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INNOVATION
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Ms. Jennifer Hankins

Tulsa Innovation Labs
Managing Director

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Eyes on All Fronts

SDT Industrial Technology

PG 8



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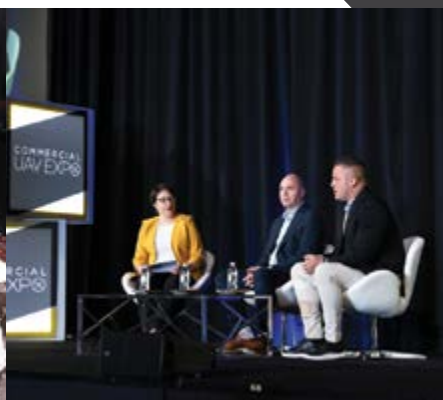


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B. KARTIKEYA

Hello Readers,

The New Frontiers of Drone Power

As 2025 races ahead, the drone industry is hitting a pivotal inflection point—where operational sophistication, security compliance, and rapid deployment converge. From the battlefields of Europe to the tech labs of Tulsa, the drone story is no longer just about airborne capability—it's about integrated ecosystems, resilient supply chains, and mission-critical autonomy.

One standout example comes from the *Eyes on All Fronts* special feature, where a single operator using a rugged triple-display laptop transformed a tense border alert into a precision-coordinated intercept. This isn't sci-fi—it's a working model of how advanced command systems can compress decision cycles from minutes to seconds, saving lives in the process.

On the commercial and regulatory side, Tulsa Innovation Labs Managing Director Jennifer Hankins, in an exclusive interview, outlined how the city's first Green UAS Certification marks a decisive leap for American drone dominance. With ambitions to certify 55–60 companies in the next year, Tulsa is positioning itself as a secure manufacturing and testing hub—complete with BVLOS infrastructure and one of the largest drone test ranges in the country. Her vision: a national network anchored in cybersecurity, advanced manufacturing, and cross-sector collaboration.

The global defense arena is equally dynamic. Redwire's Edge Autonomy Stalker system, now on the DoD's Blue UAS Cleared List, has joined an elite roster of trusted platforms ready for rapid deployment. Meanwhile, Shield AI's V-BAT has been selected by the Netherlands Ministry of Defence for maritime ISR operations, a decision backed by proven performance in Ukraine and NATO exercises.

Industry partnerships are pushing boundaries, too. Blueflite and Airspace Link are tackling drone logistics with integrated route planning and compliance software, promising faster, greener deliveries. In counter-UAS, AirMatrix and Robin Radar's unified stack is showing how AI-driven sensor fusion can shift operations from reactive to predictive, closing the gap between detection and neutralization.

Taken together, these developments signal a clear shift: drones are no longer standalone tools—they're nodes in larger, data-rich networks. Whether securing borders, responding to disasters, or redefining urban air mobility, the winning formula is the same: integrated technology, regulatory alignment, and operational speed.

The sky is getting smarter. And in this race, those who can connect the dots fastest—between air, ground, data, and decision—will own the future of unmanned flight.

Kartikeya

VERSATERM ACQUIRES DRONESENSE FOR PUBLIC SAFETY DRONE OPERATIONS



Versaterm, a leading provider of public safety software solutions, has acquired DroneSense, a platform that enables police, fire, and emergency agencies to manage drone fleets and aerial intelligence operations. The acquisition reflects the increasing role of drones in enhancing situational awareness, improving response times, and ensuring the safety of personnel and communities.

DroneSense's platform integrates real-time video streaming, flight logging, asset tracking, and compliance management. By merging with Versaterm's computer-aided dispatch (CAD) and records management systems (RMS), agencies can coordinate ground and aerial units seamlessly during emergencies.

Versaterm plans to maintain DroneSense's development team and expand its capabilities, focusing on deeper integration with public safety workflows. This will allow agencies to better leverage drone data for incident analysis, evidence gathering, and operational planning.

The acquisition also supports Versaterm's mission to provide end-to-end solutions for public safety agencies, from dispatch to post-event reporting. With drones becoming a standard tool in search and rescue, disaster assessment, and law enforcement, this combined platform is poised to set a new benchmark in integrated emergency response technology.

TELEDYNE FLIR DEFENSE RESPONDS TO DOD DRONE PROCUREMENT DIRECTIVE



Teledyne FLIR Defense has issued a statement supporting the U.S. Department of Defense's updated drone procurement guidelines, which prioritize sourcing from trusted, secure manufacturers. The directive seeks to ensure unmanned systems meet stringent cybersecurity, safety, and operational standards, particularly for defense and federal use.

As a long-time supplier of advanced UAS platforms and imaging solutions, Teledyne FLIR reaffirmed its commitment to producing NDAA-compliant drones within the United States. These drones are widely used for reconnaissance, perimeter security, and tactical support missions in challenging environments.

The company is actively investing in U.S. manufacturing infrastructure, workforce development, and supply chain security to align with the new requirements. This includes expanding domestic component sourcing, increasing in-house production capacity, and enhancing R&D programs for next-generation unmanned systems.

Teledyne FLIR believes the directive will encourage industry innovation while reinforcing national security objectives. By ensuring procurement channels are limited to vetted suppliers, the DoD aims to protect sensitive data, reduce cyber risks, and guarantee the integrity of deployed systems. The company views these measures as critical for maintaining operational readiness and trust in mission-critical technologies.

BLUEFLITE PARTNERS WITH AIRSPACE LINK TO ADVANCE DRONE LOGISTICS

Blueflite, a developer of next-generation cargo drones, has partnered with Airspace Link, a provider of digital infrastructure for unmanned aircraft systems (UAS) traffic management. The collaboration aims to deliver safer, more efficient, and scalable drone delivery services across both urban and rural environments.

Blueflite's cargo drones are designed for high payload capacity, extended range, and fast deployment, making them suitable for sectors such as healthcare logistics, industrial supply chains, and time-sensitive deliveries. Airspace Link's software provides route planning, regulatory compliance checks, and dynamic airspace data, ensuring drones operate within approved flight corridors and avoid restricted zones.



The partnership will initially focus on pilot projects delivering medical supplies, spare parts, and critical goods. By integrating hardware and airspace management tools, the companies aim to reduce delivery times, cut emissions, and lower costs compared to traditional transport methods.

Executives from both firms stress that this collaboration supports the growing demand for rapid, on-demand delivery solutions, while meeting safety and regulatory requirements. Successful pilot deployments could pave the way for a nationwide drone logistics network.

AIRO EXPANDS U.S. MANUFACTURING FOOTPRINT FOR RQ-35 HEIDRUN

AIRO has announced a significant expansion of its U.S. manufacturing operations to increase production of the RQ-35 Heidrun tactical drone. Known for its rugged design, high endurance, and modular payload options, the RQ-35 is widely used in reconnaissance, border surveillance, and tactical missions.

The new manufacturing facility will feature state-of-the-art assembly lines, quality control systems, and testing areas. AIRO aims to accelerate order fulfillment for U.S. defense customers and allied partners, reducing reliance on overseas supply chains. By boosting domestic production, the company expects to cut lead times and enhance operational readiness for end users.

The RQ-35's advanced features include



encrypted communications, quick-deploy folding wings, and the ability to swap payloads in the field — from high-resolution electro-optical sensors to thermal imaging and communications relay modules. These capabilities make it a versatile asset for modern defense operations.

AIRO's expansion will create new

skilled manufacturing jobs and provide specialized training programs for technicians. The company's leadership underscored that this growth aligns with national initiatives to strengthen critical defense manufacturing and supports AIRO's long-term strategy to lead in tactical UAS innovation.

XTEND OPENS U.S. HEADQUARTERS AND PRODUCTION FACILITY IN TAMPA



XTEND, a leading developer of human-guided autonomous drone systems, has officially opened its U.S. headquarters and production facility in Tampa, Florida. This strategic move marks a major milestone in the company's North American expansion, positioning XTEND to meet growing demand for its mission-critical unmanned aerial systems (UAS) across defense, public safety, and industrial markets.

The new facility integrates advanced manufacturing lines, research and development labs, and a training center for customers and partners. XTEND's platforms combine AI-driven autonomy with intuitive human control, allowing operators to execute complex missions remotely with minimal risk. Applications range from counter-UAS operations and hazardous material handling to intelligence gathering and disaster response.

Located near key transportation hubs and military installations, Tampa was chosen for its skilled workforce and logistical advantages. The site is expected to significantly increase XTEND's production capacity, enabling faster delivery schedules and local technical support for U.S. clients. The facility will also serve as a demonstration hub, showcasing the company's latest drone systems in real-world scenarios. XTEND executives emphasized that this investment supports U.S. manufacturing goals and deepens the company's collaboration with defense and homeland security agencies. By combining local manufacturing with advanced R&D, XTEND aims to rapidly adapt its solutions to evolving operational requirements, strengthen domestic supply chains, and contribute to economic growth in the region.

XTI AEROSPACE AND MAGLEV AERO COLLABORATE ON NEXT-GENERATION PROPULSION



XTI Aerospace has entered into a strategic collaboration with MagLev Aero to explore magnetic levitation propulsion technology for advanced aerial vehicles, including heavy-lift drones and eVTOL aircraft. The initiative combines XTI's expertise in aircraft design with MagLev Aero's breakthrough propulsion systems, which promise quieter operation, improved efficiency, and reduced maintenance requirements compared to traditional rotorcraft designs.

The partners aim to develop propulsion solutions that can handle larger payloads with extended endurance while lowering the acoustic footprint — a critical factor for urban air mobility and stealth operations. Magnetic levitation systems have the potential to deliver smoother, vibration-free flight, opening the door for broader adoption in passenger transport, logistics, and defense applications.

Initial project phases will involve feasibility studies, computational modeling, and prototype testing to validate performance gains. Both companies believe that integrating MagLev Aero's propulsion with XTI's advanced airframe designs could set new industry standards for performance, sustainability, and versatility in unmanned and manned aerial systems.

FIRESTORM PARTNERS WITH HP TO ENABLE FIELD-BUILT DRONES



Firestorm has announced a partnership with HP aimed at revolutionizing how unmanned aerial vehicles are manufactured and deployed in the field. The collaboration focuses on integrating HP's additive manufacturing technologies into mobile, expeditionary production units that can be deployed to military bases, disaster zones, or remote locations.

These mobile units will allow operators to produce UAV airframes, components, and spare parts on demand, significantly reducing the time and logistical challenges associated with resupplying from centralized manufacturing facilities. Firestorm's drone design expertise, combined with HP's advanced 3D printing systems, will enable rapid customization to meet mission-specific needs, whether for surveillance, delivery, or emergency response.

The project aims to improve operational resilience, especially in scenarios where supply chains are disrupted. Demonstrations for defense agencies and humanitarian organizations are planned, with the goal of proving the concept's value in real-world conditions.

REDWIRE'S EDGE AUTONOMY STALKER DRONE GAINS BLUE UAS CLEARANCE



Redwire's Edge Autonomy Stalker drone has been officially added to the U.S. Defense Innovation Unit's Blue UAS Cleared List. This certification indicates the platform meets the Department of Defense's stringent cybersecurity, supply chain, and operational standards, allowing it to be procured without the need for waivers or additional vetting.

The Stalker is a long-endurance unmanned system capable of extended missions in challenging environments. It features advanced surveillance payloads, modular components, and a rugged design optimized for both military and intelligence applications. Being on the Blue UAS list provides a procurement advantage, enabling faster deployment by U.S. and allied forces.

Redwire executives highlighted this milestone as proof of the company's commitment to secure, mission-ready drone technology that meets the highest government standards.

DRAGANFLY DELIVERS HEAVY-LIFT DRONE SYSTEMS TO MAJOR TELECOM

Draganfly has completed delivery of specialized heavy-lift drone systems to a leading Fortune-50 telecommunications company. These drones are designed to transport substantial payloads, making them ideal for infrastructure inspection, equipment deployment, and emergency repair operations in remote or disaster-affected areas.

The delivered systems integrate advanced flight control software, high-torque propulsion, and precision navigation for stable operations in diverse weather conditions. They can carry telecommunications hardware, power supply units, and repair kits directly to hard-to-reach locations, cutting downtime during network outages.

This deployment highlights the growing



role of UAVs in maintaining and restoring critical infrastructure, offering faster and safer alternatives

to traditional repair methods.

Eyes on All Fronts

How One Operator, One Drone, and One Rugged Laptop Changed the Outcome



A UAV operator in the field monitors three simultaneous data streams on a rugged triple-display laptop during a night mission.

It was 03:42 when the alarm went off in the border control outpost near El Paso. A sensor trip along a remote ridge had triggered an alert—standard procedure. But the situation that followed would become anything but routine.

Agent Miguel Torres, UAV team leader for Homeland Tactical Response Unit 17, was already slipping into his boots when the mission order hit his encrypted tablet: “Deploy Drone Recon Unit.

Possible unauthorized incursion, sector 4B.”

By 03:55, his response vehicle—a modified SUV packed with gear—was parked just short of the desert edge. He opened the rear doors and unfolded his most trusted

piece of equipment: a rugged triple-display laptop, purpose-built for mobile drone operations. Within sixty seconds, the unit was powered, linked to the drone’s systems, and streaming live.

Mission: Eyes in the Dark

The drone, a mid-sized quadrotor with EO/IR capability, launched silently into the desert sky. Miguel tapped commands on the left screen, watching telemetry data update in real time: altitude 120 meters, battery 87%, heading 243°.

The center display flickered for a moment, then resolved into infrared clarity. Human heat signatures stood out clearly—three figures moving slowly along a dry wash. At first glance, it looked like a standard group of migrants. Miguel tagged the location and

let the system track movement.

Then the right display lit up: tactical chat from the forward intelligence officer.

“Confirmed sighting of armed traffickers in nearby sector. Advise caution.”

His hand moved instinctively, switching to multispectral mode on the center display. The drone’s sensors picked up heat anomalies—metallic reflections. Rifles. Possibly an RPG.

Decisions in Real Time

This is where the triple-display setup proved critical. With no need to toggle between applications or minimize windows, Miguel processed multiple data streams at once:

Left screen: he adjusted drone altitude and zoomed out on the map for wider context.

Center screen: real-time video, enhanced



for night ops, helped him identify weapons and count suspects.

Right screen: he coordinated with border patrol and dispatched a secondary drone for flanking support.

A delay of even 10 seconds—common in setups using external monitors or less integrated systems—could have meant losing visual or missing critical coordination. But everything was synced, stable, and right there.

Outcome: Coordinated Intercept

By 04:16, two response teams converged on the suspects, guided precisely by the drone's visual and positional data. The armed traffickers surrendered without conflict—unaware they'd been tracked and boxed in from 120 meters above.

Back at base, Miguel reviewed the mission footage, annotated threat behavior, and uploaded all encrypted data for post-op analysis—directly from the same rugged unit. One laptop, three screens, zero compromise.

Conclusion: A Tool That Operates at Mission Speed

For Agent Torres, the triple-display laptop wasn't a fancy gadget—it was a force multiplier. "It's like having a command center in a backpack," he says. "I don't have

time to juggle equipment. This lets me focus on the mission."

In the ever-shifting terrain of modern security, where UAV operators are often the first eyes on a developing situation, clarity, speed, and control aren't optional—they're everything.

Sometimes, one screen just isn't enough.

Epilog: This Could Be a Real Story

Stories like Agent Torres' aren't fiction. They're happening every day—often without headlines or recognition. Along remote borders, in conflict zones, above disaster-struck terrain, or deep within urban environments, UAV operators serve as the digital eyes and silent decision-makers of modern missions.

What makes these missions successful isn't just skill or instinct—it's having the right tools. A rugged triple-display laptop isn't about convenience. It's about speed without sacrifice. Clarity without confusion. One operator, one vehicle, one system—capable of commanding the airspace, streaming intel, and coordinating response, all in real time.

While the names and locations in this story have been fictionalized, the technology, the need, and the stakes are absolutely real.

In the next crisis, in the next high-risk intercept, or in the next life-saving mission, it could be your team... your drone... and

your display that makes the difference.

Because sometimes, the future of a mission depends not on what you see—but how many things you can see at once.

Triple Vision: Why Drone Operators Need Rugged Laptops with Three Displays

In today's fast-evolving UAV landscape, where drones are deployed for everything from military surveillance to disaster relief, one piece of equipment is quietly transforming operations on the ground: the rugged triple-display laptop. Far from being a luxury or a gimmick, these all-in-one mobile command centers are becoming indispensable for operators who demand real-time awareness, mission agility, and reliability—especially in the harshest conditions.

Beyond the Single Screen: The Multi-Display Advantage

Drone operators juggle an extraordinary amount of information during a mission. From telemetry data and flight controls to high-resolution video feeds, map overlays, and communication with command units, situational awareness depends on the ability to absorb and process all this information—simultaneously.

A standard single-screen setup simply can't keep up. Switching between applications

adds delay and cognitive strain. That's where triple-display rugged laptops come in: a field-ready solution that unifies control, monitoring, and communication into one deployable unit.

Tactical Display Assignment: One Laptop, Three Missions

Each screen in a triple-display laptop serves a mission-critical role. Operators and analysts can organize their digital workspace based on function, increasing speed and accuracy in high-pressure situations.

Left Display – Flight Control & Navigation
Displays real-time telemetry, route planning, system health, and environmental overlays. Allows immediate adjustments to waypoints and auto-return logic.

Center Display – Live Video Feed & Sensor Analysis

The high-resolution feed from the UAV's EO/IR camera, LiDAR, or radar sensor takes center stage. AI overlays assist with object tracking, facial recognition, or change detection.

Right Display – Command, Coordination & Documentation

Hosts secure comms, tactical software, mission notes, and even live chat with central command or nearby ground units. The result? An uninterrupted operational picture that fuses all inputs—no more toggling between tabs while seconds count.

Field-Ready vs. Fragile: Why Integration Wins

Triple-display laptops aren't just powerful—they're designed for deployment. While some teams attempt to recreate this setup with external monitors, the disadvantages quickly become apparent: With ruggedized specs, these systems withstand vibration, heat, dust, humidity, and even electromagnetic interference—crucial for homeland security, defense, and first-responder missions.

Real-World Applications: Homeland Security to Disaster Relief

In the field, the advantages go beyond convenience—they can mean the difference between success and failure.

FIELD-READY VS. FRAGILE: WHY INTEGRATION WINS

Triple-display laptops aren't just powerful—they're designed for deployment. While some teams attempt to recreate this setup with external monitors, the disadvantages quickly become apparent:

Feature	Rugged Triple-Display Laptop	External Monitors Setup
Portability	Single foldable unit, grab-and-go	Cumbersome, requires power & cabling
Setup Time	Under 0.5 minute	10–20 minutes
Environmental Hardening	MIL-STD-810, IP65 options	Often consumer-grade, fragile
Data Latency	Minimal, single GPU control	Risk of sync issues across outputs
Field Use Feasibility	Designed for mobile ops	Static deployment only

Border Patrol & Surveillance:

Operators monitor real-time drone feeds while cross-referencing heat maps and sensor alerts—without delay.

Disaster Response:

Aerial teams coordinate with ground units, track survivors, and relay data to command centers in real-time from a vehicle-based control post.

Military Reconnaissance:

Forward units operate in mobile shelters, combining UAV telemetry, infrared imaging,

and encrypted communications—all on one portable workstation.

Counter-UAS Operations:

Homeland Security teams use the triple-display system to monitor radar, visual tracking, and jamming interfaces simultaneously.

From Operator to Commander—Anywhere

In essence, a rugged triple-display laptop transforms a drone operator from a screen-watcher to a mission commander. It offers

a tactical advantage that is mobile, field-proven, and scalable across operations of every kind.

As UAV deployments continue to grow in complexity, so must the tools we use to control them. The triple-display rugged laptop isn't just an accessory—it's the backbone of the modern drone ground control station.

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XQ-67A DEMOS AUTONOMY AND DATALINK INTEROPERABILITY DURING HIGH DESERT FLIGHT TEST

A FRL's XQ-67A, a second-generation Autonomous Collaborative Platform (ACP), successfully demonstrated integration of government reference autonomy during a recent flight test in the California High Desert.

The flight showcased the integration of government-owned autonomy on the XQ-67A, paired with active tactical datalink communications, to enable dynamic mission execution and real-time coordination with both crewed and uncrewed systems. The event marked a major milestone in advancing scalable, modular autonomy and seamless interoperable crewed-uncrewed teaming (C/U-T).

