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DRONES WORLD

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Dhirubhai Ambani University Law | Copernicus Strategic Consulting CSC GmbH | SPAVIATECH LAW

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Onsite: Hamburg, Germany | 12th-15th January 2026

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Key Topics

- EASA's Certification System and New Technologies Certification Challenges
- Legal Framework Governing International Civil Aviation: Key Conventions and Organisations
- Liability and Claims in Aviation : Legal and Regulatory Perspectives
- Aviation Security
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- Aviation Air Accident Investigations: International Best Practices, Safety Protocols, and Airworthiness Compliance with Case Study Analyses
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Featured Session: Behind the Dreamliner- Exclusive Insights from the Boeing 787 Whistleblower.

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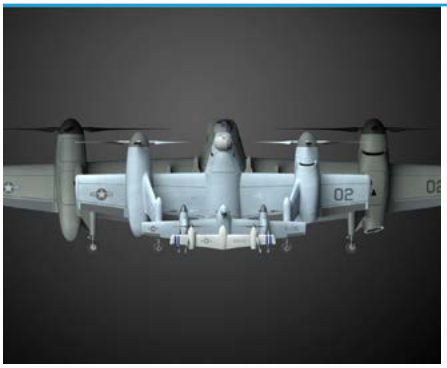

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B. KARTIKEYA

Hello Readers,

The Operational Dawn of Autonomy

As we survey the global drone landscape in late 2025, a profound transformation is undeniable: autonomy has moved from the drawing board to the operational frontline. This is no longer a future aspiration but a present-day reality, reshaping industries from defence and logistics to infrastructure and emergency response. We have reached the autonomous tipping point.

This shift is powerfully captured in our special feature, "Engineering the Skies," which details how simulation is powering the next generation of drones. By replacing costly trial-and-error with digital precision, companies are accelerating the development of drones that are more efficient, durable, and intelligent. This virtual proving ground is a critical enabler, turning complex design challenges into mission-ready assets at an unprecedented pace.

The practical application of this technology is evident across our interviews. Tom Adams of DroneShield and John Halinski of SRI Group articulate how a layered, intelligent defence is essential for protecting critical infrastructure like airports from casual incursions to coordinated swarm attacks. Their partnership underscores that effective counter-drone strategy is no longer just about hardware, but a fusion of impartial risk assessment and AI-powered command and control.

Meanwhile, the building blocks of autonomous intelligence are being refined by leaders like Lantronix's Mathi Gurusamy. His insight that Edge AI transforms drones from "passive cameras into autonomous decision-makers" is fundamental. This capability allows drones to process data and react in real-time, unlocking true autonomy for military ISR or remote infrastructure inspection.

This theme of integrated systems is echoed by DAS CEO Kent Wilson, who highlights the evolution of the human operator from direct pilot to mission commander. As drones handle complex navigation, the focus shifts to high-level strategy. Further expanding the ecosystem, Chemitek's Bruno Queiroz demonstrates how specialized solutions, like his company's drone-range cleaning agents, are enabling the maintenance required for large-scale autonomous operations, while Optical Zonu's Dillon Harr provides a crucial link—literally—with secure, jam-resistant fiber-optic control that ensures these autonomous systems can operate in contested environments.

From the digital design labs to the secure edge processors and onto the modern battlefield, the era of standalone drones is over. The future belongs to connected, intelligent systems. The autonomous future is not on the horizon—it is operational, and it is redefining the possible.

Kartikeya B.

ANDURIL & OVERLAND AI: COORDINATING AUTONOMOUS EFFECTS ACROSS AIR AND LAND

Modern operations depend on connecting systems and sharing information between those systems. Disparate systems are not always designed to work together — the successful use of one technology does not guarantee integration with another. Integration of multiple systems, or the lack thereof, could determine the outcome of a future fight, and it must be solved with urgency. This is especially true on land, where unstructured terrain, response time, and comms-denied environments introduce real operational constraints.

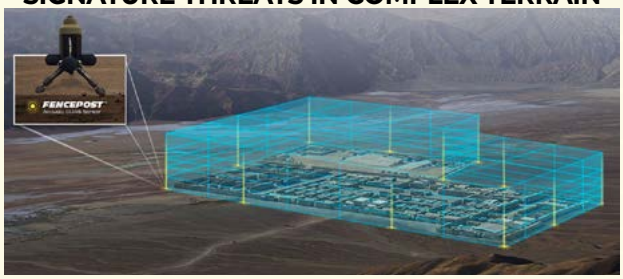
Last month, Anduril worked with Overland AI to conduct a joint field demonstration to explore how autonomous ground and air systems can coordinate in real time to detect and respond to emerging threats. The test showcased how autonomous uncrewed ground vehicles, operating as part of a connected system, can share information, coordinate actions, and deliver a rapid response from standoff in a counter-UAS operation.

The setup began in a convoy formation. Two of Overland's ULTRA ground vehicles, running Overland AI's OverDrive autonomy stack, carried a suite of Anduril sensors, radars, and electronic warfare payloads, alongside a crewed vehicle. Nearby, an Anduril UAS provided overwatch — connected through the same network, ready to act on any threats it spotted.

The scenario began with the Anduril's Ghost-X spotting incoming enemy drones in the distance, out of line of sight from the manned vehicle. The operator tasked both ULTRAs to drive up nearby hills to grab a read on the enemy drones. Designed for aggressive maneuver and unstructured terrain, Overland AI's autonomy enabled both vehicles to rapidly reposition into elevated overwatch without human intervention. The integrated Anduril sensors on the ULTRAs began to detect and track drone activity. Within moments, that data flowed across the network, alerting operators and providing all necessary information to respond with EW countermeasures. Every step — maneuver, detection, tracking, and response — happened through one shared interface without manual coordination or data transfers.

The goal was to see how autonomy behaves when different vehicles with different jobs operate as one system. The result was clear: the network held, the handoffs worked, and both air and ground systems responded in sync. It's one step in a larger effort to understand how connected autonomy can extend awareness, shorten reaction time, and make complex operations simpler to run. With efforts like these, Anduril is connecting the future fight one system at a time.

FENCEPOST SENSOR TACKLES LOW-SIGNATURE THREATS IN COMPLEX TERRAIN



General Atomics Electromagnetic Systems (GA-EMS) is showcasing its Fencepost™ acoustic surveillance system at the Association of the United States Army Annual Meeting and Exposition (AUSA 2025), following successful field demonstrations during the Office of the Under Secretary of Defense for Research and Engineering Technology Readiness Experimentation 2025 (T-REX 25) exercise. The system demonstrated its ability to detect low-signature aerial threats in complex terrain and congested radio frequency environments, underscoring its value for passive situational awareness in complex operational environments.

T-REX 25 was a defense experimentation event designed to accelerate the evaluation and transition of emerging technologies throughlive, scenario-based demonstrations. GA-EMS participated in the exercise in early August, showcasing Fencepost's capabilities in operationally relevant environments and engaging directly with military stakeholders. During the exercise, Fencepost passively detected and tracked low-signature aerial threats—including Group 1-3 unmanned aerial systems and rotary-wing aircraft—across complex terrain and congested radio frequency conditions. The system's modular architecture, rapid deployability and integration with tactical decision aids were key focus areas throughout the experimentation. "These trials confirm Fencepost's ability to deliver persistent, passive situational awareness where radar and optical systems face limitations," said Scott Forney, president of GA-EMS. "We're focused on delivering deployable technologies that close operational gaps and adapt to the realities of modern conflict." Fencepost's performance reflects a growing interest in passive sensor technologies that support multi-domain operations and layered defense strategies. Its capabilities align with broader efforts to accelerate the development and transition of autonomous systems to address urgent and emerging threats.

Key capabilities include:

- Scalable Deployment: Flexible node placement along a customizable perimeter, tailored to mission-specific coverageand objectives
- Operational Range: Supports Flexible deployment with detection capabilities up to 5–7 km for Group 3 targets
- Wide Frequency Processing: Handles signals in the 100–4000 Hz range
- Smart Filtering: Continuous detection algorithm to reduce false alarms
- Directional Tracking: Estimates signal source via Direction of Arrival (DoA) tracking
- Noise Suppression: Adaptive cancellation of loud, stationary noise sources
- Advanced Signal Classification: Uses eigenvector-based feature extraction for prioritization (AI integration planned)
- Seamless Integration: Plug-and-play compatibility with existing tactical decision aids

AM GENERAL ANNOUNCES COLLABORATION WITH CARNEGIE ROBOTICS AND TEXTRON SYSTEMS TO DEVELOP MODULAR UGV FOR US ARMY MODERNIZATION

AM General, global light tactical vehicle manufacturer, has formed a collaborative agreement with renowned autonomous solutions provider, Carnegie Robotics, and leading developer of crewed and uncrewed military ground vehicles, Textron Systems, to design and deliver an autonomous platform for the U.S. Army's Medium Modular Equipment Transport Trailer (M-MET) program. This next-generation unmanned ground vehicle (UGV) will be developed to meet the Army's most pressing modernization priorities.

"This collaboration combines the industrial strength of AM General, the autonomy expertise of Carnegie Robotics, and Textron Systems' proven experience in vehicle control and payload integration to deliver a disruptive capability to the U.S. Army," said John Chadbourne, AM General EVP of Business Development. "This new collaboration is a testament to the defense industrial base's commitment to support the Army's evolving needs."

The M-MET program's key mission is to close logistics gaps to autonomously deliver multi-class supplies and operational energy between Brigade Support Areas (BSA) and dispersed forward units. The platform will have a modular, multi-mission design that can autonomously transport critical supplies, generate and distribute operational energy, and integrate a variety of mission payloads in support of Army Transformation in Contact (TiC) and Multi-Domain Operations (MDO).

AM General alongside Carnegie Robotics and Textron Systems, is delivering a highly capable unmanned platform purpose-built to strengthen Army mobility, sustainment, and energy resilience. The vehicle combines a rugged, all-terrain chassis with advanced suspension and a hybrid-electric powerpack that provides over 30 kW of exportable power – enabling both autonomous logistics and operational energy support. Its drive-by-wire controls, integrated autonomy suite, and MOSA-compliant network ensure adaptability and rapid integration of mission payloads. Built on the battle-proven HUMVEE platform and enhanced with a modernized powertrain and suspension, the system offers unmatched off-road performance, proven interoperability, and scalability for production. This approach allows the Army to field a modular, reliable, and rapidly deployable solution to close critical operational gaps.

"Autonomy is at the heart of this effort, and Carnegie Robotics is proud to bring advanced sensing, software, and AI to ensure the M-MET can operate effectively in complex battlefield environments," said John Bares, President and CEO, Carnegie Robotics.

Carnegie Robotics will develop autonomy software stack, sensor fusion, computer architecture, non-weapons payload integration, and provide ongoing software sustainment. Textron Systems will incorporate the drive-by-wire system, diagnostics, and weapons payload. Textron Systems has decades of experience with designing, developing and integrating unmanned platforms, with a deep understanding of autonomous vehicle operation across air, land and sea domains. Textron Systems will use their best-in-class technology and expertise to provide an affordable and scalable solution, leveraging its proven robotic core technology.

"We are excited to be a part of this endeavor as it leverages each of our key strengths," said David Phillips, Senior Vice President, Air, Land and Sea Systems at Textron Systems. "The M-MET is built to be modular, adaptable and future-ready, ensuring Soldiers have a scalable and versatile platform that meets the Army's evolving mission needs."

PARAZERO SECURES SIGNIFICANT PURCHASE ORDER FOR AIROBOTICS' AUTONOMOUS DEFENSE DRONES, STRENGTHENING POSITION IN BOOMING DRONE DEFENSE MARKET

ParaZero Technologies Ltd. an aerospace defense company pioneering smart, autonomous solutions for the global manned and unmanned aerial systems (UAS) industry announced the signing of a significant purchase order with Airobotics Ltd., a premier provider of robotic automation solutions, for the delivery of ParaZero's advanced safety systems.

This purchase order is part of an ongoing collaboration between ParaZero and Airobotics, building on various previous orders, including ParaZero's counter-unmanned aerial systems (CUAS) solutions. The order encompasses ParaZero's innovative systems, designed to ensure operational efficiency while providing the highest level of safety and security.

"We are thrilled to deepen our partnership with Airobotics through this latest order, which emphasizes the growing acceptance of our advanced safety systems in the defense and homeland security sectors," said Ariel Alon, CEO of ParaZero. "We believe that our innovative solutions are increasingly recognized as critical enablers for safe and effective autonomous operations, meeting the rigorous demands of these rapidly evolving markets."

AIRBUS STREAMLINES ITS TACTICAL UNCREWED AERIAL SYSTEM OFFERING

Airbus has streamlined its small and medium tactical uncrewed aerial systems (UAS) from Survey Copter, Aliaca and Capa-X, into a single comprehensive portfolio that will be managed by its Airbus Helicopters division. The aim is to deliver a focused market approach for defence and security customers across both the Helicopters and Defence and Space divisions.

"By incorporating Aliaca and Capa-X into our UAS portfolio, we are building a cohesive family of products and solidifying Airbus' position as a market leader in the tactical drone segment," said Bruno Even, CEO of Airbus Helicopters. "With this move, we are setting up a centre of excellence that consolidates a comprehensive and complementary portfolio of uncrewed aerial systems and facilitates synergies across the teams that are working to further develop and support them. It will also accelerate the cooperation between drones and helicopters thanks to our HTeaming solution," he added.

Uncrewed aerial systems provide essential, real-time capabilities for diverse missions. They offer high-resolution sensing for ISTAR (Intelligence, Surveillance, Target Acquisition, and Reconnaissance) and long-endurance ISR (Intelligence, Surveillance, and Reconnaissance), benefiting naval and expeditionary forces while also supporting target acquisition on the battlefield. UAS can also support parapublic missions where surveillance is required such as firefighting and law enforcement.

Based in Pierrelatte in the South of France, Survey Copter has been designing, producing and maintaining light tactical drone systems since 1996. The company specialises in light drone systems for both civil and military applications, and has sold over 300 UAS to national and international customers since its creation.

Airbus Helicopters now offers a diverse portfolio of tactical drones designed to meet the evolving needs of modern defence. The Aliaca is a 25 kg UAS that can carry up to 3 kg of equipment for 6 hours, making it a robust imagery tool that enhances reconnaissance and decision-making. The Flexrotor is a 25 kg UAS that can carry up to 8 kg of equipment for 12 to 14 hours making it ideal for long-endurance missions. For ultimate flexibility, the Capa-X is a 120 kg UAS that can carry up to 20 kg of equipment making it a highly adaptable system that can be modified for various missions and terrains. The VSR700 is a 760 kg multi-mission drone with a discreet design, specifically developed for demanding maritime, cargo, and combat roles. This range of uncrewed systems provides customers with cutting-edge capabilities for surveillance, intelligence, and operational flexibility.

Complementing this consolidated portfolio of small and medium drones, Airbus continues to develop and offer a wide variety of multi-mission UAS technologies and services as part of its Defence and Space division, building on its expertise in air power solutions. Ranging from Eurodrone, the new generation large long-endurance remotely piloted aircraft system designed to bolster European defence and strategic sovereignty; the high-end tactical UAS SIRTAP, for day and night ISR missions over land and sea; the solar-electric stratospheric Zephyr High Altitude Platform Station (HAPS) to aerialtarget drones.

PALLADYNE AI AND DRAGANFLY TO COLLABORATE TO ENABLE ADVANCED AUTONOMOUS OPERATIONS AND SWARMING CAPABILITIES ON DRAGANFLY UAV PLATFORMS

Palladyne AI Corp. a developer of artificial intelligence software for robotic platforms in the defense and commercial sectors, and Draganfly Inc. (an industry-leading developer of drone solutions and systems announced their intention to collaborate to further enhance the capabilities of Draganfly's unmanned aerial vehicle (UAV) platforms with Palladyne™ Pilot AI software.

Palladyne™ Pilot is an edge-based, platform-agnostic, intelligent swarming and collaborative AI software designed to transform multiple UAVs into a seamlessly collaborating team, all managed by a single operator who remains "on the loop." By employing sensor fusion from diverse sources, Pilot enables drones to independently and collaboratively track targets while dynamically interfacing with autopilots. This powerful synergy enhances detection, tracking, classification, and identification while also enabling autonomous drone swarm operations, including self-organizing collaboration. Palladyne AI and Draganfly intend to make Palladyne Pilot software available for deployment on Draganfly's advanced drone systems.

Draganfly's professional-grade UAV systems and services have been relied upon by government, defense, and commercial organizations worldwide for more than two decades. Draganfly is an integrated manufacturer & solutions provider utilizing a modular approach which allows for mission-specific specialization and heavy-duty applications in a variety of challenging environments. By integrating Palladyne AI's autonomy software, Draganfly's platforms will gain expanded mission capabilities such as autonomous swarm operations, real-time intelligence, surveillance and reconnaissance (ISR), and enhanced operator efficiency.

"Draganfly has earned its reputation as one of the most trusted names in UAV innovation," said Ben Wolff, President and CEO, Palladyne AI. "We are honored to collaborate with them to deliver advanced aerial intelligence solutions that meet the operational needs of government, defense, and commercial users in challenging environments."

"Palladyne AI is enabling drone platforms to incorporate autonomy features that were even recently limited to large and costly systems," said Cameron Chell, CEO, Draganfly. "By having Palladyne Pilot as an embedded option into our platforms, we continue to expand our modular framework and increase our adaptable, mission-critical autonomy, and swarm capabilities that reduce operator workload and extend the effectiveness of our systems across complex use cases."

Integration of Palladyne Pilot with Draganfly systems outside the United States is subject to obtaining any necessary government approvals.

AV AND KOREAN AIR SIGN MOU TO ADVANCE MEDIUM UAS FOR THE ROK

AeroVironment, Inca global leader in all-domain unmanned systems announced the signing of a Memorandum of Understanding (MOU) that positions Korean Air as its priority partner in the Republic of Korea. This alliance will focus on integrating and adapting AV's JUMP® 20 Group 3 vertical takeoff and landing (VTOL), fixed-wing uncrewed aircraft to meet the specific needs of the Korean Defense market. It also establishes a foundation for long-term joint research and development, sustained innovation, and local production – supporting efforts by the Korean Ministry of National Defense to grow its unmanned system infrastructure and expand manufacturing within the country. "This agreement signals our growing international footprint, market presence, and commitment to delivering adaptable solutions in collaboration with trusted, in-country partners around the world," said Larry Satterfield, AV's Senior Director of Business Development for Asia Pacific. "With incredible mission flexibility and a rapidly growing global demand for the platform, JUMP 20 will anchor our partnership with Korean Air and meet Korea's emerging defense needs." By leveraging AV's operational track record and Korean Air's defense ecosystem, the collaboration ensures Korea's armed forces gain a mission-ready MUAS solution built to meet evolving regional and global defense challenges. With proven endurance, range, and multi-payload flexibility, JUMP 20 is the ideal platform for advanced intelligence, surveillance, and reconnaissance (ISR) operations and a wide range of evolving mission demands. It has emerged as the global Group 3 platform of choice, with recently awarded contracts across Europe, including Denmark, Italy, and multiple other NATO allies.

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Drones World Editor Kartikeya
In conversation with

A Conversation on Drone Security with Tom Adams of DroneShield and John Halinski of SRI Group.

Q You talk about creating a "pathway for airports to act." What are the concrete first steps an airport should take to move from being worried about drones to having an active protection plan?

A Tom: The first step is understanding the threat landscape unique to that airport. Every location has different environmental factors, flight paths, and infrastructure layouts that influence risk. That's why we start with a comprehensive threat and vulnerability assessment — identifying where drones are likely to appear, how quickly they can disrupt operations, and what detection blind spots exist. From there, we help airports develop a step-by-step roadmap that aligns technology, policy, and personnel. It's about moving from awareness to action — turning concern into an executable plan supported by data. What's often missing is a structured framework for decision-making.

John: Our assessments provide that framework, giving airports a prioritized list of risks, mitigation options, and implementation phases. That allows leadership teams to make informed, compliant, and budget-sensible choices.

Q Your partner, SRI Group, is "vendor-neutral." Why was it so important for you to partner with an independent advisor rather than doing the risk assessments yourselves?

A Tom: Having SRI Group conduct independent assessments ensures airports get objective recommendations — not a sales pitch. We recognize that credibility and neutrality are essential when advising critical infrastructure. Once the assessment identifies gaps and recommends potential solutions, DroneShield can demonstrate how its technology can fill those gaps, but the findings come from an impartial expert with deep aviation and regulatory experience.

John: Our neutrality is vital because airports operate under intense regulatory oversight. They need to trust that the data and recommendations are unbiased and focused purely on operational safety and compliance. Partnering this way gives airports confidence that what's being proposed truly fits their environment, not just a particular product catalogue.

Q Incidents like the one at Copenhagen Airport are costly. How do you help an airport's financial team understand the return on investment in counter-drone technology? What are the key costs you highlight?

A John: We quantify the cost of disruption. A single drone incursion can delay dozens of flights, costing hundreds of thousands of dollars per hour in diversions, gate holds, and passenger accommodations. When we compare that against the investment in detection and mitigation systems, the ROI becomes clear — prevention is significantly cheaper than recovery.

Tom: We also highlight that effective CUAS systems protect not only revenue but reputation and safety. A credible protection plan can lower insurance risk, reassure regulators, and strengthen public trust — all of which carry tangible financial benefits over time.

Q The rules for using anti-drone tech at airports are very strict. How does your approach help airports work within these complex regulations to actually deploy effective Systems?

A John: Our assessments are designed with compliance at their core. We ensure every recommendation aligns with national aviation regulations and local authorities' requirements. The goal isn't to break rules — it's to operate confidently within them. That's why the advisory process includes coordination with government stakeholders from day one.

Tom: DroneShield technologies are modular and scalable, meaning airports can start with passive detection that's fully compliant and later integrate mitigation once authorized. We focus on giving operators the right data to make coordinated decisions with law enforcement, rather than acting independently in a grey area.

Q Are you only preparing for the casual drone user, or is your system also designed to handle more serious threats, like a coordinated group using multiple drones or advanced technology?

A Tom: The technology is designed for layered defense — from hobbyist drones to sophisticated, coordinated attacks. Our

systems leverage AI and sensor fusion to detect, identify, and track multiple simultaneous threats, including autonomous swarms. Airports can't assume every incident is accidental; we design for the full spectrum of risk.

John: Threat actors evolve, so protection strategies must too. Our combined approach keeps airports ahead of that curve — evaluating readiness against not just today's incidents, but tomorrow's.

Q Airports are complex environments with layered security. How does your counter drone solution integrate with existing systems like radar, air traffic control, and physical security to avoid adding more complexity?

A Tom: Integration is one of DroneShield's key strengths. Our command-and-control software, DroneSentry-C2, acts as the connective tissue between radar, optical, and RF sensors, feeding data into existing airport security or operations systems. It's designed to complement, not complicate — giving operators one unified picture rather than separate screens or tools. DroneSentry-C2 is built with open architecture for compatibility with third-party systems and integration into broader security networks.

John: From the advisory side, we assess how those integrations will perform operationally — who will see the alerts, how they'll escalate, and how it ties into standard operating procedures. That ensures technology doesn't outpace policy or people. Our core business is a deep understanding of aviation security and we approach our assessments from an ICAO, TSA and ECAC compliance standpoint meaning our assessments are integrated into the overall airport security program at each airport which allows all stakeholders understanding and deconfliction of our assessment.

> "The technology is designed for layered defense — from hobbyist drones to sophisticated, coordinated attacks... Airports can't assume every incident is accidental; we design for the full spectrum of risk."
>
> **Tom Adams, Director of Public Safety, DroneShield**

Q Your solution involves advanced technology, but who at the airport is ultimately responsible for acting on a drone alert? How do you design your system for the human operators to ensure a fast and effective response?

A Tom: Ultimately, it's the airport's security operations team — often in coordination with law enforcement or air traffic control — who acts on alerts- with notification to air traffic control. Our systems are designed to simplify their workload: clear visualizations, automated threat classification, and defined escalation pathways ensure they can make fast, informed decisions under pressure.

John: Human factors are at the heart of our assessments. We make sure the people receiving alerts understand what action to take, when to take it, and who to notify. Technology is only effective when it's matched with trained, empowered operators — and that's exactly the bridge this partnership provides.

UAVOS' S1 V300 MALE UAS DEMOS FUEL EFFICIENCY AND FLIGHT PERFORMANCE

UAVOS has announced outstanding performance results for its advanced S1 V300 Medium Altitude Long Endurance (MALE) Unmanned Aircraft System (UAS). During a recent test flight, the 1,000 kg S1 V300 achieved 16 hours of continuous operation at a cruising speed of 130 km/h, consuming only 10 liters of fuel per hour, and covering a total distance of 2,400 kilometers.

The impressive fuel efficiency and endurance of the S1-V300 UAS are the result of UAVOS' optimized aerodynamic design and engineering innovations. Equipped with fuel tanks totaling 500 liters, the aircraft is capable of operating non-stop for more than 40 hours with a payload of 30 - 40 kilograms.

