantage Holdings Bhd	ACE	0.26	Jul 22	M&A Securities	411.00	32.06	0.53	103.85	0.48	84.62
TSC Group Holdings Bhd	ACE	0.23	Jul 23	RHB Investment Bank	360.00	24.84	0.45	95.65	0.55	139.13
Aurora Italia International Bhd	LEAP	0.10	Jul 23	M&A Securities	306.05	3.06	0.18	80	0.10	0.00
RedPlanet Bhd	LEAP	0.18	Aug 4	M&A Securities	159.40	4.38	0.32	77.78	0.325	80.56
Optimax Holdings Bhd	ACE	0.30	Aug 18	Affin Hwang Investment Bank	270.00	21.00	0.685	128.33	0.87	190.00
Samaiden Group Bhd	ACE	0.48	Oct 15	Alliance Investment Bank	210.00	29.35	0.805	67.71	1.52	216.67
Southern Cable Group Bhd	ACE	0.34	Oct 16	MIDF Amanah Investment Bhd	800.00	77.98	0.33	-2.94	0.39	14.71
Aneka Jaringan Holdings Bhd	ACE	0.33	Oct 20	Alliance Investment Bank	538.10	46.16	0.29	-12.12	0.32	-3.03
Mr DIY Group (M) Bhd	Main	1.60	Oct 26	CIMB & Maybank	6,276.60	1,506.38	1.75	9.37	2.86	78.75
Econframe Bhd	ACE	0.28	Oct 27	M&A Securities	325.00	27.30	0.37	32.14	0.59	110.71

BURSA MALAYSIA

What about the current situation? Does pandemic affect the number of listings? Based on the above table published by Bursa Malaysia (theedgemarket.com,2020), about 18 IPOs are listed on Bursa Malaysia in the year 2020. This evidenced that even an unprecedented event like Covid-19 could not deter companies from their listings plan. It showed that the ACE market has the highest listing, followed by LEAP and MAIN market, which indicates that these listed companies are resilient even when facing limitations due to lockdowns.

For upcoming 2021, the IPO listings are looking more vibrant. It is expected to stay active with the potential companies from the healthcare and consumer industry submitting their proposal to banks for selection on the listing process. This is because they had gained their confidence by seeing the business perform during the pandemic, which encouraged them to raise more funds from the investors for the sake of the company's growth.

BECOMING AN INTERNATIONAL STUDENT AT THE UNIVERSITY COLLEGE OF AVIATION MALAYSIA

THE OFFICIAL NEWSLETTER OF THE UNICAM E-BULLETIN

WHY STUDY ABROAD?

INSPIRING READS IN THIS ISSUE:

WRITTEN BY NOORJANA ABDUL RANI

Going abroad gives students global exposure and an opportunity to be independent and to accumulate valuable life experiences. Students will make new friends with an extensive network of students from different parts of the world.

Why Malaysia?

·As international students in Malaysia, a student will be able to study for an international qualification very affordably. The cost of living here is low, allowing students to have a comfortable and affordable lifestyle.
·In addition, international students here will experience diverse cultures and have the chance to travel cheaply around the region.
·According to UNESCO, Malaysia is among the most preferred tertiary education countries among international students, and in 2014, Malaysia ranked as the 12th most preferred education destination in the world.

1.Why UniCAM?

·UniCAM is previously known as Aviation Management College and was established in 2007. It was founded by Captain Ab Manan Mansor (former TUDM pilot).
·We have our campus near Putrajaya and was the first and the oldest aviation university college in Malaysia.
·UniCAM accredited by MQA, Kementerian Pendidikan Malaysia, QAA British, JPA, JPK, and an Authorized Training Centre IATA.
·We are a 100% high employability rate certified by PKIBM, and all our graduates have landed jobs. 50+ of our graduates are working overseas – Dubai, UAE, Sudan, Singapore, etc. Our graduates are earning a minimum of RM2,500.00 for a Diploma qualification in the aviation industry.
·To ensure our graduates are marketable in the industry, UniCAM is applying unconventional teaching methods.
·Since 2016, more than 100 international students study with us from more than 18 countries worldwide.

" Education is the most powerful weapon which you can use to change the world"

PROCESS IN BECOMING AN INTERNATIONAL STUDENT IN UNICAM

The chart below outlines the steps involved in preparing the student to become an international student in UniCAM.