"This successful test underscores the Department's commitment to fielding autonomous systems that can integrate into joint operations using existing tactical networks," said Mike Atwood, Vice President of Advanced Programs for General Atomics Aeronautical Systems, Inc. (GA-ASI). "Government owned autonomy on the XQ-67A is a concrete step



toward deployable, combat-relevant autonomy that works with and alongside crewed platforms."

During the flight, the XQ-67A executed test points to validate the integration of mission systems on the aircraft, including autonomy, mission computing,

networking, power and thermal management, and datalinks. Through a tactical datalink, the aircraft received real-time updates and situational data, giving it the ability to coordinate seamlessly with crewed aircraft and other autonomous systems in the future.

The XQ-67A platform, built by GA-ASI under contract with AFRL, plays a critical role in exploring the platform sharing approach to achieving scalable affordable mass. Its performance in this flight test advances the Air Force's vision for an integrated autonomous force that can support and augment current and future crewed platforms.

The successful demonstration in the high desert highlights the promise of combining government-owned autonomy with proven tactical communications infrastructure. This approach accelerates technology transition and supports AFRL learning objectives regarding the integration of mission systems within the context of the highly relevant XQ-67A testbed.

HII and Hitachi Lock In Multi-Year REMUS 300 UUV Production Agreement

HII (NYSE: HII) announced the order from Hitachi, Ltd. (Hitachi) for more than a dozen REMUS 300 small uncrewed undersea vehicles (SUUVs) under a program that will deliver the vehicles over multi-years.

HII's REMUS 300 platform is a modular, open-architecture SUUV engineered for multi-mission adaptability and was the commercial basis for the U.S. Navy's Lionfish program.

The procurement by Hitachi builds on a long-standing relationship with Japan, an important U.S. ally in the Pacific region. The REMUS 300 platform is in service with several nations worldwide and offers critical interoperability with partner and allied forces.

"This procurement represents a key sale milestone for the REMUS 300 commercial program," said Duane Fotheringham, president of Mission Technologies' Uncrewed Systems business group. "We greatly appreciate the confidence Hitachi has placed in us. The success of our commercial REMUS 300 vehicles is a result of our work in the international markets and the high confidence our customers place in REMUS products. These vehicles deliver critical mine-hunting capabilities and flexible payload options to our allies and partners."



1ST EU-LEVEL OPEX CAMPAIGN TESTS UAV AND UGV SYSTEMS IN ITALY

Six European defence companies gathered near Rome to demonstrate unmanned aerial and ground systems as part of the European Defence Agency's (EDA) first-ever European Defence Innovation Operational Experimentation (OPEX) campaign. The live demonstration took place under the umbrella of the Hub for EU Defence Innovation (HEDI), at the Italian Army's Multifunctional Experimentation Centre (CEPOLISPE) in Montelibretti, Italy.

Crucially, this marks the first operational experimentation coordinated at EU level. While similar initiatives have taken place nationally, OPEX introduces a new model of cross-border collaboration among Member States.

"Security, warfare, and technology are changing at an accelerating pace. The war in Ukraine reshaped our understanding of defence innovation, compressing years of development into weeks through rapid prototyping, adaptability, and tight collaboration among armed forces, engineers, and civilians. So, defence innovation is no longer optional, nor a long-term ambition," said André Denk, EDA's Chief Executive, during the Distinguished Visitors' Day. "Accelerating innovation from the lab to the field is our ticket to operational relevance."

The OPEX campaign embodies HEDI's ambition to bridge the gap between promising innovation and real-world military capability. By testing unmanned aerial and ground systems in realistic operational conditions, OPEX offers a way for Member States, industry and end-users to jointly test, evaluate and refine technologies. That helps to overcome the "valley of death" where innovations often fail to reach operational use. Unlike traditional demonstrations, OPEX reflects a shift toward experimentation as a strategic tool. It generates critical insights into operational concepts, training requirements and interoperability challenges – supporting long-term



defence planning. From autonomous systems and drones to electronic interference platforms, the campaign reflects EDA's commitment to accelerating the uptake of emerging capabilities.

Weeks of field testing: The campaign unfolded in several phases of increasing complexity, from the evaluation of individual systems to fully integrated, cross-domain operations using unmanned aerial systems (UAVs) and unmanned ground systems (UGVs). The six companies – Portugal's BEYOND VISION, ALTUS LSA of Greece, Austria's SCHIEBEL, ALYSIS of Spain, PIAP of Poland and Germany's ARX ROBOTICS – carried out simulations of coordinated tactical missions, focused on autonomous logistics under conditions closely mirroring real-life scenarios.

The final phase of the campaign tested these systems further in demanding, multi-domain environments, providing insight into how advanced technologies can be integrated into future military operations and force structures.

The Distinguished Visitors' Day event brought together high-level representatives, including EDA's Denk, Director of CEPOLISPE Brigadier General Pierpaolo Dotoli, Italian National Armaments Director (NAD) Admiral Giacinto Ottaviani, and Italy's Deputy NAD Luisa Riccardi.

EDA's Director for Research, Technology and Innovation, Nathalie Guichard outlined HEDI's mission to accelerate defence innovation across the EU.

OPEX campaigns will become a multi-annual effort under HEDI. Future editions, hosted by various Member States, will expand in scope and complexity, covering a wider range of emerging technologies. They will feed directly into EU defence planning, helping ensure that innovation is translated more rapidly and effectively into operational capability. The OPEX support team is a consortium led by French company EXTENSEE. It helped in the design and execution of the OPEX campaign in collaboration with EDA and the Italian authorities.

EDA awarded contracts across six specialised categories, following a competitive procurement process launched in July 2024:

- Low-Cost Attributable UAS – BEYOND VISION (Portugal)
- Vertical Take-Off and Launch (VTOL) UAS – ALTUS LSA (Greece)
- Heavy Lift VTOL UAS – SCHIEBEL (Austria)
- Low-Cost Attributable UGS – ALYSIS (Spain)
- Medium Wheeled Logistical UGS – PIAP (Poland)
- Medium Tracked Logistical UGS – ARX ROBOTICS (Germany)

OMBRA SECURES IWTSO CONTRACT FOR RF SENSING SYSTEM

Ombra LLC announces it has been awarded a contract by the Irregular Warfare Technical Support Directorate (IWTSO) in the amount of \$1,174,484.00 to develop EAGLE (Early Airborne Ground Layered Evaluation) for RF transmitter detection. The contract started in November 2024 and focuses on developing an advanced RF sensing and geolocation system for small unmanned aerial



systems (UAS), designed to detect and localize enemy radar and RF transmissions across a wide frequency range, enhancing electronic warfare and situational

awareness for Special Operations Forces missions.

"EAGLE represents a paradigm shift in Special Operations capability—our breakthrough RF sensing technology doesn't just enhance missions, it redefines what's possible in the most critical scenarios where failure is not an option. This isn't incremental improvement; this is the future of tactical superiority." – Michael Fieldson, Founder and President of Ombra.

LATEST GA AUTONOMOUS JET DEMO FEATURES LIVE AIR-TO-AIR ENGAGEMENT CAPABILITY



General Atomics Aeronautical Systems, Inc. (GA-ASI) and General Atomics Integrated Intelligence, Inc. (GA-Intelligence) successfully completed a groundbreaking demonstration on July 8, integrating technologies across multiple affiliates to showcase long-range kill chain effects, including an autonomous air-to-air engagement. The flight integrated local and global sensor fusion to deliver real-time situational awareness and autonomous tasking to an airborne MQ-20 Avenger® through the Tactical Autonomy Core Ecosystem (TacACE) to close the kill chain and showcase the system's maturity and operational readiness for the warfighter.

The event featured the integration of a Collaborative Combat Aircraft (CCA), a fully compliant government owned autonomy implementation, and beyond-line-of-sight (BLOS) Command and Control (C2). The MQ-20 unmanned jet, furnished by GA-ASI, acted as a CCA surrogate in a sensor Emission Control (EMCON) environment. It was operated autonomously and controlled using distributed-edge C2 nodes powered by Optix. C2 and Omniview software. Optix.C2, a product from General Atomics-Intelligence, provided low-latency, localized C2 functionality

while remaining networked to the broader operational picture, enabling real-time coordination across multiple domains.

Dr. Brian Ralston, President of GA-Intelligence, applauded the joint effort. "This demonstration illustrates the value of integrating cutting-edge and proven technologies across the GA enterprise. The Optix data platform and C2 capability enable rapid integration and experimentation to address critical DoD and IC needs."

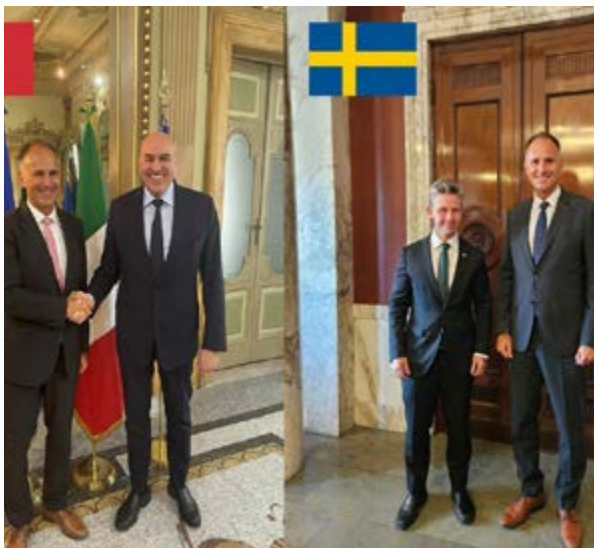
General Atomics successfully fused space-based sensing and tactical sensing with the C2 node during the flight, giving the aircraft access to a complete real-time threat picture for enhanced onboard autonomous decision-making. The demonstration also included live coordination of Intelligence, Surveillance, and Reconnaissance (ISR) and kinetic tasking through a unified operator interface capable of deployment in virtually any cloud environment. During the exercise, the live MQ-20 aircraft autonomously patrolled a designated Combat Air Patrol (CAP) zone, leveraging off-board sensors to demonstrate how passive collection techniques can inform autonomous platforms in real time. Four CCA surrogates — one live and three virtual — were directed by an operator to investigate

multiple targets of interest. Upon identifying them as threats, the operator issued a command to initiate the BLOS engagement. The autonomous systems maneuvered into position, simulated missile launches, assessed battle damage, and returned to CAP without additional operator input.

"This demonstration represents a substantial leap in autonomy and human-machine interfaces that are critical to the warfighter in the near-peer fight," said Michael Atwood, Vice President of Advanced Programs at GA-ASI. "By integrating Optix.C2 with TacACE, we're delivering a system that not only operates at the tactical edge but also enables rapid decision-making and execution across the battlespace. This is the future of warfare — scalable, autonomous systems that empower the warfighter to dominate at range."

GA-ASI continues to develop and validate autonomy products that deliver scalable, collaborative aircraft behavior with minimal operator input. GA-Intelligence provided multi-sensor global fusion and engagement orchestration algorithms and interfaces. This latest milestone expands the company's autonomy portfolio with access to a complete threat picture while advancing critical-edge C2 capabilities and intuitive operator interfaces.

Strengthening Ties With EDA's Shareholders, EU Member States



Less than two months since its appointment as EDA Chief Executive, André Denk has started touring Member States to discuss their respective defence priorities and EDA's pivotal role in serving its Member States' interests and leveraging defence and capability development cooperation in the European Union.

Earlier this week, Chief Executive Denk visited Sweden and Italy – where he met with the Ministers of Defence of both countries, as well as top national defence authorities.



Sweden : In Stockholm, he met with Minister of Defence Pål Jonson and with the Chief of Defence, General Michael Claesson. He also visited the Swedish Defence Research Agency (FOI), the Swedish Defence Material Administration (FMV), and the Swedish Armed Forces. Discussions revolved around Sweden's ongoing priorities and EDA's concrete support to Member States in innovation, capability development, and joint procurement.



Italy : In Rome, he met with Minister of Defence Guido Crosetto, National Armaments Director Admiral Giacinto Ottaviani, Chief of Defence General Luciano Portolano, and Deputy Chief of Defence General

Del Bene. Discussions focused on reinforcing cooperation in defence, aligning industrial and technological priorities, and advancing European strategic autonomy.

During his trip to Rome, André Denk also presented the results of the first-ever Operational Experimentation (OPEX) campaign dedicated to unmanned systems – i.e. UAVs and UGVs – for cross-domain logistics at the Italian Army's multifunctional experimentation centre, CEPOLISPE.

EDA's Chief Executive will travel to other Member States in the coming weeks.

ROBOTICAN ANNOUNCES DELIVERY OF DOZENS OF ROOSTER HYBRID DRONE SYSTEMS TO EUROPEAN SPECIAL FORCES



Robotican, a leading Israeli pioneer in the development of autonomous robotic and drone technologies, proudly announces the successful delivery of dozens of ROOSTER hybrid drone systems to European special operations forces, intervention units, and infantry teams.

These deliveries represent a significant operational milestone for Robotican's flagship system. Building on this momentum, the ROOSTER has recently secured official NATO registration, reinforcing its status as a trusted solution that meets the requirements and standards of NATO military forces.

The ROOSTER is a compact, hybrid tactical drone that merges aerial agility with robotic ground mobility, making it uniquely suited for indoor, subterranean, and GPS-denied environments. Its ability to rapidly shift between flying and rolling allows for energy-efficient operation in complex and confined spaces. The integrated protective cage enables a unique robotic rolling capability, allowing the ROOSTER to maneuver across challenging terrains and access confined areas that are inaccessible to conventional drones. The system is capable of extended missions, with a typical 90 minutes of overall active operation and up to 5 hours in standby mode. It features robust MESH communication that enables up to three ROOSTER units to work together as a team—even in environments with no external communication. The Rooster is equipped with a built-in day/night IR sensitivity camera and visible/IR illuminators.

Designed for flexibility, the ROOSTER supports a range of swappable sensor payloads, including thermal imager, oxygen and radiation detectors. These capabilities make it ideal for a wide range of missions, including tactical reconnaissance, urban search & rescue, hazardous materials response and industrial safety inspections. Lightweight, rugged, and operable by a single user, the system can be deployed quickly from a tactical backpack, offering forces immediate situational awareness with minimal exposure.

"The ROOSTER was developed as a strategic response to the growing need for precise intelligence in challenging environments where access is limited and situational awareness is critical" said Hagai Balshai, CEO of Robotican. "By enabling forces to gather critical data before operational breach, it significantly reduces risk and enhances mission planning. Its adoption by the Israeli Ministry of Defense and Home Front Command, alongside elite European & US

Special Operation Forces, reflects its field-proven value. NATO registration further positions the ROOSTER as a trusted asset for allied operations in the modern battlespace."

REDWIRE ANNOUNCES ADDITION OF THE EDGE AUTONOMY STALKER UNCREWED AERIAL SYSTEM TO DOD'S BLUE LIST OF APPROVED DRONES

Redwire Corporation a global leader in aerospace and defense technology solutions announced that the Stalker uncrewed aerial system (UAS), developed by Redwire's wholly owned subsidiary Edge Autonomy, has been granted an Authority to Operate (ATO) and is now on the Defense Innovation Unit (DIU) Blue UAS List.

The DIU Blue List contains technology vetted and approved by the Department of Defense (DoD) authority for universal use across government agencies. Drones on the DIU Blue List are subject to rigorous testing to ensure they meet stringent cybersecurity, NDAA-compliance, and operational requirements. This process ensures that the necessary technology is in place to maintain and promote national security while addressing operational challenges at speed and scale.

"The Blue List selection is an important recognition that streamlines Redwire's ability to deliver combat-proven, commercially developed UAS technology at scale to meet the Department of Defense's evolving mission needs," said Peter Cannito, Chairman and CEO of Redwire. "As the White House looks to advance the domestic commercialization of UAS technologies at scale and ramp up domestic production, Redwire is positioned at the forefront of strengthening our nation's drone industrial base and delivering unmatched capabilities to the U.S. warfighter.

Edge Autonomy, a wholly owned subsidiary of Redwire, specializes in delivering innovative autonomous



systems, advanced optics, and resilient energy solutions that are being used by the DoD, U.S. Federal Civilian Agencies, and allied governments. With nearly four decades of technology heritage and manufacturing expertise, Edge Autonomy's experienced team delivers proven solutions based on real-world mission needs.

"We recently had the honor of participating in the DIU Blue fly-off to add our advanced Group 2 Stalker UAS to the Blue UAS Cleared List" said Steve Adlich, President of Edge Autonomy. "This milestone creates opportunities for larger and more complex Group 2 UAS and highlights the trust that the U.S. Government has in our technology. The Stalker system is a field-proven aircraft with hundreds

of thousands of flight hours across six continents. It is designed with a Modular Open Systems Approach (MOSA), which has enabled us to work alongside our customers to ensure each system can integrate the third-party sensors and advanced technology required to rapidly evolve operations to meet emerging mission needs around the world."

With nearly two decades of flight operations around the world, the Stalker UAS is a secure, battle-proven solution for ISR missions in all environments. The addition of the Stalker UAS to the DIU Blue list will enable more government agencies and operational units to gain access to this cutting-edge system.

BELL TO BUILD X-PLANE FOR PHASE 2 OF DARPA SPEED AND RUNWAY INDEPENDENT TECHNOLOGIES (SPRINT) X-PLANE PROGRAM

Bell Textron Inc., a Textron Inc. company, has been down-selected for Phase 2 of Defense Advanced Research Projects Agency (DARPA) Speed and Runway Independent Technologies (SPRINT) X-Plane program with the objective to complete design, construction, ground testing and certification of an X-plane demonstrator.

"Bell is honored to have been selected for the next phase of DARPA's SPRINT program and is excited to demonstrate a brand-new aircraft with the first-ever stop/fold technology," said Jason Hurst, senior vice president, Engineering. "This is an achievement we've been working towards for over 10 years, as we've leveraged our nearly 90-year history of X-plane development to bring new technology to our warfighters."



The goal of the program is to provide these aircraft with the ability to cruise at speeds from 400 to 450 knots at relevant altitudes and hover in austere environments from unprepared surfaces. In Phase 1A

and 1B, Bell completed conceptual and preliminary design efforts for the SPRINT X-plane. Phase 2 includes detailed design and build culminating in flight test during Phase 3.

In preparation for X-plane development, Bell has completed significant risk reduction activities including demonstrating folding rotor, integrated propulsion, and flight control technologies at Holloman Air Force Base as well as wind tunnel testing at the National Institute for Aviation Research (NIAR) at Wichita State University. Bell has a rich history of breaking barriers and high-speed vertical lift technology development, pioneering innovative VTOL configurations like the X-14, X-22, XV-3 and XV-15 for NASA, the U.S. Army and U.S. Air Force, and continues to build on the legacy of the Bell X-1.

SHIELD AI V-BAT SELECTED BY NL MOD TO EQUIP NAVY AND MARINE CORPS



Shield AI, the deep-tech company building state-of-the-art autonomy software products and defense aircraft announced that the Netherlands Ministry of Defence has procured eight V-BAT unmanned aircraft systems to enhance maritime intelligence, surveillance and reconnaissance (ISR) operations for the Royal Netherlands Navy and Marine Corps.

The deal was publicly announced at the 'Maritime Uncrewed' event hosted by the Royal Netherlands Navy in Den Helder, where officials highlighted the V-BAT acquisition as part of a broader effort to modernize the force. The decision to procure V-BAT reflects a decisive and focused push to field battle-proven, autonomy-enabled systems capable of operating in contested environments and without reliance on GNSS for navigation or mission execution.

From left: Ryan Tseng, co-founder and chief strategy officer at Shield AI; Vice Adm. René Tas, commander of the Royal Netherlands Navy; Vice Adm. Jan Willem Hartman, Netherlands national armaments director and commander

of the Materiel and IT Command (ComMIT); and Commodore Frank Lenssen, director of operations, Royal Netherlands Navy. Photo taken at the Maritime Uncrewed event hosted by the Royal Netherlands Navy in Den Helder.

This Navy's decision was informed in part by V-BAT's demonstrated success in Ukraine – where the platform is executing long-range, long-endurance ISR and targeting with complete independence from GNSS. V-BAT also conducted a successful month-long flight trial during NATO's REPMUS 2024 exercise, where V-BAT conducted maritime ISR operations aboard the HNLMS Johan de Witt. That event helped validate the system's shipboard performance and informed the Dutch Ministry's decision-making process.