Aliaksei Stratsilatau, Founder and CEO of UAVOS, commented: "Excellent aerodynamic design was translated into following specific design elements that directly improve flight efficiency and endurance:

the use of a high-aspect-ratio wing and winglets;

the use of advanced wing mechanization with air brakes and Fowler flaps;

a lightweight composite landing gear designed for minimal aerodynamic impact;

retractable air intakes that improve airflow during flight;

the placement of the engine behind the aircraft wing and the use of a long-shaft propeller drive system, allowing optimization for endurance flights;

a Y-shaped empennage that minimizes aerodynamic resistance."

These results reinforce UAVOS' commitment to advancing endurance and efficiency in MALE UAS technology. The S1 V300 unmanned platform integrates advanced communication systems, autonomous operation capabilities, and multi sensor payload options, making it ideally suited for long range commercial, security, and ISR (Intelligence, Surveillance, and Reconnaissance) missions.

DRONESHIELD LAUNCHES DRONESENTRY-C2 ENTERPRISE

DroneShield has launched DroneSentry-C2 Enterprise (C2E), a new software platform designed to provide strategic command and control for large-scale, multi-site counter-drone operations. The announcement was accompanied by the news of its first flagship deployment for a European customer on the critical Eastern NATO flank, scheduled for early 2026.

C2E integrates multiple, geographically dispersed DroneSentry-C2 systems—protecting assets like military bases, airports, and energy infrastructure—into a single, unified operational network. This enterprise-level solution enables authorized users to:

Manage drone alerts centrally across all connected sites.

Monitor the health and operational readiness of the entire network.

Remotely verify threats through live camera feeds.

Seamlessly drill down from a global overview to local site control.

By consolidating oversight, C2E accelerates decision-making, improves coordination, and enhances the resilience of national-level security networks. The platform represents DroneShield's strategic expansion into SaaS-driven enterprise command, reflecting the growing scale of the drone threat.

Supporting the launch, the core DroneSentry-C2 system has been updated with SAPIENT protocol compatibility for interoperability with other C2 systems used in joint operations. It also now supports MIL-STD-2525 iconography and MGRS grid references, aligning the interface with familiar military standards. The C2E platform also incorporates DroneShield's ThreatAI software for intelligent threat prioritization.

CEO Oleg Vornik commented, "C2E represents the final part of our three-layer software strategy, which spans embedded, site, and enterprise levels. This integrated approach delivers maximum value to customers and supports our goal of deriving 30-40% of revenue from SaaS over the medium term."

Angus Bean, Chief Technology and Product Officer, added, "C2E addresses the realities of modern airspace security. By shifting from isolated sites to enterprise-scale command, we provide a SaaS-enabled solution designed for these complex, national-level environments."

ANRA TECHNOLOGIES EXPANDS GLOBAL FOOTPRINT WITH NEW OFFICE IN DUBAI

ANRA Technologies, a leading provider of digital airspace and mission management solutions announced the opening of its Dubai office, marking a significant milestone in the company's global expansion. The new presence strengthens ANRA's ability to support government, industry, and commercial stakeholders across the Middle East as the region accelerates adoption of advanced drone technologies and smart mobility initiatives.

Dubai Aviation Engineering Projects (DAEP), in collaboration with Dubai Air Navigation Services (dans), has awarded ANRA Technologies the contract to design and deploy the Emirate's next-generation UTM platform. ANRA's newest office in Dubai will help to ensure a successful delivery of the one of the most advanced digital airspace management systems in the world, providing the foundation for safe, scalable, and innovative unmanned aircraft operations across Dubai Control Traffic Area (CTA).

This expansion The Dubai office builds on a year of rapid growth, highlighted by ANRA's landmark

achievement as the first company certified by the European Union Aviation Safety Agency (EASA) as a U-space Service Provider, validating its readiness to deliver scalable drone traffic management across Europe. In the U.S., ANRA advanced airspace modernization by deploying its commercial UTM system in multiple locations, underpinned by the first FAA Letter of Acceptance approving UTM services.

Trusted by global leaders in drone delivery, including DoorDash, Amazon, Manna, and Matternet, ANRA provides real-time flight planning, deconfliction, and regulatory coordination that align with FAA and international standards. Its strategic partnerships extend this expertise beyond commercial markets, delivering dual-use solutions for NATO and Drone-as-a-First-Responder (DFR) agencies, and demonstrating versatility across both civilian and defense domains in Counter-UAS and Airspace Domain Awareness.

With the UAE innovating smart city infrastructure and drone-enabled services, Dubai offers a dynamic environment that aligns with ANRA's mission to enable the safe and interoperable evolution of unmanned aviation. The new office will serve as a regional hub for collaboration with government agencies, commercial enterprises, and innovation partners, accelerating the deployment of digital airspace solutions that foster safety, efficiency, and sustainable growth across the Middle East and beyond. The ANRA-Dubai office will also serve as a launching point for their Advanced Air Mobility line of services, including their NASA, FAA, and SESAR-tested vertiport management system and digital airspace services, designed to support all aircraft fleet operators.

SKYPORTS INFRASTRUCTURE APPOINTED LEAD VERTIPORT DEVELOPER AND OPERATOR FOR KOREA'S FIRST COMMERCIAL VERTIPORT NETWORK, ON JEJU ISLAND

Skyports Infrastructure (Skyports), the global leader in vertiport infrastructure for the Advanced Air Mobility (AAM) industry, has been appointed as the lead vertiport developer for Korea's first commercial vertiport network, on Jeju Island.

Announced as part of a binding Memorandum of Understanding (MoU) between Skyports and Jeju Provincial Government, which was signed on September 5th during the opening ceremony of the 2025 Jeju Global Future Aerospace Confesta, held at Jeju Shinhwa World, the agreement looks to pave the way for AAM operations in Jeju, ahead of anticipated eVTOL operations launching by 2028.

As a part of the memorandum, Skyports has identified a viable vertiport network for initial service launch within Jeju Island, securing vertiport sites and signing agreements with the relevant landowners.

As the preferred vertiport partner, Skyports will take the lead in planning and building the vertiports, securing investment and managing business operations, alongside consulting upon

and coordinating a suitable aircraft OEM launch partner for the network. Jeju Province will assist with securing designation of demonstration zones, and providing administrative support such as permits and approvals.

The initial proposed vertiport sites are Jeju International Airport, Jungmun and Seongsan with further locations mapped out for potential future expansion of the network. The initial routes will look to reduce existing transport times by approximately 85%, with all routes reducing approximately 60 minute drive times to 9-10 minute flights.

As Korea's top tourist destination, Jeju Island (dubbed "Hawaii of the East") is well suited to take advantage of future AAM operations. It sees an average of 13 million visitors per year, with 230 domestic and international flights arriving daily. With limited ground transportation options and growing sustainability goals from the Government, AAM will offer a faster, cleaner, and premium transport option on the island.

Jeju Island's AAM ambitions have also seen significant support from the Jeju Provincial Government, having been designated by the Ministry of Land, Infrastructure, and Transportation (MOLIT) as a tourism & regional Korea UAM (K-UAM) test zone, having also completed the most AAM readiness exercises compared to other provinces, making it the leading location for AAM deployment in Korea.

The signing ceremony was attended by Jeju Governor Oh Young-hoon and Addison Ferrell, Director of Infrastructure at Skyports.

Drones World Editor Kartikeya
In conversation with

Mr. Kent Wilson

CEO, Dynamic Aerospace Systems(DAS)

Preparing for an Autonomous Future: DAS on AI, NYSE Listings, and Global Drone Corridors

Q How does your "dual-use" strategy for platforms like the G-1 Hybrid VTOL, serving both defense and commercial markets, give DAS a unique advantage?

A In emerging markets like the drone industry, partnering with a strong military entity is advantageous, as it provides a reliable and dedicated buyer and user for a company's products. However, integrating this with commercial applications can drive long-term growth and, in some cases, unlock a significantly larger market beyond military use. Take Boeing as an example: the 737 serves civilian purposes, while the P-8 Poseidon, a military variant based on the same 737 platform, meets U.S. Navy needs.

Q Beyond longer flight time, what specific military problem did your hybrid-electric drone solve in the recent U.S. Air Force Global Strike Command demonstration?

A The hybrid-electric G1-MKII/Overwatch drone, demonstrated on September 25, 2025, at Strother Field in Kansas, outside of long duration, addresses the challenge of accessing remote or difficult locations for surveillance and reconnaissance without requiring traditional runways or extensive infrastructure, thanks to its VTOL capabilities and payload versatility. This enables rapid deployment in austere environments, supporting missions like persistent overwatch and real-time data delivery for the U.S. Air Force Global Strike Command. The G1/ Overwatch is also capable of working simultaneously with DAS's other drones, like the US-1/Sentintel and Mitigator/Breacher.

Q Why is producing an "American Made," government-grade drone line like the Fortis Series so critical for your defense and security customers?

A Producing an American-made, government-grade drone line like the

Fortis Series is critical for defense and security customers because it ensures compliance with U.S. regulations such as NDAA and DoD cybersecurity standards, reduces reliance on foreign supply chains that could pose security risks, and provides cyber-secure, NATO-interoperable systems. This translates into a reduction in reliance on overseas manufacturers amid the Pentagon shift away from non-U.S. drones, and ensures US standards for data encryption and secure operations in contested environments, and supports domestic innovation for missions such as ISR, force protection, and battlefield resupply.

Q What has been the biggest challenge in establishing international autonomous delivery corridors in the UAE and Greece, and what's the next key milestone?

A As in any country, the biggest challenge in establishing international autonomous delivery corridors in the UAE and Greece has been navigating regulatory compliance and integrating drone systems with local aviation authorities and infrastructure. We are taking a phased approval approach with the UAE's Dubai Civil Aviation Authority (DCAA) and also working with our partner Drops Smart Hubs to access their droneport networks in Greece when they are completed. The next key milestone for the UAE is demonstrating the US-1 Drone in Q1 2026 for Noon Fulfillment and the DCAA. For Drops Smart Hubs in Greece, it involves conducting a feasibility study for system integration and launching collaborative pilot programs.

Q As autonomy advances, how is the role of the human operator in your systems evolving, especially for complex ISR and logistics missions?

A As we demonstrated at Strother Field Airport in Winfield Kansas, the role of the human operator is shifting from direct control to supervisory oversight and high-level decision-making, particularly for complex ISR and logistics missions. Operators focus on mission planning, real-time intervention in ambiguous scenarios, and data analysis, while drones handle autonomous navigation, mesh networking, auto-landing, and GPS-denied operations to improve efficiency and reduce risk in challenging environments.

Q How will a potential NYSE listing in 2026 directly accelerate your technology development and market expansion?

A A potential NYSE listing in 2026 (targeting Q1 under reserved ticker 'DAS') would directly accelerate technology development. This would provide greater capital for research and development (R&D), expand the patent portfolio (for example, patents on battery-integrated airframes, aircraft structures with built-in battery technology and mesh delivery systems networks of unmanned vehicles working collaboratively), and fund advancements in autonomy (self-piloting systems) and BVLOS (Beyond Visual Line of Sight) operations. For market expansion, it would enhance credibility, attract partnerships, scale U.S. manufacturing, and diversify revenue through government contracts and international MOUs (Memoranda of Understanding), such as those in the UAE and Greece.

Q Looking ahead, what single technological shift will be most transformative for drones, and how is DAS preparing for it?

A The most transformative shift for drones will be widespread AI-driven autonomy. This will allow seamless swarm coordination (multiple drones working together), real-time decisions, and less human input for missions such as intelligence, surveillance, and reconnaissance (ISR) and logistics. DAS is preparing by developing robust Fortis Series autonomous capabilities, including mesh networking (interconnected drone communication), dynamic routing (routes that adapt in real time), and modular payloads (easily interchangeable equipment). DAS is also pursuing FAA Beyond Visual Line of Sight (BVLOS) certifications and investing in patents for sensor-agnostic architectures (systems that work with many sensor types) to ensure interoperability and resilience.

> Partnering with a strong military entity provides a reliable and dedicated buyer... however, integrating this with commercial applications can drive long-term growth and... unlock a significantly larger market.

HENSOLDT EXPANDS PRODUCTION CAPACITY

Sensor specialist HENSOLDT is expanding its production capacity with an external site near Ulm. An industrial hall is being leased and converted for this purpose. The lease agreement has now been signed. The company is investing a mid-double-digit million euro amount.

The new production site will focus on the series production of radars for air defence and drone defence. From 2027, around 1,000 radars are to be produced per year. This will significantly increase the production volume of key products. Development and production in Ulm will remain the core competence of the existing site.

"Due to the massive expansion of production capacity over the last two years, we are reaching the limits of the space available at the Ulm site. We have now found a solution to this and are ensuring a rapid expansion of capacity to safeguard HENSOLDT's ability to act," says HENSOLDT CFO Christian Ladurner. "Our main customers – above all the German Armed Forces – have urgent needs, and under the current structures we are not in a position to meet these requirements. Therefore, expanding our capacities is not only necessary, but also without alternative."

At its site in Ulm, HENSOLDT develops and produces radars, electronic warfare systems and electronic components with approximately 3,000 employees.

PDW SECURES USAF CONTRACT FOR C100 TACTICAL UAS

PDW has received its first contract award with the U.S. Air Force for its C100 multi-mission UAS, marking a major milestone in the company's expansion across the U.S. military. The contract was awarded by the 93rd Air Ground Operations Wing (AGOW), headquartered at Moody Air Force Base in Georgia, which commands four subordinate units supporting diverse Air Force missions across a wide array of operational domains.

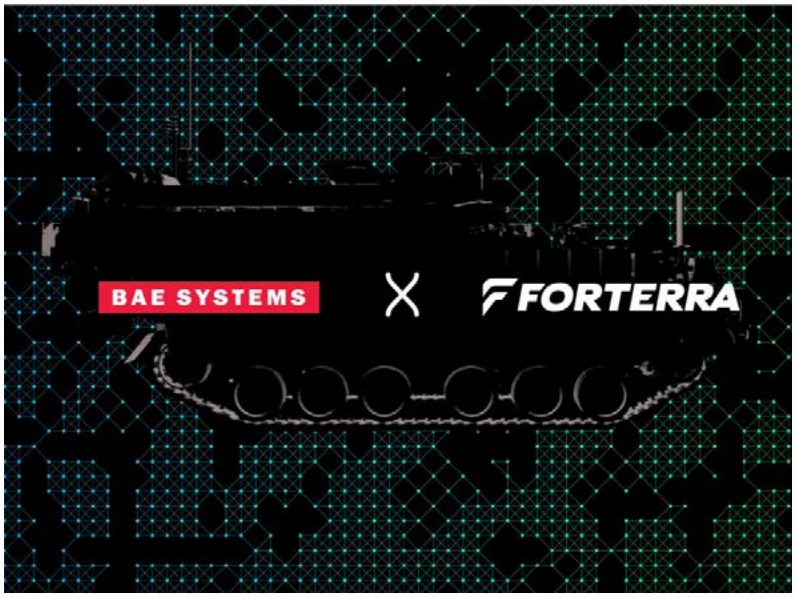
"The U.S. Air Force is seeking advanced, modular solutions to fill a critical gap in rapidly deployable, multi-mission aerial platforms and PDW's C100 is the perfect system to deliver on this need," said Ryan Gury, CEO and co-founder of PDW. "The 93rd AGOW's operational diversity is a perfect match for the C100's modular payload ecosystem and unmatched performance across a range of mission profiles."

The C100, PDW's flagship Group 2 UAS, is engineered for maximum agility, endurance, and tactical flexibility. The ultimate force multiplier, the C100 is capable of 74-minute flight times, 40 mph maximum speed, and a 10+ km operational range. With multi-domain command and control and a truly modular architecture, the C100 excels in a variety of mission sets, including ISR, electronic warfare, and kinetic effects.

"The C100's industry-leading performance and payload modularity enables rapid adaptation and overmatch to evolving threats the Air Force faces across the globe," said Gury. "We're proud to help bring that flexibility and scalability to the Air Force's tactical edge."

This Air Force award builds on PDW's recent contract wins from the U.S. Army, including the Medium Range Reconnaissance (MRR) program and the Transformation in Contact Initiative.

BAE AND FORTERRA JOIN FORCES TO DEVELOP AUTONOMOUS AMPV PROTOTYPE



BAE Systems and Forterra announced they are collaborating to rapidly prototype an autonomous Armored Multi-Purpose Vehicle (AMPV). This is the first industry partnership BAE Systems has established as part of the vehicle's capability kit series announced last month.

The companies will create a highly survivable, self-driving AMPV prototype at speeds that rapidly outpace traditional development cycles, with plans to demonstrate the capability option and its technologies in 2026.

"This partnership isn't about buzzwords – it's about rolling up our sleeves and presenting tangible options that empower the Army to maintain its dominance on any battlefield against any current or emerging threat," said Bill Sheehy, Ground Maneuver product line director for BAE Systems. Bringing together two of the best in both worlds—to include combat vehicle production and autonomous technology development—means we can move faster, think bigger, and give Soldiers the edge they deserve."

Forterra provides broad autonomous mission capabilities with an interoperable mobile platform designed to enable seamless integration of diverse payloads to support a wide range of missions. Using a modular open systems and collaborative approach to enhance next-generation systems being fielded to Soldiers today, this capability kit will feature Forterra's AutoDrive® full-stack autonomous vehicle system on the modular chassis of the AMPV.

"Forterra designs and develops its technologies with the most complex challenges in mind," said Forterra Vice President of Defense Growth, Patrick Acox. "AutoDrive is a pathway to stronger networks and smarter operations, providing the necessary infrastructure to support the AMPV capability kit. Working with BAE Systems to build an integrated AMPV will be another breakthrough that becomes a stronger shield for national security."

This technology-forward approach is not limited to one combat vehicle family – it's also compatible with other modern systems fighting in the U.S. Army's Armored Brigade Combat Team today, including the Bradley A4 and the M109A7 Paladin Self-Propelled Howitzer.

MILREM ROBOTICS TO DELIVER OVER 150 THEMIS UGVS TO UKRAINE IN A DUTCH-LED DEFENCE INITIATIVE

Milrem Robotics—the world's leading robotics and autonomous systems developer—will deliver over 150 THeMIS unmanned ground vehicles (UGVs) to Ukraine as part of a donation funded and coordinated by the Netherlands. A significant portion of these vehicles will be assembled and delivered in collaboration with VDL Defentec.

The donation was initially announced in September, however, the identity of the contributing country was not disclosed. On 6 October, the Dutch Minister of Defence, Ruben Brekelmans, joined Milrem Robotics and VDL for a formal announcement and signing ceremony at VDL's facility in Born to mark the agreement.

The deliveries will be executed by Milrem Robotics Netherlands in close cooperation with VDL Defentec, which is establishing a dedicated final assembly line at its Born facility. The assembly setup is designed for scalability, enabling further production and deliveries in

response to future requirements.

Milrem Robotics will deliver comprehensive training to Ukrainian operators and support staff to ensure efficient deployment and maintenance in the field.

"We are honoured to lead this project in partnership with the Netherlands and VDL. The THeMIS platform has already demonstrated its value under combat conditions, and we believe this contribution will materially strengthen Ukraine's defence capability," said Kuldar Väärsi, CEO of Milrem Robotics.

"This initiative highlights the strength of cooperation between partners in Europe's defence industry and their ability to scale up and contribute directly to international security. Establishing the assembly line in Born supports this donation and creates a foundation for future production and innovation between Milrem Robotics and VDL in the Netherlands," said Willem van der Leegte, CEO of VDL Groep.

The new units will add to the 15 THeMIS vehicles already in operation in Ukraine, which have been proving their effectiveness on the battlefield since 2022.THeMIS is a proven and highly adaptable unmanned vehicle platform designed to support dismounted forces, logistics, reconnaissance, and combat support missions. It is currently part of robotics programmes or in service in 19 countries, making it the most widely deployed UGV in its class.

SKYETON AND HARMATTAN AI ANNOUNCE STRATEGIC PARTNERSHIP TO ADVANCE UAS CAPABILITIES IN FRENCH AND GLOBAL MARKETS

Ukrainian-born aviation production holding Skyeton and next-generation defense prime Harmattan AI announced a strategic partnership focused on integrating Harmattan AI's advanced military sensor technology with Skyeton's flagship Raybird UAS. This collaboration is designed to accelerate Raybird's adoption in global markets by integrating key technological know-how between the French and Ukrainian defense industries.

The partnership builds on Skyeton's nearly two decades of engineering expertise in unmanned aviation and Harmattan AI's proven approach to autonomous and scalable intelligent robotics systems.. By combining Skyeton's battle-proven Raybird platform, already operational with over 350,000 combat flight hours and widely adopted by Ukrainian defense forces, with Harmattan AI's technology, industrialization expertise, European assembly capacity, the two companies aim to deliver AI-powered capabilities across mission-critical operations. Pavlo Shevchuk, International CEO of Skyeton said: "This collaboration demonstrates our commitment to working hand-in-hand with trusted allies to address today's security challenges. By joining

forces with Harmattan AI, we are reinforcing Europe's defense capabilities and accelerating the Raybird's adoption in key NATO markets such as France."

Mouad M'Ghari, CEO & Co-Founder at Harmattan AI said: "This partnership reflects our mission to equip our allies with scalable and autonomous capabilities. By combining Harmattan AI's unique portfolio of sensors with Skyeton's battle-proven Raybird UAS, we are giving armed forces the ability to deploy intelligence where and when it matters most. Together we are reinforcing the strength of NATO forces and contributing to the security of Europe."

With its long-endurance performance and proven versatility, the Raybird UAS has earned recognition for applications ranging from deep reconnaissance missions to border monitoring and disaster response. The integration of Harmattan AI's technology will further enhance the platform's adaptability and mission-readiness, offering governments and allied forces a reliable, scalable solution for modern defense challenges. This strategic step also highlights a shared commitment to strengthening defense cooperation in Europe. With France as a critical NATO ally, Skyeton and Harmattan AI aim to support collective security efforts and foster innovation in unmanned systems deployment.

LM SIKORSKY INTRODUCES NOMAD FAMILY OF LONG-ENDURANCE, RUNWAY-INDEPENDENT DRONES

Less than a year after proving the flight efficiency and reliability of a novel rotor blown wing vertical take-off and landing (VTOL) Uncrewed Aerial System (UAS), Sikorsky, a Lockheed Martin company is unveiling its Nomad™ future family of aircraft.

The twin proprotor design combines the versatility of a helicopter with the speed and range of a fixed-wing airplane. A Nomad aircraft can take off, hover, and land vertically, plus cruise on the wing for extended periods. Nomads are operated via Sikorsky's MATRIX™ autonomy technology and predominantly use hybrid-electric propulsion, while larger variants will feature a conventional drivetrain.

"We use the term 'family' to point to a key attribute of the design; its ability to be scaled in size from a small Group 3 UAS to the footprint equivalent of a Black Hawk helicopter," said Rich Benton, Sikorsky vice president and general manager. "The resulting Nomad family of drones will be adaptable, go-anywhere, runway independent aircraft capable of land and sea-based missions across defense, national security, forestry and civilian organizations. Nomads are a force multiplier, complementing the missions of aircraft such as the Black Hawk to retain the strategic advantage in the Indo-Pacific and across broader regions."

Sikorsky announced in March 2025 the successful extended flight test of its 10.3-ft wingspan prototype Nomad 50 aircraft. Today, Sikorsky is building its Nomad 100 aircraft. This is a Group 3, 18-ft wingspan variant with first flight expected in the coming months.

Nomad VTOL UAS

Nomad UAS are designed for reconnaissance, light attack, contested logistics and more.

The Nomad family can be scaled from a Group 3 UAS (56 pounds to 1,320 pounds) to Group 4/5 (1,320 pounds and up). The Nomad family is powered by fuel-efficient hybrid-electric drivetrains, with larger variants featuring a conventional drivetrain.

MATRIX technology, developed by Sikorsky Innovations and DARPA, is an open system, which allows seamless integration with rotary and fixed-wing aircraft. MATRIX has already been demonstrated across a range of applications, including aerial firefighting, logistics resupply, and advanced aerial mobility.

"Nomad represents new breakthroughs for Sikorsky and the next generation of autonomous, long-endurance drones," said Dan Shidler, director of Advanced Programs. "We are acting on feedback from the Pentagon, adopting a rapid approach and creating a family of drones that can take off and land virtually anywhere and execute the mission – all autonomously and in the hands of Soldiers, Marines, Sailors and Airmen."

DRONESHIELD ANNOUNCES SOUTH AUSTRALIA R&D FACILITY

DroneShield, a global leader in counter-drone and electronic warfare (EW) solutions, is pleased to announce a $13 million investment in a new research and development (R&D) facility in Adelaide, South Australia.

This $13 million investment is a direct contribution to South Australia's economy, covering three years of operational and capital expenditure. It will initially create around 20 high-skilled engineering roles in Adelaide, focused on radio frequency (RF) electronics, EW, and systems integration, to directly support DroneShield's mission to deliver cutting-edge defence technologies.

The South Australian expansion complements DroneShield's existing engineering operations in Sydney and supports the Company's continued growth in advanced RF electronics and EW capabilities. Adelaide has been chosen due to its proximity to leading global defence and aerospace organisations, a highly skilled engineering workforce, and established infrastructure supporting advanced technology development, particularly in EW and RF systems.