1. Meet the admission requirement

a)Passport with validity must be more than three years – no dubious students, no full of movements & old age.

b)Diploma – minimum requirement : 3 credits including pass Mathematics, English at O level & Science (Biology/Chemistry/Physics/General Science)

c)Bachelor/Degree – minimum requirement: A-Level, Diploma

2. Register inside the UniCAM website https://aviation.edu.my.register/ & marketing team will contact & entertain the students.

3. Choose the right course & fill up the details form provided by the marketing team.

4. Submit relevant documents & registrations fee

a)Copy of student's relevant academic certificate & transcript – in pdf format

b)Copy of passport details (page 1 & 2) – in pdf format

c)Student's photo (passport-sized) in PURE WHITE BACKGROUND - in jpeg format

d)Pay Visa Application Fee + Admission Fee & forward the receipt to UniCAM

5. Candidates will receive a Letter of Offer & health declaration form – fill in both, sign the acknowledgment & forward back to UniCAM.

6. Applying for a Malaysia Students Pass / Visa – UniCAM will apply for a Visa Approval Letter (VAL). Students remain in their country & if their last academic certificate NOT taught and examined in English, they are required to register & sit for the English Test Certificate (IELTS/TOEFL). UniCAM will provide the certificate before they can accept into the college.

7. Once the VAL is ready to download, UniCAM will forward it to students together with the 1st year invoice & students need to pay for it before they can prepare to come to Malaysia.

8. Students need to check with the Malaysian Embassy /consulate in their home country on the visa requirements to enter Malaysia. If they are from a 'visa-required country, they will need to apply for a Single Entry Visa (SEV) from the nearest Malaysian Embassy to enter Malaysia.

9. Buy a flying ticket & forward it to UniCAM, prepare the necessary documents such as the valid passport, SEV (if applicable) & VAL copy.

10. Meet Unicam's representative at the airport's immigration checkpoint to help students with custom clearance.

11. Do post medical check-up and pass the passport to UniCAM's representative for students pass endorsement & Enrol in UniCAM.

DURING THE PANDEMIC COVID-19

There are slightly small changes on the chart during this Pendamic Covid -19

1. 2. 3. 4. 5. = Remain

6. Applying for a Malaysia Students Pass / Visa – UniCAM will apply for a Visa Approval Letter (VAL). Students remain in their country & can start with online study (if provided by Unicam) once the EMGS approval letter can be download & still if their last academic certificate is NOT taught and examined in English, they are required to register & sit for English Test Certificate (IELTS/TOEFL) & provide with the certificate.

7. Once the VAL is ready, the Travel letter also can be download; UniCAM will forward both to students together with the 1st year invoice & students need to pay for it before they can prepare to come to Malaysia & need to bring both letters with them.

8. 9. = Remain

10. Students need to book & pay through MysafeTravel for quarantine, download MySejahtera apps & do a swab test 3 days before departure – students need to follow all the procedures when they arrive at the airport until they reach their quarantine facility.

11. Students get a release letter from quarantine & take a grab to UniCAM.

1. Do post medical check-up and pass the passport to UniCAM's representative for students pass endorsement & Enrol in UniCAM.

SETTLING IN AS A STUDENT OF UNICAM

Starting a new life as a college student can be overwhelming, what more in a different country where students are far from home and their loved ones. Some students may have little difficulty lying on campus, but if they are nervous about fitting in, don't worry, as most students experience some form of 'culture shock' in some form or another. These tips may help ease students' transition and boost their need for an exciting and fulfilling experience as a student.

1) Enroll and attend the orientation session of the student's intake.

2) Stay positive; try talking to others who have been through the same situation.

3) Spend time with other students – from the same country, other countries, and locals – trying to make friends

4) Be flexible and try to adapt to the change – keep an open mind, try to learn about local culture, language & share student's origin culture with others.

5) If in need to talk to someone, try a friend, a senior, the student counselor, advisor or ISO.

6) When doing group work, try to work with different team members each time.

7) Start the assignments early! – it will reduce the stress of worrying about it as the deadlines draw nearer.

8) Plan time so that it has a balanced schedule for studies, campus activities & pleasure.

9) Call home and speak to the family about experiences, both positive and otherwise.

10) Join a social group like a society or a club & better if students can organize their event for a certificate.

11) Ensure students get pointers above 2.00 CGPA & attendance record not low then 80% on every subject every semester.