"V-BAT was built for the types of missions the Dutch Navy and Marine Corps are preparing for—dynamic, distributed, and high-stakes," said Brandon Tseng, Shield AI's President and Co-founder. "It's operational today, proven in the most demanding combat environments, and

delivers mission-critical capabilities unmatched by any other system. The Netherlands has a strong reputation for fielding cutting-edge capabilities quickly and effectively, and it's great to see them join a growing list of U.S. allies and partners choosing V-BAT for its flexibility, performance, and mission readiness."

The V-BAT is the only single-engine ducted-fan vertical takeoff and landing (VTOL) unmanned aircraft system (UAS) operationally deployed across multiple regions worldwide. Its compact footprint and ability to launch and recover in confined spaces make it ideal for shipborne and austere environments, ensuring flexibility and resilience in complex missions. V-BAT has earned its reputation for reliability, operating with impunity in GPS-denied and comms-contested environments. Its proven performance in regions like Ukraine, the Black Sea, and the Indo-Pacific demonstrates its ability to withstand advanced electronic warfare threats that have grounded many traditional drones.

BELGIAN AIRCREW COMPLETES MQ-9B TRAINING



The first Belgian aircrew has completed training to operate the world's leading remotely piloted aircraft (RPA): the MQ-9B SkyGuardian®. General Atomics Aeronautical Systems, Inc. (GA-ASI), designer and developer of the MQ-9B, provided the extensive aircrew training that culminated at GA-ASI's Desert Horizon test facility in El Mirage, California, following stops in Belgium and GA-ASI's Flight Test & Training Center in North Dakota.

"Providing all-encompassing training for the aircrews of our customers goes hand-in-hand with delivering the world's most capable RPA," said GA-ASI President David R. Alexander. "Completing this training ensures that Belgium is ready and able to operate their MQ-9Bs and maximize the benefits that come from long-range, high-endurance RPA."

The scope of the training is focused on the foundational skills required to operate the MQ-9B SkyGuardian air vehicle and its equipment, including the Multi-Spectral Targeting System (MTS), Synthetic Aperture Radar (SAR), Mission Intelligence Station (MIS), and System for Tasking and Real-Time Exploitation (STARE). Training involves building solid foundations for both normal and emergency operations in Intelligence, Surveillance, and Reconnaissance (ISR) systems, instrument flying, and Automatic Takeoff and Landing Capability (ATLC) and more.

The first flight of Belgium's initial MQ-9B aircraft took place in February. That aircraft will soon complete Acceptance Test Procedures and is expected to be in Belgium before the end of September. It's the first of a four-aircraft purchase by the Belgian Ministry of Defence. The Foreign Military Sale to Belgium also includes two Certified Ground Control Stations.

MQ-9B is the world's most advanced RPA system, delivering exceptionally long endurance and range – with ATLC under pole-to-pole SATCOM-only control – and will be able to operate in unsegregated airspace using the GA-ASI-developed Detect and Avoid system. MQ-9B includes the SkyGuardian and SeaGuardian® models, with multiple deliveries made to the U.K.'s Royal Air Force (Protector), as well as orders from Canada, Poland, Japan, Taiwan, India, and the U.S. Air Force in support of the Special Operations Command. MQ-9B has also supported various U.S. Navy exercises, including Northern Edge, Integrated Battle Problem, and Group Sail.

ROYAL NORWEGIAN MOD SELECTS SKYDIO X10D AUTONOMOUS DRONES IN 101 MNOK (\$9.4M USD) INITIAL TENDER



Skydio, the leading Western drone manufacturer and world leader in autonomous flight, has been awarded an initial tender totaling 101 million Norwegian Kroner (approximately \$9.4M USD) to supply autonomous small uncrewed aerial systems (sUAS) to the Royal Norwegian Ministry of Defence. In partnership with Oskar Pedersen AS, a Norwegian defense and security product supplier, the company has begun delivering X10D systems to the Norwegian Armed Forces.

"Norway has been at the forefront of adopting advanced technology for defense, and we're proud to support their armed forces with our X10D platform. X10D is the small UAS of choice for Western militaries, with onboard AI, autonomy, powerful sensors, and survivability in contested environments," said Adam Bry, CEO and co-founder Skydio.

The Arctic and High North present unique challenges that demand superior technical capabilities. Engineered and ruggedized for the harshest environments, the Skydio X10D platform is capable of delivering critical operational advantages through:

- Unparalleled sensor technology, advanced autonomous navigation, and a modular, open architecture that is critical for the dynamic nature of military needs

- Cold-weather operation certified to -20°C, enabling year-round deployment across Norway's varied terrain

- Advanced autonomous navigation with Skydio NightSense™ for reliable operation in the extended darkness of Nordic winters

- Resilience and survivability in the face of electronic warfare, enabling reliable control and data transmission even in contested environments

"We are proud to deliver the X10D to the Norwegian Armed Forces in close collaboration with Skydio. The X10D platform provides a new capability and will prove to be a valuable operative asset to the armed forces," said Truls Oskar Pedersen, CEO Oskar Pedersen.

Skydio X10Ds have some of the best sensors on the market, which enable the system to efficiently gather and share information. This drone will be a valuable supplement for information gathering for the Norwegian Armed Forces.

TERMA AND ODD SYSTEMS ENTER STRATEGIC PARTNERSHIP TO DEVELOP AI-POWERED DRONE INTERCEPTOR

Terma Group, Denmark's largest defense technology company, announces a new partnership with Ukrainian drone and camera manufacturer Odd Systems to co-develop a low-cost, AI-powered autonomous drone interceptor.

Terma will supply its high-end sensor and situational awareness technologies to Odd Systems' combat-proven drone platforms. The collaboration brings together the best of Western defense engineering with Ukrainian battlefield innovation.

As Denmark's largest defense company operating across air, sea, land, and space, Terma brings decades of expertise in mission-critical technologies. Terma is known for its strength in systems integration, advanced sensors, electronic warfare, and surveillance solutions.

Odd Systems contributes deep experience from the frontlines of modern warfare, particularly in FPV drones and thermal camera systems. By merging these competencies, the two companies will develop a robust suite of drone interceptors capable of identifying, tracking, and autonomously neutralizing diverse aerial threats - from FPV and ISR copters (e.g., Mavic) to fixed-wing reconnaissance and long-range strike drones like the Shahed.

"We are proud to partner with Odd Systems, whose innovation and battlefield-proven platforms are a testament to the strength of Ukrainian engineering.



They have demonstrated extraordinary capabilities under extreme conditions and at a pace and cost unmatched by Western manufacturers. Together, we can integrate best-in-class technology with agile, combat-adapted drone platforms to accelerate the evolution of future air combat capabilities. Collaborating with them is the smartest and most effective way forward," said Filip Rensch-Jacobsen, Vice President at Terma.

Also at Odd Systems, the team is enthusiastic about the collaboration and the strategic value it brings.

"It is our pleasure to work with Terma, a team so professional and so dedicated to making the sky above Europe safe from any intruding drones. We look forward to developing a robust autonomous interceptor platform. Such cooperation between the teams from Ukraine and

the EU are crucial for the future of European security," said Yaroslav Azhnyuk, co-founder of Odd Systems.

As the nature of warfare changes, so too does the architecture of defense. Terma's approach views drones not merely as weapons, but as modular platforms - similar to fighter aircraft—where mission effectiveness depends entirely on the integrated capabilities. With decades of experience delivering sensor and mission system solutions for platforms such as the F-16 and F-35, Terma now brings these same advanced technologies to drone warfare.

This collaboration also underscores the importance of European defense cooperation and technological resilience. It is a step towards a more agile, secure, and interconnected defense landscape for Europe.

SCHIEBEL CAMCOPTER S-100 DEMOS CROSS-DOMAIN LOGISTICS CAPABILITIES DURING EDA'S INAUGURAL OPEX CAMPAIGN

Schiebel's CAMCOPTER® S-100 Unmanned Air System (UAS) successfully participated in the European Defence Agency's (EDA) first-ever Operational Experimentation (OPEX) campaign, showcasing its autonomous cross-domain logistics capabilities in a complex, simulated operational environment.

Held over five weeks at the Italian Army's Multifunctional Experimentation Centre (CEPOLISPE) and UTTAT (Ufficio Tecnico Territoriale Armamenti Terrestri di Nettuno), the campaign brought together six leading European defence companies to showcase the performance of Unmanned Air and Ground Systems (UAS and UGS) executing autonomous logistics missions across both the aerial and terrestrial domains. The event marked a significant step in fostering innovation and interoperability within the European defence landscape.



Schiebel's CAMCOPTER® S-100 conducted multiple daily logistics missions using an underslung cargo net, successfully transporting suspended cargo of more than 50 kg under challenging battlefield conditions. The UAS consistently demonstrated its robustness, reliability, and mission effectiveness - even when exposed to degraded communications, adverse weather, and contested

operational environments.

"We are proud to have contributed to this important initiative led by the European Defence Agency," said Hans Georg Schiebel, Chairman of the Schiebel Group. "The S-100's proven operational track record, combined with its autonomous logistics capability, underscores its value as a force multiplier in multi-domain operations."

DENMARK BUYS 4 MQ-9B SKYGUARDIANS FROM GA-ASI



Denmark and the NATO Support and Procurement Agency (NSPA) have announced the procurement of four MQ-9B SkyGuardian® Remotely Piloted Aircraft (RPA) from General Atomics Aeronautical Systems, Inc. The purchase includes three Certified Ground Control Stations.

Denmark joins a growing list of European countries that have selected MQ-9B for its multi-domain capabilities with exceptionally long range and endurance. The platform provides pole-to-pole satellite control and de-icing capabilities to enable missions in the harsh conditions of the Arctic in support of Denmark and its NATO Allies. Additionally, MQ-9B's in-house-developed Detect and Avoid System aids MQ-9B's ability to fly in unsegregated airspace for domestic civilian operations, making it highly versatile for operations from Denmark.

MQ-9B recently became the first large remotely piloted aircraft to obtain a Military Type Certificate (MTC) from the UK's Military Aviation Authority, certifying its safe operation without geographic restrictions, including over populous areas.

"It's been a very productive year for our MQ-9B platforms," said GA-ASI President David R. Alexander. "First, we earned MTC and now we've added Denmark to the U.K., Belgium, and Poland as MQ-9B customers in Europe. I believe the extensive waters of the North Sea, Norwegian Sea, and Baltic Sea of the Nordic countries make the MQ-9B a very effective tool for national maritime surveillance and security."

MQ-9B SkyGuardian is the first and only unmanned system to offer multi-domain Intelligence, Surveillance, Reconnaissance, and Targeting (ISR&T) as an internal payload that can search the ocean's surface and its depths in support of Fleet Operations. MQ-9B can also be fitted with a number of payloads including a maritime surveillance package with a 360-degree maritime radar and/or sonobuoy dispensing pods.

This sale was aided and supported by NSPA, which has developed a contractual framework for supporting cooperation amongst its member nations and promoting the proliferation of MQ-9B in Europe. NSPA has added MQ-9B to its portfolio of defense systems to contract on behalf of European nations, with the goal of enhancing interoperability while facilitating training and joint operations.

"This procurement demonstrates how NSPA enables efficient, effective and responsive multinational acquisitions for advanced, interoperable capabilities. We are proud to support Denmark in this strategic investment for national maritime surveillance and security," said Ms. Stacy A. Cummings, NSPA General Manager.

Airbus to Team With US Kratos Defense, Deploying German Mission System



Airbus Defence and Space and US based Kratos Defense and Security Solutions (NASDAQ: KTOS) have entered into a partnership based on the Kratos XQ-58A Valkyrie, a flight-proven UCCA (uncrewed collaborative combat aircraft), which will be equipped with an Airbus made mission system, combat ready for the German Air Force by 2029.

The XQ-58A is a low observable, rail-launched drone with a maximum take-off weight of three tons. It is designed to deliver kinetic and non-kinetic effects, either in autonomous missions or employed with teaming capable fighter jets. The prototype has been in development for years and is able to travel 3,000 miles at an altitude of up to 45,000 ft.

Airbus' mission system, through its platform-agnostic system architecture, is designed to integrate seamlessly into the Valkyrie and other existing and future platforms in the growing ecosystem of crewed and uncrewed platforms.

"In the given disruptive geopolitical context, our customers have expressed an urgent demand for both attritable and non-attributable Collaborative Combat Aircraft. The collaboration of Kratos and Airbus, based on an existing and proven UAS platform and featuring a sovereign multi-platform mission system, will deliver crucial capabilities for our warfighters in Europe before the end of the decade. This partnership will help to accelerate Europe's ability to defend itself while fostering NATO's transatlantic ties," said Mike Schoellhorn, CEO of Airbus Defence and Space.

"We have designed the Valkyrie system to be an affordable and formidable CCA paired in collaborative fashion with manned aircraft, a team of uncrewed aircraft, or a mix of both. Based on Valkyrie's proven flight capability, first demonstrated in 2019, and the many mission systems, autonomy systems, and mission scenarios tested with the system over time, we're excited about our partnership with Airbus which will result again in a first to market Valkyrie variant, now "tuned" for the European mission," said Eric DeMarco, CEO of Kratos.

EPIRUS RECEIVES \$43.5M CONTRACT FROM US ARMY FOR IFPC-HPM GENERATION II SYSTEMS

Epirus announced a \$43,551,060 contract from the U.S. Army's Rapid Capabilities and Critical Technologies Office (RCCTO). The base contract includes delivery of two Integrated Fires Protection Capability High-Power Microwave (IFPC-HPM) Generation II (GEN II) systems, along with associated test events, support equipment and spares with options for additional tests, components and support.

The IFPC-HPM GEN II systems will build upon the four IFPC-HPM systems Epirus delivered to U.S. Army in May 2024 and leverage the company's solid-state, high-power microwave (HPM) technology platform, developed internally for counter-electronics and critical asset protection using weaponized electromagnetic interference.

The enhanced systems will incorporate Soldier feedback from IFPC-HPM Generation I (GEN I) testing, including engineering developmental testing, joint integrated air and missile defense livefire exercises and operational assessments with combatant commands.

"Our first IFPC-HPM prototypes were put through the wringer and emerged from sophisticated testing with favorable outcomes. The second generation of our energy-based HPM platform and the next increment of IFPC-HPM will be even more powerful, more mission capable and more impressive all around," said Andy Lowery, Epirus CEO. "Drones are everywhere. We've seen drone incursions



over U.S. bases, incursions over our southern border and swarm attacks are defining overseas conflicts. Epirus is prepared to answer the Army's call and rapidly produce at scale to help solve the asymmetric drone threat with our HPM technology."

The IFPC-HPM GEN II systems are expected to more than double the maximum effective range of GEN I systems, increase power by a projected 30 percent and feature the inclusion of high-density batteries for prolonged operating times and decreased external power requirements, extra-long pulse widths for maximizing energy output for target defeat, high-duty burst mode for

faster multitarget engagement, advanced waveform and polarization techniques for increased lethality against a broader set of targets of interest and Soldier usability enhancements.

These enhancements will build upon the demonstrated effectiveness, usability and safety of the first four IFPC-HPM systems and enable the U.S. Army RCCTO to conduct additional system performance validation through critical parametric assessments, inform potential future Program of Record requirements and support the evolution of a broader directed energy portfolio in line with the Army Transformation Initiative.

IDV HAS BEEN AWARDED A 3-YEAR CONTRACT FOR CONCEPT DEVELOPMENT AND EXPERIMENTATION SERVICES FOR RAS

The programme requires IDV to combine Uncrewed Ground Vehicles (UGVs) and Uncrewed Air Systems (UAS), coordinated and orchestrated within a common advanced interoperable Command and Control (C2) system distributed over pre-defined network nodes, to deliver integrated RAS capability in complex real-world warfighting scenarios. The concepts of operation and employment of the RAS solutions will be developed with end users through a series of operational scenarios in order to show the game changing benefits of an integrated RAS solution.

Under the leadership of IDV this challenging programme brings together a team of leading technology suppliers from NATO countries with complementary RAS capabilities. These include IDV, with advanced land autonomy solutions including the class leading VIKING UGV and the Optionally Uncrewed Light Multirole Vehicle



(LMV OU) - well-established versatile platform with the ability to be driven manually, teleoperated or driven autonomously, both equipped with different mission payloads. Other than IDV, the programme also sees the participation of LEM, SIRALAB, and REBEL ALLIANCE, all leading companies in the supply of state-of-the-art technology solutions.

Experimentation with users from the Italian Army and NATO Armed Forces will prove how the systems and architectures can generate operational advantage and

mission effectiveness, efficiency and reduced risk to life, while at the same time optimizing operational doctrines on the battlefield. Initial scenarios will include Resupply, CASEVAC and Forward MEDEVAC, Lines of Communication Route Reconnaissance, Intelligence Surveillance, Target Acquisition and Reconnaissance (ISTAR), Manned / Unmanned Teaming (MUM-T) Convoy and Recovery.

This work aims to define RAS strategy and to outline implementation roadmaps for the introduction into service of RAS technology.

NSPA is NATO's lead organization for multinational acquisition, support, and sustainment in all domains. The Agency links industry and nations to find the most cost-effective and efficient solutions, whether for national or collective defence. NSPA is headquartered in the Grand Duchy of Luxembourg, with main operational centres in France, Hungary and Italy.

L3HARRIS SHOWCASES COUNTER-DRONE CAPABILITY TO BRITISH SOLDIERS AT VANAHEIM



Warfighters need the right tools and technology at the right time to execute their missions successfully, stay safe, and maintain operational advantage over adversaries.

During VANAHEIM, a dynamic field-based demonstration run by the British Army's RAPSTONE Task Force, L3Harris placed its advanced counter-small UAS technology, CORVUS-RAVEN, directly into the hands of British soldiers to gain valuable, real-time feedback, shaping the future of the technology.

What is VANAHEIM? : VANAHEIM is a joint exercise run between the British and U.S. Armies at Hohenfels Training Area, Germany, to identify new CUAS solutions to aid the British Army in updating and modernising capabilities, technology and tactics against the rapid development of small UAS threats in line with recent global conflicts.

Getting CORVUS-RAVEN in the Hands of Users : VANAHEIM required that each CUAS solution be designed for use by generalist soldiers, small enough to be portable and focused on Class 1 UAS systems. These requirements aligned perfectly with L3Harris' CORVUS-RAVEN counter-small UAS capability, a counter-drone system that provides enhanced situational awareness through the rapid detection and indication of drone threats, as well as integrated jamming functionality.

With passive detection capability up to four kilometres and a visual display with battle management applications such as Android Tactical Assault Kit (ATAK), CORVUS-RAVEN is a lightweight and highly portable solution ideally placed to address counter-small UAS challenges on the battlefield.

L3Harris showcased CORVUS-RAVEN in two configurations at VANAHEIM, a unit mounted onto a Coyote vehicle and a dismounted variant wearable by soldiers. During the L3Harris demo, British Army soldiers operated CORVUS-RAVEN in various realistic mission scenarios and provided direct feedback to L3Harris experts based on their experience with the kit, helping to shape and inform future capability.

"VANAHEIM provided an invaluable opportunity to get L3Harris CORVUS-RAVEN capability into the hands of users," said Ian Menzies, General Manager of L3Harris' Intelligence and Cyber International division. "By taking part in the trial, we've been able to show British soldiers how our equipment can benefit their missions in a live field environment. This close collaboration with the customer will inform further development of the capability, ensuring our technology is fully aligned to their needs and ready for the future."

CORVUS-RAVEN brings operators unsurpassed signal detect-and-defeat jamming capability. At the heart of this system is L3Harris' Individual CORVUS Node (ICN), a lightweight, compact electronic warfare system that enables forces to rapidly switch between multirole, multiplatform and multifunction capabilities. Software-defined, this capability is ready to rapidly detect, locate, classify and defeat evolving UAS threats across the future battlespace.

Flight Testing Accelerates Autonomy Technology



Fly early and fly often' is part of the culture at Aurora Flight Sciences, a Boeing company; it's a motto that extends to autonomy development through a program called Accelerated Testing of Live Autonomy Software or ATLAS. ATLAS is the development and test infrastructure that enables an efficient and effective transition from written code to a mission capability integrated into an aircraft.