The announcement comes as DroneShield reaches a significant company milestone, this week surpassing 400 employees globally, nearly doubling its team in the past year and more than quadrupling it over the last two years. Approximately 300 of these employees are software and hardware engineers, reinforcing DroneShield's position as a world-leading technology company focused on delivering advanced defence capabilities. DroneShield also has around 100 open roles, reflecting its commitment to delivering on its technology roadmap and supporting customers and allies with speed and scale.

DroneShield Chief Executive, Oleg Vornik, said, "South Australia is recognised as a national leader in defence and space industries, with Adelaide home to a highly skilled and experienced workforce. Establishing our first R&D office in Australia outside of our Sydney Headquarters – in Adelaide – is a strategic move that supports DroneShield's mission to deliver world-leading counter-drone and EW solutions.

"DroneShield's growth to 400 employees globally – with the majority of our team being engineers – reflects our commitment to deep technical capability and delivery."

DroneShield Chief Product and Technology Officer, Angus Bean, said, "DroneShield's new R&D facility in Adelaide marks a significant step forward in our commitment to ensuring our technology roadmap is being supported by the best engineering minds nationally. Our new facility is critical to accelerating the development of our next-generation counter-drone and EW technologies, while expanding our engineering footprint and supporting critical project development for global customers".

Premier of South Australia, The Hon Peter Malinauskas, said, "South Australia is the Defence State, and has been recognised by the Business Council as the best place in the country to do business. We welcome DroneShield making the choice to conduct research and development here in Adelaide, creating 20 highly skilled engineering roles. As a Government, we have a strong focus on growing our Research and Development ecosystem, which has the capacity to build our economic complexity and our state's prosperity."

RED CAT INTRODUCES FANG - A LOW-COST, NDAA-COMPLIANT LINE OF FPV DRONES FOR DEFENSE AND SECURITY OPERATIONS

Red Cat Holdings, Inc. a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security announced the launch of its FANG™ line of NDAA-compliant First Person View (FPV) drones, starting with the 7-inch FANG™ F7. Initially developed through a U.S. military lab program, FANG has progressed from concept to field-ready, providing secure, retrievable FPV systems that meet federal procurement requirements.

The FANG line, part of Red Cat's Arachnid Family of Systems, provides operators with secure, American-made FPV drones that combine performance with significant savings. The FANG™ F7 features a 7-inch carbon fiber frame engineered for durability and stability, paired with a retrievable design that makes it reusable and cost-efficient. This balance of rugged construction and affordability ensures the drone is equally effective as a training tool and as a mission-ready asset.

The FANG line was created to strengthen domestic drone production by reshoring manufacturing and

replacing components traditionally sourced from China. Built to meet federal purchasing requirements, FANG offers NDAA-compliant solutions for defense, public safety, and other government agencies. All critical components are independently certified and listed on the DIU Blue UAS Framework, with the full system pending inclusion on the Blue UAS cleared list.

"With FANG, we set out to deliver something the market hasn't seen before," said Jeff Thompson, Red Cat CEO. "Working with key partners, we now have an NDAA-compliant FPV drone that's both high-performing and low-cost. By focusing on retrievability, American manufacturing, and real-world mission needs, we're giving defense and security teams a smarter, scalable option optimized for both budget and effectiveness."

Setting a New Standard for FPV Drones

Unmatched Affordability: The FANG line is designed as the lowest-cost family of NDAA-compliant FPV drones on the market, addressing demand for attritable systems for training and practice.

Retrievable & Reusable: Unlike one-time-use loitering systems, FANG drones are recoverable, reducing total cost of ownership. Training Advantage: Enables operators to build proficiency and mission readiness through repeated, cost-efficient practice.

Precision Effects: Dual-use design supports ISR (intelligence, surveillance, reconnaissance) and precision effects missions, broadening tactical flexibility.

Ecosystem Integration: Future models in the FANG line will integrate with Red Cat's Arachnid ecosystem and UAS Tool (ATAK) command-and-control environment.

NDAA-Compliant Components: FANG drones incorporate UMAC-manufactured motors and other key parts, ensuring trusted, U.S.-sourced components.

AIMLOCK PARTNERS WITH OVERLAND AI TO PROVIDE MULTI-MISSION SOLUTIONS FOR ITS FULLY AUTONOMOUS TACTICAL VEHICLE

AimLock, a pioneer in autonomous targeting and engagement systems announces a partnership with Overland AI, the leading provider of ground autonomy for defense. The partnership integrates AimLock's systems into Overland's ULTRA—an autonomous, mission-ready ground vehicle built for the battlefield—to deliver multi-mission solutions for the warfighter using a human-in-the-loop approach.

With ground operations demanding new capabilities in the autonomous battlefield, this partnership aims to deliver:

Autonomous Mobility and Kinetic Effects: ULTRA is built to support the modern warfighter. It is modular, attritable, and designed to operate beyond line of sight in contested environments, with unmatched mobility and combat power. Now, with AimLock's proven systems, ULTRA can extend effects across contested environments, such as GPS-denied zones, jammed communications, and beyond.

Multi-Mission Support on the Ground: AimLock's systems, which are powered by the company's Core Targeting Modules—called

Keystone (CTM)—will support Overland's ULTRA in delivering decision-accelerating kinetic solutions across key mission sets in Counter-UAS, Force Protection, Direct Action, Integrated Defense, Strike Anti Armor, and Support by Fire.

Flexibility with AimLock's Suite of Systems: Overland AI's ULTRA is compatible with the majority of AimLock's systems, including the Spur, Rampart, Summit, Switchback, and ROLS, and can be fitted according to the end user's specific kinetic requirements.

"The evolution of autonomy on the battlefield is changing the very nature of ground operations as we know it, and our systems are at the forefront of helping the warfighter prevail against the enemy," said Bryan Bockmon, CEO of AimLock. "We are proud to be partnering with Overland AI on bringing AimLock's autonomous systems to its ULTRA and to support their mission of equipping our armed forces with the most advanced, dependable autonomy solutions to increase ground power and save lives."

"Overland AI is transforming our warfighter's capability through robotics and artificial intelligence increasing their safety and effectiveness on the battlefield," said Byron Boots, co-founder and chief executive officer of Overland AI. "We are especially proud to partner with AimLock, whose multi-mission solutions exemplify the versatility of our payload integrations and give the Armed Forces a decisive advantage across every terrain and domain."

Drones World Editor Kartikeya
In conversation with

Mr.Bruno Queiroz

COO, Chemitek

Q **Beyond the equipment, what was the key technical challenge in formulating cleaning agents specifically for drone delivery?**

A The key technical challenge was balancing cleaning efficiency with environment friendliness while remaining safe not just for the surfaces being cleaned but also to all the materials present in the drones.

Q **How do the Drone Range products actively contribute to reducing the total cost and risk of maintaining large-scale industrial assets?**

A The Drone Range cleaning products enable faster, safer, and more-consistent cleaning with lower resource use — which together cut labour, downtime, consumable and environmental-compliance costs, and reduce asset-damage (e.g., drone wear) and warranty risks.

Q **Can you give an example of a surface or a type of soiling that was previously too difficult or expensive to clean, which your new range now makes feasible?**

A The best example are industrial facilities and equipment (e.g., silos, chimneys) with inorganic contamination (e.g., cement, limestone, metal oxides). Without drones and the proper cleaning product, most of the cases would be just too expensive or too risky to clean.

Q **Sustainability is a core mission; how do you ensure that "heavy-duty" cleaning performance doesn't come at an environmental cost?**

A Since the creation of the company, our vision and mission have been creating products that effective while remaining environmentally friendly. The Drone Range has gone through extensive biodegradability tests by an independent laboratory, and the certificates are already available.

To be able to achieve both heavy-duty cleaning and biodegradability, it is necessary to use premium active principles and a clever

combination of them. We have products with a combination of 6 different active principles in varying concentrations.

Q Looking at the full range, which product do you believe has the most potential to create an entirely new cleaning standard in its sector?

A We believe that the Drone Surface Cleaning Agent – Inorganic will open a lot of new opportunities in the heavy industries sector. Being the first of its kind, it has the potential to become the standard in the drone cleaning industry.

Q With this launch, is Chemitek's goal to supply cleaning specialists, or to enable new service-based businesses to emerge in the drone economy?

A The Drone Range was thought for both seasoned specialists and new businesses.

We believe this range of solutions expands the drone cleaning market to new areas which will then create room for new businesses to emerge. For the specialists, it will provide them the right tools to make their services even more efficient and environmentally friendly.

Q What is the long-term vision for Chemitek's role in the rapidly evolving ecosystem of autonomous and robotic maintenance?

A Our vision is to continue to adding solutions to the robotic maintenance supported on our experience in robotic cleaning in solar and now in drone cleaning. We are working on more specialized solutions for both solar (e.g., AgroPV) and drone cleaning (e.g., greenhouses) that we expect to launch next year.

We aim to continue providing the chemical technology that makes automated and robotic maintenance systems both effective and environmentally responsible. In such a high pace new industry, our goal is to continue at its forefront developing new solutions and setting the standards.

RHEINMETALL ACCELERATES COMBAT DRONE PRODUCTION - CAPACITIES SIGNIFICANTLY EXPANDED

In recent years, drones and Loitering Munitions have become increasingly important in modern warfare. Rheinmetall has responded to this development, both in terms of the deployment of these modern weapons as well as the defence against them.

A few months ago, Rheinmetall completed a modern production facility for assembly, testing and warhead production and integration of Loitering Munitions (LM). In the meantime, the series production is at full speed. The facility is operated by the Italian subsidiary RWM Italia at its sites in Musei and Domusnovas in Sardinia. Rheinmetall is cooperating with the manufacturer UVision Air Ltd on this project.

Part of the production line is located at the Rheinmetall plant in Musei, where the inert and electronic components are assembled and tested. The warheads are manufactured and integrated into the munitions at the Rheinmetall plant in Domusnovas.

The current range of products includes:

HERO 30 (small, portable LM for infantry usage)

HERO 120 (Medium-sized LM for precision strikes against armoured vehicles and immovable installations)

HERO 400 (Medium/long-range LM for precision strikes against fortified positions)

The current order backlog totals more than €200 million for various types of HERO LM's to be delivered to eight different NATO and non-NATO countries in Europe.

Furthermore, Rheinmetall also has own drones and Loitering Munitions in its portfolio. These include the LUNA NG reconnaissance drone. With its uncrewed aerial systems, which are manufactured in Penzberg, among other places, Rheinmetall generated sales of around €120 million in 2024. Rheinmetall also cooperates with other well-known companies in this business area, such as Lockheed Martin and Anduril.

In addition, drone defence is another area in which Rheinmetall is a leader. Its portfolio covers the entire sensor-to-effector chain, from detection and identification to countermeasures using jammers, cannon-based air defence systems (e.g. "Skyranger") or high-energy lasers.

ASCENT AEROSYSTEMS BECOMES 1ST DOMESTIC SMALL UAS MANUFACTURER TO ACHIEVE CYBERSECURITY MATURITY MODEL (CMMC) LEVEL 2 CERTIFICATION

Ascent AeroSystems, the world's leading manufacturer of rugged, all-weather coaxial unmanned aerial systems (UAS) announced it is the first domestic UAS manufacturer to achieve Cybersecurity Maturity Model Certification (CMMC) Level 2, with a perfect assessment score of 110/110.

This critical compliance certification verifies that Ascent has implemented and validated robust cybersecurity and information-security controls to protect Controlled Unclassified Information (CUI). It also underscores the company's readiness to meet the DoD's increasing demand for secure, NDAA-compliant UAS platforms across aerospace, defense, and government missions.

Cybersecurity Maturity Model Certification"In today's complex and ever-changing security landscape, cybersecurity readiness is a cornerstone of national defense readiness," said Paul Fermo, President of Ascent AeroSystems. "At Ascent, our commitment to security is part of our DNA. Achieving CMMC 2.0 certification further demonstrates our dedication to the highest possible standards as a U.S. manufacturer and supplier of NDAA-compliant Unmanned Aerial Systems."

A foundational requirement for doing business with the Department of Defense (DoD) and other federal agencies beginning in November 2025, less than 1% of the U.S. Defense Industrial Base (DIB) is currently recognized as CMMC 2.0 compliant. Ascent joins this distinguished, forward-leaning group of less than 400 organizations recognized as being at the forefront of cybersecurity excellence.

Why it Matters : As the DoD continues to advocate for the widespread integration of uncrewed systems across all service branches, Ascent's combination of proven manufacturing expertise, MOSA-ready modular design, Blue UAS Cleared and NDAA-compliant platforms and now, CMMC 2.0 certification, make it the only domestic small UAS partner capable of supporting the Department's vision for building a secure, scalable, and sustainable UAS ecosystem.

"Being the first small UAS manufacturer to earn CMMC 2.0 certification is also a testament to the rigor and discipline of our team," Fermo added. "Their unwavering commitment to excellence is at the core of why Ascent continues to be a trusted, ready partner to deliver the secure, American-made UAS solutions the DoD requires."

DEFENCE JOINS US INITIATIVE ON UNMANNED AIR SYSTEMS

The Netherlands is joining the US Air Force's Collaborative Combat Aircraft (CCA) programme, an initiative to develop autonomous unmanned air systems. Fighter pilots control these systems from their aircraft. State Secretary for Defence Gijs Tuinman signed the letter of intent today, ahead of the annual Defence Industry Days at the Netherlands embassy in Washington.

By signing the letter of intent, the Netherlands is demonstrating its desire to make progress with innovation and cooperation in the field of unmanned systems. This is one of the 5 key areas of the Defence Strategy for Industry and Innovation, launched in April. By joining this US development programme at this time, the Netherlands is seizing an opportunity to assume a leading role.

Integrated unmanned air systems can significantly increase the effectiveness of manned fighter aircraft such as the F-35 – for instance, by offering additional

sensor range, additional weapons and by carrying out high-risk missions over enemy territory. Such capabilities are faster and cheaper to produce than traditional manned fighter aircraft.

ISR Capabilities : Defence is also set to work with General Atomics Aeronautical Systems (GA-ASI) to develop smaller unmanned systems. These drones can be used for ISR capabilities: intelligence, surveillance and reconnaissance. VDL will produce them. It is expected that the Defence organisation should be able to put them into service by next year.

At the opening of the Defence Industry Days, the State Secretary underlined the importance of transatlantic cooperation. During this two-day session, around 150 representatives of companies and governments from both countries will be participating in panel discussions and network meetings.

First step towards cooperation

In the longer term, it will also be possible to involve Dutch knowledge institutes and companies in the American research and development programme. The signing of the letter of intent marks the beginning of the Netherlands Defence organisation's participation in this form of cooperation. The agreements will be further developed in the coming years.

US technology companies are at the forefront of global developments. The Netherlands Defence organisation therefore cooperates closely with the US in the area of high-tech military materiel and equipment. By joining forces with the US Air Force and building up a knowledge base, the Dutch industrial and technological base will also be strengthened.

GA-ASI AND DUTCH MINISTRY OF DEFENSE SIGN AGREEMENT TO DEVELOP NEW DEFENSE CAPABILITIES

General Atomics Aeronautical Systems, Inc. (GA-ASI) and the Dutch Ministry of Defence (MoD) signed an agreement to develop innovative defense capabilities starting with a small unmanned aircraft system (SUAS) designed to provide multi-role intelligence, surveillance, and reconnaissance (ISR) capabilities. The new platform will be low cost and able to host a variety of operationally relevant payloads and capabilities.

The partnership envisions implementing a business model that will enable the platform to scale up to high-volume production to meet demand.

"This contract is the first step in a strategic partnership with the Dutch MoD that will ultimately contribute to the defense of Ukraine and NATO by creating a versatile European defense system," said GA-ASI CEO Linden Blue.

GA-ASI is the world leader in UAS products and capabilities. The company is building on its established relationship with the Netherlands to create an urgently needed partnership to help defend Europe.

As part of the first phase of the contract, the Dutch MOD will collaborate with GA-ASI to establish UAS manufacturing capability.

Minister for Arms Procurement and Personnel Gijs Tuinman mentioned that this partnership is important: "Together with GA we will be increasing innovative SUAS capabilities and advancing technical knowhow in the Netherlands. This project is an example of strategic trans-Atlantic collaboration that supports our defense and technological base as we contribute to the defense of Ukraine and NATO by creating a versatile European defense system and working with a strong U.S. partner."

VDL Defentec has been selected by GA-ASI to provide contract manufacturing of the new SUAS. VDL Defentec is based in the Netherlands and specializes in the development, engineering, subcontracting and production of military and special-purpose vehicles and other platforms. GA-ASI will work closely with VDL and provide detailed knowledge about the design, manufacture, logistics, and support of the new SUAS.

"We are excited having been selected by General Atomics and we are proud to support Dutch MOD to create, together with GA-ASI, this unique capability for the Netherlands making our country and our allies more resilient," said Paul Malcontent, managing director of VDL Defentec.

The new aircraft is expected to fly before the end of this year with low-rate initial production expected to commence in 2026 in both the U.S. and the Netherlands.

IAI AND AEVEX TO ANNOUNCE THE OMNIRAIDER NEXT-GEN VTOL UAS

Israel Aerospace Industries (IAI), a world-class aerospace and defense leader, with its subsidiary BlueBird Aero Systems and U.S. based partner AEVEX Aerospace, will be jointly debuting at AUSA 2025 this week, the OmniRaider, the U.S. version of the ThunderB-Next Generation (NG) Vertical Take Off and Landing (VTOL) Unmanned Aircraft Systems (UAS).

The OmniRaidar VTOL will be fully manufactured and fielded in the U.S. by AEVEX Aerospace, a Tampa-based UAS leader. This UAS represents the latest evolution in Group 3 (DOW) VTOL UAS platform from the ThunderB-VTOL family.

The OmniRaidar VTOL system features a maximum take-off weight of 110 lbs and more than 20lbs in multi-payload configuration to support simultaneous missions from a single platform. The core strength of the OmniRaider is its mission-ready flexibility to carry multiple types of payloads. The legacy ThunderB platform was integrated with 11 different payloads in order to execute multiple distinct missions. These include pairing airborne intelligence (EO/IR) with Signal Intelligence (SIGINT), conducting mapping and reconnaissance in parallel or combining intelligence gathering with the ability to support strike capability. The system's smart integration architecture enables operators to maximize operational output from every sortie, increasing mission effectiveness and flexibility in the field.

The system offers endurance of 12–14 hours and a range of 100 miles, providing persistent Reconnaissance, Surveillance, and Target Acquisition (RSTA) support for brigade-level operations, ensuring survivability in contested environments, while capable of operations in GPS-denied environments and congested Electro-Magnetic Interference (EMI) airspace.

Boaz Levy, IAI's President and CEO: "The OmniRaider brings a new level of operational flexibility to tactical UAS, combining multi-payload endurance with VTOL agility in a one platform, developed in close partnership with AEVEX. The system is manufactured in the U.S. as part of our strategy to combine advanced Israeli technology with U.S.-based production to meet the evolving needs of allied forces while contributing to local economic growth and job creation that supports the domestic U.S. defense industry."

Bob Horky, AEVEX's Chief Growth Officer: "AEVEX is proud to bring the OmniRaider to the U.S. Army. This platform offers a unique balance of endurance, payload flexibility and survivability – critical for today's operational environment. The manufacturing of the OmniRaidar VTOL in America will support jobs in our Tampa-based facility and we look forward to fielding this latest evolution in the Group 3 (DOW) VTOL platforms for the Army Brigade".

UAV NAVIGATION-GRUPO OESIA SUCCESSFULLY INTEGRATES ATMOSPHERE'S IRIDIUM TERMINAL INTO FLIGHT CONTROL SYSTEM AND VALIDATES ITS PERFORMANCE IN TEST FLIGHTS

UAV Navigation-Grupo Oesía, the leading developer of flight control systems for unmanned aerial vehicles (UAVs), has successfully completed the integration and validation of ATMOSPHERE's Iridium® terminal into its advanced autopilot solution: the VECTOR family of flight control computers. The integration has been tested in real flight conditions, demonstrating excellent performance, low latency, and robust communication capabilities that will benefit UAV operators across a wide range of missions.

ATMOSPHERE's Iridium terminal, designed to provide global, secure, and resilient connectivity, has been seamlessly integrated into UAV Navigation-Grupo Oesía's flight control system via serial communication (RS-232). This integration enables reliable command and control (C2) beyond visual line of sight (BVLOS).

During recent flight tests, the system exhibited outstanding performance. The communication link remained stable and uninterrupted, with telemetry indistinguishable from traditional radio systems.

In addition to the inherent capabilities of the guidance, navigation, and control system that allow fully autonomous operation without the need for a control station link during flight, this integration confirms that the system is fully capable of supporting two-way communication for mission updates and dynamic re-tasking. It also enables UAV Navigation-Grupo Oesía's clients to expand the range of available alternatives for BVLOS operations.

The integration of ATMOSPHERE's Iridium terminal with UAV Navigation-Grupo Oesía's flight control system is part of the company's ongoing commitment to enhance operational safety, flexibility, and resilience for its clients. It also expands the system's interoperability, enabling seamless integration with a wider range of communication infrastructures and mission profiles. By leveraging Iridium's truly global coverage and low-latency service, UAV operators can now maintain reliable control of their platforms in remote areas, over oceans, or in contested environments where radio links may be compromised.

This development is especially relevant for defense, security, and industrial applications where BVLOS operations are critical and communication integrity is non-negotiable. UAV Navigation-Grupo Oesía continues to push the boundaries of autonomous flight, offering cutting-edge solutions that combine reliability, innovation, and mission-readiness.

L3HARRIS INTEGRATES VAMPIRE ABOARD GM DEFENSE'S INFANTRY SQUAD VEHICLE

L3Harris Technologies recently installed its VAMPIRE™ counter-unmanned system aboard a GM Defense Infantry Squad Vehicle (ISV), demonstrating a mobile solution to take out drone threats.

VAMPIRE is a self-contained platform that delivers advanced reconnaissance and precision strike capabilities against drones and remotely piloted aircraft. It has been used extensively in support of European combat operations since 2023 and has successfully shot down hundreds of small drones.

"Deploying VAMPIRE on GM Defense's ISV is a great example of how quickly and seamlessly this system can be used by our Army customer to defeat the rapidly growing threat of small, hostile drones," said Tom Kirkland, Vice President and General Manager, Targeting and Sensor Systems, L3Harris. "Working together, we have swiftly responded to the urgent need to defeat small unmanned autonomous systems accurately and

affordably while allowing ground forces to stay tactically mobile."

The GM Defense ISV is uniquely engineered to fulfill U.S. Army requirements for rapid deployment. With robust off-road capabilities, the ISV significantly improves tactical mobility across a range of military operations. The vehicle is easily maintainable and highly adaptable to meet diverse mission and operational needs.

GM Defense partners with companies like L3Harris to design and produce diverse kits to support the broad range of mission requirements for a variety of general purpose and special operations forces. Incorporating a Counter-small UAS system like VAMPIRE adds new capability to protect operators from hostile drone attacks.

"The versatility of the ISV is one of its core strengths, and integrating a critical counter-UAS capability like VAMPIRE showcases our ability to rapidly adapt the vehicle to meet evolving threats," said John 'JD' Johnson, Vice President of Government Solutions and Strategy, GM Defense. "This successful integration highlights how the ISV's modular design and commercial-based architecture can quickly incorporate next-generation technologies to deliver immediate value and enhanced protection to our warfighters."

AV TO DEPLOY GOLDEN DOME FOR AMERICA LIMITED AREA DEFENSE INNER LAYER FRAMEWORK AT GRAND FORKS AIR FORCE BASE

AeroVironment, Inc. a global leader in multi-layered counter-drone defense technology, announced an expanded collaboration with GrandSKY, the nation's first commercial unmanned aerial system (UAS) business and aviation park, to establish the foundation of its Golden Dome for America limited area defense architecture at Grand Forks Air Force Base (AFB) in North Dakota.

Working with GrandSKY, AV will deploy its inner layer distributed counter-UAS (C-UAS) capabilities, the backbone of a layered defense architecture-designed to counter the growing threat of malicious UAS and aerial threats targeting the nation's critical infrastructure at Grand Forks AFB.

Aligned with AV's partnership with SNC for the Golden Dome for America initiative, this deployment will include the integration of AV's Titan and Titan-SV RF-based platforms for long-range detection and identification, unified through the AV_Halo™ COMMAND software platform that fuses diverse sensor and surveillance data into a single, mission-ready operating picture for C-UAS and Beyond Visual Line of Sight (BVLOS) airspace awareness.

"We're deploying technologies that deliver unmatched situational awareness to Grand Forks AFB while providing a road map to expand these limited area defense capabilities at critical sites throughout the nation in support of Golden Dome for America,"

said Wahid Nawabi, Chairman, President and Chief Executive Officer of AV. "By combining our surveillance and edge-intelligence technologies with the vision of GrandSKY and the support of leaders, like Senator Hoeven, we are accelerating solutions that will protect critical U.S. military installations and the service members who operate within them."

"North Dakota is the premier location for developing both applications for unmanned aircraft and protections against the misuse of drone technology, and bringing AV's counter-UAS system to GrandSKY accelerates the important work being done through initiatives like Project ULTRA," said Senator John Hoeven (R-N.D.). "Counter-drone is a critical priority for the future of our nation's defense. We've seen in Israel and Ukraine how drones are being used to wage war in new and dangerous ways. The capabilities and partnerships we've built in the Grand Forks region will enable our nation to tackle this emerging threat, and we appreciate AV for its growing commitment to GrandSKY and the important role its technology will play in these efforts."

This collaboration builds on the March 2025 memorandum of understanding (MOU) between AV and GrandSKY in support of Project ULTRA, Hoeven's $110 million public-private initiative to establish Grand Forks as the nation's proving ground for advanced counter-UAS defense. Through this collaboration, AV has already integrated AV_Halo COMMAND Mission software, formerly VigilantHalo, into GrandSKY's BVLOS flight operations, enhancing airspace awareness and control while expanding counter-UAS capacity at the 217-acre flight center.

"We're excited to grow our relationship with AV. What started as a partnership to explore ground-based sense and avoid tools for UAS operations is now expanding to support multi-layered counter-UAS capabilities," said Tom Swoyer, Jr., President at GrandSKY. "Deploying these technologies will give us a path to support a variety of UAS and Counter-UAS tests, operations and demonstrations. One of the most significant advantages we gain is the ability to collaborate closely with our partners at Grand Forks Air Force Base. Through Project ULTRA, we will explore and understand the comprehensive requirements needed to effectively defend against UAS threats and be better equipped to address the full range of challenges and ensure our nation's domestic defenses capabilities are robust and adaptable."

Drones World Editor Kartikeya
In conversation with

Mr.Dillon Harr

Wireless Carrier Applications Engineer at Optical Zonu

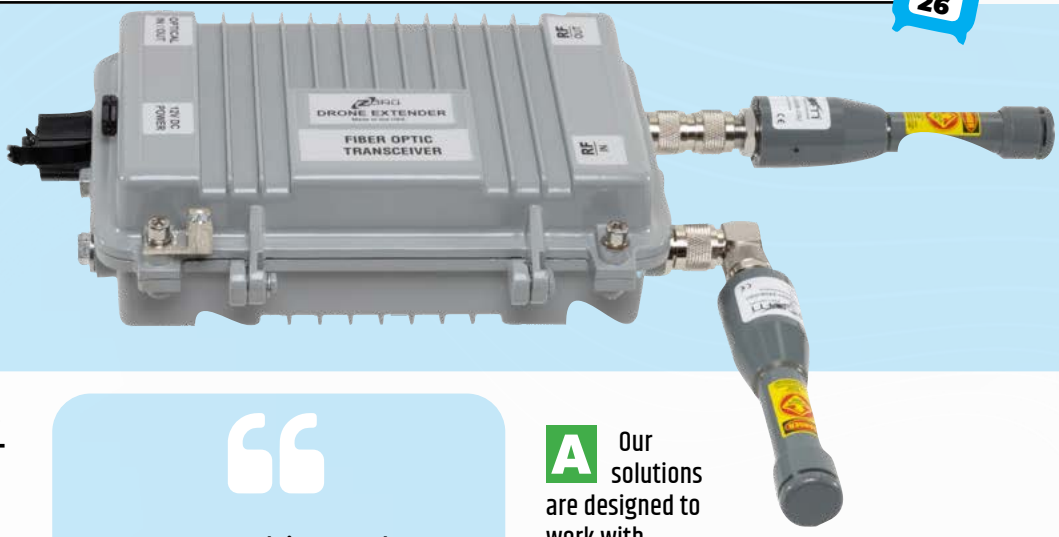
Q What is the single biggest problem you are solving for drone operators that regular radio signals can't handle?

A The biggest challenge we're solving is maintaining reliable, high-fidelity connectivity for drones operating in challenging environments where radio frequency (RF) often suffers. Regular radio signals often degrade over distance or can easily fall victim to interference, which limits range and mission effectiveness. Our RF-over-fiber (RFoF) technology preserves high quality, low-latency RF performance over long distances, giving U.S.-manufactured drones have the same or better operational reach and signal integrity as foreign systems which presently are more advanced. We're ultimately helping drone operators extend range and reliability without compromising security or control.

Q The Fiber Controlled Drone Link uses a physical fiber cable. Isn't the cable a big limitation? When is the benefit of the cable worth it?

A While a fiber cable is a limitation in many drone use cases, it provides major advantages when wireless communication is unreliable or unsafe, such as when the location of the operator is exposed to RF sensing location detectors as we've seen in Ukraine. The Fiber Controlled Drone Link delivers secure, jam-resistant, low-latency control that's perfect for operating in hazardous areas, tunnels, or combat zones where operators must either stay protected or it is simply impossible for them to enter. Because fiber can't be intercepted or jammed, it's invaluable for military missions in confined or high-interference spaces. This is also why the technology is useful for single mission loitering munition drones (sometimes known as suicide drones) using fiber spools, which only must make a one-way trip to drop a payload and operators want to make sure it cannot be manipulated by adversaries. In all these scenarios, the benefits of a tethered link far outweigh the limits of physical cabling.

FROM VULNERABLE TO UNTOUCHABLE: REINVENTING THE DRONE LINK WITH FIBER OPTICS



Q The Drone Extender can reach 20 km. How does your technology make a Wi-Fi signal work reliably at such a long distance?

A The Drone Extender works by transferring the control and video signals over fiber long before it's transmitted through open air, effectively bypassing the distance and interference problems of standard Wi-Fi. The system uses a Optical Controller Unit (OCU), which is positioned next to the person controlling the drone, and an Optical Drone Unit (ODU) connected via fiber, so the operator can be safely positioned miles away while the ODU near the drone handles the wireless link. This setup makes the system perform as if the operator were standing next to the drone, maintaining stable, high-quality communication up to that 20 km. This is helpful in a warfare setting because if an adversary tracks the signal and attacks, the strike will hit the ODU and not the controller who is safely at a distance. In commercial settings it creates much needed range for sprawling utility inspections.

Q Why is a fiber optic link more secure and resistant to interference than a standard wireless connection for drones?

A Fiber-optic connections are inherently secure because they carry signals as light through a cable rather than broadcasting them through the air. That means there's no RF emission to detect, intercept, or jam. Fiber also maintains signal integrity over long distances and isn't affected by environmental interference, multipath fading, or deliberate electronic attacks. Because of this, drone operations using RFoF links are far more secure and reliable than those relying solely on wireless connections.

> We're ultimately helping drone operators extend range and reliability without compromising security or control.... ...Fiber can't be intercepted or jammed, it's invaluable for military missions in confined or high-interference spaces.

Q Who needs this technology the most right now? Is it the military, police, or inspection companies?

A The military is the primary user because of its need for secure, interference-free drone control in contested environments. However, we're also seeing strong demand from commercial sectors such as utilities and infrastructure inspection, where reliable long-range or confined-space operations are critical. Both defense and industrial users benefit from the same core advantage, which is dependable connectivity over longer distances when traditional wireless simply isn't good enough.

Q Do these new products work with any drone on the market, or do they require special drones?

A Our solutions are designed to work with virtually any drone on the market and our RFoF parts are incredibly light and add negligible weight to the total payload. No special hardware or proprietary interface is needed because we're enhancing the connection pathway rather than changing the drone's internal systems. That compatibility makes it easy for operators to upgrade their existing fleets with secure, extended-range RFoF connectivity.

Q What's the next big feature you want to add to this technology? Is it more range, less weight, or something else?

A Our focus is always on increasing transmit power and extending effective range even further, while continuing to reduce weight and improve performance. The current systems are already lightweight and ruggedized, but we're constantly working to expand their capabilities so operators can go farther, stay safer, and maintain absolute control in any environment.

VOLATUS AEROSPACE TO LAUNCH INNOVATION CENTRE AND DRONE MANUFACTURING HUB AT MIRABEL TO STRENGTHEN CANADA'S DEFENCE READINESS AND SUPPORT NATO ALLIES

Volatus Aerospace Inc. a Canadian leader in aerial intelligence and unmanned aircraft systems, is pleased to announce the plans to establish the Volatus Mirabel Innovation Centre and Drone Manufacturing Hub at Montréal–Mirabel International Airport. This Made-in-Canada initiative will expand sovereign, NATO-aligned drone capacity, supporting the Canadian Armed Forces (CAF) and allied requirements while strengthening Canada's industrial and defence resilience. The project directly aligns with recent Government of Canada priorities to rebuild, rearm, and reinvest in domestic capability and secure supply chains.

Located within the Mirabel Innovation Zone, Volatus Aerospace will establish its operations inside a 200,000-square-foot advanced and secure manufacturing facility. With the support of Aéroports de Montréal (ADM), the facility is designed for scalability and efficiency, enabling serial production of Canadian-built drone platforms to meet the growing needs of domestic defence programmes and allied markets.

The Mirabel Manufacturing Hub will enable serial production of Volatus' proprietary drone platforms as well as the licensed manufacture of partner systems to meet NATO-aligned requirements and Canadian end-use needs. The hub will operate through a secure, domestic supply chain with full configuration control, quality assurance, and export compliance under applicable Canadian and allied regulatory frameworks.

" Investissement Québec International is proud to support Volatus in establishing its innovation center in Mirabel, at the heart of Québec's aerospace ecosystem. This announcement underscores the value of our efforts to attract and assist companies that actively contribute to the vitality of one of the most dynamic sectors of our economy," said Hubert Bolduc, President, Investissement Québec International.

"By combining an Innovation Centre for rapid integration and qualification with a dedicated Manufacturing Hub for serial production, Mirabel will become our anchor for Canadian-made, defence-grade drones," said Glen Lynch, CEO of Volatus Aerospace Inc. "Our focus is to accelerate readiness for CAF missions, ISR, maritime, Arctic, and base security, while ensuring interoperable capability for NATO partners and a resilient Canadian supply chain."

Recent federal initiatives underscore Canada's growing commitment to domestic defence capability and the strategic importance of uncrewed systems. In 2025, the Government of Canada launched the new Defence Investment Agency to streamline major procurements, pledged $500 million in NATO-aligned support for Ukraine, and advanced multiple RPAS and C-UAS programmes, including the Skyranger R70 donation and Halifax-class maritime UAS contracts. With defence spending now targeting 2% of GDP, Canada is signalling sustained demand for Made-in-Canada deployable drone solutions at scale.

"These actions confirm that demand for drone capability is accelerating across CAF and NATO missions," added Lynch. "Mirabel positions Volatus to respond decisively with Canadian production, allied interoperability, and a secure supply chain." This announcement marks the first in a series as Volatus strengthens its domestic defence manufacturing posture and collaborates with federal and provincial partners to build sovereign, Made-in-Canada capability.

US ARMY AWARDS $7.9M CONTRACT TO SKYDIO FOR SHORT RANGE RECONNAISSANCE TRANCHE 2

Skydio, the leading U.S.-based drone manufacturer and world leader in autonomous flight technology, in partnership with Science Applications International Corp. has been awarded $7.9 million to deliver X10D small unmanned aircraft systems (sUAS) under the U.S. Army's Short Range Reconnaissance (SRR) Tranche 2 Low-Rate Initial Production contract.

The SRR program, managed by Program Executive Office Aviation's Project Manager for Unmanned Aircraft Systems (PM UAS), provides infantry platoons with organic reconnaissance and surveillance capabilities. This award continues Skydio's role as an SRR provider, transitioning soldiers from X2D/RQ28-A, fielded beginning in 2022 as part of SRR Tranche 1, to the enhanced X10D platform. This award builds on Skydio's first delivery SRR Tranche 2 program systems, announced in May 2025. This brings Skydio's total support of the SRR Tranche 2 program to $12.3M in FY25.

Skydio X10D delivers operational performance for tactical ISR missions:

A sensor package that is unrivaled in any sUAS this size, including a 48MP telephoto camera

A best-in-class Teledyne FLIR Boson+ thermal sensor that can pinpoint temperature differences at each pixel

Resiliency in the face of electronic warfare with onboard AI and autonomy

Built-in AI for visual navigation comes standard

Advanced obstacle avoidance in every direction

Enhanced operational resilience in challenging navigation environments through advanced proprietary technology that maintains positional awareness without relying on conventional navigation methods

Modular, open platform that supports custom third-party attachments and controllers

Powerful, full-stack security, starting with the chipset and its firmware

IP55 rating for nearly all-weather operation

X10D, part of the U.S. Department of War's Blue UAS Cleared List, also meets the stringent cybersecurity and capability requirements outlined by the Defense Innovation Unit.

Skydio now supports every branch of the U.S. military, 25 allied nations, alongside public safety agencies, utilities, and enterprise customers worldwide.

All Skydio drones are designed, assembled, and supported in the United States, and Skydio's manufacturing facility in Hayward, CA, is one of the world's largest drone manufacturing facilities outside of China.

REDWIRE AND RED CAT ANNOUNCE STRATEGIC DRONE INTEGRATION CONCEPT TO MEET MULTIPLE US ARMY ECHELON NEEDS

Redwire Corporation (a global leader in space and defense technology solutions announced that its wholly owned subsidiary, Edge Autonomy, has partnered with Red Cat (Nasdaq: RCAT), a U.S.-based provider of advanced all-domain drone and robotic solutions for defense and national security. Together, the companies will integrate Red Cat's Teal Drones Black Widow – a compact, small uncrewed aerial system (sUAS) quadcopter – with Edge Autonomy's Stalker, a Group 2 fixed-wing VTOL UAS, to support U.S. Army echelon missions requiring advanced surveillance, reconnaissance, and situational awareness.

The Edge Autonomy Stalker is purpose built with a modular open systems approach (MOSA) to meet multiple mission needs. With flexible payload capacity, the Stalker can easily integrate compact drones to support the U.S. Army across multiple echelons including platoon, company, battalion, and brigade. The Black Widow can be mounted under the center wing of the Stalker as a deployable payload, extending mission range with the Stalker acting as a carrier, launch

platform, and communications relay.

"Our Stalker is combat proven with exceptional long-range reconnaissance capabilities," said Steve Adlich, President of Edge Autonomy. "When paired with the well-recognized short-range reconnaissance of Teal's Black Widow, we provide frontline warfighters with greater mission reach and reliable data for efficient and effective decision making."

The Black Widow, part of Red Cat's Family of Systems, is a secure, NDAA-compliant ISR drone designed to deliver real-time intelligence at the tactical edge and is built to meet the mission-critical needs of U.S. and allied forces.

In November 2024, the Army selected the Black Widow for its SRR Tranche 2 program, which provides reliable and efficient intelligence, surveillance, and reconnaissance tools for soldiers in the field.

"This collaboration represents a major step forward in how tactical drones are deployed across multiple echelons," said Jeff Thompson, CEO of Red Cat. "The integration of short and long range reconnaissance systems answers the Army's requirements for a rapidly deployable, easily portable tactical situational awareness in even the harshest contested areas."

Edge Autonomy, a wholly owned subsidiary of Redwire, specializes in delivering innovative uncrewed aerial systems, advanced optics, and resilient energy solutions that are being used by the DoD, U.S. Federal Civilian Agencies, and allied governments. With products deployed in nearly 80 countries, and with nearly three decades of technology heritage and manufacturing expertise, Edge Autonomy's experienced team delivers proven solutions based on real-world mission needs.

HENSOLDT AND AVILUS JOIN FORCES FOR INNOVATIVE UAV SOLUTIONS "MADE IN GERMANY"

Sensor solution provider HENSOLDT and AVILUS, a specialist in unmanned aerial systems (UAVs), announce their strategic partnership. The aim of the collaboration is the joint development and marketing of state-of-the-art sensor and ISR systems based on proven technologies and agile production capacities 'Made in Germany'.

The integration of powerful HENSOLDT sensors – including a high-performance electro-optical system, AMPS-M and the 'PrecISR' radar – with the innovative 'MissMarvin' mission operating system will result in scalable UAV platforms that meet both military and civilian requirements.

"With AVILUS, we have an agile UAV specialist at our side who can optimally leverage our state-of-the-art sensor solutions. Together, we are focusing on technological sovereignty and short paths from development to operational readiness – for powerful and resilient UAV expertise in Germany," says Christina Canitz, Head of Division Optronics at HENSOLDT.

"AVILUS closes specific capability gaps in casualty evacuation, logistics and reconnaissance with robust, unmanned aerial systems. The focus is on operational proximity, reliability and rapid availability. Through

close cooperation with HENSOLDT, we combine our platforms with state-of-the-art sensor technology, thus creating immediate added value for forces in the field," says AVILUS CEO Ernst Rittinghaus.

The electro-optical system enables the detection, classification and tracking of objects thanks to multispectral sensor technology and AI-supported real-time processing. It combines HD thermal imaging, colour/low-light, SWIR and wide-angle cameras for comprehensive situation assessment – all sensors are available simultaneously and can be controlled via a high-precision 4-axis gimbal.

AMPS-M combines a self-protection system with up to 16 intelligent decoy launchers and integrates various warning sensors and protective measures against missile, laser and radar threats. The platform benefits from high modularity, minimal maintenance and more than 700 systems in use worldwide with thousands of flight hours – tested in cooperation with NATO partners.

PrecISR, a software-defined X-band radar with active electronically scanned array (AESA), detects and tracks more than 1,000 objects simultaneously, including ground, sea and air targets, regardless of weather conditions and at great distances. The system is easy to integrate, ITAR-free and, thanks to its scalability, suitable for a wide range of UAV platforms.

AV LAUNCHES NEXT-GEN VAPOR CLE, COMPACT LONG ENDURANCE HELICOPTER UAS

AeroVironment, Inc. a global leader in all-domain defense systems announced the release of its newest all-electric vertical takeoff and landing (VTOL) platform–the VAPOR Compact Long Endurance (CLE) unmanned aircraft system (UAS).

Building on the proven performance of previous VAPOR models, the VAPOR CLE helicopter sets a new standard for Group 2 UAS with a more compact, enduring, and mission-ready design with on-board computer integration that transforms the VTOL into a fully autonomous system. VAPOR CLE supports multi-mission operations–from intelligence, surveillance and reconnaissance (ISR) and electronic warfare (EW) to precision strike and logistics resupply.

"Every detail of the VAPOR CLE reflects an upgrade driven by real-world mission needs," said Jason Hendrix, Vice President of Small Uncrewed Systems for AV. "By doubling endurance, increasing lift, and adding onboard autonomy, we've transformed the system into a combat-ready tool that gives warfighters more capability in a smaller, more adaptable package."

The newly integrated NVIDIA ORIN onboard computer makes the VAPOR CLE fully autonomous and enables Automatic Target Recognition (ATR) through AV_Halo VISION (previously AV's SPOTR-Edge™) computer vision software and WISARD™ Artificial Intelligence/Machine Learning (AI/ML) processing suite. The compact packout case measures 7 cubic feet and weighs 35 pounds—a 50% reduction from earlier models—with tool-less assembly, making it ideal for transport and rapid deployment. It delivers up to two hours of persistent flight—double the endurance of typical Group 2 quad rotor-craft platforms.

Built with a Modular Open System Architecture (MOSA) to support third-party integration, VAPOR CLE integrates with 26 unique payloads–including optical sensors, communications relays, electronic warfare, and integrated lethal payloads, including the Orbital Research Lab 60/81mm mortar CLiK (DEVCOM AC standardization) and Corvid Shryke Guided Munition and IS4S 40mm munition. The VAPOR CLE is compatible with AV_Halo COMMAND tactical handheld controller and is worldwide operational frequency capable with an encrypted data link that can transmit classified information to distances greater than 10km line of sight.

"We built the VAPOR CLE around what warfighters told us they needed most—more time over target, greater lift for mission-critical payloads, and a system rugged enough to survive the toughest environments," said Jason Wright, AV's senior product line manager. "Those upgrades mean troops can carry less gear, set up faster, and count on a single platform to perform multiple roles in the field."

OSHKOSH DEFENSE INTRODUCES THE FAMILY OF MULTI-MISSION AUTONOMOUS VEHICLES (FMAV) AT AUSA 2025

Oshkosh Defense LLC, an Oshkosh Corporation business, will introduce its Family of Multi-Mission Autonomous Vehicles (FMAV) at the Association of the United States Army (AUSA) Annual Meeting & Exposition, October 13–15, 2025, in Hall B – Booth 1625.

As the U.S. Army accelerates its transformation, Oshkosh is demonstrating how the FMAV platforms directly support modernization priorities for long-range precision fires, resilient formations, and scalable autonomy to deliver ready-now, production-based solutions that reduce risk and increase capabilities to Soldiers in contested environments.

At AUSA, Oshkosh will showcase three production-ready variants from its FMAV portfolio:

Extreme Multi-Mission Autonomous Vehicle (X-MAV): The Oshkosh X-MAV is a purpose-built, autonomous-capable launcher solution that is engineered to support the future of long-range munitions. With a robust chassis for the heaviest payloads, proven off-road mobility, and integrated onboard vehicle power, it's the ideal foundation to support the Common Autonomous Multi-Domain Launcher Heavy (CAML-H) program for multi-domain missions and formations. The X-MAV will be displayed for the first time with four Tomahawk Land Attack Missiles.

Medium Multi-Mission Autonomous Vehicle (M-MAV): Derived from the Oshkosh FMTV A2, the M-MAV delivers an integrated, forward-looking solution to the U.S. Army's most pressing challenges. Purpose-built for optionally manned or fully autonomous launcher operations, M-MAV delivers advanced navigation, remote operation, and automated resupply capabilities to increase survivability, reduce crew burden, and enable dispersed, resilient fires formations. The M-MAV will be equipped with the Multiple Launch Rocket System (MLRS) Family of Munitions (MFOM).

Light Multi-Mission Autonomous Vehicle (L-MAV): Evolved from the U.S. Marine Corps ROGUE-Fires, the L-MAV is a proven, production-ready autonomous carrier. Its modular design allows rapid configuration for missions such as counter-unmanned aerial systems (C-UAS), electronic warfare, or resupply, enabling immediate operational readiness across formations. The L-MAV will showcase the AeroVironment Switchblade 600 Loitering Munition and Titan C-UAS.

"The Army has been clear on the need for autonomous, payload-agnostic platforms that are ready now," said Pat Williams, Chief Programs Officer at Oshkosh Defense. "The Oshkosh Family of Multi-Mission Autonomous Vehicles are engineered on proven tactical vehicles, with scalable autonomy and payload versatility to deliver what the Army needs today with the flexibility to adapt as the battlefield evolves."

SIKORSKY CONVERTS BLACK HAWK INTO U-HAWK, A BATTLE-READY AUTONOMOUS UAS

From concept to reality in 10 months, Sikorsky, a Lockheed Martin company has transformed a UH-60L Black Hawk® helicopter into the S-70UAS™ U-Hawk™, a versatile autonomous unmanned aircraft system (UAS) that has 25% more cargo space than a typical Black Hawk. Sikorsky replaced the cockpit section with actuated clamshell doors and ramp, and swapped conventional flight controls with a third-generation, low-cost, fly-by-wire system integrated with MATRIX™ autonomy technology.

The S-70UAS U-Hawk aircraft on display at this week's Association of the United States Army exposition shows a larger cabin space to:

Accept longer cargo, such as missiles,

Drive on/off an uncrewed ground vehicle,

Roll-on/off supplies,

Launch swarms of reconnaissance or strike drones, and

Carry internal fuel tanks for increased range or extended time on station.

"Sikorsky is innovating a 21st century solution by converting UH-60L Black Hawks into a fully autonomous utility platform," said Rich Benton, Sikorsky vice president and general manager. "We developed this prototype from concept to reality in under a year, and

the modifications made to transform this crewed Black Hawk into a multi-mission payload UAS can be replicated at scale quickly and affordably. The U-Hawk continues the Black Hawk legacy of being the world's premier utility aircraft and opens the door to new capabilities as a UAS."

Redesign and structural modification of the UH-60L aircraft into its uncrewed U-Hawk configuration is led by rapid prototyping group Sikorsky Innovations. First flight is expected in 2026.

U-Hawk-enabled missions By eliminating the cockpit and internal components, the U-Hawk has 25% more cargo space than the UH-60L Black Hawk.

Forward loading and additional useable cabin space of the U-Hawk aircraft now offers the flexibility to accommodate oversized loads up to the same maximum gross weight. Air-ground team – Drive on/off an uncrewed ground vehicle, such as the HDT Hunter Wolf 6x6 UGV.

Cargo – Transport up to four Joint Modular Intermodal Containers (vs. two today).

Missile transport – Carry a HIMARS pod of six rockets, or two Naval Strike Missiles.

Launched effects – Deploy launched effects carrying sensors/munitions from quivers secured to the cabin.

Endurance – Self-deploy over 1600nm or loiter for up to 14 hours without refueling.

Like a UH-60L aircraft, a U-Hawk variant retains the ability to load cargo from the side door, and externally lift 9,000 pounds (4,080 kg) using its cargo hook.

Operators - not pilots - fly U-Hawks A tablet gives an operator full command of the U-Hawk aircraft from start-up to shut down.

At the touch of a button, the two clamshell doors open and a ramp lowers to allow easy cargo loading or drive-on capability. To prepare for flight, the automated sequence is reversed. Once loaded, an operator inputs mission goals via the tablet. The MATRIX autonomy system automatically generates a flight plan, relying on cameras, sensors and algorithms to help navigate the U-Hawk aircraft safely to its destination.