The best autonomy software is developed with frequent mission-level testing, and that testing cannot stay in simulation. With ATLAS, we rapidly advance autonomy testing through simulation stages (software to processor to hardware-in-the-loop) and through progressive flight testing, from low-cost, low-risk small unmanned aircraft system (UAS) to larger aircraft. Our high-cadence flight testing, typically monthly, is key to developing technology that successfully transitions to mission-ready platforms. We iteratively build up mission complexity and robustness, burn-down technology risk, and narrow the gap between test platform and mission aircraft.

Aurora's flexible testing options maximize cost efficiency while accelerating development cycles and smoothing technology transition.

Software-in-the-loop (SIL): A computer environment that enables rapid software development and test, with the ability to simulate numerous aircraft on a single machine.

Processor-in-the-loop (PIL): A representative vehicle management system (VMS) and mission management system (MMS) to verify that the autonomy runs as expected on flight hardware. PIL setups are built to be portable for easy relocation between simulation labs.

Hardware-in-the-loop (HIL): An integrated hardware rig used to confirm successful autonomy integration with systems including sensors, actuators, and communications prior to flight. Aurora conducts HILSim testing for airframes ranging from small UAS to our DA42-based Centaur.

Risk reduction flight test: A Group 1 UAS that tests autonomy missions in flight quickly with low cost and reduced risk. Aurora uses fixed- and rotary-wing platforms, including a 13-pound small UAS made from dense foam. The foam aircraft takes off and lands vertically, uses fixed-wing forward flight, and has a 4-ft wingspan.

Advanced flight test: Larger, more feature-rich aircraft designed to accept new autonomous capabilities for cost-effective, real-world testing.

SKIRON-X is a Group 2 UAS that brings autonomy to life on a user-friendly aircraft with integrated EO/IR gimbals, long-range radios, and readily available interfaces for custom payloads.

Centaur is based on a certified, twin-engine general aviation aircraft and offers a unique capability to operate as a surrogate uncrewed system, flown from a ground station with an on-board safety pilot for flight testing in the National Airspace System (NAS).

KONGSBERG AND ADVANCED PROTECTION SYSTEMS ENTER POLISH-NORWEGIAN PARTNERSHIP FOR COUNTER-UAS SOLUTIONS

The two partners bring complementary capabilities to the strategic collaboration. Advanced Protection Systems of Poland is a specialised manufacturer of radars and anti-drone systems and Norway's Kongsberg Defence & Aerospace is an international defence company with expertise in medium and short-range air defence systems, including C-UAS.

Both companies have identified growing global market demand and urgent defence needs for C-UAS solutions, with an initial focus on Poland and Norway, where national and allied security infrastructure is vulnerable to unmanned aerial threats at the NATO eastern flank.

Through the agreement, the two companies have agreed to:

- Jointly identify and pursue C-UAS business opportunities.

- Propose, secure, and execute common solutions combining radars, sensor fusion, command & control, and kinetic/non-kinetic response systems.

- Exchange sensitive technical and business knowledge to enable high-performance, scalable, and interoperable C-UAS systems.

"With the dramatic rise in drone-based threats, especially on the battlefield and in critical infrastructure protection, the need for robust, battlefield-proven C-UAS



systems is no longer optional – it is mandatory and urgent," said Eirik Lie, President of Kongsberg Defence & Aerospace.

"The partnership with Kongsberg Defence & Aerospace is another step in strengthening Europe's counter-drone capabilities. By combining our battlefield-proven FIELDctrl radars and SKYctrl C-UAS systems technologies with KONGSBERG's decades of experience in air defence, we are creating solutions that are not only highly effective but also fully interoperable within NATO. In the face of the growing threat along the Alliance's eastern flank, ensuring the security of civil and military critical infrastructure is our top priority," said Maciej Klemm, Co-

Founder and CEO of Advanced Protection Systems.

This agreement reinforces Poland's position as a regional hub for counter-drone innovation, strengthened by the proven expertise and technologies of Advanced Protection Systems in C-UAS development and Norway's growing role in European air defence integration, with Kongsberg Defence & Aerospace bringing decades of experience in missile and air defence systems to the C-UAS domain. The collaboration between KONGSBERG and Advanced Protection Systems, demonstrates both companies' commitment and support to NATO-aligned industrial cooperation to strengthen the European security landscape.

PARAZERO SUCCESSFULLY COMPLETES FIELD TRIAL OF NEW CONFIGURATION OF THE DEFENDAIR SYSTEM, OFFERING A COMPREHENSIVE COUNTER-DRONE SOLUTION

ParaZero Technologies Ltd. an aerospace defense company pioneering smart, autonomous solutions for the global manned and unmanned aerial systems (UAS) industry, announced today the successful completion of a field trial for an enhanced variant of its DefendAir system, marking a significant expansion of the company's multi-layered drone defense capabilities.

The trial, conducted in Israel, tested a new stationary net turret launcher system to provide 360 perimeter defense against hostile drones. The DefendAir system's turret variant is integrated with an advanced optical detection and tracking system. This integration enables a fully autonomous operation—from threat detection and tracking to successful interception—representing a notable leap in the system's overall autonomy and performance.

The enhanced net launcher layout allows the deployment of a significantly larger net, providing broader area coverage and improved effectiveness against faster



and larger drone threats. This capability is designed to secure high-value sites such as critical infrastructure, government buildings and other valuable assets against complex drone attacks.

According to a recent market research, the global anti drone market size was valued at \$2.4B in 2024. The market is projected to grow from \$3.1B in 2025 to \$12.24B

by 2032, exhibiting a CAGR of 21.62% during the forecast period. (Source: <https://www.fortunebusinessinsights.com/anti-drone-market-102593>)

With this expansion of the DefendAir product line alongside the DefendAir in its portable net gun configuration, ParaZero expands its defense offering and portfolio while also strengthening its position in the evolving C-UAS market, offering a versatile and scalable suite of solutions tailored to mobile and stationary defense needs across defense and homeland security sectors.

Ariel Alon, CEO of ParaZero, said: "This successful trial demonstrates the agility of our engineering teams and our strategic commitment to building an integrated, layered defense ecosystem. As threats evolve, so must the tools designed to stop them—and this milestone represents a meaningful expansion of ParaZero's ability to protect high-value assets against emerging aerial threats."

MAJOR STEP TOWARDS LOW-COST UNCREWED AIR SYSTEM LAUNCHED MUNITIONS TO COMBAT AIR AND GROUND TARGETS



For the first time, BAE Systems has launched a precision munition from a multi-rotor Uncrewed Air System (UAS) and successfully destroyed both air and ground targets during trials in the US.

This marks a major step forward in the development of a low-cost strike and counter UAS option for frontline troops.

The launch of munitions upgraded with BAE Systems' APIKWS® laser-guidance kit from a TRV-150, a modified version of the BAE Systems' Malloy T-150, marks the first air to air engagement of an APIKWS guidance kit from a UAS, building on its decades-long presence on combat aircraft including the F-16, F-18 and Apache helicopter.

The successful trials demonstrate the multi-role capability of the platform and are a significant boost to showcasing how advancements in drone technologies can be harnessed to offer militaries highly effective and affordable tactical options to tackle both emerging UAS threats and more traditional targets.

Uncrewed systems are an increasingly important part of our customers' arsenals and I'm delighted that we've been able to show how UAS technology can further help them maintain an edge on the ever-evolving modern battlefield.

These trials have significantly advanced our ability to deliver this new tactical option at a fraction of the cost of conventional means, showcasing that we continue to address the challenges of tomorrow through innovation and collaboration.

Anthony Gregory, Business Development Director, BAE Systems' FalconWorks: The tests took place at US Army Dugway Proving Ground in Utah using a modified version of BAE Systems' Malloy T-150 adapted to meet the US Marine Corps logistics requirements known as the SURVICE TRV-150.

BAE Systems engineers in the UK provided expert weapons integration knowledge and experience to integrate the APIKWS guidance kit. It transforms unguided rockets into precision-guided munitions and provides a low-cost, highly effective solution that has multi-role capabilities. With its integration onto the TRV-150 the tests exceeded expectations in all aspects, including platform performance and target engagements, with zero misses.

While originally designed as a tactical edge logistics drone, adding strike packages to different variants of the TRV is a natural extension that leverages an already-fielded UAS as a multi-role offensive and defensive asset. Providing medium UAS-delivered air and ground target strike capability will be a force-multiplying game changer and we are excited to play a role in bringing this new capability to our US and allied-nation warfighters.

Greg Thompson, President, SURVICE Engineering: The successful integration on display during the trials highlights the possibility of providing operators with a unique solution for engaging targets at greater range than ground-launched solutions, using a system that can easily be deployed to the front line. The trial was a result of efficient collaboration between BAE Systems FalconWorks®, BAE Systems, Inc., SURVICE Engineering, bringing together knowledge and expertise from across our UK and US teams. The trials were also supported by Invariant Corporation, Arnold Defense, General Dynamics UK and L3Harris.

The team behind this cross-Atlantic partnership will now build on these successful trials to further refine the new system so that it is ready for use on the battlefield. This includes integrating more autonomous technology.

AirMatrix and Robin Unveil Unified CUAS Stack to Turn Raw Detection into Rapid Defense



Robin Radar Systems has joined forces with AirMatrix to launch an integrated counter-UAS solution. The integration takes operators from initial drone detection to effective countermeasures in a single, intelligent workflow.

AirMatrix builds AI-driven command platforms that fuse multi-sensor data into actionable intelligence for defence, homeland security, and critical-infrastructure protection.

One continuous chain of command. Our IRIS drone radar delivers long-range, 3D tracking via micro-Doppler and deep-learning algorithms. Libra, AirMatrix's AI command layer, ingests that radar feed alongside RF, visual EO/IR, acoustic, and remote ID data, automatically classifying objects, predicting flight paths, and triggering tailored responses within seconds.

The result: a self-prioritising alert stream that slashes false positives, trims decision loops, and lets a two-person security team manage the airspace of a major facility without information overload. Some of the key advantages of the integration include:

Sensor fusion that thinks for you: AI validation that cuts noise and elevates genuine threats.

Seconds-to-action UI: The ability to track, verify, and deploy countermeasures from one screen.

Scalable by design: Modular APIs that plug into existing VMS, PSIM, or defence networks.

Future-proof performance: The power to handle nano-drones today, swarms tomorrow.

"Very few ecosystems let operators act on those detections in real time. By pairing IRIS's precision with Libra's autonomous decision engine, we're giving security teams clarity, speed, and confidence straight out of the box" said Ayaan Haider, Co-Founder & CTO, AirMatrix

Securing skies at the speed of autonomy. The collaboration underscores a shared mission: move CUAS operations from manual interpretation to automated dominance.

By merging best-in-class detection with sovereign AI command, AirMatrix and Robin Radar are setting a new benchmark for resilient, rapidly deployable airspace defence.

Drones World
Editor Kartikeya
In conversation with

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Tulsa Innovation Labs,
Managing Director

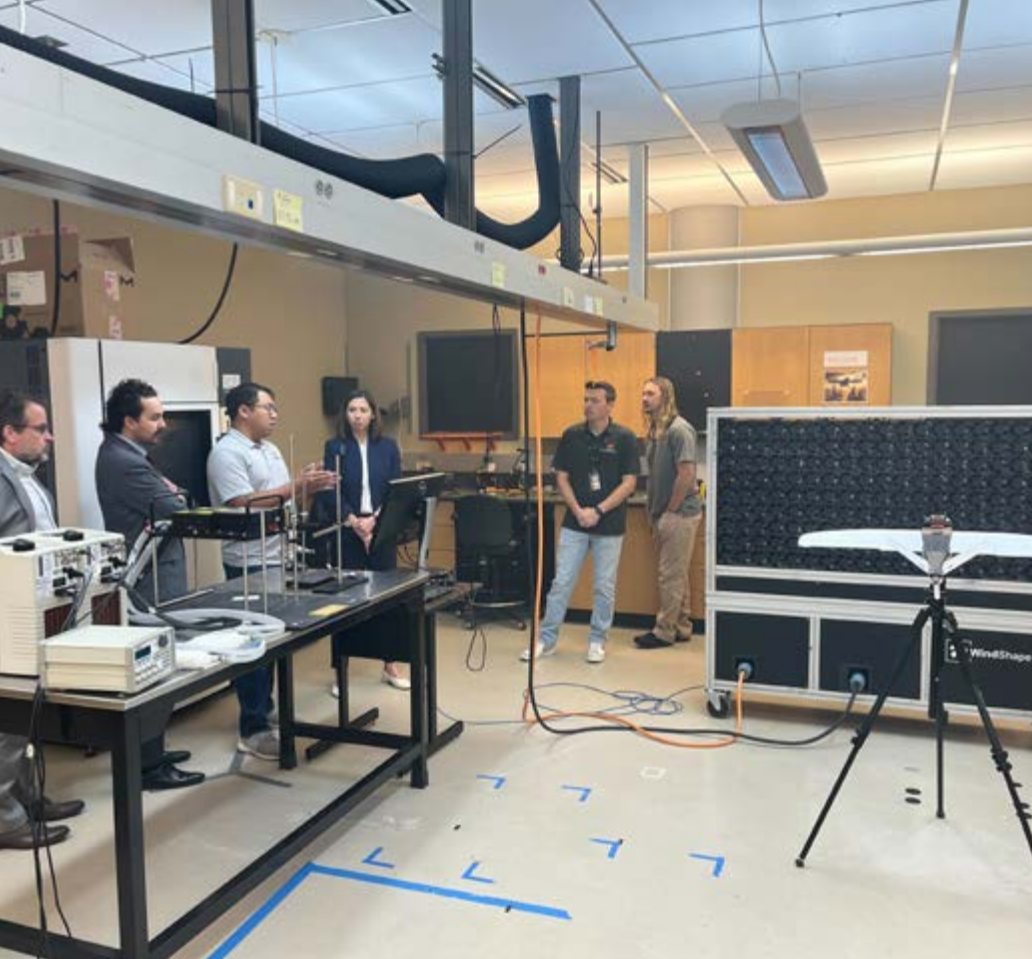
**TULSA
INNOVATION
LABS®**

Q Tulsa recently celebrated the region's first Green UAS Certification through "The Oklahoma Cyber Innovation Institute at The University of Tulsa" OCII. Why is this certification such a critical milestone for the city and region?

A This achievement sends a strong signal: Tulsa has the partnerships, infrastructure, and technical talent to help lead the future of American drone technology.

The certification also aligns with federal goals to boost secure domestic drone production, including the Department of Defense's push for vetted systems and President Trump's Executive Order 14307, "Unleashing American Drone Dominance."

With all eyes on this industry, this program positions Tulsa as a key leader for the commercialization and security of drone development across the nation and country.



Q How does this certification position Tulsa as a secure drone development hub nationally, and what ripple effects do you foresee for the local tech and aerospace ecosystem?

A The Green UAS Certification is a critical cyber security requirement that makes certified drones eligible for purchase by the Department of Defense and other federal agencies, in addition to myriad commercial applications.

This work positions Tulsa as a national leader for companies seeking to collaborate with the Department of Defense and other federal agencies that have traditionally been difficult to access for startups and mid-size companies.

With the region's first Green UAS Certification now completed, we anticipate scaling up to certify 55-60 companies in the next year right here in Tulsa, Oklahoma. We expect this to open pathways to commercialization and continue to put our region at the center of innovative and cybersecure technology that strengthens national security.

Q What role does Tulsa Innovation Labs play in fostering innovation in the drone and advanced air mobility space, and how are you collaborating with academia and industry partners like OCII?

A Tulsa Innovation Labs is the backbone organization and leader of Tulsa's Tech Hub, a regional effort with a national designation by the U.S. Department of Commerce, which includes 75+ partners aligned around a vision for the future of our economy.

In July of 2024, the EDA awarded a \$51 million Tech Hub Grant for Tulsa Innovation Labs to implement five projects that build on the region's momentum to become a hub for advanced air mobility. Our regional assets have enabled the Hub to develop and innovate autonomous systems applications while increasing their security and integrity. This has the potential to strengthen national and economic security while connecting small manufacturers across the region with opportunities in the autonomous systems supply chain.

We collaborate with our partners like OCII to build and implement initiatives that will

fuel the continued growth of our region's Advanced Air Mobility sector. Academia plays a particularly crucial role in any efforts around research and development and commercialization of new technologies.

Q In terms of national competitiveness, how important is it for regional players like Tulsa to lead in areas like cyber-secure drones and compliant UAS technologies?

A One of the huge challenges with the current UAS landscape is that the majority of defense-oriented drones and drone components are not manufactured in the United States, and that proportion is even greater for commercial parts. Our mission has always been to effectively and efficiently test and assure cybersecurity and compliance, while building the infrastructure to be a manufacturing base for domestic production in our region, and we are now years into the process of making that happen.

Our development of UAS technologies is an expansion of the new future of aviation, which is an industry where Tulsa has a strong legacy. Combined with our capabilities in advanced manufacturing, higher education, and workforce, this kind of innovative effort is transforming opportunities in our region's local economy with the potential to bring over 60,000+ new, higher paying jobs.

Q What unique advantages does Tulsa offer to startups and defense tech firms focused on unmanned systems development and deployment?

A We are a one-stop shop for UAS companies, drone manufacturers, and Advanced Air Mobility industry and startups alike to develop, test, launch and scale innovations.

As a mid-sized city, Tulsa is primed with opportunity for close collaboration among education partners, private companies, and public agencies which has created a well-connected ecosystem of research, talent, and resources aligned to scale innovative solutions.



There are many unique advantages to deploy unmanned systems in Tulsa, but to highlight a few:

Tulsa is home to Skyway Range, a first-of-its-kind set of environments for drone research and testing. With its anchor tenant, WindShape, this 1,200 square mile testing range provides an unparalleled set of environments across urban and rural areas—enabling companies to demonstrate safety, security, and performance in a variety of conditions.

The Green UAS certification program sets us apart as one of a few places in the U.S. that offers this rigorous vetting process for UAS companies. This not only advances national security goals by ensuring technology is cyber-secure, but also opens pathways to contracts with the Department of Defense and other federal agencies that are traditionally difficult to access for startups.

Work is underway toward BVLOS flight capabilities in Tulsa through an initiative we call “SAFE-T,” in partnership with DronePort Network and ResilienX. They are hard at work to build out a groundbreaking BVLOS airspace ecosystem in Tulsa, including the design, integration, and implementation of digital infrastructure that’s required for safe and secure BVLOS flight. Tulsa will be a pre-eminent example for how cities all across the middle of the country can build out a robust and interconnected ecosystem that enables BVLOS flight.

In the heart of downtown is one of the nation’s largest innovation hubs, Gradient, which encompasses over 100,000 square feet of space, providing a physical anchor in the heart of downtown for innovators to gather and collaborate.

Rose Rock Bridge, Tulsa Innovation Labs’ non-profit venture studio, is helping

startups with emerging technology deploy real solutions into real markets. By aligning local corporate and industry demand with entrepreneurial supply, the program has seen success in gaining market traction and real customers for startups that go through the program while also benefitting legacy companies’ innovation priorities.

Q Looking ahead, how do you envision the drone and UAS landscape evolving in Oklahoma over the next 5 to 10 years—and what’s needed to sustain momentum?

A Oklahoma has emerged as a frontrunner in the race for American drone dominance. This is the culmination of more than five years of strategic vision, big bets on our expertise and assets, and a commitment to high-caliber execution by a wide range of partners.

We’ve been proactively laying the groundwork in anticipation of this pivotal moment. Because of this, we’re already well-positioned to answer the call for the nation’s drone ambitions.

Timing, execution, and ability to scale will determine our ultimate role in the national drone ecosystem—but the opportunity is here, the vision is clear, and we are already leading.

Over the coming months, Tulsa’s Tech Hub will be working diligently to:

Expand partnerships with drone manufacturers and technology providers.

Establish workforce training programs to meet the growing demand for skilled drone professionals.

Enhance existing testing capabilities at Skyway Range through complementary initiatives that put Tulsa on the leading edge of BVLOS (beyond visual line of sight) flight.

Scale commercialization of drone startups in the region.

In the next 5 to 10 years, Oklahoma will be epicenter of the American drone revolution.

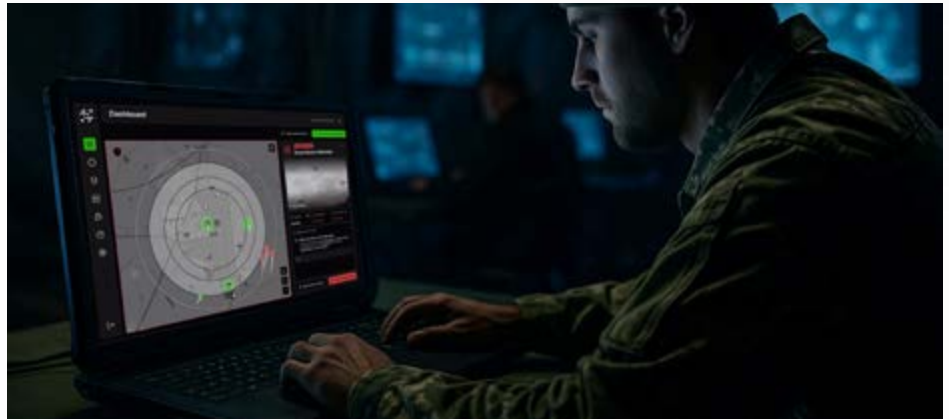
AIRMATRIX AND ROBIN UNVEIL UNIFIED CUAS STACK TO TURN RAW DETECTION INTO RAPID DEFENSE

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"Very few ecosystems let operators act on those detections in real time. By pairing IRIS's precision with Libra's autonomous decision engine, we're giving security teams clarity, speed, and confidence straight out of the box"

Ayaan Haider, Co-Founder & CTO, AirMatrix : "IRIS already leads the market in detection accuracy for small,

fast, low-RCS drones. Linking that precise radar feed to Libra's common operating picture gives security teams instant, actionable awareness."

Marcel Verdonk, CCO, Robin Radar Systems
securing skies at the speed of autonomy

The collaboration underscores a shared mission: move CUAS operations from manual interpretation to automated dominance. By merging best-in-class detection with sovereign AI command, AirMatrix and Robin Radar are setting a new benchmark for resilient, rapidly deployable airspace defence.

DIU, USNORTHCOM, US ARMY ANNOUNCE FINALISTS FOR C-UAS LOW-COST SENSING CHALLENGE

The Defense Innovation Unit (DIU), in close collaboration with U.S. Northern Command (USNORTHCOM), U.S. Army, U.S. Navy, U.S. Marine Corps, and U.S. Indo-Pacific Command representatives announced the selection of ten finalists to advance in the Counter-small Unmanned Aircraft System (C-sUAS) Low-Cost Sensing (LCS) challenge. These selected companies, chosen against a rigorous set of criteria from 118 outstanding submissions, will move forward to demonstrate their sensor technologies during USNORTHCOM's Falcon Peak exercise in September.

"The evolving threat from unmanned aerial systems demands that we leverage every tool at our disposal - from cutting-edge commercial solutions to robust partnerships across government and industry," said DIU Director Doug Beck. "This challenge directly supports DOD's strategic priorities by tapping into non-traditional defense companies to develop scalable, cost-effective sensing solutions that help our forces at home and abroad to identify threats with the speed and fidelity needed to counter them."

The solutions selected represent a diverse range of sensor modalities, including radio frequency passive detection, active radar, acoustic, optical cameras, infrared



cameras, and several mixed modality technologies. The selected approaches have the potential to deliver significant value compared to current DOD systems for key coverage areas, at a potential cost savings of 50-80 percent in total cost of ownership. The ten finalists selected are:

BLUEIQ, CHAOS 1, Fortem Technologies, Guardian RF, Hidden Level, MatrixSpace, REVOBEAM, Squarehead Technology, Teledyne FLIR Defense, Thalix

Launched in May 2025, the LCS challenge was designed to address a critical need: to complement exquisite sensor systems with affordable, distributed sensing technologies that can scale. Protecting the homeland from small UAS threats requires broad

situational awareness with reach, redundancy, and resiliency.

"These ten finalists represent the forefront of sensor innovation, demonstrating how diverse technological approaches can enhance our layered defense," said Director of Replicator 2, David Payne. "Our collaboration with USNORTHCOM, the US Army, and other partners has been instrumental in aligning this effort with the Department's most critical sensing needs. Ultimately, this prize challenge is about helping to provide the tools to extend cost-effective sensing capabilities to our most critical installations."

Selected finalists now advance to live demonstration and testing at USNORTHCOM's Falcon Peak 25.2 exercise. Falcon Peak will provide a real-world test of these low-cost sensing solutions and the prize purse will be distributed based on performance at the event.

Beyond the prize money, top performers may also be considered for follow-on opportunities, including Other Transaction (OT) agreements, a Cooperative Research and Development Agreement (CRADA), and direct transition into operational use, accelerating the deployment of these capabilities and making the best tech available to the warfighter with the speed and scale required.

NASA PREPARES TO UNVEIL NISAR MISSION CAPABILITIES



NASA is gearing up to highlight the capabilities of the NISAR satellite ahead of its highly anticipated launch. The mission, developed in partnership with the Indian Space Research Organisation (ISRO), will employ advanced radar technology to monitor Earth's surface changes in unprecedented detail.

The NISAR mission's twin radar systems—L-band and S-band—are designed to detect changes as small as a centimeter across a wide variety of landscapes, from tropical forests to polar ice. These measurements will help scientists track the impacts of climate change, manage natural resources, and respond more effectively to natural disasters.

During a recent preview event, NASA scientists demonstrated how NISAR's data could enhance our understanding of everything from glacier retreat to groundwater depletion. By providing consistent, high-resolution images, the mission will allow researchers to detect patterns that were previously invisible from space.

The preview emphasized NISAR's potential to inform global environmental policy. With open access to much of its data, the mission is poised to benefit scientists, governments, and communities worldwide.

NASA TESTS AI-DRIVEN "DYNAMIC TARGETING" FOR SATELLITE OBSERVATIONS



NASA has successfully tested an AI-enabled "Dynamic Targeting" system designed to make Earth observation satellites more responsive to unfolding events. The system allows satellites to adjust their imaging priorities in near real time, based on triggers such as wildfires, volcanic eruptions, or severe storms.

Dynamic Targeting uses onboard AI to analyze incoming data and decide whether to alter the satellite's observation schedule. This approach reduces the delay between detecting an event and capturing high-quality imagery, which is crucial for emergency response and scientific analysis.

In test scenarios, the system redirected satellite attention to active wildfire zones, enabling more precise tracking of fire spread. The technology also showed promise for monitoring rapidly evolving situations like hurricanes or flash floods. NASA sees Dynamic Targeting as a step toward more autonomous satellite operations. By allowing spacecraft to "think" and react independently, this innovation could significantly improve the timeliness and relevance of Earth observation data.

NISAR SATELLITE TO REVOLUTIONIZE EARTH OBSERVATION



The upcoming launch of the NASA-ISRO Synthetic Aperture Radar (NISAR) satellite marks a major milestone in international collaboration for Earth observation. Jointly developed by NASA and the Indian Space Research Organisation (ISRO), NISAR will carry two radar systems—one operating in the L-band and the other in the S-band—allowing it to penetrate cloud cover and collect detailed images of the Earth's surface regardless of weather conditions.

The mission aims to provide valuable insights into environmental changes, including the dynamics of forests, wetlands, agricultural areas, and ice sheets. By revisiting the same location every 12 days, NISAR will produce a time-lapse record of how landscapes evolve, giving scientists and policymakers critical data to monitor and address climate change, natural hazards, and resource management.

One of NISAR's most significant capabilities is its ability to track minute movements in the Earth's crust. This precision can help forecast earthquakes, monitor volcanic activity, and manage urban infrastructure. Its combination of broad coverage and fine detail makes it an unparalleled resource for both science and practical applications.

Scheduled for launch in early 2026, NISAR represents not just a technological breakthrough but also a commitment to global cooperation in tackling pressing environmental challenges.

PLANET EXPANDS RAPID REVISIT SATELLITE IMAGING



Planet Labs has announced upgrades to its satellite fleet that will allow for more frequent revisits to specific locations on Earth. By enhancing both hardware and scheduling algorithms, the company can now provide multiple high-resolution images of the same site within a single day.

This capability is particularly valuable for sectors like defense, agriculture, and disaster response, where timely data can make a critical difference. For example, emergency teams can track wildfire progression or flood extent in near real-time, while farmers can monitor crop conditions more closely.

Planet's expansion also includes improved image quality and faster delivery times, reducing the lag between capture and user access. The company is integrating these improvements into its cloud-based platform, enabling clients to analyze changes quickly without heavy data downloads.

With competition in the Earth observation sector growing, Planet's strategy emphasizes speed, accessibility, and customer-driven flexibility, aiming to maintain its position as a leader in commercial satellite imaging.

MAXAR INTRODUCES NEXT-GEN PRECISION MAPPING SERVICE



Maxar Technologies has launched a next-generation mapping service aimed at delivering ultra-precise geospatial data for industries requiring high accuracy. Leveraging its constellation of high-resolution satellites, Maxar can now produce maps with sub-30 cm accuracy.

The service integrates advanced photogrammetry and AI-based feature extraction, producing maps that can support applications like autonomous vehicle navigation, military operations, and advanced infrastructure planning.

One notable enhancement is the ability to update maps more frequently, ensuring that users have access to the most current ground conditions. This is especially important for rapidly changing urban areas or regions undergoing significant development.

Maxar is positioning this service as a solution for organizations that cannot afford inaccuracies, highlighting its potential in mission-critical contexts where decisions hinge on precise geospatial information.

TRIMBLE UPDATES FIELD DATA COLLECTION TOOLS



Trimble has announced major updates to its field data collection hardware and software, improving usability, connectivity, and accuracy for surveyors, engineers, and environmental scientists. The upgrades include enhanced GNSS receivers capable of centimeter-level positioning, even in challenging environments like dense forests or urban canyons.

The software side features streamlined workflows, real-time cloud syncing, and integration with popular GIS platforms, allowing teams to share and analyze data instantly from the field.

These improvements aim to reduce downtime and increase productivity in projects ranging from construction to ecological monitoring. Users have praised the system's reliability and the ability to capture precise data in less-than-ideal conditions.

Trimble's updates reflect its ongoing focus on bridging the gap between field operations and office-based analysis, ensuring that decision-makers have access to accurate, timely information.

HEXAGON ENHANCES SMART M.APP PLATFORM



Hexagon has rolled out new capabilities for its Smart M.App platform, a cloud-based environment for creating interactive geospatial applications. The update includes expanded data visualization options, more robust analytics tools, and simplified integration with third-party datasets.

By offering a more intuitive design interface, Hexagon aims to empower non-technical users to build custom geospatial applications tailored to their needs. This democratization of GIS technology could open up new possibilities for industries ranging from logistics to environmental management.

The Smart M.App enhancements also focus on collaboration, with features that allow teams to share apps, comment on maps, and co-develop solutions in real time. This aligns with the growing trend toward making geospatial insights more accessible to diverse stakeholders.

Hexagon sees these improvements as part of a larger push to integrate GIS into everyday business decision-making, not just specialist domains.

EUROPEAN SPACE AGENCY ADVANCES CLIMATE MONITORING WITH COPERNICUS



The European Space Agency (ESA) has announced upgrades to the Copernicus Earth observation program, enhancing its capacity to track climate-related changes across the globe. Using a combination of new satellite sensors and improved data processing pipelines, Copernicus will deliver higher-resolution imagery and faster updates.

The enhanced capabilities will allow scientists to monitor variables such as ice sheet melt, sea level rise, and deforestation with greater precision. This data is essential for shaping effective climate policies and assessing the success of mitigation efforts.

ESA's updates also focus on making data more accessible to the public and policymakers. Through open data portals and user-friendly visualization tools, Copernicus aims to ensure that its insights are widely available and actionable.

The improvements underscore ESA's commitment to supporting global climate goals through cutting-edge satellite technology and collaborative data sharing.

JAPAN LAUNCHES NEW DISASTER MONITORING SATELLITE



Japan has successfully launched a new satellite dedicated to disaster monitoring and management. Equipped with synthetic aperture radar (SAR) technology, the satellite can capture high-resolution images regardless of weather or lighting conditions.

This capability is crucial for rapid assessment during emergencies such as earthquakes, tsunamis, and typhoons, where cloud cover often obscures optical imagery. The satellite's data will be integrated into Japan's disaster response systems, enabling quicker and more effective interventions.

Officials say the new satellite will also support long-term environmental monitoring, tracking changes in coastlines, forests, and infrastructure. Its data will be made available to international partners, reinforcing Japan's role in regional disaster preparedness.

The launch is part of a broader national strategy to leverage space technology for public safety and resilience against natural hazards.

MAPBOX INTRODUCES REAL-TIME TRAFFIC DATA API



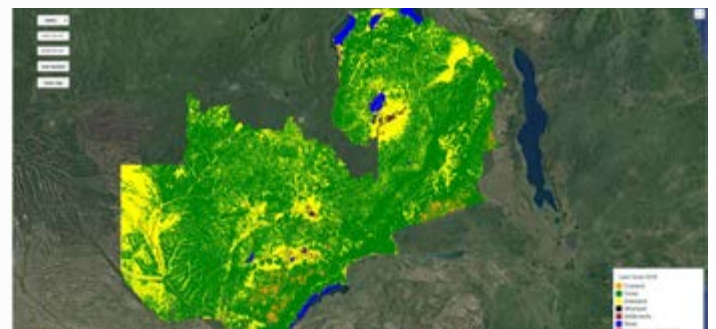
Mapbox has launched a new API delivering real-time traffic data to developers and organizations. The service aggregates information from millions of sensors, connected vehicles, and mobile devices, providing minute-by-minute traffic conditions.

The API enables applications to offer dynamic routing, congestion alerts, and travel time predictions with high accuracy. Industries such as logistics, ride-hailing, and urban planning stand to benefit from the improved situational awareness.

Mapbox emphasizes the API's scalability, allowing it to handle large volumes of concurrent requests without performance loss. The company has also built privacy safeguards into the system, ensuring that individual users cannot be identified from aggregated data.

With this launch, Mapbox is positioning itself as a key player in the real-time mobility data market, offering developers a powerful tool to enhance navigation and transportation services.

GOOGLE EARTH ENGINE ADDS REAL-TIME LAND CHANGE ALERTS



Google Earth Engine has rolled out a new feature offering near real-time alerts for land cover changes, giving scientists, NGOs, and governments faster warning of deforestation, urban expansion, and other environmental shifts. Using machine learning models trained on decades of satellite imagery, the system can detect changes as small as a few hectares within days of occurrence. This is a major leap from previous monitoring methods, which often relied on quarterly or annual updates. The alerts are integrated directly into Earth Engine's interface, allowing users to view affected areas alongside historical imagery, climate layers, and socio-economic data. This contextual approach helps analysts quickly determine the cause of a change—whether it's illegal logging, agricultural clearing, or natural disasters.

Environmental watchdogs have welcomed the move, noting that rapid detection can mean the difference between stopping an illegal operation and simply documenting it after the fact. Governments in tropical forest regions are already piloting the system to improve enforcement of land protection laws.

EHANG PARTNERS WITH REIGNWOOD AVIATION TO CREATE A NEW MODEL OF GENERAL AVIATION AND EVTOL COLLABORATION IN THE LOW-ALTITUDE ECONOMY



EHang Holdings Limited, the world's leading urban air mobility ("UAM") technology platform company, announced that it has entered into a strategic partnership agreement with Reignwood Aviation Group. Leveraging their respective strengths, the two parties will collaborate under China's national strategy for developing the low-altitude economy, guided by the principles of technology empowerment, scenario-driven innovation, and global expansion. Together, they aim to set a global standard for integrating traditional general aviation with next-generation electric vertical take-off and landing ("eVTOL") aircraft.

According to the agreement, Reignwood Aviation Group plans to deploy eVTOLs at scale, prioritizing at its operational hubs in key cultural and tourism destinations. The partnership will begin with consumer-facing applications such as low-altitude tourism and related ground services. Over time, the cooperation will further expand to UAM field to build a three-dimensional urban transportation network. In the long term, the two parties aim to expand to more scenarios and low-altitude services including passenger transportation, aerial logistics, emergency response, etc.

To support eVTOL low-altitude flight services, EHang and Reignwood Aviation Group plan to explore

and establish integrated low-altitude service hubs offering flight demonstration, aircraft takeoff and landing services, energy supply and maintenance. They will also plan to jointly launch a digitalized fleet management platform enabling future demands for high-density, high-frequency, and high-complexity low-altitude UAV and eVTOL flights. Additionally, they plan to jointly establish a "Reignwood -EHang Flight Training Center," leveraging Reignwood's aviation expertise and infrastructure to develop training programs that address the sector's certified talent needs in both domestic and international markets.

Internationally, EHang and Reignwood Aviation Group will promote local airworthiness certification and deploy the EH216-S in core tourist areas such as Bangkok and Phuket. This collaborative approach aims to bring China's successful low-altitude economy model to the ASEAN region, supporting the development of UAM ecosystems across Southeast Asia.

Gang Zheng, Chairman of Reignwood Aviation Group, said, "This cooperation marks a significant step forward in Reignwood Aviation's intelligent transformation. As a private general aviation enterprise with full operational qualifications and industry-leading service capabilities in China -- and as low-altitude tourism demonstration enterprise

by the China National Tourism Administration-- Reignwood Aviation has built a national network of five operational bases. Our business spans aviation operations, services, airport management, and aircraft sales, supported by a fleet of over 60 aircraft and a total investment of RMB 2.0 billion. Partnering with EHang is a recognition of its disruptive technology and leadership. As the world's first company to receive a human-carrying airworthiness certificate for a pilotless aircraft, EHang's values of safety, intelligence, and sustainability align perfectly with our innovation-driven vision for the future."

Zhao Wang, Chief Operating Officer of EHang, commented, "This strategic partnership with Reignwood Aviation Group marks another important milestone in our global low-altitude economy strategy. Reignwood's extensive experience in general aviation operations, airport infrastructure, and international resource integration will be instrumental in accelerating the scale deployment and commercial operation of the EH216-S. We look forward to jointly exploring the integration of traditional aviation and innovative eVTOL technologies -- starting from tourism use cases and scaling toward comprehensive UAM solutions. We're excited to jointly build a leading operational model in China and extend our collaboration to Southeast Asia and beyond."

ST ENGINEERING MRAS TO DESIGN AND MANUFACTURE PROPULSION SYSTEM COMPONENT FOR JETZEROS ALL-WING DEMO AIRCRAFT



ST Engineering MRAS, a world leading manufacturer of complex aerostructures announced that it has been selected by JetZero to design and manufacture the exhaust nozzle for JetZero's full-scale all-wing demonstrator, a next-generation aircraft set to redefine aviation. Working in collaboration with JetZero and propulsion systems partners, ST Engineering MRAS will deliver engineering, design, and manufacturing expertise for the exhaust nozzle, a key component for the propulsion system, to support the demonstrator's performance and sustainability objectives.

JetZero's demonstrator will validate revolutionary technologies that aim to reduce fuel burn and carbon emissions by up to 50%. It represents a significant advancement in the aviation industry's path toward meeting the forecasted doubling of passenger demand by 2040 while supporting the industry's net-zero emission goals by 2050.

"We are proud to join the JetZero program and contribute to a project that is shaping the future of flight," said Ben Parrington, Director of Product Engineering at ST Engineering MRAS. "This opportunity reflects our continued commitment to advanced engineering, sustainability, and delivering solutions that enable the next era of aerospace innovation."

The demonstrator aircraft is scheduled to begin flight testing in 2027. In addition to commercial applications, the platform is expected to support future military and cargo aircraft development.

"JetZero's demonstrator airplane follows our strategy of de-risking the design and creating the path for production and certification," said Dan da Silva, JetZero's president and COO. "Working with experienced suppliers like ST Engineering MRAS helps us achieve these goals and brings confidence to the program."

ST Engineering MRAS's comprehensive capabilities in aerostructures and nacelles span integration, design, testing, flight test support and certification. From conceptualization and design to manufacturing, ST Engineering MRAS works closely with engine and aircraft OEMs to optimize the performance of engine nacelles and the overall aircraft's aerodynamic efficiency. During the manufacturing process, its advanced composites manufacturing technologies and automated systems ensure consistent quality and speed in the production of nacelle components.

ARCHER BEGINS TEST FLIGHTS IN ABU DHABI



Archer announced the successful completion of an initial flight of its Midnight aircraft at Al Bateen Executive Airport in Abu Dhabi, marking a key milestone for its planned commercial deployment in the UAE and the expansion of its operations in the Middle East region.