KRATOS UNVEILS REVOLUTIONARY LOW-COST CRUISE MISSILE SYSTEM, "RAGNAROK"

Kratos Defense & Security Solutions, Inc., a technology company in defense, national security, and global markets unveiled its innovative "Ragnarök" Low-Cost Cruise Missile (LCCM) system, representing a significant advancement in tactical strike capabilities.

The Ragnarök LCCM features an optimized design that enables exceptional performance metrics for a system in its class. This strike-focused platform offers an impressive 500 nautical mile range while carrying an 80-pound payload, making it ideal for precision engagement missions across a variety of operational scenarios.

"The Ragnarök LCCM represents our commitment to developing high-performance strike systems, for Valkyrie, that meet the evolving needs of today's warfighter in conjunction with the budget realities that dictate what systems ultimately make it to the field," said Steve Fendley, President of Kratos Unmanned Systems. "Its modular design delivers maximum combat capability for carriage and launch options. With complementary capability to the

Northrop Grumman's Lumberjack that's recently been in the news, weapons in this new class which support unmanned and manned applications are coming to the forefront demonstrating their performance value per cost."

Kratos' engineering team has overcome significant design challenges to create a strike platform that maximizes performance while maintaining affordability. The Ragnarök LCCM demonstrates Kratos' ability to rapidly develop and deploy advanced unmanned systems to meet emerging threats.

By leveraging Kratos' expertise in affordable, high-performance unmanned systems, Kratos has created a strike platform that has been engineered with manufacturability and affordability in mind and delivers maximum capability at minimum cost. With estimated production costs of approximately $150,000 per unit in quantities of 100, the system presents an exceptional value proposition for defense applications requiring advanced strike capabilities at competitive costs and exemplifies Kratos' commitment to providing warfighters with the advanced tools they need at a price point that enables widespread deployment.

Eric DeMarco, President and CEO of Kratos, said, "Kratos Ragnarök LCCM is a recent example of Kratos making the internally funded investment, moving fast, and rapidly developing a relevant, ready-for-high-quantity-production weapon system. Kratos is the industry leader in bringing affordable unmanned aerial drones, hypersonic, strike, missile and propulsion systems to the warfighter. At Kratos, it's products not PowerPoints, and we're ready to manufacture affordably and in mass quantities today."

Leonardo DRS Wins 1st Place in DoD Counter-UAS Competition, Reinforcing Leadership in Air Defense Capabilities for the US Military

Leonardo DRS, Inc. announced that it won first place in a Department of Defense counter drone competition by demonstrating an advanced electronic warfare system that can be integrated into the company's range of proven and fielded counter-UAS (C-UAS) capabilities. This latest capability highlights the company's leadership role as a developer and provider of proven counter-UAS and air defense systems that enhance force protection across today's complex and dynamic battlespace.

During a demonstration event hosted by the DoD's Joint Counter-small Unmanned Aircraft Systems Office (JCO), Leonardo DRS demonstrated the cutting-edge Ring C-UxS system that employs proprietary, advanced radio frequency-based electronic warfare capabilities to detect, identify, and defeat enemy drones and autonomous systems, from air, land, or sea.

Leonardo DRS and its technology partner, Regulus, excelled in the portion of the demonstration that focused on Dismounted Detect-Identify-Track-Defeat of group 1 and 2 UAS. During the demonstration, Leonardo DRS successfully employed the system to detect, identify and defeat mock enemy drones with its radio frequency-based electronic warfare capabilities. The demonstration gave industry the chance to inform the JCO of new capabilities that are able to operate in a contested electromagnetic environment.

"We are proud to have been recognized with a first-place award in this critical JCO demonstration used to inform requirements for keeping ahead of the ever-growing small UAS threat," said Aaron Hankins, senior vice president and general manager of the Leonardo DRS Land Systems business unit. "As an agile and experienced company in the space, we are honored to support the JCO as they identify capabilities that can be quickly integrated and deployed to defend our warfighters across the battlespace."

The Ring system leverages radio frequency (RF) detection, unique Global Navigation Satellite Systems techniques, and RF datalink manipulation to counter both commercial and military uncrewed threats. The technology has been actively deployed across multiple platforms and operational theaters and has demonstrated exceptional effectiveness against uncrewed threats—from commercial Group 1 systems to military Group 3 platforms.

The Ring demonstration highlights Leonardo DRS' proven capability to identify and rapidly integrate best-of-breed technologies to enhance its counter-UAS and air defense portfolio to support the critical needs of its customer. The company's leadership in this space includes serving as prime contractor and lead systems integrator for the Mobile-Low, Slow Small Unmanned Aircraft Integrated Defeat System (MLIDS) program as well as developer and provider of the integrated Mission Equipment Package for the SGT Stout Maneuver Short Range Air Defense (M-SHORAD) program. The company's integration capability also extends across all domains to support force protection, computer networking and C5I, as well as naval power and propulsion systems.

DRONESENTRY SOLUTION RECOGNISED AS NPSA RATED

DroneShield is pleased to announce its DroneSentry multi-layered counter-drone solution has been successfully evaluated by the National Protective Security Authority (NPSA). NPSA is an agency of the UK Government and the DroneSentry solution is now included within their Catalogue of Security Equipment (CSE).

DroneShield's extensive range of counter-drone solutions are available exclusively through BT within the UK.

Oleg Vornik, DroneShield CEO, commented, "This is an exciting step forward and a public endorsement of the quality and performance of our solutions, for both the UK and other markets. It comes at a critical geopolitical time of rapidly escalating drone incidents across Europe, as our customers seek to deploy counter-drone protection across a wide range of facilities, starting from a very low or no existing deployments due to the nascent nature of the sector."

Dave Pankhurst, Future Connected Solutions Director, BT commented, "BT has worked with DroneShield for a number of years in the UK, coupling our deep understanding of customer needs with DroneShield's technology. This NPSA recognition highlights DroneShield's commitment to developing leading edge counter-drone solutions with the most robust security credentials."

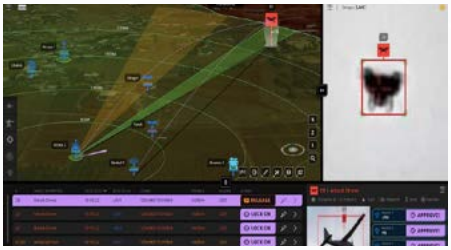
DroneShield's DroneSentry solution is underpinned by an AI-enabled command-and-control engine, DroneSentry-C2, which formed part of the NPSA evaluation and recognition. The C2 engine, a SaaS product, enables integration of a wide range of sensors and effectors, to optimise for the end user requirements and budget.

The DroneSentry solution comprises of an upfront purchase of hardware, combined with one or multiple SaaS packages. DroneSentry solutions have been deployed to date in Europe, Asia Pacific, the US, South America and Australia.

IAI PRESENTS ADVANCED MULTI-LAYERED DEFENSE SYSTEM FOR COUNTERING UASS & DRONE

Israel Aerospace Industries (IAI), a global leader in defense and aerospace, announced the unveiling of the new generation C-UAS Swarm solution at AUSA 2025. This cutting-edge defense system is designed to detect, identify, disrupt and intercept swarms of UASs and drones was developed in response to the needs of the Israeli defense ministry, and its operational readiness was demonstrated to senior officials. This system reflects the operational insights and evolving needs shaped by the current war. In recent months, the system was successfully demonstrated multiple times to senior Israeli defense officials, showcasing its advanced capabilities and operational readiness.

Boaz Levy, President and CEO of IAI: "As Israel's radar systems house, IAI, plays a critical role in the nation's defense, especially since the onset of the current war where they successfully detected, classified and guided the interception of threats targeting Israel. The new generation counter swarms solution is another testament to IAI's commitment to providing innovative,



up-to-date and operationally relevant solutions to the evolving challenges faced by Israel's defense forces. As part of our comprehensive suite of detection and interception systems, the new generation development represents a significant leap forward, enhancing Israel's ability to defend against a broad spectrum of aerial threats with precision, speed and adaptability. This is the kind of high-impact, high-quality capability that reflects IAI's legacy of excellence and its role at the forefront of defense technology."

At the core of the new generation C-UAS solution is an advanced autonomous C4I mission system that integrates unique algorithms, artificial intelligence and machine learning to deliver real-time threat detection, analysis and response management. The system intelligently recommends optimal interception methods to operators, enabling rapid response to threats and performing neutralization and interception actions autonomously, while keeping human involvement in the decision-making process. Enabling a seamless sensor-to-target loop targeting and attack using a variety of interceptor configurations, the system is deployed across vast areas and equipped with electro-optical, radar and other sensors. These sensors provide the operator with a detailed, real-time aerial picture, allowing for coordinated launches of multiple interceptors per target until a successful interception is confirmed. The system can operate numerous detection assets in different layers, while deploying jamming and electronic warfare measures for soft-kill interceptions, or using various interceptors to provide a comprehensive response for low-altitude threats.

EOS DEFENSE SYSTEMS USA DEVELOPING ADVANCED COUNTER UAS CAPABILITIES FOR LAYERED DEFENSE

The evolving Unmanned Aerial Systems (UAS) threat demands continual advancement in counter UAS (CUAS) technologies to protect critical assets and formations. EOS Defense Systems USA today announced that it is developing enhanced capabilities for its Slinger Remote Weapon System (RWS), incorporating capabilities like Aided Target Recognition and selectable levels of autonomy to meet the growing challenge of hostile drones.

"Slinger is the most accurate remote weapon system on the market, and these developments will significantly improve the CUAS mission by reducing operator workload via assisted detection, classification, and engagement of drone threats," said Shawn Baerlocher, CEO of EOS Defense Systems USA.

"The RWS can operate in a 'stand-alone' capacity, utilizing only its native, passive sensors or receive an external cue from a remote sensor. Either functionality allows effective execution of platform self-defense. The addition of an automation suite enables drone defeat with reduced burden on the warfighter. EOS Defense Systems USA will also begin manufacturing Slinger at our Huntsville, Alabama facility to meet growing

demand from U.S. government customers."

EOS has conducted many Slinger field tests and demonstrated high PKill rates against drone threats in operationally relevant environments, such as maneuvering Group 1 UAS. EOS envisions Slingers equipped with these advanced features deployed across multiple platforms as part of a layered defense architecture against UAS threats.

Combining proven precision accuracy with low-cost kinetic effectors, and selectable autonomy, Slinger offers a highly effective and scalable solution for protecting mobile platforms on the modern battlefield to solve capability gaps across the DoW.

EOS Remote Weapon Systems are operationally proven and deployed by militaries across Australia, the Middle East, North America, Europe, and Southeast Asia. Renowned for their accuracy and reliability, EOS has delivered more than 2,500 systems worldwide. EOS Defense Systems USA has operated as Electro Optic Systems' regional hub since 2018.

STRENGTHENING AIR DEFENCE AT ORLAND WITH A NEW ANTI-DRONE (CUAS) SYSTEM

The Norwegian Defence Materiel Agency (Forsvarsmateriell) has placed a new order with the British company Operational Solutions Ltd. (OSL) to enhance the Armed Forces' ability to detect and counter unwanted drone activity.

The first new anti-drone system has been delivered to Ørland Air Station and is now being installed and commissioned in cooperation between the supplier, the Armed Forces, and Forsvarsmateriell's Air Defence Division.

"There is a need for effective systems that can detect, identify, and handle drones that pose a potential threat." says Minister of Defence Tore O. Sandvik.

The framework agreement with OSL was signed in August 2025 and is worth up to 938 million Norwegian kroner. Forsvarsmateriell has now made two call-offs for anti-drone systems, also known as Counter-Unmanned Aerial Systems (CUAS), which will protect bases as well as stationary objects and installations against drones.

"Anti-drone capability has become an important part of modern air defence and will contribute to better situational awareness and increased responsiveness. Through the framework agreement, we can quickly procure and deploy solutions that address new threats effectively. I would also like to highlight Operational Solutions' ability to deliver quickly and accurately," says Brigadier Jarle Nergård, Head of Forsvarsmateriell Air Capabilities.

The system is already in use in several other countries. At Ørland, it will complement and integrate with existing air defence systems and consists of a command and control system (C2 system), sensors, and effectors, both kinetic and non-kinetic.

"This strengthens our ability to monitor and protect the airspace around Ørland Air Station and contributes to increased operational capability. For security reasons, we cannot go into detail about the system's functions, but this is an important addition to the air defense, which we continue to expand and develop," says Brigadier Thomas Orud Harlem, Head of the Air Force's Weapons School.

ANDURIL DEMOS AND DELIVERS COUNTER-UAS CAPABILITIES TO USNORTHCOM AT FALCON PEAK 25.2

Anduril has delivered a rapidly deployable kit of our field-proven counter-UAS systems to USNORTHCOM. The system was recently demonstrated at Falcon Peak 25.2 at Eglin Air Force Base, validating that our counter-UAS solution meets NORTHCOM's operational requirements in full.

In 2024 alone, NORTHCOM reported over 350 unauthorized drone incursions across 100 installations. We've developed our kit for rapid deployability in support of short-duration counter-UAS operations to defend U.S. military infrastructure with complete kill-chain coverage.

Each kit includes Mobile Sentry for autonomous detection and tracking, Wisp in a SkyFence configuration for wide-area passive IR coverage, Pulsar for RF detection and effects, and Anvil for low-collateral kinetic defeat. Power, compute, and networking are included. The system runs on the Lattice software platform and is designed for rapid deployment by military members. It delivers full-spectrum capability — detect, track, identify, defeat — in a single, field-ready package.

At Anduril's founding, we saw the gap between emerging threats and available capability. Our solution to USNORTHCOM is Anduril's answer to the challenge of defending the homeland from small drone threats — designed not just for how the military operates, but where. Unlike battlefield systems, these kits are built for use inside U.S. airspace, optimized to operate within the constraints of FAA regulations and other civilian considerations. The delivery to NORTHCOM at Falcon Peak marks a decisive step forward in operationalizing mobile counter-UAS defense across the United States.

AV SELECTED FOR US ARMY NEXT-GEN C-UAS MISSILE PROGRAM, AWARDED $95.9M CONTRACT TO DELIVER FE-1 FOR US ARMY'S LRKI PROGRAM

AeroVironment, Inc. a leading provider of Counter-Unmanned Aircraft Systems (C-UAS) and advanced air and missile defense technologies, has been selected to deliver the U.S. Army's Next-Generation C-UAS Missile (NGCM). Along with this selection, AV was awarded a $95.9 million contract for the U.S. Army's Long-Range Kinetic Interceptor (LRKI) program through the U.S. Army Combat Capabilities Development Command Aviation & Missile Center (CCDC AvMC) Aviation & Missile Technology Consortium® (AMTC). As part of the LRKI program, AV will manufacture and deliver its Freedom Eagle (FE-1) kinetic C-UAS missile.

"FE-1 strengthens our nation's air defense arsenal by providing an urgently needed kinetic C-UAS solution–built to fill the gaps in today's defense capabilities and meet the adversarial threats of tomorrow," said Jimmy Jenkins, Executive Vice President of AV's Precision Strike and Defense Systems Group. "This selection by the U.S. Army is a testament to AV's intentional investments, unmatched agility and technical expertise, and unwavering commitment to our nation's national security priorities. We are quickly scaling production to deliver FE-1 to the frontlines, where they'll provide critical warfighter protection and inform our development for full-rate manufacturing."

FE-1 is a low-cost, high-performance solution to neutralize Groups 2 and 3 UAS while maintaining residual capability against Group 1 UAS, fixed wing, and rotary wing aircraft with increased lethality, extended range, and rapid launch capabilities. It has already achieved several key development milestones, including a successful live-fire demonstration of its dual-thrust solid rocket motor, controlled test vehicle (CTV) launches, and warhead tests. These achievements demonstrate FE-1's technological maturity and reduced technical risk in preparation for field deployment.

"FE-1 is more than just a missile. It's a transformative capability for next-generation air and missile defense," said Daniel Noland, Senior Director of Strategic Capture for AV. "Our team–side by side with our industry partners and U.S. Army customers–has put in long hours in the lab and on the range because they believed in the mission: to rapidly develop the technology our warfighters need to tackle our nation's toughest aerial threats. We're ready to transition this disruptive technology from research and development to the battlefield and focused on ramping up manufacturing to deliver with scale and speed."

To successfully deliver an entirely new kinetic platform built to counter rapidly evolving air threats on a rapid timeline, AV developed critical strategic partnerships and assembled a team of industry experts–including Applied Systems Engineering Inc. ("ASEI"), a leading provider of engineering and avionics solutions.

DENMARK DEPLOYS TERMA'S INTEGRATED COUNTER-UAS SOLUTION ACROSS STRATEGIC SITES

The recent rise in unidentified drone activity near airports, military sites, and critical infrastructure demands faster, smarter multi-domain awareness. In response, Terma has stepped up, helping deploy an integrated counter-UAS solution across multiple strategic locations, protecting critical infrastructure and military installations.

At the heart is an array of multiple SCANTER radars, combined with battlefield-proven Ultra-High Definition Electro-Optical and Infrared cameras with embedded AI models, fixed and taskable cameras securing critical approaches, fused into Terma's situational awareness systems that combine multidomain data in real time to deliver a single, integrated picture.

"Hybrid threats require hybrid solutions, delivered with flexibility and speed," said Jesper Bøhnke, EVP and Chief Technology Officer at Terma. "This is not about deploying one sensor or one radar. It's about a next

generation integrated approach that fuses data from multiple sensors and domains into a single operational picture – this is the only viable way to detect, classify, and respond before critical operations are disrupted."

Designed for rapid fielding and continuous operation, the suite strengthens day-to-day resilience and scales for crisis response. It detects and tracks small, low-RCS drones and maintains performance in cluttered environments, helping operators manage hundreds of simultaneous targets and sustain situational awareness around vital assets.

"Recent incidents prove that even small drones can disrupt critical operations," Jesper Bøhnke added. "Where many other systems stop at merely detection, our approach merges all data, stores all sensor data for forensic analysis hereby enabling operators to learn, adapt, and improve resilience. With deployment now underway, we are advancing Denmark's ability to secure vital infrastructure and services and keep essential services running."

The rollout builds on long-standing cooperation with Danish and NATO partners and reflects a broader pipeline of initiatives Terma is advancing with national authorities to counter evolving drone threats. The solution draws on decades of radar engineering, sensor integration, and mission-critical support.

INDRA SHOWCASES IT COUNTER-UAS SYSTEM CAPABILITIES DURING THE SPANISH ARMY'S ATLAS25 EXERCISES

Indra demonstrated during the ATLAS25 military exercises held in Huelva from October 20 to 24 that it possesses one of the most advanced and comprehensive capabilities on the market to detect, identify, and neutralize drone-based aerial attacks. The ATLAS25 exercise, organized at the Médano del Loro Maneuver and Firing Range (Huelva) by the Army's Maneuver Support Command (MAM) and led by the 71st Anti-Aircraft Artillery Regiment, was one of the most ambitious conducted in Spain in recent years.

Under the leadership of the Defense Staff (EMAD), Spanish Forces tested their current capabilities to neutralize aerial attacks and assessed future developments, evaluating the maturity of various technologies under development by the defense industry. It included the participation of units from the Army, the Navy, and the Air and Space Force, along with units from the Civil Guard (GC) and the National Police Corps (CNP).

Indra stood out in the maneuvers by deploying systems in both the naval and land components of the exercise.Its naval counter-drone system, CROW, equipped with radar and electronic defense systems, collected critical data that was integrated with information gathered by various ground-based systems through the command and control

system developed by the company.

On land, Indra showcased the capabilities of the ARACNE counter-drone system, developed in collaboration with EM&E Group, which will be delivered to the Army before the end of the year. The solution's command and control system excelled in its ability to fuse data from multiple sensors—both proprietary and third-party—and accurately identify the type of threat and select the most appropriate response in each case.

Among the proprietary sensors used during the exercises was the Nemus radar, a compact AESA radar specifically designed by the company for tactical applications such as counter-drone operations.

All the capabilities deployed by Indra during the exercise are complemented by a broader offering that already distinguishes the company as one of the most advanced in Europe in this field, positioning it as the company with the greatest potential to accelerate the implementation of the future European anti-drone wall.

Indra is one of the leading manufacturers of air defense radars in Europe, covering long, medium, and short ranges with fixed, deployable, or highly mobile systems designed to evade enemy fire. These capabilities are further enhanced by space object detection radars, essential for neutralizing ballistic missile attacks that follow suborbital trajectories. All of this is reinforced by one of the most sophisticated air defense command and control systems currently available in Europe—Airdef—and an Anti-Aircraft Artillery Operations Center (COAAAS), which is currently in use by the Spanish Army. Together, these assets enable the company to offer comprehensive protection across all levels.

EPIRUS, GDLS PARTNER ON LEONIDAS AUTONOMOUS ROBOTIC FOR MOBILE COUNTER-UAS

Epirus and General Dynamics Land Systems (GDLS) announced the introduction of Leonidas Autonomous Robotic (Leonidas AR), a mobile counter-UAS capability featuring Epirus' Leonidas high-power microwave (HPM) platform integrated with GDLS's Tracked Robot 10-ton (TRX) unmanned ground vehicle.

Leonidas AR, powered by GDLS TRX, is a robotic ground vehicle equipped with Epirus' HPM technology for mobile counter-UAS and short-range air defense. The integrated system is highly maneuverable for counter-UAS on the move and a low-cost, low-collateral electronic defeat mechanism ideal for the evolving drone threat environment.

"Epirus' partnership with General Dynamics Land Systems is an industry-leading collaboration that continues to deliver real results. Together, we are bringing world-first capabilities to market that directly answer the call of the Army Transformation Initiative," said Andy Lowery, Epirus CEO. "The marriage of neo-primes and primes is how the U.S. defense industrial base can best ensure victory as the battlefield continues to rapidly evolve."

Leonidas is a modular, scalable, proven HPM solution that uses weaponized electromagnetic interference (WEMI) to disable electronic targets. The platform delivers a one-to-many engagement for swarm defense by which one Leonidas system can disable entire swarms of drones.

Leonidas is software defined, which empowers operators to define safe zones and notch out specific frequencies for low-collateral effects, as well as the ability to alter waveforms, modulate energy outputs and introduce new tactics of engagement for greater effectivity on target. Software also enables rapid innovation and feature updates without removing the system from the battlefield.

General Dynamics Land Systems' TRX features AI-enhanced design, lightweight material, a hybrid-electric propulsion system and dynamic suspension for all-terrain mobility across combat environments. The vehicle features integrated radar for 360-degree sensing, on-board computing for maximum capability, a state-of-the-art battery system that allows for 300-plus miles of range and a maximum speed of 45 miles per hour. It can be autonomously or remotely operated in high-risk environments to reduce manning and protect air defenders. General Dynamics Land Systems is also developing a wheeled variant to support customer needs.

"By combining General Dynamics Land Systems' decades of leadership in development and deployment of ground combat vehicles with Epirus' premier non-kinetic counter-UAS effector, Leonidas AR achieves the level of next-generation technology that today's battlefields demand. This new capability was born out of a partnership that leverages the best of American innovation to help our warfighters stay a step ahead," added Jim Pasquarette, Vice President, U.S. Strategy & Business Development, General Dynamics Land Systems.

Leonidas AR is the second mobile counter-UAS system co-developed by Epirus and General Dynamics Land Systems after the companies entered into a teaming agreement in 2021. In 2022, the companies introduced Leonidas Stryker, which features the Leonidas HPM platform integrated with General Dynamics Land Systems' Stryker, the U.S. Army's largest and most reliable combat vehicle fleet.

Drones World Editor Kartikeya
In conversation with

Mr.Mathi Gurusamy

Chief Strategy Officer, Lantronix Inc.

GATEWAY TO THE FUTURE: HOW LANTRONIX IS UNLOCKING DRONE AUTONOMY

Q The U.S. Army's recent approval of Teal Drones, which use your technology, is a significant endorsement. What specific feature of your Edge IoT solution was most critical in meeting the Army's stringent requirements for security and performance?

A Our Open-Q™ 5165N SOM helped solve both the security and performance requirements for Teal. On the security front, our tightly controlled supply and production processes mean the SOM meets both the NDAA and TAA requirements, which are fundamental to delivering a drone to the U.S. Army. On the performance size, the low SWaP (Size, Weight and Power) of our SOM enables Teal to deliver a high-performance solution that offers cutting-edge features to meet operational performance targets as well as extended flight times.

Q Your solution is often described as a critical "gateway" for drones. In simple terms, what is the core function of this gateway, and why is it a better approach than how drones traditionally managed data?

A Traditionally, a drone is constructed of multiple separate sub-systems, each with their own processing node to manage flight control, navigation, computer vision and communication as well as perform individual tasks. We call it a gateway because it serves as the intelligent bridge between sensors, flight systems and command infrastructure. Eliminating the separate sub-systems reduces weight and power draw, which extends battery life and flight time while simplifying development and maintenance. The single gateway processor can also "share" information between different SW functions, which reduces costs and enables new capabilities. .

Q Your technology integrates components from various partners, like GREMSY gimbals and Teledyne FLIR thermal cameras. How does your platform act as the "glue" that makes these different specialized components work together more seamlessly?

A The Open-Q 5165N SOM is the main computing node or "gateway" in a drone design. It processes the data coming from the various peripherals integrated in the design. By processing the data within a single computing node (our SOM), performance is optimized and decisions made based on a complete understanding of the drone's environment. The flight controller can also control navigation or drone orientation based on objects "seen" by the camera sub-systems without requiring input from the controller. This intelligent system operation is enabled by integrating the sub-systems in the SW running on the SOM, which is not possible when sub-systems operate independently.

Q A key benefit you highlight is enabling "longer and more efficient flight times." How does processing data directly on the drone, rather than streaming it all away, directly contribute to conserving the aircraft's battery life?

A Communication sub-systems are a significant consumer of power on a drone, especially those offering extended operating range or even BVLOS (Beyond Visual Line of Sight) operation. Modern drones are becoming flying sensor networks, often capturing feeds from multiple visible, thermal and depth cameras at once. Streaming this data to the ground in real time simply isn't practical; the bandwidth and latency requirements overwhelm most links and drain valuable power. Lantronix systems use Edge AI to process and interpret data locally,

directly on the drone, considerably increasing efficiency. The system delivers advanced AI performance while drawing single-digit watt power levels at full operation, making it one of the most energy-efficient embedded compute solutions available for small UAVs. This ultra-low-power design allows drones to run complex perception and navigation models without sacrificing flight time. The resulting longer missions, cooler operation and higher reliability, enable smaller aircraft to perform more sophisticated tasks on a single charge.

Q Beyond military use, where do you see the most promising commercial or industrial applications for this integrated drone and Edge AI technology?

A We see strong traction in infrastructure inspection, public safety and smart agriculture industries. Edge AI drones are now being deployed for powerline and pipeline monitoring, first-responder support and precision agriculture. Edge AI allows drones to instantly detect faults in power lines, pipelines or solar arrays rather than relying on ground-based post-processing. In agriculture, multispectral analysis performed onboard can track crop health and irrigation needs with greater accuracy. For emergency response, drones with onboard intelligence can navigate complex environments safely, even without continuous network connectivity. The same compute modules and AI pipelines that power defense drones are being used to enable BVLOS operations as new FAA Part 108 regulations come online.

Q How does the ability to run AI models directly on the drone during flight create new, immediate possibilities that aren't available with drones that only capture and stream video?

A Running AI models on the drone transforms it from a passive camera into an autonomous decision-maker. Instead of simply capturing footage, the system can identify and classify what it sees — such as people, vehicles, heat signatures or anomalies — and take action in real time. This is especially powerful for search-and-rescue, perimeter security and reconnaissance where speed and accuracy are critical. With Edge AI, the drone can perform multi-camera fusion, combining visual, thermal and depth data for a more complete understanding of its environment. It reacts faster, requires less operator input and maintains full capability even when communication links are limited, transforming a drone from a sensor platform into a self-reliant asset.

> "Running AI models on the drone transforms it from a passive camera into an autonomous decision-maker. Instead of simply capturing footage, the system can identify and classify what it sees — such as people, vehicles, heat signatures or anomalies — and take action in real time... transforming a drone from a sensor platform into a self-reliant asset."

Q Looking at your partnerships with companies like Teal, GREMSY, and FLIR, how important is building this ecosystem of hardware and software partners to your overall strategy in the advanced drone market?

A Building a strong ecosystem of partners is fundamental to our strategy. The next generation of drones will depend on tight integration between flight systems, payloads and AI compute. Lantronix provides the common Edge AI foundation that brings those elements together into one cohesive architecture. Lantronix is expanding that ecosystem every quarter. Its collaboration with leading gimbal, camera and communications vendors delivers pre-integrated, fully validated solutions that enable OEMs to bring their solutions to market faster. By maximizing interoperability and simplifying development, our customers can focus on innovation rather than integration. Ultimately, this approach provides drone manufacturers and service providers with a unified, trusted platform that delivers the best possible user and mission experience, whether the application is defense, public safety or industrial inspection.

ENGINEERING THE SKIES: HOW SIMULATION IS POWERING THE NEXT GENERATION OF DRONES

The race toward smarter, faster, and more efficient drones is reshaping industries — from defense and logistics to precision agriculture and surveillance. Yet, designing drones that can fly longer, carry heavier payloads, and perform reliably under harsh conditions remains one of the toughest engineering challenges today. Each design decision — from propeller shape to battery cooling — demands precision that leaves no room for guesswork. Traditional trial-and-error methods, while valuable, are slow, costly, and often unable to capture the complex interplay between aerodynamics, structures, and electronics. This is where simulation steps in — offering a faster, more intelligent way to design, test, and validate before a single prototype takes flight. And at the heart of this transformation are Ansys technologies, brought to innovators in India by CADFEM, the Elite Channel Partner of Ansys (now part of Synopsys).

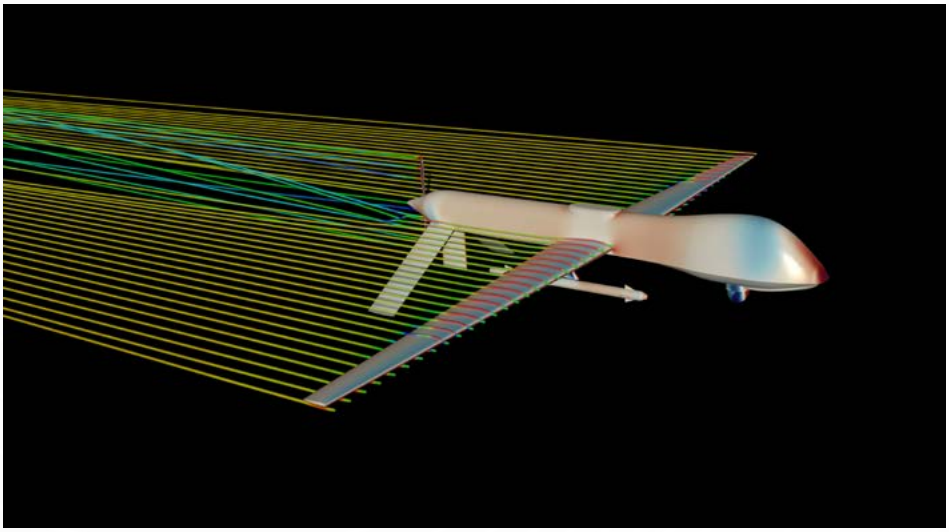
Aerodynamic Precision: From Wind Tunnels to Virtual Skies

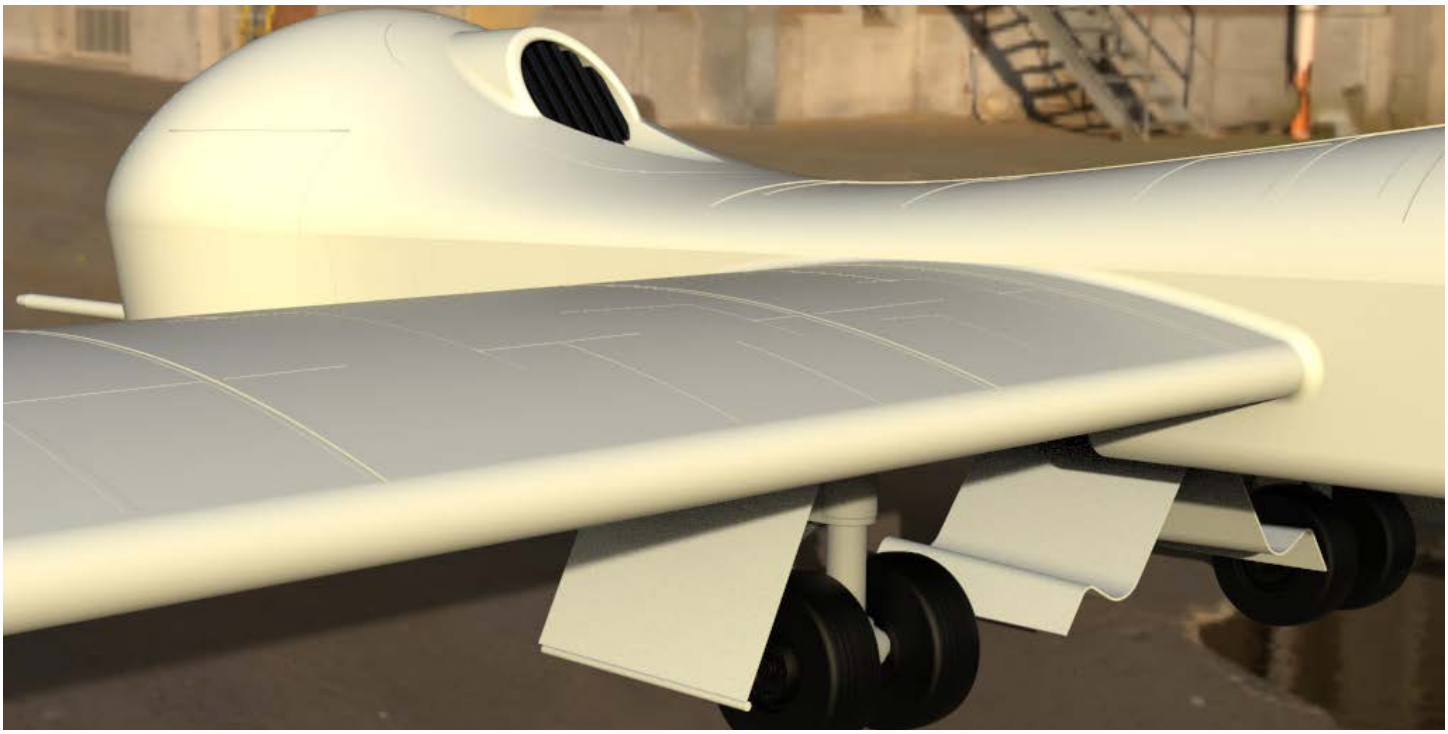
Achieving optimal lift while minimizing drag is essential to increase flight duration and payload efficiency. But real-world aerodynamics are complex — with turbulent wakes, crosswinds, and propeller–wing interactions that are difficult to test physically.

Using Ansys Fluent, engineers can create high-fidelity airflow simulations that mimic actual flight conditions, enabling fine-tuning of rotor geometry, propeller pitch, and airframe shape — all virtually. This means more stable, energy-efficient drones, designed for endurance and agility.

Structural Integrity Meets Lightweight Design

Every gram of material in a drone impacts its range and maneuverability. However,





lightweight designs can easily become prone to fatigue, vibration, or impact damage. With Ansys Mechanical, designers can simulate stresses, deformations, and material responses in different flight scenarios — ensuring frames and propeller arms withstand strain without unnecessary bulk. AI/ML-driven optimization using Ansys optiSLang helps identify key design parameters, detect potential structural weak points, and automatically explore optimal material layouts through intelligent design of experiments and sensitivity analysis. The result: lighter, tougher drones built for real-world durability.

Keeping Temperatures Under Control

Batteries, motors, and electronic systems generate significant heat during sustained flight — affecting both performance and safety. With Ansys Icepak, engineers model and optimize cooling strategies to prevent thermal hotspots and ensure balanced heat dissipation. This ensures longer component life, reliable operation, and safer missions.

Power and Propulsion: The Energy Equation

Efficient propulsion systems are the heartbeat of every drone. But optimizing the interaction between batteries, motors, and electronics can be a complex puzzle. Digital twins are transforming drone performance by merging real-world data, AI, and physics-based models.

Ansys Twin Builder enables complete system-level simulations to fine-tune energy flow, improving propulsion efficiency and extending flight time — critical for both commercial delivery and defense-grade drones.

Noise, Vibration, and Electromagnetic Performance

Rotor-induced vibration and acoustic noise can interfere with sensors, payload stability, and even mission accuracy. At the same time, communication systems packed into compact airframes risk electromagnetic interference. Using Ansys Mechanical for vibration control and Ansys HFSS for electromagnetic simulation, engineers can predict, isolate, and mitigate these effects before physical integration — ensuring stability, quiet operation, and flawless communication between onboard systems.

Smarter Systems, Safer Flight

Autonomy is redefining drone innovation — from AI-driven navigation to intelligent obstacle avoidance. With Ansys Avxcelerate, engineers can virtually test flight control algorithms and autopilot systems through hardware-in-the-loop simulations, while Ansys SCADE ensures embedded software meets the highest safety standards. By training AI models in simulation for complex or risky scenarios, these tools together bring intelligence, precision, and safety into every flight.

The CADFEM Advantage: Turning Complexity into Confidence

As an Elite Channel Partner of Ansys (now part of Synopsys), CADFEM India empowers drone manufacturers to integrate multiphysics simulation into every stage of design — from aerodynamics and materials to power electronics and embedded systems. By replacing trial- and-error with digital precision, teams achieve:

Rapid Iteration – Test, refine, and optimize designs virtually.

Reduced Cost – Minimize prototypes and physical rework.

Higher Reliability – Validate every component digitally before lift-off.

With CADFEM and Ansys, drone innovation is no longer bound by physical limits — it's accelerated by simulation intelligence. Furthermore, the integration of probabilistic AI enhances numerical simulations and engineering workflows, enabling smarter design exploration, better uncertainty quantification, and faster, more confident decision-making.

To connect with our experts Scan QR

FINCANTIERI LAUNCHES THE 1ST INTEGRATED UNDERWATER DRONE SYSTEM

Fincantieri launched its first "DEEP" underwater drone system during a demonstration mission. The event marks a fundamental milestone for Fincantieri in the field of underwater technology, confirming the Group's leadership in the underwater sector and consolidating a clear and advanced path of industrial growth.

The event was attended by the Undersecretary of State at the Ministry of Defense, Hon. Matteo Perego di Cremnago and Fincantieri's CEO and Managing Director, Pierroberto Folgiero. Also present were the Mayor of La Spezia, Pierluigi Peracchini; representing the Liguria Region, the Chief of Staff, Massimiliano Nannini; the Chief of the Italian Navy, Admiral Enrico Credendino; the President of the National Foundation for the Underwater Dimension, Senator Roberta Pinotti; and, for Fincantieri, the Chairman, Biagio Mazzotta, and the Director of Naval Vessels Division, Eugenio Santagata, and Executive Vice President Underwater, Gabriele Maria Cafaro. The DEEP system is a cutting-edge integrated solution for the protection, development, and maintenance of critical underwater infrastructure and port areas, also performing monitoring and environmental protection activities. The system was designed from the outset with a dual purpose, capable of responding to both civil needs and defense and security applications. This versatility allows DEEP to operate in diverse contexts, offering high value-added solutions for environmental and infrastructure protection, as well as operational

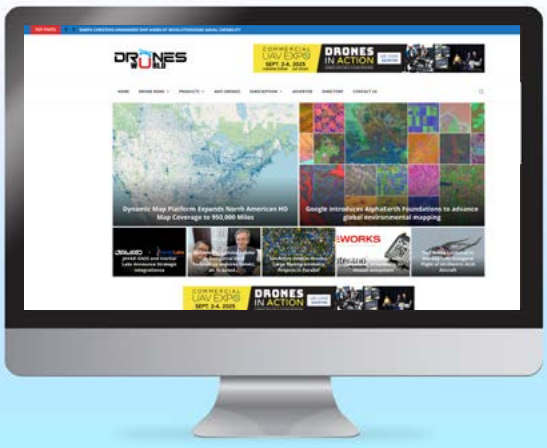
support.

The platform consists of a network of underwater sensors for early warning (Early Warning System), a Command and Control Center for real-time operational management, a team of autonomous underwater vehicles (AUVs) capable of conducting missions at different levels of autonomy, cooperation, and coordination, and an AI-based system dedicated to data analysis and processing.

The launch of DEEP is part of Fincantieri's strategy to consolidate its underwater sector, where the Group stands out for its ability to offer integrated, high value-added solutions, thanks to a unique industrial supply chain and cross-functional expertise brought together within the Underwater Technology Hub, which coordinates all activities related to civil, military, and dual-use systems through a unified management approach. Thanks to this integrated approach, Fincantieri is able to oversee markets and respond to the most complex needs of private and institutional clients, consolidating its pioneering and reference role in technology and industry in the international underwater landscape.

Today, the underwater domain is a key area for security, energy, environmental monitoring, and underwater communications, with a global reference market estimated at around 50 billion euros per year and an accessible component for Fincantieri of about 22 billion euros annually. Fincantieri aims to be a leading player in the development of this new strategic infrastructure, leveraging its ability to integrate complex expertise and high-tech industrial assets.

Pierroberto Folgiero, CEO and Managing Director of Fincantieri, stated: "The launch of DEEP is tangible proof of our commitment to pushing the boundaries of innovation ever deeper. Today we have validated an integrated unmanned underwater drone system that represents an innovative and concrete solution to the challenge of protecting critical infrastructure by using the best technologies available. This achievement is the result of the work of an outstanding industrial supply chain that enables us to anticipate market needs and position ourselves for the future. We are proud to lead this transformation, which makes a real contribution to the security, growth, competitiveness and technological autonomy of our national system, while also projecting us toward global leadership in the underwater economy".



V-BAT SUPPORTS ISR OPERATIONS FOR THE US NAVY DURING UNITAS 2025

Shield AI, the deep-tech company building state-of-the-art autonomy software and aircraft, announced it provided intelligence, surveillance, and reconnaissance (ISR) support for U.S. Naval Forces Southern Command/4th Fleet during UNITAS 2025, the world's longest-running multinational maritime exercise. V-BAT, Shield AI's Group 3 unmanned aircraft system (UAS), was deployed from USS Cooperstown (LCS 23) during the exercise, delivering consistent ISR capabilities throughout maritime training scenarios.

Running from Sept. 15 to Oct. 3, 2025, UNITAS brought together 8,000 personnel from 25 allied and partner nations, with ships, submarines, and both fixed- and rotary-wing aircraft operating across the Americas to strengthen interoperability, enhance maritime domain awareness, and advance combined readiness.

"It was great to see V-BAT flying alongside U.S. and partner forces during UNITAS," said Brandon Tseng, Shield AI's Co-Founder, President and former Navy SEAL. "V-BAT has proven itself in operations across the fleet and has helped the U.S. Coast Guard and joint task forces interdict billions of dollars' worth of narcotics. We're excited to keep supporting U.S. and partner forces as they continue operations across the Americas."

Through the deployment of V-BAT, Shield AI supported in strengthening maritime domain awareness, advancing the use of autonomous systems, and improving information sharing with partners. V-BAT successfully passed both full-motion video and ViDAR wide-area search data to the Navy's Minotaur Family of Services (MFoS). MFoS provides a shared Common Operating Picture by fusing sensor inputs from multiple platforms, ensuring that what one platform detects can be seen across the joint force and coalition — a critical enabler for faster decisions, stronger interoperability, and more effective maritime security operations.

With its vertical takeoff and landing (VTOL) capabilities, small logistics footprint and advanced wide-area search sensors, V-BAT is uniquely suited for ship-based ISR in complex maritime environments. This UNITAS deployment was in support of the Monitoring, Analysis, Reconnaissance, Logistics, Intelligence and Network Services (MARLINS) task order awarded to prime contractor SMX in support of the U.S. Southern Command.

FINCANTIERI: AGREEMENT WITH DEFCOMM FOR THE FUTURE OF AUTONOMOUS NAVAL UNITS AND SURFACE DRONES

Fincantieri, a world leader in high-complexity shipbuilding and already active in the field of underwater drones, has signed a strategic agreement to accelerate the development of Defcomm's autonomous surface units. Defcomm is an Italian startup specializing in unmanned solutions for the maritime sector. This confirms the Group's commitment to driving technological innovation by collaborating with emerging and excellent entities, investing in new critical skills to consolidate its industrial leadership, particularly in the field of high-tech dual-use unmanned solutions.

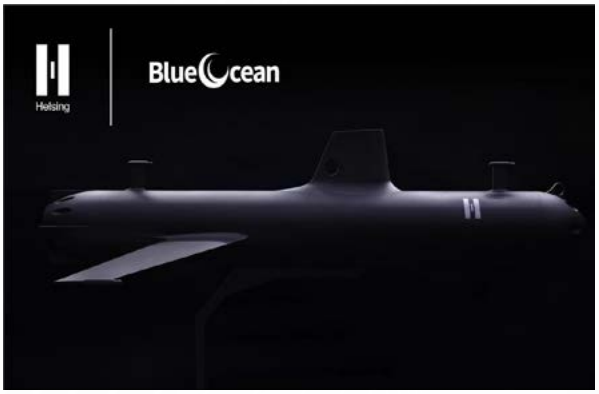
Specifically, the agreement focuses on a co-investment partnership to accelerate the development and industrialization of surface drones designed by Defcomm, which have already passed long run and endurance tests. These drones are designed for surveillance, intelligence, and patrol missions and stand out for their high operational flexibility, being able to operate in fully autonomous mode, remote control, and manual control, as well as for their high performance in terms of speed.

The partnership will also enable Fincantieri to develop and integrate deployment capabilities for autonomous surface vehicles on its naval units, serving both domestic and international customers. Furthermore, the collaboration between Fincantieri and Defcomm will also support upcoming training activities during which the advanced capabilities of the platforms and their interoperability in complex scenarios will be demonstrated.

Pierroberto Folgiero, CEO and Managing Director of Fincantieri, stated:"This partnership confirms Fincantieri's role as a leader in innovation and a growth engine for the entire national naval industrial ecosystem, able to catalyze the development of new technologies and anticipate the needs of a competitive and rapidly evolving global market such as that of surface drones. Collaborations with highly innovative and high-potential entities like Defcomm also demonstrate the Group's commitment to promoting, through talent and collaboration with startups and SMEs, cutting-edge solutions for the technological transformation of the naval sector and for the rapid evolution of the Italian industrial base, strengthening its strategic autonomy and technological sovereignty by enhancing the best our country has to offer."

Federico Zarghetta, entrepreneur with over thirty years of experience in satellite telecommunications on-the-move and high-performance unmanned naval automation, commented: "This partnership is the natural evolution of my ongoing pursuit of innovation, continuous improvement, and adaptation to the ever-increasing demands of the market and international competition. Just as Fincantieri is the undisputed world leader in cruise and military ships, I am certain that Defcomm, together with Fincantieri, will be able to achieve the greatest challenge of the coming years: to bring the leadership of high-tech, high-performance marine surface drones to Italy as quickly as possible. I chose Fincantieri because, since I was young, it has always proven to be the most competitive company and has consistently represented Italian excellence worldwide in this reference sector, in which I have invested my entire professional life in continuous research and proven innovation. By combining our complementary capabilities and strengths, we will position ourselves at the top of the global competition in this new and promising domain."

HELSING ACQUIRES BLUE OCEAN, A SPECIALIST IN AUTONOMOUS UNDERWATER VEHICLES, TO ACCELERATE ITS MARITIME DEFENCE PROGRAMME



Helsing, the leading European defence technology company announced it is in the process of acquiring Blue Ocean, an ocean technology company that designs, develops, and operates autonomous underwater vehicles (AUVs). The acquisition will integrate Blue Ocean's hardware and manufacturing capabilities with Helsing's Artificial Intelligence (AI), integrating Blue Ocean's team and operations into Helsing, with operations continuing in the UK and Australia.

Together, Helsing and Blue Ocean will accelerate the development and mass production of autonomous platforms for the protection of the underwater battlespace, providing democratic allies with a crucial technological advantage in the maritime domain. By building sovereign capabilities together across Europe and Australia, we can defend ourselves especially in the North Atlantic and in the maritime regions of the AUKUS partners.

The strategic acquisition of Blue Ocean will speed up Helsing's plans for AI-powered autonomous systems further. It follows Helsing's launch of its autonomous underwater glider, the SG-1 Fathom, earlier in the year, and its successful testing at BUTEC, an underwater military test range, in July. Just four months ago, Helsing also announced it is building a new Resilience Factory in Plymouth as part of a £350m investment in the UK.

Amelia Gould, General Manager, Maritime at Helsing, said: "The need for a smart autonomous mass-approach is clear, and together with Blue Ocean we can build an autonomous glider that provides a big leap forward to conduct underwater ISR for navies. Blue Ocean has been a key partner for us over the last 12 months and as we seek to significantly strengthen our maritime offer to Europe and AUKUS it makes sense for us to join forces. Together we can offer customers a unique blend of domain expertise, rapid innovation and advanced technology."

Mike Deeks, Group Managing Director at Blue Ocean, said: "Since first meeting Helsing we have forged a strong working relationship bringing together our Autonomous Underwater Vehicle technology with Helsing's impressive Edge AI processing to create a highly effective anti-submarine warfare and wide area surveillance capability. These are critical to compilation of the modern common operating picture and providing border and asset protection."

SCHIEBEL CAMCOPTER S-100 DEMOS NEXT-GEN MARITIME CAPABILITIES AT REPMUS 2025

Schiebel once again showcased the unrivalled versatility of its CAMCOPTER® S-100 at NATO's annual REPMUS (Robotic Experimentation and Prototyping using Maritime Uncrewed Systems) exercise, hosted by the Portuguese Navy. Over the course of the large-scale multinational trials, the S-100 flew multiple missions with advanced payloads, underscoring its role as a maritime-proven solution, designed for naval combat system integration and as a proven multi-mission asset in complex maritime environments.