With the support of the Smart and Autonomous Systems Council (SASC), the flight was witnessed by senior leadership from the UAE General Civil Aviation Authority (GCAA), the Abu Dhabi Investment Office (ADIO), the Integrated Transport Centre, Abu Dhabi Aviation and Abu Dhabi Airports, along with representatives from Archer's regional partners. Focused on evaluating the aircraft's VTOL performance in UAE-specific conditions including temperature, humidity and dust exposure, the test flight allows Archer to validate readiness for commercial deployment.

Following this milestone, Archer will expand its flight-testing program for Midnight in the region, gathering additional data to support its certification and commercialization plans in both the UAE and other key markets.

"This flight marks a significant step towards realizing Abu Dhabi's ambition to lead the world in advanced urban air mobility," said H.E. Badr Al-Olama, Director General of the Abu Dhabi Investment Office. "Through the Smart and Autonomous Vehicles Industry (SAVI) Cluster, we are enabling companies like Archer to test, certify and scale next-generation air mobility solutions, reinforcing our position as a global launchpad for innovation and a hub for transformative technologies".

"Our initial test flight operations in the UAE represent a critical milestone as we prepare for our commercial deployment in Abu Dhabi," said Adam Goldstein, CEO and Founder of Archer Aviation. "Testing our aircraft in actual operating conditions in the middle of summer provides us with the data we need to progress our commercial and certification efforts both in the UAE and in the U.S."

The test flight supports Archer's Launch Edition commercialization program with Abu Dhabi Aviation, which aims to establish air taxi services in Abu Dhabi. The announcement comes as Archer continues to advance its certification and commercialization efforts in the UAE and beyond, building on recent achievements including regulatory design approval for the UAE's first hybrid heliport at Abu Dhabi Cruise Terminal and ongoing partnerships with leading regional operators.

The Launch Edition program represents Archer's approach to establishing commercial operations in key early adopter markets. Abu Dhabi's role as Archer's first Launch Edition market positions the emirate as a global leader in urban air mobility deployment, demonstrating Abu Dhabi's commitment to innovative transport and sustainable mobility solutions.

XTI AEROSPACE COLLABORATES WITH MAGLEV AERO ON TRANSFORMATIONAL ELECTRIC PROPULSION SYSTEM



XTI Aerospace, Inc. a pioneer in xVTOL and powered-lift aircraft solutions announced a technology collaboration with MagLev Aero Inc. ("MagLev"), the developer of a revolutionary, magnetically levitated electric propulsion platform. XTI is evaluating innovative powertrain solutions to meet the needs of high-value, long-range aviation missions for military and civilian markets with unmanned aircraft vehicles (UAV).

The goal of the collaboration is to advance solutions that can dramatically enhance aircraft speed, range, reliability, noise profile, and vertical lift performance. Under the terms of the memorandum of understanding ("MOU") between XTI Aircraft Company, a subsidiary of XTI, and MagLev, the two companies will jointly evaluate the integration of MagLev's proprietary MagLev HyperDrive™ propulsion technology into XTI's future hybrid-electric aircraft architectures. Additionally, the MOU includes a non-binding pre-order for up to 100 MagLev HyperDrive propulsion systems, contingent upon successful completion of technical and integration milestones, execution of final commercial agreements and successful integration of MagLev's technology into the Company's aircraft and/or unmanned drone designs.

"Part of our product road map includes a piloted, hybrid-electric version of the TriFan as well unmanned aerial vehicles," said Scott Pomeroy, Chairman and CEO of XTI. "We believe the MagLev innovations can enable us to produce drones that are significantly more efficient than existing market offerings, allowing them to fly more mission types and, in turn, to capture more customer segments."

The Future of Flight: Vertical, Quieter, and Faster The MagLev HyperDrive is a transformative electric propulsion system that uses a tip-driven ducted fan system aimed to dramatically increase system efficiency through magnetic levitation to stabilize and eliminate rim drive friction. With the ability to scale across aircraft sizes and mission profiles, the MagLev HyperDrive is being designed to enable ultra-quiet, high-speed, and low-maintenance propulsion for a wide range of applications.

"Magnetic levitation has not been used in operational aircraft propulsion before, and we believe MagLev and XTI are the right partners to push the boundaries of what's possible in aerospace," said Ian Randall, Co-Founder, President and CEO of MagLev. "Our MagLev HyperDrive was developed to unlock new capabilities for electric flight—enhancing speed, safety, and sustainability—and we are excited to work with XTI to bring these advancements to life."

US ARMY AWARDS ELECTRA R&D CONTRACT FOR HYBRID-ELECTRIC AIRCRAFT PROPULSION SYSTEMS



Electra was awarded a \$1.9 million Small Business Innovation Research (SBIR) contract by the U.S. Army to advance the research and development of hybrid-electric powertrain, power, and propulsion systems (HEPPS).

The award enables the U.S. Army to leverage Electra's technical leadership in developing and testing hybrid-electric propulsion systems and evaluating its potential to improve the effectiveness of current and future Army aircraft platforms.

Under the agreement, Electra will conduct a comprehensive series of technology maturation and risk reduction activities for hybrid-electric propulsion related to its EL9, a nine-passenger ultra-short takeoff and landing (Ultra-STOL) aircraft currently in development. As a result, Electra will deliver valuable insights and test data to help the Army understand the benefits, trade-offs, and operational procedures associated with operating hybrid-electric propulsion systems.

"This work gives the Army a clear path forward in understanding how hybrid-electric technologies can support real operational demands, while enabling entirely new logistics capabilities," said Donn Yates, Vice President of Government Programs at Electra. "Electra's hybrid-electric Ultra-STOL aircraft redefines what's possible for Army Aviation with its ability to operate from small, rugged sites, reduce fuel demand, and increase flexibility for the commander."

The flight performance of Electra's EL2 prototype aircraft has validated ultra-short takeoffs and landings in less than 150 feet. Electra's Ultra-STOL aircraft can deploy in soccer field-size spaces to execute contested logistics and support agile basing. Electra's EL9 introduces entirely new logistics capabilities for warfighters, including the ability to take off and land quietly in helicopter-sized spaces in austere areas and provide mobile power capabilities while retaining the safety, cost, and range benefits of a fixed-wing aircraft.

To maximize the value to the U.S. Army, Electra will execute six core tasks, including a trade study, operational analysis, modeling and simulation, flight test, and evaluation for HEPPS technology maturation over an 18-month period.

Electra brings unmatched leadership in developing, testing, and using hybrid-electric technologies, having built and flown one of the world's only clean-sheet hybrid-electric aircraft – the EL2. Electra was the first company ever to fly the head of a U.S. government agency as a passenger on an electric aircraft when it flew the NASA Administrator on the EL2 in December 2024. Continued flight tests of the EL2 and the ongoing development of Electra's dual-use EL9 Ultra-STOL aircraft will provide learnings and test data, high-value activities for the U.S. Army to capture the operational benefits of hybrid-electric propulsion.

The contract demonstrates continued engagement between Electra and the U.S. Army. To date, the Army has awarded six contracts to Electra, supporting a range of technology research and development activities maturing Electra's Ultra-STOL aircraft.

Voltaero Signs Agreement With Malaysia's SEDC Energy and France's ACI Groupe for Cassio Aircraft Production and Equity Stake



Voltaero, the French pioneer in electric-hybrid aviation and developer of the Cassio aircraft family signed a Letter of Intent (LOI) with SEDC Energy (SEDCE) of Malaysia and France's ACI Groupe, marking a major step toward establishing a regional hybrid-electric aircraft assembly facility and innovation center in the Malaysian state of Sarawak.

As part of this agreement, SEDCE and ACI Groupe have expressed their interest in acquiring an equity stake in Voltaero and becoming a strategic investor. The investment forms the foundation of a broader strategic partnership aimed at supporting clean aviation development across the Asia-Pacific region.

The agreement outlines a shared vision to create a state-of-the-art assembly center in Sarawak for Voltaero's Cassio aircraft, which utilizes electric-hy

"This partnership is a major milestone for Voltaero and for the global transition to air transportation with reduced emissions," said Jean Botti, CEO and Chief Technical Officer of Voltaero. "Establishing a regional hub in Malaysia allows us to expand our production capacity, deliver on regional demand, and transfer technology and skills to a key part of the world that is embracing sustainable aviation." Tan Sri Datuk Amar (Dr) Haji Abdul Aziz bin Dato Haji Husain, the Chairman of SEDC Energy, explained that Sarawak is uniquely positioned to be a leader in sustainable technology and innovation.

"Through this collaboration with Voltaero, Malaysia will be at the forefront of next-generation aviation manufacturing and clean energy development," stated Abdul Aziz. "It supports the broader regional ambitions to position Malaysia as a green aviation hub, aligned with national goals for decarbonization, technology transfer and skilled workforce development."

Philippe Riviere, the ACI Groupe's President and CEO, added: "We are proud to partner with Voltaero and SEDC Energy to bring electric-hybrid aviation to the Asia-Pacific region. This project reflects our shared belief in a clean, connected future for global air transport."

Key elements of the proposed collaboration include:

- Establishment of a Cassio aircraft assembly facility in Sarawak;

- Training of local technicians and engineers, both in France and Malaysia;

- Creation of a pilot training academy with flight simulator to support the use of Cassio aircraft in the growth of eco-efficient regional aviation;

- Technology transfer and local capability development, including final assembly line support and delivery operations;

- Manufacturing and distribution rights for the Cassio aircraft in the Asia-Pacific region granted to the SEDCE-ACI Groupe joint venture;

- Deployment of mobile charging solutions at regional airports and demonstration flights to build public and stakeholder awareness in electric-hybrid aviation;

- Development of local supply chains to support aircraft production, with the ACI Groupe playing a lead role in the project's early stages;

- Establishment of local MRO (maintenance, repair, and overhaul) capabilities for electric aircraft; and joint development in hydrogen propulsion and sustainable fuels (SAF, biofuels) in partnership with strategic collaborators.

HYBRID AIR VEHICLES ENTERS THE US MARKET



Hybrid Air Vehicles Ltd (HAV) has announced an expansion of its global footprint with the establishment of HAV USA, a new subsidiary of HAV incorporated in the United States, to meet growing international demand. This move positions HAV closer to its customers in the region, in particular the US Government, aerospace primes, as well as commercial passenger and cargo transporters. This is a key step as we expand Airlander opportunities globally.

"Establishing a presence in the United States marks a new chapter in our international journey. We're excited to bring our vision to new audiences and forge deeper partnerships across borders. I am pleased to have John Schumacher on board to lead this new expansion and look forward to realizing the tremendous opportunities present in the US and the Americas." Tom Grundy CEO, Hybrid Air Vehicles

"It's a great honor to lead HAV USA. Airlander brings to the United States an aircraft whose roots and future are British and American - it embodies an unsurpassed combination of trans-Atlantic aerospace innovation. Airlander will provide capabilities vital to US national security and commerce. Exciting days lie ahead!" John Schumacher President, Hybrid Air Vehicles USA This strategic move supports growing interest from the US national security, aerospace, and disaster response sectors in Airlander. HAV USA reflects the increasing global relevance of our technology in the Americas and allows us to expand cooperative activities with US companies and the US Government.

HAV USA will be led by its President, John Schumacher. John is a distinguished leader in government, aerospace and international organizations. He served as a Naval Officer, led NASA's work on a new Vision for U.S. Space Exploration, strengthened U.S. missile and space capabilities, and advanced humankind's reach into Space. John was a key leader in reinvigorating Aerojet Rocketdyne, America's premier rocket propulsion manufacturer; and serves as President of the International Academy of Astronautics.

HAV is in the final stages of planning for the production of Airlander 10, its first commercial aircraft. Airlander 10 is a versatile aircraft with a modular payload design that is capable of transporting over 100 passengers, a ten-ton payload of freight, or alternatively providing a highly instrumented cabin for persistent surveillance, reconnaissance and communications for national security, commercial, or disaster response. Airlander's ability to fly at different altitudes for up to five days and modular payload design make it a versatile, multi-use platform ideal for government and commercial users.

The Airlander design scales easily into larger variants that could carry up to 200 tons over long distances. Airlander, particularly larger variants, is well suited to providing logistics to remote or disaster response areas globally because of the aircraft's unique ability to land on any relatively flat surface with no need for prepared runways.

EHANG AND TSINGHUA UNIVERSITY ESTABLISH JILAAT TO ADVANCE LOW-ALTITUDE AVIATION TECHNOLOGY INNOVATION

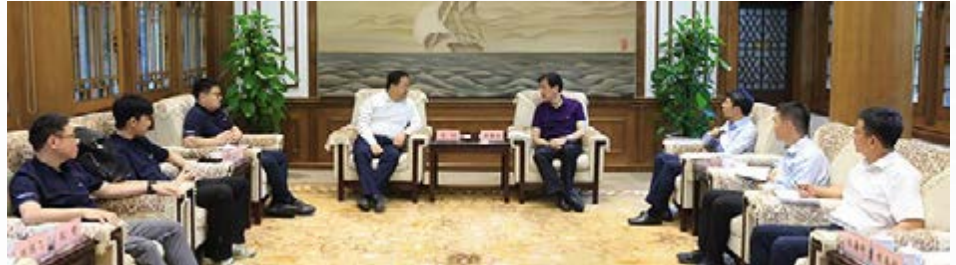
EHang Holdings Limited the world's leading Urban Air Mobility ("UAM") technology platform company announced the establishment of the Tsinghua University-Guangzhou EHang Intelligent Technology Co., Ltd. Joint Institute for Low Altitude Aviation Technology (hereinafter referred to as the "JILAAT") in collaboration with Tsinghua University, one of the world's top academic institutions.

The JILAAT will establish a world-class research center for scientific research, technology innovation and talent development in the low-altitude aviation field. By exploring new models for industry-academia collaboration, the JILAAT will drive breakthroughs and application in core technologies to support the sustainable growth of the low-altitude economy.

Before the unveiling ceremony of the JILAAT Tsinghua University President and Academician of the Chinese Academy of Sciences Luming Li, along with Executive Vice President Rong Zeng, met with Zhao Wang, Chief Operating Officer of EHang and his delegation. Luming Li congratulated the establishment of the JILAAT and thanked EHang for advancing a new model of university-enterprise collaboration focused on emerging civil aviation and the low-altitude economy. He noted that Tsinghua will leverage its strengths in education and research to work closely with EHang in promoting the high-quality development of a safe and intelligent low-altitude economy.

At the launch event of the JILAAT, Rong Zeng, Executive Vice President of Tsinghua University; Yiqun Liu, Director of Tsinghua's Research & Development Affairs Office; Bingyang Cao, Dean of the School of Aerospace Engineering; Haixin Chen, Vice Dean of the School of Aerospace Engineering; and Zhao Wang, Chief Operating and Senior Vice Presidents Shuai Feng and Longxuan Hu, and Vice President Ping Huang of EHang attendees witnessed the establishment of the JILAAT. The event marked a key milestone in advancing low-altitude aviation development. EHang and Tsinghua University aim to leverage the JILAAT to accelerate scientific research, transform cutting-edge research into real-world applications. The collaboration brings together Tsinghua's academic strengths and talent foundation in aerospace and engineering with EHang's practical expertise in low-altitude aircraft R&D, manufacturing, and commercial deployment, creating a robust platform for innovation and sustainable development within the low-altitude aviation ecosystem.

Tsinghua University is a world-top university with strong scientific research capabilities and talent strength.



The JILAAT will deeply integrate the research teams engaged in low-altitude aviation technology-related research within the university, including the School of Aerospace Engineering, the School of Vehicle and Mobility, the School of Architecture, the Department of Computer Science, the Department of Automation, the Department of Mechanical Engineering, and the Department of Electrical Engineering. The JILAAT will focus on addressing critical technological challenges in the low-altitude aviation sector, advancing academic research in related fields, and accelerating industrialization process of low-altitude aviation technology.

Rong Zeng, Executive Vice President of Tsinghua University and Chair of the Management Committee of the JILAAT, stated, "Tsinghua University and EHang, a leading enterprise in the industry, jointly establish the JILAAT for Low-Altitude Aviation Technology, which is an important measure to deepen industry-university-research collaborative innovation and serve the development of the national low-altitude economy. Facing the future, we will give full play to Tsinghua University's multi-disciplinary interdisciplinary advantages and EHang's industrial innovation capabilities, carry out in-depth cooperation in the directions of low-altitude aircraft design, new power systems, autonomous flight driving, flight communication and supervision, etc., build a full-chain innovation system from basic research to industrial application, strive to construct core theories, focus on achieving technological innovation, and continuously promote the deep integration of scientific and technological innovation and industrial innovation. At the same time, relying on the JILAAT, we will actively explore an innovative model of collaborative education combining industry, university and research, vigorously cultivate high-quality innovative talents urgently needed in the low-altitude economy field, and provide strong support for the high-quality development of the low-altitude economy."

At the launch event, Haixin Chen, Vice Dean of the School of Aerospace Engineering and President of the JILAAT, announced the institute's key research directions. The focus is on critical core technologies including aerodynamic and overall design for medium- to large-

sized autonomous aircraft, energy and propulsion systems, autonomous flight control and low-altitude flight supervision, command centers for low-altitude autonomous vehicles, and the planning and design of infrastructure for flight takeoff and landing sites.

EHang is a technology-driven enterprise with strong ties to Tsinghua University. The Company's Founder, several key management members, and technical backbones are alumni from Tsinghua University. In February 2025, the Aerospace and Intelligent Manufacturing Committee of the Tsinghua University Guangzhou Alumni Association was inaugurated at EHang Future City in Guangzhou, with EHang serving as the founding chair organization. As a pioneer in low-altitude aviation innovation and real-world applications, EHang will bring the JILAAT its technological strength, experience in pilotless aerial vehicle development, committed to advancing collaborative research, and nurturing talents, and accelerating global progress in the eVTOL industry. Huazhi Hu, Founder, Chairman and CEO of EHang, and Vice Chair of the Management Committee of the JILAAT, remarked, "Innovation is EHang's constant pursuit and core to our role as an industry leader. With strong ties to Tsinghua University, we are proud to co-establish this JILAAT to integrate academic research, industry expertise, and real-world application. It will help upgrade the aerospace sector and accelerate the intelligent, scalable growth of the low-altitude economy. Backed by Tsinghua's research strength and in cooperation with government partners, we aim to lay a solid foundation for a safe, smart, and sustainable new era in low-altitude aviation."

Zhao Wang, Chief Operating Officer of EHang, and the Member of the Management Committee of the JILAAT, commented, "The continued growth of the low-altitude economy depends on strong research capabilities and a solid talent base. This JILAAT with Tsinghua University marks a new phase of deeper integration between industry and academia. By combining top-tier academic resources with EHang's practical expertise, the JILAAT will help drive breakthroughs in key technologies, advance emerging interdisciplinary fields, and foster high-level talents—supporting the global development of the low-altitude economy."

H55 DEMOS HIGH-DENSITY ALTITUDE ELECTRIC FLIGHT IN COLORADO, SHOWCASING AIRCRAFT PERFORMANCE IN EXTREME CONDITIONS

H55, the electric aviation pioneer born from the Solar Impulse project, has completed a series of high-density altitude, high-temperature demonstration flights in Colorado as part of its Across USA Tour. These tests confirm the real-world performance of the H55 powered Bristell B23 Energic, illustrating the operational performance of electric aviation.

Operating in Challenging Conditions: The Colorado mission flights took place from an airfield situated at 5,800 feet above sea level, with temperatures reaching 36°C (96.8°F) and a takeoff density altitude of 9,500ft. The B23 Energic performed flawlessly providing smooth, 500 feet per minute climbs using normal runway distance for departures. This "hot and high" scenario tests an aircraft's take-off distance, climb performance, and overall efficiency. In contrast to conventional combustion engines which face degraded performance in such operating environments, the electric propulsion system of the B23 Energic delivered steady and reliable results.

"Colorado offers one of the most demanding environments for aviation," said Gregory Blatt, Co-Founder and Mission Director of H55. "This stop gives us a chance to demonstrate how electric propulsion is not only sustainable, but operationally consistent in conditions previously considered restrictive for many aircraft types. We're especially grateful to Centennial Airport and jetCenters of Colorado for their warm welcome and support. Their commitment to



innovation and sustainability reflects the shared mission of accelerating the adoption of clean aviation solutions."

A First for Colorado: Centennial Flyers, a leading flight school based at Centennial Airport (KAPA), signed a Letter of Intent (LOI) during H55's Colorado stop-over, becoming the first operator in the State to formally commit to adopting electric aviation. Their decision reflects the growing momentum across the U.S. for the Bristell B23 Energic, which continues to attract interest from flight schools, pilot individuals, operators, and regional airports seeking sustainable and cost-efficient training solutions. This engagement further strengthens H55's expanding order book and underscores the market's readiness for certified electric aircraft.

Proving Electric Flight in Real Environmental Settings :

Electric propulsion systems face heightened scrutiny when tested outside of controlled environments. In Colorado's hot, high-altitude climate, H55's certified Electric Propulsion System (EPS) excels, maintaining optimal performance despite the challenges posed by both elevated temperatures and reduced air density. The system delivered consistent climb rates and demonstrated efficient battery cooling, proving that electric flight can operate effectively in diverse climates and geographies year-round.

Key Questions Answered in Colorado

Can electric aircraft operate effectively at high-density altitudes?: Yes—the B23 Energic performed in conditions of 36°C (96.8°F) and a 9,500 ft density altitude with stability and strong climb rates, at 500 feet per minute.

How does heat affect electric propulsion? : H55's battery and EPS architecture performed within nominal thermal limits, with no signs of degradation despite high ambient temperatures, up to 40°C (104°F).

Advancing Climate Resilient Flight Training: As electric aircraft join training fleets, climate resilient performance is essential. The B23 Energic offers zero emissions, low noise, and minimal vibration—ideal for flight schools and airports under stricter environmental rules. Colorado illustrated flawless performance in conditions that normally strain conventional aircraft. With no performance loss or system degradation, H55's EPS proves electric propulsion is ready for high-altitude, high-temperature flight.

HORIZON AIRCRAFT AND ZEROAVIA ANNOUNCE PLANS TO EXPLORE HYDROGEN EVTOL PROPULSION

ZeroAvia and Horizon Aircraft – an advanced aerospace engineering company and developer of one of the world's first hybrid eVTOL (electric Vertical Take-Off and Landing) aircraft – announced plans to work together on developing regional hydrogen-electric VTOL air travel.

Together, the companies will cooperate on exploring ZeroAvia's ZA600 hydrogen-electric powertrain for Horizon Aircraft's Cavorite X7 eVTOL.

The Cavorite X7's unique fan-in-wing design incorporates 14 lift fans providing the thrust for vertical takeoff, with sliding panels which hide the fans as the aircraft transitions from hover to wing-borne flight and flies like a normal plane. For landing, it can use a normal runway, or the fans can be deployed to touchdown on a helipad, or an area the size of a tennis court.

Horizon Aircraft has already performed untethered flight tests of a large-scale prototype, including demonstrating hover modes and transition to wing-borne



flight. The company has received backing from the U.S. Department of Defense and approvals for flight testing from the Canadian regulator.

As well as investigating the integration of ZeroAvia's powertrain, the partnership will accelerate research into the necessary infrastructure and certification guidelines to unlock a zero-emission pathway for Horizon Aircraft.

Val Miftakhov, Founder & CEO, ZeroAvia said: "More and more eVTOL companies are looking to hydrogen-electric propulsion as the breakthrough that can extend range potential and durability of electric propulsion systems.

Horizon Aircraft has developed an exciting application and performed successful prototype testing, and they are taking another leadership step in exploring hydrogen as a potential propulsion option for the Cavorite X7."

Brandon Robinson, CEO and Co-founder at Horizon Aircraft, said: "We are a company that continues to focus on what is best for operators of our aircraft. We have been impressed with ZeroAvia's recent flight demonstrations of hydrogen-electric propulsion systems and the company's traction with regulators. We are thankful for the opportunity to explore hydrogen solutions for the regional air mobility market which could develop into a viable solution to deliver clean, fast, and highly-efficient air travel." The planned collaboration with ZeroAvia represents an innovative move forward for Horizon Aircraft as it considers all operational and practical technologies. The company is developing strong aerospace partnerships while building momentum towards certification and commercial readiness.

Joby Expands Manufacturing Capacity in California and Ohio, Adds New Aircraft to Its Fleet



Joby Aviation, Inc. a company developing electric air taxis for commercial passenger service, announced the expansion of its site in Marina, California, which will double its aircraft production capacity at that location. The total site now spans approximately 435,500 square feet and will support the scale-up of commercial operations. Joby also expanded its flight test program with the addition of a new aircraft to its growing fleet.

"Reimagining urban mobility takes speed, scale, and precision manufacturing. Our expanded manufacturing footprint in both California and Ohio is preparing us to do just that," said Eric Allison, Chief Product Officer. "We celebrated the opening of the new facility with the flight of our sixth aircraft, which earned airworthiness certification within a week of completion."

The opening of the new manufacturing space is a big step forward as Joby gets ready to scale production and enter the market. Achieving this comes down to three key strengths:

Committed to American Innovation: Drawing on top talent at its California and Ohio facilities, Joby designs, builds, and tests its aircraft in the US. Using tools like advanced data analytics and 3D printing, Joby produces components that are lighter, stronger and more flexible. With its newly expanded Marina facility, the Company plans to add hundreds of full-time jobs to support increased aircraft production.

Advantage of Vertical Integration: Joby handles nearly every aspect of its aircraft and air taxi service in-house, from design and manufacturing to pilot training and operations. This vertical integration helps speed development, ensure quality, and accelerate testing and certification. It also lets Joby quickly and efficiently adapt its platform for other uses, including its hybrid hydrogen-electric propulsion testing.

Close Collaboration with Toyota: Toyota engineers are deeply integrated with the Joby team, providing counsel to support Joby's work across design, manufacturing, and quality. Toyota also helps the Joby team optimize processes, streamline assembly, and offer advice related to the development of custom tooling to accelerate production.

Once fully operational, the expanded Marina site is expected to be able to produce up to 24 aircraft per year, which is nearly one every other week. It will also provide key capabilities including its initial FAA production certification, conforming ground and flight testing components, pilot training simulators, and aircraft maintenance. This site strengthens Joby's broader manufacturing network, which includes three additional facilities: Santa Cruz, CA, the headquarters driving innovation and system architecture; San Carlos, CA, focused on powertrain and electronics; and Dayton, Ohio, a newly renovated facility that will manufacture and test aircraft components for Joby's Pilot Production Line. The Dayton site demonstrates the capabilities required for FAA production certification and supports the Company's plans to scale operations. Equipment installation is underway, with production ramping up to eventually build up to 500 aircraft a year at that location.

AutoFlight Delivers World's 1st eVTOL Aircraft Exceeding One-Ton with Complete Airworthiness Certification



AutoFlight announced the delivery of the world's first electric vertical take-off and landing (eVTOL) aircraft exceeding one-ton max. take-off weight to achieve complete airworthiness certification with all three required approvals from civil aviation authorities.

The CarryAll aircraft has been delivered to Heli Chuangxing Intelligent, marking a historic milestone in commercial eVTOL operations and representing a significant advancement toward the practical implementation of low-altitude economic applications.

Comprehensive Airworthiness Achievement : On July 21, the Civil Aviation Administration of China approved the Airworthiness Certificate (AC) for the CarryAll, completing the final stage of initial airworthiness certification review. The aircraft now holds all three essential airworthiness certifications: Type Certificate (TC) for design approval, Production Certificate (PC) for manufacturing authorization, and Airworthiness Certificate (AC) for individual aircraft certification. This achievement establishes the CarryAll as the world's first eVTOL aircraft above one-ton capacity designed, manufactured, and delivered in strict accordance with civil aviation airworthiness procedures, providing the fundamental qualifications for official commercial operations.

Advanced Technical Specifications : The CarryAll represents a breakthrough in heavy-lift eVTOL technology, featuring a maximum take-off weight of 2 tons, payload capacity of 400 kgs, cruise speed of up to 200 kilometers per hour, and range of up to 200 kilometers. The fully electric, unmanned aircraft combines vertical take-off and landing capabilities with fixed-wing cruise efficiency. The aircraft's flexible deployment capabilities make it particularly suited for low-altitude logistics, emergency supply delivery and disaster response missions.

Extensive Flight Testing Program
AutoFlight's rigorous development program has encompassed comprehensive testing across diverse operational environments. The CarryAll has completed over 40,000 kilometers of safe flight operations, spanning research and development test flights, airworthiness compliance verification and scenario validation missions.

Flight operations have been conducted across multiple terrains in China, the United Arab Emirates and Japan, including across plains, plateaus, deserts, forests, and over oceans and rivers. This extensive testing program has validated both aircraft performance and the viability of diverse low-altitude application scenarios.

Strategic Partnership and Market Implementation
The delivery to Heli Chuangxing Intelligent represents a strategic partnership with a leading low-altitude operation services provider.

NASA TESTS 5G-BASED AVIATION NETWORK TO BOOST AIR TAXI CONNECTIVITY



NASA engineers are exploring how the technology used in existing cellphone networks could support the next generation of aviation. In April and May, researchers at NASA's Glenn Research Center in Cleveland built two specialized radio systems to study how well fifth-generation cellular network technology, known as 5G, can handle the demands of air taxi communications.

"The goal of this research is to understand how wireless cellphone networks could be leveraged by the aviation industry to enable new frontiers of aviation operations," said Casey Bakula, lead researcher for the project, who is based at Glenn. "The findings of this work could serve as a blueprint for future aviation communication network providers, like satellite navigation providers and telecommunications companies, and help guide the Federal Aviation Administration's plan for future advanced air mobility network requirements in cities."

Instead of developing entirely new standards for air taxi communications, NASA is looking to see if the aviation industry could leverage the expertise, experience, and investments made by the cellular industry towards the development of reliable, secure, and scalable aviation networks. If 5G networks could provide an "80% solution" to the challenge, researchers can focus on identifying the remaining 20% that would need to be adapted to meet the needs of the air taxi industry.

5G networks can manage a lot of data at once and have very low signal transmission delay compared to satellite systems, which could make them ideal for providing location data between aircraft in busy city skies.

Ground antennas and networks in cities can help air taxis stay connected as they fly over buildings, making urban flights safer.

To conduct their tests, NASA researchers set up a system that meets current 5G standards and would allow for future improvements in performance. They placed one radio in the agency's Pilatus PC-12 aircraft and set up another radio on the roof of Glenn's Aerospace Communications Facility building. With an experimental license from the Federal Aviation Administration (FAA) to conduct flights, the team tested signal transmissions using a radio frequency band the Federal Communications Commission dedicated for the safe testing of drones and other uncrewed aircraft systems.

During testing, NASA's PC-12 flew various flight patterns near Glenn. The team used some of the flight patterns to measure how the signal could weaken as the aircraft moved away from the ground station. Other patterns focused on identifying areas where nearby buildings might block signals, potentially causing interference or dead zones. The team also studied how the aircraft's angle and position relative to the ground station affected the quality of the connection.

These initial tests provided the NASA team an opportunity to integrate its new C-Band radio testbed onto the aircraft, verify its basic functionality, and the operation of the corresponding ground station, as well as refine the team's test procedures. The successful completion of these activities allows the team to begin research on how 5G standards and technologies could be utilized in existing aviation bands to provide air-to-ground and aircraft-to-

aircraft communications services.

In addition to meeting these initial test objectives, the team also recorded and verified the presence of propeller modulation. This is a form of signal degradation caused by the propeller blades of the aircraft partially blocking radio signals as they rotate. The effect becomes more significant as aircraft fly at the lower altitudes air taxis are expected to operate. The airframe configuration and number of propellers on some of the new air taxi models may cause increased propeller modulation effects, so NASA researchers will study this further.

NASA research will provide baseline performance data that the agency will share with the FAA and the advanced air mobility sector of the aviation industry, which explores new air transportation options. Future research looking into cellular network usage will focus on issues such as maximum data speeds, signal-to-noise ratios, and synchronization between aircraft and ground systems. Researchers will be able to use NASA's baseline data to measure the potential of new changes or features to communications systems.

Future aircraft will need to carry essential communications systems for command and control, passenger safety, and coordination with other aircraft to avoid collisions. Reliable wireless networks offer the possibility for safe operations of air taxis, particular in cities and other crowded areas.

This work is led by NASA's Air Mobility Pathfinders project under the Airspace Operations and Safety Program in support of NASA's Advanced Air Mobility mission.

VERTICAL AEROSPACE COMPLETES WORLD 1ST PUBLIC AIRPORT-TO-AIRPORT FLIGHT

Vertical Aerospace a global aerospace and technology company that is pioneering electric aviation announces that it completed the world's first airport to airport piloted flight by a full-scale, winged tilt-rotor eVTOL designed for commercial service.

Following Flight Conditions and Permit to Fly approvals from the UK Civil Aviation Authority (CAA), the VX4 prototype flew to the Royal International Air Tattoo (RIAT), the world's largest military air show, where it will be on display from 18-20 July.

Inaugural airport to airport flight: On Wednesday 16 July, the piloted VX4 prototype flew 17 miles from Vertical's Flight Test Centre at Cotswold Airport to RAF Fairford, a Royal Air Force station which is used by the United States Airforce, reaching speeds of 115mph and an altitude of 1800ft. The flight marked the aircraft's first landing at a public location.

The inaugural flight, witnessed by a few thousand aircraft enthusiasts, showcases integration with real-world airport operations and builds momentum toward certified deployment.

Simon Davies, Vertical's Chief Test Pilot, who flew the full scale VX4 prototype, said: "Flying the VX4 from airport to airport is a major milestone, and a powerful demonstration of the real-world capability of the aircraft. To bring it to RIAT, among some of the world's most advanced military aircraft, is a proud moment - and a powerful signal of the role that a new generation of aircraft will play in defence and special mission operations."



Only electric aircraft to be showcased at the Royal International Air Tattoo : Vertical is showcasing its full scale VX4 prototype - the only electric aircraft presence at RIAT 2025 - as part of its broader strategy to unlock new hybrid-electric applications in defence, logistics, and special missions.

With the recent launch of its hybrid-electric variant, Vertical is positioned to deliver cleaner, quieter, and more versatile aviation solutions for a range of government and military use cases. Vertical's second-generation hybrid-propulsion system, which has been in development for 18 months at the Vertical Energy Centre, will be retrofitted into one of the company's VX4 full scale prototypes and is expected to commence flight testing in Q2 2026.

Stuart Simpson, CEO of Vertical Aerospace, said: "RIAT is a global stage for the most advanced, mission-ready aerospace technology, and we're proud to showcase how electric aviation will support the future of defence. Our hybrid-electric roadmap unlocks new capabilities for military operations,

and Vertical's RIAT presence reinforces our commitment to playing a meaningful role in the future of military and special mission aviation."

Visitors can see the VX4 prototype on display at RIAT from 18-20 July.

With over 200,000 visitors expected and participation from more than 25 nations, RIAT offers Vertical a valuable platform to engage defence stakeholders, investors, and the global aerospace community on emerging opportunities. The event is organised by the Royal Air Force Charitable Trust, with proceeds supporting aviation education and youth development.

Peter Reoch, Head of Air Operations at Royal Air Force Charitable Trust Enterprises, said, "Great to see Vertical Aerospace and their prototype aircraft, which is based at Cotswold Airport, showing the innovation of aviation. It will be on static display for all three days at this year's Royal International Air Tattoo and will show visitors the future of sustainable aviation and electric powered flight."

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DEXA RECEIVES NATIONWIDE WAIVER FROM FAA FOR BVLOS DELIVERIES



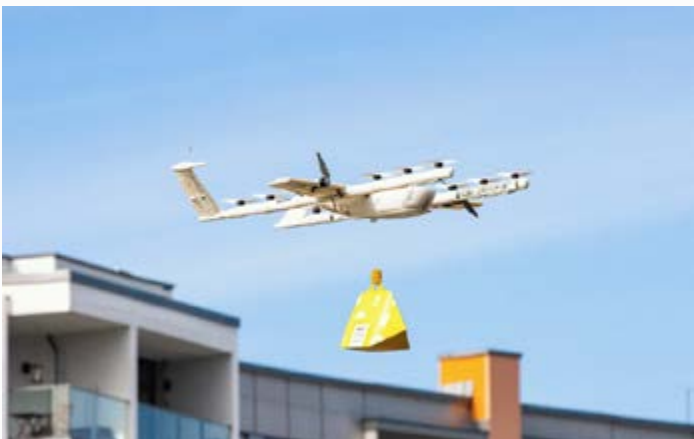
Drone delivery specialist DEXA (Drone Express) has received a national waiver from the United States Federal Aviation Administration (FAA) enabling its drones to operate beyond visual line of sight (BVLOS) without requiring individual, case-by-case flight approvals from the FAA.

The national BVLOS waiver adds to DEXA's FAA Airworthiness Certification and Part 135 Air Carrier Certificate.

In addition to serving its enterprise partners, DEXA has built a direct-to-consumer marketplace where customers will be able to order groceries, OTC medications, pet supplies and more through rapid drone delivery without the need to disclose their address.

DEXA said on July 14 that it will continue to work closely with federal and local stakeholders to ensure that safety, compliance and community engagement remain central to its operations. The nationwide BVLOS waiver is expected to help the company's growth and support new applications in food, retail and time-sensitive logistics.

GUTMA CREATES NEW TASK FORCE FOR BVLOS GUIDANCE



The Global Uncrewed Traffic Management Association (GUTMA) has launched a new task force, supported by drone delivery specialist Wing.

The GUTMA Operator to UTM Service Provider SLA Framework Task Force will work to produce a globally applicable guidance document that will support predictable and trusted BVLOS operations.

"The Service Level Agreement (SLA) framework will facilitate partnerships and define responsibilities for service providers and operators in the delivery and operational use of reliable, timely and appropriate third-party services," the organisation said in a LinkedIn post.

Interested GUTMA members can complete a form to apply to join the new task force.

DRONESENSE, MATRIXSPACE PARTNER TO ACCELERATE DRONE BVLOS MISSIONS FOR FIRST



DroneSense and MatrixSpace have partnered to accelerate the safe expansion of beyond visual line of sight (BVLOS) drone operations for Drone as First Responder (DFR) programmes.

"The integration brings MatrixSpace Radar's real-time object detection and airspace awareness capabilities directly into DroneSense Remote (DSR), the leading operational software platform for public safety drone missions," said the companies in a press release. "This enables radar tracking across urban and rural settings enhancing safety, responsiveness and mission success."

"MatrixSpace Radar delivers affordable, AI-powered situational awareness in all conditions, including low-light and low-visibility environments. With AiEdge software for real-time classification and expandable centralized sensor fusion, agencies can scale DFR operations confidently."

According to Aydin Ghajar, Chief Operating Officer at DroneSense: "This integration with MatrixSpace represents the first of several partnerships to unlock BVLOS operations for public safety agencies. By bringing real-time radar awareness into our OpsHub interface, we're enhancing both mission execution and safety."

This capability has already supported some major milestones:

Palm Springs Police Department (PSPD) expanded its Drone as First Responder (DFR) program, establishing the largest first responder agency coverage area (37 square miles) monitored by radar sensors instead of humans in the United States.

Campbell Police Department (CPD) became the first law enforcement agency in California to receive FAA authorization for single-operator BVLOS missions under a Part 91.113(b) waiver using radar instead of human visual observers. The waiver enables safer and more effective drone operations, even during night or adverse weather conditions.

BVLOS DRONE DELIVERY TO BE TESTED IN NORTH DAKOTA



North Dakota's Department of Commerce has announced that it will be testing a beyond visual line of sight (BVLOS) drone delivery service on July 24.

"Project Rural Reach will launch a 34-mile drone flight from Williston to Watford City, demonstrating how unmanned aircraft could one day deliver medical supplies and essential goods to remote areas," the Department said in a social media post. "Powered by the Vantis UAS network and operated by iSight Drone Services, this long-range flight marks a major step in advancing UAS for public use."

Project Rural Reach is a University of North Dakota initiative, launched earlier in 2025, which specialises in demonstrating real-world drone operations in sparsely populated areas. In addition to the iSight rural delivery project, Rural Reach is developing two other use cases - the use of drones in disaster response and extending the range of autonomous vehicles.