At REPMUS 2025, the CAMCOPTER® S-100 carried a suite of advanced sensors, communication links and AI-assisted data fusion modules.

Among the highlights was the CRFS RFeye Node 100-18 LW, a high-fidelity radio frequency intelligence sensor designed to capture spectrum activity up to 18 GHz, collect I/Q data, and enable geolocation in contested electromagnetic conditions. Installed on the CAMCOPTER® S-100, this payload demonstrated its value in delivering actionable intelligence in real time (SIGINT).

The exercise also featured the Akheros Skylock module, which implements NATO's DIANA (Defence Innovation Accelerator for the North Atlantic) Artificial Intelligence (AI) framework - a transatlantic innovation accelerator promoting dual-use autonomy, data fusion and AI across NATO. It enabled in-flight data analysis, telemetry ingestion, and the detection of irregularities via onboard AI-driven analytics.

Interoperability with the emerging STANAG 4817 protocol was demonstrated through integration with Thales' Tacticos combat management system. This enabled operators to directly task and control the CAMCOPTER® S-100 from the Tacticos console - going beyond simple data exchange to true mission tasking and reporting. The cooperation with Thales underlines the drive to harmonise command and control across domains, allowing UAS, USVs and UUVs to be managed under a shared NATO framework.

In addition to these integrations, the CAMCOPTER® S-100 impressed with a series of demonstrations that highlighted its operational maturity and mission versatility:

Bathymetric LiDAR (Areté PILLS/PNGS): In partnership with U.S. company Areté, the S-100 carried the Pushbroom Imaging LiDAR for Littoral Surveillance (PILLS) Next Generation System (PNGS). Doubling performance from legacy 60Hz to 120Hz, the technology delivered enhanced bathymetric and obstacle detection, with successful launch and recovery from a Portuguese Offshore Patrol Vessel.

Oceanwatch PT-8 maritime surveillance sensor: Designed to autonomously detect small objects on the ocean surface across wide areas.

"REPMUS is the ideal environment to validate the S-100's operational flexibility in partnership with leading industry innovators. From AI-driven analytics with Akheros and multi-domain interoperability testing with Thales, to RF intelligence gathering and advanced bathymetric LiDAR mapping, the CAMCOPTER® S-100 continues to prove why it is the trusted VTOL UAS of choice for naval operations worldwide," said Hans Georg Schiebel, Chairman of the Schiebel Group.

Advertorial & Editorial Packages

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EVE AIR MOBILITY AND INVESTSP HOLD SUMMIT TO ACCELERATE REGULATION AND INFRASTRUCTURE FOR EVTOL FLIGHTS IN BRAZIL

Eve Air Mobility in partnership with InvestSP, held a strategic meeting in São Paulo that brought together authorities, representatives from regulatory, environmental and safety agencies, as well as operators, to discuss and align the next steps for implementing eVTOL in Brazil. The initiative addressed essential topics to enable the start of commercial operations of the electric vertical take-off and landing aircraft in 2027, including regulation, infrastructure development, such as vertiports and charging stations, and workforce training in the Urban Air Mobility (UAM) industry.

"This meeting reinforces our commitment to working side by side with authorities and strategic partners to enable the safe and efficient operation of eVTOL in Brazil. We are advancing not only in the development of the aircraft but also in building a complete ecosystem that includes infrastructure, regulation and workforce training in the Urban Air Mobility industry," said Johann Bordais, CEO of Eve Air Mobility.

Eve's eVTOL will be produced in Taubaté (SP), at a facility with the capacity to manufacture up to 480 units per year. The company already has around 2,800 global orders, including firm orders and letters of intent, valued at approximately US$14 billion. The model accommodates five occupants (one pilot and four passengers) and has a range of up to 100 kilometers, aiming to meet the demands of the UAM industry and serve short-distance intra-urban and regional missions.

"Eve chose the right location for eVTOL production: the state with the largest economy in the country, excellent infrastructure, a skilled workforce and a business environment favorable to innovation. Our goal now is to promote strategic integration between the public and private sectors to ensure that operations are safe, viable and sustainable," said Thiago Camargo, Executive Vice President of InvestSP.

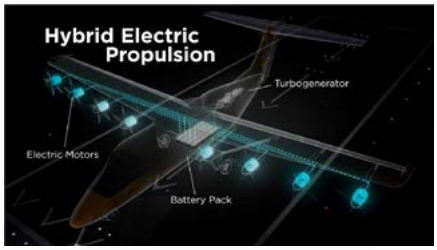
Eve projects a significant reduction in travel times on strategic urban routes, such as the connection between São Paulo's southern zone and Guarulhos International Airport, from up to 150 minutes by land to about 15 minutes with the eVTOL. "The eVTOL has the potential to transform not only passenger transport but also sectors such as tourism, public safety and healthcare. The agility in transporting organs for transplants, for example, can save lives and redefine efficiency standards in major cities," added Luiz Mauad, Vice President of Customer Services at Eve.

ELECTRA SELECTS EVOLITO TO SUPPLY ELECTRIC ENGINES FOR THE EL9 ULTRA SHORT HYBRID-ELECTRIC AIRCRAFT

Electra has selected Evolito, a leading developer of electric engines, generators and fully-integrated electric propulsion systems for aerospace, to supply the electric propulsion units (EPUs) for Electra's groundbreaking EL9 Ultra Short hybrid-electric aircraft that takes off and lands in 150 feet (45 meters).

Evolito will provide Electra with high-performance EPUs that integrate lightweight motors, high-integrity motor controllers, and advanced thermal controls. Engineered for aerospace-grade reliability and efficiency, these EPUs drive the eight propellers along the edge of the EL9's wing. This distributed electric propulsion system enables the EL9's ultra-high lift, delivering low airspeeds and precision landings.

"Our production contract with Evolito is a significant step forward for our vision for Direct Aviation—safe, quiet, and affordable air mobility that connects communities in ways never before possible," said Marc Allen, CEO of Electra. "Evolito's lightweight, durable, and cost-effective design will provide exceptional long-term value for operators through low



maintenance, long life, and proven reliability."

"We are thrilled to partner with Electra on the EL9, a game-changing aircraft that aligns perfectly with our mission to accelerate the transition to sustainable aviation," said Dr. Chris Harris, CEO and Co-founder of Evolito. "Our engine technology is designed for type-certification and scalable production, making it ideally suited to support Electra's vision for clean, accessible, and efficient regional air travel."

"Evolito's EPUs deliver exceptional performance and reliability on a technology chassis with a proven heritage," noted JP Stewart, Electra's Senior Vice President, Product Development.

Electra's nine-passenger EL9 Ultra Short combines patented blown-lift technology and distributed electric propulsion to take off and land in just 150 feet (45 meters), dramatically reducing noise and emissions while unlocking thousands of new access points for air service. Using electric engines to blow air over the wing and large flaps significantly increases wing lift at very slow speeds, allowing the EL9 to take off and land in just 1/10th of the space needed by conventional aircraft. Powered wind tunnel tests of the EL9's blown wing have validated lift coefficients greater than 20, or seven times greater than the range typical of unblown wings.

With the EL9, Electra is pioneering Direct Aviation, a new model of regional air mobility that saves travellers time, maximizes existing infrastructure, and connects underserved communities. The first test flights are planned for 2027, with certification and commercial service entry anticipated in late 2029, into 2030 under FAA Part 23 regulations. With over 2,200 pre-orders from more than 60 commercial customers worldwide, including both airlines and helicopter operators, the EL9 is already one of the most in-demand aircraft in the advanced air mobility (AAM) sector.

ARCHER WINS COMPETITIVE BID PROCESS TO ACQUIRE LILIUM'S PATENT PORTFOLIO

Archer Aviation Inc. (a leading developer of electric vertical takeoff and landing (eVTOL) aircraft announced that it has won the competitive bid process to acquire Lilium GmbH's portfolio of ~300 advanced air mobility patent assets for €18M, including patents relating to key innovations in high-voltage systems, battery management, advanced aircraft design, flight controls, electric engines, propellers, and ducted fans.

This acquisition strengthens Archer's leadership position in next-generation electric aviation and reinforces its commitment to ensuring the U.S. leads the way when it comes to critical eVTOL technology. The transaction follows industry consolidation in the advanced air mobility sector, including a recent

acquisition of Volocopter by a Chinese buyer.

"Lilium's pioneering work advanced the frontier of eVTOL design and technology, and we're excited to bring their cutting-edge technologies into the fold at Archer as we advance our product roadmap," said Adam Goldstein, Founder and CEO of Archer.

Over the course of its development, Lilium spent more than $1.5B to develop the key enabling technologies related to its visionary eVTOL platform that was regarded by many as technologically ahead of its time. Through this purchase, Archer gains key enabling technologies that bolster its current platforms, including what is believed to be the leading patent portfolio on ducted fan technology in the world.

In July 2025, the U.S. Department of Transportation and Federal Aviation Administration announced the modernization of the special airworthiness certification (MOSAIC) final rule to drive innovation across the light-sport sector. Archer believes Lilium's ducted fan technology could unlock future development in both the light-sport and regional air mobility sectors.

EHANG INTRODUCES VT35, A NEXT-GENERATION LONG-RANGE PILOTLESS PASSENGER EVTOL

EHang Holdings Limited (a global leader in advanced air mobility (AAM) technology announced the launch of its new-generation long-range pilotless electric vertical take-off and landing (eVTOL) aircraft, the "VT35".

Building on the foundation of the earlier VT30 prototype, VT35 is an upgraded lift-and-cruise model designed for medium- to long-range applications including intercity, cross-sea, and cross-mountain transportation. With its autonomous flight capability, point-to-point efficiency, and eco-friendly electric propulsion, VT35 is set to play a pivotal role in advancing the low-altitude aerial mobility ecosystem from urban to intercity corridors. This launch not only marks a significant expansion of EHang's product portfolio, but also represents a new milestone for China's intelligent manufacturing on the global eVTOL stage.

The "VT35 Global Debut" launch event took place on October 13, 2025, at Luogang Park in Hefei, Anhui Province. The unveiling ceremony was attended by representatives from the Hefei Municipal Government, customers and suppliers, media and other guests. Distinguished guests include Mr. Yuan Fei, Vice Mayor of Hefei Municipal Government, Mr. Xu Haijun, Deputy Director of the Low-Altitude Economy Division, Anhui Provincial Development and Reform Commission, Mr. Yin Xingke, Deputy General Manager of JAC Group Co., Ltd. Mr. Xu Huawei, Secretary of the Lujiang County Committee, Mr. Li Wei, District Mayor of Baohe District, Hefei, etc. During the event, EHang's new-

generation long-range eVTOL aircraft—VT35—was officially revealed, drawing significant attention for its cutting-edge design and advanced technological features. EHang also announced the official price of the VT35 standard version in the China domestic market, set at RMB6.5 million. Following the comprehensive preliminary design validation and rigorous R&D debugging, VT35 has successfully completed its transition flight test, achieving a critical step in its technical breakthrough. The flight video was unveiled at the launch event.

VT35 features a tandem-wing layout with a two-seat configuration. It employs eight distributed lift propellers for vertical take-off and landing, transitioning to a pusher propeller and fixed wings for efficient cruise flight. With a fully loaded design range of approximately 200 kilometers, VT35 delivers both long-range capability and compact versatility. Compared to its predecessor VT-30, VT35 maintains superior aerodynamic efficiency and flight stability while achieving a more compact footprint – measuring approximately 8 meters in length and wingspan, and 3 meters in height, with a maximum takeoff weight of 950 kg. This compact design reduces ground operational risks and enhances cost-effectiveness. Notably, VT35 is compatible with existing EH216-S vertiports and can utilize a wide range of urban takeoff and landing sites, including parks, rooftops, parking lots, etc. This interoperability greatly enhances infrastructure utilization and supports seamless intercity air mobility directly between city centers.

Building upon EHang's technological strengths in autonomous flight system, fleet management, and full-redundancy design, and supported by its command-and-control system, standardized vertiports, and charging platforms, VT35 can operate automatically and enable coordinated fleet operations based on pre-set flight routes. It is also equipped with obstacle detection and avoidance, ensuring a high standard of operational safety. It is engineered to transform intercity aerial travel into a safe, routine, and efficient transportation experience—redefining spatial connectivity and unlocking the full potential of the low-altitude economy.

In March 2025, the Civil Aviation Administration of China (CAAC) accepted EHang's type certificate (TC) application for the VT35 eVTOL aircraft. The model is currently undergoing airworthiness certification, with internal testing and experimental flights progressing steadily. Drawing on the successful certification experience of the EH216-S, EHang is applying its proven technical and regulatory insights to streamline VT35's review and approval process.

CLEVELAND CLINIC ABU DHABI UNVEILS PLANS FOR UAE'S 1ST HOSPITAL-BASED VERTIPORT, IN PARTNERSHIP WITH ARCHER AVIATION

Cleveland Clinic Abu Dhabi, in partnership with Archer Aviation Inc. announced plans to establish the first hospital-based vertiport in the United Arab Emirates, providing direct eVTOL (electric vertical takeoff and landing) aircraft access to one of the region's most prominent hospital facilities.

The goal is to enable passengers to travel from Cleveland Clinic Abu Dhabi to nearby locations in just minutes, dramatically reducing travel times compared to traditional ground transportation. The two companies are exploring both non-emergency passenger use cases and time-critical organ transport. These operations would utilize Midnight, Archer's electric aircraft designed to carry up to four passengers while producing less noise and emissions than a traditional helicopter and would use the planned passenger carrying cabin configuration for both purposes.

This partnership is another step forward in

Archer's planned launch of its commercial operations in Abu Dhabi. Archer plans to support Cleveland Clinic Abu Dhabi in upgrading its existing helipad to enable both traditional helicopter and eVTOL aircraft operations.

"This partnership showcases the breadth of Archer's network vision - connecting not just places, but pillars of life in Abu Dhabi," said Bryan Bernhard, Chief Growth & Infrastructure Officer at Archer. "Following our first hybrid vertiport approval at the Abu Dhabi Cruise Terminal earlier this year, this next location demonstrates how Archer and the GCAA are working together to unlock a city-wide ecosystem for advanced air mobility."

Cleveland Clinic Abu Dhabi is internationally recognized for its world-class care and is a key regional destination for medical tourism. With this new vertiport, patients and visitors are expected to have enhanced access to the hospital.

"We are excited about the partnership with Archer to advance access to Cleveland Clinic Abu Dhabi's patient-centered care," said Dr. Georges-Pascal Haber, CEO of Cleveland Clinic Abu Dhabi. "This new mode of emission-free transport aligns with Cleveland Clinic Abu Dhabi's commitment to sustainability, gives additional options to many patients travelling to our hospital for care, and provides our thriving organ transplant program with fast logistics."

ELECTRA EXPANDS US AND EUROPEAN FACILITIES TO ACCELERATE DEVELOPMENT OF HYBRID-ELECTRIC ULTRA SHORT AIRCRAFT

Electra announced the expansion of its facilities in Manassas, Virginia, and Bleienbach, Switzerland, to support the company's rapid growth and the development of its nine-passenger hybrid-electric EL9 Ultra Short aircraft.

"Electra is on a mission to transform aviation, and expanding our facilities ensures we will continue attracting the world-class engineering talent to design, develop, and commercialize our groundbreaking EL9," said Marc Allen, CEO of Electra. "We're giving our teams the resources they need to get our Ultra Short aircraft into the hands of our customers and deliver on the promise of Direct Aviation, making regional air travel more convenient, affordable, and sustainable ."

At its headquarters at Manassas Regional Airport in Virginia, Electra has opened a new 15,000-square-foot hangar and 6,000-square-foot office space. The expanded facility will house development and engineering teams. This addition complements Electra's existing 36,000-square-foot headquarters facility in Manassas. Electra has more than doubled the size of its workforce in 2025 and will add dozens more engineering team members in the coming year.

In Europe, Electra has also expanded its R&D

center in Bleienbach, Switzerland, to nearly 2,000 square feet. The Swiss facility plays a key role in attracting top European talent and advancing the company's global engineering and innovation efforts.

Electra's EL9 is designed to take off and land in spaces as short as 150 feet, using a combination of hybrid-electric propulsion and blown-lift aerodynamics. This capability opens thousands of new access points ranging from small, underserved airports to non-traditional sites such as parking lots or fields, enabling a new era of Direct Aviation. By bypassing congested hubs, the EL9 will connect people and places more directly while cutting travel time, reducing noise, and lowering emissions.

Electra has been showcasing the real-world potential of its Ultra Short takeoff and landing capabilities through nearly two years of successful flight demonstrations of its two-seat EL2 prototype. This year, Electra flew commercial demonstrations from novel airstrips, austere environments, and campus settings at Virginia Tech (video); off-runway operating scenarios in partnership with the US Air Force Research Laboratory (AFRL) at Griffiss International Airport (towered) in Rome, NY, for AFRL's Future Flag 25-3 test event; and commercial off-runway demonstrations at Watertown International Airport (untowered) in upstate New York (video). Together, these flights underscore the versatility of Electra's platform for both commercial and defense customers.

ARCHER'S MIDNIGHT TO FLY AT 2025 CALIFORNIA INTERNATIONAL AIR SHOW FOLLOWING RECORD FLIGHT TEST ACHIEVEMENTS

Archer Aviation announced that it plans to conduct public flights of its all-electric Midnight aircraft on Oct. 4-5 at the 2025 California International Air Show in Salinas, California. The Salinas Municipal Airport is home to Archer's test flight facility, where the company has been flying its eVTOL aircraft since 2021.

Archer plans to have nearly 1,000 team members in attendance from its engineering, operations and flight test teams to celebrate the hometown demo flights and to engage with fans, followers and newcomers alike.

The California International Air Show is anticipated to draw more than 65,000 attendees. This year's event marks the first time the United States Navy

Flight Demonstration Squadron, the Blue Angels, have performed at the California International Air Show since 2019.

Archer's Midnight aircraft is scheduled to fly both days of the show as one of the initial flights, followed by the Blue Angels, the USAF F-16 Viper Demo team and more.

Archer has been making significant flight test progress with its Midnight aircraft as part of a series of aircraft performance flight tests. It recently completed two of its highest altitude flights to date reaching altitudes of 7,000 and 10,000 feet. Prior to that, Archer's Midnight aircraft completed its longest piloted flight, flying approximately 55 miles in 31 minutes.

Archer's Midnight is a piloted aircraft designed to carry four-passengers and perform rapid back-to-back trips with minimal charge time between flights. Midnight has the potential to replace 60–90-minute commutes by car with 10–20-minute electric air taxi flights that are safe, sustainable, low-noise and cost-competitive with ground transportation.

RAKTA, JOBY AND SKYPORTS PARTNER TO LAUNCH AIR TAXI SERVICE IN RAS AL KHAIMAH BY 2027

The Ras Al Khaimah Transport Authority Joby Aviation, Inc a company developing electric air taxis for commercial passenger service, and Skyports Infrastructure announced a long-term collaboration to launch a passenger air taxi service network in the Emirate of Ras Al Khaimah ("RAK") by 2027. The announcement followed the signing of a strategic Memorandum of Understanding (MoU) in the presence of H.H. Sheikh Saud bin Saqr Al Qasimi, Member of the UAE Supreme Council and Ruler of Ras Al Khaimah, marking a significant milestone in advancing innovative and sustainable mobility solutions in the UAE. The partnership will bring together the direct support of RAKTA, Skyports' leadership in developing vertiport infrastructure, and Joby's all-electric vertical takeoff and landing (eVTOL) aircraft, to design, develop and operate the first air taxi service in RAK.

"This partnership reflects Ras Al Khaimah's strategic vision to shape the future of mobility by integrating advanced transport solutions within its urban and tourism ecosystem," said H.E Esmaeel Hasan Alblooshi, RAKTA Director General. "This step is an extension of Ras Al Khaimah's Comprehensive Mobility Plan 2030, which focuses on innovation, sustainability, and the integration of transport modes. The launch of air taxi services represents a qualitative addition that provides fast, efficient, and eco-friendly mobility options, meeting the needs of both residents and visitors. It also contributes to enhancing quality of life and reinforcing Ras Al Khaimah's position as a modern, smart city and an attractive global destination."

"Our work to deploy an air taxi service in the UAE is becoming a model for how advanced air mobility can reshape transportation systems globally," JoeBen Bevirt, CEO and founder of Joby Aviation. "By bringing together the aircraft, the infrastructure and the regulator from day one, we are creating a clearly defined path to accelerate the launch of commercial air taxi service. We look forward to bringing this new route to life with our partners RAKTA and Skyports, and continue to build on the foundation we've laid across the UAE."

Commenting on the news, Duncan Walker, CEO, Skyports, said: "Following our MoU with RAKTA in May 2024 to establish the foundations for a vertiport network in RAK, we're excited to see the project move to the next tangible phase of development with Joby as the aircraft OEM and service launch partner. With the strong progress Skyports is currently making on our Dubai Vertiport Network partnered with Joby as the air taxi service operator, together we are best placed to deliver air taxi services to RAK by 2027."

ELYSIAN AIRCRAFT AND TRUENOORD PARTNER TO SHAPE THE FUTURE OF ELECTRIC AVIATION

Elysian, the pioneer in next-generation battery-electric aircraft, and TrueNoord, a specialist regional aircraft lessor, announced signing a collaboration agreement during European Regions Airline Association (ERA) General Assembly in Estoril, to bring together aircraft innovation and leasing expertise in support of the E9X, Elysian's flagship programme for emission-free short-haul aviation.

The partnership will be based around a series of strategic sessions addressing critical topics for financing and leasing such as direct operating costs, residual value and after-sales support for the E9X aircraft. These sessions confirm the interest of TrueNoord to investigate these aircraft and will provide a platform for open dialogue between innovators, financiers, airlines and other stakeholders across the sustainable aviation ecosystem.

Commenting on the partnership, Co-Founder and Co-CEO of Elysian Aircraft, Daniel Rosen Jacobson stated: "The future of aviation will not be built by technology alone, but by the strength of an ecosystem working together. Through our partnerships with airlines and now with TrueNoord, who as a lessor of regional aircraft understands the dynamics of a 90-passenger aircraft better than anyone, we ensure that E9X is not only technologically viable, but it also addresses commercial and financial expectations of the industry."

Anne-Bart Tieleman, CEO of TrueNoord, added: "We are delighted to welcome Elysian to the TrueNoord New Technology Hub. We strongly believe that lessors including TrueNoord are an integral part of the future technology aircraft ecosystem by enabling the provision of optimised leasing solutions for our lessees. This will generate the revenue needed for the new generation of OEMs, including Elysian, to both thrive and reward their investors for the risk they take to develop the new aircraft. The purpose of the TrueNoord New Technology Hub is to ensure that the economics of such aircraft are sufficiently attractive for our customers to make that step."

EHANG LAUNCHES PIONEERING AAM SANDBOX IN THAILAND, PAVING THE WAY FOR GLOBAL EVTOL COMMERCIALIZATION

EHang Holdings Limited, a global leader in advanced air mobility (AAM) technology, has launched a groundbreaking AAM Sandbox Initiative in Thailand. This collaborative effort with the Civil Aviation Authority of Thailand (CAAT) and local industry partners is designed to fast-track the commercial deployment of EHang's pilotless EH216-S eVTOL aircraft. The initiative aims to establish the world's first commercial eVTOL operations using an innovative regulatory "sandbox" approach, with trial flights already underway in Bangkok and plans to expand to other locations.

The launch event featured a series of successful point-to-point autonomous flights by the EH216-S, demonstrating its stability and operational readiness. The flights were witnessed by senior officials from the CAAT and the Ministry of Transport (MOT), alongside key partners such as Aerial Sea Ventures, Energy Absolute, and Bangkok Airways. EHang also held technical meetings with CAAT officials to detail the aircraft's safety architecture and integration into airspace management systems.

Thailand represents a strategically vital market for AAM due to its robust tourism industry, urban traffic congestion, and government policies promoting smart, sustainable transportation. The initiative's local partners will provide essential operational support, with plans to expand sandbox areas to major tourist destinations like Pattaya, Phuket, and Koh Samui for sightseeing and transportation routes.

Air Chief Marshal Manat Chavanaprayoon, Director General of the CAAT, expressed strong confidence, stating, "We are highly impressed with the cutting-edge technology and demonstrated safety of EHang's EH216-S." He outlined the authority's "prove it safe, then scale" approach, with a target to launch the world's first commercial eVTOL services within the next three months.

Mr. Panya Chupanit, Deputy Permanent Secretary of the MOT, reinforced the government's commitment, noting that AAM technology is integral to Thailand's goals for carbon neutrality and becoming a regional AAM hub.

EHang's Chief Financial Officer, Mr. Conor Yang, highlighted the initiative's broader significance: "The AAM Sandbox Initiative in Thailand serves as a pivotal model for the region. Our goal is to leverage the operational and regulatory framework established here as a blueprint for expansion into other Southeast Asian markets." This initiative marks a critical step toward making safe, sustainable urban air mobility a commercial reality.