In September 2024, the University of North Dakota successfully completed a pair of proof-of-concept BVLOS flights between Elbowoods Memorial Health Center in New Town, N.D., and Twin Buttes, N.D. Drone company Valkyrie provided a flight team for the project, funded by a US Department of Transportation grant.

NSW BEGINS BVLOS DRONE OPERATIONS OVER MAJOR ROAD



New South Wales (NSW) in Australia has begun beyond visual line of sight (BVLOS) drone operations along a major motorway. Jenny Aitchison, Minister for Roads, announced the commencement in an Instagram reel.

The project, which has been in development for two years, now sees drones operate from Cowan to Calga along the M1 Highway, providing situational awareness and monitoring and aiding incident response for the Transport Management Centre (TMC). The drone leaves from the TMC and takes about 90 seconds to reach operational height and begin its mission along the M1. In a comment accompanying the reel, Aitchison said the drones can be flown over 50km from the TMC.

It is planned to expand the initiative to other areas. The drones could be deployed from the TMC to "anywhere in NSW with power and connection," said Craig Moran, manager of the TMC.

COPTRZ GRANTED CAA APPROVAL FOR BVLOS SORA OPERATIONS



The UK Civil Aviation Authority (CAA) has granted formal Specific Operations Risk Assessment (SORA) approval to Coptorz for beyond visual line of sight (BVLOS) operations in the Severn Trent Water utilities region.

Coptorz will operate DJI Dock-based drone missions under a SAIL I (Specific Assurance and Integrity Level 1) classification, enabling automated asset inspection and monitoring of Severn Trent's infrastructure.

The approval, which Coptorz says is the first of its kind in the UK, enables remote DJI Dock deployments without a pilot on site, providing near real-time data capture and expanded operations.

LIGHTHOUSE AVIONICS TO SCALE AI-DRIVEN BVLOS SENSING TECH WITH AFWERX CONTRACT



AFWERX, the US Air Force innovation unit, has awarded a contract to Lighthouse Avionics to scale its AI-driven Virtual Control Tower (VCT).

Lighthouse Avionics will use the USD1.25M contract award to develop VICTOR V3 to address challenges identified by the Air Force. This will include transitioning the company's beyond visual line of sight (BVLOS) sensing technology into a scalable, Defense Department-optimised drone sensing system.

Lighthouse will partner with the 1174th Attack Wing, 96th Test Wing, Airavat and NUAIR on the project.

AIRWAYZ AND MYSKYECO TEAM UP FOR LONG-RANGE BVLOS OPERATIONS IN THE US



Airwayz has announced a joint venture with MySkyECO, combining AI-based UTM with uncrewed aerial systems (UAS) for fully autonomous long-range drone operations across United States airspace.

Supported by the Space Florida-Israel Innovation Authority Partnership Program, the collaboration will enable beyond visual line of sight (BVLOS) capabilities in high-traffic, regulated airspaces, integrating manned and unmanned aircraft with real-time multi-fleet coordination and tactical deconfliction. Operational support will be provided for long-range missions like medical delivery, search and rescue, and disaster response via a scalable platform.

AERIALMETRIC INTEGRATES SHEARWATER AUTONOMOUS BVLOS FLIGHT PLANNING TO EXTEND MADAGASCAR MEDICAL DELIVERIES



AerialMetric, Madagascar's leading medical drone delivery operator, has announced a strategic partnership with Shearwater Aerospace to significantly expand access to life-saving medicines in remote communities across the country. The collaboration addresses critical challenges in beyond visual line-of-sight (BVLOS) operations, where the energy required to fly a route can vary by up to 30% due to weather—making it difficult to ensure safe and consistent service, according to a joint press release.

"AerialMetric has built one of sub-Saharan Africa's most active medical drone delivery networks. Since 2020, the company has completed over 10,000 flights, delivering more than 10 tonnes of essential medical supplies to over 1,000 health facilities," said the release. "In 2024 alone, nearly 3,000 long-range missions were completed, many exceeding 200 kilometers. These operations took place in some of the world's most demanding conditions, including wind speeds up to 13 m/s, heavy rainfall, extreme heat, and mountainous terrain at altitudes reaching 1,700 meters.

"Together, the two companies are enabling AerialMetric to establish year-round, regulator-approved medical delivery corridors that avoid populated areas. Powered by Shearwater's patented Smart Flight™ autonomy platform, these routes are optimized using comprehensive regional weather data and advanced safety protocols — providing aviation authorities with the robust evidence needed to confidently authorize BVLOS operations.

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Lighthouse will partner with the 1174th Attack Wing, 96th Test Wing, Airavat and NUAIR on the project.

UNIVERSITY OF TEXAS AT EL PASO RECEIVES FAA AUTHORISATION FOR BVLOS RESEARCH PROGRAMME



The Aerospace Center at the University of Texas at El Paso (UTEP) has received Federal Aviation Administration approval for its uncrewed aerial systems research programme that will enable it to conduct beyond visual line of sight (BVLOS) operations.

The BVLOS approval means that UTEP is authorised to fly remotely within its 87 square mile range for testing, autonomy and next-generation flight research.

To date, UTEP's Aerospace Center has conducted research with NASA, the Department of Defense, the Department of Energy and other agencies in areas including drones, propulsion, spacecraft design and the fusion of artificial intelligence, machine learning and advanced materials science.

WINDRACERS AUTONOMOUS BVLOS ULTRA DRONE MISSIONS GATHER NEW DATA ON ANTARCTICA

Windrancers, the UK-based designer, manufacturer and operator of Windracers ULTRA, an autonomous heavy-lift cargo aircraft, has helped British Antarctic Survey (BAS) unlock new data in previously uncharted parts of Antarctica.

In a world-first for drone-assisted science, BAS employed Windracers ULTRA for autonomous Beyond Visual Line of Sight (BVLOS) missions to map out remote parts of West Antarctica and investigate how the Earth's crust was created and deformed, said the company in a press release.

"The new research, published in the *Journal of Geophysical Research*, used state-of-the-art gravity and magnetic sensors to reveal huge bodies of frozen magma, hidden below the icy sea. Photos of previously unexplored islands, taken at the same time, show how these rocks were deformed as the mountains of the Antarctic Peninsula were pushed up by movement of the Earth's tectonic plates.

"Until now, the lack of data from this remote area meant scientists had limited understanding of the



region. Using the long-range, heavy-lift capability and autonomous operation of Windracers ULTRA, BAS experts were able to quickly and effectively map out the hidden geology of this inaccessible region."

The SWARM project demonstrated Windracers ULTRA's value in real-world survey and logistic settings,

proving its potential for future deployments in remote and challenging environments around the world. The SWARM project was funded by UKRI Innovate UK.

Later this year, Windracers will also launch a new operational hub in Malawi to support middle-mile delivery of humanitarian across Africa.

EVERTISKY LAUNCHES URBAN AIR MOBILITY MAP TO INTEGRATE ALL STAKEHOLDERS IN UAM ECOSYSTEM BUILDING

Windracers, the UK-based designer, manufacturer and operator of Windracers ULTRA, an autonomous heavy-lift cargo aircraft, has helped British Antarctic Survey (BAS) unlock new data in previously uncharted parts of Antarctica.

eVertiSKY has announced the launch of the UAM Colony 2030 App, a dynamic, AI-powered platform built to help cities, operators, infrastructure partners, CPG and TDL distributors, and investors align the efforts to develop an integrated urban air mobility ecosystem.

"More than a tool, the app acts as a shared operating system for the UAM ecosystem—offering a responsible, human-in-the-loop agentic process that evolves with its users," says the company in a press release. It enables real-world planning, progress tracking, data submission, and simulation in an integrated environment that is publicly accessible and continuously improving.

"Unlike static dashboards or whitepapers, the UAM Colony App uses agentic AI tuned for UAM—refined through engagement and feedback. Domain-specific agents return high-context answers across infrastructure, regulation, economics, and workforce planning, improving with every interaction."

"The UAM Colony App is our living, learning environment that helps stakeholders scale projects by working from what they know—while building bridges to what others are doing across cities, markets, and



use cases," said Steven C. Philpott Sr., Chief Technology Officer at eVertiSKY.

To ensure accessibility and growth, the app offers a tiered membership model. The release is open to the public via Web UI with core features and educational modules.

"We saw a UAM industry struggling with ambition but disconnected from infrastructure and readiness. Scaling UAM starts with scaling understanding," said Philpott. "This app isn't for passive observation—it's for participants building commercialization inflection points."

Chicago will showcase the platform in action—supporting siting, zoning, impact tracking, and operational sequencing tied to real data and

stakeholder engagement.

Key Features in Version 1.5 : SeamPoint Heatmap Engine: Visualizes milestone progress across city corridors, vertiport projects, operator status, and policy activation zones.

Knowledge Copilots: AI-guided, human-reviewed responses to user questions—backed by Firestore datasets, UAM SLMs, and regulatory overlays.

Living Lab Interface (Executive Tier): Connects to real-time infrastructure and CLAA data through the eSkyBridge City API, enabling simulations of operational airspace, billing, and service nodes.

Economic & QoL Impact Tools: Allows stakeholders to input and analyze investment, workforce, and environmental indicators into the platform.

GUTMA announces two further task forces to support increasing global UTM operations

The Global Uncrewed Traffic Management Association (GUTMA) has announced two further task forces on the heels of the beyond visual line of sight (BVLOS) guidance task force that we reported on last week.

Also supported by GUTMA board member Wing, the Task Force on the Operator to UTM Service Provider Service Level Agreement (SLA) Framework aims to establish a clear framework to define service provider and operator responsibilities for the delivery and operational use of reliable, timely and appropriate third party services.

"The objective of the SLA framework is to outline and provide a formal framework, in the form of a guidance document, to facilitate the partnership between the operator and the UTM service provider," GUTMA said. The association intends for this document to be used in a global environment regardless of specific implementation.



Meanwhile, the EU Task Force to Develop and Coordinate the Regional EU Pillar in a Global Market will work to develop material to help advise the European Commission and the European Union Aviation Safety Agency (EASA) on how to accelerate and scale U-space implementation.

The participating members of this task force will produce a final report summarising findings, including a strategic list of recommendations to the European Commission and EASA on how to improve the current U-space situation without a lengthy legislative process and a list of initial priorities to focus on.

VTT AND MANNA LAUNCH UNCREWED AIR TRAFFIC RESEARCH PROJECT IN URBAN FINLAND

Finnish state-owned research institute VTT, and drone company Manna Air Delivery are launching a joint research initiative aimed at developing safe, scalable and sustainable uncrewed air traffic.

The project will explore how drone transport can support, for example, healthcare logistics and help city centre businesses expand their services.

A key focus of the project is to develop safety and airspace management solutions that enable large-scale adoption of drone deliveries in Finnish urban environments. Manna Air Delivery is already delivering groceries in Espoo, Finland and will be expanding into other Northern European territories.

The latest project is planned for the Finnish Housing Fair in summer 2025. The aim is to explore the use of drones as a logistics solution, particularly in suburban areas.

While early drone deliveries have focused on pizzas, groceries and burgers, a central aim of the VTT/Manna partnership is to assess how drones can be



applied to mission-critical services, such as logistics between health clinics and hospitals. The joint goal is to create solutions that support not only smart city services but also the public sector, including preparedness for pandemics and emergency response.

"When it comes to transporting samples or medical supplies, speed is key. Air delivery can often be both the fastest and most reliable option, especially in urban areas. In the future, using drones to carry blood

samples between hospitals may become routine – and in times of crisis, even life-saving," says Jussi Kangasoja, Senior Scientist at VTT, who is involved in the project.

The collaboration will also explore how different forms of robotics could be integrated. For example, combining ground-based robot couriers with drones in the same logistics chain. The project will assess where aerial transport offers the greatest advantage and where traditional routes are more efficient.

CANADA STARTS TESTING OPEN-SOURCE, DECENTRALISED UTM CONCEPT IN IART-OE TRIAL

The iART Alliance has announced the launch of the Alberta RTM Trials – Operational Evaluation (iART-OE), a Canadian initiative designed to evaluate remotely piloted aircraft systems (RPAS) traffic management (RTM) services in active, real-world scenarios. The project brings together key industry, government, and academic stakeholders to test, assess, and refine RTM capabilities that will be critical to enabling safe Beyond Visual Line of Sight (BVLOS) operations in Canada.

The goals of the project are to establish a UTM system which will enable airspace to 400ft AGL for emergency services and commercial use cases, demonstrate Interoperability compliant with ASTM F3548-21) and ASTM F3411-22a; and develop "pre-validated declaration (PVD) for RTM Service Supplier(s) as defined in AC 901-001."

iART-OE represents a scalable, standards-based model for RTM deployment in Canada along the lines of the US UTM Implementation programme concept trialled in Dallas. The "open source" tools developed and shared by the Dallas Key Site will be leveraged by iART-OE to accelerate inter-operability between RTM service suppliers (RSP), according to the programme website.

"The use of internationally accepted standards



are leveraged by both initiatives," says the programme website. "The standards for "RSP Interoperability" and "Network Identification" will lead the technical validation for both initiatives. With each achieving the implementation of each standard at different pace and scale. The path for regulatory recognition has been defined in both jurisdictions. However, the FAA/Dallas initiative has already achieved acceptance for early stage participants. In Canada, no RSP's have been recognized under the pending regulations. This initiative will lead the way by providing an optimized sandbox for evaluation and testing."

"Shared infrastructure will be provided to participating RSP's to help accelerate inter-operability testing, and regulatory recognition. The shared use of airspace surveillance and weather services will empower operational flight testing activities. The distributed use of RTM systems will be coordinated between the RSP's.

This is a topic of further discussions and negotiations between RSP's. The coordinated use of flight activities to facilitate inter-operability testing, will be determined in future planning activities."

According to an alliance press release: "The iART-OE trials will begin in Sherwood Park, Alberta—a progressive community in Strathcona County and part of the Edmonton metropolitan area. Both Strathcona County and the City of Edmonton are focused on enabling their communities with advanced drone capabilities, particularly in the area of emergency response through Drone as First Responder (DFR) programs...Building on the approach pioneered in the Dallas Keysite, the Alberta RTM Trials will feature industry-led interoperability testing to evaluate and advance cooperative airspace management." Two of the principal industry partners are OneSky and AIRmarket. "Together, we are working to establish Canada's first RTM-enabled cooperative airspace in the Greater Edmonton Region," say the companies in a press release. "This marks a first in Canada and sets the stage for testing real-world interoperability, coordination, and data exchange between platforms. The results are expected to inform the development of Canada's broader RTM ecosystem, serving as a foundational step ahead of NAV Canada's rollout of the rFIMS service."

MYSKYECO AND AIRWAYZ LAUNCH LONG-RANGE DRONE PROJECT WITH INTEGRATED UTM

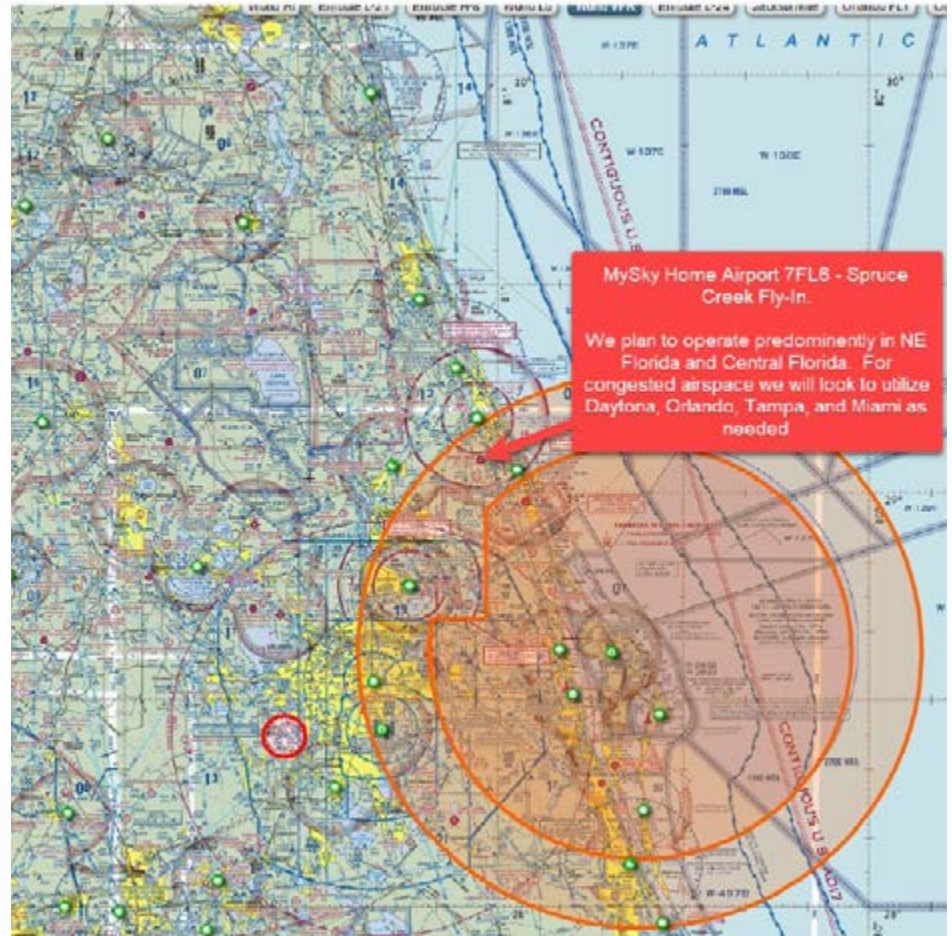
MySky ECO and Airwayz have launched a joint venture to develop a next generation long-range UAV system, say the two companies in a press release. This binational project was recently selected for funding by the Space Florida-Israel Innovation Partnership Program and is designed to demonstrate a fully autonomous drone platform capable of Beyond Visual Line of Sight (BVLOS) operations in regulated and complex airspaces across the United States.

"Our collaboration with Airwayz brings together two highly complementary technologies – advanced efficient aviation and cutting-edge AI-driven UTM," said Jeremy Maswary, CEO of MySky ECO. "With this project, we're not just testing large BVLOS drones; across multiple flight corridors and mission profiles. The MS-1D flight envelope and exceptional range and endurance capabilities are a natural fit for the Airwayz technology."

The system will integrate MySky's MS-1D UAV platform, derived from its light aircraft technology, with Airwayz' AI-based UTM software. The Airwayz platform enables real-time coordination of multiple drone fleets, dynamic airspace management, and safe coexistence with manned aircraft – enabled with strategic and tactical deconfliction capabilities.

"This is an important step for the future of airspace management and autonomous flight," said Eyal Zor, CEO of Airwayz. "Together with MySky ECO, we're building a real-world operational model that enables unmanned aircraft to support high-impact missions like organ transport and search-and-rescue, even in busy skies."

Development is already underway, with flight testing targeted towards the end of



the year. The system will be evaluated across multiple high-impact use cases—including medical and organ transport, emergency and package delivery, search and rescue, and border reconnaissance—requiring a long-range, high-speed drone capable of operating from short or unimproved runway environments, says the press release. While the project is co-funded by Space Florida and the Israel Innovation Authority, all technical and operational

components are being developed by MySky ECO and Airwayz.

Airwayz is responsible for delivering a UTM framework, including real-time airspace monitoring, mission planning tools, deconfliction services, and direct integration with air traffic control. MySky ECO leads the aircraft development, testing, FAA coordination, and stakeholder engagement across the proposed East Coast corridor.

OneSky reports successful USSP onboarding with Texas UTM Key Site programme

In a LinkedIn post OneSky reports it "has officially joined and successfully onboarded with the UTM Key Site Operational Evaluation program in Texas as a UAS Service Supplier (USS)!" By partnering with UAS industry leaders, we're proud to be helping shape the future of safe and scalable drone operations in shared airspace.

"This milestone reflects our ongoing commitment to advancing Unmanned Aircraft Systems Traffic

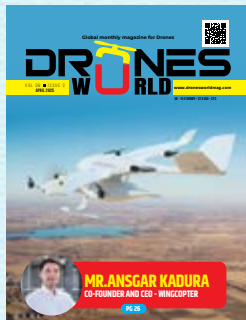


Management (UTM) through strategic conflict detection and conformance monitoring services, in alignment with the ASTM F3548-21 standard.

"Our participation directly supports the FAA's mission to develop the framework for Beyond Visual Line-of-Sight (BVLOS) operations and future UTM policies and regulations—a critical step toward full airspace integration."

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