KOREAN AIR SELECTS ARCHER AS ITS EXCLUSIVE PARTNER TO INTRODUCE EVTOL AIRCRAFT IN KOREA

Korean Air and Archer Aviation Inc. announced the signing of an agreement to commercialize Archer's Midnight eVTOL aircraft in Korea, across multiple applications and use cases, starting with government applications. As part of the relationship, the parties plan for Korean Air to purchase up to 100 Midnight aircraft.

This collaboration positions Korea to be a leader in adopting advanced aviation technologies by exclusively leveraging Archer's leading next-generation technologies and Korean Air's extensive experience in aircraft operation and maintenance in the Republic of Korea.

This partnership aims to accelerate the introduction of differentiated aircraft capabilities in the near term while laying the foundation for the broad adoption of Archer's aircraft in Korea across multiple end markets and use cases.

Adam Goldstein, founder and CEO of Archer, said, "Korean Air's expertise in aerospace and their

comprehensive strategic vision for the future make them the ideal partner for Archer. We are excited to introduce Midnight alongside them in one of the world's largest aerospace markets."

Jin Kyu Lim, SVP and Head of Korean Air's Aerospace Business, commented: "This partnership with Archer will accelerate Korea's leadership in next-generation air mobility. By combining Archer's industry-leading eVTOL technology with Korean Air's five decades of aerospace MRO and manufacturing expertise and strong commitment to innovation, we aim to lay the foundation for the next generation of air mobility in the Republic of Korea."

Archer has been making significant flight test progress with its Midnight aircraft as part of a series of aircraft performance flight tests. It recently showcased its Midnight aircraft for an estimated 50,000 onlookers at the California International Airshow. Prior to that, Archer's Midnight aircraft completed a series of performance test flights, including its longest and highest altitude piloted flights, flying approximately 55 miles in 31 minutes and flying at an altitude of 10,000 feet.

Archer's Midnight is a piloted aircraft designed to carry four-passengers and perform rapid back-to-back trips with minimal charge time between flights. Midnight has the potential to replace 60–90-minute commutes by car with 10–20-minute electric air taxi flights that are safe, sustainable, low-noise and cost-competitive with ground transportation.

OSAKA NAMES JAPAN AIRLINES' AND SUMITOMO CORPORATION'S JV, SORACLE, WITH ARCHER'S MIDNIGHT AIRCRAFT AS ITS AIR TAXI PARTNER

Archer Aviation (NYSE: ACHR) announced that its partner, Soracle, a joint venture between Japan Airlines and Sumitomo Corporation, has been named to lead the establishment of air taxi services in the Osaka Prefecture. This makes Archer the only U.S. eVTOL manufacturer set to play a key role in the establishment of air taxi services in Osaka.

With Soracle's intention to deploy Archer's Midnight aircraft as the core part of its fleet, its agreements with the Osaka Prefecture and Osaka City represent a critical step toward building out the operational, regulatory and community frameworks needed to connect Osaka and the broader Kansai region with quiet, sustainable and safe air taxi flights.

Archer and Soracle previously announced a strategic alliance in November 2024 to jointly launch air taxi operations in Japan, with the goal of offering services in cities where existing ground transportation is constrained by traffic or geographic barriers. Archer and Soracle recently displayed Archer's Midnight aircraft at the Osaka Kansai World Expo to showcase its planned future air taxi service in the Kansai region.

From high-speed rail to modern aviation infrastructure, Japan has long been a global pioneer in adoption of advanced transportation

systems. Now, with the imminent commercialization of eVTOL aircraft, the country is once again poised to be an early adopter in the next generation of air transportation.

Separately, this past week, a delegation from Japan, including Hiromasa Nakano, the Minister of Land, Infrastructure, Transport and Tourism; the Japan Civil Aviation Bureau; and the Consul General of Japan in San Francisco visited Archer's headquarters for a briefing with Archer's leadership, to discuss how the parties can realize air taxi services across the country.

Archer CEO and Founder Adam Goldstein said, "We're proud of our continued partnership with Soracle, and applaud their latest milestone securing air taxi rights in Osaka. It was an honor to host Minister Nakano and the Japanese delegation this past week, and I look forward to deepening our relationship in the country as we build the foundation for commercial air taxi services in Japan."

Soracle CEO Yukihiro Ota said, "We are honored to announce the partnership agreement with Osaka Prefecture and Osaka City to realize our commercial eVTOL air taxi service in the region. Thanks to Archer's dedicated and continuous cooperation and support, we are confident that we can achieve this goal and realize the social implementation together with Osaka Prefecture and Osaka City."

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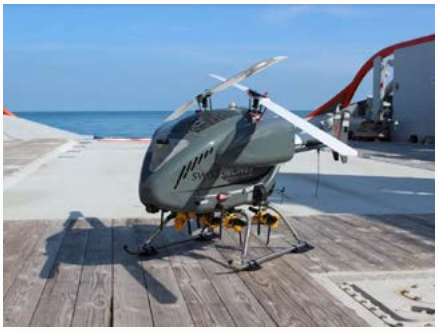
XPLORATE SECURES LANDMARK BVLOS APPROVAL FOR 58,000 KM² IN QUEENSLAND

In a historic move for the Australian commercial drone industry, Queensland-based company Xplorate has secured the nation's first Beyond Visual Line of Sight (BVLOS) approval for an area exceeding 58,000 square kilometres. This unprecedented authorization allows their drones to fly long-distance missions without ground-based visual observers, dramatically expanding the potential for aerial data services.

The Civil Aviation Safety Authority (CASA) granted the approval, which covers a vast corridor stretching from the mining-rich region of Mount Isa to the port city of Townsville. This route is a critical economic artery for Queensland, and Xplorate's new capability is set to revolutionize how industries like mining, agriculture, and infrastructure manage their assets.

Unlocking Efficiency and Safety

Prior to this approval, commercial drone operations were largely restricted to Visual Line of Sight (VLOS),



requiring pilots to keep their aircraft in sight at all times. This limited operational range and required costly ground crews for longer surveys.

With the new BVLOS waiver, Xplorate can now:

Conduct long-range linear surveys of pipelines, power lines, and roads in a single, automated flight.

Dramatically reduce costs and time for data collection over large, remote areas.

Enhance safety by minimizing the need for personnel to travel and work in hazardous or inaccessible terrain.

A Catalyst for Industry Growth

Xplorate's achievement is more than a corporate milestone; it's a watershed moment for the entire Australian UAV sector. It demonstrates to regulators and industry that complex, large-scale BVLOS operations can be conducted safely and effectively. This paves the way for other companies to pursue similar approvals, accelerating the adoption of drone technology across the economy.

The company plans to leverage this new capability to service major clients in the resources sector, providing vital data for operational efficiency, environmental monitoring, and compliance. This landmark approval firmly positions Queensland, and Xplorate, at the forefront of innovative drone application on a global scale.

BONV AERO SETS INDIA'S BVLOS RECORD WITH 20KG DRONE FLIGHT

In a significant step for India's drone ecosystem, Bengaluru-based startup BonV Aero has set a new national record by successfully completing a long-range, heavy-lift Beyond Visual Line of Sight (BVLOS) flight. The landmark demonstration involved a 20kg payload drone flying a 37-kilometer route in Rajasthan, showcasing capabilities critical for large-scale industrial applications.

Mission Details and Significance

The record-setting flight was conducted from BonV Aero's testing site in Jhunjhunu. The drone, carrying its substantial payload, navigated the 37km BVLOS path autonomously. This achievement is notable for combining two challenging metrics: a significant payload weight and a long-distance BVLOS operation.

This demonstration proves the viability of using drones for heavy cargo transport and logistics in sectors where moving large equipment or supplies across remote areas is essential.

Addressing Key Industrial Needs

Prior to such advancements, drone operations in India were largely limited by line-of-sight rules and lower payload capacities. BonV Aero's successful flight directly addresses these limitations, opening doors for practical applications in:

Logistics and Supply Chain: Transporting critical machinery parts, medical supplies, and

e-commerce cargo.

Agriculture: Large-scale seeding or fertilizer distribution.

Defense & Humanitarian Aid: Delivering supplies to remote or inaccessible locations.

The flight was conducted under the Directorate General of Civil Aviation's (DGCA) Sandbox program, a regulatory initiative that allows for testing innovative technologies in a controlled environment.

A Milestone for the Indian Drone Industry

This record is more than a technical feat; it is a validation of the maturity of India's indigenous drone technology. By proving that a domestic startup can execute complex, heavy-lift BVLOS missions, BonV Aero has set a new benchmark. It paves the way for broader regulatory acceptance of such operations and signals to industry that drones are ready to solve real-world, large-scale logistical challenges across the country.

UK CAA RELEASES UPDATED THREE-YEAR BVLOS ROADMAP

The UK Civil Aviation Authority (CAA) has unveiled an updated three-year roadmap outlining its strategy to enable routine Beyond Visual Line of Sight (BVLOS) drone operations in the country. This comprehensive plan signals a significant step forward in integrating unmanned aircraft into UK airspace, focusing on safety, scalability, and collaboration with the industry.

The roadmap is structured around four key "enabler" pillars, which the CAA believes are essential for the safe and efficient expansion of BVLOS flights:

Regulatory Framework: Developing a more predictable and transparent regulatory environment. This includes moving towards a new authorization model based on specific operational objectives and safety outcomes, rather than prescriptive rules.

Airspace Integration: Ensuring drones can operate safely alongside traditional manned aircraft. This involves developing and implementing the UK's Unmanned Traffic Management (UTM) system, which will facilitate communication, navigation, and surveillance for drone operators.

Technology and Safety: Promoting the adoption of technology that ensures safe operations. Key priorities include developing standards for Detect-and-Avoid (DAA) systems and ensuring the security and resilience of drone command-and-control links.

Social Acceptance and Environment: Building public trust by demonstrating the safety, security, and environmental benefits of drone technology. This includes addressing concerns about noise, privacy, and visual impact.

A Phased and Collaborative Approach

The CAA emphasizes that this is a living document, designed to evolve based on technological progress and lessons learned from real-world operations. The three-year timeline is divided into phases, with initial focus on lower-risk environments and specific use cases, such as linear infrastructure inspection and medical logistics, before expanding to more complex scenarios.

This roadmap provides much-needed clarity and direction for the UK drone industry. By outlining a clear, phased path to routine BVLOS, the CAA aims to stimulate investment and innovation. It allows technology developers, service providers, and end-users in sectors like logistics, agriculture, and emergency services to align their development and business strategies with the anticipated regulatory landscape, positioning the UK to become a global leader in commercial drone operations.

INTRODUCING THE LEICA TS20: ROBOTIC TOTAL STATION WITH EDGE AI FOR TOUGH CONDITIONS

Leica Geosystems, part of Hexagon, has launched the Leica TS20 robotic total station, a new instrument designed to elevate everyday productivity by integrating Edge AI to enhance performance in the most challenging environments.

The TS20 is engineered to address common on-site frustrations like losing the lock on the prism, a frequent issue when the line of sight is temporarily blocked by obstacles, machinery, or personnel. By embedding artificial intelligence directly into the device, the TS20 delivers unprecedented speed and reliability.

Key Features and Benefits:

Edge AI for Unmatched Tracking: The integrated Edge AI enables the TS20 to intelligently recognize and track the prism. This results in a re-lock time that is up to 50% faster than previous models, drastically reducing

downtime and operator frustration.

Resilience in Harsh Environments: Built to perform reliably in demanding conditions, the TS20 features robust sealing against dust and water ingress. Its advanced EDM (Electronic Distance Meter) provides long-range measurement capabilities with high accuracy, even in environments with high heat haze or vibration.

Seamless Workflow Integration: The total station is fully compatible with the Leica Captivate field software ecosystem, offering an intuitive user interface. This allows surveyors to manage complex tasks efficiently, from stakeout to monitoring, with minimal training.

The introduction of the Leica TS20 represents a significant step in making advanced AI-powered assistance a practical reality for surveyors. By focusing on solving everyday problems like line-of-sight interruptions, Leica Geosystems is empowering crews to work faster and with greater confidence, directly translating to improved project timelines and reduced costs, even on the toughest job sites.

SIMACTIVE SOFTWARE INTEGRATES LIDAR AND PHOTOGRAMMETRY FOR HIGHWAY EXPANSION PROJECT

SimActive, a world-leading developer of photogrammetry software, has successfully demonstrated the power of fusing lidar and photogrammetric data to support a major highway ramp expansion project. The case study showcases how the company's Correlator3D software seamlessly integrated disparate data sources to provide comprehensive and accurate modeling for engineering design.

The Project Challenge

The project involved redesigning and expanding a complex highway interchange. Engineers required highly detailed and accurate terrain models to plan the new infrastructure effectively. The site presented a common challenge: a mix of open ground, dense vegetation, and existing man-made structures, each requiring different data capture techniques for optimal modeling.

A Multi-Sensor Solution

To capture the entire site accurately, two survey methods were used:

Aerial Imagery: High-resolution photographs were captured to provide detailed visual texture and data for open areas.

Lidar Scanning: Laser scanning was employed to penetrate vegetation canopies and map the bare earth terrain, while also capturing precise details of existing structures like bridges and overpasses.

The critical task was to merge these two datasets into a single, coherent, and reliable digital model.

Seamless Data Fusion with Correlator3D

SimActive's Correlator3D platform was used to integrate the lidar point cloud and the aerial imagery. The software's advanced algorithms automatically matched the photographic data with the lidar data, generating a highly accurate 3D model that combined the best attributes of both sources.

This integrated approach provided the engineering team with a "Digital Twin" of the interchange, featuring:

High-Fidelity Visual Texture: From the photographs, essential for design visualization and documentation.

Accurate Bare-Earth Terrain: From the lidar, crucial for earthwork calculations and grading plans.

This project underscores a key trend in geospatial technology: the move towards multi-source data fusion. By leveraging integrated tools like SimActive's Correlator3D, survey and engineering firms can overcome the limitations of any single data type, delivering superior results for complex infrastructure projects efficiently and cost-effectively.

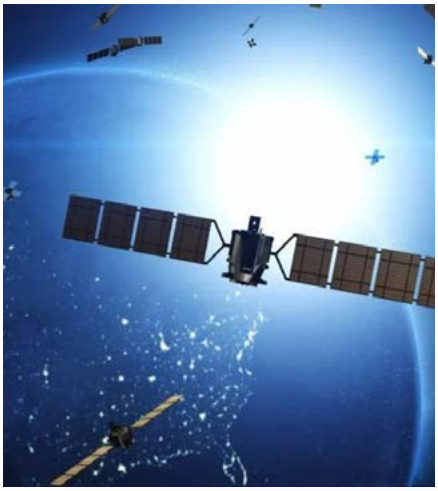
NEURASPACE BOOSTS DEFENSE RESILIENCE WITH NEW THREAT RESPONSE SYSTEM FOR SPACE ASSETS

Neuraspace, a leader in space traffic management and collision avoidance, has launched a new system specifically designed to bolster defense resilience against threats to satellites and other space-based assets. This advanced platform provides military and government agencies with the tools to rapidly detect, characterize, and respond to potential dangers in the increasingly contested space domain.

The system addresses the critical need for protecting vital national security and communication satellites from a range of modern threats, including direct-ascent anti-satellite weapons, co-orbital systems, and electronic warfare like jamming and spoofing.

Key Capabilities of the New System:

Integrated Threat Detection: The platform fuses data from a global network of government and commercial space surveillance sensors. It uses advanced artificial intelligence to continuously monitor the orbital environment, identifying anomalous behaviors and



potential threats that might be missed by traditional methods.

Rapid Characterization and Alerting: When a potential threat is identified, the system rapidly analyzes its trajectory, intent, and capabilities. It then provides immediate, prioritized alerts to operators, giving them crucial decision-making time.

Decision Support for Countermeasures: The platform offers sophisticated simulation and modeling tools. This allows operators to assess various response options, such as performing an evasive maneuver for a threatened satellite, and predict the outcomes before committing to action.

This new system marks a significant shift from purely monitoring collision risks with debris to actively defending against hostile acts. By providing a comprehensive and AI-driven operational picture, Neuraspace is empowering defense organizations to protect their critical space infrastructure. This enhanced situational awareness and decision-support capability are essential for maintaining national security and ensuring resilience for space-based assets in an era of growing geopolitical tensions.

VEXCEL IMAGING UNVEILS ULTRACAM DRAGON 4.2, SETTING NEW BENCHMARK IN HYBRID AERIAL MAPPING

Vexcel Imaging, a leading provider of aerial survey technology, has launched the UltraCam Dragon 4.2, a new large-format aerial sensor that sets a fresh benchmark for integrated oblique imaging and lidar. This system is designed to capture the most detailed and comprehensive 3D urban and territorial models in a single flight pass.

The UltraCam Dragon 4.2 represents a significant evolution in hybrid data capture, seamlessly fusing high-resolution photogrammetry with dense lidar point clouds. This integration addresses the growing demand for highly accurate "Digital Twins" for use in urban planning, telecommunications, insurance, and environmental monitoring.

Key Features and Advancements:

Integrated Sensor Fusion: The system combines an ultra-high-resolution panoramic camera with a powerful new lidar scanner, the Vexcel Lizard LiDAR. This allows for the simultaneous capture of nadir (vertical), oblique, and lidar data without the complexity of operating separate systems.

Unprecedented Image Resolution: The camera component features 680 megapixels, delivering exceptional detail with a ground sampling distance (GSD) of 2.5 cm from an altitude of 1,500 feet. This ensures crisp, clear

imagery for both 2D and 3D model generation.

High-Density Lidar: The integrated Lizard LiDAR unit emits up to 2 million pulses per second, producing a dense point cloud that accurately captures the ground and complex structures like building facades and vegetation, even in challenging light conditions.

Streamlined Workflow: By capturing multiple data types concurrently, the UltraCam Dragon 4.2 eliminates the need for separate flights and complex data alignment in post-processing. This drastically reduces project time and cost while ensuring perfect data synchronization.

The introduction of the UltraCam Dragon 4.2 provides mapping professionals, survey firms, and government agencies with a powerful, all-in-one solution. It empowers them to create rich, information-dense 3D models that support a wide range of analytical and decision-making processes, pushing the boundaries of what is possible in aerial data collection.

CREAFORM REDEFINES 3D SCANNING WITH NEW HANDYSCAN 3D EVO SERIES

Twenty years after pioneering the metrology-grade handheld 3D laser scanner category, Creaform has launched the HandySCAN 3D EVO series, a new line designed to redefine industry standards for accuracy, speed, and ease of use.

The original HandySCAN solidified portable, high-precision 3D scanning for applications like reverse engineering, quality control, and product development. The new EVO series builds on this legacy with significant advancements that streamline the workflow from capture to result.

Key Advancements in the EVO Series:

Unmatched Accuracy and Resolution: The flagship model, the HandySCAN 3D Silver™ EVO, boasts an accuracy of up to 0.025 mm and a high-resolution capability of 0.100 mm. This ensures the capture of even the finest details on complex parts, which is

critical for demanding industrial applications.

Dramatically Increased Speed: The new scanners feature a 50% larger measurement volume and a significantly faster measurement rate. This combination allows users to digitize large objects or batch-inspect multiple parts in a fraction of the time previously required.

Enhanced Ease of Use: Creaform has maintained its core principle of user-friendliness. The EVO series requires minimal setup and operator training. Its intuitive, plug-and-play design, combined with advanced real-time visualization, allows both experts and newcomers to generate reliable results quickly.

Robust Performance in Challenging Environments: The scanners are engineered to perform consistently in various industrial settings, unaffected by ambient light or part movement.

By pushing the boundaries of what is possible with portable metrology, the HandySCAN 3D EVO series empowers manufacturers to accelerate their design and production cycles. It reinforces Creaform's position as an innovation leader, providing the tools necessary for quality assurance and innovation in a rapidly evolving digital manufacturing landscape.

EMLID LAUNCHES NEW GENERATION OF GNSS RECEIVERS FOR SIMPLIFIED, SCALABLE PRECISION

Emlid has unveiled a new generation of its GNSS receivers, designed to make professional-grade precision more accessible, efficient, and scalable for a wide range of surveying and mapping applications. The launch includes the updated Reach RS3 receiver and the new Reach RS3+,

Streamlined Workflow and Enhanced Performance

The new RS3 series focuses on a user-centric approach, simplifying complex processes without sacrificing accuracy. Key features include:

All-in-One Design: The receivers integrate a GNSS antenna, radio modem, and battery into a single, ruggedized unit, minimizing setup time and accessory requirements.

Improved Connectivity: Enhanced connectivity options, including 4G LTE cellular and Bluetooth, provide flexible data links for real-time kinematics (RTK) and seamless data transfer.

Emlid Flow App: The intuitive mobile app allows users to manage everything from project setup and data collection to point validation directly from a smartphone or tablet, streamlining the entire field workflow.

A Receiver for Every Precision Need

Emlid is targeting a broad market with two distinct models:

Reach RS3: Offers centimeter-level accuracy, making it ideal for general surveying, construction layout, and GIS data collection.

Reach RS3+: Equipped with an advanced multi-frequency board and support for all major satellite constellations (GPS, GLONASS, Galileo, BeiDou), this model delivers enhanced performance for challenging environments. It is suited for high-precision applications like monitoring, cadastral surveys, and engineering,

Democratizing High-Accuracy Geospatial Data

This product launch reinforces Emlid's mission to "make professional-grade precision simple and affordable." By packing advanced capabilities into user-friendly and cost-effective hardware, the company is empowering a new wave of professionals in surveying, agriculture, and construction. The new RS3 series lowers the barrier to entry for high-accuracy GNSS technology, allowing smaller firms and individual professionals to compete effectively and scale their operations efficiently.

TRIMBLE INTRODUCES ALL-IN-ONE MOBILE MAPPING SOLUTIONS FOR LAND AND AIR

Trimble has launched two new integrated mobile mapping portfolios, the "Trimble X9" for land-based capture and the "Trimble AX9" for aerial applications. These all-in-one solutions are designed to make high-accuracy 3D scanning more efficient and accessible for survey, engineering, and construction professionals.

The new systems combine simultaneous localization and mapping (SLAM) technology with high-resolution imaging and integrated processing workflows. This integrated approach aims to streamline the entire digital reality capture process, from data acquisition in the field to the delivery of actionable 3D models in the office.

Key Features of the New Portfolios:

All-in-One Design: Both the X9 (land) and AX9 (air) integrate sensors, cameras, and computing into a single, robust unit, minimizing setup time

and simplifying operation.

Trimble X9 for Land-Based Scanning: This portable system is designed for capturing complex indoor and outdoor environments. It is ideal for building information modeling (BIM), facility management, and infrastructure surveys, generating highly accurate point clouds as the operator walks through a site.

Trimble AX9 for Aerial Mapping: Optimized for drone deployment, the AX9 allows for the rapid collection of data over large or inaccessible areas. It supports a range of aerial mapping applications, including topographic surveys, stockpile measurement, and construction progress monitoring.

Integrated Workflow with Trimble Business Center: The portfolios are tightly coupled with Trimble Business Center (TBC) software. This allows for seamless data transfer and processing, enabling users to quickly transform raw field data into deliverables like 3D models, contour maps, and volume calculations.

By packaging hardware and software into cohesive systems, Trimble is reducing the complexity traditionally associated with high-end mobile mapping. These new portfolios empower teams to capture comprehensive "digital twin" datasets faster and with less specialized training, ultimately improving productivity and decision-making for land and aerial surveying projects.

POSTRACK LAUNCHES ASSET TRACKING BUSINESS IN THE UK

PoSTrack, a global provider of positioning and wireless communication technology, has officially launched its dedicated asset tracking business unit in the United Kingdom. The move is a direct response to growing market demand for robust and scalable Internet of Things (IoT) solutions to monitor high-value equipment, vehicles, and cargo.

The new UK operation will offer a comprehensive suite of asset tracking products and services. These solutions are designed to provide businesses with real-time visibility into the location, status, and condition of their assets, enabling improved operational efficiency, enhanced security, and reduced costs.

Comprehensive Tracking Solutions

PoSTrack's offering is built to serve a diverse range of industries, including logistics, construction, transportation, and utilities. Key features of their solutions include:

Real-Time Location Monitoring: Utilizing GNSS (Global Navigation Satellite System) technology, PoSTrack devices transmit the precise location of assets, which can be viewed on a centralized management platform.

Sensor-Based Condition Monitoring: Beyond simple location tracking, the devices can integrate various sensors to monitor factors like temperature, humidity, shock, and tilt. This is critical for sensitive cargo and high-value

machinery.

Long-Range Connectivity: Leveraging Low-Power Wide-Area Network (LPWAN) technologies like LoRaWAN and NB-IoT, the trackers can operate for extended periods on a single battery while transmitting data over vast distances, even in remote areas.

Addressing a Critical Market Need

The launch positions PoSTrack to capitalize on the rapidly expanding UK IoT market. By establishing a local presence, the company can provide tailored support and faster deployment for British businesses seeking to mitigate theft, prevent loss, and optimize asset utilization. This strategic expansion underscores the critical role that precise, reliable asset tracking now plays in modern supply chain and fleet management operations.

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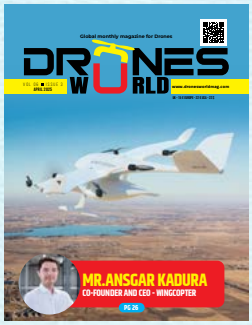

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